

PROPOSED GUARDRAIL

THE LIMITS AND QUANTITIES FOR PROPOSED GUARDRAIL RELATED ITEMS ARE LISTED BELOW. GUARDRAIL EXTENDING BEYOND THE LIMITS OF THE ROADWAY PLAN SHEET ARE SHOWN IN THE MOT CROSSOVER PLAN SHEETS.

I-75 SB OUTSIDE SHOULDER:

STA. 1004+18.31 TO STA. 1013+32.66 LT
875 FT, ITEM 606 GUARDRAIL, TYPE MGS WITH LONG POST
1 EACH, ITEM 606 MGS BRIDGE TERMINAL ASSEMBLY, TYPE 1
1 EACH, ITEM 606 ANCHOR ASSEMBLY, MGS TYPE E

I-75 SB INSIDE SHOULDER:

STA. 1004+41.74 TO STA. 1008+67.88 LT
387.5 FT, ITEM 606 GUARDRAIL, TYPE MGS
1 EACH, ITEM 606 MGS BRIDGE TERMINAL ASSEMBLY, TYPE 1
1 EACH, ITEM 606 ANCHOR ASSEMBLY, MGS TYPE E

I-75 NB INSIDE SHOULDER:

STA. 998+95.13 TO STA. 1003+21.34 RT
387.5 FT, ITEM 606 GUARDRAIL, TYPE MGS
1 EACH, ITEM 606 MGS BRIDGE TERMINAL ASSEMBLY, TYPE 1
1 EACH, ITEM 606 ANCHOR ASSEMBLY, MGS TYPE E

I-75 NB OUTSIDE SHOULDER:

STA. 998+67.92 TO STA. 1003+44.77 RT
437.5 FT, ITEM 606 GUARDRAIL, TYPE MGS WITH
LONG POST
1 EACH, ITEM 606 MGS BRIDGE TERMINAL ASSEMBLY, TYPE 1
1 EACH, ITEM 606 ANCHOR ASSEMBLY, MGS TYPE E

STA. 1004+87.68 TO STA. 1009+77.04, LT
475 FT, ITEM 606 GUARDRAIL, TYPE MGS WITH LONG POST
1 EACH, ITEM 606 MGS BRIDGE TERMINAL ASSEMBLY, TYPE 2
1 EACH, ITEM 606 ANCHOR ASSEMBLY, MGS TYPE T

TOTAL QUANTITIES FOR PROPOSED GUARDRAIL TO BE CARRIED TO THE GENERAL SUMMARY:

775 FT, ITEM 606 GUARDRAIL, TYPE MGS
1787.5 FT, ITEM 606 GUARDRAIL, TYPE MGS WITH
LONG POST
4 EACH, ITEM 606 MGS BRIDGE TERMINAL ASSEMBLY,
TYPE 1
1 EACH, ITEM 606 MGS BRIDGE TERMINAL ASSEMBLY,
TYPE 2
4 EACH, ITEM 606 ANCHOR ASSEMBLY, MGS TYPE E
1 EACH, ITEM 606 ANCHOR ASSEMBLY, MGS TYPE T

ITEM SPECIAL - FILL AND PLUG EXISTING CONDUIT

THIS ITEM SHALL CONSIST OF THE CONSTRUCTION OF BULKHEADS IN AN EXISTING 15" DIAMETER CONDUIT AND FILLING THE AREA THUS SEALED OFF WITH ITEM 613, SAND OR OTHER MATERIAL APPROVED BY THE ENGINEER.

BULKHEADS SHALL BE LOCATED AT THE LIMITS OF THE AREA TO BE FILLED AS INDICATED ON THE PLANS. THE ULKHEADS SHALL CONSIST OF BRICK OR CONCRETE MASONRY WITH A MINIMUM THICKNESS OF 12 INCHES.

THE FILL MATERIAL SHALL BE PUMPED INTO PLACE, OR PLACED BY OTHER MEANS APPROVED BY THE ENGINEER, SO THAT, AFTER SETTLEMENT, AT LEAST 90 PERCENT OF THE CROSS SECTIONAL AREA OF THE CONDUIT, FOR ITS ENTIRE LENGTH, SHALL BE FILLED. THE LENGTH OF FILLED AND PLUGGED CONDUIT TO BE PAID FOR SHALL BE THE ACTUAL NUMBER OF FEET (MEASURED ALONG THE CENTERLINE OF EACH CONDUIT FROM OUTER FACE TO OUTER FACE OF BULKHEADS) FILLED AND PLUGGED AS DESCRIBED ABOVE.

IN LIEU OF FILLING AND PLUGGING THE EXISTING CONDUIT, THE PIPE MAY BE CRUSHED AND BACKFILLED IN ACCORDANCE WITH THE PROVISIONS OF 203, OR IT MAY BE REMOVED. THE LENGTH, MEASURED AS PROVIDED ABOVE, SHALL BE PAID FOR AT THE CONTRACT PRICE PER FOOT FOR, ITEM SPECIAL, FILL AND PLUG EXISTING CONDUIT.

ALIGNMENT AND PROFILE - PAVEMENT RESURFACING

THE PAVEMENT RESURFACING PORTIONS OF 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. MOST OF THE PAVEMENT REPAIR QUANTITIES WILL BE USED TO REPAIR TRANSVERSE PAVEMENT JOINTS 13' LONG BY 4' WIDE.

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 COATED PRIOR TO PLACING THE REPLACEMENT MATERIAL PER 253.03. THE REPLACEMENT MATERIAL SHALL BE ITEM 301 - ASPHALT CONCRETE BASE, PG64-22.

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

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY TO BE USED AS DIRECTED BY THE ENGINEER.

ITEM 253 - PAVEMENT REPAIR, AS PER PLAN = 300 SQ YD

ITEM 897 - PAVEMENT PLANING, ASPHALT CONCRETE, CLASS A

AN ESTIMATED QUANTITY OF ITEM 897 - PAVEMENT PLANING, ASPHALT CONCRETE HAS BEEN INCLUDED IN THE PLANS.

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

THE APPROXIMATE WIDTH OF THE PAVEMENT PLANING SHALL VARY FROM TWENTY SEVEN (27') TO THIRTY EIGHT FEET (38').

NO AREA OF PAVEMENT PLANING SHALL BE OPENED TO THE TRAVELING PUBLIC. IT IS THE INTENT OF THE OHIO DEPARTMENT OF TRANSPORTATION THAT THE PAVEMENT PLANING AND THE PLACEMENT OF ITEM 442 ASPHALT CONCRETE BE IN CONJUNCTION WITH EACH OTHER ON A NIGHTLY BASES PRIOR TO OPENING THE ROAD TO THE TRAVELING PUBLIC. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ASSURING THAT THIS IS A COMPLETE PROCESS EACH NIGHT.

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.

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

ITEM 254 - PATCHING PLANED SURFACE, AS PER PLAN = 50 SQ YD

ITEM 618 - RUMBLE STRIPS (ASPHALT CONCRETE)

A QUANTITY OF 7.64 MILES OF ITEM 618, RUMBLE STRIPS (ASPHALT CONCRETE) HAS BEEN CARRIED TO THE GENERAL SUMMARY.

THE LOCATION IS:

MIA-IR 75 FROM SLM 17.81 TO SLM 19.95 = 2.14 MILES
DEDUCT FOR BRIDGE DECKS = -0.03 MILES
TOTAL = 2.11 MILES

2.11 MILES X 4 SHOULDERS = 8.44 MILES
8.44 MILES X 5280 FT/MILE = 44,564 FT

COORDINATION OF WORK:

MIA-75-14.60 (PID 105382)

THE CONTRACTOR IS ADVISED THAT ADJACENT CONSTRUCTION PROJECTS WITHIN OR NEAR THE WORK LIMITS OF THIS PLAN MAY IMPACT THE PROJECT SCHEDULE, SEQUENCE OF CONSTRUCTION AND/OR TRAFFIC CONTROL BETWEEN ADJACENT ZONES. THE CONTRACTOR IS REQUIRED TO COORDINATE ALL MAINTENANCE OF TRAFFIC OPERATIONS WITH ADJACENT CONSTRUCTION PROJECTS. COOPERATION WITH THE ENGINEER, INSPECTORS AND ALL OTHER CONTRACTORS ON OR ADJACENT TO THE PROJECT IS REQUIRED PER CMS 105.08.

ITEM 442 - ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (447), PG 76-22M, AS PER PLAN

THE MATERIAL USED FOR RESURFACING SHALL CONSIST OF ONE AND THREE QUARTERS INCH (1.75") OF ITEM 442 ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (447), AS PER PLAN. THE BINDER SHALL BE PG 76-22M.

PAVEMENT MARKINGS

IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO DOCUMENT THE LAYOUT OF THE EXISTING PAVEMENT MARKINGS INCLUDING EXISTING LANE AND SHOULDER WIDTHS IN A LOG AND SUBMIT TO THE DEPARTMENT FOR ACCEPTANCE. THE DEPARTMENT WILL NOT ALLOW THE CONTRACTOR TO PERFORM ANY PAVEMENT WORK FUNCTIONS (MILLING, OVERLAY, ETC.) UNTIL ACCEPTANCE OF THE SUBMITTED EXISTING MARKING LOG.

MARKINGS SHALL REPLACED IN KIND EXCEPT WHERE EXISTING MARKINGS DO NOT MEET THE CURRENT STANDARD CONSTRUCTION DRAWINGS. THE CONTRACTOR SHALL COORDINATE AND CORRABORATE THE PROPOSED LAYOUT OF ALL PAVEMENT MARKINGS PER APPLICABLE STANDARD CONSTRUCTION DRAWINGS WITH ODOT.

NO PERMANENT PAVEMENT MARKINGS OR RAISED PAVEMENT MARKERS SHALL BE PLACED UNTIL THE ODOT PROJECT ENGINEER HAS APPROVED THE LOCATION AND/OR LAYOUT OF THE WORK ZONE PAVEMENT MARKINGS.

ELECTRONIC TICKETING

PROVIDE ELECTRONIC MATERIAL TICKETS IN AN ELECTRONIC FORMAT DIRECTLY RECORDED FORM THE MATERIAL LOADING SOURCE.

PROVIDE ELECTRONIC MATERIAL TICKETS FOR THE FOLLOWING MATERIALS:

AGGREGATE
ASPHALT CONCRETE
PORTLAND CONCRETE

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

REQUIREMENTS:

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

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

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

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

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

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GENERAL NOTES

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