

GENERAL:

THE CONTRACTOR SHALL SUBMIT IN WRITING A SCHEDULE OF OPERATIONS TO THE ENGINEER (SEE 108.02) AND RECEIVE APPROVAL IN WRITING BEFORE WORK IS STARTED ON THIS PROJECT. ALL TRAFFIC CONTROL DEVICES SHALL BE FURNISHED, ERECTED, MAINTAINED, AND REMOVED BY THE CONTRACTOR IN ACCORDANCE WITH THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES.

ALIGNMENT AND PROFILE:

THE WORK INVOLVED IN THIS PROJECT IS TO PLANE PAVEMENT WHILE MAINTAINING THE EXISTING CROSS-SLOPE (CROWN). EXISTING PAVEMENT ELEVATIONS MAY CHANGE SLIGHTLY AT VARIOUS LOCATIONS. SEE TYPICAL SECTIONS FOR DETAILS.

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, DEBRIS, AND MISCELLANEOUS HARDWARE DESIGNATED FOR REMOVAL BECOME PROPERTY OF THE CONTRACTOR AND SHALL BE DISPOSED OF. PAYMENT FOR THE ABOVE SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE REMOVED ITEM.

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.

COOPERATION BETWEEN CONTRACTORS:

THE CONTRACTOR WILL BE REQUIRED TO COORDINATE WORK WITH OTHER PROJECTS IDENTIFIED BELOW. IT IS IMPERATIVE THAT THE CONTRACTORS COOPERATE FULLY WITH EACH OTHER AS OUTLINED IN SECTION 105.08 OF ODOT 2019 CONSTRUCTION AND MATERIAL SPECIFICATIONS. ALL MAINTENANCE OF TRAFFIC SHALL BE COORDINATED BETWEEN PROJECTS AND NOT BE IN CONFLICT WITH ONE ANOTHER.

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:

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).

EXISTING TYPE T ANCHOR ASSEMBLIES IDENTIFIED IN THE PLANS FOR REMOVAL SHALL BE REMOVED AND PAID FOR BY THE PROVIDED "EACH" ITEM. EXISTING TYPE T ANCHOR ASSEMBLIES (NOT IDENTIFIED IN THE PLANS) ENCOUNTERED WITHIN REMOVAL LIMITS SHALL BE REMOVED UNDER THE QUANTITIES PROVIDED FOR ITEM 202 GUARDRAIL REMOVED, AS PER PLAN, AND BE PAID FOR BY "FEET".

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. GUARDRAIL DESIGNATED FOR REMOVAL SHALL BECOME PROPERTY OF THE CONTRACTOR AND SHALL BE DISPOSED OF.

ITEM 202 - REMOVAL MISC.: SNOW PLOWS REMOVED:

ITEM 202 - REMOVAL MISC.: CAR WINDSHIELD REMOVED:

THIS ITEM SHALL INCLUDE THE CONTRACTOR REMOVING ALL OF THE ITEMS LOCATED AT 6257 MARION-MARYSVILLE ROAD FROM THE EXISTING RIGHT-OF-WAY LIMITS. NO REMOVAL OUTSIDE OF THE EXISTING RIGHT-OF-WAY SHALL TAKE PLACE AS PART OF THIS ITEM. THIS SHALL INCLUDE ALL MATERIALS, LABOR, AND EQUIPMENT TO COMPLETE THE TASK. THIS WORK IS TO BE PERFORMED AT THE DIRECTION OF THE PROJECT ENGINEER.

ITEM 202 - REMOVAL MISC.: SNOW PLOWS = 3 EACH

ITEM 202 - REMOVAL MISC.: CAR WINDSHIELD = 1 EACH

ITEM 203 EMBANKMENT, AS PER PLAN:

QUANTITIES FOR ITEM 203 - EMBANKMENT HAVE BEEN PROVIDED THROUGHOUT THIS PLAN TO BUILD UP FORE-SLOPES AND ENSURE PROPER GRADING FOR THE PROPOSED 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 THE LOCATIONS SPECIFIED IN THE PLANS AND ANY OTHER AREAS "AS DIRECTED BY THE ENGINEER".

ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE, PG64-22), TYPE A, AS PER PLAN:

REPAIR AREAS SHALL BE DETERMINED BY THE ENGINEER BEFORE THE BEGINNING OF WORK. THIS ITEM SHALL BE USED WHERE SHOWN IN THE TABLE AS SHOWN ON SHEET 23. THE REPAIR AREAS SHALL BE OF VARYING LENGTH WITH AN AVERAGE WIDTH OF 5 FEET. THE DEPTH OF REPAIRS SHALL BE AN AVERAGE OF 6 INCHES. ITEM 251 INCLUDES THE REMOVAL OF 6" OF EXISTING PAVEMENT, BOTH ASPHALT AND CONCRETE, AND THE PLACEMENT OF 6" OF ITEM 301, ASPHALT CONCRETE BASE, PG64-22 AS DETAILED ON SHEET 7. WORK SHALL BE PERFORMED PRIOR TO RESURFACING.

SEE SHEET NO. 23 FOR QUANTITIES.

ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE, PG64-22), TYPE B, AS PER PLAN:

REPAIR AREAS SHALL BE DETERMINED BY THE ENGINEER BEFORE THE BEGINNING OF WORK. THIS ITEM SHALL BE USED WHERE SHOWN IN THE TABLE ON SHEET 23. THE REPAIR AREAS SHALL BE OF VARYING LENGTH WITH AN AVERAGE WIDTH OF 5 FEET. THE DEPTH OF REPAIRS SHALL BE AN AVERAGE OF 9 INCHES. ITEM 251 INCLUDES THE REMOVAL OF 9" OF EXISTING PAVEMENT, BOTH ASPHALT AND CONCRETE, AND THE PLACEMENT OF 9" OF ITEM 301, ASPHALT CONCRETE BASE, PG64-22 AS DETAILED ON SHEET 7. WORK SHALL BE PERFORMED PRIOR TO RESURFACING.

SEE SHEET NO. 23 FOR QUANTITIES.

ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE:

THE CONTRACTOR SHALL BE TOTALLY RESPONSIBLE FOR ANY AND ALL DAMAGE THAT MAY RESULT TO CASTINGS FROM THE PLANING OPERATION. 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 THE EXISTING PAVEMENT CROSS-SLOPE (CROWN) DURING THE PLANING OPERATIONS.

THERE ARE SMALL SECTIONS OF CONCRETE PAVEMENT OVER CULVERT REPAIRS. THESE ARE TO BE PLANED AND PAVED OVER, AT THE DEPTH DETERMINED FOR EACH SECTION IN ACCORDANCE WITH THIS NOTE. NO ADDITIONAL PAYMENT WILL BE MADE FOR THESE AREAS.

NO PLANED PAVEMENT SHALL BE LEFT EXPOSED TO TRAFFIC. THE PROPOSED INTERMEDIATE COURSE MUST BE PLACED IN UNION & DELAWARE COUNTIES AND THE SURFACE TREATMENT MUST BE PLACED IN MARION COUNTY IN THE SAME PAVING SESSION.

FAILURE TO COMPLY SHALL SUBJECT THE CONTRACTOR TO LIQUIDATED DAMAGES AS PER SECTION 108.07 OF CMS.

ITEM 606 - 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.

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. USE STANDARD DRAWING MGS-4.3 GUARDRAIL TRANSITIONS WHEN CONNECTING MGS TO TYPE 5 GUARDRAIL.

ITEM 606 - GUARDRAIL, MISC.: ALTERNATIVE 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, BARRIER DESIGN, 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 QUANTITIES HAVE BEEN PROVIDED:

ITEM 606 - GUARDRAIL, MISC.: ALTERNATIVE GUARDRAIL PLACEMENT = 50 FT

ITEM 617 - WATER:

THIS ITEM SHALL BE USED AS DIRECTED BY THE ENGINEER.

LOCATION	COUNTY	ROUTE	QUANTITY	UNIT
1	UNI	4	1	MGAL
2	DEL	4	1	MGAL
3	MAR	4	1	MGAL
TOTAL			3	MGAL

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

ITEM 617 - WATER: = 3 MGAL

CALCULATED
MAK
CHECKED
DKR

GENERAL NOTES

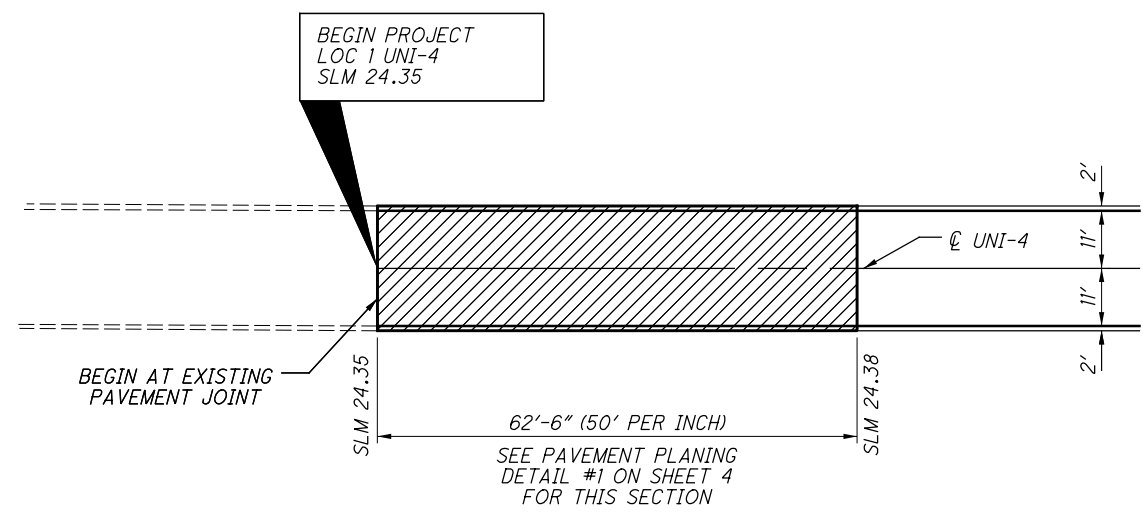
UNI / DEL / MAR - 4 - VAR
PART 1

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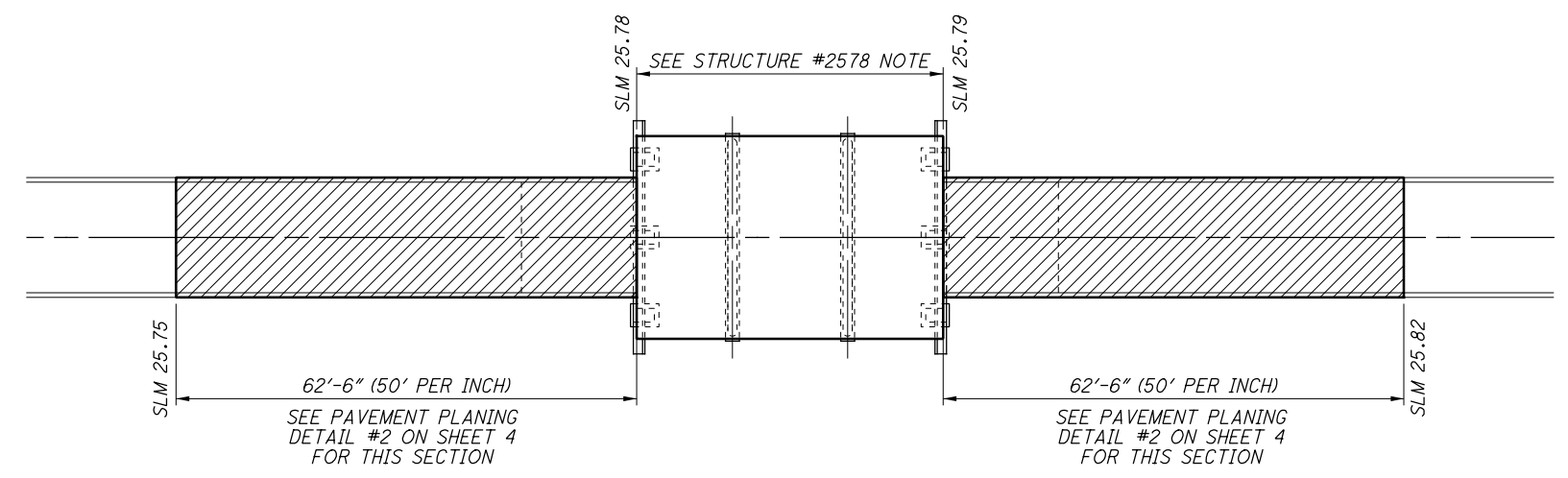
SHEET NUM.												PART.					ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.	CALCULATED	MAK	CHECKED	DKR
12-13	16	20	21	22	23	24	25	26	27	32	33	01/STR/PV	02/SAF/OT	03/STR/PV	04/STR/BR	05/STR/BR										
ROADWAY																										
						81.25						81.25					202	38001	81.25	FT	GUARDRAIL REMOVED, AS PER PLAN	12				
						2						2					202	42001	2	EACH	ANCHOR ASSEMBLY REMOVED, TYPE A, AS PER PLAN	12				
						1						1					202	42011	1	EACH	ANCHOR ASSEMBLY REMOVED, TYPE E, AS PER PLAN	12				
						46						46					203	20001	46	CY	EMBANKMENT, AS PER PLAN	12				
3												3					202	98100	3	EACH	REMOVAL MISC.: SNOW PLOWS REMOVED	12				
												1					202	98100	1	EACH	REMOVAL MISC.: CAR WINDSHIELD REMOVED	12				
1						3						3					209	60200	3	STA	LINEAR GRADING					
				3.6								3.6					209	60500	3.6	MILE	LINEAR GRADING					
		3.74	3.96									7.7					209	72050	7.7	MILE	PREPARING SUBGRADE FOR SHOULDER PAVING					
						287.5						287.5					606	15100	287.5	FT	GUARDRAIL, TYPE MGS WITH LONG POSTS					
						1						1					606	26550	1	EACH	ANCHOR ASSEMBLY, MGS TYPE T					
50												50					606	98000	50	FT	GUARDRAIL, MISC.: ALTERNATE GUARDRAIL PLACEMENT	12				
3												3					623	38501	3	EACH	MONUMENT ASSEMBLY, AS PER PLAN	13				
EROSION CONTROL																										
							33					33					659	00300	33	CY	TOPSOIL					
							275					275					659	10000	275	SY	SEEDING AND MULCHING					
							14					14					659	14000	14	SY	REPAIR SEEDING AND MULCHING					
							14					14					659	15000	14	SY	INTER-SEEDING					
							0.04					0.04					659	20000	0.04	TON	COMMERCIAL FERTILIZER					
							0.06					0.06					659	31000	0.06	ACRE	LIME					
							2					2					659	35000	2	MGAL	WATER					
												1,000					832	30000	1,000	EACH	EROSION CONTROL					
PAVEMENT																										
						10,920						10,920					251	01041	10,920	SY	PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE), AS PER PLAN, TYPE A	12				
						217						217					251	01041	217	SY	PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE), AS PER PLAN, TYPE B	12				
						774						774					254	01000	774	SY	PAVEMENT PLANING, ASPHALT CONCRETE 1.25"					
						28,670	30,919	30,033				89,622					254	01000	89,622	SY	PAVEMENT PLANING, ASPHALT CONCRETE 1.75"					
						4,078	4,361	2,553				10,992					407	20000	10,992	GAL	NON-TRACKING TACK COAT					
						1,037	1,020	1,096				3,153					441	10000	3,153	CY	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (446), PG64-22					
						1,378	1,509					2,887					441	10200	2,887	CY	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, (446)					
							76	160				236					442	10000	236	CY	ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (446)					
							123	123	137			383					617	10101	383	CY	COMPACTED AGGREGATE, AS PER PLAN	13				
3												3					617	25000	3	MGAL	WATER					
							1.9	1.98	2.08					5.96			618	43000	5.96	MILE	RUMBLE STRIPES, CENTER LINE (ASPHALT CONCRETE)					
							9,807	10,454	9,398					29,659			874	20000	29,659	FT	LONGITUDINAL JOINT PREPARATION					
TRAFFIC CONTROL																										
											377						621	00100	377	EACH	RPM					
											377						621	54000	377	EACH	RAISED PAVEMENT MARKER REMOVED					
21						4						4					626	00110	4	EACH	BARRIER REFLECTOR, TYPE 2 (BI-DIRECTIONAL)					
3												21					630	02100	21	FT	GROUND MOUNTED SUPPORT, NO. 2 POST					
												3					630	80100	3	SF	SIGN, FLAT SHEET					
												11.72					644	00104	11.72	MILE	EDGE LINE, 6"					
												5.98					644	00300	5.98	MILE	CENTER LINE					
												81					644	00500	81	FT	STOP LINE					
												0.08					646	10010	0.08	MILE	EDGE LINE, 6"					
												0.04					646	10200	0.04	MILE	CENTER LINE					
STRUCTURE REPAIR (UNI-4-2578)																										
											44						255	20001	44	FT	FULL DEPTH PAVEMENT SAWING, AS PER PLAN	34				
											2						407	20000	2	GAL	NON-TRACKING TACK COAT					
											0.4						441	10000	0.4	CY	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (446), PG64-22, 1.25"					
											0.6						441	10200	0.6	CY	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, (446), 1.75"					
											52						SPECIAL	51631200	52	FT	SAWING AND SEALING BITUMINOUS CONCRETE JOINTS	33				
											23						519	12300	23	SY	PATCHING CONCRETE BRIDGE DECK - TYPE B					
											10						848	50001	10	SY	HAND CHIPPING, AS PER PLAN	34				

GENERAL SUMMARY

UNI / DEL / MAR -4- VAR
PART 1



BUTT JOINT PLAN TO BEGIN PROJECT
LOC 1 - UNI-4



BUTT JOINT PLAN AT STRUCTURE
LOC 1 - UNI-4
STRUCTURE UNI-4-2578

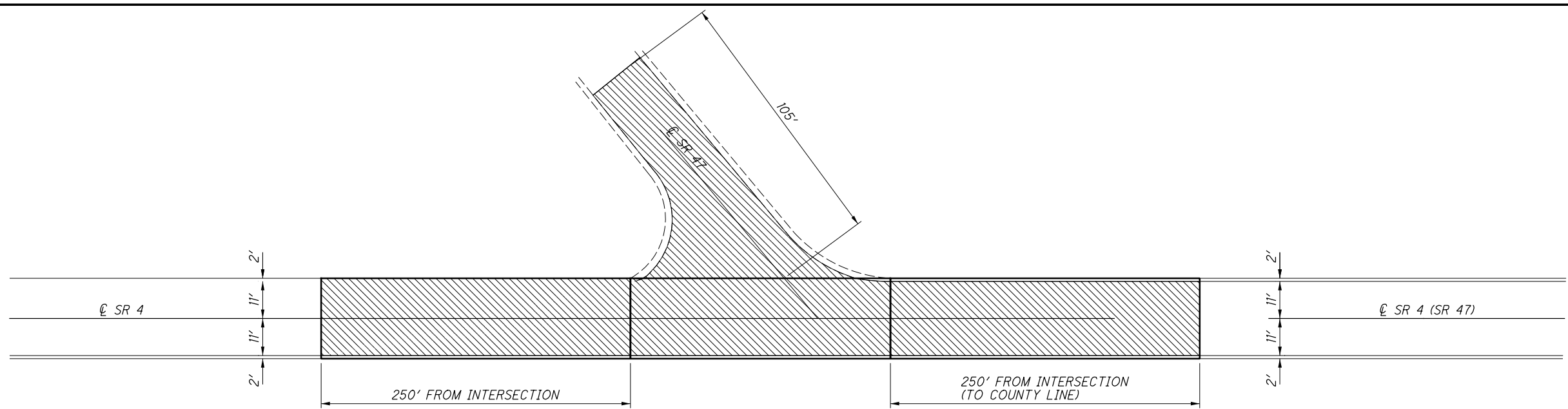
SEE TYPICAL SECTIONS ON SHEET 3

PAVEMENT PLANING VARIES 1 3/4" TO 3"

STRUCTURE #2578 NOTE:
DO NOT PAVE BRIDGE DECK. FOR
WORK ON THIS STRUCTURE, SEE
SHEET NO. 31

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LOCATION										DESIGN		QUANTITIES										REMARKS		
L O C A T I O N	C O U N T Y	R O U T E	B E G I N S L M	E N D S L M	L E N G T H M I	L E N G T H F T	T Y P E C A T O R Y	PAVEMENT WIDTHS			P A V E M E N T A R E S Q Y D	209 P R E P A R I N G S U B G R A D E F O R S H O U L D E R P A V I N G M I L E	254		407		441		617	618	874			
								A	B	C			P A V E M E N T P L A N I N G A S P H A L T C O N C R E T E 1.25" S Q Y D	P A V E M E N T P L A N I N G A S P H A L T C O N C R E T E 1.75" S Q Y D	N O N - T R A C K I N G T A C K C O A T (I N T E R M E D I A T E C O U R S E) G A L L O N	N O N - T R A C K I N G T A C K C O A T (I N T E R M E D I A T E C O U R S E) G A L L O N	A S P H A L T C O N C R E T E S U R F A C E C O U R S E T Y P E 1 (446) P G 64-22 1.25" C U Y D	A S P H A L T C O N C R E T E I N T E R M E D I A T E C O U R S E T Y P E 2 (446) 1.75" C U Y D	C O M P A C T E D A G G R E G A T E A S P E R P L A N 2' D E E P 1' W I D E C U Y D	R U M B L E S T R I P E S C E N T E R L I N E (A S P H A L T C O N C R E T E) M I L E	L O N G I T U D I N A L J O I N T P R E P F T			
								FT	FT	FT			SQ YD	SQ YD	SQ YD	SQ YD	SQ YD	SQ YD	SQ YD	SQ YD	SQ YD		SQ YD	SQ YD
1	UNI	4	24.35	25.77	1.42	7,498	1	2.0	22.0	2.0	21,660	2.84		21,660	1,841	1,191	757	1,053	93	1.42	7,498	BEGIN LOCATION 1 MAINLINE PAVEMENT, END AT DELAWARE CO. LINE		
1	UNI	4	25.77	25.80	0.03	158	1	2.0	40.0	2.0	774		774	66		27		2		0.03		FIX WIDENED PAVEMENT IN THIS AREA 1.25" ONLY		
1	UNI	4	25.80	26.25	0.45	2,376	1	2.0	22.0	2.0	6,864	0.90		6,864	583	378	240	334	29	0.45	2,376			
1	UNI	C264	25.86								82			82	7		3					TAWA RD W - 20' FROM EDGE OF SR 4		
1	UNI	C182	25.86								121			121	10		4					TAWA RD E - 20' FROM EDGE OF SR 4		
																						NO RUMBLE STRIPES ON BRIDGE		
ADDITIONAL AREAS																								
VAR	MAILBOX APPROACHES															4		2					SEE MAILBOX APPROACH DETAILS (SHEET 5)	
VAR	DRIVEWAY APPROACHES															2		1					SEE TYPICAL DRIVEWAY APPROACH DETAILS (SHEET 5)	
VAR	INTERSECTIONS																							
	TAWA DR WEST												106		106	9		4						SEE TYPICAL INTERSECTION DETAIL #1 (SHEET6)
	TAWA DR EAST												163		163	14		6						SEE TYPICAL INTERSECTION DETAIL #1 (SHEET6)
	DEDUCTION FOR STRUCTURE																							
1	UNI	4-2578									-194			-326	-16	-11	-7	-9	-1			-67	STRUCTURE DEDUCT	
TOTALS CARRIED TO GENERAL SUMMARY												3.74	774	28,670	4,078	1,037	1,378	123	1.90	9,807				



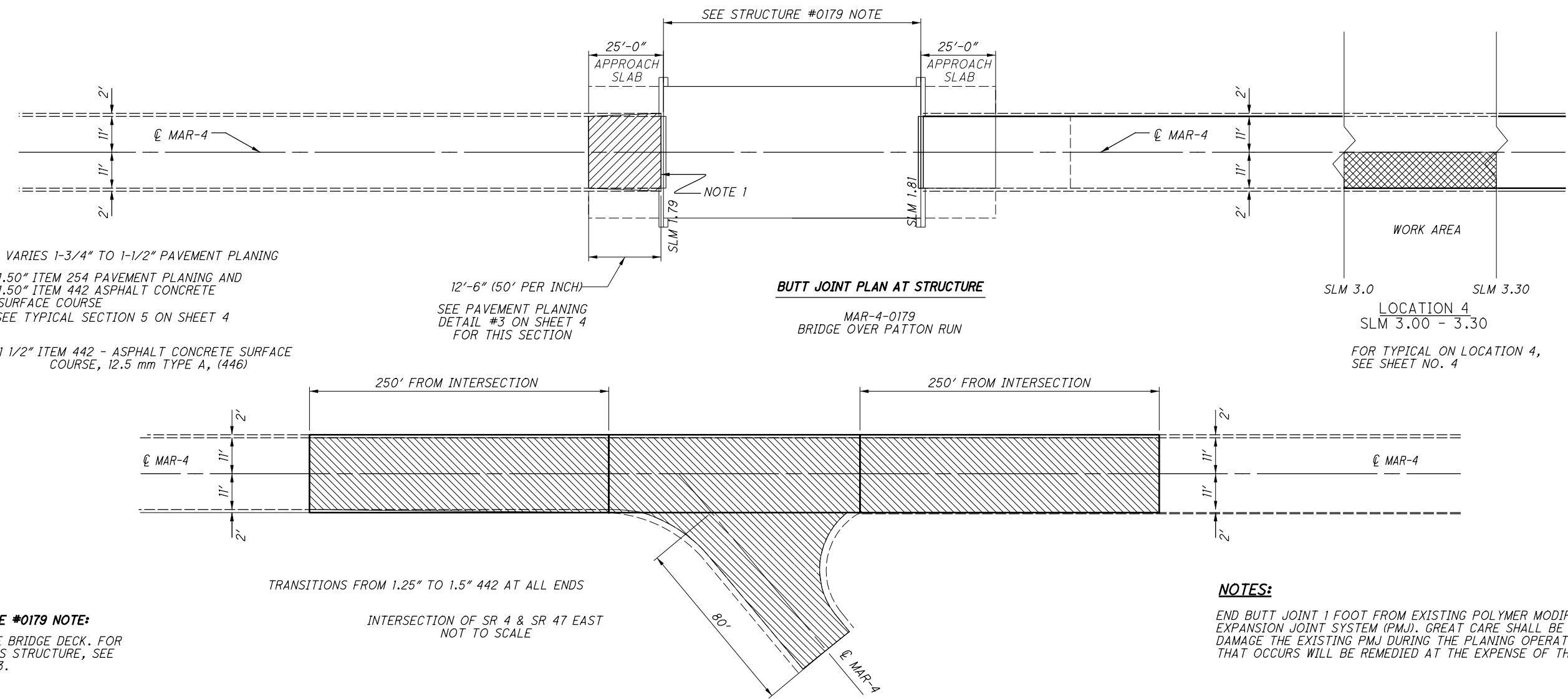
INTERSECTION OF SR 4 & SR 47 WEST
NOT TO SCALE

1 1/2" ITEM 442 - ASPHALT CONCRETE SURFACE COURSE, 12.5 mm TYPE A, (446)

FOR TRANSITION FROM LOCATION 2 TO LOCATION 3, SEE SHEET NO. 4
TRANSITIONS TO/FROM THE 1.25" TO 1.5" PAVEMENT THICKNESS AT ALL 442 LOCATIONS

LOCATION								DESIGN				QUANTITIES								REMARKS			
L O C A T I O N	C O U N T Y	R O U T E	B E G I N M	E N D M	L E N G T H M	L E N G T H F T	T Y P E	PAVEMENT WIDTHS			P A V E M E N T A R E S Q Y D	209	254	407		441		442	617	618	874		
								A	B	C		PREPARING SUBGRADE FOR SHOULDER PAVING	PAVEMENT PLANING, ASPHALT CONCRETE, 1.75"	NON- TRACKING TACK COAT	NON- TRACKING TACK COAT (INTERMEDIATE COURSE)	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (446) PG64-22 1.25"	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2 (446) 1.75"	ASPHALT CONCRETE SURFACE COURSE, 12.5 MM TYPE A, (446) 1.5"	COMPACTED AGGREGATE AS PER PLAN 2' DEEP 1' WIDE	RUMBLE STRIPES, CENTER LINE (ASPHALT CONCRETE)	LONGITUDINAL JOINT PREP		
								FT	FT	FT		MILE	SQ YD	GALLON	GALLON	CU YD	CU YD	CU YD	CU YD	MILE	FT		
2	DEL	4	0.00	1.88	1.88	9,926	1	2.0	22.0	2.0	28,676	3.76	28,676	2,437	1,577	1,002	1,394		123	1.88	9,926	BEGIN LOCATION 2 MAINLINE PAVEMENT	
2	DEL	4	1.88	1.98	0.10	528	3	2.0	22.0	2.0	1,525	0.20	1,525	130	84		74	64		0.10	528	250' BEFORE AND AFTER SR 47 ON SR 4 - MARION COUNTY LINE	
2	DEL	C183	0.03								93		93	8		3							C183 E - 20' FROM EDGE OF SR 4
2	DEL	T184	1.21								100		100	9		3							DAVIS-KIRK RD E- 20' FROM EDGE OF SR 4
2	DEL	47	1.93								525		525	45	29		26	12					SR 47 W - TO PAVEMENT BREAK 85' W OF SR 4
VAR	MAIL DRIVE	BOX WAYS	APPROACHES											23	16	11	15						SEE MAILBOX APPROACH DETAILS (SHEET 5)
VAR			APPROACHES											3		1							SEE TYPICAL DRIVEWAY APPROACH DETAILS (SHEET 5)
TOTALS CARRIED TO GENERAL SUMMARY											3.96	30,919	4,361	1,020	1,509	76	123	1.98	10,454				

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- VARIES 1-3/4" TO 1-1/2" PAVEMENT PLANING
- 1.50" ITEM 254 PAVEMENT PLANING AND 1.50" ITEM 442 ASPHALT CONCRETE SURFACE COURSE
SEE TYPICAL SECTION 5 ON SHEET 4
- 1 1/2" ITEM 442 - ASPHALT CONCRETE SURFACE COURSE, 12.5 mm TYPE A, (446)

12'-6" (50' PER INCH)
SEE PAVEMENT PLANING
DETAIL #3 ON SHEET 4
FOR THIS SECTION

BUTT JOINT PLAN AT STRUCTURE

MAR-4-0179
BRIDGE OVER PATTON RUN

SLM 3.0 SLM 3.30
LOCATION 4
SLM 3.00 - 3.30
FOR TYPICAL ON LOCATION 4,
SEE SHEET NO. 4

NOTES:

END BUTT JOINT 1 FOOT FROM EXISTING POLYMER MODIFIED ASPHALT EXPANSION JOINT SYSTEM (PMJ). GREAT CARE SHALL BE MADE NOT TO DAMAGE THE EXISTING PMJ DURING THE PLANING OPERATION. ANY DAMAGE THAT OCCURS WILL BE REMEDIATED AT THE EXPENSE OF THE CONTRACTOR.

STRUCTURE #0179 NOTE:
DO NOT PAVE BRIDGE DECK. FOR
WORK ON THIS STRUCTURE, SEE
SHEET NO. 33.

TRANSITIONS FROM 1.25" TO 1.5" 442 AT ALL ENDS
INTERSECTION OF SR 4 & SR 47 EAST
NOT TO SCALE

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LOCATION										DESIGN				QUANTITIES										REMARKS	
L O C A T I O N	C O U N T Y	R O U T E	B E G I N M	E N D M	L E N G T H M	L E N G T H FT	T Y P E	PAVEMENT WIDTHS			PAVEMENT AREA SQ YD	209 LINEAR GRADING MILE	254 PAVEMENT PLANING, ASPHALT CONCRETE, 1.75" SQ YD	407 NON- TRACKING TACK COAT GALLON	441 NON- TRACKING TACK COAT (INTERMEDIATE COURSE) GALLON	442 ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (446) PG64-22 1.50" CU YD	441 ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (446) PG64-22 VAR. CU YD	442 ASPHALT CONCRETE SURFACE COURSE, 12.5 MM TYPE A, (446) 1.50" CU YD	617 COMPACTED AGGREGATE AS PER PLAN 2" DEEP 1' WIDE CU YD	618 RUMBLE STRIPES, CENTER LINE (ASPHALT CONCRETE) MILE	874 LONGITUDINAL JOINT PREP FT				
								A	B	C															
								FT	FT	FT															
3	MAR	4	0.00	0.57	0.57	3,010	2	2.0	22.0	2.0	8,694	1.1	8,694	739				37	0.57	3,010	BEGIN LOCATION 3 MAINLINE PAVEMENT				
3	MAR	4	0.57	0.67	0.10	528	3	2.0	22.0	2.0	1,525	0.2	1,525	130			64	7	0.10	528	250' BEFORE AND AFTER SR 47 E ON SR 4				
3	MAR	4	0.67	1.77	1.10	5,808	2	2.0	22.0	2.0	16,779	2.2	16,779	1,426	699			72	1.10	5,808	BUTT JOINT AT STRUCTURE MAR-4-0179				
3	MAR	4	1.77	1.78	0.01	53	2	2.0	22.0	2.0	153	0.1	153	13	6			1	0.01	53	SR 47 E - TO PAVEMENT BREAK E OF SR 4				
3	MAR	47	0.62				2				370		370	31			15				COUNTY ROAD 69 W - 20' FROM EDGE OF SR 4				
3	MAR	C69	0.67				2				116		116	10	5	5					NORTHBOUND LANE ONLY 1.50" MILL & FILL				
3	MAR	4	3.00	3.30	0.30	1,584	5		11.0		1,936		1,936	165			81	20	0.30						
ADDITIONAL AREAS																									
VAR	MAIL BOX APPROACHES									389		389	33		16							SEE MAILBOX APPROACH DETAILS (SHEET 5)			
VAR	DRIVE WAY APPROACHES									71		71	6		3							SEE TYPICAL DRIVEWAY APPROACH DETAILS (SHEET 5)			
																						SEE TYPICAL INTERSECTION DETAIL #1 (SHEET 6)			
																						NO RUMBLE STRIPES ON BRIDGE			
TOTALS CARRIED TO GENERAL SUMMARY																									
										3.6	30,033	2,553	2,553	1,091	5	160	137	2.08	9,398						