NOTES:

1. THE SCOPE OF WORK SHEET AND DRAWING SHEET ARE INTENDED ONLY AS A GENERAL DESCRIPTION OF THE WORK ITEMS AND THEIR APPROXIMATE LOCATIONS AND LIMITS FOR THE PURPOSE OF UNDERSTANDING THE SCOPE OF THE PROJECT. IT SHALL NOT BE USED AS A CONSTRUCTION PLAN. REFER TO THE PLAN SHEETS WHICH FOLLOW FOR DETAILED CONSTRUCTION REQUIREMENTS, LOCATIONS, AND ITEMS OF WORK.

2. THE CONTRACTOR SHALL PROTECT EXISTING PAINT MARKINGS DURING CONSTRUCTION AT HIS OR HER OWN EXPENSE. CONSTRUCTION SHALL NOT REQUIRE REPAIRED PAINT MARKINGS TO BE PAINTED OR儀EASING BACK TO THE ORIGINAL CONDITION. CONSTRUCTION SHALL NOT REQUIRE REPAIRED PAINT MARKINGS TO BE PAINTED OR儀EASING BACK TO THE ORIGINAL CONDITION. CONSTRUCTION SHALL NOT REQUIRE REPAIRED PAINT MARKINGS TO BE PAINTED OR儀EASING BACK TO THE ORIGINAL CONDITION.

3. THE CONTRACTOR SHALL SUPPLY ONE SET OF AS-BUILT DRAWINGS TO THE ENGINEER AT THE COMPLETION OF THE PROJECT. THE CONTRACTOR SHALL KEEP THE RED LINE DRAWING SET ON SITE AND SHALL UPDATE ON A DAILY BASIS THROUGHOUT THE PROJECT.

4. THE CONTRACTOR SHALL PROVIDE A DETAILED CONSTRUCTION SCHEDULE TO THE OWNER A MINIMUM OF 7 DAYS PRIOR TO THE PRE-CONSTRUCTION MEETING FOR APPROVAL.

5. THE CONTRACTOR SHALL PAY CLOSE ATTENTION TO THE SAFETY AND PHASING PLANS AND THE AIRPORT SAFETY REQUIREMENTS SECTION OF THE SPECIFICATIONS. THESE SHALL BE STRICTLY ENFORCED.

6. THE CONTRACTOR SHALL SUPPLY ONE SET OF AS-BUILT DRAWINGS TO THE ENGINEER AT THE COMPLETION OF THE PROJECT. THE CONTRACTOR SHALL KEEP THE RED LINE DRAWING SET ON SITE AND SHALL UPDATE ON A DAILY BASIS THROUGHOUT THE PROJECT.

7. THE CONTRACTOR SHALL MAKE A DEPOSIT OF ALL MACHINERY AND TOOL ITEMS TO BE LEFT ON SITE AT THE COMPLETION OF THE PROJECT.

8. THE CONTRACTOR SHALL ATTEND A PRE-CONSTRUCTION MEETING PRIOR TO BEGINNING WORK TO COORDINATE WITH ALL INTERESTED PARTIES. THE CONTRACTOR SHALL PROVIDE A DETAILED CONSTRUCTION SCHEDULE TO THE OWNER A MINIMUM OF 7 DAYS PRIOR TO THE PRE-CONSTRUCTION MEETING FOR APPROVAL. THE CONTRACTOR SHALL ALSO ATTEND ANY MEETINGS CALLED BY THE ENGINEER.

9. THE CONTRACTOR SHALL PAY CLOSE ATTENTION TO THE SAFETY AND PHASING PLANS AND THE AIRPORT SAFETY REQUIREMENTS SECTION OF THE SPECIFICATIONS. THESE SHALL BE STRICTLY ENFORCED.

10. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE IMMEDIATE CORRECTION TO ALL DAMAGE TO AIRPORT PROPERTY CAUSED BY HIS OR HER FORCES OR SUBCONTRACTORS.

11. THE CONTRACTOR SHALL ATTEND A PRE-CONSTRUCTION MEETING PRIOR TO BEGINNING WORK TO COORDINATE WORK PROCEDURES WITH ALL INTERESTED PARTIES. THE CONTRACTOR SHALL PROVIDE A DETAILED CONSTRUCTION SCHEDULE TO THE OWNER A MINIMUM OF 7 DAYS PRIOR TO THE PRE-CONSTRUCTION MEETING FOR APPROVAL. THE CONTRACTOR SHALL ALSO ATTEND ANY MEETINGS CALLED BY THE ENGINEER.

12. THE CONTRACTOR SHALL PLACE STONE FOR HAUL ROUTE IF NEEDED. AT THE END OF CONSTRUCTION, THE CONTRACTOR SHALL REPAIR GROUND BACK TO ITS ORIGINAL CONDITION. COST FOR STONE SHALL BE INCLUDED IN MAINTENANCE OF TRAFFIC COST ITEM.

13. THE CONTRACTOR SHALL CHARGE ANY AIRPORT PROPERTY CAUSED BY HIS OR HER FORCES OR SUBCONTRACTORS.

14. THE CONTRACTOR SHALL ATTEND A PRE-CONSTRUCTION MEETING PRIOR TO BEGINNING WORK TO COORDINATE WORK PROCEDURES WITH ALL INTERESTED PARTIES. THE CONTRACTOR SHALL PROVIDE A DETAILED CONSTRUCTION SCHEDULE TO THE OWNER A MINIMUM OF 7 DAYS PRIOR TO THE PRE-CONSTRUCTION MEETING FOR APPROVAL. THE CONTRACTOR SHALL ALSO ATTEND ANY MEETINGS CALLED BY THE ENGINEER.
GENERAL NOTES:

1. CONTRACTOR SHALL MAINTAIN DRAINAGE AT ALL TIMES. RESTORE TO ORIGINAL CONDITION ALL DISTURBED AREAS UPON COMPLETION OF PROJECT.

2. CONTRACTOR SHALL PROTECT EXISTING PAINT MARKINGS AT ALL TIMES. IF ANY MARKINGS ARE DAMAGED, CONTRACTOR SHALL REPAINT AT HIS/HER OWN EXPENSE.

3. PRIOR TO REOPENING A SITE INSPECTION SHALL BE CONDUCTED BY THE AIRPORT TO ENSURE THAT ALL AIRPORT SURFACES ARE CLEAN OF ANY DEBRIS.

4. CONTRACTOR SHALL MILL ASPHALT FROM EXISTING APRON AND THE MILLINGS SHALL BE REMOVED OFFSITE AND PROPERLY DISPOSED OF.

5. CONTRACTOR SHALL USE HAUL ROUTE AS SHOWN. CONTRACTOR SHALL YIELD TO ALL AIRCRAFT ACTIVITIES AT ALL TIMES. CONTRACTOR SHALL NOT PARK ANY EQUIPMENT AND PERSONAL VEHICLES IN FRONT OF ANY HANGARS AND OR NEAR ANY HAUL ROUTES.

6. CONTRACTOR SHALL BE RESPONSIBLE FOR IDENTIFYING ALL BELOW-GROUND UTILITIES, INCLUDING AIRPORT OWNED, WITHIN CONSTRUCTION LIMITS AND ALL HAUL ROUTES.

7. CONTRACTOR SHALL MAINTAIN DRAINAGE AT ALL TIMES. RESTORE TO ORIGINAL CONDITION ALL DISTURBED AREAS UPON COMPLETION OF PROJECT.

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Construction Safety and Phasing Plan (CSPP): completion of the project. The airport operator and contractor should conduct onsite safety inspections throughout the project and immediately inform the FAA of any construction-related issues.

Coordination

Scope or Schedule Changes: the project. The progress meetings will be held either weekly or bi-weekly at the owner's and engineer's discretion and the frequency will be verified by the contractor prior to any and all construction. Ohio Utilities Protection Service may be used to locate the public utilities by practicing the appropriate FAA ATO/Technical Operations Office to evaluate the effect of construction activity and the required distance and direction.

Taxiway Restrictions

Food scraps must be collected from construction personnel activity. Grass seed is attractive to birds. Lower quality seed mixtures can contain seeds of plants (such as clover) that are poisonous to birds and wildlife. FOD includes but is not limited to, debris, dirt, and trash. FOD can cause aircraft engines to overheat, which may result in engine failure and loss of power. Construction activity may be accomplished within the TOFA subject to the following restrictions:

- Construction activity is only permitted when no active aircraft movement is occurring.
- Buffers must be protected during construction, and are shown on the plan sheets. Protection of these areas includes limitations on the locations and height of equipment and stockpiled material. See the plan sheets of the CSPP for locations and dimensions of the protected areas.

Table 2: Safety Area of Active Runways

<table>
<thead>
<tr>
<th>Description</th>
<th>Coordinate BFS NO.</th>
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<tbody>
<tr>
<td>Runway Safety Area (RSA) &amp; Taxiway Safety Area (TSA): Signs:</td>
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SURVEY CONTROL
COORDINATES PROVIDED IN OHIO STATE PLANE,
OHIO NORTH ZONE, US SURVEY FEET.

NOTES:
1. APPARENT LOCATIONS OF GROUND UTILITIES AND UTILITIES ARE MEASURED LOCATION OF ALL SURFACE FEATURES, SUBSURFACE UTILITIES, AND STRUCTURES ARE APPROXIMATE AND OBTAINED FROM RECORD DOCUMENTS PROVIDED BY THE ALLEN COUNTY REGIONAL AIRPORT. DEPT.

2. CONTRACTOR SHALL PROTECT EXISTING LIGHT POLES DURING CONSTRUCTION (TYPICAL).

3. PROTECT EXISTING SIDEWALKS DURING CONSTRUCTION (TYPICAL).

4. PROTECT EXISTING 4' FENCE DURING CONSTRUCTION (TYPICAL). SEE NOTE 2.

5. 2" MILL AND OVERLAY (TYPICAL)


7. CONTRACTOR SHALL SAWCUT ALL EXISTING PAVEMENT EDGES FOR MILL AND OVERLAY AND INLET REPAIR AREA. CONTRACTOR SHALL PROTECT EXISTING PAVEMENT EDGES.

8. CONTRACTOR SHALL PROTECT EXISTING PAINT MARKINGS AT ALL TIMES. IF ANY MARKINGS ARE DAMAGED, CONTRACTOR SHALL REPAINT AT HIS/HER OWN EXPENSE.

9. CONTRACTOR SHALL MAINTAIN DRAINAGE AT ALL TIMES. RESTORE TO ORIGINAL CONDITION ALL DISTURBED AREAS UPON COMPLETION OF PROJECT.

PROTECT EXISTING SIDEWALKS DURING CONSTRUCTION (TYPICAL)

2" MILL AND OVERLAY (TYPICAL)

PROTECT EXISTING LIGHT POLES DURING CONSTRUCTION (TYPICAL)

PROTECT EXISTING PAINT MARKINGS AND MOORING EYES DURING CONSTRUCTION (TYPICAL)

PROTECT EXISTING FENCE DURING CONSTRUCTION (TYPICAL)

198.0' 280.0' 55.0' 48.0'
CRACK REPAIR NOTES

1. REMOVE ALL DAMAGED MATERIAL IN PAVEMENT AREAS.
2. TYPE "A" CRACK REPAIRS NOT SHOWN FOR CLARITY. LOCATIONS AND LENGTH TO BE DETERMINED BY FIELD ENGINEER.
3. FIELD ENGINEER MAY ADD, SUBTRACT, OR ADJUST LOCATION AND LENGTH OF REPAIRS, OR REPAIR TYPE, AT REQUEST OF CONSTRUCTION.
4. AIR-BLAST CLEAN CRACK AND EXPOSED SURFACE FULL DEPTH OF CRACK IF POSSIBLE. MINIMUM CLEANING DEPTH 3".
5. ALL MATERIAL, EQUIPMENT & LABOR REQUIRED TO COMPLETE CRACK REPAIR TO BE INCLUDED IN COST OF EACH INDIVIDUAL TYPE OF CRACK REPAIR, PER LINEAR FOOT.

MISCELLANEOUS DETAILS

1. REMOVE ALL DAMAGED MATERIAL IN PAVEMENT AREAS.
2. TYPE "A" CRACK REPAIRS NOT SHOWN FOR CLARITY. LOCATIONS AND LENGTH TO BE DETERMINED BY FIELD ENGINEER.
3. FIELD ENGINEER MAY ADD, SUBTRACT, OR ADJUST LOCATION AND LENGTH OF REPAIRS, OR REPAIR TYPE, AT REQUEST OF CONSTRUCTION.
4. AIR-BLAST CLEAN CRACK AND EXPOSED SURFACE FULL DEPTH OF CRACK IF POSSIBLE. MINIMUM CLEANING DEPTH 3".
5. ALL MATERIAL, EQUIPMENT & LABOR REQUIRED TO COMPLETE CRACK REPAIR TO BE INCLUDED IN COST OF EACH INDIVIDUAL TYPE OF CRACK REPAIR, PER LINEAR FOOT.