

GENERAL NOTES

FED. RD. DIVISION	STATE	FEDERAL AID PROJECT	TYPE FUNDS
2	OHIO	F-366(1)	POST WAR

4
97

LAKE COUNTY
LAK.-G-(3.60-3.76)
LAK.-174-1.50

FINISHING CONCRETE PAVEMENT

All concrete pavement shall be "Ordinary Finish" in accordance with Sec. T-71.212 except inaccessible portions so designated by the Engineer, which shall be hand finished in accordance with Sec. T-71.211.

UTILITY ADJUSTMENT

Any and all work required for Public or Private Utilities will be done by and at the expense of their respective owners, unless otherwise noted in these Plans.

BERMS AND SLOPES

Berms and slopes shall be finished in accordance with the Typical Sections, except where otherwise shown in the Cross Sections. While the Cross Sections as drawn show straight lines and angles, in construction all corners shall be rounded as shown in the Typical Sections.

TREE REMOVAL

Cost of removal of trees and stumps to be included in the unit price bid for "Item E-1 Roadway Excavation."

AGGREGATE NO 6 AND NO 6-A

The substitution of No 46 aggregate will be permitted throughout the Project where No 6 or No 6-A aggregate is specified.

EARTHWORK

During excavation and embankment construction operations, the roadway section shall be maintained at all times in such shape that no concentration of water will take place and be discharged in a concentrated flow over the slopes.

The moisture content of all embankment material shall be less than optimum at the time of compaction. Embankment material placed on fill containing or exceeding optimum moisture, whether caused by rain or from the state of the material as it is received, shall be aerated by discing or other approved method for the full depth of the course to reduce the moisture content to below optimum at the time of compaction.

Soil used in the upper 3 feet of all embankments shall contain less than 50% silt as determined by the State Highway Testing and Research Laboratory testing procedure, and shall have a maximum dry weight peak of not less than 100 lbs. per cubic foot.

Granular material available from excavation in the cut between Stations 252+50 and 270+00 above approximate elevation 770.00 shall be used to form the subbase. Sufficient material from this source shall be reserved during the grading operations to provide the minimum subbase thicknesses indicated on the Typical Sections.

HERRINGBONE UNDERDRAINS

Flow line of herringbone drains shall be a minimum depth of 4'-6" below the finished surface of the completed pavement.

FIELD OFFICE

The Contractor shall provide a suitable "Field Office" in accordance with Sec. S-0.01(b) having a minimum of 300 sq. ft. of floor space.

The Contractor shall have a telephone installed and maintained during the construction of the Project.

MAIL BOX TURNOUTS AND DRIVES MATERIAL

Item I-17.02 Material for Mail Box Turnouts and Drives shall be limited to the use of air-cooled slag. In lieu of grading requirements the size of slag shall be 80% No 34 and 20% screenings.

GRANULAR BLANKET MATERIAL

In the final finishing of slopes and ditches, care shall be exercised that the exposed edge of the blanket course be left free of earth cover that would impede free drainage.

The Granular Blanket Material specified throughout plans shall be obtained from Roadway Excavation above approximate elevation 770 between Stations 252+50 and 270+00. The material shall be placed as indicated on the plans.

Cost for all operations necessary for constructing the blanket course as specified, including excavating, storing, hauling and placing shall be included in the unit price bid per cu. yd. for "Item E-1, Roadway Excavation, As Per Plan."

EXISTING PAVEMENT

From Station 206+50 to Station 216+00, where the existing pavement will be under at least 3 feet of embankment, exclusive of new pavement, the existing pavement need not be removed, but shall be broken up into portions whose area does not exceed one (1) square foot. Cost of this operation to be included in the unit price bid for "Item E-1 Roadway Excavation."

GUARD RAIL

Unit price bid for "Item I-15 Guard Rail Removed and Rebuilt" shall include the removal and disposal or storage, as determined by the Engineer, of existing posts and the furnishing of all new posts.

L-9 SEEDING AND PROTECTING

All areas shall be seeded at the rate of four (4) pounds per 1000 square feet with the following mixture:

- 35% Alta Rescue (Festuca elatior var. Alta strain)
- 20% Perennial Ryegrass (Lolium perenne)
- 15% Orchard Grass (Dactylis glomerata)
- 15% Timothy (Phleum pratense)
- 15% Hairy Vetch (Vicia villosa)

The hairy vetch shall be inoculated.

An approved power-driven rotary mixing machine shall be used to incorporate the fertilizer, seed, and straw mulch in connection with the seeding for berms, roadway ditches, and all other areas with a slope of 3:1 or flatter.

All other areas, with slopes steeper than 3:1, shall be mulched in accordance with Section L-9.12 of the Specifications.

L-9 COMMERCIAL FERTILIZER

Commercial fertilizer (10-6-4) shall be used in connection with all seeding at the rate of thirty (30) pounds per 1000 square feet, twenty (20) pounds of which shall be applied at the regular time of seeding operations. The remaining ten (10) pounds shall be applied as directed by the Engineer.

L-12 PLANTING VINES

Mulching material as required Sec. L-12.23 of the Specifications shall be omitted. Since areas where vines are to be planted shall also be seeded, the mulching of these areas shall be performed in accordance with Sec. L-9.12.

DESIGN SPEED

The design speed for the project is 60 miles per hour.

REMOVAL OF EXISTING PIPE

Existing pipe encountered in excavation laying above sub-base grade shall be removed as excavation. Payment for removal to be included in unit price bid for "Item E-1 Roadway Excavation."

I-10 RIP-RAP

Rip-rap, where called for on the plans, shall be Type A Grout Filled.

CONSTRUCTION AND TRAFFIC MAINTENANCE PROCEDURE

Two-way traffic shall be maintained on U.S. Route 6 during the initial stage of construction of the bridge and the fill area between Sta 239+50 and Sta. 249+50. Work outside of these areas that does not necessitate the closing of the highway to traffic may also be performed during this period.

U.S. Route 6 shall be closed to through traffic between S.R. 174 and Worrell Road to permit construction of the improvement where the existing and new centerlines are on the same alignment. In no case, however, shall the highway be closed to through traffic until the contractor is prepared to complete the project in a continuous operation. The contractor shall arrange his operations so that inconvenience and length of time when detour routes are established will be held to a minimum. Methods of work procedure and traffic maintenance and/or detouring shall be submitted to the engineer for approval.

Two-way traffic shall be maintained on S.R. 174 and on U.S. Route 6 from S.R. 174 westerly at all times. Materials have been provided in the General Summary to permit construction of temporary pavements where required to maintain traffic at these locations.