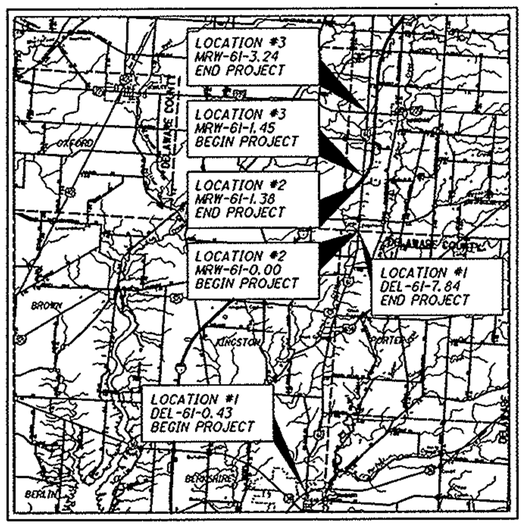
DEL - SR-61-0.43;MRW-61-0.00;MRW-61-1.45
090363 PID - 78153
Dist 6 7/15/2009

STATE OF OHIO
DEPARTMENT OF TRANSPORTATION

DEL-61-0.43, MRW-61-0.00, MRW-61-1.45

BERKSHIRE TOWNSHIP, KINGSTON TOWNSHIP, PORTER TOWNSHIP, BENNINGTON TOWNSHIP, DELAWARE COUNTY, MORROW COUNTY



LOCATION MAP

DEL-61-0.43 = LAT.: N 40° 17' 43" / LONG.: W 82° 50' 59"
LAT / LONG = CENTER OF PRIMARY ROUTE

0 1 2 3 4 5
SCALE OF MILES

N

PORTION TO BE IMPROVED
INTERSTATE & DIVIDED HIGHWAY
UNDIVIDED STATE & FEDERAL ROUTES
OTHER ROADS

DESIGN DESIGNATION

CURRENT ADT (2009)	6,975
DESIGN YEAR ADT (2019)	8,503
DESIGN HOURLY VOLUME (2019)	354
DIRECTIONAL DISTRIBUTION	50%
TRUCKS (24 HOUR B & C)	5%
DESIGN SPEED	45
LEGAL SPEED	35
LANE ADTT	186

INDEX OF SHEETS:

EARTH DISTURBANCE AREA

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

DESIGN FUNCTIONAL CLASSIFICATION

DEL-61-0.43	RURAL MAJOR COLLECTOR
MRW-61-0.00	RURAL MAJOR COLLECTOR
MRW-61-1.45	RURAL MAJOR COLLECTOR

PROJECT DESCRIPTION

THIS PROJECT CONSISTS OF PAVEMENT REPAIRS AND RESURFACING A TOTAL OF 10.58 MILES OF SR-61 WITH IN DELAWARE AND MORROW COUNTIES.

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

PLANS CERTIFIED BY:
Name: Robert Kinsella Date: 4/17/2009
Ohio Department of Transportation
District Six Production

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	9/5/2006						
MT-97.12	9/5/2006						
MT-99.20	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-82.10	4/19/2002						
MT-101.90	1/16/2009						

SUPPLEMENTAL SPECIFICATIONS

800-2008	4/17/09
832	5/5/2009

SPECIAL PROVISIONS

STATE OF OHIO
DAVID P. POLING
56872
REGISTERED PROFESSIONAL ENGINEER

Signed David P. Poling
Date: 4/17/2009

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

Approved Thomas J. Welter
Date 5-10-09 District Deputy Director, Department of Transportation

Approved LaRue M. Holbrook II
Date 5-11-09 Director, Department of Transportation

FEDERAL PROJECT NO. E081(091)
PID NO. 78153
CONSTRUCTION PROJECT NO.
RAILROAD INVOLVEMENT NONE
DEL-61-0.43
1/32

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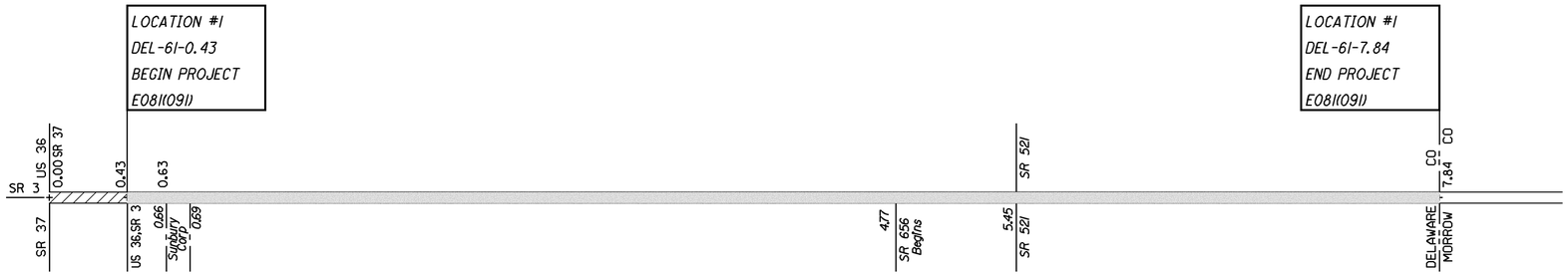
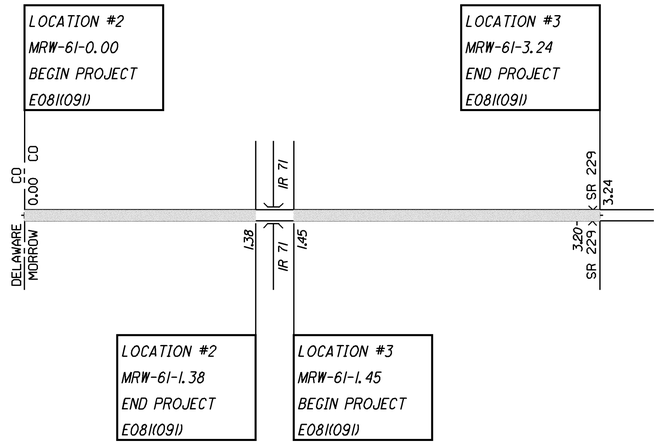


DEL-61 SLM 0.43 TO SLM 7.84



MRW-61 SLM 0.00 TO SLM 1.38
MRW-61 SLM 1.45 TO SLM 3.24

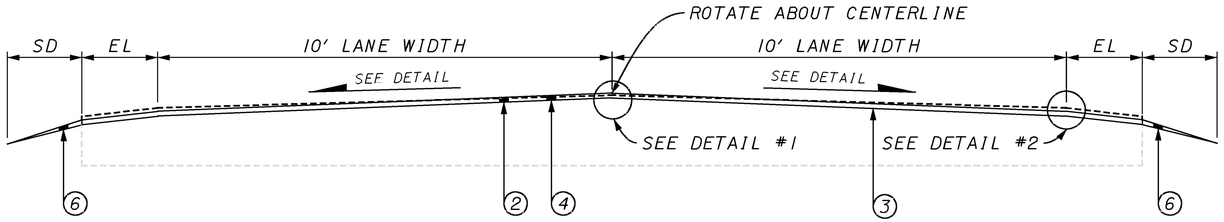
CALCULATED RDK
CHECKED

STRAIGHT LINE DIAGRAM

DEL-61-0.43

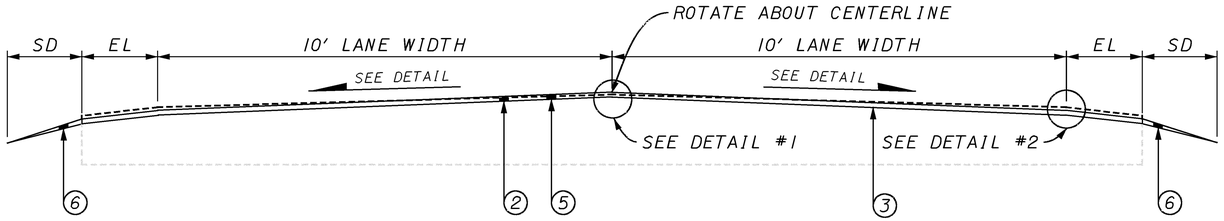
TYPICAL NOTES

SD = SEE SHOULDER DETAIL ON PLAN SHEET 6/32
EL = PLACE EDGELINE 3' FROM THE EDGE OF PAVEMENT
FOR ADDITIONAL INFORMATION ON PARTIAL DEPTH PAVEMENT REPAIRS, PAVEMENT REPAIR, AND SHOULDER RESHAPING. SEE PLAN SHEETS 5/32 AND 9/32



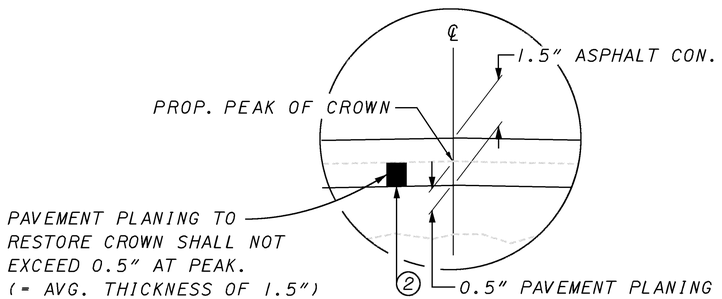
TYPICAL #1

DEL-61 SLM 0.43 TO SLM 1.36, DEL-61 SLM 1.57 TO SLM 1.66
DEL-61 SLM 1.94 TO SLM 7.30, DEL-61 SLM 7.43 TO SLM 7.84



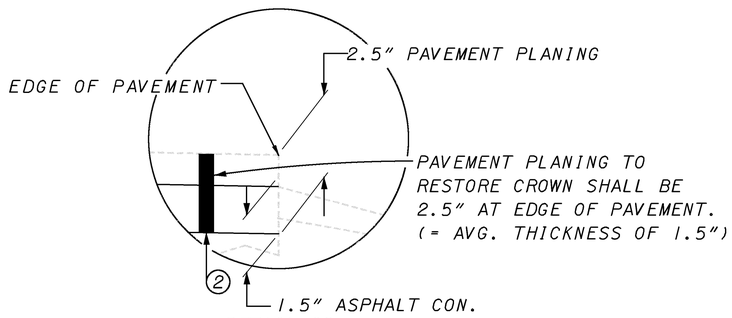
TYPICAL #2

MRW-61 SLM 0.00 TO SLM 1.38, MRW-61 SLM 1.45 TO SLM 3.24



DETAIL #1

PAVEMENT PLANING
TO RESTORE CROWN



DETAIL #2

PAVEMENT PLANING
TO RESTORE CROWN

PLANING DETAILS

TYPICAL LEGEND

(1) ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR, AS PER PLAN
(2) ITEM 254 - 1.5" AVERAGE DEPTH PAVEMENT PLANING, ASPHALT CONCRETE (CROWN RESTORATION)
(3) ITEM 407 - TACK COAT @ 0.075 PER SY. YD.
(4) ITEM 446 - 1.5" ASPHALT CONCRETE SURFACE COURSE, TYPE I, PG64-22
(5) ITEM 446 - 1.5" ASPHALT CONCRETE SURFACE COURSE, TYPE IH
(6) ITEM 617 - SHOULDER RECONDITIONING MISC. (RESHAPING SHOULDER)

CALCULATED RDK | CHECKED

TYPICAL SECTION

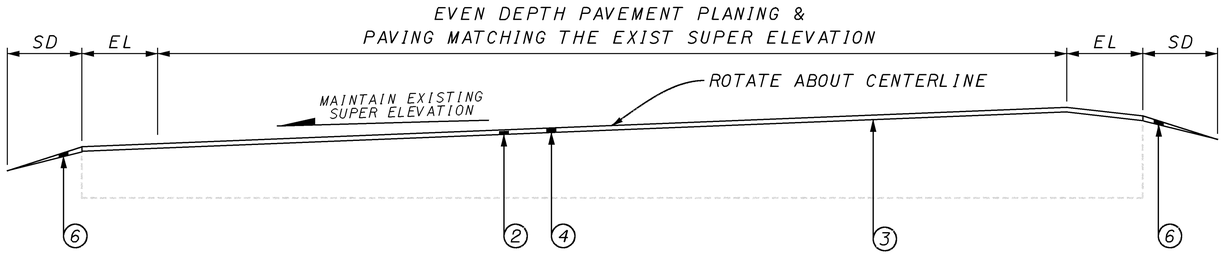
DEL-61-0.43

CALCULATED RDK | CHECKED CS

TYPICAL SECTION

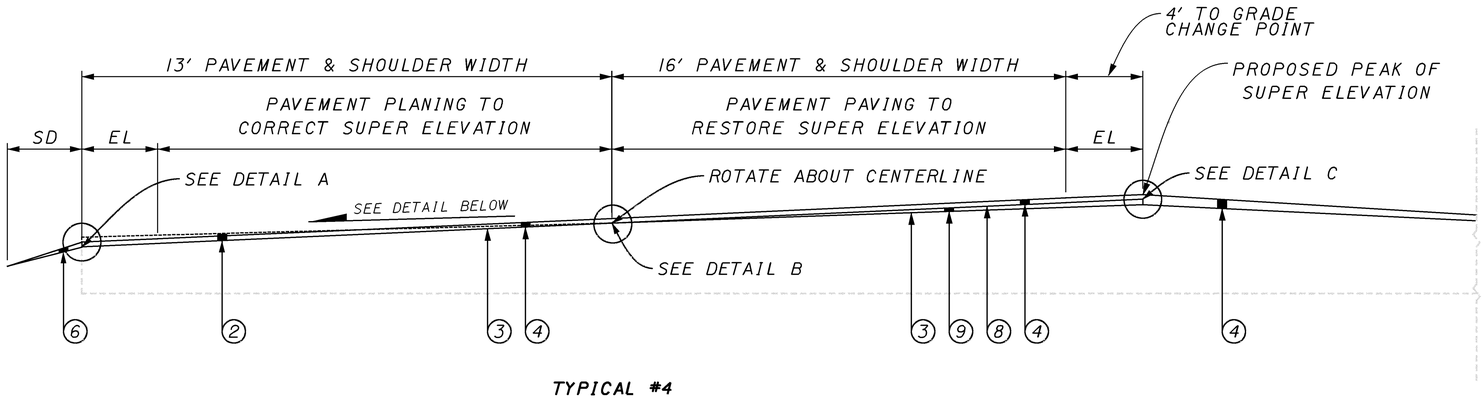
TYPICAL NOTES

SD = SEE SHOULDER DETAIL ON PLAN SHEET 6/32
EL = PLACE EDGELINE 3' FROM THE EDGE OF PAVEMENT
FOR ADDITIONAL INFORMATION ON PARTIAL DEPTH PAVEMENT REPAIRS, PAVEMENT REPAIR, AND SHOULDER RESHAPING. SEE PLAN SHEETS 5/32 AND 9/32



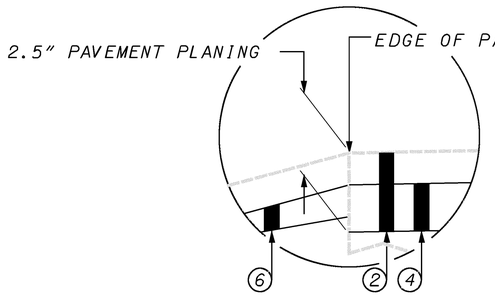
TYPICAL #3

DEL-61 SLM 1.41 TO SLM 1.53, DEL-61 SLM 1.71 TO 1.75
DEL-61 SLM 1.84 TO SLM 1.89, DEL-61 SLM 7.35 TO 7.38



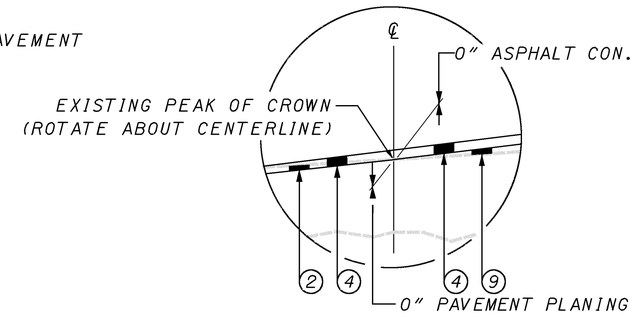
TYPICAL #4

DEL-61 SLM 1.47 / STA. 64+00 TO SLM 1.49 / STA. 66+50



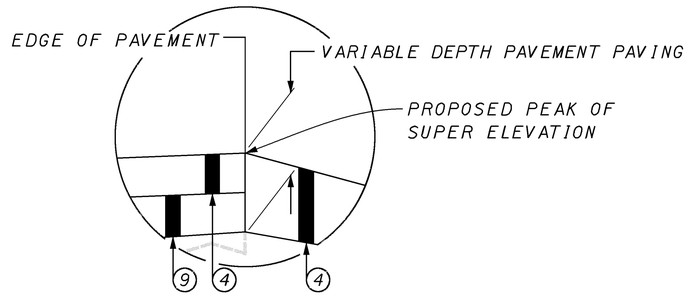
DETAIL A

PAVEMENT PLANING
TO IMPROVE SUPERELEVATION



DETAIL B

PAVEMENT PLANING & PAVING
TO IMPROVE SUPERELEVATION



DETAIL C

PAVEMENT PAVING
TO IMPROVE SUPER ELEVATION

TYPICAL LEGEND

1. ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR, AS PER PLAN
2. ITEM 254 - 1.5" AVERAGE DEPTH PAVEMENT PLANING, ASPHALT CONCRETE (CROWN RESTORATION)
3. ITEM 407 - TACK COAT @ 0.075 PER SY. YD.
4. ITEM 446 - 1.5" ASPHALT CONCRETE SURFACE COURSE, TYPE I, PG64-22
5. ITEM 446 - 1.5" ASPHALT CONCRETE SURFACE COURSE, TYPE IH
6. ITEM 617 - SHOULDER RECONDITIONING MISC. (RESHAPING SHOULDER)
7. ITEM 254 - 3" AVERAGE DEPTH PAVEMENT PLANING, ASPHALT CONCRETE
8. ITEM 407 - TACK COAT, INTERMEDIATE COURSE @ 0.05 PER SY. YD.
9. ITEM 446 - ASPHALT CONCRETE SURFACE COURSE, TYPE I, PG64-22 (VARIABLE DEPTH)

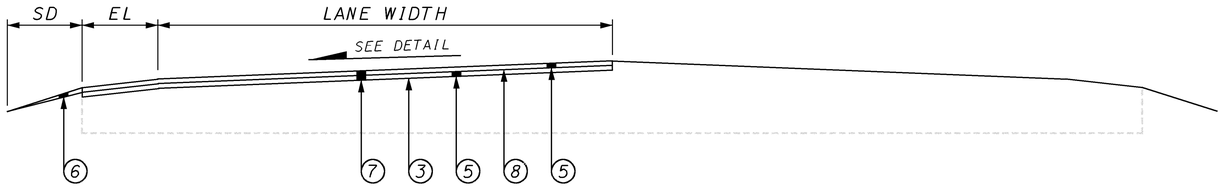
DEL-61-0.43

TYPICAL NOTES

SD = SEE SHOULDER DETAIL ON PLAN SHEET 6/32

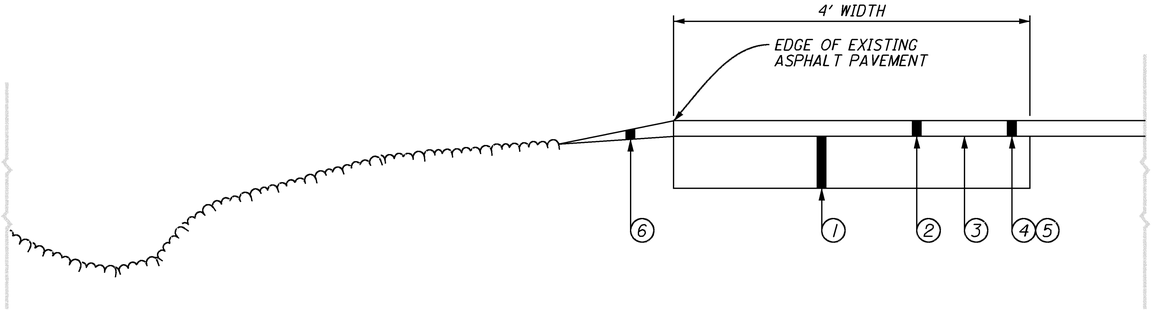
EL = PLACE EDGELINE 3' FROM THE EDGE OF PAVEMENT

FOR ADDITIONAL INFORMATION ON PARTIAL DEPTH PAVEMENT REPAIRS, PAVEMENT REPAIR, AND SHOULDER RESHAPING. SEE PLAN SHEETS 5/32 AND 9/32



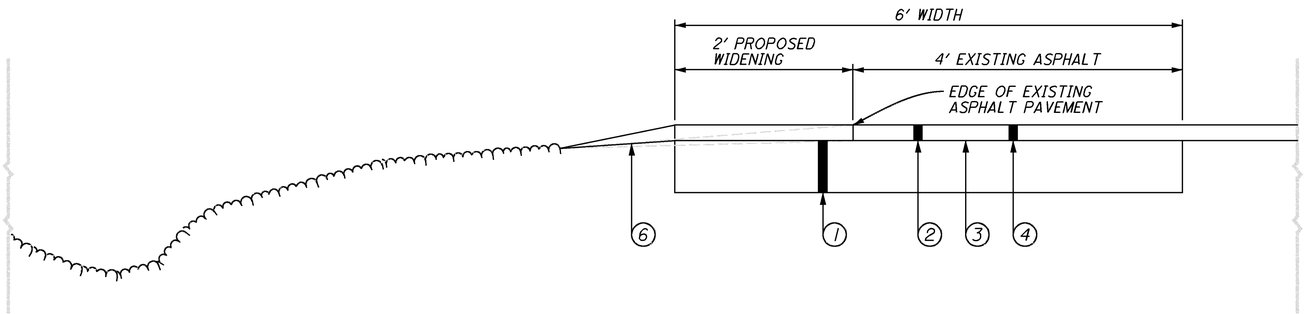
TYPICAL #5

MRW-61 SLM 3.25 TO SLM 3.33, MRW-229 SLM 5.23 TO SLM 5.25



PARTIAL DEPTH PAVEMENT REPAIR A.P.P. DETAIL #1

DEL91 SLM 0.43 TO SLM 1.43, DEL-61 SLM 2.43 TO SLM 4.43, DEL-61 SLM 5.43 TO 7.84, MRW-61 SLM 0.00 TO 1.38, MRW-61 SLM 1.45 TO SLM 3.24



PARTIAL DEPTH PAVEMENT REPAIR A.P.P. DETAIL#2

DEL-61 SLM 1.43 TO SLM 2.43, DEL-61 SLM 4.43 TO SLM 5.43

TYPICAL LEGEND

(1) ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR, AS PER PLAN
(2) ITEM 254 - 1.5" AVERAGE DEPTH PAVEMENT PLANING, ASPHALT CONCRETE (CROWN RESTORATION)
(3) ITEM 407 - TACK COAT @ 0.075 PER SY. YD.
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(5) ITEM 446 - 1.5" ASPHALT CONCRETE SURFACE COURSE, TYPE IH
(6) ITEM 617 - SHOULDER RECONDITIONING MISC. (RESHAPING SHOULDER)
(7) ITEM 254 - 3" AVERAGE DEPTH PAVEMENT PLANING, ASPHALT CONCRETE
(8) ITEM 407 - TACK COAT, INTERMEDIATE COURSE @ 0.05 PER SY. YD.
(9) ITEM 446 - ASPHALT CONCRETE SURFACE COURSE, TYPE I, PG64-22 (VARIABLE DEPTH)

CALCULATED RDK | CHECKED CJS

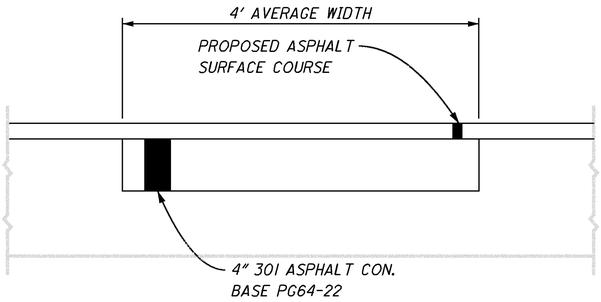
TYPICAL SECTION

DEL-61-0.43

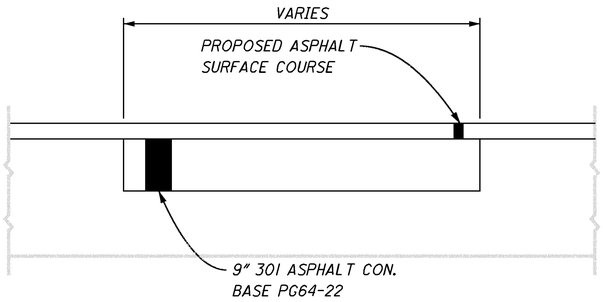
CALCULATED RDK | CHECKED CJS

TYPICAL SECTION

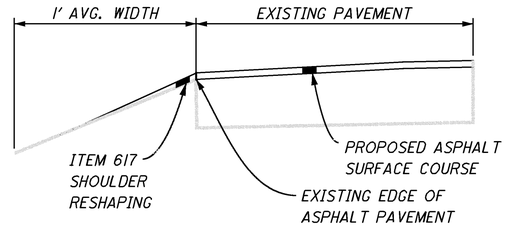
PARTIAL DEPTH PAVEMENT REPAIR A.P.P. DETAIL #3



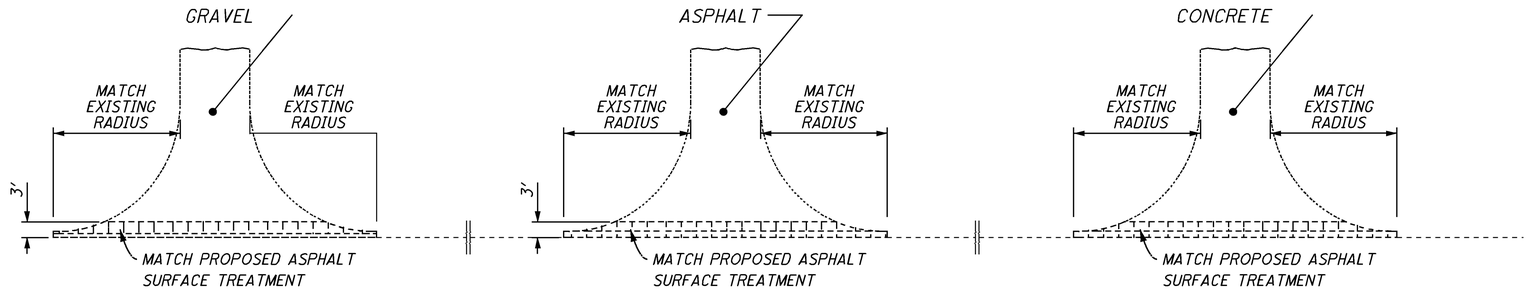
FULL DEPTH PAVEMENT REPAIR A.P.P.



SHOULDER DETAIL

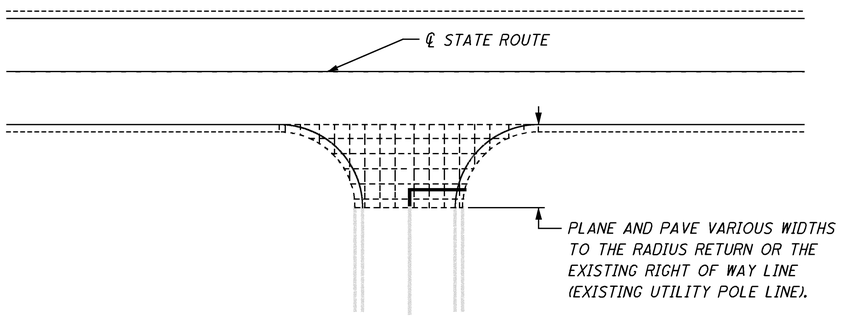


FOR ADDITIONAL INFORMATION ON PARTIAL DEPTH PAVEMENT REPAIRS, PAVEMENT REPAIR, AND SHOULDER RESHAPING. SEE PLAN SHEETS 5/32 AND 9/32



TYPICAL DRIVEWAY APPROACH DETAILS

FOR MORE INFORMATION INVOLVING TAPERS AND FEATHERING REFER TO STANDARD DRAWING BP-3.1 AND PLAN SHEETS 8/32



NAMED COUNTY AND TOWNSHIP ROAD INTERSECTIONS

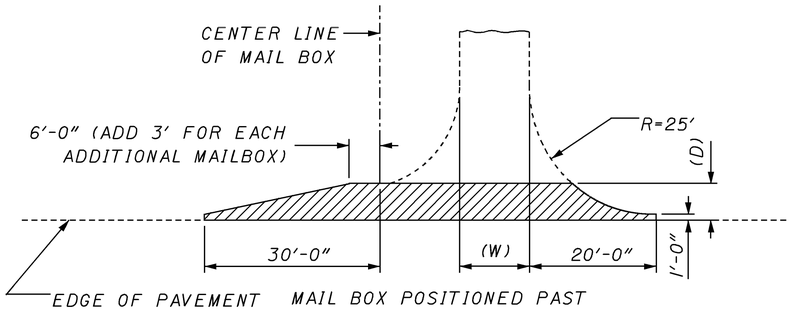
DELAWARE COUNTY AND TOWNSHIP ROADS
BLAYNEY ROAD (SEE SUPER ELEVATION PAVING DETAILS)
STOCKWELL ROAD
ROSECRANS ROAD
MONKEY HOLLOW ROAD
WILDWOOD LANE ROAD
WILSON ROAD
SR-656
SR-521
BEACOM ROAD
CHAMBERS ROAD
KILBOURNE ROAD
HILL STREET

MORROW COUNTY AND TOWNSHIP ROADS
WEST LIBERTY - MOUNT VERNON ROAD
CRALL ROAD
WATSON ROAD
SR-229

TYPICAL INTERSECTION DETAIL

DEL-61-0.43

MAILBOX APPROACH DETAILS



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

COMBINED DRIVEWAY & MAIL BOX APPROACH DETAIL

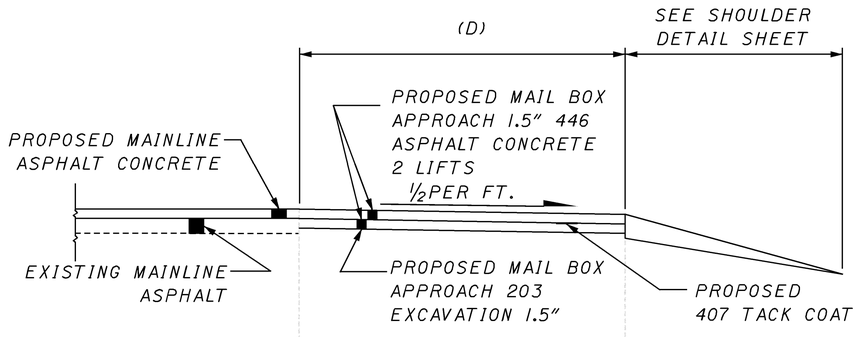
COMBINED DRIVEWAY & MAIL BOX APPROACH DETAIL

THE EXISTING MAIL BOX POSITION SHALL REMAIN. DIMENSION (D) SHALL NOT EXCEED 6'.

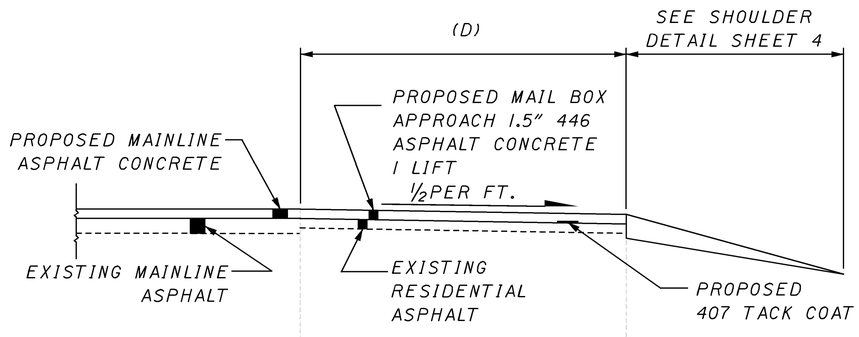
*FOR TYPICAL MAIL BOX APPROACH AND OTHER ADDITIONAL INFORMATION SEE STA. DWG. BP 4.1 (7/16/04)

LEGEND

▨ PORTION TO BE IMPROVED SEE PLAN SHEET 17/32



TYPICAL #1
MAILBOX APPROACH



TYPICAL #2
MAILBOX APPROACH

CALCULATED RDK | CHECKED CS

TYPICAL SECTION

DEL-61-0.43

7
32

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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.

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.

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 6/32. 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 - SHOULDER RECONDITIONING MISC: RESHAPING SHOULDER ON PLAN SHEET 6/32 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 - SHOULDER RECONDITIONING MISC: RESHAPING SHOULDER.

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 AND DEL-CO WATER @ (740)548-7746. 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.

CALCULATED RDK | CHECKED CJS

GENERAL NOTES

DEL-61-0.43

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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 AS PER PLAN 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 6/32.

NO MORE PARTIAL DEPTH PAVEMENT REPAIR SHALL BE STARTED AND PERFORMED THAN CAN BE COMPLETED IN THE SAME WORKING DAY AND ALL REPAIRED AREAS ARE TO BE INCLUDED INTO THE GENERAL RESURFACING.

DEL-61 (SEE PARTIAL DEPTH PAVEMENT REPAIR DETAIL #3)
"AS DIRECTED BY THE ENGINEER" = 3,310 SQ.YD.

MRW-61 (SEE PARTIAL DEPTH PAVEMENT REPAIR DETAIL #3)
"AS DIRECTED BY THE ENGINEER" = 1,655 SQ.YD.

ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR, AS PER PLAN:
= 4,965 SQ.YD.

ITEM 253 - PAVEMENT REPAIR, AS PER PLAN:
ALL REPAIR AREAS SHALL BE DETERMINED BY THE PROJECT ENGINEER AT 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 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 6/32. NO MORE PAVEMENT REPAIR, AS PER PLAN SHALL BE STARTED AND PERFORMED THAN CAN BE COMPLETED IN THE SAME WORKING DAY. ALL THE PAVEMENT REPAIR WORK AREAS SHALL COMPLETED PRIOR TO RESURFACING AND ALL REPAIRED AREAS ARE TO BE INCLUDED INTO THE GENERAL RESURFACING.

"AS DIRECTED BY THE ENGINEER" = 50 CU.YDS.

ITEM 253 - PAVEMENT REPAIR, AS PER PLAN: = 50 CU.YDS.

ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN:
THE CONTRACTOR SHALL BE TOTALLY RESPONSIBLE FOR ANY AND ALL DAMAGE TO THE CONTRACTORS EQUIPMENT THAT MAY RESULT FROM THE PLANING OPERATION, INCLUDING DAMAGE CAUSED BY CASTINGS AND LOOP DETECTORS. THE DEPTH OF PLANING CLOSE TO THE CASTINGS SHALL BE AS DIRECTED TO ACHIEVE A SMOOTH RIDING FINISHED PAVEMENT.

NO PLANED PAVEMENT SHALL BE LEFT EXPOSED TO TRAFFIC FOR MORE THAN FIVE CONSECUTIVE DAYS PRIOR TO THE PLACEMENT OF THE ASPHALT CONCRETE SURFACE COURSE.

THE PROPOSED PAVEMENT PLANING, ASPHALT CONCRETE SHALL VARY IN THICKNESS FROM 0.5" INCHES AT THE CROWN (CENTERLINE) TO A MAXIMUM DEPTH OF 2.5" INCHES AT THE ASPHALT PAVEMENT EDGE AS SHOWN ON THE TYPICAL SECTIONS. IN AREAS THAT ARE SUPER ELEVATED THE PROPOSED PAVEMENT PLANING ASPHALT CONCRETE SHALL TRANSITION (APPROXIMATELY 250' BEFORE THE PC OF THE CURVE) FROM THE VARYING DEPTHS LISTED ABOVE TO AN EVEN DEPTH OF 1.5" FOR THE LENGTH OF THE CURVE AND TRANSITION FROM THE EVEN THICKNESS OF 1.5" BACK TO THE VARYING DEPTH LISTED ABOVE (APPROXIMATELY 250' AFTER THE PT OF THE CURVE) AS LISTED BELOW AND SHOWN ON PLAN SHEETS 3/32 TO 6/32. ALL CHANGES IN CROSS SLOPE SHALL ROTATE ABOUT THE CENTERLINE OF THE EXISTING ROADWAY.

CURVE #1 (PC SLM 1.41 TO PT SLM 1.53)
BEGIN PLANING TRANSITION FROM CROWN RESTORATION PLANING AT SLM 1.36 TO EVEN DEPTH PLANING AT SLM 1.41 (PC). BEGIN EVEN DEPTH PAVEMENT PLANING AT SLM 1.41 (PC) AND MAINTAIN CONSISTENT SUPER ELEVATION THROUGH OUT CURVE TO SLM 1.53 (PT). SEE PAVEMENT PLANING AND ASPHALT PAVING DETAILS ON PLAN SHEETS 18/32 TO 20/32 FOR SPECIAL WORK BETWEEN SLM 1.41 (PC) AND SLM 1.53 (PT). BEGIN PLANING TRANSITION FROM EVEN DEPTH PLANING AT SLM 1.53 (PT) AND TRANSITION TO CROWN RESTORATION PLANING AT SLM 1.57.

CURVE #2 (PC SLM 1.71 TO PT SLM 1.75)
BEGIN PLANING TRANSITION FROM CROWN RESTORATION PLANING AT SLM 1.66 TO EVEN DEPTH PLANING AT SLM 1.71 (PC). BEGIN EVEN DEPTH PAVEMENT PLANING AT SLM 1.75 (PC) AND MAINTAIN CONSISTENT SUPER ELEVATION THROUGH OUT CURVE TO SLM 1.75 (PT). BEGIN PLANING TRANSITION FROM EVEN DEPTH PLANING AT SLM 1.75 (PT) AND TRANSITION TO CROWN RESTORATION PLANING AT SLM 1.80.

CURVE #3 (PC SLM 1.84 TO PT SLM 1.89)
BEGIN PLANING TRANSITION FROM CROWN RESTORATION PLANING AT SLM 1.80 TO EVEN DEPTH PLANING AT SLM 1.84 (PC). BEGIN EVEN DEPTH PAVEMENT PLANING AT SLM 1.89 (PC) AND MAINTAIN CONSISTENT SUPER ELEVATION THROUGH OUT CURVE TO SLM 1.89 (PT). BEGIN PLANING TRANSITION FROM EVEN DEPTH PLANING AT SLM 1.89 (PT) AND TRANSITION TO CROWN RESTORATION PLANING AT SLM 1.94.

CURVE #4 (PC SLM 7.35 TO PT SLM 7.38)
BEGIN PLANING TRANSITION FROM CROWN RESTORATION PLANING AT SLM 7.30 TO EVEN DEPTH PLANING AT SLM 7.35 (PC). BEGIN EVEN DEPTH PAVEMENT PLANING AT SLM 7.35 (PC) AND MAINTAIN CONSISTENT SUPER ELEVATION THROUGH OUT CURVE TO SLM 7.38 (PT). BEGIN PLANING TRANSITION FROM EVEN DEPTH PLANING AT SLM 7.38 (PT) AND TRANSITION TO CROWN RESTORATION PLANING AT SLM 7.43.

APPROXIMATELY 5000 TONS OF THE GRINDINGS REMOVED BY THIS ITEM SHALL BE HAULED TO THE MORROW COUNTY OUTPOST LOCATED AT THE IR-71 AND SR-95 INTERCHANGE FOR STORAGE. THE EXACT PLACEMENT OF THE GRINDINGS SHALL BE AS DIRECTED BY THE DEPARTMENT'S MORROW COUNTY MANAGER WHO CAN BE REACHED AT 1-419-946-2921. THE CONTRACTOR SHALL PROVIDE A MEANS OF CONTINUOUSLY PILING THE GRINDINGS AT THIS LOCATION DURING THE PAVEMENT PLANING OPERATIONS.

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

DEL-61 AND COUNTY RD. 54 (MONKEY HOLLOW RD.)
DEL-61 AND TOWNSHIP RD. 66 (BEACON RD.)
DEL-61 AND TOWNSHIP RD. 63 (CHAMBERS RD.)

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: = 3 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.

DEL-61 AND COUNTY RD. 68 (BLAYNEY RD.)
DEL-61 AND TOWNSHIP RD. 69 (ROSECRANS RD.)
DEL-61 AND SR-656
DEL-61 AND SR-521
DEL-61 AND COUNTY RD. 65 (KILBOURNE RD.)
DEL-61 AND THE MORROW / DELAWARE COUNTY LINE
MRW-61 AND COUNTY RD. 15 (WEST LIBERTY / MOUNT VERNON RD.)
MRW-61 AND COUNTY RD. 15 (WEST LIBERTY / MOUNT VERNON RD.)
MRW-61 AND COUNTY RD. 217 (WATSON RD.)

ITEM 604 - MONUMENT BOX ADJUSTED TO GRADE: = 9 EACH

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.

ITEM 407 - TACK COAT FOR INTERMEDIATE 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 0.05 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.

ITEM 446 - ASPHALT CONCRETE, SURFACE COURSE TYPE 1, PG64-22:
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.

ALL PLANED PAVEMENT SHALL BE RESURFACED WITH 1.5" OF ITEM 446 - ASPHALT CONCRETE SURFACE COURSE TYPE 1, PG64-22 WITHIN FIVE CONSECUTIVE WORK DAYS.

CALCULATED RDK | CHECKED CJS

GENERAL NOTES

DEL-61-0.43

ITEM 446 – 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.

ALL PLANED PAVEMENT SHALL BE RESURFACED WITH 1.5" OF ITEM 446 – ASPHALT CONCRETE SURFACE COURSE TYPE 1H WITHIN FIVE CONSECUTIVE WORK DAYS.

ITEM 617 - SHOULDER RECONDITIONING, MISC, (RESHAPING SHOULDER):
THIS ITEM OF WORK SHALL CONSIST OF LOOSENING THE EXISTING AGGREGATE SHOULDER TO DEPTH OF 1 TO 2 INCHES AND AN AVERAGE WIDTH OF ONE FOOT. RESHAPING AND COMPACTING THE LOOSENED MATERIAL AS NECESSARY TO MATCH THE PROPOSED ASPHALT SURFACE COURSE. THE FOLLOWING QUANTITIES HAVE BEEN PROVIDED TO ASSURE THAT THERE IS NO DROP-OFF AND SHALL BE USED AS DIRECTED BY THE PROJECT ENGINEER.

ITEM 617 - COMPACTED AGGREGATE:
"AS DIRECTED BY THE ENGINEER" = 1,068 CU. YDS.

ITEM 617 - COMPACTED AGGREGATE: = 1,068 CU. YDS.

ITEM 617 – WATER:
"AS DIRECTED BY THE ENGINEER" = 2 M/GAL.

ITEM 617 – WATER: = 2 M/GAL.

ITEM 623 - CONSTRUCTION LAYOUT STAKES, AS PER PLAN:
THIS ITEM SHALL CONSIST OF STATIONING USING 3 FT LATH STAKES OR PAINT MARKINGS. THE STAKES OR PAINT MARKINGS SHALL BE SPACED AT 100 FT INTERVALS AND EXTEND THROUGHOUT THE LENGTH OF THE PROJECT. PLACEMENT OF THE STAKES OR PAINT MARKINGS SHALL BE AS DIRECTED BY THE ENGINEER. THE CONTRACTOR IS RESPONSIBLE FOR REPLACING ANY DAMAGED, MISSING STAKES, OR PAINT MARKINGS. PAINT MARKINGS SHALL BE PLACED ON CURBS AND USED IN AREAS 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 - 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 TRANSPORTATION DIVISION SIGNALS MANAGEMENT ENGINEER AT LEAST FORTY-EIGHT HOURS (EXCLUDING SAT & SUN) IN ADVANCE OF THIS ITEM OF WORK. 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.

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

MRW-61 SLM 1.37 AND IR-71 RAMPS = 1 / 6 X 6 DIAMOND
MRW-61 SLM 1.46 AND IR-71 RAMPS = 1 / 6 X 6 DIAMOND
MRW-61 SLM 3.15 = 1 / 6 X 6 DIAMOND
MRW-229 SLM 5.23 = 1 / 6 X 6 DIAMOND

ITEM 632 - DETECTOR LOOP: = 4 EACH

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

"AS DIRECTED BY THE ENGINEER" = 4 EACH

ITEM 632 - LOOP DETECTOR TIE IN: = 4 EACH

ITEM 642 – PAVEMENT MARKING:
THE LOCATIONS, SIZES AND SHAPES OF PROPOSED PAVEMENT MARKINGS WILL BE THE SAME AS EXISTING. IT IS THE CONTRACTOR'S RESPONSIBILITY TO VERIFY THE LOCATION, SIZE AND SHAPE OF THE EXISTING PAVEMENT MARKINGS BEFORE THE PAVEMENT PLANING AND RESURFACING OBLITERATES THEM. 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 CENTERLINES, LANE LINES, AUXILIARY MARKINGS OR PLACED IN THE WRONG LOCATION SHALL BE REMOVED AND THE PERMANENT MARKING REPAIRED AT THE CONTRACTORS EXPENSE.

ITEM 644 – THERMOPLASTIC PAVEMENT MARKING:
THE LOCATIONS, SIZES AND SHAPES OF PROPOSED PAVEMENT MARKINGS WILL BE THE SAME AS EXISTING. IT IS THE CONTRACTOR'S RESPONSIBILITY TO VERIFY THE LOCATION, SIZE AND SHAPE OF THE EXISTING PAVEMENT MARKINGS BEFORE THE PAVEMENT PLANING AND RESURFACING OBLITERATES THEM. 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 CENTERLINES, LANE LINES, AUXILIARY MARKINGS OR PLACED IN THE WRONG LOCATION SHALL BE REMOVED AND THE PERMANENT MARKING REPAIRED AT THE CONTRACTORS EXPENSE.

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
OFFICE OF TRAFFIC ENGINEERING,
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, 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.

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.

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.

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 TABLE

DEL-61, MRW-61

HOURS OF WORK	MONDAY - SUNDAY
UNRESTRICTED	MAINTAIN 1 LANE

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

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.

ITEM 614 - ASPHALT CONCRETE FOR MAINTAINING TRAFFIC:

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

"AS DIRECTED BY THE ENGINEER" = 5 CU.YDS.

ITEM 614 - ASPHALT CONCRETE FOR MAINTAINING TRAFFIC: = 5 CU.YDS.

CALCULATED RDK
CHECKED CJS

MAINTENANCE OF TRAFFIC NOTES

DEL-61-0.43

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ITEM 614 - LAW ENFORCEMENT OFFICER WITH PATROL CAR:

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 DELAWARE COUNTY SHERIFF AT 1-740-833-2800, THE MORROW COUNTY SHERIFF AT 1-419-946-4444 OR THE OHIO HIGHWAY PATROL: 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: (CONTINUED)

ESTIMATED AVERAGE DAILY PRODUCTION

PAVEMENT PLANING AND PAVING OPERATIONS AT A SIGNALIZED INTERSECTION.

DEL-61 SLM 0.43 AND US-36	*= 8 L.E.O. HOURS*
MRW-61 SLM 1.31 AND IR-71 RAMPS	*= 8 L.E.O. HOURS*
MRW-61 SLM 1.48 AND IR-71 RAMPS	*= 8 L.E.O. HOURS*
MRW-61 SLM 3.24 AND SR-229	*= 8 L.E.O. HOURS*
MRW-229 SLM 5.23 AND MRW-61	*= 8 L.E.O. HOURS*
PERMANENT STRIPING AND MISC. WORK ITEMS	*= 24 L.E.O. HOURS*
ITEM 614 - L.E.O. WITH PATROL CAR	*= 64 L.E.O. HOURS*

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 THE DROP OFFS IN WORK ZONES PLAN INSERT SHEET, 614.04 AND 614.11.

W8-H13-36	*"NO EDGE LINES"*	*= 12 EACH*
R4-1-36	*"DO NOT PASS"*	*= 28 EACH*
R4-2-36	*"PASS WITH CARE"*	*= 29 EACH*
ITEM 614 - WORK ZONE MARKING SIGN		*= 69 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 AND WORK ZONE PAVEMENT MARKINGS AS PER THE REQUIREMENTS OF ITEM 614.04 AND 614.11.

WHEN CLASS II, 740.06 TYPE 1 IS USED FOR WORK ZONE CENTERLINES, LANE LINES OR AUXILIARY MARKINGS THE CONTRACTOR SHALL REMOVE ALL CLASS II, 740.06 TYPE 1 PRIOR TO THE PLACEMENT OF ALL PERMANENT PAVEMENT MARKINGS. ANY PERMANENT PAVEMENT MARKING WHICH IS PLACED OVER CLASS II, 740.06 TYPE 1 WORK ZONE CENTERLINES, LANE LINES OR AUXILIARY MARKINGS SHALL BE REMOVED AND THE PERMANENT MARKING REPAIRED AT THE CONTRACTORS EXPENSE.

AS SPECIFIED IN THE PLAN CLASS I, 642 PAINT WORK ZONE CENTERLINES, LANE LINES OR AUXILIARY MARKINGS SHALL BE USED ON ALL PLANED COURSES OF ASPHALT CONCRETE.

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

CALCULATED RDK | CHECKED CJS

MAINTENANCE OF TRAFFIC NOTES

DEL-61-0.43

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CALCULATED RDK | CHECKED CJS

UTILITIES NOTES

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.

DEL-61:

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

MRW-61:

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

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

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

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

DEL-61-0.43

SHEET NUMBER								PARTICIPATION			ITEM	ITEM EXT.	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET
8-11	12-13	16-20	31-32					DIST #6 80% FED 20%STATE		SAFETY 90% FED 10%STATE						
															ROADWAY	
		212						212			203	10000	212	CU YD	EXCAVATION	
3								3			604	38500	3	EACH	MONUMENT ASSEMBLY	
9								9			604	39500	9	EACH	MONUMENT BOX ADJUSTED TO GRADE	
															EROSION CONTROL	
								1,000			832	30000	1,000	EACH	EROSION CONTROL	
															PAVEMENT	
4,965		49,938						50,209		4,694	251	01001	54,903	SQ YD	PARTIAL DEPTH PAVEMENT REPAIR, AS PER PLAN	9/32
50								50			253	02001	50	CU YD	PAVEMENT REPAIR, AS PER PLAN	9/32
		880						880			254	01000	880	SQ YD	PAVEMENT PLANING, ASPHALT CONCRETE	
		164,088						164,088			254	01001	164,088	SQ YD	PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN	9/32
		12,457						12,457			407	10000	12,457	GALLON	TACK COAT	
		829						552		277	407	14000	829	GALLON	TACK COAT FOR INTERMEDIATE COURSE	
		16								16	446	46020	16	CU YD	ASPHALT CONCRETE, INTERMEDIATE COURSE, TYPE I, PG64-22	
		5,351						5,155		196	446	47020	5,351	CU YD	ASPHALT CONCRETE SURFACE COURSE, TYPE I, PG64-22	
		2,257						2,257			446	50000	2,257	CU YD	ASPHALT CONCRETE SURFACE COURSE, TYPE IH	
1,068								1,068			617	10100	1,068	CU YD	COMPACTED AGGREGATE	
2								2			617	25000	2	M GAL	WATER	
		12,818						12,818			617	98000	12,818	SQ YD	SHOULDER RECONDITIONING, MISC.: (RESHAPING SHOULDER)	10/32

CALCULATED RDK

CHECKED CJS

GENERAL SUMMARY

DEL-61-0.43

SHEET NUMBER								PARTICIPATION			ITEM	ITEM EXT.	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET
8-11	12-13	16-20	31-32					DIST #6 80% FED 20%STATE		SAFETY 90% FED 10%STATE						
															TRAFFIC CONTROL	
		798						798			621	00100	798	EACH	RPM	
		972						972			621	54000	972	EACH	RAISED PAVEMENT MARKER REMOVED	
		21.16						21.16			642	00090	21.16	MILE	EDGE LINE	
		10.60						10.60			642	00290	10.60	MILE	CENTER LINE	
		522						522			644	00400	522	FT	CHANNELIZING LINE	
		264						264			644	00500	264	FT	STOP LINE	
		100						100			644	00700	100	FT	TRANSVERSE/DIAGONAL LINE	
		4						4			644	01300	4	EACH	LANE ARROW	
															TRAFFIC SIGNAL	
4								4			632	26500	4	EACH	DETECTOR LOOP	10/32
4								4			632	27200	4	EACH	LOOP DETECTOR TIE IN	10/32
															MAINTENANCE OF TRAFFIC	
	64							64			614	11100	64	HOUR	LAW ENFORCEMENT OFFICER WITH PATROL CAR	
	69							69			614	12460	69	EACH	WORK ZONE MARKING SIGN	
	5							5			614	13000	5	CU YD	ASPHALT CONCRETE FOR MAINTAINING TRAFFIC	
		10.58						10.58			614	21500	10.58	MILE	WORK ZONE CENTER LINE, CLASS II, 642 PAINT	
		10.58						10.58			614	21600	10.58	MILE	WORK ZONE CENTER LINE, CLASS II, 740.06, TYPE I	
		317						317			614	23200	317	FT	WORK ZONE CHANNELIZING LINE, CLASS I, 642 PAINT	
		317						317			614	23400	317	FT	WORK ZONE CHANNELIZING LINE, CLASS I, 740.06, TYPE I	
		60						60			614	26200	60	FT	WORK ZONE STOP LINE, CLASS I, 642 PAINT	
		60						60			614	26400	60	FT	WORK ZONE STOP LINE, CLASS I, 740.06, TYPE I	
															STRUCTURES	
			140					140			SPECIAL	51631200	140	FT	SAWING AND SEALING BITUMINOUS CONCRETE JOINTS	
	LUMP							LUMP			614	11000	LUMP		MAINTAINING TRAFFIC	
											619	16000	3	MONTH	FIELD OFFICE, TYPE A	
LUMP											623	10001	LUMP		CONSTRUCTION LAYOUT STAKES, AS PER PLAN	10/32
											624	10000	LUMP		MOBILIZATION	

CALCULATED RDK

CHECKED CJS

GENERAL SUMMARY

DEL-61-0.43

COUNTY	ROUTE	TYPICAL #	SLM	SLM	DETAIL #	LENGTH	SOUTH BOUND LEFT SHOULDER	PAVEMENT	NORTH BOUND RIGHT SHOULDER	251 PARTIAL DEPTH PAVEMENT REPAIR A.P.P. 4" DEPTH	251 PARTIAL DEPTH PAVEMENT REPAIR A.P.P. (SAFETY FUNDING) 4" DEPTH	203	254	254	407 TACK COAT FOR INTER MEDIATE AT 0.05 GAL. PER SQ. YD.	407	446 ASPHALT SURFACE COURSE TYPE I PG64-22 (SAFETY FUNDING) 1.5" DEPTH	446	446	617	REMARK
						FT.	FT.	FT.	FT.	SQ. YD.	SQ. YD.				GAL.		CU. YD.				
DEL	61		0.43	1.43	1	5,280'	4'		4'	4,693											MAINLINE EDGE OF PAVEMENT
			1.43	2.43	2	5,280'	4'		4'	4,693											MAINLINE EDGE OF PAVEMENT
			1.43	2.43	2	5,280'	2'		2'		2,347				117		98				ADDITIONAL SURFACE COURSE FOR WIDENING
			2.43	4.43	1	10,560'	4'		4'	9,387											MAINLINE EDGE OF PAVEMENT
			4.43	5.43	2	5,280'	4'		4'	4,693											MAINLINE EDGE OF PAVEMENT
			4.43	5.43	2	5,280'	2'		2'		2,347				117		98				ADDITIONAL SURFACE COURSE FOR WIDENING
			5.43	7.84	1	12,725'	4'		4'	11,311											MAINLINE EDGE OF PAVEMENT
MRW	61		0.00	0.03	1	158'			4'	70											MAINLINE EDGE OF PAVEMENT
			0.15	0.22	1	370'			4'	164											MAINLINE EDGE OF PAVEMENT
			0.25	0.48	1	1,214'			4'	540											MAINLINE EDGE OF PAVEMENT
			0.52	0.66	1	739'			4'	329											MAINLINE EDGE OF PAVEMENT
			0.67	0.92	1	1,320'			4'	587											MAINLINE EDGE OF PAVEMENT
			1.00	1.37	1	1,954'			4'	868											MAINLINE EDGE OF PAVEMENT
			1.45	1.80	1	1,848'			4'	821											MAINLINE EDGE OF PAVEMENT
			1.93	2.06	1	686'			4'	305											MAINLINE EDGE OF PAVEMENT
			2.20	2.65	1	2,376'			4'	1,056											MAINLINE EDGE OF PAVEMENT
			2.70	2.87	1	898'			4'	399											MAINLINE EDGE OF PAVEMENT
			2.90	3.19	1	1,531'			4'	681											MAINLINE EDGE OF PAVEMENT
			3.24	3.22	1	106'	4'			47											MAINLINE EDGE OF PAVEMENT
			3.21	3.19	1	106'	4'			47											MAINLINE EDGE OF PAVEMENT
			3.18	3.14	1	211'	4'			94											MAINLINE EDGE OF PAVEMENT
			2.83	2.75	1	422'	4'			188											MAINLINE EDGE OF PAVEMENT
			2.50	2.39	1	581'	4'			258											MAINLINE EDGE OF PAVEMENT
			2.32	2.27	1	264'	4'			117											MAINLINE EDGE OF PAVEMENT
			2.18	2.01	1	898'	4'			399											MAINLINE EDGE OF PAVEMENT
			1.90	1.72	1	950'	4'			422											MAINLINE EDGE OF PAVEMENT
			1.62	1.35	1	1,426'	4'			634											MAINLINE EDGE OF PAVEMENT
			1.33	1.25	1	422'	4'			188											MAINLINE EDGE OF PAVEMENT
			1.25	1.15	1	528'	4'			235											MAINLINE EDGE OF PAVEMENT
			1.12	0.92	1	1,056'	4'			469											MAINLINE EDGE OF PAVEMENT
			0.84	0.78	1	317'	4'			141											MAINLINE EDGE OF PAVEMENT
			0.65	0.23	1	2,218'	4'			986											MAINLINE EDGE OF PAVEMENT
			0.18	0.00	1	950'	4'			422											MAINLINE EDGE OF PAVEMENT
TOTALS CARRIED TO GENERAL SUMMARY										45,244	4,694				234		196				

CALCULATED RDK CHECKED CJS

PARTIAL DEPTH PAVEMENT REPAIR CALCULATIONS SUB SUMMARY

DEL-61-0.43

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COUNTY	ROUTE	TYPICAL #	SLM	SLM	DETAIL #	LENGTH	SOUTH BOUND LEFT SHOULDER	PAVEMENT	NORTH BOUND RIGHT SHOULDER			203 EXCAVATION (MAILBOX PULLOVERS) 1.5" DEPTH	254 PAVEMENT PLANING ASPHALT CONCRETE 3" AVERAGE DEPTH	254 PAVEMENT PLANING ASPHALT CONCRETE A.P.P. 1.5" AVERAGE DEPTH	407 TACK COAT FOR INTERMEDIATE AT 0.05 GAL. PER SQ. YD.	407 TACK COAT AT 0.075 GAL. PER SQ. YD.	446 ASPHALT INTERMEDIATE COURSE TYPE I PG64-22 (SAFETY FUNDING) 1" AVG. DEPTH	446 ASPHALT SURFACE COURSE TYPE I PG64-22 1.5" DEPTH	446 ASPHALT SURFACE COURSE TYPE IH 1.5" DEPTH	617 SHOULDER RECON MISC: RESHAPING SHOULDER	REMARK
						FT.	FT.	FT.	FT.			CU. YD.	SQ. YD.	SQ. YD.	GAL.	GAL.	CU. YD.	CU. YD.	CU. YD.	SQ. YD.	
DEL	61	1	0.43	1.00		3,010'	3'	21.5'	3'					9,196		690		383		669	AVERAGE WIDTH MAINLINE
		1	1.00	1.36		1,901'	3'	20'	3'					5,491		412		229		422	MAINLINE
			1.36	1.41										1,124		84		47		87	SEE PLAN SHEETS 4/32 AND 18/32
			1.41	1.53										1,446	43	141	16	87		129	SEE PLAN SHEETS 4/32 AND 19/32
			1.53	1.57										1,141		85		47		88	SEE PLAN SHEETS 4/32 AND 20/32
		1	1.57	7.84		33,106'	3'	20'	3'					95,638		7,173		3,985		7,357	MAINLINE
						25'		25'						208		16		9			COUNTY ROADS
						25'		25'						347		26		14			TOWNSHIP ROADS
						12'		3'						140		46		41		179	DRIVEWAY BLENDING
						30'		6'				157			376			313			MAIL BOX PULLOVERS
MRW	61	2	0.00	1.12		5,914'	3'	20'	3'					17,084		1,281			712	1,314	MAINLINE
		2	1.12	1.23		581'		36'	2'					2,452		184			102	129	MAINLINE AND RT TURN LANE
		2	1.23	1.24		53'		29'	3'					188		14			8	12	RT TURN LANE TAPER TO MAINLINE
		2	1.24	1.38		739'	3'	20'	3'					2,135		160			89	164	MAINLINE
		2	1.45	3.24		9,451'	3'	20'	3'					27,303		2,048			1,138	2,100	MAINLINE
						25'	6'	20'	6'					-87		-7			-4	-5	DEDUCT FOR MRW-61-3.20
						25'		25'						139		10			6		COUNTY ROADS
						25'		25'						69		5			3		TOWNSHIP ROADS
						12'		3'						72		23			21	56	DRIVEWAY BLENDING
						30'		6'				55			132				110		MAIL BOX PULLOVERS
MRW	61	3	3.25	3.33		422'	3'	12'					704		35	53			58	94	FIX SB RUTTING PRIOR TO INTERSECTION
MRW	229	3	5.23	5.25		106'	3'	12'					176		9	13			14	23	FIX EB RUTTING APPROXIMATELY 100' PRIOR TO INTERSECTION
TOTALS CARRIED TO GENERAL SUMMARY												212	880	164,088	595	12,457	16	5,155	2,257	12,818	

CALCULATED RDK CHECKED CJS

PAVEMENT CALCULATIONS SUB SUMMARY

DEL-61-0.43

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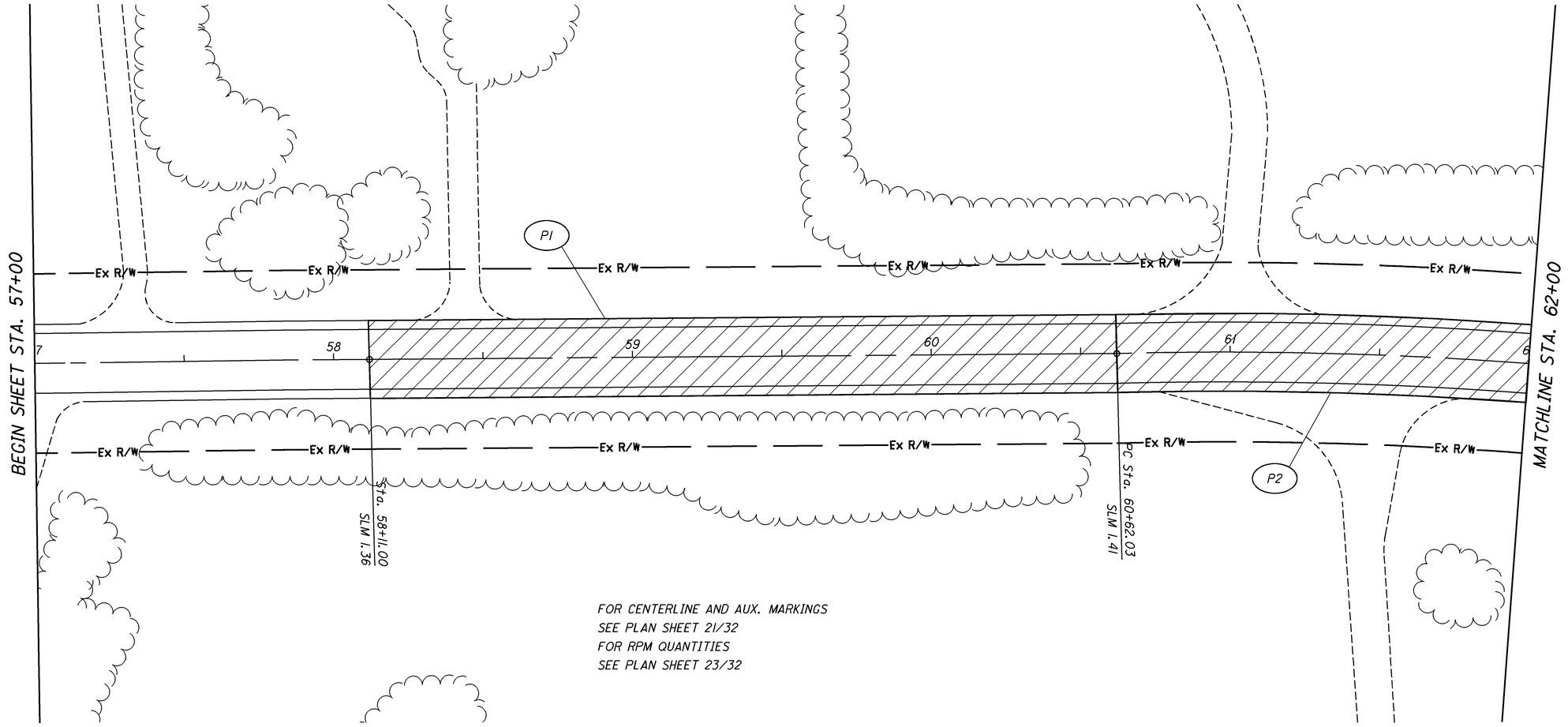

STATION	STATION	TYPICAL	PAVEMENT AND SHOULDER WIDTH	254 PAVEMENT PLANING ASPHALT CONCRETE VARIABLE DEPTH SQ. YD.	407 TACK COAT 0.075 GAL. PER SQ. YD.	446 ASPHALT SURFACE COURSE TYPE I PG64-22 1.5"DEPTH CU. YD.	617 SHOULDER RECON MISC: RESHAPING SHOULDER 1' WIDTH SQ. YD.											REMARK
58+11	60+62	1	26'	725	54	30	56											P-1 TRANSITION TO EVEN DEPTH PLANING
60+62	62+00	3	26'	399	30	17	31											P-2 EVEN DEPTH PAVEMENT PLANING
TOTALS CARRIED TO PLAN SHEET 16/32				1,124	84	47	87											

PLAN VIEW DEL-61 (BLANEY RD CURVE)
STA. 57+00 TO STA. 62+00

CALCULATED RDK
CHECKED

HORIZONTAL SCALE IN FEET
0 10 20 40

DEL-61-0.43

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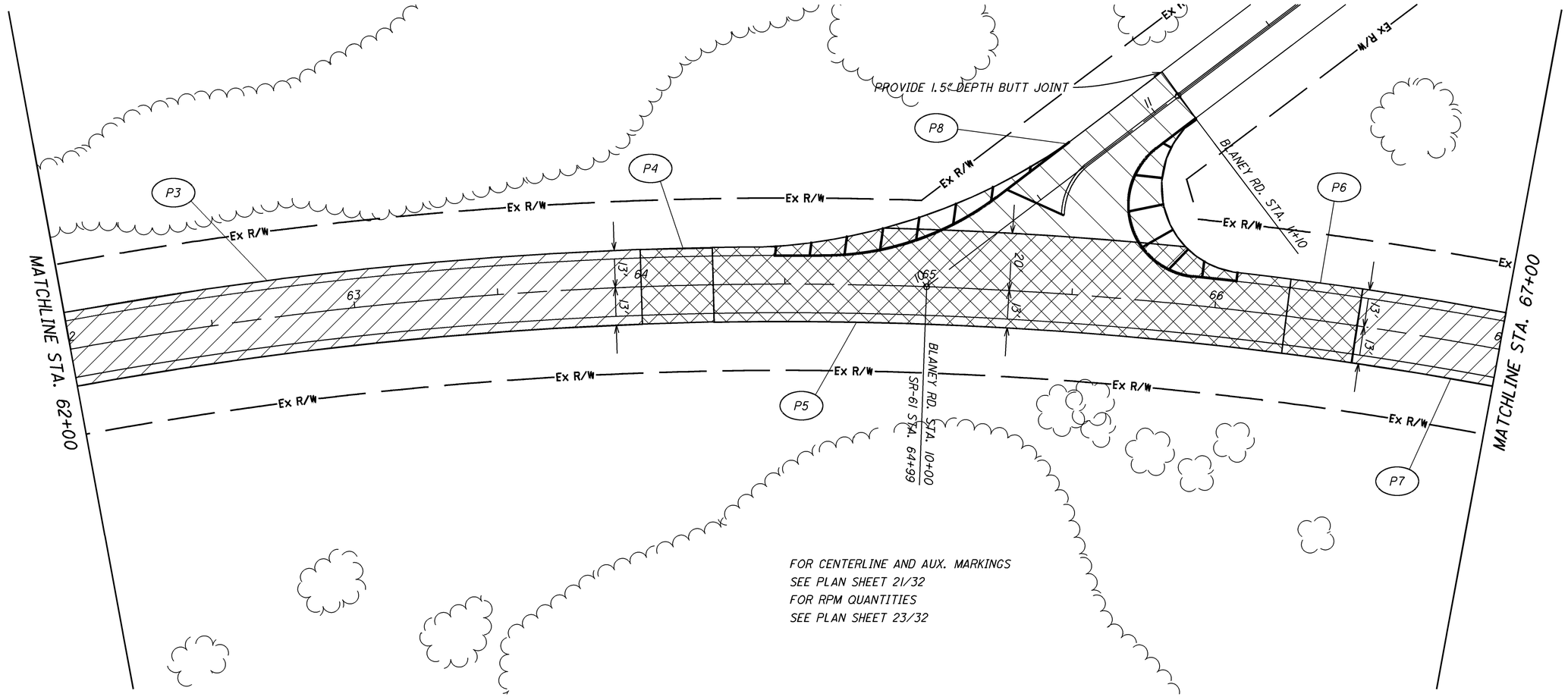

STATION	STATION	TYPICAL	PAVEMENT AND SHOULDER WIDTH	254 PAVEMENT PLANING ASPHALT CONCRETE VARIABLE DEPTH SQ. YD.	407 TACK COAT 0.075 GAL. PER SQ. YD. GAL.	407 TACK COAT 0.05 GAL. PER SQ. YD. GAL.	446 ASPHALT INTERMEDIATE COURSE TYPE I PG64-22 VARIABLE CU. YD.	446 ASPHALT SURFACE COURSE TYPE I PG64-22 1.5"DEPTH CU. YD.	617 SHOULDER RECON MISC: RESHAPING SHOULDER 1' WIDTH SQ. YD.						REMARK
62+00	64+00	3	26'	578	43			24	44						P-3 EVEN DEPTH PAVEMENT PLANING
64+00	64+25	4	26'	72	5	5	2	3	6						P-4 TRANSITION TO PLANING & ASPHALT SUPERELEVATION CORRECTION
64+25	66+25	4	13'	289	22			12	44						P-5 PLANING & ASPHALT SUPERELEVATION CORRECTION
64+25	66+25	4	20'		33	33	12	19							P-5 PLANING & ASPHALT SUPERELEVATION CORRECTION
66+25	66+50	4	26'	72	5	5	2	3	6						P-6 TRANSITION FROM PLANING & ASPHALT SUPERELEVATION CORRECTION
66+50	67+00	3	26'	144	11			6	11						P-7 EVEN DEPTH PAVEMENT PLANING
10+30	11+10		CADD	291	22			20	18						P-8 2.5" AVERAGE DEPTH PAVING TRANSITION ON BLANEY ROAD
TOTALS CARRIED TO PLAN SHEET 16/32				1,446	141	43	16	87	129						

PLAN VIEW DEL-61 (BLANEY RD CURVE)
STA. 62+00 TO STA. 67+00

DEL-61-0.43

CALCULATED RDK | CHECKED

HORIZONTAL SCALE IN FEET
0 10 20 40

19
32

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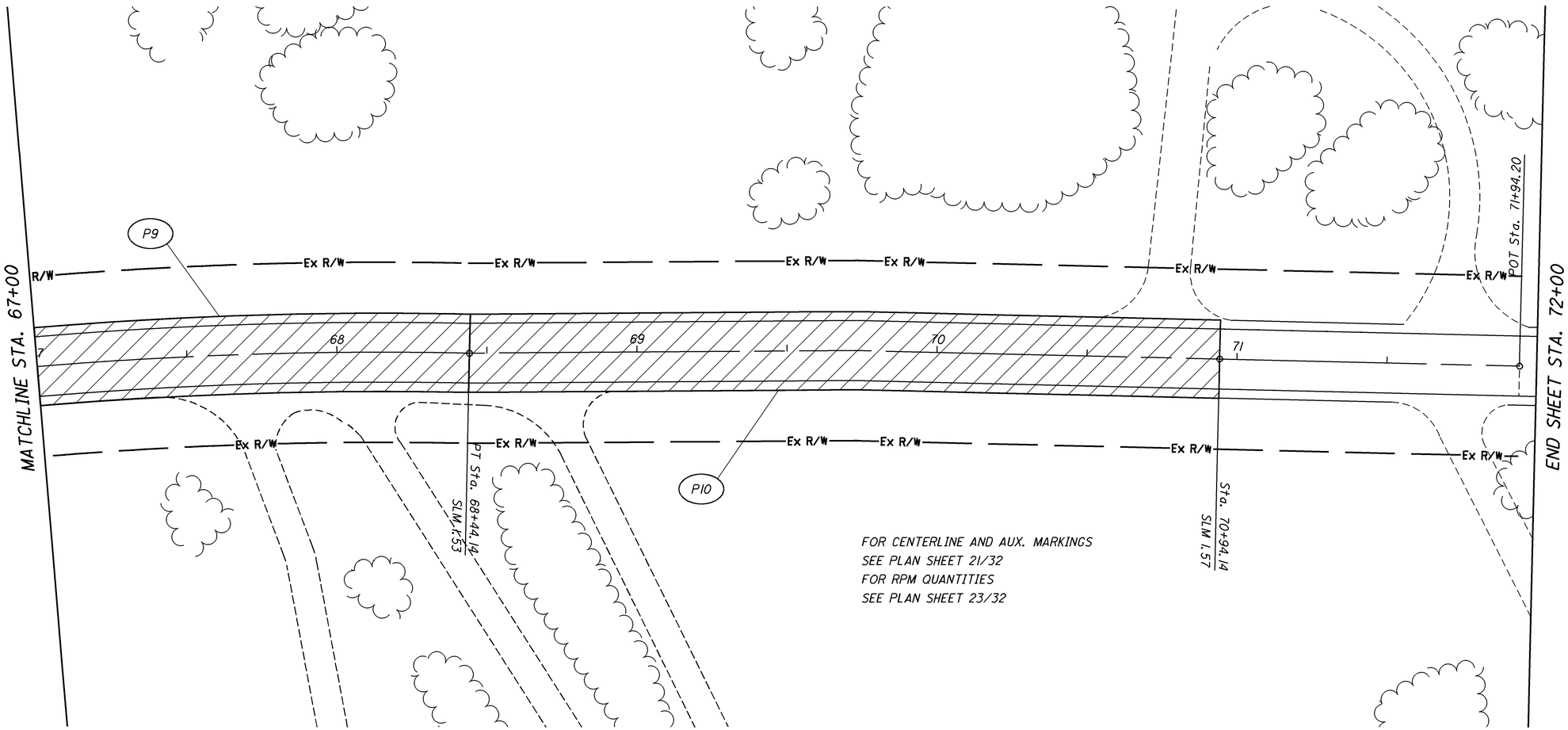

STATION	STATION	TYPICAL	PAVEMENT AND SHOULDER WIDTH	254 PAVEMENT PLANING ASPHALT CONCRETE VARIABLE DEPTH SQ. YD.	407 TACK COAT 0.075 GAL. PER SQ. YD. GAL.	446 ASPHALT SURFACE COURSE TYPE I PG64-22 1.5"DEPTH CU. YD.	617 SHOULDER RECON MISC: RESHAPING SHOULDER 1' WIDTH SQ. YD.										REMARK
67+00	68+44	3	26'	416	31	17	32										P-9 EVEN DEPTH PAVEMENT PLANING
68+44	70+95	1	26'	725	54	30	56										P-10 TRANSITION TO CROWN RESTORATION PLANING
TOTALS CARRIED TO PLAN SHEET 16/32				1,141	85	47	88										

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED RDK
CHECKED

PLAN VIEW DEL-61 (BLANEY RD CURVE)
STA. 67+00 TO STA. 72+00

DEL-61-0.43

20
32

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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"	SCHOOL SYMBOL MARKING	LANE ARROWS LT	LANE ARROWS LT THRU	LANE ARROWS THRU	LANE ARROWS RT / LT	LANE ARROWS RT	WORD ON PAVEMENT 72"
			MI	MI	MILE	FT			MILE	MILE	FT.	FT.	FT.	FT.	FT.	FT.	EACH	EACH	EACH	EACH	EACH	EACH	EACH
1	DEL	61	0.43	7.84	7.41	39,125	LT,C,RT	EQUIVALENT SOLID CENTERLINE = 12.321 MI	14.82	7.41													
1	DEL	61	1.47				LT	BLAYNEY RD		0.02	205	24			100								
1	DEL	61	2.74				RT	STOCKWELL RD STOP LINE				12											
1	DEL	61	3.15				LT	ROSECRANS RD STOP LINE				12											
1	DEL	61	3.72				RT	MONKEY HOLLOW RD STOP LINE				12											
1	DEL	61	4.27				RT	WILDWOOD LANE				12											
1	DEL	61	4.77				RT	SR-656 STOP LINE				12											
1	DEL	61	4.78				LT	WILSON RD STOP LINE				12											
1	DEL	61	5.45				RT	SR-521 STOP LINE				12											
1	DEL	61	5.45				LT	SR-521 STOP LINE				12											
1	DEL	61	6.61				LT	BEACOM RD STOP LINE				12											
1	DEL	61	6.84				RT	CHAMBERS RD STOP LINE				12											
1	DEL	61	7.14				LT	KILBOURNE RD STOP LINE				12											
2	MRW	61	0.00	1.38	1.38	7,286	LT,C,RT	EQUIVALENT SOLID CENTERLINE = 1.395 MI	2.76	1.38													
2	MRW	61	1.14	1.20	0.06	317	LT	RIGHT TURN LANES			317											4	
2	MRW	61	1.31				RT	IR71 RAMP STOP LINE				12											
2	MRW	61	1.32				LT	IR71 RAMP STOP LINE				12											
2	MRW	61	0.32				RT	WEST LIBERTY MT VERNON RD STOP LINE				12											
2	MRW	61	0.32				LT	WEST LIBERTY MT VERNON RD STOP LINE				12											
3	MRW	61	1.45	3.24	1.79	9,451	LT,C,RT	EQUIVALENT SOLID CENTERLINE = 2.479 MI	3.58	1.79													
3	MRW	61	1.48				RT	IR71 RAMP STOP LINE				12											
3	MRW	61	1.49				LT	IR71 RAMP STOP LINE				12											
3	MRW	61	3.24				RT	STOP LINE				12											
3	MRW	61	2.40				RT	CRALL RD STOP LINE				12											
3	MRW	61	2.51				LT	WATSON RD STOP LINE				12											
								TOTALS CARRIED TO GENERAL SUMMARY	21.16	10.60	522	264		100				4					

CALCULATED RDK | CHECKED CJS

PAVEMENT MARKING SUB SUMMARY

DEL-61-0.43

21
32

LOCATION	COUNTY	ROUTE	BEGIN	END	LENGTH	LENGTH	SIDE	DESCRIPTION	614 WORK ZONE LONG LINE MARKINGS		614 WORK ZONE AUXILIARY MARKINGS					
									CENTERLINE 642 PAINT CLASS II YELLOW PLANED	CENTERLINE 740.06 CLASS II YELLOW SURFACE	CHANNELIZING LINE 642 PAINT CLASS I WHITE PLANED	CHANNELIZING LINE 740.06 CLASS I TAPE SURFACE		STOP LINE 642 PAINT CLASS I WHITE PLANED	STOP LINE 740.06 CLASS I TAPE SURFACE	
			MI	MI	MILE	FT			MILE	MILE	FT.	FT.		FT.	FT.	
1	DEL	61	0.43	7.84	7.41	39,125	LT,C,RT		7.41	7.41						
2	MRW	61	0.00	1.38	1.38	7,286	LT,C,RT		1.38	1.38						
2	MRW	61	1.14	1.20	0.06	317	LT	RIGHT TURN LANES			317	317				
2	MRW	61	1.31				RT	IR71 RAMP STOP LINE						12	12	
2	MRW	61	1.32				LT	IR71 RAMP STOP LINE						12	12	
3	MRW	61	1.45	3.24	1.79	9,451	LT,C,RT		1.79	1.79						
3	MRW	61	1.48				RT	IR71 RAMP STOP LINE						12	12	
3	MRW	61	1.49				LT	IR71 RAMP STOP LINE						12	12	
3	MRW	61	3.24				RT	STOP LINE						12	12	
TOTALS CARRIED TO GENERAL SUMMARY									10.58	10.58	317	317		60	60	

CALCULATED RDK | CHECKED CJS

TEMPORARY PAVEMENT MARKING SUB SUMMARY

DEL-61-0.43

22
32

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

DETAIL	STANDARD DRAWING TC-65.11
5	ENTRANCE RAMP
6	EXIT RAMP
7	4 LANE DIVIDED TO 2 LANE TRANSITION
8	4 LANE UNDIVIDED TO 2 LANE TRANSITION
9	MULTILANE DIVIDED HIGHWAY

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

LOCATION							REFLECTOR TYPE														621		REMARKS
							ONE WAY				TWO WAY												
							WHITE			YELLOW	WHITE RED					YELLOW RED	YELLOW YELLOW						
LOCATION	COUNTY	ROUTE	BEG SLM	END SLM	LENGTH FT	DETAIL	RIGHT EDGE LINE		LANE LINE	LEFT EDGE LINE	RIGHT EDGE LINE		CHANNELIZING LINE		LANE LINE	LEFT EDGE LINE	CENTER LINE			RAISED PAVEMENT MARKER REMOVED	RPM	
							40'	80'	120'	80'	40'	80'	40'	80'	80'	80'	20'	40'	80'	EACH	EACH	
1	DEL	61	0.43	7.84	39,125															667		REMOVAL QUANTITIES
1	DEL	61	0.43	0.57	720	11	8	5											9		22	(PARTIAL) STOP APPROACH @ SR-3 / US-36
1	DEL	61	0.57	1.42	4,488	4													56		56	
1	DEL	61	1.42	1.54	634	14												16			16	5 DEGREE CURVE
1	DEL	61	1.54	1.72	950	4													12		12	
1	DEL	61	1.72	1.76	211	14												5			5	6 DEGREE CURVE
1	DEL	61	1.76	1.85	475	4													6		6	
1	DEL	61	1.85	1.90	264	14												7			7	4 DEGREE CURVE
1	DEL	61	1.90	7.36	28,829	4													360		360	
1	DEL	61	7.36	7.39	158	14												4			4	5 DEGREE CURVE
1	DEL	61	7.39	7.84	2,376	4													30		30	
2	MRW	61	0.00	1.38	7,286															117		REMOVAL QUANTITIES
2	MRW	61	0.00	1.14	6,019	4													75		75	
2	MRW	61	1.14	1.20	317	3,4							8						4		12	RIGHT TURN LANES
2	MRW	61	1.16	1.32	840	11	11	5											10		26	STOP APPROACH @ IR71 RAMP
2	MRW	61	1.32	1.38	317	11	7												3		10	(PARTIAL) STOP APPROACH @ IR71 RAMP
3	MRW	61	1.45	3.24	9,451															188		REMOVAL QUANTITIES
3	MRW	61	1.45	1.49	211	11	6												3		9	(PARTIAL) STOP APPROACH @ IR71 RAMP
3	MRW	61	1.49	1.65	840	11	11	5											11		27	STOP APPROACH @ IR71 RAMP
3	MRW	61	1.65	3.08	7,550	4													94		94	
3	MRW	61	3.08	3.24	840	11	11	5											11		27	STOP APPROACH @ SR229
TOTALS CARRIED TO GENERAL SUMMARY																				972	798	

CALCULATED RDK CHECKED

RAISED PAVEMENTMARKERS SUB SUMMARY

DEL-61-0.43

NO PASSING ZONES
DEL-61

ODOT District 6
No Passing Zone Log (DEL)

Route: **SDELSR00061**C (0061R)** From: **0.430** ***U0036R***
Length: **7.382** Direction: **North** To: **7.812** ***ENTER MRW CO***

Length	Left	C/L	Right	Length	Control Points	Scale: **1.00 mile/page**
	1.000		1.000		0.984 Mile Post = 001	
0.558				0.558		
	0.442		0.442		0.430 U0036R	

BEGIN LOCATION I MRW-61 SLM 0.43

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: 1.116 Accum. total: 1.116

ODOT District 6
No Passing Zone Log (DEL)

Route: **SDELSR00061**C (0061R)** From: **0.430** ***U0036R***
Length: **7.382** Direction: **North** To: **7.812** ***ENTER MRW CO***

Length	Left	C/L	Right	Length	Control Points	Scale: **1.00 mile/page**
	2.000		2.000			
1.000				1.000		
					1.454 T0068 BLAYNEY LT	
					1.192 LEAVE SUNBURY	
	1.000		1.000			

Sheet total equivalent length of solid line: 2.000 Accum. total: 3.116

CALCULATED RDK | CHECKED

DELAWARE COUNTY CENTERLINE LOG
PASSING AND NO PASSING ZONES

DEL-61-0.43

NO PASSING ZONES
DEL-61

ODOT District 6
No Passing Zone Log (DEL)

Route: **SDELSR00061**C (0061R)** From: **0.430** ***U0036R***
Length: **7.382** Direction: **North** To: **7.812** ***ENTER MRW CO***

Scale: **1.00 mile/page**

Length	Left	C/L	Right	Length	Control Points	
			3.000		2.997	Mile Post = 003
				0.149		
	2.882		2.851			
0.372			2.712		2.712	T0050 STOCKWELL RT
				0.372		
	2.510					
	2.384					
			2.340			
0.384						
			2.214			
				0.214		
			2.000		2.018	Mile Post = 002

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: 1.618 Accum. total: 4.734

ODOT District 6
No Passing Zone Log (DEL)

Route: **SDELSR00061**C (0061R)** From: **0.430** ***U0036R***
Length: **7.382** Direction: **North** To: **7.812** ***ENTER MRW CO***

Scale: **1.00 mile/page**

Length	Left	C/L	Right	Length	Control Points	
			4.000		3.969	Mile Post = 004
				0.113		
			3.887			
	3.878					
			3.708		3.704	C0054 MONKEY HOLLOW RT
0.857						
				0.708		
					3.139	T0069 ROSECRANS LT
	3.021		3.000			

Sheet total equivalent length of solid line: 1.756 Accum. total: 6.490

CALCULATED RDK CHECKED

DELAWARE COUNTY CENTERLINE LOG AND NO PASSING ZONES

DEL-61-0.43

NO PASSING ZONES
DEL-61

ODOT District 6
No Passing Zone Log (DEL)

Route: **SDELSR00061**C (0061R)** From: **0.430** ***U0036R***
Length: **7.382** Direction: **North** To: **7.812** ***ENTER MRW CO***

Length	Left	C/L	Right	Length	Control Points	Scale: **1.00 mile/page**
	5.000		5.000		4.968	Mile Post = 005
0.354						
					4.748	T0056 WILSON LT
				0.524	4.747	S0656R RT
	4.646					
			4.476			
	4.448					
			4.278			
0.391						
					4.230	T0392 WILDWOOD RT
				0.278		
	4.057					
			4.000			

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: 1.653 Accum. total: 8.143

ODOT District 6
No Passing Zone Log (DEL)

Route: **SDELSR00061**C (0061R)** From: **0.430** ***U0036R***
Length: **7.382** Direction: **North** To: **7.812** ***ENTER MRW CO***

Length	Left	C/L	Right	Length	Control Points	Scale: **1.00 mile/page**
	6.000		6.000		5.962	Mile Post = 006
1.000				1.000		
					5.414	S0521R
	5.000		5.000			

Sheet total equivalent length of solid line: 2.000 Accum. total: 10.143

CALCULATED RDK | CHECKED

DELAWARE COUNTY CENTERLINE LOG AND NO PASSING ZONES

DEL-61-0.43

NO PASSING ZONES
DEL-61

ODOT District 6
No Passing Zone Log (DEL)

Route: **SDELSR00061**C (0061R)** From: **0.430** ***U0036R***
Length: **7.382** Direction: **North** To: **7.812** ***ENTER MRW CO***

Scale: **1.00 mile/page**

Length	Left	C/L	Right	Length	Control Points
	7.000			0.041	
	6.951		6.959		
0.113					
	6.838				
					6.800 T0063 CHAMBERS RT
			6.781		
				0.113	
			6.668		
	6.650				
0.132					
					6.570 T0066 BEACOM LT
	6.518				
			6.480		
				0.132	
			6.348		
	6.287				
0.287					
			6.117		
				0.117	
	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: 1.156 Accum. total: 11.299

ODOT District 6
No Passing Zone Log (DEL)

Route: **SDELSR00061**C (0061R)** From: **0.430** ***U0036R***
Length: **7.382** Direction: **North** To: **7.812** ***ENTER MRW CO***

Scale: **1.00 mile/page**

Length	Left	C/L	Right	Length	Control Points
					LOCATION 1 EQUIV SOLID SLM 0.43 - SLM 7.84 = 12.321 MI.
					END LOCATION 1 DEL-61 SLM 7.84
					7.812 ENTER MRW CO
	7.723				
			7.553		
0.348					
	7.375			0.348	
	7.237				
			7.205		
0.108					
	7.129				
					7.084 C0065 KILBOURNE LT
			7.067		
				0.067	
			7.000		

Sheet total equivalent length of solid line: 1.022 Accum. total: 12.321

CALCULATED RDK | CHECKED

DELAWARE COUNTY CENTERLINE LOG
PASSING AND NO PASSING ZONES

DEL-61-0.43

NO PASSING ZONES
MRW-61

ODOT District 6
No Passing Zone Log (MRW)

Route: **SMRWSR00061**C (0061R)** From: **0.000** ***LEAVE DEL CO AT 0784***
Length: **1.380** Direction: **North** To: **1.380** ***ENTER CRA CO***

Scale: **1.00 mile/page**

Length	Left	C/L	Right	Length	Control Points
			0.996	0.004	
					0.903 ↑ 45mph
	0.862				
0.264					
			0.692		
	0.598				
				0.264	
			0.428		
					0.324 C0015 WEST LIBERTY MT VERNON
					0.161 ENTER FARGO
					0.000 LEAVE DEL CO AT 0784

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: 0.759 Accum. total: 0.759

BEGIN LOCATION 2
MRW-61 SLM 0.00

ODOT District 6
No Passing Zone Log (MRW)

Route: **SMRWSR00061**C (0061R)** From: **0.000** ***LEAVE DEL CO AT 0784***
Length: **1.380** Direction: **North** To: **1.380** ***ENTER CRA CO***

Scale: **1.00 mile/page**

Length	Left	C/L	Right	Length	Control Points
					END LOCATION 2
					MRW-61 SLM 1.38
				0.706	
					1.337 RAMPS TO I0071RCLEVELAND COLUMBUS
					1.259 C0256 BENNINGTON WAY RT
	1.166				
				1.000	
					1.016 Mile Post = 001

Sheet total equivalent length of solid line: 0.636 Accum. total: 1.395

CALCULATED RDK | CHECKED

MORROW COUNTY CENTERLINE LOG AND NO PASSING ZONES

DEL-61-0.43

NO PASSING ZONES
MRW-61

ODOT District 6
No Passing Zone Log (MRW)

Route: **SMRWSR00061**C (0061R)** From: **1.450** ***LEAVE DEL CO AT 0784***
Length: **1.790** Direction: **North** To: **3.240** ***ENTER CRA CO***

Scale: **1.00 mile/page**

Length	Left	C/L	Right	Length	Control Points	
			2.000	0.050		
			1.950			
	1.876					
			1.706			
				1.654		↑ 55mph
0.710						
				1.513	RAMPS TO I0071RCLEVELAND COLUMBUS	

BEGIN LOCATION 3
MRW-61 SLM 1.45

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: 0.806 Accum. total: 0.806

ODOT District 6
No Passing Zone Log (MRW)

Route: **SMRWSR00061**C (0061R)** From: **1.450** ***LEAVE DEL CO AT 0784***
Length: **1.790** Direction: **North** To: **3.240** ***ENTER CRA CO***

Scale: **1.00 mile/page**

Length	Left	C/L	Right	Length	Control Points	
			3.000			
				0.166		
	2.839		2.834			
0.349			2.653			
				0.333	2.512	C0217 WATSON LT
	2.490					
					2.427	T0216 CRALL RT
			2.320			
	2.271					
0.095						
	2.176					
			2.045	0.045		
			2.000		2.008	Mile Post = 002

Sheet total equivalent length of solid line: 1.196 Accum. total: 2.002

CALCULATED RDK | CHECKED

MORROW COUNTY CENTERLINE LOG AND NO PASSING ZONES

DEL-61-0.43

NO PASSING ZONES
MRW-61

ODOT District 6
No Passing Zone Log (MRW)

Route: **SMRWSR00061**C (0061R)** From: **1.450** ***LEAVE DEL CO AT 0784***
Length: **1.790** Direction: **North** To: **3.240** ***ENTER CRA CO***

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

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.

LOCATION 2 & 3 EQUIV SOLID
SLM 0.00 - SLM 1.38 = 1.395 MI.
SLM 1.45 - SLM 3.24 = 2.479 MI.
= 3.874 MI.

END LOCATION 3
MRW-61 SLM 3.24

3.228 Bridge

3.004 3.000 3.007 Mile Post = 003

Sheet total equivalent length of solid line: 0.477 Accum. total: 2.479

CALCULATED RDK | CHECKED

MORROW COUNTY CENTERLINE LOG AND NO PASSING ZONES

DEL-61-0.43

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.

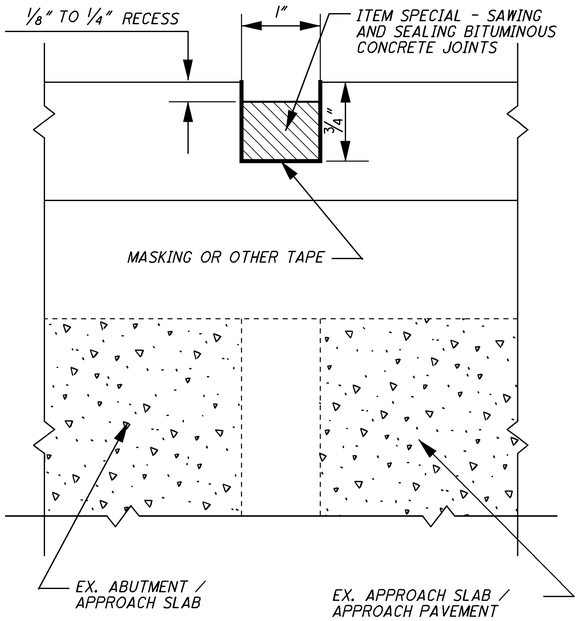
HOT-POURED JOINT SEALANT MATERIAL SHALL BE HEATED IN A KETTLE OR MELTER CONSTRUCTED AS A DOUBLE BOILER, WITH THE SPACE BETWEEN THE INNER AND OUTER SHELLS FILLED WITH OIL OR OTHER HEAT TRANSFER MEDIUM. POSITIVE TEMPERATURE CONTROL AND MECHANICAL AGITATION SHALL BE PROVIDED. HEATING MUST BE IN STRICT ACCORDANCE 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:

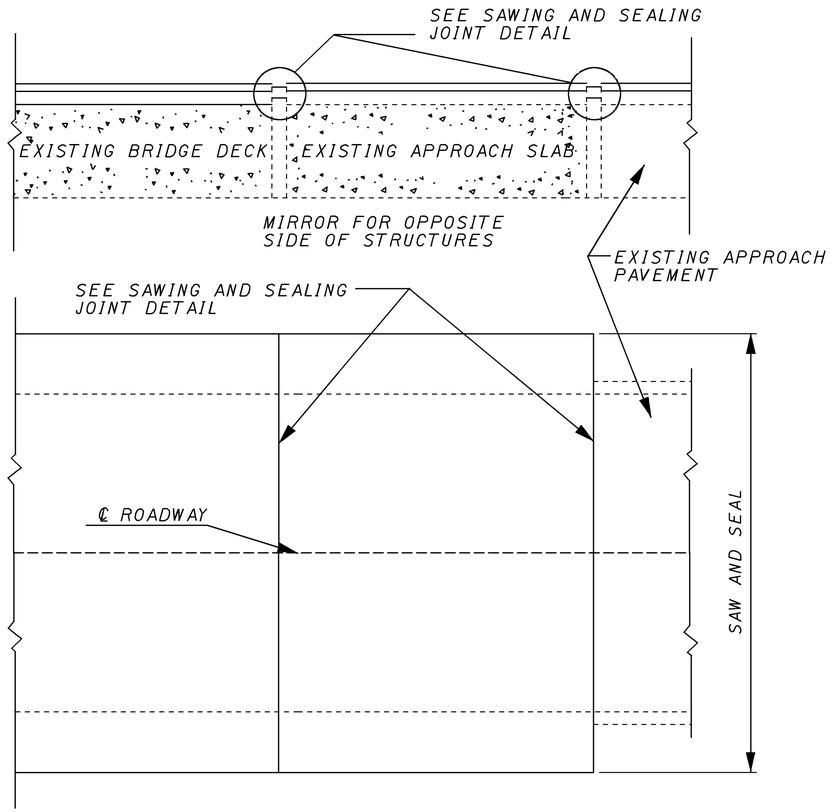
THE QUANTITY TO BE PAID FOR UNDER THIS ITEM WILL BE THE NUMBER OF LINEAR FEET OF JOINTS SAWED AND SEALED AS PER THE ABOVE REQUIREMENTS.



SAWING AND SEALING JOINT DETAIL

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

STRUCTURE NOTES

DEL-61-0.43

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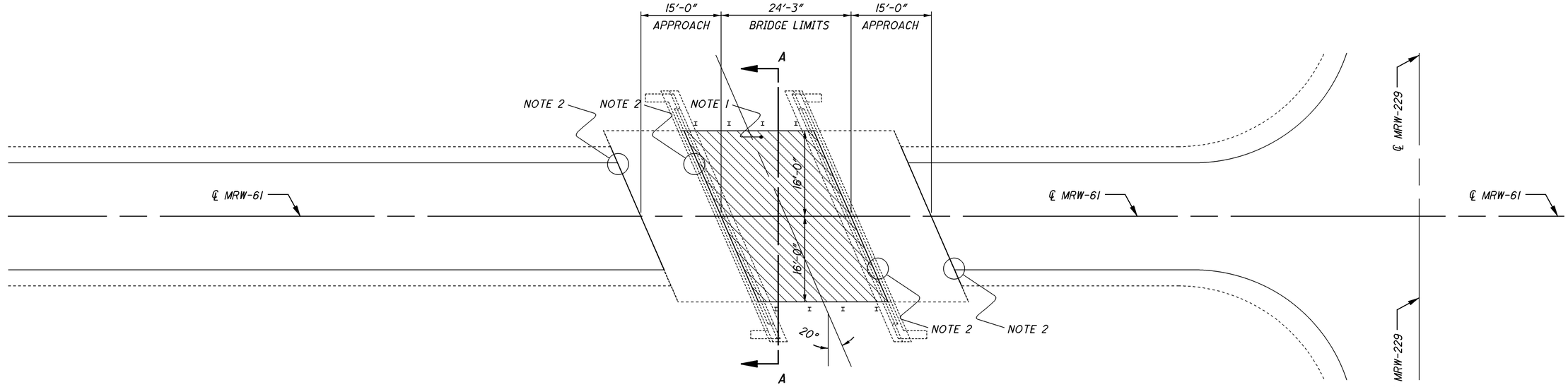
32



NOTES:

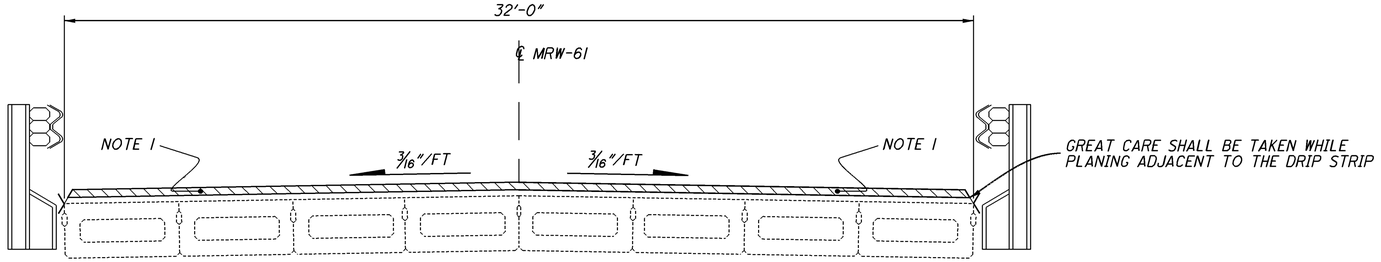
NOTE 1:
MILL 1.5" AND PLACE 1.5" ITEM 446 - ASPHALT CONCRETE SURFACE COURSE, TYPE IH ON DECK.

NOTE 2:
SAW AND SEAL JOINT. FOR MORE INFORMATION AND DETAILS SEE STRUCTURE NOTES.

BRIDGE PLAN
MRW-61-0320 (5900921)
PRESTRESSED CONCRETE BOX BEAM OVER SAMPLE DITCH

LEGEND:

PROPOSED BRIDGE TREATMENT



A-A
TRANSVERSE SECTION
MRW-61-0320 (5900921)
PRESTRESSED CONCRETE BOX BEAM OVER SAMPLE DITCH

MRW-61-0320 (SFN # 5900921)										REMARKS
		254	407	446		SPECIAL				
L E N G T H	W I D T H	PAVEMENT PLANING, ASPHALT CONCRETE (1.5" DEPTH)	TACK COAT (0.075 GAL. PER SQ. YD.)	ASPHALT CONCRETE SURFACE COURSE, TYPE IH		SAWING AND SEALING BITUMINOUS CONCRETE JOINTS				
		SQ YD	GALLON	CU YD		FT.				
24'	32'	87	7	4						EXISTING DECK SURFACE
2	JOINTS					70				BETWEEN PAVEMENT & APPROACH SLABS
2	JOINTS					70				APPROACH SLABS & EXISTING DECK
		87	7	4		140				

HORIZONTAL SCALE IN FEET
0 5 10 20

CALCULATED DKR | CHECKED

STRUCTURE FILE NUMBER 5900921

STRUCTURE SUBSUMMARY AND DETAILS
BRIDGE NO. MRW-61-0320 (BRIDGE OVER SAMPLE DITCH)

DEL-61-0.43
PID No. 78153

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