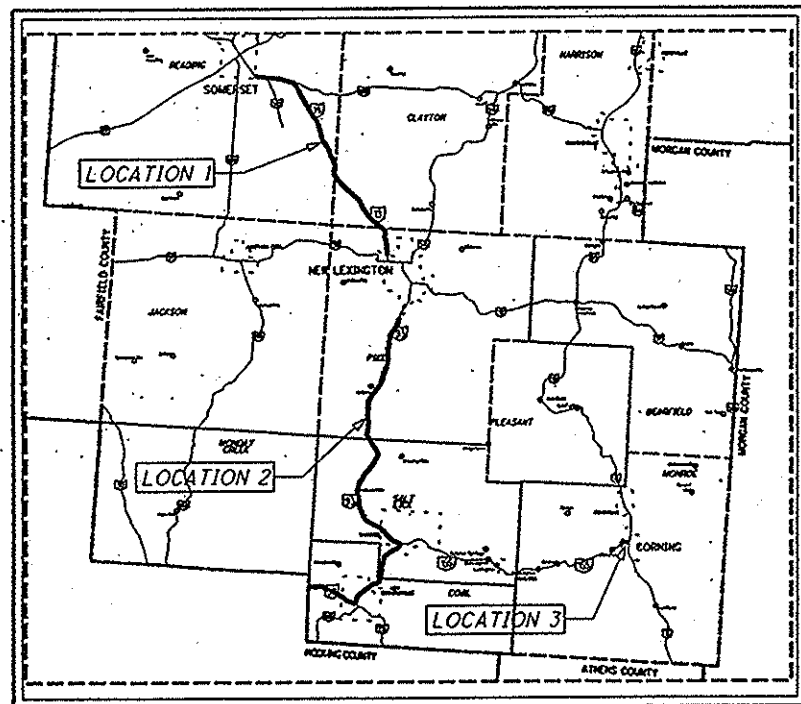


PER - SR-13-19.83; PER-93-0.00; PER
 080495 PID - 81089
 Dist 5 8/6/2008



LOCATION MAP

LATITUDE: 39°43'23" LONGITUDE: 82°13'8"



PORTION TO BE IMPROVED _____

DESIGN DESIGNATION	SR 13	SR 93	SR 155
CURRENT ADT (2008)	6300	2200	1200
DESIGN YEAR ADT (2020)	7400	2500	1400
DESIGN HOURLY VOLUME (2020)	740	250	140
DIRECTIONAL DISTRIBUTION	50%	50%	50%
TRUCKS (24 HOUR B&C)	7%	6%	5%
DESIGN SPEED	55mph	55mph	35mph
LEGAL SPEED	55mph	55mph	35mph
DESIGN FUNCTIONAL CLASSIFICATION:	RMA	RMC	RMC

RMA = RURAL MINOR ARTERIAL
 RMC = RURAL MAJOR COLLECTOR

DESIGN EXCEPTIONS: NONE

UNDERGROUND UTILITIES
 CONTACT BOTH SERVICES
 CALL TWO WORKING DAYS
 BEFORE YOU DIG

CALL
 1-800-362-2764
 (TOLL FREE)

OHIO UTILITIES PROTECTION SERVICE
 NON-MEMBERS
 MUST BE CALLED DIRECTLY

OIL & GAS PRODUCERS PROTECTIVE
 SERVICE CALL: 1-800-925-0988

PLAN PREPARED BY:
 OHIO DEPARTMENT OF TRANSPORTATION
 DISTRICT 5 PRODUCTION OFFICE

STATE OF OHIO
 DEPARTMENT OF TRANSPORTATION

PER-13-19.83
PER-93-0.00
PER-155-7.23

PERRY COUNTY
PIKE, CLAYTON, READING, COAL,
WAYNE AND MONROE TOWNSHIPS

PROJECT DESCRIPTION

PREVENTIVE MAINTENANCE PROJECT: PLACING OF
 SMOOTHSEAL ASPHALT ON SR 13, SR 93 AND SR 155
 IN PERRY COUNTY

PROJECT EARTH DISTURBED AREA = N/A
 (MAINTENANCE PROJECT)

ESTIMATED CONTRACTOR EARTH DISTURBED AREA = N/A
 (MAINTENANCE PROJECT)

NOTICE OF INTENT EARTH DISTURBED AREA = N/A
 (MAINTENANCE PROJECT)

LOCATION	COUNTY	ROUTE	BEGIN SLM	END SLM	LENGTH MILES	VILLAGE
1	PER	13	19.83	26.88	7.05	
2	PER	93	0.00	11.58	11.58	NEW STRATTSVILLE SHAWNEE
3	PER	155	7.23	7.51	0.28	CORNING

INDEX OF SHEETS:

TITLE SHEET 1
 GENERAL NOTES 2-4
 ASPHALT CONCRETE DATA 5-6
 SHOULDER TREATMENT DATA 7
 EXTRA AREAS DATA 8
 BRIDGE DECK TREATMENT DATA 9
 PLAN DETAIL SHEETS 10-12
 EDGE/CENTER LINE DATA 13
 AUXILIARY MARKING DATA 14
 RPM DATA 15
 LOCATION SUB-SUMMARIES 16-18
 GENERAL SUMMARY 19

2008 SPECIFICATIONS

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

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

APPROVED: *Don D. Barber*
 DATE: 2/21/2008 DISTRICT DEPUTY DIRECTOR

APPROVED: *James G. Bradley*
 DATE: 4-29-08 DIRECTOR, DEPARTMENT OF
 TRANSPORTATION

ENGINEERS SEAL:	STANDARD CONSTRUCTION DRAWINGS	SUPPLEMENTAL SPECIFICATIONS
	BP-3.1 7-16-04 TC-65.10 1-21-05	800 4-18-08
	BP-4.1 7-16-04 TC-65.11 1-21-05	832 4-25-06
	BP-7.1 1-19-07 TC-71.10 1-19-07	
		TC-73.10 1-19-01
	MT-97.10 9-5-06	
	MT-97.11 9-5-07	
	MT-97.12 9-5-06	
	MT-99.20M 1-30-95	
	MT-105.10 10-18-02	
	MT-105.11 10-18-02	
		SPECIAL PROVISIONS

SIGNED: *Douglas N. Morgan*
 DATE: 2/21/2008

FEDERAL PROJECT NO.
 E080(267)

PID NO.
 81089

CONSTRUCTION PROJECT NO.

RAILROAD INVOLVEMENT
 NORFOLK SOUTHERN CORP.

PER-13-19.83
 PER-93-0.00
 PER-155-7.23

UTILITIES

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

CONVERSION OF STANDARD CONSTRUCTION DRAWINGS

CONVERT THE ENGLISH STANDARD DRAWINGS REFERENCED IN THIS PLAN TO METRIC UNITS USING THE ENGLISH TO SI (METRIC) CONVERSION FACTORS PROVIDED IN SECTION 109.02 OF THE CONSTRUCTION AND MATERIAL SPECIFICATIONS. CONVERSIONS WILL BE APPROPRIATELY PRECISE AND REFLECT STANDARD INDUSTRY SI (METRIC) 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
JACKSONSTOWN, OH. 43030
PHONE: 740.323.4400, EXT. 5241

PROFILE AND ALIGNMENT

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

ITEM 617 COMPACTED AGGREGATE, AS PER PLAN

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

ITEM 407 TACK COAT

THE RATE OF APPLICATION OF THE 407 TACK COAT SHALL BE SUBJECT TO ADJUSTMENT, AS DIRECTED BY THE ENGINEER. FOR ESTIMATING PURPOSES ONLY, THE PLAN QUANTITIES INDICATE AN AVERAGE APPLICATION RATE OF:

ITEM 407, TACK COAT 0.075 GAL./SQ. YD.

CONTINGENCY QUANTITIES

THE CONTRACTOR SHALL NOT ORDER MATERIALS OR PERFORM WORK LISTED IN THE GENERAL SUMMARY 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 AT THE ENGINEER'S DISCRETION, SHALL BE MADE A MATTER OF RECORD, BY INCORPORATING INTO THE FINAL CHANGE ORDER GOVERNING THE COMPLETION OF THIS PROJECT.

PAVEMENT MARKINGS

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

FEATHERING

FEATHERING OF THE ASPHALT CONCRETE SHALL BE IN ACCORDANCE WITH STANDARD CONSTRUCTION DRAWING BP-3.1.

ITEM 209 LINEAR GRADING

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. ALL EXCESS MATERIAL REMAINING AROUND GUARDRAIL AND OTHER AREAS AFTER THE GRADER WORK IS COMPLETED AND NOT DISPOSED OF ON THE SITE, SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR. ALL EQUIPMENT, LABOR, OR INCIDENTALS REQUIRED TO COMPLETE THIS ITEM SHALL BE INCLUDED FOR PAYMENT IN THE UNIT PRICE BID FOR ITEM 209 LINEAR GRADING. THIS WORK MAY BE INTERMITTENT AND SPREAD THROUGHOUT THE PROJECT LIMITS, AS DIRECTED BY THE ENGINEER. ALL LINEAR GRADING WORK SHALL BE DONE BEFORE PLACING THE ASPHALT SURFACE COURSE. THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED IN THE GENERAL SUMMARY FOR THE ABOVE PURPOSES.

LOCATION 1 - 2 MILE
LOCATION 2 - 3 MILE

ITEM 408 PRIME COAT, AS PER PLAN

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

LOCATION 1 - 6,618 GAL.
LOCATION 2 - 10,119 GAL.

ITEM 621 RPM REMOVED

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN INCLUDED IN THE PLANS TO REMOVE RAISED PAVEMENT MARKERS FOR DISPOSAL BY THE CONTRACTOR. RPM REMOVAL SHALL NOT OCCUR SOONER THAN 10 DAYS PRIOR TO RESURFACING OF THE ROADWAY. ALL RPM'S REMOVED SHALL BECOME THE PROPERTY OF THE CONTRACTOR.

LOCATION 1 - 539 EACH
LOCATION 2 - 820 EACH

RESIDENTIAL AND COMMERCIAL DRIVES

AN ESTIMATED QUANTITY OF ITEM 448 ASPHALT CONCRETE HAS BEEN INCLUDED IN THE PLAN TO BE USED AS DIRECTED BY THE ENGINEER TO PAVE APPROACH AREAS TO EXISTING DRIVEWAYS. PAVING SHALL TYPICALLY EXTEND 4' INTO THE DRIVEWAY (MEASURED FROM THE EDGE OF PAVEMENT OR PAVED SHOULDER IF PRESENT).

THERE ARE 5 TYPES OF DRIVES: CONCRETE, ASPHALT, GRAVEL, GRAVEL WITH ASPHALT APRON, AND FIELD/OIL WELL DRIVES. FIELD DRIVES AND OIL WELL DRIVES SHALL NOT BE PAVED. GRAVEL DRIVES SHALL BE PAVED BACK 4' INTO THE DRIVEWAY UNLESS OTHERWISE DIRECTED BY THE ENGINEER. CONCRETE AND ASPHALT DRIVES SHALL HAVE BUTT JOINTS OR AS SHORT A ASPHALT TAPER AS POSSIBLE (PREFERRED 4') AS DIRECTED BY THE ENGINEER SO AS TO PROVIDE A SMOOTH TRANSITION. GRAVEL DRIVES WITH ASPHALT APRONS SHALL ALSO HAVE BUTT JOINTS OR AS SHORT A ASPHALT TAPER AS POSSIBLE (PREFERRED 4') BUT ONLY IF THE EXISTING ASPHALT APRON IS IN AN ACCEPTABLE CONDITION TO BE PAVED OVER AS DIRECTED BY THE ENGINEER. IF THE ASPHALT APRON CANNOT BE PAVED OVER (FOR EXAMPLE, BROKEN INTO SMALL PIECES) AS DETERMINED BY THE ENGINEER, IT SHALL BE REMOVED BEFORE BEING PAVED BACK 4' INTO THE DRIVEWAY. ALL GRADING, PRIME OR TACK COAT, MATERIALS, LABOR, EQUIPMENT TOOLS AND INCIDENTALS NECESSARY TO COMPLETE THE DRIVES SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 424 FINE GRADED POLYMER ASPHALT CONCRETE, TYPE B.

LOCATION 1 - 22 CU. YD.
LOCATION 2 - 19 CU. YD.
LOCATION 3 - 1 CU. YD.

MAILBOX TURNOUTS

A QUANTITY OF ASPHALT CONCRETE HAS BEEN PROVIDED IN THE PLAN TO COVER MAILBOX TURNOUTS. TURNOUTS SHALL BE PAVED AS SHOWN IN THE DETAIL IN STANDARD CONSTRUCTION DRAWING BP-4.1. ANY EXTRA GRADING OF THE SHOULDERS, PRIME OR TACK COAT, MATERIALS, LABOR, EQUIPMENT TOOLS AND INCIDENTALS NECESSARY TO COMPLETE MAILBOX TURNOUTS SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 424 FINE GRADED POLYMER ASPHALT CONCRETE, TYPE B.

LOCATION 1 - 23 CU. YD.
LOCATION 2 - 12 CU. YD.

CALCULATED
LME
CHECKED
DNM

GENERAL NOTES

PER-13-19-83
PER-93-0-00
PER-155-7-23

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

THESE ITEMS SHALL BE USED TO ADJUST CATCH BASINS AND MANHOLES LOCATED THROUGHOUT THE PROJECT LIMITS AS DIRECTED BY THE ENGINEER. ALL MATERIALS, LABOR EQUIPMENT, TOOLS AND INCIDENTALS NECESSARY TO COMPLETE THE WORK DESCRIBED SHALL BE INCLUDED FOR PAYMENT WITH THE ITEMS LISTED BELOW.

ANY GAS VALVE BOXES AND TELEPHONE COMPANY MANHOLES ON THIS PROJECT SHALL BE ADJUSTED TO GRADE BY THE RESPECTIVE OWNERS.

ITEM 604 CATCH BASIN ADJUSTED TO GRADE
LOCATION 2 - 17 EACH
LOCATION 3 - 2 EACH

ITEM 604 MANHOLE ADJUSTED TO GRADE
LOCATION 2 - 18 EACH

ITEM 638 VALVE BOX ADJUSTED TO GRADE
LOCATION 2 - 5 EACH

ITEM 254 PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN

DEPTH OF PAVEMENT PLANING SHALL BE AS DESCRIBED BELOW OR AS DIRECTED BY THE ENGINEER. THIS WORK SHALL BE AS DIRECTED BY THE ENGINEER. THE ROADWAY SHALL BE PLANED SUCH THAT POSITIVE DRAINAGE IS CREATED FROM THE CENTER LINE TO THE EDGE OF PAVEMENT IN TANGENT SECTIONS AND SHALL FOLLOW EXISTING SUPERELEVATIONS WHERE APPLICABLE. THIS MAY REQUIRE ADDITIONAL MILLING DEPTH DUE TO EXISTING GRADER PATCHES AND PAVEMENT REPAIR. IN NO CASE SHALL A THIN LAYER (LESS THAN OR EQUAL TO 0.5") OF AN EXISTING COURSE OF ASPHALT BE PERMITTED TO REMAIN IN PLACE. ANY ADDITIONAL PASSES WITH THE PLANING MACHINE OR VARIATIONS IN DEPTH OF THE PLANING TO MEET ALL OF THESE REQUIREMENTS IS TO BE INCLUDED IN THE UNIT PRICE BID FOR THIS WORK, ITEM 254 PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN. ALL SPECIFICATIONS OF ITEM 254 SHALL APPLY.

LOCATION 2
IT IS THE INTENT TO PLANE 1" IN DEPTH FULL WIDTH OF PAVEMENT TO REMOVE THE EXISTING MICROSURFACING AND DRM MATERIAL. THE UNDERLYING 448 SURFACE COURSE MATERIAL SHALL NOT BE DISTURBED.

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. ALL REPAIRS SHALL TAKE PLACE PRIOR TO THE PAVING OPERATIONS. THE INTENT OF THIS OPERATION IS TO REPAIR THOSE AREAS OF PAVEMENT WHICH HAVE COMPLETELY FAILED (PUMPING OF SUB-BASE MATERIAL) AND NOT TO CORRECT SURFACE IRREGULARITIES. DEPTH OF EXCAVATION SHALL BE 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, PG 64-22 (PLACED AND COMPACTED IN 2 LIFTS AS DIRECTED). ALL EXCAVATION, MATERIALS, LABOR, EQUIPMENT, TOOLS, TRAFFIC CONTROL AND INCIDENTALS NEEDED TO COMPLETE THE WORK DESCRIBED ABOVE SHALL BE PAID FOR UNDER ITEM 253 PAVEMENT REPAIR, AS PER PLAN.

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

LOCATION 1 - 500 SQ. YD
LOCATION 2 - 1,000 SQ. YD.

ITEM 614 WORK ZONE MARKING SIGNS

THE FOLLOWING QUANTITIES OF WORK ZONE MARKING SIGNS HAVE BEEN CARRIED TO THE SUB-SUMMARIES TO BE USED AS DIRECTED BY THE ENGINEER.

WORK ZONE MARKING SIGNS	LOCATIONS		
	1	2	3
W8-H12a (NO EDGE LINES)	8	12	
R4-1 (DO NOT PASS)	17	24	
R4-2 (PASS WITH CARE)	14	13	
W20-1 (ROAD WORK AHEAD)	10	30	2
G20-2 (END ROAD WORK)	10	30	2
TOTALS	59	109	4

AIRWAY/HIGHWAY CLEARANCE FOR AIRPORTS AND HELIPORTS

THIS PROJECT HAS BEEN IDENTIFIED AS BEING WITHIN THE INFLUENCE AREA OF A PUBLIC USE AIRPORT OR HELIPORT. NO TEMPORARY STRUCTURES OR CONSTRUCTION EQUIPMENT AT MAXIMUM OPERATING HEIGHT SHALL EXCEED A HEIGHT OF 45 FT. IF ANY TEMPORARY STRUCTURES OR CONSTRUCTION EQUIPMENT WILL EXCEED THIS HEIGHT, FURTHER COORDINATION WITH THE FEDERAL AVIATION ADMINISTRATION (FAA), AND ODOT OFFICE OF AVIATION, WILL BE NECESSARY PRIOR TO ERECTING SUCH TEMPORARY STRUCTURES OR OPERATING SUCH EQUIPMENT ON THE PROJECT. THE CONTRACTOR WILL BE REQUIRED TO SUBMIT FORM 7460-1 TO THE FAA. A COPY OF THE SUBMISSION AND TWO COPIES OF FORM 7460-1 SHALL BE FORWARDED TO THE ODOT OFFICE OF AVIATION.

NO TEMPORARY STRUCTURES OR CONSTRUCTION EQUIPMENT SHALL EXCEED THE PERMISSIBLE HEIGHT, UNTIL A COPY OF THE FAA APPROVAL AND ODOT OFFICE OF AVIATION PERMIT HAS BEEN FURNISHED TO THE PROJECT ENGINEER.

Express Processing Center
The Federal Aviation Administration
Southwest Regional Office
Air Traffic Airspace Branch ASW-520
2601 Meacham Blvd.
Fort Worth, Texas 76137-4298

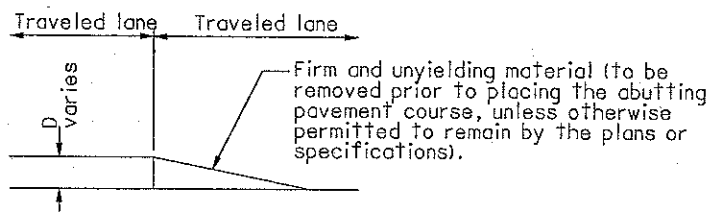
Ohio Department of Transportation
Office of Aviation
2829 West Dublin-Granville Road
Columbus, Ohio 43235
614.387.2346

GENERAL NOTES

- It is intended that this drawing be used for treatment of drop-offs that develop during construction operations, and that are not otherwise provided for in the construction plans. The suggested treatments are intended for high volume projects that will last at least seven days and have an active work zone 1 mile [1.6 km] or less in length. For guidance on the use of this sheet, see L&D Manual Volume One, Section 500. Where the plans do not provide specific items for labor, equipment, or materials to implement the drop-off treatments specified hereon, they shall be included for payment in the lump sum bid for item 614 - Maintaining Traffic.
- While the need for certain advisory signing is noted hereon, it is not intended that this be indicative of all signing that may be required to advise or warn motorists, and all requirements of the Ohio Manual of Uniform Traffic Control Devices (OMUTCD) must be fulfilled.
- In urban or otherwise heavily developed areas where pedestrians and/or bicyclists may be present in significant numbers, additional signing and protective measures other than those shown hereon may be required.
- The drop-off treatment selected for use at any given location shall be as appropriate for the prevailing conditions at the site.
- Where concrete barrier is specified, it shall be in accordance with Standard Construction Drawing RM-4.2 and Item 622.
- When drums are specified for a drop-off condition, a minimum number of four drums shall be used. Spacing shall be as indicated in the plans or as specified in the OMUTCD.
- When W8-9 (Low Shoulder) signs or W8-9a (Shoulder Drop-Off) signs or W8-11 (Uneven Lanes) signs are required, they shall be placed 750 feet [230 m] 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 drop-off condition extends more than 0.5 mile [800 m], additional signs should be erected at intervals of 1.0 mile [1600 m] or less.
- For locations, such as at ramps, lane shifts, lane closures, etc., where traffic is required to negotiate a difference in elevation between pavements, a 3:1 slope treatment similar to the Optional Wedge Treatment shall be provided.
- Portable concrete barrier shall be placed on the same level as the traffic surface and shall not encroach on lane widths designated as the minimum required for traffic use. Where drums are used, and their presence would reduce traveled lane widths to less than 10 feet [3.0 m], drums may be placed on the opposite level from that of traffic provided the dropoff depth does not exceed 5 inches [125] and approval is granted by the Project Engineer.
- Pavement Repairs (or similar work):
 - Lengths greater than 60 feet [18 m] - utilize appropriate treatment from Condition I.
 - Lengths of 60 feet [18 m] or less - repairs shall be effected in accordance with CMS 255.08. Drums may be used as a separator adjacent to the traveled lane.

OPTIONAL WEDGE TREATMENT
(MILLING OR RESURFACING)

- This treatment may be used when permitted for Condition I only.
- W8-11 sign required.



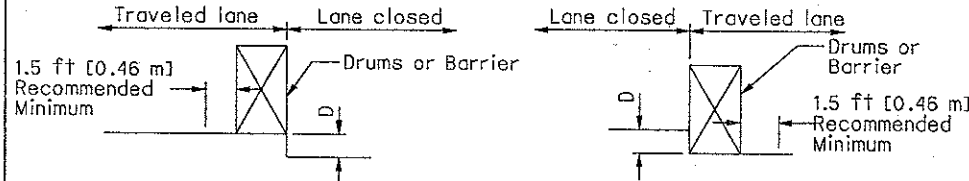
CONDITION I-

DROP-OFFS BETWEEN TRAVELED LANES

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

D - inches (mm)	Treatment
< 1-1/2 [< 40]	Erect W8-11 sign.
1-1/2 - 3 [$40-75$]	1) Lane closure utilizing drums* as shown below OR 2) Optional Wedge Treatment
> 3 - 5 [$> 75-125$]	Lane closure utilizing drums as shown below.
> 5 [> 125]	Lane closure utilizing portable concrete barrier as shown below.

* Cones may be used for daytime only conditions.



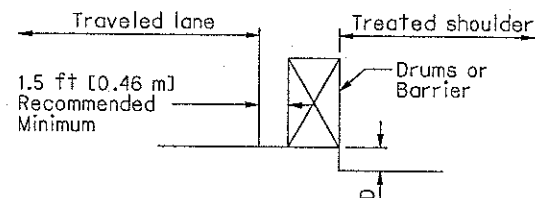
CONDITION II

DROP-OFFS WITHIN GRADED SHOULDER AREA

- The treatments indicated below are for use in conjunction with resurfacing, planing, or excavations within the graded shoulder area.
- The graded shoulder area is that flat or gradually sloping area between the 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 purpose herein, its maximum width shall be considered to be 12 feet [3.6 m].

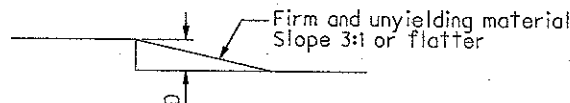
D - inches (mm)	Treatment
< 1-1/2 [< 40]	1) Erect W8-9a signs.
> 1-1/2 - 5 [$> 40-125$]	1) If minimum lane width* requirements can be met, maintain lanes utilizing drums, as shown below OR 2) If minimum lane width* requirements cannot be met, close adjacent lane utilizing drums OR 3) Optional Shoulder Treatment.
> 5 - 12 [$125-305$] Daylight only	If minimum lane width* requirements can be met, maintain lanes utilizing drums as shown below.
> 5 - 24 [$> 125-610$]	1) If minimum lane width* requirements can be met, maintain lanes utilizing portable concrete barrier as shown below. OR 2) If minimum lane width* requirements cannot be met, close adjacent lane utilizing drums.
> 24 [> 610]	Lane closure utilizing portable concrete barrier as shown below.

* Minimum lane widths shall be 10 ft [3.0 m] unless otherwise specified in the plans.



OPTIONAL SHOULDER TREATMENT

- This treatment may not be used within a bituminous shoulder where a hot longitudinal joint per CMS 401.15 is required.
- W8-9 signs required.



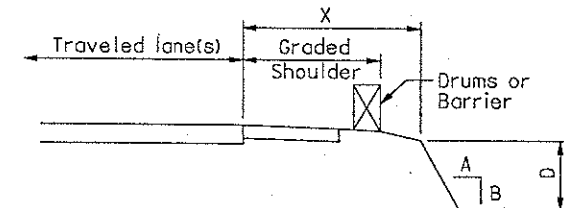
CONDITION III

DROP-OFFS BEYOND GRADED SHOULDER OR BACK OF CURB

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

CHART A

- USE FOR:
- Uncurbed Facilities
 - Curbed Facilities, where:
 - Curbs are less than 6 inch [150] in height
 - Curbs are 6 inch [150] or greater in height and the legal speed is greater than 40 mph [70 km/hr].

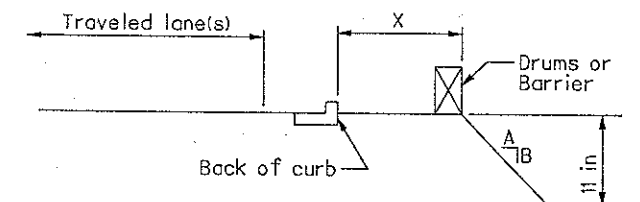


X feet (m)	D inch (mm)	A/B	Treatment Required	
			Day	Night
0 - 4 [0 - 1.2]	Any	Any	(a)	(a)
4 - 30 [1.2 - 9.1]	Any	3:1 or Flatter	None	None
4 - 12 [1.2 - 3.6]	< 3 [< 75]	Steeper than 3:1	None	None
4 - 12 [1.2 - 3.6]	> 3 - < 12 [$> 75 - < 305$]	Steeper than 3:1	Drums	Drums
4 - 12 [1.2 - 3.6]	> 12 [> 305]	Steeper than 3:1	Drums	Barrier
> 12 - 20 [$> 3.6 - 6.1$]	< 12 [< 305]	Steeper than 3:1	None	None
> 12 - 20 [$> 3.6 - 6.1$]	> 12 - 24 [$> 305 - < 610$]	Steeper than 3:1	Drums	Drums
> 12 - 20 [$> 3.6 - 6.1$]	> 24 [> 610]	Steeper than 3:1	Drums	Barrier
> 20 - 30 [$> 6.1 - 9.1$]	< 24 [< 610]	Steeper than 3:1	None	None
> 20 - 30 [$> 6.1 - 9.1$]	> 24 [> 610]	Steeper than 3:1	Drums	Barrier
> 30 [> 9.1 m]	Any	Any	None	None

(a) Use treatment specified under Condition II.

CHART B

- USE FOR: Curbed facilities, where the curb is 6 inches [150 mm] or greater in height and the legal speed is 40 mph [70 km/h] or less.



X feet (m)	D inch (mm)	A/B	Treatment Required	
			Day	Night
0 - 10 [0 - 3.0 m]	< 12 [< 305]	Any	None	Drums
0 - 10 [0 - 3.0 m]	> 12 [> 305]	Any	Drums	Drums
> 10 [> 3.0 m]	Any	Any	None	None

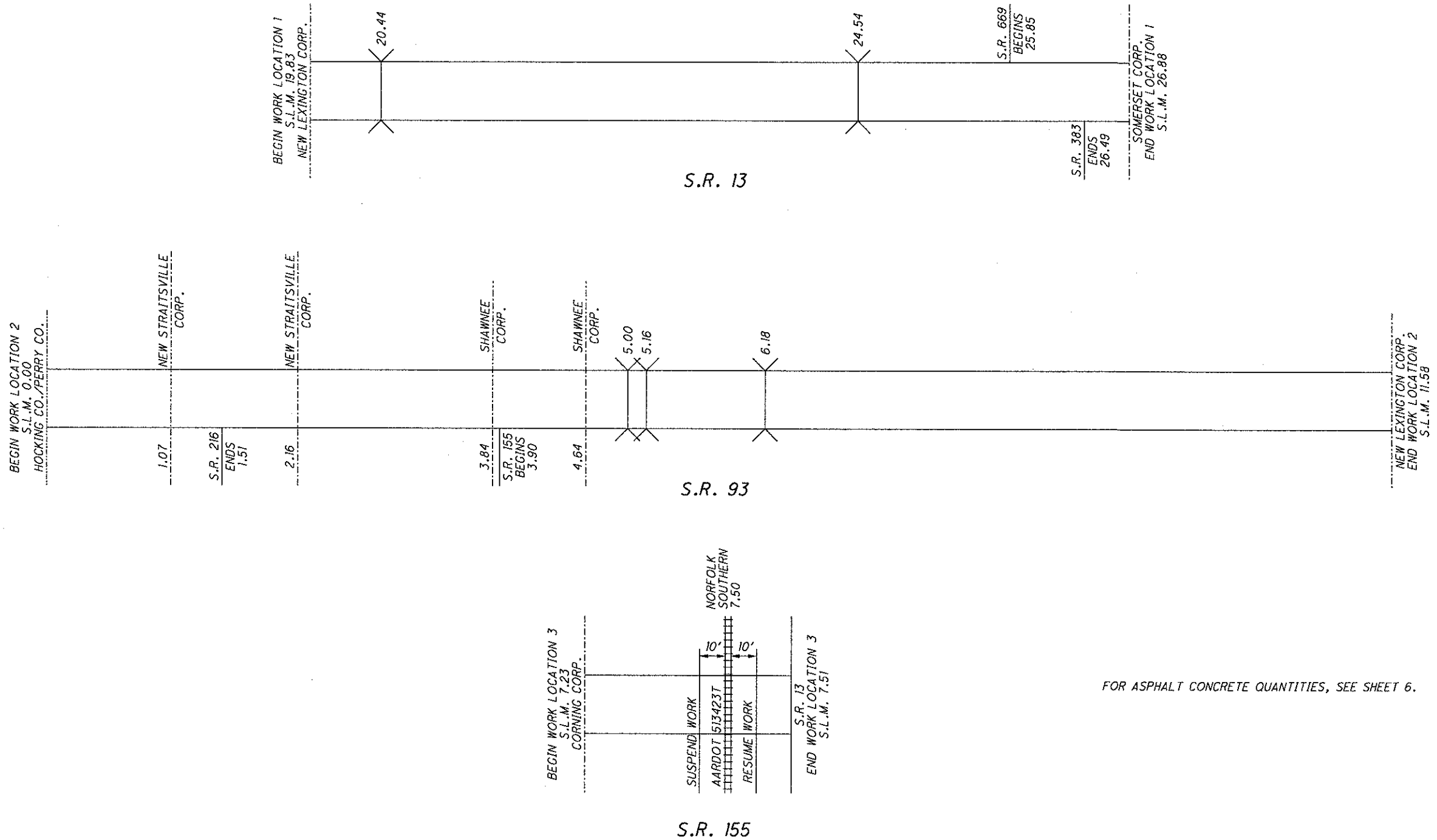
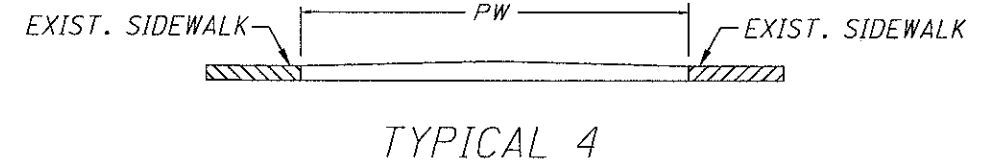
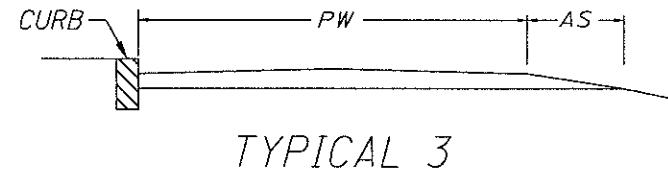
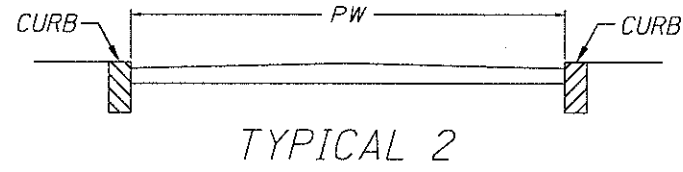
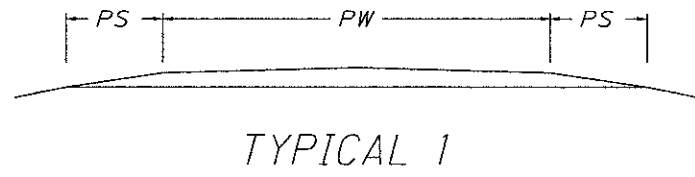
CALCULATED
CHECKED

GENERAL NOTES

PER-13-19.83
PER-93-0.00
PER-155-7.23

DROPOFF, MGN, DGN 2/05/08

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



FOR ASPHALT CONCRETE QUANTITIES, SEE SHEET 6.

CALCULATED
L.M.E.

CHECKED
DNM

ASPHALT CONCRETE DATA

PER-13-19.83
 PER-93-0.00
 PER-155-7.23

FOR TYPICAL DETAILS AND STRAIGHT LINE DIAGRAM, SEE SHEET 5.

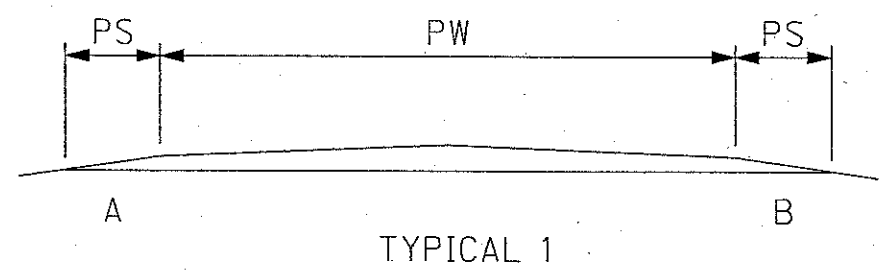
CALCULATED
LME
CHECKED
DMM

PAVEMENT DATA																
LOCATION	COUNTY	ROUTE	BEGIN LOG POINT	END LOG POINT	LENGTH		PAVEMENT WIDTH (FEET)	TYPICAL	EXISTING PAVEMENT TYPE	PAVEMENT AREA	254	407	424		614	
					SQ. YD.	SQ. YD.					TACK COAT @ 0.075 GAL./S.Y.	THICKNESS INCHES	FINE GRADED POLYMER ASPHALT CONCRETE, TYPE B CU. YD.	WORK ZONE CENTER LINE, CLASS II MILE		
															MILES	LIN. FT.
1	PER	SR 13	19.83	26.12	6.29	33,211.20	20.0	1	448	73,802.7		5,535.3	1.00	2,050.1	6.29	
1	PER	SR 13	25.57	26.88	1.31	6,916.80	24.0	1	448	18,444.8		1,383.4	1.00	512.4	1.31	
DEDUCT FOR BRIDGES (CARRIED FROM SHEET 9)										(432.0)		(32.4)	1.00	(12.0)	(0.04)	
LOCATION 1 (TOTALS CARRIED TO SHEET 16)												6,886.3		2,550.5	7.56	
2	PER	SR 93	0.00	1.02	1.02	5,385.60	21.0	1	MICRO	12,566.4	12,566.4	942.5	1.00	349.1	1.02	
2	PER	SR 93	1.02	1.04	0.02	105.60	21.0	4	MICRO	246.4	246.4	18.5	1.00	6.9	0.02	
2	PER	SR 93	1.04	1.07	0.03	158.40	21.0	3	MICRO	369.6	369.6	27.8	1.00	10.3	0.03	
2	PER	SR 93	1.07	1.29	0.22	1,161.60	22.0	2	448	2,839.5		213.0	1.00	78.9	0.22	
2	PER	SR 93	1.29	1.66	0.37	1,953.60	36.0	2	448	7,814.4		586.1	1.00	217.1	0.37	
2	PER	SR 93	1.66	1.71	0.05	264.00	21.0	2	448	616.0		46.2	1.00	17.2	0.05	
2	PER	SR 93	1.71	1.89	0.18	950.40	21.0	3	448	2,217.6		166.4	1.00	61.6	0.18	
2	PER	SR 93	1.89	2.16	0.27	1,425.60	21.0	1	448	3,326.4		249.5	1.00	92.4	0.27	
2	PER	SR 93	2.16	3.86	1.70	8,976.00	20.0	1	448	19,946.7		1,496.1	1.00	554.1	1.70	
2	PER	SR 93	3.86	3.92	0.06	316.80	21.0	1	448	739.2		55.5	1.00	20.6	0.06	
2	PER	SR 93	3.92	5.90	1.98	10,454.40	24.0	1	448	27,878.4		2,090.9	1.00	774.4	1.98	
2	PER	SR 93	5.90	8.58	2.68	14,150.40	20.0	1	448	31,445.3		2,358.4	1.00	873.5	2.68	
2	PER	SR 93	8.58	9.73	1.15	6,072.00	24.0	1	448	16,192.0		1,214.4	1.00	449.8	1.15	
2	PER	SR 93	9.73	11.58	1.85	9,768.00	20.0	1	448	21,706.7		1,628.1	1.00	603.0	1.85	
DEDUCT FOR BRIDGES (CARRIED FROM SHEET 9)										(380.0)	(380.0)	(28.5)	1.00	(10.6)	(0.03)	
LOCATION 2 (TOTALS CARRIED TO SHEET 17)											12,802.4	11,064.9		4,098.3	11.55	
3	PER	SR 155	7.23	7.40	0.17	897.60	20.0	1	448	1,994.7		149.7	1.00	55.5	0.17	
3	PER	SR 155	7.40	7.51	0.11	580.80	42.0	1	448	2,710.4		203.3	1.00	75.3	0.11	
LOCATION 3 (TOTALS CARRIED TO SHEET 18)												353.0		130.8	0.28	

ASPHALT CONCRETE DATA

PER-13-19.83
PER-93-0.00
PER-155-7.23

PO93001.MAC.DGN 2/06/08



SHOULDER DATA																				
LOCATION	COUNTY	ROUTE	BEGIN LOG POINT	END LOG POINT	LENGTH		TYPICAL	PROPOSED WIDTH (FT.)				SHOULDER AREA	254 PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN (1.0") SQ. YD.	407 TACK COAT @ 0.075 GAL./S.Y. GAL.	424		617			
					MILES	LIN. FT.		A	B	C	D				THICKNESS	FINE GRADED POLYMER ASPHALT CONCRETE, TYPE B CU. YD.	THICKNESS	COMPACTED AGGREGATE, AS PER PLAN (2' AVERAGE WIDTH) CU. YD.		
															INCHES		IN.			
1	PER	SR 13	19.83	26.88	7.05	37,224.00	1	2	2			16,544.0		1,240.8	1.00	459.6	1.5	689.4		
DEDUCT FOR BRIDGES (CARRIED FROM SHEET 9)												(88.0)		(6.6)	1.00	(2.5)	1.5	(3.7)		
LOCATION 1 (TOTALS CARRIED TO SHEET 16)														1,234.2		457.1		685.7		
2	PER	SR 93	0.00	0.93	0.93	4,910.40	1	2	2			2,182.4	2,182.4	163.7	1.00	60.7	1.5	91.0		
2	PER	SR 93	2.16	5.95	3.79	20,011.20	1	2	2			8,893.9		667.1	1.00	247.1	1.5	370.6		
2	PER	SR 93	5.95	11.58	5.63	29,726.40	1	3	3			19,817.6		1,486.4	1.00	550.5	1.5	550.5		
DEDUCT FOR BRIDGES (CARRIED FROM SHEET 9)												(78.0)		(5.9)	1.00	(2.2)	1.5	(2.8)		
LOCATION 2 (TOTALS CARRIED TO SHEET 17)														2,182.4		2,311.3		856.1		1,009.3
3	PER	SR 155	7.23	7.51	0.28	1,478.40	1	2	2			657.1		49.3	1.00	18.3	2.0	36.6		
LOCATION 3 (TOTALS CARRIED TO SHEET 18)														49.3		18.3		36.6		

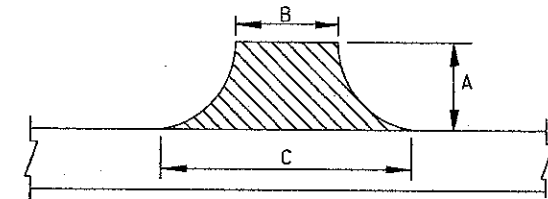
SHOULDER TREATMENT DATA

PER-13-19.83
PER-93-0.00
PER-155-7.23

P093001.MPS-DCN 2/05/08

EXTRA AREAS

LOCATION	COUNTY	ROUTE	SIDE	DESCRIPTION	INTERSECTIONS			AREA	407 TACK COAT @ 0.075 GAL/SQ. YD.	424	
					DETAIL DIMENSION					THICKNESS	FINE GRADED POLYMER ASPHALT CONCRETE, TYPE B
					A	B	C				
FT.	FT.	FT.	SQ. YD.	GAL.							
1	PER	SR 13	RT.	TWP. RD. 113	12	24	50	49.4	3.8	1.0	1.4
1	PER	SR 13	LT.	OLD SOMERSET RD. - CO. RD. 60	12	24	107	87.4	6.6	1.0	2.5
1	PER	SR 13	RT.	PALMER RD. - CO. RD. 19	12	20	115	90.0	6.8	1.0	2.5
1	PER	SR 13	RT.	TWP. RD. 149	12	15	65	53.4	4.1	1.0	1.5
1	PER	SR 13	RT.	TWP. RD. 146	12	12	50	41.4	3.2	1.0	1.2
1	PER	SR 13	LT.	GREEN RD. - CO. RD. 60 E.	12	20	60	53.4	4.1	1.0	1.5
1	PER	SR 13	RT.	BUCKEYE VALLEY RD. - CO. RD. 5	12	19	50	46.0	3.5	1.0	1.3
1	PER	SR 13	RT.	TWP. RD. 121	12	15	40	36.7	2.8	1.0	1.1
1	PER	SR 13	RT.	SR 669	12	24	118	94.7	7.2	1.0	2.7
1	PER	SR 13	LT.	SR 383	12	21	95	77.4	5.9	1.0	2.2
LOCATION 1 (TOTALS CARRIED TO SHEET 16)								44.2		16.5	
2	PER	SR 93	LT.	TWP. RD. 254	12	12	40	34.7	2.7	1.0	1.0
2	PER	SR 93	RT.	TWP. RD. 255	12	14	40	36.0	2.7	1.0	1.0
2	PER	SR 93	LT.	OLD TOWN RD. - CO. RD. 38	12	20	80	66.7	5.1	1.0	1.9
2	PER	SR 93	LT.	DAVIS ST.	4	41	57	21.8	1.7	1.0	0.7
2	PER	SR 93	LT.	VAN HEYDE ST.	4	27	30	12.7	1.0	1.0	0.4
2	PER	SR 93	RT.	SR 216	4	27	57	18.7	1.5	1.0	0.6
2	PER	SR 93	LT.	EWING ST.	4	30	30	13.4	1.1	1.0	0.4
2	PER	SR 93	RT.	EWING ST.	4	31	42	16.3	1.3	1.0	0.5
2	PER	SR 93	LT.	BALL ST.	4	30	30	13.4	1.1	1.0	0.4
2	PER	SR 93	LT.	FRONT ST.	4	23	39	13.8	1.1	1.0	0.4
2	PER	SR 93	RT.	CUNNINGHAM ST.	4	14	81	21.2	1.6	1.0	0.6
2	PER	SR 93	LT.	PINE ST.	4	15	39	12.0	0.9	1.0	0.4
2	PER	SR 93	LT.	CHESTNUT ST.	12	14	35	32.7	2.5	1.0	1.0
2	PER	SR 93	RT.	SALEM HOLLOW RD. - CO. RD. 17	12	16	53	46.0	3.5	1.0	1.3
2	PER	SR 93	LT.	ROCK RUN RD. - CO. RD. 41	12	27	104	87.4	6.6	1.0	2.5
2	PER	SR 93	RT.	SALEM HOLLOW RD. - CO. RD. 17	12	23	80	68.7	5.2	1.0	2.0
2	PER	SR 93	LT.	SCOTCH HILL RD.	12	19	89	72.0	5.4	1.0	2.0
2	PER	SR 93	RT.	TECUMSEH LAKE ROAD	12	16	92	72.0	5.4	1.0	2.0
2	PER	SR 93	LT.	SCOTCH HILL RD.	12	12	86	65.4	5.0	1.0	1.9
2	PER	SR 93	RT.	SR 155	12	20	20	26.7	2.1	1.0	0.8
2	PER	SR 93	RT	OLD SR 93	12	25	115	93.4	7.1	1.0	2.6
2	PER	SR 93	LT	TWP. RD. RD. 438	12	15	48	42.0	3.2	1.0	1.2
2	PER	SR 93	RT.	TECUMSEH RD. - CO. RD. 97	12	24	105	86.0	6.5	1.0	2.4
2	PER	SR 93	LT	TWP. RD. 191	12	16	30	30.7	2.4	1.0	0.9
2	PER	SR 93	LT	TWP. RD. 224	12	17	90	71.4	5.4	1.0	2.0
2	PER	SR 93	RT.	TWP. RD. 273	12	13	52	43.4	3.3	1.0	1.3
2	PER	SR 93	RT.	PORTIE FLAMINGO RD. - CO. RD. 12	12	23	90	75.4	5.7	1.0	2.1
2	PER	SR 93	LT	OLD STATE RD. - CO. RD. 80	12	22	90	74.7	5.7	1.0	2.1
2	PER	SR 93	LT	MARIETTA RD. - CO. RD. 11	12	28	102	86.7	6.6	1.0	2.5
2	PER	SR 93	RT.	MARIETTA RD. - CO. RD. 11	12	28	104	88.0	6.6	1.0	2.5
2	PER	SR 93	LT	DUTCH RIDGE RD. - CO. RD. 7	12	21	68	59.4	4.5	1.0	1.7
LOCATION 2 (TOTALS CARRIED TO SHEET 17)								114.5		43.1	
3	PER	SR 155	RT	HARRISON AVE.	12	24	24	32.0	2.4	1.0	0.9
3	PER	SR 155	RT	ROGERS ST.	12	12	20	21.4	1.7	1.0	0.6
3	PER	SR 155	LT	VALLEY ST.	12	44	44	58.7	4.5	1.0	1.7
3	PER	SR 155	RT	VALLEY ST.	12	44	44	58.7	4.5	1.0	1.7
LOCATION 3 (TOTALS CARRIED TO SHEET 18)								9.0		3.4	



INTERSECTIONS

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

CALCULATED
LME
CHECKED
DNM

EXTRA AREAS DATA

PER-13-19.83
PER-93-0.00
PER-155-7.23

PO93001.MEA.DGN 2/06/08

ROADWAY BRIDGE DEDUCTIONS

(APPROACH SLABS ADDED TO LENGTH WHERE APPLICABLE)

LOCATION 1:

PER-13-2044: 79' x 20'/9 = 176 SQ. YD.
 PER-13-2454: 115' x 20'/9 = 256 SQ. YD.

LOCATION 1 (TOTAL CARRIED TO SHEET 6) = 432 SQ. YD

LOCATION 2:

PER-93-0500: 23' x 24'/9 = 61 SQ. YD.
 PER-93-0516: 80' x 24'/9 = 214 SQ. YD.
 PER-93-0618: 47' x 20'/9 = 105 SQ. YD.

LOCATION 2 (TOTAL CARRIED TO SHEET 6) = 380 SQ. YD.

SHOULDER BRIDGE DEDUCTIONS

(APPROACH SLABS ADDED TO LENGTH WHERE APPLICABLE)

LOCATION 1:

PER-13-2044: 79' x 4'/9 = 36 SQ. YD.
 PER-13-2454: 115' x 4'/9 = 52 SQ. YD.

LOCATION 1 (TOTAL CARRIED TO SHEET 7) = 88 SQ. YD

LOCATION 2:

PER-93-0500: 23' x 4'/9 = 10 SQ. YD.
 PER-93-0516: 80' x 4'/9 = 36 SQ. YD.
 PER-93-0618: 47' x 6'/9 = 32 SQ. YD.

LOCATION 2 (TOTAL CARRIED TO SHEET 7) = 78 SQ. YD.

BRIDGE DECK DATA

LOCATION	COUNTY, ROUTE, BRIDGE NO.	LENGTH (BRIDGE LIMITS)	WIDTH	AREA	DESCRIPTION OF WORK	407		424	
						TACK COAT @ 0.075 GAL./SQ.YD.	THICKNESS	FINE GRADED POLYMER ASPHALT CONCRETE, TYPE B	
								GAL.	INCHES
1	PER-13-2044	39	44	190.7	FEATHER TO 0" AT APPROACH SLABS				
1	PER-13-2454	65	40	288.9	FEATHER TO 0" AT APPROACH SLABS				
2	PER-93-0500	23	44	112.5	FEATHER TO 0" AT BRIDGE DECK				
2	PER-93-0516	80	44	391.2	FEATHER TO 0" AT BRIDGE DECK				
2	PER-93-0618	47	32	167.2	SAME AS ROADWAY	13.0	1.0	4.7	
LOCATION 2 (TOTALS CARRIED TO SHEET 17)						13.0		4.7	

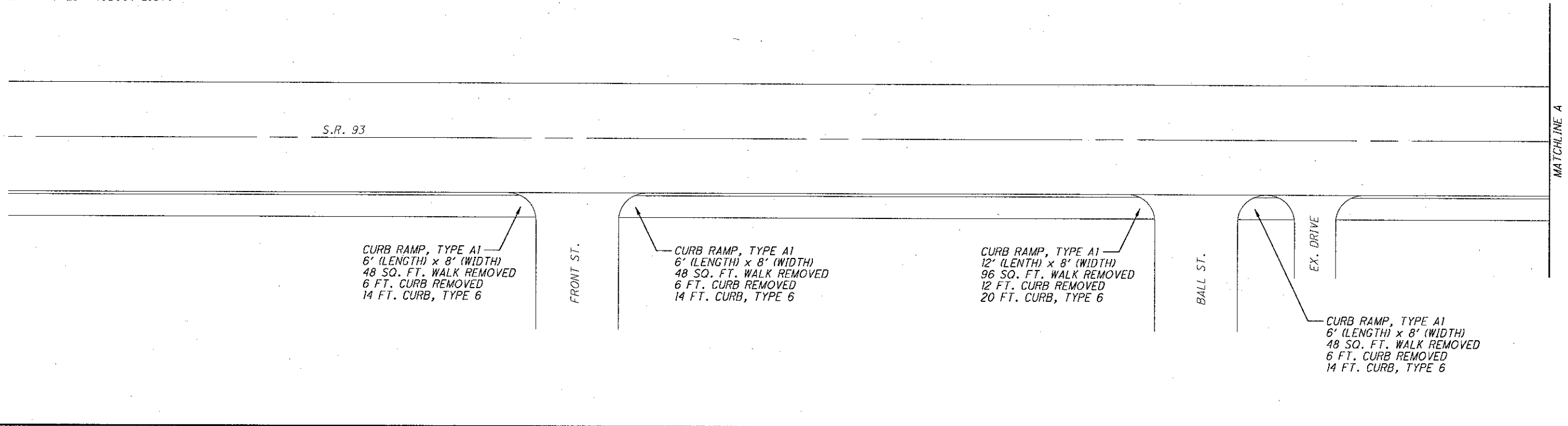
BRIDGE DECK TREATMENT DATA

PER-13-19-83
 PER-93-0-00
 PER-155-7-23

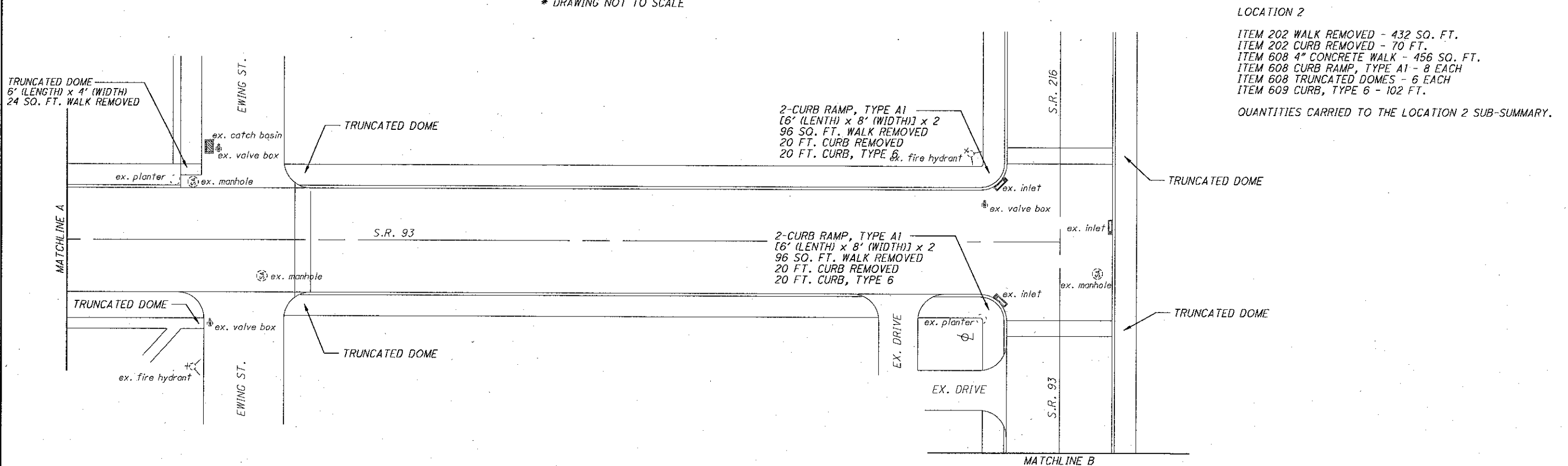
S.R. 93 NEW STRAITSVILLE

* DRAWING NOT TO SCALE

NOTE:
 ALL CURB RAMP (IN NEW OR EXISTING WALK) SHALL BE PAID FOR AS FOLLOWS:
 THE CURB RAMP ITSELF (AS PER SCD BP-7.1) SHALL BE PAID FOR AS EACH (A1, A2,
 OR D) AND SHALL INCLUDE THE COST OF FURNISHING AND INSTALLING THE
 TRUNCATED DOMES, GRADING, FORMING, AND FINISHING OF THE CURB RAMP AREA.
 SIDEWALK SHALL BE MEASURED FROM BACK OF CURB AT CROSSWALK, THROUGH
 THE CURB RAMP, TO WHERE IT TIES INTO EXISTING SIDEWALK.
 RETRO-FIT TRUNCATED DOMES SHALL BE OF THE CAST IRON TYPE AS LISTED ON
 THE APPROVED PRODUCT LIST.



* DRAWING NOT TO SCALE



LOCATION 2

ITEM 202 WALK REMOVED - 432 SQ. FT.
 ITEM 202 CURB REMOVED - 70 FT.
 ITEM 608 4" CONCRETE WALK - 456 SQ. FT.
 ITEM 608 CURB RAMP, TYPE A1 - 8 EACH
 ITEM 608 TRUNCATED DOMES - 6 EACH
 ITEM 609 CURB, TYPE 6 - 102 FT.

QUANTITIES CARRIED TO THE LOCATION 2 SUB-SUMMARY.

POS3001.DET.DGN 2/06/08

PLAN DETAIL SHEET (NEW STRAITSVILLE)

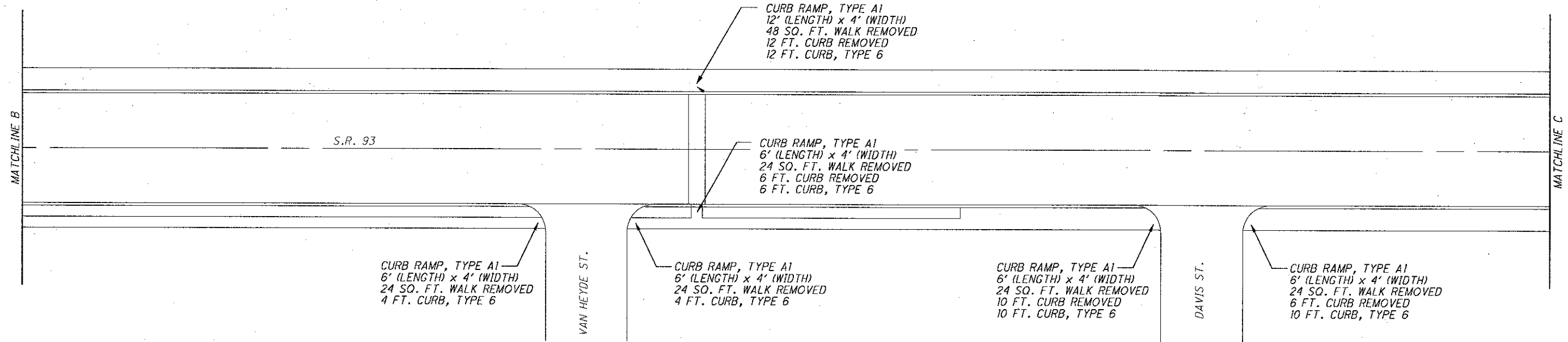
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 PER-155-7.23

CALCULATED
LME
CHECKED
DNM

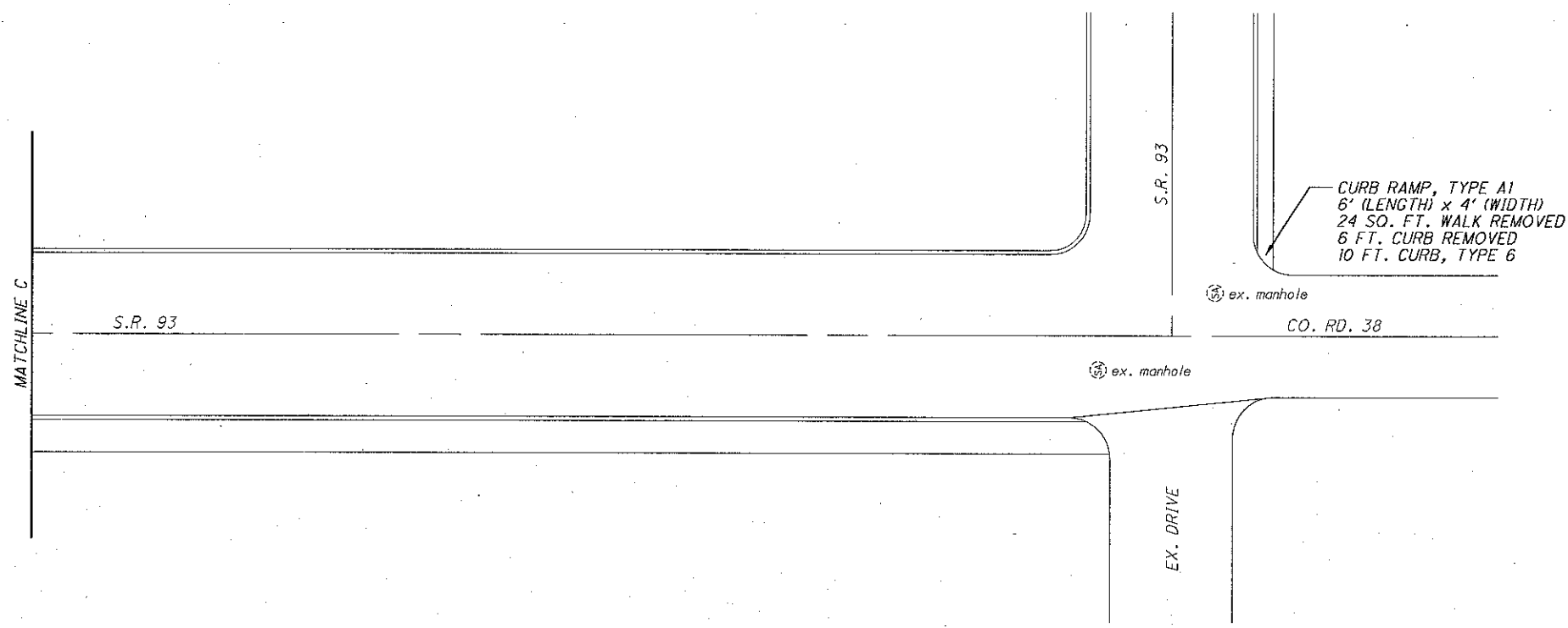
S.R. 93 NEW STRAITSVILLE

* DRAWING NOT TO SCALE

CALCULATED
LME
CHECKED
DNM



* DRAWING NOT TO SCALE



LOCATION 2

- ITEM 202 WALK REMOVED - 192 SQ. FT.
- ITEM 202 CURB REMOVED - 40 FT.
- ITEM 608 4" CONCRETE WALK - 192 SQ. FT.
- ITEM 608 CURB RAMP, TYPE A1 - 7 EACH
- ITEM 609 CURB, TYPE 6 - 56 FT.

QUANTITIES CARRIED TO THE LOCATION 2 SUB-SUMMARY.

NOTE:
ALL CURB RAMP (IN NEW OR EXISTING WALK) SHALL BE PAID FOR AS FOLLOWS:
THE CURB RAMP ITSELF (AS PER SCD BP-7.1) SHALL BE PAID FOR AS EACH (A1, A2,
OR D) AND SHALL INCLUDE THE COST OF FURNISHING AND INSTALLING THE
TRUNCATED DOMES, GRADING, FORMING, AND FINISHING OF THE CURB RAMP AREA.
SIDEWALK SHALL BE MEASURED FROM BACK OF CURB AT CROSSWALK, THROUGH
THE CURB RAMP, TO WHERE IT TIES INTO EXISTING SIDEWALK.
RETRO-FIT TRUNCATED DOMES SHALL BE OF THE CAST IRON TYPE AS LISTED ON
THE APPROVED PRODUCT LIST.

PLAN DETAIL SHEET (NEW STRAITSVILLE)

PER-13-19.83
PER-93-0.00
PER-155-7.23

S.R. 155 CORNING

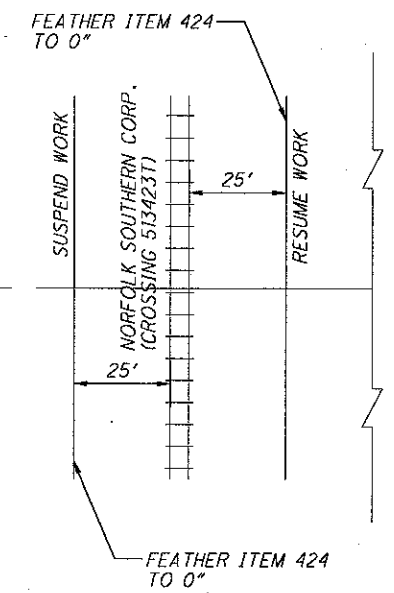
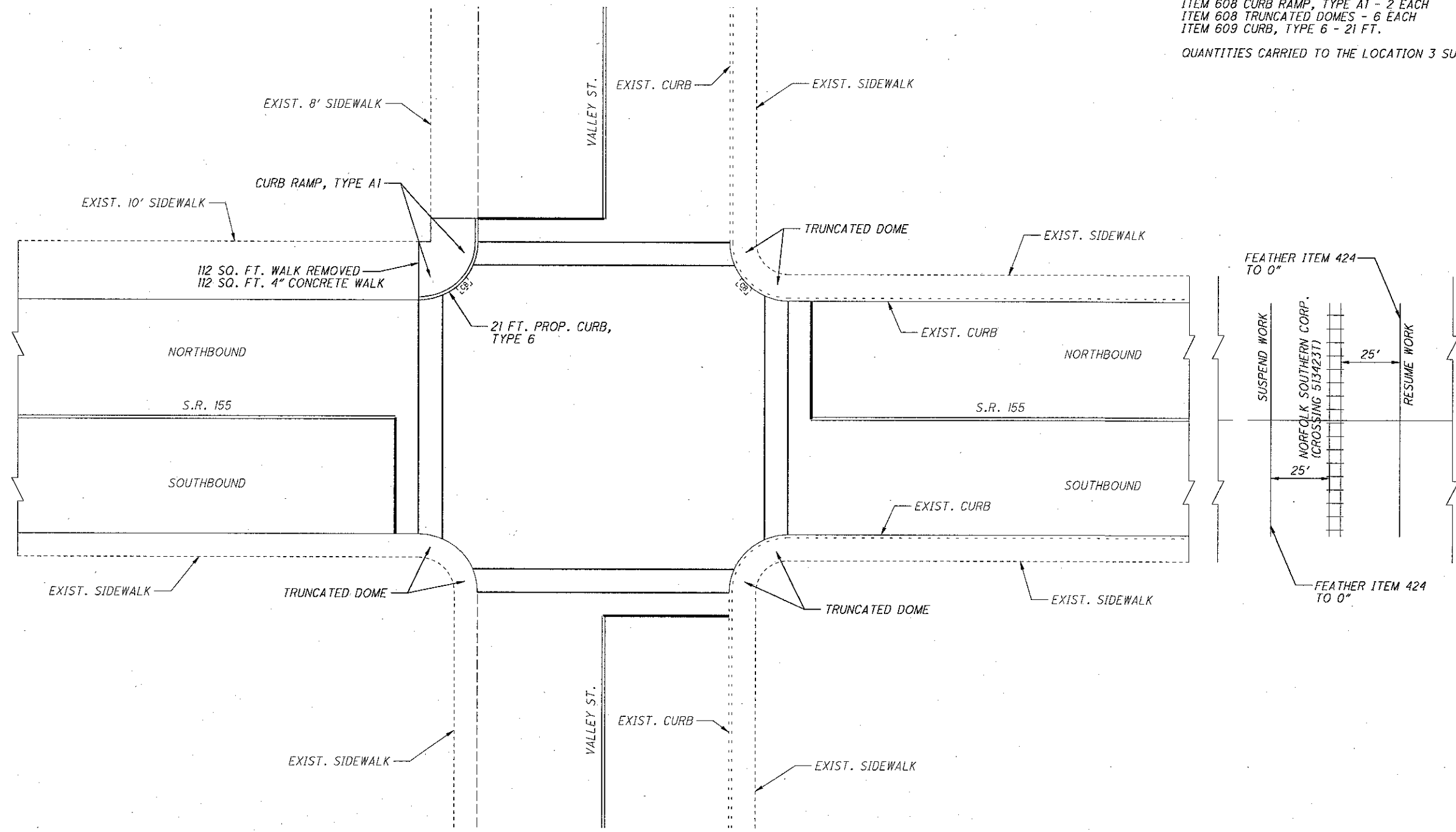
* DRAWING NOT TO SCALE

CALCULATED
LME
CHECKED
DNM

LOCATION 3

ITEM 202 WALK REMOVED - 112 SQ. FT.
ITEM 608 4" CONCRETE WALK - 112 SQ. FT.
ITEM 608 CURB RAMP, TYPE A1 - 2 EACH
ITEM 608 TRUNCATED DOMES - 6 EACH
ITEM 609 CURB, TYPE 6 - 21 FT.

QUANTITIES CARRIED TO THE LOCATION 3 SUB-SUMMARY.



NOTE:
ALL CURB RAMPS (IN NEW OR EXISTING WALK) SHALL BE PAID FOR AS FOLLOWS:
THE CURB RAMP ITSELF (AS PER SCD BP-7.1) SHALL BE PAID FOR AS EACH (A1, A2,
OR D) AND SHALL INCLUDE THE COST OF FURNISHING AND INSTALLING THE
TRUNCATED DOMES, GRADING, FORMING, AND FINISHING OF THE CURB RAMP AREA.
SIDEWALK SHALL BE MEASURED FROM BACK OF CURB AT CROSSWALK, THROUGH
THE CURB RAMP, TO WHERE IT TIES INTO EXISTING SIDEWALK.
RETRO-FIT TRUNCATED DOMES SHALL BE OF THE CAST IRON TYPE AS LISTED ON
THE APPROVED PRODUCT LIST.

P093001.DET.DGN 2/06/08

PLAN DETAIL SHEET (CORNING)

PER-13-19.83
PER-93-0.00
PER-155-7.23

CALCULATED
LME
CHECKED
DNM

ITEM 642 FAST DRY EDGE LINE DATA													
L O C A T I O N	C O U N T Y	R O U T E	S.L.M.		TOTAL LENGTH	INFORMATION ONLY						TOTAL EDGE LINE MILES	REMARKS
						WHITE EDGE LINE QUANTITIES			YELLOW EDGE LINE QUANTITIES				
			FROM	TO	MILES	TOTAL MILES	HIGHWAY MILES	RAMP MILES	TOTAL MILES	HIGHWAY MILES	RAMP MILES		
1	PER	SR 13	19.83	26.88	7.05	14.10	14.10						BEGIN @ NEW LEX. N. CORP. TO SOMERSET S. CORP.
LOCATION 1 (TOTALS CARRIED TO SHEET 16)						14.10						14.10	
2	PER	SR 93	0.00	1.05	1.05	2.10	2.10						BEGIN @ PERRY/HOC. CO. LINE TO END EDGE LINE LT.
2	PER	SR 93	1.05	1.18	0.13	0.13	0.13						EDGE LINE RIGHT ONLY
2	PER	SR 93	1.71	1.88	0.17	0.17	0.17						EDGE LINE RIGHT ONLY
2	PER	SR 93	1.88	11.58	9.70	19.40	19.40						SLM TO SOMERSET S. CORP.
LOCATION 2 (TOTALS CARRIED TO SHEET 17)						21.80						21.80	
3	PER	SR 155	7.23	7.34	0.11	0.22	0.22						
LOCATION 3 (TOTALS CARRIED TO SHEET 18)						0.22						0.22	

ITEM 642 FAST DRY CENTER LINE DATA									
L O C A T I O N	C O U N T Y	R O U T E	S.L.M.		TOTAL LENGTH (MILES)	INFORMATION ONLY		TOTAL CENTER LINE MILES	REMARKS
						CENTER LINE QUANTITIES			
			FROM	TO	TOTAL MILES	EQUIVALENT SOLID LINE			
1	PER	SR 13	19.83	26.88	7.05	7.05	8.774	7.05	BEGIN @ NEW LEX. N. CORP. TO SOMERSET S. CORP.
LOCATION 1 (TOTAL CARRIED TO SHEET 16)								7.05	
2	PER	SR 93	0.00	11.58	11.58	11.58	19.102	11.58	BEGIN @ PERRY/HOC. CO. LINE TO NEW LEX. S. CORP.
LOCATION 2 (TOTAL CARRIED TO SHEET 17)								11.58	
3	PER	SR 155	7.23	7.51	0.28	0.28	0.560	0.28	CORNING E. CORP. TO SR 13
LOCATION 3 (TOTAL CARRIED TO SHEET 18)								0.28	

P093001.MEL.DGN 2/06/08

EDGE / CENTER LINE DATA

PER-13-19.83
PER-93-0.00
PER-155-7.23

644 THERMOPLASTIC

LOCATION	COUNTY	ROUTE	DESCRIPTION	SIDE	TRANVERSE/DIAGONAL LINES (24")		STOP LINE (24")	12" CROSSWALK LINE	WORD ON PAVEMENT				LANE ARROWS				ISLAND MARKING	RAILROAD MARKING SYMBOL	REMARKS
					WHITE	YELLOW			ONLY		SCHOOL		COMBINATION		TURN				
									72"	96"	72"	96"	LT./TH.	RT./TH.	LT.	RT.			
									FT.	FT.	EACH	EACH	EACH	EACH	EACH	EACH			
1	PER	SR 13	OLD SOMERSET RD. - CO. RD. 60	LT.			28										PLACE 19' FROM CL SR 13		
1	PER	SR 13	PALMER RD. - CO. RD. 19	RT.			37										PLACE 20' FROM CL SR 13		
1	PER	SR 13	TWP. RD. 149	RT.			25										PLACE 16' FROM CL SR 13		
1	PER	SR 13	TWP. RD. 146	RT.			14										PLACE 16' FROM CL SR 13		
1	PER	SR 13	GREEN RD. - CO. RD. 60 E.	LT.			18										PLACE 17' FROM CL SR 13		
1	PER	SR 13	BUCKEYE VALLEY RD. - CO. RD. 5	RT.			15										PLACE 17' FROM CL SR 13		
1	PER	SR 13	TWP. RD. 121	RT.			13										PLACE 18' FROM CL SR 13		
1	PER	SR 13	SR 669	RT.			25										PLACE 25' FROM CL SR 13		
1	PER	SR 13	SR 383	LT.			26										PLACE 23' FROM CL SR 13		
LOCATION 1 (TOTALS CARRIED TO SHEET 16)								201											
2	PER	SR 93	TWP. RD. 254	LT.			12											PLACE 16' FROM CL SR 93	
2	PER	SR 93	TWP. RD. 255	RT.			15											PLACE 16' FROM CL SR 93	
2	PER	SR 93	OLD TOWN RD. - CO. RD. 38	LT.			18											PLACE AS DIRECTED	
2	PER	SR 93	DAVIS ST.	LT.				82										PLACE AS DIRECTED	
2	PER	SR 93	ON SR 93 @ VAN HEYDE ST.	CL				82										PLACE AS DIRECTED	
2	PER	SR 93	VAN HEYDE ST.	LT.				60										PLACE AS DIRECTED	
2	PER	SR 93	ON SR 93 @ CLARK ST.				13	70										PLACE AS DIRECTED	
2	PER	SR 93	ON SR 93 @ MAIN ST.				23	96										PLACE AS DIRECTED	
2	PER	SR 93	ON SR 93 @ EWING ST.					156										PLACE AS DIRECTED	
2	PER	SR 93	EWING ST.	LT.				60										PLACE AS DIRECTED	
2	PER	SR 93	EWING ST.	RT.				42										PLACE AS DIRECTED	
2	PER	SR 93	BALL ST.	LT.				60										PLACE AS DIRECTED	
2	PER	SR 93	FRONT ST.	LT.				46										PLACE AS DIRECTED	
2	PER	SR 93	CUNNINGHAM ST.	RT.				30										PLACE 16' FROM CL SR 93	
2	PER	SR 93	PINE ST.	LT.				22										PLACE 14' FROM CL SR 93	
2	PER	SR 93	CHESTNUT ST.	LT.				14										PLACE 15' FROM CL SR 93	
2	PER	SR 93	SALEM HOLLOW RD. - CO. RD. 17	RT.				20										PLACE 17' FROM CL SR 93	
2	PER	SR 93	ROCK RUN RD. - CO. RD. 41	LT.				33										PLACE 21' FROM CL SR 93	
2	PER	SR 93	SALEM HOLLOW RD. - CO. RD. 17	RT.				29										PLACE 18' FROM CL SR 93	
2	PER	SR 93	SCOTCH HILL RD.	LT.				20										PLACE 33' FROM CL SR 93	
2	PER	SR 93	TECUMSEH LAKE ROAD	RT.				16										PLACE 41' FROM CL SR 93	
2	PER	SR 93	SCOTCH HILL RD.	LT.				26										PLACE 33' FROM CL SR 93	
2	PER	SR 93	SR 155	RT.				10										PLACE AS DIRECTED	
2	PER	SR 93	OLD SR 93	RT.				27										PLACE 25' FROM CL SR 93	
2	PER	SR 93	TWP. RD. RD. 438	LT.				20										PLACE 26' FROM CL SR 93	
2	PER	SR 93	TECUMSEH RD. - CO. RD. 97	RT.				21										PLACE 26' FROM CL SR 93	
2	PER	SR 93	OLD TOWN RD. - CO. RD. 38	LT.				21										PLACE 33' FROM CL SR 93	
2	PER	SR 93	TWP. RD. 224	LT.				19										PLACE 22' FROM CL SR 93	
2	PER	SR 93	TWP. RD. 273	RT.				16										PLACE 21' FROM CL SR 93	
2	PER	SR 93	PORTIE FLAMINGO RD. - CO. RD. 12	RT.				28										PLACE 21' FROM CL SR 93	
2	PER	SR 93	OLD STATE RD. - CO. RD. 80	LT.				26										PLACE 22' FROM CL SR 93	
2	PER	SR 93	MARETTA RD. - CO. RD. 11	LT.				30										PLACE 22' FROM CL SR 93	
2	PER	SR 93	MARETTA RD. - CO. RD. 11	RT.				28										PLACE 24' FROM CL SR 93	
2	PER	SR 93	DUTCH RIDGE RD. - CO. RD. 7	LT.				21										PLACE 20' FROM CL SR 93	
LOCATION 2 (TOTALS CARRIED TO SHEET 17)								558	754										
3	PER	SR 155	ON S.R. 155 BEFORE VALLEY ST.				22	80										PLACE AS DIRECTED	
3	PER	SR 155	VALLEY ST.	LT.			21	88										PLACE AS DIRECTED	
3	PER	SR 155	VALLEY ST.	RT.			21	88										PLACE AS DIRECTED	
3	PER	SR 155	ON S.R. 155 AFTER VALLEY ST.				22	80									2	PLACE AS DIRECTED	
LOCATION 3 (TOTALS CARRIED TO SHEET 18)								86	336								2		

CALCULATED
L.M.E.
CHECKED
DNM

AUXILIARY MARKING DATA

PER-13-19.83
PER-93-0.00
PER-155-7.23

14
19

DETAIL	SEE STANDARD DRAWING TC-65.11
1	ENTRANCE RAMP
2	EXIT RAMP
3	MULTILANE DIVIDED HIGHWAY
4	4-LANE DIVIDED TO 2-LANE TRANSITION

DETAIL	SEE STANDARD DRAWING TC-65.11
5	4-LANE UNDIVIDED TO 2-LANE TRANSITION
6	ONE LANE BRIDGE
7	STOP APPROACH
8	THRU APPROACH

DETAIL	SEE STANDARD DRAWING TC-65.11
9	TWO WAY LEFT TURN LANE
10	APPROACH W/LEFT TURN LANE
11	HORIZONTAL CURVE 40' (NOTE 6)
12	HORIZONTAL CURVE 20' (NOTE 6)
GAP	CENTERLINE AT 80' TYP.

NOTE: DETAIL 12 REQUIRES 12 RPM'S AT 40' SPACING ON BOTH SIDES OF THE 20' SPACING. THEREFORE 24 ADDITIONAL RPM'S HAVE BEEN PROVIDED FOR EITHER SIDE OF THE 20' SPACING, WHERE DISTANCE ALLOWS, IN ORDER TO REDUCE THE SPACING FROM 80' TO 40'.

ITEM 621 RPM DATA																	
LOCATION	COUNTY	ROUTE	BEGIN LOG POINT SLM	END LOG POINT SLM	LENGTH		DETAIL	621 RPM EACH	PRISMATIC RETRO-REFLECTOR COLORS					REMARKS			
									INFORMATION ONLY								
									ONE-WAY		TWO-WAY						
		WHITE	YELLOW	YELLOW YELLOW	WHITE RED	YELLOW RED											
1	PER	SR 13	19.83	20.94	1.11	5,861	GAP	74							START AT NEW LEXINGTON NORTH CORP.		
1	PER	SR 13	20.94	20.99	0.05	264	11	7							P.C. 20.94, P.T. 20.99: L=264': DEG. 6		
1	PER	SR 13	20.99	21.04	0.05	264	GAP	4									
1	PER	SR 13	21.04	21.16	0.12	634	11	16							P.C. 21.04: L=634': DEG. 9		
1	PER	SR 13	21.16	23.07	1.91	10,085	GAP	127									
1	PER	SR 13	23.07	23.12	0.05	264	11	7							P.C. 23.07, P.T. 23.12: L=264': DEG. 8		
1	PER	SR 13	23.12	23.21	0.09	475	GAP	6									
1	PER	SR 13	23.21	23.45	0.24	1,267	12	40							P.C. 23.30, P.T. 23.36: L=317': DEG. 15		
1	PER	SR 13	23.45	23.55	0.10	528	GAP	7									
1	PER	SR 13	23.55	23.61	0.06	317	11	8							P.C. 23.55, P.T. 23.61: L=317': DEG. 8		
1	PER	SR 13	23.61	24.37	0.76	4,013	GAP	51									
1	PER	SR 13	24.37	24.44	0.07	370	11	10							P.C. 24.37, P.T. 24.44: L=370': DEG. 7		
1	PER	SR 13	24.44	26.88	2.44	12,883	GAP	162							END AT SOMERSET SOUTH CORP.		
LOCATION 1 (TOTAL CARRIED TO SHEET 16)								519					519				
2	PER	SR 93	0.00	0.06	0.06	317	11	8							P.C. 0.01, P.T. 0.06: L=317': DEG. 8		
2	PER	SR 93	0.06	0.22	0.16	845	12	25							P.C. 0.10, P.T. 0.13: L=158': DEG. 18		
2	PER	SR 93	0.22	1.07	0.85	4,488	GAP	57							SUSPEND AT NEW STRAITSVILLE SOUTH CORP.		
2	PER	SR 93	2.16	2.29	0.13	687	12	19							P.C. 2.23, P.T. 2.24: L=53': DEG. 23		
2	PER	SR 93	2.29	2.39	0.10	528	12	15							P.C. 2.29, P.T. 2.30: L=53': DEG. 50		
2	PER	SR 93	2.39	2.59	0.20	1,056	12	29							P.C. 2.42, P.T. 2.47: L=264': DEG. 21		
2	PER	SR 93	2.59	2.70	0.11	581	12	21							P.C. 2.58, P.T. 2.61: L=158': DEG. 11		
2	PER	SR 93	2.70	2.81	0.11	581	GAP	8									
2	PER	SR 93	2.81	3.03	0.22	1,162	12	35							P.C. 2.90, P.T. 2.94: L=211': DEG. 12		
2	PER	SR 93	3.03	3.15	0.12	634	GAP	8									
2	PER	SR 93	3.15	3.34	0.19	1,004	12	27							P.C. 3.24, P.T. 3.25: L=53': DEG. 40		
2	PER	SR 93	3.34	3.37	0.03	159	11	4							P.C. 3.35, P.T. 3.37: L=106': DEG. 9		
2	PER	SR 93	3.37	3.57	0.20	1,056	GAP	14									
2	PER	SR 93	3.57	3.59	0.02	106	11	3							P.C. 3.57, P.T. 3.59: L=106': DEG. 9		
2	PER	SR 93	3.59	3.61	0.02	106	GAP	2									
2	PER	SR 93	3.61	3.79	0.18	951	12	30							P.C. 3.70, P.T. 3.74: L=211': DEG. 20		
2	PER	SR 93	3.79	3.86	0.07	370	12	13							P.C. 3.79, P.T. 3.82: L=158': DEG. 30; SUSPEND AT SHAWNEE CORP.		
2	PER	SR 93	4.64	7.77	3.13	16,527	GAP	207									
2	PER	SR 93	7.77	7.92	0.15	792	12	24							P.C. 7.86, P.T. 7.89: L=158': DEG. 18		
2	PER	SR 93	7.92	8.04	0.12	634	12	20							P.C. 7.92, P.T. 7.95: L=158': DEG. 26		
2	PER	SR 93	8.04	8.28	0.24	1,268	GAP	16									
2	PER	SR 93	8.28	8.35	0.07	370	11	10							P.C. 8.28, P.T. 8.35: L=370': DEG. 9		
2	PER	SR 93	8.35	8.54	0.19	1,004	12	31							P.C. 8.41, P.T. 8.45: L=211': DEG. 12		
2	PER	SR 93	8.54	11.58	3.04	16,052	GAP	201							END AT NEW LEXINGTON SOUTH CORP.		
LOCATION 2 (TOTAL CARRIED TO SHEET 17)								827					827				

P093001.TRM.DGN 2/06/08

CALCULATED
CHECKED

RPM DATA

PER-13-19.83
PER-93-0.00
PER-155-7.23

LOCATION 1 (GRAND TOTALS CARRIED TO GENERAL SUMMARY)									ITEM	ITEM EXT.	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET
2	3	6	7	8	13	14	15							
									209	60500	2	MILE	LINEAR GRADING	
		500							253	01001	500	SQ YD	PAVEMENT REPAIR, AS PER PLAN	3
			6,887	1,235	45				407	10000	8,167	GALLON	TACK COAT	
									408	10001	6,618	GALLON	PRIME COAT, AS PER PLAN	2
									424	12000	3,071	CU YD	FINE GRADED POLYMER ASPHALT CONCRETE, TYPE B	
									614	12460	59	EACH	WORK ZONE MARKING SIGN	
			7.56						614	21400	7.56	MILE	WORK ZONE CENTER LINE, CLASS II	
									617	10101	686	CU YD	COMPACTED AGGREGATE, AS PER PLAN	2
									621	00100	519	EACH	RPM	
								519	621	54000	539	EACH	RAISED PAVEMENT MARKER REMOVED	
									642	00100	14.10	MILE	EDGE LINE, TYPE 1	
									642	00300	7.05	MILE	CENTER LINE, TYPE 1	
									644	00500	201	FT	STOP LINE	

P093001.GSS.DGN 4/22/08

CALCULATED
CHECKED

LOCATION 1 SUB-SUMMARY

PER-13-19.83
 PER-93-0.00
 PER-155-7.23

LOCATION 2 (GRAND TOTALS CARRIED TO GENERAL SUMMARY)											ITEM	ITEM EXT.	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET
2	3	6	7	8	9	10	11	13	14	15						
						432	192				202	30000	624	SQ FT	WALK REMOVED	
						70	40				202	32000	110	FT	CURB REMOVED	
3											209	60500	3	MILE	LINEAR GRADING	
	1,000										253	01001	1,000	SQ YD	PAVEMENT REPAIR, AS PER PLAN	3
		12,803	2,183								254	01001	14,986	SQ YD	PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN	3
		11,065	2,312	115	13						407	10000	13,505	GALLON	TACK COAT	
10,119											408	10001	10,119	GALLON	PRIME COAT, AS PER PLAN	2
31		4,099	857	44	5						424	12000	5,036	CU YD	FINE GRADED POLYMER ASPHALT CONCRETE, TYPE B	
	17										604	09000	17	EACH	CATCH BASIN ADJUSTED TO GRADE	
	18										604	34500	18	EACH	MANHOLE ADJUSTED TO GRADE	
						456	192				608	10000	648	SQ FT	4" CONCRETE WALK	
						8	7				608	52110	15	EACH	CURB RAMP, TYPE A1	
						6					608	53000	6	EACH	TRUNCATED DOMES	
						102	56				609	26000	158	FT	CURB, TYPE 6	
	109										614	12460	109	EACH	WORK ZONE MARKING SIGN	
		11.55									614	21400	11.55	MILE	WORK ZONE CENTER LINE, CLASS II	
			1,010								617	10101	1,010	CU YD	COMPACTED AGGREGATE, AS PER PLAN	2
820										827	621	00100	827	EACH	RPM	
											621	54000	820	EACH	RAISED PAVEMENT MARKER REMOVED	
	5										638	10800	5	EACH	VALVE BOX ADJUSTED TO GRADE	
								21.80			642	00100	21.80	MILE	EDGE LINE, TYPE 1	
								11.58			642	00300	11.58	MILE	CENTER LINE, TYPE 1	
									558		644	00500	558	FT	STOP LINE	
									754		644	00600	754	FT	CROSSWALK LINE	

LOCATION 2 SUB-SUMMARY

PER-13-19.83
PER-93-0.00
PER-155-7.23

P093003.GSS.DGN 2/06/08

LOCATION 3 (GRAND TOTALS CARRIED TO GENERAL SUMMARY)									ITEM	ITEM EXT.	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET
2	3	6	7	8	12	13	14							
					112				202	30000	112	SQ FT	WALK REMOVED	
		353	50	9					407	10000	412	GALLON	TACK COAT	
1		131	19	4					424	12000	155	CU YD	FINE GRADED POLYMER ASPHALT CONCRETE, TYPE B	
	2								604	09000	2	EACH	CATCH BASIN ADJUSTED TO GRADE	
					112				608	10000	112	SQ FT	4" CONCRETE WALK	
					2				608	52110	2	EACH	CURB RAMP, TYPE A1	
					6				608	53000	6	EACH	TRUNCATED DOMES	
					21				609	26000	21	FT	CURB, TYPE 6	
	4								614	12460	4	EACH	WORK ZONE MARKING SIGN	
		0.28							614	21400	0.28	MILE	WORK ZONE CENTER LINE, CLASS II	
			37						617	10101	37	CU YD	COMPACTED AGGREGATE, AS PER PLAN	2
						0.22			642	00100	0.22	MILE	EDGE LINE, TYPE 1	
						0.28			642	00300	0.28	MILE	CENTER LINE, TYPE 1	
							86		644	00500	86	FT	STOP LINE	
							336		644	00600	336	FT	CROSSWALK LINE	
							2		644	01000	2	EACH	RAILROAD SYMBOL MARKING	

CALCULATED
CHECKED

LOCATION 3 SUB-SUMMARY

PER-13-19.83
 PER-93-0.00
 PER-155-7.23

LOCATION 1	LOCATION 2	LOCATION 3	ITEM	ITEM EXT.	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET
SHEET 16	SHEET 17	SHEET 18						
	624	112	202	30000	736	SQ FT	WALK REMOVED	
	110		202	32000	110	FT	CURB REMOVED	
2	3		209	60500	5	MILE	LINEAR GRADING	
500	1,000		253	01001	1,500	SQ YD	PAVEMENT REPAIR, AS PER PLAN	3
	14,986		254	01001	14,986	SQ YD	PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN	3
8,167	13,505	412	407	10000	22,084	GALLON	TACK COAT	
6,618	10,119		408	10001	16,737	GALLON	PRIME COAT, AS PER PLAN	2
3,071	5,036	155	424	12000	8,262	CU YD	FINE GRADED POLYMER ASPHALT CONCRETE, TYPE B	
	17	2	604	09000	19	EACH	CATCH BASIN ADJUSTED TO GRADE	
	18		604	34500	18	EACH	MANHOLE ADJUSTED TO GRADE	
	648	112	608	10000	760	SQ FT	4" CONCRETE WALK	
	15	2	608	52110	17	EACH	CURB RAMP, TYPE A1	
	6	6	608	53000	12	EACH	TRUNCATED DOMES	
	158	21	609	26000	179	FT	CURB, TYPE 6	
59	109	4	614	12460	172	EACH	WORK ZONE MARKING SIGN	
7.56	11.55	0.28	614	21400	19.39	MILE	WORK ZONE CENTER LINE, CLASS II	
686	1,010	37	617	10101	1,733	CU YD	COMPACTED AGGREGATE, AS PER PLAN	2
519	827		621	00100	1,346	EACH	RPM	
539	820		621	54000	1,359	EACH	RAISED PAVEMENT MARKER REMOVED	
	5		638	108000	5	EACH	VALVE BOX ADJUSTED TO GRADE	
14.10	21.80	0.22	642	00100	36.12	MILE	EDGE LINE, TYPE 1	
7.05	11.58	0.28	642	00300	18.91	MILE	CENTER LINE, TYPE 1	
201	558	86	644	00500	845	FT	STOP LINE	
	754	336	644	00600	1,090	FT	CROSSWALK LINE	
		2	644	01000	2	EACH	RAILROAD SYMBOL MARKING	
			614	11000	LUMP		MAINTAINING TRAFFIC	
			619	16000	1	MONTH	FIELD OFFICE, TYPE A	
			623	10000	LUMP		CONSTRUCTION LAYOUT STAKES	
			624	10000	LUMP		MOBILIZATION	

P093001.GCS-DGN 4/22/08

GENERAL SUMMARY

CALCULATED
 LME
 CHECKED
 DNM

PER-13-19.83
 PER-93-0.00
 PER-155-7.23