

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 DIRECTION SHALL BE MADE A MATTER OF RECORD BY INCORPORATION INTO THE FINAL CHANGE ORDER GOVERNING COMPLETION OF THE PROJECT.

PERMANENT PAVEMENT MARKINGS

THE CONTRACTOR SHALL REFERENCE ALL PAVEMENT MARKINGS INCLUDING AUXILIARY PAVEMENT MARKINGS BEFORE THE START OF THE RESURFACING OPERATION. THIS WILL BE NECESSARY TO ASSURE THE CORRECT PLACEMENT OF MARKINGS IN ORIGINAL LOCATIONS. EXCEPT AS FOLLOWS, EXIT RAMP GORES AT CINCINNATI DAYTON RD AND TYLERSVILLE WILL BE UPGRADED TO CHEVERON MARKINGS AS PER TC-72.20.

PAYMENT FOR THIS OPERATION SHALL BE INCLUDED WITH EACH RESPECTIVE PAVEMENT MARKING ITEM.

ITEM 623- CONSTRUCTION LAYOUT STAKES, AS PER PLAN

PRIOR TO THE START OF ROADWAY OPERATION, THE CONTRACTOR SHALL REFERENCE THE LENGTH OF THE PROJECT ON BOTH SIDES OF THE ROADWAY, IN A MANNER SATISFACTORY TO THE ENGINEER. THE PAVEMENT SHALL BE REFERENCED IN 1000' FEET INCREMENTS, OR IN INCREMENTS ACCEPTABLE TO THE ENGINEER, IN A SEMIPERMANENT CONDITION.

UTILITIES

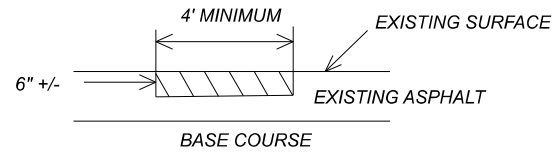
THERE ARE NO UNDERGROUND UTILITIES SHOWN ON THIS PLAN. THE NATURE OF THE WORK REQUIRED BY THIS PROJECT WILL NOT AFFECT ANY KNOWN UNDERGROUND UTILITIES THAT EXIST UNDER OR ADJACENT TO THE WORK AREA.

ITEM 254- PAVEMENT PLANING, ASPHALT CONCRETE

THE PLANING SHALL BE SCHEDULED SO AS TO BE COVERED BY THE SURFACE COURSE PRIOR TO REOPENING THE LANE TO TRAFFIC. THE COST OF THE ABOVE SHALL BE INCLUDED IN THE UNIT BID PRICE FOR THE RESPECTIVE ITEM. A DISINCENTIVE IN THE AMOUNT OF \$24,000 PER DAY SHALL BE ASSESSED FOR EACH DAY, OR PORTION THEREOF, A PLANED SURFACE IS OPEN TO TRAFFIC.

ITEM 253- PAVEMENT REPAIR

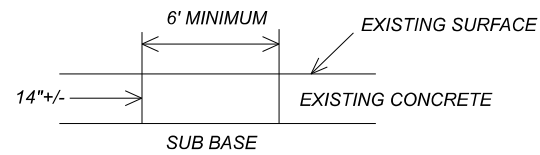
AN ESTIMATED QUANTITY OF 3720 CU YDS OF ITEM 253- PAVEMENT REPAIR HAS BEEN CARRIED TO THE GENERAL SUMMARY TO BE USED BETWEEN SLM 0.00 TO 5.21 AS DIRECTED BY THE ENGINEER. THIS OPERATION SHALL BE PERFORMED BEFORE PAVEMENT PLANING OF ROADWAY.



EXISTING DETERIORATED ASPHALT SHALL BE REMOVED TO A MAXIMUM DEPTH OF 6" INCHES OR AS DIRECTED BY THE ENGINEER AND REPLACED WITH ITEM 301, ASPHALT CONCRETE THE LOCATIONS AND SIZE OF REPAIRS SHALL BE DETERMINED BY THE ENGINEER.

ITEM 255- FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT CLASS RRCM

AN ESTIMATED QUANTITY OF 980 SQ YDS OF ITEM 255- PAVEMENT REPAIR HAS BEEN CARRIED TO THE GENERAL SUMMARY TO BE USED BETWEEN IR 75 SLM 5.21-5.51 AS DIRECTED BY THE ENGINEER. THIS OPERATION SHALL BE PERFORMED BEFORE DIAMOND GRINDING OF ROADWAY.

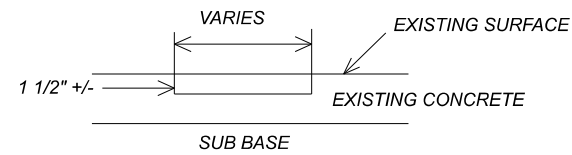


EXISTING DETERIORATED CONCRETE SHALL BE REMOVED TO A MAXIMUM DEPTH OF 14" INCHES OR AS DIRECTED BY THE ENGINEER AND REPLACED WITH CLASS RRCM CONCRETE. THE REPAIRS SHALL BE DETERMINED BY THE ENGINEER.

ITEM 255 FULL DEPTH PAVEMENT SAWING  
 A QUANTITY OF 2944 FT ITEM 255 FULL DEPTH PAVEMENT SAWING HAS BEEN CARRIED TO THE GENERAL SUMMARY.

ITEM 256- BONDED PATCHING CEMENT CONCRETE PAVEMENT, TYPE C

AN ESTIMATED QUANTITY OF 2240 SQ FT OF ITEM 256- PAVEMENT REPAIR HAS BEEN CARRIED TO THE GENERAL SUMMARY TO BE USED FROM SLM 5.21 TO 5.51 AS DIRECTED BY THE ENGINEER. THIS OPERATION SHALL BE PERFORMED BEFORE DIAMOND GRINDING OF ROADWAY.



ITEM 257 DIAMOND GRINDING PORTLAND CEMENT CONCRETE PAVEMENT

THIS WORK CONSIST OF DIAMOND GRINDING AND TEXTURING PORTLAND CEMENT CONCRETE PAVEMENT LONGITUDINALLY TO SUBSTANTIALLY ELIMINATE JOINT AND CRACK FAULTING AND TO RESTORE PROPER RIDING CHARACTERISTICS TO THE PAVEMENT SURFACE. THIS WORK IS TO TAKE PLACE ON IR 75 IN BUTLER CO, NORTH AND SOUTH BOUND FROM THE 5.21 SLM TO 5.51 SLM FOR THE FULL WIDTH OF THE PAVEMENT. A QUANTITY OF 24,800 SQ YD HAS BEEN CARRIED TO THE GENERAL SUMMARY.

ITEM 258 LOAD TRANSFER RETROFIT

THIS WORK CONSIST OF SAWING SLOTS ACROSS TRANSVERSE CRACKS, CLEANING THE SLOT INJECTING CAULKING FILLER, PLACING A DOWEL BAR IN THE SLOT, AND FILLING THE SLOT WITH A PATCHING MATERIAL. ALL LOCATIONS OF RETROFIT SHALL BE DETERMINED BY THE ENGINEER OR REPRESENTATIVE AND AND SHALL FOLLOW STANDARD DRAWING B.P. 2.6. A QUANTITY OF A QUANTITY OF 702 EACH DOWEL BARS HAS BEEN CARRIED TO THE GENERAL SUMMARY.

UTILITIES

THERE ARE NO UNDERGROUND UTILITIES SHOWN ON THIS PLAN. THE NATURE OF THE WORK REQUIRED BY THIS PROJECT WILL NOT AFFECT ANY KNOWN UNDERGROUND UTILITIES THAT EXIST UNDER OR ADJACENT TO THE WORK AREA.

ITEM 814 PAVEMENT MARKINGS

ITEM 814 CARDINAL DIRECTION, AND ELONGATED ROUTE SHIELD SYMBOL ARE TO BE PLACED BEFORE PAVEMENT IS OPEN TO TRAFFIC. THE SHIELDS TO BE PROVIDED ARE TO BE 8' WIDE BY 20' LONG (10' NUMBER SIZE) AND THE WORD ON PAVEMENT HEIGHT IS 8'.

ITEM 644 AIR SPEED ZONE MARKING

AIR SPEED ZONE MARKINGS SHALL BE WHITE AND 24 INCHES WIDE MEASURED IN THE DIRECTION OF TRAVEL AND 4 FEET IN LENGTH. ON TWO-LANE ROADWAYS WITH PAVED SHOULDERS LESS THAN 4 FEET IN WIDTH, THE AIR SPEED ZONE MARKINGS SHALL BE PLACED WITH 2 FEET ON EACH SIDE OF THE CENTER LINE OR EDGE LINE MARKINGS. WHEN PAVED SHOULDERS OF SUFFICIENT WIDTH ARE AVAILABLE, THE AIR SPEED ZONE MARKINGS SHALL BE PLACED ON THE SHOULDERS.

PLACE THE MARKINGS AT 0.25 MILE INTERVALS OVER A 1 MILE LENGTH OF ROADWAY.

IT IS THE CONTRACTOR'S RESPONSIBILITY TO HAVE THE MARKINGS LAID OUT BY A REGISTERED SURVEYOR. A RECORD IS TO BE KEPT AND ONE ORIGINAL SIGNED AND SEALED DOCUMENT IS TO BE SENT TO THE DISTRICT TRAFFIC ENGINEER AND ONE COPY IS TO BE SENT TO THE DISTRICT CONSTRUCTION ENGINEER.

MATERIALS, EQUIPMENT AND APPLICATION SHALL BE ACCORDING TO THE TYPE OF PAVEMENT MARKING MATERIAL USED.

PAYMENT SHALL BE ACCORDING TO THE PAVEMENT MARKING MATERIAL USED AND SHALL INCLUDE THE SURVEYING WORK. THE FIVE MARKINGS PLACED IN EACH 1 MILE OF ROADWAY SHALL EQUAL ONE ZONE. ONE ZONE SHALL BE MEASURED AS 1 EACH FOR AIR SPEED ZONE MARKING.

THE FOLLOWING QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY TO BE USED AS DIRECTED BY THE ENGINEER:

ITEM 644 SPECIAL - AIR SPEED ZONE MARKING  
 27 EACH

ITEM 442 ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (447), AS PER PLAN

GREAT CARE SHALL BE TAKEN TO MAINTAIN THE EXISTING PAVEMENT CROSS-SLOPE (CROWN), INTERSECTION CROSS-SLOPES (CROWN), AS WELL AS ALL LONGITUDINAL SLOPES DURING THE PAVING OPERATIONS.

LOCATE LONGITUDINAL JOINTS IN THE SURFACE COURSE SUBJECT TO THE FOLLOWING REQUIREMENTS:

PLACE THE MAINLINE PAVEMENT SURFACE COURSE WITH A SINGLE COLD LONGITUDINAL JOINT LOCATED BETWEEN LANES 2 (LEFT-CENTER LANE) AND 3 (RIGHT-CENTER LANE). A COLD LONGITUDINAL JOINT IS PERMITTED BETWEEN THE SHOULDER AND MAINLINE PAVEMENT. NO OTHER COLD JOINTS ARE PERMITTED IN THE SURFACE COURSE OF MAINLINE PAVEMENT.

GENERAL NOTES

DESIGN AGENCY



DESIGNER  
 JED

REVIEWER  
 JDO

PROJECT ID  
 102568

SHEET TOTAL  
 3 9