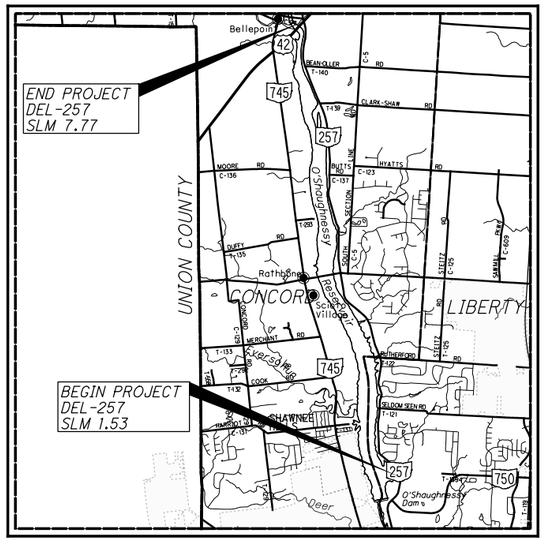
STATE OF OHIO
DEPARTMENT OF TRANSPORTATION

DEL-257-1.53

LIBERTY TOWNSHIP
CONCORD TOWNSHIP
DELAWARE COUNTY



LOCATION MAP

LATITUDE: 40°12'05" LONGITUDE: 83°08'10"

SCALE IN MILES
0 1 2 3 4

N

PORTION TO BE IMPROVED
INTERSTATE HIGHWAY
FEDERAL ROUTES
STATE ROUTES
COUNTY & TOWNSHIP ROADS
OTHER ROADS

DESIGN DESIGNATION

CURRENT ADT (2020)	9,200	
DESIGN YEAR ADT (2032)	11,000	
DESIGN HOURLY VOLUME (2032)	990	
DIRECTIONAL DISTRIBUTION	56%	
TRUCKS (24 HOUR B&C)	7%	
DESIGN SPEED	55 MPH	
LEGAL SPEED	55 MPH	
DESIGN FUNCTIONAL CLASSIFICATION:	SLM 1.05-4.35	04 MINOR ARTERIAL (URBAN)
	SLM 4.35-5.69	05 MAJOR COLLECTOR (URBAN)
	SLM 5.69-7.80	05 MAJOR COLLECTOR (RURAL)
NHS PROJECT	NO	

DESIGN EXCEPTIONS

NONE

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)

PLAN PREPARED BY:
ODOT IN HOUSE DESIGN

ENGINEERS SEAL:

STATE OF OHIO
KATHERINE L. MONTOYA
E-84480
REGISTERED PROFESSIONAL ENGINEER

SIGNED: Katherine Montoya
DATE: 10/24/19

INDEX OF SHEETS:

STANDARD CONSTRUCTION DRAWINGS

BP-3.1	10/18/19	MGS-1.1	01/19/18	MT-97.10	04/19/19	TC-41.20	10/18/13
BP-3.2	01/18/19	MGS-2.1	01/19/18	MT-97.12	01/20/17	TC-42.20	10/18/13
BP-4.1	07/19/13	MGS-4.1	01/20/17	MT-101.90	07/21/17	TC-52.10	10/18/13
		MGS-4.2	07/19/13	MT-105.10	07/19/13	TC-52.20	07/20/18
		MGS-4.3	01/18/13			TC-61.30	01/20/17
DBR-2-73	07/19/02	MGS-5.2	07/15/16			TC-65.10	01/17/14
DBR-3-11	07/15/11	MGS-5.3	07/15/16			TC-65.11	07/21/17
		RM-1.1	07/18/14				

SUPPLEMENTAL SPECIFICATIONS

800	10/18/19
821	04/20/12
832	10/19/18

SPECIAL PROVISIONS

PROJECT DESCRIPTION

RESURFACING PROJECT TO INCLUDE:
PLANING AND ASPHALT OVERLAY OF 5.8 MILES OF SR 257 FROM 0.5 MILES NORTH OF SR 750 (SLM 1.53) TO 250' SOUTH OF US 42 (SLM 7.77) IN DELAWARE COUNTY.

SUSPEND PAVING AT SLM 4.12 AND RESUME AT SLM 4.56, SKIPPING THE ROUNDABOUT AT HOME ROAD.

PAVEMENT REPAIRS IN VARIOUS LOCATIONS FROM 0.3 MILES NORTH OF SR 750 (SLM 1.35) TO US 42 (7.77).

PAVEMENT MARKING/LANE USE CHANGES FROM 0.14 MILES NORTH OF SR 750 (SLM 1.19) TO BEGIN PROJECT (SLM 1.53).

VARIOUS GUARDRAIL UPGRADES IN VARIOUS LOCATIONS.

SEALING OF STRUCTURE DEL-257-3.08 WITH GRAVITY FED RESIN.

EARTH DISTURBED AREAS

PROJECT EARTH DISTURBED AREA:	N/A*
ESTIMATED CONTRACTOR EARTH DISTURBED AREA:	N/A*
NOTICE OF INTENT EARTH DISTURBED AREA:	N/A*

*MAINTENANCE PROJECT

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 IMPROVEMENT.

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 AND SAFETY OF TRAFFIC WILL BE AS SET FORTH ON THE PLANS AND ESTIMATES.

APPROVED _____ DISTRICT DEPUTY DIRECTOR
DATE 10/24/19

APPROVED _____ DIRECTOR, DEPARTMENT OF TRANSPORTATION
DATE 11/6/19

FEDERAL PROJECT NO. E190(141)
PID NO. 107793
CONSTRUCTION PROJECT NO. -
RAILROAD INVOLVEMENT NONE
DEL-257-1.53
1 / 54

BEGIN WORK
SLM 1.19
STA. 63+70.94

BEGIN PROJECT
SLM 1.53
STA. 81+92.82
E190(141)

CONCORD TOWNSHIP
LIBERTY TOWNSHIP

SCIOTO RIVER / O'SHAUGHNESSY RESERVOIR

℄ GLICK RD

℄ SR 750

℄ SR 257

SUNSET DR

SUNSET CT

CREIGHTON DR

SELDON SEEN RD

BAYPOINT DR

LAKEVIEW DR

RUTHERFORD RD

LIBERTY TOWNSHIP

CONCORD TOWNSHIP

DEL-257-0308
SFN 2102978

HOWARD RUN

HIGH RIDGE RD

MATCHLINE STA. 180+00

JERRY BORIN TRACE

SUSPEND PAVING
SLM 4.12
STA. 218+51.58
E190(141)

RESUME PAVING
SLM 4.56
STA. 241+58.48
E190(141)

DEL-257-0487
SFN 2103036

SCIOTO RIVER / O'SHAUGHNESSY RESERVOIR

HOME RD

DEL-257-0358
SFN 2103001

BRUST DR

MAYBERRY RUN

MATCHLINE STA. 180+00

MATCHLINE STA. 300+00

INTERSECTING STREETS

1.65	87+90.32	SUNSET CT (TR 344)	RT
1.77	94+46.34	SUNSET DR (TR 344)	RT
2.10	111+93.89	CREIGHTON DR	RT
2.41	128+15.18	SELDOM SEEN RD (TR 121)	RT
2.70	143+42.01	BAYPOINTE DR	RT
2.97	157+84.89	LAKEVIEW DR (TR 331)	RT
3.09	164+16.32	RUTHERFORD RD (TR 122)	RT
3.32	176+28.68	HIGH RIDGE RD	RT
3.58	189+78.38	BRUST DR (TR 357)	RT
4.37	231+77.58	HOME (CR-124)	RT/LT
5.69	301+47.14	BUTTS RD (CR 137)	RT
6.65	352+18.83	CLARK-SHAW RD (TR 139)	RT
7.18	379+93.24	BEAN-OLLER RD (TR 140)	RT
7.78	411+84.00	US 42	RT

END WORK AND PROJECT
SLM 7.77
STA. 411+36.36
E190(141)

BEAR RUN

℄ US 42

SCIOTO RIVER / O'SHAUGHNESSY RESERVOIR

BUTTS RD

DUFFY RUN

CLARK-SHAW RD

BEAN-OLLER RD

CATEGORY	GROUP	RESPONSIBLE ENTITY	PLAN SPLIT CODE	DESCRIPTION
STP > 200000	PAVEMENT	STATE	01/S>2/PV	DEL-257 1.53 TO 5.69
STP > 200000	BRIDGE	STATE	02/S>2/BR	Minor work on 2102978, DEL-257-3.08
STP RURAL	PAVEMENT	STATE	03/STR/PV	DEL-257 5.69 TO 7.77

NOTE:
THE GEOMETRIC CENTERLINE AND STATIONING GIVEN ARE FOR REFERENCE ONLY. THIS CENTERLINE SHOULD NOT BE USED TO TIE DOWN RIGHT-OF-WAY, CENTERLINE MONUMENTS, OR EXISTING PAVEMENT GEOMETRY. THIS CETNERLINE CAN BE USED FOR THE PURPOSE OF CONSTRUCTION LAYOUT STAKES AND SURVEYING.

THERE ARE NO EXISTING LANDSCAPED AREAS WITHIN THE WORK LIMITS.

FOR CURVE DATA, SEE SHEET 3.

HORIZONTAL SCALE IN FEET
0 200 400 800

CALCULATED KLM
CHECKED XXX

SCHEMATIC PLAN

DEL-257-1.53

C-1

P.I. Sta. 50+85.82
Δ = 57° 53′ 22″ (RT)
Dc = 6° 45′ 00″
R = 848.83′
Ls = 290.00′
θs = 9° 47′ 15″
LT = 193.63′
ST = 96.94′
x = 289.15′
y = 16.48′
k = 144.86′
p = 4.12′
Δc = 38° 18′ 52″ (RT)
Lc = 567.62′
Ts = 616.58′
Es = 125.88′
C = 557.11′
TS Sta. 44+69.24
SC Sta. 47+59.24
CS Sta. 53+26.86
ST Sta. 56+16.86

C-2

P.I. Sta. 61+09.14
Δ = 34° 55′ 10″ (LT)
Dc = 6° 45′ 00″
R = 848.83′
Ls = 290.00′
θs = 9° 47′ 15″
LT = 193.63′
ST = 96.94′
x = 289.15′
y = 16.48′
k = 144.86′
p = 4.12′
Δc = 15° 20′ 41″ (LT)
Lc = 227.33′
Ts = 413.14′
Es = 45.32′
C = 226.65′
TS Sta. 56+96.00
SC Sta. 59+86.00
CS Sta. 62+13.33
ST Sta. 65+03.33

C-3

P.I. Sta. 74+20.86
Δ = 34° 57′ 11″ (LT)
Dc = 5° 15′ 00″
R = 1,091.35′
θ
Δc = 29° 26′ 26″ (LT)
Lc = 560.78′
Es = 53.70′
C = 554.63′
TS Sta. 69+74.69
SC Sta. 71+84.69
PT Sta. 77+45.47

C-4

P.I. Sta. 79+63.67
Δ = 25° 43′ 01″ (LT)
Dc = 7° 30′ 00″
R = 763.94′
T = 174.38′
L = 342.89′
E = 19.65′
C = 340.02′
PC Sta. 77+89.29
PT Sta. 81+32.17

C-5

P.I. Sta. 96+66.97
Δ = 48° 14′ 29″ (RT)
Dc = 20° 00′ 00″
R = 286.48′
Ls = 150.00′
θs = 15° 00′ 00″
LT = 100.36′
ST = 50.33′
x = 148.98′
y = 13.03′
k = 74.83′
p = 3.26′
Δc = 18° 14′ 29″ (RT)
Lc = 91.21′
Ts = 204.56′
Es = 30.98′
C = 90.82′
TS Sta. 94+62.41
SC Sta. 96+12.41
CS Sta. 97+03.62
ST Sta. 98+53.62

C-6

P.I. Sta. 117+63.01
Δ = 11° 10′ 43″ (RT)
Dc = 10° 00′ 00″
R = 572.96′
T = 56.07′
L = 111.79′
E = 2.74′
C = 111.61′
PC Sta. 117+06.94
PT Sta. 118+18.72

C-7

P.I. Sta. 124+35.90
Δ = 6° 39′ 34″ (LT)
Dc = 4° 00′ 00″
R = 1,432.39′
T = 83.34′
L = 166.49′
E = 2.42′
C = 166.39′
PC Sta. 123+52.57
PT Sta. 125+19.05

C-8

P.I. Sta. 133+45.44
Δ = 10° 58′ 40″ (RT)
Dc = 20° 00′ 00″
R = 286.48′
T = 27.53′
L = 54.89′
E = 1.32′
C = 54.80′
PC Sta. 133+17.91
CS Sta. 133+72.80
ST Sta. 135+22.80

C-9

P.I. Sta. 136+57.50
Δ = 31° 07′ 48″ (LT)
Dc = 13° 20′ 00″
R = 429.72′
T = 119.70′
L = 233.48′
E = 16.36′
C = 230.61′
PC Sta. 135+37.81
PCC Sta. 137+71.28

C-10

P.I. Sta. 138+77.68
Δ = 14° 06′ 51″ (LT)
Dc = 6° 40′ 00″
R = 859.44′
T = 106.39′
L = 211.71′
E = 6.56′
C = 211.18′
PCC Sta. 137+71.28
PT Sta. 139+82.99

C-11

P.I. Sta. 146+03.29
Δ = 26° 08′ 00″ (RT)
Dc = 13° 20′ 00″
R = 429.72′
Ls = 150.00′
θs = 10° 00′ 00″
LT = 100.16′
ST = 50.15′
x = 149.54′
y = 8.71′
k = 74.92′
p = 2.18′
Δc = 6° 08′ 00″ (RT)
Lc = 46.00′
Ts = 175.16′
Es = 13.66′
C = 45.98′
TS Sta. 144+28.12
SC Sta. 145+78.12
CS Sta. 146+24.12
ST Sta. 147+74.12

C-12

P.I. Sta. 161+47.77
Δ = 30° 49′ 04″ (LT)
Dc = 5° 00′ 00″
R = 1,145.92′
Ls = 300.00′
θs = 7° 30′ 00″
LT = 200.18′
ST = 100.16′
x = 299.49′
y = 13.07′
k = 149.91′
p = 3.27′
Δc = 15° 49′ 04″ (LT)
Lc = 316.36′
Ts = 466.65′
Es = 46.12′
C = 315.35′
TS Sta. 156+81.12
SC Sta. 159+81.12
CS Sta. 162+97.48
ST Sta. 165+97.48

C-13

P.I. Sta. 173+98.08
Δ = 8° 30′ 19″ (RT)
Dc = 2° 51′ 26″
R = 2,005.35′
T = 149.11′
L = 297.68′
E = 5.54′
C = 297.41′
PC Sta. 172+48.96
PT Sta. 175+46.65

C-14

P.I. Sta. 182+21.63
Δ = 1° 13′ 41″ (RT)
Dc = 0° 24′ 00″
R = 14,323.95′
T = 153.50′
L = 306.99′
E = 0.82′
C = 306.98′
PC Sta. 180+68.13
PRC Sta. 183+75.12

C-15

P.I. Sta. 185+50.64
Δ = 5° 00′ 42″ (LT)
Dc = 1° 25′ 43″
R = 4,010.70′
T = 175.52′
L = 350.81′
E = 3.84′
C = 350.70′
PRC Sta. 183+75.12
PCC Sta. 187+25.93

C-16

P.I. Sta. 189+52.55
Δ = 12° 53′ 43″ (LT)
Dc = 2° 51′ 26″
R = 2,005.35′
T = 226.62′
L = 451.33′
E = 12.76′
C = 450.38′
PCC Sta. 187+25.93
CS Sta. 191+77.26

C-17

P.I. Sta. 195+36.84
Δ = 10° 36′ 30″ (LT)
Dc = 3° 20′ 00″
R = 1,718.87′
T = 159.58′
L = 318.25′
E = 7.39′
C = 317.79′
CS Sta. 191+77.26
SC Sta. 193+77.26
CS Sta. 196+95.50
ST Sta. 198+95.50

C-18

P.I. Sta. 211+30.53
Δ = 15° 20′ 11″ (RT)
Dc = 6° 40′ 00″
R = 859.44′
T = 115.71′
L = 230.05′
E = 7.75′
C = 229.36′
PC Sta. 210+14.82
CS Sta. 212+44.86

C-19

P.I. Sta. 214+98.04
Δ = 17° 22′ 17″ (RT)
Dc = 5° 42′ 51″
R = 1,002.68′
T = 153.18′
L = 304.00′
E = 11.63′
C = 302.84′
CS Sta. 212+44.86
SC Sta. 213+44.86
CS Sta. 216+48.86
ST Sta. 217+48.86

C-20

P.I. Sta. 242+33.20
Δ = 9° 00′ 00″ (RT)
Dc = 2° 13′ 20″
R = 2,578.31′
Ls = 75.00′
θs = 0° 50′ 00″
LT = 50.00′
ST = 25.00′
x = 75.00′
y = 0.36′
k = 37.50′
p = 0.09′
Δc = 7° 20′ 00″ (RT)
Lc = 330.00′
Ts = 240.42′
Es = 8.06′
C = 329.77′
TS Sta. 239+92.77
SC Sta. 240+67.77
CS Sta. 243+97.77
ST Sta. 244+72.77

C-21

P.I. Sta. 263+23.08
Δ = 28° 38′ 59″ (LT)
Dc = 10° 00′ 00″
R = 572.96′
θ
Δc = 8° 38′ 59″ (LT)
Lc = 86.50′
Es = 22.25′
C = 86.42′
TS Sta. 260+37.54
SC Sta. 263+37.54
CS Sta. 264+24.04
ST Sta. 265+24.04

C-22

P.I. Sta. 267+44.62
Δ = 12° 30′ 00″ (RT)
Dc = 5° 00′ 00″
R = 1,145.92′
Ls = 150.00′
θs = 3° 45′ 00″
LT = 100.02′
ST = 50.02′
x = 149.94′
y = 3.27′
k = 74.99′
p = 0.82′
Δc = 5° 00′ 00″ (RT)
Lc = 100.00′
Ts = 200.58′
Es = 7.67′
C = 99.97′
TS Sta. 265+44.04
SC Sta. 266+94.04
CS Sta. 267+94.04
ST Sta. 269+44.04

C-23

P.I. Sta. 288+38.10
Δ = 21° 36′ 19″ (RT)
Dc = 5° 00′ 00″
R = 1,145.92′
T = 218.65′
L = 432.11′
E = 20.67′
C = 429.55′
TS Sta. 284+69.45
SC Sta. 286+19.45
CS Sta. 290+51.56

C-24

P.I. Sta. 293+78.60
Δ = 14° 26′ 32″ (LT)
Dc = 5° 42′ 51″
R = 1,002.68′
T = 127.04′
L = 252.74′
E = 8.02′
C = 252.07′
SRS Sta. 292+01.56
SC Sta. 292+51.56
CS Sta. 295+04.30
ST Sta. 295+54.30

C-25

P.I. Sta. 300+28.75
Δ = 6° 10′ 53″ (RT)
Dc = 2° 00′ 00″
R = 2,864.79′
Ls = 150.00′
θs = 1° 30′ 00″
LT = 100.00′
ST = 50.00′
x = 149.99′
y = 1.31′
k = 75.00′
p = 0.33′
Δc = 3° 10′ 53″ (RT)
Lc = 159.07′
Ts = 229.70′
Es = 4.50′
C = 159.05′
TS Sta. 297+99.05
SC Sta. 299+49.05
CS Sta. 301+08.11
ST Sta. 302+58.11

C-26

P.I. Sta. 311+27.66
Δ = 6° 51′ 26″ (LT)
Dc = 5° 42′ 51″
R = 1,002.68′
Ls = 75.00′
θs = 2° 08′ 34″
LT = 50.00′
ST = 25.00′
x = 74.99′
y = 0.93′
k = 37.50′
p = 0.23′
Δc = 2° 34′ 17″ (LT)
Lc = 45.00′
Ts = 97.58′
Es = 2.03′
C = 45.00′
TS Sta. 310+30.07
SC Sta. 311+05.07
CS Sta. 311+50.07
ST Sta. 312+25.07

C-27

P.I. Sta. 317+50.59
Δ = 0° 21′ 41″ (RT)
Dc = 0° 13′ 20″
R = 25,783.10′
T = 81.31′
L = 162.61′
E = 0.13′
C = 162.61′
PC Sta. 316+69.28
PT Sta. 318+31.89

C-28

P.I. Sta. 341+27.08
Δ = 18° 32′ 13″ (LT)
Dc = 1° 14′ 56″
R = 4,587.76′
Ls = 50.00′
θs = 0° 18′ 44″
LT = 33.33′
ST = 16.67′
x = 50.00′
y = 0.09′
k = 25.00′
p = 0.02′
Δc = 17° 54′ 45″ (LT)
Lc = 1,434.27′
Ts = 773.68′
Es = 60.71′
C = 1,428.44′
TS Sta. 333+53.40
SC Sta. 334+03.40
CS Sta. 348+37.67
ST Sta. 348+87.67

C-29

P.I. Sta. 361+66.07
Δ = 1° 15′ 58″ (RT)
Dc = 1° 00′ 00″
R = 5,729.58′
T = 63.31′
L = 126.61′
E = 0.35′
C = 126.61′
PC Sta. 361+02.77
PT Sta. 362+29.38

P.I. Sta. 366+29.02
Δ = 2° 38′ 21″ (RT)
Dc = 1° 20′ 00″
R = 4,297.18′
T = 98.99′
L = 197.94′
E = 1.14′
C = 197.92′
PC Sta. 365+30.03
PT Sta. 367+27.97

C-30

C-31

P.I. Sta. 370+51.93
Δ = 0° 57′ 00″ (LT)
Dc = 1° 00′ 00″
R = 5,729.58′
T = 47.50′
L = 95.00′
E = 0.20′
C = 95.00′
PC Sta. 370+04.42
PT Sta. 370+99.42

C-32

P.I. Sta. 384+72.57
Δ = 23° 48′ 46″ (RT)
Dc = 2° 40′ 00″
R = 2,148.59′
Ls = 100.00′
s = 1° 20′ 00″
LT = 66.67′
ST = 33.34′
x = 99.99′
y = 0.78′
k = 50.00′
p = 0.19′
c = 21° 08′ 46″ (RT)
Lc = 792.98′
Ts = 503.07′
Es = 47.44′
C = 788.49′
TS Sta. 379+69.50
SC Sta. 380+69.50
CS Sta. 388+62.48
ST Sta. 389+62.48

C-33

P.I. Sta. 393+43.39
Δ = 7° 36′ 47″ (RT)
Dc = 1° 20′ 00″
R = 4,297.18′
Ls = 50.00′
θs = 0° 20′ 00″
LT = 33.33′
ST = 16.67′
x = 50.00′
y = 0.10′
k = 25.00′
p = 0.02′
Δc = 6° 56′ 47″ (RT)
Lc = 520.98′
Ts = 310.91′
Es = 9.53′
C = 520.66′
TS Sta. 390+32.48
SC Sta. 390+82.48
CS Sta. 396+03.46
ST Sta. 396+53.46

C-34

P.I. Sta. 404+80.44
Δ = 26° 11′ 58″ (LT)
Dc = 2° 51′ 26″
R = 2,005.35′
Ls = 150.00′
θs = 2° 08′ 34″
LT = 100.01′
ST = 50.01′
x = 149.98′
y = 1.87′
k = 75.00′
p = 0.47′
Δc = 21° 54′ 49″ (LT)
Lc = 766.98′
Ts = 541.75′
Es = 54.06′
C = 762.31′
TS Sta. 399+38.69
SC Sta. 400+88.69
CS Sta. 408+55.67
ST Sta. 410+05.67

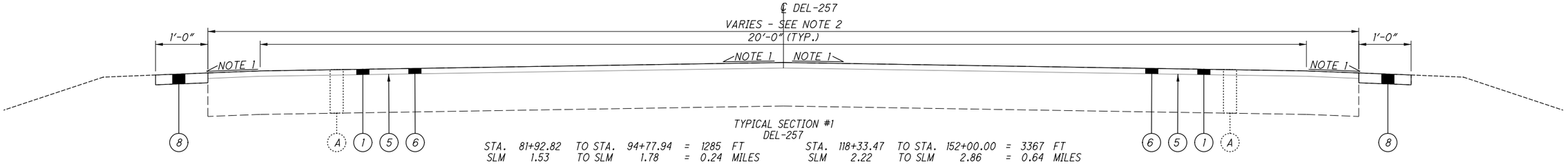
C-35

P.I. Sta. 412+79.87
Δ = 9° 00′ 00″ (LT)
Dc = 10° 00′ 00″
R = 572.96′
T = 45.09′
L = 90.00′
E = 1.77′
C = 89.91′
PC Sta. 412+34.78
PT Sta. 413+24.78

CALCULATED KLM
CHECKED XXX

SCHEMATIC PLAN - CURVE DATA

DEL-257-1.53



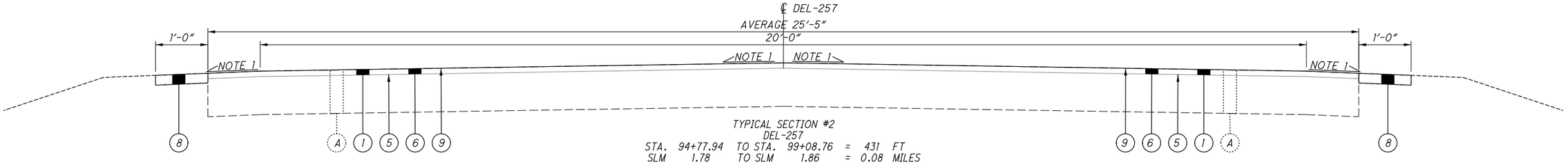
TYPICAL SECTION #1
DEL-257

STA.	81+92.82	TO STA.	94+77.94	=	1285	FT	STA.	118+33.47	TO STA.	152+00.00	= 3367 FT
SLM	1.53	TO SLM	1.78	=	0.24	MILES	SLM	2.22	TO SLM	2.86	= 0.64 MILES
STA.	99+08.76	TO STA.	117+00.00	=	1791	FT	STA.	157+31.13	TO STA.	218+51.58	= 6120 FT
SLM	1.86	TO SLM	2.20	=	0.34	MILES	SLM	2.96	TO SLM	4.12	= 1.16 MILES

SEE SHEET 5 FOR STA. 117+00.00 TO 118+33.47

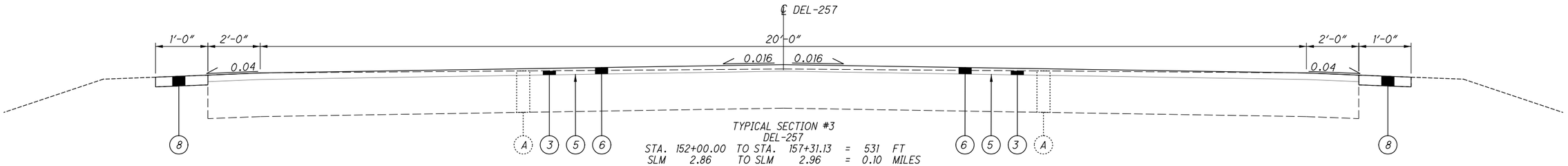
SUSPEND STA. 218+51.58 / RESUME STA. 241+58.48

STA.	241+58.48	TO STA.	408+86.36	=	16728	FT
SLM	4.56	TO SLM	7.73	=	3.17	MILES



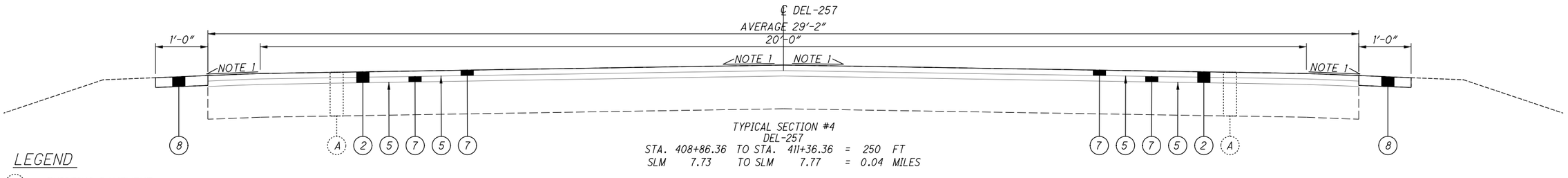
TYPICAL SECTION #2
DEL-257

STA.	94+77.94	TO STA.	99+08.76	=	431	FT
SLM	1.78	TO SLM	1.86	=	0.08	MILES



TYPICAL SECTION #3
DEL-257

STA.	152+00.00	TO STA.	157+31.13	=	531	FT
SLM	2.86	TO SLM	2.96	=	0.10	MILES



TYPICAL SECTION #4
DEL-257

STA.	408+86.36	TO STA.	411+36.36	=	250	FT
SLM	7.73	TO SLM	7.77	=	0.04	MILES

LEGEND

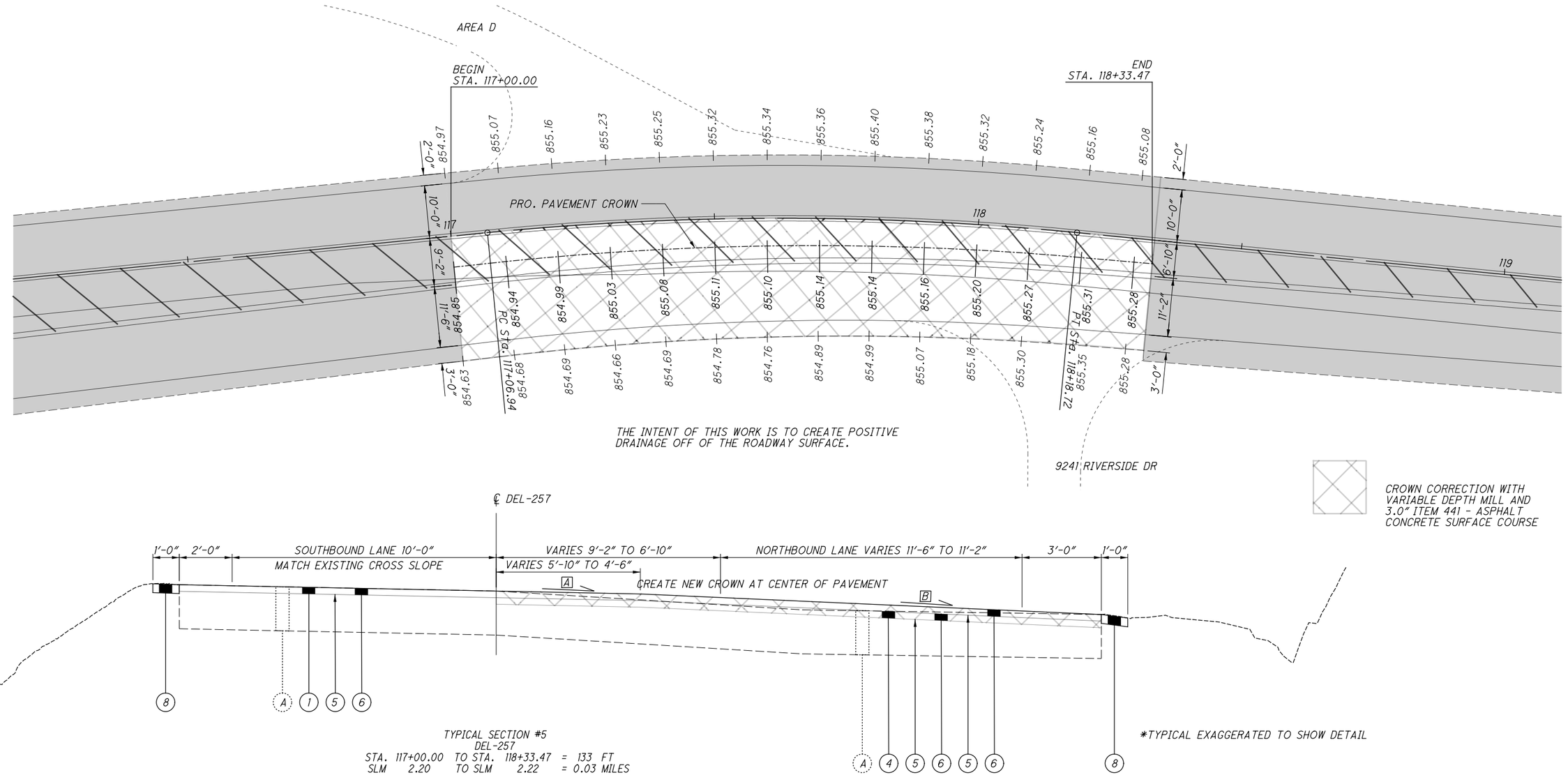
- (A) EXISTING PAVEMENT
- (1) ITEM 254 - 1.50" PAVEMENT PLANING, ASPHALT CONCRETE
- (2) ITEM 254 - 3.00" PAVEMENT PLANING, ASPHALT CONCRETE
- (3) ITEM 254 - VARIABLE DEPTH (AVG. 1.0") PAVEMENT PLANING, ASPHALT CONCRETE (MIN. 0.5")
- (4) ITEM 254 - VARIABLE DEPTH (AVG. 2.0") PAVEMENT PLANING, ASPHALT CONCRETE (MIN 0.5")
- (5) ITEM 407 - NON-TRACKING TACK COAT (PER CMS TABLE 407.06-1)
- (6) ITEM 441 - 1.50" ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (446), PG64-22
- (7) ITEM 442 - 1.50" ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (446)
- (8) ITEM 617 - 2.00" COMPACTED AGGREGATE
- (9) ITEM 888 - HIGH FRICTION SURFACE COURSE, SINGLE LIFT

NOTES:
1. MAINTAIN EXISTING CROSS SLOPES
2. SEE PAVEMENT SUBSUMMARY FOR DETAILED WIDTHS

CALCULATED KLM
CHECKED XXX

TYPICAL SECTIONS

DEL-257-1.53



TYPICAL SECTION #5
DEL-257
STA. 117+00.00 TO STA. 118+33.47 = 133 FT
SLM 2.20 TO SLM 2.22 = 0.03 MILES

LEGEND

- (A) EXISTING PAVEMENT
- (1) ITEM 254 - 1.50" PAVEMENT PLANING, ASPHALT CONCRETE
- (2) ITEM 254 - 3.00" PAVEMENT PLANING, ASPHALT CONCRETE
- (3) ITEM 254 - VARIABLE DEPTH (AVG. 1.0") PAVEMENT PLANING, ASPHALT CONCRETE (MIN. 0.5")
- (4) ITEM 254 - VARIABLE DEPTH (AVG. 2.0") PAVEMENT PLANING, ASPHALT CONCRETE (MIN 0.5")
- (5) ITEM 407 - NON-TRACKING TACK COAT (PER CMS TABLE 407.06-1)
- (6) ITEM 441 - 1.50" ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (446), PG64-22
- (7) ITEM 442 - 1.50" ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (446)
- (8) ITEM 617 - 2.00" COMPACTED AGGREGATE
- (9) ITEM 888 - HIGH FRICTION SURFACE COURSE, SINGLE LIFT

STATION	A	B	COMMENTS
117+00.00	-0.004	-0.013	MATCH EXISTING
117+10.00	-0.007	-0.014	CROSS SLOPE A TO MATCH EXISTING SOUTHBOUND CROSS SLOPE
117+20.00	-0.010	-0.017	CROSS SLOPE A TO MATCH EXISTING SOUTHBOUND CROSS SLOPE
117+30.00	-0.011	-0.021	CROSS SLOPE A TO MATCH EXISTING SOUTHBOUND CROSS SLOPE
117+40.00	-0.010	-0.022	CROSS SLOPE A TO MATCH EXISTING SOUTHBOUND CROSS SLOPE
117+50.00	-0.012	-0.019	CROSS SLOPE A TO MATCH EXISTING SOUTHBOUND CROSS SLOPE
117+60.00	-0.014	-0.020	CROSS SLOPE A TO MATCH EXISTING SOUTHBOUND CROSS SLOPE
117+70.00	-0.013	-0.015	CROSS SLOPE A TO MATCH EXISTING SOUTHBOUND CROSS SLOPE
117+80.00	-0.015	-0.009	CROSS SLOPE A TO MATCH EXISTING SOUTHBOUND CROSS SLOPE
117+90.00	-0.013	-0.005	CROSS SLOPE A TO MATCH EXISTING SOUTHBOUND CROSS SLOPE
118+00.00	-0.007	-0.001	CROSS SLOPE A TO MATCH EXISTING SOUTHBOUND CROSS SLOPE
118+10.00	0.002	0.002	CROSS SLOPE A TO MATCH EXISTING SOUTHBOUND CROSS SLOPE
118+20.00	0.009	0.002	CROSS SLOPE A TO MATCH EXISTING SOUTHBOUND CROSS SLOPE
118+30.00	0.016	0.000	MATCH EXISTING

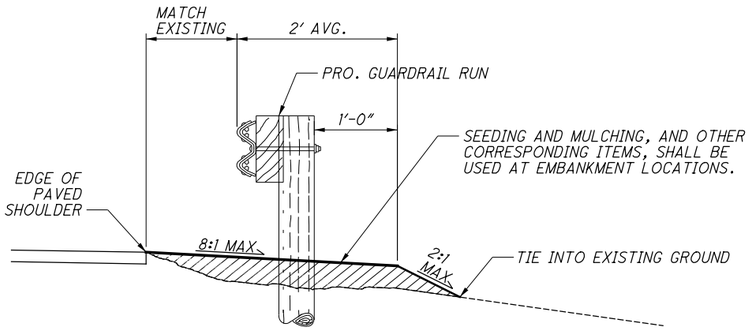
N

HORIZONTAL SCALE IN FEET
0 5 10 20

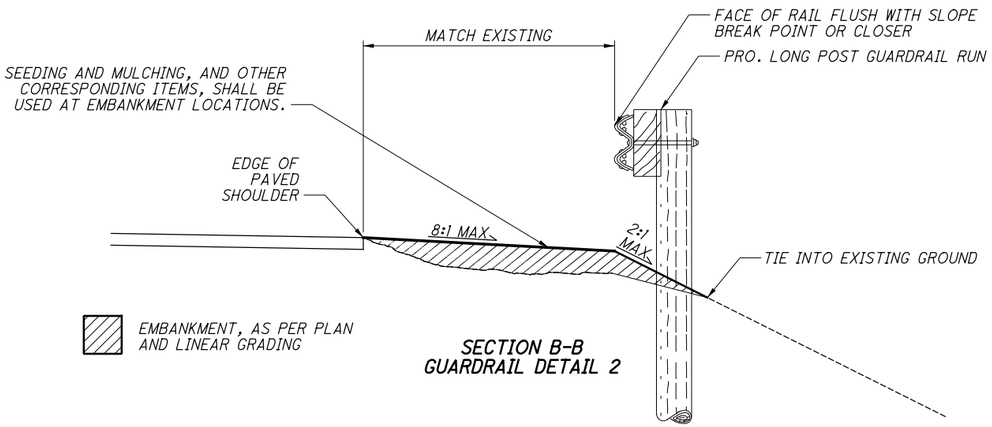
CALCULATED KLM
CHECKED XXX

TYPICAL SECTION - CROWN CORRECTION
STA. 117+00.00 TO STA. 118+33.47

DEL-257-1.53

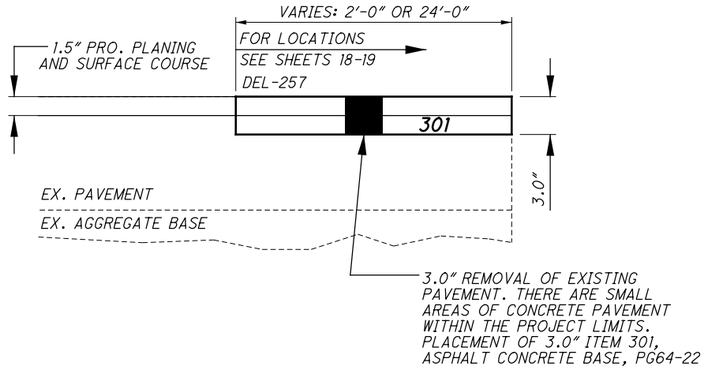


SECTION A-A
GUARDRAIL DETAIL



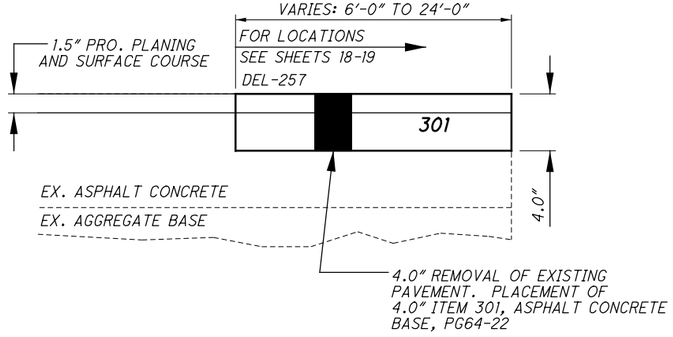
SECTION B-B
GUARDRAIL DETAIL 2

NOTES:
1. FOR MORE INFORMATION REGARDING EMBANKMENT, AS PER PLAN, SEE GENERAL NOTES.
2. SEE STANDARD DRAWING MGS-1.1 FOR MORE DETAILS AND DIMENSIONS.



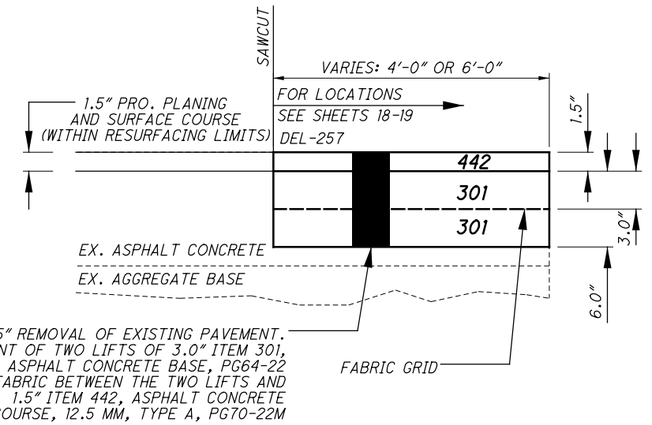
ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR
(ASPHALT CONCRETE BASE), AS PER PLAN, 3.0"

SEE GENERAL NOTES FOR MORE INFORMATION REGARDING ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE), AS PER PLAN, 3.0"



ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR
(ASPHALT CONCRETE BASE), AS PER PLAN, 4.0"

SEE GENERAL NOTES FOR MORE INFORMATION REGARDING ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE), AS PER PLAN, 4.0"



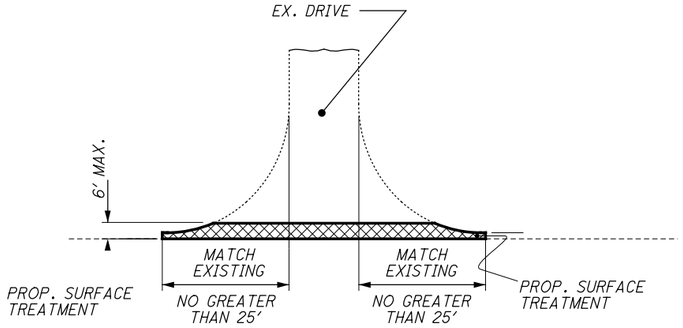
ITEM 253 - PAVEMENT REPAIR,
AS PER PLAN, 7.5"

SEE GENERAL NOTES FOR MORE INFORMATION REGARDING ITEM 253 - PAVEMENT REPAIR, AS PER PLAN, 7.5"

CALCULATED KLM
CHECKED XXX

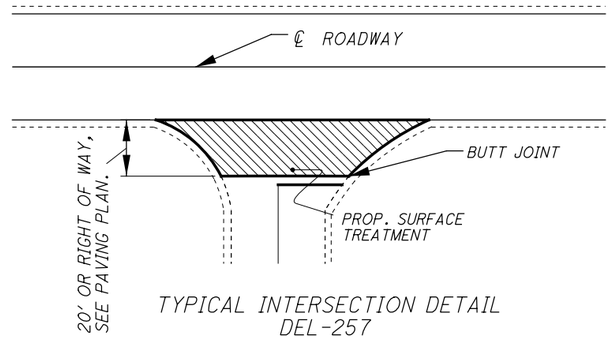
TYPICAL DETAILS - PAVEMENT REPAIRS AND GUARDRAIL

DEL-257-1.53



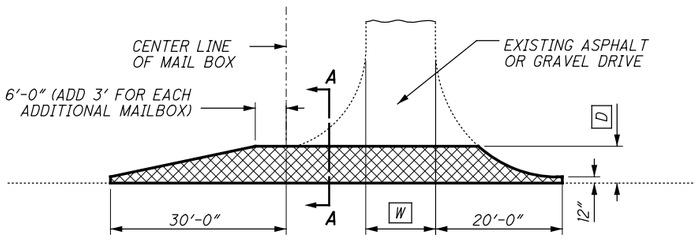
TYPICAL DRIVEWAY APPROACH DETAIL

PAVEMENT PLANING/BUTT JOINT AND MATCH PROPOSED SURFACE TREATMENT DEPTH.



TYPICAL INTERSECTION DETAIL DEL-257

PAVEMENT PLANING AND RESURFACING

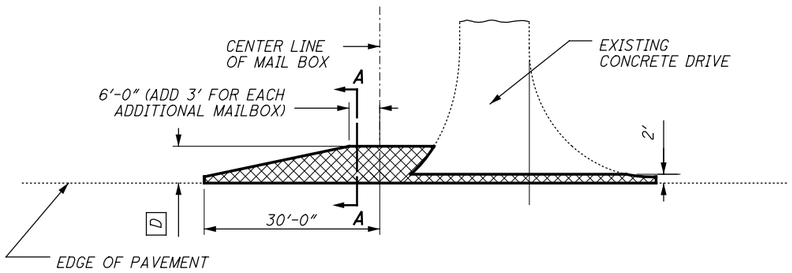


TYPICAL APPROACH #1
COMBINED DRIVEWAY & MAIL BOX APPROACH

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

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

[W] = WIDTH OF EXISTING DRIVEWAY.

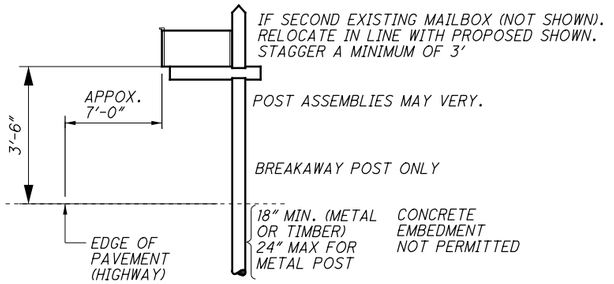


TYPICAL APPROACH #2
COMBINED DRIVEWAY & MAIL BOX APPROACH

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

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

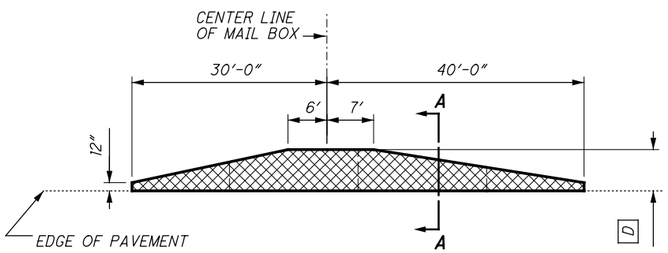
[W] = WIDTH OF EXISTING DRIVEWAY.



MAILBOX DETAIL

ADDRESS 6157 RIVERSIDE DR

ASPHALT OR ITEM 617 - PROPOSED TO MATCH EXISTING

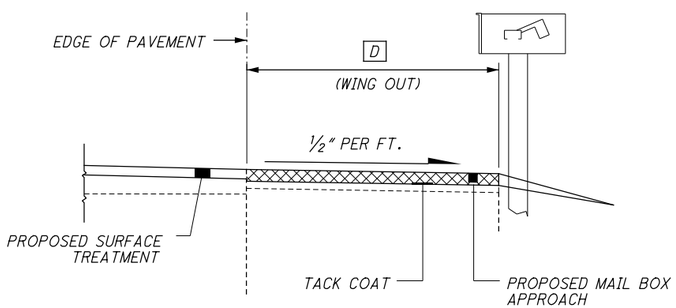


TYPICAL APPROACH #3
TYPICAL MAIL BOX APPROACH

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

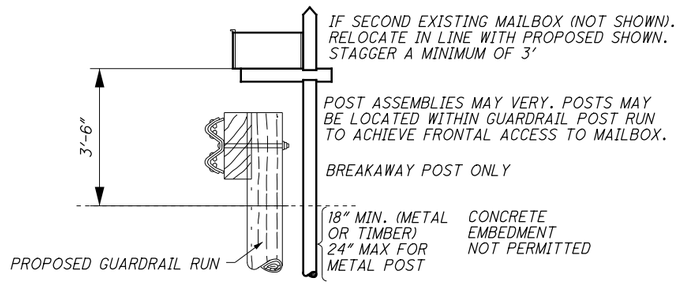
*FOR TYPICAL MAIL BOX APPROACH AND OTHER ADDITIONAL INFORMATION SEE STA. DWG. BP 4.1 (07/19/13)

[W] = WIDTH OF EXISTING DRIVEWAY.



SECTION A-A
MAILBOX APPROACH DETAIL

FOR EXISTING ASHPALT MAILBOX APPROACHES ONLY
FOR GRAVEL MAILBOX APPROACHES, USE ITEM 617



MAILBOX REMOVED AND RESET DETAIL

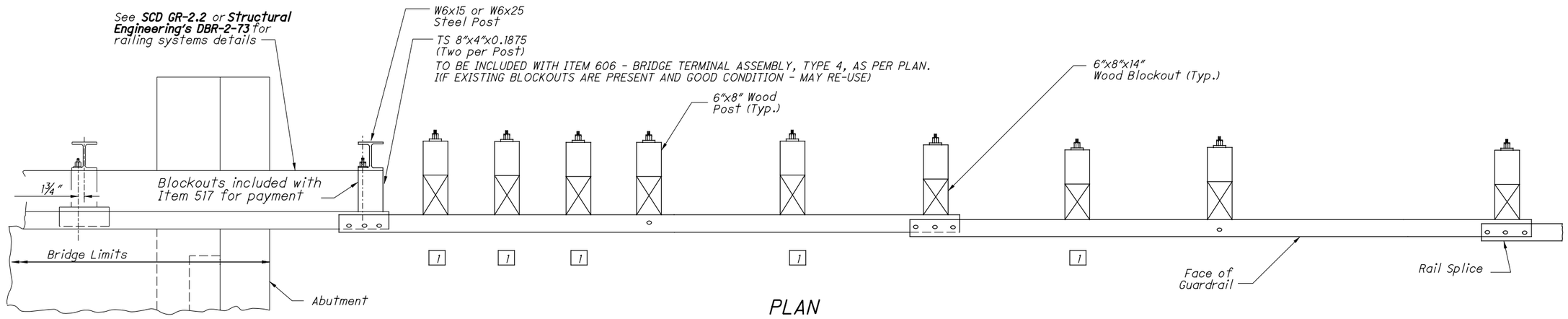
EXISTING MAILBOX ASSEMBLY RELOCATED TO ALIGN WITH PROPOSED GUARDRAIL RUN.

DAMAGE RESULTING IN THE REMOVAL SHALL BE REPLACED AT THE EXPENSE OF THE CONTRACTOR. HOLES LEFT AT THE REMOVAL LOCATION SHALL BE FILLED WITH MATERIAL REMOVED FROM THE PROPOSED LOCATION.

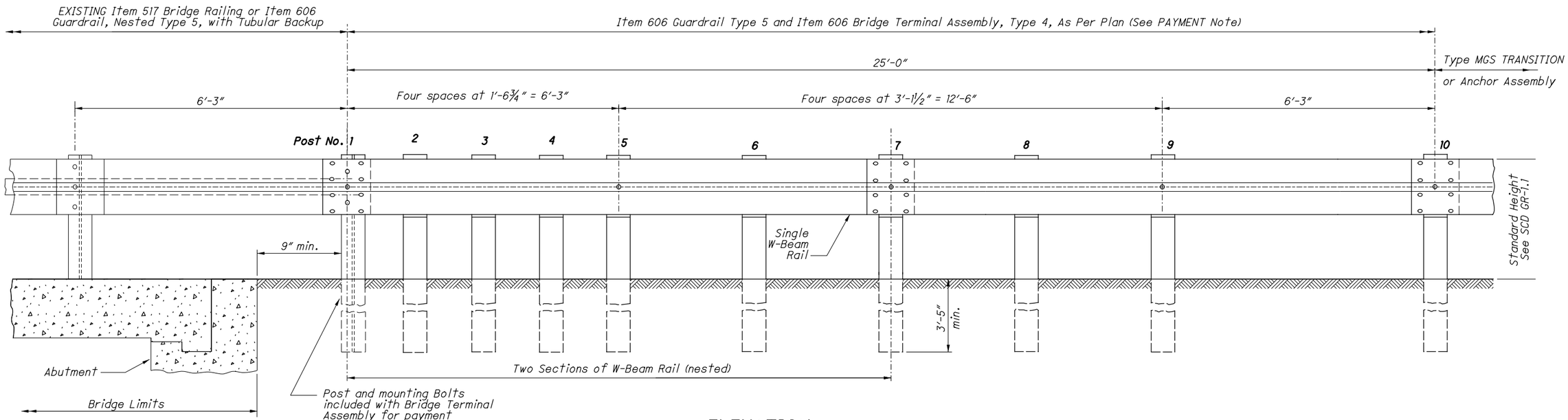
CALCULATED KLM
CHECKED XXX

TYPICAL DETAILS - DRIVEWAYS AND SIDE ROADS

DEL-257-1.53



PLAN



ELEVATION

NOTES

GENERAL: For additional details, see **PIS GR-1.1.**

APPLICATION: The Type 4 Bridge Terminal Assembly shall connect Type 5/MGS Guardrail runs to Type 5 Guardrail with Tubular Backup or to Deep Beam Bridge Guardrail (as shown on **Structural Engineering SCD DBR-2-73**).

DETAIL INFORMATION: The first post off the bridge shall be steel (W6x15 or W6x25). All holes in the off-structure end of the approach panel rail section spanning the abutment are slotted ¾"x2½". Tighten the bolts as specified for expansion joints in Item 606.05.

POSTS: Posts may be set in drilled holes or driven to grade. See **PIS GR-1.1** for additional Post embedment details. Guardrail is not attached to certian posts (see LEGEND).

WOOD POSTS - Use square sawed pressure treated wood as specified in CMS 710.14 and fabricated with square ends. Bore bolt holes and trim the tops of posts, if required after the posts are set.

STEEL POSTS - are allowed as an alternate. Use W6x9 or W6x8.5 in lieu of the 6"x8" wood post. Use same post material through-out assembly.

BLOCKOUTS: Use wood blockouts only. Steel or plastic blockouts are not permitted. Notched wood blockouts are used with steel posts.

FLARED GUARDRAIL: Start Standard Guardrail Flares as shown on PIS GR-5.1 at or beyond Post No. 10; however, the flare may begin at Post No. 7.

PAYMENT: Item 606 - Bridge Terminal Assembly, Type 4, AS PER PLAN, Each, includes the cost of ALL components INCLUDING TYPE 5 guardrail, posts and other hardware.

LEGEND

[1] Guardrail is not attached to posts at Posts 2, 3, 4, 6, and 8. Blockout is fastened to post with standard Post Bolt.

[2] FOR PIS GR-1.1 AND PIS GR-2.1, SEE http://www.dot.state.oh.us/Divisions/Engineering/Roadway/DesignStandards/roadway/Pages/RoadwayStandardsRoadwayPlanInserts.aspx

CALCULATED KLM CHECKED XXX

TYPICAL DETAILS - BTA, TYPE 4, AS PER PLAN

DEL-257-1.53

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.

CONTRACTORS EQUIPMENT - OPERATION AND STORAGE:
THE CONTRACTORS 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 CONTRACTORS 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,

REMOVAL ITEMS:
UNLESS OTHERWISE INSTRUCTED, ASPHALT AND ANY OTHER MISCELLANEOUS ITEMS (SUCH AS GUARDRAIL) 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.

ALIGNMENT AND PROFILE:
THE WORK PROPOSED BY THIS PROJECT IS FOR THE REPAIR, PLANING AND RESURFACING OF THE EXISTING PAVEMENT. THE ALIGNMENT OF THE EXISTING PAVEMENT WILL NOT BE CHANGED, AND THE PROFILE OF THE PROPOSED SURFACE WILL BE THE SAME AS THE EXISTING PAVEMENT, EXCEPT AS DETAILED ON SHEET 5/54.

DRIVEWAYS, SIDE ROADS, AND MAILBOX APPROACHES:
QUANTITIES AND DETAILS HAVE BEEN PROVIDED FOR THE TREATMENT OF DRIVEWAYS, INTERSECTIONS, AND MAILBOX APPROACHES. THE CONTRACTOR SHALL EXPECT TO "PAVE BACK" ON ALL EXISTING SIDE ROADS AS LISTED AND DETAILED IN THE TYPICAL DETAIL SECTION OF THIS PLAN. ONLY EXISTING ASPHALT MAILBOXES SHALL RECEIVE PROPOSED ASPHALT TREATMENTS. QUANTITIES OF ITEM 617 COMPACTED AGGREGATE HAVE BEEN PROVIDED IN THE PLANS TO ACCOMMODATE FOR NON-ASPHALT APPROACHES.

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.

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 COURSES. LAP LONGITUDINAL JOINTS AS SHOWN ON STANDARD CONSTRUCTION DRAWING BP-3.1.

UTILITIES:
NO UTILITY IMPACT IS ANTICIPATED DUE TO THE SCOPE OF WORK. THE ODOT CONTRACTOR IS REQUIRED TO CONTACT OHIO811 A MINIMUM OF 48 HOURS EXCLUDING WEEKENDS AND HOLIDAYS TO PERMIT ALL UNDERGROUND UTILITIES AN OPPORTUNITY TO MARK THEIR LINES. IT IS ALSO THE ODOT CONTRACTOR'S RESPONSIBILITY TO CONTACT ALL NON-MEMBERS OF OHIO811 DIRECTLY A MINIMUM OF 48 HOURS NOTICE EXCLUDING WEEKENDS AND HOLIDAYS TO PROVIDE THEM WITH THE SAME OPPORTUNITY.

IT IS ODOT'S EXPECTATION THAT ALL GUARDRAIL POSTS WILL BE INSTALLED IN THE SAME LOCATIONS AND THERE WILL BE NO DISRUPTION TO UNDERGROUND UTILITIES. IF THERE IS A UTILITY MARKING WITHIN THE TOLERANCE ZONE OF A UTILITY LOCATE FROM THE PROPOSED GUARDRAIL PLACEMENT IT IS THE ODOT CONTRACTORS RESPONSIBILITY TO DIRECTLY CONTACT THE IMPACTED UTILITY AND WORK WITH THEM TO FIND A SOLUTION THAT DOES NOT CHANGE THE GUARDRAIL PLACEMENT OR DAMAGE THE EXISTING UTILITY. NO UTILITY RELOCATION WILL BE REIMBURSED NOR WILL DELAY CLAIMS BE PERMISSIBLE BASED ON LACK OF COORDINATION BETWEEN THE ODOT CONTRACTOR AND THE IMPACTED UTILITY.

BELOW IS A LIST OF UTILITIES LOCATED WITHIN THE PROJECT AREA TOGETHER WITH THEIR RESPECTIVE OWNERS.

AEP
700 MORRISON RD
GAHANNA, OH 43230
PAUL PAXTON
614.883.6831
ptpaxton@aep.com

AT&T
111 NORTH 4TH ST
ROOM 802
COLUMBUS, OH 43215
GARY VAN ALMSICK
614.223.7276
gv2758@att.com

COLUMBIA GAS OF OHIO
3550 JOHNNY APPLESEED COURT
COLUMBUS, OH 43231
ROB CALDWELL
614.818.2107
rcaldwell@nisource.com

COLUMBUS DEPT OF UTILITIES
109 NORTH FRONT ST
COLUMBUS, OH 43215

COLUMBUS ZOO
9900 RIVERSIDE DR
POWELL, OH 43065
614.645.3582

DEL-CO WATER
6773 OLENTANGY RIVER RD
DELAWARE, OH 43015
BILL WINTER
740.548.7746
bwinter@delcowater.com

DELAWARE COUNTY ENGINEERS
50 CHANNING ST
DELAWARE, OH 43015
740.833.2400
delcoeng@co.delaware.oh.us

DELAWARE COUNTY REGIONAL
SEWER DISTRICT
50 CHANNING ST
DELAWARE, OH 43015
KELLY THIEL
740.833.2240
kthiel@co.delaware.oh.us

FRONTIER COMMUNICATIONS
1300 COLUMBUS-SANDUSKY RD
MARION, OH 43302
BRIAN SPIRES
740.383.0551
brian.spires@ftr.com

ODOT TRAFFIC (DIST 6)
400 EAST WILLIAM ST
DELAWARE, OH 43015
DAVE CARLIN
740.833.8267
david.carlin@dot.ohio.gov

OHIO EDISON
420 SOUTH YORK ST
SPRINGFIELD, OH 45505
CHRIS HARPER
937.327.1283
harperc@firstenergycorp.com

SPECTRUM
3760 INTERCHANGE DR
COLUMBUS, OH 43204
SAM LUTZ
614.255.6349
samuel.lutz@charter.com
DAVE HOLSTEIN
david.holstein@charter.com

ITEM 202 - GUARDRAIL REMOVED, AS PER PLAN:
ITEM 202 - ANCHOR ASSEMBLY REMOVED, TYPE A, AS PER PLAN:
ITEM 202 - ANCHOR ASSEMBLY REMOVED, TYPE E, AS PER PLAN:
ITEM 202 - BRIDGE TERMINAL ASSEMBLY REMOVED, AS PER PLAN:
IN ADDITION TO THE REQUIREMENTS OF ITEM 202, REMOVAL OF SPECIFIED GUARDRAIL ITEMS SHALL INCLUDE BUT NOT BE LIMITED TO ANY ATTACHED POSTS, SIGNS AND DELINEATORS (NOT OTHERWISE SPECIFIED). THIS REMOVAL WILL INCLUDE ALL POSTS, ANCHORS AND HARDWARE UNDER GROUND.

THE CONTRACTOR SHALL EXPECT TO REMOVE ALL CONCRETE FOUNDATIONS COMPLETELY AT ALL LOCATIONS UNLESS OTHERWISE INSTRUCTED OR APPROVED BY THE ENGINEER. REMOVING EXISTING CONCRETE FOUNDATION TO A MINIMUM OF 1 FOOT BELOW THE GRADE OF THE SURROUNDING AREA MAY ONLY BE PERMITTED IF THE EXISTING CONCRETE DOES NOT FALL WITHIN 6 FEET OF THE PROPOSED AS TO NOT COMPROMISE THE PERFORMANCE OF THE PROPOSED GUARDRAIL SYSTEM(S).

ALL HOLES AND VOIDS REMAINING AFTER REMOVAL OF GUARDRAIL POSTS AND FOUNDATIONS SHALL BE FILLED WITH GRANULAR MATERIAL CONFORMING TO CMS 203.02R. FILL MATERIAL CONTAINING SOD SHALL NOT BE USED. ALL FILL MATERIAL SHALL BE APPROVED BY THE ENGINEER. MATERIAL PLACED IN HOLES SHALL BE THOROUGHLY COMPACTED AND LEVELED OFF AS DIRECTED BY THE ENGINEER. PAYMENT FOR THE ABOVE SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE APPLICABLE GUARDRAIL REMOVAL ITEM.

NO HAZARD SHALL BE LEFT UNPROTECTED EXCEPT FOR THE ACTUAL TIME NECESSARY TO REMOVE THE EXISTING GUARDRAIL, PREPARE THE SITE, AND INSTALL NEW GUARDRAIL IN A CONTINUOUS OPERATION.

ITEM 202 - MAILBOX REMOVED, AS PER PLAN:
THIS ITEM INCLUDES THE REMOVAL OF A STONE MAILBOX SUPPORT AT ADDRESS 6157 RIVERSIDE DR, APPROXIMATELY STA. 321+98.09, AS SHOWN ON SHEET 35/54.

CARE SHALL BE TAKEN TO NOT DAMAGE THE EXISTING MAILBOX, AS IT SHALL BE REUSED. ALL HOLES AND VOIDS REMAINING AFTER REMOVAL SHALL BE FILLED WITH GRANULAR MATERIAL CONFORMING TO CMS 203.02R. FILL MATERIAL CONTAINING SOD SHALL NOT BE USED. ALL FILL MATERIAL SHALL BE APPROVED BY THE ENGINEER. MATERIAL PLACED IN HOLES SHALL BE THOROUGHLY COMPACTED AND LEVELED OFF AS DIRECTED BY THE ENGINEER.

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN PROVIDED AND HAS BEEN CARRIED TO THE GENERAL SUMMARY:

ITEM 202 - MAILBOX REMOVED, AS PER PLAN = 1 EACH

ITEM 202 - REMOVAL MISC.: ANCHOR ASSEMBLY FOUNDATION:
THIS ITEM INCLUDES THE COMPLETE REMOVAL OF A CONCRETE FOUNDATION AT APPROXIMATELY STA. 342+42.39, AS SHOWN ON SHEET 37/54.

ALL HOLES AND VOIDS REMAINING AFTER REMOVAL SHALL BE FILLED WITH GRANULAR MATERIAL CONFORMING TO CMS 203.02R. FILL MATERIAL CONTAINING SOD SHALL NOT BE USED. ALL FILL MATERIAL SHALL BE APPROVED BY THE ENGINEER. MATERIAL PLACED IN HOLES SHALL BE THOROUGHLY COMPACTED AND LEVELED OFF AS DIRECTED BY THE ENGINEER.

CALCULATED KLM
CHECKED XXX

GENERAL NOTES

DEL-257-1.53

ITEM 202 - REMOVAL MISC.: BUSH:
THIS ITEM INCLUDES THE REMOVAL OF A LANDSCAPING BUSH FOUNDATION AT ADDRESS 6809 RIVERSIDE DR WITHIN THE RIGHT-OF-WAY LIMITS.

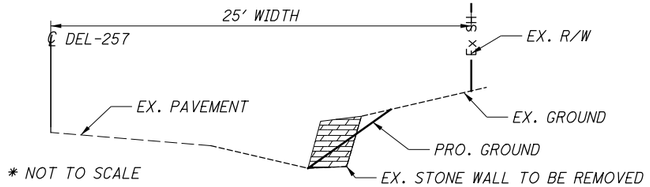
ALL HOLES AND VOIDS REMAINING AFTER REMOVAL SHALL BE FILLED WITH GRANULAR MATERIAL CONFORMING TO CMS 203.02R. FILL MATERIAL CONTAINING SOD SHALL NOT BE USED. ALL FILL MATERIAL SHALL BE APPROVED BY THE ENGINEER. MATERIAL PLACED IN HOLES SHALL BE THOROUGHLY COMPACTED AND LEVELED OFF AS DIRECTED BY THE ENGINEER.

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN PROVIDED AND HAS BEEN CARRIED TO THE GENERAL SUMMARY:

ITEM 202 - REMOVAL MISC.: BUSH = 1 EACH

ITEM 202 - REMOVAL, MISC.: STONE WALL:
THIS ITEM INCLUDES THE COMPLETE REMOVAL OF A STONE WALL AT ADDRESS 9093 RIVERSIDE DR, FROM APPROXIMATELY STA. 128+83.86 TO STA. 129+32.84, WITHIN THE RIGHT-OF-WAY LIMITS.

THIS ITEM ALSO INCLUDES GRADING THE EXPOSED GROUND AFTER REMOVAL OF THE STONES TO PREVENT EROSION OR COLLAPSE OF THE EXPOSED SLOPE. EXPOSED GROUND SHALL BE SEEDED AND MULCHED. PAYMENT FOR EROSION CONTROL ITEMS (I.E. SEEDING AND MULCHING) SHALL BE MADE UNDER THE RESPECTIVE ITEMS AS DETAILED IN THE GRADING AND EROSION CONTROL NOTE ON SHEET 11/54.



THE FOLLOWING ESTIMATED QUANTITY HAS BEEN PROVIDED AND HAS BEEN CARRIED TO THE GENERAL SUMMARY:

ITEM 202 - REMOVAL MISC.: STONE WALL = 52 FT

ITEM 202 - REMOVAL, MISC.: WOOD FENCE:
THIS ITEM INCLUDES THE COMPLETE REMOVAL OF A SECTION OF A WOODEN LANDSCAPING FENCE AT ADDRESS 6809 RIVERSIDE DR WITHIN THE RIGHT-OF-WAY LIMITS.

ALL HOLES AND VOIDS REMAINING AFTER REMOVAL SHALL BE FILLED WITH GRANULAR MATERIAL CONFORMING TO CMS 203.02R. FILL MATERIAL CONTAINING SOD SHALL NOT BE USED. ALL FILL MATERIAL SHALL BE APPROVED BY THE ENGINEER. MATERIAL PLACED IN HOLES SHALL BE THOROUGHLY COMPACTED AND LEVELED OFF AS DIRECTED BY THE ENGINEER.

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN PROVIDED AND HAS BEEN CARRIED TO THE GENERAL SUMMARY:

ITEM 202 - REMOVAL MISC.: WOOD FENCE = 5 FT

ITEM 202 - REMOVAL, MISC.: LANDSCAPING:
THIS ITEM INCLUDES THE COMPLETE REMOVAL OF LANDSCAPING AT ADDRESS 6449 RIVERSIDE DR WITHIN THE RIGHT-OF-WAY LIMITS. THE LANDSCAPING INCLUDES TWO SEPARATE AREAS THAT EACH HAVE A STONE WALL, MULCH BED, AND VEGETATION.

ALL HOLES AND VOIDS REMAINING AFTER REMOVAL SHALL BE FILLED WITH GRANULAR MATERIAL CONFORMING TO CMS 203.02R. FILL MATERIAL CONTAINING SOD SHALL NOT BE USED. ALL FILL MATERIAL SHALL BE APPROVED BY THE ENGINEER. MATERIAL PLACED IN HOLES SHALL BE THOROUGHLY COMPACTED AND LEVELED OFF AS DIRECTED BY THE ENGINEER.

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN PROVIDED AND HAS BEEN CARRIED TO THE GENERAL SUMMARY:

ITEM 202 - REMOVAL MISC.: LANDSCAPING = 28 SY

ITEM 606 - ANCHOR ASSEMBLY, MGS TYPE E, AS PER PLAN (NCHRP 350 OR MASH 2016):
THIS ITEM SHALL CONSIST OF FURNISHING AND INSTALLING ANY OF THE GUARDRAIL END TERMINALS FOR TYPE MGS GUARDRAIL AS LISTED ON ROADWAY ENGINEERING'S WEB PAGE UNDER ROADSIDE SAFETY DEVICES FOR APPROVED GUARDRAIL END TREATMENTS. INSTALLATION SHALL BE AT THE LOCATIONS SPECIFIED IN THE PLANS, IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS.

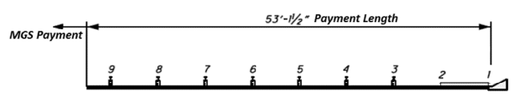
WHEN THE FACE OF THE ADJACENT (ATTACHED) GUARDRAIL IS LESS THAN 4' OFFSET FROM THE PROPOSED EDGE LINE, THE PROPOSED TYPE E ANCHOR ASSEMBLY SHALL BE INSTALLED USING A 25:1 FLARE RATE (24" OFFSET DESIGN) AS DETAILED IN THE SHOP DRAWINGS AND AS DIRECTED BY THE ENGINEER.

THE FACE OF THE TYPE E IMPACT HEAD SHALL BE COVERED WITH A SHEET OF TYPE G REFLECTIVE SHEETING, PER CMS 730.19.

REFER TO THE MANUFACTURER'S INSTRUCTIONS REGARDING THE INSTALLATION OF, AND THE GRADING AROUND THE FOUNDATION TUBES AND GROUND STRUT. THE TOP OF ANY FOUNDATION TUBE SHOULD BE LESS THAN 4 INCHES ABOVE THE GROUND. THE PLACEMENT OF THE FOUNDATION TUBES SHOULD BE AN APPROPRIATE DEPTH BELOW THE LEVEL LINE IN ORDER TO MAINTAIN THE FINISHED GUARDRAIL HEIGHT OF 31 INCHES FROM THE EDGE OF THE SHOULDER.

ON-SITE GRADING IS REQUIRED IF THE TOP OF THE FOUNDATION TUBES OR TOP OF THE GROUND STRUT DOES PROJECT MORE THAN 4 INCHES ABOVE THE GROUND LINE.

THE PAYMENT LIMIT (LENGTH) FOR THE PROPOSED ANCHOR ASSEMBLY, (MGS) TYPE E, AS PER PLAN SHALL BE 53'-1½" (TO THE STANDARD MGS CONNECTION) AS DETAILED BELOW.



PAYMENT FOR THE ABOVE WORK SHALL BE MADE AT THE UNIT PRICE BID FOR ITEM 606, ANCHOR ASSEMBLY, MGS TYPE E, EACH, AND SHALL INCLUDE ALL LABOR, TOOLS, EQUIPMENT AND MATERIALS NECESSARY TO CONSTRUCT A COMPLETE AND FUNCTIONAL ANCHOR ASSEMBLY SYSTEM, INCLUDING ALL RELATED TRANSITIONS, REFLECTIVE SHEETING, HARDWARE, GRADING, EMBANKMENT AND EXCAVATION NOT SEPARATELY SPECIFIED, AS REQUIRED BY THE MANUFACTURER.

ITEM 203 - EMBANKMENT, AS PER PLAN:
QUANTITIES FOR ITEM 203 - EMBANKMENT, AS PER PLAN HAVE BEEN PROVIDED THROUGHOUT THIS PLAN TO BUILD UP FORE-SLOPES AND ENSURE PROPER GRADING FOR THE PROPOSED GUARDRAIL AND ANCHOR ASSEMBLIES. THIS ITEM OF WORK INCLUDES ANY CLEARING AND GRUBBING NECESSARY TO PLACE THE EMBANKMENT AT THE LOCATIONS SPECIFIED OR DIRECTED. THE CONTRACTOR SHALL BE PREPARED TO USE EMBANKMENT AT ALL PROPOSED GUARDRAIL LOCATIONS AND ANY OTHER AREAS "AS DIRECTED BY THE ENGINEER". SEE GUARDRAIL DETAILS ON SHEET 6/54 FOR MORE DETAILS.

CURVED RAIL ELEMENTS:
ALL RADII OF CURVED RAIL ARE ESTIMATED AND ACTUAL RADII OF PROPOSED RAIL SHALL BE DETERMINED IN THE FIELD BY THE CONTRACTOR PRIOR TO ORDERING. LENGTH OF CURVED RAIL ELEMENTS, WHERE CALLED FOR IN A RUN, SHALL BE INCLUDED IN THE TOTAL LENGTH OF RUN SHOWN IN THE GUARDRAIL COLUMN AND THE CURVED RAIL ELEMENT TOTAL ARE INCLUDED WITH THE GUARDRAIL TOTALS ON THE GENERAL SUMMARY SHEET. LOCATIONS OF ANY CURVED RAIL ARE IDENTIFIED IN THE PLAN SHEETS.

CONNECTION BETWEEN EXISTING AND PROPOSED GUARDRAIL:
WHEN IT IS NECESSARY TO SPLICE PROPOSED GUARDRAIL TO EXISTING GUARDRAIL, ONLY THE EXISTING GUARDRAIL SHALL BE CUT, DRILLED, OR PUNCHED. THE CONNECTION SHALL BE MADE USING A W-BEAM, BEAM SPLICE AS SHOWN IN AASHTO M 180-12, EXCEPT THE BEAM WASHERS ARE NOT TO BE USED. PAYMENT SHALL BE INCLUDED IN THE CONTRACT PRICE FOR THE RESPECTIVE GUARDRAIL ITEMS.

ITEM 606 BRIDGE TERMINAL ASSEMBLY, TYPE 4, AS PER PLAN:
THIS ITEM SHALL INCLUDE THE COST OF ALL COMPONENTS INCLUDING TYPE 5 GUARDRAIL, POSTS AND OTHER HARDWARE. SEE SHEET 8/54 FOR DETAILS OF THIS WORK.

ITEM 606 BRIDGE TERMINAL ASSEMBLY, TYPE 4, AS PER PLAN, RADIUS:
THIS ITEM SHALL INCLUDE THE COST OF ALL COMPONENTS INCLUDING TYPE 5 GUARDRAIL, POSTS AND OTHER HARDWARE. SEE SHEETS 8/54 AND 35/54 FOR DETAILS OF THIS WORK.

ITEM 606 - GUARDRAIL, MISC.: ALTERNATE GUARDRAIL PLACEMENT:
THIS ITEM SHALL BE USED WHEN THE CONTRACTOR IS REQUIRED TO USE AN ALTERNATE METHOD TO SET POSTS TO PREVENT DAMAGE TO AN UNDERGROUND OBSTACLE, SUCH AS A UTILITY. THE USE OF THIS ITEM WILL BE AS DEEMED NECESSARY BY THE ENGINEER. THIS ITEM SHALL INCLUDE ALL LABOR, EQUIPMENT, AND MATERIAL NEEDED TO SET AND BACKFILL POSTS WHILE MEETING THE REQUIREMENTS OF THE APPLICABLE GUARDRAIL ITEM BEING PERFORMED. APPLICABLE GUARDRAIL ITEMS INCLUDE BUT ARE NOT LIMITED TO SETTING POSTS (AND SLEEVES) FOR TYPE 5, TYPE MGS, ANCHOR ASSEMBLIES, AND BRIDGE TERMINAL ASSEMBLIES. PAYMENT SHALL BE AT THE UNIT BID PRICE OF EACH AND SHALL BE PAID FOR IN ADDITION TO THE APPLICABLE GUARDRAIL PLACEMENT ITEM LISTED ABOVE.

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN PROVIDED AND HAS BEEN CARRIED TO THE GENERAL SUMMARY:

ITEM 606 - GUARDRAIL, MISC.: ALTERNATIVE GUARDRAIL PLACEMENT = 150 FT

ITEM 606 - GUARDRAIL, MISC.: PANELS REMOVED AND REPLACED:
THIS ITEM SHALL INCLUDE THE REMOVAL OF THE W-BEAM PANEL PORTION OF GUARDRAIL AND THE INSTALLATION OF NEW W-BEAM PANELS, AS LOCATED IN THESE PLANS. DO NOT DISTURB ANY TUBULAR BACK UP OR POSTS. THIS ITEM SHALL INCLUDE THE COST OF ALL MATERIAL, LABOR, EQUIPMENT, AND COMPONENTS, INCLUDING MGS W-BEAM RAIL AND OTHER HARDWARE.

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GENERAL NOTES

DEL-257-1.53

ITEM 623 - 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 BOXES TO ¼ INCH BELOW THE PROPOSED ASPHALT ELEVATION AT THE FOLLOWING LOCATIONS:

ROUTE	INTERSECTION	QUANTITY
DEL-257	SLM 4.11 (SOUTH OF HOME RD PAVEMENT BREAK)	1
DEL-257	BUTTS RD (CR 137)	1
DEL-257	CLARK-SHAW RD (TR 139)	1

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

ITEM 623 - MONUMENT BOX ADJUSTED TO GRADE = 3 EACH

ITEM 623 - MONUMENT BOX RECONSTRUCTED TO GRADE:
THIS ITEM OF WORK WILL PROVIDE ALL MATERIAL, LABOR, EQUIPMENT, AND HARDWARE NECESSARY TO RECONSTRUCT TO GRADE AN EXISTING MONUMENT BOX TO ¼ INCH BELOW THE PROPOSED ASPHALT ELEVATION AT THE FOLLOWING LOCATION:

ROUTE	INTERSECTION	QUANTITY
DEL-257	BEAN-OLLER RD (TR 140)	1

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

ITEM 623 - MONUMENT BOX RECONSTRUCTED TO GRADE = 1 EACH

ITEM 690 - MAILBOX SUPPORT:
THE CONTRACTOR SHALL PROVIDE ALL MATERIAL, LABOR, EQUIPMENT, AND HARDWARE NECESSARY TO INSTALL THE EXISTING MAILBOX AT ADDRESS 6157 RIVERSIDE DR ON A NEW SUPPORT. SEE SHEET 35/54 FOR LOCATION, APPROXIMATELY STA. 321+98.09.

WOOD POSTS SHALL BE NOMINAL 4 INCHES BY 4 INCHES SQUARE OR 4.5 INCHES DIAMETER ROUND, AND CONFORM TO 710.14. STEEL POSTS SHALL BE NOMINAL PIPE SIZE 2 INCHES I.D., AND CONFORM TO AASHTO M 181. ALL HARDWARE INCLUDING BUT NOT LIMITED TO PLATES, SCREWS, BOLTS, AND ETC. SHALL BE COMMERCIAL-GRADE GALVANIZED STEEL. POSTS SHALL BE SET PER THE FIRST PARAGRAPH OF 606.03, AND SHALL IN NO INSTANCE BE ENCASED IN CONCRETE. SUPPORT HARDWARE SHALL ACCOMMODATE EITHER A SINGLE OR A DOUBLE MAILBOX INSTALLATION, AND NO MORE THAN TWO BOXES MAY BE MOUNTED ON A SINGLE POST.

THE MAILBOX SHALL BE SECURELY AND NEATLY ATTACHED BY THE CONTRACTOR TO THE NEW SUPPORT. THE CONTRACTOR SHALL FURNISH ALL NECESSARY ATTACHMENT HARDWARE (NUTS, BOLTS, PLATES, SPACERS, AND WASHERS) AS NECESSARY TO ACCOMMODATE THE COMPLETE INSTALLATION.

IN THE ABSENCE OF A NEW BOX SUPPLIED BY THE OWNER, THE CONTRACTOR SHALL SALVAGE THE EXISTING BOX AND PLACE IT ON THE NEW SUPPORT. DUE CARE SHALL BE EXERCISED IN SUCH AN OPERATION, AND THE CONTRACTOR SHALL BE RESPONSIBLE FOR REPAIRING OR REPLACING ANY BOX DAMAGED BY IMPROPER HANDLING ON HIS PART, AS JUDGED AND DIRECTED BY THE ENGINEER.

THIS ITEM IS NOT INTENDED FOR MAILBOX OR MAILBOX POSTS WHICH BECOME DAMAGED BY THE CONTRACTOR. GREAT CARE SHALL BE TAKEN TO PREVENT DAMAGE TO ANY OF THE EXISTING MAILBOXES OR MAILBOX POSTS DURING THE PAVING OPERATIONS. ANY MAILBOX OR MAILBOX POST WHICH BECOMES DAMAGED BY THE CONTRACTOR'S PAVING OPERATIONS SHALL BE REMOVED AND REPLACED AT THE CONTRACTOR'S EXPENSE.

SEE SHEET 7/54 FOR DETAIL.

THE FOLLOWING QUANTITY HAS BEEN PROVIDED AND HAS BEEN CARRIED TO THE GENERAL SUMMARY:

ITEM 690 - MAILBOX SUPPORT = 1 EACH

ITEM 690 - MAILBOX REMOVED AND RESET:
THE CONTRACTOR SHALL PROVIDE ALL MATERIAL, LABOR, EQUIPMENT, AND HARDWARE NECESSARY TO REMOVE AND RESET EXISTING MAILBOXES. IT IS EXPECTED THAT THE CONTRACTOR WILL PROVIDE A NEW SUPPORT.

WOOD POSTS SHALL BE NOMINAL 4 INCHES BY 4 INCHES SQUARE OR 4.5 INCHES DIAMETER ROUND, AND CONFORM TO 710.14. STEEL POSTS SHALL BE NOMINAL PIPE SIZE 2 INCHES I.D., AND CONFORM TO AASHTO M 181. ALL HARDWARE INCLUDING BUT NOT LIMITED TO PLATES, SCREWS, BOLTS, AND ETC. SHALL BE COMMERCIAL-GRADE GALVANIZED STEEL. POSTS SHALL BE SET PER THE FIRST PARAGRAPH OF 606.03, AND SHALL IN NO INSTANCE BE ENCASED IN CONCRETE. SUPPORT HARDWARE SHALL ACCOMMODATE EITHER A SINGLE OR A DOUBLE MAILBOX INSTALLATION, AND NO MORE THAN TWO BOXES MAY BE MOUNTED ON A SINGLE POST.

THE MAILBOX SHALL BE SECURELY AND NEATLY ATTACHED BY THE CONTRACTOR TO THE NEW SUPPORT. THE CONTRACTOR SHALL FURNISH ALL NECESSARY ATTACHMENT HARDWARE (NUTS, BOLTS, PLATES, SPACERS, AND WASHERS) AS NECESSARY TO ACCOMMODATE THE COMPLETE INSTALLATION.

IN THE ABSENCE OF A NEW BOX SUPPLIED BY THE OWNER, THE CONTRACTOR SHALL SALVAGE THE EXISTING BOX AND PLACE IT ON THE NEW SUPPORT. DUE CARE SHALL BE EXERCISED IN SUCH AN OPERATION, AND THE CONTRACTOR SHALL BE RESPONSIBLE FOR REPAIRING OR REPLACING ANY BOX DAMAGED BY IMPROPER HANDLING ON HIS PART, AS JUDGED AND DIRECTED BY THE ENGINEER.

THIS ITEM IS NOT INTENDED FOR MAILBOX OR MAILBOX POSTS WHICH BECOME DAMAGED BY THE CONTRACTOR. GREAT CARE SHALL BE TAKEN TO PREVENT DAMAGE TO ANY OF THE EXISTING MAILBOXES OR MAILBOX POSTS DURING THE PAVING OPERATIONS. ANY MAILBOX OR MAILBOX POST WHICH BECOMES DAMAGED BY THE CONTRACTOR'S PAVING OPERATIONS SHALL BE REMOVED AND REPLACED AT THE CONTRACTOR'S EXPENSE.

SEE SHEET 7/54 FOR DETAIL.

GRADING AND EROSION CONTROL:
AREAS DISTURBED BY GUARDRAIL ACTIVITIES, AREAS WHERE EMBANKMENT HAS BEEN PLACED, AND OTHER AREAS OF EARTH DISTURBANCE SHALL BE REPAIRED WITH THE FOLLOWING QUANTITIES, AS DIRECTED BY THE ENGINEER. THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN PROVIDED:

ITEM	QUANTITY	UNIT	DESCRIPTION
659	711	CY	TOPSOIL
659	6,404	SY	SEEDING AND MULCHING
659	320	SY	REPAIR SEEDING AND MULCHING
659	320	SY	INTER-SEEDING
659	0.86	TON	COMMERCIAL FERTILIZER
659	1.32	ACRE	LIME
659	34	MGAL	WATER

ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE), AS PER PLAN, 3.0":
REPAIR AREAS SHALL BE DETERMINED BY THE PROJECT ENGINEER BEFORE THE BEGINNING OF WORK. REPAIRS SHALL CONSIST OF REMOVING 3.0" OF PAVEMENT, INCLUDING CONCRETE AND ASPHALT CONCRETE, AND PLACING 3.0" OF ITEM 301 - ASPHALT CONCRETE BASE, PG64-22. WORK SHALL BE PERFORMED PRIOR TO RESURFACING AND REPAIR AREAS SHALL RECEIVE THE SAME TREATMENT AS THE ADJACENT EXISTING PAVEMENT. SEE SHEET 6/54 FOR MORE DETAILS. THE BELOW PROVIDED CONTINGENCY QUANTITY SHALL BE USED AS DIRECTED BY THE ENGINEER.

IN ADDITION TO THE PAVEMENT REPAIRS IDENTIFIED ON SHEETS 18-19, THE FOLLOWING CONTINGENCY QUANTITY HAS BEEN PROVIDED AND THE TOTAL HAS BEEN CARRIED TO THE GENERAL SUMMARY:

ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE), AS PER PLAN, 3.0" = 63 SY

ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE), AS PER PLAN, 4.0":
REPAIR AREAS SHALL BE DETERMINED BY THE PROJECT ENGINEER BEFORE THE BEGINNING OF WORK. REPAIRS SHALL CONSIST OF REMOVING 4.0" OF PAVEMENT AND PLACING 4.0" OF ITEM 301 - ASPHALT CONCRETE BASE, PG64-22. WORK SHALL BE PERFORMED PRIOR TO RESURFACING AND REPAIR AREAS SHALL RECEIVE THE SAME TREATMENT AS THE ADJACENT EXISTING PAVEMENT. SEE SHEET 6/54 FOR MORE DETAILS. THE BELOW PROVIDED CONTINGENCY QUANTITY SHALL BE USED AS DIRECTED BY THE ENGINEER.

IN ADDITION TO THE PAVEMENT REPAIRS IDENTIFIED ON SHEETS 18-19, THE FOLLOWING CONTINGENCY QUANTITY HAS BEEN PROVIDED AND THE TOTAL HAS BEEN CARRIED TO THE GENERAL SUMMARY:

ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE), AS PER PLAN, 4.0" = 461 SY

ITEM 253 - PAVEMENT REPAIR, AS PER PLAN, 7.5":
REPAIR AREAS SHALL BE DETERMINED BY THE PROJECT ENGINEER BEFORE THE BEGINNING OF WORK. REPAIRS SHALL CONSIST OF SAWCUTTING AND REMOVING 7.5" OF PAVEMENT AND PLACING 6.0" OF ITEM 301 - ASPHALT CONCRETE BASE, PG64-22 AND 1.5" OF ITEM 442 - ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A, PG70-22M. ITEM 301 SHALL BE PLACED IN TWO LIFTS AND FABRIC IS TO BE PLACED BETWEEN THE TWO LIFTS. PROVIDED BELOW ARE THE ALLOWABLE PRODUCTS FOR THE FABRIC MATERIAL.

Fabric/Grid Table

Manufacturer	Product Name	Roll Width (in)	Address	Phone
Chase /Roystan	Pave-Glass	24	128 First St., Pittsburgh, PA 15238	412-828-1500
St Gobain	Glass Grid 8502	60	8000 S. Riverside Dr., Aurora, OH 44202	276-632-1605
Owens Corning	Trupave	150	8000 S. Riverside Dr., Aurora, OH 44202	276-632-1605
St Gobain	Glass Grid CG100	60	8000 S. Riverside Dr., Aurora, OH 44202	276-632-1605

WORK SHALL BE PERFORMED PRIOR TO RESURFACING AND THE REPAIR AREAS WITH THE RESURFACING LIMITS SHALL RECEIVE THE SAME TREATMENT AS THE ADJACENT EXISTING PAVEMENT. THE PERIMETER JOINT OF REPAIR AREAS OUTSIDE OF THE RESURFACING LIMITS SHALL BE SEALED AS PER CMS 253.03. SEE SHEET 6/54 FOR MORE DETAILS. THE BELOW PROVIDED CONTINGENCY QUANTITY SHALL BE USED AS DIRECTED BY THE ENGINEER.

IN ADDITION TO THE PAVEMENT REPAIRS IDENTIFIED ON SHEETS 18-19, THE FOLLOWING CONTINGENCY QUANTITY HAS BEEN PROVIDED AND THE TOTAL HAS BEEN CARRIED TO THE GENERAL SUMMARY:

ITEM 251 - PAVEMENT REPAIR, AS PER PLAN, 7.5" = 171 SY

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GENERAL NOTES

DEL-257-1.53

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 FOR MORE THAN 7 CALENDAR DAYS. FAILURE TO MEET THIS REQUIREMENT WILL SUBJECT THE CONTRACTOR TO A DISINCENTIVE OF $600/DAY FOR EACH DAY THE PLANED SURFACE IS NOT RESURFACED.

BUTT JOINTS SHALL BE PROVIDED AT THE BEGINNING AND END OF PAVING LIMITS AND AT THE APPROACH SLABS OF ALL STRUCTURES NOT BEING PAVED.

ITEM 617 - WATER:
THE FOLLOWING QUANTITY HAS BEEN PROVIDED AND THE TOTAL HAS BEEN CARRIED TO THE GENERAL SUMMARY:

ITEM 617 - WATER = 2 MGAL

ITEM 630 - SIGNING, MISC.: REMOVAL OF WOOD ADDRESS POST AND REERECTION:
THIS ITEM SHALL INCLUDE THE REMOVAL AND REERECTION OF THE ADDRESS AND PARK AREA WOODEN MARKER POSTS. FOLLOW C&MS 630.12.

THIS ITEM IS NOT INTENDED FOR POSTS WHICH BECOME DAMAGED BY THE CONTRACTOR. GREAT CARE SHALL BE TAKEN TO PREVENT DAMAGE TO ANY OF THE EXISTING POSTS DURING THE CONSTRUCTION OPERATIONS. ANY POST WHICH BECOMES DAMAGED BY THE CONTRACTOR'S CONSTRUCTION OPERATIONS SHALL BE REMOVED AND REPLACED AT THE CONTRACTOR'S EXPENSE.

THIS ITEM SHALL INCLUDE THE COST OF ALL MATERIAL, LABOR AND EQUIPMENT NECESSARY TO COMPLETE THE REMOVAL AND REERECTION.

ITEM 621 - RPM:
THE RPMS FROM STA. 94+77.94 TO STA. 99+08.76 SHALL BE INSTALLED AFTER THE PLACEMENT OF ITEM 888, HIGH FRICTION SURFACE COURSE.

ITEM 642 - REMOVAL OF PAVEMENT MARKING:
THIS ITEM IS TO BE USED TO REMOVE THE WORK ZONE PAVEMENT MARKINGS FROM STA. 94+77.94 TO STA. 99+08.76, WHERE ITEM 888, HIGH FRICTION SURFACE COURSE IS USED, AS PER SS888.03.

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

ITEM 642 - REMOVAL OF PAVEMENT MARKINGS = 0.25 MILE

PROPOSED NO PASSING ZONES:
THE PROPER PLACEMENT OF THE PASSING AND NO PASSING ZONES AS SHOWN ON PLAN SHEETS 44-47 SHALL BE CONFIRMED BY THE CONTRACTOR AND PLACED BY USING THE CONTROL POINTS SHOWN ON THE PLAN SHEETS.

SLM'S ON THE PASSING ZONE SHEETS COULD BE DIFFERENT THAN THE SLM'S SHOWN ON THE PAVING PLAN. ALL START AND STOP SLM LOCATIONS SHALL BE WITHIN 0.005 MILES OF THE LOCATIONS SHOWN ON THE PLAN SHEETS LISTED ABOVE. A LETTER OF VERIFICATION OF ALL PASSING AND NO PASSING ZONES SHALL BE SUBMITTED TO THE PROJECT ENGINEER FOR PLACEMENT IN THE PROJECT RECORDS. ANY IMPROPERLY PLACED PASSING OR NO PASSING ZONES SHALL BE IMMEDIATELY CORRECTED.

ITEM 644 - PAVEMENT MARKING
ITEM 646 - PAVEMENT MARKING:
WITH THE EXCEPTION OF THE PROPOSED PASSING ZONES, 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 RESURFACING WORK OBLITERATES THEM. ANY PAVEMENT MARKING WHICH IS PLACED AT THE WRONG LOCATION SHALL BE REMOVED AND REPLACED AT THE CONTRACTORS EXPENSE.

THE FOLLOWING CONTINGENCY QUANTITIES HAVE BEEN PROVIDED FOR USE AS DIRECTED BY THE ENGINEER IN AREAS DISTURBED BY PAVEMENT REPAIRS OUTSIDE OF THE RESURFACING LIMITS. THE TOTALS HAVE BEEN CARRIED TO THE GENERAL SUMMARY:

ITEM 644 - EDGE LINE, 6" = 0.10 MILE

ITEM 644 - CENTER LINE = 0.10 MILE

ITEM 644 - DOTTED LINE, 6" = 500 FT

ITEM 623 - CONSTRUCTION LAYOUT STAKES AND SURVEYING, AS PER PLAN:
THE ITEM SHALL CONSIST OF STATION USING 3 FT LATH STAKES OR PAINT MARKINGS. THE STAKES OR PAINT MARKINGS SHALL BE SPACED EVERY 200' FOR THE ENTIRE LENGTH. 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.

THIS ITEM SHALL ALSO BE USED TO ESTABLISH THE EXISTING RIGHT OF WAY TO VERIFY THAT ALL WORK (OUTSIDE THE ROADWAY) IS CONTAINED WITHIN THE EXISTING RIGHT OF WAY LIMITS.

STREAM IMPACTS:
THE CONTRACTOR SHALL NOT IMPACT ANY STREAMS/RIVERS WITH THIS PROJECT (SCIOTO RIVER OR O'SHAUGHNESSY RESERVOIR). THE CONTRACTOR SHALL UTILIZE APPROPRIATE BMPS TO AVOID ANY IMPACTS TO RESOURCES SUCH AS, INCORPORATE BUFFERS AND CATCHMENT MECHANISMS TO ENSURE NO DEBRIS OR HAZARDOUS WASTE ENTERS THE AFOREMENTIONED WATER BODIES.

CALCULATED KLM
CHECKED XXX

GENERAL NOTES

DEL-257-1.53

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 (OMUTCD - 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.

LANES OPEN DURING HOLIDAYS AND SPECIAL EVENTS:
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 EVENTS:

HOLIDAYS
CHRISTMAS FOURTH OF JULY
NEW YEARS LABOR DAY
MEMORIAL 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 THURSDAY
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 EVENT
MEMORIAL GOLF TOURNAMENT - LANE OR SHOULDER CLOSURES ARE NOT PERMITTED DURING THE WEEK OF THE GOLF TOURNAMENT 5AM-10PM DAILY.

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 PER THE LANE VALUE CONTRACT (PN 127).

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 (HAULING.PERMITS@DOT.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, 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	>= 2 weeks	21 calendar days prior to closure	14 calendar days prior to closure
	> 12 hours & < 2 weeks	14 calendar days prior to closure	7 calendar days prior to closure
	< 12 hours	4 business days prior to closure	2 business days prior to closure
Lane Closures & Restrictions	>= 2 weeks	14 calendar days prior to closure	
	< 2 weeks	5 business days prior to closure	
Start of Construction & Traffic Pattern Changes	N/A	14 calendar days prior to implementation	

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.

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 d06.pio@dot.ohio.gov, THE DISTRICT WORK ZONE TRAFFIC MANAGER VIA EMAIL AT d06.mot@dot.ohio.gov AND THE CENTRAL OFFICE SPECIAL HAUL PERMITS SECTION BY FAX AT (614)728-4099 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.

DRIVEWAY ACCESS:
MAINTAIN ACCESS TO RESIDENTIAL AND COMMERCIAL PROPERTIES AT ALL TIMES. WHEN A RESIDENTIAL OR COMMERCIAL DRIVE IS CLOSED FOR CONSTRUCTION, MAINTAIN ALTERNATE ACCESS TO THE PROPERTY. IT MAY BE REQUIRED FOR THE CONTRACTOR TO MAINTAIN ONE PASSABLE LANE WITHIN A CLOSURE IN ORDER FOR VEHICLES TO ACCESS RESIDENTIAL OR COMMERCIAL PROPERTY WITH A VEHICLE.

PUBLIC OUTREACH AND NOTIFICATION:
THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING THE DISTRICT 6 PUBLIC INFORMATION OFFICE VIA EMAIL AT d06.pio@dot.ohio.gov TO COORDINATE EFFORTS TO NOTIFY ADJACENT RESIDENTS, BUSINESSES, AND EMERGENCY SERVICES OF THE UPCOMING 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.

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.

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.

DROPOFFS IN WORK ZONES:
THE DROPOFF ADJACENT TO THE TRAVELED LANE SHALL MEET THE CRITERIA OUTLINED IN STANDARD DRAWING MT-101.90. NO ADDITIONAL COMPENSATION SHALL BE MADE FOR MATERIALS, LABOR OR EQUIPMENT NECESSARY TO MEET THE REQUIREMENTS OF MT-101.90.

RIGHT OF WAY PERMITS:
THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL APPLICABLE RIGHT OF WAY USE PERMITS TO INSTALL MAINTENANCE OF TRAFFIC SIGNING.

CONSTRUCTION TRAFFIC:
ALL CONSTRUCTION TRAFFIC SHALL USE ACCEPTABLE TRUCK ROUTES IN ACCORDANCE WITH CMS 105.13 TO ACCESS THE CONSTRUCTION AREA. USE OF LOCAL RESIDENTIAL STREETS IS STRICTLY PROHIBITED UNLESS ALLOWED IN WRITING BY THE LOCAL ENFORCEMENT AUTHORITY.

CALCULATED KLM CHECKED XXX

MAINTENANCE OF TRAFFIC NOTES

DEL-257-1.53

TRUCK MOUNTED ATTENUATOR (TMA):
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 OMUTCD 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 350 TEST LEVEL 3 CRITERIA FOR STANDARD AND OPTIONAL TESTS AT 100 KM/H (62 MPH) FOR DESIGN IMPACTS. 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.

MAINTENANCE OF TRAFFIC FOR MARKING PAVEMENT REPAIRS:
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, MATERIALS, LEO HOURS, AND INCIDENTALS NEEDED TO PERFORM THE ABOVE LISTED WORK IS CONSIDERED INCIDENTAL TO MAINTAINING TRAFFIC ON THE PROJECT AND WILL BE INCLUDED IN THE LUMP SUM BID PRICE FOR ITEM 614 MAINTAINING TRAFFIC.

MAINTENANCE OF TRAFFIC:
BELOW IS A SUMMARY OF MOT REQUIREMENTS FOR THIS PROJECT:
* MAINTAIN ONE LANE OF TRAFFIC AT ALL TIMES ON DEL-257 WITH FLAGGERS AS PER SCD MT-97.10 AND MT-97.12 IN ACCORDANCE WITH THE LANE VALUE CONTRACT TABLE.

PERMITTED LANE CLOSURES:
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:
THE CONTRACTOR SHALL BE ASSESSED A DISINCENTIVE AS DESIGNATED IN THE LANE VALUE CONTRACT TABLE FOR EACH UNIT OF TIME A LANE/SHOULDER/RAMP IS CLOSED BY THE CONTRACTOR'S ACTION WHILE NOT OTHERWISE PERMITTED BY THE LANE VALUE CONTRACT TABLE.

LANE VALUE CONTRACT TABLE

Section (SLM)	Existing Number of Through Lanes per Direction	Lane closures are NOT permitted:			Disincentive Amounts per minute per lane
		Lane Reduction	Mon to Fri	Sat & Sun	
MAR-23					
Franklin County Line (0.00) to Zoo Delivery Entrance (1.44)	2	2 to 1	6AM-9AM & 3PM-6PM	No Restriction	$90
Zoo Delivery Entrance (1.44) to Home Road (4.45)	2	1 Shared Lane	6AM-9AM & 3PM-6PM	No Restriction	$85
Home Road (4.45) to Bean Oller Road (7.20)	2	1 Shared Lane	No Restriction	No Restriction	$50
Bean Oller Road (7.20) to US 42 (7.80)	2	1 Shared Lane	6AM-9AM & 3PM-6PM	No Restriction	$50

COORDINATION WITH ADJACENT PROJECTS:
THE CONTRACTOR SHALL COORDINATE WITH ODOT AND THE CONTRACTORS ON THE ADJACENT PROJECT. DEL-42-1.41, PID 108685. 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 AS AN EXCUSABLE, NON-COMPENSABLE DELAY PER 108.06.B. ON PROJECT 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.

DEL-42-1.41, PID 108685
CLOSURE OF US 42 UTILIZING SR 257
AS DETOUR.

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:

* 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 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 LEO'S DUTIES AND PLACEMENT, AND WILL RESOLVE AND ISSUES THAT MAY ARISE BETWEEN THE TWO PARTIES.

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. ONCE THE LEO HAS COMPLETED THE DUTIES DESCRIBED ABOVE AND STILL HAS TIME REMAINING ON HIS/HER SHIFT, THE LEO MAY BE ASKED TO PATROL THROUGH THE WORK ZONE (WITH FLASHING LIGHTS OFF) OR BE PLACED AT A LOCATION TO DETER MOTORISTS FROM SPEEDING. 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 WITH 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 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.

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY:

ITEM 614 - LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE = 20 HOUR

CALCULATED KLM CHECKED XXX

MAINTENANCE OF TRAFFIC NOTES

DEL-257-1.53

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 PLACEMENT OF THE CORRECTED CENTERLINE MARKINGS AT LOCATIONS SHOWN ON PLAN SHEETS 44-47 . "NO EDGE LINE" SIGNS SHALL BE PLACED AS PER SPECIFICATIONS OF ITEM 614.

ROUTE	R4-1-18	R4-2-18	W8-H12A-36
	NO EDGE LINES	DO NOT PASS	PASS WITH CARE
	EACH	EACH	EACH
DEL-257	10	14	14
TOTAL	38		

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 = 38 EACH

ITEM 614 - WORK ZONE PAVEMENT MARKING, 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.

ITEM 614 - WORK ZONE CENTER LINE, CLASS III, 642 PAINT:
DEL-257 1.53 - 7.77 = 6.24 MILE
TOTAL = 6.24 MILE
X 2 APPLICATIONS = 12.48 MILE

ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS III, 8", 642 PAINT:
DEL-257 NB @ 108+73.87 = 275 FT CREIGHTON DR
DEL-257 SB @ 112+30.70 = 296 FT CREIGHTON DR
TOTAL = 571 FT
X 2 APPLICATIONS = 1142 FT

ITEM 614 - WORK ZONE STOP LINE, CLASS III, 642 PAINT:
DEL-257 @ 2.408 = 11 FT ON SELDOM SEEN RD (TR 121)
DEL-257 @ 2.697 = 11 FT ON BAYPOINTE DR
DEL-257 @ 2.971 = 11 FT ON LAKEVIEW DR (TR 331)
DEL-257 @ 3.575 = 12 FT ON BRUST DR (TR 357)
DEL-257 @ 7.177 = 9 FT ON BEAN-OLLER RD (TR 140)
SUB'TOTAL = 54 FT
X 2 APPLICATIONS = 108 FT
DEL-257 @ 7.770 = 10 FTAT US 42
SUB'TOTAL = 118 FT

THE FOLLOWING QUANTITIES HAVE BEEN PROVIDED AND THE TOTALS HAVE BEEN CARRIED TO THE GENERAL SUMMARY:

ITEM 614 - WORK ZONE CENTER LINE, CLASS III, 642 PAINT = 12.48 MILE

ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS III, 8", 642 PAINT = 1142 FT

ITEM 614 WORK ZONE STOP LINE, CLASS III, 642 PAINT = 118 FT

WORK ZONE PAVEMENT MARKINGS ARE NOT TO BE SUBSTITUTED FOR PERMANENT PAVEMENT MARKINGS.

USE OF WEIGHTED CHANNELIZER:
THE WEIGHTED CHANNELIZER MAY BE USED IN ACCORDANCE WITH THIS SECTION. THE WEIGHTED CHANNELIZER 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 CHANNELIZER SHALL BE HORIZONTAL, CIRCUMFERENTIAL, ALTERNATING ORANGE AND WHITE RETROREFLECTIVE STRIPES 6 INCHES WIDE. EACH WEIGHTED CHANNELIZER 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 CHANNELIZER SHALL HAVE A 4-INCH MINIMUM WIDTH, REGARDLESS OF ORIENTATION.

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

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

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

PAYMENT SHALL BE INCLUDED IN THE LUMP SUM CONTRACT PRICE FOR ITEM 614, MAINTAINING TRAFFIC.

ITEM 614 - MAINTENANCE OF TRAFFIC: PAYMENT
NO ADDITIONAL COMPENSATION SHALL BE MADE BEYOND THE QUANTITIES LISTED ABOVE. ANY OTHER WORK SHALL BE PAID UNDER THE LUMP SUM PAY ITEM FOR ITEM 614, MAINTAINING TRAFFIC.

CALCULATED KLM CHECKED XXX

MAINTENANCE OF TRAFFIC NOTES

DEL-257-1.53

SHEET NUMBER										PARTICIPATION				ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
	9-12	13-15	18	19	20	21	42	43	48	01/S\2/PV	02/S\2/BR	03/STR/PV							
																		ROADWAY	
						3131.25				1568.75		1562.50		202	38001	3131.25	FT	GUARDRAIL REMOVED, AS PER PLAN	9
						32				18		14		202	42001	32	EACH	ANCHOR ASSEMBLY REMOVED, TYPE A, AS PER PLAN	9
						3				1		2		202	42041	3	EACH	ANCHOR ASSEMBLY REMOVED, TYPE T, AS PER PLAN	9
						18				12		6		202	47001	18	EACH	BRIDGE TERMINAL ASSEMBLY REMOVED, AS PER PLAN	9
	1											1		202	53101	1	EACH	MAILBOX REMOVED, AS PER PLAN	9
						1						1		202	98100	1	EACH	REMOVAL MISC.: ANCHOR ASSEMBLY FOUNDATION	9
	1									1				202	98100	1	EACH	REMOVAL MISC.: BUSH	10
	52									52				202	98200	52	FT	REMOVAL MISC.: STONE WALL	10
	5									5				202	98200	5	FT	REMOVAL MISC.: WOOD FENCE	10
	28											28		202	98300	28	SY	REMOVAL MISC.: LANDSCAPING	10
						2137				1191		946		203	20001	2137	CY	EMBANKMENT, AS PER PLAN	10
						70				33		37		209	60200	70	STA	LINEAR GRADING	
						1881.25				418.75		1462.50		606	15050	1881.25	FT	GUARDRAIL, TYPE MGS	
						2975				1687.5		1287.5		606	15100	2975	FT	GUARDRAIL, TYPE MGS WITH LONG POSTS	
						1				1				606	25550	1	EACH	ANCHOR ASSEMBLY, MGS TYPE A	
						20				8		12		606	26151	20	EACH	ANCHOR ASSEMBLY, MGS TYPE E, AS PER PLAN (NCHRP350 OR MASH 2016)	10
						14				11		3		606	26550	14	EACH	ANCHOR ASSEMBLY, MGS TYPE T	
						19				12		7		606	35141	19	EACH	BRIDGE TERMINAL ASSEMBLY, TYPE 4, AS PER PLAN	10
						1						1		606	35141	1	EACH	BRIDGE TERMINAL ASSEMBLY, TYPE 4, AS PER PLAN, RADIUS	10
	150									62.5		87.5		606	98000	150	FT	GUARDRAIL MISC.: ALTERNATE GUARDRAIL PLACEMENT	10
						137.5				112.5		25.0		606	98000	137.5	FT	GUARDRAIL MISC.: PANELS REMOVED AND REPLACED	10
	3									1		2		623	39500	3	EACH	MONUMENT BOX ADJUSTED TO GRADE	
	1											1		623	39600	1	EACH	MONUMENT BOX RECONSTRUCTED TO GRADE	
	1											1		SPECIAL	69050000	1	EACH	MAILBOX SUPPORT	11
						1						1		SPECIAL	69050350	1	EACH	MAILBOX REMOVED AND RESET	11
																		EROSION CONTROL	
	711									400		311		659	00300	711	CY	TOPSOIL	
	6404									3575		2829		659	10000	6404	SY	SEEDING AND MULCHING	
	320									179		141		659	14000	320	SY	REPAIR SEEDING AND MULCHING	
	320									179		141		659	15000	320	SY	INTER-SEEDING	
	0.86									0.48		0.38		659	20000	0.86	TON	COMMERCIAL FERTILIZER	
	1.32									0.74		0.58		659	31000	1.32	ACRE	LIME	
	34									19		15		659	35000	34	MGAL	WATER	
										668		332		832	30000	1000	EACH	EROSION CONTROL	
																		PAVEMENT	
	63		602	22						579		108		251	01041	687	SY	PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE), AS PER PLAN, 3.0"	11
	461		2004	2690						3839		1316		251	01041	5155	SY	PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE), AS PER PLAN, 4.0"	11
	171		1141	513						1768		57		253	01001	1825	SY	PAVEMENT REPAIR, AS PER PLAN, 7.5"	11
					86324					56633		29691		254	01000	86324	SY	PAVEMENT PLANING, ASPHALT CONCRETE, 1.50"	
					812							812		254	01000	812	SY	PAVEMENT PLANING, ASPHALT CONCRETE, 3.00"	
					1416					1416				254	01000	1416	SY	PAVEMENT PLANING, ASPHALT CONCRETE, VARIABLE DEPTH (1.00" AVG.)	
					325					325				254	01000	325	SY	PAVEMENT PLANING, ASPHALT CONCRETE, VARIABLE DEPTH (2.00" AVG.)	
					7758					5069		2689		407	20000	7758	GAL	NON-TRACKING TACK COAT	
					3708					2464		1244		441	10000	3708	CY	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (446), PG64-22	
					68							68		442	10000	68	CY	ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (446)	
					404					264		140		617	10100	404	CY	COMPACTED AGGREGATE	
	2									1		1		617	25000	2	MGAL	WATER	
					1215					1215				888	10000	1215	SY	HIGH FRICTION SURFACE COURSE, SINGLE LIFT	

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GENERAL SUMMARY

DEL-257-1.53

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SHEET NUMBER										PARTICIPATION				ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
	9-12	13-15	18	19	20	21	42	43	48	01/S\2/PV	02/S\2/BR	03/STR/PV							
																		TRAFFIC CONTROL	
								474	63	373		164		621	00100	537	EACH	RPM	
								474	51	361		164		621	54000	525	EACH	RAISED PAVEMENT MARKER REMOVED	
						95				47		48		626	00110	95	EACH	BARRIER REFLECTOR, TYPE 2, BIDIRECTIONAL	
									25	25				630	02100	25	FT	GROUND MOUNTED SUPPORT, NO. 2 POST	
									50	50				630	03100	50	FT	GROUND MOUNTED SUPPORT, NO. 3 POST	
									34.3	34.3				630	80100	34.3	SF	SIGN, FLAT SHEET	
						10				8		2		630	85100	10	EACH	REMOVAL OF GROUND MOUNTED SIGN AND REERECTION	
						2				1		1		630	97700	2	EACH	SIGNING, MISC.: REMOVAL OF WOOD ADDRESS POST AND REERECTION	12
									46	46				642	30000	46	FT	REMOVAL OF PAVEMENT MARKING	
	0.25								0.58	0.83				642	30030	0.83	MILE	REMOVAL OF PAVEMENT MARKING	
	0.10						11.56			7.50		4.16		644	00104	11.66	MILE	EDGE LINE, 6"	
	0.10						6.11		0.56	4.69		2.08		644	00300	6.77	MILE	CENTER LINE	
							571		95	666				644	00400	666	FT	CHANNELIZING LINE, 8"	
							64			45		19		644	00500	64	FT	STOP LINE	
							1436		111	1547				644	00700	1547	FT	TRANSVERSE/DIAGONAL LINE	
									5	5				644	01300	5	EACH	LANE ARROW	
									1	1				644	01350	1	EACH	LANE REDUCTION ARROW	
	500						107			607				644	01510	607	FT	DOTTED LINE, 6"	
							0.02				0.02			646	10010	0.02	MILE	EDGE LINE, 6"	
							0.01				0.01			646	10200	0.01	MILE	CENTER LINE	
																		STRUCTURES OVER 20 FOOT SPAN	
																		SEE STRUCTURE ESTIMATED QUANTITIES SHEET 52	
																		MAINTENANCE OF TRAFFIC	
		20										20		614	11110	20	HOUR	LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE	
		38								12		26		614	12461	38	EACH	WORK ZONE MARKING SIGN, AS PER PLAN	15
		12.48								8.32		4.16		614	21550	12.48	MILE	WORK ZONE CENTER LINE, CLASS III, 642 PAINT	
		1142								1142				614	23680	1142	FT	WORK ZONE CHANNELIZING LINE, CLASS III, 8", 642 PAINT	
		118								90		28		614	26610	118	FT	WORK ZONE STOP LINE, CLASS III, 642 PAINT	
																		INCIDENTALS	
										LS	LS	LS	LS	614	11000	LS		MAINTAINING TRAFFIC	
										LS	LS	LS	LS	623	10001	LS		CONSTRUCTION LAYOUT STAKES AND SURVEYING, AS PER PLAN	12
										LS	LS	LS	LS	624	10000	LS		MOBILIZATION	

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GENERAL SUMMARY

DEL-257-1.53

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LOCATION								DESIGN			QUANTITIES									REMARKS
											251		251		253					
											PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE), AS PER PLAN, 3.0"		PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE), AS PER PLAN, 4.0"		PAVEMENT REPAIR, AS PER PLAN, 7.5"						
COUNTY	ROUTE	BEGIN STA	END STA	BEGIN SLM	END SLM	LENGTH	SIDE	LENGTH	AVG.WIDTH	PAVEMENT AREA	DEPTH		DEPTH		DEPTH					
						MI		FT	FT	SY	IN	SY	IN	SY	IN	SY				
DEL	257			1.350			NB	67	4	30					7.50	29.8				
DEL	257			1.400			NB	80	4	36					7.50	35.6				LEFT WHEEL TRACK OF INSIDE LANE
DEL	257			1.450	1.470		NB	106	4	47					7.50	47.0				RIGHT WHEEL TRACK
DEL	257			1.460			NB	70	6	47					7.50	46.7				NEAR CENTERLINE
DEL	257			1.470			NB	175	6	117					7.50	116.7				NEAR EDGELINE
DEL	257			1.490			NB	55	6	37					7.50	36.7				NEAR CENTERLINE
DEL	257			1.860			NB	276	6	184					7.50	184.0				ABOVE WIDENING JOINT FOR CREIGHTON DR
DEL	257			2.230			NB	171	6	114					7.50	114.0				ABOVE WIDENING JOINT FOR CREIGHTON DR
DEL	257			2.390			NB	68	6	45			4.00	45.4						
DEL	257			2.480	2.510		NB	159	6	106			4.00	106.0						INSIDE OF CURVE
DEL	257			2.520	2.540		NB	106	6	71			4.00	70.7						WITHIN PREVIOUS REPAIR, INSIDE OF CURVE
DEL	257			2.630			NB	100	6	67			4.00	66.7						
DEL	257			2.850			NB	250	6	167			4.00	166.7						ABOVE STRUCTURE
DEL	257			3.080			NB	116	6	77			4.00	77.4						ADJACENT TO BRIDGE - NORTH SIDE
DEL	257			3.210			NB	100	6	67			4.00	66.7						
DEL	257			3.570			NB	125	6	83			4.00	83.4						
DEL	257			3.770			NB	110	6	73			4.00	73.4						
DEL	257			3.970			NB	90	6	60			4.00	60.0						
DEL	257			4.000			NB	100	6	67			4.00	66.7						
DEL	257			4.100			NB	795	6	530					7.50	530.0				ABOVE WIDENING JOINT
DEL	257			4.870			NB	200	6	133			4.00	133.4						
DEL	257			5.040			NB	105	6	70			4.00	70.0						
DEL	257			5.230			NB	450	2	100	3.00	100.0								CENTERLINE JOINT
DEL	257			5.410			NB	25	2	6	3.00	5.6								CENTERLINE JOINT
DEL	257			5.560			NB	125	13	181			4.00	180.6						
DEL	257			5.620			NB	25	6	17			4.00	16.7						
DEL	257			5.880			NB	118	6	79			4.00	78.7						
DEL	257			6.360			NB	50	6	33			4.00	33.4						
DEL	257			6.420			NB	250	6	167			4.00	166.7						OVER CULVERT
DEL	257			6.550			NB	200	6	133			4.00	133.4						
DEL	257			6.690			NB	24	12	32			4.00	32.0						PLOW BLADE
DEL	257			6.780			NB	65	12	87			4.00	86.7						INCLUDE THE SHOULDER
DEL	257			6.830			NB	167	6	111			4.00	111.4						
DEL	257			6.860			NB	60	2	13	3.00	13.4								CENTERLINE JOINT
DEL	257			6.920			NB	250	2	56	3.00	55.6								CENTERLINE JOINT
DEL	257			7.280			NB	55	2	12	3.00	12.3								CENTERLINE JOINT
DEL	257			7.440			NB	117	6	78			4.00	78.0						
DEL	257			3.830			NB/SB	7	24	19	3.00	19.3								CONCRETE CAPPED CULVERT
DEL	257			3.960			NB/SB	7	24	19	3.00	18.7								CONCRETE CAPPED CULVERT
DEL	257			4.040			NB/SB	7	24	19	3.00	18.7								CONCRETE CAPPED CULVERT
DEL	257			4.620			NB/SB	8	24	21	3.00	21.3								CONCRETE CAPPED CULVERT
DEL	257			4.740			NB/SB	8	24	20	3.00	20.0								CONCRETE CAPPED CULVERT
DEL	257			4.750			NB/SB	8	24	21	3.00	21.3								CONCRETE CAPPED CULVERT
DEL	257			5.010			NB/SB	7	24	19	3.00	18.7								CONCRETE CAPPED CULVERT
DEL	257			5.040			NB/SB	7	24	19	3.00	19.3								CONCRETE CAPPED CULVERT
DEL	257			5.080			NB/SB	8	24	20	3.00	20.0								CONCRETE CAPPED CULVERT
DEL	257			5.100			NB/SB	7	24	19	3.00	19.3								CONCRETE CAPPED CULVERT
DEL	257			5.150			NB/SB	8	24	20	3.00	20.0								CONCRETE CAPPED CULVERT
DEL	257			5.160			NB/SB	8	24	21	3.00	21.3								CONCRETE CAPPED CULVERT
DEL	257			5.240			NB/SB	7	24	19	3.00	18.7								CONCRETE CAPPED CULVERT
DEL	257			5.290			NB/SB	12	24	32	3.00	32.0								CONCRETE CAPPED CULVERT
DEL	257			5.330			NB/SB	7	24	19	3.00	18.7								CONCRETE CAPPED CULVERT
DEL	257			5.380			NB/SB	7	24	19	3.00	19.3								CONCRETE CAPPED CULVERT
DEL	257			5.420			NB/SB	7	24	19	3.00	18.7								CONCRETE CAPPED CULVERT
DEL	257			5.490			NB/SB	9	24	24	3.00	24.0								CONCRETE CAPPED CULVERT
DEL	257			5.590			NB/SB	8	24	21	3.00	21.3								CONCRETE CAPPED CULVERT
DEL	257			5.890			NB/SB	9	24	24	3.00	24.0								CONCRETE CAPPED CULVERT
TOTALS CARRIED TO GENERAL SUMMARY												602		2004		1141				

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PAVEMENT REPAIR SUBSUMMARY

PAVEMENT

DEL-257-1.53

LOCATION								DESIGN			QUANTITIES										REMARKS
											251 PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE), AS PER PLAN, 3.0"		251 PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE), AS PER PLAN, 4.0"		253 PAVEMENT REPAIR, AS PER PLAN, 7.5"						
COUNTY	ROUTE	BEGIN STA	END STA	BEGIN SLM	END SLM	LENGTH	SIDE	LENGTH	AVG.WIDTH	PAVEMENT AREA	DEPTH		DEPTH		DEPTH						
						MI		FT	FT	SY	IN	SY	IN	SY	IN	SY					
DEL	257			1.530			SB	88	13	127			4.00	127.2							LANE AND SHOULDER
DEL	257			1.690	1.660		SB	159	6	106			4.00	106.0							CENTER OF THE LANE
DEL	257			1.730	1.700		SB	159	6	106			4.00	106.0							
DEL	257			1.829			SB	100	6	67			4.00	66.7							IN HF CURVE
DEL	257			2.140			SB	20	12	27			4.00	26.7							
DEL	257			2.380			SB	20	12	27			4.00	26.7							DIP ABOVE CULVERT AT SELDOM SEEN RD
DEL	257			2.420	2.410		SB	53	6	35			4.00	35.3							
DEL	257			2.500			SB	30	12	40			4.00	40.0							REPAIR ABOVE CULVERT
DEL	257			2.740			SB	70	6	47			4.00	46.7							RIGHT WHEEL PATH
DEL	257			2.850			SB	100	13	144			4.00	144.4							RUTTING LEADING UP TO CULVERT
DEL	257			3.020			SB	130	6	87			4.00	86.7							SHOULDER
DEL	257			3.070	3.040		SB	159	6	106			4.00	106.0							SHOULDER
DEL	257			3.380			SB	30	13	43			4.00	43.3							
DEL	257			3.680			SB	330	6	220			4.00	220.0							
DEL	257			3.820			SB	50	6	33			4.00	33.3							
DEL	257			3.940			SB	150	6	100			4.00	100.0							
DEL	257			4.130			SB	47	4	21			4.00	20.9							
DEL	257			4.280			SB	670	6	447					7.50	446.7					CENTERED ABOVE WIDENING JOINT
DEL	257			4.450			SB	100	6	67					7.50	66.7					CENTERED ABOVE WIDENING JOINT
DEL	257			4.710			SB	20	6	13			4.00	13.3							
DEL	257			5.000			SB	225	6	150			4.00	150.0							MINOR RUTTING AND EDGE FAILURE
DEL	257			5.100			SB	118	6	79			4.00	78.7							
DEL	257			5.170			SB	100	2	22	3.00	22.2									CENTERLINE JOINT
DEL	257			5.275			SB	237	6	158			4.00	158.0							
DEL	257			5.340			SB	75	6	50			4.00	50.0							
DEL	257			5.420			SB	50	12	67			4.00	66.7							
DEL	257			5.450			SB	20	12	27			4.00	26.7							
DEL	257			5.470			SB	50	12	67			4.00	66.7							REPAIR THE CENTERLINE AND LANE
DEL	257			5.570			SB	132	6	88			4.00	88.0							INSIDE OF CURVE
DEL	257			5.680			SB	80	24	213			4.00	213.3							BUTTS RD - APPROX. 30' N. OF MON. BOX TO APPROX. 50' S. OF MON. BOX
DEL	257			5.830			SB	20	6	13			4.00	13.3							
DEL	257			5.910			SB	100	6	67			4.00	66.7							
DEL	257			6.060			SB	50	6	33			4.00	33.3							
DEL	257			6.330			SB	45	6	30			4.00	30.0							
DEL	257			6.430			SB	30	6	20			4.00	20.0							DIP ADJACENT TO CULVERT
DEL	257			6.580			SB	60	6	40			4.00	40.0							
DEL	257			6.630			SB	80	6	53			4.00	53.3							
DEL	257			6.688			SB	50	6	33			4.00	33.3							
DEL	257			6.935			SB	10	6	7			4.00	6.7							
DEL	257			7.120			SB	145	6	97			4.00	96.7							SHOULDER FAILURE MIGRATING INTO THE RIGHT EDGELINE
DEL	257			7.630	7.270		SB	74	6	49			4.00	49.3							REPAIR IS LOCATED BETWEEN THE TWO SLMS
TOTALS CARRIED TO GENERAL SUMMARY												22		2690		513					

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PAVEMENT REPAIR SUBSUMMARY

PAVEMENT

DEL-257-1.53

LOCATION							DESIGN				QUANTITIES														REMARKS
											254		254		254		254		407	441		442		617		888	
											PAVEMENT PLANING, ASPHALT CONCRETE,		PAVEMENT PLANING, ASPHALT CONCRETE,		PAVEMENT PLANING, ASPHALT CONCRETE,		PAVEMENT PLANING, ASPHALT CONCRETE,		NON-TRACKING TACK COAT	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (446), PG64-22		ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (446)		COMPACTED AGGREGATE		HIGH FRICTION SURFACE COURSE, SINGLE LIFT	
COUNTY	ROUTE	BEGIN STA	END STA	BEGIN SLM	END SLM	LENGTH	TYPICAL SECTION	LENGTH	AVG. WIDTH	PAVEMENT AREA	AVG. DEPTH	1.50"	AVG. DEPTH	3.00"	AVG. DEPTH	VAR. DEPTH AVG. 1"	AVG. DEPTH	VAR. DEPTH AVG. 2"		AVG. DEPTH		AVG. DEPTH		AVG. DEPTH			
						MI		FT	FT	SY	IN	SY	IN	SY	IN	SY	IN	SY	GAL	IN	CY	IN	CY	IN	CY	SY	
DEL	257	81+92.82	83+50.43	1.533	1.563	0.030	1	158	27.1	475	1.50	475							40	1.50	20			2.00	2		
DEL	257	83+50.43	94+77.94	1.563	1.776	0.214	1	1128	24.0	3007	1.50	3007							256	1.50	125			2.00	14		
DEL	257	94+77.94	99+08.76	1.776	1.858	0.082	2	431	25.4	1215	1.50	1215							103	1.50	51			2.00	5	1215	
DEL	257	99+08.76	101+07.98	1.858	1.895	0.038	1	199	24.5	542	1.50	542							46	1.50	23			2.00	2		
DEL	257	101+07.98	108+03.34	1.895	2.027	0.132	1	695	34.0	2627	1.50	2627							223	1.50	109			2.00	9		
DEL	257	108+03.34	108+65.98	2.027	2.039	0.012	1	63	46.0	320	1.50	320							27	1.50	13			2.00	1		
DEL	257	108+65.98	112+32.94	2.039	2.109	0.070	1	367	51.0	2079	1.50	2079							177	1.50	87			2.00	5		
DEL	257	112+32.94	115+44.25	2.109	2.167	0.059	1	311	39.4	1362	1.50	1362							116	1.50	57			2.00	4		
DEL	257	115+44.25	117+00.00	2.167	2.197	0.029	1	156	37.4	647	1.50	647							55	1.50	27			2.00	2		
DEL	257	117+00.00	118+33.47	2.197	2.222	0.025	4	133	12.1	180	1.50	180							15	1.50	8			2.00	1		LEFT OF CENTERLINE
DEL	257	117+00.00	118+33.47	2.197	2.222	0.025	4	133	21.9	325							2.00	325	28	3.00	27			2.00	1		RIGHT OF CENTERLINE
DEL	257	118+33.47	122+13.81	2.222	2.294	0.072	1	380	31.0	1309	1.50	1309							111	1.50	55			2.00	5		
DEL	257	122+13.81	152+00.00	2.294	2.860	0.566	1	2986	24.0	7962	1.50	7962							677	1.50	332			2.00	37		
DEL	257	152+00.00	157+31.13	2.860	2.960	0.101	3	531	24.0	1416					1.00	1416			120	1.50	59			2.00	7		
DEL	257	157+31.13	164+90.33	2.960	3.104	0.144	1	759	23.9	2019	1.50	2019							172	1.50	84			2.00	9		
DEL	257	164+90.33	165+63.00	3.104	3.118	0.014		73																			DO NOT PAVE OVER STRUCTURE DEL-257-0308
DEL	257	165+63.00	181+95.75	3.118	3.427	0.309	1	1633	24.0	4354	1.50	4354							370	1.50	181			2.00	20		
DEL	257	181+95.75	184+15.75	3.427	3.469	0.042	1	220	28.0	684	1.50	684							58	1.50	29			2.00	3		
DEL	257	184+15.75	186+24.59	3.469	3.508	0.040	1	209	32.0	743	1.50	743							63	1.50	31			2.00	3		
DEL	257	186+24.59	187+28.14	3.508	3.528	0.020	1	104	27.5	316	1.50	316							27	1.50	13			2.00	1		
DEL	257	187+28.14	218+51.58	3.528	4.120	0.592	1	3123	24.0	8329	1.50	8329							708	1.50	347			2.00	39		SUSPEND RESURFACING AT PAVEMENT BREAK S. OF HOME RD
DEL	257	218+51.58	241+58.48	4.120	4.557	0.437		2307																			NO RESURFACING AT HOME RD ROUNDABOUT
DEL	257	241+58.48	260+37.54	4.557	4.912	0.356	1	1879	24.0	5011	1.50	5011							426	1.50	209			2.00	23		RESUME RESURFACING AT PAVEMENT BREAK N. OF HOME RD
DEL	257	260+37.54	263+37.54	4.912	4.969	0.057	1	300	25.0	833	1.50	833							71	1.50	35			2.00	4		
DEL	257	263+37.54	264+24.04	4.969	4.986	0.016	1	87	25.9	249	1.50	249							21	1.50	10			2.00	1		
DEL	257	264+24.04	265+24.04	4.986	5.005	0.019	1	100	25.0	278	1.50	278							24	1.50	12			2.00	1		
DEL	257	265+24.04	301+43.20	5.005	5.690	0.685	1	3619	24.0	9652	1.50	9652							820	1.50	402			2.00	45		
DEL	257	301+43.20	398+10.88	5.690	7.521	1.831	1	9668	24.0	25782	1.50	25782							2191	1.50	1074			2.00	119		
DEL	257	398+10.88	408+86.36	7.521	7.725	0.204	1	1075	25.3	3018	1.50	3018							257	1.50	126			2.00	13		
DEL	257	408+86.36	411+36.36	7.725	7.772	0.047	1	250	29.2	812			3.00	812					114			3.00	68	2.00	3		
SIDE ROADS						SIDE																					
DEL	257	87+90.32		1.646		RT		39	15.0	65	1.50	65							6	1.50	3			2.00	1		SUNSET CT (TR 334)
DEL	257	94+46.34		1.770		RT		37	15.0	62	1.50	62							5	1.50	3			2.00	1		SUNSET DR (TR 344)
DEL	257	128+15.18		2.408		RT		47	15.0	79	1.50	79							7	1.50	3			2.00	1		SELDOM SEEN RD (TR 121)
DEL	257	143+42.01		2.697		RT		46	30.0	155	1.50	155							13	1.50	6			2.00	1		BAYPOINTE DR
DEL	257	157+84.89		2.971		RT		49	35.0	192	1.50	192							16	1.50	8			2.00	1		LAKEVIEW DR (TR 331)
DEL	257	176+28.68		3.320		RT		44	20.0	98	1.50	98							8	1.50	4			2.00	1		HIGH RIDGE RD
DEL	257	189+78.38		3.575		RT		45	60.0	301	1.50	301							26	1.50	13			2.00	1		BRUST DR (TR 357)
DEL	257	379+93.24		7.177		RT		44	25.0	123	1.50	123							10	1.50	5			2.00	1		BEAN-OLLER RD (TR 140)
DRIVEWAYS						COUNT																					
DEL	257	81+92.82	301+43.20	1.533	5.690	64		40	4.0	18	1.50	1152							192	1.50	64						DRIVEWAY
DEL	257	81+94.82	301+43.20	1.533	5.690	14		55	4.0	24	1.50	336							42	1.50	14						DRIVEWAY/MAILBOX
DEL	257	81+95.82	301+43.20	1.533	5.690	13		30	2.0	7														2.00	13		MAILBOX (GRAVEL)
DEL	257	301+43.20	410+41.60	5.690	7.800	28		40	4.0	18	1.50	504							84	1.50	28						DRIVEWAY
DEL	257	301+43.20	410+41.60	5.690	7.800	11		55	4.0	24	1.50	264							33	1.50	11						DRIVEWAY/MAILBOX
DEL	257	301+43.20	410+41.60	5.690	7.800	4		30	2.0	7														2.00	4		MAILBOX (GRAVEL)
TOTALS CARRIED TO GENERAL SUMMARY												86324		812		1416		325	7758		3708		68		404	1215	

CALCULATED KLM CHECKED XXX

PAVEMENT SUBSUMMARY

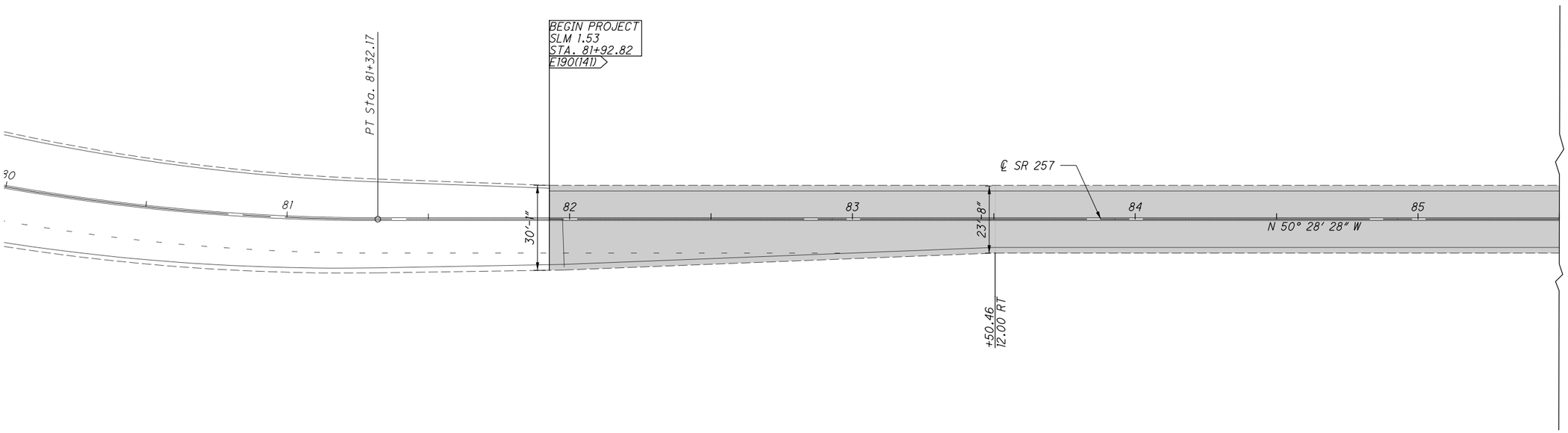
DEL-257-1.53

LOCATION									QUANTITIES																					
									202	202	202	202	202	203	209	606	606	606	606	606	606	606	626	630	630	690					
SHEET	REFERENCE	COUNTY	ROUTE	BEGIN STA	END STA	BEGIN SLM	END SLM	SIDE	GUARDRAIL REMOVED, AS PER PLAN	ANCHOR ASSEMBLY REMOVED, TYPE A, AS PER PLAN	ANCHOR ASSEMBLY REMOVED, TYPE T, AS PER PLAN	BRIDGE TERMINAL ASSEMBLY REMOVED, AS PER PLAN	REMOVAL MISC.: ANCHOR ASSEMBLY FOUNDATION	EMBANKMENT, AS PER PLAN	LINEAR GRADING	GUARDRAIL, TYPE MGS	GUARDRAIL, TYPE MGS WITH LONG POSTS	ANCHOR ASSEMBLY, MGS TYPE A	ANCHOR ASSEMBLY, MGS TYPE E, AS PER PLAN (NCHRP350 OR MASH 2016)	ANCHOR ASSEMBLY, MGS TYPE T	BRIDGE TERMINAL ASSEMBLY, TYPE 4, AS PER PLAN	BRIDGE TERMINAL ASSEMBLY, TYPE 4, AS PER PLAN, RADIUS	GUARDRAIL, MISC.: PANELS REMOVED AND REPLACED	BARRIER REFLCTOR, TYPE 2, BIDIRECTIONAL	REMOVAL OF GROUND MOUNTED SIGN AND REERECTION	SIGNING, MISC.: REMOVAL OF WOOD ADDRESS POST AND REERECTION	MAILBOX REMOVED AND RESET					
									FT	EACH	EACH	EACH	EACH	CY	STA	FT	FT	EACH	EACH	EACH	EACH	EACH	FT	EACH	EACH	EACH	EACH					
27	GR-1	DEL	257	137+54.23	139+31.38	2.586	2.620	RT	6.25	2		2		43	1.8	87.50				2	2		25.00	3	1						
27	GR-2	DEL	257	137+70.42	138+87.66	2.589	2.611	LT	25.00	1	1	2		24	1.2	25.00				2	2		25.00	3							
28	GR-3	DEL	257	153+19.82	156+42.13	2.883	2.944	RT	75.00	2		2		64	3.2		200.00		1	1	2		12.50	5							
28	GR-4	DEL	257	153+49.52	155+80.49	2.888	2.932	LT	75.00	2		2		43	2.3		150.00			2	2		12.50	4		1					
29	GR-5	DEL	257	164+12.28	167+19.44	3.089	3.148	RT	168.75	1				129	3.1	118.75		1	1		2			4	4						
29	GR-6	DEL	257	163+83.12	168+06.99	3.084	3.164	LT	156.25	2				183	4.2	187.50			2		2			5	2						
30	GR-7	DEL	257	189+85.82	193+37.03	3.577	3.643	RT	175.00	2				166	3.5		337.5			2				5	1						
27	GR-8	DEL	257	191+14.79	194+47.85	3.601	3.664	LT	175.00	2				201	3.3		225.0		2					5							
31 - 32	GR-9	DEL	257	256+55.00	262+15.04	4.840	4.946	RT	350.00	2		2		182	5.6		437.5		1	1			18.75	7							
31 - 32	GR-10	DEL	257	258+17.56	262+82.91	4.871	4.959	LT	362.50	2		2		156	4.7		337.5		1	1			18.75	6							
33	GR-11	DEL	257	311+74.27	312+80.79	5.885	5.905	RT	12.50	1	1			22	1.1	87.50				2				3			1				
33	GR-12	DEL	257	310+73.88	315+16.31	5.866	5.950	LT	50.00	2				83	4.4		337.5		2					6							
35 - 36	GR-13	DEL	257	326+00.92	330+50.70	6.155	6.241	RT	337.50	1	1	2		161	4.5	350.00			1		1	1	12.50	6							
34 - 36	GR-14	DEL	257	320+09.24	328+94.38	6.043	6.211	LT	687.50	2		2		261	8.9	762.50			1	1	2		12.50	10			1				
37	GR-15	DEL	257	339+59.03	343+36.79	6.413	6.484	RT		2		2	1	80	3.8		187.50		2		2			5							
37	GR-16	DEL	257	340+14.11	344+56.56	6.423	6.507	LT	25.00	2				77	4.4	262.50			2		2			6							
38	GR-17	DEL	257	357+78.62	361+44.63	6.757	6.827	LT	162.50	2				106	3.7		262.5		2					5							
39 - 40	GR-18	DEL	257	397+17.13	403+23.40	7.503	7.618	LT	287.50	2				156	6.1		500.0		2					7	2						
TOTALS CARRIED TO GENERAL SUMMARY									3131.25	32	3	18	1	2137	70	1881.25	2975.0	1	20	14	19	1	137.50	95	10	2	1				

CALCULATED KLM
CHECKED XXX

ROADWAY SUBSUMMARY

DEL-257-1.53



NOTES:
1. MATCH EXISTING GUARDRAIL OFFSET UNLESS OTHERWISE NOTED.
2. FOR TYPICAL SECTIONS, SEE SHEET 4 .
3. FOR PAVEMENT QUANTITIES, SEE SHEETS 18 -20.
4. FOR TRAFFIC CONTROL QUANTITIES AND DETAILS, SEE SHEETS 42-47.

RESURFACING

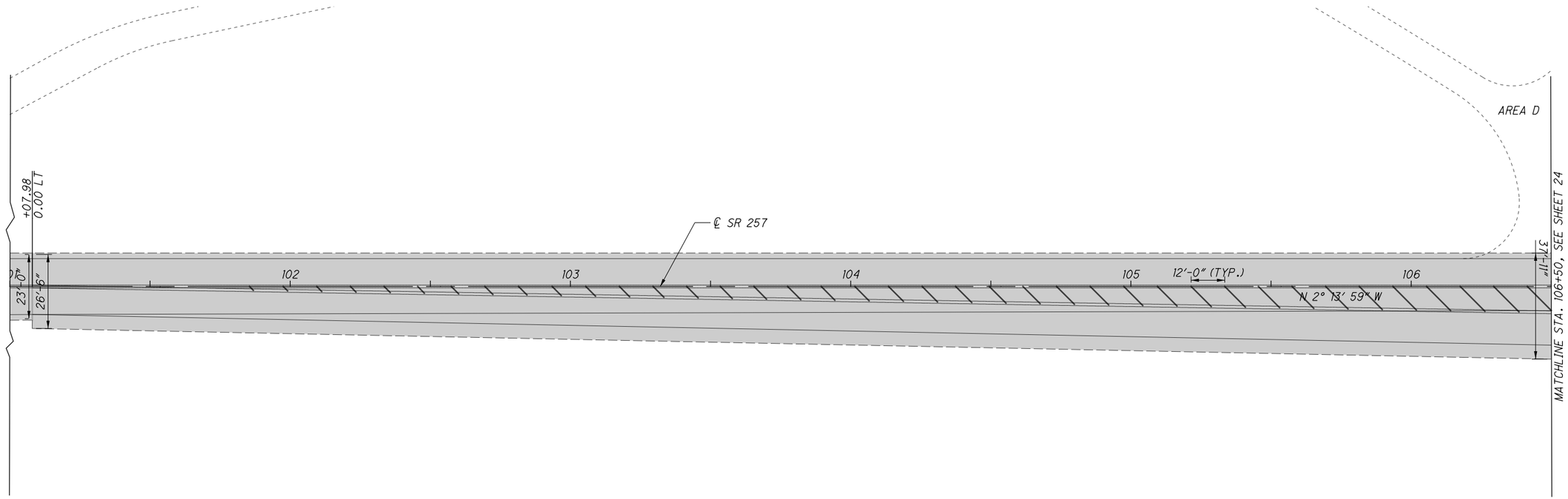
EMBANKMENT, AS PER PLAN AND LINEAR GRADING FOR PROPER GUARDRAIL AND ANCHOR ASSEMBLY GRADING PER MGS-1.1, MGS-5.2, MGS-5.3, AND SECTION A-A AND SECTION B-B ON SHEET 6.

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED KLM
CHECKED XXX

ROADWAY PLAN - DEL-257
STA. 80+00 TO STA. 85+50

DEL-257-1.53



NOTES:
1. MATCH EXISTING GUARDRAIL OFFSET UNLESS OTHERWISE NOTED.
2. FOR TYPICAL SECTIONS, SEE SHEET 4.
3. FOR PAVEMENT QUANTITIES, SEE SHEETS 18-20.
4. FOR TRAFFIC CONTROL QUANTITIES AND DETAILS, SEE SHEETS 42-47.

RESURFACING

EMBANKMENT, AS PER PLAN AND LINEAR GRADING FOR PROPER GUARDRAIL AND ANCHOR ASSEMBLY GRADING PER MGS-1.1, MGS-5.2, MGS-5.3, AND SECTION A-A AND SECTION B-B ON SHEET 6.

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED KLM
CHECKED XXX

ROADWAY PLAN - DEL-257
STA. 101+00 TO STA. 106+50

DEL-257-1.53

23
54

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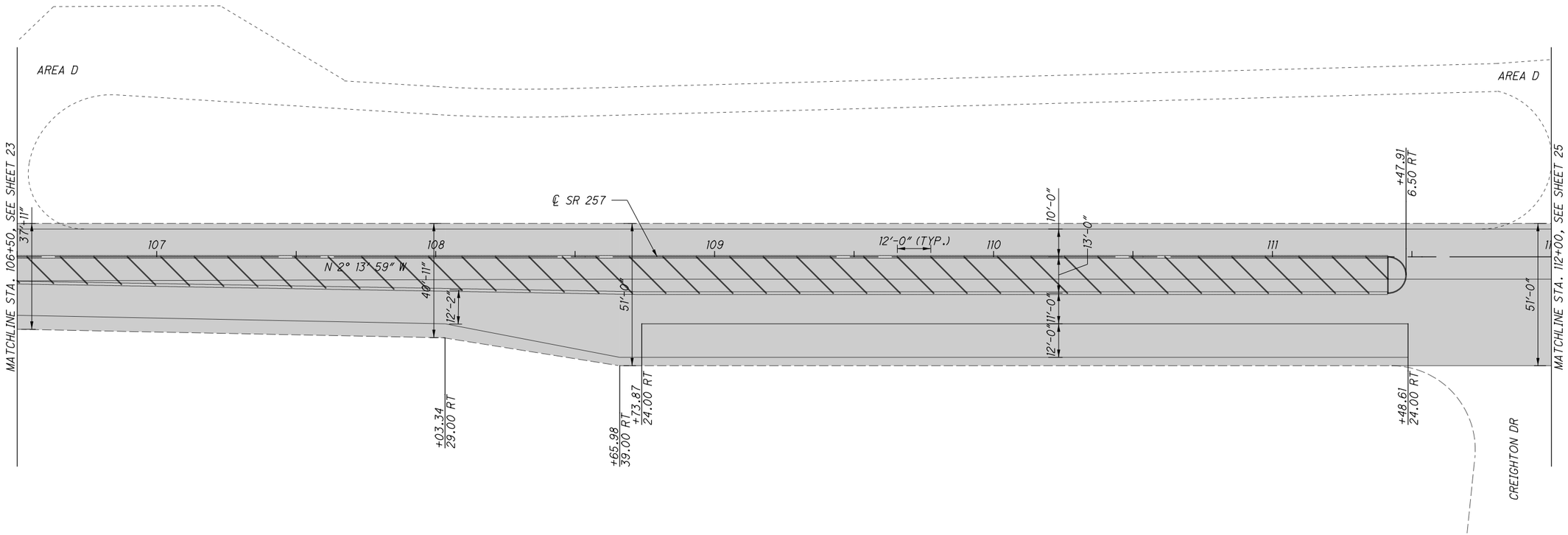


NOTES:
1. MATCH EXISTING GUARDRAIL OFFSET UNLESS OTHERWISE NOTED.
2. FOR TYPICAL SECTIONS, SEE SHEET 4.
3. FOR PAVEMENT QUANTITIES, SEE SHEETS 18-20.
4. FOR TRAFFIC CONTROL QUANTITIES AND DETAILS, SEE SHEETS 42-47.

RESURFACING

EMBANKMENT, AS PER PLAN AND LINEAR GRADING FOR PROPER GUARDRAIL AND ANCHOR ASSEMBLY GRADING PER MGS-1.1, MGS-5.2, MGS-5.3, AND SECTION A-A AND SECTION B-B ON SHEET 6.

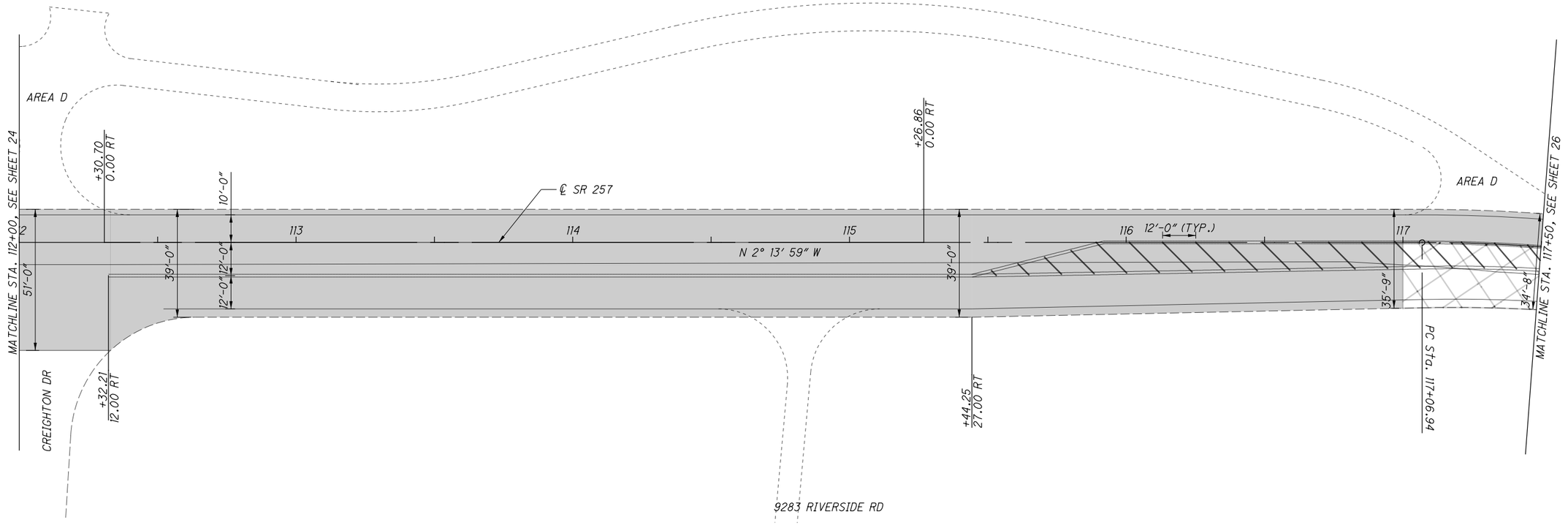
HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED KLM
CHECKED XXX

ROADWAY PLAN - DEL-257
STA. 106+50 TO STA. 112+00

DEL-257-1.53

24
54



NOTES:
1. MATCH EXISTING GUARDRAIL OFFSET UNLESS OTHERWISE NOTED.
2. FOR TYPICAL SECTIONS, SEE SHEET 4 .
3. FOR PAVEMENT QUANTITIES, SEE SHEETS 18 -20.
4. FOR TRAFFIC CONTROL QUANTITIES AND DETAILS, SEE SHEETS 42-47.

RESURFACING

EMBANKMENT, AS PER PLAN AND LINEAR GRADING FOR PROPER GUARDRAIL AND ANCHOR ASSEMBLY GRADING PER MGS-1.1, MGS-5.2, MGS-5.3, AND SECTION A-A AND SECTION B-B ON SHEET 6.

CROWN CORRECTION, SEE SHEET 5

N

0 10 20 40
HORIZONTAL SCALE IN FEET

CALCULATED KLM
CHECKED XXX

ROADWAY PLAN - DEL-257
STA. 112+00 TO STA. 117+50

DEL-257-1.53

25
54

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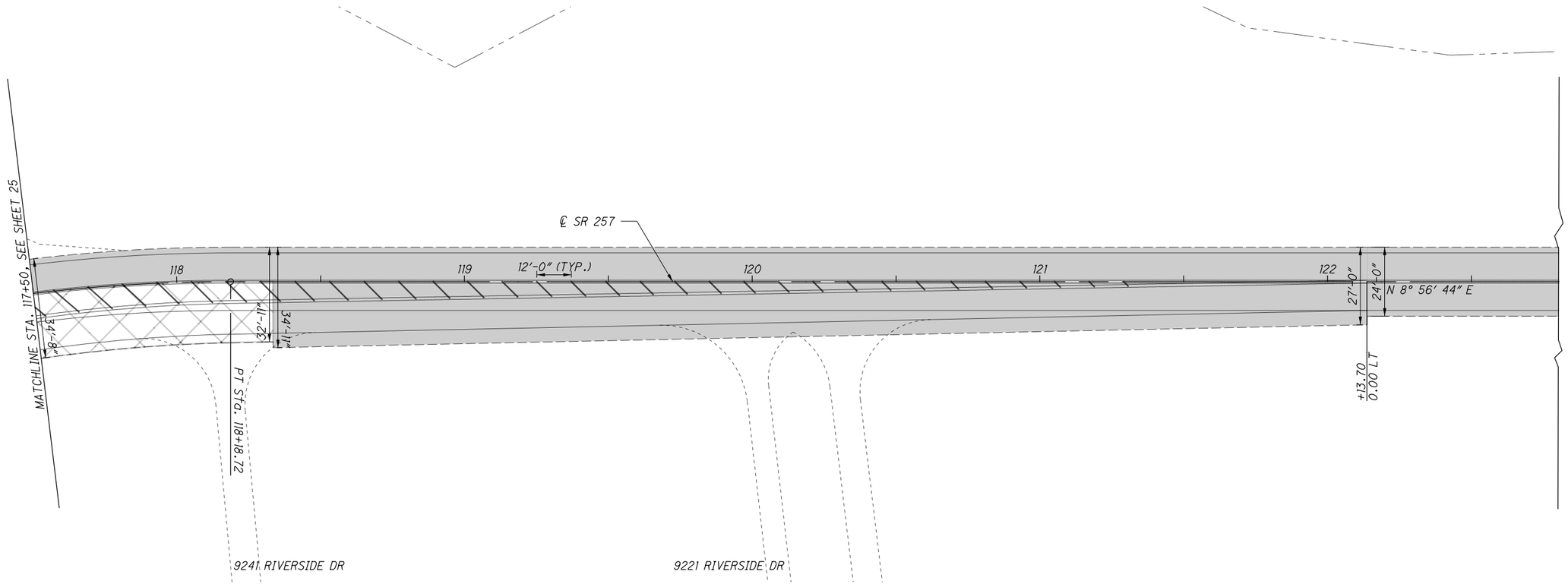

NOTES:
1. MATCH EXISTING GUARDRAIL OFFSET UNLESS OTHERWISE NOTED.
2. FOR TYPICAL SECTIONS, SEE SHEET 4 .
3. FOR PAVEMENT QUANTITIES, SEE SHEETS 18 -20.
4. FOR TRAFFIC CONTROL QUANTITIES AND DETAILS, SEE SHEETS 42-47.

RESURFACING

EMBANKMENT, AS PER PLAN AND LINEAR GRADING FOR PROPER GUARDRAIL AND ANCHOR ASSEMBLY GRADING PER MGS-1.1, MGS-5.2, MGS-5.3, AND SECTION A-A AND SECTION B-B ON SHEET 6.

CROSS SLOPE CORRECTION, SEE SHEET 5

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED KLM
CHECKED XXX

ROADWAY PLAN - DEL-257
STA. 117+50 TO STA. 123+00

DEL-257-1.53

26
54

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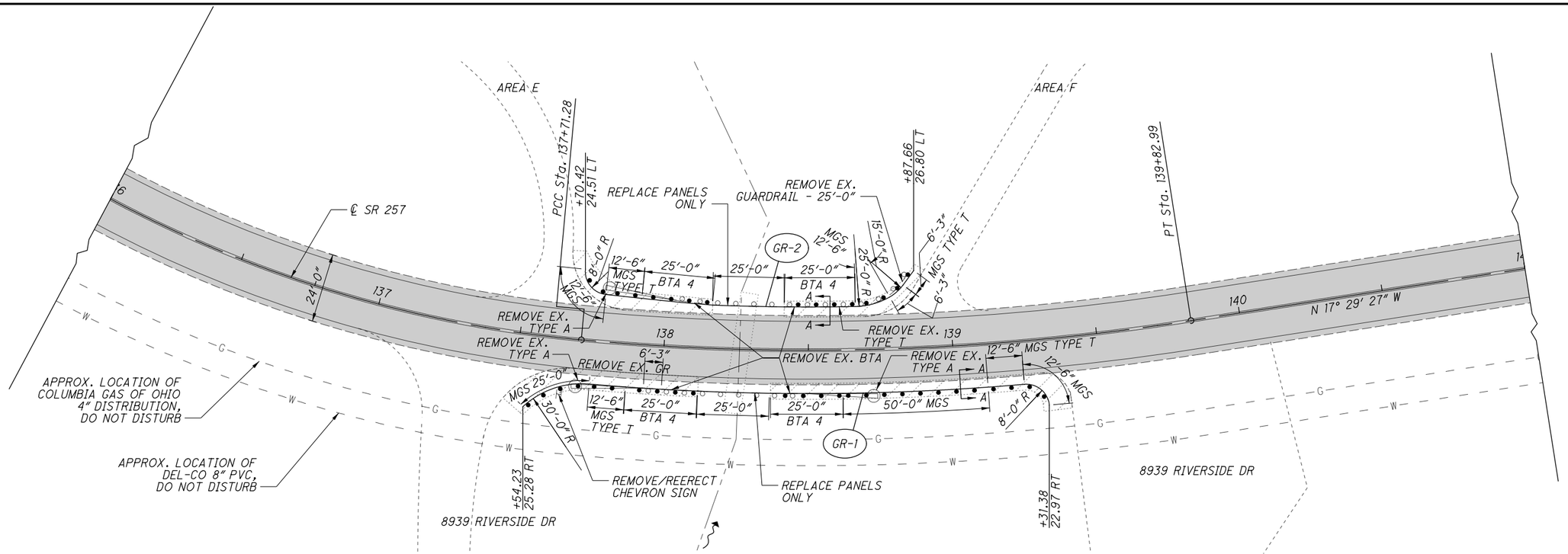

NOTES:
1. MATCH EXISTING GUARDRAIL OFFSET UNLESS OTHERWISE NOTED.
2. FOR TYPICAL SECTIONS, SEE SHEET 4.
3. FOR PAVEMENT QUANTITIES, SEE SHEETS 18-20.
4. FOR TRAFFIC CONTROL QUANTITIES AND DETAILS, SEE SHEETS 42-47.

RESURFACING

EMBANKMENT, AS PER PLAN AND LINEAR GRADING FOR PROPER GUARDRAIL AND ANCHOR ASSEMBLY GRADING PER MGS-1.1, MGS-5.2, MGS-5.3, AND SECTION A-A AND SECTION B-B ON SHEET 6.

LOCATION									QUANTITIES																		REMARKS
REFERENCE	COUNTY	ROUTE	BEGIN STA	END STA	BEGIN SLM	END SLM	LENGTH	SIDE	202 GUARDRAIL REMOVED, AS PER PLAN	202 ANCHOR ASSEMBLY REMOVED, TYPE A, AS PER PLAN	202 ANCHOR ASSEMBLY REMOVED, TYPE T, AS PER PLAN	202 BRIDGE TERMINAL ASSEMBLY REMOVED, AS PER PLAN	202 REMOVAL MISC.: ANCHOR ASSEMBLY FOUNDATION	203 EMBANKMENT, AS PER PLAN	209 LINEAR GRADING	606 GUARDRAIL, TYPE MGS	606 GUARDRAIL, TYPE MGS WITH LONG POSTS	606 ANCHOR ASSEMBLY, MGS TYPE A	606 ANCHOR ASSEMBLY, MGS TYPE E, AS PER PLAN (NCHRP350 OR MASH 2016)	606 ANCHOR ASSEMBLY, MGS TYPE T	606 BRIDGE TERMINAL ASSEMBLY, TYPE 4, AS PER PLAN	606 BRIDGE TERMINAL ASSEMBLY, TYPE 4, AS PER PLAN, RADIUS	606 GUARDRAIL, MISC.: PANEL REMOVED AND REPLACED	626 BARRIER REFLECTOR, TYPE 2, BIDIRECTIONAL	630 REMOVAL OF GROUND MOUNTED SIGN AND REERECTION	630 SIGNING, MISC.: REMOVAL OF WOOD ADDRESS POST AND REERECTION	690 MAILBOX REMOVED AND RESET		
							MI		FT	EACH	EACH	EACH	EACH	CY	STA	FT	FT	EACH	EACH	EACH	EACH	EACH	FT	EACH	EACH	EACH	EACH		
GR-1	DEL	257	137+54.23	139+31.38	2.586	2.620	0.034	RT	6.25	2		2		43	1.8	87.50				2	2		25.00	3	1				SIGN W1-8
GR-2	DEL	257	137+70.42	138+87.66	2.589	2.611	0.022	LT	25.00	1	1	2		24	1.2	25.00				2	2		25.00	3					
QUANTITIES CARRIED TO ROADWAY SUBSUMMARY SHEET 21									31.25	3	1	4		67	3.0	112.5				4	4		50.00	6	1				

CALCULATED KLM
CHECKED XXX

HORIZONTAL SCALE IN FEET
0 10 20 40

ROADWAY PLAN - DEL-257
STA. 136+00 TO STA. 141+00

DEL-257-1.53

27
54

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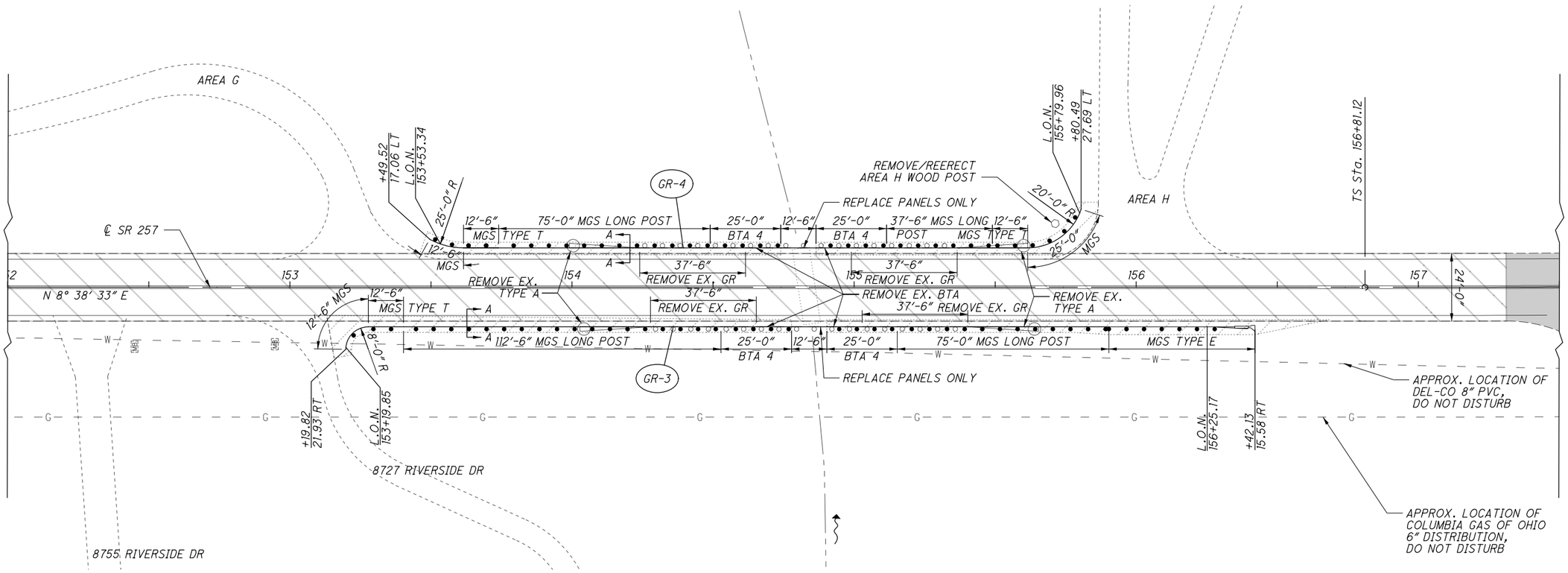


NOTES:
1. MATCH EXISTING GUARDRAIL OFFSET UNLESS OTHERWISE NOTED.
2. FOR TYPICAL SECTIONS, SEE SHEET 4 .
3. FOR PAVEMENT QUANTITIES, SEE SHEETS 18 -20.
4. FOR TRAFFIC CONTROL QUANTITIES AND DETAILS, SEE SHEETS 42-47.

RESURFACING

EMBANKMENT, AS PER PLAN AND LINEAR GRADING FOR PROPER GUARDRAIL AND ANCHOR ASSEMBLY GRADING PER MGS-1.1, MGS-5.2, MGS-5.3, AND SECTION A-A AND SECTION B-B ON SHEET 6.

CROWN CORRECTION, SEE TYPICAL SECTION #3

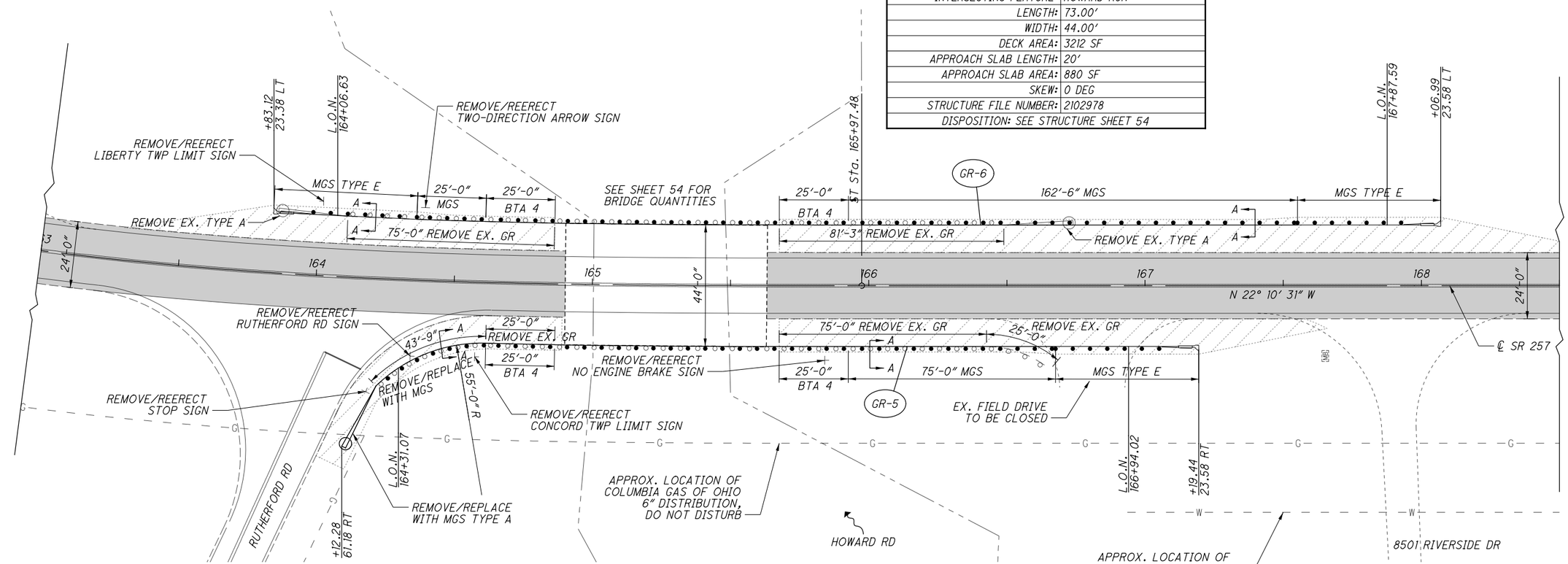
LOCATION									QUANTITIES																	REMARKS
									202	202	202	202	202	203	209	606	606	606	606	606	606	606	606	626	630	630	690	
REFERENCE	COUNTY	ROUTE	BEGIN STA	END STA	BEGIN SLM	END SLM	LENGTH	SIDE	GUARDRAIL REMOVED, AS PER PLAN	ANCHOR ASSEMBLY REMOVED, TYPE A, AS PER PLAN	ANCHOR ASSEMBLY REMOVED, TYPE T, AS PER PLAN	BRIDGE TERMINAL ASSEMBLY REMOVED, AS PER PLAN	REMOVAL MISC.: ANCHOR ASSEMBLY FOUNDATION	EMBANKMENT, AS PER PLAN	LINEAR GRADING	GUARDRAIL, TYPE MGS	GUARDRAIL, TYPE MGS WITH LONG POSTS	ANCHOR ASSEMBLY, MGS TYPE A	ANCHOR ASSEMBLY, MGS TYPE E, AS PER PLAN (NCHRP350 OR MASH 2016)	ANCHOR ASSEMBLY, MGS TYPE T	BRIDGE TERMINAL ASSEMBLY, TYPE A, AS PER PLAN	BRIDGE TERMINAL ASSEMBLY, TYPE 4, AS PER PLAN, RADIUS	GUARDRAIL, MISC.: PANEL REMOVED AND REPLACED	BARRIER REFLECTOR, TYPE 2, BIDIRECTIONAL	REMOVAL OF GROUND MOUNTED SIGN AND REERECTION	SIGNING, MISC.: REMOVAL OF WOOD ADDRESS POST AND REERECTION	MAILBOX REMOVED AND RESET		
							MI		FT	EACH	EACH	EACH	EACH	CY	STA	FT	FT	EACH	EACH	EACH	EACH	EACH	FT	EACH	EACH	EACH	EACH		
GR-3	DEL	257	153+19.82	156+42.13	2.883	2.944	0.061	RT	75.00	2		2		64	3.2		200.00		1	1	2		12.50	5					
GR-4	DEL	257	153+49.52	155+80.49	2.888	2.932	0.044	LT	75.00	2		2		43	2.3		150.00			2	2		12.50	4		1			POST AREA H - ADDRESS 8700
QUANTITIES CARRIED TO ROADWAY SUBSUMMARY SHEET 21									150.00	4		4		107	5.5		350.00		1	3	4		25.00	9		1			

HORIZONTAL SCALE IN FEET
0 10 20 40
CALCULATED KLM
CHECKED XXX

ROADWAY PLAN - DEL-257
STA. 152+00 TO STA. 157+50

DEL-257-1.53

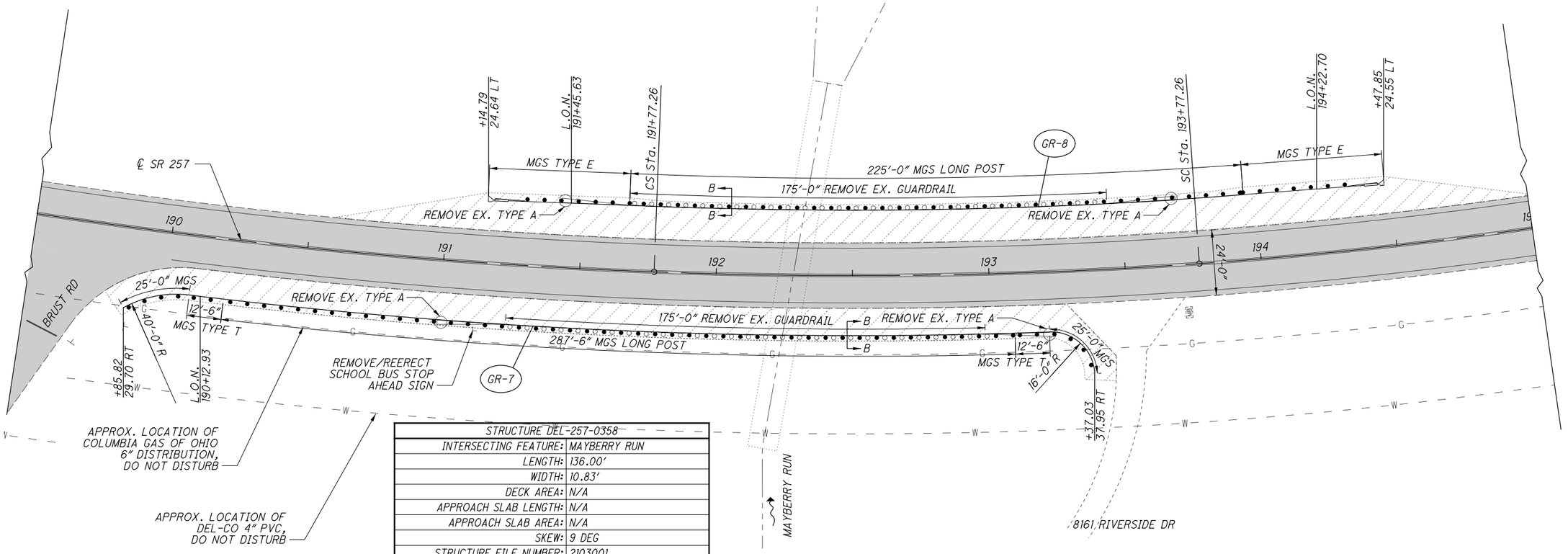
STRUCTURE DEL-257-0308	
INTERSECTING FEATURE:	HOWARD RUN
LENGTH:	73.00'
WIDTH:	44.00'
DECK AREA:	3212 SF
APPROACH SLAB LENGTH:	20'
APPROACH SLAB AREA:	880 SF
SKEW:	0 DEG
STRUCTURE FILE NUMBER:	2102978
DISPOSITION:	SEE STRUCTURE SHEET 54



NOTES:
1. MATCH EXISTING GUARDRAIL OFFSET UNLESS OTHERWISE NOTED.
2. FOR TYPICAL SECTIONS, SEE SHEET 4.
3. FOR PAVEMENT QUANTITIES, SEE SHEETS 18-20.
4. FOR TRAFFIC CONTROL QUANTITIES AND DETAILS, SEE SHEETS 42-47.

LOCATION									QUANTITIES																REMARKS
REFERENCE	COUNTY	ROUTE	BEGIN STA	END STA	BEGIN SLM	END SLM	LENGTH	SIDE	202 GUARDRAIL REMOVED, AS PER PLAN	202 ANCHOR ASSEMBLY REMOVED, TYPE A, AS PER PLAN	202 ANCHOR ASSEMBLY REMOVED, TYPE T, AS PER PLAN	202 BRIDGE TERMINAL ASSEMBLY REMOVED, AS PER PLAN	202 REMOVAL MISC.: ANCHOR ASSEMBLY FOUNDATION	203 EMBANKMENT, AS PER PLAN	209 LINEAR GRADING	606 GUARDRAIL, TYPE MGS	606 GUARDRAIL, TYPE MGS WITH LONG POSTS	606 ANCHOR ASSEMBLY, MGS TYPE A	606 ANCHOR ASSEMBLY, MGS TYPE E, AS PER PLAN (NCHRP350 OR MASH 2016)	606 ANCHOR ASSEMBLY, MGS TYPE T	606 BRIDGE TERMINAL ASSEMBLY, TYPE 4, AS PER PLAN	606 BRIDGE TERMINAL ASSEMBLY, TYPE 4, AS PER PLAN, RADIUS	606 GUARDRAIL, MISC.: PANEL REMOVED AND REPLACED	626 BARRIER REFLECTOR, TYPE 2, BIDIRECTIONAL	630 REMOVAL OF GROUND MOUNTED SIGN AND REERECTION	630 SIGNING, MISC.: REMOVAL OF WOOD ADDRESS POST AND REERECTION	690 MAILBOX REMOVED AND RESET		
							MI		FT	EACH	EACH	EACH	EACH	CY	STA	FT	FT	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH		
GR-5	DEL	257	164+12.28	167+19.44	3.089	3.148	0.058	RT	168.75	1				129	3.1	118.75		1	1		2			4	4				SIGNS R1-1, D3-1, I-H2e, AND R20-H1
GR-6	DEL	257	163+83.12	168+06.99	3.084	3.164	0.080	LT	156.25	2				183	4.2	187.50			2		2			5	2				SIGNS I-H2e AND W1-7
QUANTITIES CARRIED TO ROADWAY SUBSUMMARY SHEET 21									325.00	3				312	7.3	306.25		1	3		4			9	6				

HORIZONTAL SCALE IN FEET
0 10 20 40
CALCULATED KLM
CHECKED XXX



STRUCTURE DEL-257-0358	
INTERSECTING FEATURE:	MAYBERRY RUN
LENGTH:	136.00'
WIDTH:	10.83'
DECK AREA:	N/A
APPROACH SLAB LENGTH:	N/A
APPROACH SLAB AREA:	N/A
SKEW:	9 DEG
STRUCTURE FILE NUMBER:	2103001
DISPOSITION:	PAVE OVER

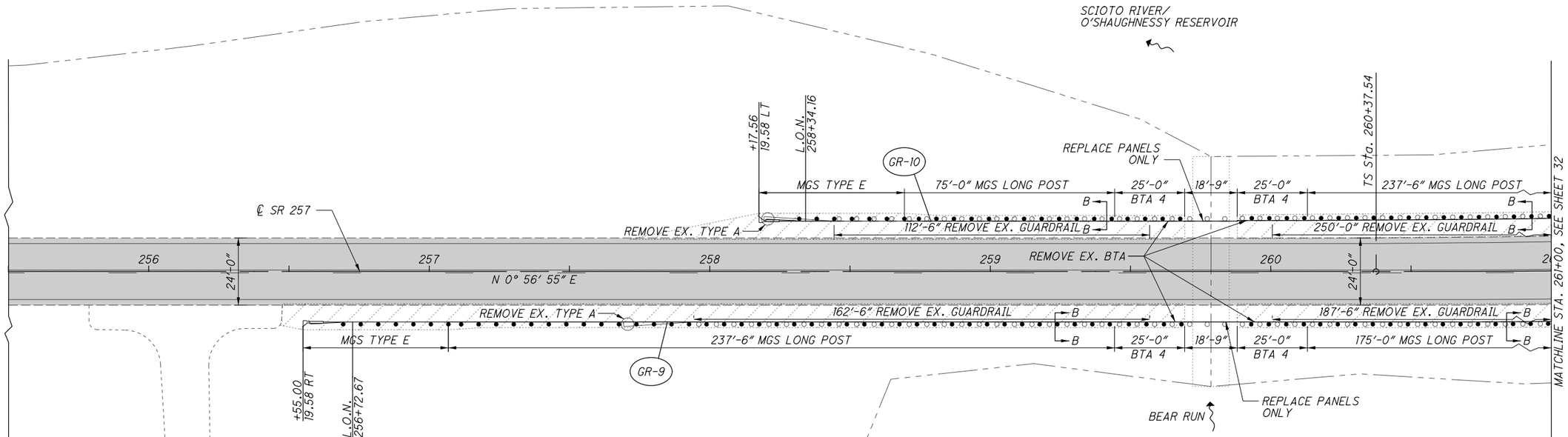
NOTES:
1. MATCH EXISTING GUARDRAIL OFFSET UNLESS OTHERWISE NOTED.
2. FOR TYPICAL SECTIONS, SEE SHEET 4 .
3. FOR PAVEMENT QUANTITIES, SEE SHEETS 18 -20.
4. FOR TRAFFIC CONTROL QUANTITIES AND DETAILS, SEE SHEETS 42-47.

LOCATION									QUANTITIES																REMARKS
REFERENCE	COUNTY	ROUTE	BEGIN STA	END STA	BEGIN SLM	END SLM	LENGTH	SIDE	202 GUARDRAIL REMOVED, AS PER PLAN	202 ANCHOR ASSEMBLY REMOVED, TYPE A, AS PER PLAN	202 ANCHOR ASSEMBLY REMOVED, TYPE T, AS PER PLAN	202 BRIDGE TERMINAL ASSEMBLY REMOVED, AS PER PLAN	202 REMOVAL MISC.: ANCHOR ASSEMBLY FOUNDATION	203 EMBANKMENT, AS PER PLAN	209 LINEAR GRADING	606 GUARDRAIL, TYPE MGS	606 GUARDRAIL, TYPE MGS WITH LONG POSTS	606 ANCHOR ASSEMBLY, MGS TYPE A	606 ANCHOR ASSEMBLY, MGS TYPE E, AS PER PLAN (NCHRP350 OR MASH 2016)	606 ANCHOR ASSEMBLY, MGS TYPE T	606 BRIDGE TERMINAL ASSEMBLY, TYPE 4, AS PER PLAN	606 BRIDGE TERMINAL ASSEMBLY, TYPE 4, AS PER PLAN, RADIUS	606 GUARDRAIL, MISC.: PANEL REMOVED AND REPLACED	626 BARRIER REFLECTOR, TYPE 2, BIDIRECTIONAL	630 REMOVAL OF GROUND MOUNTED SIGN AND REERECTION	630 SIGNING, MISC.: REMOVAL OF WOOD ADDRESS POST AND REERECTION	690 MAILBOX REMOVED AND RESET		
							MI		FT	EACH	EACH	EACH	EACH	CY	STA	FT	FT	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH		
GR-7	DEL	257	189+85.82	193+37.03	3.577	3.643	0.067	RT	175.00	2				166	3.5		337.5			2				5	1				SCHOOL BUS STOP AHEAD SIGN
GR-8	DEL	257	191+14.79	194+47.85	3.601	3.664	0.063	LT	175.00	2				201	3.3		225.0		2					5					
QUANTITIES CARRIED TO ROADWAY SUBSUMMARY SHEET 21									350.00	4				367	6.8		562.5		2	2				10	1				

HORIZONTAL SCALE IN FEET
0 10 20 40
CALCULATED KLM
CHECKED XXX

ROADWAY PLAN - DEL-257
STA. 189+50 TO STA. 195+00

DEL-257-1.53



STRUCTURE DEL-257-0487	
INTERSECTING FEATURE:	BEAR RUN
LENGTH:	82.00'
WIDTH:	13.00'
DECK AREA:	N/A
APPROACH SLAB LENGTH:	N/A
APPROACH SLAB AREA:	N/A
SKEW:	0 DEG
STRUCTURE FILE NUMBER:	2103036
DISPOSITION:	PAVE OVER

RESURFACING

EMBANKMENT, AS PER PLAN AND LINEAR GRADING FOR PROPER GUARDRAIL AND ANCHOR ASSEMBLY GRADING PER MGS-1.1, MGS-5.2, MGS-5.3, AND SECTION A-A AND SECTION B-B ON SHEET 6.

NOTES:
1. MATCH EXISTING GUARDRAIL OFFSET UNLESS OTHERWISE NOTED.
2. FOR TYPICAL SECTIONS, SEE SHEET 4.
3. FOR PAVEMENT QUANTITIES, SEE SHEETS 18-20.
4. FOR TRAFFIC CONTROL QUANTITIES AND DETAILS, SEE SHEETS 42-47.

LOCATION									QUANTITIES																	REMARKS
REFERENCE	COUNTY	ROUTE	BEGIN STA	END STA	BEGIN SLM	END SLM	LENGTH	SIDE	202 GUARDRAIL REMOVED, AS PER PLAN	202 ANCHOR ASSEMBLY REMOVED, TYPE A, AS PER PLAN	202 ANCHOR ASSEMBLY REMOVED, TYPE T, AS PER PLAN	202 BRIDGE TERMINAL ASSEMBLY REMOVED, AS PER PLAN	202 REMOVAL MISC.: ANCHOR ASSEMBLY FOUNDATION	203 EMBANKMENT, AS PER PLAN	209 LINEAR GRADING	606 GUARDRAIL, TYPE MGS	606 GUARDRAIL, TYPE MGS WITH LONG POSTS	606 ANCHOR ASSEMBLY, MGS TYPE A	606 ANCHOR ASSEMBLY, MGS TYPE E, AS PER PLAN (NCHRP350 OR MASH 2016)	606 ANCHOR ASSEMBLY, MGS TYPE T	606 BRIDGE TERMINAL ASSEMBLY, TYPE 4, AS PER PLAN	606 BRIDGE TERMINAL ASSEMBLY, TYPE 4, AS PER PLAN, RADIUS	606 GUARDRAIL, MISC.: PANEL REMOVED AND REPLACED	626 BARRIER REFLECTOR, TYPE 2, BIDIRECTIONAL	630 REMOVAL OF GROUND MOUNTED SIGN AND REERECTION	630 SIGNING, MISC.: REMOVAL OF WOOD ADDRESS POST AND REERECTION	690 MAILBOX REMOVED AND RESET		
							MI		FT	EACH	EACH	EACH	EACH	CY	STA	FT	FT	EACH	EACH	EACH	EACH	EACH	EACH	FT	EACH	EACH	EACH	EACH		
GR-9	DEL	257	256+55.00	262+15.04	4.840	4.946	0.106	RT	350.00	2		2		182	5.6		437.5		1	1			18.75	7						
GR-10	DEL	257	258+17.56	262+82.91	4.871	4.959	0.088	LT	362.50	2		2		156	4.7		337.5		1	1			18.75	6						
QUANTITIES CARRIED TO ROADWAY SUBSUMMARY SHEET 21									712.50	4		4		338	10.3		775.0		2	2			37.50	13						

ROADWAY PLAN - DEL-257
STA. 255+50 TO STA. 261+00

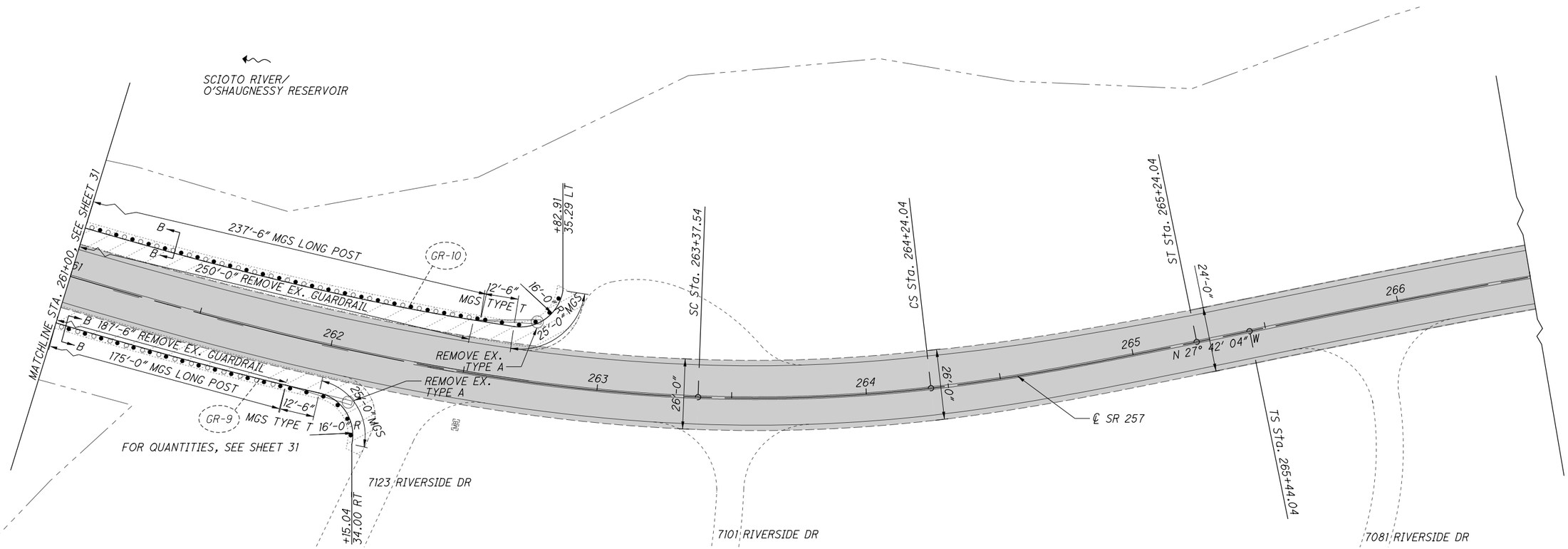
DEL-257-1.53

31
54

CALCULATED KLM
CHECKED XXX

HORIZONTAL SCALE IN FEET
0 10 20 40

N



NOTES:
1. MATCH EXISTING GUARDRAIL OFFSET UNLESS OTHERWISE NOTED.
2. FOR TYPICAL SECTIONS, SEE SHEET 4 .
3. FOR PAVEMENT QUANTITIES, SEE SHEETS 18 -20.
4. FOR TRAFFIC CONTROL QUANTITIES AND DETAILS, SEE SHEETS 42-47.

RESURFACING

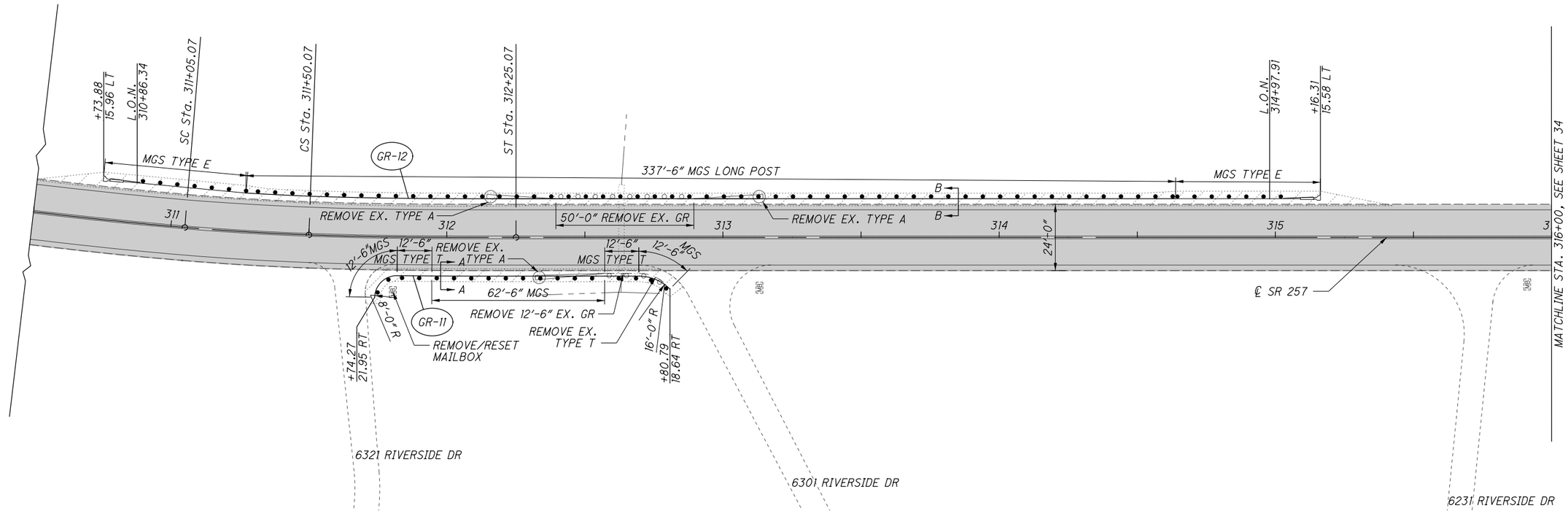
EMBANKMENT, AS PER PLAN AND LINEAR GRADING FOR PROPER GUARDRAIL AND ANCHOR ASSEMBLY GRADING PER MGS-1.1, MGS-5.2, MGS-5.3, AND SECTION A-A AND SECTION B-B ON SHEET 6.

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED KLM
CHECKED XXX

ROADWAY PLAN - DEL-257
STA. 261+00 TO STA. 266+50

DEL-257-1.53



NOTES:
1. MATCH EXISTING GUARDRAIL OFFSET UNLESS OTHERWISE NOTED.
2. FOR TYPICAL SECTIONS, SEE SHEET 4.
3. FOR PAVEMENT QUANTITIES, SEE SHEETS 18-20.
4. FOR TRAFFIC CONTROL QUANTITIES AND DETAILS, SEE SHEETS 42-47.

RESURFACING

EMBANKMENT, AS PER PLAN AND LINEAR GRADING FOR PROPER GUARDRAIL AND ANCHOR ASSEMBLY GRADING PER MGS-1.1, MGS-5.2, MGS-5.3, AND SECTION A-A AND SECTION B-B ON SHEET 6.

LOCATION									QUANTITIES																	REMARKS
REFERENCE	COUNTY	ROUTE	BEGIN STA	END STA	BEGIN SLM	END SLM	LENGTH	SIDE	202 GUARDRAIL REMOVED, AS PER PLAN	202 ANCHOR ASSEMBLY REMOVED, TYPE A, AS PER PLAN	202 ANCHOR ASSEMBLY REMOVED, TYPE T, AS PER PLAN	202 BRIDGE TERMINAL ASSEMBLY REMOVED, AS PER PLAN	202 REMOVAL MISC.: ANCHOR ASSEMBLY FOUNDATION	203 EMBANKMENT, AS PER PLAN	209 LINEAR GRADING	606 GUARDRAIL, TYPE MGS	606 GUARDRAIL, TYPE MGS WITH LONG POSTS	606 ANCHOR ASSEMBLY, MGS TYPE A	606 ANCHOR ASSEMBLY, MGS TYPE E, AS PER PLAN (NCHRP350 OR MASH 2016)	606 ANCHOR ASSEMBLY, MGS TYPE T	606 BRIDGE TERMINAL ASSEMBLY, TYPE 4, AS PER PLAN	606 BRIDGE TERMINAL ASSEMBLY, TYPE 4, AS PER PLAN, RADIUS	606 GUARDRAIL, MISC.: PANEL REMOVED AND REPLACED	626 BARRIER REFLECTOR, TYPE 2, BIDIRECTIONAL	630 REMOVAL OF GROUND MOUNTED SIGN AND REERECTION	630 SIGNING, MISC.: REMOVAL OF WOOD ADDRESS POST AND REERECTION	690 MAILBOX REMOVED AND RESET		
							MI		FT	EACH	EACH	EACH	EACH	CY	STA	FT	FT	EACH	EACH	EACH	EACH	EACH	FT	EACH	EACH	EACH	EACH		
GR-11	DEL	257	311+74.27	312+80.79	5.885	5.905	0.020	RT	12.50	1	1			22	1.1	87.50				2				3			1		
GR-12	DEL	257	310+73.88	315+16.31	5.866	5.950	0.084	LT	50.00	2				83	4.4		337.5		2					6					
QUANTITIES CARRIED TO ROADWAY SUBSUMMARY SHEET 21									62.50	3	1			105	5.5	87.50	337.5		2	2				9			1		

ROADWAY PLAN - DEL-257
STA. 310+50 TO STA. 316+00

CALCULATED KLM
CHECKED XXX

0 10 20 40
HORIZONTAL SCALE IN FEET

DEL-257-1.53

33
54

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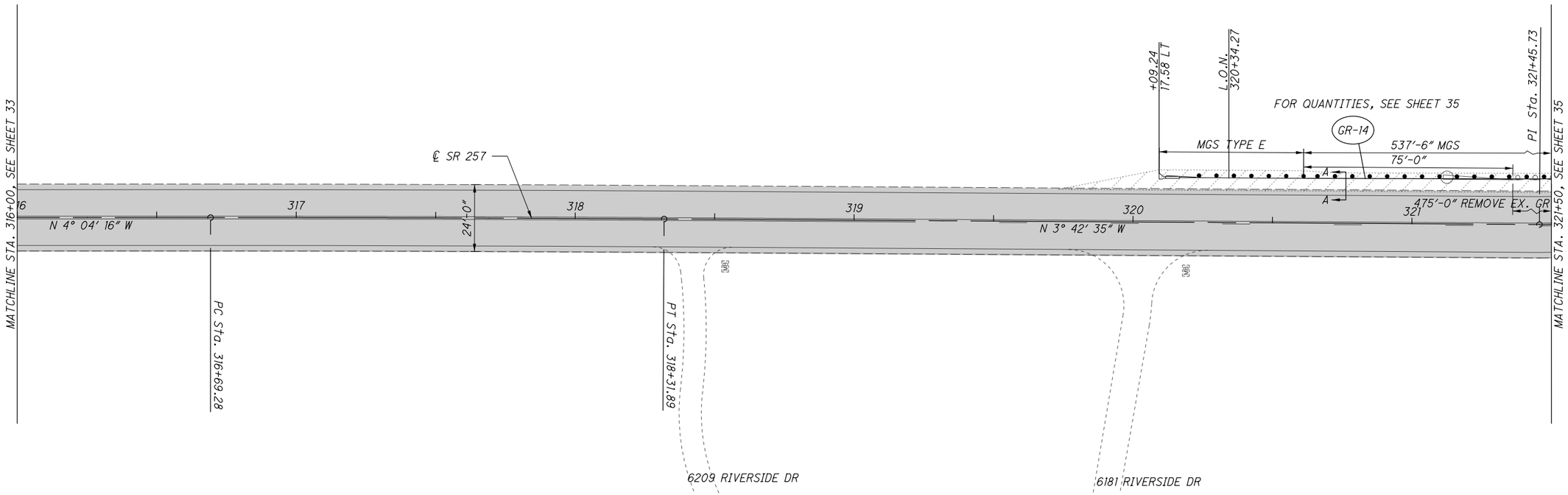


NOTES:
1. MATCH EXISTING GUARDRAIL OFFSET UNLESS OTHERWISE NOTED.
2. FOR TYPICAL SECTIONS, SEE SHEET 4.
3. FOR PAVEMENT QUANTITIES, SEE SHEETS 18-20.
4. FOR TRAFFIC CONTROL QUANTITIES AND DETAILS, SEE SHEETS 42-47.

RESURFACING

EMBANKMENT, AS PER PLAN AND LINEAR GRADING FOR PROPER GUARDRAIL AND ANCHOR ASSEMBLY GRADING PER MGS-1.1, MGS-5.2, MGS-5.3, AND SECTION A-A AND SECTION B-B ON SHEET 6.

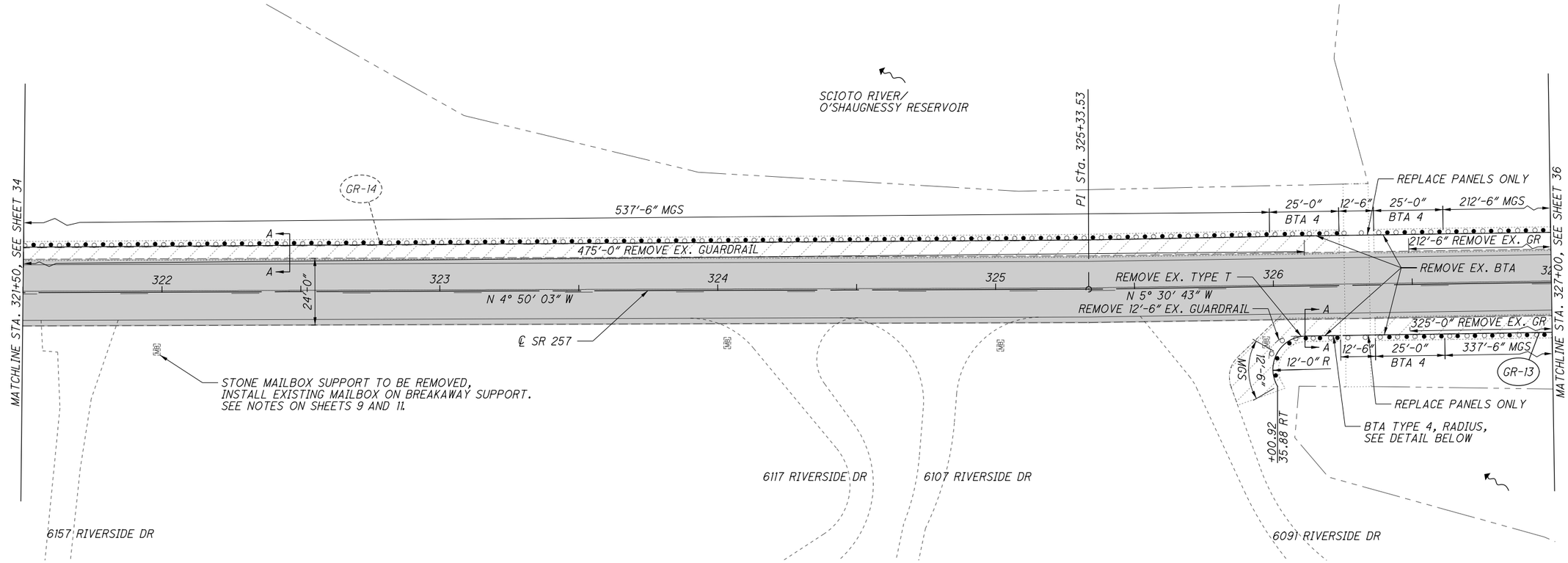
HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED KLM
CHECKED XXX

ROADWAY PLAN - DEL-257
STA. 316+00 TO STA. 321+50

DEL-257-1.53

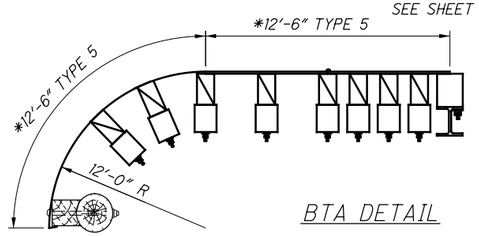
34
54



NOTES:
1. MATCH EXISTING GUARDRAIL OFFSET UNLESS OTHERWISE NOTED.
2. FOR TYPICAL SECTIONS, SEE SHEET 4.
3. FOR PAVEMENT QUANTITIES, SEE SHEETS 18-20.
4. FOR TRAFFIC CONTROL QUANTITIES AND DETAILS, SEE SHEETS 42-47.

* SPACED AS PER PLAN INSERT SHEET GR-3.4
EXCEPT WITH 12' RADIUS, SEE SHEET 8 FOR MORE DETAILS

* SPACED AS PER PLAN INSERT SHEET GR-3.4,
SEE SHEET 8 FOR MORE DETAILS



BTA DETAIL

BRIDGE TERMINAL ASSEMBLY, TYPE 4, AS PER PLAN, RADIUS

RESURFACING

EMBANKMENT, AS PER PLAN AND LINEAR GRADING FOR PROPER GUARDRAIL AND ANCHOR ASSEMBLY GRADING PER MGS-1.1, MGS-5.2, MGS-5.3, AND SECTION A-A AND SECTION B-B ON SHEET 6.

LOCATION									QUANTITIES																	REMARKS
REFERENCE	COUNTY	ROUTE	BEGIN STA	END STA	BEGIN SLM	END SLM	LENGTH	SIDE	202 GUARDRAIL REMOVED, AS PER PLAN	202 ANCHOR ASSEMBLY REMOVED, TYPE A, AS PER PLAN	202 ANCHOR ASSEMBLY REMOVED, TYPE T, AS PER PLAN	202 BRIDGE TERMINAL ASSEMBLY REMOVED, AS PER PLAN	202 REMOVAL MISC.: ANCHOR ASSEMBLY FOUNDATION	203 EMBANKMENT, AS PER PLAN	209 LINEAR GRADING	606 GUARDRAIL, TYPE MGS	606 GUARDRAIL, TYPE MGS WITH LONG POSTS	606 ANCHOR ASSEMBLY, MGS TYPE A	606 ANCHOR ASSEMBLY, MGS TYPE E, AS PER PLAN (NCHRP350 OR MASH 2016)	606 ANCHOR ASSEMBLY, MGS TYPE T	606 BRIDGE TERMINAL ASSEMBLY, TYPE 4, AS PER PLAN	606 BRIDGE TERMINAL ASSEMBLY, TYPE 4, AS PER PLAN, RADIUS	606 GUARDRAIL, MISC.: PANEL REMOVED AND REPLACED	626 BARRIER REFLECTOR, TYPE 2, BIDIRECTIONAL	630 REMOVAL OF GROUND MOUNTED SIGN AND REERECTION	630 SIGNING, MISC.: REMOVAL OF WOOD ADDRESS POST AND REERECTION	690 MAILBOX REMOVED AND RESET		
							MI		FT	EACH	EACH	EACH	EACH	CY	STA	FT	FT	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH		
GR-13	DEL	257	326+00.92	330+50.70	6.155	6.241	0.085	RT	337.50	1	1	2		161	4.5	350.0			1		1	1	12.50	6						
GR-14	DEL	257	320+09.24	328+94.38	6.043	6.211	0.168	LT	687.50	2		2		261	8.9	762.5			1	1	2		12.50	10		1			POST AREA O - ADDRESS 6020
QUANTITIES CARRIED TO ROADWAY SUBSUMMARY SHEET 21									1025.00	3	1	4		422	13.4	1112.5			2	1	3	1	25.00	16		1			

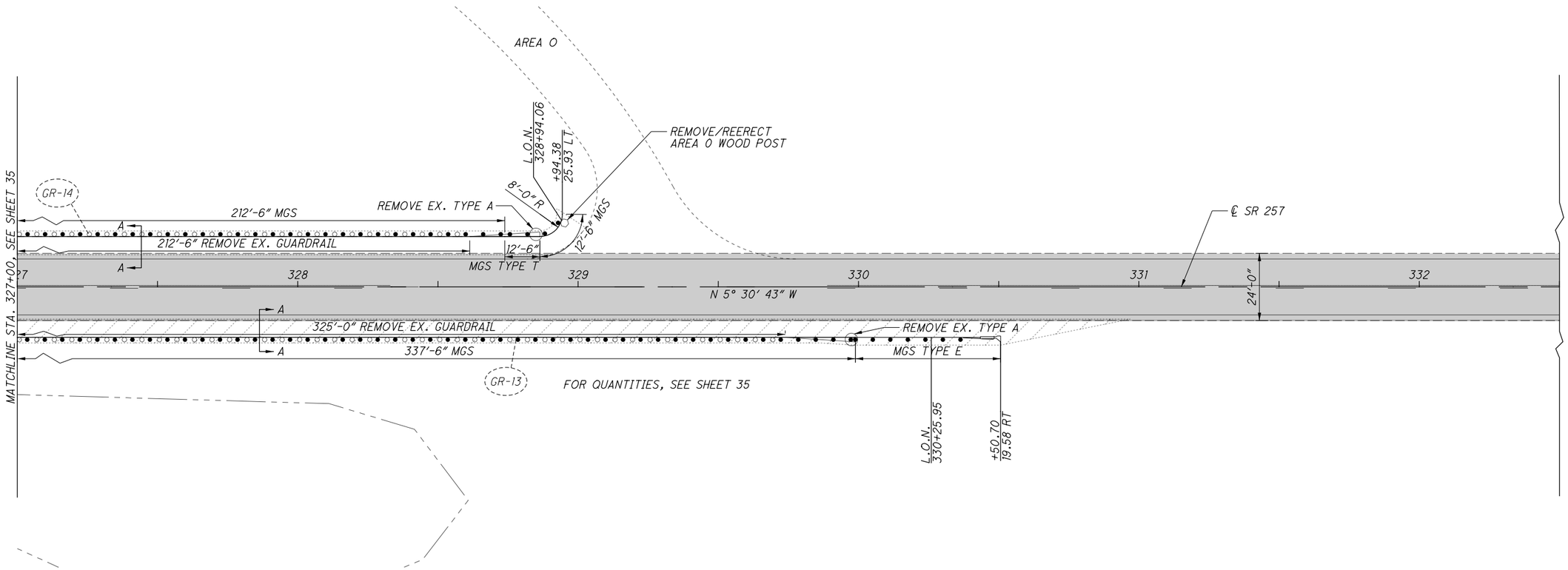
ROADWAY PLAN - DEL-257
STA. 321+50 TO STA. 327+00

DEL-257-1.53

35
54

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED KLM
CHECKED XXX



NOTES:
1. MATCH EXISTING GUARDRAIL OFFSET UNLESS OTHERWISE NOTED.
2. FOR TYPICAL SECTIONS, SEE SHEET 4.
3. FOR PAVEMENT QUANTITIES, SEE SHEETS 18-20.
4. FOR TRAFFIC CONTROL QUANTITIES AND DETAILS, SEE SHEETS 42-47.

RESURFACING

EMBANKMENT, AS PER PLAN AND LINEAR GRADING FOR PROPER GUARDRAIL AND ANCHOR ASSEMBLY GRADING PER MGS-1.1, MGS-5.2, MGS-5.3, AND SECTION A-A AND SECTION B-B ON SHEET 6.

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED KLM
CHECKED XXX

ROADWAY PLAN - DEL-257
STA. 327+00 TO STA. 332+50

DEL-257-1.53

36
54

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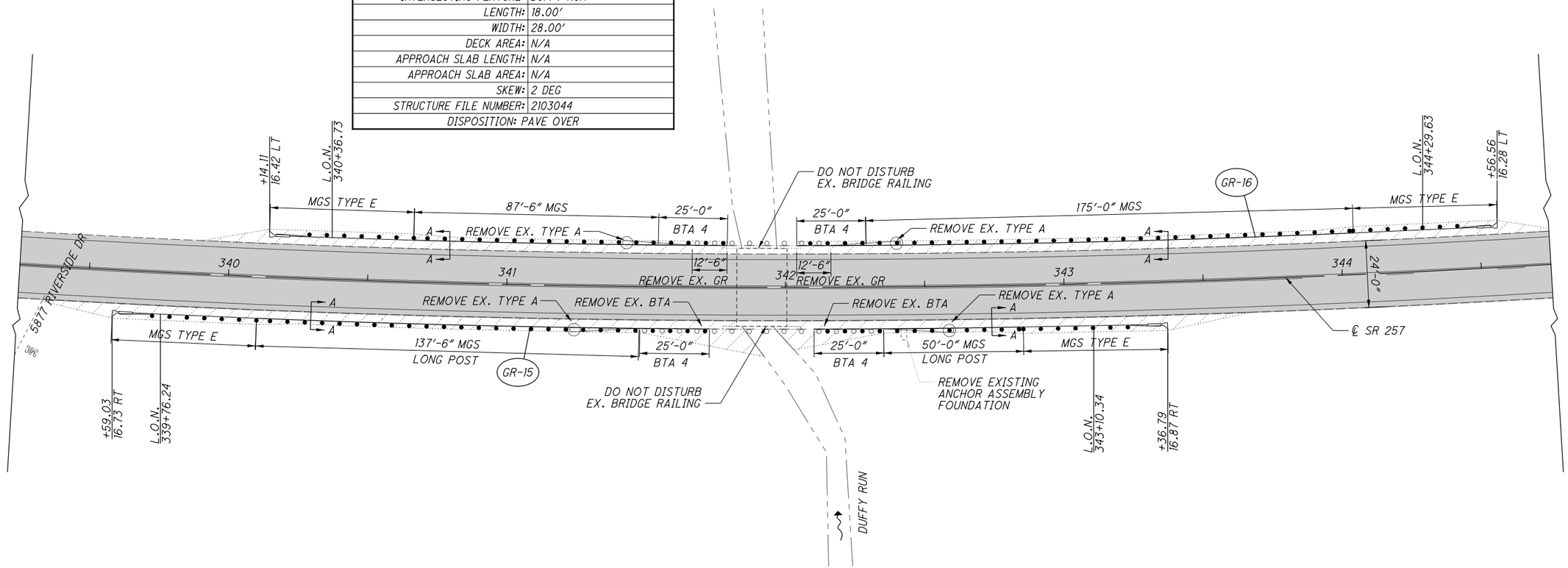
STRUCTURE DEL-257-0641	
INTERSECTING FEATURE:	DUFFY RUN
LENGTH:	18.00'
WIDTH:	28.00'
DECK AREA:	N/A
APPROACH SLAB LENGTH:	N/A
APPROACH SLAB AREA:	N/A
SKEW:	2 DEG
STRUCTURE FILE NUMBER:	2103044
DISPOSITION:	PAVE OVER



NOTES:
1. MATCH EXISTING GUARDRAIL OFFSET UNLESS OTHERWISE NOTED.
2. FOR TYPICAL SECTIONS, SEE SHEET 4.
3. FOR PAVEMENT QUANTITIES, SEE SHEETS 18-20.
4. FOR TRAFFIC CONTROL QUANTITIES AND DETAILS, SEE SHEETS 42-47.

RESURFACING

EMBANKMENT, AS PER PLAN AND LINEAR GRADING FOR PROPER GUARDRAIL AND ANCHOR ASSEMBLY GRADING PER MGS-1.1, MGS-5.2, MGS-5.3, AND SECTION A-A AND SECTION B-B ON SHEET 6.

LOCATION									QUANTITIES																		REMARKS
REFERENCE	COUNTY	ROUTE	BEGIN STA	END STA	BEGIN SLM	END SLM	LENGTH	SIDE	202 GUARDRAIL REMOVED, AS PER PLAN	202 ANCHOR ASSEMBLY REMOVED, TYPE A, AS PER PLAN	202 ANCHOR ASSEMBLY REMOVED, TYPE T, AS PER PLAN	202 BRIDGE TERMINAL ASSEMBLY REMOVED, AS PER PLAN	202 REMOVAL MISC.: ANCHOR ASSEMBLY FOUNDATION	203 EMBANKMENT, AS PER PLAN	209 LINEAR GRADING	606 GUARDRAIL, TYPE MGS	606 GUARDRAIL, TYPE MGS WITH LONG POSTS	606 ANCHOR ASSEMBLY, MGS TYPE A	606 ANCHOR ASSEMBLY, MGS TYPE E, AS PER PLAN (NCHRP350 OR MASH 2016)	606 ANCHOR ASSEMBLY, MGS TYPE T	606 BRIDGE TERMINAL ASSEMBLY, TYPE 4, AS PER PLAN	606 BRIDGE TERMINAL ASSEMBLY, TYPE 4, AS PER PLAN, RADIUS	606 GUARDRAIL, MISC.: PANEL REMOVED AND REPLACED	626 BARRIER REFLECTOR, TYPE 2, BIDIRECTIONAL	630 REMOVAL OF GROUND MOUNTED SIGN AND REERECTION	630 SIGNING, MISC.: REMOVAL OF WOOD ADDRESS POST AND REERECTION	690 MAILBOX REMOVED AND RESET		
							MI		FT	EACH	EACH	EACH	EACH	CY	STA	FT	FT	EACH	EACH	EACH	EACH	EACH	EACH	FT	EACH	EACH	EACH	EACH		
GR-15	DEL	257	339+59.03	343+36.79	6.413	6.484	0.072	RT		2		2	1	80	3.8		187.50		2		2			5					EXTRA EMBANKMENT TO ADDRESS EROSION
GR-16	DEL	257	340+14.11	344+56.56	6.423	6.507	0.084	LT	25.00	2				77	4.4	262.50			2		2			6					
QUANTITIES CARRIED TO ROADWAY SUBSUMMARY SHEET 21									25.00	4		2	1	157	8.2	262.50	187.5		4		4			11					

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED KLM
CHECKED XXX

ROADWAY PLAN - DEL-257
STA. 339+25 TO STA. 344+75

DEL-257-1.53

37
54

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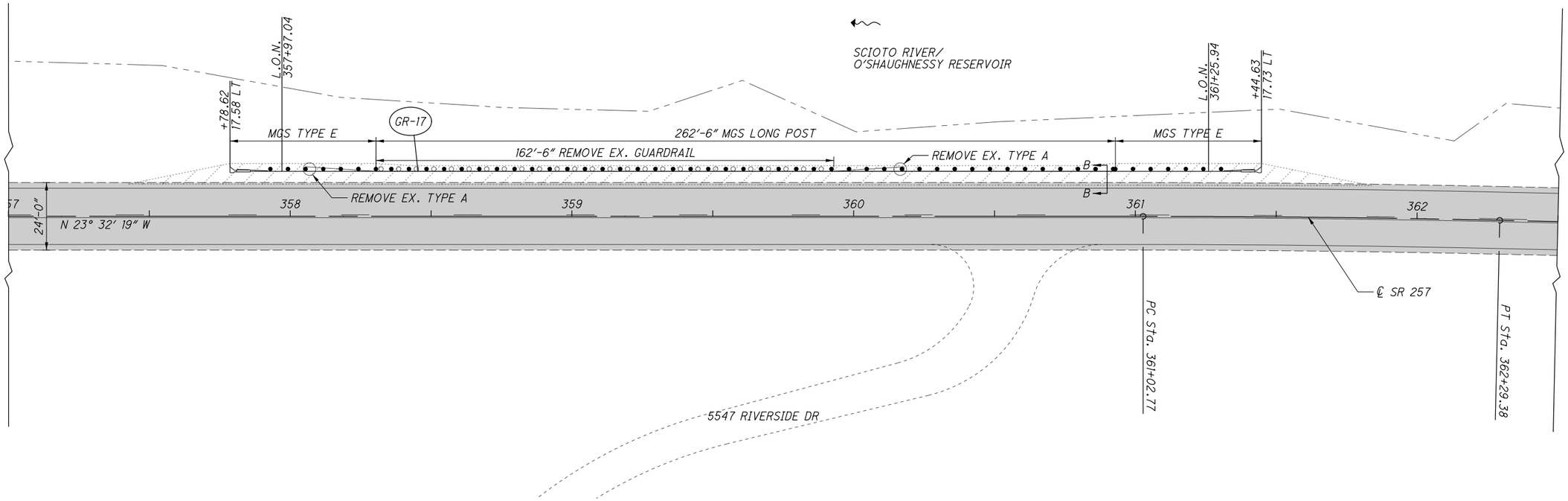

NOTES:
1. MATCH EXISTING GUARDRAIL OFFSET UNLESS OTHERWISE NOTED.
2. FOR TYPICAL SECTIONS, SEE SHEET 4.
3. FOR PAVEMENT QUANTITIES, SEE SHEETS 18-20.
4. FOR TRAFFIC CONTROL QUANTITIES AND DETAILS, SEE SHEETS 42-47.

RESURFACING

EMBANKMENT, AS PER PLAN AND LINEAR GRADING FOR PROPER GUARDRAIL AND ANCHOR ASSEMBLY GRADING PER MGS-1.1, MGS-5.2, MGS-5.3, AND SECTION A-A AND SECTION B-B ON SHEET 6.

LOCATION									QUANTITIES																	REMARKS
REFERENCE	COUNTY	ROUTE	BEGIN STA	END STA	BEGIN SLM	END SLM	LENGTH	SIDE	202 GUARDRAIL REMOVED, AS PER PLAN	202 ANCHOR ASSEMBLY REMOVED, TYPE A, AS PER PLAN	202 ANCHOR ASSEMBLY REMOVED, TYPE T, AS PER PLAN	202 BRIDGE TERMINAL ASSEMBLY REMOVED, AS PER PLAN	202 REMOVAL MISC.: ANCHOR ASSEMBLY FOUNDATION	203 EMBANKMENT, AS PER PLAN	209 LINEAR GRADING	606 GUARDRAIL, TYPE MGS	606 GUARDRAIL, TYPE MGS WITH LONG POSTS	606 ANCHOR ASSEMBLY, MGS TYPE A	606 ANCHOR ASSEMBLY, MGS TYPE E, AS PER PLAN (NCHRP350 OR MASH 2016)	606 ANCHOR ASSEMBLY, MGS TYPE T	606 BRIDGE TERMINAL ASSEMBLY, TYPE 4, AS PER PLAN	606 BRIDGE TERMINAL ASSEMBLY, TYPE 4, AS PER PLAN, RADIUS	606 GUARDRAIL, MISC.: PANEL REMOVED AND REPLACED	626 BARRIER REFLECTOR, TYPE 2, BIDIRECTIONAL	630 REMOVAL OF GROUND MOUNTED SIGN AND REERECTION	630 SIGNING, MISC.: REMOVAL OF WOOD ADDRESS POST AND REERECTION	690 MAILBOX REMOVED AND RESET		
							MI		FT	EACH	EACH	EACH	EACH	CY	STA	FT	FT	EACH	EACH	EACH	EACH	EACH	FT	EACH	EACH	EACH	EACH		
GR-17	DEL	257	357+78.62	361+44.63	6.757	6.827	0.069	LT	162.50	2				106	3.7		262.5		2					5					
QUANTITIES CARRIED TO ROADWAY SUBSUMMARY SHEET 21									162.50	2				106	3.7		262.5		2					5					

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED KLM
CHECKED XXX

ROADWAY PLAN - DEL-257
STA. 357+00 TO STA. 362+50

DEL-257-1.53

38
54

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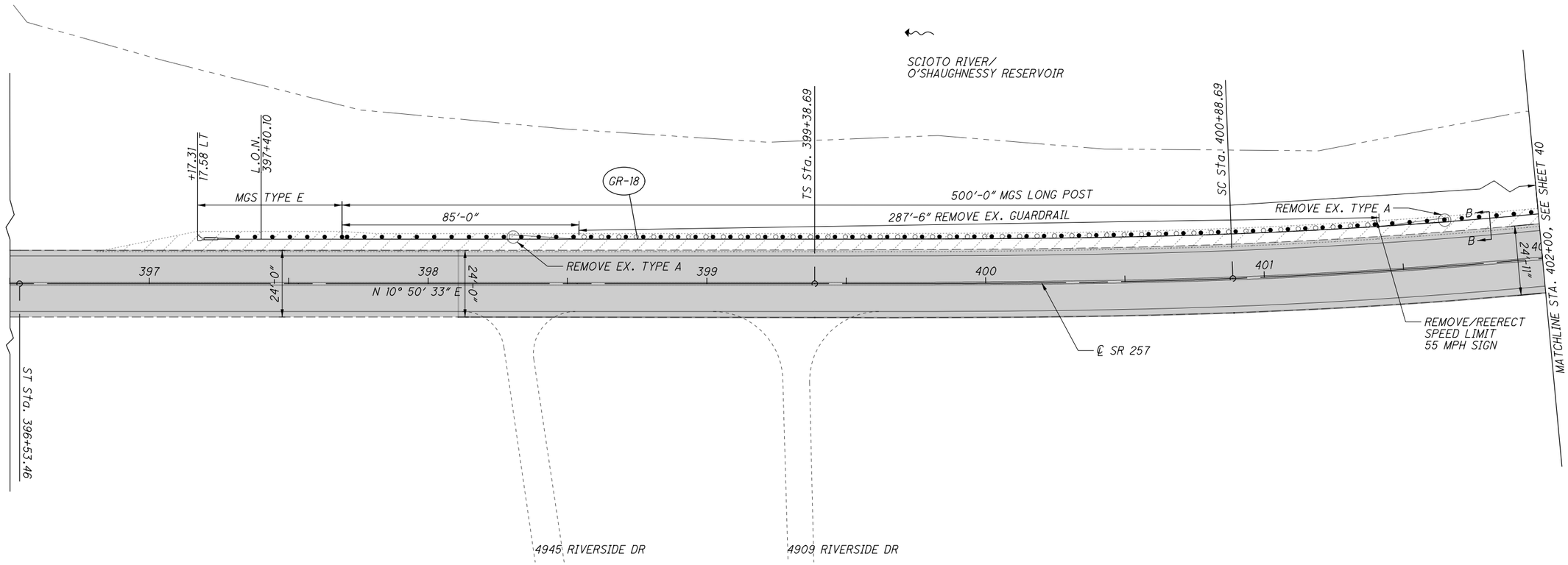

NOTES:
1. MATCH EXISTING GUARDRAIL OFFSET UNLESS OTHERWISE NOTED.
2. FOR TYPICAL SECTIONS, SEE SHEET 4.
3. FOR PAVEMENT QUANTITIES, SEE SHEETS 18-20.
4. FOR TRAFFIC CONTROL QUANTITIES AND DETAILS, SEE SHEETS 42-47.

RESURFACING

EMBANKMENT, AS PER PLAN AND LINEAR GRADING FOR PROPER GUARDRAIL AND ANCHOR ASSEMBLY GRADING PER MGS-1.1, MGS-5.2, MGS-5.3, AND SECTION A-A AND SECTION B-B ON SHEET 6.

LOCATION									QUANTITIES																	REMARKS
REFERENCE	COUNTY	ROUTE	BEGIN STA	END STA	BEGIN SLM	END SLM	LENGTH	SIDE	202 GUARDRAIL REMOVED, AS PER PLAN	202 ANCHOR ASSEMBLY REMOVED, TYPE A, AS PER PLAN	202 ANCHOR ASSEMBLY REMOVED, TYPE T, AS PER PLAN	202 BRIDGE TERMINAL ASSEMBLY REMOVED, AS PER PLAN	202 REMOVAL MISC.: ANCHOR ASSEMBLY FOUNDATION	203 EMBANKMENT, AS PER PLAN	209 LINEAR GRADING	606 GUARDRAIL, TYPE MGS	606 GUARDRAIL, TYPE MGS WITH LONG POSTS	606 ANCHOR ASSEMBLY, MGS TYPE A	606 ANCHOR ASSEMBLY, MGS TYPE E, AS PER PLAN (NCHRP350 OR MASH 2016)	606 ANCHOR ASSEMBLY, MGS TYPE T	606 BRIDGE TERMINAL ASSEMBLY, TYPE 4, AS PER PLAN	606 BRIDGE TERMINAL ASSEMBLY, TYPE 4, AS PER PLAN, RADIUS	606 GUARDRAIL, MISC.: PANEL REMOVED AND REPLACED	626 BARRIER REFLECTOR, TYPE 2, BIDIRECTIONAL	630 REMOVAL OF GROUND MOUNTED SIGN AND REERECTION	630 SIGNING, MISC.: REMOVAL OF WOOD ADDRESS POST AND REERECTION	690 MAILBOX REMOVED AND RESET		
							MI		FT	EACH	EACH	EACH	EACH	CY	STA	FT	FT	EACH	EACH	EACH	EACH	EACH	EACH	FT	EACH	EACH	EACH	EACH		
GR-18	DEL	257	397+17.13	403+23.40	7.503	7.618	0.115	LT	287.50	2				156	6.1		500.0		2					7	2				SIGNS R2-1 AND W3-3
QUANTITIES CARRIED TO ROADWAY SUBSUMMARY SHEET 21									287.50	2				156	6.1		500.0		2					7	2				

ROADWAY PLAN - DEL-257
STA. 396+50 TO STA. 402+00

DEL-257-1.53

39
54

CALCULATED KLM
CHECKED XXX

HORIZONTAL SCALE IN FEET
0 10 20 40

N

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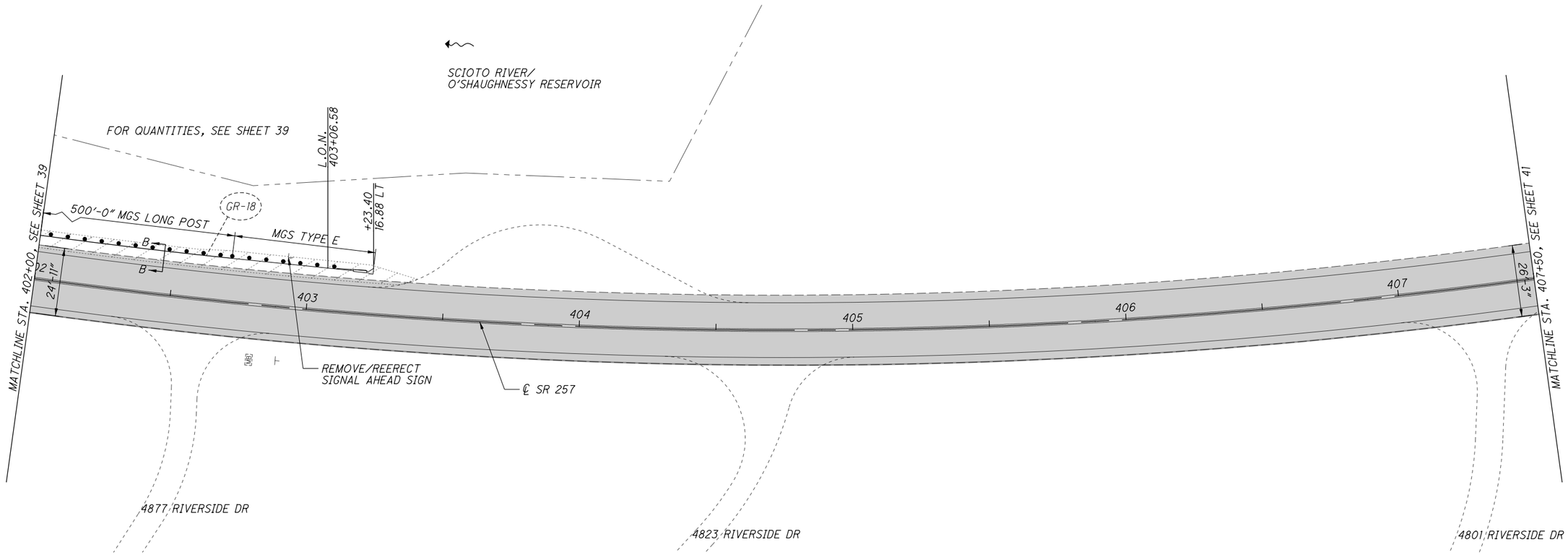


NOTES:
1. MATCH EXISTING GUARDRAIL OFFSET UNLESS OTHERWISE NOTED.
2. FOR TYPICAL SECTIONS, SEE SHEET 4.
3. FOR PAVEMENT QUANTITIES, SEE SHEETS 18-20.
4. FOR TRAFFIC CONTROL QUANTITIES AND DETAILS, SEE SHEETS 42-47.

RESURFACING

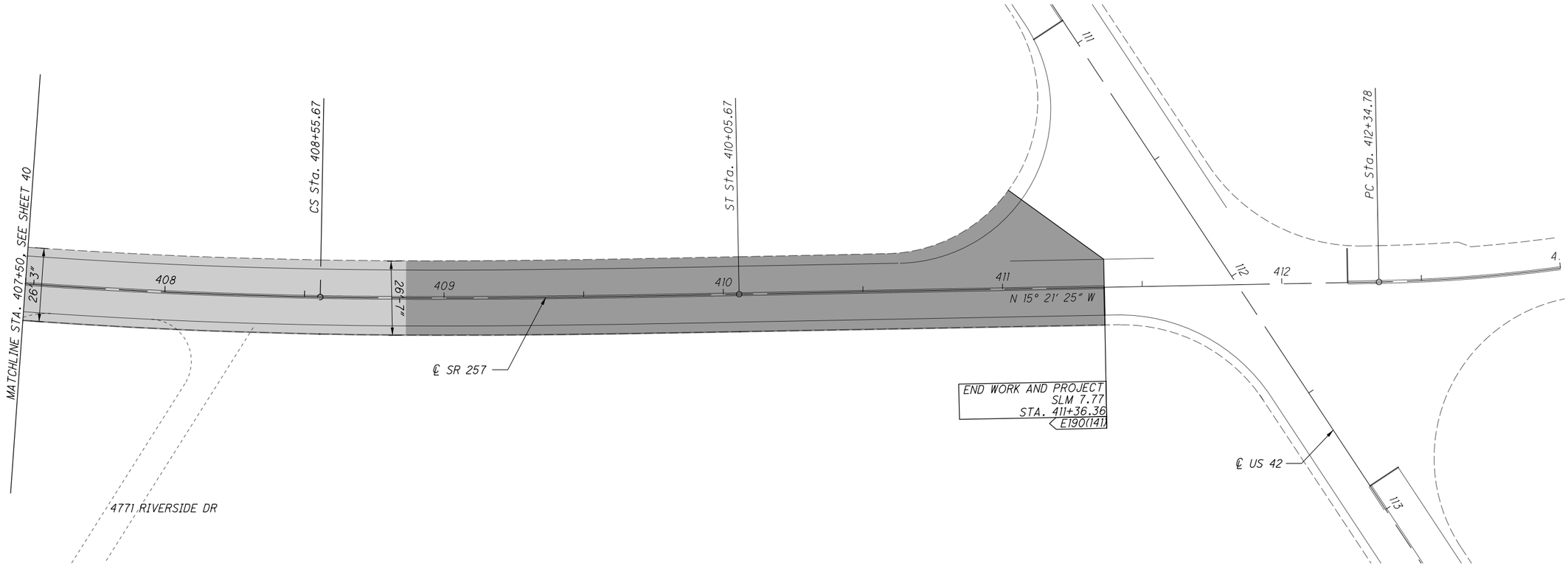
EMBANKMENT, AS PER PLAN AND LINEAR GRADING FOR PROPER GUARDRAIL AND ANCHOR ASSEMBLY GRADING PER MGS-1.1, MGS-5.2, MGS-5.3, AND SECTION A-A AND SECTION B-B ON SHEET 6.

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED KLM
CHECKED XXX

ROADWAY PLAN - DEL-257
STA. 402+00 TO STA. 407+50

DEL-257-1.53



NOTES:
1. MATCH EXISTING GUARDRAIL OFFSET UNLESS OTHERWISE NOTED.
2. FOR TYPICAL SECTIONS, SEE SHEET 4.
3. FOR PAVEMENT QUANTITIES, SEE SHEETS 18-20.
4. FOR TRAFFIC CONTROL QUANTITIES AND DETAILS, SEE SHEETS 42-47.

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED KLM
CHECKED XXX

ROADWAY PLAN - DEL-257
STA. 407+50 TO STA. 413+00

DEL-257-1.53

41
54

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LOCATION									644								646			REMARKS
COUNTY	ROUTE	BEG STA	END STA	BEG SLM	END SLM	LENGTH	LENGTH	SIDE	EDGE LINE, 6"		LANE LINE, 6"	CENTER LINE	CHANNELIZING LINE, 8"	STOP LINE	TRANSVERSE/DIAGONAL LINE	DOTTED LINE, 6"	EDGE LINE, 6"		CENTER LINE	
									W	Y							W	Y		
						FT	MILE		MILE	MILE	MILE	MILE	FT	FT	FT	FT	MILE	MILE	MILE	
DEL	257	81+92.82	164+90.33	1.533	3.104	8298	1.571		3.14			1.57								
DEL	257	164+90.33	165+63.00	3.104	3.118	73	0.014										0.02		0.01	STRUCTURE DEL-257-0308
DEL	257	165+63.00	218+51.58	3.118	4.120	5289	1.002		2.00			1.00								
DEL	257	218+51.58	241+58.48	4.120	4.557	2307	0.437													NO RESURFACING AT HOME RD ROUNDABOUT
DEL	257	241+58.48	301+43.20	4.557	5.690	5985	1.133		2.26			1.13								
DEL	257	301+43.20	411+36.36	5.690	7.772	10993	2.082		4.16			2.08								
DEL	257	81+92.82	82+99.64	1.533	1.553	107	0.020									107				
DEL	257	101+07.98	111+47.91	1.895	2.092	1040	0.197	NB				0.20			994					RIGHT TURN LANE TO CREIGHTON DR
DEL	257	108+73.87	111+48.61	2.041	2.093	275	0.052	NB					275							RIGHT TURN LANE TO CREIGHTON DR
DEL	257	112+30.70	115+26.86	2.108	2.164	296	0.056	SB					296							LEFT TURN LANE TO CREIGHTON DR
DEL	257	115+44.25	122+13.70	2.167	2.294	669	0.127	SB				0.13			442					LEFT TURN LANE TO CREIGHTON DR
DEL	257	128+15.18		2.408				RT						11						ON SELDOM SEEN RD (TR 121)
DEL	257	143+42.01		2.697				RT						11						ON BAYPOINTE DR
DEL	257	157+84.89		2.971				RT						11						ON LAKEVIEW DR (TR 331)
DEL	257	189+78.38		3.575				RT						12						ON BRUST DR (TR 357)
DEL	257	379+93.24		7.177				RT						9						ON BEAN-OLLER RD (TR 140)
DEL	257	411+36.36		7.770				RT						10						AT US 42
									11.56			6.11	571	64	1436	107	0.02		0.01	
TOTALS CARRIED TO GENERAL SUMMARY									11.56			6.11	571	64	1436	107	0.02		0.01	

LANE WIDTH: 10' UNLESS OTHERWISE SHOWN ON ROADWAY PLAN SHEETS

CALCULATED KLM
CHECKED XXX

PAVEMENT MARKING SUBSUMMARY

DEL-257-1.53

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
COUNTY	ROUTE	BEG STA	END STA	BEG SLM	END SLM	LENGTH	LENGTH	SIDE	DETAIL	ONE WAY WHITE RIGHT EDGE LINE	ONE WAY WHITE RIGHT EDGE LINE	ONE WAY WHITE LANE LINE	ONE WAY YELLOW LEFT EDGE LINE	TWO WAY WHITE RED RIGHT EDGE LINE	TWO WAY WHITE RED RIGHT EDGE LINE	TWO WAY WHITE RED CHANNELIZING LINE	TWO WAY WHITE RED CHANNELIZING LINE	TWO WAY WHITE RED LANE LINE	TWO WAY YELLOW RED LEFT EDGE LINE	TWO WAY YELLOW YELLOW CENTER LINE	TWO WAY YELLOW YELLOW CENTER LINE	TWO WAY YELLOW YELLOW CENTER LINE	RAISED PAVEMENT MARKER REMOVED	RPM	
						FT	MILE			40′	80′	120′	80′	40′	80′	40′	80′	80′	80′	20′	40′	80′	EACH	EACH	
DEL	257	81+92.82	89+12.80	1.533	1.669	720	0.14		4													10	10	10	
DEL	257	89+12.80	93+92.80	1.669	1.760	480	0.09		14												12				
DEL	257	93+92.80	96+56.80	1.760	1.810	264	0.05		14											13			13	13	HORIZONTAL CURVE - 18 DEGREES
DEL	257	96+56.80	101+36.80	1.810	1.901	480	0.09		14												12				
DEL	257	101+36.80	110+77.60	1.901	2.079	941	0.18		4													12	12	12	
DEL	257	110+77.60	115+57.60	2.079	2.170	480	0.09		14												12				
DEL	257	115+57.60	116+63.20	2.170	2.190	106	0.02		14											5			5	5	HORIZONTAL CURVE - 11 DEGREES
DEL	257	116+63.20	121+43.20	2.190	2.281	480	0.09		14												12				
DEL	257	121+43.20	127+14.40	2.281	2.389	571	0.11		4													7	7	7	
DEL	257	127+14.40	131+94.40	2.389	2.480	480	0.09		14												12				
DEL	257	131+94.40	133+52.80	2.480	2.510	158	0.03		14											8			8	8	HORIZONTAL CURVE - 19 DEGREES
DEL	257	133+52.80	134+05.60	2.510	2.520	53	0.01		14												1				
DEL	257	134+05.60	136+16.80	2.520	2.560	211	0.04		4											11			11	11	HORIZONTAL CURVE - 17 DEGREES
DEL	257	136+16.80	136+69.60	2.560	2.570	53	0.01		4												1		1	1	
DEL	257	136+69.60	138+28.00	2.570	2.600	158	0.03		14												4		4	4	HORIZONTAL CURVE - 7 DEGREES
DEL	257	138+28.00	209+56.00	2.600	3.950	7128	1.35		4													89	89	89	
DEL	257	209+56.00	215+36.80	3.950	4.060	581	0.11		14												15		15	15	HORIZONTAL CURVE - 7 DEGREES
DEL	257	215+36.80	218+51.58	4.060	4.120	315	0.06		4													4	4	4	
DEL	257	218+51.58	241+58.48	4.120	4.560	2307	0.44																		NO RESURFACING AT HOME RD ROUNDABOUT
DEL	257	241+58.48	243+35.20	4.560	4.590	177	0.03		14												4		4	4	HORIZONTAL CURVE - 6 DEGREES
DEL	257	243+35.20	260+77.60	4.590	4.920	1742	0.33		4													22	22	22	
DEL	257	260+77.60	265+00.00	4.920	5.000	422	0.08		14												11		11	11	HORIZONTAL CURVE - 7 DEGREES
DEL	257	265+00.00	267+11.20	5.000	5.040	211	0.04		14												5		5	5	HORIZONTAL CURVE - 5 DEGREES
DEL	257	267+11.20	285+59.20	5.040	5.390	1848	0.35		4													23	23	23	
DEL	257	285+59.20	289+28.80	5.390	5.460	370	0.07		14												9		9	9	HORIZONTAL CURVE - 8 DEGREES
DEL	257	289+28.80	291+92.80	5.460	5.510	264	0.05		4													3	3	3	
DEL	257	291+92.80	293+51.20	5.510	5.540	158	0.03		14												4		4	4	HORIZONTAL CURVE - 9 DEGREES
DEL	257	293+51.20	301+43.20	5.540	5.690	792	0.15		4													10	10	10	
DEL	257	301+43.20	380+63.20	5.690	7.190	7920	1.50		4													99	99	99	
DEL	257	380+63.20	388+55.20	7.190	7.340	792	0.15		14												20		20	20	HORIZONTAL CURVE - 4 DEGREES
DEL	257	388+55.20	411+36.36	7.340	7.772	2281	0.43		4													29	29	29	
DEL	257	101+08.37	111+40.54	1.896	2.091	1032	0.20	NB	4													14	14	14	RIGHT TURN LANE TO CREIGHTON DR
DEL	257	108+73.87	111+48.61	2.041	2.093	275	0.05	NB	2							8							8	8	RIGHT TURN LANE TO CREIGHTON DR
DEL	257	112+30.70	115+26.86	2.108	2.164	296	0.06	SB	10							8							8	8	LEFT TURN LANE TO CREIGHTON DR
DEL	257	115+44.25	122+13.70	2.167	2.294	669	0.13	SB	10													10	10	10	LEFT TURN LANE TO CREIGHTON DR
DEL	257	403+36.36	411+36.36	7.621	7.772	800	0.15	NB	11	11	5												16	16	AT US 42
TOTALS CARRIED TO GENERAL SUMMARY																							474	474	

CALCULATED KLM CHECKED XXX

RAISED PAVEMENT MARKER SUBSUMMARY

DEL-257-1.53

ODOT District 6 - DEL-257
No Passing Zone Log (DEL)

Route: **0257R (SDELSR00257**C)** From: **1.500** ***LEAVE FRA CO***
Length: **6.300** Direction: **North** To: **7.800** ***ENTER MAR CO***

Length	Left	C/L	Right	Length	Control Points	Scale: **1.00 mile/page**
	2.000		2.000			
					1.747 T0344 SUNSET RT	
					1.623 T0344 SUNSET RT	
					1.594	↑ 55mph
					START PROJECT SLM 1.53	
1.000				1.000		

Sheet total equivalent length of solid line: 1.000 Accum. total: 1.000

ODOT District 6 - DEL-257
No Passing Zone Log (DEL)

Route: **0257R (SDELSR00257**C)** From: **1.500** ***LEAVE FRA CO***
Length: **6.300** Direction: **North** To: **7.800** ***ENTER MAR CO***

Length	Left	C/L	Right	Length	Control Points	Scale: **1.00 mile/page**
	3.000		3.000			
					2.943 T0331 LAKEVIEW RT	
					2.671 T0560 BAYPOINTE RT	
1.000				1.000		
					2.383 T0121 SELDOM SEEN RT	
					2.078 T1292 CREIGHTON RT	
	2.000		2.000		2.004 Mile Post = 002	

Sheet total equivalent length of solid line: 2.000 Accum. total: 3.000

CALCULATED KLM CHECKED XXX

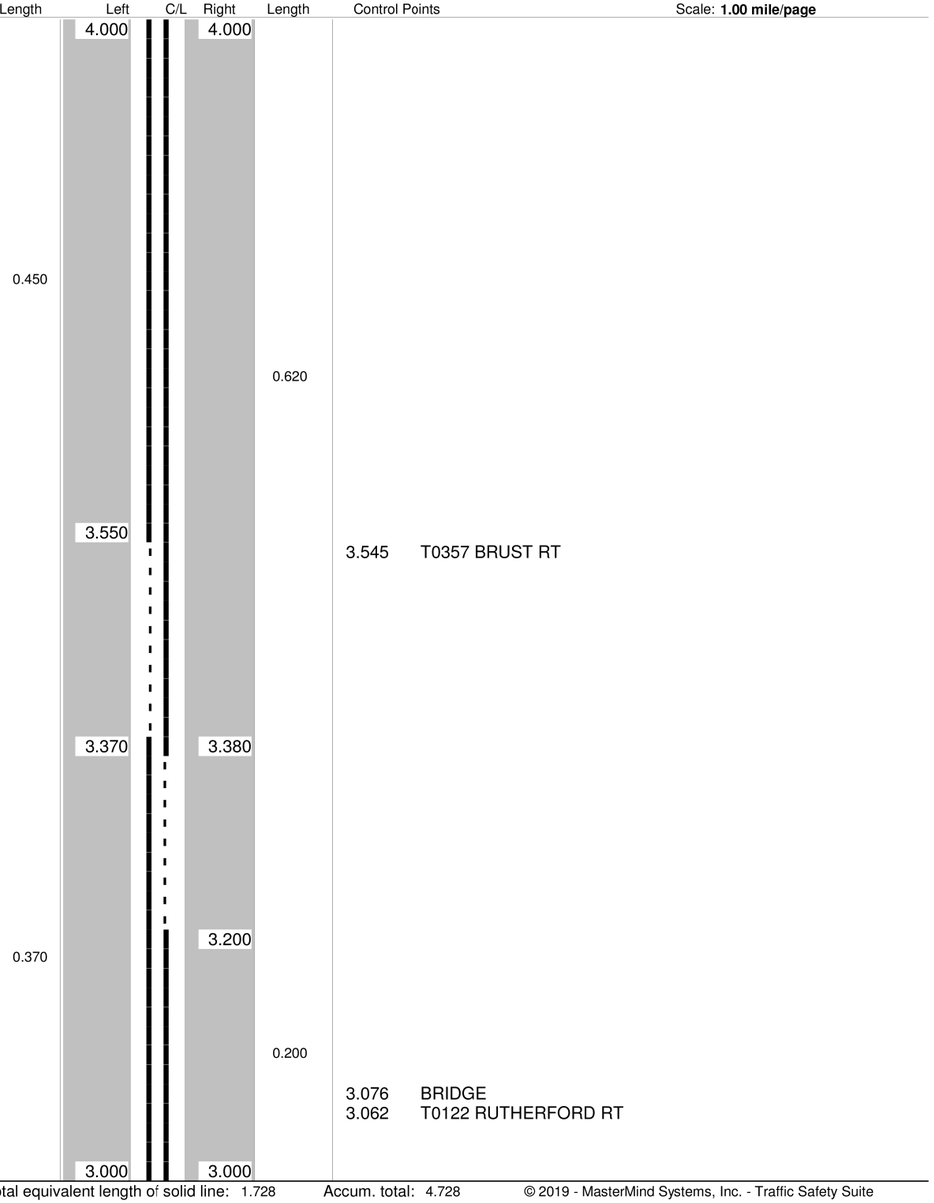
NO PASSING ZONES - DEL-257

DEL-257-1.53

ODOT District 6 - DEL-257
No Passing Zone Log (DEL)

Route: **0257R (SDELSR00257**C)** From: **1.500** ***LEAVE FRA CO***
Length: **6.300** Direction: **North** To: **7.800** ***ENTER MAR CO***

Scale: **1.00 mile/page**

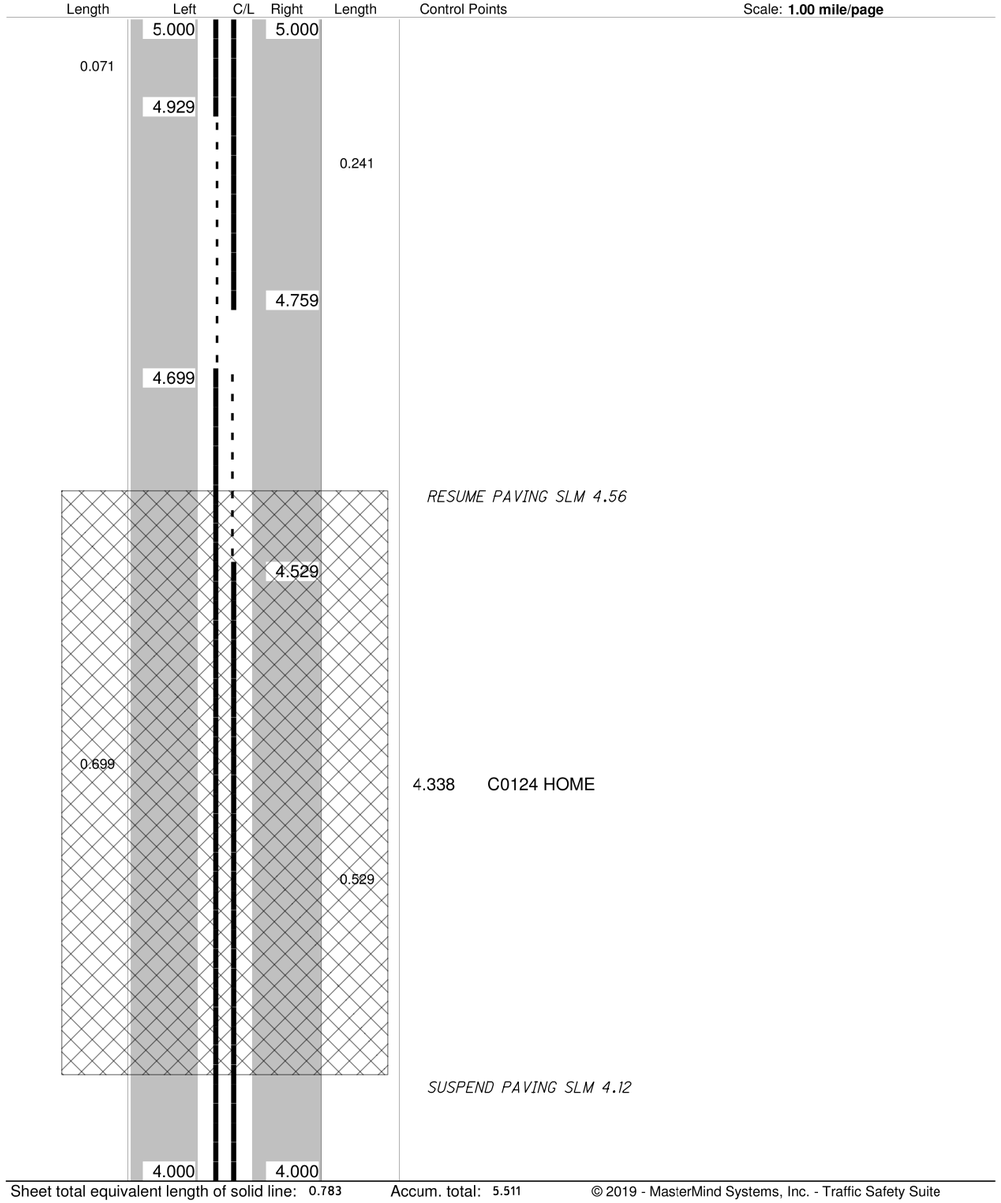


Sheet total equivalent length of solid line: 1.728 Accum. total: 4.728

ODOT District 6 - DEL-257
No Passing Zone Log (DEL)

Route: **0257R (SDELSR00257**C)** From: **1.500** ***LEAVE FRA CO***
Length: **6.300** Direction: **North** To: **7.800** ***ENTER MAR CO***

Scale: **1.00 mile/page**



Sheet total equivalent length of solid line: 0.783 Accum. total: 5.511

CALCULATED KLM
CHECKED XXX

NO PASSING ZONES - DEL-257

DEL-257-1.53

ODOT District 6 - DEL-257

No Passing Zone Log (DEL)

Route: **0257R (SDELSR00257**C)** From: **1.500** ***LEAVE FRA CO***
Length: **6.300** Direction: **North** To: **7.800** ***ENTER MAR CO***

Length	Left	C/L	Right	Length	Control Points	Scale: **1.00 mile/page**
	6.000		5.989			
0.609						
					5.655 C0137 BUTTS RT	
				0.768		
	5.391					
			5.221			
	5.177					
0.177						
	5.000		5.007	0.007		

Sheet total equivalent length of solid line: 1.660 Accum. total: 7.171

ODOT District 6 - DEL-257

No Passing Zone Log (DEL)

Route: **0257R (SDELSR00257**C)** From: **1.500** ***LEAVE FRA CO***
Length: **6.300** Direction: **North** To: **7.800** ***ENTER MAR CO***

Length	Left	C/L	Right	Length	Control Points	Scale: **1.00 mile/page**
					6.998 Mile Post = 007	
	6.625					
					6.612 T0139 CLARK SHAW RT	
0.271						
			6.455			
	6.354					
				0.271		
			6.184			
	6.159					
0.159						
	6.000					

Sheet total equivalent length of solid line: 0.926 Accum. total: 8.097

CALCULATED KLM
CHECKED XXX

NO PASSING ZONES - DEL-257

DEL-257-1.53

ODOT District 6 - DEL-257

No Passing Zone Log (DEL)

Route: **0257R (SDELSR00257**C)** From: **1.500** ***LEAVE FRA CO***
Length: **6.300** Direction: **North** To: **7.800** ***ENTER MAR CO***

Scale: **1.00 mile/page**

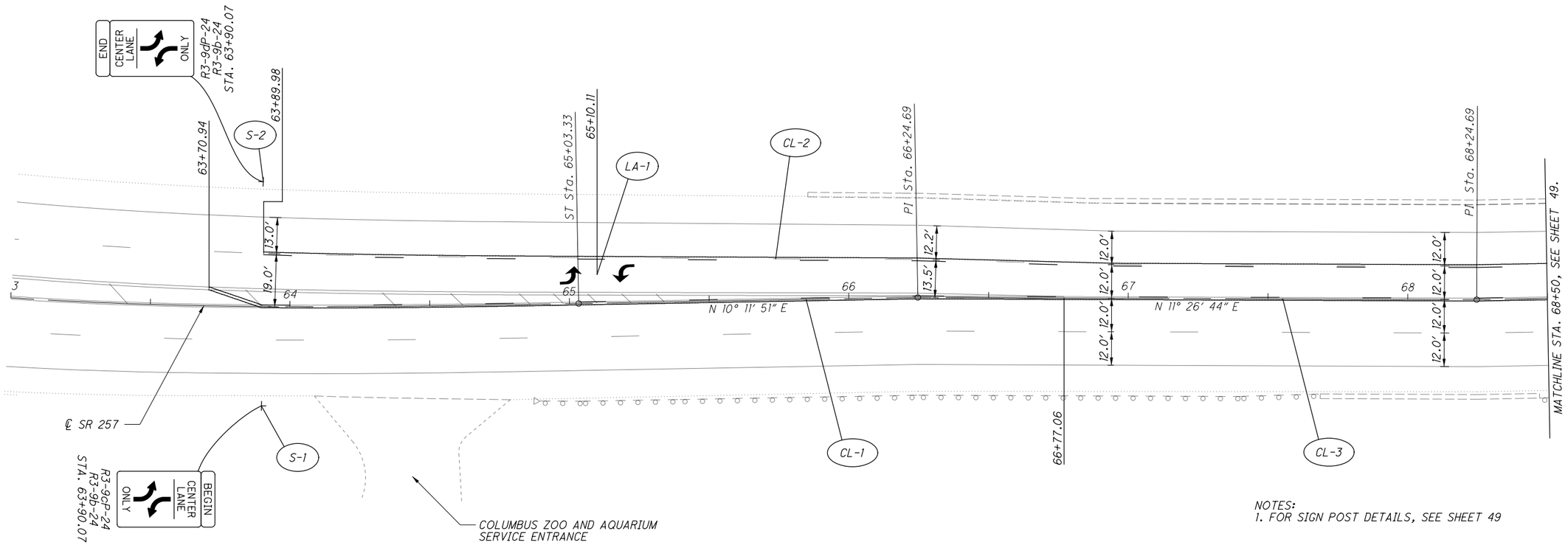
Length	Left	C/L	Right	Length	Control Points
					END PROJECT SLM 7.77
	7.725		7.725		7.729 U0042R BEGIN OVERLAP
0.522					
				0.692	
	7.203				
					7.136 T0140 BEAN-OLLER RT
			7.033		

Sheet total equivalent length of solid line: 1.265 Accum. total: 9.362

CALCULATED KLM
CHECKED XXX

NO PASSING ZONES - DEL-257

DEL-257-1.53



NOTES:
1. FOR SIGN POST DETAILS, SEE SHEET 49

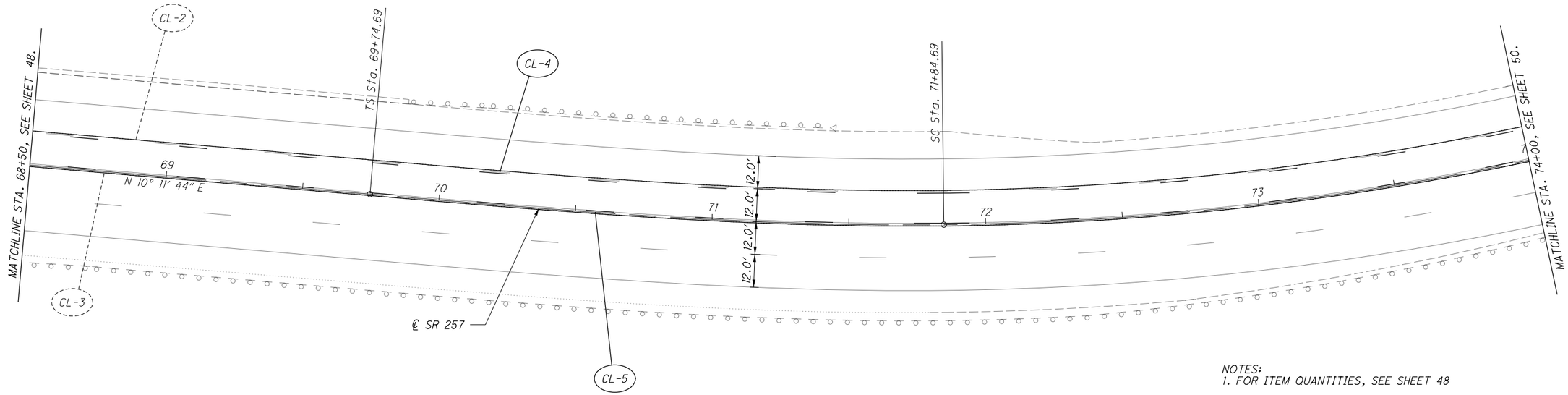
LOCATION										630			642		644					REFLECTOR TYPE					621		REMARKS
																				TWO WAY							
																				WHITE RED		YELLOW YELLOW					
																				CHANNELIZING LINE		CENTER LINE					
REFERENCE	COUNTY	ROUTE	BEG STA	END STA	BEG SLM	END SLM	LENGTH	LENGTH	SIDE	GROUND MOUNTED SUPPORT, NO. 2 POST	GROUND MOUNTED SUPPORT, NO. 3 POST	SIGN, FLAT SHEET	REMOVAL OF PAVEMENT MARKING	REMOVAL OF PAVEMENT MARKING	CENTER LINE	CHANNELIZING LINE, 8"	TRANSVERSE/DIAGONAL LINE	LANE ARROW	LANE REDUCTION ARROW						RAISED PAVEMENT MARKER REMOVED	RPM	
							FT	MILE		FT	FT	SF	FT	MILE	MILE	FT	FT	LT EACH	EACH	40'	80'	20'	40'	80'	EACH	EACH	
CL-1	DEL	257	63+70.94	66+77.06	1.188	1.246	306	0.058	CT				46	0.12	0.06										5	10	5	REMOVE TWO DOUBLE SOLID CENTER LINES, DIAGONAL LINES, AND RPMs
LA-1	DEL	257	65+10.11						LT									2									
CL-2	DEL	257	63+89.98	69+74.69	1.191	1.302	585	0.111	LT					0.11	0.11										8	8	8	REMOVE LANE LINE AND RPMs
CL-3	DEL	257	66+77.06	69+74.69	1.246	1.302	298	0.056	CT					0.06	0.06										5	5	5	REMOVE DOUBLE SOLID CENTER LINE AND RMPs
CL-4	DEL	257	69+74.69	76+71.84	1.302	1.434	697	0.132	LT					0.13	0.13									17		9	17	REMOVE LANE LINE AND RPMs (HORIZONTAL CURVE - 6 DEGREES)
CL-5	DEL	257	69+74.69	76+71.84	1.302	1.434	697	0.132	CT					0.13	0.13									17		17	17	REMOVE DOUBLE SOLID CENTER LINE AND RMPs (HORIZONTAL CURVE - 6 DEGREES)
LA-2	DEL	257	75+70.26						LT									2									
R-1	DEL	257	76+71.84	78+33.38	1.434	1.465	162	0.031	LT					0.03												2		REMOVE LANE LINE AND RPMs
CH-1	DEL	257	77+18.58	78+13.58	1.443	1.461	95	0.018	LT							95				3							3	
LA-3	DEL	257	77+59.83						LT									1									
LA-4	DEL	257	77+70.89						LT										1								
CL-6	DEL	257	78+37.07	81+32.17	1.465	1.521	295	0.056	LT						0.06		111							7			7	HORIZONTAL CURVE - 7 DEGREES
CL-7	DEL	257	81+32.17	81+92.82	1.521	1.533	61	0.011	LT						0.01										1		1	
S-1	DEL	257	63+90.07		1.191				RT	5	10	7.0																R3-9b, R3-9cP
S-2	DEL	257	63+90.07		1.191				LT	5	10	7.0																R3-9b, R3-9dP
S-3	DEL	257	75+70.26		1.415				LT	5	10	7.0																R3-9b, R3-9cP
S-4	DEL	257	76+39.33		1.428				RT	5	10	7.0																R3-9b, R3-9dP
S-5	DEL	257	78+87.07		1.475				LT	5	10	6.3																R3-H8ba
TOTALS CARRIED TO GENERAL SUMMARY										25	50	34.3	46	0.58	0.56	95	111	5	1						51	63	

HORIZONTAL SCALE IN FEET
0 10 20 40

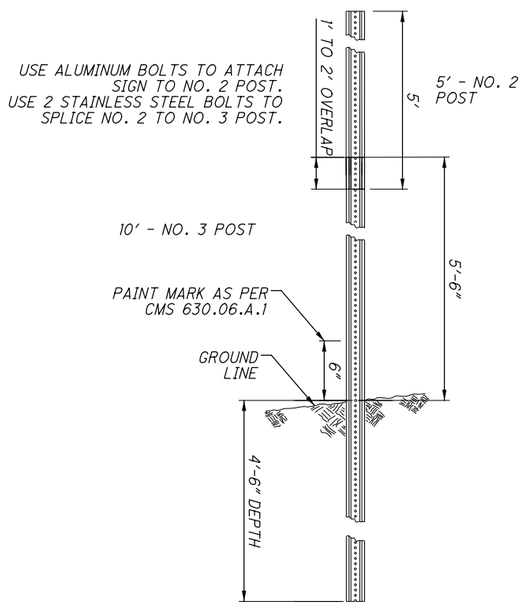
CALCULATED KLM
CHECKED XXX

TRAFFIC CONTROL PLAN
STA. 63+00 TO STA. 68+50

DEL-257-1.53



NOTES:
1. FOR ITEM QUANTITIES, SEE SHEET 48



TYPICAL NO. 2 & NO. 3 U CHANNELSPLICE WITH 10' DRIVEN SECTION INSTALLATION

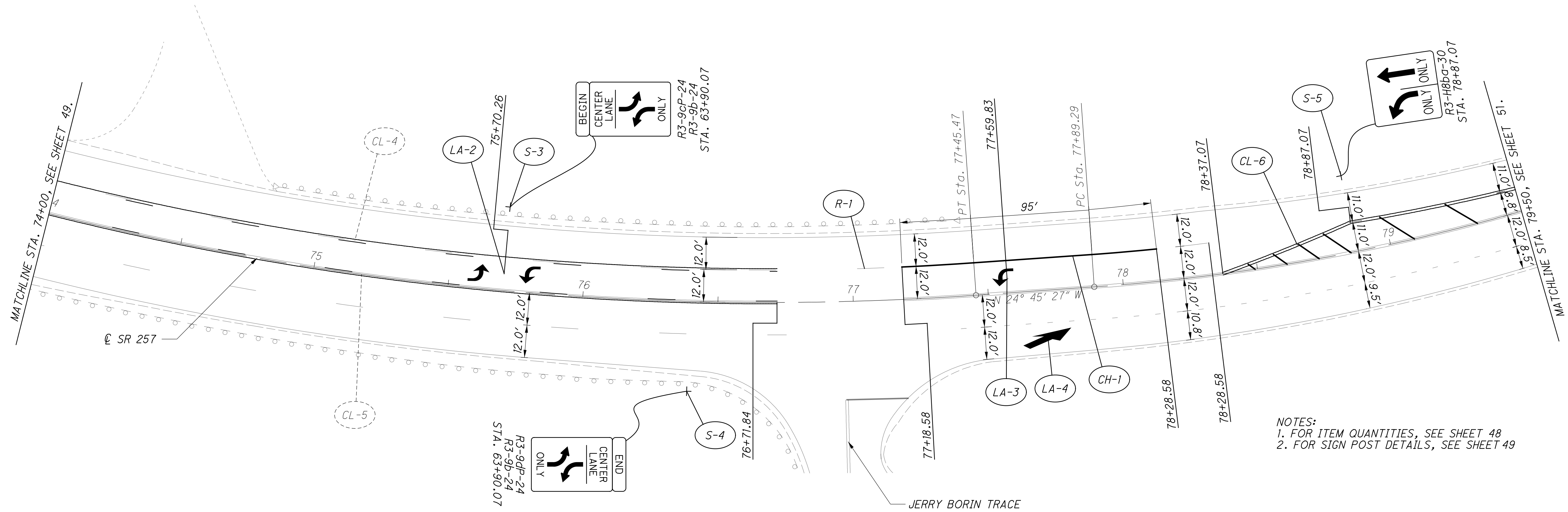
HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED KLM
CHECKED XXX

TRAFFIC CONTROL PLAN
STA. 68+50 TO STA. 74+00

DEL-257-1.53

49
54



NOTES:
1. FOR ITEM QUANTITIES, SEE SHEET 48
2. FOR SIGN POST DETAILS, SEE SHEET 49

HORIZONTAL SCALE IN FEET: 0 10 20 40

CALCULATED KLM
CHECKED XXX

TRAFFIC CONTROL PLAN
STA. 74+00 TO STA. 79+50

DEL-257-1.53

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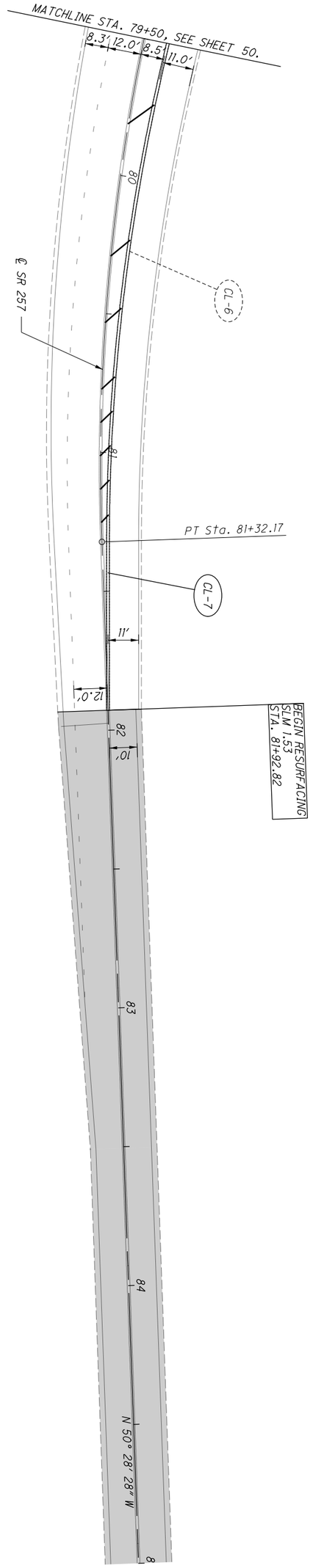


NOTES:
1. FOR ITEM QUANTITIES, SEE SHEET 48

51/54	DEL-257-1.53	TRAFFIC CONTROL PLAN STA. 79+50 TO STA. 85+00	CALCULATED KLM CHECKED XXX	0 10 20 40 HORIZONTAL SCALE IN FEET

SHEET NUMBER											PARTICIPATION				ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
						DEL-257-0308					01/SV2/PV	02/SV2/BR	03/STR/PV							
						54														
																			STRUCTURE OVER 20 FOOT SPAN	
																			DEL-257-0308 SFN: 2102978	
						162.5						162.5			202	38501	162.5	FT	BRIDGE RAILING REMOVED, AS PER PLAN	53
						357						357			512	73500	357	SY	TREATING CONCRETE BRIDGE DECKS WITH GRAVITY FED RESIN	
						48						48			SPECIAL	51631200	48	FT	SAWING AND SEALING BITUMINOUS CONCRETE JOINTS	
						162.5						162.5			517	72306	162.5	FT	RAILING (BEEP BEAM RAILING WITH STEEL TUBULAR BACKUP AND TYPE 2 STEEL POSTS)	
						162.5						162.5			517	75600	162.5	FT	DEEP BEAM BRIDGE RETROFIT RAILING	

CALCULATED DKR
CHECKED KLM

STRUCTURE ESTIMATED QUANTITIES

DEL-257-1.53

STANDARD DRAWINGS AND SUPPLEMENTAL SPECIFICATIONS

REFER TO THE FOLLOWING STANDARD CONSTRUCTION DRAWINGS:

SCD DBR-2-73 DATED/REVISED 7/19/2002

SCD DBR-3-11 DATED/REVISED 7/15/2011

DESIGN SPECIFICATIONS

DESIGN SPECIFICATIONS: THIS STRUCTURE CONFORMS TO THE 8TH EDITION OF THE "LRFD BRIDGE DESIGN SPECIFICATIONS" ADOPTED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS, 2018 AND THE ODOT BRIDGE DESIGN MANUAL, 2019.

EXISTING STRUCTURE VERIFICATION

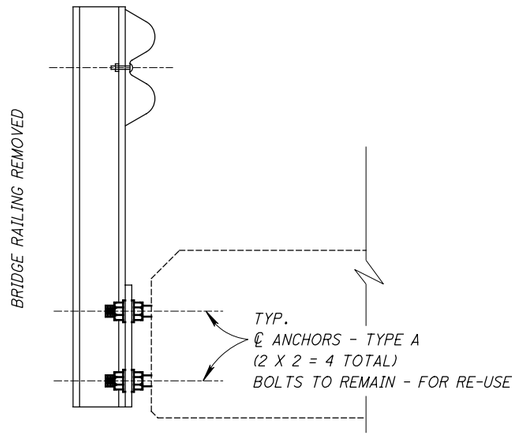
EXISTING STRUCTURE VERIFICATION; DETAILS AND DIMENSIONS SHOWN ON THESE PLANS PERTAINING TO THE EXISTING STRUCTURE HAVE BEEN OBTAINED FROM PLANS OF EXISTING STRUCTURES AND FROM FIELD OBSERVATIONS AND MEASUREMENTS. CONSEQUENTLY, THEY ARE INDICATIVE OF THE EXISTING STRUCTURE AND PROPOSED WORK BY THEY SHALL BE CONSIDERED TENTATIVE AND APPROXIMATE. THE CONTRACTOR IS REFERRED TO CMS SECTIONS 102.05, 105.02 AND 513.04. BASE CONTRACT BID PRICES UPON A RECOGNITION OF UNCERTAINTIES DESCRIBED ABOVE AND UPON A PREBID EXAMINATION OF THE EXISTING STRUCTURE. HOWEVER, THE DEPARTMENT WILL PAY FOR ALL PROJECT WORK BASED UPON ACTUAL DETAILS AND DIMENSIONS WHICH HAVE BEEN VERIFIED IN THE FIELD.

REMOVED MATERIALS

ALL REMOVED MATERIALS EXCEPT AS NOTED ELSEWHERE IN THE PLANS BECOME THE PROPERTY OF THE CONTRACTOR AND MUST BE REMOVED FROM THE JOB SITE.

ITEM 202 - BRIDGE RAILING REMOVED, AS PER PLAN:

IN ADDITION TO THE REQUIREMENTS OF ITEM 202, THE CONTRACTOR SHALL USE GREAT CARE AS TO NOT DAMAGE THE EXISTING BRIDGE ANCHOR BOLTS. ANY BOLTS THAT ARE DAMAGED DURING THE REMOVAL SHALL BE REMEDIED AT THE CONTRACTOR'S EXPENSE.



ITEM SPECIAL-SAWING AND SEALING BITUMINOUS CONCRETE JOINTS

1) DESCRIPTION:

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

2) MATERIALS:

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

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

3) CONSTRUCTION DETAILS:

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

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

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

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

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

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

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

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

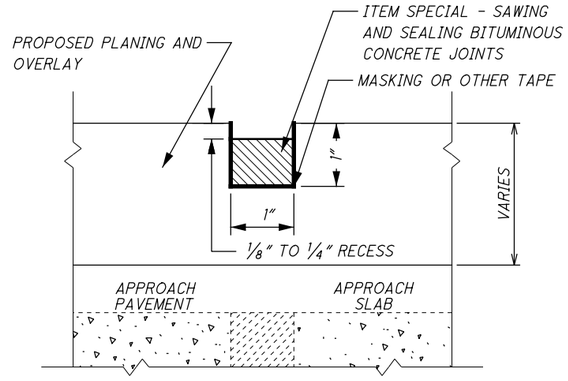
THE COLD APPLIED SEALANT MATERIALS (POLYURETHANE, SILICONE, AND POLYMERIC COMPOUNDS) SHALL BE INSTALLED AS PER MANUFACTURERS' RECOMMENDATIONS, EXCEPT AS MODIFIED BY THIS DRAWING. THE SEALANT SHALL BE INSTALLED WHEN THE AMBIENT TEMPERATURE IS 40 DEGREES F OR HIGHER. TRAFFIC SHALL NOT BE ALLOWED ON THE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

4) METHOD OF MEASUREMENT:

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

5) BASIS OF PAYMENT:

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



DESIGN AGENCY
OHIO DEPARTMENT OF TRANSPORTATION DISTRICT 6

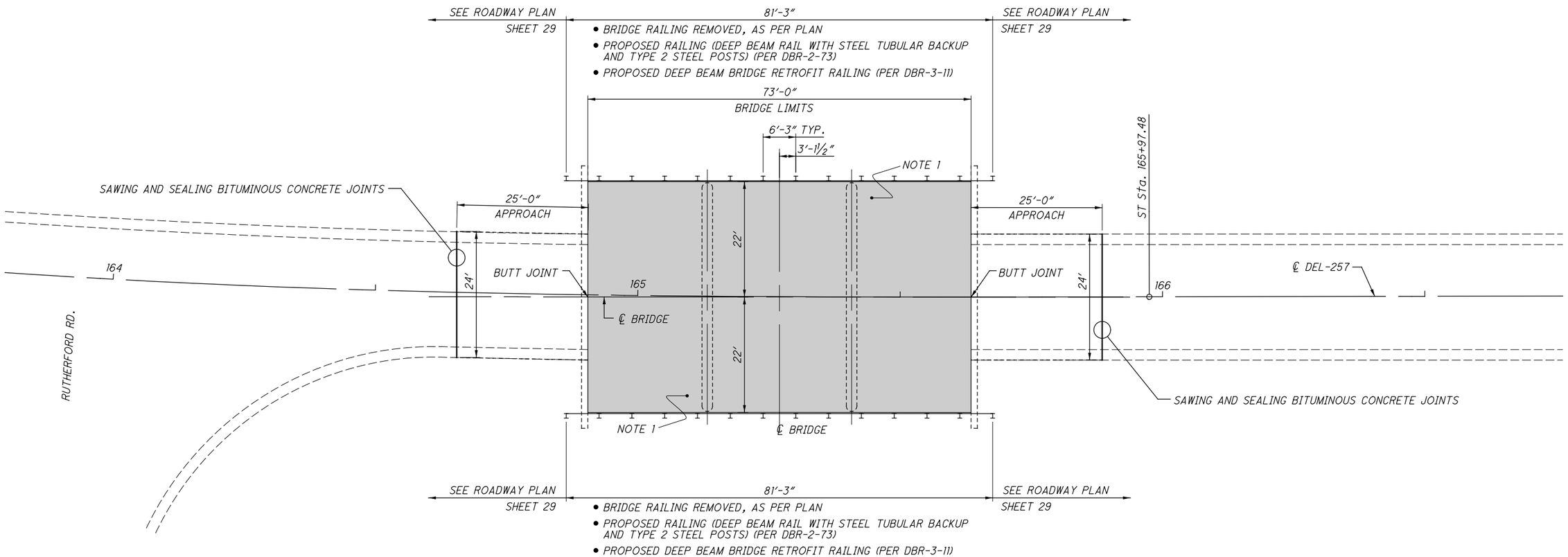
DESIGNED	DRAWN	REVIEWED	DATE
DKR	DKR	DKR	8/22/2019
CHECKED	REVISED	STRUCTURE FILE NUMBER	
KLM	XXX	2102978	

STRUCTURE NOTES
DEL-257-0308
BRIDGE OVER HOWARD RUN

DEL-257-1.53
PID No. 107793

1 / 2

53
54



NOTES:

NOTE 1:
PROPOSED TREATING OF CONCRETE BRIDGE DECK WITH GRAVITY FED RESIN.

DEL-257-0308 (2102978)
BRIDGE OVER HOWARD RUN

LEGEND:

PROPOSED BRIDGE TREATMENT

STR. NO.		202 BRIDGE RAILING REMOVED, AS PER PLAN	512 TREATING CONCRETE BRIDGE DECKS WITH GRAVITY FED RESIN	516 SAWING AND SEALING BITUMINOUS CONCRETE JOINTS	517 RAILING (DEEP BEAM RAILING WITH STEEL TUBULAR BACKUP AND TYPE 2 STEEL POSTS)	517 DEEP BEAM BRIDGE RETROFIT RAILING		REMARKS
		FT	SQ YD	FT	FT	FT		
DEL-257-0308				24				REAR APPROACH
DEL-257-0308		162.5	357		162.5	162.5		DECK
DEL-257-0308				24				FORWARD APPROACH
		162.5	357	48	162.5	162.5		

TOTALS CARRIED TO STRUCTURE ESTIMATED QUANTITIES

DESIGN AGENCY
OHIO DEPARTMENT OF TRANSPORTATION DISTRICT 6

DATE
REVIEWED DKR 8/22/2019
STRUCTURE FILE NUMBER 2102978

DRAWN DKR
REVISED XXX

DESIGNED DKR
CHECKED KLM

DELAWARE COUNTY
STA. 164+90.18
STA. 165+63.18

SITE PLAN
DEL-257-0308
BRIDGE OVER HOWARD RUN

DEL-257-1.53
PID No. 107793

2 / 2

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