

UTILITIES

SINCE EXCAVATION ON THIS PROJECT IS NOT EXPECTED TO INTERFERE WITH THE UNDERGROUND UTILITIES, THEY HAVE NOT GENERALLY BEEN SHOWN. HOWEVER, THE CONTRACTOR IS RESPONSIBLE FOR CONTACTING THE OHIO UTILITIES PROTECTION SERVICE AND 811, TWO WORKING DAYS PRIOR TO COMMENCEMENT OF EXCAVATION OPERATIONS, TO HAVE ALL UTILITIES FIELD LOCATED.

Table with 4 columns: Category (OHIO UTILITIES PROTECTION, SERVICE (OUPS), "BEFORE YOU DIG"), Sanitary/Water, Telephone, and another Telephone. Includes contact information for AT&T Ohio, Ameritech, Duke Energy, and Spectrum.

WORK LIMITS

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

CONTINGENCY QUANTITIES

THE CONTRACTOR SHALL NOT ORDER MATERIALS OR PERFORM WORK LISTED IN THE GENERAL SUMMARY FOR ITEMS DESIGNATED BY PLAN NOTE TO BE USED "AS DIRECTED BY THE ENGINEER" UNLESS AUTHORIZED BY THE ENGINEER. THE ACTUAL WORK LOCATIONS AND QUANTITIES USED AT THE ENGINEER'S DISCRETION SHALL BE MADE A MATTER OF RECORD BY INCORPORATION INTO THE FINAL CHANGE ORDER GOVERNING COMPLETION OF THIS PROJECT.

PROFILE AND ALIGNMENT

THE WORK PROPOSED BY THIS PROJECT IS TO PLANE THE EXISTING SURFACE TO THE DEPTH SHOWN AND RESURFACE THE EXISTING PAVEMENT WITH 2" ASPHALT SURFACE. THE ALIGNMENT OF THE EXISTING PAVEMENT WILL NOT BE CHANGED, HOWEVER, FINAL EDGE OF PAVEMENT LOCATION MAY VARY AS DIRECTED BY THE ENGINEER TO IMPROVE AND GENERALLY STRAIGHTEN THE FINAL EDGES OF PAVEMENT. THE PROFILE OF THE PROPOSED SURFACE WILL BE SIMILAR TO THAT OF THE EXISTING PAVEMENT. FINISHED PAVEMENT SHALL MATCH THE EXISTING CROSS SLOPE.

ITEM 407-NON-TRACKING TACK COAT

THE TACK COAT SHALL BE APPLIED TO THE EXISTING PLANED ASPHALT SURFACE PRIOR TO THE PLACEMENT OF THE SURFACE COURSE OF ASPHALT TO INSURE PROPER ADHESION. THE RATE OF APPLICATION OF 407 TACK COAT SHALL BE SUBJECT TO ADJUSTMENT, AS DIRECTED BY THE ENGINEER. THE RATE OF APPLICATION IS SHOWN ON THE TYPICAL SECTION.

SUBBASE FAILURES

IF, AFTER REMOVAL OF THE ASPHALT MATERIAL, THE ENGINEER DETERMINES THAT THE SUBBASE OR SUBGRADE HAS FAILED OR IS PUMPING, THE ENGINEER SHALL DIRECT THE CONTRACTOR TO EXCAVATE THE UNSUITABLE MATERIAL AND REPLACE WITH COMPACTED 304 AGGREGATE BASE AS NECESSARY. CONTRACTOR SHOULD ASSUME 6" OF EXCAVATION AND REPLACEMENT WITH PROPER COMPACTION PER ODOT CMS. PAYMENT FOR THIS WORK WILL BE MADE AT THE CONTRACT BID PRICE FOR:

- ITEM 304--AGGREGATE BASE 300 C.Y.
- ITEM 203--EXCAVATION 300 C.Y.

DRAINAGE AT INTERSECTING STREETS

AT INTERSECTING STREETS WHERE THE DRAINAGE IS TOWARD OR INTO THE PROJECT, SPECIAL CARE SHALL BE TAKEN BY THE CONTRACTOR TO MAINTAIN PROPER GRADE ALONG THE EDGE OF PAVEMENT SO THAT WATER WILL NOT POND. AT INTERSECTING STREETS, WHERE THE EDGE OF PAVEMENT CONTINUES ACROSS THE STREET, CARE SHALL BE TAKE TO FEATHER DOWN AND FORM A NEAT SEAM WITH THE PROPER GRADE.

CATCH BASINS, MANHOLES, AND VALVES

CATCH BASINS, MANHOLES, AND VALVES ARE LOCATED THROUGHOUT THE PROJECT AREA. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO FEATHER THE ASPHALT CONCRETE TO ALL CATCH BASINS, MANHOLES, AND VALVES. THE CONTRACTOR SHALL IMMEDIATELY CLEAN THE TOP OF THE CATCH BASINS, MANHOLES, AND VALVES AS SOON AS THE PAVER HAS PASSED OVER.

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 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 SUBMIT FORM 7460-1 TO THE FAA. NOTIFY THE ODOT OFFICE OF AVIATION WHEN SUBMITTING FAA FORM 7460-1.

NO TEMPORARY STRUCTURES OR CONSTRUCTION EQUIPMENT SHALL EXCEED THE PERMISSABLE HEIGHT UNTIL A COPY OF THE FAA APPROVAL AND THE ODOT OFFICE AVIATION PERMIT HAS BEEN FURNISHED TO THE PROJECT ENGINEER.

EXPRESS PROCESSING CENTER THE FEDERAL AVIATION ADMINISTRATION SOUTHWEST REGIONAL OFFICE AIR TRAFFIC AIRSPACE BRANCH ASW-520 2601 MEACHAM BLVD FORT WORTH TX 76137-4298

OHIO DEPARTMENT OF TRANSPORTATION OFFICE OF AVIATION 2829 WEST DUBLIN--GRANVILLE RD COLUMBUS OH 43235-2786 614-387-2358

WATER QUALITY PROTECTION

NO TOXIC OR HAZARDOUS MATERIALS SUCH AS SEALANTS, PAINT, SOLVENTS, CLEANING AGENTS, EARTHEN MATERIALS, WASTE-WATER, FUELS OR DEBRIS OF ANY KIND SHALL BE DISCHARGED TO ANY STREAMS, DRAINAGE COURSES, OR BODIES OF WATER. ALL ASPHALT OR CONCRETE GRINDINGS, EXCESS ASPHALTIC OR CONCRETE MATERIALS OR ANY OTHER DEBRIS GENERATED DURING RESURFACING OR OTHER SIMILAR ACTIVITIES SHALL NOT BE DISPOSED OF WITHIN A FLOOD PLAIN BELOW THE 100-YEAR FLOOD ELEVATION. THE CONTRACTOR SHALL TAKE GREAT CARE TO MINIMIZE THE POTENTIAL TO CONTAMINATE THE PUBLIC DRINKING WATER SUPPLY. ALL PROJECT RELATED REFUELING AND MAINTENANCE ACTIVITIES SHALL BE PERFORMED IN AN ENVIRONMENTALLY RESPONSIBLE MANNER AND ALL PRECAUTIONS NECESSARY TO PREVENT LIQUIDS USED TO REPAIR, CLEAN, SEAL, OR TREAT ANY BRIDGE STRUCTURE (I.E. PAINT, SEALER, SOLVENT) FROM ENTERING STREAMS, WETLANDS OR OTHER WATERS OF THE UNITED STATES AND TAKE THE APPROPRIATE ACTIONS IN THE EVENT OF A RELEASE. THE CONTRACTOR IS REQUIRED AND SHALL BE HELD RESPONSIBLE FOR THE CLEAN UP AND REMEDIATION OF ANY AND ALL SPILLS.

ITEM 254-PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN

THE PLANING SHALL BE SCHEDULED SO AS ANY SECTION OF PAVEMENT PLANED WILL BE COVERED BY THE SURFACE COURSE WITHIN 3 DAYS OF PLANING. THE PLANING MAY HAVE TO BE COMPLETED IN MORE THAN ONE OPERATION TO COMPLY WITH THE INTENT OF THIS NOTE. SHOULD THE CONTRACTOR FAIL TO MEET ANY OF THESE REQUIREMENTS, THE CONTRACTOR SHALL BE ASSESSED A DISINCENTIVE IN THE AMOUNT OF \$1000/DAY FOR EACH DAY THE ABOVE PAVING RESTRICTIONS ARE VIOLATED.

ALL LABOR AND MATERIALS ASSOCIATED WITH THIS TASK SHALL BE INCLUDED IN THE ITEM 254 PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN ITEM.

ITEM 632-DETECTOR LOOP, AS PER PLAN

PRIOR TO THE PLANING OPERATION, THE LOCATIONS OF THE EXISTING LOOP DETECTORS SHALL BE REFERENCED SO THAT THE REPLACEMENT LOOP CAN BE REINSTALLED AT THE PROPER LOCATION. THE NEW LOOP DETECTORS SHALL BE CONNECTED TO THE LEAD-IN CABLE WITH THE PROPER CONNECT KITS (CONFORMING TO 725.15E) AND TESTED TO MAKE CERTAIN THAT THEY ARE OPERATIONAL. THE CONTRACTOR SHALL NOTIFY THE CITY OF SPRINGBORO TRAFFIC DEPARTMENT A MINIMUM OF 3 DAYS IN ADVANCE OF ANY LOOP DETECTOR INSTALLATIONS TO PERMIT TIME FOR LOOP LOCATION ADJUSTMENTS IF NEEDED.

THE FOLLOWING QUANTITIES OF DETECTOR LOOP, AS PER PLAN AND LOOP DETECTOR TIE IN HAVE BEEN CARRIED TO THE GENERAL SUMMARY.

Table with 2 columns: Item description and quantity. ITEM 632--DETECTOR LOOP, AS PER PLAN 1 EACH; ITEM 632--LOOP DETECTOR TIE IN 1 EACH.

RAISED PAVEMENT MARKER REMOVED AND RESET

PRIOR TO THE PLANING OPERATION, THE EXISTING RPM'S SHALL BE REMOVED. NEW RPM'S SHALL BE INSTALLED PER ODOT STANDARD DRAWINGS TC-65.10 AND TC-65.11.

THE FOLLOWING QUANTITIES OF RAISED PAVEMENT MARKER REMOVED AND RAISED PAVEMENT MARKER HAVE BEEN CARRIED TO THE GENERAL SUMMARY.

Table with 2 columns: Item description and quantity. ITEM 621--RAISED PAVEMENT MARKER REMOVED 167 EACH; ITEM 621--RAISED PAVEMENT MARKER 183 EACH.

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 APPURTENANCE 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 A 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.

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 1:20 AT TRANSVERSE JOINTS. THESE WEDGES SHALL BE REMOVED PRIOR TO PLACING THE SPECIFIED PAVEMENT COURSE. PAYMENT FOR ALL WORK, MATERIALS, ETC. ASSOCIATED WITH THIS ITEM SHALL BE PAID FOR UNDER ITEM 614--MAINTAINING TRAFFIC.

ITEM 644-THERMOPLASTIC TRAFFIC MARKINGS

THE LOCATIONS, SIZES AND SHAPES OF PROPOSED PAVEMENT MARKINGS WILL BE THE SAME AS EXISTING UNLESS NOTED OTHERWISE IN THE CONSTRUCTION DOCUMENTS. IT IS THE CONTRACTOR'S RESPONSIBILITY TO VERIFY THE LOCATION, SIZE AND SHAPE OF THE EXISTING PAVEMENT MARKINGS BEFORE THE PAVEMENT PLANING AND RESURFACING OBLITERATES THEM. ANY PAVEMENT MARKING WHICH IS PLACED AT THE WRONG LOCATION SHALL BE REMOVED AND REPLACED AND AT THE CONTRACTORS EXPENSE.

TEMPORARY DETECTION DURING CONSTRUCTION

IF THE EXISTING SIGNAL DETECTION IS DISTURBED OR REMOVED, THE CONTRACTOR SHALL INSTALL TEMPORARY RADAR DETECTORS TO MAINTAIN DETECTION. THESE TEMPORARY DETECTORS SHALL BE MAINTAINED UNTIL THE PERMANENT DETECTION HAS BEEN REPLACED AND IS OPERATIONAL. TEMPORARY RADAR DETECTORS SHALL BE AS PER ODOT SUPPLEMENTAL SPECIFICATION 809.

ALL COSTS ASSOCIATED WITH INSTALLING, MAINTAINING, AND REMOVING TEMPORARY DETECTORS SHALL BE INCLUDED IN THE LUMP SUM CONTRACT PRICE FOR ITEM 614--MAINTAINING TRAFFIC.

ITEM 614-MAINTAINING TRAFFIC

THE CONTRACTOR SHALL SUBMIT FOR APPROVAL, TO THE ODOT PROJECT ENGINEER, THE CONTRACTOR'S MAINTENANCE OF TRAFFIC PLAN WITH CONSTRUCTION PHASING DESCRIPTIONS, 72 HOURS PRIOR TO BEGINNING WORK.

TWO WAY TRAFFIC SHALL BE MAINTAINED AT ALL TIMES BY USE OF EXISTING PAVMENT EXCEPT FOR MINIMUM PERIODS OF TIME CONSISTENT WITH THE REQUIREMENTS OF THE SPECIFICATIONS FOR PROTECTION OF THE COMPLETED ASPHALT CONCRETE COURSES. WORK ZONES SHALL BE LIMITED IN LENGTH TO THE AMOUNT OF WORK THAT CAN BE PERFORMED THAT DAY

"NO PARKING" SIGNS SHALL BE PLACED 24 HOURS IN ADVANCE IN ALL PARKING ZONES IN THE PROJECT LIMITS THE CONTRACTOR SHALL BE WORKING. THESE SIGNS SHALL BE REMOVED IMMEDIATELY UPON THE COMPLETION OF THE WORK AND THE AREA REOPENED FOR PARKING.

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.

NO WORK SHALL BE PERFORMED AND ALL EXISTING LANES SHALL BE OPEN TO TRAFFI DURING THE FOLLOWING DESIGNATED HOLIDAYS OR EVENTS;

Table with 2 columns: Holiday and Date. 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.

Table with 2 columns: DAY OF THE WEEK and TIME ALL LANES MUST BE OPEN TO TRAFFIC. Lists days from SUNDAY to SATURDAY with corresponding time ranges.

CONSTRUCTION IS TO OCCUR BETWEEN THE DATES OF JUNE 22, 2020 AND AUGUST 31, 2020. NO WORK SHALL BE PERMITTED BETWEEN THE HOURS OF 6:30 AM TO 7:00 PM.

SHOULD THE CONTRACTOR FAIL TO MEET ANY OF THESE REQUIREMENTS, THE CONTRACTOR SHALL BE ASSESSED A DISINCENTIVE IN THE AMOUNT OF \$100/MINUTE FOR EACH MINUTE THE ABOVE DESCRIBED LANE CLOSURE RESTRICTIONS ARE VIOLATED.

ALL WORK AND TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH C&MS 614 AND OTHER APPLICABLE PORTIONS OF THE SPECIFICATIONS. AS WELL AS THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES. PAYMENT FOR ALL LABOR, EQUIPMENT AND MATERIALS SHALL BE INCLUDED IN THE LUMP SUM CONTRACT PRICE FOR ITEM 614--MAINTAINING TRAFFIC, UNLESS SEPARATELY ITEMIZED IN THE PLAN.

PERMITTED LANE CLOSURE TIMES

SHORT TERM LANE CLOSURES ARE THOSE WHICH ARE PERMITTED BY THE PERMITTED LANE CLOSURE NOTE. THESE TIMES SHALL NOT BE REVISED WITHOUT PRIOR APPROVAL FROM THE DISTRICT 8 WORK ZONE TRAFFIC CONTROL MANAGER. SHORT TERM LANE CLOSURES SHALL ONLY BE IMPLEMENTED WHEN WORK IS BEING CONTINUOUSLY PERFORMED IN THE LANE. THE CLOSURE SHALL BE REMOVED AS SOON AS POSSIBLE AFTER WORK HAS STOPPED. PERMITTED LANE CLOSURES SHALL ONLY BE ALLOWED DURING THE TIMES SPECIFIED IN THE LANE VALUE CONTRACT TABLE INCLUDED IN THESE PLANS. NO LANE OR SHOULDER CLOSURE SHALL BE IN PLACE WHEN NO WORK IS BEING PERFORMED. THE CONTRACTOR SHALL BE ASSESSED DISINCENTIVES AS DESIGNATED IN THE LANE VALUE CONTRACT TABLE FOR EACH UNIT OF TIME THE ROADWAY IS RESTRICTED FROM FULL USE BY THE TRAVELING PUBLIC WITHIN THE RESTRICTED TIME PERIODS.

LANE VALUE CONTRACT TABLE. Table with 3 columns: DESCRIPTION, TIME UNIT, DISINCENTIVE \$ PER TIME UNIT/LANE. Example: MAINTAIN ALL LANES 6:30 AM - 7:00 PM, 1 MINUTE, \$100.

WORK ZONE MARKINGS AND SIGNS

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY FOR USE AT LOCATIONS IDENTIFIED BY THE ENGINEER FOR WORK ZONE PAVEMENT MARKINGS AND SIGNS PER THE REQUIREMENTS OF C&MS 614.04 AND 614.11.

Table with 2 columns: Item description and quantity. ITEM 614--WORK ZONE CENTER LINE CLASS I, 642 PAINT 1.80 MILE; ITEM 614--WORK ZONE CENTER LINE CLASS III, 642 PAINT 1.80 MILE; ITEM 614--WORK ZONE EDGE LINE CLASS III, 4", 642 PAINT 3.60 MILE; ITEM 614--WORK ZONE CHANNELIZING LINE CLASS I, 8", 642 PAINT 592 FEET; ITEM 614--WORK ZONE CHANNELIZING LINE CLASS III, 8", 642 PAINT 592 FEET; ITEM 614--WORK ZONE STOP LINE CLASS III, 642 PAINT 164 FEET; TEM 614--WORK ZONE STOP LINE CLASS I, 642 PAINT 164 FEET.

ITEM 614-MAINTAINING TRAFFIC MISC.: WORK ZONE MARKING SIGNS

A QUANTITY OF 4 EACH WORK ZONE MARKING SIGNS, "NO EDGE LINES" OW-167 HAVE BEEN CARRIED TO THE GENERAL SUMMARY TO BE USED AS DIRECTED BY THE ENGINEER. THERE WILL BE NO WORK ZONE EDGE LINES PRESENT ON THE PAVEMENT WHILE THE PAVEMENT EXISTS IN THE "MILLED" CONDITION.

