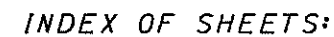


PER - SR 13/345/383 / - 0.00/0.00/0.00/
030442 PID - 24719
Dist 5 8/27/2003



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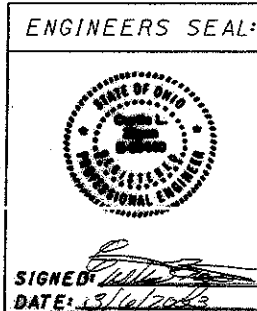
LOCATION	COUNTY	ROUTE	SECTIONS	PROJECT TERMINII		NET LENGTH MILES	CITY	VILLAGE
				BEGIN	END			
1	PER	13	0.00	0.00	20.38	* 19.92		CORNING/ RENDVILLE NEW LEXINGTON
2	PER	345	0.00	0.00	9.22	9.22		NEW LEXINGTON
3	PER	383	0.00	0.00	1.50	1.50		

THE STANDARD 2002 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 THAT PROVISIONS FOR THE MAINTENANCE OF TRAFFIC WILL BE AS SET FORTH ON THE PLANS AND ESTIMATES.

UNDERGROUND UTILITIES
TWO WORKING DAYS
BEFORE YOU DIG
CALL 1-800-362-2764 (TOLL FREE)
OHIO UTILITIES PROTECTION SERVICE
NON-MEMBERS
MUST BE CALLED DIRECTLY

PLAN PREPARED BY:
OHIO DEPARTMENT OF TRANSPORTATION
DISTRICT 5
9600 JACKSONTOWN ROAD
JACKSONTOWN, OHIO 43030

[illegible]

PROJECT DESCRIPTION:

LOCATION 1:

RESURFACING 19.92 MILES OF S.R. 13 FROM S.L.M. 0.00
THE PERRY ATHENS COUNTY LINE TO S.L.M. 20.38 THE
CORPORATION LINE FOR THE VILLAGE OF NEW LEXINGTON
PAVEMENT PLANING AND TRAFFIC CONTROL
AS INDICATED IN THE PLANS.

LOCATION 2:

RESURFACING OF 9.22 MILES OF
S.R. 345 FROM S.L.M. 0.00 IN NEW LEXINGTON TO
S.L.M. 9.22 THE MUSKINGUM COUNTY LINE.
PAVEMENT PLANING AND TRAFFIC CONTROL
AS INDICATED IN THE PLANS.

LOCATION 3:

RESURFACING OF 1.50 MILES OF S.R. 383 FROM S.L.M. 0.00
COUNTY ROAD 60 TO S.L.M. 1.50 THE INTERSECTION OF
S.R. 383 AND S.R. 13.
TRAFFIC CONTROL AS INDICATED IN THE PLANS.

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TITLE SHEET

PER-345-0.00
PER-383-0.00

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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.

FEATHERING

FEATHERING OF THE ASPHALT CONCRETE WHERE REQUIRED SHALL BE ACCORDING TO DRAWING BP-3.1, 7-28-00.

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 AND 0.025 GALLONS PER SQUARE YARD AT THE FACE OF THE TRENCH, 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.

CONVERSION OF STANDARD CONSTRUCTION DRAWINGS

THE METRIC STANDARD DRAWINGS REFERENCED IN THIS PLAN SHALL BE CONVERTED TO ENGLISH UNITS USING THE SI (METRIC) TO ENGLISH CONVERSION FACTORS PROVIDED IN SECTION 109.011 OF THE 1997 CONSTRUCTION AND MATERIALS SPECIFICATIONS. THE APPENDIX OF ASTM E 380 SHALL BE UTILIZED FOR ANY ADDITIONAL CONVERSION FACTORS REQUIRED. CONVERSIONS SHALL BE APPROPRIATELY PRECISE AND SHALL REFLECT STANDARD INDUSTRY ENGLISH VALUES WHERE SUITABLE.

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

JACKSONTOWN, OH. 43030
PHONE: (740) 323-4400 EXT. 5241

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 the pavement).

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. Concrete and asphalt drives shall have butt joints or as short a asphalt taper as possible (up to 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 (up to 4') but only if the existing asphalt apron is in an acceptable condition to be paved over as directed by the Engineer.

Tack coat, materials, labor, equipment tools and incidentals necessary to complete the drives shall be included in the unit price bid for the following items:

LOCATION 1	
ITEM 448 ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I, PG 64-22	65 CU.YD.
ITEM 448 ASPHALT CONCRETE SURFACE COURSE, TYPE I, PG 64-22	65 CU.YD.
LOCATION 2	
ITEM 854 FINE GRADED POLYMER ASPHALT CONCRETE TYPE B	25 CU.YD.
LOCATION 3	
ITEM 448 ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I, PG 64-22	5 CU.YD.
ITEM 448 ASPHALT CONCRETE SURFACE COURSE, TYPE I, PG 64-22	5 CU.YD.

ITEM 202 REMOVAL MISC.: RESIDENCE AND COMMERCIAL DRIVES

This item shall cover the cost of grading, excavating, milling, material, labor, equipment, tools, and incidentals necessary to prepare the drives for paving. When a gravel drive with a asphalt apron cannot be paved over (for example, broken into small pieces) as determined by the Engineer, it must be completely removed before paving. Paving shall extend only 4' into this drive. The rest of the drive shall receive #57 limestone as directed by the Engineer. This item shall also cover all the costs necessary to prepare the drives for the #57 limestone. The quantities shown below have been carried to the General Summary for the purpose described above.

Item 202 Removal Misc.: Residence and Commercial Drives 150 Sq.Yd.

ITEM SPECIAL-MISC.: #57 LIMESTONE FOR DRIVES

This item shall be used only on drives where the existing asphalt apron is removed and the Engineer directs the contractor to extend the gravel drive to meet the new asphalt apron. This item shall cover all the cost for material, labor, equipment and incidentals to place the #57 Limestone. The quantity shown below has been carried to the General Summary for the purpose described above.

Item Special - Misc.: #57 Limestone for Drives 10 Ton

CALCULATED
CHECKED

GENERAL NOTES

PER-13-0.00
PER-345-0.00
PER-383-0.00

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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. THIS OPERATION SHALL BE PERFORMED BEFORE THE PLANING OPERATION.

THE INTENT OF THIS OPERATION IS TO REPAIR THOSE AREAS OF PAVEMENT OR SHOULDERS WHICH HAVE FAILED AND NOT TO CORRECT SURFACE IRREGULARITIES. THE 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 NEEDED TO ACHIEVE THE PROPER SLOPES FOR DRAINAGE ON BERMS AND ALL MATERIALS, LABOR, EQUIPMENT, TOOLS 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	1000 SQ.YD. (LOCATION 1)
ITEM 253 PAVEMENT REPAIR, AS PER PLAN	250 SQ.YD. (LOCATION 2)
ITEM 253 PAVEMENT REPAIR, AS PER PLAN	250 SQ.YD. (LOCATION 3)

SHOULDER RESTORATION

IN ORDER TO PROVIDE POSITIVE DRAINAGE FROM THE ROADWAY SURFACE TO THE SHOULDER BREAK, THE EXISTING ROADWAY SHOULDERS SHALL BE GRADED AND SHAPED USING A GRADER OF ADEQUATE SIZE TO PERFORM THE WORK TO THE SATISFACTION OF THE ENGINEER. PAYMENT FOR ALL OF THE ABOVE GRADING AND SHAPING WORK, INCLUDING LABOR AND INCIDENTALS, SHALL BE THE UNIT PRICE BID FOR ITEM SPECIAL - GRADER RENTAL, AND SHALL BE PAID FOR THE ACTUAL NUMBER OF GRADER HOURS WORKED.

ALL EXCESS MATERIAL REMAINING AROUND GUARDRAIL AND OTHER AREAS AFTER THE GRADER WORK IS COMPLETED AND NOT DISPOSED OF ON THE SITE, SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR. PAYMENT FOR ALL OF THE ABOVE REMOVAL WORK SHALL BE PAID FOR AT THE UNIT PRICE BID FOR ITEM SPECIAL - LOADER RENTAL, AND SHALL BE FOR THE ACTUAL NUMBER OF LOADER HOURS WORKED. ANY OTHER EQUIPMENT, LABOR OR INCIDENTALS REQUIRED TO COMPLETE THIS ITEM SHALL BE INCLUDED THEREIN FOR PAYMENT.

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED IN THE GENERAL SUMMARY FOR THE ABOVE PURPOSES.

ITEM SPECIAL	LOCATION 1	LOCATION 2	LOCATION 3
GRADER RENTAL (HOURS)	18	8	4
LOADER RENTAL (HOURS)	9	4	2

MAINTENANCE OF TRAFFIC

PLACING OF THE ASPHALT CONCRETE INTERMEDIATE COURSE, SHALL OCCUR AS CLOSE BEHIND THE PLANING OPERATION AS POSSIBLE SUCH THAT TRAFFIC SHALL NOT BE MAINTAINED ON THE MILLED SURFACE AT THE END OF THE WORK DAY.

PROPOSED SHOULDER WIDENING SHALL BE CONSTRUCTED PRIOR TO THE PAVEMENT PLANING OPERATION.

ITEM 202 RAISED PAVEMENT MARKERS, REMOVED FOR STORAGE

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN INCLUDED IN THE PLANS TO REMOVE RAISED PAVEMENT MARKERS FOR STORAGE. THE PERRY COUNTY MANAGER SHALL BE CONTACTED FOR INSTRUCTIONS ON WHERE TO DELIVER THE RAISED PAVEMENT MARKERS.

ITEM 202 RAISED PAVEMENT MARKERS, REMOVED FOR STORAGE LOCATION 1	1,881 EACH
ITEM 202 RAISED PAVEMENT MARKERS, REMOVED FOR STORAGE LOCATION 2	862 EACH
ITEM 202 RAISED PAVEMENT MARKERS, REMOVED FOR STORAGE LOCATION 3	161 EACH

ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN

THE ENTIRE ROADWAY SURFACE SHALL BE PLANED TO A DEPTH AS INDICATED IN THE PLANS, AS DIRECTED BY THE ENGINEER. THE ROADWAY SHALL BE PLANED SUCH THAT A MINIMUM SLOPE OF 0.0156 FT/FT IS CREATED FROM THE CENTER LINE TO THE EDGE OF PAVEMENT. THIS MAY REQUIRE ADDITIONAL MILLING DEPTH DUE TO EXISTING GRADER PATCHES, SURFACE CRACKING AND PAVEMENT REPAIR. ALL SPECIFICATIONS OF ITEM 254 SHALL APPLY.

PLACING OF THE ITEM 448 ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, PG64-22 SHALL OCCUR AS CLOSE BEHIND THE PLANING OPERATION AS POSSIBLE SUCH THAT TRAFFIC SHALL NOT BE MAINTAINED ON THE MILLED SURFACE AT THE END OF THE WORK DAY.

TWO THOUSAND (2000) TONS OF GRINDINGS FROM THE PLANING OPERATION SHALL BE DELIVERED TO THE OHIO DEPARTMENT OF TRANSPORTATION: PERRY COUNTY GARAGE ON S.R.13 AT NEW LEXINGTON. THIS WORK SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 254 PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN.

THE QUANTITY FOR ITEM 254 PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN IS SHOWN ON SHEETS 9 & 10 AND IS CARRIED TO THE GENERAL SUMMARY FOR THE ABOVE DESCRIBED PURPOSE.

SPOT LEVELING COURSE

THE FOLLOWING QUANTITY HAS BEEN INCLUDED IN THE GENERAL SUMMARY TO BE USED AS DIRECTED BY THE PROJECT ENGINEER IN ORDER TO RESTORE THE CROWN OF THE EXISTING PAVEMENT. THE SPOT LEVELING COURSE SHALL BE USED AND PLACED IN A SEPARATE OPERATION WHERE MORE THAN 1.25 INCHES OF CORRECTION IS NECESSARY. THIS OPERATION SHALL BE PERFORMED BEFORE THE PAVING OF THE 1" INTERMEDIATE, COURSE, TYPE 1 PG 64-22.

THE FOLLOWING QUANTITY HAS BEEN INCLUDED IN THE GENERAL SUMMARY TO PERFORM THE WORK AS DESCRIBED ABOVE.

LOCATION 1		
ITEM 448 ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, PG 64-22	500 CU.YD.	
LOCATION 2		
ITEM 448 ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, PG 64-22	50 CU.YD.	
LOCATION 3		
ITEM 448 ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, PG 64-22	50 CU.YD.	

ITEM 614 WORK ZONE STRIPING

THE FOLLOWING QUANTITIES HAVE BEEN PROVIDED TO TEMPORARILY STRIPE THE AUXILARY MARKINGS ON THE INTERMEDIATE COURSE AS DIRECTED BY THE PROJECT ENGINEER IN THE VILLAGE OF NEW LEXINGTON ON S.R. 13 AND S.R. 345.

LOCATION 1 (S.R. 13 VILLAGE OF NEW LEXINGTON)		
ITEM 614 WORK ZONE CHANNELIZING LINE, CLASS II	300 FT.	
ITEM 614 WORK ZONE STOP LINE, CLASS I, 642 PAINT	551 FT.	
ITEM 614 WORK ZONE CROSSWALK LINE, CLASS I, 642 PAINT	2,994 FT.	
ITEM 614 WORK ZONE LANE ARROW, CLASS I, 642 PAINT	6 EACH	
LOCATION 2 (S.R. 345 VILLAGE OF NEW LEXINGTON)		
ITEM 614 WORK ZONE CHANNELIZING LINE, CLASS II	130 FT.	
ITEM 614 WORK ZONE STOP LINE, CLASS I, 642 PAINT	175 FT.	
ITEM 614 WORK ZONE CROSSWALK LINE, CLASS I, 642 PAINT	542 FT.	
ITEM 614 WORK ZONE LANE ARROW, CLASS I, 642 PAINT	3 EACH	

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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	LOCATION 2	LOCATION 3
OW-171 (UNEVEN LANE SYMBOL)	98	28	6
OWP-171 (UNEVEN LANES)	98	28	6
OW-167 (NO EDGE LINES)	98	28	6
R-33 (DO NOT PASS)	100	31	6
R-34 (PASS WITH CARE)	100	31	0
OW-128 (ROAD CONSTRUCTION AHEAD)	94	25	7
OC-8 (END CONSTRUCTION)	94	25	7
SUB TOTALS	682	196	38
TOTAL (CARRIED TO THE GENERAL SUMMARY)	916		

ITEM 604 MANHOLE ADJUSTED TO GRADE ITEM 604 CATCH BASIN ADJUSTED TO GRADE ITEM 638 VALVE BOX ADJUSTED TO GRADE

EXISTING MANHOLES, CATCH BASINS AND VALVE BOXES THAT ARE TO BE ADJUSTED TO GRADE ARE LISTED BELOW, THESE NUMBERS ARE TAKEN FROM FIELD COUNTS, HOWEVER THE ACTUAL NUMBER THAT ARE TO BE ADJUSTED TO GRADE WILL BE DETERMINED BY THE ENGINEER AT THE TIME OF CONSTRUCTION, PAYMENT SHALL BE FOR THE ACTUAL NUMBERS OF EACH ITEM THAT ARE ADJUSTED TO GRADE AS DETERMINED BY THE ENGINEER.

WHEN ADJUSTING MANHOLES EXTREME CARE SHALL BE TAKEN WHEN REMOVING CONCRETE, SO AS NOT TO DAMAGE MANHOLE COVERS AND FRAMES. MANHOLES SHALL BE ADJUSTED USING CONCRETE SHOWN IN DRAWING BP-3.1, 7-28-00. WHEN ADJUSTING MANHOLES, CATCH BASINS AND VALVE BOXES ALL MATERIALS, LABOR, EQUIPMENT, TOOLS AND ANY OTHER INCIDENTALS AND REMOVAL OF THE EXISTING CONCRETE SHALL BE PAID FOR UNDER EACH ITEM AS SHOWN ON THE GENERAL SUMMARY.

LOCATION 1 - S.R. 13 (VILLAGE OF NEW LEXINGTON)

ITEM 604 MANHOLE ADJUSTED TO GRADE	7 EACH
ITEM 604 CATCH BASIN ADJUSTED TO GRADE	22 EACH
ITEM 638 VALVE BOX ADJUSTED TO GRADE	2 EACH

LOCATION 2 - S.R. 345 (VILLAGE OF NEW LEXINGTON)

ITEM 604 MANHOLE ADJUSTED TO GRADE	3 EACH
ITEM 604 CATCH BASIN ADJUSTED TO GRADE	2 EACH
ITEM 638 VALVE BOX ADJUSTED TO GRADE	1 EACH

DETECTOR LOOPS, AS PER PLAN

ALL DETECTOR LOOPS SHALL BE CUT INTO THE EXISING PAVEMENT PRIOR TO THE PLANING OPERATION AT A DEPTH SO AS NOT TO BE DISTURBED.

PLACEMENT SHALL BE AS PER SPECIFICATION 632.10. 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.

LOCATION 1 - (VILLAGE OF NEW LEXINGTON)

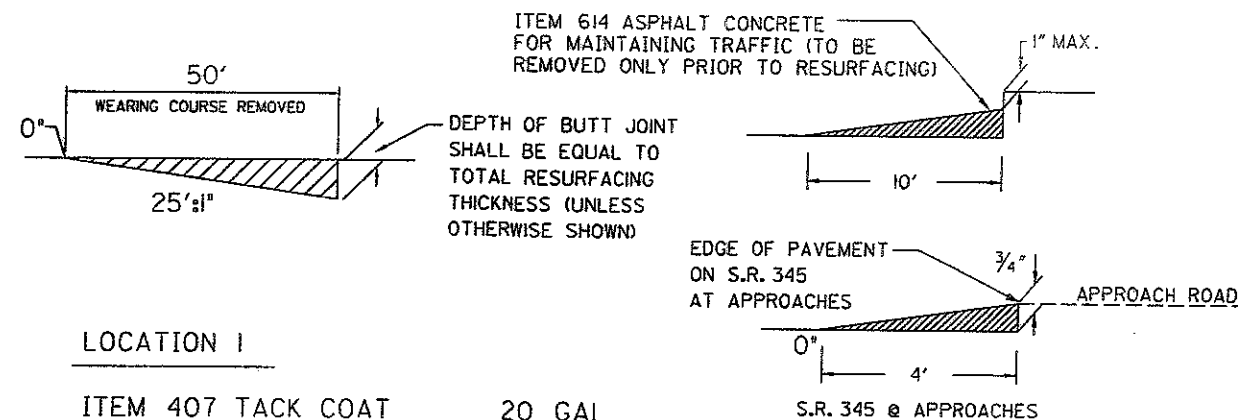
ITEM 632 DETECTOR LOOP, AS PER PLAN	5 EACH
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LOCATION 2 - (VILLAGE OF NEW LEXINGTON)

ITEM 632 DETECTOR LOOP, AS PER PLAN	3 EACH
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BUTT JOINT

A BUTT JOINT MAY BE REQUIRED AS DIRECTED BY THE PROJECT ENGINEER. AFTER THE JOINT IS CONSTRUCTED, THE DROP OFF CREATED SHALL BE MINIMIZED BY TEMPORARILY FILLING THE VOID TO WITHIN AT LEAST 1" OF THE EXISTING ROADWAY SURFACE (SEE DETAIL BELOW). PLACEMENT AND REMOVAL OF TEMPORARY WEDGE SHALL BE INCLUDED FOR PAYMENT IN THE UNIT BID PRICE FOR THE APPROPRIATE ASPHALT REMOVAL ITEM (PAVEMENT PLANING OR WEARING REMOVED).



LOCATION 1

ITEM 407 TACK COAT	20 GAL
ITEM 614 ASPHALT CONCRETE FOR MAINTAINING TRAFFIC	20 CU.YD.
ITEM 202 WEARING COURSE REMOVED	1050 SQ.YD.
(BEGIN AND END OF PROJECT, BRIDGE NO. PER-13-0196, AND BRIDGE NO. PER-13-1367)	

LOCATION 2

ITEM 202 WEARING COURSE REMOVED	500 SQ.YD.
(S.R. 345 AT APPROACHES & END PROJECT) - (1100' x 4' / 9)	

LOCATION 3

ITEM 407 TACK COAT	2 GAL
ITEM 614 ASPHALT CONCRETE FOR MAINTAINING TRAFFIC	2 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, 7-28-00.

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 I, PG 64-22 AND ITEM 448 ASPHALT CONCRETE SURFACE COURSE, TYPE I, PG 64-22. THE FOLLOWING QUANTITIES ARE CARRIED TO THE GENERAL SUMMARY:

LOCATION 1

ITEM 448 1" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I, PG 64-22	90 CU.YD.
ITEM 448 1" ASPHALT CONCRETE SURFACE COURSE, TYPE I, PG 64-22	90 CU.YD.

LOCATION 2

ITEM 854 3/4" FINE GRADED POLYMER ASPHALT CONCRETE TYPE B	45 CU.YD.
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LOCATION 3

ITEM 448 1" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I, PG 64-22	5 CU.YD.
ITEM 448 1" ASPHALT CONCRETE SURFACE COURSE, TYPE I, PG 64-22	5 CU.YD.

GENERAL NOTES

PER-13-0.00
PER-345-0.00
PER-383-0.00

ITEM 614, LAW ENFORCEMENT OFFICER
WITH PATROL CAR

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

FOR LANE CLOSURES: DURING INITIAL SETUP PERIODS, TEAR DOWN PERIODS, SUBSTANTIAL SHIFTS OF A CLOSURE POINT OR WHEN NEW LANE CLOSURE ARRANGEMENTS ARE INITIATED.

LAW ENFORCEMENT OFFICERS (L.E.O.'S) SHOULD NOT BE USED WHERE THE OMUTCD INTENDS THAT FLAGGERS BE USED. THE LEO'S ARE CONSIDERED TO BE EMPLOYED BY THE CONTRACTOR AND THE CONTRACTOR SHALL BE RESPONSIBLE FOR THEIR ACTIONS. ALTHOUGH THEY ARE EMPLOYED BY THE CONTRACTOR, THE PROJECT ENGINEER SHALL HAVE CONTROL OVER THEIR PLACEMENT. THE OFFICIAL PATROL CAR SHALL BE A PUBLIC SAFETY VEHICLE AS REQUIRED BY THE OHIO REVISED CODE.

THE CONTRACTOR SHALL MAKE ARRANGEMENTS FOR THESE SERVICES WITH:
THE OHIO HIGHWAY PATROL
660 EAST MAIN STREET
COLUMBUS, OHIO
TELEPHONE: (614) 466-2660

LAW ENFORCEMENT OFFICERS WITH PATROL CAR REQUIRED BY THE TRAFFIC MAINTENANCE TASKS ABOVE SHALL BE PAID FOR ON A UNIT PRICE (HOURLY) BASIS UNDER ITEM 614-LAW ENFORCEMENT OFFICER WITH PATROL CAR. THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY:

LAW ENFORCEMENT OFFICER WITH PATROL CAR. LOCATIONS 1-3 - 50 HOURS

THE HOURS PAID SHALL INCLUDE MINIMUM SHOW-UP TIME REQUIRED BY THE LAW ENFORCEMENT AGENCY INVOLVED.

IF THE CONTRACTOR WISHES TO UTILIZE LEO'S FOR FLAGGING AND TRAFFIC CONTROL OTHER THAN FOR THAT REQUIRED IN THESE PLANS, HE MAY DO SO AT HIS OWN EXPENSE. PAYMENT FOR THE EXCESS ABOVE THE CONTRACT REQUIREMENTS WILL BE INCLUDED UNDER ITEM 614 MAINTAINING TRAFFIC.

UTILITIES

LISTED BELOW ARE ALL UTILITIES LOCATED WITHIN THE PROJECT CONSTRUCTION LIMITS TOGETHER WITH THEIR RESPECTIVE OWNERS:

AMERICAN ELECTRIC POWER CO.
9135 ST. ROUTE 682
ATHENS, OHIO 45701
ATTN: JEFF WICKER
614-594-1946

SPRINT
P.O. BOX 1031
PATASKALA, OHIO 43062
ATTN: DENNIS FIGLEY
740-927-3000

AMERICA NELECTRIC POWER TRANSMISSION
825 TECH CENTER DRIVE
GAHANNA, OHIO 43230-8250
ATTN: TODD WICK

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

BURR OAK WATER
ROUTE 2
23554 JENKINS DAM RD.
GLOUSTER, OHIO 45732
ATTN: WILLIARD STANLEY

SOUTH EASTERN OHIO NATURAL GAS
P.O. BOX
377
FRAZEYSBURG, OHIO 43822
ATTN: BOB MORAN
740-828-2892

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

TIME WARNER CABLE
1266 DUBLIN RD.
COLUMBUS, OH 43215
ATTN: KEVIN RICH
614-481-5263

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.

LOCATION 1

ITEM 407 TACK COAT MISC.: FOR LONGITUDINAL JOINT 105,000 FT.

LOCATION 2

ITEM 407 TACK COAT MISC.: FOR LONGITUDINAL JOINT 48,700 FT.

LOCATION 3

ITEM 407 TACK COAT MISC.: FOR LONGITUDINAL JOINT 7,920 FT.

ITEM 617, COMPACTED AGGREGATE, TYPE A, 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.

2/6/03

P13MOT.MGN

GENERAL NOTES

PER-13-0-0.00
PER-345-0-0.00
PER-383-0-0.00

ITEM 608 CURB RAMP

PROPOSED CURB RAMPS, CONSTRUCTED AS PER STANDARD CONSTRUCTION DRAWING BP-7.1 SHALL BE INSTALLED AT THE LOCATIONS AS SHOWN ON SHEET 7 TO ALLOW WHEELCHAIR ACCESS TO EXISTING SIDEWALKS. PAYMENT FOR ITEM 608 CURB RAMP SHALL INCLUDE ALL LABOR, MATERIALS, EQUIPMENT AND ANY OTHER INCIDENTALS NECESSARY TO CONSTRUCT THE PROPOSED CURB RAMP.

ITEM 608 5" CONCRETE WALK

PROPOSED ITEM 608 5" CONCRETE WALK SHALL BE INSTALLED AT LOCATIONS AS DIRECTED BY THE PROJECT ENGINEER TO ALLOW WHEELCHAIR ACCESS TO EXISTING SIDEWALKS AND CURB RAMPS. PAYMENT FOR ITEM 608 5" CONCRETE WALK SHALL INCLUDE ALL LABOR, MATERIALS, EQUIPMENT AND ANY OTHER INCIDENTALS NECESSARY TO CONSTRUCT THE PROPOSED ITEM 608 5" CONCRETE WALK.

ITEM 608 WALKWAY, MISC.: TRUNCATED DOMES

EXISTING CURB RAMPS SHALL BE RETROFITTED WITH ADA COMPLIANT DETECTABLE WARNING SYSTEMS. THE SYSTEM SHALL USE THE "IN-LINE TRUNCATED DOME PATTERN", BE SURFACE APPLIED AND SAFETY YELLOW IN COLOR. INSTALL TRUNCATED DOMES FOR A DISTANCE OF 24" FROM THE BACK OF THE CURB FOR THE ENTIRE WIDTH OF THE RAMP OPENING. THE SYSTEM USED SHALL BE MANUFACTURED BY ONE OF THE FOLLOWING COMPANIES:

COTE-L INDUSTRIES INC.
1542 JEFFERSON ST., TEANECK, NJ 07666
PHONE: (201) 836-0733
WEB: WWW.COTELIND.COM
PRODUCT: SAFTI-TRAX DETECTABLE WARNING SYSTEMS (OR SAFTI-TRAX MATS)
(APPLIED RUBBER DOMES & DURABACK POLYURETHANE COATING)

DETECTABLE WARNING SYSTEMS, INC.
6435 JOSHUA TREE AVENUE
ORANGE, CA 92867
PHONE: (866) 999-7452 OR (714) 974-3566
WEB: WWW.DETECTABLE-WARNING.COM
PRODUCT: DETECTABLE WARNING MAT, IN-LINE (SQUARE) PATTERN
(POLYURETHANE MAT WITH TRUNCATED DOMES, TWO-PART

STRONGWALL INDUSTRIES, INC.
107 CHESTNUT STREET
RIDGEWOOD, NJ 07450
PHONE: (201) 445-4633
WEB: WWW.STRONGWALL.COM
PRODUCT: SWADA-2000 WHEELCHAIR ACCESS
(APPLIED LATEX-MODIFIED MORTAR DOMES AND TRAFFIC DECK MEMBRANE SYSTEM)

ALL PRODUCTS ARE TO BE INSTALLED ACCORDING TO MANUFACTURER'S INSTRUCTIONS, INCLUDING SURFACE PREPARATION, ADHESIVE (CHEMICAL AND/OR MECHANICAL) AND PRODUCT APPLICATION AND CURING.

PAYMENT FOR ITEM 608 WALKWAY, MISC.: TRUNCATED DOMES WILL BE MADE AT THE CONTRACT UNIT PRICE BID FOR EACH CURB RAMP COMPLETELY INSTALLED AND ACCEPTED.

(SEE SHEET 7 FOR LOCATIONS).

ITEM 608 WALKWAY, MISC.: TRUNCATED DOMES ON CURB RAMPS

INSTALL DETECTABLE WARNINGS (TRUNCATED DOMES) FOR A DISTANCE OF 24" FROM THE BACK OF THE CURB FOR THE ENTIRE WIDTH OF THE RAMP OPENING WHERE IT IS FLUSH WITH THE PAVEMENT. SQUARE FOOTAGE OF THE PAVERS FOR EACH TYPE OF RAMP ARE AS FOLLOWS (SEE STANDARD CONSTRUCTION DRAWING BP-7.1 FOR DIFFERENT STYLES OF CURB RAMPS):

RAMP DESIGN	RAMP TYPE	DIMENSIONS (SEE PLAN)	AREA
PERPENDICULAR	TYPES A, E & G	24" x 4'-0" (MIN. WIDTH)	8 S.F. (MIN.)
PARALLEL	TYPES B AND F	24" x 5'-0" (MIN. WIDTH)	10 S.F. (MIN.)
COMBINED	TYPE C	24" x 5'-0" (6'-0" PREFERRED)	10 S.F. (MIN.) 12 S.F. PREFERRED
DIAGONAL	SPECIAL INSTALLATION	24" x 4'-0" (MIN. WIDTH)	8 S.F. (MIN.)

PAVERS WILL MEET AMERICANS WITH DISABILITIES ACT (ADA) REQUIREMENTS FOR DETECTABLE WARNINGS (TRUNCATED DOMES) AND EITHER ASTM C 902 PEDESTRIAN AND LIGHT TRAFFIC PAVING BLOCKS, CLASS SX, TYPE I; OR ASTM C 936 SOLID CONCRETE INTERLOCKING PAVING UNITS; OR ASTM C 1272 HEAVY VEHICULAR PAVING BRICK, TYPE R.

ACCEPTABLE MANUFACTURES AND PRODUCTS ARE:

MANUFACTURERS	PRODUCTS
WHITACRE-GREER FIREPROOFING COMPANY, 1400 S. MAHONONG AVE., ALLIANCE, OHIO 44601	ADA PAVER, 4" x 8" x 2 1/4" CLEAR RED (RUSTIC) #30.
HANOVER ARCHITECTURAL PRODUCTS 240 BENDER RD., HANOVER, PA., 17331	DETECTABLE WARNING PAVER, 11 3/4" x 11 3/4" x 2" RED OR QUARRY RED
ENDICOTT CLAY PRODUCTS, P.O. BOX 17, FAIRBURY, NE., 68352	HANDICAP DETECTABLE WARNING PAVER, NOMINAL 4" x 8" x 2 1/4" RED BLEND

PAVERS WILL BE LAID ON TOP OF A 4" UNREINFORCED CONCRETE BASE. SETTING BED AND JOINTS TO BE MORTARED IN ACCORDANCE WITH MANUFACTURES INSTRUCTIONS OR WITH A MAXIMUM 1/2" THICK SETTING BED OF LATEX MODIFIED CEMENT MORTAR. MORTAR JOINTS TO A WIDTH NOT GREATER THAN 5/32" AND NOT LESS THAN 1/16". PAVERS SHALL NOT BE DIRECTLY TOUCHING EACH OTHER UNLESS THEY HAVE SPACING BARS. PORTION OF CONCRETE RAMP THAT IS THICKENED TO 6" SHALL BE EXTENDED SUCH THAT A MINIMUM 4" OF CONCRETE SHALL BE BENEATH THE BRICK PAVERS.

JOINTS ARE TO BE FLUSH WITH TOP SURFACE AND STRUCK SO AS TO GIVE A SMOOTH SURFACE. PAVERS SHALL BE LAID SUCH THAT JOINTS ARE LEVEL WITH ADJOINING JOINTS SO AS TO PROVIDE A SMOOTH TRANSITION FROM BRICK TO BRICK AND BRICK TO CONCRETE SURFACE. THE TOP SURFACE OF ANY TWO ADJACENT UNITS SHOULD NOT DIFFER BY MORE THAN 1/8" IN HEIGHT FOR MORTARED BRICK PAVING. BRICKS SHALL BE PLACED IN A RUNNING BOND PATTERN. PAVERS THAT DO NOT CONFORM TO THE SMOOTHNESS REQUIREMENT SHALL BE REMOVED AND REPLACED AT THE EXPENSE OF THE CONTRACTOR AS DETERMINED BY THE ENGINEER. THE FACE OF ALL BRICK SHALL BE CLEAN OF CEMENT AND PROTECTED SO AS TO AVOID CHIPPING DURING CONSTRUCTION.

ALL MATERIALS, LABOR AND EQUIPMENT REQUIRED TO PERFORM THE ABOVE WORK SHALL BE PAID FOR UNDER ITEM 608 WALKWAY, MISC.: TRUNCATED DOMES ON CURB RAMPS.

(SEE SHEET 7 FOR LOCATIONS AND QUANTITY)

P130006.MGN

GENERAL NOTES

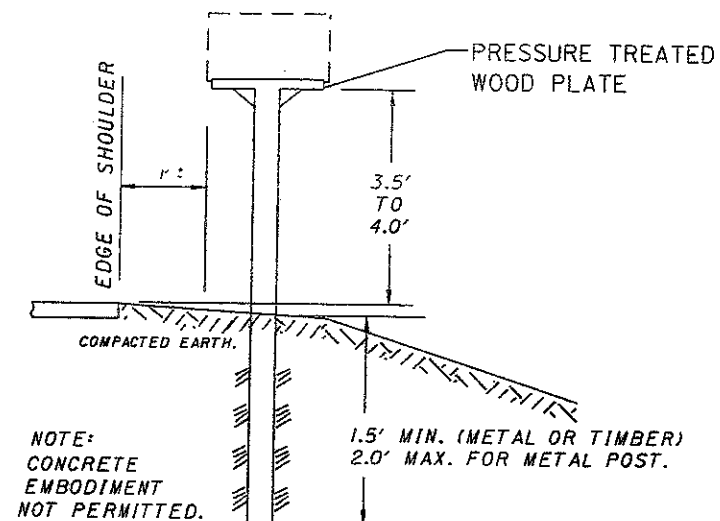
PER-13-0-00
PER-345-0-00
PER-383-0-00

				202		608				
LOCATION	COUNTY	ROUTE	DESCRIPTION	WALK REMOVED	CURB REMOVED	5" CONCRETE WALK	CURB RAMP		WALKWAY, MISC: TRUNCATED DOMES ON CURB RAMPS	WALKWAY, MISC: TRUNCATED DOMES
							(AS PER STD. DWG. BP-7.1)			
				SQ. FT.	FOOT	SQ. FT.	SQ. FT.	SQ. FT.	SQ. FT.	
1	PERRY	S.R. 13	INSIDE CORNING CORPORATION LIMIT S.R. 13 AND S.R. 155 INTERSECTION							1
			INSIDE NEW LEXINGTON CORPORATION LIMIT							
1	PERRY	S.R. 13	DALLAS AVENUE (NORTHWEST CORNER)							1
1	PERRY	S.R. 13	ALLEY ACROSS FROM SENIOR CENTER DRIVE	60		20		60	10	
1	PERRY	S.R. 13	ALLEY ACROSS FROM SENIOR CENTER DRIVE	60		20		60	10	
1	PERRY	S.R. 13	SENIOR CENTER DRIVE	60		20		60	10	
1	PERRY	S.R. 13	ORCHARD AVENUE (EAST CORNER)	110		50	110		12	
1	PERRY	S.R. 13	ORCHARD AVENUE (WEST CORNER)	60		20		60	10	
1	PERRY	S.R. 13	ON S.R. 13 @ ORCHARD AVENUE	60	8	20		60	10	
1	PERRY	S.R. 13	ALLEY ACROSS FROM ORCHARD AVENUE (LT. AND RT.)					60	10	
1	PERRY	S.R. 13	MAPLE HEIGHTS AVENUE (SOUTHEAST CORNER)							2
1	PERRY	S.R. 13	ON S.R. 13 @ MAPLE HEIGHTS AVENUE							2
1	PERRY	S.R. 13	ALLEY (RT.)							1
1	PERRY	S.R. 13	ON S.R. 13 @ PARKSIDE AVENUE							2
1	PERRY	S.R. 13	PARKSIDE AVENUE (RT.)							2
1	PERRY	S.R. 13	SCHOOL DRIVE (LT.)							2
1	PERRY	S.R. 13	ON S.R. 13 @ SCHOOL DRIVE							2
1	PERRY	S.R. 13	JACKSON STREET							2
1	PERRY	S.R. 13	ON S.R. 13 @ JACKSON STREET							2
1	PERRY	S.R. 13	ALLEY (RT.)							2
1	PERRY	S.R. 13	ON S.R. 13 @ S.R. 93 INTERSECTION							2
1	PERRY	S.R. 13	WALNUT STREET (LT.)							6
1	PERRY	S.R. 13	WALNUT STREET (RT.)							2
1	PERRY	S.R. 13	TOWNHALL AVENUE (LT.)	220	32	100	220		24	2
1	PERRY	S.R. 13	TOWNHALL AVENUE (RT.)	220	32	100	220		24	
1	PERRY	S.R. 13	ALLEY (RT.)	60	30	20		60	10	
1	PERRY	S.R. 13	BROWN STREET (LT.)	220	48	100	220		24	
1	PERRY	S.R. 13	BROWN STREET (RT.)	110	24	50	110		12	
1	PERRY	S.R. 13	SCHOOL AVENUE (LT.)	110	20	50	110		12	
1	PERRY	S.R. 13	SCHOOL AVENUE (RT.)	110	24	50	110		12	
1	PERRY	S.R. 13	WATER STREET (LT.)							2
1	PERRY	S.R. 13	WATER STREET (RT.)							2
1	PERRY	S.R. 13	MONUMENT STREET (EAST CORNER)							1
1	PERRY	S.R. 13	MONUMENT STREET (WEST CORNER)	60	30	20		60	10	
1	PERRY	S.R. 13	LOWDEN STREET (LT.)							2
1	PERRY	S.R. 13	LOWDEN STREET (RT.)							1
1	PERRY	S.R. 13	MADISON STREET (LT.)	110		50	110		12	
1	PERRY	S.R. 13	MADISON STREET (RT.)	110		50	110		12	
SUB-TOTALS (LOCATION 1)							1,320	420		
TOTALS (LOCATION 1)				1,740	248	740	1,740		214	41
2	PERRY	S.R. 345	S.R. 13 AND S.R. 345 INTERSECTION							2
2	PERRY	S.R. 345	S.R. 345 AND CARROLL STREET INTERSECTION							1
TOTALS (LOCATION 2)										3
TOTALS (CARRIED TO GENERAL SUMMARY)				1,740	248	740	1,740		214	44

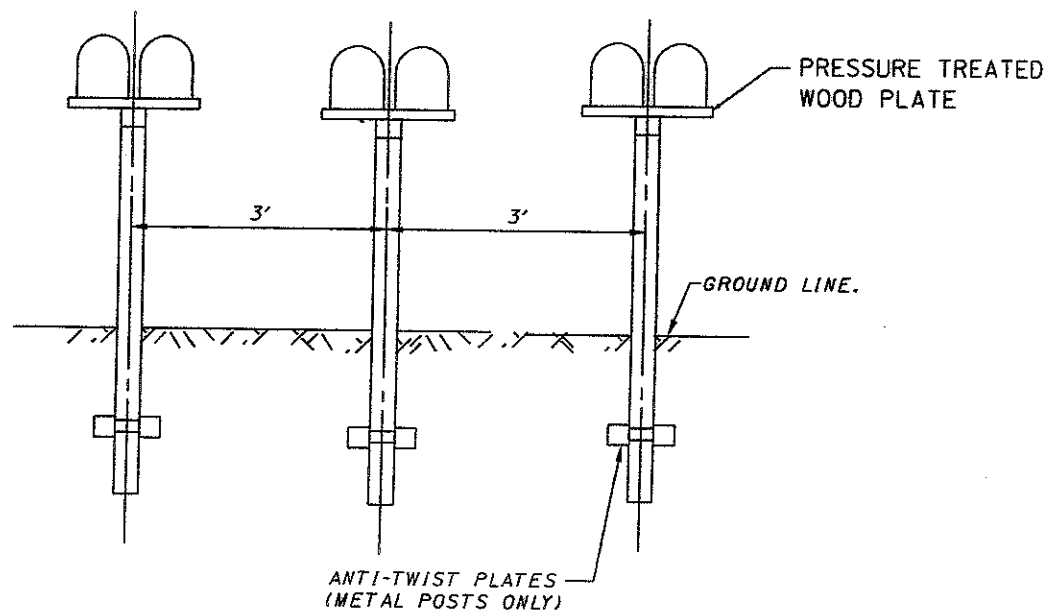
CURB RAMP QUANTITIES

PER-13-0.00
PER-345-0.00
PER-383-0.00

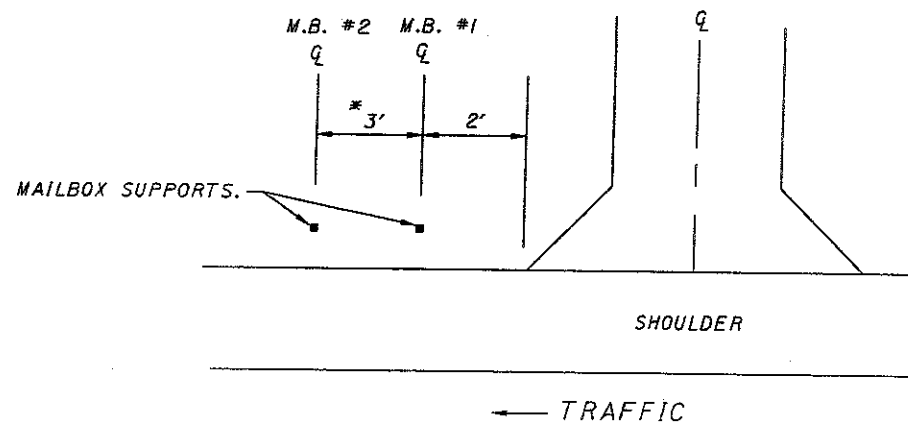
MAILBOX DETAILS



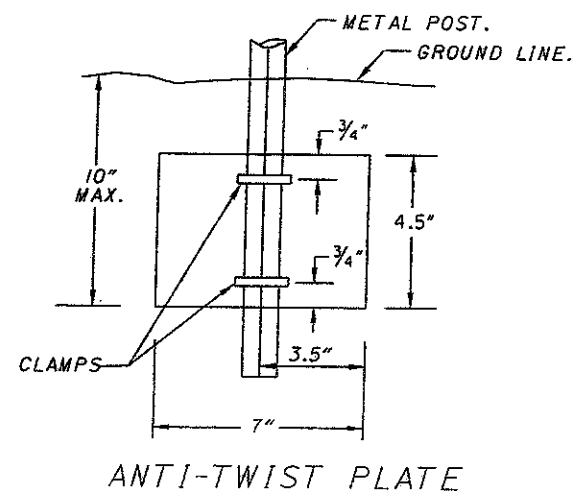
TYPICAL MAILBOX LOCATION AND MOUNTING HEIGHT



GROUP MAILBOX INSTALLATION



* ADD 3' FOR EACH ADDITIONAL MAILBOX.



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 710.14.

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:

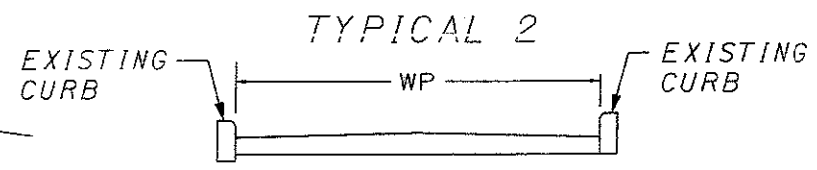
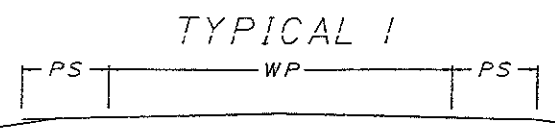
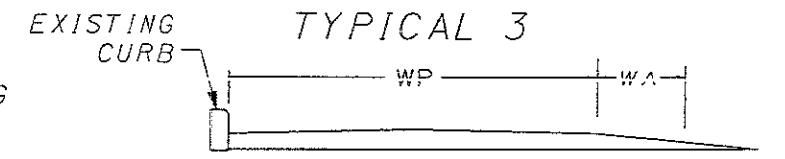
ITEM	UNIT	DESCRIPTION
SPECIAL	EACH	MAILBOX SUPPORT SYSTEM SINGLE
SPECIAL	EACH	MAILBOX SUPPORT SYSTEM DOUBLE

QUANTITIES

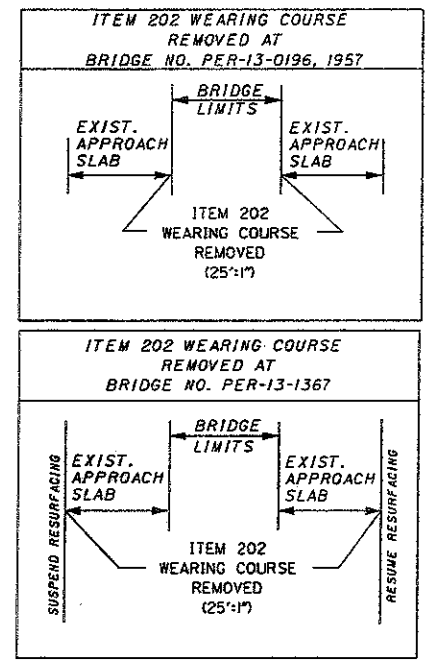
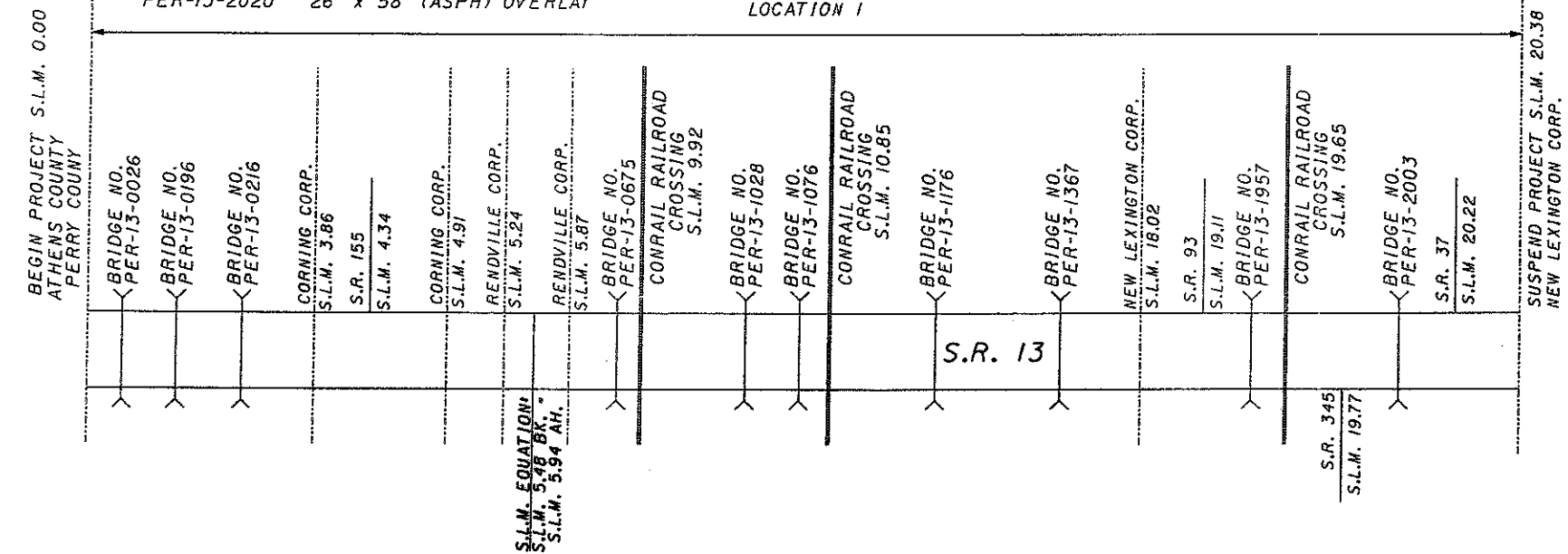
THE FOLLOWING QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY FOR THE ABOVE PURPOSE:

ITEM SPECIAL MAILBOX SUPPORT SYSTEM, SINGLE 15 EACH

ASPHALT CONCRETE



- BRIDGES
- PER-13-0196 112' x 44.0' (CONC. DECK) MEET
 - PER-13-0216 92.6' x 44.0' (CONC. DECK) REPAIR DECK AND OVERLAY, SEE SHEET 15.
 - PER-13-0621 19.6' x 31' (ASPH) OVERLAY
 - PER-13-0675 47.6' x 30.0' (ASPH) OVERLAY
 - PER-13-1028 55.17' x 36.0' (ASPH) OVERLAY
 - PER-13-1076 51.0' x 32.0' (ASPH) OVERLAY
 - PER-13-1176 22.33' x 26.33' (ASPH) OVERLAY
 - PER-13-1367 23.33' x 27.0' (CONC. DECK) MEET APPROACH SLABS
 - PER-13-1957 86' x 50' (CONC. DECK) MEET
 - PER-13-2020 26' x 58' (ASPH) OVERLAY



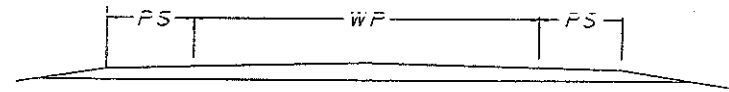
PAVEMENT DATA

LOCATION	ROUTE	CO.	LOG POINT TO LOG POINT	LENGTH		WP FEET	TYPICAL	EXISTING TYPE PAVEMENT	PAVEMENT AREA SQ. YD.	PROPOSED PAVEMENT								614 WORK ZONE CENTER LINE, CLASS II MILE	254 PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN (1.5") SQ. YD.		
				MILES	LIN. FT.					407		448 ASPHALT CONCRETE				857 ASPHALT CONCRETE					
										TACK COAT @ 0.075 GAL./S. Y. GAL.	TACK COAT FOR INTERMEDIATE COURSE @ 0.05 GAL./S. Y. GAL.	THICK INCHES	INTERMEDIATE COURSE, TYPE I, PG 64-22 CU. YD.	THICK INCHES	SURFACE COURSE, TYPE I, PG 64-22 CU. YD.	THICK INCHES	WITH GILSONITE SURFACE COURSE, TYPE I CU. YD.			THICK INCHES	WITH GILSONITE INTERMEDIATE COURSE, TYPE 2 CU. YD.
1	S.R. 13	PER	0.00 - 5.48B	5.48	28,935	24	1	404	77,160	5,787	3,858	1	2,144	1	2,144					10.96	
1	S.R. 13	PER	5.48B - 5.94A																		
1	S.R. 13	PER	5.94A - 10.85	4.91	25,925	20	1	404	57,611	4,321	2,881	1	1,600	1	1,600					9.82	
1	S.R. 13	PER	10.85 - 13.77	2.92	15,418	22	1	404	37,689	2,827	1,884	1	1,047	1	1,047					5.84	
1	S.R. 13	PER	13.77 - 18.02	4.25	22,440	20	1	404	49,867	3,740	2,494	1	1,385	1	1,385					8.50	
1	S.R. 13	PER	18.02 - 18.67	0.65	3,432	20	1	404	7,627	572	382					1	212	1.5	318	1.30	7,627
1	S.R. 13	PER	18.67 - 19.11	0.44	2,323	32	2	404	8,260	620	413					1	230	1.5	344	0.88	8,260
1	S.R. 13	PER	19.11 - 19.44	0.33	1,743	39	2	404	7,553	567	378					1	210	1.5	315	0.66	7,553
1	S.R. 13	PER	19.44 - 19.65	0.21	1,109	36	2	404	4,436	333	222					1	123	1.5	185	0.42	4,436
1	S.R. 13	PER	19.65 - 19.77	0.12	634	30	2	404	2,113	159	106					1	59	1.5	88	0.24	2,113
1	S.R. 13	PER	19.77 - 20.03	0.26	1,373	30	2	404	4,577	343	229					1	127	1.5	191	0.52	4,577
1	S.R. 13	PER	20.03 - 20.22	0.19	1,003	35	3	404	3,901	293	195					1	108	1.5	163	0.38	3,901
1	S.R. 13	PER	20.22 - 20.38	0.16	845	20	1	404	1,878	141	94					1	53	1.5	79	0.32	1,878
	DEDUCT FOR BRIDGES									(-63)	(-42)		(-17)		(-17)		(-7)		(-9)		(-478)
	SUB TOTALS (LOCATION 1)									19,640	13,094		6,159		6,159		1,115		1,674	39.84	39,867
TOTALS (CARRIED TO THE GENERAL SUMMARY)										19,640	13,094		6,159		6,159		1,115		1,674	39.84	39,867

PAVEMENT CALCULATIONS

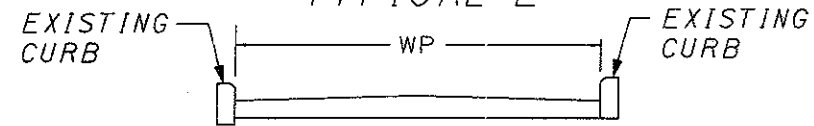
PER-13-0.00
PER-345-0.00
PER-383-0.00

TYPICAL 1

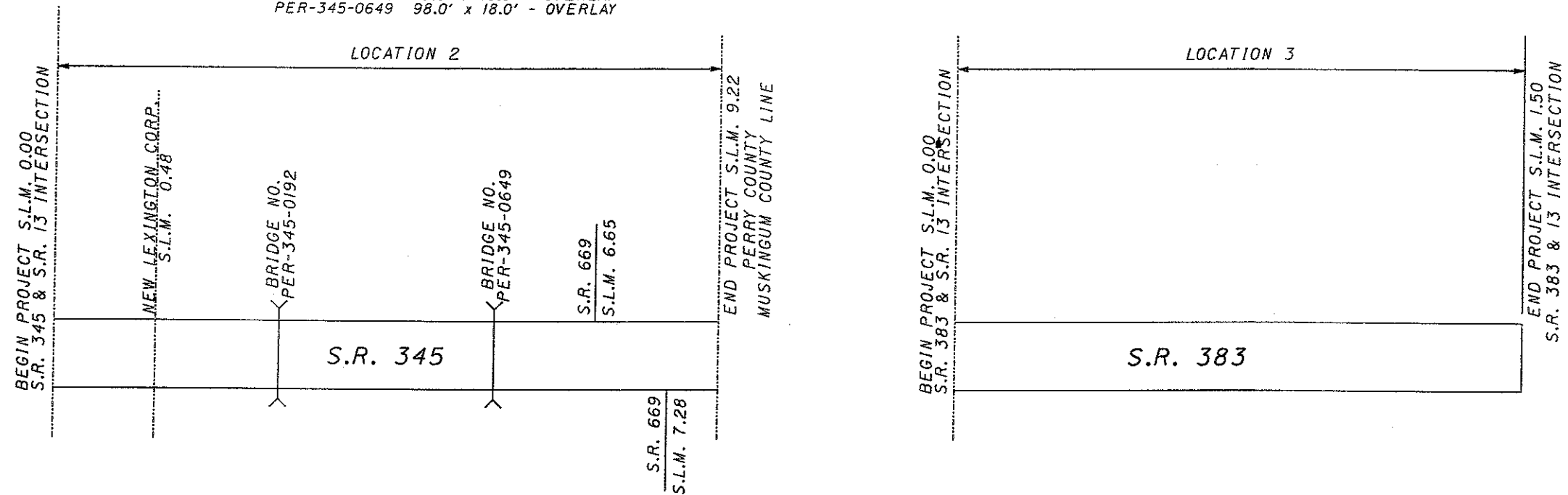


ASPHALT CONCRETE

TYPICAL 2



BRIDGES
PER-345-0192 43.0' x 18.0' - OVERLAY
PER-345-0649 98.0' x 18.0' - OVERLAY



PAVEMENT DATA

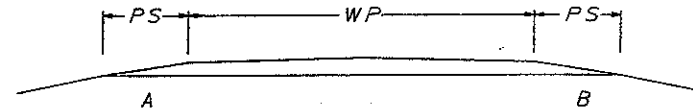
PAVEMENT DATA																								
LOCATION	ROUTE	CO.	LOG POINT TO LOG POINT	LENGTH		WP FEET	TYPICAL	EXISTING TYPE PAVEMENT	PAVEMENT AREA SQ. YD.	PROPOSED PAVEMENT												614	254	
				MILES	LIN. FT.					407		448 ASPHALT CONCRETE				854 FINE GRADED		857 ASPHALT CONCRETE				WORK ZONE CENTER LINE, CLASS II MILE	PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN (1.5") SQ. YD.	
										TACK COAT @ 0.075 GAL./S. Y. GAL.	TACK COAT FOR INTERMEDIATE COURSE @ 0.05 GAL./S. Y. GAL.	THICK INCHES	INTERMEDIATE COURSE, TYPE I, PG 64-22 CU. YD.	THICK INCHES	SURFACE COURSE, TYPE I, PG 64-22 CU. YD.	THICK INCHES	POLYMER ASPHALT CONCRETE TYPE B CU. YD.	THICK INCHES	WITH GILSONITE SURFACE COURSE, TYPE I CU. YD.	THICK INCHES	WITH GILSONITE INTERMEDIATE COURSE, TYPE 2 CU. YD.			
2	S.R. 345	PER	0.00 - 0.48	0.48	2,535	34	2	448	9,577	719	479													
2	S.R. 345	PER	0.48 - 7.18	6.70	35,376	18	1	448	70,752	5,307						0.75	1,474						0.96	9,577
2	S.R. 345	PER	7.18 - 9.22	2.04	10,771	20	1	448	23,936	1,796						0.75	499						6.70	
																						2.04		
SUB TOTALS (LOCATION 2)										7,822	479						1,973		266		399	9.70	9,577	
3	S.R. 383	PER	0.00 - 1.32	1.32	6,970	16	1	404	12,391	929	620	1	344	1	344								2.64	
3	S.R. 383	PER	1.32 - 1.50	0.18	950	20	1	404	2,111	158	106	1	59	1	59								0.36	
SUB TOTALS (LOCATION 3)										1,087	726		403		403							3.00		
TOTALS (CARRIED TO THE GENERAL SUMMARY)										8,909	1,205		403		403		1,973		266		399	12.70	9,577	

PAVEMENT CALCULATIONS

PER-13-0.00
PER-345-0.00
PER-383-0.00

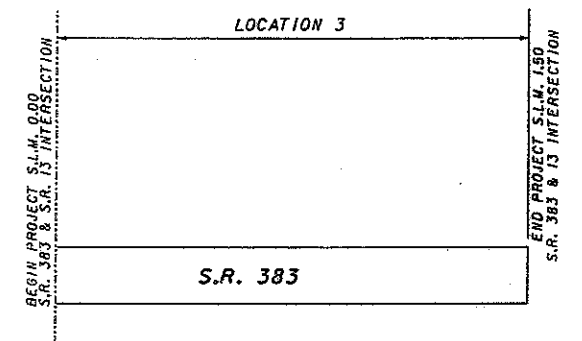
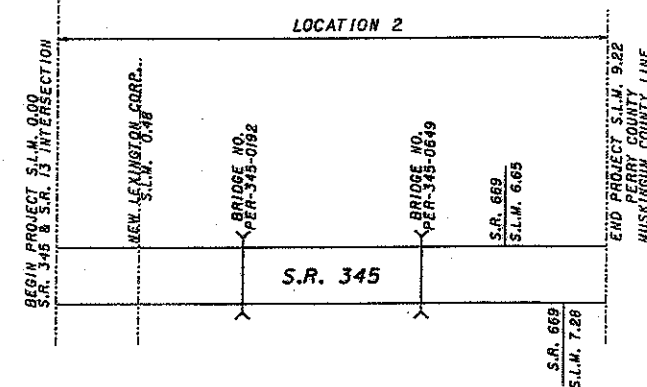
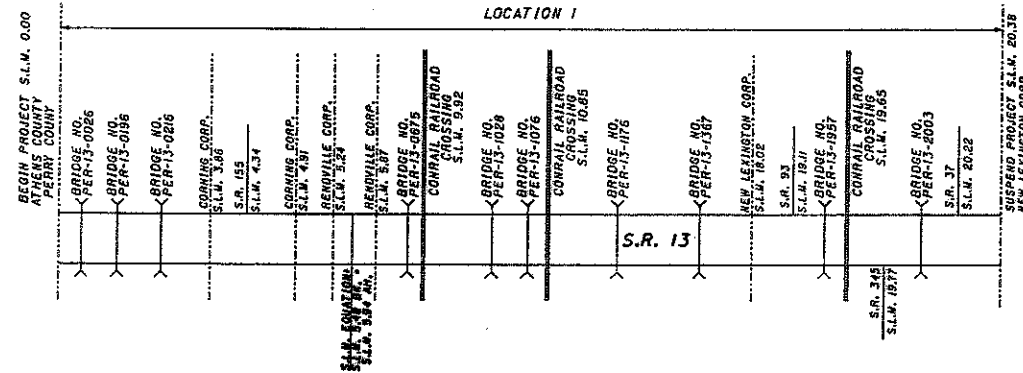
SHOULDER TREATMENT

TYPICAL 1



BRIDGES
 PER-13-0196 112' x 44.0' (CONC. DECK) MEET
 PER-13-0216 92.6' x 44.0' (CONC. DECK) REPAIR DECK AND OVERLAY, SEE SHEET
 PER-13-0621 19.6' x 31' (ASPH) MILL & OVERLAY
 PER-13-0675 47.6' x 30.0' (ASPH) MILL & OVERLAY
 PER-13-1028 55.17' x 36.0' (ASPH) MILL & OVERLAY
 PER-13-1076 51.0' x 32.0' (ASPH) MILL & OVERLAY
 PER-13-1176 22.33' x 26.33' (ASPH) MILL & OVERLAY
 PER-13-1367 23.33' x 27.0' (CONC. DECK) MEET APPROACH SLABS
 PER-13-1957 86' x 50' (CONC. DECK) MEET
 PER-13-2020 26' x 58' (ASPH) MILL & OVERLAY

BRIDGES
 PER-345-0192 43.0' x 18.0' - OVERLAY
 PER-345-0649 98.0' x 18.0' - OVERLAY



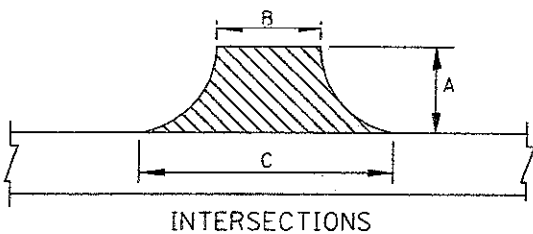
SHOULDER DATA

SHOULDER DATA																										
LOCATION	ROUTE	LOG POINT TO LOG POINT	LENGTH		TYPICAL	EXISTING TYPE - WIDTH (FT.)								AREA SQ. YD.	PROPOSED PAVEMENT										617	COMPACTED AGGREGATE, TYPE A AS PER PLAN (3" DEPTH) (TO BACK UP PAVED SHOULDER OR PAVEMENT)
			MILES	LIN. FT.		TYPE - WIDTH (FT.)									407		448 ASPHALT CONCRETE				854 FINE GRADED					
						A		B							TACK COAT @ 0.075 GAL./S.Y.	TACK COAT FOR INTERMEDIATE COURSE @ 0.05 GAL./S.Y.	THICK	INTERMEDIATE COURSE, TYPE I, PG 64-22	THICK	SURFACE COURSE, TYPE I, PG 64-22	THICK	POLYMER ASPHALT CONCRETE TYPE B				
						TYPE	WIDTH	TYPE	WIDTH																	
1	S.R. 13	0.00 - 5.488	5.48	28,935	1	617	4	617	4					25,720											2,144	
1	S.R. 13	5.94A - 13.77	7.83	41,343	1	617	2	617	2					18,375											1,531	
1	S.R. 13	13.77 - 18.02	4.25	22,440	1	404	2	404	2					9,974	748	499	1"	277	1"	277					832	
		DEDUCT FOR BRIDGES													(-18)	(-12)		(-7)		(-7)					(-20)	
		SUBTOTALS (LOCATION 1)													730	487		270		270					4,487	
2	S.R. 345	0.48 - 7.18			1	404	2	404	2					15,723	1,180					0.75"	328				1,311	
2	S.R. 345	7.18 - 9.22			1	404	2	404	2					4,788	360					0.75"	100				399	
		DEDUCT FOR BRIDGES													(-5)							(-2)			(-6)	
		SUBTOTALS (LOCATION 2)													1,535						426				1,704	
3	S.R. 383	0.00 - 1.50	1.50	7,920	1	617	2	617	2					3,520											294	
		SUBTOTALS (LOCATION 3)																							294	
TOTALS (CARRIED TO THE GENERAL SUMMARY)															2,265	487		270		270		426				6,485

SHOULDER CALCULATIONS

PER-13-0.00
 PER-345-0.00
 PER-383-0.00

EXTRA AREAS



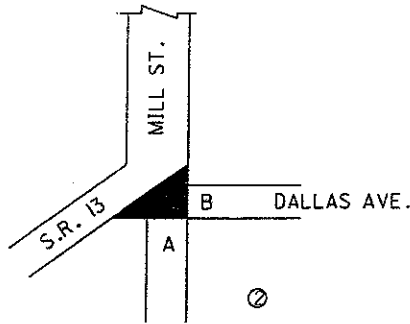
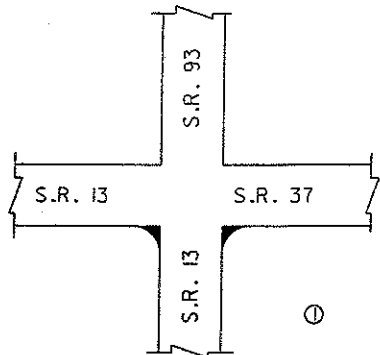
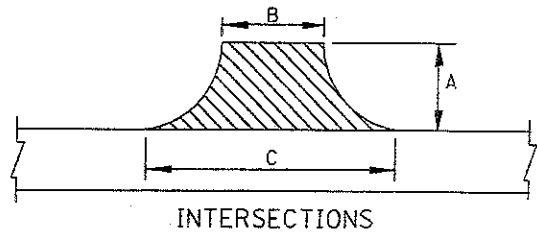
* - AREA CALCULATED BY COMPUTER

LOCATION	COUNTY	ROUTE	SIDE	DESCRIPTION	INTERSECTIONS			AREA IN SQ. YD.	PROPOSED PAVEMENT						WEARING COURSE REMOVED (2") SQ. YD.	
					A IN FEET	B IN FEET	C IN FEET		407		448 ASPHALT CONCRETE					
									TACK COAT @ 0.075 GAL./S. Y.	TACK COAT FOR INTERMEDIATE COURSE @ 0.05 GAL./S. Y.	THICK	INTERMEDIATE COURSE, TYPE I, PG 64-22	THICK	SURFACE COURSE, TYPE I, PG 64-22		
																GAL.
1	PER	S.R. 13		TURN LANE AT BURR OAK				179*	13.5	9.0	1	5.0	1	5.0		179.0
1	PER	S.R. 13	RT.	CO. RD. 16 (IRISH RIDGE RD.)	50	30	105	375	28.2	18.8	1	10.4	1	10.4		375
1	PER	S.R. 13	LT.	CO. RD. 21 (CORNSTILL RD.)	50	25	110	375	28.2	18.8	1	10.4	1	10.4		375
1	PER	S.R. 13	RT.	TWP. RD. 298	45	22	100	305	22.9	15.3	1	8.5	1	8.5		305
1	PER	S.R. 13	LT.	TWP. RD. 290	30	20	50	117	8.8	5.9	1	3.3	1	3.3		117
1	PER	S.R. 13	RT.	TWP. RD. 295	48	20	110	347	26.1	26.0	1	9.7	1	9.7		347
1	PER	S.R. 13	LT.	TWP. RD. 289	50	25	110	375	28.2	18.8	1	10.4	1	10.4		375
1	PER	S.R. 13	RT.	TWP. RD. 291	58	24	110	432	32.4	21.6	1	12.0	1	12.0		432
1	PER	S.R. 13	LT.	STREET AT S.L.M. 2.60	65	20	110	469	35.2	23.5	1	13.1	1	13.1		469
1	PER	S.R. 13	RT.	CO. RD. 60 (CHAPEL HILL RD.)	40	20	100	267	20.0	13.4	1	7.4	1	7.4		267
1	PER	S.R. 13	RT.	TWP. RD. 456	30	15	50	110	8.3	5.5	1	3.1	1	3.1		110
				IN CORNING												
1	PER	S.R. 13		TURN LANES AT MAIN ST.				1,600*	120.0	80.0	1	44.5	1	44.5		
1	PER	S.R. 13	LT.	S.R. 155 (MAIN ST.)	73	40	130	689	51.7	34.5	1	19.2	1	19.2		689
1	PER	S.R. 13	RT.	CO. RD. 70 (MAIN ST.)	68	40	130	642	48.2	32.1	1	17.9	1	17.9		642
1	PER	S.R. 13	RT.	TWP. RD. 463	40	22	100	271	20.4	13.6	1	7.6	1	7.6		271
1	PER	S.R. 13	RT.	TWP. RD. 1013	30	20	70	150	11.3	7.5	1	4.2	1	4.2		150
1	PER	S.R. 13	LT.	TWP. RD. 1010	60	24	85	364	27.3	18.2	1	10.1	1	10.1		364
1	PER	S.R. 13	RT.	CHAPEHILL RD.	40	20	100	267	20.0	13.4	1	7.4	1	7.4		267
1	PER	S.R. 13	LT.	TWP. RD. 471	40	20	100	267	20.0	13.4	1	7.4	1	7.4		267
1	PER	S.R. 13	RT.	ACROSS FROM TWP. RD. 471	40	20	100	267	20.0	13.4	1	7.4	1	7.4		267
1	PER	S.R. 13	RT.	STREET AT S.L.M. 5.08	40	20	100	267	20.0	13.4	1	7.4	1	7.4		267
1	PER	S.R. 13	RT.	STREET AT S.L.M. 5.29	36	20	75	190	14.3	9.5	1	5.3	1	5.3		190
1	PER	S.R. 13	RT.	TWP. RD. 456	22	20	62	100	7.5	5.0	1	2.8	1	2.8		100
1	PER	S.R. 13	LT.	TWP. RD. 464	32	16	106	217	16.3	10.9	1	6.1	1	6.1		217
1	PER	S.R. 13	RT.	TWP. RD. 306	66	44		161	12.1	8.1	1	4.5	1	4.5		161
1	PER	S.R. 13	RT.	CO. RD. 22	80	36		160	12.0	8.0	1	4.5	1	4.5		160
1	PER	S.R. 13	RT.	CO. RD. 12	44	18	86	254	19.1	12.7	1	7.1	1	7.1		254
1	PER	S.R. 13	RT.	TWP. RD. 312	30	20	40	100	7.5	5.0	1	2.8	1	2.8		100
1	PER	S.R. 13	RT.	CO. RD. 12	44	18	86	254	19.1	12.7	1	7.1	1	7.1		254
1	PER	S.R. 13	RT.	TWP. RD. 312	38	18	72	190	14.3	9.5	1	5.3	1	5.3		190
1	PER	S.R. 13	LT.	CO. RD. 12	26	16	34	72	5.4	3.6	1	2.0	1	2.0		72
LOCATION 1 CONTINUED ON NEXT SHEET																
TOTALS (CARRIED TO SHEET 14)									738.3	501.1		273.9		273.9		8,233.0

APPROACH ROAD AREAS

PER-13-0.00
PER-345-0.00
PER-383-0.00

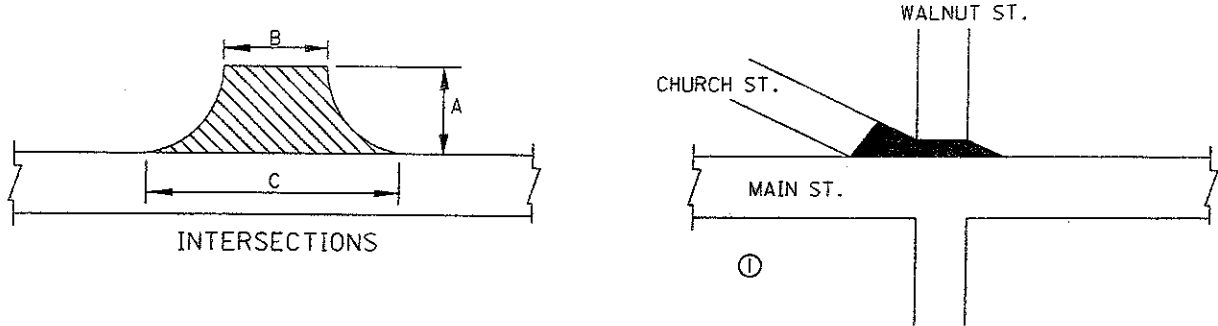
EXTRA AREAS



* - AREA CALCULATED BY COMPUTER

LOCATION	COUNTY	ROUTE	SIDE	DESCRIPTION	INTERSECTIONS			AREA IN SQ. YD.	PROPOSED PAVEMENT										WEARING COURSE REMOVED (2") SQ. YD.
					A IN FEET	B IN FEET	C IN FEET		407		448 ASPHALT CONCRETE			857 ASPHALT CONCRETE					
									TACK COAT @ 0.075 GAL./S. Y.	TACK COAT FOR INTERMEDIATE COURSE @ 0.05 GAL./S. Y.	THICK	INTERMEDIATE COURSE, TYPE I, PG 64-22	THICK	SURFACE COURSE, TYPE I, PG 64-22	THICK	ASPHALT CONCRETE WITH GILSONITE SURFACE COURSE, TYPE I			
																	GAL.	GAL.	
I	PER	S.R. 13	LT.	CO. RD. 14	80	18		80	6.0	4.0	I	2.3	I	2.3			80		
I	PER	S.R. 13	LT.	CO. RD. 11	58	24	86	354	26.6	17.7	I	9.9	I	9.9			354		
I	PER	S.R. 13	LT.	VINE ST.	20	20	40	67	5.1	3.4	I	1.9	I	1.9			67		
I	PER	S.R. 13	LT.	KELLEY ST.	20	20	60	89	6.7	4.5	I	2.5	I	2.5			89		
I	PER	S.R. 13	RT.	TWP. RD. 395	30	20	40	100	7.5	5.0	I	2.8	I	2.8			100		
I	PER	S.R. 13	RT.	TWP. RD. 395	30	20	40	100	7.5	5.0	I	2.8	I	2.8			100		
I	PER	S.R. 13	LT.	CO. RD. 56 (JAMESTOWN RD.)	38	26	126	321	24.1	16.1	I	8.9	I	8.9			321		
I	PER	S.R. 13	LT.	TWP. RD. 230	10	22	56	43	3.3	2.2	I	1.2	I	1.2			43		
I	PER	S.R. 13	LT.	TWP. RD. 312	22	26	60	105	7.9	5.3	I	2.9	I	2.9			105		
I	PER	S.R. 13	RT.	TWP. RD. 312	26	22	48	101	7.6	5.1	I	2.8	I	2.8			101		
I	PER	S.R. 13	RT.	TWP. RD. 323	22	38	92	159	12.0	8.0	I	4.4	I	4.4			159		
I	PER	S.R. 13	Q	S.R. 37 ①	40	25	67	205	15.4	10.3	I	5.7	I	5.7			93		
I	PER	S.R. 13		S.R. 13/37/93 INTERSECTION				343*	25.8	17.2	I	9.5	I	9.5			343*		
I	PER	S.R. 13	RT.	TWP. RD. 195	25	16	45	85	6.4	4.3	I	2.4	I	2.4			85		
I	PER	S.R. 13	LT.	TWP. RD. 312	60	22	100	407	30.6	20.4	I	11.3	I	11.3			407		
I	PER	S.R. 13	LT.	CO. RD. 56	40	22	75	216	16.2	10.8	I	6.0	I	6.0			216		
I	PER	S.R. 13	LT.	TWP. RD. 231	30	20	60	134	10.1	6.7	I	3.8	I	3.8			134		
I	PER	S.R. 13	LT.	TWP. RD. 231	30	20	60	134	10.1	6.7	I	3.8	I	3.8			134		
I	PER	S.R. 13	RT.	CO. RD. 58	75	21	160	754	56.6	37.7	I	21.0	I	21.0			754		
I	PER	S.R. 13	LT.	TWP. RD. 219	40	20	60	178	13.4	8.9	I	5.0	I	5.0			178		
IN NEW LEXINGTON																			
I	PER	S.R. 13	RT.	CO. RD. 110 (COMMERCE RD.)	53	21	90	327	24.6						I	9.1			
I	PER	S.R. 13	RT.	DALLAS AVE. ②	145	125		1,007	75.6						I	28.0			
I	PER	S.R. 13	RT.	ALLEY	10	17	17	19	1.5						I	0.6			
I	PER	S.R. 13	LT.	SENIOR CENTER DR.	10	18	18	20	1.5						I	0.6			
I	PER	S.R. 13	LT.	ORCHARD AVE.	10	31	43	41	3.1						I	1.2			
I	PER	S.R. 13	RT.	ALLEY	10	18	18	20	1.5						I	0.6			
I	PER	S.R. 13	LT.	MAPLE HTS.	10	20	31	28	2.1						I	0.8			
I	PER	S.R. 13	RT.	MAPLE HTS.	10	22	29	28	2.1						I	0.8			
I	PER	S.R. 13	RT.	ALLEY	10	14	14	16	1.2						I	0.5			
I	PER	S.R. 13	RT.	PARK SIDE AVE.	10	24	32	31	2.4						I	0.9			
LOCATION 1 CONTINUED ON NEXT SHEET																			
TOTALS (CARRIED TO SHEET 14)									414.5	199.3		110.9		110.9		43.1		3,863	

EXTRA AREAS

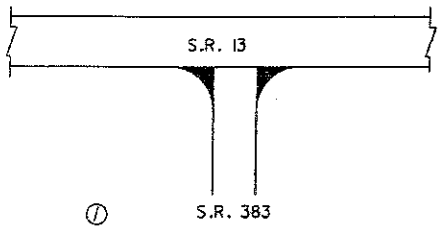
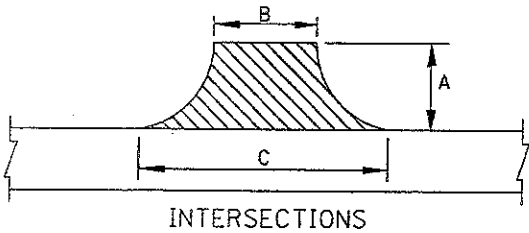


* - AREA CALCULATED BY COMPUTER

LOCATION	COUNTY	ROUTE	SIDE	DESCRIPTION	INTERSECTIONS			AREA IN SQ. YD.	PROPOSED PAVEMENT								202	
					A IN FEET	B IN FEET	C IN FEET		407		448 ASPHALT CONCRETE			857 ASPHALT CONCRETE			WEARING COURSE REMOVED (2")	SQ. YD.
									TACK COAT @ 0.075 GAL./S. Y.	TACK COAT FOR INTERMEDIATE COURSE @ 0.05 GAL./S. Y.	THICK	INTERMEDIATE COURSE, TYPE I, PG 64-22	THICK	SURFACE COURSE, TYPE I, PG 64-22	THICK	WITH GILSONITE SURFACE COURSE, TYPE I		
1	PER	S.R. 13	LT.	SCHOOL DR.	12	47	67	76	5.7							1	2.1	
1	PER	S.R. 13	RT.	JACKSON ST.	15	36	58	78	5.9							1	2.2	
1	PER	S.R. 13	RT.	ALLEY	10	18	27	25	1.9							1	0.7	
1	PER	S.R. 13	LT.	ALLEY	10	18	18	20	1.5							1	0.6	
1	PER	S.R. 13	LT.	NADER DR.	10	18	18	20	1.5							1	0.6	
1	PER	S.R. 13	LT.	MAIN ST.	25	40	60	139	10.4							1	3.9	
1	PER	S.R. 13	LT.	CHURCH AND WALNUT ST. ①	28	55	73	199	15.0							1	5.6	
1	PER	S.R. 13	RT.	WALNUT ST.	12	26	37	42	3.2							1	1.2	
1	PER	S.R. 13	RT.	PARK AVE.	12	23	34	38	2.9							1	1.1	
1	PER	S.R. 13	LT.	PARK AVE.	12	23	34	38	2.9							1	1.1	
1	PER	S.R. 13	LT.	TOWN HALL AVE.	15	22	28	42	3.2							1	1.2	
1	PER	S.R. 13	RT.	TOWN HALL AVE.	15	22	28	42	3.2							1	1.2	
1	PER	S.R. 13	RT.	ALLEY	10	11	14	14	1.1							1	0.4	
1	PER	S.R. 13	RT.	E. BROWN ST.	12	49	60	73	5.5							1	2.1	
1	PER	S.R. 13	LT.	W. BROWN ST.	10	46	55	56	4.2							1	1.6	
1	PER	S.R. 13	RT.	ALLEY	12	17	17	23	1.8							1	0.7	
1	PER	S.R. 13	LT.	SCHOOL AVE.	12	21	21	28	2.1							1	0.8	
1	PER	S.R. 13	RT.	SCHOOL AVE.	12	21	21	28	2.1							1	0.8	
1	PER	S.R. 13	LT.	ALLEY	12	17	17	23	1.8							1	0.7	
1	PER	S.R. 13	LT.	WATER ST.	14	31	42	57	4.3							1	1.6	
1	PER	S.R. 13	RT.	WATER ST.	12	30	37	45	3.4							1	1.3	
1	PER	S.R. 13	LT.	FACTORY ST.	10	23	38	34	2.6							1	1.0	
1	PER	S.R. 13	LT.	UNION ST.	32	21	50	126	9.5							1	3.5	
1	PER	S.R. 13	RT.	RAILROAD ST.	15	23	53	63	4.8							1	1.8	
1	PER	S.R. 13	RT.	MECHANIC ST.	10	24	34	32	2.4							1	0.9	
1	PER	S.R. 13	LT.	JEFFERSON ST.	40	20	50	156	11.7							1	4.4	
1	PER	S.R. 13	RT.	JEFFERSON ST.	40	20	50	156	11.7							1	4.4	
1	PER	S.R. 13		EXTRA AREA AROUND SQUARE (EST.)				272*	20.4							1	7.6	
1	PER	S.R. 13	RT.	MONUMENT ST.	16	24	35	52	3.9							1	1.5	
1	PER	S.R. 13	RT.	LOWDEN ST.	15	24	34	48	3.6							1	1.4	
1	PER	S.R. 13	LT.	LOWDEN ST.	15	24	34	48	3.6							1	1.4	
1	PER	S.R. 13	RT.	MADISON ST.	20	20	46	73	5.5							1	2.1	
LOCATION 1 CONTINUED ON NEXT SHEET																		
TOTALS (CARRIED TO SHEET 14)									163.3							61.5		

PI3001-MEA 1/5/03

EXTRA AREAS



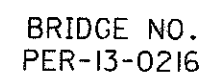
L O C A T I O N	COUNTY	ROUTE	SIDE	DESCRIPTION	INTERSECTIONS			AREA IN SQ. YD.	PROPOSED PAVEMENT								202	
					A IN FEET	B IN FEET	C IN FEET		407		448 ASPHALT CONCRETE			857 ASPHALT CONCRETE			WEARING COURSE REMOVED (2") SQ. YD.	
									TACK COAT @ 0.075 GAL./S. Y. GAL.	TACK COAT FOR INTERMEDIATE COURSE @ 0.05 GAL./S. Y. GAL.	THICK	INTERMEDIATE COURSE, TYPE I, PG 64-22 CU. YD.	THICK	SURFACE COURSE, TYPE I, PG 64-22 CU. YD.	THICK	WITH GILSONITE SURFACE COURSE, TYPE I CU. YD.		
1	PER	S.R. 13	LT.	MADISON ST.	15	24	40	53	4.0						1	1.5		
1	PER	S.R. 13	RT.	CLAYTON ST.	15	22	42	53	4.0						1	1.5		
1	PER	S.R. 13	LT.	CLAYTON ST.	15	22	42	53	4.0						1	1.5		
1	PER	S.R. 13		SUB TOTALS (THIS SHEET)					12.0							4.5		
1	PER	S.R. 13		SUB TOTALS (FROM SHEET 11)					738.3	501.1		273.9		273.9				8,233.0
1	PER	S.R. 13		SUB TOTALS (FROM SHEET 12)					414.5	199.3		110.9		110.9		43.1		3,863.0
1	PER	S.R. 13		SUB TOTALS (FROM SHEET 13)					163.3							61.5		
1	PER	S.R. 13		SUB TOTALS LOCATION 1					1,328.1	700.4		384.8		384.8		109.1		12,096.0
2	PER	S.R. 345	RT.	CENTER ST	20	20	25	50	3.8						1	1.4		
2	PER	S.R. 345	LT.	CENTER ST.	20	20	25	50	3.8						1	1.4		
2	PER	S.R. 345	RT.	CARROLL ST	15	34	50	70	5.3						1	2.0		
2	PER	S.R. 345	LT.	E. LINCOLN ST.	55	25	50	229	17.2						1	6.4		
2	PER	S.R. 345	LT.	VALENTINE ST.	20	18	18	40	3.0						1	1.2		
2	PER	S.R. 345	RT.	LINCOLN PARK DR.	15	40	40	84	6.3						1	2.4		
2	PER	S.R. 345		SUB TOTALS LOCATION 2					39.4							14.8		
3	PER	S.R. 383	LT.	CO. RD. 45	36	19	65	168	12.6	8.4	1	4.7	1	4.7				168
3	PER	S.R. 383	RT.	TWP. RD. 121	25	16	44	83	6.3	4.2	1	2.3	1	2.3				83
3	PER	S.R. 383	RT.	TWP. RD. 52	16	18	45	56	4.2	2.8	1	1.6	1	1.6				56
3	PER	S.R. 383	LT.	TWP. RD. 104	30	22	65	145	10.9	7.3	1	4.1	1	4.1				145
3	PER	S.R. 383	℄	S.R. 13 & 383 INTERSECTION ①	43	22	101	294	22.1	14.7	1	8.2	1	8.2				294
3	PER	S.R. 383		SUB TOTALS LOCATION 3					56.1	37.4		20.9		20.9				746
TOTALS (CARRIED TO THE GENERAL SUMMARY)									1,423.6	737.8		405.7		405.7		123.9		12,842.0

PI3001.MEA 1/5/03

APPROACH ROAD AREAS

PER-13-0-00
PER-345-0-00
PER-383-0-00

ITEM SPECIAL
— PATCHING CONCRETE
BRIDGE DECK
- TYPE A
NOTE:
AREA OF PATCH
SHALL BE 10' x 10'



LOCATION	COUNTY, ROUTE, BRIDGE NO.	LENGTH (BRIDGE LIMITS)	WIDTH	BRIDGE DECK AREA	BRIDGE DECK DATA											
					407		448 ASPHALT CONCRETE				512	SPECIAL				
					TACK COAT	TACK COAT FOR INTERMEDIATE COURSE	THICK	SURFACE COURSE TYPE I, PG 64-22	THICK	INTERMEDIATE COURSE TYPE I, PG 64-22	TYPE 3 WATERPROOFING	PATCHING CONCRETE BRIDGE DECK - TYPE A				
					@ 0.075 GAL./S.Y.	@ 0.05 GAL./S.Y.	1"		2"							
LIN.FT.	LIN.FT.	SQ.YDS.	GAL.	GAL.	INCH	CY.YD.	INCH	CY.YD.	SQ.YD.	SQ.YD.						
I	PER-13-0216	92.6'	44.0'	453				34	23	1"	13	2"	27	453	12	
			</													

BRIDGE DECK TREATMENT

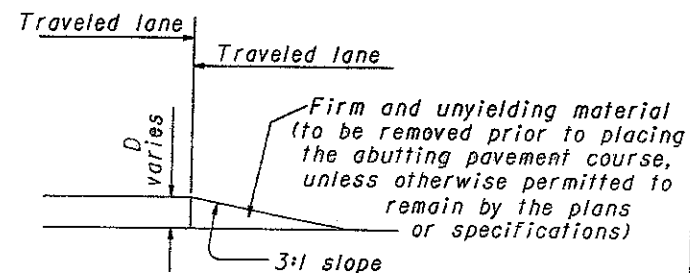
PER-345-0.00	
PER-383-0.00	

GENERAL NOTES

1. 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.
2. 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.
3. 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.
4. The drop-off treatment selected for use at any given location shall be as appropriate for the prevailing conditions at the site.
5. Where concrete barrier is specified, it shall be in accordance with Standard Construction Drawing MC-9.2 and Item 622.
6. 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.
7. 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.
8. 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.
9. 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.
10. Pavement Repairs (or similar work):
 - a. Lengths greater than 60 feet - utilize appropriate treatment from Condition I.
 - b. Lengths of 60 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)

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



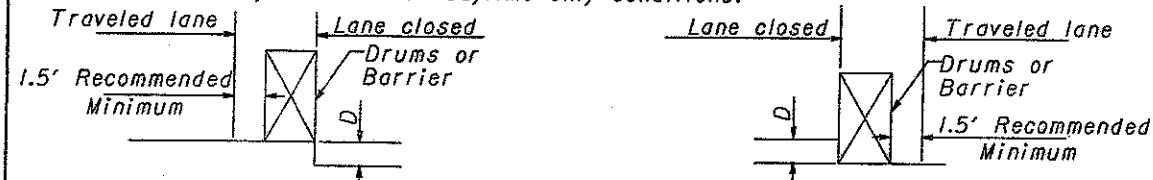
CONDITION I

DROPOFFS BETWEEN TRAVELED LANES

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

D (In.)	Treatment
$\leq 1\frac{1}{2}$	Erect OW-171 and OWP-171 signs.
$> 1\frac{1}{2} - 3$	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.



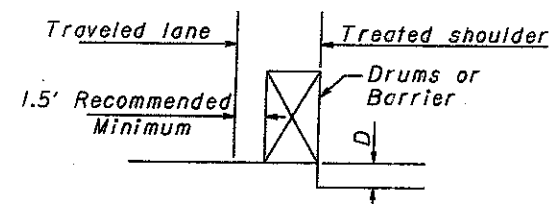
CONDITION II

DROPOFFS WITHIN GRADED SHOULDER AREA

1. The treatments indicated below are for use in conjunction with resurfacing, planing, or excavations within the graded shoulder area.
2. The graded shoulder area is that flat or gradually sloping area between the edge 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.

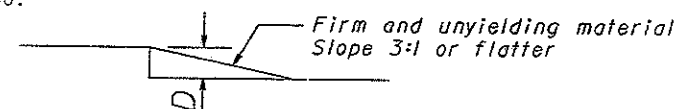
D (In.)	Treatment
$\leq 1\frac{1}{2}$	1) If edgelines are present, no treatment necessary OR 2) Erect OW-171 and OWP-171 signs.
$> 1\frac{1}{2} - 5$	1) If min.*lane width requirements can be met, maintain lanes utilizing drums as shown below OR 2) If min.*lane width requirements cannot be met, close 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

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



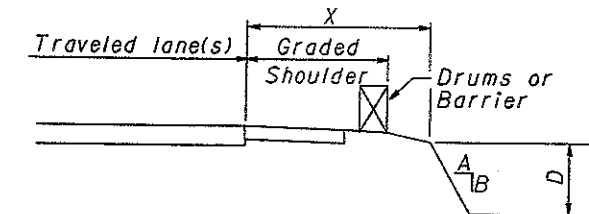
CONDITION III

DROPOFFS BEYOND GRADED SHOULDER OR BACK OF CURB

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

CHART A

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

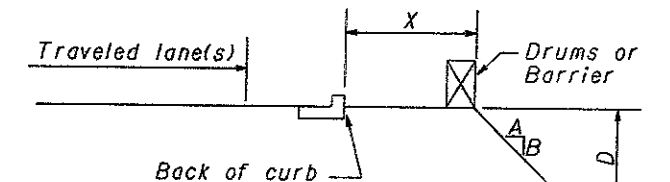


X (Ft.)	D (In.)	A/B	Treatment Required	
			Day	Night
0-4	Any	Any	(a)	(a)
4-30	Any	3:1 or Flatter	None	None
4-12	≤ 3	Steeper than 3:1	None	None
4-12	$> 3 - \leq 12$	Steeper than 3:1	Drums	Drums
4-12	> 12	Steeper than 3:1	Drums	Barrier
$> 12 - 20$	≤ 12	Steeper than 3:1	None	None
$> 12 - 20$	$> 12 - \leq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

DROPOFFS IN WORK ZONES

PER-13-0.00
PER-345-0.00
PER-383-0.00

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RPM GENERAL NOTES

MATERIALS SUPPLIED BY THE DEPARTMENT

ALL MATERIALS ARE TO BE CONTRACTOR FURNISHED, EXCEPT THAT THE DEPARTMENT SHALL SUPPLY RAISED PAVEMENT MARKING CASTINGS IN THE QUANTITIES SHOWN HEREIN TO THE CONTRACTOR. PAY ITEMS FOR THE DEPARTMENT SUPPLIED MATERIALS SHALL BE INDICATED IN "INSTALLATION ONLY". THE QUANTITY AND TYPE OF DEPARTMENT SUPPLIED MATERIALS ARE SHOWN ON SHEETS 18 - 21.

THE CONTRACTOR SHALL PICK UP THE SUPPLIED RAISED PAVEMENT MARKER MATERIALS AT THE
O.P.I.
315 PHILLIPI RD.
COLUMBUS, OHIO 45895

FOR TRANSPORT TO THE WORK SITE OR TO THE CONTRACTOR'S STORAGE FACILITY. THE RECYCLED RAISED PAVEMENT MARKER (RPM) AUTHORIZATION FORM (SS 1082) IS TO BE SIGNED BY THE DISTRICT CONSTRUCTION ENGINEER PRIOR TO PICK UP OF THE RPM'S. THE CONTRACTOR SHALL NOTIFY THE DISTRICT AND/OR THE PARTIES LISTED ON THE AUTHORIZATION FORM IN WRITING AT LEAST FIVE CALENDAR DAYS PRIOR TO PICK UP OF THE DEPARTMENT SUPPLIED MATERIALS. THE CONTRACTOR SHALL STORE THE RPM'S WITHOUT DAMAGE OR CONTAMINATION WITH FOREIGN MATTER. A DEDUCTION IN THE AMOUNT OF THE ACTUAL COST TO THE DEPARTMENT SHALL BE MADE FOR THE MATERIALS DAMAGED BY THE CONTRACTOR OR FOR CASTINGS RECEIVED BY THE CONTRACTOR WHICH WERE NOT INSTALLED AND WERE NOT RETURNED TO THE DEPARTMENT.

RETURN OF NON-PERFORMED RAISED PAVEMENT MARKER MATERIALS SUPPLIED BY THE DEPARTMENT

RAISED PAVEMENT MARKER MATERIALS SUPPLIED BY THE DEPARTMENT, THAT ARE NON-PERFORMED, SHALL BE CAREFULLY PACKED OR REPACKED IN THE BOXES SUPPLIED BY THE RAISED PAVEMENT MARKER RECYCLER. BOXES SHALL BE MARKED WITH THE RECYCLER'S PART OR CATALOG NUMBER, THE ODOT PROJECT NUMBER, THE STYLE OF THE CASTING, AND THE COLOR OF THE PRISMATIC RETRO-REFLECTOR. THE RECYCLER'S CATALOG OR PART NUMBERS MAY BE OBTAINED FOR THE OFFICE OF TRAFFIC ENGINEERING IN COLUMBUS, OHIO. CASTING STYLES SHALL NOT BE MIXED WITHIN A BOX. ANY BOXES NOT PROPERLY PACKED OR MARKED WILL NOT BE ACCEPTED AT THE RECYCLER'S WAREHOUSE.

THE BOXES SHALL BE PLACED ON SKIDS OR PALLETS WITH ONLY ONE STYLE (LOW PROFILE OR CONVENTIONAL, REFLECTORIZED OR NON-REFLECTORIZED) AND NO MORE THAN TWENTY-ONE BOXES (420 RPM'S) ON EACH SKID.

NON-PERFORMED MATERIALS SHALL BE RETURNED, TO A LOCATION SPECIFIED BY THE DISTRICT CONSTRUCTION ENGINEER, WITHIN THIRTY CALENDAR DAYS OF THE COMPLETION OF THE PROJECT.

THE ABOVE WORK INCLUDING ALL LABOR, EQUIPMENT, AND MATERIAL NEEDED TO PERFORM THE WORK, SHALL BE CONSIDERED INCIDENTAL TO THE RESPECTIVE PAY ITEM.

IF THE DEPARTMENT HAS TO REPACKAGE THE RPM'S CORRECTLY, THE CONTRACTOR WILL BE ASSESSED THE ACTUAL COST FOR REPACKAGING THE MATERIALS BY THE DEPARTMENT'S FORCES.

LOADING OF MATERIALS SUPPLIED BY THE DEPARTMENT OF THE RECYCLER'S WAREHOUSE

TRUCKS SHALL HAVE A LOADING HEIGHT OF 48 INCHES AND BE ABLE TO BACK UP FLUSH TO THE LOADING DOCK. TRUCKS SHALL NOT HAVE ANY OBSTRUCTIONS THAT PREVENT THE LOADING BY A STANDARD FORKLIFT OR LIFT TRUCK.

SEMI-TRUCKS OR 20 FOOT COMMERCIAL TRUCKS ARE THE MOST APPROPRIATE TRUCKS FOR LOADS IN EXCESS OF FOUR PALLETS (ONE PALLET=21 BOXES=2100 POUNDS).

STAKE BODY TRUCKS ARE APPROPRIATE TO LOAD LESS THAN FOUR PALLETS, PROVIDED THE TRUCK IS RATED FOR THE LOAD AND THE LOAD CAN BE SAFELY SECURED FOR TRANSPORT BY CHAINING OR STRAPPING DOWN AS NEEDED.

PICKUP TRUCKS ARE APPROPRIATE FOR LOADS OF APPROXIMATELY ONE PALLET, PROVIDED THE PICKUP TRUCK IS RATED FOR THE LOAD AND THE LOAD CAN BE SAFELY SECURED FOR TRANSPORT.

DUMP TRUCKS, TILT BED TRUCKS, AND NON COMMERCIAL MOVING VANS WILL NOT BE LOADED BY THE RECYCLER'S WAREHOUSE.

THE WAREHOUSE SUPERVISOR WILL REFUSE TO LOAD ANY TRUCK THAT IS UNSAFE TO LOAD OR UNSUITABLE FOR THE LOAD BEING PLACED ON THE TRUCK.

PI3004.MGN 02/6/03

CALCULATED
SAB
CHECKED
LINE

GENERAL NOTES

PER-13-0.00
PER-345-0.00
PER-383-0.00

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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				D E T A I L	RPM	ITEM QUANTITIES			PRISMATIC RETRO- REFLECTOR	PRISMATIC RETRO-REFLECTOR COLORS					REMARKS	
	COUNTY	ROUTE	S.L.M. MILES				INSTALLATION ONLY				ONE-WAY		TWO-WAY				
			FROM	TO			RPM	RPM CASTING	PRISMATIC RETRO- REFLECTOR		WHITE	YELLOW	YELLOW/ YELLOW	WHITE/ RED			YELLOW/ RED
1	PER	SR 13	0.00	0.04	REM		6						6			TRANSITION AT CO. LINE 80' SPACING BOTH SIDES ISLAND	
	PER	SR 13	0.04	3.81	GAP		252						252				
	PER	SR 13	3.81	3.90	10		30				16		9	5		AT SR 155	
	PER	SR 13	3.90	3.99	10		30				16		9	5		AT SR 155	
	PER	SR 13	3.99	5.92	GAP		98						98			EQUATION 5.48BK=5.92AH DEDUCT 0.44	
	PER	SR 13	5.92	6.11	12		27						27			PC 6.01 PT 6.02 L=53' DEG 17	
	PER	SR 13	6.11	6.20	GAP		6						6				
	PER	SR 13	6.20	6.32	12		18						18			PC 6.29 PT 6.31 L=106' DEG 18	
	PER	SR 13	6.32	6.36	11		5						5			PC 6.32 PT 6.36 L=211' DEG 9	
	PER	SR 13	6.36	6.45	12		13						13			PC 6.38 PT 6.40 L=106' DEG 13	
	PER	SR 13	6.45	6.64	12		29						29			PC 6.54 PT 6.57 L=158' DEG 6	
	PER	SR 13	6.64	6.77	12		22						22			PC 6.64 PT 6.68 L=211' DEG 11	
	PER	SR 13	6.77	6.80	GAP		2						2				
	PER	SR 13	6.80	6.96	12		26						26			PC 6.89 PT 6.91 L=158' DEG 13	
	PER	SR 13	6.96	7.00	12		7						7			PC 6.96 PT 6.98 L=106' DEG 15	
	PER	SR 13	7.00	7.13	12		23						23			PC 7.00 PT 7.04 L=211' DEG 14	
	PER	SR 13	7.13	7.29	12		23						23			PC 7.23 PT 7.25 L=106' DEG 22	
	PER	SR 13	7.29	7.43	12		25						25			PC 7.29 PT 7.34 L=264' DEG 28	
	PER	SR 13	7.43	7.65	12		23						23			PC 7.52 PT 7.56 L=211' DEG 24	
	PER	SR 13	7.65	7.77	GAP		8						8				
	PER	SR 13	7.77	8.00	12		37						37			PC 7.86 PT 7.91 L=264' DEG 20	
	PER	SR 13	8.00	8.14	GAP		9						9				
	PER	SR 13	8.14	8.36	12		35						35			PC 8.23 PT 8.27 L=211' DEG 14	
	PER	SR 13	8.36	8.41	GAP		3						3				
	PER	SR 13	8.41	8.53	12		20						20			PC 8.50 PT 8.53 L=158' DEG 13	
	PER	SR 13	8.53	8.64	12		22						22			PC 8.57 PT 8.63 L=317' DEG 27	
	PER	SR 13	8.64	8.72	12		13						13			PC 8.64 PT 8.66 L=106' DEG 19	
	PER	SR 13	8.72	8.78	11		8						8			PC 8.72 PT 8.78 L=317' DEG 8	
	PER	SR 13	8.78	8.91	12		23						23			PC 8.79 PT 8.83 L=211' DEG 22	
	PER	SR 13	8.91	9.09	12		36						36			PC 8.91 PT 9.00 L=475' DEG 25	
	PER	SR 13	9.09	9.42	GAP		22						22				
	PER	SR 13	9.42	9.53	12		17						17			PC 9.51 PT 9.53 L=106' DEG 29	
	PER	SR 13	9.53	9.67	12		23						23			PC 9.55 PT 9.58 L=164' DEG 16	
	PER	SR 13	9.67	9.78	12		19						19			PC 9.74 PT 9.78 L=211' DEG 22	
	PER	SR 13	9.78	9.83	12		9						9			PC 9.81 PT 9.83 L=106' DEG 13	
	PER	SR 13	9.83	9.88	12		9						9			PC 9.86 PT 9.88 L=106' DEG 19	
	PER	SR 13	9.88	10.06	12		29						29			PC 9.93 PT 9.97 L=211' DEG 13	
	PER	SR 13	10.06	10.30	GAP		16						16				
	PER	SR 13	10.30	10.41	12		17						17			PC 10.39 PT 10.41 L=106' DEG 27	
	PER	SR 13	10.41	10.59	12		24						24			PC 10.49 PT 10.50 L=53' DEG 15	
TOTALS CARRIED TO NEXT SHEET							1064				32		1022	10			

RPM LOCATION SUB-SUMMARY

PER-13-0.00
PER-345-0.00
PER-383-0.00

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	RPM	ITEM QUANTITIES			PRISMATIC RETRO- REFLECTOR	PRISMATIC RETRO-REFLECTOR COLORS					REMARKS
	COUNTY	ROUTE	S.L.M. MILES				INSTALLATION ONLY				ONE-WAY		TWO-WAY			
			FROM	TO			RPM	RPM CASTING	PRISMATIC RETRO- REFLECTOR		WHITE	YELLOW	YELLOW/ YELLOW	WHITE/ RED		
		TOTALS FROM PREVIOUS SHEET				1064				32		1022	10			
I	PER	SR 13	10.59	10.78	GAP		12					12				
	PER	SR 13	10.78	11.00	12		37					37		PC 10.87 PT 10.93 L=317' DEG 11		
	PER	SR 13	11.00	11.11	11		14					14		PC 11.00 PT 11.11 L=581' DEG 6		
	PER	SR 13	11.11	11.27	GAP		11					11				
	PER	SR 13	11.27	11.57	12		53					53		PC 11.36 PT 11.48 L=634' DEG 11		
	PER	SR 13	11.57	11.63	GAP		4					4				
	PER	SR 13	11.63	11.66	11		4					4		PC 11.63 PT 11.66 L=164' DEG 9		
	PER	SR 13	11.66	12.22	GAP		37					37				
	PER	SR 13	12.22	12.34	11		16					16		PC 12.22 PT 12.34 L=634' DEG 6		
	PER	SR 13	12.34	12.81	GAP		31					31				
	PER	SR 13	12.81	13.00	12		32					32		PC 12.90 PT 12.95 L=264' DEG 13		
	PER	SR 13	13.00	13.04	11		5					5		PC 13.00 PT 13.04 L=211' DEG 7		
	PER	SR 13	13.04	13.60	GAP		37					37				
	PER	SR 13	13.60	13.77	REM		38			16		22		CL @ 40', EL 11@40' 5@80' STOP AT SR 37&93		
	PER	SR 13	13.77	13.93	7		27			16		11		STOP AT SR 37&93		
	PER	SR 13	13.93	15.89	GAP		129					129				
	PER	SR 13	15.89	15.91	11		3					3		PC 15.89 PT 15.91 L=106' DEG 9		
	PER	SR 13	15.91	16.30	GAP		26					26				
	PER	SR 13	16.30	16.36	11		8					8		PC 16.30 PT 16.36 L=317' DEG 8		
	PER	SR 13	16.36	16.63	12		39					39		PC 16.48 PT 16.54 L=317' DEG 10		
	PER	SR 13	16.63	16.77	12		33					33		PC 16.65 PT 16.72 L=370' DEG 15		
	PER	SR 13	16.77	16.83	12		12					12		PC 16.77 PT 16.80 L=158' DEG 12		
	PER	SR 13	16.83	16.87	11		5					5		PC 16.83 PT 16.87 L=211' DEG 9		
	PER	SR 13	16.87	16.92	GAP		3					3				
	PER	SR 13	16.92	16.95	11		4					4		PC 16.92 PT 16.95 L=158' DEG 9		
	PER	SR 13	16.95	16.98	GAP		2					2				
	PER	SR 13	16.98	17.01	11		4					4		PC 16.98 PT 17.01 L=158' DEG 9		
	PER	SR 13	17.01	17.20	12		30					30		PC 17.07 PT 17.11 L=211' DEG 20		
	PER	SR 13	17.20	17.30	12		20					20		PC 17.23 PT 17.28 L=264' DEG 16		
	PER	SR 13	17.30	17.35	12		11					11		PC 17.30 PT 17.34 L=211' DEG 14		
	PER	SR 13	17.35	17.42	12		16					16		PC 17.35 PT 17.40 L=264' DEG 13		
	PER	SR 13	17.42	17.62	12		41					41		PC 17.42 PT 17.53 L=581 DEG 14		
	PER	SR 13	17.62	17.74	GAP		8					8				
	PER	SR 13	17.74	17.78	11		5					5		PC 17.74 PT 17.78 L=211 DEG 9		
I	PER	SR 13	17.78	18.02	GAP		16					16		END NEW LEXINGTON CORP.		
I	PER	SR 13	TOTALS TO	GENERAL	SUMMARY		1837			64		1763	10			

RPM LOCATION SUB-SUMMARY

PER-13-0.00
PER-345-0.00
PER-383-0.00

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	RPM	ITEM QUANTITIES			PRISMATIC RETRO- REFLECTOR	PRISMATIC RETRO-REFLECTOR COLORS					REMARKS	
	COUNTY	ROUTE	S.L.M. MILES				INSTALLATION ONLY				ONE-WAY		TWO-WAY				
			FROM	TO			RPM	RPM CASTING	PRISMATIC RETRO- REFLECTOR		WHITE	YELLOW	YELLOW/ YELLOW	WHITE/ RED			YELLOW/ RED
2	PER	SR 345	0.48	0.58	I2		17						17			PC 0.48 PT 0.50 L=106' DEG 24	
	PER	SR 345	0.58	0.68	I2		15						15			PC 0.58 PT 0.59 L=53 DEG 19	
	PER	SR 345	0.68	0.86	GAP		12						12				
	PER	SR 345	0.86	1.07	I2		32						32			PC 0.95 PT 0.98 L=158' DEG 10	
	PER	SR 345	1.07	1.29	I2		33						33			PC 1.17 PT 1.20 L=158' DEG 12	
	PER	SR 345	1.29	1.71	GAP		28						28				
	PER	SR 345	1.71	1.73	II		3						3			PC 1.71 PT 1.73 L=106' DEG 9	
	PER	SR 345	1.73	2.56	GAP		55						55				
	PER	SR 345	2.56	2.79	I2		37						37			PC 2.65 PT 2.70 L=264' DEG 11	
	PER	SR 345	2.79	2.94	GAP		10						10				
	PER	SR 345	2.94	2.99	II		7						7			PC 2.94 PT 2.99 L=264' DEG 9	
	PER	SR 345	2.99	3.14	GAP		10						10				
	PER	SR 345	3.14	3.34	I2		29						29			PC 3.23 PT 3.25 L=106' DEG 14	
	PER	SR 345	3.34	3.51	GAP		11						11				
	PER	SR 345	3.51	3.74	I2		37						37			PC 3.60 PT 3.65 L=264' DEG 17	
	PER	SR 345	3.74	3.77	GAP		2						2				
	PER	SR 345	3.77	3.80	II		4						4			PC 3.77 PT 3.80 L=158' DEG 9	
	PER	SR 345	3.80	4.33	GAP		35						35				
	PER	SR 345	4.33	4.37	II		5						5			PC 4.33 PT 4.37 L=211' DEG 7	
	PER	SR 345	4.37	4.55	I2		28						28			PC 4.46 PT 4.49 L=158' DEG 13	
	PER	SR 345	4.55	4.67	I2		22						22			PC 4.55 PT 4.60 L=264' DEG 7	
	PER	SR 345	4.67	4.80	I2		23						23			PC 4.67 PT 4.71 L=211' DEG 16	
	PER	SR 345	4.80	4.85	GAP		3						3				
	PER	SR 345	4.85	4.91	II		8						8			PC 4.85 PT 4.91 L=317' DEG 7	
	PER	SR 345	4.91	5.05	GAP		9						9				
	PER	SR 345	5.05	5.21	I2		28						28			PC 5.14 PT 5.19 L=264' DEG 13	
	PER	SR 345	5.21	5.35	I2		25						25			PC 5.21 PT 5.26 L=264' DEG 12	
	PER	SR 345	5.35	5.51	GAP		11						11				
	PER	SR 345	5.51	5.72	I2		32						32			PC 5.60 PT 5.63 L=158' DEG 13	
	PER	SR 345	5.72	5.82	GAP		7						7				
	PER	SR 345	5.82	5.84	II		3						3			PC 5.82 PT 5.84 L=106' DEG 9	
	PER	SR 345	5.84	6.01	GAP		11						11				
	PER	SR 345	6.01	6.18	I2		29						29			PC 6.10 PT 6.15 L=264' DEG 13	
	PER	SR 345	6.18	6.24	I2		14						14			PC 6.18 PT 6.23 L=264' DEG 13	
	PER	SR 345	6.24	6.35	I2		17						17			PC 6.24 PT 6.26 L=106' DEG 10	
	PER	SR 345	6.35	6.51	GAP		11						11				
	PER	SR 345	6.51	6.74	I2		37						37			PC 6.60 PT 6.65 L=264' DEG 23	
	PER	SR 345	6.74	6.93	GAP		12						12				
	PER	SR 345	6.93	7.14	I2		32						32			PC 7.02 PT 7.05 L=158' DEG 11	
2	PER	SR 345	7.14	7.38	GAP		16						16				
TOTALS CARRIED TO NEXT SHEET							760						760				

P13003.TRM 2/6/03

CALCULATED
SAB
CHECKED
LUE

RPM LOCATION SUB-SUMMARY

PER-13-0.00
PER-345-0.00
PER-383-0.00

20
31

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	RPM	ITEM QUANTITIES			PRISMATIC RETRO- REFLECTOR	PRISMATIC RETRO-REFLECTOR COLORS					REMARKS	
	COUNTY	ROUTE	S.L.M. MILES				INSTALLATION ONLY				ONE-WAY		TWO-WAY				
			FROM	TO			RPM	RPM CASTING	PRISMATIC RETRO- REFLECTOR		WHITE	YELLOW	YELLOW/ YELLOW	WHITE/ RED			YELLOW/ RED
			TOTALS FROM PREVIOUS SHEET			760						760					
2	PER	SR 345	7.38	7.58	I2	29							29			PC 7.47 PT 7.49 L=106' DEG 10	
	PER	SR 345	7.58	9.22	GAP	108							108				
2	PER	SR 345	TOTALS TO	GENERAL SUMMARY		897							897				
3	PER	SR 383	0.00	0.12	I2	27							27			PC 0.02 PT 0.03 L=53' DEG 19	
	PER	SR 383	0.12	1.34	GAP	81							81				
	PER	SR 383	1.34	1.50	7	26							11	16		STOP AT SR 13	
3	PER	SR 383	TOTALS TO	GENERAL SUMMARY		134							119	16			

COUNTY	ROUTE	S.L.M.		ITEM 642 CENTER LINE, TYPE 1 QUANTITIES		PARTICIPATION TYPE					REMARKS
		FROM	TO	TOTAL MILES	EQUIVALENT SOLID LINE	IRG	FG	RSG	NON-FEDERAL (STATE)	CENTER LINE TOTAL MILES	
PERRY	S.R. 13	0.00	17.51	17.62	29.865					17.62	ATHENS/PERRY CO. LINE TO NEW LEX. EAST CORP. LINE
PERRY	S.R. 13	17.51	19.15	1.64	3.280					1.64	NEW LEX. EAST CORP. LINE TO CENTER TURN LANE
PERRY	S.R. 13	19.15	19.21	0.12	0.150					0.12	CENTER TURN LANE
PERRY	S.R. 13	19.21	19.60	0.39	0.780					0.39	CENTER TURN LANE TO CENTER TURN LANE (IN NEW LEX.)
PERRY	S.R. 13	19.60	19.67	0.14	0.180					0.14	CENTER TURN LANE
PERRY	S.R. 13	19.67	20.38	0.71	1.420					0.71	CENTER TURN LANE TO NEW LEX. NORTH CORP. LINE
TOTALS (LOCATION 1)				20.62	35.675					20.62	
PERRY	S.R. 345	0.00	1.14	1.16	2.360					1.16	S.R. 13/S.R. 37/S.R. 93 INT. TO NEW LEX. NORTH CORP. LINE
PERRY	S.R. 345	1.14	9.85	8.71	15.944					8.71	NEW LEX. NORTH CORP. LINE TO PERRY/MUSKINGUM CO. LINE
TOTALS (LOCATION 2)				9.87	18.304					9.87	
PERRY	S.R. 383	0.00	1.50	1.50	2.798					1.50	CO. RD. 60 (BEGIN S.R. 383) TO S.R. 13 (END S.R. 383)
TOTALS (LOCATION 3)				1.50	2.798					1.50	
TOTALS (CARRIED TO GENERAL SUMMARY)					56.777 (*)					31.99	

PER 13-0.00
 PER 345-0.00
 PER 383-0.00

(*) - FOR INFORMATION ONLY

PIJELSS.DGN 3/7/03

COUNTY	ROUTE	S.L.M.		ITEM 642 EDGE LINE, TYPE 1 QUANTITIES (WHITE)			PARTICIPATION TYPE					REMARKS
		FROM	TO	TOTAL MILES	HIGHWAY	RAMP	IRG	FG	RSG	NON-FEDERAL (STATE)	EDGE LINE TOTAL MILES	
PERRY	S.R. 13	0.00	5.48(BK.)	5.48	5.48						10.960	ATHENS/PERRY CO. LINE TO S.L.M. EQUATION
PERRY	S.R. 13	S.L.M. EQ. - 5.48(BK.) = 5.94(AH.)										S.L.M. EQUATION
PERRY	S.R. 13	5.94(AH.)	18.67	12.73	12.73						25.460	S.L.M. EQUATION TO DALLAS AVE. (IN VILLAGE OF NEW LEX.)
TOTALS (LOCATION 1)				18.21	18.21						36.420	
PERRY	S.R. 345	1.14	9.85	8.71	8.71						17.420	NEW LEX. NORTH CORP. LINE TO PERRY/MUSKINGUM CO. LINE
TOTALS (LOCATION 2)				8.71	8.71						17.420	
PERRY	S.R. 383	0.00	1.50	1.50	1.50						3.000	CO. RD. 60 (BEGIN S.R. 383) TO S.R. 13 (END S.R. 383)
TOTALS (LOCATION 3)				1.50	1.50						3.000	
TOTALS (CARRIED TO GENERAL SUMMARY)											56.84	

COUNTY	ROUTE	S.L.M.		ITEM 642 LANE LINE, TYPE 1 QUANTITIES			PARTICIPATION TYPE					REMARKS
		FROM	TO	TOTAL MILES	4" LANE LINE		IRG	FG	RSG	NON- FEDERAL (STATE)	LANE LINE TOTAL MILES	
					DASHED	SOLID						
PERRY	S.R. 13	19.04	19.14	0.10	0.025						0.10	CLIMBING LANE
TOTALS (LOCATION 1)				0.10	0.025						0.10	
TOTALS (CARRIED TO GENERAL SUMMARY)					0.025 (*)						0.10	

(*) - FOR INFORMATION ONLY

EDGE LINE AND LANE LINE SUB-SUMMARY

PER-13-0.00
PER-345-0.00
PER-383-0.00

P13PMS2.DGN 3/7/03

PART	ROUTE	SIDE	ITEM 644 THERMOPLASTIC														REMARKS	CALCULATED	CHECKED
			8" CHANNELIZING LINE	STOP LINE	12" CROSSWALK LINE	24" TRANSVERSE LINE		ISLAND MARKING	RAILROAD SYMBOL MARKING	SCHOOL SYMBOL MARKING	LANE ARROW				WORD ON PAVEMENT, "ONLY"				
						WHITE	YELLOW				TURN		THRU	COMB.					
											72"	96"				LEFT			
FT.	FT.	FT.	FT.	FT.	SQ. FT.	EACH	EACH	EACH	EACH	EACH	EACH	EACH	72"	96"					
PER.	S.R. 13																		
I	AT BURR OAK RD. (CO. RD. 107)(ATHENS COUNTY)	RT.					150										SEE SHEET 27		
I	CO. RD. 16 (IRISH RIDGE RD.)	RT.		38															
I	CO. RD. 21 (CORN STILL RD.)	LT.		21															
I	TWP. RD. 298	RT.		46															
I	TWP RD. 290	LT.		20															
I	TWP. RD. 295	RT.		34															
I	TWP. RD. 289	LT.		46															
I	TWP. RD. 291	RT.		32															
I	STREET AT S.L.M. 2.60	LT.		44															
I	CO. RD. 60	RT.		37															
I	TWP. RD. 456	RT.		15															
	IN CORNING																		
I	AT S.R. 13 AND S.R. 155 (MAIN ST.)		400	53			310					4				2	SEE SHEET 28		
I	S.R. 155 (MAIN ST.)	LT.		45															
I	CO. RD. 70 (MAIN ST.)	RT.		45															
I	TWP. RD. 463	RT.		31															
I	TWP. RD. 1013	RT.		24															
I	TPW. RD. 1010	LT.		18															
I	CO. RD. 50	RT.		28															
	IN RENDVILLE																		
I	TWP. RD. 471	LT.		30															
I	ACROSS FROM TWP. RD. 471	RT.		25															
I	STREET AT S.L.M. 5.08	RT.		37															
I	STREET AT S.L.M. 5.29	RT.		28															
I	TWP. RD. 456	RT.		18															
I	TWP. RD. 464	LT.		28															
I	TWP. RD. 306	RT.		28															
I	CO. RD. 22	RT.		14															
I	CO. RD. 12	RT.		20															
I	TWP. RD. 312	RT.		18															
I	CO. RD. 12	LT.		12															
I	ON S.R. 13 AT S.L.M. 9.88								1								REPLACE AT EXIST. LOCATIONS		
I	CO. RD. 14	LT.		12															
I	CO. RD. 11	LT.		14															
I	ON S.R. 13 AT S.L.M. 10.85								1								REPLACE AT EXIST. LOCATIONS		
I	VINE ST.	LT.		8															
I	KELLEY ST.	LT.		10															
I	TWP. RD. 395	RT.		10															
I	TWP. RD. 395	RT.		10															
I	CO. RD. 56 (JAMESTOWN RD.)	LT.		14															
I	TWP. RD. 230	LT.		12															
I	TWP. RD. 312	LT.		14															
I	TWP. RD. 312	RT.		16															
I	TWP. RD. 323	RT.		38															
I	S.R. 37	Q		18															
I	S.R. 13/37/93 INTERSECTION			54															
I	TWP. RD. 195	RT.		13															
I	TWP. RD. 312	LT.		35															
I	CO. RD. 56	LT.		19															
I	TWP. RD. 231	LT.																	
SUB-TOTALS						460						4				2			
TOTALS (CARRIED TO SHEET 26)			400	1,132		460			2			4				2			

PAVEMENT MARKING SUB-SUMMARY

PER-13-0.00
PER-345-0.00
PER-383-0.00

24
31

PAVEMENT MARKING SUB-SUMMARY

PER-13-0.00
PER-345-0.00
PER-383-0.00

24
31

PI3PWS2.DGN 3/7/03

PART	ROUTE	SIDE	ITEM 644 THERMOPLASTIC														REMARKS
			8" CHANNELIZING LINE	STOP LINE	12" CROSSWALK LINE	24" TRANSVERSE LINE		ISLAND MARKING	RAILROAD SYMBOL MARKING	SCHOOL SYMBOL MARKING	LANE ARROW				WORD ON PAVEMENT, "ONLY"		
						WHITE	YELLOW				TURN		THRU	COMB.	72"	96"	
											LEFT	RIGHT					
PER.			FT.	FT.	FT.	FT.	FT.	SQ. FT.	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	
I	S.R. 13 (CON'T.)																
I	CO. RD. 58	RT.		40													
I	TWP. RD. 219	LT.		19													
IN NEW LEXINGTON																	
I	CO. RD. 110 (COMMERCE RD.)	RT.		18													
I	ON MILL ST. (S.R. 13) AT DALLAS AVE.			28		320											
I	ALLEY	RT.			34												
I	SENIOR CENTER DR.	LT.		12	34												
I	ACROSS S.R. 13 AT ORCHARD AVE				64												
I	ORCHARD AVE.	LT.		15	62												
I	ALLEY	RT.		10	36												
I	ON S.R. 13 AT MAPLE HTS.				128												
I	MAPLE HTS.	LT.		10	40												
I	MAPLE HTS.	RT.		11	44												
I	ALLEY	RT.			20												
I	ON S.R. 13 AT PARK SIDE			22	72												
I	PARK SIDE	RT.		12	48												
I	SCHOOL DR.	LT.		14	104												
I	ON S.R. 13 AT SCHOOL DR.			12	66												
I	ON S.R. 13 AT SCHOOL DR.			12	66												
I	JACKSON ST.	RT.		20	84												
I	ON S.R. 13 AT JACKSON ST.				64												
I	ALLEY	RT.			36												
I	NADER DRIVE	LT.		10	20												
I	ON S.R. 13 AT MAIN ST.		200	20	66						2			1		REPLACE AT EXIST. LOCATIONS	
I	ON S.R. 13 AT MAIN ST.			15	78												
I	ON S.R. 13 AT WALNUT ST.			14	82												
I	CHURCH AND WALNUT ST.	LT.		10	122												
I	WALNUT ST.	RT.		12	52												
I	ON S.R. 13 AT PARK AVE.				172												
I	PARK AVE.	RT.			46												
I	PARK AVE.	LT.			46												
I	ON S.R. 13 BRFORE TOWN HALL AVE.				86												
I	ON S.R. 13 AFTER TOWN HALL AVE.				86												
I	TOWN HALL AVE.	RT.			44												
I	TOWN HALL AVE.	LT.			44												
I	ALLEY	RT.			22												
I	ON S.R. 13 AT BROWN ST.			48	176												
I	E. BROWN ST.	RT.		20	98												
I	W. BROWN ST.	LT.		20	92												
I	ALLEY	RT.			28												
I	SCHOOL AVE.	RT.		10	42												
I	SCHOOL AVE.	LT.			42												
I	ALLEY	LT.			34												
I	ON S.R. 13 AT SCHOOL AVE.				88												
I	ON S.R. 13 AT WATER ST.				160												
I	WATER ST.	LT.		12	62												
I	WATER ST.	RT.			60												
I	FACTORY ST.	LT.		12													
I	UNION ST.	LT.		12													
I	ON S.R. 13 AT S.L.M. 19.62								1		3					REPLACE AT EXIST. LOCATIONS	
SUB-TOTALS						320					5				1		
TOTALS (CARRIED TO SHEET 26)			200	470	2,850	320			1			5			1		

377703

137MS22D6W

PER-13-0.00

PER-345-0.00

PER-363-0.00

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PAVEMENT MARKING SUB-SUMMARY

CALCULATED

CHECKED

PAVEMENT MARKING SUB-SUMMARY

PER-13-0.00
PER-345-0.00
PER-383-0.00

PART	ROUTE	SIDE	ITEM 644 THERMOPLASTIC														REMARKS
			8" CHANNELIZING LINE	STOP LINE	12" CROSSWALK LINE	24" TRANSVERSE LINE		ISLAND MARKING	RAILROAD SYMBOL MARKING	SCHOOL SYMBOL MARKING	LANE ARROW				WORD ON PAVEMENT, "ONLY"		
						WHITE	YELLOW				72"	96"	TURN		72"	96"	
													LEFT	RIGHT			
FT.	FT.	FT.	FT.	FT.	SQ. FT.	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH			
PER.	S.R. 13 (CON'T.)																
1	RAILROAD ST.	RT.		13													
1	ON S.R. 13 AT S.L.M. 19.68						1									REPLACE AT EXIST. LOCATIONS	
1	JEFFERSON ST.	RT.		10													
1	JEFFERSON ST.	LT.		10													
1	MONUMENT ST.	RT.			48												
1	LOWDEN ST.	RT.			48												
1	LOWDEN ST.	LT.		16	48												
1	MADISON ST.	RT.		15													
1	MADISON ST.	LT.		14													
1	CLAYTON ST.	RT.		16													
1	CLAYTON ST.	LT.		16													
1	S.R. 13 AND S.R. 37 INTERSECTION		100	30								1			1	REPLACE AT EXIST. LOCATIONS	
	TOTALS (THIS SHEET)		100	140	144				1				1				
	TOTALS (FROM SHEET 24)		400	1,132			460		2			4				2	
	TOTALS (FROM SHEET 25)		200	470	2,850	320			1			5			1		
	TOTALS (LOCATION 1)		700	1,742	2,994	780			4				10		2	2	
PER.	S.R. 345																
	IN NEW LEXINGTON																
2	BROADWAY ST. (S.R. 345) AT S.R. 13/S.R. 93/S.R. 37			18	60											SEE SHEET 29	
2	BROADWAY ST. (S.R. 345) AT N. CARROL ST. (S.R. 345)		50	22	106							1	1			SEE SHEET 29	
2	S. CARROL ST.	RT.		23	84											SEE SHEET 29	
2	N. CARROL ST. (S.R. 345) AT BROADWAY ST. (S.R. 345)			25	100		77	54								SEE SHEET 29	
2	E. LINCOLN ST.	LT.		34												SEE SHEET 29	
2	N. CARROL ST. (S.R. 345) AT LINCOLN PARK DR.		80	33	112								1		1	SEE SHEET 29	
2	LINCOLN PARK DR.	RT.		20	80											SEE SHEET 29	
	TOTALS (LOCATION 2)		130	175	542	77	54						3		1		
PER.	S.R. 383																
3	CO. RD. 45	LT.		12													
3	TWP. RD. 121	RT.		10													
3	TWP. RD. 52	RT.		10													
3	TWP. RD. 104	LT.		10													
3	S.R. 383 AT S.R. 13	C		25													
	TOTALS (LOCATION 3)			67													
TOTALS (CARRIED TO GENERAL SUMMARY)			830	1,984	3,536	857	54	4					13		3	2	

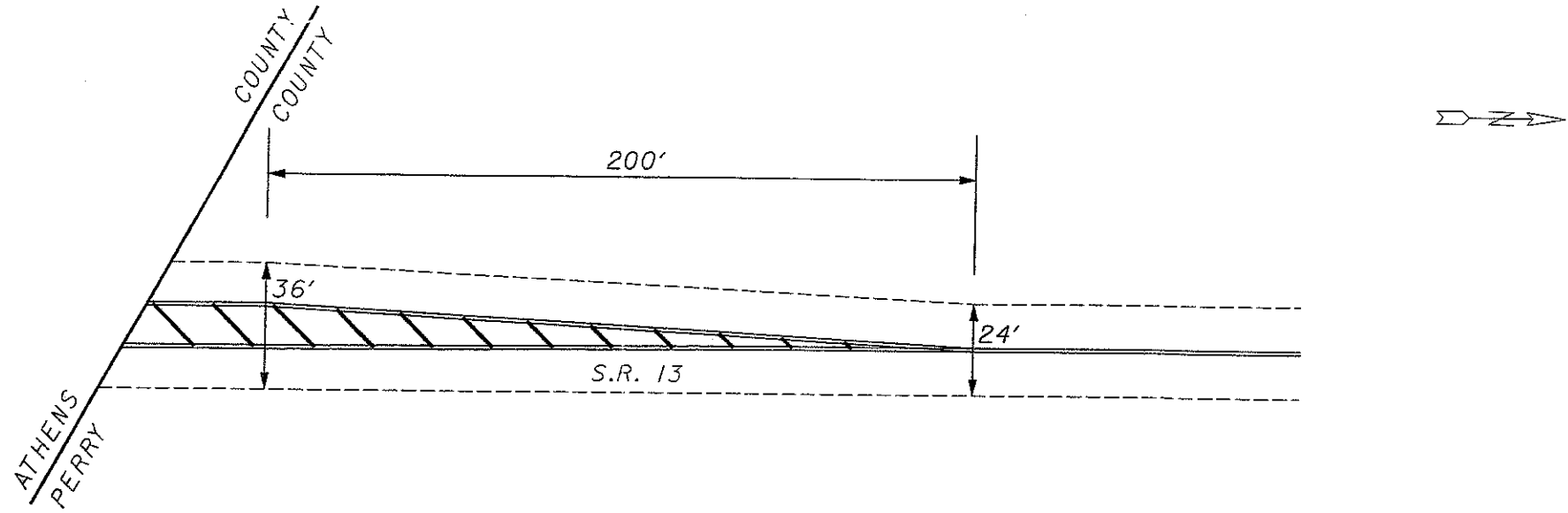
PI3PMS2.DGN3/7/03

PAVEMENT MARKING SUB-SUMMARY

PER-13-0.00
PER-345-0.00
PER-383-0.00

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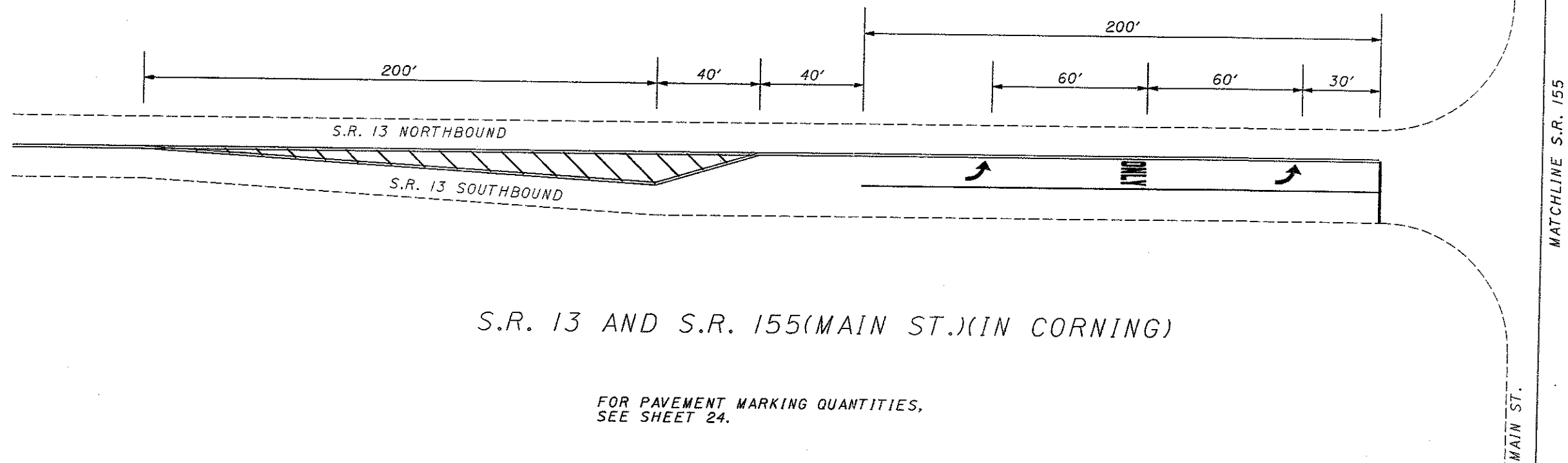
PI3PMS2.DGN 3/7/03



S.R. 13 AND BURR OAK RD. (ATHENS CO. RD. 107)

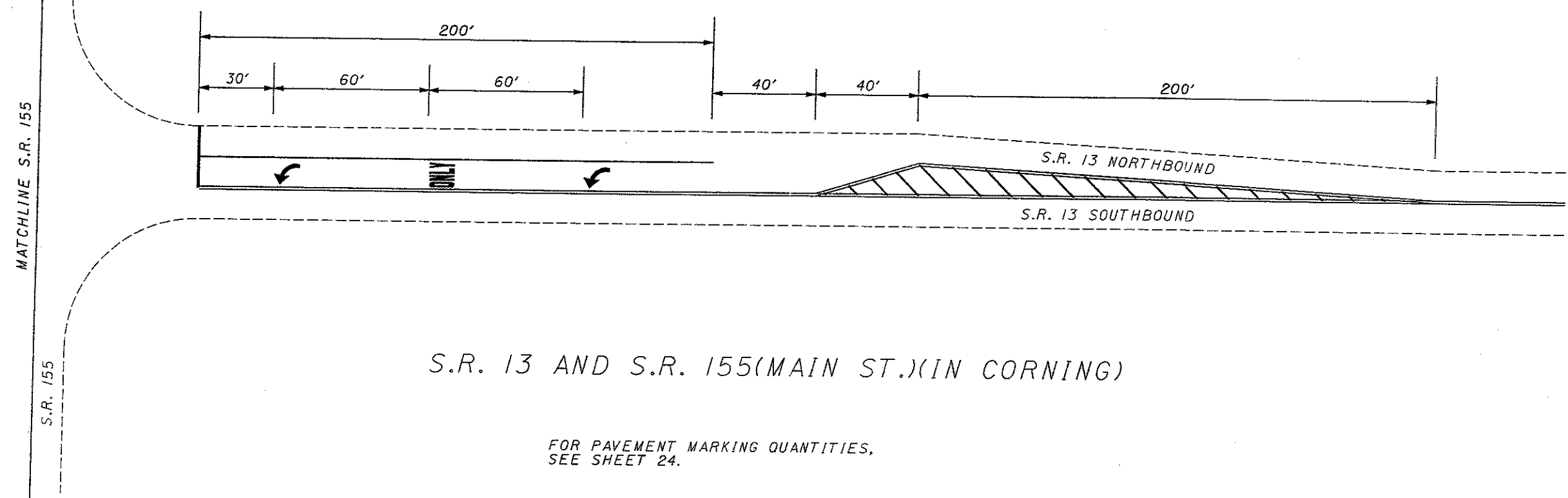
FOR PAVEMENT MARKING QUANTITIES,
SEE SHEET 24.

DET.DGN 3/3/03



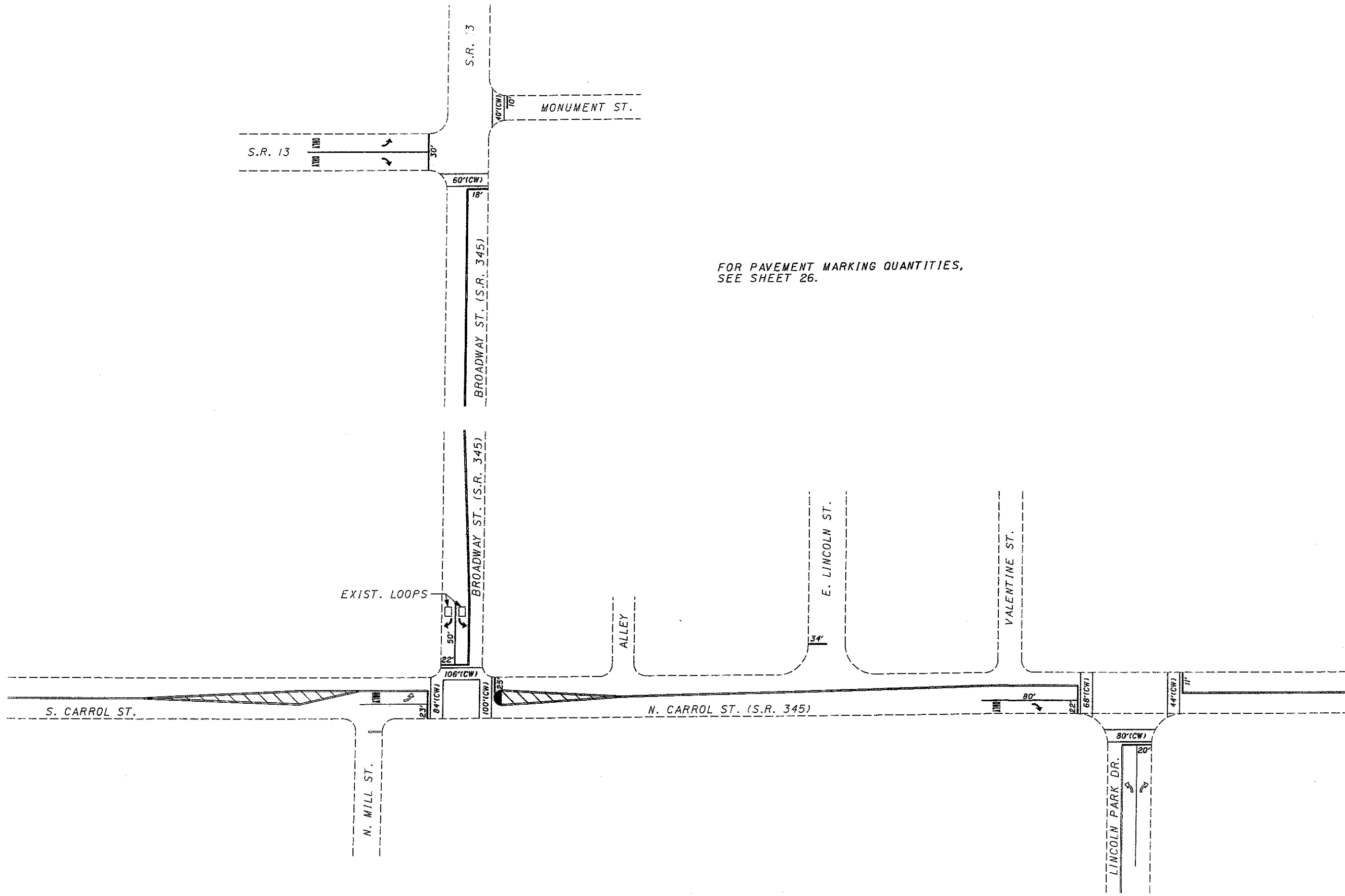
S.R. 13 AND S.R. 155 (MAIN ST.) (IN CORNING)

FOR PAVEMENT MARKING QUANTITIES,
SEE SHEET 24.



S.R. 13 AND S.R. 155 (MAIN ST.) (IN CORNING)

FOR PAVEMENT MARKING QUANTITIES,
SEE SHEET 24.



FOR PAVEMENT MARKING QUANTITIES,
SEE SHEET 26.

SHEET NUMBER														PARTICIPATION			ITEM	ITEM EXT.	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.	CALCULATED	CHECKED
2	3	4	5	7	9	10	10A	14	15	19	21	22	23		80% FED. 20% STATE	100% STATE								
		1,550						12,842							13,892	500	202	23500	14,392	SQ. YD.	WEARING COURSE REMOVED			
				1,740											1,740		202	30000	1,740	SQ. FT.	WALK REMOVED			
				248											248		202	32000	248	FT.	CURB REMOVED			
	2,904														2,042	862	202	54100	2,904	EACH	RAISED PAVEMENT MARKER REMOVED FOR STORAGE			
150															150		202	98300	150	SQ. YD.	REMOVAL MISC.: RESIDENCE AND COMMERCIAL DRIVES			
	30														22	8	SPECIAL	20363000	30	hour	GRADER RENTAL			3
	15														11	4	SPECIAL	20363500	15	hour	LOADER RENTAL			3
	1,500														1,250	250	253	01001	1,500	SQ. YD.	PAVEMENT REPAIR, AS PER PLAN			
						39,867	9,577								49,444		254	01001	49,444	SQ. YD.	PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN			3
		22				19,640	8,909	2,265	1,424	34					23,656	8,638	407	10000	32,294	GALLON	TACK COAT			
						13,094	1,205	487	738	23					15,547		407	14000	15,547	GALLON	TACK COAT FOR INTERMEDIATE COURSE			
			161,620												115,473	46,147	407	98000	161,620	FT.	TACK COAT, MISC.: FOR LONGITUDINAL JOINT			5
70	600	95				6,159	403	270	406	27					8,030		448	46020	8,030	CU. YD.	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, PG64-22			
70		95				6,159	403	270	406	13					7,416		448	47020	7,416	CU. YD.	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG64-22			
										453					453		512	33010	453	SQ. YD.	TYPE 3 WATERPROOFING			
										12					12		SPECIAL	51912200	12	SQ. YD.	PATCHING CONCRETE BRIDGE DECK - TYPE A			
25		45				1,973	426									2,469	854	15010	2,469	CU. YD.	FINE GRADED POLYMER ASPHALT CONCRETE, TYPE B			
						1,115	266		124						1,505		857	10000	1,505	CU. YD.	ASPHALT CONCRETE WITH GILSONITE SURFACE COURSE, TYPE 1			
						1,674	399								2,073		857	20000	2,073	CU. YD.	ASPHALT CONCRETE WITH GILSONITE INTERMEDIATE COURSE, TYPE 2			
		24													24		604	09000	24	EACH	CATCH BASIN ADJUSTED TO GRADE			
		10													10		604	34500	10	EACH	MANHOLE ADJUSTED TO GRADE			
				740											740		608	12000	740	SQ. FT.	5" CONCRETE WALK			
				1,740											1,740		608	52000	1,740	SQ. FT.	CURB RAMP			
				214											214		608	98000	214	SQ. FT.	WALKWAY MISC.: TRUNCATED DOMES ON CURB RAMPS			6
				44											44		608	98200	44	EACH	WALKWAY MISC.: TRUNCATED DOMES			6
		50													50		614	11100	50	hour	LAW ENFORCEMENT OFFICER WITH PATROL CAR			
		916													916		614	12460	916	EACH	WORK ZONE MARKING SIGN			
		22													22		614	13000	22	CU. YD.	ASPHALT CONCRETE FOR MAINTAINING TRAFFIC			
						39.84	12.70								43.80	8.74	614	21400	52.54	MILE	WORK ZONE CENTER LINE, CLASS II			
	430														430		614	23650	430	FT.	WORK ZONE CHANNELIZING LINE, CLASS II			
	726														726		614	26200	726	FT.	WORK ZONE STOP LINE, CLASS I, 642 PAINT			
	3,536														3,536		614	27200	3,536	FT.	WORK ZONE CROSSWALK LINE, CLASS I, 642 PAINT			
	9														9		614	30200	9	EACH	WORK ZONE LANE ARROW, CLASS I, 642 PAINT			
							6,485								4,781	1,704	617	10101	6,485	CU. YD.	COMPACTED AGGREGATE, TYPE A, AS PER PLAN			5
										1,837	1,031				1,971	897	621	00200	2,868	EACH	RPM, INSTALLATION ONLY			
		8													8		632	26501	8	EACH	DETECTOR LOOP, AS PER PLAN			4
		3													3		638	10800	3	EACH	VALVE BOX ADJUSTED TO GRADE			
													56.84		39.42	17.42	642	00100	56.84	MILE	EDGE LINE, TYPE I			
													0.10		0.10		642	00200	0.10	MILE	LANE LINE, TYPE I			
										31.99					22.60	9.39	642	00300	31.99	MILE	CENTER LINE, TYPE I			

GENERAL SUMMARY

PER-13-0.00
PER-345-0.00
PER-383-0.00

SHEET NUMBER												PARTICIPATION			ITEM	ITEM EXT.	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.	CALCULATED	CHECKED
2	8	26										802 FED. 207 STATE	1007 STATE									
		830										830		644	00400	830	FT.	CHANNELIZING LINE				
		1,984										1,984		644	00500	1,984	FT.	STOP LINE				
		3,536										3,536		644	00600	3,536	FT.	CROSSWALK LINE				
		857										857		644	00700	857	FT.	TRANSVERSE LINE				
		54										54		644	00900	54	SQ. FT.	ISLAND MARKING				
		4										4		644	01000	4	EACH	RAILROAD SYMBOL MARKING				
		13										13		644	01300	13	EACH	LANE ARROW				
		3										3		644	01400	3	EACH	WORD ON PAVEMENT, 72"				
		2										2		644	01410	2	EACH	WORD ON PAVEMENT, 96"				
	15											15		SPECIAL	69050100	15	EACH	MAILBOX SUPPORT SYSTEM, SINGLE	8			
10												10		SPECIAL	69098800	10	TON	MISC.: #57 LIMESTONE FOR DRIVES	2			
														LUMP	614	11000	LUMP					
														3	619	16000	3	MONTH	FIELD OFFICE, TYPE A			
														LUMP	623	10000	LUMP		CONSTRUCTION LAYOUT STAKES			
														LUMP	624	10000	LUMP		MOBILIZATION			