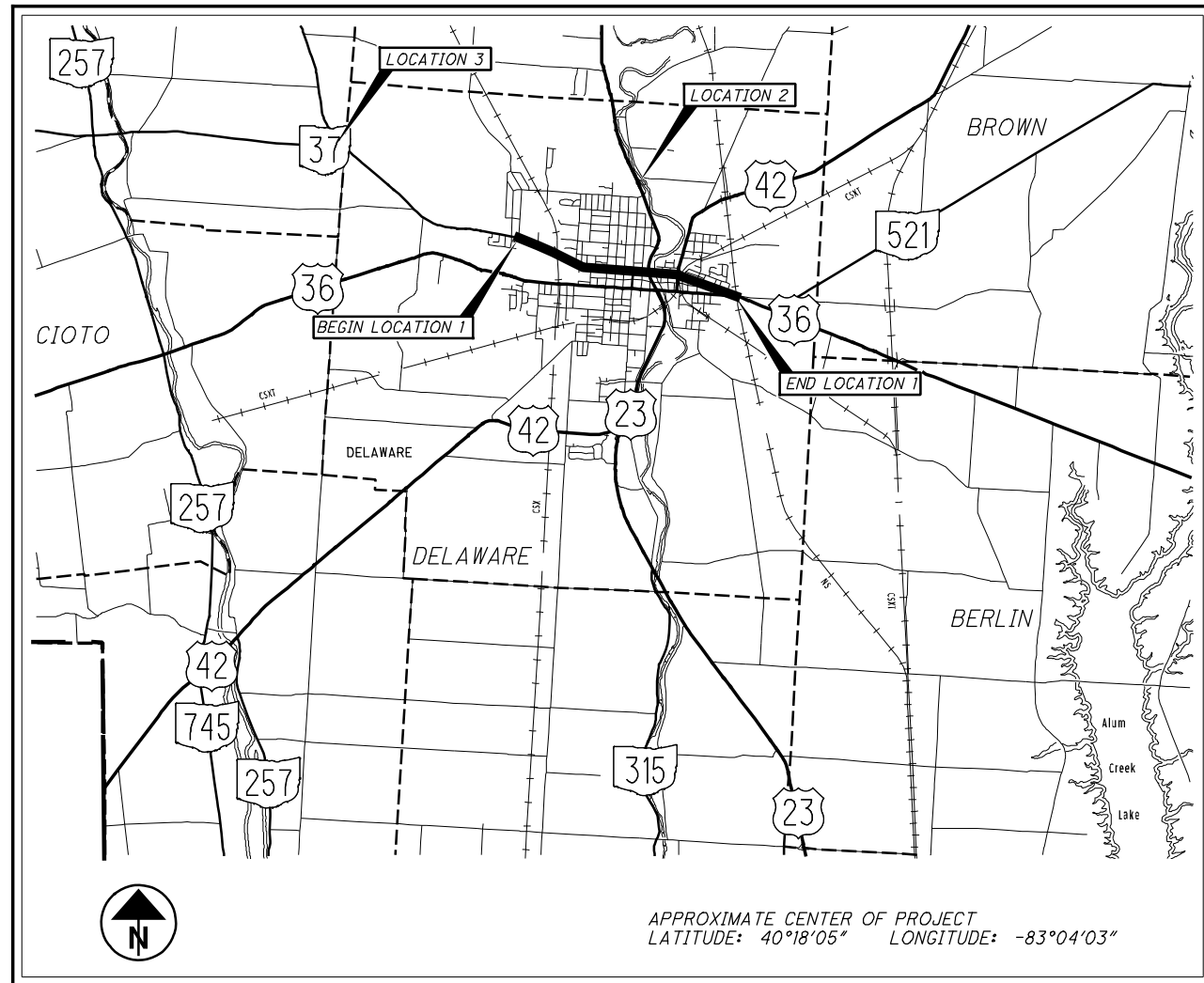


STATE OF OHIO  
DEPARTMENT OF TRANSPORTATION

**DEL SR 37 9.07**  
CITY OF DELAWARE  
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

**INDEX OF SHEETS**

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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.

**DESIGN DESIGNATION**  
SEE LOCATION MAP SHEETS 2

**EARTH DISTURBED AREA:**

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

**UNDERGROUND UTILITIES**  
Contact Two Working Days  
Before You Dig

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



STANDARD CONSTRUCTION DRAWINGS						SUPPLEMENTAL SPECIFICATIONS	
MT 95.31	07/19/19	TC 41.20	10/18/13	BP 3.1	10/18/19	800	10/18/19
MT 95.32	04/19/19	TC 42.20	10/18/13			821	04/20/12
MT 97.10	04/19/19	TC 52.10	10/18/13			832	10/19/18
MT 97.12	01/20/17	TC 52.20	07/20/18			839	07/17/15
MT 99.20	04/19/19	TC 71.10	01/19/18			939	07/17/15
MT 101.90	07/21/17						
MT 105.10	07/19/13						
						<b>SPECIAL PROVISIONS</b>	

**ENGINEERS SEAL:**

SIGNED: *[Signature]*  
DATE: 11.27.19

APPROVED: *[Signature]*  
DATE: 11/27/19 DISTRICT DEPUTY DIRECTOR

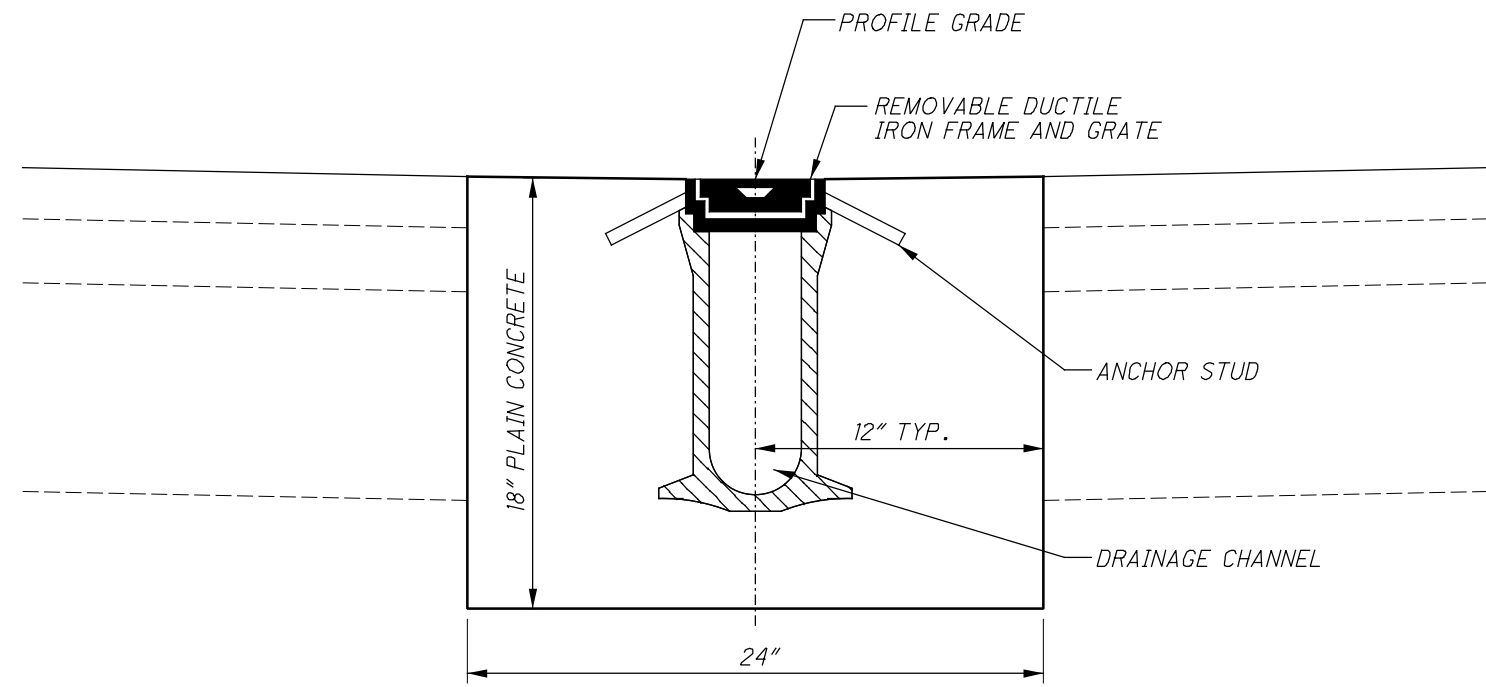
APPROVED: \_\_\_\_\_  
DATE: \_\_\_\_\_ DIRECTOR, DEPARTMENT OF TRANSPORTATION

FEDERAL PROJECT NO. E190(541)  
PID NO. 106090  
CONSTRUCTION PROJECT NO. CSX  
RAILROAD INVOLVEMENT  
DEL SR 37 9.07  
1/39

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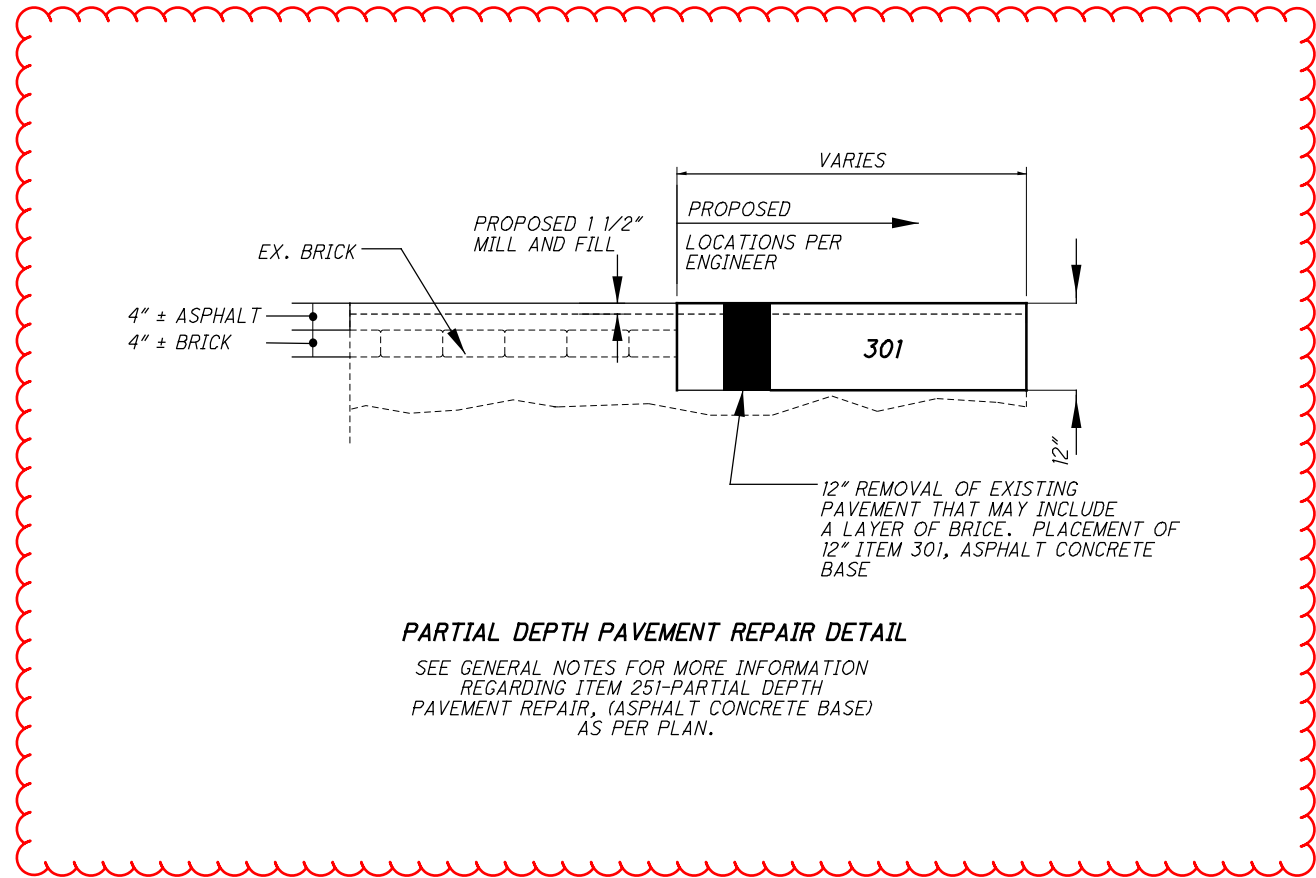
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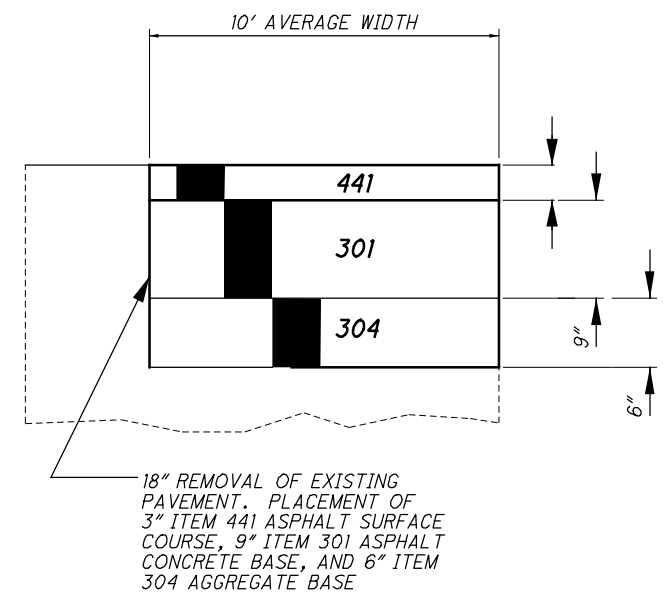
**TRENCH DRAIN DETAIL**

FOR MORE INFORMATION ON TRENCH DRAINS,  
SEE SUPPLEMENTAL SPECIFICATION 839.



**PARTIAL DEPTH PAVEMENT REPAIR DETAIL**

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



**FULL DEPTH PAVEMENT REPAIR DETAIL**

SEE GENERAL NOTES FOR MORE INFORMATION  
REGARDING ITEM 253- PAVEMENT REPAIR,  
AS PER PLAN.

**TYPICAL DETAILS**

**DEL SR 37 9.07**

**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 SIAMESE 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.

THE CONTRACTOR SHALL TAKE CARE NOT TO DISTURB THE BRICK BASE WITH THE MILLING OPERATION.

ALL PLANED PAVEMENT SHALL BE PLANED TO A DEPTH OF 1 1/2 INCHES AND RESURFACED WITH 1 1/2 INCHES OF THE ASPHALT CONCRETE SURFACE COURSE WITHIN THE SAME WORK PERIOD. FAILURE TO MEET THIS REQUIREMENT WILL SUBJECT THE CONTRACTOR TO A DISINCENTIVE OF \$600/DAY FOR EACH DAY THE PLANED SURFACE IS NOT RESURFACED.

**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	LANE LINE	CENTER LINE	CHANNELIZING LINE
			WIDTH	WIDTH	WIDTH	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 (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 JESSICA OMERIOD 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.

**ITEM 632 - DETECTOR LOOP, AS PER PLAN (CONTINUED):**

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 BENESCH 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.

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GENERAL NOTES

DEL SR 37 9.07

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**ACCESS TO PRIVATE PROPERTY**

ACCESS TO DRIVES SHALL BE MAINTAINED VIA EXISTING PAVEMENT, TEMPORARY PAVEMENT OR ITEM 304. IN THE EVENT THAT A DRIVE CANNOT BE MAINTAINED AND A CLOSURE IS NEEDED THE CONTRACTOR WILL COORDINATE WITH THE PROPERTY OWNER TO MINIMIZE THE IMPACT TO THE OWNER.

COMMERCIAL PROPERTY WITH MULTIPLE DRIVES MAY HAVE ONE DRIVE CLOSED WHEN WORKING IN THE AREA OF THE DRIVE. COMMERCIAL PROPERTY WITH ONLY ONE DRIVEWAY OR DRIVEWAYS WITH ONE DIRECTION TRAFFIC USE WILL BE CONSTRUCTED PART WIDTH. THE CONTRACTOR WILL COORDINATE WITH THE PROPERTY OWNER TO MINIMIZE THE IMPACT TO THE OWNER.

MAINTAIN ACCESS TO RESIDENTIAL PROPERTIES AT ALL TIMES. WHEN A RESIDENTIAL DRIVE IS CLOSED FOR CONSTRUCTION, MAINTAIN ALTERNATIVE ACCESS TO THE PROPERTY.

UNLESS CALLED OUT IN THE PLANS THE CONTRACTOR WILL COORDINATED ANY CLOSURES WITH PROPERTY OWNERS AND BE RESPONSIBLE FOR ANY AND ALL PROPERTY USE AGREEMENTS FOR ALTERNATIVE ACCESS.

**ITEM 614 - WORK ZONE MARKING SIGN, AS PER PLAN:**

"DO NOT PASS" AND "PASS WITH CARE" SIGNS SHALL BE PLACED TO REFLECT THE EXISTING PASSING AND NO PASSING ZONES. THESE SIGNS SHALL BE COVERED OR REMOVED WITHIN 24 HOURS OF THE CORRECTED CENTERLINE MARKINGS AT LOCATIONS SHOWN ON PLAN SHEET 12/42-40/42.

LOC	ROUTE	R4-2-13
		DO NOT PASS EACH
1	DEL-37	2
3	DEL-23	0
SUBTOTAL		0

THE FOLLOWING QUANTITY HAS BEEN PROVIDED AND THE TOTAL HAS BEEN CARRIED TO THE GENERAL SUMMARY.  
ITEM 614 - WORK ZONE MARKING SIGN, AS PER PLAN = 2 EACH

**ITEM 614 - WORK ZONE CENTER LINE, CLASS III, 642 PAINT:**

WORK ZONE CENTER LINE SHALL BE PLACED TO REFLECT THE PROPOSED CENTER LINE AS DETERMINED FROM THE PROPOSED MARKINGS WITHIN THE PROJECT LIMITS. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY THE LOCATION, SIZE, AND TYPE OF WORK ZONE MARKINGS NEEDED MEETING THE REQUIREMENTS OF ITEM 614 BEFORE THE REMOVAL OR RESURFACING OBLITERATES THE EXISTING.

LOC	ROUTE	BEGIN	END	QUANTITY	UNIT
1	DEL-37	9.07	11.45	2.66	MI
				2.66	MI

THE FOLLOWING QUANTITY HAS BEEN PROVIDED AND THE TOTAL HAS BEEN CARRIED TO THE GENERAL SUMMARY.  
ITEM 614 - WORK ZONE CENTER LINE, CLASS III, 642 PAINT = 2.66 \* 2 = 5.32 MILE TOTAL

**ITEM 614 - WORK ZONE STOP LINE, CLASS III, 642 PAINT:**

WORK ZONE STOP LINE SHALL BE PLACED TO REFLECT THE EXISTING STOP LINE AS DETERMINED FROM THE EXISTING MARKINGS WITHIN THE PROJECT LIMITS. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY THE LOCATION, SIZE, AND TYPE OF WORK ZONE MARKINGS NEEDED MEETING THE REQUIREMENTS OF ITEM 614 BEFORE THE REMOVAL OR RESURFACING OBLITERATES THE EXISTING.

THE FOLLOWING QUANTITY HAS BEEN PROVIDED AND THE TOTAL HAS BEEN CARRIED TO THE GENERAL SUMMARY.

LOCATION 1 DEL-37

SHEET 13 - 22 FT
SHEET 14 - 32 FT
SHEET 19 - 20 FT
SHEET 21 - 35 FT
SHEET 23 - 50 FT
SHEET 25 - 32 FT
SHEET 26 - 48 FT
SHEET 27 - 102 FT
SHEET 31 - 60 FT
SHEET 33 - 52 FT

453 \* 2 = 906 FT TOTAL

**ITEM 614, LAW ENFORCEMENT OFFICER (WITH PATROL CAR) FOR ASSISTANCE DURING CONSTRUCTION OPERATIONS**

USE OF LAW ENFORCEMENT OFFICERS (LEOS) BY CONTRACTORS OTHER THAN THE USES SPECIFIED BELOW WILL NOT BE PERMITTED AT PROJECT COST. LEOS SHOULD NOT BE USED WHERE THE OMUTCD INTENDS THAT FLAGGERS BE USED.

IN ADDITION TO THE REQUIREMENTS OF C&MS 614 AND THE OMUTCD, A UNIFORMED LEO WITH AN OFFICIAL PATROL CAR (CAR WITH TOP-MOUNTED EMERGENCY FLASHING LIGHTS AND COMPLETE MARKINGS OF THE APPROPRIATE LAW ENFORCEMENT AGENCY) SHALL BE PROVIDED FOR THE FOLLOWING TRAFFIC CONTROL TASKS:

- DURING THE ENTIRE ADVANCE PREPARATION AND CLOSURE SEQUENCE WHERE COMPLETE BLOCKAGE OF TRAFFIC IS REQUIRED.
- DURING A TRAFFIC SIGNAL INSTALLATION WHEN IMPACTING THE NORMAL FUNCTION OF THE SIGNAL OR THE FLOW OF TRAFFIC, OR WHEN TRAFFIC NEEDS TO BE DIRECTED THROUGH AN ENERGIZED TRAFFIC SIGNAL CONTRARY TO THE SIGNAL DISPLAY (E.G., DIRECTING MOTORISTS THROUGH A RED LIGHT).

IN ADDITION TO THE REQUIREMENT OF C&MS 614 AND THE OMUTCD, A UNIFORMED LEO WITH AN OFFICIAL PATROL CAR (CAR WITH TOP-MOUNTED EMERGENCY FLASHING LIGHTS AND COMPLETE MARKINGS OF THE APPROPRIATE LAW ENFORCEMENT AGENCY) SHOULD BE PROVIDED FOR THE FOLLOWING TRAFFIC CONTROL TASKS AS APPROVED BY THE ENGINEER:

- FOR LANE CLOSURES: DURING INITIAL SET-UP PERIODS, TEAR DOWN PERIODS, SUBSTANTIAL SHIFTS OF A CLOSURE POINT OR WHEN NEW LANE CLOSURE ARRANGEMENTS ARE INITIATED FOR LONG-TERM LANE CLOSURES/SHIFTS (FOR THE FIRST AND LAST DAY OF MAJOR CHANGES IN TRAFFIC CONTROL SETUP).

IN GENERAL, LEOS SHOULD BE POSITIONED IN ADVANCE OF AND ON THE SAME SIDE AS THE LANE RESTRICTION OR AT THE POINT OF ROAD CLOSURE, AND TO MANUALLY CONTROL TRAFFIC MOVEMENTS THROUGH SIGNALIZED INTERSECTIONS IN WORK ZONES.

LEOS SHOULD NOT FORGO THEIR TRAFFIC CONTROL RESPONSIBILITIES TO APPREHEND MOTORISTS FOR ROUTINE TRAFFIC VIOLATIONS. HOWEVER, IF A MOTORIST'S ACTIONS ARE CONSIDERED TO BE RECKLESS, THEN PURSUIT OF THE MOTORIST IS APPROPRIATE.

THE LEOS WORK AT THE DIRECTION OF THE CONTRACTOR. THE CONTRACTOR IS RESPONSIBLE FOR SECURING THE SERVICES OF THE LEOS WITH THE APPROPRIATE AGENCIES AND COMMUNICATING THE INTENTIONS OF THE PLANS WITH RESPECT TO DUTIES OF THE LEOS. THE ENGINEER SHALL HAVE FINAL CONTROL OVER THE LEOS' DUTIES AND PLACEMENT, AND WILL RESOLVE ANY ISSUES THAT MAY ARISE BETWEEN THE TWO PARTIES.

**ITEM 614, LAW ENFORCEMENT OFFICER (WITH PATROL CAR) FOR ASSISTANCE DURING CONSTRUCTION OPERATIONS (CONT.)**

ENSURE PROVIDED LEOS HAVE BEEN TRAINED APPROPRIATE TO THE JOB DECISIONS THEY ARE REQUIRED TO MAKE WHILE ON THE PROJECT, IN ACCORDANCE WITH C&MS 614.03.

THE LEO SHALL REPORT IN TO THE CONTRACTOR PRIOR TO THE START OF THE SHIFT, IN ORDER TO RECEIVE INSTRUCTIONS REGARDING SPECIFIC WORK ASSIGNMENTS DURING HIS/HER SHIFT.

THE LEO IS EXPECTED TO STAY AT THE PROJECT SITE FOR THE ENTIRE DURATION OF HIS/HER SHIFT. THE LEO SHALL REPORT TO THE CONTRACTOR AT THE END OF HIS/HER SHIFT. SHOULD IT BE NECESSARY TO LEAVE THE PROJECT SITE, THE LEO SHALL NOTIFY THE ENGINEER. THE CONTRACTOR SHALL PROVIDE THE LEO WITH A TWO-WAY COMMUNICATION DEVICE WHICH SHALL BE RETURNED TO THE CONTRACTOR AT THE END OF HIS/HER SHIFT.

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

ITEM 614, LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE 192 HOURS

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

ANY ADDITIONAL COSTS (ADMINISTRATIVE OR OTHERWISE) INCURRED BY THE CONTRACTOR TO OBTAIN THE SERVICES OF AN LEO ARE INCLUDED WITH THE BID UNIT PRICE FOR ITEM 614, LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE

**MAINTENANCE OF TRAFFIC:**

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

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

THE DRAINAGE WORK PROPOSED ON SHEETS 38 SHALL BE COMPLETED IN SUCH A MANNER THAT A MINIMUM LENGTH OF 350' (50' TAPER, 250' LANE, AND 50' INTERSECTION) IS MAINTAINED AT ALL TIMES EXCEPT DURING THE PERMITTED FULL LEFT TURN LANE CLOSURE AS NOTED BELOW.

A FULL LEFT TURN LANE CLOSURE ON US-23 NORTHBOUND AT THE TRENCH DRAIN REPLACEMENT LOCATION WILL BE PERMITTED FOR 3 CONSECUTIVE DAYS TO COMPLETE THE DRAINAGE WORK. SEE SHEET 9C FOR DETOUR SIGNAGE.

ALL WORK AND TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH 614 AND OTHER APPLICABLE PORTIONS OF THE SPECIFICATION, 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, DETOUR SIGNING, UNLESS SEPARATELY ITEMIZED IN THE PLAN.

**PERMITS:**

THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL REQUIRED PERMITS IN ADVANCE OF ANY WORK BEING DONE IN ALL LOCAL AGENCIES RIGHT OF WAY BY THE CONTRACTOR OR SUB-CONTRACTORS AS REQUIRED BY CMS 107.02.

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MAINTENANCE OF TRAFFIC NOTES

DEL SR 37 9.07

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**PERMITTED LANE CLOSURES (US-23)**

THE EXISTING NUMBER OF LANES IN EACH DIRECTION SHALL BE MAINTAINED AT ALL TIMES EXCEPT DURING PERIODS OF WORK AT WHICH TIME LANES MAY BE CLOSED IN ACCORDANCE WITH THE LANE VALUE CONTRACT TABLE FOR EACH LOCATION UNLESS OTHERWISE SHOWN IN THE PLANS.

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.

LANE VALUE CONTRACT TABLE						
Section (SLM)	Existing Number of Through Lanes per Direction	Lane closures are <b>NOT</b> permitted:				Disincentive Amounts per minute per lane
		Lane Reduction	Mon to Fri	Sat	Sun	
<b>DEL-23</b>						
Franklin County line (0.00) to Orange Road (2.66)	2	2 to 1	6AM-9PM	8AM-8PM	8AM-8PM	\$195
Orange Road (2.66) to SR 315 (8.77)	2	2 to 1	6AM-9AM & 2PM-8PM	No Restriction	No Restriction	\$195
SR 315 (8.77) to Coover Road (15.60)	2	2 to 1	6AM-9AM & 2PM-7PM	No Restriction	No Restriction	\$170
Coover Road (15.60) to Marion County line (21.53)	2	2 to 1	3PM-7PM	No Restriction	No Restriction	\$140
Short term shoulder closures are not permitted 6AM-9AM and 3PM-7PM Monday-Friday.						

**COORDINATION WITH ADJACENT PROJECTS**

THE CONTRACTOR SHALL COORDINATE WORK WITH ODOT AND THE CONTRACTORS ON THE ADJACENT PROJECTS. DEL-23-11.71/DEL-42-9.60 PID: 098141. COORDINATION SHALL BE MADE TO PREVENT CONFLICTING ADVANCE WARNING SIGNS, CONFLICTING DETOUR ROUTES, OVERLAPPING/CONFLICTING LANE CLOSURES, AND TO ENSURE THAT A MINIMUM DISTANCE OF 2 MILES BETWEEN ADJACENT LANE CLOSURES IS MAINTAINED. THIS IS NOT AN EXHAUSTIVE LIST OF COORDINATION ITEMS THAT MAY NEED TO BE RESOLVED BETWEEN PROJECTS. THE DEPARTMENT RESERVES THE RIGHT TO DECIDE WHICH PROJECT'S ACTIVITIES TAKE PRECEDENCE. PROJECTS THAT HAVE ACTIVITIES DELAYED DUE TO CONFLICTS WILL CONSIDER THIS AN EXCUSABLE, NON-COMPENSABLE DELAY PER 108.06.B. ON PROJECTS THAT HAVE ACTIVITIES DELAYED DUE TO CONFLICTS WHERE THE CONTRACTOR FAILED TO MEET THE NOTIFICATION REQUIREMENTS, THE DELAYS SHALL NOT BE CONSIDERED EXCUSABLE OR COMPENSABLE. ATTENDANCE AT DEPARTMENT ORDERED TRAFFIC COORDINATION MEETINGS BETWEEN ADJACENT PROJECTS SHALL BE CONSIDERED MANDATORY FOR EACH PROJECT'S SUPERINTENDENT AND WORKSITE TRAFFIC SUPERVISOR (WTS)\*, AND INCIDENTAL TO THE LUMP SUM MAINTENANCE OF TRAFFIC PAYMENT ITEM.

IT IS IMPERATIVE THAT THE CONTRACTORS COOPERATE FULLY WITH EACH OTHER AS OUTLINED IN SECTION 105.08 OF ODOT 2019 CONSTRUCTION AND MATERIAL SPECIFICATIONS.

\*IF REQUIRED BY THE PROJECT

**ITEM 614 - DETOUR SIGNING**

SIZE AND PLACEMENT OF DETOUR SIGNS (M4-9) SHOULD FOLLOW THE REQUIREMENTS OF THE OMUTCD SECTION 6F.03, SECTION 2A.11 AND TABLE 6F.01. DETOUR SIGNING SHALL PROVIDE DRIVERS ADEQUATE TIME TO CLEARLY READ THE SIGNS AND MAKE THE PROPER DECISIONS AT EACH REQUIRED TURNING MOVEMENT. THE DESIGNATED DETOUR ROUTE SHALL BE SIGNED IN ACCORDANCE WITH THE REQUIREMENTS BELOW:

- APPROXIMATELY 1500 FEET PRIOR TO TIP OF THE PAINTED GORE AT AN INTERCHANGE WHEN EXITING A HIGH SPEED (45 MPH OR HIGHER) FACILITY.
- AT OR NEAR THE EXISTING SIGN IN THE GORE OF AN INTERCHANGE RAMP.
- AT OR NEAR THE FIRST EXISTING LANE ASSIGNMENT SIGN ON AN INTERCHANGE EXIT RAMP.
- AT OR NEAR THE EXISTING LANE ASSIGNMENT SIGN OR EXISTING ROUTE MARKER AT THE END OF AN EXIT RAMP.
- APPROXIMATELY 500 FEET PRIOR TO A REQUIRED TURN AT AN INTERSECTION NOT CONTROLLED BY A STOP SIGN (FOR 45 MPH OR HIGHER ONLY).
- AT OR NEAR THE EXISTING LANE ASSIGNMENT SIGN OR EXISTING ROUTE MARKER AT AN INTERSECTION.
- EVERY TWO MILES ALONG A TANGENT SECTION BETWEEN TURNING MOVEMENTS OUTSIDE A CITY.
- EVERY TWO BLOCKS ALONG A TANGENT SECTION BETWEEN TURNING MOVEMENTS WITHIN A CITY.
- AT ANY OTHER INTERSECTION OR DECISION POINT WHERE THE DETOUR ROUTE IS CONTRARY TO THE NORMAL, EXPECTED TURNING MANEUVER OR OTHERWISE UNCLEAR.

DETOUR SIGNS SHALL BE PLACED, WHEN POSSIBLE, NEXT TO BUT NOT BLOCKING EXISTING ROUTE MARKERS OR LANE ASSIGNMENT SIGNS. DETOUR SIGNS SHALL NOT OBSCURE OR BE OBSCURED BY OTHER EXISTING OR TEMPORARY SIGNS.

DETOUR SIGNS SHALL BE ERECTED AND/OR UNCOVERED PRIOR TO THE ROAD OR RAMP BEING CLOSED TO TRAFFIC BUT NO EARLIER THAN FOUR HOURS PRIOR TO THE CLOSURE. DETOUR SIGNS SHALL BE COVERED AND/OR REMOVED NO LATER THAN FOUR HOURS FOLLOWING THE ROAD OR RAMP RE-OPENING TO TRAFFIC.

PAYMENT FOR ACCEPTED QUANTITIES WILL BE MADE AT THE CONTRACT UNIT PRICE. PAYMENT SHALL BE FOR ALL MATERIALS, LABOR, INCIDENTALS AND EQUIPMENT FOR FURNISHING, PROPER SIGN PLACEMENT AND SIZING, TIMELY ERECTING AND/OR UNCOVERING OF SIGNS, MAINTAINING SIGNS, AND TIMELY COVERING AND/OR REMOVING SIGNS AND SUPPORTS.

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY.  
 ITEM 614 - DETOUR SIGNING = LUMP SUM

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MAINTENANCE OF TRAFFIC NOTES

DEL SR 37 9.07

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**ITEM 614, PORTABLE CHANGEABLE MESSAGE SIGNS, AS PER PLAN**

THE CONTRACTOR SHALL FURNISH, INSTALL, MAINTAIN AND REMOVE, WHEN NO LONGER NEEDED, A CHANGEABLE MESSAGE SIGN. THE SIGN SHALL BE OF A TYPE SHOWN ON A LIST OF APPROVED PCMS UNITS AVAILABLE ON THE OFFICE OF MATERIALS MANAGEMENT WEB PAGE. THE LIST CONTAINS CLASS A AND B UNITS WITH MINIMUM LEGIBILITY DISTANCES OF 800 FEET AND 650 FEET, RESPECTIVELY.

EACH SIGN SHALL BE TRAILER-MOUNTED AND EQUIPPED WITH A FUNCTIONAL DIMMING MECHANISM, TO DIM THE SIGN DURING DARKNESS, AND A TAMPER AND VANDAL PROOF ENCLOSURE. EACH SIGN SHALL BE PROVIDED WITH APPROPRIATE TRAINING AND OPERATION INSTRUCTIONS TO ENABLE ON-SITE PERSONNEL TO OPERATE AND TROUBLESHOOT THE UNIT. THE SIGN SHALL ALSO BE CAPABLE OF BEING POWERED BY AN ELECTRICAL SERVICE DROP FROM A LOCAL UTILITY COMPANY. THE PCMS SHALL BE DELINEATED IN ACCORDANCE WITH C&MS 614.03.

THE PROBABLE PCMS LOCATIONS AND WORK LIMITS FOR THOSE LOCATIONS ARE SHOWN ON SHEET(S) OF THE PLAN. PLACEMENT, OPERATION, MAINTENANCE AND ALL ACTIVATION OF THE SIGNS BY THE CONTRACTOR SHALL BE AS DIRECTED BY THE ENGINEER. THE PCMS SHALL BE LOCATED IN A HIGHLY VISIBLE POSITION YET PROTECTED FROM TRAFFIC. THE CONTRACTOR SHALL, AT THE DIRECTION OF THE ENGINEER, RELOCATE THE PCMS TO IMPROVE VISIBILITY OR ACCOMMODATE CHANGED CONDITIONS. WHEN NOT IN USE, THE PCMS SHALL BE TURNED OFF. ADDITIONALLY, WHEN NOT IN USE FOR EXTENDED PERIODS OF TIME, THE PCMS SHALL BE TURNED AWAY FROM ALL TRAFFIC.

THE ENGINEER SHALL BE PROVIDED ACCESS TO EACH SIGN UNIT AND SHALL BE PROVIDED WITH APPROPRIATE TRAINING AND OPERATION INSTRUCTIONS TO ENABLE ODOT PERSONNEL TO OPERATE AND TROUBLESHOOT THE UNIT, AND TO REVISE SIGN MESSAGES, IF NECESSARY.

ALL MESSAGES TO BE DISPLAYED ON THE SIGN WILL BE PROVIDED BY THE ENGINEER. A LIST OF ALL REQUIRED PRE-PROGRAMMED MESSAGES WILL BE GIVEN TO THE CONTRACTOR AT THE PROJECT PRECONSTRUCTION CONFERENCE. THE SIGN SHALL HAVE THE CAPABILITY TO STORE UP TO 99 MESSAGES. MESSAGE MEMORY OR PRE-PROGRAMMED DISPLAYS SHALL NOT BE LOST AS A RESULT OF POWER FAILURES TO THE ON-BOARD COMPUTER. THE SIGN LEGEND SHALL BE CAPABLE OF BEING CHANGED IN THE FIELD. THREE-LINE PRESENTATION FORMATS WITH UP TO SIX MESSAGE PHASES SHALL BE SUPPORTED. PCMS FORMAT SHALL PERMIT THE COMPLETE MESSAGE FOR EACH PHASE TO BE READ AT LEAST TWICE.

THE PCMS SHALL CONTAIN AN ACCURATE CLOCK AND PROGRAMMING LOGIC WHICH WILL ALLOW THE SIGN TO BE ACTIVATED, DEACTIVATED OR MESSAGES CHANGED AUTOMATICALLY AT DIFFERENT TIMES OF THE DAY FOR DIFFERENT DAYS OF THE WEEK.

**ITEM 614, PORTABLE CHANGEABLE MESSAGE SIGNS, AS PER PLAN (CONTINUED)**

THE PCMS SHALL CONTAIN A CELLULAR TELEPHONE DATA LINK WHICH WILL (IN ACTIVE CELLULAR PHONE AREAS) ALLOW REMOTE SIGN ACTIVATION, MESSAGE CHANGES, MESSAGE ADDITIONS AND REVISIONS TO TIME OF DAY PROGRAMS. THE SYSTEM SHALL ALSO PERMIT VERIFICATION OF CURRENT AND PROGRAMMED MESSAGES. ONE REMOTE DATA INPUT DEVICE (LAPTOP COMPUTER PLUS MODEM OR EQUIVALENT) SHALL BE FURNISHED FOR USE BY THE DISTRICT TRAFFIC ENGINEER, OR EQUIVALENT, AND SHALL BE INSURED AGAINST THEFT.) THE PCMS UNIT SHALL BE MAINTAINED IN GOOD WORKING ORDER BY THE CONTRACTOR IN ACCORDANCE WITH THE PROVISIONS OF C&MS 614.07. THE CONTRACTOR SHALL, PRIOR TO ACTIVATING THE UNIT, MAKE ARRANGEMENTS, WITH AN AUTHORIZED SERVICE AGENT FOR THE PCMS, TO ASSURE PROMPT SERVICE IN THE EVENT OF FAILURE. ANY FAILURE SHALL NOT RESULT IN THE SIGN BEING OUT OF SERVICE FOR MORE THAN 12 HOURS, INCLUDING WEEKENDS. FAILURE TO COMPLY MAY RESULT IN AN ORDER TO STOP WORK AND OPEN ALL TRAFFIC LANES AND/OR IN THE DEPARTMENT TAKING APPROPRIATE ACTION TO SAFELY CONTROL TRAFFIC. THE ENTIRE COST TO CONTROL TRAFFIC, ACCRUED BY THE DEPARTMENT DUE TO THE CONTRACTOR'S NONCOMPLIANCE, WILL BE DEDUCTED FROM MONEYS DUE, OR TO BECOME DUE THE CONTRACTOR ON HIS CONTRACT.

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

PAYMENT FOR THE ABOVE DESCRIBED ITEM SHALL BE AT THE CONTRACT UNIT PRICE. PAYMENT SHALL INCLUDE ALL LABOR, MATERIALS, EQUIPMENT, FUELS, LUBRICATING OILS, SOFTWARE, HARDWARE AND INCIDENTALS TO PERFORM THE ABOVE DESCRIBED WORK.

ITEM 614, PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN = 1 SIGN MONTH ASSUMING 2 PCMS SIGN(S) FOR 0.5 MONTH(S).

PCMS #1 TO BE ACTIVE 7 DAYS PRIOR TO AND DURING CLOSURE PERIOD.  
PCMS #2 TO BE ACTIVE DURING CLOSURE PERIOD.

PCMS #1	
PHASE 1	PHASE 2
LEFT TURN LANE	CLOSED XX/XX TO XX/XX

PCMS #2	
PHASE 1	PHASE 2
SANDUSKY EXIT CLOSED	USE EXIT 114

**SHORT DURATION RAMP CLOSURES**

FOR THE PURPOSE OF PERFORMING THE REQUIRED RAMP WORK AND WITH PRIOR APPROVAL FROM THE ENGINEER, US-23 RAMPS AT N. SANDUSKY RD (US-23 NB TO N. SANDUSKY RD MAY BE CLOSED AND DETOURED DURING THE 3 DAYS PERMITTED TO COMPLETE THE DRAINAGE WORK AND IS SUBJECT TO DISINCENTIVE.

FOR ALL RAMP CLOSURES, THE CONTRACTOR SHALL PROVIDE THE FOLLOWING:

- A MINIMUM OF TWO PORTABLE CHANGEABLE MESSAGE SIGNS (PCMS) PLACED, AS DIRECTED BY THE ENGINEER, TO WARN DRIVERS OF THE CLOSURE AND TO PROVIDE THE DESIGNATED DETOUR ROUTE.
- POSITIVE GUIDANCE ALONG THE DETOUR ROUTE WITH DETOUR SIGNS (M4-9 SERIES) IN ACCORDANCE WITH THE DETOUR SIGNS NOTE.

WHEN CLOSING ENTRANCE RAMPS, CORRESPONDING LEAD-IN LANES AND TURN LANES SHALL ALSO BE CLOSED.

FOR CLOSURE PERIODS LESS THAN 72 HOURS, DETOUR SIGNS MAY BE PLACED ON TEMPORARY SIGN SUPPORTS IN ACCORDANCE WITH MT-105.10.

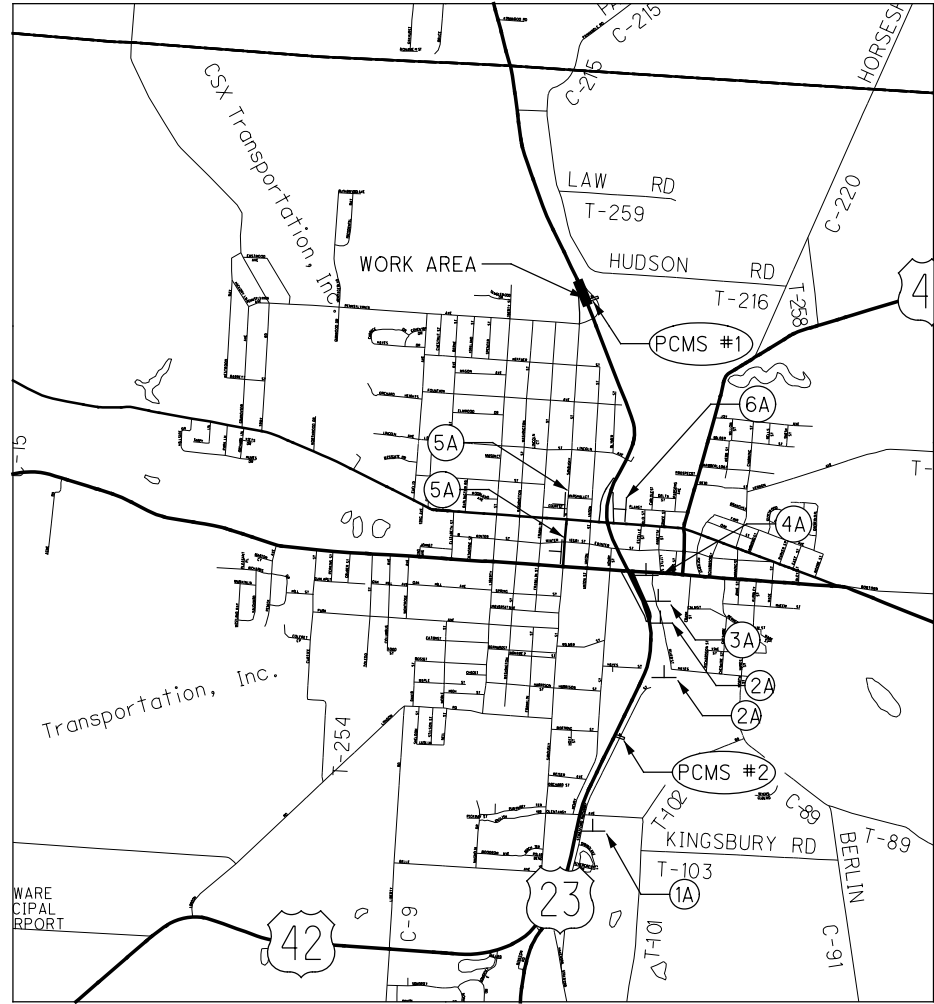
SIGNED ROUTE: US-23N TO EXIT 114 TO US-36W TO N. SANDUSKY RD.  
SEE SHEET 9C FOR MORE INFORMATION

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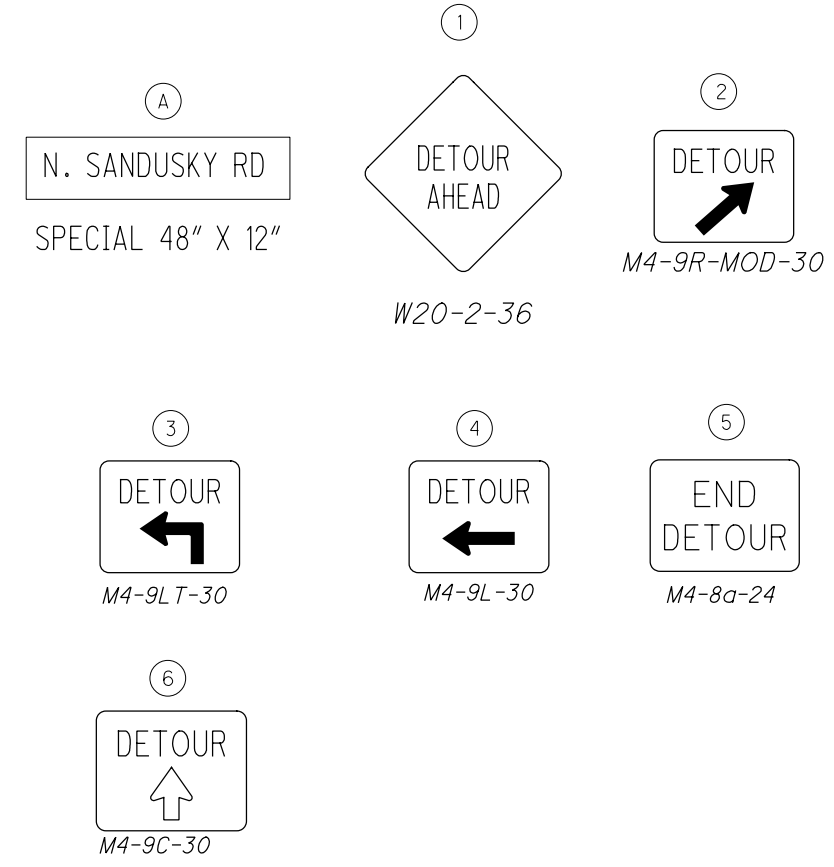
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MAINTENANCE OF TRAFFIC NOTES

DEL SR 37 9.07



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SHEET NUMBER	FUNDING				ITEM	ITEM EXT	TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.				
	01/S&P/PV/CO D	02/NHS/PV	03/S&P/PV	04/NHS/PV										
5-6	7-9,9A/B	11	31	41	42									
			390			390	202	30000	390	SF	ROADWAY			
			315			315	608	10000	315	SF	WALK REMOVED			
			75			75	608	52000	75	SF	4" CONCRETE WALK			
											CURB RAMP			
											<b>EROSION CONTROL</b>			
						600	400		832	30000	1000	EACH	EROSION CONTROL	
											<b>DRAINAGE</b>			
4						2	2		611	99150	4	SY	INLET ADJUSTED TO GRADE	
			545						839	30000	545	FT	TRENCH DRAIN WITH STANDARD GRATE	
											<b>PAVEMENT</b>			
1200					1200				251	01041	1200	SY	PARTIAL DEPTH PAVEMENT REPAIR, (ASPHALT CONCRETE BASE), AS PER PLAN	6
70									254	01000	70	SY	PAVEMENT REPAIR, AS PER PLAN	6
			48019			28,652	19367		254	01000	48019	SY	PAVEMENT PLANING, ASPHALT CONCRETE, 1.50"	
			4082			2,435	1646		407	20000	4082	GAL	NON-TRACKING TACK COAT	
			2001			1,194	807		442	10000	2001	CY	ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A, (446)	
2						1.2	0.8		617	25000	2	M GAL	WATER	
											<b>TRAFFIC CONTROL</b>			
						0.01			644	00104	0.01	MILE	EDGE LINE, 6"	
						0.23	0.05	0.18	644	00200	0.23	MILE	LANE LINE, 4"	
						2.68	1.67	1.01	644	00300	2.68	MILE	CENTER LINE	
						2107	1702	1065	644	00400	2107	FT	CHANNELIZING LINE, 8"	
						482	370	112	644	00500	482	FT	STOP LINE	
								5282	644	00600	5282	FT	CROSSWALK LINE	
						5282			644	00700	1673	FT	TRANSVERSE/DIAGONAL LINE	
						1673	842	831	644	00800	2	EACH	RAILROAD SYMBOL MARKING	
						2	2		644	00900	2	EACH	SCHOOL SYMBOL MARKING	
						52	40	12	644	01300	52	EACH	LANE ARROW	
						441	333	108	644	01500	441	FT	DOTTED LINE, 4"	
											<b>TRAFFIC SIGNALS</b>			
							4		632	26501	4	EACH	DETECTOR LOOP, AS PER PLAN	6
							4		632	27200	4	EACH	LOOP DETECTOR TIE IN	6
											<b>MAINTENANCE OF TRAFFIC</b>			
						192	144	48	614	1114	192	EACH	LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE, AS PER PLAN	9
						LS			614	12420	1	LS	DETOUR SIGNING, AS PER PLAN	9A
									614	12401	2	EACH	WORK ZONE MARKING SIGN, AS PER PLAN	8
						1			614	18601	1	SNMT	PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN	9B
							0.10	0.36	614	20550	0.46	MILE	WORK ZONE LANE LINE, 4", CLASS III, 642 PAINT	
						5.32	3.24	2.08	614	21550	5.32	MILE	WORK ZONE CENTER LINE, CLASS III, 642 PAINT	
							0.02		614	22360	0.02	MILE	WORK ZONE EDGE LINE, 6", CLASS III, 642 PAINT	
							2204	2010	614	23680	4214	FT	WORK ZONE CHANNELIZING LINE, 8", CLASS III, 642 PAINT	
						906	682	224	614	26610	906	FT	WORK ZONE STOP LINE, CLASS III, 642 PAINT	
											<b>INCIDENTALS</b>			
						LS			614	11000	LS		MAINTAINING TRAFFIC	
						LS			623	10001	LS		CONSTRUCTION LAYOUT STAKES AND SURVEYING, AS PER PLAN	6
						LS			624	10000	LS		MOBILIZATION	

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GENERAL SUMMARY

DEL SR 37 9.07

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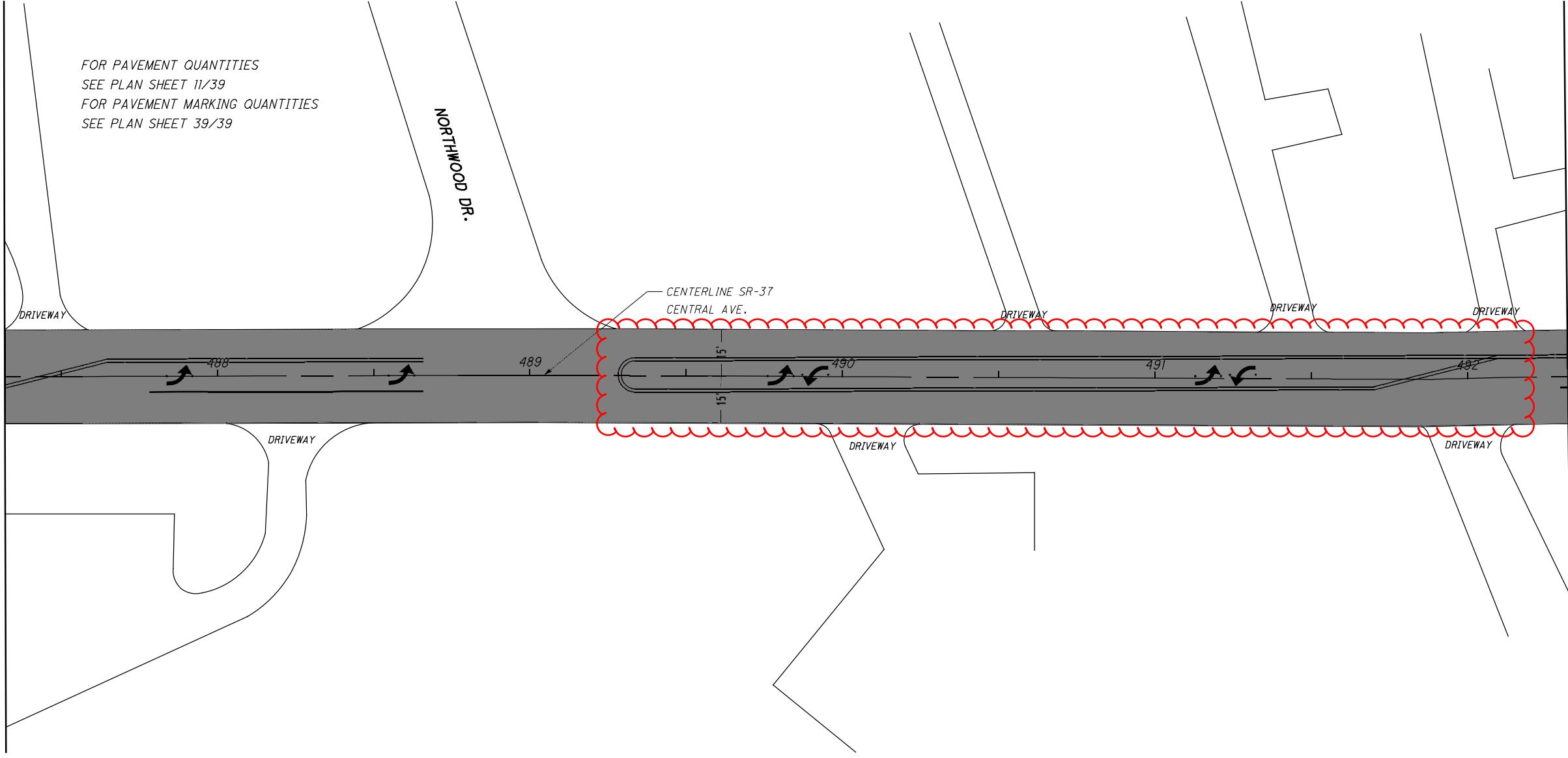
			DESIGN												REMARKS						
L O C A T I O N	C O U N T Y	R O U T E	B E G I N G S T A	E N D S T A	L E N G T H F T	T Y P E	AVG PAVEMENT WIDTH						P V M T A R E S Q Y D	254		407		442			
							A	B	C	D	E	F		AVG D E P T H I N	C L A S S A 1.50"	G A L / S Q Y D	A V G D E P T H I N	12.5MM, T Y P E A, (446)			
																			CU YD	CU YD	
1	DEL	37	476+55	477+32	77	1	SEE PLAN SHEET 12						265	1.50	265	0.085	23	1.50	11		
			477+32	482+32	500	1	SEE PLAN SHEET 13						1882	1.50	1,882	0.085	160	1.50	78		
			482+32	487+32	500	1	SEE PLAN SHEET 14						1678	1.50	1,678	0.085	143	1.50	70		
			487+32	492+32	500	1	SEE PLAN SHEET 15						1666	1.50	1,666	0.085	142	1.50	69		
			492+32	497+32	500	1	SEE PLAN SHEET 16						1689	1.50	1,689	0.085	144	1.50	70		
			497+32	502+32	500	1	SEE PLAN SHEET 17						2101	1.50	2,101	0.085	179	1.50	88		
			502+32	507+32	500	1	SEE PLAN SHEET 18						1832	1.50	1,832	0.085	156	1.50	76		
			507+32	512+32	500	1	SEE PLAN SHEET 19						1672	1.50	1,672	0.085	142	1.50	70		
			512+32	517+32	500	1	SEE PLAN SHEET 20						1782	1.50	1,782	0.085	151	1.50	74		
			517+32	522+32	500	1	SEE PLAN SHEET 21						1875	1.50	1,875	0.085	159	1.50	78		
			522+32	527+32	500	1	SEE PLAN SHEET 22						1631	1.50	1,631	0.085	139	1.50	68		
			527+32	532+32	500	1	SEE PLAN SHEET 23						2001	1.50	2,001	0.085	170	1.50	83		
			532+32	537+32	500	1	SEE PLAN SHEET 24						1888	1.50	1,888	0.085	160	1.50	79		
			537+32	542+32	500	1	SEE PLAN SHEET 25						1857	1.50	1,857	0.085	158	1.50	77		
			542+32	547+32	500	1	SEE PLAN SHEET 26						2328	1.50	2,328	0.085	198	1.50	97		
			547+32	552+32	500	1	SEE PLAN SHEET 27						2505	1.50	2,505	0.085	213	1.50	104		
			552+32	557+32	500	1	SEE PLAN SHEET 28						2888	1.50	2,888	0.085	245	1.50	120		
			557+32	562+32	500	1	SEE PLAN SHEET 29						2477	1.50	2,477	0.085	211	1.50	103		
			562+32	567+32	500	1	SEE PLAN SHEET 30						1769	1.50	1,769	0.085	150	1.50	74		
			567+32	572+32	500	1	SEE PLAN SHEET 31						1386	1.50	1,386	0.085	118	1.50	58		
			572+32	577+32	500	1	SEE PLAN SHEET 32						1893	1.50	1,893	0.085	161	1.50	79		
			577+32	582+32	500	1	SEE PLAN SHEET 33						1778	1.50	1,778	0.085	151	1.50	74		
			582+32	587+32	500	1	SEE PLAN SHEET 34						1840	1.50	1,840	0.085	156	1.50	77		
			587+32	592+32	500	1	SEE PLAN SHEET 35						1951	1.50	1,951	0.085	166	1.50	81		
			592+32	597+32	500	1	SEE PLAN SHEET 36						1855	1.50	1,855	0.085	158	1.50	77		
			597+32	602+15	483	1	SEE PLAN SHEET 37						1530	1.50	1,530	0.085	130	1.50	64		
<b>TOTALS CARRIED TO GENERAL SUMMARY</b>															<b>48,019</b>		<b>4,082</b>		<b>2,001</b>		

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**PAVEMENT SUBSUMMARY**

**DEL SR 37 9.07**

MATCHLINE STA. 487+32  
SEE SHEET 14



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

NORTHWOOD DR.

CENTERLINE SR-37  
CENTRAL AVE.

15'

15'

488

489

490

491

492

DRIVEWAY

DRIVEWAY

DRIVEWAY

DRIVEWAY

DRIVEWAY

DRIVEWAY

DRIVEWAY

PAVING LIMITS

MATCHLINE STA. 492+32  
SEE SHEET 16

CALCULATED  
RAM  
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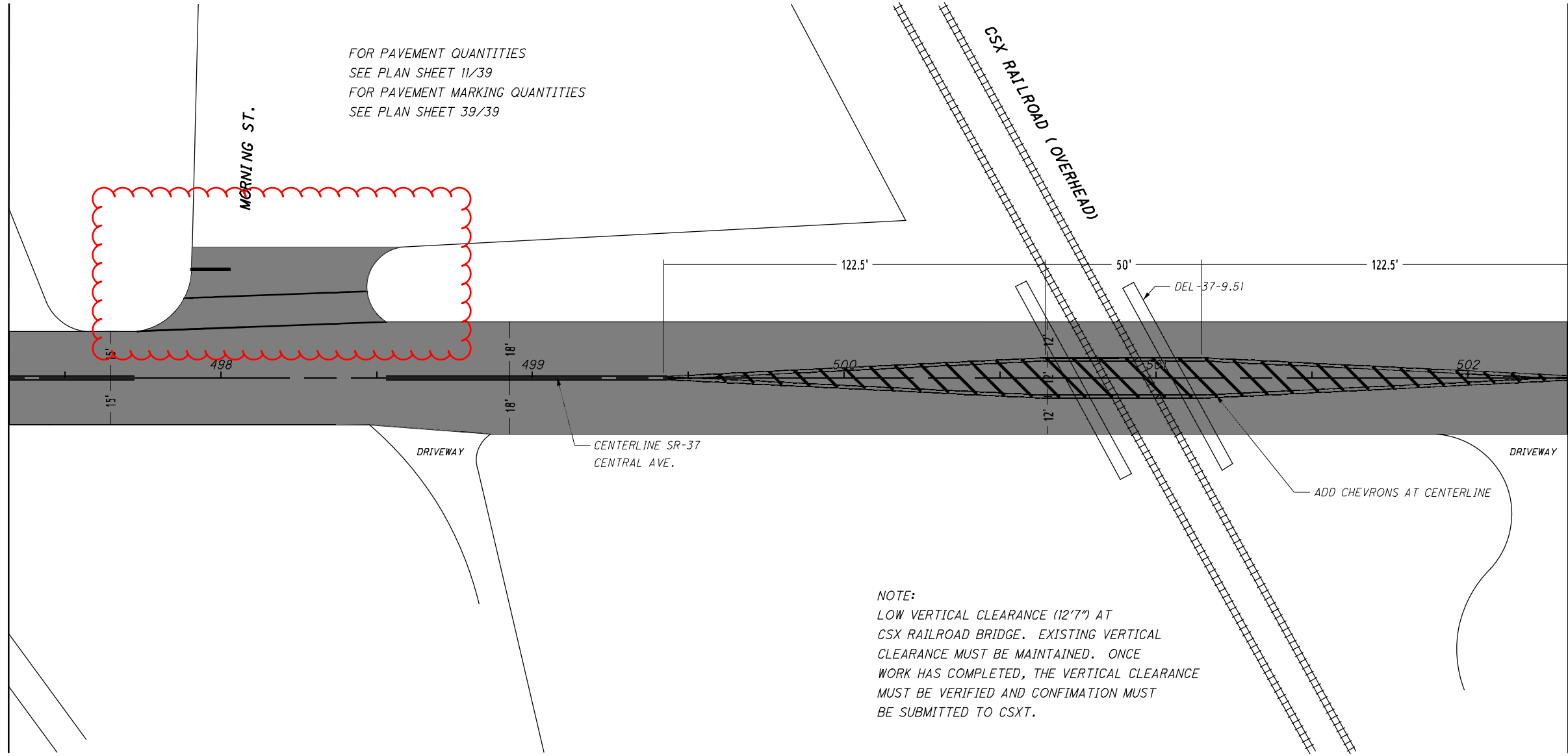
0 20 40  
HORIZONTAL  
SCALE IN FEET

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

DEL-37-9.07

15  
39

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

CALCULATED  
RAM  
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0 20 40  
HORIZONTAL  
SCALE IN FEET

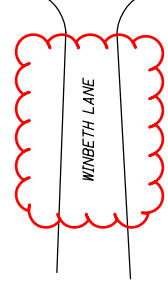
PLAN VIEW DEL-37  
STA 497+32 TO 502+32

DEL-37-9.07



MATCHLINE STA. 522+32  
SEE SHEET 21

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



DARLINGTON RD.

523

524

525

14

526

527

CENTERLINE SR-37  
CENTRAL AVE.

DRIVEWAY

DRIVEWAY

DRIVEWAY

DRIVEWAY

DRIVEWAY

MATCHLINE STA. 527+32  
SEE SHEET 23

PAVING LIMITS

CALCULATED	0
RAM	
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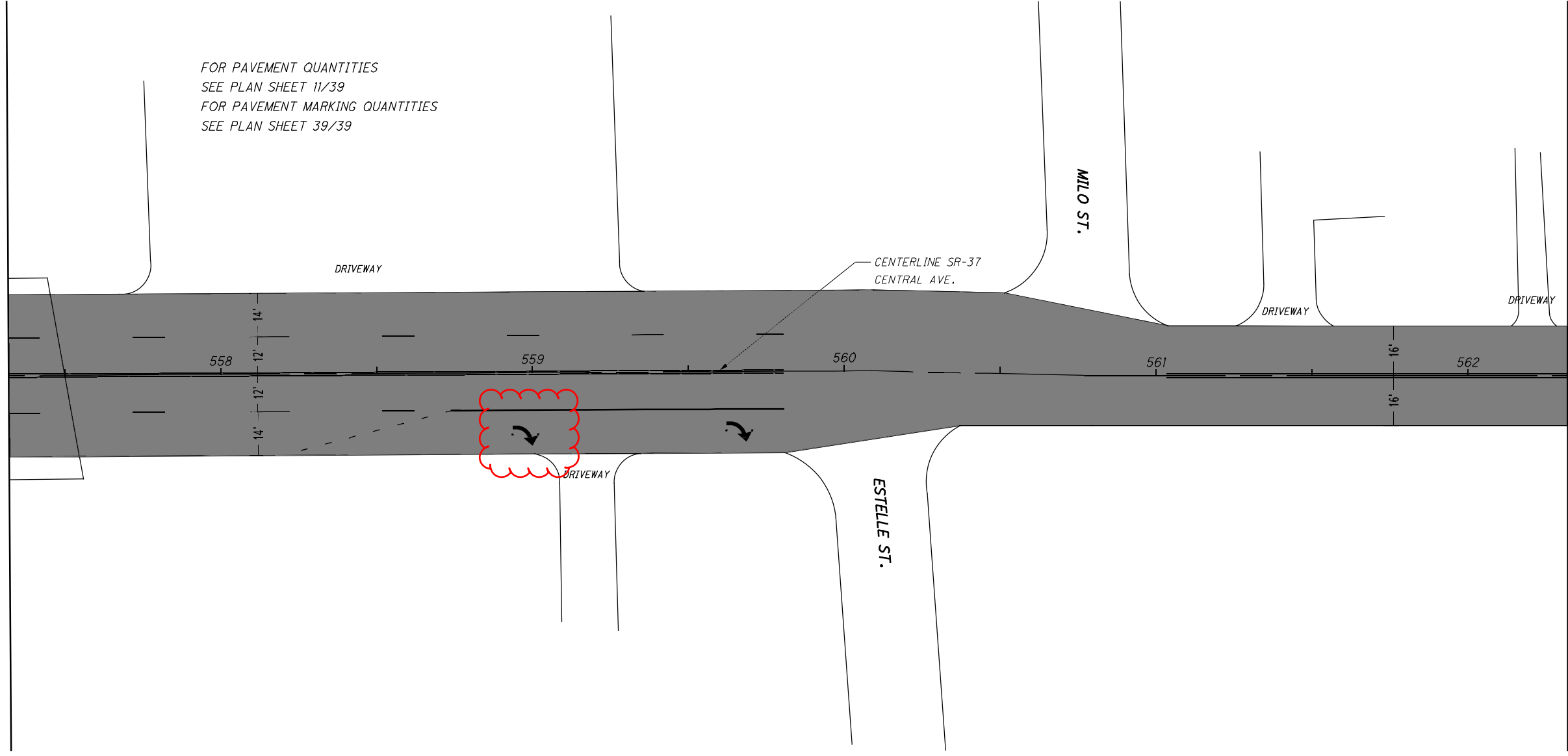
0 20 40  
HORIZONTAL  
SCALE IN FEET

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

**DEL-37-9.07**

MATCHLINE STA. 557+32  
SEE SHEET 28

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



MATCHLINE STA. 562+32  
SEE SHEET 30

PAVING LIMITS

CALCULATED	0
RAM	
CHECKED	XXX

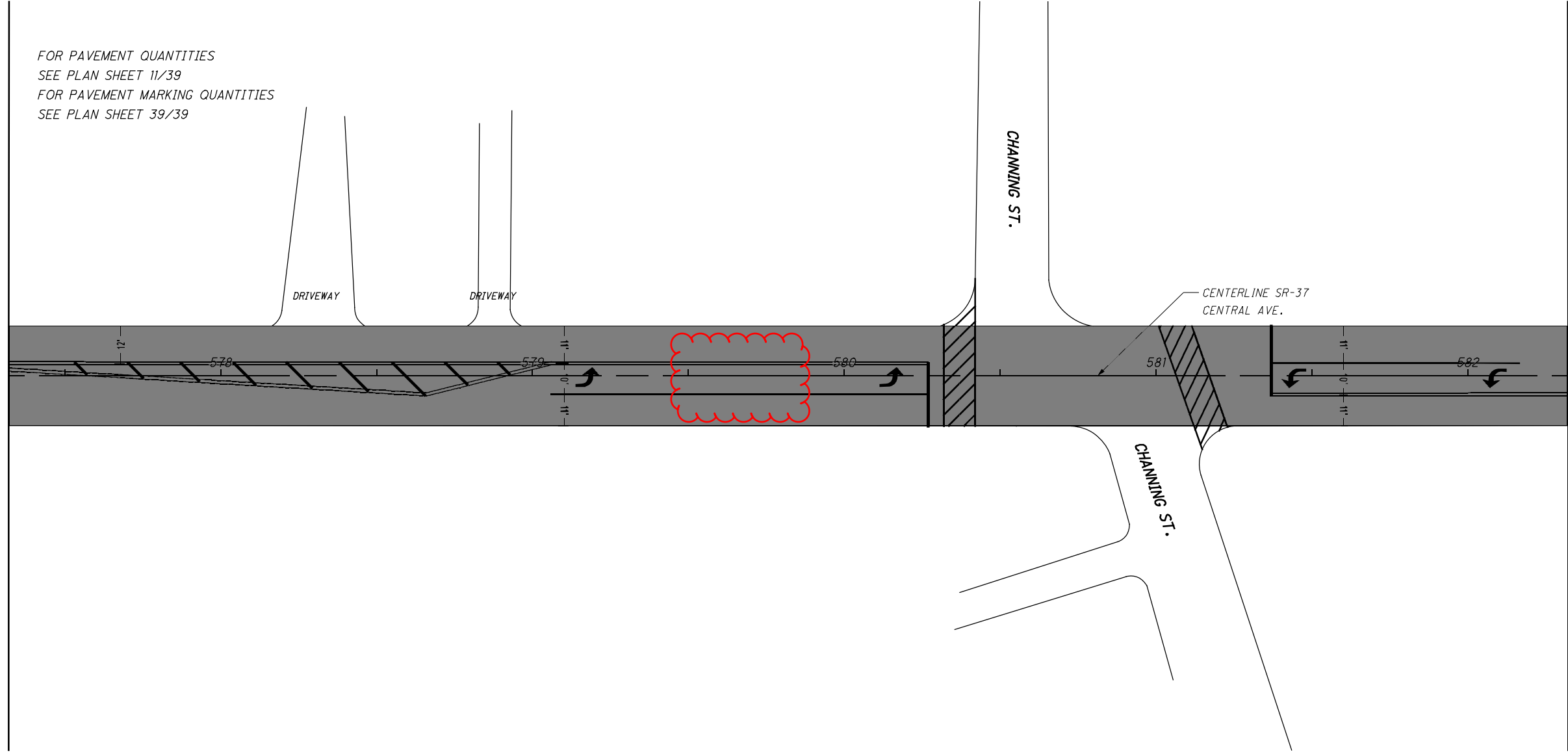
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20  
40  
HORIZONTAL  
SCALE IN FEET

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

DEL-37-9.07

MATCHLINE STA. 577+32  
SEE SHEET 32

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



MATCHLINE STA. 582+32  
SEE SHEET 34

CALCULATED	RAM	CHECKED	XXX
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0 20 40  
HORIZONTAL  
SCALE IN FEET

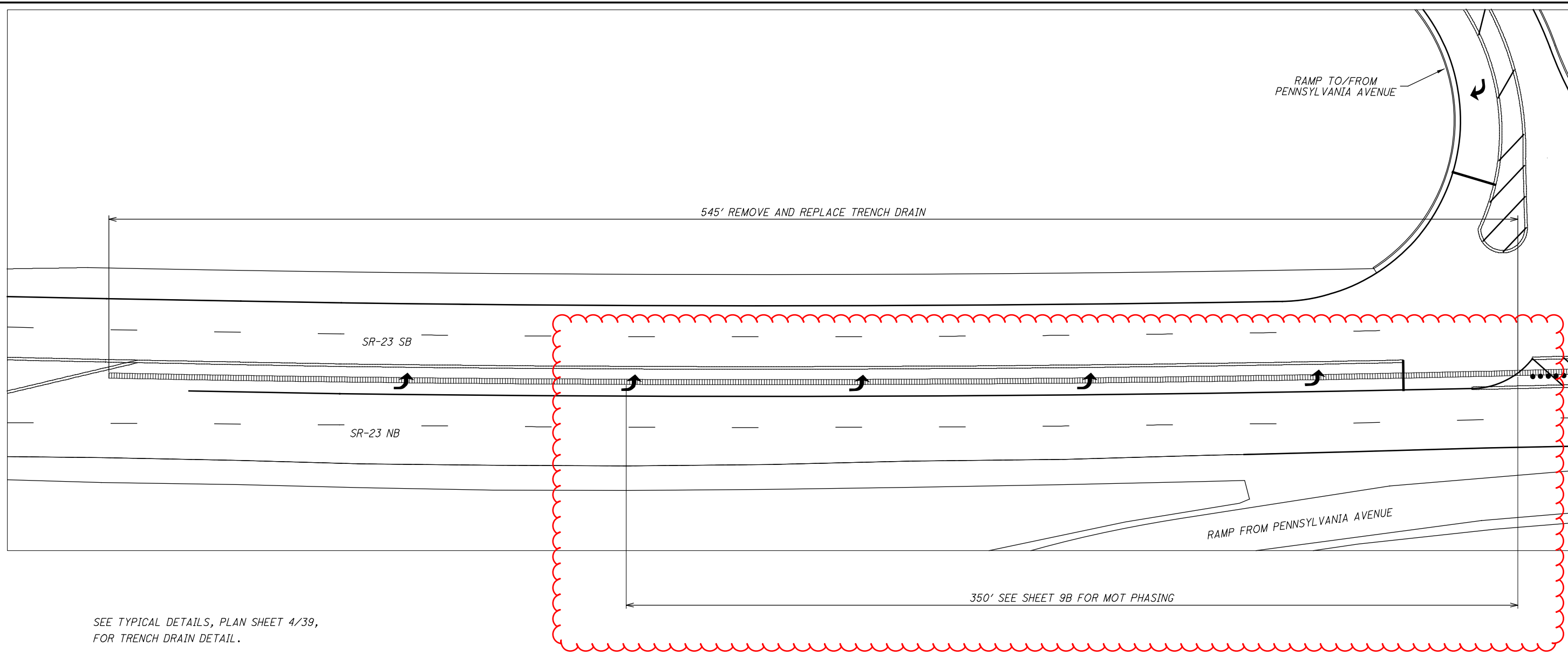
PLAN VIEW DEL-37  
STA 577+32 TO 582+32

DEL-37-9.07

33  
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CHECKED  
XXX

0 20 40  
HORIZONTAL  
SCALE IN FEET

PLAN VIEW DEL-23  
SLM 13.15

LOCATION	COUNTY	ROUTE	SLM	TRENCH DRAIN WITH STANDARD GRATE	
				EACH	839
3	DEL	23	13.15	545	
TOTALS CARRIED TO GENERAL SUMMARY				545	

DEL-37-9.07

L O C A T I O N	C O U N T Y	R O U T E	L O C A T I O N				D E S C R I P T I O N	644															646						
			B E G I N	E N D	L E N G T H	L E N G T H		E D G E L I N E, 6"	L A N E L I N E, 6"	C E N T E R L I N E	C H A N N E L I Z I N G L I N E, 8"	C H A N N E L I Z I N G L I N E, 12"	S T O P L I N E	C R O S S W A L K L I N E	T R A N S V E R S E/ D I A G O N A L L I N E		D O T T E D L I N E, 4"	R A I L R O A D S Y M B O L M A R K I N G	S C H O O L S Y M B O L M A R K I N G	L A N E A R R O W					W O R D O N P A V E M E N T "O N L Y"	E D G E L I N E, 6"		L A N E L I N E, 6"	C E N T E R L I N E
			F T	M I	W	Y									W	Y				L T	L T	T H R U	R T	R T		W	Y		
						MILE	MILE	MILE	MILE	FT	FT	FT	FT	FT	FT	EACH	EACH	EACH	EACH	EACH	EACH	MILE	MILE	MILE	MILE				
1	DEL	37	476+55	477+32	77	0.01	SEE PLAN SHEET 12	0.01		0.01	38																		
			477+32	482+32	500	0.09	SEE PLAN SHEET 13			0.09	90																		
			482+32	487+32	500	0.09	SEE PLAN SHEET 14			0.12	80																		
			487+32	492+32	500	0.09	SEE PLAN SHEET 15			0.15	90																		
			492+32	497+32	500	0.09	SEE PLAN SHEET 16			0.08	20																		
			497+32	502+32	500	0.09	SEE PLAN SHEET 17			0.15				12	140														
			502+32	507+32	500	0.09	SEE PLAN SHEET 18			0.09																			
			507+32	512+32	500	0.09	SEE PLAN SHEET 19			0.13	125			20	144														
			512+32	517+32	500	0.09	SEE PLAN SHEET 20			0.12																			
			517+32	522+32	500	0.09	SEE PLAN SHEET 21			0.10	95			52	345														
			522+32	527+32	500	0.09	SEE PLAN SHEET 22			0.11																			
			527+32	532+32	500	0.09	SEE PLAN SHEET 23			0.11	240			50	184														
			532+32	537+32	500	0.09	SEE PLAN SHEET 24			0.11					594														
			537+32	542+32	500	0.09	SEE PLAN SHEET 25			0.09				32	476														
			542+32	547+32	500	0.09	SEE PLAN SHEET 26			0.02	148			48	991														
			547+32	552+32	500	0.09	SEE PLAN SHEET 27			0.03	76			102	427														
			552+32	557+32	500	0.09	SEE PLAN SHEET 28			0.18	0.09	290		75															
			557+32	562+32	500	0.09	SEE PLAN SHEET 29			0.09	105				55														
			562+32	567+32	500	0.09	SEE PLAN SHEET 30			0.09	155				23														
			567+32	572+32	500	0.09	SEE PLAN SHEET 31			0.13	215			60	20														
			572+32	577+32	500	0.09	SEE PLAN SHEET 32			0.09					300														
			577+32	582+32	500	0.09	SEE PLAN SHEET 33			0.13	200			52	366	122	82												
			582+32	587+32	500	0.09	SEE PLAN SHEET 34			0.13					124		50												
			587+32	592+32	500	0.09	SEE PLAN SHEET 35			0.09					273														
			592+32	597+32	500	0.09	SEE PLAN SHEET 36			0.14					128		120												
			597+32	602+15	483	0.09	SEE PLAN SHEET 37			0.03	330			170	282														
TOTAL CARRIED TO GENERAL SUMMARY								0.01	0.00									579	1094			44			8				
TOTAL CARRIED TO GENERAL SUMMARY								0.01	0.23	2.68	2107		482	5282	1673	441	2	2	52	0									