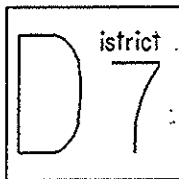


State Job No. 478817
 Project No.

PID No. 83913
 FED. No. NON-FEDERAL

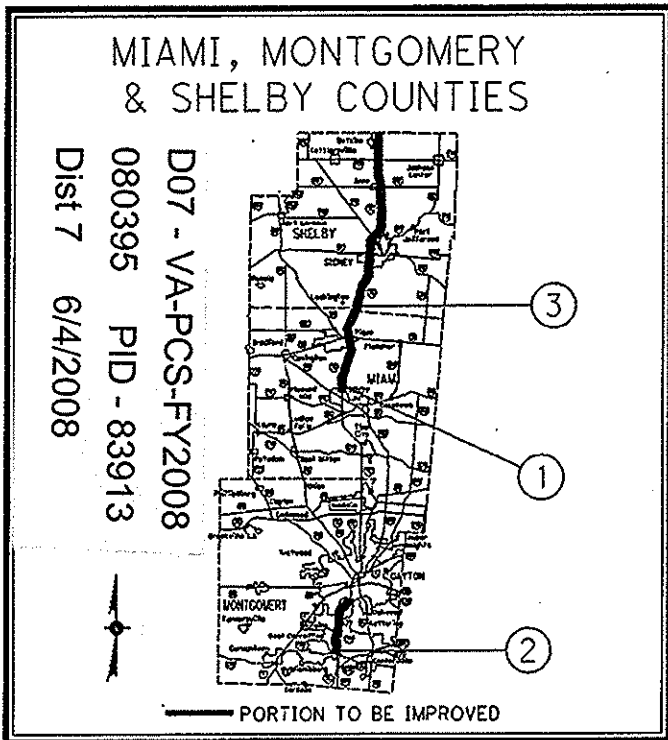
PLAN PREPARED BY:



STATE OF OHIO
 OHIO DEPARTMENT OF TRANSPORTATION
 D07-PCS-FY2008

40° 02' 23" N Latitude
 84° 12' 12" W Longitude

LOCATION MAP



MAINTENANCE
 DISTRICT WIDE CRACK SEALING

Project Earth Disturbed Area = 0.0 Acres
 Estimated Contractor Earth Disturbed Area = N/A
 Notice of Intent Earth Disturbed Area = N/A

2005 SPECIFICATIONS

The Standard 2005 Specifications of the State of Ohio Department of Transportation, including changes and supplemental specifications listed in the plans and the proposal shall govern these improvements.

I hereby approve these plans and declare that the making of this improvement will not require the closing of the highway to traffic and that provisions for the maintenance and safety of traffic will be as set forth in the plans and estimates.

3-7-08 Date Approved *Rex Dickey, P.E., P.S./PRN* District Deputy Director
 3-24-08 Date Approved *James L. Beasley, III* Director, Department of Transportation

PROJECT DESCRIPTION: The work proposed by this project consists of Crack Sealing various Pavement Sections on Interstate 75

- ① MIA-75-10.85 to 19.96 (North Corporation Limits of Troy to the Miami/Shelby Co. Line)
- ② MOT-75-3.92 to 10.42 (State Route 725 to the South Corporation Line of Dayton)
- ③ SHE-75-0.00 to 20.55 (Miami/Shelby County Line to the Shelby/Auglaize County Line)

ENGINEER'S SEAL



Signed *Paul Robert Nartker*
 Date 3-7-08

UNDERGROUND UTILITIES
 TWO WORKING DAYS BEFORE YOU DIG
 CALL 1-800-362-2764 (TOLL FREE)
 OHIO UTILITIES PROTECTION SERVICE
 NON-MEMBERS MUST BE CALLED DIRECTLY

- 1 - Title Sheet
- 2 thru 4 - Pavement Data
- 5 - General Notes
- 6 thru 7A - Maintenance of Traffic
- 8 - General Summary

STANDARD DRAWINGS						SUPPLEMENTAL SPECIFICATIONS	
MT-35.10	4-20-01	MT-98.20	10-19-07	TC-41.20	1-19-01		
		MT-98.22	10-19-07	TC-42.20	7-16-04	800	4-18-08
MT-95.30	9-5-06	MT-98.28	10-19-07				
MT-95.50	9-5-06	MT-99.20M	1-30-95	TC-52.10	1-19-07	832	4-25-06
				TC-52.20	1-19-07		
MT-98.10	10-19-07	MT-105.10	10-18-02	TC-72.20	1-21-05		
MT-98.11	10-19-07	MT-105.11	10-18-02	TC-73.10	1-19-01		

D07PCSFY08 February 27, 2008

PAVEMENT DATA

ROUTE	LOG POINT TO LOG POINT SLM	LENGTH		WIDTH	ESTIMATED PAVEMENT AREA SQ. YDS.	423	
		MILES	FEET	FEET		CRACK SEALING TYPE III APP SQ. YDS.	
MIA-75 NB	10.85 - 17.00	6.15	32472	25.0	90200	90200	
MIA-75 SB	10.85 - 16.94	6.09	32155	25.0	89319	89319	
MIA-75 NB	17.00 - 17.45	0.45	2376	37.0	9768	9768	
MIA-75 SB	16.94 - 17.37	0.43	2270	37.0	9332	9332	
MIA-75 NB	17.45 - 17.59	0.14	739	25.0	2053	2053	
MIA-75 SB	17.37 - 17.56	0.19	1003	25.0	2786	2786	
MIA-75 NB	17.66 - 17.77	0.11	581	25.0	1614	1614	
MIA-75 SB	17.62 - 17.76	0.14	739	25.0	2053	2053	
MIA-75 NB	17.81 - 19.96	2.15	11352	25.0	31533	31533	
MIA-75 SB	17.80 - 19.96	2.16	11405	25.0	31681	31681	
Total Miami County I-75					270339	270339	

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 CHECKED BY
 D07-PCS-FY2008
 CRACK SEALING

PAVEMENT DATA

PAVEMENT DATA

ROUTE	LOG POINT TO LOG POINT SLM	LENGTH		WIDTH	ESTIMATED PAVEMENT AREA SQ. YDS.	423	
		MILES	FEET	FEET		CRACK SEALING TYPE III APP SQ. YDS.	
MOT-75 NB	3.91 - 3.95	0.04	211	37.0	867	867	
MOT-75 SB	3.91 - 4.09	0.18	950	37.0	3906	3906	
MOT-75 NB	3.95 - 4.27	0.32	1690	62.0	11642	11642	
MOT-75 SB	4.09 - 4.36	0.27	1426	49.0	7764	7764	
MOT-75 NB	4.27 - 6.41	2.14	11299	37.0	46451	46451	
MOT-75 SB	4.36 - 6.41	2.05	10824	37.0	44499	44499	
MOT-75 NB	6.46 - 6.68	0.22	1162	37.0	4777	4777	
MOT-75 SB	6.46 - 6.63	0.17	898	37.0	3692	3692	
MOT-75 NB	6.74 - 9.31	2.57	13570	37.0	55788	55788	
MOT-75 SB	6.69 - 9.33	2.64	13939	37.0	57305	57305	
MOT-75 NB	9.38 - 9.57	0.19	1003	37.0	4123	4123	
MOT-75 SB	9.40 - 9.60	0.20	1056	37.0	4341	4341	
MOT-75 NB	9.68 - 10.42	0.74	3907	37.0	16062	16062	
MOT-75 SB	9.71 - 10.42	0.71	3749	37.0	15413	15413	
Total Montgomery Co. I-75					276630	276630	

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CRACK SEALING

PAVEMENT DATA

PAVEMENT DATA

ROUTE	LOG POINT TO LOG POINT SLM	LENGTH		WIDTH	ESTIMATED PAVEMENT AREA SQ. YDS.	423	
		MILES	FEET	FEET		CRACK SEALING TYPE III APP SQ. YDS.	
SHE-75 NB	0.00 - 2.41	2.41	12725	25.0	35347	35347	
SHE-75 SB	0.00 - 2.41	2.41	12725	25.0	35347	35347	
SHE-75 NB	2.52 - 8.88	6.36	33581	25.0	93281	93281	
SHE-75 SB	2.52 - 8.88	6.36	33581	25.0	93281	93281	
SHE-75 NB	8.92 - 9.97	1.05	5544	25.0	15400	15400	
SHE-75 SB	8.92 - 9.97	1.05	5544	25.0	15400	15400	
SHE-75 NB	9.99 - 11.49	1.50	7920	25.0	22000	22000	
SHE-75 SB	9.99 - 11.49	1.50	7920	25.0	22000	22000	
SHE-75 NB	11.52 - 17.07	5.55	29304	25.0	81400	81400	
SHE-75 SB	11.52 - 17.07	5.55	29304	25.0	81400	81400	
SHE-75 NB	17.09 - 18.82	1.73	9134	25.0	25372	25372	
SHE-75 SB	17.09 - 18.82	1.73	9134	25.0	25372	25372	
SHE-75 NB	18.86 - 20.55	1.69	8923	25.0	24786	24786	
SHE-75 SB	18.86 - 20.55	1.69	8923	25.0	24786	24786	
Total Shelby County I-75					595172	595172	
Grand Total I-75					1142141	1142141	

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CRACK SEALING

PAVEMENT DATA

GENERAL NOTES

PLAN NO.

ITEM 423 - CRACK SEALING, MISCELLANEOUS: TYPE III, AS PER PLAN

The Contractor shall seal all visible cracks or as directed by the Engineer. The shoulders are not to be sealed. Payment will be made at the Contract Bid Price per Square Yard instead of the Unit Bid Price per Pound as shown in 423.10.

UTILITIES

There are no Underground Utilities shown on this plan. The nature of the work required by this project will not affect any known Underground Utilities that exist under or adjacent to the work area.

WORK LIMITS

The Work Limits shown on these plans are for physical construction only. The installation and operation of all work zone traffic control and work zone traffic control devices required by these plans shall be provided by the Contractor whether inside or outside of these work limits.

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.

ITEM 642 - PAVEMENT MARKINGS

The following quantities have been carried to the General Summary to be used as directed by the Engineer.

Item 642 - Edge Line, As Per Plan

MIA-75-10.85 to 19.96, width = 4.0", 36.44 Mile
MOT-75-3.91 to 10.42, width = 6.0", 26.04 Mile
SHE-75-0.00 to 20.55, width = 4.0", 82.20 Mile

Item 642 - Lane Line, As Per Plan

MIA-75-10.85 to 19.96, width = 4.0", 18.22 Mile
MOT-75-3.91 to 10.42, width = 6.0", 26.04 Mile
SHE-75-0.00 to 20.55, width = 4.0", 41.10 Mile

Item 642 - Edge Line 4", As Per Plan = 118.64 Miles
Item 642 - Edge Line 6", As Per Plan = 26.04 Miles
Item 642 - Lane Line 4", As Per Plan = 59.32 Miles
Item 642 - Lane Line 6", As Per Plan = 26.04 Miles
Item 642 - Channelizing Line = 8400 Feet

CALCULATED BY

D07-PCS-FY2008
CRACK SEALING

CHECKED BY

GENERAL NOTES

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MAINTENANCE OF TRAFFIC

PLAN NO. _____

In addition to the requirements as indicated in the "Ohio Manual of Uniform Traffic Control for Streets and Highways", and pertinent items of the Construction and Materials Specifications, the following requirements shall apply.

Due to traffic congestion on this project, the Contractors shall be required to expedite their work to meet the time detour or lane closure time limitations as detailed in the plans. The Contractor shall meet these dates using whatever measures are necessary including, but not limited to, performing work by multiple crews, multiple shifts, overtime, etc.

Work can be performed simultaneously in the Northbound and Southbound lanes. One lane of directional traffic on I-75 will be permitted while the Contractor is actively working on or immediately adjacent to the pavement, and then only for minimum periods of time consistent with the actual requirements of the specific type of work being performed. It is intended that the roadway not be subjected to any work closures unless active work is being performed within or immediately adjacent to the closed lane. The roadway shall not be restricted to one lane directional traffic during periods of intermittent or irregular work, nor closed solely for the convenience of the Contractor. The Engineer shall make the final determination as to what constitutes active work and whether or not the actual work being performed warrants the lane closure. If the lane closure is not justified, the Engineer may order all or part of the closed lane re-opened to traffic until such time that this condition is corrected. The duration and length of all lane closures shall at all times be commensurate with the actual work being performed. Maximum lane closure shall be three (3.0) miles.

All construction work on I-75 shall be completed within forty-five (45) consecutive calendar days.

All ramps shall remain open to traffic.

Should the Contractor fail to meet any of these requirements, the Contractor shall be assessed liquidated damages in accordance with 108.07 of the Construction and Material Specifications.

It is the intention to perform the required work with the least inconvenience to and the maximum safety of the Contractor and the traveling public. All vehicles, equipment, workers and their activities are restricted at all times to one side of the pavement unless otherwise approved by the Engineer.

Any variances from these Maintenance of Traffic Notes must be approved in advance in writing by the Director.

Any RPM lenses covered with crack seal material during crack sealing operation shall be replaced at the Contractors expense.

During all hours when traffic is restricted to less than two (2) lanes in the same direction of flow, the Contractor shall employ at least one (1) qualified person to continuously patrol, twenty-four (24) hours a day, the restricted areas. The Contractor shall maintain all lights, barricades, signs, cones, drums, etc. in order to provide a safe facility for the traveling public. They shall have available all tools and materials necessary to perform this function at all times. This will be in addition to the required Law Enforcement Officers with Patrol Cars.

A minimum lane width of ten and one half feet (10.5') shall be provided at all times. A fourteen (14) day advance notice is required when the lane width is to be reduced to ten and one half (10.5').

Before work begins, the Contractor shall submit to the Engineer, names and telephone numbers of a person or persons who can be contacted twenty-four (24) hours a day by the Ohio Department of Transportation and all interested police agencies. This person or persons shall be responsible for placing or replacing necessary traffic control devices to maintain the traveled pavement safely.

The Contractor shall provide, erect, maintain (in proper position, clean, legible and in good working condition) and remove all lights, signs, cones, barricades and all other traffic control devices necessary for the maintenance of traffic, including pavement markings.

CALCULATED BY

D07-PCS-FY2008
CRACK SEALING

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MAINTENANCE OF TRAFFIC

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MAINTENANCE OF TRAFFIC

PLAN NO.

ITEM 614 - LAW ENFORCEMENT OFFICER WITH PATROL CAR

Use of Law Enforcement Officers (LEOs) by Contractors other than the uses specified below will generally not be permitted at project cost unless prior approval has been obtained from the Project Engineer. LEOs should not be used where the Ohio Manual of Uniform Traffic Control Devices (OMUTCD) intends that flaggers be used.

In addition to the requirements of CMS 614 and the (OMUTCD), a uniformed LEO with an official Patrol Car (car with top-mounted emergency flashing lights and complete markings of the law enforcement agency) should be provided for the following traffic control tasks.

- * For lane closures during initial set-up periods, tear down periods, substantial shifts of a closure point or when new lane closure arrangements are initiated. In general, LEOs should be positioned at the point of lane restriction or road closure and to manually control traffic movements through intersections in work zones.
- * During the entire advance preparation and closure sequence where complete blockage of traffic is required.
- * During a traffic signal installation or when traffic needs to be directed through an energized traffic signal contrary to the signal display (eg. Directing motorists through a red light).
- * Routine patrolling through the work zone (with flashing lights off) as specified in the plans.

LEOs should not forgo their traffic control responsibilities to apprehend motorists for routine traffic violations. However, if the motorists 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 and communicating the intentions of the plans with respect to duties of the LEOs. The Engineer shall have final control over the LEOs duties and placement, and will resolve any issues that may arise between the two parties. The Contractor shall provide the Engineer with a list of the appropriate law enforcement agency(s), including address and telephone number.

The LEO should report in to the Contractor prior to the start of the shift to receive instructions regarding specific work assignments during the shift. The LEO is expected to stay at the project site for the entire duration of the shift. Should it be necessary to leave the project site, the LEO should notify the Engineer. The Contractor shall provide the LEO with a two-way communication device which shall be returned to the Contractor at the end of the shift.

Law enforcement officers (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). The following estimated quantities has been carried to the General Summary.

Item 614 - Law Enforcement Officer With Patrol Car = 150 hours

The hours paid shall include minimum show-up time required by the law enforcement agency involved.

Any additional cost (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.

CALCULATED BY

D07-PCS-FY2008
CRACK SEALING

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MAINTENANCE OF TRAFFIC

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MAINTENANCE OF TRAFFIC

PLAN NO.

The Contractor shall install "Road Work Ahead" (W20-1) and "End Road Work" (G20-1) signs for each separate segment of the project

The Contractor shall furnish and install two (2) "Watch for Stopped Traffic" signs (W3-H7) one thousand feet (1000') downstream from the "Road Work Ahead" sign (W20-1). If traffic backups reach the "Watch for Stopped Traffic" signs, the Contractor shall install two (2) additional "Watch for Stopped Traffic" signs every two thousand feet (2000') upstream from the "Watch for Stopped Traffic" signs. The necessity for these signs shall be constantly monitored by the Contractor.

HOLIDAYS AND SPECIAL EVENTS

No work shall be performed and existing lanes shall be open to traffic during the following designated holidays or events:

Memorial Day, July 4th, Labor Day and Thanksgiving.

The period of time that the lanes are to be open depends on the day of the week on which the holiday or event falls. The following schedule shall be used to determine this period:

Day of the Week	Time All Lanes Must be Open to Traffic
Sunday	12:00 Noon on Friday thru 6:00 a.m. on Monday
Monday	12:00 Noon on Friday thru 6:00 a.m. on Tuesday
Tuesday	12:00 Noon on Monday thru 6:00 a.m. on Wednesday
Wednesday	12:00 Noon on Tuesday thru 6:00 a.m. on Thursday
Thursday	12:00 Noon on Wednesday thru 6:00 a.m. on Monday
Friday	12:00 Noon on Thursday thru 6:00 a.m. on Monday
Saturday	12:00 Noon on Friday thru 6:00 a.m. on Monday

Should the Contractor fail to meet any of these requirements, the Contractor shall be assessed liquidated damages in accordance with 108.07 of the Construction and Material Specifications.

PAYMENT

Payment for all of the above are to be included in the lump sum bid for Item 614 - Maintaining Traffic with the following exceptions: Item 614 - Law Enforcement Officer with Patrol Car, and Item 614 - Work Zone Marking Sign (only those in addition to standard drawings).

WORK HOURS

Lane closures shall only be implemented at the times listed on the Ohio Department of Transportation's Permitted Lane Closure Web Site which is located at:

<http://plcm.dot.state.oh.us>

The permitted closure times listed on the website, fourteen (14) calendar days prior to the Bid Letting Date, shall be in effect for this project.

No work within active travel lanes or work which will slow traffic is permitted at any other time.

CONVERSION OF STANDARD CONSTRUCTION DRAWINGS

The Metric Standard Drawings referenced in this plan shall be converted to English units using the SI (Metric) to English conversion factors provided in Section 109.02 of the 2005 Construction and Material Specifications. Conversions shall be appropriately precise and shall reflect standard industry English values where suitable.

NOTIFICATION

The Contractor shall notify the Ohio Department of Transportation District Seven Construction Engineer two (2) weeks prior to beginning any work. Phone: (937) 497-6848.

CALCULATED BY

D07-PCS-FY2008
CRACK SEALING

CHECKED BY

MAINTENANCE OF TRAFFIC

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