

(34) Class C Concrete will be used for ditches at selected locations:

- Between Knipe and Hert on the west side, ditch liner may be needed between culverts to prevent scour and unwanted vegetation impeding drainage. Grades are moderate in this area.
- Between French and Chantry, where there is minor southerly drainage on the easement, ditch liner may be warranted to define the drainage and to keep mulch from building up and impeding drainage. Grades are about "flat" in this area.
- Between Kenworthy and French, east side about Sta. 161+00, there is a building close to the highway in a low area. Some sort of valley gutter may be needed to define a southerly drainage along the easement, towards Kenworthy.

(35) Notes for removal of "Asphalt Pavement":

- 35.1) As per the Typical Sections and Plan & Profile sheets, from Kenworthy north to French, the existing wide pavement is being rebuilt beyond the 12' lane line, both sides.
- 35.2) Selected sidestreet aprons (E and W Stumbo, E and W Thomas, W Kenworthy, E and W French, E and W Chantry) will be rebuilt in concrete, requiring removal of the existing asphalt aprons.
- 35.2) The existing apron to the library parking lot (west side, south of Stumbo) is asphalt and is being removed for reconstruction in concrete.
- 35.3) The existing asphalt driveway apron at SAS Plumbing (approx. Sta. 165+50) will be removed, as well as the wide asphalt apron on the east side at Sta. 166+50.
- 35.4) For removal quantities, refer to the "Summary of Surfacing Quantities".
- 35.6) Beneath the existing asphalt surfacing, other materials may be encountered, such as brick. Regardless, for convenience, the pay item for "Removal of Asphalt Pavement" is to be used for removal down to the new subgrade elevation.
- 35.7) All removal debris shall become property of the Contractor and ultimately removed from the job site.

(36) Notes for "Removal of Existing Structures":

- 36.1) Since the luminaires are being replaced, the old footings will by necessity have to be abandoned. For these old footings, it is not necessary to remove the entire footing, although the Contractor may choose to do that, but it will be sufficient to just jackhammer them down about a foot, or as necessary to be below the new elevations. Payment is "each", for each such footing.
- 36.2) Old sign footings may be encountered. Treat like the luminaire footings.
- 36.3) The pay item for "Removal of Existing Structures" will cover any other removal that doesn't fit into another existing pay item.

(37) Notes for mailboxes:

- 37.1) Between Knipe and Hert Sts. and between Kenworthy and Chantry Sts., there are existing mailboxes that will need to be removed and temporarily propped up for mail, and then ultimately replaced with new mailboxes per ODOT Standard Drawing.
- 37.2) This standard provides several options. However, for this project, all mailboxes are to be installed individually on wooden pre-treated posts, one single mailbox per post.
- 37.3) At the southeast corner of French St., there is a huge metal multiple mailbox installation. This will be left alone under the project, "as-is, where-is".
- 37.4) At the southeast corner of Hert, there is a mailbox for a disabled veteran, which appears to be new. This installation could be removed and reset.

TRAFFIC AND LIGHTING ITEMS

(40) Notes for "2" PVC Sch. 40 Plastic Conduit Trenched":

- 40.1) The City and OG&E are planning on replacing the existing street lights, and adding a few new ones, between Chantry and Knipe. Towards this end, this project will provide buried conduit, pull boxes and luminaire footings. OG&E will pull the wiring and install new luminaires on the footings.
- 40.2) The linear length of elbows will also be paid for, under this item.
- 40.3) The ideal location for trenching is under the sidewalk when it is torn up. When conduit location requires removal of surface materials (asphalt, concrete), the appropriate removal item will be used.