

STATE OF OHIO  
DEPARTMENT OF TRANSPORTATION

**MOT-75-5.57**

CITY OF DAYTON  
MONTGOMERY COUNTY

PROJECT DESCRIPTION

THE WORK PROPOSED BY THIS PROJECT CONSISTS OF  
CRACK SEALING VARIOUS PAVEMENT SECTIONS ON  
PAVEMENT AND BRIDGE REPAIRS ON INTERSTATE 75:

① MOT-75-5.57 TO 10.48 (DAYTON CORP LIMIT)

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

LIMITED ACCESS

THIS IMPROVEMENT IS ESPECIALLY DESIGNED FOR  
THROUGH TRAFFIC AND HAS BEEN DECLARED A LIMITED  
ACCESS HIGHWAY OR FREEWAY BY ACTION OF THE  
DIRECTOR IN ACCORDANCE WITH THE PROVISIONS OF  
SECTION 5511.02 OF THE OHIO REVISED CODE.

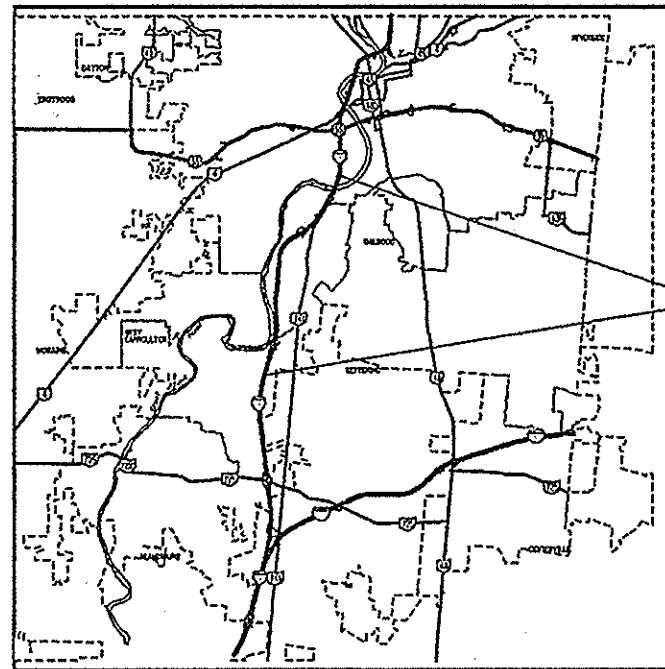
2013 SPECIFICATIONS

THE STANDARD SPECIFICATIONS OF THE STATE OF  
OHIO, DEPARTMENT OF TRANSPORTATION, INCLUDING  
CHANGES AND SUPPLEMENTAL SPECIFICATIONS LISTED  
IN THE PROPOSAL SHALL GOVERN THIS IMPROVEMENT.

I HEREBY APPROVED 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: Randy Chevrolet, P.E. P.S. 10/15  
DATE: 10/15 DISTRICT DEPUTY DIRECTOR

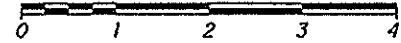
APPROVED: [Signature]  
DATE: 10-23-15 DIRECTOR, DEPARTMENT OF  
TRANSPORTATION



LOCATION MAP

LATITUDE: N 39° 41' 34" LONGITUDE: W 84° 13' 46"

SCALE IN MILES



PORTION TO BE IMPROVED

INDEX OF SHEETS:

|                         |         |
|-------------------------|---------|
| TITLE SHEET             | 1       |
| PAVEMENT DATA           | 2       |
| PAVEMENT DATA - BRIDGES | 3       |
| GENERAL NOTES           | 4, 5, 6 |
| GENERAL SUMMARY         | 7       |

**UNDERGROUND UTILITIES**  
CONTACT BOTH SERVICES  
CALL TWO WORKING DAYS  
BEFORE YOU DIG

CALL  
**1-800-362-2764**  
(TOLL FREE)

OHIO UTILITIES PROTECTION SERVICE  
NON-MEMBERS  
MUST BE CALLED DIRECTLY

OIL & GAS PRODUCERS UNDERGROUND  
PROTECTION SERVICE CALL: 1-800-925-0988

PLAN PREPARED BY:  
OHIO DEPARTMENT OF TRANSPORTATION  
1001 ST. MARYS AVENUE  
SIDNEY, OHIO 45365

ENGINEERS SEAL:

STATE OF OHIO  
THOMAS H. ROSSMAN  
No. 54477  
REGISTERED PROFESSIONAL ENGINEER

SIGNED: [Signature]  
DATE: 10-8-15

| STANDARD CONSTRUCTION DRAWINGS |          |          |         | SUPPLEMENTAL SPECIFICATIONS | SPECIAL PROVISIONS |
|--------------------------------|----------|----------|---------|-----------------------------|--------------------|
| MT-95.30                       | 7/18/14  | TC-72.20 | 7/18/14 | 800                         | 10/16/15           |
| MT-95.50                       | 7/19/13  |          |         | 821                         | 4/20/12            |
| MT-98.10                       | 7/18/14  |          |         | 832                         | 1/17/14            |
| MT-98.11                       | 7/18/14  |          |         | 921                         | 4/20/12            |
| MT-98.20                       | 7/18/14  |          |         |                             |                    |
| MT-98.22                       | 7/18/14  |          |         |                             |                    |
| MT-98.28                       | 7/18/14  |          |         |                             |                    |
| MT-105.10                      | 7/19/13  |          |         |                             |                    |
| TC-41.20                       | 10/18/13 |          |         |                             |                    |
| TC-42.20                       | 10/18/13 |          |         |                             |                    |
| TC-52.10                       | 10/18/13 |          |         |                             |                    |
| TC-52.20                       | 7/18/14  |          |         |                             |                    |

FEDERAL PROJECT NO.  
E 150 (894)

PID NO.  
100370

STATE JOB NUMBER  
470409

RAILROAD INVOLVEMENT  
NONE

MOT-75-5.57

1/7

MOT - IR 75-5.57  
160027 PID - 100370  
Dist 7 1/14/2016  
Contract Proposal Available @ www.contracts.dot.state.oh.us/home

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PAVEMENT DATA

| ROUTE                                      | SLM                |       | LENGTH |       | WIDTH<br>FT. | ESTIMATED<br>PAVEMENT<br>AREA<br>SQ. YD. | 423                      |  |
|--------------------------------------------|--------------------|-------|--------|-------|--------------|------------------------------------------|--------------------------|--|
|                                            | FROM               | TO    | MILE   | FT.   |              |                                          | CRACK SEALING<br>TYPE IV |  |
|                                            |                    |       |        |       |              |                                          | SQ. YD.                  |  |
| MOT-75-NB                                  | 5.57               | 10.46 | 4.89   | 25819 | 37           | 106146                                   | 106146                   |  |
|                                            | DEDUCT FOR BRIDGES |       | 0.51   | -2676 | 37           | -11001                                   | -11001                   |  |
|                                            | TOTAL MOT 75 NB    |       | 4.38   | 23143 |              | 95145                                    | 95145                    |  |
| MOT-75-SB                                  | 5.57               | 10.46 | 4.89   | 25819 | 37           | 106146                                   | 106146                   |  |
|                                            | DEDUCT FOR BRIDGES |       | 0.50   | -2662 | 37           | -10944                                   | -10944                   |  |
|                                            | TOTAL MOT 75 SB    |       | 4.39   | 23157 |              | 95202                                    | 95202                    |  |
| TOTAL FOR SHEET CARRIED TO GENERAL SUMMARY |                    |       |        |       |              |                                          | 190347                   |  |

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PAVEMENT DATA

MOT-75-5.57

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| ROUTES                            | STRUCTURE<br>S.L.M. | LOG POINT |    |     | WIDTH |    | 516             | 519                                         |     |
|-----------------------------------|---------------------|-----------|----|-----|-------|----|-----------------|---------------------------------------------|-----|
|                                   |                     | SLM       | TO | SLM | MILE  | FT | JOINT<br>SEALER | PATCHING CONCRETE<br>STRUCTURE, AS PER PLAN |     |
|                                   |                     |           |    |     |       |    | FT              | SQ FT                                       |     |
| MOT 75                            | 0614L               |           |    |     |       | 52 | 208             |                                             |     |
| MOT 75                            | 0614R               |           |    |     |       | 52 | 208             |                                             |     |
| MOT 75                            | 0639L               |           |    |     |       | 78 | 312             |                                             |     |
| MOT 75                            | 0639R               |           |    |     |       | 64 | 256             |                                             |     |
| MOT 75                            | 0666L               |           |    |     |       | 52 | 208             |                                             |     |
| MOT 75                            | 0666R               |           |    |     |       | 64 | 256             |                                             |     |
| MOT 75                            | 0686L               |           |    |     |       | 62 | 248             |                                             |     |
| MOT 75                            | 0686R               |           |    |     |       | 86 | 344             |                                             |     |
| MOT 75                            | 0932                | SB        |    |     |       | 61 | 122             |                                             |     |
| MOT 75                            | 0932                | NB        |    |     |       | 53 | 106             | 5                                           |     |
| MOT 75                            | 0958                | SB        |    |     |       | 52 | 104             | 40                                          |     |
| MOT 75                            | 0958                | NB        |    |     |       | 59 | 118             | 60                                          |     |
| MOT 75                            | 1044                | SB        |    |     |       | 52 | 104             | 160                                         |     |
| MOT 75                            | 1044                | NB        |    |     |       | 52 | 104             | 40                                          |     |
| MOT 75                            | 1078                | SB        |    |     |       | 52 | 104             | 50                                          |     |
| MOT 75                            | 1078                | NB        |    |     |       | 52 | 104             | 50                                          |     |
| TOTALS CARRIED TO GENERAL SUMMARY |                     |           |    |     |       |    |                 | 2906                                        | 405 |

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PAVEMENT DATA - BRIDGES

MOT-75-5.57

**ITEM 253 - PAVEMENT REPAIR, AS PER PLAN**

PAVEMENT REPAIR SHALL BE IN ACCORDANCE WITH ITEM 253 - PAVEMENT REPAIR, WITH THE FOLLOWING ADDITIONS.

THE AREAS OF ITEM 253, PAVEMENT REPAIR, AS PER PLAN ARE LOCATED THROUGHOUT THE PROJECT LIMITS.

THE ENGINEER SHALL DESIGNATE THE LOCATIONS AND LIMITS OF THE AREAS TO BE REPAIRED. THE REPAIR AREAS SHALL BE ROUGHLY RECTANGULAR IN SHAPE AND SAWEED OR MILLED TO A NEAT LINE. THE PAVEMENT SHALL BE REMOVED WITHIN THE DESIGNATED AREAS BY METHODS WHICH WILL NOT DAMAGE THE ADJACENT PAVEMENT. THE DEPTH OF REMOVAL, AS DIRECTED BY THE ENGINEER, SHALL BE SUFFICIENT TO REMOVE ALL DETERIORATED PAVEMENT A MINIMUM OF TWO INCH (2") AVERAGE FOR ITEM 253 - PAVEMENT REPAIR.

THE ESTIMATED PAVEMENT REPAIR AREAS SHALL BE A MINIMUM OF FOUR FEET (4') IN WIDTH AND A MINIMUM OF TWO INCHES IN DEPTH, AND VARY IN SIZE BASED ON LOCATIONS. THE ENTIRE AREA AND ALL VERTICAL FACES OF THE REPAIR AREA SHALL BE TACKED PRIOR TO PLACING THE ITEM 442, ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (448), PG 76-22M FOR ITEM 253 - PAVEMENT REPAIR, AS PER PLAN. THE ASPHALT SHALL BE PLACED AND COMPACTED TO FINISH FLUSH WITH THE ADJACENT EXISTING PAVEMENT SURFACE. COMPACTION SHALL BE ACHIEVED BY MECHANICAL METHODS TO THE SATISFACTION OF THE ENGINEER. THE TACK COAT USED SHALL BE TRACKLESS TACK AS SPECIFIED IN THE PLAN NOTE ON SHEET 6.

PAYMENT SHALL INCLUDE ALL LABOR, SAWING EQUIPMENT AND MATERIALS NECESSARY TO COMPLETE THE PAVEMENT REPAIR. AN ESTIMATED QUANTITY IS PROVIDED IN THE GENERAL SUMMARY TO BE USED AS DIRECTED BY THE ENGINEER. PAYMENT WILL BE MADE AT THE UNIT PRICE BID PER SQUARE YARD OF ITEM 253 - PAVEMENT REPAIR, AS PER PLAN.

ITEM 253 - PAVEMENT REPAIR, AS PER PLAN = 1000 SQUARE YARDS

**NOTIFICATION**

THE CONTRACTOR SHALL NOTIFY THE OHIO DEPARTMENT OF TRANSPORTATION DISTRICT SEVEN CONSTRUCTION ADMINISTRATOR (PHONE 937-497-6722) TWO WEEKS PRIOR TO THE BEGINNING OF ANY WORK.

A PRE-CONSTRUCTION MEETING SHALL BE HELD AT LEAST TWO (2) WEEKS PRIOR TO THE BEGINNING OF WORK.

**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.

**ITEM 519 - PATCHING CONCRETE STRUCTURE, AS PER PLAN**

A. DESCRIPTION. THIS ITEM SHALL CONSIST OF FURNISHING THE NECESSARY LABOR, MATERIALS AND EQUIPMENT TO REPAIR CONCRETE BRIDGE DECKS AND BRIDGE JOINTS, INCLUDING THE REMOVAL OF ALL LOOSE AND UNSOUND CONCRETE, BITUMINOUS PATCHES, SURFACE PREPARATION, BONDING COAT AND THE MIXING, PLACING, FINISHING AND CURING OF THE MORTAR OR CONCRETE PATCHES.

B. MATERIALS. MATERIALS SHALL CONFORM TO THE FOLLOWING REQUIREMENTS:

|                                            |             |
|--------------------------------------------|-------------|
| FINE AGGREGATE (NATURAL SAND)              | .....703.02 |
| COARSE AGGREGATE (NO.8)                    | .....703.02 |
| PORTLAND CEMENT                            | .....701.05 |
| QUICK SETTING CONCRETE MORTAR, TYPE 1 OR 2 | .....705.21 |
| AIR-ENTRAINING ADMIXTURE                   | .....705.10 |
| CURING MATERIALS - TYPE B PATCHES          | .....705.07 |

C. REMOVAL OF UNSOUND CONCRETE. THE ENGINEER SHALL OUTLINE THE AREAS TO BE REMOVED. THE INTENT IS TO REMOVE UNSOUND PROBLEM AREAS, INCLUDING EXISTING BRIDGE JOINTS AND TO PATCH THESE AREAS. THE PERIMETER OF ALL REMOVAL AREAS SHALL BE SAWEED TO A DEPTH OF 1 INCH (25 MM) TO PRODUCE A VERTICAL OR SLIGHTLY UNDERCUT FACE. ADDITIONAL SAW CUTS MAY BE REQUIRED TO FACILITATE REMOVAL. ALL UNSOUND CONCRETE INCLUDING ALL PATCHES OTHER THAN SOUND PORTLAND CEMENT CONCRETE, AND ALL LOOSE AND DISINTEGRATED CONCRETE SHALL BE REMOVED. THE UNSOUND CONCRETE MAY BE REMOVED BY CHIPPING OR HAND DRESSING. CHIPPING HAMMERS SHALL NOT BE HEAVIER THAN THE NOMINAL 35 POUND (16 KG) CLASS AND SHALL BE OPERATED AT AN ANGLE OF LESS THAN 45 DEGREES MEASURED FROM THE SURFACE OF THE DECK, CONCRETE SHALL BE REMOVED IN A MANNER THAT PREVENTS CUTTING, ELONGATING OR DAMAGING REINFORCING STEEL. WHERE THE BOND BETWEEN THE CONCRETE AND A PRIMARY REINFORCING BAR HAS BEEN DESTROYED, OR WHERE MORE THAN ONE HALF OF THE PERIPHERY OF SUCH A BAR HAS BEEN EXPOSED, THE ADJACENT CONCRETE SHALL BE REMOVED TO A DEPTH THAT WILL PROVIDE A MINIMUM 3/4 INCH (19 MM) CLEARANCE AROUND THE BAR EXCEPT WHERE OTHER REINFORCING BARS MAKE THIS IMPRACTICABLE. REINFORCEMENT WHICH HAS BECOME LOOSE SHALL BE ADEQUATELY SUPPORTED AND TIED BACK INTO PLACE. MINIMIZE CONSTRUCTION JOINTS. CONSTRUCTION JOINTS SHALL ONLY BE PLACED ON THE PERIMETER OF THE REMOVAL AREAS.

APPLICATION OF THE BONDING GROUT AND/OR THE PATCHING MATERIAL. THE SURFACE TO BE PATCHED AND THE EXPOSED REINFORCING STEEL SHALL BE THOROUGHLY CLEANED BY SANDBLASTING FOLLOWED BY AN AIR BLAST. IT MAY BE NECESSARY TO USE HAND TOOLS TO REMOVE SCALE FROM THE REINFORCING STEEL. THE PREPARED SURFACE SHALL BE SURFACE DRY FOR THE TYPE B PATCHES. ANY ADDITIONAL SURFACE PREPARATION SHALL BE IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS FOR THE PATCHING MATERIAL WHICH IS USED.

E. BONDING GROUT TYPE B PATCHES SHALL BE BONDED ACCORDING TO THE MANUFACTURER'S RECOMMENDATIONS.

F. PATCHING. THE MORTAR OR CONCRETE SHALL BE PLACED AS TYPE B. THE TYPE B PATCHING MATERIAL SHALL BE MADE USING QUICK SETTING CONCRETE MORTAR, TYPE 1 OR 2, 705.21. THE MORTAR SHALL BE MIXED AND PLACED AS PER MANUFACTURER'S RECOMMENDATIONS. COARSE AGGREGATE MAY BE ADDED IN ACCORDANCE WITH THE MANUFACTURER'S INSTRUCTIONS WHEN THE DEPTH OF THE PATCH EXCEEDS 1 INCH (25 MM).

G. CURING. TYPE B PATCHES SHALL BE CURED IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS.

H. METHOD OF MEASUREMENT. THE QUANTITY SHALL BE THE ACTUAL AREA IN SQUARE FEET OF THE EXPOSED SURFACE OF ALL PATCHES, IRRESPECTIVE OF THE DEPTH OF THE PATCH, COMPLETE, IN PLACE AND ACCEPTED.

I. BASIS OF PAYMENT. PAYMENT SHALL BE MADE AT THE CONTRACT PRICE BID FOR:

ITEM UNIT DESCRIPTION  
ITEM 519 SQUARE FEET PATCHING CONCRETE STRUCTURE, AS PER PLAN

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GENERAL NOTES

MOT-75-5.57

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**ITEM 423 - CRACK SEALING, TYPE IV**

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 AS SHOWN IN 423.09 AND 423.10. APPROACH SLABS SHALL ALSO BE SEALED ON BRIDGES AS DIRECTED. AREAS PREVIOUSLY SEALED BY OTHERS MAY NEED TO BE RESEALED AS NEEDED AND AS DIRECTED BY THE ENGINEER.

**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.

**ITEM 614, MAINTAINING TRAFFIC (LANES OPEN DURING HOLIDAYS OR SPECIAL EVENTS)**

NO WORK SHALL BE PERFORMED AND ALL EXISTING LANES SHALL BE OPEN TO TRAFFIC DURING THE FOLLOWING DESIGNATED HOLIDAYS OR EVENTS:

CHRISTMAS           FOURTH OF JULY

NEW YEARS           LABOR DAY

MEMORIAL DAY       THANKSGIVING

NCAA TOURNAMENT GAMES

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 HOLIDAY OR EVENT      | TIME ALL LANES MUST BE OPEN TO TRAFFIC   |
|------------------------------|------------------------------------------|
| SUNDAY                       | 12:00N FRIDAY THROUGH 6:00 AM MONDAY     |
| MONDAY                       | 12:00N FRIDAY THROUGH 6:00 AM TUESDAY    |
| TUESDAY                      | 12:00N MONDAY THROUGH 6:00 AM WEDNESDAY  |
| WEDNESDAY                    | 12:00N TUESDAY THROUGH 6:00 AM THURSDAY  |
| THURSDAY                     | 12:00N WEDNESDAY THROUGH 6:00 AM FRIDAY  |
| THURSDAY (THANKSGIVING ONLY) | 6:00 AM WEDNESDAY THROUGH 6:00 AM MONDAY |
| FRIDAY                       | 12:00N THURSDAY THROUGH 6:00 AM MONDAY   |
| SATURDAY                     | 12:00N FRIDAY THROUGH 6:00 AM MONDAY     |

SHOULD THE CONTRACTOR FAIL TO MEET ANY OF THESE REQUIREMENTS, THE CONTRACTOR SHALL BE ASSESSED A DISINCENTIVE IN THE AMOUNT OF \$100 FOR EACH MINUTE THE ABOVE DESCRIBED LANE CLOSURE RESTRICTIONS ARE VIOLATED.

**ITEM 614, MAINTAINING TRAFFIC**

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.

WORK CAN BE PERFORMED SIMULTANEOUSLY IN BOTH DIRECTIONS ON DIVIDED HIGHWAYS. MAXIMUM LANE CLOSURES SHALL BE THREE (3) MILES.

LANE CLOSURES SHALL ONLY BE IMPLEMENTED AS 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.

ALL RAMPS SHALL REMAIN OPEN TO TRAFFIC.

SHOULD THE CONTRACTOR FAIL TO MEET ANY OF THESE REQUIREMENTS OR DATE SET FOR FINAL COMPLETION, THE CONTRACTOR SHALL BE SUBJECT TO LIQUIDATED DAMAGES PER SPECIFICATION 108.07.

ANY RPM LENSES COVERED WITH CRACK SEAL MATERIAL DURING CRACK SEALING OPERATION, SHALL BE REPLACED AT THE CONTRACTOR'S 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 FEET (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 NECESSARY TRAFFIC CONTROL DEVICES TO MAINTAIN THE TRAVELED PAVEMENT SAFELY.

THE CONTRACTOR SHALL INSTALL "ROAD WORK AHEAD" (W20-1) AND "END ROAD WORK" (G20-2) SIGNS FOR EACH SEPARATE SEGMENT OF THE PROJECT.

THE CONTRACTOR SHALL FURNISH AND INSTALL TWO (2) "WATCH FOR STOPPED TRAFFIC" SIGNS 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 SIGNS EVERY TWO THOUSAND FEET (2000') UPSTREAM. THE NECESSITY FOR THESE SIGNS SHALL BE CONSTANTLY MONITORED BY THE CONTRACTOR.

THE CONTRACTOR SHALL PROVIDE, ERECT, MAINTAIN (IN PROPER POSITION, CLEAN, LEGIBLE AND IN GOOD WORKING CONDITION) AND REMOVE ALL LIGHTS, SIGNS, CONES BARRICADES AND OTHER TRAFFIC CONTROL DEVICES NECESSARY FOR THE MAINTENANCE OF TRAFFIC, INCLUDING PAVEMENT MARKINGS.

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 MATERISALS SHALL BE INCLUDED IN THE LUMP SUM CONTRACT PRICE FOR ITEM 614, MAINTAINING TRAFFIC, UNLESS SEPARATELY ITEMIZED IN THE PLAN.

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

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

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

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

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

(THE CONTRACTOR SHALL IMPLEMENT A SYSTEM WHEREBY CHANGEABLE MESSAGES WILL BE IMPLEMENTED WITHIN --2---- HOURS FOLLOWING TELEPHONE NOTIFICATION FROM THE PROJECT ENGINEER TO A DESIGNATED PHONE.)

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

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

(THE PCMS SHALL CONTAIN A CELLULAR TELEPHONE DATA LINK WHICH WILL (IN ACTIVE CELLULAR PHONE AREAS) ALLOW REMOTE SIGN ACTIVATION, MESSAGE CHANGES, MESSAGE ADDITIONS AND REVISIONS TO TIME OF DAY PROGRAMS. THE SYSTEM SHALL ALSO PERMIT VERIFICATION OF CURRENT AND PROGRAMMED MESSAGES. ONE REMOTE DATA INPUT DEVICE (LAPTOP COMPUTER PLUS MODEM OR EQUIVALENT) SHALL BE FURNISHED FOR USE BY THE DISTRICT TRAFFIC ENGINEER, OR EQUIVALENT, AND SHALL BE INSURED AGAINST THEFT.)

THE PCMS UNIT SHALL BE MAINTAINED IN GOOD WORKING ORDER BY THE CONTRACTOR IN ACCORDANCE WITH THE PROVISIONS OF C&MS 614.07. THE CONTRACTOR SHALL, PRIOR TO ACTIVATING THE UNIT, MAKE ARRANGEMENTS, WITH AN AUTHORIZED SERVICE AGENT FOR THE PCMS, TO ASSURE PROMPT SERVICE IN THE EVENT OF FAILURE. ANY FAILURE SHALL NOT RESULT IN THE SIGN BEING OUT OF SERVICE FOR MORE THAN 12 HOURS, INCLUDING WEEKENDS. FAILURE TO COMPLY MAY RESULT IN AN ORDER TO STOP WORK AND OPEN ALL TRAFFIC LANES AND/OR IN THE DEPARTMENT TAKING APPROPRIATE ACTION TO SAFELY CONTROL TRAFFIC. THE ENTIRE COST TO CONTROL TRAFFIC, ACCRUED BY THE DEPARTMENT DUE TO THE CONTRACTOR'S NONCOMPLIANCE, WILL BE DEDUCTED FROM MONEYS DUE, OR TO BECOME DUE THE CONTRACTOR ON HIS CONTRACT.

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

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

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

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**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 OMTCD INTENDS THAT FLAGGERS BE USED.

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

\* DURING THE ENTIRE ADVANCE PREPARATION AND CLOSURE SEQUENCE WHERE COMPLETE BLOCKAGE OF TRAFFIC IS REQUIRED.

\* DURING A TRAFFIC SIGNAL INSTALLATION WHEN IMPACTING THE NORMAL FUNCTION OF THE SIGNAL OR THE FLOW OF TRAFFIC, OR WHEN TRAFFIC NEEDS TO BE DIRECTED THROUGH AN ENERGIZED TRAFFIC SIGNAL CONTRARY TO THE SIGNAL DISPLAY (E.G., DIRECTING MOTORISTS THROUGH A RED LIGHT).

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

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

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

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

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

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 WHICH SHALL BE RETURNED TO THE CONTRACTOR AT THE END OF HIS/HER SHIFT. LEOS (WITH PATROL CAR) REQUIRED BY THE TRAFFIC MAINTENANCE TASKS ABOVE SHALL BE PAID FOR ON A UNIT PRICE (HOURLY) BASIS UNDER ITEM 614, LAW ENFORCEMENT OFFICER (WITH PATROL CAR) FOR ASSISTANCE.

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY. ITEM 614, LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE 100 HOURS.

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

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

**ITEM 516 - JOINT SEALER**

A QUANTITY OF 2906 LIN FT OF ITEM 516 JOINT SEALER IS TO BE USED ON STRUCTURES IN ACCORDANCE WITH ITEM 516. SEE SHEET 3 FOR STRUCTURES AND QUANTITIES. THE MATERIAL TO BE USED SHALL BE JOINT SEALER, HOT APPLIED 705.04 AS SPECIFIED IN 516.04.

THE FOLLOWING STRUCTURES SHALL HAVE THE PAVEMENT/APPROACH SLAB AND THE APPROACH SLAB/BRIDGE JOINT CLEANED AND SEALED:  
MOT-75-0614 R/L  
MOT-75-0639 R/L  
MOT-75-0666 R/L  
MOT-75-0686 R/L

THE FOLLOWING STRUCTURES SHALL HAVE THE SLIDING PLATE BRIDGE JOINT CLEANED AND SEALED:  
MOT-75-0932 SB/NB  
MOT-75-0958 SB/NB  
MOT-75-1044 SB/NB  
MOT-75-1078 SB/NB

**ITEM SPECIAL - TACK COAT, TRACKLESS TACK (FOR USE WITH ITEM 253 PAVEMENT REPAIR, AS PER PLAN)**

ITEM SPECIAL - TACK COAT, TRACKLESS TACK

DESCRIPTION: THIS WORK CONSISTS OF PREPARING AND TREATING A PAVED SURFACE WITH A TRACKLESS TACK ASPHALT EMULSION.

FURNISH MATERIALS ACCORDING TO THE DEPARTMENT'S APPROVED LIST.

MEET ALL REQUIREMENTS OF ITEM 407 TACK COAT IN THE CONSTRUCTION AND MATERIALS SPECIFICATIONS REQUIRED BY THE CONTRACT, EXCEPT AS NOTED BELOW.

MATERIAL: MEET ALL PROPERTIES OF THE APPROVED MANUFACTURER'S TRACKLESS TACK SPECIFICATION REQUIREMENTS ON FILE WITH THE LABORATORY AT TIME OF PLACEMENT.

ACCEPTANCE AND SAMPLING OF MATERIALS: SUPPLY CERTIFIED TEST DATA TO THE ENGINEER AND TO THE DISTRICT LABORATORY DEMONSTRATING THE TRACKLESS TACK SUPPLIED WAS TESTED FOR AND MEETS ALL MATERIAL PROPERTIES SHOWN ON THE DEPARTMENT'S APPROVED LIST.

DURING CONSTRUCTION, ODOT PERSONNEL WILL SAMPLE FROM THE DISTRIBUTOR AND SUPPLY TO THE DISTRICT TEST LAB A MINIMUM OF ONE QUART USED ON THE PROJECT. THE CONTRACTOR IS RESPONSIBLE FOR SUPPLYING THE PROPER PLASTIC QUART SAMPLING CONTAINER. CLEARLY MARK ON THE SAMPLE WITH THE MANUFACTURER'S NAME, PROJECT NUMBER AND THE WORDS "TRACKLESS TACK".

EQUIPMENT: FOLLOW MANUFACTURER'S RECOMMENDATIONS FOR CORRECT DISTRIBUTOR SETTINGS. THOROUGHLY CLEAN ALL EQUIPMENT IF PREVIOUSLY USED MATERIAL CHARGE IS DIFFERENT THAN THE PROPOSED MATERIAL.

APPLICATION OF ASPHALT MATERIAL: UNIFORMLY APPLY THE TRACKLESS TACK WITH A DISTRIBUTOR ACCORDING TO THE MANUFACTURER'S INSTRUCTIONS. IF TRACKLESS TACK IS STORED FOR AN EXTENDED PERIOD OF TIME, PRIOR TO APPLICATION, AGITATE OR GENTLY CIRCULATE THE MATERIAL.

ENSURE ALL NOZZLES AND SPRAY PATTERNS ARE IDENTICAL TO ONE ANOTHER ALONG THE DISTRIBUTOR SPRAY BAR. PLACE THE ANGLE OF THE NOZZLE AT A 15 TO 30 DEGREE ANGLE TO THE SPRAY BAR AXIS TO MAXIMIZE OVERLAP OR AS RECOMMENDED BY THE NOZZLE MANUFACTURER. CONTACT THE MANUFACTURER'S REPRESENTATIVE FOR REQUIRED SPRAY NOZZLE SIZE AND DISTRIBUTOR AND NOZZLE SETTINGS.

APPLY AT A RATE OF 0.04 TO 0.1 GALLONS PER SQUARE YARD. DO NOT DILUTE TRACKLESS TACK. RECOMMENDED APPLICATION TEMPERATURE IS 160°F TO 180°F. THE ENGINEER WILL APPROVE THE QUANTITY, RATE OF APPLICATION, TEMPERATURE, DISTRIBUTOR SETTINGS, AND AREAS TO BE TREATED BEFORE APPLICATION OF THE TRACKLESS TACK COAT. THE ENGINEER WILL DETERMINE THE ACTUAL APPLICATION IN GALLONS PER SQUARE YARD BY A CHECK ON THE PROJECT. PERFORMANCE OF TRACKLESS TACK: DETERMINE THE TIME TO SET FOR THE MATERIAL TO BECOME TRACKLESS. THE ENGINEER WILL REPORT ANY ISSUES WITH EXCESSIVE TIME TO SET, OR AFTER SET ISSUES WITH STICKINESS, OR PICKUP OF THE TACK TO THE DISTRICT TESTING ENGINEER AND NEW PRODUCT ENGINEER, BRAD YOUNG 614-351-2882.

IF THE CERTIFIED TEST DATA FAILS TO MEET THE LAB TESTING CRITERIA, OR FIELD SAMPLES FAIL TO MEET THE LAB TEST CRITERIA, OR THE TRACKLESS TACK FAILS TO PERFORM SATISFACTORILY IN THE FIELD, AS NOTED ABOVE, THE CONTRACTOR WILL BE REQUIRED TO REPLACE AND SUPPLY ANOTHER APPROVED TRACKLESS TACK PRODUCT FOR THE REMAINDER OF THE PROJECT AT NO ADDITIONAL COST TO THE DEPARTMENT.

ANY FAILING TRACKLESS TACK PRODUCT WILL BE REMOVED FROM THE DEPARTMENT'S APPROVED LIST.

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