

# GENERAL NOTES

FED RD DIVISION	STATE	PROJECT	
2	OHIO	I-1102 (6) I-1103 (18)	

12-A  
458

CUYAHOGA & LAKE COUNTIES  
CUY-I-15.91  
LAK-I-0.00

## LINE DATA CALCULATIONS FOR APPROACHES

### LENGTH OF WORK ON APPROACHES:

WILSON MILLS ROAD			
BEGIN WORK	STA. 23+42		
END WORK	STA. 33+22		
NET LENGTH OF WORK		980.00 LIN. FT.	
HIGHLAND ROAD			
BEGIN WORK	STA. 4+50		
END WORK	STA. 15+45		
NET LENGTH OF WORK		1095.00 LIN. FT.	
WHITE ROAD			
BEGIN WORK	STA. 0+00		
END WORK	STA. 19+22		
DEDUCT FOR EQUATION:		67.84 LIN. FT.	
NET LENGTH OF WORK		1854.16 LIN. FT.	
TOTAL LENGTH OF WORK FOR APPROACHES-SEC. C-41, I-1102(6) 3929.16 LIN. FT.			

CHARDON ROAD			
BEGIN WORK	STA. 10+90		
END WORK	STA. 25+25		
NET LENGTH OF WORK		1435.00 LIN. FT.	
EDDY ROAD			
BEGIN WORK	STA. 11+60		
END WORK	STA. 30+25		
NET LENGTH OF WORK		1865.00 LIN. FT.	
TOTAL LENGTH OF WORK FOR APPROACHES-SEC. C-42, I-1103(18)=3300.00 LIN. FT.			

### MAINTAINANCE OF TRAFFIC

#### WARNING SIGNS ON LOCAL ROADS CLOSED FOR CONSTRUCTION:

THE CONTRACTOR SHALL FURNISH, ERECT AND MAINTAIN LIGHTS, SIGNS AND DANGER SIGNALS ON EACH LOCAL ROAD AT ITS NEAREST INTERSECTIONS EACH DIRECTION FROM THE INTERSTATE PROJECT, AS INDICATED ON THE SCHEMATIC LAYOUT, DURING THE PERIOD THE LOCAL ROAD IS CLOSED FOR RECONSTRUCTION OR RELOCATION. STANDARD "ROAD CLOSED" SIGNS SHALL BE 40"x24" SIZE AND EACH SHALL BE MOUNTED ON A MOVEABLE GATE AS DETAILED ON STANDARD CONSTRUCTION DRAWING NO. G-7.07. LIGHTS SHALL MEET THE REQUIREMENTS SET FORTH IN SECTION G-7.07 OF THE SPECIFICATIONS. COST OF FURNISHING, ERECTING, MAINTAINING AND REMOVING LIGHTS, SIGNS AND GATES SHALL BE INCLUDED IN THE LUMP SUM BID FOR MAINTAINING TRAFFIC.

#### SECTION C-41

##### TRAFFIC ON WILSON MILLS ROAD:

TWO WAY TRAFFIC SHALL BE MAINTAINED ON WILSON MILLS ROAD AT ALL TIMES. THE CONTRACTOR SHALL SAFEGUARD THE TRAVELING PUBLIC ON WILSON MILLS ROAD BY PROVIDING PLATFORMS, NETS OR OTHER SUITABLE PROTECTION ABOVE THE TRAVELED LANES. PAYMENT FOR THIS PROTECTION SHALL BE INCLUDED IN THE LUMP SUM PRICE BID FOR "MAINTAINING TRAFFIC".

##### TRAFFIC ON HIGHLAND ROAD:

TWO WAY TRAFFIC SHALL BE MAINTAINED ON HIGHLAND ROAD AT ALL TIMES.

A TEMPORARY RUN-AROUND ROAD, CLASS "B" PAVEMENT HAS BEEN PROVIDED FOR THIS PURPOSE. THE TEMPORARY RUN-AROUND ROAD SHALL BE BUILT TO THE LINE AND GRADE SHOWN ON THE PLANS, AND THE COST OF SAME TO BE INCLUDED IN ITEM S-15 LUMP SUM TEMPORARY RUN-AROUND ROAD, CLASS "B" PAVEMENT, AS PER PLAN.

##### TRAFFIC ON WHITE ROAD:

WHITE ROAD WILL BE CLOSED TO THRU TRAFFIC FOR A MAXIMUM PERIOD OF 45 CONSECUTIVE CALENDAR DAYS DURING THE CONSTRUCTION OF THE OVERLAPPING PAVEMENT AND EMBANKMENT AREAS, BETWEEN STATIONS 0+00 AND 6+75 AND BETWEEN STATIONS 13+25 AND 19+22.

THE CONTRACTOR WILL ERECT AND MAINTAIN LIGHTS, SIGNS AND DANGER SIGNALS IN ACCORDANCE WITH SECTION G-7.07 OF THE CONSTRUCTION AND MATERIAL SPECIFICATIONS AND THE SPECIAL PROVISIONS SET FORTH ABOVE FOR THE PERIOD THE ROAD IS CLOSED TO THRU TRAFFIC. TWO-WAY TRAFFIC SHALL BE MAINTAINED AT ALL OTHER TIMES ON EITHER THE EXISTING OR THE NEW PAVEMENT.

#### SECTION C-42

##### TRAFFIC ON CHARDON ROAD (U.S. NO. 6):

TWO WAY TRAFFIC SHALL BE MAINTAINED ON CHARDON ROAD AT ALL TIMES.

A TEMPORARY RUN-AROUND ROAD, CLASS "A" PAVEMENT HAS BEEN PROVIDED FOR THIS PURPOSE. THE TEMPORARY RUN-AROUND ROAD SHALL BE BUILT TO THE LINE AND GRADE SHOWN ON THE PLANS, AND THE COST OF SAME TO BE INCLUDED IN ITEM S-15 LUMP SUM TEMPORARY RUN-AROUND ROAD, CLASS "A" PAVEMENT, AS PER PLAN.

##### TRAFFIC ON EDDY ROAD:

EDDY ROAD WILL BE CLOSED TO THRU TRAFFIC FOR A MAXIMUM PERIOD OF 270 CONSECUTIVE CALENDAR DAYS DURING THE CONSTRUCTION OF THE BRIDGES AND APPROACHES. THE CONTRACTOR WILL ERECT AND MAINTAIN LIGHTS, SIGNS AND DANGER SIGNALS IN ACCORDANCE WITH SECTION G-7.07 OF THE CONSTRUCTION AND MATERIAL SPECIFICATIONS AND THE SPECIAL PROVISIONS SET FORTH ABOVE DURING THE PERIOD THE ROAD IS CLOSED TO THRU TRAFFIC. TWO-WAY TRAFFIC SHALL BE MAINTAINED AT ALL OTHER TIMES. TRAFFIC ON "FARM ROAD REPLACED BY FRONTAGE ROAD NORTH OF EUCLID SPUR":

THE FRONTAGE ROAD NORTH OF THE EUCLID SPUR SHALL BE FIRST ORDER CONSTRUCTION. NO WORK SHALL BE DONE ON THE MAINLINE, RAMPS OR EDDY ROAD, THAT WOULD EFFECT THE MOVEMENT OF TRAFFIC ALONG THE EXISTING FARM ROAD, UNTIL THE FRONTAGE ROAD HAS BEEN OPENED TO TRAFFIC.

#### MAINTAINING TRAFFIC:

AGGREGATE, CHLORIDE, AND ASPHALTIC CONCRETE REQUIRED FOR MAINTENANCE OF LOCAL TRAFFIC AND FOR TEMP. ROADWAYS USED IN MAINT. TRAFFIC ON INTERSECTING ROADS ARE PROVIDED IN THE SUMMARY OF QUANTITIES IN THE FOLLOWING AMOUNTS:

	C-41	C-42
	I-1102 (6)	I-1103 (18)
T-10 TRAFFIC COMPACTED SURFACE COURSE	800 CU. YARDS	600 CU. YARDS
M-10 FURNISHING AND APPLYING CALCIUM CHLORIDE FOR MAINTAINING TRAFFIC	16 TONS	12 TONS
T-35 ASPHALTIC CONCRETE FOR MAINT. TRAFFIC	50 CY.	

#### GRADING TOLERANCES:

FOR AREAS IN FRONT OF RESIDENCES, AS LISTED BELOW, THE SEED BED SHALL BE PREPARED TO PROVIDE A SMOOTH SURFACE. ALL STONES LARGER THAN ONE INCH IN DIAMETER SHALL BE REMOVED FROM THE SURFACE OF THE SEED BED. HAND RAKING WILL BE REQUIRED IN AREAS INACCESSIBLE TO MACHINES AND HAND RAKING MAY BE REQUIRED, IF DIRECTED BY THE ENGINEER, IN ALL THE AREAS LISTED BELOW IF MACHINES USED DO NOT PROVIDE RESULTS EQUIVALENT TO RESULTS OBTAINED BY HAND RAKING. COST OF THIS ADDITIONAL WORK SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ROADWAY EXCAVATION, ITEM E-1.

HIGHLAND ROAD	STA.	RT.	FT.	ST.	RT.	FT.
	4+50		7+50			
	11±90		15+45			
WHITE ROAD						
	0+00		7+60			
	13±00		19+22			
CHARDON ROAD						
	10+90		16±20			
	21±50		25+25			
EDDY ROAD						
	11+60		15±50			
	23±80		30+25			

#### PLACING SOD IN DITCHES:

ALL SOD PLACED IN DITCHES SHALL BE LAID WITH THE LONG EDGES OF THE STRIPS PERPENDICULAR TO THE FLOW LINE OF THE DITCH. SUCCESSIVE STRIPS SHALL BE NEATLY MATCHED AND ALL JOINTS STAGGERED OR BROKEN. THE SOD SHALL BE STAKED SECURELY WITH STAKES PLACED ON MAXIMUM TWO (2) FT. CENTERS IN ROWS NOT MORE THAN TWO (2) FT. APART. STAKES IN ADJACENT ROWS SHALL BE STAGGERED. THE STAKES SHALL BE WOOD FROM 1/2"x3/4"x12" TO 1"x1"x24", AS REQUIRED TO HOLD THE SOD, AND SHALL BE DRIVEN FLUSH WITH THE TOP OF THE SOD.

#### GUARD RAIL FLARES:

Where proposed guard rail flares are constructed of rail elements which have not been fabricated exactly to fit the curvature shown on the plans, the two end posts of each flared section shall be encased in a minimum 4-inch thickness of Class "E" concrete for the full depth of the post below the ground line. Payment for encasement, if required, shall be included in the unit price bid for the guard rail.

#### TYPICAL SECTION ALTERATIONS AND PLAN QUANTITY ADJUSTMENTS:

Subsequent to preparation of detailed plans for this project, the widths of the paved berms on the median side of the proposed through roadways and on the right side of the Wilson Mills Road interchange ramps were reduced to 4 feet and 3 feet, respectively, and the shoulder widths on the outside of the through roadways and on both sides of the Wilson Mills Road interchange ramps were reduced to 15 feet on the through roadways and to 7 feet left and 11 feet right on the Wilson Mills Road ramps.

The cross sections shown on these plans have not been adjusted to reflect the reduced width of the grading sections and pavement trenches. Construction shall be in accordance with the typical sections and necessary adjustments in earthwork quantities will be made at the time of final measurement.

However, estimated adjustments in pavement quantities for the net reduction in area of paved berms required as a result of this change have been included in the summary sheets.

Plan details in conflict with this note and the typical sections shall be disregarded. Transition construction between areas covered by different typical sections shall be as directed by the Engineer and additional details, where required, will be furnished at the time of construction.

#### CONSTRUCTION SEQUENCE

The attention of the Contractor is directed to the following requirements:

- Construction of proposed ditch right of Sta. 0+00 to 9+00 to handle drainage from adjacent project to south shall be completed as soon as possible to preclude dumping of project water into existing pond right of Sta. 7+50±.
- Construction is now or shortly will be under way, under a separate contract, on Wilson Mills Road adjacent to both ends of the work proposed by this contract. The Contractor on this project shall cooperate with the Contractor on the adjoining project and shall prosecute the proposed work on Wilson Mills Road to early completion so that the total period of interference to Wilson Mills Road traffic under both projects shall be held to an absolute minimum.

#### WATER MAIN NOTES

All water main construction shall be in conformance with Sup. Spec. I-124, unless otherwise noted in the plans.

Water main locations shown on the plans shall be adjusted, as directed by the Engineer, to clear proposed bridge piers and abutments.

Wrought iron pipe shall be used for those portions of the proposed water main lying under proposed pavements and bituminous paved shoulders and for a horizontal distance of 2 ft. beyond the outer edges of these paved areas.

Wrought iron pipe ends shall be threaded and the lengths of pipe shall be coupled together with threaded wrought iron couplings welded into place.

If bell and spigot cast iron pipe is furnished, the pipe joints for all pipe on a slope steeper than 20 degrees, for the bends and for at least two lengths of pipe beyond the bends shall be leaded joints.

Depth of main shall, unless otherwise shown, be approximately 7 ft. from surface of finished ground to the flow line of the main.

Connections between wrought iron and cast iron pipe shall be half threaded and half plain end wrought iron couplings with the plain end fabricated to fit into a cast iron sleeve or bell. The connector shall be welded onto the wrought iron pipe and a leaded joint shall be provided on the bell end in the general condition described above for leaded joints.

#### PART WIDTH CONSTRUCTION

Part width construction of proposed pavement on Highland Road and Chardon Road will be permitted at each end of the proposed runarounds. During this period the berms shall be utilized to maintain two-way traffic. Temporary surfacing materials will be applied on the berms as requested and in amounts directed by the Engineer and the work shall be so scheduled that the period of use of aggregate surfaced roadways shall be held to an absolute minimum.

#### PAYMENT FOR TEMPORARY ROADWAYS

Payment for construction, maintenance, and subsequent removal, wherever required, of temporary roadways not separately itemized under Item S-15, except for furnishing and placing of Items M-10, T-10, and "T-35 for Maintaining Traffic", shall be included in the lump sum price bid for "Maintaining Traffic".

MICHAEL BAKER JR., CONSULTING ENGINEERS  
ROCHESTER, PENNSYLVANIA

STATE OF OHIO  
DEPARTMENT OF HIGHWAYS  
STATE HIGHWAY NO. 1  
C-41 & C-42  
GENERAL NOTES

Designed	Drawn	Traced	Checked	Reviewed Date	Revised
	S.S.	B.N.	B.P.		