

APPROXIMATE CENTER OF PROJECT
 LATITUDE: 40°18'05"
 LONGITUDE: -83°04'03"

STATE OF OHIO
 DEPARTMENT OF TRANSPORTATION

DEL SR 37 9.07
 CITY OF DELAWARE TOWNSHIP
 DELAWARE COUNTY

LOC	COUNTY	ROUTE	BEGIN	END	LENGTH	LATITUDE	LONGITUDE	CITY	TOWNSHIP
1	DEL	037	9.07	11.45	2.38	40°18'23"	-83°05'27"	DELAWARE	
2	DEL	023	13.15	13.15		40°18'55"	-83°04'00"	DELAWARE	
3	DEL	037	6.94	6.94		40°19'12"	-83°07'29"	DELAWARE	DELAWARE

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PROJECT DESCRIPTION

THIS PROJECTS CONSISTS OF PAVEMENT REPAIRS AND PAVEMENT PLANING/RESURFACING ON SR 37 IN THE CITY OF DELAWARE. ALSO INCLUDED IS ADA CURB RAMP WORK ALONG 37. THERE IS PAVEMENT REPAIR OUTSIDE OF CITY LIMITS, AS WELL AS DRAIN REPAIR ON US-23.

2019 SPECIFICATIONS

THE STANDARD SPECIFICATIONS OF THE STATE OF OHIO, DEPARTMENT OF TRANSPORTATION, INCLUDING SUPPLEMENTAL SPECIFICATIONS LISTED IN THE PLANS AND CHANGES LISTED IN THE PROPOSAL SHALL GOVERN THIS PROJECT.
 I HEREBY APPROVE THESE PLANS AND DECLARE THAT THE MAKING OF THIS IMPROVEMENT WILL NOT REQUIRE THE CLOSING TO TRAFFIC OF THE HIGHWAY AND THAT PROVISIONS FOR THE MAINTENANCE OF TRAFFIC AND SAFETY WILL BE AS SET FORTH ON PLANS AND ESTIMATES.

UNDERGROUND UTILITIES
 Contact Two Working Days
 Before You Dig

OHIO811.org
 Before You Dig

OHIO811, 8-1-1, or 1-800-362-2764
 (Non-members must be called directly)



ENGINEERS SEAL:



SIGNED: *RMcNeill*
 DATE: 11.27.19

STANDARD CONSTRUCTION DRAWINGS

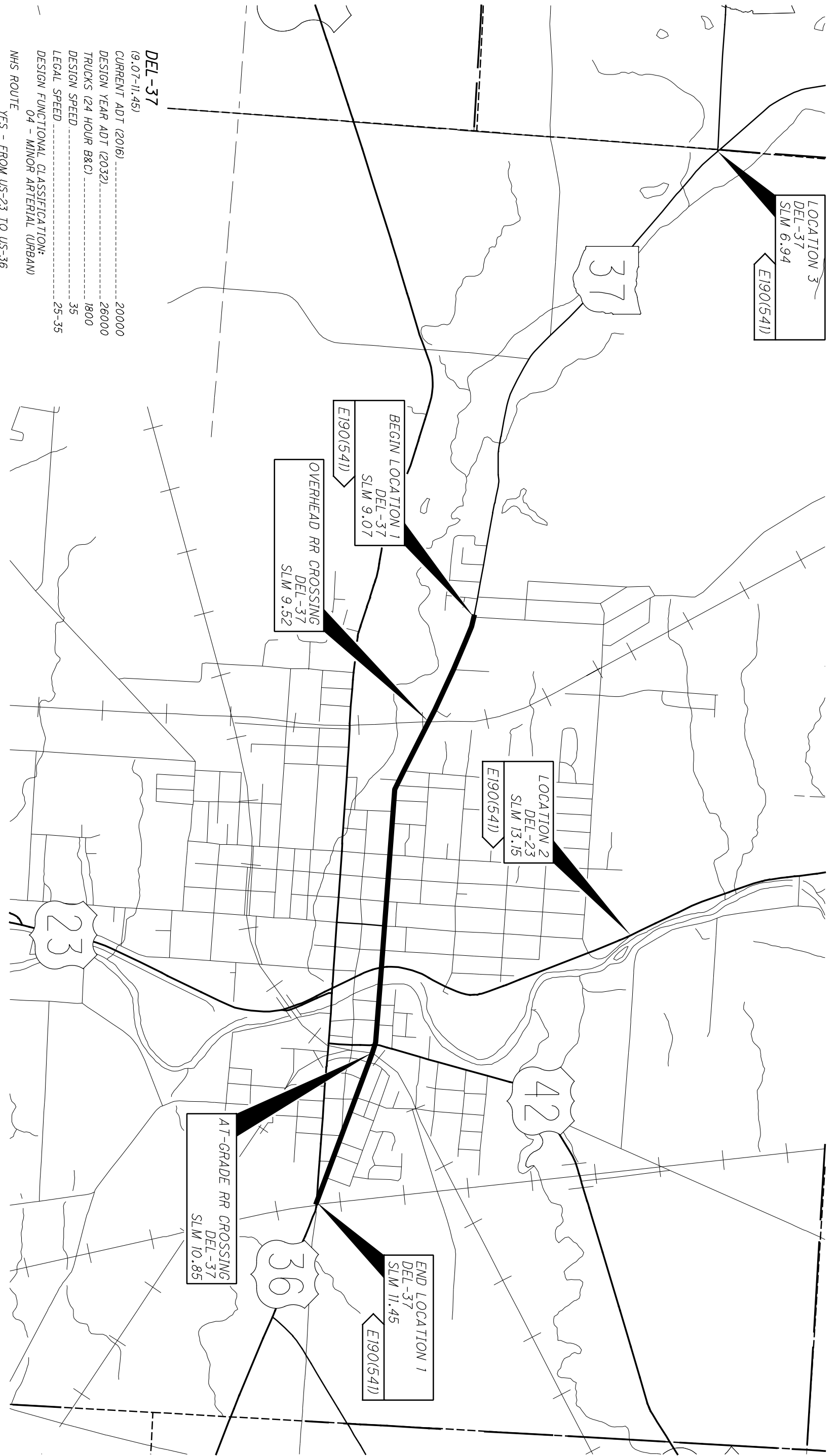
MT	DATE	TC	DATE	BP	DATE	800	10/18/19	10/18/19	10/18/19
MT 95.31	07/19/19	TC 41.20		BP 3.1					
MT 95.32	04/19/19	TC 42.20				821	04/20/12		
MT 97.10	04/19/19	TC 52.10				832	10/19/18		
MT 97.12	01/20/17	TC 52.20				839	07/17/15		
MT 99.20	04/19/19	TC 71.10				939	07/11/15		
MT 101.90	07/21/17								
MT 105.10	07/19/13								

SUPPLEMENTAL SPECIFICATIONS

SPECIAL PROVISIONS

APPROVED: *Michael R. Boyard*
 DATE: 11/27/19 DISTRICT DEPUTY DIRECTOR

APPROVED: _____
 DATE: _____ DIRECTOR, DEPARTMENT OF TRANSPORTATION



DEL-37
 (9.07-11.45)
 CURRENT ADT (2016) 20000
 DESIGN YEAR ADT (2032) 26000
 TRUCKS (24 HOUR B&C) 1800
 DESIGN SPEED 35
 LEGAL SPEED 25-35
 DESIGN FUNCTIONAL CLASSIFICATION:
 04 - MINOR ARTERIAL (URBAN)
 NHS ROUTE
 YES - FROM US-23 TO US-36

CATEGORY	GROUP	RESPONSIBLE ENTITY	PLAN SPLIT CODE	DESCRIPTION
STP>200000	PAVEMENT	STATE	01/S>2/PV/COD	URBAN PAVING PLAN SPLIT: DEL-37-9.07-10.48
NHS	PAVEMENT	STATE	02/NHS/PV	NHS PLAN SPLIT: DEL-37-10.48-11.45
STP>200000	PAVEMENT	NON-STATE	03/S>2/PV	100% CITY OF DELAWARE ITEMS
NHS	PAVEMENT	STATE	04/NHS/PV	DRAINAGE REPAIR ON US 23 AND REPAIR AT SR 37/SECTION LINE ROAD TO BE PAID 100% BY THE STATE

**LOCATION MAP
 DELAWARE COUNTY**

CALCULATED 0 1000 2000
 RAM
 CHECKED
 XXX
 HORIZONTAL SCALE IN FEET

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.

NOTIFICATION OF CONSTRUCTION INITIATION:
 AT LEAST FOURTEEN DAYS PRIOR TO STARTING INITIAL CONSTRUCTION ACTIVITIES, THE CONTRACTOR SHALL ADVISE THE DISTRICT OFFICE OF COMMUNICATIONS VIA EMAIL AT odot.plo@odot.ohio.gov, THE DISTRICT WORK ZONE TRAFFIC MANAGER VIA EMAIL AT d06.mol@odot.ohio.gov, THE CENTRAL OFFICE SPECIAL HAUL PERMITS SECTION BY FAX AT (614) 728-4099, NATHANIAL MCCOY WITH THE CITY OF DELAWARE AT nmccoy@delawareohio.net 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.

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.

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.

ALIGNMENT AND PROFILE:
 THE WORK PROPOSED BY THIS PROJECT IS FOR TREATMENT ON 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 EXCEPT IN SECTIONS WHERE EXISTING PAVEMENT IS NOT MILLED PRIOR TO PLACEMENT OF ASPHALT SURFACE COURSE.

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

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 CONTIGUES ACROSS THE STREET, CARE SHALL BE TAKEN TO FEATHER DOWN AND FORM A NEAT SEAM WITH THE PROPER GRADE.

UTILITIES:
 NO UTILITY IMPACT IS ANTICIPATED DUE TO THE SCOPE OF WORK. APPROXIMATE LOCATIONS OF UNDERGROUND UTILITIES HAVE BEEN SHOWN ON THESE PLANS IN THE AREAS OF PROPOSED WORK. IT IS ODOT'S EXPECTATION THAT THERE WILL BE NO CONFLICTS WITH THESE UTILITIES. THE ODOT CONTRACTOR IS REQUIRED TO CONTACT OUPS 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 OUPS DIRECTLY A MINIMUM OF 48 HOURS' NOTICE EXCLUDING WEEKENDS AND HOLIDAYS TO PROVIDE THEM WITH THE SAME OPPORTUNITY. IT IS ALSO THE ODOT CONTRACTOR'S RESPONSIBILITY TO LOCATE ANY UNDERGROUND RAILROAD SIGNAL AND COMMUNICATION LINES BEFORE PERFORMING ANY WORK IN THE RAILROAD RIGHT OF WAY.

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

SIDE ROADS:
 QUANTITIES AND DETAILS HAVE BEEN PROVIDED FOR THE TREATMENT OF INTERSECTIONS. THE CONTRACTOR SHALL EXPECT TO "PAVE BACK" ON ALL EXISTING SIDE ROADS DETAILED IN THE PLAN VIEW SECTION OF THIS PLAN.

ENVIRONMENTAL:
 THE CONTRACTOR SHALL NOT IMPACT ANY STREAMS/RIVERS WITHIN THIS PROJECT (OLENTANGY RIVER AT DEL-37-10.56). THE CONTRACTOR SHALL UTILIZE APPROPRIATE BMP'S TO AVOID ANY IMPACTS TO RESOURCES, SUCH AS INCORPORATE BUFFERS AND CATCHMENT MECHANISMS TO ENSURE NO DEBRIS OR HAZARDOUS WASTE ENTERS THE AFOREMENTIONED WATER BODY.

THE CONTRACTOR SHALL NOT DISCHARGE TOXIC OR HAZARDOUS MATERIALS SUCH AS SEALANTS, PAINT, SOLVENTS, CLEANING AGENTS, EARTHEN MATERIALS, WASTEWATER, FUELS OR DEBRIS OF ANY KIND TO A SCENIC RIVER, ITS TRIBUTARIES, OR DRAINAGE WAYS. IF REFUELING OF IMMOBILE EQUIPMENT IS NECESSARY WITHIN THE FLOODPLAIN OR NEAR ANY TRIBUTARY DRAINAGE WAYS, DITCHES, OR STREAM, THE CONTRACTOR SHALL PROVIDE SECONDARY CONTAINMENT WITH ENOUGH CAPACITY TO COMPLETELY CONTAIN AND COLLECT ALL POTENTIAL LIQUID WASTES IN THE EVENT OF A SPILL.

ANY AND ALL CONSTRUCTION DEBRIS, EARTHEN DEBRIS, EXCESS ASPHALT OR CONCRETE, WOOD DEBRIS FROM CLEARING, EXCESS FILL MATERIAL, AND TRASH SHOULD BE DISPOSED OF AT AN APPROVED UPLAND SITE OR LAND FILL ABOVE FEMA 100-YEAR FLOOD ELEVATIONS. DISPOSAL OF ANY SUCH MATERIALS WITHIN 1000 FEET OF THE OLENTANGY RIVER IS PROHIBITED.

IN ACCORDANCE WITH ORC 3750.06, REPORTABLE SPILLS MUST BE REPORTED TO THE LOCAL FIRE DEPARTMENT (911); THE LOCAL EMERGENCY COORDINATOR 740-368-1911, AND THE OHIO SPILL LINE (1-800-282-9378).

THE CONTRACTOR SHALL KEEP ALL IDLE EQUIPMENT, FUELS, LUBRICANTS, AND ANY STORAGE FOR/OF POTENTIALLY TOXIC OR HAZARDOUS MATERIALS OUT OF THE FEMA DESIGNATED SPECIAL FLOOD HAZARD AREA AND NOT WITHIN 1000 FEET OF THE OLENTANGY RIVER.

THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER 40 DAYS PRIOR TO WORK WITHIN 1000 FEET OF THE OLENTANGY RIVER. THE PROJECT ENGINEER SHALL NOTIFY THE DISTRICT ENVIRONMENTAL COORDINATOR 35 DAYS PRIOR TO WORK WITHIN 1000 FEET OF THE SCENIC RIVER. THE DISTRICT ENVIRONMENTAL COORDINATOR SHALL COORDINATE WITH ODNR SCENIC RIVERS 30 DAYS PRIOR TO ANY WORK WITHIN 1000 FEET OF THE OLENTANGY RIVER.

ENVIRONMENTAL (CONT.):
 THE CONTRACTOR SHALL DEVELOP AND IMPLEMENT A SEDIMENT AND EROSION CONTROL PLAN BEFORE EARTHWORK COMMENCES. THE PLAN SHALL INCLUDE A LIST OF APPLICABLE BMPs, PER SS 832 THAT WILL BE USED THROUGHOUT THE PROJECT, SUCH AS PERIMETER CONTROLS AND/OR SEEDING AND MULCHING, AND MUST BE SUBMITTED TO THE PROJECT ENGINEER FOR REVIEW AND ACCEPTANCE. SEDIMENT AND EROSION CONTROLS SHALL BE PROPERLY INSTALLED AND MAINTAINED THROUGHOUT THE DURATION OF THE PROJECT. STRAW BALES SHALL NOT BE PERMITTED AS A FORM OF SEDIMENT CONTROL. ALL TEMPORARY SEDIMENT AND EROSION CONTROLS SHALL BE REMOVED UPON STABILIZATION OF THE PROJECT AREA. PARTICULAR ATTENTION SHALL BE GIVEN TO ANY DRAINAGE WAYS, UNPROTECTED SLOPES, DITCHES, AND STREAMS THAT COULD CONVEY SEDIMENT LADEN WATERS DIRECTLY TO THE OLENTANGY RIVER.

MANHOLES AND OTHER CASTING STRUCTURES:
 THE CASTING TOPS OF MANHOLES, VALVE BOXES, AND OTHER STRUCTURES OWNED BY PUBLIC SERVICE CORPORATIONS MAY BE ADJUSTED TO GRADE BY THEIR RESPECTIVE OWNERS OR GIVE AUTHORIZATION TO ODOT TO ADJUST AS PART OF THIS CONTRACT. THIS WORK NEEDS TO BE COMPLETED PRIOR TO THE CONSTRUCTION OF THE SURFACE COURSE. THE CONTRACTOR SHALL NOTIFY SUCH PUBLIC SERVICE CORPORATIONS A MINIMUM OF 7 CALENDAR DAYS IN ADVANCE OF WORK OPERATIONS SO THAT WORK MAY BE PROPERLY SCHEDULED.

THE CASTING TOPS OF MANHOLES, VALVE BOXES, AND OTHER STRUCTURES REQUIRING ADJUSTMENT THAT ARE OWNED BY PRIVATE UTILITIES NEED TO BE ADJUSTED TO GRADE BY THEIR RESPECTIVE OWNERS. THE ODOT CONTRACTOR SHALL NOTIFY THE PRIVATE OWNER A MINIMUM OF 7 CALENDAR DAYS IN ADVANCE OF WORK OPERATIONS SO THE WORK MAY BE PROPERLY SCHEDULED.

IF ADJUSTMENTS HAVE NOT BEEN COMPLETED 14 CALENDAR DAYS AFTER NOTIFICATION, THE ODOT CONTRACTOR WILL NOTIFY THE ODOT PROJECT ENGINEER AND PROVIDE SPECIFIC STATION LOCATIONS AND OWNER INFORMATION. THE ODOT PROJECT ENGINEER WILL WORK WITH THE DISTRICT UTILITY COORDINATOR TO ISSUE AND OBSTRUCTION REMOVAL NOTICE WITHIN 5 DAYS OF RECEIPT WHICH WILL INFORM THE PRIVATE UTILITY TO ADJUST THE STRUCTURES AS NECESSARY OR ODOT WILL AUTHORIZE THE ODOT CONTRACTOR TO ADJUST AS NEEDED AND BILL THE OWNER OF THE FACILITY FOR THE ADJUSTMENT TO THE STRUCTURE.

SHOULD THE CONTRACTOR FAIL TO NOTIFY PUBLIC SERVICE CORPORATIONS OR PRIVATE UTILITIES OF EXISTING MANHOLES, VALVE BOXES, AND OTHER STRUCTURES THAT REQUIRE ADJUSTMENTS TO GRADE, AND COVER THESE WITH THE PROPOSED ASPHALT TREATMENT, THE CONTRACTOR WILL BE REQUIRED TO UNCOVER THE MANHOLES, VALVE BOXES, AND OTHER STRUCTURES AT THEIR OWN EXPENSE SO THAT THE NECESSARY ADJUSTMENTS CAN BE MADE. THE METHOD OF REMOVAL AND REPAIR OF THE ASPHALT SHALL MEET ALL REQUIREMENTS OF THE ODOT ENGINEER AND SHALL BE AT THE CONTRACTOR'S EXPENSE.

THESE ITEMS PROVIDED BELOW ARE CONTINGENCY QUANTITIES TO BE USED AS DIRECTED BY THE PROJECT ENGINEER AT VARIOUS LOCATIONS. THESE ITEMS SHALL INCLUDE THE COST OF ALL MATERIAL, LABOR, EQUIPMENT, AND HARDWARE NECESSARY TO ADJUST CASTINGS TO GRADE TO THE PROPOSED ASPHALT ELEVATION AS DIRECTED.
 THE FOLLOWING QUANTITIES HAS BEEN PROVIDED AND THE TOTAL HAS BEEN CARRIED TO THE GENERAL SUMMARY.

ITEM 611 - INLET ADJUSTED TO GRADE = 4 EACH

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

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

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

PAYMENT FOR ALL OPERATIONS DESCRIBED ABOVE SHALL BE INCLUDED IN THE CONTRACT PRICE FOR THE PERTINENT 611 CONDUIT ITEMS.

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

ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE), AS PER PLAN:
 ALL AREAS TO BE REPAIRED SHALL BE LOCATED BY THE ENGINEER AND THE WORK PERFORMED PRIOR TO RESURFACING. REPAIR AREAS SHALL CONSIST OF REMOVING 12" OF PAVEMENT AND PLACING 12" ITEM 301 - ASPHALT CONCRETE BASE, PG64-22. PARTIAL DEPTH PAVEMENT REPAIR SHALL BE STARTED AND COMPLETED IN THE SAME WORKING DAY. THE CONTRACTOR SHALL CONTACT NATHAN MCCOY (nmccoy@delawareohio.net) WITH THE CITY OF DELAWARE PRIOR TO PERFORMING PARTIAL DEPTH PAVEMENT REPAIRS.

THE FOLLOWING CONTINGENCY QUANTITY HAS BEEN PROVIDED AND THE TOTAL HAS BEEN CARRIED TO THE GENERAL SUMMARY.
 ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR, AS PER PLAN = 1200 SY

ITEM 253 - PAVEMENT REPAIR, AS PER PLAN:
 THIS REPAIR IS LOCATED ON SR 37 AT SLM 6.94, AT THE INTERSECTION OF SR 37 AND SECTION LINE ROAD. EXACT LOCATION IS TO BE DETERMINED BY THE ENGINEER. REPAIR AREA SHALL CONSIST OF REMOVING 18" OF PAVEMENT AND PLACING 6" ITEM 304 - AGGREGATE BASE, 9" ITEM 301 - ASPHALT CONCRETE BASE, PG64-22, AND 3" OF ITEM 441 - ASPHALT CONCRETE SURFACE COURSE, TYPE 1 (448), PG64-22. ITEM 441 SHALL BE PLACED IN TWO LIFTS. PAVEMENT REPAIR SHALL BE STARTED AND COMPLETED IN THE SAME WORKING DAY.

THE FOLLOWING CONTINGENCY QUANTITY HAS BEEN PROVIDED AND THE TOTAL HAS BEEN CARRIED TO THE GENERAL SUMMARY.
 ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR, AS PER PLAN = 70 SY

ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE
 THE CONTRACTOR SHALL BE TOTALLY RESPONSIBLE FOR ANY AND ALL DAMAGE TO THE CONTRACTORS EQUIPMENT THAT MAY RESULT FROM THE PLANING OPERATION, INCLUDING DAMAGE CAUSED BY CASTINGS AND LOOP DETECTORS. THE DEPTH OF PLANING CLOSE TO THE CASTINGS SHALL BE AS DIRECTED; TO ACHIEVE A SMOOTH RIDING FINISHED PAVEMENT. GREAT CARE SHALL BE TAKEN TO PREVENT THE REMOVAL OF THE EXISTING PAVEMENT CROSS SLOPE (CROWN) DURING THE PLANING OPERATIONS.

THE CONTRACTOR SHALL LIMIT THE PLANING OPERATION TO ONE LANE AT A TIME AS TO ENSURE THAT THE PROPOSED SURFACE COURSE IS BUTTING UP TO EITHER PROPOSED OR EXISTING ASPHALT.
 PLANED PAVEMENT SHALL NOT BE EXPOSED TO TRAFFIC.

ITEM 617 - WATER:
 THIS ITEM IS A CONTINGENCY QUANTITY AND SHALL BE USED WHERE AND AS DIRECTED BY THE ENGINEER.

THE FOLLOWING QUANTITY HAS BEEN PROVIDED AND THE TOTAL HAS BEEN CARRIED TO THE GENERAL SUMMARY.
 ITEM 617 - WATER = 2 MGAL.

ITEM 644 - PAVEMENT MARKING:
 IT IS THE INTENT OF THE PROPOSED PAVEMENT MARKINGS TO BE THE SAME AS EXISTING. ANY DEVIATION FROM EXISTING WILL BE IDENTIFIED WITHIN THIS PLAN. IT IS THE CONTRACTOR'S RESPONSIBILITY TO VERIFY THE LOCATION, SIZE AND SHAPE OF THESE EXISTING PAVEMENT MARKINGS BEFORE THE SURFACE PREP OBLITERATES THEM. ANY PAVEMENT MARKING WHICH IS PLACED AT THE WRONG LOCATION SHALL BE REMOVED AND REPLACED AT THE CONTRACTORS EXPENSE.:

LOC	COUNTY	ROUTE	EDGE LINE WIDTH	LANE LINE WIDTH	CENTER LINE WIDTH	CHANNELIZING LINE WIDTH
1	DEL	37	4"	4"	4"	8"
2	DEL	23	4"	4"	4"	8"

ITEM 632 - DETECTOR LOOP, AS PER PLAN:
 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 (WBIT, EBRT, ETC.) AT THE SPICE 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 JESSICA OMEROLD AT THE CITY OF DELAWARE) AT LEAST TWO WEEKS (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.

THE FOLLOWING CONTINGENCY QUANTITY HAS BEEN PROVIDED AND THE TOTAL HAS BEEN CARRIED TO THE GENERAL SUMMARY.
 ITEM 632 - DETECTOR LOOP, AS PER PLAN = 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.
 THE FOLLOWING CONTINGENCY QUANTITY HAS BEEN PROVIDED AND THE TOTAL HAS BEEN CARRIED TO THE GENERAL SUMMARY.
 ITEM 632 - LOOP DETECTOR TIE IN = 4 EACH

ITEM 623 - CONSTRUCTION LAYOUT STAKES AND SURVEYING, AS PER PLAN:
 THIS ITEM SHALL CONSIST OF STATIONING USING 3 FT LATH STAKES. THE STAKES SHALL BE SPACED AT 200 FT INTERVALS AND SHALL EXTEND THROUGHOUT THE LENGTH OF EACH PROJECT LOCATION AND THROUGHOUT THE LENGTH OF ANY RAMPS.
 PLACEMENT OF THE STAKES SHALL BE AS DIRECTED BY THE ENGINEER. THE CONTRACTOR IS RESPONSIBLE FOR REPLACING ANY DAMAGED OR MISSING STAKES.

THIS ITEM SHALL ALSO BE USED IN THE EVENT THAT THE EXISTING RAILROAD RIGHT OF WAY NEEDS TO BE ESTABLISHED.
 CONSTRUCTION LAYOUT STAKES, AS PER PLAN WILL BE PAID FOR AT THE CONTRACT LUMP SUM BID, WHICH SHALL BE FULL COMPENSATION FOR ALL SERVICES, MATERIALS, LABOR, EQUIPMENT, TOOLS, AND INCIDENTALS, INCLUDING THE REMOVAL, NECESSARY TO COMPLETE THIS ITEM.

OVERHEAD BRIDGES:
 CARE SHALL BE TAKEN TO MAINTAIN EXISTING VERTICAL CLEARANCE AT ALL OVERHEAD BRIDGES. CONTRACTOR WILL NEED TO PROVIDE CONFIRMATION TO CSXT AND BENSCH THAT THE EXISTING VERTICAL CLEARANCE AT THE CSXT RAILROAD UNDER-GRADE BRIDGE HAS BEEN MAINTAINED AFTER THE WORK HAS BEEN COMPLETED.

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

PAVING AT RAILROAD CROSSING:
 WORK THE CROWN OUT OF PROPOSED PAVEMENT ON EACH SIDE OF THE RAILROAD CROSSING, BEGINNING 50' FROM THE NEAREST RAIL, BY RAISING THE EDGES OF NEW PAVEMENT TO MEET THE PLATFORM ELEVATION.

GENERAL:
 ALL TRAFFIC CONTROL DEVICES SHALL BE FURNISHED, ERECTED, MAINTAINED, AND REMOVED BY THE CONTRACTOR IN ACCORDANCE WITH THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (CURRENT EDITION). COPIES ARE AVAILABLE FROM:

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

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

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

ALL PERMANENT TRAFFIC CONTROLS NOT IN CONFLICT WITH THE TEMPORARY TRAFFIC CONTROLS SHALL BE MAINTAINED THROUGHOUT THIS PROJECT BY THE CONTRACTOR. PERMANENT TRAFFIC CONTROLS MAY BE TEMPORARILY RELOCATED BY THE ENGINEER. THE CONTRACTOR SHALL ASSUME ALL LIABILITY FOR MISSING, DAMAGED, AND PROPERLY PLACED SIGNS.

PAYMENT FOR ALL LABOR, EQUIPMENT AND MATERIALS SHALL BE INCLUDED IN THE LUMP SUM CONTRACT PRICE FOR ITEM 614, MAINTAINING TRAFFIC, UNLESS SEPARATELY ITEMIZED IN THE PLAN.

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

ITEM 614 - MAINTAINING TRAFFIC ON TWO LANE HIGHWAYS:
 TRAFFIC SHALL BE MAINTAINED ON TWO LANE HIGHWAYS AT ALL TIMES BY USE OF THE EXISTING AND COMPLETED PAVEMENT. WORK ZONES SHALL BE LIMITED IN LENGTH TO THE AMOUNT OF WORK THAT CAN BE PERFORMED THAT DAY. WORK ZONES SHALL BE IN ACCORDANCE WITH THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES. TRAFFIC SHALL BE MAINTAINED BY FLAGGER FOR CLOSING 1 LANE OF A 2 LANE HIGHWAY FOR PAVING OPERATION AS PER STANDARD DRAWING MT-97.12. IF VEHICLES ARE DIRECTED INTO OPPOSING LANES TO CROSS THE RAILROAD, A RAILROAD FLAGGER MUST BE IN PLACE TO SUPPLEMENT VEHICULAR TRAFFIC MOT PLAN.

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

HOLIDAYS
 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 FALLS. THE FOLLOWING SCHEDULE SHALL BE USED TO DETERMINE THIS PERIOD:

DAY OF HOLIDAY	TIME ALL LANES MUST BE OPEN TO TRAFFIC
SUNDAY	12:00 NOON FRIDAY THROUGH 6:00 AM MONDAY
MONDAY	12:00 NOON FRIDAY THROUGH 6:00 AM TUESDAY
TUESDAY	12:00 NOON MONDAY THROUGH 6:00 AM WEDNESDAY
WEDNESDAY	12:00 NOON TUESDAY THROUGH 6:00 AM WEDNESDAY
THURSDAY	12:00 NOON WEDNESDAY THROUGH 6:00 AM FRIDAY
THANKSGIVING	5:00 AM WEDNESDAY THROUGH 6:00 AM MONDAY
FRIDAY	12:00 NOON THURSDAY THROUGH 6:00 AM MONDAY
SATURDAY	12:00 NOON FRIDAY THROUGH 6:00 AM MONDAY

SPECIAL EVENTS

OSU HOME FOOTBALL GAMES -
 LANE, RAMP, OR SHOULDER CLOSURES ARE NOT PERMITTED FROM 3 HOURS PRIOR TO KICKOFF TO 3 HOURS FOLLOWING THE CONCLUSION OF THE GAME ON THE FOLLOWING ROUTES:
 -US 23 BETWEEN I-270 (NORTH SIDE) AND SR 229
 DELAWARE COUNTY FAIR -
 LANE OR SHOULDER CLOSURES ARE NOT PERMITTED DURING THE DELAWARE COUNTY FAIR FROM 6AM-10PM DAILY ON THE FOLLOWING ROUTES:
 -US 23 BETWEEN SR 750 AND SR 98
 -SR 37 BETWEEN SR 257 AND I-71
 IRONMAN OHIO 70.3 -
 LANE OR SHOULDER CLOSURES ARE NOT PERMITTED DURING THE EVENT OR THE WEEK PRECEDING IT ON THE FOLLOWING ROUTES:
 -US 23 BETWEEN WILEY RD AND SR 98
 -ANY ROUTES USED BY CITY OF DELAWARE FOR CLOSURE OR DETOUR, CONTRACTOR TO VERIFY WITH PROJECT ENGINEER.

FIRST FRIDAY
 ARTS FESTIVAL
 NEW MOON 1/2, 4, AND CRESCENT MOON 5K
 MINGO MAN TRIATHLON
 JULY 4TH PARADE AND FIREWORKS
 CAR SHOW
 DAVE STALEY TRIATHLON
 ALL HORSE PARADE
 VETERANS PARADE
 HOME FOR HOLIDAYS: TREE LIGHTING

NO EXTENSIONS OF TIME SHALL BE GRANTED FOR DELAYS IN MATERIAL DELIVERIES, UNLESS SUCH DELAYS ARE INDUSTRY WIDE, OR FOR LABOR STRIKES, UNLESS SUCH STRIKES ARE AREA WIDE.
 SHOULD THE CONTRACTOR FAIL TO MEET ANY OF THESE REQUIREMENTS, THE CONTRACTOR SHALL BE ASSESSED A DISINCENTIVE IN THE AMOUNT OF \$100 FOR EACH MINUTE THE ABOVE DESCRIBED LANE CLOSURE RESTRICTIONS ARE VIOLATED.

HOURS OF OPERATION
 ALL WORK IS TO BE PERFORMED BETWEEN THE HOURS OF 7AM AND 6AM, SUNDAY THROUGH THURSDAY.

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' (FEET) CENTER ON CENTER IN THE TAPERS AND 80' (FEET) CENTER ON CENTER IN THE TANGENT SECTIONS.

TRUCK MOUNTED ATTENUATOR (TMA) - TWO LANE ROADS
 WHEN WORKING IN A CLOSED LANE OR SHOULDER ON A TWO LANE HIGHWAY WITHOUT TEMPORARY OR PERMANENT TRAFFIC BARRIERS SEPARATING THE WORK AREA FROM THE TRAVELED LANE, A TRUCK MOUNTED ATTENUATOR (TMA) SHALL BE PROVIDED TO PROTECT EACH WORK AREA IN ACCORDANCE WITH OMITTED TYPICAL APPLICATION (TA) 4, TA-6 AND TA-17, ALONG WITH STANDARD CONSTRUCTION DRAWING (SCD) MT-97.10. THE TMA SHALL BE PLACED IN SUCH A WAY TO ADEQUATELY PROTECT THE WORKERS INSIDE THE WORK ZONE. THE TMA IS NOT INTENDED TO BE USED AS OR SUBSTITUTED FOR THE FLAGGERS AND/OR WARNING SIGNS AND DEVICES. THE TMA SHALL MEET NCHRP REPORT 350 OR MASH TL-3 COMPLIANT AND SHOULD BE OPERATED AND LOCATED PER MANUFACTURERS RECOMMENDATIONS AND ASSHTO'S ROADSIDE DESIGN GUIDE. THE COST FOR PROVIDING THE TMA SHALL INCLUDE ALL MATERIAL, LABOR, EQUIPMENT, AND HARDWARE REPLACEMENT AND IS TO BE INCLUDED IN THE LUMP SUM BID PRICE FOR ITEM 614 - MAINTAINING TRAFFIC.

USE OF WEIGHTED CHANNELLIZER:

THE WEIGHTED CHANNELLIZER MAY BE USED IN ACCORDANCE WITH THIS SECTION. THE WEIGHTED CHANNELLIZER SHALL BE PREDOMINANTLY ORANGE IN COLOR AND SHALL BE MADE OF LIGHTWEIGHT, FLEXIBLE, AND DEFORMABLE MATERIAL. THEY SHALL BE AT LEAST 42 INCHES IN HEIGHT WITH A WEIGHTED BASE. THEY MAY HAVE A HANDLE OR LIFTING DEVICE WHICH EXTENDS ABOVE THE 42" MINIMUM HEIGHT. THE MARKINGS ON THE WEIGHTED CHANNELLIZER SHALL BE HORIZONTAL, CIRCUMFERENTIAL, ALTERNATING ORANGE AND WHITE RETROREFLECTIVE STRIPES 6 INCHES WIDE. EACH WEIGHTED CHANNELLIZER SHALL HAVE A MINIMUM OF TWO ORANGE AND TWO WHITE STRIPES. ANY NON-RETROREFLECTIVE SPACES BETWEEN THE HORIZONTAL ORANGE AND WHITE STRIPES SHALL NOT EXCEED 2 INCHES WIDE. THE WEIGHTED CHANNELLIZER SHALL HAVE A 4-INCH MINIMUM WIDTH, REGARDLESS OF ORIENTATION.

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

WHEN USED AT NIGHT, WEIGHTED CHANNELLIZERS SHALL ONLY BE PLACED IN THE TANGENT AREA. THE TANGENT AREA IS DEFINED AS THE AREA AFTER THE TRANSITION TAPER WHERE THE WORK TAKES PLACE. DRUMS SHALL BE USED IN THE TRANSITION TAPERS FOR NIGHT OPERATIONS. MAXIMUM SPACING OF THE WEIGHTED CHANNELLIZER SHALL BE 40 FEET AT NIGHT.

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

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@dohio.gov. THE DISTRICT WORK ZONE TRAFFIC MANAGER VIA EMAIL AT d06.mot@dohio.gov, AND NATHAN MCCOY WITH THE CITY OF DELAWARE VIA EMAIL AT nmccoy@delawareohio.net 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 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 DELAYS AND/OR CHANGES REGARDING THE CONSTRUCTION INITIATION DATE.

PUBLIC OUTREACH AND NOTIFICATION:

THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING THE DISTRICT 6 PUBLIC INFORMATION OFFICE VIA EMAIL AT d06.pio@dohio.gov TO COORDINATE EFFORTS TO NOTIFY ADJACENT RESIDENTS AND BUSINESSES OF THE UPCOMING PAVEMENT RESURFACING PROJECT. ADVANCE NOTIFICATION SHALL OCCUR NO LATER THAN FOURTEEN (14) DAYS PRIOR TO A NEW LOCATION. ALL NOTIFICATIONS SHALL BE MADE UTILIZING THE TEMPLATE PROVIDED BY THE DISTRICT 6 PUBLIC INFORMATION OFFICE.

PARKING RESTRICTIONS:

"NO PARKING" SIGNS SHALL BE INSTALLED "AS DIRECTED BY THE ENGINEER" BY THE CONTRACTOR 72 HOURS PRIOR TO THE START OF CONSTRUCTION ACTIVITIES IN THE AFFECTED AREAS IN THE CITY OF DELAWARE. THE DATE OF INSTALLATION, AND THE DATES/HOURS THAT THE WORK WILL BE PERFORMED SHALL BE LISTED ON EACH SIGN. 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. THE COST OF THIS ITEM OF WORK SHALL INCLUDE ALL SERVICES, MATERIALS, LABOR, EQUIPMENT, TOOLS, AND INCIDENTALS, INCLUDING THE REMOVAL, NECESSARY TO COMPLETE THIS ITEM AND WILL BE PAID FOR AT THE CONTRACT TIME PER RID FOR ITEM 614 - MAINTAINING TRAFFIC.

PERMITTED LANE CLOSURES:

AT LEAST ONE LANE OF TWO-WAY TRAFFIC SHALL BE MAINTAINED AT ALL TIMES BY USE OF THE EXISTING AND COMPLETED PAVEMENT. WORK ZONES SHALL BE LIMITED IN LENGTH TO THE AMOUNT OF WORK THAT CAN BE PERFORMED THAT DAY. TRAFFIC SHALL BE MAINTAINED BY FLAGGERS FOR CLOSING 1 LANE OF THE 2 LANE HIGHWAY FOR PAVING OPERATION AS PER STANDARD DRAWING MT-91.12, MT-97.10, MT-97.11, AND MT-97.12.

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

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

PAYMENT FOR ALL LABOR, EQUIPMENT AND MATERIALS SHALL BE INCLUDED IN THE LUMP SUM CONTRACT PRICE FOR ITEM 614, MAINTAINING TRAFFIC, UNLESS SEPARATELY ITEMIZED IN THE PLAN.

SHOULD THE CONTRACTOR FAIL TO MEET ANY OF THESE REQUIREMENTS, THE CONTRACTOR SHALL BE ASSESSED A DISINCENTIVE IN THE AMOUNT OF \$100 FOR EACH MINUTE THE ABOVE DESCRIBED LANE CLOSURE RESTRICTIONS ARE VIOLATED.

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 TO INFORM SPECIAL HAULING PERMITS SECTION (HAULING.PERMITS@DOH.OHIO.GOV) AND THE DISTRICT PUBLIC INFORMATION OFFICE (PIO). THIS NOTIFICATION SHALL BE RECEIVED BY THE PROJECT ENGINEER PRIOR TO THE PHYSICAL SETUP OF ANY APPLICABLE SIGNS OR MESSAGE BOARDS.

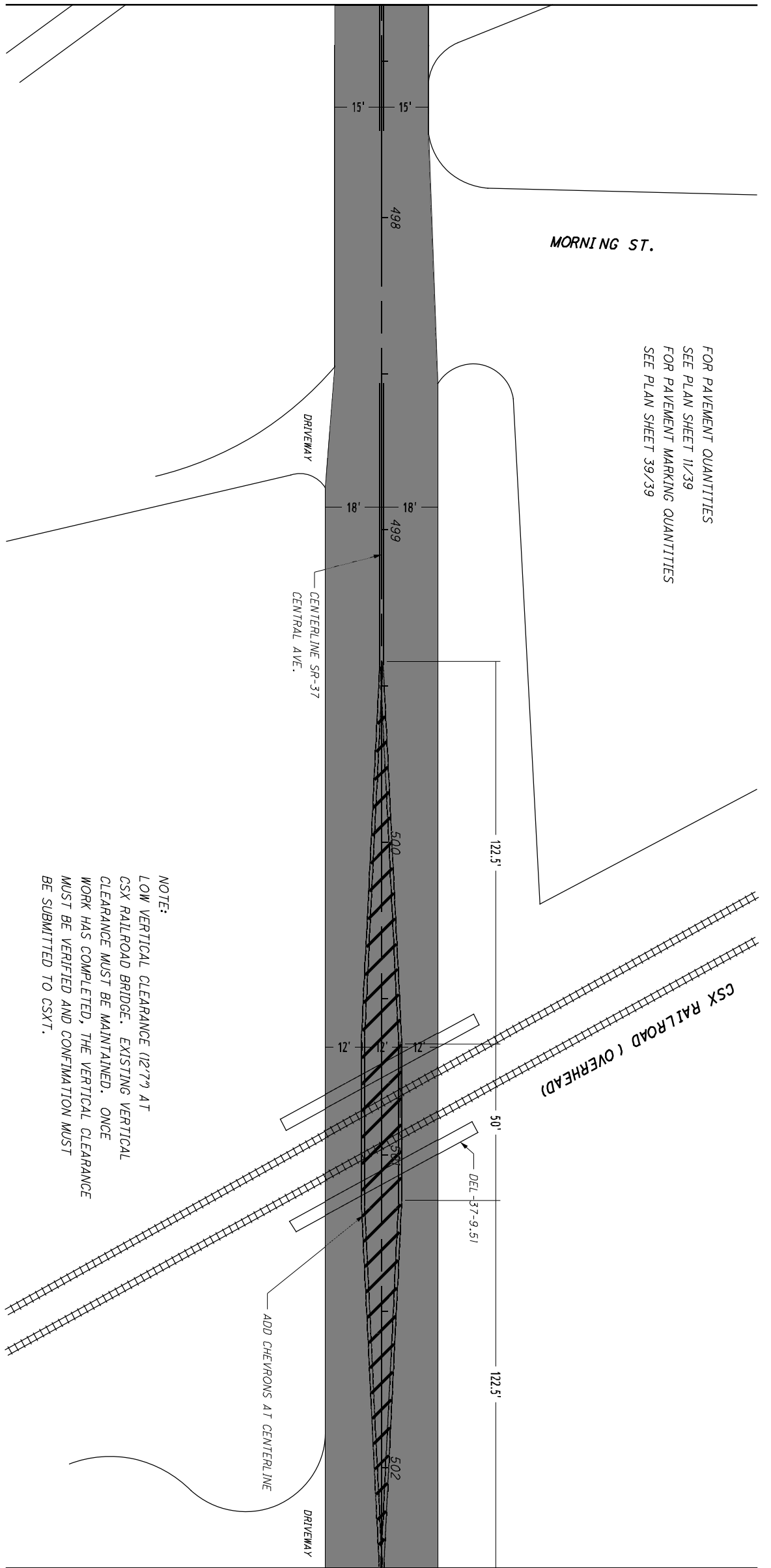
INFORMATION SHOULD INCLUDE BUT IS NOT LIMITED TO ALL CONSTRUCTION ACTIVITIES THAT IMPACT OR INTERFERE WITH TRAFFIC AND SHALL LIST THE SPECIFIC LOCATION, TYPE OF WORK, ROAD STATUS, DATE AND TIME OF RESTRICTION, DURATION OF RESTRICTION, NUMBER OF LANES MAINTAINED, NUMBER OF LANES CLOSED, MINIMUM VERTICAL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

Notification Time Frame Table

Item	Duration of Closure	Notification due to District 6 Communications Office	Sign Displayed to Public
Ramp & Road Closures	> 12 hours & < 2 weeks	14 calendar days prior to closure	calendar days prior to closure
Lane Closures & Restrictions	>= 2 weeks	21 calendar days prior to closure	calendar days prior to closure
Start of Construction & Traffic Pattern Changes	N/A	14 calendar days prior to implementation	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.

MATCHLINE STA. 497+32
SEE SHEET 16



FOR PAVEMENT QUANTITIES
SEE PLAN SHEET 11/39
FOR PAVEMENT MARKING QUANTITIES
SEE PLAN SHEET 39/39

NOTE:
LOW VERTICAL CLEARANCE (12'-7") AT
CSX RAILROAD BRIDGE. EXISTING VERTICAL
CLEARANCE MUST BE MAINTAINED. ONCE
WORK HAS COMPLETED, THE VERTICAL CLEARANCE
MUST BE VERIFIED AND CONFIRMATION MUST
BE SUBMITTED TO CSXT.

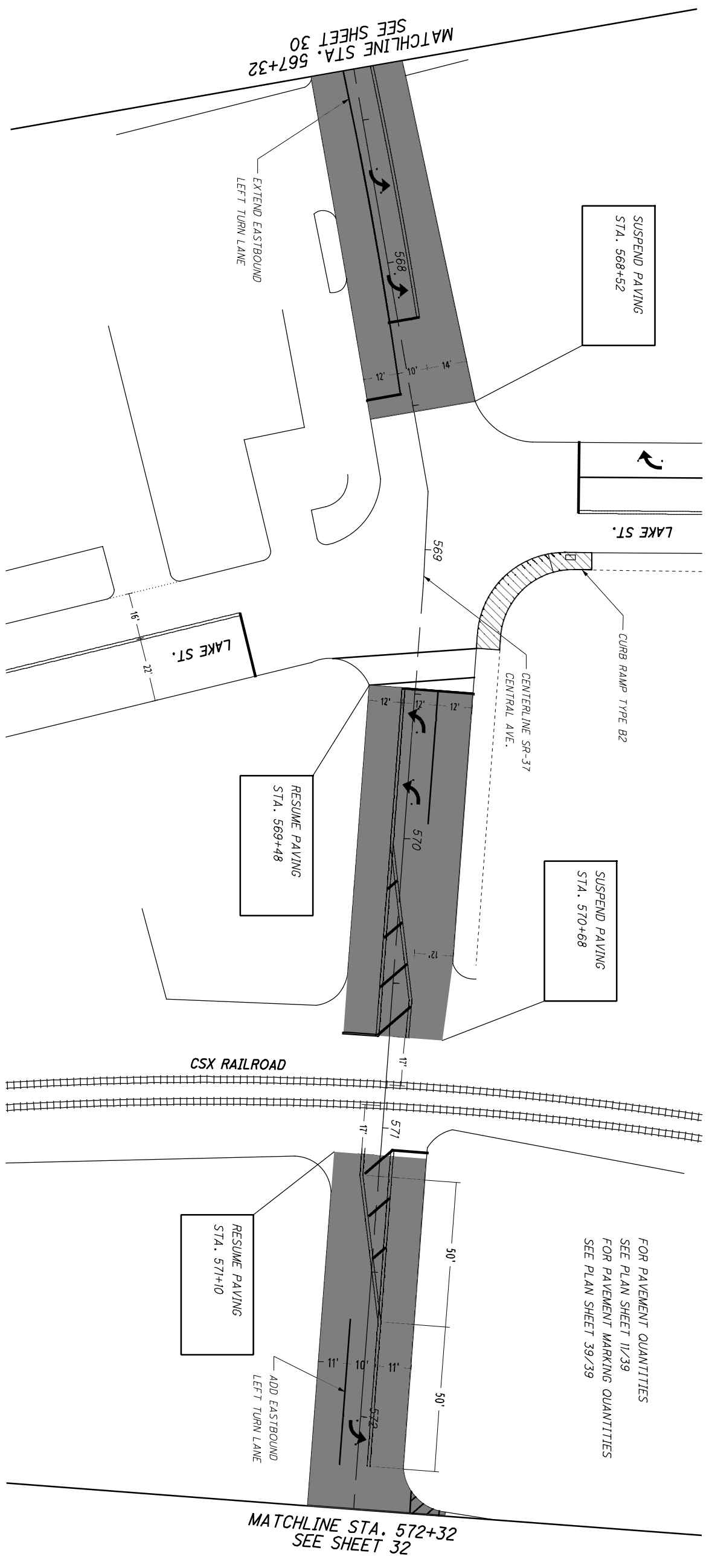


PAVING LIMITS

MATCHLINE STA. 502+32
SEE SHEET 18



LOCATION	COUNTY	ROUTE	STA			
	DEL	37	568+00	SF	202	TRENCH DRAIN WITH STANDARD GRATE
				SF	608	4" CONCRETE WALK
				SF	608	CURB RAMP
TOTALS CARRIED TO GENERAL SUMMARY					390	
					315	
					75	



 PAVING LIMITS
 REMOVE/REPLACE CONCRETE WALK

FOR PAVEMENT QUANTITIES
 SEE PLAN SHEET 11/39
 FOR PAVEMENT MARKING QUANTITIES
 SEE PLAN SHEET 39/39

