

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 WHERE NOTED). FOR CENTER LINE MARKINGS, THE CONTRACTOR SHALL INSTALL THE PASSING/NO PASSING ZONE MARKINGS ACCORDING TO THE CURRENT CENTER LINE LOGS AVAILABLE AT <http://www.dot.state.oh.us/Divisions/Operations/Traffic/miscellaneous/Pages/CenterlinePassingandNoPassingZoneLogs.aspx> 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 642 TRAFFIC PAINT

IN ADDITION TO CMS 642, THE APPLICATION OF THE PERMANENT PAVEMENT MARKINGS SHALL FOLLOW CMS SECTION 614.11 (A) FOR THE EVALUATION AND POSSIBLE REAPPLICATION OF THE PAVEMENT MARKINGS AFTER 120 DAYS FOLLOWING THE INITIAL PLACEMENT. SUBSEQUENT APPLICATIONS OF PERMANENT PAVEMENT MARKINGS SHALL BE INCIDENTAL TO THE PAY ITEM. PAYMENT SHALL BE MADE PER THE UNIT OF MEASUREMENT IN CMS 642. ALL EDGE LINE AND CENTERLINE PAVEMENT MARKINGS WITHIN PROJECT LIMITS SHALL RECEIVE NEW MARKINGS.

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 PERMISSIBLE HEIGHT, UNTIL A COPY OF THE FAA APPROVAL AND THE ODOT OFFICE OF 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 MEACHAN BLVD.
FORT WORTH, TX 76137-4298

OHIO DEPARTMENT OF TRANSPORTATION
OFFICE OF AVIATION
2829 WEST DUBLIN-GRANVILLE ROAD
COLUMBUS, OHIO 43235
614-387-2346

AIRWAY/HIGHWAY CLEARANCE FOR AIRPORTS AND HELIPORTS

THIS PROJECT HAS BEEN IDENTIFIED AS BEING WITHIN THE INFLUENCE AREA OF A PRIVATE 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, COORDINATION WITH THE AIRPORT OWNER AND THE ODOT OFFICE OF AVIATION WILL BE NECESSARY PRIOR TO ERECTING SUCH TEMPORARY STRUCTURES OR OPERATING SUCH EQUIPMENT ON THE PROJECT. FOR PRIVATE USE AIRPORTS OR HELIPORTS, COORDINATE WITH THE AIRPORT OWNER AND THE ODOT OFFICE OF AVIATION. NO TEMPORARY STRUCTURES OR CONSTRUCTION EQUIPMENT SHALL EXCEED THE PERMISSIBLE HEIGHT, UNTIL COORDINATION IS MET AND DOCUMENTATION HAS BEEN FURNISHED TO THE PROJECT ENGINEER. IF COORDINATION IS NOT OBTAINED, THEN THE PROJECT ENGINEER WILL HAVE THE AUTHORITY TO PROVIDE RESTRICTIONS AS REQUIRED.

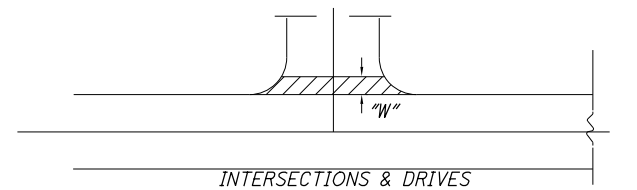
HAMMOND AIRPORT
JAMES HAMMOND
3073 N. U.S. 68
YELLOW SPRINGS, OHIO 45387
513-767-8751

HYDEBROOK AIRPORT
ROBERT D. HAMMOND
665 E. HYDE ROAD
YELLOW SPRINGS, OHIO 45387
513-767-1185

SOLE SOURCE AQUIFER

THIS PROJECT IS LOCATED IN OR NEAR A DRINKING WATER PROTECTION AREA. IN ORDER TO MINIMIZE THE POTENTIAL FOR CONTAMINATION, THE CONTRACTOR SHALL NOT PERFORM PROJECT RELATED REFUELING AND VEHICLE MAINTENANCE ACTIVITIES FROM SLM 3.05 TO 3.30. THE CONTRACTOR SHALL IMMEDIATELY TAKE STEPS TO MITIGATE ANY EVENT, SUCH AS A SPILL OF FUELS, OILS, OR CHEMICALS, THAT COULD THREATEN TO CONTAMINATE THE DRINKING WATER SUPPLY. IF THE SPILL IS A REPORTABLE AMOUNT (PER OHIO EPA'S RELEASE REPORTING REQUIREMENTS), THE CONTRACTOR SHALL CONTACT MIAMI TOWNSHIP FIRE-RESCUE STATION 82 (937-767-7842) OR THE OHIO EPA'S SPILLS HOTLINE (1-800-282-9378) FOR CLEAN-UP OF THE SPILL.

INTERSECTIONS AND DRIVES



INTERSECTION AND DRIVES QUANTITIES ARE INCLUDED IN THE PAVEMENT QUANTITIES. INTERSECTION QUANTITIES HAVE BEEN ESTIMATED AT 15' MEASURED FROM EDGE OF PAVED SHOULDER, DRIVE QUANTITIES HAVE BEEN ESTIMATED AT 3' "W" MEASURED FROM EDGE OF PAVED SHOULDER.

PERFORM WORK PER SPECIFIED OFFSET LIMITS UNLESS THERE IS AN EXISTING JOINT LOCATED CLOSER TO THE EDGE OF PAVED SHOULDER, IN WHICH CASE END WORK AT SAID JOINT.

ITEM 254- PAVEMENT PLANING, ASPHALT CONCRETE

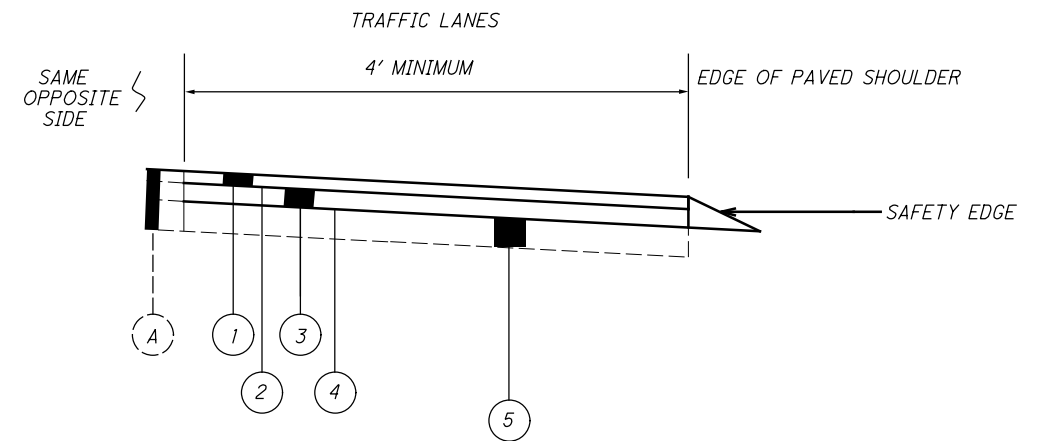
THE PLANING SHALL BE SCHEDULED SO AS TO BE COVERED BY THE INTERMEDIATE COURSE PRIOR TO REOPENING THE LANE TO TRAFFIC. THE COST OF THE ABOVE SHALL BE INCLUDED IN THE UNIT BID PRICE FOR THE RESPECTIVE ITEM. A DISINCENTIVE IN THE AMOUNT OF \$15 PER MINUTE SHALL BE ASSESSED FOR EACH MINUTE, OR PORTION THEREOF, A PLANED SURFACE IS OPEN TO TRAFFIC.

ITEM 253- PAVEMENT REPAIR, AS PER PLAN

AN ESTIMATED QUANTITY OF 300 CU YDS OF ITEM 253- PAVEMENT REPAIR HAS BEEN CARRIED TO THE GENERAL SUMMARY TO BE USED AS DIRECTED BY THE ENGINEER. SAFETY EDGE, COMPACTED AGGREGATE, PREPARING SUBGRADE FOR SHOULDER PAVING, AND WATER SHALL BE INCLUDED WITH THIS PAY ITEM WHERE EXISTING SAFETY EDGE IS REPLACED. FOR ESTIMATING PURPOSES ASSUME 1.1 MILES OF REPAIR LENGTH REQUIRING SAFETY EDGE AND INCIDENTAL WORK.

EXISTING DETERIORATED ASPHALT SHALL BE REMOVED TO A MAXIMUM DEPTH OF 4" INCHES OR AS DIRECTED BY THE ENGINEER AND REPLACED WITH ITEM 441, TYPE 2 INTERMEDIATE, AND ITEM 441, SURFACE WITH PG70-22M BINDER AND SHALL BE COMPACTED AS PER 401.15 AND PLACE IN LAYERS NOTED IN THE PAVEMENT REPAIR TYPICAL. THE LOCATIONS AND AND SIZE OF THE REPAIRS SHALL BE DETERMINED BY THE ENGINEER. SEE TYPICAL BELOW.

**GRE- SR 343 0.1-3.30
PAVEMENT REPAIR TYPICAL**



- (A) EXISTING ASPHALT CONCRETE PAVEMENT
- (1) ITEM 441 - 1.50" ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), PG 70-22M
- (2) ITEM 407 - NON-TRACKING TACK COAT
- (3) ITEM 441 - 2.50" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, (448)
- (4) ITEM 407 - NON-TRACKING TACK COAT
- (5) EXISTING BASE COURSE

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GENERAL NOTES / QUANTITIES

GRE - SR 343-0.00