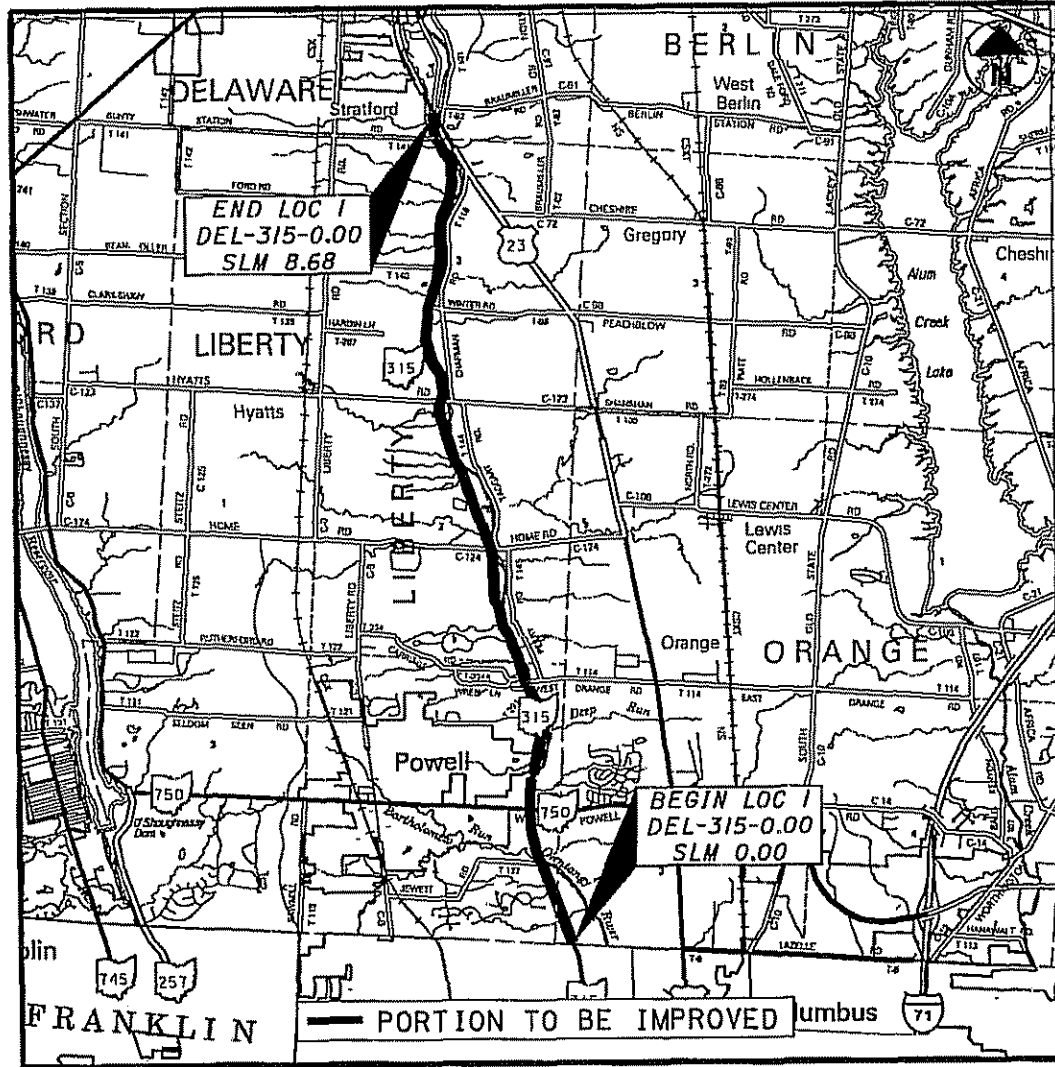


STATE OF OHIO DEPARTMENT OF TRANSPORTATION

DEL - SR 315-0.00
 050329 PID - 25591
 Dist 6 6/8/2005



LATITUDE & LONGITUDE

DEL-315 LAT.: N 40 DEG. 11 MIN. 50 SEC. / LONG.: W 83 DEG. 03 MIN. 14 SEC.

DESIGN FUNCTIONAL CLASSIFICATION

DEL-315 URBAN MINOR ARTERIAL / URBAN COLLECTOR / RURAL MAJOR COLLECTOR

LOC	COUNTY	ROUTE	SECTION	PROJECT TERMINI		NET LENGTH MILE	CITY / VILLAGE
				BEGIN SLM	END SLM		
1	DEL	315	(0.00 - 8.68)	0.00	8.68	8.68	POWELL, DELAWARE

DEL - 315 - 0.00

INDEX OF SHEETS

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Production Copy
 329-05

PROJECT DESCRIPTION

THIS PROJECT CONSISTS OF RESURFACING 8.68 MILES OF SR 315 SOME OF WHICH IS WITHIN THE CITY OF POWELL & DELAWARE. SOME STRUCTUREWORK REQUIRED.

2002 SPECIFICATIONS

I HEREBY APPROVE THESE PLANS AND DECLARE THAT THE MAKING OF THESE IMPROVEMENTS WILL NOT REQUIRE THE CLOSING TO TRAFFIC OF THE HIGH-WAY AND THAT PROVISIONS FOR THE MAINTENANCE AND SAFETY OF TRAFFIC WILL BE AS SET FORTH ON THE PLANS AND ESTIMATES.

THE STANDARD SPECIFICATIONS OF THE STATE OF OHIO, DEPARTMENT OF TRANSPORTATION, INCLUDING CHANGES AND SUPPLEMENTAL SPECIFICATIONS LISTED IN THE PROPOSAL SHALL GOVERN THIS PROJECT.

EARTH DISTURBED AREA

PROJECT EARTH DISTURBED AREA	N/A MAINTENANCE PROJECT
EST. CONTRACTOR EARTH DISTURBED AREA	N/A MAINTENANCE PROJECT
NOTICE OF INTENT EARTH DISTURBED AREA	N/A MAINTENANCE PROJECT

DESIGN DESIGNATION

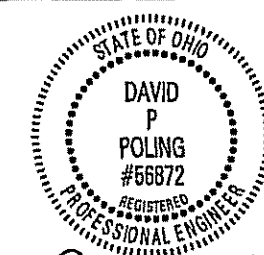
CURRENT ADT (2005)	12,883
DESIGN YEAR ADT (2015)	16,665
DESIGN HOURLY VOLUME (2015)	694
DIRECTIONAL DISTRUBUTION	50%
TRUCKS (24 HOUR B & C)	4%
DESIGN SPEED	25-55
LEGAL SPEED	45/55
LANE ADTT	230

UNDERGROUND UTILITIES

TWO WORKING DAYS BEFORE YOU DIG
 CALL 1-800-362-2764 (TOLL FREE)
 OHIO UTILITIES PROTECTION SERVICE
 NON-MEMBERS MUST BE CALLED DIRECTLY

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STANDARD DRAWINGS				SUPPLEMENTAL SPECIFICATIONS			
NAME	DATE	NAME	DATE	NAME	DATE	NAME	DATE
BP-3.1	7/16/2004	TC-41.40	7/16/2004	832	4/17/2004		
BP-4.1	7/16/2004	TC-52.10	4/20/2001	833	2/12/2003		
RM-1.1	4/18/2003	TC-52.20	4/20/2001	908	4/18/2003		
MT-105.10	10/18/2002	TC-65.10	1/21/2005				
MT-105.11	10/18/2002	TC-65.11	1/21/2005				
MT-95.60	4/19/2002	TC-71.10	1/21/2005				
MT-95.61	4/19/2002	TC-73.10	1/19/2001				
MT-97.10	4/19/2002	TC-82.10	4/19/2002				
MT-97.12	4/19/2002						
MT-99.20m	1/30/1995						



Signed: *David P. Poling*
 Date: 2-4-05

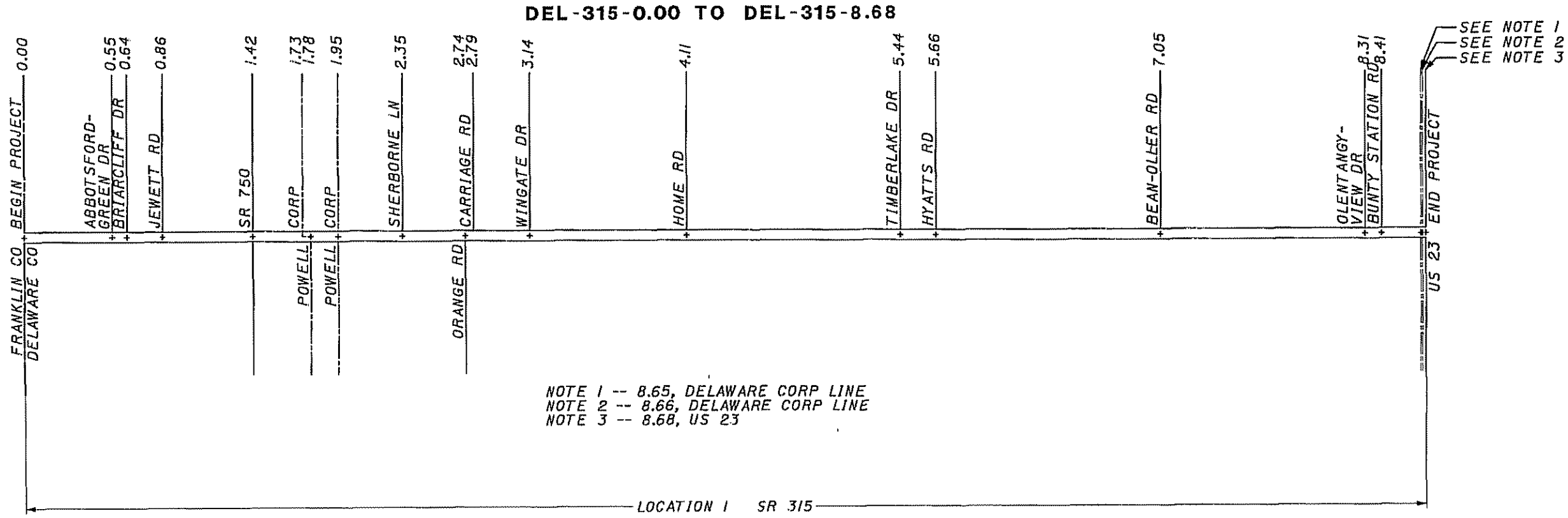
PLAN PREPARED BY:
 OHIO DEPARTMENT OF TRANSPORTATION
 DISTRICT SIX

PLANS CERTIFIED BY:
 NAME *Laura LeWright* DATE *2-4-05*
 DISTRICT 6
 OHIO DEPT. OF TRANSPORTATION

Approved: *Jack R. Mankab*
 Date *2/1/05* District Deputy Director of Transportation

Approved: *Borden Proctor*
 Date *3/23/05* Director, Department of Transportation

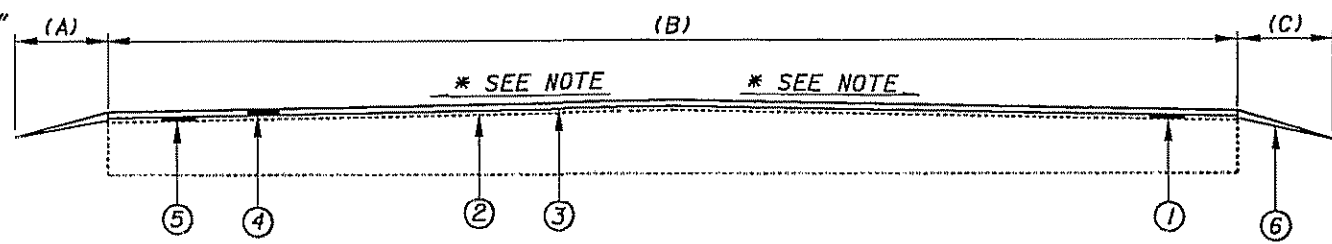
FEDERAL PROJECT NO. E041(096)
 PID NO. 25591
 CONSTRUCTION PROJECT NO.
 RAILROAD INVOLVEMENT NONE
 DEL - 315 - 0.00
 1/25



NOTE 1 -- 8.65, DELAWARE CORP LINE
 NOTE 2 -- 8.66, DELAWARE CORP LINE
 NOTE 3 -- 8.68, US 23

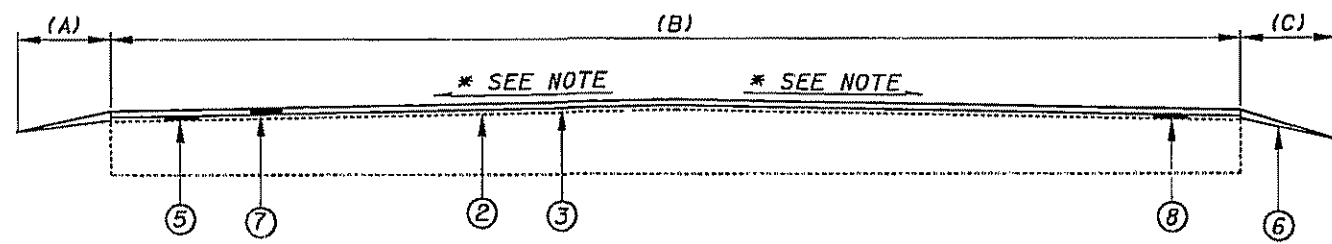
NOTES:
 1) * MAINTAIN THE EXISTING PAVEMENT CROSS SLOPE
 2) SEE SHEETS 13-15 FOR VALUES OF "A", "B", AND "C"

TYPICAL SECTION #1



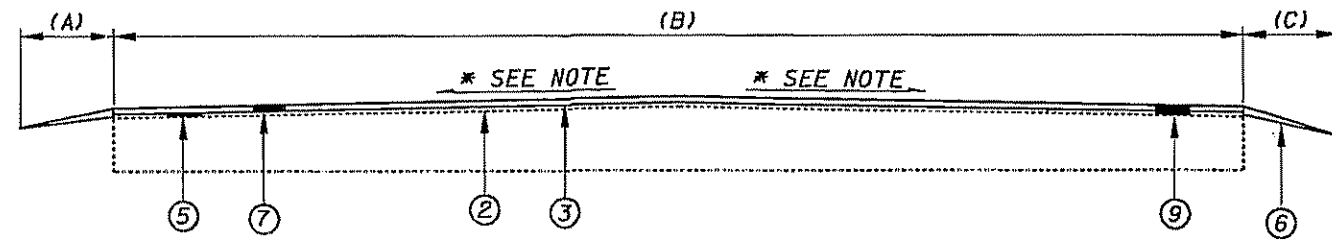
SLM 0 TO SLM 1.36
 SLM 1.48 TO SLM 4.06
 SLM 4.17 TO SLM 8.68

TYPICAL SECTION #2



SLM 1.36 TO SLM 1.4
 SLM 1.43 TO SLM 1.48
 SLM 4.06 TO SLM 4.17

TYPICAL SECTION #3



SLM 1.4 TO SLM 1.43

- ① ITEM 254 - 1.0" PAVEMENT PLANING, ASPHALT CONCRETE
- ② ITEM 407 - TACK COAT @ 0.075 PER SY. YD.
- ③ ITEM 407 - TACK COAT FOR INTERMEDIATE @ 0.05 PER SY. YD.

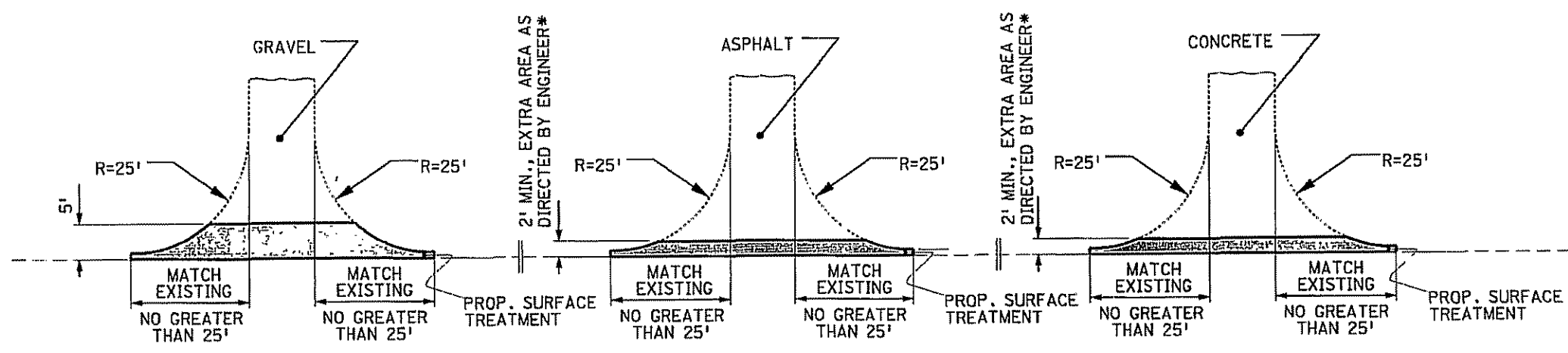
- ④ ITEM 446 - 1.25" ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG64-22
- ⑤ ITEM 446 - 1.75" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, PG64-28

- ⑥ ITEM 617 - COMPACTED AGGREGATE, TYPE A
- ⑦ ITEM 446 - 1.50" ASPHALT CONCRETE SURFACE COURSE, TYPE 1-H
- ⑧ ITEM 254 - 1.25" PAVEMENT PLANING, ASPHALT CONCRETE
- ⑨ ITEM 254 - 3.25" PAVEMENT PLANING, ASPHALT CONCRETE

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TYPICAL SECTION

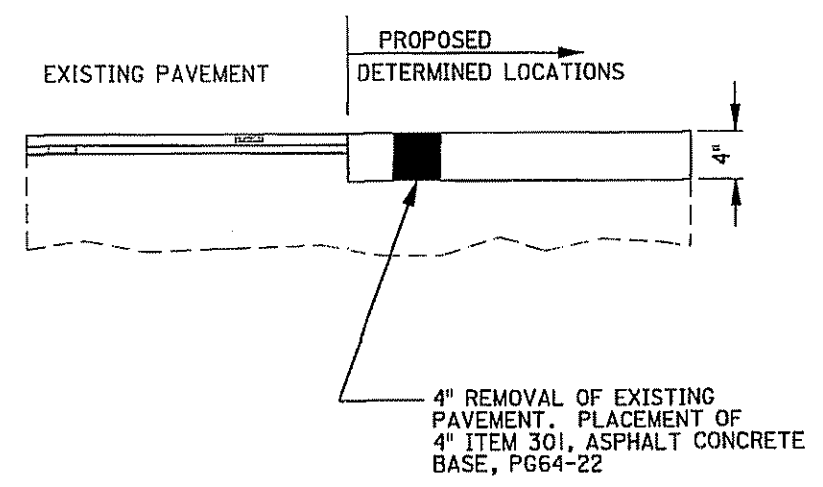
DEL-315-0.00



TYPICAL DRIVEWAY APPROACH DETAILS

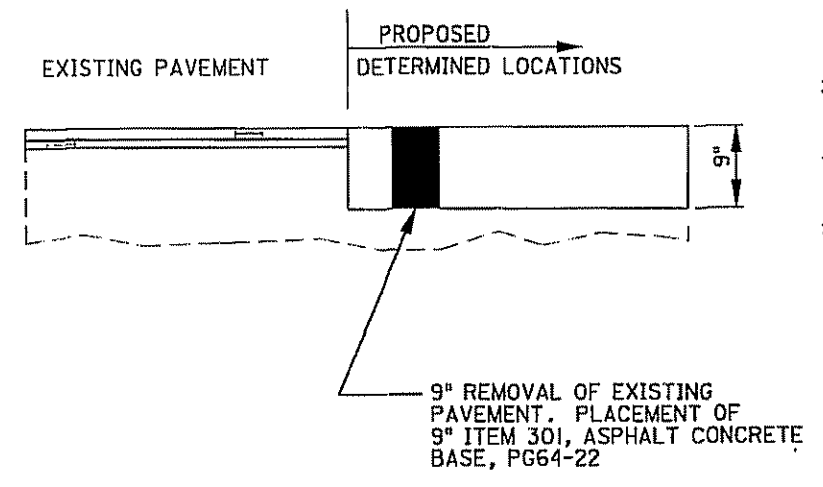
FOR MORE INFORMATION INVOLVING
TAPERS AND FEATHERING SEE
STANDARD DRAWING BP-3.1 (7/16/04)

*SEE "REMARKS" ON SHEET 13 FOR STEEP DRIVE APPROACHES



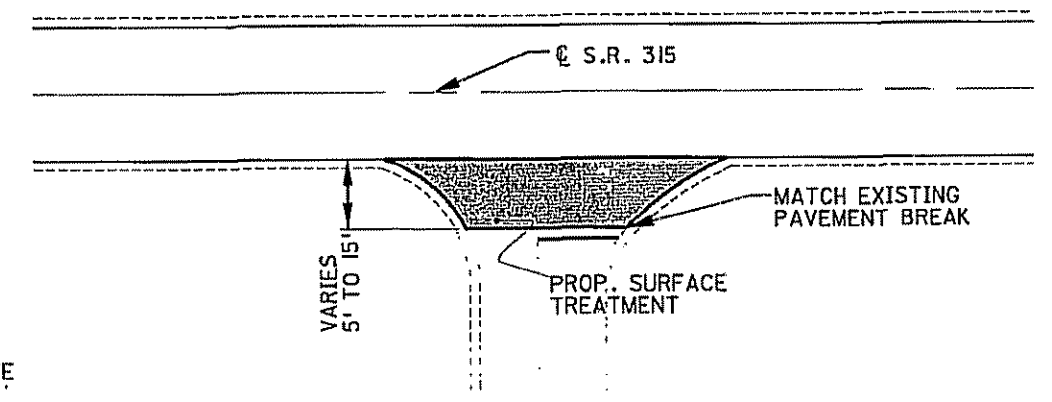
PARTIAL DEPTH PAVEMENT REPAIR DETAIL

SEE GENERAL NOTES FOR INFORMATION AND
QUANTITIES REGARDING ITEM 251-PARTIAL DEPTH
PAVEMENT REPAIR, AS PER PLAN.

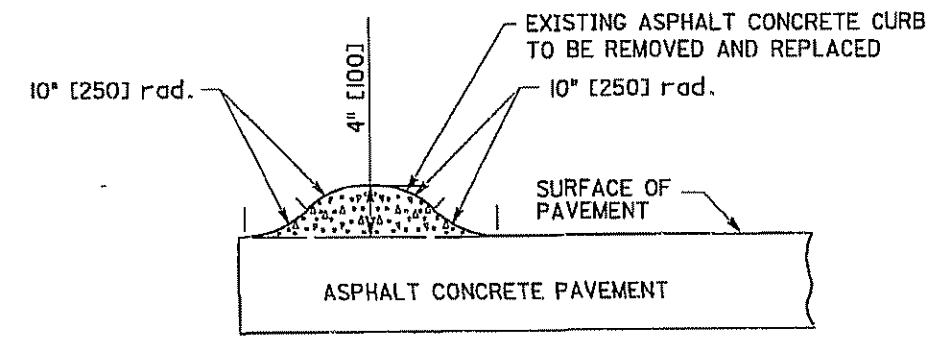


PAVEMENT REPAIR DETAIL

SEE GENERAL NOTES FOR INFORMATION AND
QUANTITIES REGARDING ITEM 253-
PAVEMENT REPAIRS.



TYPICAL INTERSECTION DETAILS

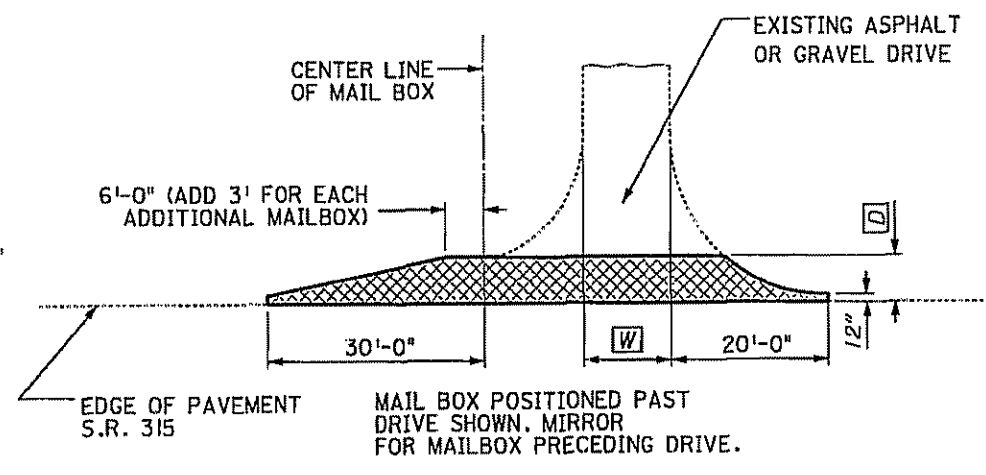


ASPHALT CONCRETE CURB DETAIL

SEE GENERAL NOTES FOR INFORMATION AND
QUANTITIES. SEE STANDARD DRAWING
BP-4.1 FOR REFERENCE.

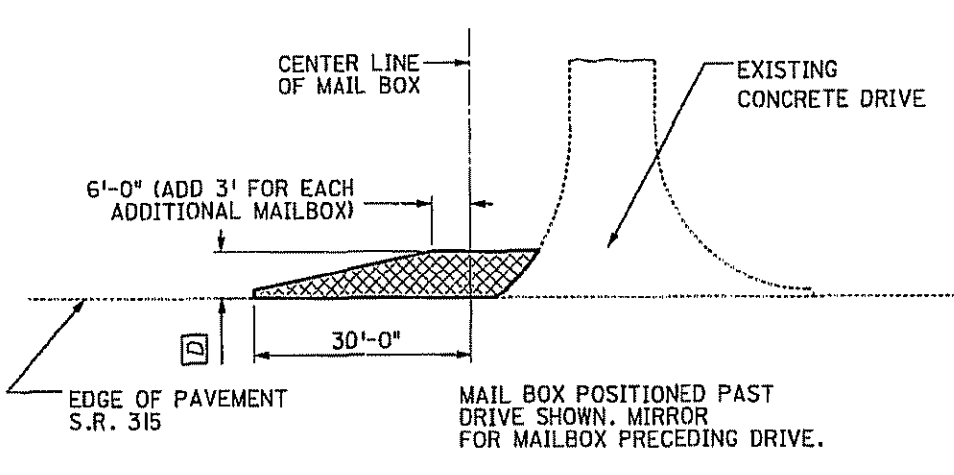
BEGIN SLM	LENGTH (FT)	SIDE
8.67	30	LT

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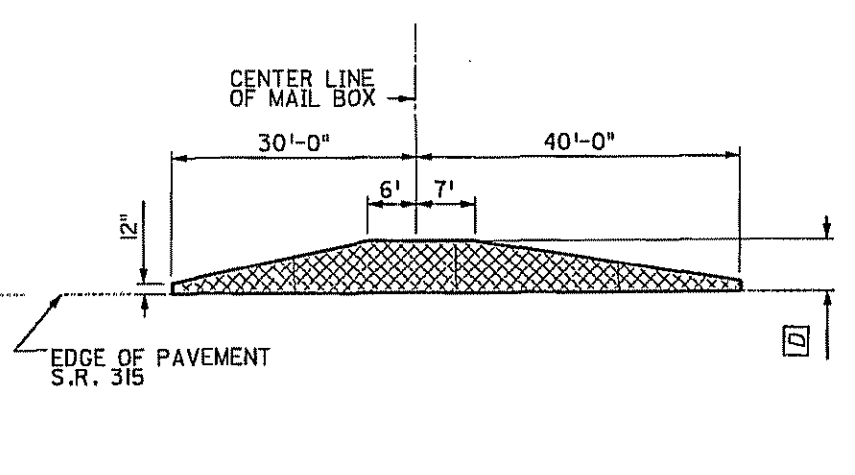
COMBINED DRIVEWAY & MAIL BOX APPROACH

[W] = WIDTH OF EXISTING DRIVEWAY.



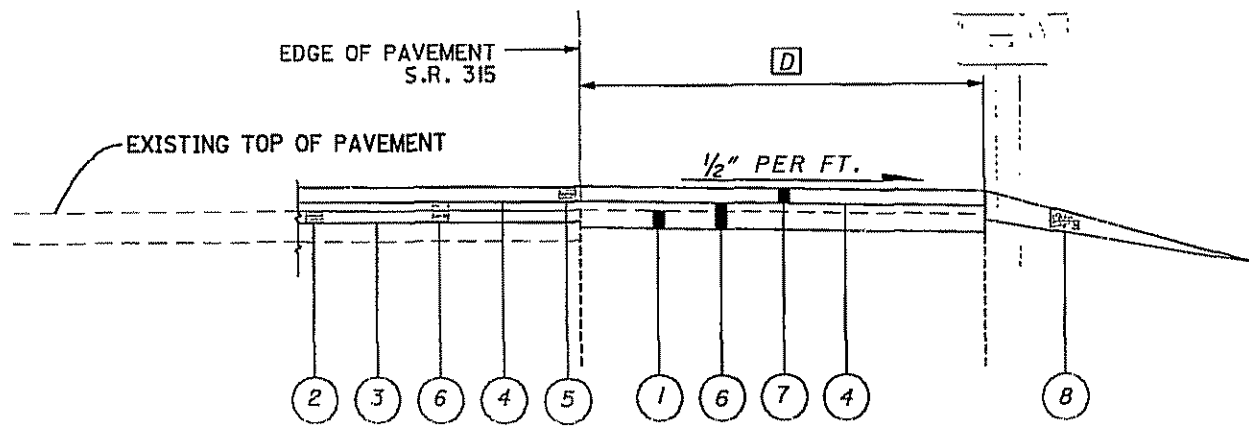
COMBINED DRIVEWAY & MAIL BOX APPROACH

THE EXISTING MAIL BOX POSITION SHALL REMAIN. DIMENSION [D] SHALL NOT EXCEED 6'.



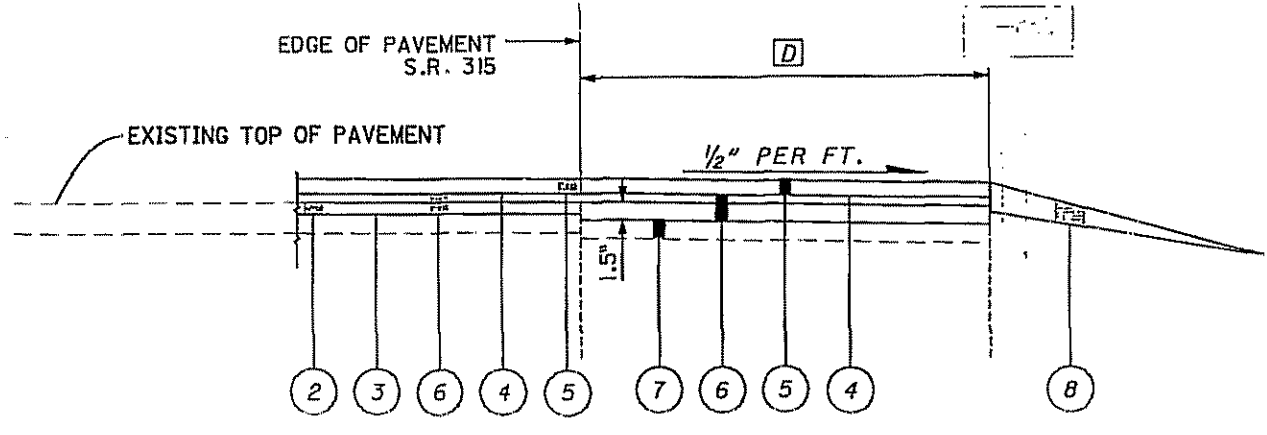
TYPICAL MAIL BOX APPROACH

*FOR TYPICAL MAIL BOX APPROACH AND OTHER ADDITIONAL INFORMATION SEE STA. DWG. BP 4.1 (7/16/04)



MAILBOX APPROACH DETAIL 1

(APPROACHES REQUIRING EXCAVATION)



MAILBOX APPROACH DETAIL 2

(APPROACHES NOT REQUIRING EXCAVATION)

LEGEND

- [Hatched] OR (1) ITEM 203 - EXCAVATION - SHALL NOT EXCEED 1.5" BELOW EXISTING EDGE OF PAVEMENT (IF REQUIRED)
- (2) ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE (AS SPECIFIED IN TYP. SECT.)
- (3) ITEM 407 - TACK COAT @ 0.075 PER SY. YD.
- (4) ITEM 407 - TACK COAT FOR INTERMEDIATE @ 0.05 PER SY. YD.
- (5) ITEM 446 - ASPHALT CONCRETE SURFACE COURSE, (AS SPECIFIED IN TYPICAL SECTIONS)
- (6) ITEM 446 - ASPHALT CONCRETE INTERMEDIATE COURSE, (AS SPECIFIED IN TYPICAL SECTIONS)
- (7) ITEM 446 - (VARIABLE DEPTH) ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, PG64-28 [IF REQUIRED TO BRING TOP OF BASE TO 1.5" BELOW EXISTING EDGE OF PAVEMENT]
- (8) ITEM 617 - COMPACTED AGGREGATE, TYPE A

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CONSTRUCTION INITIATION:

THE CONTRACTOR SHALL ADVISE THE DISTRICT OFFICE OF COMMUNICATIONS AT 740-363-1251, EXT 469 OR BY FAX AT 740-369-7437 AND THE DISTRICT TRAFFIC MANAGEMENT ENGINEER AT 740-363-1251, EXT 323 FOURTEEN (14) DAYS PRIOR TO THE START OF CONSTRUCTION ACTIVITIES. THE CONTRACTOR WILL IMMEDIATELY INFORM THE DISTRICT OFFICE OF COMMUNICATIONS AND THE DISTRICT TRAFFIC MANAGEMENT ENGINEER OF ANY AND ALL DELAYS AND / OR CHANGES REGARDING THE CONSTRUCTION PROJECT. THE PROJECT ENGINEER WILL PROVIDE CLARIFICATION FOR ANY QUESTIONS ABOUT THIS NOTIFICATION REQUIREMENT.

COORDINATION WITH O.D.O.T.'S CENTRAL OHIO TRAFFIC MANAGEMENT PROGRAM (COTMP):

THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER IN WRITING OF ALL TRAFFIC RESTRICTIONS AND UPCOMING MAINTENANCE OF TRAFFIC CHANGES ON A WEEKLY BASIS. WHEN DETOURS ARE PLANNED, THIS NOTIFICATION SHALL BE AT THE PRE-CONSTRUCTION MEETING OR 30 DAYS IN ADVANCE ONCE CONSTRUCTION HAS BEGUN. LANE AND RAMP CLOSURES FOR 2 OR MORE WEEKS SHALL BE REPORTED 2 WEEKS IN ADVANCE OF CLOSURE. LANE AND RAMP CLOSURES OF LESS THAN 2 WEEKS DURATION AND MORE THAN 2 DAYS SHALL BE REPORTED AT LEAST 3 WORKING DAYS IN ADVANCE. FOR SHORT TERM LANE OR RAMP CLOSURES (2 DAYS OR LESS) NOTIFICATION SHALL BE MADE AT LEAST 1 WORKING DAY IN ADVANCE. INFORMATION SHALL INCLUDE BUT NOT BE LIMITED TO ALL CONSTRUCTION ACTIVITIES THAT IMPACT TRAFFIC AT PRESENT AND IN THE NEXT 30 DAYS. THE CONTRACTOR SHALL DESIGNATE AN INDIVIDUAL WHO WILL BE RESPONSIBLE FOR PREPARING THIS REPORT AT THE PRE-CONSTRUCTION MEETING. ANY UNFORESEEN IMPACTS TO TRAFFIC SHALL BE REPORTED TO THE PROJECT ENGINEER AS SOON AS POSSIBLE. THE PROJECT ENGINEER SHALL PROVIDE THIS INFORMATION TO COTMP. ALL CONSTRUCTION ACTIVITIES THAT INTERFERE WITH TRAFFIC SHALL BE REPORTED TO COTMP. THIS INFORMATION SHALL BE PROVIDED TO COTMP AT (740) 363-1251 (EXT. 323), OR BY FAX AT (740) 363-6831.

GENERAL:

THE CONTRACTOR SHALL SUBMIT IN WRITING A SCHEDULE OF OPERATIONS TO THE ENGINEER AND RECEIVE APPROVAL IN WRITING BEFORE WORK IS STARTED ON THIS PROJECT. 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.

REVIEW OF DRAINAGE FACILITIES:

BEFORE ANY WORK IS STARTED ON THE PROJECT AND AGAIN BEFORE FINAL ACCEPTANCE BY THE STATE, REPRESENTATIVES OF THE STATE AND THE CONTRACTOR, ALONG WITH LOCAL REPRESENTATIVES, SHALL MAKE AN INSPECTION OF ALL EXISTING SEWERS WHICH ARE TO REMAIN IN SERVICE AND WHICH MAY BE AFFECTED BY THE WORK. THE CONDITION OF THE EXISTING CONDUITS AND THEIR APPURTENANCE SHALL BE DETERMINED FROM FIELD OBSERVATIONS. RECORDS OF THE INSPECTION SHALL BE KEPT IN WRITING BY THE STATE.

ALL NEW CONDUITS, INLETS, CATCH BASINS, AND MANHOLES CONSTRUCTED, AS A PART OF THE PROJECT SHALL BE FREE OF ALL FOREIGN MATTER AND IN A CLEAN CONDITION BEFORE THE PROJECT WILL BE ACCEPTED BY THE STATE.

ALL EXISTING SEWERS INSPECTED INITIALLY BY THE ABOVE MENTIONED PARTIES SHALL BE MAINTAINED AND LEFT IN A CONDITION REASONABLY COMPARABLE TO THAT DETERMINED BY THE ORIGINAL INSPECTION. ANY CHANGE IN THE CONDITION RESULTING FROM THE CONTRACTOR'S OPERATIONS SHALL BE CORRECTED BY THE CONTRACTOR TO THE SATISFACTION OF THE ENGINEER.

UTILITIES OWNERSHIP:

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

CITY OF DELAWARE
1 SOUTH SANDUSKY
DELAWARE, OH 43015
1-740-363-9374

DELAWARE COUNTY REGIONAL
SEWER DISTRICT
50 CHANNING STREET
DELAWARE, OHIO 43015
1-740-833-2240

AT&T COMMUNICATIONS
1100 THIRD AVENUE
ALTOONA, PA 16602
1-814-940-5856

DEL-CO WATER COMPANY
6773 OLENTANGY RIVER RD
DELAWARE, OH 43015
1-740-548-7746

SBC
150 EAST GAY STREET-ROOM 6C
COLUMBUS, OH 43215
1-614-223-7162

UNDERGROUND UTILITIES:

IT IS THE CONTRACTOR'S RESPONSIBILITY TO HAVE ANY UNDERGROUND UTILITIES MARKED.
OHIO UTILITY PROTECTION SERVICE 1-800-362-2764
NON-MEMBERS MUST BE CALLED DIRECTLY.

ALIGNMENT AND PROFILE:

THE WORK PROPOSED BY THIS PROJECT IS FOR THE RESURFACING OF THE EXISTING PAVEMENT. THE ALIGNMENT OF THE EXISTING PAVEMENT WILL NOT BE CHANGED, AND THE PROFILE OF THE PROPOSED SURFACE WILL BE SIMILAR TO THAT OF THE EXISTING PAVEMENT.

CONTRACTORS EQUIPMENT - OPERATION AND STORAGE:

THE CONTRACTOR'S EQUIPMENT SHALL BE OPERATED IN THE DIRECTION OF TRAFFIC WHERE PRACTICAL. EQUIPMENT SHALL HAVE AT LEAST ONE AMBER FLASHING LIGHT. WHEN PARKED ALONG THE HIGHWAY, THE EQUIPMENT SHALL BE LOCATED EITHER A MINIMUM OF THIRTY FEET FROM THE EDGE OF PAVEMENT OR SIX FEET BEHIND GUARDRAIL WITH A MINIMUM OF 125 FEET OF GUARDRAIL PRECEDING THE EQUIPMENT. ALL OTHER EQUIPMENT, INCLUDING PRIVATE VEHICLES, SHALL BE STORED AT AN APPROVED CONTRACTOR'S STORAGE AREA.

CONTINGENCY QUANTITIES:

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

PROPOSED NO PASSING ZONES:

PROPOSED NO PASSING ZONES ARE OUTLINED ON SHEETS 17-21. SLM LOCATIONS GIVEN ON THIS SHEET ARE INDEPENDENT OF THE SLM'S GIVEN THROUGHOUT THIS PLAN. CONTROL POINTS ARE GIVEN TO VERIFY THE PROPER STATIONING OF THESE SLM'S. PROPER PLACEMENT OF ALL PASSING AND NO PASSING ZONES SHALL BE CONFIRMED BY THE CONTRACTOR. ALL START AND STOP LOCATIONS SHALL BE WITHIN 0.005 MILES OF THE LOCATIONS OUTLINED ON THESE SHEETS. A LETTER OF VERIFICATION OF ALL PASSING AND NO PASSING ZONES SHALL BE SUBMITTED TO THE PROJECT ENGINEER FOR PLACEMENT IN THE PROJECT RECORDS. ANY IMPROPERLY PLACED PASSING OR NO PASSING ZONES SHALL BE IMMEDIATELY CORRECTED.

CONVERSION OF STANDARD CONSTRUCTION DRAWINGS:

THE METRIC STANDARD DRAWINGS REFERENCED IN THIS PLAN SHALL BE CONVERTED TO ENGLISH UNITS USING THE SI (METRIC) TO ENGLISH CONVERSION FACTORS PROVIDED IN SECTION 109.02 OF THE 2002 CONSTRUCTION AND MATERIAL SPECIFICATIONS. CONVERSIONS SHALL BE APPROPRIATELY PRECISE AND SHALL REFLECT STANDARD INDUSTRY ENGLISH VALUES WHERE SUITABLE.

ITEM 202 - CURB REMOVED:

IT IS THE CONTRACTOR'S RESPONSIBILITY TO VERIFY THE LOCATION OF THE EXISTING ASPHALT CONCRETE CURB BEFORE THE PAVEMENT PLANING AND RESURFACING OBLITERATES THEM. FOR DETAILS OF THIS WORK SEE ASPHALT CONCRETE DETAIL ON SHEET 4. THE CONTRACTOR SHALL PROVIDE ALL MATERIAL, LABOR, EQUIPMENT, AND HARDWARE NECESSARY TO REMOVE THE EXISTING ASPHALT CONCRETE CURB. THE FOLLOWING QUANTITY HAS BEEN PROVIDED AND CARRIED TO THE GENERAL SUMMARY:

ITEM 202 - CURB REMOVED: = 30 FT

ITEM 202 - RAISED PAVEMENT MARKERS REMOVED AND DISPOSED:

CONTRACTOR IS TO REMOVE AND DISPOSE OF ALL EXISTING RAISED PAVEMENT MARKERS SPECIFIED IN THE PLAN.

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GENERAL NOTES

DEL-315-0.00

ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR:

THIS ITEM OF WORK SHALL BE PERFORMED AT THE LOCATIONS LISTED BELOW AND AS DIRECTED BY THE ENGINEER. ALL AREAS TO BE REPAIRED SHALL BE LOCATED BY THE ENGINEER AND THE WORK PERFORMED PRIOR TO RESURFACING. THE REPAIR AREAS SHALL BE OF VARYING LENGTH AND WIDTH (AVERAGE 4 FEET) BUT NOT LESS THAN 3 FEET IN WIDTH. THE DEPTH OF REPAIRS SHALL NOT EXCEED AN AVERAGE DEPTH OF 4.0 INCHES. ITEM 251 INCLUDES THE REMOVAL OF 4" OF EXISTING PAVEMENT AND THE PLACEMENT OF 4" OF ITEM 301, ASPHALT CONCRETE BASE, PG 64-22, AS DETAILED ON SHEET 4. NO MORE PARTIAL DEPTH PAVEMENT REPAIR SHALL BE STARTED THAN CAN BE COMPLETED IN THE SAME WORKING DAY.

ROUTE	SIDE	BEGIN SLM	END SLM	LENGTH
315	NB	0.75	0.84	475'
315	SB	0.97	0.99	106'
315	NB	1.07	1.12	264'
315	NB	1.30	1.37	370'
315	NB	1.49	1.52	158'
315	NB	1.58	1.63	264'
315	SB	1.62	1.68	317'
315	NB	2.14	2.18	211'
315	SB	3.00	3.03	158'
315	NB	3.04	3.08	211'
315	NB	3.30	3.33	158'
315	NB	3.37	3.50	686'
315	NB	3.65	3.68	158'
315	SB	3.70	3.72	106'
315	SB	3.93	3.94	53'
315	NB	3.94	3.99	264'
315	SB	3.97	3.99	106'
315	SB	4.13	4.19	317'
315	NB	4.40	4.50	528'
315	SB	4.41	4.42	53'
315	NB	4.56	4.65	475'
315	SB	4.77	4.78	53'
315	SB	4.90	4.93	158'
315	SB	5.04	5.10	317'
315	SB	5.17	5.25	422'
315	SB	5.38	5.39	53'
315	NB	5.39	5.42	158'
315	SB	5.45	5.47	106'
315	NB	6.00	6.02	106'
315	NB	6.29	6.32	158'
315	SB	6.45	6.48	158'
315	SB	6.50	6.51	53'
315	NB	6.65	6.69	211'
315	SB	6.72	6.74	106'
315	NB	6.73	6.74	53'
315	SB	6.87	6.95	422'
315	SB	7.32	7.34	106'
315	NB	7.38	7.42	211'
315	NB	7.46	7.49	158'
315	SB	7.75	7.79	211'
315	SB	7.97	8.00	158'
315	SB	8.05	8.07	106'
315	SB	8.26	8.34	422'
TOTAL				9344'

THE FOLLOWING QUANTITY HAS BEEN PROVIDED AND ALLOWS FOR REPAIR AREAS AND ADDITIONAL AREAS, AS DIRECTED BY THE ENGINEER. THE TOTAL HAS BEEN CARRIED TO THE GENERAL SUMMARY.

ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR, AS PER PLAN = 2,500 SQ YD

ITEM 253 - PAVEMENT REPAIR:

THIS ITEM IS A CONTINGENCY QUANTITY AND SHALL BE USED WHERE DIRECTED BY THE ENGINEER. THESE PAVEMENT REPAIRS SHALL CONSIST OF FULL DEPTH PAVEMENT SAWING AND COMPLETELY REMOVING OF ANY EXISTING DAMAGED PAVEMENT TO A DEPTH DETERMINED BY THE ENGINEER. THE REPAIR AREAS SHALL BE OF VARYING LENGTH AND WIDTH (AVERAGE 4 FEET) BUT NOT LESS THAN 3 FEET IN WIDTH. ITEM 253 INCLUDES THE REMOVAL OF 9" OF EXISTING PAVEMENT AND THE PLACEMENT OF 9" OF ITEM 301, ASPHALT CONCRETE BASE, PG 64-22, AS DETAILED ON SHEET 4. ITEM 301 SHALL BE PLACED IN TWO EQUAL LIFTS. TACK COAT SHALL BE APPLIED TO ALL VERTICAL SURFACES AT A RATE OF 0.075 PER SQ YD PRIOR TO PLACING ITEM 301 - ASPHALT CONCRETE BASE, 64-22. WORK SHALL BE PERFORMED PRIOR TO RESURFACING AND REPAIR AREAS ARE TO BE INCLUDED INTO THE GENERAL RESURFACING. NO MORE PAVEMENT REPAIR SHALL BE STARTED THAN CAN BE COMPLETED IN THE SAME WORKING DAY.

ROUTE	SIDE	BEGIN SLM	END SLM	LENGTH
315	SB	1.11	1.16	264'
315	SB	1.20	1.25	264'
315	NB	1.63	1.80	898'
315	SB	1.71	1.78	370'
315	SB	1.89	1.91	106'
315	NB	4.32	4.35	158'
315	NB	5.10	5.25	792'
315	SB	5.27	5.29	106'
315	SB	6.03	6.07	211'
315	SB	6.19	6.23	211'
315	SB	6.81	6.82	53'
315	NB	7.05	7.15	528'
315	NB	7.87	7.88	53'
315	NB	8.16	8.21	264'
315	NB	8.45	8.47	106'
TOTAL				4384'

THE FOLLOWING QUANTITY HAS BEEN PROVIDED AND ALLOWS FOR REPAIR AREAS AND ADDITIONAL AREAS, AS DIRECTED BY THE ENGINEER. THE TOTAL HAS BEEN CARRIED TO THE GENERAL SUMMARY.

ITEM 253 PAVEMENT REPAIR: =500 CU YD

ITEM 253 - PAVEMENT REPAIR, AS PER PLAN:

THIS ITEM OF WORK SHALL BE PERFORMED AT THE LOCATIONS LISTED BELOW AND AS DIRECTED BY THE ENGINEER. ALL AREAS TO BE REPAIRED SHALL BE LOCATED BY THE ENGINEER. THE REPAIR AREAS SHALL BE 6 FEET WIDE (FROM EXISTING EDGE OF PAVEMENT TOWARD THE CENTERLINE OF S.R. 315). THE DEPTH OF REPAIRS SHALL BE 6.0 INCHES. ITEM 253, AS PER PLAN, INCLUDES THE REMOVAL OF 6" OF EXISTING PAVEMENT AND THE PLACEMENT OF 6" OF ITEM 301, ASPHALT CONCRETE BASE, PG 64-22, AS DETAILED ON SHEET 16. WORK SHALL BE PERFORMED PRIOR TO RESURFACING AND REPAIR AREAS ARE TO BE INCLUDED INTO THE GENERAL RESURFACING. NO MORE PAVEMENT REPAIR SHALL BE STARTED THAN CAN BE COMPLETED IN THE SAME WORKING DAY.

ROUTE	SIDE	BEGIN SLM	END SLM	LENGTH
315	NB	1.44	1.75	1637'
315	NB	5.08	5.38	1584'
TOTAL				3221'

THE FOLLOWING QUANTITY HAS BEEN PROVIDED AND ALLOWS FOR REPAIR AREAS AND ADDITIONAL AREAS, AS DIRECTED BY THE

ENGINEER. THE TOTAL HAS BEEN CARRIED TO THE GENERAL SUMMARY.

ITEM 253 PAVEMENT REPAIR: = 375 CU YD

ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE:

THE CONTRACTOR SHALL BE COMPLETELY RESPONSIBLE FOR ANY AND ALL DAMAGE THAT MAY RESULT FROM THE PLANING OPERATION, INCLUDING CASTINGS AND LOOP DETECTORS. THE DEPTH OF PLANING CLOSE TO THE CASTINGS SHALL BE AS DIRECTED, TO ACHIEVE A SMOOTH RIDING FINISHED PAVEMENT. GREAT CARE SHALL BE TAKEN TO PREVENT THE REMOVAL OF EXISTING PAVEMENT CROSS-SLOPE (CROWN) DURING THE PLANING OPERATIONS.

NO PLANED PAVEMENT SHALL BE LEFT EXPOSED TO TRAFFIC FOR MORE THAN TWO CONSECUTIVE DAYS PRIOR TO THE PLACEMENT OF ITEM 446 - ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, PG64-28 OR ITEM 446 - ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG64-22. FAILURE TO COMPLY SHALL SUBJECT THE CONTRACTOR TO LIQUIDATED DAMAGES AS PER SECTION 108.07 OF CMS.

THE DEPTH OF PAVEMENT PLANING VARIES. PAVEMENT PLANING IS 1" FOR THE MAJORITY OF THE PROJECT EXCEPT WHERE ASPHALT CONCRETE SURFACE COURSE, TYPE 1H IS SPECIFIED AND SOME INTERSECTIONS. FOR CLARIFICATION, SEE TYPICAL SECTIONS ON SHEET 3 AND PAVEMENT PLANING DETAILS ON SHEET 16.

ITEM 407 - TACK COAT:

THE RATE OF APPLICATION OF THE 407 TACK COAT SHALL BE SUBJECT TO ADJUSTMENT AS DIRECTED BY THE ENGINEER. FOR ESTIMATING PURPOSES ONLY, THE PLAN INDICATES AN AVERAGE APPLICATION RATE OF TACK COAT AT 0.075 GALLON PER SQUARE YARD. A COVER AGGREGATE SHALL BE USED IF HEAVY TRACKING OF THE TACK COAT ON TO THE EXISTING PAVEMENT SHOULD OCCUR DURING THE PAVING OPERATIONS. THE COST OF THE COVER AGGREGATE SHALL BE INCLUDED IN THE COST OF THIS ITEM.

ITEM 407 - TACK COAT FOR INTERMEDIATE COURSE:

THE RATE OF APPLICATION OF THE 407 TACK COAT FOR INTERMEDIATE COURSE SHALL BE SUBJECT TO ADJUSTMENT AS DIRECTED BY THE ENGINEER. FOR ESTIMATING PURPOSES ONLY, THE PLAN INDICATES AN AVERAGE APPLICATION RATE OF TACK COAT AT 0.05 GALLON PER SQUARE YARD. THIS ITEM IS FOR USE WITH ITEM 446 - ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, PG64-28 AS DIRECTED BY THE ENGINEER.

ITEM 604 - MONUMENT BOX ADJUSTED TO GRADE:

THIS ITEM OF WORK WILL PROVIDE ALL MATERIAL, LABOR, EQUIPMENT, AND HARDWARE NECESSARY TO ADJUST TO GRADE THE EXISTING MONUMENT BOX TO THE PROPOSED ASPHALT ELEVATION. THE FOLLOWING LOCATIONS HAVE BEEN PROVIDED AND THE TOTAL HAS BEEN CARRIED TO THE GENERAL SUMMARY.

- S.R. 315 AND COUNTY RD. 124 (HOME RD.)
- S.R. 315 AND COUNTY RD. 123 (HYATTS RD.)
- S.R. 315 AND TOWNSHIP RD. 140 (BEAN-OLLER RD.)
- S.R. 315 AND TOWNSHIP RD. 141 (BUNTY STATION RD.)

ITEM 604 - MONUMENT BOX ADJUSTED TO GRADE: = 4 EACH

GENERAL NOTES

DEL-315-0.00

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ITEM 609 - ASPHALT CONCRETE CURB, TYPE 1, AS PER PLAN:
THE LOCATION OF PROPOSED ASPHALT CONCRETE CURB WILL BE THE SAME AS EXISTING. IT IS THE CONTRACTOR'S RESPONSIBILITY TO VERIFY THE LOCATION OF THE EXISTING ASPHALT CONCRETE CURB BEFORE THE PAVEMENT PLANING OBLITERATES THEM. FOR DETAILS OF THIS WORK SEE ASPHALT CONCRETE DETAIL ON SHEET 4. THE FOLLOWING QUANTITIES HAVE BEEN PROVIDED AND CARRIED TO THE GENERAL SUMMARY:

ITEM 609 - ASPHALT CONCRETE CURB, TYPE 1, AS PER PLAN:
= 30 FT

ITEM 617 - WATER:

THIS ITEM SHALL BE USED AS DIRECTED BY THE ENGINEER. THIS IS AN ESTIMATED QUANTITY OF 2 M GAL. THE FOLLOWING QUANTITY HAS BEEN PROVIDED AND THE TOTAL HAS BEEN CARRIED TO THE GENERAL SUMMARY.

ITEM 617 - WATER: = 2 M GAL

ITEM 623 - CONSTRUCTION LAYOUT STAKES, AS PER PLAN:

THIS ITEM SHALL CONSIST OF STATIONING USING 3 FT LATH STAKES OR PAINT MARKINGS. THE STAKES OR PAINT MARKINGS SHALL BE SPACED AT 100 FT INTERVALS AND EXTEND THROUGHOUT THE LENGTH OF THE PROJECT. PLACEMENT OF THE STAKES OR PAINT MARKINGS SHALL BE AS DIRECTED BY THE ENGINEER. THE CONTRACTOR IS RESPONSIBLE FOR REPLACING ANY DAMAGED, MISSING STAKES, OR PAINT MARKINGS. PAINT MARKINGS SHALL BE PLACED ON CURBS AND USED IN AREAS WHERE THE PLACEMENT OF STAKES IS NOT POSSIBLE AND APPROVED BY THE PROJECT ENGINEER.

CONSTRUCTION LAYOUT STAKES, AS PER PLAN WILL BE PAID FOR AT THE CONTRACT LUMP SUM BID, WHICH PRICE SHALL BE FULL COMPENSATION FOR ALL SERVICES, MATERIALS, LABOR, EQUIPMENT, TOOLS, AND INCIDENTALS, INCLUDING THE REMOVAL, NECESSARY TO COMPLETE THIS ITEM.

ITEM 632 - DETECTOR LOOP:

THE LOCATIONS, SIZES AND SHAPES OF PROPOSED LOOP DETECTORS WILL BE AS DIRECTED BY THE ENGINEER. IT IS THE CONTRACTOR'S RESPONSIBILITY TO VERIFY THE LOCATION, SIZE AND SHAPE OF THE EXISTING DETECTOR LOOPS BEFORE ANY PAVEMENT PLANING OR RESURFACING DESTROYS THEM. THE CONTRACTOR SHALL CONTACT TOM JACOBY AT THE OHIO DEPARTMENT OF TRANSPORTATION, DISTRICT 6 OFFICE AT 740-363-1251 EXTENSION 332 BEFORE ANY WORK IS DONE NEAR DETECTOR LOOPS.

THE FOLLOWING QUANTITIES HAVE BEEN PROVIDED AND THE TOTAL CARRIED TO THE GENERAL SUMMARY.

ITEM 632 - DETECTOR LOOP = 5 EACH

ITEM 632 - LOOP DETECTOR TIE IN:

THIS ITEM SHALL BE USED TO CONNECT AND SPLICE THE PROPOSED LOOP DETECTORS TO THE APPROPRIATE EXISTING LEAD IN CABLE INSIDE THE PULL BOX.

THE FOLLOWING QUANTITIES HAVE BEEN PROVIDED AND THE TOTAL CARRIED TO THE GENERAL SUMMARY.

ITEM 632 - LOOP DETECTOR TIE IN = 5 EACH

ITEM 646 - EPOXY PAVEMENT MARKING:

THE LOCATIONS, SIZES AND SHAPES OF PROPOSED PAVEMENT MARKINGS WILL BE THE SAME AS EXISTING. IT IS THE CONTRACTOR'S RESPONSIBILITY TO VERIFY THE LOCATION, SIZE AND SHAPE OF THE EXISTING PAVEMENT MARKINGS BEFORE THE PAVEMENT PLANING AND RESURFACING OBLITERATES THEM. ANY PAVEMENT MARKING WHICH IS PLACED AT THE WRONG LOCATION SHALL BE REMOVED AND REPLACED AT THE CONTRACTORS EXPENSE.

ITEM SPECIAL - PATCHING CONCRETE BRIDGE DECK - TYPE B:

THIS ITEM IS AN ESTIMATED QUANTITY TO BE PERFORMED FOR THE PURPOSE OF PATCHING NOTICEABLY DETERIORATED AREAS ON THE EASTBOUND APPROACH SLAB OF THE BRIDGE IMMEDIATELY EAST OF SR 315/SR 750 INTERSECTION. THIS ITEM SHALL INCLUDE THE REMOVAL AND CLEANUP OF LOOSE DEBRIS ASSOCIATED WITH THE REQUIREMENTS TO PREPARE THE AREA FOR PATCHING. THIS ITEM SHALL BE USED AS DIRECTED BY THE ENGINEER.

LOC	ROUTE	STRUCTURE NO.	SQ YD OF PATCHING
DEL	750	0398	20

THE FOLLOWING QUANTITY HAS BEEN PROVIDED AND THE TOTAL HAS BEEN CARRIED TO THE GENERAL SUMMARY.

ITEM SPECIAL - PATCHING CONCRETE BRIDGE DECK-TYPE B:
=20 SQ YD

ITEM 832 - EROSION CONTROL:

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY FOR USE, FOR TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES. SEE SS 832 FOR ADDITIONAL DETAILS.

ITEM 832 - EROSION CONTROL =1000 EACH

ENVIRONMENTAL AGREEMENT WITH ODNR:

NO TOXIC OR HAZARDOUS MATERIALS SUCH AS SEALANTS, PAINT, SOLVENTS, CLEANING AGENTS, EARTHEN MATERIALS, WASTE-WATER, FUELS OR DEBRIS OF ANY KIND SHALL BE DISCHARGED TO A SCENIC RIVER OR ANY TRIBUTARY WATER COURSES. ALL ASPHALT OR CONCRETE GRINDINGS, EXCESS ASPHALTIC OR CONCRETE MATERIALS OR ANY OTHER DEBRIS GENERATED DURING RESURFACING OR OTHER SIMILAR ACTIVITIES SHALL BE REMOVED IMMEDIATELY FROM WITHIN 1000 FEET OF A SCENIC RIVER AND DISPOSED OF AT AN APPROPRIATE FACILITY ABOVE THE FEMA 100-YEAR FLOOD ELEVATION AND NOT WITHIN 1000 FEET OF THE SCENIC RIVER.

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GENERAL NOTES

DEL - 315 - 0.00

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 ARE AVAILABLE FROM:

THE OHIO DEPARTMENT OF TRANSPORTATION
BUREAU OF TRAFFIC,
1980 WEST BROAD STREET
COLUMBUS, OHIO 43223

THE CONTRACTOR SHALL NOT ORDER MATERIALS OR PERFORM WORK LISTED IN THE GENERAL SUMMARY FOR ITEMS DESIGNATED BY PLAN NOTE TO BE USED "AS DIRECTED BY THE ENGINEER" UNLESS AUTHORIZED BY THE ENGINEER.

ITEM 614 - MAINTAINING TRAFFIC:

ONE LANE OF TRAFFIC SHALL BE MAINTAINED AT ALL TIMES BY USE OF THE EXISTING AND COMPLETED PAVEMENT. WORK ZONES SHALL BE LIMITED IN LENGTH TO THE AMOUNT OF WORK THAT CAN BE PERFORMED THAT DAY. WORK ZONES SHALL BE IN ACCORDANCE WITH THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, APPLICABLE STANDARD DRAWINGS, AND PROCEDURES DETAILED IN THIS PLAN. TRAFFIC SHALL BE MAINTAINED BY FLAGGERS FOR CLOSING 1 LANE OF THE 2 LANE HIGHWAY FOR PAVING OPERATION AS PER STANDARD DRAWING MT 97.12. STATIONARY WORK ON STRUCTURES SHALL BE AS PER STANDARD DRAWING MT 97.10.

HYATTS ROAD - DURING WORK ON THE HYATTS ROAD INTERSECTION, TRAFFIC SHALL BE MAINTAINED BY FLAGGERS OR AS DIRECTED BY THE ENGINEER.

HOME ROAD - DURING WORK ON THE HOME ROAD INTERSECTION, TRAFFIC SHALL BE MAINTAINED BY FLAGGERS OR AS DIRECTED BY THE ENGINEER.

S.R. 750 (POWELL RD) - DURING WORK ON THE S.R. 750 INTERSECTION, TRAFFIC SHALL BE MAINTAINED BY A LAW ENFORCEMENT OFFICER WITH PATROL CAR OR AS DIRECTED BY THE ENGINEER.

THERE SHALL BE NO LANE CLOSURES FOR THIS PROJECT DURING THE FOLLOWING HOURS:

LOCATION	M-TH	F	S-S
DEL 315: 0.00-1.17	7AM-7PM	7AM-7PM	
DEL 315: 1.17-1.67	7AM-7PM	7AM-7PM	7AM-7PM
DEL 315: 1.67-1.95	7AM-7PM	7AM-7PM	
DEL 315: 1.95-8.68	7AM-7PM	7AM-7PM	

WORK ZONES SHALL BE IN ACCORDANCE WITH THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, APPLICABLE STANDARD DRAWINGS, AND PROCEDURES DETAILED IN THIS PLAN.

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

HOLIDAY/EVENT	
MEMORIAL DAY	CHRISTMAS
INDEPENDENCE DAY	NEW YEARS
LABOR DAY	THANKSGIVING
SATURDAY - HOME OSU FOOTBALL GAME	

THE PERIOD OF TIME THAT THE LANES ARE TO BE OPEN DEPENDS ON THE DAY OF THE WEEK ON WHICH THE HOLIDAY FALLS. THE FOLLOWING SCHEDULE SHALL BE USED TO DETERMINE THE PERIOD:

DAY OF THE WEEK	TIME ALL LANES MUST BE OPEN TO TRAFFIC
SUNDAY	12 NOON FRIDAY THRU 6 AM MONDAY
MONDAY	12 NOON FRIDAY THRU 6 AM TUESDAY
TUESDAY	12 NOON MONDAY THRU 6 AM WEDNESDAY
WEDNESDAY	12 NOON TUESDAY THRU 6 AM THURSDAY
THURSDAY	12 NOON WEDNESDAY THRU 6 AM MONDAY
FRIDAY	12 NOON THURSDAY THRU 6 AM MONDAY
SATURDAY	12 NOON FRIDAY THRU 6 AM MONDAY

SHOULD THE CONTRACTOR FAIL TO MEET THESE REQUIREMENTS THE CONTRACTOR SHALL BE ASSESSED LIQUIDATED DAMAGES IN ACCORDANCE WITH 108.07. LENGTH AND DURATION OF LANE CLOSURES AND RESTRICTIONS SHALL BE AT THE APPROVAL OF THE ENGINEER. IT IS THE INTENT TO MINIMIZE THE IMPACT TO THE TRAVELING PUBLIC. LANE CLOSURES OR RESTRICTIONS OVER SEGMENTS OF THE PROJECT, IN WHICH NO WORK IS ANTICIPATED WITHIN A REASONABLE TIME FRAME, AS DETERMINED BY THE ENGINEER, SHALL NOT BE PERMITTED. THE LEVEL OF UTILIZATION OF MAINTENANCE OF TRAFFIC DEVICES SHALL BE COMMENSURATE WITH THE WORK IN PROGRESS.

ALL WORK AND TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH 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. THE CONTRACTOR SHALL SUBMIT FOR APPROVAL, TO THE DISTRICT SIX MAINTENANCE OF TRAFFIC COORDINATOR, THE CONTRACTOR'S MAINTENANCE OF TRAFFIC PLAN WITH CONSTRUCTION PHASING DESCRIPTIONS, BEFORE BEGINNING WORK.

FLOODLIGHTING FOR THE WORK SITE FOR OPERATIONS DURING NIGHTTIME PERIODS SHALL BE ACCOMPLISHED SO THAT THE LIGHTS DO NOT CAUSE GLARE TO THE DRIVERS ON THE HIGHWAY. TO ENSURE THE ADEQUACY OF THE FLOODLIGHT PLACEMENT, THE CONTRACTOR AND THE ENGINEER SHALL DRIVE THROUGH THE WORK SITE EACH NIGHT WHEN THE LIGHTING IS IN PLACE AND OPERATIVE AND PRIOR TO COMMENCING ANY WORK. IF GLARE IS DETECTED, THE LIGHT PLACEMENT AND SHIELDS SHALL BE ADJUSTED TO THE SATISFACTION OF THE ENGINEER BEFORE WORK PROCEEDS.

LIQUIDATED DAMAGES:

FAILURE TO COMPLY WITH ANY OF THE REQUIREMENTS MENTIONED SHALL RESULT IN THE CONTRACTOR BEING ASSESSED LIQUIDATED DAMAGES.

NO STAGING OF EQUIPMENT OR OCCUPYING SHOULDERS SHALL OCCUR PRIOR TO THE PERMITTED HOURS.

LANE RESTRICTIONS OR LANE REDUCTIONS SHALL NOT BE PERMITTED OUTSIDE OF THE NORMAL WORKING HOURS GIVEN ABOVE OR LIQUIDATED DAMAGES WILL BE ASSESSED AS FOLLOWS:

\$100 FOR THE FIRST 30 MINUTES OR ANY PART THEREOF OUTSIDE NORMAL WORKING HOURS EXCEEDING RESTRICTIONS.

\$50 PER MINUTE THEREAFTER UNTIL ALL LANES OF TRAFFIC ARE AVAILABLE.

TIME KEEPING WILL BE AS DIRECTED BY THE ENGINEER.

USE OF STANDARD DRAWINGS:

FOR THE PURPOSE OF THIS PROJECT, "MOVING OPERATION" SHALL BE LIMITED TO PAVEMENT MARKING STRIPING.

IT MAY BE NECESSARY TO EXTEND THE ADVANCE WARNING AND BUFFER ZONES BEYOND THE MINIMUM DISTANCES SHOWN ON THE STANDARD DRAWINGS. THIS MAY BE DUE TO HORIZONTAL ALIGNMENT, VERTICAL ALIGNMENT, RAMP LOCATIONS, OR OTHER SIGHT OBSTRUCTIONS. LOCATIONS OF THE TAPER ZONES MAY BE ADJUSTED AS DIRECTED BY THE ENGINEER, BUT TAPER LENGTHS MUST MEET THE MINIMUM STANDARDS. TAPERS SHOULD BE PLACED IN TANGENT SECTIONS WHENEVER POSSIBLE. ADDITIONAL YIELD SIGNS MAY BE REQUIRED FOR RAMPS WITHIN 1000 FEET OF A WORK ZONE. PAYMENT SHALL BE INCLUDED IN THE LUMP SUM CONTRACT PRICE FOR ITEM 614 MAINTAINING TRAFFIC.

ITEM 614 - WORK ZONE MARKING SIGN, AS PER PLAN:

"DO NOT PASS" AND "PASS WITH CARE" SIGNS SHALL BE PLACED TO REFLECT THE EXISTING PASSING AND NO PASSING ZONES. THESE SIGNS SHALL BE COVERED OR REMOVED WITHIN 24 HOURS OF THE CORRECTED CENTERLINE MARKINGS AT LOCATIONS SHOWN ON PLAN SHEET 17-21.

LOCATION	COUNTY	ROUTE	NO EDGE LINES	DO NOT PASS	PASS WITH CARE
1	DEL	315	OW-167-36	R-33-30	R-34-30
TOTAL			10	13	12

THE FOLLOWING QUANTITY HAS BEEN PROVIDED AND THE TOTAL HAS BEEN CARRIED TO THE GENERAL SUMMARY.

ITEM 614 - WORK ZONE MARKING SIGN, AS PER PLAN =35 EACH

MAINTENANCE OF TRAFFIC

DEL-315-0.00

ITEM 614 - WORK ZONE CENTER LINE, CLASS I:

WORK ZONE CENTER LINE SHALL BE PLACED TO REFLECT THE PROPOSED CENTER LINE AS DETERMINED FROM THE PROPOSED MARKINGS WITHIN THE PROJECT LIMITS. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY THE LOCATION, SIZE, AND TYPE OF WORK ZONE MARKINGS NEEDED MEETING THE REQUIREMENTS OF ITEM 614 BEFORE THE REMOVAL OR RESURFACING OBLITERATES THE EXISTING.

LOC	COUNTY	ROUTE	BEG SLM	END SLM	MI	NUMBER APPLIED	TOTAL
1	DEL	315	0.00	8.68	8.68	3	26.04
TOTAL							26.04

THE FOLLOWING QUANTITY HAS BEEN PROVIDED AND THE TOTAL HAS BEEN CARRIED TO THE GENERAL SUMMARY.

ITEM 614 - WORK ZONE CENTER LINE, CLASS I =26.04 MI.

ITEM 614 - WORK ZONE LANE LINE, CLASS I:

WORK ZONE LANE LINE SHALL BE PLACED TO REFLECT THE PROPOSED LANE LINE AS DETERMINED FROM THE PROPOSED MARKINGS WITHIN THE PROJECT LIMITS. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY THE LOCATION, SIZE, AND TYPE OF WORK ZONE MARKINGS NEEDED MEETING THE REQUIREMENTS OF ITEM 614 BEFORE THE REMOVAL OR RESURFACING OBLITERATES THE EXISTING.

LOC	COUNTY	ROUTE	BEG SLM	END SLM	MI	NUMBER APPLIED	TOTAL
1	DEL	315	0.61	0.64	0.03	3	0.09
1	DEL	315	0.65	0.67	0.02	3	0.06
TOTAL							0.15

THE FOLLOWING QUANTITY HAS BEEN PROVIDED AND THE TOTAL HAS BEEN CARRIED TO THE GENERAL SUMMARY.

ITEM 614 - WORK ZONE LANE LINE, CLASS I =0.15 MI.

ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I:

WORK ZONE CHANNELIZING LINE SHALL BE PLACED TO REFLECT THE PROPOSED CHANNELIZING LINE AS DETERMINED FROM THE PROPOSED MARKINGS WITHIN THE PROJECT LIMITS. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY THE LOCATION, SIZE, AND TYPE OF WORK ZONE MARKINGS NEEDED MEETING THE REQUIREMENTS OF ITEM 614 BEFORE THE REMOVAL OR RESURFACING OBLITERATES THE EXISTING.

LOC	COUNTY	ROUTE	BEG SLM	END SLM	FT	NUMBER APPLIED	TOTAL
1	DEL	315	8.67	8.68	37	3	111
TOTAL							111

THE FOLLOWING QUANTITY HAS BEEN PROVIDED AND THE TOTAL HAS BEEN CARRIED TO THE GENERAL SUMMARY.

ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I =111 FT

ITEM 614 - WORK ZONE STOP LINE, CLASS I:

WORK ZONE STOP LINE SHALL BE PLACED TO REFLECT THE EXISTING STOP LINE AS DETERMINED FROM THE EXISTING MARKINGS WITHIN THE PROJECT LIMITS. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY THE LOCATION, SIZE, AND TYPE OF WORK ZONE MARKINGS NEEDED MEETING THE REQUIREMENTS OF ITEM 614 BEFORE THE REMOVAL OR RESURFACING OBLITERATES THE EXISTING.

LOC	COUNTY	ROUTE	SLM	FT	NUMBER APPLIED	TOTAL
1	DEL	315	0.86	15	3	45
1	DEL	315	1.42	44	3	132
1	DEL	315	2.79	21	3	63
1	DEL	315	4.11	57	3	171
1	DEL	315	5.66	47	3	141
1	DEL	315	7.05	15	3	45
1	DEL	315	8.41	14	3	42
1	DEL	315	8.68	34	3	102
TOTAL						741 FT

THE FOLLOWING QUANTITY HAS BEEN PROVIDED AND THE TOTAL HAS BEEN CARRIED TO THE GENERAL SUMMARY.

ITEM 614 - WORK ZONE STOP LINE, CLASS I =741 FT

ITEM 614 - WORK ZONE LANE ARROW, CLASS I:

WORK ZONE PAVEMENT MARKINGS SHALL BE PLACED TO REFLECT THE EXISTING PAVEMENT MARKINGS AS DETERMINED FROM THE EXISTING MARKINGS WITHIN THE PROJECT LIMITS. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY THE LOCATION, SIZE, AND TYPE OF WORK ZONE MARKINGS NEEDED MEETING THE REQUIREMENTS OF ITEM 614 BEFORE THE REMOVAL OR RESURFACING OBLITERATES THE EXISTING.

LOC	COUNTY	ROUTE	SLM	NUMBER APPLIED	TOTAL
1	DEL	315	8.68	3	6 EA
TOTAL				3	6 EA

THE FOLLOWING QUANTITY HAS BEEN PROVIDED AND THE TOTAL HAS BEEN CARRIED TO THE GENERAL SUMMARY.

ITEM 614 - WORK ZONE LANE ARROW, CLASS I =6 EA

ITEM 614 -PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN:

THE CONTRACTOR SHALL FURNISH, INSTALL, MAINTAIN, AND REMOVE WHEN NO LONGER NEEDED, CHANGEABLE MESSAGE SIGNS, ON SITE, TO BE USED AS DIRECTED FOR THE FOLLOWING LOCATIONS:

COUNTY	ROUTE	LOCATION
DEL	315	NB SR-315 SOUTH OF I-270 INTERCHANGE
DEL	315	SB SR-315 AT U.S. 23 INTERCHANGE

THE SIGN SHALL BE OF A TYPE SHOWN ON A LIST OF APPROVED PCMS UNITS MAINTAINED BY THE DIRECTOR. ONLY CLASS I OR II SIGNS WILL BE PERMITTED.

EACH SIGN SHALL BE TRAILER MOUNTED AND EQUIPPED WITH A FUNCTIONAL DIMMING MECHANISM TO DIM THE SIGN DURING DARKNESS AND A TEMPER AND VANDAL PROOF ENCLOSURE. EACH SIGN SHALL BE PROVIDED WITH APPROPRIATE TRAINING AND OPERATION INSTRUCTIONS TO ENABLE ON-SITE PERSONNEL TO OPERATE AND TROUBLE SHOOT THE UNIT. THE SIGN SHALL ALSO BE CAPABLE OF BEING POWERED BY AN ELECTRICAL SERVICE DROP FROM A LOCAL UTILITY COMPANY.

PLACEMENT OF THE PCMS'S SHALL BE AS DIRECTED BY THE ENGINEER.

SIGN ACTIVATION SHALL BE 7 DAYS PRIOR TO CONSTRUCTION INITIATION OR AS DIRECTED BY THE ENGINEER. OPERATION AND MAINTENANCE OF THE SIGNS BY THE CONTRACTOR SHALL BE AS DIRECTED BY THE ENGINEER. THE PCMS SHALL BE LOCATED IN A HIGHLY VISIBLE POSITION YET PROTECTED FROM TRAFFIC. THE CONTRACTOR SHALL, AT THE DIRECTION OF THE ENGINEER, RELOCATE THE PCMS TO IMPROVE VISIBILITY OR ACCOMMODATE CHANGED CONDITIONS. WHEN NOT IN USE, THE PCMS WILL BE OFF, FACING AWAY FROM ALL TRAFFIC, AND SHALL DISPLAY ONE OR MORE HIGH INTENSITY YELLOW REFLECTIVE SHEETING SURFACES OF 9 INCHES BY 15 INCHES MIN., FACING TRAFFIC.

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

THE SIGN SHALL HAVE THE CAPABILITY TO STORE UP TO 99 MESSAGES. MESSAGE MEMORY OR PRE-PROGRAMMED DISPLAYS SHALL NOT BE LOST AS A RESULT OF POWER FAILURES TO THE ON BOARD COMPUTER. THE SIGN LEGEND SHALL BE CAPABLE OF BEING CHANGED IN THE FIELD. THREE-LINE PRESENTATION FORMATS WITH UP TO SIX MESSAGE PHASES SHOULD BE SUPPORTED, BUT NORMALLY, NOT MORE THAN TWO MESSAGE PHASES SHOULD BE EMPLOYED, ALTHOUGH THREE PHASES MAY BE USED IN UNUSUAL CONDITIONS. PCMS FORMAT SHALL PERMIT THE COMPLETE MESSAGE FOR EACH PHASE TO BE READ AT LEAST ONCE.

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

THE PCMS UNIT SHALL BE MAINTAINED IN GOOD WORKING ORDER BY THE CONTRACTOR IN ACCORDANCE WITH THE PROVISIONS OF 614.03. THE CONTRACTOR SHALL, PRIOR TO ACTIVATING THE UNIT, MAKE ARRANGEMENTS WITH AN AUTHORIZED SERVICE AGENT FOR THE PCMS TO ASSURE PROMPT SERVICE IN THE EVENT OF A FAILURE. ANY FAILURE SHALL NOT RESULT IN AN ORDER TO STOP WORK AND OPEN ALL TRAFFIC LANES AND/OR IN THE DEPARTMENT TAKING APPROPRIATE ACTION TO SAFELY CONTROL TRAFFIC AND THE ENTIRE COST TO CONTROL TRAFFIC ACCRUED BY THE DEPARTMENT WILL BE DEDUCTED FROM MONEYS DUE, OR TO BECOME DUE THE CONTRACTOR ON THE CONTRACT.

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

THE REQUIREMENT TO FURNISH, INSTALL, MAINTAIN, AND REMOVE A PCMS UNIT ON THIS PROJECT SHALL NOT IN ANY WAY RELIEVE THE CONTRACTOR OF ITS RESPONSIBILITIES AS OUTLINED IN 104.04.

PAYMENT FOR THE ABOVE DESCRIBED ITEM SHALL BE AT THE CONTRACT BID PRICE PER MONTH FOR EACH ITEM 614 - PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN AND SHALL INCLUDE ALL LABOR, MATERIALS, EQUIPMENT, FUELS, LUBRICATING OILS, SOFTWARE, HARDWARE, AND INCIDENTALS TO PERFORM THE ABOVE DESCRIBED WORK.

THE FOLLOWING QUANTITY HAS BEEN PROVIDED:

2 SIGN X 4 MONTHS = 8 SIGN MONTHS

ITEM 614 - PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN
= 8 SIGN MONTHS

USE OF WEIGHTED CHANNELIZER:

THE WEIGHTED CHANNELIZER MAY BE USED IN ACCORDANCE WITH THIS SECTION. THE WEIGHTED CHANNELIZER SHALL BE PREDOMINANTLY ORANGE IN COLOR AND SHALL BE MADE OF LIGHTWEIGHT, FLEXIBLE, AND DEFORMABLE MATERIAL. THEY SHALL BE AT LEAST 42 INCHES IN HEIGHT WITH A WEIGHTED BASE. THEY MAY HAVE A HANDLE OR LIFTING DEVICE WHICH EXTENDS ABOVE THE 42" MINIMUM HEIGHT.

THE MARKINGS ON THE WEIGHTED CHANNELIZER SHALL BE HORIZONTAL, CIRCUMFERENTIAL, ALTERNATING ORANGE AND WHITE RETROREFLECTIVE STRIPES 6 INCHES WIDE. EACH WEIGHTED CHANNELIZER SHALL HAVE A MINIMUM OF TWO ORANGE AND TWO WHITE STRIPES. ANY NON-RETROREFLECTIVE SPACES BETWEEN THE HORIZONTAL ORANGE AND WHITE STRIPES SHALL NOT EXCEED 2 INCHES WIDE. THE WEIGHTED CHANNELIZER SHALL HAVE A 4-INCH MINIMUM WIDTH, REGARDLESS OF ORIENTATION.

USE OF WEIGHTED CHANNELIZERS ON FREEWAYS AND MULTILANE HIGHWAYS SHALL BE LIMITED TO SHORT-TERM OPERATION FOR EITHER DAY OR NIGHT. UPON COMPLETION OF WORK, THE WEIGHTED CHANNELIZERS SHALL BE REMOVED. THE WEIGHTED CHANNELIZERS MAY AGAIN BE PLACED ON THE HIGHWAY WHEN THE WORK IS TO RESUME ON THE FOLLOWING DAY OR NIGHT. ANY LANE CLOSURE USING CHANNELIZATION DEVICES, EXPECTED TO REMAIN FOR MORE THAN TWELVE HOURS, SHALL REQUIRE THE USE OF DRUMS OR BARRIERS.

WHEN USED AT NIGHT, WEIGHTED CHANNELIZERS SHALL ONLY BE PLACED IN THE TANGENT AREA. THE TANGENT AREA IS DEFINED AS THE AREA AFTER THE TRANSITION TAPER WHERE THE WORK TAKES PLACE. DRUMS SHALL BE USED IN THE TRANSITION TAPERS FOR NIGHT OPERATIONS.

MAXIMUM SPACING OF THE WEIGHTED CHANNELIZER SHALL BE 40 FEET.

STEPS SHOULD BE TAKEN TO ENSURE THAT THE WEIGHTED CHANNELIZERS WILL NOT BE BLOWN OVER OR DISPLACED BY WIND OR MOVING TRAFFIC. BALLASTS SHOULD NOT PRESENT A HAZARD IF THE WEIGHTED CHANNELIZERS ARE INADVERTENTLY STRUCK, NOR SHOULD THEY AFFECT THE VISIBILITY OF THE WEIGHTED CHANNELIZERS. ALL BALLASTS USED SHOULD BE IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS.

ITEM 614 - LAW ENFORCEMENT OFFICER WITH PATROL CAR:
IN ADDITION TO THE REQUIREMENTS OF 614 AND THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (OMUTCD), A UNIFORMED LAW ENFORCEMENT OFFICER AND OFFICIAL PATROL CAR WITH WORKING TOP MOUNTED EMERGENCY FLASHING LIGHTS SHALL BE PROVIDED FOR CONTROLLING TRAFFIC FOR THE FOLLOWING TASKS:

LAW ENFORCEMENT OFFICERS (L.E.O.'S) SHALL BE PRESENT DURING THE ENTIRE ADVANCE PREPARATION AND CLOSURE SEQUENCE WHERE COMPLETE BLOCKAGE OF TRAFFIC IS REQUIRED, INCLUDING WORK AT SIDE STREET INTERSECTIONS.

LAW ENFORCEMENT OFFICERS (L.E.O.'S) SHOULD NOT BE USED WHERE THE OMUTCD INTENDS THAT FLAGGERS BE USED. THE L.E.O.'S ARE CONSIDERED TO BE EMPLOYED BY THE CONTRACTOR AND THE CONTRACTOR SHALL BE RESPONSIBLE FOR THEIR ACTIONS. ALTHOUGH THEY ARE EMPLOYED BY THE CONTRACTOR, THE PROJECT ENGINEER SHALL HAVE CONTROL OVER THEIR PLACEMENT. THE OFFICIAL PATROL CAR SHALL BE A PUBLIC SAFETY VEHICLE AS REQUIRED BY THE OHIO REVISED CODE. THE CONTRACTOR SHALL MAKE ARRANGEMENTS FOR THESE SERVICES WITH:

THE OHIO HIGHWAY PATROL: 740-363-1392
OR
THE DELAWARE COUNTY SHERIFF: 740-833-2800

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

IF CONTRACTORS WISH TO UTILIZE L.E.O.'S FOR FLAGGING AND TRAFFIC CONTROL OTHER THAN FOR THAT REQUIRED IN THESE PLANS, THEY MAY DO SO AT THEIR OWN EXPENSE. PAYMENT FOR THE EXCESS ABOVE THE CONTRACT REQUIREMENTS WILL BE INCLUDED UNDER ITEM 614 MAINTAINING TRAFFIC.

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY.

ITEM 614 - L.E.O. WITH PATROL CAR =300 HOURS

SHEET NUMBER								ITEM	ITEM EXT.	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.	
6-8	9-11	13	14	15	21	22	23							24
ROADWAY														
30									202	32000	30	FT	CURB REMOVED	
									202	54000	1,277	EACH	RPM REMOVED AND DISPOSED	
		44	11	36					203	10000	91	CU YD	EXCAVATION	
4									604	39500	4	EACH	MONUMENT BOX ADJUSTED TO GRADE	
EROSION CONTROL														
1000									832	30000	1,000	EACH	EROSION CONTROL	
PAVEMENT														
2,500									251	01000	2,500	SQ YD	PARTIAL DEPTH PAVEMENT REPAIR	
			67	225					252	01500	292	FT	FULL DEPTH PAVEMENT SAWING	
500									253	02000	500	CU YD	PAVEMENT REPAIR	
375									253	02001	375	CU YD	PAVEMENT REPAIR, AS PER PLAN	7,16
		100,914	22						254	01000	100,936	SQ YD	PAVEMENT PLANING, ASPHALT CONCRETE (1")	
		2,865	148	413					254	01000	3,426	SQ YD	PAVEMENT PLANING, ASPHALT CONCRETE (VARIOUS)	
			5	18					301	46000	23	CU YD	ASPHALT CONCRETE BASE, PG64-22	
			5	18					304	20000	23	CU YD	AGGREGATE BASE	
		7,977	13	31					407	10000	8,021	GALLON	TACK COAT	
		5,252	8	21					407	14000	5,281	GALLON	TACK COAT FOR INTERMEDIATE COURSE	
		5,140	8	20					446	46040	5,168	CU YD	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, PG64-28	
		3,612	6						446	47020	3,618	CU YD	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG64-22	
		115		17					446	50000	132	CU YD	ASPHALT CONCRETE SURFACE COURSE, TYPE 1H	
30									609	10001	30	FT	ASPHALT CONCRETE CURB, TYPE 1, AS PER PLAN	4,7
		1,754	51	115					617	10100	1,920	CU YD	COMPACTED AGGREGATE, TYPE A	
2									617	25000	2	M GAL	WATER	
TRAFFIC CONTROL														
							725	235	621	00100	1,196	EACH	RPM	
5									632	26500	5	EACH	DETECTOR LOOP	
5									632	27200	5	EACH	LOOP DETECTOR TIE IN	
					17.36				646	10000	17.36	MILE	EDGE LINE	
					0.05				646	10100	0.05	MILE	LANE LINE	
					8.68				646	10200	8.68	MILE	CENTER LINE	
					37.00				646	10300	37.00	FT	CHANNELIZING LINE	
					247.00				646	10400	247.00	FT	STOP LINE	
					2				646	20300	2	EACH	LANE ARROW	
STRUCTURES (OVER 20')														
20									SPECIAL	51912300	20	SQ YD	PATCHING CONCRETE BRIDGE DECK - TYPE B	
MAINTENANCE OF TRAFFIC														
	300								614	11100	300	hour	LAW ENFORCEMENT OFFICER WITH PATROL CAR	
	35								614	12461	35	EACH	WORK ZONE MARKING SIGN, AS PER PLAN	9
	8								614	18601	8	SIGN MNTH	PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN	10
	0.15								614	20000	0.15	MILE	WORK ZONE LANE LINE, CLASS I	
	26.04								614	21000	26.04	MILE	WORK ZONE CENTER LINE, CLASS I	
	111.00								614	23000	111.00	FT	WORK ZONE CHANNELIZING LINE, CLASS I	
	741.00								614	26000	741.00	FT	WORK ZONE STOP LINE, CLASS I	
	6								614	30000	6	EACH	WORK ZONE LANE ARROW, CLASS I	
	LUMP								614	11000	LUMP		MAINTAINING TRAFFIC	
LUMP									623	10001	LUMP		CONSTRUCTION LAYOUT STAKES, AS PER PLAN	8
									624	10000	LUMP		MOBILIZATION	

GENERAL SUMMARY

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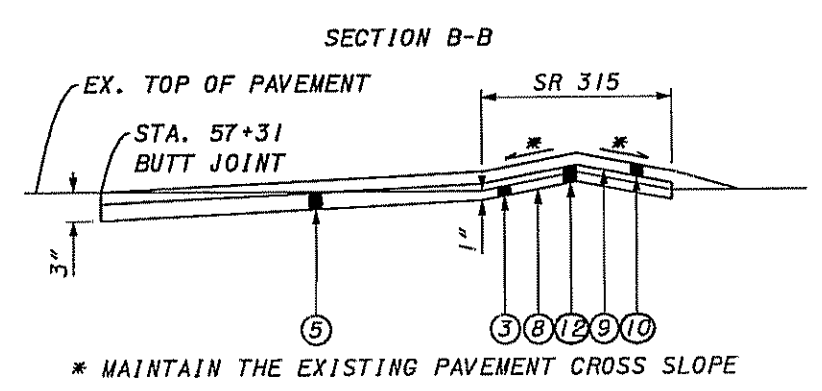
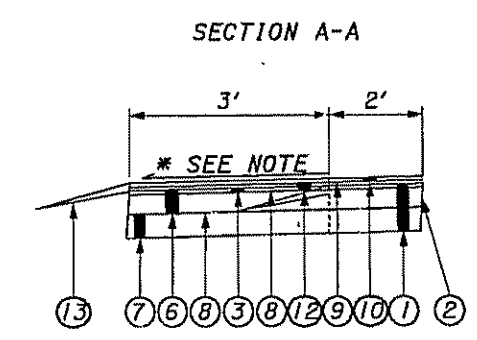
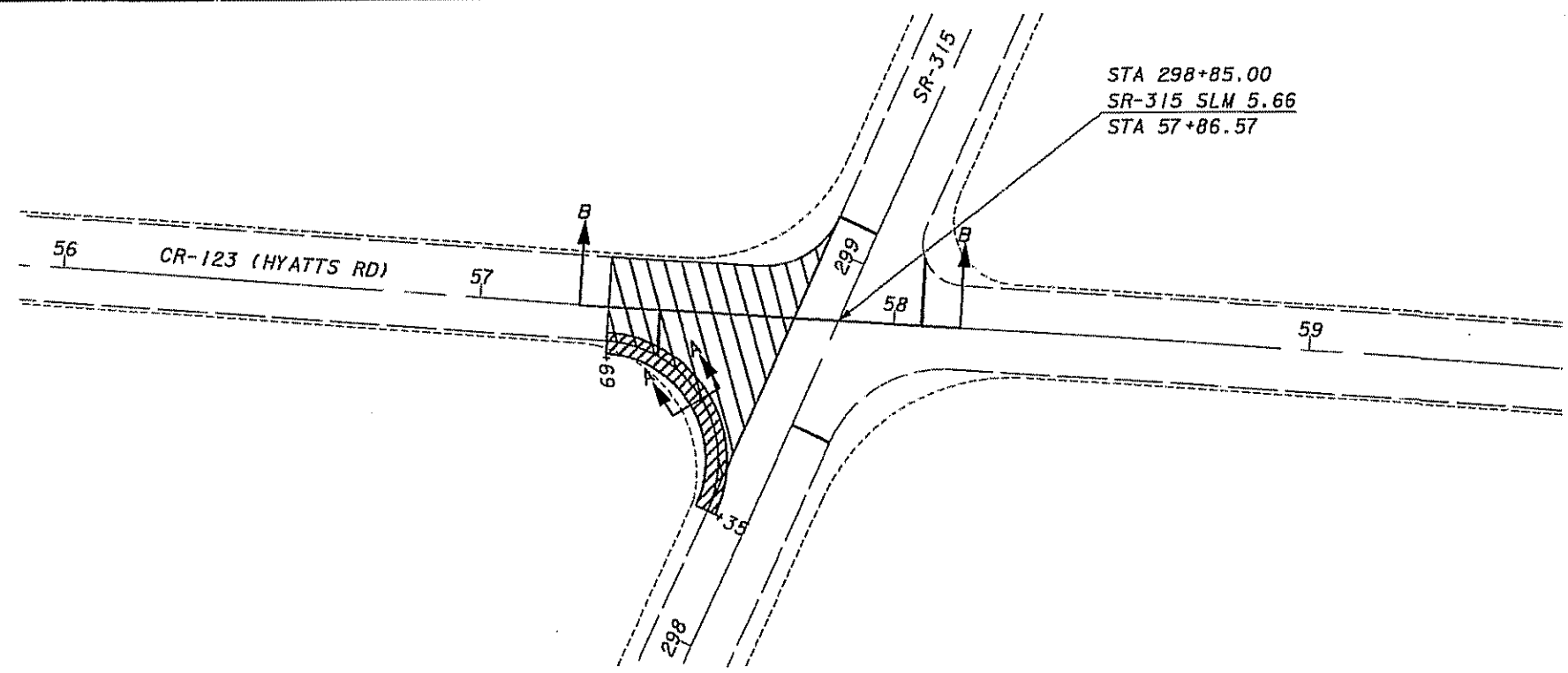
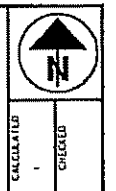
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LOCATION					PAVEMENT WIDTH				QUANTITIES										REMARKS			
L O C A T I O N	C O U N T Y	R O U T E	S L M	S L M	T Y P E	L E N G T H	L E F T S H O U L D E R	P A V E M E N T	R I G H T S H O U L D E R	203	254	254			407	407	446		446	446	617	
										EXCAVATION	P A V E M E N T P L A N I N G A S P H A L T	P A V E M E N T P L A N I N G A S P H A L T			T A C K C O A T 0. 0 7 5 G A L. P E R S Q Y D	T A C K C O A T F O R I N T E R M E D. 0. 0 5 G A L. P E R S Q Y D	A S P H A L T I N T E R M E D. C O U R S E, T Y P E 2, P G 6 4 - 2 8		A S P H A L T S U R F A C E C O U R S E, T Y P E 1, P G 6 4 - 2 2	A S P H A L T S U R F A C E C O U R S E, T Y P E 1 H	C O M P A C T E D A G G. T Y P E A 3" A V G. D E P T H	
										1.5"	1.0"	1.25"	3.25"	VAR.			1.75"	VAR.	1.25"	1.50"	3"	
FT	FT	FT	FT	FT	CU YD	SQ YD	SQ YD	SQ YD	SQ YD	SQ YD	GAL	GAL	CU YD	CU YD	CU YD	CU YD	CU YD	CU YD				
1	DEL	315	0.000	0.009	1	50.0'	3.0'	20.0'	3.0'		111			8	6	5		4		3	BUTT JOINT	
1	DEL	315	0.009	0.606	1	3152.2'	3.0'	20.0'	3.0'		7,005			525	350	341		243		175		
1	DEL	315	0.606	0.685	1	417.1'	2.0'	32.0'	2.0'		1,483			111	74	72		51		15		
1	DEL	315	0.685	1.358	1	3551.5'	2.0'	20.0'	2.0'		7,892			592	395	384		274		132		
1	DEL	315	1.358	1.360	1	12.5'	2.0'	20.0'	2.0'				28	2	1	1		1		0		
1	DEL	315	1.360	1.381	2	111.2'	2.0'	20.0'	2.0'			247		19	12	12			10	4		
1	DEL	315	1.381	1.400	2	100.0'	2.0'	20.0'	2.0'				222	17	11	11			9	4		
1	DEL	315	1.400	1.430	3	158.4'	2.0'	20.0'	2.0'			352		26	18	17			15	6		
1	DEL	315	1.430	1.449	2	100.0'	2.0'	20.0'	2.0'				222	17	11	11			9	4		
1	DEL	315	1.449	1.480	2	164.0'	2.0'	20.0'	2.0'			364		27	18	18			15	6		
1	DEL	315	1.480	1.482	1	12.5'	2.0'	20.0'	2.0'				28	2	1	1		1		0		
1	DEL	315	1.482	4.058	1	13597.4'	2.0'	20.0'	2.0'		30,216			2,266	1,511	1,469		1,049		504		
1	DEL	315	4.058	4.060	1	12.5'	2.0'	20.0'	2.0'				28	2	1	1		1		0		
1	DEL	315	4.060	4.170	2	580.8'	2.0'	20.0'	2.0'			1,291		97	65	63			54	22		
1	DEL	315	4.170	4.172	1	12.5'	2.0'	20.0'	2.0'				28	2	1	1		1		0		
1	DEL	315	4.172	8.660	1	23694.7'	2.0'	20.0'	2.0'		52,655			3,949	2,633	2,560		1,828		878		
1	DEL	315	8.660	8.671	1	55.6'	2.0'	76.0'	2.0'		470			35	23	23		16		2	CHANNELIZING LANE	
1	DEL	315	8.671	8.680	1	50.0'	2.0'	76.0'	2.0'		422			32	21	21		15		2	CHANNELIZING LANE & BUTT JOINT	
1	DEL	315				10.0'		25.0'			167	28	28	17	11	11		8	3		INTERSECTIONS	
1	DEL	315				50.0'		5.0'						30	20	19		19			GRAVEL DRIVEWAYS AND TAPERS	
1	DEL	315				50.0'		2.0'			440			33	22	21		21			ASPHALT DRIVEWAYS AND TAPERS	
1	DEL	315				50.0'		2.0'						2	2	1		1			CONCRETE DRIVEWAYS AND TAPERS	
1	DEL	315				80.0'		6.0'			53			4	3	3		2		1	EXTRA AREA (AS DIRECTED)	
1	DEL	315				50.0'		2.0'						2				2			EXTRA AREA - TO EXTEND TAMPERS ON STEEP DRIVE APPROACHES	
1	DEL	315				70.0'		5.0'		25				89	30	29	12	41			ASPHALT-COMBINED DR. & MAILBOX	
1	DEL	315				37.0'		5.0'		1				5	2	1	1	2			CONCRETE - COMBINED DR. & MAILBOX	
1	DEL	315				70.0'		5.0'		12				45	15	14	6	21			GRAVEL - COMBINED DR. & MAILBOX	
1	DEL	315				70.0'		5.0'		5				17	6	5	2	8			ASPHALT MAILBOX APPROACH	
1	DEL	315				70.0'		5.0'		1				4	1	1	1	2			BRICK MAILBOX APPROACH	
1	DEL	315	0.864	0.884	1	105.6'	2.0'	20.0'	2.0'						-12	-1				-4	DEDUCT PAVING ON STRUCTURE 0087	
TOTALS CARRIED TO GENERAL SUMMARY										44	100,914	1,930	380	556	7,977	5,252	5,140	22	3,612	115	1,754	

PAVEMENT SUBSUMMARY

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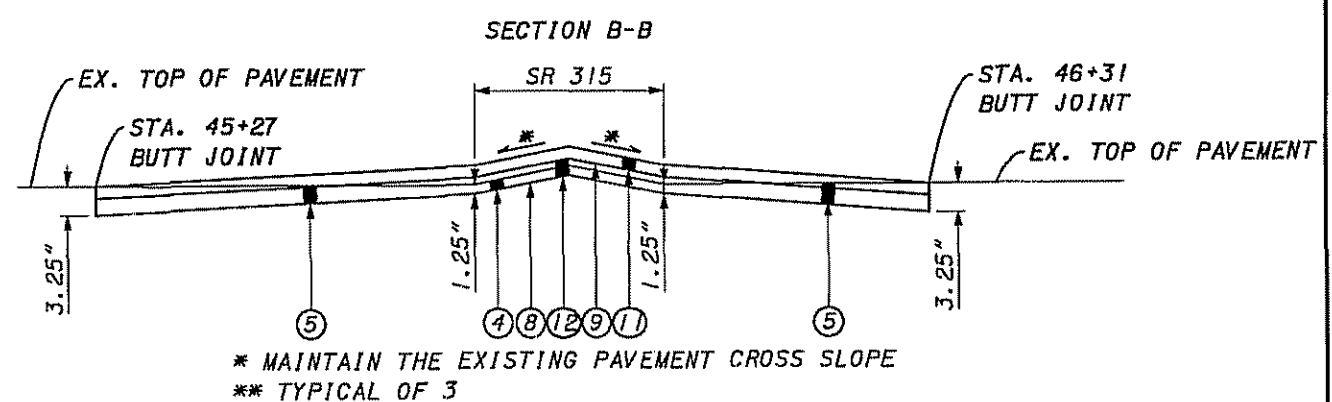
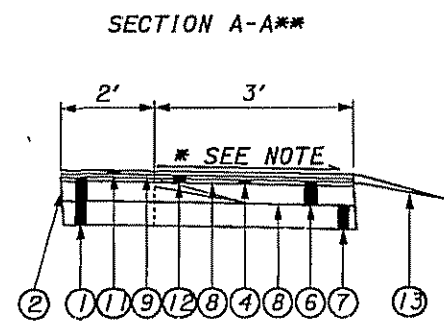
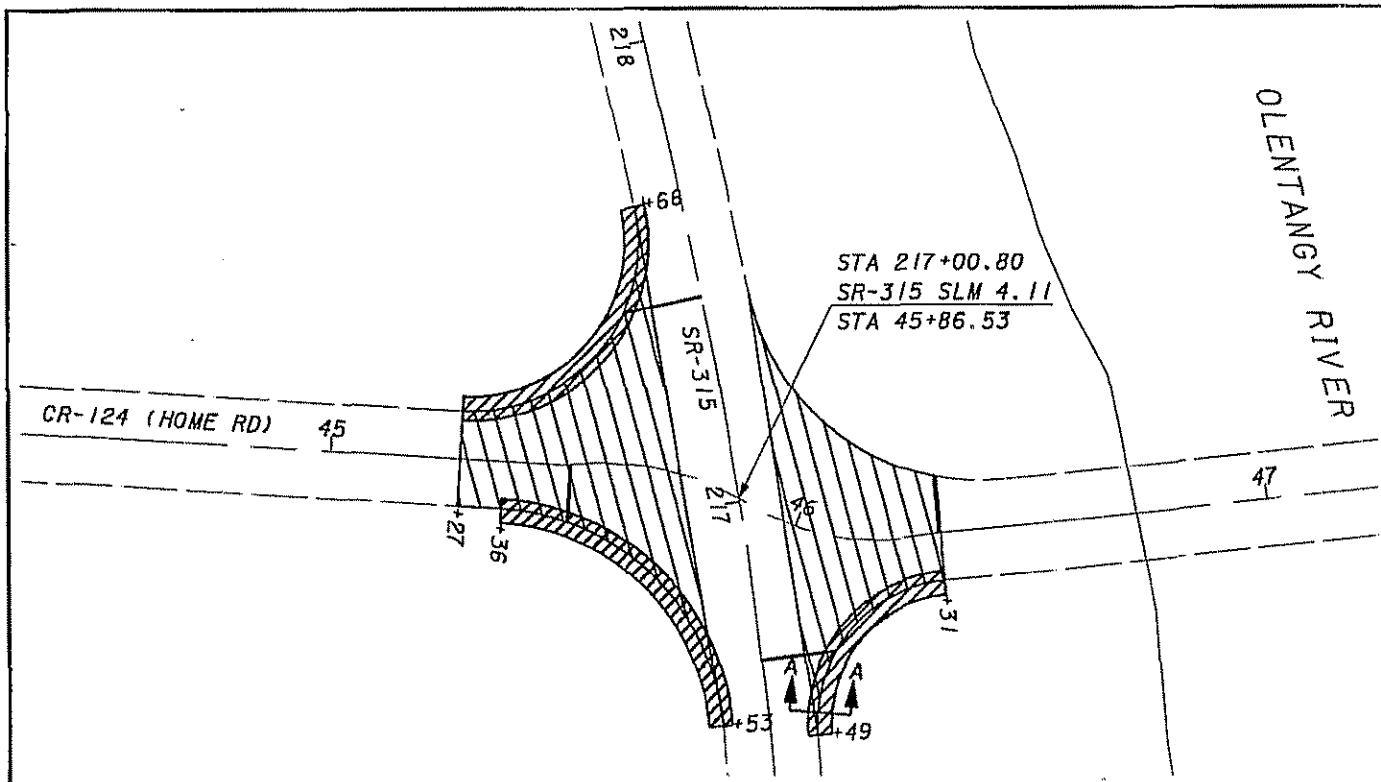


- ① ITEM 203 - EXCAVATION NOT INCLUDING EMBANKMENT
- ② ITEM 252 - FULL DEPTH PAVEMENT SAWING
- ③ ITEM 254 - 1.0" PAVEMENT PLANING, ASPHALT CONCRETE
- ④ ITEM 254 - 1.25" PAVEMENT PLANING, ASPHALT CONCRETE
- ⑤ ITEM 254 - VAR. DEPTH PAVEMENT PLANING, ASPHALT CONCRETE
- ⑥ ITEM 301 - 6" ASPHALT CONCRETE BASE, PG64-22
- ⑦ ITEM 304 - 6" AGGREGATE BASE
- ⑧ ITEM 407 - TACK COAT @ 0.075 PER SY. YD.
- ⑨ ITEM 407 - TACK COAT FOR INTERMEDIATE @ 0.05 PER SY. YD.
- ⑩ ITEM 446 - 1.25" ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG64-22
- ⑪ ITEM 446 - 1.50" ASPHALT CONCRETE SURFACE COURSE, TYPE 1-H
- ⑫ ITEM 446 - 1.75" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, PG64-28
- ⑬ ITEM 617 - COMPACTED AGGREGATE, TYPE A

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LOCATION		WIDTH		QUANTITIES												REMARKS					
L	C	R	S	S	S	T	W	L	203	252	254	254	301	304	407	407	446	446	617		
COUNT	OUNT	OUNT	TATI	TATI	IDEI	YPIC	IDTH	ENH	EXCAVATION	FULL DEPTH PAVEMENT SAWING	PAVEMENT PLANING, ASPHALT CONCRETE	PAVEMENT PLANING, ASPHALT CONCRETE	ASPHALT CONCRETE BASE PG64-22	AGGREGATE BASE	TACK COAT FOR 0.075 GAL PER SQ YD	TACK COAT FOR INTERMED. 0.05 GAL PER SQ YD	ASPHALT INTERMED. COURSE, TYPE 2, PG64-28	ASPHALT SURFACE COURSE, TYPE 1, PG64-22	COMPACTED AGG. TYPE A		
							12"DEPTH	12"DEPTH	1.0"	VAR.	6"DEPTH	6"DEPTH					1.75"	1.25"	3" AVG. DEPTH		
							FT.	FT.	CU. YD.	FT.	SQ YD	SQ YD	CU. YD.	CU. YD.	GAL	GAL	CU YD	CU YD	CU YD		
1	DEL	315	298+35	57+31	LT	I	5'	57'	10.6	67.0	31.7		5.3	5.3	2.4	1.6	1.5	1.1	28.5	HYATTS RD - WIDENING	
1	DEL	315	57+77	57+31	LT	I	29'	46'			147.5				11.1	7.4	7.2	5.1	22.8	HYATTS RD - PLANING	
DEDUCTION																					
1	DEL	315	57+77	57+31	LT		2'	46'			-10.1				-0.8	-0.5	-0.5	-0.4		HYATTS RD - 2' OVERLAP	
TOTALS CARRIED TO GENERAL SUMMARY									11.0	67.0	22.0	148.0	5.0	5.0	13.0	8.0	8.0	6.0	51.0		

PAVEMENT SUBSUMMARY AND DETAILS
 DEL-315-0.00
 14
 25



- ① ITEM 203 - EXCAVATION NOT INCLUDING EMBANKMENT
- ② ITEM 252 - FULL DEPTH PAVEMENT SAWING
- ③ ITEM 254 - 1.0" PAVEMENT PLANING, ASPHALT CONCRETE
- ④ ITEM 254 - 1.25" PAVEMENT PLANING, ASPHALT CONCRETE
- ⑤ ITEM 254 - VAR. DEPTH PAVEMENT PLANING, ASPHALT CONCRETE
- ⑥ ITEM 301 - 6" ASPHALT CONCRETE BASE, PG64-22
- ⑦ ITEM 304 - 6" AGGREGATE BASE
- ⑧ ITEM 407 - TACK COAT @ 0.075 PER SY. YD.

- ⑨ ITEM 407 - TACK COAT FOR INTERMEDIATE @ 0.05 PER SY. YD.
- ⑩ ITEM 446 - 1.25" ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG64-22
- ⑪ ITEM 446 - 1.50" ASPHALT CONCRETE SURFACE COURSE, TYPE 1-H
- ⑫ ITEM 446 - 1.75" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, PG64-28
- ⑬ ITEM 617 - COMPACTED AGGREGATE, TYPE A




		LOCATION		WIDTH		QUANTITIES										REMARKS					
L	C	R	S	S	S	T	W	L	203	252	254	254	301	304	407	407	446	446	617		
LOCATION	COUNT	ROUTE	START	STOP	TYPE	DEPTH	WIDTH	LENGTH	EXCAVATION	FULL DEPTH PAVEMENT SAWING	PAVEMENT PLANING, ASPHALT CONCRETE	PAVEMENT PLANING, ASPHALT CONCRETE	ASPHALT CONCRETE BASE PG64-22	AGGREGATE BASE	TACK COAT FOR 0.075 GAL PER SQ YD	TACK COAT FOR INTERMED. 0.05 GAL PER SQ YD	ASPHALT INTERMED. COURSE, TYPE 2, PG64-28	ASPHALT SURFACE COURSE, TYPE 1H	COMPACTED AGG. TYPE A		
							FT.	FT.	12"DEPTH CU. YD.	12"DEPTH FT.	1.25" SQ YD	VAR. SQ YD	6"DEPTH CU. YD.	6"DEPTH CU. YD.	GAL	GAL	1.75" CU YD	1.50" CU YD	3" AVG. DEPTH CU YD		
1	DEL	315	216+49	46+31	RT	2	5'	50'	9.3	60.0	27.8		4.6	4.6	2.1	1.4	1.4	1.2	25.0	HOME RD - WIDENING	
1	DEL	315	216+53	45+36	LT	2	5'	75'	13.9	85.0	41.7		6.9	6.9	3.1	2.1	2.0	1.7	37.5	HOME RD - WIDENING	
1	DEL	315	217+66	45+27	LT	2	5'	70'	13.0	80.0	38.9		6.5	6.5	2.9	1.9	1.9	1.6	35.0	HOME RD - WIDENING	
1	DEL	315	45+97	46+31	RT	2	38'	34'				146.8			11.0	7.3	7.1	6.1	17.2	HOME RD - PLANING	
1	DEL	315	45+27	45+77	LT	2	34'	50'				185.3			13.9	9.3	9.0	7.7		HOME RD - PLANING	
DEDUCTION																					
1	DEL	315	45+97	46+31	RT		2'	34'			-7.7				-0.6	-0.4	-0.4	-0.3		HOME RD - 2' OVERLAP	
1	DEL	315	45+27	45+77	LT		2'	50'			-11.0				-0.8	-0.6	-0.5	-0.5		HOME RD - 2' OVERLAP	
1	DEL	315	45+36	45+77	LT		2'	41'			-9.0				-0.7	-0.5	-0.4	-0.4		HOME RD - 2' OVERLAP	
TOTALS CARRIED TO GENERAL SUMMARY									36.0	225.0	413.0		18.0	18.0	31.0	21.0	20.0	17.0	115.0		

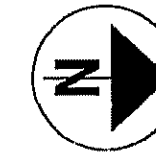
PLAN VIEW

PAVEMENT PLANING
AT FRANKLIN CO / DELAWARE CO
BEGIN PROJECT SLM 0.00

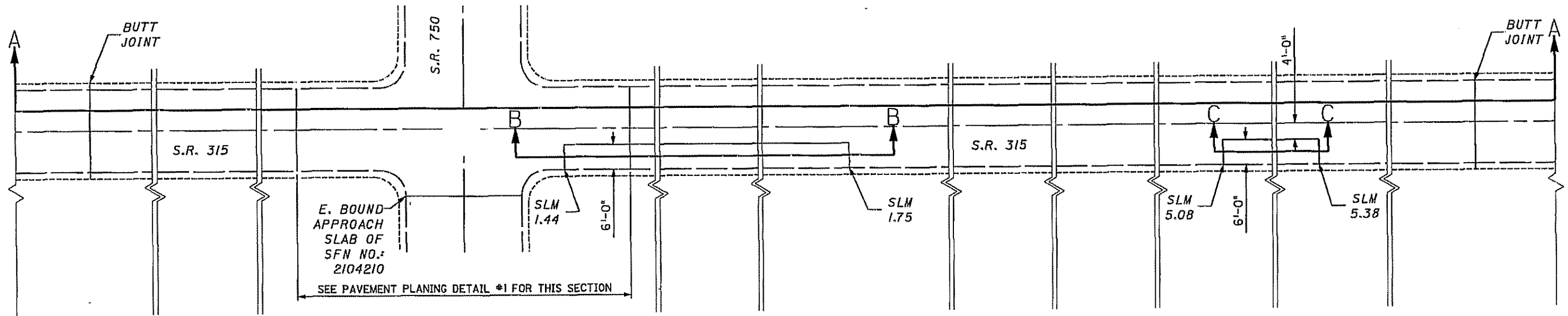
PAVEMENT PLANING
AT SR 750
SLM 1.42

LEGEND

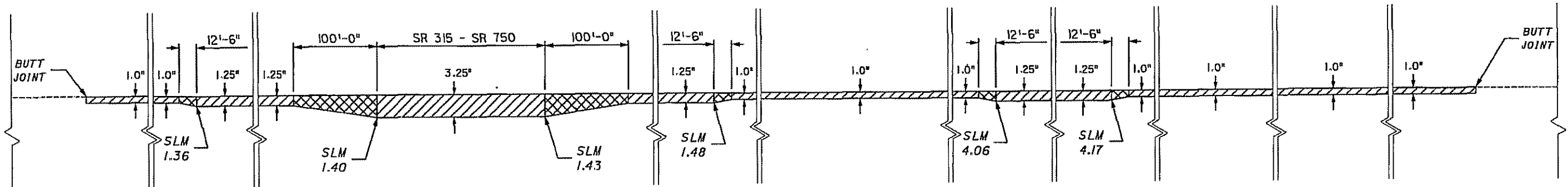
-  CONSTANT DEPTH PAVEMENT PLANING
-  VARIABLE DEPTH PAVEMENT PLANING
-  6" PAVEMENT PLANING*



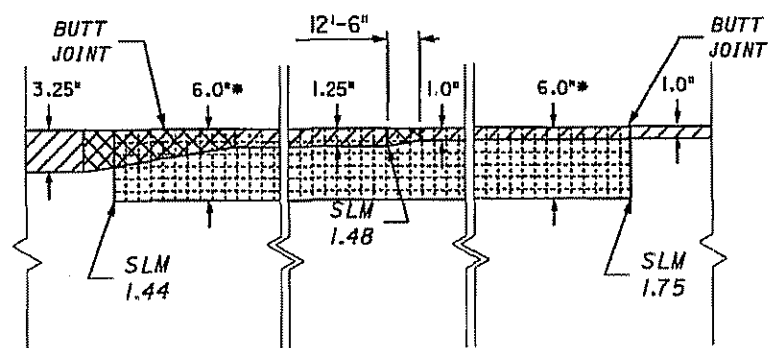
PAVEMENT PLANING
AT US 23
END PROJECT SLM 8.68



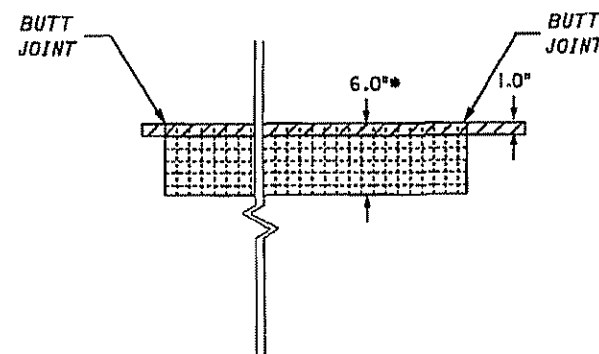
SECTION A-A



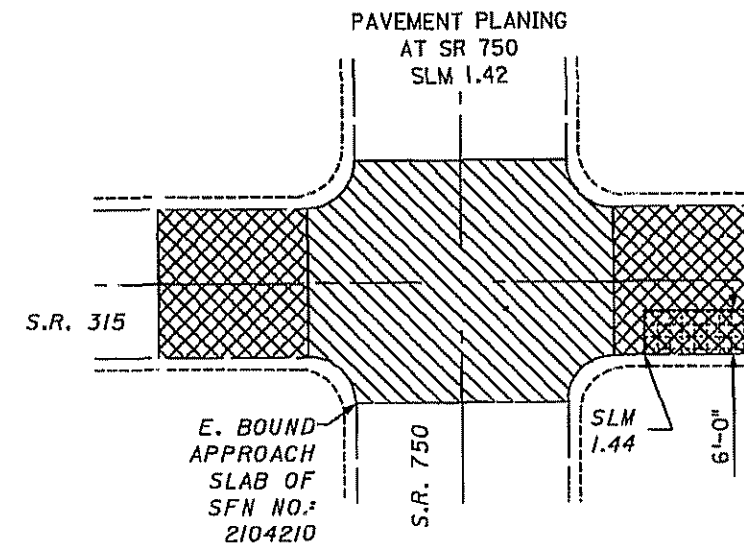
SECTION B-B



SECTION C-C



DETAIL #1



*WORK SHALL BE PERFORMED PRIOR TO RESURFACING AND REPAIR ARE TO BE INCLUDED INTO GENERAL RESURFACING

PAVEMENT PLANING DETAILS

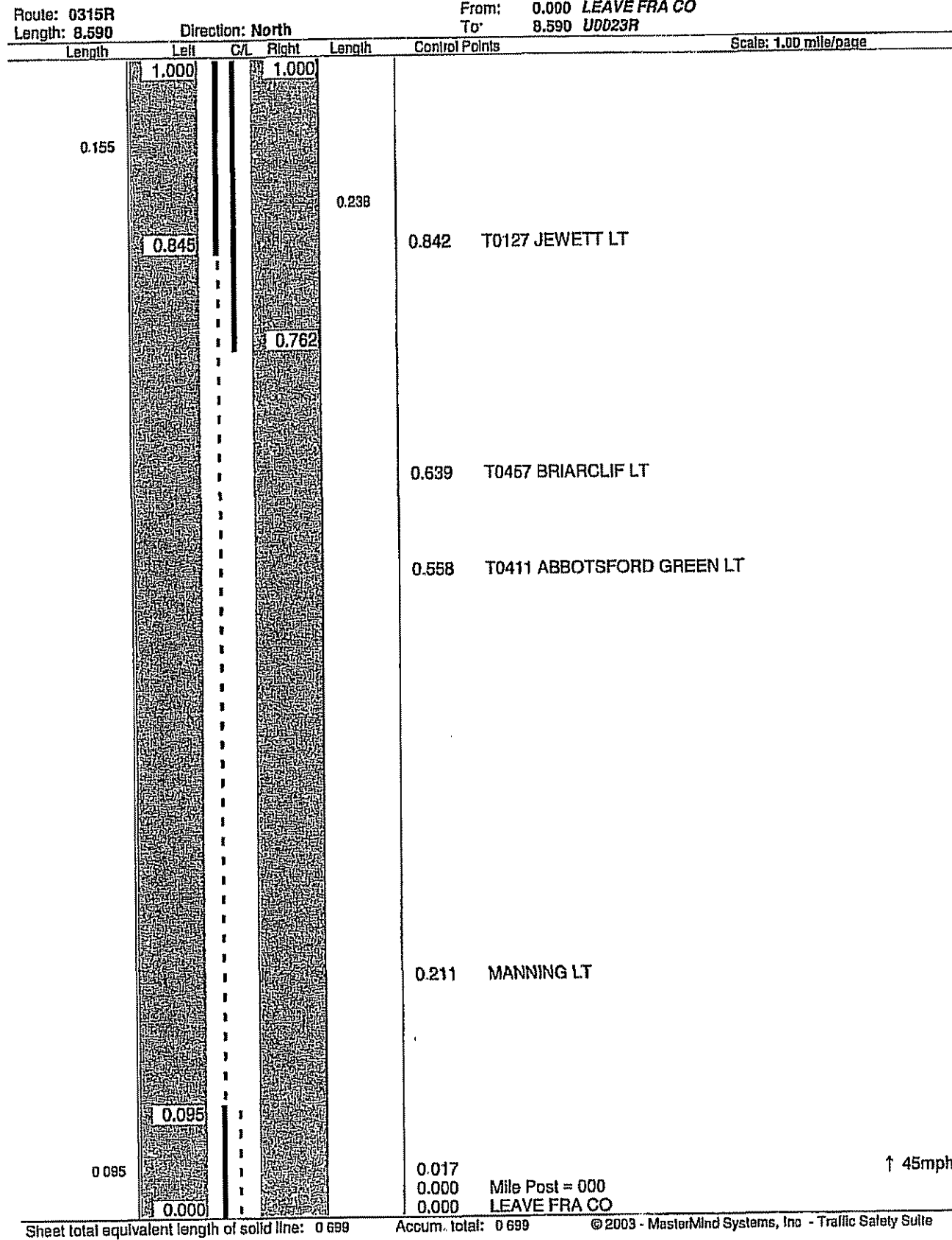
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NO PASSING ZONE

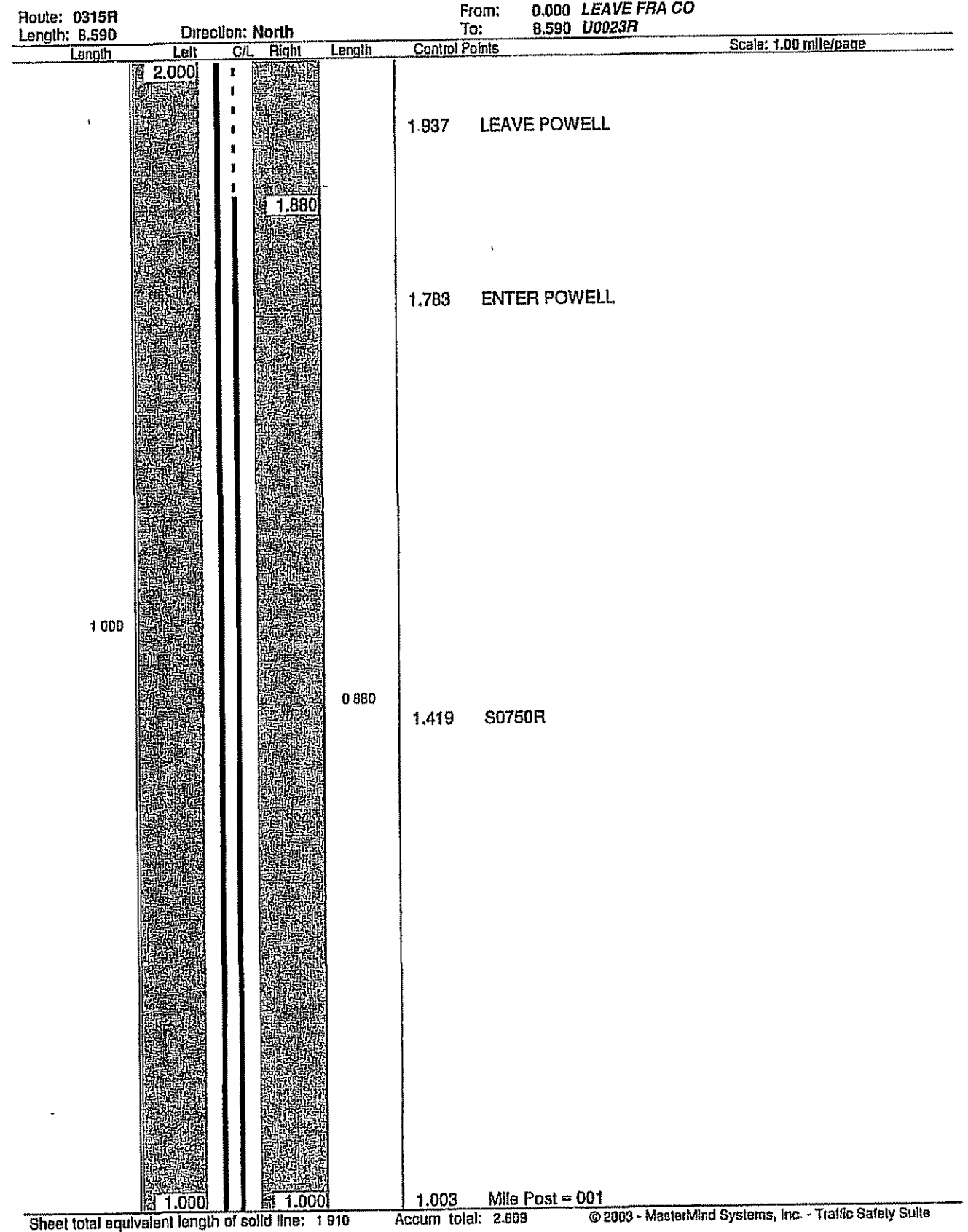
ODOT Dist 6 - Delaware Co - FINAL
No Passing Zone Log (DEL)

Page 1 of 9



ODOT Dist 6 - Delaware Co - FINAL
No Passing Zone Log (DEL)

Page 2 of 9



NO PASSING ZONE

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17
25

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CALCULATED
CREATED

NO PASSING ZONE

**ODOT Dist 6 - Delaware Co - FINAL
No Passing Zone Log (DEL)**

Page: 3 of 9

Route: 0315R Length: 8.590	Direction: North	From: 0.000 LEAVE FRA CO To: 8.590 U0023R	Scale: 1.00 mile/page		
Length	Left	C/L	Right	Length	Control Points
0 048			3.000		2.978 Mile Post = 003
			2.952		
	2.864				
			2.731		2.772 T0334 CARRIAGE LT
					2.731 T0114 ORANGE RT
					2.556 DAVENTRY LT
0 676					
				0 676	
					2.343 T0461 SHERBORNE LT
	2.188				
			2.055		
0 013	2.013				2.014 Mile Post = 002

Sheet total equivalent length of solid line: 1.527 Accum. total: 4.136 © 2003 - MasterMind Systems, Inc - Traffic Safety Suite

**ODOT Dist 6 - Delaware Co - FINAL
No Passing Zone Log (DEL)**

Page: 4 of 9

Route: 0315R Length: 8.590	Direction: North	From: 0.000 LEAVE FRA CO To: 8.590 U0023R	Scale: 1.00 mile/page		
Length	Left	C/L	Right	Length	Control Points
	4.000		4.000		3.981 Mile Post = 004
0 111					
	3.889				
				0.244	
	3.750		3.756		
			3.617		
				0 617	
					3.134 T0446 WINGATE LT
	3.085				
			3.000		

Sheet total equivalent length of solid line: 1.726 Accum. total: 5.862 © 2003 - MasterMind Systems, Inc - Traffic Safety Suite

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NO PASSING ZONE

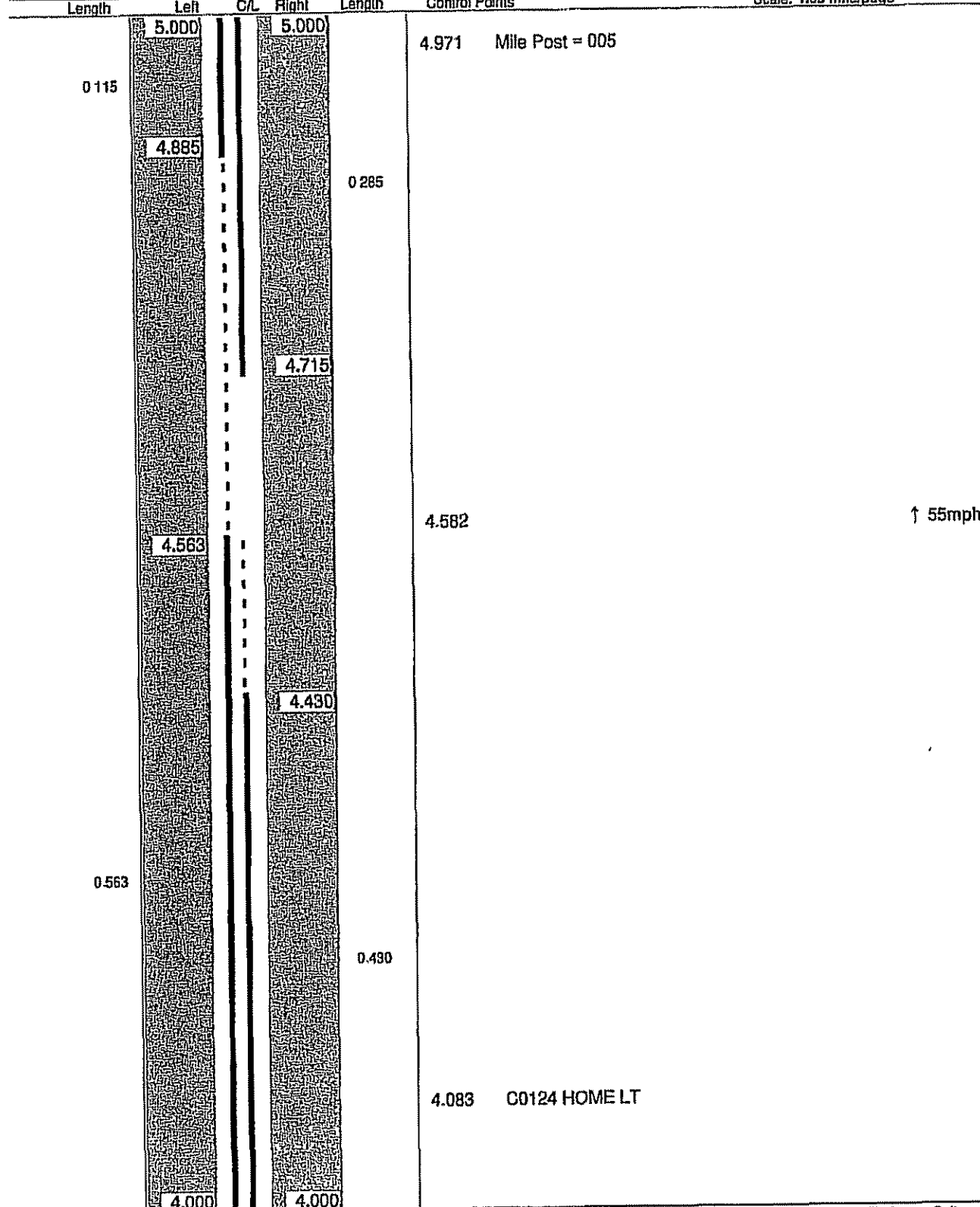
DEL-315-0.00

NO PASSING ZONE

ODOT Dist 6 - Delaware Co - FINAL
No Passing Zone Log (DEL)

Page 5 of 9

Route: 0315R Direction: North
Length: 8.590 From: 0.000 LEAVE FRA CO
To: 8.590 U0023R
Scale: 1.00 mile/page

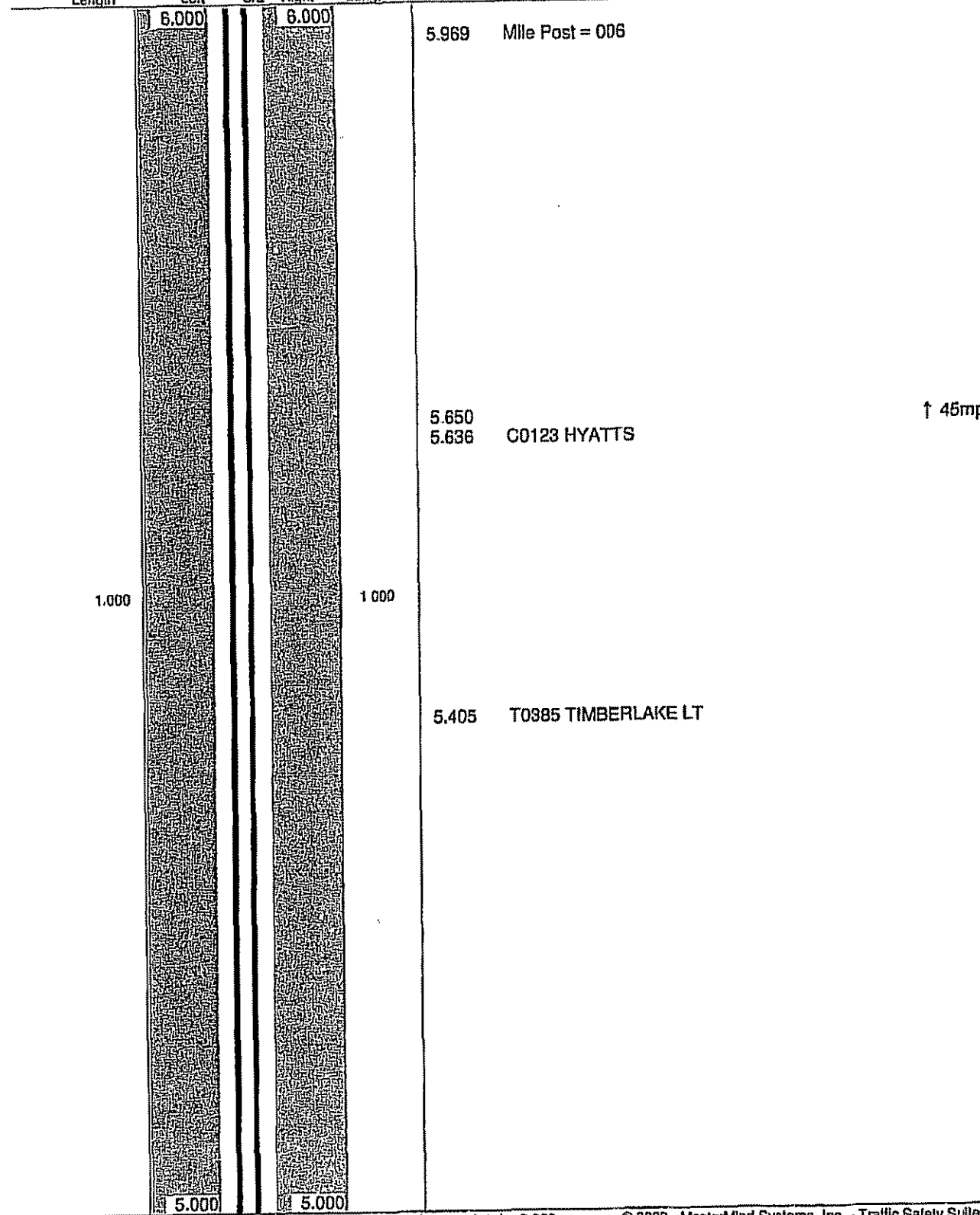


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ODOT Dist 6 - Delaware Co - FINAL
No Passing Zone Log (DEL)

Page 6 of 9

Route: 0315R Direction: North
Length: 8.590 From: 0.000 LEAVE FRA CO
To: 8.590 U0023R
Scale: 1.00 mile/page



Sheet total equivalent length of solid line: 2 000 Accum. total: 9 369 © 2003 - MasterMind Systems, Inc - Traffic Safety Suite

NO PASSING ZONE

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19
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NO PASSING ZONE

ODOT Dist 6 - Delaware Co - FINAL
No Passing Zone Log (DEL)

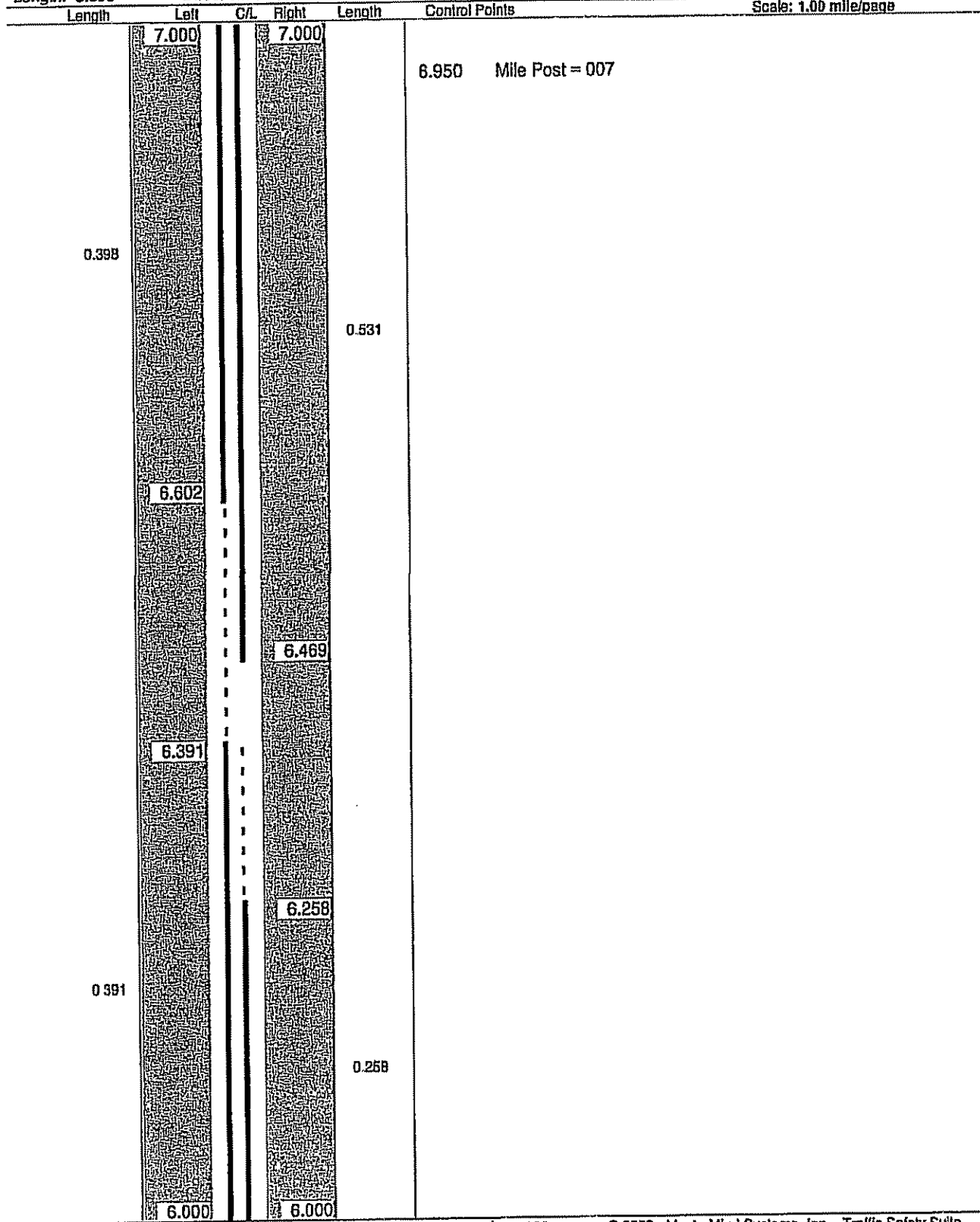
Page: 7 of 9

Route: 0315R
Length: 8.590

Direction: North

From: 0.000 LEAVE FRA CO
To: 8.590 U0023R

Scale: 1.00 mile/page



Sheet total equivalent length of solid line: 1.664 Accum total: 11.033 © 2003 - MasterMind Systems, Inc - Traffic Safety Suite

ODOT Dist 6 - Delaware Co - FINAL
No Passing Zone Log (DEL)

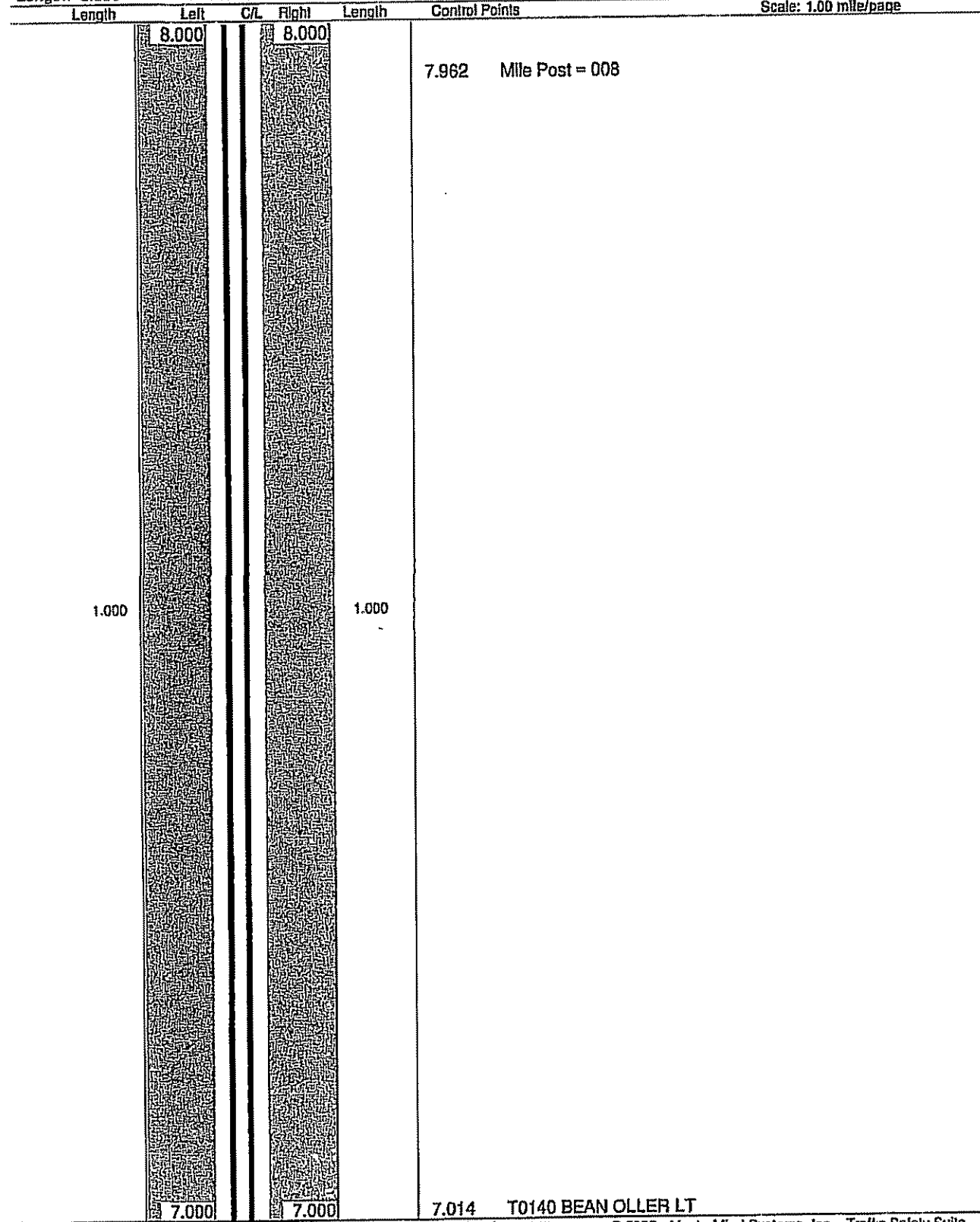
Page: 8 of 9

Route: 0315R
Length: 8.590

Direction: North

From: 0.000 LEAVE FRA CO
To: 8.590 U0023R

Scale: 1.00 mile/page



Sheet total equivalent length of solid line: 2.000 Accum total: 13.033 © 2003 - MasterMind Systems, Inc - Traffic Safety Suite

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CALCULATED

ENCLOSURE

NO PASSING ZONE

DEL - 315 - 0.00

20
25

LOCATION							AUXILIARY MARKINGS																		
LOCATION	COUNTY	ROUTE	LOG BEG	LOG END	LENGTH		DESCRIPTION	TRANSVERSE LINE		ISLAND (BULL-NOSE)	CHANNEL-IZING LINE	STOP LINE	CROSS WALK LINE	SCHOOL MARKING	ARROWS					WORD ON PAVEMENT 96" "ONLY"					
					MI	FT		WHT	YEL						LT	LT/STR	STR	RT STR	RT						
								FT	FT																
1	DEL	315	8.67	8.680			U.S. 23 INTERSECTION				37														
1	DEL	315	8.67	8.680			U.S. 23 INTERSECTION																		
1	DEL	315	0.86				JEWETT RD. INTERSECTION					15													
1	DEL	315	1.42				S.R. 750 INTERSECTION					44													
1	DEL	315	2.79				CARRIAGE RD. INTERSECTION					21													
1	DEL	315	4.11				HOME RD. INTERSECTION					57													
1	DEL	315	5.66				HYATTS RD. INTERSECTION					47													
1	DEL	315	7.05				BEAN-OLLER RD. INTERSECTION					15													
1	DEL	315	8.41				BUNTY STATION RD. INTERSECTION					14													
1	DEL	315	8.68				U.S. 23 INTERSECTION					34													
TOTALS CARRIED TO GENERAL SUMMARY												37		247				1							1

PAVEMENT MARKING SUBSUMMARY

DEL - 315 - 0.00

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DETAIL	STANDARD DRAWING TC-65.10
1	EDGE LINE
2	CHANNELIZING LINE
3	LANE LINE
4	CENTER LINE

DETAIL	STANDARD DRAWING TC-65.11
5	ACCELERATION LANE
6	DECELERATION LANE
7	MULTILANE DIVIDED-CONTROLLED ACCESS
8	4 LANE DIVIDED TO 2 LANE TRANSITION
9	4 LANE UNDIVIDED TO 2 LANE TRANSITION

DETAIL	STANDARD DRAWING TC-65.11
10	ONE LANE BRIDGE
11	STOP APPROACH
12	HORIZONTAL CURVE
13	TWO WAY LEFT TURN LANE
14	APPROACH W/ LEFT TURN LANE

LOCATION						REFLECTOR TYPE											TOTAL		REMARKS				
LOCATION	COUNTY	ROUTE	LOG BEG	LOG END	DETAIL	ONE-WAY					TWO-WAY						202	621					
						WHITE			YELLOW	WHITE	WHITE			YELLOW	YELLOW	RAISED PVMT MARKER REMOVED AND DISPOSED	RAISED PVMT MARKER						
						RIGHT	LANE	LEFT	RIGHT	RIGHT	CHANNELIZING	LANE	LEFT	CENTER									
						EDGE	LINE	EDGE	EDGE	EDGE	LINE	LINE	EDGE	LINE									
LINE		LINE	LINE	LINE			LINE	LINE	LINE			EACH	EACH										
			MI	MI		40'	80'	120'	80'	40'	80'	40'	80'	80'	80'	20'	40'	80'					
I	DEL	315	0.00	8.68															1277		BEGIN TO END LOCATION 1		
I	DEL	315	0.00	0.87	4																		
I	DEL	315	0.87	0.90	12																		
I	DEL	315	0.90	0.92	4																		
I	DEL	315	0.92	0.98	12																		
I	DEL	315	0.98	2.13	4																		
I	DEL	315	1.42		11	22	10																
I	DEL	315	2.13	2.22	12																		
I	DEL	315	2.22	2.25	12																		
I	DEL	315	2.25	2.34	12																		
I	DEL	315	2.34	2.39	4																		
I	DEL	315	2.39	2.48	12																		
I	DEL	315	2.48	2.51	12																		
I	DEL	315	2.51	2.74	12																		
I	DEL	315	2.74	2.76	12																		
I	DEL	315	2.76	3.24	4																		
I	DEL	315	3.24	3.33	12																		
I	DEL	315	3.33	3.37	12																		
I	DEL	315	3.37	3.52	12																		
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I	DEL	315	5.94	6.17	4																		
I	DEL	315	6.17	6.20	12																		
I	DEL	315	6.20	6.27	4																		
I	DEL	315	6.27	6.35	12																		
I	DEL	315	6.35	6.38	12																		
I	DEL	315	6.38	6.56	4																		
I	DEL	315	6.56	6.59	12																		
TOTALS CARRIED TO THE GENERAL SUMMARY																1277	725						

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RAISED PAVEMENT MARKER SUBSUMMARY AND DETAILS
DEL-315-0.00

DETAIL STANDARD DRAWING TC-65.10	
1	EDGE LINE
2	CHANNELIZING LINE
3	LANE LINE
4	CENTER LINE

DETAIL STANDARD DRAWING TC-65.11	
5	ACCELERATION LANE
6	DECELERATION LANE
7	MULTILANE DIVIDED-CONTROLLED ACCESS
8	4 LANE DIVIDED TO 2 LANE TRANSITION
9	4 LANE UNDIVIDED TO 2 LANE TRANSITION

DETAIL STANDARD DRAWING TC-65.12	
10	ONE LANE BRIDGE
11	STOP APPROACH
12	HORIZONTAL CURVE
13	TWO WAY LEFT TURN LANE
14	APPROACH W/ LEFT TURN LANE

LOCATION						REFLECTOR TYPE											TOTAL		REMARKS	
LOCATION	COUNTY	ROUTE	LOG BEG MI	LOG END MI	DETAIL	ONE-WAY					TWO-WAY						202	621		
						WHITE			YELLOW	WHITE	WHITE			YELLOW	YELLOW		RAISED PVMT MARKER REMOVED AND DISPOSED EACH	RAISED PVMT MARKER EACH		
						RIGHT EDGE LINE	LANE LINE	LEFT EDGE LINE	RIGHT EDGE LINE	RIGHT EDGE LINE	CHANNELIZING LINE	LANE LINE	LEFT EDGE LINE	CENTER LINE						
						40'	80'	120'	80'	40'	80'	40'	80'	80'	80'	20'	40'	80'		
1	DEL	315	6.59	6.61	4											1	1			
1	DEL	315	6.61	6.64	12										4	4	8 DEGREE CURVE			
1	DEL	315	6.64	6.92	4											18	18			
1	DEL	315	6.92	6.98	12										8	8	6 DEGREE CURVE			
1	DEL	315	6.98	7.16	4											12	12			
1	DEL	315	7.16	7.21	12										7	7	5 DEGREE CURVE			
1	DEL	315	7.21	7.53	4											21	21			
1	DEL	315	7.53	7.58	12										7	7	7 DEGREE CURVE			
1	DEL	315	7.58	7.74	4											11	11			
1	DEL	315	7.74	7.76	12										3	3	9 DEGREE CURVE			
1	DEL	315	7.76	7.85	4											6	6			
1	DEL	315	7.85	7.88	12										4	4	±±			
1	DEL	315	7.88	8.01	4											9	9			
1	DEL	315	8.01	8.10	12											12	12	PRIOR TO 11 DEGREE CURVE		
1	DEL	315	8.10	8.17	12								18			18	18	11 DEGREE CURVE		
1	DEL	315	8.17	8.24	12										9	9	AFTER 11 DEGREE CURVE			
1	DEL	315	8.24	8.27	12										4	4	9 DEGREE CURVE			
1	DEL	315	8.27	8.29	4												1	1		
1	DEL	315	8.29	8.38	12											12	12	PRIOR TO 13 DEGREE CURVE		
1	DEL	315	8.38	8.40	12								5			5	5	13 DEGREE CURVE		
1	DEL	315	8.40	8.48	12											11	11	AFTER 13 DEGREE CURVE		
1	DEL	315	8.48	8.55	12										9	9	6 DEGREE CURVE			
1	DEL	315	8.55	8.68	4												9	9		
1	DEL	315	8.68			22	10						3				35	35	US 23 - STOP APPROACH	
TOTALS CARRIED TO THE GENERAL SUMMARY																		235		

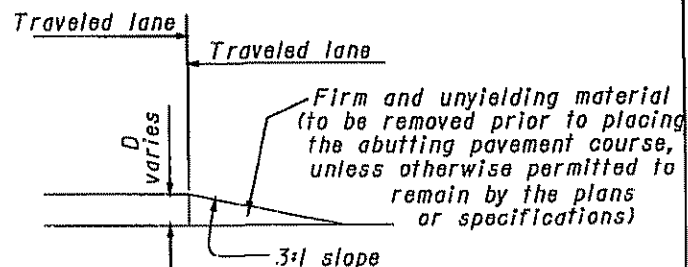
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GENERAL NOTES

- It is intended that this drawing be used for treatment of drop-offs that develop during construction operations, and that are not otherwise provided for in the construction plans. Where the plans do not provide specific items for labor, equipment, or materials to implement the drop-off treatments specified hereon, they shall be included for payment in the lump sum bid for Item 614 - Maintaining Traffic.
- While the need for certain advisory signing is noted hereon, it is not intended that this be indicative of all signing that may be required to advise or warn motorists, and all requirements of the Ohio Manual of Uniform Traffic Control Devices (OMUTCD) must be fulfilled.
- In urban or otherwise heavily developed areas where pedestrians and/or bicyclists may be present in significant numbers, additional signing and protective measures other than those shown hereon may be required.
- The drop-off treatment selected for use at any given location shall be as appropriate for the prevailing conditions at the site.
- Where concrete barrier is specified, it shall be in accordance with Standard Construction Drawing MC-9.2 and Item 622.
- When drums are specified for a dropoff condition, a minimum number of four drums shall be used. Spacing shall be as indicated in the plans or as specified in the OMUTCD.
- When OW-151 (Low Shoulder) signs or OW-171 (Uneven Lanes) and OWP-171 signs are required, they shall be placed 750' in advance of the condition, on all intersecting entrance ramps within the limits of the condition and immediately beyond all intersecting roadways within the limits of the condition. When the dropoff condition extends more than one-half mile, additional signs should be erected at intervals of one mile or less.
- For locations, such as at ramps, lane shifts, lane closures, etc., where traffic is required to negotiate any difference in elevation between pavements, a 3:1 slope treatment similar to the Optional Wedge Treatment shall be provided.
- Portable concrete barrier shall be placed on the same level as the traffic surface and shall not encroach on lane width(s) designated as the minimum required for traffic use. Where drums are used, and their presence would reduce traveled lane widths to less than 10', drums may be placed on the opposite level from that of traffic provided the dropoff depth does not exceed 5" and approval is granted by the Project Engineer.
- Pavement Repairs (or similar work):
 - Lengths greater than 60 feet - utilize appropriate treatment from Condition I.
 - Lengths of 60 feet or less - repairs shall be effected in accordance with 255.08. Drums may be used as a separator adjacent to the traveled lane.

**OPTIONAL WEDGE TREATMENT
(MILLING OR RESURFACING)**

- This treatment may be used when permitted for Condition I only.
- OW-171 and OWP-171 signs required.

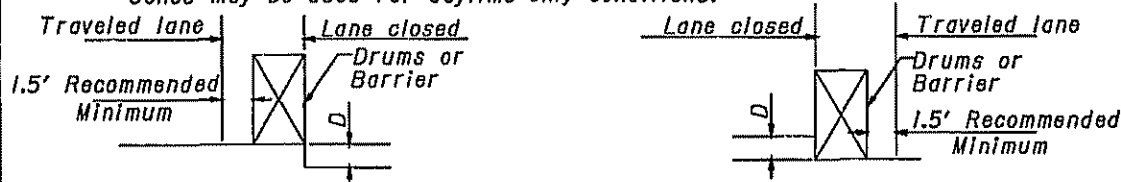


**CONDITION I
DROPOFFS BETWEEN TRAVELED LANES**

- These treatments are to be used for resurfacing, pavement planing, excavation, etc. between or within traveled lanes.

D (In.)	Treatment
≤ 1/2	Erect OW-171 and OWP-171 signs.
> 1/2 - 3	1) Lane closure utilizing drums* as shown below OR 2) Optional Wedge Treatment
> 3 - 5	Lane closure utilizing drums as shown below.
> 5	Lane closure utilizing portable concrete barrier as shown below.

*Cones may be used for daytime only conditions.

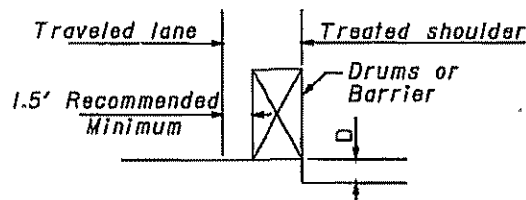


**CONDITION II
DROPOFFS WITHIN GRADED SHOULDER AREA**

- The treatments indicated below are for use in conjunction with resurfacing, planing, or excavations within the graded shoulder area.
- The graded shoulder area is that flat or gradually sloping area between the edge of a normally traveled lane and the more steeply sloping ditch foreslope or embankment slope. Its surface may be soil or turf, and/or it may be inclusive of a "treated" area (improved with aggregates, asphaltic materials, or concrete). For the purposes herein, its maximum width shall be considered to be twelve (12) feet.

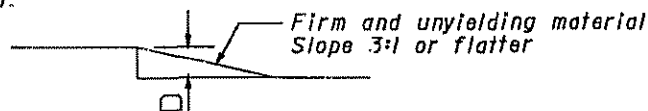
D (In.)	Treatment
≤ 1/2	1) If edgelines are present, no treatment necessary OR 2) Erect OW-171 and OWP-171 signs.
> 1/2 - 5	1) If min. lane width* requirements can be met, maintain lanes utilizing drums as shown below OR 2) If min. lane width* requirements cannot be met, close adjacent lane utilizing drums OR 3) Optional Shoulder Treatment.
> 5 - 12 Daylight only	If min. lane width* requirements can be met, maintain lanes utilizing drums as shown below.
> 5 - 24	1) If min. lane width* requirements can be met, maintain lanes utilizing portable concrete barrier as shown below. OR 2) If min. lane width* requirements cannot be met, close adjacent lane utilizing drums.
> 24	Lane closure utilizing portable concrete barrier as shown below.

*Minimum lane widths shall be 10' unless otherwise specified in the plans.



OPTIONAL SHOULDER TREATMENT

- This treatment may not be used within a bituminous shoulder where a hot longitudinal joint per 401.15 is required.
- OW-151 signs required.

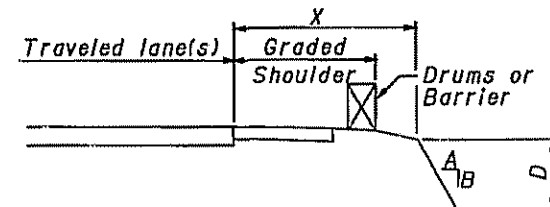


**CONDITION III
DROPOFFS BEYOND GRADED SHOULDER OR BACK OF CURB**

- See Note 2 under Condition II.
- Use Chart A or B below, as applicable.

CHART A

- USE FOR:
- Uncurbed Facilities.
 - Curbed Facilities, where:
 - Curbs are less than 6" in height.
 - Curbs are 6" or greater in height and the legal speed is greater than 40 mph.

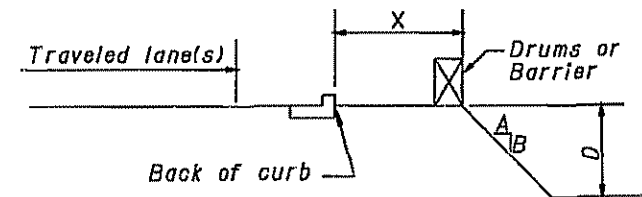


X (Ft.)	D (In.)	A/B	Treatment Required	
			Day	Night
0-4	Any	Any	(a)	(a)
4-30	Any	3:1 or Flatter	None	None
4-12	< 3	Steeper than 3:1	None	None
4-12	> 3 - < 12	Steeper than 3:1	Drums	Drums
4-12	> 12	Steeper than 3:1	Drums	Barrier
> 12 - 20	< 12	Steeper than 3:1	None	None
> 12 - 20	> 12 - < 24	Steeper than 3:1	Drums	Drums
> 12 - 20	> 24	Steeper than 3:1	Drums	Barrier
> 20 - 30	< 24	Steeper than 3:1	None	Drums
> 20 - 30	> 24	Steeper than 3:1	Drums	Barrier
> 30	Any	Any	None	None

(a) Use treatment specified under Condition II.

CHART B

- USE FOR: Curbed Facilities, where the curb is 6" or greater in height and the legal speed is 40 mph or less.



X (Ft.)	D (In.)	A/B	Treatment Required	
			Day	Night
0-10	< 12	Any	None	Drums
0-10	> 12	Any	Drums	Drums
> 10	Any	Any	None	None

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DROPOFFS IN WORK ZONES

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