

Airway / Highway Clearance For Airports And Heliports

This project has been identified as being within the influence area of a public use airport or heliport. No temporary structures or construction equipment at maximum operating height shall exceed a height of 25 ft. If any temporary structures or construction equipment will exceed this height, further coordination with the Federal Aviation Administration (FAA), and the ODOT Office of Aviation, will be necessary prior to erecting such temporary structures or operating such equipment on the project. the contractor will be required to file a new FAA Form 7460-1, advising the FAA that aeronautical study numbers:

FAA Filing 2020-AGL-21893-OE (NPF) – Concord Airpark
FAA Filing 2020-AGL-21894-OE (NPF) – Concord Airpark
FAA Filing 2020-AGL-21895-OE (NPF) – Concord Airpark

are being resubmitted and that an alteration to the original submission is requested.

Notify the ODOT Office of Aviation when resubmitting FAA Form 7460-1. No temporary structures or construction equipment shall exceed the permissible height, until a copy of the FAA Approval and the ODOT Office of Aviation permit has been furnished to the Project Engineer.

FAA approval may take up to 45 days. All submissions shall be directed to these offices:

Federal Aviation Administration Ohio Department of Transportation
Southwest Regional Office Office of Aviation
Obstruction Evaluation Group 2829 West Dublin-Granville Road
10101 Hillwood Parkway Columbus, Ohio 43235
Fort Worth, TX 76177
FAX: (817) 222-5920
http://ceaaa.faa.go

Roadway and Erosion Control

Item 209 – Linear Grading, As Per Plan

This item of work shall consist of grading along the outside edge of the paved shoulder to back up the safety edge, eliminate high spots, fill in low areas and provide positive sheet flow off the pavement and shoulder into roadside ditches or drainage structures. This item is not intended to be used to excavate a uniform depth to place Item 617 – Compacted Aggregate, As Per Plan.

Any excess debris collected shall be removed and disposed of as specified in section 105.16 & 105.17 of the CMS.

A contingency quantity of Item 617 – Compacted Aggregate, As Per Plan, has been provided to be used as directed by the Engineer to fill in any remaining low areas after Item 209 – Linear Grading, As Per Plan, has been completed.

Payment for the above work shall be made at the unit bid price for Item 209 – Linear Grading, As Per Plan and shall include all labor, tools, equipment and materials necessary to perform this item of work.

For estimated quantities, see Pavement Sub-Summary Sheets.

Drainage

Review of Drainage Facilities

Before any work is started on the project and again before final acceptance by the State, representatives of the State and the Contractor, along with local representatives, shall make an inspection of all existing sewers which are to remain in service and which may be affected by the work. The condition of the existing conduits and their appurtenances shall be determined from field observations. Records of the inspection shall be kept in writing by the State.

All new conduits, inlets, catch basins and manholes constructed as part of the project shall be free of all foreign matter and in a clean condition before the project will be accepted by the State.

All existing sewers inspected initially by the above mentioned parties shall be maintained and left in a condition reasonably comparable to that determined by the original inspection. Any change in the condition resulting from the Contractor's operations shall be corrected by the Contractor to the satisfaction of the Engineer.

Payment for all operations described above shall be included in the contract price for the pertinent 611 drainage items.

Castings Adjusted to Grade, As Per Plan

All castings shall be adjusted to the finished roadway elevation by the Contractor. The time between adjusting the castings and resurfacing shall be kept to an absolute minimum. No adjusting rings shall be permitted. When performing this work, the pavement shall be sawcut prior to removal and hook bolts shall be used where practical to connect existing pavement to new concrete.

The following estimated quantity has been carried to the General Summary for use As Directed By The Engineer:

- Item 611 – Catch Basin Adjusted to Grade, As Per Plan..... **2 Each**
- Item 623 – Monument Box Adjusted to Grade, As Per Plan..... **4 Each**
- Item 638 – Valve Box Adjusted to Grade, As Per Plan..... **2 Each**

Item Special – Miscellaneous Metal

Existing castings may prove to be unsuitable for reuse, as determined by the Engineer . It shall be the contractor's responsibility to provide the castings of the required type, size, and strength (heavy duty) for the particular structure in question. All materials must meet item 611 of the CMS and shall have the prior approval of the Engineer .

The contractor is cautioned to use extreme care in the removal, storage, and replacement of all existing castings. Castings damaged by the negligence of the contractor, as determined by the Engineer, shall be replaced with the proper new castings at the expense of the contractor.

The contractor shall not order materials until authorized by the Engineer, and if none are needed, the item shall be non-performed.

The following estimated quantity has been carried to the General Summary for use As Directed by the Engineer:

- Item Special – Miscellaneous Metal **500 lbs**

Pavement

Profile and Alignment

Place the proposed pavement to follow the alignment of the existing pavement. Place the proposed asphalt concrete as shown on the typical sections.

Planed Surfaces

The duration of time between milling and placement of the surface course shall be no longer than fourteen (14) days. The time limit shall begin on the first day of planing, and shall continue based on calendar days, minus any bad weather days, until completion of the asphalt concrete surface course. Failure to meet this time constraint shall result in the assessment of liquidated damages per CMS 108.07.

Asphalt Concrete Surface Course Sealing Requirements

In addition to the gutter sealing requirements specified on SCD BP-3.1 and in CMS 401.15, after completion of the surface course, the Contractor shall use a certified 702.01 PG binder to seal the following locations:

- All castings, including but not limited to: monuments, manholes, water valves, catch basins, curb inlets.
- Butt joints and feather joints including bridge approaches.
- Forward joint for driveway asphalt and trailing joint when butting to existing asphalt drive.
- Perimeter of all pavement repairs or other asphalt inlays when pavement repairs/inlays are not overlaid with an asphalt concrete surface course.
- All cold longitudinal joints between paved shoulders and guardrail asphalt.

The width of the sealer shall be 2 to 3 inches.

Any additional costs associated with the work identified in this note shall be included in the appropriate asphalt concrete surface course item of work.

Item 617 – Compacted Aggregate, As Per Plan

This item is a contingency that shall be used as directed by the Engineer to fill any remaining low areas after Item 209 – Linear Grading, As Per Plan, has been completed. Material shall be limited to reclaimed asphalt concrete pavement.

The actual depth used will vary depending upon existing conditions. For estimating purposes, an average depth of three-quarter inch (0.75") at two foot width will be used. Water, if needed, shall be applied as per 617.05 and included for payment under Item 617 – Compacted Aggregate, As Per Plan.

Item 254 – Pavement Planing, Asphalt Concrete, As Per Plan

This item shall be used to remove the existing asphalt overlay full width at an average depth of one and a half (1-1/2") inches, except as required for pavement transitions as specified in the plans for SR-608. Areas which have transverse wedges (butt joints) are to be removed in two passes as required for maintaining traffic. No additional payment shall be made for the second pass.

The depth of pavement planing may be variable across the pavement width, however, the depth may be adjusted, by the Engineer, in order to achieve appropriate pavement crown for drainage and/or to minimize removal of material in areas with less than typical or average structural strength. All provisions stated in Item 254 – Pavement Planing shall be followed.

LAK-608-00.00

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GENERAL NOTES

DESIGN AGENCY



DESIGNER

JAG

REVIEWER

EMK 12-14-20

PROJECT ID

85611

SHEET TOTAL

P.04 19