

# GENERAL NOTES

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

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204

LAK-44-3.79

## CONTRACTION AND EXPANSION JOINTS

ALTHOUGH SPECIFIC LOCATIONS OF CERTAIN EXPANSION AND CONTRACTION JOINTS HAVE BEEN DETAILED ON THIS PLAN, NO WAIVER OF THE SPECIFICATIONS IS INTENDED. PROVISION OF EXPANSION JOINTS AT ALL MAJOR STRUCTURES AND THE MAXIMUM SPACING BETWEEN CONTRACTION JOINTS SHALL IN ALL CASES BE IN ACCORDANCE WITH STANDARD CONSTRUCTION DRAWING T. J.

## PAYMENT FOR TEMPORARY ROADWAYS

PAYMENT FOR CONSTRUCTION, MAINTENANCE, AND SUBSEQUENT REMOVAL, WHEREVER REQUIRED, OF TEMPORARY ROADWAYS NOT SEPARATELY ITEMIZED UNDER ITEM S-15, EXCEPT FOR FURNISHING AND PLACING OF ITEMS M-10, T-10 AND T-35 FOR MAINTAINING TRAFFIC, SHALL BE INCLUDED IN THE LUMP SUM PRICE BID FOR "MAINTAINING TRAFFIC".

## TYPICAL SECTION ALTERATIONS & PLAN QUANTITY ADJUSTMENTS

SUBSEQUENT TO THE PREPARATION OF THE DETAILED PLANS FOR THIS PROJECT, THE WIDTHS OF THE PAVED BERMS ON THE MEDIAN SIDE OF THE PROPOSED THROUGH ROADWAYS WERE REDUCED FROM 5 FEET TO 4 FEET AND THE TREATMENT OF THE MATERIAL UNDER THE PAVED BERMS WAS REVISED AS NOW SHOWN ON THE TYPICAL SECTIONS.

THE CROSS SECTIONS IN THESE PLANS HAVE NOT BEEN ADJUSTED TO REFLECT THESE CHANGES. CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE TYPICAL SECTIONS. ESTIMATED ADJUSTMENTS IN EARTHWORK QUANTITIES FOR THE WIDTH REDUCTION OF PAVED BERM AREAS HAS BEEN MADE IN THE SUMMARY OF QUANTITIES AS SHOWN ON SHEET NO. 9. OTHER NECESSARY ADJUSTMENTS IN EARTHWORK QUANTITIES SHALL BE MADE AT THE TIME OF FINAL MEASUREMENTS.

## UNSUITABLE MATERIAL

A SHALLOW, AT-SURFACE DEPOSIT OF FIBROUS PEAT WAS NOTED IN THE SOIL BORINGS TO THE LEFT AND RIGHT OF THE CENTERLINE BETWEEN STATION 287 + 00 AND STATION 292 + 00. THIS MATERIAL SHALL BE EXCAVATED AND REPLACED WITH SUITABLE EMBANKMENT MATERIAL. IT IS THE INTENT TO EXCAVATE THIS MATERIAL ONLY UNDER THE PAVED SHOULDERS AND PAVEMENT, WITH THE APPROXIMATE DEPTHS AND LIMITS OF EXCAVATION AS INDICATED BELOW:

STATION	56' LEFT	18' LEFT	CENTERLINE	18' RIGHT	56' RIGHT
288 + 20 TO 290 + 20	0'	0'	0'	1.5'	1.5'
291 + 20 TO 292 + 20	1'	1'	0	0	0

COST OF REMOVING UNSUITABLE EXCAVATION TO BE INCLUDED IN ITEM E-1 ROADWAY EXCAVATION, METHOD "B" AS PER SEC. E-1.06(A) OF THE SPECIFICATIONS.

E-1 ROADWAY EXCAVATION METHOD "B"	564 C.Y.
REQUIRED EMBANKMENT + 18% FOR UNSUITABLE EXCAVATION	666 C.Y.

## MAINTENANCE OF SEWER FLOWS

THE CONTRACTOR SHALL CONDUCT HIS OPERATIONS SO AS TO MAINTAIN AT ALL TIMES SEWER FLOWS THROUGH EXISTING FACILITIES TO REMAIN IN PLACE AND THROUGH EXISTING FACILITIES TO BE REPLACED UNTIL NEW FACILITIES ARE COMPLETED AND PLACED INTO USE.

PAYMENT FOR ANY ADDITIONAL COSTS INVOLVED IN MAINTAINING THESE FLOWS BY PUMPING OR BY ANY OTHER MEANS APPROVED BY THE ENGINEER SHALL BE INCLUDED IN THE UNIT PRICES BID FOR THE RESPECTIVE PIPE ITEMS.

## PLUGGING PIPE

THE UPSTREAM ENDS OF ALL PIPE OR TILE LINES INTERCEPTED BY EARTHWORK OPERATIONS SHALL BE EFFECTIVELY BLOCKED AND COVERED. BROKEN PIECES AND PORTIONS OF PIPE OR TILE SHALL BE REMOVED UNTIL A WHOLE LENGTH IS ENCOUNTERED WHICH SHALL BE BLOCKED WITH CONCRETE, FLAT STONE OR BRICK LAID IN MORTAR, OR A PRECAST CLAY OR CONCRETE STOPPER. PAYMENT FOR THE ABOVE WORK SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM E-1, ROADWAY EXCAVATION.

## CONNECTIONS TO EXISTING PIPE

AT PLACES WHERE THE PLANS PROVIDE FOR PROPOSED DRAINAGE PIPE TO BE CONNECTED TO EXISTING PIPES, IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO LOCATE THE EXISTING PIPE BOTH AS TO LINE AND GRADE BEFORE HE STARTS TO LAY THE PROPOSED PIPE. THE COST OF THIS OPERATION SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE PERTINENT PIPE ITEM.

## REMOVAL OF EXISTING PIPE

THE REMOVAL OF ALL EXISTING PIPE DRAINS WITHIN THE LIMITS OF PROPOSED EXCAVATION ITEMS SHALL BE INCLUDED FOR PAYMENT IN THE UNIT PRICES BID FOR THE RESPECTIVE EXCAVATION ITEMS, UNLESS OTHERWISE ITEMIZED IN THE PLANS.

## SEALING OF PIPE JOINTS:

WHERE CONNECTIONS ARE MADE BETWEEN RIGID AND FLEXIBLE PIPE SECTIONS OR BETWEEN PIPE SECTIONS OF DIFFERENT KIND OF PIPE OR TYPE OF END FABRICATION, WHETHER REQUIRED BY THE PLANS, ARISING FROM PERMISSIBLE USE OF OPTIONAL MATERIALS, OR ENCOUNTERED IN CONNECTION TO EXISTING FACILITIES, THE JOINT SHALL BE SEALED, IF SEALING IS REQUIRED BY THE SPECIFICATIONS, BY MEANS OF A CLASS "E" CONC. COLLAR, AS PER STD. DRWG. I-1.

## FIELD DRAINS:

ALL FARM TILES WHICH ARE ENCOUNTERED DURING CONSTRUCTION SHALL BE PROVIDED WITH UNOBSTRUCTED OUTLETS UNDER THE DIRECTION OF THE ENGINEER.

EXISTING COLLECTORS AND ISOLATED FARM TILES WHICH ARE ENCOUNTERED ABOVE THE ELEVATION OF THE ROADWAY DITCHES SHALL BE OUTLETTED INTO THE ROADWAY DITCH. THE OPTIMUM OUTLET ELEVATION SHALL BE, IF POSSIBLE, ONE FOOT ABOVE THE FLOWLINE ELEVATION OF THE DITCH.

LATERAL TILE FIELDS WHICH CROSS THE ROADWAY SHALL BE INTERCEPTED BY ITEM I-1 CLASS H-2 PIPE AND CARRIED IN A LONGITUDINAL DIRECTION TO AN ADEQUATE OUTLET OR ROADWAY CROSSING.

EXISTING COLLECTORS WHICH ARE LOCATED BELOW THE ROADWAY DITCH ELEVATION AND WHICH CROSS THE ROADWAY SHALL BE REPLACED WITHIN THE CONSTRUCTION LIMITS BY ITEM I-1 CLASS A-1 PIPE.

THE LOCATION, TYPE, SIZE AND GRADE OF THE REQUIRED REPLACEMENTS SHALL BE DETERMINED BY THE ENGINEER DURING CONSTRUCTION AND PAYMENT SHALL BE MADE ON FINAL MEASUREMENT.

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED IN THE GENERAL SUMMARY FOR THE WORK NOTED ABOVE:

I-1	6" CLASS A-1	150 LIN. FT.
I-1	8" CLASS A-1	150 LIN. FT.
I-1	6" CLASS H-2	150 LIN. FT.
I-1	8" CLASS H-2	150 LIN. FT.
I-1	6" CLASS F-1	100 LIN. FT.
I-1	8" CLASS F-1	100 LIN. FT.

## MAINTENANCE OF TRAFFIC:

MINIMUM PROVISIONS FOR MAINTENANCE OF TRAFFIC ON PUBLIC ROADS AFFECTED BY THIS IMPROVEMENT SHALL BE AS FOLLOWS:

### MENTOR AVENUE (U.S. 20)

TWO-WAY (TWO LANES IN EACH DIRECTION) TRAFFIC SHALL BE MAINTAINED AT ALL TIMES ON MENTOR AVENUE BY USE OF EITHER THE EXISTING PAVEMENT, THE PROPOSED PAVEMENT, OR TEMPORARY RUN-AROUND ROAD AS DETAILED ON SHEET

NO. 131 OF THE PLANS, EXCEPT THAT, DURING CONSTRUCTION OF MERGED AREAS, TWO-WAY TRAFFIC (ONE LANE IN EACH DIRECTION) MAY BE MAINTAINED FOR MINIMUM PERIODS OF TIME CONSISTENT WITH THE REQUIREMENTS OF THE SPECIFICATIONS.

### JACKSON STREET

JACKSON STREET MAY BE CLOSED FOR A PERIOD NOT EXCEEDING SIX (6) MONTHS DURING THE CONSTRUCTION OF THE JACKSON STREET BRIDGE. TWO-WAY TRAFFIC SHALL BE MAINTAINED ON JACKSON STREET AT ALL OTHER TIMES.

### FERN DRIVE

TWO WAY TRAFFIC SHALL BE MAINTAINED AT ALL TIMES WITH ACCESS AT JACKSON STREET AND MENTOR AVENUE EXCEPT AS FOLLOWS:

- AFTER THE JACKSON STREET BRIDGE IS COMPLETED, FERN DRIVE MAY BE CLOSED AT JACKSON STREET AND THE INTERSECTION REBUILT.
- AFTER THE FERN DRIVE-JACKSON STREET INTERSECTION IS COMPLETED AND OPENED TO TRAFFIC THE FERN DRIVE-MENTOR AVENUE INTERSECTION MAY BE CLOSED AND REBUILT.

ESTIMATED QUANTITIES OF T-10, M-10, AND T-35 HAVE BEEN PROVIDED IN THE GENERAL SUMMARY FOR MAINTAINING TRAFFIC AND SHALL BE APPLIED AT LOCATIONS WHERE DIRECTED IN THE AMOUNTS SPECIFIED BY THE ENGINEER.

### ESTIMATED QUANTITIES (TO GENERAL SUMMARY)

ITEM T-10 AGGREGATE	400 C.Y.
ITEM M-10 CALCIUM CHLORIDE	8 TONS
ITEM T-35 ASPHALTIC CONCRETE FOR MAINT. TRAFFIC	25 C.Y.

## DUST CONTROL

ESTIMATED QUANTITIES OF WATER AND CALCIUM CHLORIDE HAVE BEEN INCLUDED IN THE GENERAL SUMMARY, FOR USE AS DIRECTED BY THE ENGINEER, IN DUST CONTROL PER SEC. G-7.14.

## SEEDING FORMULA

THE FOLLOWING SEED MIXTURE SHALL, IN LIEU OF THE MIXTURES LISTED IN SECTION L-9.11, BE USED THROUGHOUT THE LIMITS OF THIS PROJECT:

65% KENTUCKY 31 PESCUE
25% KENTUCKY BLUEGRASS
5% RED TOP
5% ALSIKE CLOVER

## FEDERAL AID CONSTRUCTION IDENTIFICATION SIGNS

THE CONTRACTOR SHALL FURNISH, ERECT, MAINTAIN AND SUBSEQUENTLY REMOVE FEDERAL AID CONSTRUCTION IDENTIFICATION SIGNS AT EACH OF THE FOLLOWING LOCATIONS:

- ON EXISTING U.S.R. 20 Right of Approximate Sta. 6+25
- ON EXISTING U.S.R. 20 Left of Approximate Sta. 13+25

SIGN DETAILS SHALL BE AS SPECIFIED ON STANDARD DRAWING FACI-1" CODE N-44(3)-102" AND THE SIGNS SHALL BE ERECTED IN ACCORDANCE WITH STANDARD DRAWING FACI-2. ADDITIONAL REQUIREMENTS SHALL BE IN ACCORDANCE WITH NOTES IN THE PROPOSAL.

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