

**GRADING AND EROSION CONTROL:**

AREAS DISTURBED BY GUARDRAIL ACTIVITIES AND AREAS WHERE EMBANKMENT HAVE BEEN PLACED SHALL BE REPAIRED WITH THE FOLLOWING QUANTITIES, AS DIRECTED BY THE ENGINEER. THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN PROVIDED:

ITEM	QUANTITY	UNIT	DESCRIPTION
659	622	CU YD	TOPSOIL
659	5,550	SQ YD	SEEDING AND MULCHING
659	278	SQ YD	REPAIR SEEDING AND MULCHING
659	278	SQ YD	INTER-SEEDING
659	0.75	TON	COMMERCIAL FERTILIZER
659	1.15	ACRE	LIME
659	30	M.GAL	WATER

**MANHOLES AND OTHER CASTING STRUCTURES:**

THE CASTING TOPS OF MANHOLES, VALVE BOXES, AND OTHER STRUCTURES OWNED BY PUBLIC SERVICE CORPORATIONS MAY BE ADJUSTED TO GRADE BY THEIR RESPECTIVE OWNERS OR GIVE AUTHORIZATION TO ODOT TO ADJUST AS PART OF THIS CONTRACT. THIS WORK NEEDS TO BE COMPLETED PRIOR TO THE CONSTRUCTION OF THE SURFACE COURSE. THE CONTRACTOR SHALL NOTIFY SUCH PUBLIC SERVICE CORPORATIONS A MINIMUM OF 7 CALENDAR DAYS IN ADVANCE OF WORK OPERATIONS SO THAT WORK MAY BE PROPERLY SCHEDULED.

THE CASTING TOPS OF MANHOLES, VALVE BOXES, AND OTHER STRUCTURES REQUIRING ADJUSTMENT THAT ARE OWNED BY PRIVATE UTILITIES NEED TO BE ADJUSTED TO GRADE BY THEIR RESPECTIVE OWNERS. THE ODOT CONTRACTOR SHALL NOTIFY THE PRIVATE OWNER A MINIMUM OF 7 CALENDAR DAYS IN ADVANCE OF WORK OPERATIONS SO THE WORK MAY BE PROPERLY SCHEDULED.

IF ADJUSTMENTS HAVE NOT BEEN COMPLETED 14 CALENDAR DAYS AFTER NOTIFICATION, THE ODOT CONTRACTOR WILL NOTIFY THE ODOT PROJECT ENGINEER AND PROVIDE SPECIFIC STATION LOCATIONS AND OWNER INFORMATION. THE ODOT PROJECT ENGINEER WILL WORK WITH THE DISTRICT UTILITY COORDINATOR TO ISSUE AND OBSTRUCTION REMOVAL NOTICE WITHIN 5 DAYS OF RECEIPT WHICH WILL INFORM THE PRIVATE UTILITY TO ADJUST THE STRUCTURES AS NECESSARY OR ODOT WILL AUTHORIZE THE ODOT CONTRACTOR TO ADJUST AS NEEDED AND BILL THE OWNER OF THE FACILITY FOR THE ADJUSTMENT TO THE STRUCTURE.

SHOULD THE CONTRACTOR FAIL TO NOTIFY PUBLIC SERVICE CORPORATIONS OR PRIVATE UTILITIES OF EXISTING MANHOLES, VALVE BOXES, AND OTHER STRUCTURES THAT REQUIRE ADJUSTMENTS TO GRADE, AND COVER THESE WITH THE PROPOSED ASPHALT TREATMENT, THE CONTRACTOR WILL BE REQUIRED TO UNCOVER THE MANHOLES, VALVE BOXES, AND OTHER STRUCTURES AT THEIR OWN EXPENSE SO THAT THE NECESSARY ADJUSTMENTS CAN BE MADE. THE METHOD OF REMOVAL AND REPAIR OF THE ASPHALT SHALL MEET ALL REQUIREMENTS OF THE ODOT ENGINEER AND SHALL BE AT THE CONTRACTORS EXPENSE.

THESE ITEMS PROVIDED BELOW ARE CONTINGENCY QUANTITIES TO BE USED AS DIRECTED BY THE PROJECT ENGINEER AT VARIOUS LOCATIONS. THESE ITEMS SHALL INCLUDE THE COST OF ALL MATERIAL, LABOR, EQUIPMENT, AND HARDWARE NECESSARY TO ADJUST CASTINGS TO GRADE TO THE PROPOSED ASPHALT ELEVATION AS DIRECTED. THE FOLLOWING QUANTITIES HAS BEEN PROVIDED AND THE TOTAL HAS BEEN CARRIED TO THE GENERAL SUMMARY.

ITEM 611 - CATCH BASIN ADJUSTED TO GRADE = 1 EACH

**ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE), AS PER PLAN:**

ALL AREAS TO BE REPAIRED SHALL BE LOCATED BY THE ENGINEER AND THE WORK PERFORMED PRIOR TO THE PLACEMENT OF THE SURFACE COURSE. THE REPAIR AREAS SHALL BE OF VARYING LENGTH AND HAVE A MINIMUM WIDTH OF 2 FEET AND SHALL CONSIST OF REMOVING 3" OF PAVEMENT AND PLACING 3" OF ITEM 301 - ASPHALT CONCRETE BASE, PG64-22. PARTIAL DEPTH PAVEMENT REPAIRS SHALL BE STARTED AND COMPLETED IN THE SAME WORKING DAY.

IN ADDITION TO THE SPECIFIC LOCATIONS GIVEN ON SHEET 12/30, THE FOLLOWING CONTINGENCY QUANTITY HAS BEEN PROVIDED AND THE TOTAL HAS BEEN CARRIED TO THE GENERAL SUMMARY.  
ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR, AS PER PLAN = 270 SY

**ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE**

THE CONTRACTOR SHALL BE TOTALLY RESPONSIBLE FOR ANY AND ALL DAMAGE TO THE CONTRACTORS EQUIPMENT THAT MAY RESULT FROM THE PLANING OPERATION, INCLUDING DAMAGE CAUSED BY CASTINGS AND LOOP DETECTORS. THE DEPTH OF PLANING CLOSE TO THE CASTINGS SHALL BE AS DIRECTED; TO ACHIEVE A SMOOTH RIDING FINISHED PAVEMENT. GREAT CARE SHALL BE TAKEN TO PREVENT THE REMOVAL OF THE EXISTING PAVEMENT CROSS SLOPE (CROWN) DURING THE PLANING OPERATIONS.

THE CONTRACTOR SHALL LIMIT THE PLANING OPERATION TO ONE LANE AT A TIME AS TO ENSURE THAT THE PROPOSED SURFACE COURSE IS BUTTING UP TO EITHER PROPOSED OR EXISTING ASPHALT.

ALL PLANED PAVEMENT SHALL BE PLANED TO A DEPTH OF 1 1/2 INCHES AND RESURFACED WITH 1 1/2 INCHES OF THE ASPHALT CONCRETE SURFACE COURSE WITHIN THE SAME WORK PERIOD. FAILURE TO MEET THIS REQUIREMENT WILL SUBJECT THE CONTRACTOR TO A DISINCENTIVE OF \$900/DAY FOR EACH DAY THE PLANED SURFACE IS NOT RESURFACED.

**ANTI-SEGREGATION EQUIPMENT:**

PROVIDE ANTI-SEGREGATION EQUIPMENT FOR ALL COURSES OF UNIFORM THICKNESS IN ACCORDANCE WITH CMS 401.12.

**ITEM 442 - ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A, (446), AS PER PLAN:**

ITEM 442 SHALL REQUIRE A PG76-22M BINDER WHEN PLACED ON RAMPS.

**ITEM 617 - WATER:**

THIS ITEM IS A CONTINGENCY QUANTITY AND SHALL BE USED WHERE AND AS DIRECTED BY THE ENGINEER.

THE FOLLOWING QUANTITY HAS BEEN PROVIDED AND THE TOTAL HAS BEEN CARRIED TO THE GENERAL SUMMARY.  
ITEM 617 - WATER = 2 MGAL

**ITEM 644 - PAVEMENT MARKING:**

WITH THE EXCEPTION OF THE PROPOSED PASSING ZONES, IT IS THE INTENT OF THE PROPOSED PAVEMENT MARKINGS TO BE THE SAME AS EXISTING. ANY DEVIATION FROM EXISTING WILL BE IDENTIFIED WITHIN THIS PLAN. IT IS THE CONTRACTOR'S RESPONSIBILITY TO VERIFY THE LOCATION, SIZE AND SHAPE OF THESE EXISTING PAVEMENT MARKINGS BEFORE THE SURFACE PREP OBLITERATES THEM. ANY PAVEMENT MARKING WHICH IS PLACED AT THE WRONG LOCATION SHALL BE REMOVED AND REPLACED AT THE CONTRACTORS EXPENSE.:

LOC	COUNTY	ROUTE	EDGE LINE	LANE LINE
			WIDTH	WIDTH
1	FAY	35	6"	6"
2	FAY	35	6"	6"

**ITEM 632 - SIGNALIZATION, MISC.; RWIS SENSOR, VX21-2:**

THIS ITEM SHALL CONSIST OF FURNISHING AND INSTALLING A NEW AND COMPLETE RWIS SENSOR MEETING THE REQUIREMENTS AS DESCRIBED BELOW.

THE PROPOSED SENSOR UNIT SHALL BE M.H. CORBIN, INC., TYPE VX21 (SAME AS EXISTING). INSTALLATION SHALL BE AT THE LOCATIONS SPECIFIED IN THE PLANS, IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS AND MANUFACTURER'S INSTALLATION GUIDELINES. THE REMOVAL AND DISPOSAL OF THE EXISTING SENSOR SHALL BE INCIDENTAL TO THE COST OF THIS ITEM.

THE CONTRACTOR WILL CONTACT THE SENSOR MANUFACTURER'S REPRESENTATIVE, WHO WILL BE PRESENT WHILE THE PROPOSED SENSOR IS BEING INSTALLED.

SENSOR MANUFACTURER'S REPRESENTATIVE  
M.H. CORBIN, INC.  
9042 HERITAGE DRIVE  
PLAIN CITY, OH 43064  
PHONE: 614-592-7430

THE EXISTING SENSOR WILL BE REMOVED WITH THE PLANING OPERATION. THE SENSOR IS LOCATED ON US-35 AT THE FOLLOWING APPROXIMATE LOCATIONS:  
**FAY-35-14.19, AT US-62, EAST BOUND DRIVING LANE**

THE PROPOSED CANISTER WILL BE INSTALLED AFTER THE FINAL SURFACE COURSE USING THE PROPER CANISTER INSTALLATION TOOLS PER THE MANUFACTURERS' INSTRUCTIONS AND MANUFACTURER'S INSTALLATION GUIDELINES. IT IS THE INTENT FOR THE PROPOSED SENSOR TO BE PLACED AT THE SAME LOCATION AS THE EXISTING UNLESS OTHERWISE SPECIFIED BY THE MANUFACTURER'S REPRESENTATIVE.

THE ODOT DISTRICT 6 HIGHWAY MANAGEMENT [DAN WISE, /40-833-8023] SHALL BE NOTIFIED WHEN THE SENSOR IS REMOVED FROM THE PAVEMENT AND WHEN THE PROPOSED INSTALLATION IS COMPLETE. THE DISTRICT WILL MONITOR THE SENSORS PERFORMANCE FOR A MINIMUM OF FIVE WORKING DAYS TO VERIFY PROPER OPERATION. IF THE SENSORS DO NOT PERFORM PROPERLY WITHIN THIS TEST PERIOD, THE CONTRACTOR SHALL VERIFY THAT THE INSTALLATION IS CORRECT. IF A SENSOR FAILS AFTER IT IS REMOVED FROM THE PAVEMENT, THE CONTRACTOR SHALL REPLACE THE FAILED SENSOR WITH A NEW WIRELESS PAVEMENT/TRAFFIC SENSOR, MODEL VX21-2.

PAYMENT FOR THE ABOVE WORK SHALL BE MADE AT THE UNIT PRICE BID OF ITEM 632 - RWIS SENSOR, VX21-2, EACH, AND SHALL INCLUDE ALL LABOR, TOOLS, EQUIPMENT AND MATERIALS NECESSARY TO REMOVE AND INSTALL A COMPLETE AND FUNCTIONING RWIS SENSOR, VX21-2.

THE FOLLOWING QUANTITY HAS BEEN PROVIDED AND CARRIED TO THE GENERAL SUMMARY:

ITEM 632- SIGNALIZATION. MISC.; RWIS SENSOR, VX21-2 = 1 EACH

**ITEM 623 - CONSTRUCTION LAYOUT STAKES AND SURVEYING, AS PER PLAN:**

THE ITEM SHALL CONSIST OF STATION USING 3 FT LATH STAKES OR PAINT MARKINGS. THE STAKES OR PAINT MARKINGS SHALL BE SPACED EVERY 200' FOR THE ENTIRE LENGTH. PLACEMENT OF THE STAKES OR PAINT MARKINGS SHALL BE AS DIRECTED BY THE ENGINEER. THE CONTRACTOR IS RESPONSIBLE FOR REPLACING ANY DAMAGED, MISSING STAKES, OR PAINT MARKINGS. PAINT MARKINGS SHALL BE PLACED ON CURBS AND USED IN AREAS WERE THE PLACEMENT OF STAKES IS NOT POSSIBLE AND APPROVED BY THE PROJECT ENGINEER. THIS ITEM HAS ALSO BEEN PROVIDED FOR THE CONTRACTOR TO MONITOR AND VERIFY ALL OVERHEAD CLEARANCE HEIGHT AT OVERHEAD STRUCTURES HAVE BEEN MAINTAINED.

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GENERAL NOTES

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