

GENERAL NOTES

LAKE COUNTY
LAK-1-26.51
ASHTABULA COUNTY
ATB-1-0.00

FED. RD. DIVISION	STATE	PROJECT
2	OHIO	I-1103 (15)

ROAD NAME SIGNS: All County, Township, City, or Village road or street name signs that will be disturbed by the construction shall be carefully removed and stored by the Contractor for disposal by their respective owners. Payment for this operation shall be included in the unit price bid for Roadway Excavation.

FIELD OFFICE: The Contractor shall provide a suitable Field office for the exclusive use of the State Employees, in accordance with Sec. 0.01(b), having a minimum of 500 square feet of floor space. The Contractor shall have a telephone installed and maintained in the Field Office during the construction of this project.

DESIGN SPEED: The geometrics for this project have been planned for a design speed of 70 miles per hour.

UTILITIES: The Contractor shall notify at least 48 hours before breaking ground all Public Service Corporations having wire, poles, pipe, conduits, manholes or other structures that may be affected by this operation, including all structures which are affected and shown on these plans. Any and all work required for public or private utilities will be done and at the expense of their respective owners, unless otherwise noted on the plans.

ROUNDING OF CORNERS ON CROSS-SECTIONS: The rounded corners, shown on Standard Drawing RT-1, apply to all cross sections even though otherwise noted on these plans.

R/W MONUMENTS, FEDERAL PROJECT MARKERS AND SECTION MARKERS: Existing R/W Monuments, Bench Marks, Federal Project Markers and Section Markers that will be removed by construction, shall be protected by the Contractor as per Sec. G-109 until they can be witnessed, referenced and reset by the Construction Crew.

ELEVATION DATUM: All elevations are based on U.S.G.S. datum.

LOCATION AND SIZE OF PIPES: The location, type, depth and size of all existing pipes are shown as near exact as the available information will permit. The State will not be responsible for any variations found during construction.

UNDERGROUND UTILITIES: The locations of the underground utilities shown on the plans have been obtained by diligent field checks and search of available records. It is believed that they are essentially correct, but the State of Ohio makes no guarantees as to their accuracy or completeness.

FLARING GUARD RAIL AT BRIDGES: Guard rail on cross roads 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.

REMOVAL OF EXISTING HOUSE DRAINS: The removal of all existing house connections, which included sanitary, yard, roof, basement or other similar pipe drains within the roadway construction limits shall be classified and paid for as Roadway Excavation, unless otherwise itemized for payment in the plans.

I-22 SUBBASE GRADING A and B as per PLAN: Material for this item shall meet the requirements for Item I-22 grading A or B, except that for both gradings the percent passing the number 200 sieve shall not exceed ten.

PLUGGING PIPE ENDS: The upstream ends of pipe lines 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, precast clay or concrete stopper. Payment for the above work shall be included in the price bid for Roadway Excavation.

GUARD RAIL REMOVAL: The removal of any guard rail or guard rail posts lying within the limits of roadway excavation or embankment (and not specifically paid for under a separate item) is included in the Contract unit price bid for Roadway Excavation. All resulting materials shall become the property of the Contractor, and shall be disposed of by him at no extra cost to the State, except that the steel rail on all existing steel beam type or steel cable on steel cable type guard rails shall be stored on the right-of-way for disposal by the owner.

SODDING: Sod depth "d" as noted on the plans is the vertical distance from the ditch bottom to the point on the ditch slopes to which sodding is placed. Sod width "w" as noted on the plans is the width of sod required per lineal foot.

SUBGRADE COMPACTION FOR DRIVES AND MAIL BOX TURNOUTS: The subgrade under B-119 or I-10 Material used on drives and mail box turnouts shall be compacted for a depth of six inches (6") to the density requirements of Table III in Item E-1. Payment for subgrade compaction as specified above shall be included in the unit price bid for Roadway Excavation.

EXCAVATION FOR ITEM B-119: Excavation for B-119 material used on Side Road Approaches, Mail Box Turnouts, and Drives has been included in Earthwork Quantities when same is in "cut." Where side approaches, mail box turnouts and drives are in "fill," excavation for B-119 material shall be made by the Contractor at his own expense if he builds the embankment up to finish grade before placing the B-119 material.

DRAINAGE OF SUBBASE MATERIAL: Where the subbase material is drained by I-3 Stone Underdrain or by extensions 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 subbase material. The actual area of the outcrop of the subbase material or I-3 Underdrain shall not be seeded.

HEAVY EQUIPMENT: The Contractor shall exercise care in the use of heavy equipment over finished work and will be required to remove and replace any completed work destroyed thereby. Culverts shall be backfilled to a height of four feet before loaded earth-moving equipment is permitted to cross the trench. Heavy equipment shall not be operated over any layer of embankment, compacted subgrade or sub-base, if such operation tends to destroy the soil structure or pipe underdrains; however, if such operation cannot be avoided, the Contractor will be required to reduce the size of loads to an extent that damage does not occur.

EXISTING FLEXIBLE PAVEMENT: Within the limits of construction where the existing flexible pavement will have less than six inches of fill placed upon it, the pavement shall be thoroughly scarified for its full depth, mixed with sufficient soil and properly recompact to insure the elimination of any plane of separation between it and the embankment placed thereon. Outside the limits of construction the existing flexible pavement shall be thoroughly scarified mixed with sufficient soil and shaped to fit the surrounding terrain. Payment for all the above shall be included in the unit price bid for Roadway Excavation.

NON-RIGID PAVEMENT REMOVAL: Cost of removing non-rigid pavement is to be included with the price bid for Roadway Excavation.

GUARD RAIL POST ANCHORS: At locations where pier footings interfere with installation of full length guard rail posts, short posts shall be provided and shall be anchored in accordance with the detail shown elsewhere in the plans. Cost of providing and installing necessary anchors shall be included in the unit price bid per lineal foot for guard rail.

EROSION CONTROL AT BRIDGES: Sodded channels shall be provided at ends of bridges where required, by the plans. Cost of all work necessary to complete the item shall be included in the unit price bid per square yard for "Item L-10," Sodding for Special Berm and Slope Protection.

ITEMS L-10 SODDING, I-10 RIPRAP and I-14 DAVED GUTTER: These items are provided on the plans for erosion control. The Engineer shall check and make adjustments in location and quantity 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 pounds per 1000 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 three pounds per 1000 square feet except as otherwise noted in the plans. Seeding formula for all seeded areas shall be in accordance with the following:

65% Kentucky 31 Fescue	5% Redtop
25% Kentucky Bluegrass	5% Alsike Clover

SODDING: All areas to be sodded shall be loosened to a depth not less than two inches just prior to laying sod. Cost shall be included for payment in the price bid per square yard of sodding.

AGRICULTURAL LIMING MATERIAL: 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 treating the entire project and may be partially non-performed because of areas where tests indicate liming material is not needed. Where used, agricultural liming material shall be applied at the rate of 100 pounds per 1000 square feet.

CENTERLINE REFERENCE MONUMENTS: Monuments shall be constructed of Class "C" Concrete, cast-in-place in a circular hole, eight inches in diameter and forty-four inches in depth. Top of concrete shall be finished at a depth of two inches below ground level and the upper six inch portion of the concrete shall be formed. A 16d nail shall be embedded in the wet concrete as directed by the Engineer to mark the centerline and station.

EXISTING WATER WELLS: Dug 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 surround ing a well, within three feet of finished grade. Pipes 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 for payment.

FIELD OFFICE: The Contractor shall install wiring and outlets suitable for connecting to office equipment, and provide 110 volt alternating current during the construction of this project.

E-3 REMOVAL OF TREES AND STUMPS: The number of trees and stumps to be removed are listed below only for the information of the Contractor and the State of Ohio does not guarantee the accuracy thereof. All trees and stumps 12" or more in diameter that are marked for removal by the Engineer shall be removed and paid for under Item E-3, lump sum removal of trees and stumps.

12"-18", 1610	24"-30", 114	Over 36", 3
18"-24", 400	30"-36", 17	

ESTIMATED TREES & STUMPS TO BE REMOVED

PIPE: When bell and spigot is used, any necessary pipe cut-offs will be made at the spigot end of the length of pipe adjacent to the end length when tongue and groove pipe is used the length of pipe next to the end length shall be cut and butt joint formed with a collar 12" or larger than the outside diameter and 12" in length. The cost of the joint and collar shall be included in the Contract Unit Price bid for the pertinent pipe item.

PIPE CONNECTIONS: Longitudinal pipe lines, where connected to pipe culverts, shall be joined to culvert specials, Item I-5. The pipe special spur and the initial eight foot length of longitudinal pipe shall be of the same kind and class of pipe as used in the pipe culvert and shall be joined by means of 6"x24" concrete collar and metal band. The initial eight feet of longitudinal pipe shall be manufactured as a single unit, with the exception of rigid pipes 18" in diameter and smaller, in which case two 4 foot lengths may be shop joined by means of a reinforced concrete collar strong enough to resist separation of the joint because of backfill loading. All additional cost of providing the culvert pipe and collars in the initial section of the longitudinal pipe shall be included in the unit price bid for the pipe special.

SODDING: A quantity of 600 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.

SEEDING FOR SIDE ROADS: Seeding quantities for side roads are calculated to a point 10 feet outside construction limits.

SPECIAL DITCHES: For special ditch grades, see Cross Sections.