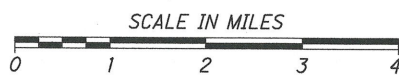


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LOCATION MAP

LATITUDE: 40°18'10" N LONGITUDE: 83°07'05" W



PORTION TO BE IMPROVED	
INTERSTATE HIGHWAY	
FEDERAL ROUTES	
STATE ROUTES	
COUNTY & TOWNSHIP ROADS	
OTHER ROADS	

DESIGN DESIGNATION

CURRENT ADT (2022)	8,910
DESIGN YEAR ADT (2032)	10,070
DESIGN HOURLY VOLUME (2032)	1,010
DIRECTIONAL DISTRIBUTION	66%
TRUCKS (24 HOUR B&C)	3%
DESIGN SPEED	45/55 MPH
LEGAL SPEED	45/55 MPH
DESIGN FUNCTIONAL CLASSIFICATION:	
04 MINOR ARTERIAL	
NHS PROJECT	NO

DESIGN EXCEPTIONS

NONE REQUIRED

UNDERGROUND UTILITIES
Contact Two Working Days
Before You Dig

OHIO811.org
Before You Dig

OHIO811. 8-1-1, or 1-800-362-2764
(Non members must be called directly)

PLAN PREPARED BY:

EMHT

Evans, Mechwart, Hambleton & Tilton, Inc.
Engineers • Surveyors • Planners • Scientists
5500 New Albany Road, Columbus, OH 43054
Phone: 614.775.4500 Toll Free: 888.775.3648
emht.com

ENGINEERS SEAL:



SIGNED:
DATE: 8/22/2022

QUARTER TWP. 3, TOWNSHIP 5 N., RANGE 19 W. UNITED STATES MILITARY DISTRICT CITY OF DELAWARE, TOWNSHIP OF DELAWARE, STATE OF OHIO MARYSVILLE RD. (U.S. 36) IMPROVEMENTS

END PROJECT
STA. 21+89.81
SLM = 7.40

BEGIN PROJECT
STA. 3+67.97
SLM = 7.05

INDEX OF SHEETS:

TITLE SHEET	1
SCHEMATIC PLAN	2
TYPICAL SECTIONS	3 - 4
GENERAL NOTES	5 - 7
MAINTENANCE OF TRAFFIC	8 - 22
GENERAL SUMMARY	23
SEDIMENT AND EROSION CONTROL PLAN	24 - 26
PLAN AND PROFILES	27 - 31
CROSS SECTIONS	32 - 45
INTERSECTION DETAILS	46
CULVERT DETAIL	47 - 48
TRAFFIC CONTROL	49 - 53

STANDARD CONSTRUCTION DRAWINGS						SUPPLEMENTAL SPECIFICATIONS	SPECIAL PROVISIONS
ODOT				CITY OF COLUMBUS	CITY OF DELAWARE		
BP-3.1	1/21/22	TC-41.20	10/18/13	2010	7/1/2021	RDWD-18.1 12/31/18	800-2022 7/15/22
BP-3.2	1/18/19	TC-42.20	10/18/13			RDWD-20.0 12/31/18	
		TC-52.10	10/18/13			ERSD-4.0 12/31/18	
CB-3A	7/16/21	TC-52.20	1/15/21			ERSD-5.0 12/31/18	
		TC-65.10	1/17/14			ERSD-6.0 12/31/18	
DM-1.1	7/17/20	TC-65.11	7/21/17			ERSD-10.1 12/31/18	
DM-1.2	7/16/21	TC-71.10	7/16/21			ERSD-10.2 12/31/18	
						ERSD-10.4 12/31/18	
HW-2.1	7/20/18						
MT-97.10	4/19/19						
MT-101.60	1/17/20						
MT-101.70	1/17/20						
MT-101.75	1/17/20						
MT-101.90	7/17/20						
MT-105.10	1/17/20						

PROJECT DESCRIPTION

THE PROJECT WILL INCLUDE WIDENING OF U.S. 36 TO CREATE A THREE LANE SECTION THAT ALLOWS TURN LANE ACCESS AT THE PROPOSED DRIVE FOR FUTURE DEVELOPMENT INTERSECTION. THE WIDENING WILL CONSIST OF FULL DEPTH PAVEMENT TO THE SOUTH OF U.S. 36 AND TO THE NORTH OF U.S. 36 AT THE DEVELOPMENT INTERSECTION WITH AN OVERLAY FOR THE REMAINING PAVEMENT. IMPROVEMENTS WILL ALSO INCLUDE PROPOSED DRAINAGE, PROPOSED TRAFFIC CONTROL INCLUDING SIGNING AND PAVEMENT MARKINGS, AND PROPOSED DRIVE ACCESS FOR FUTURE DEVELOPMENTS.

EARTH DISTURBED AREAS

PROJECT EARTH DISTURBED AREA:	2.4 ACRES
ESTIMATED CONTRACTOR EARTH DISTURBED AREA:	0.2 ACRES
NOTICE OF INTENT EARTH DISTURBED AREA:	2.6 ACRES

2019 SPECIFICATIONS

THE STANDARD SPECIFICATIONS OF THE STATE OF OHIO, DEPARTMENT OF TRANSPORTATION, INCLUDING SUPPLEMENTAL SPECIFICATIONS LISTED IN THE PLANS AND CHANGES LISTED IN THE PROPOSAL, UNLESS OTHERWISE NOTED, 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 EXCEPT AS NOTED ON SHEET 15, AND THAT PROVISIONS FOR THE MAINTENANCE AND SAFETY OF TRAFFIC WILL BE AS SET FORTH ON THE PLANS AND ESTIMATES.

CITY OF DELAWARE APPROVALS

DAVID M. EFLAND, AICP DATE
DIRECTOR OF PLANNING AND COMMUNITY DEVELOPMENT

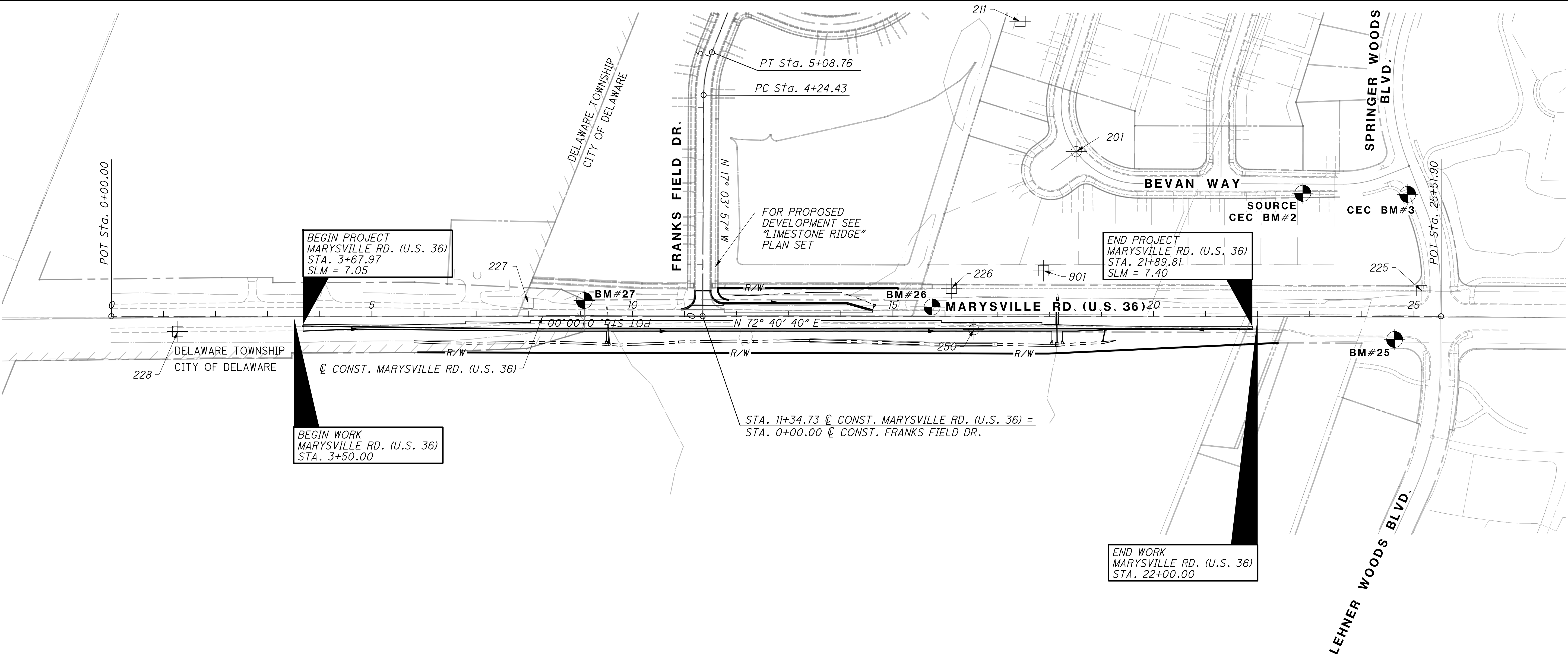
WILLIAM L. FERRIGNO, P.E. DATE
PUBLIC WORKS DIRECTOR/CITY ENGINEER
OHIO REGISTERED PROFESSIONAL ENGINEER NO. 56942

CARRIE FORTMAN, P.E. DATE
OHIO REGISTERED PROFESSIONAL ENGINEER NO. 79567
JONATHAN ROSELER, P.E.
OHIO REGISTERED PROFESSIONAL ENGINEER NO. 86197
PROJECT ENGINEER

BLAKE JORDAN, P.E. DATE
PUBLIC UTILITIES DIRECTOR
OHIO REGISTERED PROFESSIONAL ENGINEER NO. 77515

APPROVAL OF THESE PLANS DOES NOT CONSTITUTE ASSURANCE TO OPERATE AS INTENDED. THE REVIEWER DOES NOT ACCEPT RESPONSIBILITY FOR THE INTEGRITY OF THE PLANS.

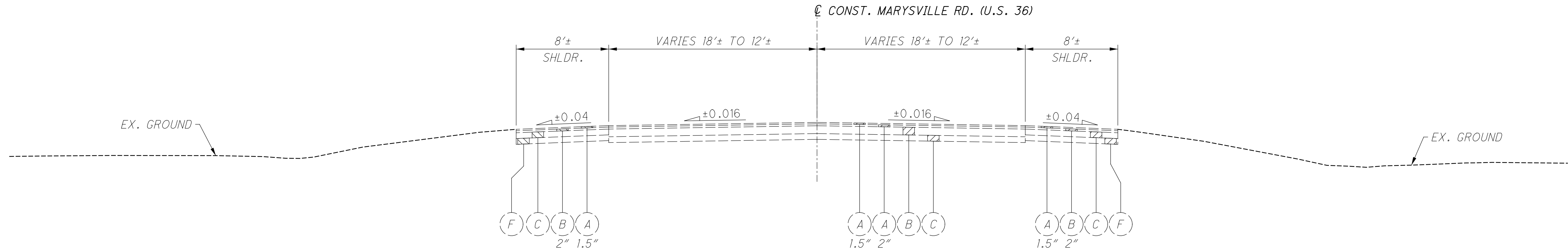
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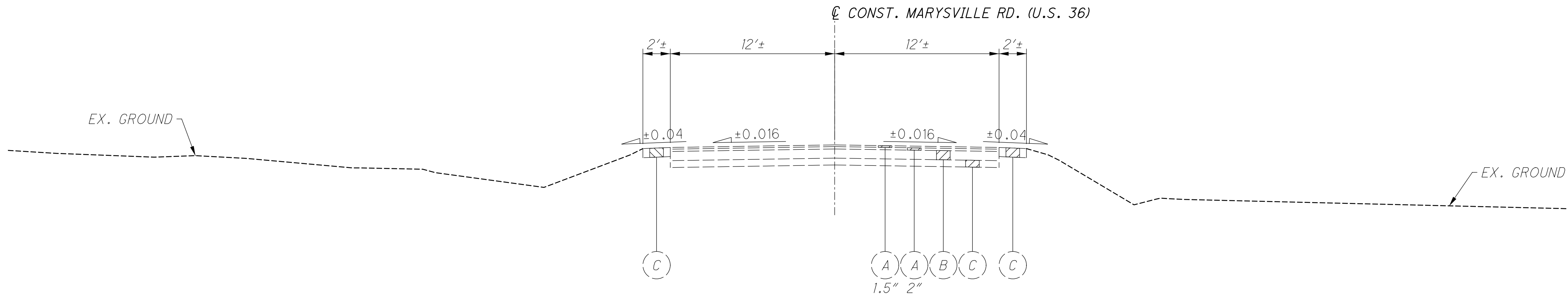
VERTICAL CONTROL		
BENCH MARK	ELEVATION	DESCRIPTION
SOURCE CEC BM#2	957.31	THE NORTHEAST BOLT ON THE TOP FLANGE OF A FIRE HYDRANT SETTING, FIRE HYDRANT #1. +/- 9 FEET NORTH OF THE SOUTH LINE OF BEVAN WAY AND +/- 4 FEET WEST OF THE WEST LINE OF PROPOSED LOT #267
CEC BM#3	958.12	THE NORTHEAST BOLT ON THE TOP FLANGE OF A FIRE HYDRANT SETTING, FIRE HYDRANT #2. +/- 22 FEET SOUTHWEST OF SPRINGER WOODS BOULEVARD AND +/- 48 FEET SOUTHEAST OF BEVAN WAY.
BM#25	955.60	RAILROAD SPIKE IN THE NORTH SIDE OF A WOODEN POWER POLE LOCATED ON THE SOUTHWEST CORNER OF THE INTERSECTION OF LEHNER WOODS BOULEVARD AND MARYSVILLE ROAD (U.S. 36).
BM#26	959.82	CHISELED "X" ON THE SOUTH FLANGE BOLT OF A FIRE HYDRANT LOCATED ON THE NORTH SIDE OF MARYSVILLE ROAD (U.S. 36). BEING THE FIRST FIRE HYDRANT (975 FEET) WEST OF LEHNER WOODS BOULEVARD.
BM#27	957.56	RAILROAD SPIKE IN THE SOUTH SIDE OF A WOODEN POWER POLE LOCATED ON THE NORTH SIDE OF MARYSVILLE ROAD (U.S. 36). BEING THE SECOND WOODEN POWER POLE (200 FEET) EAST OF THE EASTERLY EDGE OF THE DRIVEWAY TO RESIDENSE 3048.

HORIZONTAL CONTROL				
POINT	NORTHING (GROUND)	EASTING (GROUND)	ELEVATION	DESCRIPTION
201	232096.4400	1795539.7250	956.77	1083 #201 VRS MBFw/brassmon
211	232303.0810	1795362.5020	957.63	1152 RTK IPSw/cap
225	232038.9100	1796252.4660	955.77	1165 RTK#225 MAGS
226	231774.6190	1795389.0780	955.44	1165 RTK#226 MAGS
227	231505.6810	1794622.1010	959.58	1152 RTK#227 IPSw/cap
228	231253.4300	1793996.5360	959.43	1165 RTK#228 MAGS
250	231711.9650	1795453.8950	956.30	1157 #250 VRS
251	230180.5120	1795374.7220	945.66	1157 #251 VRS
425	231934	1796231	955.60	1185 BM#25 BMS
426	231729	1795365	959.82	1185 BM#26 BMS
427	231542	1794723	957.56	1185 BM#27 BMS

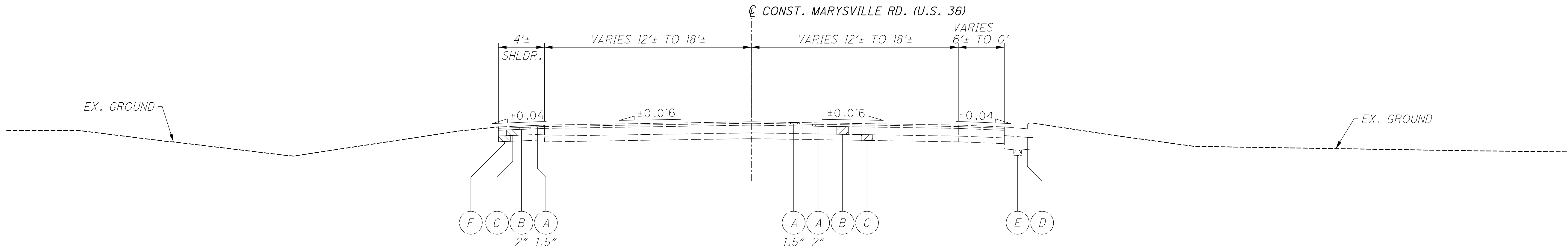
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EXISTING NORMAL SECTION - MARYSVILLE RD. (U.S. 36)
STA 3+00± TO STA 8+04±



EXISTING NORMAL SECTION - MARYSVILLE RD. (U.S. 36)
STA 8+04± TO STA 15+77±

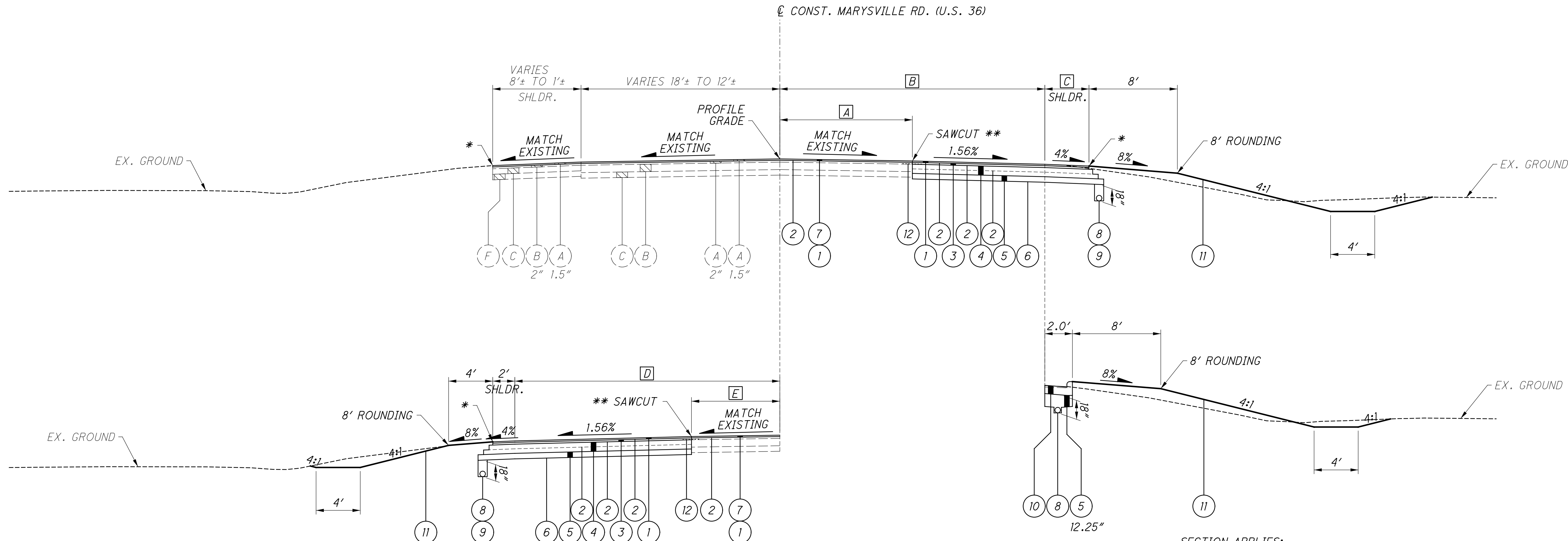


EXISTING NORMAL SECTION - MARYSVILLE RD. (U.S. 36)
STA 15+77± TO STA 22+50±

EXISTING LEGEND

- (A) ASPHALT CONCRETE
- (B) 8" ASPHALT CONCRETE BASE
- (C) AGGREGATE BASE
- (D) EX. CONC. CURB & GUTTER
- (E) 6" UNDERDRAIN
- (F) 6" BITUMINOUS AGGREGATE BASE

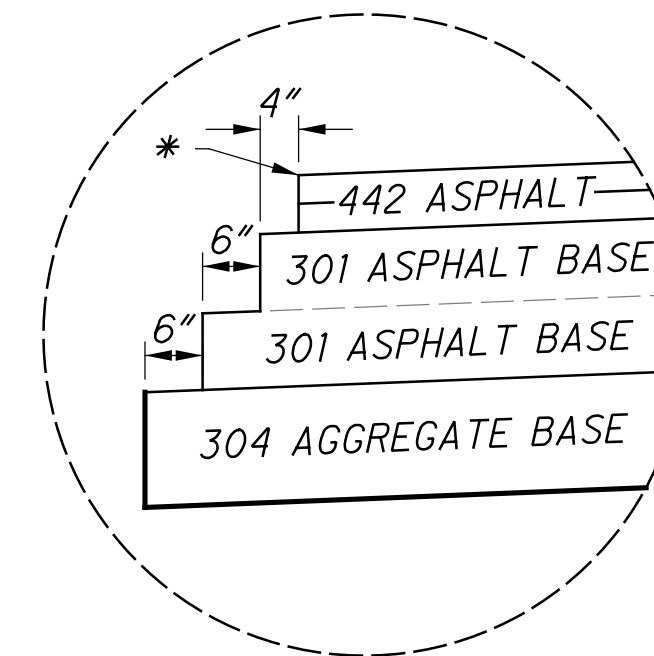
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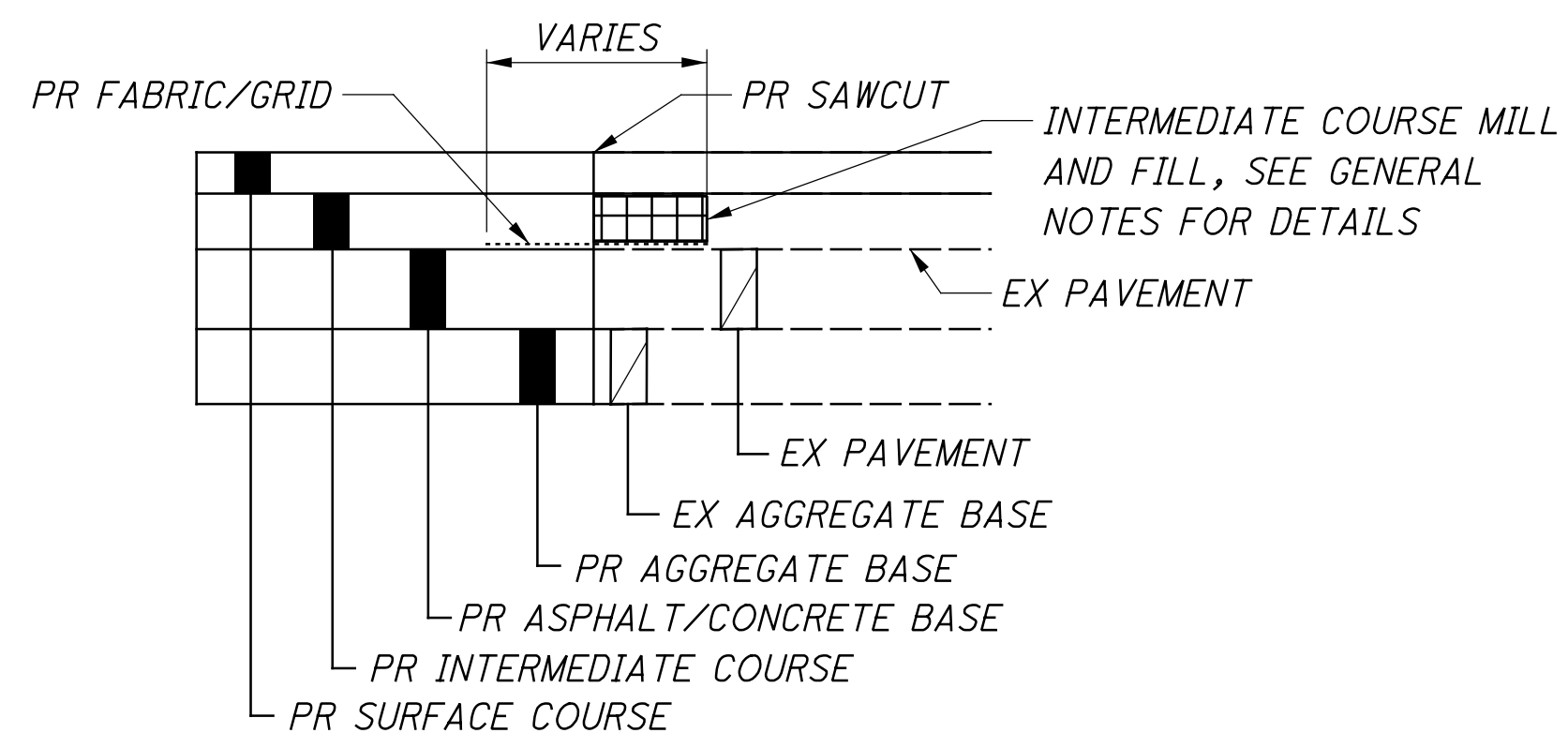
SECTION APPLIES:
STA 19+03.49 TO STA 21+89.81

SECTION APPLIES:
STA 10+94.02 TO STA 14+61.00

NORMAL SECTION - MARYSVILLE RD. (U.S. 36)
STA 3+67.97 TO STA 21+89.81



TYPICAL EDGE STEP DETAIL



TYPICAL PAVEMENT CRACK AND JOINT
REINFORCING FABRIC DETAIL

NOT TO SCALE

PROPOSED LEGEND

- | | |
|---|---|
| 1 ITEM 442 - 1 1/2" ASPHALT CONCRETE SURFACE COURSE, 12.5 mm, TYPE A (446) | 7 ITEM 254 - 1 1/2" PAVEMENT PLANING, ASPHALT CONCRETE |
| 2 ITEM 407 - NON-TRACKING TACK COAT, SEE CMS, TABLE 407.6-1 | 8 ITEM 605 - 6" BASE PIPE UNDERDRAINS |
| 3 ITEM 442 - 1 3/4" ASPHALT CONCRETE INTERMEDIATE COURSE, 19 mm, TYPE A (446) | 9 ITEM 605 - 6" UNCLASSIFIED UNDERDRAINS |
| 4 ITEM 301 - 9" ASPHALT CONCRETE BASE, PG64-22, (449) (2 LIFTS) | 10 ITEM 609 - STANDARD CONCRETE COMBINATION CURB AND GUTTER (CITY OF COLUMBUS SCD 2010) |
| 5 ITEM 304 - AGGREGATE BASE, AS PER PLAN *** | 11 ITEM 659 - SEEDING AND MULCHING |
| 6 ITEM 204 - SUBGRADE COMPACTION | 12 ITEM 690 - SPECIAL - PAVEMENT CRACK AND JOINT REINFORCING FABRIC |

- [A] VARIES 15.4' TO 17.1'
STA. 3+67.97 TO STA. 5+16.12
VARIES 17.1' TO 14.4'
STA. 5+16.12 TO STA. 6+80.05
VARIES 10.7' TO 12.0'
STA. 6+80.05 TO STA. 7+89.09
12.0'
STA. 7+89.09 TO STA. 8+04.14
8.3'
STA. 8+04.14 TO STA. 15+92.81
12.0'
STA. 15+92.81 TO STA. 17+85.97
VARIES 15.7' TO 20.0'
STA. 17+85.97 TO STA. 19+98.59
20.0'
STA. 19+98.59 TO STA. 21+89.81
- [B] VARIES 19.1' TO 24.0'
STA. 3+67.97 TO STA. 7+89.02
24.0'
STA. 7+89.02 TO STA. 21+89.81
- [C] VARIES 9.0' TO 4.0'
STA. 3+67.97 TO STA. 4+67.88
4.0'
STA. 4+67.88 TO STA. 18+53.49
VARIES 4.0' TO 2.0'
STA. 18+53.49 TO STA. 19+03.49

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UTILITIES

LISTED BELOW ARE ALL UTILITIES LOCATED WITHIN THE PROJECT CONSTRUCTION LIMITS TOGETHER WITH THEIR RESPECTIVE OWNERS:

COMMUNICATION:	ELECTRIC:
FRONTIER COMMUNICATIONS 1300 COLUMBUS SANDUSKY RD. MARION, OHIO 43302 ATTN: CHRIS AVERY (740) 383-0551	AMERICAN ELECTRIC POWER COMPANY-AEP 850 TECH CENTER DR. GAHANNA, OHIO 43230-6605 ATTN: KRISTEN THOMPSON (614) 883-7949
AT&T 111 N. 4TH ST., ROOM 802 COLUMBUS, OHIO 43215 ATTN: GARY VANALMSICK (614) 223-7276	OHIO EDISON COMPANY/ FIRST ENERGY 1040 S. PROSPECT ST. MARION, OHIO 43302 ATTN: JEFFERY HALL-COORD. OF ENGINEERING SERVICES (740) 382-7104
SPECTRUM P.O. BOX 2553 3760 INTERCHANGE RD. COLUMBUS, OHIO 43216 ATTN: KEVIN RICH (614) 481-5263 ATTN: DAVID HOLSTEIN (614) 481-5262	CONSOLIDATED ELECTRIC COOPERATIVE, INC. 5255 ST. ROUTE 95 MT. GILEAD, OHIO 43338 ATTN: DAN AMATO- DIRECTOR OF ENGINEERING (419) 949-2932
WOW CABLE 3675 CORPORATE DR. COLUMBUS, OHIO 43231 ATTN: DAMON MADDOX - CONSTRUCTION ENGINEER (614) 948-4616	WATER:
GAS:	DEL-CO WATER CO., INC. 6658 OLENTANGY RIVER RD. DELAWARE, OHIO 43015 (740) 548-7746
COLUMBIA GAS OF OHIO 920 GOODALE BLVD. COLUMBUS, OHIO 43212 ATTN: MATT COYNE OPERATIONS ENGINEER (614) 818-2107	
CITY OF DELAWARE:	
CITY OF DELAWARE DEPARTMENT OF PUBLIC UTILITIES WATER TREATMENT FACILITY 3080 U.S. 23 NORTH DELAWARE, OHIO 43015	
WASTEWATER TREATMENT FACILITY 225 NORTH CHERRY ST. DELAWARE, OHIO 43015	
CONTACT: CUSTOMER SERVICE (740) 203-1900	
NOTE: ANY INSPECTION REQUESTS REQUIRE A MINIMUM 24-HR NOTICE, PREFERABLY 48-HR	
THE LOCATION OF THE UNDERGROUND UTILITIES SHOWN ON THE PLANS ARE AS OBTAINED FROM THE OWNERS AS REQUIRED BY SECTION 153.64 O.R.C.	

GENERAL PLAN NOTES

GEN-1 THE STANDARD SPECIFICATIONS OF THE OHIO DEPARTMENT OF TRANSPORTATION AND THE CITY OF DELAWARE “CITY” DETAILED SPECIFICATIONS, STANDARD DRAWINGS, AND INFRASTRUCTURE DESIGN MANUAL, TOGETHER WITH THE CITY OF COLUMBUS (COC) CONSTRUCTION AND MATERIAL SPECIFICATION (CMS), INCLUDING ALL SUPPLEMENTS THERETO, SHALL GOVERN ALL MATERIAL AND WORKMANSHIP INVOLVED IN THE IMPROVEMENTS SHOWN IN THESE PLANS UNLESS OTHERWISE NOTED. ALL PERTINENT STANDARD CONSTRUCTION DRAWINGS ARE AVAILABLE UPON REQUEST OF THE PUBLIC WORKS DEPARTMENT.

GEN-2 ALL WORK SHALL BE COMPLETELY ACCEPTABLE TO CITY OFFICIALS. NO WORK SHALL COMMENCE UNTIL ARRANGEMENTS HAVE BEEN COORDINATED WITH THE CITY FOR REQUIRED INSPECTIONS. PRIOR TO BEGINNING CONSTRUCTION, THE CONTRACTOR SHALL MAKE ALL ARRANGEMENTS NECESSARY TO COORDINATE THE PROVISION OF INSPECTION SERVICE BY THE CITY FOR THE PROPOSED WORK. COST OF INSPECTION SHALL BE PAID FOR BY THE DEVELOPER THROUGH ENGINEERING INSPECTION FEES CALCULATED BY THE PUBLIC WORKS DEPARTMENT.

GEN-3 THE CONTRACTOR SHALL PROVIDE WRITTEN NOTIFICATION TO THE PUBLIC WORKS DEPARTMENT AT LEAST 7 DAYS PRIOR TO THE INITIAL START OF ANY CONSTRUCTION PROJECT AND AFTER A PRECONSTRUCTION MEETING HAS BEEN HELD.

GEN-4 TWENTY-FOUR HOUR ADVANCE NOTIFICATION IS REQUIRED FOR ALL WORK REQUIRING INSPECTION, TESTING, OR APPROVAL BY THE PUBLIC WORKS DEPARTMENT OR THE BUILDING DEPARTMENT.

GEN-5 THE CONTRACTOR IS RESPONSIBLE TO NOTIFY THE PUBLIC WORKS DEPARTMENT AND REQUEST A FINAL PUNCH-OUT INSPECTION OF THE PROJECT SITE ONCE ALL ITEMS ON THE APPROVED DEVELOPMENT PLANS HAVE BEEN COMPLETED.

GEN-6 NECESSARY LINE AND GRADE STAKING WILL BE PROVIDED BY THE DEVELOPER. CUT SHEETS SHALL BE SUBMITTED TO THE PUBLIC WORKS DEPARTMENT TWO (2) FULL WORKING DAYS PRIOR TO THE COMMENCEMENT OF CONSTRUCTION ACTIVITIES AND MUST BE APPROVED BY THE CITY PRIOR TO THE BEGINNING OF CONSTRUCTION.

GEN-7 THE DEVELOPER IS RESPONSIBLE FOR HAVING “AS-BUILT” CONSTRUCTION DRAWINGS DELIVERED TO THE PUBLIC WORKS DEPARTMENT WITHIN 30 DAYS FOLLOWING THE COMPLETION OF THE PROJECT CONSTRUCTION. PLANS SHALL BE SUBMITTED IN BOTH PAPER AND DIGITAL FORMAT. THE PLANS MUST INCLUDE TOP-OF-CASTING AND FLOW-LINE ELEVATIONS FOR ALL SANITARY AND STORM STRUCTURES, FLOOD ROUTING SWALE VERIFICATION, AND IDENTIFY ALL FIELD MODIFICATIONS TO THE APPROVED PLAN SET. THE “AS-BUILT” DRAWINGS MUST ALSO INCLUDE THE STATE PLANE COORDINATE LOCATIONS FOR ALL NEWLY CONSTRUCTED PUBLIC UTILITY STRUCTURES INCLUDING SANITARY/STORM STRUCTURES, MAINLINE WATER VALVES, FIRE HYDRANTS, STREET LIGHTS, PULL BOXES, ETC.

GEN-8 FOR MODIFICATIONS TO THE WORK AS SHOWN ON THE APPROVED CONSTRUCTION DRAWINGS, A REQUEST MUST BE SUBMITTED IN WRITING FROM THE ENGINEER OF RECORD TO THE PUBLIC WORKS DEPARTMENT FOR REVIEW AND APPROVAL. MODIFICATIONS MUST FOLLOW THE PLAN REVISION PROCESS SET FORTH BY PUBLIC WORKS DEPARTMENT AND ARE SUBJECT TO PLAN REVISION FEES.

GEN-9 THE CONTRACTOR OR DEVELOPER SHALL SECURE AND PAY FOR ALL PERMITS, FEES, LICENSES, AND INSPECTIONS REQUIRED FOR THE PROPER EXECUTION AND COMPLETION OF THE IMPROVEMENTS AS SHOWN ON THE APPROVED CONSTRUCTION PLANS.

GEN-10 IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO VISIT THE SITE AND VERIFY THE EXTENT OF THE WORK TO BE PERFORMED, TO IDENTIFY THE NECESSARY CONSTRUCTION MEANS AND METHODS TO ACCOMPLISH ALL WORK ITEMS, AND TO NOTIFY THE PUBLIC WORKS DEPARTMENT OF ANY IDENTIFIED CONFLICTS, ERRORS, OR OMISSION FROM THE CONSTRUCTION PLANS.

GEN-11 THE CONTRACTOR OR SUBCONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR COMPLYING WITH ALL FEDERAL, STATE, AND LOCAL SAFETY REQUIREMENTS, TOGETHER WITH EXERCISING PRECAUTIONS AT ALL TIMES FOR PROTECTION OF PERSONS (INCLUDING EMPLOYEES) AND PROPERTY. IT IS ALSO THE SOLE RESPONSIBILITY OF THE CONTRACTOR OR SUBCONTRACTOR TO INITIATE, MAINTAIN, AND SUPERVISE ALL SAFETY REQUIREMENTS, PRECAUTIONS, AND PROGRAMS IN CONNECTION WITH THE WORK.

GEN-12 THE CONTRACTOR IS RESPONSIBLE FOR THE INVESTIGATION, LOCATION, SUPPORT, PROTECTION, AND RESTORATION OF ALL EXISTING UTILITIES AND APPURTENANCES WHETHER SHOWN ON THESE PLANS OR NOT. THE CONTRACTOR SHALL EXPOSE ALL UTILITIES OR STRUCTURES PRIOR TO CONSTRUCTION TO VERIFY THE VERTICAL AND HORIZONTAL EFFECT ON THE PROPOSED CONSTRUCTION. THE CONTRACTOR SHALL CALL, TOLL FREE, THE OHIO UTILITIES PROTECTION SERVICE (OUPS) AT 1-800-362-2764 SEVENTY-TWO HOURS PRIOR TO CONSTRUCTION AND SHALL NOTIFY ALL UTILITY COMPANIES AT LEAST FORTY-EIGHT HOURS PRIOR TO WORK IN THE VICINITY OF THEIR UNDERGROUND LINES.

GEN-13 THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT THE LOCATION AND/OR ELEVATION OF EXISTING UTILITIES AS SHOWN ON THE APPROVED CONSTRUCTION PLANS IS BASED ON THE MOST CURRENT AVAILABLE RECORDS, AND AT THE TIMES FROM MEASUREMENTS TAKEN IN THE FIELD. THE INFORMATION PROVIDED IS NOT TO BE RELIED ON AS BEING EXACT OR COMPLETE. THE CITY ASSUMES NO RESPONSIBILITY AS TO THE ACCURACY OR DEPTHS OF THE UNDERGROUND FACILITIES AS SHOWN ON THE PLANS. THE CONTRACTOR MUST CALL THE APPROPRIATE UTILITY COMPANY AT LEAST SEVEN DAYS IN ADVANCE OF ANY EXCAVATION TO REQUEST EXACT FIELD LOCATION OF UTILITIES.

GEN-14 THE CONTRACTOR IS RESPONSIBLE FOR COORDINATING THE RELOCATION OF ANY UTILITIES AS REQUIRED BY THE APPROVED CONSTRUCTION PLAN, OR THAT MAY BE DETERMINED BY ADDITIONAL FIELD INVESTIGATION TO BE IN CONFLICT WITH THE CONSTRUCTION OF NEW INFRASTRUCTURE AS SHOWN ON THE PLANS, AND TO COORDINATE THESE EFFORTS WITH THE OWNER OF THE AFFECTED UTILITY.

GEN-15 WHERE POTENTIAL GRADE CONFLICTS MIGHT OCCUR WITH EXISTING UTILITIES, THE CONTRACTOR WILL BE REQUIRED TO UNCOVER SUCH UTILITIES IN ADVANCE OF INSTALLING NEW UTILITIES IN ORDER FOR THE ENGINEER OF RECORD TO DETERMINE THE EXACT ELEVATIONS, AND TO MAKE ANY NECESSARY PLAN ADJUSTMENTS.

GEN-16 ALL MATERIALS INCLUDING BUT NOT LIMITED TO PIPING, APPURTENANCES, MANHOLES, GRAVEL, ETC. UTILIZED FOR THE CONSTRUCTION OF NEW PUBLIC INFRASTRUCTURE MUST BE APPROVED BY THE PUBLIC WORKS DEPARTMENT. IN ADDITION, ALL CONCRETE PIPE, STORM, AND SANITARY SEWER STRUCTURES WILL BE INSPECTED BY THE CITY OF COLUMBUS AT THE MANUFACTURING PLANT LOCATION FOR CONFORMANCE TO SPECIFICATIONS. PIPE OR STRUCTURES WITHOUT PROPER APPROVAL AS IDENTIFIED BY BEARING THE COC APPROVAL STAMP, SHALL NOT BE PERMITTED FOR INSTALLATION IN THE CITY OF DELAWARE.

GEN-17 ALL FIELD TILES BROKEN DURING EXCAVATION SHALL BE REPLACED BY THE CONTRACTOR AT HIS EXPENSE, TO ORIGINAL CONDITION OR SHALL BE CONNECTED TO THE STORM SEWER COLLECTION SYSTEM AS DIRECTED BY THE CITY.

GEN-18 THE CONTRACTOR SHALL REPAIR OR REPLACE ANY PROPERTY, UTILITY, STRUCTURE, OR OTHER INFRASTRUCTURE AT HIS EXPENSE, DAMAGED DURING THE EXECUTION OF HIS WORK TO AN EQUAL OR BETTER CONDITION THAN EXISTED PRIOR TO THE DAMAGE. ALL WORK IS TO BE REPAIRED OR REPLACED TO THE SATISFACTION OF THE ENGINEER OF RECORD AND THE CITY. ANY DAMAGE TO PRIVATE UTILITIES CAUSED BY THE CONTRACTOR SHALL BE REPAIRED BY THE APPROPRIATE UTILITY COMPANY AT THE CONTRACTOR’S EXPENSE.

GEN-19 CARE SHALL BE EXERCISED WHEN WORKING IN THE AREA AROUND EXISTING TREES AND SHRUBS. ANY TREES OR SHRUBS NOT MARKED FOR REMOVAL THAT ARE DAMAGED BY THE CONTRACTOR WILL HAVE TO BE REPLACED BY THE CONTRACTOR TO THE SATISFACTION OF THE OWNER.

GEN-20 THE CONTRACTOR/DEVELOPER IS RESPONSIBLE FOR PROVIDING AND SCHEDULING OF QUALIFIED PERSONNEL FOR CONCRETE, ASPHALT, AND SOILS TESTING SERVICES AS REQUIRED BY THE PUBLIC WORKS DEPARTMENT. TESTING IS TO BE PERFORMED UNDER THE DIRECT SUPERVISION OF A REGISTERED TESTING AGENCY APPROVED BY THE PUBLIC WORKS DEPARTMENT.

GEN-21 PROPERTY CORNER PINS OR PERMANENT SURVEY MARKERS DISTURBED DURING CONSTRUCTION SHALL BE RESET BY A REGISTERED SURVEYOR AT CONTRACTOR’S EXPENSE.

GEN-22 EXISTING STRUCTURES TO BE REMOVED OR DEMOLISHED REQUIRE A “DEMOLITION PERMIT” ISSUED BY THE CITY BUILDING DEPARTMENT.

GEN-23 THE OPEN BURNING OF SITE CLEANING DEBRIS, TRASH, ETC. IS PROHIBITED IN THE CITY.

GEN-24 THE CONTRACTOR IS RESPONSIBLE FOR THE PROVISION AND MAINTENANCE OF A PORTABLE TOILET ON THE SITE DURING ALL PHASES OF CONSTRUCTION.

GEN-25 ALL EARTHWORK OPERATIONS, ESPECIALLY PAVEMENT SUB-GRADE CONSTRUCTION, SHALL BE INSPECTED BY A REGISTERED SOILS ENGINEER EMPLOYED AND PAID FOR BY THE OWNER. ADDITIONALLY, ALL FINAL GRADES SHALL BE FIELD CHECKED BY THE DEVELOPER’S CONTRACTOR AND/OR SURVEYOR FOR CONFORMANCE TO CONSTRUCTION PLAN GRADES.

GEN-26 UTILITY TRENCHES WITHIN THE INFLUENCE OF THE ROADWAY ARE TO BE FILLED AND COMPACTED PER ITEM 912 OF THE COC CMS. UTILITY TRENCHES WITHIN THE RIGHT OF WAY BUT OUTSIDE THE ROADWAY INFLUENCE SHALL BE FILLED AND COMPACTED WITH SUITABLE NATIVE MATERIAL PER ITEM 911 OF COC CMS. ALL OTHER TRENCHES ARE TO BE FILLED AND COMPACTED WITH NATIVE MATERIAL TO WITHIN 95% OF THE MAXIMUM DRY DENSITY. THE BACKFILL MATERIAL FOR ANY UTILITY TRENCH SHALL BE FREE OF LARGE BOULDERS, TREE BRANCHES, STUMPS, AND CONSTRUCTION DEBRIS. UTILITY TRENCHES THAT ARE UNDER EXISTING OR PROPOSED PAVEMENT SHALL BE REQUIRED TO HAVE BACKFILL TESTED FOR COMPACTION BY AN APPROVED TESTING FIRM.

GEN-27 STORM SEWERS, SANITARY SEWERS, AND WATER MAINS CONSTRUCTED IN FILL AREAS SHALL NOT BE CONSTRUCTED UNTIL AFTER COMPACTED FILL HAS BEEN INSTALLED TO PROPOSED GRADE. THE STORM SEWERS, SANITARY SEWERS, AND WATER MAINS SHALL BE INSTALLED PER SPECIFIED TRENCH INSTALLATION DETAILS.

GEN-28 CLEARING AND GRUBBING IS TO BE PERFORMED FROM RIGHT OF WAY LINE TO RIGHT OF WAY LINE, WITHIN ALL EASEMENTS, OR AS OTHERWISE NOTED IN THE APPROVED CONSTRUCTION PLANS. TREE CHIPPING EQUIPMENT MAY BE USED HOWEVER CHIP PILES SHALL BE STORED IN SEPARATE LOCATIONS AWAY FROM ANY AREA SUBJECT TO FURTHER CONSTRUCTION ACTIVITIES, AND SHALL NOT BE SPREAD OR DISPERSED OVER EXISTING GROUND

GEN-29 TOPSOIL SHALL BE STRIPPED AND STOCKPILED SEPARATELY FROM ALL WORK AREAS, AND RESPREAD DURING FINAL GRADING OPERATIONS. FOR RESIDENTIAL DEVELOPMENTS, THE TOPSOIL SHALL NOT BE RESPREAD UNTIL SUCH TIME AS ALL BUILDING CONSTRUCTION ACTIVITIES HAVE BEEN COMPLETED ON INDIVIDUAL PROJECT PHASES.

GEN-30 SEEDING: ALL AREAS WITHIN THE RIGHT OF WAY DISTURBED DURING CONSTRUCTION SHALL BE SEEDED AND MULCHED WITHIN 7 DAYS FROM THE DATE WORK IN THE AREAS IS COMPLETED. SEED SHALL BE SPREAD AT THE RATE OF 14 POUNDS PER 1,000 SF AND MEET THE REQUIREMENTS OF COC CMS ITEM 659.09 CLASS 1 LAWN MIXTURE. A 10-20-10 COMMERCIAL FERTILIZER SHALL BE APPLIED AT A RATE OF 20 POUNDS PER 1,000 SF TO NEWLY SEEDED AREAS. SEEDING PERFORMED BETWEEN OCTOBER 30TH AND MARCH 1ST SHALL BE APPLIED AS TEMPORARY SEEDING PER COC CMS ITEM 207.

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GEN-31 THE FOLLOWING TURF SEED BLEND IS REQUIRED FOR ALL PARK AREAS. SEED SHALL BE CERTIFIED, FRESH, CLEAN, POA AND BENT GRASS FREE, WITH 98% PURITY AND 85% MINIMUM GERMINATION RATE. SEED SHALL BE APPLIED AT A RATE OF 8 POUNDS PER 1,000 SF (350 POUNDS PER ACRE).

TURF TYPE MIXTURE SHALL BE TALL FESCUE (A MIXTURE OF NO LESS THAN THREE CULTIVARS BY WEIGHT) AND PERENNIAL RYEGRASS (A MIXTURE OF NO LESS THAN TWO CULTIVARS BY WEIGHT).

SEED CULTIVARS SHALL BE THE FOLLOWING OR AN APPROVED EQUAL:

30% GOODEN TURF TYPE TALL FESCUE
20% WOLVERINE TURF TYPE TALL FESCUE
20% COCHISE III TURF TYPE TALL FESCUE
15% NOBILITY PERENNIAL RYEGRASS
15% AMAZING GS PERENNIAL RYEGRASS

FERTILIZER SHALL BE 10-20-10, APPLIED AT A RATE OF 20 POUNDS PER 1,000 SF. STRAW MULCH SHALL BE CLEAN OAT OR WHEAT STRAW, WELL-SEASONED BEFORE BAILING, AND FREE FROM MATURE SEED BEARING STALKS OR ROOTS OR PROHIBITIVE OR NOXIOUS WEEDS. THE STRAW MULCH SHALL BE APPLIED AT A RATE OF 2 TONS PER ACRE FOR ALL PERMANENT SEEDING.

THE TOP SIX (6) INCHES OF SOIL MUST CONFORM TO CMS ITEM 659.09 FOR LAWN AREAS. ALL ROCK AND OTHER FOREIGN MATERIAL 1 INCH OR GREATER IN ANY DIMENSION SHALL BE REMOVED.

ALL WORK WITHIN PARK AREAS, INCLUDING CONSTRUCTION OF FILLS, SHALL BE COMPLETED WITH TRACK EQUIPMENT ONLY. ALL OTHER EQUIPMENT USED MUST BE APPROVED BY THE CITY.

ALL SEEDING AND MULCHING MUST BE COMPLETED BY OCTOBER 1ST.

GEN-32 PLASTIC CAUTION TAPE SHALL BE PLACED OVER ALL FIBER OPTIC CONDUITS AT A DEPTH OF 18-INCHES.

ROADWAY NOTES

RDW-1 ALL PAVEMENT SUB-GRADE SHALL BE CONSTRUCTED IN ACCORDANCE WITH COC CMS ITEM 204, THE SOILS REPORT, AND AS DIRECTED BY THE REGISTERED SOILS ENGINEER PRESENT ON THE SITE. THE CITY WILL STRICTLY ADHERE TO THE COMPACTION REQUIREMENTS SET FORTH IN SECTION 203.07. DENSITY TESTING MUST BE PERFORMED ON EACH LIFT OF FILL, AND THE SOILS ENGINEER PERFORMING THE TESTING MUST HAVE DETAILED LABORATORY TEST DATA ON SITE TO SUPPORT THE VALUES BEING UTILIZED IN THE DENSITY CALCULATIONS. THE MOISTURE CONTENT OF THE NEW FILL SHALL BE IN THE RANGE OF ± 2% OF THE OPTIMUM MOISTURE CONTENT DETERMINED BY ASTM D698. THE CITY RESERVES THE RIGHT TO REQUIRE DENSITY TESTING OF SUB-GRADE IN NEWLY CUT AREAS WHERE TOPSOIL HAS BEEN STRIPPED IN PREPARATION FOR SUB-BASE INSTALLATION OR FILLING OPERATIONS, IN ORDER TO EVALUATE THE NECESSITY FOR ADDITIONAL COMPACTION EFFORT.

RDW-2 ALL PAVEMENT JOINTS, PARTICULARLY WHERE A PROPOSED PAVEMENT ABUTS AN EXISTING PAVEMENT, AND ALL PAVEMENT JOINTS ABUTTING THE CURBLINE OR UTILITY STRUCTURES SUCH AS MANHOLES, CATCH BASINS, VALVE BOXES, ETC. SHALL BE SEALED IN ACCORDANCE WITH COC CMS ITEM 423 TYPE (I).

RDW-3 AT THE OPTION OF THE DEVELOPER AND APPROVED BY THE CITY, THE PLACEMENT OF THE FINAL WEARING COURSE OF ITEM 442 ASPHALT CONCRETE MAY BE DELAYED UNTIL SUCH TIME THAT THE MAJORITY OF THE RESIDENTIAL HOUSING CONSTRUCTION IN THE AREA IS COMPLETE, OR IN THE CASE OF WINTER CONSTRUCTION WHEN WEATHER PERMITS.

RDW-4 ALL ASPHALT CONCRETE PAVING OPERATIONS SHALL BE REGULATED AS SPECIFIED IN COC CMS ITEM 400 FLEXIBLE PAVEMENT.

RDW-5 PAVEMENT CUTS FOR UTILITY LINE INSTALLATIONS ARE SUBJECT TO THE BACKFILL REQUIREMENTS OF ITEM 912. IN LIEU OF COMPACTED GRANULAR MATERIAL, FLOWABLE CONTROLLED DENSITY FILL, ITEM 613 TYPE-II MAY BE USED. PAVEMENT SHALL BE CONSTRUCTED TO MATCH THE EXISTING SECTION OR NINE INCHES OF ASPHALT CONCRETE, WHICHEVER IS GREATER. AS AN ALTERNATIVE, THE CONTRACTOR MAY CHOOSE TO REPAIR THE PAVEMENT WITH A 7" CLASS "C" CONCRETE BASE EXTENDING 1'-0 BEYOND ALL EDGES OF THE EXCAVATION, AND FINISHED WITH A 2-INCH ITEM 442 ASPHALT WEARING COURSE.

RDW-6 STEEL PLATES SHALL BE POSITIONED AND SECURED IN PLACE WITH STEEL SPIKES AND COLD PATCH ASPHALT MIX OVER ALL TRENCHES THAT ARE LEFT OPEN ON A TEMPORARY BASIS AND SUBJECT TO TRAFFIC. THE CONTRACTOR IS RESPONSIBLE FOR REPORTING THE LOCATION OF ALL STEEL PLATES DIRECTLY TO THE PUBLIC WORKS DEPARTMENT.

RDW-7 PROACTIVE MEASURES SHALL BE TAKEN BY THE CONTRACTOR TO KEEP PUBLIC STREETS CLEAN AND FREE FROM MUD, STONE, DIRT, ETC. AT ALL TIMES. A STABILIZED CONSTRUCTION ENTRANCE, AS SPECIFIED IN THE PLANS, IS TO BE DILIGENTLY MAINTAINED AT THE CONSTRUCTION SITE ENTRANCE(S) THROUGHOUT THE PROJECT. IF THE ENTRANCE IS RENDERED INEFFECTIVE IN THE JUDGEMENT OF THE CITY, WORK ON THE PROJECT MAY BE SUSPENDED UNTIL THE ENTRANCE IS MADE EFFECTIVE.

RDW-8 CONCRETE CURBS ARE TO BE BRANDED DURING PLACEMENT UTILIZING THE STANDARD BRAND SET PROVIDED BY THE PUBLIC WORKS DEPARTMENT. BRANDS THAT ARE MISSED MUST BE MECHANICALLY GROUND INTO THE CURB AFTER CONCRETE IS SET.

BRAND CURBS ARE AS FOLLOWS:
"S" ON TOP OF CURB FOR SANITARY LATERAL LOCATIONS. "W" ON FACE OF CURB FOR WATER SERVICE BOX LOCATIONS.

"WV" ON FACE OF CURB FOR HYDRANT WATCH VALVE LOCATIONS. "WM" ON FACE OF CURB FOR WATER MAIN VALVE LOCATIONS.

"SM" ON FACE OF CURB FOR SANITARY/STORM MANHOLE LOCATIONS.

RDW-9 THE COMBINATION CURB AND GUTTER SHALL BE PLACED CONTINUOUSLY. THE CURB SHALL HAVE CONTROL JOINT MECHANICALLY CUT AT 10'-0" SPACING WITHIN 24 HOURS FROM BEING POURED. DRIVEWAY CURB CUTS SHALL BE SAW-CUT AT THE TIME EACH INDIVIDUAL RESIDENCE IS CONSTRUCTED.

RDW-10 MONUMENT BOXES SHALL BE INSTALLED AT INTERSECTIONS DESIGNATED ON THE PLAN BY A REGISTERED SURVEYOR. BOXES SHALL BE NEENAH R-1968, TYPE 36-8 OR EAST JORDAN IRON WORKS NO. 8371. MONUMENTS ARE TO BE SET IN A CONCRETE FILLED 24" DIAMETER CORED HOLE, FLUSH WITH THE TOP OF THE PAVEMENT PER CITY STANDARD. A LETTER OF CERTIFICATION MUST BE SUBMITTED FOR EACH MONUMENT. THE LETTER SHALL IDENTIFY THE COORDINATES AND ELEVATIONS OF THE MONUMENT.

RDW-11 ALL TRAFFIC CONTROL (I.E., MAINTENANCE OF TRAFFIC (MOT)) DEVICES SHALL BE FURNISHED, ERECTED, MAINTAINED, AND REMOVED BY THE CONTRACTOR IN ACCORDANCE WITH THE MOST RECENT EDITION OF THE "OHIO MANUAL OF TRAFFIC CONTROL DEVICES FOR CONSTRUCTION AND MAINTENANCE OPERATIONS" (OMUTCD). THE CONTRACTOR MUST PROVIDE THE CITY WITH 24-HOUR CONTACT INFORMATION IN THE EVENT THE MOT ITEMS REQUIRE ADJUSTMENT, REPAIR, OR REPLACEMENT.

RDW-12 TRAFFIC LANES SHALL BE FULLY OPEN TO TRAFFIC AT ALL TIMES AND INGRESS AND EGRESS SHALL BE MAINTAINED TO PUBLIC AND PRIVATE PROPERTY. LANE RESTRICTIONS OR CLOSURES REQUIRED DURING CONSTRUCTION MUST BE APPROVED BY THE PUBLIC WORKS DEPARTMENT A MINIMUM OF TWO-WEEKS IN ADVANCE OF ANY WORK BEING PERFORMED. A MAINTENANCE OF TRAFFIC (MOT) PLAN MUST BE SUBMITTED AND APPROVED PRIOR TO STARTING ANY WORK THAT EFFECTS TRAFFIC FLOWS. WORK REQUIRING PARTIAL OR COMPLETE CLOSURE OF ANY PUBLIC STREET REQUIRED 48-HOURS ADVANCE NOTIFICATION TO ALL AFFECTED RESIDENTS AND BUSINESSES. NOTIFICATION SHALL BE PREPARED AND DISTRIBUTED BY THE CONTRACTOR PRIOR TO SCHEDULED WORK. CITY APPROVAL OF ALL NOTIFICATIONS IS REQUIRED IN ADVANCE OF DISTRIBUTION.

RDW-13 COC ITEM 407 NON-TRACKING TACK COAT IS REQUIRED BETWEEN ALL LIFTS OF FLEXIBLE PAVEMENT, BETWEEN CONCRETE BASE AND ASPHALT SURFACE COURSE, AND ALONG THE FACE OF THE CURB. THE TACK COAT APPLICATION MAY BE WAIVED AT THE DISCRETION OF THE PUBLIC WORKS DEPARTMENT IF THE LIFTS OF ASPHALT ARE INSTALLED WITHIN SEVEN (7) DAYS OF EACH OTHER, THERE HAS BEEN NO WATER OR VEHICLE TRAFFIC ON THE PAVEMENT, AND THE PAVEMENT IS CLEAN AND FREE OF DUST AND DEBRIS.

RDW-14 ALL CONSTRUCTION AND PERMANENT ROADWAY SIGNAGE MUST MEET THE MINIMUM REQUIRED OF OMUTCD TABLE 2A-3 REGARDING RETROREFLECTIVITY LEVELS.

RDW-15 PROOF ROLLING: THE FOLLOWING SPECIFICATIONS ARE PUT IN PLACE BY THE CITY OF DELAWARE IN ADDITION TO COC CMS ITEM 204 SUBGRADE COMPACTION AND PROOF ROLLING/TEST ROLLING:

FOR AREAS WHERE SUBGRADE APPEARS TO BE STABLE WITHOUT UNDERCUTTING, PROOF ROLL AFTER THE TOP 12 INCHES OF THE SUBGRADE MEETS THE COMPACTION REQUIREMENTS AND AFTER THE SUBGRADE HAS BEEN BROUGHT TO APPROXIMATE SHAPE WITHIN 0.1 TO 0.2 FEET REQUIRED BY PLAN GRADE.

FOR AREAS THAT ARE UNSTABLE AND REQUIRE UNDERCUTTING, IT IS NOT NECESSARY TO COMMENCE A FORMAL PROOF ROLL TO DEMONSTRATE THAT SUBGRADE CORRECTION IS REQUIRED. CORRECTION MUST BE AUTHORIZED BY THE CITY AT THE TIME OF ROUGH GRADING AND MUST BE BASED ON RECOMMENDATIONS FROM THE SOILS ENGINEER. PROOF ROLLING MUST BE TREATED AS THE FINAL VERIFICATION THAT ALL REPAIRS HAVE BEEN PERFORMED. FAILED PROOF ROLLS FOLLOWING CORRECTIVE ACTION WILL BE AT THE CONTRACTOR'S EXPENSE.

PROOF ROLLING MUST BE DONE IMMEDIATELY AFTER THE SUBGRADE COMPACTION OPERATION, WHEN THE MOISTURE CONTENT OF THE SUBGRADE SOIL IS NEAR OPTIMUM OR AT THE MOISTURE CONTENT THAT ACHIEVED COMPACTION. UNSTABLE OR HARD PAN CONDITIONS ENCOUNTERED DURING PROOF ROLLING OPERATIONS, WHICH RESULTS FROM THE FAILURE OF THE CONTRACTOR TO MAINTAIN THE SPECIFIED DENSITY AND MOISTURE REQUIREMENTS, MUST BE CORRECTED BY THE CONTRACTOR AT THE CONTRACTOR'S EXPENSE.

IF IT BECOMES NECESSARY TO TAKE CORRECTIVE ACTION, SUCH AS BUT NOT LIMITED TO, UNDERDRAIN INSTALLATION, UNDERCUT AND BACKFILL OF AN UNSUITABLE MATERIAL, AERATION OF EXCESSIVELY WE MATERIAL IN AREAS THAT HAVE BEEN PROOF ROLLED, OR (IF HARD PAN EXISTS) RECONDITIONING THE UPPER PORTION OF THE SUBGRADE, THESE AREAS SHALL BE PROOF ROLLED AGAIN FOLLOWING THE COMPLETION OF THE NECESSARY CORRECTIONS. IF THE CORRECTIONS ARE NECESSARY DUE TO THE NEGLIGENCE OF THE CONTRACTOR AND/OR WEATHER, THE CORRECTIVE WORK AND ADDITIONAL PROOF ROLLING MUST BE PERFORMED BY THE CONTRACT AT THE CONTRACTOR'S EXPENSE.

THE CONTRACTOR SHALL BE REQUIRED TO PERFORM A PROOF ROLL ALONG THE CURB LINE TO CONFIRM THERE IS NO UNSUITABLE MATERIAL IN ADVANCE OF INSTALLING CURB RAIN, STONE, OR CONCRETE CURBING.

PROOF ROLLING FOR THE PAVEMENT AREA MAY OCCUR EITHER BEFORE OR AFTER PIPE UNDERDRAINS ARE INSTALLED. IF FOLLOWING THE INSTALLATION OF UNDERDRAINS, ROLLING SHOULD NOT OCCUR DIRECTLY OVER THE UNDERDRAINS. IN 204.06, PROOF ROLLING MUST BE PERFORMED AT LEAST 1-1/2 FEET AWAY FROM THE UNDERDRAINS BECAUSE OF THE POTENTIAL DAMAGE TO THE UNDERDRAINS.

RDW-16 ITEM 690 SPECIAL - PAVEMENT JOINT AND CRACK REINFORCEMENT FABRIC. THIS WORK SHALL CONSIST OF FURNISHING AND INSTALLING PAVEMENT JOINT AND CRACK REINFORCEMENT AS SHOWN ON THE PLANS AND AT LOCATIONS DESIGNATED BY THE ENGINEER. THIS REINFORCEMENT SHALL BE PLACED BETWEEN THE APPROPRIATE ASPHALT COURSES AS DETAILED IN THE TYPICAL SECTIONS. IN ADDITION TO THE REINFORCEMENT, ALL LABOR AND MATERIALS REQUIRED TO PERFORM THE ADDITIONAL PAVEMENT PLANING AND INTERMEDIATE COURSE OVERLAY AS SHOWN IN THE TYPICAL SECTIONS IS INCLUDED WITH THIS ITEM.

PROVIDED BELOW ARE THE ODOT APPROVED PRODUCTS FOR USE WITH THIS ITEM. THE CONTRACTOR SHALL HAVE THE ABILITY TO USE AN EQUIVALENT PRODUCT AS LONG AS IT MEETS THE REQUIREMENTS OF THIS SPECIFICATION AND MUST ALSO MEET THE APPROVAL OF THE DISTRICT 6 PAVEMENT ENGINEER.

FABRIC/GRID TABLE				
MANUFACTURER	PRODUCT NAME	ROLL WIDTH (IN)	ADDRESS	PHONE
CHASE/ ROYSTON	PAVE-GLASS	24	128 1st ST., PITTSBURGH, PA 15238	(412) 828-1500
ST GOBAIN	GLASS GRID 8502	60	8000 S RIVERSIDE DR., AURORA, OH 44202	(276) 632-1605
OWENS CORNING	TRUPAVE	150	8000 S RIVERSIDE DR., AURORA, OH 44202	(276) 632-1605
ST GOBAIN	GLASS GRID CG100	60	8000 S RIVERSIDE DR., AURORA, OH 44202	(276) 632-1605

WIDTH FOR THE FABRIC FOR THE PURPOSES OF ESTIMATING WAS ASSUMED TO BE 60". THE CAD GENERATED LENGTH OF SAWCUT LOCATIONS WHERE THE REINFORCING FABRIC IS REQUIRED BASED ON LOCATIONS SHOWN IN THE TYPICALS IS 2125'. THE FOLLOWING QUANTITY IS PROVIDED IN THE GENERAL SUMMARY FOR THE ABOVE NOTED WORK:

ITEM 690 SPECIAL - PAVEMENT JOINT AND CRACK REINFORCEMENT FABRIC 1181 SY

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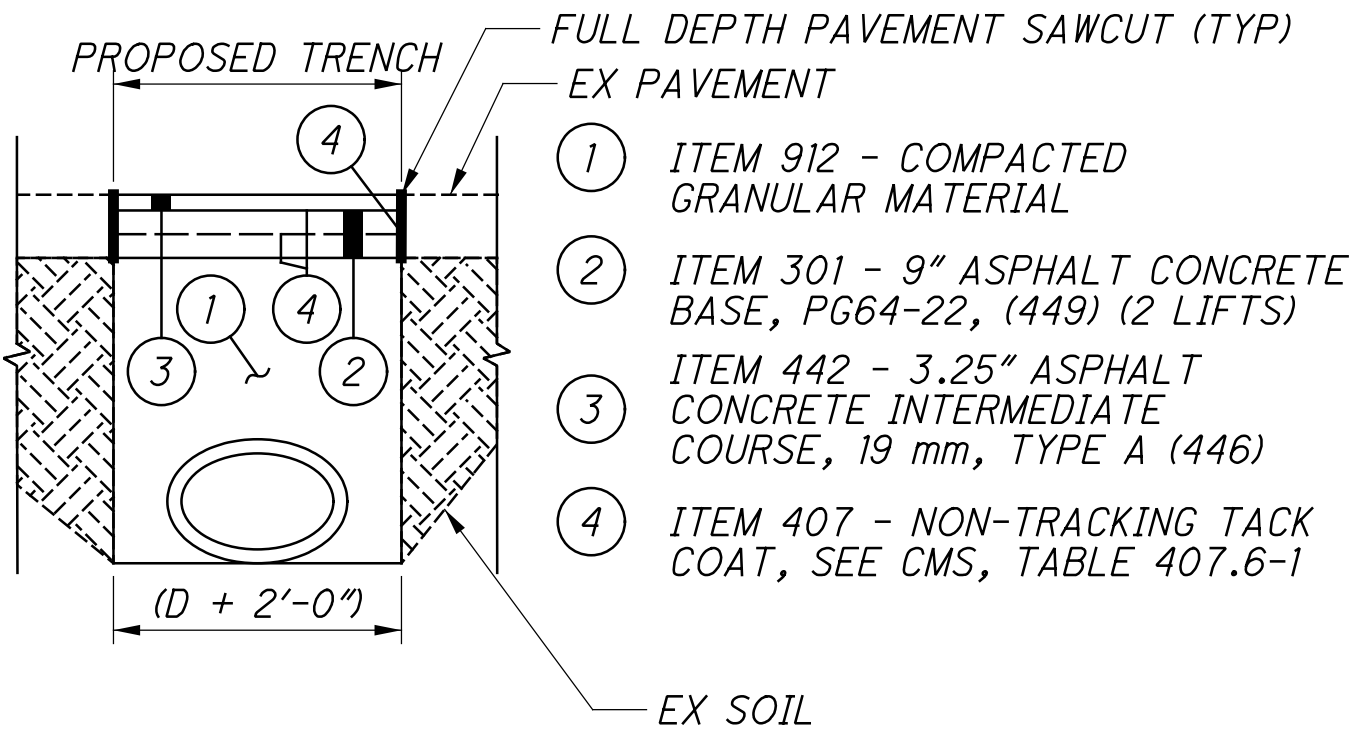
PAVEMENT RESTORATION FOR PIPE INSTALLATIONS AND/OR REMOVALS

THE FOLLOWING QUANTITY HAS BEEN PROVIDED FOR PAVEMENT RESTORATION FOLLOWING INSTALLATION AND/OR REMOVAL OF THE STORM CROSSING AT APPROXIMATE STATION 18+15.

- ITEM 407 - NON-TRACKING TACK COAT3 GAL.
- ITEM 442 - 3.25" ASPHALT CONCRETE INTERMEDIATE COURSE, 19 mm, TYPE A (446)2 CU. YDS.
- ITEM 301 - 9" ASPHALT CONCRETE BASE, PG64-22, (449) (2 LIFTS)5 CY. YDS.
- ITEM 912 - COMPACTED GRANULAR MATERIAL16 CU. YDS.

THE ABOVE QUANTITY IS BASED ON A PAVEMENT RESTORATION LENGTH OF 33 FEET USING AN ESTIMATED TRENCH WIDTH OF 62 INCHES. SEE PAVEMENT RESTORATION / PIPE BACKFILL DETAIL FOR MORE INFORMATION.

PROVIDE ANY MATERIALS USED OUTSIDE THE LIMITS STATED ABOVE AT NO ADDITIONAL COST.



ITEM 611 - 15" CONDUIT, TYPE C, AS PER PLAN

A MINIMUM LENGTH OF 2 FEET - 15" CIRCULAR PIPE SHALL BE USED TO RESTRICT THE OPENING SIZE OF THE ELLIPTICAL CULVERT, SEE THE CULVERT DETAILS FOR ADDITIONAL INFORMATION. THIS PIPE AND SURROUNDING MATERIAL IS INTENDED TO BE REMOVED BY THE CITY OF DELAWARE AT A LATER DATE TO ALLOW FULL CAPACITY OF THE ELLIPTICAL CULVERT. THE CONTRACTOR SHALL PROVIDE SPECIFIC DETAILS (WHICH WILL INCLUDE, BUT NOT LIMITED TO, FRAMING AND FORMING DETAILS, MORTAR MATERIALS/ITEMS, ETC.) TO COMPLETE THIS WORK TO THE CITY OF DELAWARE FOR APPROVAL BEFORE BEGINNING THE WORK FOR THIS ITEM. ADDITIONALLY, THE CITY OF DELAWARE SHALL BE NOTIFIED 48 HOURS IN ADVANCE OF WHEN THIS APPROVED WORK WILL BEGIN FOR FIELD INSPECTION AND APPROVAL. ALL LABOR, EQUIPMENT AND MATERIALS NEEDED TO DESIGN AND COMPLETE THIS WORK ARE INCLUDED IN THIS ITEM.

ITEM 304 - AGGREGATE BASE, AS PER PLAN

THIS ITEM SHALL CONFORM TO ITEM 304 OF THE OHIO DEPARTMENT OF TRANSPORTATION CONSTRUCTION AND MATERIAL SPECIFICATIONS. THE QUANTITY PROVIDED IN THE GENERAL SUMMARY ON SHEET 23, HAS BEEN ESTIMATED USING A 6" THICKNESS.

THE CONTRACTOR MUST FIRST FIELD VERIFY THE THICKNESS OF THE EXISTING AGGREGATE BASE AND DETERMINE THE DEPTH OF EXISTING SUBGRADE PRIOR TO PLACING THIS ITEM. IF THE EXISTING SUBGRADE IS FOUND TO BE AT A HIGHER ELEVATION THAN THE PROPOSED SUBGRADE (WHEN ASSUMING A PROPOSED 6" AGGREGATE BASE), THE CONTRACTOR SHALL PROVIDE THE RESULTS OF THE INVESTIGATION TO THE PROJECT ENGINEER. THE ENGINEER SHALL THEN DIRECT THE CONTRACTOR TO ADJUST THE THICKNESS OF THIS ITEM ACCORDINGLY.

IF THE ACTUAL QUANTITY USED IS LESS THAN THE AMOUNT BID, THE ENGINEER WILL DETERMINE THE CU. YDS. FOR NON-PAYMENT BY TAKING THE DIFFERENT IN DEPTHS AND MULTIPLYING BY AREA OF PAVEMENT.

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ITEM 614, MAINTAINING TRAFFIC, AS PER PLAN

SEQUENCE OF CONSTRUCTION

PHASE 1 SHALL CONSTRUCT WIDENING ALONG THE SOUTH SIDE OF US 36. THIS WORK SHALL BE COMPLETED WITH WESTBOUND TRAFFIC CLOSED AND DETOURED. EASTBOUND TRAFFIC SHALL BE MAINTAINED IN THE EXISTING WESTBOUND LANE. THE WESTBOUND DETOUR SHALL BE LIMITED TO A MAXIMUM DURATION OF 45 DAYS. PHASE 1 SHALL ALSO PARTIALLY CONSTRUCT THE PROPOSED CULVERT REPLACEMENT NEAR STA. 18+15. AT THE CONCLUSION OF PHASE 1, THE CONTRACTOR SHALL INSTALL ALL PHASE 2 PAVEMENT MARKINGS AND SIGNS

PHASE 2A SHALL BE COMPLETED DURING THE FIRST 5 DAYS OF PHASE 2 TO CONSTRUCT THE REMAINING CULVERT REPLACEMENT NEAR STA 18+15. THIS WORK SHALL BE COMPLETED WITH WESTBOUND US 36 TRAFFIC DETOURED. WESTBOUND US 36 SHALL NOT BE OPENED TO TRAFFIC UNTIL THE COMPLETION OF PHASE 2A.

PHASE 2 SHALL CONSTRUCT THE DRIVEWAY AND WESTBOUND RIGHT TURN LANE ON THE NORTH SIDE OF US 36. THIS WORK SHALL BE COMPLETED WITH ONE LANE IN EACH DIRECTION MAINTAINED AS DETAILED WITHIN.

GENERAL

ALL TRAFFIC CONTROL DEVICES SHALL BE FURNISHED, ERECTED, MAINTAINED AND REMOVED BY THE CONTRACTOR IN ACCORDANCE WITH THE "OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES" (CURRENT EDITION), COPIES OF WHICH ARE AVAILABLE FROM THE OHIO DEPARTMENT OF TRANSPORTATION, OFFICE OF TRAFFIC ENGINEERING, 1980 WEST BROAD STREET, COLUMBUS, OHIO 43223.

THE ROADWAY SHALL NOT BE OPENED TO TRAFFIC UNTIL PERMANENT TRAFFIC CONTROLS ARE IN PLACE, OR UNTIL TEMPORARY TRAFFIC CONTROLS, APPROVED BY THE ENGINEER, ARE INSTALLED. THE CONTRACTOR ASSUMES ALL LIABILITY FOR THE PREMATURE REMOVAL OF TEMPORARY TRAFFIC CONTROLS.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE REINSTALLATION AND/OR REPLACEMENT OF ALL PERMANENT TRAFFIC CONTROL DEVICES DAMAGED OR REMOVED DURING THE CONSTRUCTION. PERMANENT TRAFFIC CONTROL THAT IS NO LONGER IN CONFLICT WITH TEMPORARY TRAFFIC CONTROL SHALL BE REPLACED IMMEDIATELY. THE CONTRACTOR SHALL ASSUME ALL LIABILITY FOR MISSING, DAMAGED AND IMPROPERLY PLACED TRAFFIC CONTROL DEVICES.

THE CONTRACTOR SHALL PROVIDE A 24 HOUR CONTACT WHO WILL BE RESPONSIBLE FOR MAINTENANCE OF TRAFFIC FOR THE DURATION OF THE PROJECT.

CONSTRUCTION OPERATIONS SHALL NOT BEGIN UNTIL ALL TEMPORARY TRAFFIC CONTROL DEVICES ARE IN PLACE AND APPROVED BY THE ENGINEER.

ACCESS TO ALL ADJOINING PROPERTIES SHALL BE MAINTAINED AT ALL TIMES. ACCESS FOR MAIL DELIVERY, EMERGENCY AND SERVICE VEHICLES SHALL NOT BE DISRUPTED. THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH THE ENGINEER AND THE OWNERS OF THE ABUTTING PROPERTIES IN ADVANCE (10 DAYS) OF ANY OPERATIONS WHICH AFFECT ACCESS.

MAINTENANCE OF ALL TRAFFIC CONTROL DEVICES INCLUDING DRUMS, SIGNS, BARRICADES, SIGN BOARDS, DETOUR SIGNAGE, ETC., SHALL BE THE CONTRACTOR'S RESPONSIBILITY.

STEADY-BURNING TYPE "B" LIGHTS SHALL BE REQUIRED ON ALL BARRICADES IN USE AT NIGHT. ALL ADVANCE SIGNING SHALL BE EQUIPPED WITH TYPE "A" FLASHING LIGHTS. CONES ARE NOT APPROVED FOR USE AT NIGHT. LIGHTS ARE NOT REQUIRED ON SIGNS IN PLACE DURING DAYLIGHT HOURS.

THE SAFETY OF PEDESTRIAN TRAFFIC SHALL BE CONSIDERED AT ALL TIMES IN THE PROVISION OF TRAFFIC CONTROL DEVICES REQUIRED BY THESE PLANS AND NOTES. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO PROVIDE LIGHTS, SIGNS, BARRICADES, AND OTHER WARNINGS TO PHYSICALLY SEPARATE THE PEDESTRIAN FROM HAZARDS INCIDENTAL TO THE CONSTRUCTION OPERATIONS SUCH AS ANCHOR BOLTS, OPEN EXCAVATIONS, ETC.

FOR AREAS ADJACENT TO VEHICULAR TRAFFIC, OPEN TRENCH SHALL BE ADEQUATELY MAINTAINED AND PROTECTED WITH THE PROPER TRAFFIC CONTROL DEVICES AT ALL TIMES. FOR AREAS NOT PROTECTED BY PORTABLE BARRIER, THE LENGTH OF TRENCH WHICH IS OPEN AT ANY ONE TIME SHALL BE HELD TO A LENGTH THAT CAN BE BACKFILLED FOR

NIGHTTIME AND NON-WORKING HOURS. DROP OFFS WITHIN THE WORK ZONE SHALL CONFORM TO THE REQUIREMENTS SET FORTH ON ODOT STANDARD CONSTRUCTION DRAWING MT-101.90.

NO WORK SHALL BE PERFORMED AND ALL EXISTING LANES SHALL BE OPEN TO TRAFFIC DURING THE FOLLOWING DESIGNATED HOLIDAYS OR EVENTS:

CHRISTMAS NEW YEARS MEMORIAL DAY	FOURTH OF JULY LABOR DAY THANKSGIVING EASTER
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THE PERIOD OF TIME THAT THE LANES ARE TO BE OPEN DEPENDS ON THE DAY OF THE WEEK ON WHICH THE HOLIDAY OR EVENT FALLS. THE FOLLOWING SCHEDULE SHALL BE USED TO DETERMINE THIS PERIOD:

DAY OF HOLIDAY OR EVENT

SUNDAY	12:00N FRIDAY THROUGH 6:00 AM MONDAY
MONDAY	12:00N FRIDAY THROUGH 6:00 AM TUESDAY
TUESDAY	12:00N MONDAY THROUGH 6:00 AM WEDNESDAY
WEDNESDAY	12:00N TUESDAY THROUGH 6:00 AM THURSDAY
THURSDAY	12:00N WEDNESDAY THROUGH 6:00 AM FRIDAY
THURSDAY (THANKSGIVING ONLY)	6:00 AM WEDNESDAY THROUGH 6:00 AM MONDAY
FRIDAY	12:00N THURSDAY THROUGH 6:00 AM MONDAY
SATURDAY	12:00N FRIDAY THROUGH 6:00 AM MONDAY

LANE OR RAMP CLOSURES ARE NOT PERMITTED DURING THE DELAWARE COUNTY FAIR 6:00 AM - 10:00 PM DAILY ON THE FOLLOWING ROUTES: US 36 BETWEEN SR 257 AND I-71.

NOTICE OF CLOSURE SIGNS (W20-H13) SHALL BE ERECTED BY THE CONTRACTOR PRIOR TO THE SCHEDULED ROAD OR RAMP CLOSURE IN ACCORDANCE WITH THE NOTICE OF CLOSURE TIME TABLE BELOW. (AT THE APPROVAL OF THE ENGINEER, PORTABLE CHANGEABLE MESSAGE SIGNS MAY BE USED IN LIEU OF THE STANDARD FLATSHEET SIGN FOR CLOSURE DURATIONS OF LESS THAN 1 WEEK.)

THE SIGNS SHALL BE ERECTED ON THE RIGHT-HAND SIDE OF THE ROAD FACING TRAFFIC. THEY SHALL BE PLACED SO AS NOT TO INTERFERE WITH THE VISIBILITY OF ANY OTHER TRAFFIC CONTROL SIGNS. ON ROADWAYS, THEY SHOULD BE ERECTED AT OR NEAR THE POINT OF CLOSURE.

NOTIFICATION TIME TABLE			
ITEM	DURATION OF CLOSURE	SIGN DISPLAY TO PUBLIC	NOTICE DUE TO DISTRICT 6 COMMUNICATIONS OFFICE
RAMP & ROAD CLOSURES	>= 2 WEEKS	14 CALENDAR DAYS PRIOR TO CLOSURE	21 CALENDAR DAYS PRIOR TO CLOSURE
	> 12 HOURS & < 2 WEEKS	7 CALENDAR DAYS PRIOR TO CLOSURE	14 CALENDAR DAYS PRIOR TO CLOSURE
	<= 12 HOURS	2 BUSINESS DAYS PRIOR TO CLOSURE	4 BUSINESS DAYS PRIOR TO CLOSURE

THE SIGN SHALL DISPLAY THE DATE OF THE CLOSURE IN MMM-DD FORMAT AND THE NUMBER OF DAYS OF THE CLOSURE. THE LAST LINE OF THE W20-H13 SIGN LISTS A PHONE NUMBER WHICH A MOTORIST MAY CALL FOR ADDITIONAL INFORMATION. THIS IS TO BE A SPECIFIC OFFICE WITHIN THE CITY OF DELAWARE ENGINEERING DEPARTMENT RATHER THAN THE GENERAL SWITCHBOARD NUMBER.

NOTICE OF TRAFFIC RESTRICTIONS

THROUGHOUT THE DURATION OF THE PROJECT, THE CONTRACTOR SHALL NOTIFY O.D.O.T., THE CITY OF DELAWARE PUBLIC WORKS DEPARTMENT AND THE DELAWARE COUNTY ENGINEERS OFFICE OF ALL TRAFFIC RESTRICTIONS AND UPCOMING MAINTENANCE OF TRAFFIC CHANGES. THE CONTRACTOR SHALL NOTIFY SPECIAL HAULING PERMITS SECTION (HAULING.PERMITS@DOT.OHIO.GOV) AND THE DISTRICT PUBLIC INFORMATION OFFICE (PIO) D06.PIO@DOT.OHIO.GOV USING THE TIME FRAMES SET FORTH IN THE TABLE BELOW. THIS NOTIFICATION SHALL BE RECEIVED BY ODOT PRIOR TO THE PHYSICAL SETUP OF ANY APPLICABLE SIGNS OR MESSAGE BOARDS.

INFORMATION SHOULD INCLUDE BUT IS NOT LIMITED TO ALL CONSTRUCTION ACTIVITIES THAT IMPACT OR INTERFERE WITH TRAFFIC AND SHALL LIST THE SPECIFIC LOCATION, TYPE OF WORK, ROAD STATUS, DATE AND TIME OF RESTRICTION, DURATION OF RESTRICTION, NUMBER OF LANES MAINTAINED,

NUMBER OF LANES CLOSED, MINIMUM VERTICAL CLEARANCE, MINIMUM WIDTH OF DRIVABLE PAVEMENT, DETOUR ROUTES IF APPLICABLE, AND ANY OTHER INFORMATION REQUESTED BY THE PROJECT ENGINEER.

NOTIFICATION TIME FRAME TABLE			
ITEM	DURATION OF CLOSURE	NOTIFICATION DUE TO DISTRICT 6 COMMUNICATIONS OFFICE	SIGN DISPLAYED TO PUBLIC
RAMP & ROAD CLOSURES	>= 2 WEEKS	21 CALENDAR DAYS PRIOR TO CLOSURE	14 CALENDAR DAYS PRIOR TO CLOSURE
	> 12 HOURS & < 2 WEEKS	14 CALENDAR DAYS PRIOR TO CLOSURE	7 CALENDAR DAYS PRIOR TO CLOSURE
	<= 12 HOURS	4 BUSINESS DAYS PRIOR TO CLOSURE	2 BUSINESS DAYS PRIOR TO CLOSURE
LANE CLOSURES & RESTRICTIONS	>= 2 WEEKS	14 CALENDAR DAYS PRIOR TO CLOSURE	
	< 2 WEEKS	5 BUSINESS DAYS PRIOR TO CLOSURE	
START OF CONSTRUCTION & TRAFFIC PATTERN CHANGES	NA	14 CALENDAR DAYS PRIOR TO IMPLEMENTATION	

ANY UNFORSEEN CONDITIONS NOT SPECIFIED IN THE PLANS REQUIRING TRAFFIC RESTRICTIONS SHALL ALSO BE REPORTED USING THE NOTIFICATION TIME FRAME TABLE.

PAYMENT

ALL WORK AND TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH C&MS 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, LAW ENFORCEMENT OFFICER (WITH PATROL CAR) FOR ASSISTANCE DURING CONSTRUCTION OPERATIONS

USE OF LAW ENFORCEMENT OFFICERS (LEOS) BY CONTRACTORS OTHER THAN THE USES SPECIFIED BELOW WILL NOT BE PERMITTED AT PROJECT COST. LEOS SHOULD NOT BE USED WHERE THE ODOTC INTENDS THAT FLAGGERS BE USED.

IN ADDITION TO THE REQUIREMENTS OF C&MS 614 AND THE ODOTC, A UNIFORMED LEO WITH AN OFFICIAL PATROL CAR (CAR WITH TOP-MOUNTED EMERGENCY FLASHING LIGHTS AND COMPLETE MARKINGS OF THE APPROPRIATE LAW ENFORCEMENT AGENCY) SHALL BE PROVIDED FOR THE FOLLOWING TRAFFIC CONTROL TASKS:

- FOR CONTROLLING THE DETOUR OF TRAFFIC DURING THE ENTIRE ADVANCE PREPARATION AND CLOSURE SEQUENCE WHERE BLOCKAGE OF TRAFFIC IN ONE DIRECTION IS REQUIRED. ON THE DAY OF THE CLOSURE, AND FOR A MINIMUM OF TWO DAYS THEREAFTER, OR AS DIRECTED BY THE ENGINEER, ONE L.E.O. WITH PATROL CAR SHALL BE POSTED AT EACH DETOUR POINT AS SHOWN IN THE PLANS FROM 7:00 AM TO 11:00 AM AND FROM 2:00 PM TO 6:00 PM TO ENSURE THAT ONLY PERMITTED DIRECTIONAL TRAFFIC IS UTILIZING THE ROADWAY IN THE WORK ZONE AREA.

- DURING A TRAFFIC SIGNAL INSTALLATION WHEN IMPACTING THE NORMAL FUNCTION OF THE SIGNAL OR THE FLOW OF TRAFFIC, OR WHEN TRAFFIC NEEDS TO BE DIRECTED THROUGH AN ENERGIZED TRAFFIC SIGNAL CONTRARY TO THE SIGNAL DISPLAY (E.G., DIRECTING MOTORISTS THROUGH A RED LIGHT).

IN ADDITION TO THE REQUIREMENT OF C&MS 614 AND THE ODOTC, A UNIFORMED LEO WITH AN OFFICIAL PATROL CAR (CAR WITH TOP-MOUNTED EMERGENCY FLASHING LIGHTS AND COMPLETE MARKINGS OF THE APPROPRIATE LAW ENFORCEMENT AGENCY) SHOULD BE PROVIDED FOR THE FOLLOWING TRAFFIC CONTROL TASKS AS APPROVED BY THE ENGINEER:

- FOR LANE CLOSURES: DURING INITIAL SET-UP PERIODS, TEAR DOWN PERIODS, SUBSTANTIAL SHIFTS OF A CLOSURE POINT OF WHEN NEW LANE CLOSURE ARRANGEMENTS ARE INITIATED FOR LONG-TERM LANE CLOSURES/SHIFTS (FOR THE FIRST AND LAST DAY OF MAJOR CHANGES IN TRAFFIC CONTROL SETUP).

- FOR OPERATIONS WITHOUT POSITIVE PROTECTION OCCURRING WITHIN 10 FEET OF AN OPEN TRAVELED LANE THAT MEET ALL OF THE FOLLOWING CRITERIA:

- ON A MULTI-LANE DIVIDED INTERSTATE, OTHER FREEWAY OR EXPRESSWAY; AND
- AN AUTHORIZED SPEED LIMIT OF 45 MPH OR GREATER THAT IS IN EFFECT AT THE TIME OF THE OPERATION; AND
- AADT OF 50,000 (OR AADT OF 30,000 WITH 25% OR HIGHER PERCENT TRUCKS)

"WITHOUT POSITIVE PROTECTION" MEANS USE OF DRUMS, CONES, SHADOW VEHICLE, ETC, WITHOUT PROTECTION FROM PORTABLE BARRIER OR OTHER RIGID BARRIER ALONG THE WORK AREA. THIS PHRASE DOES NOT APPLY TO CASES WHERE POSITIVE PROTECTION IS REQUIRED. MOBILE OPERATIONS ARE REGARDED AS "WITHOUT POSITIVE PROTECTION." FOR WORK ZONES USING A COMBINATION OF BARRIER AND TEMPORARY TRAFFIC CONTROL DEVICES (CONES, DRUMS, ETC), THE DESIGNATION SHALL BE BASED UPON THE TYPE OF DEVICES USED IN THE AREA THAT WORKERS ARE LOCATED.

IF MULTIPLE ACTIVE LOCALIZED QUALIFYING WORK AREAS OCCUR WITHOUT POSITIVE PROTECTION, PER MAINLINE TRAFFIC DIRECTION, PROVIDE A UNIFORMED LEO AND OFFICIAL PATROL CAR IN ADVANCE OF:

- THE FIRST ACTIVE WORK AREA THAT DRIVERS WILL ENCOUNTER; OR
- THE ACTIVE WORK AREA Laterally CLOSEST TO THE OPEN TRAVELED LANE; OR
- OTHER LOCATIONS AS APPROVED BY THE ENGINEER

THE UNIFORMED LEO AND OFFICIAL PATROL CAR MAY RELOCATE AMONG THE LISTED LOCATIONS AS APPROPRIATE AS THE OPERATIONS PROCEED IN THE LOCALIZED QUALIFYING WORK AREAS.

IN GENERAL, LEOS SHOULD BE POSITIONED IN ADVANCE OF AND ON THE SAME SIDE AS THE LANE RESTRICTION OR AT THE POINT OF ROAD CLOSURE, AND TO MANUALLY CONTROL TRAFFIC MOVEMENTS THROUGH SIGNALIZED INTERSECTIONS IN WORK ZONES.

LEOS SHOULD NOT FORGO THEIR TRAFFIC CONTROL RESPONSIBILITIES TO APPREHEND MOTORISTS FOR ROUTINE TRAFFIC VIOLATIONS. HOWEVER, IF A MOTORIST'S ACTIONS ARE CONSIDERED TO BE RECKLESS, THEN PURSUIT OF THE MOTORIST IS APPROPRIATE.

THE LEOS WORK AT THE DIRECTION OF THE CONTRACTOR. THE CONTRACTOR IS RESPONSIBLE FOR SECURING THE SERVICES OF THE LEOS WITH THE APPROPRIATE AGENCIES AND COMMUNICATING THE INTENTIONS OF THE PLANS WITH RESPECT TO DUTIES OF THE LEOS. THE ENGINEER SHALL HAVE FINAL CONTROL OVER THE LEOS' DUTIES AND PLACEMENT, AND WILL RESOLVE ANY ISSUES THAT MAY ARISE BETWEEN THE TWO PARTIES.

ENSURE PROVIDED LEOS HAVE BEEN TRAINED APPROPRIATE TO THE JOB DECISIONS THEY ARE REQUIRED TO MAKE WHILE ON THE PROJECT, IN ACCORDANCE WITH C&MS 614.03.

THE LEO SHALL REPORT IN TO THE CONTRACTOR PRIOR TO THE START OF THE SHIFT, IN ORDER TO RECEIVE INSTRUCTIONS REGARDING SPECIFIC WORK ASSIGNMENTS DURING HIS/HER SHIFT. THE LEO IS EXPECTED TO STAY AT THE PROJECT SITE FOR THE ENTIRE DURATION OF HIS/HER SHIFT. THE LEO SHALL REPORT TO THE CONTRACTOR AT THE END OF HIS/HER SHIFT. ONCE THE LEO HAS COMPLETED THE DUTIES DESCRIBED ABOVE AND STILL HAS TIME REMAINING ON HIS/HER SHIFT, THE LEO MAY BE ASKED TO PATROL THROUGH THE WORK ZONE (WITH FLASHING LIGHTS OFF) OR BE PLACED AT A LOCATION TO DETER MOTORISTS FROM SPEEDING. SHOULD IT BE NECESSARY TO LEAVE THE PROJECT SITE, THE LEO SHALL NOTIFY THE ENGINEER. THE CONTRACTOR SHALL PROVIDE THE LEO WITH A TWO-WAY COMMUNICATION DEVICE WHICH SHALL BE RETURNED TO THE CONTRACTOR AT THE END OF HIS/HER SHIFT.

LEOS (WITH PATROL CAR) REQUIRED BY THE TRAFFIC MAINTENANCE TASKS ABOVE SHALL BE PAID FOR ON A UNIT PRICE (HOURLY) BASIS UNDER ITEM 614, LAW ENFORCEMENT OFFICER (WITH PATROL CAR) FOR ASSISTANCE. THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY.

ITEM 614, LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE 64 HOURS

THE HOURS PAID SHALL INCLUDE ANY MINIMUM SHOW-UP TIME REQUIRED BY THE LAW ENFORCEMENT AGENCY INVOLVED.

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ANY ADDITIONAL COSTS (ADMINISTRATIVE OR OTHERWISE) INCURRED BY THE CONTRACTOR TO OBTAIN THE SERVICES OF AN LEO ARE INCLUDED WITH THE BID UNIT PRICE FOR ITEM 614, LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE.

DUST CONTROL

THE CONTRACTOR SHALL FURNISH AND APPLY WATER FOR DUST CONTROL AS DIRECTED BY THE ENGINEER. THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED FOR DUST CONTROL PURPOSES:

ITEM 616, WATER 6 M GAL.

WORK ZONE IMPACT ATTENUATOR FOR 24" WIDE HAZARDS (BIDIRECTIONAL)

THIS ITEM SHALL CONSIST OF FURNISHING AND INSTALLING A NON-GATING IMPACT ATTENUATOR. FURNISH AN IMPACT ATTENUATOR FROM THE OFFICE OF ROADWAY ENGINEERING'S APPROVED LIST FOR WORK ZONE IMPACT ATTENUATORS, FROM THE ROADWAY STANDARDS APPROVED PRODUCTS WEB PAGE.

INSTALLATION SHALL BE AT THE LOCATIONS SPECIFIED IN THE PLANS IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS.

THE CONTRACTOR SHALL REPAIR OR REPLACE A DAMAGED UNIT WITHIN 24 HOURS OF A DAMAGING IMPACT.

WHEN BIDIRECTIONAL DESIGNS ARE SPECIFIED, THE CONTRACTOR SHALL SUPPLY APPROPRIATE TRANSITIONS.

WHEN GATING IMPACT ATTENUATORS ARE DESIRED, THE CONTRACTOR SHALL SUBMIT DOCUMENTATION TO THE ENGINEER FOR ACCEPTANCE.

THE COST FOR THE ADDITIONAL BARRIER REQUIRED FOR A GATING IMPACT ATTENUATOR SHALL BE INCLUDED IN THE COST OF THE GATING IMPACT ATTENUATOR.

PAYMENT FOR THE ABOVE WORK SHALL BE MADE AT THE UNIT PRICE BID AND SHALL INCLUDE ALL LABOR, TOOLS, EQUIPMENT AND MATERIALS NECESSARY TO CONSTRUCT AND MAINTAIN A COMPLETE AND FUNCTIONAL IMPACT ATTENUATOR SYSTEM, INCLUDING ALL RELATED BACKUPS, TRANSITIONS, LEVELING PADS, HARDWARE AND GRADING, NOT SEPARATELY SPECIFIED, AS REQUIRED BY THE MANUFACTURER.

DELINEATION OF PORTABLE AND PERMANENT BARRIER

BARRIER REFLECTORS AND OBJECT MARKERS SHALL BE INSTALLED ON ALL PORTABLE BARRIER (PB) USED FOR TRAFFIC CONTROL; AND, ON PERMANENT CONCRETE BARRIER (INCLUDING BRIDGE PARAPETS) LOCATED WITHIN 5 FEET OF THE EDGE OF THE ADJACENT TRAVEL LANE.

BARRIER REFLECTORS SHALL CONFORM TO C&MS 626, EXCEPT THAT THE SPACING SHALL BE AS PER TRAFFIC SCD MT-101.70. OBJECT MARKERS AND THEIR INSTALLATION SHALL CONFORM TO C&MS 614.03 AND SCD MT-101.70. WHEN THE PB CONTAINS GLARE SCREEN, ONE SET OF THREE VERTICAL STRIPES OF SHEETING SHALL BE CONSIDERED EQUIVALENT TO AN OBJECT MARKER, ONE-WAY.

INCREASED BARRIER DELINEATION, AS SPECIFIED HEREIN, SHALL BE INSTALLED ON ALL PB AND PERMANENT CONCRETE BARRIER LOCATED WITHIN 5 FEET OF THE EDGE OF THE TRAVELED LANE UNDER EITHER OF THE FOLLOWING CONDITIONS: ALONG TAPERS AND TRANSITION AREAS; OR ALONG CURVES (OUTSIDE ONLY) WITH DEGREE OF CURVATURE GREATER THAN OR EQUAL TO 3 DEGREES.

THE INCREASED BARRIER DELINEATION SHALL CONSIST OF EITHER DELINEATION PANELS OR TRIPLE STACKING OF WORK ZONE BARRIER REFLECTORS.

DELINEATION PANELS SHALL CONSIST OF PANELS OF DELINEATION, APPROXIMATELY 34 INCHES LONG AND 6 INCHES WIDE AND SHALL BE "CRIMPED." PANELS SHALL BE INSTALLED AND SPACED PER TRAFFIC SCD MT-101.70.

TRIPLE STACKED BARRIER REFLECTORS SHALL CONSIST OF ALIGNING THREE BARRIER REFLECTORS VERTICALLY, AT LOCATIONS WHERE A SINGLE BARRIER REFLECTOR WOULD BE OTHERWISE ATTACHED. THERE SHALL BE NO OPEN SPACE BETWEEN THE ADJACENT BARRIER REFLECTORS. THE TRIPLE-STACKED BARRIER REFLECTORS SHALL CONFORM TO C&MS 626, EXCEPT THAT THEY SHALL BE SPACED AND ALIGNED PER TRAFFIC SCD MT-101.70.

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED IN THE PLANS AND CARRIED TO THE GENERAL SUMMARY:

ITEM 614, BARRIER REFLECTOR, TYPE 1, ONE-WAY - 52 EACH

ITEM 614, OBJECT MARKER, ONE-WAY - 52 EACH

ITEM 614, INCREASED BARRIER DELINEATION - 570 FT

PAYMENT SHALL BE FULL COMPENSATION FOR ALL MATERIAL, LABOR, INCIDENTALS AND EQUIPMENT NECESSARY FOR FURNISHING, INSTALLING, MAINTAINING AND REMOVING EACH OF THE ABOVE ITEMS.

ALONG RUNS OF INCREASED BARRIER DELINEATION WHERE THIS ITEM IS PROVIDED, THE QUANTITY SHALL BE MEASURED AS THE ENTIRE LENGTH OF THE RUN OF INCREASED BARRIER DELINEATION, INCLUDING THE SPACES BETWEEN THE INDIVIDUAL DELINEATION PANELS OR STACKS OF BARRIER REFLECTORS.

WORK ZONE MARKINGS AND SIGNS

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY FOR APPLICATION TO THE FINAL WEARING COURSE, PRIOR TO INSTALLATION OF PERMANENT MARKINGS, PER THE REQUIREMENTS OF C&MS 614.04 AND 614.11.

ITEM 614, WORK ZONE CENTER LINE, CLASS III, 642 PAINT - 0.60 MILE

ITEM 614, WORK ZONE EDGE LINE, CLASS III, 642 PAINT - 1.37 MILE

DESIGNATED LOCAL DETOUR ROUTE

IN ADDITION TO THE OFFICIAL, SIGNED DETOUR ROUTE, A LOCAL ROUTE HAS BEEN DETERMINED TO BE THE SECONDARY, UNSIGNED DETOUR ROUTE OR "DESIGNATED LOCAL DETOUR ROUTE." THIS ROUTE IS SHOWN ON SHEET NO. 15 . DURING THE TIME THAT TRAFFIC IS DETOURED, THE CONTRACTOR SHALL MAINTAIN THIS ROUTE IN A CONDITION WHICH IS REASONABLY SMOOTH AND FREE FROM HOLES, RUTS, RIDGES, BUMPS, DUST AND STANDING WATER. ONCE THE DETOUR IS REMOVED AND TRAFFIC RETURNED TO ITS NORMAL PATTERN, THE DESIGNATED LOCAL DETOUR ROUTE SHALL BE RESTORED TO A CONDITION THAT IS EQUIVALENT TO THAT WHICH EXISTED PRIOR TO ITS USE FOR THIS PURPOSE. ALL SUCH WORK SHALL BE PERFORMED WHEN AND AS DETERMINED BY THE ENGINEER.

THE FOLLOWING ESTIMATED QUANTITIES ARE PROVIDED FOR USE AS DETERMINED BY THE ENGINEER TO MAINTAIN AND SUBSEQUENTLY RESTORE THE DESIGNATED LOCAL DETOUR ROUTE.

ITEM 441, ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), PG64-22 - 75 CU YD

COORDINATION BETWEEN CONTRACTORS

THE CONTRACTOR SHALL CONTACT ODOT DISTRICT 6 TO DETERMINE IF THERE WILL BE ANY OVERLAPPING OR ADJACENT PROJECTS BEING CONSTRUCTED AT THE SAME TIME OF THIS PROJECT, COORDINATION WITH ANOTHER CONTRACTOR MAY BE REQUIRED. THIS INCLUDES ANY PROJECTS ALONG THE DETOUR ROUTES. SPECIFICALLY, THE CONTRACTOR SHALL CONTACT JACOB DANIEL (PROJECT MANAGER FOR THE DEL-42 PROJECT) AT 740-815-7539, PRIOR TO IMPLEMENTING THE DETOUR.

COORDINATION WITH COUNTY AND CITY ENGINEERS

THE CONTRACTOR SHALL COORDINATE WITH THE DELAWARE COUNTY ENGINEER AND CITY OF DELAWARE ENGINEER AS TRAFFIC COULD INCREASE ON THE UNSIGNED LOCAL DETOUR ROUTE. COORDINATION DISCUSSIONS ARE ALSO REQUIRED TO ENSURE THERE ARE NO CONFLICTING PROJECTS ALONG THE DETOUR ROUTE.

BORE PITS, EARTHWORK AND TRENCHES BEYOND THE SHOULDER

BORE PITS, EARTHWORK AND TRENCHES WITHIN ODOT RIGHT-OF-WAY MUST BE OUTSIDE OF THE DITCH SECTION AND PROTECTED IN ACCORDANCE WITH ODOT'S STANDARD CONSTRUCTION DRAWING MT-101.90 "DROPOFFS IN WORK ZONES".

- A PIT/TRENCH 4 TO 12 FEET FROM THE EDGE OF TRAVELED LANE AND GREATER THAN 12 INCHES DEEP MUST HAVE DRUMS DURING THE DAY AND PCB AT NIGHT UNLESS SECURELY PLATED OR BACKFILLED TO WITHIN 12 INCHES. SEE PIS 2010190 FOR ADDITIONAL INFORMATION
- A PIT/TRENCH 12 TO 30 FEET FROM THE EDGE OF TRAVELED LANE AND GREATER THAN 24 INCHES DEEP MUST HAVE DRUMS DURING THE DAY AND PCB AT NIGHT UNLESS SECURELY PLATED OR BACKFILLED TO WITHIN 25 INCHES.

SEE MT-101.90 FOR ADDITIONAL INFORMATION. THE LENGTH OF THE TRENCH WHICH IS OPEN AT ANY ONE TIME SHALL BE HELD TO A MINIMUM AND SHALL AT ALL TIMES BE SUBJECT TO APPROVAL OF THE ENGINEER.

MUD, DIRT AND DEBRIS

THE TRACKING OR SPILLAGE OF MUD, DIRT OR DEBRIS UPON STATE HIGHWAYS IS PROHIBITED AND ANY SUCH OCCURRENCE SHALL BE CLEANED UP IMMEDIATELY BY THE CONTRACTOR.

VEHICLE PARKING

VEHICLES ARE NOT TO BE PARKED ON THE PAVEMENT. ALL VEHICLES ARE TO BE PARKED AT LEAST 5 FEET FROM THE EDGE OF PAVEMENT.

PERSONAL PROTECTIVE EQUIPMENT

ODOT REQUIRES ALL CONTRACTORS' PERSONNEL TO WEAR THE CORRECT PPE WHILE WITHIN ODOT RIGHT-OF-WAY. ALL VEHICLES SHALL HAVE THE CORRECT SAFETY EQUIPMENT ALSO.

PROTECTION FROM DROP OFF CONDITIONS IN THE WORK ZONE

ALL DROP OFF CONDITIONS WITHIN THE WORK ZONE MUST BE PROTECTED IN ACCORDANCE WITH STANDARD CONSTRUCTION DRAWING MT-101.90.

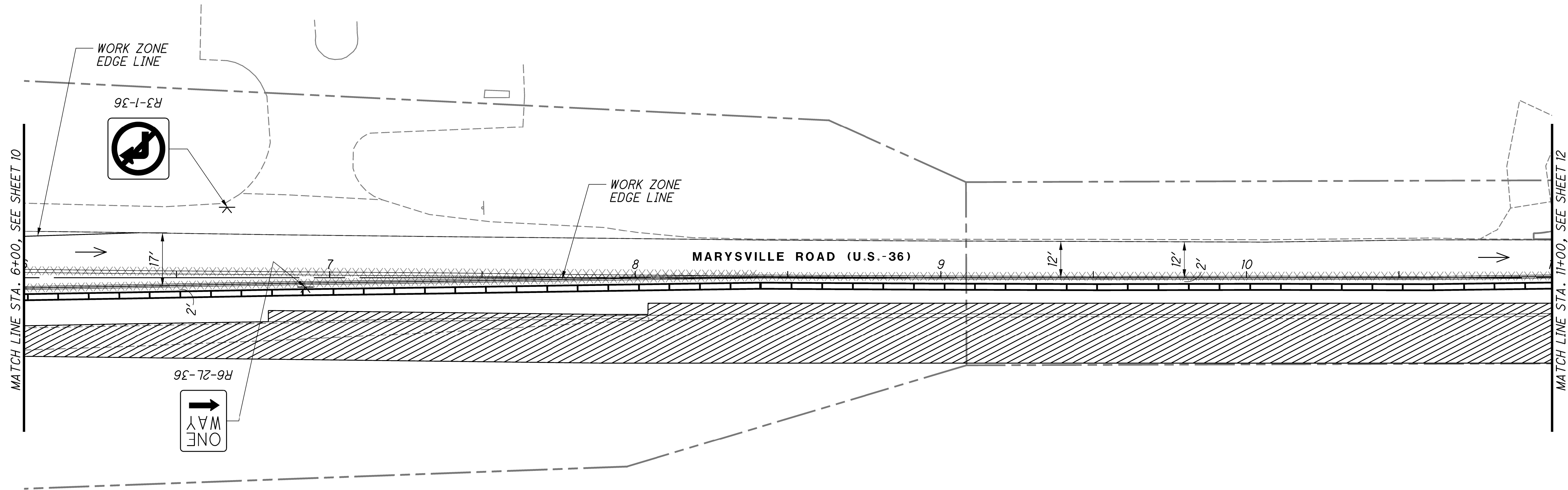
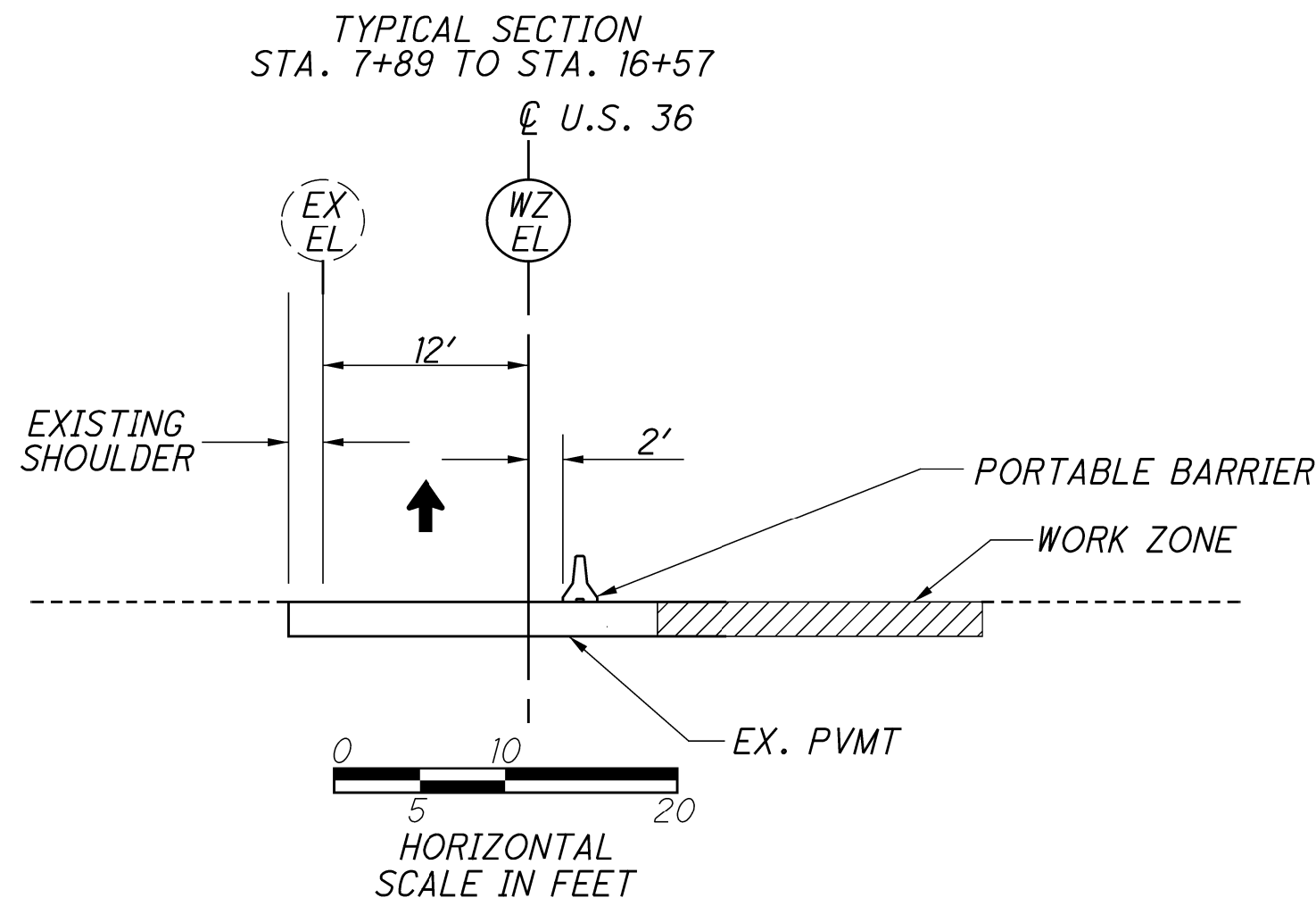
GENERAL LANE CLOSURE POLICIES

TRAFFIC BACK-UPS CAUSED BY THEIR OPERATION OF OVER 0.75 MILES IN LENGTH IS NOT PERMITTED.

ODOT RESERVES THE RIGHT TO REVOKE THE PERMIT IF THE MOT GUIDELINES ARE NOT MET.

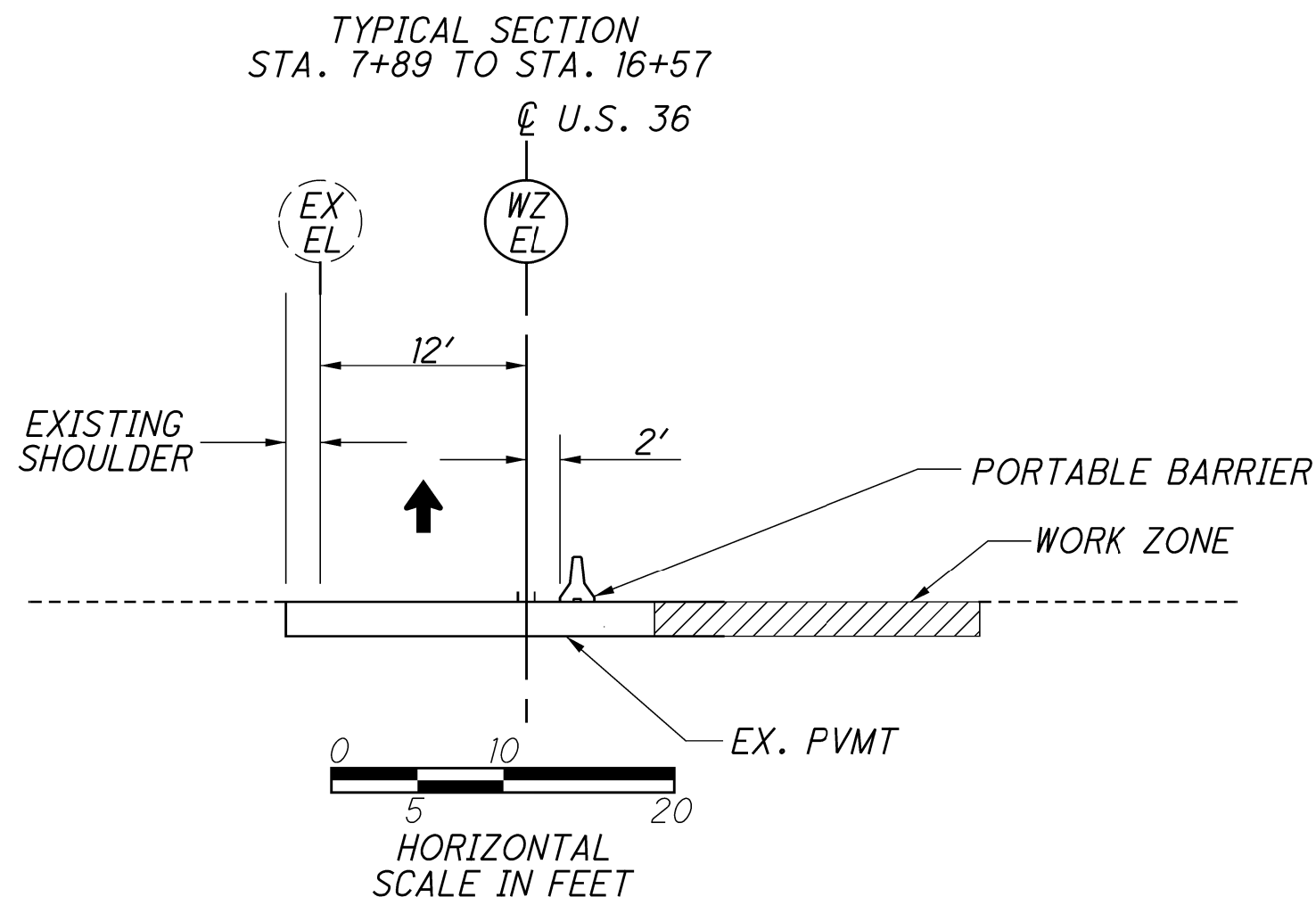
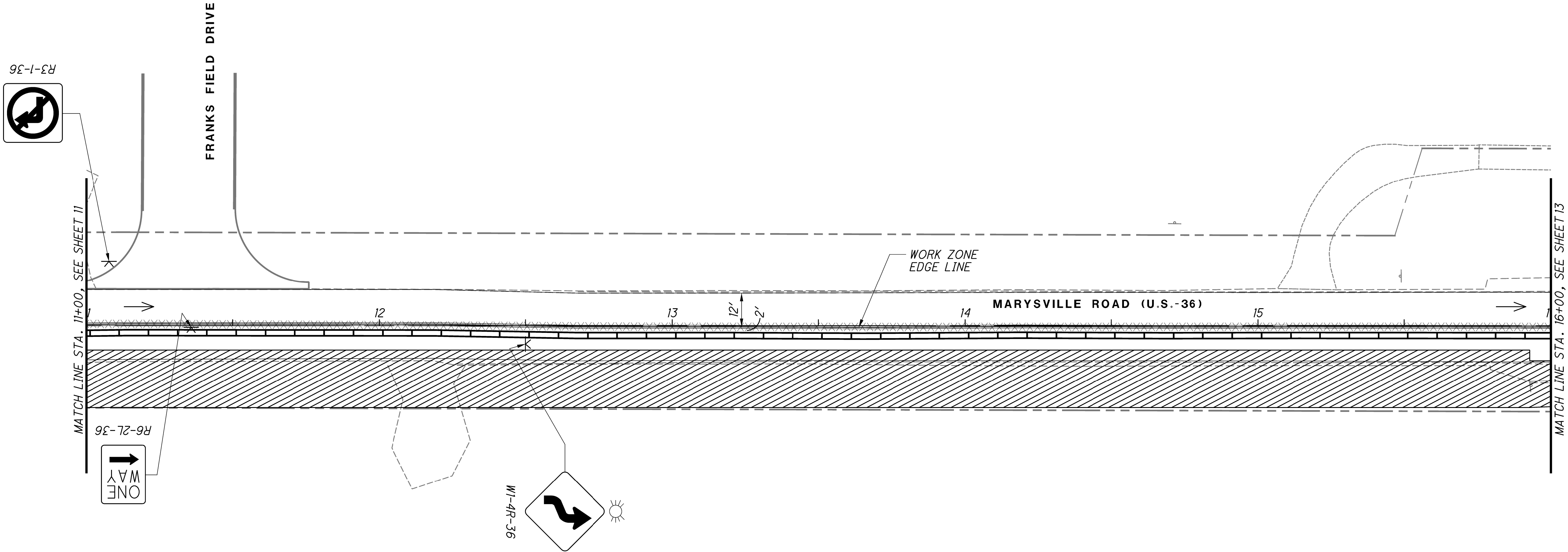
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- LEGEND
- WORK ZONE
 - PORTABLE BARRIER
 - TEMPORARY SIGN SUPPORT
 - OPEN TRAVEL LANE
 - PAVEMENT MARKING REMOVAL



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- LEGEND
- WORK ZONE
 - PORTABLE BARRIER
 - OPEN TRAVEL LANE
 - TEMPORARY SIGN SUPPORT
 - REMOVAL OF PAVEMENT MARKING



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LEGEND

WORK ZONE

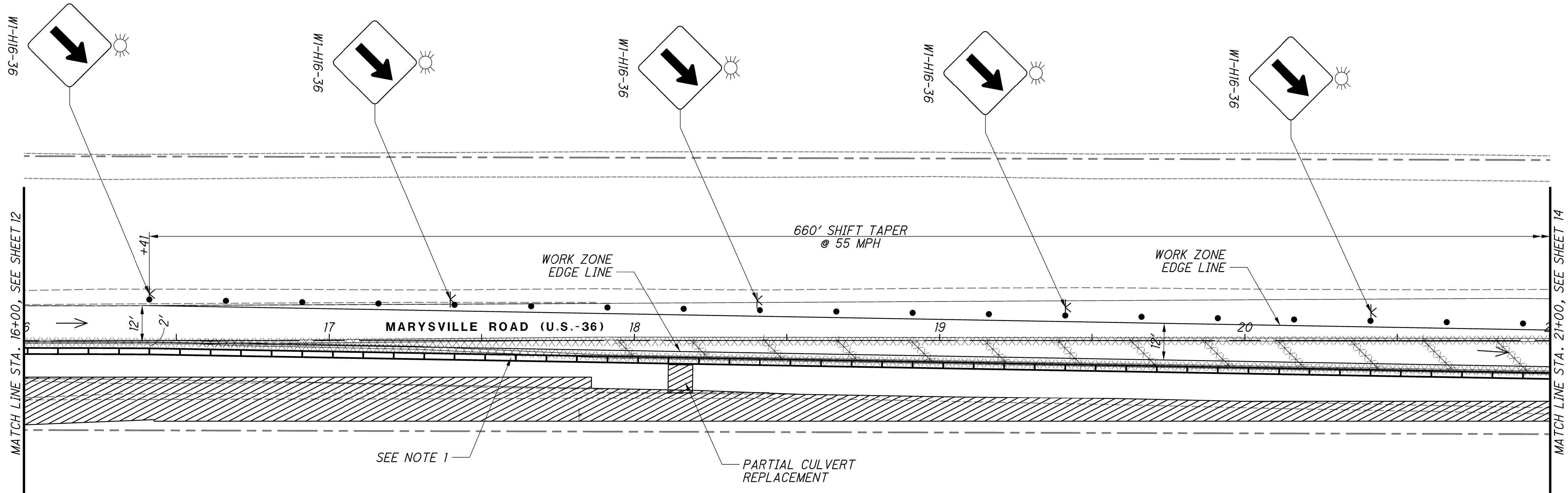
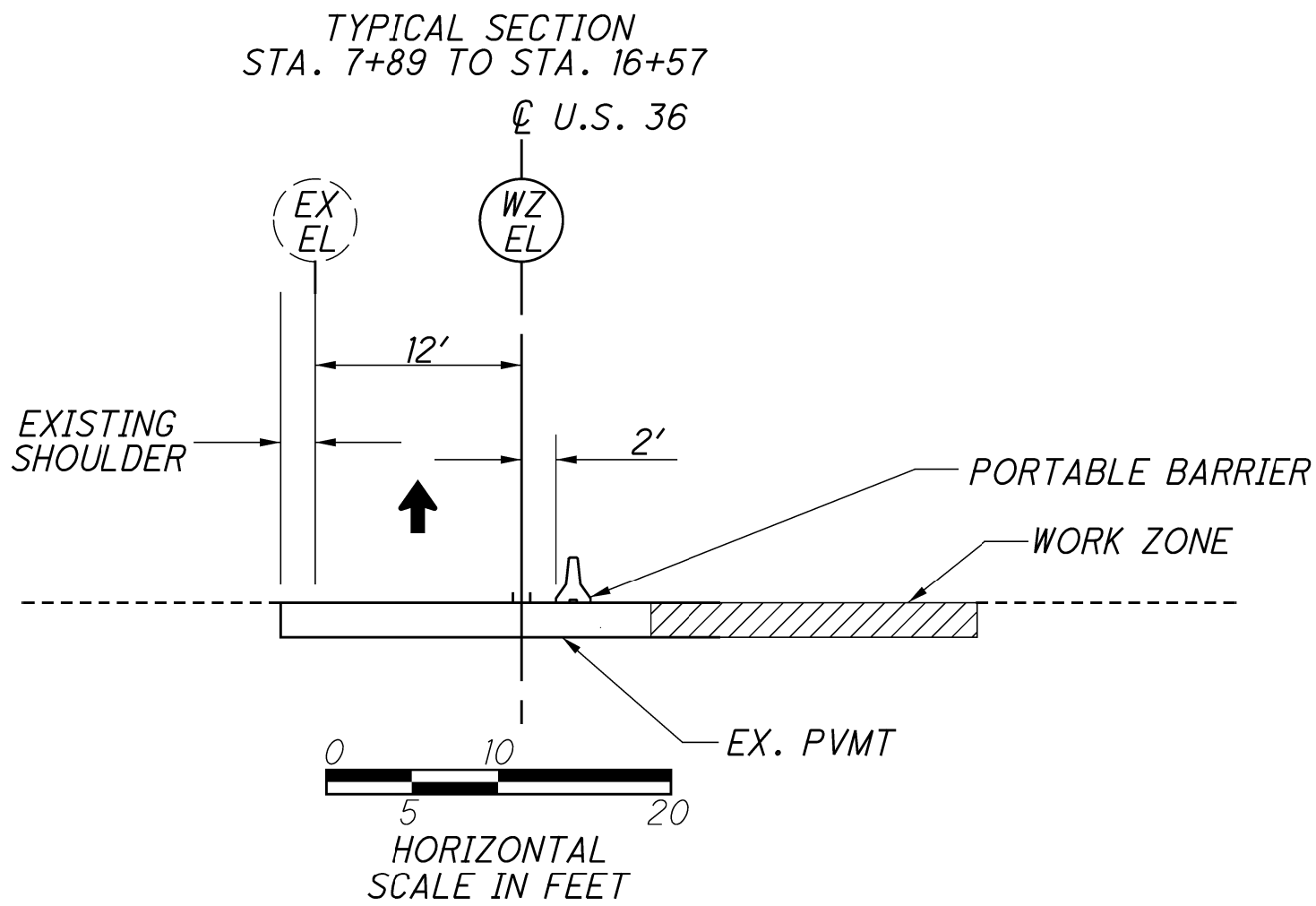
PORTABLE BARRIER

OPEN TRAVEL LANE

TEMPORARY SIGN SUPPORT

REMOVAL OF PAVEMENT MARKING

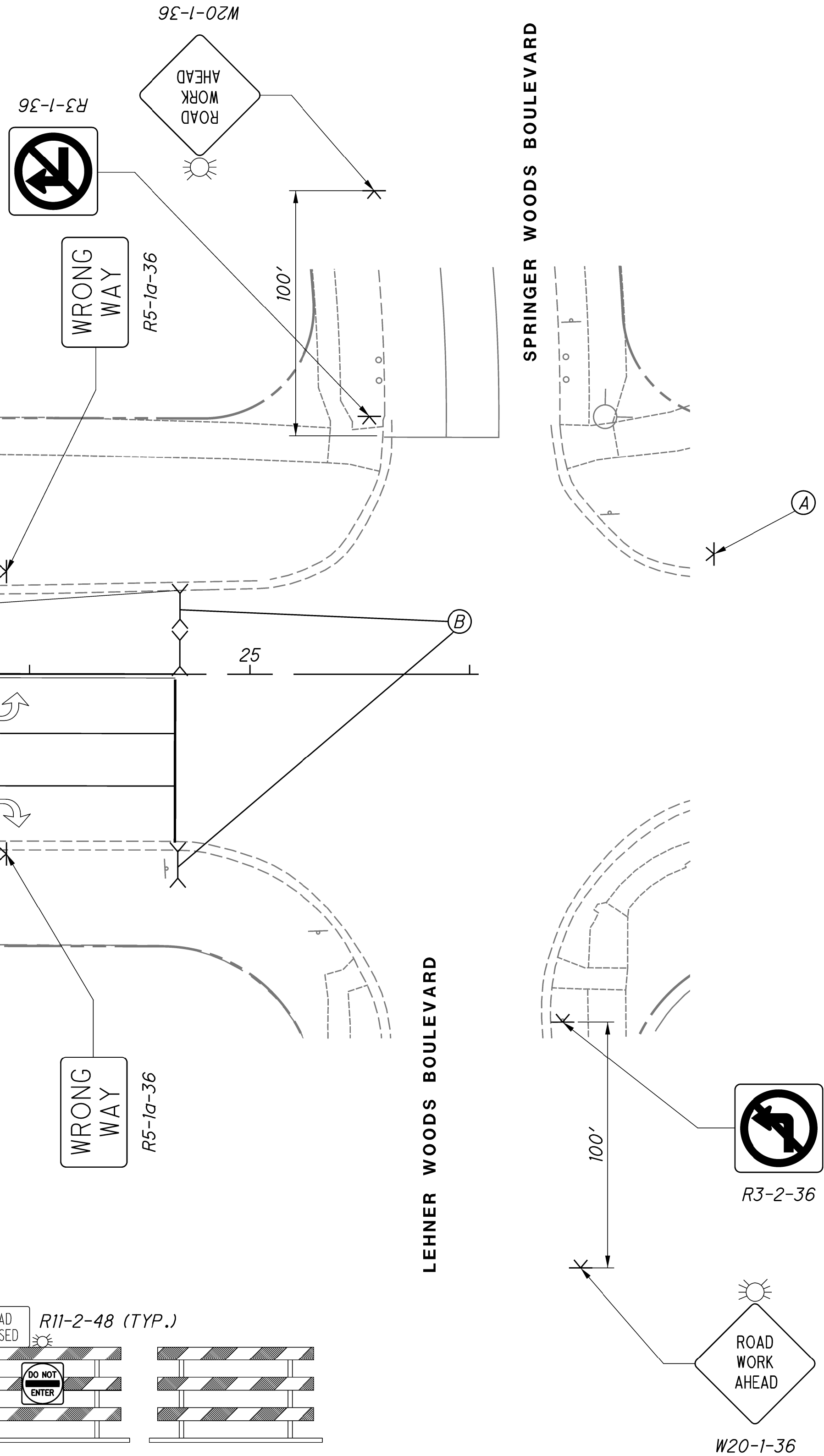
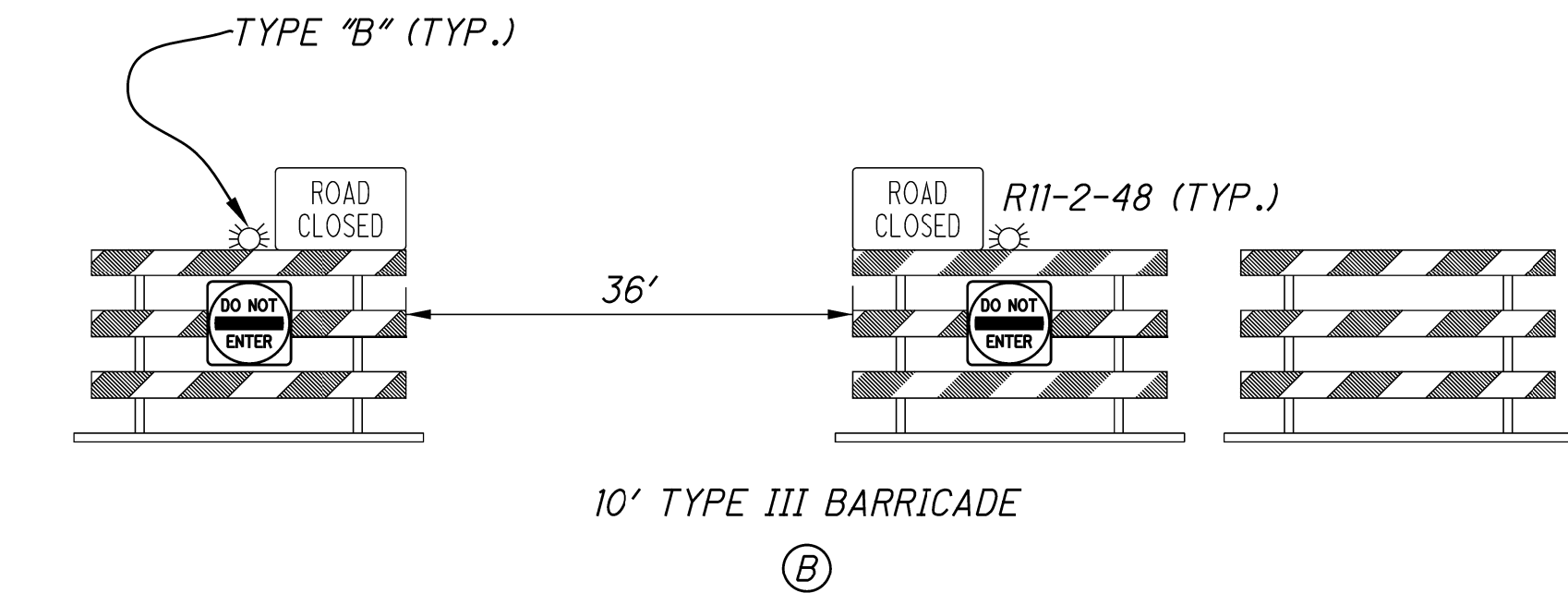
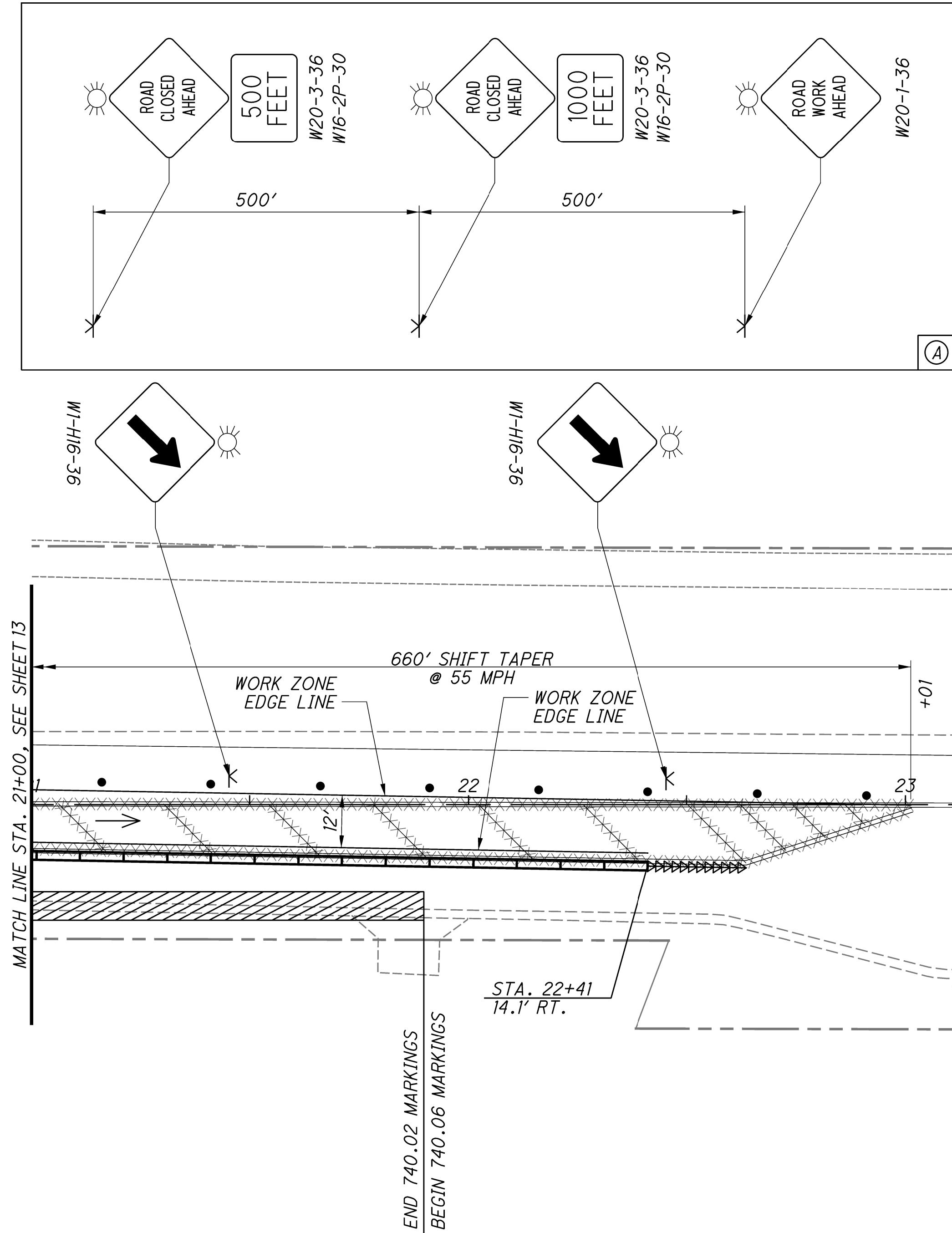
NOTES:
1. PORTABLE BARRIER SHALL BE ANCHORED FROM STA. 16+75 TO STA. 18+25



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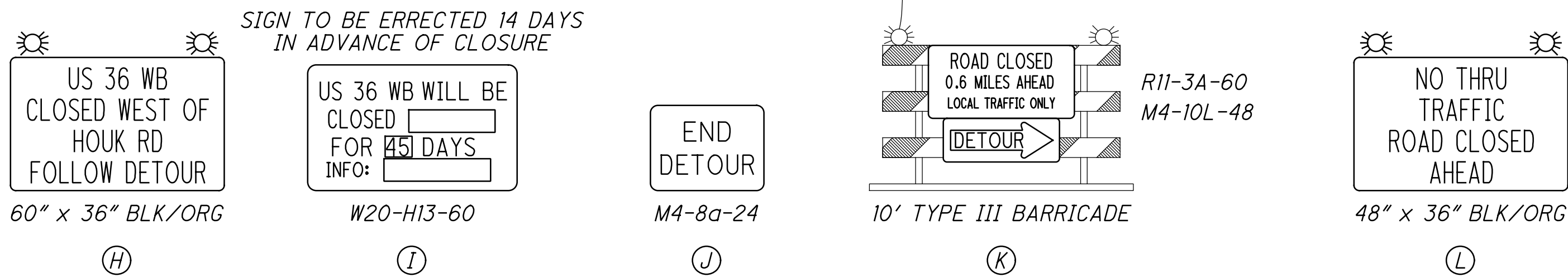
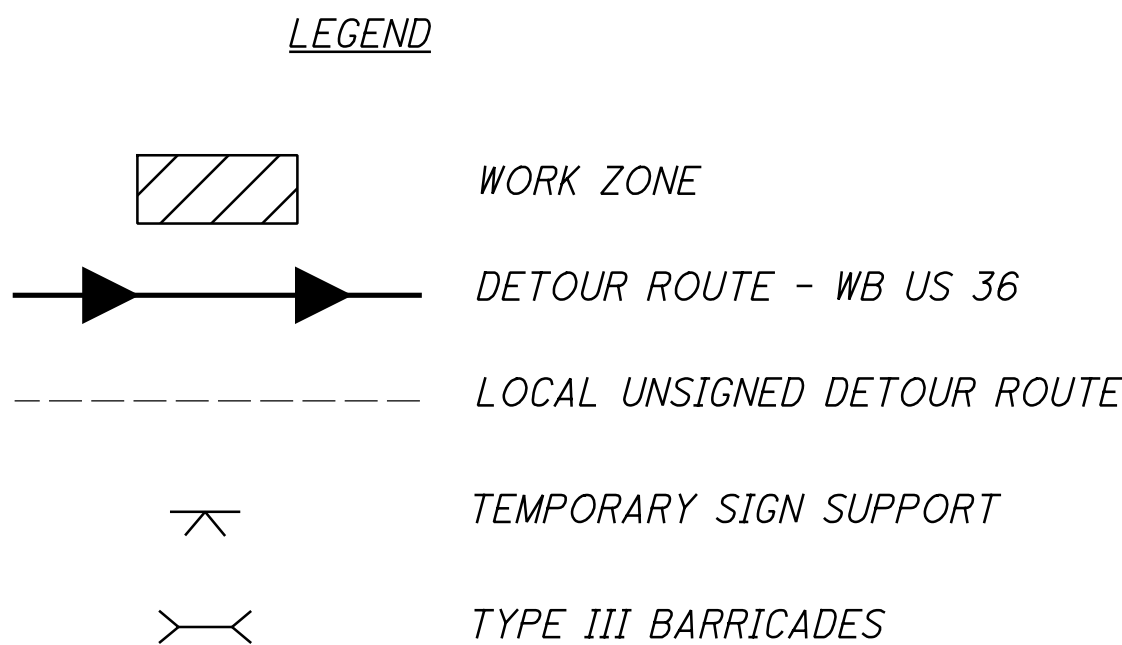
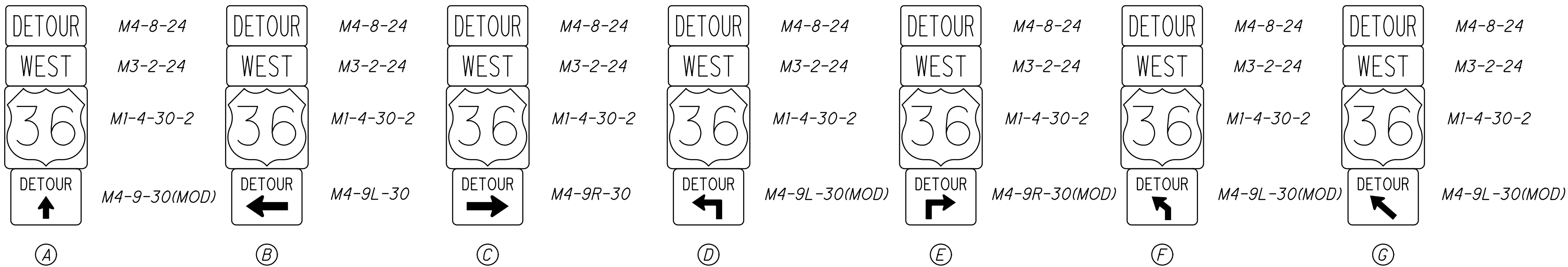
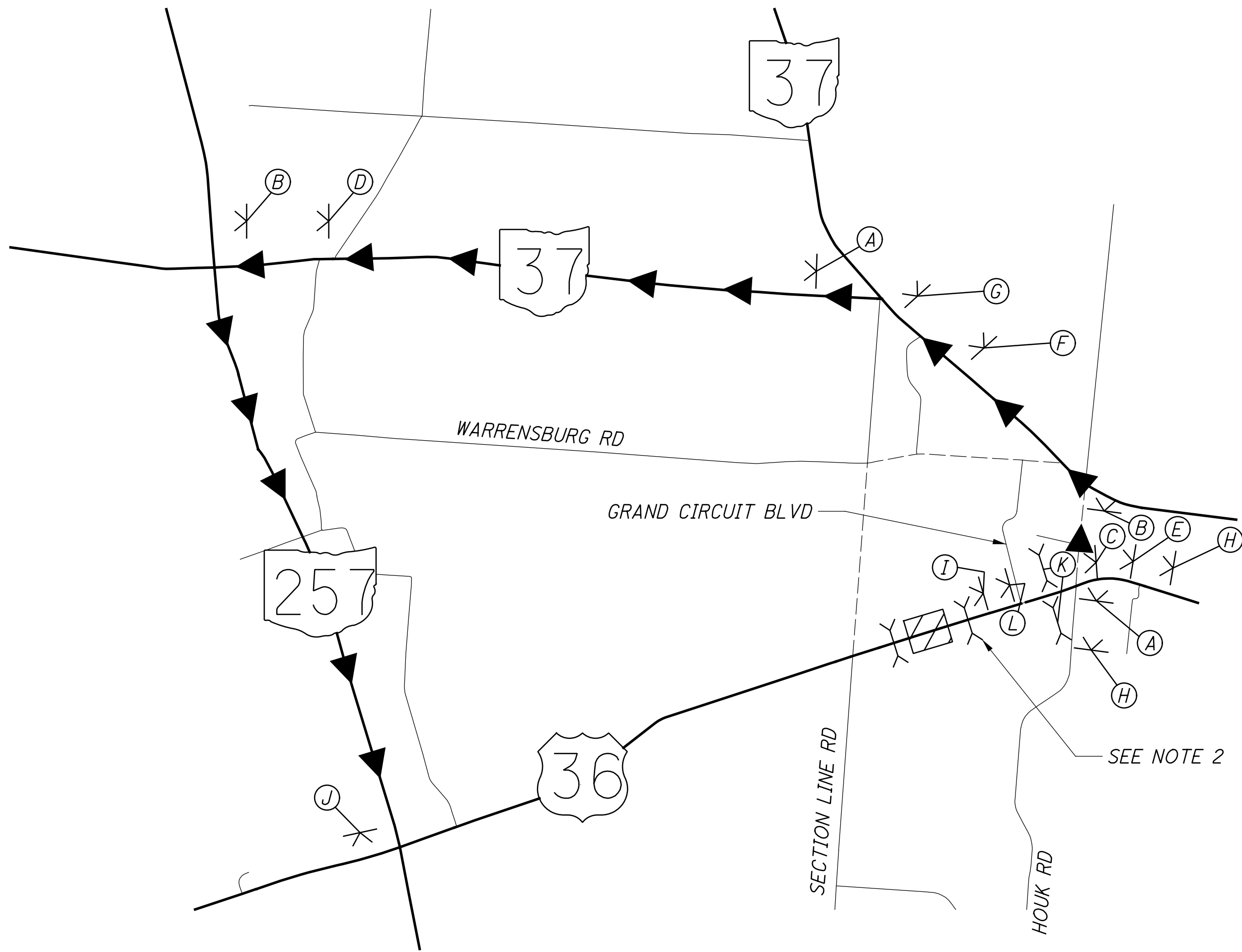
- LEGEND**
- WORK ZONE
 - PORTABLE BARRIER
 - IMPACT ATTENUATOR
 - TEMPORARY SIGN SUPPORT
 - OPEN TRAVEL LANE
 - TYPE III BARRICADE
 - REMOVAL OF PAVEMENT MARKING

- NOTES:**
- ALL SIGNS AND BARRICADES SHOWN EAST OF STA. 23+00 SHALL REMAIN IN PLACE FOR PHASE 2A.
 - EXISTING CONFLICTING PAVEMENT MARKINGS AND RPM'S SHALL BE REMOVED. MARKING REMOVAL OPERATIONS COMPLETED OUTSIDE THE LIMITS OF RESURFACING SHALL AVOID SCARRING THE PAVEMENT SURFACE.

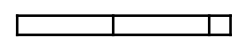


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- NOTES:
1. THE WESTBOUND CLOSURE OF US 36 SHALL BE SET UP PER ODOT STANDARD CONTRUCTION DRAWING MT-101.60.
 2. THE CONTRACTOR SHALL MAINTAIN INGRESS/EGRESS ACCESS TO ALL PROPERTIES DURING PHASE 1, WHICH MAY REQUIRE TEMPORARY ADJUSTMENTS TO THE LOCATION OF PORTABLE BARRIER.
 3. THE WB DETOUR SHALL ONLY BE IN PLACE FOR PHASES 1 AND 2A. WESTBOUND SHALL BE OPEN TO TRAFFIC IN PHASE 2.



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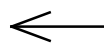
PORTABLE BARRIER



IMPACT ATTENUATOR

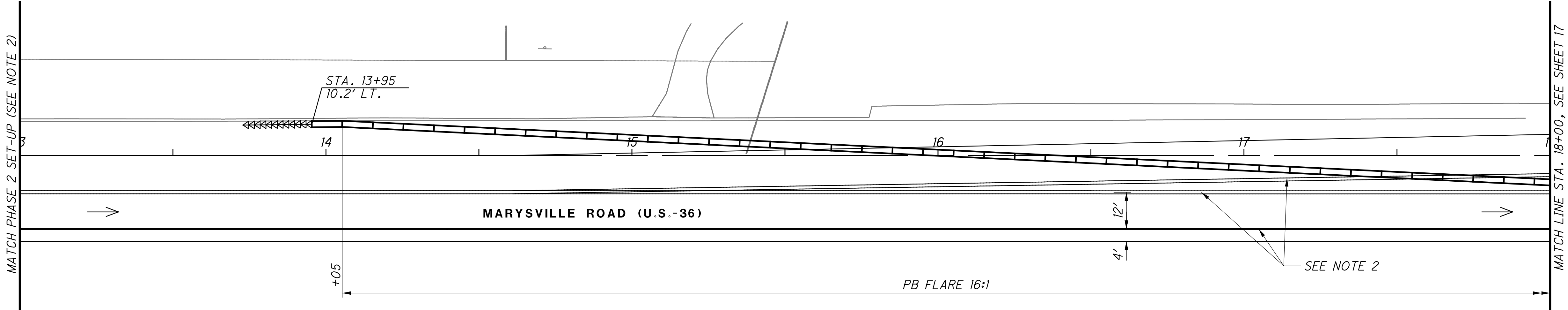


TEMPORARY SIGN SUPPORT



OPEN TRAVEL LANE

LEGEND



NOTES:

1. PHASE 2A SHALL BE UTILIZED TO COMPLETE THE CULVERT WORK (NEAR STA. 18+15) AND SHALL BE COMPLETED DURING THE FIRST 5 DAYS OF PHASE 2. THE WESTBOUND DETOUR, INCLUDING CLOSURE SIGNS AND BARRICADES, SHALL REMAIN IN PLACE FOR THE MAXIMUM 5 DAY DURATION. WESTBOUND TRAFFIC SHALL BE OPENED UPON COMPLETION OF PHASE 2A (SEE PHASE 2 MOT PLAN)
2. PHASE 2A PLAN SHEETS ARE ONLY PROVIDED NEAR THE WORK ZONE, THE UPSTREAM AND DOWNSTREAM SET-UP SHALL BE PER THE PHASE 2 PLAN SHEETS. ALL TEMPORARY PAVEMENT MARKINGS SHALL BE INSTALLED PER THE PHASE 2 PLANS.
3. PORTABLE BARRIER SHALL BE ANCHORED FROM STA. 16+75 TO STA. 18+25.



CALCULATED
BDM
CHECKED
SMM

MAINTENANCE OF TRAFFIC PLAN - PHASE 2A
STA. 13+00 TO STA. 18+00

MARYSVILLE RD.
(U.S. 36)
IMPROVEMENTS

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- LEGEND

PORTABLE BARRIER

TEMPORARY SIGN SUPPORT

OPEN TRAVEL LANE
- MATCH LINE STA. 18+00, SEE SHEET 17

100'

19

20

MARYSVILLE ROAD (U.S.-36)

SEE NOTE 3

SEE NOTE 2

PB FLARE 16:1

MATCH PHASE 2 SET-UP (SEE NOTE 2)
- NOTES:

1. PHASE 2A SHALL BE UTILIZED TO COMPLETE THE CULVERT WORK (NEAR STA. 18+15) AND SHALL BE COMPLETED DURING THE FIRST 5 DAYS OF PHASE 2. THE WESTBOUND DETOUR, INCLUDING CLOSURE SIGNS AND BARRICADES, SHALL REMAIN IN PLACE FOR THE MAXIMUM 5 DAY DURATION. WESTBOUND TRAFFIC SHALL BE OPENED UPON COMPLETION OF PHASE 2A (SEE PHASE 2 MOT PLAN)

2. PHASE 2A PLAN SHEETS ARE ONLY PROVIDED NEAR THE WORK ZONE, THE UPSTREAM AND DOWNSTREAM SET-UP SHALL BE PER THE PHASE 2 PLAN SHEETS. ALL TEMPORARY PAVEMENT MARKINGS SHALL BE INSTALLED PER THE PHASE 2 PLANS.

3. PORTABLE BARRIER SHALL BE ANCHORED FROM STA. 16+75 TO STA. 18+25.
- MARYSVILLE RD.
(U.S.-36)
IMPROVEMENTS

17
53

MAINTENANCE OF TRAFFIC PLAN - PHASE 2A
STA. 18+00 TO STA. 21+00

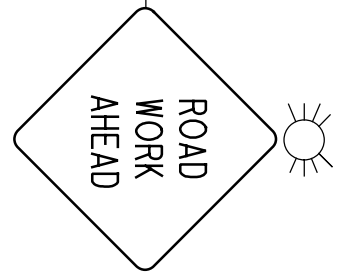
CALCULATED
BDM

CHECKED
SMM

0 10 20 40
HORIZONTAL
SCALE IN FEET

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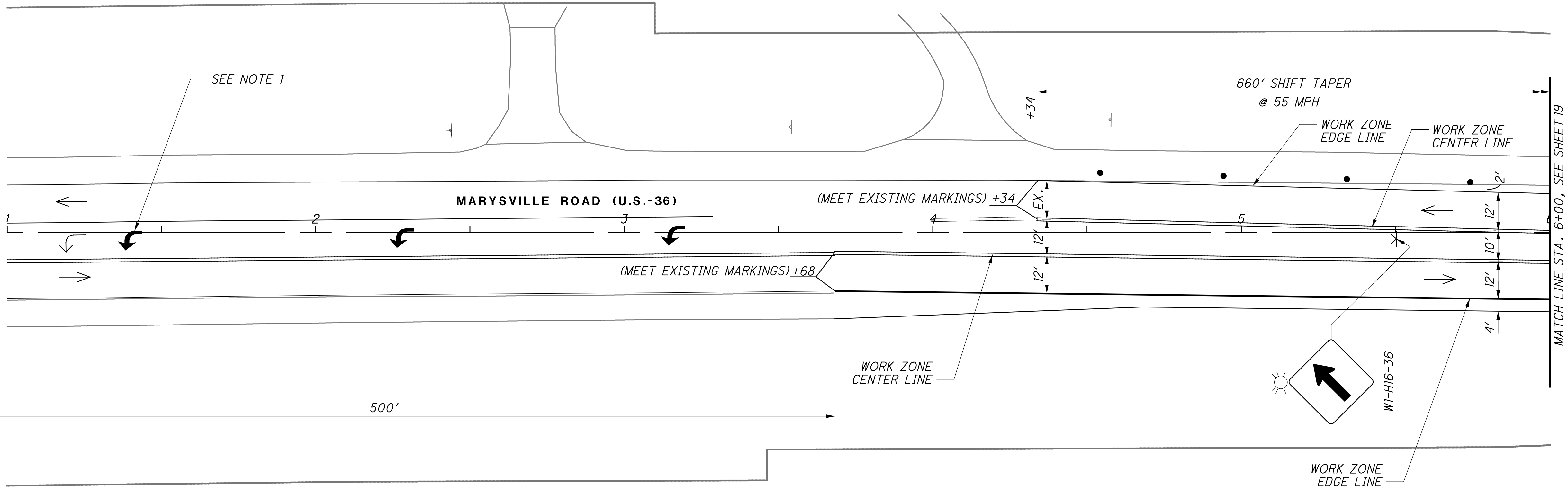
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LEGEND

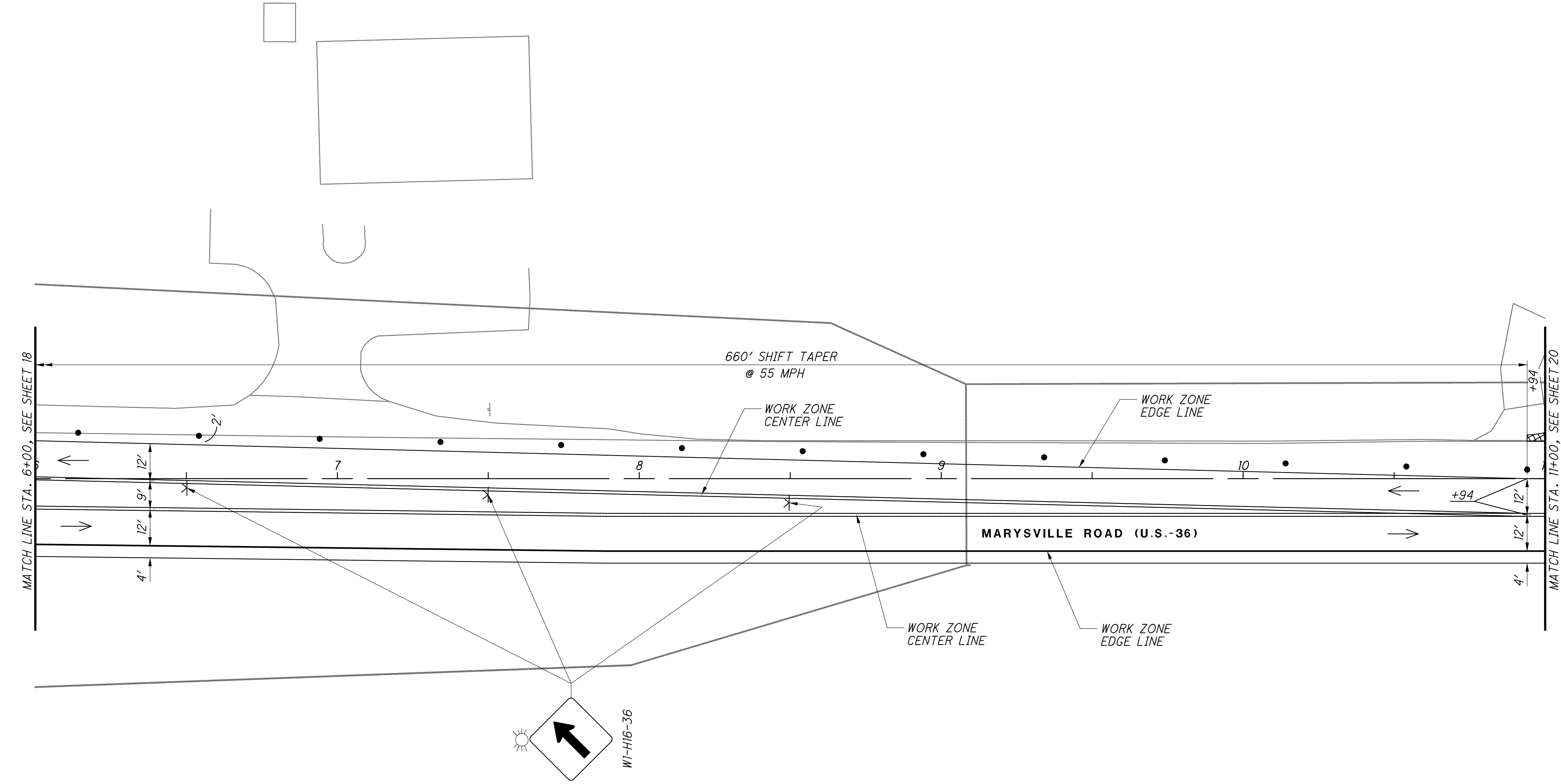
- DRUM
- TEMPORARY SIGN SUPPORT
- OPEN TRAVEL LANE

NOTES:
1. PERMANENT PAVEMENT MARKINGS WEST OF STATION 3+68 SHALL BE INSTALLED PER THE TRAFFIC CONTROL PLAN



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- WORK ZONE
- DRUM
- TEMPORARY SIGN SUPPORT
- OPEN TRAVEL LANE



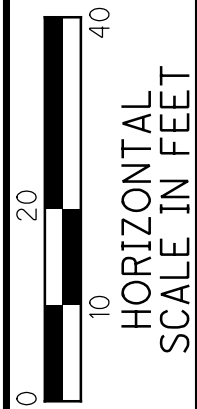
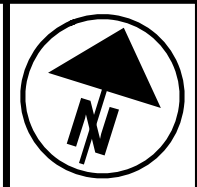
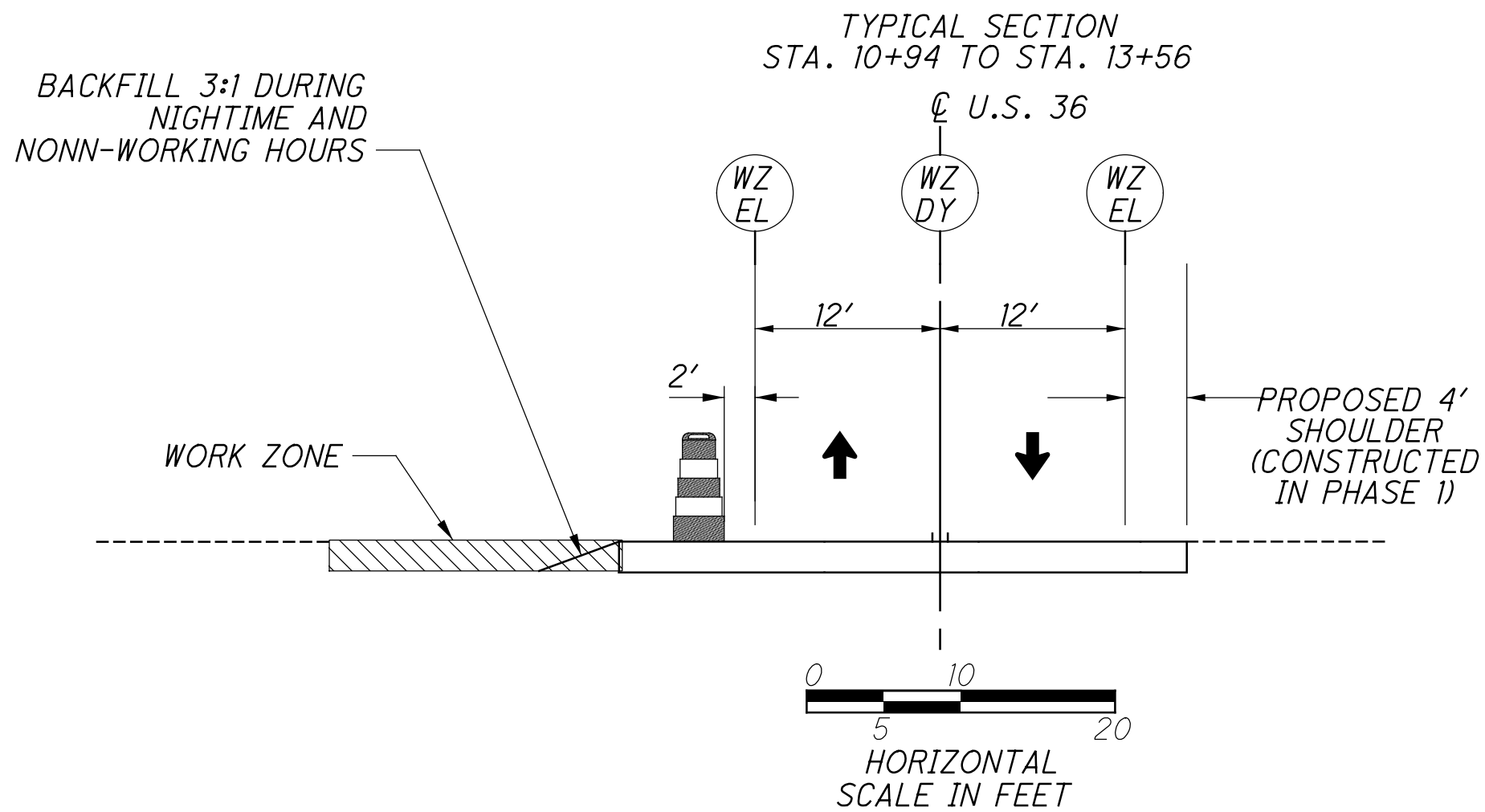
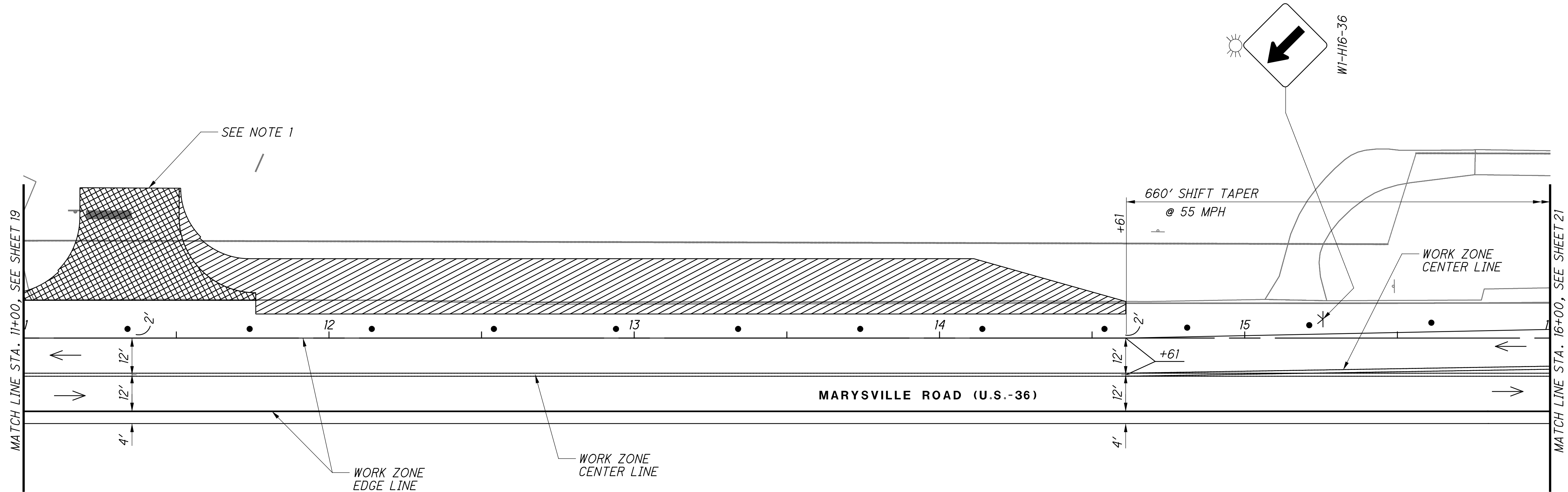
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LEGEND

- WORK ZONE
- DRUM
- TEMPORARY SIGN SUPPORT
- OPEN TRAVEL LANE
- PART WIDTH WORK ZONE (SEE NOTE 1)

NOTES:
1. WORK ON THE DRIVEWAY SHALL BE COMPLETED PART-WIDTH. THE CONTRACTOR SHALL MAINTAIN INGRESS/EGRESS ACCESS AT ALL TIMES.



CALCULATED
BDM
CHECKED
SMM

MAINTENANCE OF TRAFFIC PLAN - PHASE 2
STA. 11+00 TO STA. 16+00

MARYSVILLE RD.
(U.S. 36)
IMPROVEMENTS

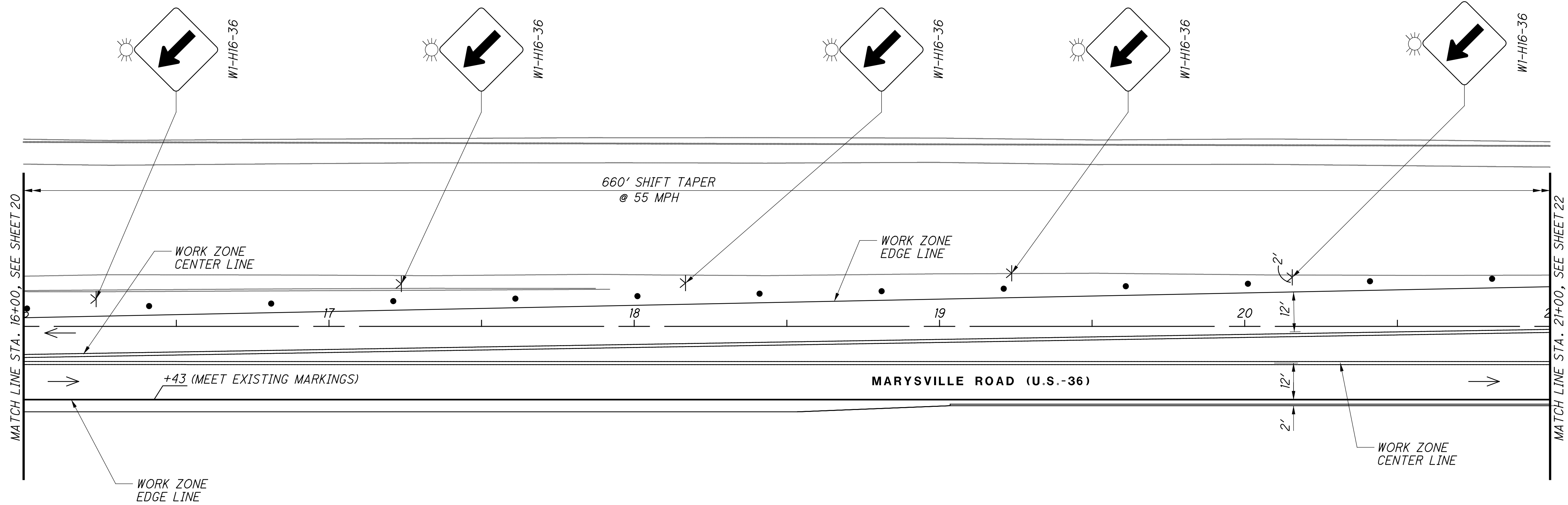
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- DRUM
- ✕

TEMPORARY SIGN SUPPORT
- ↵

OPEN TRAVEL LANE

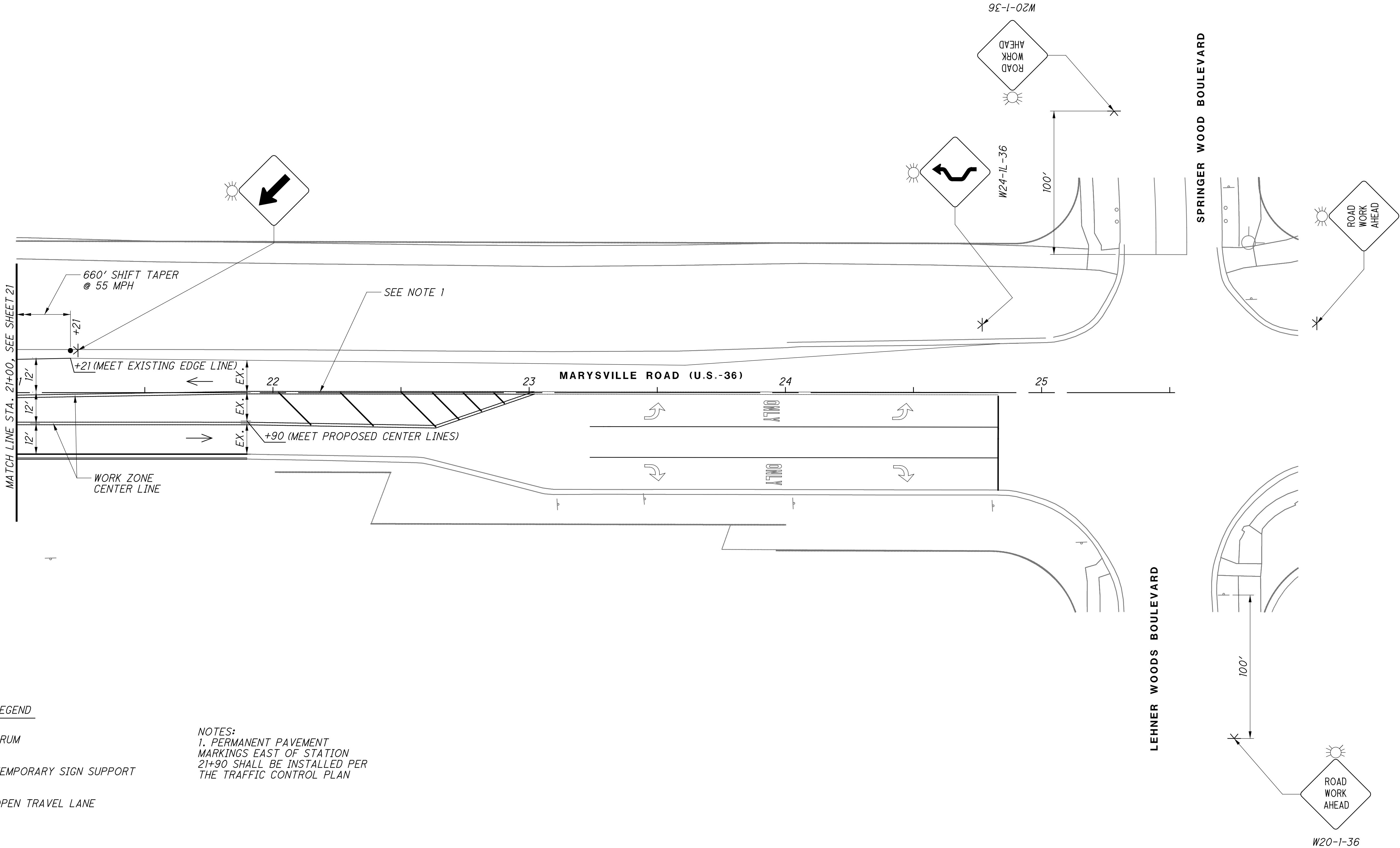
LEGEND



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- LEGEND**
- DRUM
 - ✦ TEMPORARY SIGN SUPPORT
 - ↔ OPEN TRAVEL LANE

NOTES:
1. PERMANENT PAVEMENT MARKINGS EAST OF STATION 21+90 SHALL BE INSTALLED PER THE TRAFFIC CONTROL PLAN





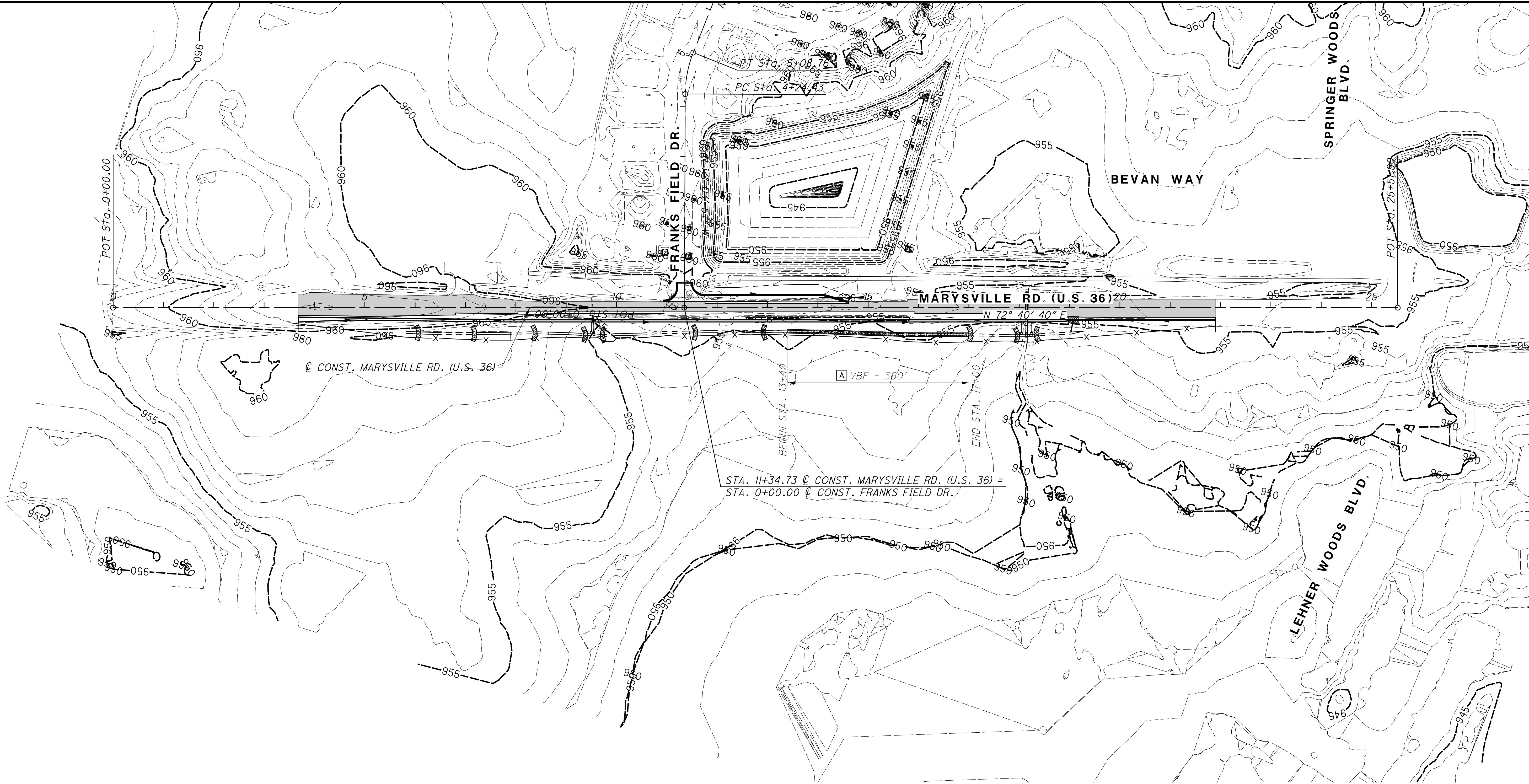
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PROJECT DESCRIPTION

THE PROJECT WILL INCLUDE WIDENING OF U.S. 36 TO CREATE A THREE LANE SECTION THAT ALLOWS TURN LANE ACCESS AT THE PROPOSED DRIVE FOR FUTURE DEVELOPMENT INTERSECTION. THE WIDENING WILL CONSIST OF FULL DEPTH PAVEMENT TO THE SOUTH OF U.S. 36 AND TO THE NORTH OF U.S. 36 AT THE DEVELOPMENT INTERSECTION WITH AN OVERLAY FOR THE REMAINING PAVEMENT. IMPROVEMENTS WILL ALSO INCLUDE PROPOSED DRAINAGE, PROPOSED TRAFFIC CONTROL INCLUDING SIGNING AND PAVEMENT MARKINGS, AND PROPOSED DRIVE ACCESS FOR FUTURE DEVELOPMENTS.

- LEGEND
- 940--- EXISTING CONTOURS
 - .-.- CONSTRUCTION LIMITS (LIMITS OF DISTURBANCE)
 - x- SEDIMENT FENCE
 - Aggregate Check Dam
 - Sediment Control (Inlet Protection)
 - Construction Entrance (Location to be determined by on-site engineer)
 - Item 670 - Ditch Erosion Protection
 - [A] SEE VEGETATED FILTER STRIPS DETAILS (EROSION CONTROL PLAN NOTES)

PROJECT DATA	
TOTAL AREA (RIGHT OF WAY).....	3.62 AC.
PROJECT EARTH DISTURBED AREA.....	2.40 AC.
ESTIMATED CONTRACTOR EARTH DISTURBED AREA.....	0.20 AC.
NOTICE OF INTENT EARTH DISTURBED AREA.....	2.60 AC.
IMPERVIOUS (PAVED) AREA FOR PRE-CONSTRUCTION SITE.....	1.46 AC.
IMPERVIOUS (PAVED) AREA FOR POST CONSTRUCTION SITE.....	1.95 AC.
RUNOFF COEFFICIENT FOR PRE-CONSTRUCTION SITE..... 0.67	
RUNOFF COEFFICIENT FOR POST CONSTRUCTION SITE..... 0.73	
POST CONSTRUCTION BMP:	
VEGETATED BIO FILTERS	
IMMEDIATE RECEIVING WATERS..... UNNAMED TRIBUTARY	
SUBSEQUENT RECEIVING WATER..... SCIOTO RIVER	



EROSION AND SEDIMENT CONTROL PLAN
STA. 0+00.00 TO STA. 25+51.90

MARYSVILLE RD.
(U.S. 36)
IMPROVEMENTS

<u>PLAN ENGINEERS</u>	<u>OWNER/DEVELOPER/SITE CONTACT</u>
EMH&T INC.	PULTE HOLMES OF OHIO, LLC
5500 NEW ALBANY ROAD	JOSEPH LAMPARYK
COLUMBUS, OH 43054	475 METRO PLACE SOUTH, SUITE 200
ROBERT HOOPS, PE	DUBLIN, OHIO 43017
PHONE (614) 775-4500	PHONE (614) 376-1000
FAX (614) 775-4800	JOSEPH.LAMPARYK@PULTEGROUP.COM

CONTRACTOR'S RESPONSIBILITIES:
PRIOR TO CONSTRUCTION OPERATIONS IN A PARTICULAR AREA, ALL SEDIMENTATION AND EROSION CONTROL FEATURES SHALL BE IN PLACE. FIELD ADJUSTMENTS WITH RESPECT TO LOCATIONS AND DIMENSIONS MAY BE MADE BY THE ENGINEER OR THE CITY OF DELAWARE.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR ENSURING THAT NO SOLID OR LIQUID WASTE IS DISCHARGED INTO STORMWATER RUNOFF. UNTREATED SEDIMENT-LADEN RUNOFF SHALL NOT FLOW OFF OF SITE WITHOUT BEING DIRECTED THROUGH A CONTROL FEATURE. CONCRETE TRUCKS WILL NOT BE ALLOWED TO WASH OUT OR DISCHARGE SURPLUS CONCRETE INTO OR ALONGSIDE RIVERS, STREAMS, OR CREEKS OR INTO NATURAL OR MAN-MADE CHANNELS OR SWALES LEADING THERETO. CONCRETE WASH WATER AND SURPLUS CONCRETE SHALL BE CONFINED TO APPROVED AREAS; AFTER SOLIDIFYING, THESE WASTE MATERIALS SHALL BE REMOVED FROM THE SITE.

THE CONTRACTOR SHALL REMOVE ALL TEMPORARY EROSION AND SEDIMENTATION CONTROLS UPON PERMANENT STABILIZATION OF THE SITE.

IT MAY BECOME NECESSARY TO REMOVE PORTIONS OF THE SEDIMENTATION AND EROSION CONTROL FEATURES DURING CONSTRUCTION TO FACILITATE THE GRADING OPERATIONS IN CERTAIN AREAS. HOWEVER, THE SEDIMENTATION AND EROSION CONTROL FEATURES SHALL BE IN PLACE IN THE EVENING OR DURING ANY INCLEMENT WEATHER.

ALL TEMPORARY AND PERMANENT SEEDING SHALL BE COMPLETED USING THE REQUIREMENTS INDICATED UNDER ITEM 659.

MAINTENANCE: IT IS THE CONTRACTOR'S RESPONSIBILITY TO MAINTAIN THE SEDIMENT CONTROL FEATURES USED ON THIS PROJECT. THE SITE SHALL BE INSPECTED PERIODICALLY AND AFTER SIGNIFICANT RAINFALL. ANY SEDIMENT OR DEBRIS WHICH HAS REDUCED THE EFFICIENCY OF A STRUCTURE SHALL BE REMOVED IMMEDIATELY. SHOULD A STRUCTURE OR FEATURE BECOME DAMAGED, THE CONTRACTOR SHALL REPAIR OR REPLACE AT NO ADDITIONAL COST TO THE OWNER.

THE CONTRACTOR SHALL MONITOR THE RATE AT WHICH RUNOFF DRAINS THROUGH THE INLET PROTECTION DEVICES DURING AND FOLLOWING RAIN EVENTS. IF THE USE OF INLET PROTECTION CAUSES PONDING TO OCCUR WITHIN ACTIVE LANES OF TRAFFIC, THE CONTRACTOR SHALL REMOVE INLET PROTECTION TO ALLOW THE ROADWAY TO DRAIN.

PROJECT DESCRIPTION:

THE PROJECT WILL INCLUDE WIDENING OF U.S. 36 TO CREATE A THREE LANE SECTION THAT ALLOWS TURN LANE ACCESS AT THE PROPOSED DRIVE FOR FUTURE DEVELOPMENT INTERSECTION. THE WIDENING WILL CONSIST OF FULL DEPTH PAVEMENT TO THE SOUTH OF U.S. 36 AND TO THE NORTH OF U.S. 36 AT THE DEVELOPMENT INTERSECTION WITH AN OVERLAY FOR THE REMAINING PAVEMENT. IMPROVEMENTS WILL ALSO INCLUDE PROPOSED DRAINAGE, PROPOSED TRAFFIC CONTROL INCLUDING SIGNING AND PAVEMENT MARKINGS, AND PROPOSED DRIVE ACCESS FOR FUTURE DEVELOPMENTS.

EXISTING SITE CONDITIONS:

THE SITE CURRENTLY CONSISTS OF EXISTING ROADWAY, DITCHES, AND CULVERT BENEATH THE ROADWAY.

RECEIVING STREAM:

STORMWATER RUNOFF IS TRIBUTARY TO THE SCIOTO RIVER.

DISTURBED AREA:

THE CALCULATED DISTURBED AREA IS 2.50 ACRES

EROSION AND SEDIMENT EROSION AND SEDIMENT WILL BE CONTROLLED BY THE USE OF INLET PROTECTION, DITCH CHECKS AND SILT FENCE.

PERMANENT STABILIZATION:

ALL DISTURBED AREAS SHALL BE SEEDED AND MULCHED OR PAVED.

MAINTENANCE:

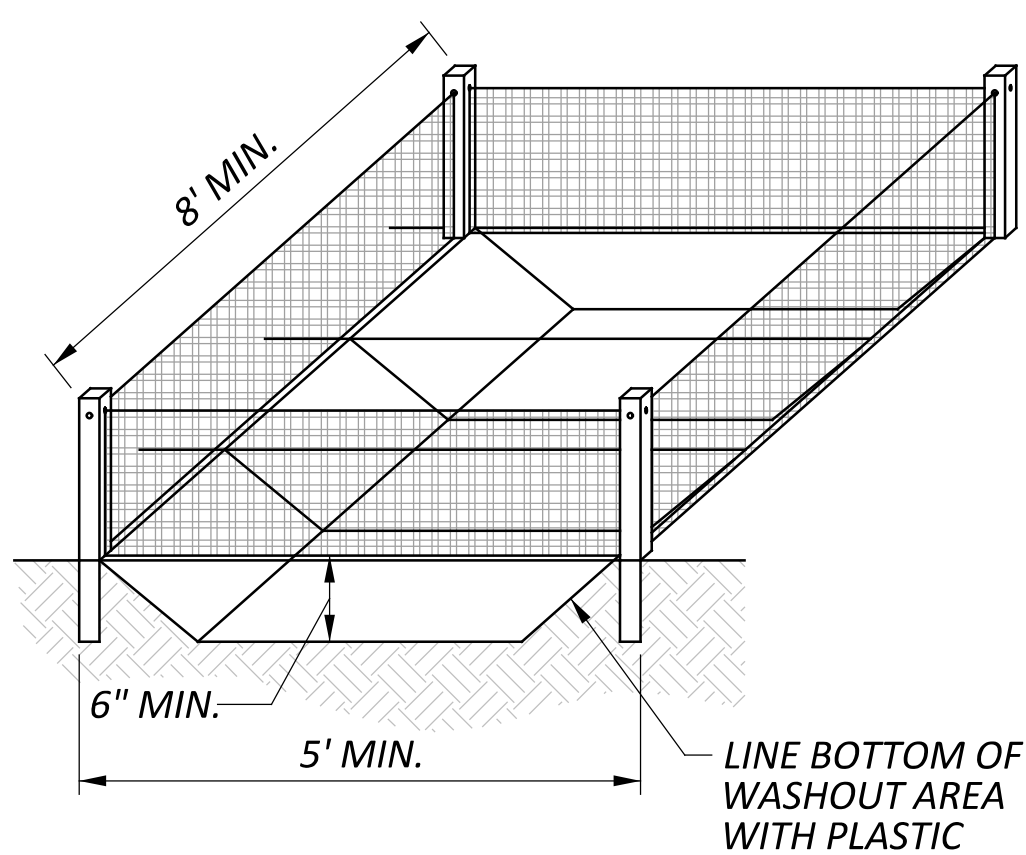
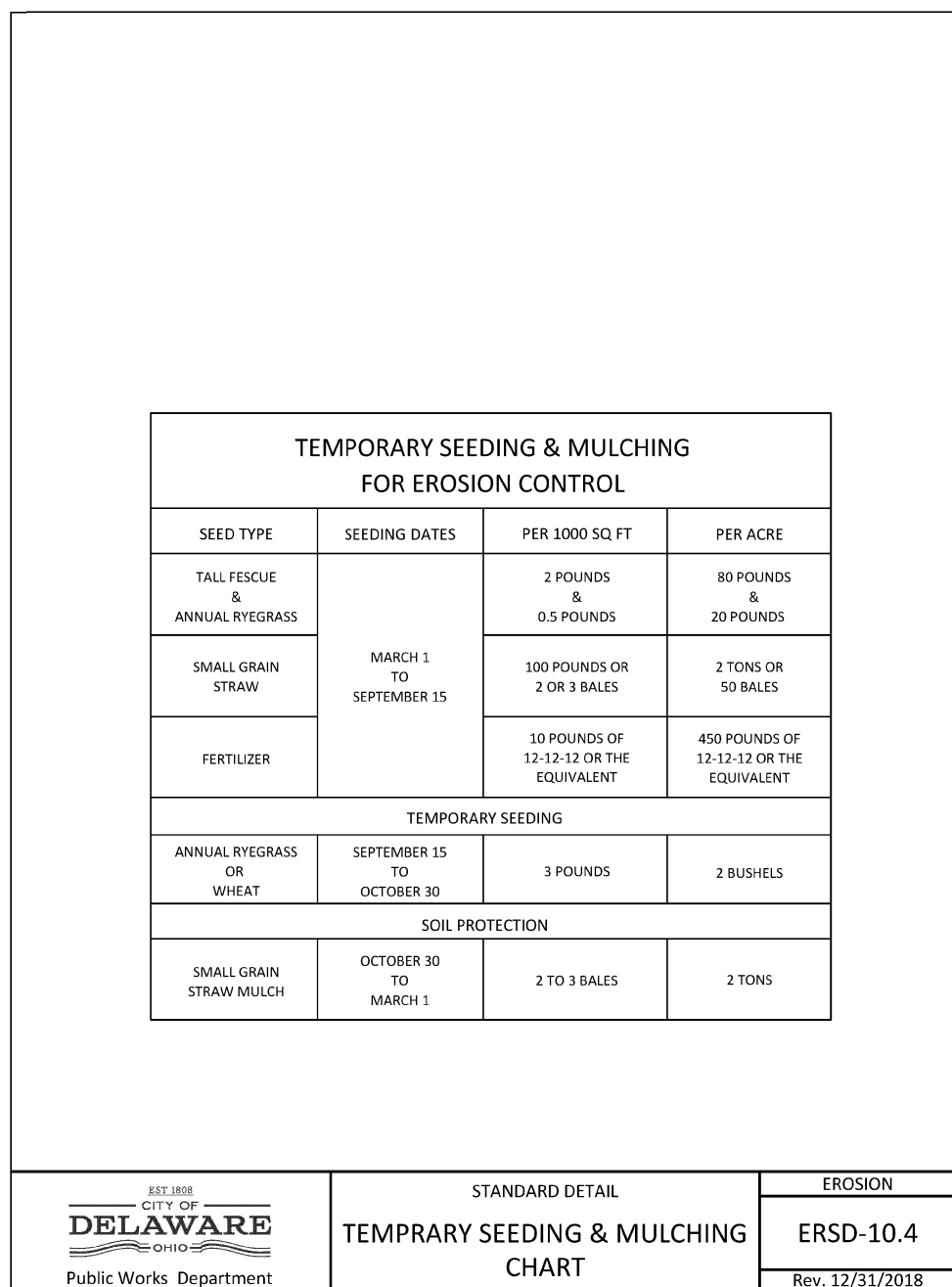
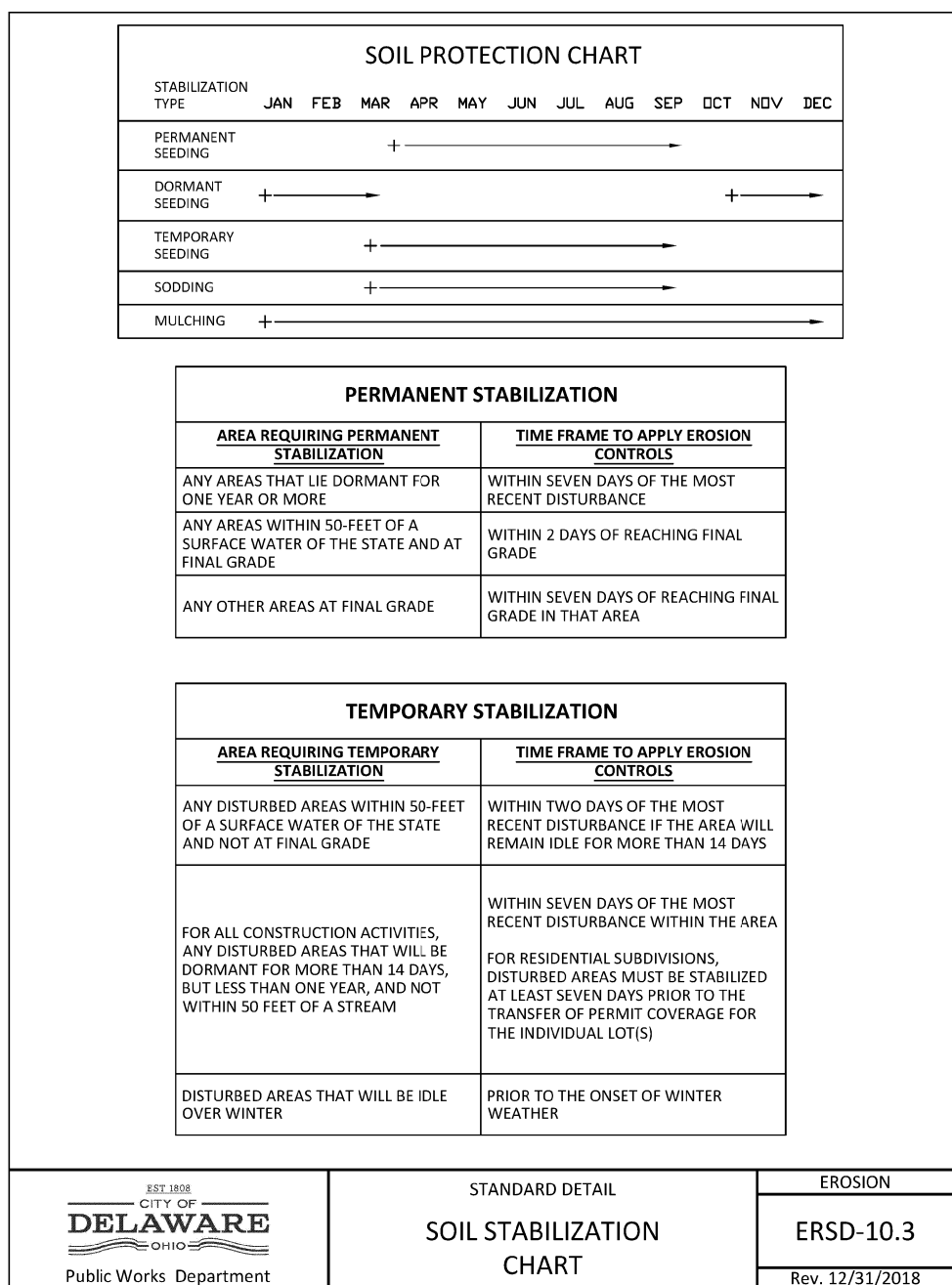
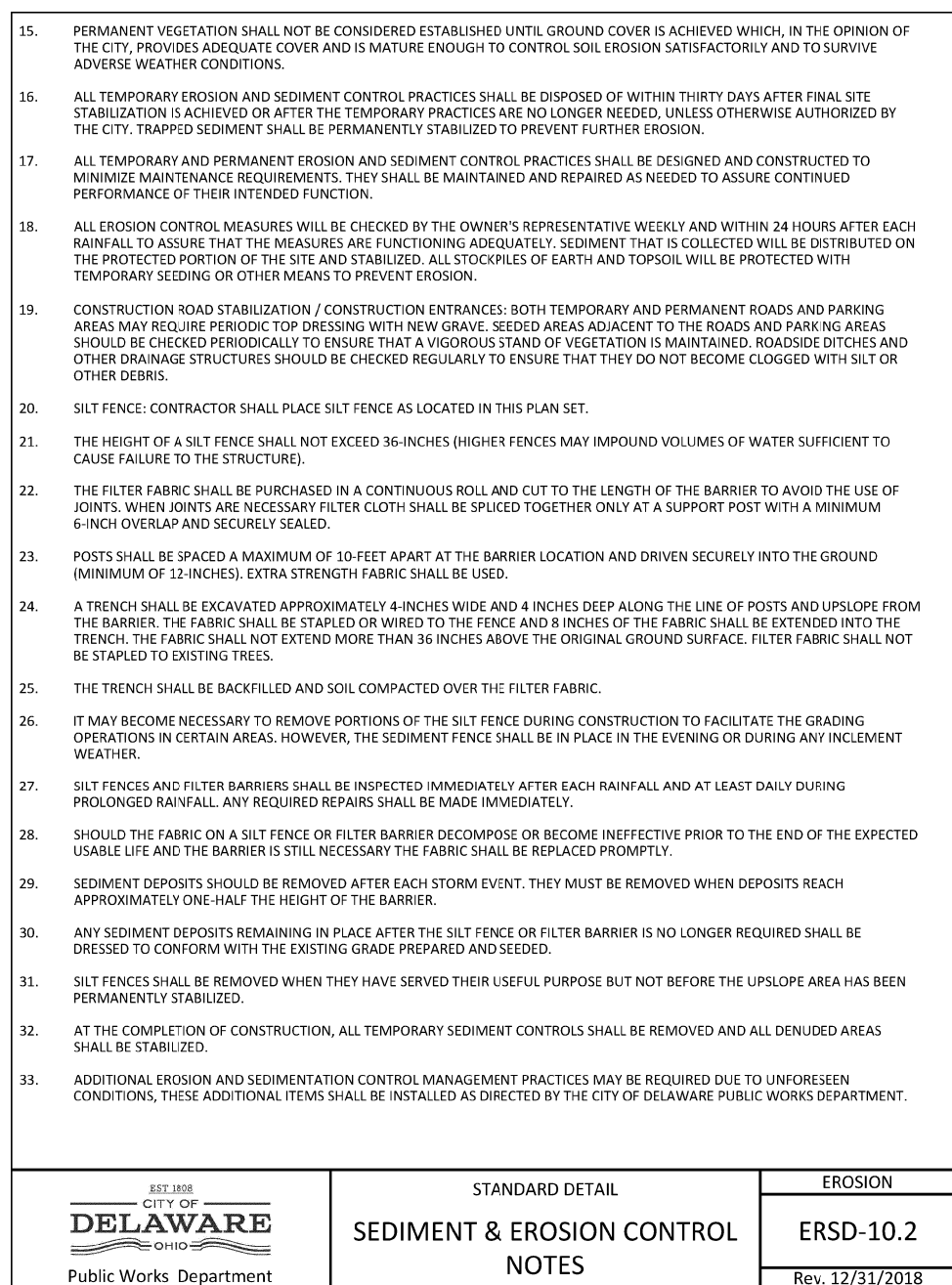
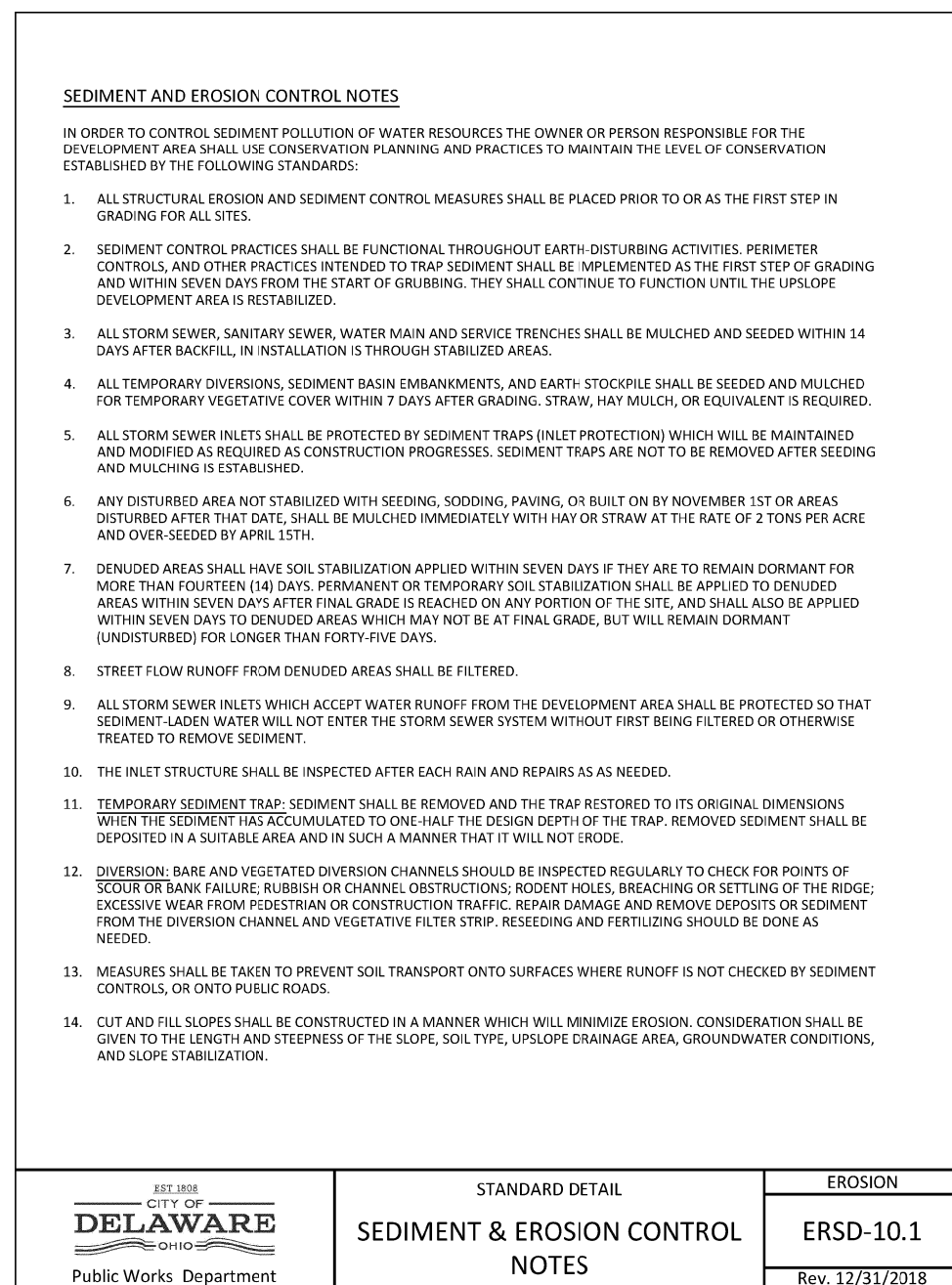
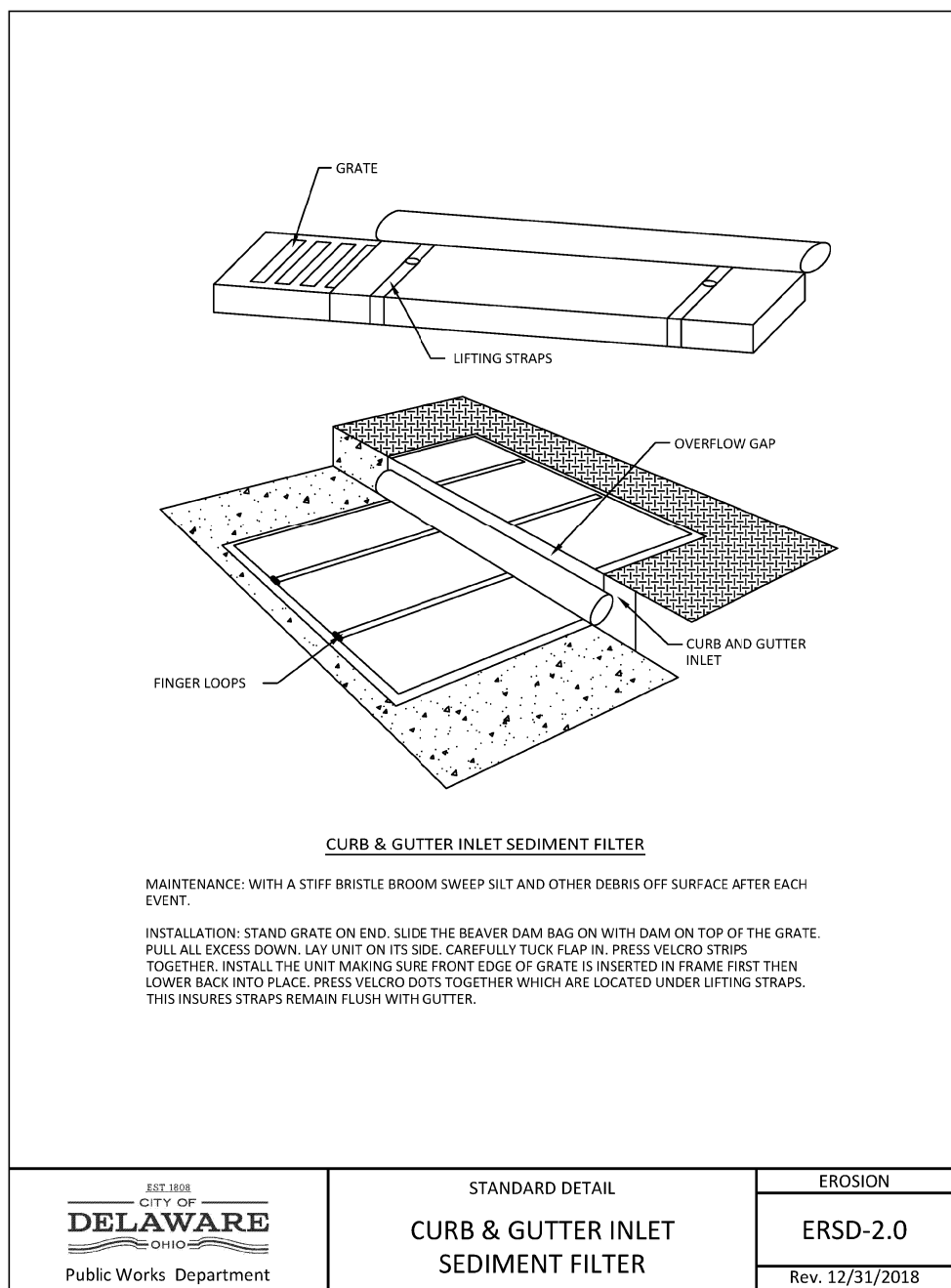
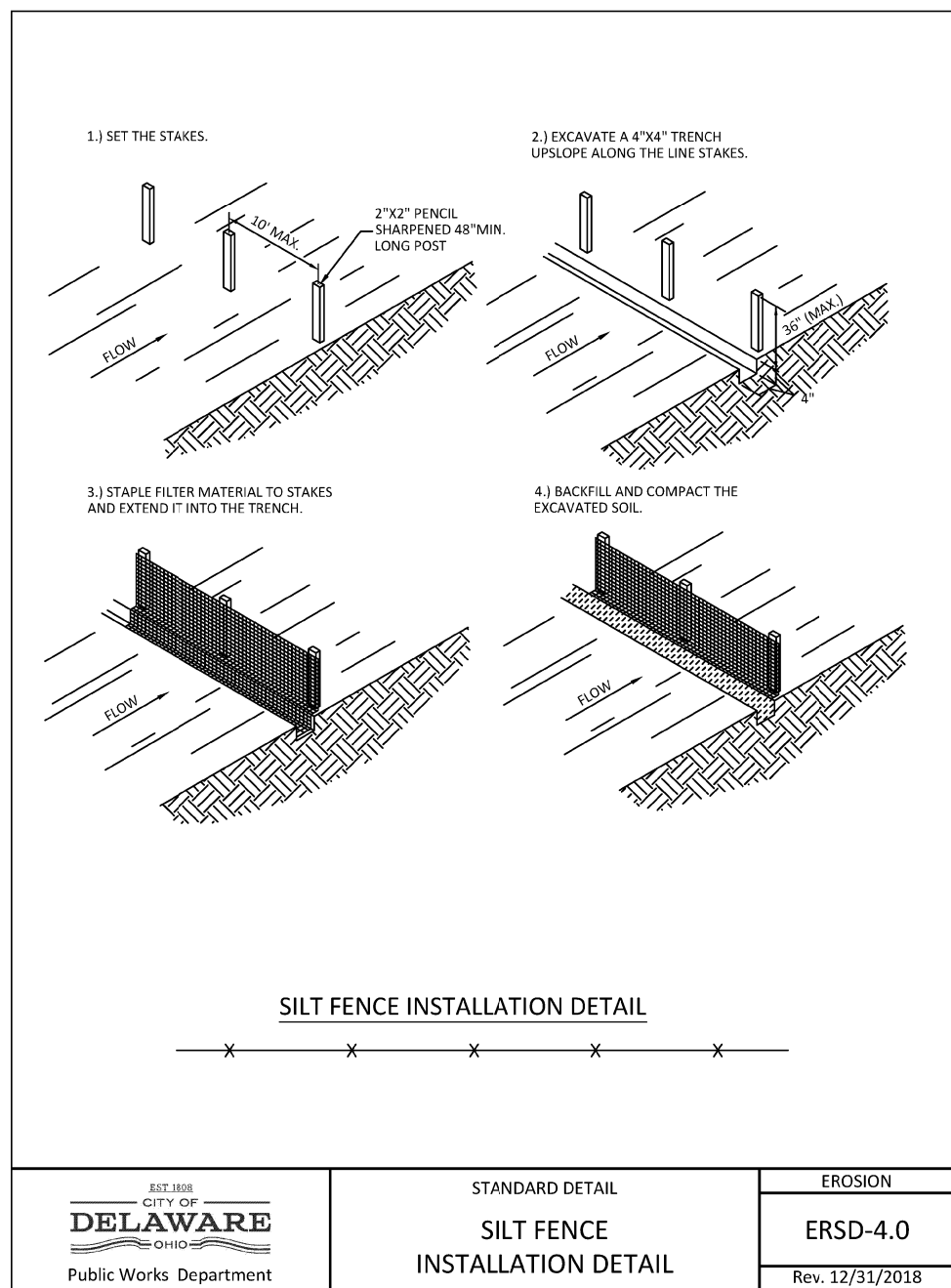
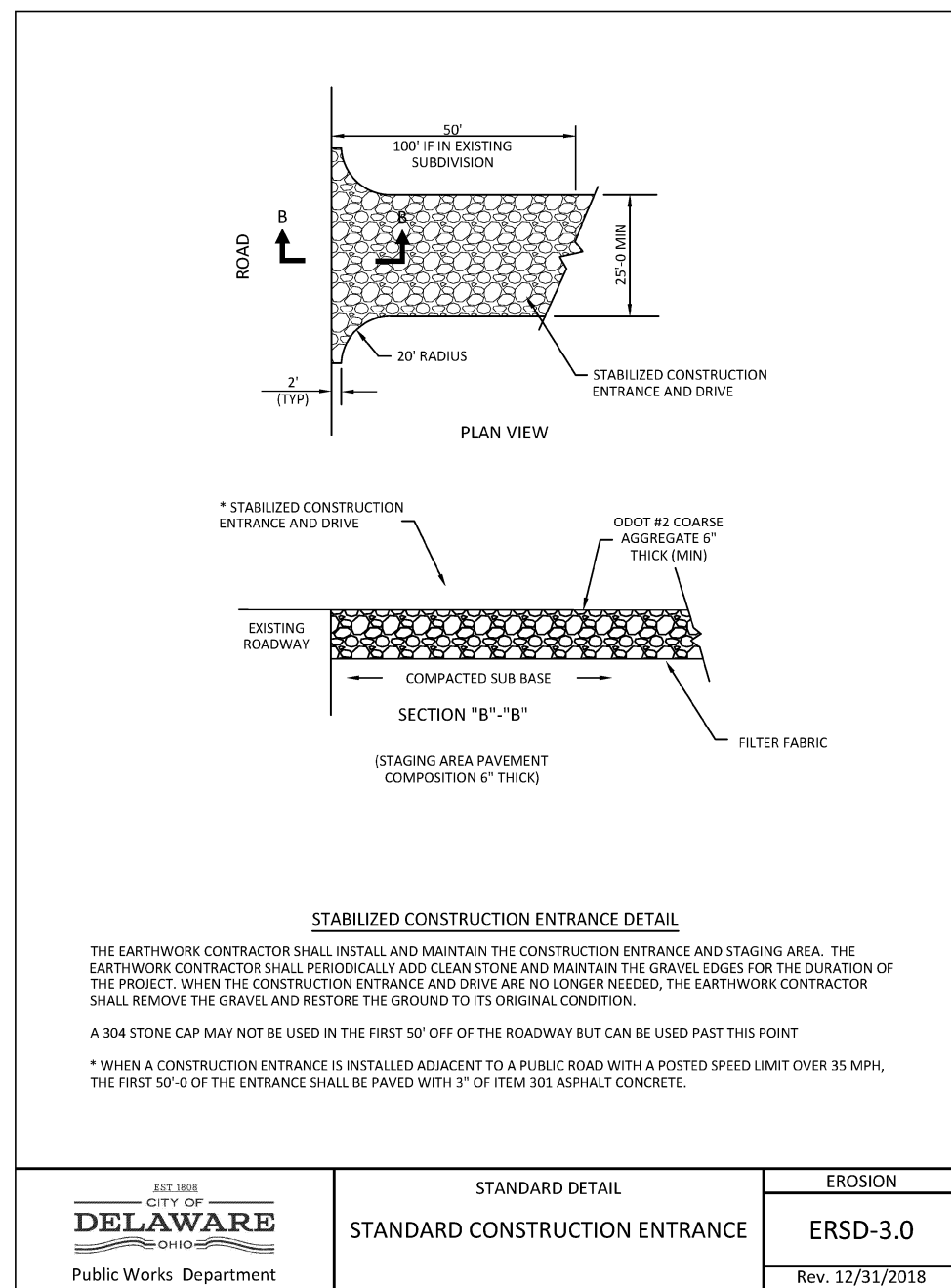
ALL EROSION CONTROL DEVICES ARE TO BE INSPECTED FREQUENTLY. ANY DAMAGED FACILITIES ARE TO BE REPLACED/REPAIRED IMMEDIATELY AS MAY BE NECESSARY.

CONSTRUCTION SEQUENCE:

1. THE CONTRACTOR SHALL PLACE THE REQUIRED INLET PROTECTION ON EXISTING STRUCTURES AND ALL OTHER EROSION CONTROL MEASURES NOTED HEREON PRIOR TO ANY CONSTRUCTION ACTIVITY IN ACCORDANCE WITH THE PLAN DETAILS.
2. BEGIN REMOVAL OF THE EXISTING CULVERT.
3. SAWCUT EXISTING ROADWAY. BEGIN GRADING AND PAVEMENT WIDENING.
5. REMOVE EXISTING INLET AND INSTALL PROPOSED INLET AND INLET PROTECTION.
6. COMMENCE WITH REPAVEMENT OF THE ROADWAY AND SIDEWALKS.
7. SEED ALL REMAINING DISTURBED AREAS.
8. ONCE VEGETATION HAS BECOME ESTABLISHED, REMOVE THE TEMPORARY EROSION AND SEDIMENT CONTROL BMPs.

ALL EROSION & SEDIMENT CONTROL PRACTICES ARE SUBJECT TO FIELD
MODIFICATION AT THE DIRECTION OF THE CITY OF DELAWARE AND/OR OHIO EPA.

CONTRACTOR RESPONSIBILITY:
 DETAILS HAVE BEEN PROVIDED ON THE PLANS IN AN EFFORT TO HELP THE CONTRACTOR PROVIDE EROSION AND SEDIMENTATION CONTROL. THE DETAILS SHOWN ON THE PLAN SHALL BE CONSIDERED A MINIMUM. ADDITIONAL OR ALTERNATE DETAILS MAY BE FOUND IN OHIO'S RAINWATER AND LAND DEVELOPMENT MANUAL*. THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR PROVIDING NECESSARY AND ADEQUATE MEASURES FOR PROPER CONTROL OF EROSION AND SEDIMENT RUNOFF FROM THE SITE ALONG WITH PROPER MAINTENANCE AND INSPECTION IN COMPLIANCE WITH THE NPDES GENERAL PERMIT FOR STORM WATER DISCHARGES ASSOCIATED WITH CONSTRUCTION ACTIVITY.



A diagram of a rectangular table. The top horizontal edge is labeled "8' MIN." with a double-headed arrow indicating the width. The left vertical edge is labeled "5' MIN." with a double-headed arrow indicating the height. Small squares are placed at the midpoints of each of the four sides of the rectangle.

NOTES:

1. CONCRETE TRUCKS SHALL UTILIZE AREAS TO WASHOUT TRUCKS. ACCUMULATED CONCRETE SHALL BE REMOVED FROM THE SITE AND DISPOSED OF PROPERLY.

NOT TO SCALE

BMP Installation	Joseph Lamparyk	Tel: 614-376-1000	Email: Joseph.Lamparyk@PulteGroup.com
BMP Maintenance	Same as above	Same as above	Same as above
Site Stabilization and BMP Removal	Same as above	Same as above	Same as above

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Operation and Maintenance Inspection Report for
Vegetated Swales, Filter Strips and Level Spreaders ^(*)

Inspector Name _____ Project Location (inc. SP coordinates) _____
Inspection Date/Time _____
Watershed _____ Owner Name _____

Inspection Items	Checked? Yes/No	Maintenance Needed? Yes/No	Inspection Frequency	Comments
Vegetated Swales and Filter Strips (Vegetated Swales, as applicable)				
1. Debris removal				
a. Facility and adjacent area clear of debris			M	
b. Inlets and outlets clear of debris			M	
c. Any dumping of yard wastes into facility			M	
d. Has litter (branches, etc) been removed			M	
2. Vegetation				
a. Adjacent area stabilized			M	
b. Grass mowed to height of 3 inches			M	
c. Plant height not less than design water depth			M	
d. Fertilized per specification			M	
e. Any evidence of erosion			M	
f. Is plant composition according to approved plans			M	
g. Any unauthorized or inappropriate plantings			M	
h. Any dead or diseased plants			M	
i. Any evidence of plant stress from inadequate watering			M	
j. Any evidence of deficient stakes or wires			M	
3. Oil and grease				
a. Any evidence of filter clogging			M	
4. Dewatering				
a. Facility dewaterers between storms			M	
5. Check dams/energy dissipators/sumps				
a. Any evidence of sedimentation buildup			A,S	
b. Are sumps greater than 50% full of sediment			A,S	
c. Any evidence of erosion at downstream toe of drop structures			A,S	

Operation and Maintenance Inspection Report for Vegetated Swales, Filter Strips, and Level Spreaders

Page 1 of 3

6. Sediment deposition				A
a. Swale clean of sediments				A
b. Sediments should not be > than 20% of swale design depth				A
7. Outlets/overflow spillway				A,S
a. Good condition (no need for repair)				A,S
b. Any evidence of erosion				A,S
c. Any evidence of blockages				A,S
8. Integrity of facility				
a. Has facility been blocked or filled inappropriately				A
b. Check for evidence of erosion/washout of inlet/outlet filter media				A
9. Bioretention planting soil				
a. Any evidence of planting soil erosion				A
10. Organic layer				
a. Mulch covers entire area (NO voids) and to specified thickness				A
b. Mulch is in good condition				A
Level Spreaders				
a. Vegetated area has vigorous stand of grass			SA, S	
b. Spreaders uniformly distributes flow over level lip.			SA, S	
c. Check for evidence of erosion/washout of inlet/outlet filter media				A

Inspection Frequency Key: A=Annual, SA = Semi-Annual, M=Monthly, S=After major storm

(*) Source: Georgia Stormwater Management Manual – Adapted from Watershed Management Institute, Inc. (1997)

Operation and Maintenance Inspection Report for Vegetated Swales, Filter Strips, and Level Spreaders

Page 2 of 3

Summary

1. Inspectors Remarks: _____

Overall condition of Facility (Check one)

____ Acceptable
____ Unacceptable

2. Dates any maintenance must be completed by: _____

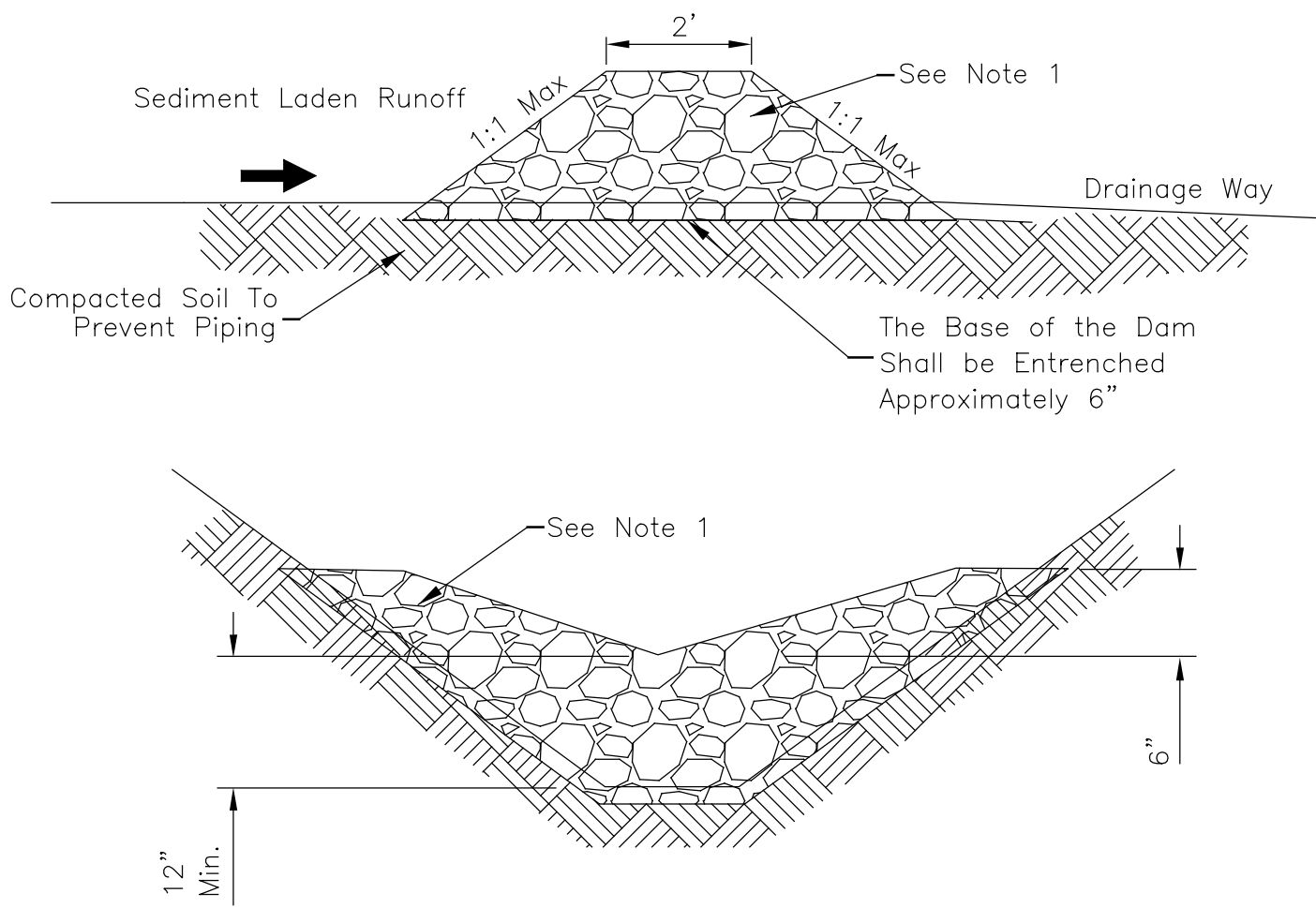
CERTIFICATION STATEMENT

I CERTIFY UNDER PENALTY OF LAW THAT I HAVE PERSONALLY EXAMINED AND AM FAMILIAR WITH THE INFORMATION ON THIS FORM AND BELIEVE THE INFORMATION IS TRUE, ACCURATE AND COMPLETE.

Authorized Representative Signature _____ Title _____ Date _____

Operation and Maintenance Inspection Report for Vegetated Swales, Filter Strips, and Level Spreaders

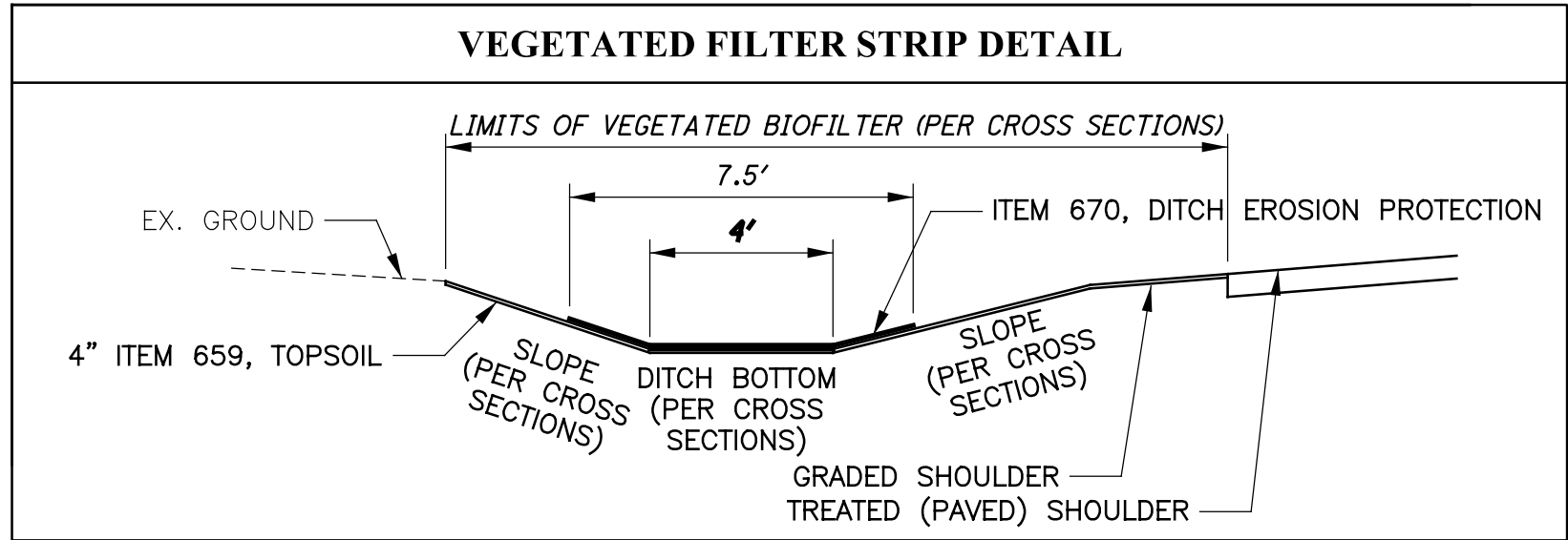
Page 3 of 3



NOTES

1. The check dam shall be constructed of 4–8–in diameter stone placed so that it completely covers the width of the channel. ODOT Type D stone is acceptable, but should be underlain with a gravel filter consisting of ODOT No. 3 or 4 or suitable filter fabric.
2. The check dam shall be placed so it completely covers the width of the channel.
3. The top center of the check dam shall be approximately 6–in lower than the outside edges, so runoff will flow across the center of the dam rather than around the edges.
4. The maximum height of the dam shall not exceed 3–ft.
5. Aggregate check dams shall be inspected immediately after each rainfall and at least daily during prolonged rainfall.
6. Close attention shall be paid to the repair of damaged check dams, end runs and undercutting beneath dams.
7. Sediment deposits should be removed after each rainfall. They must be removed when the level of deposition reaches approximately one–half the height of the barrier.
8. Any sediment deposits remaining in place after the aggregate is no longer required shall be dressed to conform to the existing grade, prepared and seeded.

AGGREGATE CHECK DAM



THE VEGETATED BIOFILTER SHALL BE PROVIDED AT THE LOCATION, AND FOR THE STATION RANGE AS SHOWN ON THE EROSION AND SEDIMENT CONTROL PLAN.

THE VEGETEATED BIOFILTER WILL ACT AS A BMP THAT FILTERS STORM WATER THROUGH THE VEGETATION. THIS WILL CONSIST OF THE GRASSED PORTION OF THE GRADED SHOULDER, GRASSED FORESLOPE, FLAT GRASSED DITCH BOTTAM, AND GRASSED BACKSLOPE.

THE VEGETATED BIOFILTER MUST BE VOID OF GULLIES AND/OR CONCENTRATED FLOW.

THE VEGTETATED BIOFILTER SHALL START WITH THE GRADED SHOULDER, AND EXTEND TO TIE-IN OF THE BACKSLOPE OF THE FLAT DITCH. THE SLOPE FOR THE VEGETATED BIOFILTER SHALL NOT EXCEED 3:1. THE SLOPE PROVIDED SHALL BE AS SHOWN ON THE CROSS SECTIONS.

4" OF ITEM 659, TOPSOIL, SHALL BE PROVIDED TO THE GRASS PORTION OF THE SHOULDER, FORESLOPE, DITCH BOTTOM, AND BACKSLOPE OF THE VEGETATED BIOFILTER.

ITEM 670, DITCH EROSION PROTECTION, SHALL BE PROVIDED FOR THE LOCATION OF THE VEGETATED BIOFILTER.

VEGETATED BIOFILTER DETAIL
NOT TO SCALE

VEGETATED BIOFILTER MAINTENANCE TABLE		
INSPECTION ITEM	MAINTENANCE PROCEDURES	FREQUENCY
VEGETATED BIOFILTER	REPAIR ERODED AREAS AND STABILIZE AS NEEDED.	EVERY 6 MONTHS*

* THE INSPECTION FREQUENCY CAN BE ADJUSTED BASED UPON THE REVIEW OF THE FIRST YEAR OF INSPECTION RESULTS.

THE OWNER (ODOT) OF THE VEGETATED BIOFILTER SHALL BE RESPONSIBLE FOR THE INSPECTION AND MAINTENANCE OF THE VEGETATED BIOFILTER, AND ALL MAINTENANCE PROCEDURES AND INSPECTION LISTED. THIS SHALL BE PERFORMED UTILIZING AN INSPECTION REPORT AS PROVIDED ABOVE, AND SHALL BE DOCUMENTED AND FILED FOR FUTURE REVIEWS BY ODOT DISTRICT 6.

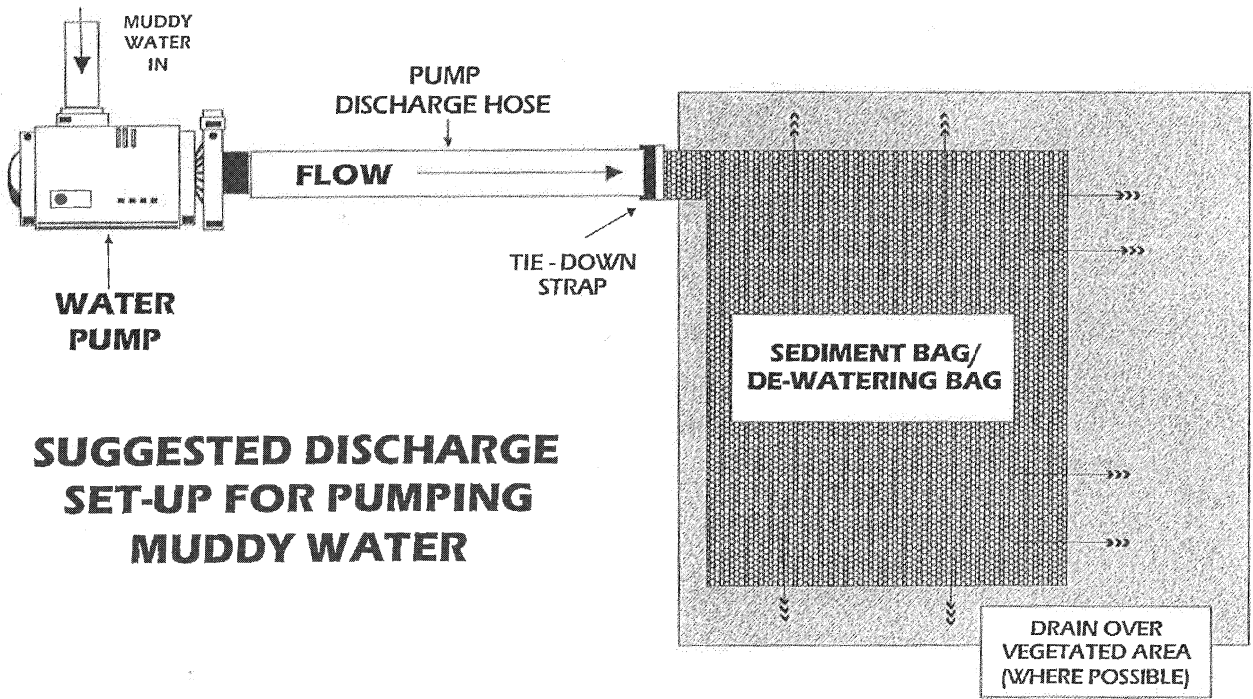
**VEGETATED BIOFILTER MAINTENANCE TABLE
AND INSPECTION REPORT**

NOTICE

The pumping or direct discharge of sediment-laden (muddy) water to the City's sewer system or a receiving stream is a violation of Ohio EPA and City of Columbus regulations.

All inlets receiving flow from runoff, pumping activities, or other direct discharges shall be fitted with an inlet protection device that is properly sized and secured to reduce the discharge of sediment into the storm sewer system and receiving stream. Inlet protection is required on all inlets receiving discharge regardless of whether or not the inlet is tributary to any downstream erosion and sediment controls.

Discharge hoses used during pumping activities shall be fitted with sediment bags that are properly sized per manufacturer's recommendations regardless of what other sediment controls are in place further downstream. Sediment bags must be properly secured to the discharge hose and placed over vegetated areas, where feasible, during discharge. See detail below of a typical sediment bag installation.



SEDIMENT BAG & DE-WATERING BAG
NOT TO SCALE

CALCULATED
GGW
CHECKED
RSH

EROSION AND SEDIMENT CONTROL NOTES

MARYSVILLE RD.
(U.S. 36)
IMPROVEMENTS

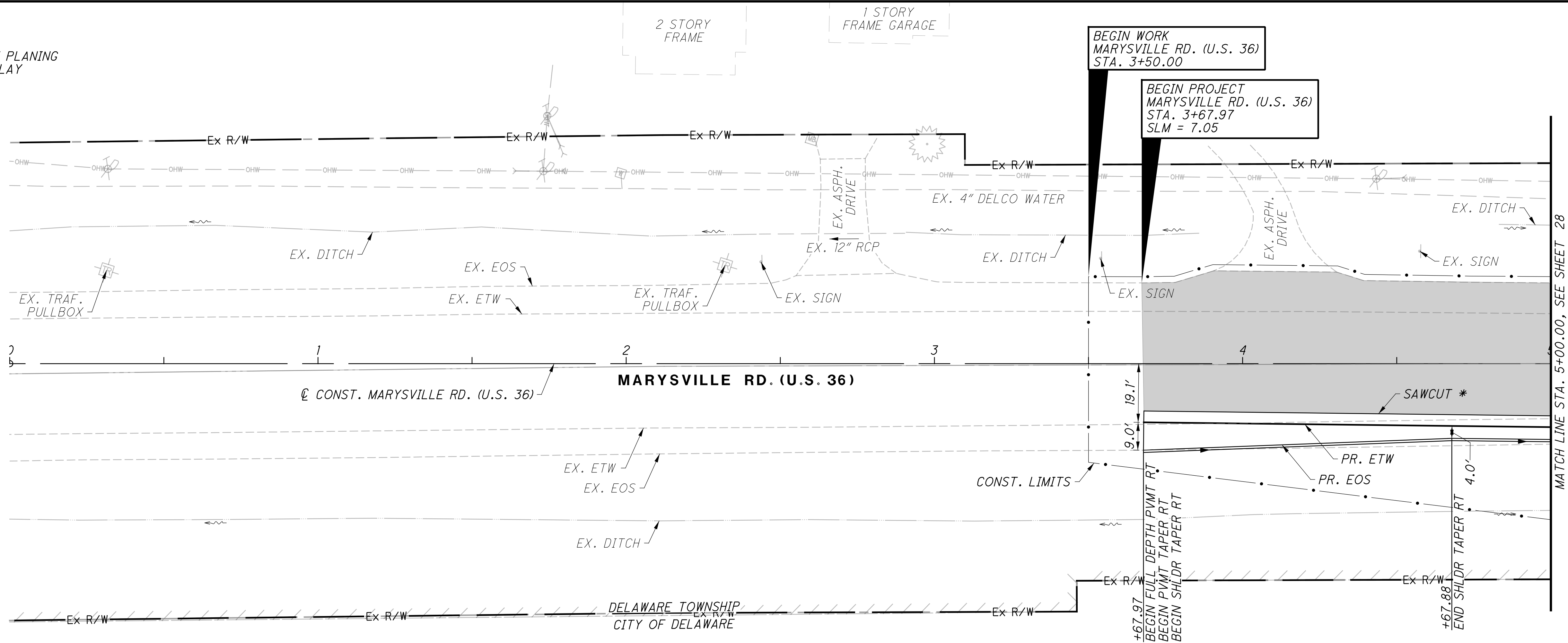
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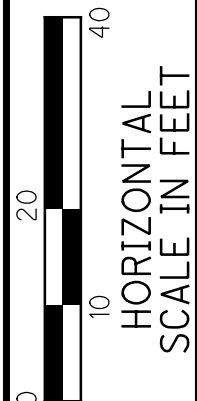
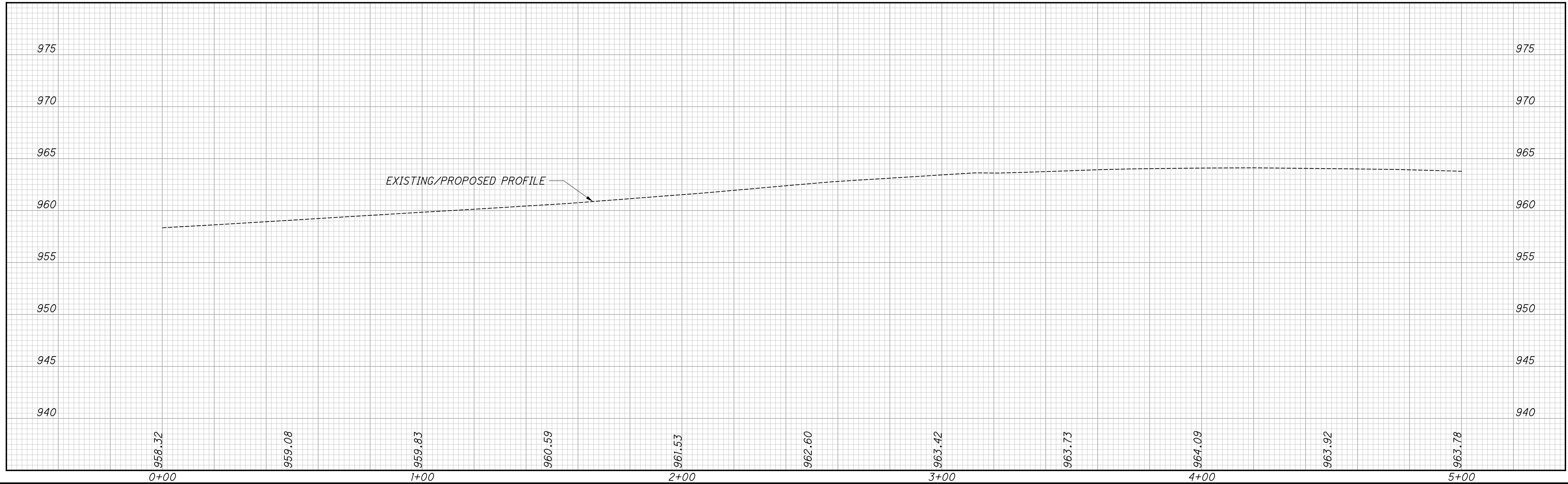
LEGEND



- PAVEMENT PLANING
AND OVERLAY



* - SEE TYPICAL SECTIONS
FOR SAWCUT LOCATIONS



CALCULATED
BLM
CHECKED
MJR

PLAN AND PROFILE - MARYSVILLE RD. (U.S. 36)
STA. 0+00.00 TO STA. 5+00.00

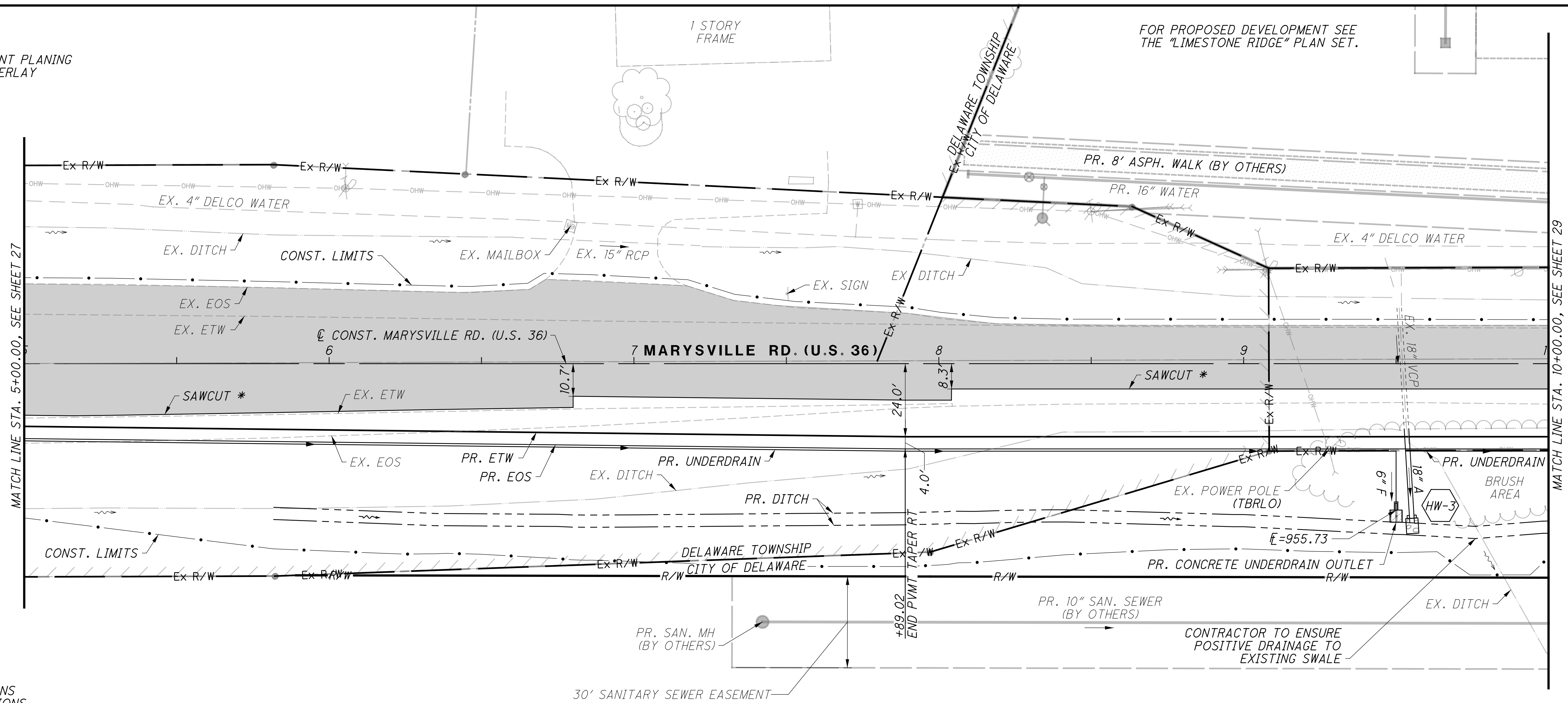
MARYSVILLE RD.
(U.S. 36)
IMPROVEMENTS

J:\20210744\000T\DEL\US-36_DAVIS\Design\Roadway\Sheets\IIII\GP002.dgn 8/22/2022 3:48:29 PM bmdsterson

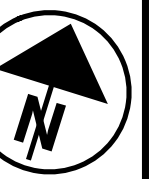
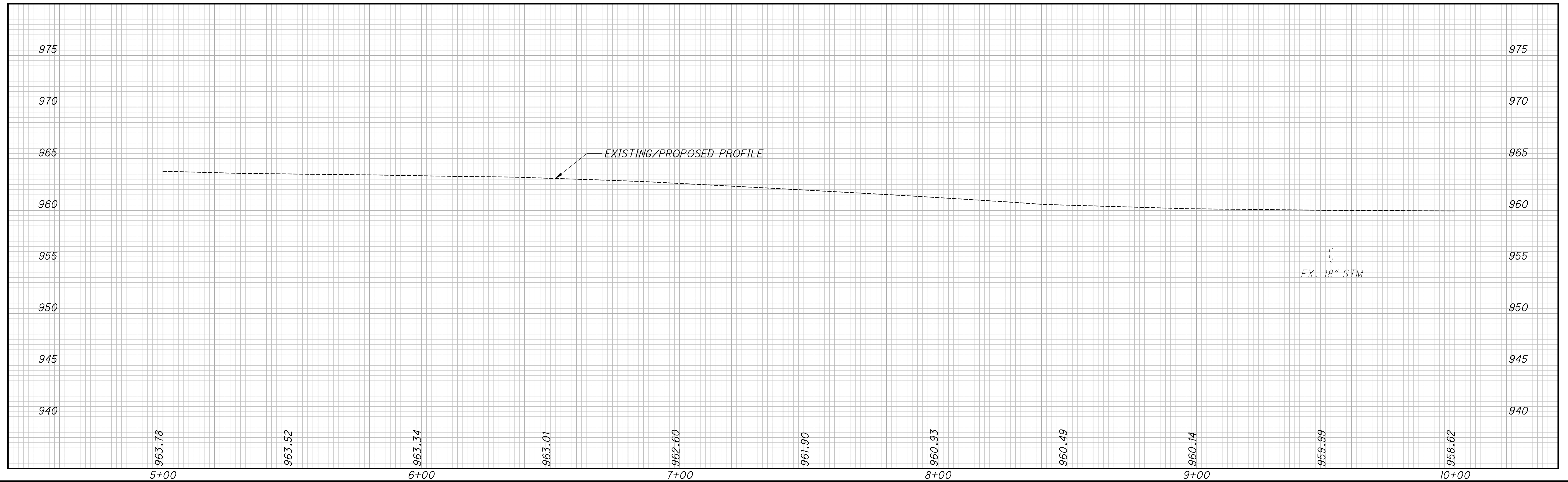
LEGEND



- PAVEMENT PLANING
AND OVERLAY



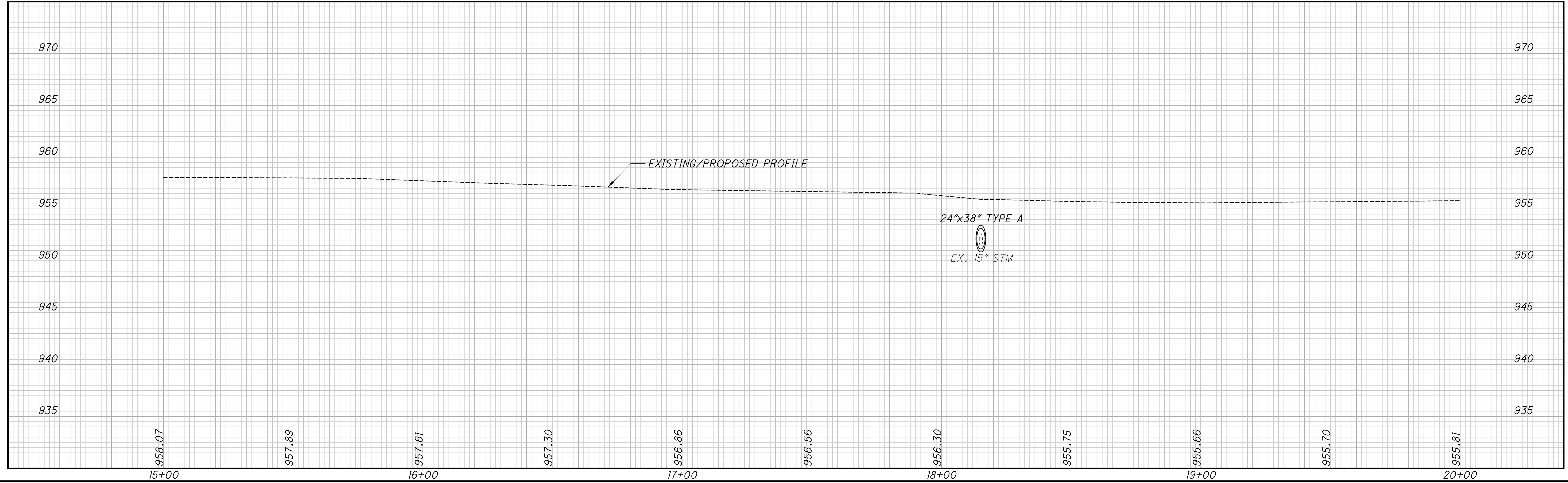
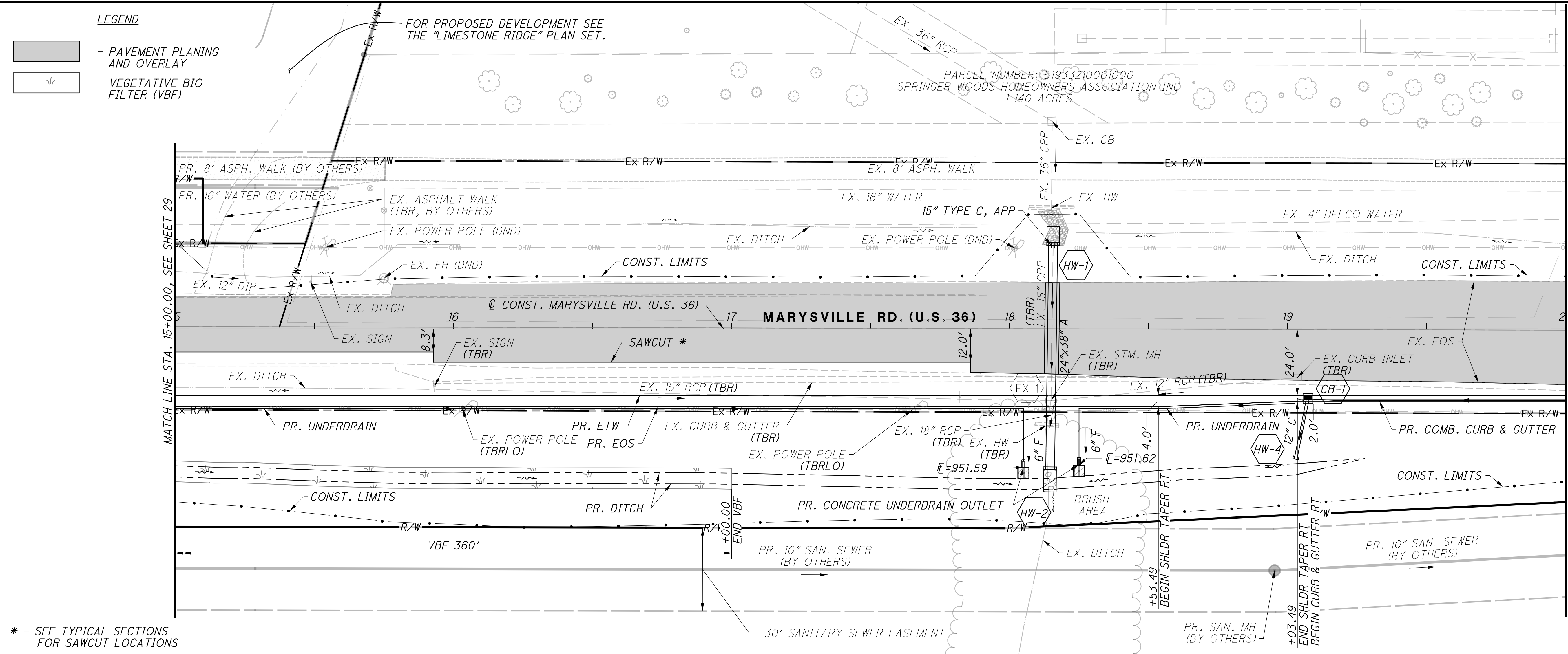
* - SEE TYPICAL SECTIONS
FOR SAWCUT LOCATIONS



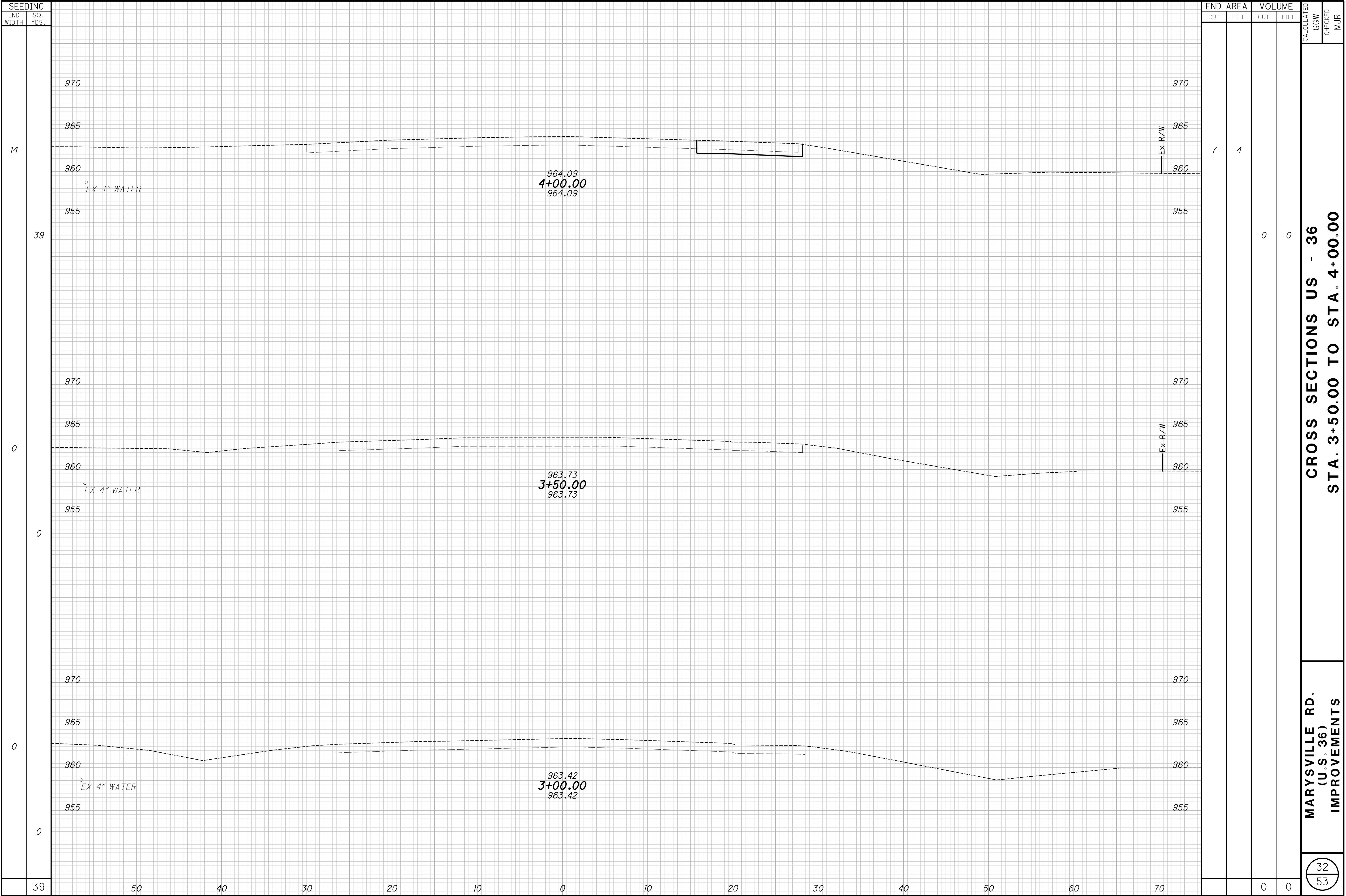
CALCULATED
BLM
CHECKED
MJR

PLAN AND PROFILE - MARYSVILLE RD. (U.S. 36)
STA. 5+00.00 TO STA. 10+00.00

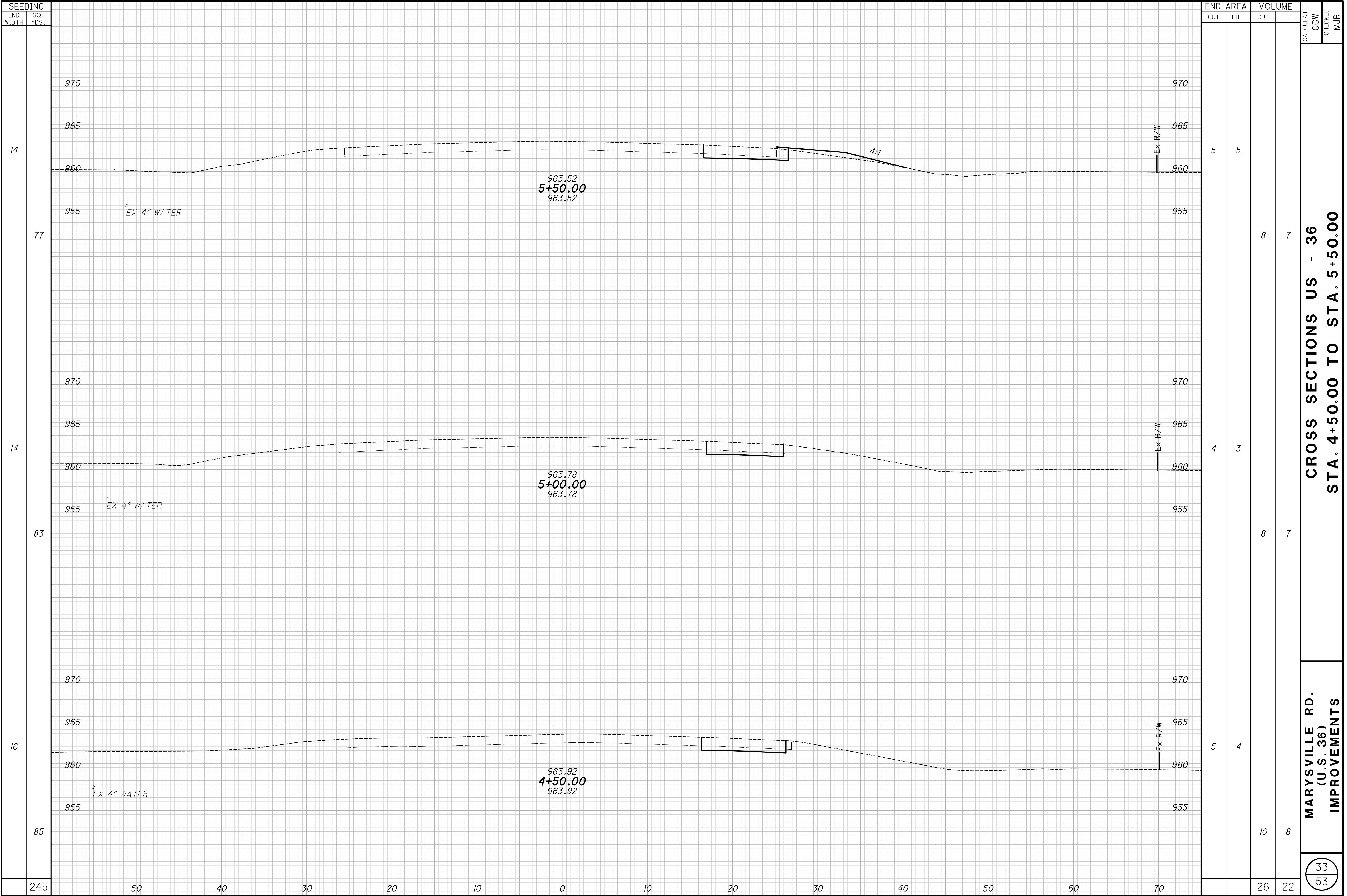
MARYSVILLE RD.
(U.S. 36)
IMPROVEMENTS



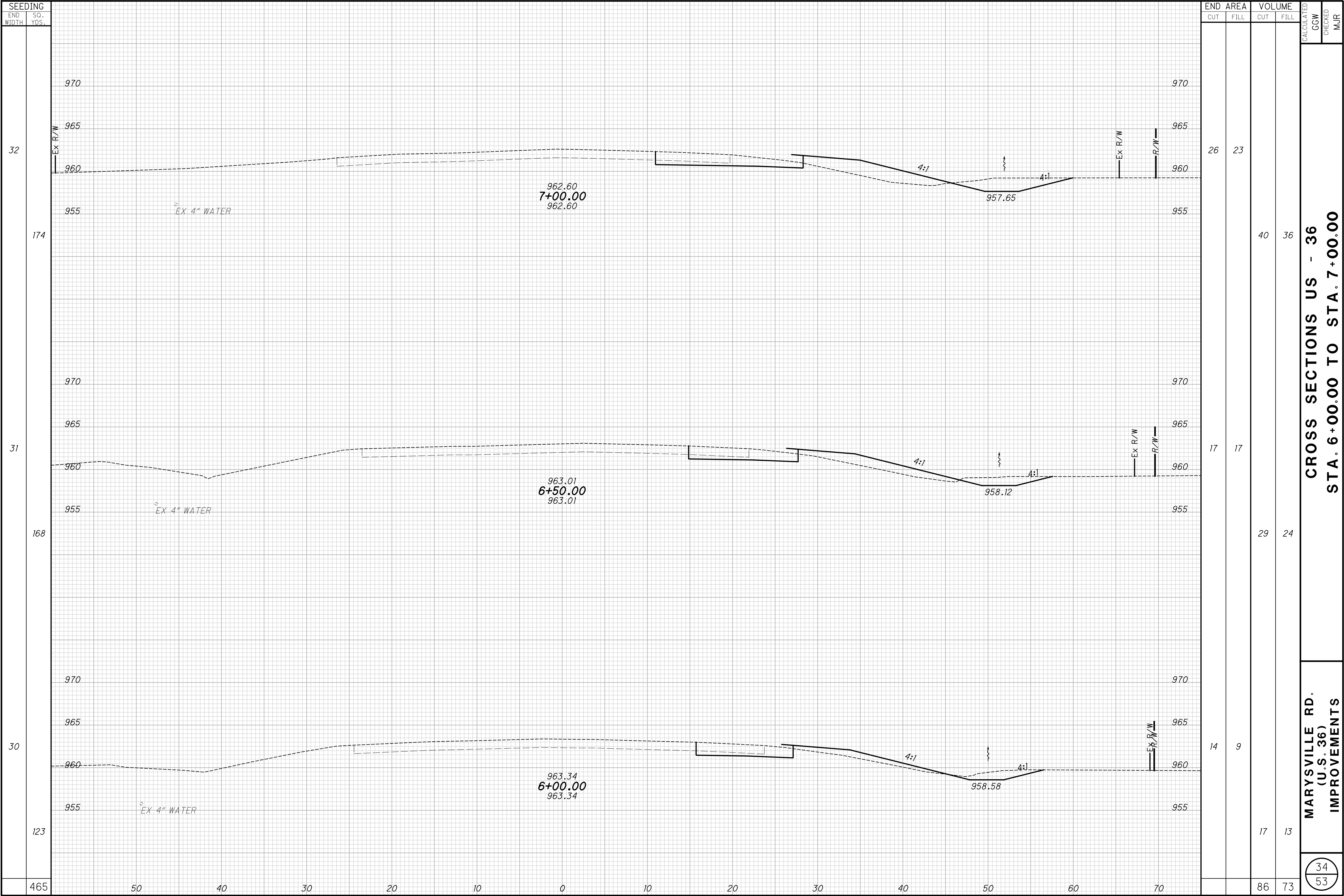
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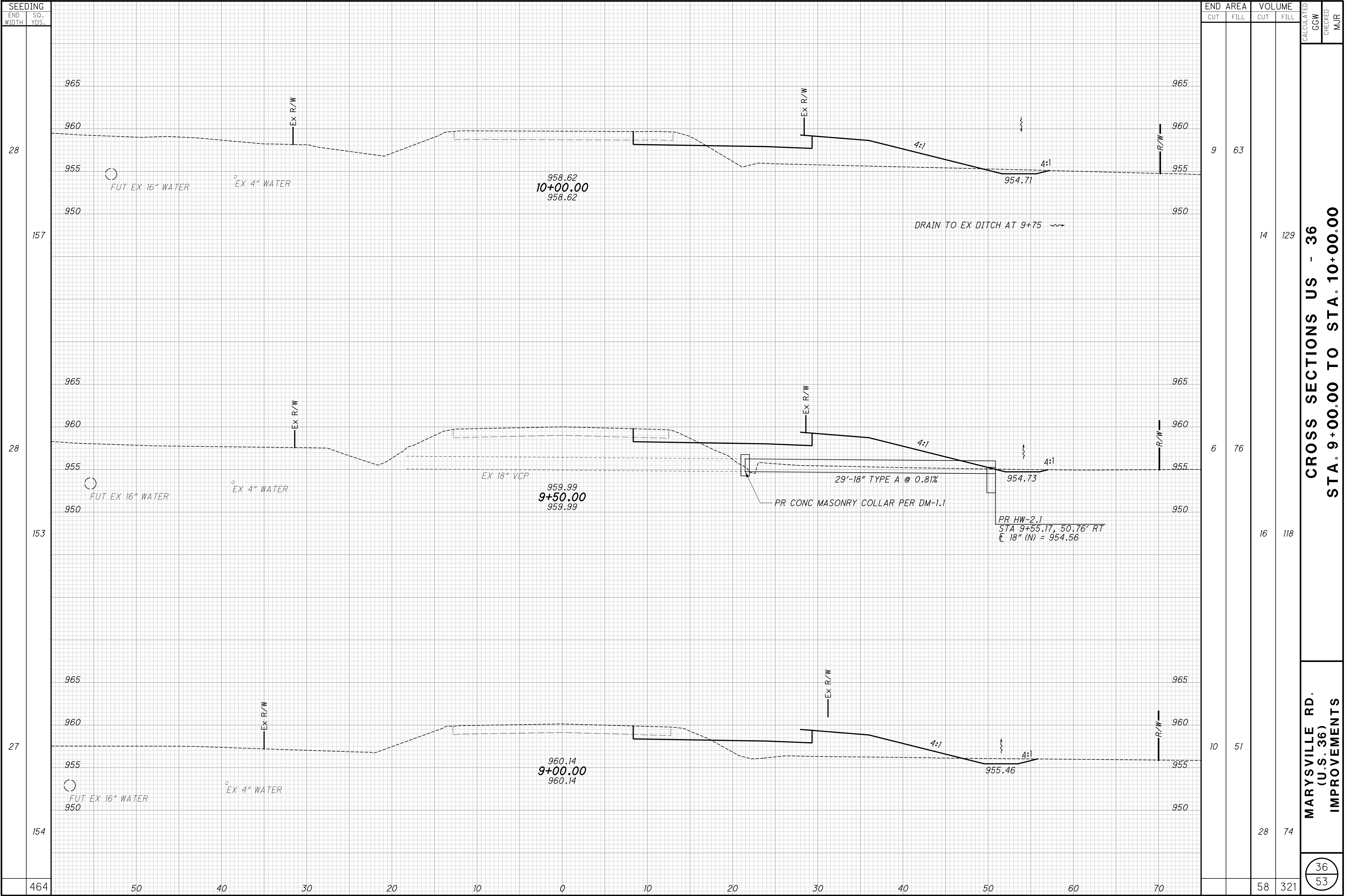


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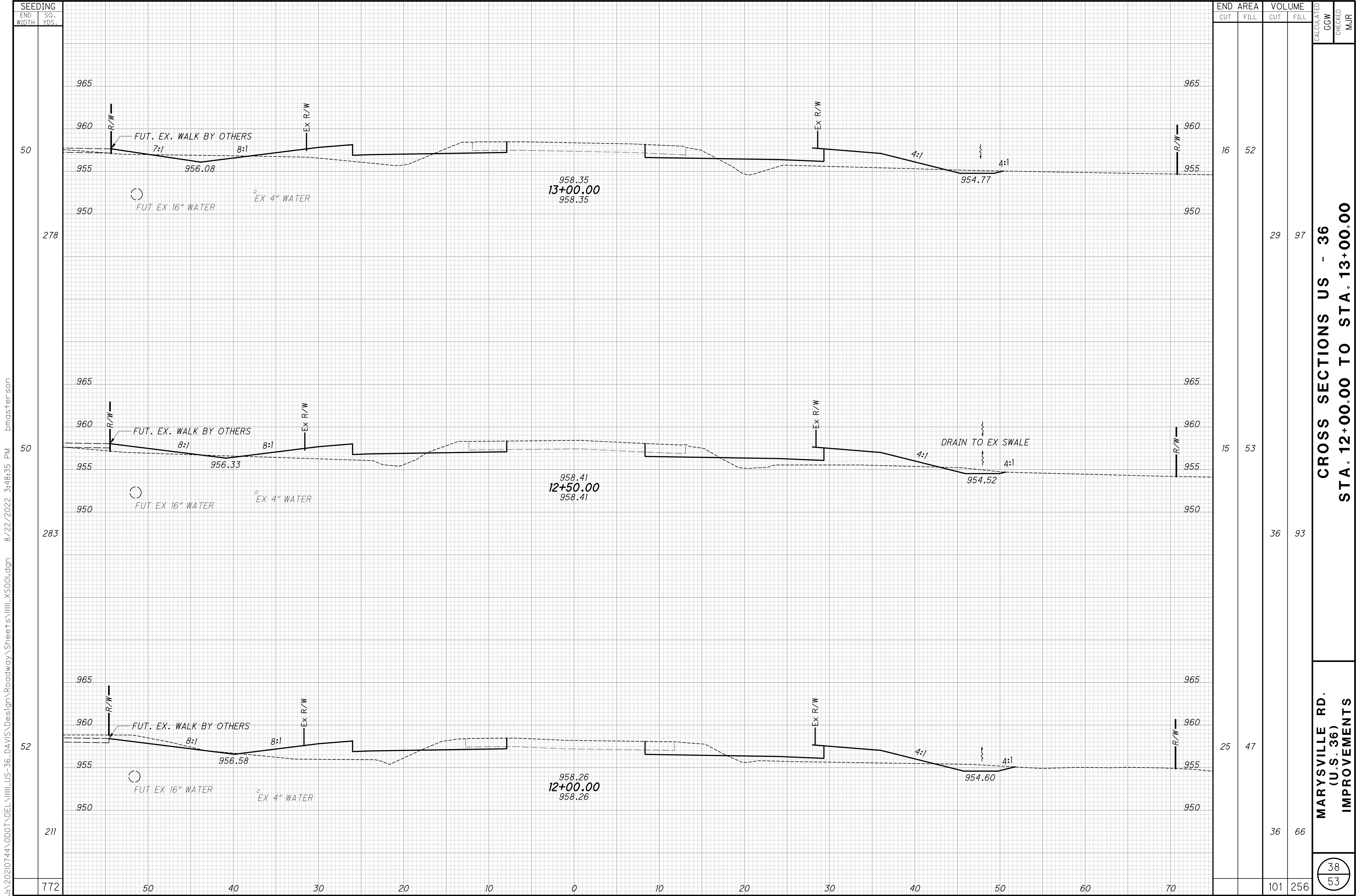


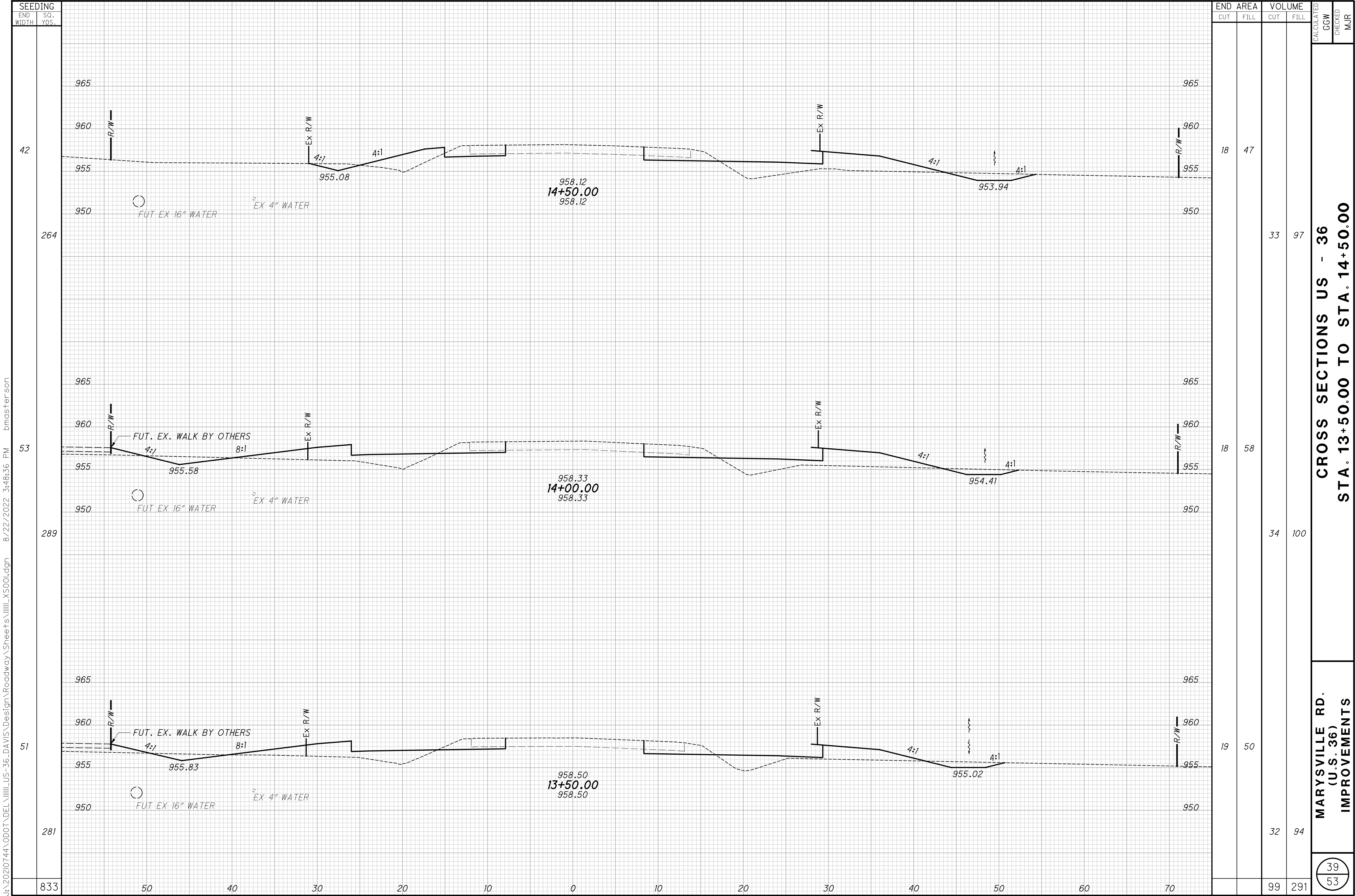
35
53

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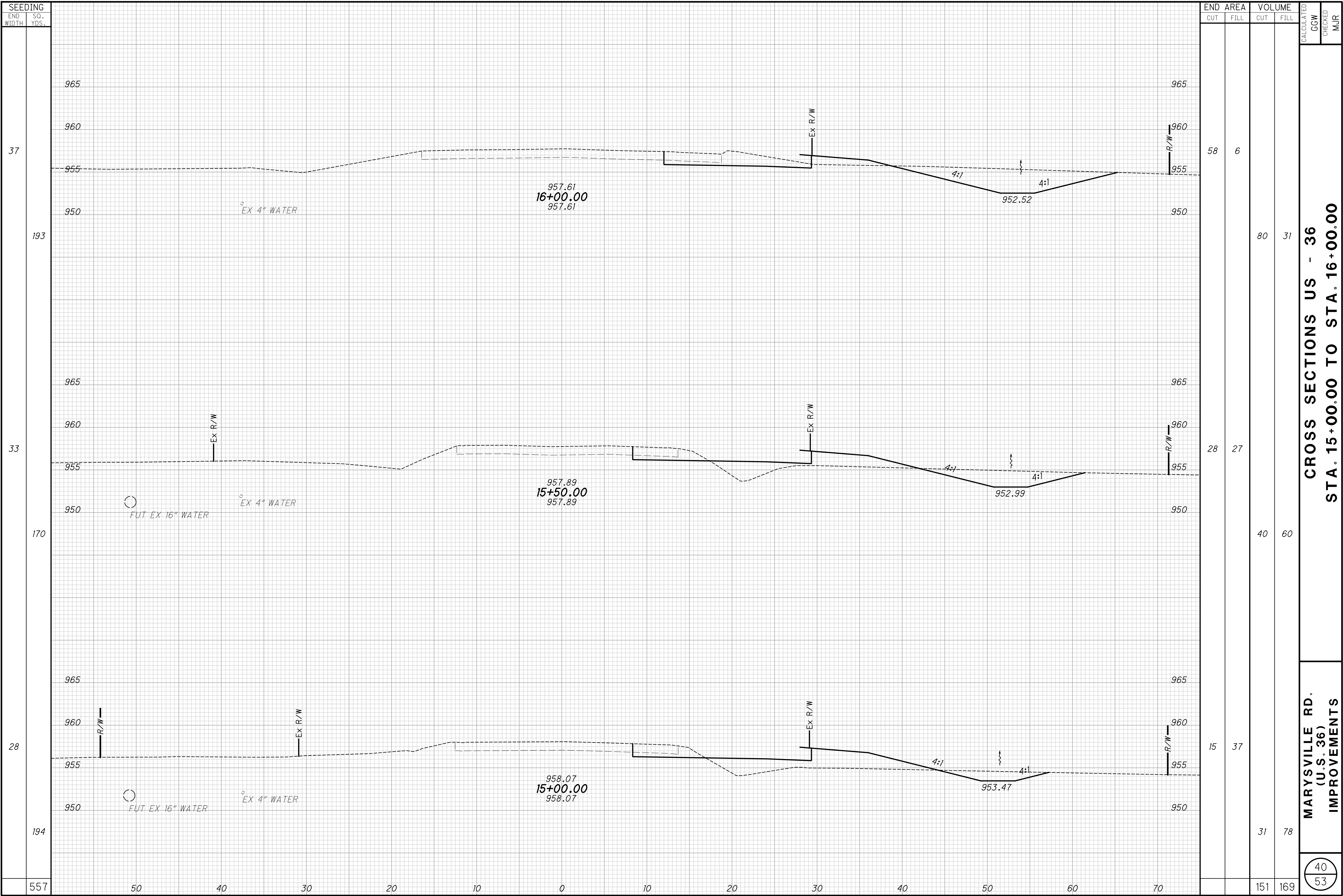






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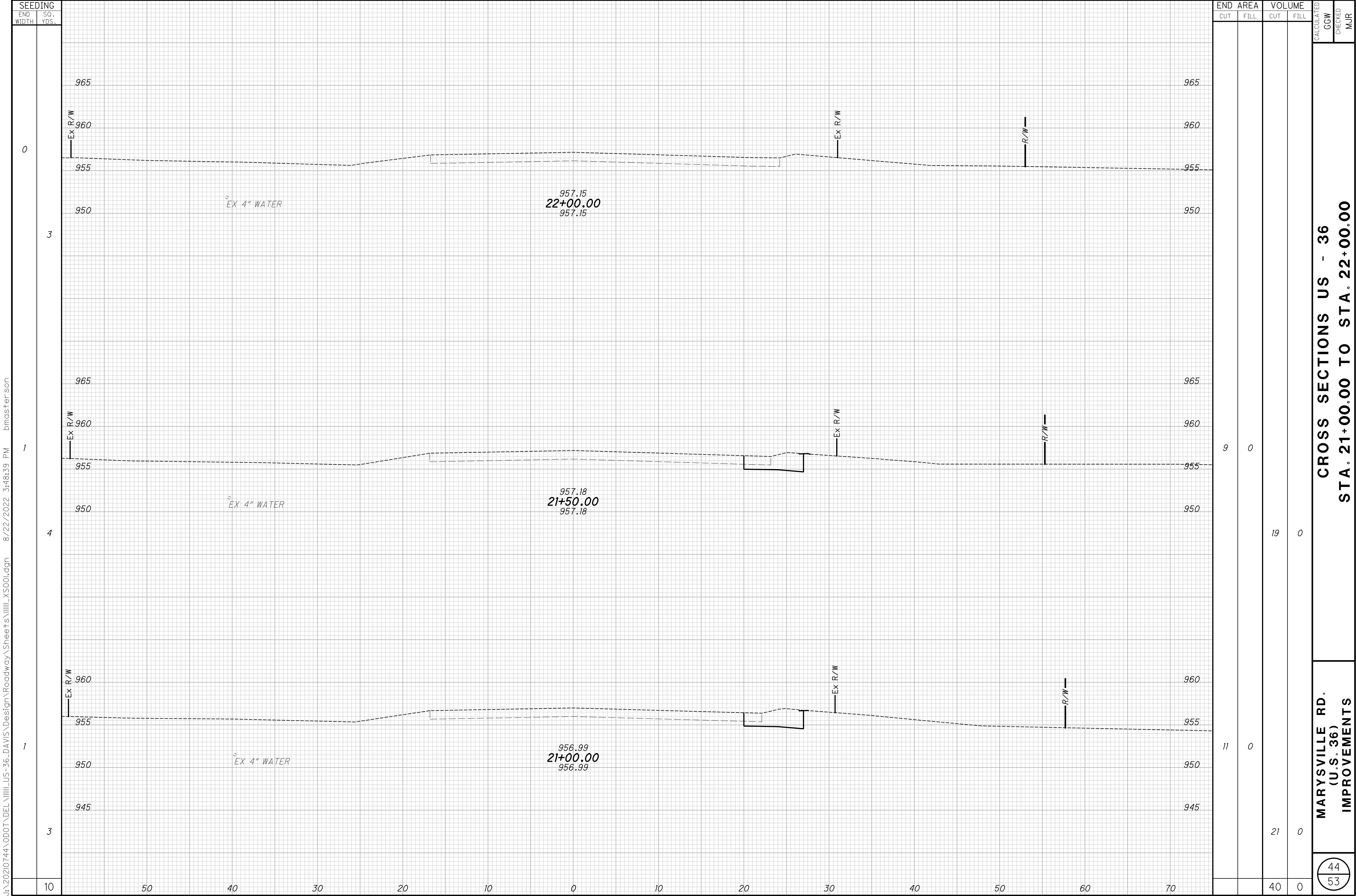


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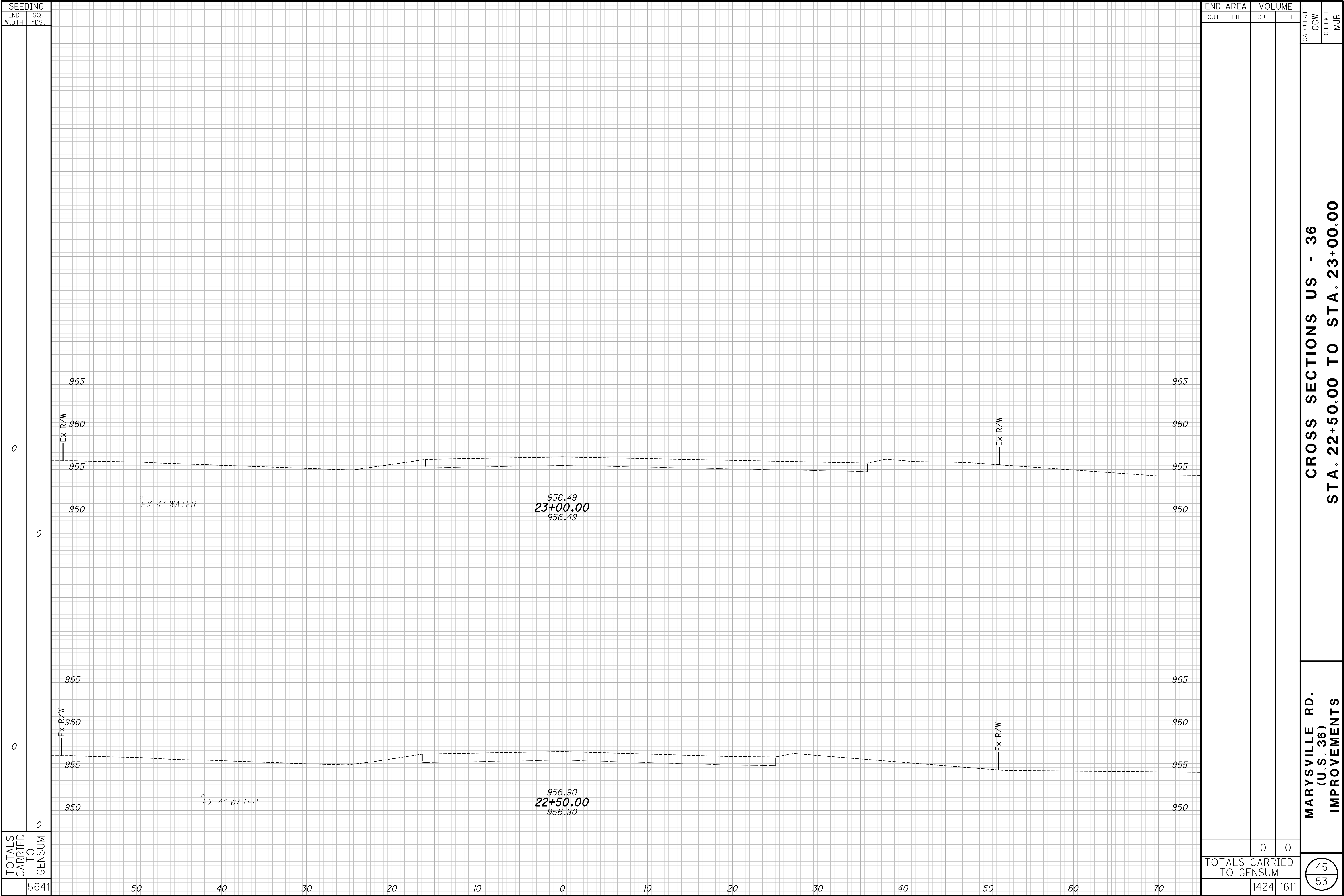


CROSS SECTIONS US - 36
STA. 19+50.00 TO STA. 20+50.00

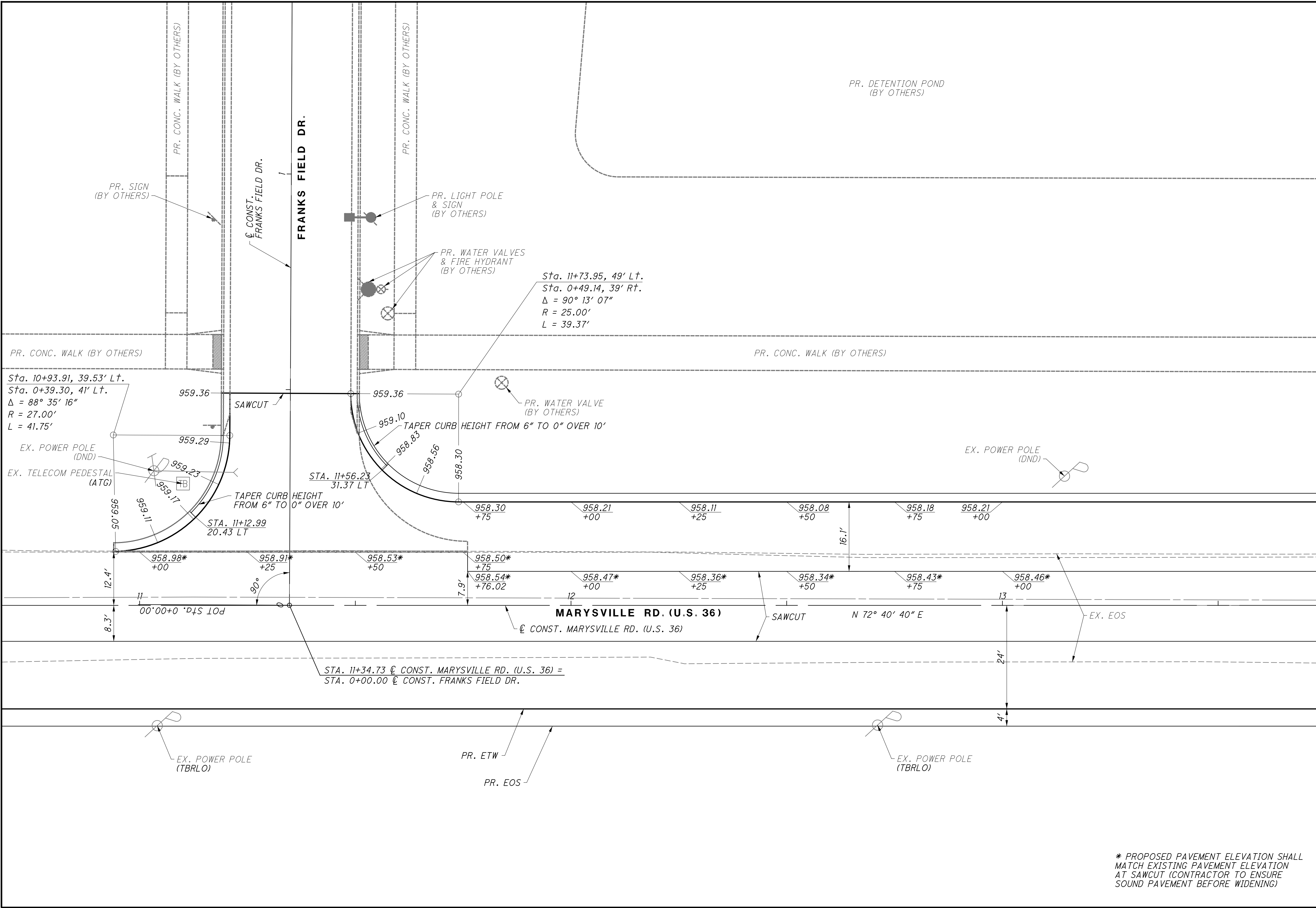


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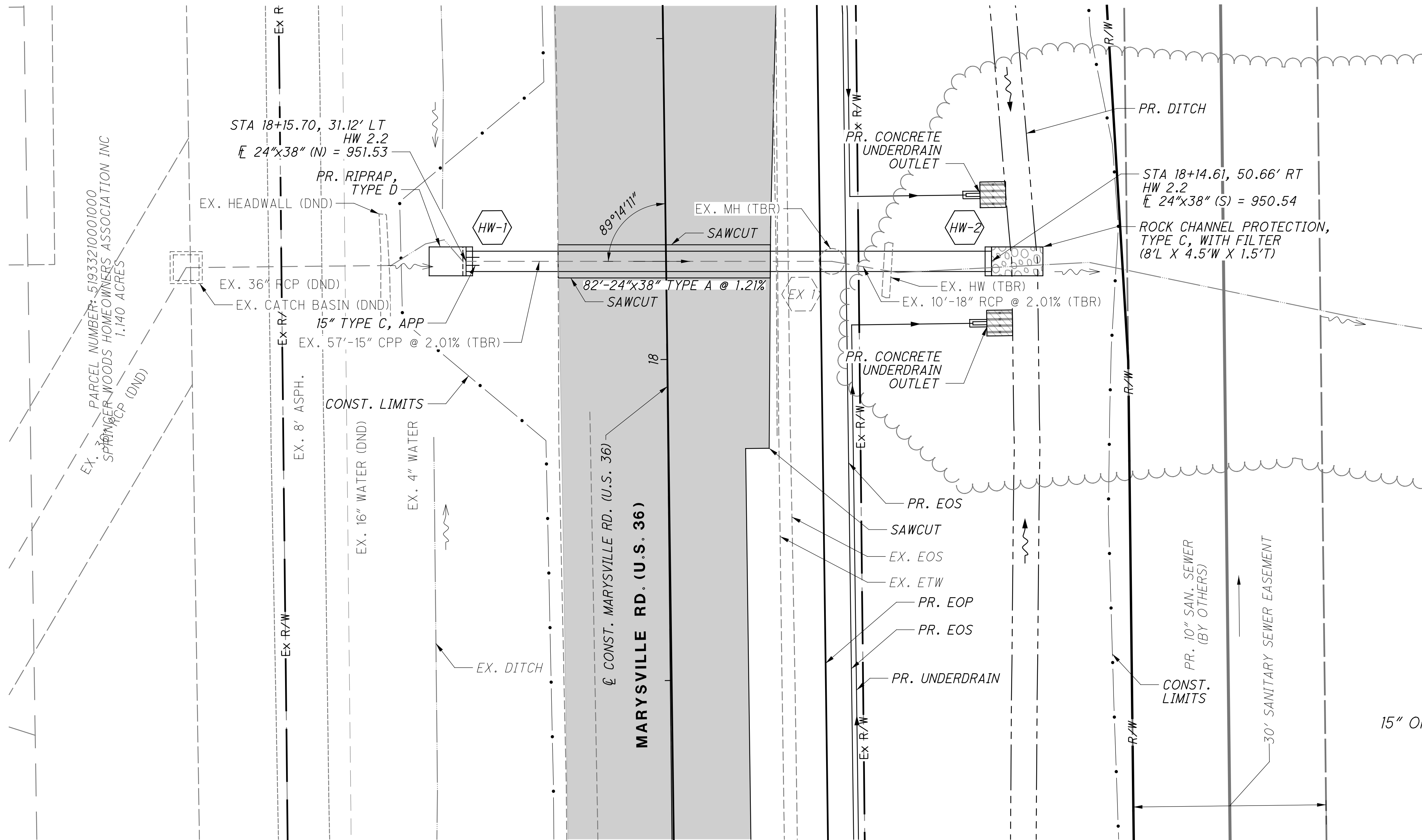
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* PROPOSED PAVEMENT ELEVATION SHALL MATCH EXISTING PAVEMENT ELEVATION AT SAWCUT (CONTRACTOR TO ENSURE SOUND PAVEMENT BEFORE WIDENING)

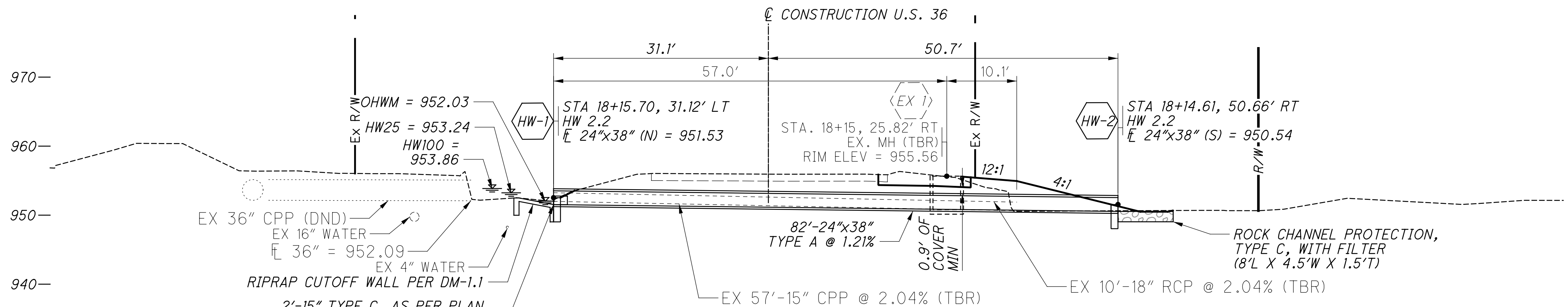
CALCULATED GGW	CHECKED MJR	 HORIZONTAL SCALE IN FEET 0 5 10 20	INTERSECTION DETAIL MARYSVILLE RD. AND FRANKS FIELD DR.
46 53			

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NOTE: APPROXIMATE 62" WIDTH PAVEMENT REPLACEMENT TO INSTALL 24"x38" PIPE, SEE SHEET 7 FOR DETAILS

PLAN



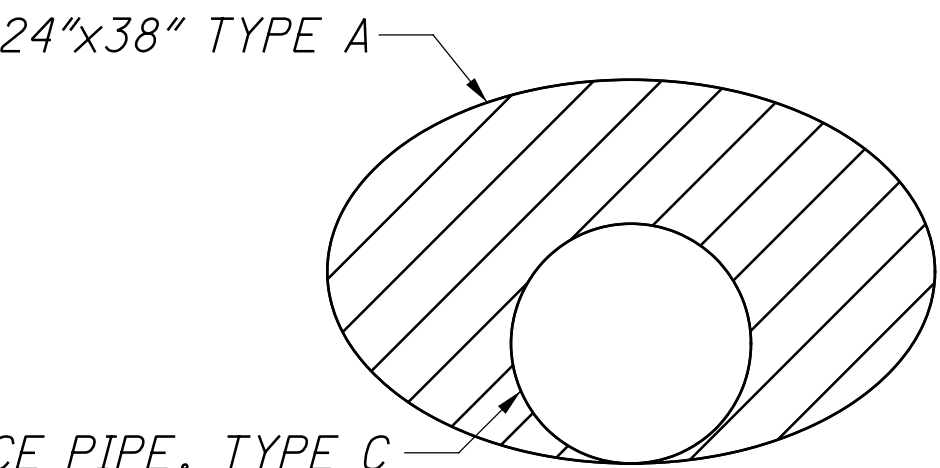
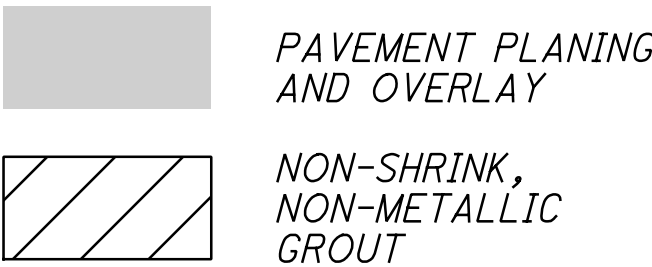
CULVERT AT STA. 18+15.29

PROFILE

ESTIMATED QUANTITIES			
ITEM	QUANTITY	UNIT	DESCRIPTION
202	68	FT	PIPE REMOVED, 24" AND UNDER
202	1	EACH	MANHOLE REMOVED
601	3	SY	RIPRAP, TYPE D
601	2	CY	RCP, TYPE C WITH FILTER
602	0.88	CY	CONCRETE MASONRY
611	82	FT	24"x38" CONDUIT, TYPE A

HYDRAULIC DATA

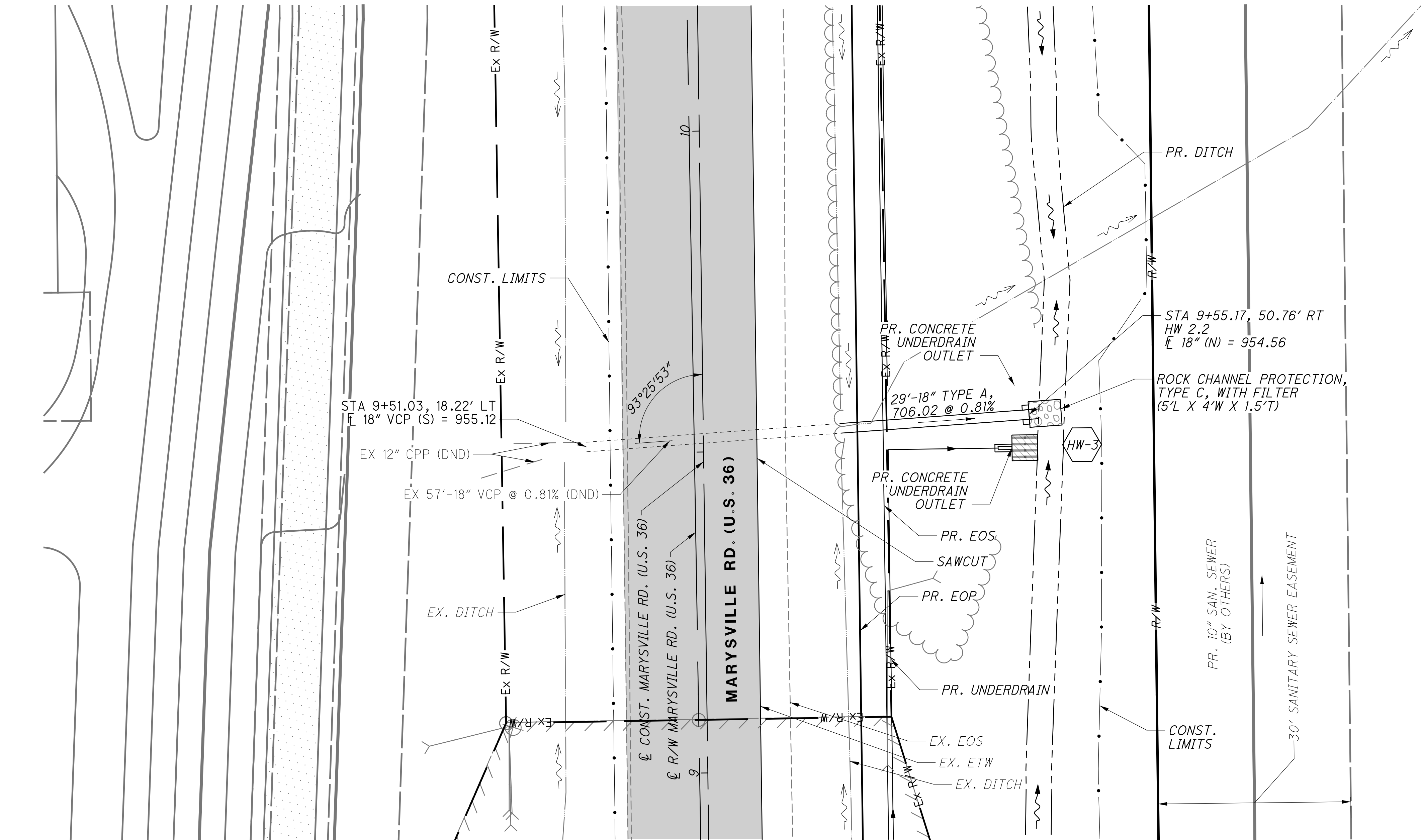
DRAINAGE AREA = 48.11 ACRES
Q (25) = 18.33 CFS V (25) = 4.95 FPS HW (25) = 953.24'
Q (100) = 25.58 CFS V (100) = 5.39 FPS HW (100) = 953.86'
ORDINARY HIGH WATER MARK: UNKNOWN
DESIGN SERVICE LIFE: 75 YEARS
pH: >8.0
ABRASION LEVEL: 1
CFN: 1833333



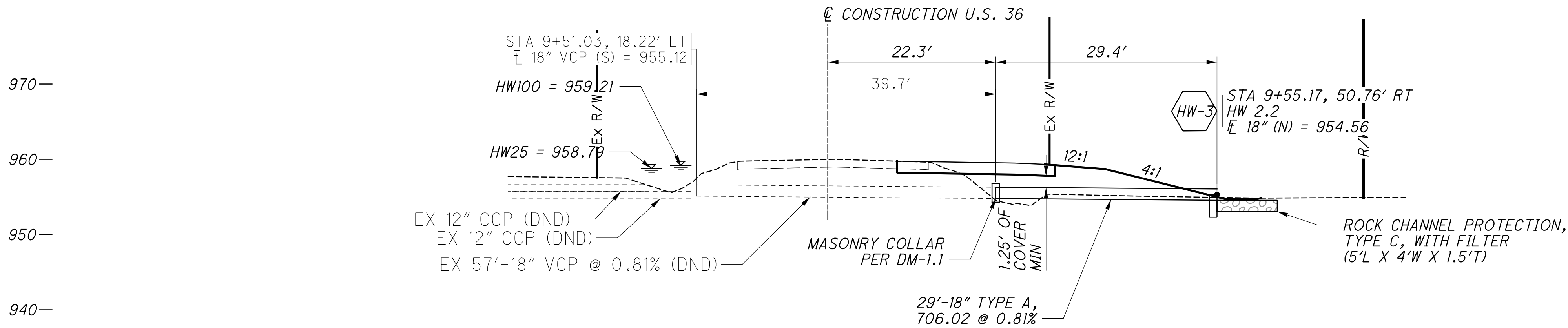
15" TYPE C, AS PER PLAN - ORIFICE PIPE DETAIL

EXISTING STRUCTURE
TYPE: 15" CORRUGATED PLASTIC PIPE/ 18" REINFORCED CONCRETE PIPE
SKEW: 00° 46' 01"
ALIGNMENT: TANGENT
CFN: 1833333
PROPOSED STRUCTURE
TYPE: 24"x38" REINFORCED CONCRETE ELLIPTICAL PIPE
SKEW: 00° 45' 49"
ALIGNMENT: TANGENT
CFN: 1833333

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PLAN



CULVERT AT STA. 9+52.13

PROFILE

ESTIMATED QUANTITIES			
ITEM	QUANTITY	UNIT	DESCRIPTION
601	1.1	CY	RCP, TYPE C WITH FILTER
602	0.31	CY	CONCRETE MASONRY
611	29	FT	18" CONDUIT, TYPE A

HYDRAULIC DATA

DRAINAGE AREA = 13.79 ACRES
Q (25) = 14.48 CFS V (25) = 9.12 FPS HW (25) = 958.79'
Q (100) = 15.56 CFS V (100) = 9.67 FPS HW (100) = 959.21'
ORDINARY HIGH WATER MARK: UNKNOWN
DESIGN SERVICE LIFE: 75 YEARS
pH: >8.0
ABRASION LEVEL: 1
CFN: 1833332

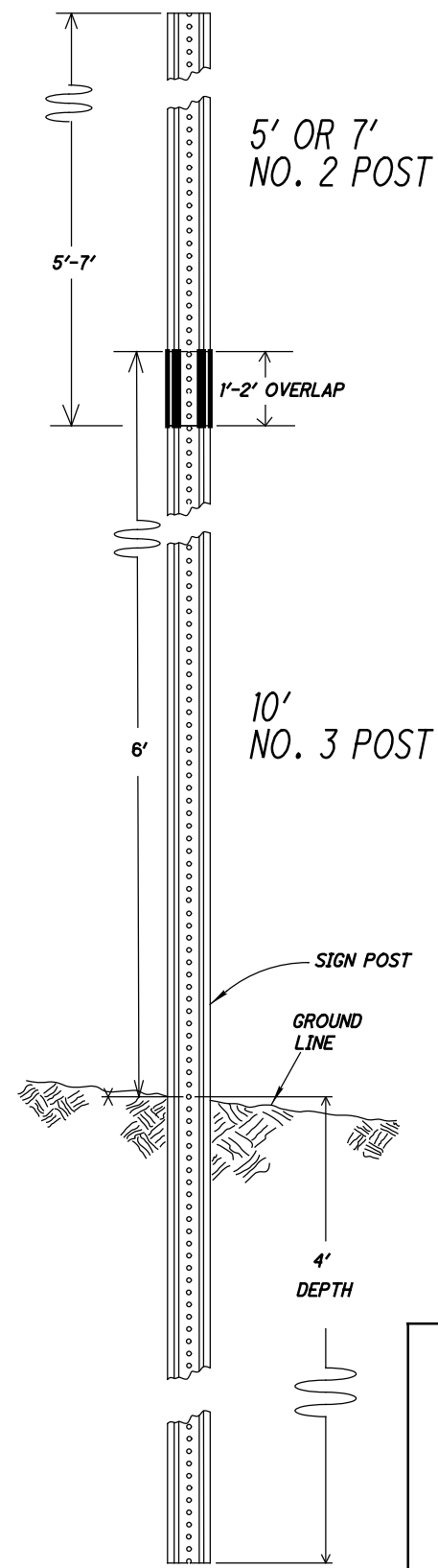
PAVEMENT PLANING
AND OVERLAY

EXISTING STRUCTURE
TYPE: 18" VETRIFIED CLAY PIPE SKEW: 03° 25' 53" ALIGNMENT: TANGENT CFN: 1833332
PROPOSED STRUCTURE
TYPE: 18" REINFORCED CONCRETE PIPE EXTENSION SKEW: 03° 25' 53" ALIGNMENT: TANGENT CFN: 1833332

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NOTES:
FOR CLARITY UNDERGROUND UTILITIES HAVE
NOT BEEN SHOWN. SEE PLAN AND PROFILE
SHEETS.

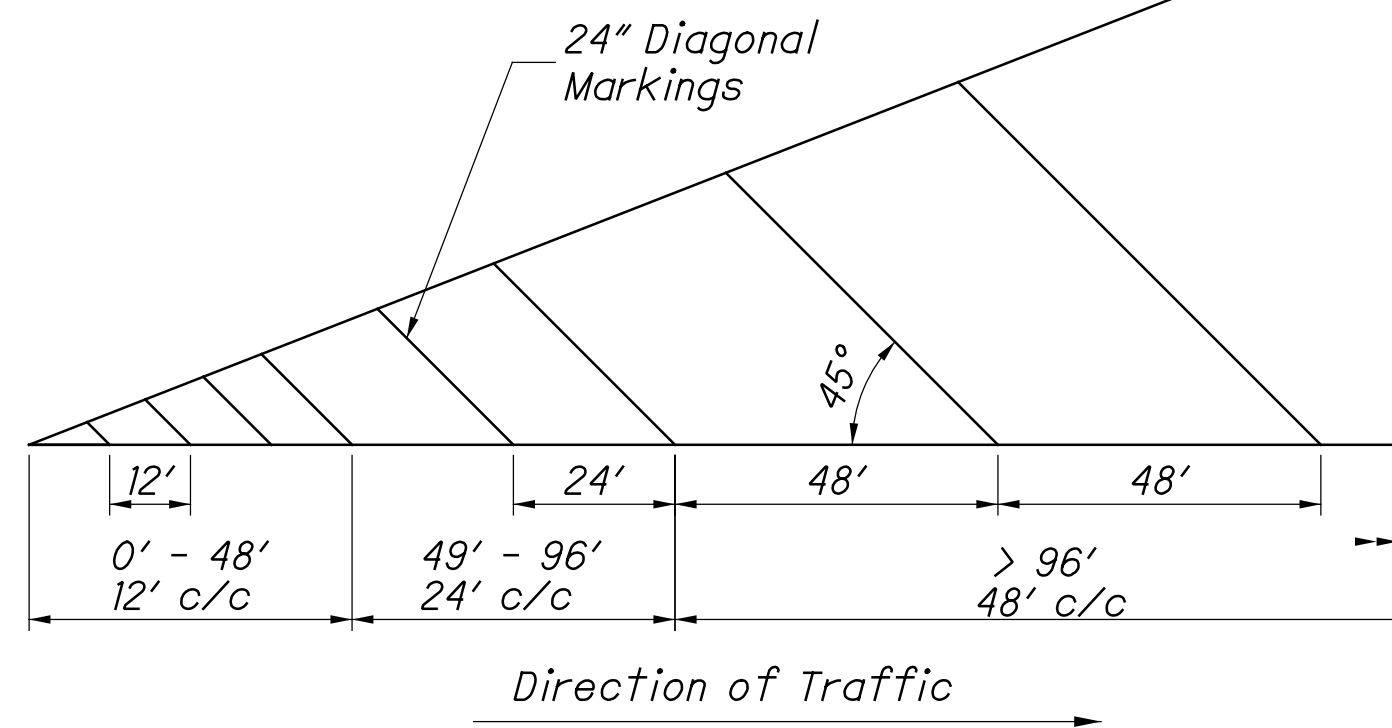
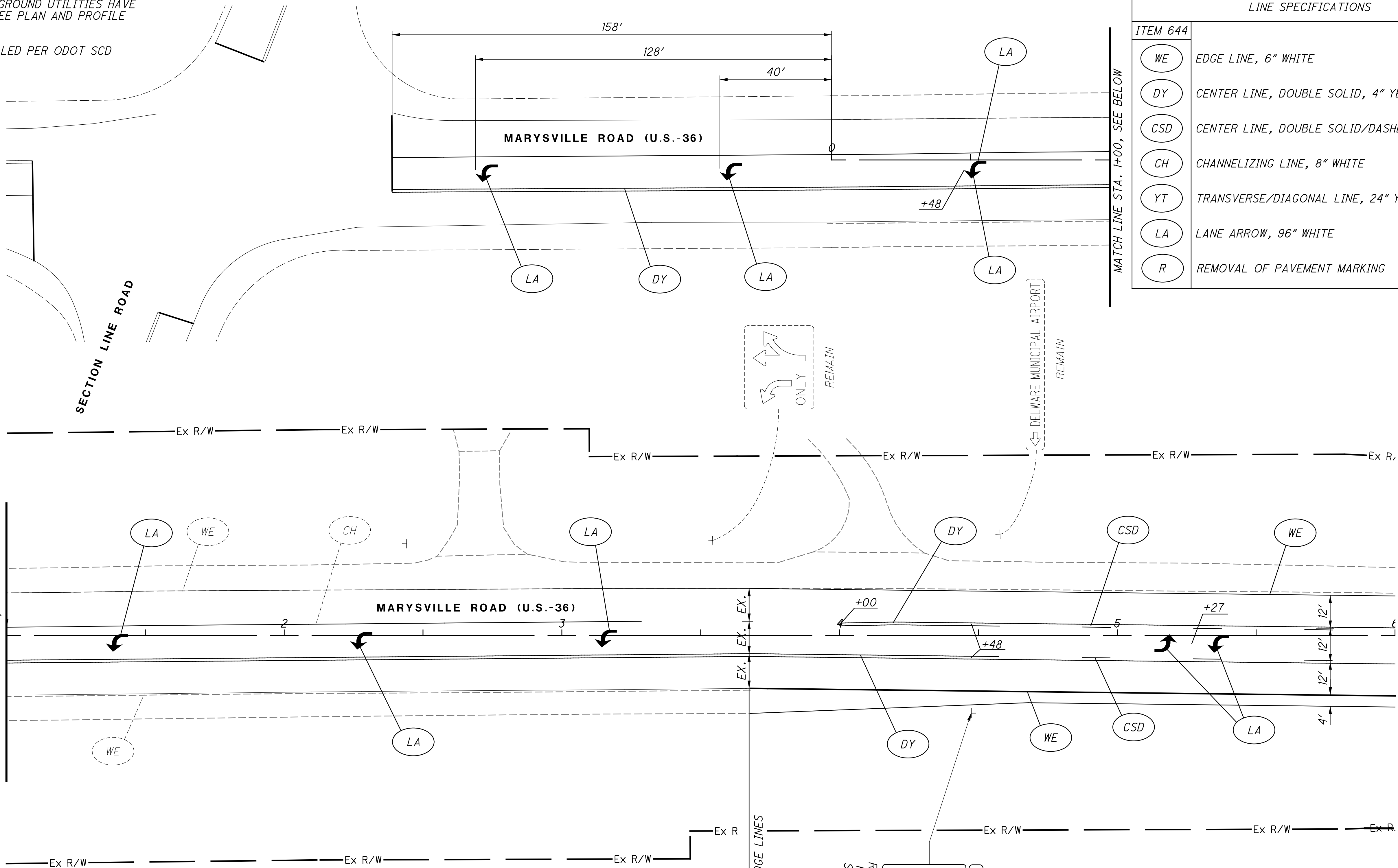
RPM'S TO BE INSTALLED PER ODOT SCD
TC-65.10 & TC-65.11



USE ALUMINUM BOLTS TO ATTACH
SIGN TO NO. 2 POST.
USE 2 STAINLESS STEEL BOLTS TO
SPlice NO. 2 TO NO. 3 POST.

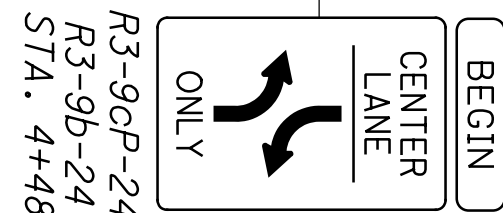
TYPICAL NO. 2
AND NO. 3 U - CHANNEL SPLICE
WITH 10' DRIVEN SECTION INSTALLATION

MATCH LINE STA. 1+00, SEE ABOVE



TYPICAL SPACING DETAIL FOR 24" DIAGONAL MARKINGS

LINE SPECIFICATIONS	
ITEM 644	
WE	EDGE LINE, 6" WHITE
DY	CENTER LINE, DOUBLE SOLID, 4" YELLOW
CSD	CENTER LINE, DOUBLE SOLID/DASHED, 4" YELLOW
CH	CHANNELIZING LINE, 8" WHITE
YT	TRANSVERSE/DIAGONAL LINE, 24" YELLOW
LA	LANE ARROW, 96" WHITE
R	REMOVAL OF PAVEMENT MARKING



SIGNING LEGEND	
	= EXISTING SIGN
	= EXISTING SIGN REMOVED
	= PROPOSED SIGN

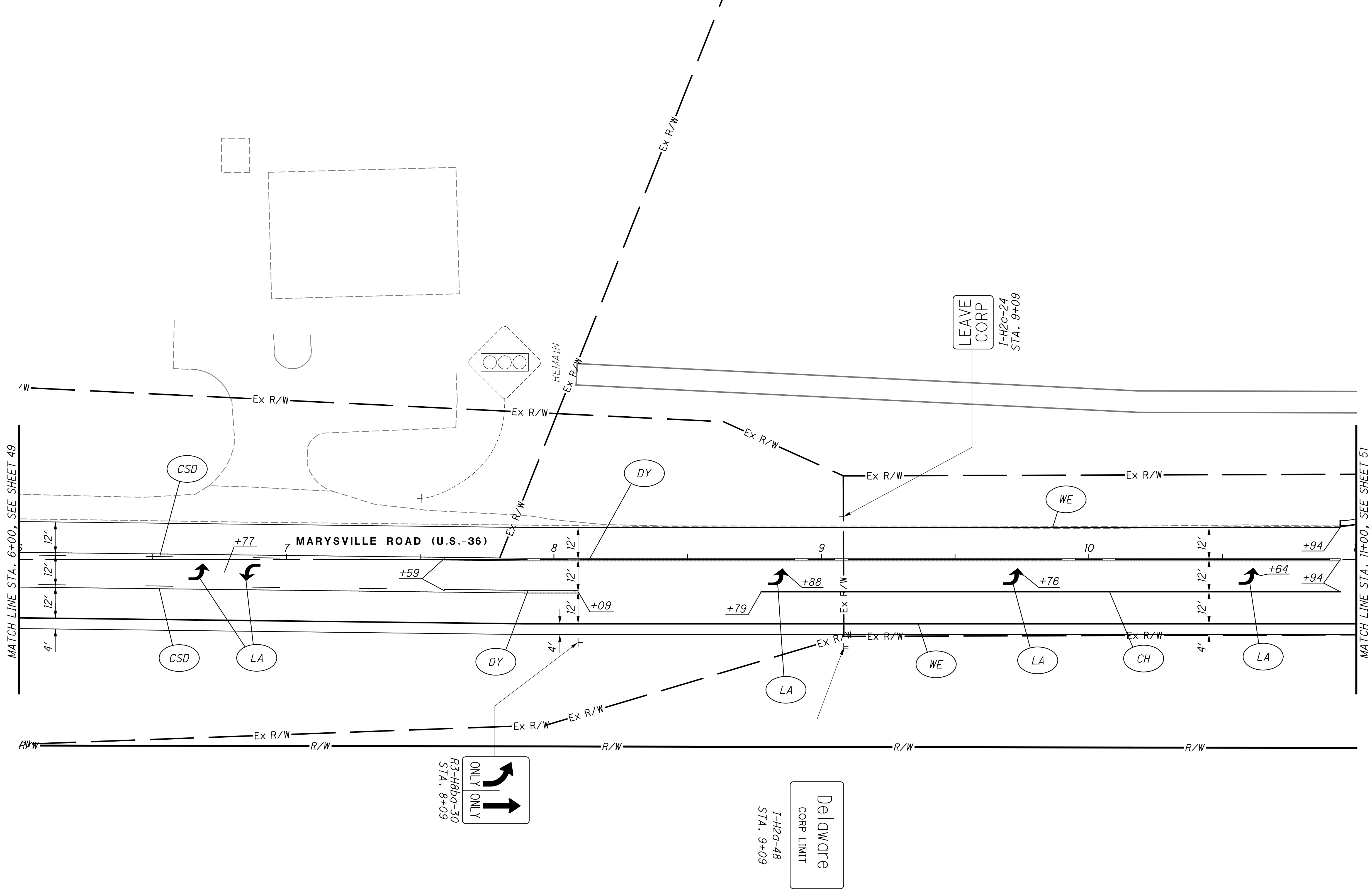
PAVEMENT MARKING LEGEND	
	= PROPOSED PAVEMENT MARKINGS (ITEM 644)
	= EXISTING PAVEMENT MARKINGS



CALCULATED
BDM
CHECKED
SMM

TRAFFIC CONTROL PLAN
STA. 1+00 TO STA. 6+00

MARYSVILLE RD.
(U.S. 36)
IMPROVEMENTS



 0 10 20 40 HORIZONTAL SCALE IN FEET	CALCULATED BDM	
	CHECKED SMM	
MARYSVILLE RD. (U.S. 36) IMPROVEMENTS	TRAFFIC CONTROL PLAN STA. 6+00 TO STA. 11+00	
50 53		

