

# GENERAL NOTES

## 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, CATCH BASIN, THROUGH THE CURB.

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 F, 707.21 50 LIN. FT.

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

## UNRECORDED SANITARY CONNECTIONS

ANY UNRECORDED ACTIVE CONNECTION TO A SANITARY SEWER ENCOUNTERED DURING CONSTRUCTION SHALL BE RECONNECTED TO THE EXISTING SEWER, AS DIRECTED BY THE ENGINEER. THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED IN THE GENERAL SUMMARY FOR THE WORK NOTED ABOVE:

ITEM 603 6" CONDUIT, TYPE B, 706.08 WITH JOINTS,  
AS PER 706.12 100 LIN. FT.

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

## MANHOLES, CATCH BASINS AND INLETS REMOVED OR ABANDONED

THE CASTINGS SHALL BE CAREFULLY REMOVED AND STORED WITHIN THE RIGHT-OF-WAY FOR SALVAGE BY VILLAGE FORCES.

PAYMENT FOR ALL OF THE ABOVE SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE PERTINENT 202 ITEM.

## 604 FURNISH COMPLETE CASTINGS FOR EXISTING MANHOLES, AS PER PLAN

ALL EXISTING STRUCTURES TO BE ADJUSTED TO GRADE HAVE BEEN FIELD CHECKED TO DETERMINE THAT THE EXISTING CASTINGS ARE SUITABLE FOR SALVAGE AND REUSE AT THE PARTICULAR STRUCTURE TO BE ADJUSTED TO GRADE. HOWEVER, EXISTING CASTINGS MAY PROVE TO BE UNSUITABLE, AS DETERMINED BY THE ENGINEER, DURING CONSTRUCTION OF THE PROJECT. TO PROVIDE FOR THIS CONTINGENCY, AN ESTIMATED QUANTITY OF THE FOLLOWING HAVE BEEN INCLUDED IN THE GENERAL SUMMARY TO BE USED AS DETERMINED BY THE ENGINEER. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO PROVIDE THE CASTING OF THE REQUIRED TYPE, SIZE AND STRENGTH FOR THE PARTICULAR STRUCTURE IN QUESTION.

ITEM 604 MANHOLE FRAME, AS PER PLAN 5 EACH  
ITEM 604 MANHOLE COVER, AS PER PLAN 5 EACH

THE CONTRACTOR IS CAUTIONED TO USE EXTREME CARE IN THE REMOVAL, STORAGE AND PLACEMENT OF ALL EXISTING CASTINGS. ANY CASTINGS DAMAGED BY THE CONTRACTOR'S NEGLIGENT OPERATIONS, AS DETERMINED BY THE ENGINEER, SHALL BE REPLACED WITH THE PROPER NEW CASTINGS (NEENAH R-1782 OR EAST JORDAN IRON WORKS 1710) BY THE CONTRACTOR, AT NO EXPENSE TO THE STATE.

NEW CASTINGS SHALL NOT BE ORDERED UNLESS AUTHORIZED BY THE ENGINEER.

## 604 STANDARD NO. 1-1 INLETS, MODIFIED AS PER PLAN

ALL PROPOSED STANDARD NO. 1 SIDE DITCH INLETS CALLED FOR IN THIS PLAN SHALL HAVE NEENAH FOUNDRY R-4040 SERIES CASTINGS, EAST JORDAN 6000 SERIES CASTINGS OR APPROVED EQUAL. PAYMENT FOR THIS ITEM SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE BID FOR ITEM 604, STANDARD NO. 1-1 INLETS, MODIFIED AS PER PLAN.

## 604 MANHOLE, STANDARD NO. 3, MODIFIED AS PER PLAN AND STANDARD NO. 5, MODIFIED AS PER PLAN

ALL PROPOSED STANDARD NO. 3 MANHOLES, MODIFIED AS PER PLAN AND STANDARD NO. 5 MANHOLES, MODIFIED AS PER PLAN CALLED FOR IN THIS PLAN SHALL HAVE NEENAH FOUNDRY R-2668 FRAME AND GRATE, EAST JORDAN IRON WORKS 1590 FRAME WITH TYPE M FLAT GRATE, OR APPROVED EQUAL. PAYMENT FOR THIS ITEM SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE BID FOR ITEM 604, MANHOLE, STANDARD NO. 3, MODIFIED AS PER PLAN OR STANDARD NO. 5, MODIFIED AS PER PLAN.

## EXTENSIONS AND/OR REPLACEMENTS OF EXISTING CONDUITS

THE COST OF EXTENDING AND/OR REPLACING THE EXISTING CONDUITS TO A NEW CATCH BASIN OR AN EXISTING CATCH BASIN TO BE REBUILT SHALL BE PAID FOR BY THE SIZE AND TYPE SPECIFIED AND/OR APPROVED BY THE ENGINEER. WHEN A NEW CATCH BASIN OR MANHOLE IS TO BE BUILT OVER AN EXISTING CONDUIT, ONE LENGTH OF CONDUIT SHALL BE PROVIDED AS DIRECTED BY THE ENGINEER. AN ESTIMATED QUANTITY OF THE FOLLOWING ITEMS IS PROVIDED IN THE GENERAL SUMMARY FOR THIS WORK.

ITEM 603 12" CONDUIT, TYPE B, AS PER PLAN 60 LF.  
ITEM 603 24" CONDUIT, TYPE B, AS PER PLAN 25 LF.  
ITEM 603 30" CONDUIT, TYPE C, AS PER PLAN 15 LF.

## CONDUIT END TREATMENT

IMMEDIATELY AFTER PLACEMENT OF ANY CONDUITS, THE CONTRACTOR SHALL CONSTRUCT THE END TREATMENTS REQUIRED BY THE PLANS AT BOTH THE OUTLET AND INLET ENDS. THIS SHALL INCLUDE HEADWALLS, CONCRETE RIPRAP, ROCK CHANNEL PROTECTION, SODDING, ETC.

## 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 DRAWINGS AND THE SPECIFICATIONS.

## LOCATION OF GUARDRAIL

THE LOCATIONS OF GUARDRAIL RUNS, AS SHOWN IN THESE PLANS, ARE SUBJECT TO ADJUSTMENT PRIOR TO FINAL ACCEPTANCE. THE ENGINEER SHALL BE SATISFIED THAT ALL INSTALLATIONS WILL AFFORD MAXIMUM PROTECTION FOR TRAFFIC.

## EROSION CONTROL

ITEMS 601 AND 660 ARE PROVIDED IN THE PLANS FOR EROSION CONTROL. ROCK OF A STABLE NATURE WILL NOT BE REMOVED IN ORDER TO PLACE ANY OF THESE ITEMS, AND TURF OF A STABLE NATURE WILL NOT BE REMOVED IN ORDER TO PLACE 660. THE ENGINEER SHALL CHECK AND NON-PERFORM QUANTITIES OR ADJUST LOCATIONS AND QUANTITIES FOR THESE ITEMS WHERE INDICATED BY FIELD CONDITIONS DURING CONSTRUCTION.

## PART-WIDTH CONSTRUCTION

BECAUSE OF THE NECESSITY OF BUILDING PORTIONS OF THIS PROJECT UNDER TRAFFIC AND CONSTRUCTING THE FULL PAVEMENT WIDTH IN STAGES, EXTREME CARE SHALL BE TAKEN TO PREVENT THE CONSTRUCTION OF A BUTT JOINT ON CENTERLINE IN THE BASE COURSES. LONGITUDINAL JOINTS SHALL BE LAPPED AS SHOWN ON STANDARD CONSTRUCTION DRAWING BP-5.

## 611- REINFORCED CONCRETE APPROACH SLAB (T=12"), AS PER PLAN

THE APPROACH SLAB SHALL BE CONSTRUCTED AS PER AS-1-B1 EXCEPT AS FOLLOWS:

1. WIDTH SHALL MATCH THE PROPOSED ROADWAY WIDTH (24')
2. D801 OR D802 BARS ARE NOT REQUIRED

## CROWN AT RAILROAD CROSSING

THE CROWN SHALL BE WORKED OUT OF THE PROPOSED FULL-DEPTH PAVEMENT ON EACH SIDE OF THE RAILROAD CROSSING, BEGINNING 50 FEET FROM THE CROSSING, BY RAISING THE EDGE OF THE NEW PAVEMENT TO MEET THE RAIL ELEVATION.

## ITEM SPECIAL, A.R.E.A. CLASS I RAILROAD SIDING

THIS ITEM SHALL CONSIST OF THE REMOVAL AND RELOCATION OF THE EXISTING RAILROAD SIDING TO CONFORM TO THE LINE, GRADE, AND TYPICAL SECTION AS SHOWN AND SPECIFIED ON SHEETS 176 THROUGH 182 OF THE PLANS. IT IS CONTEMPLATED THAT THE REMOVAL AND RELOCATION WILL BE ACCOMPLISHED BY UNCOUPLING, REMOVING, RELOCATING, AND RE-COUPLED COMPLETE ASSEMBLED SECTIONS OF RAILS AND TIES.

INCLUDED IN THIS ITEM SHALL BE THE FURNISHING OF NEW BALLAST MATERIAL, REPLACEMENT OF TIES, AS NEEDED, AND THE REPLACEMENT, AS NEEDED, OF TRACK HARDWARE SUCH AS SPIKES, TIE PLATES, SPICE PLATES, NUTS AND BOLTS, ETC. THE SIDING UPON COMPLETION OF RELOCATION SHALL MEET THE REQUIREMENTS OF THE A.R.E.A. FOR A CLASS I SIDING.

PAYMENT FOR THIS ITEM SHALL BE ON A LINEAL FOOT BASIS FOR ITEM SPECIAL A.R.E.A. CLASS I RAILROAD SIDING, COMPLETE IN ACCORDANCE WITH THE PLANS INCLUDING ALL LABOR, EQUIPMENT, MATERIALS AND INCIDENTALS NECESSARY TO PROVIDE THE RELOCATED RAILROAD SIDING AS SHOWN AND SPECIFIED ON THE PLANS. THE LENGTH OF RELOCATED RAILROAD SIDING TO BE PAID FOR WILL BE THE ACTUAL NUMBER OF LINEAL FEET MEASURED ALONG THE CENTERLINE OF THE RELOCATED SIDING FROM THE POINT OF COMMENCEMENT OF THE RELOCATION TO THE POINT OF TERMINATION OF THE RELOCATION.

## ITEM SPECIAL A.R.E.A. NO. 2A WOOD PLANK CROSSING, TYPE A AND ITEM SPECIAL A.R.E.A. NO. 1 BITUMINOUS CROSSING

THIS ITEM SHALL CONSIST OF INSTALLING AT GRADE RAILROAD CROSSINGS AT THE LOCATIONS NOTED AND IN ACCORDANCE WITH THE DETAILS ALL AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER. THE WORK SHALL INCLUDE REMOVAL OF EXISTING CROSSING MATERIALS, EXCAVATION, ADJUSTING RAIL LOCATIONS HORIZONTALLY FOR NEW CROSSINGS, PLACING NEW BALLAST AS REQUIRED, FURNISHING ALL MATERIALS NEEDED TO COMPLETE THE WORK, AND INSTALLING THE NEW WOOD PLANK CROSSINGS AND BITUMINOUS CROSSINGS. ALL MATERIALS SHALL CONFORM TO A.R.E.A. SPECIFICATIONS.

THE LENGTH OF RAILROAD CROSSING TO BE PAID FOR WILL BE THE ACTUAL NUMBER OF LINEAL FEET, WITHIN THE LIMITS OF THE CROSSING WHERE THE SAME INTERSECTS THE CENTERLINE OF THE TRACKS, AS MEASURED ALONG THE CENTERLINE OF THE TRACKS.

PAYMENT FOR THIS ITEM SHALL BE ON A LINEAL FOOT BASIS FOR ITEM SPECIAL A.R.E.A. NO. 2A WOOD PLANK CROSSING, TYPE A AND FOR ITEM SPECIAL A.R.E.A. NO. 1 BITUMINOUS CROSSING, COMPLETE IN ACCORDANCE WITH THE PLANS INCLUDING ALL LABOR, EQUIPMENT, MATERIALS, AND INCIDENTALS NECESSARY TO PROVIDE THE CROSSINGS AS SHOWN AND SPECIFIED ON THE PLANS.

## NATIONAL GEODETIC SURVEY MONUMENTS

THE CONTRACTOR SHALL LOCATE, MARK AND PROTECT THE EXISTING NATIONAL GEODETIC SURVEY MONUMENT AS SHOWN ON SHEET 116.

IN THE EVENT OF DAMAGE AND/OR DISTURBANCE OF THE EXISTING NGS MONUMENT THE CONTRACTOR SHALL MAKE NOTIFICATION TO:

THE DIRECTOR  
NGS INFORMATION CENTER, C18  
ROCKVILLE, MARYLAND 20852  
PHONE: 301-496-8631

IN THE EVENT OF DAMAGE AND/OR DISTURBANCE OF THE EXISTING NGS MONUMENT THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE REPLACEMENT OF THE NGS MONUMENT AT NO EXPENSE TO THE STATE.