FED. RD DIVISION	STATE	PROJECT	
2	OHIO	F - 329 (16)	

11
268

LAKE COUNTY
LAK - 2-7.39

GENERAL NOTES

ITEMS L-10 SODDING,

THESE ITEMS ARE PROVIDED ON THE PLANS FOR EROSION CONTROL. THE ENGINEER SHALL CHECK AND MAKE ADJUSTMENTS IN LOCATION AND QUANTITIES FOR THESE ITEMS WHERE INDICATED BY FIELD CONDITIONS DURING CONSTRUCTION.

L-9 COMMERCIAL FERTILIZER

ALL AREAS TO BE SEEDED UNDER ITEM L-9 OR SODDED UNDER ITEM L-10 SHALL HAVE COMMERCIAL FERTILIZER 12-12-12, APPLIED AT THE RATE OF TWENTY (20) POUNDS PER 1,000 SQUARE FEET.

SEEDING AND PROTECTING

QUANTITIES FOR SEEDING ITEM L-9 ARE CALCULATED FOR ALL SOIL AREAS BETWEEN RIGHT-OF-WAY FENCE LINES. SEED SHALL BE SOWN AT THE RATE OF 3 POUNDS PER 1,000 SQUARE FEET. SEEDING FORMULA FOR ALL SEEDED AREAS SHALL BE IN ACCORDANCE WITH THE FOLLOWING:

65% KENTUCKY 31 FESCUE
25% KENTUCKY BLUEGRASS
5% REDTOP
5% ALSIKIE CLOVER.

QUANTITIES FOR LOCAL ROAD SEEDING INCLUDES ALL SOIL AREA BETWEEN A POINT 5' OUTSIDE THE WORK LIMITS.

EXISTING WELLS

WHERE OIL OR GAS WELLS ARE ENCOUNTERED WITHIN THE LIMITS OF CONSTRUCTION THEY SHALL BE PROPERLY PLUGGED AND CAPPED AS DIRECTED BY THE ENGINEER, TO STANDARDS OF THE BUREAU OF MINES. EACH SHALL BE PAID FOR ON A LUMP SUM BASIS IF ANY WORK IS REQUIRED BY THE CONTRACTOR.
DUG WATER WELLS ENCOUNTERED WITHIN THE WORK LIMITS SHALL BE **FILLED WITH ROCK OR GRANULAR MATERIAL. DRILLED WELL CASING SHALL BE REMOVED TO AN ELEVATION APPROXIMATELY THREE FEET BELOW FINISHED GRADE AND COVERED WITH A PRE-CAST CONCRETE SLAB OR A LARGE ROCK. PRIOR TO CONSTRUCTION OF EMBANKMENT, THE CONTRACTOR SHALL REMOVE ANY MASONRY SURROUNDING A WELL WITHIN THREE FEET OF FINISHED GRADE. PUMPS AND OTHER APPURTENANCES SHALL BECOME THE PROPERTY OF THE CONTRACTOR AND SHALL BE DISPOSED OF BY HIM. THE COST OF FILLING OR CAPPING OF WELLS SHALL BE INCLUDED IN THE UNIT PRICE BID PER CUBIC YARD OF ROADWAY EXCAVATION, ITEM E-101, FOR PAYMENT.**

SODDING

THE SODDED WIDTHS AS SHOWN ON THE PLANS IS THE PLANNED WIDTH, AND THE SODDING SHOULD BE CENTERED ON THE DITCH. THE SODDED WIDTH "W", AS NOTED, IS THE WIDTH OF SOD REQUIRED PER LINEAL FOOT. ALL AREAS TO BE SODDED SHALL BE LOOSENED TO A DEPTH OF NOT LESS THAN TWO INCHES (2") JUST PRIOR TO LAYING SOD. COST SHALL BE INCLUDED FOR PAYMENT AND THE PRICE BID PER SQUARE YARD OF SODDING. A QUANTITY OF 500 SQUARE YARDS OF ITEM L-10 SODDING HAS BEEN PROVIDED IN THE GENERAL SUMMARY TO BE USED FOR EROSION CONTROL, WHERE AND AS DIRECTED BY THE ENGINEER.

COOPERATION BETWEEN CONTRACTORS

THE WORK COVERED BY THESE PLANS WILL BE JOINED BY OTHER CONSTRUCTION SECTIONS OF RELOCATED S. R. 2 TO THE WEST AND TO THE EAST. IN THE EVENT THAT CONSTRUCTION ON THE ADJOINING WESTERLY SECTION IS BEING CARRIED ON SIMULTANEOUSLY WITH THIS SECTION, THE CONTRACTOR SHALL PLAN AND COORDINATE HIS WORK WITH THE OTHER CONTRACTOR SO THAT A MINIMUM OF INTERFERENCE AND INCONVENIENCE WILL RESULT.

THE ADJOINING SECTION ON THE EAST IS LIKELY TO BE UNDER CONSTRUCTION CONCURRENTLY WITH THIS SECTION. IF IT IS, THE TEMPORARY CONNECTION TO HOPKINS ROAD WILL NOT BE MADE, AND TRAFFIC WILL BE MAINTAINED AS PROVIDED ELSEWHERE.

REMOVALS

ALL ITEMS MARKED FOR REMOVAL SHALL BECOME THE PROPERTY OF THE CONTRACTOR AND SHALL BE DISPOSED OF BY HIM. WHERE PIPE IS MARKED FOR REMOVAL WITH HEADWALLS AND/OR CATCH BASINS INVOLVED, THE COST OF SUCH REMOVAL SHALL BE INCLUDED IN THE PRICE BID PER LINEAR FOOT FOR ITEM E-12 PIPE REMOVAL.

CRUSHED AGGREGATE BASE COURSE

THE COMPLETED AGGREGATE BASE COURSE B-119 MAY BE USED FOR MAINTAINING LOCAL TRAFFIC ON THIS PROJECT ANY DAMAGE DONE TO THE BASE, SUBBASE OR SUBGRADE BY LOCAL TRAFFIC SHALL BE REPAIRED BY RESHAPING, RECOMPACTING AND BY ADDITION OF EXTRA B-119 MATERIAL AT NO ADDITIONAL COST TO THE STATE.

RECORDS

ITEMS SET UP IN THE GENERAL NOTES FOR USE UNDER THE DIRECTION OF THE ENGINEER SHALL REQUIRE PROPER RECORDS AND VERIFICATION BEFORE PAYMENT IS APPROVED

REPLACEMENTS

THE CONTRACTOR SHALL REPLACE AT HIS OWN EXPENSE ANY ITEM NOT SPECIFICALLY LISTED FOR REMOVAL THAT IS DAMAGED OR DESTROYED BY HIS OPERATIONS.

TEMPORARY DRAINAGE

TEMPORARY DRAINAGE WILL BE REQUIRED FOR THE PIPE UNDERDRAINS AND SUBBASE DURING CONSTRUCTION OF THIS SECTION, PAYMENT FOR WHICH IS INCLUDED IN THE PRICE BID PER LINEAR FOOT FOR ITEM I-4 UNDERDRAIN.

MANHOLE CASTING

MANHOLE CASTINGS LOCATED IN SLOPES SHALL BE SET SO THAT THE COVER WILL CONFORM WITH THE PLANE OF THE SLOPED SURFACE.

GRATE ELEVATIONS

THE FLOW LINE OF GRATE ELEVATIONS SHOWN FOR I-8 #4 CATCH BASIN AND I-8 #5 CATCH BASIN IS THE LOWEST POINT ON THE GRATE.

PIPE UNDERDRAINS

THE LOCATION OF THE TRANSVERSE PIPE UNDERDRAINS LOCATED AT THE POINTS CUT TO FILL AND FILL TO CUT MAY BE REVISED SLIGHTLY DURING CONSTRUCTION TO ASSURE THAT THE UNDERDRAINS WILL BE PLACED IN CUT

PIPE SPECIALS

I - 5 PIPE SPECIALS HAVE BEEN COMPUTED ON THE BASIS OF 4' 0" IN LENGTH.

EXISTING DRAINAGE

IT IS ANTICIPATED THAT SOME EXISTING DRAINS OTHER THAN THOSE CARRYING DOMESTIC WASTE WILL BE INTERCEPTED AND SEVERED BY THE PROPOSED ROADWAY AND CHANNEL EXCAVATION IN ANY SUCH CASE A SECTION OF THE PIPE SO SEVERED WILL BE REMOVED TO MAKE WAY FOR THE NECESSARY EXCAVATION. IF THE REMAINING PIPE FLOWS AWAY FROM THE EXCAVATION AND THE PLANS DO NOT INDICATE THAT IT IS TO BE USED AS AN OUTLET, IT SHALL BE BLOCKED AT ITS UPPER END IN ACCORDANCE WITH THE PROVISIONS OF ITEM 204 PAYMENT FOR PLUGGING IS INCLUDED IN THE UNIT PRICE BID FOR ITEM E-101, ROADWAY EXCAVATION. IF THE PIPE FLOWS TOWARD THE DITCH EXCAVATION, THE TILE SHALL BE PRESERVED AND A PROPER OUTLET PROVIDED.

THE FOLLOWING QUANTITIES HAVE BEEN SET UP IN THE GENERAL SUMMARY TO BE USED FOR THE ABOVE PURPOSE AS DIRECTED BY THE ENGINEER.

1-3	6" ROADWAY DRAINAGE	1000 LIN FT.	
1-3	8" " "	1000 LIN. FT.	
1-3	8" PIPE OUTLETS FOR ROADWAY DRAINAGE	200 LIN. FT.	- SEC. M 6.4 (a)
1-3	10" " " "	100 LIN FT.	" "
1-3	12" " " "	100 LIN. FT.	" "
1-2	8" UNDER PAVEMENT OR APPROACHES	600 LIN FT	- SEC. M 6.5 (b) OR M 6.8 (b)
1-2	12" " "	600 LIN. FT.	"

THE AMOUNT AND LOCATION OF SUCH MATERIAL SHALL BE RECORDED AS USED AND SHALL BE SUBMITTED WITH FINAL ESTIMATE.

EROSION CONTROL AT HEADWALLS

AN 18" WIDE STRIP OF SOD SHALL BE PLACED ALONG THE BACK AND BOTH ENDS OF EACH STANDARD HEADWALL TYPE A, B AND C TO PREVENT EROSION. THE QUANTITY OF SODDING REQUIRED TO PREVENT EROSION AT THE HEADWALLS IS INCLUDED IN EACH OF THE CULVERT ESTIMATED QUANTITIES.

SIGHT DISTANCE

BASIS FOR MEASURING SIGHT DISTANCE SHALL BE 4.0 FEET FOR HEIGHT OF EYE AND ZERO FEET FOR HEIGHT OF OBJECT. THE MINIMUM STOPPING SIGHT DISTANCE ON THIS PROJECT IS 600 FEET.

REMOVAL OF BUILDINGS

WHERE THE PLAN SHOWS A STRUCTURE TO BE REMOVED UNDER ITEM S-24, THE ENTIRE BUILDING WITHIN AND WITHOUT THE RIGHT-OF-WAY SHALL BE REMOVED TO GROUND LEVEL AND THE BASEMENT FILLED.

LINE DATA CALCULATIONS FOR APPROACHES

RELOCATION VINE ST.
STA. 64+97.60 TO STA. 164+50
ADD EQUATIONS 24.76
NET LENGTH OF WORK = 9,977.16 LIN. FT.

RELOCATION CLOVER AVE.
STA. 0+09 TO STA. 1+60
NET LENGTH OF WORK = 151.00 LIN. FT.

RELOCATION OF VINE ST. (NORTH)
NET LENGTH OF WORK = 3,291.0 LIN. FT.

RECONSTRUCTION OF S. R. 615
STA. 19+40 TO STA. 45+65
NET LENGTH OF WORK = 2,625.0 LIN. FT.

RAMP "Q"
STA. 4+50 TO STA. 13+61.30
NET LENGTH OF WORK = 911.30 LIN. FT.

RAMP "S"
STA. 3+80 TO STA. 11+83.27
NET LENGTH OF WORK = 803.27 LIN. FT.

RAMP "T"
STA. 1+64.47 TO STA. 12+00
NET LENGTH OF WORK = 1,035.53 LIN. FT.

RAMP "V"
STA. 3+72.72 TO STA. 13+00
NET LENGTH OF WORK = 927.28 LIN. FT.

RELOC. MUNSON ROAD
STA. 19+25 TO STA. 37+25
NET LENGTH OF WORK = 1,800.00 LIN. FT.

RELOC. OF HOPKINS RD.
STA. 27+49.14 TO STA. 41+80
NET LENGTH OF WORK = 1,430.86 LIN. FT.

22,952.40

MODIFICATION OF STD. #5 CATCH BASIN

THE 8 : 1 MEDIAN SLOPES SHOWN ON THE STANDARD DRAWING I-8 NO. 4 CATCH BASIN SHALL NOT BE PLACED, AND THE 6 : 1 MEDIAN SLOPE, AS SHOWN ON THE TYPICAL SECTION, SHALL BE FIT TO THE BASIN.

THE STANDARD DRAWING I-8 CB NO. 5 SHALL BE USED, EXCEPT FOR THE MODIFICATION OF THE PAVED GUTTER AND SOD STRIP DETAIL AS SHOWN ON PAGE 227 OF THE PLANS.

MAINTAINING LOCAL TRAFFIC

AGGREGATE AND CHLORIDE REQUIRED FOR MAINTENANCE OF LOCAL TRAFFIC, IN ACCORDANCE WITH THE PROVISIONS OF SECTION C - 4.05 OF THE SPECIFICATIONS, IS PROVIDED IN THE SUMMARY OF QUANTITIES IN THE FOLLOWING AMOUNTS:
300 CU. YDS. TRAFFIC COMPACTED SURFACE COURSE ITEM T - 10
6 TONS CALCIUM CHLORIDE OR CALCIUM MAGNESIUM CHLORIDE ITEM M - 10

REQUIREMENTS FOR HARDNESS AND SOUNDNESS WILL BE WAIVED FOR AGGREGATE USED FOR MAINTAINING LOCAL TRAFFIC.

TRAFFIC SHALL BE MAINTAINED IN THE MUNSON - HOPKINS ROAD VICINITY IN THE FOLLOWING MANNER: THE RECONSTRUCTION OF MUNSON ROAD SHALL BE BUILT UNDER TRAFFIC TO A POINT SOUTH OF THE INTERSECTION OF RELOCATED HOPKINS ROAD WITH MUNSON. RELOCATED HOPKINS ROAD SHOULD THEN BE CONSTRUCTED. AFTER THIS IS COMPLETE, MUNSON ROAD MAY BE CLOSED TO TRAFFIC AND TRAFFIC DETOURED BY RELOCATED AND EXISTING HOPKINS ROAD.

A TEMPORARY RUNAROUND HAS BEEN PROVIDED AT RECONSTRUCTED S. R. 615 AND SHALL BE MAINTAINED AS REQUIRED IN THE SPECIFICATIONS BY THE CONTRACTOR.

THE RELOCATION OF VINE STREET - NORTH, AND THE RELOCATION OF VINE STREET SHALL BE CONSTRUCTED IN THEIR ENTIRETY BEFORE EXISTING VINE STREET CAN BE CLOSED.

TRAFFIC IS TO BE MAINTAINED AT ALL TIMES ON EXISTING HOPKINS ROAD.

THE RELOCATION OF CLOVER AVENUE SHOULD BE BUILT AT THE SAME TIME THAT RELOCATED VINE STREET IS CONSTRUCTED.

SEPTIC TANKS

WHERE SEPTIC TANKS, CESSPOOLS OR LEACHING BASINS ARE ENCOUNTERED ALL MATERIAL CONTAINED IN THEM SHALL BE REMOVED FROM THE RIGHT OF WAY LIMIT.
EACH STRUCTURE SHALL THEN BE PROPERLY BACKFILLED, OR REMOVED IF DIRECTED BY THE ENGINEER, AS PROVIDED IN THE STANDARD SPECIFICATIONS AND PAYMENT FOR SAME SHALL BE MADE UNDER ITEM E-101. REMOVAL OF THE TILE FIELDS ADJOINING THESE FEATURES IS NOT REQUIRED UNLESS THEY WOULD ALLOW FLOW OF WATER UNDER THE EMBANKMENT.

I-22 SUBBASE GRADING

I-22 SUBBASE GRADING A & B AS PER PLAN. MATERIAL FOR THIS ITEM SHALL MEET THE REQUIREMENTS FOR I-22 GRADING A OR B EXCEPT THAT FOR BOTH GRADINGS THE PERCENT PASSING NO 200 SIEVE SHALL NOT EXCEED TEN.

E-101 EMBANKMENT

IN ADDITION TO THE REQUIREMENTS OF SEC. E-101.08(f) THE MOISTURE CONTENT OF ALL EMBANKMENT MATERIALS THAT DISPLAY PRONOUNCED ELASTICITY OR DEFORMATION UNDER THE ACTION OF CONSTRUCTION EQUIPMENT SHALL NOT EXCEED OPTIMUM AT THE TIME OF COMPACTION.