

# STATE OF OHIO DEPARTMENT OF TRANSPORTATION

## TUS-259-0.00 446 2-LANE RESURFACING

PART	COUNTY	ROUTE	SECTIONS	PROJECT TERMINI		NET LENGTH MILES	CITY
				BEGIN	END		
1	TUS	S.R. 259	(0.00)	0.00	4.41	4.41	NEW PHILADELPHIA

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)

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

I HEREBY APPROVE THESE PLANS AND DECLARE THAT THE MAKING OF THESE IMPROVEMENTS WILL NOT REQUIRE THE CLOSING OF THE HIGHWAYS TO TRAFFIC AND THAT PROVISIONS FOR THE MAINTENANCE AND SAFETY OF TRAFFIC WILL BE AS SET FORTH ON THE PLANS AND ESTIMATES.

APPROVED DATE 1/11/2013

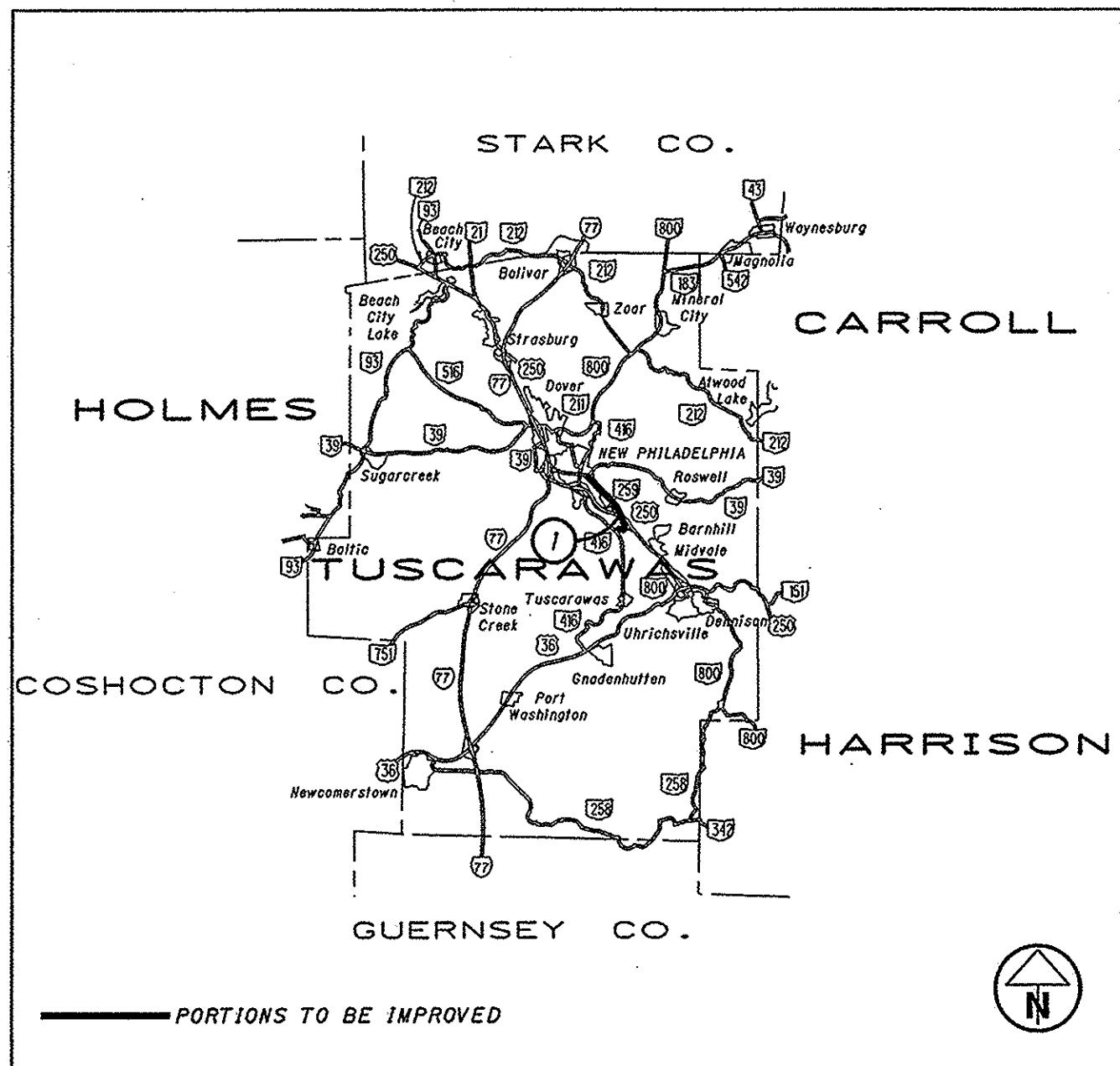
*Richard MacLennan P.E., P.S.*  
DISTRICT DEPUTY DIRECTOR

APPROVED DATE 1/15/13

*Jerry Wehner/gas*  
DIRECTOR, DEPARTMENT OF TRANSPORTATION

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STANDARD CONSTRUCTION DRAWINGS						SUPPLEMENTAL SPECIFICATIONS	
BP-3.1	4-20-12	MT-97.10	7-20-12	TC-41.20	1-19-01	800	1-18-13
BP-4.1	7-16-04	MT-97.12	7-20-12	TC-42.20	1-21-11	823	7-20-12
BP-5.1	7-28-00	MT-99.20	7-20-12	TC-52.10	1-19-07	832	5-5-09
BP-7.1	10-15-10			TC-52.20	1-19-07		
		MT-101.90	10-19-12	TC-65.10	4-20-12		
CB-2.2	7-20-12	MT-105.10	7-20-12	TC-65.11	4-20-12		
CB-2.3	7-20-12			TC-71.10	10-19-12		
				TC-73.10	4-20-12		
DM-1.1	7-20-12						
DM-1.4	7-15-11						
DM-4.3	7-20-12						
DM-4.4	7-20-12						
							SPECIAL PROVISIONS

ENGINEER'S SEAL:

SIGNED: *Adrienne Slanina*  
DATE: 1/10/13

PLAN PREPARED BY:  
ODOT DISTRICT II

TUS - SR-259-0.00  
 130243 PID - 87275  
 Dist 11 4/11/2013  
 Contract Proposal Available @ www.contracts.dot.state.oh.us/home

FEDERAL PROJECT NO. E100 (864)  
 PID NO. 87275  
 CONSTRUCTION PROJECT NO.  
 RAILROAD INVOLVEMENT  
 RJ CORMAN  
 TUS-259-0.00  
 1/24

**UTILITIES**

THE UTILITIES ARE ONLY SHOWN FOR THE SECTION WHERE CURB AND CATCH BASINS ARE BEING PLACED ON SHEETS 8 & 9.

THE LOCATION OF THE UNDERGROUND UTILITIES SHOWN ON THE PLANS ARE AS OBTAINED FROM THE OWNERS AS REQUIRED BY SECTION 153.64 O.R.C.

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

CITY OF NEW PHILADELPHIA  
ATTN: THE HONORABLE MICHAEL TAYLOR  
MUNICIPAL BUILDING  
150 EAST HIGH AVENUE  
NEW PHILADELPHIA, OHIO 44663  
(330) 364-4491 EXT. 242 WORK  
(330) 343-2489 FAX

AEP OHIO POWER COMPANY  
ATTN: KATHY MOSSBARGER  
P. O. BOX 24400  
CANTON, OHIO 44701  
(330) 438-7061 WORK  
(330) 438-7337 FAX

DOMINION  
ATTN: MARY LONG  
320 SPRINGSIDE DRIVE, SUITE 320  
AKRON, OHIO 44333  
(330) 664-2409 WORK  
(888) 504-0126 FAX

FRONTIER COMMUNICATIONS  
ATTN: LARRY WENDELL  
1121 TUSCARAWAS AVENUE, NW  
NEW PHILADELPHIA, OHIO 44663  
(330) 364-0510 WORK

TIME WARNER CABLE  
ATTN: DAMIAN RIFFLE  
617 TUSCARAWAS AVENUE  
NEW PHILADELPHIA, OHIO 44663  
(330) 494-9200 WORK

**ITEM 614 - MAINTAINING TRAFFIC**

A MINIMUM OF ONE LANE OF TRAFFIC SHALL BE MAINTAINED AT ALL TIMES PER ITEM 614 AND AS PER SCD MT-97.12. THE LENGTH OF RESTRICTED TRAFFIC LANES SHALL BE KEPT TO A MINIMUM CONSISTENT WITH THE CMS REQUIREMENTS FOR THE PROTECTION OF WORK ITEMS, WHICH NECESSITATE THE RESTRICTION. THE LIMITS AND DURATION OF LANE CLOSURES SHALL BE SUBJECT TO THE APPROVAL OF THE ENGINEER.

THE PLANING AND RESURFACING WILL PROCEED CONTINUOUSLY A MINIMUM OF FIVE (5) DAYS PER WEEK, WEATHER PERMITTING, EXCEPT FOR THE HOLIDAYS AND EVENTS LISTED BELOW. ANY OPEN PAVEMENT TRENCH SHALL BE ADEQUATELY MAINTAINED AND PROTECTED WITH DRUMS OR PORTABLE BARRIER, PER SCD MT-101.90.

THE CONTRACTOR SHALL FURNISH, INSTALL AND MAINTAIN W-8-H15 "GROOVED PAVEMENT" SIGNS PER CMS 614.055.

THE CONTRACTOR SHALL FURNISH, INSTALL, AND MAINTAIN SIGNS W8-1 (48"x48") "BUMP" AND W8-2 (48"x48") "DIP" WITH W13-1P (24"x24") ADVISORY SPEED PLAQUE WITH SPEEDS APPROVED BY THE ENGINEER FOR ALL BUTT JOINT LOCATIONS, WHILE THE BUMP OR DIP CONDITION EXISTS.

NO WORK SHALL BE PERFORMED AND ALL EXISTING LANES SHALL BE OPEN TO TRAFFIC ON ALL FRIDAYS AND DURING THE FOLLOWING DESIGNATED HOLIDAYS OR EVENTS:

MEMORIAL DAY, FOURTH OF JULY, LABOR DAY

THE PERIOD OF TIME THAT THE LANES ARE TO BE OPEN DEPENDS ON THE DAY OF THE WEEK ON WHICH THE HOLIDAY OR EVENT FALLS. THE FOLLOWING SCHEDULE SHALL BE USED TO DETERMINE THIS PERIOD:

DAY OF THE WEEK	TIME ALL LANES MUST BE OPEN TO TRAFFIC
SUNDAY	12:00N FRIDAY THROUGH 12:00N MONDAY
MONDAY	12:00N FRIDAY THROUGH 12:00N TUESDAY
TUESDAY	12:00N MONDAY THROUGH 12:00N WEDNESDAY
WEDNESDAY	12:00N TUESDAY THROUGH 12:00N THURSDAY
THURSDAY	12:00N WEDNESDAY THROUGH 12:00N FRIDAY
FRIDAY	12:00N THURSDAY THROUGH 12:00N MONDAY
SATURDAY	12:00N FRIDAY THROUGH 12:00N MONDAY

NO EXTENSIONS OF TIME SHALL BE GRANTED FOR DELAYS IN MATERIAL DELIVERIES, UNLESS SUCH DELAYS ARE INDUSTRY-WIDE, OR FOR LABOR STRIKES, UNLESS SUCH STRIKES ARE AREA-WIDE.

SHOULD THE CONTRACTOR FAIL TO MEET ANY OF THESE REQUIREMENTS, THE CONTRACTOR SHALL BE ASSESSED LIQUIDATED DAMAGES IN ACCORDANCE WITH CMS 108.07.

LENGTH AND DURATION OF LANE CLOSURES AND RESTRICTIONS SHALL BE AT THE APPROVAL OF THE ENGINEER. IT IS THE INTENT TO MINIMIZE THE IMPACT TO THE TRAVELING PUBLIC. LANE CLOSURES OR RESTRICTIONS OVER SEGMENTS OF THE PROJECT IN WHICH NO WORK IS ANTICIPATED WITHIN A REASONABLE TIME FRAME, AS DETERMINED BY THE ENGINEER, SHALL NOT BE PERMITTED. THE LEVEL OF UTILIZATION OF MAINTENANCE OF TRAFFIC DEVICES SHALL BE COMMENSURATE WITH THE WORK IN PROGRESS.

TEMPORARY ORANGE PLASTIC CONSTRUCTION FENCE HAS BEEN PROVIDED HEREIN AS A TRAFFIC CONTROL DEVICE TO DIVERT AND GUIDE PEDESTRIANS WHOSE PATH WOULD OTHERWISE ENTER THE WORK AREA.

ALL WORK AND TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH CMS 614 AND OTHER APPLICABLE PORTIONS OF THE SPECIFICATIONS, AS WELL AS THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES. PAYMENT FOR ALL LABOR, EQUIPMENT AND MATERIALS SHALL BE INCLUDED IN THE LUMP SUM CONTRACT PRICE FOR ITEM 614, MAINTAINING TRAFFIC, UNLESS SEPARATELY ITEMIZED IN THE PLAN.

**ITEM 614 - WORK ZONE PAVEMENT MARKINGS AND SIGNS**

THE CONTRACTOR SHALL INSTALL ITEM 614 - WORK ZONE CENTER LINE, CLASS 1, 642 PAINT PRIOR TO OPENING THE LANE TO TRAFFIC, OR WHEN THE EXISTING MARKINGS HAVE BEEN COVERED OR DAMAGED, AS PER CMS 614.11.

IN THE EVENT THE CONTRACTOR CANNOT INSTALL THE WORK ZONE CENTER LINE, CLASS 1, DUE TO CONDITIONS BEYOND HIS CONTROL, AN ESTIMATED CONTINGENCY QUANTITY OF "DO NOT PASS" (R4-1) AND "PASS WITH CARE" (R4-2) SIGNS HAVE BEEN PROVIDED BELOW.

WORK ZONE CENTER LINE, CLASS 1 MARKINGS SHALL BE PLACED, AND THE ABOVE SIGNS REMOVED BY THE END OF THE CONTRACTOR'S NEXT WORK DAY. THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY:

(PART 1) 614, WORK ZONE CENTER LINE, CLASS 1, 642 PAINT - 6.88 MILE (01/S<2/PV)  
(PART 1) 614, WORK ZONE CENTER LINE, CLASS 1, 642 PAINT - 7.93 MILE (02/S<2/PV/NP)

**14.81 MILE**

(PART 1) 614, WORK ZONE EDGE LINE, CLASS 1, 642 PAINT - 8.30 MILE (01/S<2/PV)  
(PART 1) 614, WORK ZONE EDGE LINE, CLASS 1, 642 PAINT - 1.28 MILE (02/S<2/PV/NP)

**9.58 MILE**

(PART 1) 614, WORK ZONE CHANNELIZING LINE, CLASS 1, 642 PAINT - 118 FT (01/S<2/PV)  
(PART 1) 614, WORK ZONE CHANNELIZING LINE, CLASS 1, 642 PAINT - 928 FT (02/S<2/PV/NP)

**1,046 FT**

(PART 1) 614, WORK ZONE STOP LINE, CLASS 1, 642 PAINT - 348 FT (01/S<2/PV)  
(PART 1) 614, WORK ZONE STOP LINE, CLASS 1, 642 PAINT - 754 FT (02/S<2/PV/NP)

**1,102 FT**

(PART 1) 614, WORK ZONE CROSSWALK LINE, CLASS 1, 642 PAINT - 1,476 FT (02/S<2/PV/NP)

**1,476 FT**

THE CONTRACTOR SHALL ERECT "NO EDGE LINES" (W8-H12a) SIGNS IN ADVANCE OF ANY SECTION OF ROADWAY LACKING CMS STANDARD EDGE LINE MARKINGS, AS PER CMS 614.04.

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY FOR USE AS DIRECTED BY THE ENGINEER FOR WORK ZONE MARKING SIGNS PER THE REQUIREMENTS ABOVE AND ITEM 614 OF THE SPECIFICATIONS.

(PART 1) 614, WORK ZONE MARKING SIGN - 43 EACH (01/S<2/PV)  
(PART 1) 614, WORK ZONE MARKING SIGN - 12 EACH (02/S<2/PV/NP)

WORK ZONE MARKING SIGN TABLE			FUNDING
"NO EDGE LINES"	PART 1	31	(01/S<2/PV)
"NO EDGE LINES"	PART 1	4	(02/S<2/PV/NP)
"DO NOT PASS"	PART 1	6	(01/S<2/PV)
"DO NOT PASS"	PART 1	4	(02/S<2/PV/NP)
"PASS WITH CARE"	PART 1	6	(01/S<2/PV)
"PASS WITH CARE"	PART 1	4	(02/S<2/PV/NP)
<b>SUBTOTAL - (01/S&lt;2/PV)</b>		<b>43</b>	
<b>SUBTOTAL - (02/S&lt;2/PV/NP)</b>		<b>12</b>	
<b>TOTAL</b>		<b>55</b>	

**NOTIFICATION OF WORK ZONE LANE RESTRICTIONS**

THE CONTRACTOR SHALL NOTIFY THE ENGINEER AT LEAST EIGHTEEN (18) DAYS PRIOR TO IMPLEMENTING ANY WORK ZONE RESTRICTIONS THAT WILL REDUCE THE WIDTH OR VERTICAL CLEARANCE OF ANY LANE ON WHICH TRAFFIC WILL BE MAINTAINED DURING CONSTRUCTION.

**ITEM 446 - ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG70-22M, AS PER PLAN**

MATERIALS FURNISHED FOR FINE AND COARSE AGGREGATES USED IN THIS ITEM SHALL EXCLUDE ALL STONE AND CRUSHED CARBONATE STONE.

**446 DENSITY ACCEPTANCE WITH FLAGGER CLOSING OF A 2-LANE HIGHWAY FOR PAVING OPERATIONS**

THIS PLAN NOTE APPLIES ONLY TO A FLAGGER CLOSURE OF ONE LANE OF A 2-LANE HIGHWAY DURING PAVING OPERATIONS WHEN USING STANDARD CONSTRUCTION DRAWING MT-97.11 OR MT-97.12, AND ALLOWS A PAVING OPERATION TO PROCEED CONCURRENTLY WITH THE MARKING AND CUTTING OF CORES REQUIRED FOR 446 DENSITY ACCEPTANCE.

IN ALL CASES THE CONTRACTOR SHOULD LENGTHEN THEIR LANE CLOSURES TO THE MAXIMUM PERMISSIBLE LENGTH DETAILED IN THE ABOVE REFERENCED STANDARD CONSTRUCTION DRAWINGS TO ALLOW THE ENGINEER ADEQUATE TIME TO MARK THE REQUIRED CORE LOCATIONS AND FOR CORE CUTTING OPERATIONS.

THE CONTRACTOR WILL PROVIDE TO THE ENGINEER THE PLANNED QUANTITY THAT WILL BE PLACED FOR THE DAY'S PRODUCTION. EACH DAY'S PRODUCTION WILL BE CONSIDERED ONE LOT AND INCLUDES SHOULDERS. TEN CORES WILL BE OBTAINED BY THE CONTRACTOR FOR EACH LOT AT RANDOM LOCATIONS DETERMINED BY THE ENGINEER. THE ENGINEER WILL DIVIDE A LOT INTO FIVE EQUAL SUBLOTS AND CALCULATE TWO RANDOM CORE LOCATIONS IN EACH SUBLOT AS DESCRIBED IN C&MS 446.05.

THE ENGINEER WILL MARK THE CORE LOCATIONS AFTER THE PAVING OPERATION (INCLUDING THE FINISH ROLLER) HAS COMPLETELY PASSED THE RANDOMLY SELECTED CORE LOCATION. THE CORE DRILL OPERATION CAN BEGIN CUTTING CORES WHEN THE NEWLY PLACED SURFACE TEMPERATURE IS LESS THAN 140°F. IT IS THE CONTRACTOR'S RESPONSIBILITY TO MAINTAIN THE LANE CLOSURE DURING ALL PAVING, MARKING, AND CORING OPERATIONS PER THE REQUIREMENTS OF THE STANDARD CONSTRUCTION DRAWING USED FOR THE PAVING OPERATION.

**ITEM 448 - ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG64-22 (DRIVEWAYS), AS PER PLAN**

THIS ITEM OF WORK SHALL CONSIST OF PAVING ALL EXISTING DRIVEWAYS AND INTERSECTING PUBLIC ROADS NOT OTHERWISE INDICATED. AN AVERAGE THICKNESS EQUAL TO THE SURFACE COURSE THICKNESS SHALL BE PLACED ON THE EXISTING PAVED DRIVES AND APPROACHES, FOR AN APPROXIMATE DISTANCE OF 10 FEET FOR DRIVEWAYS AND 20 FEET FOR PUBLIC ROADS FROM THE EDGE OF PAVEMENT OR PAVED SHOULDERS, WHICHEVER IS APPLICABLE, UNLESS OTHERWISE DIRECTED BY THE ENGINEER. UP GRADE DRIVEWAY PAVING SHALL BE PLACED TO THE BEGINNING OF THE UPSLOPE OF THE DRIVEWAY, AS DIRECTED BY THE ENGINEER. ALL GRADING, TACK COAT, PRIME COAT, TOOLS, EQUIPMENT AND INCIDENTALS REQUIRED TO LAYOUT AND PAVE THE DRIVEWAYS AND INTERSECTING PUBLIC ROADS SHALL BE INCLUDED IN THE CU. YD. PRICE BID FOR ITEM 448 - ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG64-22 (DRIVEWAYS), AS PER PLAN. THE CONTRACTOR'S ATTENTION IS DIRECTED TO CMS 107.10. ALL DRIVEWAYS SHALL BE PAVED WITHIN (5) WORKING DAYS AFTER PLACING OF THE SURFACE COURSE ON THE MAINLINE PAVEMENT. MATERIALS FURNISHED FOR FINE AND COARSE AGGREGATES USED IN THIS ITEM SHALL EXCLUDE ALL STONE AND CRUSHED CARBONATE STONE.

**EXTRA FOR WIDENING (PAVEMENT AREA)**

AN ADDITIONAL QUANTITY HAS BEEN ADDED TO THE PAVEMENT DATA SHEETS TO BE USED AS DIRECTED BY THE ENGINEER, TO COVER AREAS THAT HAVE BEEN WIDENED ON CURVES OR ON PREVIOUS MAINTENANCE ACTIVITIES BEYOND THE AVERAGE PAVEMENT WIDTH SHOWN.

**ITEM 448 - ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, PG64-22 (SPOT LEVELING)**

LONGITUDINAL AND TRANSVERSE IRREGULARITIES ARE INTERMITTENTLY PRESENT THROUGHOUT THE EXISTING PAVEMENT SURFACE, BUT THE PAVEMENT DOES NOT REQUIRE A FULL-WIDTH LEVELING COURSE. IRREGULARITIES SHALL BE FILLED WITH 448 IN A MANNER THAT WILL RESULT IN SURROUNDING PORTIONS OF THE EXISTING SURFACE REMAINING EXPOSED AFTER THE SPOT LEVELING COURSE IS PLACED. THE SPOT LEVELING COURSE SHALL BE A VARIABLE DEPTH COURSE WITH A MINIMUM THICKNESS OF 0". THE MATERIAL SHALL BE PLACED IN A SEPARATE OPERATION DIRECTED BY THE ENGINEER.

**SURFACE COURSE COMPLETION REQUIREMENTS**

ANY GIVEN LENGTH OF WORK ON WHICH RESURFACING OPERATIONS HAVE BEEN STARTED IN A CONSTRUCTION SEASON SHALL HAVE THE SURFACE COURSE PLACED THAT SAME SEASON.

**COORDINATION OF RESURFACING AND PLANING OPERATIONS**

ONCE THE PAVEMENT PLANING OPERATIONS HAVE BEGUN, IT SHALL PROCEED CONTINUOUSLY UNTIL ALL ELEMENTS OF THE WORK ASSOCIATED WITH THE PAVEMENT PLANING OPERATIONS ARE COMPLETED. THE PAVEMENT PLANING OPERATION SHALL BE COMPLETED IN A TIMELY MANNER AS DIRECTED BY THE ENGINEER. PAVING MUST START WITHIN THREE DAYS OF THE START OF THE PLANING OPERATIONS. IF PAVING THE ASPHALT CONCRETE DIRECTLY ONTO PORTLAND CEMENT, CONCRETE OR BRICK PAVEMENT, TACK THE PAVEMENT WITH RUBBERIZED ASPHALT EMULSION CONFORMING TO CMS 702.13.

ALL GRINDINGS SHALL BECOME THE PROPERTY OF THE CONTRACTOR EXCEPT WHAT IS REQUIRED TO BE USED FOR SHOULDER MATERIAL.

CALCULATED  
MVC  
CHECKED  
ANS

GENERAL NOTES

TUS - 259 - 0.00

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**ITEM 607 - FENCE MISC.: TEMPORARY ORANGE PLASTIC CONSTRUCTION FENCE**

TEMPORARY ORANGE PLASTIC/NYLON CONSTRUCTION FENCE SHALL BE PLACED FOR THE PROTECTION OF PEDESTRIAN TRAFFIC. IT SHALL BE SECURELY FASTENED TO WOOD OR METAL POSTS AT NOT MORE THAN 6' SPACING. IT SHALL BE NOMINALLY 42" HIGH AND THE TOP EDGE SHALL NOT SAG BELOW 30". IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO INSURE THAT THE FENCE IS IN GOOD CONDITION AND PROPERLY PLACED AND MAINTAINED.

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

(PART 1)  
ITEM 607 - FENCE MISC.: TEMPORARY ORANGE PLASTIC CONSTRUCTION FENCE -  
144 FT (01/S<3/PV)

(PART 1)  
ITEM 607 - FENCE MISC.: TEMPORARY ORANGE PLASTIC CONSTRUCTION FENCE -  
1,677 FT (03/S<3/PV/NP)  
**1,821 FT**

**PAVING AT RAILROAD CROSSING**

WORK THE CROWN OUT OF THE PROPOSED PAVEMENT ON EACH SIDE OF THE RAILROAD CROSSING, BEGINNING 50 FEET FROM THE NEAREST RAIL, BY RAISING THE EDGES OF THE NEW PAVEMENT TO MEET THE PLATFORM ELEVATION.

**ITEM 617 - SHOULDER PREPARATION**

THIS WORK WILL BE IN ACCORDANCE WITH CMS ITEM 617, WITH SPECIAL ATTENTION GIVEN TO SECTION 617.04. THE WORK DONE WILL BE IN REASONABLY CLOSE CONFORMITY WITH THE LINES AND TYPICAL SECTIONS SHOWN ON THE PLANS OR AS ESTABLISHED BY THE ENGINEER.

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

THE CONTRACTOR WILL APPLY "MC-70" AT A RATE OF 0.4 GALLONS PER SQUARE YARD, OR AS DETERMINED BY THE ENGINEER, TO THE COMPLETED COMPACTED AGGREGATE SHOULDER, AS PER PLAN.

**SHIELD**

THE CONTRACTOR SHALL PROVIDE A SHIELD TO PREVENT THE SPRAYING OR DRIFTING OF LIQUID BITUMINOUS MATERIAL ONTO THE EDGE OF THE PAVEMENT OR EDGELINE. THE ATTENTION OF THE CONTRACTOR IS DIRECTED TO 107.10 OF THE SPECIFICATIONS.

**ITEM 617 - COMPACTED AGGREGATE, AS PER PLAN**

THE CONTRACTOR WILL UTILIZE MATERIAL (I.E. GRINDINGS) OBTAINED FROM THE PAVEMENT PLANING, ASPHALT CONCRETE, OPERATION. THIS MATERIAL WILL BE PLACED IN LIEU OF THE COMPACTED AGGREGATE. IF THE AMOUNT OF GRINDINGS MATERIAL IS NOT SUFFICIENT TO COVER THE COMPACTED AGGREGATE QUANTITY IN THIS PLAN, THEN ADDITIONAL MATERIAL MEETING SPECIFICATION 617 SHALL BE USED. ALL SPECIFICATIONS FOR ITEM 617 APPLY. GRINDINGS NEED TO BE OF A SIZE THAT CAN BE INCORPORATED INTO THE SHOULDERS.

**ITEM 209 - PREPARING SUBGRADE FOR SHOULDER PAVING, AS PER PLAN**

PREPARE THE SHOULDER FOR PAVING A CONSISTENT SAFETY EDGE IN BOTH THICKNESS AND WIDTH.

PRIOR TO PAVING THE SAFETY EDGE, GRADE AN AREA 10 INCHES WIDE, BEGINNING AT THE EDGE OF THE PAVED ROADWAY, TO PROVIDE A LEVEL SURFACE FREE OF VEGETATION FOR CONSTRUCTION OF THE SAFETY EDGE. IF NECESSARY, EXCAVATE THE GRADED AREA TO THE DEPTH NECESSARY TO CONSTRUCT THE SAFETY EDGE. COMPACT THE GRADED SHOULDER ACCORDING TO 617.05, OR AS DIRECTED BY THE ENGINEER.

**WORK LIMITS**

NO WORK LIMITS ARE SHOWN IN THE PLAN. THE CONTRACTOR SHALL STAY WITHIN ALL EXISTING RIGHT OF WAY AS SHOWN IN THE PLAN.

**CONSTRUCTION NOISE**

ACTIVITIES AND LAND USE ADJACENT TO THIS PROJECT MAY BE AFFECTED BY CONSTRUCTION NOISE. IN ORDER TO MINIMIZE ANY ADVERSE CONSTRUCTION NOISE IMPACTS, DO NOT OPERATE POWER-OPERATED CONSTRUCTION-TYPE DEVICES BETWEEN THE HOURS OF 9:00 PM AND 7:00 AM. IN ADDITION, DO NOT OPERATE AT ANY TIME ANY DEVICE IN SUCH A MANNER THAT THE NOISE CREATED SUBSTANTIALLY EXCEEDS THE NOISE CUSTOMARILY AND NECESSARILY ATTENDANT TO THE REASONABLE AND EFFICIENT PERFORMANCE OF SUCH EQUIPMENT.

**ITEM 642 - TRAFFIC PAINT  
ITEM 646 - EPOXY PAVEMENT MARKINGS**

THE CONTRACTOR SHALL REPLACE THE EXISTING PAVEMENT MARKINGS WITHIN THE PROJECT LIMITS WITH NEW PAVEMENT MARKINGS AT THE SAME LOCATIONS AS PER CMS 641.06. SEE STANDARD DRAWINGS TC-71.10 AND TC-73.10 FOR PAVEMENT MARKING DETAILS.

**PROFILE AND ALIGNMENT**

PLACE THE PROPOSED PAVEMENT TO FOLLOW THE PROFILE AND ALIGNMENT OF THE EXISTING PAVEMENT. PLACE THE PROPOSED ASPHALT CONCRETE OVERLAY AS SHOWN ON THE TYPICAL SECTIONS.

**ITEM 202 - PAVEMENT REMOVED, AS PER PLAN**

THIS ITEM OF WORK SHALL CONSIST OF PAVEMENT REMOVAL ASSOCIATED WITH THE NEW CURB CONSTRUCTION IN CONFORMANCE TO CMS 202. THIS CONSISTS OF FULL DEPTH REMOVAL OF ALL ASPHALT PAVEMENT, CURB, BRICK, AND CONCRETE BASE BEYOND THE SAWCUT. THE LIMITS OF THIS WORK IS SHOWN ON SHEETS 8 & 9. ALL MATERIALS, EQUIPMENT, AND LABOR NECESSARY TO PERFORM THIS WORK SHALL BE PAID AT THE UNIT BID PRICE OF SQUARE YARDS OF ITEM 202 PAVEMENT REMOVED, AS PER PLAN.

THE CAVITY CREATED BY ITEM 202 PAVEMENT REMOVAL WILL BE FINISHED IN ACCORDANCE WITH THE TYPICAL SECTION ON SHEET 9.

**SEEDING AND MULCHING**

THE FOLLOWING QUANTITIES ARE PROVIDED TO PROMOTE GROWTH AND CARE OF PERMANENT SEEDED AREAS AND HAVE BEEN CARRIED TO THE GENERAL SUMMARY:

ITEM 659 - SOIL ANALYSIS TEST  
1 TEST X 30 C.Y. / 10000 C.Y. = 0.003 (01/S<1/PV)  
**USE: 2 EACH**

ITEM 659 - TOPSOIL  
267 S.Y. X 111 C.Y. / 1000 S.Y. = 29.64 CU. YD. (01/S<1/PV)  
**USE: 30 CU. YD.**

ITEM 659 - COMMERCIAL FERTILIZER  
267 S.Y. X 9 X 30 LBS / 1000 S.F. / 2000 LBS./TON = 0.04 TON (01/S<1/PV)  
**USE: 0.04 TON**

ITEM 659 - LIME  
267 S.Y. X (9 S.F./S.Y) / 43,560 S.F./ACRE = 0.06 ACRE (01/S<1/PV)  
**USE: 0.06 ACRE**

ITEM 659 - WATER  
2 X 267 S.Y. X 9 X 300 GAL./1000 S.F. / 1000 S.F. = 1.44 M GAL. (01/S<1/PV)  
**USE: 2 M GAL.**

SEEDING AND MULCHING SHALL BE APPLIED TO ALL AREAS OF EXPOSED SOIL BETWEEN THE RIGHT-OF-WAY LINES. QUANTITY CALCULATIONS FOR SEEDING AND MULCHING ARE BASED ON THESE LIMITS.

**PAVEMENT RESTORATION FOR DRAINAGE STRUCTURE INSTALLATIONS**

THE FOLLOWING QUANTITIES ARE PROVIDED FOR PAVEMENT RESTORATION FOLLOWING INSTALLATION OF ITEM 604 DRAINAGE STRUCTURES. THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY:

(PART 1) ITEM 301 - ASPHALT CONCRETE BASE, PG64-22 - 1.30 CU. YD. (01/S<2/PV)  
**USE: 1 CU. YD.**

(PART 1) ITEM 304 - AGGREGATE BASE - 4.86 CU. YD. (01/S<2/PV)  
**USE: 5 CU. YD.**

THE ABOVE QUANTITIES ARE BASED ON A 301 THICKNESS OF 4 INCHES, A 304 THICKNESS OF 15 INCHES, AND A WIDTH OF TWO FEET AROUND THE PERIMETER OF THE DRAINAGE STRUCTURE.

PROVIDE ANY MATERIALS USED OUTSIDE THE LIMITS STATED ABOVE AT NO ADDITIONAL COST.

**ITEM 632 - DETECTOR LOOP**

THE CONTRACTOR SHALL MEASURE THE SIZE AND LOCATION OF THE EXISTING DETECTOR LOOP PRIOR TO MILLING AND INSTALL THE NEW DETECTOR LOOP IN THE SAME LOCATION. UPON COMPLETION THE CONTRACTOR SHALL MEET ON SITE WITH ODOT SIGNAL ELECTRICIANS TO INSPECT AND VERIFY THE LOOPS ARE FUNCTIONING PROPERLY. THE ODOT SIGNAL ELECTRICIAN CAN BE CONTACTED AT PH. NO. 330-339-6633.

**UNRECORDED UNTREATED NON-STORMWATER DRAINAGE**

FURNISH NO CONTINUANCE FOR ANY UNRECORDED UNTREATED NON-STORMWATER DRAINAGE SUCH AS UNTREATED SEPTIC, UNTREATED WASTEWATER, UNTREATED CURTAIN/GRADIENT DRAINS, AND UNTREATED FOUNDATION FLOOR DRAINS DISTURBED BY THE WORK. PLUG ANY UNRECORDED UNTREATED NON-STORMWATER DRAINAGE WITH CLASS C CONCRETE AT THE RIGHT OF WAY LINE. PAYMENT FOR PLUGGING SHALL BE INCLUDED IN THE CONTRACT PRICE FOR THE PERTINENT 202 OR 203 ITEM.

**REVIEW OF DRAINAGE FACILITIES**

BEFORE ANY WORK IS STARTED ON THE PROJECT AND AGAIN BEFORE FINAL ACCEPTANCE BY THE STATE, REPRESENTATIVES OF THE STATE AND THE CONTRACTOR, ALONG WITH LOCAL REPRESENTATIVES, SHALL MAKE AN INSPECTION OF ALL EXISTING SEWERS WHICH ARE TO REMAIN IN SERVICE AND WHICH MAY BE AFFECTED BY THE WORK. THE CONDITION OF THE EXISTING CONDUITS AND THEIR APPURTENANCE SHALL BE DETERMINED FROM FIELD OBSERVATIONS. RECORDS OF THE INSPECTION SHALL BE KEPT IN WRITING BY THE STATE.

ALL NEW CONDUITS, INLETS, CATCH BASINS, AND MANHOLES CONSTRUCTED AS A PART OF THE PROJECT SHALL BE FREE OF ALL FOREIGN MATTER AND IN A CLEAN CONDITION BEFORE THE PROJECT WILL BE ACCEPTED BY THE STATE.

ALL EXISTING SEWERS INSPECTED INITIALLY BY THE ABOVE MENTIONED PARTIES SHALL BE MAINTAINED AND LEFT IN A CONDITION REASONABLY COMPARABLE TO THAT DETERMINED BY THE ORIGINAL INSPECTION. ANY CHANGE IN THE CONDITION RESULTING FROM THE CONTRACTOR'S OPERATIONS SHALL BE CORRECTED BY THE CONTRACTOR TO THE SATISFACTION OF THE ENGINEER.

PAYMENT FOR ALL OPERATIONS DESCRIBED ABOVE SHALL BE INCLUDED IN THE CONTRACT PRICE FOR THE PERTINENT 603 CONDUIT ITEMS.

**SURVEYING PARAMETERS**

ALL SURVEYING PARAMETERS AND CENTERLINE REFERENCE INFORMATION WILL BE PROVIDED TO THE CONTRACTOR AT THE PRECONSTRUCTION MEETING.

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GENERAL NOTES

TUS - 259 - 0.00






**BRIDGE TREATMENT**

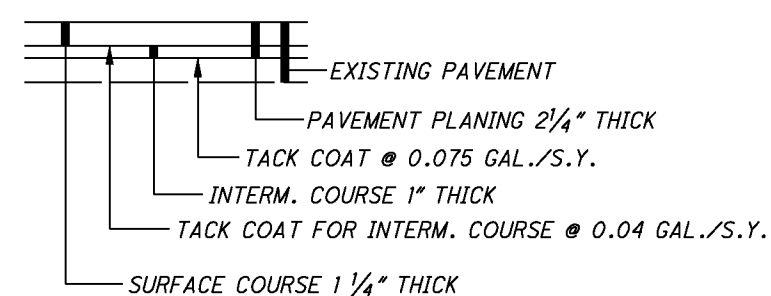
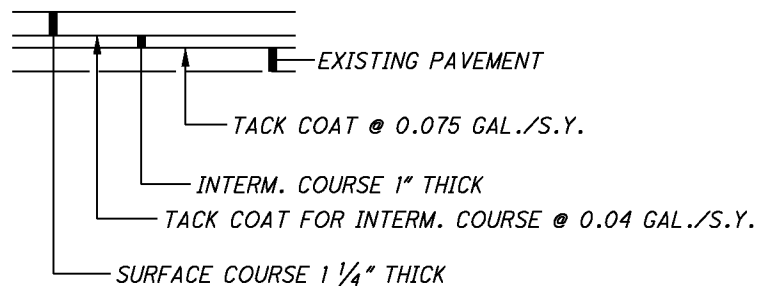
(PART 1)  
BR. NO. TUS-259-0011 (SFN 7905785) - OMIT DECK & APPROACH SLAB  
BR. NO. TUS-259-0090 (SFN 7905807) - OVERLAY WITH PROPOSED TREATMENT  
BR. NO. TUS-259-0138 (SFN 7905793) - OVERLAY WITH PROPOSED TREATMENT

**LEGEND**

 ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE

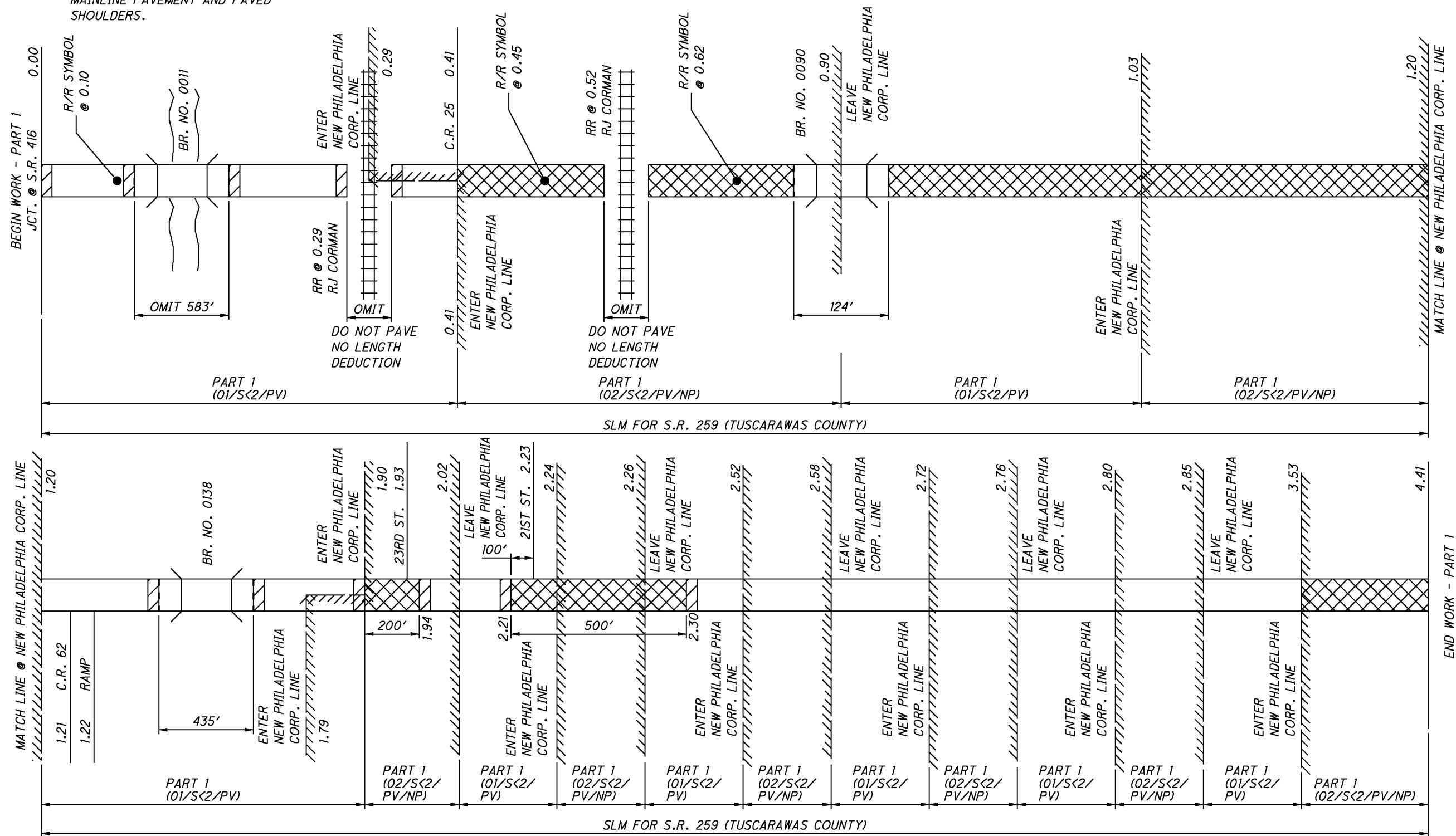
 ITEM 202 - WEARING COURSE REMOVED  
BUTT JOINT OR FEATHER AS PER STD. DWG. BP-3.1

NOTE: ITEM 202 - WEARING COURSE REMOVED INCLUDES MAINLINE PAVEMENT AND PAVED SHOULDERS.



**PROPOSED WORK FOR PART 1:**  
(SLM 0.00 TO SLM 0.41, SLM 1.20 TO SLM 1.90,  
SLM 1.94 TO SLM 2.21, AND SLM 2.30 TO SLM 3.53)

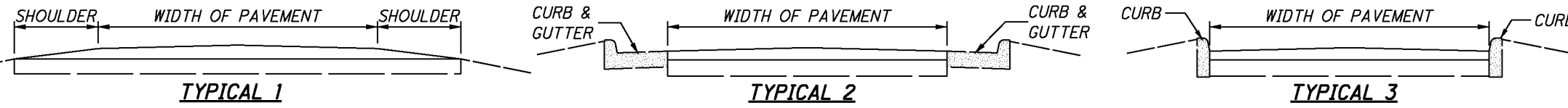
**PROPOSED WORK FOR PART 1:**  
(SLM 0.41 TO SLM 1.20, SLM 1.90 TO SLM 1.94,  
SLM 2.21 TO SLM 2.30, AND SLM 3.53 TO SLM 4.41)



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PAVEMENT DATA

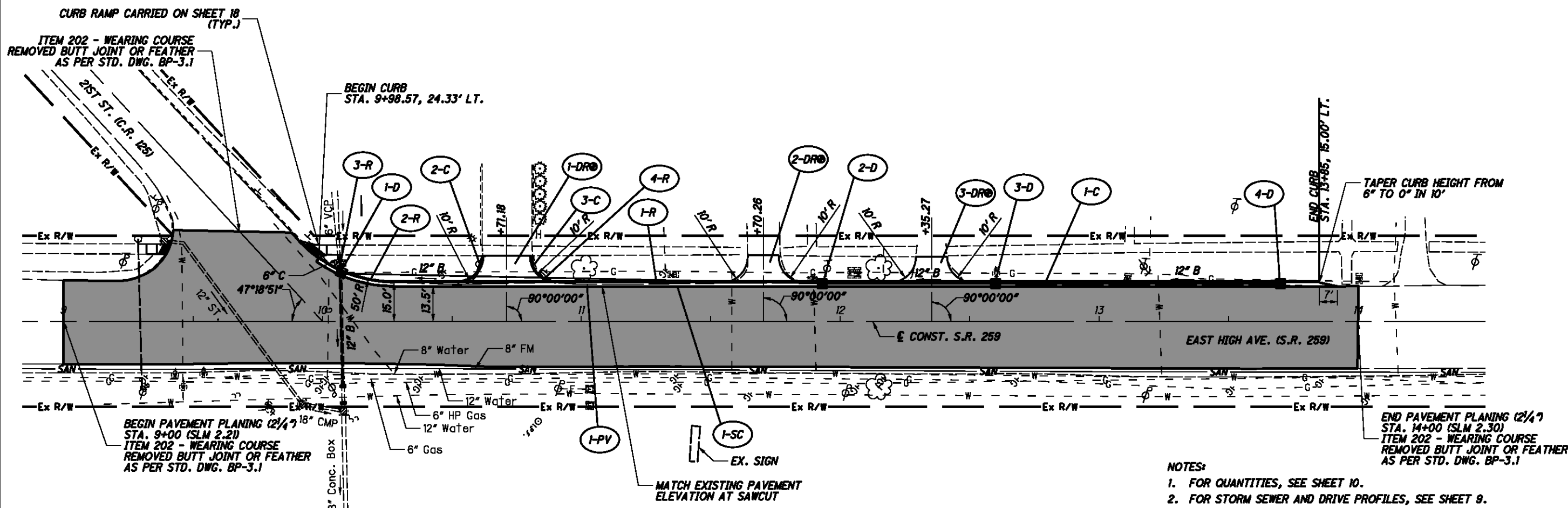
PART	ROUTE	LOG POINT TO LOG POINT (STRAIGHT LINE MILEAGE)		MILE	FEET	WIDTH OF PAVEMENT	TYPICAL	EXISTING TYPE PAVEMENT	PAVEMENT AREA	PROPOSED PAVEMENT								FUNDING			
										202	254	407		446		448					
										WEARING COURSE REMOVED (INCLUDES SHOULDERS)	PAVEMENT PLANING, ASPHALT CONCRETE	TACK COAT @ 0.075 GAL./S.Y.	TACK COAT FOR INTERMEDIATE COURSE @ 0.04 GAL./S.Y.	IN.	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG70-22M, AS PER PLAN	IN.	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, PG64-22, (SPOT LEVELING)		IN.	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG64-22 (DRIVEWAYS), AS PER PLAN	
2 1/4"	SQ. YD.	SQ. YD.	GAL.	GAL.	CU. YD.	CU. YD.	CU. YD.	CU. YD.													
1	S.R. 259	0.00	0.41	0.30 [A]	1,584 [A]	24	1	ASPHALT	4,224	1,225		317 [A]	169 [A]	1 1/4	147 [A]	1	117 [A]		01/S<2/PV		
1	S.R. 259	0.41	0.75	0.34	1,795	27	2	ASPHALT	5,385		5,385	404	215	1 1/4	187	1	150		02/S<2/PV/NP		
1	S.R. 259	0.75 [T]	0.77 [T]	0.02	106	30.50 [T]	2	ASPHALT	359		359	27	14	1 1/4	12	1	10		02/S<2/PV/NP		
1	S.R. 259	0.77	0.90	0.13	686	34	2	ASPHALT	2,592		2,357 [B]	194	104	1 1/4	90	1	72		02/S<2/PV/NP		
1	S.R. 259	0.90	1.03	0.13	686	34	2	ASPHALT	2,592		2,357 [B]	194	104	1 1/4	90	1	72		01/S<2/PV		
1	S.R. 259	1.03	1.20	0.17	898	34	2	ASPHALT	3,392		3,392	254	136	1 1/4	118	1	94		02/S<2/PV/NP		
1	S.R. 259	1.20	1.90	0.70	3,696	24	1	ASPHALT	9,856	945		739	394	1 1/4	342	1	274		01/S<2/PV		
1	S.R. 259	1.90	1.94	0.04	211	24	1	ASPHALT	563	315		42	23	1 1/4	20	1	16		02/S<2/PV/NP		
1	S.R. 259	1.94	2.02	0.08	422	24	1	ASPHALT	1,125			84	45	1 1/4	39	1	31		02/S<2/PV/NP		
1	S.R. 259	2.02	2.21	0.19	1,003	24	1	ASPHALT	2,675			201	107	1 1/4	93	1	74		01/S<2/PV		
1	S.R. 259	2.21	2.24	0.03	158	24	1	ASPHALT	421	315		32	17	1 1/4	15	1	12		01/S<2/PV		
1	S.R. 259	2.24	2.26	0.02	106	24	1	ASPHALT	283			21	11	1 1/4	10	1	8		02/S<2/PV/NP		
1	S.R. 259	2.26	2.30	0.04	211	24	1	ASPHALT	563	289		42	23	1 1/4	20	1	16		01/S<2/PV		
1	S.R. 259	2.30	2.52	0.22	1,162	24	1	ASPHALT	3,099			232	124	1 1/4	108	1	86		01/S<2/PV		
1	S.R. 259	2.52	2.58	0.06	317	24	1	ASPHALT	845			63	34	1 1/4	29	1	23		02/S<2/PV/NP		
1	S.R. 259	2.58	2.72	0.14	739	24	1	ASPHALT	1,971			148	79	1 1/4	68	1	55		01/S<2/PV		
1	S.R. 259	2.72	2.76	0.04	211	24	1	ASPHALT	563			42	23	1 1/4	20	1	16		02/S<2/PV/NP		
1	S.R. 259	2.76	2.80	0.04	211	24	1	ASPHALT	563			42	23	1 1/4	20	1	16		01/S<2/PV		
1	S.R. 259	2.80	2.85	0.05	264	24	1	ASPHALT	704			53	28	1 1/4	24	1	20		02/S<2/PV/NP		
1	S.R. 259	2.85	3.53	0.68	3,590	24	1	ASPHALT	9,573			718	383	1 1/4	332	1	266		01/S<2/PV		
1	S.R. 259	3.53	4.41	0.88	4,646	36	3	ASPHALT	18,584		18,584	1,394	743	1 1/4	645	1	516		02/S<2/PV/NP		
EXTRA FOR PAVED DRIVES					3,150	10			3,500								1 1/4	122		01/S<2/PV	
EXTRA FOR PAVED DRIVES					1,620	10			1,800									1 1/4	63		02/S<2/PV/NP
EXTRA FOR PAVED PUBLIC ROADS					1,925	20			4,278		89							1 1/4	149		01/S<2/PV
EXTRA FOR PAVED PUBLIC ROADS					1,435	20			3,189		2,611							1 1/4	111		02/S<2/PV/NP
EXTRA FOR MAILBOX TURNOUTS					65 EA. x 20 SQ.YD.				1,300		98	52	1 1/4	45	1	36					01/S<2/PV
EXTRA FOR MAILBOX TURNOUTS					7 EA. x 20 SQ.YD.				140		11	6	1 1/4	5	1	4					02/S<2/PV/NP
EXTRA FOR WIDENING (0.00-0.41)					10%				422		32	17	1 1/4	15	1	12					01/S<2/PV
EXTRA FOR WIDENING (0.41-0.90)					10%				834		63	33	1 1/4	29	1	23					02/S<2/PV/NP
EXTRA FOR WIDENING (0.90-1.03)					10%				259		19	10	1 1/4	9	1	7					01/S<2/PV
EXTRA FOR WIDENING (1.03-1.20)					10%				339		25	14	1 1/4	12	1	9					02/S<2/PV/NP
EXTRA FOR WIDENING (1.20-1.90)					10%				986		74	39	1 1/4	34	1	27					01/S<2/PV
EXTRA FOR WIDENING (1.90-2.02)					10%				169		13	7	1 1/4	6	1	5					02/S<2/PV/NP
EXTRA FOR WIDENING (2.02-2.24)					10%				310		23	12	1 1/4	11	1	9					01/S<2/PV
EXTRA FOR WIDENING (2.24-2.26)					10%				28		2	1	1 1/4	1	1	1					02/S<2/PV/NP
EXTRA FOR WIDENING (2.26-2.52)					10%				366		27	15	1 1/4	13	1	10					01/S<2/PV
EXTRA FOR WIDENING (2.52-2.58)					10%				85		6	3	1 1/4	3	1	2					02/S<2/PV/NP
EXTRA FOR WIDENING (2.58-2.72)					10%				197		15	8	1 1/4	7	1	5					01/S<2/PV
EXTRA FOR WIDENING (2.72-2.76)					10%				56		4	2	1 1/4	2	1	2					02/S<2/PV/NP
EXTRA FOR WIDENING (2.76-2.80)					10%				56		4	2	1 1/4	2	1	2					01/S<2/PV
EXTRA FOR WIDENING (2.80-2.85)					10%				70		5	3	1 1/4	2	1	2					02/S<2/PV/NP
EXTRA FOR WIDENING (2.85-3.53)					10%				957		72	38	1 1/4	33	1	27					01/S<2/PV
EXTRA FOR WIDENING (3.53-4.41)					10%				1,858		139	74	1 1/4	65	1	52					02/S<2/PV/NP
EXTRA FOR BRIDGE NO. TUS-259-0090									21		2	1	1 1/4	1	1	1					02/S<2/PV/NP
EXTRA FOR BRIDGE NO. TUS-259-0090									21		2	1	1 1/4	1	1	1					01/S<2/PV
EXTRA FOR BRIDGE NO. TUS-259-0138									290		22	12	1 1/4	10	1	8					01/S<2/PV
SUBTOTAL PART 1									3,089	40,436	5,901	3,149	2,735	2,189	445						
TOTAL (01/S<2/PV)									2,774	3,787	3,053	1,629	1,415	1,132	271				01/S<2/PV		
TOTAL (02/S<2/PV/NP)									315	36,649	2,848	1,520	1,320	1,057	174				02/S<2/PV/NP		
TOTAL (CARRIED TO GENERAL SUMMARY)									3,089	40,436	5,901	3,149	2,735	2,189	445						



[A] DEDUCT FOR BRIDGE NO. TUS-259-0011  
 [B] DEDUCT FOR BRIDGE NO. TUS-259-0009  
 [T] PAVEMENT TAPER (SLM 0.75 TO 0.77)  
 AVERAGE WIDTH: (27+34)/2 = 30.50'

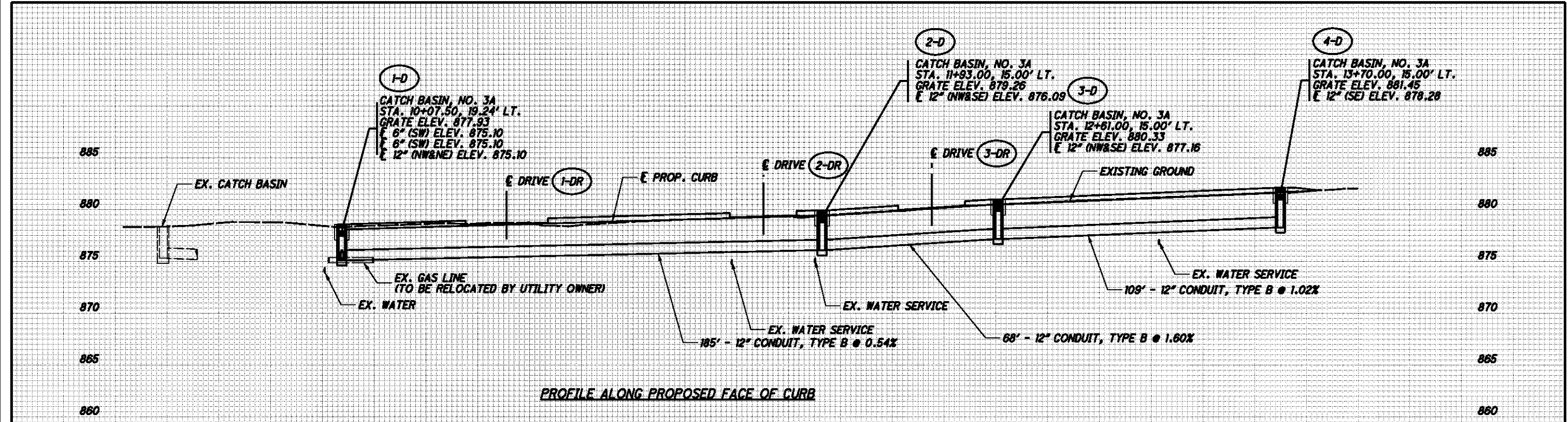
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**PAVEMENT DATA QUANTITIES**  
**TUS - 259 - 0.00**  
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 24

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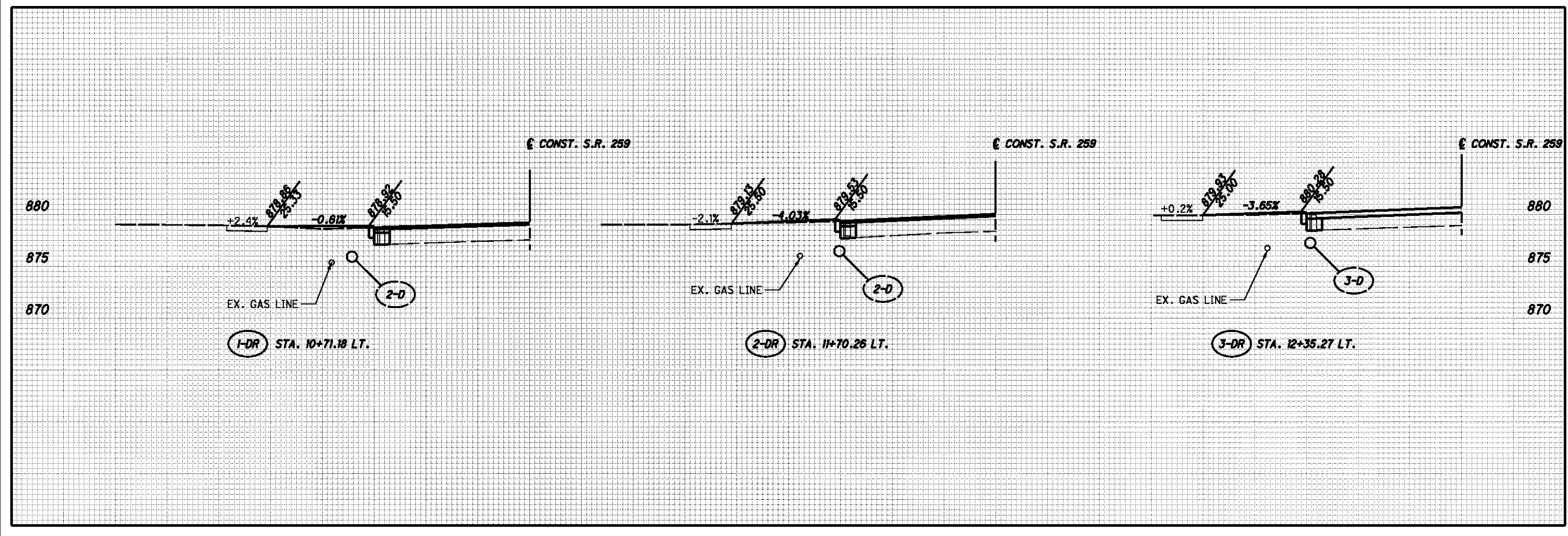
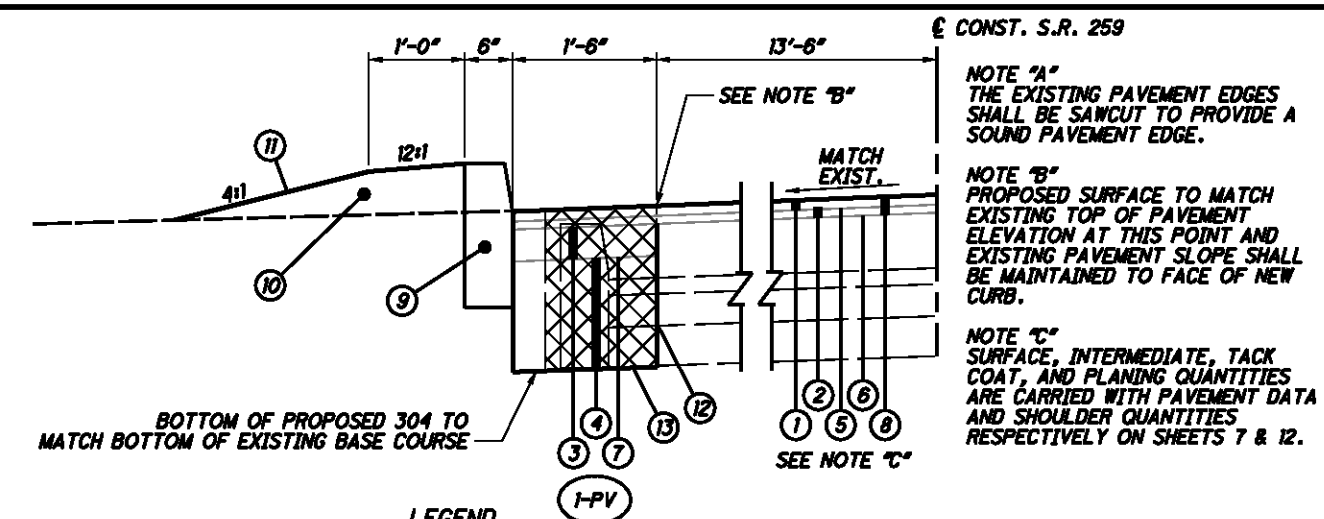
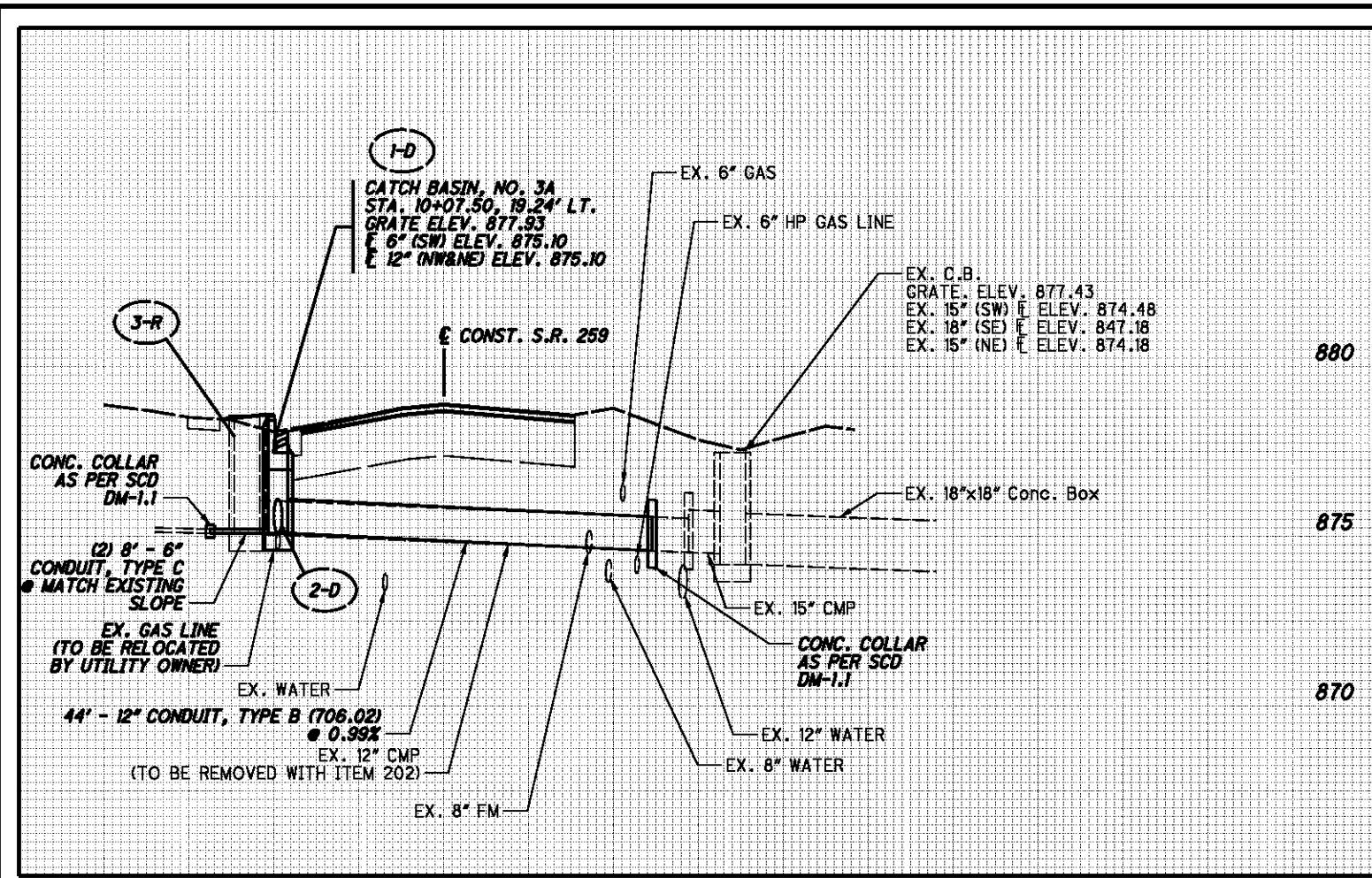
**LEGEND**  
 ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE, FOR PAVEMENT DETAILS, SEE SHEET 6 FOR PLANING QUANTITIES, SEE SHEET 7

- NOTES:**
1. FOR QUANTITIES, SEE SHEET 10.
  2. FOR STORM SEWER AND DRIVE PROFILES, SEE SHEET 9.
  3. FOR CURB RAMP DETAILS AND QUANTITIES SEE SHEETS 17 & 18.
  4. FOR PROPOSED CURB AND PAVEMENT REPLACEMENT TYPICAL SECTION, SEE SHEET 9.
  5. ● DRIVE QUANTITIES ARE CARRIED WITH 'EXTRA FOR PAVED DRIVES' ON SHEET 7.



PROFILE ALONG PROPOSED FACE OF CURB

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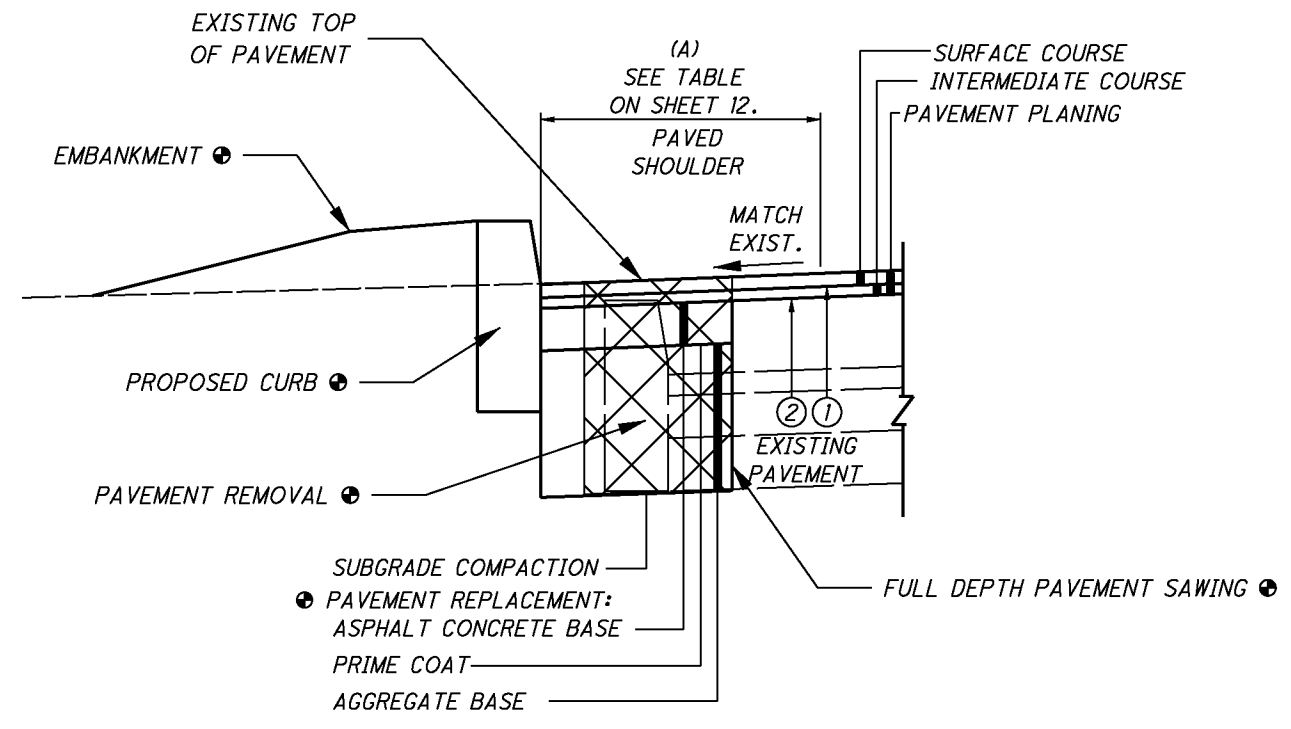
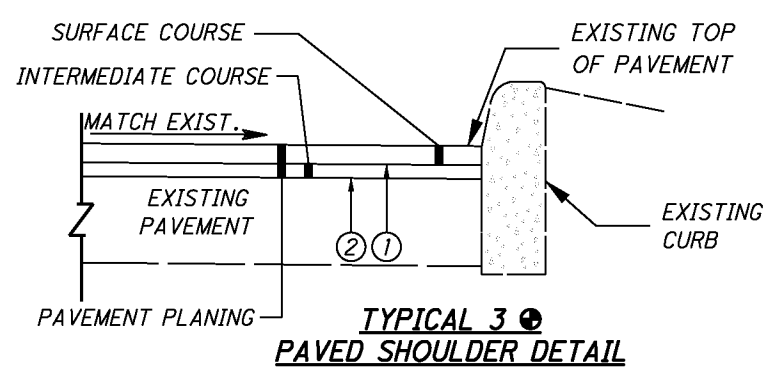
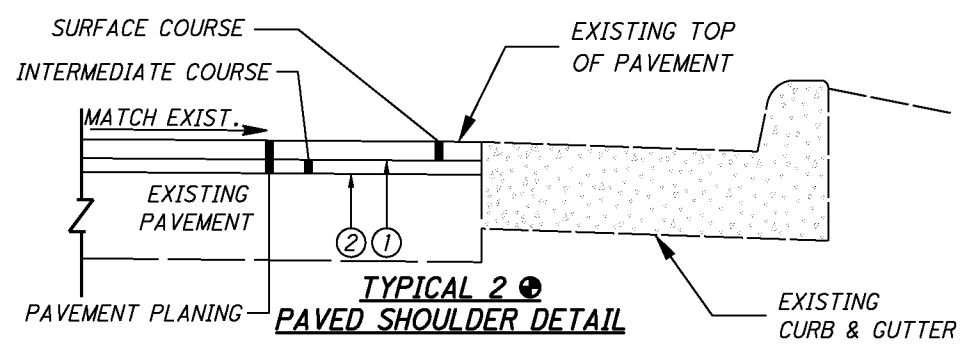
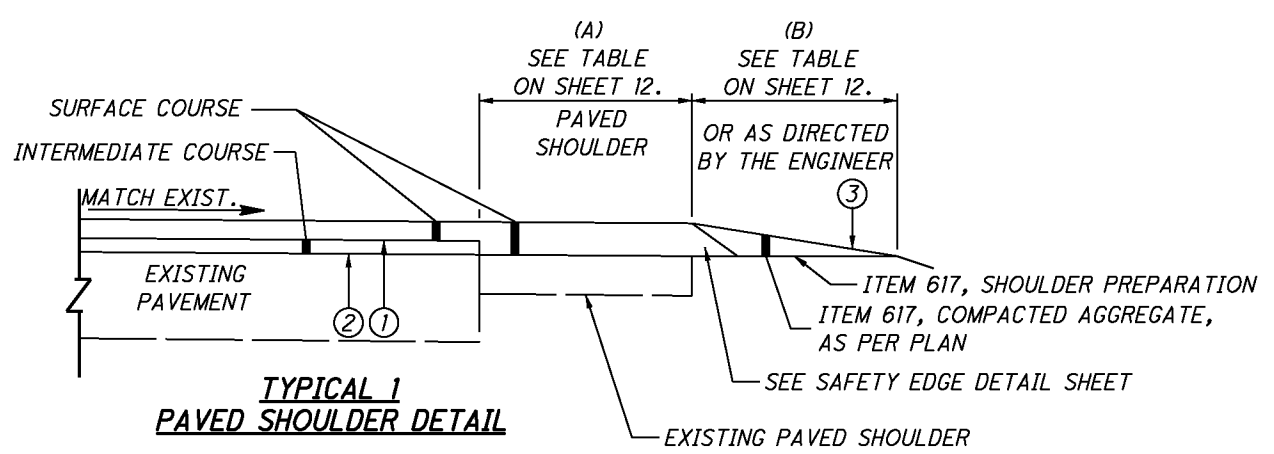
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REF NO.	SHEET NO.	STATION		SIDE	202				203	204	252	302	304	408	603			604	609	659	FUNDING
					CURB REMOVED	CATCH BASIN REMOVED	PIPE REMOVED, 24" AND UNDER	PAVEMENT REMOVED, AS PER PLAN	EMBANKMENT	SUBGRADE COMPACTION	FULL DEPTH PAVEMENT SAWING	ASPHALT CONCRETE BASE, PGG4-22	AGGREGATE BASE	PRIME COAT	6" CONDUIT, TYPE C	12" CONDUIT, TYPE B	12" CONDUIT, TYPE B, 706.02	CATCH BASIN, NO. 3A	CURB, TYPE 6	SEEDING AND MULCHING	
					FT.	EACH	FT.	SQ. YD.	CU. YD.	SQ. YD.	FT.	CU. YD.	CU. YD.	GALLON	FT.	FT.	FT.	EACH	FT.	SQ. YD.	
1-R		9+97	13+92	LT.				66												01/S<2/PV	
2-R		9+98	10+24	LT.	26															01/S<2/PV	
3-R		10+07		LT.&RT.		1	47													01/S<2/PV	
4-R		10+81	10+90	LT.	16															01/S<2/PV	
1-D		10+07.50		LT.&RT.										16		44	1			01/S<2/PV	
2-D		11+93	10+07.50	LT.											185		1			01/S<2/PV	
3-D		12+61	11+93	LT.											68		1			01/S<2/PV	
4-D		13+70	12+61	LT.											109		1			01/S<2/PV	
1-C		9+98.57	13+85	LT.				14										387	258	01/S<2/PV	
2-C		10+52	10+62	LT.														16		01/S<2/PV	
3-C		10+80	10+90	LT.														16		01/S<2/PV	
1-SC		9+97	13+92	LT.						395										01/S<2/PV	
1-PV		9+97	13+92	LT.					110		7	27	26							01/S<2/PV	
<b>TOTALS CARRIED TO GENERAL SUMMARY</b>					<b>42</b>	<b>1</b>	<b>47</b>	<b>66</b>	<b>14</b>	<b>110</b>	<b>395</b>	<b>7</b>	<b>27</b>	<b>26</b>	<b>16</b>	<b>382</b>	<b>44</b>	<b>4</b>	<b>419</b>	<b>258</b>	<b>01/S&lt;2/PV</b>

**ESTIMATED QUANTITIES**

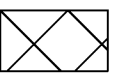
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- NOTES:
- EMBANKMENT, CURB, PAVEMENT REMOVAL, PAVEMENT REPLACEMENT, AND SAWCUT QUANTITIES ARE CARRIED ON SHEET 10.
  - FOR SHOULDER DATA QUANTITIES, SEE SHEET 12 .

**PROPOSED LEGEND**

- ① — ITEM 407 - TACK COAT FOR INTERMEDIATE COURSE
- ② — ITEM 407 - TACK COAT
- ③ — ITEM 408 - PRIME COAT, AS PER PLAN
-  ITEM 202 - PAVEMENT REMOVED, AS PER PLAN

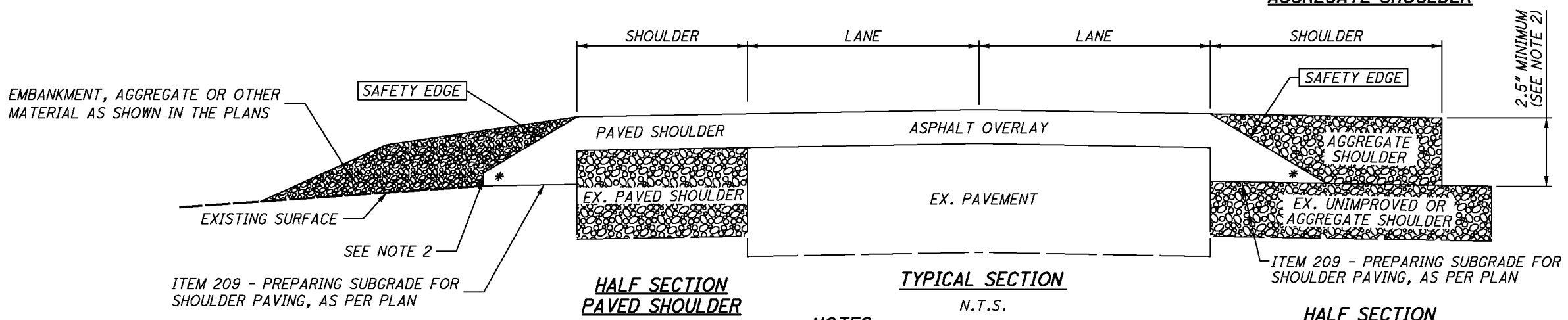
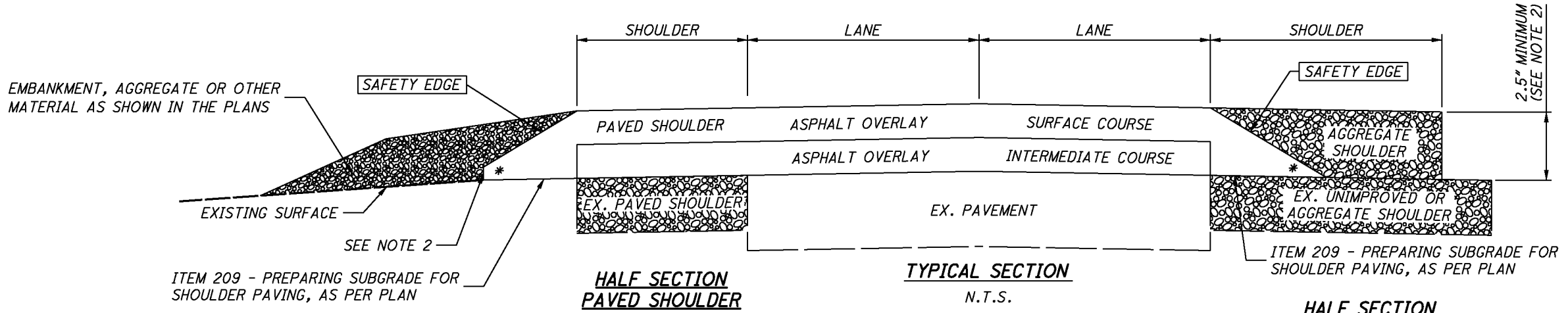
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PART	ROUTE	LOG POINT TO LOG POINT (STRAIGHT LINE MILEAGE)		MILE	FEET	TYPICAL		PROPOSED WIDTH (FEET)				SHOULDER AREA	SHOULDER QUANTITIES										FUNDING							
		FROM	TO			L	R	LEFT		RIGHT			PREPARING SUBGRADE FOR SHOULDER PAVING, AS PER PLAN	209	254	407		408	446		448			617						
								A	B	A	B					SQ. YD.	MILE		SQ. YD.	GAL.	GAL.	GAL.		L	R	CU. YD.	L	R	CU. YD.	CU. YD.
1	S.R. 259	0.00 [A]	0.41 [A]	0.30	1,584	1		2.0	2.0		704				53			2 1/4	2 1/4											01/S<2/PV
1	S.R. 259	0.41	0.90	0.49	2,587	2		2.0	2.0		704	0.60			282										2 1/4	44	704		02/S<2/PV/NP	
1	S.R. 259	0.90	1.03	0.13	686	2		0.0	0.0		0																		01/S<2/PV	
1	S.R. 259	1.03	1.20	0.17	898	2		0.0	0.0		0																			02/S<2/PV/NP
1	S.R. 259	1.20 [B]	1.90 [B]	0.62	3,263	1		6.0	6.0		4,351			326			2 1/4	2 1/4									2 1/4	91	1,450	01/S<2/PV
1	S.R. 259	1.90	1.94	0.04	211	3	1	6.0	6.0		281	1.24	2 1/4	281	21	6	580	1 1/4	2 1/4	14	1	0	4		2 1/4	3	47		02/S<2/PV/NP	
1	S.R. 259	1.94	2.02	0.08	422	1		6.0	6.0		563			42				2 1/4	2 1/4	35					2 1/4	12	188		02/S<2/PV/NP	
1	S.R. 259	2.02	2.21	0.19	1,003	1		6.0	6.0		1,337			100				2 1/4	2 1/4	84					2 1/4	28	446		01/S<2/PV	
1	S.R. 259	2.21	2.24	0.03	158	4	1	6.0	6.0		211	0.38	2 1/4	211	16	4	178	1 1/4	2 1/4	10	1	0	3		2 1/4	2	35		01/S<2/PV	
1	S.R. 259	2.24	2.26	0.02	106	4	1	3.0	6.0		106	0.02	2 1/4	106	8	1		1 1/4	2 1/4	5	1	0	1		2 1/4	2	24		02/S<2/PV/NP	
1	S.R. 259	2.26	2.30	0.04	211	4	1	3.0	6.0		211	0.04	2 1/4	211	16	3		1 1/4	2 1/4	10	1	0	2		2 1/4	3	47		01/S<2/PV	
1	S.R. 259	2.30	2.52	0.22	1,162	1		3.0	6.0		1,162			87				2 1/4	2 1/4	73					2 1/4	32	516		01/S<2/PV	
1	S.R. 259	2.52	2.58	0.06	317	1		3.0	6.0		317			24				2 1/4	2 1/4	20					2 1/4	9	141		02/S<2/PV/NP	
1	S.R. 259	2.58	2.72	0.14	739	1		6.0	6.0		985			74				2 1/4	2 1/4	62					2 1/4	21	328		01/S<2/PV	
1	S.R. 259	2.72	2.76	0.04	211	1		6.0	6.0		328	0.28		21				2 1/4	2 1/4	18					2 1/4	6	94		02/S<2/PV/NP	
1	S.R. 259	2.76	2.80	0.04	211	1		6.0	6.0		94	0.08		21				2 1/4	2 1/4	18					2 1/4	6	94		01/S<2/PV	
1	S.R. 259	2.80	2.85	0.05	264	1		6.0	6.0		281			26				2 1/4	2 1/4	22					2 1/4	7	117		02/S<2/PV/NP	
1	S.R. 259	2.85	3.53	0.68	3,590	1		6.0	6.0		4,787			359				2 1/4	2 1/4	299					2 1/4	100	1,596		01/S<2/PV	
1	S.R. 259	3.53	4.41	0.88	4,646	3		0.0	0.0		0																		02/S<2/PV/NP	
SUB-TOTAL: PART 1												4.97		809	1,194	14	2,331			986			10			366	5,827			
TOTAL (01/S<2/PV)												4.45		422	1,052	7	2,086			872			5			327	5,216		01/S<2/PV	
TOTAL (02/S<2/PV/NP)												0.52		387	142	7	245			114			5			39	611		02/S<2/PV/NP	
TOTAL (CARRIED TO GENERAL SUMMARY)												4.97		809	1,194	14	2,331			986			10			366	5,827			

[A] DEDUCT FOR BRIDGE NO. TUS-259-0011  
 [B] DEDUCT FOR BRIDGE NO. TUS-259-0138

CALCULATED	MVC	CHECKED	ANS
SHOULDER DATA QUANTITIES			
TUS - 259 - 0.00			
12		24	



**SAFETY EDGE**

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

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

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

- |   |   |
|---|---|
| TRANSTECH SYSTEMS, INC.<br>1594 STATE STREET<br>SCHENECTADY, NY 12304<br>1-800-724-6306<br>WWW.TRANSTECHSYS.COM | ADVANT-EDGE PAVING EQUIPMENT LLC<br>P.O. BOX 9163<br>NISKAYUNA, NY 12309-0163<br>518-280-6090<br>WWW.ADVANTEDGEPAVING.COM                   |
| CARLSON SAFETY EDGE END GATE<br>18425 50TH AVENUE EAST<br>TACOMA, WA 98446<br>253-875-8000                      | TROXLER ELECTRONIC LABORATORIES, INC.<br>3008 E. CORNWALLIS RD.<br>RESEARCH TRIANGLE PARK, NC 27709<br>1-877-TROXLER<br>WWW.TROXLERLABS.COM |

IF ELECTING TO USE A SIMILAR DEVICE, PROVIDE PROOF THAT THE DEVICE HAS BEEN USED ON PREVIOUS PROJECTS WITH ACCEPTABLE RESULTS OR CONSTRUCT A TEST SECTION PRIOR TO THE BEGINNING OF WORK AND DEMONSTRATE WEDGE COMPACTION TO THE SATISFACTION OF THE ENGINEER. SHORT SECTIONS OF HANDWORK WILL BE ALLOWED WHEN NECESSARY FOR TRANSITIONS AND TURNOUTS OR OTHERWISE AUTHORIZED BY THE ENGINEER.

IN ADDITION TO THE REQUIREMENTS OF 401.16, MAKE THE FIRST ROLLER PASS 8 TO 12 INCHES AWAY FROM TAPERED EDGE. DO NOT ROLL THE TAPER.

**NOTES:**

- SAFETY EDGES ARE REQUIRED AT THE OUTSIDE EDGES OF THE PAVED ROADWAY (EDGE OF TRAVEL LANE OR EDGE OF PAVED SHOULDER).
- CONSTRUCT THE SAFETY EDGE THE FULL ASPHALT CONCRETE OVERLAY THICKNESS OR 3" WHICHEVER IS GREATER, NOT TO EXCEED THE MAXIMUM SAFETY EDGE THICKNESS OF 6". CONSTRUCT A NEAR-VERTICAL FACE BELOW THE SAFETY EDGE FOR THICKNESS GREATER THAN 6".
- BLADE AND SHAPE EXISTING SHOULDER MATERIAL TO FORM A UNIFORM SURFACE UNDER THE SAFETY EDGE PRIOR TO PLACEMENT OF THE ASPHALT CONCRETE OVERLAY.

\* 40° MAX.

**ITEM 446 - ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG70-22M, AS PER PLAN**

⊗ (PART 1) 0.038 S.F. x (11669 FT. x 2 SIDES) ÷ 27	= 32.85 CU. YD. (01/S<2/PV)
(PART 1) 0.038 S.F. x (369 FT. x 1 SIDE) ÷ 27	= 0.52 CU. YD. (01/S<2/PV)
(PART 1) 0.038 S.F. x (1531' x 2 SIDES) ÷ 27	= 3.42 CU. YD. (02/S<2/PV/NP)
(PART 1) 0.038 S.F. x (317 FT. x 1 SIDE) ÷ 27	= 0.45 CU. YD. (02/S<2/PV/NP)

**37 CU. YD. TOTAL  
(TOTAL CARRIED TO THE GENERAL SUMMARY)**

NOTE:  
AVERAGE OF 0.038 SQ. FT. IS BASED ON THE MINIMUM THICKNESS OF 2.5" AND A 30° ANGLE FOR THE SAFETY EDGE.

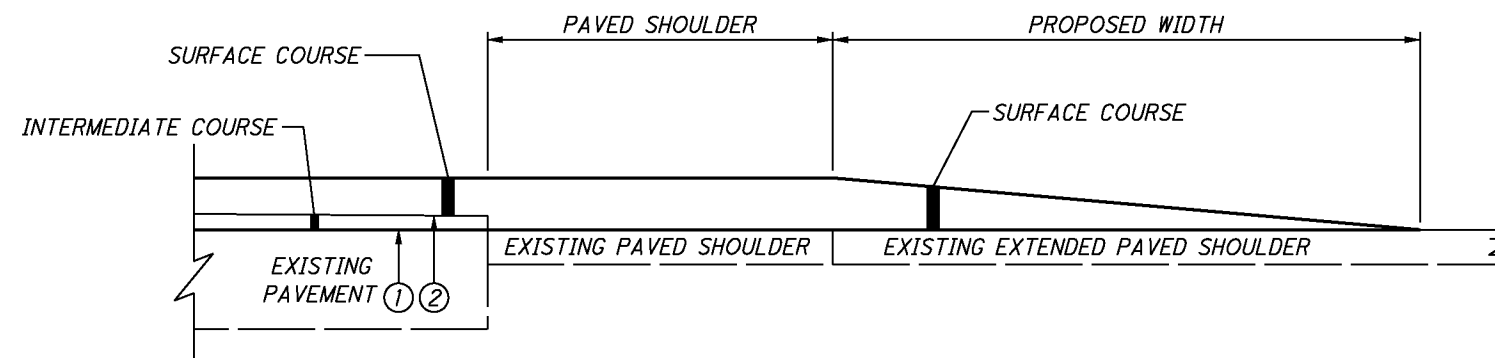
- (01/S<2/PV)  
(SLM 0.00 TO SLM 0.41), (SLM 1.20 TO SLM 1.90), (SLM 2.02 TO SLM 2.21), (SLM 2.30 TO SLM 2.52), (SLM 2.58 TO SLM 2.72), (SLM 2.76 TO SLM 2.80), & (SLM 2.85 TO SLM 3.53)  
[C1] (SLM 2.21 TO SLM 2.24) & (SLM 2.26 TO SLM 2.52)  
(02/S<2/PV)  
(SLM 1.94 TO SLM 2.02), (SLM 2.24 TO SLM 2.26), (SLM 2.52 TO SLM 2.58), (SLM 2.72 TO SLM 2.76), & (SLM 2.80 TO SLM 2.85)  
[C2] (SLM 1.90 TO SLM 1.94) & (SLM 2.24 TO SLM 2.26)

⊗ (SLM 0.06 TO SLM 0.16 OMITTED FOR TUS-259-0011 BRIDGE LIMITS & SLM 1.34 TO SLM 1.42 OMITTED FOR TUS-259-0138 BRIDGE LIMITS)

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EXTENDED PAVED SHOULDER QUANTITIES

PART	COUNTY	ROUTE	LOG POINT TO LOG POINT (STRAIGHT LINE MILEAGE)		SIDE	TYPICAL	LENGTH	PROPOSED WIDTH	PAVEMENT AREA	407		446		FUNDING	REMARKS
			FROM	TO						TACK COAT (@ 0.075 GAL./S.Y.)	AVERAGE THICKNESS	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG70-22M, AS PER PLAN	CU. YD.		
							FT.	FT.	SQ. YD.		GAL.		IN.		
1	TUS	S.R. 259	2.70	2.72	LT.	1	106	3	35		3		2 1/4	2	01/SK2/PV
1	TUS	S.R. 259	2.72	2.76	LT.	1	211	3	70		5		2 1/4	4	02/SK2/PV/NP
1	TUS	S.R. 259	2.76	2.80	LT.	1	211	3	70		5		2 1/4	4	01/SK2/PV
1	TUS	S.R. 259	2.80	2.84	LT.	1	211	3	70		5		2 1/4	4	02/SK2/PV/NP
1	TUS	S.R. 259	2.77	2.80	RT.	1	158	3	53		4		2 1/4	3	01/SK2/PV
1	TUS	S.R. 259	2.80	2.82	RT.	1	106	3	35		3		2 1/4	2	02/SK2/PV/NP
1	TUS	S.R. 259	2.88	2.92	LT.	1	211	3	70		5		2 1/4	4	01/SK2/PV
1	TUS	S.R. 259	2.90	2.97	RT.	1	370	3	123		9		2 1/4	8	01/SK2/PV
1	TUS	S.R. 259	3.02	3.04	LT.	1	106	3	35		3		2 1/4	2	01/SK2/PV
1	TUS	S.R. 259	3.08	3.14	RT.	1	317	3	106		8		2 1/4	7	01/SK2/PV
1	TUS	S.R. 259	3.31	3.34	LT.	1	158	3	53		4		2 1/4	3	01/SK2/PV
<b>TOTAL PART 1</b>											<b>54</b>			<b>43</b>	
<b>SUB-TOTAL (01/SK2/PV)</b>											<b>41</b>			<b>33</b>	<b>01/SK2/PV</b>
<b>SUB-TOTAL (02/SK2/PV/NP)</b>											<b>13</b>			<b>10</b>	<b>02/SK2/PV/NP</b>
<b>TOTAL (CARRIED TO GENERAL SUMMARY)</b>											<b>54</b>			<b>43</b>	



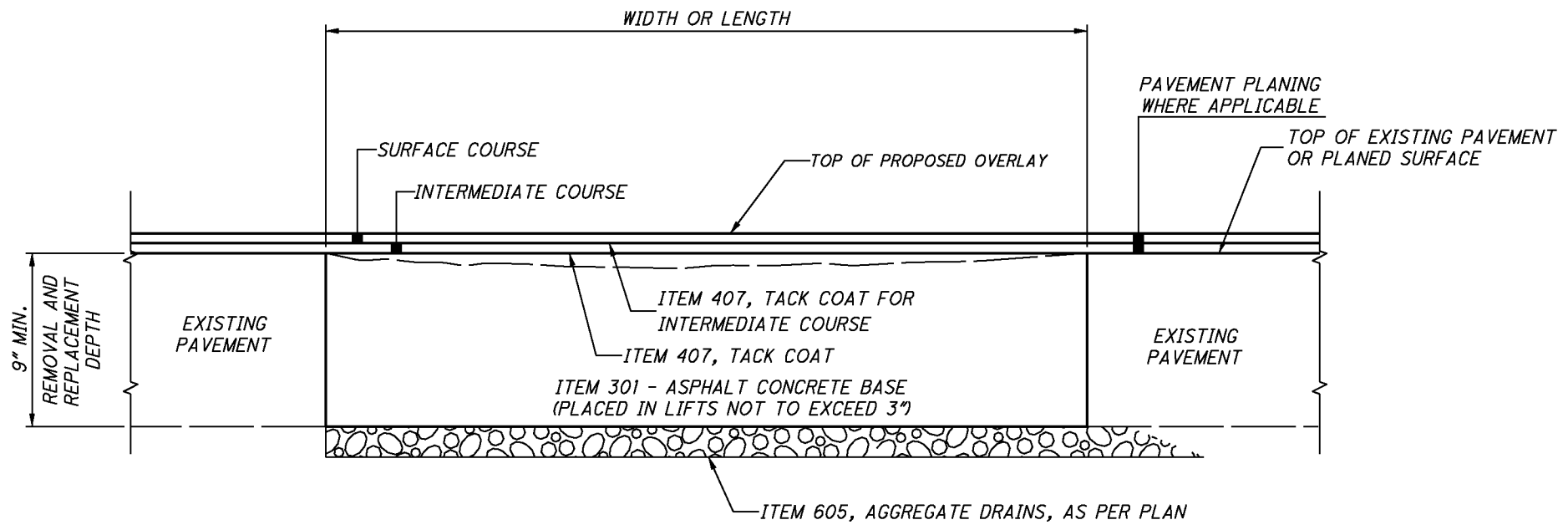
TYPICAL 1  
EXTENDED PAVED SHOULDER TYPICAL  
(WITH EXISTING PAVED SHOULDER)

- |                                     |
|-------------------------------------|
| ITEM 407                            |
| ① TACK COAT                         |
| ② TACK COAT FOR INTERMEDIATE COURSE |

CALCULATED  
MVC  
CHECKED  
ANS

EXTENDED PAVED SHOULDER DATA

TUS - 259 - 0.00



PAVEMENT REPAIR TYPICAL

**ITEM 253 - PAVEMENT REPAIR**

THIS ITEM SHALL MEET THE REQUIREMENTS OF ITEM 253, PAVEMENT REPAIR, AND THE ABOVE TYPICAL SECTION.

THE ESTIMATED QUANTITIES ARE TO BE CONSIDERED APPROXIMATE. A FINAL FIELD REVIEW WILL BE PERFORMED BY ODOT PRIOR TO CONSTRUCTION AND FINAL LOCATIONS WILL BE GIVEN TO THE CONTRACTOR PRIOR TO CONSTRUCTION.

IF NEEDED, AN AGGREGATE DRAIN, AS PER PLAN SHALL BE INSTALLED IN ACCORDANCE WITH CMS 605.07.

ALL PAVEMENT REPAIRS ARE TO BE COMPLETED PRIOR TO THE PAVING OPERATIONS.

THE ESTIMATED QUANTITIES FROM THIS SHEET HAVE BEEN CARRIED TO THE GENERAL SUMMARY TO BE USED AS DIRECTED BY THE ENGINEER. THE ENGINEER WILL DETERMINE THE SIZE AND LOCATION OF EACH PAVEMENT REPAIR. FINAL PAYMENT FOR THESE ITEMS SHALL BE FOR THE ACCEPTED QUANTITY COMPLETED IN PLACE.

**ITEM 605 - AGGREGATE DRAINS, AS PER PLAN**

THIS ITEM SHALL BE USED TO CONSTRUCT AGGREGATE DRAINS IN CONJUNCTION WITH ITEM 253, PAVEMENT REPAIR, AND SHALL MEET THE REQUIREMENTS OF ITEM 605, AGGREGATE DRAINS, EXCEPT THAT AGGREGATE SHALL BE NO. 57 SIZE GRAVEL.

**ESTIMATED QUANTITIES**

(PART 1) ITEM 253 - PAVEMENT REPAIR - 52 CU YD (01/S<2/PV)  
 (PART 1) ITEM 253 - PAVEMENT REPAIR - 37 CU YD (02/S<2/PV/NP)  
 -----  
**89 CU YD TOTAL**

(PART 1) ITEM 605 - AGGREGATE DRAINS, AS PER PLAN - 104 FT (01/S<2/PV)  
 (PART 1) ITEM 605 - AGGREGATE DRAINS, AS PER PLAN - 74 FT (02/S<2/PV/NP)  
 -----  
**178 FT TOTAL**

(TOTALS CARRIED TO GENERAL SUMMARY)

PAVEMENT REPAIR

TUS - 259 - 0.00

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**ITEM SPECIAL - MAILBOX SUPPORT**

**DESCRIPTION:**

THIS WORK SHALL CONSIST OF FURNISHING AND ERECTING MAILBOX SUPPORTS AND ASSOCIATED MOUNTING HARDWARE IN ACCORDANCE WITH PLAN DETAILS, AND ATTACHING AN OWNER SUPPLIED MAILBOX, AT LOCATIONS SPECIFIED IN THE PLAN OR OTHERWISE ESTABLISHED BY THE ENGINEER.

**MATERIALS:**

WOOD POST SHALL BE NOMINAL 4"x4" SQUARE OR 4 1/2" DIAMETER ROUND, AND CONFORM TO 710.14. STEEL POST 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 A SINGLE MAILBOX INSTALLATION, AND NO MORE THAN TWO BOXES MAY BE MOUNTED ON A SINGLE POST. AS DIRECTED BY THE ENGINEER, IN MULTIPLE MAILBOX SITUATIONS (2 OR MORE) THE "\*GROUPED MAILBOX INSTALLATION\*" SHALL BE USED, RATHER THAN SINGLE SUPPORTS. 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 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 INSTALL IT ON THE NEW SUPPORT. DUE CARE SHALL BE EXERCISED DURING THE OPERATION, AND THE CONTRACTOR SHALL BE HELD 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 POSTMASTER 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 107.10. HOWEVER, THE SAME MATERIAL AND SIZE LIMITATIONS AS FOR PERMANENT INSTALLATIONS SHALL APPLY. MAILBOX SUPPORTS COMPLETE IN PLACE WILL BE PAID FOR AT THE CONTRACT UNIT PRICE BID PER EACH, ITEM SPECIAL, MAILBOX SUPPORT.

**ITEM SPECIAL - MAILBOX SUPPORT**

\* GROUPED MAILBOX INSTALLATION

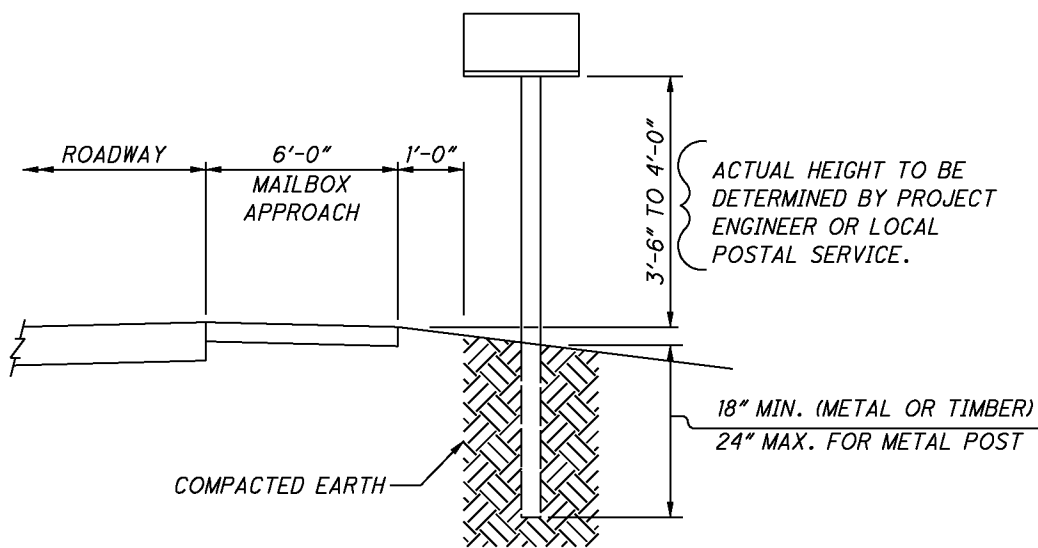
PART	ROUTE	SLM	SIDE	EXISTING SUPPORT	QUANTITY	FUNDING
					EACH	
1	S.R. 259	1.70	LT.	1 BOX ON POST W/ BRICK FOUNDATION	1	01/S<2/PV
1	S.R. 259	2.10	LT.	7 BOXES ON PLANK ATTACHED TO POST & P.POLE	4 *	01/S<2/PV
<b>TOTAL - (01/S&lt;2/PV) (CARRIED TO GENERAL SUMMARY)</b>					<b>5</b>	

**ITEM 202 - MAILBOX REMOVED**

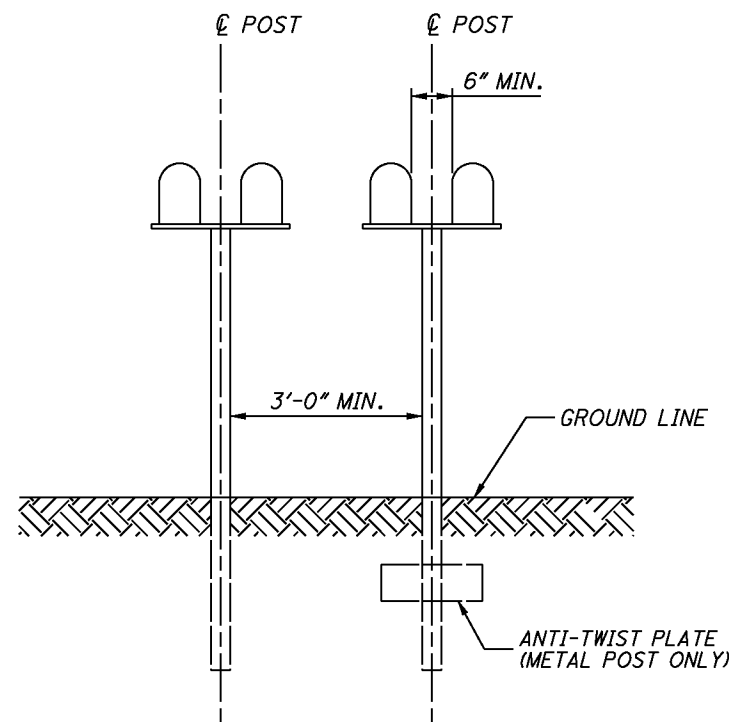
PART	ROUTE	SLM	SIDE	EXISTING SUPPORT	QUANTITY	FUNDING
					EACH	
1	S.R. 259	3.08	LT.	NO BOX ON METAL POST WITH CONCRETE BASE	1	01/S<2/PV
<b>TOTAL - (01/S&lt;2/PV) (CARRIED TO GENERAL SUMMARY)</b>					<b>1</b>	

CALCULATED MVC CHECKED ANS  
MAILBOX SUPPORT NOTES & QUANTITIES

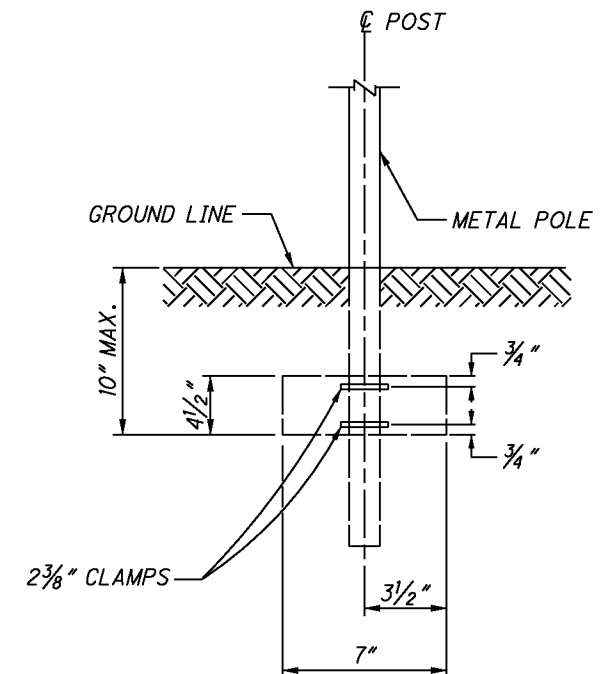
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**ELEVATION AT MAILBOX APPROACH**

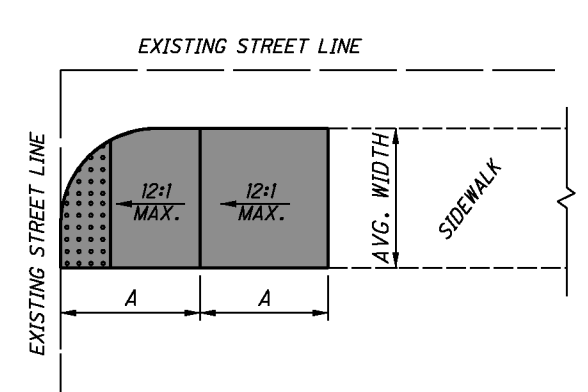


**\*GROUPED MAILBOX INSTALLATION**

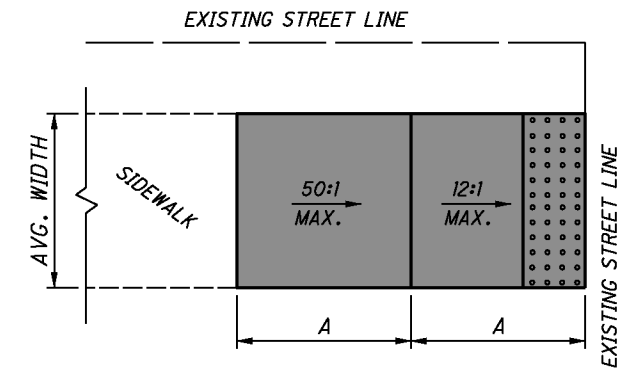


**ANTI-TWIST PLATE**

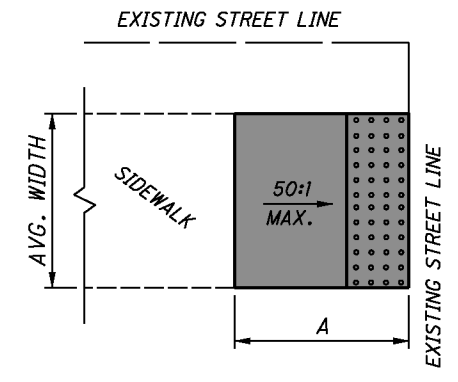
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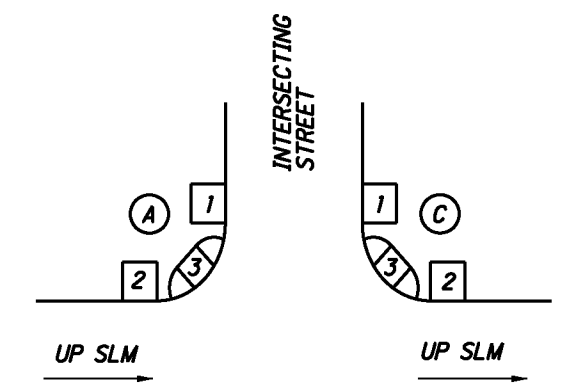
CURB RAMP DESIGN 1



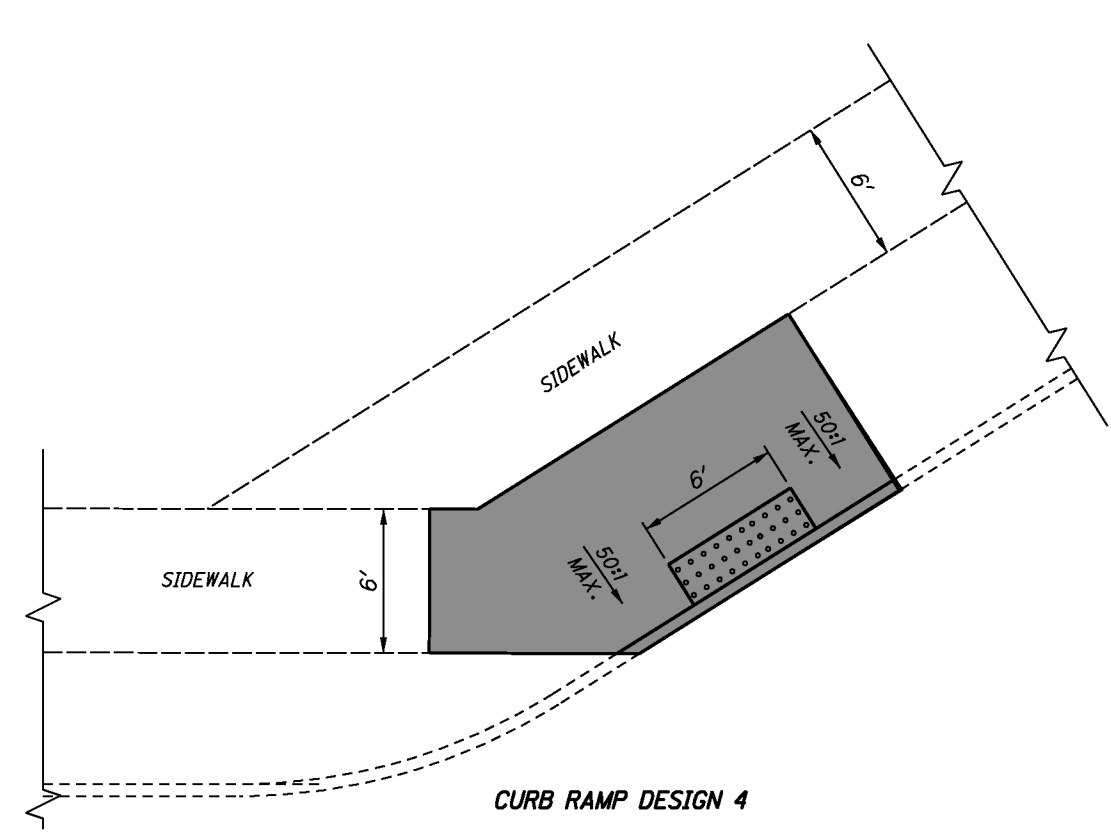
CURB RAMP DESIGN 2



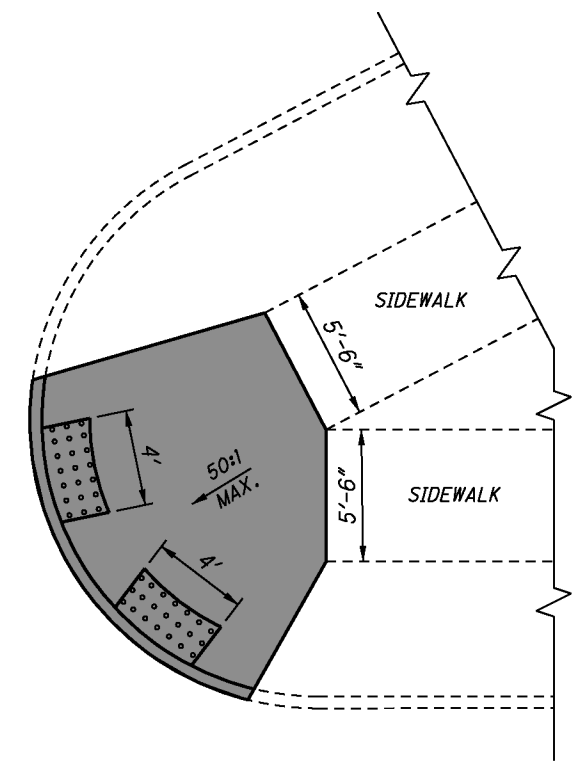
CURB RAMP DESIGN 3



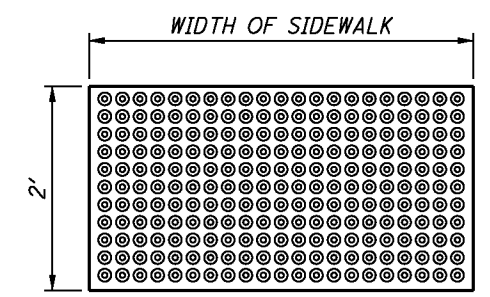
LEGEND



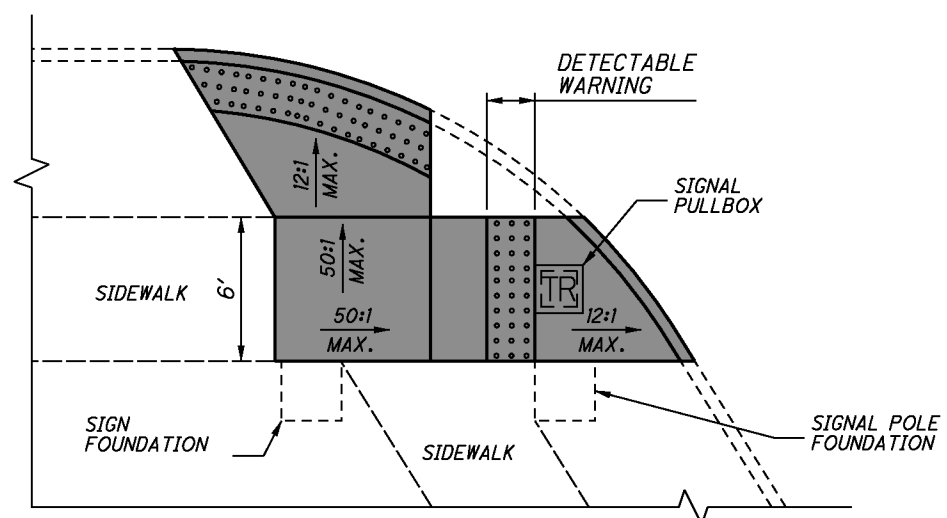
CURB RAMP DESIGN 4



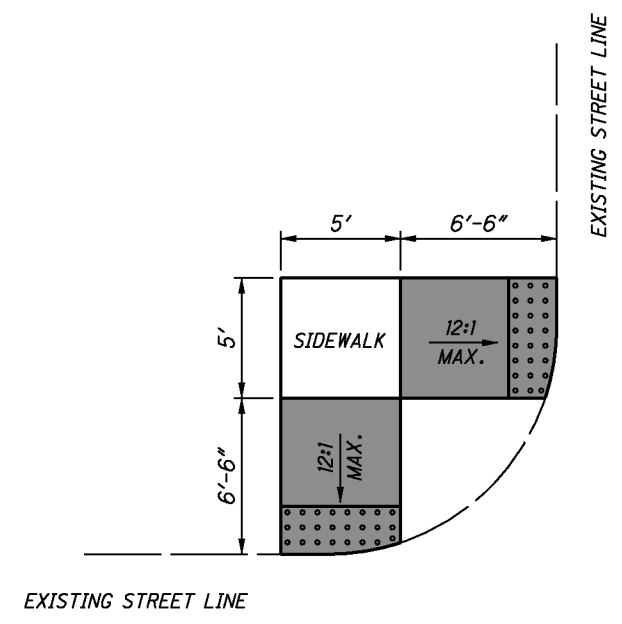
CURB RAMP DESIGN 5



DETECTABLE WARNING DETAIL



CURB RAMP DESIGN 6



CURB RAMP DESIGN 7

NOTE:  
FOR DETAILS NOT SHOWN SEE SCD BP-7.1.

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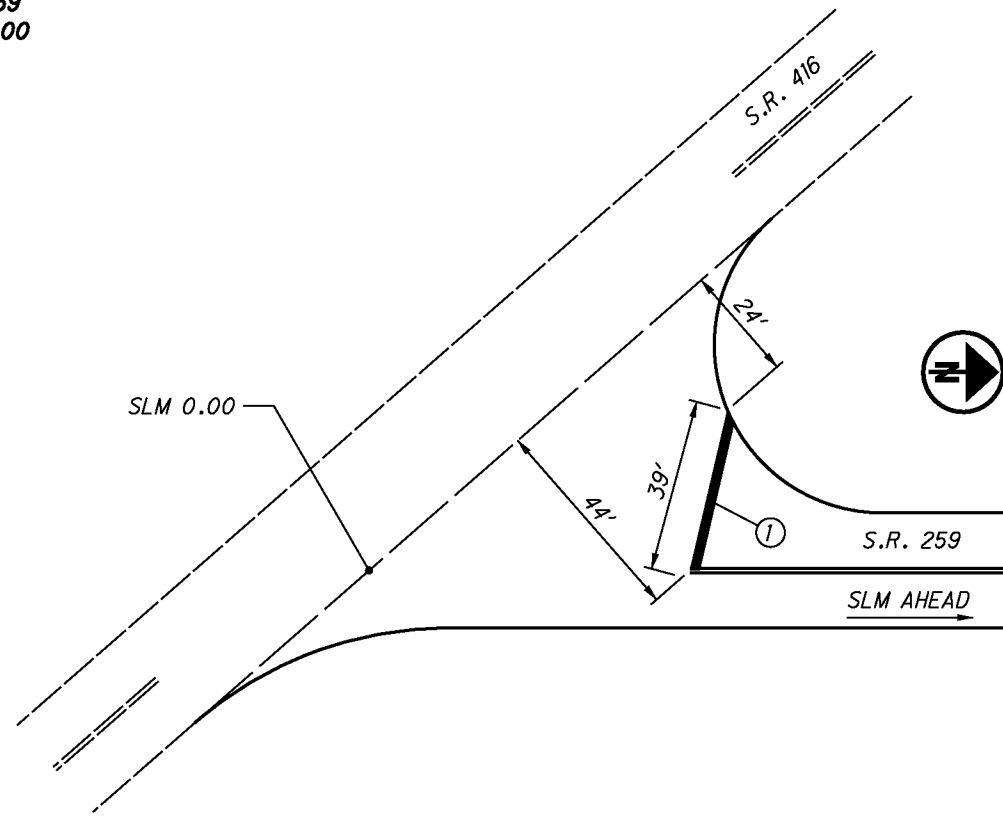
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PART	ROUTE	SLM	INTERSECTING PUBLIC ROAD	LOCATIO N (SEE LEGEND)	202		203	608		609	659	CURB RAMP TYPE	DIMENSION A (FEET)	AVG. WIDTH OF SIDEWALK (FEET)	FUNDING	REMARKS	
					WALK REMOVED SQ FT	CURB REMOVED FT	EMBANKMENT CU YD	4" CONCRETE WALK SQ FT	CURB RAMP SQ FT	CURB, TYPE 6 FT	SEEDING AND MULCHING SQ YD						
1	S.R. 259	2.23	C.R. 125	A-1	32	5			34			1	4	4	01/S<2/PV		
1	S.R. 259	2.23	C.R. 125	C-1	57	14			59			1	6	4	01/S<2/PV	ADD 2' X 4.5' FLARES ON EACH SIDE TO MATCH EXISTING RAMP, SEE SHEET 8	
1	S.R. 259	2.34	20TH ST. SE	A-1	32				32			2	4	4	01/S<2/PV	ASSUME WALK REMOVAL IS NECESSARY, EARTH COVERED	
1	S.R. 259	2.34	20TH ST. SE	C-1	40.50				40.50			2	4.5	4.5	01/S<2/PV		
1	S.R. 259	3.54	13TH ST. NE	B-1	60				60			2	5	6	03/S<2/PV/NP		
1	S.R. 259	3.54	13TH ST. NE	D-1	57				57			2	4.75	6	03/S<2/PV/NP		
1	S.R. 259	3.60	12TH ST. NE	B-1	60				60			1	5	6	03/S<2/PV/NP		
1	S.R. 259	3.60	12TH ST. NE	D-1	48	8			51			1	4.25	6	03/S<2/PV/NP		
1	S.R. 259	3.62	SHELMAR	A-1/A-2				25	65			7	6.5	5	03/S<2/PV/NP		
1	S.R. 259	3.62	SHELMAR	B-2		7			36			A2	6	5	03/S<2/PV/NP	OMIT LANDING	
1	S.R. 259	3.62	SHELMAR	C1	27				27			3	4.5	6	03/S<2/PV/NP		
1	S.R. 259	3.66	11TH ST. NE	B-1	295	22		254	54	8		A1	N/A	N/A	03/S<2/PV/NP		
1	S.R. 259	3.66	11TH ST. NE	D-1	30	7			33			3	5.5	6	03/S<2/PV/NP		
1	S.R. 259	3.74	10TH ST. NE	B-1	42.25	6.50			45.50			3	7	6.5	03/S<2/PV/NP		
1	S.R. 259	3.74	10TH ST. NE	D-1	27.75	4.50			27			3	4.5	6	03/S<2/PV/NP	NORTH CURB REMOVED, NOT REPLACED	
1	S.R. 259	3.78	ALLEN LANE SE	A-1	42				42			3	7	6	03/S<2/PV/NP		
1	S.R. 259	3.78	ALLEN LANE SE	C-1	32.50				32.50			3	5	6.5	03/S<2/PV/NP		
1	S.R. 259	3.82	9TH DR. NE	B-1	30.25				30.25			3	5.5	5.5	03/S<2/PV/NP		
1	S.R. 259	3.82	9TH DR. NE	D-1	42				42			3	7	6	03/S<2/PV/NP		
1	S.R. 259	3.85	9TH ST. NE	B-1	52.25	6.50			55			2	5	5.5	03/S<2/PV/NP		
1	S.R. 259	3.85	9TH ST. NE	D-1	30	6			33			3	5.5	6	03/S<2/PV/NP		
1	S.R. 259	3.90	8TH DR. NE	B-1	19.25				22			3	4	5.5	03/S<2/PV/NP		
1	S.R. 259	3.90	8TH DR. NE	D-1	42				42			3	7	6	03/S<2/PV/NP		
1	S.R. 259	3.95	TELL ST. SE	A-1	21	6			22			3	4	5.5	03/S<2/PV/NP		
1	S.R. 259	3.95	TELL ST. SE	C-1	87	6.50	0.51		48		4.67	2	4	6	03/S<2/PV/NP	REMOVE RADIAL SECTION OF WALK, REPLACE WITH EMBANKMENT	
1	S.R. 259	4.00	8TH DR. SE	A-1	33	6			36			3	6	6	03/S<2/PV/NP		
1	S.R. 259	4.00	8TH DR. SE	C-1	39				39			3	6.5	6	03/S<2/PV/NP	REMOVE SECTION BEFORE LAWNSTRIP STARTS	
1	S.R. 259	4.08	8TH ST. NE	B-1	44	7.50			46.75			1	4.25	5.5	03/S<2/PV/NP		
1	S.R. 259	4.08	8TH ST. NE	D-1	60	8.50			63			2	5.25	6	03/S<2/PV/NP		
1	S.R. 259	4.11	7TH DR. SE	A-1	27				27			3	4.5	6	03/S<2/PV/NP		
1	S.R. 259	4.11	7TH DR. NE	B-1	29.25				24.75			3	4.5	5.5	03/S<2/PV/NP		
1	S.R. 259	4.11	7TH DR. SE	C-1	18				24			3	4	6	03/S<2/PV/NP		
1	S.R. 259	4.11	7TH DR. NE	D-1	46.75				46.75			2	4.25	5.5	03/S<2/PV/NP		
1	S.R. 259	4.15	6TH DR. NE	A-1	60				60			2	5	6	03/S<2/PV/NP		
1	S.R. 259	4.15	6TH DR. NE	C-1	30.25				30.25			3	5.5	5.5	03/S<2/PV/NP		
1	S.R. 259	4.18	6TH ST. NE	B-1	39	9			42			3	7	6	03/S<2/PV/NP		
1	S.R. 259	4.18	6TH ST. NE	D-1	52	8			55.25			2	4.25	6.5	03/S<2/PV/NP		
1	S.R. 259	4.19	FRONT AVE. SE	A-1	148	6			155			4	N/A	6	03/S<2/PV/NP		
1	S.R. 259	4.19	FRONT AVE. SE	C-3	134	16			142			5	N/A	5.5	03/S<2/PV/NP		
1	S.R. 259	4.20	FRONT AVE. SE	D-2	33	8			42			A2	6	6	03/S<2/PV/NP	OMIT LANDING	
1	S.R. 259	4.23	5TH ST. NE	B-1	56.50	6	0.52		57		4.72	2	4.75	6	03/S<2/PV/NP	REMOVE RADIAL SECTION OF WALK, REPLACE WITH EMBANKMENT	
1	S.R. 259	4.23	5TH ST. NE	D-1	57	8			60			2	5	6	03/S<2/PV/NP		
1	S.R. 259	4.34	4TH DR. SE	A-1	48.75				48.75			3	7.5	6.5	03/S<2/PV/NP		
1	S.R. 259	4.34	4TH DR. NE	B-1	36				36			3	6	6	03/S<2/PV/NP	PULL BOX IN WALK	
1	S.R. 259	4.34	4TH DR. SE	C-1	68.25				68.25			2	5.25	6.5	03/S<2/PV/NP		
1	S.R. 259	4.34	4TH DR. NE	D-1	30				30			3	5	6	03/S<2/PV/NP		
1	S.R. 259	4.41	4TH ST. SE	A-3	157.50	18		98	59.50	6		D	N/A	6	03/S<2/PV/NP		
1	S.R. 259	4.41	4TH ST. NE	B-3	134	20			144			6	N/A	6	03/S<2/PV/NP		
<b>TOTAL PART 1</b>					<b>2,589</b>	<b>220</b>	<b>1</b>	<b>377</b>	<b>2,388</b>	<b>14</b>	<b>9</b>						
<b>SUB-TOTAL (01/P&lt;2/PV)</b>					<b>162</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>166</b>	<b>0</b>	<b>0</b>				<b>01/S&lt;2/PV</b>		
<b>SUB-TOTAL (03/P&lt;2/PV/NP)</b>					<b>2427</b>	<b>201</b>	<b>1</b>	<b>377</b>	<b>2222</b>	<b>14</b>	<b>9</b>				<b>03/S&lt;2/PV/NP</b>		
<b>TOTALS (CARRIED TO GENERAL SUMMARY)</b>					<b>2,589</b>	<b>220</b>	<b>1</b>	<b>377</b>	<b>2,388</b>	<b>14</b>	<b>9</b>						

CALCULATED	MVC	CHECKED	ANS
<b>TUS - 259 - 0.00</b>			
18 24			

**CURB RAMP SUB-SUMMARY**

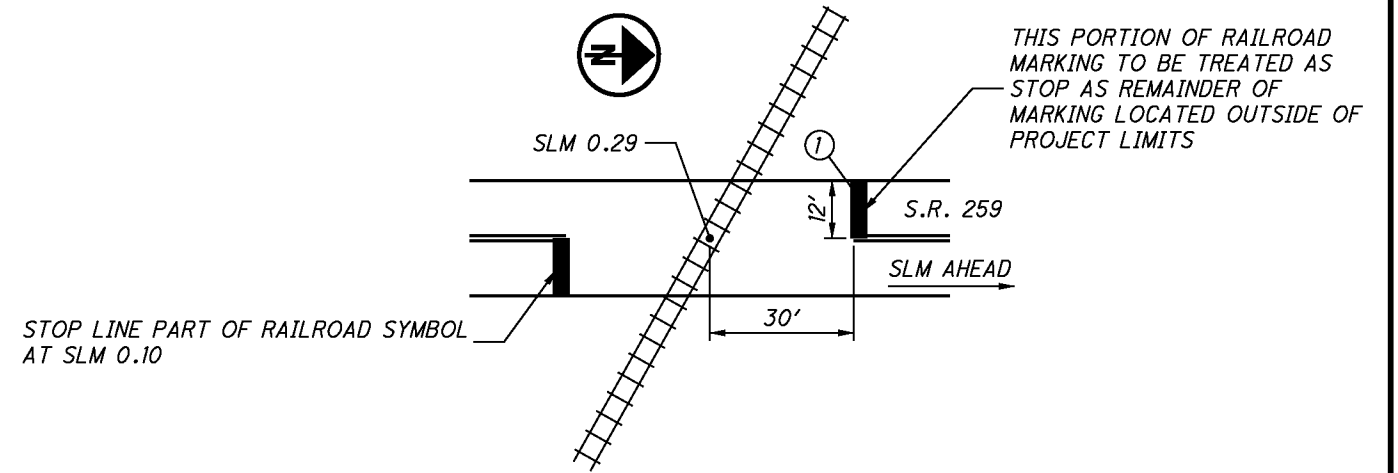
COUNTY TUS  
 ROUTE S.R. 259  
 SECTION SLM 0.00  
 (PART 1)



**ADDITIONAL PAVEMENT MARKINGS (01/S<2/PV)**

- ① ITEM 642 - STOP LINE, TYPE 1 - 39 FT.

COUNTY TUS  
 ROUTE S.R. 259  
 SECTION SLM 0.29  
 (PART 1)

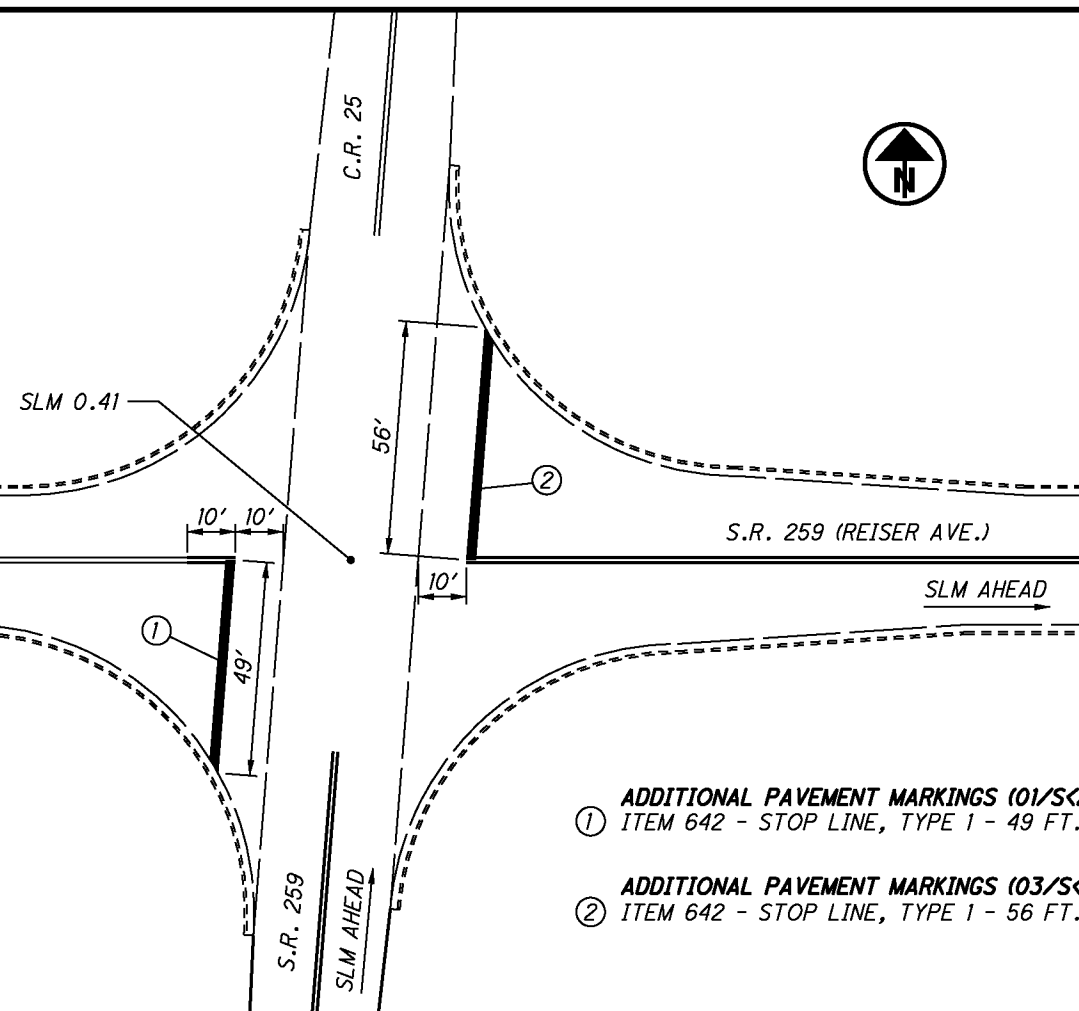


**ADDITIONAL PAVEMENT MARKINGS (01/S<2/PV)**

- ① ITEM 642 - STOP LINE, TYPE 1 - 12 FT.

COUNTY TUS  
 ROUTE S.R. 259  
 SECTION SLM 0.41

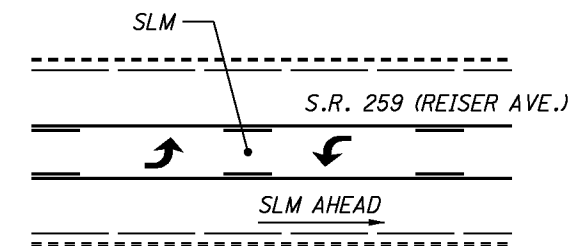
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- ① **ADDITIONAL PAVEMENT MARKINGS (01/S<2/PV)**  
ITEM 642 - STOP LINE, TYPE 1 - 49 FT.

- ② **ADDITIONAL PAVEMENT MARKINGS (03/S<2/PV/NP)**  
ITEM 642 - STOP LINE, TYPE 1 - 56 FT.

COUNTY TUS FUNDING  
 ROUTE S.R. 259  
 SECTION SLM 0.79 (03/S<2/PV/NP) - ITEM 642 - LANE ARROW, TYPE 1 - 2 EACH  
 SLM 0.83 (03/S<2/PV/NP) - ITEM 642 - LANE ARROW, TYPE 1 - 2 EACH  
 SLM 0.87 (03/S<2/PV/NP) - ITEM 642 - LANE ARROW, TYPE 1 - 2 EACH  
 SLM 1.02 (01/S<2/PV) - ITEM 642 - LANE ARROW, TYPE 1 - 2 EACH  
 SLM 1.13 (03/S<2/PV/NP) - ITEM 642 - LANE ARROW, TYPE 1 - 2 EACH  
 (PART 1)



**ADDITIONAL PAVEMENT MARKINGS (01/S<2/PV)**

- ITEM 642 - LANE ARROW, TYPE 1 - 2 EACH

**ADDITIONAL PAVEMENT MARKINGS (03/S<2/PV/NP)**

- ITEM 642 - LANE ARROW, TYPE 1 - 8 EACH

**NOTES:**

1. FOR PAVEMENT MARKING DETAILS NOT SHOWN, SEE STANDARD CONSTRUCTION DRAWING TC-71.10 AND TC-73.10.
2. ALL QUANTITIES CARRIED TO PAVEMENT MARKING SUB-SUMMARY.

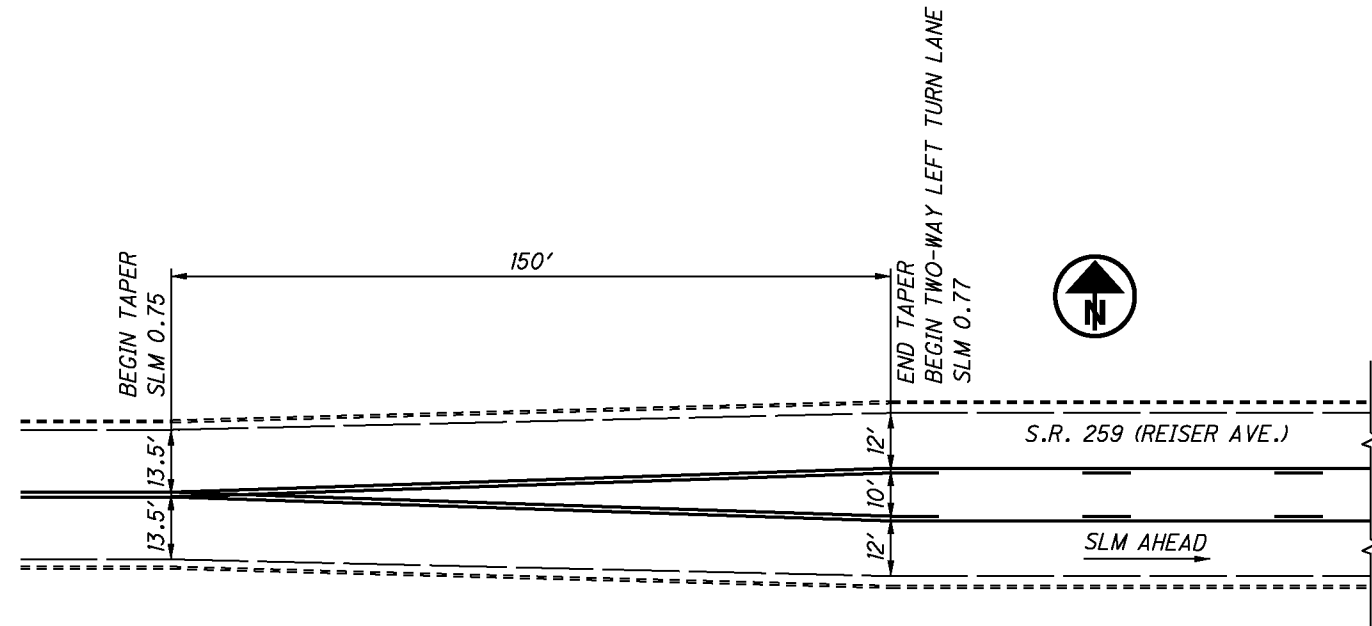
**AUXILIARY PAVEMENT MARKINGS**

**TUS-259-0.00**

CALCULATED MVC CHECKED ANS

COUNTY TUS  
 ROUTE S.R. 259  
 SECTION SLM 0.75-1.21  
 (PART 1)

CALCULATED  
 MVC  
 CHECKED  
 ANS



**ADDITIONAL PAVEMENT MARKINGS (01/S<2/PV)**

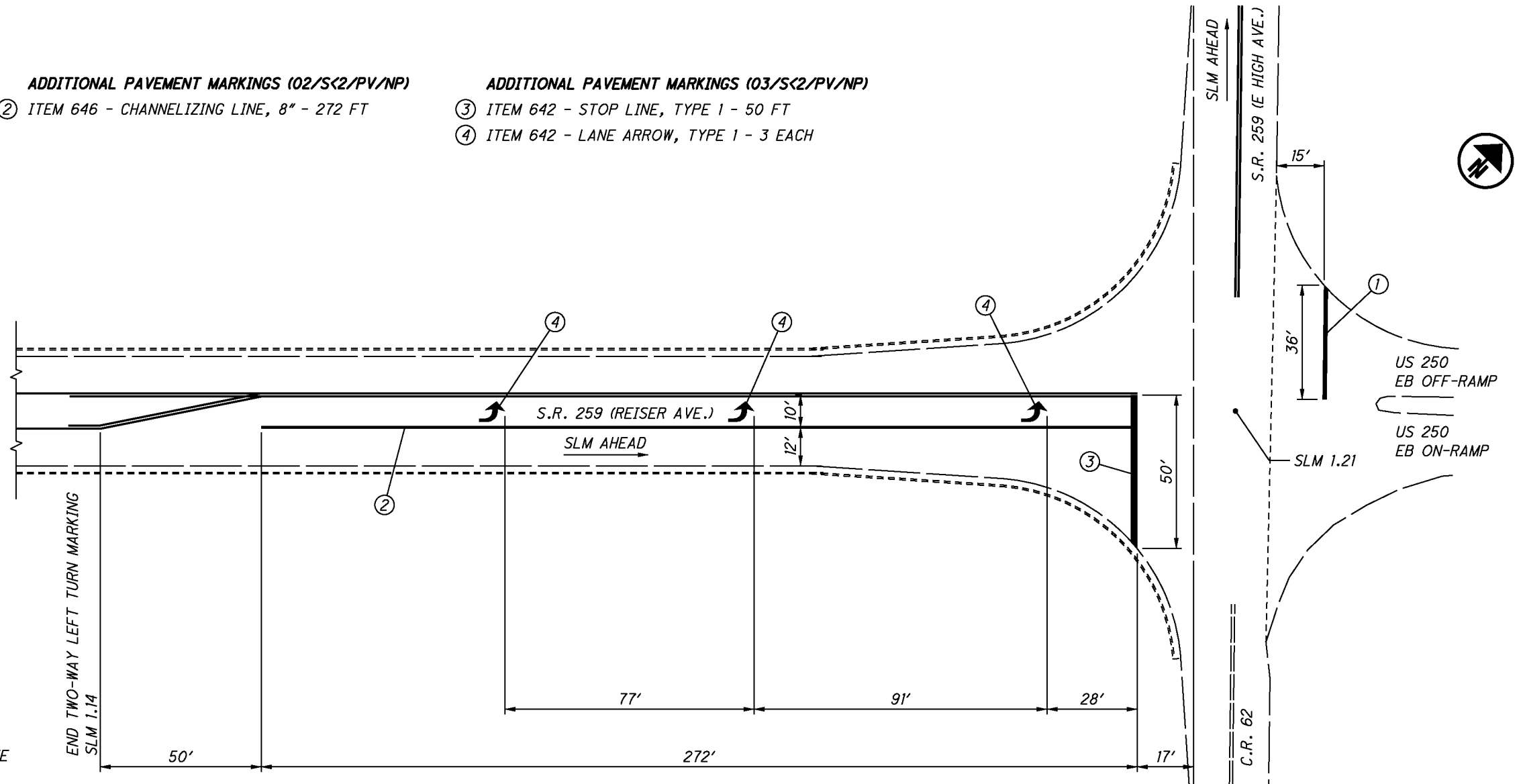
- ① ITEM 642 - STOP LINE, TYPE 1 - 36 FT

**ADDITIONAL PAVEMENT MARKINGS (02/S<2/PV/NP)**

- ② ITEM 646 - CHANNELIZING LINE, 8" - 272 FT

**ADDITIONAL PAVEMENT MARKINGS (03/S<2/PV/NP)**

- ③ ITEM 642 - STOP LINE, TYPE 1 - 50 FT
- ④ ITEM 642 - LANE ARROW, TYPE 1 - 3 EACH



**NOTES:**

1. FOR PAVEMENT MARKING DETAILS NOT SHOWN, SEE STANDARD CONSTRUCTION DRAWING TC-71.10 AND TC-73.10.
2. ALL QUANTITIES CARRIED TO PAVEMENT MARKING SUB-SUMMARY.

AUXILIARY PAVEMENT MARKINGS

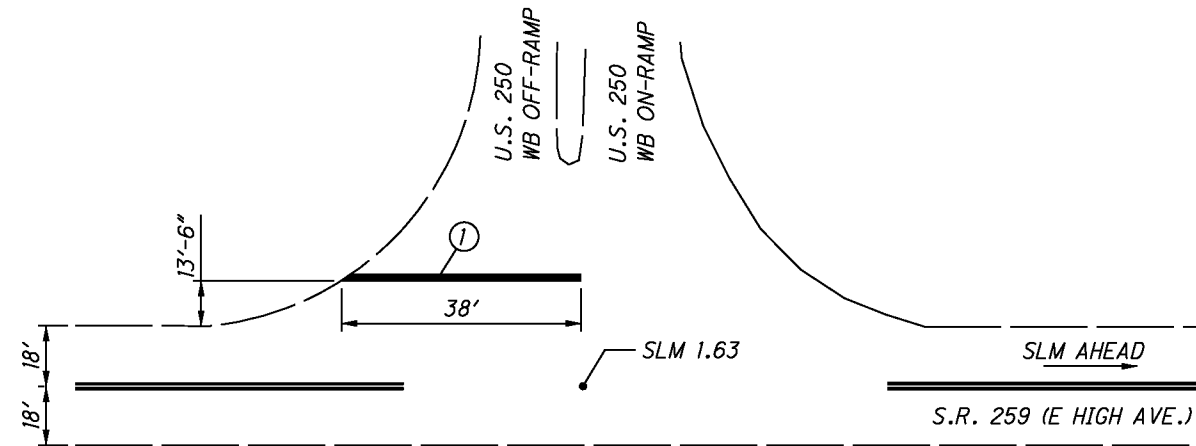
TUS-259-0.00

20  
24

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COUNTY TUS  
 ROUTE S.R. 259  
 SECTION SLM 1.63  
 (PART 1)

CALCULATED  
 MVC  
 CHECKED  
 ANS



**ADDITIONAL PAVEMENT MARKINGS (01/S<1/PV)**

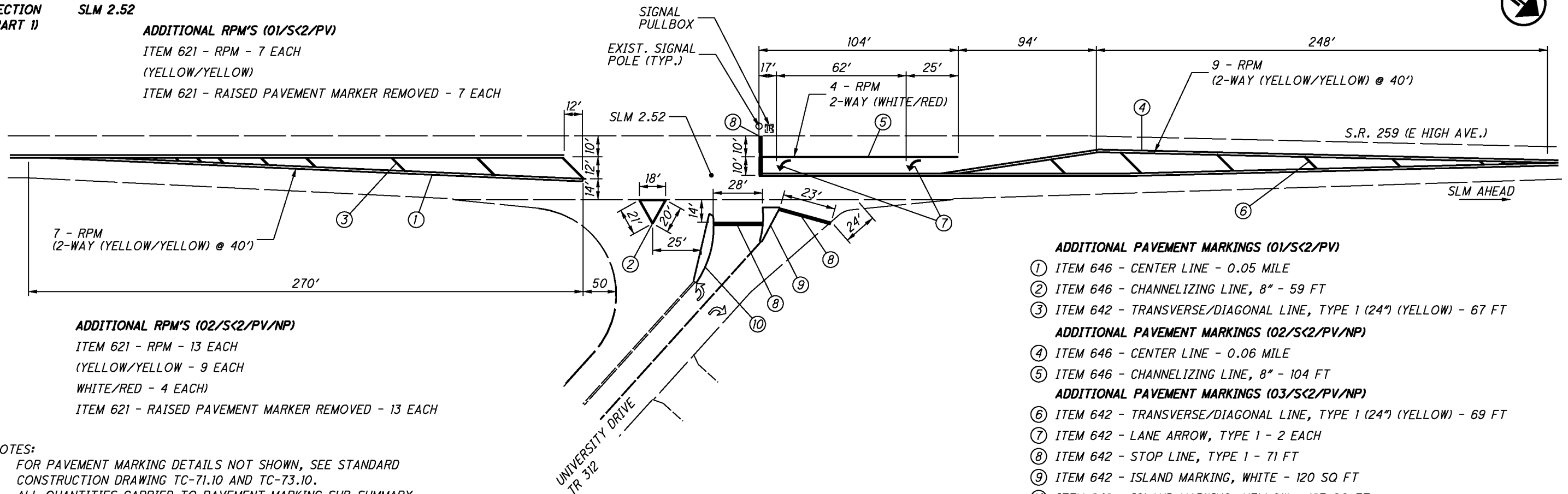
- ① ITEM 642 - STOP LINE, TYPE 1 - 38 FT.

COUNTY TUS  
 ROUTE S.R. 259  
 SECTION SLM 2.52  
 (PART 1)



**ADDITIONAL RPM'S (01/S<2/PV)**

- ITEM 621 - RPM - 7 EACH  
 (YELLOW/YELLOW)
- ITEM 621 - RAISED PAVEMENT MARKER REMOVED - 7 EACH



**ADDITIONAL PAVEMENT MARKINGS (01/S<2/PV)**

- ① ITEM 646 - CENTER LINE - 0.05 MILE
- ② ITEM 646 - CHANNELIZING LINE, 8" - 59 FT
- ③ ITEM 642 - TRANSVERSE/DIAGONAL LINE, TYPE 1 (24") (YELLOW) - 67 FT

**ADDITIONAL PAVEMENT MARKINGS (02/S<2/PV/NP)**

- ④ ITEM 646 - CENTER LINE - 0.06 MILE
- ⑤ ITEM 646 - CHANNELIZING LINE, 8" - 104 FT

**ADDITIONAL PAVEMENT MARKINGS (03/S<2/PV/NP)**

- ⑥ ITEM 642 - TRANSVERSE/DIAGONAL LINE, TYPE 1 (24") (YELLOW) - 69 FT
- ⑦ ITEM 642 - LANE ARROW, TYPE 1 - 2 EACH
- ⑧ ITEM 642 - STOP LINE, TYPE 1 - 71 FT
- ⑨ ITEM 642 - ISLAND MARKING, WHITE - 120 SQ FT
- ⑩ ITEM 642 - ISLAND MARKING, YELLOW - 123 SQ FT

**ADDITIONAL RPM'S (02/S<2/PV/NP)**

- ITEM 621 - RPM - 13 EACH  
 (YELLOW/YELLOW - 9 EACH  
 WHITE/RED - 4 EACH)
- ITEM 621 - RAISED PAVEMENT MARKER REMOVED - 13 EACH

**NOTES:**

1. FOR PAVEMENT MARKING DETAILS NOT SHOWN, SEE STANDARD CONSTRUCTION DRAWING TC-71.10 AND TC-73.10.
2. ALL QUANTITIES CARRIED TO PAVEMENT MARKING SUB-SUMMARY.

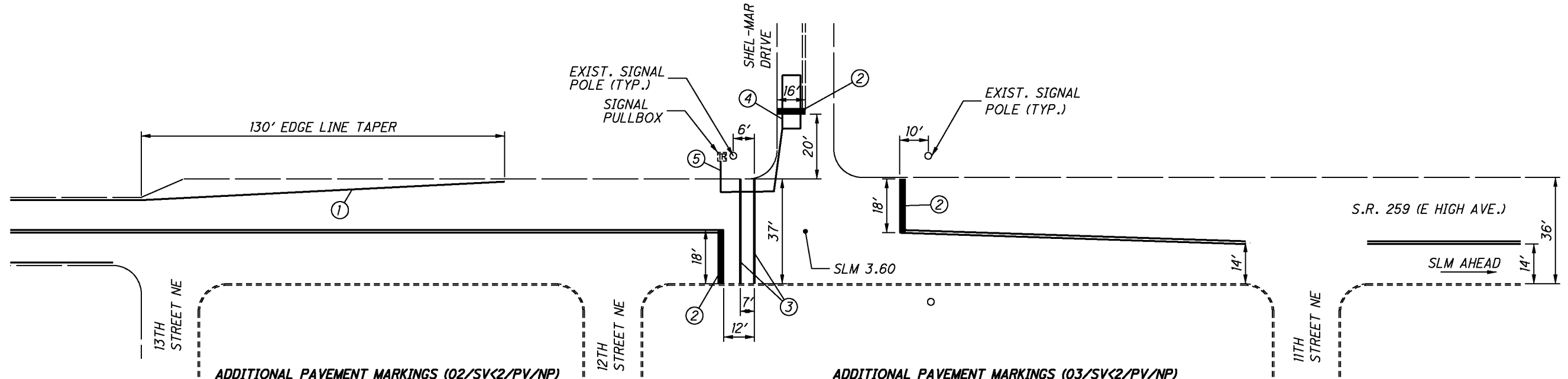
AUXILIARY PAVEMENT MARKINGS

TUS - 259 - 0.00

21  
24

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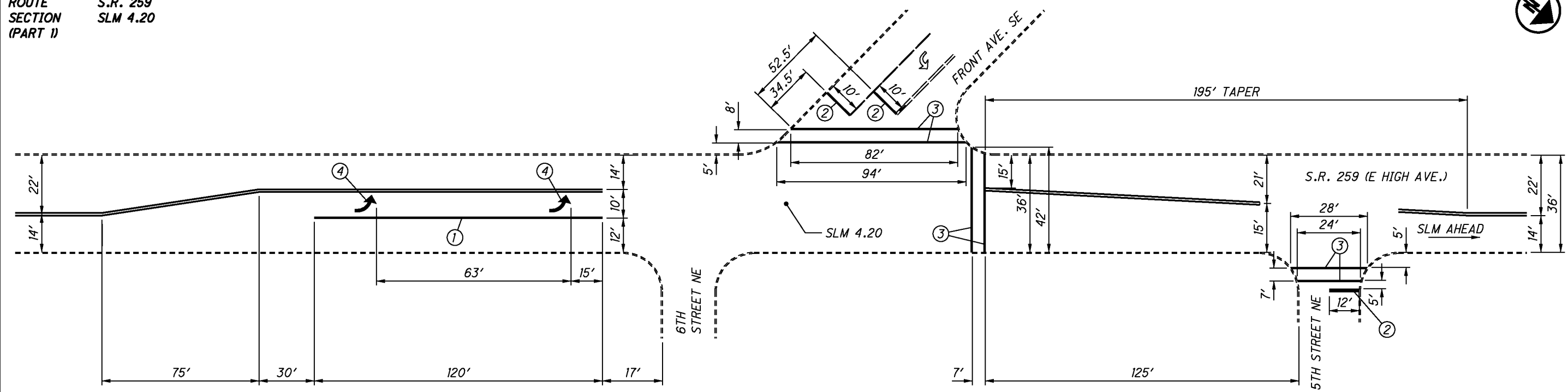
COUNTY TUS  
 ROUTE S.R. 259  
 SECTION SLM 3.60  
 (PART 1)



**ADDITIONAL PAVEMENT MARKINGS (02/SV<2/PV/NP)**  
 ① ITEM 642 - EDGE LINE, 4", TYPE 1 - 0.02 MILE

**ADDITIONAL PAVEMENT MARKINGS (03/SV<2/PV/NP)**  
 ② ITEM 642 - STOP LINE, TYPE 1 - 52 FT  
 ③ ITEM 642 - CROSSWALK LINE, TYPE 1 - 74 FT  
**TRAFFIC SIGNALS (03/SV<2/PV/NP)**  
 ④ ITEM 632 - DETECTOR LOOP - 1 EACH  
 ⑤ ITEM 632 - LOOP DETECTOR LEAD-IN CABLE - 10 FT

COUNTY TUS  
 ROUTE S.R. 259  
 SECTION SLM 4.20  
 (PART 1)



**ADDITIONAL PAVEMENT MARKINGS (02/S<2/PV/NP)**  
 ① ITEM 646 - CHANNELIZING LINE, 8" - 120 FT

**ADDITIONAL PAVEMENT MARKINGS (03/S<2/PV/NP)**  
 ② ITEM 642 - STOP LINE, TYPE 1 - 32 FT  
 ③ ITEM 642 - CROSSWALK LINE, TYPE 1 - 306 FT  
 ④ ITEM 642 - LANE ARROW, TYPE 1 - 2 EACH

NOTES:  
 1. FOR PAVEMENT MARKING DETAILS NOT SHOWN, SEE STANDARD CONSTRUCTION DRAWING TC-71.10 AND TC-73.10.  
 2. ALL QUANTITIES CARRIED TO PAVEMENT MARKING SUB-SUMMARY.

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AUXILIARY PAVEMENT MARKINGS

TUS-259-0.00

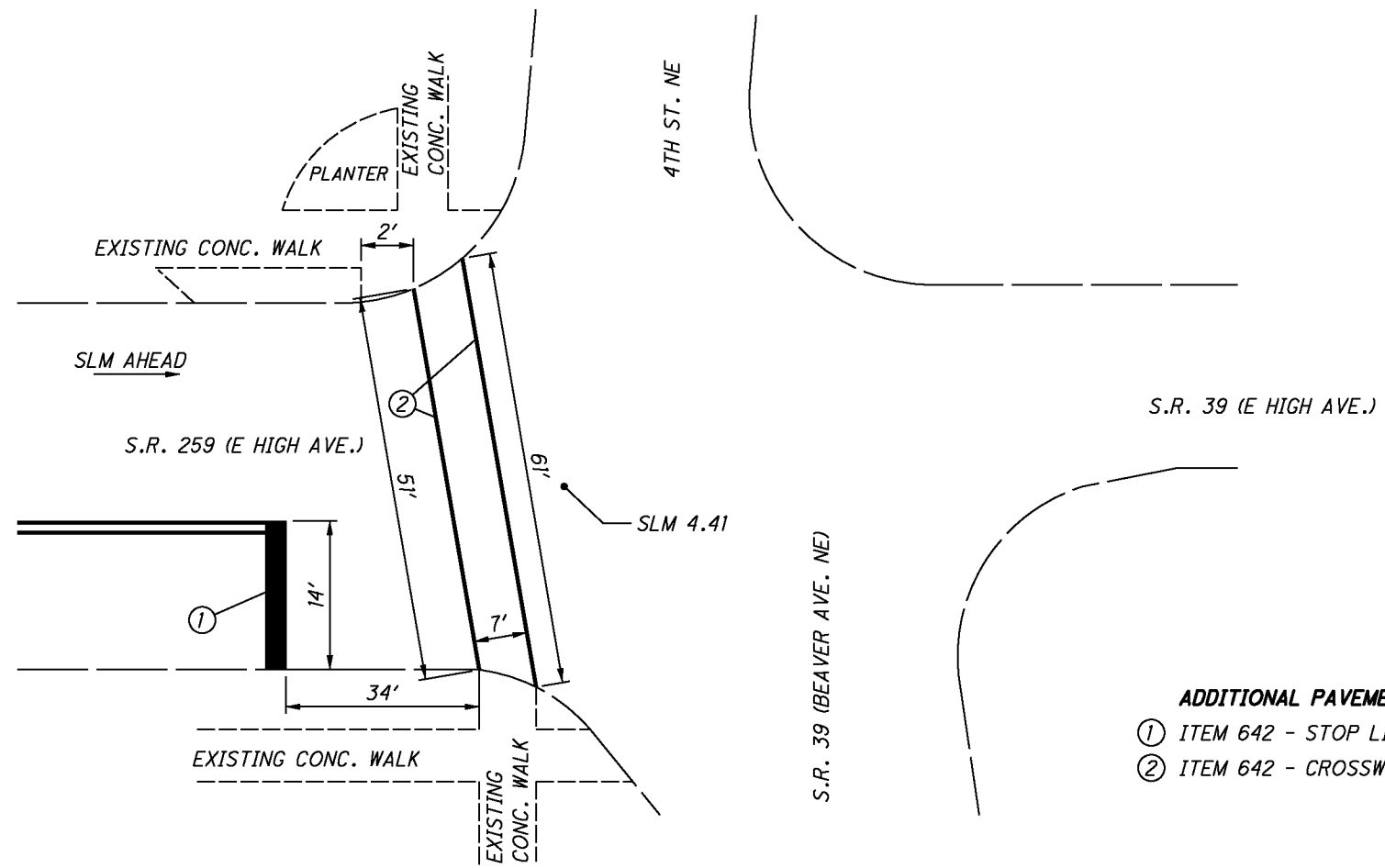
CALCULATED MVC  
 CHECKED ANS

22  
24

COUNTY TUS  
 ROUTE S.R. 259  
 SECTION SLM 4.41  
 (PART 1)



CALCULATED  
 MVC  
 CHECKED  
 ANS



- ADDITIONAL PAVEMENT MARKINGS (03/S<2/PV/NP)**
- ① ITEM 642 - STOP LINE, TYPE 1 - 14 FT
  - ② ITEM 642 - CROSSWALK LINE, TYPE 1 - 112 FT

AUXILIARY PAVEMENT MARKINGS

TUS - 259 - 0.00

23  
 24

NOTES:  
 1. FOR PAVEMENT MARKING DETAILS NOT SHOWN, SEE STANDARD CONSTRUCTION DRAWING TC-71.10 AND TC-73.10.  
 2. ALL QUANTITIES CARRIED TO PAVEMENT MARKING SUB-SUMMARY.

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PART	SHEET NO.	COUNTY	ROUTE	LOG POINT TO LOG POINT (STRAIGHT LINE MILEAGE)		621			632		642					646			FUNDING			
						RPM			DETECTOR LOOP	LOOP DETECTOR LEAD-IN CABLE	STOP LINE, TYPE 1	CROSSWALK LINE, TYPE 1	TRANSVERSE / DIAGONAL LINE, TYPE 1	ISLAND MARKING, TYPE 1		RAILROAD SYMBOL MARKING, TYPE 1	LANE ARROW, TYPE 1	EDGE LINE, 4" (WHITE)		CENTER LINE	CHANNELIZING LINE, 8"	
						SPACING	YELLOW/ YELLOW	WHITE/RED						WHITE	YELLOW							
FROM	TO	FT.	EACH	EACH	EACH	EACH	FT	FT	FT	SQ FT	SQ FT	EACH	EACH	MILE	MILE	FT						
1		TUS	S.R. 259	0.00	0.41												0.82	0.41		01/S<2/PV		
1		TUS	S.R. 259	0.41	0.90													0.49		02/S<2/PV/NP		
1		TUS	S.R. 259	0.90	1.03													0.13		01/S<2/PV		
1		TUS	S.R. 259	1.03	1.20													0.17		02/S<2/PV/NP		
1		TUS	S.R. 259	1.20	1.90	40	93		93									0.70		01/S<2/PV		
1		TUS	S.R. 259	1.90	2.02	40	17		17								0.24	0.12		02/S<2/PV/NP		
1		TUS	S.R. 259	2.02	2.24	40	30		30								0.44	0.22		01/S<2/PV		
		TUS	S.R. 259	2.24	2.26	40	4		4								0.04	0.02		02/S<2/PV/NP		
1		TUS	S.R. 259	2.26	2.52	40	35		35								0.52	0.26		01/S<2/PV		
1		TUS	S.R. 259	2.52	2.58	40	9		9								0.12	0.06		02/S<2/PV/NP		
1		TUS	S.R. 259	2.58	2.72	40	19		19								0.28	0.14		01/S<2/PV		
1		TUS	S.R. 259	2.72	2.76	40	6		6								0.08	0.04		02/S<2/PV/NP		
1		TUS	S.R. 259	2.76	2.80	40	6		6								0.08	0.04		01/S<2/PV		
1		TUS	S.R. 259	2.80	2.85	40	8		8								0.10	0.05		02/S<2/PV/NP		
1		TUS	S.R. 259	2.85	3.53	40	91		91								1.36	0.68		01/S<2/PV		
1		TUS	S.R. 259	3.53	4.41													0.88		02/S<2/PV/NP		
1	19	TUS	S.R. 259	0.00							39									01/S<2/PV		
1	19	TUS	S.R. 259	0.10											1					01/S<2/PV		
1	19	TUS	S.R. 259	0.29							12									01/S<2/PV		
1	19	TUS	S.R. 259	0.41							49									01/S<2/PV		
1	19	TUS	S.R. 259	0.41							56									03/S<2/PV/NP		
1	19	TUS	S.R. 259	0.45 & 0.62											2					03/S<2/PV/NP		
1	19	TUS	S.R. 259	0.79															2	03/S<2/PV/NP		
1	19	TUS	S.R. 259	0.83															2	03/S<2/PV/NP		
1	19	TUS	S.R. 259	0.87															2	03/S<2/PV/NP		
1	19	TUS	S.R. 259	1.02															2	01/S<2/PV		
1	19	TUS	S.R. 259	1.13															2	03/S<2/PV/NP		
1	20	TUS	S.R. 259	0.75	0.9														0.15	02/S<2/PV/NP		
1	20	TUS	S.R. 259	0.90	1.03														0.13	01/S<2/PV		
1	20	TUS	S.R. 259	1.03	1.20														0.12	272	02/S<2/PV/NP	
1	20	TUS	S.R. 259	1.21							36										01/S<2/PV	
1	20	TUS	S.R. 259	1.21							50									3	03/S<2/PV/NP	
1	21	TUS	S.R. 259	1.63							38										01/S<2/PV	
1	21	TUS	S.R. 259	2.52			7		7					67					0.05	59	01/S<2/PV	
1	21	TUS	S.R. 259	2.52			9	4	13										0.06	104	02/S<2/PV/NP	
1	21	TUS	S.R. 259	2.52							71			69	120	123			2		03/S<2/PV/NP	
1	22	TUS	S.R. 259	3.60															0.02		02/S<2/PV/NP	
1	22	TUS	S.R. 259	3.60						1	10	52	74								03/S<2/PV/NP	
1	22	TUS	S.R. 259	4.20																	120	02/S<2/PV/NP
1	22	TUS	S.R. 259	4.20							32	306							2			03/S<2/PV/NP
1	23	TUS	S.R. 259	4.41							14	112										03/S<2/PV/NP
<b>SUB-TOTAL (01/S&lt;2/PV)</b>							<b>281</b>		<b>281</b>	<b>0</b>	<b>0</b>	<b>174</b>	<b>0</b>	<b>67</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>3.50</b>	<b>2.76</b>	<b>59</b>	<b>01/S&lt;2/PV</b>
<b>SUB-TOTAL (02/S&lt;2/PV/NP)</b>							<b>57</b>		<b>57</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.60</b>	<b>2.16</b>	<b>496</b>	<b>02/S&lt;2/PV/NP</b>
<b>SUB-TOTAL (03/S&lt;2/PV/NP)</b>							<b>0</b>		<b>0</b>	<b>1</b>	<b>10</b>	<b>275</b>	<b>492</b>	<b>69</b>	<b>120</b>	<b>123</b>	<b>2</b>	<b>15</b>	<b>0.00</b>	<b>0.00</b>	<b>0</b>	<b>03/S&lt;2/PV/NP</b>
<b>TOTALS (CARRIED TO GENERAL SUMMARY)</b>							<b>338</b>		<b>338</b>	<b>1</b>	<b>10</b>	<b>449</b>	<b>492</b>	<b>136</b>	<b>243</b>	<b>3</b>	<b>17</b>	<b>4.10</b>	<b>4.92</b>	<b>555</b>		

RPM AND PAVEMENT MARKING SUB-SUMMARY

TUS - 259 - 0.00

CALCULATED  
MVC  
CHECKED  
ANS