

**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.

**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.

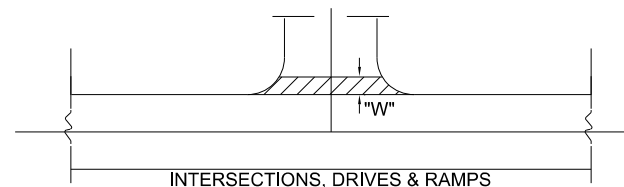
**ITEM 623- CONSTRUCTION LAYOUT STAKES, AS PER PLAN**

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.

**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 \$3,600 SHALL BE ASSESSED FOR EACH DAY, OR PORTION THEREOF, A PLANED SURFACE IS OPEN TO TRAFFIC.

**INTERSECTIONS, DRIVES & RAMPS**

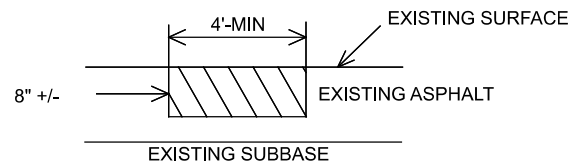


INTERSECTION, DRIVES & RAMP QUANTITIES ARE INCLUDED IN THE ASPHALT CONCRETE QUANTITIES. INTERSECTION & RAMP QUANTITIES HAVE BEEN ESTIMATED AT 15' MEASURED FROM EDGE OF PAVED SHOULDER, DRIVE QUANTITIES HAVE BEEN ESTIMATED AT 3' MEASURED FROM EDGE OF PAVED SHOULDER.

PERFORM WORK PER SPECIFIED OFFSET LIMITS UNLESS THERE IS A JOINT PRESENT CLOSER TO THE EDGE OF PAVED SHOULDER, IN WHICH CASE END WORK AT SAID JOINT. ALSO END WORK AT EXISTING DROP CURB ALONG DRIVEWAYS OR AT EXISTING CONCRETE DRIVEWAYS.

**ITEM 253- PAVEMENT REPAIR**

AN ESTIMATED QUANTITY OF 150 CU YDS OF ITEM 253- PAVEMENT REPAIR HAS BEEN CARRIED TO THE GENERAL SUMMARY TO BE USED 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 8" INCHES OR AS DIRECTED BY THE ENGINEER AND REPLACED WITH ITEM 301, ASPHALT CONCRETE BASE. THE 301 SHALL BE COMPACTED AS PER 401.15 AND IN APPROXIMATELY EQUAL LAYERS. THE LOCATIONS AND SIZE OF THE REPAIRS SHALL BE DETERMINED BY THE ENGINEER.

**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.

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

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

**MANHOLES AND VALVES ADJUSTED TO GRADE (PRIVATELY OWNED)**

ALL MANHOLE AND VALVES ENCOUNTERED IN AREAS THAT REQUIRE GRADE ADJUSTMENT WILL BE PERFORMED PRIOR TO THE APPLICATION OF THE SURFACE COURSE BY THE UTILITY OWNER. CONTACT THE UTILITY OWNER 2 WEEKS PRIOR TO WHEN THE ADJUSTMENTS ARE TO BE COMPLETED.

**ITEM 611 - MANHOLE ADJUSTED TO GRADE**

THIS WORK SHALL CONSIST OF ADJUSTING MANHOLES TO GRADE PRIOR TO THE APPLICATION OF THE SURFACE COURSE AS DIRECTED BY THE ENGINEER. THE FOLLOWING QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY:

ITEM 611 - MANHOLE ADJUSTED TO GRADE..... 5 EA.

**ITEM 611 - CATCH BASIN ADJUSTED TO GRADE**

THIS WORK SHALL CONSIST OF ADJUSTING CATCH BASINS TO GRADE PRIOR TO THE APPLICATION OF THE SURFACE COURSE AS DIRECTED BY THE ENGINEER. THE FOLLOWING QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY:

ITEM 611 - CATCH BASIN ADJUSTED TO GRADE..... 5 EACH

**ITEM 638 - VALVE BOX ADJUSTED TO GRADE**

THIS WORK SHALL CONSIST OF ADJUSTING VALVE BOXES TO GRADE PRIOR TO THE APPLICATION OF THE SURFACE COURSE AS DIRECTED BY THE ENGINEER. THE FOLLOWING QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY:

ITEM 638 - VALVE BOX ADJUSTED TO GRADE..... 5 EA.

**DETECTION MAINTENANCE**

IF VEHICLE DETECTION BECOMES UNEXPECTEDLY DISABLED, REQUIRES MODIFICATION, OR IS SCHEDULED TO BE TEMPORARILY REMOVED DURING THE CONSTRUCTION PROJECT, THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE PROJECT ENGINEER AND DISTRICT TRAFFIC ENGINEER.

IF THE LOSS OF VEHICLE DETECTION IS KNOWN PRIOR TO THE START OF CONSTRUCTION, IT SHALL BE DISCUSSED AT THE PRECONSTRUCTION MEETING. AT SUCH TIME, THE DISTRICT TRAFFIC ENGINEER SHALL ADVISE THE PROJECT ENGINEER AND CONTRACTOR ON THE APPROPRIATE ACTION TO RECTIFY ANY LOSS OF VEHICLE DETECTION. THIS MAY INCLUDE PLACING THE TRAFFIC SIGNAL ON MINIMUM OR MAXIMUM RECALL, MODIFYING THE MINIMUM GREEN TIMES, AND REMOVING THE MALFUNCTIONING DETECTION FROM SERVICE. WHERE NON-INTRUSIVE DETECTION (I.E. VIDEO, RADAR) ALREADY EXISTS, THE CONTRACTOR SHALL INSURE THAT DETECTION IS OPERATING AND MAINTAINED BY RECONFIGURING THE DETECTION UNITS ACCORDINGLY DURING ALL CONSTRUCTION PHASES. THIS IS TO AVOID THE SIGNAL FROM MAXING OUT THE EFFECTED SIGNAL PHASE AND CREATING UNNECESSARY DELAYS.

LOCATIONS WHERE NON-INTRUSIVE DETECTION IS PROPOSED AND THE EXISTING VEHICLE DETECTION IS TO BE ABANDON, THE NON-INTRUSIVE VEHICLE DETECTION SHALL BE INSTALLED, CONFIGURED AND MADE FULLY FUNCTIONAL PRIOR TO THE EXISTING DETECTION BEING DISABLED. THE CONTRACTOR SHALL CONTINUE TO MAINTAIN AND MODIFY THE DETECTION UNTIL FINAL ACCEPTANCE OF THE TRAFFIC SIGNAL. THIS IS TO ENSURE VEHICLE DETECTION REMAINS FULLY FUNCTIONAL THROUGHOUT CONSTRUCTION.

ITEM 632 - DETECTOR LOOP..... 3 EA  
ITEM 632 - LOOP DETECTOR TIE-IN..... 3 EA

**SOLE SOURCE AQUIFER PROTECTION**

THIS PROJECT IS LOCATED IN OR NEAR THE GREATER MIAMI SOLE SOURCE AQUIFER SYSTEM. IN ORDER TO MINIMIZE THE POTENTIAL FOR CONTAMINATION, THE CONTRACTOR SHALL NOT PERFORM PROJECT RELATED REFUELING AND VEHICLE MAINTENANCE ACTIVITIES FROM SR-264 SLM 0.00 TO SLM 0.036. 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 THE MIAMI TOWNSHIP FIRE DEPARTMENT STATION 70 (513) 941-2466 OR THE OHIO EPA'S SPILLS HOTLINE 1-800-282-9378 FOR CLEAN-UP OF THE SPILL.

**ITEM 621- RPM REMOVED/REPLACED**

ITEM 621- RPM, Y/Y..... 80 EA  
ITEM 621- RPM, W/R ..... 10 EA

THE FOLLOWING QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY:

ITEM 621- RPM ..... 90 EA  
ITEM 621- RPM REMOVED.....80 EA

**ADA WAIVER**

AN APPROVED ADA DESIGN WAIVER IS REQUIRED ON THIS PROJECT. THE FOLLOWING FEATURES LISTED BELOW CANNOT FEASIBLY BE CONSTRUCTED TO MEET ADA GUIDELINES.

**ADA DESIGN WAIVER**

ADA FEATURE APPROVAL DATE SHEET NUMBERS

RMP0006754	3/16/2021	NO PROPOSED WORK WITH PROJECT
RMP0006755	3/16/2021	NO PROPOSED WORK WITH PROJECT
RMP0006756	3/16/2021	NO PROPOSED WORK WITH PROJECT
RMP0007437	6/07/2021	SHEET 10

CURB RAMP PAY ITEM CLARIFICATION

AT NEW OR REPLACED CURB RAMPS, NEW CURB OR CURB/GUTTER HAS BEEN QUANTIFIED AND INCLUDED WITH THE CURB RAMP PAY ITEM. CURB OR CURB/GUTTER IS ONLY PAID SEPARATELY WHERE WALK IS PROPOSED.

THE SURFACE COURSE OF THE 2 FOOT PAVEMENT REPLACEMENT AT THE CURB RAMP LOCATIONS SHALL BE PERFORMED CONTIGUOUSLY WITH THE ROADWAY SURFACE COURSE.

GENERAL NOTES

DESIGN AGENCY



DESIGNER  
WWH

REVIEWER  
JDO 03/19/21

PROJECT ID  
113065

SHEET TOTAL  
3 11