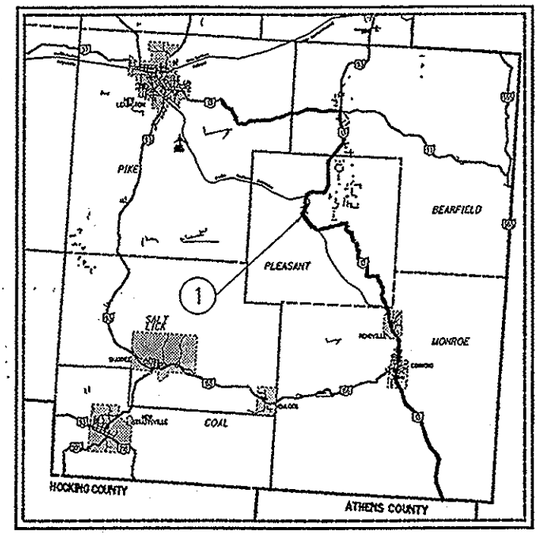
# STATE OF OHIO
# DEPARTMENT OF TRANSPORTATION

# PER-13-0.00

## VILLAGES OF CORNING & RENDVILLE

## BEARFIELD, MONROE, PIKE & PLEASANT TOWNSHIPS

## PERRY COUNTY




LOCATION MAP

LATITUDE: 39° 39' 31" LONGITUDE: 82° 07' 09"

PORTION TO BE IMPROVED

| DESIGN DESIGNATION | LOCATION 1 PER-S.R. 13 |
|---|---|
| Functional Classification | MINOR |
| Opening Year ADT (2015) | 5,000 |
| Design Year ADT (2027) | 5,600 |
| Design Hourly Volume (2027) | 670 |
| Directional Distribution | 70% |
| Trucks (24 Hour B&C) | 6% |
| Design Speed | 55mph |
| Legal Speed | 55mph |

MINOR = RURAL MINOR ARTERIAL

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 PLANNING & ENGINEERING

ENGINEER'S SEAL
STATE OF OHIO
DOUGLAS N. MORGAN
E-63839
REGISTERED PROFESSIONAL ENGINEER

SIGNED: Douglas N. Morgan
DATE: 12-16-2014

INDEX OF SHEETS:


TITLE SHEET ..... 1
GENERAL NOTES ..... 2-3
MAINTENANCE OF TRAFFIC NOTES ..... 4
SAFETY EDGE DETAIL ..... 5
ASPHALT CONCRETE DATA ..... 6-7
PAVED SHOULDER DATA ..... 8
EXTRA AREA DATA ..... 9-10
BRIDGE DECK TREATMENT DATA ..... 11-13
PAVEMENT MARKING DATA ..... 14-16
RAISED PAVEMENT MARKER DATA ..... 17-18
GENERAL SUMMARY ..... 19


PROJECT DESCRIPTION:

ASPHALT CONCRETE RESURFACING AND RELATED WORK ON S.R. 13 IN PERRY COUNTY

Project Earth Disturbed Area =
N/A (Maintenance Project)
Estimated Contractor Earth Disturbed Area =
N/A (Maintenance Project)
Notice of Intent Earth Disturbed Area =
N/A (Maintenance Project)

| LOCATION | COUNTY | ROUTE | BEGIN SLM | END SLM | LENGTH MILES | CITY/VILLAGE |
|---|---|---|---|---|---|---|
| 1 | PER | 13 | 0.00 | 17.49 | 17.49 | CORNING, RENDVILLE |

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 PANS AND ESTIMATES.

| STANDARD CONSTRUCTION DRAWINGS | | | | SUPPLEMENTAL SPECIFICATIONS | |
|---|---|---|---|---|---|
| BP-3.1 | 7-18-14 | TC-65.10 | 1-17-14 | 800 | 1-21-15 |
| BP-4.1 | 7-19-13 | TC-65.11 | 7-18-14 | 832 | 1-17-14 |
| | | TC-71.10 | 1-17-14 | | |
| MT-97.10 | 7-18-14 | | | | |
| MT-97.12 | 7-18-14 | | | | |
| MT-99.20 | 7-19-13 | | | | |
| MT-101.90 | 7-18-14 | | | | |
| MT-105.10 | 7-19-13 | | | SPECIAL PROVISIONS | |

APPROVED Dave Ray
DATE 12-17-14 DISTRICT DEPUTY DIRECTOR

APPROVED Jerry Wray Jr.
DATE 12-29-14 DIRECTOR, DEPARTMENT OF TRANSPORTATION

FEDERAL PROJECT NO. E120(887)
PID NO. 22633
CONSTRUCTION PROJECT NO.
RAILROAD INVOLVEMENT NORFOLK SOUTHERN CORPORATION
PER-13-0.00
1 / 19

PER - SR 13-00.00
150146 PID - 22633
Dist 5 3/20/2015

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

P:\PER\22633\Design\Roadway\Plan_Sheet

**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.

**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.

**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

DISTRICT PERMIT SECTION BY FAX AT (614) 887-4525 OR EMAIL AT 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

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.

**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 PAVMENT MARKINGS.

**PAVING AT RAILROAD CROSSING**

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

**ITEM 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.

IN ADDITION TO PREPARING THE SHOULDER FOR PAVING, THE CONTRACTOR SHALL 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 PREPARING SUBGRADE FOR SHOULDER PAVING, AS PER PLAN.

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 BEYOND THE 10 INCH WIDE STRIP FOR THE SAFETY EDGE, SHALL BE DONE BEFORE PLACING THE ASPHALT SURFACE COURSE.***

**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 ANY PLANING OPERATIONS OR PLACING OF CHIP SEAL COURSE. 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, PG64-22 (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 SUB-SUMMARIES FOR THE ABOVE DESCRIBED PURPOSE.

***ITEM 253 PAVEMENT REPAIR***
***LOCATION 1 – 3043 CU.YD.***

**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 SUB-SUMMARIES AND SHALL INCLUDE ALL LABOR, MATERIAL AND EQUIPMENT TO PERFORM THE ABOVE MENTIONED WORK.

**ITEM 422 SINGLE CHIP SEAL, AS PER PLAN**

THE CONTRACTOR IS REQUIRED TO HAVE A ONE DAY WAITING PERIOD BETWEEN THE TIME THE INTERLAYER CHIP SEAL IS PLACED AND THE OVERLAYING ASPHALT CONCRETE COURSES ARE PLACED. AFTER THE ONE DAY WAITING PERIOD, THE CONTRACTOR HAS A MAXIMUM OF FOUR DAYS TO COVER UP THE CHIP SEAL.

THE EXISTING PAVEMENT MARKINGS DO NOT NEED TO BE REMOVED PRIOR TO PLACING THE INTERLAYER CHIP SEAL.

ALL EXISTING RAISED PAVEMENT MARKERS SHALL BE REMOVED PRIOR TO PLACING THE CHIP SEAL.

**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.

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

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

**ITEM 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.

CALCULATED PCM CHECKED DNM

**GENERAL NOTES**

**PER-13-0.00**



P:\PER\22633\Design\Roadway\Plan_Sheets\General\22633_MGN_001.dgn 16-DEC-2014 7:13AM dmorgan

CALCULATED PCM CHECKED DNM

## 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 EXTEND AN AVERAGE OF 4' INTO THE DRIVEWAY (MEASURED FROM THE EDGE OF PAVEMENT OR PAVED SHOULDER IF PRESENT), WITH THE MAXIMUM DISTANCE TO BE DIRECTED BY THE ENGINEER, IN ORDER TO PROVIDE A SMOOTH TRANSITION AND/OR ELIMINATE SHORT DISTANCES OF UNDESIREABLE PROFILE. ABRUPT CHANCES IN DRIVEWAY PROFILE ARE NOT PERMITTED, THEREFORE, A QUANTITY OF ITEM 304 AGGREGATE BASE HAS BEEN PROVIDED TO BE USED AS DIRECTED BY THE ENGINEER TO PROVIDE A SMOOTH TRANSITION FOR AGGREGATE DRIVES

FIELD DRIVES AND OIL WELL DRIVES SHALL NOT BE PAVED. GRAVEL DRIVES SHALL BE PAVED BACK AN AVERAGE OF 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 (AVERAGE OF 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 (AVERAGE OF 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 SUB-SUMMARIES FOR THE ABOVE DESCRIBED PURPOSE.

**ITEM 304 AGGREGATE BASE**
**LOCATION 1: 60 CU. YD.**

**ITEM 441 ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, (448)**
**LOCATION 1 - 82 CU.YD.**

**ITEM 441 ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), PG 70-22M**
**LOCATION 1 - 104 CU.YD.**

## MAIL BOX TURN OUTS

A QUANTITY OF ASPHALT CONCRETE HAS BEEN PROVIDED IN THE PLAN TO COVER MAIL BOX TURN-OUTS. TURN-OUTS SHALL BE PAVED AS SHOWN IN THE DETAIL IN DRAWING BP-4.1. 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 QUANTITIES HAVE BEEN CARRIED TO THE SUB-SUMMARIES FOR THE ABOVE PURPOSES.

**ITEM 441 ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, (448)**
**LOCATION 1 - 38 CU.YD.**

**ITEM 441 ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), PG 70-22M**
**LOCATION 1 - 47 CU.YD.**

## 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 CAMPACTED 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

Advant-Edge Paving Equipment, LLC.
P.O. Box 9163
Niskayuna, NY 12309-0163
518-280-6090
www.advantaedgepaving.com

Carlson Safety Edge End Gate
18425 50th 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

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 QUANTITIES HAVE BEEN CARRIED TO THE SUB-SUMMARIES TO PROVIDE EXTRA ASPHALT FOR CONSTRUCTION OF THE SAFETY EDGE:

**ITEM 441 ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448),**
**PG 70-22M**
**LOCATION 1 – 176 CU.YD.**

## 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 | S.R. 13 | BEGIN WORK | 0.00 | 0.8 |
| 1 | S.R. 13 | RR CROSSING | 0.87 | 2.2 |
| 1 | S.R. 13 | PER-13-0196 | 1.96 | 1.6 |
| 1 | S.R. 13 | PER-13-0216 | 2.16 | 1.6 |
| 1 | S.R. 13 | PER-13-0627 | 6.27 | 1.6 |
| 1 | S.R. 13 | RR CROSSING | 9.42 | 2.2 |
| 1 | S.R. 13 | PER-13-0977 | 9.77 | 1.6 |
| 1 | S.R. 13 | PER-13-1025 | 10.25 | 1.6 |
| 1 | S.R. 13 | RR CROSSING | 10.34 | 2.2 |
| 1 | S.R. 13 | PER-13-1124 | 11.24 | 1.6 |
| 1 | S.R. 13 | PER-13-1314 | 13.14 | 1.6 |
| 1 | S.R. 13 | END WORK | 17.49 | 0.8 |
| | | | | |
| 1 | S.R. 13 | TOTAL | | 19.4 |

**THE GRINDING FOR THE BUTT JOINTS AT THE BRIDGES IS INCLUDED WITH THE QUANTITIES ON THE BRIDGE DATA TREATMENT SHEET 11. THE FOLLOWING QUANTITY HAS BEEN PROVIDED TO CREATE BUTT JOINTS AT THE RR CROSSINGS (200 FEET MINIMUM TAPERS TO MEET THE AT GRADE CROSSINGS) AND AT THE BEGINNING AND ENDING WORK LOCATIONS (400' MINIMUM TAPERS TO MEET EXISTING PAVEMENT).**

**ITEM 202 WEARING COURSE REMOVED – 5,112 SQ. YD.**
**(24 x 400' + 2(24' x 200') + 2(22' x 200') + 2(23' x 200') + 22 x 400')/9 = 5,111.1**

# GENERAL NOTES

PER-13-0.00



dmorgan
17-DEC-2014 7:32AM
P:\PER\22633\Design\Roadway\Plan_Sheets\General\22633_MGN_002.dgn

**MAINTAINING TRAFFIC**

A MINIMUM OF 1 LANE OF TRAFFIC SHALL BE MAINTAINED AT ALL TIMES ON SR 13 BY USE OF THE EXISTING PAVEMENT AND STANDARD DRAWING MT-97.10 OR 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 INCLUDING REPAIRS.

**ITEM 614 WORK ZONE CENTER LINE, CLASS II HAS BEEN ITEMIZED IN THE PLAN FOR USE ON THE CHIP SEAL AND ON THE INTERMEDIATE COURSE. SURFACE COURSE TEMPORARY MARKINGS SHALL BE PLACED AS PER CMS 614.11, AS STATED, FULL RATE WORK ZONE MARKINGS CANNOT BE PLACED ON THE SURFACE COURSE THAT RECEIVES SPRAY THERMOPLACTIC FINAL MARKINGS.**

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

W8-H12a (NO EDGE LINES): LOCATION 1 – 80 EACH
R4-1 (DO NOT PASS): LOCATION 1- 78 EACH
R4-2 (PASS WITH CARE): LOCATION 1 - 46 EACH

**ITEM 614, WORK ZONE MARKING SIGN**
**LOCATION 1 – 204 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.

**DROPOFFS IN WORK ZONES**

DROPOFFS THAT DEVELOP DURING CONSTRUCTION OPERATIONS AND THAT ARE NOT OTHERWISE PROVIDED FOR IN THE PLANS SHALL BE TREATED AS SHOWN ON STANDARD DRAWING MT-101.90. WHERE THE PLANS DO NOT PROVIDE SPECIFIC ITEMS FOR LABOR, EQUIPMENT, OR MATERIALS TO IMPLEMENT THE DROP-OFF TREATMENTS SPECIFIED, THEY SHALL BE INCLUDED FOR PAYMENT IN THE LUMP SUM BID FOR ITEM 614, MAINTAINING TRAFFIC.

**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.

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

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 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 AND THEY SHALL BE AS DIRECTED BY THE ENGINEER.

**THE FOLLOWING QUANTITY HAS BEEN CARRIED TO THE SUB-SUMMARIES:**

**ITEM 614 PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN**
**LOCATION 1 – 60 DAYS**

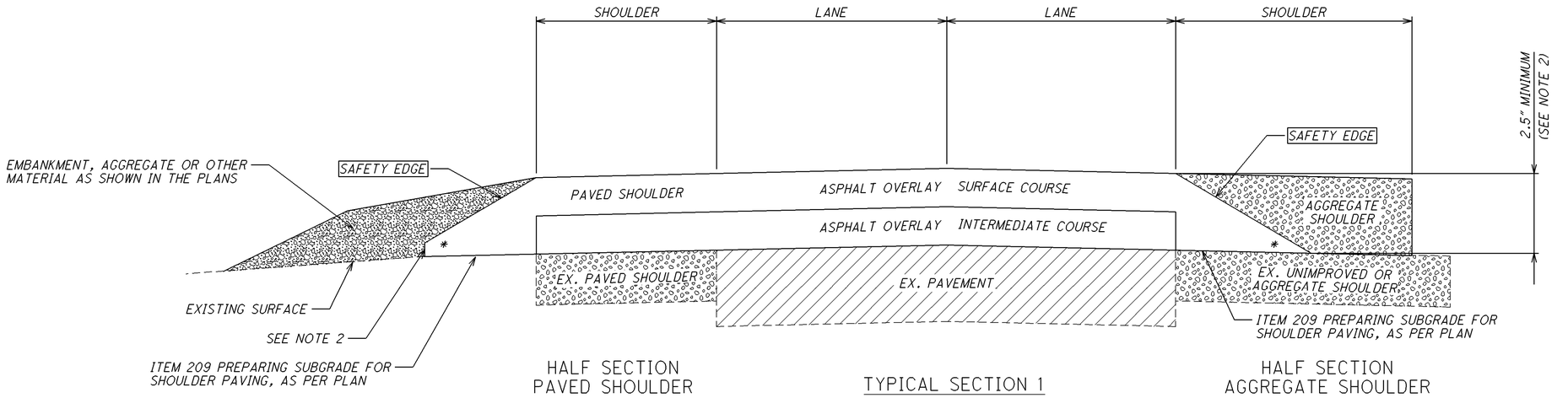
CALCULATED PCM | CHECKED DNM

**MAINTENANCE OF TRAFFIC NOTES**

**PER-13-0.00**



P:\PER\22633\Design\Roadway\Plan_Sheets\General\22633_MGN_003.dgn 17-DEC-2014 4:59PM dmorgan

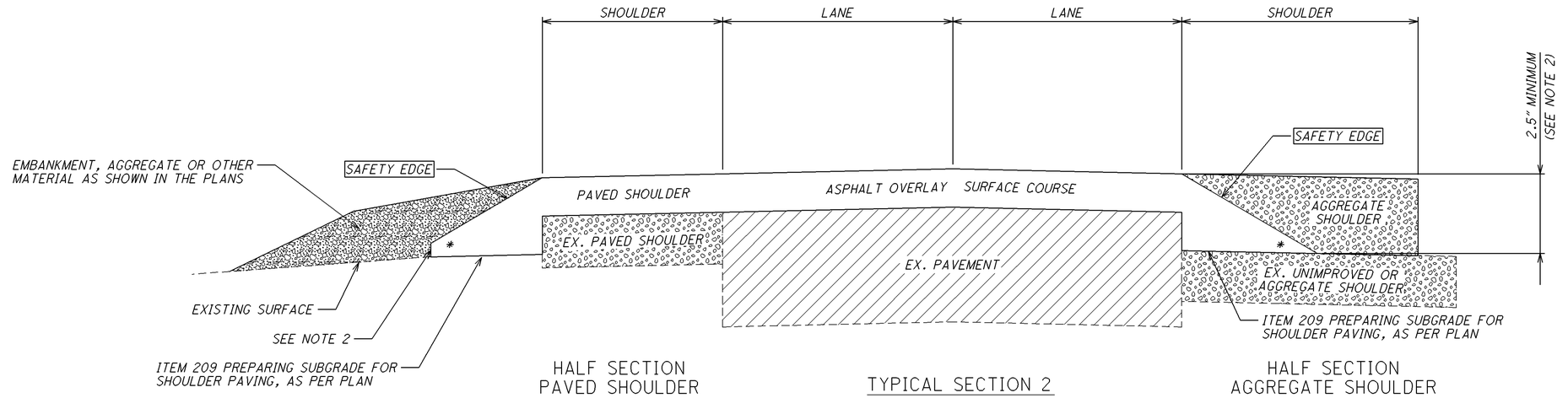



HALF SECTION
PAVED SHOULDER

TYPICAL SECTION 1

N.T.S.

HALF SECTION
AGGREGATE SHOULDER

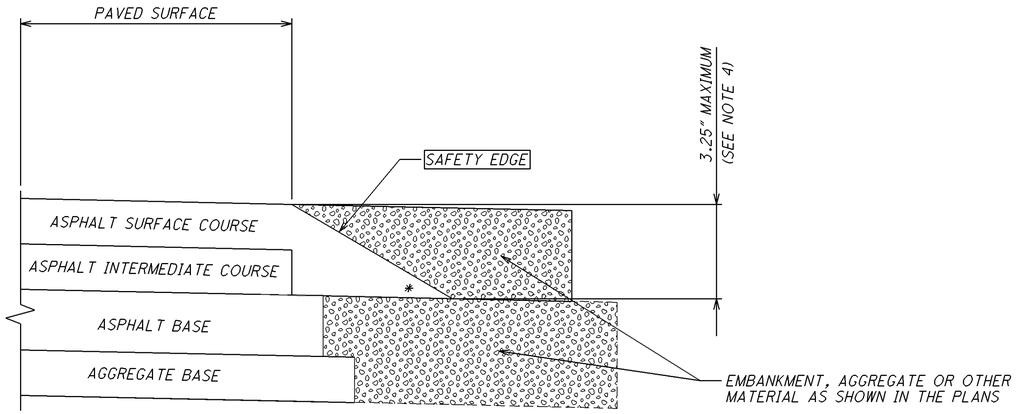



HALF SECTION
PAVED SHOULDER

TYPICAL SECTION 2

N.T.S.

HALF SECTION
AGGREGATE SHOULDER




HALF SECTION
NEW CONSTRUCTION

TYPICAL SECTION 3

N.T.S.

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

CALCULATED PCM
CHECKED DNM

# SAFETY EDGE DETAIL

PER-13-0.00

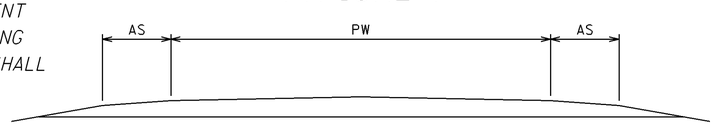


P:\PER\22633\Design\Roadway\Plan_Sheets\General\22633_SED_001.dgn 16-DEC-2014 7:48AM dmorgan

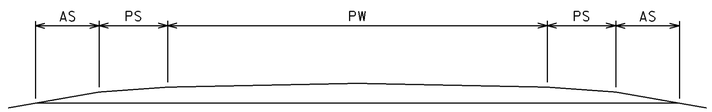
NOTE:

IF THE EXISTING ROADWAY IS WIDER THAN THAT WHICH IS SHOWN IN THE PAVEMENT DATA TABLE, PAVING SHALL EXTEND THE FULL WIDTH OF THE ROADWAY (INCLUDING THE SINGLE CHIP SEAL APPLICATION). PAVING IN CURBED ROADWAY SECTIONS SHALL BE FROM CURB TO CURB.

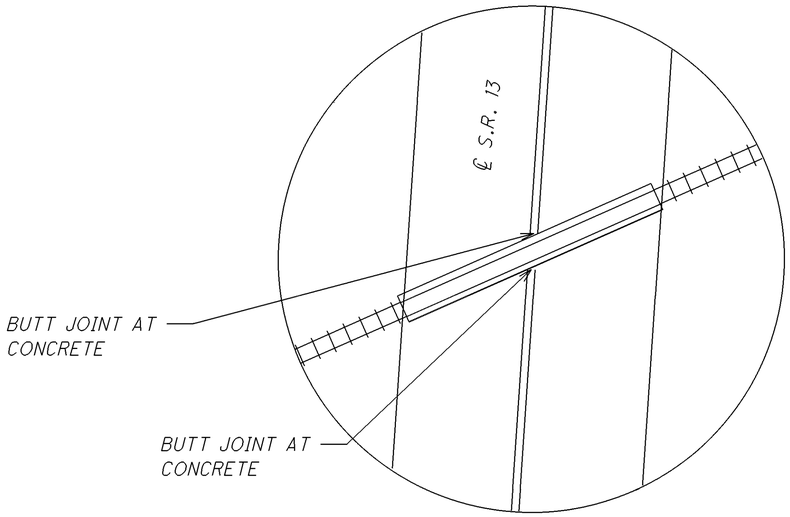
## TYPICAL 1



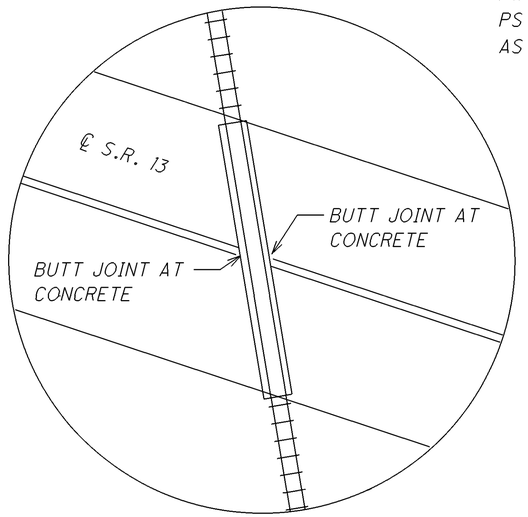

## TYPICAL 2



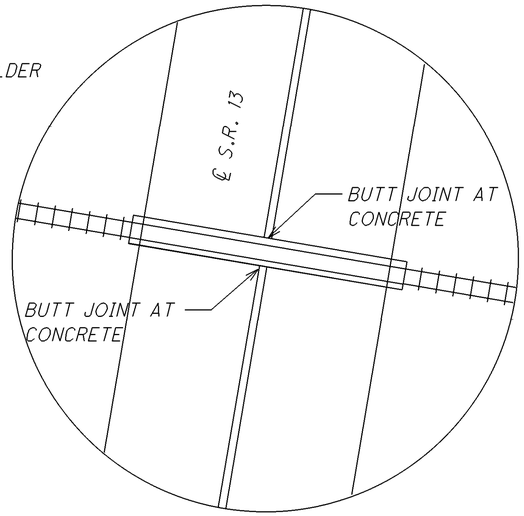

PW = PAVEMENT WIDTH
PS = PAVED SHOULDER
AS = AGGREGATE SHOULDER




NORFOLK SOUTHERN CORP.
RR CROSSING
AARDOT - 919858M

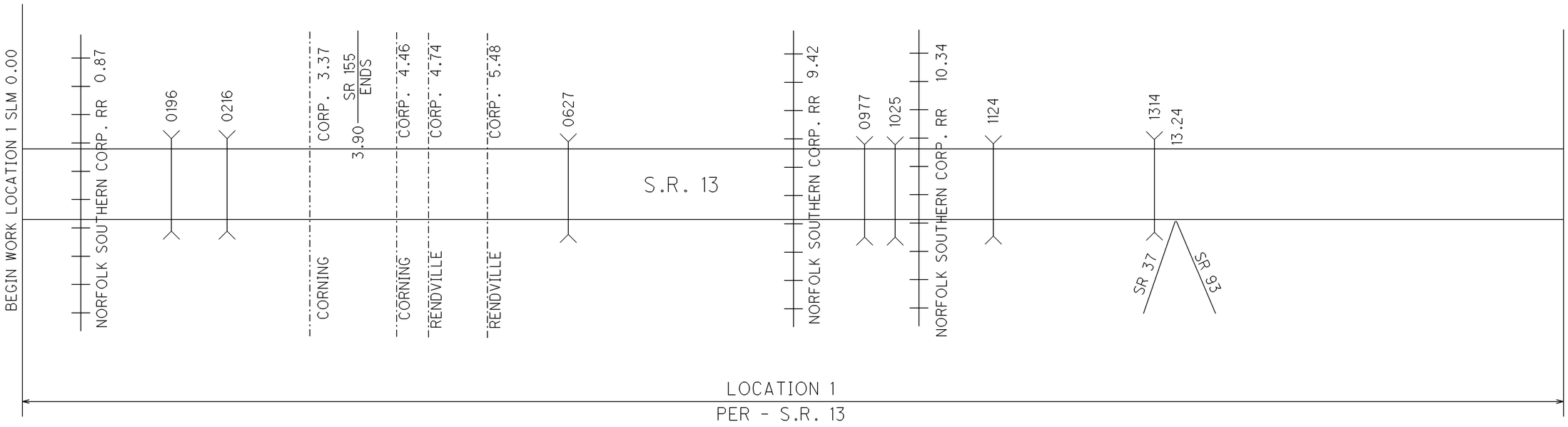



NORFOLK SOUTHERN CORP.
RR CROSSING
AARDOT - 513427V




NORFOLK SOUTHERN CORP.
RR CROSSING
AARDOT - 513430D

## STRAIGHT LINE DIAGRAM




CALCULATED PCM
CHECKED DNM

# ASPHALT CONCRETE DATA

PER-13-0.00

6
19

P:\PER\22633\Design\Roadway\Plan_Sheets\General\22633_MAC_002.dgn 16-DEC-2014 7:49AM dmorgan

SEE SHEET 6 FOR STRAIGHT LINE DIAGRAM AND TYPICALS

CALCULATED PCM | CHECKED DNM

## PAVEMENT DATA

| LOCATION | COUNTY | ROUTE | BEGIN LOG POINT SLM | END LOG POINT SLM | LENGTH | | PAVEMENT WIDTH (FEET) | TYPICAL | PAVEMENT AREA | 407 | | 422 | 441 ASPHALT CONCRETE | | | | 614 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | MILES | LIN. FT. | | | | TACK COAT @ 0.075 GAL./S.Y. | TACK COAT FOR INTERMEDIATE COURSE @ 0.05 GAL./S.Y. | SINGLE CHIP SEAL, AS PER PLAN | THICKNESS | INTERMEDIATE COURSE, TYPE 1, (448) | THICKNESS | SURFACE COURSE, TYPE 1, (448), PG 70-22M | WORK ZONE CENTER LINE, CLASS II |
| | | | | | | | | | SQ. YD. | GAL. | GAL. | SQ. YD. | INCHES | CU. YD. | INCHES | CU. YD. | MILE |
| 1 | PER | S.R. 13 | 0.00 | 0.60 | 0.60 | 3,168.0 | 30.0 AVG | 1 | 10,560.0 | 792.0 | 528.0 | 10,560.0 | 1.00 | 293.4 | 1.25 | 366.7 | 1.20 |
| 1 | PER | S.R. 13 | 0.60 | 3.80 | 3.20 | 16,896.0 | 24.0 AVG | 1 | 45,056.0 | 3,379.2 | 2,252.8 | 45,056.0 | 1.00 | 1251.6 | 1.25 | 1,564.5 | 6.40 |
| 1 | PER | S.R. 13 | 3.80 | 3.85 | 0.05 | 264.0 | 23.5 AVG | 1 | 689.3 | 51.7 | 34.5 | 689.3 | 1.00 | 19.2 | 1.25 | 24.0 | 0.10 |
| 1 | PER | S.R. 13 | 3.85 | 3.90 | 0.05 | 264.0 | 41.5 AVG | 1 | 1,217.3 | 91.3 | 60.9 | 1,217.3 | 1.00 | 33.9 | 1.25 | 42.3 | 0.10 |
| 1 | PER | S.R. 13 | 3.90 | 3.92 | 0.02 | 105.6 | 50.0 AVG | 1 | 586.7 | 44.1 | 29.4 | 586.7 | 1.00 | 16.3 | 1.25 | 20.4 | 0.04 |
| 1 | PER | S.R. 13 | 3.92 | 3.96 | 0.04 | 211.2 | 43.0 AVG | 1 | 1,009.1 | 75.7 | 50.5 | 1,009.1 | 1.00 | 28.1 | 1.25 | 35.1 | 0.08 |
| 1 | PER | S.R. 13 | 3.96 | 4.01 | 0.05 | 264.0 | 32.0 AVG | 1 | 938.7 | 70.5 | 47.0 | 938.7 | 1.00 | 26.1 | 1.25 | 32.6 | 0.10 |
| 1 | PER | S.R. 13 | 4.01 | 5.48 | 1.47 | 7,761.6 | 24.0 AVG | 1 | 20,697.6 | 1,552.4 | 1,034.9 | 20,697.6 | 1.00 | 575.0 | 1.25 | 718.7 | 2.94 |
| 1 | PER | S.R. 13 | 5.48 | 10.34 | 4.86 | 25,660.8 | 22.0 AVG | 1 | 62,726.4 | 4,704.5 | 3,136.4 | 62,726.4 | 1.00 | 1742.4 | 1.25 | 2,178.0 | 9.72 |
| 1 | PER | S.R. 13 | 10.34 | 13.14 | 2.80 | 14,784.0 | 23.0 AVG | 1 | 37,781.3 | 2,833.6 | 1,889.1 | 37,781.3 | 1.00 | 1049.5 | 1.25 | 1,311.9 | 5.60 |
| 1 | PER | S.R. 13 | 13.14 | 17.49 | 4.35 | 22,968.0 | 22.0 AVG | 1 | 56,144.0 | 4,210.8 | 2,807.2 | 56,144.0 | 1.00 | 1559.6 | 1.25 | 1,949.5 | 8.70 |
| BRIDGE DEDUCTIONS (SEE SHEET 11) | | | | | | | | | (1,484.1) | (111.3) | (74.2) | (1,484.1) | 1.00 | (41.2) | 1.25 | (51.5) | (0.07) |
| | | | | | | | | | | | | | | | | | |
| **LOCATION 1 TOTALS (CARRIED TO SUB-SUMMARY)** | | | | | | | | | | **17,694.5** | **11,796.5** | **235,922.3** | | **6,553.9** | | **8,192.2** | **34.91** |

ASPHALT CONCRETE DATA

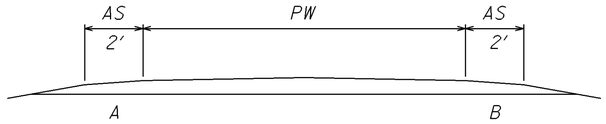
PER-13-0.00



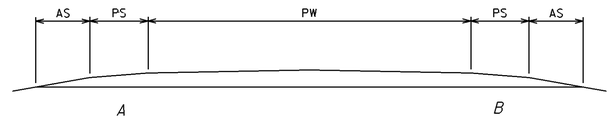
dmorgan 16-DEC-2014 3:25PM P:\PER\22633\Design\Roadway\Plan_Sheets\General\22633_MAC_001.dgn

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

TYPICAL 1




TYPICAL 2




## SHOULDER DATA

| LOCATION | COUNTY | ROUTE | BEGIN LOG POINT SLM | END LOG POINT SLM | LENGTH | | TYPICAL | PROPOSED WIDTH (FT.) | | SHOULDER AREA | 209 | 407 | | 408 | 422 | 441 ASPHALT CONCRETE | | | | 617 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | MILES | LIN. FT. | | A | B | | PREPARING SUBGRADE FOR SHOULDER PAVING, AS PER PLAN | TACK COAT @ 0.075 GAL./S.Y. | TACK COAT FOR INTERMEDIATE COURSE @ 0.05 GAL./S.Y. | PRIME COAT @ 0.4 GAL./S.Y. | SINGLE CHIP SEAL, AS PER PLAN | THICKNESS | INTERMEDIATE COURSE, TYPE 1, (448) | THICKNESS | SURFACE COURSE, TYPE 1, (448), PG 70-22M | THICKNESS | COMPACTED AGGREGATE, AS PER PLAN 2' WIDTH |
| | | | | | | | | | | SQ. YD. | MILE | GAL. | GAL. | GAL. | SQ. YD. | INCHES | CU. YD. | INCHES | CU. YD. | INCHES | CU YD |
| 1 | PER | S.R. 13 | 0.00 | 13.12 | 13.12 | 69273.6 | 1 | | | | 26.24 | | | 12,315.4 | | | | | | 2.25 | 1,924.3 |
| 1 | PER | S.R. 13 | 13.12 | 13.30 | 0.18 | 950.4 | 2 | 4 | 4 | 844.8 | 0.36 | 63.4 | 42.3 | 169.0 | 844.8 | 1.00 | 23.5 | 1.25 | 29.4 | 2.25 | 26.4 |
| 1 | PER | S.R. 13 | 13.30 | 13.35 | 0.05 | 264.0 | 2 | 1 | 4 | 146.7 | 0.10 | 11.1 | 7.4 | 47.0 | 146.7 | 1.00 | 4.1 | 1.25 | 5.1 | 2.25 | 7.4 |
| 1 | PER | S.R. 13 | 13.35 | 17.49 | 4.14 | 21859.2 | 2 | 1 | 1 | 4,857.6 | 8.28 | 364.4 | 242.9 | 3,886.1 | 4,857.6 | 1.00 | 135.0 | 1.25 | 168.7 | 2.25 | 607.2 |
| BRIDGE DEDUCTIONS (SEE SHEET 11) | | | | | | | | | | (69.3) | (0.22) | (5.2) | (3.5) | (103.5) | | 1.00 | (1.9) | 1.25 | (2.4) | 2.25 | (36.4) |
| **LOCATION 1 TOTALS (CARRIED TO SUB-SUMMARY)** | | | | | | | | | | | **34.76** | **433.7** | **289.1** | **16,314.0** | **5,849.1** | | **160.7** | | **200.8** | | **2,528.9** |

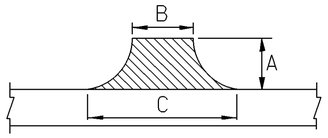
CALCULATED PCM
CHECKED DNM

PAVED SHOULDER DATA

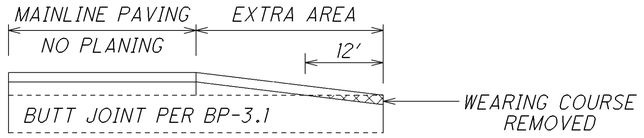
PER-13-0.00

8
19

P:\PER\22633\Design\Roadway\Plan_Sheets\General\22633_MPS_001.dgn 17-DEC-2014 5:05PM dmorgan




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




NOTES:

1. AT AREAS WHERE MAINLINE IS NOT BEING PLANED, CREATE A BUTT JOINT PER BP-3.1 FOR EXTRA AREAS. WEARING COURSE REMOVED IS REDUCED IN THESE AREAS, SEE DETAIL PROVIDED.

## EXTRA AREAS

| LOCATION | COUNTY | ROUTE | SIDE | DESCRIPTION | INTERSECTIONS / DETAIL DIMENSION A | B | C | AREA | 202 WEARING COURSE REMOVED | 407 TACK COAT @ 0.075 GAL./S.Y. | 407 TACK COAT FOR INTERMEDIATE COURSE @ 0.05 GAL./S.Y. | 441 ASPHALT CONCRETE THICKNESS | INTERMEDIATE COURSE, TYPE 1, (448) | THICKNESS | SURFACE COURSE, TYPE 1, (448), PG 64-22 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | FT. | FT. | FT. | SQ. YD. | SQ. YD. | GAL. | GAL. | IN. | CU. YD. | IN. | CU. YD. |
| 1 | PER | S.R. 13 | RT. | CO. RD 16 (IRISH RIDGE RD.) | 50 | 30 | 105 | 375.0 | 52.0 | 28.2 | 16.2 | 0.5 AVG | 5.3 | 1.25 | 13.1 |
| 1 | PER | S.R. 13 | LT. | CO. RD 21 (CORNSTILL RD.) | 50 | 25 | 110 | 375.0 | 47.0 | 28.2 | 16.4 | 0.5 AVG | 5.3 | 1.25 | 13.1 |
| 1 | PER | S.R. 13 | RT. | TWP. RD. 298 | 76 | 25 | 154 | 755.8 | 47.0 | 56.7 | 35.5 | 0.5 AVG | 10.5 | 1.25 | 26.3 |
| 1 | PER | S.R. 13 | LT. | TWP. RD. 290 | 30 | 20 | 50 | 116.7 | 34.7 | 8.8 | 4.1 | 0.5 AVG | 1.7 | 1.25 | 4.1 |
| 1 | PER | S.R. 13 | LT. | TWP. RD. 289 | 50 | 25 | 158 | 508.4 | 54.7 | 38.2 | 22.7 | 0.5 AVG | 7.1 | 1.25 | 17.7 |
| 1 | PER | S.R. 13 | RT. | TWP. RD. 291 | 58 | 24 | 131 | 499.5 | 46.8 | 37.5 | 22.7 | 0.5 AVG | 7.0 | 1.25 | 17.4 |
| 1 | PER | S.R. 13 | LT. | S.R. 155 (MAIN ST.) | 38 | 56 | 130 | 392.7 | 90.3 | 29.5 | 15.2 | 0.5 AVG | 5.5 | 1.25 | 13.7 |
| 1 | PER | S.R. 13 | RT. | CO. RD. 70 (MAIN ST.) | 39 | 57 | 130 | 405.2 | 91.0 | 30.4 | 15.8 | 0.5 AVG | 5.7 | 1.25 | 14.1 |
| 1 | PER | S.R. 13 | RT. | TWP. RD. 463 | 40 | 22 | 100 | 271.2 | 45.0 | 20.4 | 11.4 | 0.5 AVG | 3.8 | 1.25 | 9.5 |
| 1 | PER | S.R. 13 | RT. | TWP. RD. 1013 | 30 | 20 | 70 | 150.0 | 40.0 | 11.3 | 5.5 | 0.5 AVG | 2.1 | 1.25 | 5.3 |
| 1 | PER | S.R. 13 | LT. | TWP. RD. 1010 | 70 | 24 | 142 | 645.6 | 45.5 | 48.5 | 30.1 | 0.5 AVG | 9.0 | 1.25 | 22.5 |
| 1 | PER | S.R. 13 | RT. | CO. RD 50 (CHAPEL HILL RD.) | 45 | 20 | 120 | 350.0 | 44.5 | 26.3 | 15.3 | 0.5 AVG | 4.9 | 1.25 | 12.2 |
| 1 | PER | S.R. 13 | LT. | TWP. RD. 471 | 40 | 20 | 100 | 266.7 | 42.7 | 20.1 | 11.2 | 0.5 AVG | 3.8 | 1.25 | 9.3 |
| 1 | PER | S.R. 13 | RT. | TWP. RD. 301 | 40 | 20 | 100 | 266.7 | 42.7 | 20.1 | 11.2 | 0.5 AVG | 3.8 | 1.25 | 9.3 |
| 1 | PER | S.R. 13 | RT. | MAIN ST. (SLM 5.06) | 20 | 20 | 82 | 113.4 | 51.5 | 8.6 | 3.1 | 0.5 AVG | 1.6 | 1.25 | 4.0 |
| 1 | PER | S.R. 13 | RT. | VALLEY ST. (SLM 5.13) | 40 | 20 | 100 | 266.7 | 42.7 | 20.1 | 11.2 | 0.5 AVG | 3.8 | 1.25 | 9.3 |
| 1 | PER | S.R. 13 | RT. | HIGHLAND ST. (SLM 5.27) | 36 | 20 | 75 | 190.0 | 38.9 | 14.3 | 7.6 | 0.5 AVG | 2.7 | 1.25 | 6.6 |
| 1 | PER | S.R. 13 | RT. | TWP. RD. 456 | 31 | 20 | 77 | 167.1 | 41.4 | 12.6 | 6.3 | 0.5 AVG | 2.4 | 1.25 | 5.9 |
| 1 | PER | S.R. 13 | LT | TWP. RD. 464 | 32 | 20 | 70 | 160.0 | 39.2 | 12.0 | 6.1 | 0.5 AVG | 2.3 | 1.25 | 5.6 |
| 1 | PER | S.R. 13 | RT. | TWP. RD. 306 | 66 | 44 | | 322.7 | 53.4 | 24.3 | 13.5 | 0.5 AVG | 4.5 | 1.25 | 11.3 |
| 1 | PER | S.R. 13 | RT. | CO. RD. 22 (TATMANS RD.) | 80 | 36 | | 320.0 | 44.4 | 24.0 | 13.8 | 0.5 AVG | 4.5 | 1.25 | 11.2 |
| 1 | PER | S.R. 13 | RT. | TWP. RD. 315 | 27 | 12 | 34 | 69.0 | 22.6 | 5.2 | 2.4 | 0.5 AVG | 1.0 | 1.25 | 2.4 |
| 1 | PER | S.R. 13 | RT. | CO. RD. 12 (PORTIE FLAMINGO RD.) | 34 | 18 | 86 | 196.5 | 40.0 | 14.8 | 7.9 | 0.5 AVG | 2.8 | 1.25 | 6.9 |
| 1 | PER | S.R. 13 | RT. | TWP. RD. 312 | 40 | 20 | 77 | 215.6 | 38.1 | 16.2 | 8.9 | 0.5 AVG | 3.0 | 1.25 | 7.5 |
| 1 | PER | S.R. 13 | LT. | CO. RD. 12 (PORTIE FLAMINGO RD.) | 20 | 18 | 40 | 64.5 | 32.8 | 4.9 | 1.6 | 0.5 AVG | 0.9 | 1.25 | 2.3 |
| | | | | | | | | | | | | | | | |
| **LOCATION 1 TOTALS (CARRIED TO NEXT PAGE)** | | | | | | | | | **1,168.9** | **561.2** | **315.7** | | **105.0** | | **260.6** |

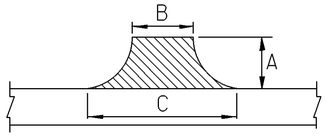
CALCULATED PCM CHECKED DNM

EXTRA AREA DATA

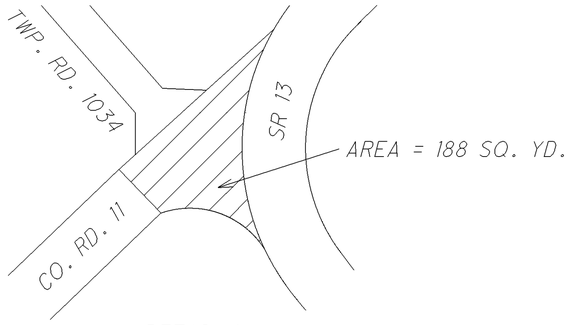
PER-13-0.00

9 19

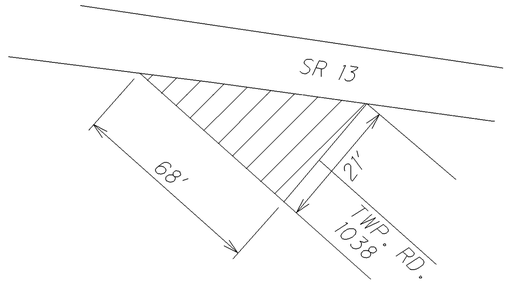
P:\PER\22633\Design\Roadway\Plan_Sheets\General\22633_MEA_001.dgn 16-DEC-2014 4:21PM dmorgan




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




DETAIL 1




DETAIL 2

NOTES:
1. FOR WEARING COURSE REMOVED, SEE NOTE AND DETAIL ON SHEET 9.

CALCULATED PCM CHECKED DNM

## EXTRA AREA DATA

### EXTRA AREAS

| LOCATION | COUNTY | ROUTE | SIDE | DESCRIPTION | INTERSECTIONS / DETAIL DIMENSION A | DETAIL DIMENSION B | DETAIL DIMENSION C | AREA | 202 WEARING COURSE REMOVED | 407 TACK COAT @ 0.075 GAL./S.Y. | 407 TACK COAT FOR INTERMEDIATE COURSE @ 0.05 GAL./S.Y. | 441 ASPHALT CONCRETE THICKNESS | 441 INTERMEDIATE COURSE, TYPE 1, (448) | 441 THICKNESS | 441 SURFACE COURSE, TYPE 1, (448), PG 64-22 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | FT. | FT. | FT. | SQ. YD. | SQ. YD. | GAL. | GAL. | IN. | CU. YD. | IN. | CU. YD. |
| QUANTITIES CARRIED FROM PREVIOUS PAGE | | | | | | | | | 1168.9 | 561.2 | 315.7 | | 105 | | 260.6 |
| 1 | PER | S.R. 13 | LT. | CO. RD. 14 (CONGO RD.) | 80 | 18 | | 160.0 | 22.2 | 12 | 6.9 | 0.5 AVG | 2.3 | 1.25 | 5.6 |
| 1 | PER | S.R. 13 | LT. | CO. RD. 11 (MARIETTA RD.) | SEE DETAIL 1 | | | 188.0 | 188.0 | 14.1 | 9.4 | 0.5 AVG | 2.7 | 1.25 | 6.6 |
| 1 | PER | S.R. 13 | RT. | TWP RD. 1038 (SEE DETAIL 2) | 21 | 68 | | 158.7 | 64.8 | 12 | 4.7 | 0.5 AVG | 2.3 | 1.25 | 5.6 |
| 1 | PER | S.R. 13 | RT. | TWP RD. 1038 | 18 | 13 | 30 | 43.0 | 24.9 | 3.3 | 1.0 | 0.5 AVG | 0.6 | 1.25 | 1.5 |
| 1 | PER | S.R. 13 | LT. | VINE ST. TWP RD 1034 | 20 | 20 | 40 | 66.7 | 34.7 | 5.1 | 1.6 | 0.5 AVG | 1.0 | 1.25 | 2.4 |
| 1 | PER | S.R. 13 | LT. | KELLEY ST. - TWP RD 1036 | 20 | 20 | 60 | 88.9 | 42.7 | 6.7 | 2.4 | 0.5 AVG | 1.3 | 1.25 | 3.1 |
| 1 | PER | S.R. 13 | LT. | CO. RD. 56 (JAMESTOWN RD.) | 33 | 26 | 110 | 249.4 | 55.1 | 18.8 | 9.8 | 0.5 AVG | 3.5 | 1.25 | 8.7 |
| 1 | PER | S.R. 13 | LT. | TWP. RD. 230 | 12 | 22 | 56 | 52.0 | 52.0 | 3.9 | 2.6 | 0.5 AVG | 0.8 | 1.25 | 1.9 |
| 1 | PER | S.R. 13 | LT. | TWP. RD. 312 | 22 | 26 | 60 | 105.2 | 47.1 | 7.9 | 3.0 | 0.5 AVG | 1.5 | 1.25 | 3.7 |
| 1 | PER | S.R. 13 | RT. | TWP. RD. 312 | 26 | 22 | 70 | 132.9 | 44.2 | 10 | 4.5 | 0.5 AVG | 1.9 | 1.25 | 4.7 |
| 1 | PER | S.R. 13 | RT. | TWP. RD. 323 | 22 | 38 | 92 | 158.9 | 70.4 | 12 | 4.5 | 0.5 AVG | 2.3 | 1.25 | 5.6 |
| 1 | PER | S.R. 13 | RT. | DO NOT PAVE EXTRA AREA ON S.R.37 | | | | | | | | | | | |
| 1 | PER | S.R. 13 | RT. | DO NOT PAVE EXTRA AREA ON S.R. 93 | | | | | | | | | | | |
| 1 | PER | S.R. 13 | RT. | TWP. RD. 195 | 25 | 16 | 45 | 84.8 | 30.7 | 6.4 | 2.8 | 0.5 AVG | 1.2 | 1.25 | 3.0 |
| 1 | PER | S.R. 13 | LT. | TWP. RD. 312 | 60 | 22 | 100 | 406.7 | 39.8 | 30.6 | 18.4 | 0.5 AVG | 5.7 | 1.25 | 14.2 |
| 1 | PER | S.R. 13 | LT. | CO. RD. 56 (JAMESTOWN RD.) | 40 | 22 | 75 | 215.6 | 40 | 16.2 | 8.8 | 0.5 AVG | 3.0 | 1.25 | 7.5 |
| 1 | PER | S.R. 13 | LT. | TWP. RD. 231 | 80 | 36 | 132 | 746.7 | 746.7 | 56.1 | 37.4 | 1.0 AVG | 20.8 | 1.25 | 26.0 |
| 1 | PER | S.R. 13 | RT. | CO. RD. 58 (MELON HILL RD.) | 75 | 21 | 160 | 754.2 | 42.9 | 56.6 | 35.6 | 0.5 AVG | 10.5 | 1.25 | 26.2 |
| 1 | PER | S.R. 13 | LT. | TWP. RD. 217 | 40 | 20 | 60 | 177.8 | 34.7 | 13.4 | 7.2 | 0.5 AVG | 2.5 | 1.25 | 6.2 |
| LOCATION 1 TOTALS (CARRIED TO SUB-SUMMARY) | | | | | | | | | 2,749.8 | 846.3 | 476.3 | | 168.9 | | 393.1 |

PER-13-0.00



P:\PER\22633\Design\Roadway\Plan_Sheets\General\22633_MEA_002.dgn 17-DEC-2014 6:59AM dmorgan

*BRIDGE DECK TREATMENT*

*PER-13-0196 - MILL ASPHALT OFF APPROACH SLABS, PAVE SURFACE ON APPROACH SLABS, BUTT JOINT AT BRIDGE DECK*
*PER-13-0216 - MILL 3" OFF DECK AND PAVE OVER SAME AS ROADWAY*
*PER-13-0627 - MILL 3" OFF DECK AND PAVE OVER SAME AS ROADWAY*
*PER-13-0977 - MILL 3" OFF DECK AND PAVE OVER SAME AS ROADWAY*
*PER-13-1025 - MILL 3" OFF DECK AND PAVE OVER SAME AS ROADWAY*
*PER-13-1124 - MILL 2" OFF DECK AND PAVE OVER SAME AS ROADWAY*
*PER-13-1314 - BUTT JOINT AT APPROACH SLABS*

*DEDUCTIONS = APPROACH SLABS THAT ARE TREATED THE SAME AS THE ROADWAY AND ARE THE SAME WIDTH AS THE APPROACH ROADWAY ARE NOT INCLUDED IN THE DEDUCTIONS.*

| BRIDGE DATA | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LOCATION NO. | COUNTY, ROUTE, BRIDGE NO. | LENGTH (BRIDGE LIMITS) | WIDTH | AREA | APPROACH SLAB LENGTH | APPROACH SLAB WIDTH | APPROACH SLAB AREA (INCLUDES BOTH APPROACH SLABS) | DETAILS (SHEET 12-13) | MAINLINE DEDUCTIONS (CARRIED TO SHEET 7) | SHOULDER DEDUCTIONS (CARRIED TO SHEET 8) | 202 | 407 | | 441 | | | | 516 |
| | | | | | | | | | | | WEARING COARSE REMOVED (SEE DETAILS) | TACK COAT @ 0.075 GAL/SQ.YD. | TACK COAT FOR INTERMEDIATE COURSE @ 0.05 GAL/SQ.YD. | THICKNESS | ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, (448) | THICKNESS | ASPHALT CONCRETE SURFACE COURSE, TYPE 1,(448), 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. | GALLON | GALLON | INCHES | CU.YD. | INCHES | CU.YD. | FEET |
| | | | | | | | | | | | | | | | | | | |
| 1 | PER-13-0196 | 112.2 | 44.0 | 548.6 | 25.0 | 24.0 | 133.3 | 1 | 299.2 | | 2,266.7 | | | | | | | 48.0 |
| 1 | PER-13-0216 | 92.6 | 44.0 | 452.8 | 25.0 | 24.0 | 133.3 | 2 | 246.9 | | 3,252.8 | 34.0 | 22.7 | 1.0 | 12.6 | 1.25 | 15.8 | |
| 1 | PER-13-0627 | 47.5 | 30.0 | 158.4 | 20.0 | 22.0 | 97.8 | 2 | 116.1 | | 2,700.7 | 11.9 | 8.0 | 1.0 | 4.4 | 1.25 | 5.5 | |
| 1 | PER-13-0977 | 55.2 | 36.0 | 220.8 | 25.0 | 36.0 | 200.0 | 2 | 257.2 | | 2,865.3 | 31.6 | 21.1 | 1.0 | 11.7 | 1.25 | 14.7 | |
| 1 | PER-13-1025 | 51.0 | 32.0 | 181.4 | 15.0 | 32.0 | 106.7 | 2 | 198.0 | | 2,732.6 | 21.7 | 14.5 | 1.0 | 8.1 | 1.25 | 10.1 | |
| 1 | PER-13-1124 | 35.5 | 36.0 | 142.0 | 15.0 | 36.0 | 120.0 | 3 | 167.4 | | 2,306.5 | 19.7 | 13.1 | 1.0 | 7.3 | 1.25 | 9.1 | |
| 1 | PER-13-1314 | 48.0 | 36.0 | 192.0 | 15.0 | 36.0 | 120.0 | 4 | 199.3 | 69.3 | 2,555.6 | | | | | | | 72.0 |
| | BRIDGE DEDUCTIONS | | | | | | | | 1,484.1 | 69.3 | | | | | | | | |
| | | | | | | | | | | | | | | | | | | |
| | **LOCATION 1 TOTALS (CARRIED TO SUB-SUMMARY)** | | | | | | | | | | **18,680.2** | **118.9** | **79.4** | | **44.1** | | **55.2** | **120.0** |

CALCULATED PCM | CHECKED DNM

**BRIDGE DECK TREATMENT DATA**

**PER-13-0.00**



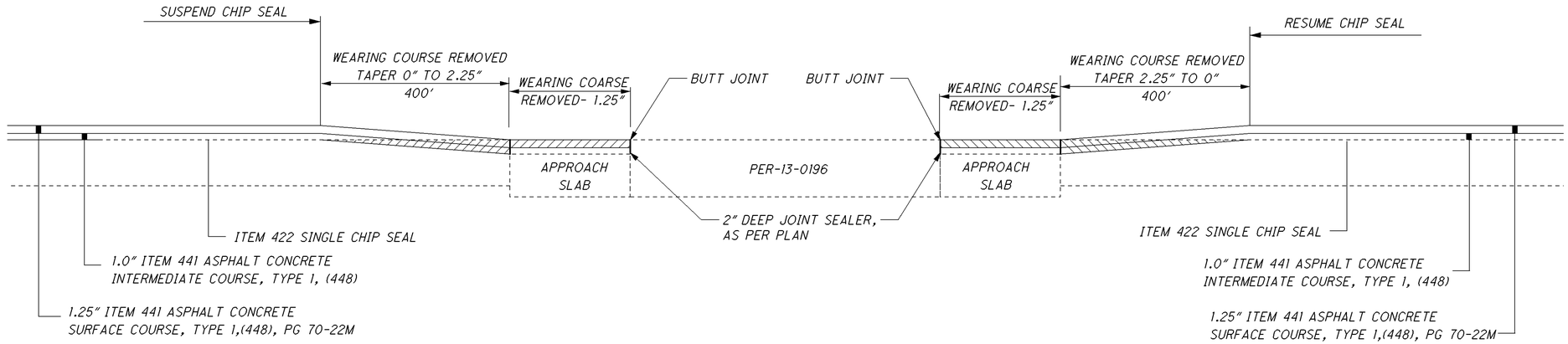
P:\PER\22633\Design\Roadway\Plan_Sheets\General\22633_MBT_001.dgn 17-DEC-2014 5:03PM dmorgan

CALCULATED PCM CHECKED DNM

# BRIDGE DECK TREATMENT DATA

## DETAIL 1

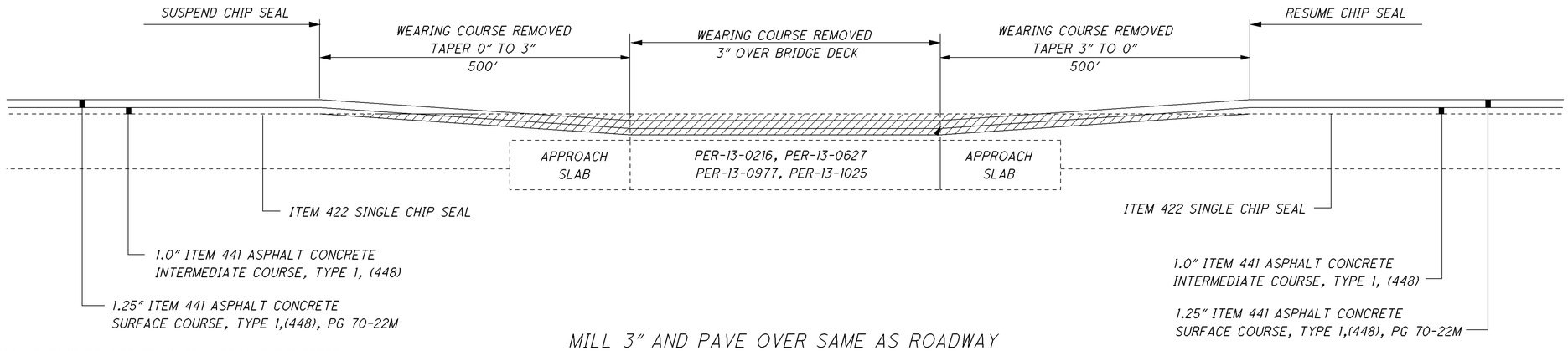
DETAILS NOT TO SCALE




MILL ASPHALT OFF APPROACH SLABS, PAVE SURFACE ON APPROACH SLABS,
BUTT JOINT @ BRIDGE DECK

ITEM 202 WEARING COURSE REMOVED, ASPHALT CONCRETE

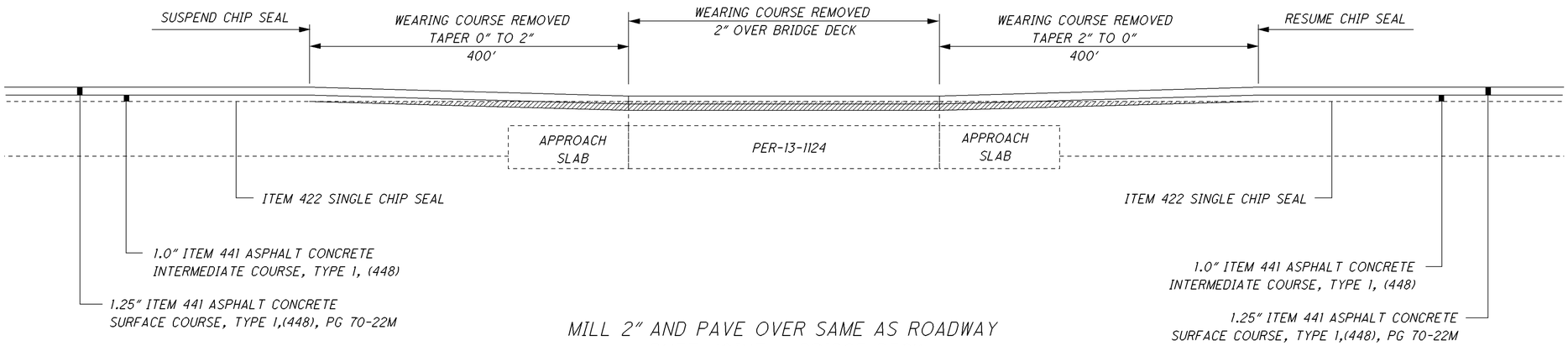
## DETAIL 2




MILL 3" AND PAVE OVER SAME AS ROADWAY
BUTT JOINT @ BRIDGE DECK

ITEM 202 WEARING COURSE REMOVED, ASPHALT CONCRETE

## DETAIL 3




MILL 2" AND PAVE OVER SAME AS ROADWAY
BUTT JOINT @ BRIDGE DECK

ITEM 202 WEARING COURSE REMOVED, ASPHALT CONCRETE

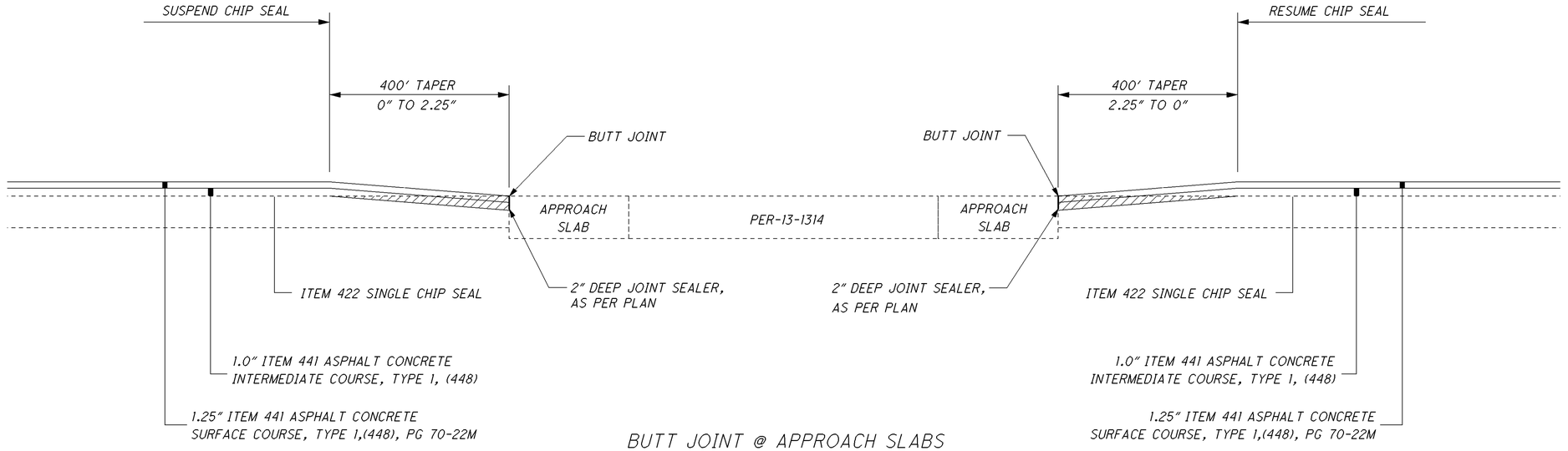
PER-13-0.00



P:\PER\22633\Design\Roadway\Plan_Sheets\General\22633_MBT_002.dgn 16-DEC-2014 12:44PM dmorgan

DETAILS NOT TO SCALE

# DETAIL 4




BUTT JOINT @ APPROACH SLABS

ITEM 202 WEARING COURSE REMOVED, ASPHALT CONCRETE

CALCULATED PCM
CHECKED DNM

**BRIDGE DECK TREATMENT DATA**

**PER-13-0.00**

13
19

P:\PER\22633\Design\Roadway\Plan_Sheets\General\22633_MBT_002.dgn 16-DEC-2014 11:17AM dmorgan

## ITEM 648 EDGE LINE

| LOCATION | COUNTY | ROUTE | S.L.M. | | TOTAL LENGTH (MILES) | INFORMATION ONLY | | | TOTAL EDGE LINE 4" | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | WHITE EDGE LINE QUANTITIES | | | | |
| | | | FROM | TO | | TOTAL MILES | HIGHWAY MILES | RAMP MILES | MILES | |
| | | | | | | | | | | |
| 1 | PER | 13 | 0.00 | 17.49 | 17.49 | 34.98 | 34.98 | | 34.98 | ATHENS/PERRY CO. LINE TO NEW LEX E. CORP. LINE |
| | | | | | | | | | | |
| LOCATION 1 TOTALS (CARRIED TO SUB-SUMMARY) | | | | | | | | | **34.98** | |

## 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 | 13 | 0.00 | 17.49 | 17.49 | 17.49 | 28.333 | 17.49 | ATHENS/PERRY CO. LINE TO NEW LEX. EAST CORP. LINE |
| 1 | PER | 13 | 0.00 | 0.06 | 0.06 | 0.06 | 0.120 | 0.06 | ADDING 315' FOR BURR OAK LEFT TURN LANE |
| 1 | PER | 13 | 3.79 | 3.84 | 0.05 | 0.05 | 0.100 | 0.05 | ADDING 500' FOR LEFT TURN LANES AT CORNING |
| | | | | | | | | | |
| LOCATION 1 TOTALS (CARRIED TO SUB-SUMMARY) | | | | | | | | **17.60** | |

CALCULATED PCM
CHECKED DNM

PAVEMENT MARKING DATA (LONG LINE)

PER-13-0.00



P:\PER\22633\Design\Roadway\Plan_Sheets\General\22633_PMS_001.dgn 16-DEC-2014 3:50PM dmorgan

## ITEM 644 AUXILARY MARKING

| LOCATION | COUNTY | ROUTE | DESCRIPTION | SIDE | 8" CHANNELIZING LINE | STOP LINE (24") | TRANSEVERSE/ DIANGONAL LINES (24") | | RAILROAD SYMBOL MARKING | LANE ARROW | | WORD ON PAVEMENT ONLY | | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | WHITE | YELLOW | | LEFT | RIGHT | 72" | 96" | |
| | | | | | FEET | FT. | FT. | FT. | EACH | EACH | EACH | EACH | EACH | |
| 1 | PER | S.R. 13 | AT BURR OAK RD. (CO. RD. 107) | RT. | | | | 150 | | | | | | |
| 1 | PER | S.R 13 | CO. RD. 16 (IRISH RIDGE RD.) | RT. | | 38 | | | | | | | | |
| 1 | PER | S.R. 13 | CO. RD. 21 (CORN STILL RD.) | LT. | | 32 | | | | | | | | |
| 1 | PER | S.R. 13 | BEFORE RR CROSIING AT SLM 0.87 | | | | | | 1 | | | | | RR SYMBOL AT SLM 0.80 |
| 1 | PER | S.R. 13 | RR CROSSING AT SLM 0.87 | | | 24 | | | | | | | | 2-12' STOP BARS |
| 1 | PER | S.R. 13 | AFTER RR CROSSING AT SLM 0.87 | | | | | | 1 | | | | | RR SYMBOL AT SLM 0.95 |
| 1 | PER | S.R. 13 | TWP. RD. 298 | RT. | | 46 | | | | | | | | |
| 1 | PER | S.R. 13 | TWP. RD. 290 | LT. | | 18 | | | | | | | | |
| 1 | PER | S.R. 13 | TWP. RD. 289 | LT. | | 46 | | | | | | | | |
| 1 | PER | S.R. 13 | TWP. RD. 291 | RT. | | 32 | | | | | | | | |
| 1 | PER | S.R. 13 | LEFT TURN LANE FOR S.R. 155 | | 200 | 25 | | 155 | | 2 | | | 1 | |
| 1 | PER | S.R. 13 | S.R. 155 (MAIN ST.) | LT. | | 45 | | | | | | | | |
| 1 | PER | S.R. 13 | CO. RD. 70 (MAIN ST.) | RT. | | 45 | | | | | | | | |
| 1 | PER | S.R. 13 | LEFT TURN LANE FOR MAIN ST. | | 200 | 25 | | 155 | | 2 | | | 1 | |
| 1 | PER | S.R. 13 | TWP. RD. 463 | RT. | | 31 | | | | | | | | |
| 1 | PER | S.R. 13 | TWP RD. 1013 | RT. | | 24 | | | | | | | | |
| 1 | PER | S.R. 13 | TWP RD. 1010 | LT. | | 18 | | | | | | | | |
| 1 | PER | S.R. 13 | CO. RD. 50 (CHAPEL HILL RD.) | RT. | | 28 | | | | | | | | |
| 1 | PER | S.R. 13 | TWP. RD. 471 | LT. | | 30 | | | | | | | | |
| 1 | PER | S.R. 13 | TWP. RD. 301 | RT. | | 25 | | | | | | | | |
| 1 | PER | S.R. 13 | MAIN ST. (SLM 5.06) | RT. | | 23 | | | | | | | | |
| 1 | PER | S.R. 13 | VALLEY ST. (SLM 5.13) | RT. | | 29 | | | | | | | | |
| 1 | PER | S.R. 13 | HIGHLAND ST. (SLM 5.27) | RT. | | 20 | | | | | | | | |
| 1 | PER | S.R. 13 | TWP. RD. 456 | RT. | | 18 | | | | | | | | |
| 1 | PER | S.R. 13 | TWP. RD. 464 | LT. | | 28 | | | | | | | | |
| 1 | PER | S.R. 13 | TWP. RD. 306 | RT. | | 28 | | | | | | | | |
| 1 | PER | S.R. 13 | CO. RD. 22 (TATMANS RD.) | RT. | | 14 | | | | | | | | |
| 1 | PER | S.R 13 | TWP. RD. 315 | RT. | | 10 | | | | | | | | |
| 1 | PER | S.R. 13 | CO. RD. 12 (PORTIE FLAMINGO RD.) | RT. | | 20 | | | | | | | | |
| 1 | PER | S.R. 13 | TWP. RD. 312 | RT. | | 18 | | | | | | | | |
| 1 | PER | S.R. 13 | CO. RD. 12 (PORTIE FLAMINGO RD.) | LT. | | 16 | | | | | | | | |
| | | | | | | | | | | | | | | |
| **LOCATION 1 TOTALS (CARRIED TO SUB-SUMMARY)** | | | | | **400** | **756** | | **460** | **2** | **4** | | | **2** | |

CALCULATED PCM CHECKED DNM

PAVEMENT MARKING DATA (AUXILARY MARKING DATA)

PER-13-0.00

15
19

P:\PER\22633\Design\Roadway\Plan_Sheets\General\22633_PMS_002.dgn 18-DEC-2014 6:41AM dmorgan

## ITEM 644 AUXILARY MARKING

| LOCATION | COUNTY | ROUTE | DESCRIPTION | SIDE | 8" CHANNELIZING LINE | STOP LINE (24") | TRANSEVERSE/ DIANGONAL LINES (24") | | RAILROAD SYMBOL MARKING | LANE ARROW | | WORD ON PAVEMENT ONLY | | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | WHITE | YELLOW | | LEFT | RIGHT | 72" | 96" | |
| | | | | | FEET | FT. | FT. | FT. | EACH | EACH | EACH | EACH | EACH | |
| QUANTITIES CARRIED OVER FROM PREVIOUS SHEET | | | | | 400 | 756 | | 460 | 2 | 4 | | | 2 | |
| | | | | | | | | | | | | | | |
| 1 | PER | S.R. 13 | BEFORE RR CROSIING AT SLM 9.42 | | | | | | 1 | | | | | RR SYMBOL AT SLM 9.19 |
| 1 | PER | S.R. 13 | RR CROSSING AT SLM 9.42 | | | 22 | | | | | | | | 2-11' STOP BARS |
| 1 | PER | S.R 13 | CO. RD. 14 (CONGO RD.) | LT. | | 12 | | | | | | | | |
| 1 | PER | S.R. 13 | AFTER RR CROSSING AT SLM 9.42 | | | | | | 1 | | | | | RR SYMBOL AT SLM 9.57 |
| 1 | PER | S.R. 13 | CO. RD. 11 (MARIETTA RD.) | LT. | | 14 | | | | | | | | |
| 1 | PER | S.R 13 | TWP. RD. 1038 | RT. | | 17 | | | | | | | | |
| 1 | PER | S.R 13 | TWP. RD. 1038 | RT. | | 9 | | | | | | | | |
| 1 | PER | S.R. 13 | VINE ST.-TWP. RD. 1034 | LT. | | 8 | | | | | | | | |
| 1 | PER | S.R. 13 | KELLEY ST. - TWP. RD. 1036 | LT. | | 10 | | | | | | | | |
| 1 | PER | S.R. 13 | BEFORE RR CROSIING AT SLM 10.34 | | | | | | 1 | | | | | RR SYMBOL AT SLM 10.18 |
| 1 | PER | S.R. 13 | RR CROSSING AT SLM 10.34 | | | 22 | | | | | | | | 2-11' STOP BARS |
| 1 | PER | S.R. 13 | CO. RD. 56 (JAMESTOWN RD.) | LT. | | 28 | | | | | | | | |
| 1 | PER | S.R. 13 | AFTER RR CROSSING AT SLM 10.34 | | | | | | 1 | | | | | RR SYMBOL AT SLM 10.49 |
| 1 | PER | S.R. 13 | TWP. RD. 230 | LT. | | 12 | | | | | | | | |
| 1 | PER | S.R. 13 | TWP. RD. 312 | LT. | | 14 | | | | | | | | |
| 1 | PER | S.R. 13 | TWP. RD. 312 | RT. | | 16 | | | | | | | | |
| 1 | PER | S.R. 13 | TWP. RD. 323 | RT. | | 38 | | | | | | | | |
| 1 | PER | S.R. 13 | ON S.R. 13 AT 13/37/93 INTERSECTION | NB | | 12 | | | | | | | | |
| 1 | PER | S.R. 13 | ON S.R. 13 AT 13/37/93 INTERSECTION | SB | | 12 | | | | | | | | |
| 1 | PER | S.R. 13 | TWP. RD. 195 | RT. | | 13 | | | | | | | | |
| 1 | PER | S.R. 13 | TWP. RD. 312 | LT. | | 35 | | | | | | | | |
| 1 | PER | S.R. 13 | CO. RD. 56 (JAMESTOWN RD.) | LT. | | 19 | | | | | | | | |
| 1 | PER | S.R. 13 | TWP. RD. 231 | LT. | | 34 | | | | | | | | |
| 1 | PER | S.R. 13 | CO. RD. 58 (MELON HILL RD.) | RT. | | 40 | | | | | | | | |
| 1 | PER | S.R. 13 | TWP. RD. 217 | LT. | | 19 | | | | | | | | |
| | | | | | | | | | | | | | | |
| SUBTOTALS | | | | | | | | 460 | | 4 | | | | |
| LOCATION 1 TOTALS (CARRIED TO SUB-SUMMARY) | | | | | 400 | 1,162 | 460 | | 6 | 4 | | | 2 | |

CALCULATED PCM CHECKED DNM

PAVEMENT MARKING DATA (AUXILARY MARKING DATA)

PER-13-0.00

16
19

P:\PER\22633\Design\Roadway\Plan_Sheets\General\22633_PMS_002.dgn 18-DEC-2014 6:43AM dmorgan

| 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. |

REM=REMARKS

## 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 | | | |
| | | | | | MILES | LIN.FT. | | EACH | EACH | WHITE | YELLOW | YELLOW / YELLOW | WHITE / RED | YELLOW / RED | |
| 1 | PER | SR13 | 0.00 | 0.04 | 0.04 | 211 | REM | 6 | 6 | | | 6 | | | TRANSITION AT CO. LINE 80' SPACING BOTH SIDES ISLAND |
| 1 | PER | SR13 | 0.04 | 3.81 | 3.77 | 19,906 | GAP | 252 | 252 | | | 252 | | | |
| 1 | PER | SR13 | 3.81 | 3.90 | 0.09 | 475 | 10 | 30 | 30 | 16 | | 9 | 5 | | AT SR 155 |
| 1 | PER | SR13 | 3.90 | 3.99 | 0.09 | 475 | 10 | 30 | 30 | 16 | | 9 | 5 | | AT SR 155 |
| 1 | PER | SR13 | 3.99 | 5.92 | 1.93 | 10,190 | GAP | 98 | 98 | | | 98 | | | EQUATION 5.48BK=5.92AH DEDUCT 0.44 |
| 1 | PER | SR13 | 5.92 | 6.11 | 0.19 | 1,003 | 12 | 27 | 27 | | | 27 | | | PC 6.01 PT 6.02 L=53' DEG 17 |
| 1 | PER | SR13 | 6.11 | 6.20 | 0.09 | 475 | GAP | 6 | 6 | | | 6 | | | |
| 1 | PER | SR13 | 6.20 | 6.32 | 0.12 | 634 | 12 | 18 | 18 | | | 18 | | | PC 6.29 PT 6.31 L=106' DEG 18 |
| 1 | PER | SR13 | 6.32 | 6.36 | 0.04 | 211 | 11 | 5 | 5 | | | 5 | | | PC 6.32 PT 6.36 L=211' DEG 9 |
| 1 | PER | SR13 | 6.36 | 6.45 | 0.09 | 475 | 12 | 13 | 13 | | | 13 | | | PC 6.38 PT 6.40 L=106' DEG 13 |
| 1 | PER | SR13 | 6.45 | 6.64 | 0.19 | 1,003 | 12 | 29 | 29 | | | 29 | | | PC 6.54 PT 6.57 L=158' DEG 6 |
| 1 | PER | SR13 | 6.64 | 6.77 | 0.13 | 686 | 12 | 22 | 22 | | | 22 | | | PC 6.64 PT 6.68 L=211' DEG 11 |
| 1 | PER | SR13 | 6.77 | 6.80 | 0.03 | 158 | GAP | 2 | 2 | | | 2 | | | |
| 1 | PER | SR13 | 6.80 | 6.96 | 0.16 | 845 | 12 | 26 | 26 | | | 26 | | | PC 6.89 PT 6.91 L=158' DEG 13 |
| 1 | PER | SR13 | 6.96 | 7.00 | 0.04 | 211 | 12 | 7 | 7 | | | 7 | | | PC 6.96 PT 6.98 L=106' DEG 15 |
| 1 | PER | SR13 | 7.00 | 7.13 | 0.13 | 686 | 12 | 23 | 23 | | | 23 | | | PC 7.00 PT 7.04 L=211' DEG 14 |
| 1 | PER | SR13 | 7.13 | 7.29 | 0.16 | 845 | 12 | 23 | 23 | | | 23 | | | PC 7.23 PT 7.25 L=106' DEG 22 |
| 1 | PER | SR13 | 7.29 | 7.43 | 0.14 | 739 | 12 | 25 | 25 | | | 25 | | | PC 7.29 PT 7.34 L=264' DEG 28 |
| 1 | PER | SR13 | 7.43 | 7.65 | 0.22 | 1,162 | 12 | 23 | 23 | | | 23 | | | PC 7.52 PT 7.56 L=211' DEG 24 |
| 1 | PER | SR13 | 7.65 | 7.77 | 0.12 | 634 | GAP | 8 | 8 | | | 8 | | | |
| 1 | PER | SR13 | 7.77 | 8.00 | 0.23 | 1,214 | 12 | 37 | 37 | | | 37 | | | PC 7.86 PT 7.91 L=264' DEG 20 |
| 1 | PER | SR13 | 8.00 | 8.14 | 0.14 | 739 | GAP | 9 | 9 | | | 9 | | | |
| 1 | PER | SR13 | 8.14 | 8.36 | 0.22 | 1,162 | 12 | 35 | 35 | | | 35 | | | PC 8.23 PT 8.27 L=211' DEG 14 |
| 1 | PER | SR13 | 8.36 | 8.41 | 0.05 | 264 | GAP | 3 | 3 | | | 3 | | | |
| 1 | PER | SR13 | 8.41 | 8.53 | 0.12 | 634 | 12 | 20 | 20 | | | 20 | | | PC 8.50 PT 8.53 L=158' DEG 13 |
| 1 | PER | SR13 | 8.53 | 8.64 | 0.11 | 581 | 12 | 22 | 22 | | | 22 | | | PC 8.57 PT 8.63 L=317' DEG 27 |
| 1 | PER | SR13 | 8.64 | 8.72 | 0.08 | 422 | 12 | 13 | 13 | | | 13 | | | PC 8.64 PT 8.66 L=106' DEG 19 |
| 1 | PER | SR13 | 8.72 | 8.78 | 0.06 | 317 | 11 | 8 | 8 | | | 8 | | | PC 8.72 PT 8.78 L=317' DEG 8 |
| 1 | PER | SR13 | 8.78 | 8.91 | 0.13 | 686 | 12 | 23 | 23 | | | 23 | | | PC 8.79 PT 8.83 L=211' DEG 22 |
| 1 | PER | SR13 | 8.91 | 9.09 | 0.18 | 950 | 12 | 36 | 36 | | | 36 | | | PC 8.91 PT 9.00 L=475' DEG 25 |
| 1 | PER | SR13 | 9.09 | 9.42 | 0.33 | 1,742 | GAP | 22 | 22 | | | 22 | | | |
| 1 | PER | SR13 | 9.42 | 9.53 | 0.11 | 581 | 12 | 17 | 17 | | | 17 | | | PC 9.51 PT 9.53 L=106' DEG 29 |
| 1 | PER | SR13 | 9.53 | 9.67 | 0.14 | 739 | 12 | 23 | 23 | | | 23 | | | PC 9.55 PT 9.58 L=164' DEG 16 |
| 1 | PER | S.R. 13 | 9.67 | 9.78 | 0.11 | 581 | 12 | 35 | 35 | 16 | | 19 | | | PC 9.74 PT 9.78 L=211' DEG 22 |
| 1 | PER | S.R. 13 | 9.78 | 9.83 | 0.05 | 264 | 12 | 9 | 9 | | | 9 | | | PC 9.81 PT 9.83 L=106' DEG 13 |
| 1 | PER | S.R. 13 | 9.83 | 9.88 | 0.05 | 264 | 12 | 9 | 9 | | | 9 | | | PC 9.86 PT 9.88 L=106' DEG 19 |
| SUBTOTALS | | | | | | | | | | 48 | | 936 | 10 | | |
| LOCATION 1 TOTALS (CARRIED TO NEXT PAGE) | | | | | | | | 994 | 994 | | | | | | |

CALCULATED PCM CHECKED DNM

RAISED PAVEMENT MARKER DATA

PER-13-0.00

17
19

P:\PER\22633\Design\Roadway\Plan_Sheets\General\22633_TRM_001.dgn 17-DEC-2014 7:20AM dmorgan

FOR DETAILS SEE SHEET 21

## ITEM 621 RPM SUB-SUMMARY

| LOCATION | COUNTY | ROUTE | BEGIN LOG POINT SLM | END LOG POINT SLM | LENGTH | | DETAIL | 621 | | PRISMATIC RETRO-REFLECTOR COLORS (INFORMATION ONLY) | | | | | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | RAISED PAVEMENT MARKER REMOVED | RPM | ONE-WAY | | TWO-WAY | | | |
| | | | | | MILES | LIN.FT. | | EACH | EACH | WHITE | YELLOW | YELLOW / YELLOW | WHITE / RED | YELLOW / RED | |
| TOTALS FROM PREVIOUS SHEET | | | | | | | | 994 | 994 | 48 | | 936 | 10 | | |
| | | | | | | | | | | | | | | | |
| 1 | PER | S.R. 13 | 9.88 | 10.06 | 0.18 | 950 | 12 | 29 | 29 | | | 29 | | | PC 9.93 PT 9.97 L=211' DEG 13 |
| 1 | PER | S.R. 13 | 10.06 | 10.30 | 0.24 | 1,267 | GAP | 16 | 16 | | | 16 | | | |
| 1 | PER | S.R. 13 | 10.30 | 10.41 | 0.11 | 581 | 12 | 17 | 17 | | | 17 | | | PC 10.39 PT 10.41 L=106' DEG 27 |
| 1 | PER | S.R. 13 | 10.41 | 10.59 | 0.18 | 950 | 12 | 24 | 24 | | | 24 | | | PC 10.49 PT 10.50 L=53' DEG 15 |
| 1 | PER | S.R. 13 | 10.59 | 10.78 | 0.19 | 1,003 | GAP | 12 | 12 | | | 12 | | | |
| 1 | PER | S.R. 13 | 10.78 | 11.00 | 0.22 | 1,162 | 12 | 37 | 37 | | | 37 | | | PC 10.87 PT 10.93 L=317' DEG 11 |
| 1 | PER | S.R. 13 | 11.00 | 11.11 | 0.11 | 581 | 11 | 14 | 14 | | | 14 | | | PC 11.00 PT 11.11 L=581' DEG 6 |
| 1 | PER | S.R. 13 | 11.11 | 11.27 | 0.16 | 845 | GAP | 11 | 11 | | | 11 | | | |
| 1 | PER | S.R. 13 | 11.27 | 11.57 | 0.30 | 1,584 | 12 | 53 | 53 | | | 53 | | | PC 11.36 PT 11.48 L=634' DEG 11 |
| 1 | PER | S.R. 13 | 11.57 | 11.63 | 0.06 | 317 | GAP | 4 | 4 | | | 4 | | | |
| 1 | PER | S.R. 13 | 11.63 | 11.66 | 0.03 | 158 | 11 | 4 | 4 | | | 4 | | | PC 11.63 PT 11.66 L=164' DEG 9 |
| 1 | PER | S.R. 13 | 11.66 | 12.22 | 0.56 | 2,957 | GAP | 37 | 37 | | | 37 | | | |
| 1 | PER | S.R. 13 | 12.22 | 12.34 | 0.12 | 634 | 11 | 16 | 16 | | | 16 | | | PC 12.22 PT 12.34 L=634' DEG 6 |
| 1 | PER | S.R. 13 | 12.34 | 12.81 | 0.47 | 2,482 | GAP | 31 | 31 | | | 31 | | | |
| 1 | PER | S.R. 13 | 12.81 | 13.00 | 0.19 | 1,003 | 12 | 32 | 32 | | | 32 | | | PC 12.90 PT 12.95 L=264' DEG 13 |
| 1 | PER | S.R. 13 | 13.00 | 13.04 | 0.04 | 211 | 11 | 5 | 5 | | | 5 | | | |
| 1 | PER | S.R. 13 | 13.04 | 13.60 | 0.56 | 2,957 | GAP | 5 | 5 | | | 5 | | | PC 13.00 PT 13.04 L=211' DEG 7 |
| 1 | PER | S.R. 13 | 13.60 | 13.77 | 0.17 | 898 | REM | 37 | 37 | | | 37 | | | |
| 1 | PER | S.R. 13 | 13.77 | 13.93 | 0.16 | 845 | 7 | 38 | 38 | 16 | | 22 | | | CL @ 40' , EL 11@40' 5@80' STOP AT SR 37&93 |
| 1 | PER | S.R. 13 | 13.93 | 15.89 | 1.96 | 10,349 | GAP | 27 | 27 | 16 | | 11 | | | STOP AT SR 37&93 |
| 1 | PER | S.R. 13 | 15.89 | 15.91 | 0.02 | 106 | 11 | 129 | 129 | | | 129 | | | |
| 1 | PER | S.R. 13 | 15.91 | 16.30 | 0.39 | 2,059 | GAP | 3 | 3 | | | 3 | | | PC 15.89 PT 15.91 L=106' DEG 9 |
| 1 | PER | S.R. 13 | 16.30 | 16.36 | 0.06 | 317 | 11 | 26 | 26 | | | 26 | | | |
| 1 | PER | S.R. 13 | 16.36 | 16.63 | 0.27 | 1,426 | 12 | 32 | 32 | | | 32 | | | |
| 1 | PER | S.R. 13 | 16.63 | 16.77 | 0.14 | 739 | 12 | 8 | 8 | | | 8 | | | PC 16.30 PT 16.36 L=317' DEG 8 |
| 1 | PER | S.R. 13 | 16.77 | 16.83 | 0.06 | 317 | 12 | 39 | 39 | | | 39 | | | PC 16.48 PT 16.54 L=317' DEG 10 |
| 1 | PER | S.R. 13 | 16.83 | 16.87 | 0.04 | 211 | 11 | 33 | 33 | | | 33 | | | PC 16.65 PT 16.72 L=370' DEG 15 |
| 1 | PER | S.R. 13 | 16.87 | 16.92 | 0.05 | 264 | GAP | 12 | 12 | | | 12 | | | PC 16.77 PT 16.80 L=158' DEG 12 |
| 1 | PER | S.R. 13 | 16.92 | 16.95 | 0.03 | 158 | 11 | 5 | 5 | | | 5 | | | PC 16.83 PT 16.87 L=211' DEG 9 |
| 1 | PER | S.R. 13 | 16.95 | 16.98 | 0.03 | 158 | GAP | 3 | 3 | | | 3 | | | |
| 1 | PER | S.R. 13 | 16.98 | 17.01 | 0.03 | 158 | 11 | 4 | 4 | | | 4 | | | PC 16.92 PT 16.95 L=158' DEG 9 |
| 1 | PER | S.R. 13 | 17.01 | 17.20 | 0.19 | 1,003 | 12 | 2 | 2 | | | 2 | | | |
| 1 | PER | S.R. 13 | 17.20 | 17.30 | 0.10 | 528 | 12 | 4 | 4 | | | 4 | | | PC 16.98 PT 17.01 L=158' DEG 9 |
| 1 | PER | S.R. 13 | 17.30 | 17.35 | 0.05 | 264 | 12 | 30 | 30 | | | 30 | | | PC 17.07 PT 17.11 L=211' DEG 20 |
| 1 | PER | S.R. 13 | 17.35 | 17.42 | 0.07 | 370 | 12 | 20 | 20 | | | 20 | | | PC 17.23 PT 17.28 L=264' DEG 16 |
| SUBTOTALS | | | | | | | | | | 80 | | 1,703 | 10 | | |
| LOCATION 2 TOTALS (CARRIED TO SUB-SUMMARY) | | | | | | | | 1,793 | 1,793 | | | | | | |

CALCULATED PCM
CHECKED DNM

RAISED PAVEMENT MARKER DATA

PER-13-0.00



P:\PER\22633\Design\Roadway\Plan_Sheets\General\22633_TRM_002.dgn 17-DEC-2014 7:23AM dmorgan

| LOCATION 1 TOTALS | | | | | | | | | | FUNDING PARTICIPATION | | ITEM | ITEM EXT. | GRAND TOTALS | UNIT | DESCRIPTION | SEE SHEET NO. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2 | 3 | 4 | 7 | 8 | 10 | 11 | 14 | 16 | 18 | 01/STR/PV | | | | | | | |
| | | | | | | | | | | | | | | | | **ROADWAY** | |
| | 5,112 | | | | 2,750 | 18,681 | | | | 26,543 | | 202 | 23500 | 26,543 | SQ YD | WEARING COURSE REMOVED | |
| | | | | 34.76 | | | | | | 34.76 | | 209 | 72051 | 34.76 | MILE | PREPARING SUBGRADE FOR SHOULDER PAVING, AS PER PLAN | 2 |
| 3,043 | | | | | | | | | | 3,043 | | 253 | 02000 | 3,043 | CU YD | PAVEMENT REPAIR | |
| | 60 | | | | | | | | | 60 | | 304 | 20000 | 60 | CU YD | AGGREGATE BASE | |
| | | | 17,695 | 434 | 847 | 119 | | | | 19,095 | | 407 | 10000 | 19,095 | GALLON | TACK COAT | |
| | | | 11,797 | 290 | 477 | 80 | | | | 12,644 | | 407 | 14000 | 12,644 | GALLON | TACK COAT FOR INTERMEDIATE COURSE | |
| | | | | 16,314 | | | | | | 16,314 | | 408 | 10001 | 16,314 | GALLON | PRIME COAT, AS PER PLAN | 2 |
| | | | 235,923 | 5,850 | | | | | | 241,773 | | 422 | 10001 | 241,773 | SQ YD | SINGLE CHIP SEAL, AS PER PLAN | 2 |
| | | | | | 394 | | | | | 394 | | 441 | 50000 | 394 | CU YD | ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), PG64-22 | |
| | 327 | | 8,193 | 201 | | 56 | | | | 8,777 | | 441 | 50100 | 8,777 | CU YD | ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), PG70-22M | |
| | 120 | | 6,554 | 161 | 169 | 45 | | | | 7,049 | | 441 | 50200 | 7,049 | CU YD | ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, (448) | |
| | | | | | | 120 | | | | 120 | | 516 | 31011 | 120 | FT | 2" DEEP JOINT SEALER, AS PER PLAN | 2 |
| | | 204 | | | | | | | | 204 | | 614 | 12460 | 204 | EACH | WORK ZONE MARKING SIGN | |
| | 20 | | | | | | | | | 20 | | 614 | 13000 | 20 | CU YD | ASPHALT CONCRETE FOR MAINTAINING TRAFFIC | |
| | | 60 | | | | | | | | 60 | | 614 | 18401 | 60 | DAY | PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN | 4 |
| | | | 34.91 | | | | | | | 34.91 | | 614 | 21400 | 34.91 | MILE | WORK ZONE CENTER LINE, CLASS II | |
| | | | | 2,529 | | | | | | 2,529 | | 617 | 10101 | 2,529 | CU YD | COMPACTED AGGREGATE, AS PER PLAN | 2 |
| | | | | | | | | | 1,793 | 1,793 | | 621 | 00100 | 1,793 | EACH | RPM | |
| | | | | | | | | | 1,793 | 1,793 | | 621 | 54000 | 1,793 | EACH | RAISED PAVEMENT MARKER REMOVED | |
| | | | | | | | | 400 | | 400 | | 644 | 00400 | 400 | FT | CHANNELIZING LINE, 8" | |
| | | | | | | | | 1,162 | | 1,162 | | 644 | 00500 | 1,162 | FT | STOP LINE | |
| | | | | | | | | 460 | | 460 | | 644 | 00700 | 460 | FT | TRANSVERSE/DIAGONAL LINE | |
| | | | | | | | | 6 | | 6 | | 644 | 01000 | 6 | EACH | RAILROAD SYMBOL MARKING | |
| | | | | | | | | 4 | | 4 | | 644 | 01300 | 4 | EACH | LANE ARROW | |
| | | | | | | | | 2 | | 2 | | 644 | 01410 | 2 | EACH | WORD ON PAVEMENT, 96" | |
| | | | | | | | 34.98 | | | 34.98 | | 648 | 00100 | 34.98 | MILE | EDGE LINE, 4" | |
| | | | | | | | 17.60 | | | 17.60 | | 648 | 00300 | 17.60 | MILE | CENTER LINE | |
| | | | | | | | | | | | | | | | | **INCIDENTALS** | |
| | | | | | | | | | | LUMP | | 103 | 05000 | LUMP | | PREMIUM FOR CONTRACT PERFORMANCE BOND AND FOR PAYMENT BOND | |
| | | | | | | | | | | 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 PCM CHECKED DNM

# GENERAL SUMMARY

PER-13-0.00

19
19

P:\PER\22633\Design\Roadway\Plan_Sheets\General\22633_MGS_001.dgn 18-DEC-2014 8:51AM dmorgan