

# GENERAL NOTES

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		



LAKE COUNTY  
LAK. 528-1.24

## DESIGN SPEED

THE GEOMETRICS FOR THIS PROJECT HAVE BEEN PLANNED FOR A DESIGN SPEED OF 60 MILES PER HOUR.

## FIELD OFFICE

THE CONTRACTOR SHALL, IN ACCORDANCE WITH SEC. S-0.01 (B), PROVIDE FOR THE EXCLUSIVE USE OF THE STATE'S EMPLOYEES, A SUITABLE FIELD OFFICE HAVING A MINIMUM OF 500 SQ. FT. OF FLOOR SPACE. THE CONTRACTOR SHALL HAVE A TELEPHONE INSTALLED AND MAINTAINED IN THIS FIELD OFFICE DURING THE CONSTRUCTION OF THIS PROJECT. THE CONTRACTOR SHALL ALSO PROVIDE AND INSTALL WIRING AND OUTLETS SUITABLE FOR CONNECTING ELECTRIC LIGHTS AND OFFICE EQUIPMENT IN THE FIELD OFFICE AND PROVIDE 110-VOLT ALTERNATING CURRENT TO THE OFFICE DURING THE ENTIRE PERIOD OF CONSTRUCTION OF THIS PROJECT.

## UTILITY ADJUSTMENT

THE CONTRACTOR SHALL NOTIFY AT LEAST 48 HOURS IN ADVANCE ANY AND ALL UTILITIES THAT MAY BE AFFECTED BY HIS OPERATIONS. ANY AND ALL WORK REQUIRED FOR PUBLIC OR PRIVATE UTILITIES WILL BE DONE BY AND AT THE EXPENSE OF THEIR RESPECTIVE OWNERS, UNLESS OTHERWISE SHOWN ON THESE PLANS.

## UTILITY OWNERSHIP

CLEVELAND ELECTRIC ILLUMINATING COMPANY  
AMERICAN TELEPHONE & TELEGRAPH COMPANY  
CHARDON TELEPHONE COMPANY  
GENEVA TELEPHONE COMPANY

## ROUNDING OF CORNERS SHOWN ON CROSS SECTIONS

THE ROUNDED CORNERS SHOWN ON STANDARD DRAWING R1-1, AS MODIFIED BY THE TYPICAL SECTIONS, APPLY TO ALL CROSS SECTIONS, EVEN THOUGH OTHERWISE SHOWN ON THESE PLANS.

## CONSTRUCTION LAYOUT STAKES

SEE NOTE IN PROPOSAL DESCRIBING THE WORK INCLUDED IN THIS LUMP SUM PAY ITEM.

## NON-RIGID PAVEMENT REMOVAL

REMOVAL AND DISPOSAL OF EXISTING NON-RIGID PAVEMENT, UNLESS OTHERWISE INDICATED ON THESE PLANS, SHALL BE MEASURED AND PAID FOR AS ITEM E-1, ROADWAY EXCAVATION.

## REMOVAL OF TREES AND STUMPS

ALL TREES AND STUMPS LYING WITHIN THE CONSTRUCTION LIMITS OF THIS PROJECT SHALL BE REMOVED UNDER THE LUMP SUM PRICE BID FOR ITEM E-9, REMOVAL OF TREES AND STUMPS. THE FOLLOWING IS AN APPROXIMATE ESTIMATE OF THE NUMBER OF TREES AND STUMPS TO BE REMOVED:

SIZES	NO. TREES	NO. STUMPS
12" - 18"	60	3
18" - 24"	45	4
24" - 30"	16	0
30" - 36"	8	1
36" - 42"	1	0
42" - 48"	0	0
OVER 48"	0	0
TOTAL	130	8

## REMOVAL OF TREES AND STUMPS (CONTINUED)

THE ABOVE ESTIMATE IS APPROXIMATE AND THE STATE OF OHIO RESERVES THE RIGHT TO ORDER THE REMOVAL OF ADDITIONAL TREES OR STUMPS OUTSIDE OF THE LIMITS OF CONSTRUCTION BUT WITHIN THE RIGHT-OF-WAY AND/OR EASEMENT LINES. PAYMENT FOR THE REMOVAL OF THESE ADDITIONAL TREES OR STUMPS SHALL BE INCLUDED IN THE LUMP SUM PRICE BID FOR ITEM E-9, REMOVAL OF TREES AND STUMPS.

## ITEM 1-9 STONE UNDERDRAINS, NO. 2

STONE UNDERDRAINS SHALL BE PLACED AT FIFTY (50) FOOT INTERVALS ON EACH SIDE OF NORMAL CROWNED SECTIONS AND AT TWENTY-FIVE (25) FOOT INTERVALS ON THE LOW SIDE ONLY OF SUPERELEVATED SECTIONS, EXCEPT WHERE 1-1 6" PIPES CLASS 1-3 HAVE BEEN PROVIDED, OR UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

THE CONTRACTOR SHALL EXERCISE CARE IN THE USE OF HEAVY EQUIPMENT OVER THE TRENCH AND SHALL BE RESPONSIBLE TO REMOVE AND REPAIR ANY COMPLETED WORK DESTROYED THEREBY. COMPLETION SHALL BE DEFINED TO A POINT WHERE THE TRENCH IS FULLY OPEN AND SUBSEQUENT EXCAVATION REQUIRED TO COMPLETE THE TRENCH SHALL BE MADE AT THE CONTRACTOR'S RISK AND COST. HEAVY EQUIPMENT SHALL NOT BE OPERATED OVER ANY COMPLETED LAYERS OF ROADWAY MATERIAL, COMPLETED SUBBASE, OR SUBGRADE IF SUCH OPERATION TENDS TO DESTROY AND SOIL DEPENDENT BY THE ROADWAY MATERIAL. THE CONTRACTOR SHALL BE RESPONSIBLE TO REPAIR AND RECONSTRUCT ANY DAMAGE TO THE ROADWAY MATERIAL.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL UTILITIES AND STRUCTURES EXISTING WITHIN THE CONSTRUCTION LIMITS OF THIS PROJECT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL UTILITIES AND STRUCTURES EXISTING WITHIN THE CONSTRUCTION LIMITS OF THIS PROJECT.

## SKewed CULVERT ENDS

WHERE REQUIRED BY THE STRUCTURE DETAILS, THE SKEWED END SECTIONS OF CULVERT PIPE SHALL BE SPECIALLY FABRICATED BY THE MANUFACTURER. THE SHORT SIDE OF ANY SPECIALLY FABRICATED PIPE SECTION SHALL NOT BE LESS THAN TWO (2) FEET LONG.

## DRAINAGE OF BASE MATERIAL

WHERE THE BASE MATERIAL IS DRAINED BY 1-9 STONE UNDERDRAINS OR BY EXTENSIONS OF THE SUBBASE THROUGH THE SHOULDERS TO THE FILL SLOPE OR THE DITCH LINE, THE CONTRACTOR SHALL FINISH, SEED, AND MULCH THE SLOPES SO AS NOT TO IMPEDE DRAINAGE OF THE BASE MATERIAL. THE ACTUAL AREA OF THE OUTCROP OF THE SUBBASE MATERIAL OR THE 1-9 UNDERDRAINS SHALL NOT BE SEEDED.

## ROCK SUBGRADE

THE CONTRACTOR SHALL BE PAID FOR THE THICKNESS OF 1-22 MATERIAL SHOWN ON THE TYPICAL SECTIONS IN ROCK EXCAVATION AREAS. ANY POCKETS IN THE ROCK BELOW THE PLAN SUBGRADE ELEVATION SHALL DRAIN EITHER LONGITUDINALLY OR Laterally AND ALL IRREGULARITIES IN THE ROCK BELOW THIS ELEVATION SHALL BE FILLED WITH 1-22 MATERIAL AT NO ADDITIONAL COST TO THE STATE.

## AGRICULTURAL LIMING MATERIALS

THE LOCATION AND NEED FOR AGRICULTURAL LIMING MATERIALS WILL BE DETERMINED BY LABORATORY TESTS AFTER ROUGH GRADING OPERATIONS HAVE BEEN PERFORMED. QUANTITIES OF AGRICULTURAL LIMING MATERIALS AS SHOWN ON THE PLANS ARE SUFFICIENT FOR THE ENTIRE PROJECT, BUT WILL BE NON-PERFORMED FOR THE AREAS WHERE TESTS SHOW THAT THE LIMING MATERIAL IS NOT NEEDED. WHERE USED THIS MATERIAL SHALL BE APPLIED AT THE RATE OF 100 LBS. PER 1,000 SQ. FT.

## SCARIFICATION OF EXISTING FLEXIBLE PAVEMENT

WITHIN THE LIMITS OF CONSTRUCTION WHERE THE EXISTING FLEXIBLE PAVEMENT WILL HAVE LESS THAN SIX (6) INCHES OF FILL PLACED UPON IT, THE PAVEMENT SHALL BE THOROUGHLY SCARIFIED FOR ITS FULL DEPTH, MIXED WITH SUFFICIENT SOIL AND PROPERLY RECOMPACTED TO INSURE THE ELIMINATION OF ANY PLANES OF SEPARATION BETWEEN IT AND THE EMBANKMENT PLACED THEREON. PAYMENT FOR SCARIFICATION AS DESCRIBED ABOVE SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM E-1 ROADWAY EXCAVATION.

## PAVEMENT REMOVAL OUTSIDE NORMAL CONSTRUCTION LIMITS

AFTER THE EXISTING PAVEMENT HAS BEEN REMOVED, THE OLD ROADWAY SHALL BE PLOWED, HARROWED, AND DRAGGED TO A SMOOTH GRADE, THE OLD DITCHES FILLED, AND THE ENTIRE AREA SLOPED TO DRAIN AND LEFT IN A NEAT CONDITION READY FOR SEEDING. PAYMENT FOR THIS WORK SHALL BE INCLUDED IN THE UNIT PRICE BID FOR PAVEMENT REMOVAL, ITEM E-8. SEEDING SHALL BE MEASURED AND PAID FOR IN ACCORDANCE WITH ITEM L-9.

## ESTIMATED QUANTITIES

SPECIFIC LOCATIONS AND USAGE OF ESTIMATED QUANTITIES SET UP ON THIS PLAN TO BE USED "AS DIRECTED BY THE ENGINEER" SHALL BE MADE A MATTER OF RECORD BY INCORPORATION INTO THE FINAL CHANGE ORDER GOVERNING COMPLETION OF THIS PROJECT.

## 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.

## GUARD RAIL ADJOINING BRIDGE PARAPET

ONE (1) ADDITIONAL GUARD RAIL POST SHALL BE PROVIDED IN THE CENTER OF EACH PANEL OF GUARD RAIL ADJOINING THE PARAPET, PAYMENT FOR WHICH SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 1-15 GUARD RAIL.

## FLARING GUARD RAIL AT BRIDGE

GUARD RAIL ON SOUTH BRIDGE APPROACH SHALL BE FLARED TO MEET THE BRIDGE RAILING IN SUCH A MANNER THAT THE CHANGE IN ALIGNMENT OF THE GUARD RAIL SHALL NOT EXCEED 1:20.

## CONTROL AND REFERENCE

CONTROL AND REFERENCE POINTS FOR ROADWAY ARE ON FILE IN THE DIVISION OFFICE. REFERENCE STAKES HAVE BEEN SET BY DIVISION SURVEY CREWS.