FY25 – PAVEMENT SCOPE OF SERVICES

PROJECT NAME: DEL US 36 7.25
County: DEL
DEL

Route: 36
521

PID: 111608
SECTION: 7.25-10.15 10.42
0.00-0.18

1. PROJECT IDENTIFICATION:

DEL-36-7.25 – 10.15 Functional Classification: 04 Minor Arterial (Urban)
DEL-521-00.00 – 0.18 Functional Classification: 04 Minor Arterial (Urban)

2. PURPOSE AND NEED:

DEL-36 was last *maintained* in 2012 and DEL-521 was last *maintained* in 2009. This route is currently displaying deteriorations including raveling, edge cracking, rutting, wheel track cracking, and longitudinal cracking. Resurfacing and repairs are needed on this route to ensure pavement integrity and to provide the traveling public with safe driving surfaces.

DEL-36
2022 PCR: 73 to 83
2022 Structural Deduct: 3.04 to 10.10

DEL-521
2022 PCR: 86
2022 Structural Deduct: 4.8

3. PROJECT INITIATION PACKAGE: Yes ☐ No ☐

Site visit conducted 5/18/23 with *Grace Dennis, ~~Dave Rankin,~~ Dave Poling, Jon Roseler, ~~Jonathan Owen.~~*

Follow-up site visit conducted 00/00/00 with *person1*, *person2* and *person3*.

→ SCORE muting

All noted red flags from field visits contained within scope.

4. PROJECT LIMITS:

From: DEL-36-7.25 (*just East of South Section Line Road*)
To: DEL-36-10.425 (*US-23 Interchange*)
Project Length: 3.175 centerline miles
Work Length: 3.175 centerline miles

- City has repair (Under Bridge) project this year on both routes (Asp/Conc)

From: DEL-521-0.00 (*Intersection or Limit*)
To: DEL-521-0.18 (*Intersection or Limit*)
Project Length: 0.18 centerline miles
Work Length: 0.18 centerline miles

Total Project Length: 3.355 centerline miles
Total work Length: 3.355 centerline miles

The following sections are inside a City:
The *City of Delaware*: DEL-36-7.25-8.816, 8.854-8.865 & 9.02-10.425

5. **PRIOR STUDIES/PLAN (IDENTIFY):**

2012	DEL-36-7.28	1.50" Item 442 Surface Course
2009	DEL-521-0.00	1.50" Item 448 Surface Course

6. **TYPE OF ACCESS:** Limited ☐ Controlled ☐ Non-Controlled ☒

7. **NHS ROUTE:** Yes ☒ No ☒
DEL-36 just East of US-23

8. **FEDERAL TRUCK ROUTE (FAP):** Yes ☒ No ☒
DEL-36

9. **RWIS Sensor:** Yes ☐ No ☐

10. **ATR** (Ed Newmeyer): Yes ☐ No ☐ Possible ☒ (To Be Determined)

Scoper Note: If a permanent traffic count station is within the project limits, then add the following language to the scope:
There is a permanent traffic county station at County-Route-Section. The Station ID Number is XXXX.
Designer should use Plan note 1342-14 from the TEM –

11. **GENERAL DESCRIPTION OF WORK:**
TBD yd^2 Item 251-Partial Depth Pavement Repair (Asphalt Concrete Base), As Per Plan:
Repair areas shall be determined by the project engineer before the beginning of work. Repairs shall consist of removing X" of pavement and placing X" of Item 301 – Asphalt Concrete Base, PG64-22. Work shall be performed prior to resurfacing and repair areas are to be included into general resurfacing. To Be Determined with Pavement Engineer/County Manager during detailed field review.

General Work to be performed on DEL-37 & DEL-521

1 ½" Item 254 – Pavement Planing, Asphalt Concrete
1 ½" Item 442 – Asphalt Concrete Surface Course, 12.5mm, Type A (446)
Item 407 – Non-Tracking Tack Coat
Item 617 – Compacted Shoulder Aggregate (average 2" deep and 1' wide)
Item 209 – Linear Grading

Notes:

(1). Butt joints begin/end of project, at milling limits, and bridges not being paved over. Not intended to include butt joints at paved driveways.

(2). Item 623 – Monument Box Adjusted to Grade at the following locations.

(3) Item 611 - Manhole Adjusted to Grade (multiple within City Limits)

(4). Item 638 – Valve Box Adjusted to Grade (multiple within City Limits)

(5). Existing Plans, Copy of Destape, and SLD's have been placed in following location in project folder:
Scopes

12. ALIGNMENT: New ☐ Existing ☒ Combination ☐ Journalized Alignment ☐

13. PROFILE: New ☐ Combination ☐ Salvage ☒

14. SCHEMATIC PLAN: Yes ☒ No ☐

At minimum, provide location map that shows overview of project (corp limits, suspend/resume, guardrail/bridge/culvert work, other miscellaneous work). Plan sheets are required since this project is within the City of Delaware.

15. TYPICAL SECTION: Yes ☒ No ☐

16. REST AREAS: Yes ☐ No ☒

17. INTERCHANGES: Yes ☐ No ☒

18. SERVICE ROADS: Yes ☐ No ☒

19. SIDE ROADS: Yes ☒ No ☐

Pavement at all approaches should extend back to the right of way limits, with a minimum distance of 20' beyond the edgeline with the following exceptions:

Scoper Note – Refer to the How To For Scope of Services to get the standard language for paving on side roads when the project is an overlay or a mill/fill.

20. DRIVEWAYS: Yes ☐ No ☒

21. MAILBOX APPROACHES: Yes ☐ No ☒

22. DESIGN SPEED: DEL-36: 55, 45, 35, 25 mph
DEL-521: 25 mph

23. TRAFFIC DATA:

	OPENING DAY (2025)		DESIGN YEAR (2037)	
	ADT	ADTT	ADT	ADTT
DEL-36-7.25-10.425				
DEL-521-0.00-0.18				

24. Crash Analysis: Yes ☒ No ☐ Possible ☐ (To Be Determined)
This project does require a crash analysis. An email requesting the crash analysis was sent on XX/XX/XX to the D6 Safety Team, and a response was requested by XX/XX/XX. Any recommendations based on the results of the crash analysis have been added to the scope. A copy of the crash analysis has been placed within the following folder: Q:\Safety Studies\Crash Analysis Documents

25. ADDITIONAL SAFETY IMPROVEMENTS: Yes ☐ No ☐ Possible ☒ (To Be Determined)

If applicable describe below (examples: chevron signs at curves, striping adjustments, advance warning signing, shoulder widening at curves, etc to fit as cost effective improvements within the general scope of the project …):

26. COMPLETE STREETS CONSIDERATION: Yes ☒ No ☐
ADA Curb Ramps required at crosswalk locations within City Limits.

27. ITS (Paul Beck): Yes ☐ No ☒

28. RUMBLE STRIPS/RUMBLE STRIPES: Yes ☐ No ☒ Possible ☐ (To Be Determined)

29. TSMO (Greg Channel): Yes ☐ No ☒

30. LIGHTING: Yes ☐ No ☒

31. SIGNING: Yes ☐ No ☒

32. SIGNALS: Yes ☐ No ☒

33. PAVEMENT MARKING: Yes ☒ No ☐
Item 644 – Thermoplastic Pavement Marking
Item 646 – Epoxy Pavement Marking (for all concrete bridge decks)

All center lines shall be 4". All edge lines and lane lines shall be 4".

All channelizing lines shall be 8".

Investigate the Stop Bars at side roads within the project limits.

34. DELINEATION:

Barrier Reflectors: Yes ☒ No ☐

Delineators: Yes ☐ No ☒

Raised Pavement Markers: Yes ☒ No ☐

35. GUARDRAIL: Yes ☒ No ☐

Example Wording - Designer shall investigate the existing guardrail height and end treatment. Any substandard guardrails within the project limits shall be replaced. For resurfacing, GR height must be ±2.5" of 29" (26.5" min) per SCD GR 1.1.

36. DRAINAGE/CULVERTS: Yes ☐ No ☒

a. Perform a 3" mill/fill pavement repair at all culverts that have been capped with concrete.
b. Aggregate drains need to be installed in all full depth repair locations.

37. BRIDGES (Tim Peddicord): Yes ☒ No ☐

If applicable see attached Bridge Scope of Work

38. INVESTIGATE PREFABRICATED STRUCTURE: Yes ☐ No ☒

39. SUBSURFACE INVESTIGATION: Yes ☐ No ☒

40. RETAINING WALLS: Yes ☐ No ☒

41. NOISE WALL: Yes ☐ No ☒

42. MAINTENANCE OF TRAFFIC: Yes ☒ No ☐

Lane closure hour restrictions, *details*. Lane closures anticipated to be *details*. Final coordination with MOT Engineer.

Add a note to the plan that requires the contractor to obtain all applicable R/W use permits prior to installation of MOT detour signing.

Special Events:

43. MAINTENANCE OF PEDESTRIAN TRAFFIC: Yes ☐ No ☒

44. BIKEWAYS: Yes ☐ No ☒

45. MASS TRANSPORTATION: Yes ☐ No ☐ Possible ☒ (To Be Determined)

46. RAILROADS: Yes ☒ No ☐

Designer to coordinate with CSX Railroad for crossings at DEL-36 SLM 9.368. **Agreement will be required.** Initial coordination should begin immediately and be sent out with "Begin In-House Design" submittal.

47. MAINTENANCE OF RAILROAD TRAFFIC: Yes ☒ No ☐

Designer to coordinate with CSX Railroad for crossings at DEL-36 SLM 9.368. Agreement will be required. Initial coordination should begin immediately and be sent out with "Begin In-House Design" submittal.

48. AERIAL PHOTOGRAPHY AND/OR MAPPING: Yes ☐ No ☒

49. FIELD SURVEYS: Yes ☐ No ☒

50. R/W ACQUISITION ANTICIPATED: Yes ☐ No ☒

51. R/W ENCROACHMENT: Yes ☐ No ☐ Possible ☒ (To Be Determined)

52. UTILITY IMPACTS ANTICIPATED: Yes ☐ No ☒

1. No utility impact anticipated on this project due to the scope of the work in relation to the proximity to the existing utilities within the construction limits of the project.
2. All aerial crossings of utilities will need to be taken into consideration because they will remain during project.
3. If any depth of pavement changes, take underground utilities into consideration at the impacted station locations if applicable.
4. All guardrail replacements must be placed in the same location or it is the expectation of the contractor to place the guardrail in locations that do not cause conflicts with underground utilities.

Designer Note – Please add the following plan note –

UTILITIES:

THE ODOT CONTRACTOR IS REQUIRED TO CONTACT OHIO811 A MINIMUM OF 48 HOURS EXCLUDING WEEKENDS AND HOLIDAYS TO PERMIT ALL UNDERGROUND UTILITIES AN OPPORTUNITY TO MARK THEIR LINES. IT IS ALSO THE ODOT CONTRACTOR'S RESPONSIBILITY TO CONTACT ALL NON-MEMBERS OF OHIO811. DIRECTLY A MINIMUM OF 48 HOURS' NOTICE EXCLUDING WEEKENDS AND HOLIDAYS TO PROVIDE THEM WITH THE SAME OPPORTUNITY.

IT IS ODOT'S EXPECTATION THAT ALL GUARD RAIL POSTS WILL BE INSTALLED IN THE SAME LOCATIONS AND THERE WILL BE NO DISRUPTION TO UNDERGROUND UTILITIES. IF THERE IS A UTILITY MARKING WITHIN THE TOLERANCE ZONE OF A UTILITY LOCATE FROM THE PROPOSED GUARDRAIL PLACEMENT IT IS THE ODOT CONTRACTORS RESPONSIBILITY TO DIRECTLY CONTACT THE IMPACTED UTILITY AND WORK WITH THEM TO FIND A SOLUTION THAT DOES NOT CHANGE THE GUARDRAIL

PLACEMENT OR DAMAGE THE EXISTING UTILITY. NO UTILITY RELOCATION WILL BE REIMBURSED NOR WILL DELAY CLAIMS BE PERMISSIBLE BASED ON A LACK OF COORDINATION BETWEEN THE ODOT CONTRACTOR AND THE IMPACTED UTILITY.

53. ENVIRONMENTAL DOCUMENT TYPE ANTICIPATED:

C1 ☒
C2 ☐
D1 ☐
D2 ☐
D3 ☐
Other Higher Level Document ☐

54. PROJECT LIMITS WITHIN FLOODPLAIN: Yes ☒ No ☐

Possible small encroachment on US-36. The current environmental document level, C1, requires no further coordination.

See Floodplain Maps located at:
Q:\Bridge\Bridge Maps\Floodplain

Shortcut of map also copied into project folder:
Delaware.pdf

55. ENVIRONMENTAL ISSUES ANTICIPATED:

(Reference Floodplain above if applicable. Other issues may include: Waterway permits, Wetland impacts, Impacts to historically or culturally significant areas, impacts to wildlife and/or trees, impacts within Darby, or Olentangy watershed, etc….)

56. FENCING: Yes ☐ No ☒

57. LEGISLATION: Yes ☒ No ☐

Participatory legislation will be required for this project. ODOT's funds are capped on this project at $85k/LM, the City of Delaware funding contribution is currently estimated at ~$375.5k for the surface related items. Any full depth pavement repairs, special striping, curb ramps, signal upgrades, etc., will be funding 100% by the City of Delaware and are not currently estimated at this time.

58. OTHER WORK NOT DESCRIBED ABOVE: Yes ☐ No ☒

59. DELIVERABLES REQUIRED (but not limited to):

- Prelim Coordination Plan (Env and R/R)
- Stage 3 Plan for Review
- Final Plan Package

All Project Development to follow the current version of the ODOT Plan Development Process and applicable Design Manuals.

BRIDGE SCOPE OF WORK

- **DEL-36-9.838, SFN 2100851, over Delaware Run – 16' long culvert**

GUARDRAIL SCOPE OF WORK

- Curb / Gutter after Applegate
- New signal at Valleyside / Carson Farms – Suspend Reserve
  Linear Grading where ever no curb. Curb in various locations
- SLM for ~~begin~~. 7, 25
  Developer permit paving entire width
  Should stop at permit Jon Sending
- 37 detour for 36 widening

Start Point at Conc/Aspk. Jt under bridge.

36/23 SB — Pave to Ramp Bridge

Henry — City Standard for CW's at Bike Path
Pave back to CW.

Don't mess w/curb

(D.2) Union — Loops possible. Ladder CW's
↳ Stay away from Loops Brick corners

Sandusky — Jon to find out about loops.
Had angled CW.

Franklin — Poss loops, Brick corners /
Utility trench west leg

Parking meters — Need Note for covering
waring about closing.

Washington — Needs new domes. Stop bar
far back.

Liberty — NE Corner Escape Area
needs paved? Yes

Catherine — Back to ~~Exit~~ SB

Ex. Full Depth repairs

King —
Montrose —) Stop Bar
Columbus —

R/R — need Flaggers
Prior to Applegate — wide shoulder RPM's E/L C/L
Diff. typical/- No curb - Linear Grading/stone at edge

PEL-521, 111608:

- 521 & 37 → don't pave thru int., just paved in 19

- no parking signs on contractor

- bad rut ~~#~~ in SB right lane rwp on the N. side of the intersection – FD repair
  ↓ S of intersection

- winter street:
  ↳ pave just in front of cw on both sides

may be a utility that has settled.

- 36 → all 4 crosswalks paved.