

STATE OF OHIO  
DEPARTMENT OF TRANSPORTATION

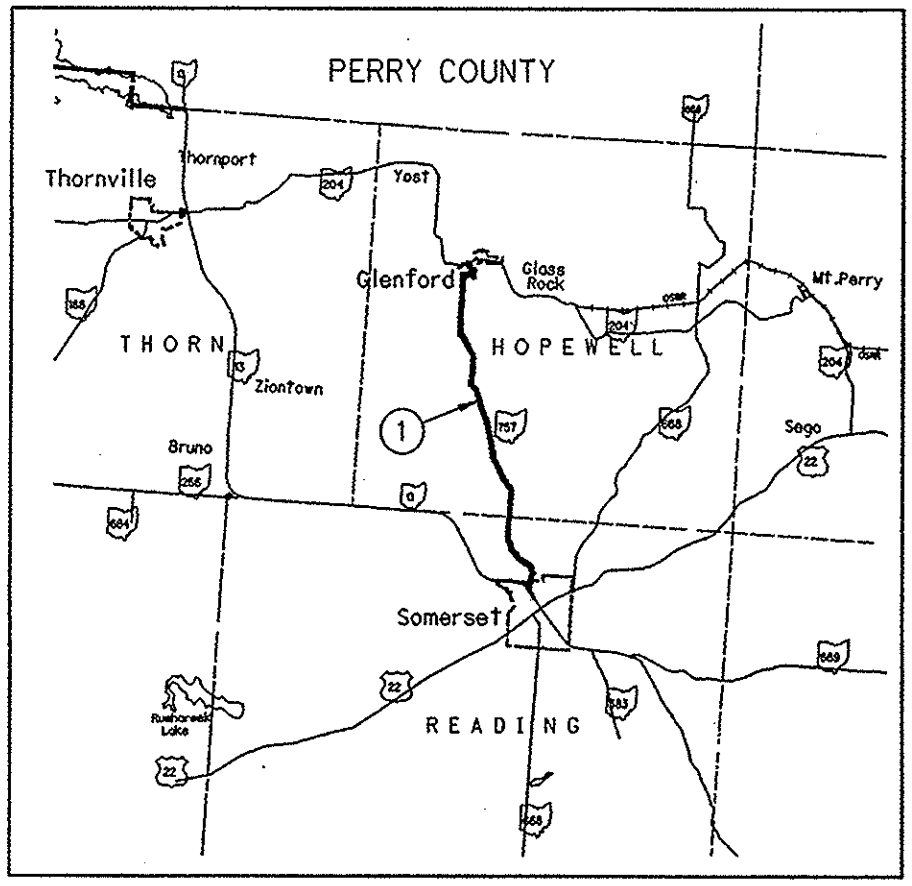
**PER-757-0.00**

**VILLAGE OF SOMERSET  
VILLAGE OF GLENFORD**

**HOPEWELL & READING TOWNSHIPS  
PERRY COUNTY**

**PROJECT DESCRIPTION:**  
ASPHALT CONCRETE RESURFACING AND  
RELATED WORK ON SR 757 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)



PER - SR-757-0.00  
130396 PID - 92962  
Dist 5 6/6/2013

Contract Proposal Available @ www.  
contracts.dot.state.oh.us/home

LOCATION	COUNTY	ROUTE	BEGIN SLM	END SLM	LENGTH MILES	CITY OR VILLAGE
1	PER	757	0.00	5.68	5.68	SOMERSET/GLENFORD

**INDEX OF SHEETS:**

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DESIGN DESIGNATION	SR 757 0.00-5.68
Functional Classification	RMC
Opening Year ADT (2013)	1,200
Design Year ADT (2025)	1,400
Design Hourly Volume (2025)	140
Directional Distribution	53%
Trucks (24 Hour B&C)	8%
Design Speed	55mph
Legal Speed	55mph

RMC = RURAL MINOR 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

ENGINEER'S SEAL

SIGNED: *Douglas N. Morgan*  
DATE: 2-15-2013

STANDARD CONSTRUCTION DRAWINGS				SUPPLEMENTAL SPECIFICATIONS	
BP-3.1	4-20-12	TC-65.10	4-20-12	800	4-19-13
BP-4.1	7-16-04	TC-65.11	4-20-12	832	5-5-09
MT-97.10	7-20-12	TC-71.10	10-19-12		
MT-97.12	7-20-12	TC-73.10	4-20-12		
MT-99.20	7-20-12				
MT-101.90	10-19-12				
MT-105.10	7-20-12				
				SPECIAL PROVISIONS	

**2013 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 *[Signature]*  
DATE 2/15/13 DISTRICT DEPUTY DIRECTOR

APPROVED *[Signature]*  
DATE 3-19-13 DIRECTOR, DEPARTMENT OF TRANSPORTATION

FEDERAL PROJECT NO.  
**100% STATE**

FID NO.  
**92962**

CONSTRUCTION PROJECT NO.

RAILROAD INVOLVEMENT  
**NONE**

**PER-757-0.00**

**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**

THE CONTRACTOR WILL ADVISE THE PROJECT ENGINEER A MINIMUM OF TWENTY ONE (21) DAYS PRIOR TO THE FOLLOWING: THE START OF CONSTRUCTION ACTIVITIES, LANE RESTRICTIONS, LANE CLOSURES, AND OR ROAD CLOSURES. THE PROJECT ENGINEER WILL FORWARD THIS INFORMATION TO THE FOLLOWING:

DISTRICT PUBLIC INFORMATION OFFICER (PIO) BY FAX AT (614) 887-4510 OR EMAIL AT [D05.PIO@DOT.STATE.OH.US](mailto:D05.PIO@DOT.STATE.OH.US)

DISTRICT PERMIT SECTION BY FAX AT (614) 887-4525 OR EMAIL AT [BRIAN.BOSCH@DOT.STATE.OH.US](mailto:BRIAN.BOSCH@DOT.STATE.OH.US)

CENTRAL OFFICE SPECIAL HAUL PERMITS SECTION BY FAX AT (614) 728-4099 OR EMAIL AT [HAULING.PERMITS@DOT.STATE.OH.US](mailto:HAULING.PERMITS@DOT.STATE.OH.US)

THE PIO WILL, IN TURN, NOTIFY THE PUBLIC, THE LOCAL EMERGENCY SERVICES, AFFECTED SCHOOLS AND BUSINESSES, AND ANY OTHER IMPACTED LOCAL PUBLIC AGENCY OF ANY OF THE ABOVE MENTIONED ITEMS, VIA MEDIA SOURCES.

**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.

**PAVEMENT MARKING**

STOP LINES, CROSSWALK LINES, CHANNELIZING LINES, ETC., SHOWN IN THE PLANS ARE TAKEN FROM EXISTING MARKINGS. THE CONTRACTOR SHALL DOCUMENT ALL OF THE EXISTING PAVEMENT MARKING LOCATIONS THAT WILL BE REMOVED/OBLITERATED DURING THIS PROJECT. THE CONTRACTOR SHALL PLACE NEW PAVEMENT MARKINGS AT THE LOCATION OF THE EXISTING MARKINGS 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. THE METHOD OF DOCUMENTATION SHALL BE APPROVED BY THE ENGINEER IN ORDER TO PROVIDE AN ACCEPTABLE TOLERANCE BETWEEN THE EXISTING AND PROPOSED PAVEMENT MARKINGS.

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

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

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

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

**ITEM 209 LINEAR GRADING LOCATION 1 - 11.32 MILE**

**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 OPERATION. 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 7". THE MINIMUM WIDTH SHALL BE 4 FT. 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 TWO LIFTS).

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.

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

**ITEM 253 PAVEMENT REPAIR LOCATION 1: 500 CY**

**ITEM 254 PAVEMENT PLANING, ASPHALT CONCRETE**

DEPTH OF PLANING SHALL BE 1.25" FOR FULL WIDTH OF PAVEMENT. 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.

**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.

**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 QUANTITIES OF PRIME COAT, AS PER PLAN HAVE 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: 13,242.40 SY x 0.40 GAL/SY = 5297.0 GAL**

**MAIL BOX TURN OUTS**

THE FOLLOWING QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY 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.

**ITEM 448 ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG 70-22M LOCATION 1: 19 CY**

**ITEM 448 ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, PG 64-22 LOCATION 1: 16 CY**

**ITEM 202 WEARING COURSE REMOVED LOCATION 1: 547 SY**

**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.

CALCULATED	BCT	CHECKED	DNM
<b>GENERAL NOTES</b>			
<b>PER - 757 - 0.00</b>			
2 15			

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**SAFETY EDGE PLAN NOTE**

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

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

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

TransTech Systems, Inc.  
1594 State Street  
Schenectady, NY 12304  
1-800-724-6306  
[www.transtechsys.com](http://www.transtechsys.com)

Advant-Edge Paving Equipment, LLC.  
P.O. Box 9163  
Niskayuna, NY 12309-0163  
518-280-6090  
[www.advantaedgепaving.com](http://www.advantaedgепaving.com)

Carlson Safety Edge End Gate  
18425 50<sup>th</sup> Avenue East  
Tacoma, WA 98446  
253-875-8000

Troxler Electronics Laboratories, Inc.  
3008 E. Cornwallis Rd.  
Research Triangle Park, NC 27709  
1-877-TROXLER  
[www.troxlerlabs.com](http://www.troxlerlabs.com)

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

IN ADDITION TO THE REQUIREMENTS OF 401.16, MAKE THE FIRST ROLLER PASS 8 TO 12 INCHES (200 TO 300 mm) AWAY FROM TAPERED EDGE. DO NOT ROLL THE TAPER.

THE FOLLOWING QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY TO PROVIDE EXTRA ASPHALT FOR CONSTRUCTION OF THE SAFETY EDGE:

**ITEM 448 ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG 70-22M**  
**LOCATION 1: 58 CY**

**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 621 RAISED PAVEMENT MARKER REMOVED**

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.

**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 AN 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 SURFACE COURSE, TYPE 1, PG 70-22M**  
**LOCATION 1: 26 CY**

**ITEM 202 WEARING COURSE REMOVED**  
**LOCATION 1: 749 SY**

**ITEM 614, MAINTAINING TRAFFIC**

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

TWO-WAY TRAFFIC SHALL BE MAINTAINED AT ALL TIMES EXCEPT THAT ONE-WAY TRAFFIC WILL BE PERMITTED FOR MINIMUM PERIODS OF TIME CONSISTENT WITH THE REQUIREMENTS OF THE SPECIFICATIONS FOR PROTECTION OF COMPLETED ASPHALT CONCRETE COURSES.

**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.**

**ONLY ITEM 614 WORK ZONE CENTER LINE, CLASS II HAS BEEN ITEMIZED IN THE PLAN. QUANTITIES ARE TO BE USED FOR ONE APPLICATION ON EACH ASPHALT COURSE. ALL OTHER WORK ZONE PAVEMENT MARKINGS NECESSARY SHALL BE INCLUDED IN THE LUMP SUM BID FOR MAINTAINING 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.

**ITEM 614 WORK ZONE MARKING SIGN**

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

W8-H12a (NO EDGE LINE): LOC. 1: 8 EA

R4-1 (DO NOT PASS): LOC. 1: 12 EA

**TOTALS:**  
**LOCATION 1: 20 EACH**

IN ADDITION, THE CONTRACTOR SHALL ERECT A "GROOVED PAVEMENT" SIGN 250 FEET IN ADVANCE OF ANY SECTION OF ROADWAY WHERE TRAFFIC MUST TRAVEL ON A PLANED SURFACE. ENSURE THESE SIGNS ARE IN PLACE BEFORE OPENING THE ROADWAY TO TRAFFIC. ERECT THESE SIGNS AT INTERSECTIONS OF THROUGH ROUTES TO WARN TRAFFIC OF THIS SURFACE CONDITION. "GROOVED PAVEMENT" SIGNS SHALL BE INCLUDED FOR PAYMENT WITH THE LUMP SUM BID FOR ITEM 614 MAINTAINING TRAFFIC AS PER CMS SECTION 614.055.

**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 LENGTH FOR ASPHALT WEDGE AT BUTT JOINTS SHALL BE 10'.

LOCATION	ROUTE	DESCRIPTION	S.L.M.	ITEM 614, ASPHALT CONCRETE FOR MAINTAINING TRAFFIC CU. YD.
1	SR 757	BEGIN WORK	0.00	1.0
1	SR 757	BRIDGE: PER-757-0406	4.06	2.0
1	SR 757	END WORK	5.68	1.0
<b>TOTAL CARRIED TO GENERAL SUMMARY</b>				<b>4.0</b>

**THE GRINDING FOR BUTT JOINTS THROUGHOUT THE PROJECT SHALL BE INCLUDED WITH ITEM 254 PAVEMENT PLANING, ASPHALT CONCRETE.**

CALCULATED  
BCT  
CHECKED  
DNM

GENERAL NOTES

PER - 757 - 0.00

3  
15

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**ITEM 614 PORTABLE CHANGEABLE MESSAGE SIGNS, AS PER PLAN**

THE CONTRACTOR SHALL FURNISH, INSTALL, MAINTAIN AND REMOVE, WHEN NO LONGER NEEDED, TWO CHANGEABLE MESSAGE SIGNS, ON SITE, FOR THE DURATION OF THE PROJECT. THE SIGNS SHALL BE OF A TYPE SHOWN ON A LIST OF APPROVED PCMS UNITS MAINTAINED BY THE DIRECTOR (OFFICE OF MATERIALS MANAGEMENT). THE APPROVED LIST OF PORTABLE CHANGEABLE MESSAGE SIGNS CAN BE FOUND ON THE ODOT WEBSITE BY CLICKING ON THE SERVICES MENU, THEN LICKING ON MATERIALS MANAGEMENT. THE LIST CONTAINS CLASS A AND B UNITS WITH MINIMUM LEGIBILITY DISTANCES OF 650 FT. AND 475 FT., RESPECTIVELY.

EACH SIGN SHALL BE TRAILER-MOUNTED AND EQUIPPED WITH A FUNCTIONAL DIMMING MECHANISM, TO DIM THE SIGN DURING DARKNESS, AND A TAMPER AND VANDAL PROOF ENCLOSURE. EACH SIGN SHALL BE PROVIDED WITH APPROPRIATE TRAINING AND OPERATION INSTRUCTIONS TO ENABLE ON-SITE PERSONNEL TO OPERATE AND TROUBLESHOOT THE UNIT. THE SIGN SHALL ALSO BE CAPABLE OF BEING POWERED BY AN ELECTRICAL SERVICE DROP FROM A LOCAL UTILITY COMPANY. PCMS TRAILERS SHOULD BE DELINEATED ON A PERMANENT BASIS BY AFFIXING RETROREFLECTIVE MATERIAL, IN A CONTINUOUS LINE ON THE FACE OF THE TRAILER AS SEEN BY ONCOMING ROAD USERS.

THE PROBABLE PCMS LOCATIONS AND WORK LIMITS FOR THOSE LOCATIONS ARE SHOWN ON SHEET(S) OF THE PLAN. PLACEMENT, OPERATION, MAINTENANCE AND ALL ACTIVATION OF THE SIGNS BY THE CONTRACTOR SHALL BE AS DIRECTED BY THE ENGINEER. THE PCMS SHALL BE LOCATED IN A HIGHLY VISIBLE POSITION YET PROTECTED FROM TRAFFIC. THE CONTRACTOR SHALL, AT THE DIRECTION OF THE ENGINEER, RELOCATE THE PCMS TO IMPROVE VISIBILITY OR ACCOMMODATE CHANGED CONDITIONS. WHEN NOT IN USE, THE PCMS SHALL BE TURNED OFF. ADDITIONALLY, WHEN NOT IN USE FOR EXTENDED PERIODS OF TIME, THE PCMS SHALL BE TURNED, FACING AWAY FROM ALL TRAFFIC, AND SHALL DISPLAY ONE OR MORE TYPE G YELLOW RETROREFLECTIVE SHEETING SURFACES OF 9-INCH BY 15-INCH MINIMUM SIZE FACING TRAFFIC.

THE ENGINEER SHALL BE PROVIDED ACCESS TO EACH SIGN UNIT AND SHALL BE PROVIDED WITH APPROPRIATE TRAINING AND OPERATION INSTRUCTIONS TO ENABLE ODOT PERSONNEL TO OPERATE AND TROUBLESHOOT THE UNIT, AND TO REVISE SIGN MESSAGES, IF NECESSARY.

THE CONTRACTOR SHALL IMPLEMENT A SYSTEM WHEREBY CHANGEABLE MESSAGES WILL BE IMPLEMENTED WITHIN 2 HOURS FOLLOWING TELEPHONE NOTIFICATION FROM THE PROJECT ENGINEER TO A DESIGNATED PHONE.

ALL MESSAGES TO BE DISPLAYED ON THE SIGN WILL BE PROVIDED BY THE ENGINEER. A LIST OF ALL REQUIRED PRE-PROGRAMMED MESSAGES WILL BE GIVEN TO THE CONTRACTOR AT THE PROJECT PRECONSTRUCTION CONFERENCE. THE SIGN SHALL HAVE THE CAPABILITY TO STORE UP TO 99 MESSAGES. MESSAGE MEMORY OR PRE-PROGRAMMED DISPLAYS SHALL NOT BE LOST AS A RESULT OF POWER FAILURES TO THE ON-BOARD COMPUTER. THE SIGN LEGEND SHALL BE CAPABLE OF BEING CHANGED IN THE FIELD. THREE-LINE PRESENTATION FORMATS WITH UP TO SIX MESSAGE PHASES SHALL BE SUPPORTED. PCMS FORMAT SHALL PERMIT THE COMPLETE MESSAGE FOR EACH PHASE TO BE READ AT LEAST TWICE.

THE PCMS SHALL CONTAIN AN ACCURATE CLOCK AND PROGRAMMING LOGIC WHICH WILL ALLOW THE SIGN TO BE ACTIVATED, DEACTIVATED OR MESSAGES CHANGED AUTOMATICALLY AT DIFFERENT TIMES OF THE DAY FOR DIFFERENT DAYS OF THE WEEK.

THE PCMS UNIT SHALL BE MAINTAINED IN GOOD WORKING ORDER BY THE CONTRACTOR IN ACCORDANCE WITH THE PROVISIONS OF CMS 614.07. THE CONTRACTOR SHALL, PRIOR TO ACTIVATING THE UNIT, MAKE ARRANGEMENTS, WITH AN AUTHORIZED SERVICE AGENT FOR THE PCMS, TO ASSURE PROMPT SERVICE IN THE EVENT OF FAILURE. ANY FAILURE SHALL NOT RESULT IN THE SIGN BEING OUT OF SERVICE FOR MORE THAN 12 HOURS, INCLUDING WEEKENDS. FAILURE TO COMPLY MAY RESULT IN AN ORDER TO STOP WORK AND OPEN ALL TRAFFIC LANES AND/OR IN THE

**ITEM 614 PORTABLE CHANGEABLE MESSAGE SIGNS, AS PER PLAN (cont'd)**

DEPARTMENT TAKING APPROPRIATE ACTION TO SAFELY CONTROL TRAFFIC.

THE ENTIRE COST TO CONTROL TRAFFIC, ACCRUED BY THE DEPARTMENT DUE TO THE CONTRACTOR'S NONCOMPLIANCE, WILL BE DEDUCTED FROM MONEYS DUE, OR TO BECOME DUE THE CONTRACTOR ON HIS CONTRACT.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR 24-HOUR-PER-DAY OPERATION AND MAINTENANCE OF THESE SIGNS ON THE PROJECT FOR THE DURATION OF THE PHASES WHEN THE PLAN REQUIRES THEIR USE.

PAYMENT FOR THE ABOVE DESCRIBED ITEM SHALL BE AT THE CONTRACT UNIT PRICE. PAYMENT SHALL INCLUDE ALL LABOR, MATERIALS, EQUIPMENT, FUELS, LUBRICATING OILS, SOFTWARE, HARDWARE AND INCIDENTALS TO PERFORM THE ABOVE DESCRIBED WORK.

A TOTAL OF 2 PCMS SHALL BE REQUIRED FOR THIS PROJECT.

**THE FOLLOWING QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY.**

**ITEM 614 PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN 60 DAY**

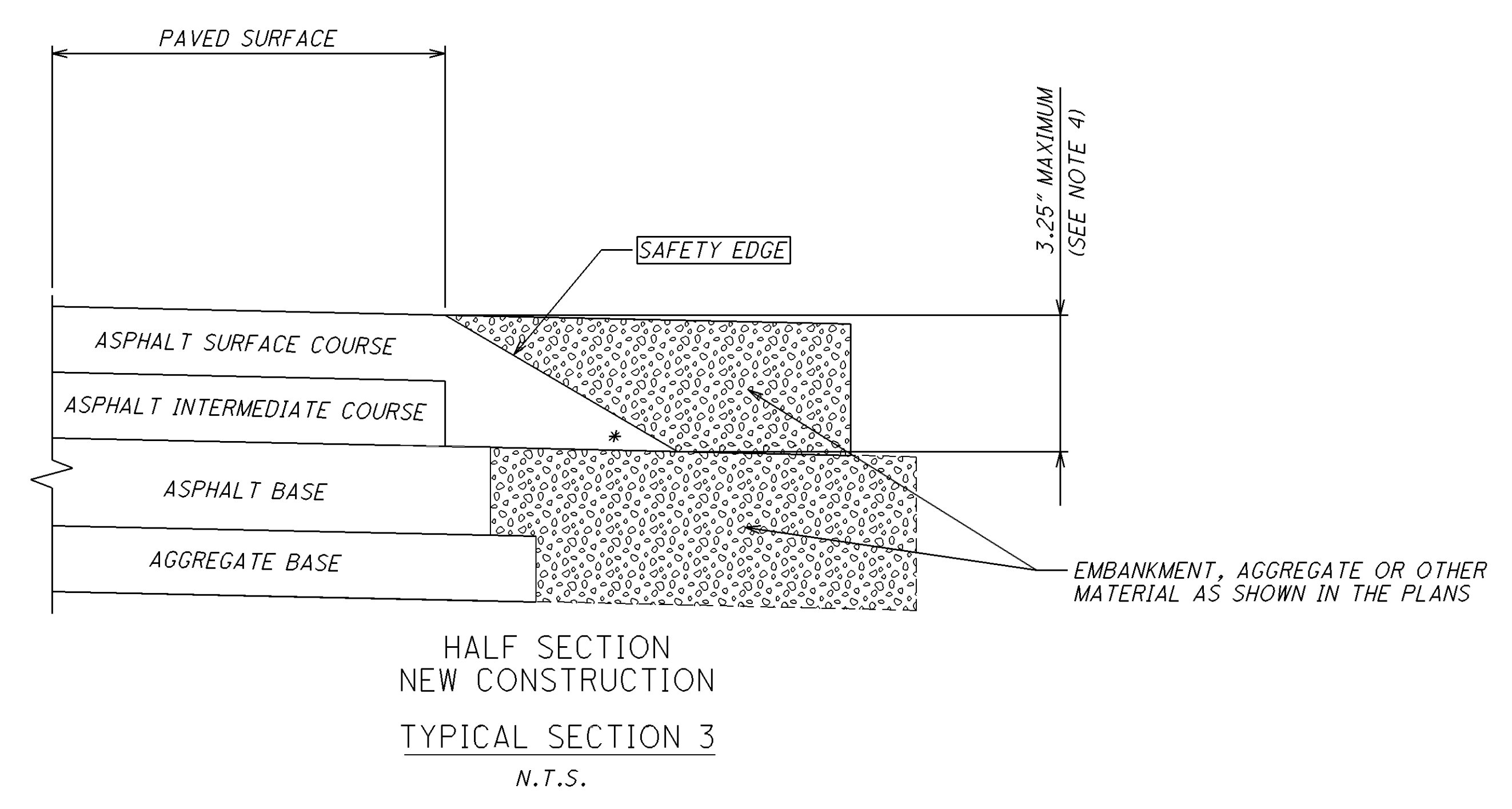
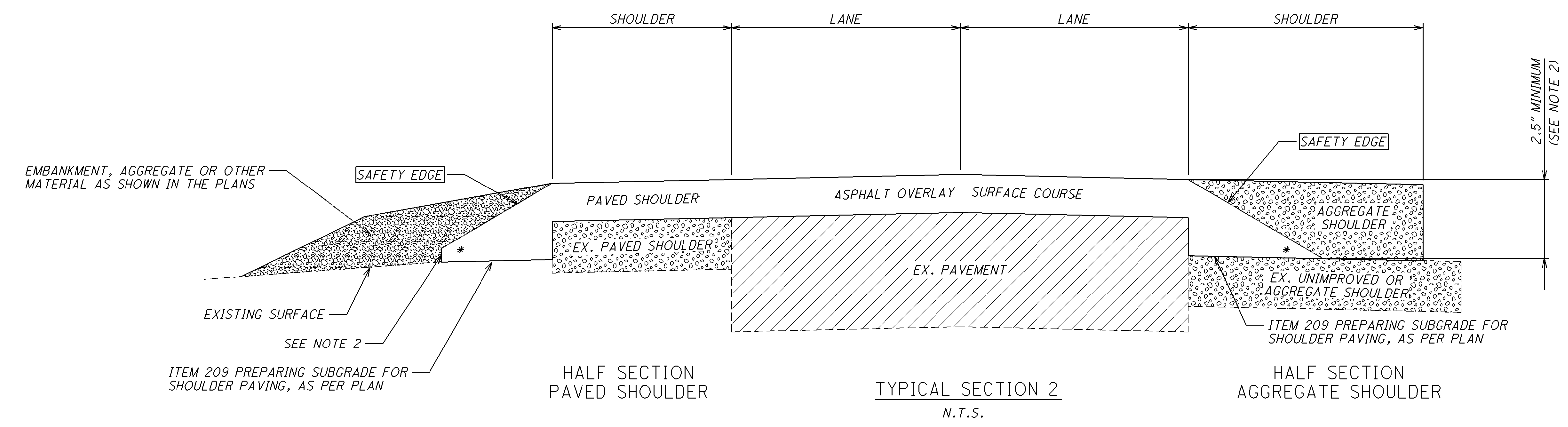
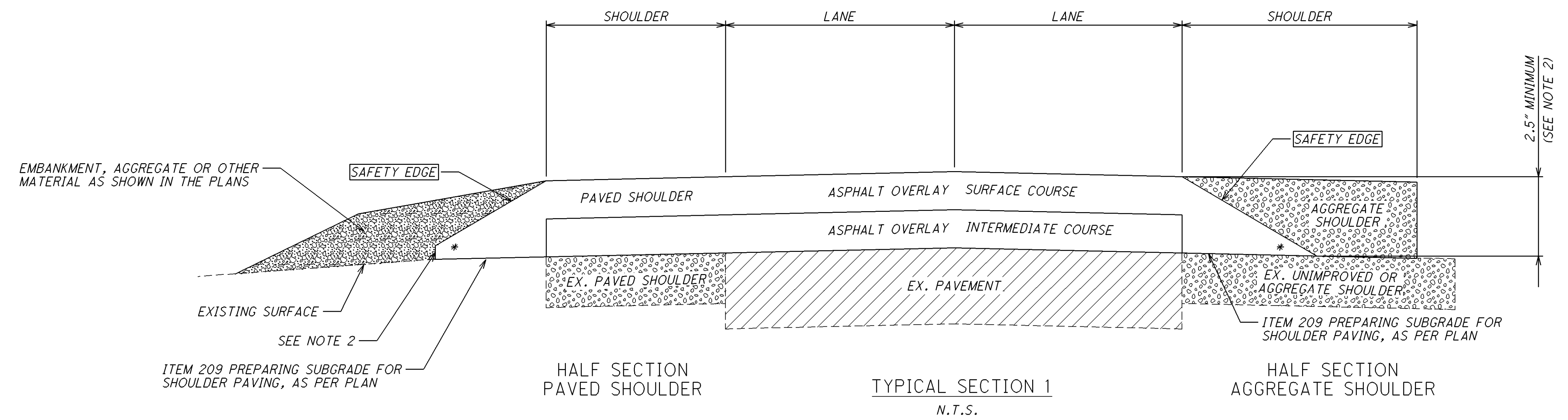
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**GENERAL NOTES**

**PER - 757 - 0.00**

4  
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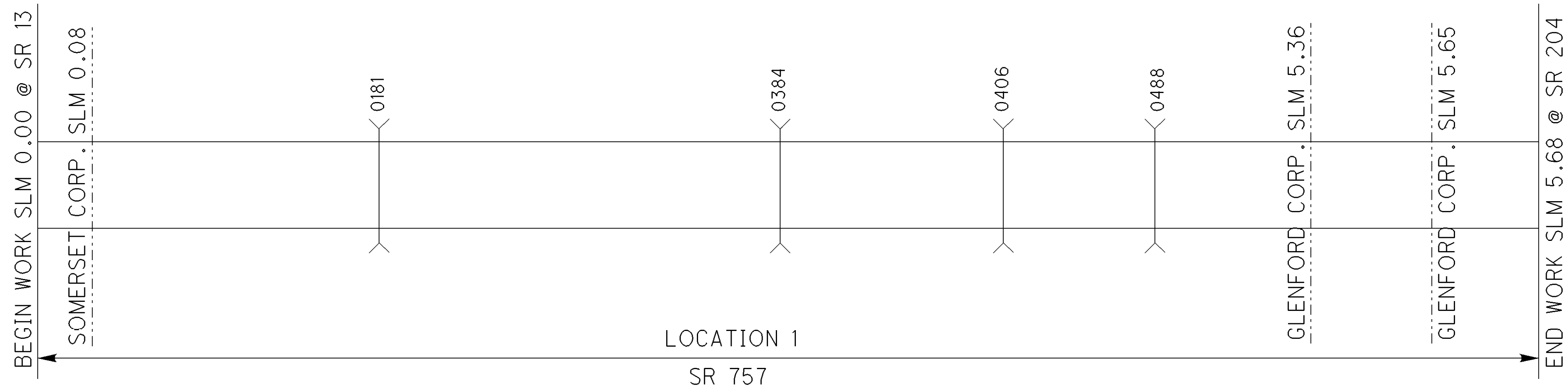
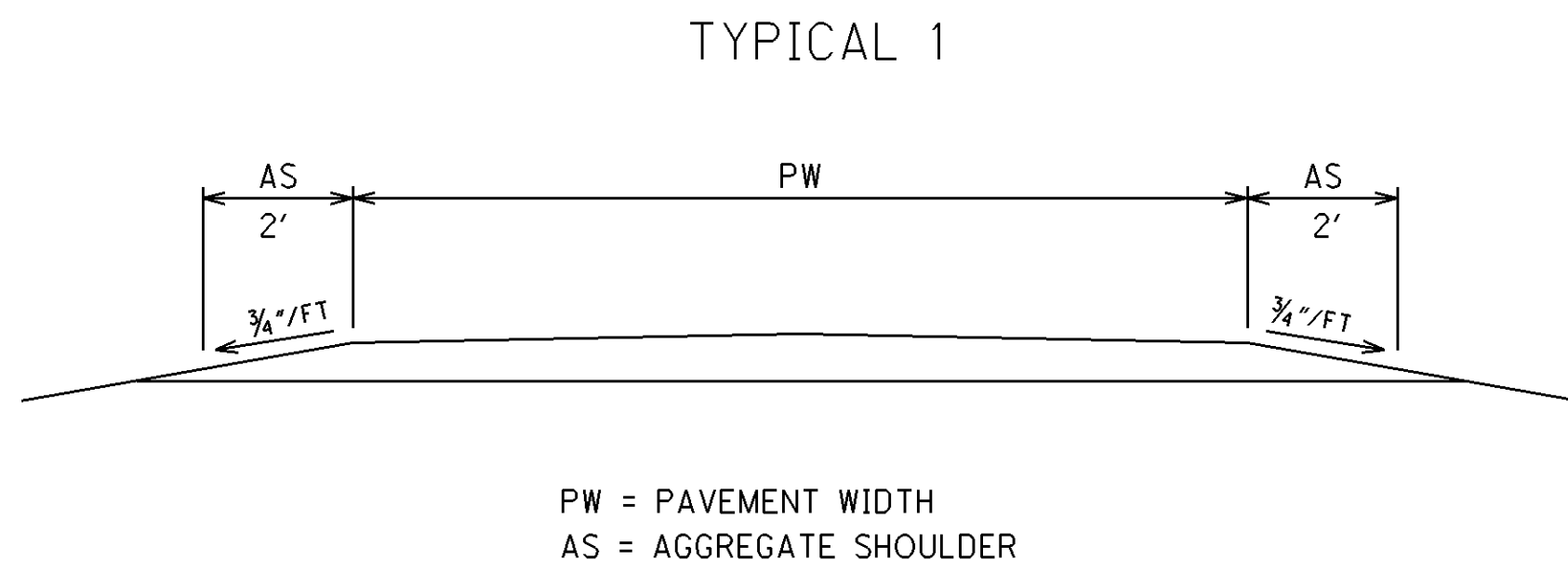
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**NOTES:**

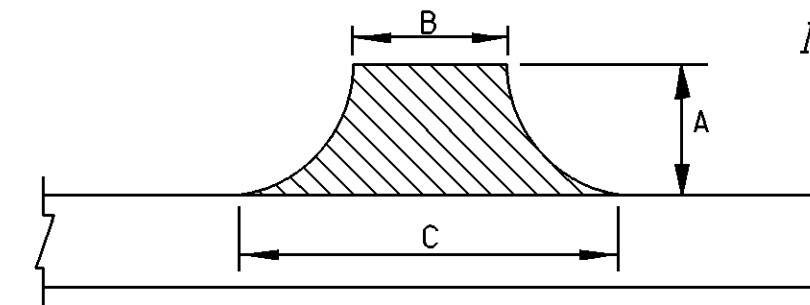
- 1.) SAFETY EDGES ARE REQUIRED AT THE OUTSIDE EDGES OF THE PAVED ROADWAY (EDGE OF TRAVEL LANE OR EDGE OF PAVED SHOULDER).
  - 2.) CONSTRUCT THE SAFETY EDGE THE FULL ASPHALT CONCRETE OVERLAY THICKNESS OR 2.5" (63MM) WHICHEVER IS GREATER, NOT TO EXCEED THE MAXIMUM SAFETY EDGE THICKNESS OF 6" (150MM). CONSTRUCT A NEAR-VERTICAL FACE BELOW THE SAFETY EDGE FOR THICKNESS GREATER THAN 6" (150 MM).
  - 3.) BLADE AND SHAPE EXISTING SHOULDER MATERIAL TO FORM A UNIFORM SURFACE UNDER THE SAFETY EDGE PRIOR TO PLACEMENT OF THE ASPHALT CONCRETE OVERLAY.
  - 4.) FOR NEW PAVEMENT CONSTRUCT THE SAFETY EDGE THE FULL THICKNESS OF THE SURFACE AND INTERMEDIATE COURSES, NOT TO EXCEED 3.25" (82 MM).
- \* 40° MAX

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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.					SQ. YD.	SQ. YD.	GAL.	GAL.	INCHES	CU. YD.	INCHES	CU. YD.	MILE
1	PER	SR 757	0.00	5.68	5.68	29,990.4	20.0	1	448	66,645.3	66,645.3	4,998.4	3,332.3	1.00	1,851.3	1.25	2,314.1	11.36	
LOCATION 1 DEDUCT FOR BRIDGES (FROM SHEET 8)										(433.3)	(433.3)	(32.5)	(21.7)	1.00	(12.0)	1.25	(15.0)	(0.02)	
LOCATION 1 TOTALS CARRIED TO GENERAL SUMMARY											66,212.0	4,965.9	3,310.6		1,839.3		2,299.1	11.34	

SHOULDER TREATMENT DATA																							
LOCATION	COUNTY	ROUTE	BEGIN LOG POINT SLM	END LOG POINT SLM	LENGTH		TYPICAL	PROPOSED WIDTH (FT.)				SHOULDER AREA	209	254	407		448 ASPHALT CONCRETE			617			
					MILES	LIN. FT.		A	B	C	D		SQ. YD.	MILE	SQ. YD.	GAL.	GAL.	INCHES	CU. YD.	INCHES	CU. YD.	INCHES	CU. YD.
1	PER	SR 757	0.00	5.68	5.68	29,990.4	1	2	2			13,329.1	11.36						1.50	555.4			
LOCATION 1 DEDUCT FOR BRIDGES (FROM SHEET 8)										(86.7)	(0.04)								1.50	(3.7)			
LOCATION 1 TOTALS CARRIED TO GENERAL SUMMARY											13,242.40	11.32								551.7			



INTERSECTIONS

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

**EXTRA AREAS**

LOCATION	COUNTY	ROUTE	SIDE	DESCRIPTION	INTERSECTIONS			AREA SQ. YD.	202	407		448 ASPHALT CONCRETE			
					WEARING COURSE REMOVED SQ. YD.	TACK COAT @ 0.075 GAL./S.Y. GAL.	TACK COAT FOR INTERMEDIATE COURSE @ 0.05 GAL./S.Y. GAL.		THICKNESS IN.	INTERMEDIATE COURSE, TYPE 1, PG 64-22 CU. YD.	THICKNESS IN.	SURFACE COURSE, TYPE 1, PG 64-22 CU. YD.			
													DETAIL DIMENSION		
													A FT.	B FT.	C FT.
1	PER	SR 757	CL	SR 757 @ SR 13				91.0	91.0	6.9			1.25	3.2	
1	PER	SR 757	RT	TOWNSHIP RD. 70	30	16	56	120.0	120.0	9.0			1.25	4.2	
1	PER	SR 757	LT	TOWNSHIP RD. 70	35	15	60	145.9	145.9	11.0			1.25	5.1	
1	PER	SR 757	LT	CR 31 (LOOP RD.)	35	17	65	159.5	159.5	12.0			1.25	5.6	
1	PER	SR 757	RT	TOWNSHIP RD. 71	30	16	50	110.0	110.0	8.3			1.25	3.9	
1	PER	SR 757	RT	TOWNSHIP RD. 72	35	18	48	128.4	128.4	9.7			1.25	4.5	
1	PER	SR 757	RT	TOWNSHIP RD. 72	25	24	45	95.9	95.9	7.2			1.25	3.4	
1	PER	SR 757	LT	CR 27 (BLACK HORSE RD.)	120	35		233.0	233.0	17.5			1.25	8.1	
1	PER	SR 757	RT	CR 51 (COOPERRIDERS RD.)	40	33	80	251.2	251.2	18.9			1.25	8.8	
1	PER	SR 757	LT	CR 29 (HIGH POINT RD.)	70	23	123	567.8	567.8	42.6			1.25	19.8	
1	PER	SR 757	LT	TOWNSHIP RD. 19	25	17	50	93.1	93.1	7.0			1.25	3.3	
1	PER	SR 757	RT	TOWNSHIP RD. 19	30	15	74	148.4	148.4	11.2			1.25	5.2	
1	PER	SR 757	LT	CHURCH ST.	35	15	45	116.7	116.7	8.8			1.25	4.1	
1	PER	SR 757	RT	MAIN ST.	35	20	79	192.5	192.5	14.5			1.25	6.7	
1	PER	SR 757	LT	MAIN ST.	35	30	94	241.2	241.2	18.1			1.25	8.4	
1	PER	SR 757	CL	SR 757 @ SR 204				171.0	171.0	12.9			1.25	6.0	
<b>LOCATION 1 TOTALS CARRIED TO GENERAL SUMMARY</b>									<b>2,865.6</b>	<b>215.6</b>				<b>100.3</b>	

CALCULATED  
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**EXTRA AREA DATA**

**PER - 757 - 0.00**

BRIDGE TREATMENT

LOCATION 1:

PER-757-0181: MILL & FILL SAME AS ROADWAY

PER-757-0384: MILL & FILL SAME AS ROADWAY

PER-757-0406: DO NOT PAVE. BUTT JOINT AT APPROACH SLABS.

PER-757-0488: MILL DOWN TO BRIDGE DECK & APPROACH SLABS.  
WATERPROOF DECK & PAVE W/1.5" SURFACE & 1.5" INTERM. COURSES.

**BRIDGE DATA**

NO	COUNTY, ROUTE, BRIDGE NO.	LENGTH (BRIDGE LIMITS)	WIDTH	AREA BRIDGE	APPROACH SLAB LENGTH	APPROACH SLAB WIDTH	AREA APPROACH SLAB (BOTH)	DETAILS (SHEET 9)	MAINLINE DEDUCTIONS (CARRIED TO SHT 6)	SHOULDER DEDUCTIONS (CARRIED TO SHT 6)	202		407		448 ASPHALT CONCRETE			512	516		
											WEARING COURSE REMOVED	TACK COAT @ 0.075 GAL./S.Y.	TACK COAT FOR INTERMEDIATE COURSE @ 0.05 GAL./S.Y.	SEMI-FINISH	INTERMEDIATE COURSE, TYPE 1, PG 64-22	SEMI-FINISH	SURFACE COURSE, TYPE 1, PG 70-22M	TYPE 3 WATERPROOFING	2" DEEP JOINT SEALER, AS PER PLAN	SPECIAL - POLYMER MODIFIED ASPHALT EXPANSION JOINT SYSTEM	
											SQ.YD.	GAL.	GAL.	INCH	CU. YD.	INCH	CU. YD.	SQ.YD.	FEET	FEET	
1	PER-757-0406	62	30	206.7	25.0	30.0	166.7	1	248.9	49.8									60.0		
1	PER-757-0488	33	30	110.0	25.0	30.0	166.7	2	184.4	36.9	276.7	20.8	13.8	1.50	11.5	1.50	11.5	110.0		60.0	
1	PER-757-0488	ADDITIONAL ASPHALT FOR APPROACHES FROM SHEET 9						2							27.8		13.9				
SUB-TOTALS									433.3	86.7											
<b>LOCATION 1 TOTALS CARRIED TO GENERAL SUMMARY</b>											<b>276.7</b>	<b>20.8</b>	<b>13.8</b>		<b>39.3</b>		<b>25.4</b>	<b>110.0</b>	<b>60.0</b>	<b>60.0</b>	

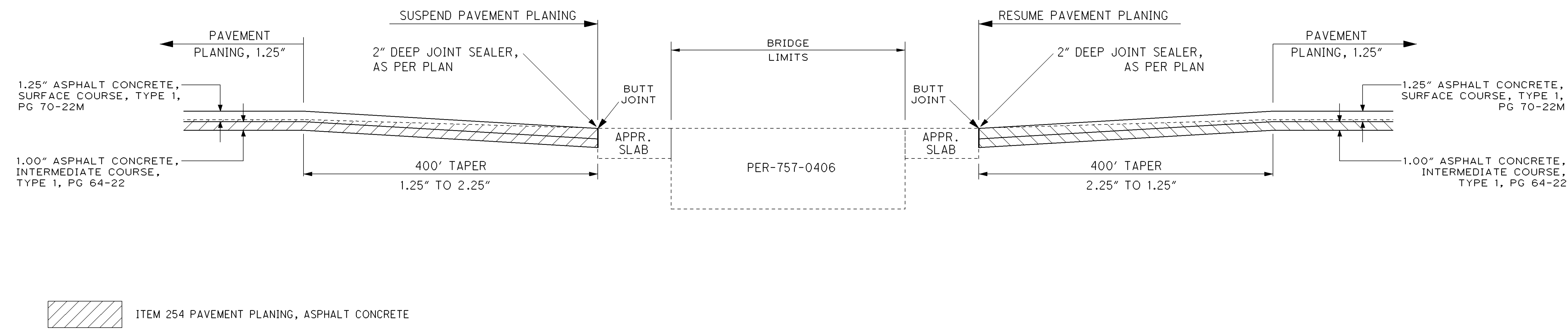
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**BRIDGE DECK TREATMENT DATA**

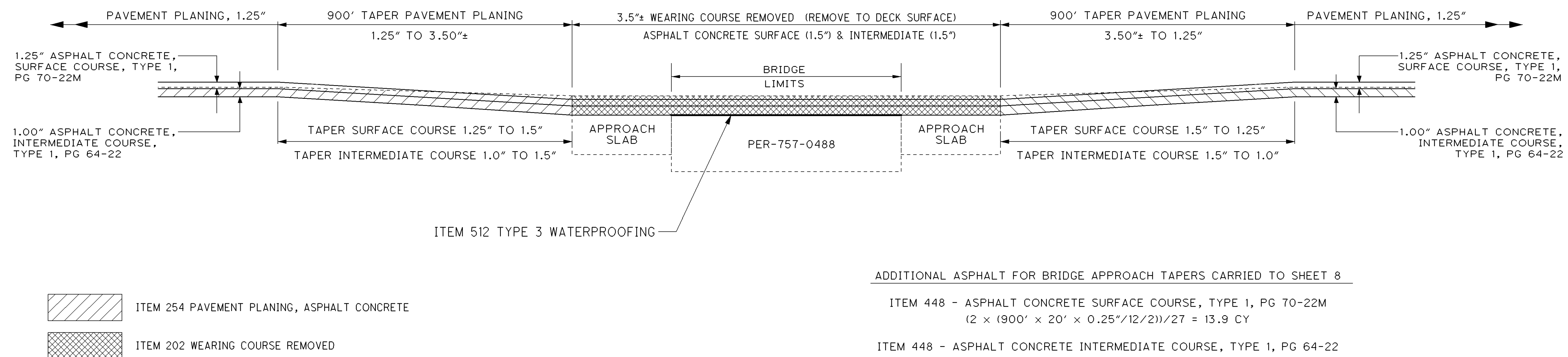
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DETAIL 1



DETAIL 2



ADDITIONAL ASPHALT FOR BRIDGE APPROACH TAPERS CARRIED TO SHEET 8

ITEM 448 - ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG 70-22M  
 $(2 \times (900' \times 20' \times 0.25"/12/2))/27 = 13.9 \text{ CY}$

ITEM 448 - ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, PG 64-22  
 $(2 \times (900' \times 20' \times 0.5"/12/2))/27 = 27.8 \text{ CY}$

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GENERAL NOTES AND DETAILS FOR POLYMER MODIFIED ASPHALT EXPANSION JOINT SYSTEM

ITEM SPECIAL - POLYMER-MODIFIED ASPHALT EXPANSION JOINT SYSTEM

THIS ITEM WILL BE USED TO SEAL THE EXPANSION/CONTRACTION JOINTS AS PER THESE DETAILS AND THE MANUFACTURER'S REQUIREMENTS USING A POLYMER-MODIFIED ASPHALT SYSTEM. THE PRIME CONTRACTOR WILL OBTAIN THE SERVICES OF ONE OF THE FOLLOWING APPROVED APPLICATORS WHO WILL FURNISH AND INSTALL THE NEW BRIDGE EXPANSION JOINT SYSTEM AFTER ALL PAVING ON THE AFFECTED BRIDGE(S) HAS BEEN COMPLETED.

PRODUCT NAME	SUPPLIER	ADDRESS	PHONE NO.
THORMA-JOINT	DYNAMIC SURFACE APPLICATIONS, LTD	373 VILLAGE RD. PENNSDALE, PA 17756	(570)546-6041
MATRIX 502	CRAFCO INC.	420 N. ROOSEVELT AVE. CHANDLER, AZ 85226	(800)528-8242
EXPANDEX JOINT SYSTEM	WATSON-BOWMAN ACME	95 PINEVIEW DR. AMHERST, NY 14228	(716)691-7566
APJ ASPHALTIC PLUG EXPANSION JOINT	WYOMING EQUIPMENT SALES	281 SIXTH STREET P.O. BOX 287 WEST WYOMING, PA 18644	(570)693-2810

MATERIALS:

BRIDGING PLATE:

MILD STEEL 1/8" OR 1/4" THICK PLATE, 8" WIDE OR 18 GAUGE ALUMINUM, 8" WIDE.

BINDER:

TYPE: POLYMER MODIFIED ASPHALT  
 SOFTENING POINT: 180 DEGREES F. MIN.  
 FLOW: 3 mm. MAX. AT 140 DEGREES F.  
 PENETRATION: 9 mm. MAX. AT 77 DEGREES F.  
 1 mm. MIN AT 0 DEGREES F.  
 ASTM D 3407  
 DUCTILITY: 40 cm. MIN. ASTM D 113  
 RESILIENCE: 60% MIN. AT 77 DEGREES F.  
 TENSILE ADHESION: 700% MIN.  
 SPECIFIC GRAVITY: 1.10 \* 0.05  
 POURING TEMP: 350 - 390 DEGREES F.

AGGREGATE:

TYPE: CRUSHED, DOUBLE WASHED, AND DRIED GRANITE OR BASALT

GRADATION: THE GRADATION OF THE AGGREGATE VARIES BY MANUFACTURER AND WILL BE AS PER THE MANUFACTURER'S RECOMMENDATIONS FOR THE SYSTEM BEING USED ON THIS PROJECT.

BACKER ROD:

THE BACKER SHALL BE A CLOSED CELL FOAM EXPANSION JOINT FILLER CAPABLE OF WITHSTANDING THE PLACEMENT TEMPERATURE OF THE POLYMER MODIFIED ASPHALT.

NOTE: PRIOR TO PLACEMENT OF ANY PORTION OF THE JOINT SYSTEM, THE PROJECT ENGINEER MUST HAVE CERTIFIED TEST DATA MEETING ALL THE MINIMUM REQUIREMENTS OF ALL THE MATERIALS OF THE JOINT SYSTEM.

INSTALLATION PROCEDURES:

SAWING AND SURFACE PREPARATION:

AFTER ALL PAVING OPERATIONS ARE COMPLETE, THE OVERLAY IS TO BE TRANSVERSELY SAW CUT FULL DEPTH NO LESS THAN TWO INCHES DEEP (20" CENTERED OVER JOINT OPENING, UNLESS OTHERWISE NOTED). REMOVE ALL MATERIAL, INCLUDING WATER-PROOFING MATERIAL, BETWEEN SAW CUTS. THOROUGHLY CLEAN AND DRY EXPOSED CONCRETE, STEEL, AND CUT SURFACES USING COMPRESSED AIR AND A HOT COMPRESSED AIR (HCA) LANCE. THE LANCE MUST PRODUCE A FLAME RETARDED AIR STREAM TEMPERATURE OF 3000 DEGREES F. AT A VELOCITY OF 3,000 FEET PER

SECOND WITH 15 PSIG CHAMBER PRESSURE. IF THERE IS AN INTERRUPTION DUE TO WEATHER OR OTHER CAUSES, THE OPERATION WILL BE REPEATED WITH THE HCA LANCE IMMEDIATELY BEFORE THE BINDER COAT OPERATION. ALSO, 6 INCHES OF THE ROAD SURFACE ON EITHER SIDE OF THE JOINT WILL BE DRIED SO THAT A SUITABLE SURFACE FOR BITUMEN ADHESION IS OBTAINED.

SEALING OF EXPANSION JOINT: (PRE-STRESSED BOX OR CONCRETE SLAB)

THE EXPANSION JOINT GAP IS TO BE SEALED AND A BRIDGING PLATE CENTERED ALONG IT. A VERY NARROW GAP WILL BE SEALED BY POURING HOT BINDER INTO THE GAP. GAPS OF 1/8" OR MORE WILL FIRST BE FILLED WITH AN APPROPRIATELY SIZED BACKER ROD. THE BACKER ROD WILL BE INSTALLED SO THAT IT IS BETWEEN 1/8" AND 1/4" BELOW THE TOP OF THE EXISTING GAP. THE GAP WILL THEN BE FILLED WITH BINDER.

BOND BREAKER:

SPREAD BINDER OVER SURFACE AREA WHERE THE METAL BRIDGING PLATE WILL BE PLACED. CENTER THE BRIDGING PLATE OVER THE EXISTING JOINT AND BED INTO THE HOT BINDER. BUTT JOINT THE BRIDGING PLATES TO ACCOMMODATE THE ENTIRE JOINT LENGTH. SPIKE HOLES WILL BE DRILLED AT 1 FOOT INTERVALS ALONG THE LONGITUDINAL CENTERLINE OF THE PLATES. SECURE BRIDGING PLATE WITH NAILS OR SPIKES. SEAL BUTT JOINTS WITH HOT BINDER AND ALLOW BINDER TO SETUP BEFORE NEXT OPERATION. WHEN ALUMINUM BRIDGING PLATES ARE USED, ONLY THE BINDER IS REQUIRED TO SECURE THE INDIVIDUAL PLATES.

BINDER COAT:

SEAL ALL PREPARED, EXPOSED SURFACES OF THE JOINT WITH BINDER. POUR THE HOT BINDER OVER THE FLOOR AREA OF THE JOINT AND SPREAD TO COAT ALL EXPOSED SURFACES. THE BINDER WILL BE A MINIMUM OF 1/32" THICK ON THE BOTTOM OF THE JOINT CAVITY, WITH POOLS OF GREATER THICKNESS WHERE SURFACE IRREGULARITIES EXIST. THE BINDER APPLICATION TEMPERATURE WILL BE BETWEEN 350 AND 390 DEGREES F. THE BINDER WILL NOT BE ALLOWED TO BE HEATED ABOVE 410 DEGREES F. NOR ALLOWED TO EXCEED 390 DEGREES F. FOR MORE THAN 1 HOUR. A DOUBLE JACKETED OIL MELTER WILL BE USED TO HEAT THE BINDER. THE MELTER WILL BE EQUIPPED WITH A CONTINUOUS AGITATION SYSTEM, TEMPERATURE CONTROLS, AND A CALIBRATED THERMOMETER. ALSO A SYSTEM FOR ACCURATELY MEASURING THE WEIGHTS OF THE BINDER AND THE AGGREGATE WILL BE REQUIRED.

BUILD-UP OF JOINT LAYERS:

AGGREGATE PREPARATION:

HEAT THE AGGREGATE TO A TEMPERATURE OF 275 TO 325 DEGREES F., WITH A SUITABLE ROTATING DRUM WITH ATTACHED HEAT SOURCE OR A HOT COMPRESSED AIR LANCE, TO REMOVE DUST AND MOISTURE.

AGGREGATE PROPORTION AND LAYER THICKNESS:

MIX THE AGGREGATE WITH THE BINDER SUCH THAT THE MINIMUM AGGREGATE CONTENT BY WEIGHT WILL BE 68%. THE HEATED AGGREGATE AND BINDER WILL BE COMBINED IN LAYERS, UNLESS PATENTED INSTALLATION REQUIRES DIFFERENTLY, NOT LESS THAN 3/4 OF AN INCH NOR EXCEEDING 2-1/2 INCHES. THE THICKNESS OF EACH LAYER CAN BE VARIED WITHIN THESE LIMITS, TO ACHIEVE THE REQUIRED JOINT THICKNESS (MIN. 2 INCHES). THE OBJECTIVE IS TO COAT EACH STONE AND FILL THE VOIDS WHILE AVOIDING AN EXCESS OF BINDER. THIS WILL ACHIEVE THE MAXIMUM CONTENT OF STONE CONSISTENT WITH ALL STONES BEING COATED WITH BINDER. RAKE THE MIXTURE TO MIX AND LEVEL.

THE TOP LAYER THICKNESS WILL VARY BETWEEN 1/2 INCH AND ONE (1) INCH. IN PREPARING THE TOP LAYER, THE RATIO OF AGGREGATE TO BINDER WILL BE APPROXIMATELY 6:1 BY WEIGHT. OVERFILL THE TOP LAYER AND COMPACT TO THE LEVEL OF THE ADJACENT SURFACES USING A ROLLER OR VIBRATORY PLATE COMPACTOR. IMMEDIATELY AFTER COMPLETION OF THE COMPACTION, POUR SUFFICIENT BINDER OVER THE JOINT TO FILL THE SURFACE VOIDS AND COAT THE SURFACE STONE. DUST THE FINISHED JOINT WITH A FINE, DRY AGGREGATE TO PREVENT TACKINESS.

MAINTENANCE OF TRAFFIC:

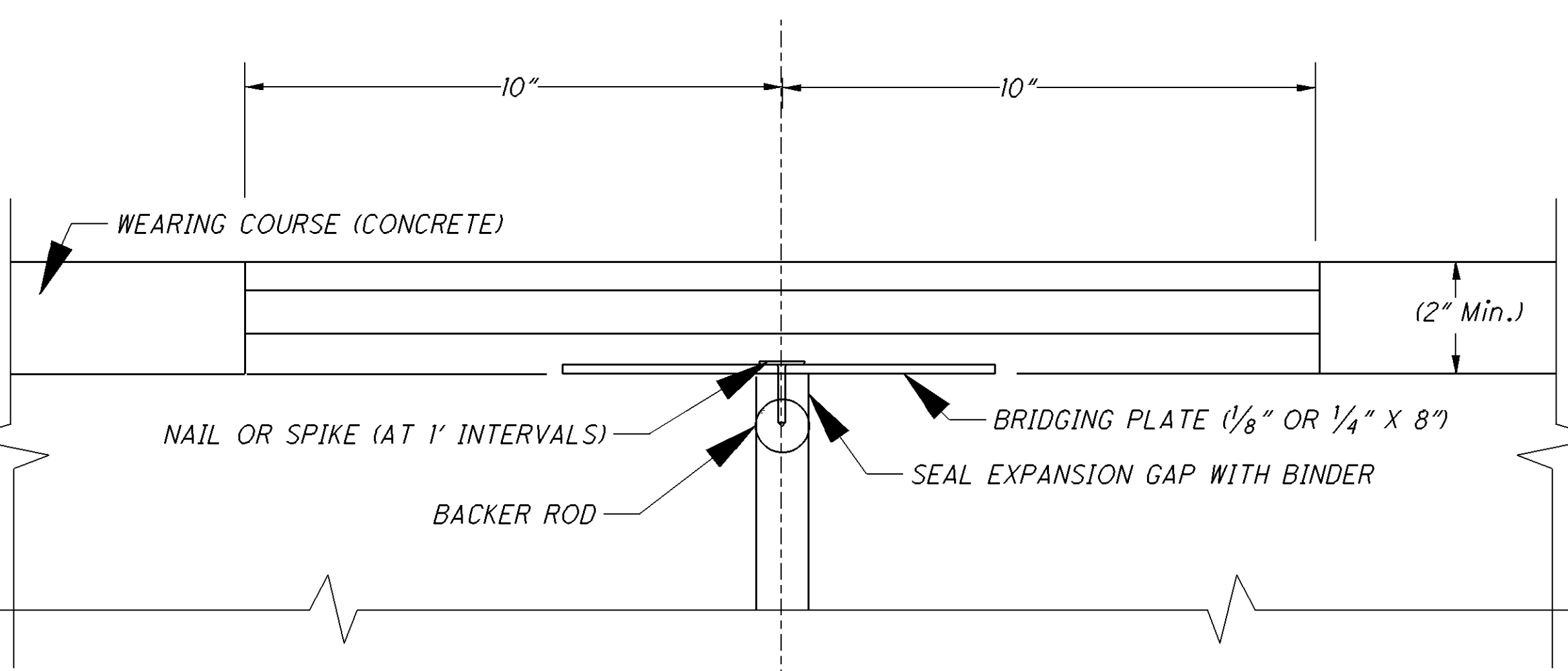
IF NECESSARY TO FACILITATE TRAFFIC MAINTENANCE, THE JOINT WILL BE INSTALLED IN TWO (2) HALF-WIDTH PHASES. DURING PHASE 1 APPROXIMATELY HALF OF THE TOTAL JOINT WILL BE INSTALLED. DURING PHASE 2, A MINIMUM OF TWO (2) INCHES OF THE PHASE 1 JOINT WILL BE REMOVED, AT OR NEAR THE CENTERLINE, WITH THE REMAINDER OF THE JOINT INSTALLED. IN ALL CASES, OPERATIONS WILL BE SCHEDULED SO THAT ALL LANES CAN BE OPEN TO TRAFFIC DURING ALL NON-WORKING HOURS.

TESTING:

CERTIFICATION WILL BE SUPPLIED FOR EACH PROJECT SHOWING BINDER COMPLIANCE WITH REQUIRED PROPERTIES. A ONE QUART SAMPLE OF BINDER WILL BE RETRIEVED FROM EACH BRIDGE FOR FURTHER TESTING BY THE O.D.O.T OFFICE OF MATERIALS MANAGEMENT.

METHOD OF MEASUREMENT AND BASIS OF PAYMENT:

THE DEPARTMENT WILL MEASURE THE JOINT BY THE NUMBER OF FEET AND WILL PAY FOR ACCEPTED QUANTITIES AT THE CONTRACT PRICE AS: ITEM SPECIAL, FEET, POLYMER MODIFIED ASPHALT EXPANSION JOINT SYSTEM.



TYPICAL CONCRETE SLAB JOINT

OFFICE OF STRUCTURAL ENGINEERING  
 CHECKED: DTF  
 DESIGNED: CPS  
 JDR  
 PLAN INSERT SHEET  
 POLYMER MODIFIED ASPHALT EXPANSION JOINT SYSTEM  
 BRIDGE NO. PER-757-0488 OVER TRIBUTARY OF JONATHAN CREEK  
 PER-757-0.00  
 1/1  
 10/15

ITEM 648 EDGE LINE, 4"													
LOCATION	COUNTY	ROUTE	S.L.M.		TOTAL LENGTH (MILES)	INFORMATION ONLY						TOTAL EDGE LINE MILES	REMARKS
						WHITE EDGE LINE QUANTITIES			YELLOW EDGE LINE QUANTITIES				
			FROM	TO		TOTAL MILES	HIGHWAY MILES	RAMP MILES	TOTAL MILES	HIGHWAY MILES	RAMP MILES		
1	PER	SR 757	0.00	5.68	5.68	11.36	11.36					11.36	S.R. 13 TO S.R. 204
LOCATION 1 TOTALS CARRIED TO GENERAL SUMMARY												11.36	

ITEM 648 CENTER LINE									
LOCATION	COUNTY	ROUTE	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 757	0.00	5.68	5.68	5.68	10.050	5.68	S.R. 13 TO S.R. 204
LOCATION 1 TOTALS CARRIED TO GENERAL SUMMARY								5.68	

**644 THERMOPLASTIC AUXILIARY MARKING**

L O C A T I O N	C O U N T Y	R O U T E	D E S C R I P T I O N	S I D E	S L M	T R A N S E R S E / D I A G O N A L L I N E  (24')		S T O P L I N E  (24')	12" C R O S S W A L K L I N E	8" C H A N N E L I Z I N G L I N E	W O R D O N P A V E M E N T		L A N E A R R O W S				R E M A R K S
						W H I T E	Y E L L O W				O N L Y		C O M B I N A T I O N		T U R N		
											72"	96"	L T ./ T H.	R T ./ T H.	L T.	R T.	
						FT.	FT.				E A C H	E A C H	E A C H	E A C H	E A C H	E A C H	
1	PER	SR 757	SR 757 @ SR 13	CL				19								PLACE 22' FROM CL SR 13	
1	PER	SR 757	TOWNSHIP RD. 70	RT				16								PLACE 15' FROM CL SR 757	
1	PER	SR 757	TOWNSHIP RD. 70	LT				16								PLACE 15' FROM CL SR 757	
1	PER	SR 757	CR 31 (LOOP RD.)	LT				18								PLACE 16' FROM CL SR 757	
1	PER	SR 757	TOWNSHIP RD. 71	RT				17								PLACE 16' FROM CL SR 757	
1	PER	SR 757	TOWNSHIP RD. 72	RT				18								PLACE 15' FROM CL SR 757	
1	PER	SR 757	TOWNSHIP RD. 72	RT				18								PLACE 16' FROM CL SR 757	
1	PER	SR 757	CR 27 (BLACK HORSE RD.)	LT				40								PLACE 18' FROM CL SR 757	
1	PER	SR 757	CR 51 (COOPERRIDERS RD.)	RT				28								PLACE 18' FROM CL SR 757	
1	PER	SR 757	CR 29 (HIGH POINT RD.)	LT				44								PLACE 20' FROM CL SR 757	
1	PER	SR 757	TOWNSHIP RD. 19	LT				20								PLACE 16' FROM CL SR 757	
1	PER	SR 757	TOWNSHIP RD. 19	RT				20								PLACE 16' FROM CL SR 757	
1	PER	SR 757	CHURCH ST.	LT				16								PLACE 16' FROM CL SR 757	
1	PER	SR 757	MAIN ST.	RT				32								PLACE 18' FROM CL SR 757	
1	PER	SR 757	MAIN ST.	LT				28								PLACE 18' FROM CL SR 757	
1	PER	SR 757	SR 757 @ SR 204	CL				20								PLACE 19' FROM CL SR 204	
LOCATION 1 TOTALS CARRIED TO GENERAL SUMMARY								370									

CALCULATED  
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CHECKED  
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**PAVEMENT MARKING DATA**

**PER - 757 - 0.00**

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

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

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

\*SEE NOTE 5, SCD TC-65.11 SHT. 2/2

**ITEM 621 RPM SUB-SUMMARY**

LOCATION	COUNTY	ROUTE	BEGIN LOG POINT SLM	END LOG POINT SLM	LENGTH		DETAIL	621		PRISMATIC RETRO-REFLECTOR COLORS					REMARKS
								RAISED PAVEMENT MARKER REMOVED	RPM	INFORMATION ONLY					
										ONE-WAY		TWO-WAY			
										EACH	EACH	WHITE	YELLOW	YELLOW / YELLOW	
1	PER	SR 757	0.08	0.13	0.05	264	GAP	3	3						BEGIN SOMERSET NORTH CORP
1	PER	SR 757	0.13	0.19	0.06	317	11	8	8			8			PC 0.13, PT 0.19, L=714', DEG=5
1	PER	SR 757	0.19	0.23	0.04	211	GAP	3	3			3			
1	PER	SR 757	0.23	0.27	0.04	211	11	5	5			5			PC 0.23, PT 0.27, L=211', DEG=7
1	PER	SR 757	0.27	0.31	0.04	211	11	5	5			5			PC 0.27, PT 0.31, L=211', DEG=8
1	PER	SR 757	0.31	0.42	0.11	581	12	19	19			19			PC 0.34, PT 0.39, L=264', DEG=14
1	PER	SR 757	0.42	0.46	0.04	211	11	5	5			5			PC 0.42, PT 0.46, L=211', DEG=5
1	PER	SR 757	0.46	0.58	0.12	634	GAP	8	8			8			
1	PER	SR 757	0.58	0.63	0.05	264	11	9	9			9			PC 0.58, PT 0.63, L=370', DEG=5
1	PER	SR 757	0.63	0.79	0.16	845	GAP	11	11			11			
1	PER	SR 757	0.79	0.86	0.07	370	11	9	9			9			PC 0.79, PT 0.86, L=370', DEG=9
1	PER	SR 757	0.86	0.87	0.01	53	GAP	1	1			1			
1	PER	SR 757	0.87	0.91	0.04	211	11	5	5			5			PC 0.87, PT 0.91, L=211', DEG=9
1	PER	SR 757	0.91	0.92	0.01	53	GAP	1	1			1			
1	PER	SR 757	0.92	0.96	0.04	211	11	5	5			5			PC 0.92, PT 0.96, L=211', DEG=8
1	PER	SR 757	0.96	1.68	0.72	3,802	GAP	48	48			48			
1	PER	SR 757	1.68	1.71	0.03	158	11	4	4			4			PC 1.68, PT 1.71, L=158', DEG=6
1	PER	SR 757	1.71	1.72	0.01	53	GAP	1	1			1			
1	PER	SR 757	1.72	1.76	0.04	211	11	5	5			5			PC 1.72, PT 1.76, L=211', DEG=5
1	PER	SR 757	1.76	1.82	0.06	317	11	8	8			8			PC 1.76, PT 1.82, L=317', DEG=7
1	PER	SR 757	1.82	2.32	0.50	2,640	GAP	33	33			33			
1	PER	SR 757	2.32	2.35	0.03	158	11	4	4			4			PC 2.32, PT 2.35, L=158', DEG=9
1	PER	SR 757	2.35	3.44	1.09	5,755	GAP	72	72			72			
1	PER	SR 757	3.44	3.51	0.07	370	11	9	9			9			PC 3.44, PT 3.51, L=370', DEG=6
1	PER	SR 757	3.51	3.69	0.18	950	12	32	32			32			PC 3.53, PT 3.60, L=370', DEG=12
1	PER	SR 757	3.69	3.91	0.22	1,162	GAP	15	15			15			
1	PER	SR 757	3.91	4.04	0.13	686	12	23	23			23			PC 4.00, PT 4.04, L=211', DEG=20
1	PER	SR 757	4.04	4.18	0.14	739	12	25	25			25			PC 4.07, PT 4.09, L=106', DEG=11
1	PER	SR 757	4.18	4.22	0.04	211	GAP	3	3			3			
<b>LOCATION 1 TOTALS CARRIED TO SHEET 14</b>								<b>379</b>	<b>379</b>			<b>379</b>			

RAISED PAVEMENT MARKER DATA

PER - 757 - 0.00

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

DETAIL	
4	4 LANE DIVIDED TO 2 LANE TRANSITION
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9	TWO WAY LEFT TURN LANE

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

\*SEE NOTE 5, SCD TC-65.11 SHT. 2/2

**ITEM 621 RPM SUB-SUMMARY**

L O C A T I O N	C O U N T Y	R O U T E	B E G I N L O G P O I N T S L M	E N D L O G P O I N T S L M	L E N G T H		D E T A I L	621	621	P R I S M A T I C R E T R O - R E F L E C T O R C O L O R S					R E M A R K S
					R A I S E D P A V E M E N T M A R K E R R E M O V E D	R P M		I N F O R M A T I O N O N L Y							
								E A C H	E A C H	O N E - W A Y		T W O - W A Y			
S U B T O T A L S C A R R I E D F R O M S H E E T 1 3									W H I T E	Y E L L O	Y E L L O / Y E L L O	W H I T E / R E D	Y E L L O / R E D		
1	PER	SR 757	4.22	4.42	0.20	1,056	12	32	32			32			PC 4.31, PT 4.34, L=158', DEG=11
1	PER	SR 757	4.42	4.50	0.08	422	12	15	15			15			PC 4.42, PT 4.45, L=158', DEG=22
1	PER	SR 757	4.50	4.60	0.10	528	12	13	13			13			PC 4.50, PT 4.51, L=53', DEG=23
1	PER	SR 757	4.60	4.64	0.04	211	GAP	3	3			3			
1	PER	SR 757	4.64	4.67	0.03	158	11	4	4			4			PC 4.64, PT 4.67, L=158', DEG=7
1	PER	SR 757	4.67	4.78	0.11	581	12	15	15			15			PC 4.68, PT 4.69, L=53', DEG=19
1	PER	SR 757	4.78	5.36	0.58	3,062	GAP	38	38			38			
1	PER	SR 757	5.65	5.68	0.03	158	7	6	6	4		2			STOP AT SR 204
1	PER	SR 757	5.36	5.52	0.16	845	GAP	11	11			11			
1	PER	SR 757	5.52	5.65	0.13	686	GAP/7	21	21	12		9			
L O C A T I O N 1 T O T A L S C A R R I E D T O G E N E R A L S U M M A R Y								<b>537</b>	<b>537</b>	16		521			

CALCULATED  
BCT  
CHECKED  
DNM

**RAISED PAVEMENT MARKER DATA**

**PER - 757 - 0.00**

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SHEET No.									PARTICIPATION CODE "01/NFA/PV"	PARTICIPATION CODE "02/NFA/PV"	ITEM	ITEM EXT.	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET
2	3	4	6	7	8	11	12	14								
547	749			2,866	277				4,439		202	23500	4,439	SQ YD	WEARING COURSE REMOVED	
11.32			11.32						11.32		209	60500	11.32	MILE	LINEAR GRADING	
									11.32		209	72051	11.32	MILE	PREPARING SUBGRADE FOR SHOULDER PAVING, AS PER PLAN	2
500									500		253	02000	500	CU YD	PAVEMENT REPAIR	
			66,212						66,212		254	01000	66,212	SQ YD	PAVEMENT PLANING, ASPHALT CONCRETE	
			4,966	216	21				5,203		407	10000	5,203	GALLON	TACK COAT	
			3,311		14				3,325		407	14000	3,325	GALLON	TACK COAT FOR INTERMEDIATE COURSE	
5,297									5,297		408	10001	5,297	GALLON	PRIME COAT, AS PER PLAN	2
16			1,840		40				1,896		448	46020	1,896	CU YD	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, PG64-22	
19	84		2,300		26				2,429		448	46904	2,429	CU YD	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG70-22M	
				101					101		448	47020	101	CU YD	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG64-22	
									110		512	33010	110	SQ YD	TYPE 3 WATERPROOFING	
					60				60		516	31011	60	FT	2" DEEP JOINT SEALER, AS PER PLAN	2
					60				60		516	31300	60	FT	SPECIAL - POLYMER MODIFIED ASPHALT EXPANSION JOINT SYSTEM	10
	20								20		614	12460	20	EACH	WORK ZONE MARKING SIGN	
	4								4		614	13000	4	CU YD	ASPHALT CONCRETE FOR MAINTAINING TRAFFIC	
		60							60		614	18401	60	DAY	PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN	4
			11.34							11.34	614	21400	11.34	MILE	WORK ZONE CENTER LINE, CLASS II	
			552						552		617	10101	552	CU YD	COMPACTED AGGREGATE, AS PER PLAN	3
											621	00100	537	EACH	RPM	
											621	54000	537	EACH	RAISED PAVEMENT MARKER REMOVED	
							370				644	00500	370	FT	STOP LINE	
											648	00100	11.36	MILE	EDGE LINE, 4"	
											648	00300	5.68	MILE	CENTER LINE	
											103	05000	LUMP		PREMIUM FOR CONTRACT PERFORMANCE BOND AND FOR PAYMENT BOND	
	LUMP								LUMP		614	11000	LUMP		MAINTAINING TRAFFIC	
									2		619	16000	2	MONTH	FIELD OFFICE, TYPE A	
									LUMP		623	10000	LUMP		CONSTRUCTION LAYOUT STAKES AND SURVEYING	
									LUMP		624	10000	LUMP		MOBILIZATION	

CALCULATED	BCT	CHECKED	DNM
<b>GENERAL SUMMARY</b>			
<b>PER - 757 - 0.00</b>			
15		15	