

STATE OF OHIO
DEPARTMENT OF TRANSPORTATION

MOT-75-14.95

CITY OF DAYTON
HARRISON TOWNSHIP
MONTGOMERY COUNTY

PROJECT DESCRIPTION

THE PROJECT CONSISTS OF PLANING AND RESURFACING IR 75 WITH ASPHALT CONCRETE IN MONTGOMERY COUNTY FROM SLM 14.95 TO SLM 16.35

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

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.

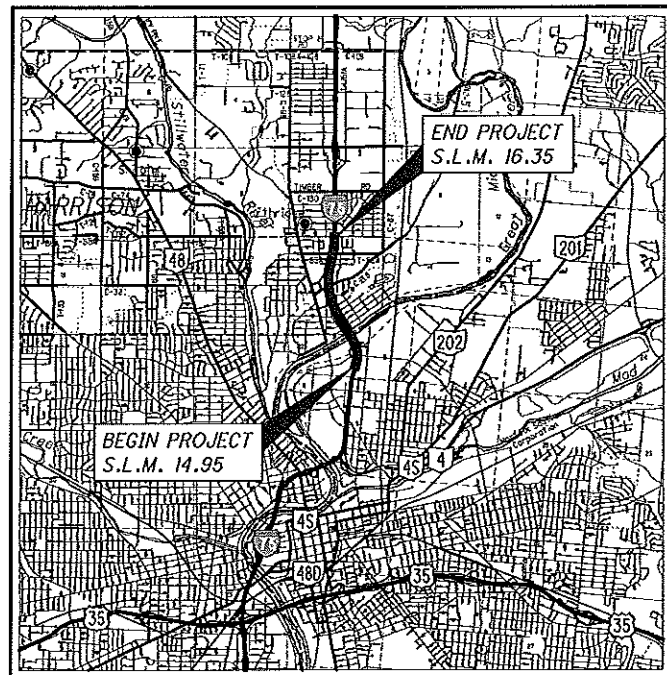
2016 SPECIFICATIONS

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

I HEREBY APPROVE THESE PLANS AND DECLARE THAT THE MAKING OF THIS IMPROVEMENT WILL REQUIRE THE PART TIME CLOSING OF THE HIGHWAY TO TRAFFIC, AS NOTED ON SHEETS 10 - 13. DURING WHICH TIME DETOURS WILL BE PROVIDED AS SHOWN HEREIN. PROVISIONS FOR THE MAINTENANCE AND SAFETY OF TRAFFIC WILL BE AS SET FORTH ON THE PLANS AND ESTIMATES.

APPROVED *[Signature]*
DATE 11-2-2017 DISTRICT DEPUTY DIRECTOR

APPROVED *[Signature]*
DATE 11-14-17 DIRECTOR, DEPARTMENT OF TRANSPORTATION



LOCATION MAP

LATITUDE: 39° 47' 44.5" N LONGITUDE: 84° 11' 19.3" W



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

DESIGN DESIGNATION

ROUTE	ADT (2016)	TRUCKS
MOT-75	117,285	17,191

INDEX OF SHEETS:

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ENGINEERS SEAL:



SIGNED: *[Signature]*
DATE: 11-2-17

STANDARD CONSTRUCTION DRAWINGS				SUPPLEMENTAL SPECIFICATIONS		SPECIAL PROVISIONS	
BP-3.1	7/18/14	MT-99.20	7/21/17	800	10/20/17		
BP-5.1	7/19/13	MT-101.60	1/20/17	806	3/2/15		
BP-7.1	7/18/14	MT-101.90	7/21/17	809	7/21/17		
BP-9.1	7/21/17	MT-102.20	7/18/14	821	4/20/12		
DM-4.3	1/15/16	MT-105.10	7/19/13	832	1/17/14		
DM-4.4	1/15/16	MT-110.10	7/19/13	921	4/20/12		
		TC-41.20	10/18/13				
MT-95.30	7/21/17	TC-42.20	10/18/13				
MT-95.50	7/21/17	TC-52.10	10/18/13				
MT-98.10	1/20/17	TC-52.20	7/21/17				
MT-98.11	1/20/17	TC-65.10	1/17/14				
MT-98.20	7/18/14	TC-65.11	7/21/17				
MT-98.22	1/20/17	TC-71.10	1/20/17				
MT-98.28	1/20/17	TC-72.20	7/15/16				
MT-98.29	1/20/17	TC-82.10	7/17/15				
MT-98.30	7/21/17						

UNDERGROUND UTILITIES
CONTACT BOTH SERVICES TWO WORKING DAYS BEFORE YOU DIG.

Call Before You Dig
1-800-362-2764

(Non-members must be called directly)
OIL & GAS PRODUCERS UNDERGROUND PROTECTION SERVICE
1-800-925-0988

PLAN PREPARED BY:
OHIO DEPT. OF TRANSPORTATION
DISTRICT 7 PLANNING & ENGINEERING
SIDNEY, OH

FEDERAL PROJECT NO. E160(482)
PID NO. 103252
CONSTRUCTION PROJECT NO.
RAILROAD INVOLVEMENT NONE
MOT-75-14.95
1/23

MOT - IR 75-14.95
180105 PID - 103252
Dist 7 2/1/2018
Contract Proposal Available @
www.contracts.dot.state.oh.us/home

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PAVE RAMP N-4 FROM SB IR 75 TO KEATS DRIVE RAMP
DISTANCE TO GORE = 1500' ±

END PROJECT AT PAVEMENT JOINT
(JUST SOUTH OF APPROACH SLAB)
(SLM 16.35)

PAVE KEATS DRIVE RAMP FROM RAMP N-4 TO KEATS DRIVE LOOP
DISTANCE TO GORE = 813' ±

PAVE RAMP N-1 FROM WAGNER-FORD EDGE OF PAVEMENT TO NB IR-75
DISTANCE TO GORE = 343' ±

PAVE RAMP N-3 FROM WAGNER-FORD EDGE OF PAVEMENT TO SB IR-75.
DISTANCE TO GORE = 508' ±

PAVE RAMP N-2 FROM NB IR-75 TO WAGNER-FORD EDGE OF PAVEMENT
DISTANCE TO GORE = 445' ±

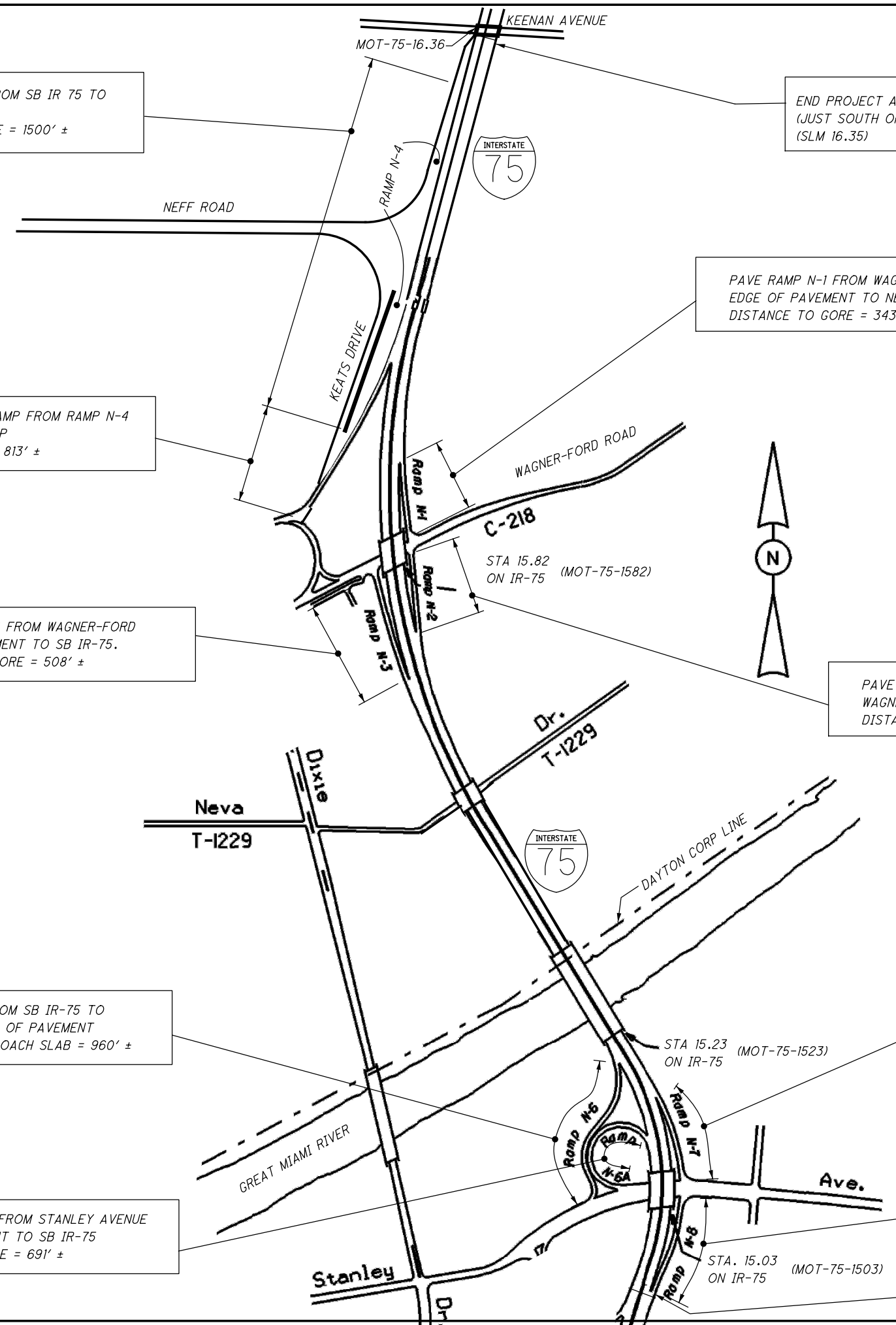
PAVE RAMP N-6 FROM SB IR-75 TO STANLEY AVE EDGE OF PAVEMENT
DISTANCE TO APPROACH SLAB = 960' ±

PAVE RAMP N-7 FROM STANLEY AVENUE EDGE OF PAVEMENT TO NB IR-75
DISTANCE TO GORE = 425' ±

PAVE RAMP N-6A FROM STANLEY AVENUE EDGE OF PAVEMENT TO SB IR-75
DISTANCE TO GORE = 691' ±

PAVE RAMP N-5 FROM NB IR-75 GORE TO STANLEY AVENUE EDGE OF PAVEMENT
DISTANCE TO GORE = 532' ±

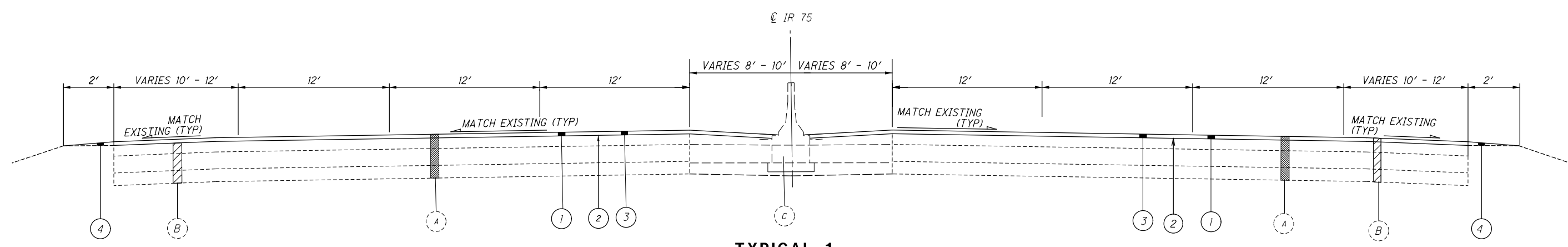
BEGIN PROJECT AT RAMP N-5 GORE (SLM 14.95)



CALCULATED
TMK
CHECKED
SSS

SCHEMATIC PLAN

MOT-75-14.95



TYPICAL 1

1 3/4" PLANING / 1 3/4" 806 OVERLAY
 MOT-IR-75 SLM 14.95 TO 15.07
 * MOT-IR-75 SLM 15.07 TO 15.23
 MOT-IR-75 SLM 15.23 TO 16.33

* SEE TYPICAL 2 ON SHEET 4 FOR SUPERELEVATION
 CORRECTION OF SOUTHBOUND MEDIAN LANE AND SHOULDER

LEGEND

- (A) EXISTING VARIABLE DEPTH ASPHALT CONCRETE ON 9" REINFORCED CONCRETE BASE
- (B) EXISTING ASPHALT CONCRETE PAVEMENT
- (C) EXISTING CONCRETE BARRIER (50")
- (D) EXISTING CONCRETE MEDIAN
- (1) ITEM 806 - 1 3/4" ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A, AS PER PLAN
- (2) ITEM 407 - NON-TRACKING TACK COAT (0.085 GAL/SY.)
- (3) ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE, (1 3/4" DEPTH)
- (4) ITEM 617 - COMPACTED AGGREGATE (1" AVERAGE)
- (5) ITEM 442 - 0" MIN. ASPHALT CONCRETE INTERMEDIATE COURSE, 9.5 MM, TYPE A
- (6) ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE, (VARIABLE DEPTH)
- (7) ITEM 806 - 1/2" ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A, AS PER PLAN
- (8) ITEM SPECIAL - MISC.: HIGH FRICTION SURFACE COURSE

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SUPERELEVATION TABLE

P.I. STA. 448+47.89

Dc = 4 DEG 00' 00"

CONSTRUCTION LAYOUT STAKES AND SURVEYING, AS PER PLAN

A MINIMUM OF 2 BUSINESS DAYS PRIOR TO THE SCHEDULED LANE CLOSURE FOR THE SUPERELEVATION CORRECTION, THE CONTRACTOR SHALL SURVEY POINT C AND POINT D AS DETAILED BELOW BETWEEN THE STANLEY AVE BRIDGE AND THE RIVER BRIDGE EVERY 50' AND CHECK RELATIVE TO THE EXISTING ELEVATIONS SHOWN IN THE SUPERELEVATION TABLE ON THIS SHEET. IF ACTUAL ELEVATIONS VARY SIGNIFICANTLY (GREATER THAN 1/2"), THE CONTRACTOR SHALL NOTIFY THE ENGINEER IMMEDIATELY. NO PAVING WORK IN THIS AREA IS TO TAKE PLACE UNTIL APPROVAL FROM THE ENGINEER IS RECEIVED. DELAYS CAUSED BY SIGNIFICANT EXISTING ELEVATION DIFFERENCES SHALL BE CONSIDERED AN EXCUSABLE, COMPENSABLE DELAY AS PER 108.06.D.

UPON COMPLETION OF THE VARIABLE INTERMEDIATE COURSE THE CONTRACTOR SHALL SURVEY THE ELEVATION AT THE LEFT EDGE LINE OF SOUTHBOUND IR-75 (POINT D). THE SURVEYOR SHALL COMPARE THE ELEVATION AT THE TOP OF THE INTERMEDIATE COURSE PLUS 1.5" TO THE PROPOSED FINAL SURFACE ELEVATION SHOWN IN THE TABLE. ANY VARIATION UP TO 1/2" MAY BE RESOLVED BY VARYING THE SURFACE COURSE TO MEET THE PROPOSED SURFACE ELEVATION. THE ENGINEER MUST BE NOTIFIED OF ANY VARIATION MORE THAN 1/2". VARIATIONS MORE THAN 1/2" MUST BE CORRECTED AT THE CONTRACTOR'S EXPENSE. THIS SURVEY IS TO BE PERFORMED WITHIN THE EXISTING LANE CLOSURES ON THE NIGHT THE VARIABLE INTERMEDIATE COURSE IS COMPLETED.

UPON COMPLETION OF THE SURFACE COURSE THE CONTRACTOR SHALL VERIFY THE FINAL SURFACE ELEVATIONS AT POINT D. THE CONTRACTOR SHALL NOTIFY THE ENGINEER IMMEDIATELY OF ANY VARIATIONS OF 1/2" OR MORE. VARIATIONS MORE THAN 1/2" MUST BE CORRECTED AT THE CONTRACTOR'S EXPENSE. THIS SURVEY IS TO BE PERFORMED WITHIN THE EXISTING LANE CLOSURES ON THE NIGHT THE SURFACE COURSE IS COMPLETED.

REMARKS	SOUTHBOUND CENTER LANE (POINT B)					SOUTHBOUND MEDIAN LANE (POINT C)					SOUTHBOUND MEDIAN SHOULDER (POINT D)				STATION	
	ELEVATION (MATCH EX.)	ELEVATION CORRECTION	CROSS SLOPE (MATCH EX.)	TRANSITION RATE	WIDTH	ELEVATION (MATCH EX.)	ELEVATION CORRECTION	CROSS SLOPE (EXIST.)	CROSS SLOPE (PROP.)	TRANSITION RATE	WIDTH	ELEVATION (EXIST.)	ELEVATION (PROP.)	DIFFERENCE EX. TO PROP. (INCHES)		OFFSET
MEET EX. ELEV.	763.80		-5.83%		12	764.50		-4.50%	-4.50%		12	765.04	765.04	0.0	-10	447+00.00
	763.54		-5.42%		12	764.19		-3.25%	-5.50%		12	764.58	764.85	3.2	-10	447+50.00
	762.83		-4.92%		12	763.42		-3.58%	-6.08%		12	763.85	764.15	3.6	-10	448+00.00
	761.86		-5.33%		12	762.50		-3.83%	-6.17%		12	762.96	763.24	3.4	-10	448+50.00
	760.85		-5.17%		12	761.47		-3.67%	-6.00%		12	761.91	762.19	3.4	-10	449+00.00
	759.83		-5.58%		12	760.50		-3.42%	-5.67%		12	760.91	761.18	3.2	-10	449+50.00
	759.05		-5.58%		12	759.72		-3.17%	-5.42%		12	760.10	760.37	3.2	-10	450+00.00
	758.48		-5.75%		12	759.17		-3.58%	-5.00%		12	759.60	759.77	2.0	-10	450+50.00
	758.12		-5.75%		12	758.81		-2.92%	-4.92%		12	759.16	759.40	2.9	-10	451+00.00
	758.07		-5.67%		12	758.75		-3.17%	-4.83%		12	759.13	759.33	2.4	-10	451+50.00
	758.28		-5.50%		12	758.94		-3.33%	-4.67%		12	759.34	759.50	1.9	-10	452+00.00
	758.91		-5.00%		12	759.51		-2.08%	-4.42%		12	759.76	760.04	3.4	-10	452+50.00
	759.85		-4.58%		12	760.40		-2.25%	-4.42%		12	760.67	760.93	3.1	-10	453+00.00
	760.99		-4.33%		12	761.51		-2.92%	-4.33%		12	761.86	762.03	2.0	-10	453+50.00
	762.54		-5.50%		12	763.20		-3.67%	-4.08%		12	763.64	763.69	0.6	-10	454+00.00
	764.22		-3.67%		12	764.66		-2.67%	-3.33%		12	764.98	765.06	1.0	-10	454+50.00
	765.67		-2.75%		12	766.00		-2.25%	-2.58%		12	766.27	766.31	0.5	-10	455+00.00
MEET EX. ELEV.	767.26		-2.42%		12	767.55		-1.92%	-1.92%		12	767.78	767.78	0.0	-10	455+50.00

STATION REFERENCE:

STA. 447+10.37± = NORTH END OF THE APPROACH SLAB FOR BR. MOT-75-15.03 (STANLEY AVE).

STA. 455+49.69± = SOUTH END OF THE APPROACH SLAB FOR BR. MOT-75-15.23 (GREAT MIAMI RIVER)

NOTES:

1. MEDIAN SHOULDER - VARIABLE MILL 1-1/2" AT CONCRETE BARRIER TO 0" AT RIGHT EDGE OF MEDIAN SHOULDER (POINT D). PAVE TO OBTAIN CROSS-SLOPE LISTED IN SUPERELEVATION TABLE UTILIZING INTERMEDIATE COURSE AS SHOWN IN WEDGE DETAIL (UNIFORM 1-1/2" SURFACE COURSE).

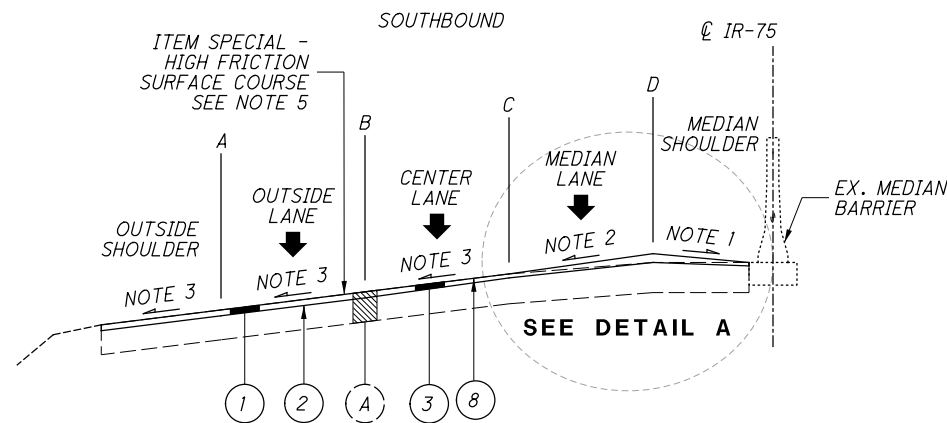
2. VARIABLE MILL A DEPTH OF 0"± AT POINT D TO 1-1/2" AT JOINT BETWEEN MEDIAN AND CENTER LANE (POINT C) TO MEET DROP-OFF POLICY. PAVE TO OBTAIN CROSS-SLOPE LISTED IN THE SUPERELEVATION TABLE USING INTERMEDIATE COURSE AS SHOWN IN WEDGE DETAIL (UNIFORM 1-1/2" SURFACE COURSE).

3. UNIFORM 1-3/4" PLANING AND RESURFACING FOR THE CENTER LANE, OUTSIDE LANE AND OUTSIDE SHOULDER WITHIN THE LIMITS OF THE TYPICAL SHOWN.

4. THE CONTRACTOR SHALL COMPLETE THE SUPERELEVATION CORRECTION WORK FOR THE MEDIAN SHOULDER AND MEDIAN LANE (NOTE A & B) IN THE SAME NIGHT CLOSURE. WORK IN THE REMAINING LANES IS TO BE COMPLETED IN SEPARATE NIGHT CLOSURES THAN THE MEDIAN/SUPERELEV. CORRECTION.

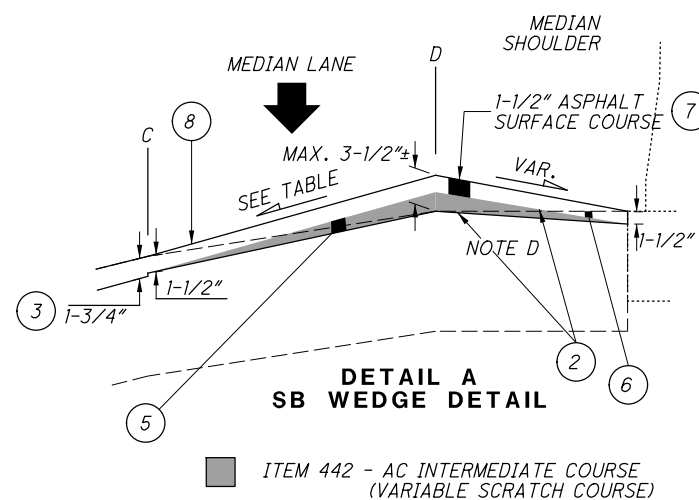
5. ITEM SPECIAL - MISC: HIGH FRICTION SURFACE COURSE TO BE APPLIED TO THE SOUTHBOUND MAINLINE LANES ONLY IN THE AREA NOTED ON THIS SHEET.

SEE SHEET 3 FOR PAVEMENT LEGEND.



TYPICAL 2 - SUPERELEVATION CORRECTION (MEDIAN SHOULDER & TRAVEL LANE)

IR-75 MAINLINE SOUTHBOUND ONLY: S.L.M. 15.07 TO 15.23 BETWEEN BR. MOT-75-15.03 (STANLEY AVE BRIDGE) AND BR. MOT-75-15.23 (GREAT MIAMI RIVER BRIDGE)



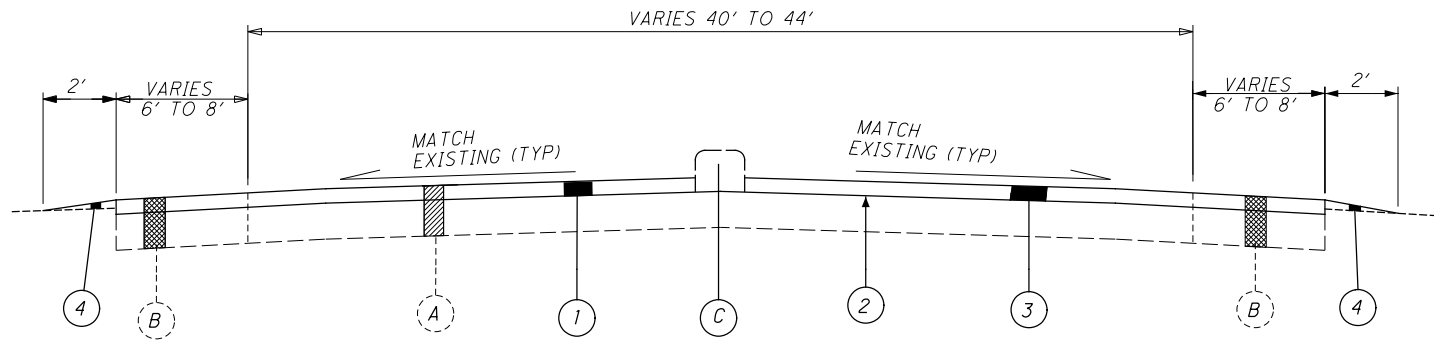
ITEM 442 - AC INTERMEDIATE COURSE (VARIABLE SCRATCH COURSE)

CALCULATED
RPH
CHECKED
TMK

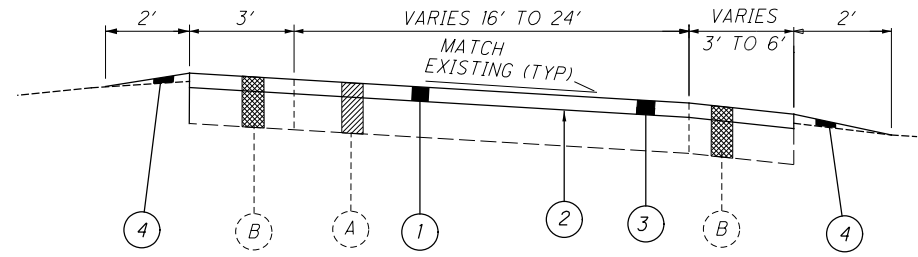
IR-75 SB: SUPERELEVATION CORRECTION

MOT-75-14.95

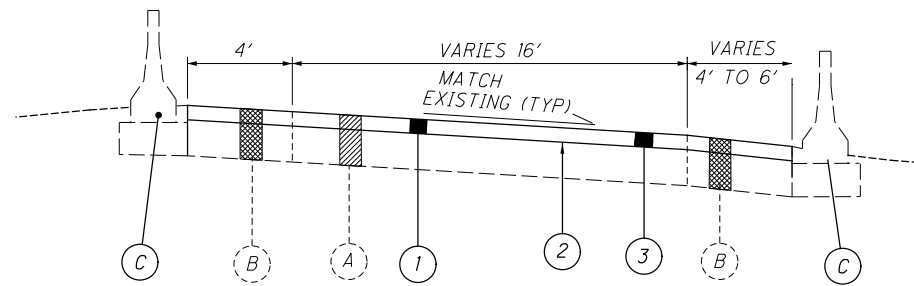
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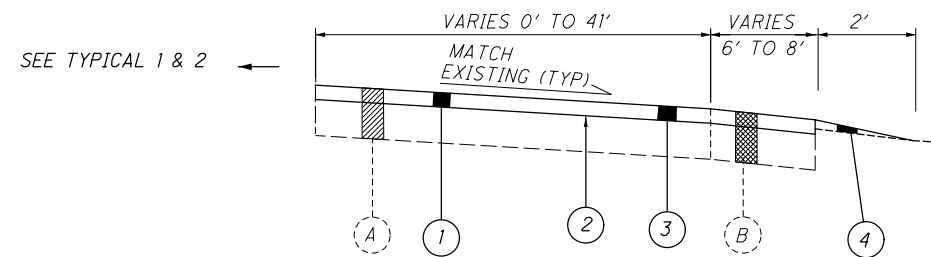
TYPICAL 3
DUAL RAMP SECTION
1 3/4" PLANING / 1 3/4" 806



TYPICAL 4
RAMP SECTION
1 3/4" PLANING / 1 3/4" 806



TYPICAL 5
RAMP SECTION
1 3/4" PLANING / 1 3/4" 806



TYPICAL 6
ACCEL/DECEL LANE SECTION
1 3/4" PLANING / 1 3/4" 806

SEE TYPICAL 1 & 2

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 PERMITS SECTION (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 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, MINIMUM VERTICAL CLEARANCE, MINIMUM WIDTH OF DRIVEABLE PAVEMENT DETOUR ROUTES, IF APPLICABLE, AND ANY OTHER INFORMATION REQUESTED BY THE PROJECT ENGINEER.

NOTIFICATION TIME TABLE		
ITEM	DURATION OF CLOSURE	NOTICE DUE TO D7 PERMITS & PIO
RAMP & ROAD CLOSURES	>= 2 WKS	21 CALENDAR DAYS PRIOR TO CLOSURE
	> 12 HRS & < 2 WKS	14 CALENDAR DAYS PRIOR TO CLOSURE
	< 12 HRS	4 BUSINESS DAYS PRIOR TO CLOSURE
LANE CLOSURES AND RESTRICTIONS	>= 2 WKS	14 CALENDAR DAYS PRIOR TO CLOSURE
	< 2 WKS	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 TABLE.

ALIGNMENT AND PROFILE

THE WORK PROPOSED BY THIS PROJECT CONSISTS OF 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 SIMILAR TO THAT OF THE EXISTING PAVEMENT.

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 AREAS SHALL BE ROUGHLY RECTANGULAR IN SHAPE AND SAWED OR MILLED TO A NEAT LINE. THE DEPTH OF REMOVAL, AS DIRECTED BY THE ENGINEER, SHALL BE SUFFICIENT TO REMOVE ALL DETERIORATED PAVEMENT. THE ENTIRE AREA INCLUDING VERTICAL FACES SHALL BE TACKED PRIOR TO PLACING THE REPLACEMENT MATERIAL PER 253.03. THE REPLACEMENT MATERIAL SHALL BE ITEM 301 - ASPHALT CONCRETE BASE, PG64-22 AND DEPTH OF THE REPAIR SHALL BE MEASURED FROM THE MILLED SURFACE.

THE ESTIMATED PAVEMENT REPAIR AREAS SHALL BE A MINIMUM OF 4 FEET IN WIDTH AND 4 INCHES IN DEPTH OR AS DIRECTED BY THE ENGINEER.

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY TO BE USED AS DIRECTED BY THE ENGINEER.

ITEM 253 - PAVEMENT REPAIR, AS PER PLAN = 1200 SQ YD

ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE

AN ESTIMATED QUANTITY OF ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE HAS BEEN INCLUDED IN THE PLANS.

THE APPROXIMATE DEPTH OF PAVEMENT PLANING SHALL BE ONE AND THREE QUARTER INCHES (1 3/4").

THE APPROXIMATE WIDTH OF THE PAVEMENT PLANING SHALL VARY FROM 22' TO 65'.

NO AREA OF PAVEMENT PLANING SHALL BE OPENED TO THE TRAVELING PUBLIC. PAVEMENT PLANING AND THE PLACEMENT OF ITEM 806 ASPHALT CONCRETE SHALL BE COMPLETED PRIOR TO OPENING THE ROAD TO THE TRAVELING PUBLIC.

ITEM 254 - PATCHING PLANED SURFACE, AS PER PLAN

PAVEMENT AREAS DESIGNATED FOR PATCHING AFTER PAVEMENT PLANING OPERATION SHALL BE MILLED TWO INCHES (2") IN DEPTH AND FILLED WITH ITEM 442 ASPHALT CONCRETE.

AN ESTIMATED QUANTITY OF 200 SQ YDS HAS BEEN CARRIED TO THE GENERAL SUMMARY TO BE USED AS DIRECTED BY THE ENGINEER.

ITEM 254 - PATCHING PLANED SURFACE, AS PER PLAN = 200 SY

ITEM 806 - ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A, AS PER PLAN

THE MATERIAL USED FOR THE RESURFACING SHALL CONSIST OF ONE AND THREE QUARTERS INCH (1.75") OF ITEM 806 ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A, AS PER PLAN, THE BINDER SHALL BE PG 76-22M.

DURING THE PAVING OPERATION, THE LONGITUDINAL JOINTS SHALL BE PLACED IN THE LOCATION OF THE LANE LINE MARKING.

ITEM 618 - RUMBLE STRIP (ASPHALT CONCRETE)

A QUANTITY OF 3.84 MILES OF ITEM 618, RUMBLE STRIP (ASPHALT CONCRETE) HAS BEEN CARRIED TO THE GENERAL SUMMARY.

THE LOCATION IS:
 IR-75 FROM SLM 15.34 TO SLM 16.35 (NB & SB) = 1.01 MILES
 DEDUCT BRIDGE DECKS = -0.05 MILES
 0.96 MILES
 0.96 MILES X 4 SHOULDERS = 3.84 MILES

PAVEMENT MARKINGS

IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO DOCUMENT THE LAYOUT OF THE EXISTING PAVEMENT MARKINGS.

PAVEMENT MARKING AT EXIT AND ENTRANCE RAMP GORES SHALL COMPLY WITH TC-72.20.

THE CONTRACTOR SHALL COORDINATE AND CORRABORATE THE LAYOUT OF ALL PAVEMENT MARKINGS WITH ODOT.

ITEM 202 - CURB REMOVED, AS PER PLAN

THE CONTRACTOR SHALL REMOVE EXISTING CURB AS MARKED WITHIN THESE PLANS. CARE SHALL BE TAKEN NOT TO DAMAGE ANY EXISTING CURB TO REMAIN IN PLACE. ANY EXISTING ASPHALT REMOVAL NECESSARY TO PLACE FORMS SHALL BE INCLUDED IN THE COST OF THIS ITEM. ANY ASPHALT REMOVED SHALL BE REMOVED FROM THE PROJECT. ALL WORK, LABOR, EQUIPMENT, MATERIAL, AND INCIDENTALS NECESSARY TO COMPLETE THIS ITEM OF WORK SHALL BE INCLUDED IN THE UNIT COST PER FOOT FOR ITEM 202 - CURB REMOVED, AS PER PLAN.

ITEM 202 - REMOVAL MISC.: CURB RAMP REMOVED (TRAFFIC ISLAND)

THE CONTRACTOR SHALL REMOVE EXISTING CURB RAMPS WITHIN THE EXISTING TRAFFIC ISLAND AS MARKED WITHIN THESE PLANS. CARE SHALL BE TAKEN NOT TO DAMAGE ANY EXISTING TRAFFIC ISLAND TO REMAIN IN PLACE. ACTUAL THICKNESS OF THE EXISTING ISLAND MAY VARY, AND REMOVAL SHALL BE TO THE BASE MATERIAL. THE CONTRACTOR SHALL FILL THE VOID WITH CONCRETE, (SEE 8" WALK, AS PER PLAN NOTE). INCLUDED IN THE COST OF THIS ITEM SHALL BE ANY RESTORATION TO REPAIR AREAS WHERE EXISTING ASPHALT HAD BEEN REMOVED. RESTORATION SHALL MATCH EXISTING PAVEMENT THICKNESS AND ELEVATIONS. ALL WORK, LABOR, EQUIPMENT, MATERIAL, AND INCIDENTALS NECESSARY TO COMPLETE THIS ITEM OF WORK SHALL BE INCLUDED IN THE UNIT COST PER SQUARE FOOT FOR ITEM 202 - REMOVAL MISC.: CURB RAMP REMOVED (TRAFFIC ISLAND)

ITEM 202 - REMOVAL MISC.: CURB RAMP REMOVED

THE CONTRACTOR SHALL REMOVE EXISTING CURB RAMP AS MARKED WITHIN THESE PLANS. ALL WORK, LABOR, EQUIPMENT, MATERIAL, AND INCIDENTALS NECESSARY TO COMPLETE THIS ITEM OF WORK SHALL BE INCLUDED IN THE UNIT COST PER SQUARE FOOT FOR ITEM 202 - REMOVAL MISC.: CURB RAMP REMOVED.

ITEM 608 - 8" CONCRETE WALK, AS PER PLAN

THE INTENT OF THIS ITEM IS TO FILL THE VOID LEFT BEHIND FROM THE REMOVAL OF EXISTING CURB RAMPS IN THE EXISTING TRAFFIC ISLAND. THE CONTRACTOR IS HEREBY GIVEN NOTICE THAT THE THICKNESS MAY VARY WITHIN THE TRAFFIC ISLAND. THE CONTRACTOR SHALL USE THIS ITEM TO FILL THE VOID, MATCHING THE EXISTING ELEVATIONS AND CROSS SLOPES. ALL WORK, LABOR, EQUIPMENT, MATERIAL, AND INCIDENTALS NECESSARY TO COMPLETE THIS ITEM OF WORK SHALL BE INCLUDED IN THE UNIT COST PER SQUARE FOOT FOR ITEM 608 - 8" CONCRETE WALK, AS PER PLAN.

ITEM 609 - CURB, TYPE 6, AS PER PLAN

THE CONTRACTOR SHALL INSTALL THE PROPOSED CURB WHERE INDICATED IN THESE PLANS. CARE SHALL BE TAKEN TO MATCH THE EXISTING CURB ELEVATIONS. INCLUDED SHALL BE THE RESTORATIONS TO REPAIR AREAS WHERE EXISTING ASPHALT HAD BEEN REMOVED DURING CURB REMOVAL. RESTORATIONS SHALL MATCH EXISTING PAVEMENT THICKNESS AND ELEVATIONS. ALL WORK, LABOR, EQUIPMENT, MATERIAL, AND INCIDENTALS NECESSARY TO COMPLETE THIS ITEM OF WORK SHALL BE INCLUDED IN THE UNIT COST PER FOOT FOR ITEM 609 - CURB, TYPE 6, AS PER PLAN.

ITEM 203 - EMBANKMENT, AS PER PLAN

THE INTENT OF THIS ITEM IS TO FILL THE VOID WHERE EXISTING CONCRETE WALK OR CURB RAMP HAS BEEN REMOVED AND IS NOT BEING REPLACED. PLACEMENT SHALL MATCH EXISTING ELEVATIONS AND CROSS SLOPES. INCLUDED IN THE COST OF THIS ITEM SHALL BE SEEDING AND MULCHING, FERTILIZER, AND WATER TO PROMOTE GROWTH. ALL WORK, LABOR, EQUIPMENT, MATERIAL, AND INCIDENTALS NECESSARY TO COMPLETE THIS ITEM OF WORK SHALL BE INCLUDED IN THE UNIT COST PER CUBIC YARD FOR ITEM 203 - EMBANKMENT, AS PER PLAN.

ITEM 608 - CURB RAMP, AS PER PLAN

THE INTENT OF THIS TO INSTALL NEW CURB RAMPS WHERE INDICATED IN THESE PLANS. ALL INSTALLATIONS SHALL BE IN ACCORDANCE WITH THE 2016 C&MS, AND CURRENT STANDARD DRAWING BP-7.1, WITH THE EXCEPTION THAT THE DESIGN AND SHAPES MAY VARY TO ALLOW FOR THE INSTALLATION INTO EXISTING CONDITIONS. INCLUDED IN THE COST OF THIS ITEM SHALL BE ANY RESTORATION TO AREAS WHERE EXISTING ASPHALT PAVEMENT WAS REMOVED IN PREPARATION OF NEW CURB RAMP INSTALLATIONS. THE CONTRACTOR SHALL MAKE CERTAIN THAT RESTORATION AND PLACEMENT OF SURFACE COURSE ASSURES THAT THE FLOW OF STORM WATER DOES NOT FLOW INTO THE CURB RAMP OR POND IN FRONT OF IT. ALL WORK, LABOR EQUIPMENT, MATERIAL AND INCIDENTALS NECESSARY TO COMPLETE THIS ITEM OF WORK SHALL BE INCLUDED IN THE UNIT PRICE BID PER SQUARE FOOT, FOR ITEM 608 - CURB RAMP, AS PER PLAN.

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ITEM 809 - STOP-BAR RADAR DETECTION

THIS ITEM OF WORK SHALL CONSIST OF FURNISHING AND INSTALLING A WAVETRONIX SMARTSENSOR MATRIX DETECTION UNIT. THE DETECTION UNIT SHALL INCLUDE THE FOLLOWING:

1. POWER SHALL BE PROVIDED FROM THE TRAFFIC CABINET.
2. ALL REQUIRED INPUTS CARDS SHALL BE INCLUDED IN THE TRAFFIC CABINET AND SHALL BE COMPATIBLE WITH CALTRANS, NEMA TS1 AND NEMA TS2 DETECTOR RACKS. THE CARDS SHALL PROVIDE TRUE PRESENCE DETECTOR CALLS OR CONTACT CLOSURE TO THE TRAFFIC CONTROLLER.
3. THE UNIT SHALL BE MOUNTED DIRECTLY TO A POLE OR MAST ARM, AS RECOMMENDED BY THE MANUFACTURER. CABLE(S) SHALL BE PROVIDED AS REQUIRED AND RECOMMENDED BY THE MANUFACTURER.
4. SURGE PROTECTION DEVICES, AS RECOMMENDED BY THE MANUFACTURER SHALL BE INCLUDED BOTH AT THE POLE WHERE THE UNIT IS LOCATED TO PROTECT THE UNIT AND IN THE TRAFFIC CABINET TO PROTECT THE CABINET ELECTRONICS.
5. THE MANUFACTURER'S REPRESENTATIVE SHALL BE ON SITE DURING INSTALLATION AND TESTING AND SHALL PROVIDE ON-SITE TRAINING ON THE SETUP, OPERATION AND MAINTENANCE OF THE UNIT.
6. A SERIAL TO ETHERNET COMMUNICATIONS MODULE AND ETHERNET CABLE (MINIMUM 7 FEET).
7. THE POWER SUPPLY AND COMMUNICATION MODULES SHALL BE SECURED TO A SINGLE PANEL THAT CAN BE MOUNTED INTERIOR TO THE TRAFFIC CABINET. THE PANEL SHALL INCLUDE MODULAR-PLUG STYLE CONNECTIONS FOR UP TO FOUR (4) SENSOR CABLES. ADDITIONAL SENSORS MAY BE HARD-WIRED TO THE COMMUNICATION MODULES, AS NECESSARY.

PAYMENT FOR ITEM 809 STOP-BAR RADAR DETECTION SHALL BE MADE AT THE CONTRACT UNIT PRICE FOR EACH

UNIT, COMPLETE AND IN PLACE INCLUDING ALL REQUIRED CABINET HARDWARE, MOUNTING BRACKETS, CABLES, CONDUIT AND CONNECTIONS TESTED AND ACCEPTED.

ITEM 809 - STOP BAR RADAR DETECTION		
LOCATION	DESCRIPTION	QUANTITY
WAGNER-FORD/RAMP N2	RAMP N2	1
WAGNER FORD/RAMP N3	LEFT TURN LANE	1
TOTAL		2

ITEM 632 - DETECTOR LOOP, AS PER PLAN

DURING THE COURSE OF THIS CONTRACT, IT MAY BE NECESSARY FOR THE CONTRACTOR TO COORDINATE LOOP DETECTOR WORK WITH THE TRANSPORTATION (ODOT) AND OTHER CONTRACTORS INVOLVED WITH ASPHALT PLANING AND RESURFACING PROJECTS. THE CONTRACTOR SHALL REPLACE LOOP DETECTORS REMOVED BY ASPHALT PLANING OPERATIONS PRIOR TO PLACEMENT OF THE ASPHALT CONCRETE SURFACE COURSE.

THE FRONT EDGE OF THE POWERHEAD LOOP DETECTORS SHALL BE LOCATED 1 (ONE) TO 3 (THREE) FEET BEHIND THE REAR EDGE OF THE STOP LINE.

THE CONTRACTOR SHALL COORDINATE AND CORROBORATE THE LAYOUT OF ALL LOOP DETECTORS AND PAVEMENT MARKINGS WITH THE ODOT DISTRICT 7.

ODOT DISTRICT 7 SHALL BE PRESENT WHEN THE CONTRACTOR MARKS THE LOCATION WHERE THE PAVEMENT IS TO BE SAWED TO BE ASSURED THAT THE PROPOSED LOOP DETECTORS ARE IN THE SAME PLACE AS THE EXISTING LOOP DETECTORS. ALL LOOP DETECTOR INSTALLATIONS SHALL BE COMPLETED BEFORE THE ASPHALT CONCRETE SURFACE COURSE IS PLACED.

ODOT DISTRICT 7 SHALL BE RESPONSIBLE FOR DISCONNECTION AND RECONNECTION OF THE LOOP DETECTORS IN THE SYSTEM. THE CONTRACTOR SHALL GIVE ODOT DISTRICT 7 (937-497-6841) FORTY-EIGHT (48) HOURS NOTICE BEFORE BEGINNING PAVEMENT PLANING IN AREAS WITH LOOP DETECTORS.

STANDARD CONSTRUCTION DRAWING, TC - 82.10
LOCATIONS AND NUMBER OF LOOPS ARE AS FOLLOWS:

DETECTOR LOOP, AS PER PLAN			
LOCATION	QUANTITY	DIMENSION	TYPE
STANLEY/RAMP N5	1	10' X 6'	RECTANGULAR
STANLEY/RAMP N6	1	6' X 35'	POWERHEAD
STANLEY/RAMP N6	1	6' X 13'	POWERHEAD

ITEM 632 - LOOP DETECTOR TIE-IN, AS PER PLAN

THIS WORK SHALL CONSIST OF MAKING CONNECTIONS TO EXISTING LOOP DETECTOR LEAD-IN WIRE, WHETHER THAT WIRE IS UNDERGROUND OR AERIAL. INCLUDED IN THIS ITEM IS THE CONNECTOR KIT OR CABLE SPLICE KIT (CONFORMING TO 725.15) THAT MUST BE USED IN MAKING THESE CONNECTIONS.

ALL CONNECTIONS OF THE LOOP WIRE TO THE LOOP LEADS SHALL BE SOLDERED PRIOR TO BEING PLACED IN THE SPLICE KITS.

THIS ITEM IS NEEDED ONLY WHEN A TIE-IN SITUATION EXISTS. WHEN ALL NEW LEAD-IN WIRE IS SPECIFIED IN THE PLAN, THIS ITEM OF WORK IS NOT REQUIRED.

PAYMENT FOR THIS ITEM WILL INCLUDE ALL NECESSARY LABOR, MISCELLANEOUS HARDWARE AND EQUIPMENT REQUIRED TO PROVIDE FOR THE LOOP DETECTOR TIE-IN AND OPERATION. BASIS OF PAYMENT WILL BE AT THE CONTRACT BID PRICE PER EACH.

STANLEY/RAMP N5	1 EACH
STANLEY/RAMP N6	2 EACH

632 SIGNALIZATION, MISC.: UNLASH AND RELASH MESSENGER WIRE

THE CONTRACTOR SHALL REMOVE EXISTING MESSENGER WIRE LASHING RODS AND REINSTALL THEM AS NECESSARY FOR THE INSTALLATION OF ANY NEW CABLES ON THE EXISTING INTERSECTION SIGNAL SPANS. THE CABLES SHALL ENTER THE EXISTING STRAIN POLE THROUGH THE POLE CABLE ENTRANCE FITTING AND USE THE EXISTING CONDUIT SYSTEM TO GET TO THE CONTROLLER CABINET. THE NEW CABLES SHALL BE SUPPORTED BY A NEW CABLE SUPPORT ASSEMBLY AT THE TOP OF THE STRAIN POLE.

THE NEW SIGNAL CABLES SHALL BE BID BY SEPARATE BID ITEMS.

PAYMENT FOR ITEM 632 "SIGNALIZATION MISC.: UNLASH AND RELASH MESSENGER WIRE" SHALL BE MADE AT THE CONTRACT UNIT PRICE PER PER FOOT AND SHALL INCLUDE ALL LABOR, MATERIALS, CABLE SUPPORT ASSEMBLIES AND EQUIPMENT TO INSTALL NEW CABLES ON EXISTING SIGNAL SPAN WIRE INSTALLATIONS.

REMOVE AND REINSTALL LASHING RODS	
LOCATION	# FT
WAGNER-FORD/RAMP N2	100
WAGNER FORD/RAMP N3	100
TOTAL CARRIED TO THE GENERAL SUMMARY	
	200

646 EPOXY PAVEMENT MARKINGS

THE FOLLOWING QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY FOR TRAFFIC CONTROL MARKINGS ON THE CONCRETE BRIDGE DECKS.

EDGE LINE, 6" TOTAL = 0.86 MILES
 EDGE LINE, 6" (WHITE) SUBTOTAL = 2270'
 EDGE LINE, 6" (YELLOW) SUBTOTAL = 2270'
 LANE LINE, 6" = 0.90 MILES
 CHANNELIZING LINE, 12" = 250'
 DOTTED LINE, 6" = 1150'

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ITEM 614 - MAINTAINING TRAFFIC

TRAFFIC SHALL BE MAINTAINED AT ALL TIMES. THE LENGTH OF RESTRICTED TRAFFIC WORK ZONES SHALL BE KEPT TO A MAXIMUM TWO (2.0) MILE WORK ZONE CONSISTENT WITH THE SPECIFICATION REQUIREMENTS FOR A PROTECTION OF COMPLETED COURSES. IN ADDITION TO THE REQUIREMENTS AS INDICATED IN THE "OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS", AND PERTINENT ITEMS OF THE CONSTRUCTION AND MATERIALS SPECIFICATIONS, THE FOLLOWING REQUIREMENTS SHALL APPLY.

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. ANY VARIANCES FROM THESE MAINTENANCE OF TRAFFIC NOTES MUST BE APPROVED IN ADVANCE IN WRITING BY THE DIRECTOR. TRAFFIC IS TO BE MAINTAINED IN A UNIFORM PATTERN THROUGHOUT THE ENTIRE LENGTH OF THE PROJECT AND NOT BE SUBJECTED TO CONSTANT LANE SHIFTS.

THE CONTRACTOR'S OPERATIONS SHALL BE ARRANGED TO PREVENT ANY INTERFERENCE TO THE CONTINUOUS FLOW OF TRAFFIC. ALL VEHICLES, EQUIPMENT, WORKERS AND THEIR ACTIVITIES ARE RESTRICTED AT ALL TIMES TO ONE SIDE OF THE PAVEMENT UNLESS OTHERWISE APPROVED BY THE ENGINEER.

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

THE TABLE BELOW PROVIDES THE PERMITTED CLOSURE TIMES FOR RAMPS ON THE PROJECT ALONG WITH THE MAXIMUM ALLOWABLE NIGHT CLOSURES. RAMP CLOSURES SHALL NOT OCCUR CONCURRENTLY. A DISINCENTIVE OF \$50/MIN SHALL BE ASSESSED FOR VIOLATING THE PERMITTED RAMP CLOSURE TIMES.

Interchange	Ramp	Permitted Ramp Closure Times		Max. Night Closures
		Begin	End	
Stanley Ave	NB Off-ramp	8:00 PM	5:00 AM	1
Stanley Ave	NB On-ramp	8:00 PM	5:00 AM	1
Stanley Ave	SB Off-Ramp	8:00 PM	5:00 AM	1
Stanley Ave	SB On-ramp	8:00 PM	5:00 AM	1
Wagner Ford	NB Off-ramp	8:00 PM	3:00 AM	1
Wagner Ford	NB On-ramp	8:00 PM	5:00 AM	1
Wagner Ford	SB Off-Ramp	8:00 PM	5:00 AM	2
Wagner Ford	SB On-ramp	8:00 PM	5:00 AM	1

THE CONTRACTOR SHALL ALSO CLOSE KEATS DR. AT THE ONAOTO AVE INTERSECTION DURING THE PERMITTED RAMP CLOSURE ON THE SB OFF-RAMP. REFER TO MT-101.60.

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.

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

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

PEDESTRIAN CLOSURE/DETOUR

THE CONTRACTOR SHALL DETOUR PEDESTRIAN TRAFFIC TO THE OTHER SIDE OF THE STREET USING STANDARD CONSTRUCTION DRAWING MT-110.10 WHEN THE CURB RAMPS ARE BEING INSTALLED ON STANLEY RD. AT THE IR-75 NORTHBOUND RAMPS. THE CONTRACTOR SHALL CLOSE THE SIDEWALK BETWEEN WEBSTER STREET AND THE SOUTHBOUND IR-75 RAMPS CROSSING THE PEDESTRIAN AT THE CROSSWALKS. THE CONTRACTOR CANNOT REPLACE THE CURB RAMPS ON THE NORTH SIDE AND SOUTH SIDE CONCURRENTLY.

PERMITTED LANE CLOSURE

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](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 WHICH WILL SLOW TRAFFIC IS PERMITTED AT ANY OTHER TIMES. SHOULD THE CONTRACTOR FAIL TO MEET ANY OF THESE REQUIREMENTS, THE CONTRACTOR SHALL BE ASSESSED A DISINCENTIVE IN THE AMOUNT OF \$125 FOR EACH MINUTE THE ABOVE DESCRIBED LANE CLOSURE RESTRICTIONS ARE VIOLATED.

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:

* 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 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) 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 300 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.

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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 _ 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 PRE-CONSTRUCTION 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.

ITEM 614, PORTABLE CHANGEABLE MESSAGE SIGNS, AS PER PLAN (CONTINUED)

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 ONE PCMS FOR TWO MONTHS)

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MOT-75-14.95

ITEM SPECIAL - MISC: HIGH FRICTION SURFACE COURSE

THIS WORK CONSISTS OF FURNISHING AND APPLYING A HIGH FRICTION SURFACING SYSTEM IN ACCORDANCE WITH THIS NOTE AND IN CONFORMITY WITH THE LINES AND DETAILS SHOWN ON THE PLANS. THE MANUFACTURER'S REPRESENTATIVE SHALL COME TO THE CONSTRUCTION SITE TO ADVISE CONSTRUCTION, AND CONTRACTOR PERSONNEL PRIOR TO SURFACE TREATMENT AND SHALL BE AVAILABLE DURING APPLICATION AS NECESSARY. DO NOT APPLY THE TWO PART MODIFIED EPOXY BINDER ON A WET SURFACE, WHEN THE AMBIENT AND/OR ROAD SURFACE TEMPERATURE IS LESS THAN 50 DEG. F OR ABOVE 105 DEG. F, OR WHEN THE ANTICIPATED WEATHER CONDITIONS WOULD PREVENT THE PROPER APPLICATION OF THE SURFACE TREATMENT AS DETERMINED BY THE MANUFACTURER'S REPRESENTATIVE.

SURFACE PREPARATION-
SURFACES SHALL BE CLEAN, DRY, AND FREE OF ALL DUST, OIL, DEBRIS AND ANY OTHER MATERIAL THAT MIGHT INTERFERE WITH THE BOND BETWEEN THE EPOXY BINDER MATERIAL AND EXISTING SURFACES. ADEQUATE CLEANING OF ALL SURFACES WILL BE DETERMINED BY THE MANUFACTURER'S REPRESENTATIVE. UTILITIES, DRAINAGE STRUCTURES, CURBS AND ANY OTHER STRUCTURE WITHIN OR ADJACENT TO THE TREATMENT LOCATION SHALL BE PROTECTED AGAINST THE APPLICATION OF THE SURFACE TREATMENT MATERIALS. COVER AND PROTECT ALL EXISTING PAVEMENT MARKINGS THAT ARE ADJACENT TO THE APPLICATION SURFACES AS DIRECTED BY THE ENGINEER. PAVEMENT MARKINGS THAT CONFLICT WITH THE SURFACE APPLICATION SHALL BE REMOVED BY GRINDING AND THE SURFACE SHALL BE SWEEP CLEAN PRIOR TO THE EPOXY BINDER APPLICATION. PRE-TREAT JOINTS AND CRACKS GREATER THAN 1/4 INCHES IN WIDTH AND DEPTH WITH THE MIXED EPOXY SPECIFIED HEREIN. ONCE THE EPOXY IN THE PRE-TREATED AREAS HAS GELLED, THE HIGH FRICTION EPOXY BINDER AND AGGREGATE TOPPING INSTALLATION MAY PROCEED. FOR APPLICATIONS ON NEW PAVEMENTS, INSTALL THE HIGH FRICTION EPOXY BINDER AND AGGREGATE TOPPING A MINIMUM OF 30 DAYS AFTER THE PLACEMENT OF THE UNDERLYING AND ADJACENT ASPHALT PAVEMENT.

MIXING AND APPLICATION OF EPOXY BINDER-
PLACE THE EPOXY BINDER AND AGGREGATE IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDED METHODS. THE IN PLACE THICKNESS OF THE MIXED EPOXY SHALL BE APPROXIMATELY 60 MILS ABOVE THE PAVEMENT SURFACE. FOR IRREGULAR SURFACES, THE APPLICATION RATE MAY BE ADJUSTED, AS DETERMINED BY THE MANUFACTURER'S REPRESENTATIVE. THE TWO PART MODIFIED EPOXY BINDER COMPONENTS, PARTS A AND B, SHALL BE PROPORTIONED TO THE CORRECT RATIO, AND MIXED USING A LOW SPEED HIGH TORQUE DRILL FITTED WITH A HELICAL STIRRER AT A RATE RECOMMENDED BY THE MANUFACTURER. THE CONTRACTOR MAY CHOOSE TO MIX THE EPOXY BINDER USING A PLURAL COMPONENT PUMP SYSTEM OF A TYPE APPROVED BY AND IN ACCORDANCE WITH THE EPOXY BINDER MANUFACTURER. FOLLOW THE EPOXY BINDER AND PUMP MANUFACTURER'S RECOMMENDATIONS. THE HOMOGENOUSLY MIXED EPOXY BINDER SHALL BE UNIFORMLY DISTRIBUTED OVER THE PAVEMENT SECTION TO BE TREATED AND WITHIN THE TEMPERATURE RANGE SPECIFIED. OPERATIONS SHALL PROCEED IN SUCH A MANNER THAT WILL NOT ALLOW THE EPOXY MATERIAL TO CHILL, SET UP, DRY, OR OTHERWISE IMPAIR RETENTION OF THE AGGREGATE TOPPING. HAND APPLIED EPOXY BINDER SHALL BE UNIFORMLY SPREAD ONTO THE SUBSTRATE SURFACE BY MEANS OF A SERRATED EDGED SQUEEGEE.

ITEM SPECIAL - MISC: HIGH FRICTION SURFACE COURSE (CONTINUED...)

APPLICATION OF AGGREGATE WEARING COURSE-
IMMEDIATELY APPLY THE DRY AGGREGATE AT A RATE OF NOT LESS THAN 13 POUNDS PER SQUARE YARD ONTO THE APPLIED EPOXY BINDER PRIOR TO THE EPOXY BINDER REACHING ITS GEL TIME COVERAGE. DO NOT USE VIBRATORY OR IMPACT TYPE COMPACTION ON THE AGGREGATE AFTER PLACEMENT. USE ONLY LIGHTWEIGHT ROLLERS TO SEAT THE AGGREGATE TOPPING. COMPLETE COVERAGE OF THE "WET" EPOXY BINDER WITH AGGREGATE IS NECESSARY TO ACHIEVE A UNIFORM SURFACE. NO EXPOSED WET SPOTS SHALL BE VISIBLE ONCE THE AGGREGATE IS PLACED.

CURING-
ALLOW THE AGGREGATE TOPPED EPOXY BINDER TO CURE IN ACCORDANCE WITH MANUFACTURER RECOMMENDATIONS FOR A MAXIMUM OF 3 HOURS. PROTECT TREATED SURFACES FROM TRAFFIC AND ENVIRONMENTAL EFFECTS UNTIL THE AREA HAS CURED. REMOVE THE EXCESS AGGREGATE BY HAND BROOMS, MECHANICAL SWEEPING, OR SUCTION SWEEPING BEFORE OPENING TO TRAFFIC. EXCESS AGGREGATE CAN BE REUSED ON THE FOLLOWING DAY'S INSTALLATION, PROVIDED THE AGGREGATE IS CLEAN, UNCONTAMINATED, AND DRY. THE ENGINEER MAY REQUIRE ADDITIONAL MECHANICAL OR VACUUM SWEEPING AS NECESSARY AFTER THE SYSTEM FULLY CURES AND THE TREATED SURFACE IS OPEN TO TRAFFIC.

TESTING DATA-
THE CONTRACTOR SHALL PROVIDE THE TEST DATA FOR THE EPOXY BINDER AND TOPPING AGGREGATE FOR REVIEW BY THE DISTRICT TESTING ENGINEER TEN DAYS PRIOR TO THE APPLICATION.

FRICTION ACCEPTANCE TESTING-
90 DAYS AFTER CONSTRUCTION OF THE HIGH FRICTION SURFACE TREATMENT, THE DEPARTMENT WILL MEASURE THE FRICTION CHARACTERISTICS IN ACCORDANCE WITH ASTM E274. THE MINIMUM ACCEPTABLE FRICTION NUMBER (FN40R) IS 70.

IF THE AVERAGE FRICTION VALUES FAIL TO MEET GUIDELINES LISTED ABOVE, THEN THE ENTIRE HIGH FRICTION SURFACE TREATMENT MUST BE REMOVED AND REPLACED BY THE CONTRACTOR, AT NO ADDITIONAL EXPENSE TO THE DEPARTMENT.

MATERIALS-

BINDER
A TWO PART COLD APPLIED MODIFIED EXOTHERMIC EPOXY RESIN BINDER TREATMENT CONTAINING EPOXY/AMINE BINDER CAPABLE OF RETAINING AN AGGREGATE TOPPING UNDER VEHICULAR TRAFFIC CONDITIONS. THE TWO-PART EPOXY MATERIAL SHALL BE CURED EXOTHERMICALLY. THE EPOXY BINDER SHALL CONSIST OF A THERMOSETTING MODIFIED EPOXY/AMINE COMPOUND WHICH HOLDS THE AGGREGATE FIRMLY IN POSITION. INDEPENDENT LABORATORY REPORT DOCUMENTS SHALL BE PROVIDED DOCUMENTING THAT THE EPOXY BINDER MEETS THE REQUIREMENTS OF THIS SECTION. THE EPOXY BINDER SHALL MEET THE FOLLOWING REQUIREMENTS.

ITEM SPECIAL - MISC: HIGH FRICTION SURFACE COURSE (CONTINUED...)

EPOXY BINDER REQUIREMENTS

Property	Test Methods*	Requirement
Ultimate Tensile Strength	ASTM D638 (Type IV 1 3/32 Die C) Gauge Length: 1 9/32 Speed: 0.2 9/32/min	2800 psi min.
Elongation at break point	ASTM D638	30.0% min.
Durometer Hardness	ASTM D2240 (Shore D)	70.0 min.
Cure Time	ASTM D1640 @ 75± F	3 hours max.
Gel Time	ASTM D2471	15 minutes min.
Peek Exothermic Temperature	ASTM D2471	150* F minimum
Compressive Strength	ASTM D695	1,600 psi min.
Mixing Ratio	1:01	Per Manufacturer's 5/32s Recommendations
*Testing Performed in the laboratory		

AGGREGATE
THE AGGREGATE SHOULD BE CLEAN, DRY, AND FREE FROM FOREIGN MATTER. SUBMIT CERTIFICATION FROM THE MANUFACTURER THAT THE AGGREGATE TOPPING MEETS THE AGGREGATE REQUIREMENTS LISTED BELOW. SUBMIT DOCUMENTATION OF THE IN-PLACE FRICTION CHARACTERISTICS (MINIMUM 65 FN40R IN ACCORDANCE WITH ASTM E274) OF AGGREGATE BONDED TO A VEHICULAR BEARING SURFACE USING THE MODIFIED EPOXY BINDER. SUBMIT A LIST OF PROJECTS WITH OWNERS CONTACT INFORMATION ON WHICH A MINIMUM OF 1,000 SQUARE YARDS OF HIGH FRICTION EPOXY BINDER AND AGGREGATE HAS BEEN PLACED WITHIN THE PAST THREE YEARS. THE AGGREGATE SHALL MEET THE FOLLOWING REQUIREMENTS.

AGGREGATE REQUIREMENTS

Property	Test Methods*	Requirement
SFC- Sideway Force Coefficient	ASTM E670	0.70 min.
SRV/SRT-Skid Resistance Value Test*	ASTM E303	65.0 BPN min.
Accelerated Polishing Value	ASTM E660	70.0 BPN min.
Texture Depth-Sand Patch Method	ASTM E965	1.0 mm min.
LA Abrasion Test	BS EN 1097-2 2-4mm	20.0 max.
Aggregate Gradation	AASHTO T27	95.0-100.0% Passing No. 6 0.0-5.0% Passing No. 16
*Testing Performed in the laboratory		

METHOD OF MEASUREMENT-
THE DEPARTMENT WILL MEASURE HIGH FRICTION SURFACE COURSE BY THE NUMBER OF SQUARE YARDS AS DETERMINED BY THE LENGTH AND WIDTH OF THE HIGH FRICTION SURFACE COURSE, COMPLETED AND ACCEPTED IN PLACE.

BASIS OF PAYMENT-
PRICE AND PAYMENT WILL BE FULL COMPENSATION FOR ALL LABOR MATERIAL AND EQUIPMENT REQUIRED TO PERFORM THE WORK SPECIFIED IN THIS ITEM.

PER NOTE 5 ON SHEET 4, AN ESTIMATED QUANTITY OF 3360 SY HAS BEEN CARRIED TO THE GENERAL SUMMARY.

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CALCULATED
RPH
CHECKED
TMK

GENERAL NOTES

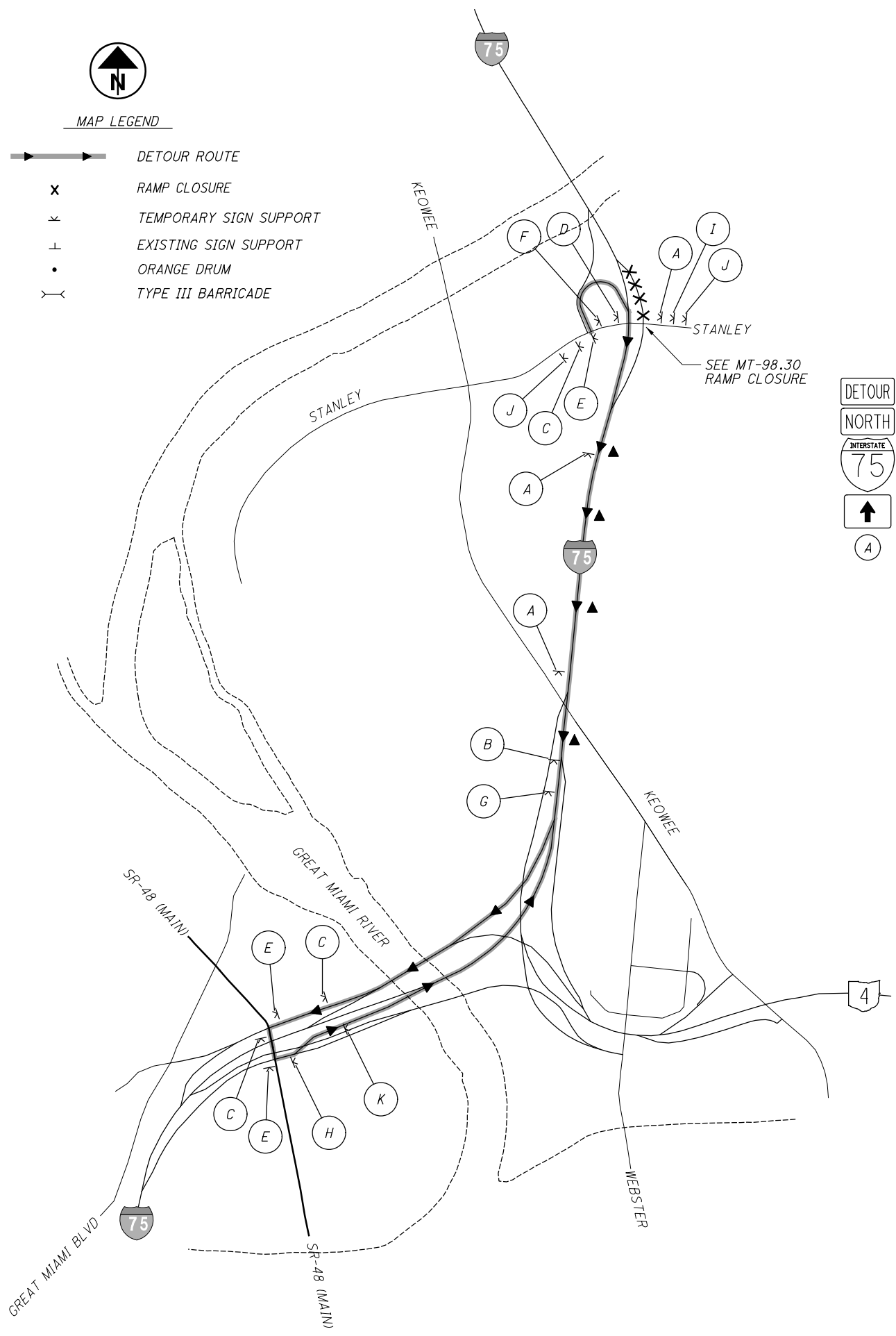
MOT-75-14.95

9A
23



MAP LEGEND

- DETOUR ROUTE
- RAMP CLOSURE
- TEMPORARY SIGN SUPPORT
- EXISTING SIGN SUPPORT
- ORANGE DRUM
- TYPE III BARRICADE



(A)	(B)	(C)	(D)	(E)	(F)	(G)	(H)
					(I)	(J)	(K)

SIGN LEGEND

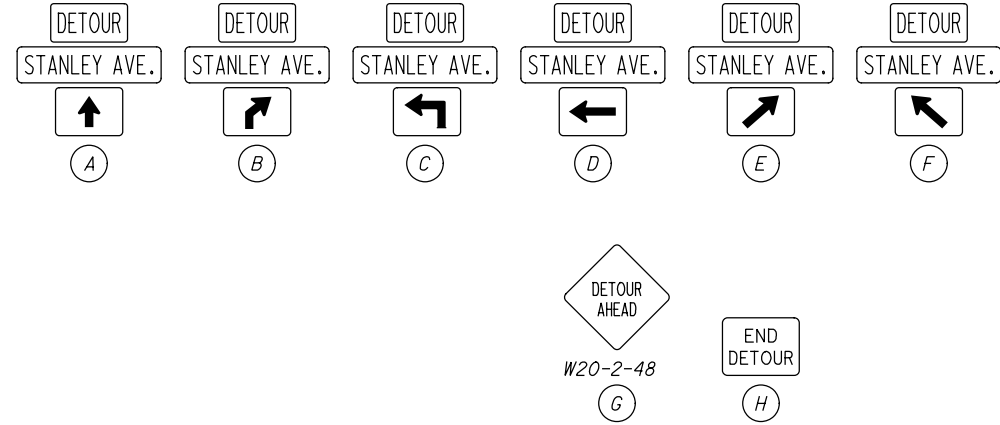
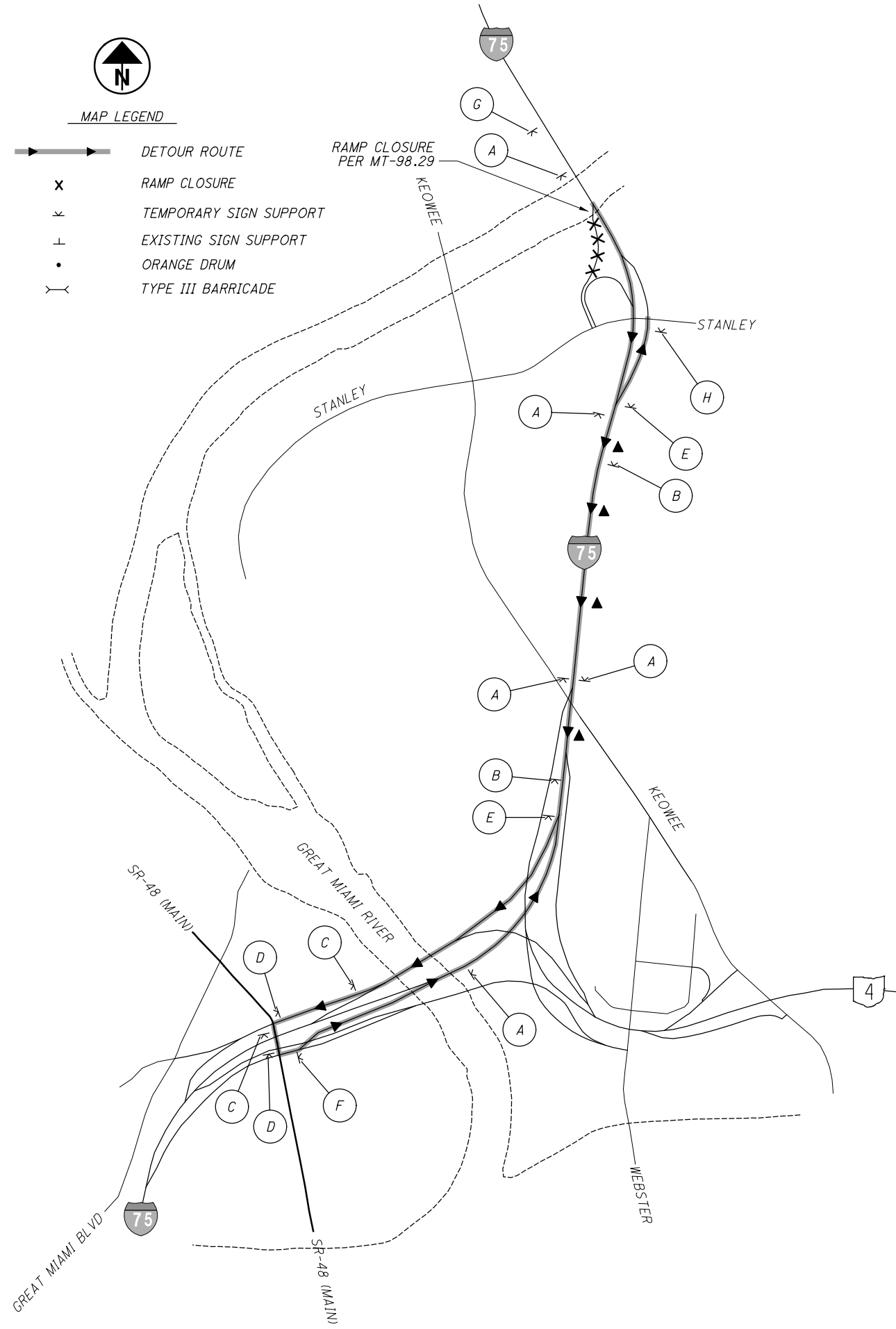
R3-1-48	M5-1-21
R3-2-48	M5-1-21
DETOUR	M5-2-21
NORTH	M5-2-21
SOUTH	M6-1-21
INTERSTATE 75	M6-1-21
END DETOUR	M6-2-21
	M6-2-21
	M6-3-21



MAP LEGEND

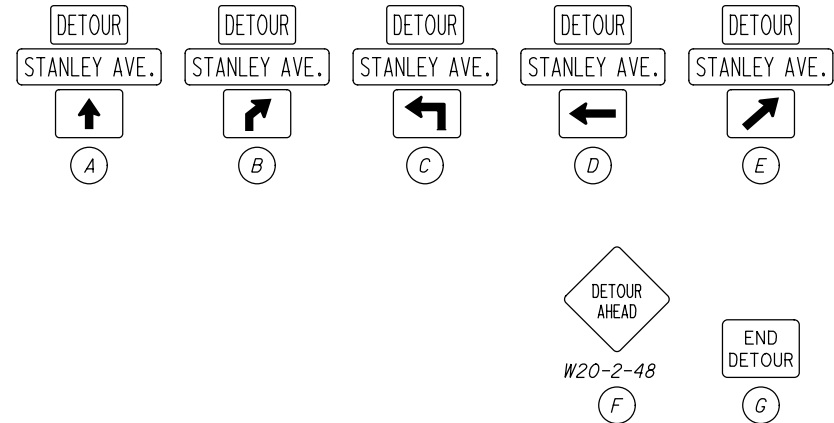
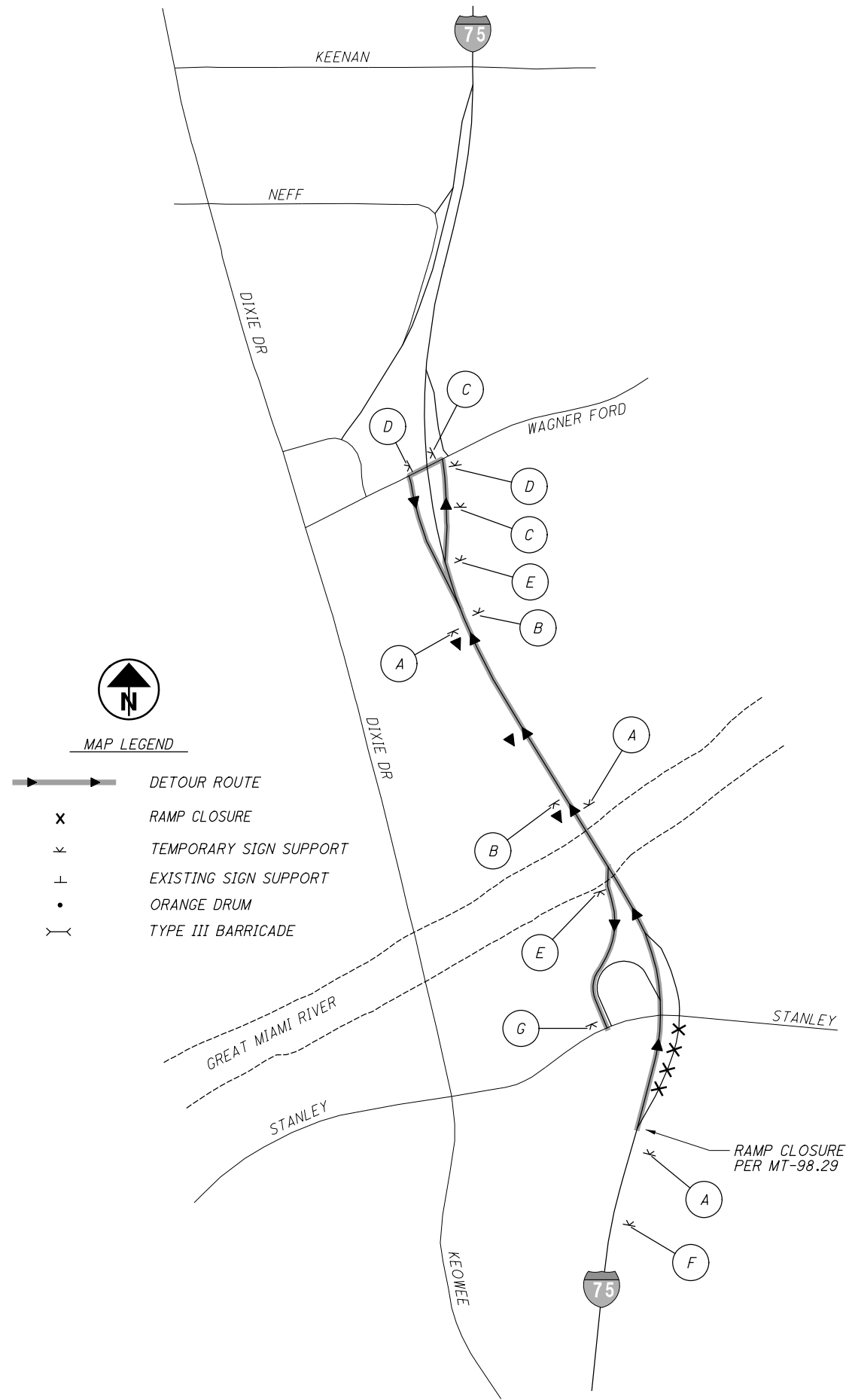
- DETOUR ROUTE
- RAMP CLOSURE
- TEMPORARY SIGN SUPPORT
- EXISTING SIGN SUPPORT
- ORANGE DRUM
- TYPE III BARRICADE

RAMP CLOSURE
PER MT-98.29



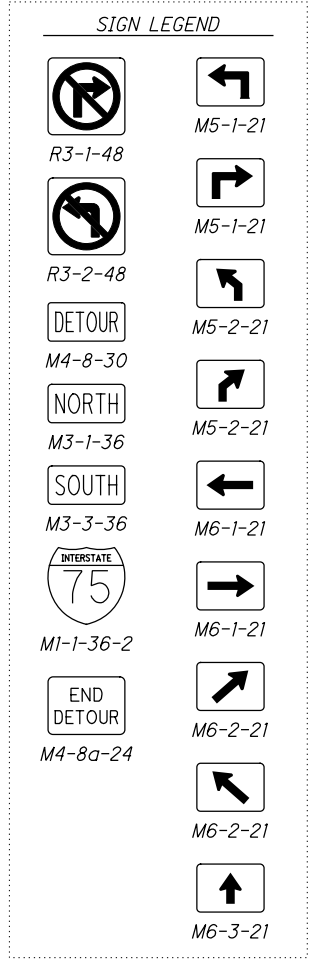
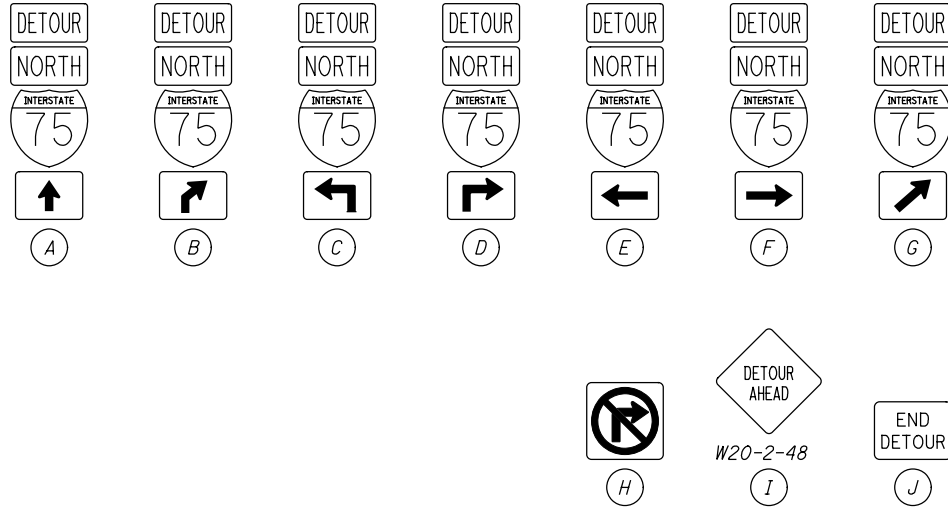
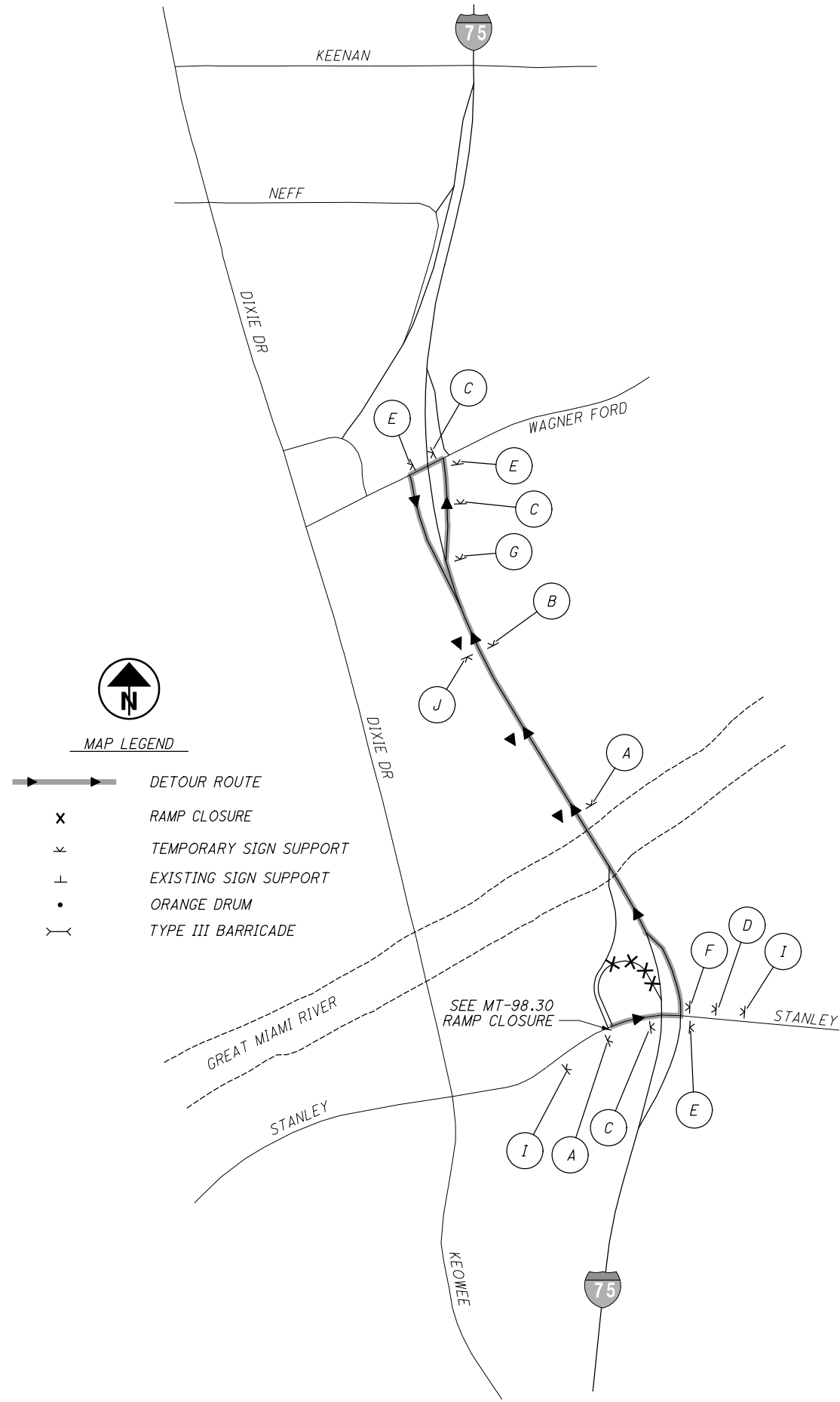
SIGN LEGEND

- R3-1-48
- R3-2-48
- R3-3-36
- M3-1-36
- M3-3-36
- M1-1-36-2
- M4-8-30
- M4-8a-24
- M5-1-21
- M5-2-21
- M5-2-21
- M6-1-21
- M6-1-21
- M6-2-21
- M6-2-21
- M6-3-21
- STANLEY AVE.
D3-1 (72" X 18")



SIGN LEGEND

	R3-1-48		M5-1-21
	R3-2-48		M5-1-21
	M4-8-30		M5-2-21
	M3-1-36		M5-2-21
	M3-3-36		M6-1-21
	M1-1-36-2		M6-1-21
	M4-8a-24		M6-2-21
			M6-2-21
			M6-3-21
		D3-1 (72" X 18")	



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PARTICIPATION	ROUTE	TYPICAL SECTION	LOCATION		LENGTH (L)		AVERAGE WIDTH (W) FT	SURFACE AREA (A) A=L*W SY			254	254	407	442	442	617 *	806	806	SPECIAL		
			SLM		MILE	FT					SY	PAVEMENT PLANING, ASPHALT CONCRETE, 1 3/4"	PAVEMENT PLANING, ASPHALT CONCRETE, VARIABLE DEPTH 0" TO 1 3/4"	NON-TRACKING TACK COAT, (0.085 GAL/SY)	ANTI-SEGREGATION EQUIPMENT	ASPHALT CONCRETE INTERMEDIATE COURSE, 9.5 MM, TYPE A (448), (VARIABLE THICKNESS 0" MIN)	COMPACTED AGGREGATE, (1" THICKNESS)	ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A, AS PER PLAN, (1 3/4" THICKNESS)		ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A, AS PER PLAN, (1 1/2" THICKNESS)	MISC: HIGH FRICTION SURFACE COURSE
			FROM	TO								SY	SY	GAL	CY	CY	CY	CY		CY	SY
MAINLINE PAVEMENT																					
IR75 NORTHBOUND																					
1	IR75 NB	1	14.95	15.03	0.08	423	55.0	2581			2581		220	126		3	126				
	IR75 NB	STR	15.03	15.07																	
1	IR75 NB	1	15.07	15.23	0.16	845	55.0	5163			5163		439	251		5	251				
	IR75 NB	STR1	15.23	15.35																	
1	IR75 NB	1	15.35	15.54	0.19	1003	55.0	6131			6131		521	298		6	298				
	IR75 NB	STR	15.54	15.56	0.26	1373															
1	IR75NB	1	15.56	15.82	0.26	1373	55.0	8389			8389		713	408		9	408				
	IR75 NB	STR	15.82	15.85																	
1	IR75 NB	1	15.85	16.35	0.50	2641	55.0	16133			16133		1371	784		5	784				
IR75 SOUTHBOUND																					
1	IR75SB	1	14.95	15.03	0.08	422	65.0	3051			3051		259	148		3	148				
	IR75SB	STR	15.03	15.07																	
1	IR75SB	1, 2	15.07	15.23	0.16	845	55.0	5163			3192	1971	606	278	43	5	155	82	3360		
	IR75SB	STR 1	15.23	15.35																	
1	IR75SB	1	15.35	15.54	0.19	1004	57.0	6354			6354		540	309		6	309				
	IR75SB	STR	15.54	15.56																	
1	IR75SB	1	15.56	15.82	0.26	1373	55.0	8389			8389		713	408		9	408				
	IR75SB	STR	15.82	15.85																	
1	IR75SB	1	15.85	16.35	0.50	2641	56.0	16427			16427		1396	799		8	799				
INTERCHANGES																					
IR 75 X STANLEY AVE(ACCEL/DECEL LANES)																					
1	RAMP N6	6						150			150		13	7			7				
1	RAMP N6A	6						450			450		38	22			22				
1	RAMP N7	6						1475			1475		125	72			72				
1	RAMP N7	6						150			150		13	7			7				
IR75 X STANLEY AVE (RAMP PAVEMENT)																					
1	RAMP N5	4				532	26.5	1565			1565		133	76		7	76				
1	RAMP N6	3, 4				960	29.0	3095			3095		263	150		9	150				
1	RAMP N6A	3, 4				691	27.5	2125			2125		181	103		7	103				
1	RAMP7	4				425	26.5	1250			1250		106	61		5	61				
IR75 X WAGNER FORD RD (ACCEL/DECEL LANES)																					
1	RAMP N1	6						1750			1750		149	85			85				
1	RAMP N2	6						1450			1450		123	71			71				
1	RAMP N3	6						1325			1325		113	64			64				
1	RAMP N4	6						775			775		66	38			38				
IR75 X WAGNER FORD RD (RAMP PAVEMENT)																					
1	RAMP N4	4				343	32.0	1220			1220		104	59		4	59				
1	RAMP N2	4				445	27.0	1335			1335		114	65		6	65				
1	RAMP N3	4				508	28.0	1580			1580		134	77		3	77				
1	RAMP N9	4, 5				1500	34.2	5700			5700		485	282		3	282				
1	KEATS	4				813	31.0	2800			2800		238	136		9	136				
LEGEND FOR AUXILLARY AREAS IN "TYPICAL" COLUMN																					
								PART.	SUBTOTALS												
STR: SKIP BRIDGE DECK								1	104005	1971	9176	5184	43	112	5061	82	3360				
STR1: SKIP BRIDGE DECK AND APPROACH SLABS																					
TOTALS CARRIED TO GENERAL SUMMARY									104005	1971	9176	5184	43	112	5061	82	3360				

*ITEM 617 COMPACTED AGGREGATE IS TO BE USED AS DIRECTED BY THE ENGINEER. THE ITEM 617 QUANTITIES SHOWN IN THE TABLE HAVE DEDUCTED OUT THE SHOULDERS ALONG THE CURBS, CONCRETE MEDIANS, CONCRETE BARRIERS AND NOISE WALLS.

CALCULATED	TMK
CHECKED	SSS
PAVEMENT SUBSUMMARY	
MOT-75-14.95	
16	
23	

STANLEY AVENUE - WB

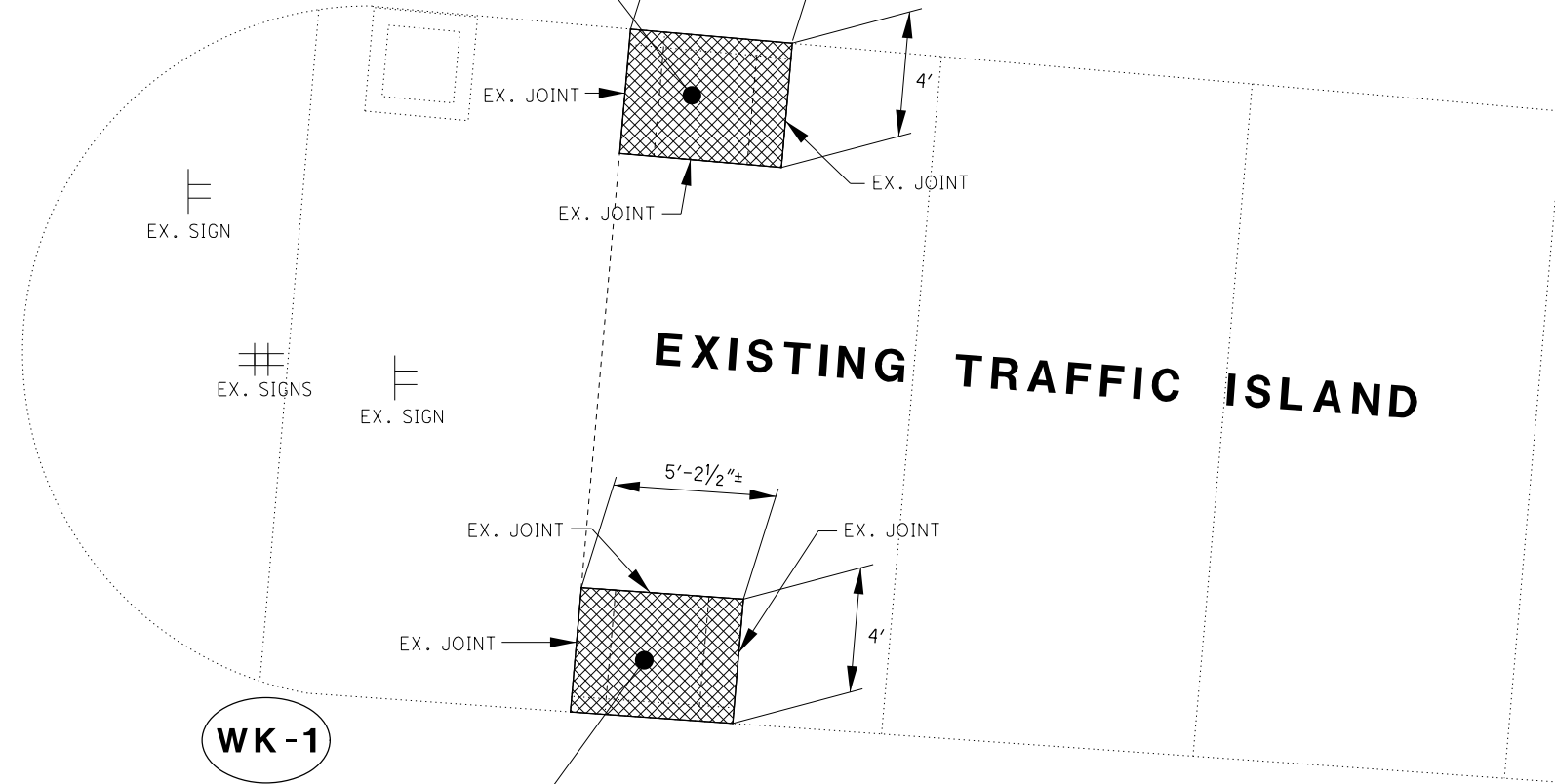
LEGEND AND NOTES

-  = AREA OF WALK REMOVED
-  = PORTION OF TRAFFIC ISLAND REMOVED
-  = AREA INCLUDED IN CURB RAMP

* MEASUREMENTS FROM INSIDE OF CURB.
FOR AS PER PLAN AND MISC., ITEMS SEE GENERAL NOTES.

WK-2

ITEM 202, REMOVAL MISC.: CURB RAMP REMOVED (TRAFFIC ISLAND) (21 SQ. FT.)
ITEM 608, 8"± CONCRETE WALK, AS PER PLAN (21 SQ. FT.)



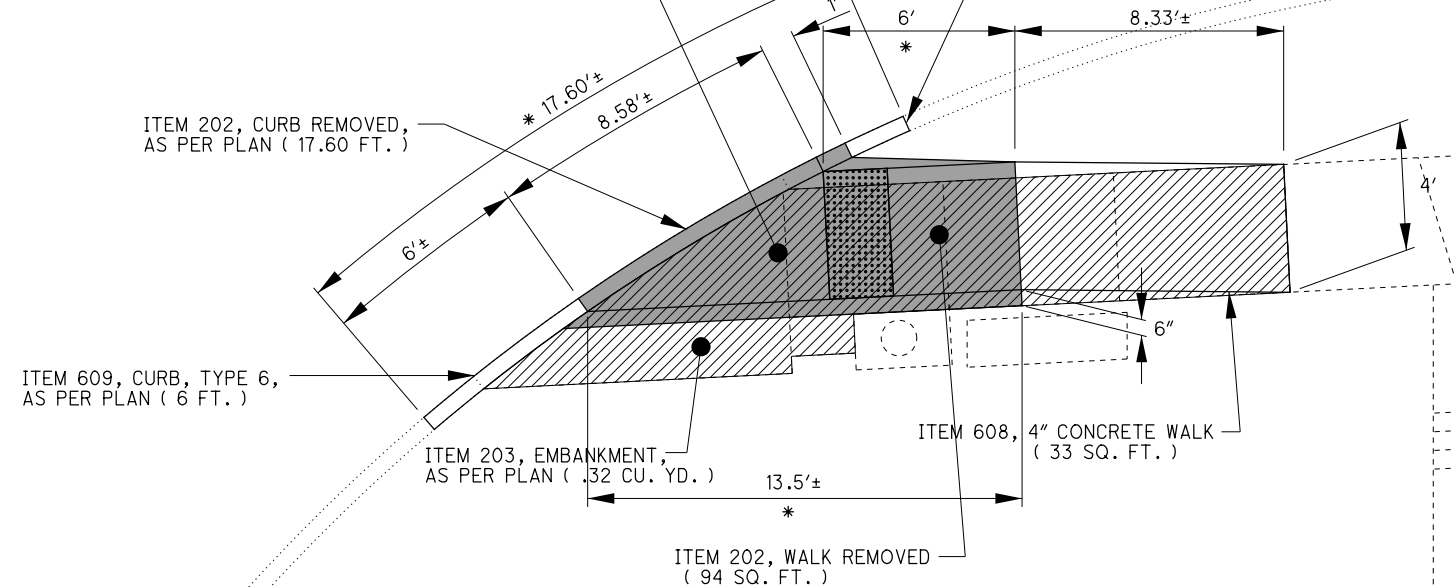
WK-1

ITEM 202, REMOVAL MISC.: CURB RAMP REMOVED (TRAFFIC ISLAND) (21 SQ. FT.)
ITEM 608, 8"± CONCRETE WALK, AS PER PLAN (21 SQ. FT.)

STANLEY AVENUE - EB

CR-2

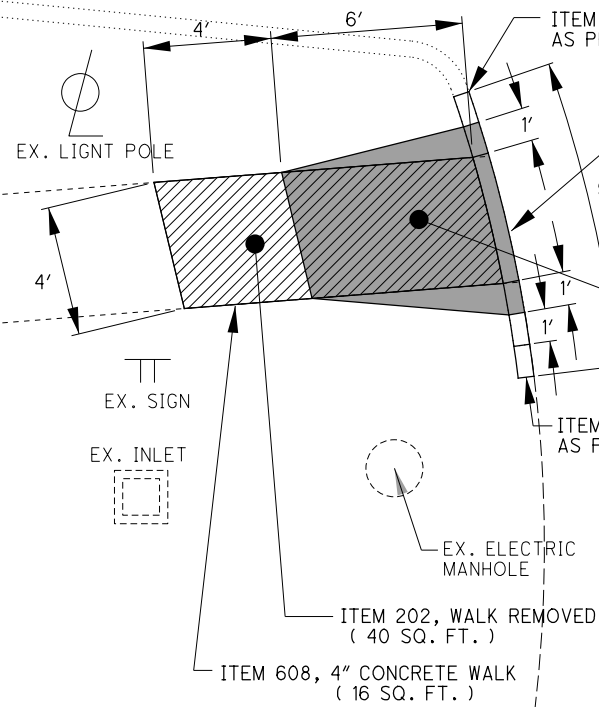
ITEM 608, CURB RAMP AS PER PLAN (MODIFIED B3 W/CURB & FLARED SIDE) (53 SQ. FT.)
ITEM 609, CURB, TYPE 6, AS PER PLAN (2 FT.)



CR-1

ITEM 609, CURB, TYPE 6, AS PER PLAN (1 FT.)
ITEM 202, CURB REMOVED, AS PER PLAN (7 FT.)
ITEM 608, CURB RAMP, AS PER PLAN (MODIFIED C2 W/FLARED SIDES) (33 SQ. FT.)
ITEM 609, CURB, TYPE 6, AS PER PLAN (1 FT.)

RAMP N-8



ITEM 202, WALK REMOVED (40 SQ. FT.)
ITEM 608, 4" CONCRETE WALK (16 SQ. FT.)



INTERSECTION DETAILS - CURB RAMPS
EB STANLEY AVE AND RAMP N-8




MOT-75-14.95

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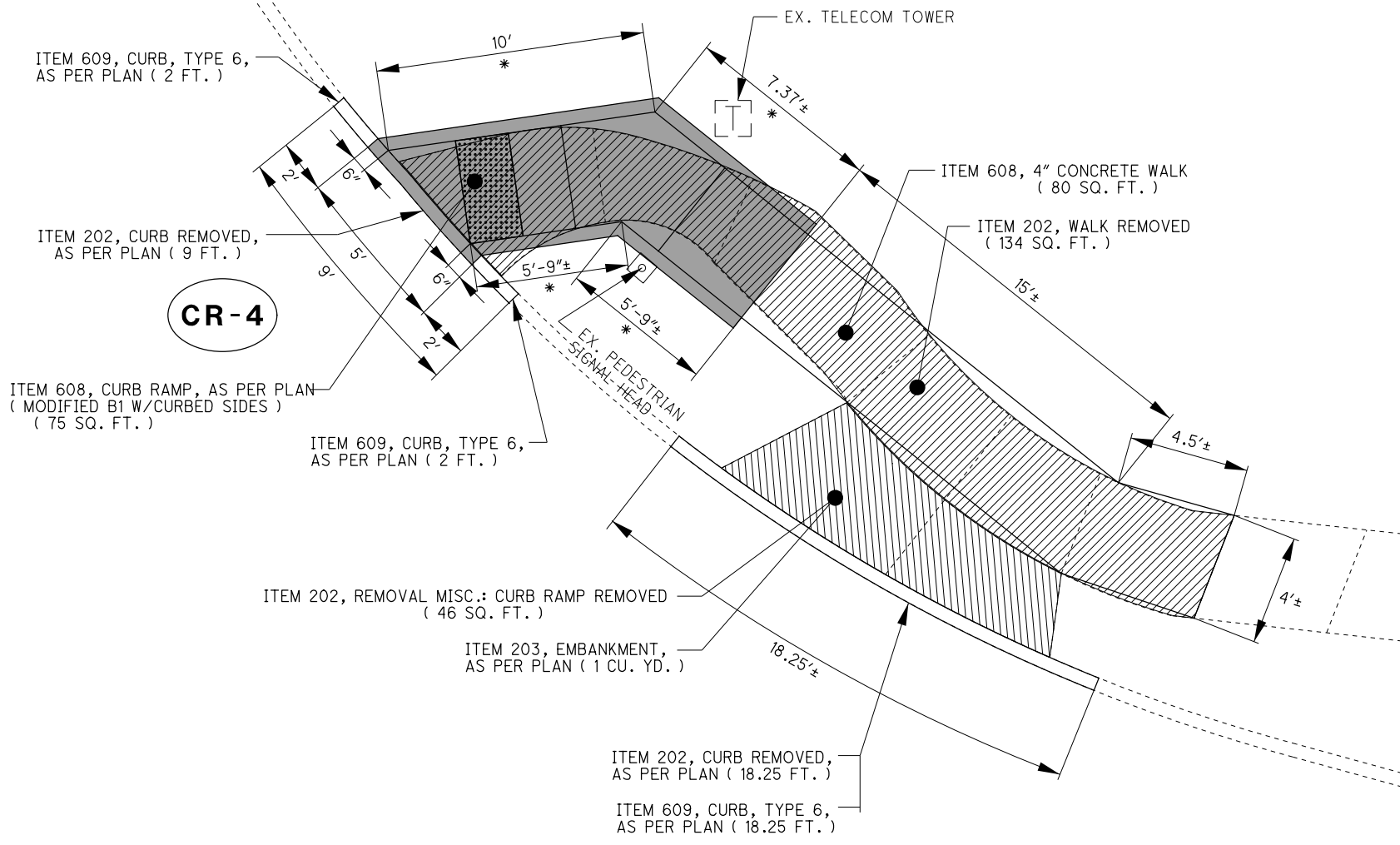
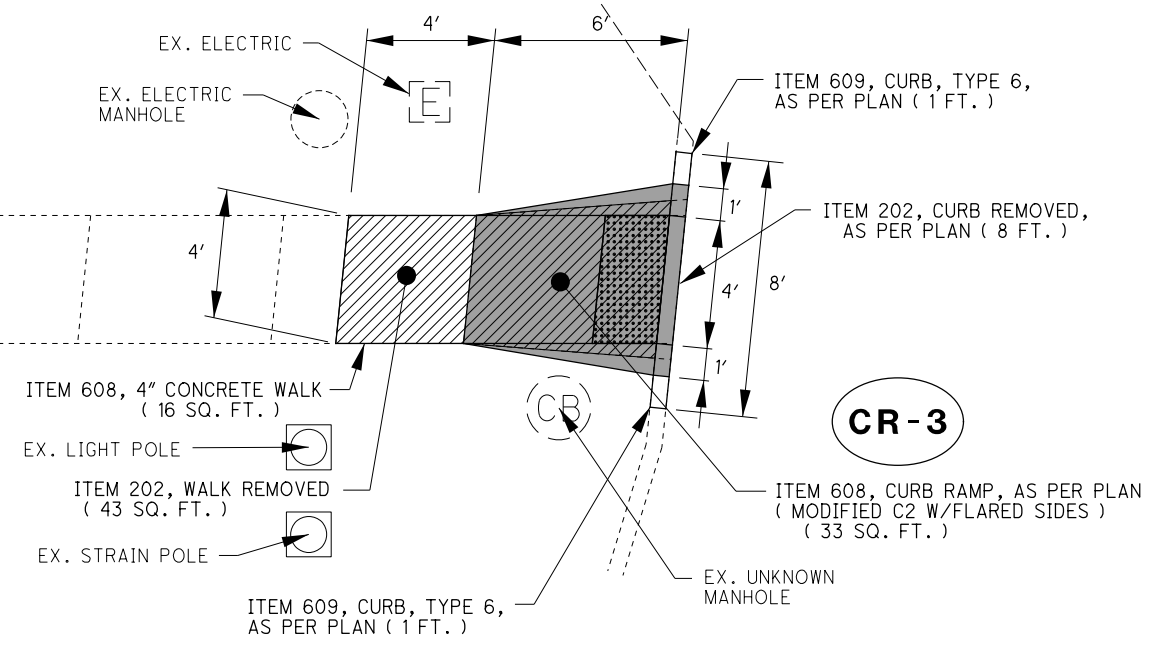
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RAMP N-7

LEGEND AND NOTES

-  = AREA OF WALK REMOVED
-  = AREA OF CURB RAMP REMOVED
-  = AREA INCLUDED IN CURB RAMP

* MEASUREMENTS FROM INSIDE OF CURB.
 FOR AS PER PLAN AND MISC., ITEMS SEE GENERAL NOTES.



STANLEY AVENUE - WB

CALCULATED
 REB
 CHECKED
 TMK

0 3 6
 1:5
 HORIZONTAL
 SCALE IN FEET

INTERSECTION DETAILS - CURB RAMPS WB STANLEY AVE AND RAMP N-7

MOT-75-14.95

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PARTICIPATION	REFERENCE	ROUTE	TYPICAL SECTION	LOCATION		LENGTH (L)		AVERAGE WIDTH (W) FT	SURFACE AREA (A) A=LXW SY	202	202	202	202	203	608	608	608	609												
				WALK REMOVED SF	CURB REMOVED, AS PER PLAN FT	REMOVAL MISC.: CURB RAMP REMOVED SF	REMOVAL MISC.: CURB RAMP REMOVED (TRAFFIC ISLAND) SF			EMBANKMENT, AS PER PLAN CY	4" CONCRETE WALK SF	8" CONCRETE WALK, AS PER PLAN SF	CURB RAMP, AS PER PLAN SF	CURB, TYPE 6, AS PER PLAN FT																
FROM	TO	MILE	FT	FT	SY	SF	FT	SF	FT	SF	SF	SF	CY	SF	SF	SF	FT													
1	CR-1					40																								
1	CR-2					94							1																	
1	WK-1																													
1	WK-2																													
1	CR-3					43																								
1	CR-4					134							1																	
LEGEND FOR AUXILIARY AREAS IN "TYPICAL" COLUMN										SUBTOTALS																				
STR: SEE STRUCTURE SHEETS FOR DETAILS										1	311	60	46	42	2	145	42	194	34											
TOTALS CARRIED TO GENERAL SUMMARY										311	60	46	42	2	145	42	194	34												

CALCULATED RB	CHECKED TMK	CURB RAMP SUBSUMMARY
19		23

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LENGTH (BRIDGE LIMITS)	AVE. WIDTH	BRIDGE DECK AREA	SKEW ANGLE	STRUCTURE NAME	STRUCTURE FILE NUMBER	COMMENTS (WEARING COURSE)	APPROACH SLAB LENGTH	APPROACH SLAB AREA	TYPE
FT.	FT.	SQ. YD.	DEGREE, MIN., SEC				FT	SQ. YD.	
207.12	118.33	2723	4-25-31RF	MOT-75-1503	5708648	SKIP BRIDGE DECK	25	233	CONTINUOUS STEEL BEAM WITH REINFORCED CONCRETE I BEAMS
577.84	137.95	8857	NONE	MOT-75-1523	5708710	SKIP BRIDGE DECK AND APPROACH SLABS	25	426 (AVE)	CONTINUOUS PRESTRESSED CONCRETE I BEAMS WITH COMPOSITE REINF. CONCRETE DECK SUPPORTED BY REINFORCED CONCRETE SUB-STRUCTURE ON PILES.
121.54	107.17	1447	6-47 RF	MOT-75-1554	5708761	SKIP BRIDGE DECK	25	200	CONTINUOUS STEEL BEAM WITH REINFORCED CONCRETE DECK AND SUB-STRUCTURE
183.91	107.17	2190	22-37 RF	MOT-75-1582	5708796	SKIP BRIDGE DECK	25	200	CONTINUOUS STEEL BEAM WITH REINFORCED CONCRETE DECK AND SUB-STRUCTURE
N/A	N/A	N/A	47-0 RF	MOT-75-1615	5708818	PAVE OVER AS ROADWAY	N/A	N/A	12' X 4.5' CONCRETE BOX CULVERT

			MOT-75 1503		MOT-75 1554		MOT-75 1582		ITEM	ITEM EXTENSION	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET
			237		216		232		516	31001	685	FT	JOINT SEALER, AS PER PLAN	22
			1				2		519	12300	3	SY	PATCHING CONCRETE BRIDGE DECK, TYPE B	
													QUANTITIES CARRIED TO THE GENERAL SUMMARY	

DESIGN AGENCY ODOT DISTRICT 7
REVIEWED DATE XXX MM/DD/YY STRUCTURE FILE NUMBER 00000
DRAWN SSS REVISED XXX
DESIGNED TMK CHECKED XXX
BRIDGE DATA
MOT-75-14.95 PID No. 103252
0 / 0
23 23