

GENERAL NOTES

UNTREATED SEPTIC CONNECTIONS

THIS PLAN MAKES NO PROVISION FOR CONNECTING, NOR SHALL THE ENGINEER OR CONTRACTOR CONNECT, ANY UNTREATED SEPTIC DRAINAGE INTO THE HIGHWAY DRAINAGE SYSTEM. ANY PIPE CARRYING UNTREATED SEPTIC FLOW SHALL BE PLUGGED WITH CLASS C CONCRETE AT THE RIGHT-OF-WAY LINE AND THE OWNER SO NOTIFIED BY THE ODOT PROJECT ENGINEER WITH COPIES TO THE CITY AND THE LAKE COUNTY HEALTH DISTRICT. PAYMENT FOR PLUGGING SHALL BE INCLUDED IN THE CONTRACT PRICE FOR ITEM 203 EXCAVATION. THIS NOTE DOES NOT APPLY WITHIN AREAS NOT SERVICED BY SANITARY SEWERS AND WITHIN THE JURISDICTION OF LOCAL PUBLIC HEALTH AUTHORITIES.

HOUSE CONNECTIONS

EXISTING ROOF DRAINS, FOOTER DRAINS OR YARD DRAINS, DISTURBED BY THE PROPOSED WORK, SHALL BE PROVIDED WITH UNOBSTRUCTED OUTLETS BY CONNECTING TO A STORM SEWER, MANHOLE OR CATCH BASINS. THE LOCATION, TYPE, SIZE AND GRADE OF REQUIRED REPLACEMENTS WILL BE DETERMINED BY THE ENGINEER DURING CONSTRUCTION.

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

ITEM 603	6" CONDUIT, TYPE B, AS PER PLAN, 706.08	100 LIN. FT.
ITEM 603	6" CONDUIT, TYPE C, AS PER PLAN, 706.08	100 LIN. FT.

NONE OF THE ABOVE MATERIALS SHALL BE ORDERED BY THE CONTRACTOR UNTIL AUTHORIZED BY THE ENGINEER.

DRAINAGE

REVIEW OF DRAINAGE FACILITIES

BEFORE ANY WORK IS STARTED ON THE PROJECT AND AGAIN BEFORE FINAL ACCEPTANCE BY THE STATE, REPRESENTATIVES OF THE STATE AND THE CONTRACTOR, ALONG WITH LOCAL REPRESENTATIVES, SHALL MAKE AN INSPECTION OF ALL EXISTING SEWERS WHICH ARE TO REMAIN IN SERVICE AND WHICH MAY BE AFFECTED BY THE WORK. THE CONDITION OF THE EXISTING CONDUITS AND THEIR APPURTENANCES SHALL BE DETERMINED FROM FIELD OBSERVATIONS. RECORDS OF THE INSPECTION SHALL BE KEPT IN WRITING BY THE STATE.

ALL NEW CONDUITS, INLETS, CATCH BASINS, AND MANHOLES CONSTRUCTED AS A PART OF THE PROJECT SHALL BE FREE OF ALL FOREIGN MATTER AND IN A CLEAN CONDITION BEFORE THE PROJECT WILL BE ACCEPTED BY THE STATE.

ALL EXISTING SEWERS INSPECTED INITIALLY BY THE ABOVE MENTIONED PARTIES SHALL BE MAINTAINED AND LEFT IN A CONDITION REASONABLY COMPARABLE TO THAT DETERMINED BY THE ORIGINAL INSPECTION. ANY CHANGE IN THE CONDITION RESULTING FROM THE CONTRACTOR'S OPERATIONS SHALL BE CORRECTED BY THE CONTRACTOR TO THE SATISFACTION OF THE ENGINEER.

PAYMENT FOR ALL OPERATIONS DESCRIBED ABOVE SHALL BE INCLUDED IN THE CONTRACT PRICE FOR THE PERTINENT 603 CONDUIT ITEMS.

CROSSINGS AND CONNECTIONS TO EXISTING PIPES AND UTILITIES

WHERE PLANS PROVIDE FOR A PROPOSED CONDUIT TO BE CONNECTED TO, OR CROSS OVER OR UNDER AN EXISTING SEWER OR UNDERGROUND UTILITY, THE CONTRACTOR SHALL LOCATE THE EXISTING PIPES OR UTILITIES BOTH AS TO LINE AND GRADE BEFORE STARTING TO LAY THE PROPOSED CONDUIT.

IF IT IS DETERMINED THAT THE ELEVATION OF THE EXISTING CONDUIT, OR EXISTING APPURTENANCE TO BE CONNECTED, DIFFERS FROM THE PLAN ELEVATION OR RESULTS IN A CHANGE IN THE PLAN CONDUIT SLOPE, THE ENGINEER SHALL BE NOTIFIED BEFORE STARTING CONSTRUCTION OF ANY PORTION OF THE PROPOSED CONDUIT WHICH WILL BE AFFECTED BY THE VARIANCE IN THE EXISTING ELEVATIONS.

IF IT IS DETERMINED THAT THE PROPOSED CONDUIT WILL INTERSECT AN EXISTING SEWER OR UNDERGROUND UTILITY IF CONSTRUCTED AS SHOWN ON THE PLAN, THE ENGINEER SHALL BE NOTIFIED BEFORE STARTING CONSTRUCTION OF ANY PORTION OF THE PROPOSED CONDUIT WHICH WOULD BE AFFECTED BY THE INTERFERENCE WITH AN EXISTING FACILITY.

PAYMENT FOR ALL THE OPERATIONS DESCRIBED ABOVE SHALL BE INCLUDED IN THE CONTRACT PRICE FOR THE PERTINENT 603 CONDUIT ITEM.

ITEMS 603, 604, AND 605 AS PER PLAN

ALL BACKFILL FOR ITEMS 603, 604 AND 605 SHALL EXCLUDE SLAG.

ITEM 604 - CASTINGS ADJUSTED TO GRADE, AS PER PLAN

ALL MANHOLES, INLET BASINS, AND OTHER CASTINGS ENCOUNTERED WITHIN THE WORK LIMITS SHALL BE ADJUSTED TO GRADE. ADJUSTING RINGS SHALL NOT BE AN ACCEPTED MEANS OF ADJUSTING CASTINGS. BRICK USED FOR ADJUSTING TO GRADE SHALL BE CLAY OR SHALE BRICK MEETING THE REQUIREMENTS OF ASTM C 32 SEWER BRICK GRADE SM. CONCRETE BRICK OR MASONRY BLOCK SHALL NOT BE USED. OTHERWISE ALL WORK SHALL BE IN ACCORDANCE WITH ITEM 604.

ITEM 604 - INLET NO. 1, AS PER PLAN

THE FOLLOWING CONTINGENCY ITEMS ARE TO BE USED AS DIRECTED BY THE ENGINEER TO DRAIN WATER TRAPPED IN LOW AREAS BEHIND THE PAVEMENT.

ITEM 604	INLET NO. 1, AS PER PLAN	10 EACH
ITEM 603	8" CONDUIT, TYPE B, AS PER PLAN, 706.08	200 LIN. FT.
ITEM 603	8" CONDUIT, TYPE C, AS PER PLAN, 706.08	200 LIN. FT.

ITEM 604 - CATCH BASIN NO. 3 AND 3A, AS PER PLAN

ITEM 604 - CATCH BASIN NO. 2-2B, AS PER PLAN

CATCH BASINS SHALL BE CONSTRUCTED IN CONFORMANCE WITH ITEM 604 EXCEPT THAT THE GRATES SHALL BE NEENAH NO. R-3246-A OR EAST JORDAN NO. 7510 OR APPROVED EQUAL FOR CB-3 AND CB-3A.

ITEM SPECIAL, MISCELLANEOUS METAL

EXISTING CASTINGS MAY PROVE TO BE UNSUITABLE FOR REUSE, AS DETERMINED BY THE ENGINEER. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO PROVIDE THE CASTINGS OF THE REQUIRED TYPE, SIZE AND STRENGTH (HEAVY OR LIGHT DUTY) FOR THE PARTICULAR STRUCTURE IN QUESTION. ALL GRATES SHALL BE BICYCLE SAFE AND ALL MATERIALS SHALL MEET ITEM 604 OF THE SPECIFICATIONS AND SHALL HAVE THE PRIOR APPROVAL OF THE ENGINEER.

THE ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY FOR USE AS DIRECTED BY THE ENGINEER.

SPECIAL, MISCELLANEOUS METAL	5000 LBS.
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THE CONTRACTOR IS CAUTIONED TO USE EXTREME CARE IN THE REMOVAL, STORAGE AND REPLACEMENT OF ALL EXISTING CASTINGS. CASTINGS DAMAGED BY THE NEGLIGENCE OF THE CONTRACTOR, AS DETERMINED BY THE ENGINEER, SHALL BE REPLACED WITH THE PROPER NEW CASTINGS AT THE EXPENSE OF THE CONTRACTOR.

SPRING DRAINS

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY FOR USE AS DIRECTED BY THE ENGINEER FOR DRAINING ANY SPRINGS SHOWN IN THE PLAN OR ENCOUNTERED DURING CONSTRUCTION. THE FOLLOWING TYPES OF PIPES MAY BE USED: 707.41; ASTM D3034 SDR 35, 707.42 OR 707.33 PERFORATED PER 707.31.

SPRING DRAINS SHALL BE CONSTRUCTED AS SHOWN ON STANDARD CONSTRUCTION DRAWING RM-11M AND PAID FOR AT THE CONTRACT PRICE FOR:

ITEM 605 - 6" UNCLASSIFIED PIPE UNDERDRAIN, AS PER PLAN	100 LIN. FT.
ITEM 605 - AGGREGATE DRAIN, AS PER PLAN	100 LIN. FT.

PAVEMENT

ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR

THIS ITEM IS TO BE USED TO REPAIR DISTRESSED PAVEMENT SURFACES AND POTHoles. REPAIR AREAS SHALL BE AS DIRECTED BY THE ENGINEER. TYPICAL REPAIR SECTIONS APPEAR ON SHEET 54. THE FOLLOWING ESTIMATED QUANTITIES BASED ON 10% OF THE TOTAL EXISTING PAVEMENT AREA, HAVE BEEN INCLUDED IN THE GENERAL SUMMARY FOR WORK AS DIRECTED BY THE ENGINEER.

ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR	2000 SQ.YD.
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ITEM 253 - PAVEMENT REPAIR

THIS ITEM IS TO BE USED FOR FULL DEPTH PAVEMENT REPAIRS. REPAIR AREAS SHALL BE AS DIRECTED BY THE ENGINEER. TYPICAL REPAIR SECTIONS APPEAR ON SHEET 54. THE FOLLOWING ESTIMATED QUANTITIES, BASED ON 10% OF THE TOTAL FULL DEPTH ASPHALT PAVEMENT AREA HAVE BEEN INCLUDED IN THE GENERAL SUMMARY FOR WORK AS DIRECTED BY THE ENGINEER. THESE ITEMS ARE IN ADDITION TO THOSE SPECIFIED LOCATIONS NOTED ON THE PLAN.

ITEM 253 - PAVEMENT REPAIR	2000 SQ.YD.
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ITEM 254 - PAVEMENT PLANING, BITUMINOUS

PAVEMENT PLANING AREAS SHALL BE AS PER THE TYPICAL SECTION ON SHEET 3.

PAVEMENT PLANING WORK ZONE LENGTHS SHALL BE KEPT TO AN ABSOLUTE MINIMUM. TRAFFIC SHALL NOT BE EXPOSED TO LONGITUDINAL VERTICAL FACES DURING NON-WORKING HOURS.

TRANSVERSE VERTICAL FACES SHALL BE TEMPORARILY RAMPED A MINIMUM OF 10 FEET IN LENGTH. THE TRAFFIC SHALL BE WARNED WITH AN OW-62 "BUMP" SIGN IN ADVANCE OF THE PLANING AREA, EXCEPT AT STOP CONDITION LOCATIONS.

THE TIME BETWEEN PAVEMENT PLANING OPERATIONS AND PAVEMENT RESURFACING OPERATIONS SHALL BE KEPT TO A MINIMUM AND SHALL IN NO CASE EXCEED TWO(2) WEEKS TO PROTECT THE EXISTING SUBPAVEMENT FROM UNDUE EXPOSURE.

ITEM 255 - FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS MS ITEM 255 - FULL DEPTH PAVEMENT SAWING

THIS ITEM IS TO BE USED FOR ALL FULL DEPTH PAVEMENT REPAIRS. REPAIR AREAS SHALL BE DIRECTED BY THE ENGINEER. TYPICAL REPAIR SECTIONS APPEAR ON SHEET 54. THE FOLLOWING ESTIMATED QUANTITIES, BASED ON 10% OF THE TOTAL FULL DEPTH CONCRETE PAVEMENT AREA HAVE BEEN INCLUDED IN THE GENERAL SUMMARY FOR WORK AS DIRECTED BY THE ENGINEER. THESE ITEMS ARE IN ADDITION TO THOSE SPECIFIED LOCATIONS NOTED ON THE PLAN.

ITEM 255 - FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS MS	300 SQ. YD.
ITEM 255 - FULL DEPTH PAVEMENT SAWING	100 LIN. FT.

ITEM 304 - AGGREGATE BASE, AS PER PLAN

MATERIAL FURNISHED FOR THIS ITEM SHALL EXCLUDE ALL SLAG

ITEM 407 - TACK COAT

THE RATE OF APPLICATION OF THE 407 TACK COAT SHALL BE SUBJECT TO ADJUSTMENT AS DIRECTED BY THE ENGINEER. PLAN QUANTITIES INDICATE AN AVERAGE APPLICATION RATE OF 0.10 GALLONS PER SQUARE YARD OF TACK COAT FOR ESTIMATING PURPOSES ONLY.

SUBBASE/SUBGRADE FAILURES

IF, AFTER FULL DEPTH REMOVAL OF THE EXISTING PAVEMENT THE ENGINEER DETERMINES THAT THE SUBBASE OR SUBGRADE HAS FAILED OR IS PUMPING, HE SHALL DIRECT THE CONTRACTOR TO EXCAVATE THE UNSUITABLE MATERIAL AND REPLACE IT WITH ITEM 304 - AGGREGATE BASE AS NECESSARY.

THE FOLLOWING CONTINGENCY QUANTITIES HAVE BEEN CARRIED FORWARD TO THE GENERAL SUMMARY TO BE USED AS DIRECTED BY THE ENGINEER.

ITEM 203 - EXCAVATION NOT INCLUDING EMBANKMENT CONSTRUCTION	100 CU. YD.
ITEM 304 - AGGREGATE BASE, AS PER PLAN	100 CU. YD.

ITEM 407 - TACK COAT FOR INTERMEDIATE COURSE

THE RATE OF APPLICATION OF THE 407 TACK COAT FOR INTERMEDIATE COURSE SHALL BE SUBJECT TO ADJUSTMENT AS DIRECTED BY THE ENGINEER. PLAN QUANTITIES INDICATE AN AVERAGE APPLICATION RATE OF 0.05 GALLONS OF TACK COAT PER SQUARE YARD OF INTERMEDIATE COURSE FOR ESTIMATING PURPOSES ONLY.

ITEM 408 - BITUMINOUS PRIME COAT

THE RATE OF APPLICATION OF THE 408 PRIME COAT SHALL BE SUBJECT TO ADJUSTMENT AS DIRECTED BY THE ENGINEER. PLAN QUANTITIES INDICATE AN AVERAGE APPLICATION RATE OF 0.40 GALLONS OF BITUMINOUS PRIME COAT PER SQUARE YARD FOR ESTIMATING PURPOSES ONLY.