

DRAINAGE (CONTINUED)

ITEM 603 - XX" CONDUIT, BY TYPE, AS PER PLAN

THE FOLLOWING ARE THE REQUIREMENTS FOR SEWER PIPES INSTALLED BY THIS PROJECT:

1. CONNECTIONS TO EXISTING PIPES
PROPOSED PIPES WHICH ARE CONNECTED DIRECTLY TO EXISTING PIPES SHALL MATCH THE MATERIAL TYPE OF THE EXISTING PIPE AND SHALL ALSO MEET THE REQUIREMENTS OF ITEM 603 FOR THE SPECIFIED TYPE OF CONDUIT.
2. CONNECTIONS TO EXISTING OR PROPOSED DRAINAGE STRUCTURES
PROPOSED PIPES WHICH ARE CONNECTED DIRECTLY TO EXISTING OR PROPOSED DRAINAGE STRUCTURES SHALL MEET THE REQUIREMENTS OF ITEM 603 FOR THE SPECIFIED TYPE OF CONDUIT,

GENERAL

1. ALL PIPES SHALL HAVE WATER TIGHT JOINTS.
2. THE USE OF SLAG PRODUCTS IS PROHIBITED FOR USE AS BEDDING AND BACKFILL.

PAVEMENT

PROFILE AND ALIGNMENT

THE PROPOSED PAVEMENT RESURFACING SHALL FOLLOW THE ALIGNMENT AND PROFILE OF THE EXISTING PAVEMENT. THE PROPOSED ASPHALT CONCRETE OVERLAY SHALL HAVE A UNIFORM THICKNESS OF 3-1/2 INCHES WHICH WILL BE APPROXIMATELY 2-1/2" ABOVE THAT OF EXISTING FULL DEPTH ASPHALT PAVEMENT AND 1/2" ABOVE THAT OF EXISTING ASPHALT OVER CONCRETE BASE PAVEMENT.

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.

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 PER SQUARE YARD OF TACK COAT FOR INTERMEDIATE COURSE FOR ESTIMATING PURPOSES ONLY.

ITEM 304 - AGGREGATE BASE, AS PER PLAN

THE ONLY SLAG MATERIAL PERMITTED FOR THIS ITEM SHALL BE CRUSHED AIR-COOLED BLAST FURNACE SLAG, A MIXTURE OF CRUSHED AND GRANULATED SLAGS, OR OPEN HEARTH SLAG FROM APPROVED SOURCES ON FILE AT THE LABORATORY.

ALL MATERIALS OR BLENDED MATERIALS SHALL MEET THE GRADATION REQUIREMENTS OF 304.02.

ANY GRANULATED SLAG MATERIAL USED SHALL MEET THESE GRADATION REQUIREMENTS IN LIEU OF 703.08.

ITEM 203 - EXCAVATION NOT INCLUDING EMBANKMENT CONSTRUCTION ITEM 304 - AGGREGATE BASE, AS PER PLAN

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 PER PLAN 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 20 CU. YD.
- ITEM 304 - AGGREGATE BASE, AS PER PLAN 20 CU. YD.

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. REPAIR TYPICAL SECTIONS APPEAR ON SHEET 77. THE FOLLOWING ESTIMATED QUANTITIES BASED ON 5% 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 . . . 5200 SQ. YD.

ITEM 253 - PAVEMENT REPAIR

THIS ITEM IS TO BE USED FOR FULL DEPTH PAVEMENT REPAIRS. REPAIR AREAS SHALL BE AS DIRECTED BY THE ENGINEER. REPAIR TYPICAL SECTIONS APPEAR ON SHEET 77. THE FOLLOWING ESTIMATED QUANTITIES BASED ON 2% OF THE TOTAL EXISTING PAVEMENT AREA, HAVE BEEN INCLUDED IN THE GENERAL SUMMARY FOR WORK AS DIRECTED BY THE ENGINEER.

- ITEM 251 - PAVEMENT REPAIR 2000 SQ. YD.

ITEM 255 - FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS C, AS PER PLAN A

ITEM 255 - FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS C, AS PER PLAN B

ITEM 255 - FULL DEPTH PAVEMENT SAWING

THIS ITEM IS TO BE USED FOR FULL DEPTH PAVEMENT REPAIRS. REPAIR AREAS SHALL BE AS DIRECTED BY THE ENGINEER. REPAIR TYPICAL SECTIONS APPEAR ON SHEET 77. FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS C, AS PER PLAN A SHALL BE USED FOR THE CONCRETE BASE FROM STA. 99+50 TO STA. 149+25. A QUANTITY OF 3" ITEM 301 - BITUMINOUS AGGREGATE BASE, PG64-22 HAS BEEN INCLUDED TO PLACE ABOVE THE FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS C, AS PER PLAN A. REMOVAL AND RIGID REPLACEMENT, CLASS C, AS PER PLAN B SHALL BE USED FOR THE REINFORCED CONCRETE BASE FROM STA. 202+84.70 TO STA. 225+74.62. THE FOLLOWING ESTIMATED QUANTITIES BASED ON 2% OF THE TOTAL EXISTING PAVEMENT AREA, HAVE BEEN INCLUDED IN THE GENERAL SUMMARY FOR WORK AS DIRECTED BY THE ENGINEER.

- ITEM 255 - FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS C, AS PER PLAN A . 150 SQ. YD.
- ITEM 255 - FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS C, AS PER PLAN B . 450 SQ. YD.
- ITEM 255 - FULL DEPTH PAVEMENT SAWING 6500 LIN. FT.
- ITEM 301 - BITUMINOUS AGGREGATE BASE, PG64-22 . . .15 CU. YD.

ITEM 609 - CURB, TYPE 6, AS PER PLAN

THIS ITEM OF WORK SHALL CONSIST OF CONSTRUCTING A 10 FOOT TRANSITION SECTION OF CONCRETE CURB, TYPE 6, AS PER PLAN. THE CURB SHALL TRANSITION FROM THE PROPOSED DRAINAGE STRUCTURE TO THE PROPOSED ASPHALT CONCRETE CURB, TYPE 1, AS DETAILED ON SHEET 85. ALL COST FOR LABOR, MATERIAL AND EQUIPMENT SHALL BE INCLUDED IN THE UNIT BID PRICE FOR ITEM 609 - CURB, TYPE 6, AS PER PLAN.

DRIVE APRON REPLACEMENT

DRIVE APRON REPLACEMENTS, AS INDICATED ON THE DRIVE SUB-SUMMARY, SHALL BE ACCORDING TO THE DETAIL ON SHEET 83 AND STANDARD CONSTRUCTION DRAWING BP-4.1. THE WIDTH TO THE PROPOSED DRIVE SHALL BE THE SAME AS THE EXISTING EXCEPT THAT THE MINIMUM WIDTH SHALL BE 10 FEET OR AS DIRECTED BY THE ENGINEER.

DRIVE APRON PAVEMENT MATERIAL SHALL MATCH THE EXISTING USING ONE OF THE FOLLOWING DESIGNS:

1. COMMERCIAL DRIVES
 - A. ITEM 452 - 8" PLAIN CONCRETE PAVEMENT
2. RESIDENTIAL DRIVES
 - A. ITEM 452 - 6" PLAIN CONCRETE PAVEMENT
 - B. ITEM 448 - 1-1/4" ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG64-22 (DRIVEWAYS)
 - ITEM 301 - 3-3/4" BITUMINOUS AGGREGATE BASE, PG64-22

THE CONTRACTOR SHALL REPLACE ONLY ONE DRIVEWAY AT A TIME WHERE MORE THAN ONE DRIVE ENTERS AN INDIVIDUAL PROPERTY.

WHERE AN INDIVIDUAL DRIVEWAY EXCEEDS 18 FEET IN WIDTH, THE DRIVE SHALL BE REPLACED ONE-HALF WIDTH AT A TIME TO ALLOW CONTINUOUS ACCESS.

SEE SHEETS 22 TO 23 FOR QUANTITIES AND LOCATIONS.

THE FOLLOWING ESTIMATED QUANTITIES SHALL BE USED AS DIRECTED BY THE ENGINEER TO EXCAVATE ANY ADDITIONAL MATERIAL NECESSARY IF THE EXISTING DRIVE APRON THICKNESS IS LESS THAN THE PROPOSED OR IF THE EXISTING APRON FLARE IS NARROWER THAN THE PROPOSED:

- ITEM 203 - EXCAVATION NOT INCLUDING EMBANKMENT CONSTRUCTION 20 CU. YD.

ITEM 448 - ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG64-22, (DRIVEWAYS)

THIS ITEM OF WORK SHALL CONSIST OF PAVING ALL EXISTING DRIVEWAYS, THAT ARE NOT BEING REPLACED, A DISTANCE OF 5 FT FROM THE EDGE OF PAVEMENT UNLESS OTHERWISE DIRECTED BY THE ENGINEER. FOR DETAILS, SEE SHEET 82. FOR DRIVE QUANTITIES, SEE SHEETS 22 & 23. ALL GRADING, TACK COAT, MATERIALS AND LABOR SHALL BE INCLUDED IN THE UNIT BID PRICE FOR ITEM 448 - ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG64-22, (DRIVEWAYS).

ITEM 446 - ASPHALT CONCRETE SURFACE COURSE, TYPE 1H, AS PER PLAN

THE GRADATION FOR THIS ITEM SHALL BE AS PER 441.02, TABLE A, TYPE 1 SURFACE, MEDIUM. ALL OTHER SPECIFICATIONS SHALL BE AS PER TYPE 1H. COARSE AGGREGATE FOR THIS ITEM SHALL BE LIMITED TO AIR COOLED BLAST FURNACE SLAG OR LIMESTONE.

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GENERAL NOTES

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