

UTILITIES

LISTED BELOW ARE ALL UTILITIES LOCATED WITHIN THE PROJECT CONSTRUCTION LIMITS TOGETHER WITH THEIR RESPECTIVE OWNERS:

ELECTRIC:

DAYTON POWER & LIGHT CO.
1900 DRYDEN RD.
DAYTON, OH 45439
937.554.9063
BILL WARD
WILLIAM.WARD@AES.COM

CITY UTILITIES:

CITY OF PIQUA
219 W. WATER ST.
PIQUA, OH 45356
937.778.2016
AMY HAVENAR, PE
AHAVENAR@PIQUA.OH.ORG

CITY OF PIQUA
POWER SYSTEM
123 BRIDGE ST.
PIQUA, OH 45356
937.778.2077
ED KREIGER
EKREIGER@PIQUA.OH.ORG

THE LOCATION OF THE UNDERGROUND UTILITIES SHOWN ON THE PLANS ARE AS OBTAINED FROM THE OWNERS AS REQUIRED BY SECTION 153.64 O.R.C.

SURVEYING PARAMETERS

PRIMARY PROJECT CONTROL MONUMENTS GOVERN ALL POSITIONING ON ODOT PROJECTS. SEE THE RIGHT-OF-WAY PLANS FOR A TABLE CONTAINING PROJECT CONTROL INFORMATION.

PROJECT CONTROL

POSITIONING METHOD: ODOT VRS
MONUMENT TYPE: TYPE B W/ YELLOW "NCI TRAVERSE" CAP

VERTICAL POSITIONING

ORTHOMETRIC HEIGHT DATUM: NAVD 88
GEOID: GEOID12B

HORIZONTAL POSITIONING

REFERENCE FRAME: NAD83(2011)
ELLIPSOID: GRS80
MAP PROJECTION: LAMBERT CONFORMAL CONIC
COORDINATE SYSTEM: OHIO STATE PLANE, SOUTH ZONE (3041)
COMBINED SCALE FACTOR: 0.99999372
ORIGIN OF COORDINATE SYSTEM: 0,0,0

USE THE POSITIONING METHODS AND MONUMENT TYPE USED IN THE ORIGINAL SURVEY TO RESTORE ALL MONUMENTS RELATED TO PRIMARY PROJECT CONTROL THAT ARE DAMAGED OR DESTROYED BY CONSTRUCTION ACTIVITIES. RESTORE THE DAMAGED OR DESTROYED MONUMENTS IN ACCORDANCE WITH CMS 623.

UNITS ARE IN U.S. SURVEY FEET.

WORK LIMITS

THE WORK LIMITS SHOWN ON THESE PLANS ARE FOR PHYSICAL CONSTRUCTION ONLY. PROVIDE THE INSTALLATION AND OPERATION OF ALL WORK ZONE TRAFFIC CONTROL AND WORK ZONE TRAFFIC CONTROL DEVICES REQUIRED BY THESE PLANS WHETHER INSIDE OR OUTSIDE THESE WORK LIMITS.

CLEARING AND GRUBBING

ALTHOUGH THERE ARE NO TREES OR STUMPS SPECIFICALLY MARKED FOR REMOVAL WITHIN THE LIMITS OF THE PROJECT, A LUMP SUM QUANTITY IS INCLUDED IN THE GENERAL SUMMARY FOR ITEM 201, CLEARING AND GRUBBING. ALL PROVISIONS AS SET FORTH IN THE SPECIFICATIONS UNDER THIS ITEM ARE INCLUDED IN THE LUMP SUM PRICE BID FOR ITEM 201, CLEARING AND GRUBBING.

WORK LIMITS

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CONTRACTION AND/OR EXPANSION JOINTS

ALTHOUGH SPECIFIC LOCATIONS OF CERTAIN CONTRACTION AND EXPANSION JOINTS HAVE BEEN DETAILED ON THIS PLAN, NO WAIVER OF THE SPECIFICATIONS IS INTENDED. IN ALL CASES, THE PROVISION OF EXPANSION JOINTS AT ALL MAJOR STRUCTURES INCLUDING THE MAXIMUM SPACING BETWEEN CONTRACTION JOINTS IS IN ACCORDANCE WITH STANDARD CONSTRUCTION DRAWING BP-2.2 AND THE SPECIFICATIONS.

DRINKING WATER RESOURCES PROTECTION

PORTIONS OF THE PROJECT ARE LOCATED WITHIN THE BOUNDARIES OF A DESIGNATED SOLE SOURCE AQUIFER. BEST CONSTRUCTION PRACTICES ARE TO BE IMPLEMENTED TO MINIMIZE WATER QUALITY IMPACTS. IDLE EQUIPMENT, PETROCHEMICALS, AND TOXIC/HAZARDOUS MATERIALS SHALL NOT BE STORED NEAR DRAINAGE WAYS, DITCHES OR STREAMS. A SPILL CONTAINMENT KIT IS TO BE MAINTAINED ON-SITE THROUGHOUT CONSTRUCTION ACTIVITIES. SPILLS OF FUELS, OILS, CHEMICALS, OR OTHER MATERIALS WHICH COULD POSE A THREAT TO GROUNDWATER SHALL BE CLEANED UP IMMEDIATELY. IF THE SPILL IS A REPORTABLE AMOUNT, THE LOCAL FIRE DEPARTMENT (911), LOCAL EMERGENCY COORDINATOR (937-339-6400), AND THE OEPA (1-800-282-9378) MUST BE CONTACTED WITHIN 30 MINUTES OF KNOWLEDGE OF THE RELEASE.

CONNECTION BETWEEN EXISTING AND PROPOSED GUARDRAIL

WHEN IT IS NECESSARY TO SPLICE PROPOSED GUARDRAIL TO EXISTING GUARDRAIL, ONLY THE EXISTING GUARDRAIL SHALL BE CUT, DRILLED, OR PUNCHED. THE CONNECTION SHALL BE MADE USING A W-BEAM, BEAM SPLICE AS SHOWN IN AASHTO M 180-12, EXCEPT THE BEAM WASHERS ARE NOT TO BE USED. PAYMENT SHALL BE INCLUDED IN THE CONTRACT PRICE FOR THE RESPECTIVE GUARDRAIL ITEMS.

SEEDING AND MULCHING

THE SEEDING AND MULCHING AREAS BELOW ARE SHOWN SEPARATE FOR THE MOT CROSSEOVERS AND PERMANENT ROADWAY IMPROVEMENTS. THESE TOTALS ARE COMBINED AND USED TO CALCULATE THE ADDITIONAL ITEM TOTALS LISTED BELOW

MOT CROSSEOVERS:
659, REPAIR SEEDING AND MULCHING 2566 SQ. YD.

PERMANENT ROADWAY:
659, REPAIR SEEDING AND MULCHING 169 SQ. YD.

TOTAL CARRIED TO GENERAL SUMMARY:
659, REPAIR SEEDING AND MULCHING 2735 SQ. YD.

THE FOLLOWING QUANTITIES ARE PROVIDED TO PROMOTE GROWTH AND CARE OF PERMANENT SEEDED AREAS:

659, SOIL ANALYSIS TEST
1 EACH

659, TOPSOIL
304 CU. YD.

659, SEEDING AND MULCHING
2735 SQ. YD.

659, REPAIR SEEDING AND MULCHING
137 SQ. YD.

659, INTER-SEEDING
137 SQ. YD.

659, COMMERCIAL FERTILIZER
0.38 TON

659, LIME
0.57 ACRES

659, WATER
15 M. GAL.

659, MOWING
6 M. SQ.FT.

SEEDING AND MULCHING SHALL BE APPLIED TO ALL AREAS OF EXPOSED SOIL BETWEEN THE RIGHT-OF-WAY LINES, AND WITHIN THE CONSTRUCTION LIMITS FOR AREAS OUTSIDE THE RIGHT-OF-WAY LINES COVERED BY WORK AGREEMENT OR SLOPE EASEMENT. QUANTITY CALCULATIONS FOR SEEDING AND MULCHING ARE BASED ON THESE LIMITS.

EXCAVATION AND EMBANKMENT

THE VOLUMES BELOW SHOW THE SEPARATE TOTALS OF EXCAVATION AND EMBANKMENT FOR THE MOT CROSSEOVERS AND PERMANENT ROADWAY IMPROVEMENTS. THESE TOTALS ARE COMBINED AND CARRIED TO THE GENERAL SUMMARY

MOT CROSSEOVERS:
203, EXCAVATION 1261 CU. YD.
203, EMBANKMENT 671 CU. YD.

PERMANENT ROADWAY:
203, EXCAVATION 1069 CU. YD.
203, EMBANKMENT 14 CU. YD.

TOTALS CARRIED TO GENERAL SUMMARY:
203, EXCAVATION 2330 CU. YD.
203, EMBANKMENT 685 CU. YD.

POST-CONSTRUCTION BRIDGE INSPECTION

AT LEAST TWO WEEKS PRIOR TO OPENING THE BRIDGE TO TRAFFIC, THE CONTRACTOR SHALL NOTIFY THE ODOT DISTRICT 7 BRIDGE INSPECTION ENGINEER (937-497-6884) TO ALLOW FOR THE NATIONAL BRIDGE INSPECTION STANDARDS (NBIS) REQUIRED POST-CONSTRUCTION INITIAL INSPECTION OF THE BRIDGE.

TEMPORARY DRAINAGE ITEMS

TEMPORARY DRAINAGE ITEMS LABELED ON THE MAINTENANCE OF TRAFFIC PLAN ARE ITEMIZED ON THE MOT PLANS. PAYMENT FOR THE TEMPORARY DRAINAGE ITEMS ARE ITEMIZED AND CARRIED TO THE GENERAL SUMMARY.

REMOVAL OF TEMPORARY DRAINAGE ITEMS

TEMPORARY DRAINAGE STRUCTURES LABELED ON THE MAINTENANCE OF TRAFFIC PLANS ARE TO BE REMOVED DURING COMPLETION OF PROPOSED ROADWAY WORK.

TEMPORARY DRAINAGE PIPES LABELED ON THE MAINTENANCE OF TRAFFIC PLANS THAT ARE LISTED BELOW ARE TO BE FILLED AND PLUGGED DURING COMPLETION OF PROPOSED ROADWAY WORK PER: ITEM SPECIAL - FILL AND PLUG EXISTING CONDUIT. SEE NOTE ON SHEET 8. OTHER TEMPORARY DRAINAGE ITEMS NOT LISTED CAN REMAIN IN PLACE FOLLOWING CONSTRUCTION OF THE PROJECT.

D-2 - 57 FT
D-3 - 32 FT
D-5 - 99 FT

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN PROVIDED IN THE GENERAL SUMMARY:

ITEM SPECIAL - FILL AND PLUG EXISTING CONDUIT - 188 FT

EXISTING SUBSURFACE DRAINAGE

PROVIDE UNOBSTRUCTED OUTLETS FOR ALL EXISTING UNDERDRAINS OR AGGREGATE DRAINS ENCOUNTERED DURING CONSTRUCTION.

PROVIDE AN OUTLET PER STANDARD CONSTRUCTION DRAWING DM-1.1 FOR ALL UNDERDRAINS THAT OUTLET TO A SLOPE.

UNDERDRAINS THAT CAN BE CONNECTED TO THE NEW OR EXISTING UNDERDRAINS AT THE END OF THE PROJECT LIMITS AS WELL AS ALL NECESSARY BENDS OR BRANCHES REQUIRED FOR CONNECTION ARE INCLUDED IN THE BASIS OF PAYMENT FOR UNCLASSIFIED PIPE UNDERDRAINS.

FOR QUANTITIES AND OUTLET INFORMATION SEE UNDERDRAIN SUBSUMMARY SHEET 73.



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GENERAL NOTES

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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

PAVEMENT PLANING

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 BASIS 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 44,564 FT 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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ITEM 614, MAINTAINING TRAFFIC, AS PER PLAN

THE CONTRACTOR SHALL PERFORM ALL THE NECESSARY WORK ACCORDING TO ITEM 614 - MAINTAINING TRAFFIC AS SPECIFIED IN ODOT C&MS 2019.

ALL EXISTING LANES, INCLUDING RAMPS, SHALL BE OPEN AND AVAILABLE TO TRAFFIC IN THE ORIGINAL OR PROPOSED FINAL ALIGNMENT AND ALL PORTABLE BARRIER REMOVED FROM SHOULDERS BETWEEN OCTOBER 15 AND APRIL 1. SHOULD THE CONTRACTOR FAIL TO MEET THESE REQUIREMENTS, A DISINCENTIVE SHALL BE ASSESSED IN THE AMOUNT OF \$5000 PER CALENDAR DAY.

BETWEEN OCTOBER 15 AND APRIL 1, THE CONTRACTOR IS PERMITTED TO PERFORM CONSTRUCTION ACTIVITIES THAT ONLY REQUIRE LANE OR SHOULDER CLOSURES WITH DRUMS AS PER MT-95.30 DURING THE PERMITTED LANE CLOSURE TIMES LISTED ON SHEET 10. HOWEVER, ALL DRUMS/CONES MUST BE REMOVED FROM THE ROADWAY AT THE END OF EVERY SHIFT.

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 YEAR'S 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 6:00AM MONDAY
MONDAY	12:00N FRIDAY THROUGH 6:00AM TUESDAY
TUESDAY	12:00N MONDAY THROUGH 6:00AM WEDNESDAY
WEDNESDAY	12:00N TUESDAY THROUGH 6:00AM THURSDAY
THURSDAY	12:00N WEDNESDAY THROUGH 6:00AM FRIDAY
THURSDAY (THANKSGIVING ONLY)	6:00AM WEDNESDAY THROUGH 6:00AM MONDAY
FRIDAY	12:00N THURSDAY THROUGH 6:00AM MONDAY
SATURDAY	12:00N FRIDAY THROUGH 6:00AM MONDAY

SHOULD THE CONTRACTOR FAIL TO MEET ANY OF THESE REQUIREMENTS, THE CONTRACTOR SHALL BE ASSESSED A DISINCENTIVE PER THE LANE VALUE CONTRACT (PN 127).

LENGTH AND DURATION OF LANE CLOSURES AND RESTRICTIONS SHALL BE AT THE APPROVAL OF THE ENGINEER. IT IS THE INTENT TO MINIMIZE THE IMPACT TO THE TRAVELING PUBLIC. LANE CLOSURES OR RESTRICTIONS OVER SEGMENTS OF THE PROJECT IN WHICH NO WORK IS ANTICIPATED WITHIN A REASONABLE TIME FRAME, AS DETERMINED BY THE ENGINEER, SHALL NOT BE PERMITTED. THE LEVEL OF UTILIZATION OF MAINTENANCE OF TRAFFIC DEVICES SHALL BE COMMENSURATE WITH THE WORK IN PROGRESS.

THE CONTRACTOR SHALL PROVIDE, ERECT AND MAINTAIN SIGNS AND SIGN SUPPORTS, AS DETAILED IN THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, AND TYPE III BARRICADES OF THE TYPE AND LOCATION AS FOLLOWS:

STA. 1005+19 SOUTHBOUND (TYPE III BARRICADE ACROSS LANES)
STA. 1002+44 NORTHBOUND (TYPE III BARRICADE ACROSS LANES)

ITEM 614, MAINTAINING TRAFFIC, AS PER PLAN (CONTINUED)

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, AS PER PLAN UNLESS SEPARATELY ITEMIZED IN THE PLAN.

ITEM 614, MAINTAINING TRAFFIC (NOTICE OF CLOSURE SIGN)

NOTICE OF CLOSURE SIGNS (W20-H13) SHALL BE ERECTED BY THE CONTRACTOR PRIOR TO THE SCHEDULED ROAD OR RAMP CLOSURE IN ACCORDANCE WITH THE NOTICE OF CLOSURE TIME TABLE BELOW. (AT THE APPROVAL OF THE ENGINEER, PORTABLE CHANGEABLE MESSAGE SIGNS MAY BE USED IN LIEU OF THE STANDARD FLATSHEET SIGN FOR CLOSURE DURATIONS OF LESS THAN 1 WEEK.)

THE SIGNS SHALL BE ERECTED ON THE RIGHT-HAND SIDE OF THE ROAD/RAMP FACING TRAFFIC. THEY SHALL BE PLACED SO AS NOT TO INTERFERE WITH THE VISIBILITY OF ANY OTHER TRAFFIC CONTROL SIGNS. ON ROADWAYS, THEY SHOULD BE ERECTED AT OR NEAR THE POINT OF CLOSURE. THE SIGNS MAY BE ERECTED ANYWHERE ON RAMPS AS LONG AS THEY ARE VISIBLE TO THE MOTORISTS USING THE RAMP. ON ENTRANCE RAMPS, THE SIGN SHALL BE ERECTED WELL IN ADVANCE OF THE MERGE AREA TO AVOID DISTRACTING MOTORISTS.

NOTICE OF CLOSURE SIGN TIME TABLE

ITEM RAMP & ROAD CLOSURE	DURATION OF CLOSURE	SIGN DISPLAYED TO PUBLIC
>= 2 WEEKS		14 CALENDAR DAYS PRIOR TO CLOSURE
> 12 HOURS & < 2 WEEKS		7 CALENDAR DAYS PRIOR TO CLOSURE
<= 12 HOURS		2 BUSINESS DAYS PRIOR TO CLOSURE

THE SIGN SHALL DISPLAY THE DATE OF THE CLOSURE IN MMM-DD FORMAT AND THE NUMBER OF DAYS OF THE CLOSURE. THE LAST LINE OF THE W20-H13 SIGN LISTS A PHONE NUMBER WHICH A MOTORIST MAY CALL FOR ADDITIONAL INFORMATION. THIS IS TO BE A SPECIFIC OFFICE WITHIN THE DISTRICT RATHER THAN THE GENERAL SWITCHBOARD NUMBER.

ITEM 614, MAINTAINING TRAFFIC (RAMP CLOSURES)

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 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.

ITEM 614, MAINTAINING TRAFFIC (RAMP CLOSURES) (CONTINUED)

THE TABLE BELOW PROVIDES THE PERMITTED CLOSURE TIMES FOR RAMPS ON THE PROJECT ALONG WITH THE MAXIMUM NUMBER OF NIGHTS EACH RAMP MAY BE CLOSED. RAMP CLOSURES SHALL NOT OCCUR CONCURRENTLY.

INTERCHANGE	RAMP	PERMITTED RAMP CLOSURE TIMES		MAX. NIGHT CLOSURES
		BEGIN	END	
IR 75 X CR 25A	NB ON-RAMP	8:00 PM	6:00 AM	2
IR 75 X CR 25A	SB OFF-RAMP	8:00 PM	6:00 AM	2

SEQUENCE OF CONSTRUCTION

PHASE 1A

FALL (2021)
CONTRACTOR SHALL BUILD ALL PAVEMENT FOR MAINTAINING TRAFFIC INCLUDING THE TEMPORARY CROSSOVER PAVEMENT TO BE USED DURING PHASE 1 AND PHASE 2 IN ACCORDANCE WITH SCD MT-95.45. CONSTRUCT A TEMPORARY PAD FOR THE ATTENUATOR ANCHORAGE IF NECESSARY. REMOVE THE EXISTING CABLE GUARDRAIL AND STORE FOR REUSE TO THE LIMITS SHOWN IN THE MAINTENANCE OF TRAFFIC PLANS. CONTRACTOR SHALL CONSTRUCT ONLY THE TEMPORARY BRIDGE ABUTMENTS AS SHOWN IN THE STRUCTURES PLANS. INSTALL THE TEMPORARY DRAINAGE AS SHOWN IN THE PLANS. PAYMENT FOR ALL LABOR, EQUIPMENT AND MATERIALS EXCEPT FOR THE PORTABLE BARRIER REQUIRED PER MT-95.45 SHALL BE INCLUDED IN THE LUMP SUM CONTRACT PRICE FOR ITEM 614, MAINTAINING TRAFFIC, AS PER PLAN.

AN ESTIMATED QUANTITY OF 6140 FEET OF ITEM 622 PORTABLE BARRIER, UNANCHORED AND 2 EACH OF ITEM 614 WORK ZONE IMPACT ATTENUATOR, 24" WIDE HAZARDS, (BIDIRECTIONAL), AS PER PLAN HAS BEEN CARRIED TO THE GENERAL SUMMARY.

PHASE 1

SPRING (2022)
CONTRACTOR SHALL INSTALL THE REMAINING TEMPORARY BRIDGE SUPERSTRUCTURE. PRIOR TO SHIFTING TRAFFIC INTO THE PHASE 1 CONFIGURATION, REMOVE AND REERECT THE EXISTING GROUND MOUNTED STRUCTURAL SIGN "Co Rd 25A" AT STA. 1005+85 LT TO STA. 1010+75 LT.

MAINTAIN TRAFFIC AS SHOWN IN THE PLANS FOR PHASE 1. BEGINNING SOUTH OF THE MIA-75-1901 BRIDGES, SHIFT THE NORTHBOUND TRAFFIC TO THE OUTSIDE AND REDUCE THE LANE WIDTHS FROM 12'-0" TO 10'-0" WITH A 2'-0"± OUTSIDE SHOULDER AND A 1'-11" BARRIER OFFSET. NORTHBOUND TRAFFIC SHALL SHIFT BACK INTO THE EXISTING CONFIGURATION AFTER THE PROPOSED WORK ZONE.

BEGINNING NORTH OF THE MIA-75-1901 BRIDGES, CROSSOVER BOTH LANES OF SOUTHBOUND TRAFFIC AS SHOWN IN THE PLANS. THE INSIDE SOUTHBOUND LANE SHALL CROSSOVER TO THE INSIDE PORTION OF THE EXISTING NORTHBOUND LANES. REDUCE THE LANE WIDTH FROM 12'-0" TO 10'-0" WITH A 2'-0" OUTSIDE SHOULDER AND A 1'-11" BARRIER OFFSET. THE OUTSIDE SOUTHBOUND LANE SHALL CROSSOVER TO THE MEDIAN AND USE THE TEMPORARY STRUCTURE OVER RUSH CREEK. LANE WIDTH SHALL REDUCE TO 10'-0" WITH 2'-0" BARRIER OFFSETS. BOTH SOUTHBOUND LANES SHALL INDEPENDENTLY CROSSOVER BACK OVER TO THE EXISTING SOUTHBOUND SIDE OF I.R. 75 AND RETURN THE TYPICAL LANE CONFIGURATION FOR THE EXISTING CONDITION.

CONSTRUCT THE ENTIRE I.R. 75 SOUTHBOUND PROJECT AREA INCLUDING THE MIA-75-1901L STRUCTURE, APPROACH PAVEMENT, GUARDRAIL, AND OUTSIDE GRADING. THE ROADWAY SHALL BE CONSTRUCTED TO THE TOP OF THE INTERMEDIATE COURSE. THE PROPOSED SURFACE COURSE WITHIN THE PROJECT LIMITS SHALL BE PLACED AFTER PHASE 2.

SEQUENCE OF CONSTRUCTION (CONTINUED)

PHASE 1 (CONTINUED)

RESURFACING OF AREAS OUTSIDE OF THE BRIDGE MOT LIMITS CAN OCCUR ANYTIME FROM PHASE 1 TO PHASE 2A. THESE LIMITS INCLUDE MILLING THE PORTION OF I.R. 75 BETWEEN C.R. 25A, INCLUDING THE NORTHBOUND ENTRANCE RAMP AND THE SOUTHBOUND EXIT RAMP, AND THE SOUTHERN PROJECT LIMITS FOR THE MIA-75-1901 BRIDGES. C.R. 25A RAMP TRAFFIC SHALL FOLLOW THE DETOURS AS SHOWN IN THE DETOUR PLANS WHEN PAVEMENT WORK IS BEING PERFORMED AT THE NORTHERN RAMPS. MILLING SHALL BE PERFORMED FOR THE ENTIRE WIDTH OF THE PAVEMENT INCLUDING THE SHOULDERS. THE PROPOSED INTERMEDIATE COURSE PLACED IN PHASES 1 & 2 SHALL ALSO BE OVERLAID WITH THE FINAL SURFACE COURSE. MAINTAIN TRAFFIC IN ACCORDANCE WITH SCD MT-95.30 AND AS SHOWN IN THE PERMITTED RAMP CLOSURE TABLE FOR THE C.R. 25A RAMPS. THE NECESSARY ITEMS TO PERFORM THIS WORK HAVE BEEN INCLUDED ON SHEETS 83-85 AND CARRIED TO THE GENERAL SUMMARY.

PHASE 2

SUMMER (2022)
BEGINNING NORTH OF THE MIA-75-1901 BRIDGES, SHIFT THE SOUTHBOUND TRAFFIC TO THE OUTSIDE AND REDUCE THE LANE WIDTHS FROM 12'-0" TO 10'-0" WITH A 2'-0" OUTSIDE SHOULDER AND A 2'-0" BARRIER OFFSET. SOUTHBOUND TRAFFIC SHALL SHIFT BACK INTO THE EXISTING CONFIGURATION AFTER THE PROPOSED WORK ZONE.

MAINTAIN TRAFFIC AS SHOWN IN THE PLANS FOR PHASE 2. BEGINNING SOUTH OF THE MIA-75-1901 BRIDGES, CROSSOVER THE INSIDE NORTHBOUND LANE TO THE INSIDE OF THE I.R. 75 SOUTHBOUND LANES. REDUCE THE LANE WIDTH FROM 12'-0" TO 10'-0" AND 2'-0" SHOULDER/BARRIER OFFSETS. THE OUTSIDE NORTHBOUND LANE SHALL CROSSOVER TO THE TEMPORARY MEDIAN STRUCTURE WITH A 10'-0" LANE WIDTH AND 2'-0" SHOULDER/BARRIER OFFSETS. BOTH NORTHBOUND LANES SHALL INDEPENDENTLY CROSSOVER BACK OVER TO THE EXISTING NORTHBOUND SIDE OF I.R. 75 AND RETURN THE TYPICAL LANE CONFIGURATION FOR THE EXISTING CONDITION.

CONSTRUCT THE ENTIRE I.R. 75 NORTHBOUND PROJECT AREA INCLUDING THE MIA-75-1901R STRUCTURE, APPROACH PAVEMENT, GUARDRAIL, AND OUTSIDE GRADING. THE ROADWAY SHALL BE CONSTRUCTED TO THE TOP OF THE INTERMEDIATE COURSE. THE PROPOSED SURFACE COURSE WITHIN THE PROJECT LIMITS SHALL NOT BE INSTALLED UNTIL ALL PHASE 2 WORK HAS BEEN COMPLETED.

PHASE 2A

SUMMER/FALL (2022)
CONTRACTOR SHALL REMOVE ALL TRAFFIC CONTROL DEVICES AND RETURN THE FLOW OF TRAFFIC TO THE TYPICAL CONFIGURATION ONCE ALL PROPOSED WORK HAS BEEN COMPLETED. ONCE TRAFFIC HAS BEEN SHIFTED BACK TO THE EXISTING CONDITION, THE CONTRACTOR SHALL MILL ALL OF THE EXISTING PAVEMENT WHERE THE SURFACE HAS BEEN DISTURBED BY TEMPORARY STRIPING OPERATIONS. THE CONTRACTOR SHALL REMOVE THE TEMPORARY CROSSOVER PAVEMENT AND REGRADE THE MEDIAN TO THE PROPOSED CONDITIONS AS SHOWN IN THE ROADWAY PLANS IN ACCORDANCE WITH SCD MT-95.45. CONSTRUCT A TEMPORARY PAD FOR THE ATTENUATOR ANCHORAGE IF NECESSARY. THE CONTRACTOR SHALL REMOVE THE TEMPORARY STRUCTURE AND COMPLETE ANY FINAL GRADING NEAR THE BRIDGES IN THE MEDIAN. REINSTALL THE CABLE BARRIER TO THE LIMITS DESCRIBED IN THE NOTE ON THE SHEET 14.

CONTRACTOR SHALL PLACE CLASS III PAVEMENT MARKINGS ON THE FINISHED SURFACE COURSE THAT WILL BE OPEN TO TRAFFIC PRIOR TO PLACING THE FINAL PAVEMENT MARKINGS. THE NECESSARY ITEMS TO PERFORM THIS WORK HAVE BEEN INCLUDED HERE AND CARRIED TO THE GENERAL SUMMARY.

ITEM 614, WORK ZONE LANE LINE, CLASS III, 6", 642 PAINT	2.63 MI
ITEM 614, WORK ZONE EDGE LINE, CLASS III, 6", 642 PAINT	5.27 MI
ITEM 644, EDGE LINE, 6"	2.28 MI
ITEM 644, LANE LINE, 6"	1.14 MI

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MAINTENANCE OF TRAFFIC GENERAL NOTES
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PN 121 - DISINCENTIVE CONTRACT

THE CONTRACTOR SHALL COMPLETE ALL CRITICAL WORK AND SAFETY ITEMS ACCORDING TO THE INCENTIVE/DISINCENTIVE CONTRACT TABLE. THE INCENTIVE/DISINCENTIVE CONTRACT TABLE IS LOCATED ABOVE. IN THE EVENT THE CONTRACTOR IMPEDES THE FLOW OF TRAFFIC SUBSEQUENT TO THE OPENING TO UNRESTRICTED TRAFFIC, THE CONTRACTOR SHALL BE ASSESSED A DISINCENTIVE ACCORDING TO THE INCENTIVE/DISINCENTIVE CONTRACT TABLE.

CRITICAL WORK IS SHOWN IN THE INCENTIVE/DISINCENTIVE CONTRACT TABLE.

CRITICAL WORK IS DEFINED AS HAVING THE DESIGNATED SECTION OF WORK OPEN TO UNRESTRICTED TRAFFIC AS SHOWN IN THE TABLE, OR THE ENTIRE PROJECT IF NOT OTHERWISE LISTED.

UNRESTRICTED TRAFFIC IS DEFINED AS ALL TRAFFIC LANES BEING AVAILABLE FOR USE AT THEIR FINAL DESIGN WIDTH WITH ALL MARKINGS, RPM S, AND SAFETY FEATURES INSTALLED, ALONG WITH NO RESTRICTIONS WITHIN 2 FEET OF THE EDGE LINE ON THE SHOULDERS.

DISINCENTIVE CONTRACT TABLE			
DESCRIPTION OR LOCATION OF CRITICAL WORK	COMPLETION DATE OR TIME DURATION	TIME PERIOD	DISINCENTIVE \$ PER TIME PERIOD
PHASE 1A	10/15/2021	DAY	\$5,000
RAMP 25A NB ENTRANCE	SEE NOTE SHEET 9	DAY	\$3,000
RAMP 25A SB EXIT	SEE NOTE SHEET 9	DAY	\$3,000
PHASE 2A	10/15/2022	DAY	\$5,000

PN 127 - LANE VALUE CONTRACT

THE CONTRACTOR SHALL BE ASSESSED DISINCENTIVES AS DESIGNATED IN THE LANE VALUE CONTRACT TABLE FOR EACH UNIT OF TIME THE DESCRIBED CRITICAL LANE/RAMP IS RESTRICTED FROM FULL USE BY THE TRAVELING PUBLIC WITHIN THE RESTRICTED TIME PERIOD. THE LANE VALUE CONTRACT TABLE IS LOCATED BELOW. THE DISINCENTIVES WILL BE ASSESSED FOR ALL RESTRICTIONS OF THE CRITICAL WORK.

CRITICAL WORK IS SHOWN IN THE LANE VALUE CONTRACT TABLE.

CRITICAL WORK IS DEFINED AS HAVING THE DESIGNATED SECTIONS OPEN TO UNRESTRICTED TRAFFIC AS SHOWN IN THE TABLE, OR THE ENTIRE PROJECT IF NOT OTHERWISE LISTED.

UNRESTRICTED TRAFFIC IS DEFINED AS ALL TRAFFIC LANES BEING AVAILABLE FOR USE WITH SPECIFIED STRIPING AND SAFETY FEATURES IN PLACE.

LANE VALUE CONTRACT TABLE			
DESCRIPTION OF CRITICAL LANE/RAMP TO BE MAINTAINED	RESTRICTED TIME PERIOD	TIME UNIT	DISINCENTIVE \$ PER TIME UNIT
I.R. 75	PER PLC, SEE NOTE BELOW	PER LANE/PER MIN.	\$50

PERMITTED LANE CLOSURE TIMES

THE PERMITTED LANE CLOSURE TIMES ON I.R. 75 WILL BE AS FOLLOWS:

ONE LANE MAY BE CLOSED FROM 7:00 PM TO 6:00 AM EACH NIGHT, SATURDAY NIGHT THROUGH SATURDAY MORNING. TWO LANE CLOSURES ARE NOT PERMITTED.

SHOULD THE CONTRACTOR FAIL TO MEET ANY OF THESE REQUIREMENTS, THE CONTRACTOR SHALL BE ASSESSED A DISINCENTIVE IN THE AMOUNT OF \$50 FOR EACH MINUTE THE ABOVE DESCRIBED LANE CLOSURE RESTRICTIONS ARE VIOLATED.

ITEM 614, WORK ZONE CROSSOVER LIGHTING SYSTEM

THIS WORK SHALL CONSIST OF FURNISHING, ERECTING, OPERATING, MAINTAINING AND REMOVING A WORK ZONE LIGHTING SYSTEM FOR A SINGLE CROSSOVER, OR OVERLAPPING A PAIR OF CROSSOVERS. THE SYSTEM SHALL BE AS SHOWN ON TRAFFIC SCD MT-100.00. THE CONTRACTOR SHALL ARRANGE FOR AND PAY FOR POWER. ALL MATERIALS AND CONSTRUCTION SHALL COMPLY WITH APPLICABLE PORTIONS OF 625 AND 725 EXCEPT: THE PERFORMANCE TEST OF 625.19F, AND CERTIFIED DRAWING REQUIREMENT OF 625.04, ARE WAIVED AND USED MATERIALS IN GOOD CONDITION ARE ACCEPTABLE.

POLES WHICH ARE NOT PROTECTED BY GUARDRAIL OR PORTABLE BARRIER SHALL BE LOCATED OUTSIDE THE CLEAR ZONE, AND SHOULD BE LOCATED AT LEAST 30 FEET (PREFERABLY 40 FEET) FROM THE EDGE OF PAVEMENT WHEN POSSIBLE. ADDITIONAL POLE LINES, CABLES AND APPURTENANCES NECESSARY TO FURNISH POWER TO THE LIGHTING SYSTEM SHALL BE INCLUDED IN THIS ITEM. SERVICE POLES SHALL BE POSITIONED WITH THE SAME CONSTRAINTS AS THE LIGHTING POLES AS A MINIMUM.

PAYMENT WILL BE MADE AT THE UNIT PRICE PER EACH FOR ITEM 614, WORK ZONE CROSSOVER LIGHTING SYSTEM THROUGHOUT ALL PHASES OF WORK WHEN THE CROSSOVER ROADWAYS ARE USED.

ITEM 614, WORK ZONE CROSSOVER LIGHTING SYSTEM 2 EACH

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.

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.

ENSURE PROVIDED LEOS HAVE BEEN TRAINED APPROPRIATE TO THE JOB DECISIONS THEY ARE REQUIRED TO MAKE WHILE ON THE PROJECT, IN ACCORDANCE WITH C&MS 614.03.

ITEM 614 - LAW ENFORCEMENT OFFICER (WITH PATROL CAR) FOR ASSISTANCE DURING CONSTRUCTION OPERATIONS (CONTINUED)

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. 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.

WORKSITE TRAFFIC SUPERVISOR, AS PER PLAN

SUBJECT TO APPROVAL OF THE ENGINEER, THE CONTRACTOR SHALL EMPLOY AND IDENTIFY (SOMEONE OTHER THAN THE SUPERINTENDENT) A PREQUALIFIED WORKSITE TRAFFIC SUPERVISOR (WTS) BEFORE STARTING WORK IN THE FIELD. THE WTS SHALL BE TRAINED IN ACCORDANCE WITH CMS 614.03, SHALL HAVE SUCCESSFULLY COMPLETED ODOT ADMINISTERED WTS TESTING (AND RE-TESTING WHEN APPLICABLE) AND BE LISTED ON THE ODOT PREQUALIFIED WTS ROSTER. PREQUALIFICATION EXPIRES EVERY 5 YEARS. RE-TESTING SHALL BE SUCCESSFULLY REPEATED EVERY 5 YEARS TO REMAIN PREQUALIFIED.

THE NAME OF THE PREQUALIFIED WTS AND RELATED 24-HOUR CONTACT INFORMATION SHALL BE PROVIDED TO THE ENGINEER AT THE PRECONSTRUCTION CONFERENCE. IF THE DESIGNATED WTS WILL NOT BE AVAILABLE FULL TIME (24/7), THE CONTRACTOR MAY DESIGNATE AN ALTERNATE (SECONDARY) WTS TO BE AVAILABLE WHEN THE PRIMARY IS OFF DUTY; HOWEVER THE PRIMARY WTS SHALL REMAIN THE POINT OF CONTACT AT ALL TIMES. ANY ALTERNATE (SECONDARY) WTS IS SUBJECT TO THE SAME TRAINING, PREQUALIFICATION AND OTHER REQUIREMENTS OUTLINED WITHIN THIS PLAN NOTE. AT ALL TIMES THE ENGINEER, OR ENGINEER'S REPRESENTATIVES, MUST BE INFORMED OF WHO THE PRIMARY WTS (AND SECONDARY WTS, IF APPLICABLE) IS AT THE CURRENT TIME.

THE WTS POSITION HAS THE PRIMARY RESPONSIBILITY OF IMPLEMENTING THE TRAFFIC MANAGEMENT PLAN (TMP), MONITORING THE SAFETY AND MOBILITY OF THE ENTIRE WORK ZONE, AND CORRECTING TEMPORARY TRAFFIC CONTROL (TTC) DEFICIENCIES FOR THE ENTIRE WORK ZONE. THE WTS, AND ALTERNATE WTS WHEN ON DUTY, SHALL HAVE SUFFICIENT AUTHORITY TO EFFECTIVELY CARRY OUT THE IDENTIFIED WTS RESPONSIBILITIES AND DUTIES. THE DUTIES OF THE WTS ARE AS FOLLOWS:

1. BE AVAILABLE ON A 24-HOUR PER DAY BASIS.
2. BE ON SITE FOR ALL EMERGENCY TTC NEEDS WITHIN ONE HOUR OF NOTIFICATION BY POLICE OR PROJECT STAFF, AND EFFECT CORRECTIVE MEASURES IMMEDIATELY ON EXISTING WORK ZONE TTC DEVICES.
3. ATTEND PRECONSTRUCTION MEETING AND ALL PROJECT MEETINGS WHERE TTC MANAGEMENT IS DISCUSSED.
4. BE AVAILABLE ON SITE FOR OTHER MEETINGS OR DISCUSSIONS WITH THE ENGINEER UPON REQUEST.

WORKSITE TRAFFIC SUPERVISOR, AS PER PLAN (CONTINUED)

5. BE AWARE OF ALL EXISTING AND PROPOSED TTC OPERATIONS OF THE CONTRACTOR, SUBCONTRACTORS AND SUPPLIERS, AND ENSURE COORDINATION OCCURS BETWEEN THEM TO ELIMINATE CONFLICTING TEMPORARY AND/OR PERMANENT TRAFFIC CONTROL.

6. COORDINATE PROJECT ACTIVITIES WITH ALL LAW ENFORCEMENT OFFICERS (LEOS). THE WTS SHALL ALSO BE THE MAIN CONTACT PERSON WITH THE LEOS WHILE LEOS ARE ON THE PROJECT.

7. COORDINATE AND FACILITATE MEETINGS WITH ODOT PERSONNEL, LEOS AND OTHER APPLICABLE ENTITIES BEFORE EACH PLAN PHASE SWITCH TO DISCUSS THE WORK ZONE TTC FOR IMPLEMENTING THE PHASE SWITCH. SUBMIT A WRITTEN DETAIL OF MOT OPERATIONS AND SCHEDULE OF EVENTS TO IMPLEMENT THE SWITCH BETWEEN PHASE PLANS TO THE ENGINEER 5 CALENDAR DAYS PRIOR TO THIS MEETING.

8. BE PRESENT, ON SITE FOR, AND INVOLVED WITH, EACH TTC SET UP/TAKE DOWN AND EACH PHASE CHANGE IN ACCORDANCE WITH CMS 614.03.

9. ON A CONTINUAL BASIS ENSURE THAT THE TTC ZONE AND ALL RELATED DEVICES ARE INSTALLED, MAINTAINED AND REMOVED IN COMPLIANCE WITH THE CONTRACT DOCUMENTS.

10. ON A CONTINUAL BASIS FACILITATE CORRECTIVE ACTION(S) NECESSARY TO BRING DEFICIENT TTC ZONES AND ALL RELATED DEVICES INTO COMPLIANCE WITH CONTRACT DOCUMENTS IN THE TIMEFRAME DETERMINED BY THE ENGINEER.

11. INSPECT, EVALUATE, PROPOSE NECESSARY MODIFICATIONS TO, AND DOCUMENT THE EFFECTIVENESS OF, THE TTC DEVICES AND TRAFFIC OPERATIONS ON A DAILY BASIS (7 DAYS A WEEK). IN ADDITION, PERFORM ONE WEEKLY NIGHT INSPECTION OF THE WORK ZONE SETUP FOR DAYTIME WORK OPERATIONS; AND ONE DAYTIME INSPECTION PER WEEK FOR NIGHTTIME PROJECTS. THIS SHALL INCLUDE (BUT NOT BE LIMITED TO) DOCUMENTATION ON THE FOLLOWING PROJECT EVENTS:

- A. INITIAL TTC SETUP (DAY AND NIGHT REVIEW).
- B. DAILY TTC SETUP AND REMOVAL.
- C. WHEN CONSTRUCTION STAGING CAUSES A CHANGE IN THE TTC SETUP.
- D. CRASH OCCURRENCES WITHIN THE CONSTRUCTION AREA AND WITHIN THE INFLUENCE AREA(S) APPROACHING THE WORK ZONE.
- E. REMOVAL OF TTC DEVICES AT THE END OF A PHASE OR PROJECT.
- F. ALL OTHER EMERGENCY TTC NEEDS.

12. COMPLETE THE DEPARTMENT APPROVED LONG TERM INSPECTION FORM (CA-D-8) AFTER EACH INSPECTION AS REQUIRED IN # 11 AND SUBMIT IT TO THE ENGINEER THE FOLLOWING WORKDAY. THESE REPORTS SHALL INCLUDE A CHECKLIST OF ALL TTC MAINTENANCE ITEMS TO BE REVIEWED. A COPY OF THE FORM WILL BE PROVIDED AT THE PRE-CONSTRUCTION MEETING. ANY DEFICIENCIES OBSERVED SHALL BE NOTED, ALONG WITH RECOMMENDED OR COMPLETED CORRECTIVE ACTIONS AND THE DATES BY WHICH SUCH CORRECTIONS WERE, OR WILL BE, COMPLETED. A COPY OF THE CURRENT CA-D-8 DOCUMENT CAN BE FOUND ON THE OFFICE OF CONSTRUCTION ADMINISTRATION'S INSPECTION FORMS WEBSITE.

13. HAVE COPIES OF THE ODOT TEMPORARY TRAFFIC CONTROL MANUAL AND CONTRACT DOCUMENTS AVAILABLE AT ALL TIMES ON THE PROJECT.

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FLOODLIGHTING

FLOODLIGHTING OF THE WORK SITE FOR OPERATIONS CONDUCTED DURING NIGHTTIME PERIODS SHALL BE ACCOMPLISHED SO THAT THE LIGHTS DO NOT CAUSE GLARE TO THE DRIVERS ON THE ROADWAY. TO ENSURE THE ADEQUACY OF THE FLOODLIGHT PLACEMENT, THE CONTRACTOR AND THE ENGINEER SHALL DRIVE THROUGH THE WORK SITE EACH NIGHT WHEN THE LIGHTING IS IN PLACE AND OPERATIVE PRIOR TO COMMENCING ANY WORK. IF GLARE IS DETECTED, THE LIGHT PLACEMENT AND SHIELDING SHALL BE ADJUSTED TO THE SATISFACTION OF THE ENGINEER BEFORE WORK PROCEEDS.

PAYMENT FOR ALL LABOR, EQUIPMENT AND MATERIALS SHALL BE INCLUDED IN THE LUMP SUM CONTRACT PRICE FOR ITEM 614, MAINTAINING TRAFFIC, AS PER PLAN.

TRENCH FOR WIDENING

TRENCH EXCAVATION FOR BASE WIDENING SHALL BE ONLY ON ONE SIDE OF THE PAVEMENT AT A TIME. THE OPEN TRENCH SHALL BE ADEQUATELY MAINTAINED AND PROTECTED WITH DRUMS OR BARRICADES AT ALL TIMES. PLACEMENT OF PROPOSED SUBBASE AND BASE MATERIAL SHALL FOLLOW AS CLOSELY AS POSSIBLE BEHIND EXCAVATION OPERATIONS. THE LENGTH OF WIDENING TRENCH WHICH IS OPEN AT ANY ONE TIME SHALL BE HELD TO A MINIMUM AND SHALL AT ALL TIMES BE SUBJECT TO APPROVAL OF THE ENGINEER.

OVERNIGHT TRENCH CLOSING

THE BASE WIDENING SHALL BE COMPLETED TO A DEPTH OF NO MORE THAN 3 INCHES BELOW THE EXISTING PAVEMENT BY THE END OF EACH WORK DAY. NO TRENCH SHALL BE LEFT OPEN OVERNIGHT EXCEPT FOR A SHORT LENGTH (25 FEET OR LESS) OF A WORK SECTION AT THE END OF THE TRENCH. IN CASE WORK MUST BE SUSPENDED BECAUSE OF INCLEMENT WEATHER OR OTHER REASONS, THE TRENCH FOR THE UNCOMPLETED BASE WIDENING SHALL BE BACKFILLED AT THE DIRECTION OF THE ENGINEER.

ITEM 618, RUMBLE STRIPS, SHOULDER (ASPHALT CONCRETE), AS PER PLAN

THE CONTRACTOR SHALL MILL 2 INCHES DEEP BY 2 FEET WIDE OF THE EXISTING ASPHALT SHOULDER IN ORDER TO REMOVE THE EXISTING RUMBLE STRIPS ALONG I.R. 75 IN THE AREA WHERE TRAFFIC IS SHIFTED ACROSS AND/OR ONTO THE RUMBLE STRIPS. THE CONTRACTOR SHALL THEN COAT ALL MILLED SURFACES (HORIZONTAL AND VERTICAL) WITH APPROVED AC LIQUID. NEXT THE CONTRACTOR SHALL PLACE 2 INCHES OF ITEM 448 ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (446).

AN ESTIMATED QUANTITY OF 7854 FEET HAS BEEN CARRIED TO THE GENERAL SUMMARY.

ASPHALT CONCRETE FOR MAINTAINING TRAFFIC, AS PER PLAN (ROADWAY)

THIS ITEM IS TO BE UTILIZED FOR MAINTENANCE OF THE EXISTING ASPHALT PAVEMENT THROUGHOUT THE LIMITS OF THE PROJECT OUTSIDE THE LIMITS OF THE STRUCTURE SURFACES AND APPROACH SLABS. THIS ITEM WILL CONSIST OF REMOVING AND REPLACING SECTIONS OF DETERIORATED EXISTING ASPHALT CONCRETE AS REQUIRED TO SAFELY MAINTAIN TRAFFIC THROUGH THE LIMITS OF THE PROJECT AND AS DIRECTED BY THE ENGINEER. THIS WORK WILL DIRECTED VOLUME OF MATERIAL ON THE ROADWAY AS WELL AS FULL CONSIST OF COMPLETE REMOVAL, CLEANING, ETC. OF AN AS REPLACEMENT OF THE RESULTING VOID WITH APPROVED ASPHALT MATERIAL CONFORMING TO 614.13. THIS ITEM WILL INCLUDE ALL REQUIRED TRAFFIC CONTROL, MATERIALS, LABOR, AND EQUIPMENT NECESSARY TO COMPLETELY REMOVE AND RESTORE THE REPAIR AREA.

ITEM 614, ASPHALT CONCRETE FOR MAINTAINING TRAFFIC, AS PER PLAN 75 CY



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 THE 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 CONSTRUCTION ACTIVITIES THAT IMPACT OR INTERFERE WITH TRAFFIC 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 DRIVABLE PAVEMENT, DETOUR ROUTES, IF APPLICABLE, AND ANY OTHER INFORMATION REQUESTED BY THE PROJECT ENGINEER.

ITEM	NOTIFICATION TIME TABLE	
	DURATION OF CLOSURE	NOTICE DUE TO PERMITS & PIO
RAMP & ROAD CLOSURES	>= 2 WEEKS	21 CALENDAR DAYS PRIOR TO CLOSURE
	>12 HOURS & <2 WEEKS	14 CALENDAR DAYS PRIOR TO CLOSURE
	< = 12 HOURS	4 BUSINESS DAYS PRIOR TO CLOSURE

LANE CLOSURES >= 2 WEEKS 14 CALENDAR DAYS PRIOR TO CLOSURE & RESTRICTIONS < 2 WEEKS 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.

PAVEMENT RESTORATION FOR PIPE INSTALLATIONS AND/OR REMOVALS

THE FOLLOWING QUANTITY HAS BEEN PROVIDED FOR PAVEMENT RESTORATION FOLLOWING INSTALLATION AND/OR REMOVAL OF THE TEMPORARY PIPES.

ITEM 202 - PAVEMENT REMOVED 24 SY

ITEM 304 - AGGREGATE BASE 4 CY

ITEM 302 - ASPHALT CONCRETE BASE, PG64-22 7 CY

ITEM 407 - TACK COAT 5 GAL

ITEM 442 - ASPHALT CONCRETE INTERMEDIATE COURSE, 19 MM, TYPE A (446) 3 CY

THE ABOVE QUANTITY IS BASED ON A 302 THICKNESS OF 10.5 INCHES AND A PAVEMENT RESTORATION WIDTH THAT INCLUDES THE TRENCH WIDTH PLUS TWO FEET ON EACH SIDE OF THE TRENCH. PROVIDE ANY MATERIALS USED OUTSIDE THE LIMITS STATED ABOVE AT NO ADDITIONAL COST.

TEMPORARY DRAINAGE ITEMS

TEMPORARY DRAINAGE ITEMS LABELED ON THE MAINTENANCE OF TRAFFIC PLANS ARE ITEMIZED IN THE MOT SUBSUMMARY. PAYMENT FOR THE TEMPORARY DRAINAGE ITEMS ARE ITEMIZED AND CARRIED TO THE GENERAL SUMMARY.

ITEM 615, ROADS FOR MAINTAINING TRAFFIC

THE FOLLOWING QUANTITIES HAVE BEEN INCLUDED IN THE PLAN FOR INFORMATION ONLY:

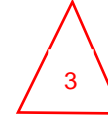
EXCAVATION FOR MAINTAINING TRAFFIC	3514 CY
EMBANKMENT FOR MAINTAINING TRAFFIC	1626 CY
PIPE REMOVED, 24" AND UNDER	525 FT

PAYMENT FOR THE ABOVE WORK SHALL BE INCLUDED IN THE LUMP SUM CONTRACT PRICE FOR ITEM 615, ROADS FOR MAINTAINING TRAFFIC.

TEMPORARY PAVEMENT WEDGE

TEMPORARY PAVEMENT WEDGES SHALL BE PROVIDED AT ALL TIMES WHERE TRAFFIC IS REQUIRED TO TRAVEL FROM OR ONTO A PAVEMENT SURFACE OF A DIFFERENT ELEVATION. THE MINIMUM SLOPE OF THE TEMPORARY PAVEMENT WEDGE SHALL BE 3:1 ALONG LONGITUDINAL JOINTS AND 120:1 AT TRANSVERSE JOINTS. THESE WEDGES SHALL BE REMOVED PRIOR TO PLACING THE SPECIFIED PAVEMENT COURSE. ALL WEDGES SHALL BE PER ITEM 614 - ASPHALT CONCRETE FOR MAINTAINING TRAFFIC.

PAYMENT FOR ALL WORK FOR THE COMPLETE INSTALLATION AND REMOVAL OF ANY PAVEMENT WEDGING REQUIRED TO SAFELY CONSTRUCT AND MAINTAIN TRAFFIC DURING CONSTRUCTION SHALL BE INCLUDED WITH ITEM 614 - MAINTAINING TRAFFIC, AS PER PLAN.



CALCULATED
JEP
CHECKED
PG

MAINTENANCE OF TRAFFIC GENERAL NOTES

MIA - 75 - 19.01

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SHEET NUM.							PART.			ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.	CALCULATED	JAP	CHECKED	DLT	
7	8	9	13	14	17	70	71	72	95											01/IMS/B R
										LS			201	11000	LS					
										547			202	23000	547	SY				
										962			202	23001	962	SY				14
										2,877			202	38000	2,877	FT				
										5			202	47000	5	EACH				
										2,110			202	48100	2,110	FT				
										6			202	58100	6	EACH				
										188			SPECIAL	20270000	188	FT				7
										2,330			203	10000	2,330	CY				
										685			203	20000	685	CY				
										182			255	20000	182	FT				
										775			606	15050	775	FT				
										1,787.5			606	15100	1,787.5	FT				
										4			606	26150	4	EACH				
										1			606	26550	1	EACH				
										4			606	35002	4	EACH				
										1			606	35102	1	EACH				
										2,110			SPECIAL	60655020	2,110	FT				14
										4			SPECIAL	60655150	4	EACH				14
										2			SPECIAL	60655180	2	EACH				14
										23			SPECIAL	60655190	23	EACH				14
										2			SPECIAL	60655200	2	EACH				14
										2			606	98100	2	EACH				14
										84			609	24510	84	FT				
										962			SPECIAL	69098300	962	SY				14
										58			601	21060	58	SY				
										397			601	32200	397	CY				
										1			659	00100	1	EACH				
										304			659	00300	304	CY				
										2,735			659	00500	2,735	SY				
										137			659	14000	137	SY				
										137			659	15000	137	SY				
										0.38			659	20000	0.38	TON				
										0.57			659	31000	0.57	ACRE				
										15			659	35000	15	MGAL				
										6			659	40000	6	MSF				
										LS			832	15000	LS					
										LS			832	15002	LS					
										LS			832	15010	LS					
										45,000			832	30000	45,000	EACH				
										456			204	10000	456	SY				
										300			253	01001	300	SY				8
										2,392			254	01000	2,392	SY				
										1,089			254	01000	1,089	SY				
										106,096			254	01000	106,096	SY				
										50			254	01601	50	SY				8
										139			302	46000	146	CY				
										76			304	20000	80	CY				
										184			407	10000	189	GAL				
										9,020			407	20000	9,020	GAL				
										132			411	10000	132	CY				
										5,160			442	00100	5,160	CY				
										64			442	10000	64	CY				
										78			442	10100	78	CY				
										5,160			442	10301	5,160	CY				8
										589			617	10100	589	CY				

GENERAL SUMMARY

MIA-75-19.01

STANDARD DRAWINGS AND SUPPLEMENTAL SPECIFICATIONS:

REFER TO THE FOLLOWING STANDARD DRAWINGS:

- AS-1-15 REVISED 7-17-15
- AS-2-15 DATED 1-18-19
- CPP-1-08 DATED 7-21-17
- CS-1-08 DATED 1-19-18
- GSD-1-19 DATED 1-18-19
- PCB-91 DATED 7-17-20
- SBR-1-20 DATED 1-17-20

DESIGN SPECIFICATIONS:

THIS STRUCTURE CONFORMS TO THE "LRFD BRIDGE DESIGN SPECIFICATIONS" ADOPTED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS, 8TH EDITION AND THE ODOT BRIDGE DESIGN MANUAL, 2020.

OPERATIONAL IMPORTANCE: A LOAD MODIFIER OF 1.0 HAS BEEN ASSUMED FOR THE DESIGN OF THIS STRUCTURE IN ACCORDANCE WITH THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, ARTICLE 1.3.5 AND THE ODOT BRIDGE DESIGN MANUAL, 2020.

DESIGN LOADING:

DESIGN LOADING: HL-93
FUTURE WEARING SURFACE (FWS) OF 0.060 KIPS/SQ. FT.

DESIGN STRESSES:

CONCRETE CLASS QC2 - COMPRESSIVE STRENGTH 4.5 KSI (SUPERSTRUCTURE)
CONCRETE CLASS QC1 - COMPRESSIVE STRENGTH 4.0 KSI (SUBSTRUCTURE)
REINFORCING STEEL - MINIMUM YIELD STRENGTH 60 KSI.

PILE DESIGN LOADS (ULTIMATE BEARING VALUE) AT THE NORTHBOUND AND SOUTHBOUND STRUCTURES:

THE ULTIMATE BEARING VALUE (UBV) IS 191 KIPS PER PILE FOR THE FORWARD AND REAR ABUTMENT PILES. THE UBV IS 446 KIPS PER PILE FOR THE PIER PILES. THE UBV FOR THE PIER PILES INCLUDES AN ADDITIONAL 30 KIPS PER PILE DUE TO THE POSSIBILITY OF LOSING 6.50 FT. OF FRICTIONAL RESISTANCE DUE TO SCOUR.

DRIVE THE PILES TO THE UBV OR A TIP ELEVATION PROVIDED BELOW, WHICHEVER IS DEEPER. FOR THE ABUTMENT PILES, SET THE PILE WALL THICKNESS AND SIZE THE DRIVE HAMMER BASED ON A UBV OF 245 KIPS, BASED ON THE ESTIMATED DRIVING RESISTANCE TO REACH THE REQUIRED TIP ELEVATION. FOR THE PIER PILES, SET THE PILE WALL THICKNESS AND SIZE THE DRIVE HAMMER BASED ON A UBV OF 446 KIPS.



SUBSTRUCTURE UNIT	UBV (KIPS)	MAXIMUM PILE TIP ELEV. (MSL FEET)
NORTHBOUND		
REAR ABUTMENT	191	896.5
PIER 1	446	891.0
PIER 2	446	891.0
FORWARD ABUTMENT	191	902.5
SOUTHBOUND		
REAR ABUTMENT	191	896.5
PIER 1	446	891.0
PIER 2	446	891.0
FORWARD ABUTMENT	191	902.5

NORTHBOUND STRUCTURE

REAR ABUTMENT PILES:
12" CAST-IN-PLACE REINFORCED CONCRETE PILES 35 FEET LONG, ORDER LENGTH 1 DYNAMIC LOAD TESTING ITEMS

FORWARD ABUTMENT PILES:
12" CAST-IN-PLACE REINFORCED CONCRETE PILES 40 FEET LONG, ORDER LENGTH 1 DYNAMIC LOAD TESTING ITEMS

PIER PILES:
16" CAST-IN-PLACE REINFORCED CONCRETE PILES 50 FEET LONG, ORDER LENGTH 1 DYNAMIC LOAD TESTING ITEMS

SOUTHBOUND STRUCTURE

REAR AND FORWARD ABUTMENT PILES:
12" CAST-IN-PLACE REINFORCED CONCRETE PILES 40 FEET LONG, ORDER LENGTH 1 DYNAMIC LOAD TESTING ITEMS

PIER PILES:
16" CAST-IN-PLACE REINFORCED CONCRETE PILES 50 FEET LONG, ORDER LENGTH 1 DYNAMIC LOAD TESTING ITEMS

BRIDGE PLAN ABBREVIATIONS

BRIDGE PLAN ABBREVIATIONS ARE SHOWN ON SHEET 3/26.

TEMPORARY STRUCTURE

REAR AND FORWARD ABUTMENT PILES:
12" CAST-IN-PLACE REINFORCED CONCRETE PILES 40 FEET LONG, ORDER LENGTH 1 DYNAMIC LOAD TESTING ITEMS

DECK PROTECTION METHOD:

GALVANIZED COATED REINFORCING STEEL

2 1/2" CONCRETE COVER

MONOLITHIC WEARING SURFACE:

MONOLITHIC WEARING SURFACE IS ASSUMED, FOR DESIGN PURPOSES, TO BE 1 INCH THICK.

EXISTING STRUCTURE PLANS:

INCLUDING DESIGN PLANS, SHOP DRAWINGS, AND RECONSTRUCTION PLANS ARE AVAILABLE FOR REVIEW AT THE ODOT DISTRICT 7 OFFICE, 1001 SAINT MARYS AVE., SYDNEY, OHIO

PLANS ARE ALSO AVAILABLE FOR VIEWING ON THE FOLLOWING WEBSITE:

<ftp://ftp.dot.state.oh.us/pub/Districts/D07>

EXISTING STRUCTURE VERIFICATION:

DETAILS AND DIMENSIONS SHOWN ON THESE PLANS PERTAINING TO THE EXISTING STRUCTURE HAVE BEEN OBTAINED FROM PLANS OF THE EXISTING STRUCTURE AND FROM FIELD OBSERVATIONS AND MEASUREMENTS. CONSEQUENTLY, THEY ARE INDICATIVE OF THE EXISTING STRUCTURE AND THE PROPOSED WORK BUT THEY SHALL BE CONSIDERED TENTATIVE AND APPROXIMATE. THE CONTRACTOR IS REFERRED TO C.M.S. SECTIONS 102.05 AND 105.02.

CONTRACT BID PRICES SHALL BE BASED UPON A RECOGNITION OF THE UNCERTAINTIES DESCRIBED ABOVE AND UPON A PREBID EXAMINATION OF THE EXISTING STRUCTURE BY THE CONTRACTOR. HOWEVER, ALL PROJECT WORK SHALL BE BASED UPON ACTUAL DETAILS AND DIMENSIONS WHICH HAVE BEEN VERIFIED BY THE CONTRACTOR IN THE FIELD.

ITEM 502 - STRUCTURE FOR MAINTAINING TRAFFIC. AS PER PLAN

THIS WORK SHALL CONSIST OF ALL LABOR, MATERIAL AND EQUIPMENT TO CONSTRUCT THE TEMPORARY BRIDGE AND TEMPORARY ABUTMENTS IN ACCORDANCE WITH THE DESIGN REQUIREMENTS SPECIFIED IN THE CONTRACT PLANS. THIS WORK SHALL BE FOR AT THE CONTRACT LUMP SUM PRICE FOR ITEM 502 - STRUCTURE FOR MAINTAINING TRAFFIC, AS PER PLAN.

THE CONTRACTOR SHALL SUBMIT CALCULATIONS AND DRAWINGS OF THE TEMPORARY BRIDGE AND TEMPORARY ABUTMENTS FOR REVIEW BY THE OWNER PER CMS 501.05. THE SUBMISSIONS WILL BE REVIEWED IN ACCORDANCE WITH THE PROVISIONS OF CMS 105.02 FOR PLANS AND WORKING DRAWINGS.

THE BRIDGE SHALL BE A MINIMUM OF 103' IN LENGTH, AND SHALL PROVIDE A CLEAR ROADWAY OF NO LESS THAN 14 FEET. THE BRIDGE SHALL BE DESIGNED FOR ONE LANE OF HL-93 LIVE LOAD AND IMPACT PER AASHTO "LRFD BRIDGE DESIGN SPECIFICATIONS".

"BUY AMERICA" PROVISIONS FOR DOMESTIC PRODUCTION OF STRUCTURAL STEEL SHALL NOT APPLY TO THE TEMPORARY BRIDGE SUPERSTRUCTURE.

THE PAVING SURFACE SHALL BE A BONDED SURFACE PROVIDING ADEQUATE FRICTION RESISTANCE FOR HIGHWAY TRAFFIC. USE THE MANUFACTURER'S RECOMMENDED SPECIFIC SURFACE FOR THIS APPLICATION. PROMPTLY REPAIR ANY DEBONDED OR MISSING AREAS OF THE BONDED SURFACE.

PAINT OVER ANY EXISTING MARKINGS ON THE TEMPORARY BRIDGE DECK SURFACE SO THEY ARE NOT VISIBLE TO TRAFFIC. ONLY THE AS-DESIGNED MOT EDGE LINES SHALL BE VISIBLE. IF THE MANUFACTURER'S SPECIFIC SURFACE INCLUDES AN EPOXY COATING, DO NOT USE THERMALLY APPLIED PAINT ON THE DECK.

THE FOUNDATION SYSTEM SHALL BE DESIGNED TO CARRY THE APPLIED LOADS AND ACCOMMODATE ANTICIPATED FLUCTUATIONS IN LENGTH DUE TO TEMPERATURE CHANGES.

THE TEMPORARY ABUTMENT DESIGN PROVIDED IS BASED ON ONE MANUFACTURER'S SYSTEM WHICH RESULTS IN DL REACTIONS OF 3.64 K/FT OF ABUTMENT AND LL REACTIONS OF 6.91 K/FT OF ABUTMENT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING DESIGN CALCULATIONS AND DETAILS IF THE LOADS EXCEED THIS VALUE. THE CONTRACTOR SHALL PROVIDE DL AND LL REACTIONS OF THE SYSTEM CHOSEN TO THE ENGINEER.

REMOVE TEMPORARY ABUTMENTS WHEN THEY ARE NO LONGER NEEDED AND REMOVE PILES TO A DEPTH OF 1'-0" BELOW PROPOSED GRADE.

ITEM 503- COFFERDAMS AND EXCAVATION BRACING

THE DESIGN SHOWN ON THE PLANS FOR TEMPORARY SUPPORT OF EXCAVATION IS ONE REPRESENTATIVE DESIGN THAT MAY BE USED TO CONSTRUCT THE PROJECT. THE CONTRACTOR MAY CONSTRUCT THE DESIGN SHOWN ON THE PLANS OR PREPARE AN ALTERNATE DESIGN TO SUPPORT THE SIDES OF EXCAVATIONS. IF CONSTRUCTING AN ALTERNATE DESIGN FOR TEMPORARY SUPPORT OF EXCAVATION, PREPARE AND PROVIDE PLANS IN ACCORDANCE WITH CMS 501.05. THE DEPARTMENT WILL PAY FOR THE TEMPORARY SUPPORT OF EXCAVATION AT THE CONTRACT LUMP SUM PRICE FOR COFFERDAMS AND EXCAVATION BRACING. NO ADDITIONAL PAYMENT WILL BE MADE FOR PROVIDING AN ALTERNATE DESIGN.

ITEM 504 - STEEL SHEET PILING LEFT IN PLACE. AS PER PLAN

LEAVE PORTION OF SHEET PILING IN PLACE AS DIRECTED IN PLANS (SEE SHEET 5/26). REMOVE SHEETING TO 1'-0" BELOW FINISHED GRADE.

ITEM 507 - 12" CAST-IN-PLACE REINFORCED CONCRETE PILES. FURNISHED AS PER PLAN

ITEM 507 - 16" CAST-IN-PLACE REINFORCED CONCRETE PILES. FURNISHED AS PER PLAN

CAST-IN-PLACE REINFORCED CONCRETE PILES SHALL CONFORM TO CMS 507 WITH THE EXCEPTION THE STEEL FOR THE PILES SHALL BE ASTM D 252, GRADE 3.

ITEM 509 - REINFORCING STEEL. MISC.: GALVANIZED COATED REINFORCING STEEL

ALL REINFORCING STEEL SHALL BE GALVANIZED STEEL CONFORMING TO ASTM A767, CLASS 1 OR ASTM A1094. THE GALVANIZED COATED REINFORCING STEEL WILL MEET ALL OTHER REQUIREMENTS OF 509. THE GALVANIZED COATING WILL BE APPLIED AFTER THE REINFORCING HAS BEEN FABRICATED. IF THE GALVANIZED SURFACE BECOMES DAMAGED DURING HANDLING IN THE FIELD, REPAIRS WILL CONFORM TO ASTM A780. USE BAR SUPPORTS AND TIE WIRES WHICH ARE PLASTIC COATED OR EPOXY COATED. ONLY SUPPLIERS CERTIFIED UNDER S1068 MAY PROVIDE THIS REINFORCING.

ITEM 511-CLASS QC2 CONCRETE. SUPERSTRUCTURE. AS PER PLAN

PLACE, CONSOLIDATE AND FINISH CONCRETE AS PER 511.17 WITH THE EXCEPTION THAT THE DECK SHALL BE GROOVED TRANSVERSELY AS DESCRIBED BELOW. AFTER CONCRETE HAS BEEN CONSOLIDATED, FINISHED, AND CURED, SAW TRANSVERSE GROOVES INTO THE DECK AFTER WATER CURING CONCRETE AND EITHER BEFORE APPLYING CURING COMPOUND OR SOME PERIOD AFTER APPLYING CURING COMPOUND AND BEFORE OPENING THE BRIDGE TO TRAFFIC, SAW TRANSVERSE GROOVES INTO THE DECK.

IF SAWING GROOVES AFTER APPLYING THE CURING COMPOUND, AND CONCRETE DECK IS LESS THAN 30 DAYS OLD, REAPPLY THE CURING COMPOUND AFTER REMOVING STANDING WATER, WITHIN 12 HOURS AFTER SAWING GROOVES IN THE DECK. USE DIAMOND BLADES MOUNTED ON A MULTI BLADE ARBOR ON A SELF-PROPELLED MACHINE THAT WAS BUILT FOR GROOVING OF CONCRETE SURFACES.

THE GROOVE MACHINE SHALL HAVE A DEPTH CONTROL DEVICE THAT DETECTS VARIATIONS IN THE PAVEMENT SURFACE AND ADJUSTS THE CUTTING HEAD HEIGHT TO MAINTAIN THE SPECIFIED DEPTH OF THE GROOVE. THE GROOVING MACHINE SHALL HAVE DEVICES TO CONTROL ALIGNMENT. DO NOT USE FLAILING OR IMPACT TYPE GROOVING EQUIPMENT. BEGIN AND END GROOVES 9 TO 12 INCHES (220 TO 300 MM) FROM CURBS, PARAPET TOES, OR DECK EDGES, AND SAW GROOVES PERPENDICULAR TO THE BRIDGE CENTERLINE. PROVIDE AN EXPERIENCED TECHNICIAN TO SUPERVISE THE LOCATION, ALIGNMENT, LAYOUT, DIMENSION, AND GROOVING OF THE SURFACE. SAW GROOVES IN A CONTINUOUS PATTERN ACROSS THE SURFACE. STOP SAWING 9 TO 12 INCHES (220 TO 300 MM) FROM ANY DEVICE IN PLACE IN A BRIDGE DECK, SUCH AS SCUPPERS OR EXPANSION JOINTS. STOP SAWING 2 INCHES TO 2 FEET FROM SKEWED EXPANSION JOINTS. SAW GROOVES IN A RANDOM PATTERN SPACED AT 3/8 TO 1 3/4 INCH (10 TO 45 MM), WITH 50 PERCENT OF SPACINGS LESS THAN 1 INCH (25 MM). SAW GROOVES APPROXIMATELY 0.15 INCHES (4 MM) DEEP AND 0.10 INCHES (3 MM) WIDE. AT THE BEGINNING OF EACH WORK SHIFT, FURNISH A FULL COMPLEMENT OF GROOVING BLADES WITH EACH SAW THAT ARE CAPABLE OF CUTTING GROOVES OF THE SPECIFIED WIDTH, DEPTH, AND SPACING. IF DURING THE WORK, A SINGLE GROOVING BLADE ON A MACHINE BECOMES INCAPABLE OF CUTTING A GROOVE, CONTINUE WORK FOR THE REMAINDER OF THE WORK SHIFT.

THE CONTRACTOR IS NOT REQUIRED TO CUT THE GROOVE OMITTED BECAUSE OF THE FAILED BLADE. SHOULD TWO OR MORE GROOVING BLADES ON A MACHINE BECOME INCAPABLE OF CUTTING GROOVES, CEASE OPERATING THE MACHINE UNTIL IT IS REPAIRED. CONTINUOUSLY REMOVE ALL SLURRY AND REMAINING RESIDUE FROM THE GROOVING OPERATION AND LEAVE THE DECK SURFACE IN A CLEAN CONDITION. PREVENT RESIDUE FROM GROOVING OPERATIONS FROM FLOWING ACROSS SHOULDERS OR ACROSS LANES OCCUPIED BY PUBLIC TRAFFIC OR FROM FLOWING INTO GUTTERS OR OTHER DRAINAGE FACILITIES. REMOVE SOLID RESIDUE BEFORE THE RESIDUE IS BLOWN BY PASSING TRAFFIC OR BY WIND. PROVIDE WATER AS NECESSARY TO SAW GROOVES ACCORDING TO THIS SUBSECTION.

ITEM 518 - SCUPPER. MISC.: CONTINUOUS SLAB BRIDGES

THIS WORK SHALL CONSIST OF ALL LABOR, MATERIALS, AND EQUIPMENT TO CONSTRUCT THE SCUPPERS AS DEPICTED IN THE PLAN PER STANDARD DRAWING GSD-1-19.

ITEM 526 - REINFORCED CONCRETE APPROACH SLABS (T=15"). AS PER PLAN

PER AS-1-15, APPROACH SLAB CONCRETE SHALL BE PLACED SEPARATELY FROM THE SUPERSTRUCTURE CONCRETE.

ALL REINFORCING STEEL IS TO BE GALVANIZED COATED SIMILAR TO THE REST OF THE STRUCTURE.

ITEM 526 - TYPE A INSTALLATION. AS PER PLAN

ALL REINFORCING STEEL IS TO BE GALVANIZED COATED SIMILAR TO THE REST OF THE STRUCTURE.

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DESIGN AGENCY
ms consultants, inc.
 2221 Schrock Road
 Columbus, Ohio 43229
DESIGN AGENCY
 DATE
 Y.S.U. SEP. 2020
 STRUCTURE FILE NUMBER
 5503427/8503397
DESIGNED
 DBL
 CHECKED
 ELP
DRAWN
 DBL
 REVISED
REVIEWED
 Y.S.U.
GENERAL NOTES
 BRIDGE NO. MIA-75-19.01L/R
 I-75 OVER RUSH CREEK
MIA-75-19.01
 PID No. 94676
 2/26
 94
 118

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ESTIMATED QUANTITIES

ITEM	ITEM EXT.	TOTAL	UNIT	DESCRIPTION	SOUTHBOUND				NORTHBOUND				SHEET REF.
					ABUT.	PIERS	SUPER.	GEN.	ABUT.	PIERS	SUPER.	GEN.	
202	11002	LUMP		STRUCTURE REMOVED, OVER 20 FOOT SPAN									
202	22900	308	SY	APPROACH SLAB REMOVED				154				154	
202	23500	1544	SY	WEARING COURSE REMOVED				772				772	
502	11101	LUMP		STRUCTURE FOR MAINTAINING TRAFFIC, AS PER PLAN									2/26
503	11100	LUMP		COFFERDAMS AND EXCAVATION BRACING									
503	21300	LUMP		UNCLASSIFIED EXCAVATION	192				195				
504	11101	2275	SF	STEEL SHEET PILING LEFT IN PLACE, AS PER PLAN				995				1,280	2/26
505	11100	LUMP		PILE DRIVING EQUIPMENT MOBILIZATION									
507	00500	2090	FT	12" CAST-IN-PLACE REINFORCED CONCRETE PILES, DRIVEN	1,085				1,005				
507	00551	2400	FT	12" CAST-IN-PLACE REINFORCED CONCRETE PILES, FURNISHED, AS PER PLAN	1,240				1,160				2/26
507	00700	1260	FT	16" CAST-IN-PLACE REINFORCED CONCRETE PILES, DRIVEN		630				630			
507	00751	1400	FT	16" CAST-IN-PLACE REINFORCED CONCRETE PILES, FURNISHED, AS PER PLAN		700				700			2/26
509	40000	220600	LB	REINFORCING STEEL, MISC.: GALVANIZED COATED REINFORCING STEEL	20,605	12,581	77,087		20,655	12,587	77,087		2/26
509	30020	8976	FT	NO.4 GFRP DEFORMED BARS			4,488				4,488		
511	32213	549	CY	CLASS QC2 CONCRETE WITH QC/QA, SUPERSTRUCTURE, AS PER PLAN			275				274		2/26
511	34450	92	CY	CLASS QC2 CONCRETE WITH QC/QA, BRIDGE DECK (PARAPET)			46				46		
511	41012	44	CY	CLASS QC1 CONCRETE WITH QC/QA, PIER ABOVE FOOTINGS		22				22			
511	44112	139	CY	CLASS QC1 CONCRETE WITH QC/QA, ABUTMENT NOT INCLUDING FOOTING	63				76				
511	46512	140	CY	CLASS QC1 CONCRETE WITH QC/QA, FOOTING	69				71				
512	10100	866	SY	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)	114	5	312		117	5	312		
516	13600	34	SF	1" PREFORMED EXPANSION JOINT FILLER				17				17	
516	13900	260	SF	2" PREFORMED EXPANSION JOINT FILLER				125				135	
516	14020	202	FT	SEMI-INTEGRAL ABUTMENT EXPANSION JOINT SEAL	101				101				
516	42600	202	FT	ELASTOMERIC BEARING PAD, MISC: 5"x1" ELASTOMERIC BEARING STRIP				101				101	
518	12500	5	EACH	SCUPPER, MISC.: CONTINUOUS SLAB BRIDGES				5					2/26
518	21200	188	CY	POROUS BACKFILL WITH GEOTEXTILE FABRIC	93				95				
518	40000	287	FT	6" PERFORATED CORRUGATED PLASTIC PIPE		148				139			
518	40012	20	FT	6" NON-PERFORATED CORRUGATED PLASTIC PIPE	10				10				
523	20000	6	EACH	DYNAMIC LOAD TESTING				3				3	
526	25001	482	SY	REINFORCED CONCRETE APPROACH SLABS (T=15"), AS PER PLAN				241				241	2/26
526	90011	202	FT	TYPE A INSTALLATION, AS PER PLAN	101				101				2/26
601	32200	397	CY	ROCK CHANNEL PROTECTION, TYPE C WITH FILTER *	197				200				

3

* ITEMS CARRIED TO ROADWAY GENERAL SUMMARY

BRIDGE PLAN ABBREVIATIONS

ABUT.	ABUTMENT	EL.	ELEVATION	N.B.	NORTHBOUND	R.F.	RIGHT FORWARD
APPR.	APPROACH	EMBED.	EMBEDMENT	N.F.	NORTH FACE	RT.	RIGHT
BRG.	BEARING	EX.	EXISTING	N.P.C.P.P.	NON-PERFORATED CORRUGATED PLASTIC PIPE	S.B.	SOUTHBOUND
BTA	BRIDGE TERMINAL ASSEMBLY	EXP.	EXPANSION	O/O	OUT-TO-OUT	SER.	SERIES
BTWN.	BETWEEN	F.A.	FORWARD ABUTMENT	P.C.P.P.	PERFORATED CORRUGATED PLASTIC PIPE	SHLDR.	SHOULDER
C.J.	CONSTRUCTION JOINT	F.F.	FRONT FACE	P.E.J.F	PREFORMED EXPANSION JOINT FILLER	SPA.	SPACE(S)
C/C	CENTER-TO-CENTER	FIX.	FIXED	PB	PORTABLE BARRIER	SQ.	SQUARE
CIP	CAST IN PLACE	FT.	FOOT/FEET	PERP.	PERPENDICULAR	STA.	STATION
CL	CENTERLINE	FWS	FUTURE WEARING SURFACE	PROP.	PROPOSED	SUPER.	SUPERSTRUCTURE
CLR.	CLEAR	I.R.	INTERSTATE ROUTE	R.A.	REAR ABUTMENT	T&B	TOP & BOTTOM
CONSTR.	CONSTRUCTION	LT.	LEFT			T/SLOPE	TOP OF SLOPE
DIA.	DIAMETER	MAX.	MAXIMUM			TEMP.	TEMPORARY
E.F.	EACH FACE	MIN.	MINIMUM			TYP.	TYPICAL
						U.N.O.	UNLESS NOTED OTHERWISE
						VC W/	VERTICAL CURVE WITH

DESIGN AGENCY
ms consultants, inc.
2921 Schrock Road
Columbus, Ohio 43229

DATE
SEP. 2020
REVIEWED
YSJ
STRUCTURE FILE NUMBER
5503427/5503397

DRAWN
CDH
CHECKED
ATM

ESTIMATED QUANTITIES
BRIDGE NO. MIA-75-19.01L/R
I-75 OVER RUSH CREEK

MIA-75-19.01
PID No. 94676

3 / 26

95
118

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TOP OF PILE ELEVATIONS		
BRIDGE	LOCATION	ELEVATION
SOUTHBOUND	REAR ABUTMENT	915.00
	PIER 1	924.93
	PIER 2	925.11
	FORWARD ABUTMENT	920.00
NORTHBOUND	REAR ABUTMENT	915.00
	PIER 1	925.12
	PIER 2	925.37
	FORWARD ABUTMENT	920.00

NOTES:

- FOR ABUTMENT FOOTING DETAILS, SEE SHEETS 14/26 AND 15/26.
- FOR PIER DETAILS, SEE SHEET 18/26.
- FOR LOCATION OF TEMPORARY WALLS, SEE SHEET 1/26.
- PROPOSED PILE SHALL BE LOCATED 1'-0" MIN. FROM EX. PILE LEFT IN PLACE.
- TEMPORARY SHEEL PILE WALL TO REMAIN EXCEPT 3'-0" BEYOND HEAL OF TEMPORARY FOOTING.

FOUNDATION PLAN

LEGEND:

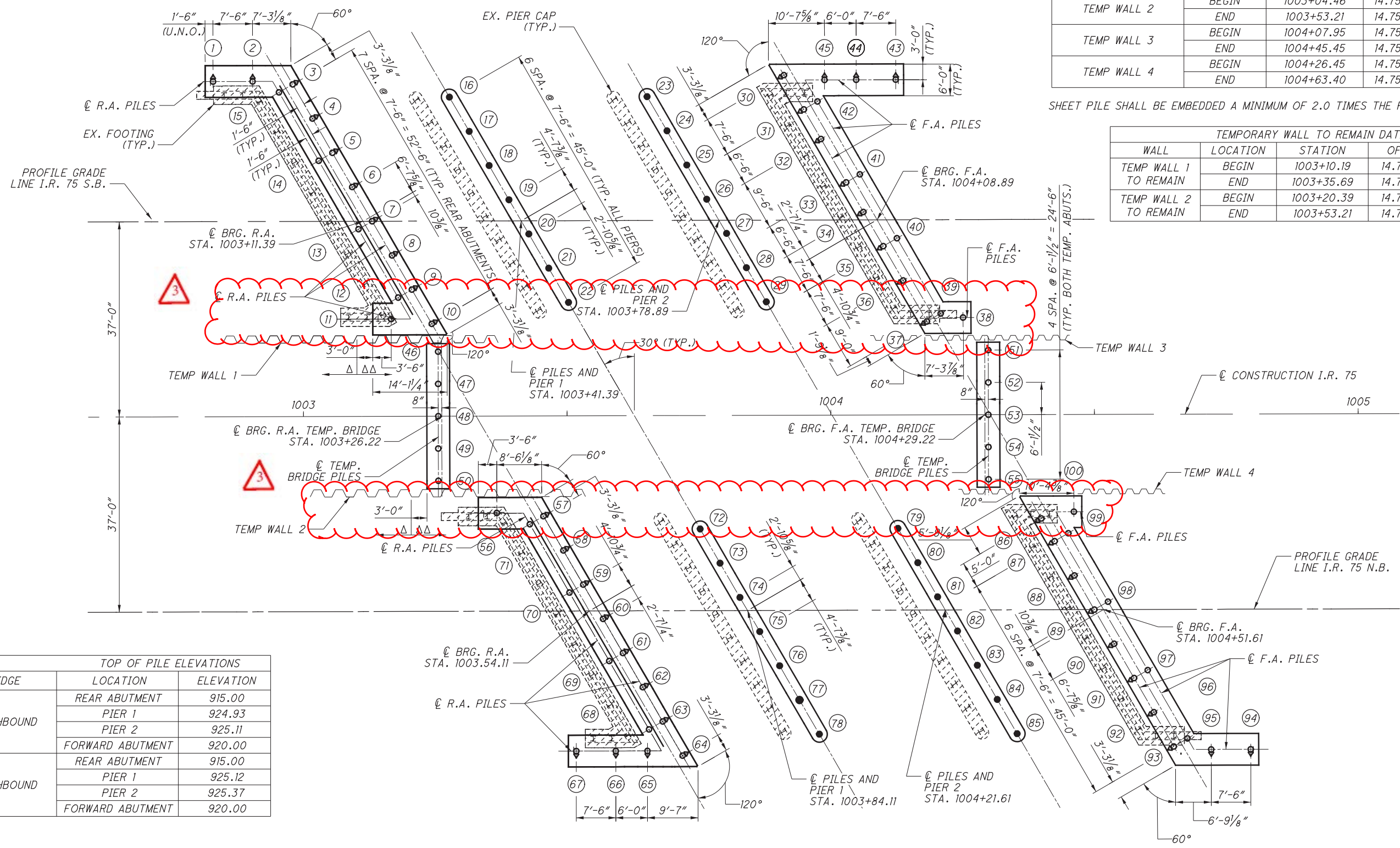
- Δ - PORTION OF WALL TO BE REMOVED
- ΔΔ - PORTION OF WALL TO REMAIN

[Hatched Box] - ITEM 202, PORTIONS OF STRUCTURE REMOVED OVER 20 FT. SPAN. EXISTING PILES WITHIN THESE LIMITS NOT SPECIFIED SHALL BE CUT A MIN. OF 1 FOOT BELOW PROPOSED BOTTOM OF FOOTING. THE ACTUAL LIMITS OF REMOVAL WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.

- ① - INDICATES PILE NUMBER
- I - EX. VERTICAL PILE

LEGEND:

- - 12" C.I.P. VERTICAL PILE
- ◊ - 12" C.I.P. BATTERED PILE (1:4 IN THE DIRECTION SHOWN)
- - 16" C.I.P. VERTICAL PILE



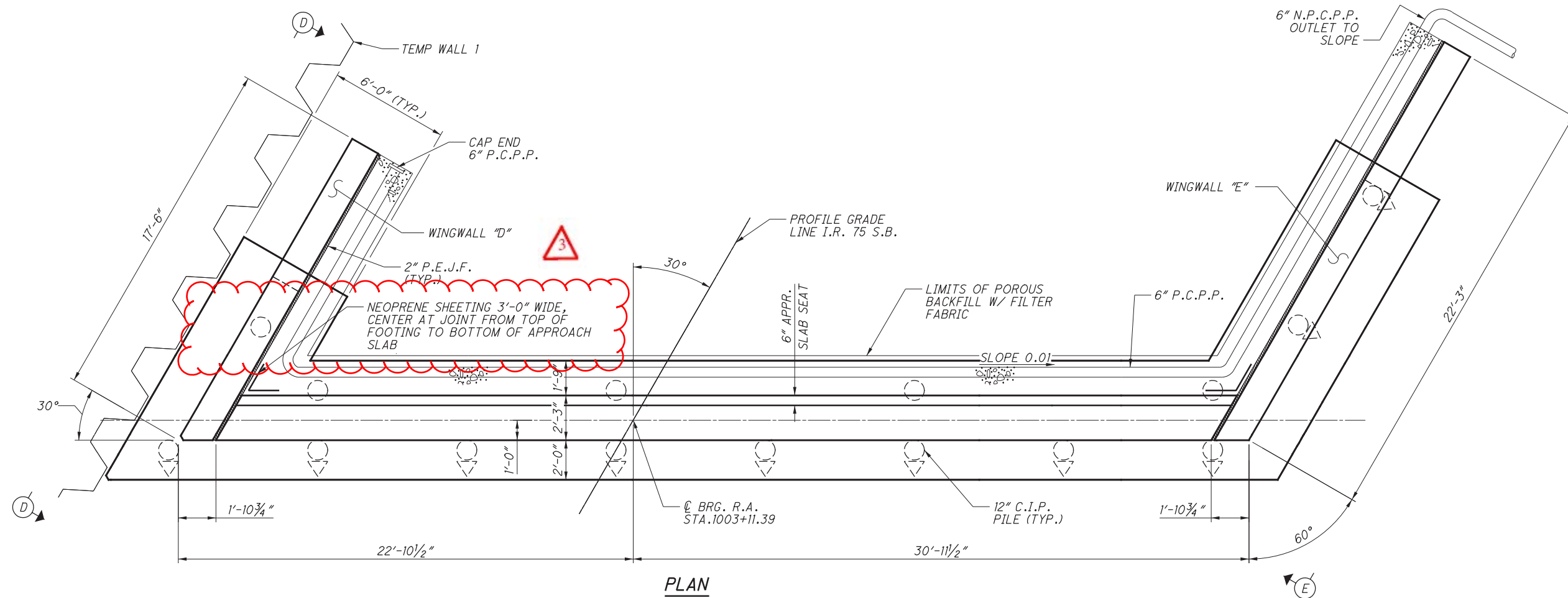
TEMPORARY WALL DATA				
WALL	LOCATION	STATION	OFFSET	S _{min} (in'/ft)
TEMP WALL 1	BEGIN	1002+92.19	14.75' LT.	30.4
	END	1003+35.69	14.75' LT.	
TEMP WALL 2	BEGIN	1003+04.46	14.75' RT.	30.4
	END	1003+53.21	14.75' RT.	
TEMP WALL 3	BEGIN	1004+07.95	14.75' LT.	20.4
	END	1004+45.45	14.75' LT.	
TEMP WALL 4	BEGIN	1004+26.45	14.75' RT.	20.4
	END	1004+63.40	14.75' RT.	

SHEET PILE SHALL BE EMBEDDED A MINIMUM OF 2.0 TIMES THE RETAINED HEIGHT.

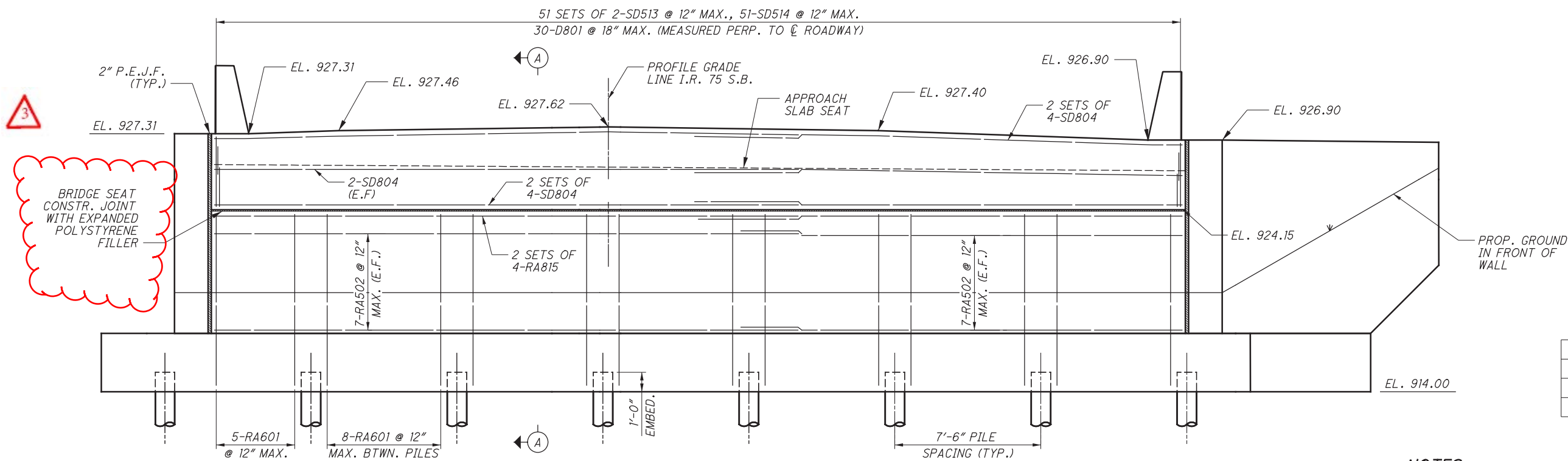
TEMPORARY WALL TO REMAIN DATA				
WALL	LOCATION	STATION	OFFSET	S (in'/ft)
TEMP WALL 1 TO REMAIN	BEGIN	1003+10.19	14.75' LT.	30.4
	END	1003+35.69	14.75' LT.	
TEMP WALL 2 TO REMAIN	BEGIN	1003+20.39	14.75' RT.	30.4
	END	1003+53.21	14.75' RT.	

FOUNDATION PLAN AND REMOVAL DETAILS
 BRIDGE NO. MIA-75-19.01/L/R
 I-75 OVER RUSH CREEK
 DESIGN AGENCY: **ms consultants, inc.**
 2221 Schrock Road
 Columbus, Ohio 43229
 DATE: SEP. 2020
 REVIEWED: Y.S.J.
 DRAWN: K.R.M.
 DESIGNED: K.R.M.
 CHECKED: E.L.P.
 STRUCTURE FILE NUMBER: 5503427/5503397
MIA-75-19.01
 PID No. 94676
 5 / 26
 97 / 118

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PLAN



ELEVATION

(WINGWALL AND FOOTING REINFORCING NOT SHOWN)

BRIDGE SEAT
CONSTR. JOINT
WITH EXPANDED
POLYSTYRENE
FILLER

MIN. REBAR LAP	
# 5	= 2'-5"
# 6	= 3'-7"
# 8	= 3'-9"

NOTES:

1. SEE SHEET ~~8/26~~ FOR VIEWS D-D AND E-E.
2. SEE SHEET ~~9/26~~ FOR SECTION A-A.
3. SEE SHEETS ~~14/26~~ AND ~~15/26~~ FOR FOOTING PLAN.



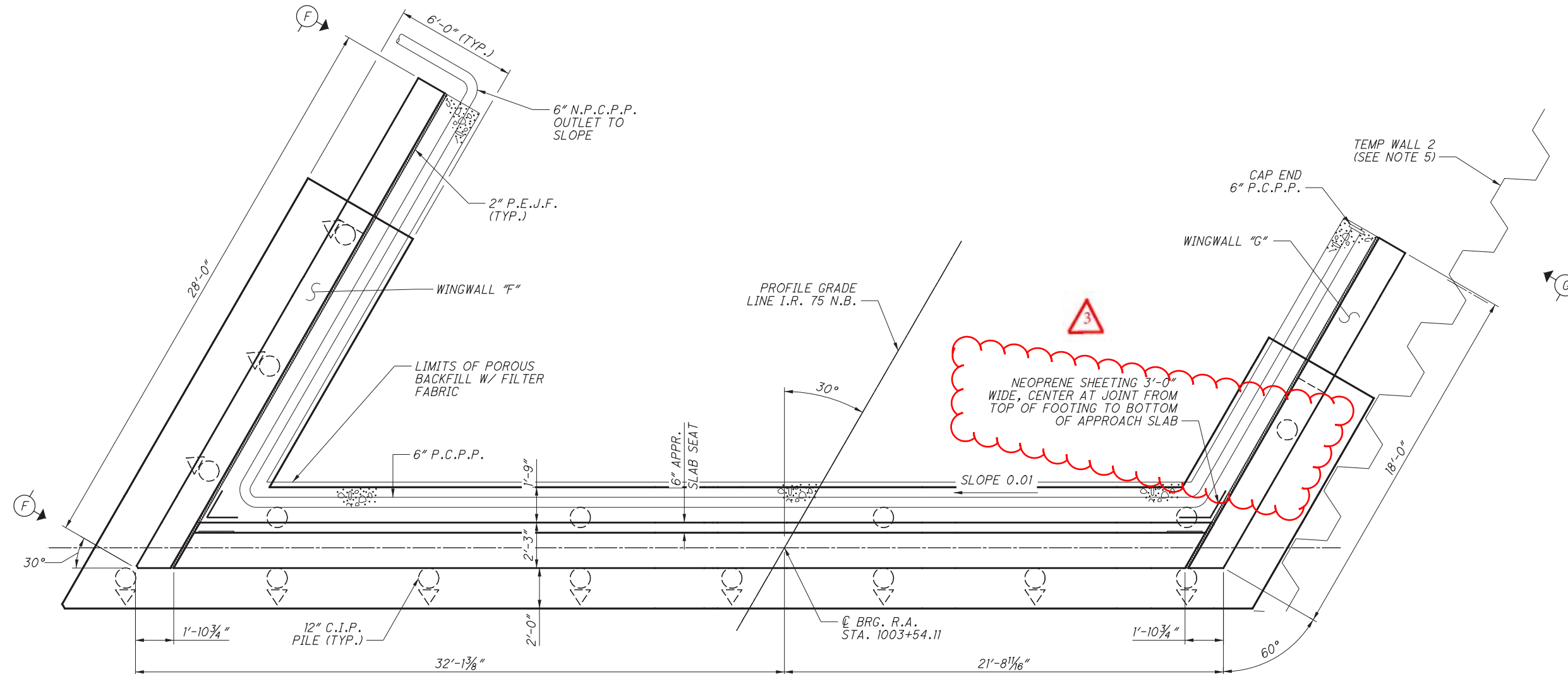
DESIGN AGENCY
ms consultants, inc.
2221 Schrock Road
Columbus, Ohio 43229

DESIGNED	DRAWN	REVIEWED	DATE
DBL	DBL	YSJ	SEP. 2020
CHECKED	REVISID	STRUCTURE FILE NUMBER	5503427/5503397
ELP			

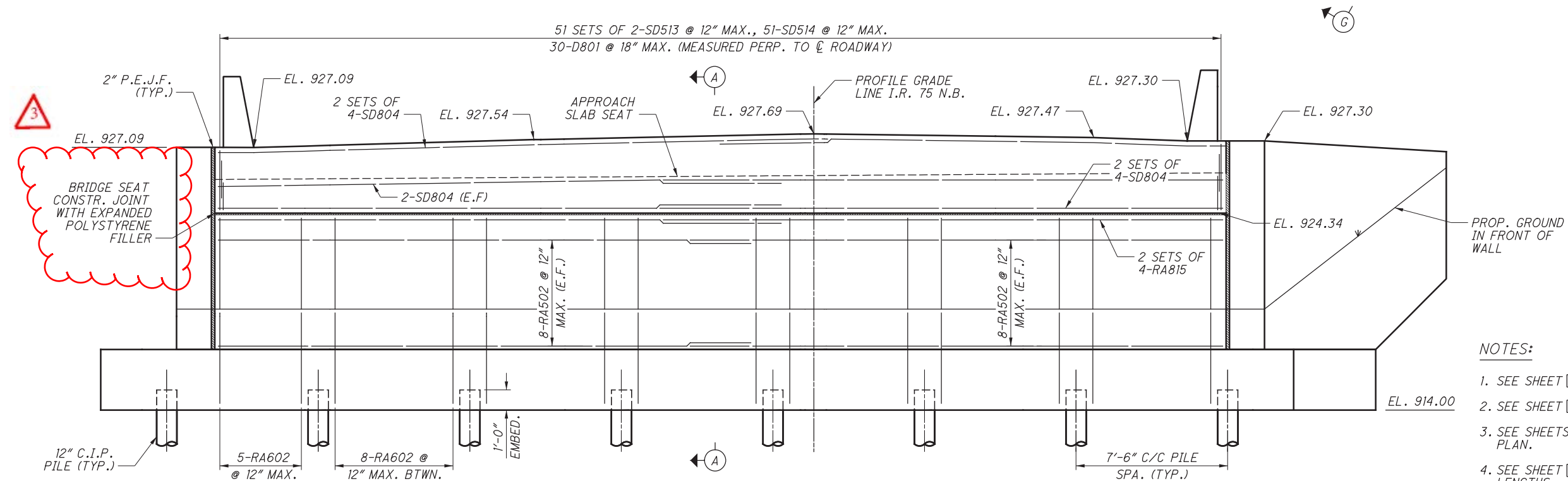
SOUTHBOUND REAR ABUTMENT DETAILS
BRIDGE NO. MIA-75-19.01L/R
I-75 OVER RUSH CREEK

MIA-75-19.01
PID No. 94676

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PLAN



ELEVATION

(WINGWALL AND FOOTING REINFORCING NOT SHOWN)

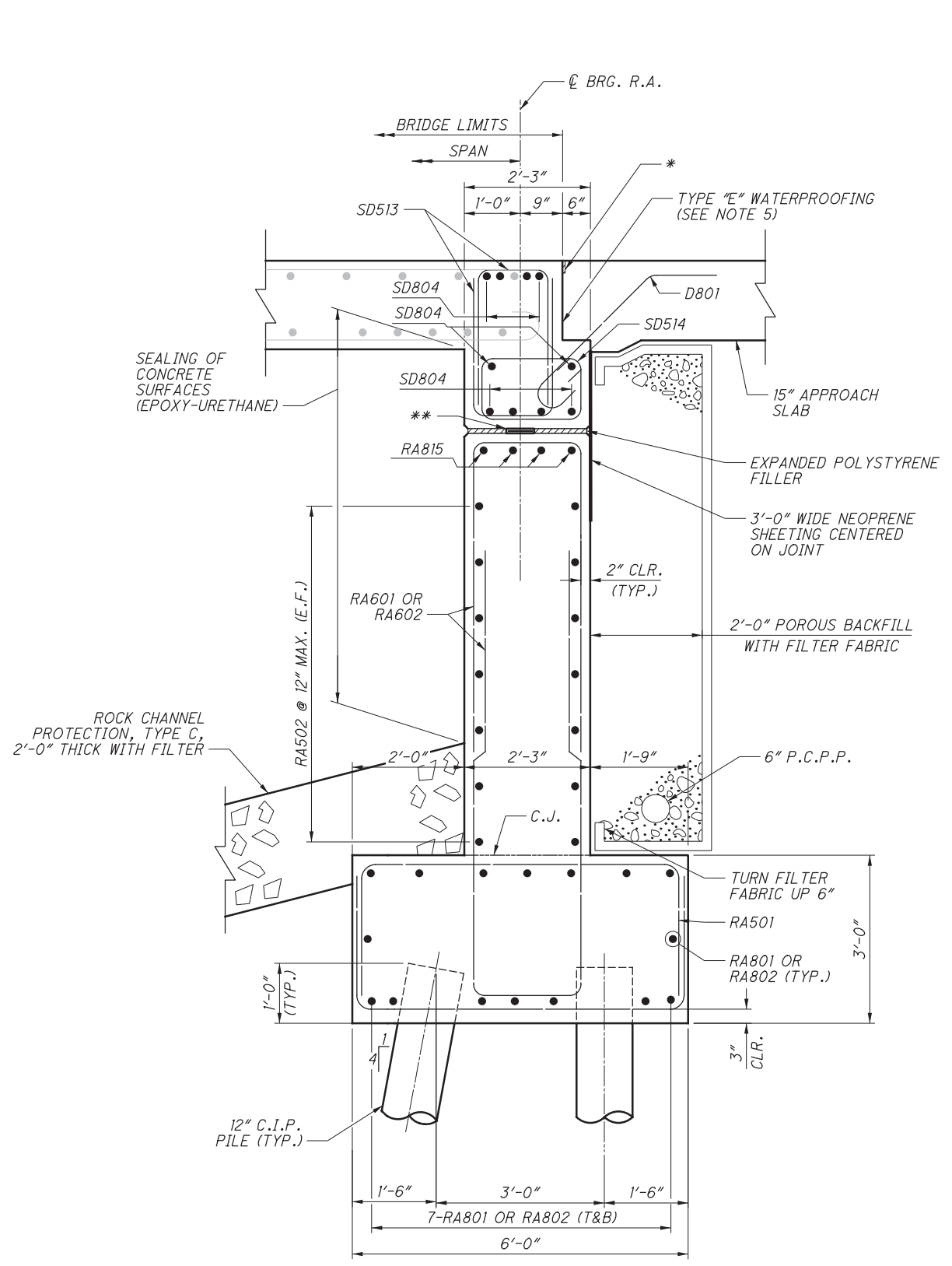
NOTES:

1. SEE SHEET 8/26 FOR VIEWS F-F AND G-G.
2. SEE SHEET 9/26 FOR SECTION A-A.
3. SEE SHEETS 14/26 AND 15/26 FOR FOOTING PLAN.
4. SEE SHEET 6/26 FOR MINIMUM REBAR LAP LENGTHS.
5. TEMPORARY WALL 2 SHALL BE REMOVED TO 1' BELOW THE FINISHED GRADE ONCE IT IS NO LONGER REQUIRED TO RETAIN EXCAVATION.

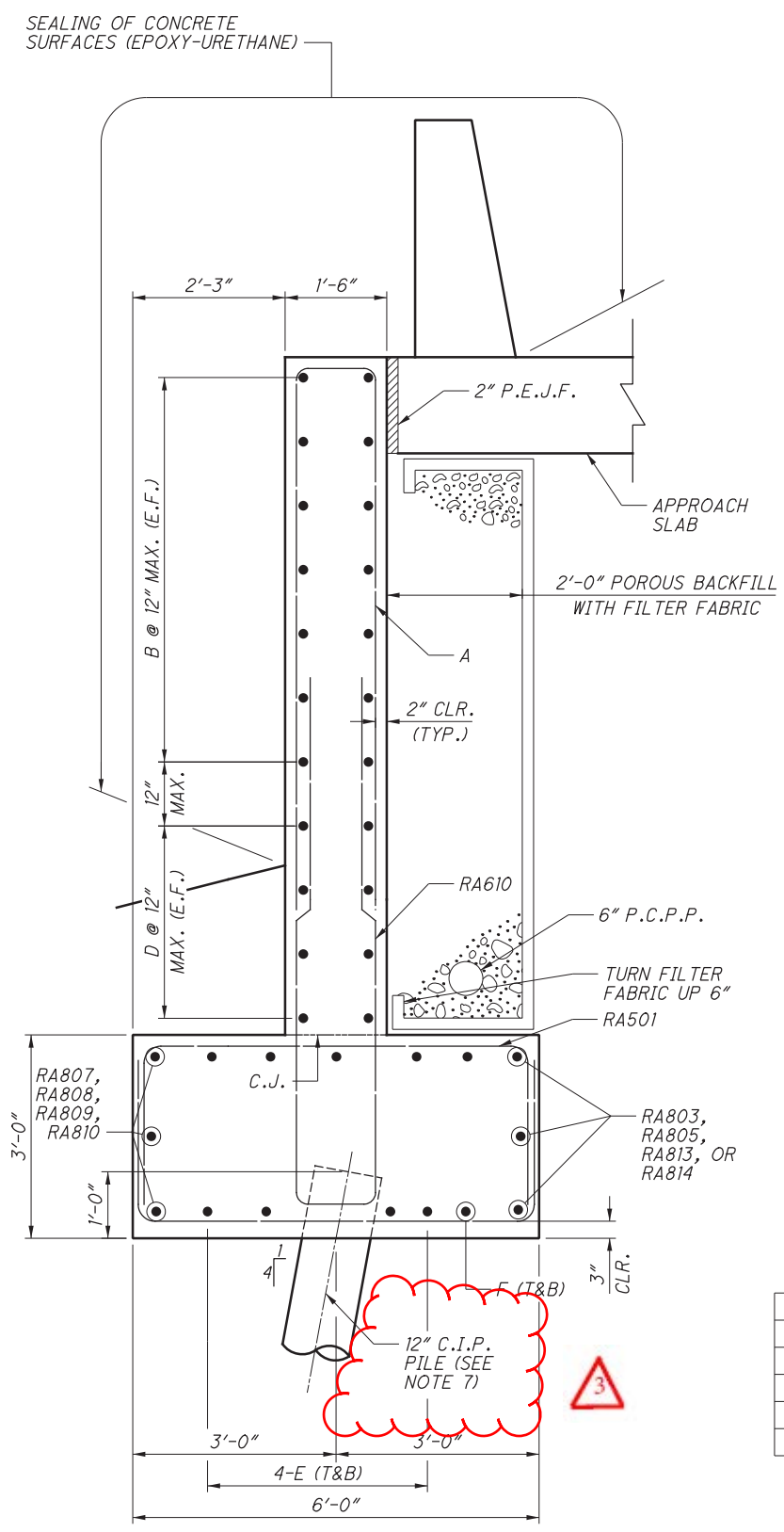


DESIGN AGENCY		ms consultants, inc.	
DATE		Y.S.J. SEP. 2020	
DRAWN		DBL	
DESIGNED		DBL	
REVIEWED		Y.S.J.	
STRUCTURE FILE NUMBER		5503427/5503397	
CHECKED		ELP	
REVISIED		DBL	
NORTHBOUND REAR ABUTMENT DETAILS			
BRIDGE NO. MIA-75-19.01L/R			
I-75 OVER RUSH CREEK			
MIA-75-19.01		PID No. 94676	
7/26		99	
118			

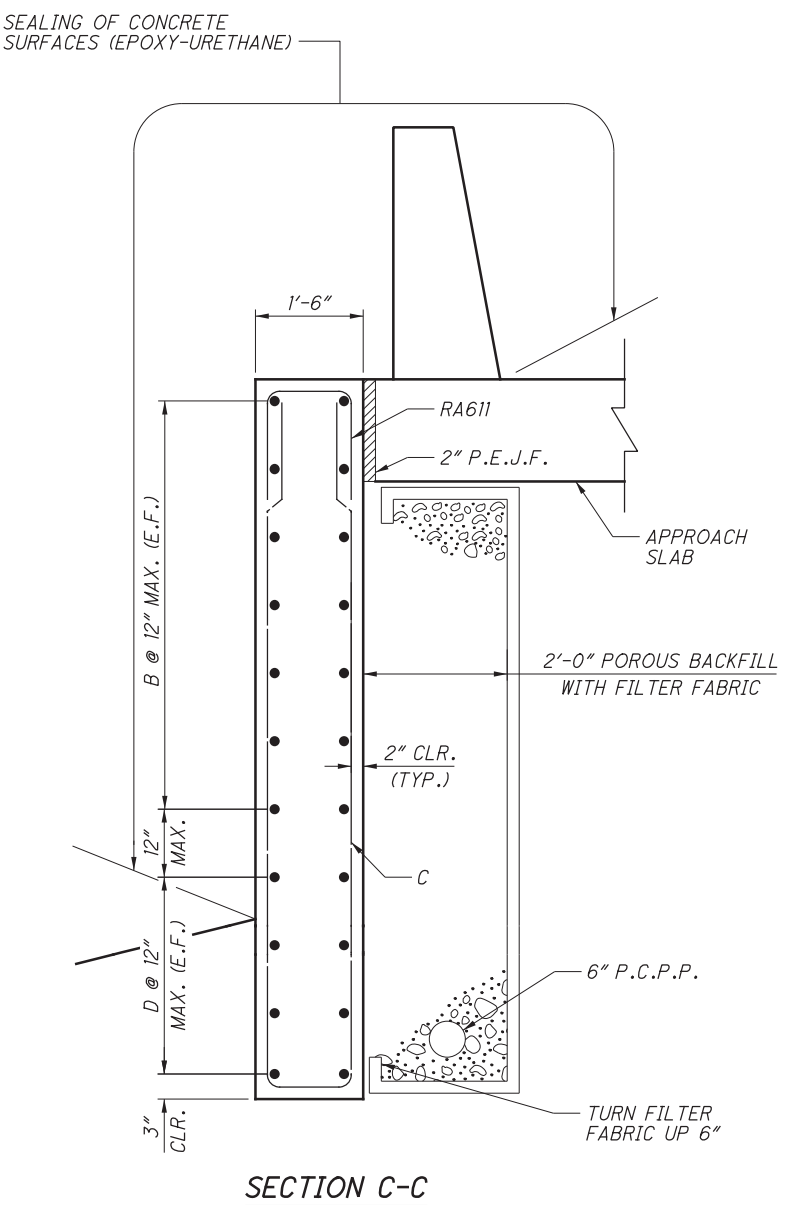
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SECTION A-A



SECTION B-B



SECTION C-C

	SOUTHBOUND		NORTHBOUND	
	WINGWALL "D"	WINGWALL "E"	WINGWALL "F"	WINGWALL "G"
A	RA603	RA605	RA603	RA608
B	RA505	RA508	RA511	RA513
C	RA604	RA606	RA607	RA609
D	RA506	RA509	RA512	RA514
E	RA803	RA804	RA805	RA806
F	RA803	RA811	RA805	RA812

NOTES:

- SEE SHEETS 6726 AND 7726 FOR LOCATION OF SECTION A-A.
- SEE SHEET 8726 FOR LOCATION OF SECTIONS B-B AND C-C.
- SEE SHEETS 14726 AND 15726 FOR FOOTING PLAN.
- SEE SHEET 6726 FOR MINIMUM REBAR LAP LENGTHS.
- NOTED ITEMS INCIDENTAL TO ITEM 526 REINFORCED CONCRETE APPROACH SLABS (T=15"), AS PER PLAN.
- SEE SHEET 13726 FOR TYPE "A" APPROACH SLAB INSTALLATION DETAIL.
- REAR ABUTMENT WINGWALLS "D" AND "G" WILL HAVE VERTICAL PILES. SEE SHEETS 6726 AND 7726.

* PREFORMED ELASTOMERIC COMPRESSION JOINT SEAL. 705.11 (1/4" WIDE FOR 1/2" WIDE GROOVE) PLACED IN 1/2" x 2/4" GROOVE. SEE NOTE 5.
 ** 1" x 5" ELASTOMERIC BEARING PADS PER CMS 711.23 (50 HARDNESS) FULL LENGTH OF BRIDGE SEAT.

LEGEND

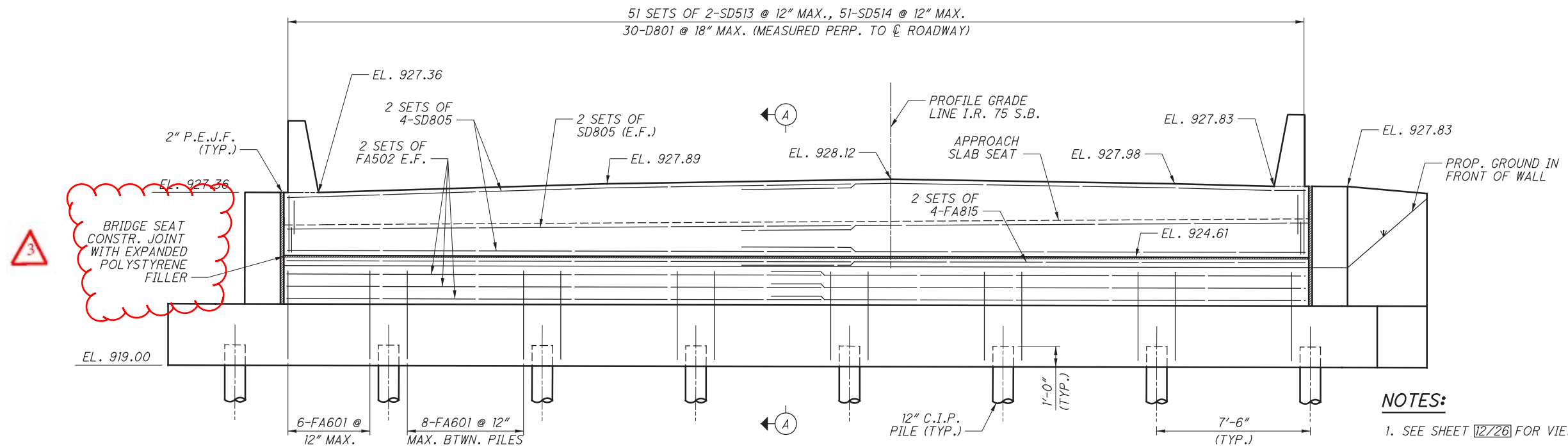
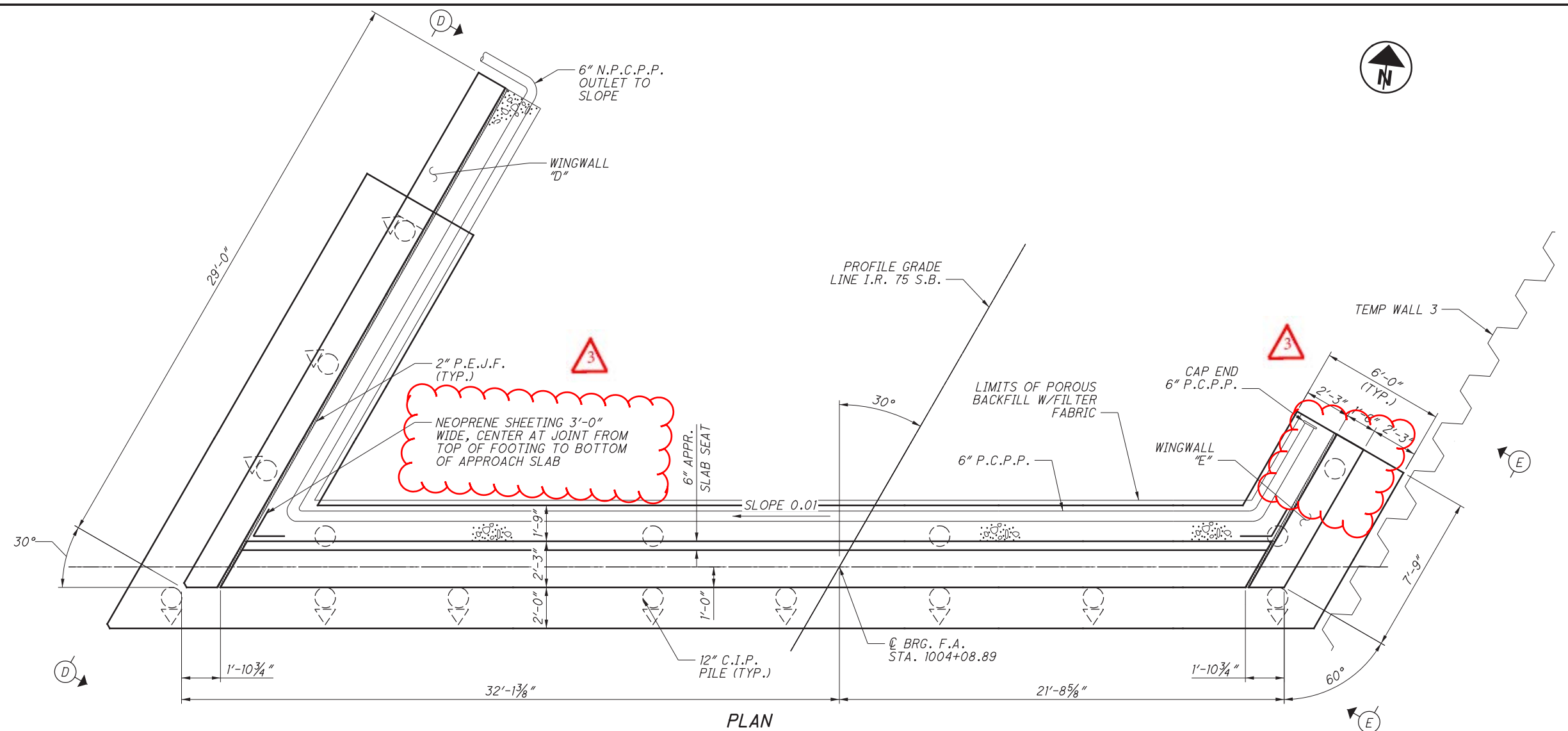
- DECK SLAB REINFORCING
- REAR ABUTMENT AND WINGWALL REINFORCING



12" C.I.P. PILE (SEE NOTE 7)



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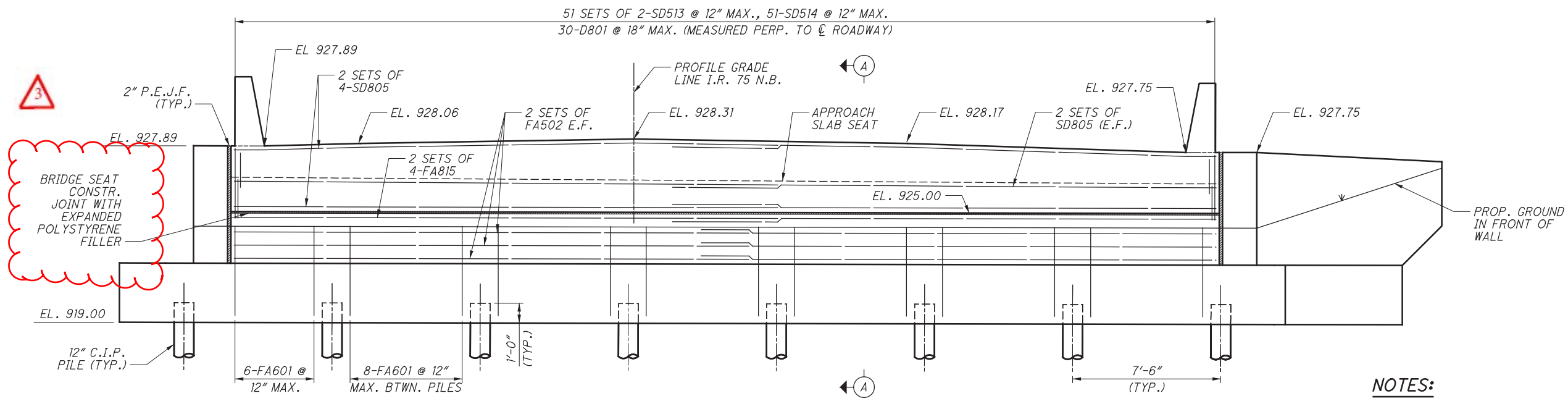
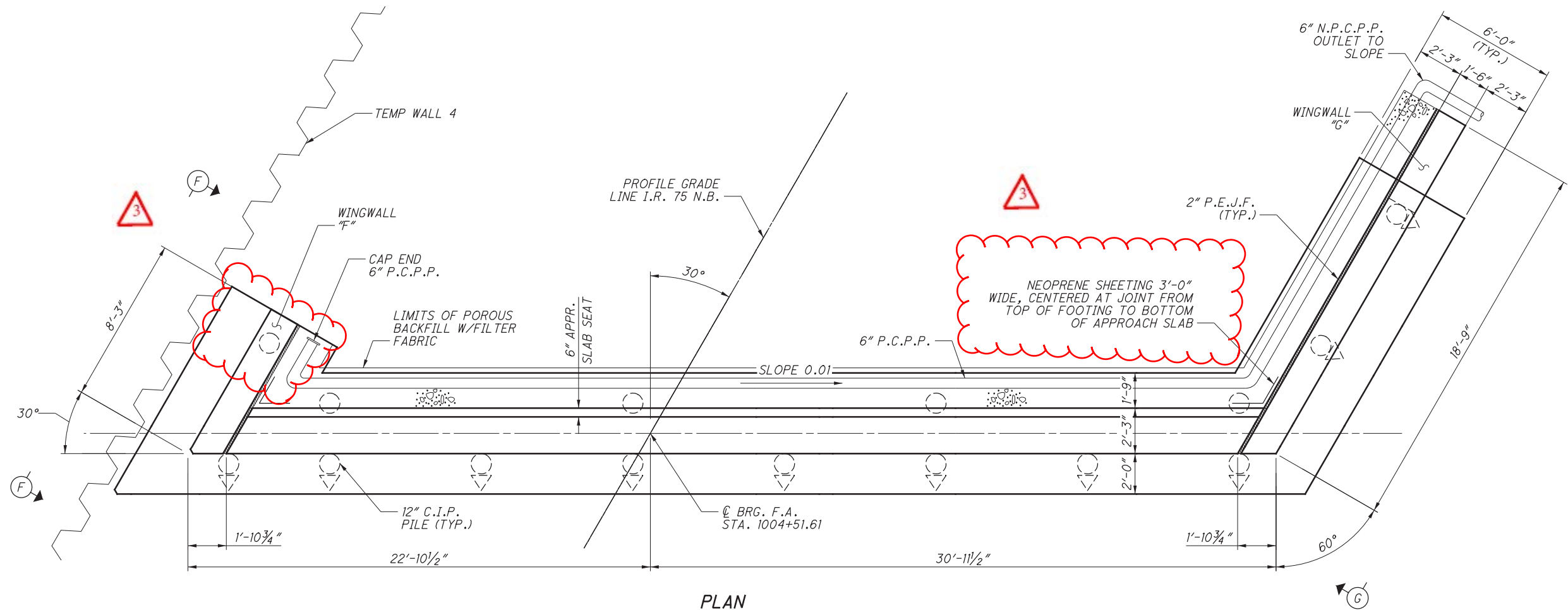


(WINGWALL AND FOOTING REINFORCING NOT SHOWN)

- NOTES:**
1. SEE SHEET [12/26] FOR VIEWS D-D AND E-E.
 2. SEE SHEET [13/26] FOR SECTION A-A.
 3. SEE SHEETS [14/26] AND [15/26] FOR FOOTING PLAN.
 4. SEE SHEET [6/26] FOR MINIMUM REBAR LAP LENGTHS.

ms consultants, inc. 2221 Schrock Road Columbus, Ohio 43229	DESIGN AGENCY
	DATE: SEP. 2020 REVIEWED: YSJ STRUCTURE FILE NUMBER: 5503427/5503397
DRAWN: KRM CHECKED: ELP	DESIGNED: DBL
SOUTHBOUND FORWARD ABUTMENT DETAILS BRIDGE NO. MIA-75-19.01L/R I-75 OVER RUSH CREEK	
MIA-75-19.01 PID No. 94676	
10 / 26	
102 / 118	

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- NOTES:**
- SEE SHEET 12/26 FOR VIEWS F-F AND G-G.
 - SEE SHEET 13/26 FOR SECTION A-A.
 - SEE SHEETS 14/26 AND 15/26 FOR FOOTING PLAN.
 - SEE SHEET 16/26 FOR MINIMUM REBAR LAP LENGTHS.



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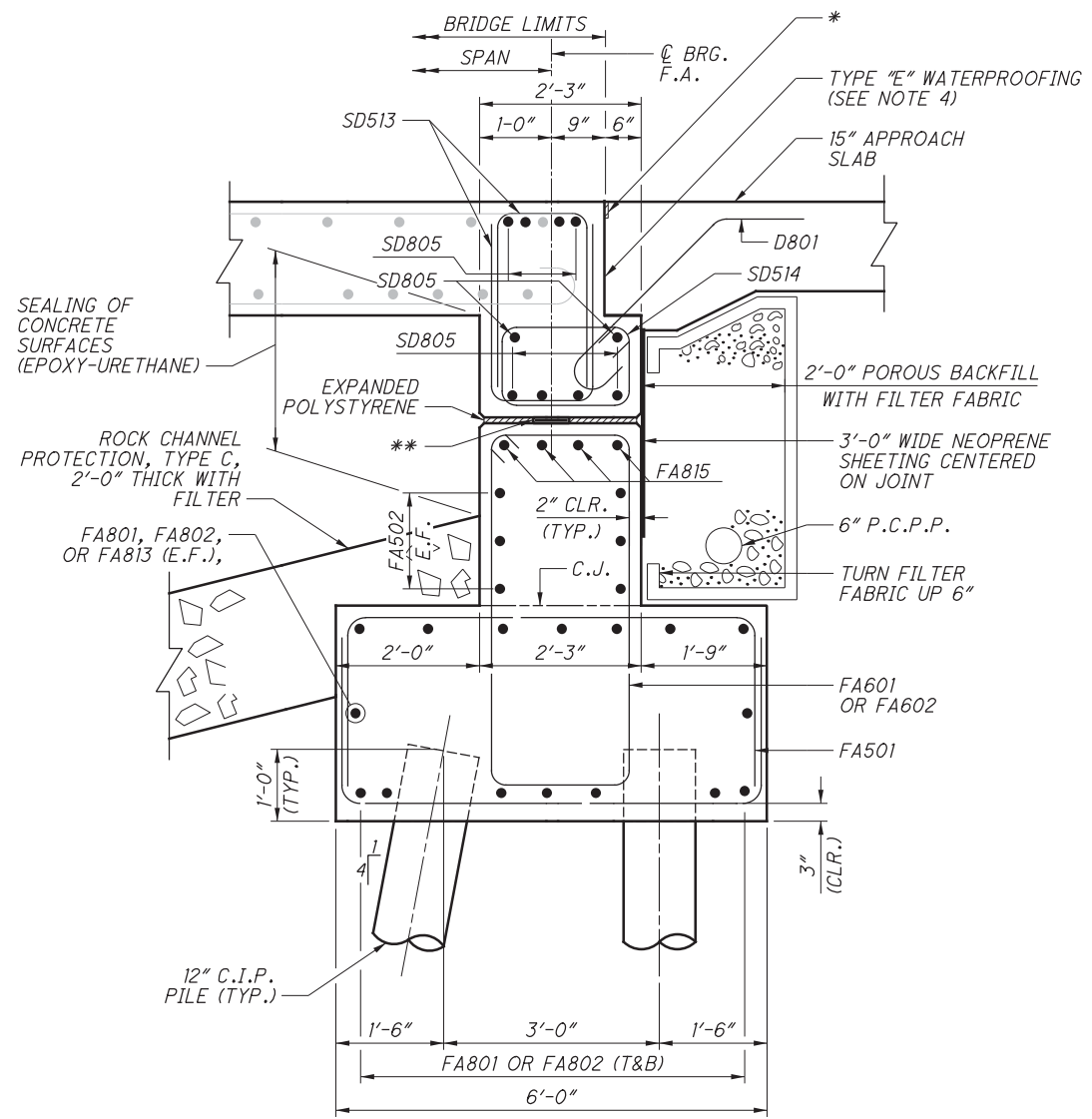
NORTHBOUND FORWARD ABUTMENT DETAILS
 BRIDGE NO. MIA-75-19.01L/R
 I-75 OVER RUSH CREEK

MIA-75-19.01
 PID No. 94676

11 / 26

103
 118

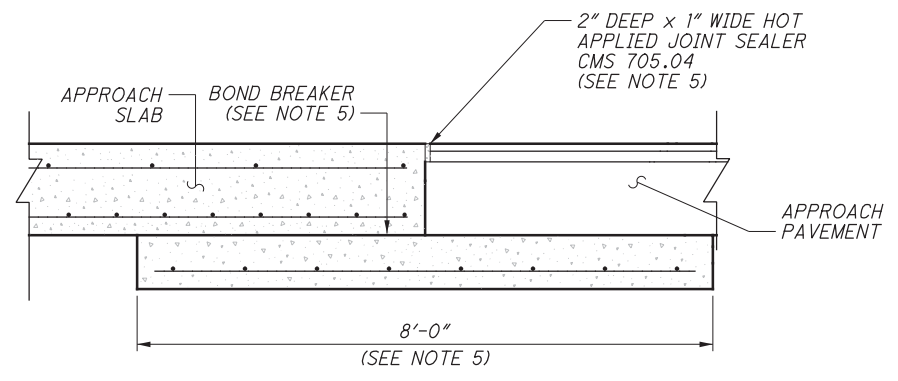
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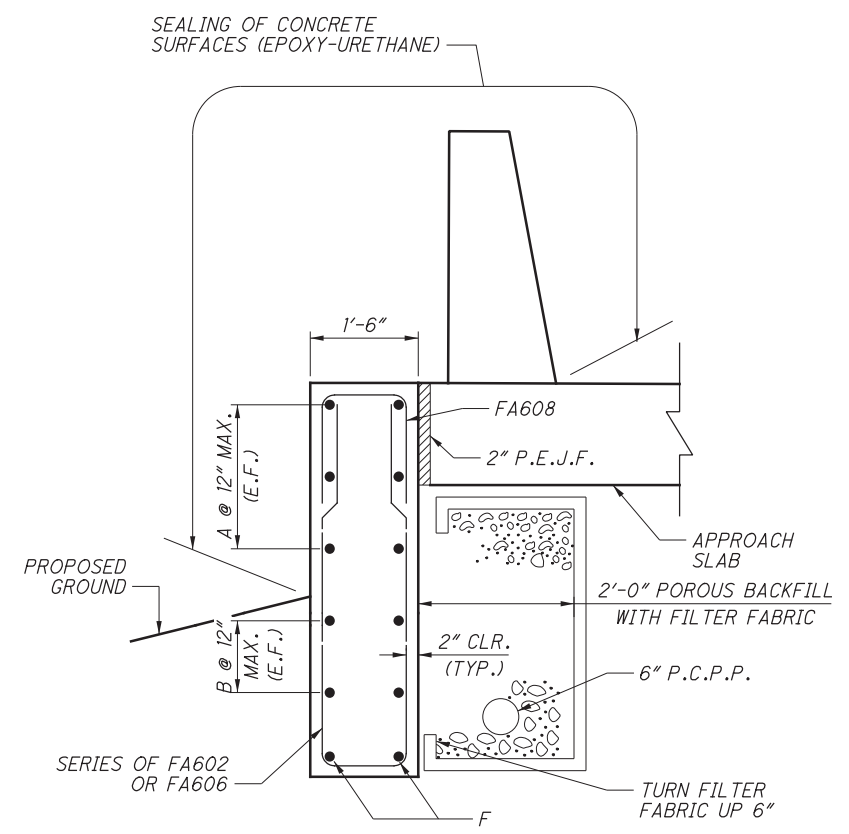
SECTION A-A

- * PREFORMED ELASTOMERIC COMPRESSION JOINT SEAL. 705.11 (1 1/4" WIDE FOR 1/2" WIDE GROOVE) PLACED IN 1/2" x 2 1/4" GROOVE. SEE NOTE 4.
- ** 1" x 5" x 24" ELASTOMERIC BEARING PADS PER CMS 711.23 (50 HARDNESS) FULL LENGTH OF BRIDGE SEAT.

BRIDGE SIDE/VIEW	SOUTHBOUND		NORTHBOUND	
	WINGWALL "D"	WINGWALL "E"	WINGWALL "F"	WINGWALL "G"
A	FA505	FA508	FA509	FA510
B	FA506 (SER.)	FA508	FA509	FA511 (SER.)
C	FA603	FA604	FA605	FA605
D	FA805	FA806	FA810	FA811
E	FA805	FA804	FA810	FA809
F	FA507	-	-	FA512



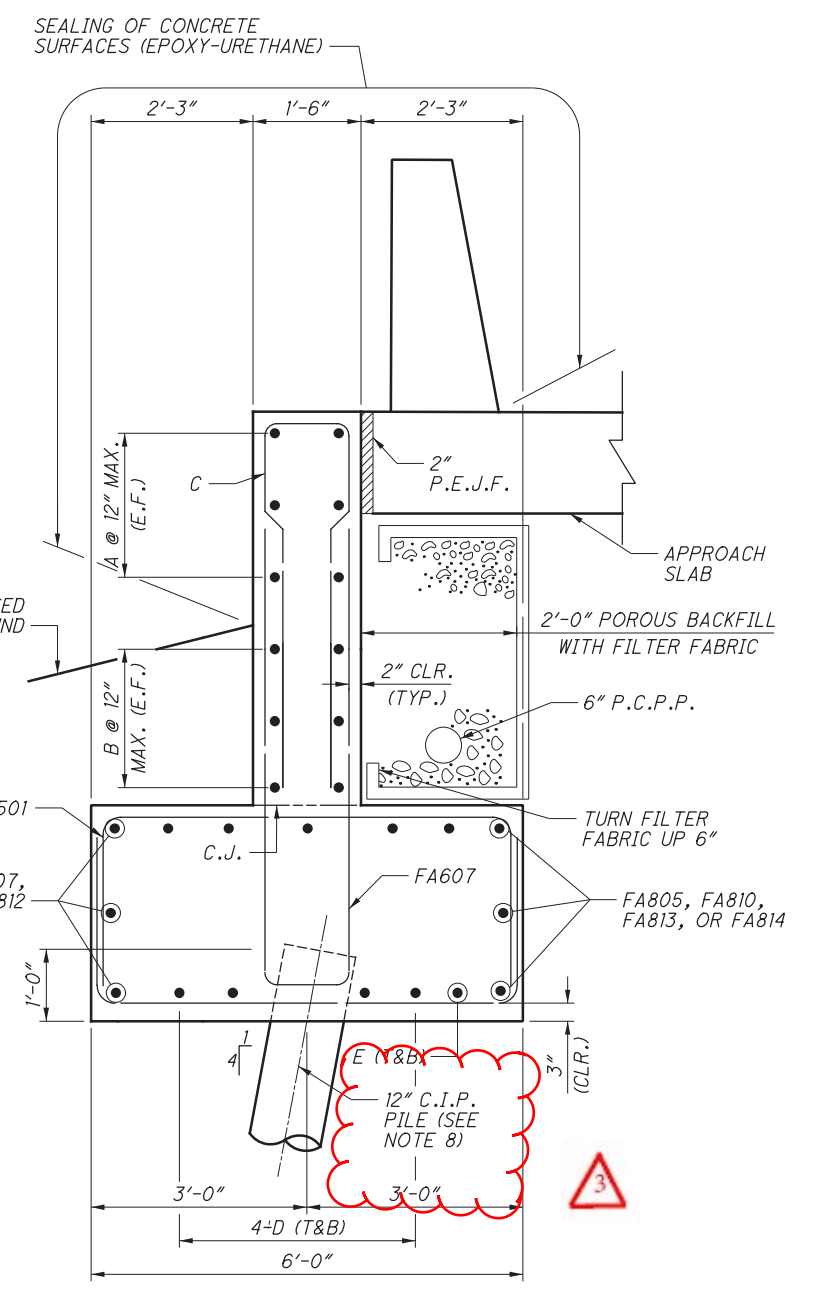
TYPE A INSTALLATION



SECTION C-C

LEGEND

- DECK SLAB REINFORCING
- FORWARD ABUTMENT AND WINGWALL REINFORCING



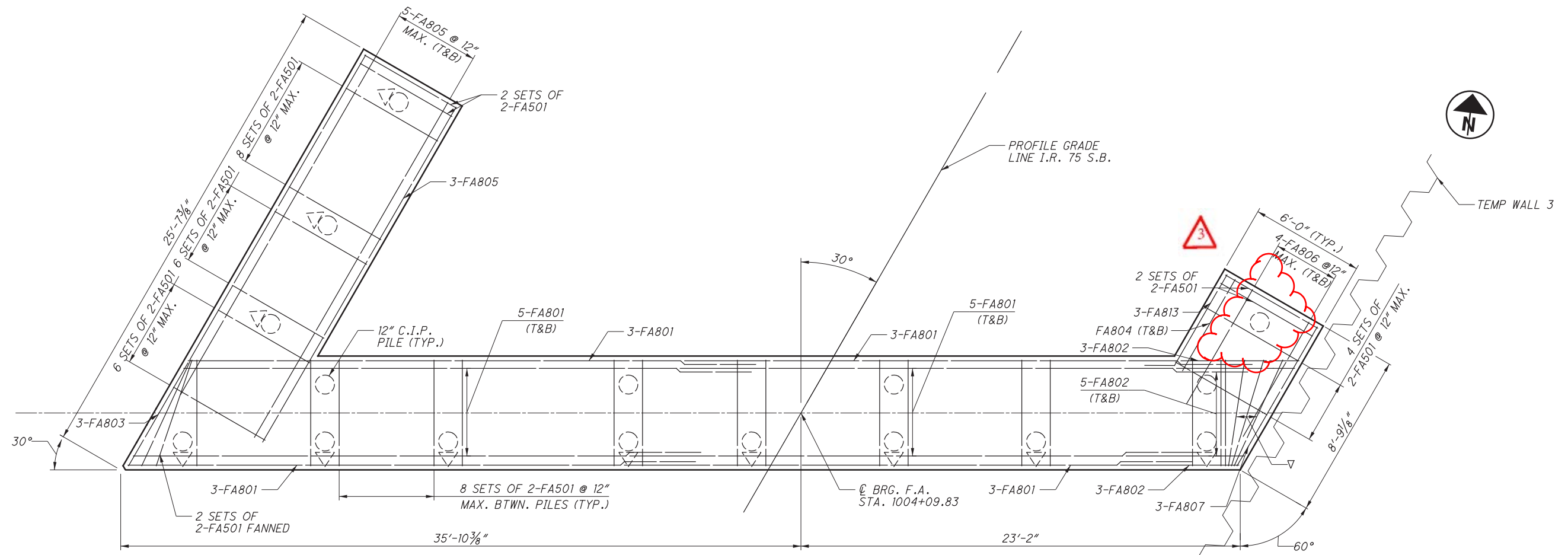
SECTION B-B

NOTES:

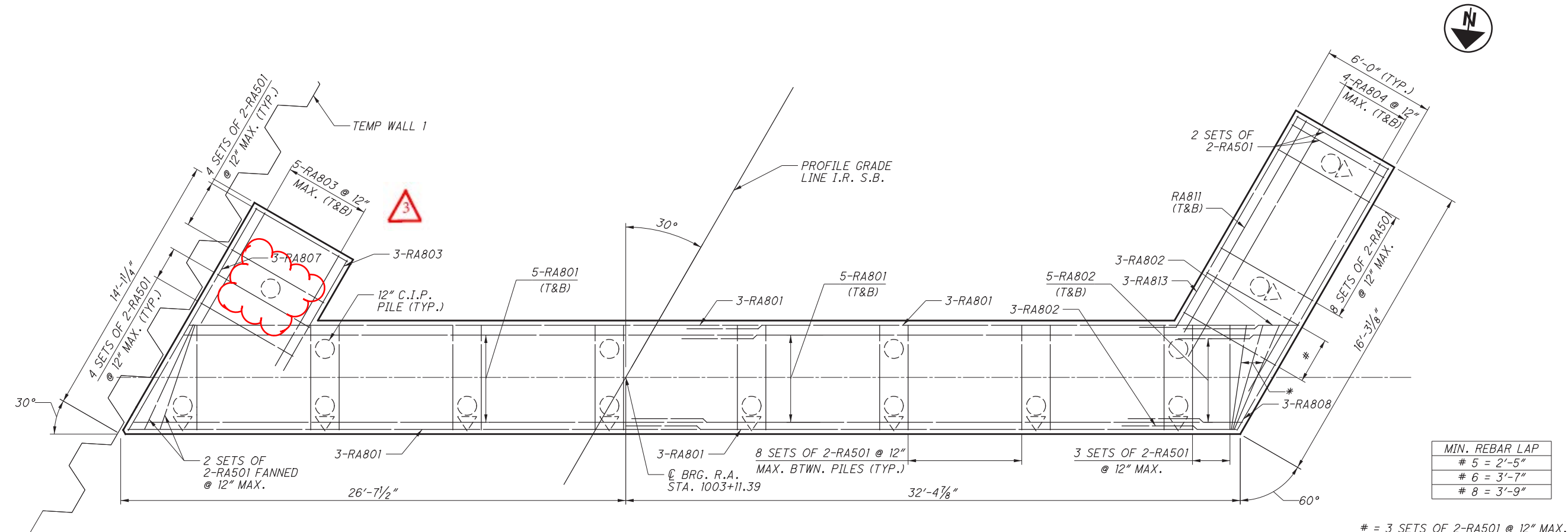
1. SEE SHEETS 10726 AND 11726 FOR LOCATION OF SECTION A-A.
2. SEE SHEET 12726 FOR LOCATION OF SECTIONS B-B AND C-C.
3. SEE SHEET 6726 FOR MINIMUM REBAR LAP LENGTHS.
4. NOTED ITEMS INCIDENTAL TO ITEM 526-REINFORCED CONCRETE APPROACH SLABS (T=15"), AS PER PLAN.
5. NOTED ITEMS INCIDENTAL TO ITEM 526-TYPE A INSTALLATION, AS PER PLAN.
6. SEE SHEETS 19726 THRU 21726 FOR DECK SLAB REINFORCING DETAILS.
7. FOR ADDITIONAL APPROACH SLAB INSTALLATION DETAILS, SEE STD. DWG AS-2-15.
8. FORWARD ABUTMENT WINGWALLS "E" AND "F" WILL HAVE VERTICAL PILES. SEE SHEETS 10726 AND 11726.



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FORWARD ABUTMENT



REAR ABUTMENT

MIN. REBAR LAP	
# 5	2'-5"
# 6	3'-7"
# 8	3'-9"

- # = 3 SETS OF 2-RA501 @ 12" MAX.
- * = 3 SETS OF 2-RA501 FANNED @ 12" MAX
- ∇ = 3 SETS OF 2-FA501 FANNED @ 12" MAX

DESIGN AGENCY
ms consultants, inc.
 2221 Schrock Road
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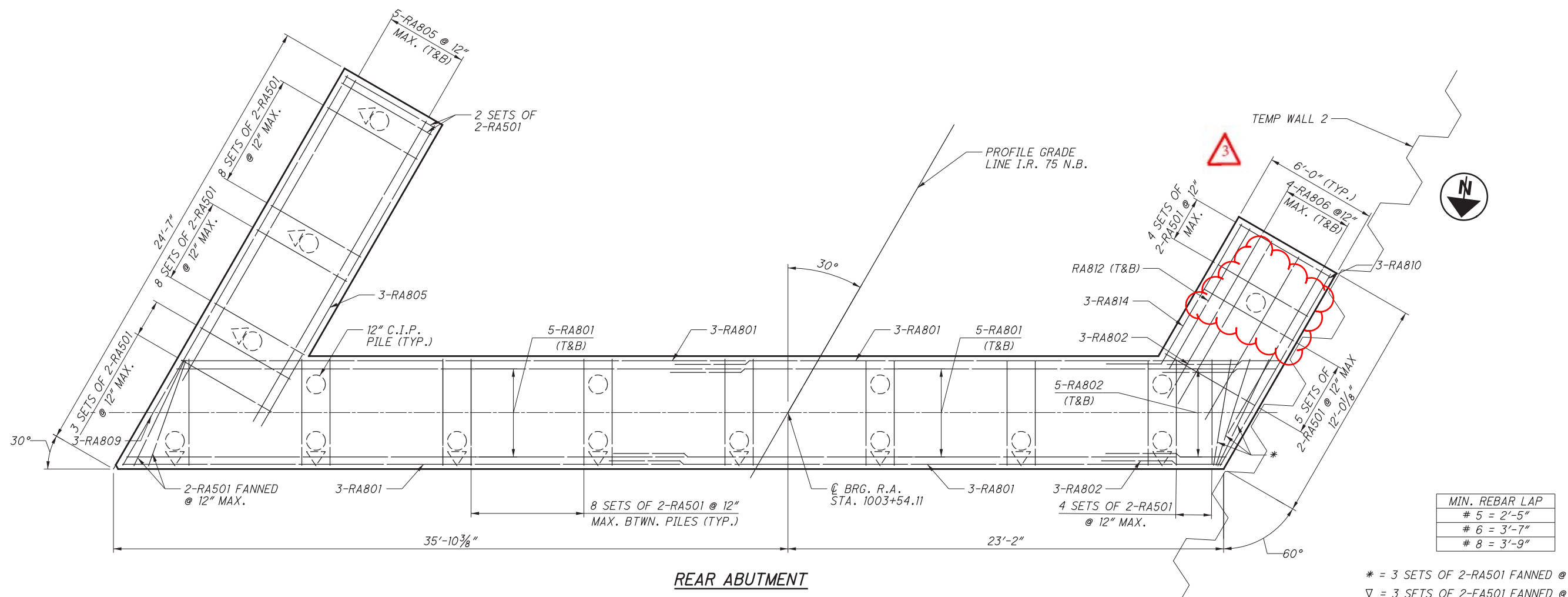
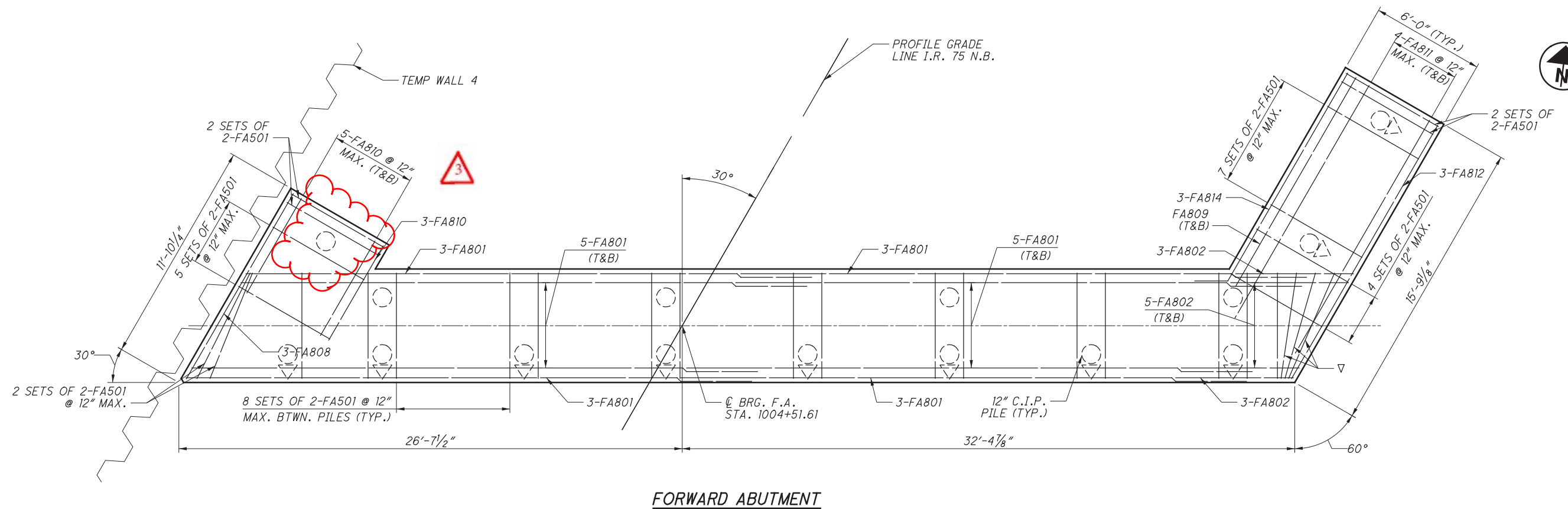
DATE
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 STRUCTURE FILE NUMBER
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 DBL
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 ELP

SOUTHBOUND FOOTING PLAN
 BRIDGE NO. MIA-75-19.01L/R
 I-75 OVER RUSH CREEK

MIA-75-19.01
PID No. 94676

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MIN. REBAR LAP	
# 5	= 2'-5"
# 6	= 3'-7"
# 8	= 3'-9"

* = 3 SETS OF 2-RA501 FANNED @ 12" MAX
 ▽ = 3 SETS OF 2-FA501 FANNED @ 12" MAX

DESIGN AGENCY
ms consultants, inc.
 2221 Schrock Road
 Columbus, Ohio 43229

DESIGNED: DBL
 CHECKED: ELP

DRAWN: ATM
 REVISED:

REVIEWED: YSJ
 DATE: SEP. 2020
 STRUCTURE FILE NUMBER: 5503427/5503397

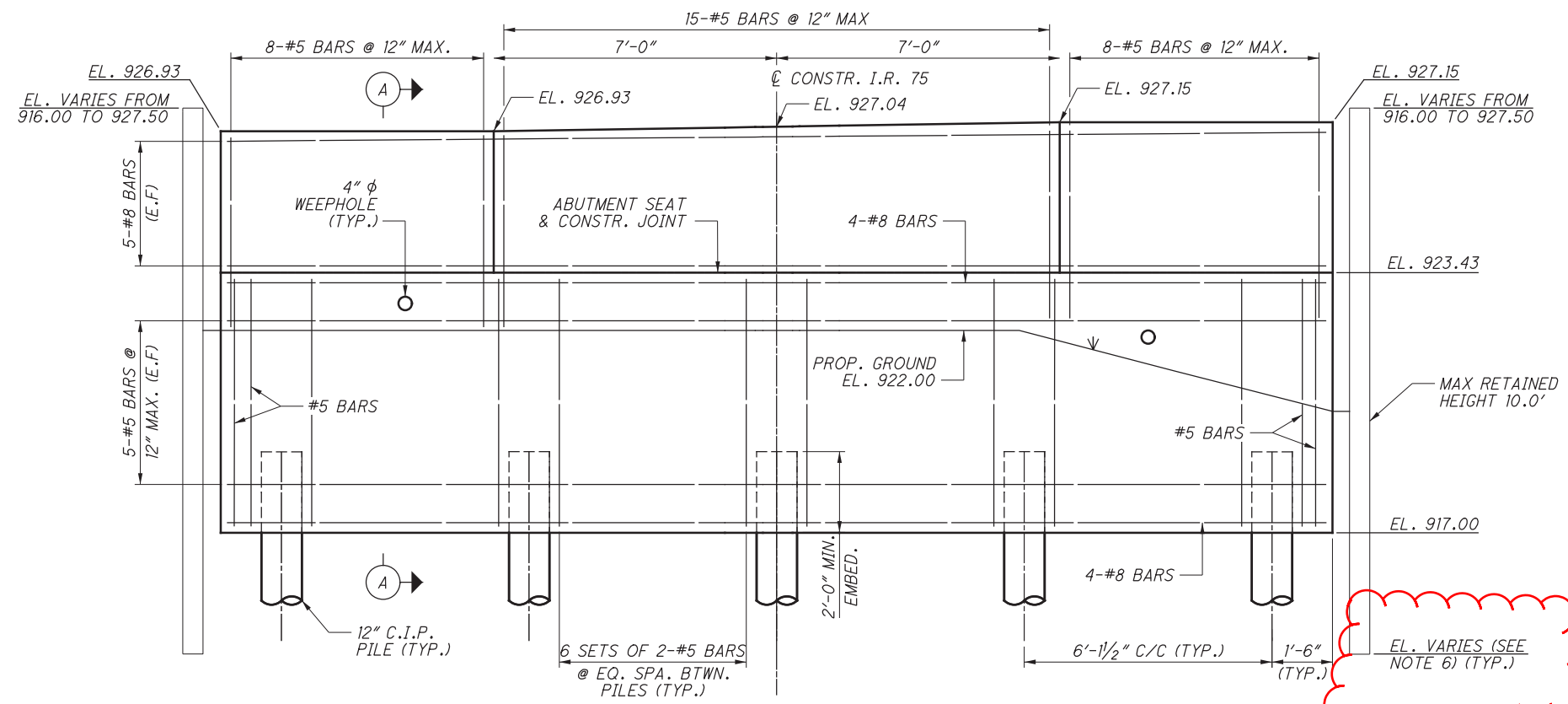
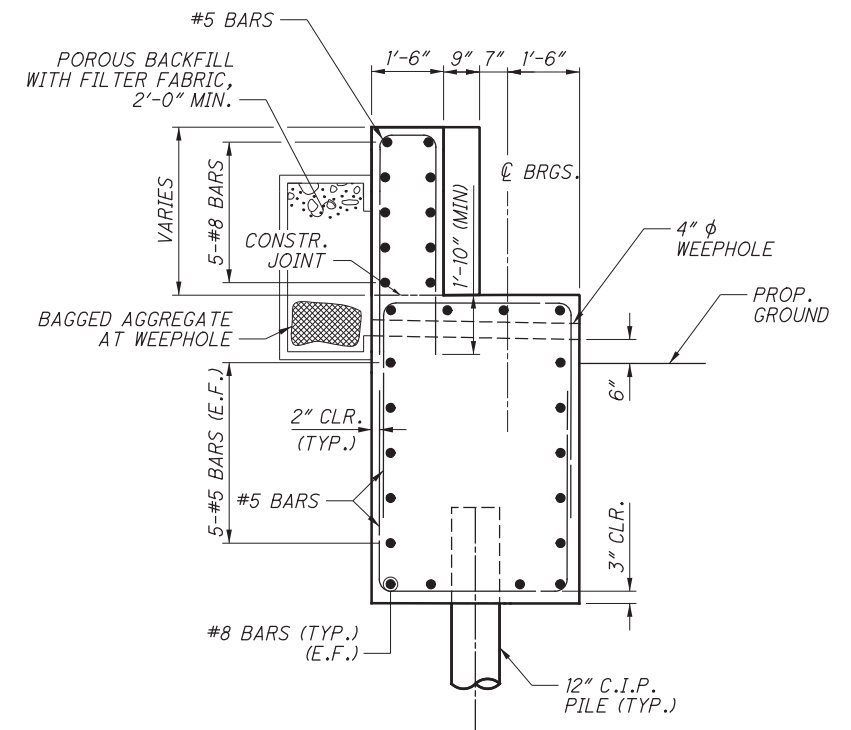
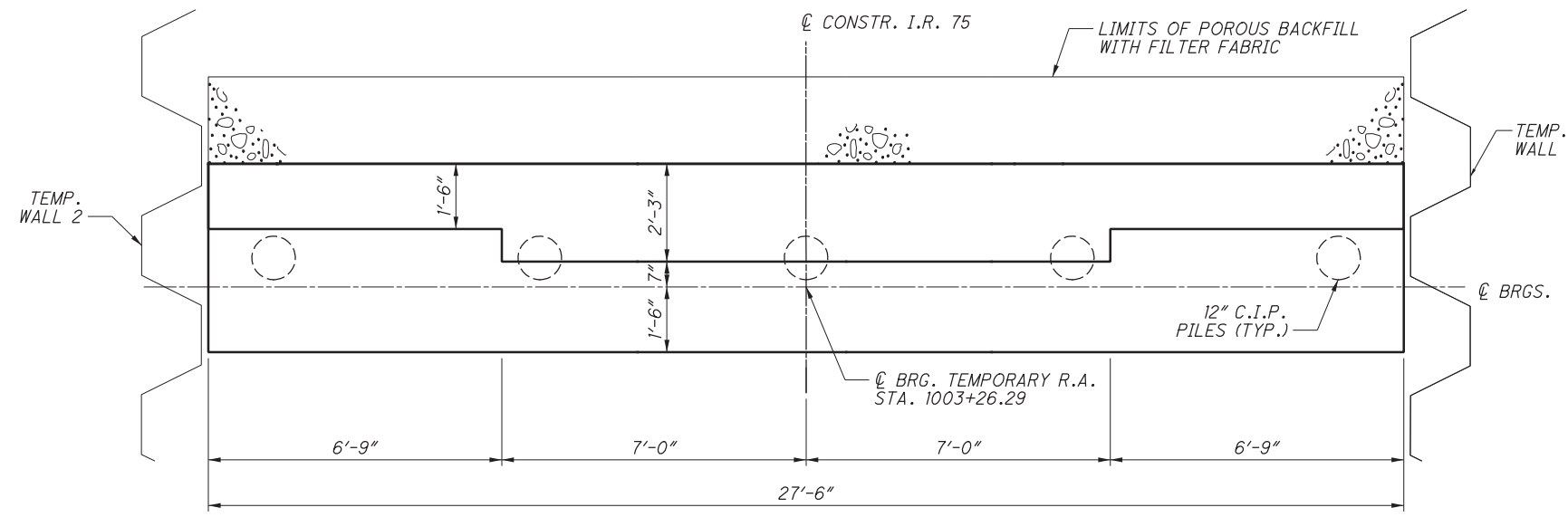
NORTHBOUND FOOTING PLAN
 BRIDGE NO. MIA-75-19.01L/R
 I-75 OVER RUSH CREEK

MIA-75-19.01
 PID No. 94676

15 / 26

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 118

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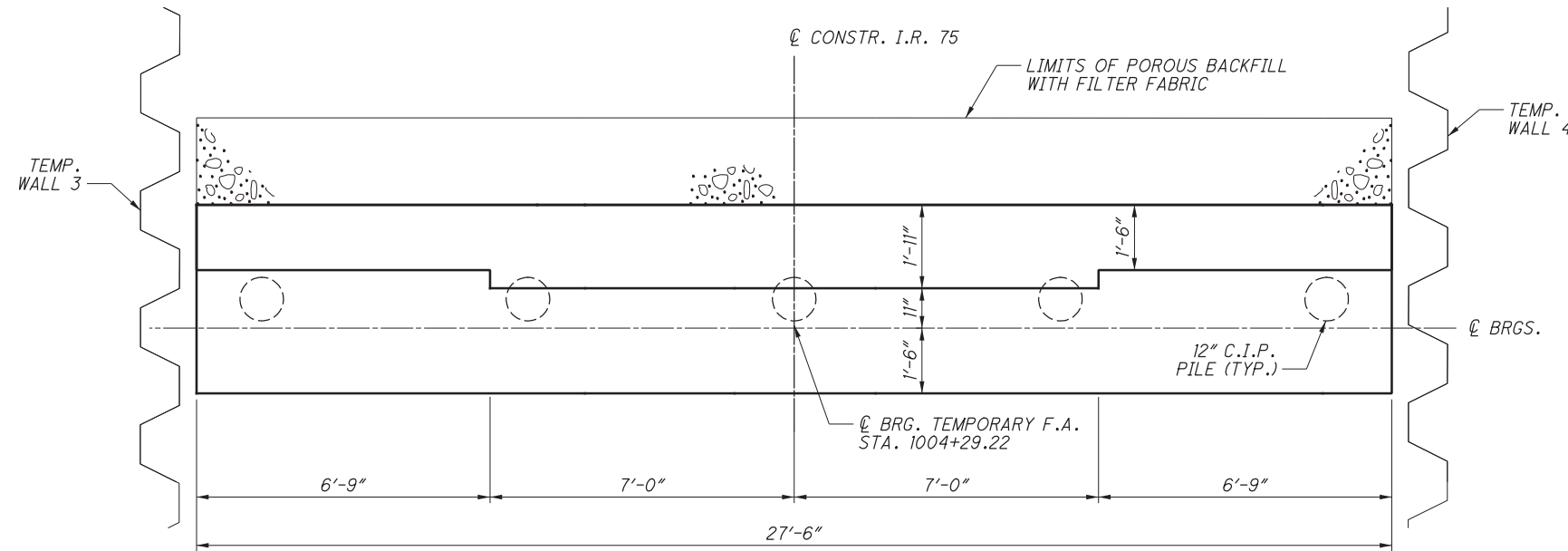


NOTES:

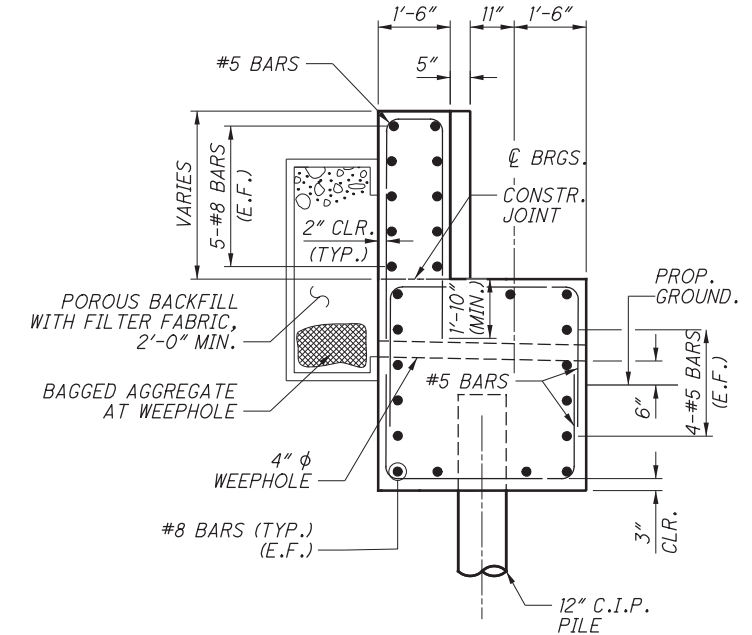
1. ALL LABOR AND MATERIALS TO PRODUCE TEMPORARY ABUTMENTS SHALL BE INCIDENTAL TO ITEM 502 - STRUCTURE FOR MAINTAINING TRAFFIC, AS PER PLAN.
2. ALL LABOR AND MATERIALS TO PRODUCE TEMPORARY SHORING WALLS SHALL BE INCIDENTAL TO ITEM 503 - COFFERDAMS AND EXCAVATION BRACING.
3. CONTRACTOR TO PREPARE INDEPENDENT TEMPORARY ABUTMENT DESIGN PER CMS 501.05 IF THE LOADS EXCEED THE DESIGN REACTION VALUES OF 3.64 K/FT DL OR 6.91 K/FT LL.
4. SEE SHEET 6726 FOR MINIMUM REBAR LAP LENGTHS.
5. THE CONTRACTOR SHALL WORK WITH THE TEMPORARY BRIDGE SUPPLIER TO CONFIRM AND UPDATE THE ABUTMENT DIMENSIONS ACCORDINGLY.
6. FOR BOTTOM OF TEMPORARY WALL ELEVATIONS, SEE DESIGN NOTE ON SHEET 6726.



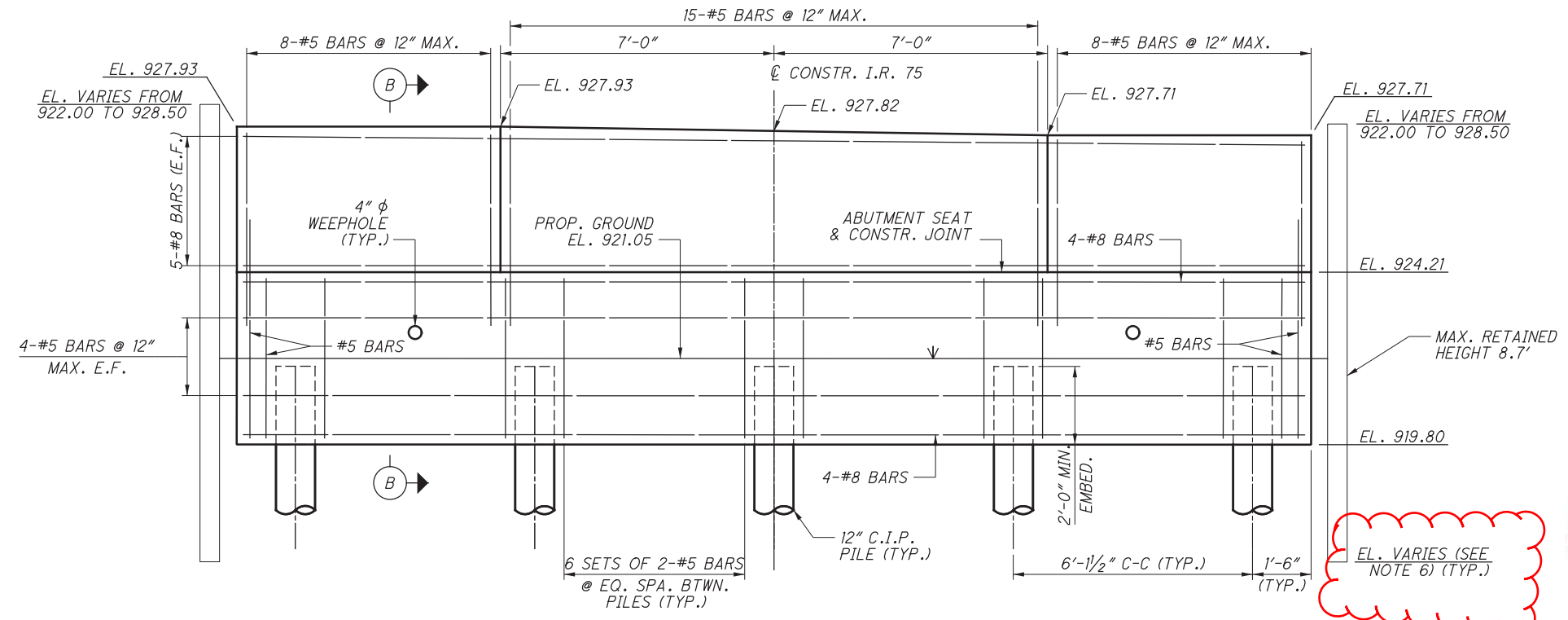
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PLAN



SECTION B-B



ELEVATION

NOTES:

1. ALL LABOR AND MATERIALS TO PRODUCE TEMPORARY ABUTMENTS SHALL BE INCIDENTAL TO ITEM 502 - STRUCTURE FOR MAINTAINING TRAFFIC, AS PER PLAN.
2. ALL LABOR AND MATERIALS TO PRODUCE TEMPORARY SHORING WALLS SHALL BE INCIDENTAL TO ITEM 503 - COFFERDAMS AND EXCAVATION BRACING.
3. CONTRACTOR TO PREPARE INDEPENDENT TEMPORARY ABUTMENT DESIGN PER CMS 501.05 IF THE LOADS EXCEED THE DESIGN REACTION VALUES OF 3.64 K/FT DL OR 6.91 K/FT LL.
4. SEE SHEET 6/26 FOR MINIMUM REBAR LAP LENGTHS.
5. THE CONTRACTOR SHALL WORK WITH THE TEMPORARY BRIDGE SUPPLIER TO CONFIRM AND UPDATE THE ABUTMENT DIMENSIONS ACCORDINGLY.
6. FOR BOTTOM OF TEMPORARY WALL ELEVATIONS, SEE DESIGN NOTE ON SHEET 5/26.

EL. VARIES (SEE NOTE 6) (TYP.)



DESIGN AGENCY ms consultants, inc. 2221 Schrock Road Columbus, Ohio 43229	
DESIGNED DBL	CHECKED ELP
DRAWN DBL	REVISER
REVIEWED YSJ	DATE SEP. 2020
STRUCTURE FILE NUMBER 5503427/5503397	
BRIDGE NO. MIA-75-19.01L/R I-75 OVER RUSH CREEK	
TEMPORARY FORWARD ABUTMENT DETAILS	
MIA-75-19.01 PID No. 94676	
17/26	
109 118	