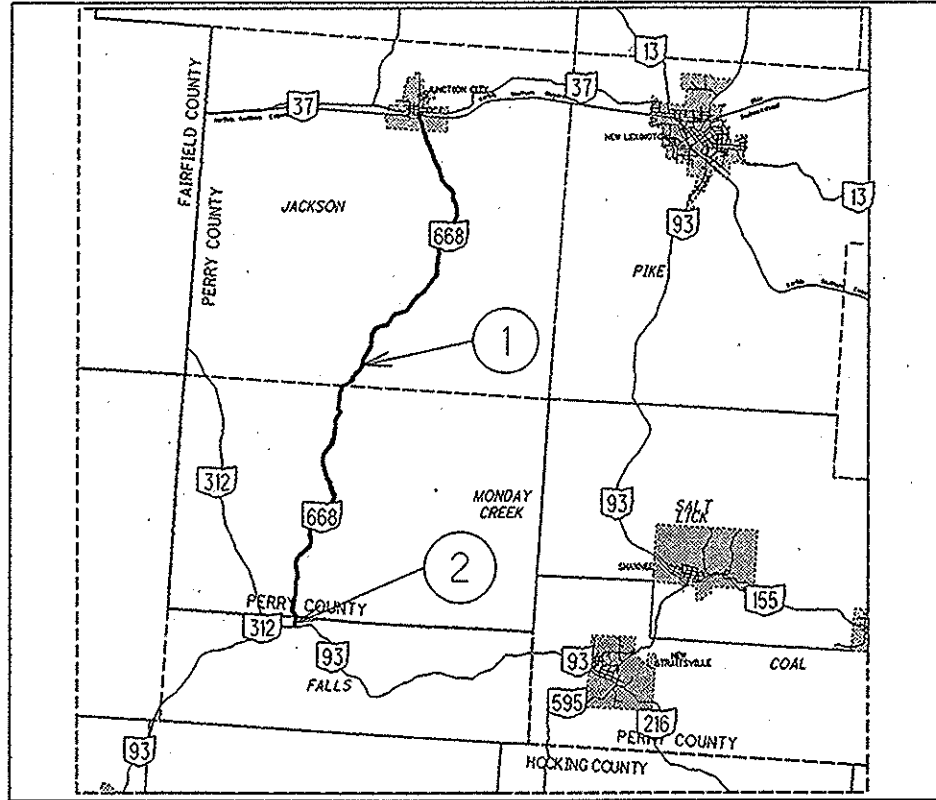


PER - SR-668-0.00; HOC-668-0.00
 110279 PID - 87203
 Dist 5 5/5/2011



LOCATION MAP
 LON/LAT: 82° 19' 01" / 39° 39' 32"

PORTION TO BE IMPROVED

DESIGN DESIGNATION	LOC. 1	LOC. 2
	PER 668	HOC 668
Functional Classification	RMC	RMC
Opening Year ADT (2011)	1900	850
Design Year ADT (2023)	2100	940
Design Hourly Volume (2023)	231	113
Directional Distribution	55%	55%
Trucks (24 Hour B&C)	11%	9%
Design Speed	55mph	55mph
Legal Speed	55mph	55mph

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

ENGINEER'S SEAL

STATE OF OHIO

DOUGLAS N. MORGAN
 E-63839

REGISTERED
 PROFESSIONAL ENGINEER

SIGNED: *Douglas N. Morgan*
 DATE: 2-2-2011

STANDARD CONSTRUCTION DRAWINGS				SUPPLEMENTAL SPECIFICATIONS	
BP-3.1	10-19-07	TC-65.10	1-21-05	800	1-21-11
BP-4.1	7-16-04	TC-65.11	1-21-05	832	5-5-09
		TC-71.10	1-21-11	817	7-16-10
MT-97.10	10-15-10	TC-73.10	1-19-01		
MT-97.12	10-15-10				
MT-99.20	1-16-09				
MT-101.90	1-16-09				
MT-105.10	1-16-09				
				SPECIAL PROVISIONS	

STATE OF OHIO
 DEPARTMENT OF TRANSPORTATION

PER-668-0.00
HOC-668-0.00

VILLAGE OF JUNCTION CITY.
 JACKSON, MONDAY CREEK
 AND FALLS TOWNSHIPS
 PERRY AND HOCKING COUNTIES

PROJECT DESCRIPTION:
 ASPHALT CONCRETE RESURFACING, AND RELATED
 WORK, ON S.R. 668 IN PERRY AND HOCKING COUNTIES.

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	CITY/VILLAGE
1	PER	668	0.00	10.19	*10.06	JUNCTION CITY
2	HOC	668	0.00	0.16	0.16	

* SUSPEND WORK SLM 9.93 / RESUME WORK SLM 10.06

INDEX OF SHEETS:

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 GENERAL NOTES 2-3
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 SHOULDER TREATMENT DATA 5
 EXTRA AREA DATA 6
 BRIDGE TREATMENT DATA 7
 CURB RAMP PLAN/QUANTITIES 8
 CURB RAMP AND DETECTABLE WARNING DETAILS ... 9-11
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 LOCATION SUB-SUMMARIES 16-17
 GENERAL SUMMARY 18

2010 SPECIFICATIONS

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

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

APPROVED *[Signature]*
 DATE 2/2/11 DISTRICT DEPUTY DIRECTOR

APPROVED *[Signature]*
 DATE 2-14-11 DIRECTOR, DEPARTMENT OF TRANSPORTATION

FEDERAL PROJECT NO. E091 (140)
 PID NO. 87203
 CONSTRUCTION PROJECT NO.
 RAILROAD INVOLVEMENT NORFOLK SOUTHERN CORPORATION
 PER-668-0.00 HOC-668-0.00
 1/18

UTILITIES

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

NOTIFICATION OF ROAD CLOSURE OR RESTRICTION

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

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

ITEM 617 COMPACTED AGGREGATE, AS PER PLAN

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

ITEM 407 TACK COAT

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

ITEM 407 TACK COAT FOR INTERMEDIATE COURSE

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

CONTINGENCY QUANTITIES

THE CONTRACTOR SHALL NOT ORDER MATERIALS OR PERFORM WORK FOR ITEMS DESIGNATED BY PLAN NOTE TO BE USED "AS DIRECTED BY THE ENGINEER" UNLESS AUTHORIZED BY THE ENGINEER. THE ACTUAL WORK LOCATIONS AND QUANTITIES USED FOR SUCH ITEMS SHALL BE INCORPORATED INTO THE FINAL CHANGE ORDER GOVERNING COMPLETION OF THIS PROJECT.

ITEM 516 2" DEEP JOINT SEALER, AS PER PLAN

THE CONTRACTOR SHALL PLACE A 1" X 2.0" DEEP BEAD OF JOINT SEALER (AS PER 705.04) AT THE LOCATIONS SHOWN IN PLANS. THE CONTRACTOR SHALL SAW CUT A CHANNEL FOR THE JOINT SEALER. THE COST FOR SAW CUTTING THE CHANNEL FOR THE JOINT SEALER SHALL BE INCLUDED FOR PAYMENT WITH ITEM 516, 2" DEEP JOINT SEALER, AS PER PLAN.

MAIL BOX TURN OUTS

A QUANTITY OF ASPHALT CONCRETE HAS BEEN PROVIDED IN THE PLAN TO COVER MAIL BOX TURN-OUTS. TURN-OUTS SHALL BE PAVED AS SHOWN IN THE DETAIL IN DRAWING BP-4.1. ANY EXTRA GRADING OF THE SHOULDERS, PRIME OR TACK COAT, MATERIALS, LABOR, EQUIPMENT, TOOLS AND INCIDENTALS NECESSARY TO COMPLETE MAIL BOX TURN OUTS SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE ITEMS LISTED BELOW.

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY FOR THE ABOVE PURPOSES.

ITEM 448 ASPHALT CONCRETE INTERM. COURSE, TYPE 2, PG 64-22
LOCATION 1 - 39 CU.YD.

ITEM 448 ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG 70-22M
LOCATION 1 - 28 CU.YD.

ITEM 202 WEARING COURSE REMOVED
LOCATION 1 - 790 SQ.YD.

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 HAS BEEN CARRIED TO THE GENERAL SUMMARY AND SHALL INCLUDE ALL LABOR, MATERIAL AND EQUIPMENT TO PERFORM THE ABOVE MENTIONED WORK.

ITEM 408 PRIME COAT, AS PER PLAN
LOCATION 1 - 23,302 SQ.YD. x 0.40 GAL./SQ YD = 9,321 GAL
LOCATION 2 - 376 SQ.YD. x 0.40 GAL./SQ YD = 151 GAL

PAVEMENT MARKING

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

ITEM 614 WORK ZONE MARKING SIGN

IN ACCORDANCE WITH CMS SECTION 614.04, THE QUANTITY OF WORK ZONE MARKING SIGN HAS BEEN CARRIED TO THE GENERAL SUMMARY TO BE USED AS DIRECTED BY THE ENGINEER.

W8-H12a (NO EDGE LINES): LOCATION 1 - 10 EACH, LOCATION 2 - 1 EACH
W8-H15 (GROOVED PAVEMENT): LOCATION 1 - 25 EACH, LOCATION 2 - 2 EACH
R4-1 (DO NOT PASS): LOCATION 1 - 23 EACH, LOCATION 2 - 1 EACH,
R4-2 (PASS WITH CARE): LOCATION 1 - 5 EACH

ITEM 614, WORK ZONE MARKING SIGN
LOCATION 1 - 63 EACH
LOCATION 2 - 4 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 DRIVE-WAY UNLESS OTHERWISE DIRECTED BY THE ENGINEER. CONCRETE AND ASPHALT DRIVES SHALL HAVE BUTT JOINTS OR AS SHORT AN 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 THE ITEMS LISTED BELOW.

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

ITEM 448 ASPHALT CONCRETE INTERM. COURSE, TYPE 2, PG 64-22
LOCATION 1 - 48 CU.YD.

ITEM 448 ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG 70-22M
LOCATION 1 - 35 CU.YD.

ITEM 202 WEARING COURSE REMOVED
LOCATION 1 - 990 SQ.YD.

CALCULATED
LIVE
CHECKED
DNM

GENERAL NOTES

PER-668 - 0.00
HOC-668 - 0.00

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. THE CONTRACTOR WILL ONLY BE PAID FOR INTERSECTIONS AND GAPS IF THEY ARE WITHIN THE LIMITS OF A SECTION MARKED BY THE ENGINEER FOR GRADING.

ALL LINEAR GRADING WORK SHALL BE DONE BEFORE PLACING THE ASPHALT SURFACE COURSE

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE SUB-SUMMARIES FOR THE ABOVE PURPOSES.

**ITEM 209 LINEAR GRADING
LOCATION 1 - 5 MILE**

BUTT JOINT

A BUTT JOINT WILL BE REQUIRED AT LOCATIONS SPECIFIED BELOW AND AT THE EXTRA AREAS WITH WEARING COURSE REMOVED.

BUTT JOINTS SHALL BE AS PER STANDARD CONSTRUCTION DRAWING BP-3.1 UNLESS OTHERWISE SHOWN IN THE PLANS.

MINIMUM BUTT JOINT LENGTHS SHALL BE 35' ON THE MAINLINE AND 10' ON THE EXTRA AREAS.

LOCATION	ROUTE	DESCRIPTION	S.L.M.	ITEM 614, ASPHALT CONCRETE FOR MAINTAINING TRAFFIC CU. YD.
1	S.R. 668	BRIDGE: PER-668-0100	1.00	1.8
1	S.R. 668	BRIDGE: PER-668-0176	1.76	1.8
1	S.R. 668	SUSPEND WORK	9.93	0.9
1	S.R. 668	RESUME WORK	10.06	0.9
1	S.R. 668	END WORK	10.19	2.0
1	S.R. 668	TOTAL		7.4
2		BEGIN WORK	0.00	3.5
2		TOTAL		3.5

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

ITEM 253 PAVEMENT REPAIR

AN ESTIMATED QUANTITY FOR PAVEMENT REPAIR HAS BEEN INCLUDED IN THE PLAN TO BE USED AS DIRECTED BY THE ENGINEER. REPAIRS SHALL TAKE PLACE PRIOR TO THE PLANING/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 8". AFTER EXCAVATION HAS BEEN COMPLETED, THE FACE OF THE REPAIR SHALL BE COATED WITH 407 TACK COAT. REPLACEMENT MATERIAL WILL BE 8" OF ITEM 301 ASPHALT CONCRETE BASE, PG64-22 (PLACED AND COMPACTED AS DIRECTED). REPAIR QUANTITIES MAY BE USED ON THE MAINLINE PAVEMENT OR ON PAVED SHOULDERS. ALL EXCAVATION, MATERIALS, LABOR, EQUIPMENT, TOOLS, TRAFFIC CONTROL AND INCIDENTALS NEEDED TO COMPLETE THE WORK DESCRIBED ABOVE SHALL BE PAID FOR UNDER ITEM 253 PAVEMENT REPAIR, AS PER PLAN.

THE FOLLOWING CONTINGENCY QUANTITIES HAVE BEEN CARRIED TO THE SUB-SUMMARIES FOR THE ABOVE DESCRIBED PURPOSE.

**ITEM 253 PAVEMENT REPAIR
LOCATION 1 - 1000 CU.YD.**

ITEM 621 RAISED PAVEMENT MARKER 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.

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

**ITEM 621 RAISED PAVEMENT MARKER REMOVED
LOCATION 1 - 1274 EACH
LOCATION 2 - 37 EACH**

ITEM 614, MAINTAINING TRAFFIC

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

AT NO TIME SHALL TRAFFIC BE MAINTAINED ON THE PLANED SURFACE, AT LEAST ONE COURSE OF ASPHALT CONCRETE SHALL BE IN PLACE BEFORE OPENING TO TRAFFIC.

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.

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.

COOPERATION BETWEEN CONTRACTORS

THE STATE HAS CONTRACTED TO REPLACE A BRIDGE (PER-668-0999) WHICH MAY BE CONSTRUCTED CONCURRENTLY WITH THIS PROJECT. IT IS IMPERATIVE THAT THE ROADWAY CONTRACTOR COOPERATE FULLY WITH THE BRIDGE CONTRACTOR AS OUTLINED IN SECTION 105.08 OF THE CMS SPECIFICATIONS.

ITEM 254 PAVEMENT PLANING, ASPHALT CONCRETE

DEPTH OF PLANING SHALL BE 3.0" FULL WIDTH OF PAVEMENT BETWEEN SLM 10.06 AND SLM 10.19, ALL OTHER AREAS SHALL BE PLANED 1.5" IN DEPTH. THE ROADWAY SHALL BE PLANED SUCH THAT POSITIVE DRAINAGE IS CREATED FROM THE CENTER LINE TO THE EDGE OF PAVEMENT IN TANGENT SECTIONS AND SHALL FOLLOW EXISTING SUPERELEVATIONS WHERE APPLICABLE. ALL REQUIREMENTS OF ITEM 254 SHALL APPLY.

THE ROADWAY SHALL BE PLANED SUCH THAT POSITIVE DRAINAGE IS CREATED FROM THE CENTER LINE TO THE EDGE OF PAVEMENT IN TANGENT SECTIONS AND SHALL FOLLOW EXISTING SUPERELEVATIONS WHERE APPLICABLE. ALL REQUIREMENTS OF ITEM 254 SHALL APPLY.

4,000 TONS OF GRINDINGS (RACP) SHALL BE DELIVERED TO THE OHIO DEPARTMENT OF TRANSPORTATION-PERRY COUNTY GARAGE @ 2405 S.R. 13, NEW LEXINGTON, OHIO 43727.

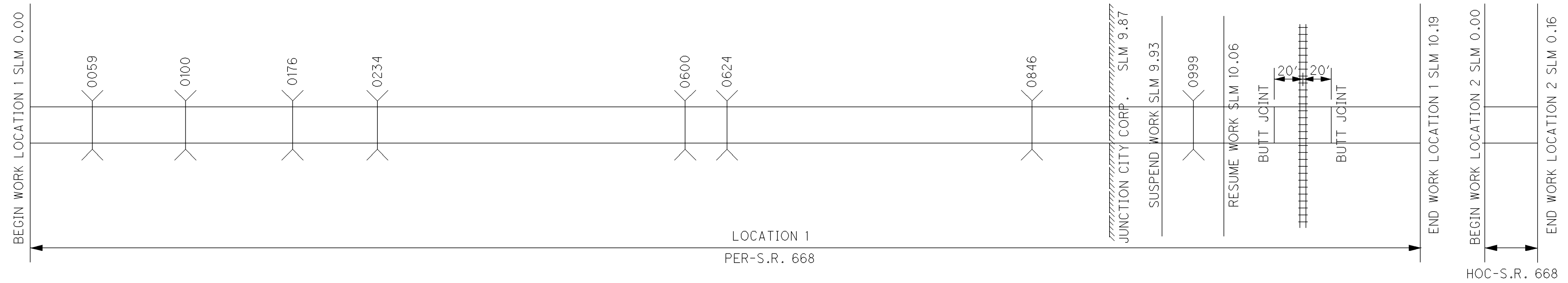
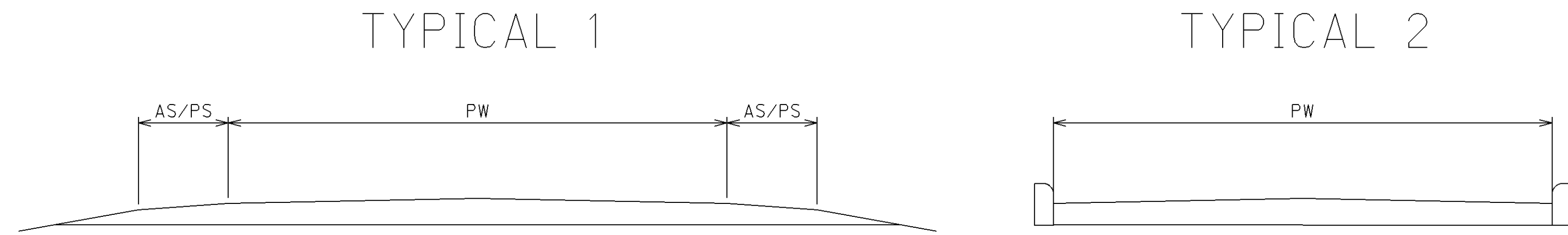
HAULING OF THE RACP SHALL BE PAID FOR UNDER THE FOLLOWING ITEM:

ITEM 690 SPECIAL MISC.: HAULING RACP - 4,000 TONS

NOTE:

THE PAVEMENT WIDTHS SHOWN IN THE "PAVEMENT DATA" TABLE BELOW ARE THE WIDTHS WHICH HAVE BEEN DETERMINED TO HAVE SUFFICIENT ROADWAY BASE FOR PAVING. IF ACTUAL ROADWAY WIDTHS DIFFER, THE ROADWAY SHALL BE PAVED ONLY THE WIDTH SHOWN IN THE AFOREMENTIONED TABLE. IF THE EXISTING ROADWAY IS WIDER THAN THAT WHICH IS SHOWN IN THE TABLE, PAVING SHALL BE CENTERED ABOUT THE FULL WIDTH OF THE ROADWAY AND ANY EXCESS EXISTING PAVEMENT ON THE EDGES SHALL BE COVERED WITH ITEM 617 COMPACTED AGGREGATE. PAVING IN CURBED ROADWAY SECTIONS SHALL BE FROM CURB TO CURB.

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



PAVEMENT DATA

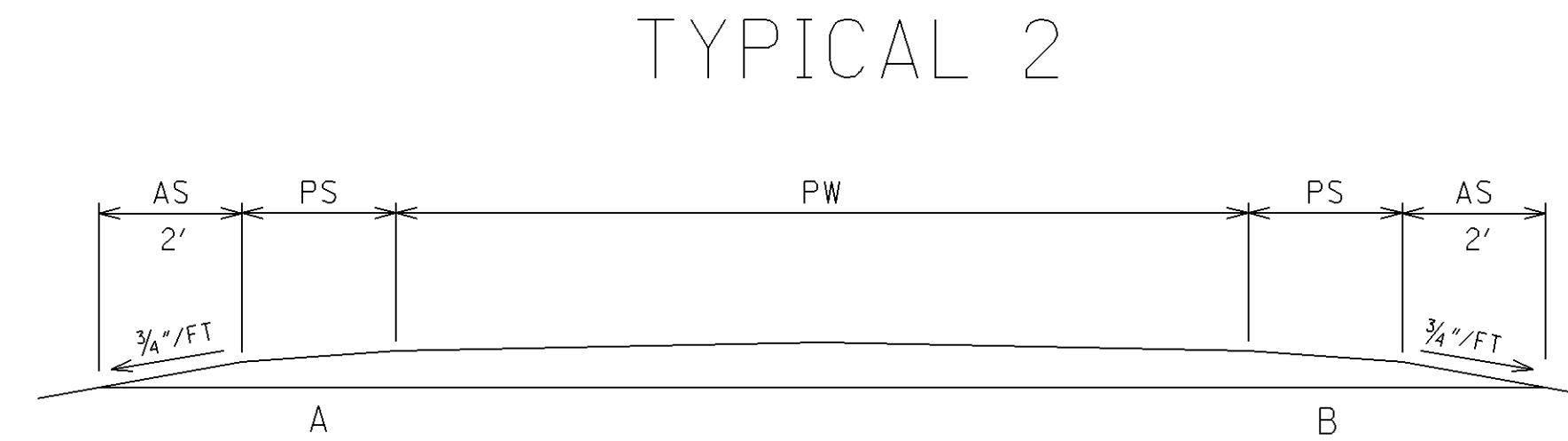
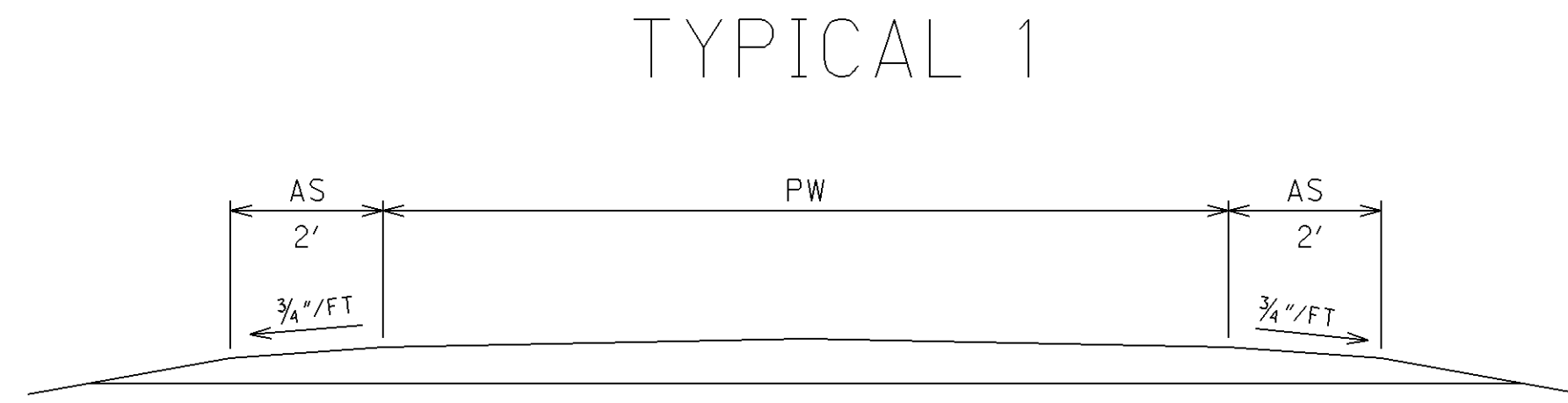
LOCATION	COUNTY	ROUTE	BEGIN LOG POINT SLM	END LOG POINT SLM	LENGTH		PAVEMENT WIDTH (FEET)	TYPICAL	EXISTING PAVEMENT TYPE	PAVEMENT AREA	254		407		448 ASPHALT CONCRETE				614	
					MILES	LIN. FT.					PAVEMENT PLANING, ASPHALT CONCRETE	TACK COAT @ 0.075 GAL./S.Y.	TACK COAT FOR INTERMEDIATE COURSE @ 0.05 GAL./S.Y.	THICKNESS INCHES	INTERMEDIATE COURSE, TYPE 2, PG 64-22	THICKNESS INCHES	SURFACE COURSE, TYPE 1, PG 70-22III	WORK ZONE CENTER LINE, CLASS II	WORK ZONE CENTER LINE, CLASS III, 642 PAINT	
																				SQ. YD.
1	PER	S.R. 668	0.00	9.93	9.93	52,430.40	20.0	1	448	116,512.0	116,512.0	8,738.4	5,825.6	1.75	5,663.8	1.25	4,045.6	9.93	9.93	
SUSPEND WORK SLM 9.93 FOR BRIDGE PROJECT, RESUME WORK SLM 10.06																				
1	PER	S.R. 668	10.06	10.11	0.05	264.00	20.0	1	448	586.7	586.7	44.1	29.4	1.75	28.6	1.25	20.4	0.05	0.05	
1	PER	S.R. 668	10.11	10.19	0.08	422.40	45.0 AVG	2	448	2,112.0	2,112.0	158.4	105.6	1.75	102.7	1.25	73.4	0.08	0.08	
DEDUCT FOR BRIDGES (FROM SHEET 7)											(423.3)	(1,312.1)	(31.8)	(21.2)	1.75	(20.6)	1.25	(14.7)	(0.04)	(0.04)
TOTALS (CARRIED TO LOCATION 1 SUB-SUMMARY)											117,898.6	8,909.1	5,939.4	5,774.5	4,124.7	10.02	10.02			
2	HOC	S.R. 668	0.00	0.16	0.16	844.80	20.0	1	448	1,877.3	1,877.3	140.8	93.9	1.75	91.3	1.25	65.2	0.16	0.16	
TOTALS (CARRIED TO LOCATION 2 SUB-SUMMARY)											1,877.3	140.8	93.9	91.3	65.2	0.16	0.16			

CALCULATED
LME
CHECKED
DNM

ASPHALT CONCRETE DATA

PER-668-0.00
 HOC-668-0.00

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



SHOULDER DATA

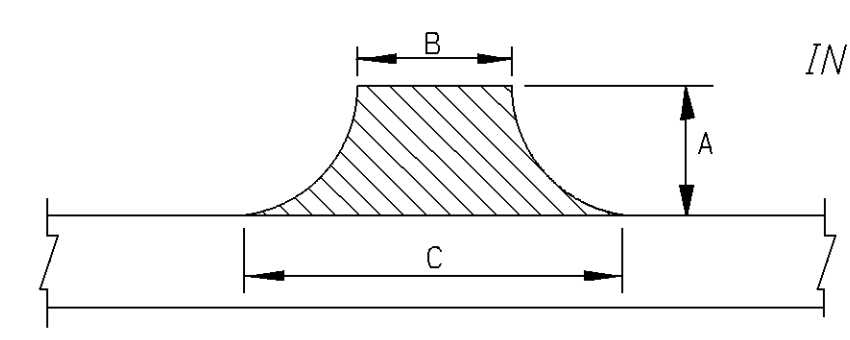
LOCATION	COUNTY	ROUTE	BEGIN LOG POINT SLM	END LOG POINT SLM	LENGTH		TYPICAL	PROPOSED WIDTH (FT.)		SHOULDER AREA	254		407		448 ASPHALT CONCRETE				617	
											PAVEMENT PLANING, ASPHALT CONCRETE	TACK COAT @ 0.075 GAL./S.Y.	TACK COAT FOR INTERMEDIATE COURSE @ 0.05 GAL./S.Y.	THICKNESS	INTERMEDIATE COURSE, TYPE 2, PG 64-22	THICKNESS	SURFACE COURSE, TYPE 1, PG 70-22M	THICKNESS	COMPACTED AGGREGATE, AS PER PLAN (2' WIDTH)	
																				SQ. YD.
					MILES	LIN. FT.		A	B	SQ. YD.	SQ. YD.	GAL.	GAL.	INCHES	CU. YD.	INCHES	CU. YD.	INCHES	CU. YD.	
1	PER	S.R. 668	0.00	4.33	4.33	22862.4	1											2.00	564.6	
1	PER	S.R. 668	4.33	4.37	0.04	211.2	1 & 2		2	46.9	46.9	3.5	2.3	1.75	2.3	1.25	1.6	2.00	5.3	
1	PER	S.R. 668	5.80	5.86	0.06	316.8	2	2	2	140.8	140.8	10.6	7.0	1.75	6.8	1.25	4.9	2.00	7.9	
1	PER	S.R. 668	5.86	7.64	1.78	9398.4	1											2.00	232.1	
1	PER	S.R. 668	7.64	7.84	0.20	1056.0	2	4	4	938.7	938.7	70.4	46.9	1.75	45.6	1.25	32.6	2.00	26.1	
1	PER	S.R. 668	7.84	8.41	0.57	3009.6	1											2.00	74.4	
1	PER	S.R. 668	8.41	8.43	0.02	105.6	1 & 2	3		35.2	35.2	2.6	1.8	1.75	1.7	1.25	1.2	2.00	2.7	
1	PER	S.R. 668	8.43	8.51	0.08	422.4	2	6	6	563.2	563.2	42.2	28.2	1.75	27.4	1.25	19.6	2.00	10.5	
1	PER	S.R. 668	8.51	9.93	1.42	7497.6	1											2.00	185.2	
1	PER	S.R. 668	10.06	10.11	0.05	264.0	1											2.00	6.6	
DEDUCT FOR BRIDGES (FROM SHEET 7)										(84.7)								2.00	(4.7)	
TOTALS (CARRIED TO LOCATION 1 SUB-SUMMARY)											1,724.8	129.3	86.2			83.8		59.9		546.1
2	HOC	S.R. 668	0.00	0.16	0.16	844.8	1											2.00	20.9	
TOTALS (CARRIED TO LOCATION 2 SUB-SUMMARY)																				20.9

P668_MPS_001.DGN 2-1-11

PAVED SHOULDER DATA

PER-668-0.00
 HOC-668-0.00

CALCULATED
 LME
 CHECKED
 DNM



INTERSECTIONS

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

INDICATES INTERSECTING ROAD WHERE THE CONTRACTOR SHALL ONLY BUTT JOINT WHERE THE PROPOSED ASPHALT MEETS THE EXISTING. THE BUTT JOINT SHALL BE 10' (FEET) IN LENGTH. THE WEARING COURSE REMOVED CALCULATION FOR THESE AREAS WILL BE WIDTH "B" X LENGTH "10 FEET".

* AREA SHOWN IS FOR RADIUS RETURNS ONLY, MAINLINE WIDTH INCLUDED WITH ASPHALT CONCRETE DATA.

EXTRA AREAS															
LOCATION	COUNTY	ROUTE	SIDE	DESCRIPTION	INTERSECTIONS			AREA SQ. YD.	202 WEARING COURSE REMOVED SQ. YD.	407		448 ASPHALT CONCRETE			
					DETAIL DIMENSION					TACK COAT @ 0.075 GAL./SQ. YD. GAL.	TACK COAT FOR INTERMEDIATE COURSE@ 0.05 GAL./SQ. YD. GAL.	THICKNESS IN.	INTERMEDIATE COURSE, TYPE 2, PG 64-22 CU. YD.	THICKNESS IN.	SURFACE COURSE, TYPE 1, PG 64-22 CU. YD.
					A	B	C								
					FT.	FT.	FT.								
1	PER	S.R. 668	RT	# TWP.RD. 490	30	11	73	140.0	12.2	10.5	7.0			1.25	4.9
1	PER	S.R. 668	RT	# CO.RD. 7 - DUTCH RIDGE RD	25	23	67	125.0	25.6	9.4	6.3			1.25	4.4
1	PER	S.R. 668	LT	# TWP.RD. 245	35	19	90	212.0	21.1	15.9	10.6			1.25	7.4
1	PER	S.R. 668	RT	# TWP.RD. 135	15	13	35	40.0	14.4	3.0	2.0			1.25	1.4
1	PER	S.R. 668	LT	# CO.RD.40 - GRIGGS RD	25	18	54	100.0	20.0	7.5	5.0			1.25	3.5
1	PER	S.R. 668	RT	# CO.RD. 76 - BELL BOTTOM RD	40	22	106	284.5	24.4	21.4	14.3			1.25	9.9
1	PER	S.R. 668	RT	# TWP.RD. 133	50	14	95	302.8	15.6	22.8	15.2			1.25	10.6
1	PER	S.R. 668	RT	# TWP.RD. 133	88	63		308.0	70.0	23.1	15.4			1.25	10.7
1	PER	S.R. 668	LT	# TWP.RD. 372	68	78		294.7	86.7	22.2	14.8			1.25	10.3
1	PER	S.R. 668	RT	# TWP.RD. 333	30	20	90	183.4	22.2	13.8	9.2			1.25	6.4
1	PER	S.R. 668	LT	# TWP.RD. 335	25	16	80	133.4	17.8	10.1	6.7			1.25	4.7
1	PER	S.R. 668	RT	# TWP.RD. 335	35	16	55	138.1	17.8	10.4	7.0			1.25	4.8
1	PER	S.R. 668	LT	# TWP.RD. 186	30	17	52	115.0	18.9	8.7	5.8			1.25	4.0
1	PER	S.R. 668	RT	# TWP.RD. 239	25	17	42	82.0	18.9	6.2	4.1			1.25	2.9
1	PER	S.R. 668	LT	# CO.RD. 11 - MARIETTA RD	40	28	85	251.2	31.1	18.9	12.6			1.25	8.8
1	PER	S.R. 668	RT	# CO.RD. 11 - MARIETTA RD	30	22	65	145.0	24.4	10.9	7.3			1.25	5.1
1	PER	S.R. 668	RT	# TWP.RD. 187	30	27	68	158.4	30.0	11.9	8.0			1.25	5.5
1	PER	S.R. 668	RT	# TWP.RD. 189	37	18	80	201.5	20.0	15.2	10.1			1.25	7.0
1	PER	S.R. 668	LT	# CO.RD. 57	37	22	73	195.3	24.4	14.7	9.8			1.25	6.8
1	PER	S.R. 668	RT	# CO.RD. 57	45	20	104	310.0	22.2	23.3	15.5			1.25	10.8
1	PER	S.R. 668	LT	# RAILROAD ST.	30	12	54	110.0	13.3	8.3	5.5			1.25	3.9
1	PER	S.R. 668	LT	FRONT ST.	12	24	30	36.0	36.0	2.7	1.8	1.75	1.8	1.25	1.3
1	PER	S.R. 668	RT	FRONT ST.	20	38	30	84.5	84.5	6.4	4.3	1.75	4.2	1.25	3.0
1	PER	S.R. 668	RT	ALLEY	14	15	15	23.4	23.4	1.8	1.2	1.75	1.2	1.25	0.9
TOTALS (CARRIED TO LOCATION 1 SUB-SUMMARY)									694.9	299.1	199.5		7.2		139.0
2	HOC	S.R. 668	CL	*AT S.R. 93	75	26	86	250.0	28.9	18.8	12.5	1.00	7.0	1.25	8.7
TOTALS (CARRIED TO LOCATION 2 SUB-SUMMARY)									28.9	18.8	12.5		14.4		8.7

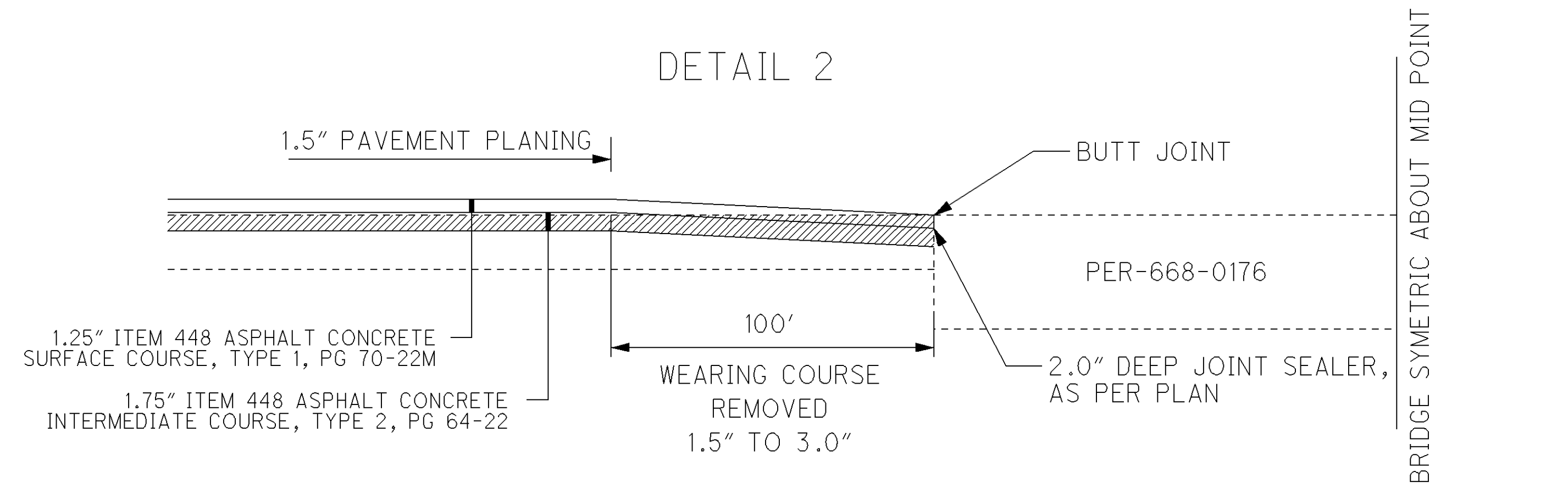
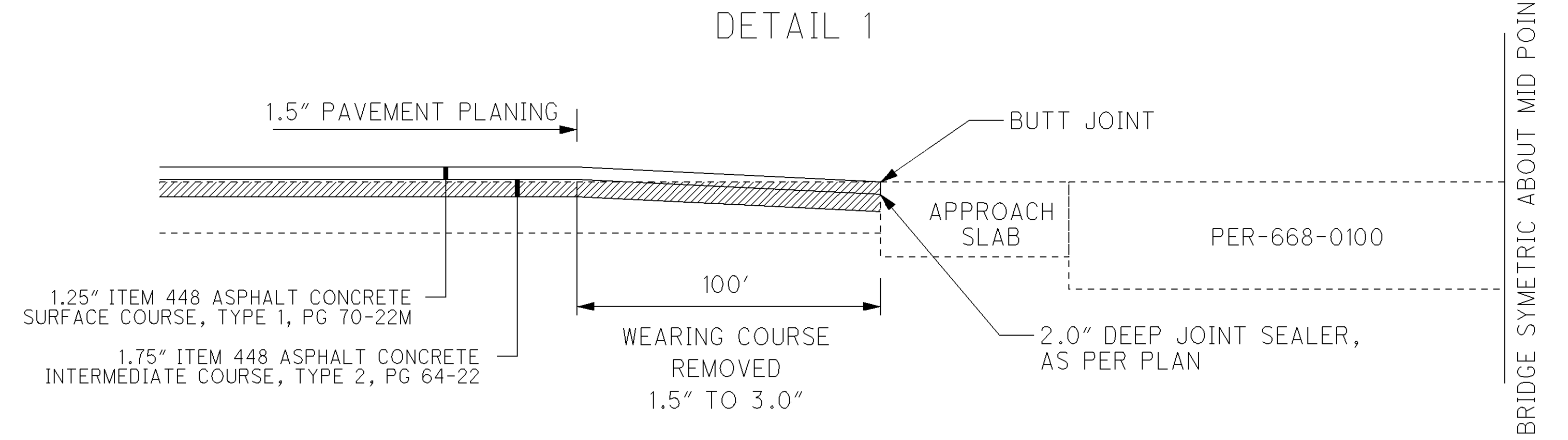
EXTRA AREA DATA

PER-668-0.00
HOC-668-0.00

BRIDGE TREATMENT

LOCATION 1

- PER-668-0059 - SAME AS ROADWAY
- DETAIL ① PER-668-0100 - BUTT JOINT AT APPROACH SLABS
- DETAIL ② PER-668-0176 - BUTT JOINT AT DECK
- PER-668-0234 - SAME AS ROADWAY
- PER-668-0600 - SAME AS ROADWAY
- PER-668-0624 - SAME AS ROADWAY
- PER-668-0846 - SAME AS ROADWAY
- PER-668-0999 - SUSPEND WORK SLM 9.93, RESUME WORK SLM 10.06



DEDUCTIONS = PAVEMENT/SHOULDER WIDTHS X (BRIDGE LENGTH + APPROACH SLABS)

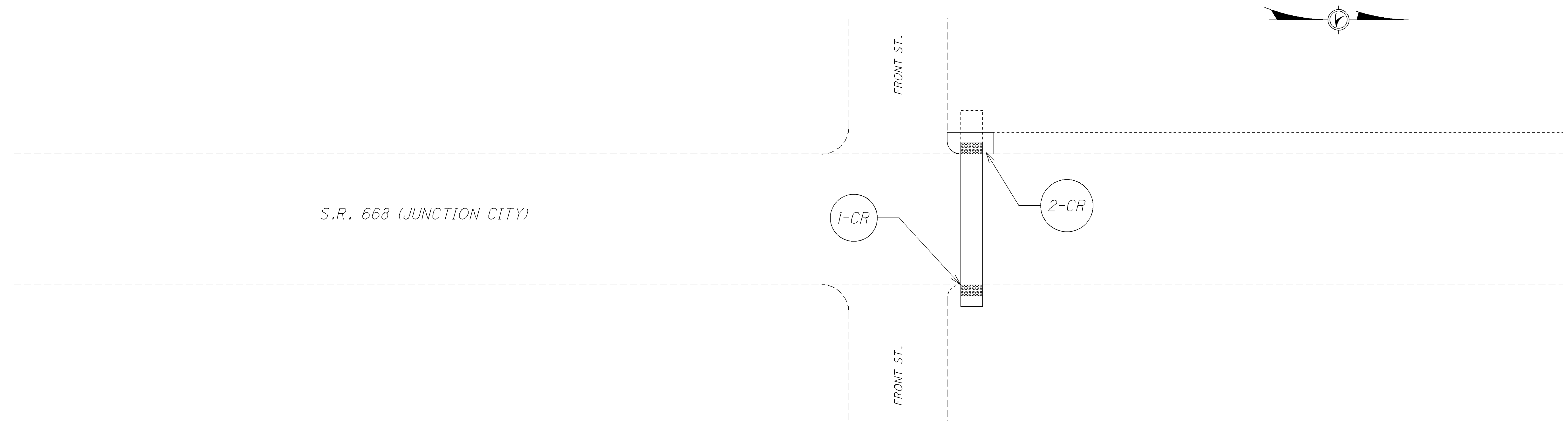
BRIDGE DATA

LOCATION	COUNTY, ROUTE, BRIDGE NO.	LENGTH (BRIDGE LIMITS)	WIDTH	AREA	APPROACH SLAB LENGTH	APPROACH SLAB WIDTH	APPROACH SLAB AREA (INCLUDES BOTH APPROACH SLABS)	DETAILS (THIS SHEET)	MAINLINE DEDUCTIONS (CARRIED TO SHEET 4)	SHOULDER DEDUCTIONS (CARRIED TO SHEET 5)	PAVEMENT PLANING, ASPHALT CONCRETE, DEDUCTIONS (CARRIED TO SHEET 4)	202		407		448 ASPHALT CONCRETE				516
												WEARING COURSE REMOVED	TACK COAT FOR INTERMEDIATE COURSE @ 0.05 GAL./S.Y.	TACK COAT @ 0.075 GAL./S.Y.	THICKNESS	INTERMEDIATE COURSE, TYPE 2, PG 64-22	THICKNESS	SURFACE COURSE, TYPE 1, PG 70-22M	2" DEEP JOINT SEALER, AS PER PLAN	
		LIN. FT.	LIN. FT.	SQ. YD.	LIN. FT.	LIN. FT.	SQ. YD.		SQ. YD.	SQ. YD.	SQ. YD.	SQ. YD.	GAL.	GAL.	INCHES	CU. YD.	INCHES	CU. YD.	FEET	
1	PER-668-0059	18	20	40.0	NO DEDUCTIONS - SAME TREATMENT AS ROADWAY															
1	PER-668-0100	102.5	40	455.6	25	40.0	222.3	1	338.9	67.8	783.3	444.4							80.0	
1	PER-668-0176	38	28	118.3				2	84.4	16.9	528.8	444.4							56.0	
1	PER-668-0234	13	20	28.9	NO DEDUCTIONS - SAME TREATMENT AS ROADWAY															
1	PER-668-0600	18	20	40.0	NO DEDUCTIONS - SAME TREATMENT AS ROADWAY															
1	PER-668-0624	14	20	31.2	NO DEDUCTIONS - SAME TREATMENT AS ROADWAY															
1	PER-668-0846	18	20	40.0	NO DEDUCTIONS - SAME TREATMENT AS ROADWAY															
1	PER-668-0999	112	30.6	380.8	25	24.0	133.4	BRIDGE BEING REPLACED ON SEPARATE CONTRACT, NO BRIDGE WORK, BUTT JOINTS ON EITHER SIDE OF BRIDGE												
SUB-TOTALS									423.3	84.7	1,312.1	888.8								
TOTALS (CARRIED TO GENERAL SUMMARY)												888.8								136.0

BRIDGE DECK TREATMENT DATA

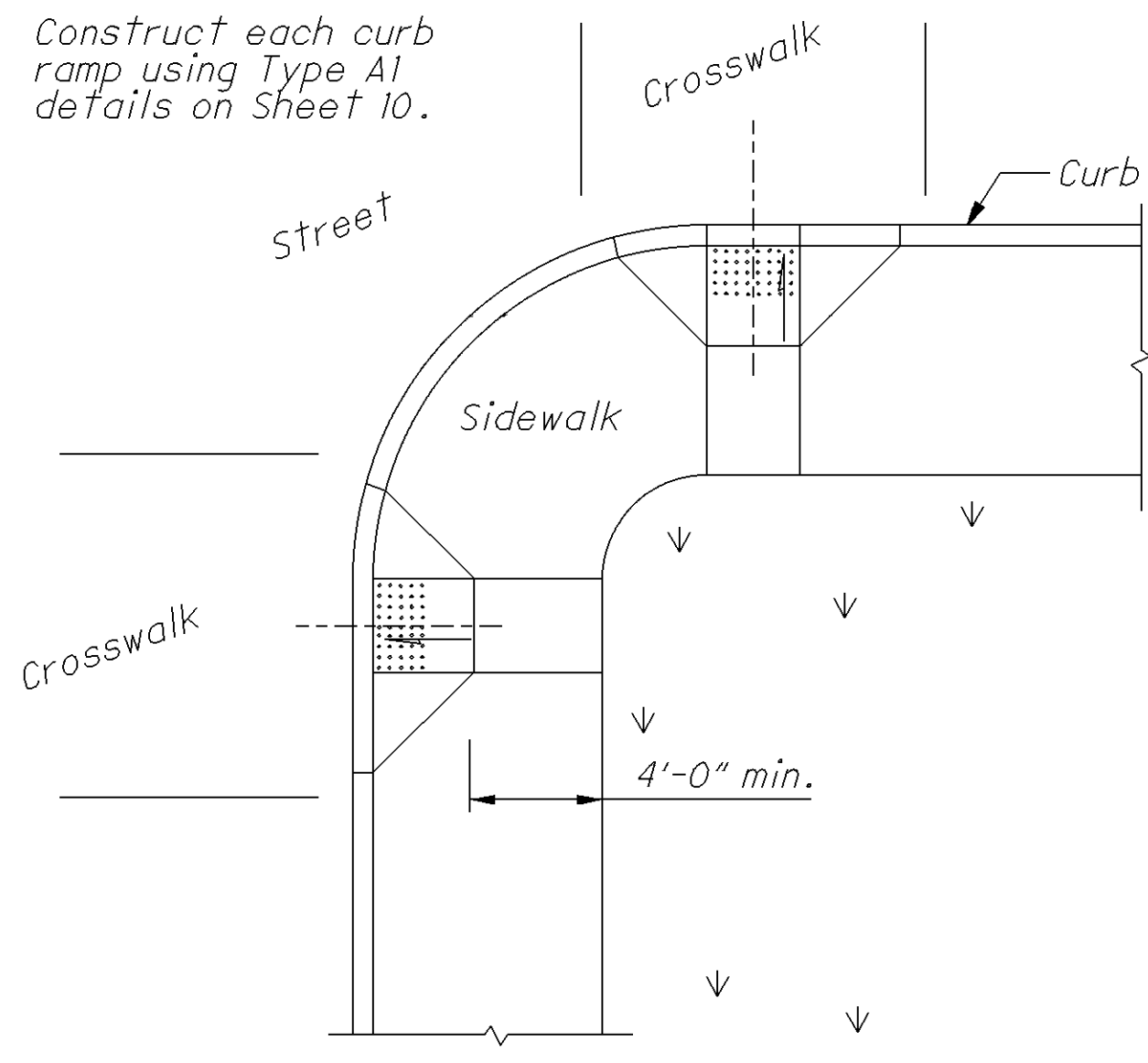
PER-668-0.00
HOC-668-0.00

CALCULATED
LME
CHECKED
DNM



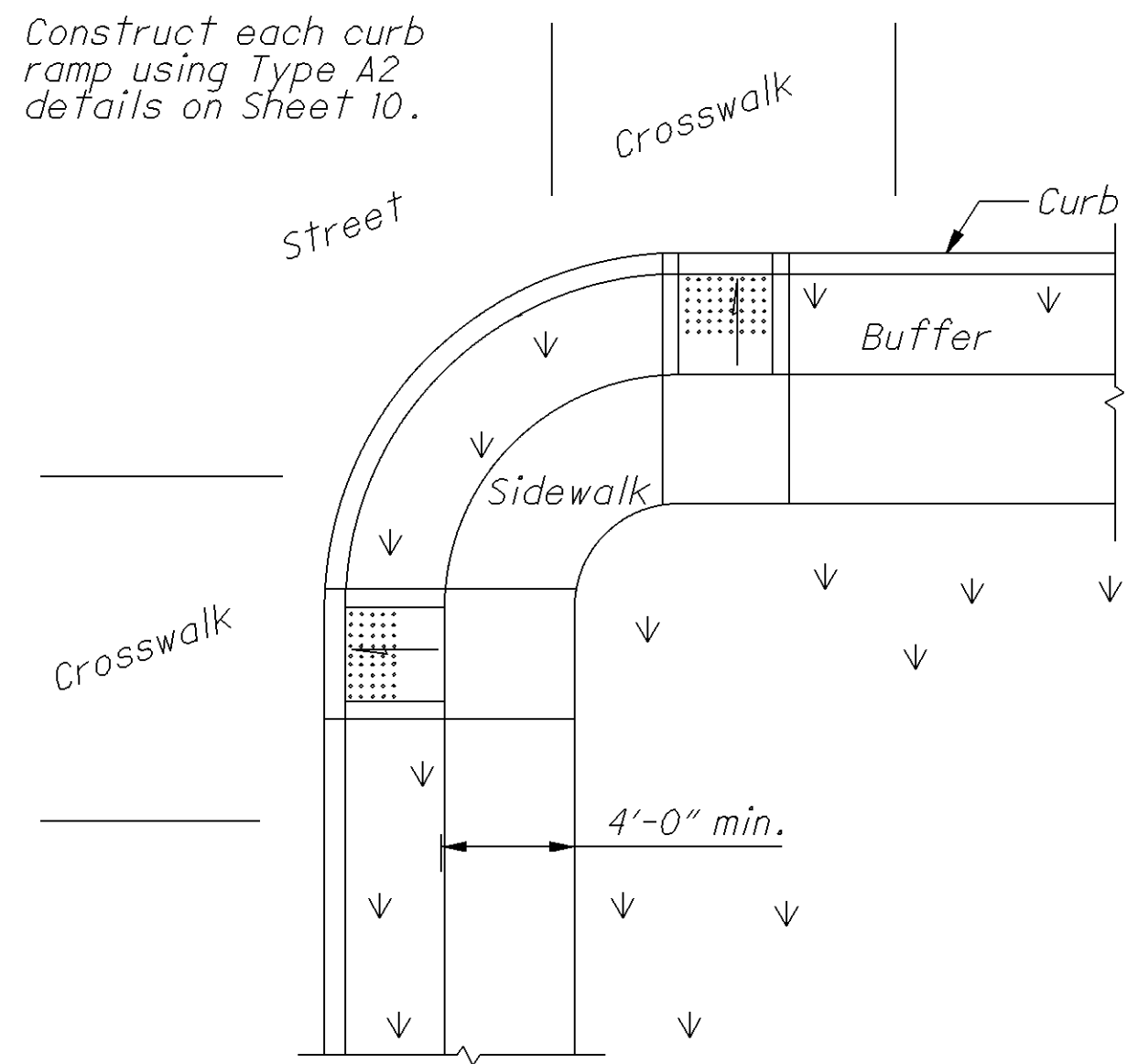
SEE SHEETS 9-11 FOR CURB RAMP AND DETECTABLE WARNING DETAILS

REFERENCE NO.	SHEET NO.	LOCATION	SIDE	202		608		DETECTABLE WARNING	690			609	COMMENTS
				WALK REMOVED	CURB REMOVED	4" CONCRETE WALK, (CURB RAMP AREA)	4" CONCRETE WALK, (EXTRA WALK AREA)		SPECIAL-MISC.: CURB RAMPS,			CURB, TYPE 6	
				CL./LT./RT.	SQ. FT.	FT.	SQ. FT.		SQ. FT.	TYPE A1	TYPE A2	TYPE D	
		S.R. 668											
		JUNCTION CITY											
1-CR	12	ON S.R. 668 AFTER FRONT ST.	RT.	20.0		12.0		8					
2-CR	12	ON S.R. 668 AFTER FRONT ST.	LT.	54.0		46.0		8	1				
SUB-TOTALS						58.0							
TOTALS (CARRIED TO LOCATION 1 SUB-SUMMARY)				74.0		58.0		16	1				

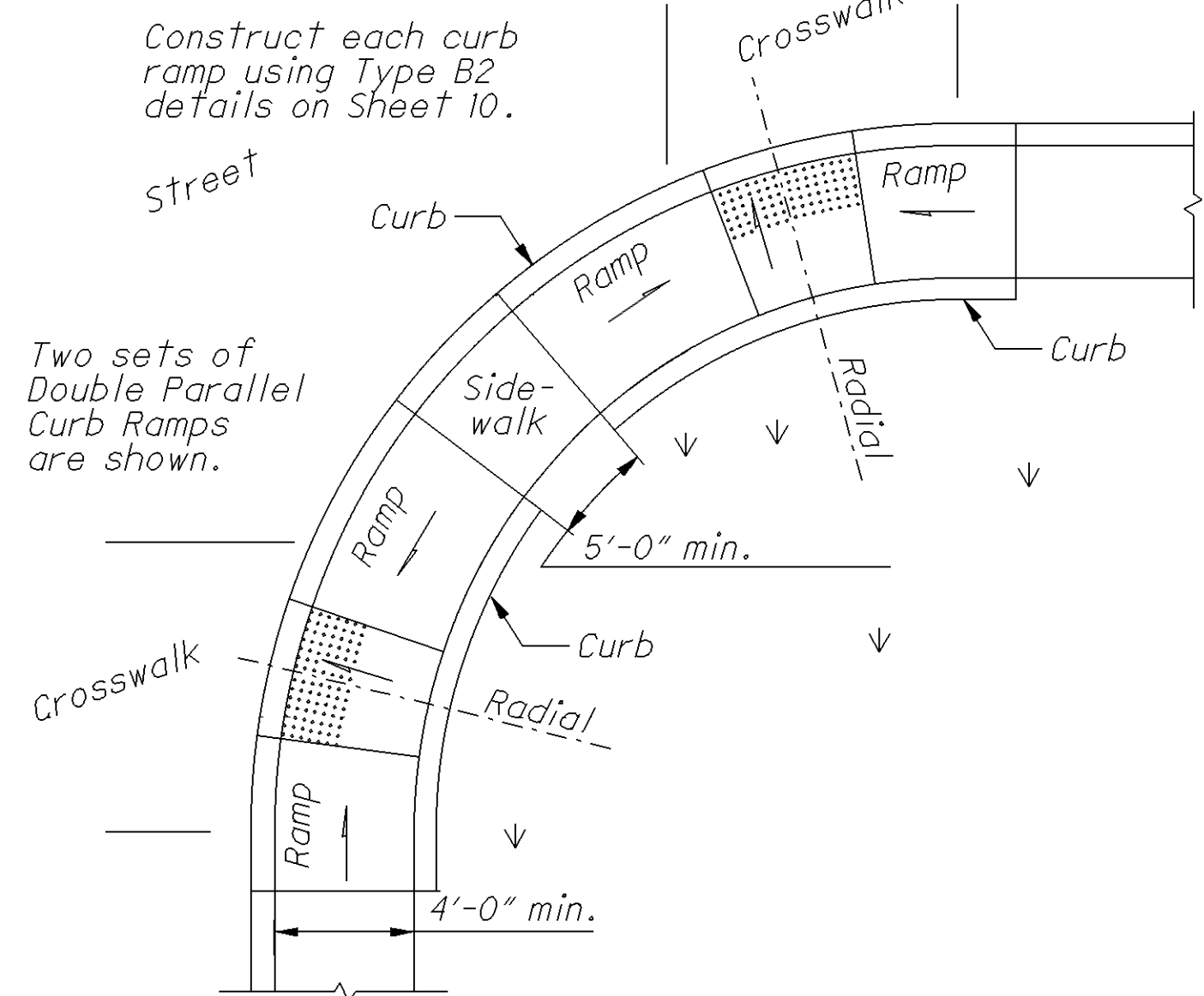


Use curb ramps with flared sides at locations with wide sidewalks.

PERPENDICULAR CURB RAMPS

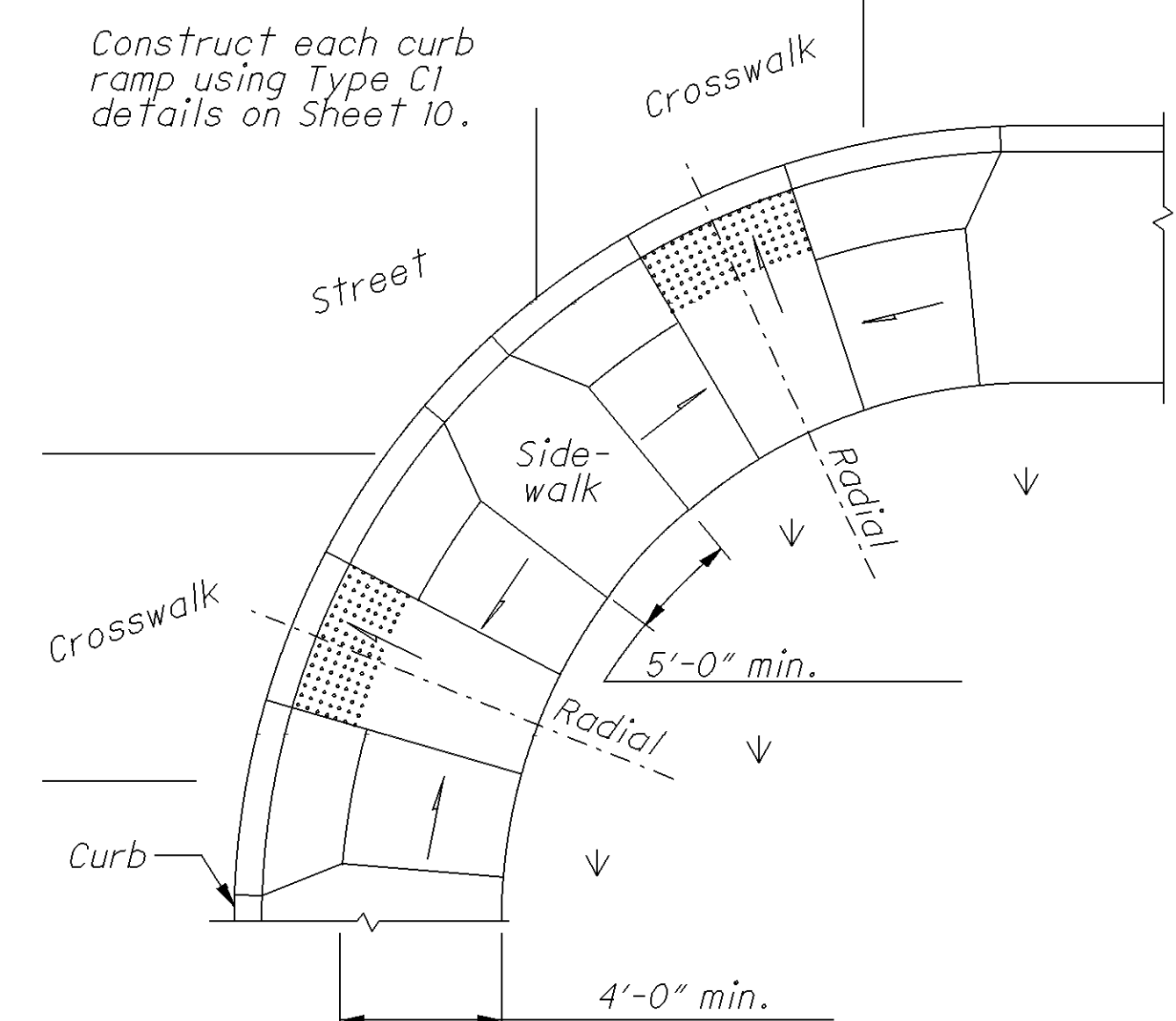


Use curb ramps with returned curbs where buffer is wide enough to accommodate ramp slope.



Place on streets having wide turning radius and where sidewalks are narrow.

PARALLEL CURB RAMPS



Curb ramp placement where streets have wide turning radius, and sufficient sidewalk width.

COMBINATION CURB RAMPS

NOTES

GENERAL: This drawing shows curb ramp types details and placement examples for curb ramp construction, including the installation of detectable warnings.

Curb ramp types are shown on Sheet 10 and include Perpendicular, Parallel, and Combined types as specified to be constructed in the locations shown in the project plans.

The contractor may adjust the placement of curb ramps if existing field conditions warrant with the approval of the Engineer.

Excavate, form, place, finish, and cure according to 608.03.A, 608.03.B, 608.03.C, and 608.03.E.

DETECTABLE WARNINGS: Install Detectable Warnings on each curb ramp with approved materials, as shown on Sheet 11. Install these proprietary products as per manufacturer's written instructions.

DRAINAGE: Contractor is to ensure the base of each constructed curb ramp allows for proper drainage, without exceeding allowable cross slope or ramp slopes. Vertical change in level exceeding 1/8" between the 1) pavement and gutter, and 2) gutter and ramp, are not allowed.

JOINTS: Provide expansion joints in the curb ramp as extensions of walk joints and consistent with Item 608.03 requirements for a new concrete walk. Provide a 1/2" Item 705.03 expansion joint filler around the edge of ramps built in existing concrete walks. Lines shown on this drawing indicate the ramp edges and slope changes, and do not necessarily indicate joint lines.

METHOD OF MEASUREMENT: The Department will measure Curb Ramps by the number of each completed curb ramp. The Department will measure Detectable Warnings in existing curb ramps and at grade crossings by the number of square feet completed.

Concrete Walk and Curb, Item 608 and 609, will be measured through out the curb ramp area and paid for under their respective Items.

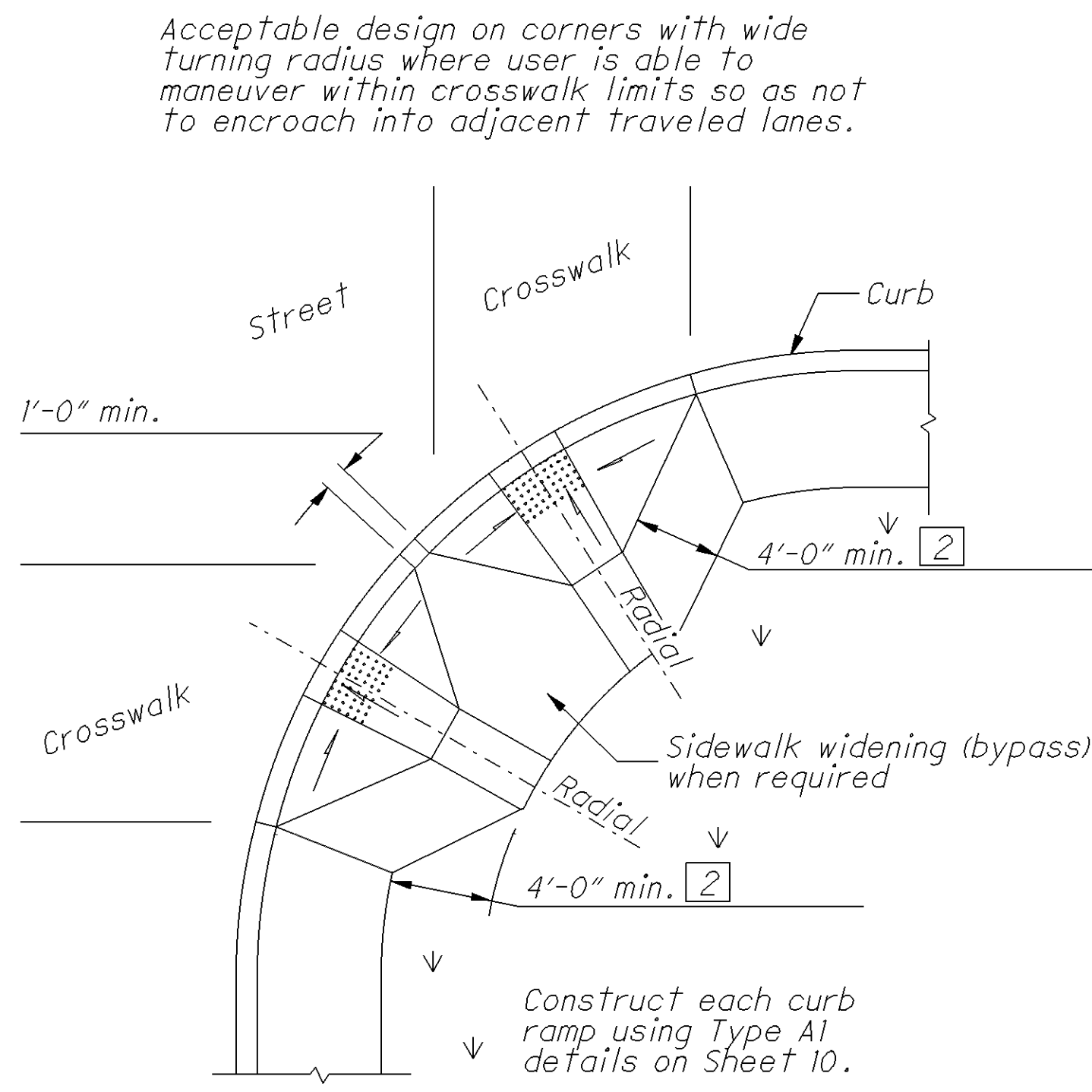
METHOD OF PAYMENT: New Curb Ramps constructed in new or existing Walk are paid for under Item 690 Special Misc.: Curb Ramp, Type -- (A1, A2, B1, B2, B3, C1, C2, or D) each, and includes the cost of any additional materials and installation (including detectable warnings), grading, forming and finishing.

Detectable Warnings constructed in existing curb ramps or for at-grade crossing locations are paid for under Item 690-Special Misc.: Detectable Warning (Sq. Ft.) and is full compensation for excavation, backfill, base course material, reinforcing steel, expansion joint materials, and any incidentals required to complete the installation as specified. The work to cast the tiles in place will also require removal of existing pavement or sidewalk (Item 202) to the nearest joint, or if no joint exists, a minimum of 4 feet.

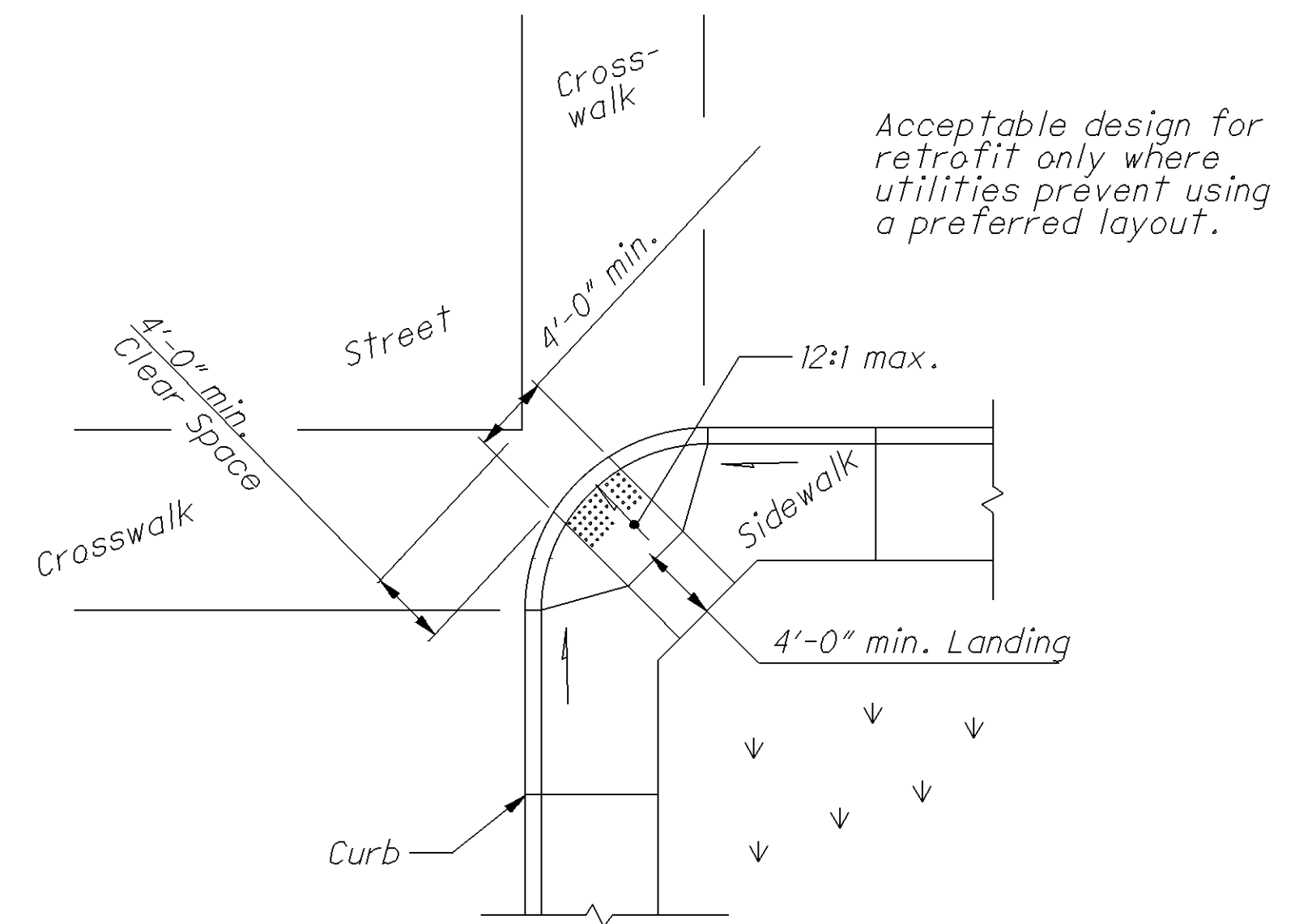
Removal of existing curb, pavement, walk (or existing curb ramps) are paid under Item 202.

LEGEND

② May be reduced to 3'-4" in existing sidewalks to better fit the walk configuration or where site conditions are restricted by narrow walks, pole foundations, drainage inlets, etc. The width may be tapered.



PERPENDICULAR RAMPS



DIAGONAL RAMP (Type D)

Use this design only for existing walks, and when site constraints prohibit other designs. The diagonal Type D ramp may be constructed as either a Perpendicular, Parallel or Combination curb ramp type. Avoid using where curb radii are less than 20'-0" .

ACCEPTABLE CONSTRUCTION PLACEMENT

NOTES

The running slope of the ramp is preferred to be 12:1 or flatter. In existing sidewalks, where the maximum ramp slope is not feasible due to site constraints (e.g. utility poles or vaults, right-of-way limits) it may be reduced as follows:

- A) 10:1 for a max. rise of 6",
- B) 8:1 for a max. rise of 3",
- C) 6:1 over a max. run of 2'-0" for historic areas where a flatter slope is not feasible.

To prevent chasing the grade indefinitely, the transition from existing sidewalk to the curb ramp area is not required to exceed 15 feet in length.

While ramps may be skewed to the crosswalk, the entire lower landing area must fall within the cross walk that the ramp serves and cannot be located in the traveled lane of opposing traffic.

The counter slope of the gutter or street at the foot of a curb ramp, landing, or blended transitions shall be 20:1 or flatter.

The bottom edge of the ramp shall change planes perpendicular to the landing.

The edge of the curb shall be flush with the edge of the adjacent pavement and gutter and surface slopes that meet grade breaks shall also be flush.

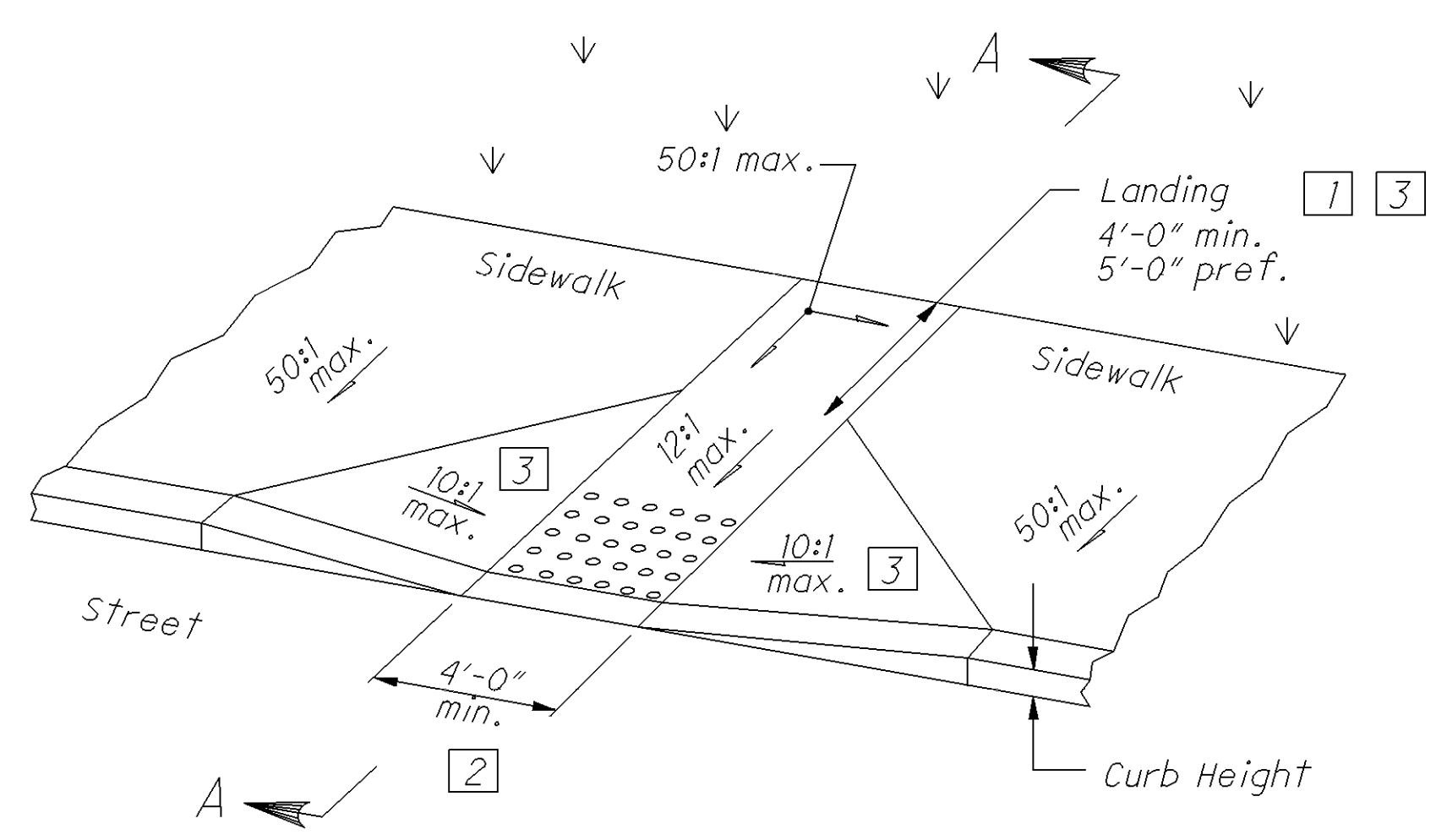
Ramp landings shall be 4' min. x 4' min. with a 50:1 or flatter cross slope and running slope, unless otherwise shown.

LEGEND

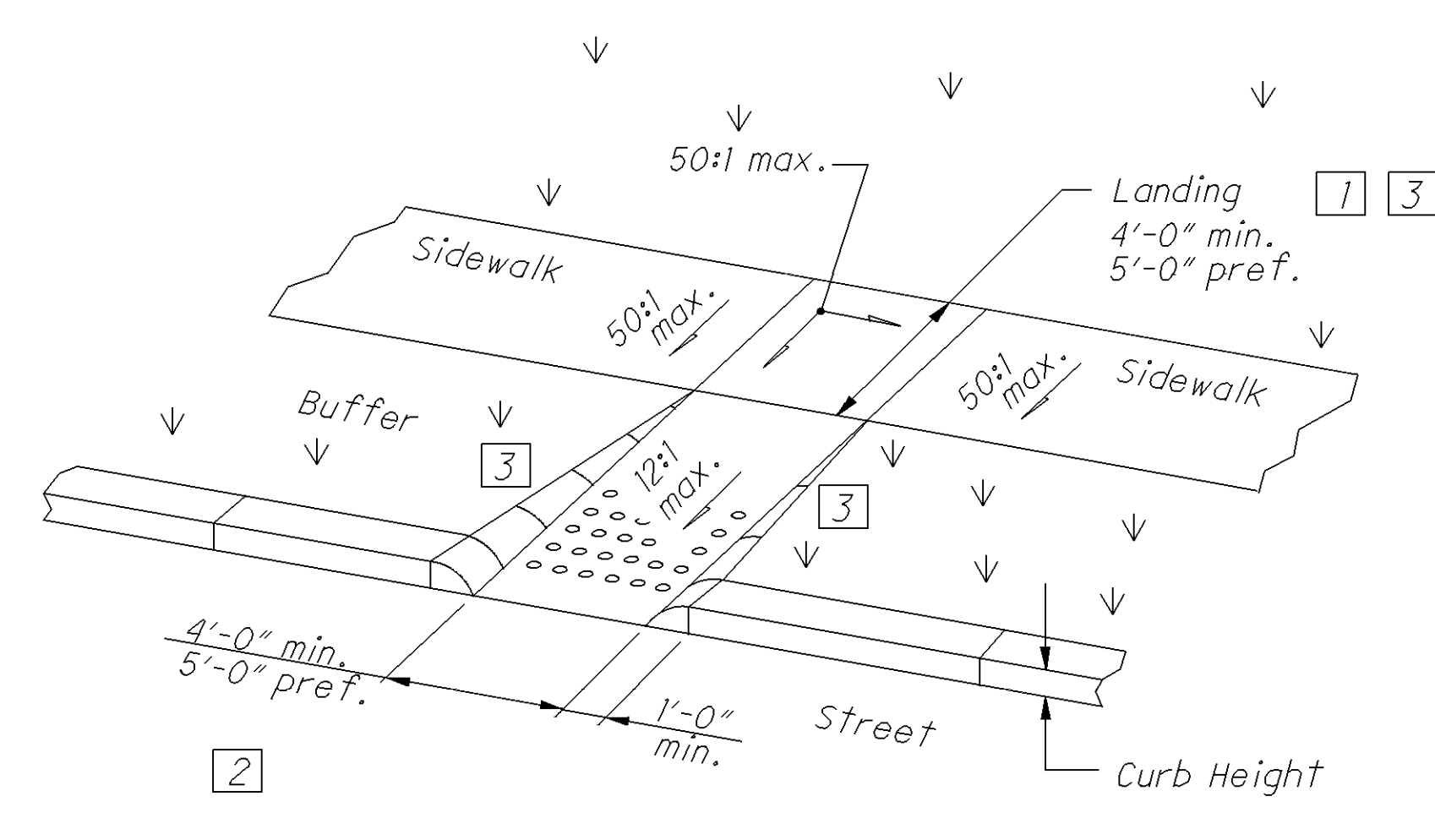
- 1 Dimension may be reduced to 3'-0" in existing sidewalks if the landing is unconstrained along the back edge.
- 2 May be reduced to 3'-4" in existing sidewalks to better fit the walk configuration or where site conditions are restricted by narrow walks, pole foundations, drainage inlets, etc. The width may be tapered.
- 3 Where landing width (D) has been reduced to 3'-0" the flared sides shall have a maximum slope of 12:1.

Flared sides are not required where the edges of a curb ramp are protected by landscaping or other barriers to travel by wheelchair users or pedestrians across the edge of the curb ramp. However, if the flared sides are used in these areas, they may be of any slope.

See Sheet 11 for Sections.

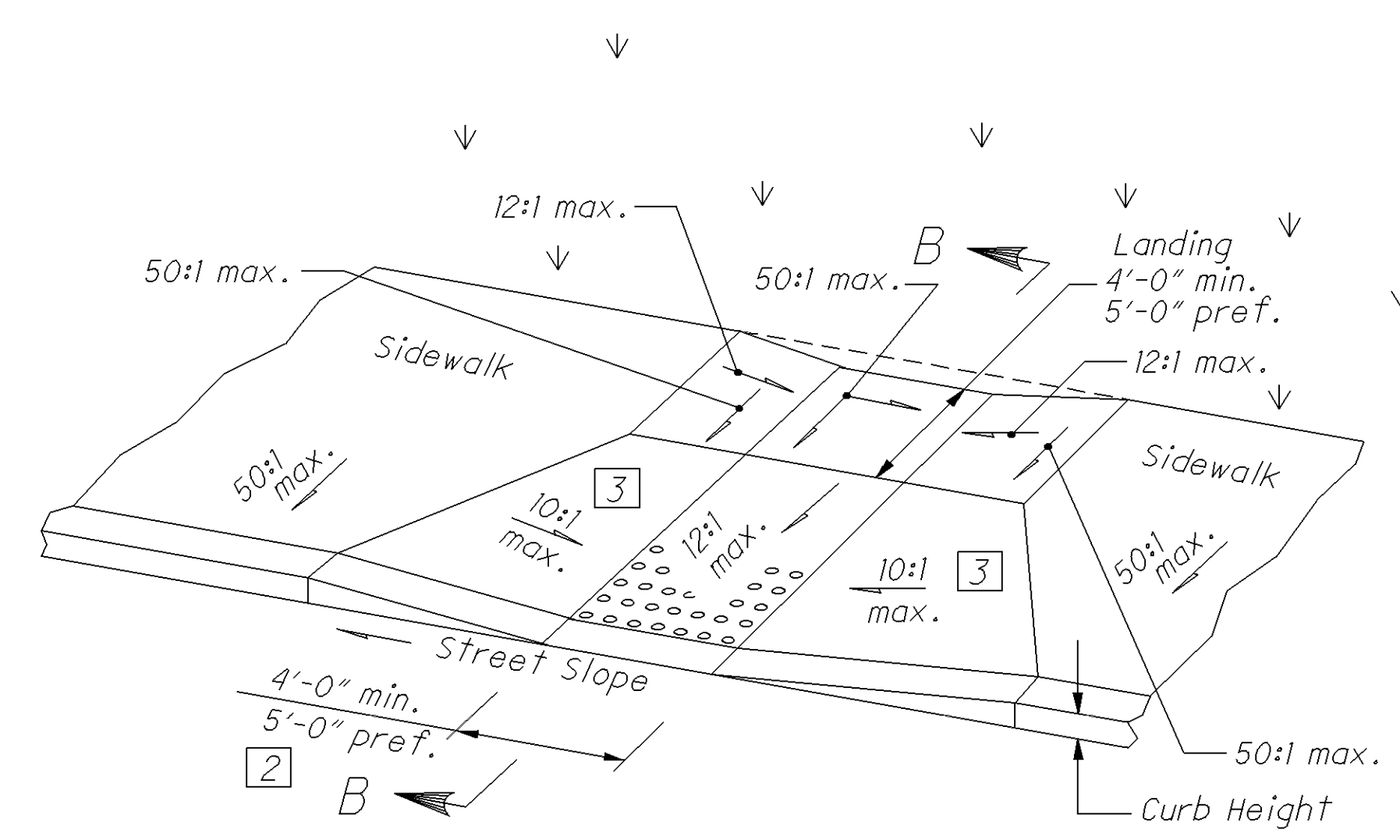


Type A1 (Perpendicular with flared sides)

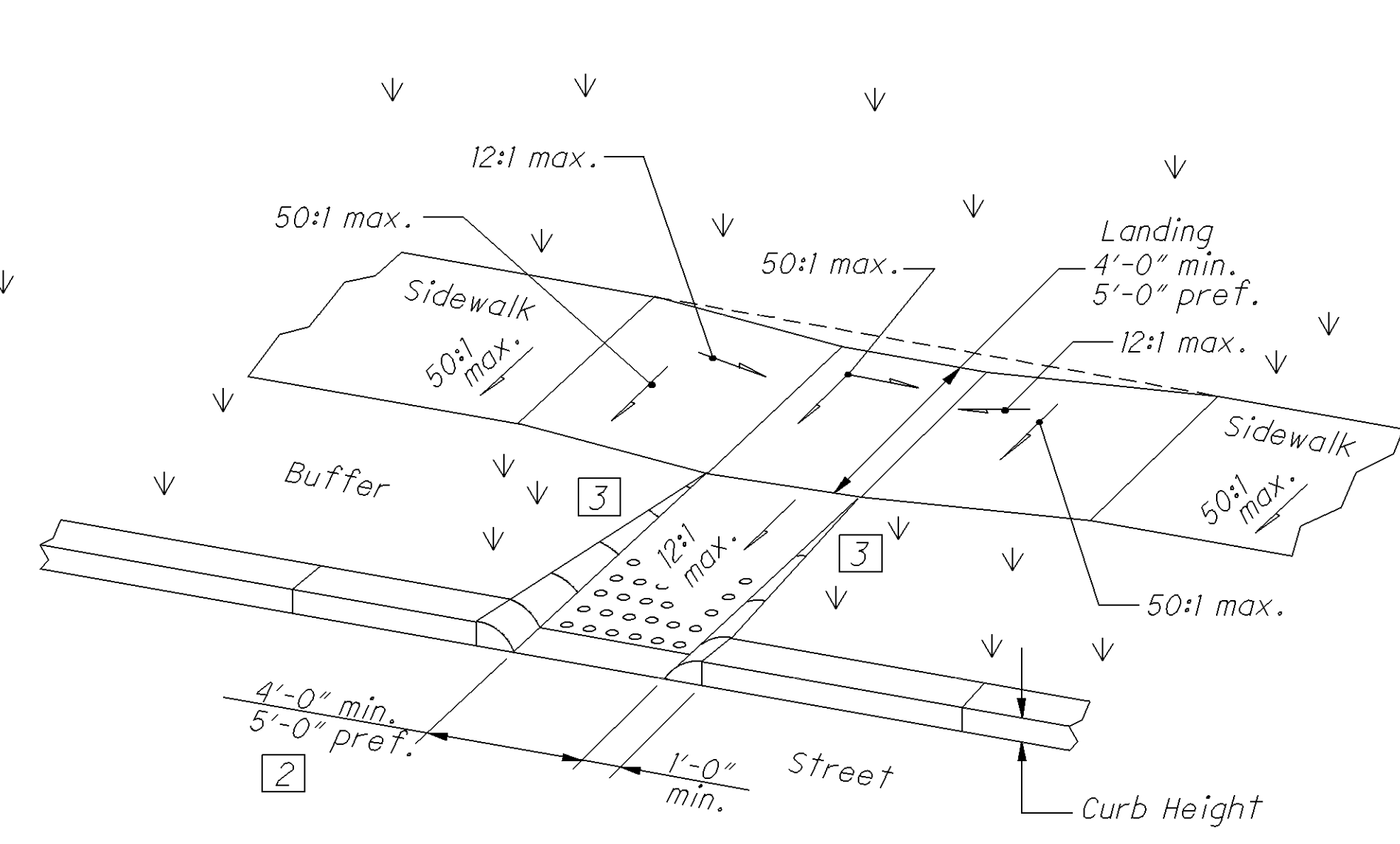


Type A2 (Perpendicular with returned curb)

PERPENDICULAR CURB RAMP DETAILS

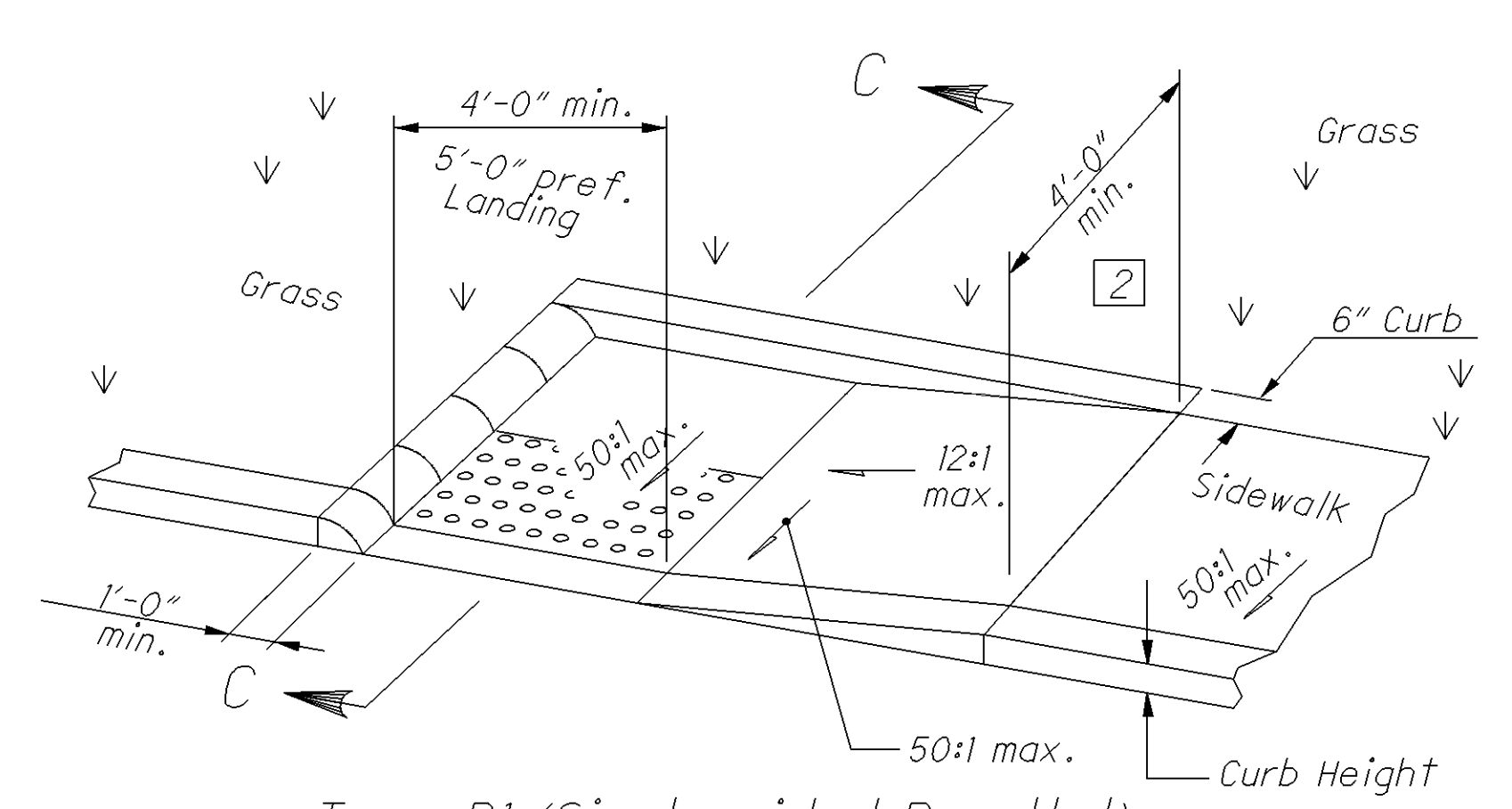


Type C1 (Combined with flared sides)

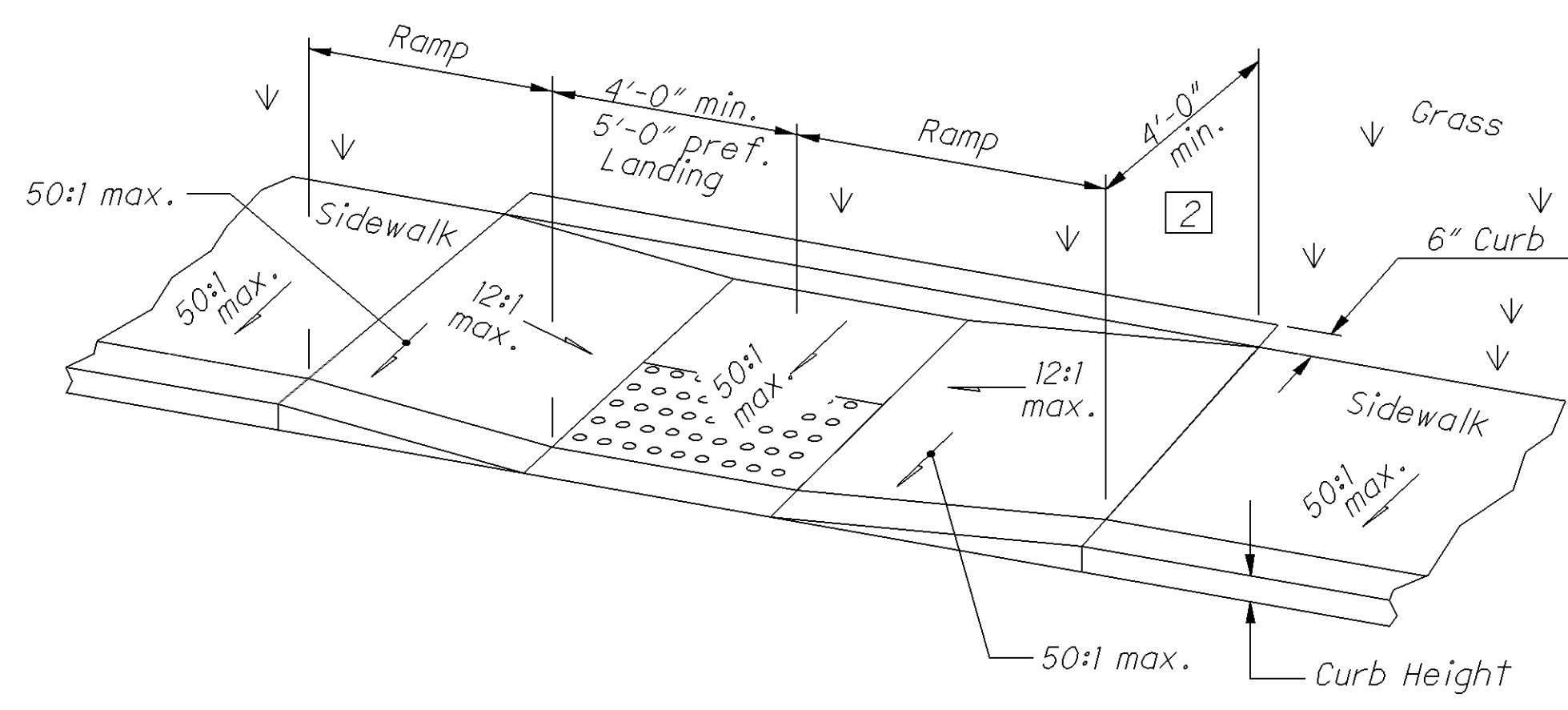


Type C2 (Combined with returned curb)

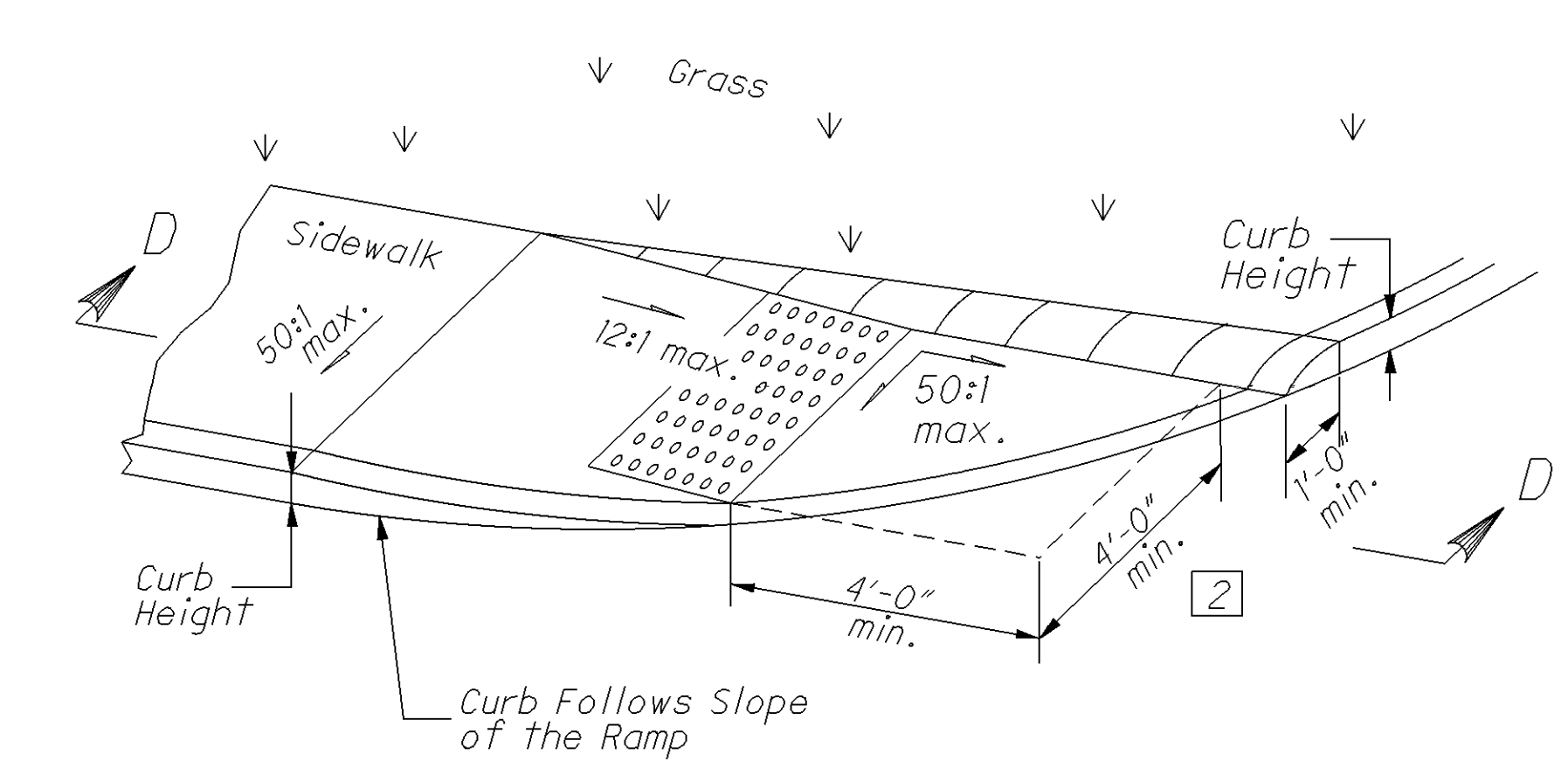
COMBINED CURB RAMP DETAILS



Type B1 (Single sided Parallel)



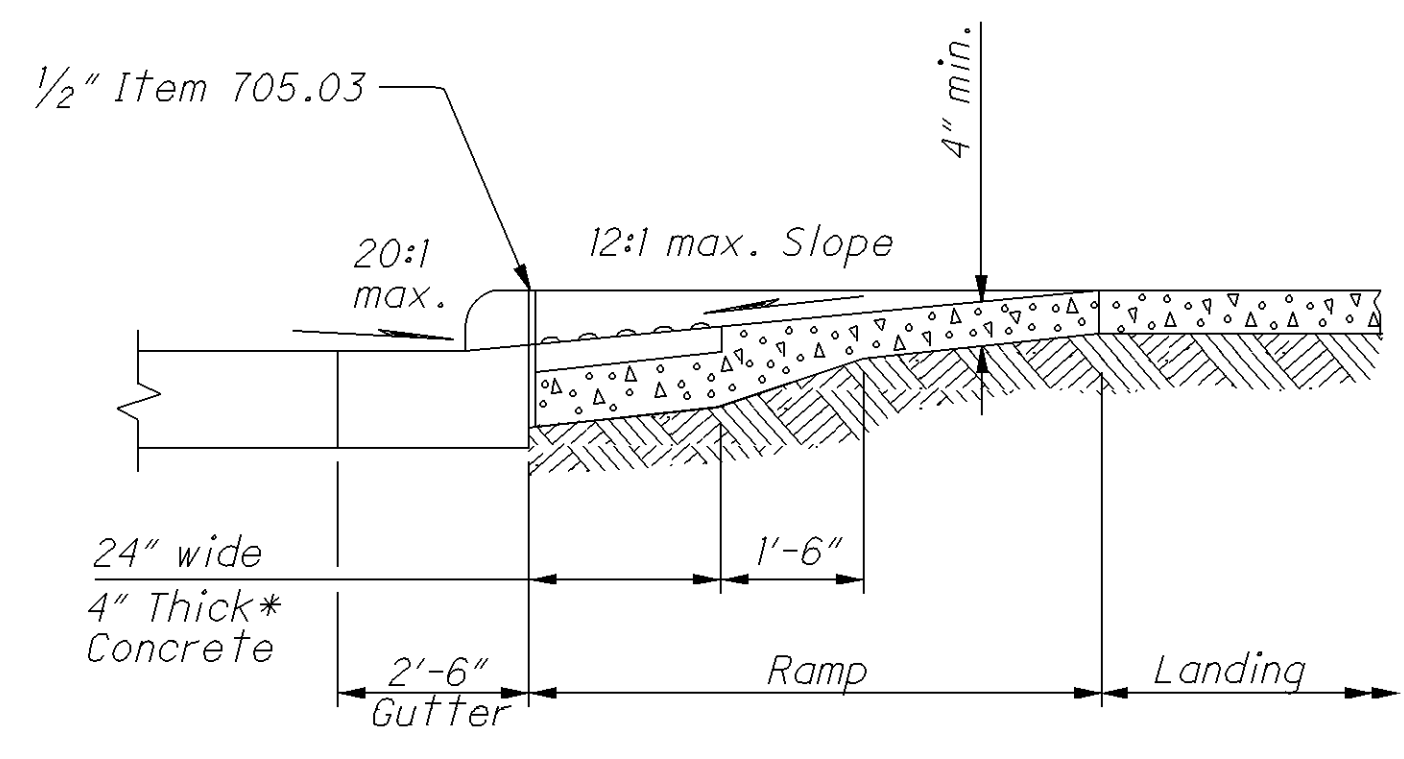
Type B2 (Double sided Parallel)



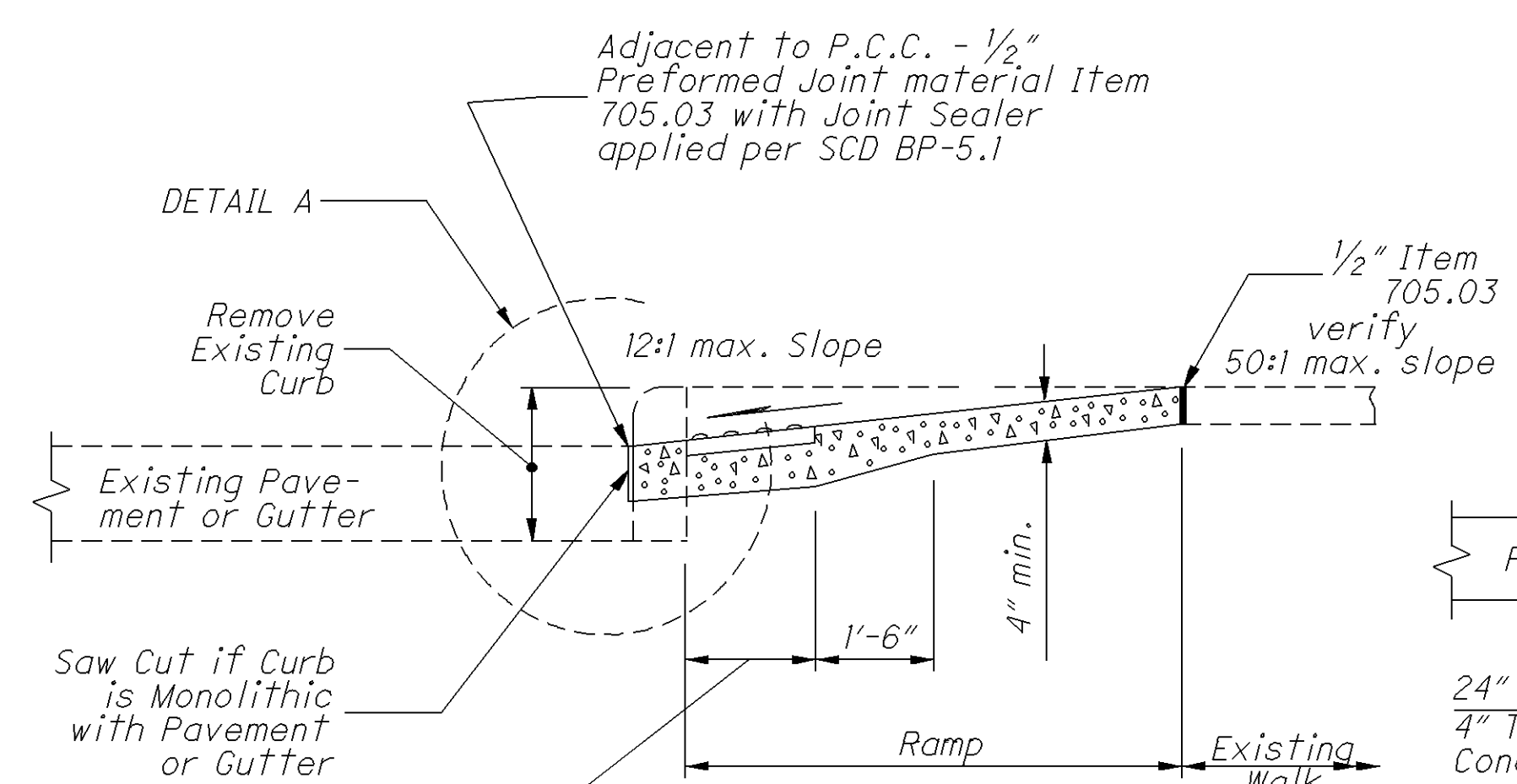
Type B3 (Single sided Parallel)

PARALLEL CURB RAMP DETAILS

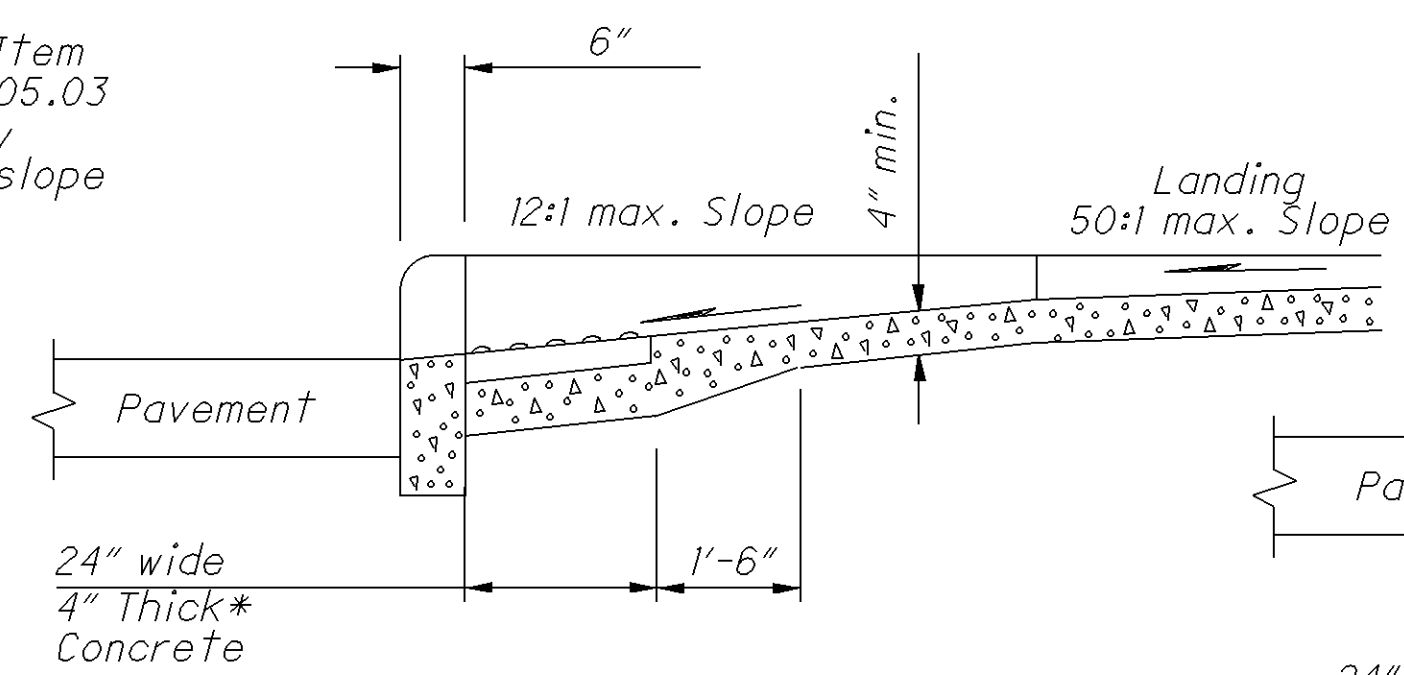
8/20/03_CRD_002.DGN 2-1-11



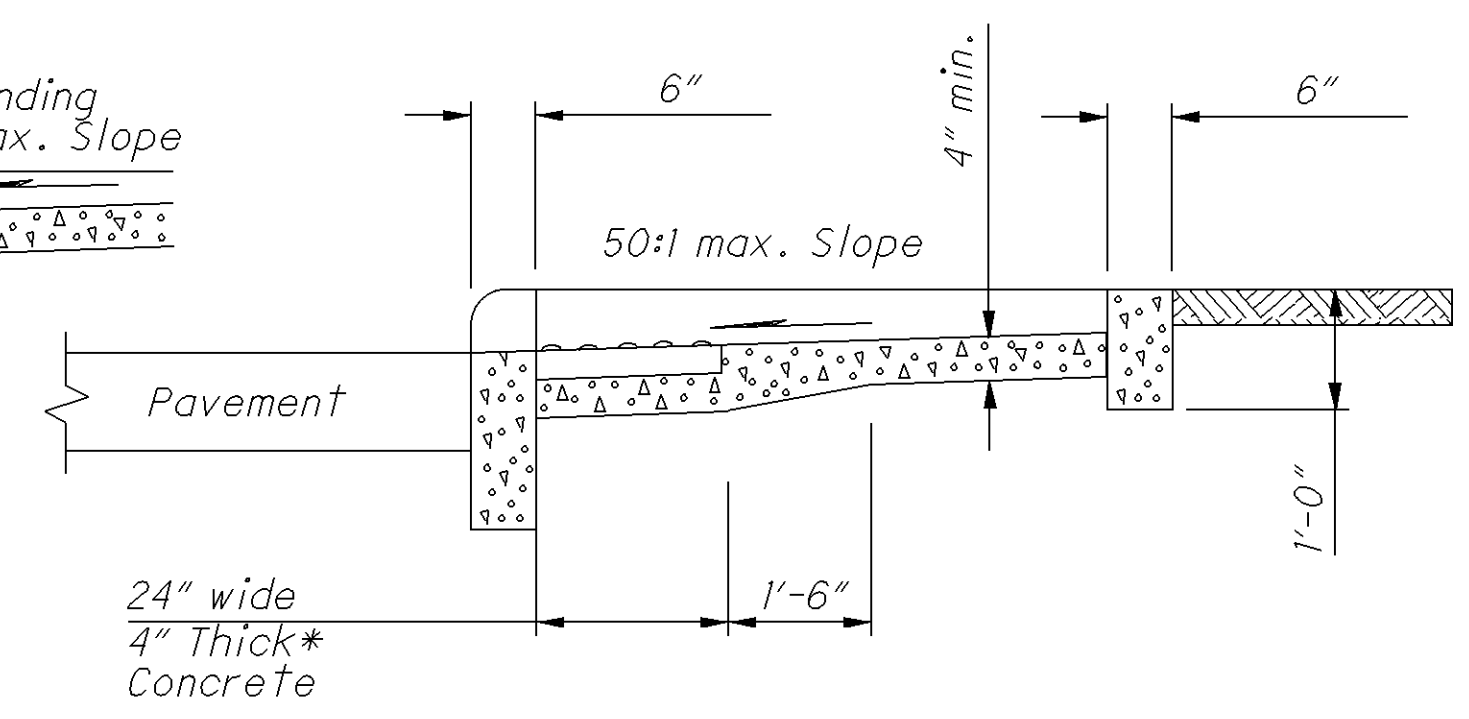
New gutter shown.
**SECTION A-A
NORMAL DETAIL**
See Sheet 10.



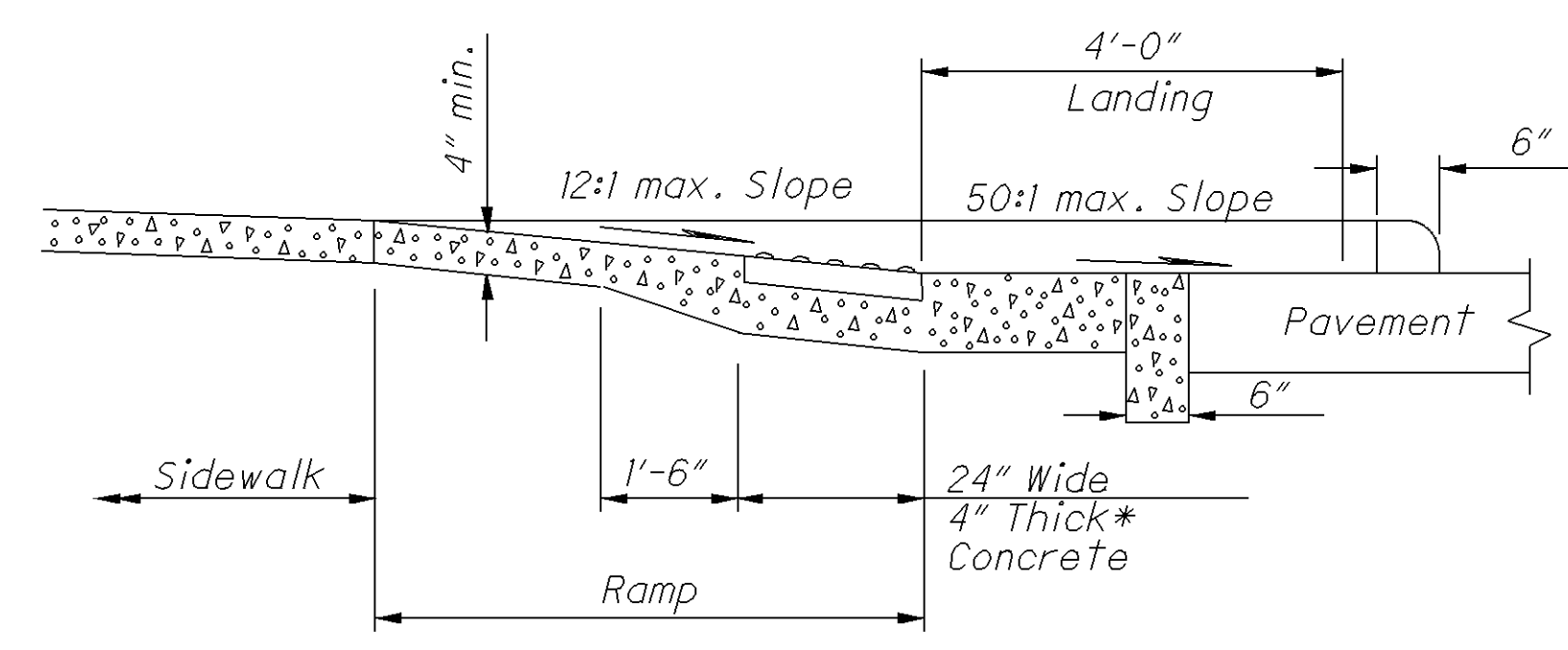
**SECTION A-A
EXISTING WALK DETAIL**
See Sheet 10.



SECTION B-B
See Sheet 10.

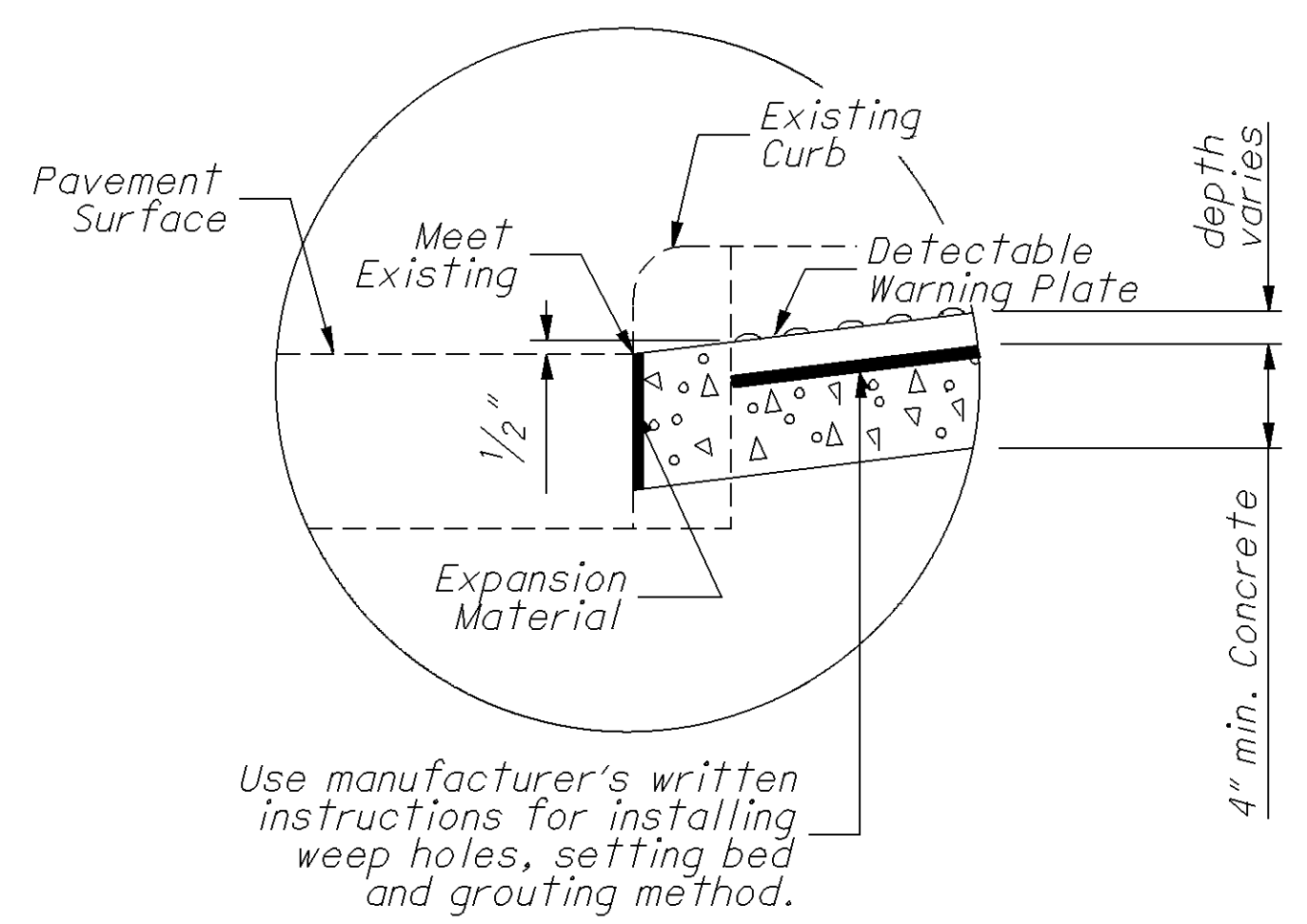


SECTION C-C
See Sheet 10.

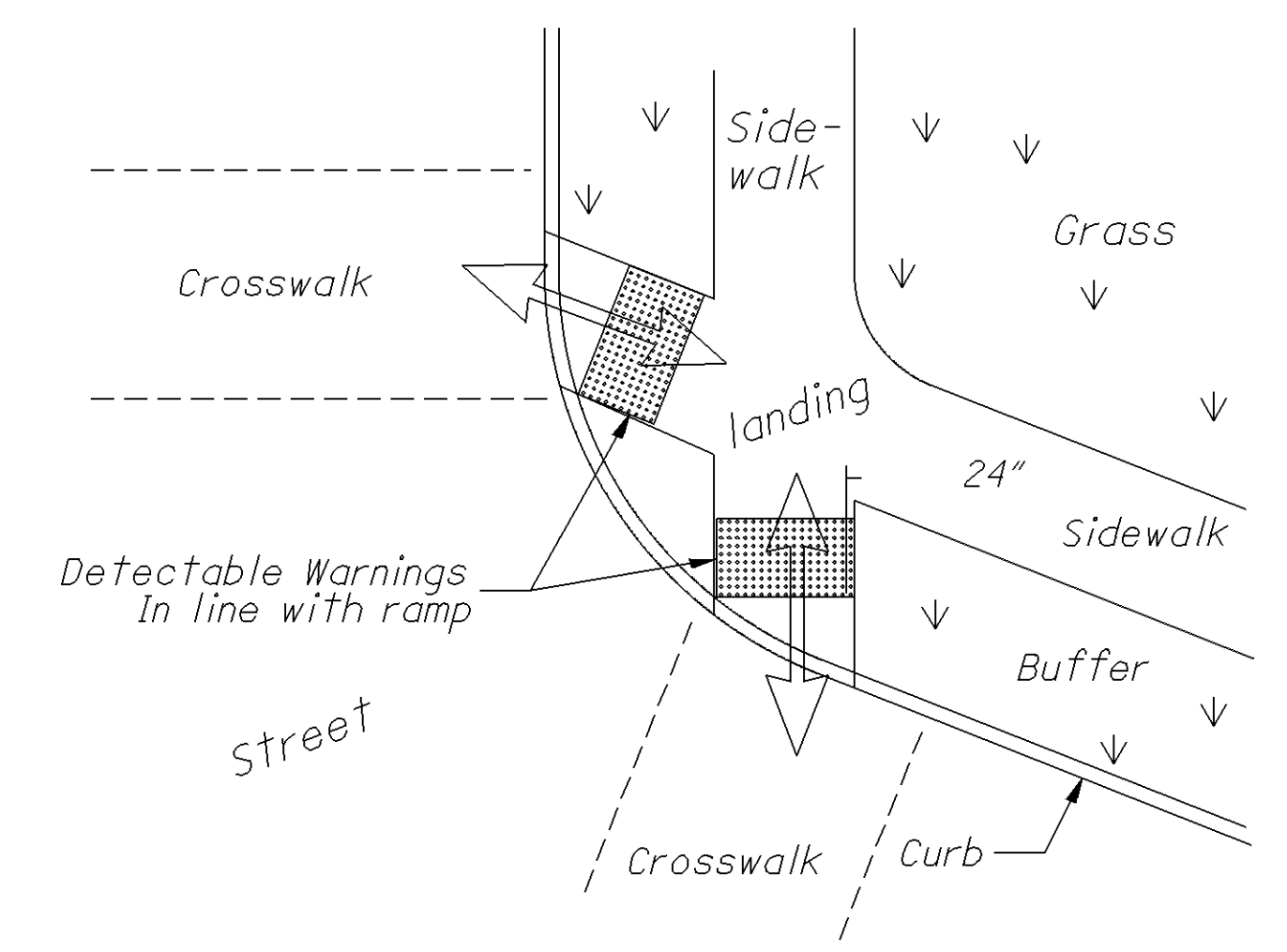


SECTION D-D
See Sheet 10.

*Where possible, pour ramp area integral with the curb, otherwise use 6" thick walk.



DETAIL A



DETECTABLE WARNING ALIGNMENT

DETECTABLE WARNINGS NOTES

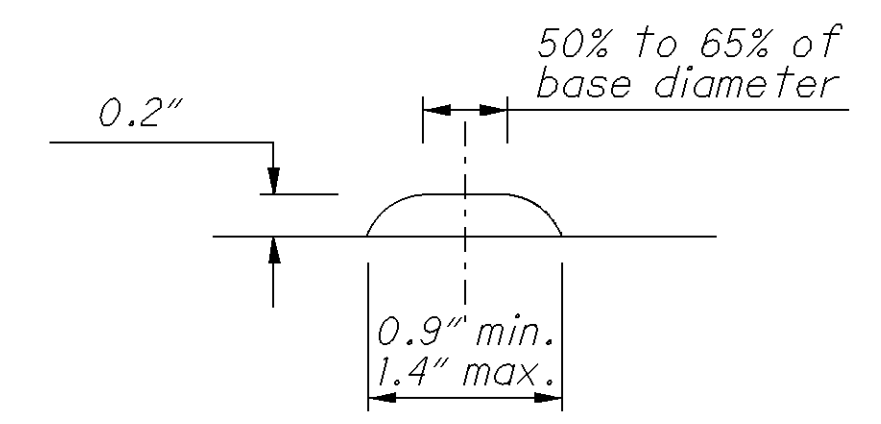
GENERAL: Detectable Warnings are a distinctive surface pattern of truncated domes which are detectable by cane or underfoot to alert people with vision impairments of their approach to streets and hazardous drop-offs.

PLACEMENT: Detectable warnings are to be installed at any location where pedestrians might cross paths with vehicular traffic lanes, such as the base of curb ramps or at blended curbs. A 24" strip of domes is to be installed for the full width of the ramp or walk. Typical street corner placement locations are shown on Sheet 9.

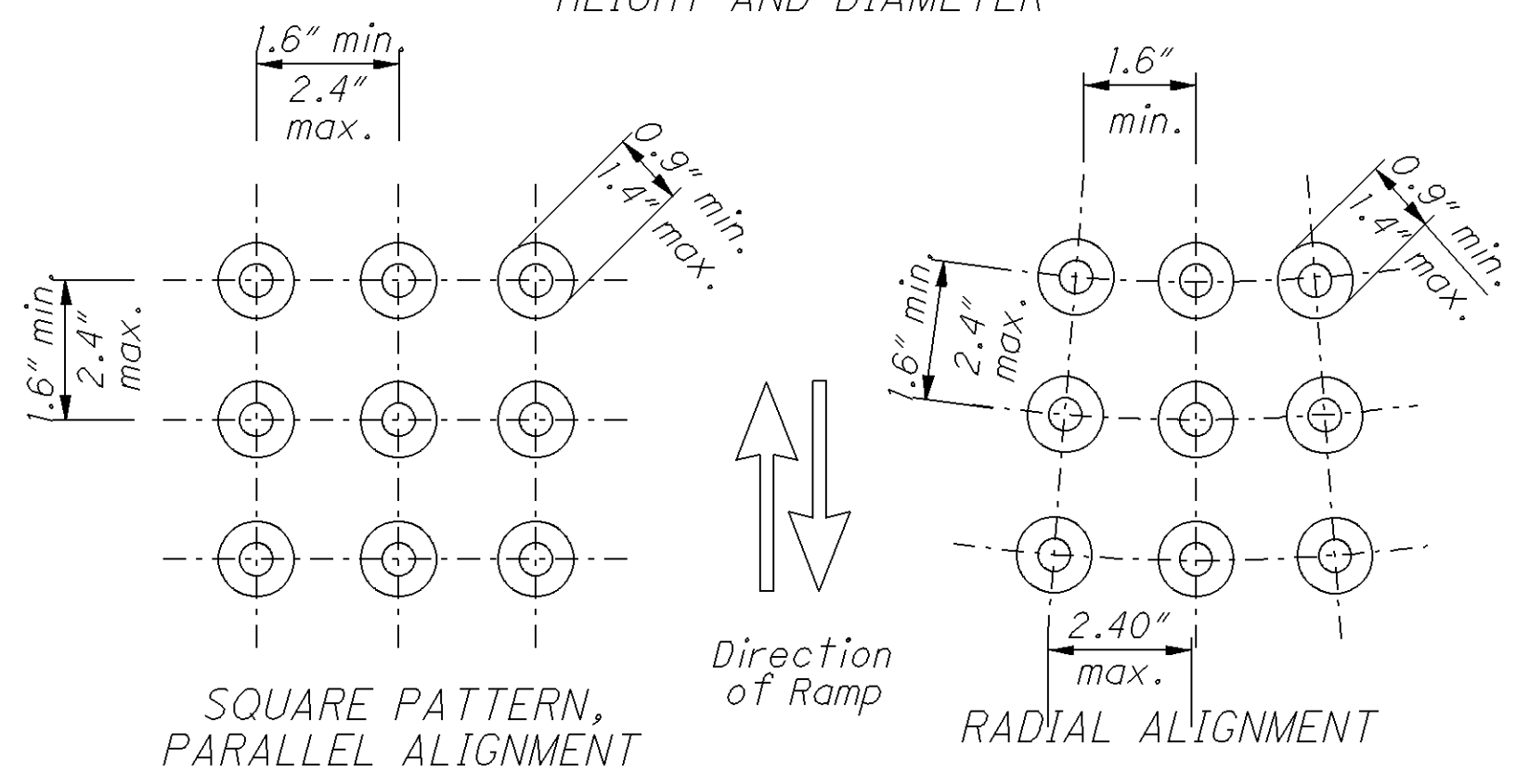
The depth of concrete underneath detectable warning products shall be a minimum of 4". See DETAIL A.

ALIGNMENT: Truncated domes should be aligned with the primary direction of the ramp as shown on the DETECTABLE WARNING ALIGNMENT Detail. Normally the detectable warnings should be flush with the back of the curb, but in skewed conditions at least one corner of the 24" strip should be adjacent to the back of curb. For non-standard layouts, detectable warning materials may have to be mitered and placed segmentally.

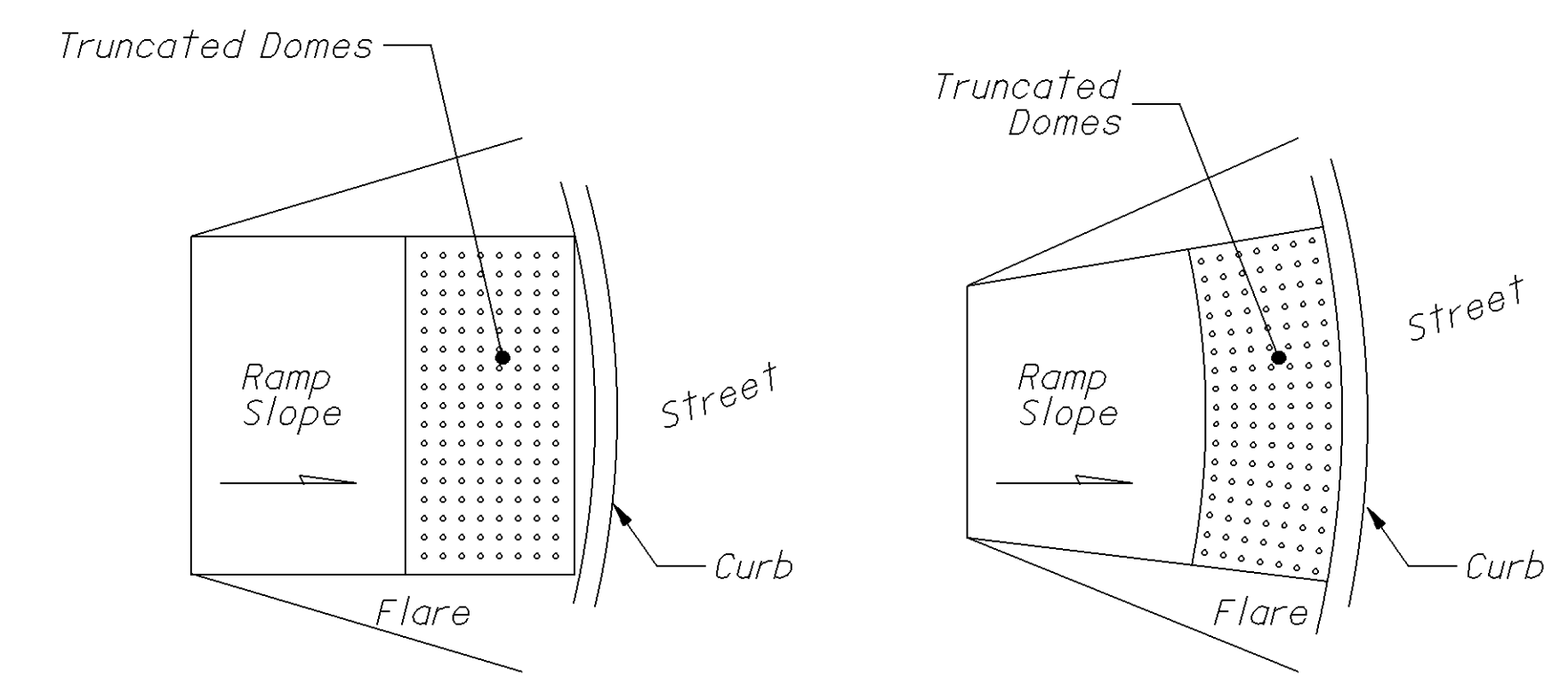
PRODUCTS & COLORS: Color of the detectable warnings should contrast with surrounding concrete walk and ramp. Black is not an acceptable color. Approved products and guidance on color may be found on the Office of Roadway Engineering Service's Detectable Warnings Approved List. Install products as per manufacturer's printed instructions.



HEIGHT AND DIAMETER



TRUNCATED DOMES DETAILS



DOME ALIGNMENT ON RADIUS CURB

ITEM 817 EDGE LINE										
L O C A T I O N	C O U N T Y	R O U T E	S.L.M.		T O T A L L E N G T H (MILES)	I N F O R M A T I O N O N L Y			T O T A L E D G E L I N E M I L E S	R E M A R K S
						W H I T E E D G E L I N E Q U A N T I T I E S				
			FROM	TO		T O T A L M I L E S	H I G H W A Y M I L E S	R A M P M I L E S		
1	PER	S.R. 668	0.00	10.15	10.15	20.30	20.30		20.30	
TOTAL (CARRIED TO LOCATION 1 SUB-SUMMARY)									20.30	
2	HOC	S.R. 668	0.00	0.16	0.16	0.32	0.32		0.32	
TOTAL (CARRIED TO LOCATION 2 SUB-SUMMARY)									0.32	

ITEM 817 CENTER LINE										
L O C A T I O N	C O U N T Y	R O U T E	S.L.M.		T O T A L L E N G T H (MILES)	I N F O R M A T I O N O N L Y		T O T A L C E N T E R L I N E M I L E S	R E M A R K S	
						C E N T E R L I N E Q U A N T I T I E S				
			FROM	TO		T O T A L M I L E S	E Q U I V A L E N T S O L I D L I N E			
1	PER	S.R. 668	0.00	10.19	10.19	10.19	19.320	10.19		
TOTAL (CARRIED TO LOCATION 1 SUB-SUMMARY)									10.19	
2	HOC	S.R. 668	0.00	0.16	0.16	0.16	0.320	0.16		
TOTAL (CARRIED TO LOCATION 2 SUB-SUMMARY)									0.16	

EDGE / CENTER LINE DATA

PER-668-0.00
HOC-668-0.00

644 THERMOPLASTIC AUXILIARY MARKING

LOCATION	COUNTY	ROUTE	DESCRIPTION	SIDE	SLM	TRANVERSE/ DIAGONAL LINES (24")		STOP LINE (24")	12" CROSSWALK LINE	8" CHANNELIZING LINE	WORD ON PAVEMENT		SCHOOL SYMBOL MARKING		ISLAND MARKING	RAILROAD MARKING SYMBOL	REMARKS						
						WHITE	YELLOW				ONLY		72"	96"				72"	96"				
											FT.	FT.								EACH	EACH	EACH	EACH
1	PER	S.R. 668	TWP.RD. 490	RT				16										PLACE 19' FROM S.R. 668 CENTER LINE					
1	PER	S.R. 668	CO.RD. 7 - DUTCH RIDGE RD	RT				18										PLACE 21' FROM S.R. 668 CENTER LINE					
1	PER	S.R. 668	TWP.RD. 245	LT				23										PLACE 19' FROM S.R. 668 CENTER LINE					
1	PER	S.R. 668	TWP.RD. 135	RT				9										PLACE 19' FROM S.R. 668 CENTER LINE					
1	PER	S.R. 668	CO.RD.40 - GRIGGS RD	LT				15										PLACE 18' FROM S.R. 668 CENTER LINE					
1	PER	S.R. 668	CO.RD. 76 - BELL BOTTOM RD	RT				28										PLACE 23' FROM S.R. 668 CENTER LINE					
1	PER	S.R. 668	TWP.RD. 133	RT				30										PLACE 22' FROM S.R. 668 CENTER LINE					
1	PER	S.R. 668	TWP.RD. 133	RT				30										PLACE AS DIRECTED					
1	PER	S.R. 668	TWP.RD. 372	LT				40										PLACE AS DIRECTED					
1	PER	S.R. 668	TWP.RD. 333	RT				26										PLACE 22' FROM S.R. 668 CENTER LINE					
1	PER	S.R. 668	TWP.RD. 335	LT				20										PLACE 18' FROM S.R. 668 CENTER LINE					
1	PER	S.R. 668	TWP.RD. 335	RT				20										PLACE 19' FROM S.R. 668 CENTER LINE					
1	PER	S.R. 668	TWP.RD. 186	LT				17										PLACE 19' FROM S.R. 668 CENTER LINE					
1	PER	S.R. 668	TWP.RD. 239	RT				10										PLACE 20' FROM S.R. 668 CENTER LINE					
1	PER	S.R. 668	CO.RD. 11 - MARIETTA RD	LT				18										PLACE 19' FROM S.R. 668 CENTER LINE					
1	PER	S.R. 668	CO.RD. 11 - MARIETTA RD	RT				22										PLACE 20' FROM S.R. 668 CENTER LINE					
1	PER	S.R. 668	TWP.RD. 187	RT				22										PLACE 21' FROM S.R. 668 CENTER LINE					
1	PER	S.R. 668	TWP.RD. 189	RT				21										PLACE 21' FROM S.R. 668 CENTER LINE					
1	PER	S.R. 668	CO.RD. 57	LT				17										PLACE 19' FROM S.R. 668 CENTER LINE					
1	PER	S.R. 668	CO.RD. 57	RT				21										PLACE 21' FROM S.R. 668 CENTER LINE					
1	PER	S.R. 668	ON S.R. 668	CL												1		PLACE AS DIRECTED					
1	PER	S.R. 668	RAILROAD ST.	LT				10										PLACE 24' FROM S.R. 668 CENTER LINE					
1	PER	S.R. 668	FRONT ST.	LT				11										PLACE AS DIRECTED					
1	PER	S.R. 668	FRONT ST.	RT				22										PLACE AS DIRECTED					
1	PER	S.R. 668	ON S.R. 668	CL					90									PLACE AS DIRECTED					
1	PER	S.R. 668	ALLEY	RT				8	30									PLACE AS DIRECTED					
																1		PLACE AS DIRECTED					
TOTALS (CARRIED TO LOCATION 1 SUB-SUMMARY)								474	120							2							
2	HOC	S.R. 668	ON S.R. 668	CL				24										PLACE 23' FROM S.R. 93 CENTER LINE					
TOTALS (CARRIED TO LOCATION 2 SUB-SUMMARY)								24															

CALCULATED
LIVE
CHECKED
DNM

AUXILIARY MARKING DATA

PER-668-0.00
HOC-668-0.00

DETAIL	SEE STD. DWG. TC-65.11
1	TAPERED ACCELERATION LANE
2	DECELERATION LANE
3	MULTILANE DIVIDED/ CONTROLLED ACCESS

DETAIL	SEE STD. DWG. TC-65.11
4	4 LANE DIVIDED TO 2 LANE TRANSITION
5	4 LANE UNDIVIDED TO 2 LANE TRANSITION
6	ONE LANE BRIDGE
7	STOP APPROACH
8	THRU APPROACH
9	TWO WAY LEFT TURN LANE

DETAIL	SEE STD. DWG. TC-65.11
10	APPROACH W/LT. TURN LANE
11	HORIZONTAL CURVE 40'
12	HORIZONTAL CURVE ALT.
GAP	CENTERLINE AT 80' TYP.

CALCULATED
LME
CHECKED
DNM

ITEM 621 RPM SUB-SUMMARY

LOCATION	COUNTY	ROUTE	BEGIN LOG POINT SLM	END LOG POINT SLM	LENGTH		DETAIL	621 PRISMATIC RETRO-REFLECTOR COLORS					REMARKS	
					MILES	LIN.FT.		RPM	INFORMATION ONLY					
									ONE-WAY	TWO-WAY				
EACH	WHITE	YELLOW	YELLOW / YELLOW	WHITE / RED	YELLOW / RED									
1	PER	S.R. 668	0.00	0.12	0.12	634	12	18			18			PC 0.09 PT 0.11 LENGTH 106' DEG 26
1	PER	S.R. 668	0.12	0.21	0.09	475	12	22			22			PC 0.12 PT 0.19 LENGTH 370' DEG 10
1	PER	S.R. 668	0.21	0.24	0.03	158	12	6			6			PC 0.21 PT 0.23 LENGTH 106' DEG 19
1	PER	S.R. 668	0.24	0.35	0.11	581	12	17			17			PC 0.24 PT 0.26 LENGTH 106' DEG 19
1	PER	S.R. 668	0.35	0.54	0.19	1,003	GAP	13			13			
1	PER	S.R. 668	0.54	0.71	0.17	898	12	29			29			PC 0.63 PT 0.68 LENGTH 264' DEG 17
1	PER	S.R. 668	0.71	0.78	0.07	370	11	9			9			PC 0.71 PT 0.78 LENGTH 370' DEG 9
1	PER	S.R. 668	0.78	0.96	0.18	950	GAP	12			12			
1	PER	S.R. 668	0.96	1.04	0.08	422	11	11			11			PC 0.96 PT 1.04 LENGTH 422' DEG 6
1	PER	S.R. 668	1.04	1.07	0.03	158	GAP	2			2			
1	PER	S.R. 668	1.07	1.13	0.06	317	11	8			8			PC 1.07 PT 1.13 LENGTH 317' DEG 8
1	PER	S.R. 668	1.10	1.22	0.12	634	GAP	8			8			
1	PER	S.R. 668	1.22	1.34	0.12	634	12	17			17			PC 1.31 PT 1.32 LENGTH 53' DEG 21
1	PER	S.R. 668	1.34	1.42	0.08	422	12	15			15			PC 1.34 PT 1.37 LENGTH 158' DEG 25
1	PER	S.R. 668	1.42	1.48	0.06	317	12	9			9			PC 1.42 PT 1.43 LENGTH 53' DEG 27
1	PER	S.R. 668	1.48	1.55	0.07	370	12	13			13			PC 1.48 PT 1.51 LENGTH 158' DEG 22
1	PER	S.R. 668	1.55	1.67	0.12	634	12	20			20			PC 1.55 PT 1.58 LENGTH 158' DEG 20
1	PER	S.R. 668	1.67	1.83	0.16	845	16	24			24			PC 1.72 PT 1.74 LENGTH 106' DEG 16
1	PER	S.R. 668	1.83	2.23	0.40	2,112	GAP	26			26			
1	PER	S.R. 668	2.23	2.45	0.22	1,162	11	29			29			PC 2.23 PT 2.45 LENGTH 1162' DEG 8
1	PER	S.R. 668	2.45	2.57	0.12	634	12	19			19			PC 2.54 PT 2.56 LENGTH 106' DEG 13
1	PER	S.R. 668	2.57	2.64	0.07	370	12	10			10			PC 2.57 PT 2.58 LENGTH 53' DEG 23
1	PER	S.R. 668	2.64	2.70	0.06	317	12	13			13			PC 2.64 PT 2.67 LENGTH 158' DEG 20
1	PER	S.R. 668	2.70	2.81	0.11	581	12	18			18			PC 2.70 PT 2.72 LENGTH 106' DEG 24
1	PER	S.R. 668	2.81	2.86	0.05	264	GAP	3			3			
1	PER	S.R. 668	2.86	3.05	0.19	1,003	12	29			29			PC 2.95 PT 2.97 LENGTH 106' DEG 14
1	PER	S.R. 668	3.05	3.14	0.09	475	12	16			16			PC 3.05 PT 3.07 LENGTH 106' DEG 15
1	PER	S.R. 668	3.14	3.22	0.08	422	12	15			15			PC 3.14 PT 3.17 LENGTH 158' DEG 16
1	PER	S.R. 668	3.22	3.32	0.10	528	12	15			15			PC 3.22 PT 3.23 LENGTH 53' DEG 15
1	PER	S.R. 668	3.32	3.67	0.35	1,848	GAP	23			23			
1	PER	S.R. 668	3.67	3.67	0.20	1,056	12	29			29			PC 3.76 PT 3.78 LENGTH 106' DEG 18
1	PER	S.R. 668	3.87	4.30	0.43	2,270	GAP	28			28			
1	PER	S.R. 668	4.30	4.50	0.20	1,056	12	29			29			PC 4.39 PT 4.41 LENGTH 106' DEG 27
1	PER	S.R. 668	4.50	4.59	0.09	475	11	12			12			PC 4.50 PT 4.59 LENGTH 475' DEG 9
1	PER	S.R. 668	4.59	4.72	0.13	686	12	22			22			PC 4.65 PT 4.67 LENGTH 106' DEG 15
1	PER	S.R. 668	4.72	4.78	0.06	317	12	15			15			PC 4.72 PT 4.77 LENGTH 264' DEG 11
1	PER	S.R. 668	4.78	4.83	0.05	264	12	11			11			PC 4.78 PT 4.81 LENGTH 158' DEG 23
1	PER	S.R. 668	4.83	4.87	0.04	211	12	7			7			PC 4.83 PT 4.85 LENGTH 106' DEG 15
1	PER	S.R. 668	4.87	4.99	0.12	634	12	20			20			PC 4.87 PT 4.90 LENGTH 158' DEG 27
1	PER	S.R. 668	4.99	5.13	0.14	739	12	22			22			PC 5.02 PT 5.04 LENGTH 106' DEG 15
SUB-TOTALS													664	
LOCATION 1 SUB-TOTAL (CARRIED TO SHEET 15)								664						

RAISED PAVEMENT MARKER DATA

PER-668-0.00
HOC-668-0.00

DETAIL	SEE STD. DWG. TC-65.II
1	TAPERED ACCELERATION LANE
2	DECELERATION LANE
3	MULTILANE DIVIDED/ CONTROLLED ACCESS

DETAIL	SEE STD. DWG. TC-65.II
4	4 LANE DIVIDED TO 2 LANE TRANSITION
5	4 LANE UNDIVIDED TO 2 LANE TRANSITION
6	ONE LANE BRIDGE
7	STOP APPROACH
8	THRU APPROACH
9	TWO WAY LEFT TURN LANE

DETAIL	SEE STD. DWG. TC-65.II
10	APPROACH W/LT. TURN LANE
11	HORIZONTAL CURVE 40'
12	HORIZONTAL CURVE ALT.
GAP	CENTERLINE AT 80' TYP.

ITEM 621 RPM SUB-SUMMARY														
LOCATION	COUNTY	ROUTE	BEGIN LOG POINT SLM	END LOG POINT SLM	LENGTH		DETAIL	PRISMATIC RETRO-REFLECTOR COLORS					REMARKS	
					MILES	LIN.FT.		621 RPM	INFORMATION ONLY					
									ONE-WAY	TWO-WAY				
EACH	WHITE	YELLOW	YELLOW / YELLOW	WHITE / RED	YELLOW / RED									
LOCATION 1 SUB-TOTAL (CARRIED FROM SHEET 14)								664			664			
1	PER	S.R. 668	5.13	5.34	0.21	1,109	12	30			30		PC 5.23 PT 5.25 LENGTH 106' DEG 12	
1	PER	S.R. 668	5.34	5.38	0.04	211	GAP	3			3			
1	PER	S.R. 668	5.38	5.56	0.18	950	12	28			28		PC 5.47 PT 5.50 LENGTH 158' DEG 13	
1	PER	S.R. 668	5.56	5.58	0.02	106	12	6			6		PC 5.56 PT 5.58 LENGTH 106' DEG 14	
1	PER	S.R. 668	5.58	5.67	0.09	475	12	16			16		PC 5.58 PT 5.61 LENGTH 158' DEG 15	
1	PER	S.R. 668	5.67	5.83	0.16	845	12	11			11		PC 5.67 PT 5.69 LENGTH 106' DEG 16	
1	PER	S.R. 668	5.83	5.95	0.12	634	12	20			20		PC 5.83 PT 5.86 LENGTH 158' DEG 27	
1	PER	S.R. 668	5.95	6.05	0.10	528	12	12			12		PC 5.95 PT 5.98 LENGTH 158' DEG 16	
1	PER	S.R. 668	6.05	6.17	0.12	634	12	20			20		PC 6.05 PT 6.08 LENGTH 158' DEG 20	
1	PER	S.R. 668	6.17	6.27	0.10	528	12	17			17		PC 6.22 PT 6.24 LENGTH 106' DEG 23	
1	PER	S.R. 668	6.27	6.39	0.12	634	12	20			20		PC 6.27 PT 6.30 LENGTH 158' DEG 25	
1	PER	S.R. 668	6.39	6.42	0.03	158	GAP	2			2			
1	PER	S.R. 668	6.42	6.63	0.21	1,109	12	32			32		PC 6.51 PT 6.54 LENGTH 158' DEG 10	
1	PER	S.R. 668	6.63	6.70	0.07	370	GAP	5			5			
1	PER	S.R. 668	6.70	6.75	0.05	264	11	7			7		PC 6.70 PT 6.75 LENGTH 264' DEG 9	
1	PER	S.R. 668	6.75	7.00	0.25	1,320	GAP	17			17			
1	PER	S.R. 668	7.00	7.20	0.20	1,056	12	30			30		PC 7.09 PT 7.11 LENGTH 106' DEG 19	
1	PER	S.R. 668	7.20	7.79	0.59	3,115	GAP	39			39			
1	PER	S.R. 668	7.79	7.95	0.16	845	12	25			25		PC 7.88 PT 7.91 LENGTH 158' DEG 32	
1	PER	S.R. 668	7.95	8.01	0.06	317	12	9			9		PC 7.95 PT 7.96 LENGTH 53' DEG 19	
1	PER	S.R. 668	8.01	8.10	0.09	475	12	14			14		PC 8.01 PT 8.03 LENGTH 106' DEG 10	
1	PER	S.R. 668	8.10	8.22	0.12	634	12	20			20		PC 8.10 PT 8.13 LENGTH 158' DEG 9	
1	PER	S.R. 668	8.22	8.24	0.02	106	GAP	1			1			
1	PER	S.R. 668	8.24	8.44	0.20	1,056	12	29			29		PC 8.33 PT 8.35 LENGTH 106' DEG 29	
1	PER	S.R. 668	8.44	8.47	0.03	158	GAP	2			2			
1	PER	S.R. 668	8.47	8.59	0.12	634	12	20			20		PC 8.56 PT 8.59 LENGTH 158' DEG 16	
1	PER	S.R. 668	8.59	8.68	0.09	475	12	14			14		PC 8.59 PT 8.61 LENGTH 106' DEG 27	
1	PER	S.R. 668	8.68	8.80	0.12	634	12	20			20		PC 8.68 PT 8.71 LENGTH 158' DEG 27	
1	PER	S.R. 668	8.80	8.91	0.11	581	12	17			17		PC 8.83 PT 8.85 LENGTH 106' DEG 14	
1	PER	S.R. 668	8.91	9.03	0.12	634	12	20			20		PC 8.91 PT 8.94 LENGTH 158' DEG 15	
1	PER	S.R. 668	9.03	9.87	0.84	4,435	GAP	55			55		SUSPEND AT JUNCTION CITY CORP.	
SUB-TOTALS											1,225			
TOTAL (CARRIED TO LOCATION 1 SUB-SUMMARY)								1,225						
2	HOC	S.R. 668	0.00	0.16	0.16	845	GAP / 7	27	16		11		STOP AT S.R. 93	
SUB-TOTALS											16		11	
TOTAL (CARRIED TO LOCATION 2 SUB-SUMMARY)								27						

CALCULATED
LME
CHECKED
DNM

RAISED PAVEMENT MARKER DATA

PER-668-0.00
HOC-668-0.00

15
18

LOCATION 1										ITEM	ITEM EXT.	LOCATION 1 TOTAL	UNIT	DESCRIPTION
Sht. 2	Sht. 3	Sht. 4	Sht. 5	Sht. 6	Sht. 7	Sht. 8	Sht. 12	Sht. 13	Sht. 15					
1,780				695	889					202	23500	3,364	SQ YD	WEARING COURSE REMOVED
						74				202	30000	74	SQ FT	WALK REMOVED
	5									209	60500	5	MILE	LINEAR GRADING
	1,000									253	02000	1,000	CU YD	PAVEMENT REPAIR
		117,899	1725							254	01000	119,624	SQ YD	PAVEMENT PLANING, ASPHALT CONCRETE
		8910	130	300						407	10000	9,340	GALLON	TACK COAT
		5940	87	200						407	14000	6,227	GALLON	TACK COAT FOR INTERMEDIATE COURSE
9,321										408	10001	9,321	GALLON	PRIME COAT, AS PER PLAN
87		5775	84	8						448	46050	5,954	CU YD	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, PG64-22
63		4125	60							448	46904	4,248	CU YD	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG70-22M
				139						448	47020	139	CU YD	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG64-22
					136					516	31011	136	FT	2" DEEP JOINT SEALER, AS PER PLAN
						58				608	10000	58	SQ FT	4" CONCRETE WALK
63										614	12460	63	EACH	WORK ZONE MARKING SIGN
	8									614	13000	8	CU YD	ASPHALT CONCRETE FOR MAINTAINING TRAFFIC
		10.02								614	21400	10.02	MILE	WORK ZONE CENTER LINE, CLASS II
		10.02								614	21550	10.02	MILE	WORK ZONE CENTER LINE, CLASS III, 642 PAINT
			547							617	10101	547	CU YD	COMPACTED AGGREGATE, AS PER PLAN
									1,225	621	00100	1,225	EACH	RPM
	1,274									621	54000	1,274	EACH	RAISED PAVEMENT MARKER REMOVED
								474		644	00500	474	FT	STOP LINE
								120		644	00600	120	FT	CROSSWALK LINE
								2		644	01000	2	EACH	RAILROAD SYMBOL MARKING
						1				690	98000	1	EACH	SPECIAL - MISC.: CURB RAMP, TYPE A1
						16				690	98200	16	SQ FT	SPECIAL - MISC.: DETECTABLE WARNING
							20.30			817	00100	20.30	MILE	EDGE LINE
							10.19			817	00300	10.19	MILE	CENTER LINE

CALCULATED
LME
CHECKED
DNM

LOCATION 1 SUB-SUMMARY

PER-668-0.00
HOC-668-0.00

LOCATION 2								ITEM	ITEM EXT.	LOCATION 2 TOTAL	UNIT	DESCRIPTION
Sht. 2	Sht. 3	Sht. 4	Sht. 5	Sht. 6	Sht. 12	Sht. 13	Sht. 15					
				29				202	23500	29	SQ YD	WEARING COURSE REMOVED
		1878						254	01000	1,878	SQ YD	PAVEMENT PLANING, ASPHALT CONCRETE
		141		19				407	10000	160	GALLON	TACK COAT
		94		13				407	14000	107	GALLON	TACK COAT FOR INTERMEDIATE COURSE
151								408	10001	151	GALLON	PRIME COAT, AS PER PLAN
		92		15				448	46050	107	CU YD	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, PG64-22
		66						448	46904	66	CU YD	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG70-22M
				9				448	47020	9	CU YD	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG64-22
3								614	12460	3	EACH	WORK ZONE MARKING SIGN
	4							614	13000	4	CU YD	ASPHALT CONCRETE FOR MAINTAINING TRAFFIC
		0.16						614	21400	0.16	MILE	WORK ZONE CENTER LINE, CLASS II
		0.16						614	21550	0.16	MILE	WORK ZONE CENTER LINE, CLASS III, 642 PAINT
				21				617	10101	21	CU YD	COMPACTED AGGREGATE, AS PER PLAN
							27	621	00100	27	EACH	RPM
	37							621	54000	37	EACH	RAISED PAVEMENT MARKER REMOVED
						24		644	00500	24	FT	STOP LINE
					0.32			817	00100	0.32	MILE	EDGE LINE
					0.16			817	00300	0.16	MILE	CENTER LINE

CALCULATED
LME
CHECKED
DNM

LOCATION 2 SUB-SUMMARY

PER-668-0.00
HOC-668-0.00

LOCATION 1 (80% FED / 20% STATE)	LOCATION 2 (80% FED / 20% STATE)		100% STATE SHEET 3	80% FED / 20% STATE RURAL	ITEM	ITEM EXT.	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET
3,364	29			3,393	202	23500	3,393	SQ YD	WEARING COURSE REMOVED	
74				74	202	30000	74	SQ FT	WALK REMOVED	
5				5	209	60500	5	MILE	LINEAR GRADING	
1,000				1,000	253	02000	1,000	CU YD	PAVEMENT REPAIR	
119,624	1,878			121,502	254	01000	121,502	SQ YD	PAVEMENT PLANING, ASPHALT CONCRETE	
9,340	160			9,500	407	10000	9,500	GALLON	TACK COAT	
6,227	107			6,334	407	14000	6,334	GALLON	TACK COAT FOR INTERMEDIATE COURSE	
9,321	151			9,472	408	10001	9,472	GALLON	PRIME COAT, AS PER PLAN	2
5,954	107			6,061	448	46050	6,061	CU YD	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, PG64-22	
4,248	66			4,314	448	46904	4,314	CU YD	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG70-22M	
139	9			148	448	47020	148	CU YD	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG64-22	
136				136	516	31011	136	FT	2" DEEP JOINT SEALER, AS PER PLAN	2
58				58	608	10000	58	SQ FT	4" CONCRETE WALK	
63	3			66	614	12460	66	EACH	WORK ZONE MARKING SIGN	
8	4			12	614	13000	12	CU YD	ASPHALT CONCRETE FOR MAINTAINING TRAFFIC	
10.02	0.16			10.18	614	21400	10.18	MILE	WORK ZONE CENTER LINE, CLASS II	
10.02	0.16			10.18	614	21550	10.18	MILE	WORK ZONE CENTER LINE, CLASS III, 642 PAINT	
547	21			568	617	10101	568	CU YD	COMPACTED AGGREGATE, AS PER PLAN	2
1,225	27			1,252	621	00100	1,252	EACH	RPM	
1,274	37			1,311	621	54000	1,311	EACH	RAISED PAVEMENT MARKER REMOVED	
474	24			498	644	00500	498	FT	STOP LINE	
120				120	644	00600	120	FT	CROSSWALK LINE	
2				2	644	01000	2	EACH	RAILROAD SYMBOL MARKING	
1				1	690	98000	1	EACH	SPECIAL-MISC.: CURB RAMP, TYPE A1	
16				16	690	98200	16	SQ FT	SPECIAL-MISC.: DETECTABLE WARNING	
			4,000		690	98800	4,000	TON	SPECIAL-MISC.: HAULING RACP	
20.30	0.32			20.62	817	00100	20.62	MILE	EDGE LINE	
10.19	0.16			10.35	817	00300	10.35	MILE	CENTER LINE	
					103	05000	LUMP		PREMIUM FOR CONTRACT PERFORMANCE BOND AND FOR PAYMENT BOND	
					614	11000	LUMP		MAINTAINING TRAFFIC	
					619	16000	2	MONTH	FIELD OFFICE, TYPE A	
					623	10000	LUMP		CONSTRUCTION LAYOUT STAKES	
					624	10000	LUMP		MOBILIZATION	

CALCULATED
LME
CHECKED
DNM

GENERAL SUMMARY

PER-668-0.00
HOC-668-0.00