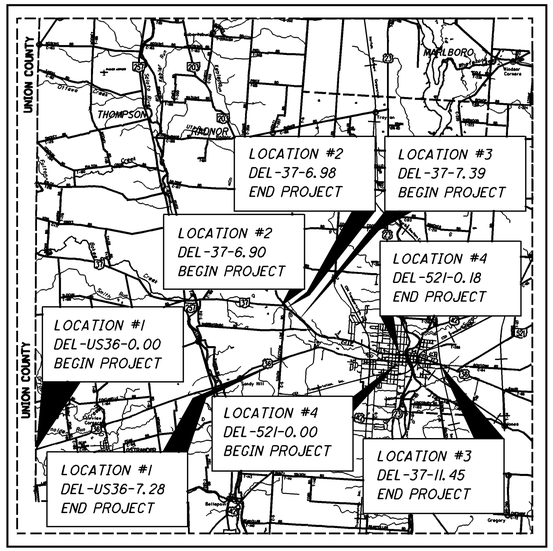
STATE OF OHIO
DEPARTMENT OF TRANSPORTATION

DEL-US36-0.00, DEL-37-6.90
DEL-37-7.39, DEL-521-0.00

CITY OF DELAWARE, VILLAGE OF OSTRANDER
SCIOTO TOWNSHIP, DELAWARE TOWNSHIP
DELAWARE COUNTY



LOCATION MAP

LAT: N 40° 16' 53" / LONG: W 83° 11' 16"

LAT: / LONG = CENTER OF PRIMARY ROUTE

SCALE IN MILES 1" EQUALS 2 MILES

PORTIONS TO BE IMPROVED

INTERSTATE & DIVIDED HIGHWAY

UNDIVIDED STATE & FEDERAL ROUTES

OTHER ROADS

LIMITED ACCESS

CURRENT ADT (2010)	14,609
DESIGN YEAR ADT (2020)	17,808
DESIGN HOURLY VOLUME (2020)	742
DIRECTIONAL DISTRIBUTION	50%
TRUCKS (24 HOUR B & C)	7%
DESIGN SPEED	60
LEGAL SPEED	55
LANE ADTT	592

INDEX OF SHEETS

EARTH DISTURBANCE AREA

PROJECT EARTH DISTURBED AREA	MAINTENANCE PROJECT
EST. CONTRACTOR EARTH DISTURBED AREA	MAINTENANCE PROJECT
NOTICE OF INTENT EARTH DISTURBED AREA	MAINTENANCE PROJECT

DESIGN FUNCTIONAL CLASSIFICATION

DEL-US36-0.00 TO 6.93	RURAL MINOR ARTERIAL
DEL-US36-6.93 TO 7.28	URBAN MINOR ARTERIAL
DEL-37-6.90 TO 6.98	URBAN MINOR ARTERIAL
DEL-37-7.39 TO 11.45	URBAN MINOR ARTERIAL
DEL-521-0.00 TO 0.18	URBAN MINOR ARTERIAL

DESIGN EXCEPTIONS

NONE REQUIRED

PROJECT DESCRIPTION

THIS PROJECT CONSISTS OF PAVEMENT REPAIRS AND RESURFACING A TOTAL OF 6.93 MILES OF US36 WITHIN DELAWARE COUNTY AND 4.66 MILES OF US36, SR-37 AND SR-521 WITHIN THE CITY OF DELAWARE.

2008 SPECIFICATIONS

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

I HEREBY APPROVE THESE PLANS AND DECLARE THAT THE MAKING OF THESE IMPROVEMENTS 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.

UNDERGROUND UTILITIES

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

STANDARD DRAWINGS

BP-3.1	10/19/2007						
BP-4.1	7/16/2004						
RM-1.1	7/18/2008						
MT-35.10	4/20/2001						
MT-97.10	4/17/2009						
MT-97.12	4/17/2009						
MT-99.20	1/16/2009						
MT-101.90	1/16/2009						
MT-105.10	1/16/2009						
TC-41.20	1/19/2001						
TC-52.10	1/19/2007						
TC-52.20	1/19/2007						
TC-65.10	1/21/2005						
TC-65.11	1/21/2005						
TC-71.10	1/16/2009						
TC-73.10	1/19/2001						
TC-82.10	10/16/2009						

SUPPLEMENTAL SPECIFICATIONS

800-2008	4/16/2010
832	5/5/2009

SPECIAL PROVISIONS

FP10-001	2/01/2010

STATE OF OHIO
LAURA L WRIGHT #71233
REGISTERED PROFESSIONAL ENGINEER

SIGNED: Laura L Wright
DATE: 12-22-09

PLANS PREPARED BY:
O.D.O.T.
DISTRICT SIX
IN HOUSE DESIGN

PLANS CERTIFIED BY:
NAME: Rob Kunk DATE: 12/22/09
OHIO DEPARTMENT OF TRANSPORTATION
DISTRICT SIX PRODUCTION

NAME: Thomas J. Welbaum DATE: 12-22-09
OHIO DEPARTMENT OF TRANSPORTATION
DISTRICT DEPUTY DIRECTOR OF TRANSPORTATION

NAME: _____ DATE: _____
OHIO DEPARTMENT OF TRANSPORTATION
DIRECTOR, DEPARTMENT OF TRANSPORTATION

FEDERAL PROJECT NO. E091(275)

PID NO. 81083

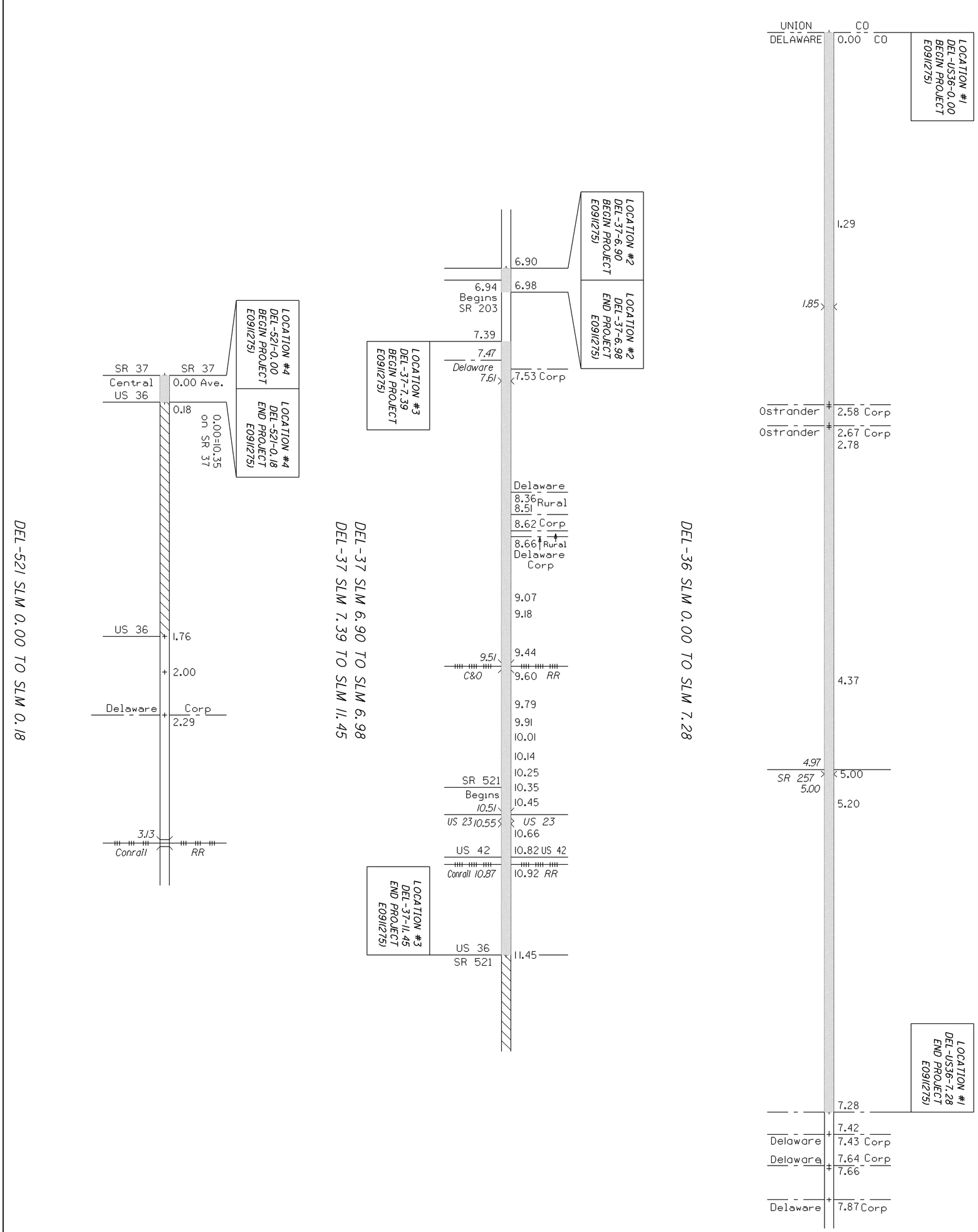
CONSTRUCTION PROJECT NO.

RAILROAD INVOLVEMENT CSX TRANSPORTATION INC.

DEL-36-0.00

1
82

I:\Projects\del\036\0000.011\81083\Production\roadway\sheets\TITLE SHEETS.dgn Sheet_GT001 04-MAR-2010 6:59AM rkinsell



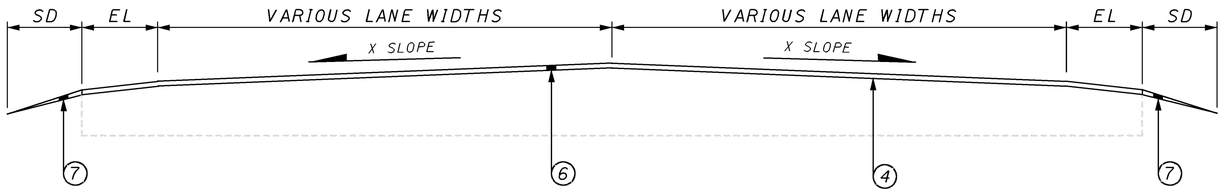
2/82	DEL-36-0.00	STRAIGHT LINE DIAGRAM	CALCULATED RDK / CHECKED

TYPICAL NOTES

SD = SEE SHOULDER DETAIL ON PLAN SHEET 5/82

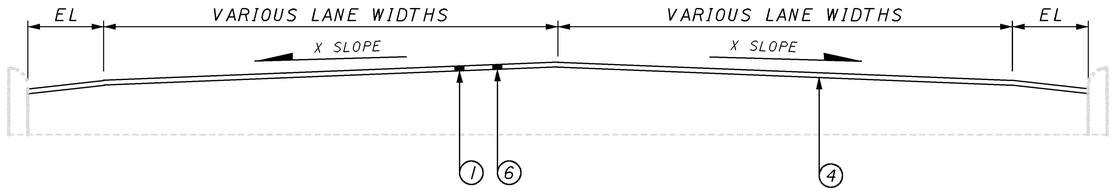
X SLOPE = MAINTAIN EXISTING PAVEMENT CROSS SLOPE

FOR ADDITIONAL INFORMATION ON PARTIAL DEPTH PAVEMENT REPAIRS, PAVEMENT REPAIR, AND COMPACTED AGGREGATE SEE PLAN SHEETS 5/82 AND 8/82



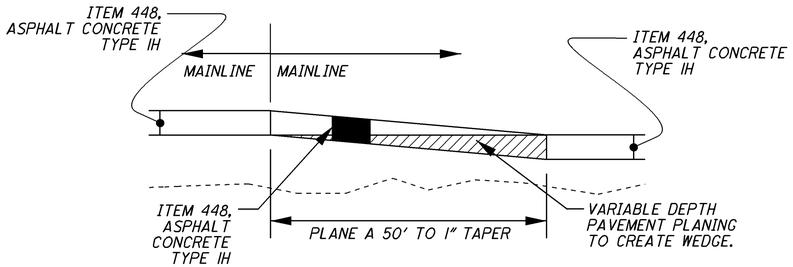
TYPICAL #1

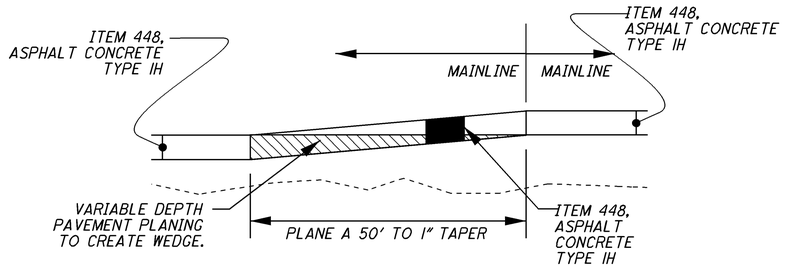
DEL-US36 SLM 0.00 TO SLM 7.28, DEL-37 SLM 7.52 TO SLM 8.00, DEL-37 SLM 8.21 TO SLM 8.71



TYPICAL #2

DEL-37 SLM 7.39 TO SLM 7.52, DEL-37 SLM 8.00 TO SLM 8.21,
DEL-37 SLM 8.71 TO SLM 11.45, DEL-521 SLM 0.00 TO SLM 0.18





TYPICAL TRANSITIONS DETAIL BETWEEN SURFACE TREATMENTS

TYPICAL LEGEND

1. ITEM 254 - 1.5" DEPTH PAVEMENT PLANING, ASPHALT CONCRETE
2. ITEM 254 - 3" DEPTH PAVEMENT PLANING, ASPHALT CONCRETE
3. ITEM 407 - TACK COAT @ 0.050 PER SY. YD.
4. ITEM 407 - TACK COAT @ 0.075 PER SY. YD.
5. ITEM 448 - ASPHALT CONCRETE SURFACE COURSE, TYPE IH (2 LIFTS @ 1.5")
6. ITEM 448 - 1.5" ASPHALT CONCRETE SURFACE COURSE, TYPE IH
7. ITEM 617 - COMPACTED AGGREGATE

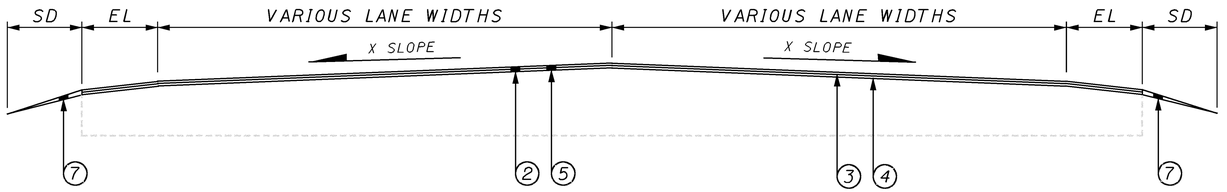
CALCULATED RDK | CHECKED CJS

TYPICAL SECTION

DEL-36-0.00

TYPICAL NOTES

SD = SEE SHOULDER DETAIL ON PLAN SHEET 5/82
X SLOPE = MAINTAIN EXISTING PAVEMENT CROSS SLOPE
FOR ADDITIONAL INFORMATION ON PARTIAL DEPTH PAVEMENT REPAIRS, PAVEMENT REPAIR,
AND COMPACTED AGGREGATE SEE PLAN SHEETS 5/82 AND 8/82



TYPICAL #3
DEL-37 SLM 6.90 TO SLM 6.98

TYPICAL LEGEND

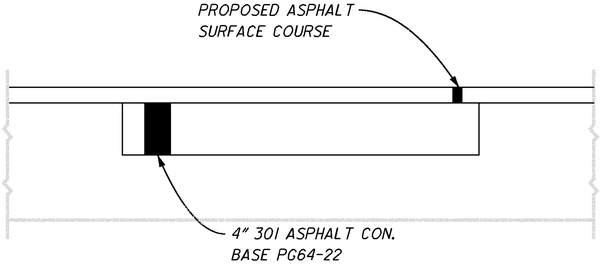
1. ITEM 254 - 1.5" DEPTH PAVEMENT PLANING, ASPHALT CONCRETE
2. ITEM 254 - 3" DEPTH PAVEMENT PLANING, ASPHALT CONCRETE
3. ITEM 407 - TACK COAT @ 0.050 PER SY. YD.
4. ITEM 407 - TACK COAT @ 0.075 PER SY. YD.
5. ITEM 448 - ASPHALT CONCRETE SURFACE COURSE, TYPE IH (2 LIFTS @ 1.5")
6. ITEM 448 - 1.5" ASPHALT CONCRETE SURFACE COURSE, TYPE IH
7. ITEM 617 - COMPACTED AGGREGATE

CALCULATED RDK | CHECKED

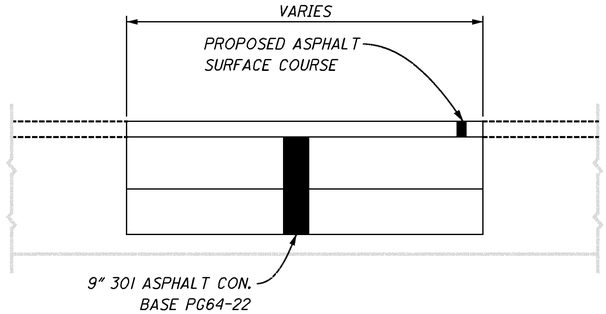
TYPICAL SECTION

DEL-36-0.00

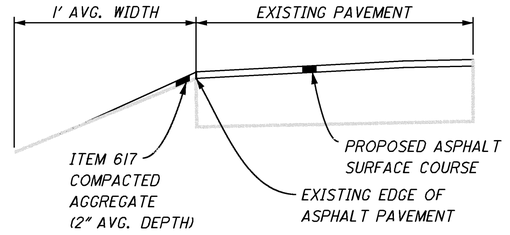
PARTIAL DEPTH
PAVEMENT REPAIR
A.P.P. DETAIL



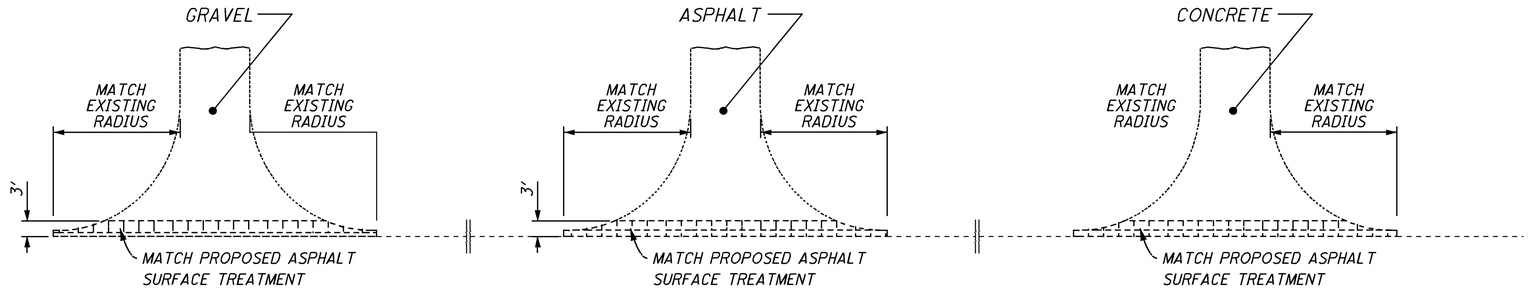
FULL DEPTH
PAVEMENT REPAIR
A.P.P. DETAIL



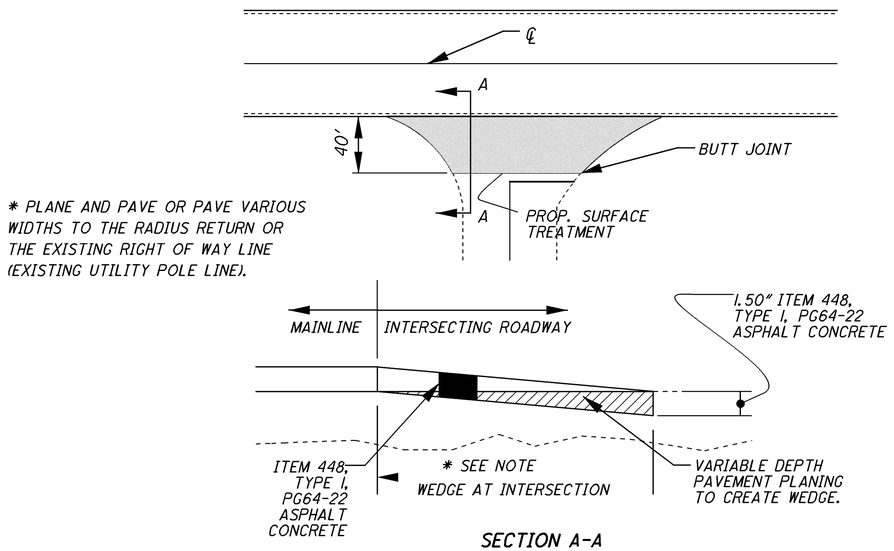
SHOULDER DETAIL



FOR ADDITIONAL INFORMATION ON PARTIAL DEPTH PAVEMENT REPAIRS, PAVEMENT REPAIR, AND COMPACTED AGGREGATE SEE PLAN SHEETS 5/82 AND 8/82



TYPICAL DRIVEWAY APPROACH DETAILS
FOR MORE INFORMATION INVOLVING TAPERS AND FEATHERING REFER TO
STANDARD DRAWING BP-3.1 AND PLAN SHEET 7/82



SECTION A-A

TYPICAL INTERSECTION DETAIL

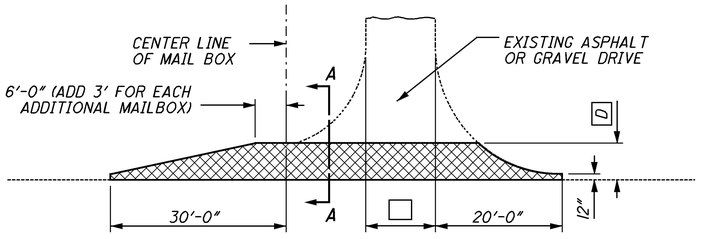
NAMED COUNTY AND TOWNSHIP ROAD INTERSECTIONS TO BE PLANED AND PAVED

TOWNSHIP ROAD 165 (BURNT POND ROAD)
COUNTY ROAD 156 (STOVER ROAD)
COUNTY ROAD 163 (OSTRANDER ROAD)
VILLAGE STREET (WHITE BARN PARKWAY)
TOWNSHIP ROAD 162 (SMART ROAD)
TOWNSHIP ROAD 160 (NEWHOUSE ROAD)
TOWNSHIP ROAD 161 (RUSSELL ROAD)
TOWNSHIP ROAD 377 (ROBIN HOOD ROAD)
TOWNSHIP ROAD 173 (WARREN ROAD)
TOWNSHIP ROAD 149 (KLONDIKE ROAD)
COUNTY ROAD 5 (SOUTH SECTION LINE ROAD)

CALCULATED RDK
CHECKED

TYPICAL SECTION

DEL-36-0.00

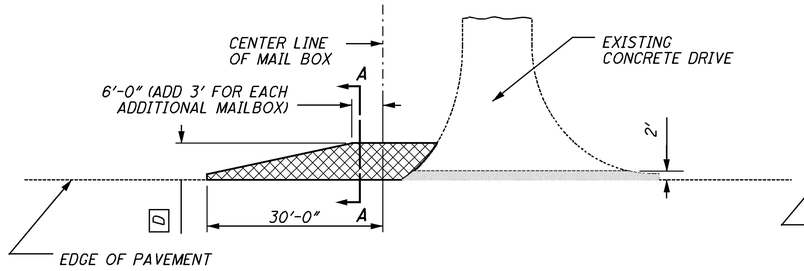


TYPICAL APPROACH #1
COMBINED DRIVEWAY & MAIL BOX APPROACH

MAIL BOX POSITIONED PAST DRIVE SHOWN. MIRROR FOR MAILBOX PRECEDING DRIVE.

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

[W] = WIDTH OF EXISTING DRIVEWAY.

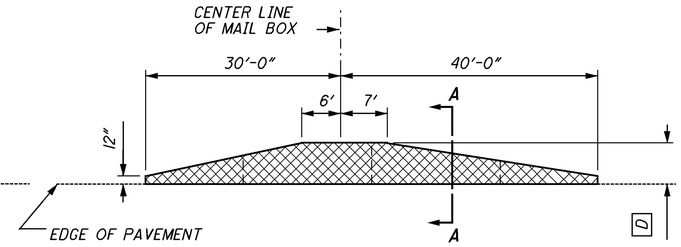


TYPICAL APPROACH #2
COMBINED DRIVEWAY & MAIL BOX APPROACH

MAIL BOX POSITIONED PAST DRIVE SHOWN. MIRROR FOR MAILBOX PRECEDING DRIVE.

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

[W] = WIDTH OF EXISTING DRIVEWAY.

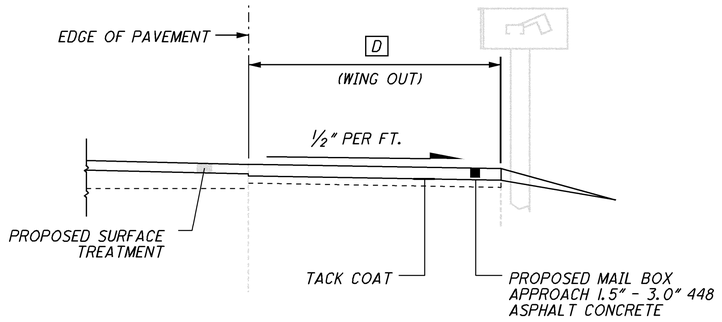


TYPICAL APPROACH #3
TYPICAL MAIL BOX APPROACH

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

*FOR TYPICAL MAIL BOX APPROACH AND OTHER ADDITIONAL INFORMATION SEE STA. DWG. BP 4.1 (10/18/07)

[W] = WIDTH OF EXISTING DRIVEWAY.



SECTION A-A
MAILBOX APPROACH DETAIL

IT MAY BE NECESSARY FOR THE CONTRACTOR TO PAVE AN INTERMEDIATE LAYER OF 448 - ASPHALT CONCRETE SURFACE COURSE, TYPE I-H PRIOR TO THE "WING OUT" IN ORDER TO MEET LIFT REQUIREMENTS.

U S 3 6 SLM	U S 3 6 SLM	M A I L B O X S	203 EXCAVATION CU. YD.	203 SUBGRADE COMPACTION SQ. YD.		407 TACK COAT 0.05 GAL. PER SQ. YD. GAL.	448 ASPHALT SURFACE COURSE I-H INTERMEDIATE LAYER 1.5" DEPTH CU. YD.	448 ASPHALT SURFACE COURSE I-H 1.5" DEPTH CU. YD.		REMARK
0.00	7.28	94	98	2,350		1,904	98	98		ESTIMATED QUANTITIES
TOTALS CARRIED TO PLAN SHEET 17/82			98	2,350		1,904	196			

CALCULATED RDK | CHECKED CJS

MAILBOX TYPICAL SECTION

DEL-36-0.00

6
82

NOTIFICATION OF CONSTRUCTION INITIATION:
AT LEAST FOURTEEN DAYS PRIOR TO ANY CONSTRUCTION ACTIVITIES, THE CONTRACTOR SHALL ADVISE THE DISTRICT OFFICE OF COMMUNICATIONS VIA EMAIL AT D06.PIO@DOT.STATE.OH.US AND THE DISTRICT WORK ZONE TRAFFIC MANAGER VIA EMAIL AT D06.MOT@DOT.STATE.OH.US 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.

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

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

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

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

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.

FIRE HYDRANTS:
THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ANY PERMITS AND FEES THAT ARE REQUIRED FOR THE USE OF ANY FIRE HYDRANTS. A SIAMESE VALVE IS TO BE USED ON THE HYDRANT OUTLET IF A HOSE IS TO BE LEFT CONNECTED AND UNATTENDED.

FUNDING SPLITS:
RURAL GENERAL PAVING (80% FEDERAL / 20% STATE)
US-36 SLM 0.00 TO SLM 6.93
SR-37 SLM 6.90 TO SLM 6.98

URBAN GENERAL PAVING (80% FEDERAL / 20% STATE)
US-36 SLM 6.90 TO SLM 7.28

URBAN PAVING (80% FEDERAL / 20% LOCAL)
SR-37 SLM 7.39 TO SLM 11.45

CITY OF DELAWARE (100% LOCAL)
SR-37 SLM 7.39 TO SLM 11.45

TREES AND OVERHEAD INTERFERENCES:
THE CONTRACTOR IS RESPONSIBLE FOR THE PROTECTION OF ALL TREES, OVERHEAD LINES AND TRAFFIC SIGNALS. IN SOME CASES IT MAY BE NECESSARY TO ADJUST EQUIPMENT HEIGHTS TO MAKE CLEARANCE.

LOCAL NOISE ORDINANCE:
IN AN EFFORT TO MINIMIZE NOISE DURING CONSTRUCTION, ALL CONSTRUCTION EQUIPMENT OPERATION MUST CONFORM TO ANY AND ALL PERTINENT LOCAL NOISE ORDINANCES. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO DETERMINE IF THERE ARE ANY PERTINENT LOCAL NOISE ORDINANCES, AND, IF THERE ARE ANY, TO ENSURE THAT THEY ARE COMPLIED WITH THROUGHOUT THE CONSTRUCTION OF THIS PROJECT.

PAVING AT RAILROAD CROSSING:
THE CROWN SHALL BE WORKED OUT OF THE PROPOSED PAVEMENT ON EACH SIDE OF THE RAILROAD CROSSING, BEGINNING 50 FEET FROM THE NEAREST RAIL, BY RAISING THE EDGES OF THE NEW PAVEMENT TO MEET THE PLATFORM ELEVATION AND A BUTT JOINT AS SHOWN IN STANDARD DRAWING BP-3.1 SHALL BE PROVIDED AT THE PLATFORM ELEVATION. HAND WORK WILL BE REQUIRED IN THE AREA OF THE RAILROAD PLATFORM. THE CONTRACTOR SHALL NOTIFY THE CSX TRANSPORTATION, INC. AT LEAST 15 DAYS IN ADVANCE OF STARTING ANY WORK WHICH MIGHT REQUIRE PROTECTION (FLAGMAN).

EXISTING MAILBOXES AND MAILBOX POSTS:
GREAT CARE SHALL BE TAKEN TO PREVENT DAMAGE TO ANY OF THE EXISTING MAILBOXES OR MAILBOX POSTS DURING THE PAVING OPERATIONS. ANY MAILBOX OR MAILBOX POST WHICH BECOMES DAMAGED BY THE CONTRACTOR'S PAVING OPERATIONS SHALL BE REMOVED AND REPLACED AT THE CONTRACTOR'S EXPENSE.

SIDE STREETS, COUNTY AND TOWNSHIP ROADS, RESIDENCE AND COMMERCIAL DRIVEWAYS:
AN ESTIMATED QUANTITY OF ASPHALT CONCRETE SURFACE COURSE HAS BEEN PROVIDED ON VARIOUS PLAN SHEETS WITHIN THIS PLAN TO BE USED AS DIRECTED BY THE PROJECT ENGINEER TO PAVE THE EXISTING DRIVE APPROACH AREAS AS SHOWN ON PLAN SHEET 19/82. THE APPROACH PAVING SHALL EXTEND A MINIMUM OF THREE FEET OR A DISTANCE GREATER THAN THREE FEET WHICH, SHALL BE DETERMINED BY THE PROJECT ENGINEER, TO PROVIDE A SMOOTH TRANSITION BETWEEN THE EXISTING DRIVEWAY AND THE PROPOSED ASPHALT CONCRETE SURFACE COURSE.

THE CONTRACTOR SHALL PROVIDE A BUTT JOINT AT ALL EXISTING ASPHALT OR CONCRETE DRIVEWAYS. SHOULD AN EXISTING ASPHALT DRIVEWAY APPROACH BE CONSIDERED BY THE PROJECT ENGINEER TO BE IN TOO POOR CONDITION (LOOSE AND BROKEN UP MATERIAL) TO BE NORMALLY PAVED OVER. THE CONTRACTOR SHALL REMOVE AND REPLACE THE MINIMAL AMOUNT OF UNACCEPTABLE ASPHALT (LOOSE AND BROKEN UP MATERIAL) TO PROVIDE A REASONABLE TRANSITION BETWEEN THE EXISTING DRIVEWAY AND THE PROPOSED ASPHALT CONCRETE SURFACE COURSE. ALL GRADING, TACK COAT, LABOR, MATERIAL, TOOLS, EQUIPMENT, INCIDENTALS AND THE REMOVAL OF LOOSE AND BROKEN UP MATERIAL TO COMPLETE THE DRIVEWAY APPROACHES SHALL BE INCLUDED IN THE UNIT BID PRICE FOR ASPHALT CONCRETE SURFACE COURSE.

FIELD DRIVES AND OIL WELL DRIVES:
AN ESTIMATED QUANTITY OF GRAVEL HAS BEEN PROVIDED FOR THIS WORK UNDER ITEM 617 - COMPACTED AGGREGATE ON PLAN SHEET 19/82 TO BE USED AS DIRECTED BY THE PROJECT ENGINEER TO PROVIDE A REASONABLE TRANSITION BETWEEN THE EXISTING DRIVEWAY AND THE PROPOSED ASPHALT CONCRETE. NO FIELD OR OIL WELL DRIVES SHALL BE PAVED. ALL GRADING, LABOR, MATERIAL, TOOLS, EQUIPMENT, AND INCIDENTALS NEEDED TO COMPLETE THE DRIVEWAY APPROACHES SHALL BE INCLUDED IN THE UNIT BID PRICE FOR ITEM 617 - COMPACTED AGGREGATE

DRAINAGE AT INTERSECTING STREETS:
AT INTERSECTING STREETS WHERE THE DRAINAGE IS TOWARD OR INTO THE PROJECT, SPECIAL CARE SHALL BE TAKEN BY THE CONTRACTOR TO MAINTAIN PROPER GRADE ALONG THE EDGE OF PAVEMENT SO THAT WATER WILL NOT POND. AT INTERSECTING STREETS, WHERE THE EDGE OF PAVEMENT CONTINUES ACROSS THE STREET, CARE SHALL BE TAKEN TO FEATHER DOWN AND FORM A NEAT SEAM WITH THE PROPER GRADE.

REVIEW OF DRAINAGE FACILITIES:
BEFORE ANY WORK IS STARTED ON THE PROJECT AND AGAIN BEFORE FINAL ACCEPTANCE OF THE PROJECT BY THE STATE, REPRESENTATIVES OF THE STATE, THE CONTRACTOR, AND THE CITY OF DELAWARE SHALL INSPECT ALL EXISTING SEWERS WHICH ARE TO REMAIN IN SERVICE AND WHICH MAY BE AFFECTED BY THE WORK. THE CONDITION OF THE EXISTING CONDUITS AND THEIR APPURTENANCE SHALL BE DETERMINED FROM FIELD OBSERVATIONS. RECORDS OF THE INSPECTION SHALL BE KEPT IN WRITING BY THE STATE.

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

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

DRAIN PIPES:
AT ALL DRAIN PIPES LOCATED IN THE CURB AND THAT DRAIN INTO THE GUTTER, SPECIAL CARE SHALL BE TAKEN BY THE CONTRACTOR SO THAT THESE DRAINS WILL NOT BE CLOSED OR OTHERWISE RENDERED INOPERATIVE. ANY DAMAGE DONE TO THE DRAIN PIPE WILL BE REPLACED AT THE CONTRACTOR'S EXPENSE.

MANHOLES AND OTHER CASTINGS:
THE CASTING TOPS OF MANHOLES, VALVE BOXES, AND OTHER STRUCTURES OWNED BY PUBLIC SERVICE CORPORATIONS OTHER THAN THE CITY OF DELAWARE WILL BE ADJUSTED TO GRADE BY THEIR RESPECTIVE OWNERS. THE WORK MAY BE DONE PRIOR TO THE CONSTRUCTION OF THE SURFACE COURSE. THE CONTRACTOR SHALL NOTIFY SUCH PUBLIC SERVICE CORPORATIONS AT LEAST ONE WEEK IN ADVANCE OF WORK OPERATIONS SO THAT WORK MAY BE PROPERLY SCHEDULED. CASTINGS OWNED BY THE CITY OF DELAWARE SHALL BE ADJUSTED TO GRADE BY THE CONTRACTOR. THESE MAY INCLUDE SEWER, AND TRAFFIC MANHOLES. HOWEVER, ANY ADDITIONAL CASTINGS IDENTIFIED DURING THE VARIOUS CONSTRUCTION OPERATIONS BY THE CONTRACTOR AND/OR THE PROJECT ENGINEER SHALL BE RAISED BY THE CONTRACTOR AND WILL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR THAT RESPECTIVE ITEM.

CALCULATED RDK | CHECKED CJS

GENERAL NOTES

DEL-36-0.00

WATER VALVES ON PLANED STREETS:

BEFORE ANY MILLING BEGINS ON A STREET, THE PROJECT ENGINEER WILL IDENTIFY ALL THE WATER VALVE CASTINGS BY MARKING THE CASTINGS OR CREATING A LIST OF THE CASTINGS THAT WILL NEED TO BE ADJUSTED TO GRADE AFTER THE RESURFACING IS COMPLETE, ANY CASTINGS THAT NEED TO BE ADJUSTED TO GRADE THAT WERE NOT IDENTIFIED TO BE RAISED PRIOR TO THE RESURFACING SHALL BE ADJUSTED TO GRADE BY THE CONTRACTOR AT THE CONTRACTOR'S EXPENSE THIS DOES NOT APPLY TO BURIED WATER VALVES.

BURIED WATER VALVES:

THE CITY OF DELAWARE MUST APPROVE IN WRITING ANY BURIED WATER VALVES TO BE ADJUSTED TO GRADE BY THE CONTRACTOR. IF THE CONTRACTOR RAISES ANY BURIED WATER VALVES WITHOUT WRITTEN APPROVAL FROM THE CITY OF DELAWARE THE WORK COMPLETED WILL BE AT THE CONTRACTOR'S EXPENSE.

ADJUSTING CASTINGS:

THE CONTRACTOR MAY USE AN EXTENSION RING OF THE TYPE APPROVED BY THE CITY OF DELAWARE TO RAISE MANHOLES THESE EXTENSION RINGS SHALL BE SECURED IN PLACE BY ASPHALT MASTIC. PROBLEM SITUATIONS, SUCH AS BROKEN CASTINGS OR CASTINGS FOR WHICH THERE ARE NO RINGS AVAILABLE, WILL BE RESOLVED BY ADJUSTING THE STRUCTURE TO GRADE WITHOUT A RING AFTER THE RESURFACING PROCESS. FOR A CASTING THAT IS ADJUSTED TO GRADE AFTER THE RESURFACING IS COMPLETED, THE CONTRACTOR SHALL REPLACE THE EXISTING ASPHALT SURFACE COURSE WITH 4 INCHES OF PORTLAND CEMENT CONCRETE BASE IN THE EFFECTED AREA. PAYMENT FOR THESE ITEMS IS TO BE INCLUDED IN THE PRICE BID FOR THE RESPECTIVE ITEM 604.

VALVE BOXES:

THE MINIMUM DIMENSION FOR SAW CUTTING THE PROPOSED VALVE BOX IS TWO FEET (WIDTH) BY FOUR FEET (LENGTH) ALL SAW CUTTING NECESSARY TO PERFORM THIS TASK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE BID FOR THE ITEM NECESSITATING THE WORK. THE PRICE SHALL INCLUDE ALL SERVICES, MATERIALS, LABOR, EQUIPMENT, TOOLS, AND INCIDENTALS NECESSARY TO COMPLETE THIS ITEM OF WORK.

ALL CASTINGS THAT ARE IN THE PROCESS OF BEING RAISED SHALL BE PLATED OR OTHERWISE BE MADE SUITABLE TO CARRY TRAFFIC DURING NON - WORKING HOURS. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO POINT OUT ANY ADDITIONAL MANHOLES AND WATER VALVES TO THE PROJECT ENGINEER THAT ARE OUT OF TOLERANCE PRIOR TO MILLING OR THE COST OF ADJUSTING THESE WILL BE AT THE CONTRACTOR'S EXPENSE.

A TOLERANCE OF MINUS 1/2" WILL BE THE ACCEPTED TOLERANCE ON ALL MANHOLES AND WATER VALVES ADJUSTED TO GRADE PRIOR TO THE RESURFACING PROCESS. A TOLERANCE OF MINUS 1/4" WILL BE THE ACCEPTED TOLERANCE ON ALL MANHOLES AND WATER VALVES ADJUSTED TO GRADE AFTER THE RESURFACING PROCESS AS PART OF THIS CONTRACT.

WATERSHED PROTECTION:

THE WORK ASSOCIATED WITH THIS PROJECT IS BEING PERFORMED WITHIN A SOURCE WATER PROTECTION AREA. IT IS ESSENTIAL THAT ALL ACTIVITIES ASSOCIATED WITH THIS WORK BE PERFORMED IN A MANNER CONSISTENT WITH BEST WATERSHED MANAGEMENT PRACTICES INCLUDING, BUT NOT LIMITED TO AREAS OF DISTURBED GROUND SHALL HAVE APPROPRIATE EROSION AND SEDIMENT CONTROLS. IF HAZARDOUS/TOXIC MATERIALS INCLUDING BUT NOT LIMITED TO FUELS, OILS, BITUMEN'S PAINTS, SEALANTS, OR OTHER CHEMICALS, ARE STORED ON SITE, THEY SHALL BE STORED IN A DOUBLE-CONTAINMENT MANNER. ALL EQUIPMENT REPAIRS, MAINTENANCE, AND MECHANICAL WORK THAT COULD RESULT IN THE RELEASE OF HAZARDOUS/TOXIC MATERIALS SHALL BE PERFORMED IN AN APPROPRIATELY CONTAINED AREA, PREFERABLY OFF SITE OR AN APPROPRIATE OFF-SITE FACILITY.

IN THE EVENT THAT ANY HAZARDOUS/TOXIC MATERIALS INCLUDING, BUT NOT LIMITED TO FUELS, OILS, BITUMEN'S PAINTS, SEALANTS, OR OTHER CHEMICALS ARE SPILLED, THE CONTRACTOR SHALL IMMEDIATELY NOTIFY EMERGENCY SERVICES BY CALLING 911, THE OHIO EPA @ (800)282-9378, COLUMBUS PUBLIC WATER SYSTEM @ (614)645-8270, DEL-CO WATER @ (740)548-7746 AND THE CITY OF DELAWARE. THE CONTRACTOR SHOULD BE PREPARED TO PROVIDE DETAILED INFORMATION RELATIVE TO THE TYPE AND QUANTITY OF MATERIAL THAT HAS BEEN SPILLED AS WELL AS THE EXACT LOCATION AND THE EXACT TIME AT WHICH THE SPILL OCCURRED.

THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR INFORMING ALL SUBCONTRACTORS AND OTHER AGENTS OF THESE RESPONSIBILITIES, PRECAUTIONS, AND PROHIBITIONS.

WATER QUALITY PROTECTION:

NO TOXIC OR HAZARDOUS MATERIALS SUCH AS SEALANTS, PAINT, SOLVENTS, CLEANING AGENTS, EARTHEN MATERIALS, WASTE-WATER, FUELS OR DEBRIS OF ANY KIND SHALL BE DISCHARGED TO ANY STREAMS, DRAINAGE COURSES, OR BODIES OF WATER. ALL ASPHALT OR CONCRETE GRINDINGS, EXCESS ASPHALTIC OR CONCRETE MATERIALS OR ANY OTHER DEBRIS GENERATED DURING RESURFACING OR OTHER SIMILAR ACTIVITIES SHALL BE NOT BE DISPOSED OF WITHIN A FLOOD PLAIN BELOW THE 100-YEAR FLOOD ELEVATION. THE CONTRACTOR SHALL TAKE GREAT CARE AND ALL PRECAUTIONS NECESSARY TO PREVENT THE CONTAMINATION OF THE PUBLIC DRINKING WATER SUPPLY, ALL PROJECT RELATED REFUELING AND MAINTENANCE ACTIVITIES SHALL BE PERFORMED IN AN ENVIRONMENTALLY RESPONSIBLE MANNER AND ALL PRECAUTIONS NECESSARY TO PREVENT LIQUIDS USED TO REPAIR, CLEAN, SEAL, OR TREAT ANY BRIDGE STRUCTURE (I.E. PAINT, SEALER, SOLVENT) FROM ENTERING STREAMS, WETLANDS OR OTHER WATERS OF THE UNITED STATES AND TAKE THE APPROPRIATE ACTIONS IN THE EVENT OF A RELEASE. THE CONTRACTOR IS REQUIRED AND SHALL BE HELD RESPONSIBLE FOR THE CLEAN UP AND REMEDIATION OF ANY AND ALL SPILLS.

ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR, AS PER PLAN:

ALL REPAIR AREAS SHALL BE DETERMINED BY THE PROJECT ENGINEER BEFORE THE BEGINNING OF WORK. ANY WORK, WHICH IS DETERMINED BY THE PROJECT ENGINEER, SHALL BE PERFORMED AFTER THE PERFORMANCE OF ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE AND BEFORE THE PLACEMENT OF ANY ASPHALT CONCRETE SURFACE COURSE. THE REPAIR AREAS SHALL BE OF VARYING LENGTH AND THE AVERAGE WIDTH SHALL NOT BE LESS THAN 4 FEET. THE AVERAGE DEPTH OF EACH REPAIR SHALL BE 4 INCHES. ALL AREAS SHALL BE REFILLED WITH AN EQUAL AMOUNT OF ITEM 301 - ASPHALT CONCRETE BASE. SEE DETAIL ON PLAN SHEET 5/82. NO MORE PARTIAL PAVEMENT REPAIR, AS PER PLAN SHALL BE STARTED AND PERFORMED THAN CAN BE COMPLETED IN THE SAME WORKING DAY.

ITEM 253 - PAVEMENT REPAIR, AS PER PLAN:

ALL REPAIR AREAS SHALL BE DETERMINED BY THE PROJECT ENGINEER THE BEGINNING OF WORK. ANY WORK, WHICH IS DETERMINED BY THE PROJECT ENGINEER, SHALL BE PERFORMED AFTER THE PERFORMANCE OF ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE AND BEFORE THE PLACEMENT OF THE ASPHALT CONCRETE SURFACE COURSE. THE REPAIRS AREAS SHALL CONSIST OF REMOVING 9 INCHES OF PAVEMENT AND PLACING 9 INCHES OF ITEM 301 - ASPHALT CONCRETE BASE, PG64-22 FOR AN AVERAGE WIDTH OF 4 FEET. SEE DETAIL ON PLAN SHEET 5/82. NO MORE PAVEMENT REPAIR, AS PER PLAN SHALL BE STARTED AND PERFORMED THAN CAN BE COMPLETED IN THE SAME WORKING DAY AND ALL WORK SHALL COMPLETE PRIOR TO RESURFACING AND ALL REPAIRED AREAS ARE TO BE INCLUDED INTO THE GENERAL RESURFACING.

"AS DIRECTED BY THE ENGINEER" = 20 CU.YDS.

ITEM 253 - PAVEMENT REPAIR, AS PER PLAN: = 20 CU.YDS.

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 IN ODER TO ACHIEVE A SMOOTH RIDING FINISHED PAVEMENT. GREAT CARE SHALL BE TAKEN TO PREVENT THE REMOVAL OF THE EXISTING PAVEMENT CROSS-SLOPE (CROWN), INTERSECTION CROSS-SLOPES (CROWN) AS WELL AS ALL LONGITUDINAL SLOPES WITHIN THE EXISTING CROSSWALKS DURING THE PLANING OPERATIONS.

THE CONTRACTOR SHALL USE CARE WHEN PLANING AROUND EXISTING MANHOLES WITH CONCRETE COLLAR SO AS TO NOT DAMAGE THE EXISTING CONCRETE COLLAR. SHOULD THE CONCRETE COLLAR BE DAMAGED BY THE PLANING OPERATION THE CONTRACTOR SHALL REPLACE THE CONCRETE COLLAR AT HIS EXPENSE.

THE INTERSECTION OF SR-37 AND SR-203 AND THE INTERSECTION OF US-36 AND SR-257 SHALL BE PLANED AND RESURFACED WITH A MINIMUM OF 1.5" OF ITEM 448 - ASPHALT CONCRETE, SURFACE COURSE WITH IN THE SAME WORK PERIOD.

ALL OTHER PLANED PAVEMENT SHALL BE PLANED TO A DEPTH OF 1.5 INCHES AND RESURFACED WITH 1.5" OF THE ASPHALT CONCRETE SURFACE COURSE WITHIN 5 CONSECUTIVE DAYS. WITHIN THE 1.5" PAVEMENT PLANING AREA, ANY PLANING OF THE EXISTING PAVEMENT GREATER THAN 1.5 INCHES IN DEPTH SHALL RESULT IN THE CONTRACTOR INCURRING THE COST OF THE ADDITIONAL ASPHALT ABOVE THE MAXIMUM DEPTH OF 1.5 INCHES TO MATCH THE EXISTING CURB AND GUTTER, CROSS-SLOPE AS WELL AS ALL LONGITUDINAL SLOPES. THIS IS ESPECIALLY CRITICAL AT CROSSWALKS.

ITEM 407 - TACK COAT:

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

CALCULATED RDK | CHECKED CJS

GENERAL NOTES

DEL-36-0.00

ITEM 448 – ASPHALT CONCRETE, SURFACE COURSE TYPE 1H:
GREAT CARE SHALL BE TAKEN TO MAINTAIN THE EXISTING PAVEMENT CROSS-SLOPE (CROWN), INTERSECTION CROSS-SLOPES (CROWN) AS WELL AS ALL LONGITUDINAL SLOPES WITHIN THE EXISTING CROSSWALKS DURING THE PAVING OPERATIONS.

THE INTERSECTION OF SR-37 AND SR-203 AND THE INTERSECTION OF US-36 AND SR-257 SHALL BE PLANED AND RESURFACED WITH A MINIMUM OF 1.5" OF ITEM 448 – ASPHALT CONCRETE, SURFACE COURSE WITH IN THE SAME WORK PERIOD.

ALL OTHER PLANED PAVEMENT SHALL BE PLANED TO A DEPTH OF 1.5 INCHES AND RESURFACED WITH 1.5" OF THE ASPHALT CONCRETE SURFACE COURSE WITHIN 5 CONSECUTIVE DAYS. WITHIN THE 1.5" PAVEMENT PLANING AREA, ANY PLANING OF THE EXISTING PAVEMENT GREATER THAN 1.5 INCHES IN DEPTH SHALL RESULT IN THE CONTRACTOR INCURRING THE COST OF THE ADDITIONAL ASPHALT ABOVE THE MAXIMUM DEPTH OF 1.5 INCHES TO MATCH THE EXISTING CURB AND GUTTER, CROSS-SLOPE AS WELL AS ALL LONGITUDINAL SLOPES. THIS IS ESPECIALLY CRITICAL AT CROSSWALKS.

ITEM 604 - CATCH BASIN ADJUSTED TO GRADE:
THIS ITEM IS A CONTINGENCY QUANTITY TO BE USED AS DIRECTED BY THE PROJECT ENGINEER AND AS REQUESTED BY THE CITY OF DELAWARE AT VARIOUS LOCATIONS AND SHALL PROVIDE ALL MATERIAL, LABOR, EQUIPMENT, AND HARDWARE NECESSARY TO ADJUST TO GRADE THE EXISTING CATCH BASIN TO THE PROPOSED ASPHALT ELEVATION. THE FOLLOWING QUANTITY HAS BEEN PROVIDED AND THE TOTAL CARRIED TO THE GENERAL SUMMARY.

"AS DIRECTED BY THE ENGINEER"	= 5 EACH
ITEM 604 - CATCH BASIN ADJUSTED TO GRADE:	= 5 EACH

ITEM 604 - CATCH BASIN RECONSTRUCTED TO GRADE:
THIS ITEM IS A CONTINGENCY QUANTITY TO BE USED AS DIRECTED BY THE PROJECT ENGINEER AND AS REQUESTED BY THE CITY OF DELAWARE AT VARIOUS LOCATIONS AND SHALL PROVIDE ALL MATERIAL, LABOR, EQUIPMENT, AND HARDWARE NECESSARY TO ADJUST TO GRADE THE EXISTING CATCH BASIN TO THE PROPOSED ASPHALT ELEVATION. THE FOLLOWING QUANTITY HAS BEEN PROVIDED AND THE TOTAL CARRIED TO THE GENERAL SUMMARY.

"AS DIRECTED BY THE ENGINEER"	= 5 EACH
ITEM 604 - CATCH BASIN RECONSTRUCTED TO GRADE:	= 5 EACH

ITEM 604 - INLET RECONSTRUCTED TO GRADE:
THIS ITEM IS A CONTINGENCY QUANTITY TO BE USED AS DIRECTED BY THE PROJECT ENGINEER AND AS REQUESTED BY THE CITY OF DELAWARE AT VARIOUS LOCATIONS AND SHALL PROVIDE ALL MATERIAL, LABOR, EQUIPMENT, AND HARDWARE NECESSARY TO ADJUST TO GRADE THE EXISTING CATCH BASIN TO THE PROPOSED ASPHALT ELEVATION. THE FOLLOWING QUANTITY HAS BEEN PROVIDED AND THE TOTAL CARRIED TO THE GENERAL SUMMARY.

"AS DIRECTED BY THE ENGINEER"	= 5 EACH
ITEM 604 - INLET RECONSTRUCTED TO GRADE:	= 5 EACH

ITEM 604 - MANHOLE RECONSTRUCTED TO GRADE:
THIS ITEM IS A CONTINGENCY QUANTITY TO BE USED AS DIRECTED BY THE PROJECT ENGINEER AT VARIOUS LOCATIONS AND PROVIDE ALL MATERIAL, LABOR, EQUIPMENT, AND HARDWARE NECESSARY TO ADJUST TO GRADE THE EXISTING CATCH BASIN TO THE PROPOSED ASPHALT ELEVATION. THE FOLLOWING QUANTITY HAS BEEN PROVIDED AND THE TOTAL CARRIED TO THE GENERAL SUMMARY.

"AS DIRECTED BY THE ENGINEER"	= 5 EACH
ITEM 604 - MANHOLE RECONSTRUCTED TO GRADE:	= 5 EACH

ITEM 604 - MANHOLE ADJUSTED TO GRADE, AS PER PLAN:
THE CASTING TOPS OF MANHOLES, VALVE BOXES, AND OTHER STRUCTURES OWNED BY PUBLIC SERVICE CORPORATIONS OTHER THAN THE CITY OF DELAWARE WILL BE ADJUSTED TO GRADE BY THEIR RESPECTIVE OWNERS. THE WORK MAY BE DONE PRIOR TO THE CONSTRUCTION OF THE SURFACE COURSE. THE CONTRACTOR SHALL NOTIFY SUCH PUBLIC SERVICE CORPORATIONS AT LEAST ONE WEEK IN ADVANCE OF WORK OPERATIONS SO THAT WORK MAY BE PROPERLY SCHEDULED. CASTINGS OWNED BY THE CITY OF DELAWARE SHALL BE ADJUSTED TO GRADE BY THE CONTRACTOR. THESE INCLUDE SEWER, WATER, AND TRAFFIC MANHOLES. HOWEVER, ANY ADDITIONAL CASTINGS IDENTIFIED DURING THE VARIOUS CONSTRUCTION OPERATIONS BY THE PROJECT ENGINEER AND/OR CONTRACTOR SHALL BE RAISED BY THE CONTRACTOR AND WILL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR THAT RESPECTIVE ITEM.

THE CONTRACTOR MAY USE AN EXTENSION RING OF THE TYPE APPROVED BY THE CITY OF DELAWARE TO RAISE MANHOLES THESE EXTENSION RINGS SHALL BE SECURED IN PLACE BY ASPHALT MASTIC. PROBLEM SITUATIONS, SUCH AS BROKEN CASTINGS OR CASTINGS FOR WHICH THERE ARE NO RINGS AVAILABLE, WILL BE RESOLVED BY ADJUSTING THE STRUCTURE TO GRADE WITHOUT A RING AFTER THE RESURFACING PROCESS. FOR A CASTING THAT IS ADJUSTED TO GRADE AFTER THE RESURFACING IS COMPLETED, THE CONTRACTOR SHALL REPLACE THE EXISTING ASPHALT SURFACE COURSE WITH 4 INCHES OF PORTLAND CEMENT CONCRETE BASE IN THE EFFECTED AREA. PAYMENT FOR THESE ITEMS IS TO BE INCLUDED IN THE PRICE BID FOR THE RESPECTIVE ITEM 604.

GREAT CARE SHALL BE TAKEN TO MAINTAIN THE EXISTING PAVEMENT CROSS-SLOPE (CROWN), INTERSECTION CROSS-SLOPES (CROWN) AS WELL AS ALL LONGITUDINAL SLOPES WITHIN THE EXISTING CROSSWALKS. THIS IS ESPECIALLY CRITICAL AT CROSSWALKS.

THIS ITEM IS A CONTINGENCY QUANTITY TO BE USED AS DIRECTED BY THE PROJECT ENGINEER AND AS REQUESTED BY THE CITY OF DELAWARE AT VARIOUS LOCATIONS AND PROVIDE AND PROVIDE A ONE FOOT WIDE AND 4 INCHES IN DEPTH CONCRETE COLLAR AROUND THE EXISTING MANHOLE. ANY ADDITIONAL COST FOR ALL MATERIAL, LABOR, EQUIPMENT, AND HARDWARE NECESSARY TO ADJUST TO GRADE THE EXISTING MANHOLE TO THE PROPOSED ASPHALT ELEVATION AND PLACE AN ONE FOOT CONCRETE COLLAR AROUND THE EXISTING MANHOLE.

"AS DIRECTED BY THE ENGINEER"	= 5 EACH
ITEM 604 - MANHOLE ADJUSTED TO GRADE, AS PER PLAN:	= 5 EACH

ITEM 604 - MONUMENT ASSEMBLY:
THIS WORK SHALL CONSIST OF FURNISHING AND PLACING CENTERLINE MONUMENTS AT THE FOLLOWING INTERSECTIONS.

TOWNSHIP ROAD 165 (BURNT POND RD.) AND US-36	= 1 EACH
COUNTY ROAD 156 (STOVER RD.) AND US-36	= 1 EACH
TOWNSHIP ROAD 162 (SMART RD.) AND US-36	= 1 EACH
TOWNSHIP ROAD 160 (NEWHOUSE RD.) AND US-36	= 1 EACH
TOWNSHIP ROAD 161 (RUSSELL RD.) AND US-36	= 1 EACH
TOWNSHIP ROAD 173 (WARREN RD.) AND US-36	= 1 EACH
TOWNSHIP ROAD 149 (KLONDIKE RD.) AND US-36	= 1 EACH

A REGISTERED SURVEYOR FROM DISTRICT 6 SURVEY DEPARTMENT SHALL BE RESPONSIBLE FOR REFERENCING AND VERIFYING THE LOCATIONS OF THE CENTERLINE MONUMENTS. THE CONTRACTOR SHALL NOTIFY THE SURVEY DEPARTMENT (740-833-8250) 48 HOURS PRIOR TO START OF MONUMENT WORK. PAYMENT FOR THIS ITEM SHALL INCLUDE ALL NECESSARY LABOR, MISCELLANEOUS HARDWARE, AND EQUIPMENT REQUIRED FOR PLACEMENT. PAYMENT WILL BE AT CONTRACT BID PRICE PER EACH.

ITEM 604 - MONUMENT ASSEMBLY:	= 7 EACH

ITEM 604 - MONUMENT BOX ADJUSTED TO GRADE:
THIS ITEM OF WORK WILL PROVIDE ALL MATERIAL, LABOR, EQUIPMENT, AND HARDWARE NECESSARY TO ADJUST TO GRADE THE EXISTING MONUMENT BOX TO 1/4 INCH BELOW THE PROPOSED ASPHALT ELEVATION AT THE FOLLOWING LOCATIONS.

DELAWARE COUNTY / UNION COUNTY LINE	= 1 EACH
COUNTY ROAD 163 (OSTRANDER RD.) AND US-36	= 1 EACH
SR-257 AND US-36	= 1 EACH
COUNTY ROAD 5 (SOUTH SECTION LINE RD.) AND US-36	= 1 EACH
ITEM 604 - MONUMENT BOX ADJUSTED TO GRADE:	= 4 EACH

ITEM 617 – COMPACTED AGGREGATE:
THIS ITEM OF WORK HAS BEEN PROVIDED TO ASSURE THAT THERE IS NO DROP-OFF AND SHALL BE USED AS DIRECTED BY THE PROJECT ENGINEER.

ITEM 617 – WATER:
THIS ITEM SHALL BE USED "AS DIRECTED BY THE ENGINEER".

RURAL GEN.	
602 CUBIC YARDS OF AGGREGATE / 1,000	= 0.60 M/GAL.
URBAN GEN.	
23 CUBIC YARDS OF AGGREGATE / 1,000	= 0.02 M/GAL.
URBAN PAVING	
105 CUBIC YARDS OF AGGREGATE / 1,000	= 0.10 M/GAL.
ITEM 617 – WATER:	= 0.72 M/GAL.

ITEM 623 - CONSTRUCTION LAYOUT STAKES, AS PER PLAN:
THIS ITEM SHALL CONSIST OF STATIONING USING 3 FT LATH STAKES OR PAINT MARKINGS. THE STAKES OR PAINT MARKINGS SHALL BE SPACED AT 200 FT INTERVALS AND EXTEND THROUGHOUT THE LENGTH OF THE PROJECT. PLACEMENT OF THE STAKES OR PAINT MARKINGS SHALL BE AS DIRECTED BY THE ENGINEER. THE CONTRACTOR IS RESPONSIBLE FOR REPLACING ANY DAMAGED, MISSING STAKES, OR PAINT MARKINGS. PAINT MARKINGS SHALL BE PLACED ON CURBS AND USED IN AREAS WERE THE PLACEMENT OF STAKES IS NOT POSSIBLE AND APPROVED BY THE PROJECT ENGINEER.

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

ITEM 632 - LOOP DETECTOR TIE IN:
THIS ITEM SHALL BE USED TO CONNECT AND SPLICE THE PROPOSED LOOP DETECTORS TO THE APPROPRIATE EXISTING LEAD IN CABLE INSIDE THE PULL BOX.

DEL-US36 0.00 TO 7.28 (RURAL GEN FUNDING)	
"AS DIRECTED BY THE ENGINEER"	= 4 EACH
ITEM 632 - LOOP DETECTOR TIE IN:	= 4 EACH

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GENERAL NOTES

DEL-36-0.00

ITEM 632 - DETECTOR LOOP:

THE LOCATIONS, SIZES AND SHAPES OF PROPOSED LOOP DETECTORS WILL BE THE SAME AS EXISTING. IT IS THE CONTRACTOR'S RESPONSIBILITY TO VERIFY THE LOCATION, SIZE AND SHAPE OF THE EXISTING LOOP DETECTORS LISTED IN THE PLAN BEFORE THE PAVEMENT PLANING DESTROYS THEM. ALL LOOP WIRE SHALL BE IDENTIFIED WITH A PLASTIC TAG (WBLT, EBRT, ETC.) AT THE SPLICE POINT OR AT ENTRANCE TO THE CONTROL CABINET. WHEN A PULLBOX IS NOT USED, THE SOLDERED SPLICE SHALL BE MADE IN AN ANCHOR BASE, STRAIN POLE OR A CONDUIT RISER SPECIFIED BY THE PROJECT ENGINEER, EXCEPT WHERE A CONTROLLER CABINET IS MOUNTED ON THAT POLE IN WHICH CASE THE LOOP WIRE SHALL BE ROUTED DIRECTLY INTO THE CABINET. THE CONTRACTOR SHALL PROVIDE THE PROJECT ENGINEER PRIOR TO THE COMMENCEMENT OF WORK, A COPY OF THE IMSA CERTIFICATION PAPERS FOR ALL SIGNAL TECHNICIANS WORKING ON THIS PROJECT.

THE CONTRACTOR SHALL ALSO CONTACT THE CITY OF DELAWARE TRAFFIC ENGINEER AT LEAST FORTY-EIGHT HOURS (EXCLUDING SAT & SUN) IN ADVANCE OF TAKING A SIGNAL OUT OF SERVICE. ALL DETECTOR LOOPS SHALL BE REPLACED AND FUNCTIONAL WITHIN 48 HOURS OF BEING REMOVED. THE CONTRACTOR SHALL ALSO PROTECT ANY INLET OR CATCH BASIN FROM FOREIGN MATERIAL OR CONSTRUCTION DEBRIS ENTERING THE INLET OR CATCH BASIN WHILE CUTTING DETECTOR LOOPS.

CITY OF DELAWARE
DOUG WRIGHT
1-740-203-1723

OHIO DEPARTMENT OF TRANSPORTATION
TOM JACOBY
400 EAST WILLIAM STREET
DELAWARE, OHIO 43015
1-740-833-8332

DEL-US36 0.00 TO 7.28 (RURAL GEN FUNDING)
"AS DIRECTED BY THE ENGINEER" = 4 EACH

ITEM 632 - DETECTOR LOOP: = 4 EACH

ITEM 644 - THERMOPLASTIC PAVEMENT MARKING:

THE CONTRACTOR SHALL REMOVE PRIOR TO THE PLACEMENT OF ALL PERMANENT PAVEMENT MARKINGS ALL WORK ZONE MARKINGS. THE LOCATIONS, SIZES AND SHAPES OF PROPOSED PAVEMENT MARKINGS WILL BE THE SAME AS EXISTING. IT IS THE CONTRACTOR'S RESPONSIBILITY TO VERIFY THE LOCATION, SIZE AND SHAPE OF THE EXISTING PAVEMENT MARKINGS BEFORE THE PAVEMENT PLANING AND RESURFACING OBLITERATES THEM.

PRIOR TO THE PLACEMENT OF ALL PERMANENT PAVEMENT MARKINGS THE CONTRACTOR SHALL NOTIFY THE CITY OF DELAWARE ENGINEER A MINIMUM OF SEVENTY-TWO HOURS (NOT INCLUDING SATURDAY AND SUNDAY) BEFORE PERMANENT MARKINGS ARE TO BE PLACED TO INSPECT AND APPROVE THE PERMANENT PAVEMENT-MARKING LAYOUT.

ANY PAVEMENT MARKING WHICH IS PLACED AT THE WRONG LOCATION SHALL BE REMOVED AND REPLACED AT THE CORRECT LOCATION AT THE CONTRACTORS EXPENSE.

ITEM 644 - REMOVAL OF PAVEMENT MARKING:

REMOVE THE EXISTING PAVEMENT MARKINGS SHALL BE IN ACCORDANCE WITH SUPPLEMENTAL SPECIFICATION 800. DO NOT OVER PAINT OR USE OTHER METHODS OF COVERING MARKINGS INSTEAD OF REMOVAL.

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GENERAL NOTES

DEL-36-0.00

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MAINTENANCE OF TRAFFIC NOTES

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.

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.

URBAN PAVING AREA

TWO WAY TRAFFIC SHALL BE MAINTAINED AT ALL TIMES EXCEPT THAT FOR MINIMUM PERIODS OF TIME CONSISTENT WITH THE REQUIREMENTS OF THE SPECIFICATIONS FOR PROTECTION OF THE COMPLETED ASPHALT CONCRETE COURSES. WORK ZONES SHALL BE LIMITED TO A MAXIMUM LENGTH OF 1000 FEET.

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 SHALL NOT BE PERMITTED. THE LEVEL OF UTILIZATION OF MAINTENANCE OF TRAFFIC DEVICES SHALL BE COMMENSURATE WITH THE WORK IN PROGRESS.

RURAL PAVING AREA

TWO WAY TRAFFIC SHALL BE MAINTAINED AT ALL TIMES EXCEPT THAT FOR MINIMUM PERIODS OF TIME CONSISTENT WITH THE REQUIREMENTS OF THE SPECIFICATIONS FOR PROTECTION OF THE COMPLETED ASPHALT CONCRETE COURSES. WORK ZONES SHALL BE LIMITED TO A MAXIMUM LENGTH OF 9000 FEET.

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.

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

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.

PUBLIC NOTIFICATION

THE CONTRACTOR IS TO BE RESPONSIBLE FOR NOTIFYING, BY LETTER WITH HIS COMPANY LETTERHEAD, RESIDENTS, AND BUSINESSES ON STREETS TO BE RESURFACED. ADVANCED NOTICE SHALL BE TWO WEEKS PRIOR TO THE FIRST DAY OF WORK ON THAT STREET. A COPY OF THE LETTER TO BE CIRCULATED SHALL BE PRESENTED AT THE PRE-CONSTRUCTION MEETING. THE CONTRACTOR IS TO NOTIFY THE PROJECT ENGINEER OF THE DATES WHEN THIS NOTIFICATION IS DISTRIBUTED.

THE EMERGENCY NO PARKING SIGNS SHALL BE OBTAIN FROM THE CITY OF DELAWARE POLICE DEPARTMENT. THE CONTRACTOR IS RESPONSIBLE TO POST "EMERGENCY - NO PARKING" SIGNS 72 HOURS PRIOR TO BEGINNING ANY WORK ON THE STREET. THE "EMERGENCY - NO PARKING" SIGNS CAN BE POSTED FOR A MAXIMUM DURATION OF EIGHT WORKING DAYS. SHOULD THE WORK WITHIN THIS AREA FAIL TO BE COMPLETED WITHIN THE EIGHT DAY WORKING PERIOD, THE CONTRACTOR IS RESPONSIBLE FOR REMOVING THE EXISTING "EMERGENCY - NO PARKING" SIGNS AND REPOSTING NEW "EMERGENCY - NO PARKING" SIGNS. ALL COSTS FOR REPOSTING THE SIGNS SHALL BE PAID FOR BY THE CONTRACTOR.

NOTIFICATION OF TRAFFIC RESTRICTIONS

THROUGHOUT THE DURATION OF THE 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. THE PROJECT ENGINEER SHALL RECEIVE THIS NOTIFICATION PRIOR TO THE PHYSICAL SETUP OF ANY APPLICABLE SIGNS OR MESSAGE BOARDS.

INFORMATION SHOULD INCLUDE BUT IS NOT LIMITED TO ALL CONSTRUCTION ACTIVITIES THAT IMPACT OR INTERFERE WITH TRAFFIC AND SHOULD LIST THE SPECIFIC LOCATION, TYPE OF WORK, ROAD STATUS, DATE AND TIME OF RESTRICTION, DURATION OF RESTRICTION, NUMBER OF LANES MAINTAINED, DETOUR ROUTES IF APPLICABLE, AND ANY OTHER INFORMATION REQUESTED BY THE PROJECT ENGINEER.

ITEM OF WORK	DURATION OF CLOSURE	NOTIFICATION DUE TO DIST. 6 COMMUNICATIONS OFFICE
ROAD & RAMP CLOSURES	GREATER THAN 2 WEEKS	14 BUSINESS DAYS PRIOR TO CLOSURE
	GREATER THAN 12 HOURS LESS THAN 2 WEEKS	7 BUSINESS DAYS PRIOR TO CLOSURE
	LESS THAN 12 HOURS	2 BUSINESS DAYS PRIOR TO CLOSURE
LANE CLOSURES RESTRICTIONS	GREATER THAN 2 WEEKS	7 BUSINESS DAYS PRIOR TO CLOSURE
	LESS THAN 2 WEEKS	2 BUSINESS DAYS PRIOR TO CLOSURE

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.

PERMITTED LANE CLOSURE TIMES

ALL LANES OF TRAFFIC IN EACH DIRECTION SHALL BE MAINTAINED AT ALL TIMES, EXCEPT FOR THE ALLOWABLE TIMES SHOWN IN THE PERMITTED LANE CLOSURE TABLE. A DISINCENTIVE SHALL BE ASSESSED IN THE AMOUNT SHOWN IN THE UNAUTHORIZED LANE USED TABLE FOR EACH PERIOD OF TIME THAT A LANE REDUCTION, LANE RESTRICTION, RAMP REDUCTION OR RAMP RESTRICTION REMAINS BEYOND THE PERMITTED WORKING HOURS SHOWN IN THE PERMITTED LANE CLOSURE TABLE.

PERMITTED LANE CLOSURE TABLE

DEL-US36-0.00 TO 7.28, DEL-37-6.90 TO 6.98

HOURS OF WORK	MONDAY - SATURDAY
NO RESTRICTION	MAINTAIN 1 LANE IN EACH DIRECTION

DEL-37-7.39 TO 11.45, DEL-521-0.00 TO 0.18

HOURS OF WORK	MONDAY - SATURDAY
7:00 PM TO 7:00 AM	MAINTAIN 1 LANE IN EACH DIRECTION

THE CONTRACTOR IS RESPONSIBLE FOR OBTAINING AND DISPLAYING ANY WORK PERMITS REQUIRED BY THE CITY OF DELAWARE TO OCCUPY ANY CITY STREET WITHIN THE CITY OF DELAWARE RIGHT OF WAY LIMITS.

DISINCENTIVE

THE CONTRACTOR SHALL BE ASSESSED A DISINCENTIVE AS DESIGNATED IN THE UNAUTHORIZED LANE USE TABLE LOCATED BELOW FOR EACH UNIT OF TIME A CRITICAL LANE / RAMP IS CLOSED BY THE CONTRACTOR'S ACTION WHILE NOT OTHERWISE PERMITTED BY THE CONTRACT. THE DISINCENTIVE WILL BE FOR ANY LANE CLOSURES CAUSED BY THE CONTRACTOR DURING TIMES AND LOCATIONS NOT SPECIFICALLY PERMITTED BY THIS CONTRACT. THERE SHALL BE NO WORK PERFORMED, NO LANE REDUCTIONS OR NO LANE RESTRICTIONS OUTSIDE OF THE WORKING HOURS GIVEN WITH IN THIS PLAN. THE CONTRACTOR SHALL BE ASSESSED DISINCENTIVE AS SHOWN IN THE UNAUTHORIZED LANE USE TABLE.

DEL-36-0.00

UNAUTHORIZED LANE USE

THE PERMITTED LANE CLOSURE TIMES PREVIOUSLY LISTED SHALL BE SUBJECT TO DISINCENTIVES AS PER THE UNAUTHORIZED LANE USEL TABLE BELOW FOR ANY TIME PERIOD OR PORTION THEREOF IN WHICH THE MINIMUM OF OPEN LANES PER DIRECTION IS VIOLATED.

UNAUTHORIZED LANE USE TABLE

DESCRIPTION OF WORK	TIME PERIOD	DISINCENTIVE $ PER TIME PERIOD
LANE CLOSURE / LANE REDUCTION	EACH HOUR	$1000
RAMP CLOSURE / RAMP REDUCTION	EACH 15 MINUTE	$250

PERIODS OF NO WORK

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

HOLIDAYS

CHRISTMAS
NEW YEARS
MEMORIAL DAY
FOURTH OF JULY
LABOR DAY
THANKSGIVING

EVENTS

DELAWARE COUNTY FAIR

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

DAY OF THE WEEK	TIME ALL LANES MUST BE OPEN TO TRAFFIC
SUNDAY	12:00 PM FRIDAY THROUGH 6:00 AM MONDAY
MONDAY	12:00 PM FRIDAY THROUGH 6:00 AM TUESDAY
TUESDAY	12:00 PM MONDAY THROUGH 6:00 AM WEDNESDAY
WEDNESDAY	12:00 PM TUESDAY THROUGH 6:00 AM THURSDAY
THURSDAY	12:00 PM WEDNESDAY THROUGH 6:00 AM MONDAY
FRIDAY	12:00 PM THURSDAY THROUGH 6:00 AM MONDAY
SATURDAY	12:00 PM FRIDAY THROUGH 6:00 AM MONDAY

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 IN ACCORDANCE WITH THE UNAUTHORIZED LANE USE TABLE.

ITEM 614 - ASPHALT CONCRETE FOR MAINTAINING TRAFFIC:

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED IN THE GENERAL SUMMARY.

"AS DIRECTED BY THE ENGINEER" = 10 CU.YDS.

ITEM 614 - ASPHALT CONCRETE FOR MAINTAINING TRAFFIC: = 10 CU.YDS.

ITEM 614 - LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE:

USE OF L.E.O.'S BY CONTRACTORS OTHER THAN THE USES SPECIFIED BELOW WILL NOT GENERALLY BE PERMITTED AT PROJECT COST UNLESS PRIOR APPROVAL HAS BEEN OBTAINED FROM THE PROJECT ENGINEER. LAW ENFORCEMENT OFFICERS (L.E.O.'S) SHOULD NOT BE USED WHERE THE OMUTCD INTENDS THAT FLAGGERS BE USED.

IN ADDITION TO THE REQUIREMENTS OF CMS 614 AND THE OHIO MANUAL UNIFORM TRAFFIC CONTROL DEVICES (OMUTCD), A UNIFORMED LAW ENFORCEMENT OFFICER WITH AN OFFICIAL PATROL CAR (CAR WITH TOP-MOUNTED EMERGENCY FLASHING LIGHTS AND COMPLETE MARKINGS OF THE APPROPRIATE LAW ENFORCEMENT AGENCY) SHOULD BE PROVIDED FOR THE FOLLOWING TRAFFIC CONTROL TASKS.

WHEN TRAFFIC NEEDS TO BE DIRECTED THROUGH AN ENERGIZED TRAFFIC SIGNAL CONTRARY TO THE SIGNAL DISPLAY. IN GENERAL, L.E.O.'S SHOULD BE POSITIONED AT THE POINT OF LANE RESTRICTION OR ROAD CLOSURE AND TO MANUALLY CONTROL TRAFFIC MOVEMENTS THROUGH INTERSECTIONS IN WORK ZONES.

LAW ENFORCEMENT OFFICERS SHOULD NOT FORGO THEIR TRAFFIC CONTROL RESPONSIBILITIES TO CHASE MOTORISTS FOR ROUTINE TRAFFIC VIOLATIONS. HOWEVER, IF THE MOTORISTS ACTIONS ARE CONSIDERED TO BE WRECKLESS, THEN PURSUIT OF THE MOTORIST MAY BE APPROPRIATE.

THE L.E.O.'S WORK AT THE DIRECTION OF THE CONTRACTOR AND THE CONTRACTOR IS RESPONSIBLE FOR SECURING THE SERVICES OF THE LEO'S AND COMMUNICATING THE INTENTIONS OF THE PLANS WITH RESPECT TO DUTIES OF THE LEO. THE ENGINEER SHALL HAVE FINAL CONTROL OVER THEIR RESPECTIVE DUTIES, PLACEMENT AND WILL RESOLVE ANY ISSUES BETWEEN THE TWO PARTIES THAT MAY ARISE. THE CONTRACTOR SHALL MAKE ARRANGEMENTS FOR THE SERVICES WITH,

THE CITY OF DELAWARE 1-740-362-1111 OR THE OHIO HIGHWAY PATROL: 1-614-466-2660.

THE L.E.O. SHOULD REPORT IN TO THE CONTRACTOR PRIOR TO THE START OF THE START OF THE SHIFT, IN ORDER TO RECEIVE INSTRUCTIONS REGARDING SPECIFIC WORK ASSIGNMENTS DURING THE SHIFT. THE L.E.O. IS EXPECTED TO STAY AT THE PROJECT SITE FOR THE ENTIRE DURATION OF THE SHIFT. SHOULD IT BE NECESSARY TO LEAVE THE PROJECT SITE, THE L.E.O. SHOULD NOTIFY THE ENGINEER. THE CONTRACTOR SHALL PROVIDE THE LEO WITH A TWO-WAY COMMUNICATION DEVICE, WHICH SHALL BE RETURNED TO THE CONTRACTOR AT THE END OF THE SHIFT.

THE HOURS PAID SHALL INCLUDE 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 A L.E.O. ARE TO BE INCLUDED IN THE UNIT BID PRICE ITEM 614 - LAW ENFORCEMENT OFFICER WITH PATROL CAR.

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

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

ITEM 614 - LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE: (CONTINUED)

RURAL GEN.
3 DAYS OF PRODUCTION X 12 HOUR SHIFT = 36 L.E.O. HOURS
3 DAYS FOR PERMANENT STRIPPING AND MISC. WORK ITEMS X 12 HOUR SHIFT = 36 L.E.O. HOURS

URBAN PAVING
PAVEMENT PLANING AND PAVING OPERATIONS = 10 DAYS OF PRODUCTION
15 DAYS OF PRODUCTION X 12 HOUR SHIFT = 180 L.E.O. HOURS
12 DAYS FOR PERMANENT STRIPING AND MISC. WORK ITEMS X 12 HOUR SHIFT = 144 L.E.O. HOURS

ITEM 614 - L.E.O. WITH PATROL CAR FOR ASSISTANCE = 396 L.E.O. HOURS

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 TEMPER AND VANDAL PROOF ENCLOSURE. EACH SIGN SHALL BE PROVIDED WITH APPROPRIATE TRAINING AND OPERATION INSTRUCTIONS TO ENABLE ON-SITE PERSONNEL TO OPERATE AND TROUBLE SHOOT THE UNIT. THE SIGN SHALL ALSO BE CAPABLE OF BEING POWERED BY AN ELECTRICAL SERVICE DROP FROM A LOCAL UTILITY COMPANY. 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 LOST AS A RESULT OF POWER FAILURES TO THE ON BOARD COMPUTER. THE SIGN LEGEND SHALL BE CAPABLE OF BEING CHANGED IN THE FIELD. THREE-LINE PRESENTATION FORMATS WITH UP TO SIX MESSAGE PHASES SHOULD BE SUPPORTED, BUT NORMALLY, NOT MORE THAT 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.

CALCULATED RDK
CHECKED CJS

MAINTENANCE OF TRAFFIC NOTES

DEL-36-0.00

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

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 ASSURE PROMPT SERVICE IN THE EVENT OF A FAILURE. ANY FAILURE SHALL NOT RESULT IN AN ORDER TO STOP WORK AND OPEN ALL TRAFFIC LANES AND/OR IN THE DEPARTMENT TAKING APPROPRIATE ACTION TO SAFELY CONTROL TRAFFIC AND THE ENTIRE COST TO CONTROL TRAFFIC ACCRUED BY THE DEPARTMENT WILL BE DEDUCTED FROM MONEYS DUE, OR TO BECOME DUE THE CONTRACTOR ON THE CONTRACT.

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

THE REQUIREMENT TO FURNISH, INSTALL, MAINTAIN, AND REMOVE A PCMS UNIT ON THIS PROJECT SHALL NOT IN ANY WAY RELIEVE THE CONTRACTOR OF ITS RESPONSIBILITIES AS OUTLINED IN 104.04. PAYMENT FOR THE ABOVE DESCRIBED ITEM SHALL BE AT THE CONTRACT BID PRICE PER MONTH FOR EACH ITEM 614 - PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN AND SHALL INCLUDE ALL LABOR, MATERIALS, EQUIPMENT, FUELS, LUBRICATING OILS, SOFTWARE, HARDWARE, AND INCIDENTALS TO PERFORM THE ABOVE DESCRIBED WORK. THE FOLLOWING QUANTITY HAS BEEN PROVIDED.

ITEM 614 - PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN:
2 PCMS X 30 DAYS = 60 DAYS

ITEM 614 - WORK ZONE MARKING SIGN:

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY FOR USE AT LOCATIONS IDENTIFIED BY THE ENGINEER FOR WORK ZONE MARKING SIGNS PER THE REQUIREMENTS OF MT-101.90, 614.04.

W8-H13-36	*"NO EDGE LINES"*	*= 16 EACH*
R4-1-36	*"DO NOT PASS"*	*= 22 EACH*
R4-2-36	*"PASS WITH CARE"*	*= 20 EACH*

ITEM 614 - WORK ZONE MARKING SIGN = 58 EACH

WORK ZONE MARKINGS:

WHENEVER YELLOW CENTERLINES OR TURN-LANE LINES ARE PAVED OVER, REMOVED, OR OTHERWISE UNSERVICEABLE, AND AT LOCATIONS IDENTIFIED BY THE ENGINEER THE CONTRACTOR SHALL INSTALL TEMPORARY STRIPING AMD WORK ZONE PAVEMENT MARKINGS AS PER THE REQUIREMENTS OF ITEM 614.11.

THE CONTRACTOR SHALL REMOVE PRIOR TO THE PLACEMENT OF ALL PERMANENT PAVEMENT MARKINGS ALL WORK ZONE MARKINGS. ANY PERMANENT PAVEMENT MARKING WHICH IS PLACED OVER WORK ZONE CENTERLINE, WORK ZONE LANE LINE OR ANY WORK ZONE AUXILIARY MARKING SHALL BE REMOVED AND THE PERMANENT PAVEMENT MARKING REPAIRED AT THE CONTRACTORS EXPENSE.

AS SPECIFIED IN THE PLAN CLASS I OR II, 642 PAINT SHALL BE USED FOR ALL WORK ZONE CENTERLINE, LANE LINE AND AUXILIARY MARKINGS ON ALL PLANED SURFACES.

AS SPECIFIED IN THE PLAN CLASS I OR II, 740.06 TYPE 1 SHALL BE USED FOR ALL WORK ZONE CENTERLINE, LANE LINE AND AUXILIARY MARKINGS ON ALL FINAL COURSES OF ASPHALT CONCRETE.

UNDERGROUND UTILITIES AND UTILITIES OWNERSHIP:

THE IDENTITY AND THE LOCATION OF SOME OF THE EXISTING UNDERGROUND FACILITIES KNOWN TO BE LOCATED IN THE CONSTRUCTION AREA HAVE BEEN IDENTIFIED. THE CONTRACTOR SHALL GIVE NOTICE OF INTENT TO CONSTRUCT TO THE OHIO UTILITIES PROTECTION SERVICE, PRODUCERS UNDERGROUND PROTECTION SERVICE, AND OWNERS OF UNDERGROUND FACILITIES THAT ARE NOT MEMBERS OF A REGISTERED PROTECTION SERVICE IN ACCORDANCE WITH SECTION 153.64 OF THE OHIO REVISED CODE. THE ABOVE, MENTIONED NOTICE SHALL BE GIVEN AT LEAST TWO WORKING DAYS PRIOR TO THE START OF CONSTRUCTION THE FOLLOWING UTILITIES ARE LOCATED WITHIN THE WORK LIMITS OF THE PROJECT AND THE OWNERS SUBSCRIBE TO REGISTERED UNDERGROUND PROTECTION SERVICE.

OHIO UTILITY PROTECTION SERVICE 1-800-362-2764
PRODUCERS UNDERGROUND PROTECTION SERVICE 1-614-587-0486
NON-MEMBERS MUST BE CALLED DIRECTLY.

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

COLUMBIA GAS OF OHIO
1600 DUBLIN ROAD - EW 2
COLUMBUS, OH 43215
614.481.1057

DEL-CO WATER COMPANY
6773 OLENTANGY RIVER ROAD
DELAWARE, OH 43015-8872
740.548.7746/740.201.0133

EMBARQ
15 EAST GAMBIER
MT. VERNON, OH 43050
740.397.3609

EMBARQ
441 WEST BROAD STREET
PATASKALA, OH 43062
740.927.8282

AEP
850 TECH CENTER DRIVE
GAHANNA, OH 43230-6605
614.883.6831

TIME WARNER CABLE
3760 INTERCHANGE DRIVE
COLUMBUS, OH 43204
614.255.6349/614.348.2994

DELAWARE COUNTY REGIONAL SEWER DISTRICT
50 CHANNING STREET
DELAWARE, OH 43015
740.833.2240

CONSOLIDATED ELECTRIC COOPERATIVE, INC.
5255 STATE ROUTE 95
P. O. BOX 111
MT. GILEAD, OH 43338-0111
419.947.3055

TIME WARNER CABLE
3760 INTERCHANGE DRIVE
COLUMBUS, OH 43204
614.255.6349/614.348.2994

EMBARQ
15 EAST GAMBIER
MT. VERNON, OH 43050
740.397.3609

EMBARQ
441 WEST BROAD STREET
PATASKALA, OH 43062
740.927.8282

VERIZON
550 LEADER STREET
MARION, OH 43302
740.383.0551

BRIGHT ENERGY
5255 STATE ROUTE 95
P. O. BOX 111
MT. GILEAD, OH 43338-0111
419.947.3055

CITY OF DELAWARE DEPARTMENT OF PUBLIC UTILITIES
225 CHERRY STREET
DELAWARE OHIO 43015
(740)203-1901

CALCULATED RDK
CHECKED

UTILITIES NOTES

DEL-36-0.00

SHEET NUMBER							PARTICIPATION				ITEM	ITEM EXT.	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET
7-10	12-14	17	18	19	68-72		RURAL GEN 80% FED. 20% STATE	URBAN GEN 80% FED. 20% STATE	URBAN PAVING 80% FED. 20% LOCAL	CITY 100% LOCAL						
															ROADWAY	
		98					98				203	10000	98	CU YD	EXCAVATION	
		2,350					2,350				204	10000	2,350	SQ YD	SUBGRADE COMPACTION	
7							7				604	38500	7	EACH	MONUMENT ASSEMBLY	
4							4				604	39500	4	EACH	MONUMENT BOX ADJUSTED TO GRADE	
															EROSION CONTROL	
							500		500		832	30000	1,000	EACH	EROSION CONTROL	
															DRAINAGE	
5										5	604	09000	5	EACH	CATCH BASIN ADJUSTED TO GRADE	
5										5	604	09500	5	EACH	CATCH BASIN RECONSTRUCTED TO GRADE	
5										5	604	20800	5	EACH	INLET RECONSTRUCTED TO GRADE	
5										5	604	34501	5	EACH	MANHOLE ADJUSTED TO GRADE, AS PER PLAN	9/82
5										5	604	35500	5	EACH	MANHOLE RECONSTRUCTED TO GRADE	
															PAVEMENT	
			20,850				20,334	516			251	01001	20,850	SQ YD	PARTIAL DEPTH PAVEMENT REPAIR, AS PER PLAN	8/82
20							20				253	02001	20	CU YD	PAVEMENT REPAIR, AS PER PLAN	8/82
		66,730		4,211			4,211		66,730		254	01000	70,941	SQ YD	PAVEMENT PLANING, ASPHALT CONCRETE	
		6,595		9,327			9,104	400	6,418		407	10000	15,922	GALLON	TACK COAT	
		1,977		146			2,123				407	14000	2,123	GALLON	TACK COAT FOR INTERMEDIATE COURSE	
		87					87				448	46040	87	CU YD	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, PG64-28	
		3,902		5,281			5,398	222	3,563		448	50000	9,183	CU YD	ASPHALT CONCRETE SURFACE COURSE, TYPE 1H	
		107		625			602	23	107		617	10100	732	CU YD	COMPACTED AGGREGATE	
0.72							0.60	0.02	0.1		617	25000	0.72	M GAL	WATER	

CALCULATED RDK

CHECKED

GENERAL SUMMARY

DEL-36-0.00

I:\Projects\del\036\0000.011\81083\Production\roadway\sheets\SUMMARY SHEETS.dgn Sheet_GG101 25-FEB-2010 2:42PM rkinsell

SHEET NUMBER							PARTICIPATION				ITEM	ITEM EXT.	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET
7-10	12-14	17	18	19	68-72		RURAL GEN 80% FED. 20% STATE	URBAN GEN 80% FED. 20% STATE	URBAN PAVING 80% FED. 20% LOCAL	CITY 100% LOCAL						
															TRAFFIC CONTROL	
					530		506	24			621	00100	530	EACH	RPM	
					496		473	23			621	54000	496	EACH	RAISED PAVEMENT MARKER REMOVED	
					14.72		14.02	0.70			642	00090	14.72	MILE	EDGE LINE	
					7.36		7.01	0.35			642	00290	7.36	MILE	CENTER LINE	
					3.14				3.14		644	00100	3.14	MILE	EDGE LINE	
					0.61				0.57	0.04	644	00200	0.61	MILE	LANE LINE	
					4.91				4.85	0.06	644	00300	4.91	MILE	CENTER LINE	
					5,405				5,330	75	644	00400	5,405	FT	CHANNELIZING LINE	
					995		182		801	12	644	00500	995	FT	STOP LINE	
					2,167				2,167		644	00600	2,167	FT	CROSSWALK LINE	
					3,473				3,418	55	644	00700	3,473	FT	TRANSVERSE/DIAGONAL LINE	
					2				2		644	01000	2	EACH	RAILROAD SYMBOL MARKING	
		5							5		644	01100	5	EACH	SCHOOL SYMBOL MARKING, 72"	
					88				88		644	01300	88	EACH	LANE ARROW	
					28				28		644	01400	28	EACH	WORD ON PAVEMENT, 72"	
					441				441		644	01500	441	FT	DOTTED LINE, 4"	
		416								416	644	30000	416	FT	REMOVAL OF PAVEMENT MARKING	
															TRAFFIC SIGNAL	
4		29					4		29		632	26500	33	EACH	DETECTOR LOOP	10/82
4		29					4		29		632	27200	33	EACH	LOOP DETECTOR TIE IN	9/82
															MAINTENANCE OF TRAFFIC	
	396						72		324		614	11110	396	HOUR	LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE	
	58						58				614	12460	58	EACH	WORK ZONE MARKING SIGN	
	10								10		614	13000	10	CU YD	ASPHALT CONCRETE FOR MAINTAINING TRAFFIC	
	60								60		614	18401	60	DAY	PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN	12/82
					0.55				0.55		614	20500	0.55	MILE	WORK ZONE LANE LINE, CLASS II, 642 PAINT	
					0.55				0.55		614	20600	0.55	MILE	WORK ZONE LANE LINE, CLASS II, 740.06, TYPE I	
					4.83		0.08		4.75		614	21500	4.83	MILE	WORK ZONE CENTER LINE, CLASS II, 642 PAINT	
					12.11		7.36		4.75		614	21600	12.11	MILE	WORK ZONE CENTER LINE, CLASS II, 740.06, TYPE I	
					4,256				4,256		614	23200	4,256	FT	WORK ZONE CHANNELIZING LINE, CLASS I, 642 PAINT	
					4,256				4,256		614	23400	4,256	FT	WORK ZONE CHANNELIZING LINE, CLASS I, 740.06, TYPE I	
					990		42		948		614	26200	990	FT	WORK ZONE STOP LINE, CLASS I, 642 PAINT	
					1,130		182		948		614	26400	1,130	FT	WORK ZONE STOP LINE, CLASS I, 740.06, TYPE I	
															STRUCTURES	
		2,433					2,433				512	10400	2,433	SQ YD	TREATING OF CONCRETE BRIDGE DECK WITH SRS	
		244					244				SPECIAL	51631200	244	FT	SAWING AND SEALING BITUMINOUS CONCRETE JOINTS	82/82
	LUMP										614	11000	LUMP		MAINTAINING TRAFFIC	
											619	16000	3	MONTH	FIELD OFFICE, TYPE A	
LUMP											623	10001	LUMP		CONSTRUCTION LAYOUT STAKES, AS PER PLAN	9/82
											624	10000	LUMP		MOBILIZATION	

CALCULATED RDK | CHECKED CJS

GENERAL SUMMARY

DEL-36-0.00

16
82

	254	407	407	448	617		644											632	632
SHEET #	PAVEMENT PLANING ASPHALT CONCRETE	TACK COAT AT 0.05 GAL. PER SQ. YD.	TACK COAT 0.075 GAL. PER SQ. YD.	ASPHALT SURFACE COURSE TYPE IH 1.5"DEPTH	COMPACTED AGGREGATE		SCHOOL SYMBOL MARKING 72"											DETECTOR LOOP	LOOP DETECTOR TIE IN
	SQ. YD.	GAL.	GAL.	CU. YD.	CU. YD.		EACH											EACH	EACH
22/82	670		50	28	3														
23/82	2,334		175	96	6														
24/82			123	69	6														
25/82			145	81	6														
26/82			133	74	6														
27/82			185	102	6													3	3
28/82	487		161	89	6													2	2
29/82	2,646		199	110	6													2	2
30/82	1,778		133	74	6														
31/82	341		150	83	6														
32/82			125	68	6														
33/82			125	71	6														
34/82			164	92	6													5	5
35/82			108	60	6														
36/82	686		110	60	6		1												
37/82	2,132		159	89	6													2	2
38/82	1,975		149	83	6														
39/82	1,817		137	76	6		1											1	1
40/82	1,889		142	79														1	1
41/82	1,683		126	70														1	1
42/82	1,667		125	69															
43/82	1,667		125	69															
44/82	1,949		146	81															
45/82	1,826		137	77															
46/82	1,778		133	74														1	1
47/82	1,778		133	74															
48/82	1,718		129	71															
CARRIED																			
TO GEN	30,821		3,727	2,069	107		2											18	18
SUM.																			

	254	407	407	448			644	644		512	516	448		203	203			632	632
SHEET #	PAVEMENT PLANING ASPHALT CONCRETE	TACK COAT AT 0.05 GAL. PER SQ. YD.	TACK COAT 0.075 GAL. PER SQ. YD.	ASPHALT SURFACE COURSE TYPE IH			SCHOOL SYMBOL MARKING 72"	REMOVAL OF PAVEMENT MARKING		TREATING OF CONCRETE BRIDGE DECK WITH SRS	SPECIAL SAWING AND SEALING BIT. CON. JOINTS	ASPHALT INTERMEDIATE COURSE TYPE 2 PG64-28		EXCAVATION	SUBGRADE COMPACTION			DETECTOR LOOP	LOOP DETECTOR TIE IN
	SQ. YD.	GAL.	GAL.	CU. YD.			EACH	FT		SQ. YD.	FT.	CU. YD.		CU. YD.	SQ. YD.			EACH	EACH
49/82	1,630		123	68															
50/82	2,000		150	83														2	2
51/82	1,763		131	73															
52/82	1,804		135	75															
53/82	1,760		132	73														2	2
54/82	2,501		188	104														2	2
55/82	1,288		97	54															
56/82	2,468		185	103															
57/82	1,778		133	74															
58/82	1,933		145	80														2	2
59/82	1,778		133	74			1												
60/82	1,778		133	74															
61/82	1,778		133	74			1												
62/82	1,778		133	74			1												
63/82	1,778		133	74															
64/82	1,516		114	63															
65/82	1,977		148	82				416										1	1
66/82	3,444		258	144														1	1
67/82	1,157		87	48														1	1
78/82		73	175	142						865	176	87							
79/82										1,568	68								
80/82			3	1															
6/82		1,904		196										98	2,350				
CARRIED																			
TO GEN																			
SUM.	35,909	1,977	2,868	1,833			3	416		2,433	244	87		98	2,350			11	11

CALCULATED RDK | CHECKED CJS

PAVEMENT SUB SUMMARY

DEL-36-0.00

17
82

COUNTY AND ROUTE	DIRECTION	SLM BEGIN	SLM END	WIDTH OF REPAIR	LENGTH OF REPAIR		251 PARTIAL DEPTH PAVEMENT REPAIR AS PER PLAN		
				FT.	FT.		SQ. YD.		
DEL-US36	EB EDGE	0.04	0.69	4'	3,432'		1,525		
	EB LANE	0.69	0.70	12'	53'		70		
	EB EDGE	0.70	1.16	4'	2,429'		1,079		
	EB LANE	1.16	1.17	12'	53'		70		
	EB EDGE	1.17	1.25	4'	422'		188		
	EB EDGE	2.81	3.90	4'	5,755'		2,558		
	EB EDGE	3.99	4.05	4'	317'		141		
	EB EDGE	4.24	4.28	4'	211'		94		
	EB ℄	4.91	4.95	3'	211'		70		
	EB EDGE	5.77	5.89	4'	633.6		282		
	EB EDGE	6.07	6.75	4'	3,590'		1,596		
	EB EDGE	7.14	7.28	4'	739'		329		
	"AS DIRECTED PROJECT ENGINEER"						800		
TOTALS FOR THIS COLUM							8,802		

COUNTY AND ROUTE	DIRECTION AND LANE	SLM BEGIN	SLM END	WIDTH OF REPAIR	LENGTH OF REPAIR		251 PARTIAL DEPTH PAVEMENT REPAIR AS PER PLAN		
				FT.	FT.		SQ. YD.		
DEL-US36	WB EDGE	0.00	1.24	4'	6,547'		2,910		
	WB EDGE	2.78	4.62	4'	9,715'		4,318		
	WB EDGE	4.74	4.88	4'	739'		329		
	WB EDGE	4.98	4.99	4'	53'		23		
	WB EDGE	5.08	5.20	4'	634'		282		
	WB EDGE	5.64	6.05	4'	2,165'		962		
	WB EDGE	6.14	6.75	4'	3,221'		1,431		
	WB EDGE	7.14	7.22	4'	422'		188		
	"AS DIRECTED PROJECT ENGINEER"						1,605		
CARRIED FROM PREVIOUS COLUM							8,802		
TOTALS CARRIED TO THE GENERAL SUMMARY							20,850		

CALCULATED RDK
CHECKED

PARTIAL DEPTH PAVEMENT REPAIR SUB SUMMARY

DEL-36-0.00

18
82

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Sheet_GA101

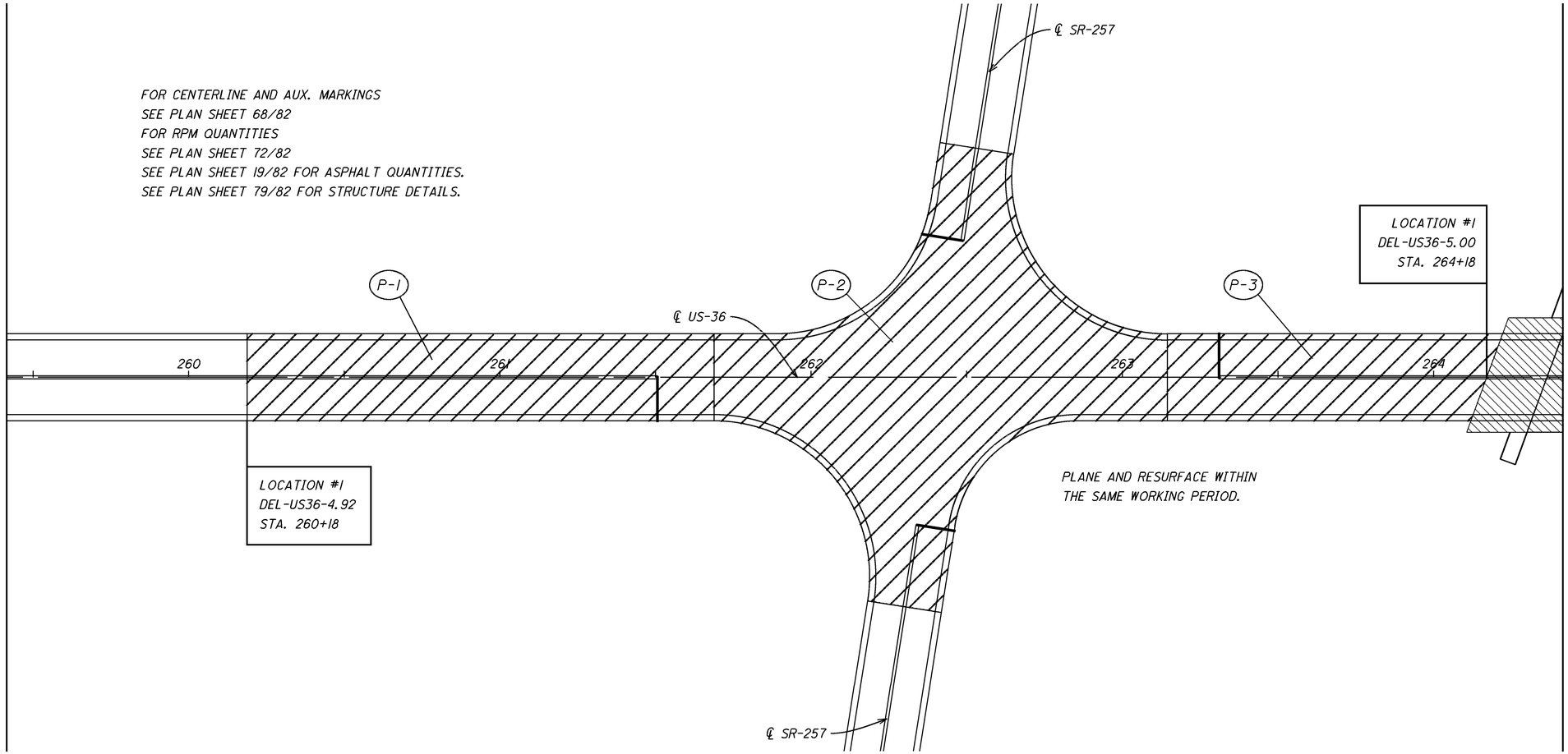
LOCATION	COUNTY	ROUTE	SLM	SLM	TYPICAL #	LENGTH	LEFT SHOULDER	PAVEMENT	RIGHT SHOULDER			254 PAVEMENT PLANING ASPHALT CONCRETE 1.5" AVERAGE DEPTH SQ. YD.	407 TACK COAT AT 0.05 GAL. PER SQ. YD. GAL.	407 TACK COAT AT 0.075 GAL. PER SQ. YD. GAL.	448 ASPHALT SURFACE COURSE TYPE 1H 2 LIFTS @ 1.5" DEPTH CU. YD.	448 ASPHALT SURFACE COURSE TYPE 1H 1.5" DEPTH CU. YD.	617 COMPACTED AGGREGATE 2" AVG. DEPTH 1' WIDTH CU. YD.				REMARK
						FT.	FT.	FT.	FT.												
1	DEL	36	0.00	1.30	1	6,864'	2'	22'	2'					1,487		826	85				MAINLINE (PROVIDE BUTT JOINTS)
			1.30	1.85	1	2,904'	8'	24'	8'					968		538	36				MAINLINE US-36
			1.85	1.89	1	227'	10'	24'	10'												SEE PLAN SHEET 78/82 FOR WORK TO BE
																					PERFORMED ON DEL-36-1.85
			1.89	2.80	1	4,789'	8'	24'	8'					1,596		887	59				MAINLINE US-36
			2.80	4.92	1	11,216'	2'	22'	2'					2,430		1,350	138				MAINLINE US-36
			4.92	5.00	2							1,764		133		74	9				SEE PLAN SHEET 20/82 FOR WORK TO BE
																					PERFORMED PRIOR TO DEL-36-5.00
			5.00	5.08	1	415'															DEL-US36-5.00
			5.08	6.93	1	9,775'	2'	22'	2'					2,118		1,177	121				MAINLINE US-36
			6.93	7.28	1	1,848'	2'	22'	2'					400		222	23				MAINLINE US-36 (URBAN GEN.)
						25'		25'				207		15		9	3				COUNTY ROAD INTERSECTIONS
						25'		25'								7	7				TOWNSHIP ROAD INTERSECTIONS
						3'		15'						11		6					ASPHALT DRIVEWAY BLENDING
						3'		12'									130				GRAVEL DRIVEWAY BLENDING
2	DEL	37	6.90	6.98	3							2,240	146	169	185		14				INTERSECTION OF SR-37 AND SR-203
																					SEE PLAN SHEET 21/82
TOTALS CARRIED TO GENERAL SUMMARY												4,211	146	9,327	185	5,096	625				

CALCULATED RDK CHECKED

PAVEMENT CALCULATIONS SUB SUMMARY

DEL-36-0.00

19
82



STATION	STATION	TYPICAL	PAVEMENT AND SHOULDER WIDTH	254 PAVEMENT PLANING ASPHALT CONCRETE 1.5" DEPTH SQ. YD.	407 TACK COAT 0.075 GAL. PER SQ. YD. GAL.	448 ASPHALT SURFACE COURSE TYPE 1H 1.5"DEPTH CU. YD.	617 COMPACTED AGGREGATE CU. YD.								632 DETECTOR LOOP EACH	632 LOOP DETECTOR TIE IN EACH	REMARK
260+20	261+75	2	26'	448	34	19	2										P-1 TRANSITION TO PLANING
261+75	263+10	2	CADD	1,013	76	42	6										P-2 INTERSECTION PLANING
263+10	264+15	2	26'	303	23	13	1										P-3 PROVIDE BUTT JOINT AT APPROACH SLAB
															4	4	6' X 40' LOCATED ON SR-257
TOTALS CARRIED TO PLAN SHEET 19/82				1,764	133	74	9								4	4	

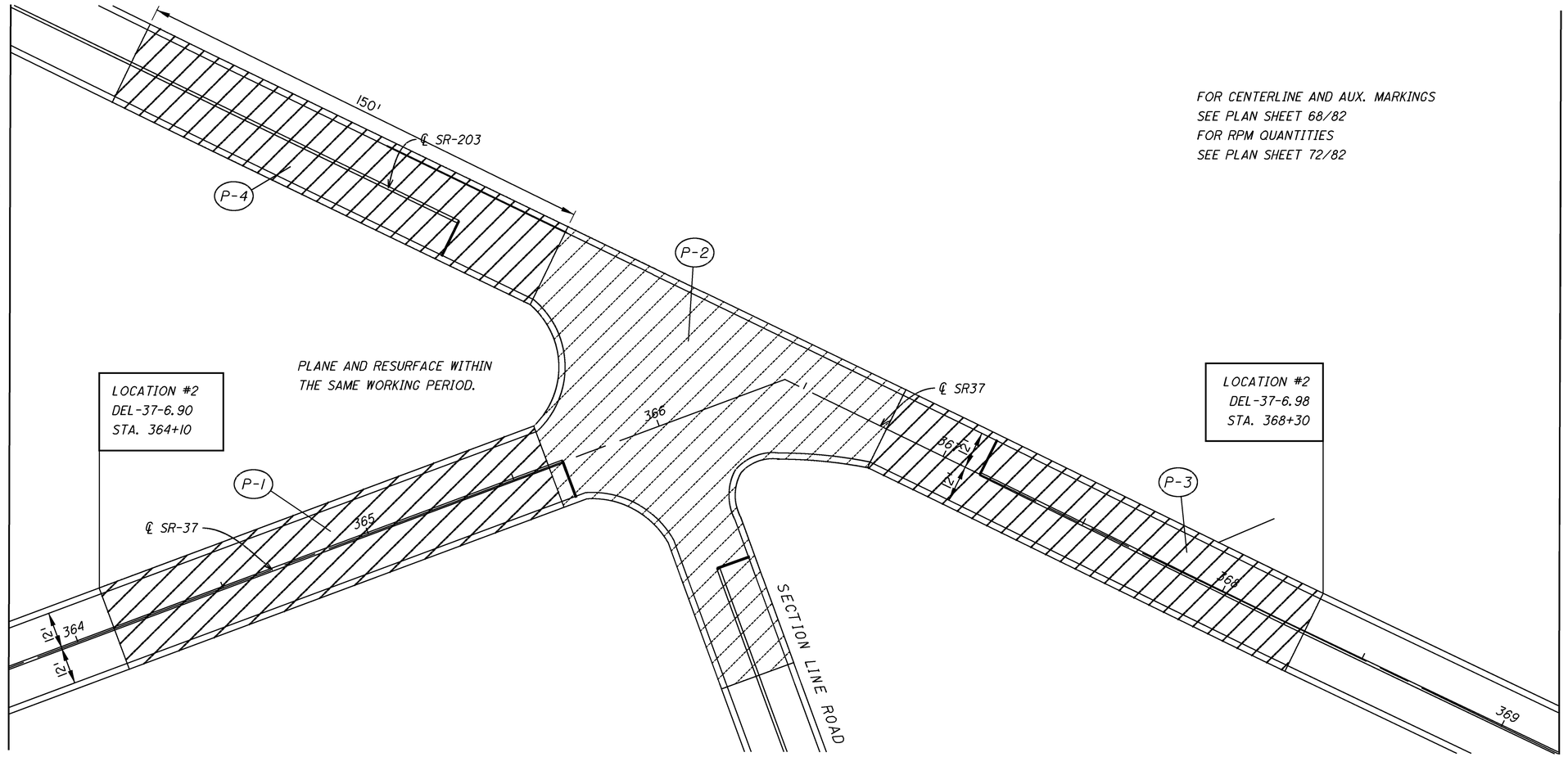
HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED RDK
CHECKED

PLAN VIEW DEL-US36 INTERSECTION OF US36 & SR-257

DEL-36-0.00

20
82



STATION	STATION	TYPICAL	PAVEMENT AND SHOULDER WIDTH	254 PAVEMENT PLANING ASPHALT CONCRETE 3" DEPTH SQ. YD.	407 TACK COAT 0.05 GAL. PER SQ. YD. GAL.	407 TACK COAT 0.075 GAL. PER SQ. YD. GAL.	448 ASPHALT SURFACE COURSE TYPE IH 2 LIFTS @ 1.5"DEPTH CU. YD.	617 COMPACTED AGGREGATE CU. YD.									REMARK
364+10	365+65	2	26'	448	22	34	37	2									P-1 MAINLINE SR-37
365+65	366+80	2	CADD	893	67	67	74	6									P-2 INTERTSECTION SR-37 AND SR-203
366+80	368+30	2	26'	433	22	33	36	2									P-3 MAINLINE SR-37
SR-203		2	CADD	466	35	35	38	4									P-4 SR-203
TOTALS CARRIED TO PLAN SHEET 19/82				2,240	146	169	185	14									

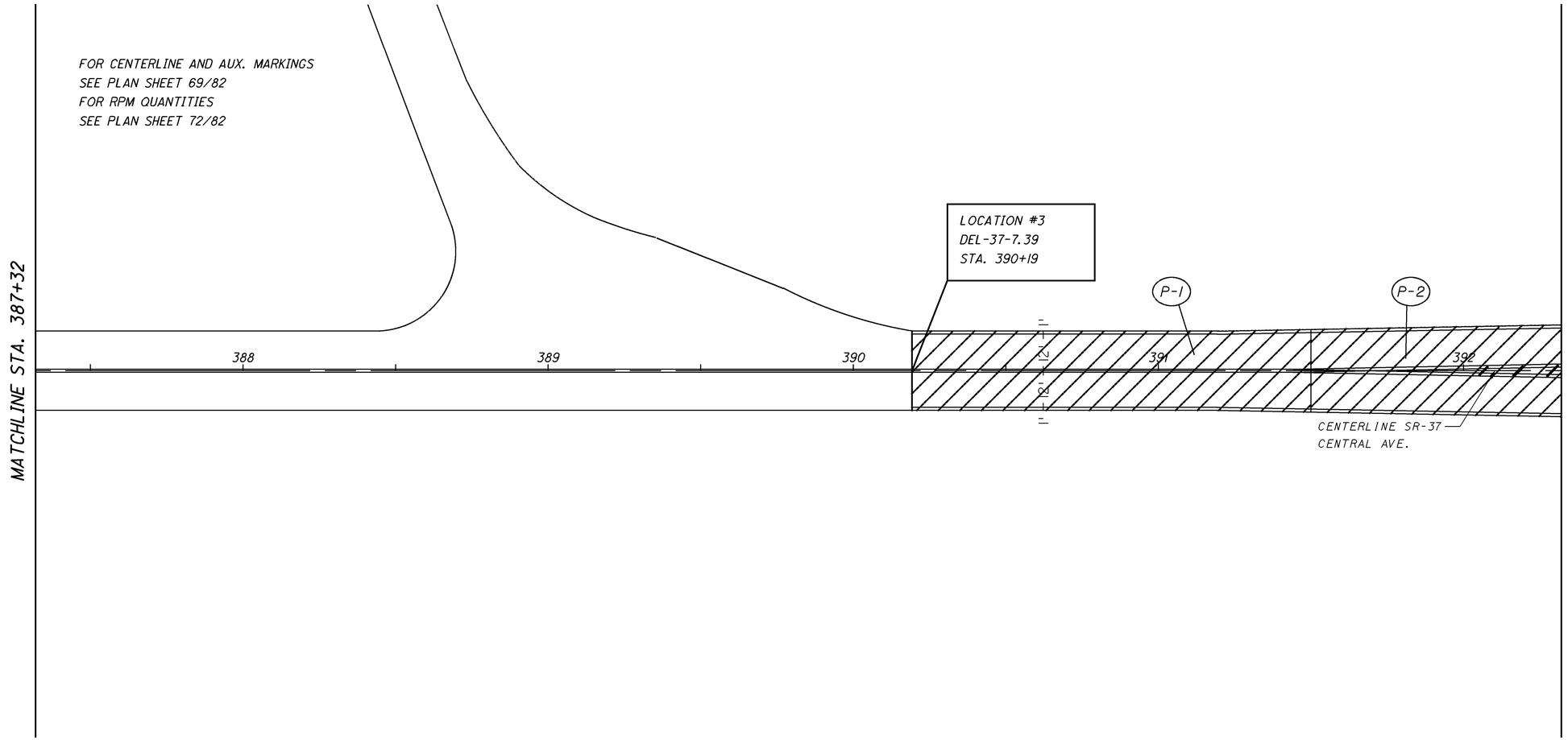
PLAN VIEW DEL-37
INTERSECTION OF SR-37 & SR-203

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED RDK
CHECKED

DEL-36-0.00

21
82



STATION	STATION	TYPICAL	PAVEMENT AND SHOULDER WIDTH	254 PAVEMENT PLANING ASPHALT CONCRETE 1.5" DEPTH SQ. YD.	407 TACK COAT 0.075 GAL. PER SQ. YD. GAL.	448 ASPHALT SURFACE COURSE TYPE IH 1.5"DEPTH CU. YD.	617 COMPACTED AGGREGATE CU. YD.											REMARK
390+19	391+50	2	26'	378	28	16	2											P-1 PROVIDE BUTT
391+50	392+32	2	32'	292	22	12	1											P-2 AVERAGE WIDTH
TOTALS CARRIED TO PLAN SHEET 17/82				670	50	28	3											

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED RDK
CHECKED

PLAN VIEW DEL-37 STA. 387+32 TO STA. 392+32

DEL-36-0.00

22
82

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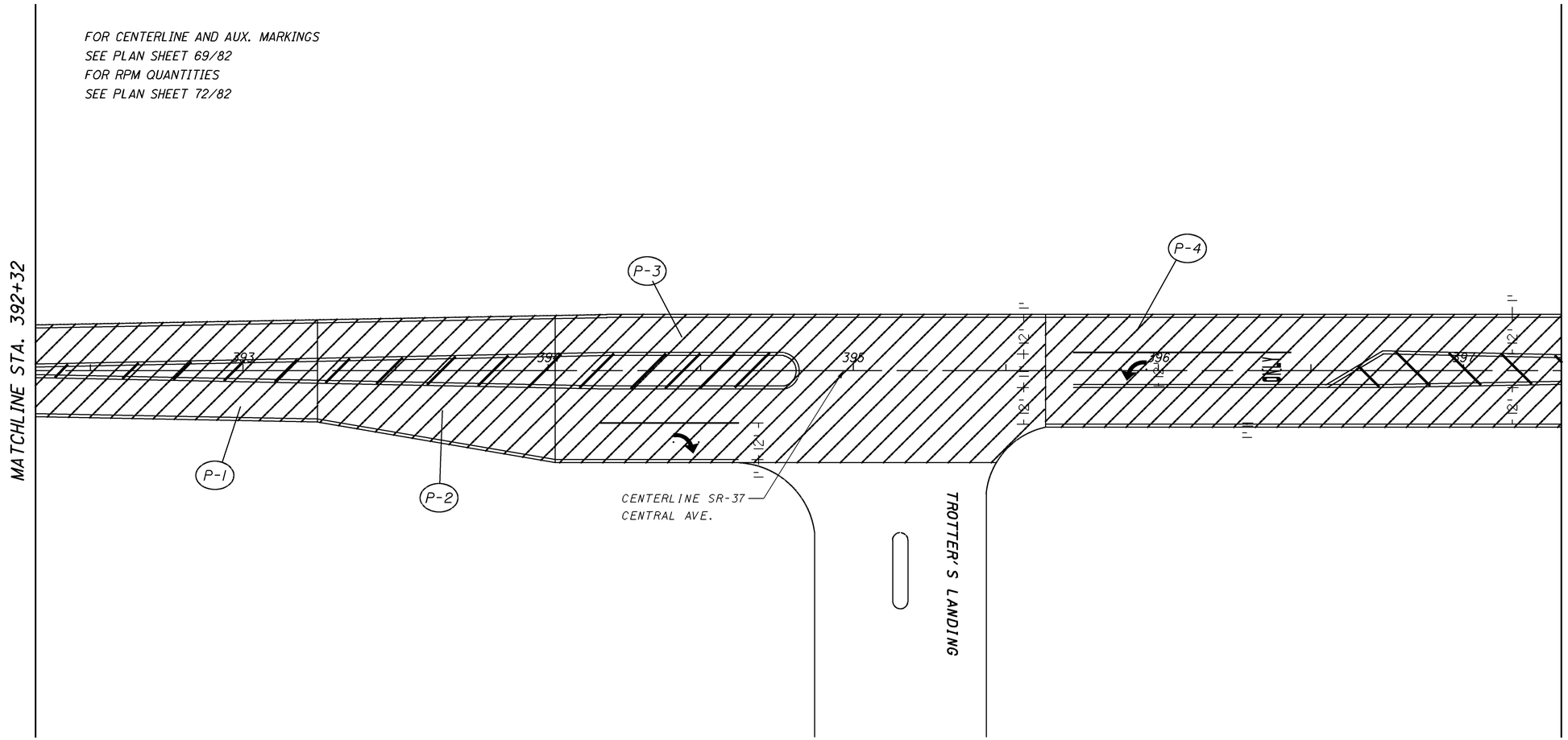
FOR CENTERLINE AND AUX. MARKINGS
SEE PLAN SHEET 69/82
FOR RPM QUANTITIES
SEE PLAN SHEET 72/82



STATION	STATION	TYPICAL	PAVEMENT AND SHOULDER WIDTH	254 PAVEMENT PLANING ASPHALT CONCRETE 1.5" DEPTH SQ. YD.	407 TACK COAT 0.075 GAL. PER SQ. YD. GAL.	448 ASPHALT SURFACE COURSE TYPE IH 1.5"DEPTH CU. YD.	617 COMPACTED AGGREGATE CU. YD.											REMARK
392+32	393+25	2	31'	320	24	13	1											P-1 AVERAGE WIDTH
393+25	394+02	2	45'	385	29	16	1											P-2 AVERAGE WIDTH
394+02	395+65	2	51'	924	69	38	2											P-3 RT TURN LANE & INTERSECTION
395+65	397+32	2	38'	705	53	29	2											P-4 CENTER LT TURN & MAINLINE
TOTALS CARRIED TO PLAN SHEET 17/82				2,334	175	96	6											

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED RDK
CHECKED

PLAN VIEW DEL-37
STA. 392+32 TO STA. 397+32

DEL-36-0.00

23
82

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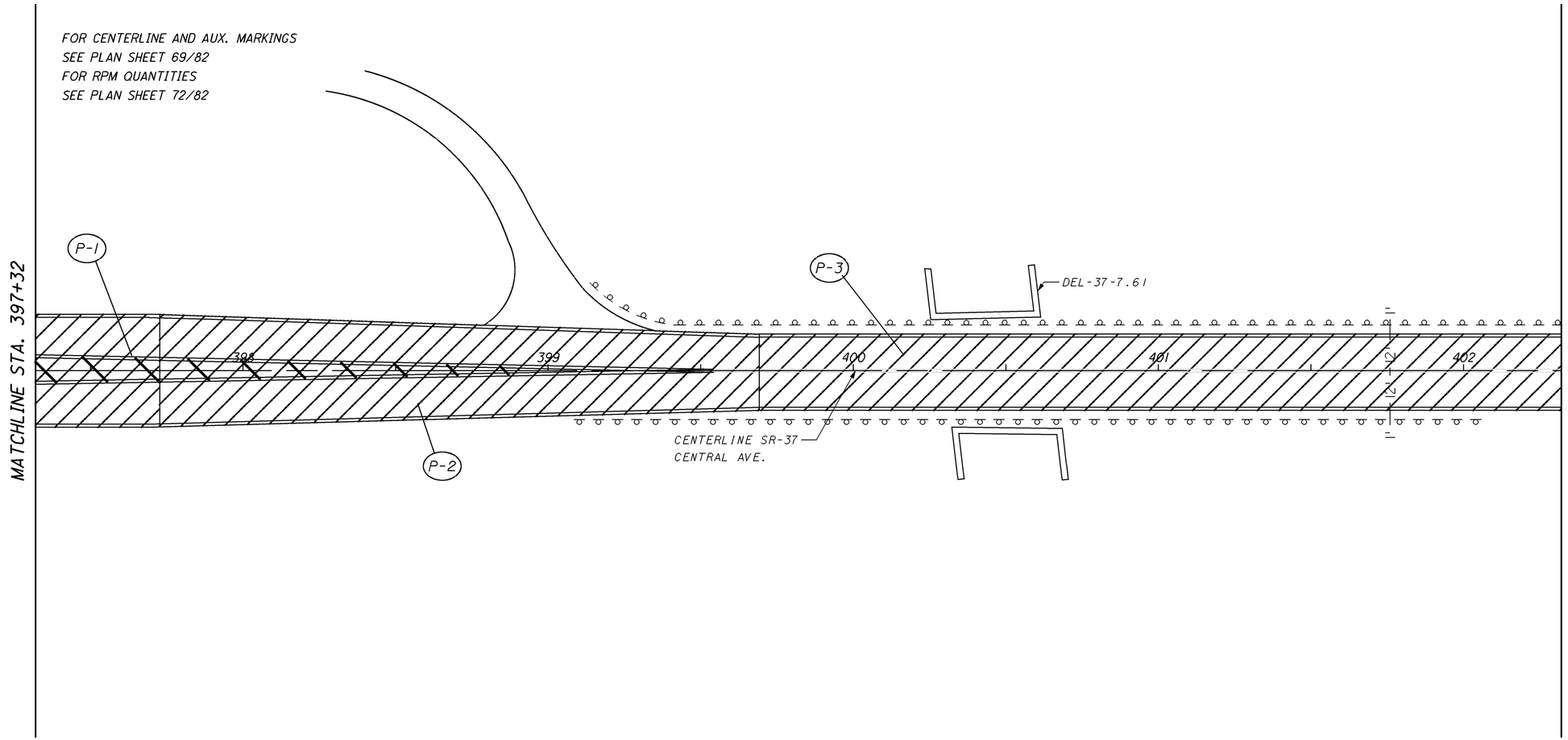

STATION	STATION	TYPICAL	PAVEMENT AND SHOULDER WIDTH		407 TACK COAT 0.075 GAL. PER SQ. YD.	448 ASPHALT SURFACE COURSE TYPE IH 1.5"DEPTH	617 COMPACTED AGGREGATE											REMARK
					GAL.	CU. YD.	CU. YD.											
397+32	397+75	1	38'		14	8	1											P-1 CENTER LT TURN LANE
397+75	399+70	1	32'		52	29	2											P-2 AVERAGE WIDTH
399+70	402+32	1	26'		57	32	3											P-3 MAINLINE
																		SEE DETAILS ON PLAN SHEET 80/82
TOTALS CARRIED TO PLAN SHEET 17/82					123	69	6											

PLAN VIEW DEL-37
STA. 397+32 TO STA. 402+32

DEL-36-0.00

24
82

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED RDK
CHECKED

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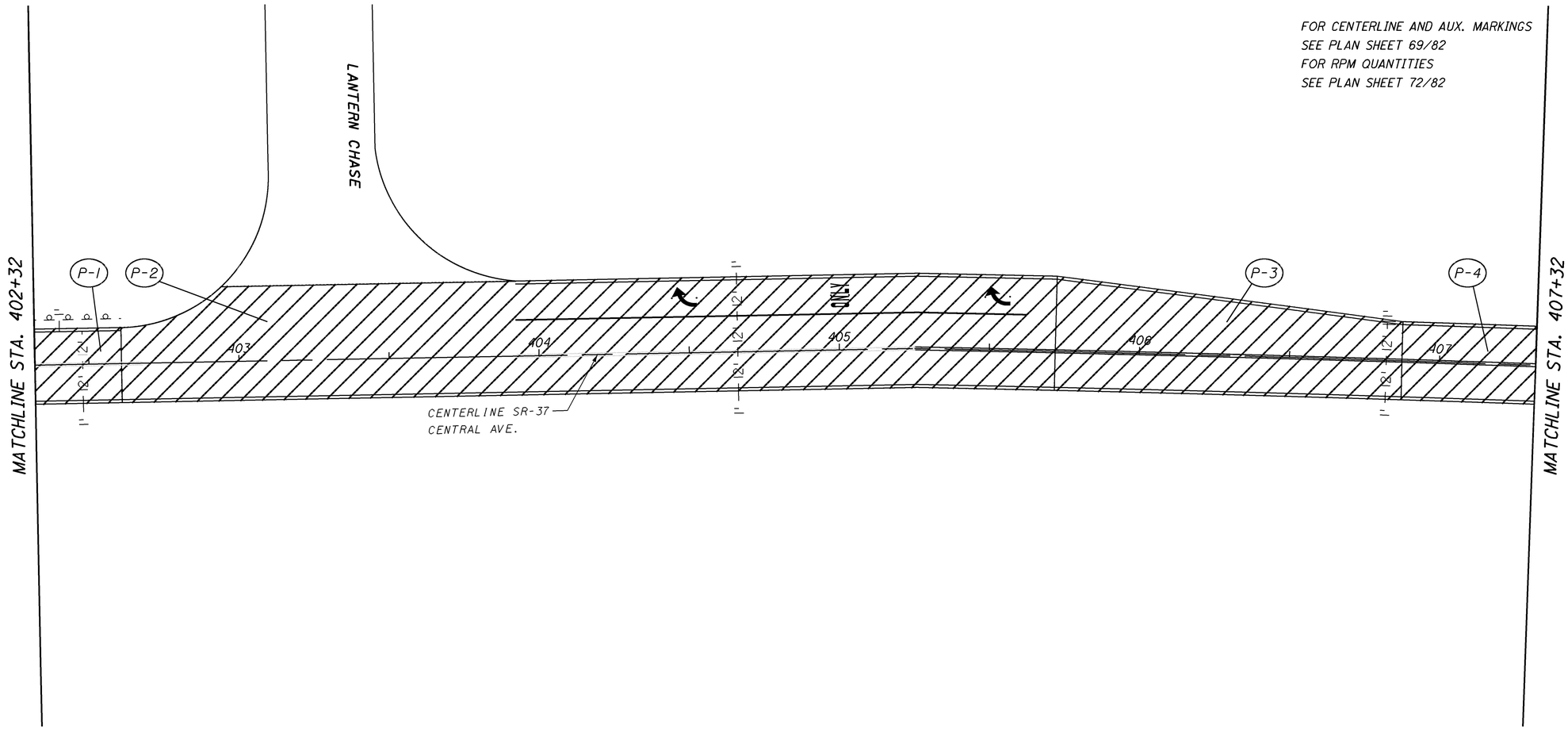

STATION	STATION	TYPICAL	PAVEMENT AND SHOULDER WIDTH		407 TACK COAT 0.075 GAL. PER SQ. YD. GAL.	448 ASPHALT SURFACE COURSE TYPE IH 1.5" DEPTH CU. YD.	617 COMPACTED AGGREGATE CU. YD.											REMARK
402+32	402+60	1	26'		6	3	0.5											P-1 MAINLINE
402+60	405+70	1	38'		98	55	4											P-2 INTERSECTION & RT TURN LANE
405+70	406+90	1	32'		32	18	1											P-3 AVERAGE WIDTH
406+90	407+32	1	26'		9	5	0.5											P-4 MAINLINE
TOTALS CARRIED TO PLAN SHEET 17/82					145	81	6											

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED RDK
CHECKED

PLAN VIEW DEL-37
STA. 402+32 TO STA. 407+32

DEL-36-0.00

25
82

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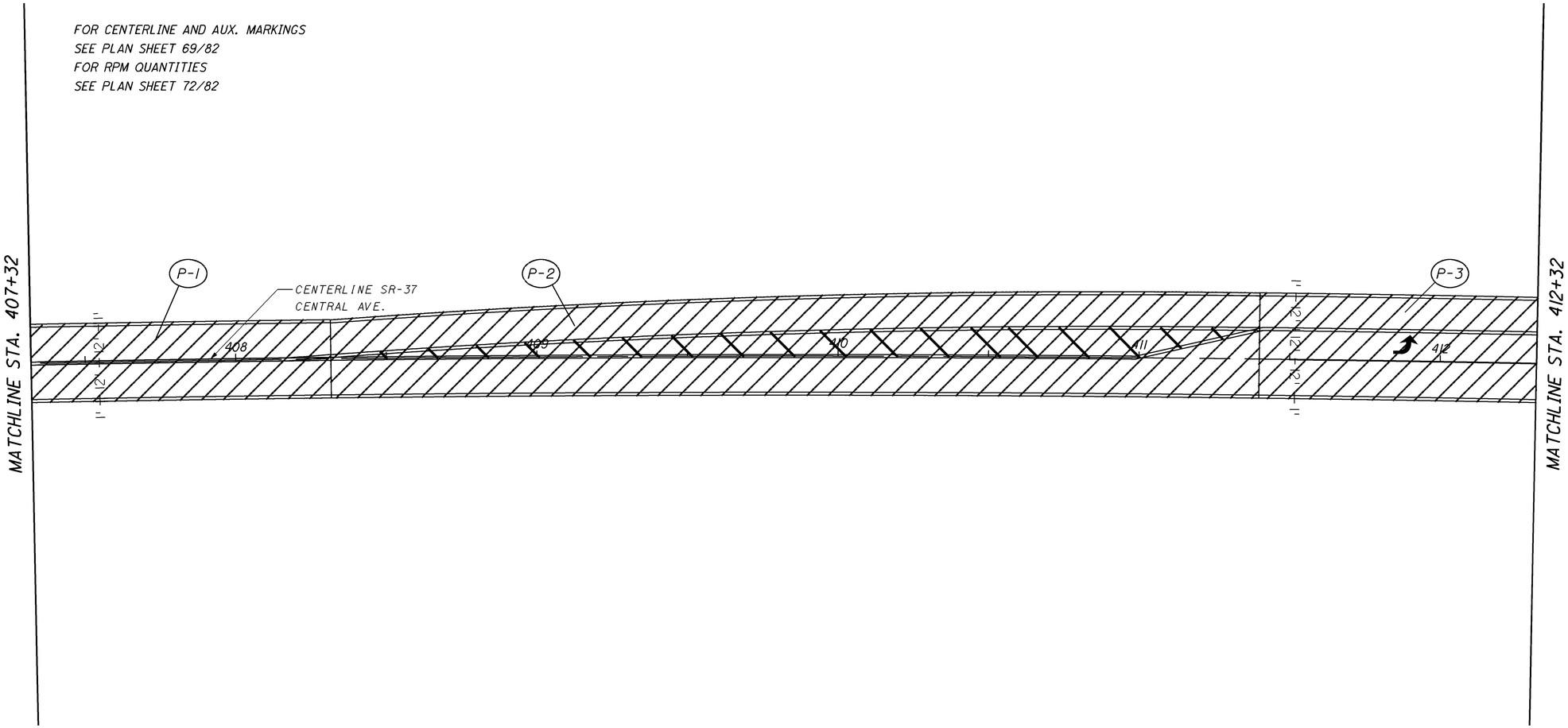
FOR CENTERLINE AND AUX. MARKINGS
SEE PLAN SHEET 69/82
FOR RPM QUANTITIES
SEE PLAN SHEET 72/82



STATION	STATION	TYPICAL	PAVEMENT AND SHOULDER WIDTH		407 TACK COAT 0.075 GAL. PER SQ. YD.	448 ASPHALT SURFACE COURSE TYPE IH 1.5"DEPTH	617 COMPACTED AGGREGATE											REMARK
					GAL.	CU. YD.	CU. YD.											
407+32	408+30	1	26'		21	12	1											P-1 MAINLINE
408+30	411+40	1	32'		83	46	4											P-2 AVERAGE WIDTH
411+40	412+32	1	38'		29	16	1											P-3 CENTER LT TURN LANE
TOTALS CARRIED TO PLAN SHEET 17/82					133	74	6											

PLAN VIEW DEL-37
STA. 407+32 TO STA. 412+32

DEL-36-0.00

26
82

CALCULATED RDK
CHECKED

HORIZONTAL SCALE IN FEET
0 10 20 40

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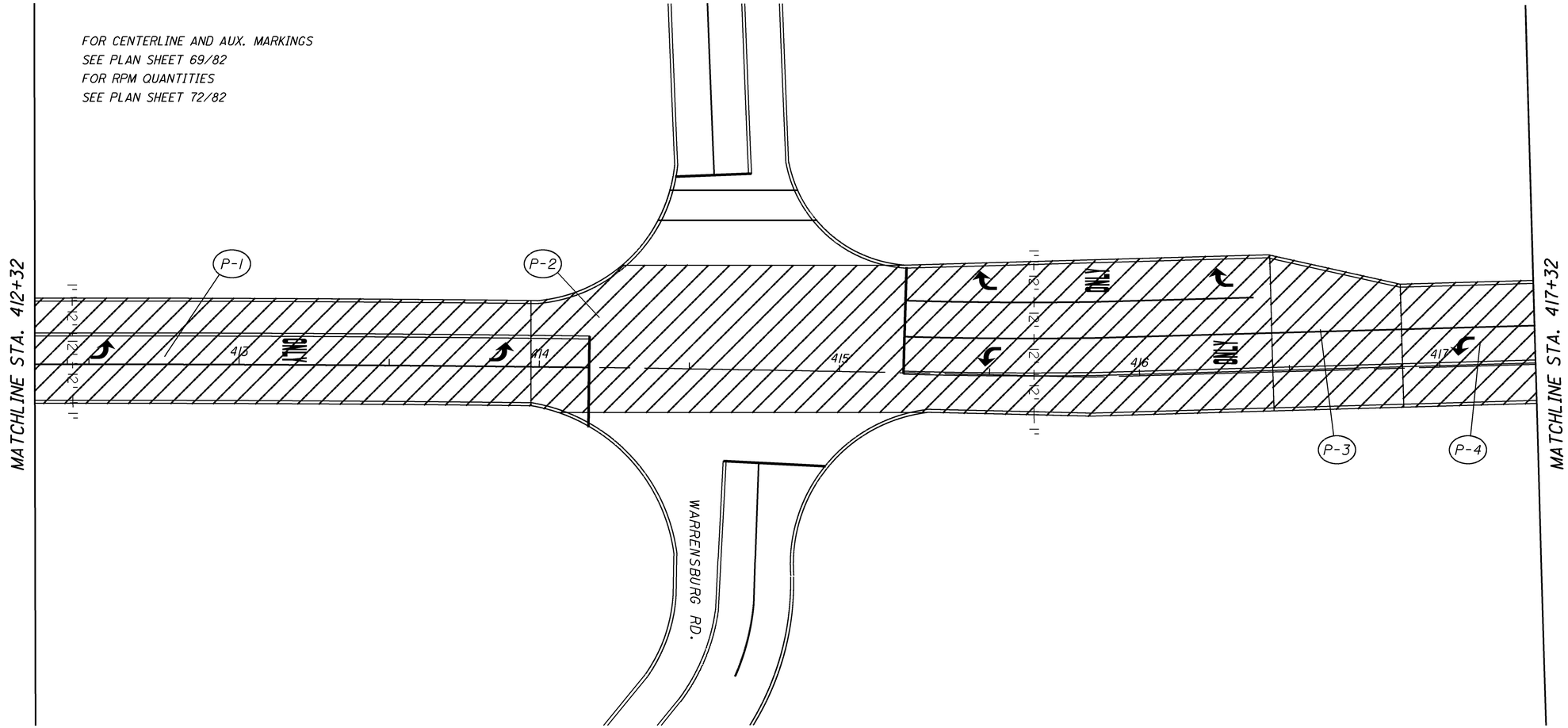


STATION	STATION	TYPICAL	PAVEMENT AND SHOULDER WIDTH		407 TACK COAT 0.075 GAL. PER SQ. YD.	448 ASPHALT SURFACE COURSE TYPE IH 1.5" DEPTH	617 COMPACTED AGGREGATE								632 DETECTOR LOOP	632 LOOP DETECTOR TIE IN	REMARK
					GAL.	CU. YD.	CU. YD.								EACH	EACH	
412+32	413+97	1	38'		52	29	2										P-1 CENTER LT TURN LANE
413+97	416+45	1	50'		103	57	3								3	3	P-2 INTERSECTION LT & RT TURN LANES
416+45	416+90	1	44'		17	9	1										P-3 AVERAGE WIDTH
416+90	417+32	1	38'		13	7	1										P-4 AVERAGE WIDTH
TOTALS CARRIED TO PLAN SHEET 17/82					185	102	6								3	3	

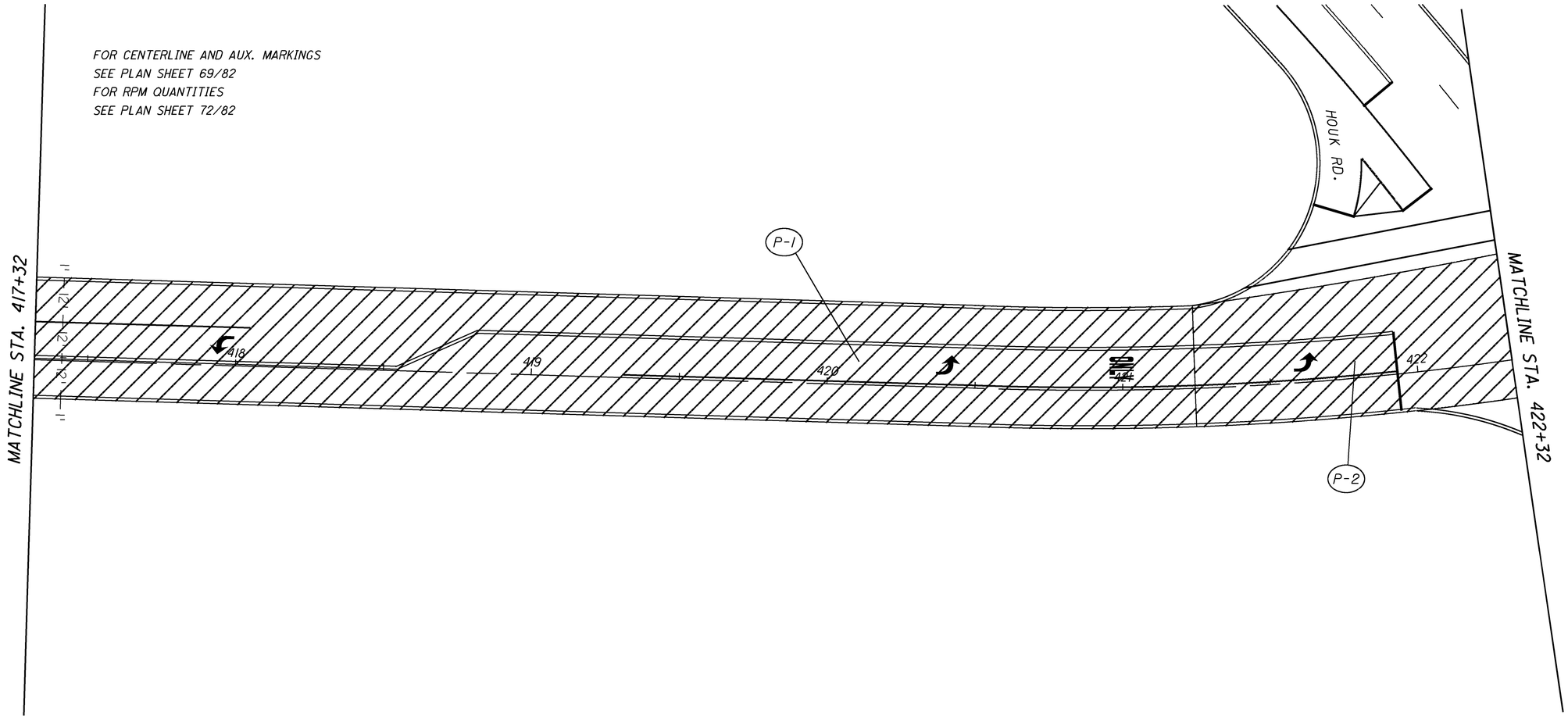
HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED RDK
CHECKED

PLAN VIEW DEL-37
STA. 412+32 TO STA. 417+32

DEL-36-0.00

27
82



STATION	STATION	TYPICAL	PAVEMENT AND SHOULDER WIDTH	254 PAVEMENT PLANING ASPHALT CONCRETE 1.5" DEPTH SQ. YD.	407 TACK COAT 0.075 GAL. PER SQ. YD. GAL.	44 ASPHALT SURFACE COURSE TYPE IH 1.5"DEPTH CU. YD.	617 COMPACTED AGGREGATE CU. YD.								632 DETECTOR LOOP EACH	632 LOOP DETECTOR TIE IN EACH	REMARK
417+32	421+25	1	38'		124	69	5										P-1 CENTER LT TURN LANE
421+25	422+32	2	41'	487	37	20	1								2	2	P-2 INTERSECTION AVERAGE WIDTH
TOTALS CARRIED TO PLAN SHEET 17/82				487	161	89	6								2	2	

PLAN VIEW DEL-37
STA. 417+32 TO STA. 422+32

DEL-36-0.00

28
82

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED RDK
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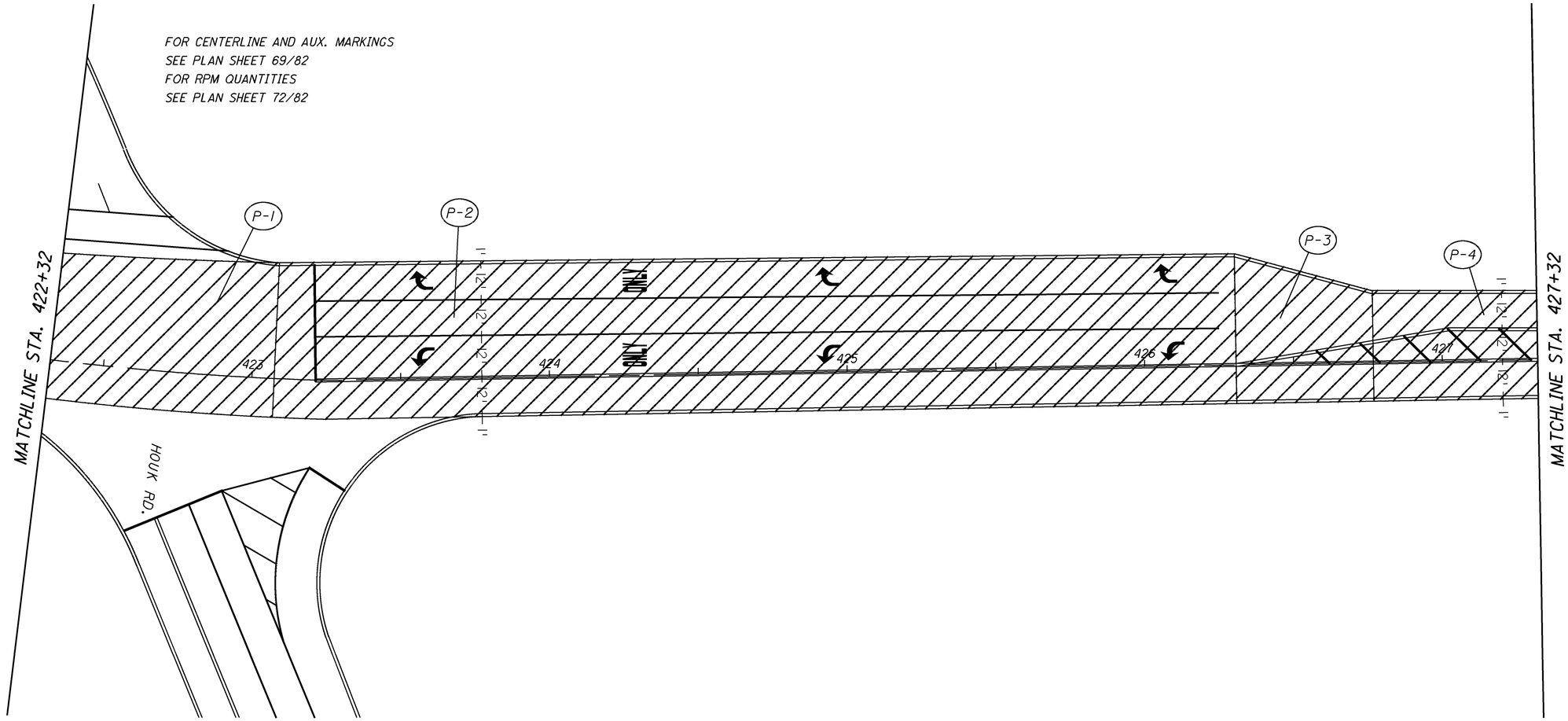

STATION	STATION	TYPICAL	PAVEMENT AND SHOULDER WIDTH	254 PAVEMENT PLANING ASPHALT CONCRETE 1.5" DEPTH SQ. YD.	407 TACK COAT 0.075 GAL. PER SQ. YD. GAL.	448 ASPHALT SURFACE COURSE TYPE IH 1.5"DEPTH CU. YD.	617 COMPACTED AGGREGATE CU. YD.								632 DETECTOR LOOP EACH	632 LOOP DETECTOR TIE IN EACH	REMARK
422+32	423+10	2	47'	407	31	17	1										P-1 INTERSECTION AVERAGE WIDTH
423+10	426+30	2	50'	1,778	133	74	4								2	2	P-2 INTERSECTION LT & RT TURN LANES
426+30	426+75	2	44'	220	17	9	1										P-3 AVERAGE WIDTH
426+75	427+32	2	38'	241	18	10	1										P-4 CENTER LT TURN LANE
TOTALS CARRIED TO PLAN SHEET 17/82				2,646	199	110	6								2	2	

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED RDK
CHECKED CSH

PLAN VIEW DEL-37
STA. 422+32 TO STA. 427+32

DEL-36-0.00

29
82

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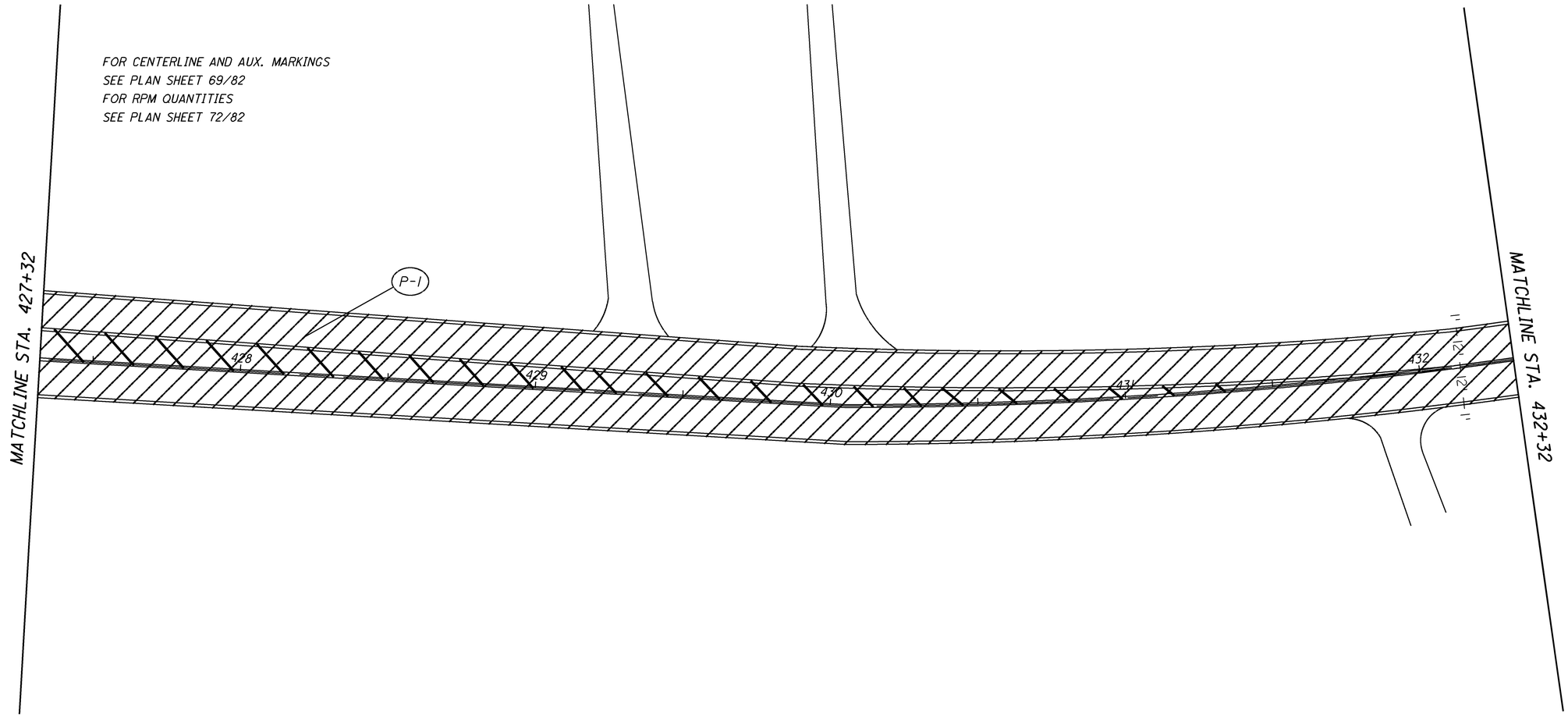

STATION	STATION	TYPICAL	PAVEMENT AND SHOULDER WIDTH	254 PAVEMENT PLANING ASPHALT CONCRETE 1.5" DEPTH SQ. YD.	407 TACK COAT 0.075 GAL. PER SQ. YD. GAL.	448 ASPHALT SURFACE COURSE TYPE IH 1.5"DEPTH CU. YD.	617 COMPACTED AGGREGATE CU. YD.											REMARK
427+32	432+32	2	32'	1,778	133	74	6											P-1 AVERAGE WIDTH
TOTALS CARRIED TO PLAN SHEET 17/82				1,778	133	74	6											

PLAN VIEW DEL-37
STA. 427+32 TO STA. 432+32

DEL-36-0.00

30
82

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED RDK
CHECKED

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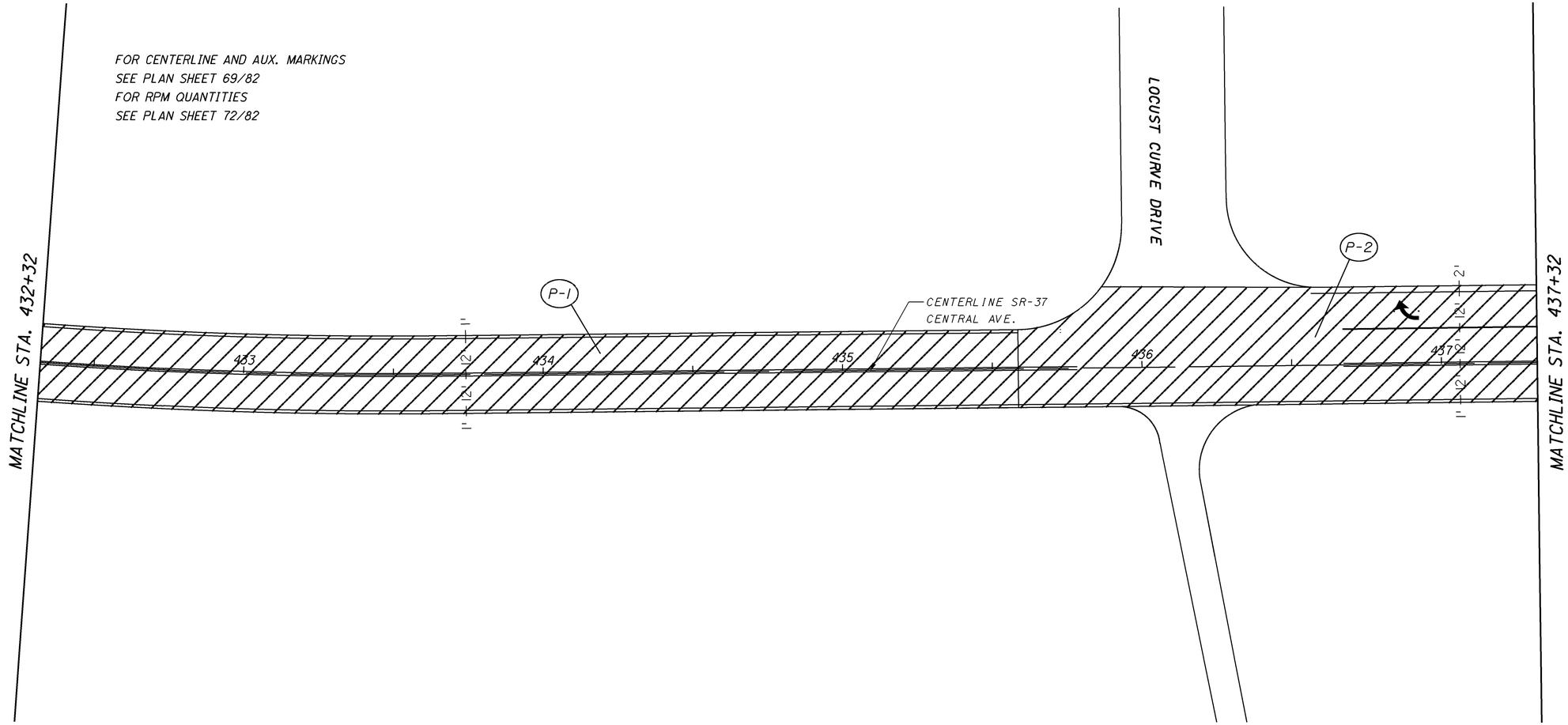

STATION	STATION	TYPICAL	PAVEMENT AND SHOULDER WIDTH	254 PAVEMENT PLANING ASPHALT CONCRETE 1.5" DEPTH SQ. YD.	407 TACK COAT 0.075 GAL. PER SQ. YD. GAL.	448 ASPHALT SURFACE COURSE TYPE IH 1.5"DEPTH CU. YD.	617 COMPACTED AGGREGATE CU. YD.											REMARK
432+32	433+50	2	26'	341	26	14	1											P-1 MAINLINE
433+50	437+32	1	39'		124	69	5											P-2 INTERSECTION & RT TURN LANE
TOTALS CARRIED TO PLAN SHEET 17/82				341	150	83	6											

CALCULATED RDK | CHECKED

HORIZONTAL SCALE IN FEET
0 10 20 40

PLAN VIEW DEL-37
STA. 432+32 TO STA. 437+32

DEL-36-0.00

31
82

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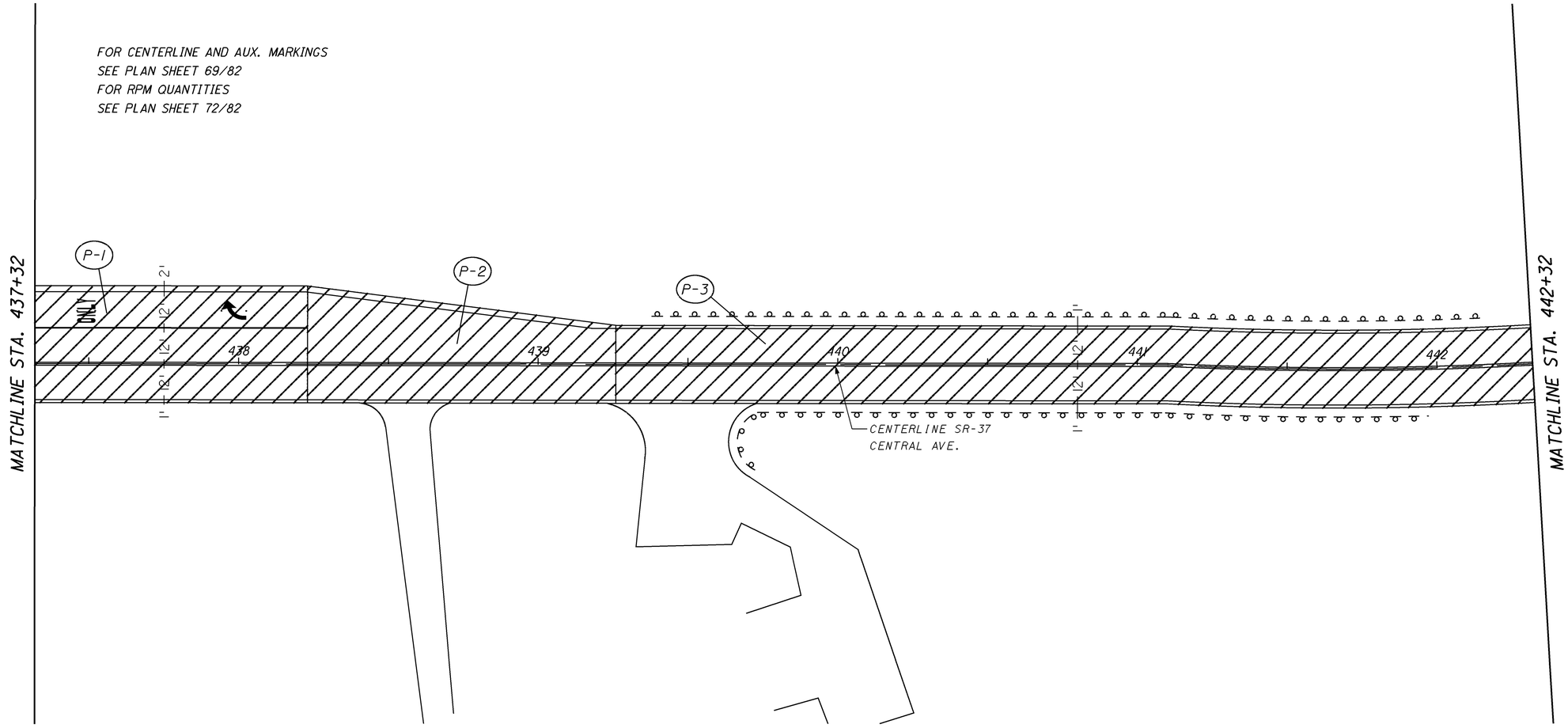

STATION	STATION	TYPICAL	PAVEMENT AND SHOULDER WIDTH		407 TACK COAT 0.075 GAL. PER SQ. YD. GAL.	448 ASPHALT SURFACE COURSE TYPE IH 1.5"DEPTH CU. YD.	617 COMPACTED AGGREGATE CU. YD.											REMARK
437+32	438+23	1	39'		30	16	1											P-1 RT TURN LANE
438+23	439+25	1	32.5'		28	15	1											P-2 AVERAGE WIDTH
439+25	442+32	1	26'		67	37	4											P-3 MAINLINE
TOTALS CARRIED TO PLAN SHEET 17/82					125	68	6											

PLAN VIEW DEL-37
STA. 437+32 TO STA. 442+32

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED RDK
CHECKED

DEL-36-0.00

32
82

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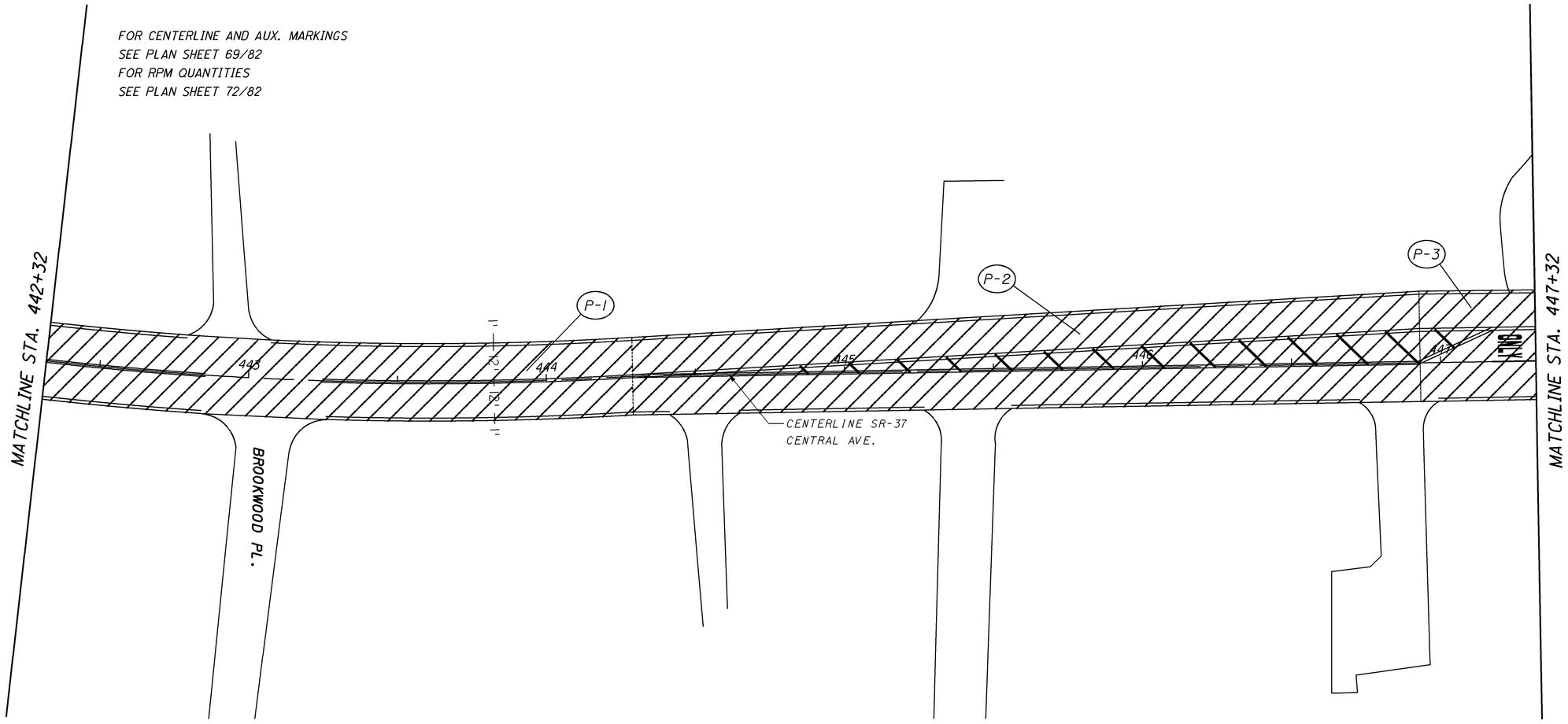
FOR CENTERLINE AND AUX. MARKINGS
SEE PLAN SHEET 69/82
FOR RPM QUANTITIES
SEE PLAN SHEET 72/82



STATION	STATION	TYPICAL	PAVEMENT AND SHOULDER WIDTH		407 TACK COAT 0.075 GAL. PER SQ. YD.	448 ASPHALT SURFACE COURSE TYPE IH 1.5"DEPTH	617 COMPACTED AGGREGATE											REMARK
					GAL.	CU. YD.	CU. YD.											
442+32	444+28	1	26'		42	24	2											P-1 MAINLINE
444+28	446+95	1	32'		71	40	3											P-2 AVERAGE WIDTH
446+95	447+32	1	38'		12	7												P-3 MAINLINE
TOTALS CARRIED TO PLAN SHEET 17/82					125	71	6											

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED RDK
CHECKED

PLAN VIEW DEL-37
STA. 442+32 TO STA. 447+32

DEL-36-0.00

33
82

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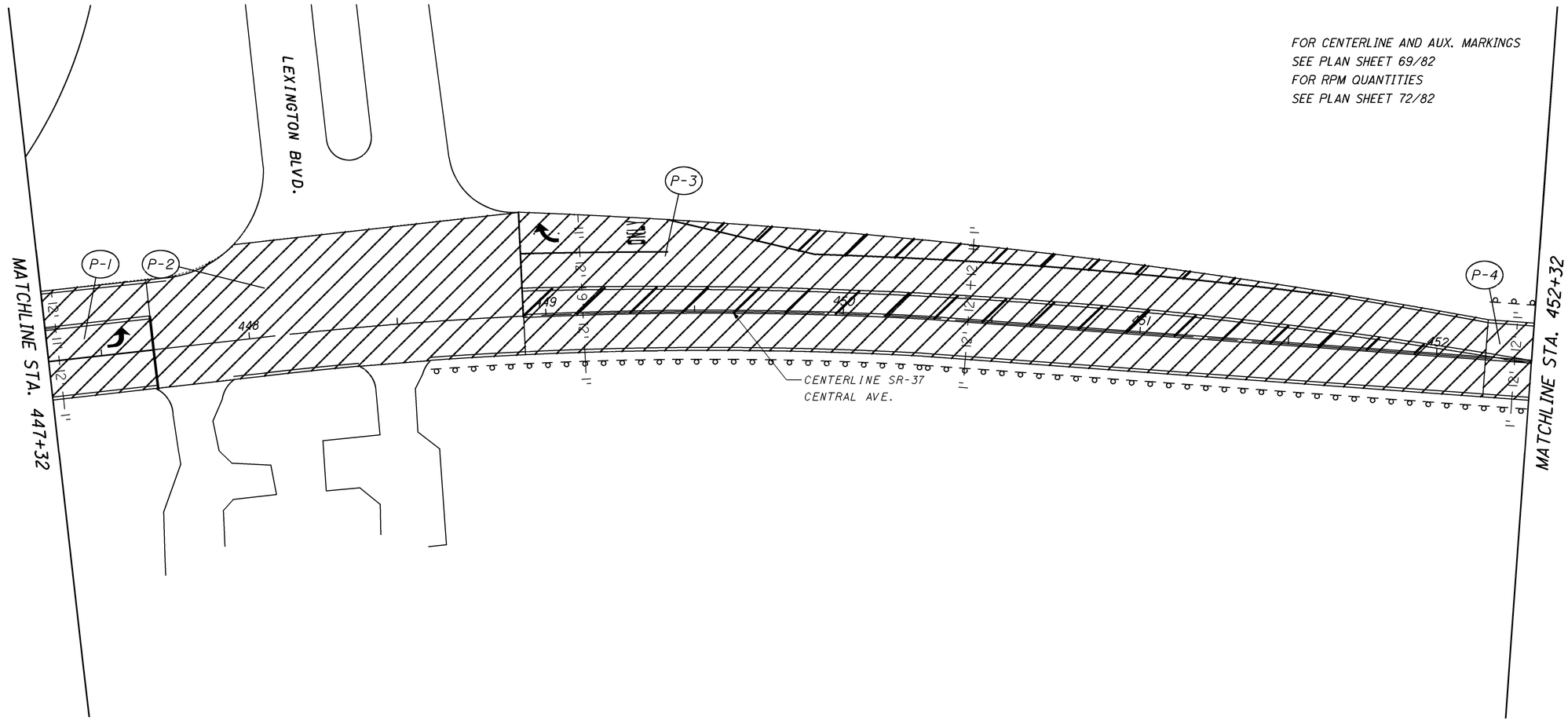

STATION	STATION	TYPICAL	PAVEMENT AND SHOULDER WIDTH		407 TACK COAT 0.075 GAL. PER SQ. YD.	448 ASPHALT SURFACE COURSE TYPE IH 1.5"DEPTH	617 COMPACTED AGGREGATE								632 DETECTOR LOOP	632 LOOP DETECTOR TIE IN	REMARK
					GAL.	CU. YD.	CU. YD.								EACH	EACH	
447+32	447+70	1	38'		12	7	0.5								1	1	P-1 MAINLINE
447+70	448+90	1	48'		48	27	1								2	2	P-2 INTERSECTION
448+90	452+15	1	37'		100	56	4								2	2	P-3 AVERAGE WIDTH
452+15	452+32	1	26'		4	2	0.2										P-4 MAINLINE
TOTALS CARRIED TO PLAN SHEET 17/82					164	92	6								5	5	

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED RDK
CHECKED

PLAN VIEW DEL-37
STA. 447+32 TO STA. 452+32

DEL-36-0.00

34
82

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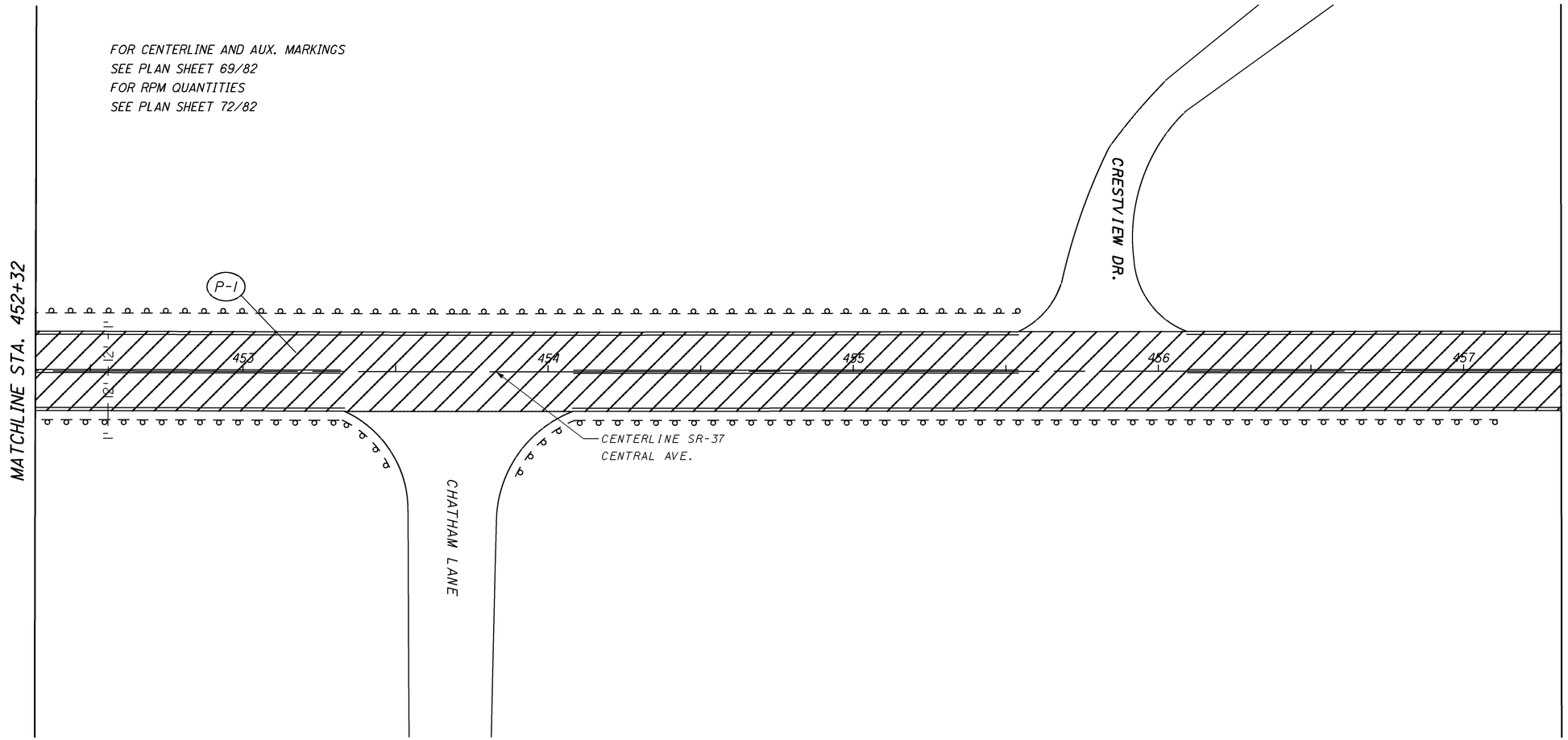

STATION	STATION	TYPICAL	PAVEMENT AND SHOULDER WIDTH		407 TACK COAT 0.075 GAL. PER SQ. YD.	448 ASPHALT SURFACE COURSE TYPE IH 1.5"DEPTH	617 COMPACTED AGGREGATE											REMARK
					GAL.	CU. YD.	CU. YD.											
452+32	457+32	1	26'		108	60	6											P-1 MAINLINE
TOTALS CARRIED TO PLAN SHEET 17/82					108	60	6											

CALCULATED RDK
CHECKED

HORIZONTAL SCALE IN FEET
0 10 20 40

PLAN VIEW DEL-37
STA. 452+32 TO STA. 457+32

DEL-36-0.00

35
82

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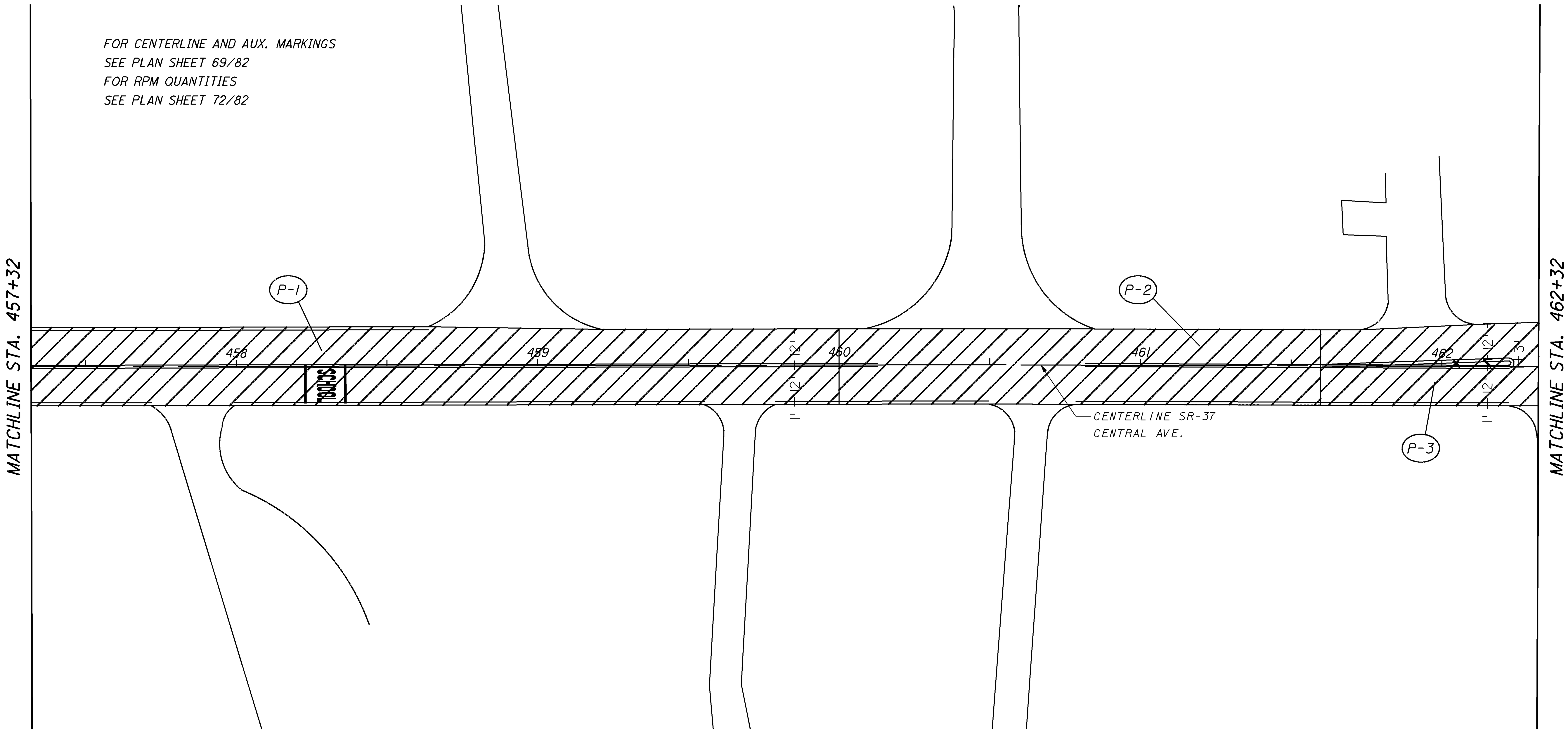
FOR CENTERLINE AND AUX. MARKINGS
SEE PLAN SHEET 69/82
FOR RPM QUANTITIES
SEE PLAN SHEET 72/82



STATION	STATION	TYPICAL	PAVEMENT AND SHOULDER WIDTH	254 PAVEMENT PLANING ASPHALT CONCRETE 1.5" DEPTH SQ. YD.	407 TACK COAT 0.075 GAL. PER SQ. YD. GAL.	448 ASPHALT SURFACE COURSE TYPE 1H 1.5"DEPTH CU. YD.	617 COMPACTED AGGREGATE CU. YD.		644 SCHOOL SYMBOL MARKING 72" EACH										REMARK
457+32	460+00	1	26'		58	32	3		1										P-1 MAINLINE
460+00	461+60	2	26'	462	35	19	2												P-2 MAINLINE
461+60	462+32	2	28'	224	17	9	1												P-3 AVERAGE WIDTH
TOTALS CARRIED TO PLAN SHEET 17/82				686	110	60	6		1										

CALCULATED RDK
CHECKED

HORIZONTAL SCALE IN FEET 0 10 20 40

PLAN VIEW DEL-37
STA. 457+32 TO STA. 462+32

DEL-36-0.00

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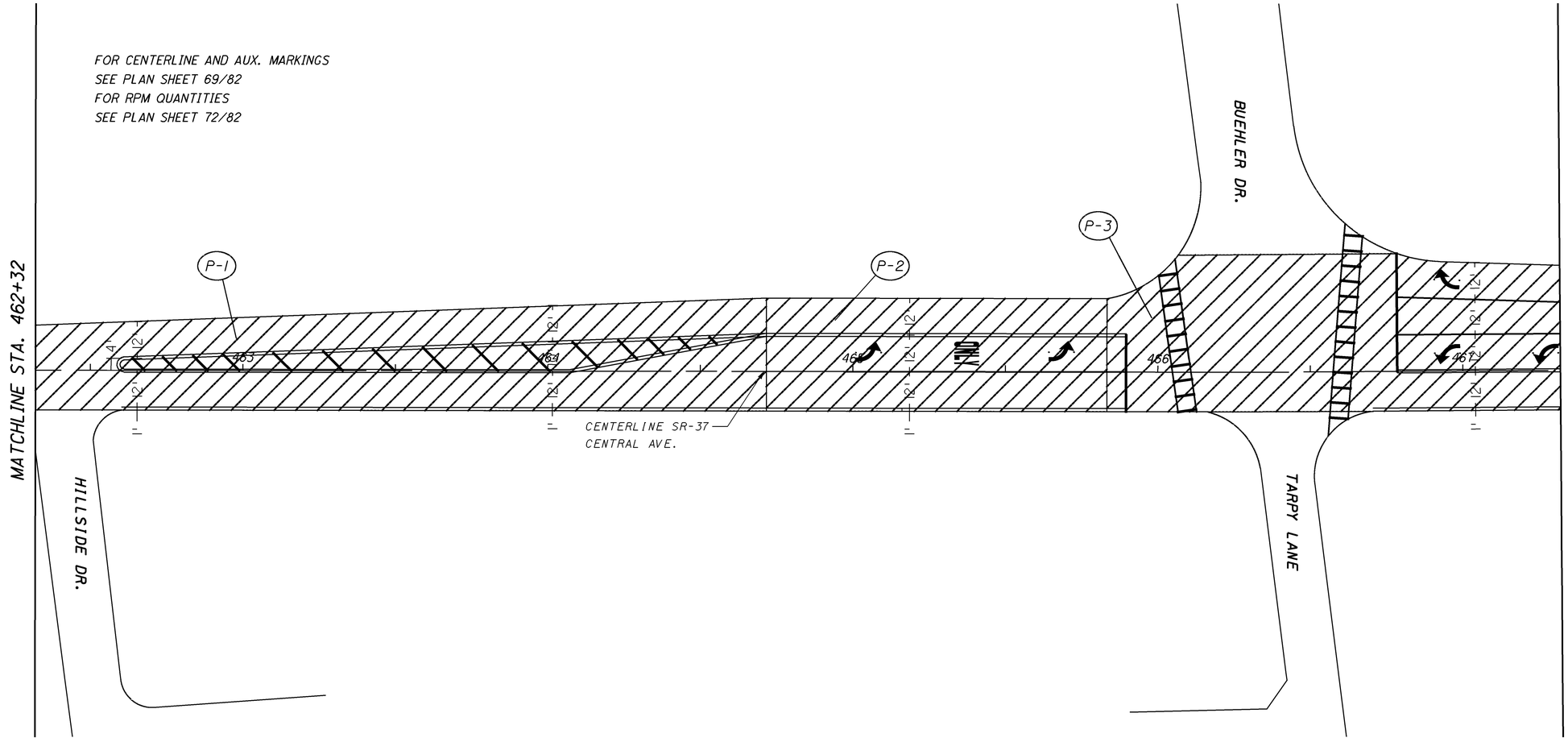

STATION	STATION	TYPICAL	PAVEMENT AND SHOULDER WIDTH	254 PAVEMENT PLANING ASPHALT CONCRETE 1.5" DEPTH SQ. YD.	407 TACK COAT 0.075 GAL. PER SQ. YD. GAL.	448 ASPHALT SURFACE COURSE TYPE IH 1.5"DEPTH CU. YD.	617 COMPACTED AGGREGATE CU. YD.								632 DETECTOR LOOP EACH	632 LOOP DETECTOR TIE IN EACH	REMARK
462+32	464+70	2	32.5'	859	64	36	3										P-1 AVERAGE WIDTH
464+70	465+85	2	37'	473	35	20	1										P-2 CENTER LT TURN LANE
465+85	467+32	2	49'	800	60	33	2								2	2	P-3 INTERSECTION
TOTALS CARRIED TO PLAN SHEET 17/82				2,132	159	89	6								2	2	

PLAN VIEW DEL-37
STA. 462+32 TO STA. 467+32

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED RDK
CHECKED CSH

DEL-36-0.00

37
82

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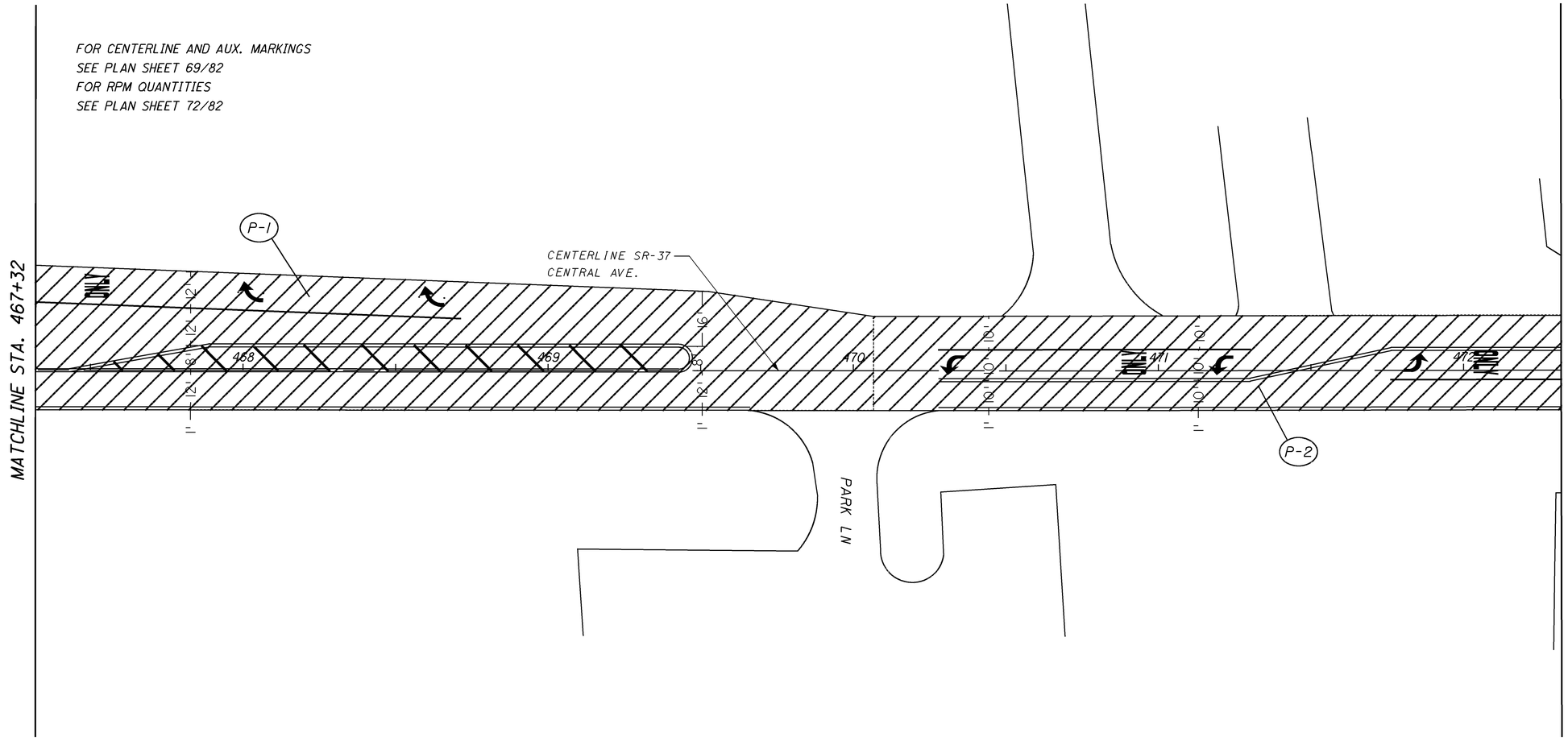

STATION	STATION	TYPICAL	PAVEMENT AND SHOULDER WIDTH	254 PAVEMENT PLANING ASPHALT CONCRETE 1.5" DEPTH SQ. YD.	407 TACK COAT 0.075 GAL. PER SQ. YD. GAL.	448 ASPHALT SURFACE COURSE TYPE IH 1.5"DEPTH CU. YD.	617 COMPACTED AGGREGATE CU. YD.											REMARK
467+32	470+05	2	38.5'	1,168	88	49	3											P-1 AVERAGE WIDTH
470+05	472+32	2	32'	807	61	34	3											P-2 MAINLINE
TOTALS CARRIED TO PLAN SHEET 17/82				1,975	149	83	6											

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED RDK
CHECKED

PLAN VIEW DEL-37
STA. 467+32 TO STA. 472+32

DEL-36-0.00

38
82

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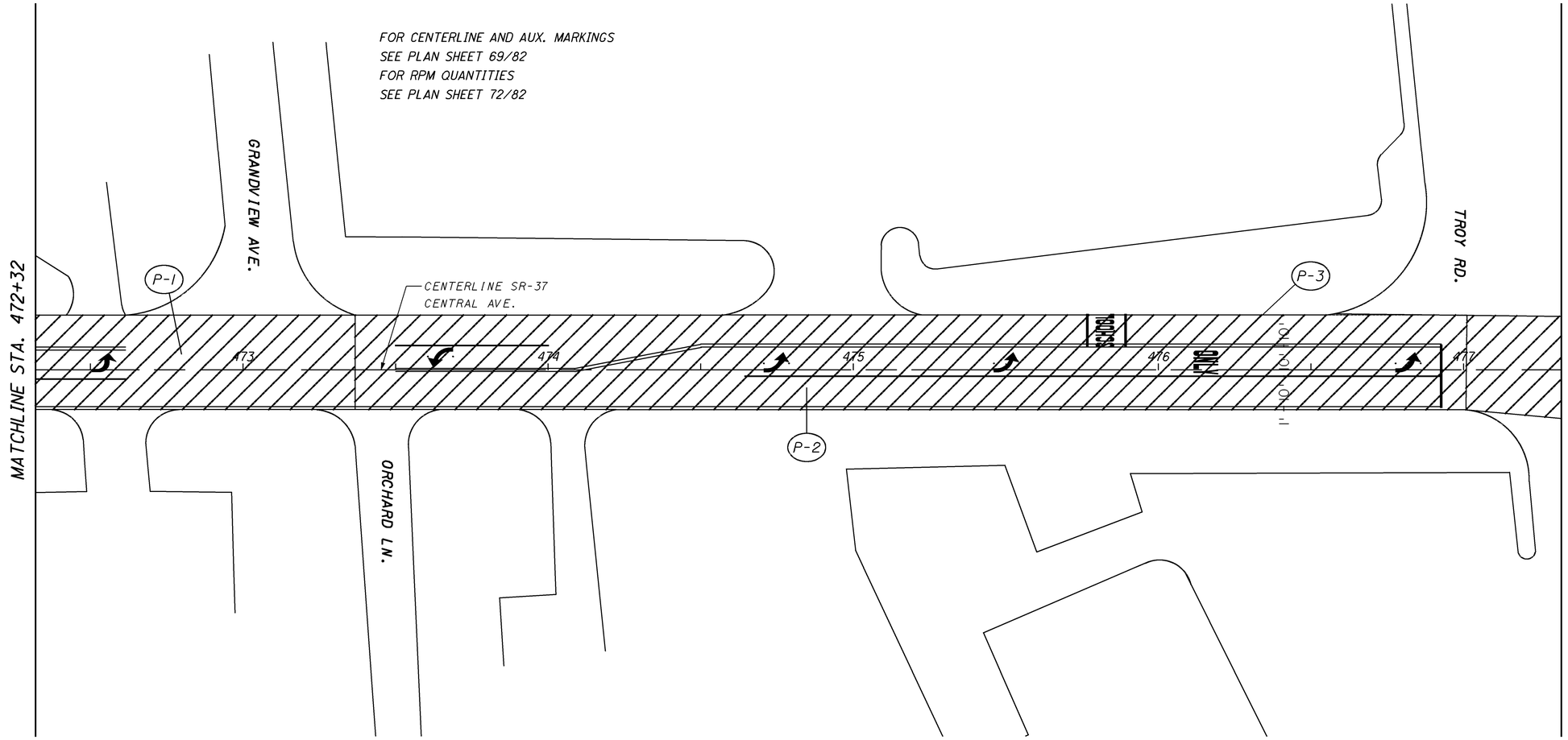

STATION	STATION	TYPICAL	PAVEMENT AND SHOULDER WIDTH	254 PAVEMENT PLANING ASPHALT CONCRETE 1.5" DEPTH SQ. YD.	407 TACK COAT 0.075 GAL. PER SQ. YD. GAL.	448 ASPHALT SURFACE COURSE TYPE IH 1.5"DEPTH CU. YD.	617 COMPACTED AGGREGATE CU. YD.		644 SCHOOL SYMBOL MARKING 72" EACH						632 DETECTOR LOOP EACH	632 LOOP DETECTOR TIE IN EACH	REMARK
472+32	474+60	2	32'	811	61	34	3		1								P-1 MAINLINE
474+60	475+60	2	32'	356	27	15	1										P-2 MAINLINE
475+60	477+32	2	34'	650	49	27	2								1	1	P-3 INTERSECTION
TOTALS CARRIED TO PLAN SHEET 17/82				1,817	137	76	6		1						1	1	

PLAN VIEW DEL-37
STA. 472+32 TO STA. 477+32

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED RDK
CHECKED

DEL-36-0.00

39
82

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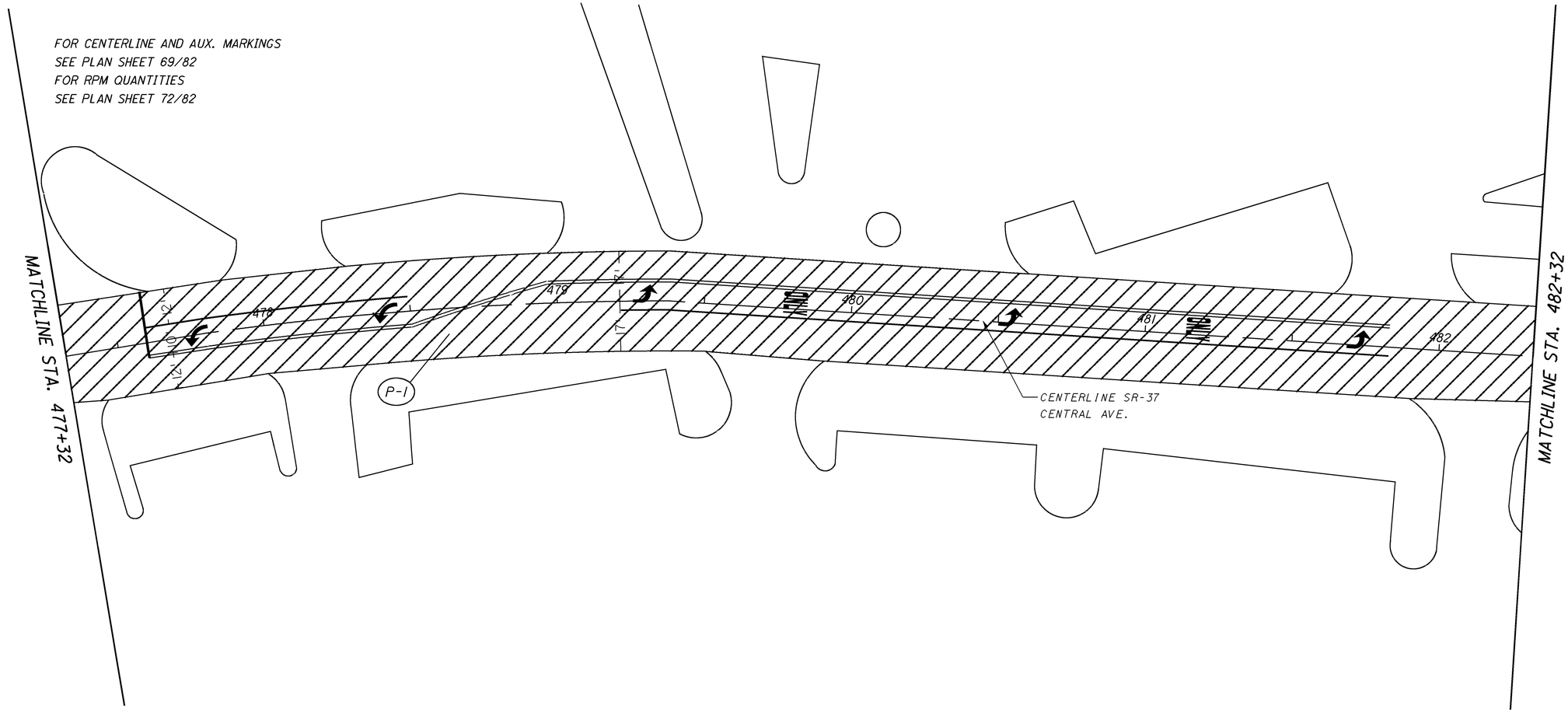


STATION	STATION	TYPICAL	PAVEMENT AND SHOULDER WIDTH	254 PAVEMENT PLANING ASPHALT CONCRETE 1.5" DEPTH SQ. YD.	407 TACK COAT 0.075 GAL. PER SQ. YD. GAL.	448 ASPHALT SURFACE COURSE TYPE IH 1.5"DEPTH CU. YD.	617								632 DETECTOR LOOP EACH	632 LOOP DETECTOR TIE IN EACH	REMARK
477+32	482+32	2	34'	1,889	142	79									1	1	P-1 MAINLINE
TOTALS CARRIED TO PLAN SHEET 17/82				1,889	142	79									1	1	

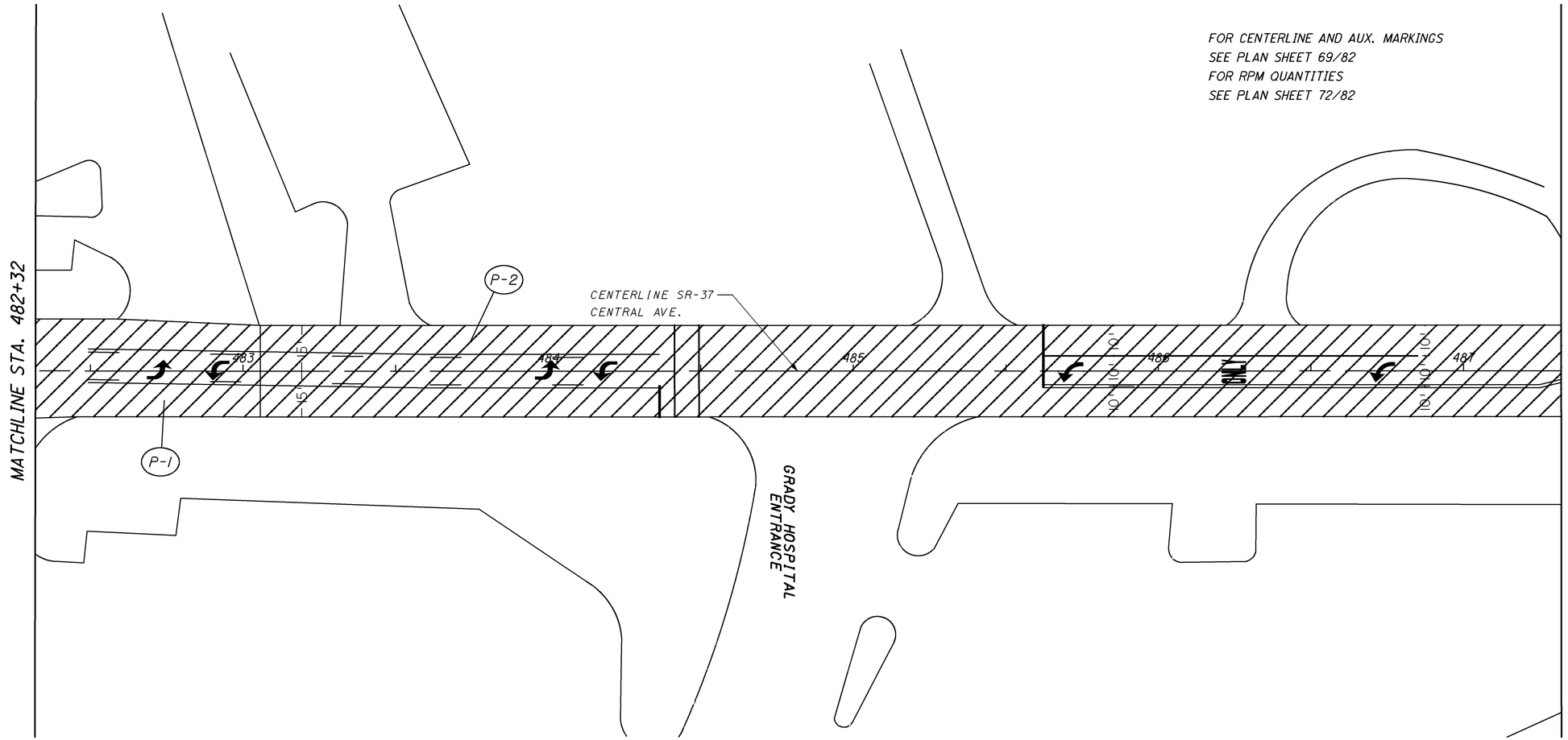
HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED RDK
CHECKED

PLAN VIEW DEL-37
STA. 477+32 TO STA. 482+32

DEL-36-0.00

40
82



STATION	STATION	TYPICAL	PAVEMENT AND SHOULDER WIDTH	254 PAVEMENT PLANING ASPHALT CONCRETE 1.5" DEPTH SQ. YD.	407 TACK COAT 0.075 GAL. PER SQ. YD. GAL.	448 ASPHALT SURFACE COURSE TYPE IH 1.5"DEPTH CU. YD.	617									632 DETECTOR LOOP EACH	632 LOOP DETECTOR TIE IN EACH	REMARK
482+32	483+05	2	32'	260	19	11												P-1 AVERAGE WIDTH
483+05	487+32	2	30'	1,423	107	59										1	1	P-2 MAINLINE
TOTALS CARRIED TO PLAN SHEET 17/82				1,683	126	70										1	1	

PLAN VIEW DEL-37
STA. 482+32 TO STA. 487+32

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED RDK
CHECKED CH

DEL-36-0.00

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82

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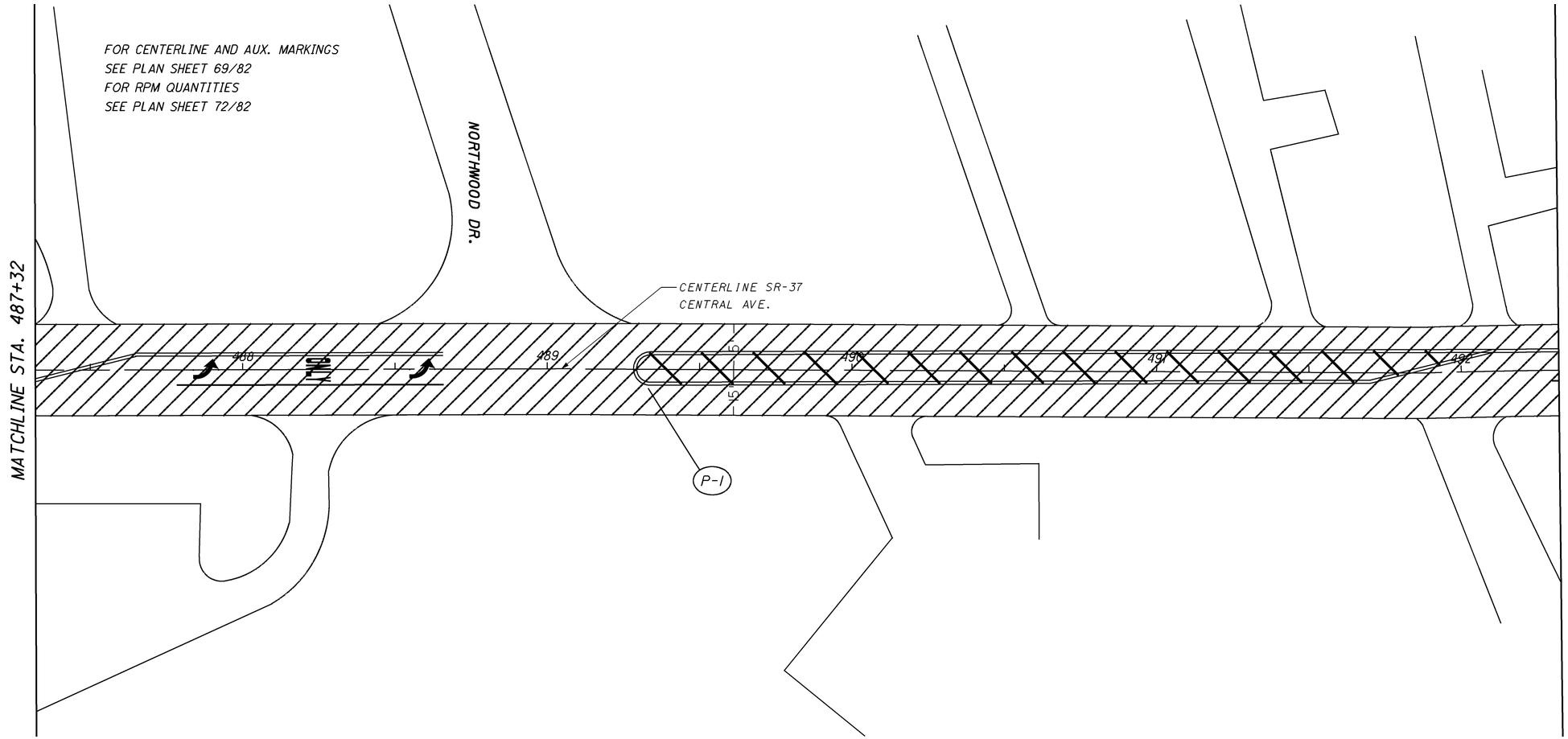

STATION	STATION	TYPICAL	PAVEMENT AND SHOULDER WIDTH	254 PAVEMENT PLANING ASPHALT CONCRETE 1.5" DEPTH SQ. YD.	407 TACK COAT 0.075 GAL. PER SQ. YD. GAL.	448 ASPHALT SURFACE COURSE TYPE IH 1.5"DEPTH CU. YD.	617											REMARK
487+32	492+32	2	30'	1,667	125	69												P-1 MAINLINE
TOTALS CARRIED TO PLAN SHEET 17/82				1,667	125	69												

PLAN VIEW DEL-37
STA. 487+32 TO STA. 492+32

CALCULATED RDK | CHECKED

HORIZONTAL SCALE IN FEET
0 10 20 40

DEL-36-0.00

42
82

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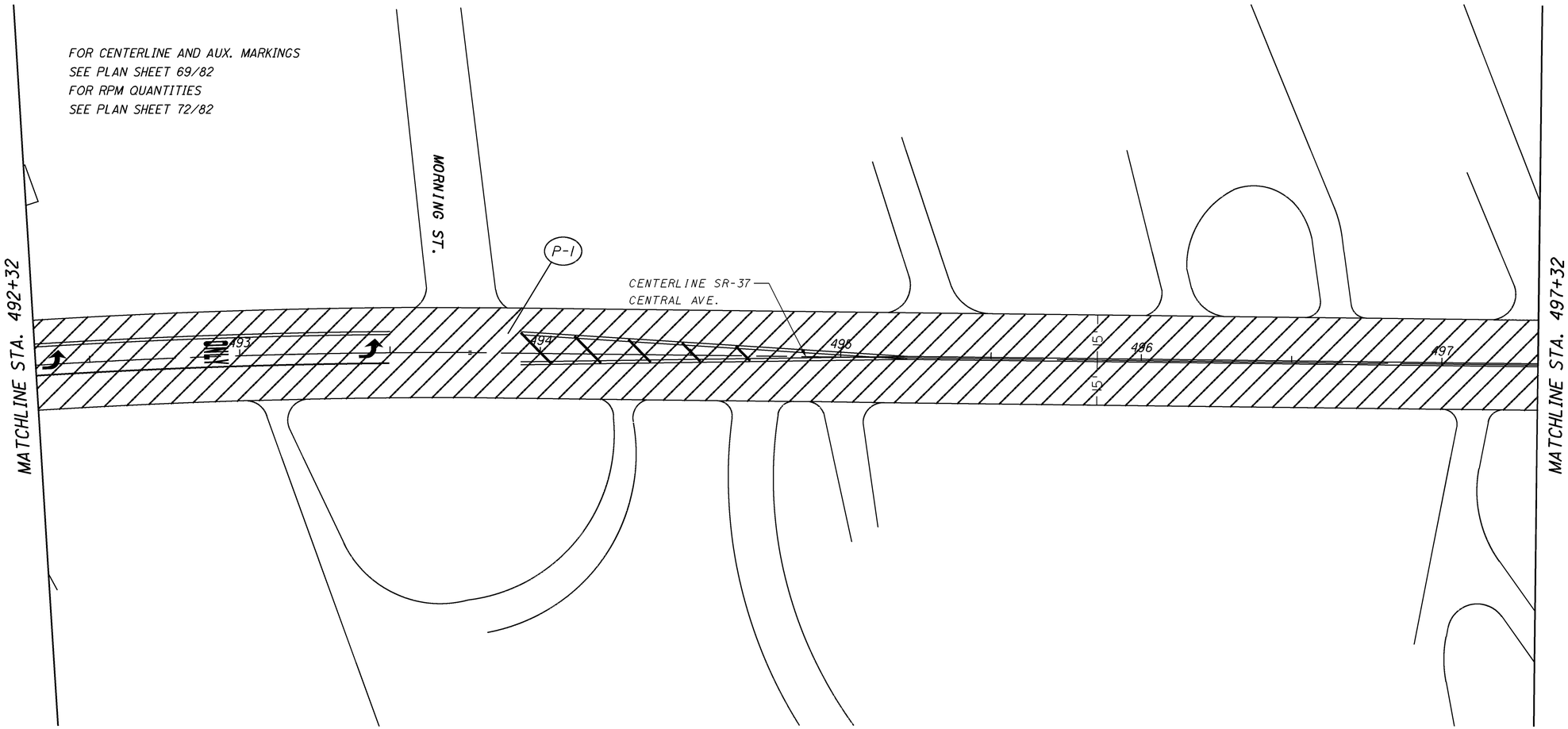

STATION	STATION	TYPICAL	PAVEMENT AND SHOULDER WIDTH	254 PAVEMENT PLANING ASPHALT CONCRETE 1.5" DEPTH SQ. YD.	407 TACK COAT 0.075 GAL. PER SQ. YD. GAL.	448 ASPHALT SURFACE COURSE TYPE IH 1.5"DEPTH CU. YD.	617											REMARK
492+32	497+32	2	30'	1,667	125	69												P-1 MAINLINE
TOTALS CARRIED TO PLAN SHEET 17/82				1,667	125	69												

PLAN VIEW DEL-37
STA. 492+32 TO STA. 497+32

CALCULATED RDK
CHECKED

0 10 20 40
HORIZONTAL SCALE IN FEET

DEL-36-0.00

43
82

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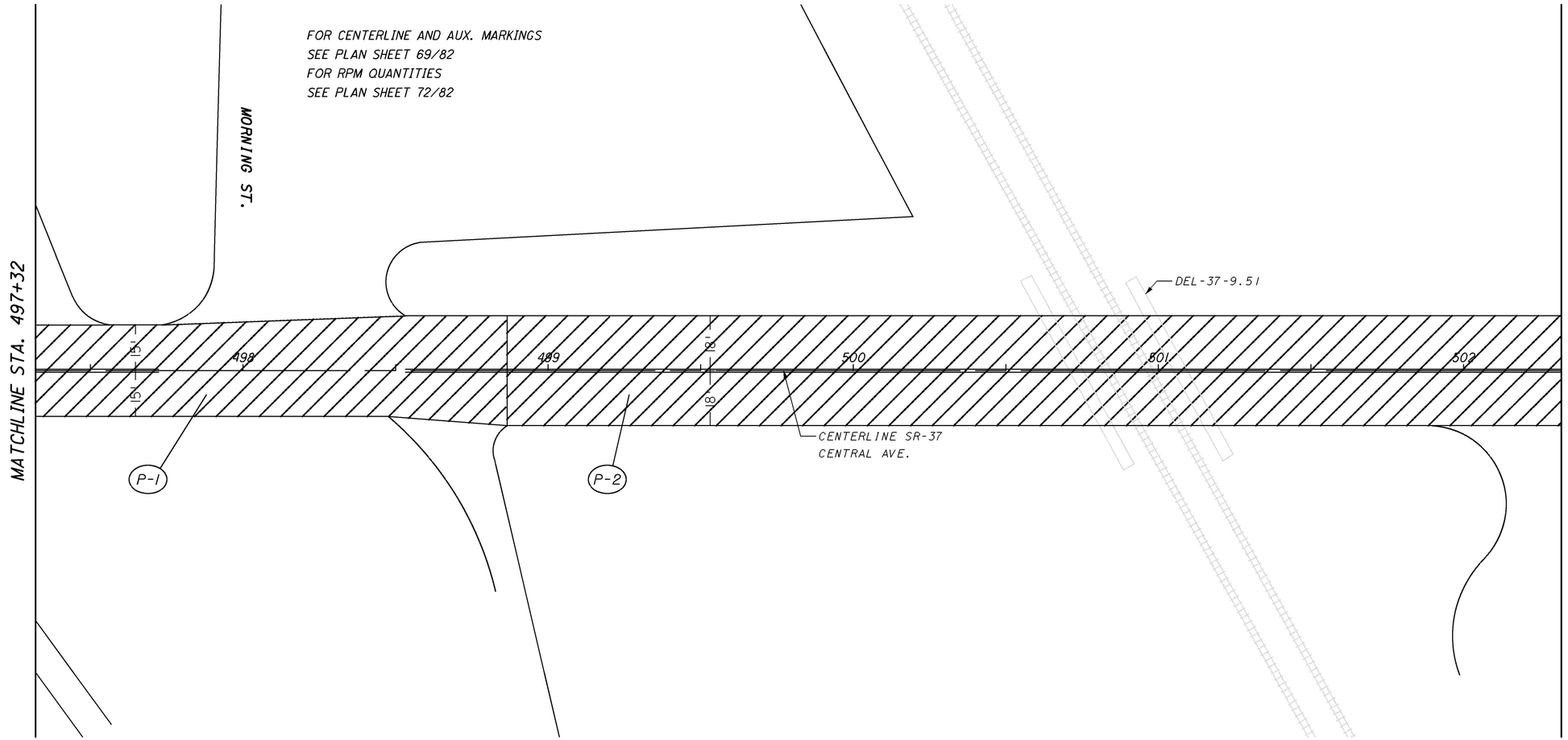


STATION	STATION	TYPICAL	PAVEMENT AND SHOULDER WIDTH	254 PAVEMENT PLANING ASPHALT CONCRETE 1.5" DEPTH SQ. YD.	407 TACK COAT 0.075 GAL. PER SQ. YD. GAL.	448 ASPHALT SURFACE COURSE TYPE IH 1.5"DEPTH CU. YD.	617											REMARK
497+32	498+85	2	33'	561	42	23												P-1 AVERAGE WIDTH
498+85	502+32	2	36'	1,388	104	58												P-2 MAINLINE
TOTALS CARRIED TO PLAN SHEET 17/82				1,949	146	81												

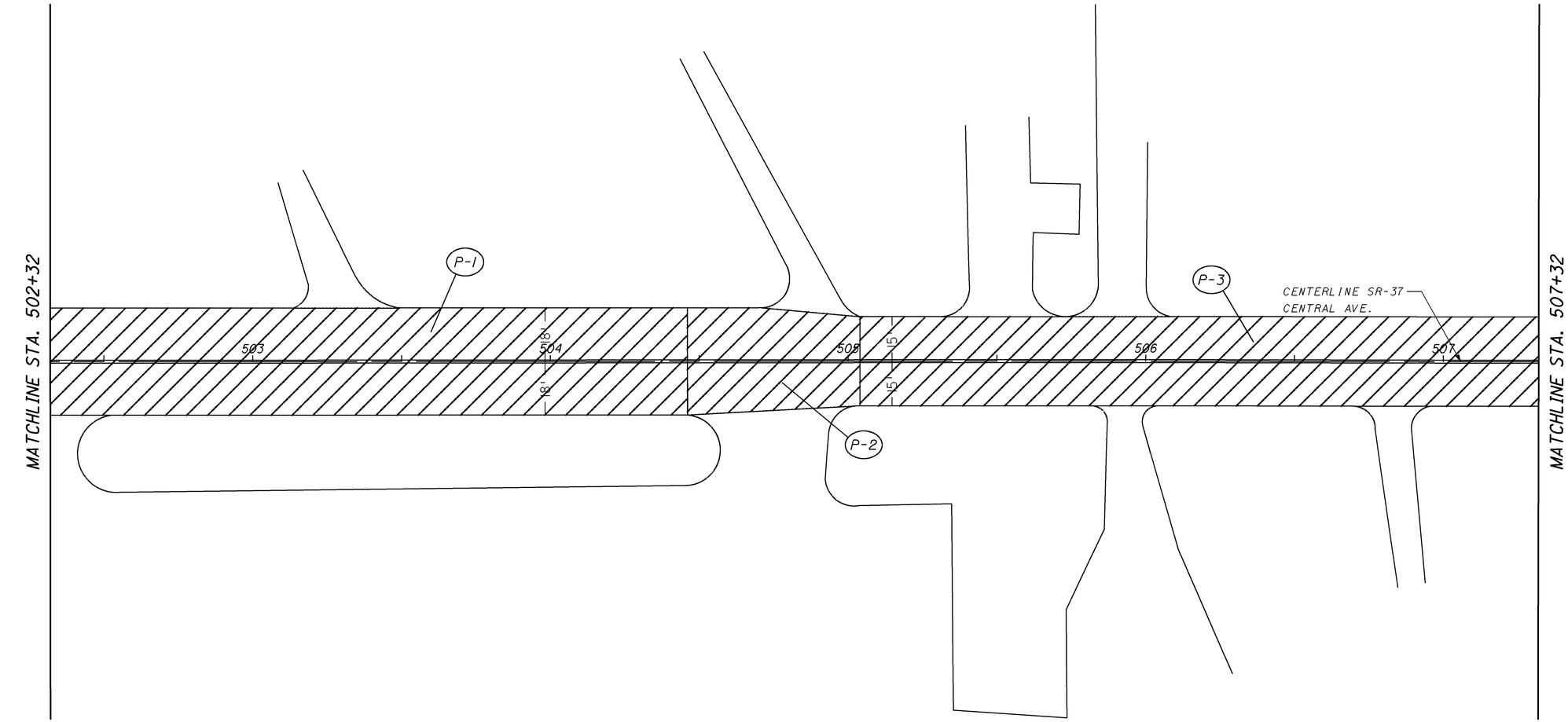
PLAN VIEW DEL-37
STA. 497+32 TO STA. 502+32

DEL-36-0.00

44
82

CALCULATED RDK
CHECKED

0 10 20 40
HORIZONTAL SCALE IN FEET



STATION	STATION	TYPICAL	PAVEMENT AND SHOULDER WIDTH	254 PAVEMENT PLANING ASPHALT CONCRETE 1.5" DEPTH SQ. YD.	407 TACK COAT 0.075 GAL. PER SQ. YD. GAL.	448 ASPHALT SURFACE COURSE TYPE IH 1.5"DEPTH CU. YD.	617											REMARK
502+32	504+35	2	36'	812	61	34												P-1 MAINLINE
504+35	505+05	2	33'	257	19	11												P-2 AVERAGE WIDTH
505+05	507+32	2	30'	757	57	32												P-3 MANILINE
TOTALS CARRIED TO PLAN SHEET 17/82				1,826	137	77												

PLAN VIEW DEL-37
STA. 502+32 TO STA. 507+32

CALCULATED RDK | CHECKED

0 10 20 40 HORIZONTAL SCALE IN FEET

DEL-36-0.00

45
82

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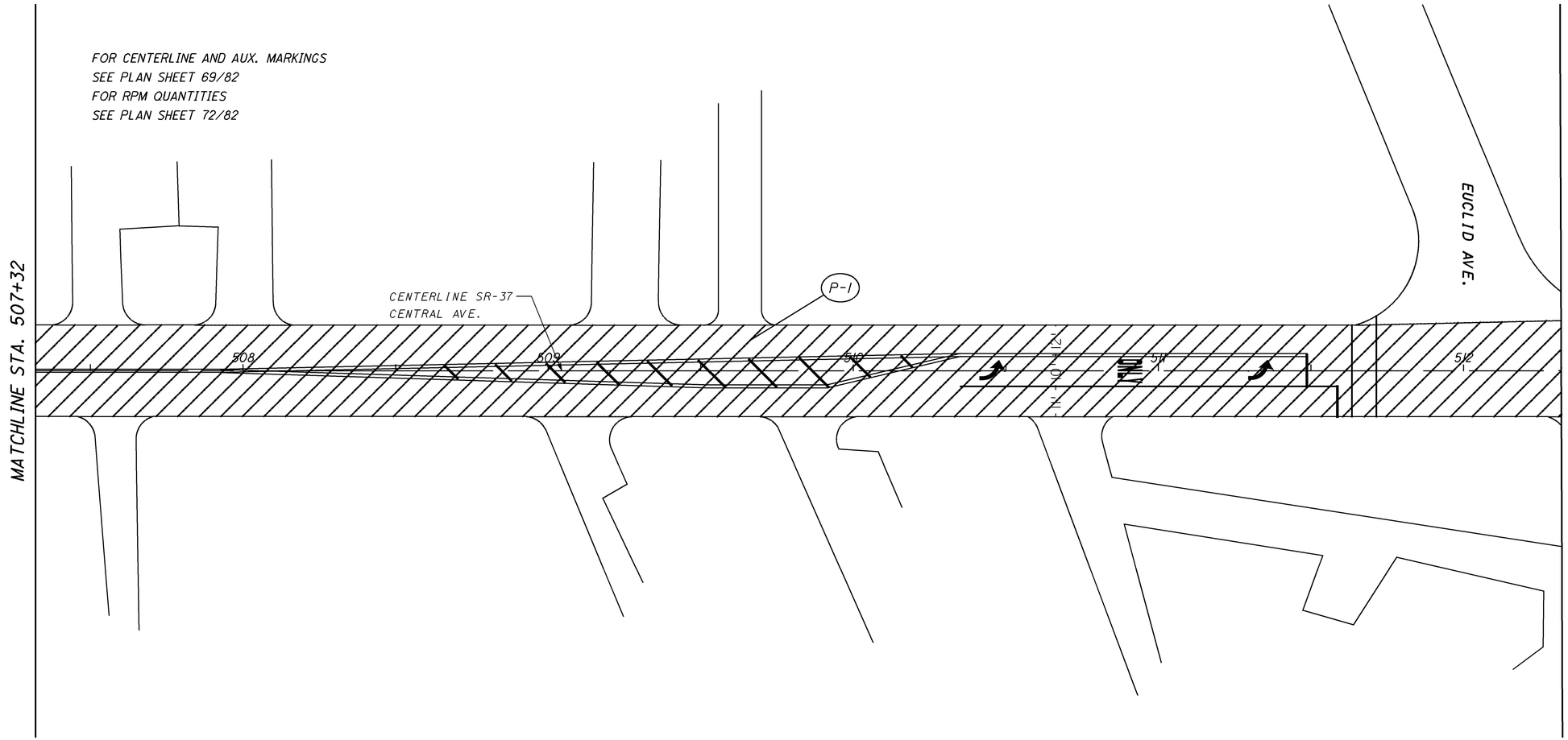

STATION	STATION	TYPICAL	PAVEMENT AND SHOULDER WIDTH	254 PAVEMENT PLANING ASPHALT CONCRETE 1.5" DEPTH SQ. YD.	407 TACK COAT 0.075 GAL. PER SQ. YD. GAL.	448 ASPHALT SURFACE COURSE TYPE IH 1.5"DEPTH CU. YD.	617								632 DETECTOR LOOP EACH	632 LOOP DETECTOR TIE IN EACH	REMARK
507+32	512+32	2	32'	1,778	133	74									1	1	P-1 MAINLINE
TOTALS CARRIED TO PLAN SHEET 17/82				1,778	133	74									1	1	

PLAN VIEW DEL-37
STA. 507+32 TO STA. 512+32

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED RDK
CHECKED

DEL-36-0.00

46
82

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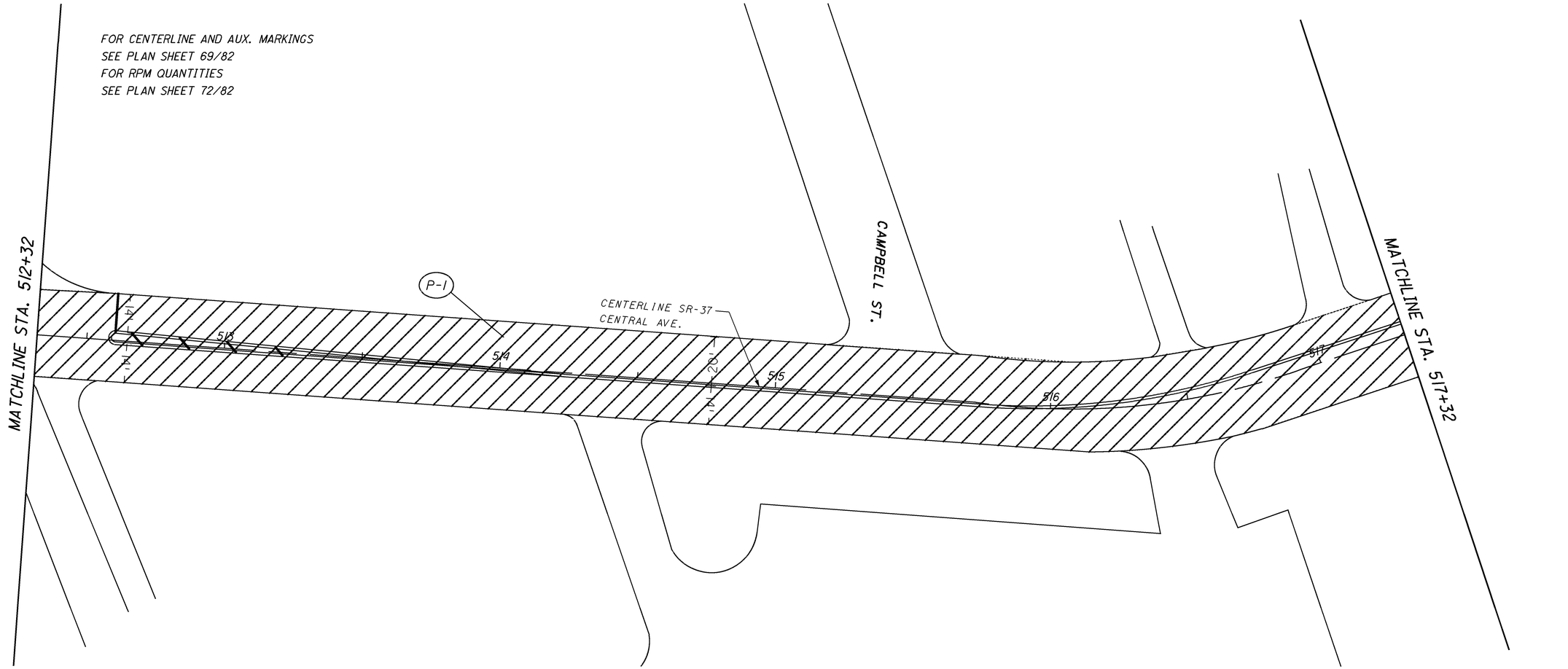

STATION	STATION	TYPICAL	PAVEMENT AND SHOULDER WIDTH	254 PAVEMENT PLANING ASPHALT CONCRETE 1.5" DEPTH SQ. YD.	407 TACK COAT 0.075 GAL. PER SQ. YD. GAL.	448 ASPHALT SURFACE COURSE TYPE IH 1.5"DEPTH CU. YD.	617											REMARK
512+32	517+32	2	32'	1,778	133	74												P-1 MAINLINE
TOTALS CARRIED TO PLAN SHEET 17/82				1,778	133	74												

PLAN VIEW DEL-37
STA. 512+32 TO STA. 517+32

DEL-36-0.00

47
82

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED RDK
CHECKED CH

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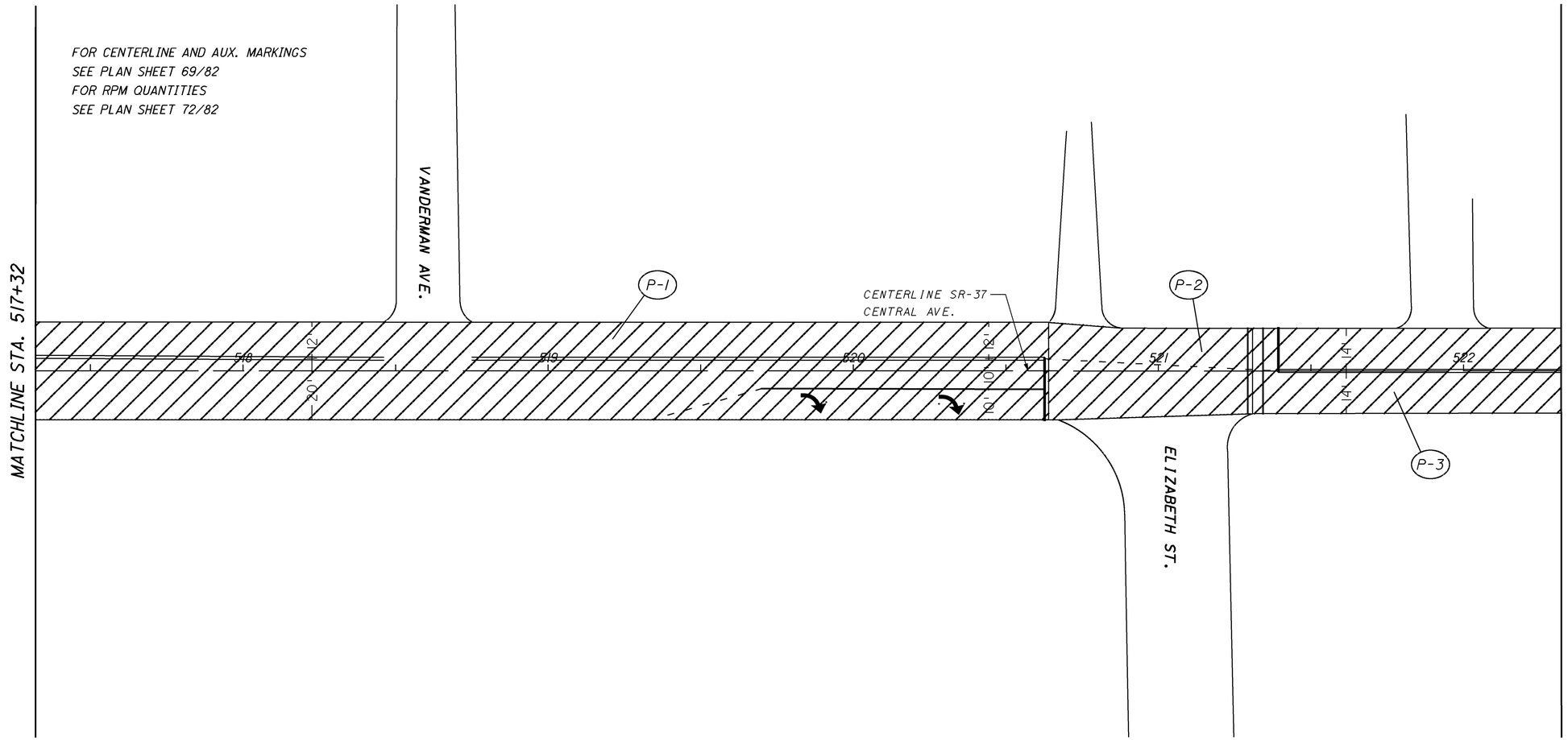

STATION	STATION	TYPICAL	PAVEMENT AND SHOULDER WIDTH	254 PAVEMENT PLANING ASPHALT CONCRETE 1.5" DEPTH SQ. YD.	407 TACK COAT 0.075 GAL. PER SQ. YD. GAL.	448 ASPHALT SURFACE COURSE TYPE IH 1.5"DEPTH CU. YD.	617											REMARK
517+32	520+65	2	32'	1,184	89	49												P-1 MANILINE
520+65	521+30	2	30'	217	16	9												P-2 AVERAGE WIDTH & INTERSECTION
521+30	522+32	2	28'	317	24	13												P-3 MAINLINE
TOTALS CARRIED TO PLAN SHEET 17/82				1,718	129	71												

CALCULATED RDK | CHECKED

HORIZONTAL SCALE IN FEET
0 10 20 40

PLAN VIEW DEL-37
STA. 517+32 TO STA. 522+32

DEL-36-0.00

48
82

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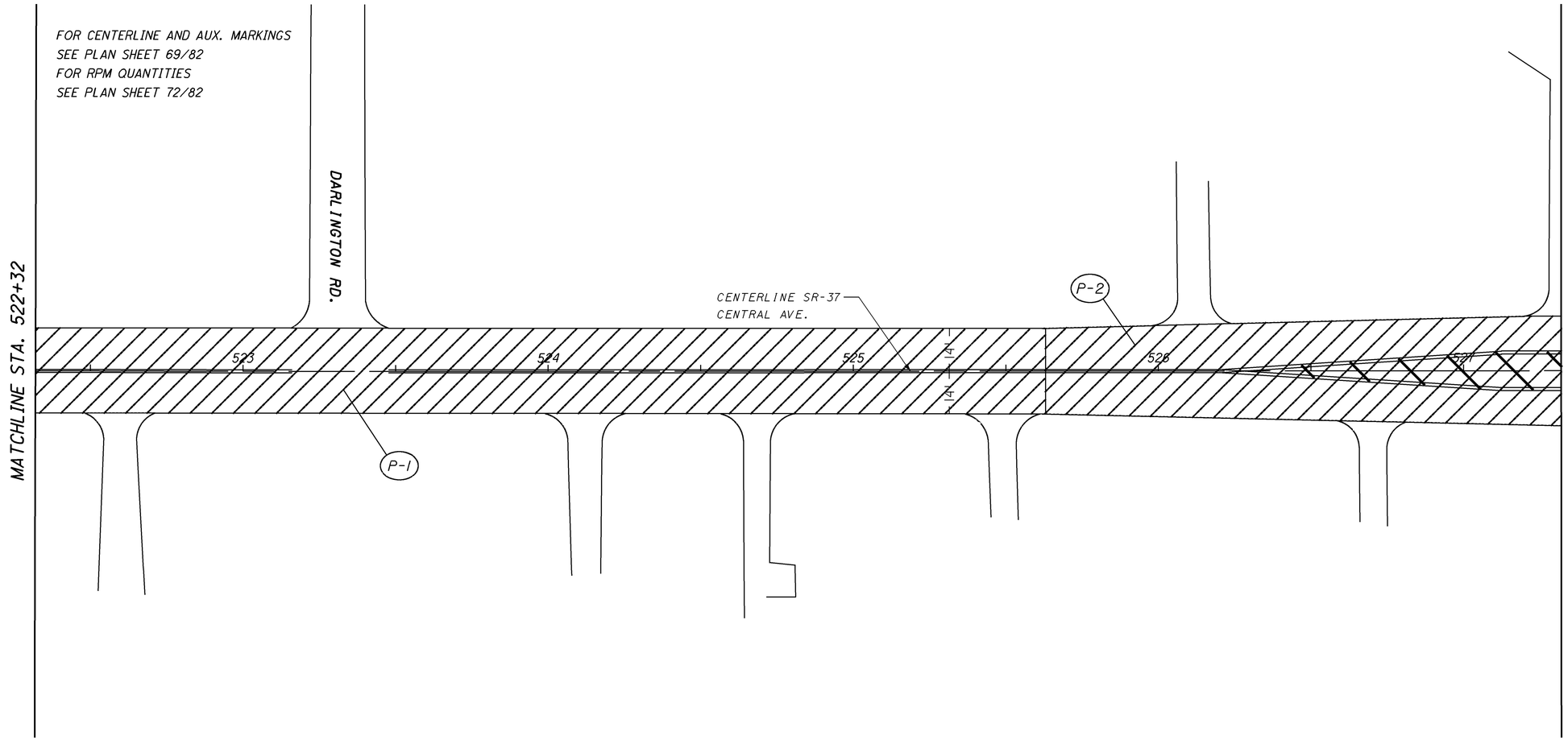

STATION	STATION	TYPICAL	PAVEMENT AND SHOULDER WIDTH	254 PAVEMENT PLANING ASPHALT CONCRETE 1.5" DEPTH SQ. YD.	407 TACK COAT 0.075 GAL. PER SQ. YD.	448 ASPHALT SURFACE COURSE TYPE IH 1.5"DEPTH CU. YD.	617											REMARK
522+32	525+65	2	28'	1,036	78	43												P-1 MAINLINE
525+65	527+32	2	32'	594	45	25												P-2 AVERAGE WIDTH
TOTALS CARRIED TO PLAN SHEET 17/82				1,630	123	68												

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED RDK
CHECKED

PLAN VIEW DEL-37
STA. 522+32 TO STA. 527+32

DEL-36-0.00

49
82

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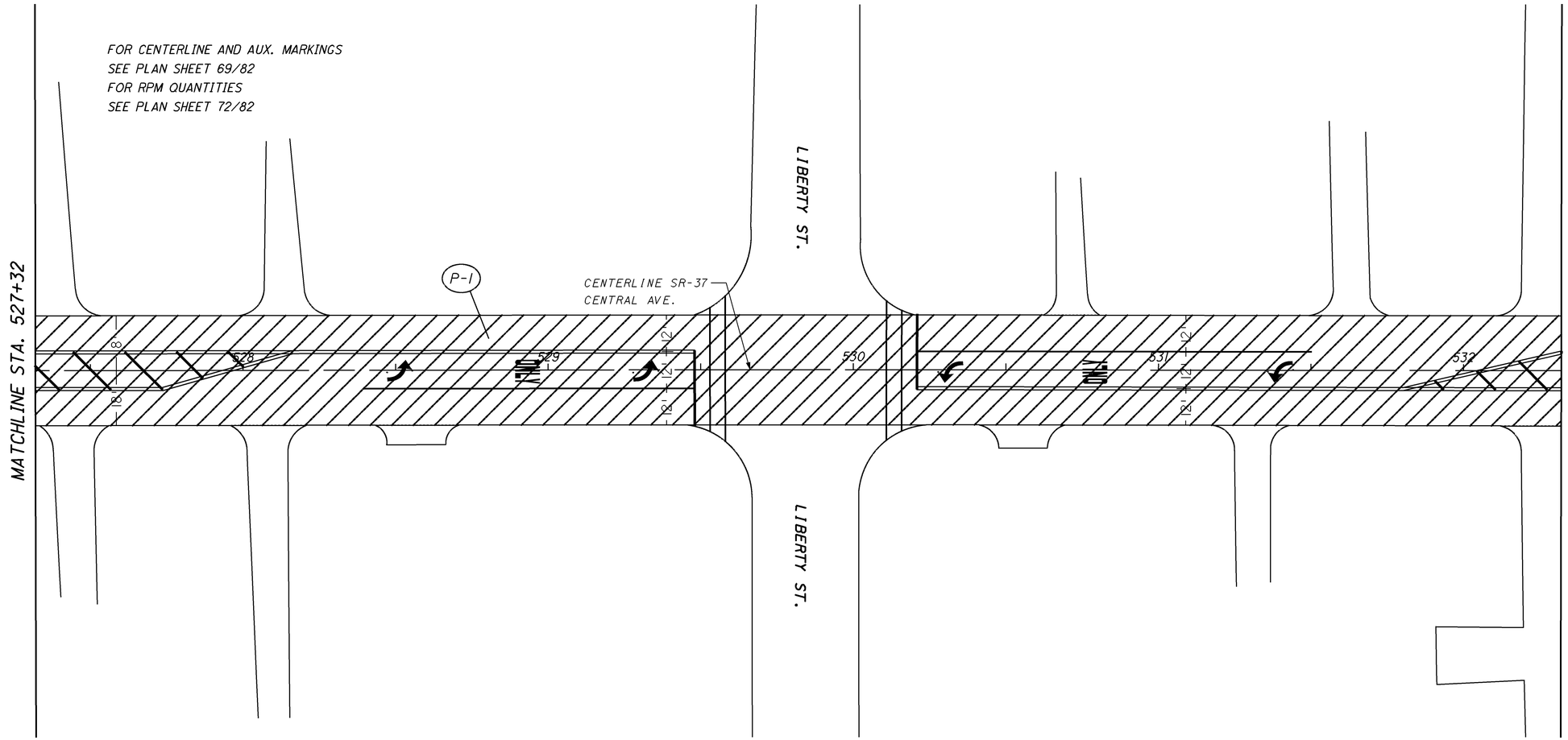


STATION	STATION	TYPICAL	PAVEMENT AND SHOULDER WIDTH	254 PAVEMENT PLANING ASPHALT CONCRETE 1.5" DEPTH SQ. YD.	407 TACK COAT 0.075 GAL. PER SQ. YD. GAL.	448 ASPHALT SURFACE COURSE TYPE IH 1.5"DEPTH CU. YD.	617								632 DETECTOR LOOP EACH	632 LOOP DETECTOR TIE IN EACH	REMARK
527+32	532+32	2	36'	2,000	150	83									2	2	P-1 MAINLINE
TOTALS CARRIED TO PLAN SHEET 17/82				2,000	150	83									2	2	

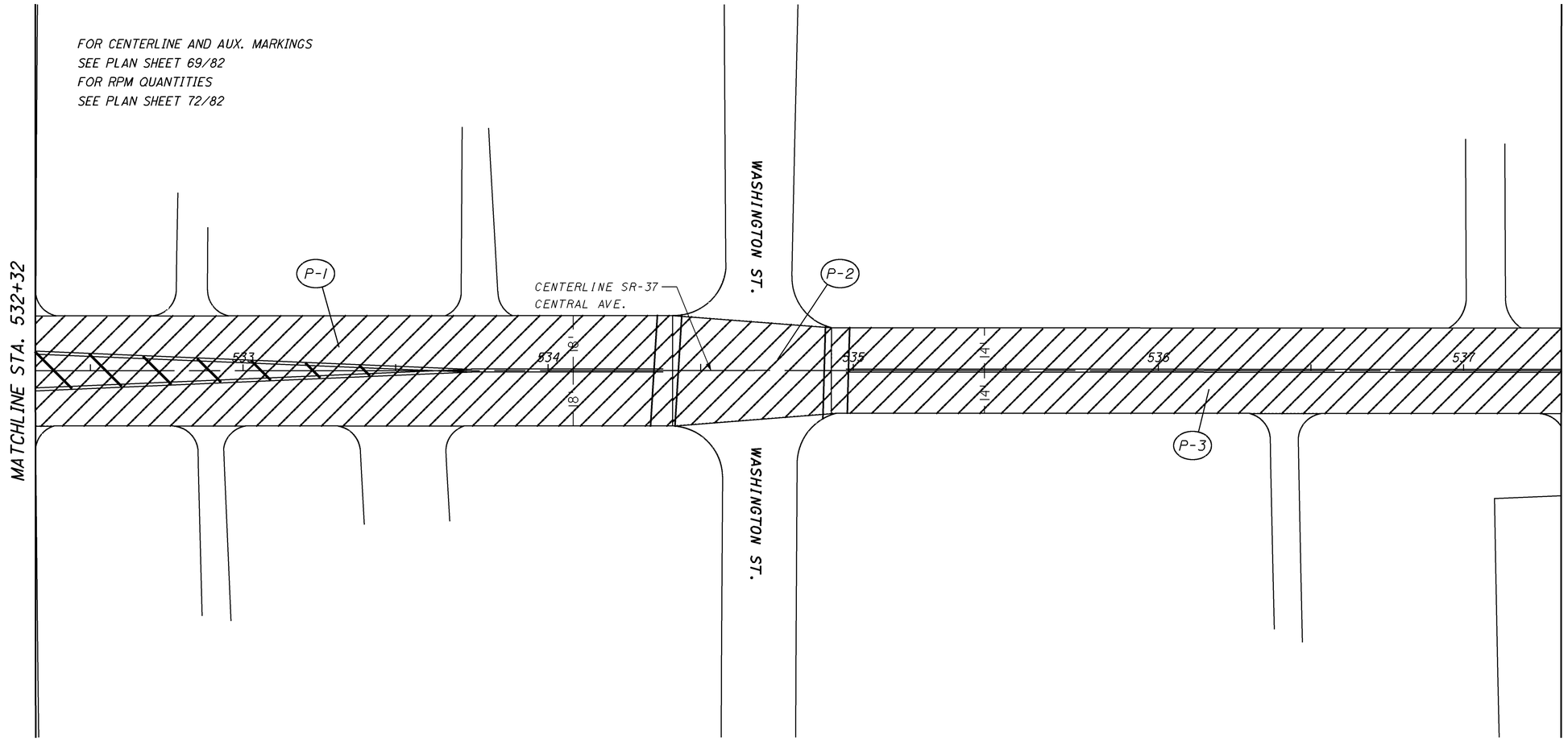
CALCULATED RDK
CHECKED CH

HORIZONTAL SCALE IN FEET
0 10 20 40

PLAN VIEW DEL-37
STA. 527+32 TO STA. 532+32

DEL-36-0.00

50
82



STATION	STATION	TYPICAL	PAVEMENT AND SHOULDER WIDTH	254 PAVEMENT PLANING ASPHALT CONCRETE 1.5" DEPTH SQ. YD.	407 TACK COAT 0.075 GAL. PER SQ. YD. GAL.	448 ASPHALT SURFACE COURSE TYPE IH 1.5"DEPTH CU. YD.	617											REMARK
532+32	534+40	2	36'	832	62	35												P-1 MAINLINE
534+40	534+90	2	32'	178	13	7												P-2 AVERAGE WIDTH
534+90	537+32	2	28'	753	56	31												P-3 MAINLINE
TOTALS CARRIED TO PLAN SHEET 17/82				1,763	131	73												

HORIZONTAL SCALE IN FEET
0

CALCULATED RDK
CHECKED

PLAN VIEW DEL-37
STA. 532+32 TO STA. 537+32

DEL-36-0.00

51
82

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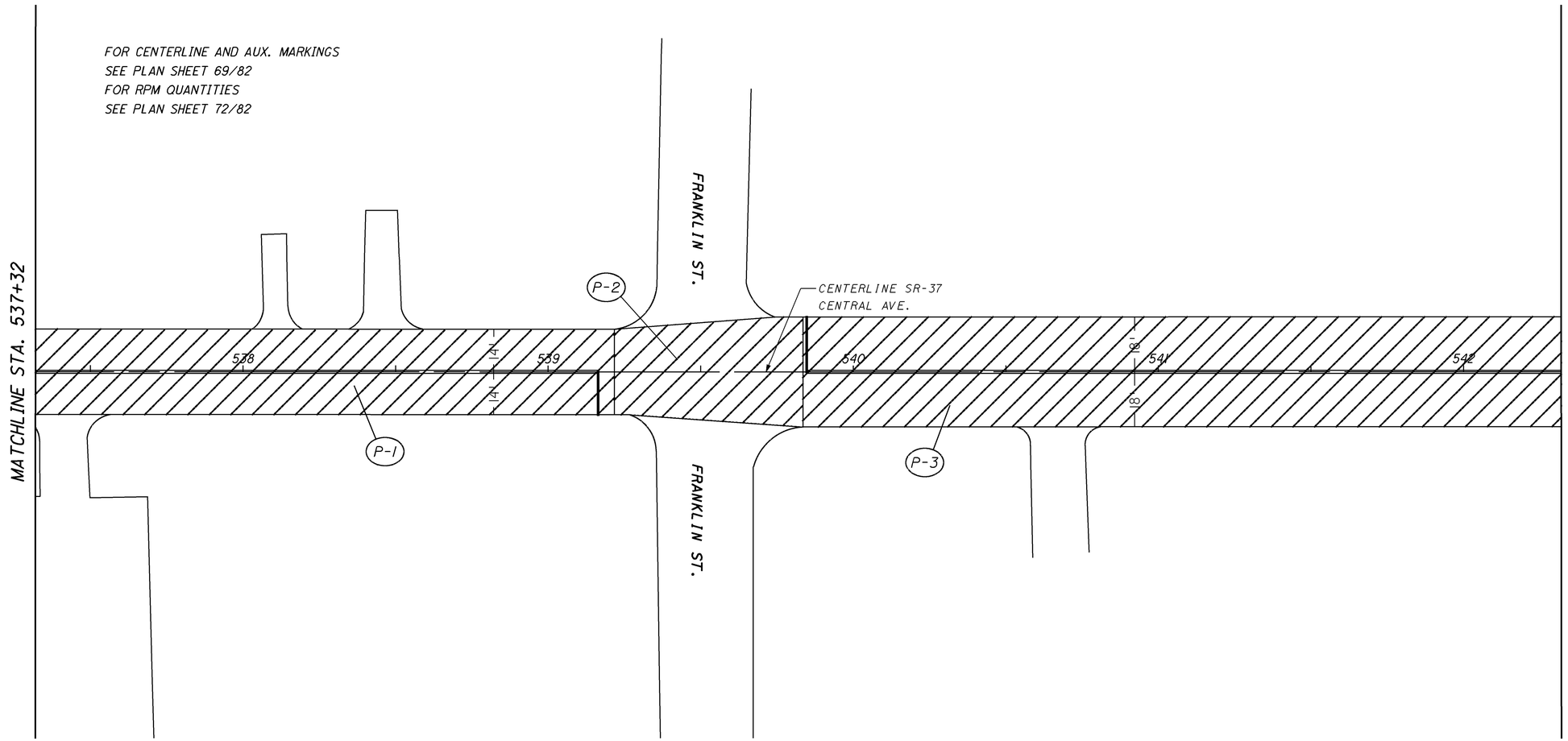

STATION	STATION	TYPICAL	PAVEMENT AND SHOULDER WIDTH	254 PAVEMENT PLANING ASPHALT CONCRETE 1.5" DEPTH SQ. YD.	407 TACK COAT 0.075 GAL. PER SQ. YD.	448 ASPHALT SURFACE COURSE TYPE IH 1.5"DEPTH CU. YD.	617											REMARK
537+32	539+20	2	28'	585	44	24												P-1 MAINLINE
539+20	539+85	2	32'	231	17	10												P-2 AVERAGE WIDTH
539+85	542+32	2	36'	988	74	41												P-3 MAINLINE
TOTALS CARRIED TO PLAN SHEET 17/82				1,804	135	75												

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED RDK
CHECKED

PLAN VIEW DEL-37
STA. 537+32 TO STA. 542+32

DEL-36-0.00

52
82

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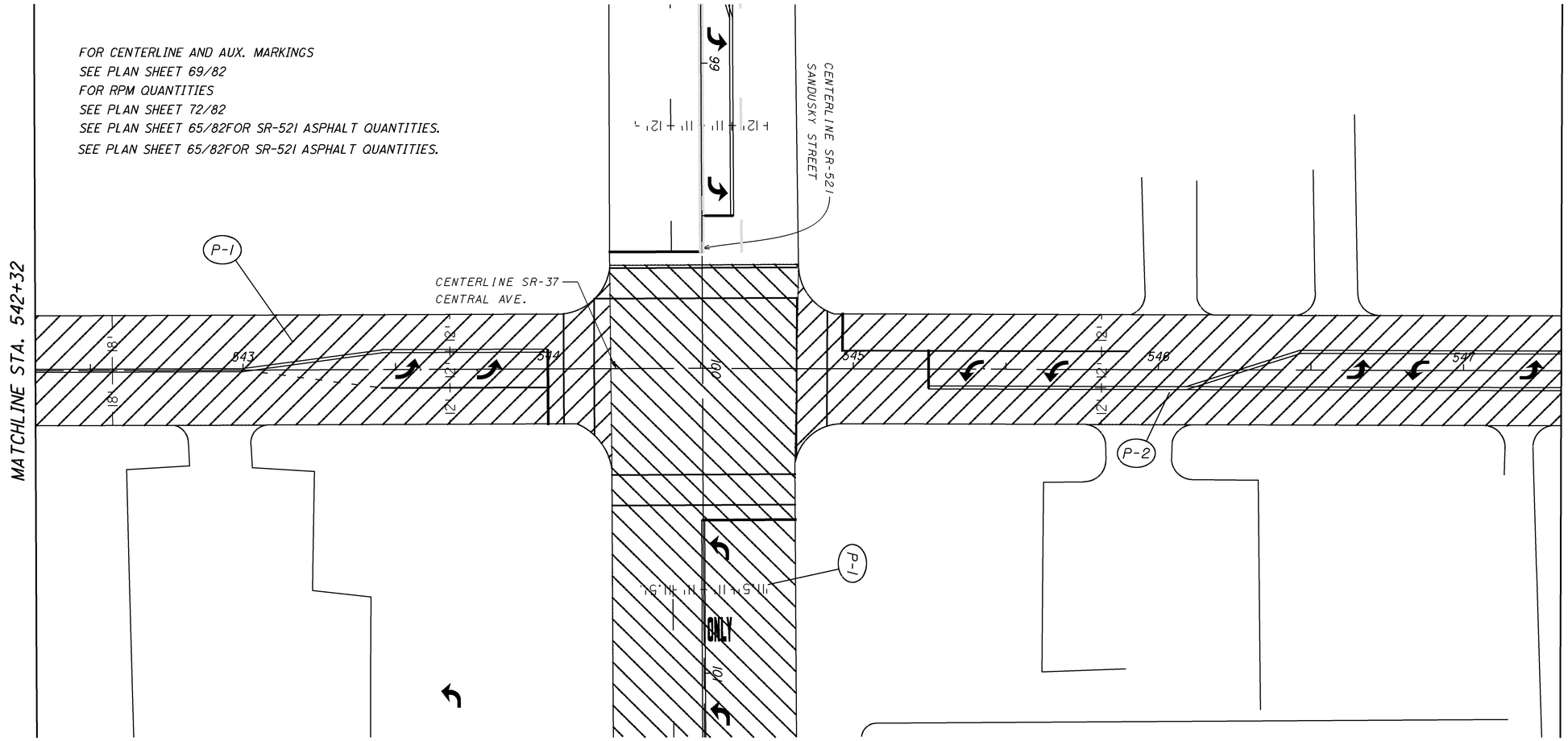

STATION	STATION	TYPICAL	PAVEMENT AND SHOULDER WIDTH	254 PAVEMENT PLANING ASPHALT CONCRETE 1.5" DEPTH SQ. YD.	407 TACK COAT 0.075 GAL. PER SQ. YD. GAL.	448 ASPHALT SURFACE COURSE TYPE IH 1.5"DEPTH CU. YD.	617								632 DETECTOR LOOP EACH	632 LOOP DETECTOR TIE IN EACH	REMARK
542+32	544+20	2	36'	752	56	31									1	1	P-1 MAINLINE
544+20	544+80																SEE PLAN SHEET 65/82
544+80	547+32	2	36'	1,008	76	42									1	1	P-2 MAINLINE
TOTALS CARRIED TO PLAN SHEET 17/82				1,760	132	73									2	2	

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED RDK
CHECKED

PLAN VIEW DEL-37
STA. 542+32 TO STA. 547+32

DEL-36-0.00

53
82

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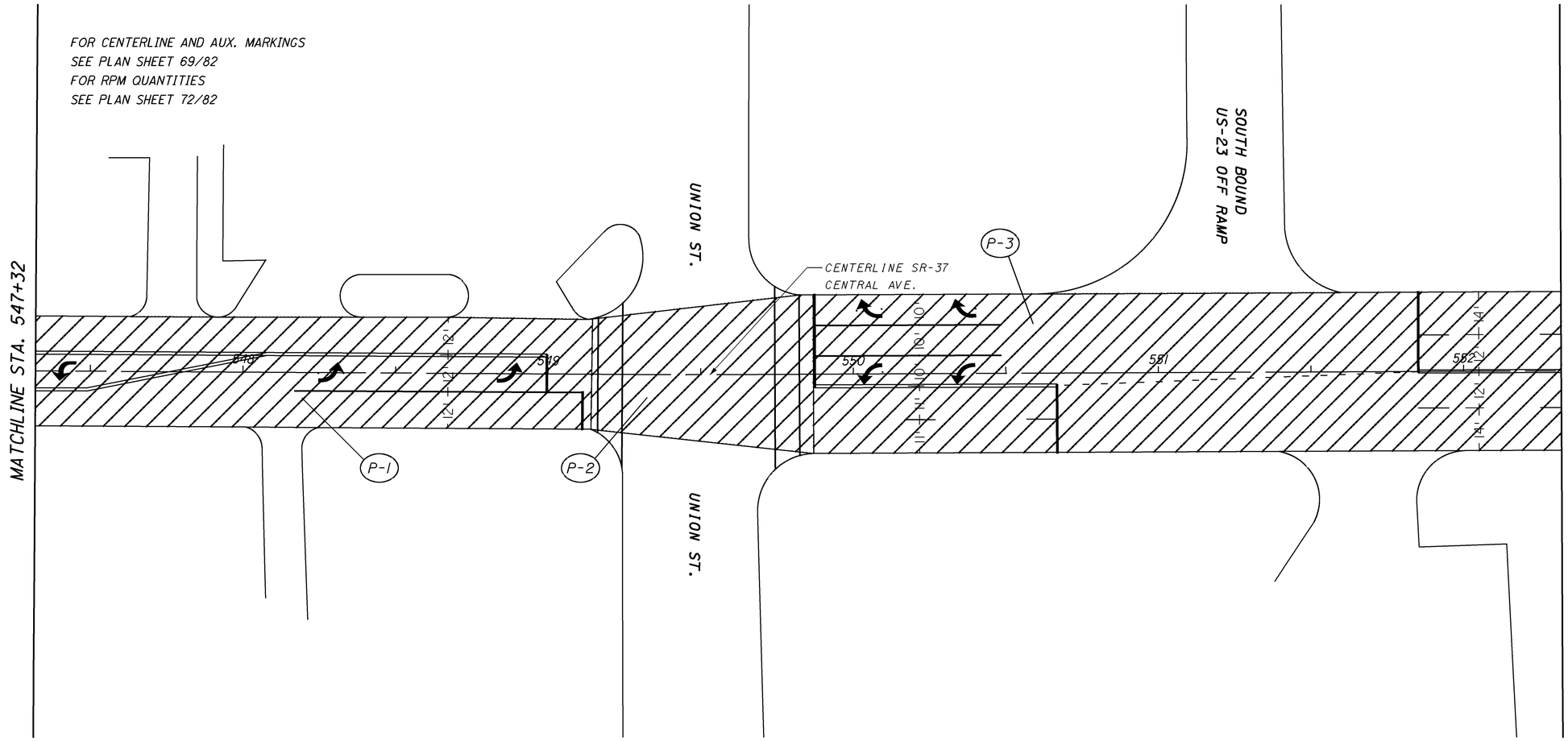

STATION	STATION	TYPICAL	PAVEMENT AND SHOULDER WIDTH	254 PAVEMENT PLANING ASPHALT CONCRETE 1.5" DEPTH SQ. YD.	407 TACK COAT 0.075 GAL. PER SQ. YD. GAL.	448 ASPHALT SURFACE COURSE TYPE 1H 1.5"DEPTH CU. YD.	617								632 DETECTOR LOOP EACH	632 LOOP DETECTOR TIE IN EACH	REMARK
547+32	549+15	2	36'	732	55	31									1	1	P-1 MAINLINE
549+15	549+85	2	44'	342	26	14											P-2 INTERSECTION & AVERAGE WIDTH
549+85	552+32	2	52'	1,427	107	59									1	1	P-3 MAINLINE
TOTALS CARRIED TO PLAN SHEET 17/82				2,501	188	104									2	2	

PLAN VIEW DEL-37
STA. 547+32 TO STA. 552+32

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED RDK
CHECKED

DEL-36-0.00

54
82

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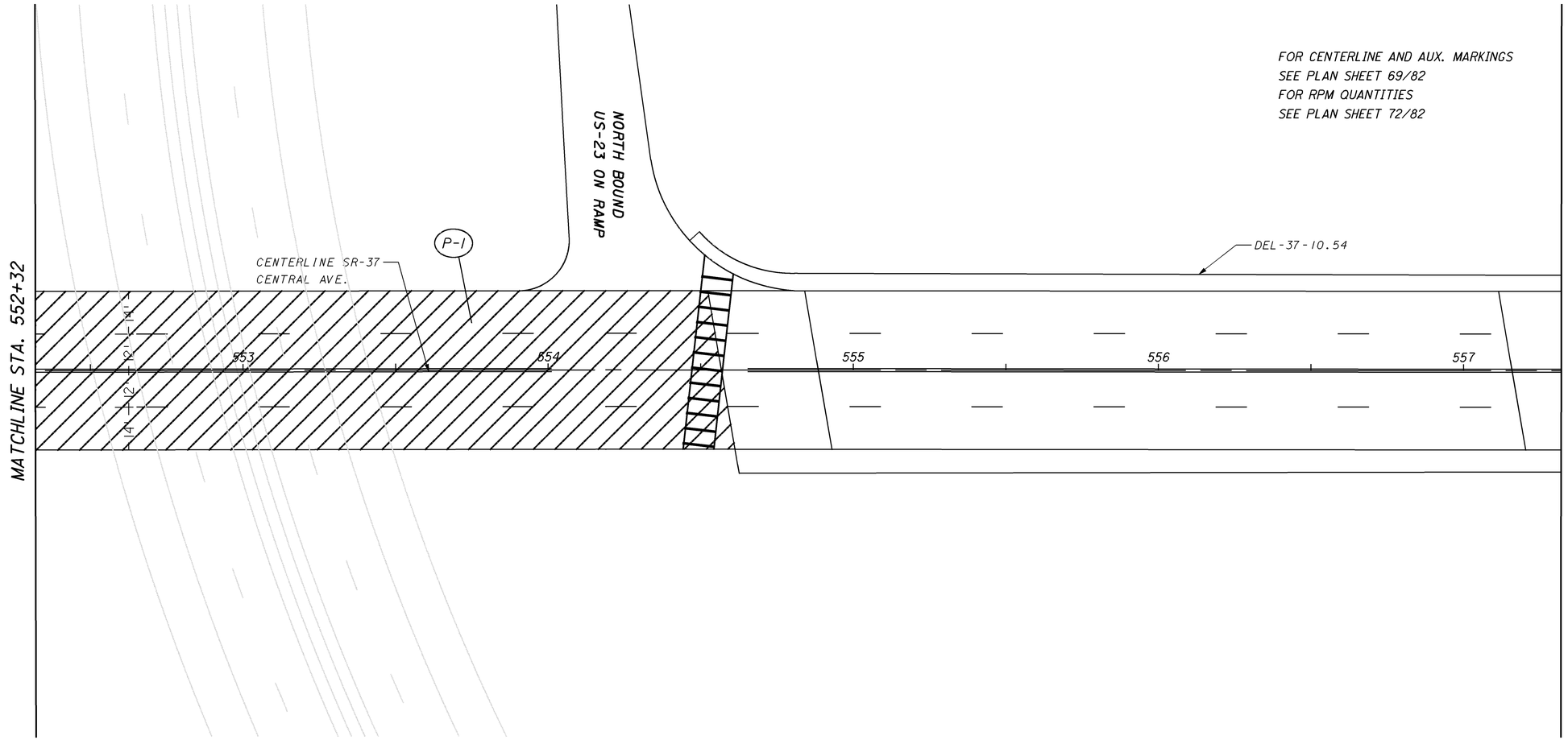

STATION	STATION	TYPICAL	PAVEMENT AND SHOULDER WIDTH	254 PAVEMENT PLANING ASPHALT CONCRETE 1.5" DEPTH SQ. YD.	407 TACK COAT 0.075 GAL. PER SQ. YD. GAL.	448 ASPHALT SURFACE COURSE TYPE 1H 1.5"DEPTH CU. YD.	617										REMARK
552+32	554+55	2	52'	1,288	97	54											P-1 MAINLINE
																	SEE DETAILS ON PLAN SHEET 81/82
TOTALS CARRIED TO PLAN SHEET 17/82				1,288	97	54											

CALCULATED RDK
CHECKED

0 10 20 40 HORIZONTAL SCALE IN FEET

PLAN VIEW DEL-37
STA. 552+32 TO STA. 557+32

DEL-36-0.00

55
82

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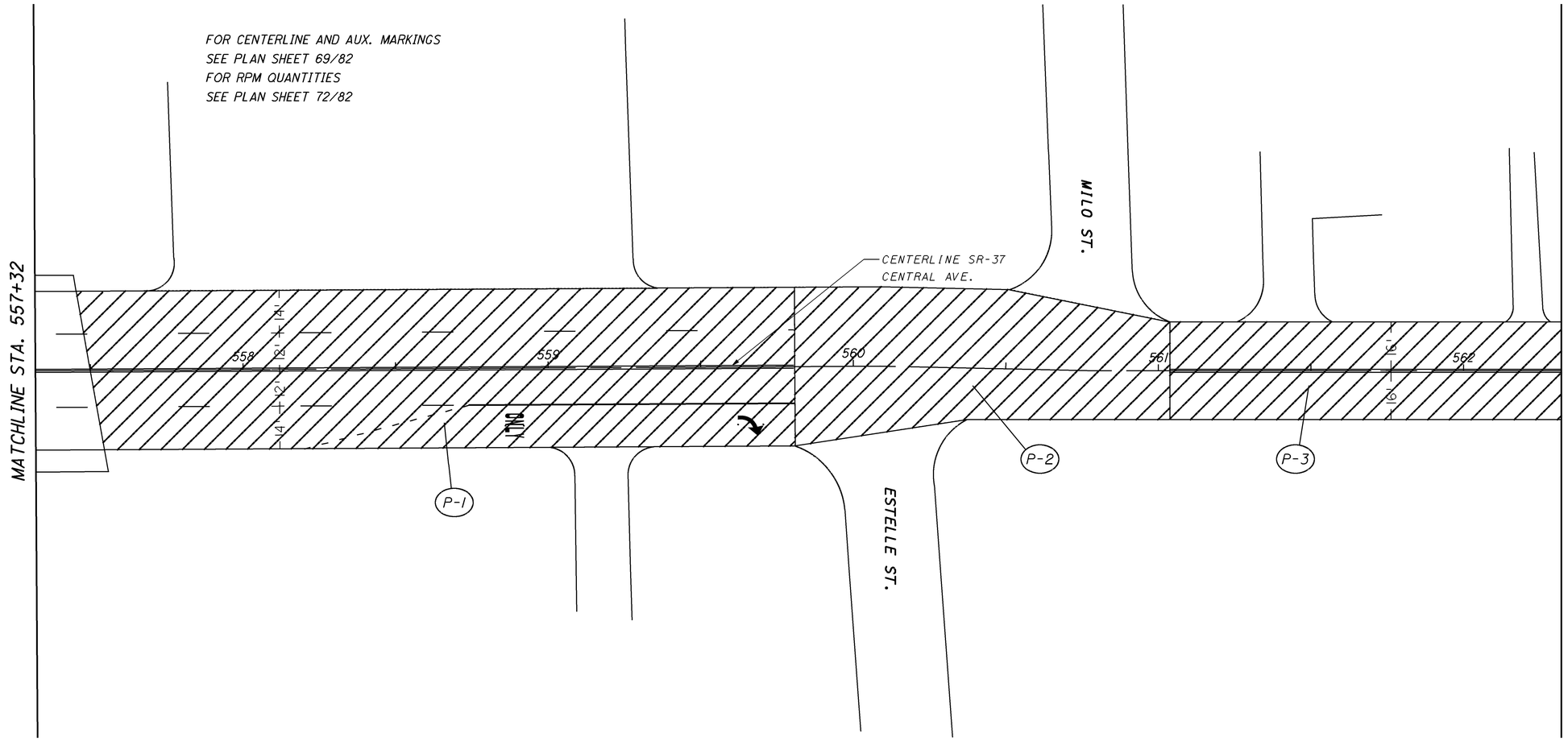

STATION	STATION	TYPICAL	PAVEMENT AND SHOULDER WIDTH	254 PAVEMENT PLANING ASPHALT CONCRETE 1.5" DEPTH SQ. YD.	407 TACK COAT 0.075 GAL. PER SQ. YD. GAL.	448 ASPHALT SURFACE COURSE TYPE IH 1.5"DEPTH CU. YD.	617											REMARK
557+32	559+80	2	52'	1,433	107	60												P-1 MAINLINE
559+80	561+05	2	42'	583	44	24												P-2 AVERAGE WIDTH
561+05	562+32	2	32'	452	34	19												P-3 MAINLINE
TOTALS CARRIED TO PLAN SHEET 17/82				2,468	185	103												

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED RDK
CHECKED

PLAN VIEW DEL-37
STA. 557+32 TO STA. 562+32

DEL-36-0.00

56
82

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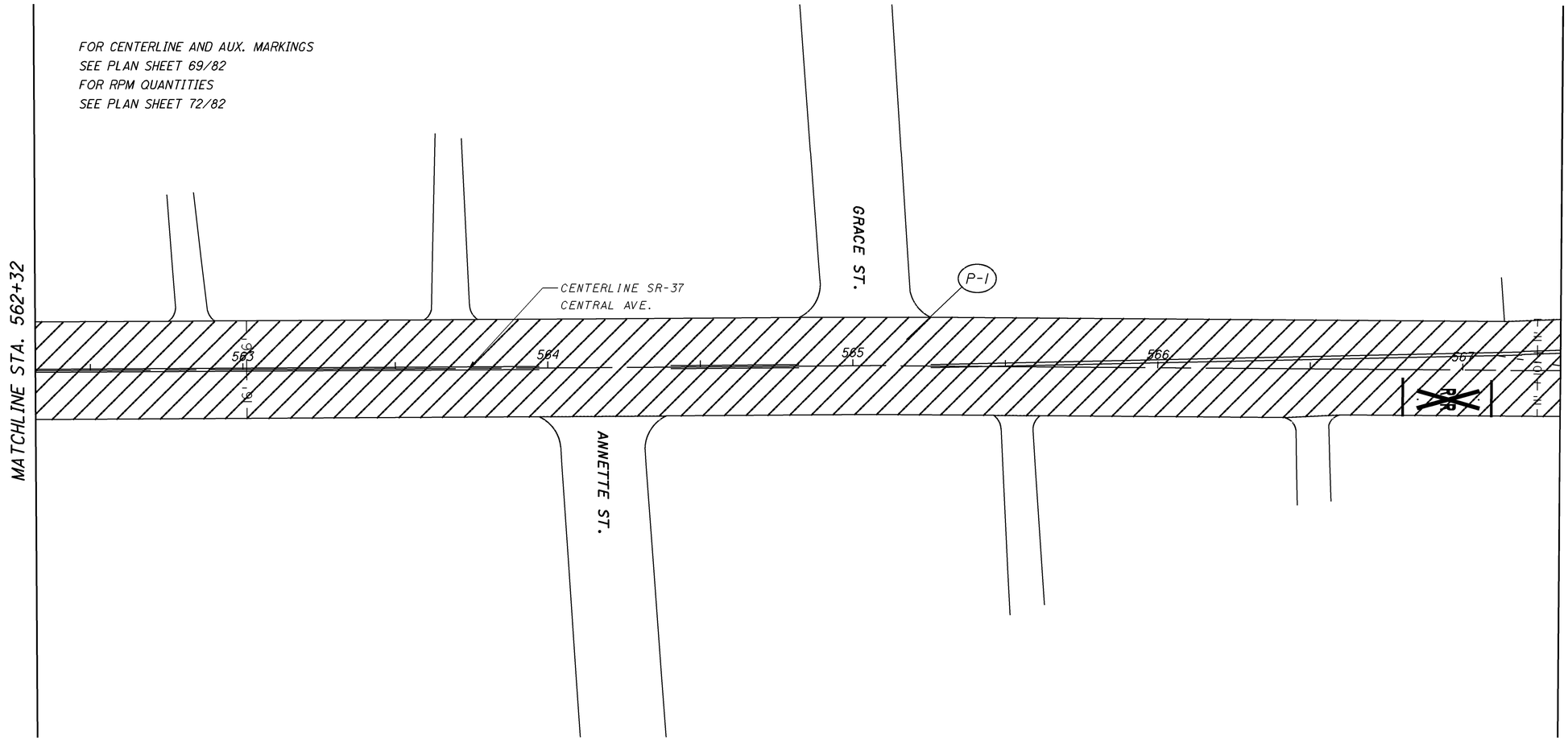

STATION	STATION	TYPICAL	PAVEMENT AND SHOULDER WIDTH	254 PAVEMENT PLANING ASPHALT CONCRETE 1.5" DEPTH SQ. YD.	407 TACK COAT 0.075 GAL. PER SQ. YD.	448 ASPHALT SURFACE COURSE TYPE IH 1.5"DEPTH CU. YD.	617											REMARK
562+32	567+32	2	32'	1,778	133	74												P-1 MAINLINE
TOTALS CARRIED TO PLAN SHEET 17/82				1,778	133	74												

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED RDK
CHECKED

PLAN VIEW DEL-37
STA. 562+32 TO STA. 567+32

DEL-36-0.00

57
82

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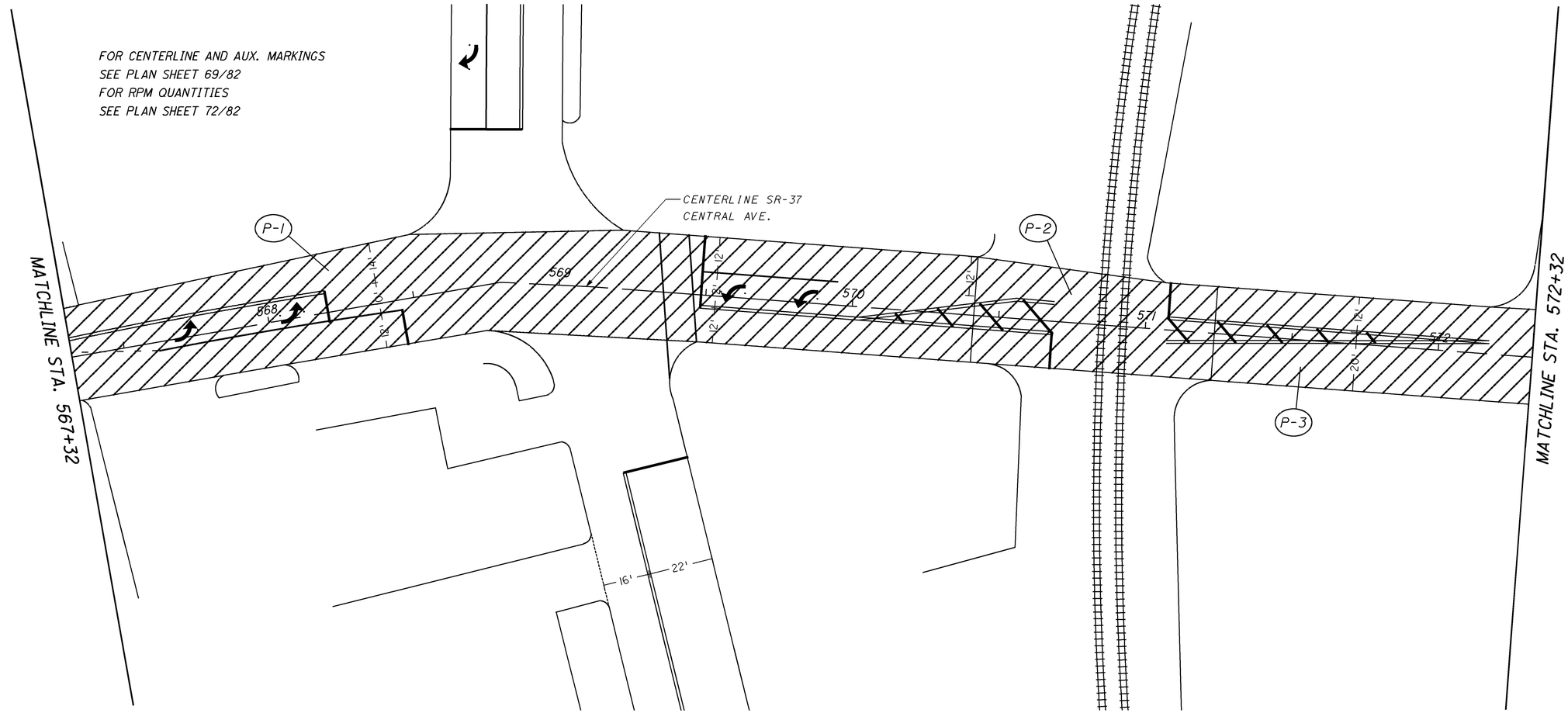

STATION	STATION	TYPICAL	PAVEMENT AND SHOULDER WIDTH	254 PAVEMENT PLANING ASPHALT CONCRETE 1.5" DEPTH SQ. YD.	407 TACK COAT 0.075 GAL. PER SQ. YD. GAL.	448 ASPHALT SURFACE COURSE TYPE IH 1.5"DEPTH CU. YD.	617								632 DETECTOR LOOP EACH	632 LOOP DETECTOR TIE IN EACH	REMARK
567+32	570+40	2	36'	1,232	92	51									2	2	P-1 MAINLINE
570+40	571+25	2	34'	321	24	13											P-2 AVERAGE WIDTH
571+25	572+32	2	32'	380	29	16											P-3 MAINLINE
TOTALS CARRIED TO PLAN SHEET 17/82				1,933	145	80									2	2	

PLAN VIEW DEL-37
STA. 567+32 TO STA. 572+32

CALCULATED RDK | CHECKED

HORIZONTAL SCALE IN FEET
0 10 20 40

DEL-36-0.00

58
82

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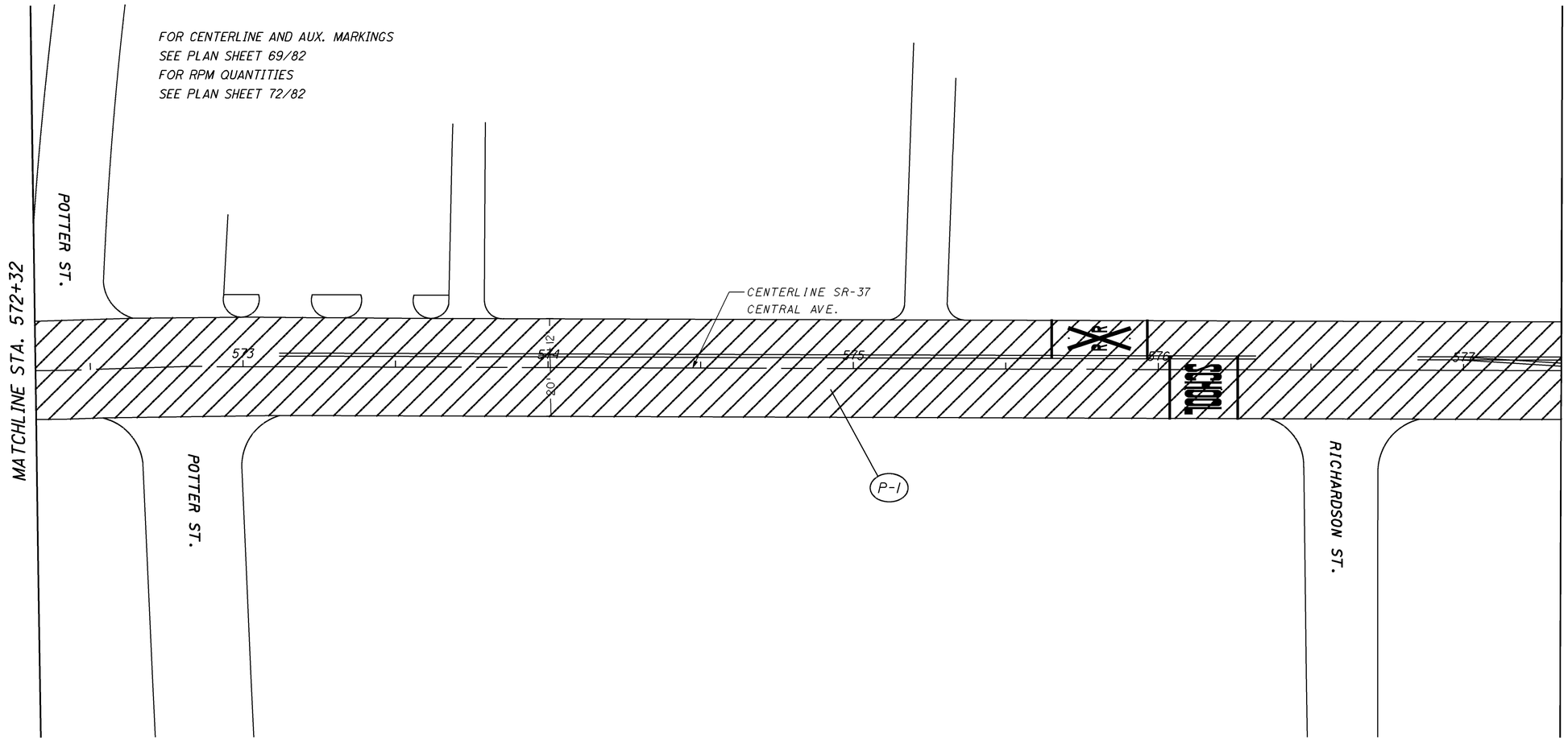

STATION	STATION	TYPICAL	PAVEMENT AND SHOULDER WIDTH	254 PAVEMENT PLANING ASPHALT CONCRETE 1.5" DEPTH SQ. YD.	407 TACK COAT 0.075 GAL. PER SQ. YD. GAL.	448 ASPHALT SURFACE COURSE TYPE IH 1.5"DEPTH CU. YD.	617	644 SCHOOL SYMBOL MARKING 72" EACH										REMARK
572+32	577+32	1	32'	1,778	133	74		1										P-1 MAINLINE
TOTALS CARRIED TO PLAN SHEET 17/82				1,778	133	74		1										

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED RDK
CHECKED

PLAN VIEW DEL-37
STA. 572+32 TO STA. 577+32

DEL-36-0.00

59
82

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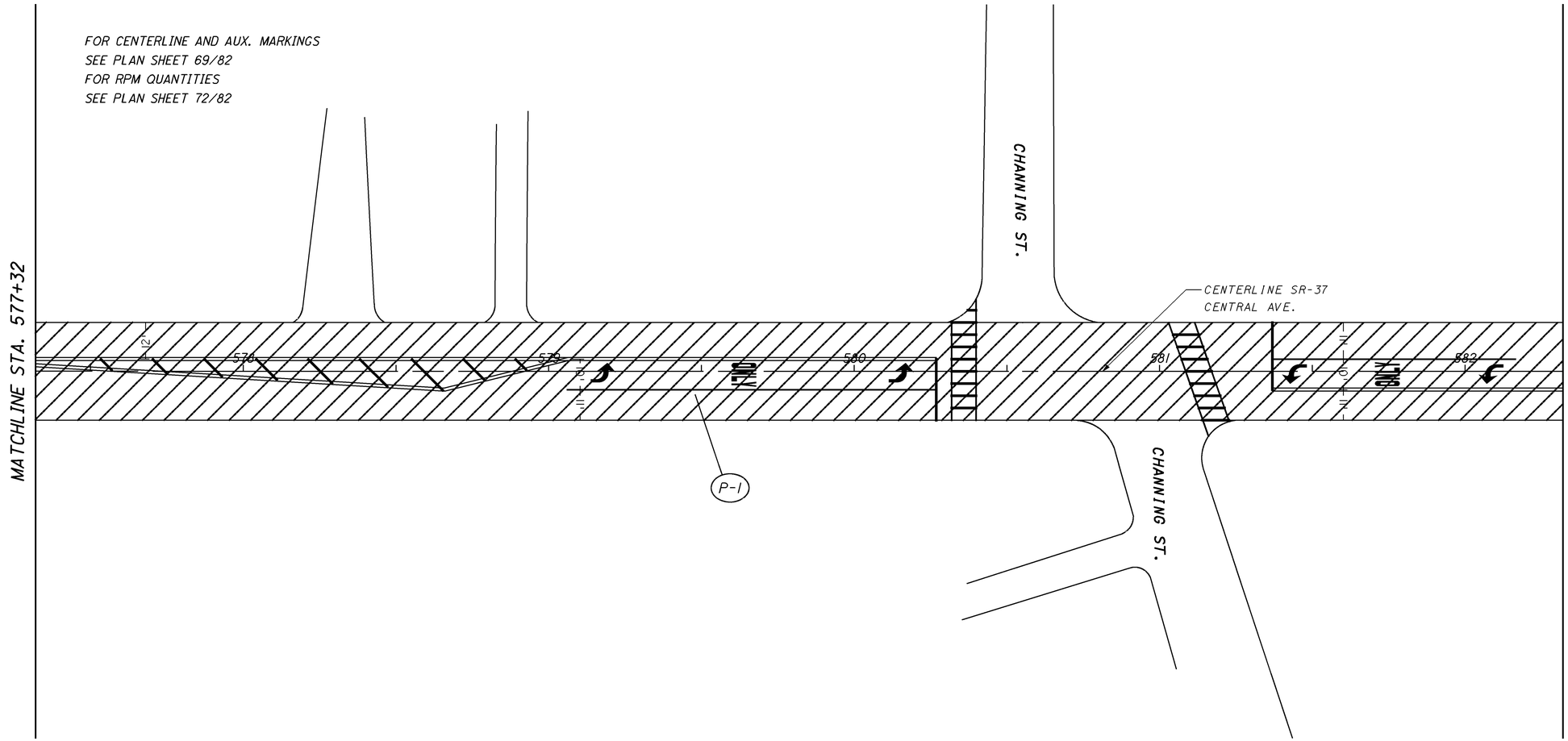

STATION	STATION	TYPICAL	PAVEMENT AND SHOULDER WIDTH	254 PAVEMENT PLANING ASPHALT CONCRETE 1.5" DEPTH SQ. YD.	407 TACK COAT 0.075 GAL. PER SQ. YD. GAL.	448 ASPHALT SURFACE COURSE TYPE IH 1.5"DEPTH CU. YD.	617											REMARK
577+32	582+32	2	32'	1,778	133	74												P-1 MAINLINE
TOTALS CARRIED TO PLAN SHEET 17/82				1,778	133	74												

PLAN VIEW DEL-37
STA. 577+32 TO STA. 582+32

CALCULATED RDK
CHECKED

HORIZONTAL SCALE IN FEET
0 10 20 40

DEL-36-0.00

60
82

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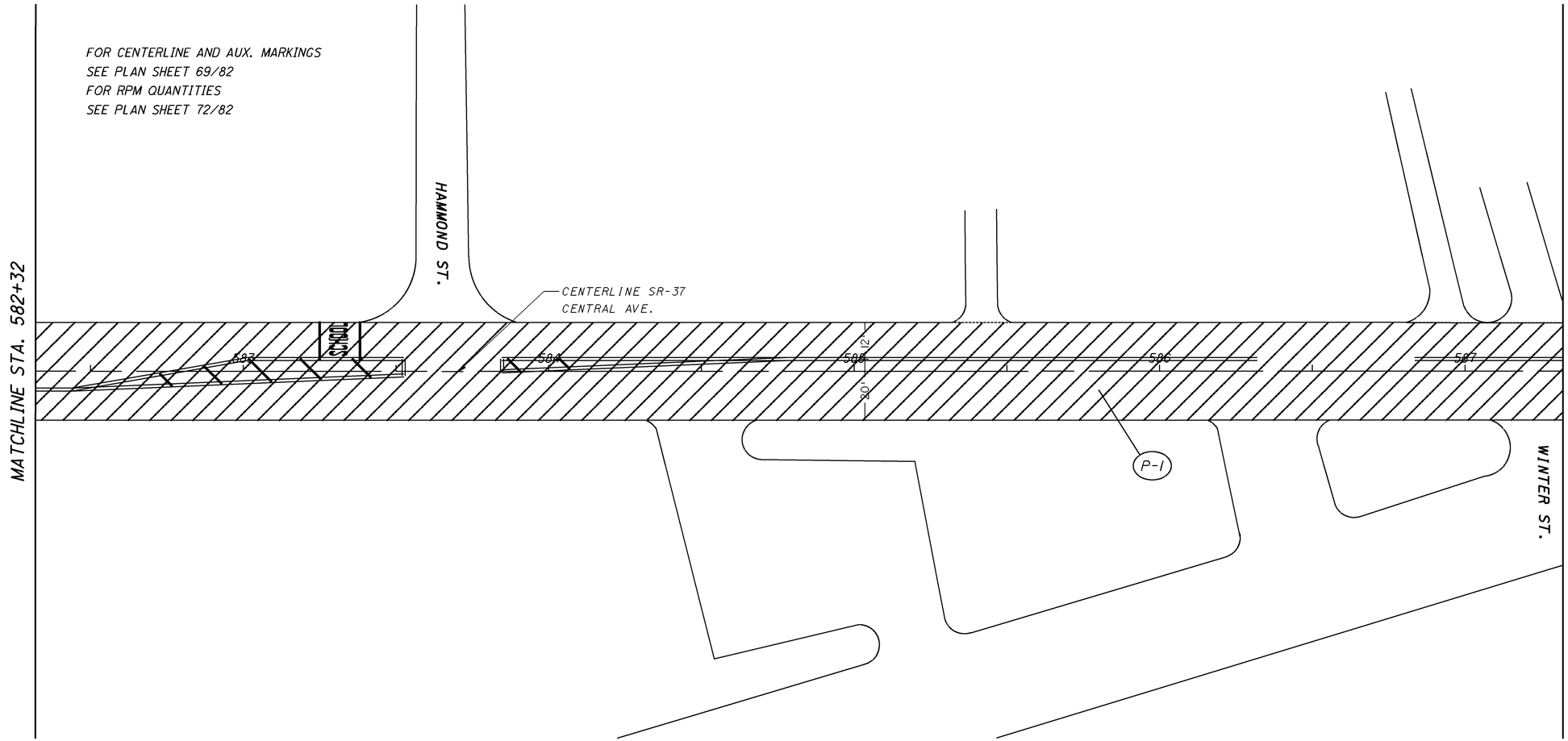


STATION	STATION	TYPICAL	PAVEMENT AND SHOULDER WIDTH	254 PAVEMENT PLANING ASPHALT CONCRETE 1.5" DEPTH SQ. YD.	407 TACK COAT 0.075 GAL. PER SQ. YD. GAL.	448 ASPHALT SURFACE COURSE TYPE IH 1.5"DEPTH CU. YD.	617	644 SCHOOL SYMBOL MARKING 72" EACH										REMARK
582+32	587+32	2	32'	1,778	133	74		1										P-1 MAINLINE
TOTALS CARRIED TO PLAN SHEET 17/82				1,778	133	74		1										

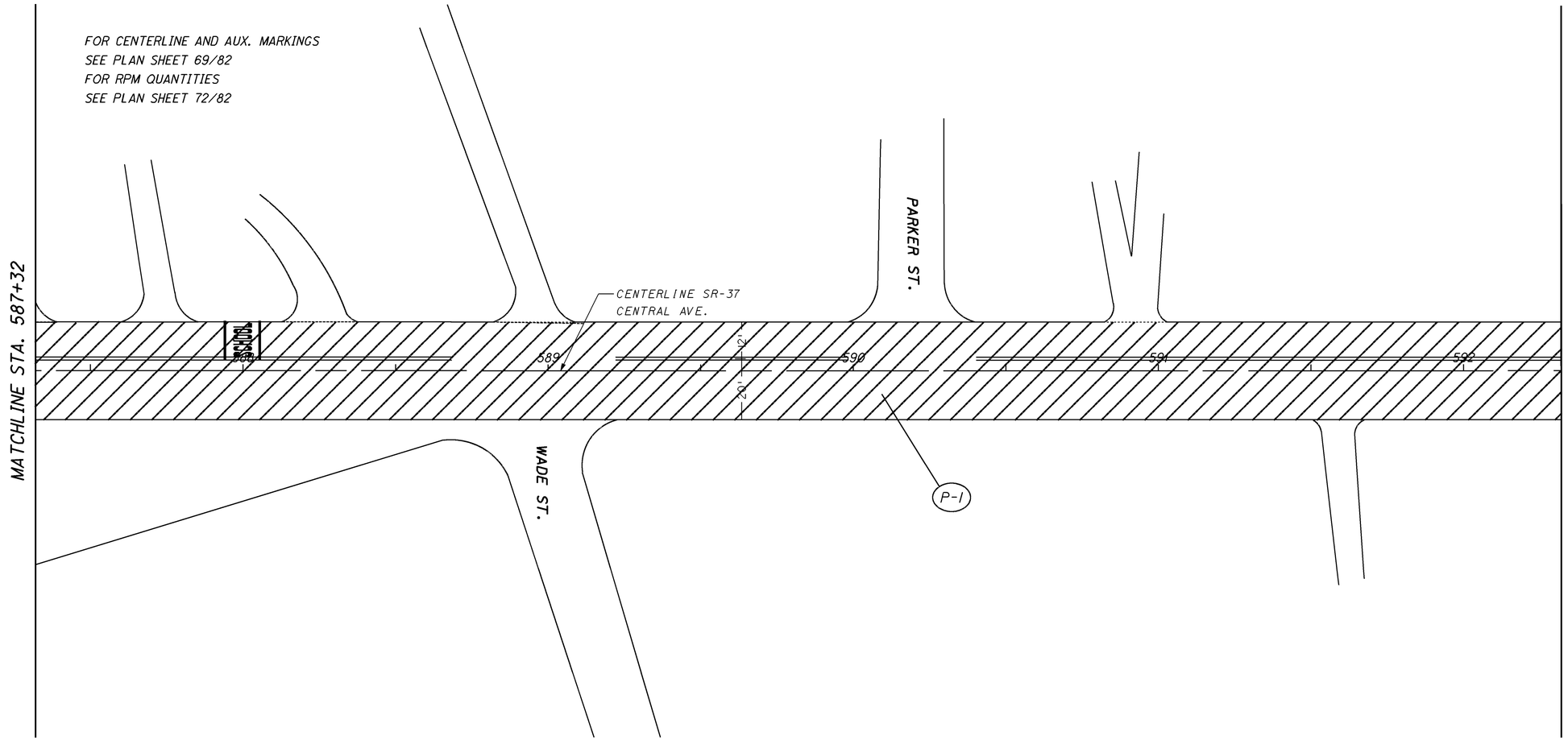
PLAN VIEW DEL-37
STA. 582+32 TO STA. 587+32

DEL-36-0.00

61
82

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED RDK
CHECKED CH



STATION	STATION	TYPICAL	PAVEMENT AND SHOULDER WIDTH	254 PAVEMENT PLANING ASPHALT CONCRETE 1.5" DEPTH SQ. YD.	407 TACK COAT 0.075 GAL. PER SQ. YD. GAL.	448 ASPHALT SURFACE COURSE TYPE IH 1.5"DEPTH CU. YD.	617	644 SCHOOL SYMBOL MARKING 72" EACH										REMARK
587+32	592+32	2	32'	1,778	133	74		1										P-1 MAINLINE
TOTALS CARRIED TO PLAN SHEET 17/82				1,778	133	74		1										

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED RDK
CHECKED

PLAN VIEW DEL-37
STA. 587+32 TO STA. 592+32

DEL-36-0.00

62
82

25-FEB-2010 2:44PM rkinsell

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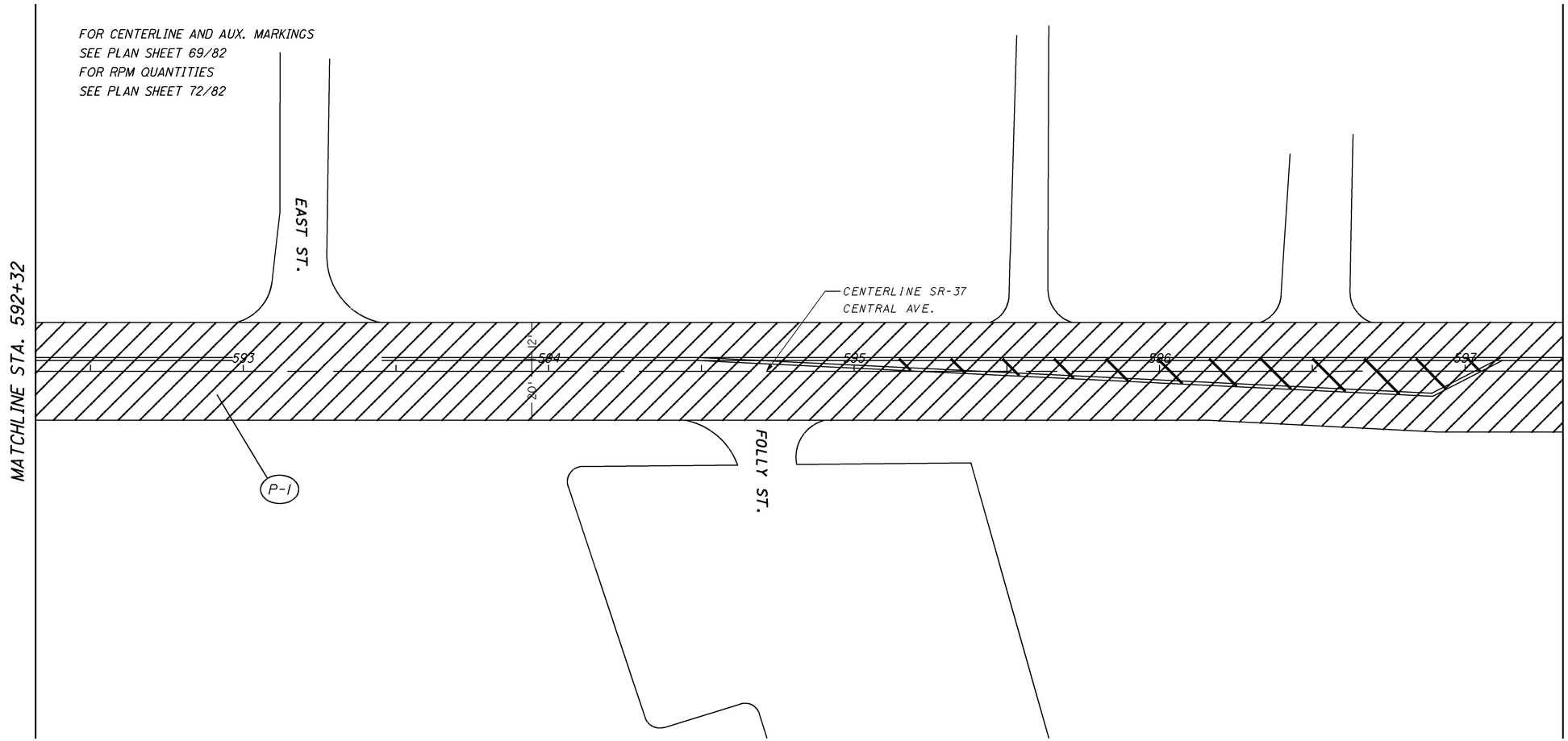


STATION	STATION	TYPICAL	PAVEMENT AND SHOULDER WIDTH	254 PAVEMENT PLANING ASPHALT CONCRETE 1.5" DEPTH SQ. YD.	407 TACK COAT 0.075 GAL. PER SQ. YD. GAL.	448 ASPHALT SURFACE COURSE TYPE IH 1.5"DEPTH CU. YD.	617											REMARK
592+32	597+32	2	32'	1,778	133	74												P-1 MAINLINE
TOTALS CARRIED TO PLAN SHEET 17/82				1,778	133	74												

PLAN VIEW DEL-37
STA. 592+32 TO STA. 597+32

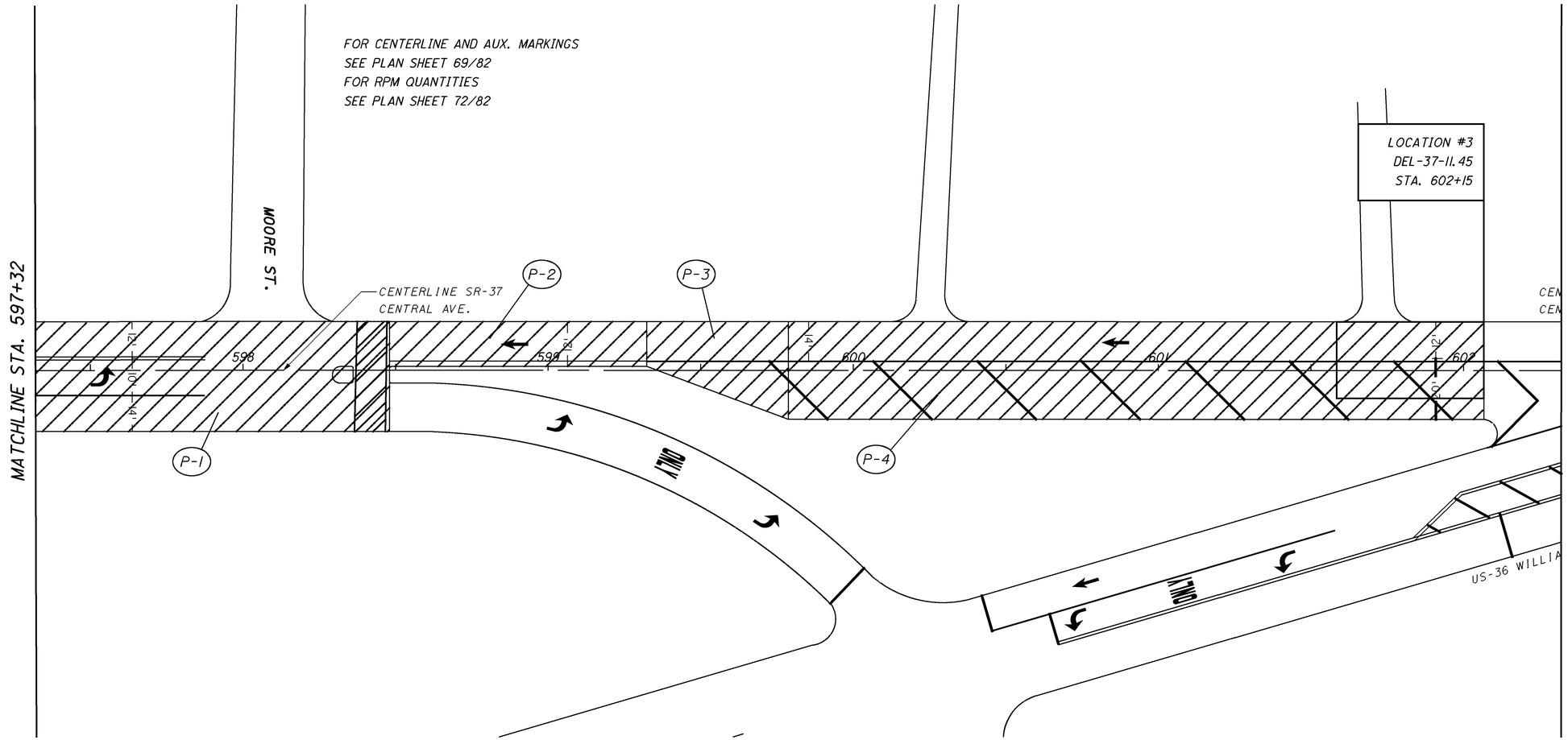
DEL-36-0.00

63
82

CALCULATED RDK
CHECKED

HORIZONTAL SCALE IN FEET
0 10 20 40

N



STATION	STATION	TYPICAL	PAVEMENT AND SHOULDER WIDTH	254 PAVEMENT PLANING ASPHALT CONCRETE 1.5" DEPTH SQ. YD.	407 TACK COAT 0.075 GAL. PER SQ. YD. GAL.	448 ASPHALT SURFACE COURSE TYPE IH 1.5"DEPTH CU. YD.	617											REMARK
597+32	598+50	2	32'	420	31	17												P-1 MAINLINE
598+50	599+35	2	15'	142	11	6												P-2 WESTBOUND MAINLINE
599+35	599+80	2	23.5'	118	9	5												P-3 AVERAGE WIDTH
599+80	602+15	2	32'	836	63	35												P-4 MAINLINE
TOTALS CARRIED TO PLAN SHEET 17/82				1,516	114	63												

PLAN VIEW DEL-37
STA. 597+32 TO STA. 602+32

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED RDK
CHECKED CJH

DEL-36-0.00

64
82

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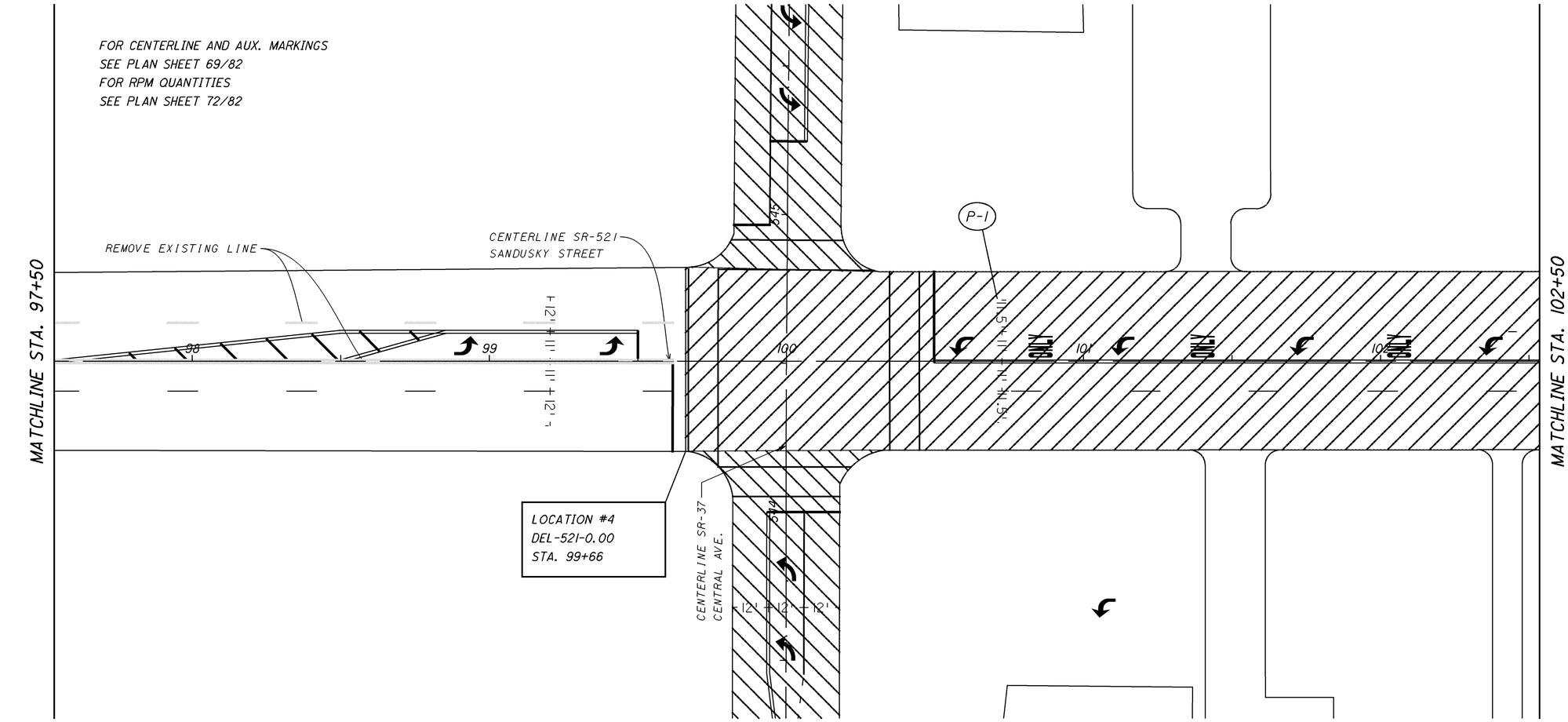

STATION	STATION	TYPICAL	PAVEMENT AND SHOULDER WIDTH	254 PAVEMENT PLANING ASPHALT CONCRETE 1.5" DEPTH SQ. YD.	407 TACK COAT 0.075 GAL. PER SQ. YD. GAL.	448 ASPHALT SURFACE COURSE TYPE 1H 1.5"DEPTH CU. YD.	617	644 REMOVAL OF PAVEMENT MARKING FT								632 DETECTOR LOOP EACH	632 LOOP DETECTOR TIE IN EACH	REMARK
99+66	102+53	2	62'	1,977	148	82										1	1	P-1 MAINLINE SR-521
97+53	99+66							416										REMOVAL EXISTING PAVEMENT MARKINGS
TOTALS CARRIED TO PLAN SHEET 17/82				1,977	148	82		416								1	1	

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED RDK
CHECKED

PLAN VIEW DEL-521
STA. 97+53 TO STA. 102+53

DEL-36-0.00

65
82

25-FEB-2010 2:44PM rkinsell

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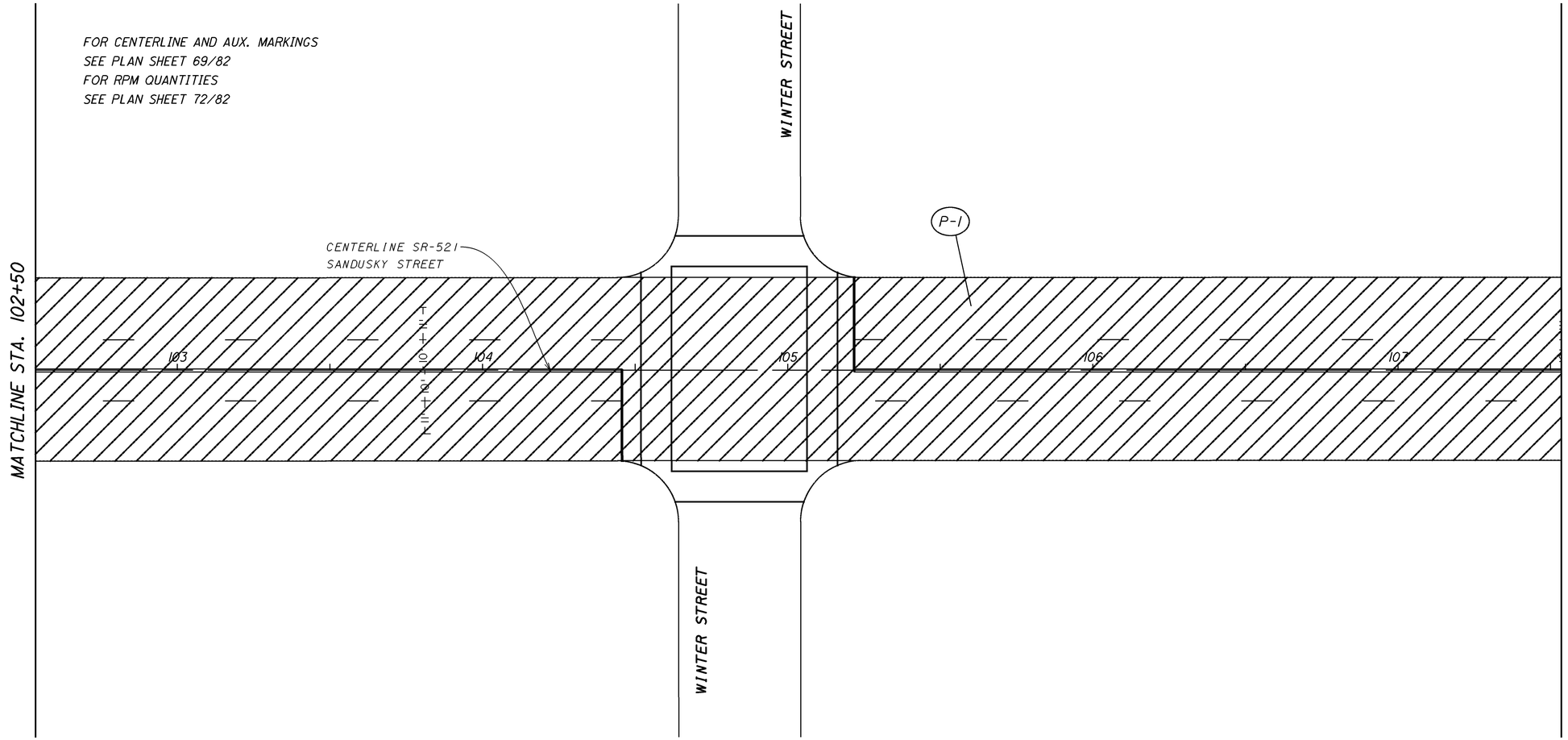

STATION	STATION	TYPICAL	PAVEMENT AND SHOULDER WIDTH	254 PAVEMENT PLANING ASPHALT CONCRETE 1.5" DEPTH SQ. YD.	407 TACK COAT 0.075 GAL. PER SQ. YD. GAL.	448 ASPHALT SURFACE COURSE TYPE IH 1.5"DEPTH CU. YD.	617								632 DETECTOR LOOP EACH	632 LOOP DETECTOR TIE IN EACH	REMARK
102+53	107+53	2	62'	3,444	258	144									1	1	P-1 MAINLINE SR-521
TOTALS CARRIED TO PLAN SHEET 17/82				3,444	258	144									1	1	

PLAN VIEW DEL-521
STA. 102+53 TO STA. 107+53

CALCULATED RDK
CHECKED

HORIZONTAL SCALE IN FEET
0 10 20 40

DEL-36-0.00

66
82

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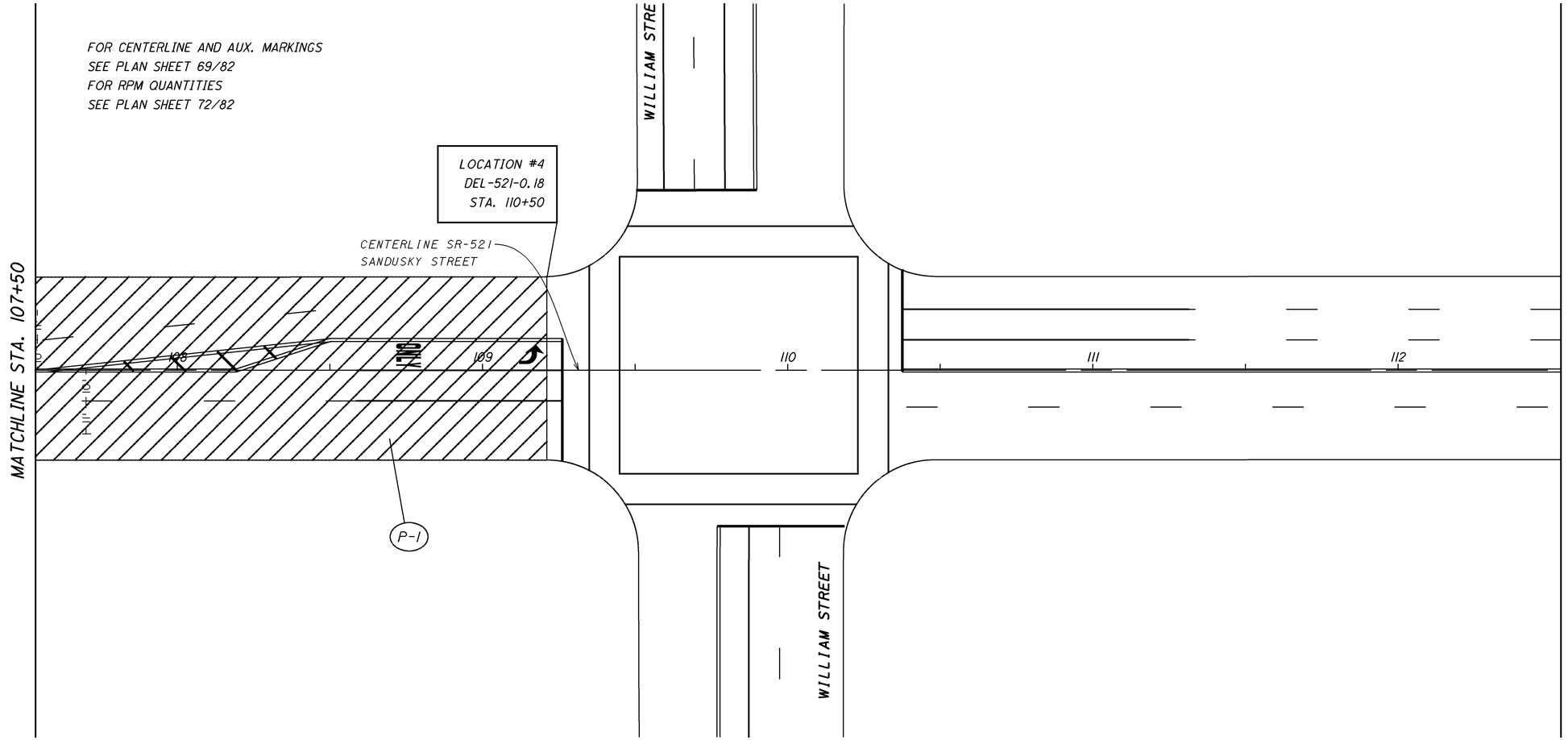


STATION	STATION	TYPICAL	PAVEMENT AND SHOULDER WIDTH	254 PAVEMENT PLANING ASPHALT CONCRETE 1.5" DEPTH SQ. YD.	407 TACK COAT 0.075 GAL. PER SQ. YD. GAL.	448 ASPHALT SURFACE COURSE TYPE 1H 1.5"DEPTH CU. YD.	617								632 DETECTOR LOOP EACH	632 LOOP DETECTOR TIE IN EACH	REMARK
107+53	109+21	2	62'	1,157	87	48									1	1	P-1 MAINLINE SR-521
TOTALS CARRIED TO PLAN SHEET 17/82				1,157	87	48									1	1	

HORIZONTAL SCALE IN FEET
0 10 20 40
CALCULATED RDK
CHECKED

PLAN VIEW DEL-521
STA. 107+53 TO STA. 112+48

DEL-36-0.00

67
82

LOCATION	COUNTY	ROUTE	BEGIN	END	LENGTH	LENGTH	SIDE	DESCRIPTION	642 LONG LINE MARKINGS		644 AUXILIARY MARKINGS										
									EDGE LINE WHITE	CENTER LINE	CHANNELIZING LINE	STOP LINE	CROSS WALK	TRANSVERSE LINE YELLOW	TRANSVERSE LINE WHITE	DOTTED LINE, 4"	RAILROAD MARKING	LANE ARROWS				WORD ON PAVEMENT 72"
																		LT	LT THRU	THRU	RT / LT	RT	
			MI	MI	MILE	FT			MILE	MILE	FT.	FT.	FT.	FT.	FT.	FT.	EACH	EACH	EACH	EACH	EACH	EACH	EACH
1	DEL	36	0.00	6.93	6.93	36,590	LT, C, RT	EQUIVALENT SOLID CENTERLINE = 6.120 MI.	13.86	6.93													
			6.93	7.28	0.35	1,848		SEE CENTERLINE LOG SHEETS 73/82 TO 77/82	0.70	0.35													
							LT, RT	TOWNSHIP ROAD 165 (BURNT POND ROAD)				14											
							LT, RT	COUNTY ROAD 156 (STOVER ROAD)				14											
								COUNTY ROAD 163 (OSTRANDER ROAD)				14											
								TOWNSHIP ROAD 162 (SMART ROAD)				14											
								TOWNSHIP ROAD 160 (NEWHOUSE ROAD)				14											
								TOWNSHIP ROAD 161 (RUSSEL ROAD)				14											
								TOWNSHIP ROAD 377 (ROBIN HOOD ROAD)				14											
								TOWNSHIP ROAD 173 (WARREN ROAD)				14											
								TOWNSHIP ROAD 149 (KLONDIKE ROAD)				14											
								COUNTY ROAD 5 (SOUTH SECTION LINE ROAD)				14											
2	DEL	37	6.90	6.98	0.08	422	LT, C, RT	EQUIVALENT SOLID CENTERLINE = 0.075 MI.	0.16	0.08		42											
								SEE CENTERLINE LOG SHEETS 73/82 TO 77/82															
								FOR MORE DETAILS SEE PLAN SHEET 67/82															
								TOTALS CARRIED TO PLAN SHEET 69/82	14.72	7.36		182											

CALCULATED RDK

CHECKED

PAVEMENT MARKING SUB SUMMARY

DEL-36-0.00

68
82

LOCATION	COUNTY	ROUTE	BEGIN	END	LENGTH	LENGTH	SIDE	DESCRIPTION	644 LONG LINE MARKINGS			644 AUXILIARY MARKINGS										
									EDGE LINE WHITE	LANE LINE	CENTER LINE	CHANNELIZING LINE	STOP LINE	CROSS WALK	TRANSVERSE LINE YELLOW	TRANSVERSE LINE WHITE	DOTTED LINE, 4"	RAILROAD MARKING	LANE ARROWS LT	LT THRU	THRU	RT / LT	RT	WORD ON PAVEMENT 72"
			STA	STA	FT	MILE			MILE	MILE	MILE	FT.	FT.	FT.	FT.	FT.	FT.	EACH	EACH	EACH	EACH	EACH	EACH	EACH
3	DEL	37	390+20	392+32	300	0.057	℄	SEE PLAN SHEET 22/82	0.11		0.06				12									
			392+32	397+32	746	0.141	℄	SEE PLAN SHEET 23/82	0.19		0.14	116			215				1				1	1
			397+32	402+32	722	0.137	℄	SEE PLAN SHEET 24/82	0.19		0.14				80								2	1
			402+32	407+32	500	0.095	℄	SEE PLAN SHEET 25/82	0.19		0.09	170											2	1
			407+32	412+32	920	0.174	℄	SEE PLAN SHEET 26/82	0.19		0.17	82			170				1					
			412+32	417+32	468	0.089	℄	SEE PLAN SHEET 27/82	0.19		0.09	585	65		46				4				2	3
			417+32	422+32	500	0.095	℄	SEE PLAN SHEET 28/82	0.19		0.09	485	26		150				3					1
			422+32	427+32	528	0.100	℄	SEE PLAN SHEET 29/82	0.19		0.10	605	38		55				3				3	2
			427+32	432+32	979	0.185	℄	SEE PLAN SHEET 30/82	0.19		0.19	130			240									
			432+32	437+32	500	0.095	℄	SEE PLAN SHEET 31/82	0.19		0.09	65											1	
			437+32	442+32	500	0.095	℄	SEE PLAN SHEET 32/82	0.19		0.09	90											1	1
			442+32	447+32	500	0.095	℄	SEE PLAN SHEET 33/82	0.19		0.09				130									1
			447+32	452+32	500	0.095	℄	SEE PLAN SHEET 34/82	0.19		0.09	228			190	55			1				1	1
			452+32	457+32	500	0.095	℄	SEE PLAN SHEET 35/82	0.19		0.09													
			457+32	462+32	566	0.107	℄	SEE PLAN SHEET 36/82	0.19		0.11				5									
			462+32	467+32	610	0.116	℄	SEE PLAN SHEET 37/82	0.19		0.12	210	64	225	130	190			4				1	
			467+32	472+32	662	0.125	℄	SEE PLAN SHEET 38/82	0.09		0.13	140			62				3				2	3
			472+32	477+32	500	0.095	℄	SEE PLAN SHEET 39/82	0.09		0.09	325	20						5					2
			477+32	482+32	500	0.095	℄	SEE PLAN SHEET 40/82			0.09	90	22				55		2					
			482+32	487+32	647	0.123	℄	SEE PLAN SHEET 41/82			0.12	80	32	72	82				6					1
			487+32	492+32	800	0.152	℄	SEE PLAN SHEET 42/82			0.15	90			215				2					1
			492+32	497+32	500	0.095	℄	SEE PLAN SHEET 43/82			0.09	120			50				2					1
			497+32	502+32	500	0.095	℄	SEE PLAN SHEET 44/82			0.09													
			502+32	507+32	500	0.095	℄	SEE PLAN SHEET 45/82			0.09													
			507+32	512+32	660	0.125	℄	SEE PLAN SHEET 46/82			0.13	125	20	64	95				2					1
			512+32	517+32	640	0.121	℄	SEE PLAN SHEET 47/82			0.12				20									
			517+32	522+32	500	0.095	℄	SEE PLAN SHEET 48/82			0.09	95	35	56			115						2	
			522+32	527+32	580	0.110	℄	SEE PLAN SHEET 49/82			0.11				75									
			527+32	532+32	566	0.107	℄	SEE PLAN SHEET 50/82			0.11	240	50	175	95				4					2
			532+32	537+32	560	0.106	℄	SEE PLAN SHEET 51/82			0.11			132	75									
			537+32	542+32	500	0.095	℄	SEE PLAN SHEET 52/82			0.09		32											
			542+32	547+32	500	0.095	℄	SEE PLAN SHEET 53/82		0.02	0.09	148	48	478			45		6					
			547+32	552+32	576	0.109	℄	SEE PLAN SHEET 54/82		0.03	0.11	76	102	203			118		4				2	
			552+32	557+32	500	0.095	℄	SEE PLAN SHEET 55/82		0.18	0.09					175								
			557+32	562+32	500	0.095	℄	SEE PLAN SHEET 56/82			0.09	105					55						1	1
			562+32	567+32	500	0.095	℄	SEE PLAN SHEET 57/82			0.09						23	1						
			567+32	572+32	676	0.128	℄	SEE PLAN SHEET 58/82			0.13	130	60		75		30		2				2	
			572+32	577+32	500	0.095	℄	SEE PLAN SHEET 59/82			0.09							1						
			577+32	582+32	700	0.133	℄	SEE PLAN SHEET 60/82			0.13	200	52	145	82	122			4					2
			582+32	587+32	700	0.133	℄	SEE PLAN SHEET 61/82			0.13				50									
			587+32	592+32	500	0.095	℄	SEE PLAN SHEET 62/82			0.09													
			592+32	597+32	765	0.145	℄	SEE PLAN SHEET 63/82			0.14				120									
			597+32	602+32	140	0.027	℄	SEE PLAN SHEET 64/82			0.03	330		72		282								
	100% CITY		97+53	99+66	343	0.065	℄	SEE PLAN SHEET 65/82		0.04	0.06	75	12		55				2					
4	DEL	521	99+66	102+53	287	0.054	℄	SEE PLAN SHEET 65/82		0.11	0.05	200	30	260					4					2
			102+53	107+53	500	0.095	℄	SEE PLAN SHEET 66/82		0.19	0.09		60	285		50								
			107+53	110+50	300	0.057	℄	SEE PLAN SHEET 67/82		0.04	0.06	70	45		25									
TOTALS CARRIED FROM PLAN SHEET 68/82													182									
TOTALS CARRIED TO GENERAL SUMMARY									3.14	0.61	4.91	5,405	995	2,167	3,473		441	2	88				28	

CALCULATED RDK CHECKED

PAVEMENT MARKING SUB SUMMARY

DEL-36-0.00

69
82

LOCATION	COUNTY	ROUTE	BEGIN SLM	END SLM	LENGTH MILE	LENGTH FT	SIDE	DESCRIPTION	614 WORK ZONE LONG LINE MARKINGS CENTERLINE CLASS II PAINT WHITE PLANED SURFACE MILE	614 WORK ZONE LONG LINE MARKINGS CENTERLINE 740.06 CLASS II TYPE I (TAPE) YELLOW SURFACE MILE	614 WORK ZONE AUXILIARY MARKINGS STOP LINE CLASS I PAINT PLANED SURFACE FT.	614 WORK ZONE AUXILIARY MARKINGS STOP LINE 740.06 CLASS I TYPE I (TAPE) SURFACE FT.				
1	DEL	36	0.00	7.28	7.28	38,438	LT,C,RT	EQUIVALENT SOLID CENTERLINE = 6.120 MI.		7.28						
							LT, RT	TOWNSHIP ROAD 165 (BURNT POND ROAD)				14				
							LT, RT	COUNTY ROAD 156 (STOVER ROAD)				14				
								COUNTY ROAD 163 (OSTRANDER ROAD)				14				
								TOWNSHIP ROAD 162 (SMART ROAD)				14				
								TOWNSHIP ROAD 160 (NEWHOUSE ROAD)				14				
								TOWNSHIP ROAD 161 (RUSSEL ROAD)				14				
								TOWNSHIP ROAD 377 (ROBIN HOOD ROAD)				14				
								TOWNSHIP ROAD 173 (WARREN ROAD)				14				
								TOWNSHIP ROAD 149 (KLONDIKE ROAD)				14				
								COUNTY ROAD 5 (SOUTH SECTION LINE ROAD)				14				
2	DEL	37	6.90	6.98	0.08	422	LT,C,RT	EQUIVALENT SOLID CENTERLINE = 0.075 MI.	0.08	0.08	42	42				
								SEE CENTERLINE LOG SHEETS 73/82 TO 77/82								
								FOR MORE DETAILS SEE PLAN SHEET 67/82								
								TOTALS CARRIED TO PLAN SHEET 71/82	0.08	7.36	42	182				

CALCULATED RDK | CHECKED CJS

TEMPORARY PAVEMENT MARKING SUB SUMMARY

DEL-36-0.00

70
82

LOCATION	COUNTY	ROUTE	BEGIN	END	LENGTH	LENGTH	SIDE	DESCRIPTION	614 WORK ZONE LONG LINE MARKINGS				614 WORK ZONE AUXILIARY MARKINGS			
									LANE LINE CLASS II PAINT WHITE PLANED SURFACE	LANE LINE 740.06 CLASS II TYPE I (TAPE) WHITE SURFACE	CENTERLINE CLASS II PAINT YELLOW PLANED SURFACE	CENTERLINE 740.06 CLASS II TYPE I (TAPE) YELLOW SURFACE	CHANNELIZING LINE CLASS I PAINT PLANED SURFACE	CHANNELIZING LINE 740.06 CLASS I TYPE I (TAPE) SURFACE	STOP LINE CLASS I PAINT PLANED SURFACE	STOP LINE 740.06 CLASS I TYPE I (TAPE) SURFACE
			STA	STA	FT	MILE			MILE	MILE	MILE	MILE	FT.	FT.	FT.	FT.
3	DEL	37	390+20	392+32	300	0.057	℄	SEE PLAN SHEET 22/82			0.06	0.06				
			392+32	397+32	746	0.141	℄	SEE PLAN SHEET 23/82			0.14	0.14	116	116		
			397+32	402+32	722	0.137	℄	SEE PLAN SHEET 24/82			0.14	0.14				
			402+32	407+32	500	0.095	℄	SEE PLAN SHEET 25/82			0.09	0.09	170	170		
			407+32	412+32	920	0.174	℄	SEE PLAN SHEET 26/82			0.17	0.17	82	82		
			412+32	417+32	468	0.089	℄	SEE PLAN SHEET 27/82			0.09	0.09	306	306	65	65
			417+32	422+32	723	0.137	℄	SEE PLAN SHEET 28/82			0.14	0.14	145	145	26	26
			422+32	427+32	528	0.100	℄	SEE PLAN SHEET 29/82			0.10	0.10	605	605	38	38
			427+32	432+32	979	0.185	℄	SEE PLAN SHEET 30/82			0.19	0.19	130	130		
			432+32	437+32	500	0.095	℄	SEE PLAN SHEET 31/82			0.09	0.09	65	65		
			437+32	442+32	500	0.095	℄	SEE PLAN SHEET 32/82			0.09	0.09	90	90		
			442+32	447+32	500	0.095	℄	SEE PLAN SHEET 33/82			0.09	0.09				
			447+32	452+32	500	0.095	℄	SEE PLAN SHEET 34/82			0.09	0.09	228	228		
			452+32	457+32	500	0.095	℄	SEE PLAN SHEET 35/82			0.09	0.09				
			457+32	462+32	566	0.107	℄	SEE PLAN SHEET 36/82			0.11	0.11				
			462+32	467+32	610	0.116	℄	SEE PLAN SHEET 37/82			0.12	0.12	210	210	64	64
			467+32	472+32	662	0.125	℄	SEE PLAN SHEET 38/82			0.13	0.13	140	140		
			472+32	477+32	500	0.095	℄	SEE PLAN SHEET 39/82			0.09	0.09	280	280	20	20
			477+32	482+32	500	0.095	℄	SEE PLAN SHEET 40/82			0.09	0.09	90	90	22	22
			482+32	487+32	647	0.123	℄	SEE PLAN SHEET 41/82			0.12	0.12	80	80	32	32
			487+32	492+32	500	0.095	℄	SEE PLAN SHEET 42/82			0.09	0.09				
			492+32	497+32	500	0.095	℄	SEE PLAN SHEET 43/82			0.09	0.09				
			497+32	502+32	500	0.095	℄	SEE PLAN SHEET 44/82			0.09	0.09				
			502+32	507+32	500	0.095	℄	SEE PLAN SHEET 45/82			0.09	0.09				
			507+32	512+32	660	0.125	℄	SEE PLAN SHEET 46/82			0.13	0.13	125	125	20	20
			512+32	517+32	640	0.121	℄	SEE PLAN SHEET 47/82			0.12	0.12				
			517+32	522+32	500	0.095	℄	SEE PLAN SHEET 48/82			0.09	0.09	95	95	35	35
			522+32	527+32	580	0.110	℄	SEE PLAN SHEET 49/82			0.11	0.11				
			527+32	532+32	566	0.107	℄	SEE PLAN SHEET 50/82			0.11	0.11	240	240	50	50
			532+32	537+32	560	0.106	℄	SEE PLAN SHEET 51/82			0.11	0.11				
			537+32	542+32	500	0.095	℄	SEE PLAN SHEET 52/82			0.09	0.09			32	32
			542+32	547+32	500	0.095	℄	SEE PLAN SHEET 53/82	0.02	0.02	0.09	0.09	148	148	78	78
			547+32	552+32	576	0.109	℄	SEE PLAN SHEET 54/82	0.03	0.03	0.11	0.11	76	76	102	102
			552+32	557+32	500	0.095	℄	SEE PLAN SHEET 55/82	0.18	0.18	0.09	0.09				
			557+32	562+32	500	0.095	℄	SEE PLAN SHEET 56/82			0.09	0.09	105	105		
			562+32	567+32	500	0.095	℄	SEE PLAN SHEET 57/82			0.09	0.09				
			567+32	572+32	676	0.128	℄	SEE PLAN SHEET 58/82			0.13	0.13	130	130	60	60
			572+32	577+32	500	0.095	℄	SEE PLAN SHEET 59/82			0.09	0.09				
			577+32	582+32	500	0.095	℄	SEE PLAN SHEET 60/82			0.09	0.09			32	32
			582+32	587+32	500	0.095	℄	SEE PLAN SHEET 61/82			0.09	0.09				
			587+32	592+32	500	0.095	℄	SEE PLAN SHEET 62/82			0.09	0.09				
			592+32	597+32	765	0.145	℄	SEE PLAN SHEET 63/82			0.14	0.14				
			597+32	602+32	140	0.027	℄	SEE PLAN SHEET 64/82			0.03	0.03	330	330		
4	DEL	521	97+53	102+53	250	0.047	℄	SEE PLAN SHEET 65/82	0.09	0.09	0.05	0.05			60	60
			102+53	107+53	500	0.095	℄	SEE PLAN SHEET 66/82	0.19	0.19	0.09	0.09			60	60
			107+53	110+50	300	0.057	℄	SEE PLAN SHEET 67/82	0.04	0.04	0.06	0.06	270	270	152	152
			TOTALS CARRIED FROM PLAN SHEET 70/82								0.08	7.36			42	182
								TOTALS CARRIED TO GENERAL SUMMARY	0.55	0.55	4.83	12.11	4,256	4,256	990	1,130

CALCULATED RDK | CHECKED CJS

TEMPORARY PAVEMENT MARKING SUB SUMMARY

DEL-36-0.00

71
82

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

CALCULATED RDK | CHECKED CJS

RAISED PAVEMENT MARKERS SUB SUMMARY

DEL-36-0.00

LOCATION							REFLECTOR TYPE											621		REMARKS
							ONE WAY				TWO WAY									
							WHITE			YELLOW	WHITE RED					YELLOW RED	YELLOW YELLOW			
							RIGHT EDGE LINE		LANE LINE	LEFT EDGE LINE	RIGHT EDGE LINE		CHANNELIZING LINE		LANE LINE	LEFT EDGE LINE	CENTER LINE			
LOCATION	COUNTY	ROUTE	BEG	END	LENGTH	DETAIL	40'	80'	80'	80'	40'	80'	40'	80'	80'	80'	20'	40'	80'	RAISED PAVEMENT MARKER REMOVED
			SLM	SLM	MILE															EACH
1	DEL	36	0.00	1.40	7,392	4													92	
			1.40	1.45	264	14												7		
			1.45	4.53	16,262	4													203	
			4.53	4.58	264	14												7		
			4.58	4.65	370	4													5	
			4.65	4.72	370	14												9		
			4.72	4.89	892	4													11	
			4.89	4.98	480	14												12		
			4.98	5.01	158	14											8			
			5.01	5.07	317	14												8		
			5.07	5.11	211	14												5		
			5.11	5.68	3,010	4													38	
			5.68	5.75	370	4													5	
			5.75	6.13	2,006	4													25	
			6.13	6.17	211	14												5		
			6.17	6.93	4,013	4													50	
			6.93	7.29	1,901	4													24	
2	DEL	37	6.90	6.98		4, 11	7												4	
		203				4, 11	3												2	
1	DEL	36	0.00	6.93	36,590														457	
	DEL	36	6.93	7.28	1,848														23	
2	DEL	37	6.90	6.98															11	
		203																	5	
TOTALS CARRIED TO GENERAL SUMMARY																		496	530	

REMARKS	621 RPM EACH
MAINLINE	92
5 DEGREE CURVE	7
MAINLINE	203
8 DEGREE CURVE	7
MAINLINE	5
7 DEGREE CURVE	9
MAINLINE	11
APPROACH TRANSITION FOR 13 DEGREE CURVE	12
13 DEGREE CURVE	8
APPROACH TRANSITION FOR 13 DEGREE CURVE	8
5 DEGREE CURVE	5
MAINLINE	38
4 DEGREE CURVE	5
MAINLINE	25
8 DEGREE CURVE	5
MAINLINE	50
MAINLINE (URBAN GEN.)	24
MAINLINE AND STOP APPROACH	11
MAINLINE AND STOP APPROACH	5
REMOVAL QUANTITIES	457
REMOVAL QUANTITIES (URBAN GEN.)	23
REMOVAL QUANTITIES	11
REMOVAL QUANTITIES	5

DEL-US36 SLM 0.00 TO SLM 7.29
PASSING AND NO PASSING ZONES

ODOT District 6
No Passing Zone Log (DEL)

Route: **0036R (SDELUS00036**C)** From: **0.000** ***LEAVE UNI CO***
Length: **7.290** Direction: **East** To: **7.290** ***ENTER KNO CO***

Scale: **1.00 mile/page**

Length	Left	C/L	Right	Length	Control Points	
0.006	0.994		1.000		0.993	Mile Post = 001
				0.176	0.932	T0165 BURNT POND LT
			0.824			
	0.057					
0.057	0.000				0.000	LEAVE UNI CO

BEGIN LOCATION #1
DEL-US36 SLM 0.00

Accum. total: 0.488

NOTICE:
SLM LOCATIONS GIVEN ON THIS SHEET ARE INDEPENDENT OF THE SLM'S GIVEN THROUGHOUT THIS PLAN. CONTROL POINTS ARE GIVEN TO VERIFY THE PROPER STATIONING OF THESE SLM'S. FOR MORE INFORMATION SEE "PROPOSED NO PASSING ZONES" IN THE GENERAL NOTES.

ODOT District 6
No Passing Zone Log (DEL)

Route: **0036R (SDELUS00036**C)** From: **0.000** ***LEAVE UNI CO***
Length: **7.290** Direction: **East** To: **7.290** ***ENTER KNO CO***

Scale: **1.00 mile/page**

Length	Left	C/L	Right	Length	Control Points	
	2.000				1.993	Mile Post = 002
0.073						
	1.927		1.927		1.926	C0163 OSTRANDER
				0.095		
			1.832		1.843	BRIDGE
	1.350					
0.350			1.180			
				0.180	1.103	C0156 STOVER RT
	1.000		1.000			

Sheet total equivalent length of solid line: 0.903 Accum. total: 1.391

CALCULATED RDK | CHECKED

DELAWARE COUNTY US36 CENTERLINE LOG
PASSING AND NO PASSING ZONES

DEL-36-0.00

DEL-US36 SLM 0.00 TO SLM 7.29
PASSING AND NO PASSING ZONES

ODOT District 6
No Passing Zone Log (DEL)

Route: **0036R (SDELUS00036**C)** From: **0.000** ***LEAVE UNI CO***
Length: **7.290** Direction: **East** To: **7.290** ***ENTER KNO CO***

Length	Left	C/L	Right	Length	Control Points	Scale: **1.00 mile/page**
	3.000		2.995			
0.086						
	2.914			0.251		
			2.744			
0.022	2.022					
	2.000					

NOTICE:
SLM LOCATIONS GIVEN ON THIS SHEET ARE INDEPENDENT OF THE SLM'S GIVEN THROUGHOUT THIS PLAN. CONTROL POINTS ARE GIVEN TO VERIFY THE PROPER STATIONING OF THESE SLM'S. FOR MORE INFORMATION SEE "PROPOSED NO PASSING ZONES" IN THE GENERAL NOTES.

Sheet total equivalent length of solid line: 0.589 Accum. total: 1.980

ODOT District 6
No Passing Zone Log (DEL)

Route: **0036R (SDELUS00036**C)** From: **0.000** ***LEAVE UNI CO***
Length: **7.290** Direction: **East** To: **7.290** ***ENTER KNO CO***

Length	Left	C/L	Right	Length	Control Points	Scale: **1.00 mile/page**
					3.985 Mile Post = 004	
					3.909 T0161 RUSSELL RT	
					3.328 T0160 NEWHOUSE RT	
					3.248 T0162 SMART LT	
	3.165					
0.165						
	3.000					

Sheet total equivalent length of solid line: 0.415 Accum. total: 2.395

CALCULATED RDK CHECKED

DELAWARE COUNTY US36 CENTERLINE LOG
PASSING AND NO PASSING ZONES

DEL-36-0.00

DEL-US36 SLM 0.00 TO SLM 7.29
PASSING AND NO PASSING ZONES

ODOT District 6
No Passing Zone Log (DEL)

Route: **0036R (SDELUS00036**C)** From: **0.000** ***LEAVE UNI CO***
Length: **7.290** Direction: **East** To: **7.290** ***ENTER KNO CO***

Scale: **1.00 mile/page**

Length	Left	C/L	Right	Length	Control Points
	5.000				4.978 BRIDGE
0.039	4.961				4.972 Mile Post = 005
					4.945 S0257
			4.928		
				0.095	
			4.833		
	4.463				
0.117					
	4.346				
			4.293		4.293 T0377 ROBIN HOOD LT
				0.117	
			4.176		

NOTICE:
SLM LOCATIONS GIVEN ON THIS SHEET ARE INDEPENDENT OF THE SLM'S GIVEN THROUGHOUT THIS PLAN. CONTROL POINTS ARE GIVEN TO VERIFY THE PROPER STATIONING OF THESE SLM'S. FOR MORE INFORMATION SEE "PROPOSED NO PASSING ZONES" IN THE GENERAL NOTES.

Sheet total equivalent length of solid line: 0.610 Accum. total: 3.005

ODOT District 6
No Passing Zone Log (DEL)

Route: **0036R (SDELUS00036**C)** From: **0.000** ***LEAVE UNI CO***
Length: **7.290** Direction: **East** To: **7.290** ***ENTER KNO CO***

Scale: **1.00 mile/page**

Length	Left	C/L	Right	Length	Control Points
	6.000		6.000		5.982 Mile Post = 006
0.816				0.878	
					5.261 T0149 KLONDIKE RT
	5.184				5.184 T0173 WARREN LT
			5.122		
	5.056				
0.056					
	5.000				

Sheet total equivalent length of solid line: 1.796 Accum. total: 4.801

CALCULATED RDK CHECKED

DELAWARE COUNTY US36 CENTERLINE LOG
PASSING AND NO PASSING ZONES

DEL-36-0.00

DEL-US36 SLM 0.00 TO SLM 7.29
PASSING AND NO PASSING ZONES

ODOT District 6
No Passing Zone Log (DEL)

Route: 0036R (SDELUS00036**C)
Length: 7.290 Direction: East

From: 0.000 *LEAVE UNI CO*
To: 7.290 *ENTER KNO CO*

Length	Left	C/L	Right	Length	Control Points	Scale: 1.00 mile/page
	7.000		7.000		6.978	Mile Post = 007
0.078						
	6.922			0.164	6.907	C0005 SOUTH SECTION LINE
			6.836			
	6.632					
0.120						
	6.512					
			6.462	0.120		
			6.342			
	6.273					
0.273						
			6.103	0.103		
	6.000		6.000			

NOTICE:
SLM LOCATIONS GIVEN ON THIS SHEET ARE INDEPENDENT OF THE SLM'S GIVEN THROUGHOUT THIS PLAN. CONTROL POINTS ARE GIVEN TO VERIFY THE PROPER STATIONING OF THESE SLM'S. FOR MORE INFORMATION SEE "PROPOSED NO PASSING ZONES" IN THE GENERAL NOTES.

Sheet total equivalent length of solid line: 1.063 Accum. total: 5.864

ODOT District 6
No Passing Zone Log (DEL)

Route: 0036R (SDELUS00036**C)
Length: 7.290 Direction: East

From: 0.000 *LEAVE UNI CO*
To: 7.290 *ENTER KNO CO*

Length	Left	C/L	Right	Length	Control Points	Scale: 1.00 mile/page

LOCATION #1 EQUIV SOLID
SLM 0.00 - SLM 7.28 = 6.120 MI.

END LOCATION #1
DEL-US36 SLM 7.28

	7.182					
0.182						
	7.000		7.001	0.001		

Sheet total equivalent length of solid line: 0.256 Accum. total: 6.120

CALCULATED RDK
CHECKED

DELAWARE COUNTY US36 CENTERLINE LOG
PASSING AND NO PASSING ZONES

DEL-36-0.00

DEL-37 SLM 6.94 TO SLM 6.99
PASSING AND NO PASSING ZONES

ODOT District 6
No Passing Zone Log (DEL)

Route: **0037R (SDELSR00037**C)**
Length: **0.060** Direction: **East**

From: **6.880** ***LEAVE UNI CO***
To: **6.940** ***ENTER LIC CO***

Scale: **1.00 mile/page**

Length	Left	C/L	Right	Length	Control Points
	END LOCATION #2 *DEL-37 SLM 6.98*				
				0.042	
	6.913		6.913		6.907 S0203R LT
					6.905 C0005 SOUTH SECTION LINE RT
			6.897		
				0.057	
	BEGIN LOCATION #2 *DEL-37 SLM 6.90*				

LOCATION #1 EQUIV SOLID
SLM 6.90 - SLM 6.98 = 0.075 MI.

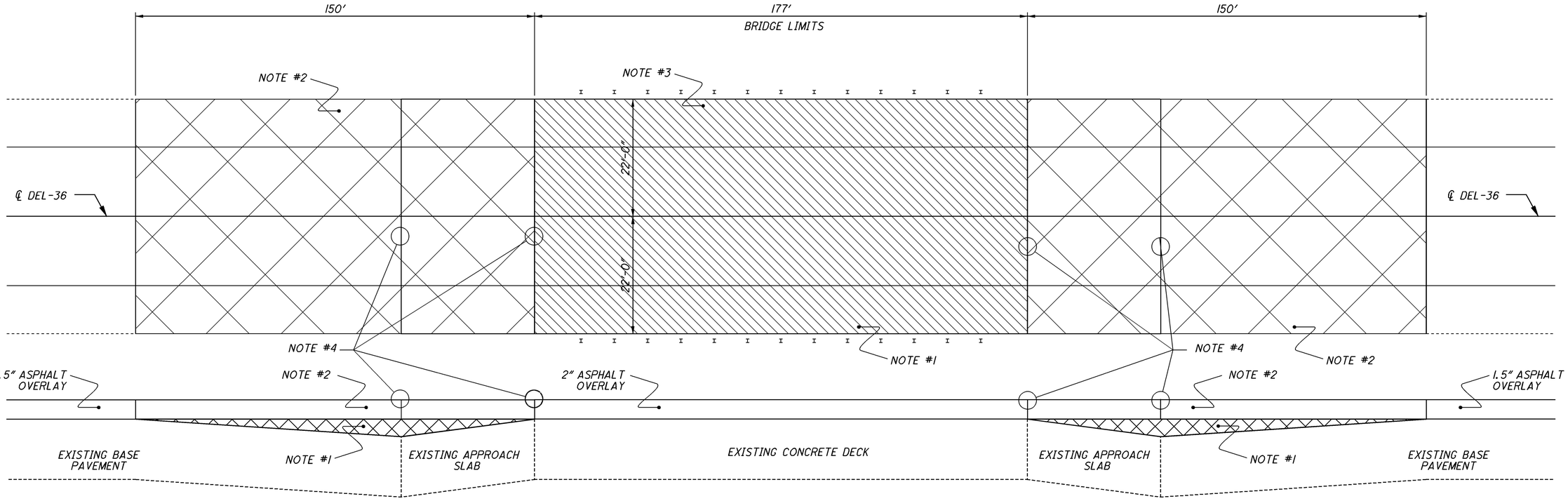
NOTICE:
SLM LOCATIONS GIVEN ON THIS SHEET ARE INDEPENDENT OF THE SLM'S GIVEN THROUGHOUT THIS PLAN. CONTROL POINTS ARE GIVEN TO VERIFY THE PROPER STATIONING OF THESE SLM'S. FOR MORE INFORMATION SEE "PROPOSED NO PASSING ZONES" IN THE GENERAL NOTES.

Sheet total equivalent length of solid line: 0.075 Accum. total: 0.075

CALCULATED RDK
CHECKED

DELAWARE COUNTY DEL-37 CENTERLINE LOG
PASSING AND NO PASSING ZONES

DEL-36-0.00



LEGEND:

PROPOSED BRIDGE TREATMENT

PROPOSED ASPHALT TREATMENT

BRIDGE PLAN
DEL-36-1.85 / SFN#2100789
CONTINUOUS STEEL BEAM OVER BLUES CREEK

LOCATION				QUANTITIES						REMARKS
LOCATION	COUNTY	ROUTE	SLM	512 TREATING OF CONCRETE BRIDGE DECK WITH SRS SQ. YD.	516 SPECIAL SAWING AND SEALING BIT. CON. JOINTS FT.	407 TACK COAT AT 0.050 GAL. PER SQ. YD. GAL.	407 TACK COAT AT 0.075 GAL. PER SQ. YD. GAL.	448 ASPHALT INTERMEDIATE COURSE TYPE 2 PG64-28 CU. YD.	448 ASPHALT SURFACE COURSE TYPE IH CU. YD.	
1	DEL	US36	1.85				55	33		SEE NOTE #1 REAR APPROACH PAVEMENT & SLAB
							55	53		SEE NOTE #1 FORWARD APPROACH PAVEMENT & SLAB
						37			41	SEE NOTE #2 REAR TRANSITION PAVING
						37			41	SEE NOTE #2 FORWARD TRANSITION PAVING
				865						SEE NOTE #3 SEALING OF THE EXISTING DECK
							65		60	SEE NOTE #3 PAVING OVER THE EXISTING DECK
					176					SEE NOTE #4 SAW & SEAL PAVEMENT JOINTS
TOTALS CARRIED TO PLAN SHEET 17/82				865	176	73	175	87	142	

STRUCTURE NOTES

DEL-US36-1.85 SFN # 2100789

NOTE #1
USE ITEM 448 ASPHALT CONCRETE, TYPE 2, PG64-28 AS A LEVELING COURSE TO CORRECT THE EXISTING APPROACH PAVEMENT AND APPROACH SLABS ELEVATIONS TO MATCH THE EXISTING DECK SURFACE PRIOR TO PAVING OVER THE APPROACH SLABS AND CONCRETE DECK WITH 2.5" OF ITEM 448 ASPHALT CONCRETE, TYPE IH.

NOTE #2
TRANSITION FROM A 1.5" ITEM 448 ASPHALT CONCRETE, TYPE IH OVERLAY TO A 2.5" ITEM 448 ASPHALT CONCRETE, TYPE IH OVERLAY PRIOR TO PAVING OVER THE EXISTING APPROACH SLABS AND CONCRETE DECK.

NOTE #3
TREAT THE EXISTING BRIDGE DECK WITH SRS AND PAVE OVER WITH 2.5" OF ITEM 448 ASPHALT CONCRETE, TYPE IH.

NOTE #4
SAW AND SEAL THE JOINTS BETWEEN THE EXISTING APPROACH PAVEMENT AND THE EXISTING APPROACH SLABS AND THE EXISTING APPROACH SLAB AND THE EXISTING CONCRETE DECK AFTER PAVING OVER THE APPROACH SLABS AND DECK WITH ITEM 448 ASPHALT CONCRETE, TYPE IH.

DESIGN AGENCY
DIST. #6
IN-HOUSE DESIGN

REVIEWED RDK
DATE 3/11/2010
STRUCTURE FILE NUMBER (VARIOUS SFN#S)

DEL-36-1.85 SFN# 2100789
STRUCTURE SUB SUMMARY AND DETAILS

DEL-US36-0.00
PID# 81083

1 / 4

78
82

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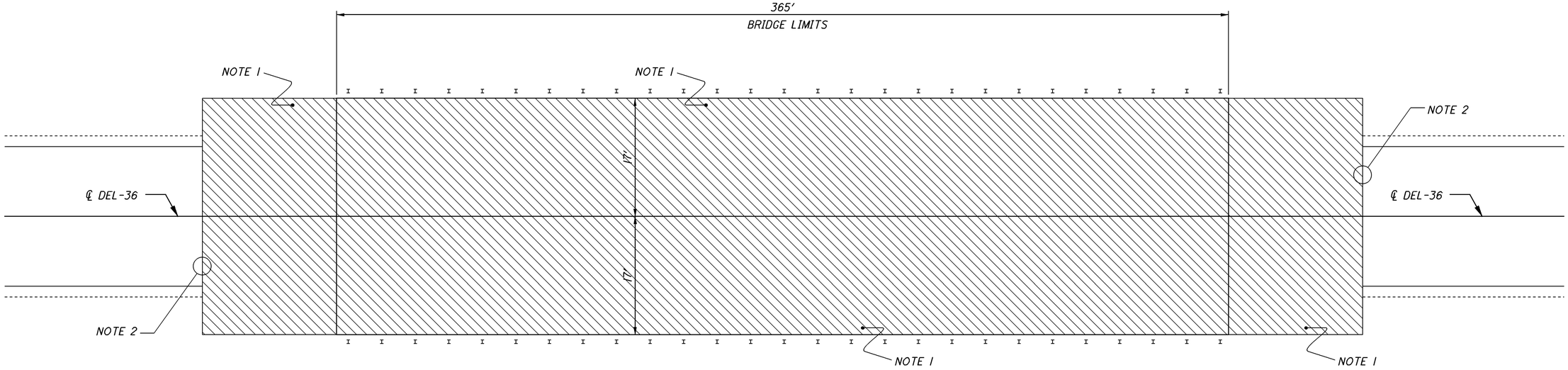

LEGEND:

PROPOSED BRIDGE TREATMENT

BRIDGE PLAN
DEL-36-5.00 / SFN# 2100843
CONTINUOUS STEEL BEAM OVER SCIOTO RIVER

LOCATION				QUANTITIES						REMARKS
LOCATION	COUNTY	ROUTE	SLM	512 TREATING OF CONCRETE BRIDGE DECK WITH SRS SQ. YD.	516 SPECIAL SAWING AND SEALING BIT. CON. JOINTS FT.					
1	DEL	US36	5.00	1,379						DECK OF STRUCTURE
				189	68					APPROACH SLABS
TOTALS CARRIED TO PLAN SHEET 17/82				1,568	68					

STRUCTURE NOTES

DEL-US36-5.00 SFN # 2100843
NOTE #1 TREAT THE EXISTING BRIDGE DECK AND APPROACH SLABS WITH SRS
NOTE #2 PROVIDE BUTT JOINTS AS DESCRIBED IN BP-3.1 AT THE APPROACH SLABS, SAW AND SEAL EXISTING PAVEMENT JOINTS BETWEEN THE PROPOSED ASPHALT SURFACE AND THE EXISTING APPROACH SLABS, DON'T MILL OR PAVE OVER APPROACH SLABS OR BRIDGE DECK.
SEE PLAN SHEET 20/82 FOR PAVEMENT DETAILS.

DESIGN AGENCY
DIST. #6
IN-HOUSE DESIGN

REVIEWED
RDK

DATE
3/1/2010

STRUCTURE FILE NUMBER
(VARIOUS SFN#S)

DEL-36-5.00 SFN# 2100843
STRUCTURE SUB SUMMARY AND DETAILS

DEL-US36-0.00
PID# 81083

2 / 4

79
82

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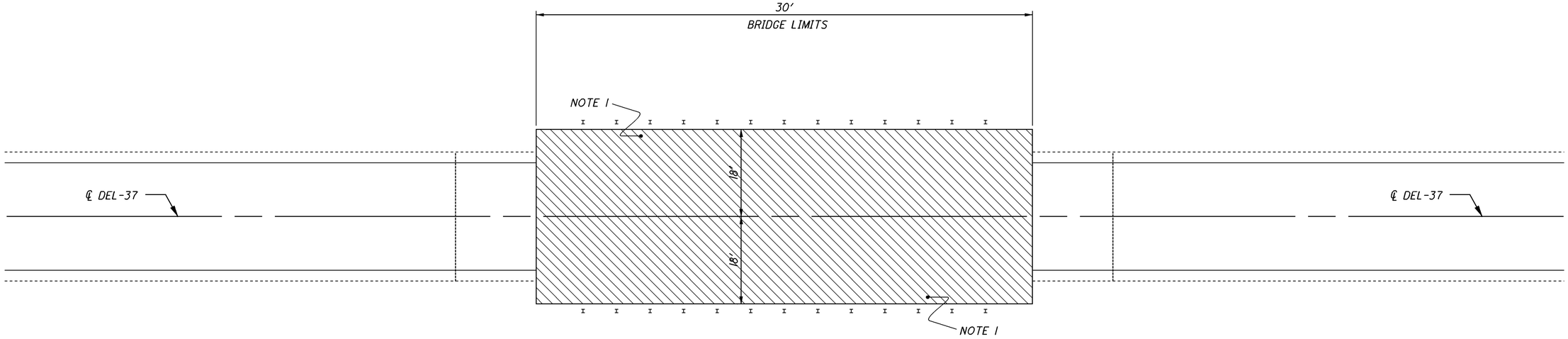


LEGEND:

PROPOSED BRIDGE TREATMENT

BRIDGE PLAN
DEL-37-7.61 / SFN#2101505
CONTINUOUS CONCRETE SLAB OVER DELAWARE RUN

LOCATION				QUANTITIES						REMARKS	STRUCTURE NOTES
LOCATION	COUNTY	ROUTE	SLM	407 TACK COAT 0.075 GAL. PER SQ. YD. GAL.	448 ASPHALT SURFACE COURSE TYPE IH 1.5" DEPTH CU. YD.						DEL-37-7.61 SFN # 2101505 NOTE #1 PAVE OVER WITH THE SAME TREATMENT AS THE PROPOSED ROADWAY. SEE PLAN SHEET 24/82 FOR PAVEMENT DETAILS.
2	DEL	37	7.61	3	1					EXTRA AREA OF DECK	
TOTALS CARRIED TO PLAN SHEET 17/82				3	1						

DESIGN AGENCY
DIST. #6
IN-HOUSE DESIGN

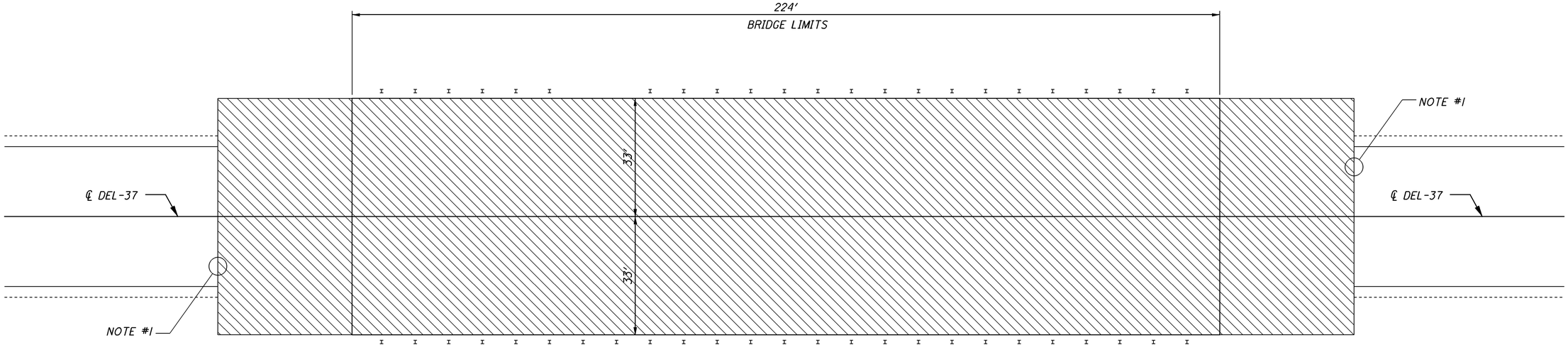
REVIEWED RDK
DATE 3/1/2010
STRUCTURE FILE NUMBER (VARIOUS SFN#S)

DEL-37-7.61 SFN# 2101505
STRUCTURE SUB SUMMARY AND DETAILS

DEL-US36-0.00
PID# 81083

3 / 4

80
82



LEGEND:

PROPOSED BRIDGE TREATMENT

BRIDGE PLAN
DEL-37-10.54 / SFN# 2101599
CONTINUOUS STEEL BEAM OVER OLENTANGY RIVER

LOCATION				QUANTITIES						REMARKS
LOCATION	COUNTY	ROUTE	SLM							
2	DEL	37	10.54							NO WORK PERFORMED ON THIS STRUCTURE
TOTALS CARRIED TO PLAN SHEET 17/82										

STRUCTURE NOTES

DEL-37-10.54 SFN # 2101599
NOTE #1 PROVIDE BUTT JOINTS AS DESCRIBED IN BP-3.1 AT THE APPROACH SLABS.
OVERLAY PLANNED IN 2012

DESIGN AGENCY
DIST. #6
IN-HOUSE DESIGN

REVIEWED
RDK

DATE
3/1/2010

STRUCTURE FILE NUMBER
(VARIOUS SFN#S)

DEL-37-10.54 SFN# 2101599
STRUCTURE SUB SUMMARY AND DETAILS

DEL-US36-0.00
PID# 81083

4 / 4

81
82

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ITEM SPECIAL-SAWING AND SEALING BITUMINOUS CONCRETE JOINTS

1) DESCRIPTION:

THIS WORK SHALL CONSIST OF CUTTING AND SEALING TRANSVERSE JOINTS IN THE NEW BITUMINOUS CONCRETE OVERLAY OF BRIDGES. BITUMINOUS CONCRETE JOINTS SHALL BE CONSTRUCTED DIRECTLY OVER, AND IN LINE WITH, THE EXISTING UNDERLYING TRANSVERSE ABUTMENT AND APPROACH SLAB JOINTS.

2) MATERIALS:

THE JOINT SEALANT SHALL MEET THE REQUIREMENTS OF ITEM 705.04, JOINT SEALANTS, HOT-POURED, FOR CONCRETE AND ASPHALT PAVEMENTS. ACCEPTABLE ALTERNATE MATERIALS ARE:

A SILICONE SEALANT MEETING FEDERAL SPECIFICATIONS TT-S-001543A CLASS A (ONE-PART SILICONE SEALANTS) AND TT-S-00230C CLASS A (ONE-COMPONENT SEALANTS), SUCH AS THOSE MANUFACTURED BY GENERAL ELECTRIC, SILICONE PRODUCTS DIVISION, 4015 EXECUTIVE PARK DRIVE, CINCINNATI, OHIO 45242 (513-243-1953)OR DOW CORNING, 400 TECHNE CENTER, SUITE 103, MILFORD, OHIO 45150 (513-831-3586); OR SOF-SEAL, A COLD-APPLIED, LOW-MODULUS, TWO-COMPONENT POLY-MERIC COMPOUND HORIZONTAL SEALANT AS MANUFACTURED BY W.R.MEADOWS, INC., P.O. BOX 543,ELGIN,ILLINOIS 60121 (800-342-5976).

3) CONSTRUCTION DETAILS:

A) GENERAL: THE CONTRACTOR SHALL CONDUCT HIS OPERATION SO THAT THE CUTTING, CLEANING AND SEALING OF TRANSVERSE JOINTS IS A CONTINUOUS OPERATION THAT WILL BE PERFORMED AS SOON AS PRACTICAL AFTER THE PAVING, BUT NO LATER THAN FOUR (4) DAYS AFTER PLACEMENT OF THE ASPHALT CONCRETE SURFACE COURSE. TRAFFIC SHALL NOT BE ALLOWED TO KNEAD TOGETHER OR DAMAGE JOINT CUT PRIOR TO SEALING.

B) CUTTING OF TRANSVERSE JOINTS: THE CONTRACTOR SHALL SAW OR ROUT TRANSVERSE JOINTS TO THE DIMENSIONS SHOWN IN THE DETAILS ON THIS SHEET. THE CUT JOINTS SHALL LIE DIRECTLY ABOVE EACH TRANSVERSE JOINT.

THE BLADE OR BLADES SHALL BE OF SUCH SIZE THAT THE FULL WIDTH AND DEPTH OF THE CUT CAN BE MADE WITH ONE PASS. DRY OR WET CUTTING WILL BE ALLOWED. JOINTS SHALL EXTEND THE FULL WIDTH OF THE BRIDGE.

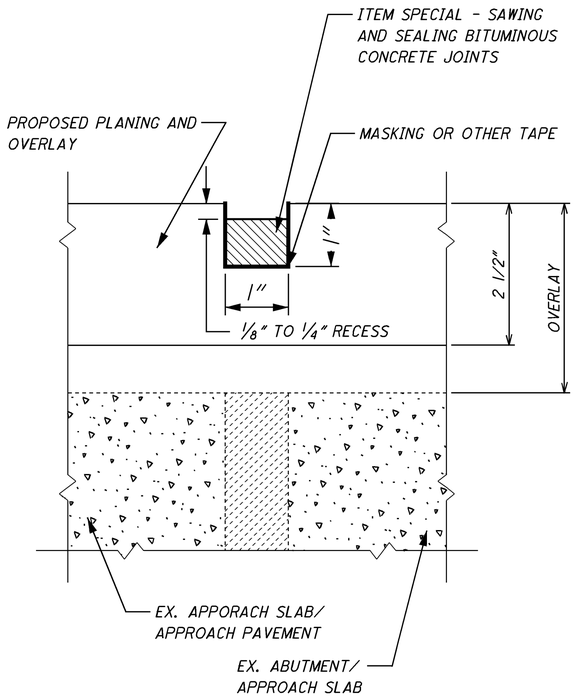
C) CLEANING JOINTS: DRY SAWED JOINTS SHALL BE THOROUGHLY CLEANED WITH A SUFFICIENT AMOUNT OF COMPRESSED AIR TO REMOVE ANY DIRT, DUST, OR DELETERIOUS MATTER. WET SAWED JOINTS SHALL BE WASHED CLEAN OF ALL CUTTINGS BY FLUSHING WITH A JET OF WATER AND WITH OTHER TOOLS AS NECESSARY. AFTER FLUSHING, THE JOINT SHALL BE BLOWN OUT WITH COMPRESSED AIR. WHEN THE SURFACES ARE THOROUGHLY CLEAN AND DRY, AND JUST PRIOR TO PLACING THE JOINT SEALER, COMPRESSED AIR HAVING A PRESSURE OF AT LEAST 90 PSI SHALL BE USED TO BLOW OUT THE JOINT AND REMOVE ALL TRACES OF DUST.

IN THE EVENT FRESHLY CUT JOINTS BECOME CONTAMINATED BEFORE THEY ARE SEALED, THEY SHALL BE RE-CLEANED OF ALL FOREIGN MATERIAL BY HIGH PRESSURE WATER JET.

D) SEALING JOINTS: THE JOINT SHALL BE THOROUGHLY DRY WHEN THE SEALANT IS PLACED. AFTER CLEANING AND DRYING, A BOND-BREAKER MATERIAL SHALL BE APPLIED TO THE BOTTOM OF THE GROOVE.

HOT-POURED JOINT SEALANT MATERIAL SHALL BE HEATED IN A KETTLE OR MELTER CONSTRUCTED AS A DOUBLE BOILER, WITH THE SPACE BETWEEN THE INNER AND OUTER SHELLS FILLED WITH OIL OR OTHER HEAT TRANSFER MEDIUM. POSITIVE TEMPERATURE CONTROL AND MECHANICAL AGITATION SHALL BE PROVIDED. HEATING MUST BE IN STRICT ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATION. JOINT SEALER MATERIAL SHALL NEVER BE KEPT HEATED AT THE POURING TEMPERATURE FOR MORE THAN FOUR (4) HOURS AND SHALL NEVER BE REHEATED. SEALER LEFT IN THE APPLICATOR AT THE END OF A DAY'S WORK SHALL NOT BE USED.

HOT-POURED SEALANT SHALL BE APPLIED IMMEDIATELY THROUGH A NOZZLE, WHICH MUST PROJECT INTO THE SAWED JOINT, FILLING FROM THE BOTTOM UP. THE SEALANT SHALL COMPLETELY FILL THE JOINT IN SUCH A MANNER THAT, AFTER COOLING, THE LEVEL OF THE SEALANT WILL NOT BE HIGHER THAN 1/8" BELOW THE PAVEMENT SURFACE. ANY DEPRESSION IN THE COOLED SEAL GREATER THAN 1/4" SHALL BE BROUGHT UP TO THE SPECIFIED LIMIT BY FURTHER ADDITION OF HOT-POURED SEALANT. CARE SHALL BE TAKEN IN THE SEALING OF THE JOINTS SO THAT THE FINAL APPEARANCE WILL PRESENT A NEAT FINE LINE.



THE COLD APPLIED SEALANT MATERIALS (POLYURETHANE, SILICONE, AND POLYMERIC COMPOUNDS) SHALL BE INSTALLED AS PER MANUFACTURERS' RECOMMENDATIONS, EXCEPT AS MODIFIED BY THIS DRAWING. THE SEALANT SHALL BE INSTALLED WHEN THE AMBIENT TEMPERATURE IS 40 DEGREES F OR HIGHER. TRAFFIC SHALL NOT BE ALLOWED ON THE JOINT FOR ONE HOUR AFTER APPLICATION OF THE SEALANT.

4) METHOD OF MEASUREMENT:

THE QUANTITY TO BE PAID FOR UNDER THIS ITEM WILL BE THE NUMBER OF LINEAR FEET OF JOINTS SAWED AND SEALED AS PER THE ABOVE REQUIREMENTS.

5) BASIS OF PAYMENT:

THE UNIT PRICE PER LINEAR FOOT FOR ITEM SPECIAL - "SAWING AND SEALING BITUMINOUS CONCRETE JOINTS" SHALL INCLUDE THE COST OF ALL LABOR, MATERIALS, AND EQUIPMENT NECESSARY TO COMPLETE THE WORK, INCLUDING THE FURNISHING AND PLACING OF THE JOINT SEALER MATERIAL.

CALCULATED RDK | CHECKED CJS

SAWING AND SEALING BITUMINOUS CONCRETE JOINTS

DEL-36-0.00

SPECIAL PROVISIONS

City of Delaware Flood Hazard Permit

CO-RT-SEC
DEL-36-0.00

PID: 81083

DATE: 2/01/10

SPECIAL FLOOD HAZARD AREA
DEVELOPMENT PERMIT APPLICATION

Permit No. FP10-001

SINGLE FAMILY $100.00 Fee ALL OTHER PURPOSES $300.00 Fee

Application is hereby made for a DEVELOPMENT PERMIT as required by the Flood Plain Standards, Chapter 1160 of the City of Delaware Codified Ordinances for the development in an identified flood hazard area. All activities shall be completed in accordance with the requirements of said Standards. The development to be performed is described below and in attachments hereto. The applicant understands and agrees that:

- this permit is issued on the conditions and facts described;
- any permit may be repealed if conditions or facts change;
- permit void if the activity has not begun within 180 days of the issuance date;
- the permit will remain valid for one year from date of issuance.

Owner's Name: Ohio Dept of Transportation - Dist 6 Address: 400 E. William St, Delaware, OH 43015

Parcel Number: N/A Address: —

Builder: Unknown at this time Address: —

Contact email: Laura.Wright@dot.state.oh.us

Contact phone: 740-833-8328

1. Location of proposed development site address: DEL-521-000 to 018, DEL-37-739 to 1145 & DEL-36-6.94 to 7.00

Legal description: N/A

2. Kind of development proposed

new building	____	existing structure	____	filling/grading	____
residential	____	alteration	____	mining/dredging	____
non-residential	____	addition	____	watercourse	
manufactured home		accessory	____	alteration	____
installation	____	materials storage	____	other*	X

*Describe activity: Pavement Repairs and Resurfacing 4.46 miles of US36, SR37 & SR521 within City.

3. If the proposed construction is an alteration, addition or improvement to an existing structure, indicate the cost of proposed construction $1,852,000.00 What is the estimated market value of the existing structure $ N/A ?

NOTE: An existing structure must comply with the flood protection standards if it is substantially improved (an improvement equal to or greater than 50% of the market value of the structure). FEMA maintains that the "substantial improvement" definition applies to existing structures only and that once a structure meets the definition of "new construction" any further improvements to that structure must meet "new construction" requirements. For floodplain management purposes "new construction" means structures for which "start of construction" began on or after the effective date of the initial Flood Insurance Rate Map issued by FEMA for the community.

4. Does proposed development involve a subdivision or other development containing at least 50 lots or 5 acres (whichever is less)?
☐ Yes X No ?

NOTE: If yes, base flood elevation data is required from applicant if it has not been provided by FEMA.

ADMINISTRATIVE: The following is to be completed by the local floodplain administrator. All references to elevations are in feet mean sea level (m.s.l.). The term base flood elevation means the same as the 100-year elevation.

5. Is the proposed development located in:
X an identified floodway?
____ a flood hazard area where base flood elevations exist with no identified floodway?
____ an area within the floodplain fringes?
____ an approximate flood hazard area?

NOTE: Floodway development must demonstrate through hydrologic and hydraulic analysis, performed in accordance with standard engineering practice, that no increase in base flood elevation will result during occurrence of the flood discharge. If base flood elevations exist with no

floodway delineation, hydrologic and hydraulic analysis is required to demonstrate not more than one foot increase at any point to the water surface elevation of the base flood.

6. Does proposed development meet NFIP and local General Standards?
   _____ Construction materials and methods resistant to flood damage.
   _____ Anchored properly.
   _____ Utilities safe from flooding.
   _____ Subdivision designed to minimize flood damage.
   X Specific Standards?
   X Encroachments-proposed action will not obstruct flood waters.
   _____ Proposed site grade elevation, fill or topographic alterations planned.
   _____ Lowest floor elevated to or above BFE.
   _____ Lowest floor floodproofed above BFE.

   THIS PROJECT IS A GRIND & RESURFACE BOTH BEING 1½" NO FILL IN FLOODPLAIN

ODOT

7. Base flood elevation (100-year) at proposed site _____ feet m.s.l.
   Data source: 390411C0112K & 112K & 103K FIRM
   Community Panel No. 390411C0112K & 112K & 103K
   Map effective date: 4-16-09

   EL 923.5 @ OLENTANGY BRIDGE CROSSING
   928 @ CENTRAL AVE. BETWEEN TROTTER'S CIRCLE & LANTERN CHASE

8. Does the structure contain a N/A basement; N/A enclosed area used only for parking, access or storage, other than basement, below the lowest floor?

9. For structures located in unnumbered A zones (no BFE available) the structure's lowest floor is _____ feet above the highest grade adjacent to the structure.

10. The certified as-built elevation of the structure lowest floor is _____ feet above m.s.l.*

11. The certified as-built floodproofed elevation of the structure is _____ feet above m.s.l.*
NOTE: *Certificate of a registered engineer or land surveyor documenting these elevations are necessary if elevations are provided by applicant.

12. The proposed development is in compliance with applicable floodplain standards.
    PERMIT ISSUED ON 2.1.10

13. The proposed development is not in compliance with applicable floodplain standards.
    PERMIT DENIED ON _____

Reason: _____
NOTE: All structures must be built with the lowest floor, including the basement, elevated or floodproofed to or above the base flood elevation (100-year) unless a variance has been granted. Only nonresidential structures may be floodproofed.

14. The proposed development is exempt from the floodplain standards per Section _____ of the Flood Damage Prevention Ordinance (Resolution) No. _____

The undersigned is either the property owner or a duly authorized agent of the property owner and do hereby verify the truth and correctness of all facts and information presented with this application and authorize on-site inspections by City Staff.

Owner or Authorized Agent Laura L Wright, PE #71233 Date 01/29/2010

Approved By: _____ Date _____

Planning/Zoning: _____ Date 02-1-10

OBD: _____ Date 1-29-10

FEE 300.00 WAIVED FOR GOVERNMENTAL AGENCY

CITY OF DELAWARE
PLANNING & COMMUNITY DEVELOPMENT

City of Delaware
Planning & Community Development

Date: 2.1.10

Permit Number: FLOODPLAIN PERMIT 10-001

Name of Project: ST. RTE. 37 RESURFACING

Address: ST. RTE 37 THROUGH CITY

Amount waived or altered: 300.00

Explanation: WAIVED FOR GOVERNMENTAL AGENCY

Requested by: _____

Approved by: _____

Denied: _____