

**ITEM 408 – PRIME COAT, AS PER PLAN**

THE CONTRACTOR SHALL APPLY ONE COAT OF MC-70 (AS PER SECTION 702) AT A RATE OF 0.40 GAL/SY TO THE COMPACTED AGGREGATE SHOULDER (ITEM 617) AS DIRECTED BY THE ENGINEER. THE CONTRACTOR SHALL PROVIDE A SHIELD TO PREVENT THE SPRAYING OR DRIFTING OF LIQUID BITUMINOUS MATERIAL ONTO THE EDGE OF PAVEMENT OR EDGE LINE. THE ATTENTION OF THE CONTRACTOR IS DIRECTED TO 107.10 OF THE SPECIFICATIONS.

**ITEM 423 – CRACK SEALING, TYPE II**

THE CONTRACTOR SHALL USE TYPE II CRACK SEAL ON THIS PROJECT. THIS ITEM IS NOT TO BE PLACED ON THE SHOULDERS. THE CONTRACTOR SHALL SEAL ALL VISIBLE CRACKS OR AS DIRECTED BY THE ENGINEER. CRACK SEALING SHALL BE PERFORMED AFTER THE PAVEMENT REPAIRS ARE COMPLETED AND SHALL INCLUDE THE SEALING OF ALL JOINTS AROUND THE PAVEMENT REPAIRS.

**ITEM 424 – FINE GRADED POLYMER ASPHALT CONCRETE, TYPE B**

OMIT ITEM 424 ON STRUCTURES WITH A CONCRETE WEARING SURFACE. PROVIDE A MATERIAL TRANSFER VEHICLE (MTV) WITH PAVER HOPPER INSERT; A MATERIAL TRANSFER DEVICE (MTD) WITH PAVER HOPPER INSERT; OR A REMIXING PAVER SPECIFICALLY MANUFACTURED TO ELIMINATE SEGREGATION FOR PAVING OPERATIONS ON ALL MAINLINE AND RAMP LANES. ANTI-SEGREGATION EQUIPMENT NOT REQUIRED FOR PAVING OPERATIONS ON MAINLINE AND RAMP SHOULDERS.

**ITEM 254 – PAVEMENT PLANING, ASPHALT CONCRETE (TAPER 0" TO 1", OR 1") (UNCURBED SECTION)**

THE INTENT OF THE PLANING IS TO MILL THE SPECIFIED DEPTH AT THE CENTER OF PAVEMENT AT NON-CURBED AREAS. THE PAVEMENT SLOPE SHALL BE 0.010 MINIMUM AND 0.016 PREFERRED, CONTINUOUS BETWEEN THE CROWN AND THE PROPOSED EDGELINE/SHOULDER. THE MILLING DEPTH SHALL BE CONTROLLED FROM THE CENTER OF PAVEMENT IN CONFORMANCE WITH THE ABOVE GUIDELINES.

SPECIAL ATTENTION SHALL BE GIVEN TO SUPERELEVATED CURVES. THE SUPERELEVATION SHALL BE MAINTAINED AND/OR RESTORED, IF NECESSARY, AS DIRECTED BY THE ENGINEER. IF THERE IS NO INFORMATION IN THE PLANS TO CHANGE THE SUPERELEVATION, THE INTENT IS TO MAINTAIN THE EXISTING SUPERELEVATION.

THE CONTRACTOR SHALL MAINTAIN POSITIVE DRAINAGE TO ALL CATCH BASINS AND INLETS.

THE PROGRESSION OF THE PLANING SHALL PROCEED IN SUCH A MANNER THAT NORMAL TRAFFIC WILL NOT BE REQUIRED TO RUN OVER THE PLANED ROADWAY SURFACE MORE THAN FOURTEEN (14) CALENDAR DAYS. FOR EACH CALENDAR DAY BEYOND THE 14 DAYS THAT THE ROADWAY REMAINS EXPOSED TO THE PLANED SURFACE, THE CONTRACTOR WILL BE ASSESSED A DISINCENTIVE FEE OF \$1,000 PER DAY.

PAYMENT SHALL INCLUDE ALL LABOR, EQUIPMENT, AND MATERIALS NECESSARY TO COMPLETE THE PAVEMENT PLANING, ASPHALT CONCRETE. PAYMENT WILL BE MADE AT THE UNIT BID PRICE PER SQUARE YARD OF ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE.

**ITEM 254 – PAVEMENT PLANING, ASPHALT CONCRETE (TAPER 0" TO 1") (CURBED SECTION)**

THE INTENT OF THE PLANING IS TO MILL THE SPECIFIED DEPTH ALONG THE CURB CONTINGENT ON THE FOLLOWING: THE MAXIMUM CROSS SLOPE SHALL BE 0.02 WHILE THE MINIMUM CROSS SLOPE SHALL BE 0.01. THE PREFERRED CROSS SLOPE IS 0.016. THE CROWN OF THE PAVEMENT SHALL BE LOCATED BETWEEN THE TRAVELED LANES, OR AS DIRECTED BY THE ENGINEER. THE MILLING DEPTH SHALL BE CONTROLLED FROM THE CURB, TO PRODUCE A CROSS SLOPE IN CONFORMANCE WITH THE ABOVE GUIDELINES.

SPECIAL ATTENTION SHALL BE GIVEN TO SUPERELEVATED CURVES. THE SUPERELEVATION SHALL BE MAINTAINED AND/OR RESTORED, IF NECESSARY, AS DIRECTED BY THE ENGINEER. IF THERE IS NO INFORMATION IN THE PLANS TO CHANGE THE SUPERELEVATION, THE INTENT IS TO MAINTAIN THE EXISTING SUPERELEVATION.

THE CONTRACTOR SHALL MAINTAIN POSITIVE DRAINAGE TO ALL CATCH BASINS AND INLETS.

THE PROGRESSION OF THE PLANING SHALL PROCEED IN SUCH A MANNER THAT NORMAL TRAFFIC WILL NOT BE REQUIRED TO RUN OVER THE PLANED ROADWAY SURFACE MORE THAN FOURTEEN (14) CALENDAR DAYS. FOR EACH CALENDAR DAY BEYOND THE 14 DAYS THAT THE ROADWAY REMAINS EXPOSED TO THE PLANED SURFACE, THE CONTRACTOR WILL BE ASSESSED A DISINCENTIVE FEE OF \$1,000 PER DAY.

PAYMENT SHALL INCLUDE ALL LABOR, EQUIPMENT, AND MATERIALS NECESSARY TO COMPLETE THE PAVEMENT PLANING, ASPHALT CONCRETE. PAYMENT WILL BE MADE AT THE UNIT BID PRICE PER SQUARE YARD OF ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE.

**ITEM 254 – PATCHING PLANED SURFACE**

AN ESTIMATED QUANTITY OF ITEM 254 - PATCHING PLANED SURFACE HAS BEEN SET UP TO BE USED AS DIRECTED BY THE ENGINEER AS DESCRIBED IN CMS 254.04. THE LIMIT OF THE PATCHING DEPTH IS 0 TO 2 IN.

**INTERIM COMPLETION DATE**

THE CONTRACTOR SHALL PERFORM PAVEMENT REPAIRS, CRACK SEALING, AND STATE ROUTE 57 EASTBOUND ENTRANCE RAMP DRAINAGE REPAIRS IN THE 2021 CONSTRUCTION SEASON, WITH AN INTERIM COMPLETION DATE OF OCTOBER 15, 2021.

DUE TO THE LENGTH OF THIS PROJECT AND STRINGENT AMBIENT TEMPERATURE REQUIREMENTS OF ITEM 424 AND THE WET REFLECTIVE PAVEMENT MARKINGS, ALL WORK ASSOCIATED WITH ITEM 424 AND WET REFLECTIVE PAVEMENT MARKINGS SHALL BE COMPLETED IN THE 2022 CONSTRUCTION SEASON. SHOULD THE CONTRACTOR FAIL TO MEET THIS REQUIREMENT, THE CONTRACTOR SHALL BE ASSESSED A DISINCENTIVE FEE OF \$1,500 PER DAY.

**342-4 SPEED MEASUREMENT MARKING (TEM 342-4)**

AIR SPEED ZONE MARKINGS SHALL BE WHITE AND 24 INCHES WIDE MEASURED IN THE DIRECTION OF TRAVEL AND 4 FEET IN LENGTH. ON TWO-LANE ROADWAYS WITH PAVED SHOULDERS LESS THAN 4 FEET IN WIDTH, THE AIR SPEED ZONE MARKINGS SHALL BE PLACED WITH 2 FEET ON EACH SIDE OF THE CENTER LINE OR EDGE LINE MARKINGS. WHEN PAVED SHOULDERS OF SUFFICIENT WIDTH ARE AVAILABLE, THE AIR SPEED ZONE MARKINGS SHALL BE PLACED ON THE SHOULDERS.

AN AIR SPEED ZONE CONSISTS OF MARKINGS AT 0.25-MILE INTERVALS FOR A MINIMUM OF 1 MILE IN LENGTH ALONG THE ROADWAY.

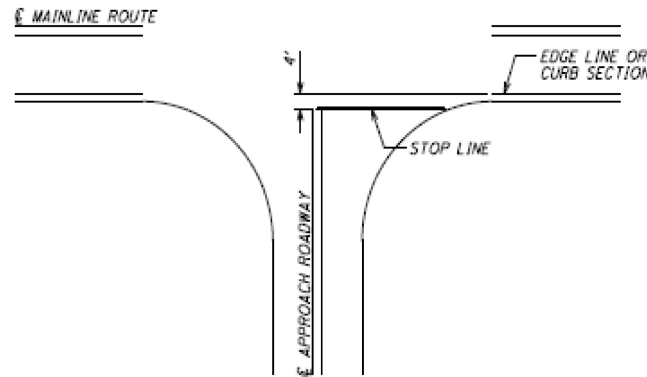
IT IS THE CONTRACTOR'S RESPONSIBILITY TO HAVE THE MARKINGS LAID OUT BY A REGISTERED SURVEYOR. A RECORD IS TO BE KEPT AND ONE ORIGINAL SIGNED AND SEALED DOCUMENT IS TO BE SENT TO THE DISTRICT TRAFFIC ENGINEER AND ONE COPY IS TO BE SENT TO THE DISTRICT CONSTRUCTION ENGINEER.

MATERIALS, EQUIPMENT AND APPLICATION SHALL BE ACCORDING TO THE TYPE OF PAVEMENT MARKING MATERIAL USED.

PAYMENT WILL BE FOR EACH 24-INCH-WIDE BY 4 FEET LONG MARKING AND SHALL INCLUDE THE PAVEMENT MARKING MATERIAL USED AND THE SURVEYING WORK.

**STOP LINE PLACEMENT FOR NORMAL INTERSECTIONS**

AT NORMAL STOP CONTROLLED INTERSECTIONS, THE STOP BAR SHOULD BE PLACED 4 FEET FROM THE EDGE LINE OR CURB SECTION OF THE INTERSECTING ROADWAY IN ORDER TO ACHIEVE MAXIMUM INTERSECTION SIGHT DISTANCE.



**ITEM 623 – CONSTRUCTION LAYOUT STAKES AND SURVEYING, AS PER PLAN**

AFTER COMPLETION OF ALL WORK, BUT PRIOR TO FINAL ACCEPTANCE OF THE PROJECT, AN OHIO PROFESSIONAL SURVEYOR SHALL DETERMINE THE MINIMUM VERTICAL CLEARANCES OF ALL EXISTING AND NEW BRIDGES WITHIN THE PROJECT LIMITS. AT A MINIMUM, MEASUREMENTS SHALL BE TAKEN ALONG EACH FASCIA BEAM AT THE EDGE OF SHOULDERS, EDGE LINES, LANE LINES, AND CROWN OF THE ROADWAY BELOW. THE ODOT DISTRICT 12 VERTICAL CLEARANCE SURVEY FORM SHALL BE USED, WHERE APPLICABLE, TO DOCUMENT THE MEASUREMENTS. WHERE THE ODOT DISTRICT 12 VERTICAL CLEARANCE SURVEY FORM IS NOT APPLICABLE, THE MEASUREMENTS SHALL BE DOCUMENTED ON A CONTRACTOR-DEVELOPED FORM THAT CLOSELY RESEMBLES THE ODOT DISTRICT 12 VERTICAL CLEARANCE SURVEY FORM AND ACCURATELY DEPICTS THE BRIDGE AND BELOW LANE AND SHOULDER CONFIGURATION. THE COMPLETED FORM SHALL BEAR THE STAMP OR SEAL OF THE OHIO PROFESSIONAL SURVEYOR WHO HAS TAKEN THE MEASUREMENTS AND SHALL BE SUBMITTED TO THE PROJECT ENGINEER PRIOR TO FINAL ACCEPTANCE OF THE PROJECT.

THE ODOT ODOT DISTRICT 12 VERTICAL CLEARANCE SURVEY FORM CAN BE DOWNLOADED FROM THE FOLLOWING WEBSITE:

[HTTP://WWW.DOT.STATE.OH.US/DISTRICTS/D12/HIGHWAYMANAGEMENT/PAGES/PERMITS.ASPX](http://www.dot.state.oh.us/districts/d12/highwaymanagement/pages/permits.aspx)

**COORDINATION OF WORK BETWEEN CONTRACTORS**

THE CONTRACTOR SHOULD BE AWARE THAT THERE MAY BE OTHER WORK BEING PERFORMED BY A SEPARATE CONTRACT. MED-57-1.37 IS A BRIDGE REPLACEMENT CONTRACT AND IS SCHEDULED TO BEGIN WORK IN THE 2022 CONSTRUCTION SEASON. MED-57-1.48 IS AN INTERSECTION IMPROVEMENT (ROUNDAABOUT) PROJECT AND IS SCHEDULED TO BEGIN WORK IN THE 2022 CONSTRUCTION SEASON. COORDINATION OF WORK IS THE RESPONSIBILITY OF THE CONTRACTOR.

**ELECTRONIC TICKETING**

**PURPOSE:**  
PROVIDE ELECTRONIC MATERIAL TICKETS IN AN ELECTRONIC FORMAT DIRECTLY RECORDED FROM THE MATERIAL LOADING SOURCE.

PROVIDE ELECTRONIC MATERIAL TICKETS FOR THE FOLLOWING MATERIALS:

ASPHALT CONCRETE

THIS NOTE IN NO WAY SUPERSEDES ANY OTHER COMMERCIAL REGULATIONS OR ANY OTHER LEGAL REQUIREMENTS REGULATING THE TRANSPORTATION OF COMMERCIAL MATERIALS.


**REQUIREMENTS:**  
AT THE PRE-CONSTRUCTION MEETING, SUBMIT AN ELECTRONIC TICKETING PLAN TO THE ENGINEER DESCRIBING THE PROPOSED ELECTRONIC TICKET DELIVERY METHOD. THE ELECTRONIC MATERIAL TICKET SHALL CONTAIN INFORMATION AS REQUIRED PER THE APPLICABLE MATERIAL SPECIFICATION FOR WEIGHT MEASUREMENT AND OTHER MATERIAL CHARACTERISTICS; PROVIDE AN EXAMPLE(S) OR A "MOCK-UP" OF THE PROPOSED ELECTRONIC TICKET TO SHOW THE DETAILS ON WHAT IS TO BE TRANSMITTED TO THE DEPARTMENT. NAMING OF THE ELECTRONIC MATERIAL TICKET FILES SHALL BE DISTINCT SUCH THAT THE TICKET'S REPRESENTED MATERIAL IS EASILY DETERMINED; INCLUDE THE PROPOSED NAMING CONVENTION. DELIVERY MAY BE THROUGH A PRODUCER WEBSITE UPLOAD ACCESSIBLE TO THE ENGINEER, ODOT PROJECT SPECIFIC SHAREPOINT DOCUMENTATION SITE UPLOAD, OR ANOTHER SECURE ELECTRONIC TRANSMITTAL MEANS. EMAILING OF A TICKET TO AN ODOT CONTACT IS ACCEPTABLE BUT IS NOT PREFERRED. THE ELECTRONIC TICKETING PLAN SHALL IDENTIFY A CONTINGENCY METHOD FOR MANUALLY CAPTURING AND DELIVERING TICKET INFORMATION IF ELECTRONIC TRANSMISSION IS TEMPORARILY UNAVAILABLE. AN ELECTRONIC TICKETING PLAN WHICH INCLUDES SOLELY THE USE OF DIGITAL PHOTOS OF PAPER TICKETS IS NOT ACCEPTABLE.

THE DEPARTMENT RECOGNIZES THAT VARIOUS DIGITAL TICKETING SYSTEMS MAY BE COMMERCIALY AVAILABLE AND USED TO ACCOMMODATE INDIVIDUAL CONTRACTORS AND MATERIAL SUPPLIER CAPABILITIES. THE CONTRACTOR MAY PROVIDE A DIGITAL TICKETING SYSTEM GIVING SECURE ACCESS TO ORGANIZED DIGITAL DATA. IF UTILIZED, THE DIGITAL TICKETING SYSTEM MAY ALSO BE ACCESSIBLE BY REAL-TIME MONITORING WITH A MOBILE COMMUNICATION DEVICE SUCH AS A TABLET, SMARTPHONE, ETC. THROUGH MOBILE DEVICE APPLICATIONS ("MOBILE APP") IF ACCEPTABLE TO THE DEPARTMENT. IF A DIGITAL TICKETING SYSTEM REQUIRES A MOBILE APP, THE MOBILE APP SHALL BE AT NO COST TO THE DEPARTMENT. THE DIGITAL DATA MUST BE ABLE TO BE EXPORTED IN A FORMAT USABLE BY THE ENGINEER UPON REQUEST (I.E. MICROSOFT WORD, MICROSOFT EXCEL, PDF FORMATS).

DELIVER EACH ELECTRONIC MATERIAL TICKET TO THE ENGINEER PRIOR TO THE PLACEMENT OF MATERIAL, BUT NOT PRIOR TO THE LOADING OF MATERIAL AT THE SOURCE.

PROVIDE THE ENGINEER A DAILY MATERIAL SUMMARY REPORT BY THE END OF THE DAY'S HAULING ACTIVITIES, OR AT A TIME AS APPROVED BY THE ENGINEER. THE DAILY MATERIAL SUMMARY REPORT INCLUDES SUMMARY INFORMATION LISTED FOR EACH MATERIAL AS OUTLINED IN THE RESPECTIVE MATERIAL SPECIFICATION.

**PAYMENT:**  
COSTS FOR THE ELECTRONIC TICKETING SHALL BE INCIDENTAL TO THE PROJECT.

DESIGN AGENCY	DISTRICT 3
	
ENGINEERING TEAM TWO	
DESIGNER	ACM
REVIEWER	KRB 02-16-21
PROJECT ID	91093
SUBSET	TOTAL
2	2
SHEET	TOTAL
P.10	20