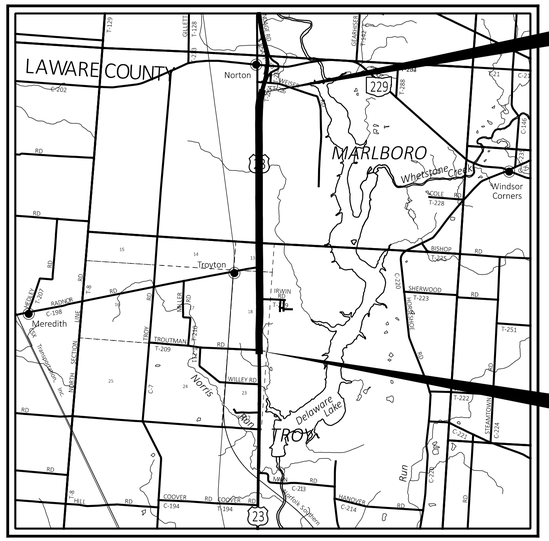


END PROJECT
STA. 1113+90.33
SLM 21.10

BEGIN PROJECT
STA. 930+89.38
SLM 17.63

LOCATION MAP

LATITUDE: 40°24'15" LONGITUDE: 83°04'25"

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

DESIGN DESIGNATION

CURRENT ADT (2025)	*28,000*
DESIGN YEAR ADT (2037)	*29,000*
DESIGN HOURLY VOLUME (2036)	*3,600*
DIRECTIONAL DISTRIBUTION	*54%*
TRUCKS (24 HOUR B&C)	*16%*
DESIGN SPEED	*60 MPH*
LEGAL SPEED	*55 MPH*
DESIGN FUNCTIONAL CLASSIFICATION:	*03 PRINCIPAL ARTERIAL (RURAL)*
NHS PROJECT	*YES*

DESIGN EXCEPTIONS

NONE REQUIRED

ADA DESIGN WAIVERS

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:

STATE OF OHIO
DEPARTMENT OF TRANSPORTATION

DEL-23-17.63

TROY AND MARLBORO TOWNSHIPS

DELAWARE COUNTY

INDEX OF SHEETS:

FEDERAL PROJECT NUMBER

E191(341)

RAILROAD INVOLVEMENT

NONE

PROJECT DESCRIPTION

RESURFACING OF 3.47 CENTERLINE MILES OF US 23 FROM TROUTMAN ROAD TO NORTON WALDO ROAD.

PROJECT INCLUDES PAVEMENT REPAIRS.

EARTH DISTURBED AREAS

PROJECT EARTH DISTURBED AREA:	*3.7 ACRES*
ESTIMATED CONTRACTOR EARTH DISTURBED AREA:	*0.1 ACRES*
NOTICE OF INTENT EARTH DISTURBED AREA:	*N/A (NOI NOT REQUIRED)**
	**ROUTINE MAINTENANCE PROJECT*

LIMITED ACCESS

THIS IMPROVEMENT IS ESPECIALLY DESIGNED FOR THROUGH TRAFFIC AND HAS BEEN DECLARED A LIMITED ACCESS HIGHWAY OR FREEWAY BY ACTION OF THE DIRECTOR IN ACCORDANCE WITH THE PROVISIONS OF SECTION 5511.02 OF THE OHIO REVISED CODE.

2023 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 SHALL GOVERN THIS IMPROVEMENT.

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

Anthony C. Turowski, P.E.
District 06 Deputy Director

Jack Marchbanks, PhD
Director, Department of Transportation

STANDARD CONSTRUCTION DRAWINGS								*SUPPLEMENTAL SPECIFICATIONS*	
BP-2.5	*01/21/22*	*RM-1.1*	*01/20/23*	*MT-95.30*	*07/19/19*	*TC-41.20*	*10/18/13*	*800*	*7/19/24*
BP-2.6	*07/15/16*			*MT-95.45*	*07/21/23*	*TC-42.20*	*10/18/13*	*821*	*4/20/12*
BP-3.1	*01/21/22*			*MT-95.50*	*07/21/17*	*TC-52.10*	*10/18/13*	*832*	*7/21/23*
BP-4.1	*07/19/13*			*MT-101.60*	*04/21/23*	*TC-52.20*	*01/15/21*	*850*	*07/21/23*
BP-9.1	*01/18/19*			*MT-105.10*	*01/17/20*	*TC-65.10*	*01/17/14*		
				MT-101.90	*07/17/20*	*TC-65.11*	*07/15/22*		
				MT-105.10	*01/17/20*				

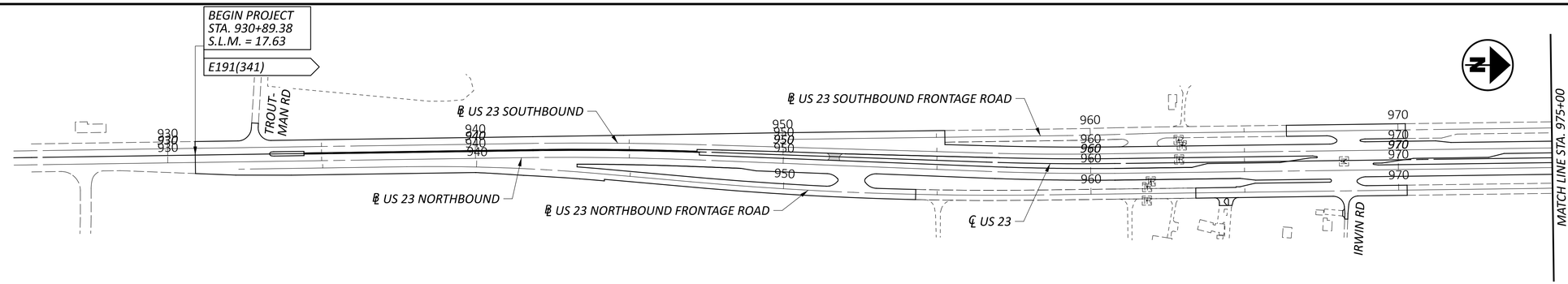
SHEET TITLE

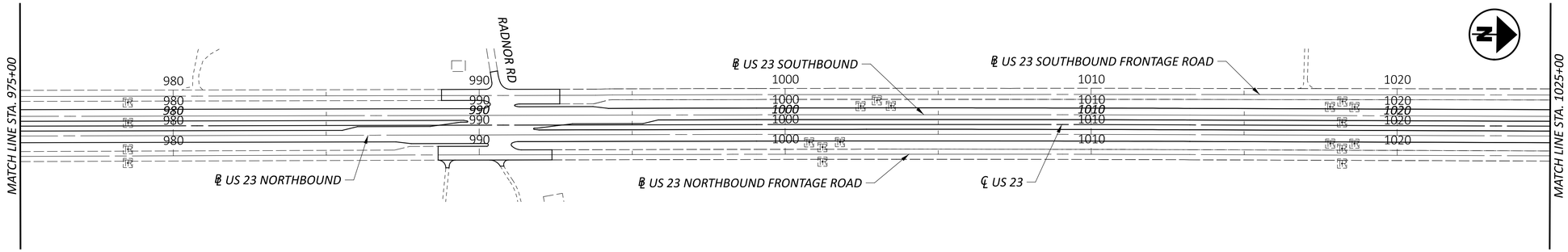
DESIGN AGENCY

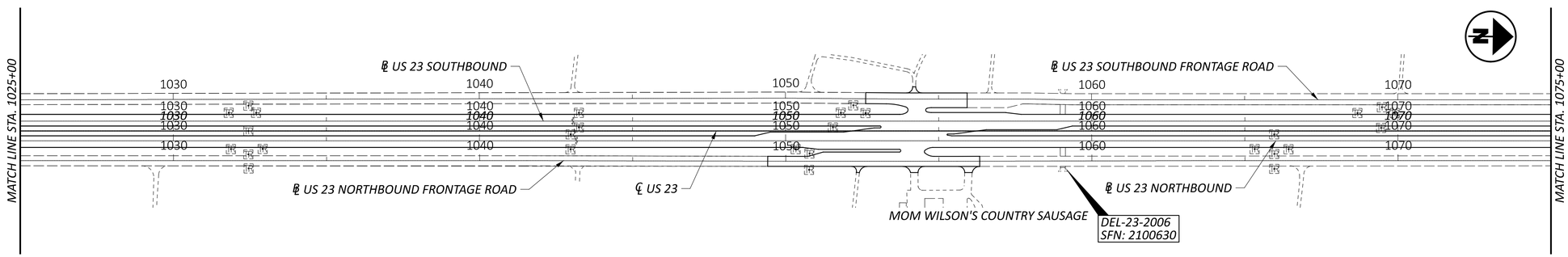
DESIGNER KLM
REVIEWER XXX MM-DD-YY
PROJECT ID 110603
SHEET P.1 TOTAL P.79

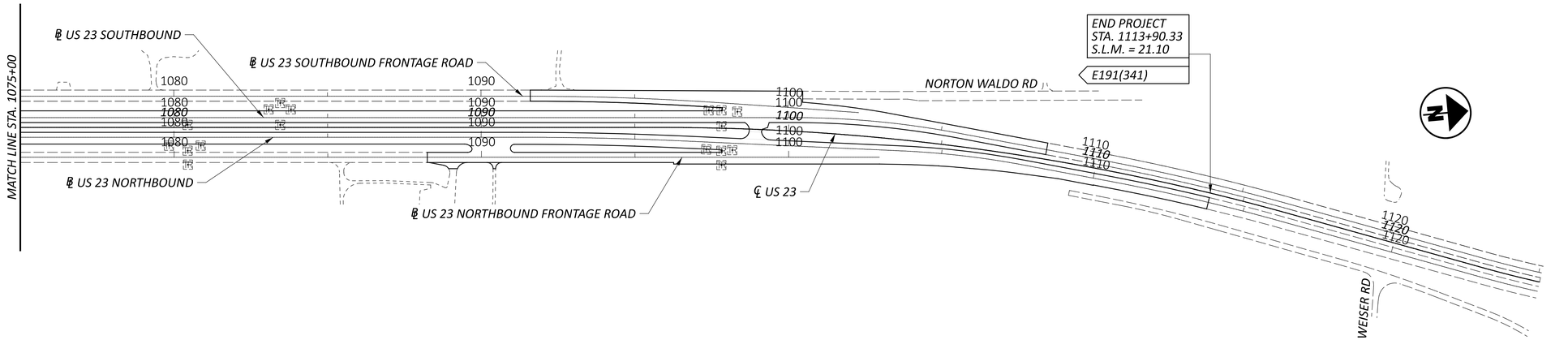
DEL-23-17.67

MODEL: 110603_GT001 PAPERSIZE: 34x22 (in.) DATE: 7/18/2024 TIME: 4:00:32 PM USER: kbowman
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 06\Delaware\110603\400-Engineering\Roadway\Sheets\110603_GT001.dgn









HORIZONTAL SCALE IN FEET
0 100 200 400

SCHEMATIC PLAN
DEL-23 SLM 17.63 TO SLM 21.05

DESIGN AGENCY

DESIGNER KLM

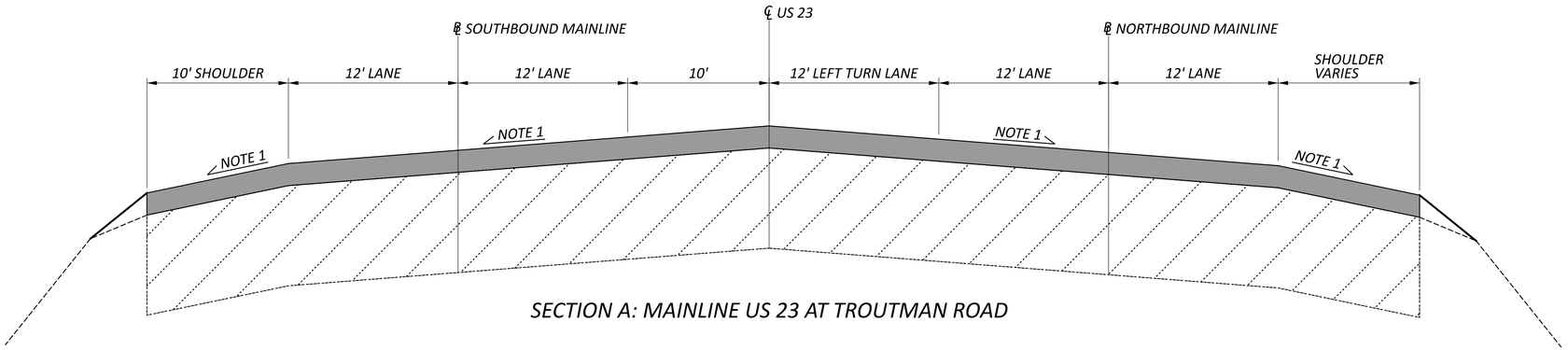
REVIEWER XXX MM-DD-YY

PROJECT ID 110603

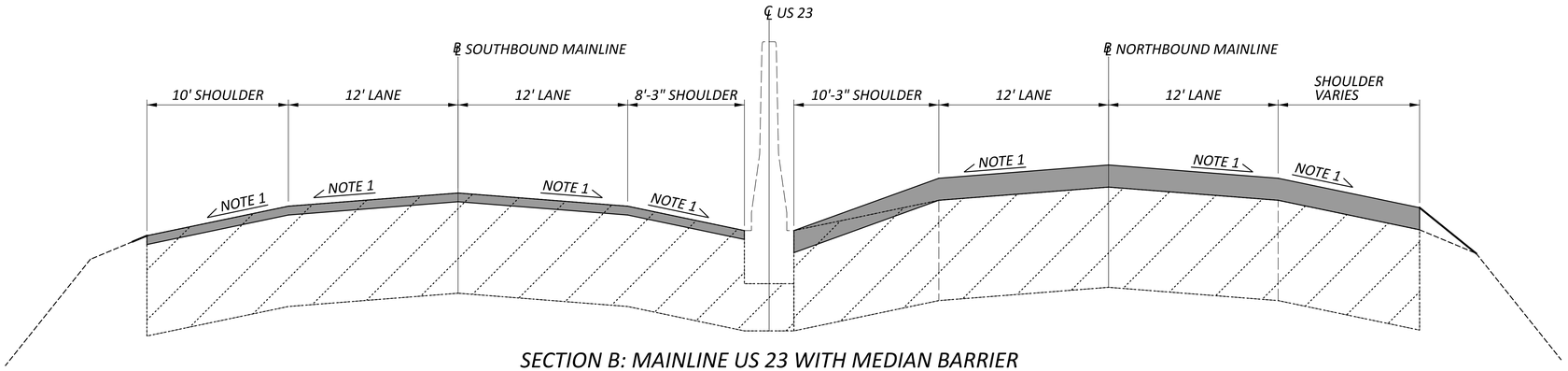
SHEET P.2 TOTAL P.79

DEL-23-17.67

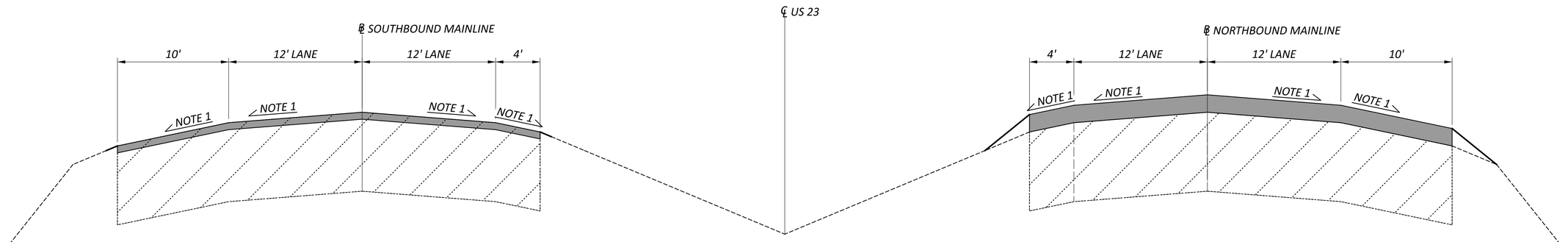
MODEL: 110603_GB001 PAPERSIZE: 34x22 (in.) DATE: 7/18/2024 TIME: 4:00:45 PM USER: kbowman
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 06\Delaware\110603\s00-Engineering\Roadway\Sheets\110603_GB001.dgn



SECTION A: MAINLINE US 23 AT TROUTMAN ROAD



SECTION B: MAINLINE US 23 WITH MEDIAN BARRIER



SECTION C: MAINLINE US 23 WITH GRASS MEDIAN

PROPOSED PAVEMENT TREATMENT

EXISTING PAVEMENT BUILDUP

NOTES:
1. MATCH EXISTING CROSS SLOPES.
2. FOR STATION LIMITS OF EXISTING PAVEMENT, SEE SCHEMATIC SHEETS P.15 TO P.17.
3. FOR STATION LIMITS OF PROPOSED PAVEMENT, SEE SCHEMATIC SHEETS P.18 TO P.20.

TYPICAL SECTIONS - MAINLINE US 23

DESIGN AGENCY

DESIGNER KLM

REVIEWER XXX MM-DD-YY

PROJECT ID 110603

SHEET P.3 TOTAL P.79

DEL-23-17.67

MODEL: 110603_GY001 PAPERSIZE: 34x22 (in.) DATE: 7/18/2024 TIME: 4:01:02 PM USER: kbowman
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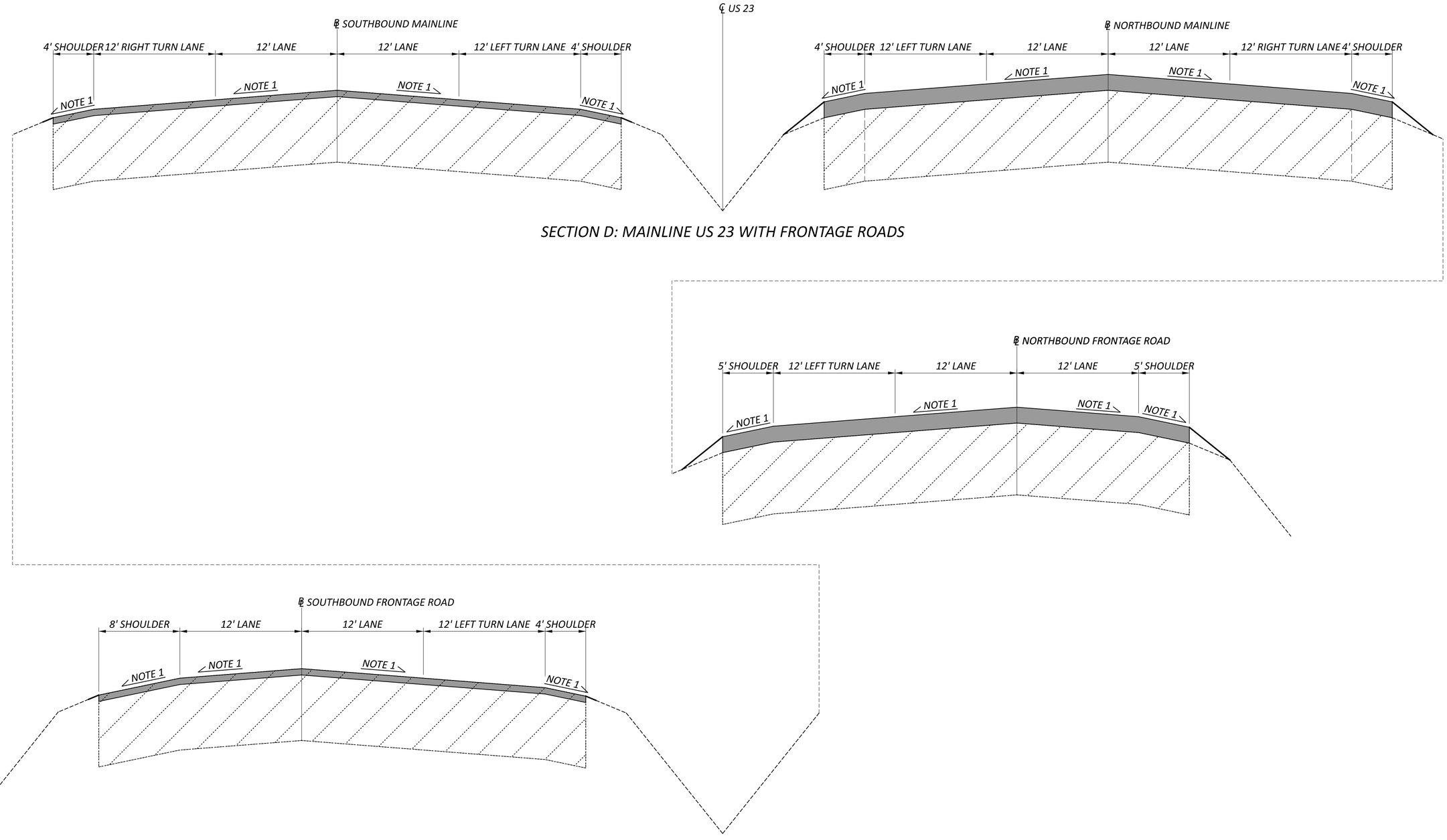

SECTION D: MAINLINE US 23 WITH FRONTAGE ROADS

PROPOSED PAVEMENT TREATMENT

EXISTING PAVEMENT BUILDUP

NOTES:
1. *MATCH EXISTING CROSS SLOPES.*
2. *FOR STATION LIMITS OF EXISTING PAVEMENT, SEE SCHEMATIC SHEETS P.15 TO P.17.*
3. *FOR STATION LIMITS OF PROPOSED PAVEMENT, SEE SCHEMATIC SHEETS P.18 TO P.20.*

TYPICAL SECTIONS - MAINLINE US 23 WITH FRONTAGE ROADS

DESIGN AGENCY

DESIGNER: KLM

REVIEWER: XXX MM-DD-YY

PROJECT ID: 110603

SHEET: P.4 | TOTAL: P.79

DEL-23-17.67

MODEL: 110603_GY002 PAPERSIZE: 34x22 (in.) DATE: 7/18/2024 TIME: 4:01:03 PM USER: kbowman
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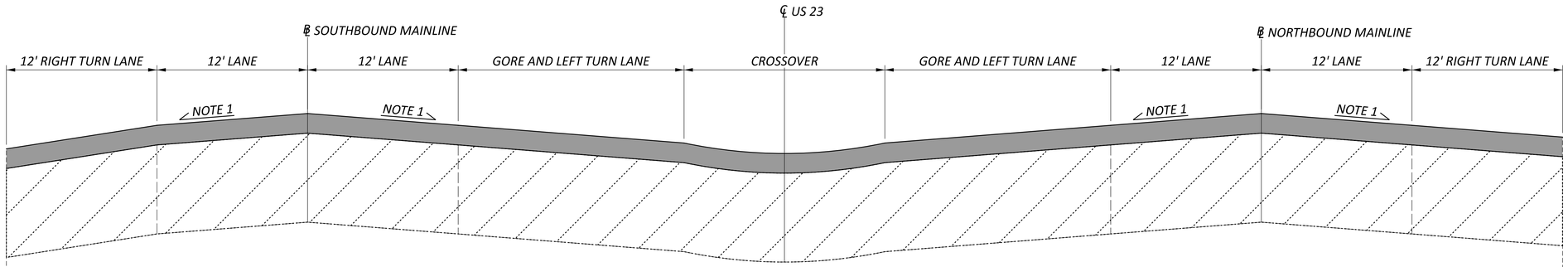
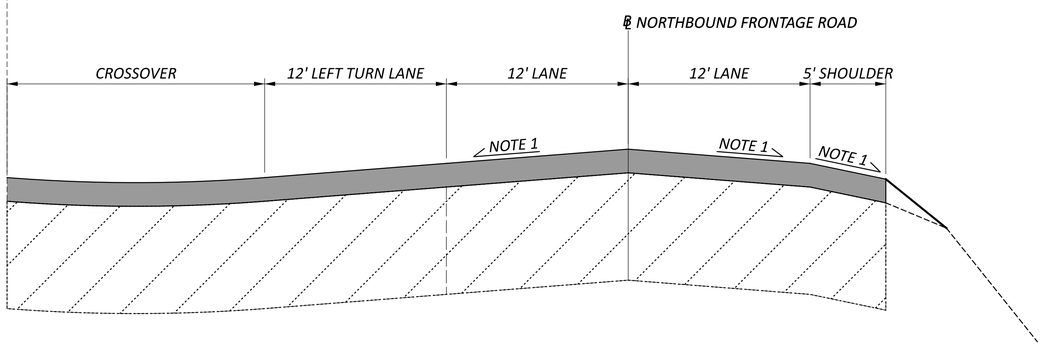
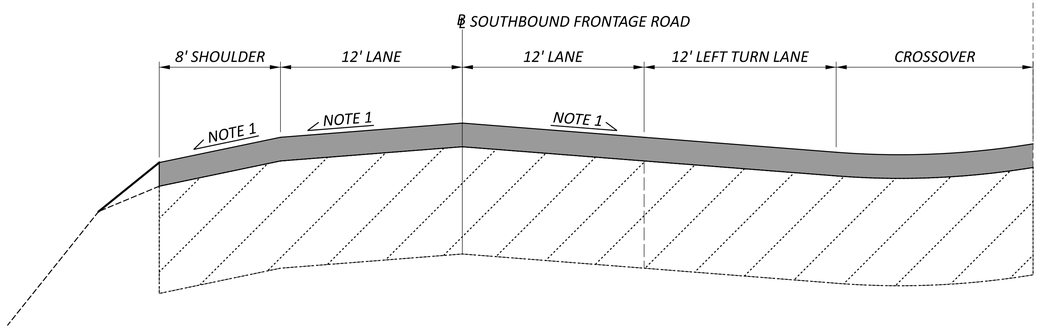


SECTION E: CROSSOVERS





PROPOSED PAVEMENT TREATMENT

EXISTING PAVEMENT BUILDUP

NOTES:
1. *MATCH EXISTING CROSS SLOPES.*
2. *FOR STATION LIMITS OF EXISTING PAVEMENT, SEE SCHEMATIC SHEETS P.15 TO P.17.*
3. *FOR STATION LIMITS OF PROPOSED PAVEMENT, SEE SCHEMATIC SHEETS P.18 TO P.20.*

TYPICAL SECTIONS - CROSSOVERS

DESIGN AGENCY

DESIGNER: KLM

REVIEWER: XXX MM-DD-YY

PROJECT ID: 110603

SHEET: P.5 | TOTAL: P.79

DEL-23-17.67

MODEL: 110603_GY003 PAPERSIZE: 34x22 (in.) DATE: 7/18/2024 TIME: 4:01:03 PM USER: kbowman
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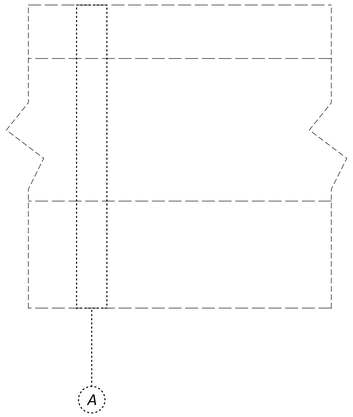
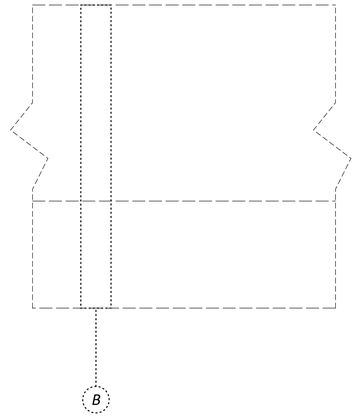
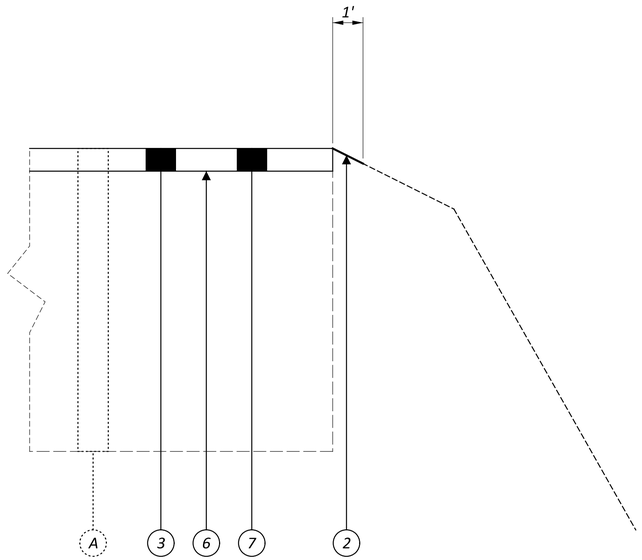


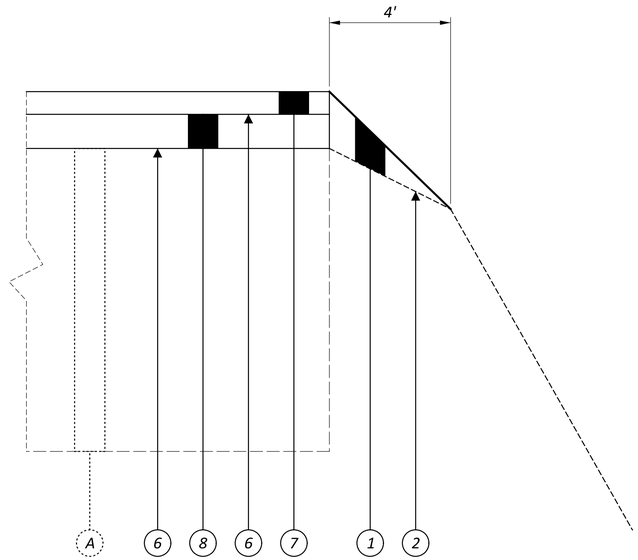
DETAIL A: EXISTING PAVEMENT - ASPHALT



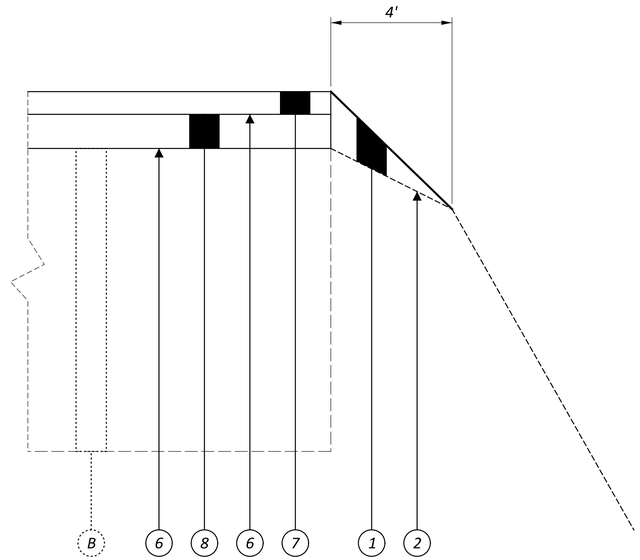
DETAIL B: EXISTING PAVEMENT - CONCRETE



DETAIL 1: PROPOSED MILL & FILL



DETAIL 2: PROPOSED OVERLAY ON ASPHALT



DETAIL 3: PROPOSED OVERLAY ON CONCRETE

LEGEND:

- (A) *EXISTING ASPHALT PAVEMENT (SEE PAVEMENT SCHEMATIC FOR LOCATIONS)*
- (B) *EXISTING CONCRETE PAVEMENT (SEE PAVEMENT SCHEMATIC FOR LOCATIONS)*
- (1) *ITEM 203 - EMBANKMENT*
- (2) *ITEM 209 - LINEAR GRADING*
- (3) *ITEM 254 - 1.5" PAVEMENT PLANING, ASPHALT CONCRETE*
- (4) *ITEM 254 - AVG. 0.75" VARIABLE DEPTH PAVEMENT PLANING, ASPHALT CONCRETE*
- (5) *ITEM 254 - AVG. 1.875" VARIABLE DEPTH PAVEMENT PLANING, ASPHALT CONCRETE*
- (6) *ITEM 407 - TACK COAT*
- (7) *ITEM 442 - 1.5" ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (447)*
- (8) *ITEM 442 - 2.25" ASPHALT CONCRETE INTERMEDIATE COURSE, 19 MM, TYPE A (446)*
- (9) *ITEM 442 - VARIABLE DEPTH (0" TO 2.25") ASPHALT CONCRETE INTERMEDIATE COURSE, 19 MM, TYPE A (449)*

TYPICAL DETAILS - EXISTING PAVEMENT AND PROPOSED PAVEMENT TREATMENTS

DESIGN AGENCY

DESIGNER KLM

REVIEWER XXX MM-DD-YY

PROJECT ID 110603

SHEET P.6 | TOTAL P.79

DEL-23-17.67

MODEL: 110603_GY004 PAPERSIZE: 34x22 (in.) DATE: 7/18/2024 TIME: 4:01:04 PM USER: kbowman
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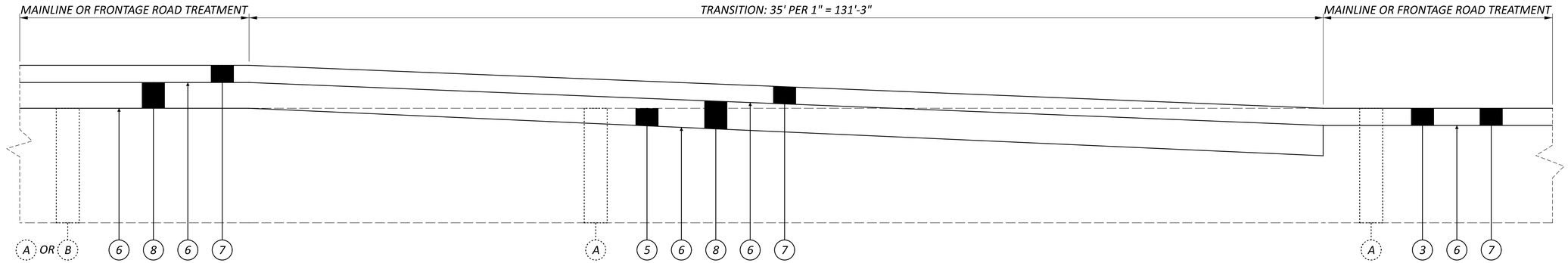
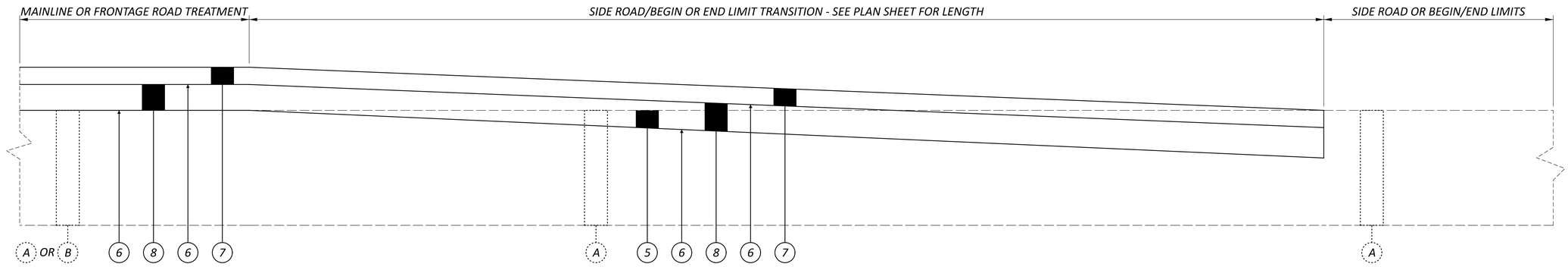
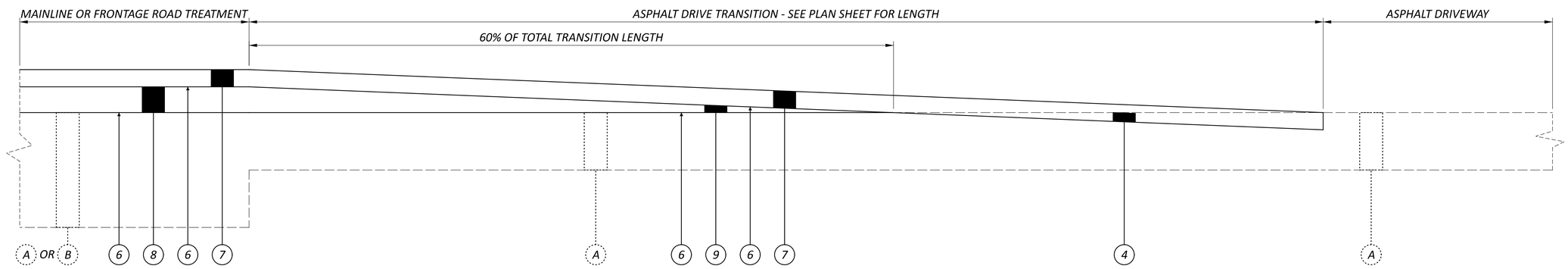


DETAIL 2 OR 3: PROPOSED OVERLAY *DETAIL 4: OVERLAY TO MILL & FILL TRANSITION* *DETAIL 1: PROPOSED MILL & FILL*



DETAIL 2 OR 3: PROPOSED OVERLAY *DETAIL 5: OVERLAY TO SIDE ROAD OR BEGIN/END LIMIT TRANSITION*



DETAIL 2 OR 3: PROPOSED OVERLAY *DETAIL 6: OVERLAY TO ASPHALT DRIVEWAY TRANSITION*

LEGEND:

- (A) *EXISTING ASPHALT PAVEMENT (SEE PAVEMENT SCHEMATIC FOR LOCATIONS)*
- (B) *EXISTING CONCRETE PAVEMENT (SEE PAVEMENT SCHEMATIC FOR LOCATIONS)*
- (1) *ITEM 203 - EMBANKMENT*
- (2) *ITEM 209 - LINEAR GRADING*
- (3) *ITEM 254 - 1.5" PAVEMENT PLANING, ASPHALT CONCRETE*
- (4) *ITEM 254 - AVG. 0.75" VARIABLE DEPTH PAVEMENT PLANING, ASPHALT CONCRETE*
- (5) *ITEM 254 - AVG. 1.875" VARIABLE DEPTH PAVEMENT PLANING, ASPHALT CONCRETE*
- (6) *ITEM 407 - TACK COAT*
- (7) *ITEM 442 - 1.5" ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (447)*
- (8) *ITEM 442 - 2.25" ASPHALT CONCRETE INTERMEDIATE COURSE, 19 MM, TYPE A (446)*
- (9) *ITEM 442 - VARIABLE DEPTH (0" TO 2.25") ASPHALT CONCRETE INTERMEDIATE COURSE, 19 MM, TYPE A (449)*

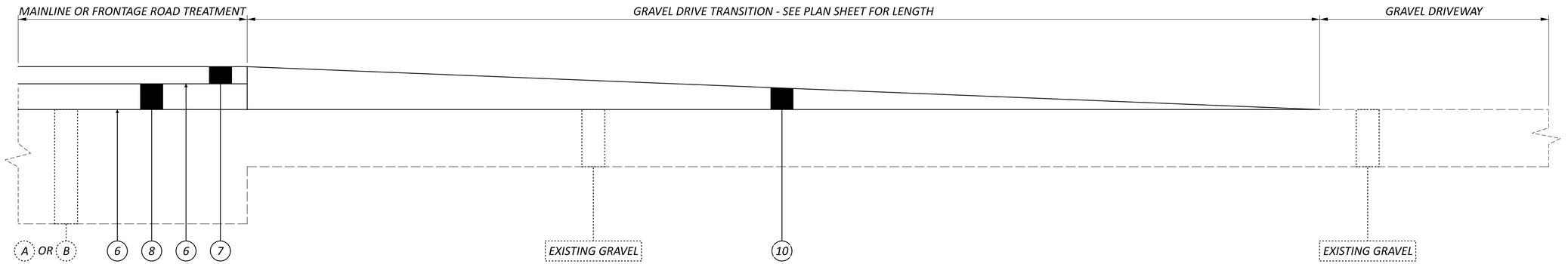
TYPICAL DETAILS - MAINLINE, FRONTAGE, AND SIDE ROAD TRANSITIONS

DEL-23-17.67

MODEL: 110603_GY005 PAPERSIZE: 34x22 (in.) DATE: 7/18/2024 TIME: 4:01:04 PM USER: kbowman
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 06\Delaware\110603\400-Engineering\Roadway\Sheets\110603_GY001.dgn

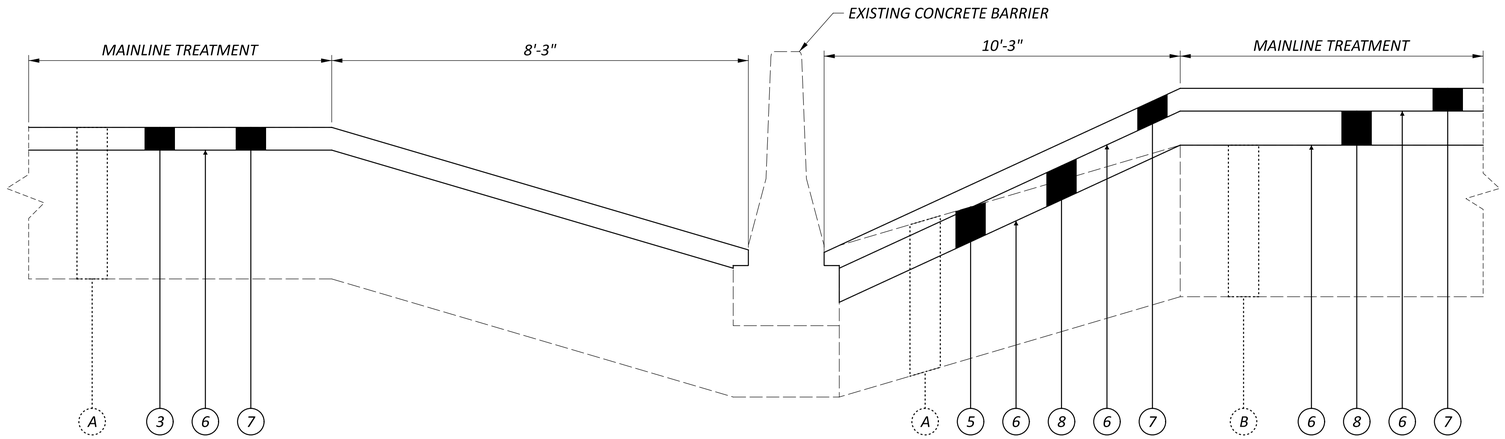
DESIGN AGENCY

DESIGNER KLM
REVIEWER XXX MM-DD-YY
PROJECT ID 110603
SHEET P.7 TOTAL P.79



DETAIL 2 OR 3: PROPOSED OVERLAY

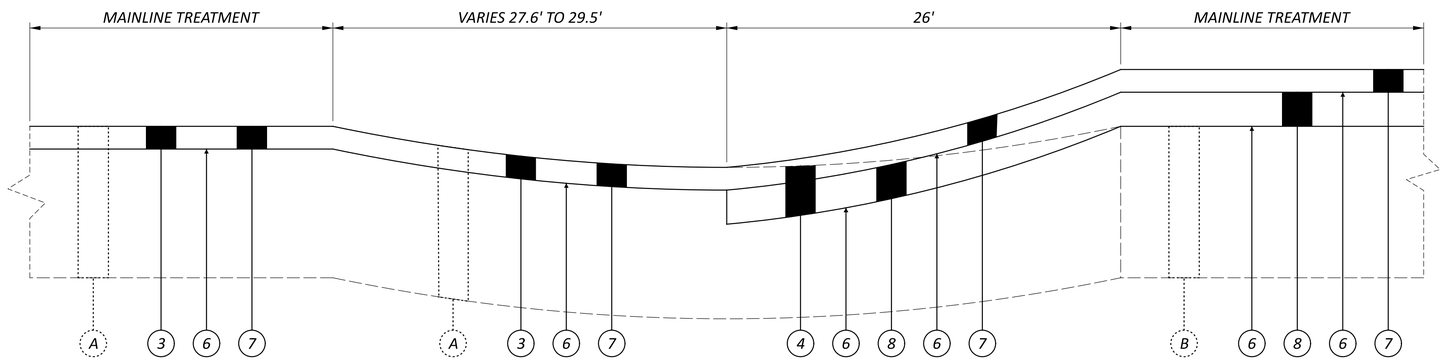
DETAIL 7: OVERLAY TO GRAVEL DRIVEWAY TRANSITION



DETAIL 1: PROPOSED MILL & FILL SOUTHBOUND MAINLINE

DETAIL 8: MEDIAN TREATMENT

DETAIL 3: PROPOSED OVERLAY ON CONCRETE NORTHBOUND MAINLINE



DETAIL 1: PROPOSED MILL & FILL SOUTHBOUND MAINLINE

DETAIL 9: MEDIAN TREATMENT

DETAIL 2: PROPOSED OVERLAY ON CONCRETE NORTHBOUND MAINLINE

LEGEND:

- (A) EXISTING ASPHALT PAVEMENT (SEE PAVEMENT SCHEMATIC FOR LOCATIONS)
- (B) EXISTING CONCRETE PAVEMENT (SEE PAVEMENT SCHEMATIC FOR LOCATIONS)
- (1) ITEM 203 - EMBANKMENT
- (2) ITEM 209 - LINEAR GRADING
- (3) ITEM 254 - 1.5" PAVEMENT PLANING, ASPHALT CONCRETE
- (4) ITEM 254 - AVG. 0.75" VARIABLE DEPTH PAVEMENT PLANING, ASPHALT CONCRETE
- (5) ITEM 254 - AVG. 1.875" VARIABLE DEPTH PAVEMENT PLANING, ASPHALT CONCRETE
- (6) ITEM 407 - TACK COAT
- (7) ITEM 442 - 1.5" ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (447)
- (8) ITEM 442 - 2.25" ASPHALT CONCRETE INTERMEDIATE COURSE, 19 MM, TYPE A (446)
- (9) ITEM 442 - VARIABLE DEPTH (0" TO 2.25") ASPHALT CONCRETE INTERMEDIATE COURSE, 19 MM, TYPE A (449)

DEL-23-17.67

MODEL: 110603_GY006 PAPERSIZE: 34x22 (in.) DATE: 7/18/2024 TIME: 4:01:04 PM USER: kbowman
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 06\Delaware\110603\400-Engineering\Roadway\Sheets\110603_GY001.dgn

TYPICAL DETAILS - SHOULDER AND MEDIAN U-TURN TRANSITIONS

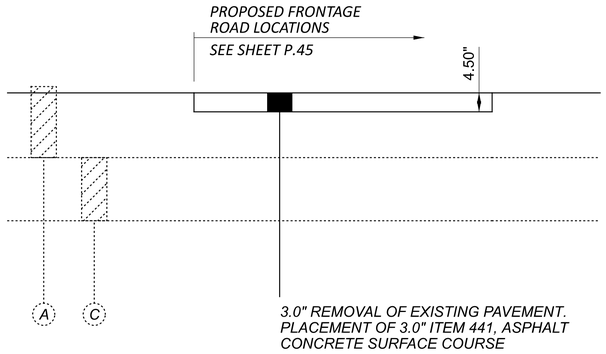
DESIGN AGENCY

DESIGNER KLM

REVIEWER XXX MM-DD-YY

PROJECT ID 110603

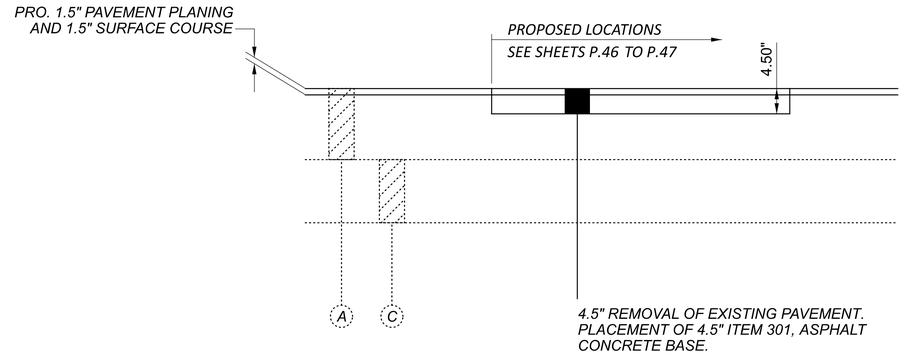
SHEET P.8 TOTAL P.79



REPAIR DETAIL #1

ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR (441), AS PER PLAN, 3.0"

FOR MORE INFORMATION REGARDING ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR (441), AS PER PLAN, 3.0" SEE GENERAL NOTES.

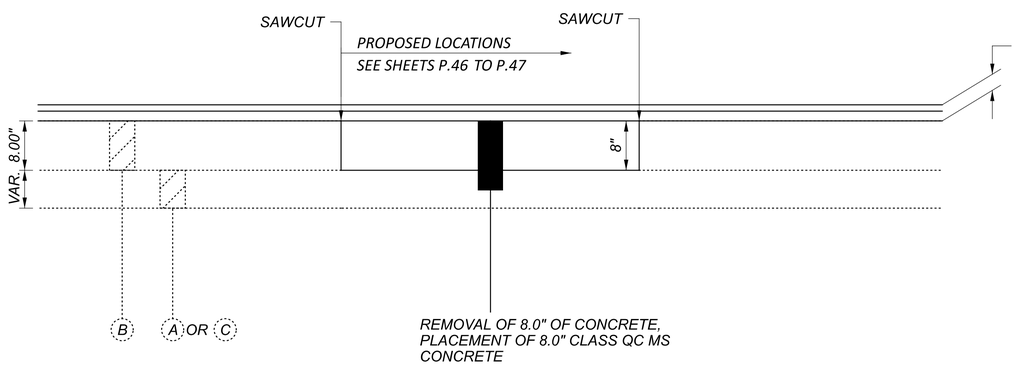


REPAIR DETAIL #2

ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE), AS PER PLAN, 4.5"

FOR MORE INFORMATION REGARDING ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE), AS PER PLAN, 4.5" SEE GENERAL NOTES.

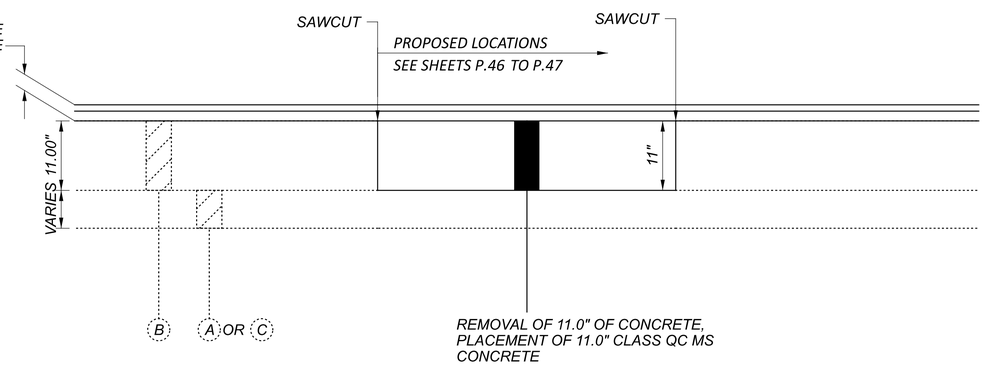
- (A) *EXISTING ASPHALT*
- (B) *EXISTING CONCRETE*
- (C) *EXISTING AGGREGATE BASE*



REPAIR DETAIL #3

ITEM 255 - FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS QC1, 8.0"

FOR MORE INFORMATION REGARDING ITEM 255 - FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS QC1, 8.0" SEE GENERAL NOTES.



REPAIR DETAIL #4

ITEM 255 - FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS QC1, 11.0"

FOR MORE INFORMATION REGARDING ITEM 255 - FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS QC1, 11.0" SEE GENERAL NOTES.

TYPICAL DETAILS - PAVEMENT REPAIRS AND AIR SPEED MARKINGS

DESIGN AGENCY

DESIGNER KLM

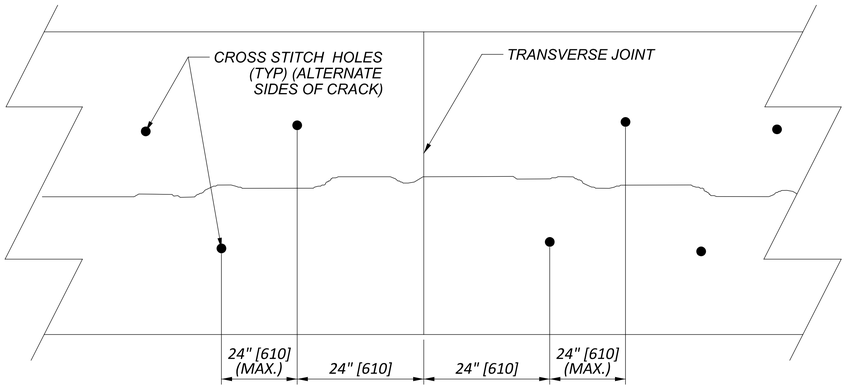
REVIEWER XXX MM-DD-YY

PROJECT ID 110603

SHEET P.9 TOTAL P.79

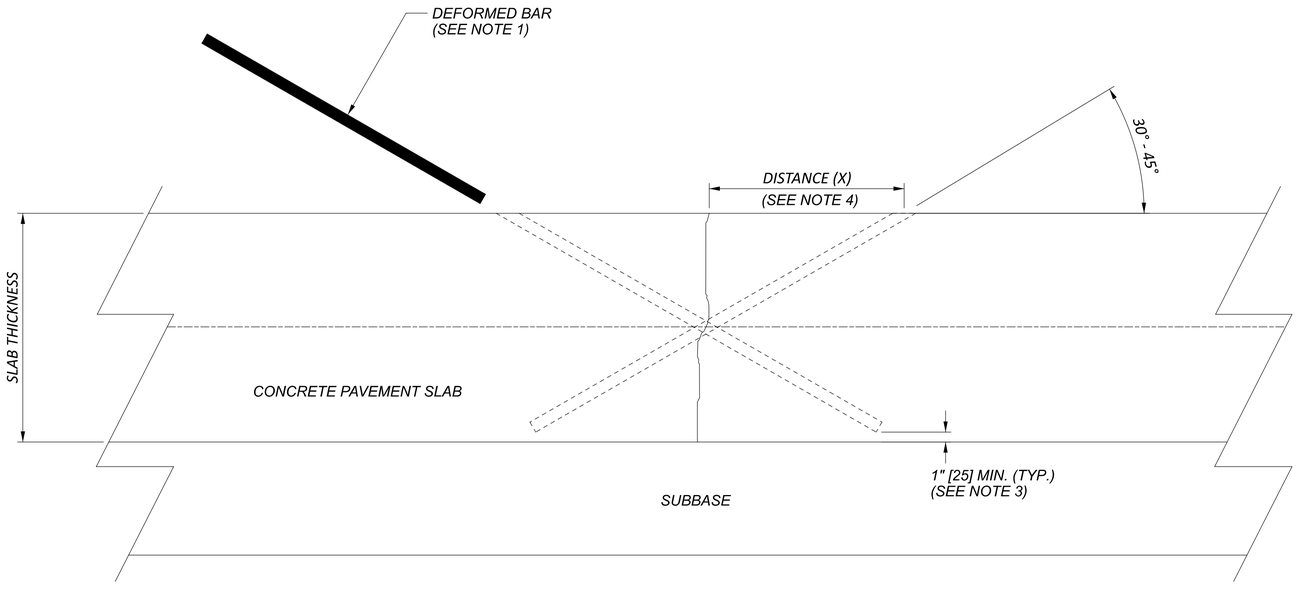
DEL-23-17.67

MODEL: 110603_GY007 PAPERSIZE: 34x22 (in.) DATE: 7/18/2024 TIME: 4:01:05 PM USER: kbowman
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 06\Delaware\110603\400-Engineering\Roadway\Sheets\110603_GY001.dgn



PLAN

	SLAB THICKNESS, T (IN.)													
	8	8.5	9	9.5	10	10.5	11	11.5	12	12.5	13	13.5	14	14.5
	DISTANCE TO HOLE, X (IN.)													
30°	7.00	7.50	8.00	8.25	8.75	9.25	9.75	10.00	10.50	11.00				
35°	5.75	6.25	6.50	7.00	7.25	7.50	8.00	8.25	8.75	9.00				
40°				5.75	6.00	6.50	6.75	7.00	7.25	7.50	7.75	8.25	8.50	8.75
45°								5.75	6.00	6.25	6.50	6.75	7.00	7.25
	LENGTH OF DEFORMED BAR (IN.)													
30°	10.0	11.0	12.0	13.0	14.0	15.0	16.0	17.0	18.0	19.0				
35°	9.0	10.0	10.5	11.5	12.5	13.5	14.0	15.0	16.0	17.0				
40°				10.5	11.0	12.0	12.5	13.5	14.0	15.0	16.0	16.5	17.5	18.0
45°								1.5	13.0	13.5	14.5	15.0	16.0	16.5
	DIAMETER OF DEFORMED BAR (IN.)													
	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	1.00	1.00	1.00	1.00	1.00



ELEVATION

NOTES:

1. EPOXY COATED DEFORMED BAR PLACED INTO DRILLED HOLE. BAR LENGTHS IN TABLE 1 PROVIDE APPROXIMATELY 1 TO 1.5 INCHES (25 TO 38 MM) COVER AT PAVEMENT SURFACE AND ARE BASED ON SLAB THICKNESS AND DRILLING ANGLE.
2. ENSURE A MINIMUM OF 1" COVER AT PAVEMENT SURFACE.
3. DO NOT DRILL HOLE COMPLETELY THROUGH SLAB. STOP DRILLING NO LESS THAN 1 INCH (25 MM) FROM BOTTOM OF SLAB TO ENSURE EPOXY GROUT IS RETAINED IN THE HOLE WHEN BACKFILLING.
4. DISTANCE FROM CRACK TO CENTERLINE OF BAR VARIES WITH SLAB THICKNESS AND DRILLING ANGLE AS SHOWN IN TABLE 1.
5. UNLESS OTHERWISE SPECIFIED IN THE PLANS, TABLE 1 IS PROVIDED TO ALLOW THE CONTRACTOR SELECTION OF THE DRILLING ANGLE.

TYPICAL DETAILS - INSTALLATION OF DEFORMED BARS (LONGITUDINAL CROSS STITCHING)

DEL-23-17.67

MODEL: 110603_GY008 PAPERSIZE: 34x22 (in.) DATE: 7/18/2024 TIME: 4:01:05 PM USER: kbowman
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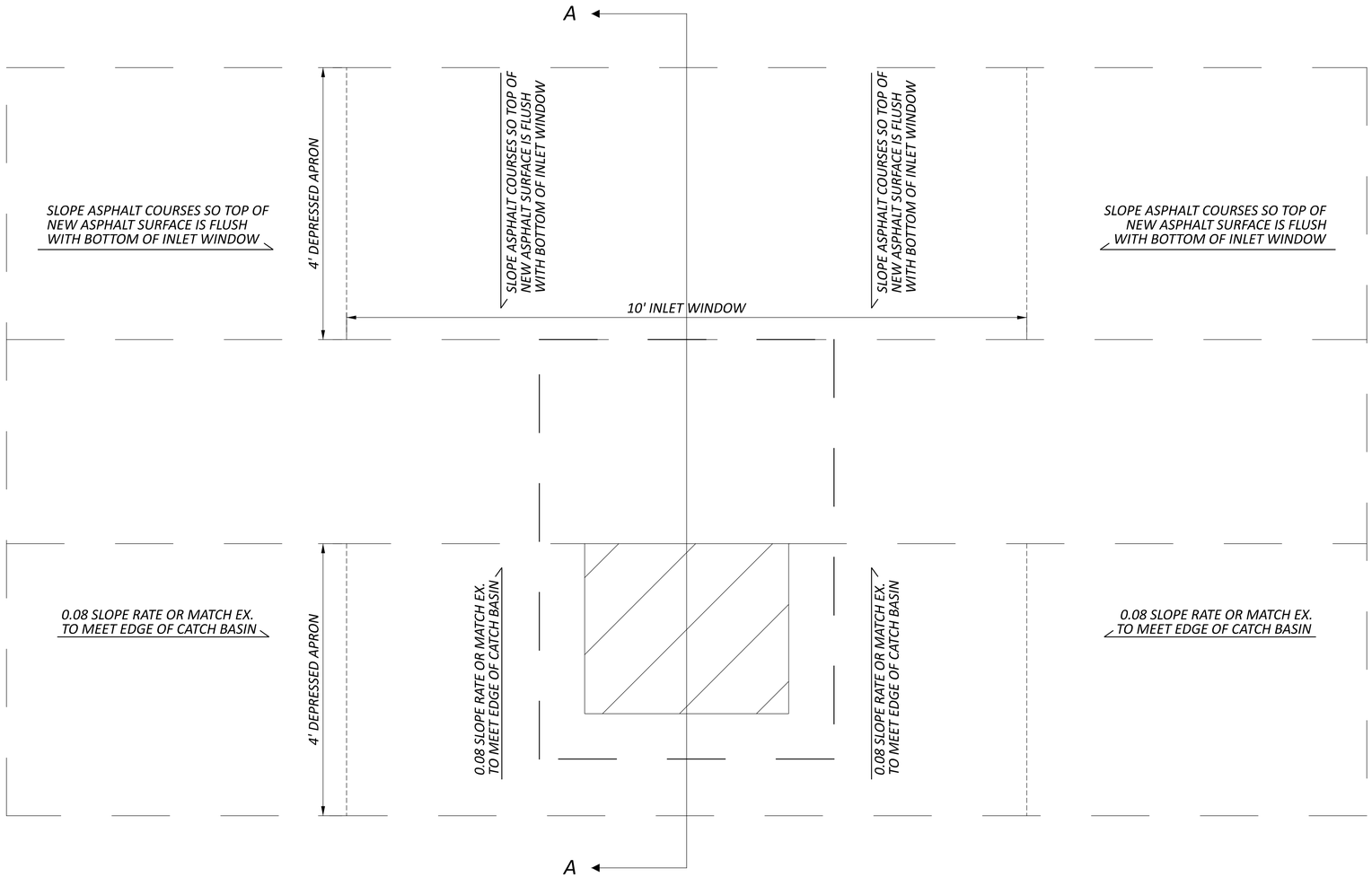
DESIGN AGENCY

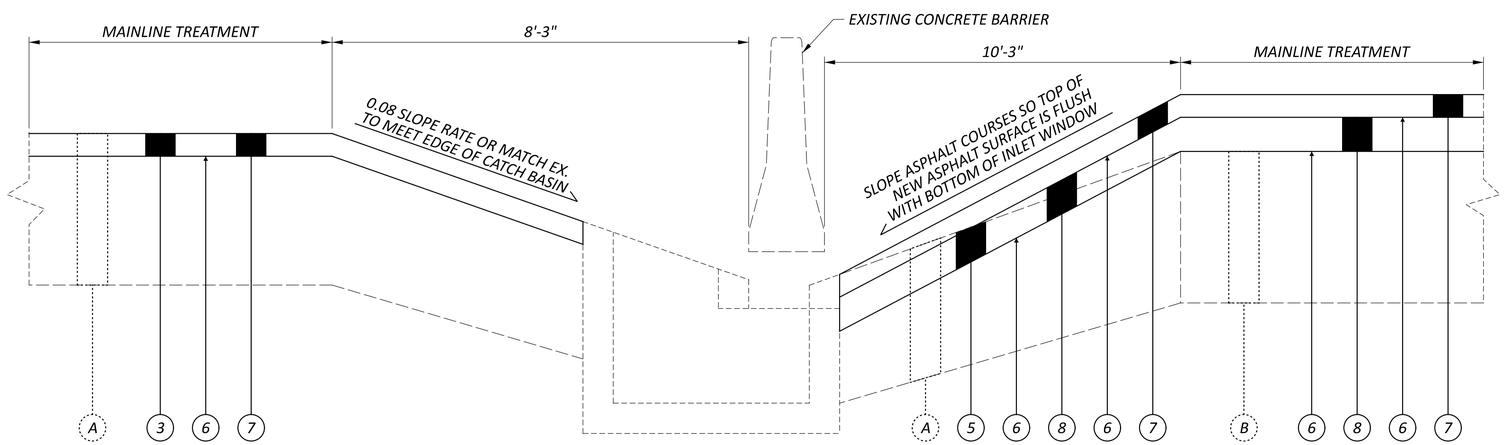
DESIGNER KLM

REVIEWER XXX MM-DD-YY

PROJECT ID 110603

SHEET P.10 TOTAL P.79





SOUTHBOUND

DETAIL A-A

NORTHBOUND

SEE ITEM LEGEND ON SHEET P.6

TYPICAL DETAILS - MEDIAN BARRIER INLETS

DEL-23-17.67

MODEL: 110603_GY009 PAPERSIZE: 34x22 (in.) DATE: 7/18/2024 TIME: 4:01:05 PM USER: kbowman
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DESIGN AGENCY

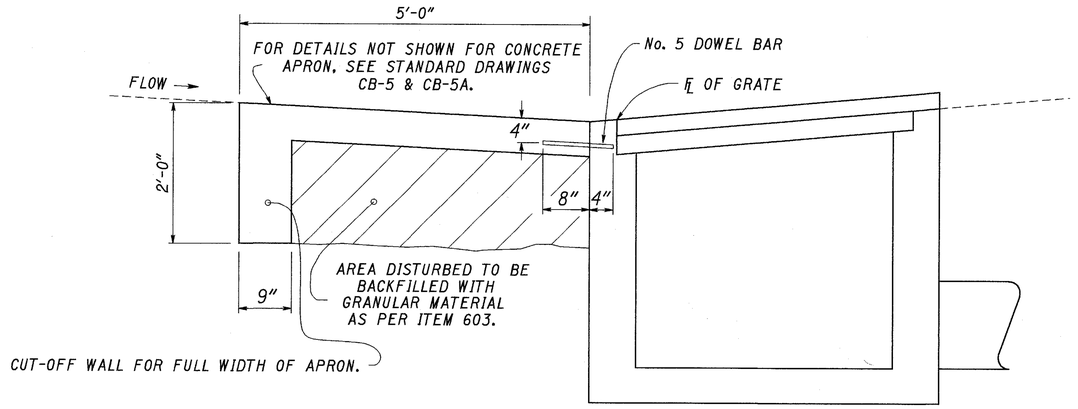
DESIGNER KLM

REVIEWER XXX MM-DD-YY

PROJECT ID 110603

SHEET P.11 TOTAL P.60

CATCH BASIN No. 5 & No. 5A, AS PER PLAN



NOTE: THIS DETAIL SHALL BE USED FOR No. 5 & 5A CATCH BASINS, AS PER PLAN. FOR DETAILS NOT SHOWN SEE STANDARD DRAWINGS CB-5 & CB-5A.

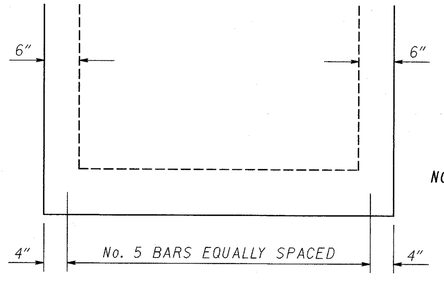
THE REQUIREMENTS OF ITEM 604 SHALL GOVERN THE REPLACEMENT OF THE EXISTING CATCH BASIN. THE WORK SHALL INCLUDE THE REMOVAL AND DISPOSAL OF THE EXISTING CATCH BASIN AND ITS SUBSEQUENT REPLACEMENT. THE CONCRETE APRON SHALL BE REPLACED AND BACKFILLED AS SHOWN HERE AND IN STANDARD DRAWINGS CB-5 & CB-5A.

PAYMENT FOR THE ABOVE WORK SHALL BE INCLUDED IN THE UNIT BID PRICE FOR ITEM 604 CATCH BASIN, No. 5 & No. 5A, AS PER PLAN, AND SHALL CONSTITUTE FULL COMPENSATION FOR FURNISHING ALL MATERIAL, LABOR, TOOLS, AND EQUIPMENT INCIDENTAL TO COMPLETE THIS ITEM OF WORK.

ITEM 604, CATCH BASIN NO. 5 AND 5A, AS PER PLAN
IN ADDITION TO THE DETAILS SHOWN ON STANDARD CONSTRUCTION DRAWING CB-5 AND CB-458A THE CONCRETE APRON SHALL BE MODIFIED AS SHOWN ON SHEET 353.

THERE ARE NUMEROUS NO. 5 CATCH BASINS THROUGHOUT THE PROJECT THAT ARE VERY SHALLOW IN DEPTH. PROPER CONSTRUCTION OF THESE CATCH BASINS MAY REQUIRE SPECIAL PRECAST TECHNIQUES IF PRECAST BASINS ARE USED. IN LIEU OF USING PRECAST CATCH BASINS, CAST-IN-PLACE CONSTRUCTION USING CLASS C CONCRETE WITH A MINIMUM WALL THICKNESS OF 8" WILL BE PERMITTED. ANY COMBINATION OF PRECAST AND CAST-IN-PLACE CONSTRUCTION MAY BE USED FOR THE BOTTOM SLAB, SIDE WALLS AND UPPER BOX. BRICK OR CONCRETE BLOCK WILL NOT BE PERMITTED FOR ANY PART OF THESE CATCH BASINS.

BAR LOCATION DETAIL
CATCH BASIN No. 5 & No. 5A, AS PER PLAN



NOTE: FOR A No. 5 & No. 5A CATCH BASIN, THE NUMBER OF BARS NEEDED ALONG EACH SIDE WITH A CONCRETE APRON IS 4.

THE FURNISHING AND PLACING OF STEEL FOR THE 5/8" X 12" DOWEL BARS SHALL BE PER 509 REINFORCING STEEL. THE DOWEL BARS SHALL BE EPOXY COATED PER 509.10. THE DOWEL BARS SHALL BE INSTALLED PER 510 OR CAST INTO THE BASIN. BOLT OR INSERTS MAY BE USED. THE CATCH BASIN SHALL BE PRECAST OR CAST-IN-PLACE CONCRETE. BRICK OR CONCRETE BLOCK WILL NOT BE PERMITTED. THE 6" CONCRETE APRON SHALL BE REINFORCED PER 601.04(3).

TYPICAL DETAILS - CATCH BASIN NO. 5, AS PER PLAN, DATED 2-24-94

DESIGN AGENCY

DESIGNER KLM

REVIEWER XXX MM-DD-YY

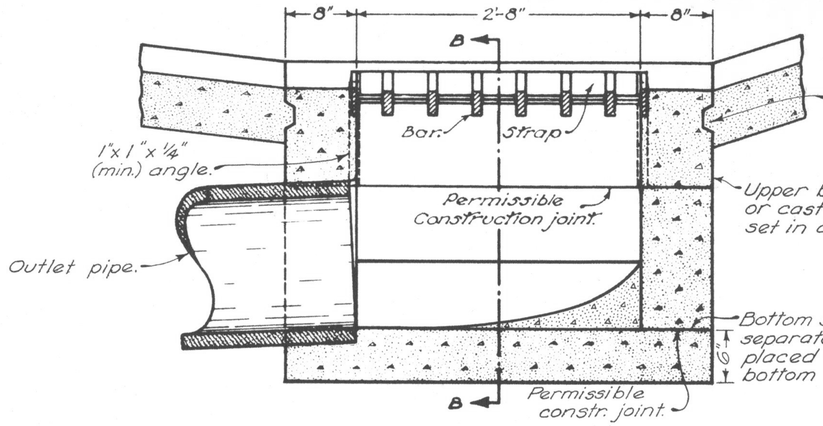
PROJECT ID 110603

SHEET P.12 TOTAL P.60

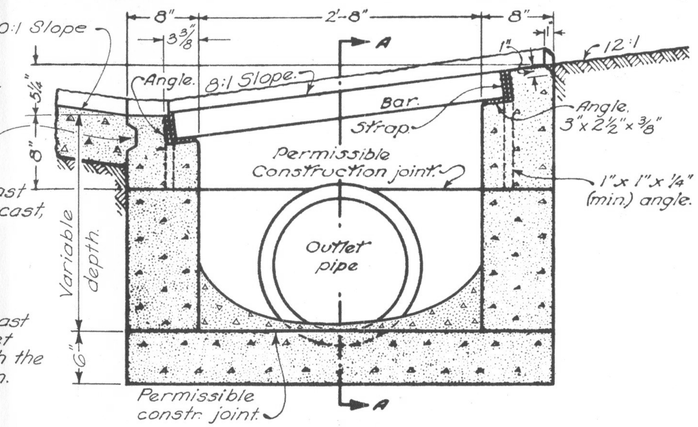
DEL-23-17.67

MODEL: 110603_GY010 PAPERSIZE: 34x22 (in.) DATE: 7/18/2024 TIME: 4:01:05 PM USER: kbowman
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 06\Delaware\110603\400-Engineering\Roadway\Sheets\110603_GY001.dgn

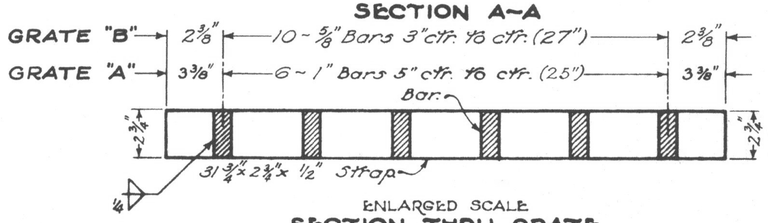
STANDARD Nº 5 CATCH BASIN



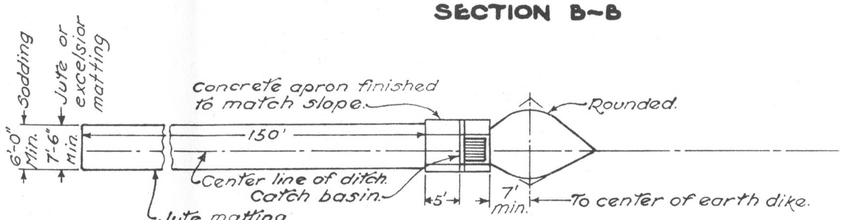
SECTION A-A



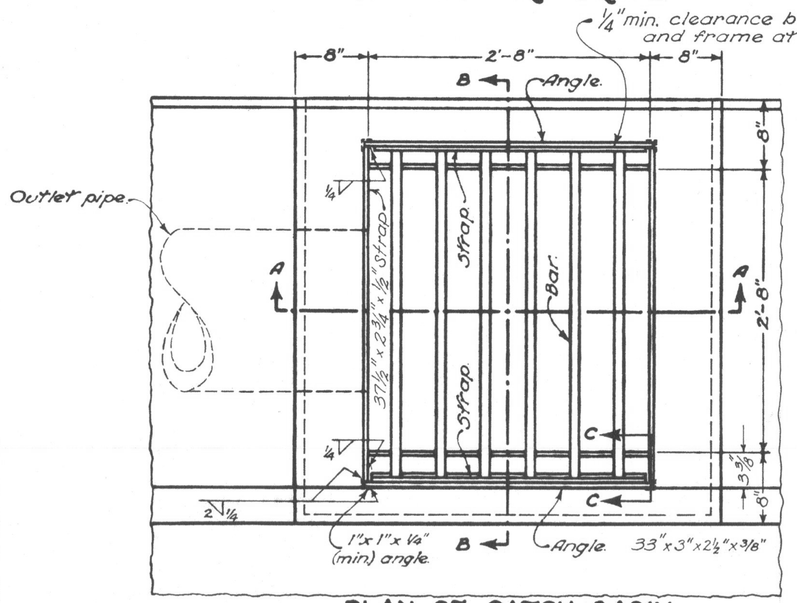
SECTION B-B



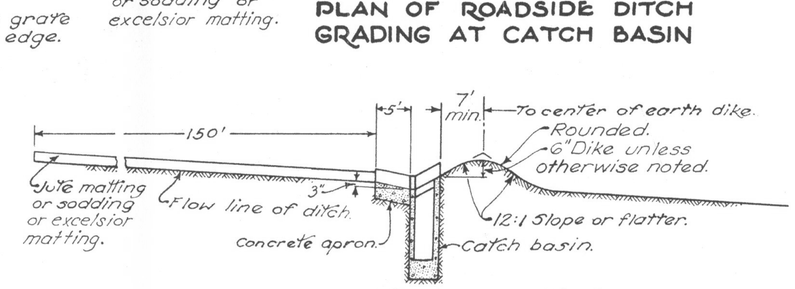
ENLARGED SCALE
SECTION THRU GRATE



PLAN OF ROADSIDE DITCH GRADING AT CATCH BASIN

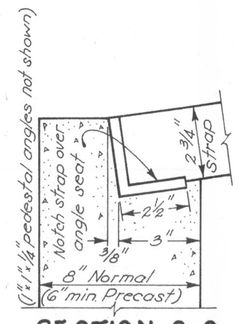


PLAN OF CATCH BASIN

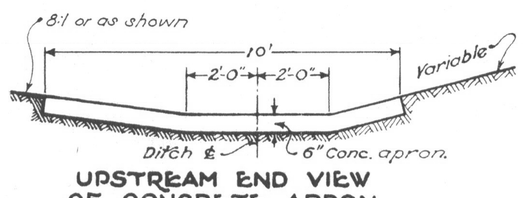


VERTICAL SCALE DISTORTED

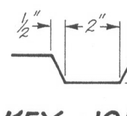
PROFILE OF ROADSIDE DITCH GRADING AT CATCH BASIN



SECTION C-C



UPSTREAM END VIEW OF CONCRETE APRON



KEY JOINT

BRICK, concrete block, or cast-in-place walls shall have a nominal thickness of 8 inches from the bottom slab to the upper box. Precast walls shall have a minimum thickness of 6 inches and be reinforced sufficiently to permit shipping and handling without damage.

BASINS OVER 12 FEET IN DEPTH shall be precast or cast-in-place concrete; reinforced with No.4 bars on 12" centers both vertically and horizontally with 2" clearance from inside wall face.

GRATING AND FRAME shall be of structural steel in accordance with 711.01 and 513. The design shall be essentially the same and equally as strong as the one shown hereon.

GRATE shall be depressed 3" below the upstream end of the concrete apron at the centerline of the ditch.

Unless grate "B" is specifically required by the plans, grate "A" shall be furnished and installed.

LOCATION when given on the plans is the center of the grate. The elevation is the lowest point on the grate.

DITCH PROTECTION: Provide a 150 foot length of sodding, jute matting or excelsior matting as shown. Installation and payment for ditch protection shall conform with 660, 667 or 668 respectively.

BASINS IN SAG: When catch basin is placed in a sag, omit the earth dike and longitudinal slope of grate, also provide concrete apron and ditch protection on each side of basin.

STEPS shall be provided where the depth exceeds 72" and shall meet the requirements of MH-1.

CONCRETE APRONS to be adjusted in such a manner that the outside edges be at equal elevation.

COST: The concrete apron and dike shall be considered incidental to Item 604, Catch Basins. However, the apron may be deleted by specifying Item 604, Catch Basins, Without Apron.

OPENINGS for pipes shall be O.D. +2" when prefabricated or field cut.

CONSTRUCTION INFORMATION	
Typical weight of grate =	185 lbs.
Typical weight of frame =	60 lbs.

BUREAU OF LOCATION AND DESIGN
OHIO DEPARTMENT OF TRANSPORTATION

CATCH BASINS

STANDARD CONSTRUCTION DRAWING **CB-5**

APPROVED _____ ENGR. L. & D.

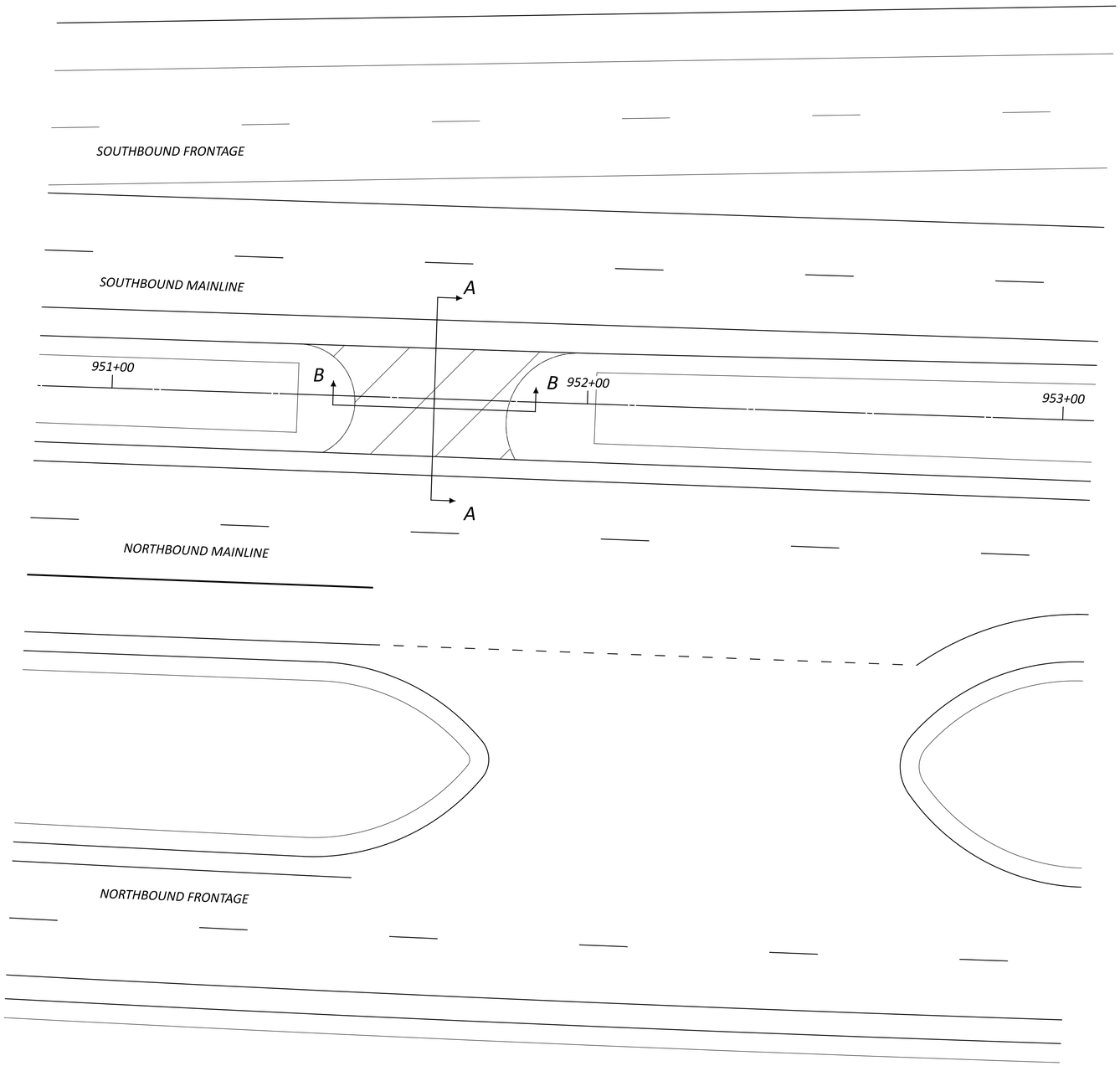
DATE
6-1-65
6-6-68
9-1-69
5-1-79
11-10-83

TYPICAL DETAILS - CATCH BASIN NO. 5 DATED 11-10-83

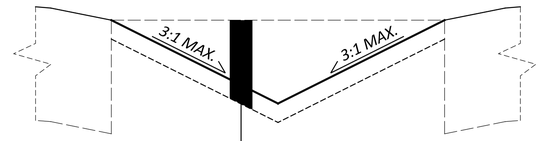
DESIGN AGENCY

DESIGNER KLM
REVIEWER XXX MM-DD-YY
PROJECT ID 110603
SHEET P.13 TOTAL P.60

DEL-23-17.67

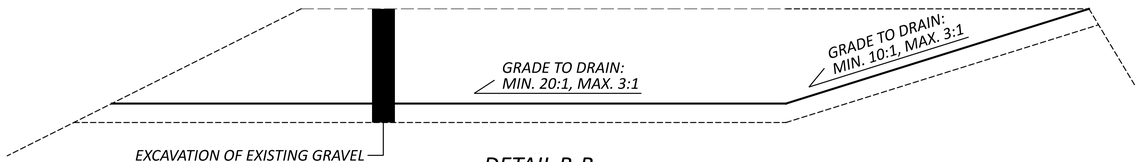


GRAVEL CROSSOVER REMOVAL



EXCAVATION OF EXISTING GRAVEL CROSSOVER. PLACEMENT OF 3" OF TOPSOIL AND SEEDING AND MULCHING.

DETAIL A-A



EXCAVATION OF EXISTING GRAVEL CROSSOVER. PLACEMENT OF 3" OF TOPSOIL AND SEEDING AND MULCHING.

DETAIL B-B

TYPICAL DETAILS - GRAVEL CROSSOVER REMOVAL

DEL-23-17.67

MODEL: 110603_GY012 PAPERSIZE: 34x22 (in.) DATE: 7/18/2024 TIME: 4:02:29 PM USER: kbowman
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DESIGN AGENCY

DESIGNER KLM

REVIEWER XXX MM-DD-YY

PROJECT ID 110603

SHEET P.14 TOTAL P.60

NORTHBOUND

1994 Stationing		1994 SLMs		Project SLMs		Project Stationing		S.H.R.P. #	Pavement Buildup
256+08.63	268+05.62	17.48	17.71	17.66	17.89	932+37.80	944+34.79	390259	6" Item 304 - Aggregate Base, As Per Plan 11" Item 452 - Plain Concrete Pavement, as Per Plan "B"
268+05.62	274+00.00	17.71	17.82	17.89	18.00	944+34.79	950+29.17	390259	
274+00.00	286+85.00	17.82	18.06	18.00	18.24	950+29.17	963+14.17	390204	
286+85.00	293+24.00	18.06	18.18	18.24	18.36	963+14.17	969+53.17		4" Item 304 - Aggregate Base, As Per Plan 6" Item Special - Lean Concrete Base 11" Item 451 - Reinforced Concrete Pavement, As Per Plan "C"
293+25.00	302+30.00	18.18	18.36	18.36	18.53	969+53.17	978+58.17	390212	4" Item 304 - Aggregate Base, As Per Plan 4" Item Special - Asphalt Treated Free Draining Base 11" Item 452 - Plain Concrete Pavement, As Per plan "B"
302+30.00	309+30.13	18.36	18.49	18.53	18.67	978+58.17	985+58.30	390210	4" Item 304 - Aggregate Base, As Per Plan 4" Item Special - Asphalt Treated Free Draining Base 8" Item 452 - Plain Concrete Pavement, As Per Plan "B"
309+30.13	318+00.00	18.49	18.65	18.67	18.83	985+58.30	994+28.17	390260	4" Item 304 - Aggregate Base, As Per Plan 4" Item Special - Asphalt Treated Free Draining Base 11" Item 452 - Plain Concrete Pavement, As Per plan "C"
318+00.00	325+00.00	18.65	18.79	18.83	18.96	994+28.17	1001+28.17	390202	6" Item 304 - Aggregate Base, As Per Plan 8" Item 452 - Plain Concrete Pavement, As Per plan, "B"
325+00.00	334+50.00	18.79	18.97	18.96	19.14	1001+28.17	1010+78.17	390206	6" Item Special - Lean Concrete Base 8" Item 452 - Plain Concrete Pavement, As Per plan, "B"
334+50.00	342+00.00	18.97	19.11	19.14	19.29	1010+78.17	1018+28.17	390205	6" Item Special - Lean Concrete Base 8" Item 452 - Plain Concrete Pavement, As Per plan, "A"
342+00.00	349+25.00	19.11	19.24	19.29	19.42	1018+28.17	1025+53.17	390201	6" Item 304 - Aggregate Base, As Per Plan 8" Item 452 - Plain Concrete Pavement, As Per plan, "A"
349+25.00	356+25.00	19.24	19.38	19.42	19.56	1025+53.17	1032+53.17	390209	4" Item 304 - Aggregate Base, As Per Plan 4" Item Special - Asphalt Treated Free Draining Base 8" Item 452 - Plain Concrete Pavement, As Per Plan "A"
356+25.00	365+30.00	19.38	19.55	19.56	19.73	1032+53.17	1041+58.17	390261	4" Item 304 - Aggregate Base, As Per Plan 4" Item Special - Asphalt Treated Free Draining Base 11" Item 452 - Plain Concrete Pavement, As Per Plan "C"
365+30.00	366+77.50	19.55	19.58	19.73	19.75	1041+58.17	1043+05.67	W.I.M.	6" Item 304 - Aggregate Base, As Per Plan 4" Item Special - Asphalt Treated Free Draining Base 15" Item 451 - Reinforced Concrete Pavement, As Per Plan "B"
366+77.50	367+02.50	19.58	19.58	19.75	19.76	1043+05.67	1043+30.67	W.I.M.	6" Item 304 - Aggregate Base, As Per Plan 4" Item Special - Asphalt Treated Free Draining Base 24" Item 451 - Reinforced Concrete Pavement, As Per Plan "A"
367+02.50	368+50.00	19.58	19.61	19.76	19.79	1043+30.67	1044+78.17	W.I.M.	6" Item 304 - Aggregate Base, As Per Plan 4" Item Special - Asphalt Treated Free Draining Base 15" Item 451 - Reinforced Concrete Pavement, As Per Plan "B"
368+50.00	372+75.00	19.61	19.69	19.79	19.87	1044+78.17	1049+03.17	390211	4" Item 304 - Aggregate Base, as Per Plan 4" Item Special - Asphalt Treated Free Draining Base 11" Item 452 - Plain Concrete Pavement, As Per Plan "A"
372+75.00	374+53.00	19.69	19.72	19.87	19.90	1049+03.17	1050+81.17	390211	
374+53.00	377+38.00	19.72	19.78	19.90	19.96	1050+81.17	1053+66.17	390265	4" Item 304 - Aggregate Base, as Per Plan 4" Item Special - Asphalt Treated Free Draining Base 11" Item 452 - Plain Concrete Pavement, As Per Plan "C"
377+38.00	382+77.00	19.78	19.88	19.96	20.06	1053+66.17	1059+05.17	390265	
382+77.00	389+75.00	19.88	20.01	20.06	20.19	1059+05.17	1066+03.17	390203	6" Item 304 - Aggregate Base, As Per Plan 11" Item 452 - Plain Concrete Pavement, As Per plan, "A"
389+75.00	396+75.00	20.01	20.14	20.19	20.32	1066+03.17	1073+03.17	390207	6" Item Special - Lean Concrete Base 11" Item 452 - Plain Concrete Pavement, As Per plan, "A"
396+75.00	404+25.00	20.14	20.29	20.32	20.46	1073+03.17	1080+53.17	390208	6" Item Special - Lean Concrete Base 11" Item 452 - Plain Concrete Pavement, As Per plan, "B"
404+25.00	412+00.00	20.29	20.43	20.46	20.61	1080+53.17	1088+28.17	390262	4" Item 304 - Aggregate Base, as Per Plan 4" Item Special - Asphalt Treated Free Draining Base 11" Item 452 - Plain Concrete Pavement, As Per Plan "C"
412+00.00	421+64.42	20.43	20.62	20.61	20.79	1088+28.17	1097+92.59	390263	6" Item 304 - Aggregate Base, as Per Plan 11" Item 452 - Plain Concrete Pavement, as Per Plan "C"
421+64.42	433+82.40	20.62	20.85	20.79	21.02	1097+92.59	1110+10.57	390264	

NOTE: EXISTING PAVEMENT BUILDUPS AND LIMITS PROVIDED FOR REFERENCE ONLY.

SOUTHBOUND

1994 Stationing		1994 SLMs		Project SLMs		Project Stationing		S.H.R.P. #	Pavement Buildup
256+09.34	263+95.05	17.48	17.63	17.66	17.80	932+22.65	940+08.36		6" Item 304 - Aggregate Base, as Per Plan 4" Item Special - Asphalt Treated Free Draining Base 12" Item 301 - Bituminous Aggregate Base, AC-20 2.25" Item 446 - Asphalt Concrete Intermediate Course, Type 2, AC-20, As Per Plan 1.75" Item 446 - Asphalt Concrete Surface Course, Type 1, AC-20, As Per Plan
263+95.05	282+72.96	17.63	17.98	17.80	18.16	940+08.36	958+86.27	390901	
282+72.96	294+00.00	17.98	18.20	18.16	18.37	958+86.27	970+13.31	390901	
294+00.00	314+00.00	18.20	18.58	18.37	18.75	970+13.31	990+13.31	390904	6" Item 304 - Aggregate Base, As Per Plan 4" Item Special - Asphalt Treated Free Draining Base 12" Item Special - Bituminous Aggregate Base 2.25" Item 446 - Asphalt Concrete Intermediate Course, Type 2, PG 58-30, As Per Plan 1.75" Item 446 - Asphalt Concrete Surface Course, Type 1, PG 58-30, as Per Plan
314+00.00	326+75.00	18.58	18.82	18.75	18.99	990+13.31	1002+88.31	390112	4" Item Special - Asphalt Treated Free Draining Base, with Filter 12" Item Special - Bituminous Aggregate Base 2.25" Item 446 - Asphalt Concrete Intermediate Course, Type 2, AC-20, As Per Plan 1.75" Item 446 - Asphalt Concrete Surface Course, Type 1, AC-20, As Per Plan
326+75.00	334+50.00	18.82	18.97	18.99	19.14	1002+88.31	1010+63.31	390111	4" Item Special - Asphalt Treated Free Draining Base, with Filter 8" Item Special - Bituminous Aggregate Base 2.25" Item 446 - Asphalt Concrete Intermediate Course, Type 2, AC-20, As Per Plan 1.75" Item 446 - Asphalt Concrete Surface Course, Type 1, AC-20, As Per Plan
334+50.00	342+00.00	18.97	19.11	19.14	19.28	1010+63.31	1018+13.31	390104	12" Item 304 - Bituminous Aggregate Base 5.25" Item 446 - Asphalt Concrete Intermediate Course, Type 2, AC-20, As Per Plan 1.75" Item 446 - Asphalt Concrete Surface Course, Type 1, AC-20, As Per Plan
342+00.00	349+00.00	19.11	19.24	19.28	19.42	1018+13.31	1025+13.31	390106	4" Item 304 - Aggregate Base, As Per Plan 8" Item Special - Bituminous Aggregate Base 5.25" Item 446 - Asphalt Concrete Intermediate Course, Type 2, AC-20, As Per Plan 1.75" Item 446 - Asphalt Concrete Surface Course, Type 1, AC-20, As Per Plan
349+00.00	356+00.00	19.24	19.37	19.42	19.55	1025+13.31	1032+13.31	390101	8" Item 304 - Aggregate Base, as Per Plan 5.25" Item 446 - Asphalt Concrete Intermediate Course, Type 2, AC-20, As Per Plan 1.75" Item 446 - Asphalt Concrete Surface Course, Type 1, AC-20, As Per Plan
356+00.00	365+30.00	19.37	19.55	19.55	19.72	1032+13.31	1041+43.31	390107	4" Item 304 - Aggregate Base, As Per Plan 4" Item Special - Asphalt Treated Free Draining Base 2.25" Item 446 - Asphalt Concrete Intermediate Course, Type 2, AC-20, As Per Plan 1.75" Item 446 - Asphalt Concrete Surface Course, Type 1, AC-20, As Per Plan
365+30.00	366+77.50	19.55	19.58	19.72	19.75	1041+43.31	1042+90.81	W.I.M.	6" Item 304 - Aggregate Base, As Per Plan 4" Item Special - Asphalt Treated Free Draining Base 15" Item 451 - Reinforced Concrete Pavement, As Per Plan "B"
366+77.50	367+02.50	19.58	19.58	19.75	19.76	1042+90.81	1043+15.81	W.I.M.	6" Item 304 - Aggregate Base, As Per Plan 4" Item Special - Asphalt Treated Free Draining Base 24" Item 451 - Reinforced Concrete Pavement, As Per Plan "A"
367+02.50	368+50.00	19.58	19.61	19.76	19.78	1043+15.81	1044+63.31	W.I.M.	6" Item 304 - Aggregate Base, As Per Plan 4" Item Special - Asphalt Treated Free Draining Base 15" Item 451 - Reinforced Concrete Pavement, As Per Plan "B"
368+50.00	376+00.00	19.61	19.75	19.78	19.93	1044+63.31	1052+13.31	390102	12" Item 304 - Aggregate Base, As Per Plan 2.25" Item 446 - Asphalt Concrete Intermediate Course, Type 2, AC-20, As Per Plan 1.75" Item 446 - Asphalt Concrete Surface Course, Type 1, AC-20, As Per Plan
376+00.00	382+77.00	19.75	19.88	19.93	20.05	1052+13.31	1058+90.31	390160	4" Item 304 - Aggregate Base, As Per Plan 11" Item Special - Bituminous Aggregate Base 2.25" Item 446 - Asphalt Concrete Intermediate Course, Type 2, AC-20, As Per Plan 1.75" Item 446 - Asphalt Concrete Surface Course, Type 1 - AC-20, As Per Plan
382+77.00	385+25.00	19.88	19.93	20.05	20.10	1058+90.31	1061+38.31		4" Item 304 - Aggregate Base, As Per Plan 11" Item Special - Bituminous Aggregate Base 2.25" Item 446 - Asphalt Concrete Intermediate Course, Type 2, AC-20, As Per Plan 1.75" Item 446 - Asphalt Concrete Surface Course, Type 1 - AC-20, As Per Plan
385+25.00	393+25.00	19.93	20.08	20.10	20.25	1061+38.31	1069+38.31	390105	4" Item 304 - Aggregate Base, As Per Plan 4" Item Special - Bituminous Aggregate Base 2.25" Item 446 - Asphalt Concrete Intermediate Course, Type 2, AC-20, As Per Plan 1.75" Item 446 - Asphalt Concrete Surface Course, Type 1, AC-20, As Per Plan
393+25.00	400+50.00	20.08	20.22	20.25	20.39	1069+38.31	1076+63.31	390108	8" Item 304 - Aggregate Base, as Per Plan 4" Item Special - Asphalt Free Draining Base 5.25" Item 446 - Asphalt Concrete Intermediate Course, Type 2, AC-20, As Per Plan 1.75" Item 446 - Asphalt Concrete Surface Course
400+50.00	407+25.00	20.22	20.34	20.39	20.52	1076+63.31	1083+38.31	390109	12" Item 304 - Aggregate Base, as Per Plan 4" Item Special - Asphalt Free Draining Base 5.25" Item 446 - Asphalt Concrete Intermediate Course, Type 2, AC-20, As Per Plan 1.75" Item 446 - Asphalt Concrete Surface Course
407+25.00	414+25.00	20.34	20.48	20.52	20.65	1083+38.31	1090+38.31	390110	4" Item Special - Asphalt Treated Free Draining Base, with Filter 4" Item Special - Bituminous Aggregate Base 5.25" Item 446 - Asphalt Concrete Intermediate Course, Type 2, AC-20, As Per Plan 1.75" Item 446 - Asphalt Concrete Surface Course, Type 1, AC-20, As Per Plan
414+25.00	420+07.17	20.48	20.59	20.65	20.76	1090+38.31	1096+20.48	390103	8" Item Special - Bituminous Aggregate Base 2.25" Item 446 - Asphalt Concrete Intermediate Course, Type 2, AC-20, As Per Plan 1.75" Item 446 - Asphalt Concrete Surface Course, Type 1, AC-20, As Per Plan
420+07.17	421+60.14	20.59	20.61	20.76	20.79	1096+20.48	1097+73.45		
421+60.14	424+23.16	20.61	20.66	20.79	20.84	1097+73.45	1100+36.47	390126	6" Item 304 - Aggregate Base, as Per Plan 4" Item Special - Cement Treated Free Draining Base 15" Item Special - Bituminous Aggregate Base 2.25" Item 446 - Asphalt Concrete Intermediate Course, Type 2 AC-20, As Per Plan 1.75" Item 446 - Asphalt Concrete Surface Course, Type 2, AC-20, As Per Plan
424+23.19	433+97.29	20.66	20.85	20.84	21.02	1100+36.47	1110+10.57	390159	

TYPICAL DETAILS - EXISTING PAVEMENT BUILDUPS

DESIGN AGENCY

DESIGNER KLM

REVIEWER XXX MM-DD-YY

PROJECT ID 110603

SHEET P.15 | TOTAL P.60

DEL-23-17.67

MODEL: 110603_GY013 PAPERSIZE: 34x22 (in.) DATE: 7/18/2024 TIME: 4:02:29 PM USER: kbowman
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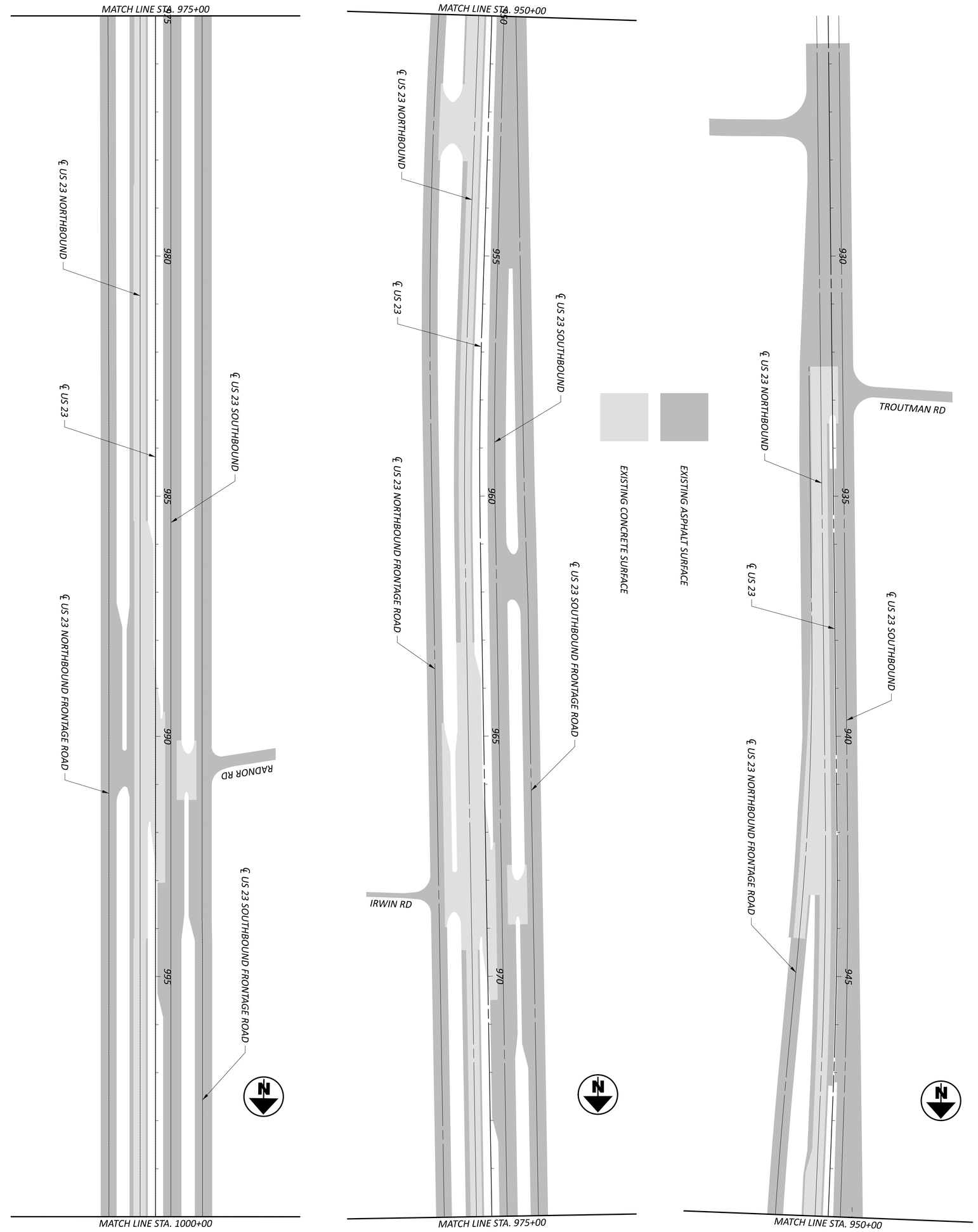
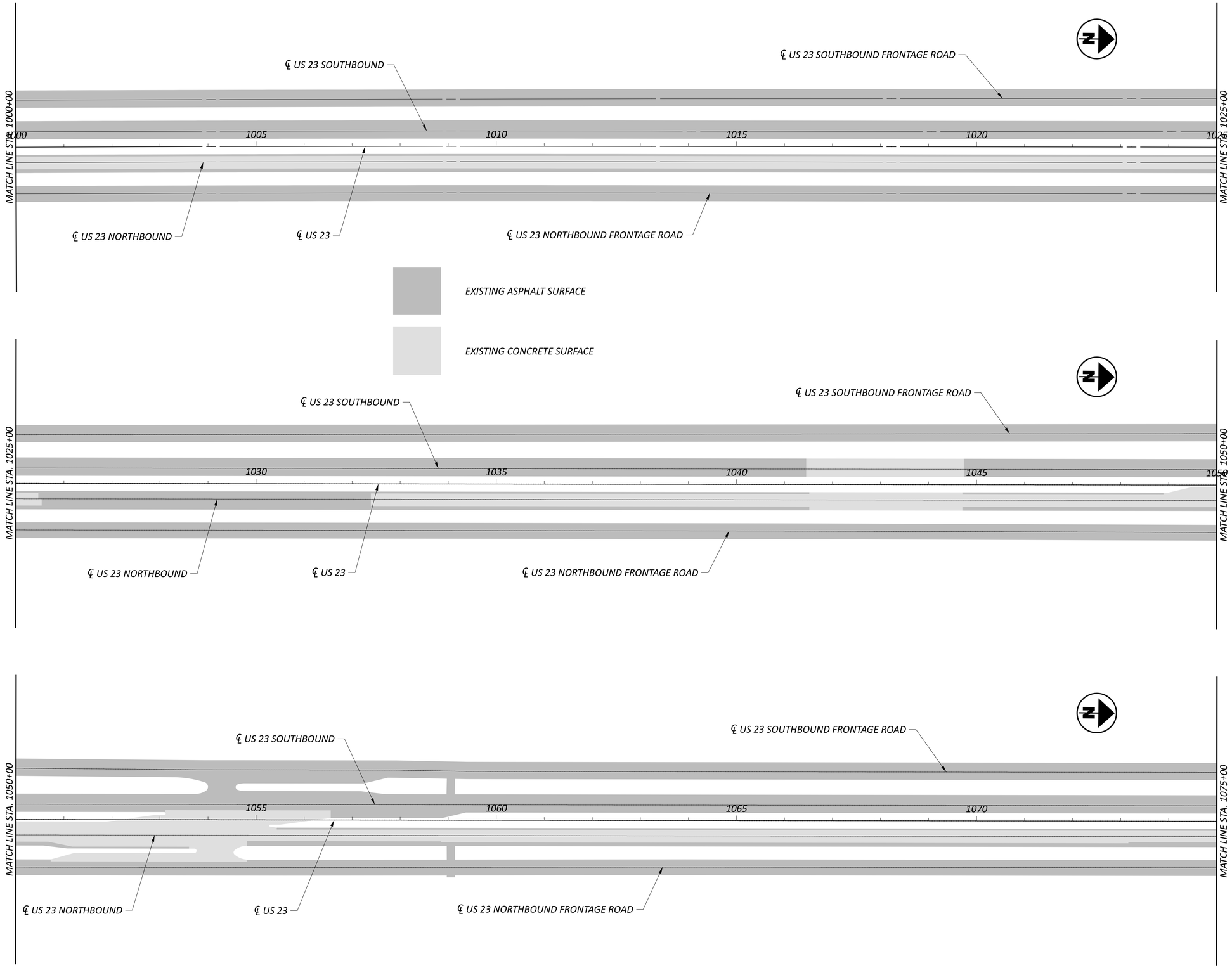


SHEET P.16 / TOTAL P.79	PROJECT ID 110603	REVIEWER XXX MM-DD-YY	DESIGNER KLM	DESIGN AGENCY

EXISTING PAVEMENT SURFACE SCHEMATIC
STA. 925+00.00 TO STA. 1000+00.00

HORIZONTAL SCALE IN FEET
0 100
50 200



HORIZONTAL SCALE IN FEET
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EXISTING PAVEMENT SURFACE SCHEMATIC STA. 1000+00.00 TO STA. 1075+00.00

DESIGN AGENCY

DESIGNER KLM

REVIEWER XXX MM-DD-YY

PROJECT ID 110603

SHEET P.17 TOTAL P.79

DEL-23-17.67

MODEL: 110603_GB102 PAPERSIZE: 34x22 (in.) DATE: 7/18/2024 TIME: 4:02:42 PM USER: kbowman
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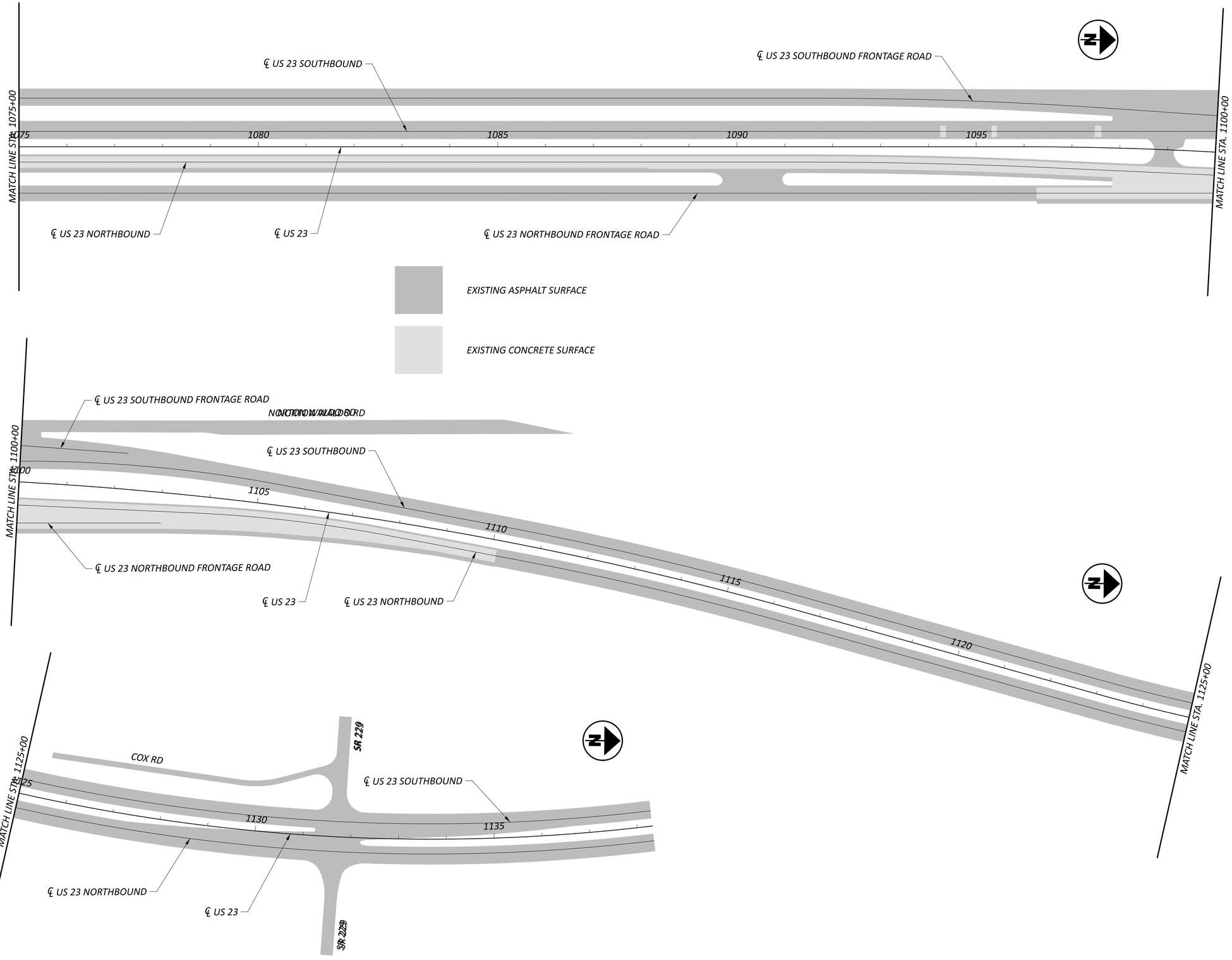

HORIZONTAL SCALE IN FEET
0 50 100 200

EXISTING PAVEMENT SURFACE SCHEMATIC STA. 1075+00.00 TO STA. 1138+31.52

DESIGN AGENCY

DESIGNER KLM

REVIEWER XXX MM-DD-YY

PROJECT ID 110603

SHEET P.18 TOTAL P.79

DEL-23-17.67

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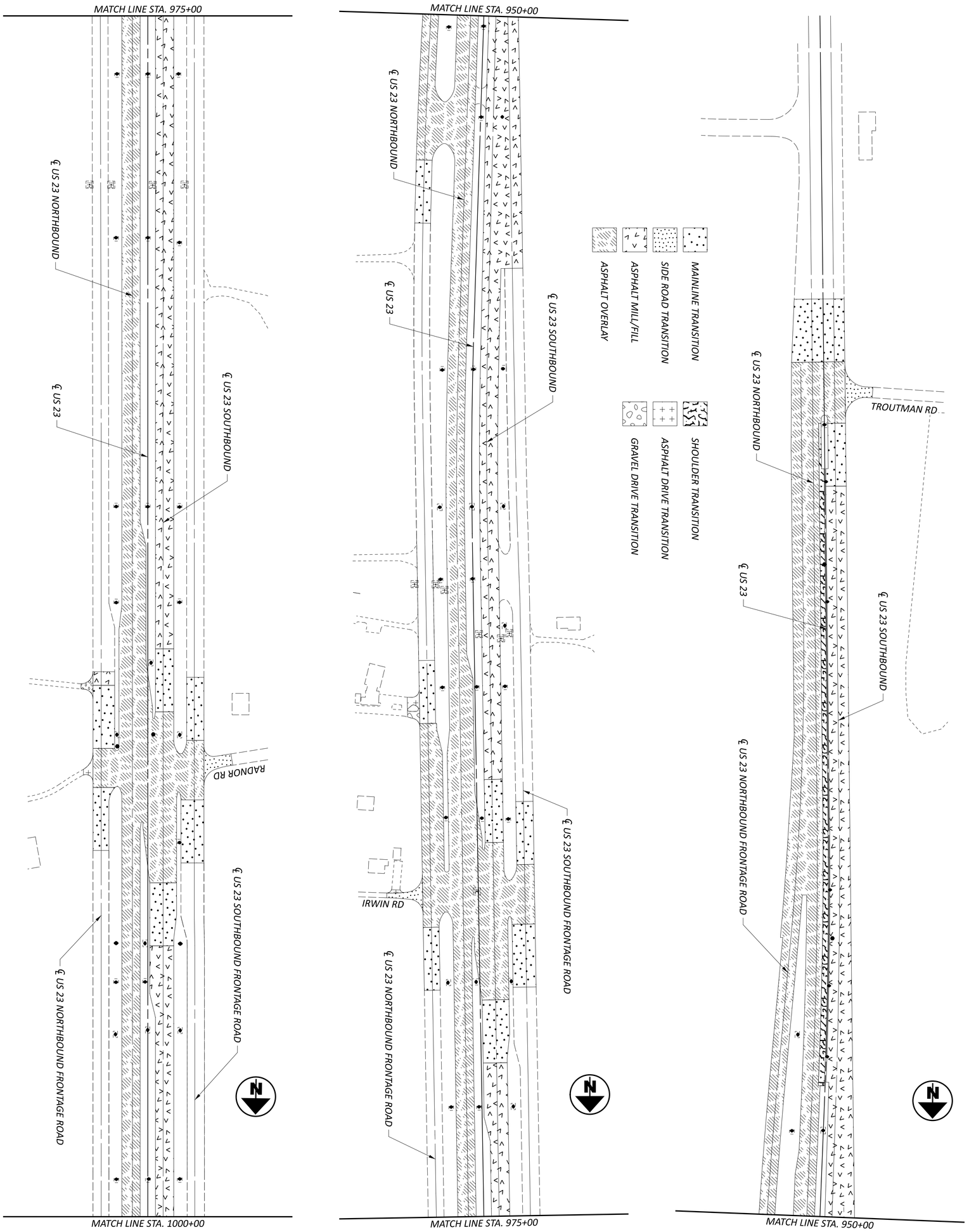


SHEET	TOTAL
P.19	P.79

PROJECT ID: 110603

REVIEWER: XXX MM-DD-YY

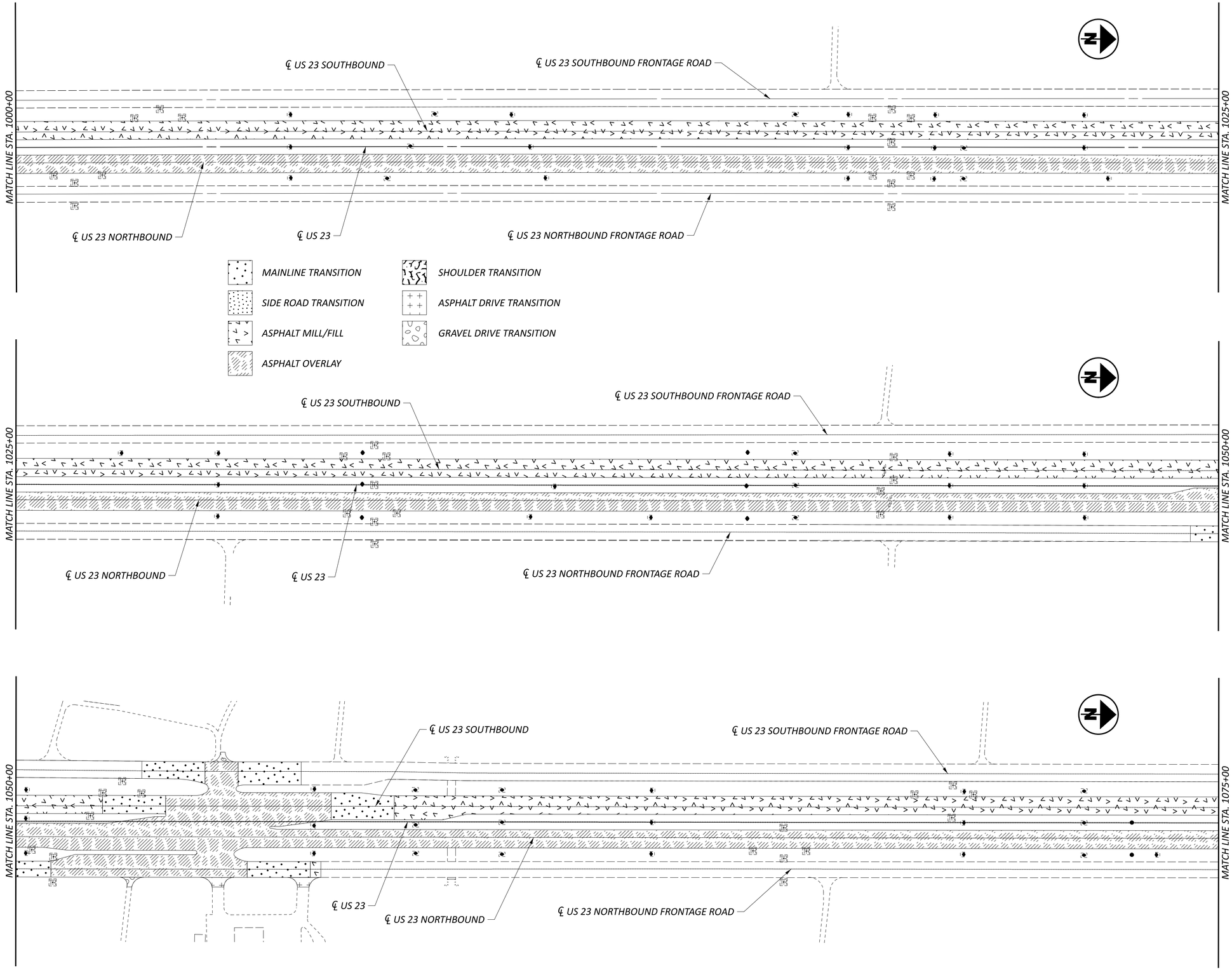
DESIGNER: KLM

DESIGN AGENCY

PROPOSED PAVEMENT TREATMENT SCHEMATIC
STA. 930+89.38 TO STA. 1000+00.00

HORIZONTAL SCALE IN FEET

0 100
50 200



HORIZONTAL SCALE IN FEET
0 50 100 200

PROPOSED PAVEMENT TREATMENT SCHEMATIC STA. 1000+00.00 TO STA. 1075+00.00

DESIGN AGENCY

DESIGNER KLM

REVIEWER XXX MM-DD-YY

PROJECT ID 110603

SHEET P.20 | TOTAL P.79

DEL-23-17.67

MODEL: 110603_GB202 PAPERSIZE: 34x22 (in.) DATE: 7/18/2024 TIME: 4:02:55 PM USER: kbowman
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HORIZONTAL SCALE IN FEET
0 50 100 200

PROPOSED PAVEMENT TREATMENT SCHEMATIC STA. 1075+00.00 TO STA. 1113+90.33

DESIGN AGENCY

DESIGNER KLM

REVIEWER XXX MM-DD-YY

PROJECT ID 110603

SHEET P.21 TOTAL P.79

DEL-23-17.67

MODEL: 110603_GB203 PAPERSIZE: 34x22 (in.) DATE: 7/18/2024 TIME: 4:02:55 PM USER: kbowman
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GENERAL:
THE CONTRACTOR SHALL SUBMIT IN WRITING A SCHEDULE OF OPERATIONS TO THE ENGINEER (SEE 108.02) 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.

ALIGNMENT AND PROFILE:
THE ALIGNMENT OF THE EXISTING PAVEMENT WILL NOT BE CHANGED, AND THE PROFILE OF THE PROPOSED SURFACE WILL BE THE SAME AS EXISTING.

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.

REMOVAL ITEMS:
GUARDRAIL, POSTS, ASPHALT AND MISCELLANEOUS HARDWARE DESIGNATED FOR REMOVAL BECOME PROPERTY OF THE CONTRACTOR AND SHALL BE DISPOSED OF. PAYMENT FOR THE ABOVE SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE REMOVED ITEM.

WORK LIMITS:
THE WORK LIMITS SHOWN ON THESE PLANS ARE FOR PHYSICAL CONSTRUCTION ONLY. THE INSTALLATION AND OPERATION OF ALL TEMPORARY TRAFFIC CONTROL AND TEMPORARY TRAFFIC CONTROL DEVICES REQUIRED BY THESE PLANS SHALL BE PROVIDED BY THE CONTRACTOR WHETHER INSIDE OR OUTSIDE THESE WORK LIMITS.

PART-WIDTH / FULL-WIDTH CONSTRUCTION:
BECAUSE OF THE NECESSITY TO BUILD PORTIONS OF THIS PROJECT UNDER TRAFFIC AND TO CONSTRUCT THE FULL PAVEMENT WIDTH IN STAGES, EXERCISE CARE TO PREVENT THE CONSTRUCTION OF A BUTT JOINT IN THE BASE COURSES. LAP LONGITUDINAL JOINTS AS SHOWN ON STANDARD CONSTRUCTION DRAWING BP-3.1.

CENTERLINE CONSTRUCTION / RIGHT OF WAY:
THE INTENT OF THIS PROJECT IS THAT ALL WORK IS TO BE COMPLETED WITHIN THE EXISTING RIGHT OF WAY. THE CENTERLINE SHOWN IN THIS PLAN IS TO BE CONSIDERED A CENTERLINE OF CONSTRUCTION ONLY AND NOT TO BE CONSTRUED AS THE ACTUAL GEOMETRIC ALIGNMENT OF THE ROADWAY. THIS CENTERLINE PROVIDED IS TO BE USED AS A REFERENCE OF PROJECT LENGTH ONLY AND SHALL NOT BE USED TO ESTABLISH PRECISE LOCATIONS OF ANY OTHER FEATURES SUCH AS/NOT LIMITED TO THE EXISTING RIGHTS OF WAY. ANY RIGHT OF WAY LOCATION SHOWN IN THE PLAN IS A GRAPHICAL REPRESENTATION (OF SAID RIGHT OF WAY) CONFIRMING THAT THE PLANNED WORK HAS BEEN DETERMINED TO BE IN ODOT RIGHT OF WAY. IN THE EVENT THAT ANY ACTIVITIES DEVIATE FROM THE PLAN, THE CONTRACTOR MAY BE REQUIRED, PER THE ENGINEER, TO VERIFY THE RIGHT OF WAY LIMITS IN THE FIELD. PAYMENT FOR ANY RIGHT OF WAY VERIFICATION WILL BE INCLUDED UNDER THE LUMP SUM BID ITEM 623 - CONSTRUCTION LAYOUT STAKES AND SURVEYING, AS PER PLAN.

UTILITIES:
NO UTILITY IMPACT IS ANTICIPATED DUE TO THE SCOPE OF WORK. THE ODOT CONTRACTOR IS REQUIRED TO CONTACT OHIO811 A MINIMUM OF 48 HOURS EXCLUDING WEEKENDS AND HOLIDAYS TO PERMIT ALL UNDERGROUND UTILITIES AN OPPORTUNITY TO MARK THEIR LINES AND TO ENSURE ALL UTILITIES ARE MARKED PRIOR TO BEGINNING WORK. IT IS ALSO THE ODOT CONTRACTOR'S RESPONSIBILITY TO CONTACT ALL NON-MEMBERS OF OHIO811 DIRECTLY A MINIMUM OF 48 HOURS NOTICE EXCLUDING WEEKENDS AND HOLIDAYS PRIOR TO EXCAVATION OCCURRING AT ANY LOCATIONS TO PROVIDE THEM WITH THE SAME OPPORTUNITY.

ITEM 659 - SEEDING AND MULCHING:
THE FOLLOWING QUANTITIES HAVE BEEN PROVIDED TO PROMOTE THE GROWTH AND CARE OF PERMANENT SEEDING AREAS. THE TOTALS HAVE BEEN CARRIED TO THE GENERAL SUMMARY.

ITEM 659 - TOPSOIL (111 CY/1000 SY S&M)	= 1978 CY
ITEM 659 - SEEDING AND MULCHING	= 17824 SY
ITEM 659 - REPAIR SEEDING AND MULCHING (5% OF S&M)	= 891 SY
ITEM 659 - INTER-SEEDING (5% OF S&M)	= 891 SY
ITEM 659 - COMMERCIAL FERTILIZER (1 TON/7419 SY S&M)	= 2.41 TON
ITEM 659 - LIME (APPLY OVER S&M AREA)	= 3.68 ACRE
ITEM 659 - WATER (2 APP. OF 0.0027 MGAL/SY OF S&M)	= 96 MGAL

APPLY SEEDING AND MULCHINGS TO ALL AREAS OF EXPOSED SOIL BETWEEN THE RIGHT OF WAY LINES. QUANTITY CALCULATIONS FOR SEEDING AND MULCHING ARE BASED ON THE LINEAR GRADING AREAS.

MANHOLES AND OTHER CASTING STRUCTURES:
ITEMS 611 - CATCH BASIN ADJUSTED TO GRADE, 611 - MANHOLE ADJUSTED TO GRADE, AND 611 - MANHOLE RECONSTRUCTED TO GRADE SHALL INCLUDE THE COST OF ALL MATERIAL, LABOR, EQUIPMENT, AND HARDWARE NECESSARY TO ADJUST OR RECONSTRUCT CASTINGS TO GRADE TO THE PROPOSED ASPHALT OR GROUND ELEVATION.

ITEM 611 - CATCH BASIN RECONSTRUCTED TO GRADE, AS PER PLAN:
ITEMS 611 - CATCH BASIN RECONSTRUCTED TO GRADE SHALL INCLUDE THE COST OF ALL MATERIAL, LABOR, EQUIPMENT, AND HARDWARE NECESSARY TO RECONSTRUCT THE CATCH BASIN AND SURROUNDING CONCRETE APRON TO GRADE TO THE PROPOSED ASPHALT AND GROUND ELEVATIONS. SEE SHEETS P.12 AND P.13 FOR DETAILS FROM THE 1994 DEL-23-17.48 TO AID IN RECONSTRUCTION OF THE CATCH BASIN NO. 5, AS PER PLAN.

ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR (441), AS PER PLAN, 3.0" :
ALL REPAIR AREAS DETAILED IN THE PLAN SHALL BE VERIFIED BY THE PROJECT ENGINEER BEFORE THE BEGINNING OF WORK. THE REPAIR AREAS SHALL CONSIST OF REMOVING **3.0** INCHES OF PAVEMENT AND PLACING **3.0** INCHES OF ITEM 441 - ASPHALT CONCRETE SURFACE COURSE. THE AVERAGE WIDTH SHALL NOT BE LESS THAN 4 FEET. FOR MORE INFORMATION SEE DETAIL ON SHEET P.9. WORK SHALL BE PERFORMED PRIOR TO THE PHASE 1 TRAFFIC SWITCH WHERE MAINLINE TRAFFIC WILL BE TEMPORARILY RELOCATED ONTO THE FRONTAGE ROADS. NO MORE PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE) SHALL BE STARTED AND PERFORMED THAN CAN BE COMPLETED IN THE SAME WORKING DAY.

FOR LOCATIONS AND QUANTITIES, SEE SHEET P.46.

IN ADDITION TO THE QUANTITIES PROVIDED ON SHEET , THE FOLLOWING CONTINGENCY QUANTITY HAS BEEN PROVIDED CARRIED TO THE GENERAL SUMMARY:

ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR (441), AS PER PLAN, 3.0" = 76 SY

ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE), AS PER PLAN, 4.5" :
ALL REPAIR AREAS DETAILED IN THE PLAN SHALL BE VERIFIED BY THE PROJECT ENGINEER BEFORE THE BEGINNING OF WORK. THE REPAIR AREAS SHALL CONSIST OF REMOVING **4.5** INCHES OF PAVEMENT AND PLACING **4.5** INCHES OF ITEM 301 - ASPHALT CONCRETE BASE, PG64-22, (449). THE AVERAGE WIDTH SHALL NOT BE LESS THAN 4 FEET. FOR MORE INFORMATION SEE DETAIL ON SHEET P.9. WORK SHALL BE PERFORMED PRIOR TO PLANING AND REPAIR AREAS ARE TO BE INCLUDED IN THE GENERAL RESURFACING. NO MORE PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE) SHALL BE STARTED AND PERFORMED THAN CAN BE COMPLETED IN THE SAME WORKING DAY WITHIN AREAS OPEN TO TRAFFIC (PRE-PHASE 1 AND PHASE 2).

FOR LOCATIONS AND QUANTITIES, SEE SHEETS P.47 TO P.48.

IN ADDITION TO THE QUANTITIES PROVIDED ON SHEET , THE FOLLOWING CONTINGENCY QUANTITY HAS BEEN PROVIDED CARRIED TO THE GENERAL SUMMARY:

ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE), AS PER PLAN, 4.5" = 165 SY

ITEM 255 - FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS QC1, AS PER PLAN, 8.0":
ALL REPAIR AREAS DETAILED IN THE PLAN SHALL BE VERIFIED BY THE PROJECT ENGINEER BEFORE THE BEGINNING OF WORK. THE REPAIR AREAS SHALL CONSIST OF REMOVING **8.0** INCHES OF EXISTING NON-REINFORCED CONCRETE PAVEMENT AND PLACING **8.0** INCHES OF RIGID REPLACEMENT. THE AVERAGE WIDTH SHALL NOT BE LESS THAN 4 FEET. FOR MORE INFORMATION SEE DETAIL ON SHEET P.9 AND STANDARD CONSTRUCTION DRAWING BP-2.5. WORK SHALL BE PERFORMED PRIOR TO OVERLAY. GREAT CARE SHALL BE TAKEN TO MAINTAIN THE EXISTING PAVEMENT CROSS SLOPE (CROWN), AS WELL AS ALL LONGITUDINAL SLOPES DURING THE PAVING OPERATIONS.

THE REQUIREMENTS OF ITEM 452 APPLY, EXCEPT AS MODIFIED BY THIS NOTE.

FOR LOCATIONS AND QUANTITIES, SEE SHEETS P.47 TO P.48.

IN ADDITION TO THE QUANTITIES PROVIDED ON SHEET , THE FOLLOWING CONTINGENCY QUANTITY HAS BEEN PROVIDED AND CARRIED TO THE GENERAL SUMMARY:

ITEM 255 - FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS QC1, AS PER PLAN, 8.0" = 23 SY

ITEM 255 - FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS QC1, AS PER PLAN, 11.0":
ALL REPAIR AREAS DETAILED IN THE PLAN SHALL BE VERIFIED BY THE PROJECT ENGINEER BEFORE THE BEGINNING OF WORK. THE REPAIR AREAS SHALL CONSIST OF REMOVING **11.0** INCHES OF EXISTING NON-REINFORCED CONCRETE PAVEMENT AND PLACING **11.0** INCHES OF RIGID REPLACEMENT. THE AVERAGE WIDTH SHALL NOT BE LESS THAN 4 FEET. FOR MORE INFORMATION SEE DETAIL ON SHEET P.9 AND STANDARD CONSTRUCTION DRAWING BP-2.5. WORK SHALL BE PERFORMED PRIOR TO OVERLAY. GREAT CARE SHALL BE TAKEN TO MAINTAIN THE EXISTING PAVEMENT CROSS SLOPE (CROWN), AS WELL AS ALL LONGITUDINAL SLOPES DURING THE PAVING OPERATIONS.

THE REQUIREMENTS OF ITEM 452 APPLY, EXCEPT AS MODIFIED BY THIS NOTE.

FOR LOCATIONS AND QUANTITIES, SEE SHEETS P.47 TO P.48.

IN ADDITION TO THE QUANTITIES PROVIDED ON SHEET , THE FOLLOWING CONTINGENCY QUANTITY HAS BEEN PROVIDED AND CARRIED TO THE GENERAL SUMMARY:

ITEM 255 - FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS QC1, AS PER PLAN, 11.0" = 129 SY

ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE:
THE CONTRACTOR SHALL BE TOTALLY RESPONSIBLE FOR ANY AND ALL DAMAGE TO THE CONTRACTORS EQUIPMENT THAT MAY RESULT FROM THE PLANING OPERATION, INCLUDING DAMAGE CAUSED BY 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 THE EXISTING PAVEMENT CROSS-SLOPE (CROWN) DURING THE PLANING OPERATIONS.

PLANED PAVEMENT SHALL NOT BE EXPOSED TO TRAFFIC AT ANY TIME DURING THE PLANING OPERATION. FAILURE TO MEET THIS REQUIREMENT WILL SUBJECT THE CONTRACTOR TO A DISINCENTIVE OF $900/DAY FOR EACH DAY THE PLANED SURFACE IS NOT RESURFACED.

ITEM 442 - ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (447), PWL, 2025, AS PER PLAN:
ALL REQUIREMENTS OF C&MS APPLY EXCEPT AS SHOWN.

NO COLD JOINTS WILL BE ALLOWED WITHIN THE PHASE 1 WORK AREAS ON US 23 MAINLINE NORTHBOUND FROM SLM 17.87 TO SLM 20.79 OUTSIDE OF THE CROSSOVER AREAS AND ON US 23 MAINLINE SOUTHBOUND FROM SLM 18.09 TO SLM 20.79 OUTSIDE OF THE CROSSOVER AREAS.

MAT DENSITY ACCEPTANCE - FOLLOW THE REQUIREMENTS OF 447 MAT DENSITY ACCEPTANCE, EXCEPT AS MODIFIED BELOW.

OBTAIN 6-INCH DIAMETER CORES FOR EACH LOT.

THE PWL CALCULATOR, LOCATED ON THE ODOT WEBSITE AT THE OFFICE OF CONSTRUCTION ADMINISTRATION, WILL BE USED TO DETERMINE THE LOT PWL AND THE LOT AASHTO PAY FACTORS.

THE DEPARTMENT WILL DETERMINE THE PAY FACTOR FOR EACH LOT CORED BY THE FOLLOWING TABLE.

LOWER SPECIFICATION LIMIT	PAY FACTOR CRITERIA	PAY FACTOR (PF)
92.6%	IF AVE DENSITY IS >= 93% AND PWL >= 90	PF = 1 OR AASHTO PF WHICHEVER IS GREATER
	IF 90 > PWL > 50	AASHTO PF
	IF PWL <= 50	REMOVE AND REPLACE

ITEM 617 - WATER:
THE FOLLOWING QUANTITY HAS BEEN PROVIDED AND CARRIED TO THE GENERAL SUMMARY:

ITEM 617 - WATER = 1 MGAL

EXISTING TRAFFIC SENSORS:
THERE ARE TRAFFIC SENSORS CORED INTO THE EXISTING PAVEMENT ON US 23 MAINLINE NORTHBOUND AT SLMS 19.56, 19.80, 20.18, 20.20, AND 20.78 AND US 23 MAINLINE SOUTHBOUND AT SLM 19.76. THESE SENSORS MAY BE OVERLAYED OVER OR REMOVED IN ORDER TO PLANE AND RESURFACE.

GENERAL NOTES

DEL-23-17.67

DESIGN AGENCY

DESIGNER KLM
REVIEWER XXX MM-DD-YY
PROJECT ID 110603
SHEET P.22 TOTAL P.79

Drawing

ITEM 690 - INSTALLATION OF DEFORMED BAR (CROSS STITCHING):

DESCRIPTION: THIS WORK CONSISTS OF DRILLED HOLES AND ANCHORING DEFORMED REINFORCING BARS DIAGONALLY ACROSS LONGITUDINAL CRACKS, ALSO REFERRED TO AS CONCRETE PAVEMENT CROSS STITCHING.

MATERIALS: FURNISH MATERIALS CONFORMING TO:

DEFORMED STEEL REINFORCING BARS - 709.00
NON-SHRINK, NON-METALLIC GROUT - 705.20

DEFORMED STEEL REINFORCING BARS SHALL HAVE A MINIMUM YIELD STRENGTH OF 40,000 PSI.

EQUIPMENT:

DRILLS: FURNISH EQUIPMENT TO CREATE HOLES WITH CONTROL OF THE FORWARD AND REVERSE TRAVEL BY MECHANICALLY APPLIED PRESSURE, CONSISTING OF A MOUNTED HYDRAULIC OR ELECTRIC DRILL WITH TUNGSTEN CARBIDE BITS. ENSURE THE DRILL IS CAPABLE OF QUICK TRANSPORT AND POSITIONING FOR REPEATABLE CYLINDRICAL HOLES IN TERMS OF POSITION AND ALIGNMENT ON THE PAVEMENT SURFACE BEING DRILLED. DRILL HOLES WITHOUT SPALLING OR DAMAGING THE EXISTING CONCRETE.

HAND-HELD DRILLS ARE NOT PERMITTED.

MATERIAL DISPENSING: FURNISH ANCHORING MATERIAL DISPENSING EQUIPMENT, CONSISTING OF PNEUMATIC INJECTION GUNS, WITH SIDE-BY-SIDE CARTRIDGES THAT HOMOGENEOUSLY MIX THE MATERIAL WITH NO HAND MIXING.

CONSTRUCTION: UNLESS OTHERWISE SPECIFIED IN THE PLANS, THE ENGINEER WILL LOCATE AND MARK CRACKS TO BE STITCHED. PROVIDE THE ENGINEER WITH AEROSOL SPRAY PAINT TO MARK THE CRACKS TO STITCH.

DRILL THE END HOLES IN A SLAB 24 INCHES FROM THE TRANSVERSE JOINTS. DRILL INTERIOR SLAB HOLES AT A MAXIMUM OF 24 INCH SPACING. DRILL SUCH THAT HOLES ARE ORIENTED AT A 30° TO 40° ANGLE TO THE PAVEMENT SURFACE, THE CENTERLINES ARE PERPENDICULAR TO THE CRACK AT EACH LOCATION AND ADJACENT HOLES ARE DRILLED IN OPPOSITE DIRECTIONS ACROSS THE CRACK. ENSURE THE DIAMETER OF DRILLED HOLES ARE 1/8" LARGER THAN THE DEFORMED BAR DIAMETER AND HOLE BOTTOMS ARE NO LESS THAN 1 INCH FROM THE SLAB BOTTOM.

REPAIR ANY DAMAGE TO THE PAVEMENT DUE TO THE CONTRACTOR'S OPERATION AT NO EXPENSE TO THE DEPARTMENT.

BLOW CLEAN ALL DRILLED HOLES WITH OIL FREE COMPRESSED AIR AND MAINTAIN HOLES DRY AND FROST FREE BEFORE GROUTING THE DEFORMED BARS. CLEAN ANY CHIPPED AREAS AT THE SURFACE RESULTING FROM DRILLING HOLES AT AN ANGLE. REPAIR CHIPPED AREA WITH ANCHORING MATERIAL.

UNLESS OTHERWISE SPECIFIED BY THE ENGINEER, USE #6 BARS OF SUFFICIENT LENGTH SUCH THAT WHEN ANCHORED, THE TOP OF THE BAR IS 1 TO 1.5 INCHES BELOW THE PAVEMENT SURFACE AND THE CENTER OF THE BAR IS AT THE CRACK AS SHOWN ON THE STANDARD CONSTRUCTION DRAWINGS. WHEN USING NEW CARTRIDGES OF ANCHORING MATERIAL, ENSURE THE INITIAL MATERIAL EXITING THE NOZZLE APPEARS UNIFORMLY MIXED. IF IT IS NOT UNIFORMLY MIXED, WASTE THE MATERIAL UNTIL UNIFORMLY MIXED MATERIAL EXTRUDES. PLACE THE ANCHORING MATERIAL IN THE BOTTOM OF THE HOLE USING A NOZZLE OR WAND OF SUFFICIENT LENGTH. INSERT THE BAR

ITEM 690 - INSTALLATION OF DEFORMED BAR (CROSS STITCHING) (CONT.):

SUCH THAT THE ANCHORING MATERIAL IS EVENLY DISTRIBUTED AROUND THE BAR AND SLIGHTLY EXTRUDES OUT THE HOLE AS THE BAR IS INSERTED. TROWEL THE ANCHORING MATERIAL SMOOTH TO THE PAVEMENT SURFACE, FILLING ANY CHIPPED AREAS.

DO NOT ALLOW TRAFFIC ON THE CROSS-STITCHED PAVEMENT UNTIL THE ANCHORING MATERIAL AND BE EXPECTED TO HAVE A COMPRESSIVE STRENGTH OF AT LEAST 2,000 PSI, AS SHOWN BY TEST DATA SUPPLIED BY THE ANCHORING MATERIAL MANUFACTURER FROM AN INDEPENDENT APPROVED LABORATORY, OR AS DIRECTED BY THE ENGINEER.

FOR ADDITIONAL DETAILS, SEE SHEET P.10.

METHOD OF MEASUREMENT: CONCRETE PAVEMENT CROSS STITCHING IS MEASURE BY EACH DEFORMED BAR INSTALLED AND ACCEPTED.

BASIS OF PAYMENT: PAYMENT IS FULL COMPENSATION FOR FURNISHING ALL MATERIALS INCLUDING PAINT; DRILLING AND CLEANING THE HOLES; INSTALLING DEFORMED BARS, AND EPOXY GROUT.

THE DEPARTMENT WILL NOT PAY FOR ANY ADDITIONAL WORK TO REPAIR DAMAGE TO THE PAVEMENT CAUSED BY THE CONTRACTOR. THE DEPARTMENT WILL PAY FOR ACCEPTED QUANTITIES AT THE CONTRACT UNIT PRICE BID FOR ITEM 690 - INSTALLATION OF DEFORMED BAR (CROSS STITCHING).

PROTECTION OF TRAFFIC MONITORING EQUIPMENT:

PRIOR TO BEGINNING ANY PAVEMENT ACTIVITIES OR ANY EXCAVATION ACTIVITIES, THE CONTRACTOR, PROJECT ENGINEER, AND A REPRESENTATIVE FROM THE OWNER WILL COORDINATE A TIME FOR THE OWNER/MAINTAINING AGENCY TO DISCONNECT THE EQUIPMENT. FOLLOWING THE DISCONNECTION BY THE OWNER, THE CONTRACTOR WILL BE ALLOWED TO PERFORM THEIR PAVEMENT ACTIVITIES, INCLUDING PAVEMENT REMOVAL. THE REMOVED LOOPS AND SENSORS BECOME PROPERTY OF THE CONTRACTOR.

DURING THE MEETING, THE ONWER/MAINTAINING AGENCY WILL IDENTIFY EQUIPMENT LOCATIONS. DO NOT DISTURB PULL BOXES, CONTROLLER CABINETS, POLES AND CONDUITS. ANY DAMAGE WLIL BE THE RESPONSIBILITY OF THE CONTRACTOR AND REPAIRS MUST BE ACCEPTED BY THE OWNER.

ELIZABETH MURPHY
Elizabeth.Murphy@dot.ohio.gov
614-679-7331

PROPOSED PAVEMENT MARKINGS:

IT IS THE INTENT OF THE PROPOSED PAVEMENT MARKINGS TO BE THE SAME AS EXISTING. ANY DEVIATION FROM EXISTING WILL BE IDENTIFIED WITHIN THIS PLAN. IT IS THE CONTRACTOR'S RESPONSIBILITY TO VERIFY THE LOCATION, SIZE AND SHAPE OF THESE EXISTING PAVEMENT MARKINGS BEFORE THE WORK OBLITERATES THEM. ANY PAVEMENT MARKING WHICH IS PLACED AT THE WRONG LOCATION SHALL BE REMOVED AND REPLACED AT THE CONTRACTORS EXPENSE.

ITEM 623 - CONSTRUCTION LAYOUT STAKES AND SURVEYING, AS PER PLAN:

THIS ITEM SHALL CONSIST OF STATIONING USING 3 FT LATH STAKES. THE STAKES SHALL BE SPACED AT 200 FT INTERVALS AND SHALL EXTEND THROUGHOUT THE LENGTH OF EACH PROJECT LOCATION AND THROUGHOUT THE LENGTH OF ANY RAMPS.

PLACEMENT OF THE STAKES SHALL BE AS DIRECTED BY THE ENGINEER. THE CONTRACTOR IS RESPONSIBLE FOR REPLACING ANY DAMAGED OR MISSING STAKES.

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

GENERAL NOTES

DESIGN AGENCY

DESIGNER
KLM

REVIEWER
XXX MM-DD-YY

PROJECT ID
110603

SHEET P.23 | TOTAL P.79

DEL-23-17.67

MODEL: 110603_GN002 PAPERSIZE: 34x22 (in.) DATE: 7/18/2024 TIME: 4:03:06 PM USER: kbowman
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ITEM 614 - MAINTAINING TRAFFIC:
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.

CONSTRUCTION OPERATIONS SHALL NOT BEGIN UNTIL ALL TRAFFIC CONTROL IS IN PLACE AND APPROVED BY ODOT PERSONNEL. THE CONSTRUCTION INSPECTOR SHALL APPROVE ALL TEMPORARY TRAFFIC CONTROL DEVICES FOR CONDITION AND LOCATION BEFORE THE CONTRACTOR WILL BE ALLOWED TO BEGIN WORK. IF THE CONTRACTOR DOES NOT COMPLY WITH THE STANDARDS, HIS PERMIT SHALL BE REVOKED AND ALL WORK SHALL BE TERMINATED.

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 614, MAINTAINING TRAFFIC, UNLESS SEPARATELY ITEMIZED IN THE PLAN.

RIGHT OF WAY PERMITS:
THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL APPLICABLE RIGHT OF WAY PERMITS TO INSTALL MAINTENANCE OF TRAFFIC SIGNING.

PUBLIC OUTREACH AND NOTIFICATION:
THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING THE DISTRICT 6 PUBLIC INFORMATION OFFICE VIA EMAIL AT d06.pio@dot.ohio.gov TO COORDINATE EFFORTS TO NOTIFY ADJACENT RESIDENTS AND BUSINESSES OF THE UPCOMING PROJECT. ADVANCE NOTIFICATION SHALL OCCUR NO LATER THAN FOURTEEN (14) DAYS PRIOR TO THE FIRST DAY OF WORK. ALL NOTIFICATIONS SHALL BE MADE UTILIZING THE TEMPLATE PROVIDED BY THE DISTRICT 6 PUBLIC INFORMATION OFFICE.

NOTIFICATION OF CONSTRUCTION INITIATION:
AT LEAST FOURTEEN DAYS PRIOR TO STARTING INITIAL CONSTRUCTION ACTIVITIES, THE CONTRACTOR SHALL ADVISE THE DISTRICT OFFICE OF COMMUNICATIONS VIA EMAIL AT d06.pio@dot.ohio.gov, THE DISTRICT WORK ZONE TRAFFIC MANAGER VIA EMAIL AT d06.mot@dot.ohio.gov AND THE CENTRAL OFFICE SPECIAL HAUL PERMITS SECTION BY FAX AT (614)728-4099 OF THE ANTICIPATED START DATE OF ANY CONSTRUCTION ACTIVITIES INCLUDING BUT NOT LIMITED TO THE PLACING OF WORK ZONE SIGNS. THE NOTIFICATION SHALL ALSO INCLUDE THE PROJECT NUMBER, PID, NAME AND PHONE NUMBER OF THE CONTRACTOR, A POINT OF CONTACT AND THE ANTICIPATED IMPACT ON TRAFFIC. THE CONTRACTOR WILL IMMEDIATELY INFORM THE DISTRICT OFFICE OF COMMUNICATIONS AND THE DISTRICT WORK ZONE TRAFFIC MANAGER OF ANY AND ALL DELAYS AND/OR CHANGES REGARDING THE CONSTRUCTION INITIATION DATE.

DROPOFFS IN WORK ZONES:
THE DROPOFF ADJACENT TO THE TRAVELED LANE SHALL MEET THE CRITERIA OUTLINED IN STANDARD DRAWING MT-101.90. NO ADDITIONAL COMPENSATION SHALL BE MADE FOR MATERIALS, LABOR OR EQUIPMENT NECESSARY TO MEET THE REQUIREMENTS OF MT-101.90.

LANES OPEN DURING HOLIDAYS AND SPECIAL EVENTS:
NO WORK SHALL BE PERFORMED AND THE SAME NUMBER OF LANES AS WERE AVAILABLE AT THE START OF THE PROJECT SHALL BE OPEN TO TRAFFIC DURING THE FOLLOWING DESIGNATED HOLIDAYS OR SPECIAL EVENTS:

HOLIDAYS

NEW YEAR'S (OBSERVED)	GENERAL ELECTION DAY (NOV)
MEMORIAL DAY	THANKSGIVING
FOURTH OF JULY (OBSERVED)	CHRISTMAS (OBSERVED)
LABOR DAY	SPECIAL EVENTS (SEE BELOW)

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

DAY OF HOLIDAY OR SPECIAL EVENT	TIME ALL LANES MUST BE OPEN TO TRAFFIC
SUNDAY	12:00N FRIDAY THROUGH 6:00 AM MONDAY
MONDAY	12:00N FRIDAY THROUGH 6:00 AM TUESDAY
MONDAY (ECLIPSE)	12:00N FRIDAY THROUGH 6:00 AM WEDNESDAY
TUESDAY	12:00N MONDAY THROUGH 6:00 AM WEDNESDAY
TUESDAY (ELECTION)	5:00 AM TUESDAY THROUGH 12:00 AM WEDNESDAY
WEDNESDAY	12:00N TUESDAY THROUGH 6:00 AM THURSDAY
THURSDAY	12:00N WEDNESDAY THROUGH 6:00 AM FRIDAY
THANKSGIVING	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

DURING THE SAME PERIODS, MAINTAIN PEDESTRIAN ACCESS IF PEDESTRIAN ACCESS WAS PRESENT PRIOR TO CONSTRUCTION.

SPECIAL EVENTS:
DELAWARE COUNTY FAIR - LANE OR SHOULDER CLOSURES ARE NOT PERMITTED DURING THE DELAWARE COUNTY FAIR FROM 6AM TO 10PM DAILY.

OSU HOME FOOTBALL GAME DAYS - LANE, RAMP, OR SHOULDER CLOSURES ARE NOT PERMITTED FROM 3 HOURS PRIOR TO KICKOFF TO 2 HOURS FOLLOWING THE CONCLUSION OF THE GAME.

NO EXTENSIONS OF TIME SHALL BE GRANTED FOR DELAYS IN MATERIAL DELIVERIES, UNLESS SUCH DELAYS ARE INDUSTRY WIDE, OR FOR LABOR STRIKES, UNLESS SUCH STRIKES ARE AREA WIDE.

SHOULD THE CONTRACTOR FAIL TO MEET ANY OF THESE REQUIREMENTS, THE CONTRACTOR SHALL BE ASSESSED A DISINCENTIVE PER THE LANE VALUE CONTRACT (PN 127).

ACCESS TO PRIVATE PROPERTY:
MAINTAIN ACCESS TO COMMERCIAL PROPERTIES WITH ONLY ONE DRIVEWAY AT ALL TIMES BY USE OF PART WIDTH CONSTRUCTION. FOR COMMERCIAL PROPERTIES WITH MULTIPLE DRIVEWAYS, DO NOT CLOSE MORE THAN ONE DRIVEWAY AT A TIME.

MAINTAIN ACCESS TO RESIDENTIAL PROPERTIES AT ALL TIMES. WHEN A RESIDENTIAL DRIVE IS CLOSED FOR CONSTRUCTION, MAINTAIN ALTERNATE ACCESS TO THE PROPERTY. IT MAY BE REQUIRED FOR THE CONTRACTOR TO MAINTAIN ONE PASSABLE LANE WITHIN A CLOSURE IN ORDER FOR VEHICLES TO ACCESS RESIDENCY WITH A VEHICLE.

SUCCESSFULLY NOTIFY THE OCCUPANTS/OWNERS OF COMMERCIAL OR RESIDENTIAL DRIVES TO BE CLOSED AND COORDINATE THE CLOSURE AT LEAST 48 HOURS BEFORE THE CLOSURE BEGINS (SIMPLY LEAVING A WRITTEN NOTICE OR PHONE MESSAGE IS NOT SUFFICIENT). COORDINATE ALTERNATE ACCESS TO RESIDENTIAL PROPERTIES WITH THE OWNER/OCCUPANT.

NOTIFICATION OF TRAFFIC RESTRICTIONS:
THROUGHOUT THE DURATION OF PROJECT, THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER IN WRITING OF ALL TRAFFIC RESTRICTIONS AND UPCOMING MAINTENANCE OF TRAFFIC CHANGES. THE CONTRACTOR SHALL ENSURE THE WRITTEN NOTIFICATION IS SUBMITTED IN A TIMELY MANNER TO ALLOW THE PROJECT ENGINEER TO MEET THE REQUIRED TIME FRAMES SET FORTH IN THE TABLE BELOW TO INFORM SPECIAL HAULING PERMITS SECTION (HAULING.PERMITS@DOT.OHIO.GOV) AND THE DISTRICT PUBLIC INFORMATION OFFICE PIO (D06.PIO@DOT.OHIO.GOV). THE PROJECT ENGINEER SHALL RECEIVE THIS NOTIFICATION PRIOR TO THE PHYSICAL SETUP OF ANY APPLICABLE SIGNS OR MESSAGE BOARDS.

INFORMATION SHALL INCLUDE BUT IS NOT LIMITED TO ALL CONSTRUCTION ACTIVITIES THAT IMPACT OR INTERFERE WITH TRAFFIC AND SHOULD 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	N/A	14 CALENDAR DAYS PRIOR TO IMPLEMENTATION	

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

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 1,000 FEET OF A WORK ZONE. PAYMENT SHALL BE INCLUDED IN THE LUMP SUM CONTRACT PRICE FOR ITEM 614 - MAINTAINING TRAFFIC.

FOR ANY MULTILANE HIGHWAY, DEVICE SPACING SHALL BE A MAXIMUM OF 40' CENTER ON CENTER IN THE TAPERS AND 80' CENTER ON CENTER IN THE TANGENT SECTIONS.

USE OF WEIGHTED CHANNELIZERS:
THE WEIGHTED CHANNELIZERS MAY BE USED IN ACCORDANCE WITH THIS SECTION. THE WEIGHTED CHANNELIZERS 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 CHANNELIZERS SHALL BE HORIZONTAL, CIRCUMFERENTIAL, ALTERNATING ORANGE AND WHITE RETRO REFLECTIVE STRIPES 6 INCHES WIDE. EACH WEIGHTED CHANNELIZER SHALL HAVE A MINIMUM OF TWO ORANGE AND TWO WHITE STRIPES. ANY NON-RETRO REFLECTIVE SPACES BETWEEN THE HORIZONTAL ORANGE AND WHITE STRIPES SHALL NOT EXCEED 2 INCHES WIDE. THE WEIGHTED CHANNELIZERS SHALL HAVE A 4-INCH MINIMUM WIDTH, REGARDLESS OF ORIENTATION.

USE OF THE 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 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 CHANNELIZERS 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.

WORK SITE LIGHTING:
FLOODLIGHTING OF THE WORK SITE FOR OPERATIONS CONDUCTED DURING NIGHTTIME PERIODS SHALL BE ACCOMPLISHED SO THAT THE LIGHTS DO NOT CAUSE GLARE TO THE DRIVERS ON THE ROADWAY. 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 PRIOR TO COMMENCING ANY WORK. IF GLARE IS DETECTED, THE LIGHT PLACEMENT AND SHIELDING SHALL BE ADJUSTED TO THE SATISFACTION OF THE ENGINEER BEFORE WORK PROCEEDS. PAYMENT FOR ALL LABOR, EQUIPMENT, AND MATERIALS SHALL BE INCLUDED IN THE LUMP SUM CONTRACT PRICE FOR ITEM 614 - MAINTAINING TRAFFIC.

CONSTRUCTION TRAFFIC:
ALL CONSTRUCTION TRAFFIC SHALL USE ACCEPTABLE TRUCK ROUTES IN ACCORDANCE WITH CMS 105.13 TO ACCESS THE CONSTRUCTION AREA. USE OF LOCAL RESIDENTIAL STREETS IS STRICTLY PROHIBITED UNLESS ALLOWED IN WRITING BY THE LOCAL ENFORCEMENT AUTHORITY.

DEL-23-17.67
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DESIGN AGENCY
DESIGNER KLM
REVIEWER XXX MM-DD-YY
PROJECT ID 110603
SHEET P.24 TOTAL P.79

PERMITTED LANE CLOSURES:
AT LEAST ONE LANE OF TWO-WAY TRAFFIC SHALL BE MAINTAINED AT ALL TIMES UNLESS STATED OTHERWISE IN THE PLAN 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. 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.

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

ALL WORK AND TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH CMS 614 AND OTHER APPLICABLE PORTIONS OF THE SPECIFICATIONS, AS WELL AS THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES.

ITEM 614, MAINTAINING TRAFFIC:
BELOW IS A SUMMARY OF THE MOT REQUIREMENTS FOR THIS PROJECT:
PHASE 1:
MAINTAIN TWO THRU LANES IN EACH DIRECTION OF MAINLINE US 23 USING THE EXISTING US 23 FRONTAGE ROADS, MAINTAIN INTERSECTION ACCESS AT EACH CROSSOVER (IRWIN RD, RADNOR RD, MOM WILSON'S COUNTRY SAUSAGE) AS SHOWN ON SHEETS P.28 TO P.35 . MAXIMUM DURATION OF THIS TRAFFIC SWITCH SHALL BE 30 CONSECUTIVE CALENDAR DAYS. A DISINCENTIVE OF $XXXX SHALL BE APPLIED FOR EACH CALENDAR DAY MAINLINE TRAFFIC REMAINS ON THE FRONTAGE ROADS.

PHASE 2:
MAINTAIN A MINIMUM OF ONE LANE OF TRAFFIC IN EACH DIRECTION ON MAINLINE US 23 WITH DRUMS AS PER SCD MT-95.30 DURING ALLOWABLE HOURS. AT EACH OF THE THREE CROSSOVERS, THE NORTHBOUND AND SOUTHBOUND FRONTAGE ROAD AND CROSS OVER RADII MAY BE CLOSED FOR A DURATION NOT TO EXCEED 3 CALENDAR DAYS PER CROSSOVER. THESE CLOSURES MAY OCCUR CONSECUTIVELY BUT NOT CONCURRENTLY. THE NORTHBOUND AND SOUTHBOUND FRONTAGE ROADS AT THE BEGIN AND END LIMITS MAY BE CLOSED FOR A DURATION NOT TO EXCEED 3 CALENDAR DAYS PER LOCATION. MAINTAIN DRIVEWAY ACCESS AT ALL TIMES. SEE PHASE 2 WORKS LOCATIONS ON SHEETS P.36 TO P.43.

PAVEMENT MARKING FOR PRE-PHASE 1:
THE FOLLOWING QUANTITIES HAVE BEEN PROVIDED TO STRIPE THE FRONTAGE ROADS PRIOR TO STARTING PHASE 1 AND HAVE BEEN CARRIED TO THE GENERAL SUMMARY. THE STRIPING QUANTITIES ACCOUNT FOR AREAS THAT WILL NOT RECEIVE WORK ZONE PAVEMENT MARKINGS.

EDGE LINE, 6" (WHITE) = 5.68 MILES
EDGE LINE, 6" (YELLOW) = 5.47 MILES
ITEM 642 - EDGE LINE, 6" = 11.15 MILE
ITEM 642 - LANE LINE, 6" = 4.44 MILE
ITEM 642 - CHANNELIZING LINE, 12" = 1246 FT
ITEM 642 - LANE ARROW = 2 EACH

MAINTENANCE OF TRAFFIC FOR MARKING PAVEMENT REPAIRS:
PROVIDE LANE CLOSURES AS PER THE MAINTENANCE OF TRAFFIC NOTES IN THESE PLANS A MINIMUM OF 24 HOURS PRIOR TO PERFORMING PAVEMENT REPAIRS TO ALLOW THE ENGINEER TO IDENTIFY AND MARK THE AREAS OF THE PAVEMENT IN NEED OF REPAIRS.

PAYMENT FOR ALL LABOR, EQUIPMENT, LAW ENFORCEMENT OFFICERS AND MATERIALS SHALL BE INCLUDED IN THE LUMP SUM CONTRACT PRICE FOR ITEM 614, MAINTAINING TRAFFIC.

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 OMUTCD INTENDS THAT FLAGGERS BE USED.

IN ADDITION TO THE REQUIREMENTS OF C&MS 614 AND THE OMUTCD, 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:

-DURING THE ENTIRE ADVANCE PREPARATION AND CLOSURE SEQUENCE WHERE COMPLETE BLOCKAGE OF TRAFFIC IS REQUIRED. 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.

-FOR LANE CLOSURES: 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).

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 LOCATION AS APPROVED BY THE ENGINEER.

THE UNIFORMED LEO AND OFFICIAL PATROL CAR MAY RELOCAE 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. 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 THAT 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 QUANTITIEY HAS BEEN PROVIDED AND CARRIED TO THE GENERAL SUMMARY:

ITEM 614 - LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE = 100 HOUR

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

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.

ITEM 614, MAINTAINING TRAFFIC (ROAD CLOSED SIGN):
THE CONTRACTOR SHALL PROVIDE, ERECT AND MAINTAIN STANDARD 48 X 30 INCH ROAD CLOSED SIGNS, SIGN SUPPORTS, BARRICADES AND LIGHTS, AS DETAILED IN SCD MT-101.60 AT THE LOCATIONS SHOWN ON SHEETS P.28 TO P.35 .

LANE VALUE CONTRACT TABLE:

LANE VALUE CONTRACT TABLE						
SECTION (SLM)	EXISTING NUMBER OF THROUGH LANES PER DIRECTION	LANE CLOSURES ARE **NOT** PERMITTED:				DISINCENTIVE AMOUNTS PER MINUTE PER LANE
		LANE REDUCTION	MOT TO FRI	SAT	SUN	
DEL-23						
COOVER RD (15.60) TO MARION COUNTY LINE (21.53)	2	2 TO 1	3PM-7PM	NO RESTRICTION	NO RESTRICTION	$140
SHORT TERM SHOULDER CLOSURES ARE NOT PERMITTED 6AM-9AM AND 3PM-7PM MONDAY-FRIDAY.						

ITEM 614, MAINTAINING TRAFFIC (LANE CLOSURE/REDUCTION REQUIRED):
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 RESRICTIONS 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.

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, FOR THE DURATION OF THE PROJECT. 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 TAMPER 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. PCMS TRAILERS SHOULD BE DELINEATED ON A PERMANENT BASIS BY AFFIXING RETRO REFLECTIVE MATERIAL, IN A CONTINUOUS LINE ON THE FACE OF THE TRAILER AS SEEN BY ONCOMING ROAD USERS.

A PCMS SHALL BE PLACED "AS DIRECTED BY THE PROJECT ENGINEER" IN CONJUNCTION WITH LANE CLOSURES. THE MESSAGES SHALL BE AS DIRECTED BY THE ENGINEER. THE PLACEMENT, OPERATION, MAINTENANCE, AND ALL ACTIVATION OF THE SIGNS BY THE CONTRACTOR SHALL BE AS DIRECTED BY THE ENGINEER. THE PCMS SHALL BE LOCATED IN A HIGHLY VISIBLE POSITION YET PROTECTED FROM TRAFFIC. THE CONTRACTOR SHALL, AT THE DIRECTION OF THE ENGINEER, RELOCATE THE PCMS TO IMPROVE VISIBILITY OR ACCOMMODATE CHANGED CONDITIONS. WHEN NOT IN USE, THE PCMS WILL BE OFF, FACING AWAY FROM ALL TRAFFIC, AND SHALL DISPLAY ONE OR MORE HIGH INTENSITY YELLOW REFLECTIVE SHEETING SURFACES OF 9" BY 15" MINIMUM, 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 LAST 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 CONTRACTOR, IN ACCORDANCE WITH THE PROVISIONS OF 614.03, SHALL MAINTAIN THE PCMS UNIT IN GOOD WORKING ORDER. THE CONTRACTOR SHALL, PRIOR TO ACTIVATING THE UNIT, MAKE ARRANGEMENTS WITH AN AUTHORIZED SERVICE AGENT FOR THE PCMS TO ENSURE 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 TO THE CONTRACTOR ON THE CONTRACT.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR 24 HOUR 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 AND HAS BEEN CARRIED TO THE GENERAL SUMMARY:

ITEM 614 - PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN ASSUMING 2 SIGNS X 4 MONTHS = 8 SNMT

MAINTENANCE OF TRAFFIC NOTES

DESIGN AGENCY

DESIGNER KLM
REVIEWER XXX MM-DD-YY
PROJECT ID 110603
SHEET P.25 TOTAL P.79

DEL-23-17.67

MODEL: 110603_MN002 PAPERSIZE: 34x22 (in.) DATE: 7/18/2024 TIME: 4:03:17 PM USER: kbowman
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COORDINATION WITH ADJACENT PROJECTS:
THE CONTRACTOR SHALL COORDINATE WORK WITH ODOT AND THE CONTRACTORS ON THE ADJACENT PROJECTS:

MAR-423/231-0.04/0.02, PID 112803

COORDINATION SHALL BE MADE TO PREVENT CONFLICTING ADVANCE WARNING SIGNS, CONFLICTING DETOUR ROUTES, OVERLAPING/CONFLICTING LANE CLOSURES, AND TO ENSURE THAT A MINIMUM DISTANCE OF 2 MILES BETWEEN ADJACENT LANE CLOSURES IS MAINTAINED. THIS IS NOT AN EXHAUSTIVE LIST OF COORDINATION ITEMS THAT MAY NEED TO BE RESOLVED BETWEEN PROJECTS. THE DEPARTMENT RESERVES THE RIGHT TO DECIDE WHICH PROJECT'S ACTIVITIES TAKE PRECEDENCE. PROJECTS THAT HAVE ACTIVITIES DELAYED DUE TO CONFLICTS WILL CONSIDER THIS AN EXCUSABLE, NON-COMPENSABLE DELAY PER 108.06.B. ON PROJECTS THAT HAVE ACTIVITIES DELAYED DUE TO CONFLICTS WHERE THE CONTRACTOR FAILED TO MEET THE NOTIFICATION REQUIREMENTS, THE DELAYS SHALL NOT BE CONSIDERED EXCUSABLE OR COMPENSABLE. ATTENDANCE AT DEPARTMENT ORDERED TRAFFIC COORDINATION MEETINGS BETWEEN ADJACENT PROJECTS SHALL BE CONSIDERED MANDATORY FOR EACH PROJECT'S SUPERINTENDENT AND WORKSITE TRAFFIC SUPERVISOR (WTS), AND INCIDENTAL TO THE LUMP SUM MAINTENANCE OF TRAFFIC PAYMENT ITEM.*

**IF REQUIRED BY THE PROJECT*

ITEM 614 - MAINTENANCE OF TRAFFIC: PAYMENT
NO ADDITIONAL COMPENSATION SHALL BE MADE BEYOND THE QUANTITIES PROVIDED IN THE MAINTENANCE OF TRAFFIC SECTION OF THIS PLAN. ANY OTHER WORK SHALL BE PAID UNDER THE LUMP SUM PAY ITEM FOR ITEM 614, MAINTAINING TRAFFIC.

MAINTENANCE OF TRAFFIC NOTES

DEL-23-17.67

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DESIGN AGENCY

DESIGNER
KLM

REVIEWER
XXX MM-DD-YY

PROJECT ID
110603

SHEET P.26 | TOTAL P.79

LOCATION										QUANTITIES															REMARKS
REFNO	COUNTY	ROUTE	BEG STA	END STA	BEG SLM	END SLM	LENGTH	LENGTH	DIRECTION		614	614	614		614	614	614		614						
											WORK ZONE MARKING SIGN	WORK ZONE CENTER LINE, CLASS I, 642 PAINT	WORK ZONE EDGE LINE, CLASS I, 6", 642 PAINT		WORK ZONE CHANNELIZING LINE, CLASS I, 12", 642 PAINT	WORK ZONE DOTTED LINE, CLASS I, 6", 642 PAINT	WORK ZONE STOP LINE, CLASS I, 642 PAINT		WORK ZONE ARROW, CLASS I, 642 PAINT						
													WHITE	YELLOW					EACH						
							FT	MILE			EACH	MILE	MILE	MILE	FT	FT	FT		LT	LT THRU	THRU	RT THRU	RT		
				US 23 NORTHBOUND																					
WZCL-1	DEL	23	931+37.36	954+35.28	17.640	18.075	2298	0.435							2298										
WZWEL-1	DEL	23	934+37.21	944+15.68	17.696	17.882	978	0.185					0.19												
WZYEL-1	DEL	23	934+37.51	944+17.67	17.696	17.882	980	0.186						0.19											
WZS-1	DEL	23	936+50.70	942+49.77	17.737	17.850	599	0.113			7														W1-H16-36
				US 23 SOUTHBOUND																					
WZCL-2	DEL	23	938+87.30	955+23.46	17.782	18.092	1636	0.310							1636										
WZWEL-2	DEL	23	941+76.31	950+05.13	17.836	17.993	829	0.157					0.16												
WZYEL-2	DEL	23	941+76.33	950+50.51	17.836	18.002	874	0.166						0.17											
				IRWIN ROAD CROSSOVER							1														R1-1-24
WZS-2	DEL	23	968+06.34		18.335								0.02												
WZWEL-3	DEL	23	968+19.84		18.337												12								
WZSL-1	DEL	23	968+19.84		18.337														1						
WZLA-1	DEL	23	968+25.58		18.338							0.02													
WZSCL-1	DEL	23	968+31.83		18.339												12								
WZSL-1	DEL	23	968+33.76		18.340														1						
WZLA-2	DEL	23	968+39.22		18.341								0.02												
WZWEL-4	DEL	23	968+43.83		18.342						1														R1-1-24
WZS-3	DEL	23	968+61.19		18.345														1						
WZLA-3	DEL	23	968+92.77		18.351																				
				RADNOR ROAD CROSSOVER															1						
WZLA-4	DEL	23	989+97.58		18.750						1														R1-1-24
WZS-4	DEL	23	990+39.60		18.758								0.02												
WZWEL-5	DEL	23	990+51.82		18.760												12								
WZSL-3	DEL	23	990+65.79		18.762														1						
WZLA-5	DEL	23	990+61.55		18.762							0.02													
WZSCL-2	DEL	23	990+63.80		18.762												12								
WZSL-4	DEL	23	990+63.80		18.762														1						
WZLA-6	DEL	23	990+71.08		18.763								0.02												
WZWEL-6	DEL	23	990+75.79		18.764						1														R1-1-24
WZS-5	DEL	23	990+97.18		18.768														1						
WZLA-7	DEL	23	991+30.10		18.775																				
				MOM WILSON'S SAUSAGE CROSSOVER														1						
WZLA-8	DEL	23	989+97.58		18.750						1														R1-1-24
WZS-6	DEL	23	1053+96.75		19.962								0.02												
WZWEL-7	DEL	23	1054+07.94		19.964												12								
WZSL-5	DEL	23	1054+07.94		19.964														1						
WZLA-9	DEL	23	1054+13.62		19.965							0.02													
WZSCL-3	DEL	23	1054+19.94		19.966												12								
WZSL-6	DEL	23	1054+21.08		19.966														1						
WZLA-10	DEL	23	1054+27.15		19.967								0.02												
WZWEL-8	DEL	23	1054+31.94		19.968						1														R1-1-24
WZS-7	DEL	23	1054+52.43		19.972																				
WZLA-11	DEL	23	1054+83.07		19.978														1						
				US 23 NORTHBOUND																					
WZCL-4	DEL	23	1094+84.17	1116+36.68	20.736	21.143	2153	0.408							2153										
WZYEL-4	DEL	23	1100+96.19	1113+90.06	20.852	21.097	1294	0.245						0.25											
WZWEL-10	DEL	23	1100+97.82	1113+90.66	20.852	21.097	1293	0.245					0.25												
				US 23 SOUTHBOUND																					
WZCL-4	DEL	23	1091+59.61	1108+40.80	20.674	20.993	1681	0.318							1681										
WZYEL-4	DEL	23	1091+59.79	1105+41.78	20.674	20.936	1382	0.262						0.26											
WZDL-1	DEL	23	1094+27.45	1097+73.41	20.725	20.790	346	0.066								346									
WZWEL-10	DEL	23	1097+73.41	1105+43.19	20.790	20.936	770	0.146					0.15												
WZS-8	DEL	23	1098+20.33	1102+17.22	20.799	20.874	397	0.075			5														
									SUBTOTAL				0.87	0.87					6	5	0	0	0		
									TOTALS CARRIED TO GENERAL SUMMARY		18	0.06	1.74		7768	346	72		11						

DEL-23-17.67

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MAINTENANCE OF TRAFFIC SUBSUMMARY

DESIGN AGENCY

DESIGNER KLM

REVIEWER XXX MM-DD-YY

PROJECT ID 110603

SHEET P.27 TOTAL P.79

DEL-23-17.67

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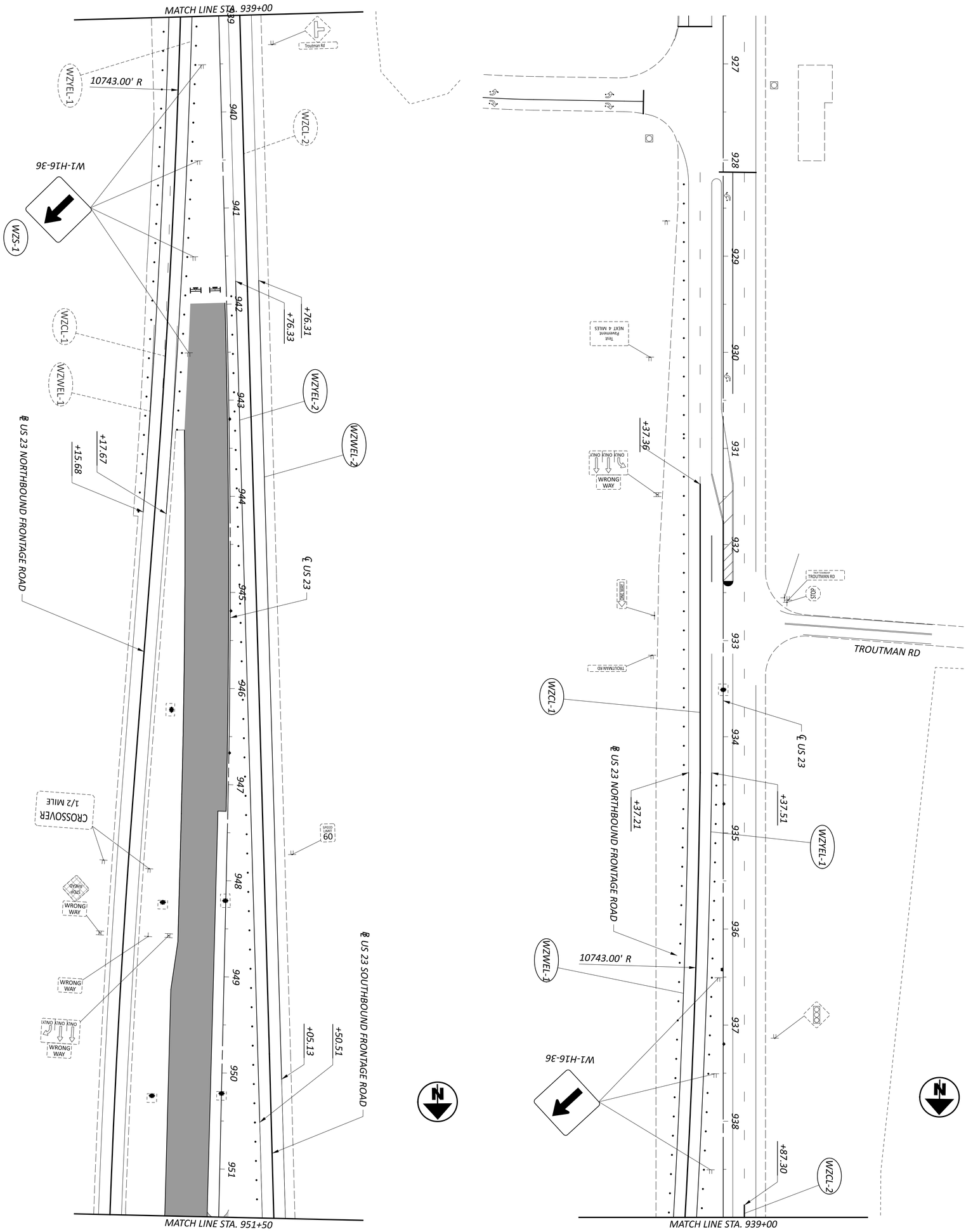
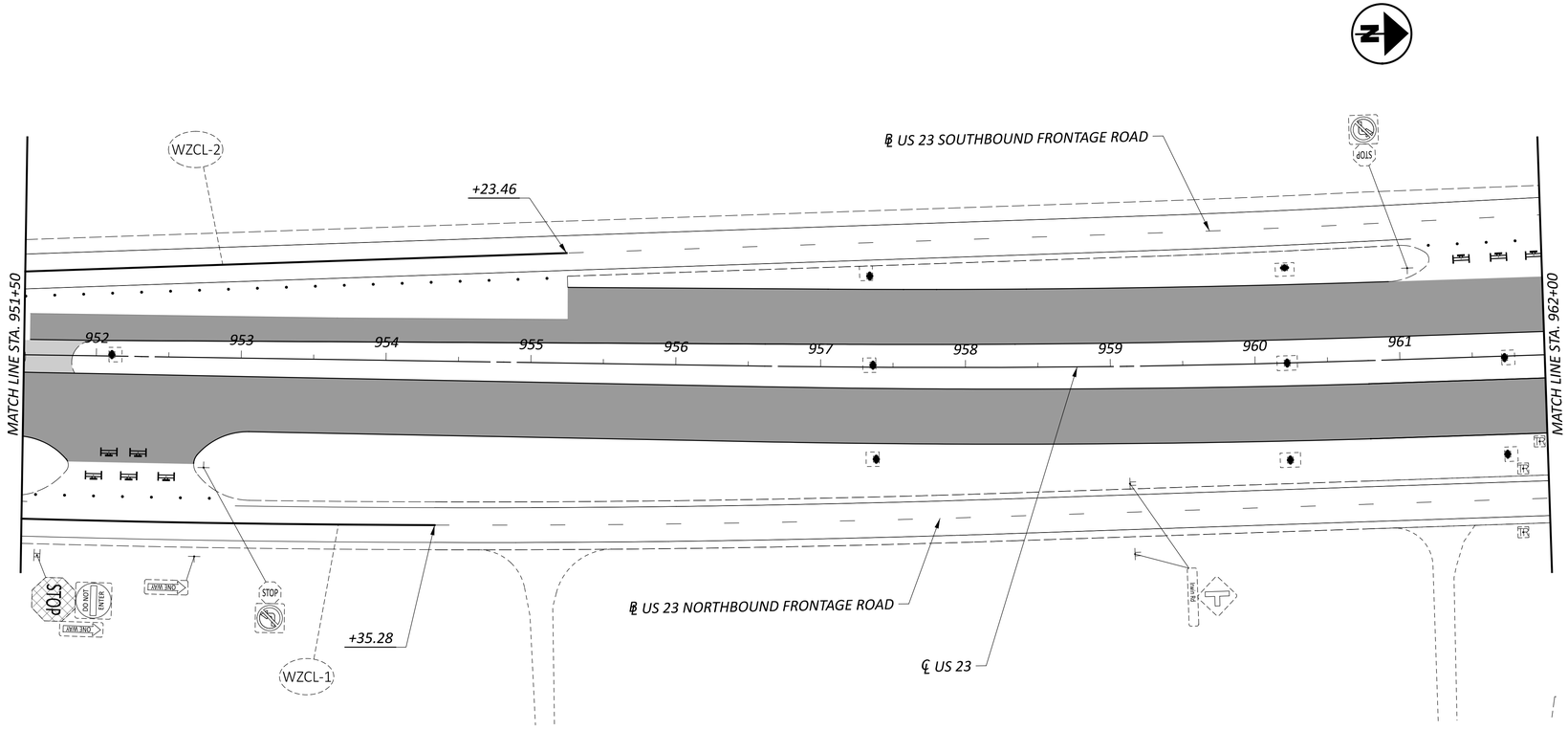
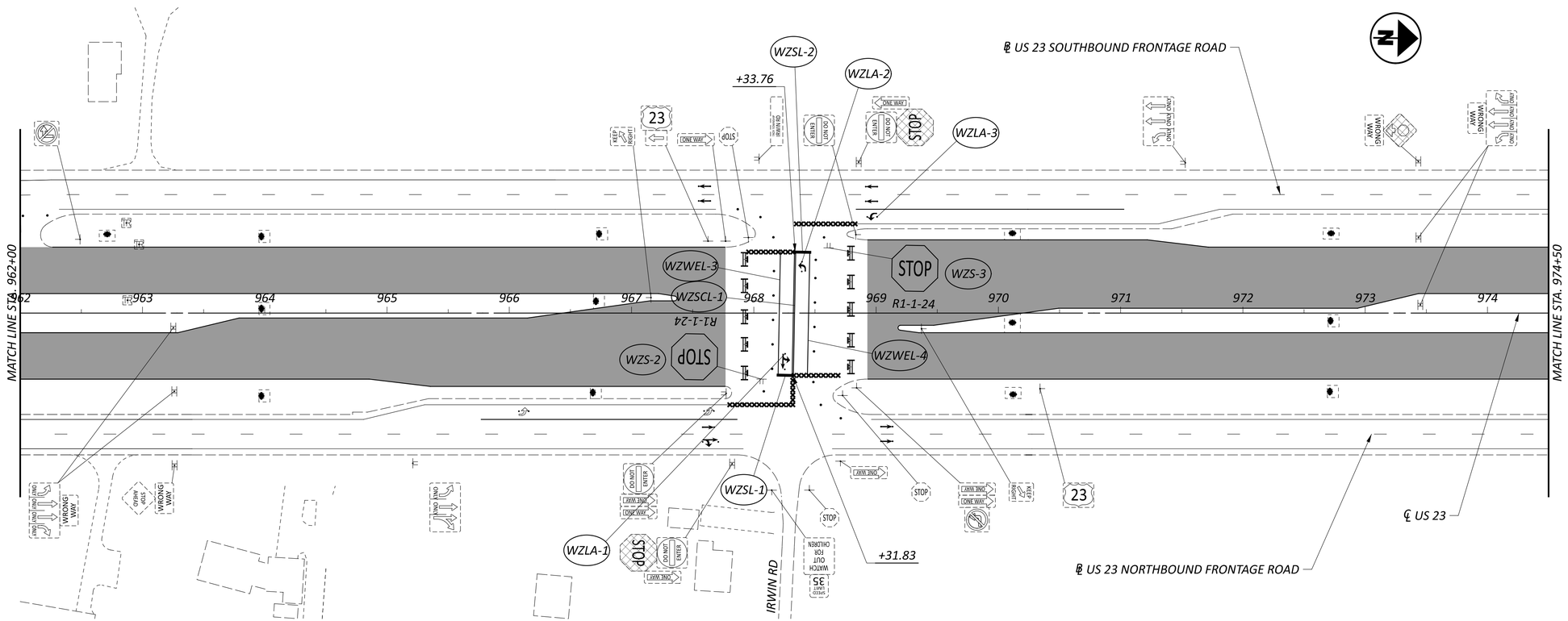


DESIGN AGENCY	DESIGNER	REVIEWER	PROJECT ID	SHEET	TOTAL
	KLM	XXX MM-DD-YY	110603	P.28	P.79

MAINTENANCE OF TRAFFIC PLAN - PHASE 1
STA. 926+50 TO STA. 951+50

HORIZONTAL SCALE IN FEET
0 50
25 100





HORIZONTAL SCALE IN FEET
0 25 50 100

MAINTENANCE OF TRAFFIC PLAN - PHASE 1
STA. 951+50 TO STA. 974+50

DESIGN AGENCY

DESIGNER KLM

REVIEWER XXX MM-DD-YY

PROJECT ID 110603

SHEET P.29 TOTAL P.79

DEL-23-17.67

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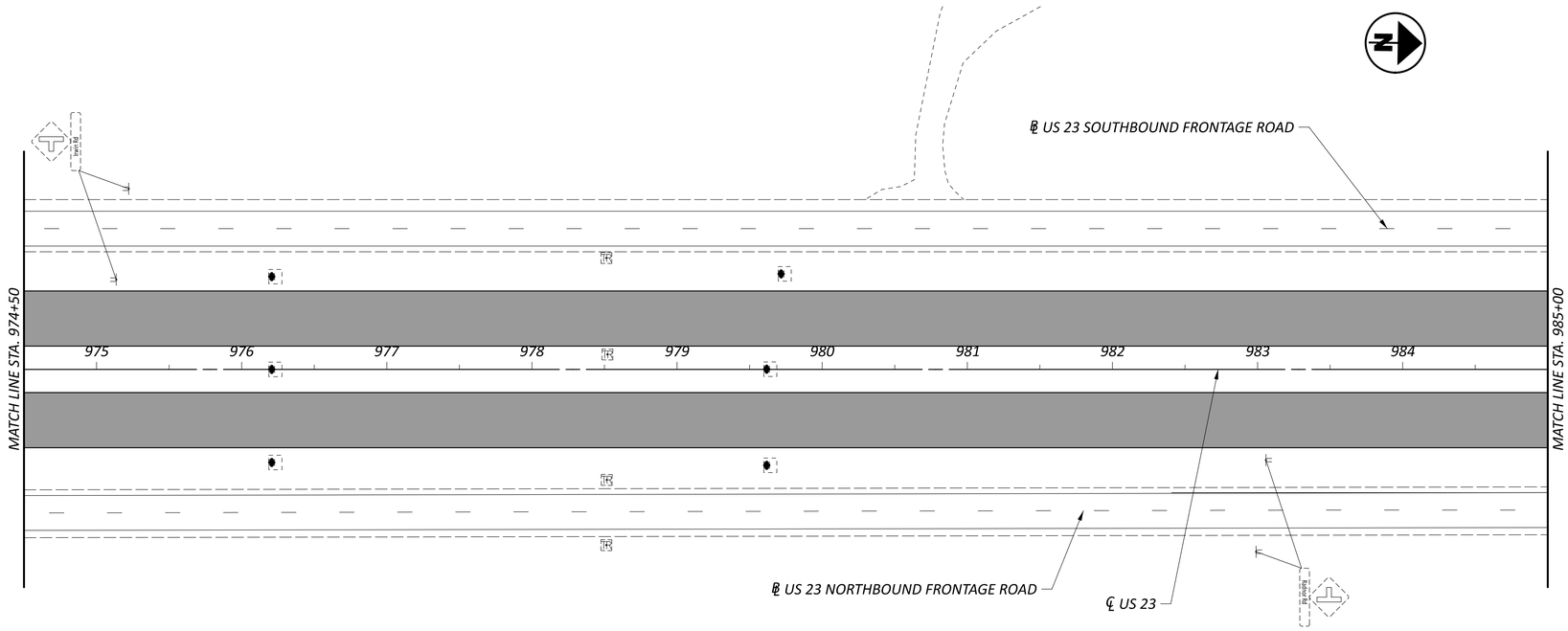

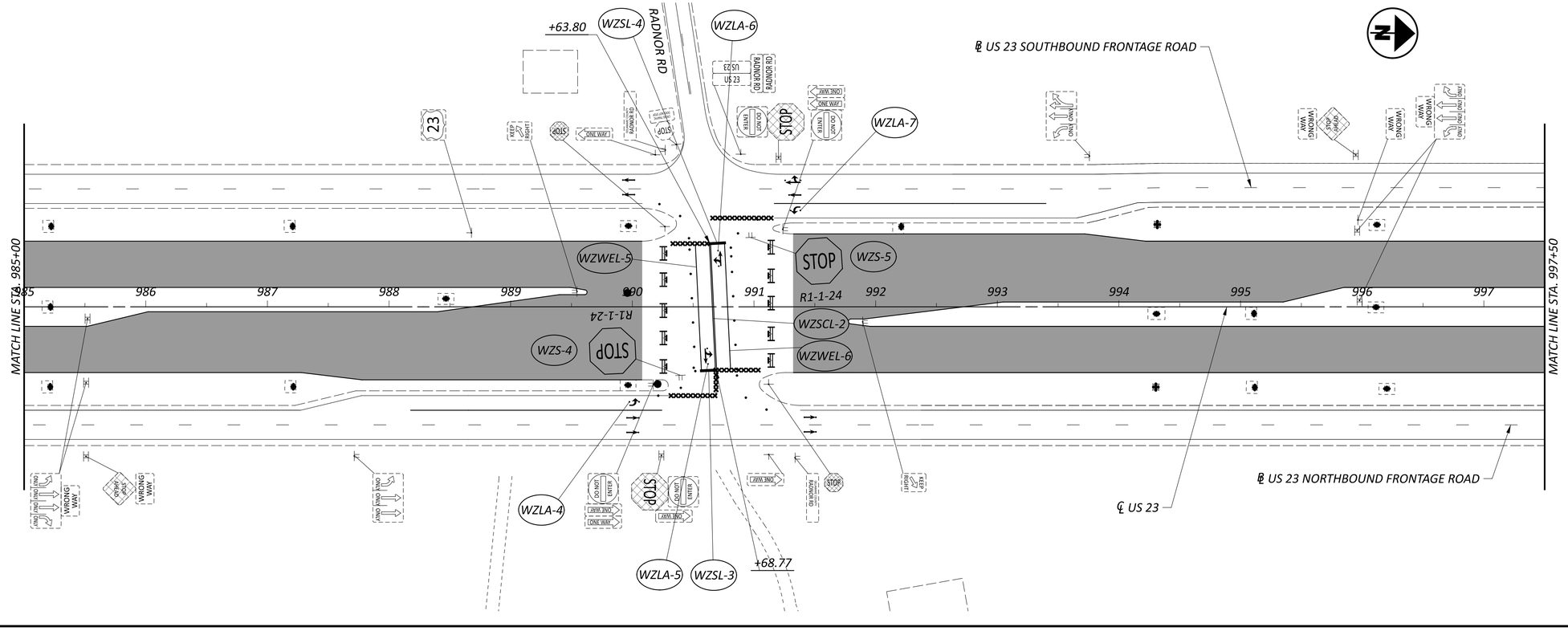

HORIZONTAL SCALE IN FEET
0 25 50 100

MAINTENANCE OF TRAFFIC PLAN - PHASE 1
STA. 974+50 TO STA. 997+50

DESIGN AGENCY

DESIGNER KLM

REVIEWER XXX MM-DD-YY

PROJECT ID 110603

SHEET P.30 | TOTAL P.79

DEL-23-17.67

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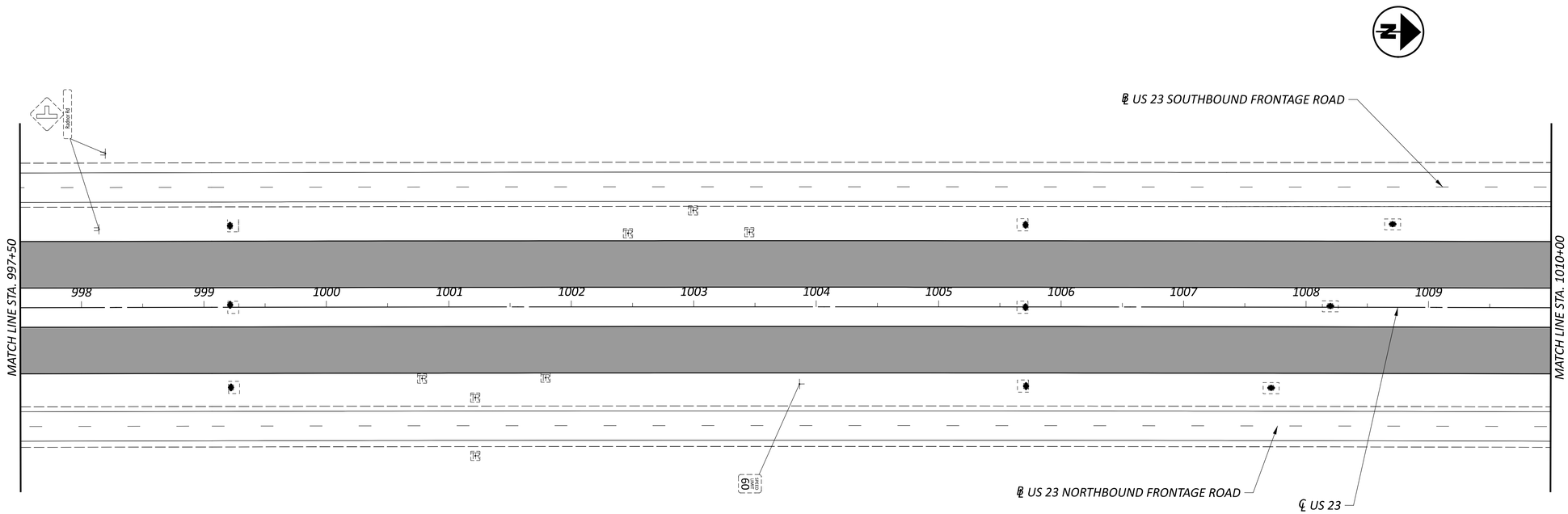

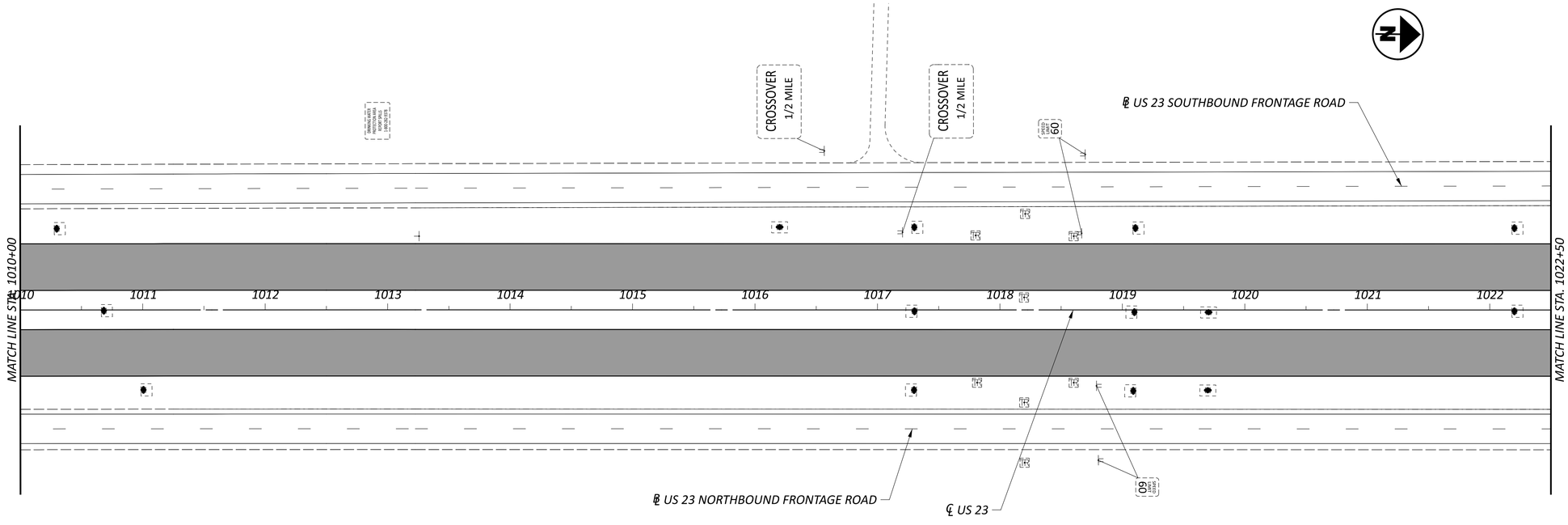

HORIZONTAL SCALE IN FEET
0 25 50 100

MAINTENANCE OF TRAFFIC PLAN - PHASE 1
STA. 997+50 TO STA. 1022+50

DESIGN AGENCY

DESIGNER KLM

REVIEWER XXX MM-DD-YY

PROJECT ID 110603

SHEET P.31 TOTAL P.79

DEL-23-17.67

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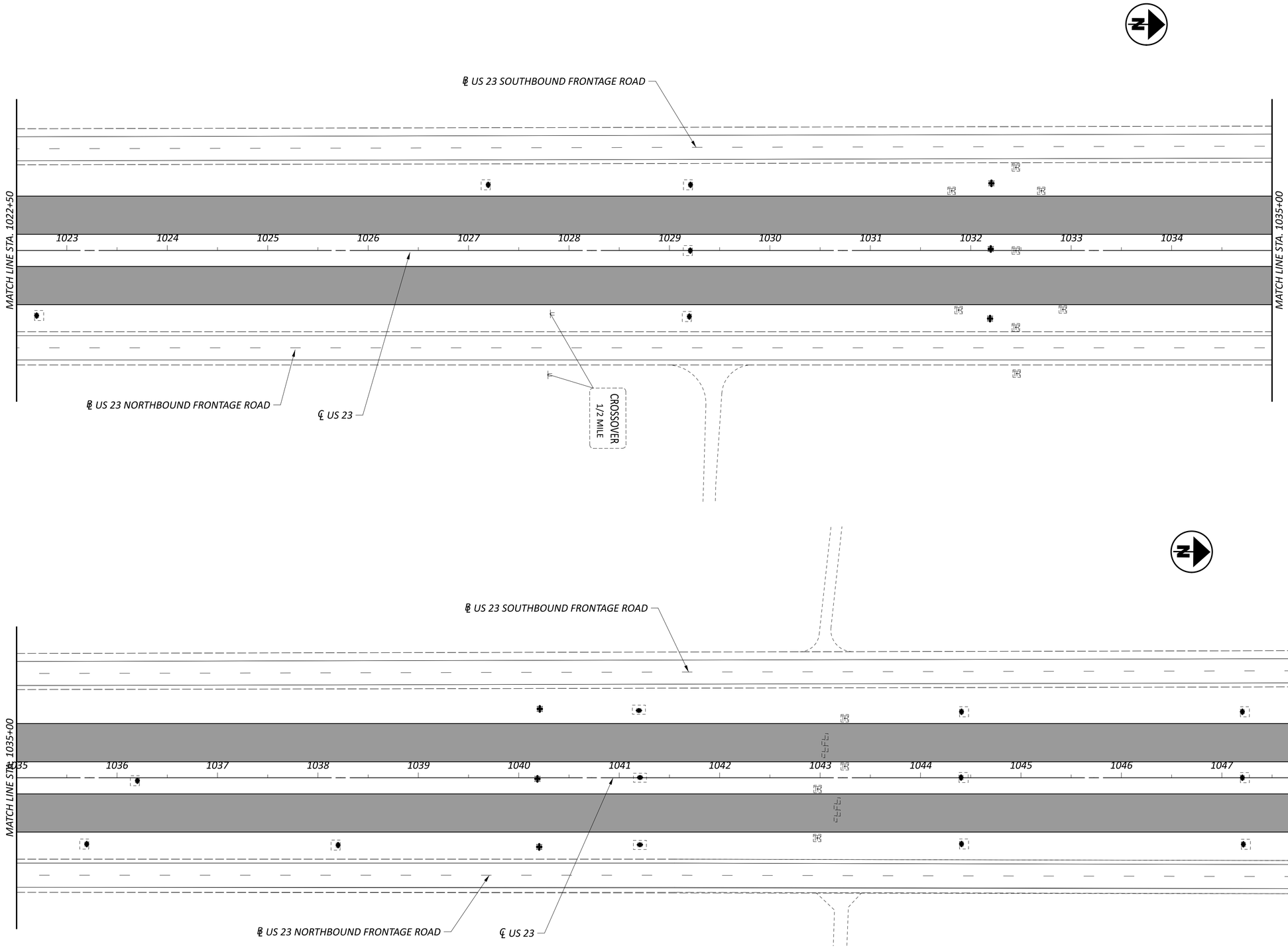

HORIZONTAL SCALE IN FEET
0 25 50 100

MAINTENANCE OF TRAFFIC PLAN - PHASE 1
STSA. 1022+50 TO STA. 1048+00

DESIGN AGENCY

DESIGNER KLM

REVIEWER XXX MM-DD-YY

PROJECT ID 110603

SHEET P.32 TOTAL P.79

DEL-23-17.67

MODEL: 110603_MP005 PAPERSIZE: 34x22 (in.) DATE: 7/18/2024 TIME: 4:03:44 PM USER: kbowman
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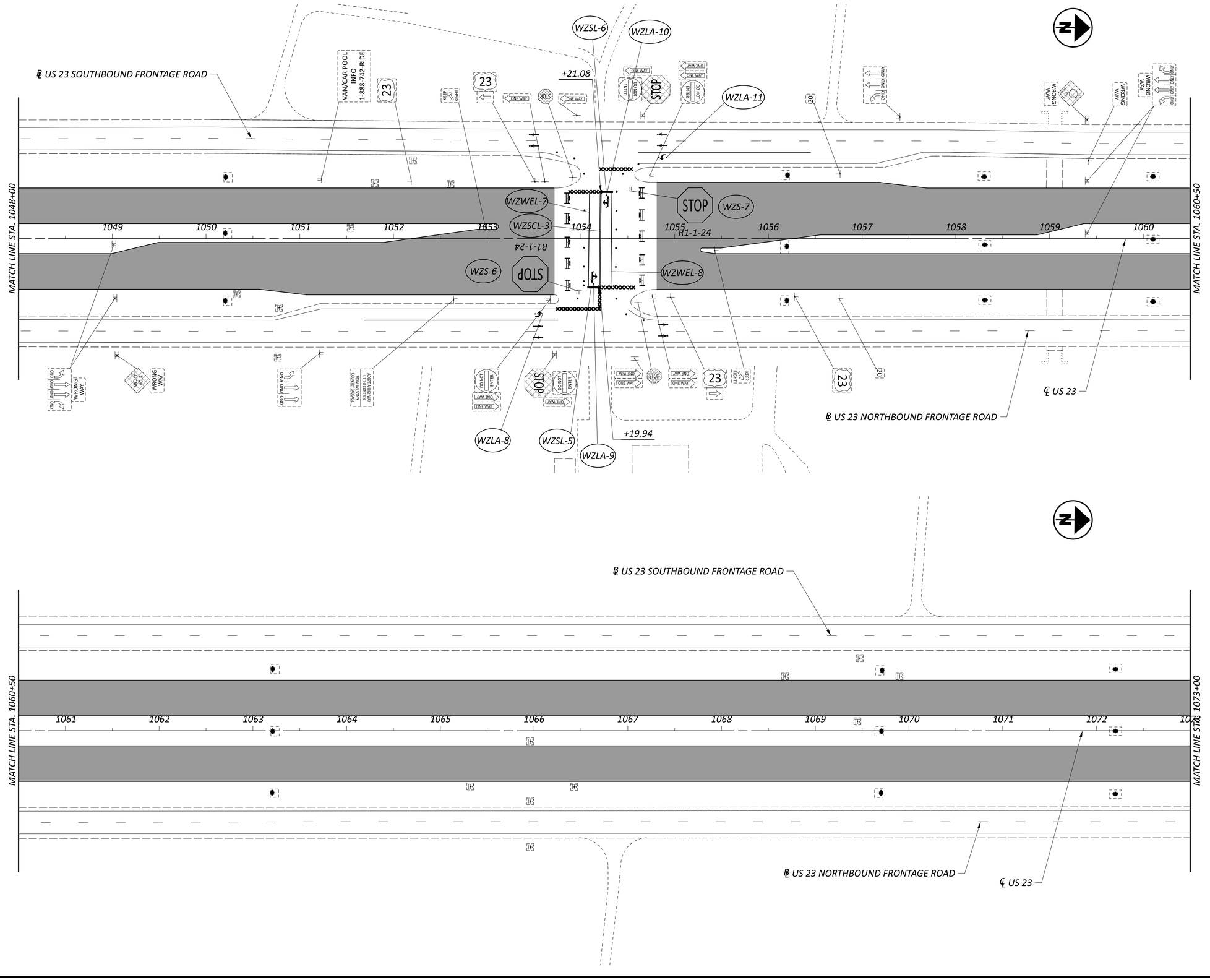

DEL-23-17.67

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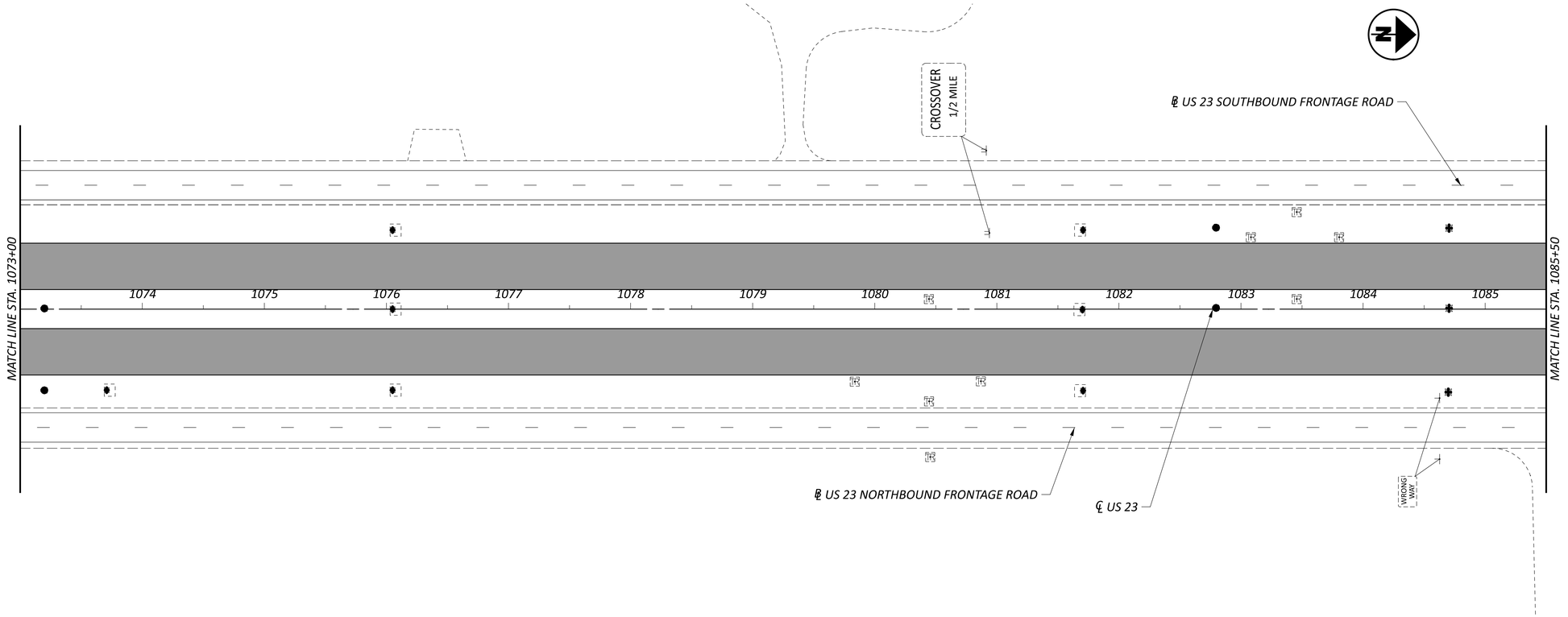
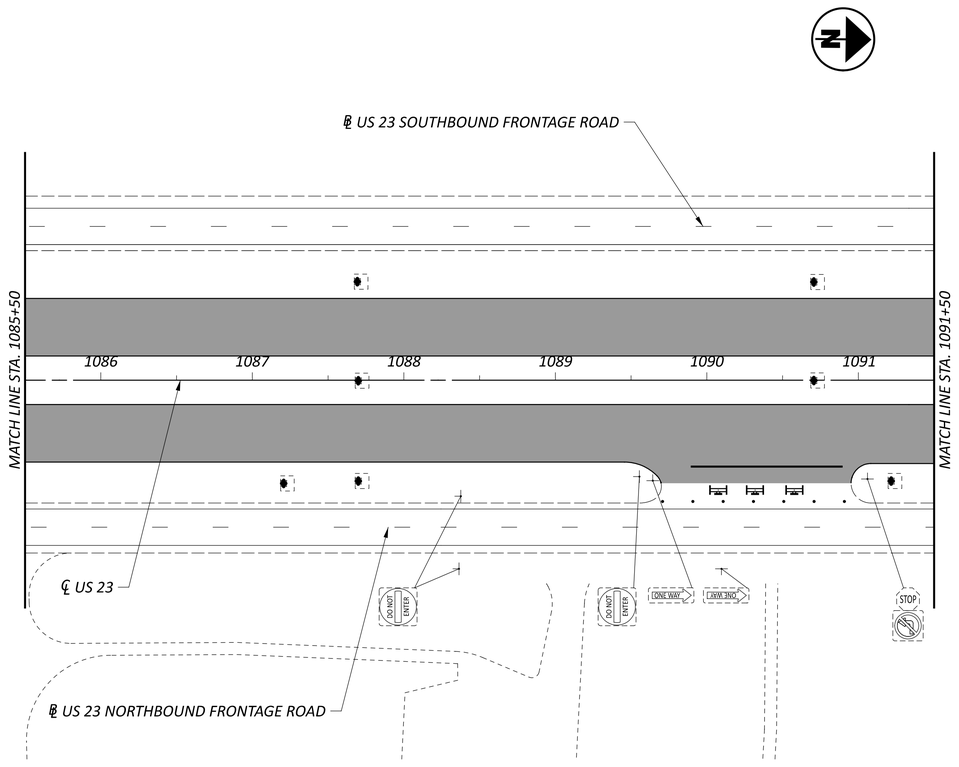
HORIZONTAL SCALE IN FEET
0 25 50 100

MAINTENANCE OF TRAFFIC PLAN - PHASE 1
STA. 1048+00 TO STA. 1073+00

DESIGN AGENCY

DESIGNER KLM
REVIEWER XXX MM-DD-YY
PROJECT ID 110603
SHEET P.33 TOTAL P.79





HORIZONTAL SCALE IN FEET
0 25 50 100

MAINTENANCE OF TRAFFIC PLAN - PHASE 1
STA. 1073+00 TO STA. 1091+50

DESIGN AGENCY

DESIGNER KLM

REVIEWER XXX MM-DD-YY

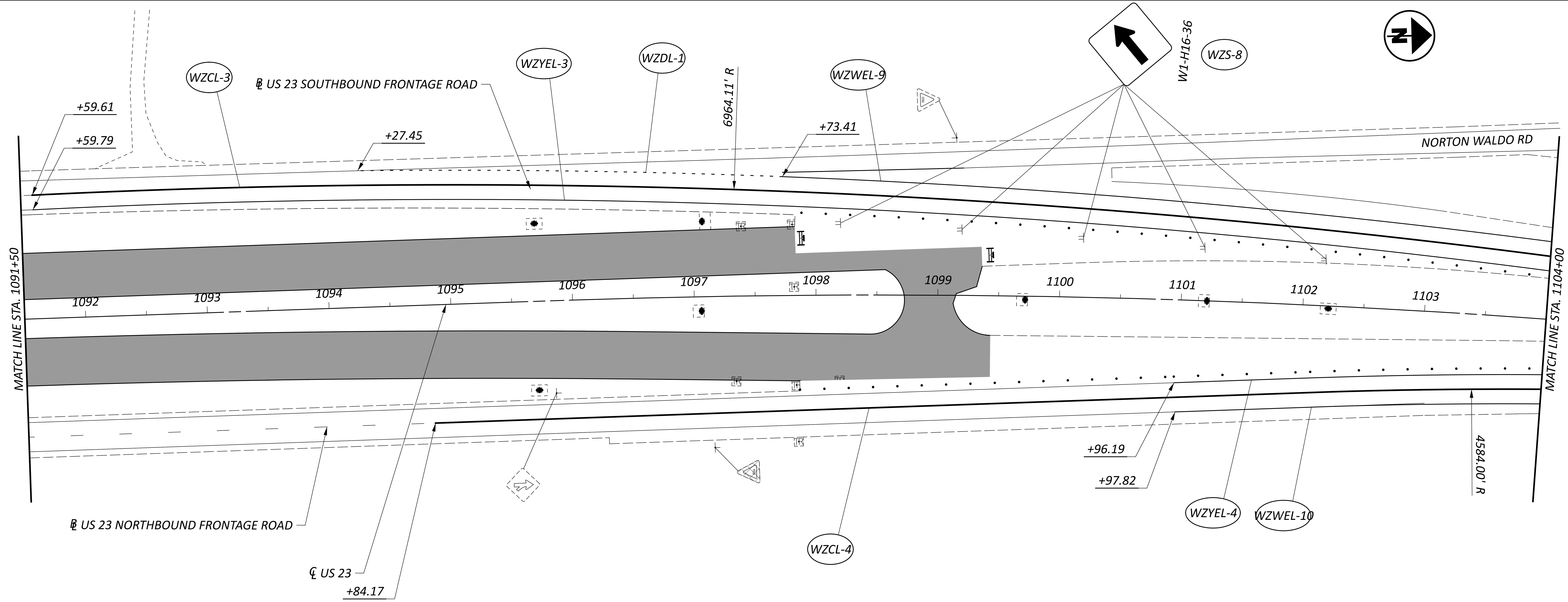
PROJECT ID 110603

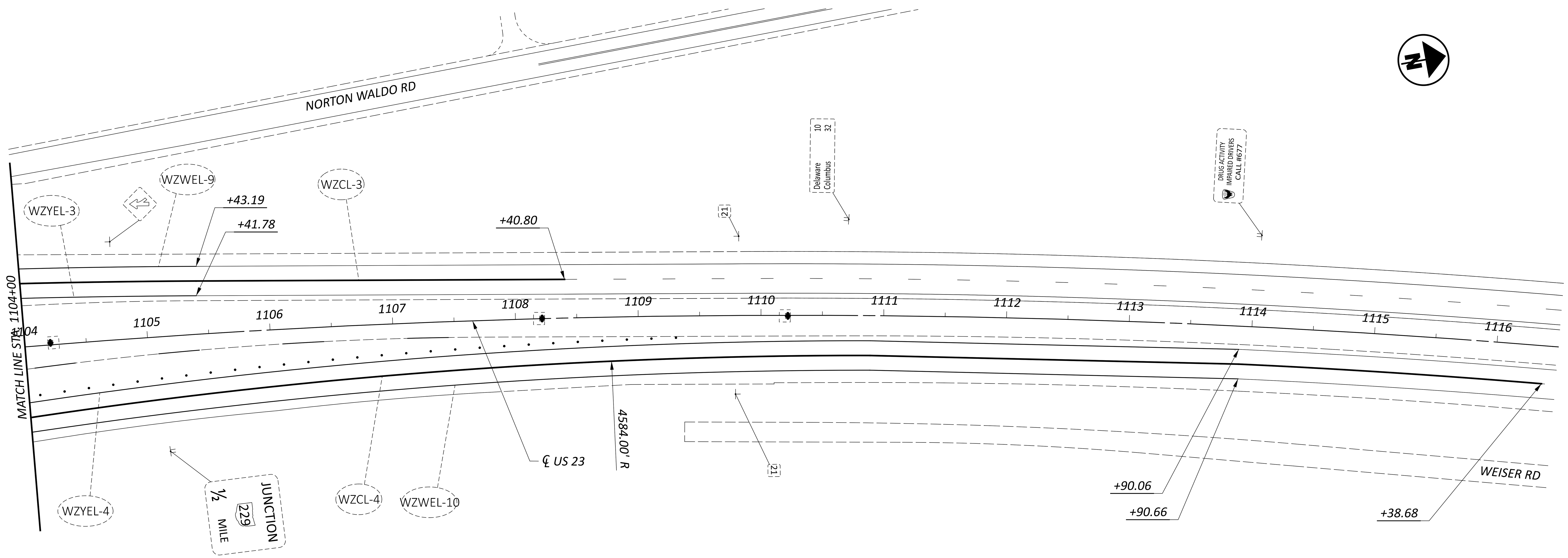
SHEET P.34 TOTAL P.79

DEL-23-17.67

MODEL: 110603_MP007 PAPERSIZE: 34x22 (in.) DATE: 7/18/2024 TIME: 4:03:45 PM USER: kbowman
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 06\Delaware\110603\400-Engineering\MOT\Sheets\110603_MP001.dgn

MAINTENANCE OF TRAFFIC PLAN - PHASE 1
STA. 1091+50 TO STA. 1116+50





HORIZONTAL SCALE IN FEET
0 25 50 100

DESIGN AGENCY

DESIGNER
KLM

REVIEWER
XXX MM-DD-YY

PROJECT ID
110603

SHEET P.35 | TOTAL P.79

DEL-23-17.67

MODEL: 110603_MP008 PAPERSIZE: 34x22 (in.) DATE: 7/18/2024 TIME: 4:03:46 PM USER: kbowman
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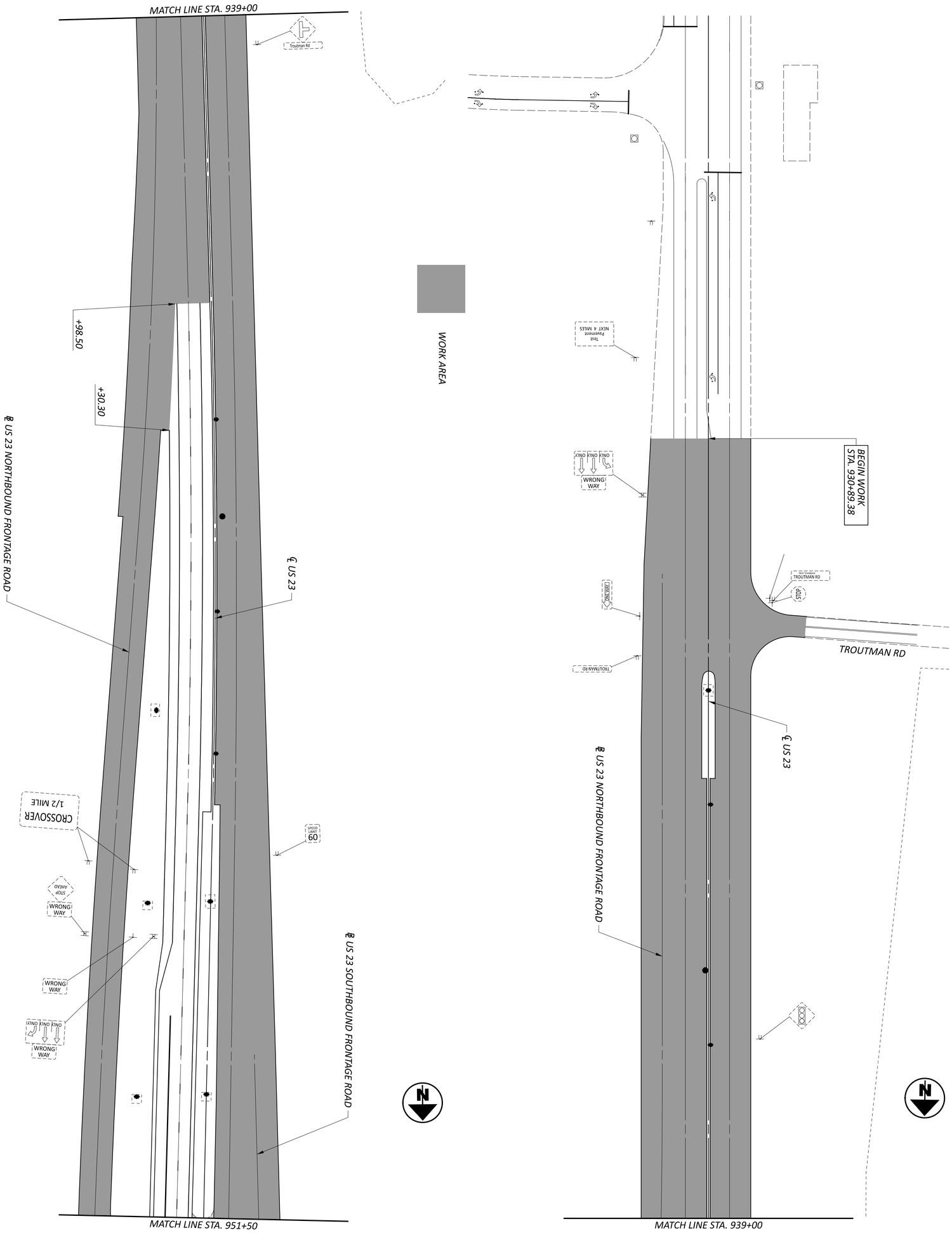
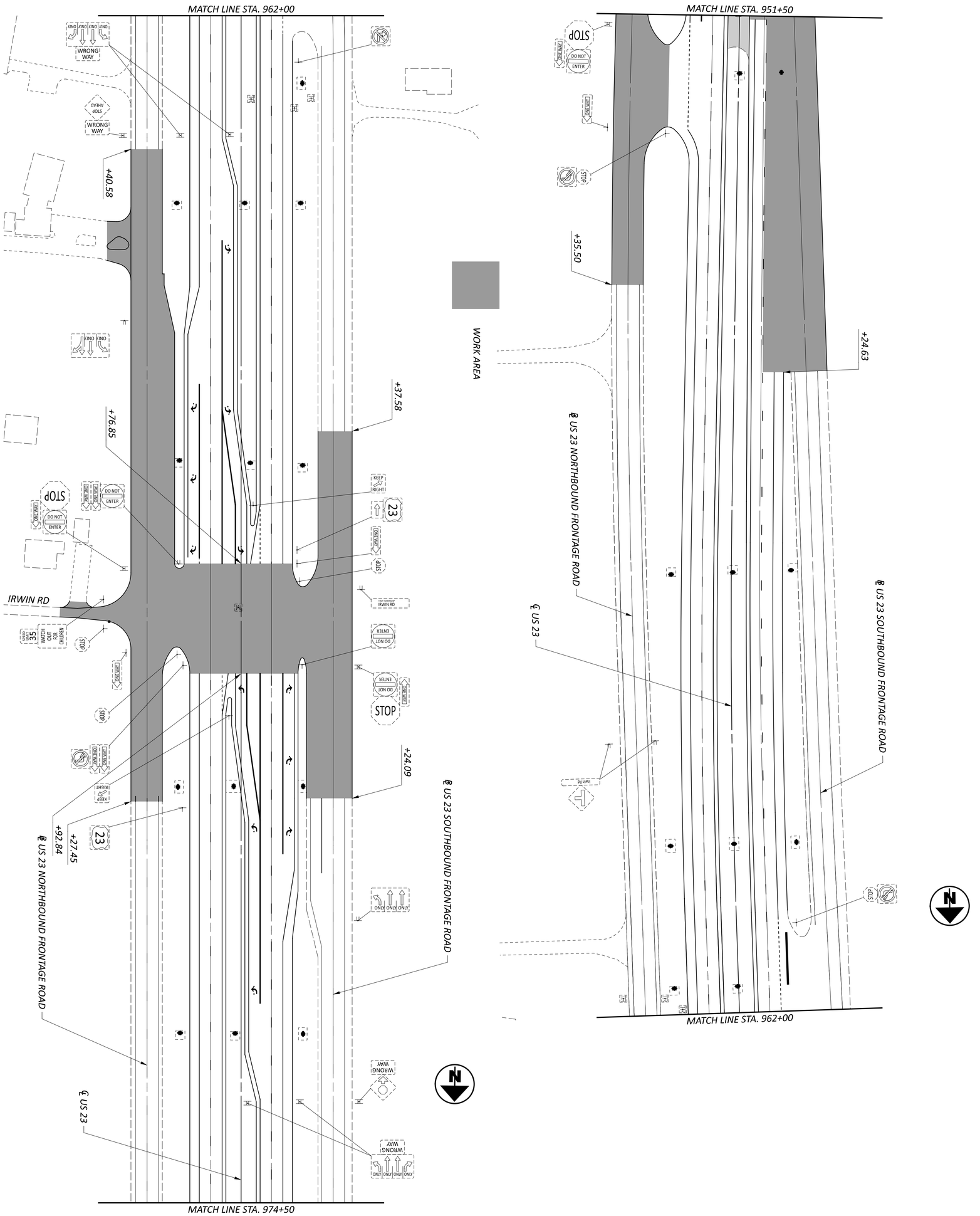


SHEET P.36 / TOTAL P.79	PROJECT ID 110603	REVIEWER XXX MM-DD-YY	DESIGNER KLM	DESIGN AGENCY	MAINTENANCE OF TRAFFIC PLAN - PHASE 2 STA. 926+50 TO STA. 951+50

HORIZONTAL SCALE IN FEET
0 50
25 100

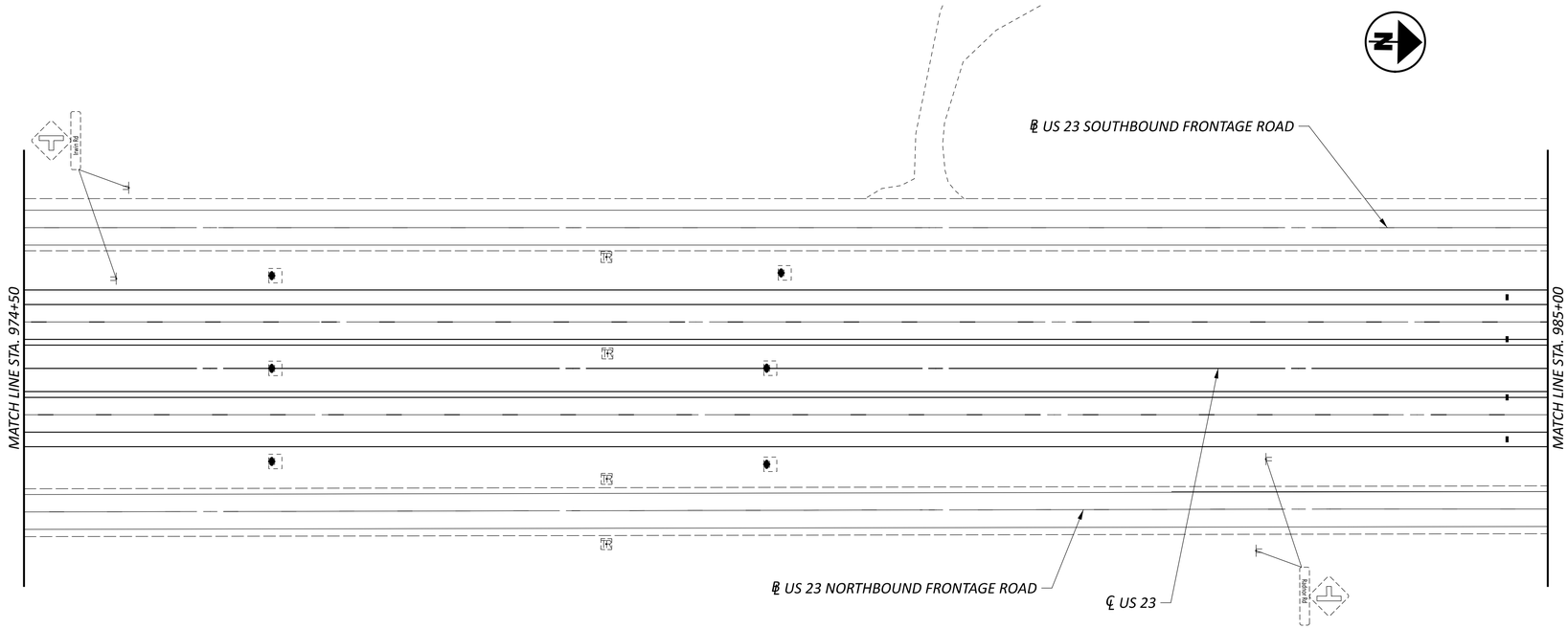
DEL-23-17.67

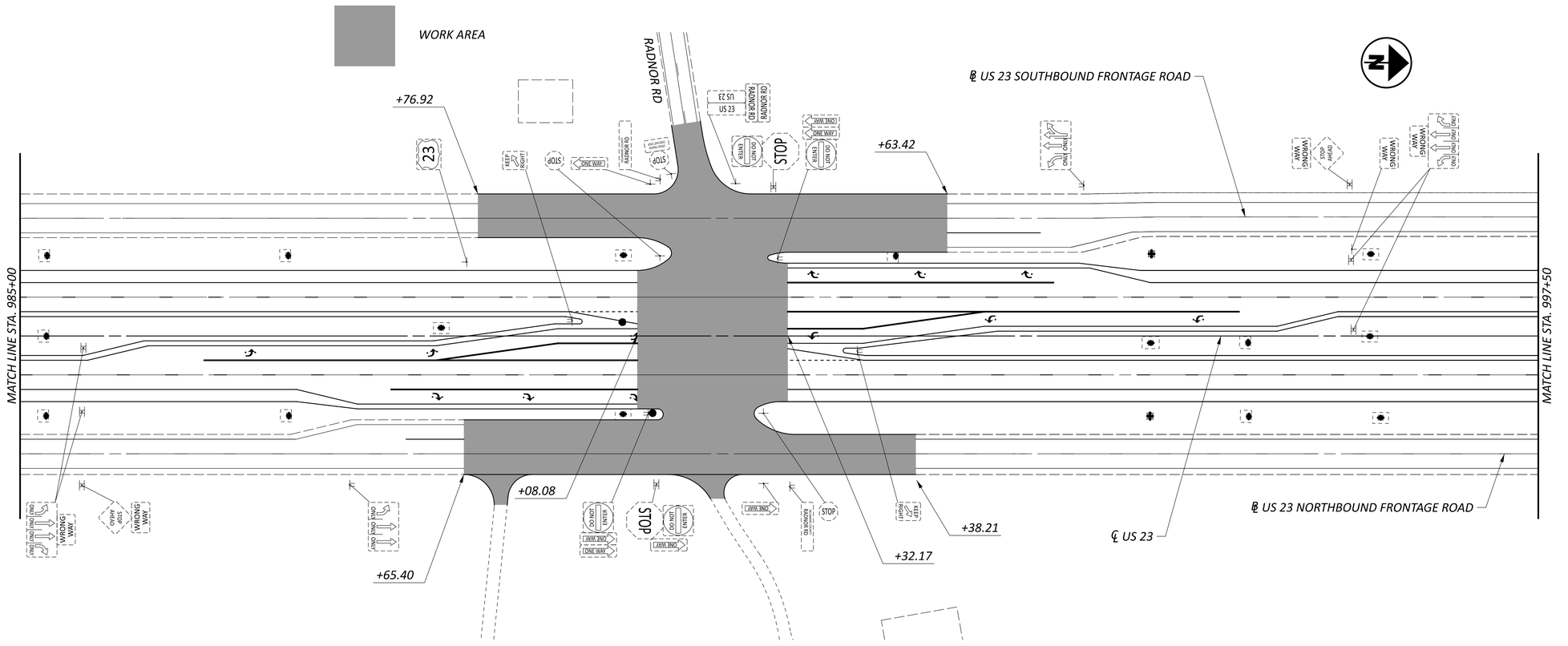
MODEL: 110603_MP102 PAPERSIZE: 34x22 (in.) DATE: 7/18/2024 TIME: 4:03:57 PM USER: kbowman
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 06\Delaware\110603\400-Engineering\MOT\Sheets\110603_MP002.dgn



SHEET P.37 TOTAL P.79	PROJECT ID 110603	REVIEWER XXX MM-DD-YY	DESIGNER KLM	DESIGN AGENCY	MAINTENANCE OF TRAFFIC PLAN - PHASE 2 STA. 951+50 TO STA. 974+50

HORIZONTAL SCALE IN FEET
0 50
25 100





HORIZONTAL SCALE IN FEET
0 25 50 100

MAINTENANCE OF TRAFFIC PLAN - PHASE 2
STA. 974+50 TO STA. 997+50

DESIGN AGENCY

DESIGNER KLM

REVIEWER XXX MM-DD-YY

PROJECT ID 110603

SHEET P.38 TOTAL P.79

DEL-23-17.67

MODEL: 110603_MP103 PAPERSIZE: 34x22 (in.) DATE: 7/18/2024 TIME: 4:03:58 PM USER: kbowman
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 06\Delaware\110603\400-Engineering\MOT\Sheets\110603_MP002.dgn

DEL-23-17.67

MODEL: 110603_MP104 PAPERSIZE: 34x22 (in.) DATE: 7/18/2024 TIME: 4:03:58 PM USER: kbowman
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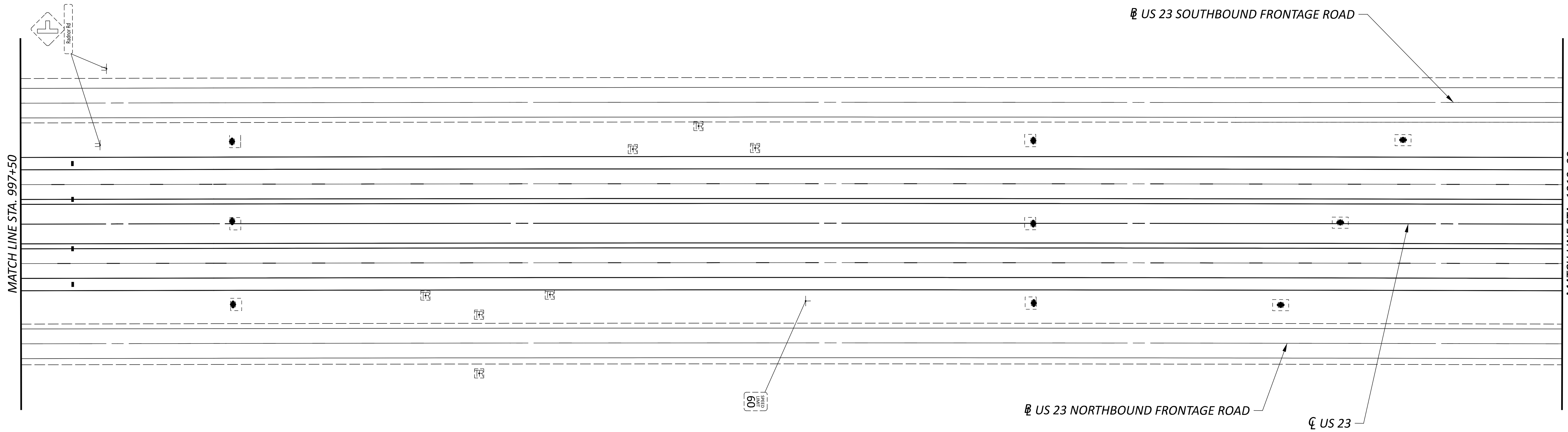
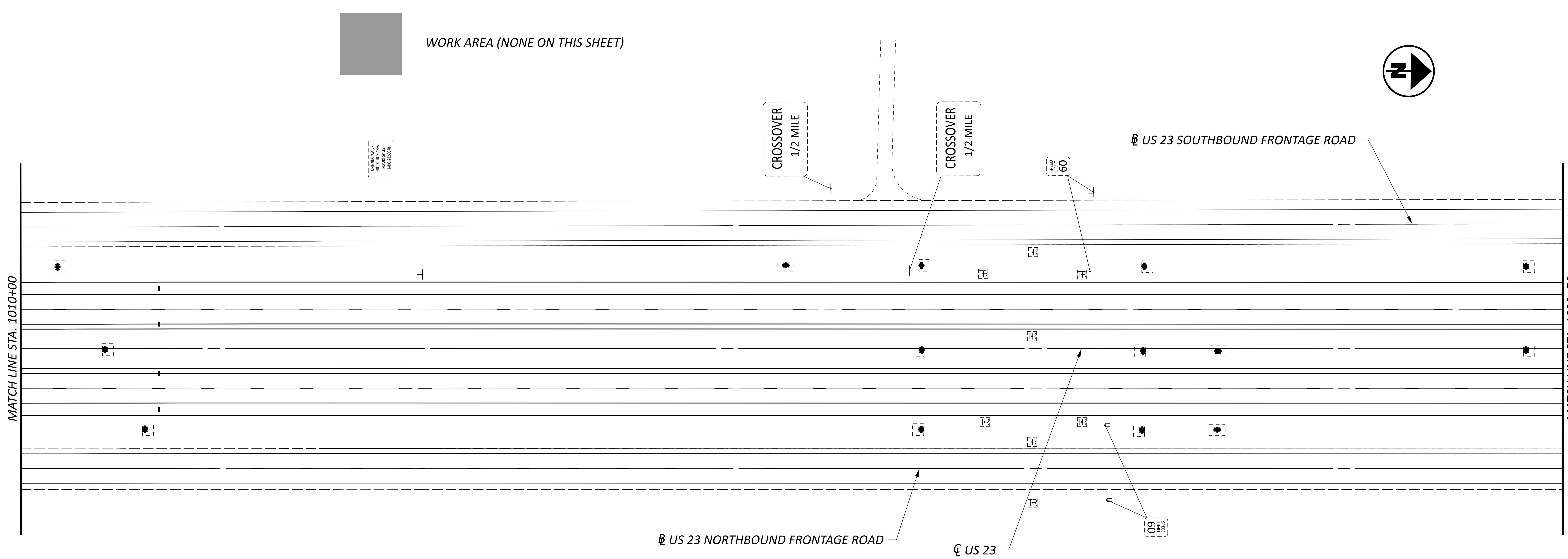




HORIZONTAL SCALE IN FEET

0 25 50 100

MAINTENANCE OF TRAFFIC PLAN - PHASE 2
STA. 997+50 TO STA. 1022+50

DESIGN AGENCY

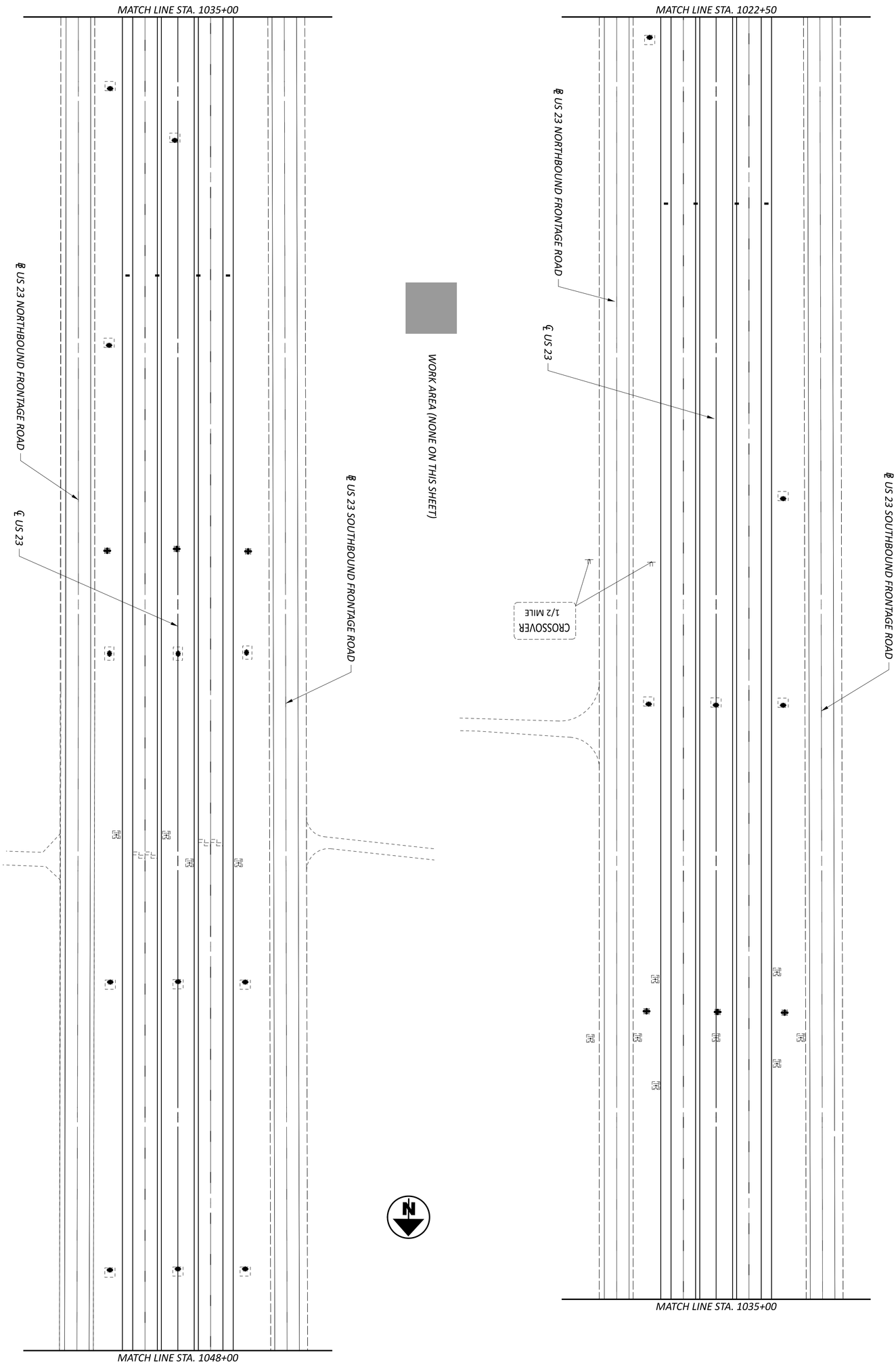
DESIGNER
KLM

REVIEWER
XXX MM-DD-YY

PROJECT ID
110603

SHEET P.39 TOTAL P.79

MODEL: 110603_MP105 PAPERSIZE: 34x22 (in.) DATE: 7/18/2024 TIME: 4:03:59 PM USER: kbowman
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 06\Delaware\110603\400-Engineering\MOT\Sheets\110603_MP002.dgn

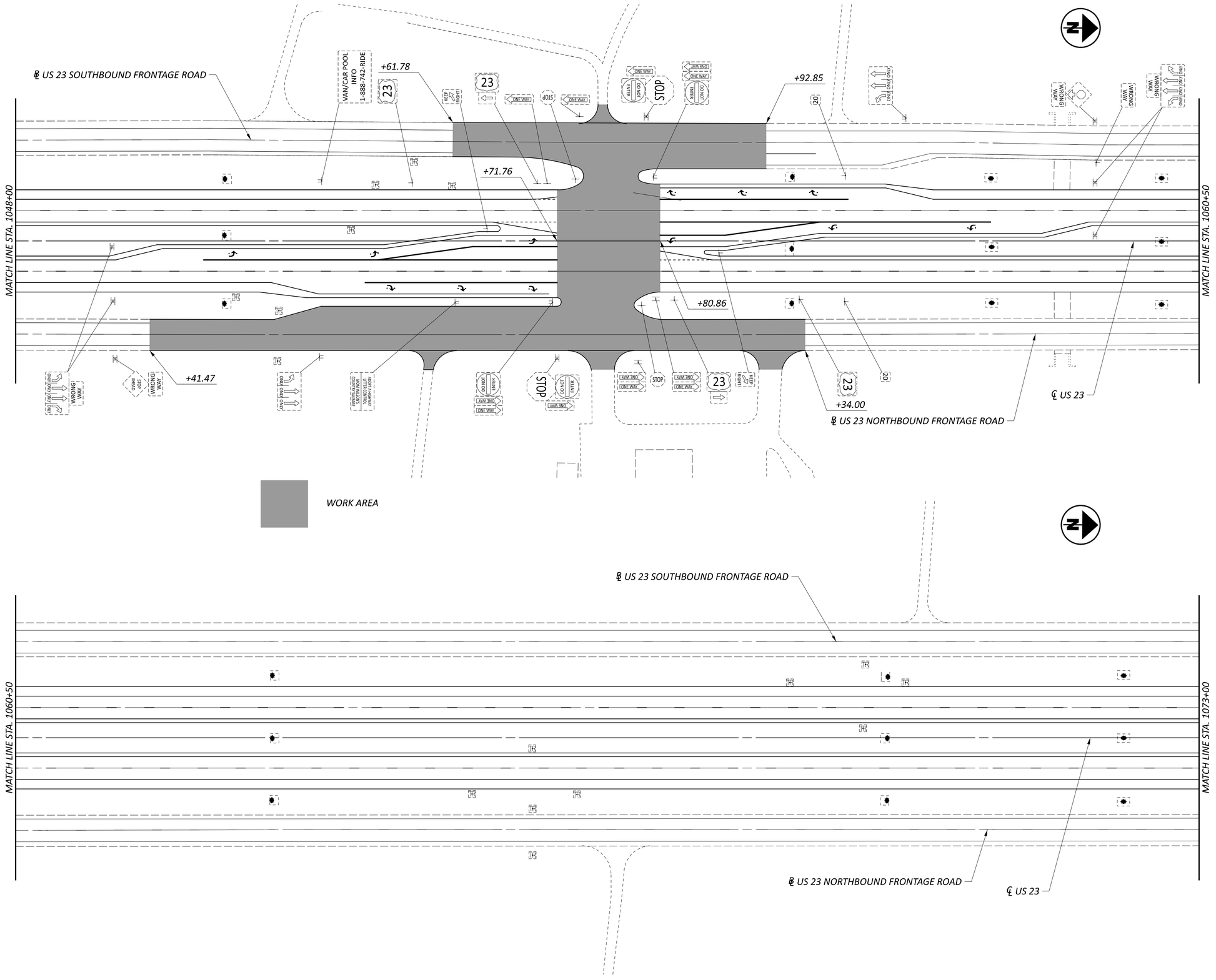


MAINTENANCE OF TRAFFIC PLAN - PHASE 2
STSA. 1022+50 TO STA. 1048+00

HORIZONTAL SCALE IN FEET
0 50
25 100

DESIGNER	REVIEWER	PROJECT ID	SHEET	TOTAL
KLM	XXX MM-DD-YY	110603	P.40	P.79

DESIGN AGENCY



HORIZONTAL SCALE IN FEET
0 25 50 100

MAINTENANCE OF TRAFFIC PLAN - PHASE 2
STA. 1048+00 TO STA. 1073+00

DESIGN AGENCY

DESIGNER KLM

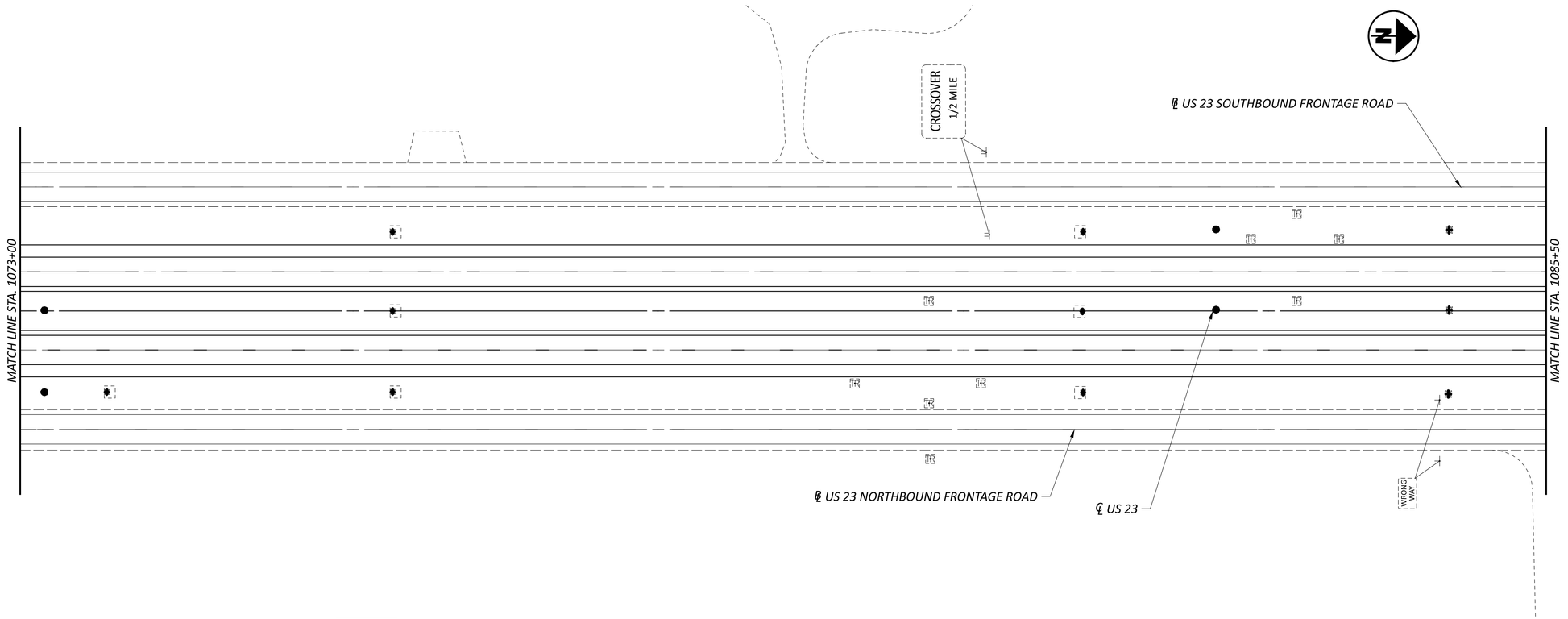
REVIEWER XXX MM-DD-YY

PROJECT ID 110603

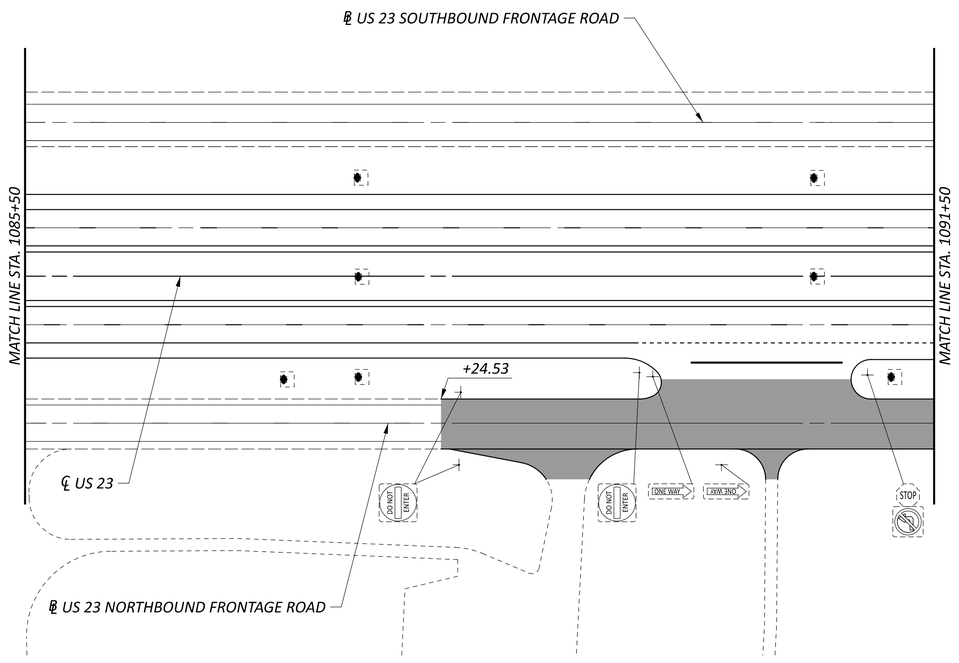
SHEET P.41 | TOTAL P.79

DEL-23-17.67

MODEL: 110603_MP106 PAPERSIZE: 34x22 (in.) DATE: 7/18/2024 TIME: 4:03:59 PM USER: kbowman
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 06\Delaware\110603\400-Engineering\MOT\Sheets\110603_MP002.dgn



WORK AREA



HORIZONTAL SCALE IN FEET
0 25 50 100

MAINTENANCE OF TRAFFIC PLAN - PHASE 2
STA. 1073+00 TO STA. 1091+50

DESIGN AGENCY

DESIGNER KLM

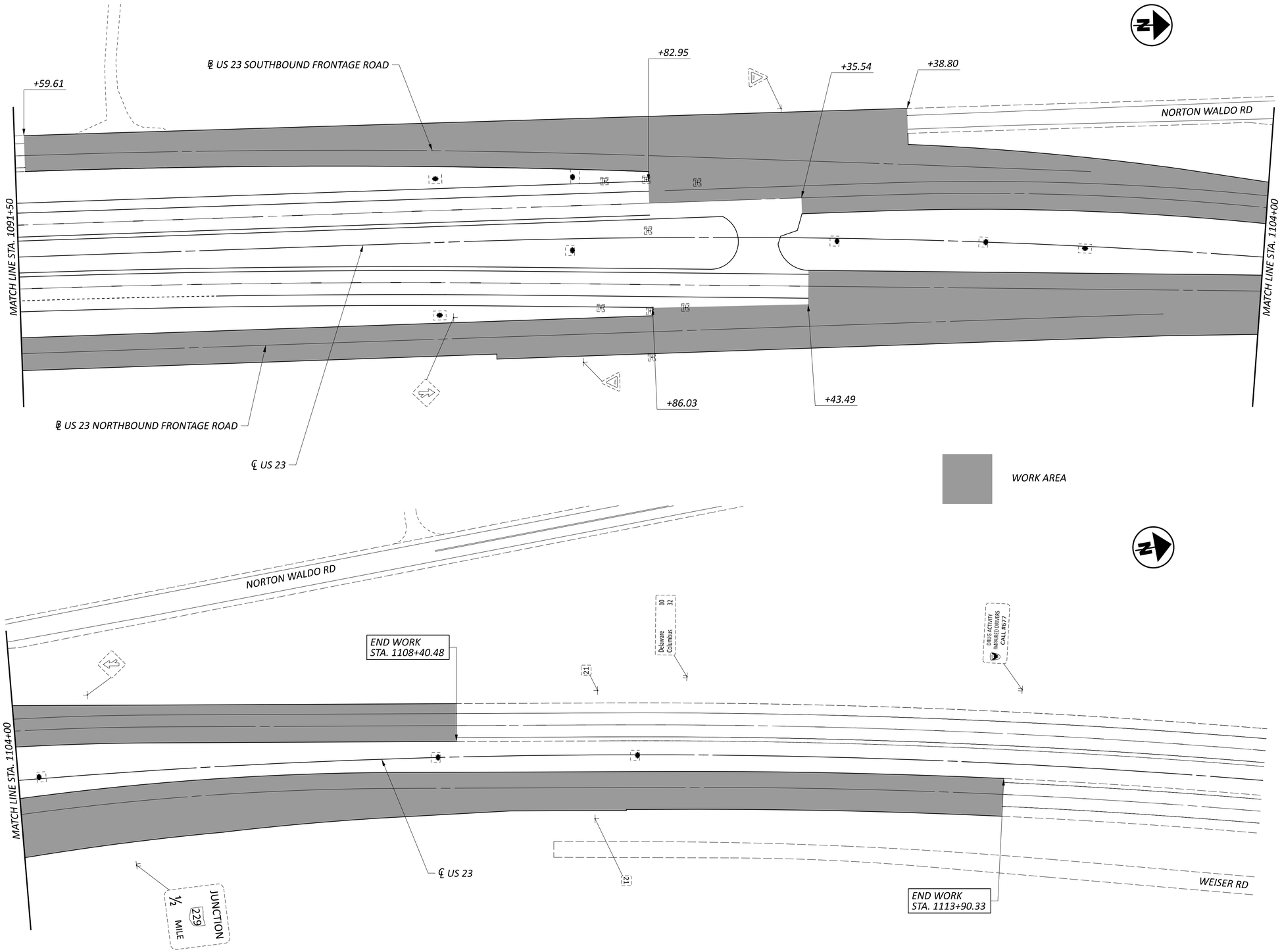
REVIEWER XXX MM-DD-YY

PROJECT ID 110603

SHEET P.42 TOTAL P.79

DEL-23-17.67

MODEL: 110603_MP107 PAPERSIZE: 34x22 (in.) DATE: 7/18/2024 TIME: 4:04:00 PM USER: kbowman
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 06\Delaware\110603\400-Engineering\MOT\Sheets\110603_MP002.dgn



HORIZONTAL SCALE IN FEET
0 25 50 100

MAINTENANCE OF TRAFFIC PLAN - PHASE 2
STA. 1091+50 TO STA. 1116+50

DESIGN AGENCY

DESIGNER
KLM

REVIEWER
XXX MM-DD-YY

PROJECT ID
110603

SHEET P.43 | TOTAL P.79

DEL-23-17.67

MODEL: 110603_MP108 PAPERSIZE: 34x22 (in.) DATE: 7/18/2024 TIME: 4:04:01 PM USER: kbowman
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 06\Delaware\110603\400-Engineering\MOT\Sheets\110603_MP002.dgn

P.22-P.23	P.24-P.26	P.27	P.46	P.47	P.48	P.49	P.50	P.51	P.52	P.68	P.69	P.70	P.71	PARTICIPATION 01/NHS/05		ITEM	EXT	TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
																				ROADWAY	
						817	245	9						1072		203	20000	1072	CY	EMBANKMENT	
						378	450	8						837		209	60200	837	STA	LINEAR GRADING	
									1					1		623	39600	1	EACH	MONUMENT BOX RECONSTRUCTED TO GRADE	
																				EROSION CONTROL	
1978														1978		659	00300	1978	CY	TOPSOIL	
17824														17824		659	10000	17824	SY	SEEDING AND MULCHING	
891														891		659	14000	891	SY	REPAIR SEEDING AND MULCHING	
891														891		659	15000	891	SY	INTER-SEEDING	
2.41														2.41		659	20000	2.41	TON	COMMERCIAL FERTILIZER	
3.68														3.68		659	31000	3.68	ACRE	LIME	
96														96		659	35000	96	MGAL	WATER	
														1000		832	30000	1000	EACH	EROSION CONTROL	
																				DRAINAGE	
									1					1		611	98630	1	EACH	CATCH BASIN ADJUSTED TO GRADE	
									8					8		611	98635	8	EACH	CATCH BASIN RECONSTRUCTED TO GRADE, AS PER PLAN	P.22
									1					1		611	99654	1	EACH	MANHOLE ADJUSTED TO GRADE	
									3					3		611	99660	3	EACH	MANHOLE RECONSTRUCTED TO GRADE	
																				PAVEMENT	
76			1174											1250		251	01001	1250	SY	PARTIAL DEPTH PAVEMENT REPAIR (441), AS PER PLAN, 3.0"	P.22
165				459	626									1250		251	01041	1250	SY	PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE), AS PER PLAN, 4.5"	P.22
23				27										50		255	10010	50	SY	FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS QC1, AS PER PLAN, 8.0"	P.22
129			40	614	967									1750		255	10010	1750	SY	FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS QC1, AS PER PLAN, 11.0"	P.22
						1267	75297							76564		254	01000	76564	SY	PAVEMENT PLANING, ASPHALT CONCRETE, 1.5"	
								74						74		254	01000	74	SY	PAVEMENT PLANING, ASPHALT CONCRETE, VARIABLE DEPTH, AVG. 0.75"	
						7899	8296	584						16779		254	01000	16779	SY	PAVEMENT PLANING, ASPHALT CONCRETE, VARIABLE DEPTH, AVG. 1.875"	
				96	48									144		258	10000	144	EACH	RETROFIT DOWEL BAR	
				318	228									546		258	10010	546	EACH	RETROFIT DEFORMED BARS	
						12674	11054	178						23906		407	10000	23906	GAL	TACK COAT	
						5652	2078	36						7766		442	10100	7766	CY	ASPHALT CONCRETE INTERMEDIATE COURSE, 19 MM, TYPE A (446)	
						3775	4521	10						8306		442	10331	8306	CY	ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (447), PWL 2025, AS PER PLAN, PG70-22M	P.22
								25						25		442	22100	25	CY	ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (449)	
								5						5		442	22400	5	CY	ASPHALT CONCRETE INTERMEDIATE COURSE, 19 MM, TYPE A (449)	
								22						22		617	10100	22	CY	COMPACTED AGGREGATE	
1														1		617	25000	1	MGAL	WATER	
						6.22	6.24							12.46		618	40600	12.46	MILE	RUMBLE STRIPS, SHOULDER (ASPHALT CONCRETE)	
				141										141		SPECIAL	69098000	141	EACH	INSTALLATION OF DEFORMED BARS (LONGITUDINAL CROSS STITCHING)	P.23
																				TRAFFIC SURVEILLANCE	
													22	22		625	31506	22	EACH	PULL BOX REMOVED AND REPLACED	

GENERAL SUMMARY

DESIGN AGENCY

DESIGNER
KLM

REVIEWER
XXX MM-DD-YY

PROJECT ID
110603

SHEET P.44 TOTAL P.79

DEL-23-17.67

P.22-P.23	P.24-P.26	P.27	P.46	P.47	P.48	P.49	P.50	P.51	P.52	P.68	P.69	P.70	P.71	PARTICIPATION 01/NHS/05		ITEM	EXT	TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
																				TRAFFIC CONTROL	
													17	17		620	31200	17	EACH	REMOVAL OF DELINEATOR	
												373		373		621	00100	373	EACH	RPM	
												373		373		621	54000	373	EACH	RAISED PAVEMENT MARKER REMOVED	
													2	2		630	85400	2	EACH	REMOVAL OF GROUND MOUNTED MAJOR SIGN AND DISPOSAL	
	11.15													11.15		642	00104	11.15	MILE	EDGE LINE, 6", TYPE 1	
	4.44													4.44		642	00204	4.44	MILE	LANE LINE, 6", TYPE 1	
	1246													1246		642	00404	1246	FT	CHANNELIZING LINE, 12", TYPE 1	
	2													2		642	01300	2	EACH	LANE ARROW, TYPE 1	
											2.54			2.54		644	00104	2.54	MILE	EDGE LINE, 6"	
											1.21			1.21		644	00204	1.21	MILE	LANE LINE, 6"	
											0.04			0.04		644	00300	0.04	MILE	CENTER LINE	
											1261			1261		644	00404	1261	FT	CHANNELIZING LINE, 12"	
											679			679		644	00500	679	FT	STOP LINE	
										36	2			38		644	01300	38	EACH	LANE ARROW	
										13.66				13.66		807	14010	13.66	MILE	WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, EDGE LINE, 6"	
										6.78				6.78		807	14110	6.78	MILE	WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, LANE LINE, 6"	
										4936				4936		807	14310	4936	FT	WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, CHANNELIZING LINE, 12"	
										1879				1879		807	14410	1879	FT	WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, DOTTED LINE, 6"	
										20.34				20.34		850	10010	20.34	MILE	GROOVING FOR 6" RECESSED PAVEMENT MARKING, (ASPHALT)	
										1879				1879		850	10110	1879	FT	GROOVING FOR 6" RECESSED PAVEMENT MARKING, (ASPHALT)	
										4936				4936		850	10130	4936	FT	GROOVING FOR 12" RECESSED PAVEMENT MARKING, (ASPHALT)	
																				MAINTENANCE OF TRAFFIC	
	100													100		614	11110	100	HOUR	LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE	
		18												18		614	12460	18	EACH	WORK ZONE MARKING SIGN	
	8													8		614	18601	8	SNMT	PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN	P.26
		0.06												0.06		614	21100	0.06	MILE	WORK ZONE CENTER LINE, CLASS I, 642 PAINT	
		1.74												1.74		614	22110	1.74	MILE	WORK ZONE EDGE LINE, CLASS I, 6", 642 PAINT	
		7768												7768		614	23210	7768	FT	WORK ZONE CHANNELIZING LINE, CLASS I, 12", 642 PAINT	
		346												346		614	24202	346	FT	WORK ZONE DOTTED LINE, CLASS I, 6", 642 PAINT	
		72												72		614	26200	72	FT	WORK ZONE STOP LINE, CLASS I, 642 PAINT	
		11												11		614	30200	11	EACH	WORK ZONE ARROW, CLASS I, 642 PAINT	
																				INCIDENTALS	
														LS		614	11000	LS		MAINTAINING TRAFFIC	
														LS		623	10001	LS		CONSTRUCTION LAYOUT STAKES AND SURVEYING, AS PER PLAN	P.23
														LS		624	10000	LS		MOBILIZATION	

GENERAL SUMMARY

DESIGN AGENCY

DESIGNER KLM

REVIEWER XXX MM-DD-YY

PROJECT ID 110603

SHEET P.45 TOTAL P.79

DEL-23-17.67

MODEL: 110603_GG002 PAPERSIZE: 34x22 (in.) DATE: 7/18/2024 TIME: 4:04:11 PM USER: kbowman
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 06\Delaware\110603\400-Engineering\Roadway\Sheets\110603_GG001.dgn
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 06\Delaware\110603\400-Engineering\Roadway\Sheets\110603_GG002.dgn

LOCATION						DESIGN				LANES							QUANTITIES							REMARKS
COUNTY	ROUTE	PRIORITY	BEGIN SLM	END SLM	DIRECTION	DEPTH / TYPE	AVG. LENGTH	AVG. WIDTH	AREA	INSIDE SHOULDER	LEFT TURN LANE	GORE	1	2	RIGHT TURN LANE	OUTSIDE SHOULDER	251 PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE), AS PER PLAN, 3.0"	251 PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE), AS PER PLAN, 4.5"	255 FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS QC1, AS PER PLAN, 8.0"	255 FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS QC1, AS PER PLAN, 11.0"	258 RETROFIT DOWEL BAR	258 RETROFIT DEFORMED BARS	690 INSTALLATION OF DEFORMED BARS (LONGITUDINAL CROSS STITCHING)	
						IN	FT	FT	SY								SY	SY	SY	SY	EACH	EACH	EACH	
US 23 NORTHBOUND FRONTAGE ROAD																								
DEL	23	1	17.934	17.935	NB	4.5	5	12	7				X	X			13.4							PREVIOUS REPAIR
DEL	23	1	18.047	18.049	NB	4.5	10	12	13				X	X			26.6							PREVIOUS REPAIR
DEL	23	1	18.093	18.156	NB	4.5	333	5	185				X				184.8							CENTERED ON LANE LINE
DEL	23	1	18.341	18.342	NB	4.5	5	5	3				X				2.8							POTHOLE AT INTERSECTION WITH IRWIN RD
DEL	23	1	18.456	18.458	NB	4.5	10	12	13				X	X			26.6							PREVIOUS REPAIR
DEL	23	1	18.639	18.640	NB	4.5	5	24	13				X	X			26.6							HUMP IN BOTH LANES
DEL	23	1	18.833	18.834	NB	4.5	5	24	13				X	X			26.6							HUMP IN BOTH LANES
DEL	23	1	19.222	19.224	NB	4.5	10	24	27				X	X			53.4							HUMP IN BOTH LANES
DEL	23	1	19.618	19.620	NB	4.5	10	24	27				X	X			53.4							HUMP IN BOTH LANES
DEL	23	1	19.667	19.669	NB	4.5	10	24	27				X	X			53.4							HUMP IN BOTH LANES
DEL	23	1	19.802	19.804	NB	4.5	10	24	27				X	X			53.4							HUMP IN BOTH LANES
DEL	23	1	20.113	20.160	NB	4.5	248	5	138				X				137.9							CENTERED ON LANE LINE, MASTIC, POTHOLES
DEL	23	1	20.166	20.167	NB	4.5	5	24	13				X	X			26.6							HUMP IN BOTH LANES
DEL	23	1	20.167	20.176	NB	4.5	48	5	26				X				26.4							CENTERED ON LANE LINE, MASTIC, POTHOLES
DEL	23	1	20.296	20.303	NB	4.5	37	5	21				X				20.5							CENTERED ON LANE LINE, MASTIC, POTHOLES
DEL	23	1	20.327	20.328	NB	4.5	5	5	3				X				2.8							POTHOLE
DEL	23	1	20.456	20.457	NB	4.5	5	24	13				X	X			26.6							DIP IN PAVEMENT
DEL	23	1	20.561	20.562	NB	4.5	5	5	3				X				2.8							POTHOLE ON LANE LINE, OLD RPM
DEL	23	1	20.592	20.593	NB	4.5	5	24	13				X	X			26.6							HUMP IN BOTH LANES
DEL	23	1	20.626	20.627	NB	4.5	5	24	13				X	X			26.6							HUMP IN BOTH LANES
DEL	23	1	20.829	20.835	NB	11.0	30	12	40					X						40.0				CONCRETE PANEL REPAIRS
US 23 SOUTHBOUND FRONTAGE ROAD																								
DEL	23	1	20.767	20.748	SB	4.5	100	12	134				X				133.8							POTHOLE IN PAVEMENT
DEL	23	1	20.666	20.664	SB	4.5	10	5	6				X				5.6							POTHOLES ON WHITE EDGE LINE
DEL	23	1	20.519	20.518	SB	4.5	5	5	3					X			2.8							POTHOLE IN DRIVER WHEEL PATH
DEL	23	1	20.519	20.518	SB	4.5	5	5	3				X				2.8							POTHOLE ON LANE LINE
DEL	23	1	20.480	20.478	SB	4.5	10	5	6				X				5.6							POTHOLE IN DRIVER WHEEL PATH
DEL	23	1	20.324	20.323	SB	4.5	5	5	3				X				2.8							POTHOLE IN DRIVER WHEEL PATH
DEL	23	1	20.246	20.230	SB	4.5	84	5	47				X				46.9							CENTER OF THE LANE
DEL	23	1	20.120	20.118	SB	4.5	10	5	6				X				5.6							POTHOLE IN CENTER OF LANE
DEL	23	1	19.659	19.658	SB	4.5	5	5	3				X				2.8							POTHOLE IN CENTER OF LANE
DEL	23	2	19.523	19.522	SB	4.5	5	5	3				X				2.8							POTHOLE IN CENTER OF LANE
DEL	23	2	19.437	19.436	SB	4.5	5	5	3				X				2.8							POTHOLE IN CENTER OF LANE
DEL	23	1	19.380	19.378	SB	4.5	10	5	6				X				5.6							POTHOLE IN CENTER OF LANE
DEL	23	1	19.325	19.301	SB	4.5	127	5	70				X				70.4							POTHOLE IN CENTER OF LANE
DEL	23	1	18.497	18.496	SB	4.5	5	5	3					X			2.8							POTHOLE IN PASSENGER WHEEL PATH
DEL	23	1	18.240	18.222	SB	4.5	95	6	63				X				63.4							ALONG WHITE EDGE LINE
TOTALS CARRIED TO GENERAL SUMMARY																	1174			40				

PAVEMENT REPAIR SUBSUMMARY - US 23 FRONTAGE ROADS

DESIGN AGENCY

DESIGNER
KLM

REVIEWER
XXX MM-DD-YY

PROJECT ID
110603

SHEET P.46 | TOTAL P.79

DEL-23-17.67

MODEL: 110603_GS001 PAPERSIZE: 34x22 (in.) DATE: 7/18/2024 TIME: 4:04:20 PM USER: kbowman
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 06\Delaware\110603\400-Engineering\Roadway\Sheets\110603_GS001.dgn

LOCATION						DESIGN				LANES							QUANTITIES							REMARKS
COUNTY	ROUTE	PRIORITY	BEGIN SLM	END SLM	DIRECTION	DEPTH / TYPE	AVG. LENGTH	AVG. WIDTH	AREA	INSIDE SHOULDER	LEFT TURN LANE	GORE	1	2	RIGHT TURN LANE	OUTSIDE SHOULDER	251 PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE), AS PER PLAN, 3.0"	251 PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE), AS PER PLAN, 4.5"	255 FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS QC1, AS PER PLAN, 8.0"	255 FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS QC1, AS PER PLAN, 11.0"	258 RETROFIT DOWEL BAR	258 RETROFIT DEFORMED BARS	690 INSTALLATION OF DEFORMED BARS (LONGITUDINAL CROSS STITCHING)	
						IN	FT	FT	SY								SY	SY	SY	SY	EACH	EACH	EACH	
US 23 NORTHBOUND																								
DEL	23	1	17.65	17.66	NB	11.0	42	12	56				X			X				112.6				CONCRETE REPAIR
DEL	23	1	17.73	17.81	NB	11.0	412	5	229							X				228.8				BETWEEN ASPHALT AND CONCRETE ALONG FRONTAGE ROAD
DEL	23	1	17.77	17.78	NB	11.0	6	12	8					X						8.0				JOINT REPAIR
DEL	23	1	17.82	17.82	NB	11.0	6	12	8				X	X						16.0				JOINT REPAIR IN BOTH LANES
DEL	23	2	17.88	17.88	NB	11.0	20	12	27							X				26.7				SHOULDER REPAIR
DEL	23	1	17.87	17.88	NB	DBR-L	30	12	40					X									15	TWO PANELS LOGITUDINAL JOINT CRACKING
DEL	23	1	17.89	17.89	NB	11.0	6	12	8				X							8.0				EXPOSED REPAIR, JOINT REPAIR
DEL	23	1	18.48	18.48	NB	11.0	15	12	20				X	X						40.0				TONS OF MASTIC, SLAB SETTLING
DEL	23	1	18.49	18.49	NB	11.0	15	12	20				X							20.0				PREVIOUS DBR, SPALLING, NEEDS REPLACED
DEL	23	1	18.51	18.51	NB	DBR-D	15	12	20					X						20.0		6		MID-PANEL CRACK
DEL	23	1	18.53	18.53	NB	11.0	8	12	11					X						10.7				JOINT REPAIR
DEL	23	1	18.63	18.63	NB	8.0	6	12	8				X						8.0					JOINT REPAIR
DEL	23	1	18.62	18.63	NB	DBR-L	45	12	60				X										18	LONGITUDINAL CRACKING
DEL	23	1	18.69	18.70	NB	DBR-D	30	12	40				X									12		MID-PANEL CRACK
DEL	23	2	18.79	18.79	NB	DBR-D	30	12	40		X	X										24		IN TURN LANES MID-PANEL CRACKS
DEL	23	1	18.75	18.75	NB	DBR-D	45	12	60				X									18		MID-PANEL CRACK
DEL	23	1	18.80	18.80	NB	DBR-D	15	12	20				X	X								12		MID-PANEL CRACK
DEL	23	1	18.93	18.95	NB	DBR-L	75	12	100				X										30	LONGITUDINAL CRACKING
DEL	23	1	18.96	18.98	NB	DBR-L	60	12	80				X										24	LONGITUDINAL CRACKING
DEL	23	1	18.98	18.98	NB	8.0	6	12	8					X					8.0					JOINT REPAIR
DEL	23	2	18.99	18.99	NB	8.0	5	5	3							X			2.8					POTHOLE ON SHOULDER
DEL	23	1	19.01	19.05	NB	DBR-D	225	12	300					X								90		15 PANELS IN LANE 2
DEL	23	1	19.01	19.01	NB	DBR-D	30	12	40				X									12		TWO PANELS IN LANE 1
DEL	23	1	19.11	19.11	NB	DBR-L	15	12	20					X									6	LONGITUDINAL CRACKING
DEL	23	1	19.13	19.14	NB	DBR-L	30	12	40					X									12	LONGITUDINAL CRACKING
DEL	23	1	19.20	19.20	NB	8.0	6	12	8				X						8.0					JOINT REPAIR, TWO PANELS IN LANE 2
DEL	23	2	19.23	19.23	NB	4.5	12	10	13							X		13.3						ASPHALT REPAIR ON SHOULDER
DEL	23	1	19.27	19.29	NB	DBR-L	90	12	120				X										36	LONGITUDINAL CRACKING
DEL	23	1	19.58	19.58	NB	DBR-D	15	12	20				X									6		MID-PANEL CRACK
DEL	23	1	19.59	19.59	NB	DBR-S	15	12	20				X	X							12			MID-PANEL CRACK
DEL	23	1	19.64	19.64	NB	DBR-S	15	12	20				X	X							12			MID-PANEL CRACK
DEL	23	1	19.65	19.65	NB	DBR-S	15	12	20				X	X							12			MID-PANEL CRACK
DEL	23	1	19.69	19.69	NB	DBR-S	15	12	20				X	X							12			MID-PANEL CRACK
DEL	23	2	19.73	19.73	NB	4.5	15	12	20							X		20.0						ASPHALT REPAIR ON SHOULDER
DEL	23	1	19.85	19.85	NB	DBR-D	15	12	20				X									6		MID-PANEL CRACK
DEL	23	1	19.86	19.87	NB	DBR-D	15	12	20				X									6		MID-PANEL CRACK
DEL	23	1	19.97	19.97	NB	11.0	6	12	8				X	X						16.0				JOINT REPAIR
DEL	23	1	19.94	19.94	NB	DBR-D	15	12	20				X									6		MID-PANEL CRACK
DEL	23	1	19.95	19.95	NB	DBR-D	15	12	20					X								6		MID-PANEL CRACK
DEL	23	1	19.94	19.94	NB	DBR-D	15	24	40		X		X									24		MID-PANEL CRACK AND TURN LANE
DEL	23	2	19.98	19.98	NB	DBR-D	15	12	20							X						6		MID-PANEL CRACK IN CROSSOVER FOR SIDE ROAD
DEL	23	2	19.97	19.97	NB	DBR-D	15	48	80	X												24		MIDDLE OF CROSSOVER
DEL	23	1	19.99	20.00	NB	DBR-S	15	12	20				X	X							12			MID-PANEL CRACK
DEL	23	1	20.00	20.01	NB	DBR-S	15	12	20				X	X							12			MID-PANEL CRACK
DEL	23	1	20.06	20.06	NB	11.0	6	12	8					X						8.0				JOINT REPAIR
DEL	23	1	20.08	20.08	NB	11.0	6	12	8				X							8.0				JOINT REPAIR ON PREVIOUS REPAIR
DEL	23	1	20.08	20.08	NB	DBR-S	15	12	20				X	X							12			MID-PANEL CRACK
DEL	23	1	20.15	20.16	NB	DBR-D	15	12	20				X									6		MID-PANEL CRACK
DEL	23	1	20.20	20.21	NB	DBR-D	30	12	40				X									12		MID-PANEL CRACK, DO NOT REPLACE SENSORS
DEL	23	1	20.23	20.23	NB	11.0	8	12	11				X							10.7				PREVIOUS REPAIR CRACKING
DEL	23	1	20.25	20.25	NB	DBR-D	15	12	20					X								6		MID-PANEL CRACK
DEL	23	1	20.26	20.26	NB	DBR-D	15	12	20					X								6		MID-PANEL CRACK
DEL	23	1	20.27	20.27	NB	DBR-S	15	12	20				X	X							12			MID-PANEL CRACK
DEL	23	1	20.27	20.27	NB	DBR-D	15	12	20					X								6		MID-PANEL CRACK
DEL	23	1	20.28	20.28	NB	11.0	30	12	40				X	X						80.0				LONGITUDINAL CRACKING AND MID-PANEL CRACK
DEL	23	1	20.32	20.32	NB	DBR-D	15	12	20					X								6		MID-PANEL CRACK
DEL	23	1	20.32	20.32	NB	DBR-D	15	12	20					X								6		MID-PANEL CRACK
DEL	23	1	20.33	20.47	NB	4.5	766	5	425							X		425.3						LONGITUDINAL JOINT ON SHOULDER
DEL	23	1	20.34	20.34	NB	DBR-D	15	12	20				X									6		MID-PANEL CRACK
DEL	23	1	20.35	20.35	NB	DBR-D	15	12	20				X									6		MID-PANEL CRACK
TOTALS CARRIED TO GENERAL SUMMARY																		459	27	614	96	318	141	

PAVEMENT REPAIR SUBSUMMARY - US 23 MAINLINE NORTHBOUND

DESIGN AGENCY

DESIGNER KLM

REVIEWER XXX MM-DD-YY

PROJECT ID 110603

SHEET P.47 TOTAL P.79

DEL-23-17.67

LOCATION						DESIGN				LANES							QUANTITIES							REMARKS
COUNTY	ROUTE	PRIORITY	BEGIN SLM	END SLM	DIRECTION	DEPTH / TYPE	AVG. LENGTH	AVG. WIDTH	AREA	INSIDE SHOULDER	LEFT TURN LANE	GORE	1	2	RIGHT TURN LANE	OUTSIDE SHOULDER	251 PARTIAL DEPTH PAVEMENT REPAIR (441), AS PER PLAN, 3.0"	251 PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE), AS PER PLAN, 4.5"	255 FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS QC1, AS PER PLAN, 8.0"	255 FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS QC1, AS PER PLAN, 11.0"	258 RETROFIT DOWEL BAR	258 RETROFIT DEFORMED BARS	690 INSTALLATION OF DEFORMED BARS (LONGITUDINAL CROSS STITCHING)	
						IN	FT	FT	SY								SY	SY	SY	SY	EACH	EACH	EACH	
US 23 NORTHBOUND																								
DEL	23	1	20.35	20.35	NB	DBR-D	15	12	20				X									6		MID-PANEL CRACK
DEL	23	1	20.36	20.36	NB	11.0	15	12	20				X							20.0				PANEL IS FAULTED
DEL	23	1	20.36	20.36	NB	DBR-D	30	12	40					X								12		MID-PANEL CRACK
DEL	23	1	20.37	20.39	NB	11.0	120	12	160				X	X						320.0				LOTS OF CRACKS AND PREVIOUS REPAIR
DEL	23	1	20.41	20.42	NB	11.0	45	12	60				X	X						120.0				FAULTED PANELS
DEL	23	1	20.45	20.45	NB	DBR-D	15	12	20					X								6		MID-PANEL CRACK
DEL	23	1	20.46	20.46	NB	11.0	15	12	20				X	X						40.0				PREVIOUS DBR, MID-PANEL CRACK, AND LONGITUDINAL CRACKING
DEL	23	1	20.48	20.48	NB	DBR-D	15	12	20				X									6		MID-PANEL CRACK
DEL	23	1	20.58	20.59	NB	DBR-D	15	12	20				X									6		MID-PANEL CRACK
DEL	23	1	20.61	20.61	NB	DBR-S	15	12	20				X	X							12			MID-PANEL CRACK
DEL	23	1	20.63	20.65	NB	DBR-D	60	12	80				X									24		MID-PANEL CRACK
DEL	23	1	20.63	20.64	NB	DBR-D	30	12	40					X								12		MID-PANEL CRACK
DEL	23	1	20.64	20.64	NB	DBR-D	15	12	20				X									6		MID-PANEL CRACK
DEL	23	1	20.66	20.67	NB	DBR-S	15	12	20				X	X							12			MID-PANEL CRACK
DEL	23	1	20.76	20.76	NB	DBR-D	15	12	20				X									6		MID-PANEL CRACK
DEL	23	1	20.78	20.78	NB	DBR-D	15	12	20					X								6		MID-PANEL CRACK
DEL	23	1	20.79	20.79	NB	11.0	30	12	40				X							40.0				MULTIPLE REPAIRS, LOTS OF SPALLING
DEL	23	1	20.81	20.81	NB	DBR-D	15	12	20					X								6		MID-PANEL CRACK
DEL	23	1	20.81	20.82	NB	DBR-S	15	12	20				X	X							12			MID-PANEL CRACK
DEL	23	1	20.82	20.82	NB	DBR-D	15	12	20				X									6		MID-PANEL CRACK
DEL	23	1	20.83	20.83	NB	DBR-D	15	12	20					X								6		MID-PANEL CRACK
DEL	23	1	20.83	20.83	NB	DBR-D	15	12	20				X									6		MID-PANEL CRACK
DEL	23	1	20.84	20.84	NB	DBR-S	15	12	20				X	X							12			MID-PANEL CRACK
DEL	23	1	20.85	20.86	NB	DBR-D	15	12	20				X									6		SLAB IS FAULTED
DEL	23	1	20.86	20.86	NB	DBR-D	45	12	60					X								18		MID-PANEL CRACK
DEL	23	1	20.87	20.87	NB	DBR-D	15	12	20					X								6		MID-PANEL CRACK
DEL	23	1	20.87	20.89	NB	11.0	132	12	176				X							176.0				ASPHALT OVERLAY, RUTTED
DEL	23	1	20.89	20.89	NB	11.0	15	12	20					X						20.0				MID-PANEL CRACK
DEL	23	1	20.91	20.91	NB	11.0	15	12	20				X	X						40.0				FAULTED, ASPHALT IN LANE 1 FAILING
DEL	23	1	20.92	20.92	NB	11.0	15	12	20				X							20.0				FAULTED, ASPHALT IN LANE 1 FAILING
DEL	23	1	20.92	20.93	NB	11.0	30	12	40				X							40.0				FAULTED, ASPHALT IN LANE 1 FAILING
DEL	23	1	20.94	20.94	NB	11.0	15	12	20				X							20.0				FAULTED, ASPHALT IN LANE 1 FAILING
DEL	23	1	20.95	20.95	NB	11.0	8	12	11				X							10.7				JOINT REPAIR
DEL	23	1	20.97	20.97	NB	DBR-D	30	12	40					X								12		MID-PANEL CRACKING
DEL	23	2	20.97	20.98	NB	DBR-D	75	12	100							X						30		FIVE SHOULDER PANELS
DEL	23	1	20.98	20.98	NB	DBR-D	15	12	20					X								6		MID-PANEL CRACKING
DEL	23	1	21.00	21.01	NB	11.0	15	12	20				X							20.0				FAULTED PANELS
DEL	23	1	21.01	21.02	NB	11.0	30	12	40				X							40.0				JOINT REPAIR, ONE PANEL
DEL	23	1	21.01	21.02	NB	11.0	30	12	40					X						40.0				TWO FAULTED PANELS
DEL	23	1	21.02	21.02	NB	4.5	6	12	8				X	X				16.0						ASPHALT REPAIR AT JOINT
DEL	23	1	21.03	21.04	NB	4.5	6	12	8				X	X				16.0						ASPHALT REPAIR AT JOINT
US 23 SOUTHBOUND																								
DEL	23	1	20.795	20.801	SB	FD	30	12	40				X	X				80.0						EXISTING CONCRETE REPAIR
DEL	23	1	20.749	20.755	SB	FD	30	12	40				X	X				80.0						EXISTING CONCRETE REPAIR
DEL	23	1	20.727	20.736	SB	FD	50	12	67				X	X				133.4						EXISTING CONCRETE REPAIR
DEL	23	1	20.656	20.657	SB	4.5	5	12	7				X	X				13.4						TRANSVERSE JOINT
DEL	23	1	20.542	20.543	SB	4.5	5	12	7				X	X				13.4						TRANSVERSE JOINT
DEL	23	1	19.964	19.970	SB	DBR-D	30	12	40	X												12		MID-PANEL CRACKING
DEL	23	1	19.926	19.927	SB	4.5	5	12	7				X	X				13.4						JOINT REPAIR
DEL	23	1	19.841	19.837	SB	4.5	21	6	14					X				14.1						PASSENGER WHEEL PATH, MASTIC
DEL	23	1	19.786	19.787	SB	4.5	5	12	7	X			X	X		X		26.8						EXISTING CONCRETE REPAIR
DEL	23	1	19.725	19.726	SB	4.5	5	12	7	X			X	X		X		26.8						EXISTING CONCRETE REPAIR
DEL	23	1	19.551	19.552	SB	4.5	5	12	7	X			X	X		X		26.8						JOINT REPAIR PAVEMENT JOINT CHANGE
DEL	23	1	18.791	18.800	SB	DBR-D	45	12	60		X											18		MID-PANEL CRACKING
DEL	23	1	18.353	18.356	SB	DBR-D	15	12	20		X											6		MID-PANEL CRACKING
DEL	23	1	17.669	17.670	SB	4.5	5	24	13				X	X				26.6						TRANSVERSE JOINT
DEL	23	1	17.669	17.716	SB	4.5	250	5	139							X		138.9						SHOULDER REPAIR
TOTALS CARRIED TO GENERAL SUMMARY																		626		967	48	228		

PAVEMENT REPAIR SUBSUMMARY - US 23 MAINLINE NORTHBOUND AND SOUTHBOUND

DESIGN AGENCY

DESIGNER KLM

REVIEWER XXX MM-DD-YY

PROJECT ID 110603

SHEET P.48 TOTAL P.79

DEL-23-17.67

LOCATION								DESIGN	QUANTITIES															REMARKS
									203		209	254		254		407	442		442		442		618	
									EMBANKMENT		LINEAR GRADING	PAVEMENT PLANING, ASPHALT CONCRETE, 1.5"		PAVEMENT PLANING, ASPHALT CONCRETE, VAR. DEPTH 1.875"		TACK COAT	ASPHALT CONCRETE SURFACE COURSE 12.5 MM, TYPE A (447), PWL 2025, AS PER PLAN, PG70-22M		ASPHALT CONCRETE SURFACE COURSE 12.5 MM, TYPE A (449)		ASPHALT CONCRETE INTERMEDIATE COURSE, 19 MM, TYPE A (446)		RUMBLE STRIPS, SHOULDER (ASPHALT CONCRETE)	
SHEET	COUNTY	ROUTE	BEGIN STATION	END STATION	BEGIN SLM	END SLM	LENGTH	TYPICAL	LENGTH	AVG. WIDTH	AREA	AVG. DEPTH		AVG. DEPTH			AVG. DEPTH		AVG. DEPTH		AVG. DEPTH			
							MI		FT	FT	SY	IN	CY	STA	IN	SY	IN	SY	GAL	IN	CY	IN	CY	IN	CY	MILE	
US 23 NORTHBOUND AND SOUTHBOUND																											
P.53	DEL	23	930+89.38	932+20.63	17.631	17.655	0.025	5	131	107.5	1568	1.88	3.0	3			1.88	1568	220	1.50	65			2.25	98	0.05	TRANSITION
P.53	DEL	23	932+20.63	933+48.22	17.655	17.680	0.024	2/3	128	110.5	1566	1.88	3.0	3					219	1.50	65			2.25	98	0.05	OVERLAY
US 23 NORTHBOUND																											
P.53-P.54	DEL	23	933+48.22	947+27.69	17.680	17.941	0.261	8	1379	10.3	1584						1.88	1584	222	1.50	66			2.25	99	0.26	TRANSITION (LEFT SHOULDER)
P.53-P.54	DEL	23	933+48.22	943+30.44	17.680	17.866	0.186	3	982	61.8	6745	1.88	22.7	10					944	1.50	281			2.25	422	0.19	OVERLAY (MAINLINE, GORE, RT SHOULDER)
P.54	DEL	23	943+30.44	947+27.69	17.866	17.941	0.075	3	397	33.9	1496	1.88	9.2	4					209	1.50	62			2.25	94	0.08	OVERLAY (MAINLINE AND RT SHOULDER)
P.54	DEL	23	947+27.69	953+06.08	17.941	18.050	0.110	3	578	42.2	2710	1.88	26.8	12					379	1.50	113			2.25	169	0.22	OVERLAY
P.54	DEL	23	951+45.97	952+83.34	18.020	18.046	0.026	3	137	31.5	481	1.88	1.4	0.6					67	1.50	20			2.25	30		OVERLAY (CROSSOVER - MAIN TO FRONTAGE)
P.54-P.55	DEL	23	953+06.08	963+29.04	18.050	18.244	0.194	3	1023	38.1	4326	1.88	47.4	20					606	1.50	180			2.25	270	0.39	OVERLAY
P.55-P.56	IRWIN ROAD CROSSOVER																										
P.56-P.57	DEL	23	969+34.92	985+51.87	18.359	18.665	0.306	3	1617	38.0	6827	1.88	74.8	32					956	1.50	284			2.25	427	0.61	OVERLAY
P.57-P.58	RADNOR ROAD CROSSOVER																										
P.58-P.62	DEL	23	991+95.47	1048+99.14	18.787	19.867	1.080	3	5704	38.0	24081	1.88	264.0	114					3371	1.50	1003			2.25	1505	2.16	OVERLAY
P.62-P.63	MOM WILSON'S SAUSAGE CROSSOVER																										
P.63-P.66	DEL	23	1055+42.94	1097+86.78	19.989	20.793	0.804	3	4244	38.2	17997	1.88	196.4	85					2520	1.50	750			2.25	1125	1.61	OVERLAY
P.65	DEL	23	1089+45.60	1091+08.18	20.634	20.664	0.031	3	163	21.6	390	1.88	1.0	0.4					55	1.50	16			2.25	24		OVERLAY (CROSSOVER - MAIN TO FRONTAGE)
P.66-P.67	DEL	23	1097+86.78	1110+10.57	20.793	21.025	0.232	3	1224	59.6	8111	1.88	56.6	24					1136	1.50	338			2.25	507	0.46	OVERYLAY
P.66	DEL	23	1098+44.51	1099+43.44	20.804	20.823	0.019	9	99	14.2	156	1.88	0.4	0.3			1.88	156	22	1.50	7			2.25	10		TRANSITION (CROSSOVER - NB TO SB)
P.67	DEL	23	1110+10.57	1111+41.93	21.025	21.050	0.025	4	131	37.9	553	1.88	3.0	3			1.88	553	77	1.50	23			2.25	35	0.05	TRANSITION
P.67	DEL	23	1111+41.93	1113+90.33	21.050	21.097	0.047	1	248	37.8	1044			5	1.50	1044			146	1.50	44			2.25	65	0.09	RESURFACING
US 23 NORTHBOUND FRONTAGE ROAD																											
P.54	DEL	23	943+30.25	944+22.74	17.866	17.883	0.018	2/3	92	37.8	388	1.88	4.2	2					54	1.50	16			2.25	24		OVERLAY
P.54	DEL	23	944+22.74	953+03.88	17.883	18.050	0.167	2	881	33.0	3230	1.88	40.8	18					452	1.50	135			2.25	202		OVERLAY
P.54-P.55	DEL	23	953+03.88	954+35.07	18.050	18.075	0.025	5	131	33.1	482	1.88	3.0	3			1.88	482	67	1.50	20			2.25	30		TRANSITION
P.55	DEL	23	963+40.58	964+71.83	18.246	18.271	0.025	5	131	33.0	481	1.88	3.0	3			1.88	481	67	1.50	20			2.25	30		TRANSITION
P.55-P.56	IRWIN ROAD CROSSOVER																										
P.56	DEL	23	968+96.20	970+27.45	18.352	18.376	0.025	5	131	33.0	481	1.88	3.0	3			1.88	481	67	1.50	20			2.25	30		TRANSITION
P.57	DEL	23	988+65.40	988+93.75	18.725	18.730	0.005	1	28	45.1	142			1	1.50	142			12	1.50	6						RESURFACING
P.57	DEL	23	988+93.75	990+25.00	18.730	18.755	0.025	5	131	45.0	656	1.88	3.0	3			1.88	656	92	1.50	27			2.25	41		TRANSITION
P.57	RADNOR ROAD CROSSOVER																										
P.57-P.58	DEL	23	991+06.24	992+37.49	18.770	18.795	0.025	5	131	33.9	495	1.88	3.0	3			1.88	495	69	1.50	21			2.25	31		TRANSITION
P.62	DEL	23	1049+41.54	1050+72.78	19.875	19.900	0.025	5	131	33.0	481	1.88	3.0	3			1.88	481	67	1.50	20			2.25	30		TRANSITION
P.62-P.63	MOM WILSON'S SAUSAGE CROSSOVER																										
P.63	DEL	23	1054+80.75	1056+12.00	19.977	20.002	0.025	5	131	33.0	481	1.88	3.0	3			1.88	481	67	1.50	20			2.25	30		TRANSITION
P.63	DEL	23	1056+12.00	1056+34.00	20.002	20.006	0.004	1	22	33.1	81			0.7	1.50	81			7	1.50	3						RESURFACING
P.65	DEL	23	1088+24.53	1089+55.78	20.611	20.636	0.025	5	131	33.0	481	1.88	3.0	3			1.88	481	67	1.50	20			2.25	30		TRANSITION
P.65	DEL	23	1089+55.78	1096+26.68	20.636	20.763	0.127	2	671	33.0	2458	1.88	31.0	13					344	1.50	102			2.25	154		OVERLAY
P.66	DEL	23	1096+26.68	1097+86.24	20.763	20.793	0.030	2/3	160	37.6	667	1.88	7.4	3					93	1.50	28			2.25	42		OVERLAY
TOTALS CARRIED TO GENERAL SUMMARY													817	378		1267		7899	12674		3775			5652	6.22	

PAVEMENT CALCULATIONS - US 23 MAINLINE NORTHBOUND

DESIGN AGENCY

DESIGNER
KLM

REVIEWER
XXX MM-DD-YY

PROJECT ID
110603

SHEET P.49 TOTAL P.79

DEL-23-17.67

PAVEMENT CALCULATIONS - US 23 MAINLINE SOUTHBOUND AND CROSSOVERS

LOCATION								DESIGN	QUANTITIES															REMARKS
									203		209	254		254		407	442		442		442		618	
									EMBANKMENT		LINEAR GRADING	PAVEMENT PLANING, ASPHALT CONCRETE, 1.5"		PAVEMENT PLANING, ASPHALT CONCRETE, VAR. DEPTH 1.87"		TACK COAT	ASPHALT CONCRETE SURFACE COURSE 12.5 MM, TYPE A (447), PWL 2025, AS PER PLAN, PG70-22M		ASPHALT CONCRETE SURFACE COURSE 12.5 MM, TYPE A (449)		ASPHALT CONCRETE INTERMEDIATE COURSE, 19 MM, TYPE A (446)		RUMBLE STRIPS, SHOULDER (ASPHALT CONCRETE)	
SHEET	COUNTY	ROUTE	BEGIN STATION	END STATION	BEGIN SLM	END SLM	LENGTH	TYPICAL	LENGTH	AVG. WIDTH	AREA			AVG. DEPTH		AVG. DEPTH			AVG. DEPTH		AVG. DEPTH			
							MI		FT	FT	SY	IN	CY	STA	IN	SY	IN	SY	GAL	IN	CY	IN	CY	IN	CY	MILE	
US 23 SOUTHBOUND																											
P.53	DEL	23	933+48.22	934+79.47	17.680	17.704	0.025	4	131	38.5	561	1.88	3.0	3			1.88	561	79	1.50	23			2.25	35	0.05	TRANSITION
P.53-P.55	DEL	23	934+79.47	955+24.63	17.704	18.092	0.387	1	2045	53.3	12108			41		12108			1029	1.50	505					0.77	RESURFACING
P.55	DEL	23	955+24.63	965+90.65	18.092	18.294	0.202	1	1066	38.0	4497			21		4497			382	1.50	187					0.40	RESURFACING
P.55-P.56	DEL	23	965+90.65	967+21.90	18.294	18.319	0.025	4	131	38.0	554	1.88	3.0	3			1.88	554	78	1.50	23			2.25	35	0.05	TRANSITION
P.56	IRWIN ROAD CROSSOVER																										
P.56	DEL	23	970+49.40	971+80.65	18.381	18.405	0.025	4	131	54.4	794	1.88	3.0	3			1.88	794	111	1.50	33			2.25	50	0.05	TRANSITION
P.56	DEL	23	971+80.65	973+43.78	18.405	18.436	0.031	1	163	48.2	873			3		873			74	1.50	36					0.06	RESURFACING
P.56-P.57	DEL	23	973+43.78	988+17.69	18.436	18.715	0.279	1	1474	38.0	6223			29		6223			529	1.50	259					0.56	RESURFACING
P.57	DEL	23	988+17.69	989+48.94	18.715	18.740	0.025	4	131	38.0	554	1.88	3.0	3			1.88	554	78	1.50	23			2.25	35	0.05	TRANSITION
P.57-P.58	RADNOR ROAD CROSSOVER																										
P.58	DEL	23	993+04.85	994+36.10	18.808	18.833	0.025	4	131	54.2	791	1.88	3.0	3			1.88	791	111	1.50	33			2.25	49	0.05	TRANSITION
P.58	DEL	23	994+36.10	995+85.06	18.833	18.861	0.028	1	149	48.0	794			3		794			67	1.50	33					0.06	RESURFACING
P.58-P.62	DEL	23	995+85.06	1051+79.93	18.861	19.920	1.060	1	5595	38.0	23623			112		23623			2008	1.50	984					2.12	RESURFACING
P.62	DEL	23	1051+79.93	1053+11.18	19.920	19.945	0.025	4	131	38.0	554	1.88	3.0	3			1.88	554	78	1.50	23			2.25	35	0.05	TRANSITION
P.62-P.63	MOM WILSON'S SAUSAGE CROSSOVER																										
P.63	DEL	23	1056+55.27	1057+86.52	20.010	20.035	0.025	4	131	54.1	789	1.88	3.0	3			1.88	789	110	1.50	33			2.25	49	0.05	TRANSITION
P.63	DEL	23	1057+86.52	1059+36.61	20.035	20.064	0.028	1	150	48.0	800			3		800			68	1.50	33					0.06	RESURFACING
P.63-P.66	DEL	23	1059+36.61	1097+83.93	20.064	20.792	0.729	1	3847	38.0	16246			77		16246			1381	1.50	677					1.46	RESURFACING
P.66	DEL	23	1097+83.93	1100+44.00	20.792	20.842	0.049	1	260	103.0	2976			5		2976			253	1.50	124					0.10	RESURFACING
P.66	DEL	23	1098+56.89	1099+36.27	20.806	20.821	0.015	9	79	21.2	187			0.4		187			16	1.50	8						RESURFACING (CROSSOVER - SB TO NB)
P.66-P.67	DEL	23	1100+44.00	1108+40.48	20.842	20.993	0.151	1	796	45.7	4045			16		4045			344	1.50	169					0.30	RESURFACING
US 23 SOUTHBOUND FRONTAGE ROAD																											
P.55-P.56	DEL	23	966+37.58	967+68.83	18.303	18.327	0.025	5	131	36.0	525	1.88	3.0	3			1.88	525	74	1.50	22			2.25	33		TRANSITION
P.56	IRWIN ROAD CROSSOVER																										
P.56	DEL	23	968+92.84	970+24.09	18.351	18.376	0.025	5	131	48.0	700	1.88	3.0	3			1.88	700	98	1.50	29			2.25	44		TRANSITION
P.57	DEL	23	988+76.92	990+08.17	18.727	18.752	0.025	5	131	36.0	525	1.88	3.0	3			1.88	525	74	1.50	22			2.25	33		TRANSITION
P.57	RADNOR ROAD CROSSOVER																										
P.57-P.58	DEL	23	991+32.17	992+63.42	18.775	18.800	0.025	5	131	48.0	700	1.88	3.0	3			1.88	700	98	1.50	29			2.25	44		TRANSITION
P.62	DEL	23	1052+61.51	1053+92.88	19.936	19.961	0.025	5	131	37.5	548	1.88	3.0	3			1.88	548	77	1.50	23			2.25	34		TRANSITION
P.62	MOM WILSON'S SAUSAGE CROSSOVER																										
P.63	DEL	23	1054+61.60	1055+92.85	19.974	19.999	0.025	5	131	48.1	701	1.88	3.0	3			1.88	701	98	1.50	29			2.25	44		TRANSITION
P.65-P.66	DEL	23	1091+59.61	1097+83.37	20.674	20.792	0.118	1	624	42.2	2925			12		2925			249	1.50	122						RESURFACING
IRWIN ROAD CROSSOVER (ALL ROADWAYS)																											
P.55-P.56	DEL	23	963+29.04	970+49.40	18.244	18.381	0.136	2/3	720	106.1	8495	1.88	66.8	29					1189	1.50	354			2.25	531		OVERLAY
RADNOR ROAD CROSSOVER (ALL ROADWAYS)																											
P.57-P.58	DEL	23	985+51.87	993+04.85	18.665	18.808	0.143	2/3	753	89.9	7524	1.88	69.6	30					1053	1.50	314			2.25	470		OVERLAY
MOM WILSON'S SAUSAGE CROSSOVER (ALL ROADWAYS)																											
P.62-P.63	DEL	23	1048+99.14	1056+55.27	19.867	20.010	0.143	2/3	756	106.1	8913	1.88	70.0	30					1248	1.50	371			2.25	557		OVERLAY
TOTALS CARRIED TO GENERAL SUMMARY												245	450		75297		8296	11054		4521				2078	6.24	

DESIGN AGENCY

DESIGNER KLM

REVIEWER XXX MM-DD-YY

PROJECT ID 110603

SHEET P.50 | TOTAL P.79

DEL-23-17.67

MODEL: 110603_GS102 PAPERSIZE: 34x22 (in.) DATE: 7/18/2024 TIME: 4:04:22 PM USER: kbowman
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 06\Delaware\110603400-Engineering\Roadway\Sheets\110603_GS001.dgn

LOCATION							DESIGN			QUANTITIES																REMARKS
										203	209	254		254		407	442		442		442		442		617	
										EMBANKMENT	LINEAR GRADING	PAVEMENT PLANING, ASPHALT CONCRETE,		PAVEMENT PLANING, ASPHALT CONCRETE,		TACK COAT	ASPHALT CONCRETE SURFACE COURSE 12.5 MM, TYPE A (447), PWL 2025, AS PER PLAN, PG70-22M		ASPHALT CONCRETE SURFACE COURSE 12.5 MM, TYPE A (449)		ASPHALT CONCRETE INTERMEDIATE COURSE, 19 MM, TYPE A (446)		ASPHALT CONCRETE INTERMEDIATE COURSE, 19 MM, TYPE A (449)		COMPACTED AGGREGATE		
SHEET	COUNTY	ROUTE	STATION	SLM	SIDE	TYPICAL	LENGTH	AVG. WIDTH	AREA				AVG. DEPTH	VAR. DEPTH 0.75"	AVG. DEPTH	VAR. DEPTH 1.87"		AVG. DEPTH		AVG. DEPTH		AVG. DEPTH		AVG. DEPTH		AVG. DEPTH		
							FT	FT	SY	IN	CY	STA	IN	SY	IN	SY	GAL	IN	CY	IN	CY	IN	CY	IN	CY	IN	CY	
SIDE ROADS																												
P.53	DEL	23	932+82.19	17.667		5	57	35.8	228	1.88	1.4	1.1			1.88	228	32			1.50	10	2.25	14					TROUTMAN ROAD - TRANSITION
P.56	DEL	23	968+26.80	18.338		5	75	18.8	157	1.88	1.8	1.5			1.88	157	22			1.50	7	2.25	10					IRWIN ROAD - TRANSITION
P.57	DEL	23	990+61.77	18.762		5	59	30.5	199	1.88	1.4	1.2			1.88	199	28			1.50	8	2.25	12					RADNOR ROAD - TRANSITION
DRIVEWAYS																												
P.55	DEL	23	964+24.99	18.262	NB	6	25	21.4	60	1.88	0.6	0.5	0.75	23			23	1.50	2.5					1.13	1.1			DR-1: ASPHALT
P.55	DEL	23	964+53.50	18.268	NB	7	25	17.2	48	1.88	0.6	0.5														1.88	3.0	DR-2: GRAVEL
P.56	DEL	23	968+24.05	18.338	NB	6	7	21.9	17	1.88	0.2	0.1	0.75	5			7	1.50	0.7					1.13	0.4			DR-3: ON IRWIN RD - ASPHALT
P.57	DEL	23	988+95.75	18.730	NB	7	25	20.2	56	1.88	0.6	0.5														1.88	3.0	DR-4: GRAVEL
P.57	DEL	23	990+64.18	18.762	NB	7	20	23.4	52	1.88	0.4	0.4														1.88	3.0	DR-5: GRAVEL
P.62	DEL	23	1052+40.98	19.932	NB	7	20	18.5	41	1.88	0.4	0.4														1.88	2.0	DR-6: GRAVEL
P.62-P.63	DEL	23	1054+17.99	19.966	NB	6	20	35.1	78	1.88	0.4	0.4	0.75	23			33	1.50	3.3					1.13	1.7			DR-7: ASPHALT
P.62-P.63	DEL	23	1054+20.89	19.966	SB	7	20	18.5	41	1.88	0.4	0.4														1.88	2.0	DR-8: GRAVEL
P.63	DEL	23	1055+97.05	19.999	NB	6	20	34.7	77	1.88	0.4	0.4	0.75	23			33	1.50	3.2					1.13	1.7			DR-9: ASPHALT
P.65	DEL	23	1088+92.16	20.624	NB	7	20	58.5	130	1.88	0.4	0.4														1.88	7.0	DR-10: GRAVEL
P.65	DEL	23	1090+42.79	20.652	NB	7	20	16.7	37	1.88	0.4	0.4														1.88	2.0	DR-11: GRAVEL
TOTALS CARRIED TO GENERAL SUMMARY											9	8		74		584	178		10		25		36		5		22	

DEL-23-17.67

MODEL: 110603_GS103 PAPERSIZE: 34x22 (in.) DATE: 7/18/2024 TIME: 4:04:22 PM USER: kbowman
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PAVEMENT CALCULATIONS - SIDE ROADS AND DRIVEWAYS

DESIGN AGENCY

DESIGNER
KLM

REVIEWER
XXX MM-DD-YY

PROJECT ID
110603

SHEET P.51 | TOTAL P.79

LOCATION										QUANTITIES													REMARKS
											632	203	632		659	659	659	659	659	659	659		611	611	611	611		
SHEET	REFERENCE	COUNTY	ROUTE	BEGIN STA	END STA	BEGIN SLM	END SLM	DIRECTION	SIDE		EXCAVATION	EMBANKMENT	MONUMENT BOX RECONSTRUCTED TO GRADE		TOPSOIL	SEEDING AND MULCHING	REPAIR SEEDING AND MULCHING	INTER-SEEDING	COMMERCIAL FERTILIZER	LIME	WATER		CATCH BASIN ADJUSTED TO GRADE	CATCH BASIN RECONSTRUCTED TO GRADE, AS PER PLAN	MANHOLE ADJUSTED TO GRADE	MANHOLE RECONSTRUCTED TO GRADE		
											CY	CY	EACH		CY	SY	SY	SY	TON	ACRE	MGAL		EACH	EACH	EACH	EACH		
P.53	MH-1	DEL	23	936+42.21		17.735		NB																	1		
P.54	MH-2	DEL	23	944+20.51		17.883		SB																	1		
P.54	R-1	DEL	23	951+39.12	951+97.88	18.019	18.030	MED.			8	8			11	92	5	5	0.01	0.02	0.5							REMOVAL OF GRAVEL CROSSOVER
P.54	CB-1	DEL	23	952+09.00		18.032		SB															1					5-1-1979 CATCH BASIN NO. 6
P.55	CB-2	DEL	23	966+68.29		18.308		MED.																1				CATCH BASIN NO. 5, A.P.P.
P.55	CB-3	DEL	23	966+70.83		18.309		NB																1				CATCH BASIN NO. 5, A.P.P.
P.56	MB-1	DEL	23	968+23.23		18.338		NB					1															
P.56	CB-4	DEL	23	970+11.50		18.373		SB																1				CATCH BASIN NO. 5, A.P.P.
P.56	CB-5	DEL	23	970+11.50		18.373		MED.																1				CATCH BASIN NO. 5, A.P.P.
P.57	MH-3	DEL	23	989+95.92		18.749		MED.																		1		
P.57	CB-6	DEL	23	989+96.48		18.749		NB																1				CATCH BASIN NO. 5, A.P.P.
P.57	MH-4	DEL	23	990+20.75		18.754		NB																		1		
P.58	CB-7	DEL	23	992+21.05		18.792		NB																1				CATCH BASIN NO. 5, A.P.P.
P.63	CB-8	DEL	23	1056+19.75		20.004		MED.																1				CATCH BASIN NO. 5, A.P.P.
P.63	CB-9	DEL	23	1056+20.40		20.004		SB																1				CATCH BASIN NO. 5, A.P.P.
TOTALS CARRIED TO GENERAL SUMMARY											8	8	1		11	92	5	5	0.01	0.02	0.5		1	8	1	3		

ROADWAY SUBSUMMARY

DEL-23-17.67

MODEL: 110603_GS201 PAPERSIZE: 34x22 (in.) DATE: 7/18/2024 TIME: 4:04:23 PM USER: kbowman
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 06\Delaware\110603\400-Engineering\Roadway\Sheets\110603_GS001.dgn

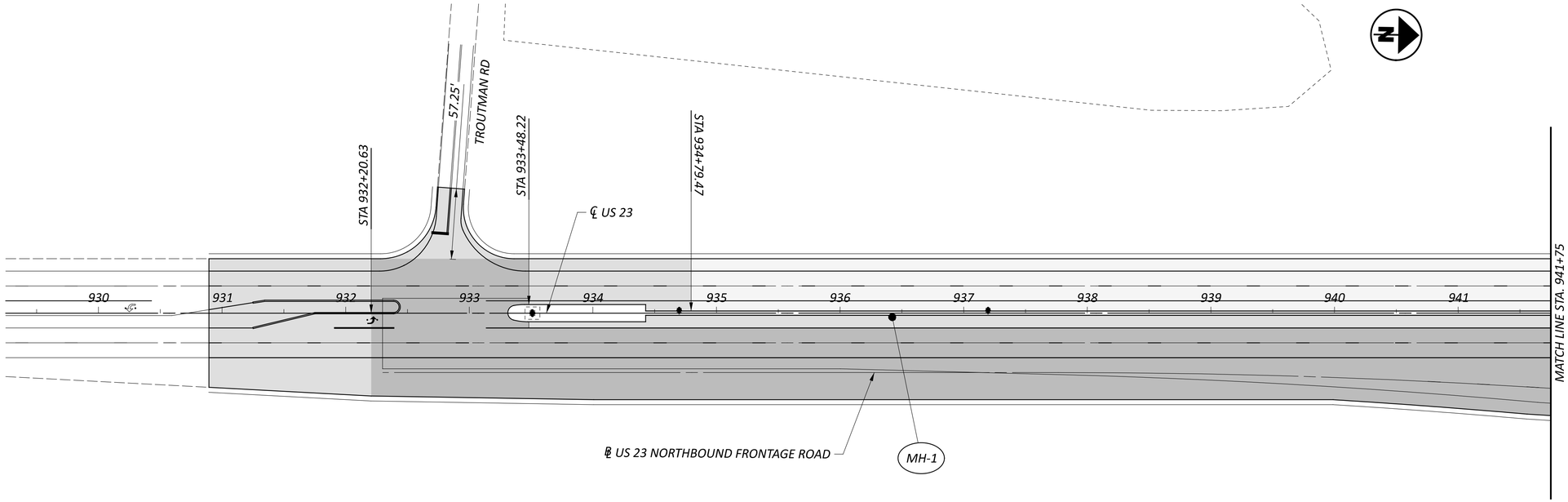
DESIGN AGENCY

DESIGNER
KLM

REVIEWER
XXX MM-DD-YY

PROJECT ID
110603

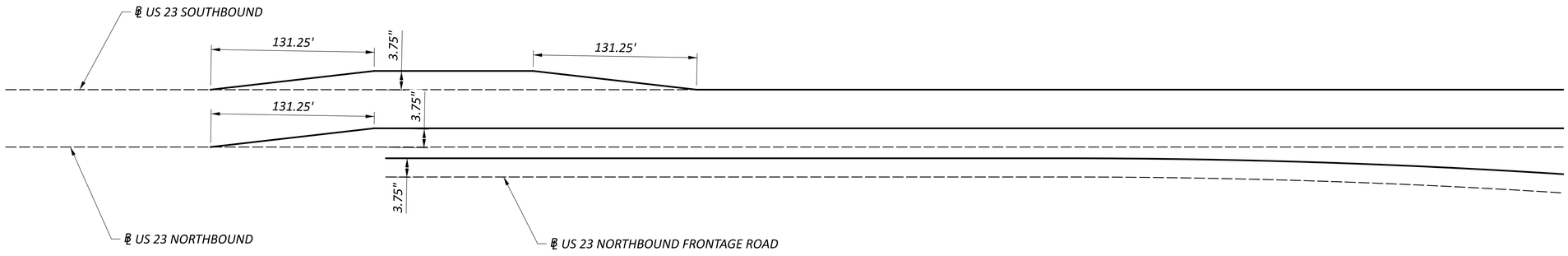
SHEET P.52 | TOTAL P.79



3.75" ASPHALT CONCRETE OVERLAY

TRANSITION AREAS

1.5" PLANING AND ASPHALT CONCRETE OVERLAY



HORIZONTAL SCALE IN FEET
0 25 50 100

PLAN AND PROFILE
STA. 930+89.38 TO STA. 941+75

DESIGN AGENCY

DESIGNER KLM

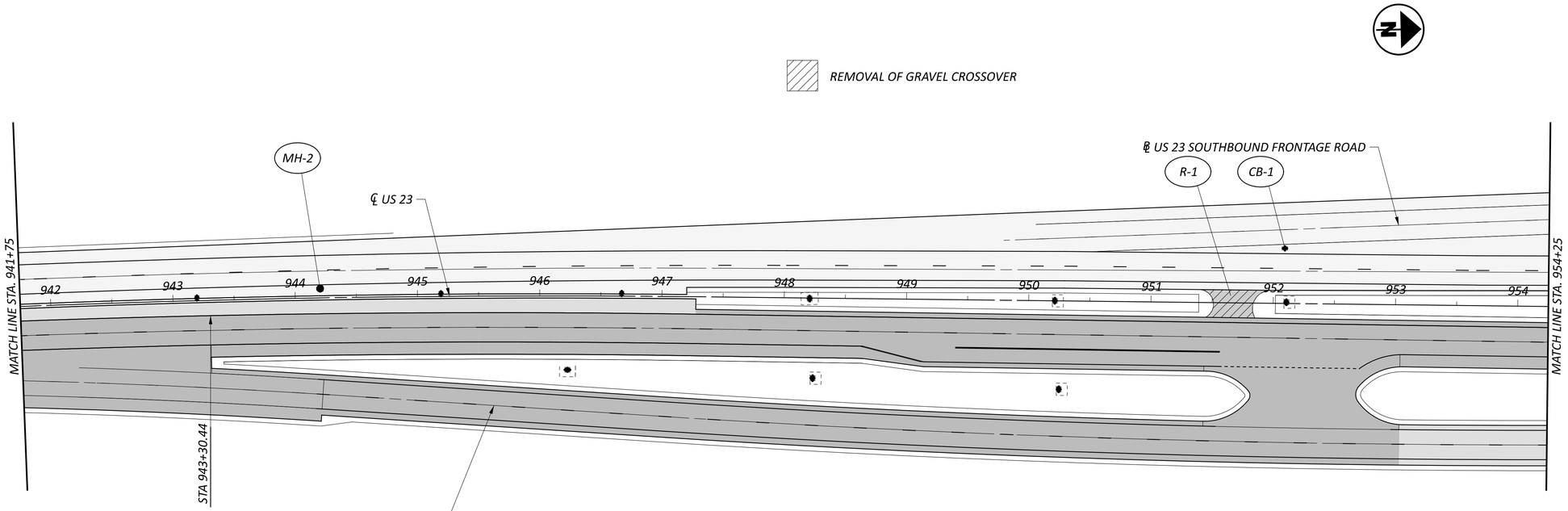
REVIEWER XXX MM-DD-YY

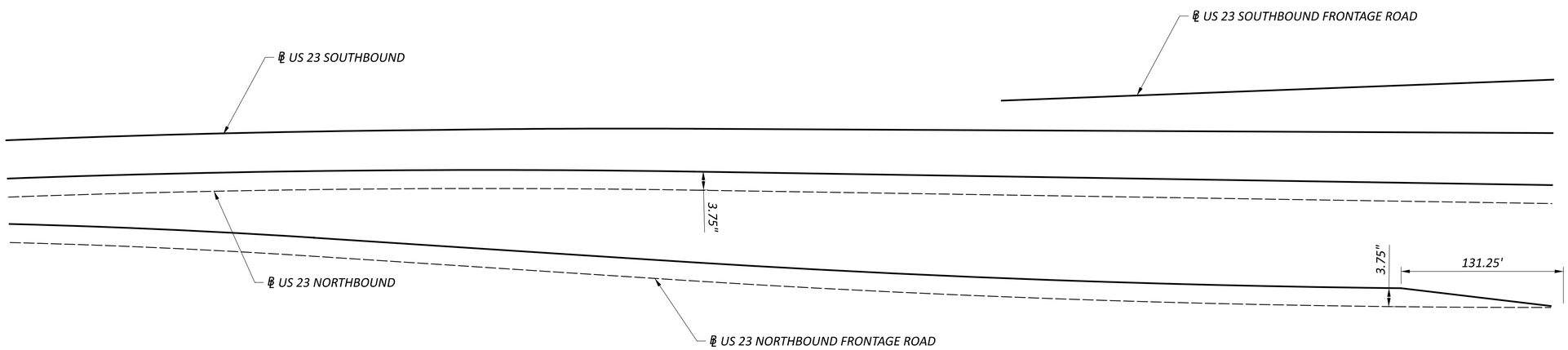
PROJECT ID 110603

SHEET P.53 TOTAL P.79

DEL-23-17.67

MODEL: 110603_GP001 PAPERSIZE: 34x22 (in.) DATE: 7/18/2024 TIME: 4:04:33 PM USER: kbowman
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 06\Delaware\110603\400-Engineering\Roadway\Sheets\110603_GP001.dgn





HORIZONTAL SCALE IN FEET
0 25 50 100

PLAN AND PROFILE
STA. 941+75 TO STA. 954+25

DESIGN AGENCY

DESIGNER KLM

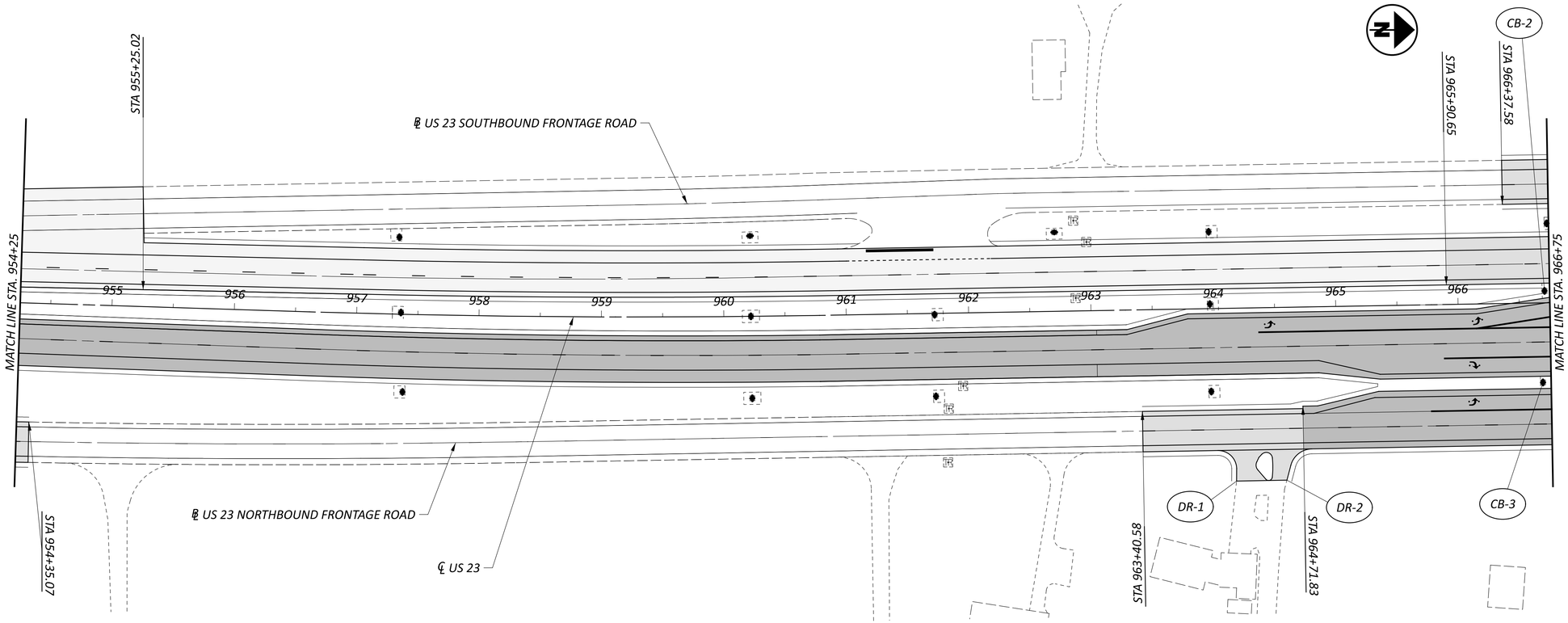
REVIEWER XXX MM-DD-YY

PROJECT ID 110603

SHEET P.54 TOTAL P.79

DEL-23-17.67

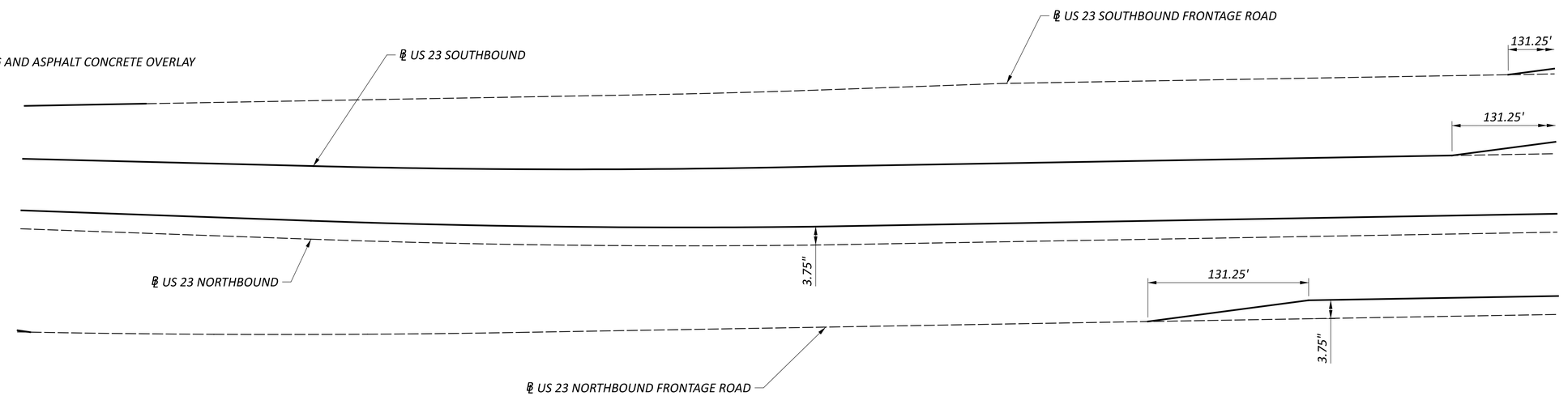
MODEL: 110603_GP002 PAPERSIZE: 34x22 (in.) DATE: 7/18/2024 TIME: 4:04:34 PM USER: kbowman
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 06\Delaware\110603\400-Engineering\Roadway\Sheets\110603_GP001.dgn



3.75" ASPHALT CONCRETE OVERLAY

TRANSITION AREAS

1.5" PLANING AND ASPHALT CONCRETE OVERLAY



HORIZONTAL SCALE IN FEET
0 25 50 100

PLAN AND PROFILE
STA. 954+25 TO STA. 966+75

DESIGN AGENCY

DESIGNER KLM

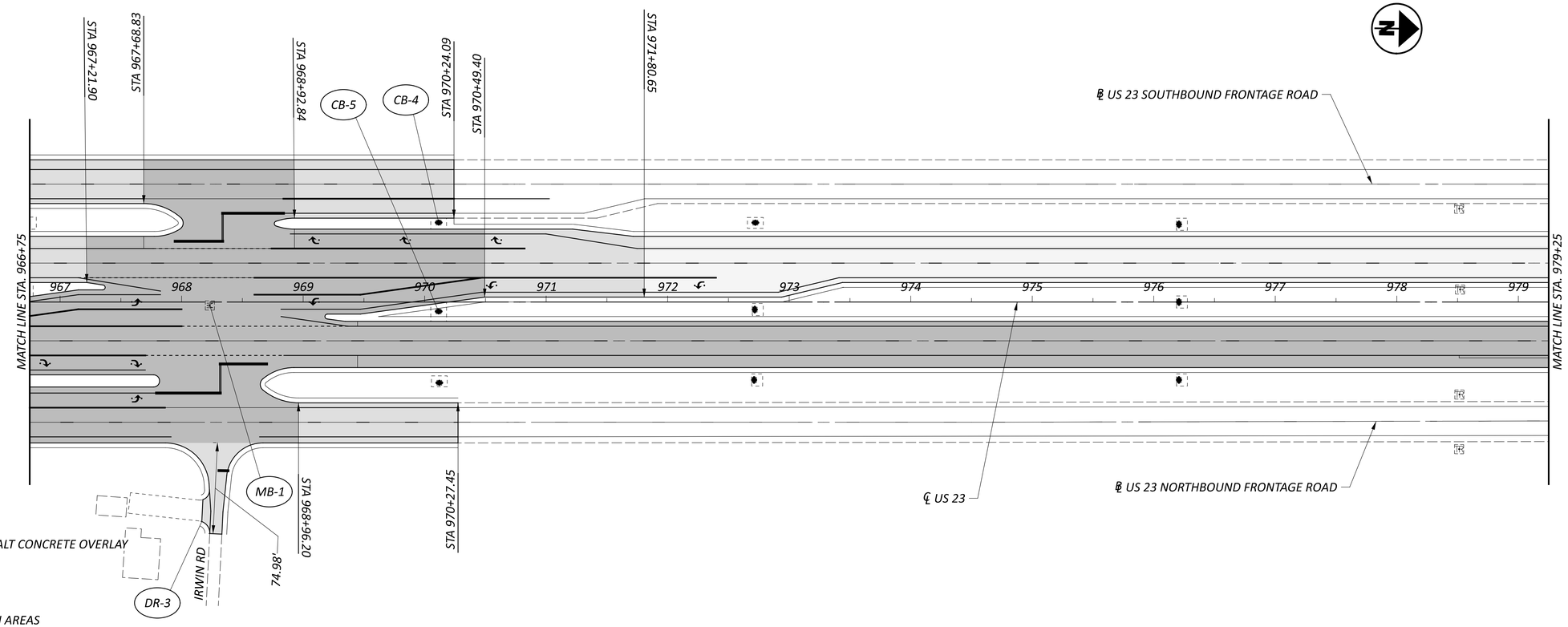
REVIEWER XXX MM-DD-YY

PROJECT ID 110603

SHEET P.55 TOTAL P.79

DEL-23-17.67

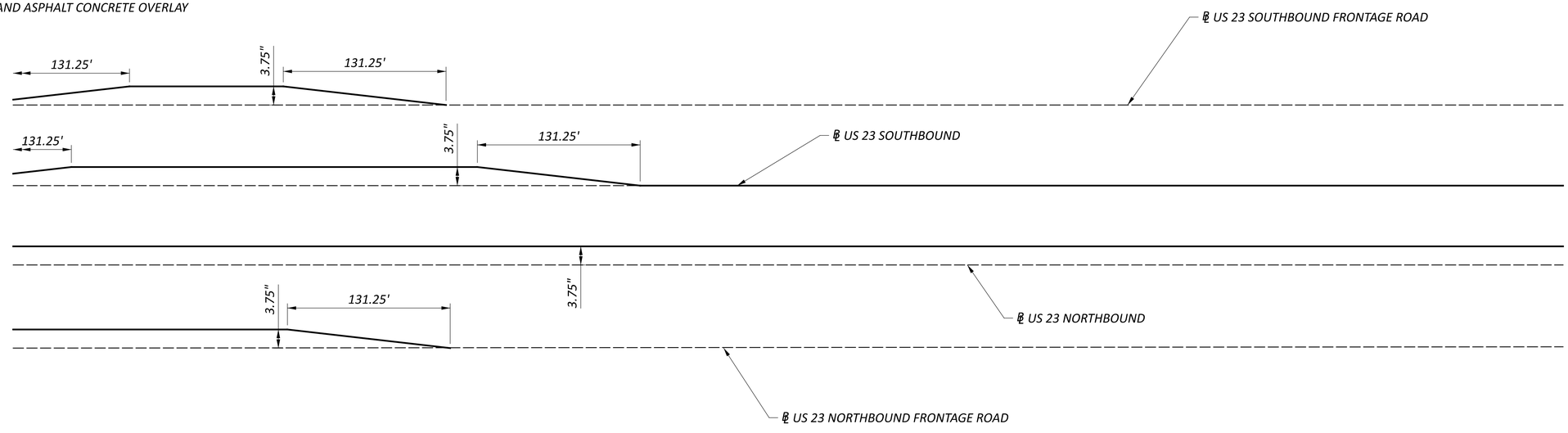
MODEL: 110603_GP003 PAPERSIZE: 34x22 (in.) DATE: 7/18/2024 TIME: 4:04:34 PM USER: kbowman
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 06\Delaware\110603\400-Engineering\Roadway\Sheets\110603_GP001.dgn



3.75" ASPHALT CONCRETE OVERLAY

TRANSITION AREAS

1.5" PLANING AND ASPHALT CONCRETE OVERLAY



HORIZONTAL SCALE IN FEET
0 25 50 100

PLAN AND PROFILE
STA. 966+75 TO STA. 979+25

DESIGN AGENCY

DESIGNER KLM

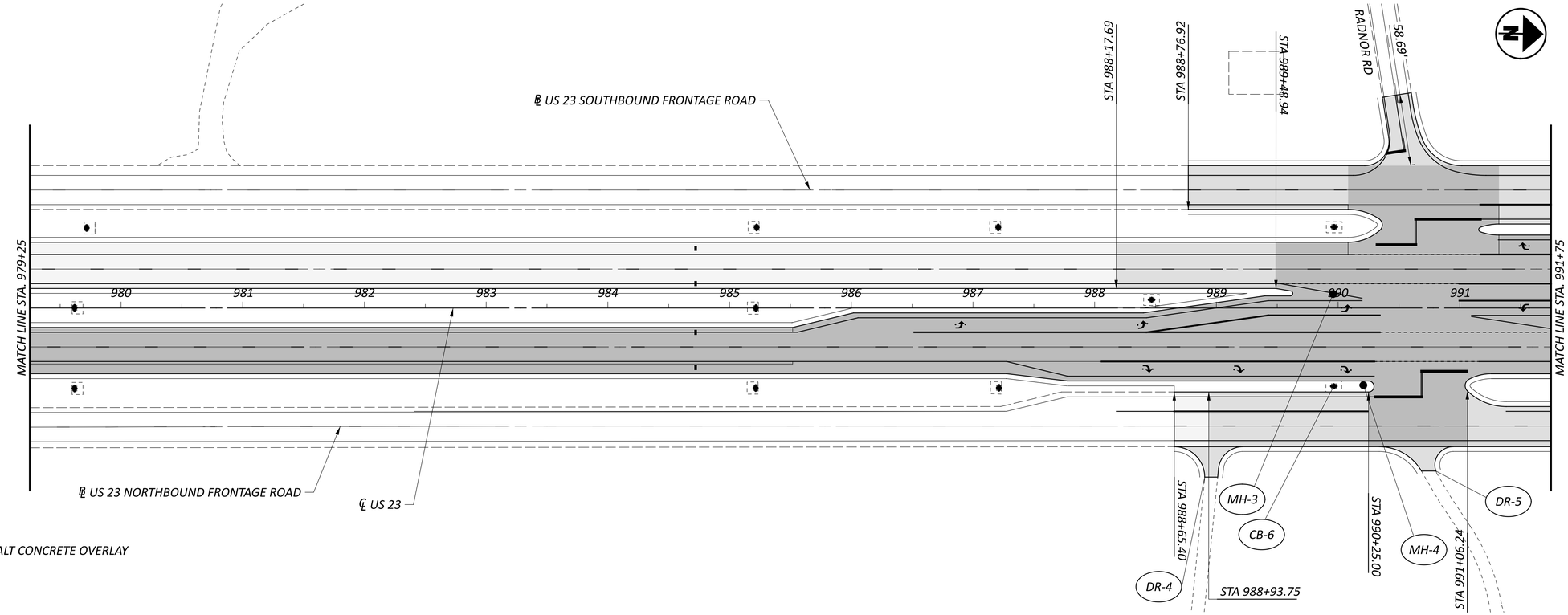
REVIEWER XXX MM-DD-YY

PROJECT ID 110603

SHEET P.56 TOTAL P.79

DEL-23-17.67

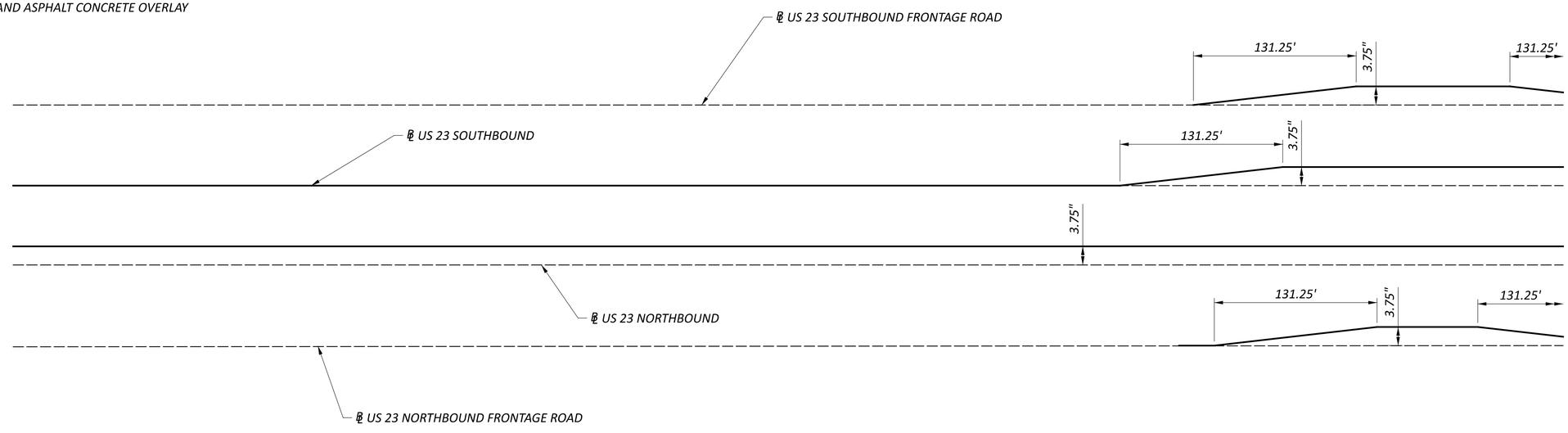
MODEL: 110603_GP004 PAPERSIZE: 34x22 (in.) DATE: 7/18/2024 TIME: 4:04:34 PM USER: kbowman
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 06\Delaware\110603\400-Engineering\Roadway\Sheets\110603_GP001.dgn



3.75" ASPHALT CONCRETE OVERLAY

TRANSITION AREAS

1.5" PLANING AND ASPHALT CONCRETE OVERLAY



HORIZONTAL SCALE IN FEET
0 25 50 100

PLAN AND PROFILE
STA. 979+25 TO STA. 991+75

DESIGN AGENCY

DESIGNER KLM

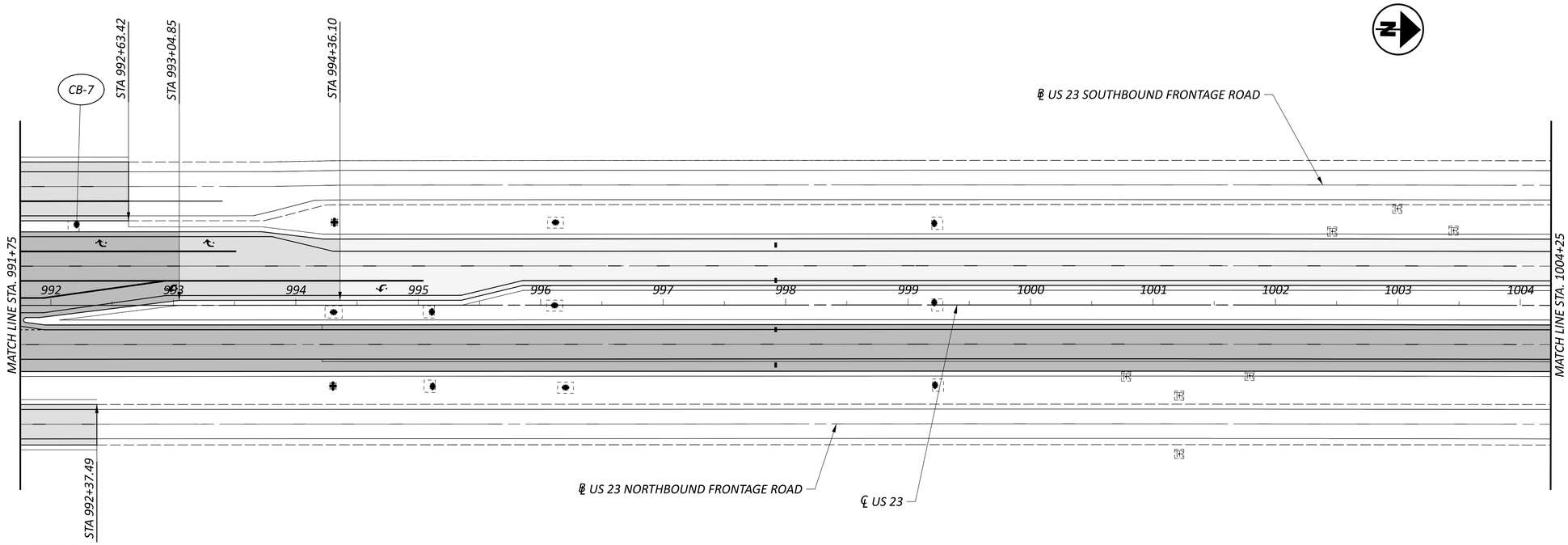
REVIEWER XXX MM-DD-YY

PROJECT ID 110603

SHEET P.57 TOTAL P.79

DEL-23-17.67

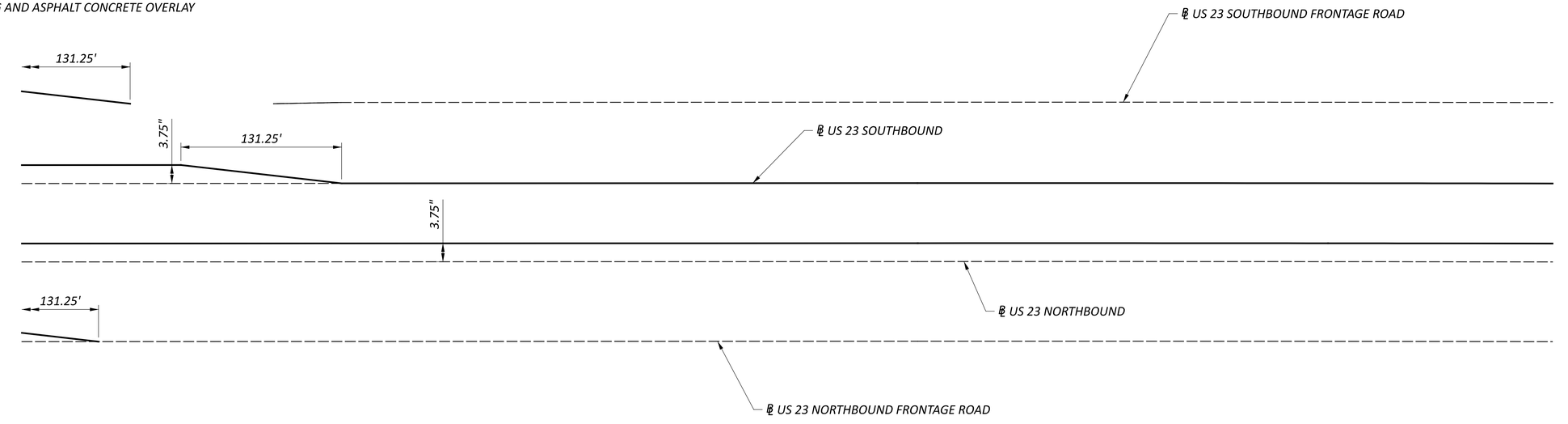
MODEL: 110603_GP005 PAPERSIZE: 34x22 (in.) DATE: 7/18/2024 TIME: 4:04:35 PM USER: kbowman
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 06\Delaware\110603\400-Engineering\Roadway\Sheets\110603_GP001.dgn



3.75" ASPHALT CONCRETE OVERLAY

TRANSITION AREAS

1.5" PLANING AND ASPHALT CONCRETE OVERLAY



HORIZONTAL SCALE IN FEET
0 25 50 100

PLAN AND PROFILE
STA. 991+75 TO STA. 1004+25

DESIGN AGENCY

DESIGNER KLM

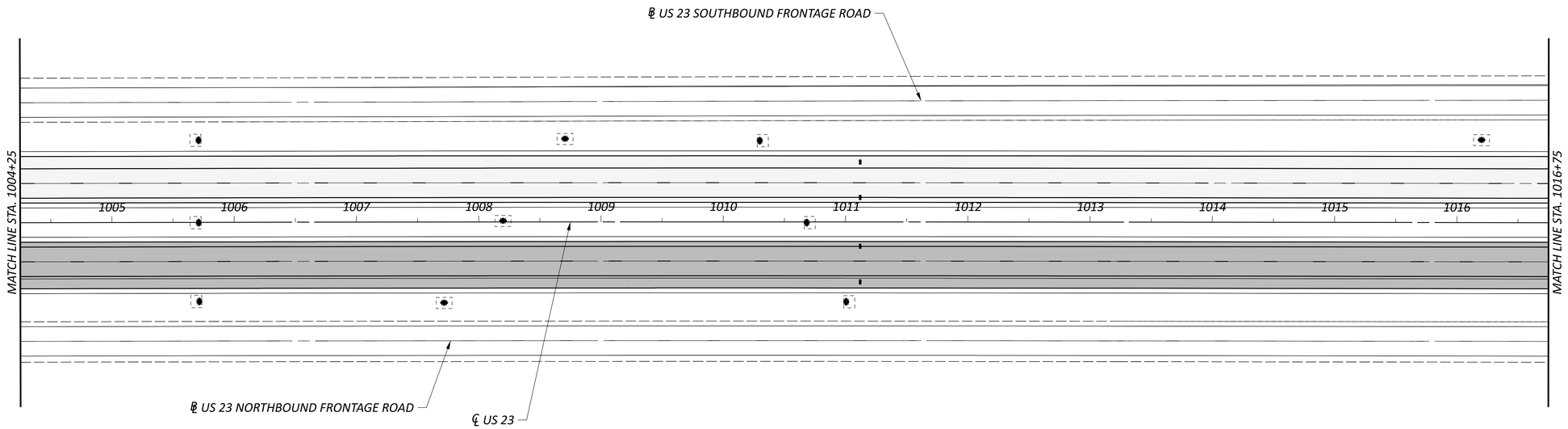
REVIEWER XXX MM-DD-YY

PROJECT ID 110603

SHEET P.58 | TOTAL P.79

DEL-23-17.67

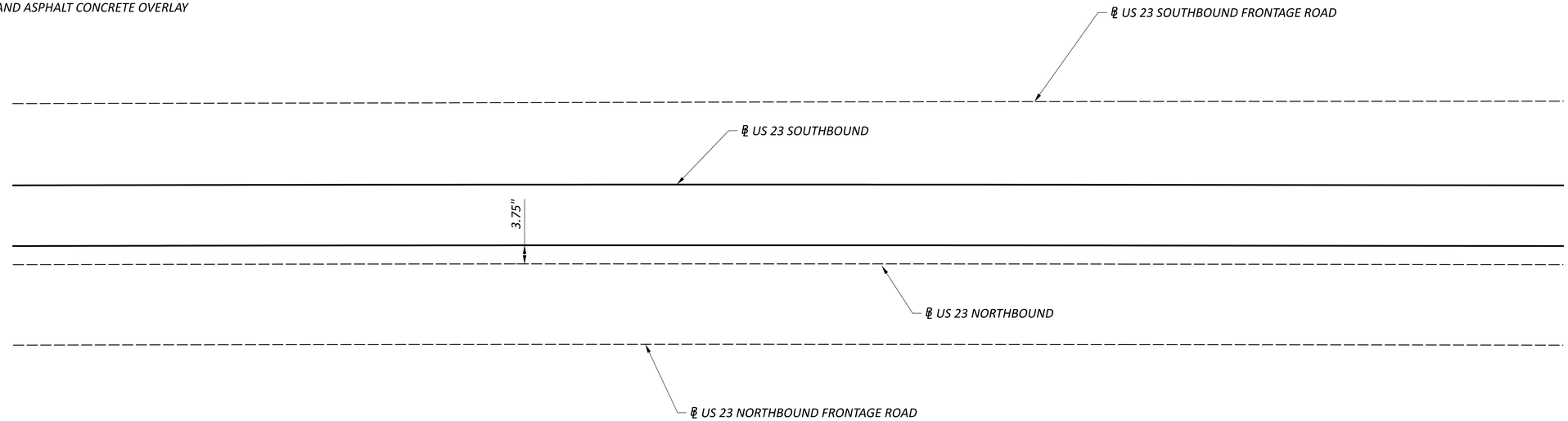
MODEL: 110603_GP006 PAPERSIZE: 34x22 (in.) DATE: 7/18/2024 TIME: 4:04:35 PM USER: kbowman
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 06\Delaware\110603\400-Engineering\Roadway\Sheets\110603_GP001.dgn



3.75" ASPHALT CONCRETE OVERLAY

TRANSITION AREAS

1.5" PLANING AND ASPHALT CONCRETE OVERLAY



HORIZONTAL SCALE IN FEET
0 25 50 100

PLAN AND PROFILE
STA. 1004+25 TO STA. 1016+75

DESIGN AGENCY

DESIGNER KLM

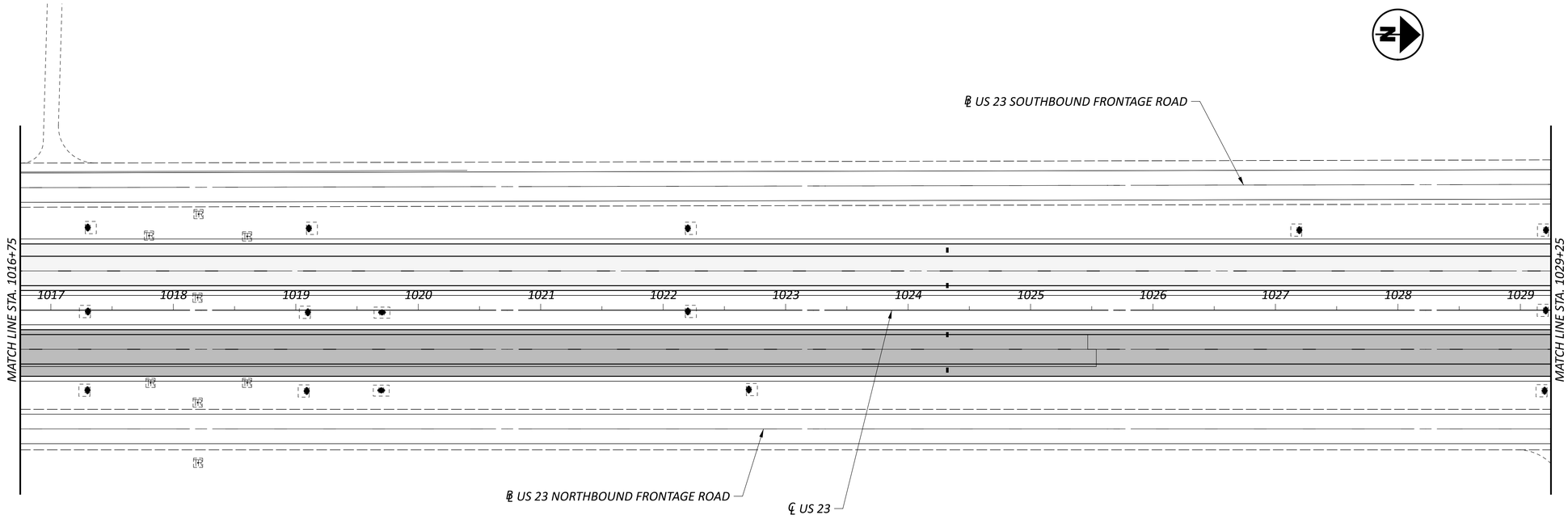
REVIEWER XXX MM-DD-YY

PROJECT ID 110603

SHEET P.59 TOTAL P.79

DEL-23-17.67

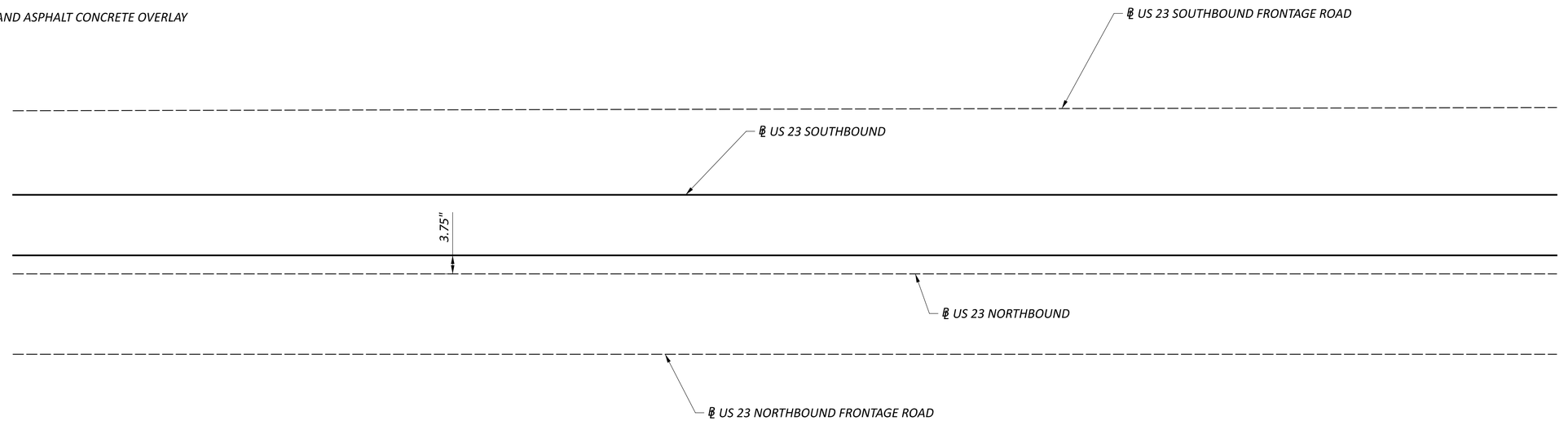
MODEL: 110603_GP007 PAPERSIZE: 34x22 (in.) DATE: 7/18/2024 TIME: 4:04:35 PM USER: kbowman
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 06\Delaware\110603\400-Engineering\Roadway\Sheets\110603_GP001.dgn



3.75" ASPHALT CONCRETE OVERLAY

TRANSITION AREAS

1.5" PLANING AND ASPHALT CONCRETE OVERLAY



HORIZONTAL SCALE IN FEET
0 25 50 100

PLAN AND PROFILE
STA. 1016+75 TO STA. 1029+25

DESIGN AGENCY

DESIGNER KLM

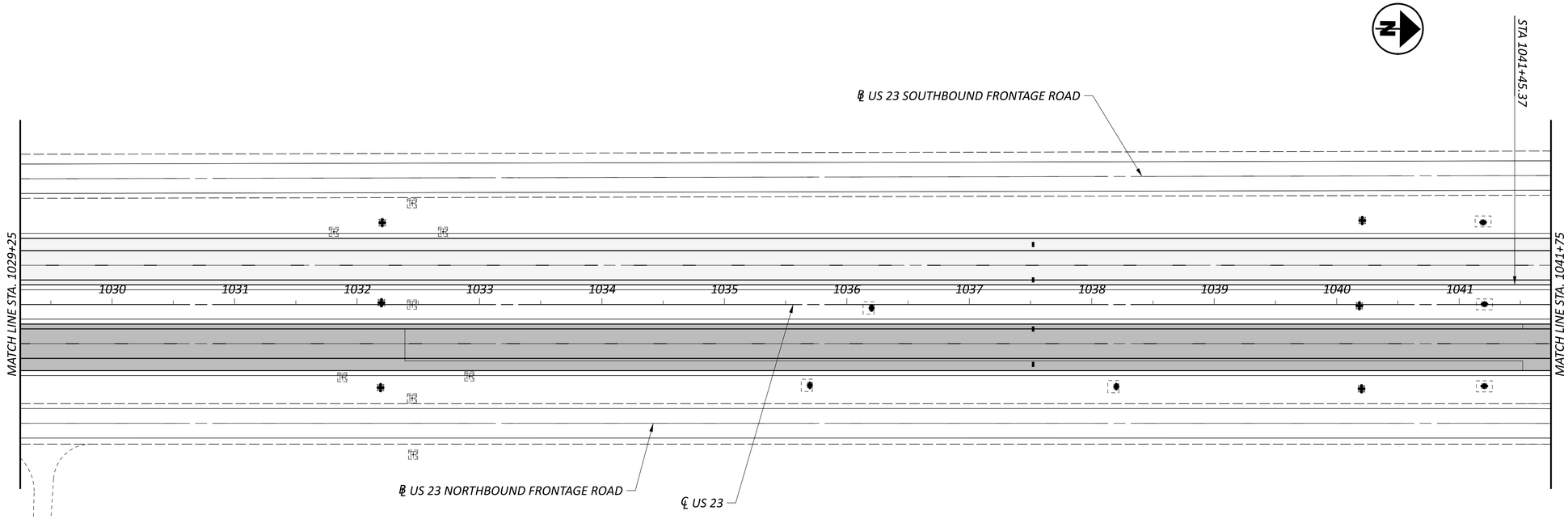
REVIEWER XXX MM-DD-YY

PROJECT ID 110603

SHEET P.60 TOTAL P.79

DEL-23-17.67

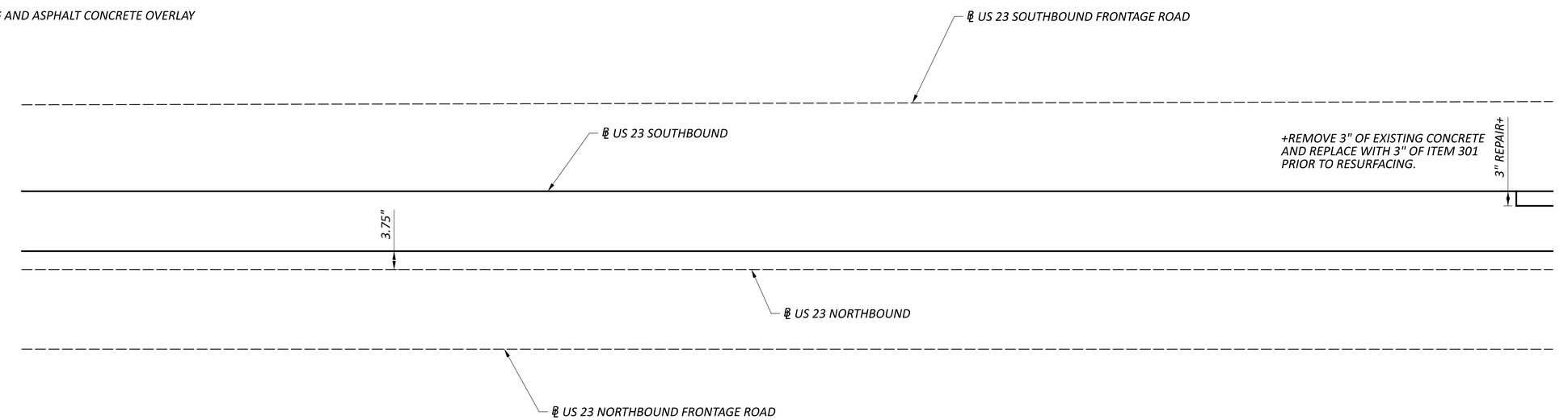
MODEL: 110603_GP008 PAPERSIZE: 34x22 (in.) DATE: 7/18/2024 TIME: 4:04:36 PM USER: kbowman
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 06\Delaware\110603\400-Engineering\Roadway\Sheets\110603_GP001.dgn



3.75" ASPHALT CONCRETE OVERLAY

TRANSITION AREAS

1.5" PLANING AND ASPHALT CONCRETE OVERLAY



HORIZONTAL SCALE IN FEET
0 25 50 100

PLAN AND PROFILE
STA. 1029+25 TO STA. 1041+75

DESIGN AGENCY

DESIGNER KLM

REVIEWER XXX MM-DD-YY

PROJECT ID 110603

SHEET P.61 TOTAL P.79

DEL-23-17.67

MODEL: 110603_GP009 PAPERSIZE: 34x22 (in.) DATE: 7/18/2024 TIME: 4:04:36 PM USER: kbowman
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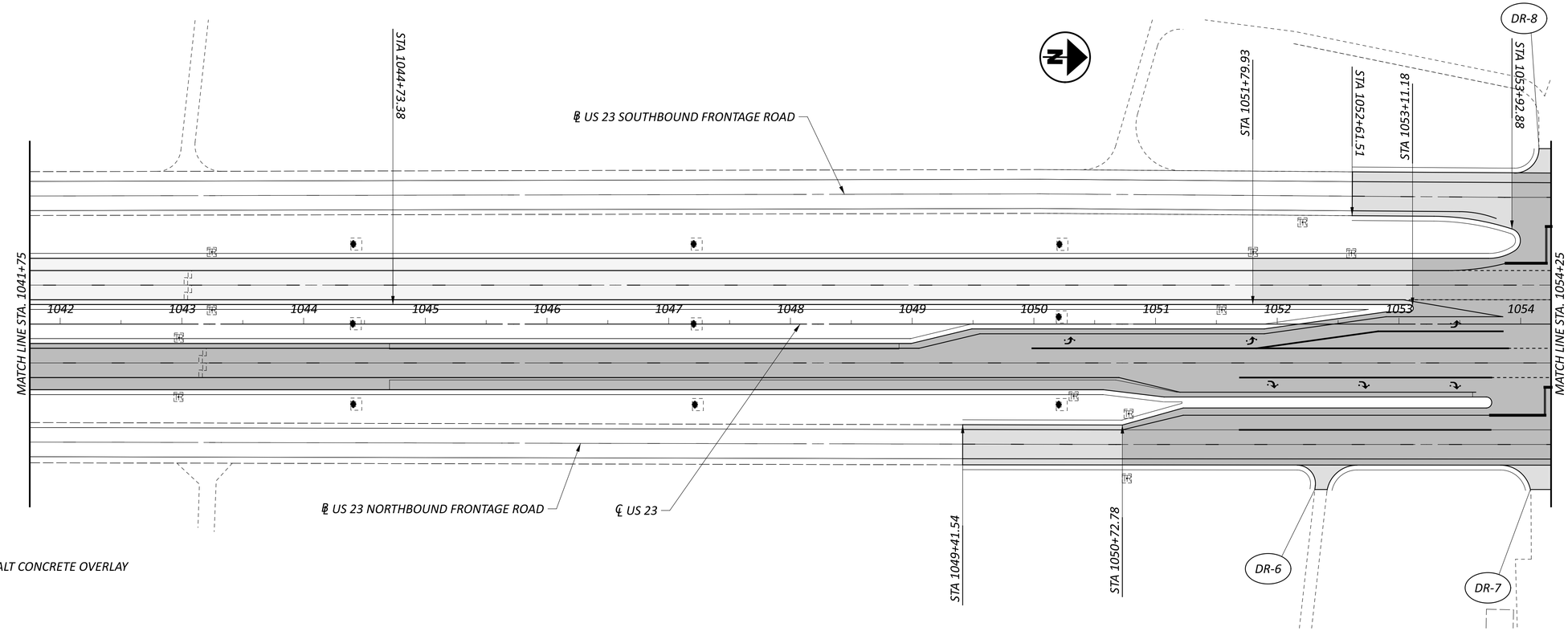
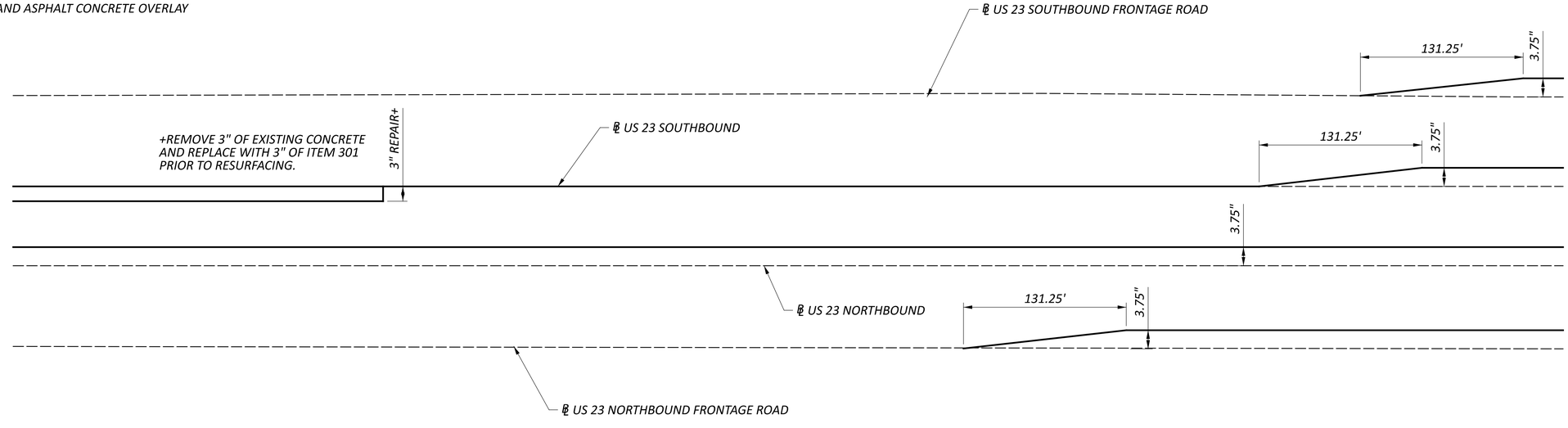


3.75" ASPHALT CONCRETE OVERLAY

TRANSITION AREAS

1.5" PLANING AND ASPHALT CONCRETE OVERLAY



HORIZONTAL SCALE IN FEET
0 25 50 100

PLAN AND PROFILE
STA. 1041+75 TO STA. 1054+25

DESIGN AGENCY

DESIGNER KLM

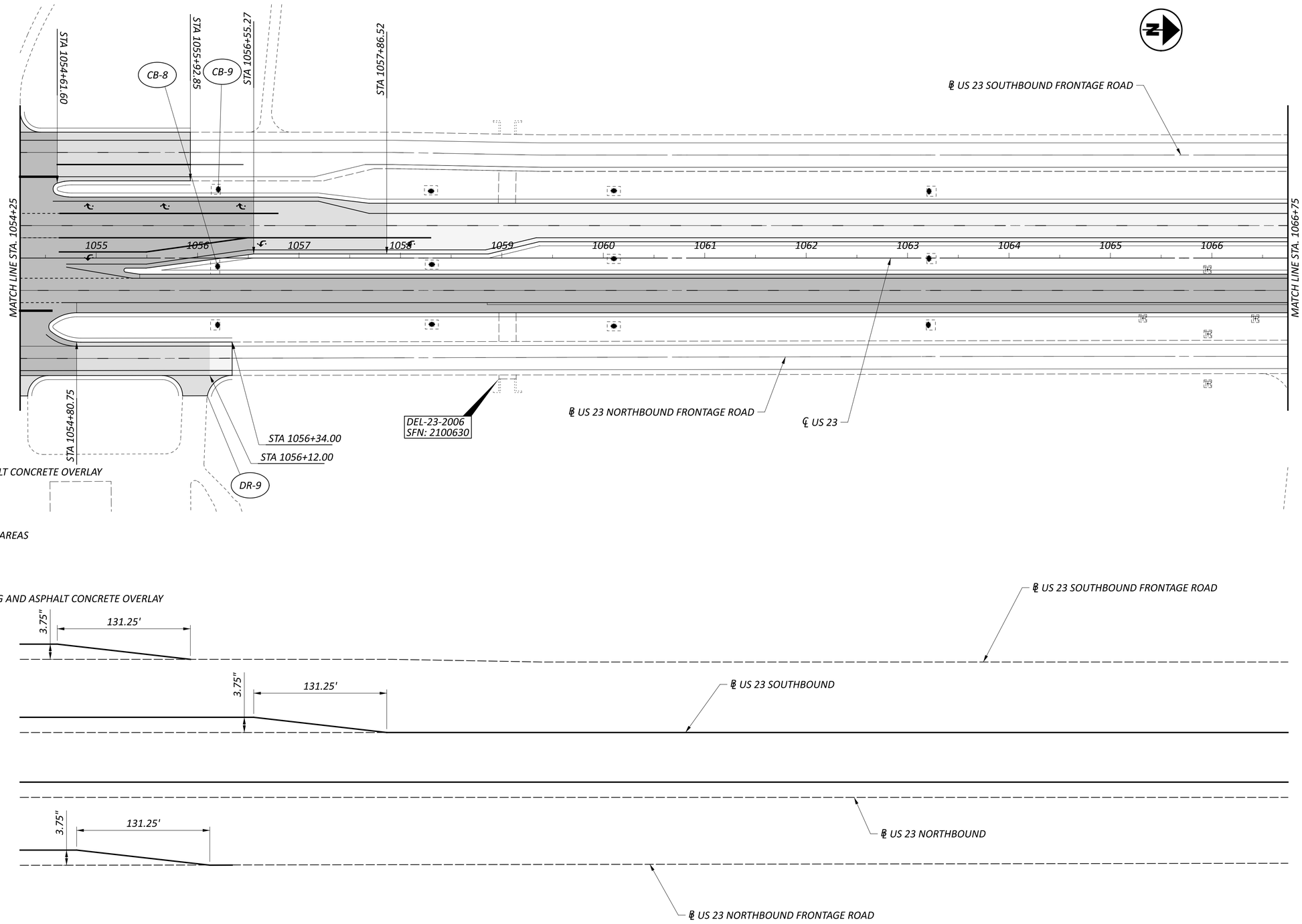
REVIEWER XXX MM-DD-YY

PROJECT ID 110603

SHEET P.62 TOTAL P.79

DEL-23-17.67

MODEL: 110603_GP010 PAPERSIZE: 34x22 (in.) DATE: 7/18/2024 TIME: 4:04:36 PM USER: kbowman
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 06\Delaware\110603\400-Engineering\Roadway\Sheets\110603_GP001.dgn



HORIZONTAL SCALE IN FEET
0 25 50 100

PLAN AND PROFILE
STA. 1054+25 TO STA. 1066+75

DESIGN AGENCY

DESIGNER KLM
REVIEWER XXX MM-DD-YY
PROJECT ID 110603
SHEET P.63 TOTAL P.79

DEL-23-17.67

MODEL: 110603_GP011 PAPERSIZE: 34x22 (in.) DATE: 7/18/2024 TIME: 4:04:37 PM USER: kbowman
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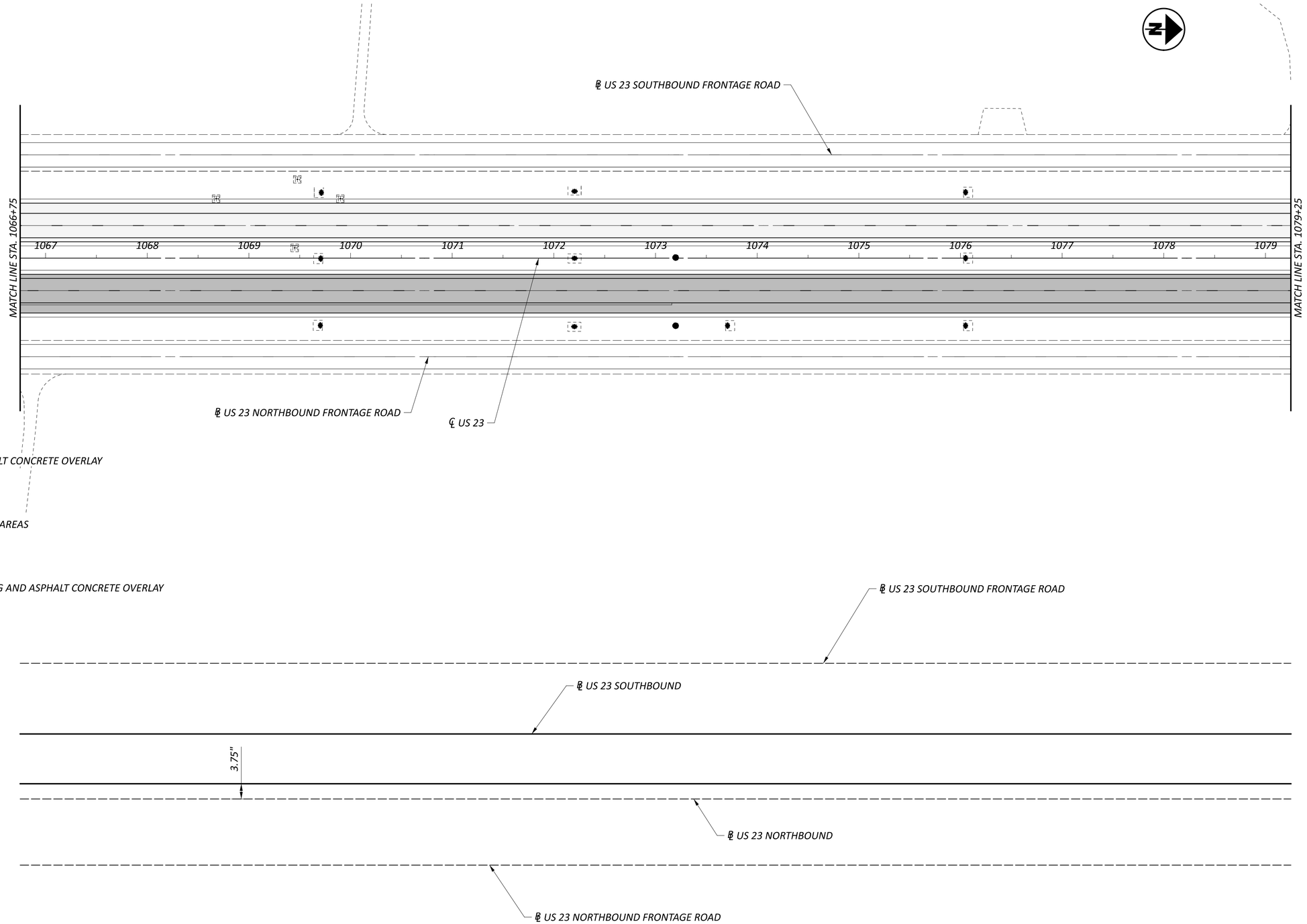


HORIZONTAL SCALE IN FEET
0 25 50 100

PLAN AND PROFILE
STA. 1066+75 TO STA. 1079+25

DESIGN AGENCY

DESIGNER KLM

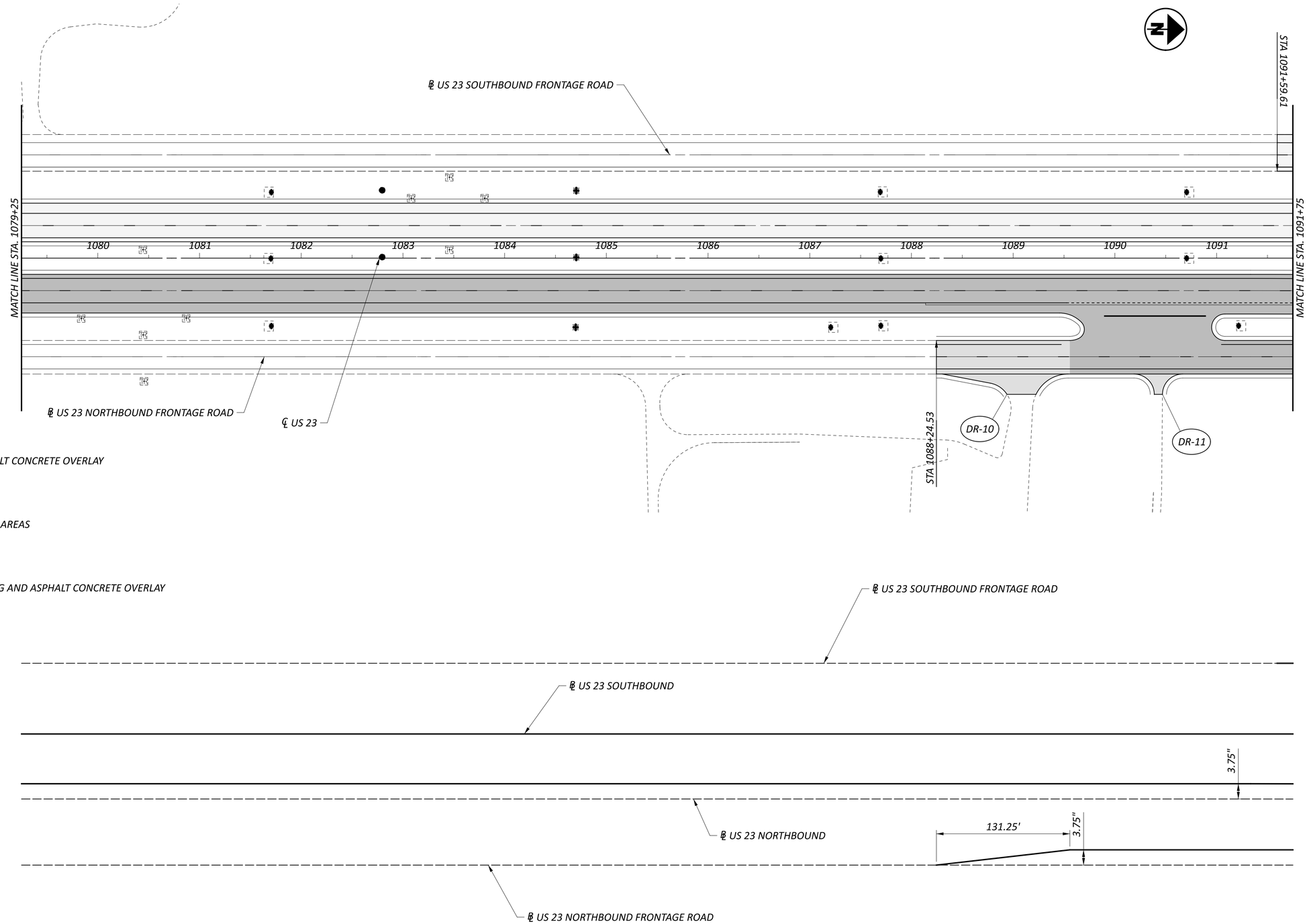
REVIEWER XXX MM-DD-YY

PROJECT ID 110603

SHEET P.64 TOTAL P.79

DEL-23-17.67

MODEL: 110603_GP012 PAPERSIZE: 34x22 (in.) DATE: 7/18/2024 TIME: 4:04:37 PM USER: kbowman
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 06\Delaware\110603\400-Engineering\Roadway\Sheets\110603_GP001.dgn



HORIZONTAL SCALE IN FEET
0 25 50 100

PLAN AND PROFILE
STA. 1079+25 TO STA. 1091+75

DESIGN AGENCY

DESIGNER KLM

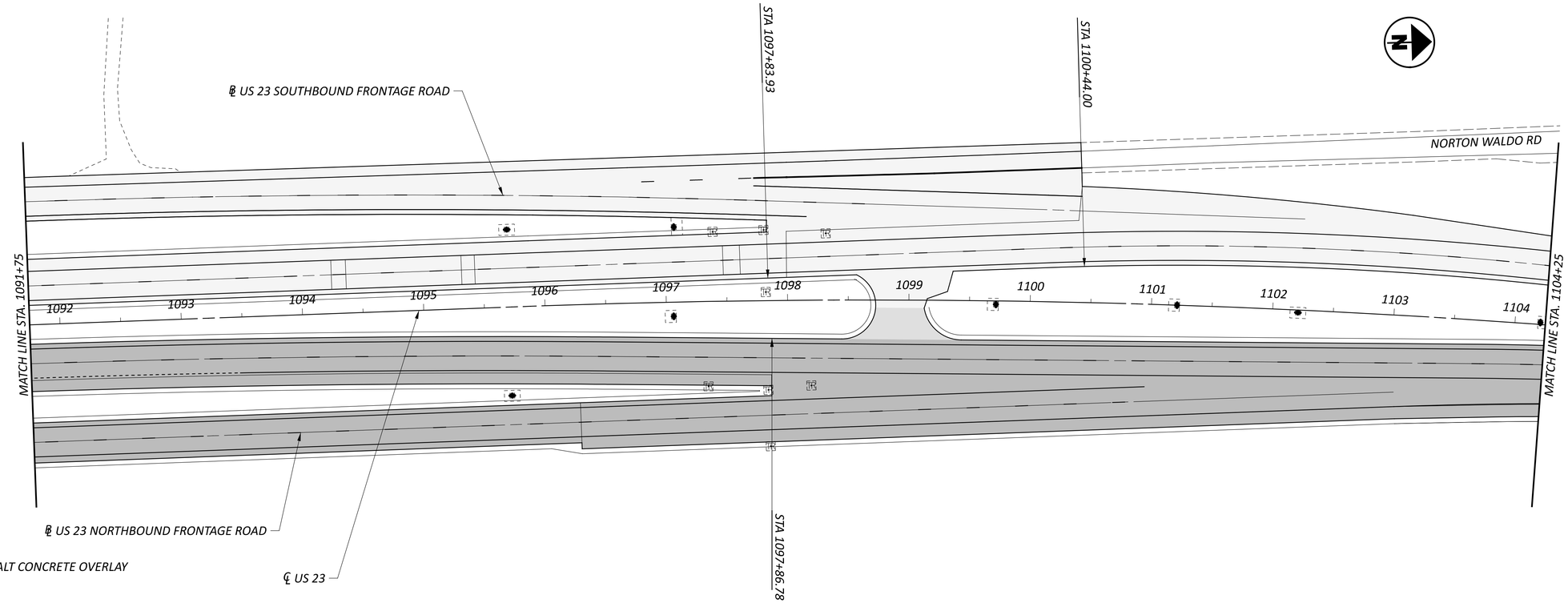
REVIEWER XXX MM-DD-YY

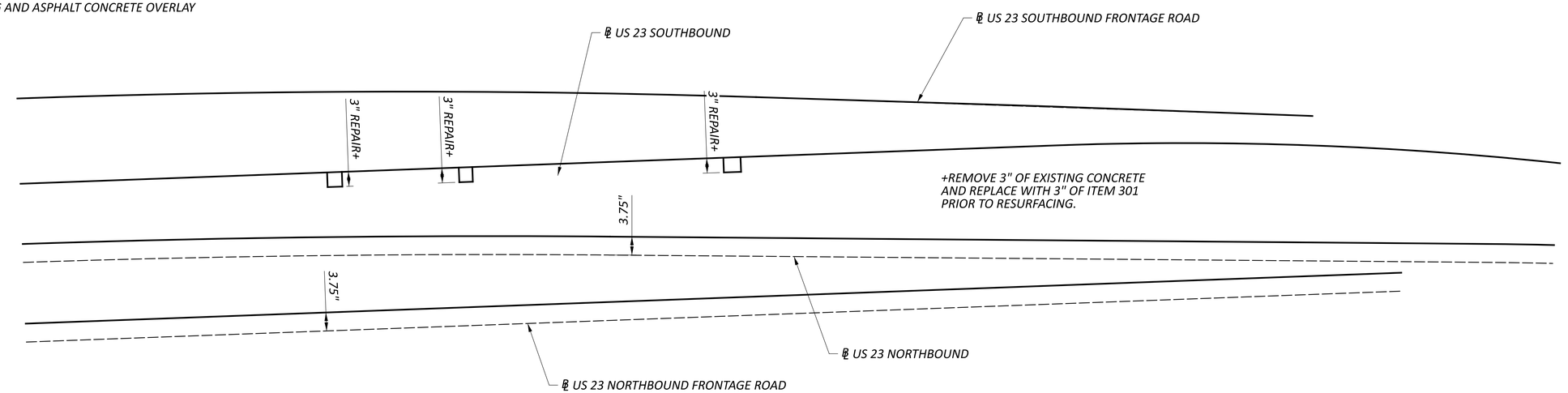
PROJECT ID 110603

SHEET P.65 TOTAL P.79

DEL-23-17.67

MODEL: 110603_GP013 PAPERSIZE: 34x22 (in.) DATE: 7/18/2024 TIME: 4:04:38 PM USER: kbowman
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 06\Delaware\110603\400-Engineering\Roadway\Sheets\110603_GP001.dgn





HORIZONTAL SCALE IN FEET
0 25 50 100

PLAN AND PROFILE
STA. 1091+75 TO STA. 1104+25

DESIGN AGENCY

DESIGNER KLM

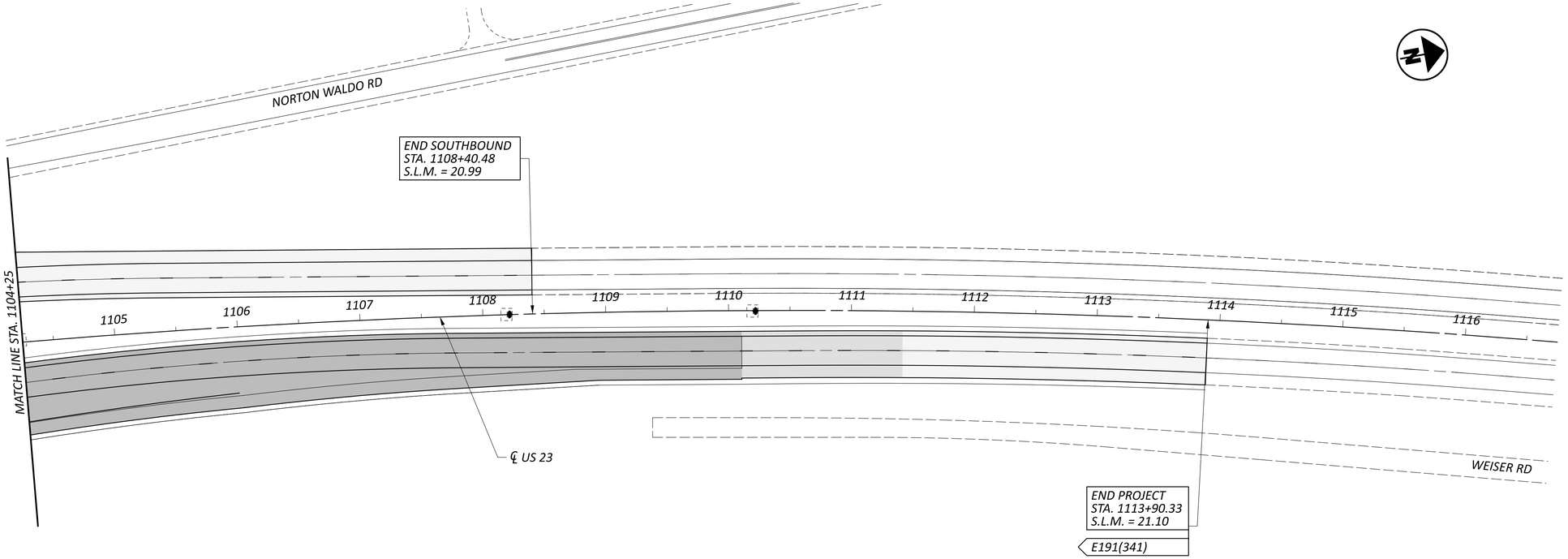
REVIEWER XXX MM-DD-YY

PROJECT ID 110603

SHEET P.66 TOTAL P.79

DEL-23-17.67

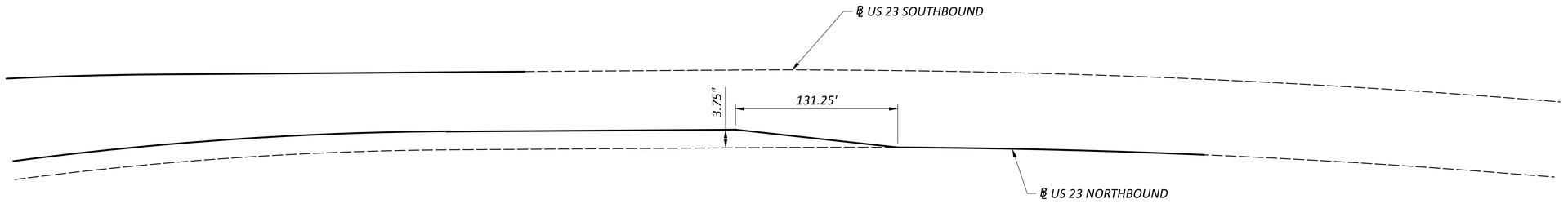
MODEL: 110603_GP014 PAPERSIZE: 34x22 (in.) DATE: 7/18/2024 TIME: 4:04:38 PM USER: kbowman
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 06\Delaware\110603\400-Engineering\Roadway\Sheets\110603_GP001.dgn



3.75" ASPHALT CONCRETE OVERLAY

TRANSITION AREAS

1.5" PLANING AND ASPHALT CONCRETE OVERLAY



HORIZONTAL SCALE IN FEET
0 25 50 100

PLAN AND PROFILE
STA. 1104+25 TO STA. 1113+90.33

DESIGN AGENCY

DESIGNER
KLM

REVIEWER
XXX MM-DD-YY

PROJECT ID
110603

SHEET P.67 TOTAL P.79

DEL-23-17.67

MODEL: 110603_GP015 PAPERSIZE: 34x22 (in.) DATE: 7/18/2024 TIME: 4:04:38 PM USER: kbowman
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 06\Delaware\110603\400-Engineering\Roadway\Sheets\110603_GP001.dgn

LOCATION									644 (THERMO)									807 (THERMO WET REFLECTIVE)						850 (GROOVING)					REMARKS
COUNTY	ROUTE	BEG STA	END STA	BEG SLM	END SLM	LENGTH FT	LENGTH MILE	SIDE	STOP LINE FT	TRANSVERSE/ DIAGONAL LINE WHITE FT	TRANSVERSE/ DIAGONAL LINE YELLOW FT	LANE ARROW LT	LANE ARROW LT THRU	LANE ARROW THRU	LANE ARROW RT THRU	LANE ARROW RT	WORD ON PAVEMENT, 72" EACH	EDGE LINE, 6" WHITE MILE	EDGE LINE, 6" YELLOW MILE	LANE LINE, 6" MILE	CENTER LINE MILE	CHANNELIZING LINE, 12" FT	DOTTED LINE, 6" FT	GROOVING FOR 6" RECESSED PAVEMENT MARKING, (ASPHALT) MILE	GROOVING FOR 6" RECESSED PAVEMENT MARKING, (ASPHALT) FT	GROOVING FOR 12" RECESSED PAVEMENT MARKING, (ASPHALT) FT			
			US 23 NORTHBOUND																										
DEL	*23*	*932+20.63*	*1113+90.33*	*17.655*	*21.097*	*18170*	*3.441*											*3.44*	*3.44*	*3.44*				*10.32*					
DEL	*23*	*949+40.94*	*951+56.08*	*17.981*	*18.022*	*215*	*0.041*															*215*				*215*			*RIGHT TURN LANE*
DEL	*23*	*951+56.08*	*952+71.05*	*18.022*	*18.044*	*115*	*0.022*																*115*		*115*				
DEL	*23*	*964+37.09*	*966+14.96*	*18.265*	*18.298*	*178*	*0.034*					*2*										*178*				*178*			*LEFT TURN LANE*
DEL	*23*	*966+14.96*	*967+99.96*	*18.298*	*18.333*	*185*	*0.035*					*1*										*370*				*370*			*LEFT TURN LANE*
DEL	*23*	*967+99.96*	*969+36.84*	*18.333*	*18.359*	*137*	*0.026*																*137*		*137*				
DEL	*23*	*965+88.41*	*967+70.10*	*18.293*	*18.328*	*182*	*0.034*									*3*						*182*				*182*			*RIGHT TURN LANE - IRWIN RD*
DEL	*23*	*967+70.10*	*968+84.15*	*18.328*	*18.349*	*114*	*0.022*																*114*		*114*				
DEL	*23*	*986+51.77*	*988+42.65*	*18.684*	*18.720*	*191*	*0.036*					*2*										*191*				*191*			*LEFT TURN LANE - RADNOR RD*
DEL	*23*	*988+42.65*	*990+34.31*	*18.720*	*18.756*	*192*	*0.036*					*1*										*383*				*383*			*LEFT TURN LANE - RADNOR RD*
DEL	*23*	*990+34.31*	*991+94.60*	*18.756*	*18.787*	*160*	*0.030*																*160*		*160*				
DEL	*23*	*988+05.64*	*990+29.74*	*18.713*	*18.756*	*224*	*0.042*									*3*						*224*				*224*			*RIGHT TURN LANE*
DEL	*23*	*990+29.74*	*991+16.12*	*18.756*	*18.772*	*86*	*0.016*																*86*		*86*				
DEL	*23*	*1049+98.76*	*1051+82.90*	*19.886*	*19.921*	*184*	*0.035*					*2*										*184*				*184*			*LEFT TURN LANE*
DEL	*23*	*1051+82.90*	*1053+89.83*	*19.921*	*19.960*	*207*	*0.039*					*1*										*414*				*414*			*LEFT TURN LANE*
DEL	*23*	*1053+89.83*	*1055+35.73*	*19.960*	*19.988*	*146*	*0.028*																*146*		*146*				
DEL	*23*	*1051+69.37*	*1053+75.96*	*19.918*	*19.958*	*207*	*0.039*									*3*						*207*				*207*			*RIGHT TURN LANE*
DEL	*23*	*1053+75.96*	*1054+66.79*	*19.958*	*19.975*	*91*	*0.017*																*91*		*91*				
DEL	*23*	*1089+52.59*	*1091+00.13*	*20.635*	*20.663*	*148*	*0.028*																*148*		*148*				
DEL	*23*	*1100+97.00*	*1105+98.41*	*20.852*	*20.947*	*501*	*0.095*											*0.10*											*ON SERVICE ROAD*
			US 23 SOUTHBOUND																										
DEL	*23*	*932+20.63*	*1108+40.48*	*17.655*	*20.993*	*17620*	*3.337*											*3.34*	*3.34*	*3.34*				*10.02*					
DEL	*23*	*961+00.97*	*962+19.14*	*18.201*	*18.223*	*118*	*0.022*																*118*		*118*				
DEL	*23*	*967+14.95*	*968+59.95*	*18.317*	*18.345*	*145*	*0.027*																*145*		*145*				
DEL	*23*	*968+59.95*	*970+47.12*	*18.345*	*18.380*	*187*	*0.035*					*1*										*374*				*374*			*LEFT TURN LANE - IRWIN RD*
DEL	*23*	*970+47.12*	*972+39.72*	*18.380*	*18.417*	*193*	*0.036*					*2*										*193*				*193*			*LEFT TURN LANE - IRWIN RD*
DEL	*23*	*967+76.57*	*968+59.95*	*18.329*	*18.345*	*83*	*0.016*																*83*		*83*				
DEL	*23*	*968+59.95*	*970+82.27*	*18.345*	*18.387*	*222*	*0.042*									*3*						*222*				*222*			*RIGHT TURN LANE*
DEL	*23*	*989+52.57*	*990+99.64*	*18.741*	*18.769*	*147*	*0.028*																*147*		*147*				
DEL	*23*	*990+99.64*	*992+93.97*	*18.769*	*18.806*	*194*	*0.037*					*1*										*389*				*389*			*LEFT TURN LANE*
DEL	*23*	*992+93.97*	*995+03.56*	*18.806*	*18.845*	*210*	*0.040*					*2*										*210*				*210*			*LEFT TURN LANE*
DEL	*23*	*990+11.48*	*991+17.54*	*18.752*	*18.772*	*106*	*0.020*																*106*		*106*				
DEL	*23*	*991+17.54*	*993+50.73*	*18.772*	*18.816*	*233*	*0.044*									*3*						*233*				*233*			*RIGHT TURN LANE - RADNOR RD*
DEL	*23*	*1053+03.39*	*1054+63.70*	*19.944*	*19.974*	*160*	*0.030*																*160*		*160*				
DEL	*23*	*1054+63.70*	*1056+49.52*	*19.974*	*20.009*	*186*	*0.035*					*1*										*372*				*372*			*LEFT TURN LANE*
DEL	*23*	*1056+49.52*	*1058+29.60*	*20.009*	*20.043*	*180*	*0.034*					*2*										*180*				*180*			*LEFT TURN LANE*
DEL	*23*	*1053+40.94*	*1054+64.35*	*19.951*	*19.974*	*123*	*0.023*																*123*		*123*				
DEL	*23*	*1054+64.35*	*1056+79.03*	*19.974*	*20.015*	*215*	*0.041*									*3*						*215*				*215*			*RIGHT TURN LANE*
												18				*18*		*6.88*	*6.78*										
TOTALS CARRIED TO GENERAL SUMMARY												*36*					*0*	*13.66*		*6.78*		*4936*	*1879*	*20.34*	*1879*	*4936*			

PAVEMENT MARKING CALCULATIONS

DESIGN AGENCY

DESIGNER KLM

REVIEWER XXX MM-DD-YY

PROJECT ID 110603

SHEET P.68 TOTAL P.79

DEL-23-17.67

LOCATION									644 (THERMO)													REMARKS
COUNTY	ROUTE	BEG STA	END STA	BEG SLM	END SLM	LENGTH	LENGTH	SIDE	EDGE LINE, 6"		LANE LINE, 6"	CENTER LINE	CHANNELIZING LINE, 12"	STOP LINE	TRANSVERSE/ DIAGONAL LINE		LANE ARROW					WORD ON PAVEMENT, 72"	DOTTED LINE, 6"	
									WHITE	YELLOW					WHITE	YELLOW	LT	LT	THRU	RT	RT			
						FT	MILE		MILE	MILE	MILE	MILE	FT	FT	FT	FT		THRU		THRU		EACH	FT	
US 23 NORTHBOUND SERVICE ROAD																								
DEL	*23*	*944+17.86*	*954+30.10*	*17.882*	*18.074*	*1012*	*0.192*		*0.19*	*0.19*	*0.19*													
DEL	*23*	*963+40.58*	*970+22.00*	*18.246*	*18.375*	*681*	*0.129*		*0.13*	*0.13*	*0.13*													*AT IRWIN RD CROSSOVER*
DEL	*23*	*965+77.05*	*967+86.25*	*18.291*	*18.331*	*209*	*0.040*						*209*				*2*							*AT IRWIN RD CROSSOVER*
DEL	*23*	*967+79.34*	*968+31.83*	*18.329*	*18.339*	*52*	*0.010*							*52*										*AT IRWIN RD CROSSOVER*
DEL	*23*	*968+31.83*		*18.339*								*0.005*												*AT IRWIN RD CROSSOVER*
DEL	*23*	*968+31.83*	*968+69.89*	*18.339*	*18.347*	*38*	*0.007*							*38*										*AT IRWIN RD CROSSOVER*
DEL	*23*	*988+65.40*	*992+37.49*	*18.725*	*18.795*	*372*	*0.070*		*0.07*	*0.07*	*0.07*													*AT RADNOR RD CROSSOVER*
DEL	*23*	*988+65.40*	*990+24.18*	*18.725*	*18.755*	*159*	*0.030*						*159*											*AT RADNOR RD CROSSOVER*
DEL	*23*	*990+30.54*	*990+68.77*	*18.756*	*18.763*	*38*	*0.007*							*38*										*AT RADNOR RD CROSSOVER*
DEL	*23*	*990+68.77*		*18.763*								*0.004*												*AT RADNOR RD CROSSOVER*
DEL	*23*	*990+68.77*	*991+05.81*	*18.763*	*18.770*	*37*	*0.007*							*37*										*AT RADNOR RD CROSSOVER*
DEL	*23*	*1049+40.95*	*1056+33.45*	*19.875*	*20.006*	*693*	*0.131*		*0.13*	*0.13*	*0.13*													*AT MOM WILSON'S SAUSAGE CROSSOVER*
DEL	*23*	*1051+68.58*	*1053+74.72*	*19.918*	*19.957*	*206*	*0.039*						*206*											*AT MOM WILSON'S SAUSAGE CROSSOVER*
DEL	*23*	*1053+74.72*	*1054+19.39*	*19.957*	*19.966*	*45*	*0.008*							*45*										*AT MOM WILSON'S SAUSAGE CROSSOVER*
DEL	*23*	*1054+19.39*		*19.966*								*0.004*												*AT MOM WILSON'S SAUSAGE CROSSOVER*
DEL	*23*	*1054+19.39*	*1054+55.23*	*19.966*	*19.973*	*36*	*0.007*							*36*										*AT MOM WILSON'S SAUSAGE CROSSOVER*
DEL	*23*	*1088+23.98*	*1100+90.43*	*20.611*	*20.850*	*1266*	*0.240*		*0.24*	*0.24*	*0.24*													
DEL	*23*	*1089+89.47*	*1090+88.38*	*20.642*	*20.661*	*99*	*0.019*							*99*										
US 23 SOUTHBOUND SERVICE ROAD																								
DEL	*23*	*950+09.12*	*950+53.36*	*17.994*	*18.003*	*44*	*0.008*		*0.01*															
DEL	*23*	*950+53.36*	*955+27.48*	*18.003*	*18.092*	*474*	*0.090*		*0.09*	*0.09*	*0.09*													
DEL	*23*	*961+17.34*	*961+70.19*	*18.204*	*18.214*	*53*	*0.010*							*53*										
DEL	*23*	*966+37.61*	*970+24.12*	*18.303*	*18.376*	*387*	*0.073*		*0.07*	*0.07*	*0.07*													*AT IRWIN RD CROSSOVER*
DEL	*23*	*967+94.77*	*968+33.78*	*18.332*	*18.340*	*39*	*0.007*							*39*										*AT IRWIN RD CROSSOVER*
DEL	*23*	*968+33.78*		*18.340*								*0.004*												*AT IRWIN RD CROSSOVER*
DEL	*23*	*968+33.78*	*968+83.78*	*18.340*	*18.349*	*50*	*0.009*							*50*										*AT IRWIN RD CROSSOVER*
DEL	*23*	*968+83.78*	*970+24.12*	*18.349*	*18.376*	*140*	*0.027*						*140*											*AT IRWIN RD CROSSOVER*
DEL	*23*	*988+76.95*	*992+63.45*	*18.727*	*18.800*	*387*	*0.073*		*0.07*	*0.07*	*0.07*													*AT RADNOR RD CROSSOVER*
DEL	*23*	*990+32.08*	*990+63.83*	*18.756*	*18.762*	*32*	*0.006*							*32*										*AT RADNOR RD CROSSOVER*
DEL	*23*	*990+63.83*		*18.762*								*0.004*												*AT RADNOR RD CROSSOVER*
DEL	*23*	*990+63.83*	*991+16.83*	*18.762*	*18.772*	*53*	*0.010*							*53*										*AT RADNOR RD CROSSOVER*
DEL	*23*	*991+16.83*	*992+63.45*	*18.772*	*18.800*	*147*	*0.028*						*147*											*AT RADNOR RD CROSSOVER*
DEL	*23*	*1052+62.24*	*1055+93.46*	*19.936*	*19.999*	*331*	*0.063*		*0.06*	*0.06*	*0.06*													*AT MOM WILSON'S SAUSAGE CROSSOVER*
DEL	*23*	*1053+88.72*	*1054+21.68*	*19.960*	*19.966*	*33*	*0.006*							*33*										*AT MOM WILSON'S SAUSAGE CROSSOVER*
DEL	*23*	*1054+21.68*		*19.966*								*0.006*												*AT MOM WILSON'S SAUSAGE CROSSOVER*
DEL	*23*	*1054+21.68*	*1054+62.21*	*19.966*	*19.974*	*41*	*0.008*							*41*										*AT MOM WILSON'S SAUSAGE CROSSOVER*
DEL	*23*	*1054+62.21*	*1055+93.46*	*19.974*	*19.999*	*131*	*0.025*						*131*											*AT MOM WILSON'S SAUSAGE CROSSOVER*
DEL	*23*	*1091+60.25*	*1096+83.58*	*20.674*	*20.773*	*523*	*0.099*		*0.10*	*0.10*	*0.10*													*AT NORTON WALDO RD*
DEL	*23*	*1096+83.58*	*1097+77.51*	*20.773*	*20.791*	*94*	*0.018*		*0.02*	*0.02*	*0.04*													*AT NORTON WALDO RD*
DEL	*23*	*1097+77.51*	*1098+19.82*	*20.791*	*20.799*	*42*	*0.008*		*0.02*	*0.01*	*0.01*		*42*											*AT NORTON WALDO RD*
DEL	*23*	*1098+19.82*	*1098+84.65*	*20.799*	*20.811*	*65*	*0.012*		*0.02*		*0.01*		*65*											*AT NORTON WALDO RD*
DEL	*23*	*1098+84.65*	*1100+46.45*	*20.811*	*20.842*	*162*	*0.031*		*0.06*				*162*											*AT NORTON WALDO RD*
SIDE ROADS																								
DEL	*23*	*932+27.36*	*933+45.34*	*17.657*	*17.679*				*0.04*			*0.007*		*12*										*ON TROUTMAN RD*
DEL	*23*	*968+30.77*	*968+38.11*	*18.339*	*18.341*									*7*										*ON IRWIN RD*
DEL	*23*	*990+12.67*	*991+21.55*	*18.752*	*18.773*				*0.04*			*0.009*		*15*										*ON RADNOR RD*
									1.36	*1.18*							*2*							
TOTALS CARRIED TO GENERAL SUMMARY									*2.54*		*1.21*	*0.04*	*1261*	*679*			*2*							

PAVEMENT MARKING CALCULATIONS

DESIGN AGENCY

DESIGNER KLM

REVIEWER XXX MM-DD-YY

PROJECT ID 110603

SHEET P.69 TOTAL P.79

DEL-23-17.67

MODEL: 110603_TS002 PAPERSIZE: 34x22 (in.) DATE: 7/18/2024 TIME: 4:04:48 PM USER: kbowman
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 06\Delaware\110603\400-Engineering\Traffic\Sheets\110603_TS001.dgn

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	ENTRANCE RAMP
6	EXIT RAMP
7	4 LANE DIVIDED TO 2 LANE TRANSITION
8	4 LANE UNDIVIDED TO 2 LANE TRANSITION
9	MULTILANE DIVIDED HIGHWAY

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

LOCATION										REFLECTOR TYPE															621		REMARKS
COUNTY	ROUTE	BEG STA	END STA	BEG SLM	END SLM	LENGTH	LENGTH	SIDE	DETAIL	ONE WAY					TWO WAY										RAISED PAVEMENT MARKER REMOVED	RPM	
										WHITE				YELLOW	WHITE RED					YELLOW RED		YELLOW YELLOW					
										RIGHT EDGE LINE		FOR 12" DOTTED LINE	LANE LINE	LEFT EDGE LINE	RIGHT EDGE LINE		CHANNELIZING LINE		LANE LINE	LEFT EDGE LINE	LEFT EDGE LINE	CENTER LINE					
						FT	MILE			40'	80'	40'	120'	80'	40'	80'	40'	40'	80'	40'	80'	20'	40'	80'	EACH	EACH	
US 23 NORTHBOUND																											
DEL	*23*	*932+20.63*	*1113+90.33*	*17.655*	*21.097*	*18170*	*3.441*		*3*										*228*						*228*	*228*	
DEL	*23*	*949+40.94*	*951+56.08*	*17.981*	*18.022*	*215*	*0.041*		*2*									*6*							*6*	*6*	*RIGHT TURN LANE*
DEL	*23*	*951+56.08*	*952+71.05*	*18.022*	*18.044*	*115*	*0.022*		*2*																		
DEL	*23*	*964+37.09*	*966+14.96*	*18.265*	*18.298*	*178*	*0.034*		*2*									*5*							*5*	*5*	*LEFT TURN LANE*
DEL	*23*	*966+14.96*	*967+99.96*	*18.298*	*18.333*	*185*	*0.035*		*2*									*11*							*11*	*11*	*LEFT TURN LANE*
DEL	*23*	*965+88.41*	*967+70.10*	*18.293*	*18.328*	*182*	*0.034*		*2*									*6*							*6*	*6*	*RIGHT TURN LANE - IRWIN RD*
DEL	*23*	*986+51.77*	*988+42.65*	*18.684*	*18.720*	*191*	*0.036*		*2*									*6*							*6*	*6*	*LEFT TURN LANE - RADNOR RD*
DEL	*23*	*988+42.65*	*990+34.31*	*18.720*	*18.756*	*192*	*0.036*		*2*									*11*							*11*	*11*	*LEFT TURN LANE - RADNOR RD*
DEL	*23*	*988+05.64*	*990+29.74*	*18.713*	*18.756*	*224*	*0.042*		*2*									*7*							*7*	*7*	*RIGHT TURN LANE*
DEL	*23*	*1049+98.76*	*1051+82.90*	*19.886*	*19.921*	*184*	*0.035*		*2*									*6*							*6*	*6*	*LEFT TURN LANE*
DEL	*23*	*1051+82.90*	*1053+89.83*	*19.921*	*19.960*	*207*	*0.039*		*2*									*11*							*11*	*11*	*LEFT TURN LANE*
DEL	*23*	*1051+69.37*	*1053+75.96*	*19.918*	*19.958*	*207*	*0.039*		*2*									*6*							*6*	*6*	*RIGHT TURN LANE*
US 23 SOUTHBOUND																											
DEL	*23*	*932+20.63*	*1108+40.48*	*17.655*	*20.993*	*17620*	*3.337*		*3*										*221*								
DEL	*23*	*968+59.95*	*970+47.12*	*18.345*	*18.380*	*187*	*0.035*		*2*									*11*							*11*	*11*	*LEFT TURN LANE - IRWIN RD*
DEL	*23*	*970+47.12*	*972+39.72*	*18.380*	*18.417*	*193*	*0.036*		*2*									*6*							*6*	*6*	*LEFT TURN LANE - IRWIN RD*
DEL	*23*	*968+74.08*	*970+82.27*	*18.347*	*18.387*	*208*	*0.039*		*2*									*6*							*6*	*6*	*RIGHT TURN LANE*
DEL	*23*	*990+99.64*	*992+93.97*	*18.769*	*18.806*	*194*	*0.037*		*2*									*11*							*11*	*11*	*LEFT TURN LANE*
DEL	*23*	*992+93.97*	*995+03.56*	*18.806*	*18.845*	*210*	*0.040*		*2*									*6*							*6*	*6*	*LEFT TURN LANE*
DEL	*23*	*991+17.54*	*993+50.73*	*18.772*	*18.816*	*233*	*0.044*		*2*									*7*							*7*	*7*	*RIGHT TURN LANE - RADNOR RD*
DEL	*23*	*1054+63.70*	*1056+49.52*	*19.974*	*20.009*	*186*	*0.035*		*2*									*11*							*11*	*11*	*LEFT TURN LANE*
DEL	*23*	*1056+49.52*	*1058+29.60*	*20.009*	*20.043*	*180*	*0.034*		*2*									*6*							*6*	*6*	*LEFT TURN LANE*
DEL	*23*	*1054+64.35*	*1056+79.03*	*19.974*	*20.015*	*215*	*0.041*		*2*									*6*							*6*	*6*	*RIGHT TURN LANE*
TOTALS CARRIED TO GENERAL SUMMARY																									*373*	*373*	

RAISED PAVEMENT MARKER CALCULATIONS

DESIGN AGENCY

DESIGNER
KLM
REVIEWER
XXX MM-DD-Y
PROJECT ID
110603

MODEL: 110603_TS101 PAPERSIZE: 34x22 (in.) DATE: 7/18/2024 TIME: 4:04:49 PM USER: kbowman
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 06\Delaware\110603\400-Engineering\Traffic\Sheets\110603_TS001.dgn

LOCATION										QUANTITIES								REMARKS
SHEET	REF NO	COUNTY	ROUTE	BEG STA	END STA	BEG SLM	END SLM	DIRECTION	SIDE	620		625		630				
										REMOVAL OF DELINEATOR		PULL BOX REMOVED AND REPLACED		REMOVAL OF GROUND MOUNTED MAJOR SIGN AND DISPOSAL				
										EACH		EACH		EACH				
P.72	R-2	DEL	23	930+05.06		17.615		NB	RT					1				TEST PAVEMENT NEXT 4 MILES
P.73	PB-1	DEL	23	961+94.52		18.219		NB	RT			1						
P.74	PB-2	DEL	23	1000+78.05		18.954		NB	RT			1						
P.74	PB-3	DEL	23	1001+78.90		18.973		NB	RT			1						
P.75	PB-4	DEL	23	1017+81.36		19.277		NB	RT			1						
P.75	PB-5	DEL	23	1018+60.23		19.292		NB	RT			1						
P.76	PB-6	DEL	23	1031+87.92		19.543		NB	RT			1						
P.76	PB-7	DEL	23	1032+91.68		19.563		NB	RT			1						
P.76	PB-8	DEL	23	1042+97.13		19.753		NB	RT			1						
P.76	PB-9	DEL	23	1042+97.54		19.753		NB	LT			1						
P.76	PB-10	DEL	23	1050+32.66		19.893		NB	RT			1						
P.76	PB-11	DEL	23	1050+77.88		19.901		NB-F	LT			1						
P.76	PB-12	DEL	23	1052+60.84		19.936		SB	RT			1						
P.77	PB-13	DEL	23	1065+31.93		20.177		NB	RT			1						
P.77	PB-14	DEL	23	1065+95.67		20.189		NB	LT			1						
P.77	PB-15	DEL	23	1066+42.79		20.197		NB	RT			1						
P.78	PB-16	DEL	23	1079+83.63		20.451		NB	RT			1						
P.78	PB-17	DEL	23	1080+86.87		20.471		NB	RT			1						
P.78	PB-18	DEL	23	1097+33.58		20.783		NB	RT			1						
P.78	PB-19	DEL	23	1097+83.40		20.792		NB	RT			1						
P.78	PB-20	DEL	23	1097+84.83		20.793		NB-F	RT			1						
P.78	PB-21	DEL	23	1098+19.19		20.799		NB	RT			1						
P.78	PB-22	DEL	23	1098+31.66		20.801		SB	RT			1						
P.79	R-3	DEL	23	1117+14.49		21.158		SB	RT					1				TEST PAVEMENT NEXT 4 MILES
		DEL	23	BEGIN	END			NB			11							BLUE DELINEATORS
		DEL	23	BEGIN	END			SB			6							BLUE DELINEATORS
TOTALS CARRIED TO GENERAL SUMMARY											17		22		2			

DEL-23-17.67

MODEL: 110603_TS201 PAPERSIZE: 34x22 (in.) DATE: 7/18/2024 TIME: 4:04:49 PM USER: kbowman
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SIGNING SUBSUMMARY

DESIGN AGENCY

DESIGNER
KLM

REVIEWER
XXX MM-DD-YY

PROJECT ID
110603

SHEET P.71 TOTAL P.79

MODEL: 110603_TP001 PAPERSIZE: 34x22 (in.) DATE: 7/18/2024 TIME: 4:05:03 PM USER: kbowman
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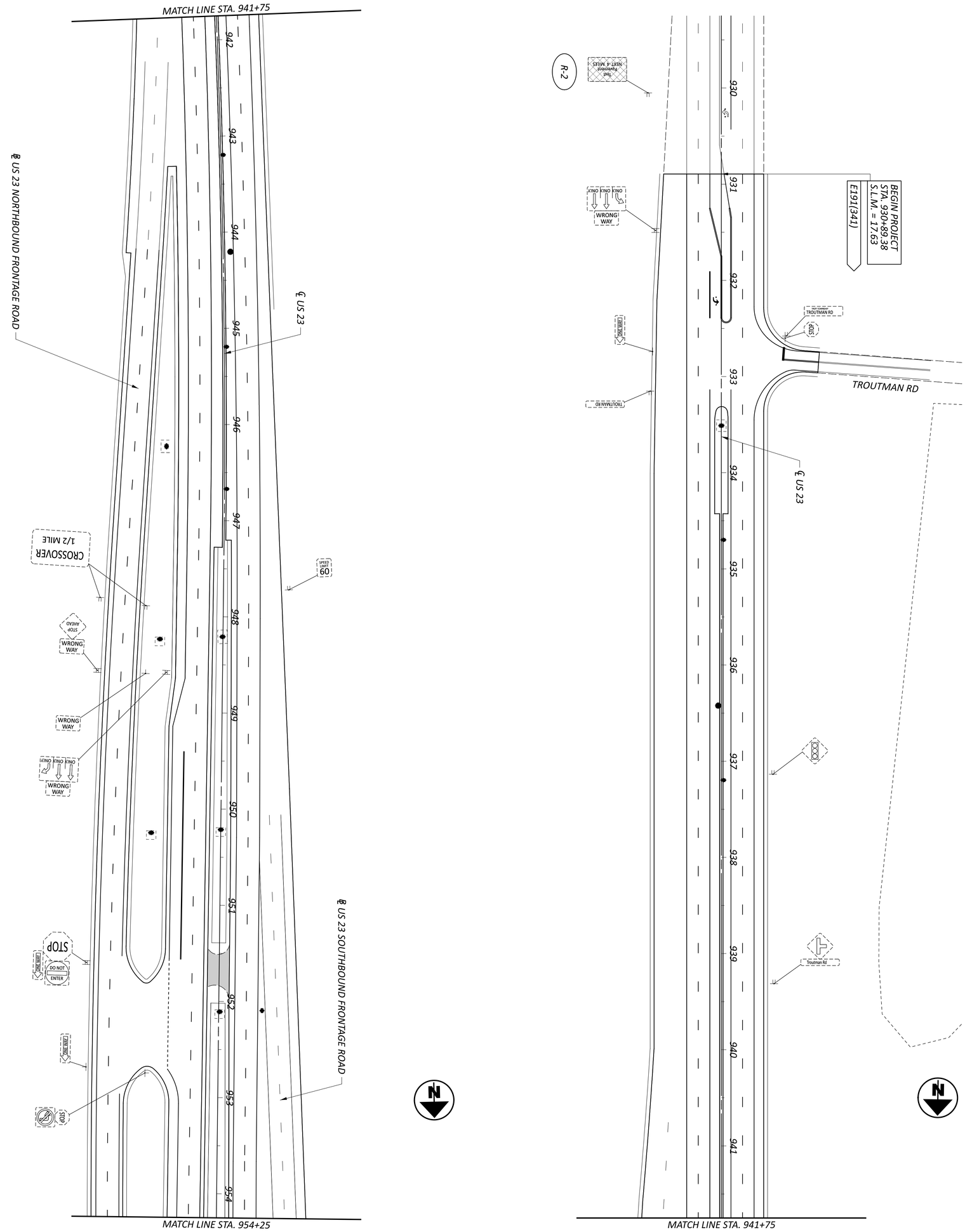
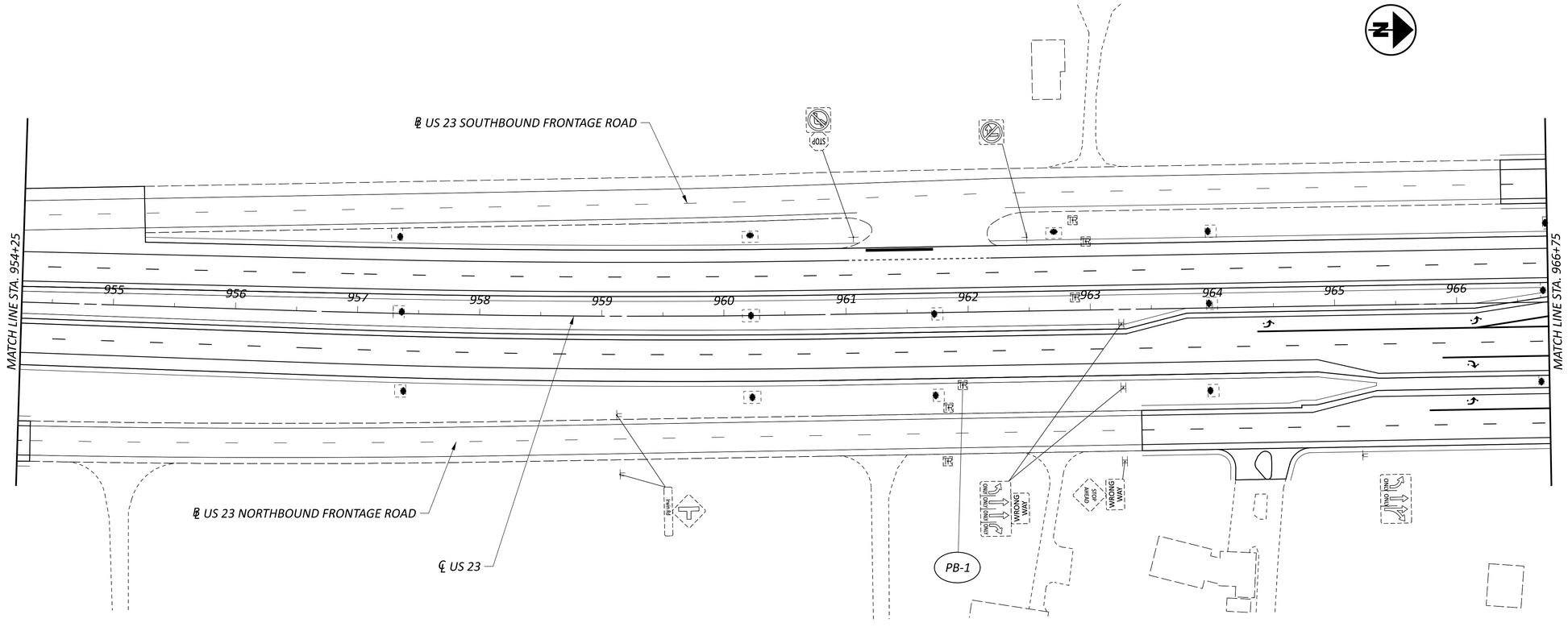
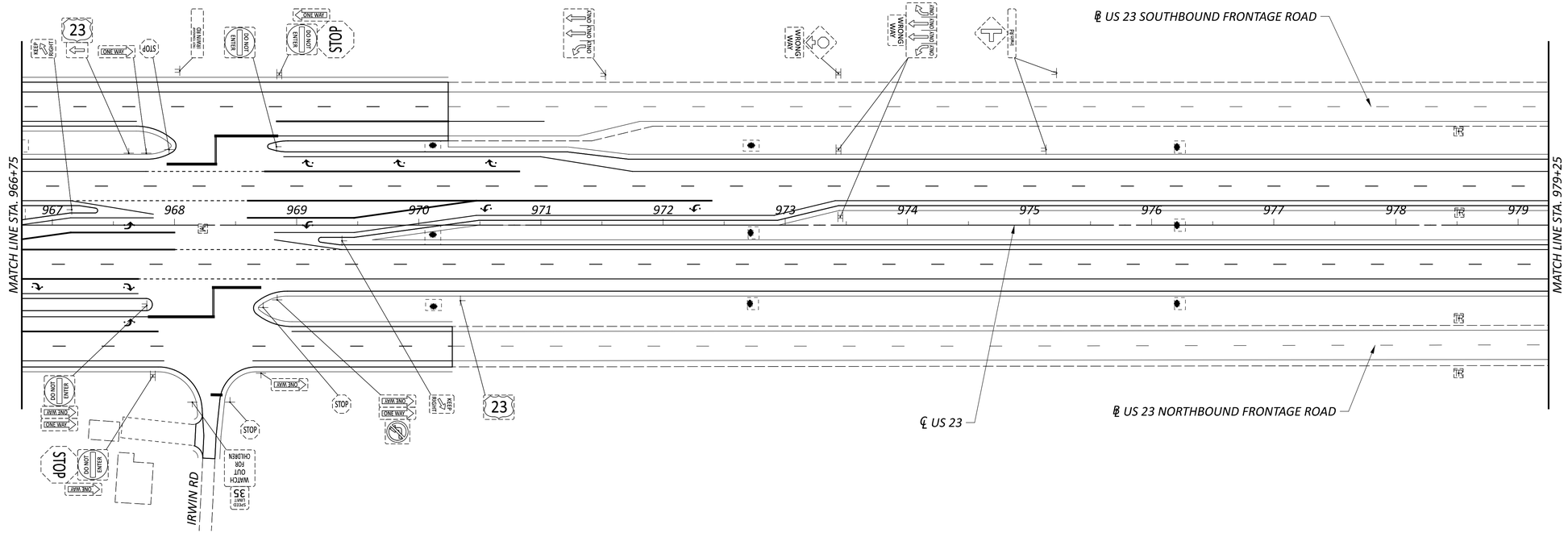


SHEET P.72 TOTAL P.79	PROJECT ID 110603	REVIEWER XXX MM-DD-YY	DESIGNER KLM	DESIGN AGENCY

TRAFFIC CONTROL PLAN
STA. 929+25 TO STA. 954+25

HORIZONTAL SCALE IN FEET
0 50
25 100





HORIZONTAL SCALE IN FEET
0 25 50 100

TRAFFIC CONTROL PLAN
STA. 954+25 TO STA. 979+25

DESIGN AGENCY

DESIGNER KLM

REVIEWER XXX MM-DD-YY

PROJECT ID 110603

SHEET P.73 TOTAL P.79

DEL-23-17.67

MODEL: 110603_TP002 PAPERSIZE: 34x22 (in.) DATE: 7/18/2024 TIME: 4:05:05 PM USER: kbowman
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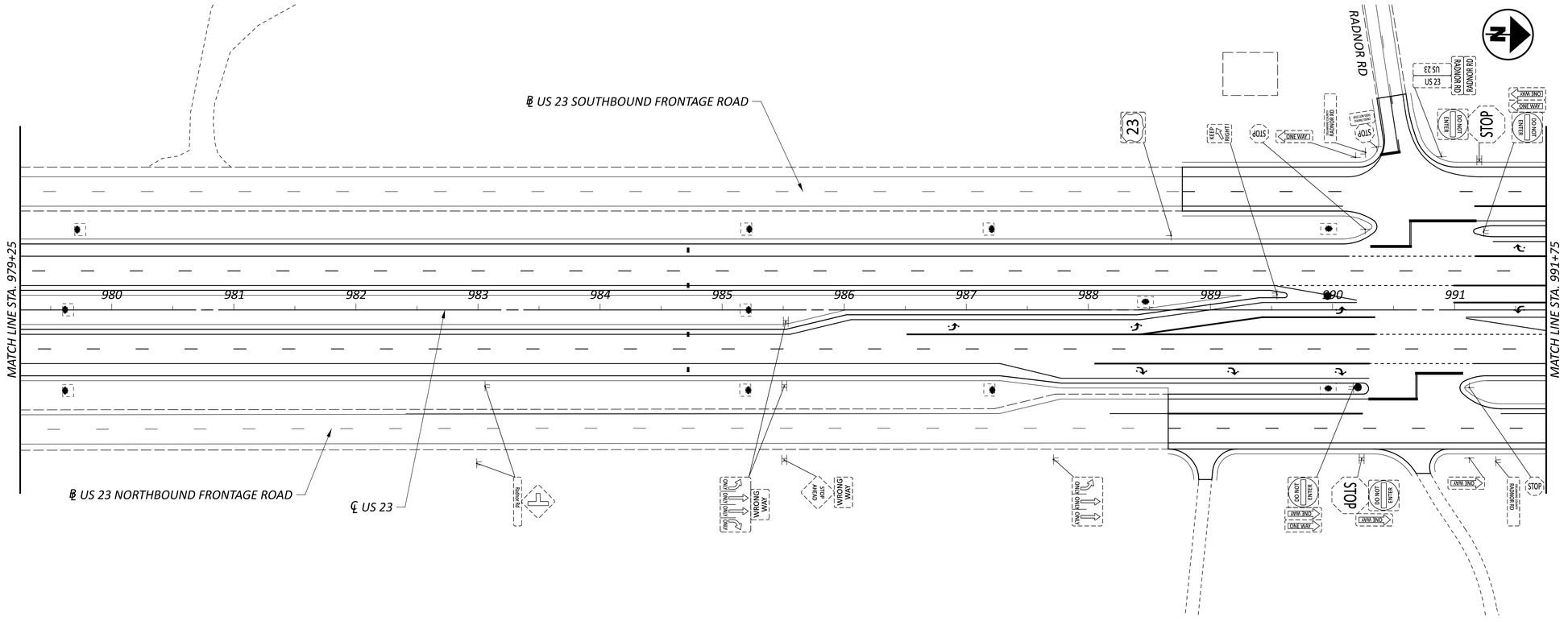

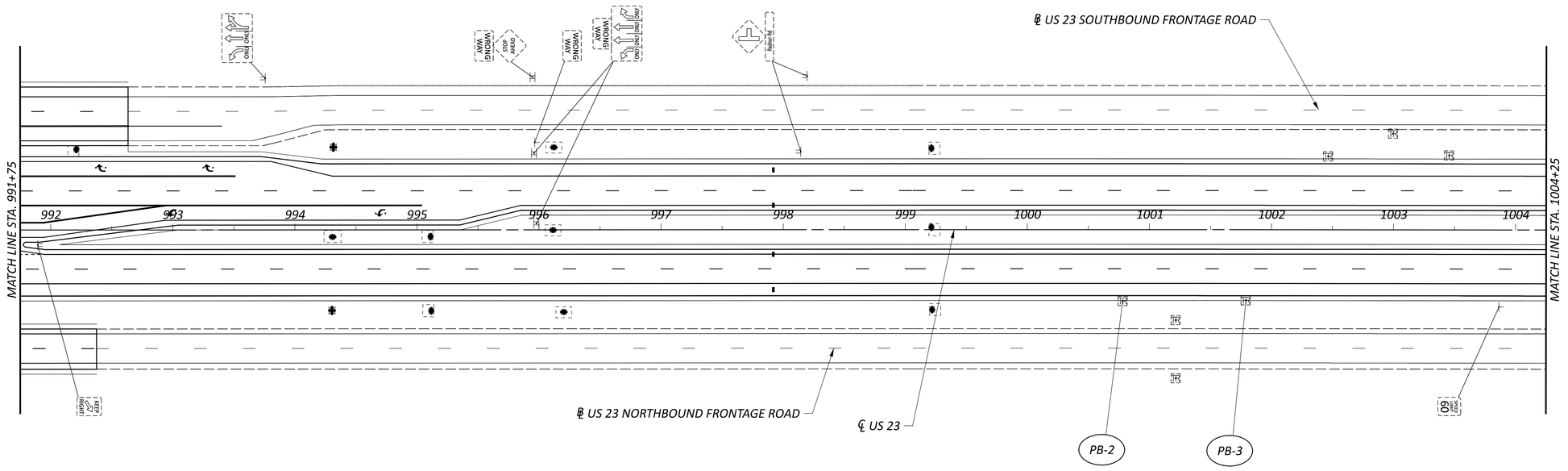

HORIZONTAL SCALE IN FEET
0 25 50 100

TRAFFIC CONTROL PLAN
STA. 979+25 TO STA. 1004+25

DESIGN AGENCY

DESIGNER KLM

REVIEWER XXX MM-DD-YY

PROJECT ID 110603

SHEET P.74 TOTAL P.79

DEL-23-17.67

MODEL: 110603_TP004 PAPERSIZE: 34x22 (in.) DATE: 7/18/2024 TIME: 4:05:05 PM USER: kbowman
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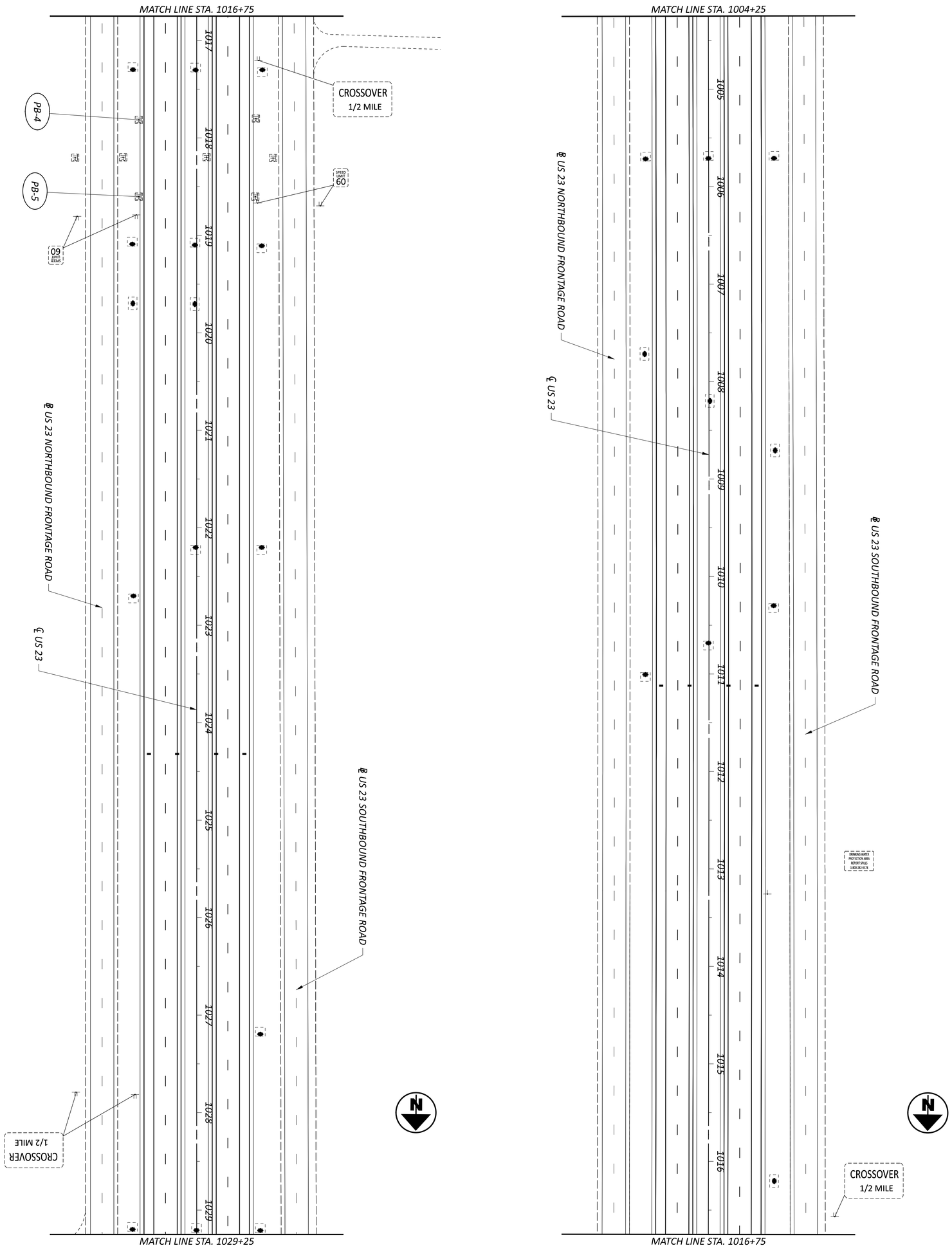
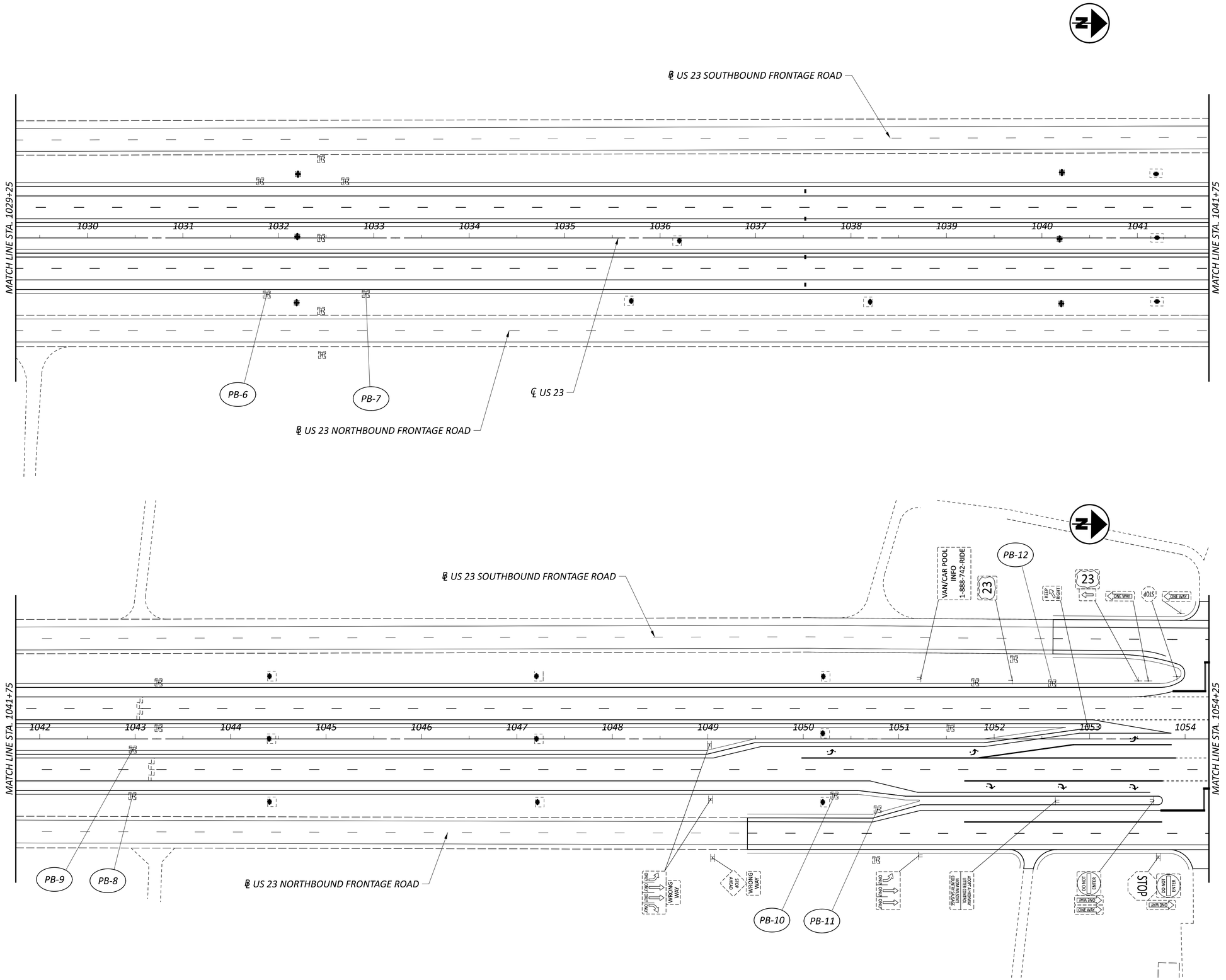


DESIGNER	REVIEWER	PROJECT ID	SHEET	TOTAL
KLM	XXX MM-DD-YY	110603	P.75	P.79

DESIGN AGENCY

TRAFFIC CONTROL PLAN
STA. 1004+25 TO STA. 1029+25

HORIZONTAL SCALE IN FEET
0 50
25 100



HORIZONTAL SCALE IN FEET
0 25 50 100

TRAFFIC CONTROL PLAN
STSA. 1029+25 TO STA. 1054+25

DESIGN AGENCY

DESIGNER KLM

REVIEWER XXX MM-DD-YY

PROJECT ID 110603

SHEET P.76 | TOTAL P.79

DEL-23-17.67

MODEL: 110603_TP005 PAPERSIZE: 34x22 (in.) DATE: 7/18/2024 TIME: 4:05:06 PM USER: kbowman
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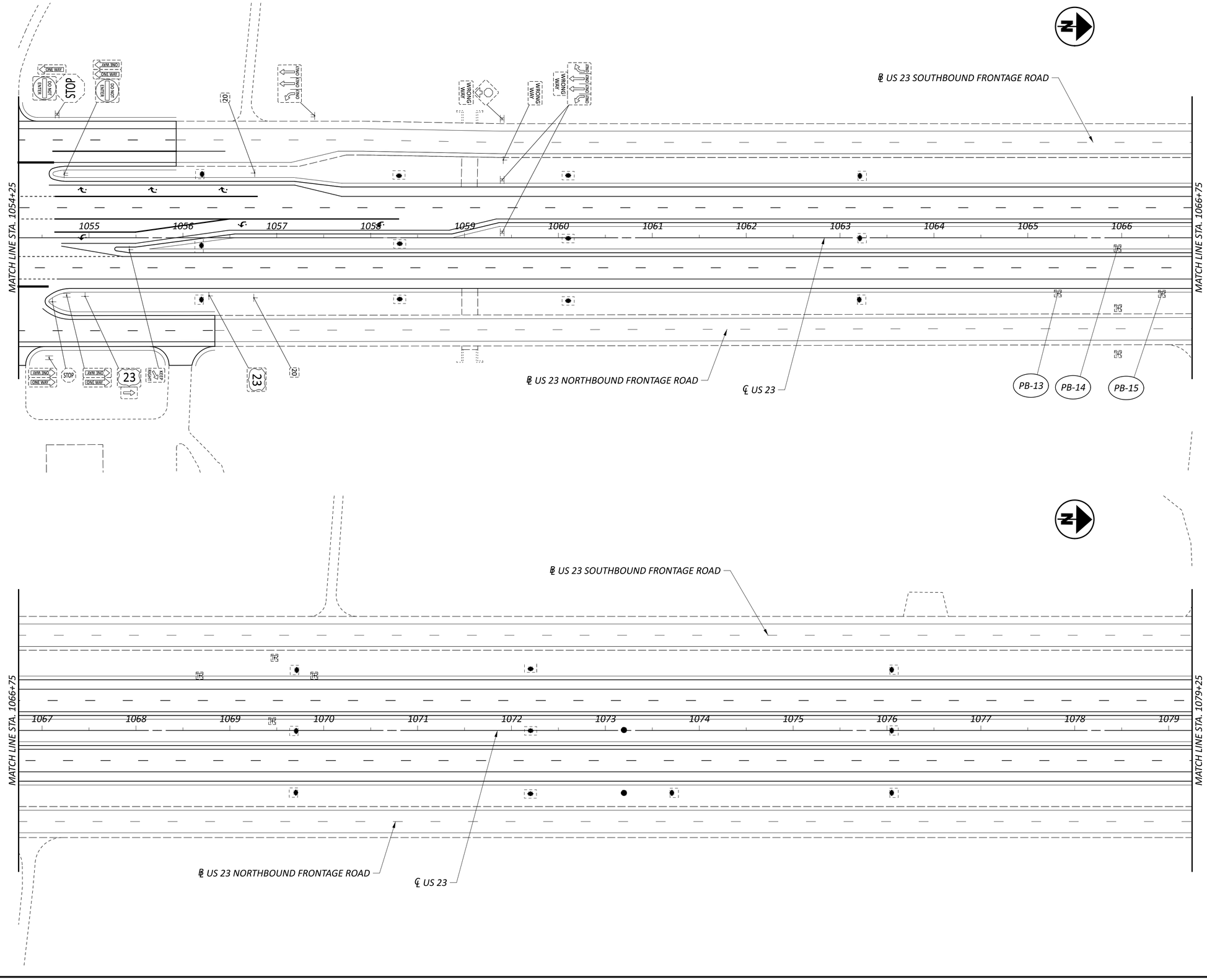

HORIZONTAL SCALE IN FEET
0 25 50 100

TRAFFIC CONTROL PLAN
STA. 1054+25 TO STA. 1079+25

DESIGN AGENCY

DESIGNER KLM

REVIEWER XXX MM-DD-YY

PROJECT ID 110603

SHEET P.77 TOTAL P.79

DEL-23-17.67

MODEL: 110603_TP006 PAPERSIZE: 34x22 (in.) DATE: 7/18/2024 TIME: 4:05:06 PM USER: kbowman
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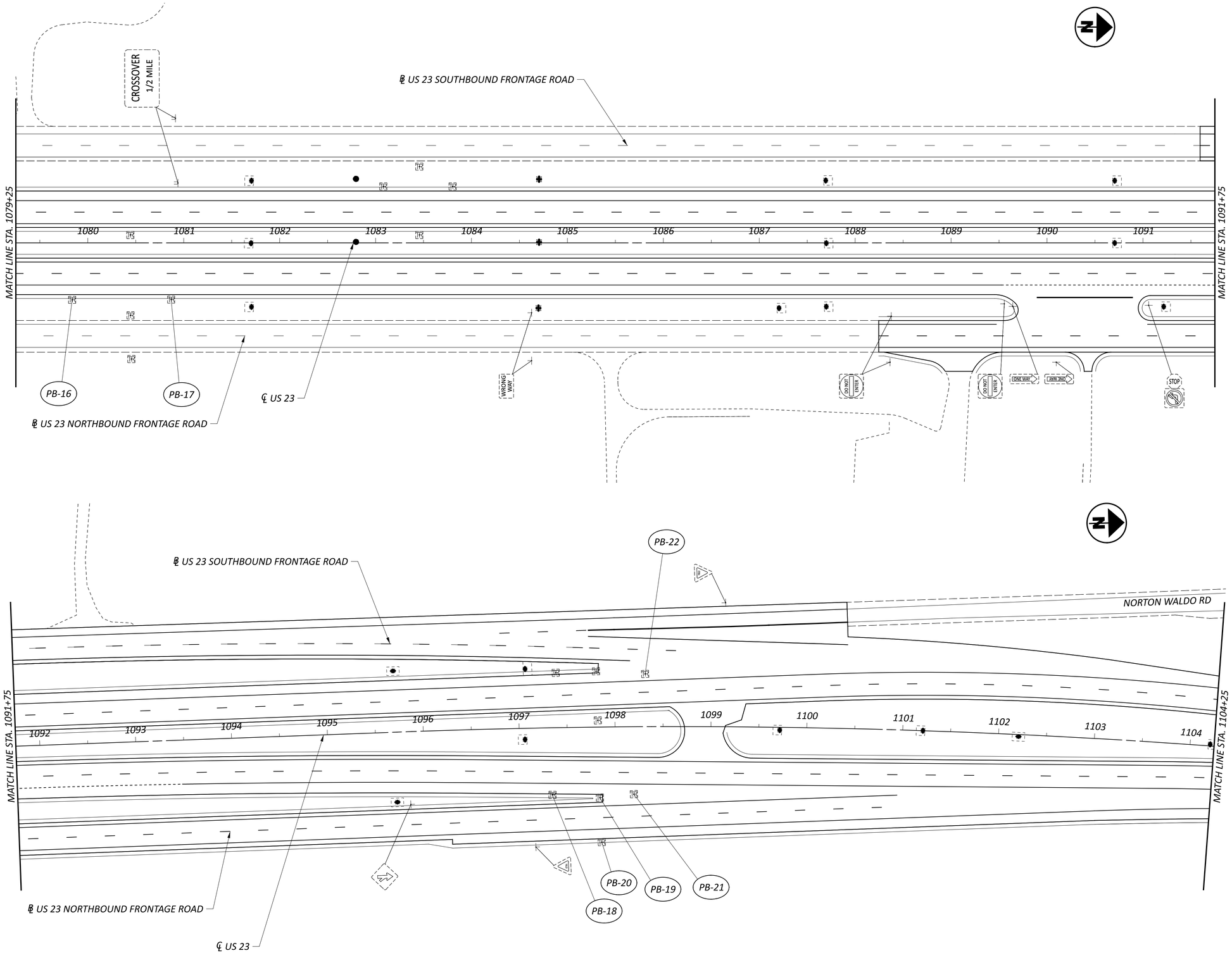

HORIZONTAL SCALE IN FEET
0 25 50 100

TRAFFIC CONTROL PLAN
STA. 1079+25 TO STA. 1104+25

DESIGN AGENCY

DESIGNER KLM

REVIEWER XXX MM-DD-YY

PROJECT ID 110603

SHEET P.78 TOTAL P.79

DEL-23-17.67

MODEL: 110603_TP007 PAPERSIZE: 34x22 (in.) DATE: 7/18/2024 TIME: 4:05:07 PM USER: kbowman
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HORIZONTAL
SCALE IN FEET
0 25 50 100

TRAFFIC CONTROL PLAN
STA. 1104+25 TO STA. 1129+25

DESIGN AGENCY

DESIGNER
KLM

REVIEWER
XXX MM-DD-YY

PROJECT ID
110603

SHEET P.79 | TOTAL P.79

DEL-23-17.67

MODEL: 110603_TP008 PAPERSIZE: 34x22 (in.) DATE: 7/18/2024 TIME: 4:05:07 PM USER: kbowman
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