

Figure-1

**IMPEDIMENTS**

- Count Impediment "B" in "Lane 1" & "Lane 2".
- Count Impediment "E" in "Lane 1".
- Count Impediment "F" in "Lane 1" in both direction.

If Marked or Unmarked Inside/Outer Shoulder  $\leq 6'$

- Count Impediment "A, C, & D" and "Inlet" in "Lane 3".

If Marked or Unmarked Inside/Outside Shoulder  $> 6'$

- Do not Count Impediment "A, C, & D" and "Inlet" in "Lane 3".

Scale: N.T.S.

**Impediments (IM)** are any metals within the paving limits that can be detrimental in achieving the target IRI (ex. Manholes, Valves, Inlets, etc.).

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**PAVEMENT DESIGN**

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Rev. 4

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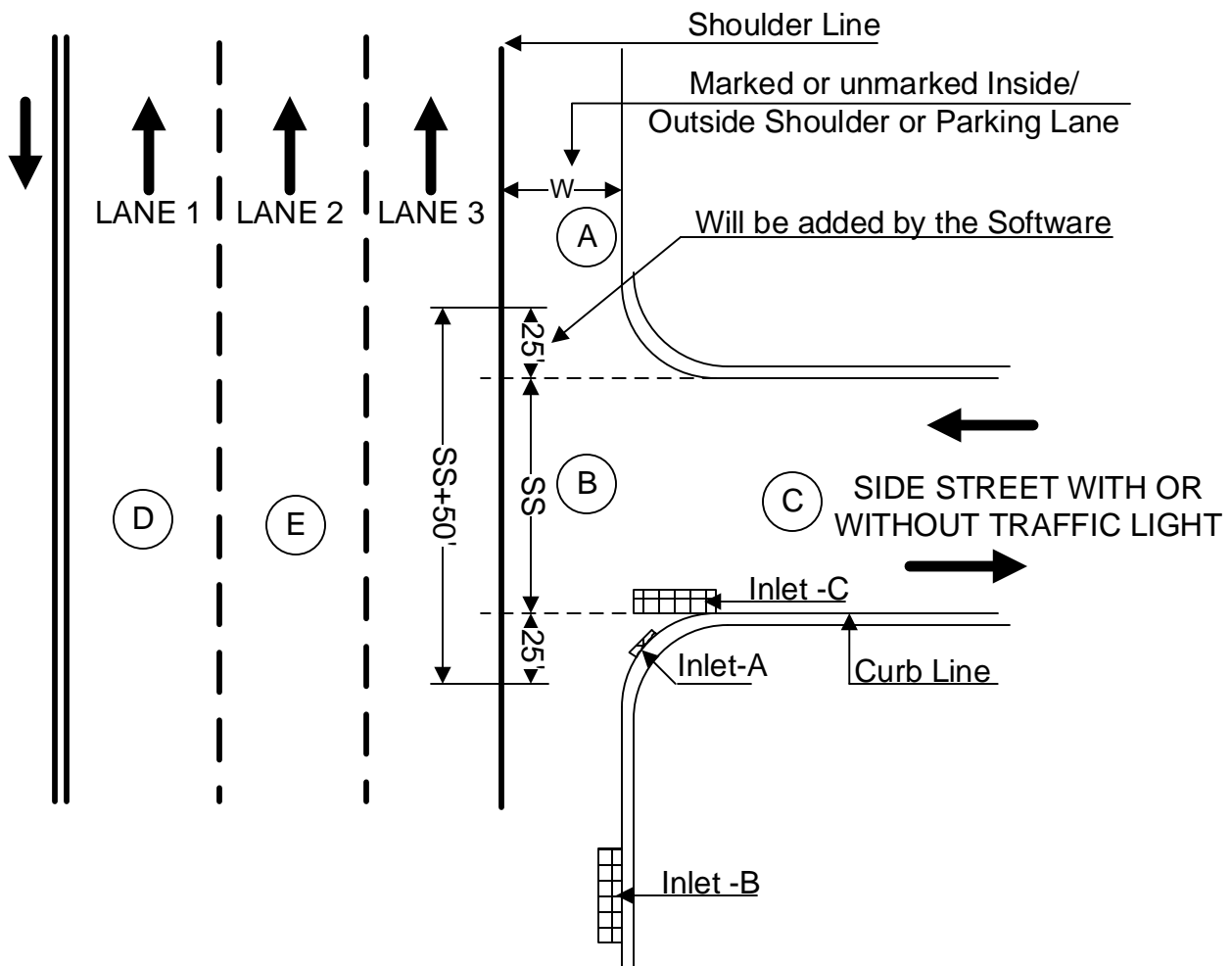


Figure-2

**IMPEDIMENTS & SHORT SECTION (SS)**

- Count SS (Short Section) in "Lane 3", if  $W \leq 6'$ .
- Do not count SS in Lanes 1 & 2
- Count Impediment "A" and Inlet "B" in "Lane 3", if  $W \leq 6'$  and if they are located outside SS + 50 ft.
- Count Impediment "D" & "E" in "Lane 1" & "Lane 2" respectively.

Scale: N.T.S.

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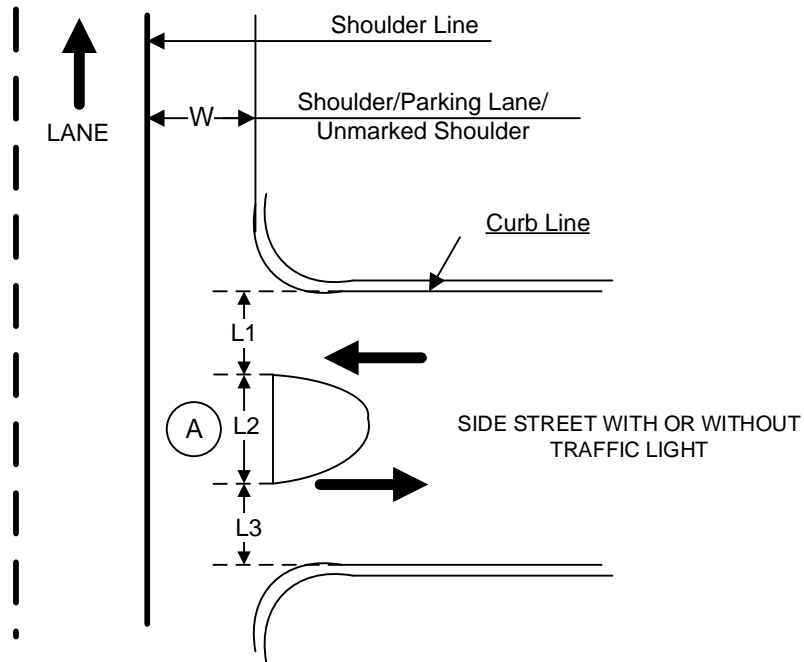
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**Figure-3**

**SHORT SECTION (SS)**

- If  $W > 6'$ , Do not count SS.
- If  $L2 \leq 50$  ft. and  $W \leq 6'$ , Count  $SS = L1+L2+L3$ .
- If  $L2 > 50$  ft. and  $W \leq 6'$ , Count  $SS = L1$ ;  $SS = L3$  separately.
- Do not Count Manhole "A", if located within  $SS+50$  ft.

Scale: N.T.S.

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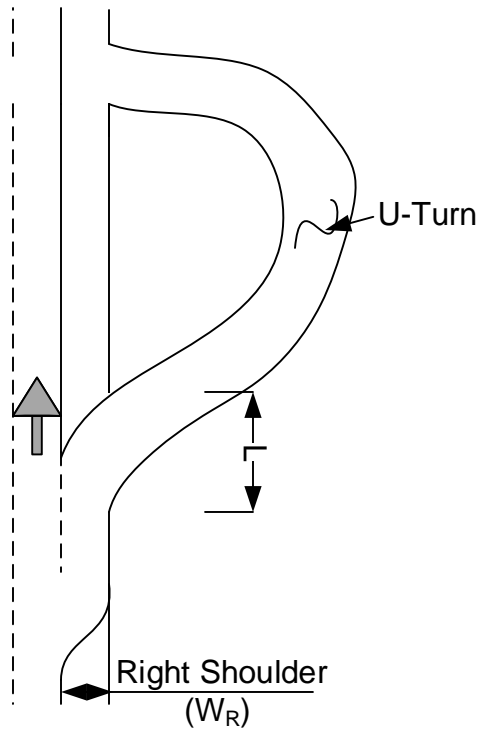
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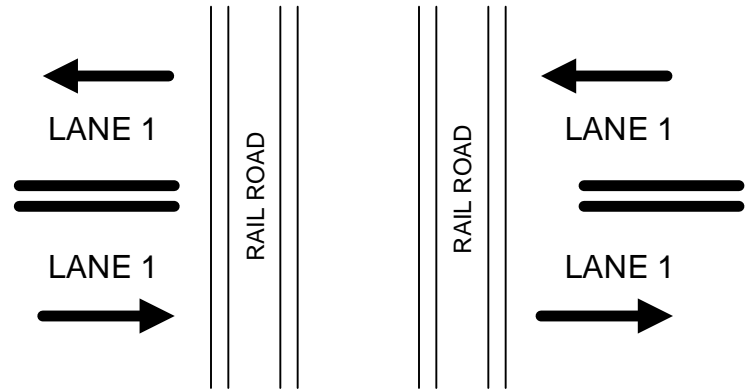
**Figure 4**

**PAVING U-TURN UNDER THE CONTRACT**

- Do not Count "L" as SS, for any width of shoulder.

**NOT PAVING U-TURN UNDER THE CONTRACT**

- Count "L" as SS, if  $W_R < 6'$
- Do not count "L" as SS, if  $W_R > 6'$



**Figure 5**

**RAILROAD (RR)**

- Enter as RR which is equivalent to one TJ.

Scale: N.T.S.

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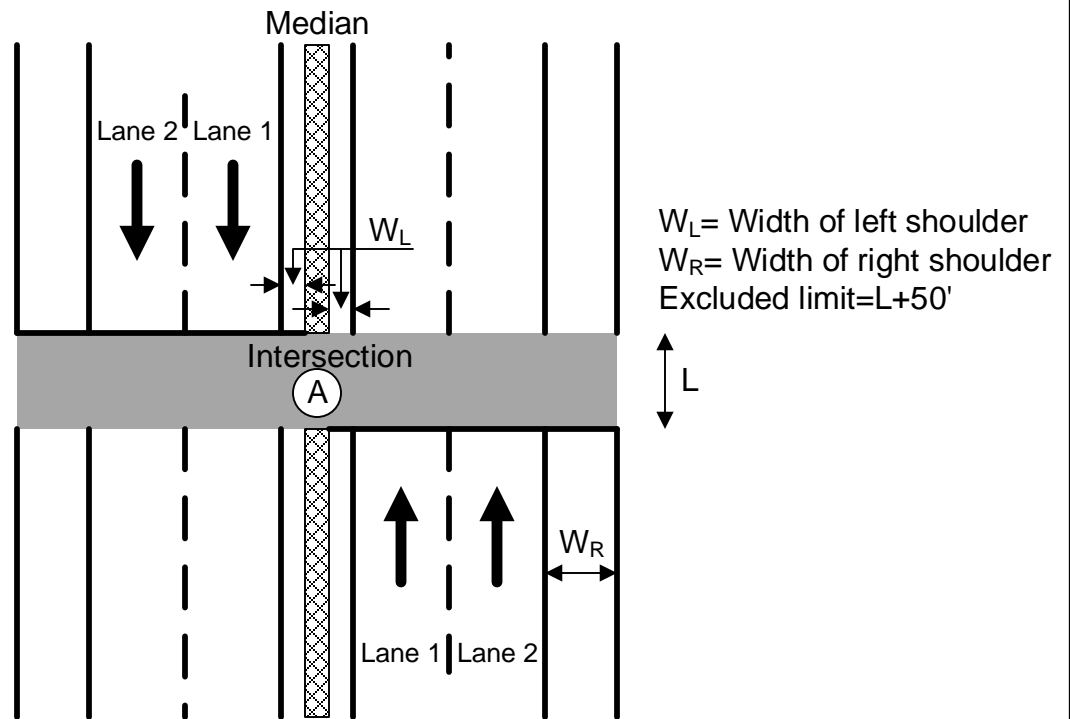


Figure 6

**PAVING BOTH DIRECTIONS UNDER THE CONTRACT**

- Do not count "L" as SS for lane 1 for any width of  $W_L$ .
- 2. Count all metals located within left shoulder as IM for Lane 1, if  $W_L \leq 6'$ .
- 3. Count "A" as "IM" for Lane 1 of both directions, if  $W_L \leq 6'$ .
- 4. Do not Count any metal or manhole A as "IM", if  $W_L > 6'$ .

**PAVING ONE DIRECTION UNDER THE CONTRACT**

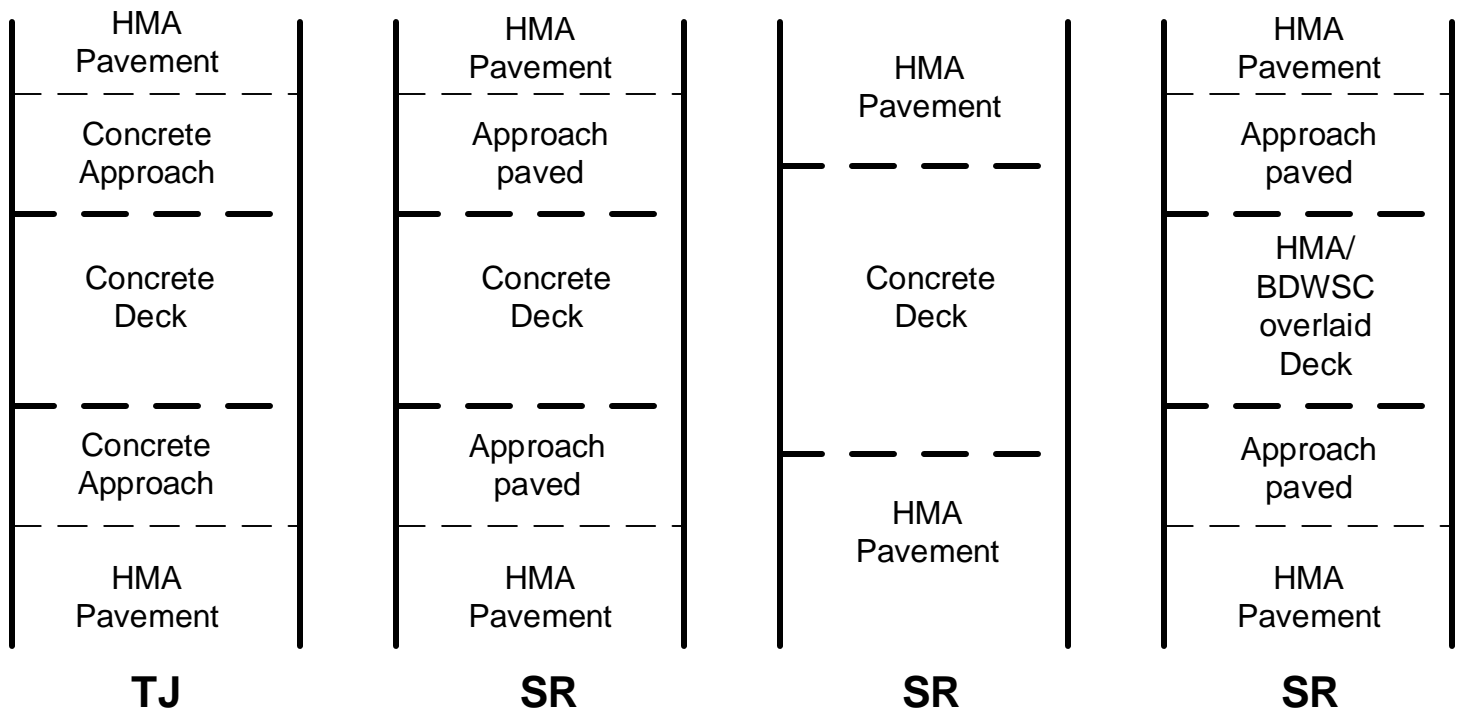
- 5. Count "L" as SS for lane 1, if  $W_L \leq 6'$ .
- 6. Do not Count "A" for Lane 1, if  $W_L \leq 6'$  but located within excluded area.
- 7. Do not count "L" for lane 1 as SS, if  $W_L > 6'$ .
- 8. Do not count any metal located within left shoulder, if  $W_L > 6'$ .
- 9. Count metal as IM located in left shoulder,  $W_L \leq 6'$  but located outside the excluded limit.

**RIGHT SHOULDER**

- 10. Count "SS" for lane 2, if  $W_R \leq 6'$ .
- 11. Do not Count "SS" for lane 2, if  $W_R > 6'$ .

Scale: N.T.S.

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**Figure 7**

**EXCLUSION CALCULATION FOR BRIDGE STRUCTURES**

1. If Approach is **NOT** paved, count as **TJ**.
2. For all other conditions, count as **SR**.

**EXCLUSION CALCULATION FOR BRIDGE DECKS PAVED WITH HMA or BDWSC AND TESTED FOR IRI**

1. Count as SR.
2. Consider all Impediments as per regular pavement conditions.
3. Count as TJ for each metal joint in the respective lanes.

Scale: N.T.S.

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