

GENERAL NOTES

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

8
228

LAKE COUNTY
LAK-44-1.70

GENERAL

DESIGN SPEED

THE GEOMETRICS FOR THIS PROJECT HAVE BEEN PLANNED FOR A DESIGN SPEED OF 70 MILES PER HOUR.

ELEVATION DATUM

ALL ELEVATIONS ARE BASED ON U. S. G. S. DATUM.

FIELD OFFICE

THE CONTRACTOR SHALL PROVIDE A SUITABLE FIELD OFFICE FOR THE EXCLUSIVE USE OF THE STATE EMPLOYEES, IN ACCORDANCE WITH SEC. 5-0.01 (b), HAVING A MINIMUM OF 500 SQUARE FEET OF FLOOR SPACE. THE CONTRACTOR SHALL HAVE A TELEPHONE INSTALLED AND MAINTAINED IN THE FIELD OFFICE DURING THE CONSTRUCTION OF THIS PROJECT. CONTRACTOR SHALL ALSO INSTALL WIRING AND OUTLETS SUITABLE FOR CONNECTING TO OFFICE EQUIPMENT, AND PROVIDE 110 VOLT ALTERNATING CURRENT DURING THE CONSTRUCTION OF THIS PROJECT.

ROAD NAME, SIGNS

ALL COUNTY, TOWNSHIP, CITY OR VILLAGE ROAD OR STREET NAME SIGNS THAT WILL BE DISTURBED BY THE CONSTRUCTION SHALL BE CAREFULLY REMOVED AND STORED BY THE CONTRACTOR FOR DISPOSAL BY THEIR RESPECTIVE OWNERS. PAYMENT FOR THIS OPERATION SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ROADWAY EXCAVATION.

PRESERVATION AND RESTORATION OF CORNER-STONES, MONUMENTS AND LAND MARKERS

EXISTING CORNERSTONES, MONUMENTS, AND LAND MARKERS WITHIN THE RIGHT OF WAY OF THE PROPOSED HIGHWAY, SHALL BE PROTECTED, REFERENCED, AND PRESERVED OR REPLACED AS OUTLINED IN SECTION G-709 OF THE SPECIFICATIONS EXCEPT THAT PAYMENT TO THE CONTRACTOR FOR WORK INCIDENTAL TO THE INSTALLATION OF CORNERSTONES, MONUMENTS AND LAND MARKERS, SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM E-101, ROADWAY EXCAVATION.

COOPERATION BETWEEN CONTRACTORS

THE WORK COVERED BY THESE PLANS ADJOINS AND OVERLAPS CONSTRUCTION OF S.R. 1 (SEC. LAK-1-12.89) TO THE NORTH AND TO THE SOUTH. IN THE EVENT THAT CONSTRUCTION ON THE SAID OVERLAPPING SECTION OF S.R. 1 IS BEING CARRIED ON SIMULTANEOUSLY WITH THIS SECTION, THE CONTRACTOR SHALL PLAN AND COORDINATE HIS WORK WITH THAT OF THE OTHER CONTRACTOR (CONTRACTORS) SO THAT A MINIMUM OF INTERFERENCE AND INCONVENIENCE WILL RESULT.

MAINTENANCE OF TRAFFIC

WHERE ANY OF THE WORK CALLED FOR UNDER THIS CONTRACT INVOLVES THE TEMPORARY CLOSING OF EXISTING ROADS OR STREETS AND/OR THE REROUTING OF TRAFFIC, THE CONTRACTOR FOR THIS PROJECT SHALL PROSECUTE TO THE FULLEST EXTENT THE WORK INVOLVED SO AS TO REDUCE TO A MINIMUM THE LENGTH OF TIME THAT THE ROADS (STREETS) WILL BE CLOSED TO TRAFFIC.

THE CONTRACTOR SHALL MAINTAIN LOCAL TRAFFIC AND SAFE SATISFACTORY ACCESS TO ABUTTING PROPERTIES AT ALL TIMES DURING CONSTRUCTION OF THE IMPROVEMENT. THE EXISTING PAVEMENT AND THE PROPOSED PAVEMENT SHALL BE USED TO MAINTAIN TRAFFIC WHEREVER AND WHENEVER POSSIBLE.

AUBURN ROAD. TWO WAY TRAFFIC SHALL BE MAINTAINED ON AUBURN ROAD AT ALL TIMES EXCEPT FOR THE MINIMUM CONSTRUCTION TIME, NOT TO EXCEED 30 DAYS, REQUIRED TO CONNECT THE TERMINALS OF RELOCATED AUBURN ROAD TO EXISTING AUBURN ROAD.

CONCORD ROAD. CONCORD ROAD AT RELOCATED STATE ROUTE 44 MAY BE CLOSED TO THROUGH TRAFFIC.

PROUTY ROAD. TWO WAY TRAFFIC SHALL BE MAINTAINED AT ALL TIMES. DURING CONSTRUCTION AND UNTIL SUCH TIME AS THE NEW PROUTY ROAD BRIDGE AND ROADWAY HAVE BEEN OPENED TO TRAFFIC, A TEMPORARY RUN-AROUND APPROXIMATELY AT PRESENT GRADE SHALL BE PROVIDED AS SHOWN ON SHEET NO. 159.

STATE ROUTE 84. SAME AS FOR PROUTY ROAD, EXCEPT THAT A TEMPORARY RUNAROUND, CLASS "A", SHALL BE PROVIDED AS SHOWN ON SHEET NO. 109.

RELOCATED MORLEY ROAD. TWO WAY TRAFFIC SHALL BE MAINTAINED ON MORLEY ROAD AT ALL TIMES EXCEPT FOR THE MINIMUM CONSTRUCTION TIME, NOT TO EXCEED 30 DAYS, REQUIRED TO CONNECT THE SOUTH TERMINAL OF RELOCATED MORLEY ROAD TO EXISTING MORLEY ROAD.

TRAFFIC COMPACTED SURFACE COURSE, ITEM 5-15 AND CALCIUM CHLORIDE, ITEM 5-15. SHALL BE APPLIED ON TEMPORARY ROADWAYS WHERE DIRECTED AND IN THE AMOUNTS REQUESTED BY THE ENGINEER (SEE GENERAL SUMMARY OF QUANTITIES). PAYMENT FOR ALL OF THE ABOVE, INCLUDING CONSTRUCTION, MAINTENANCE AND SUBSEQUENT REMOVAL, WHERE REQUIRED, OF TEMPORARY ROADWAYS, EXCEPT FURNISHING TRAFFIC COMPACTED SURFACE COURSE ITEM T-10 AND CALCIUM CHLORIDE, ITEM M-10, IS INCLUDED IN THE LUMP SUM BID FOR MAINTAINING TRAFFIC. IN ADDITION TO THE ABOVE, SEC. G-4.05 MAINTENANCE OF LOCAL TRAFFIC AND SEC. G-7.07 BARRICADES, DANGER AND WARNING SIGNS SHALL BE IN FORCE DURING THE ENTIRE LIFE OF THE CONTRACT. ESTIMATED QUANTITIES OF 200 CU.YDS. OF 5/15 AGGREGATE AND 4 TONS OF 5-15 CHLORIDE ARE CARRIED IN GENERAL SUMMARY FOR USE ON TEMPORARY ROADWAYS. **BARRICADES AND WARNING SIGNS AT CROSS ROADS.** LIGHTS, SIGNS, AND BARRICADES SHALL BE PROVIDED AND MAINTAINED AT EACH LOCATION INDICATED ON THE SCHEMATIC PLAN. BARRICADES SHALL MEET THE REQUIREMENTS FOR THE MOVABLE GATE DETAILED ON STANDARD CONSTRUCTION DRAWING NO. G-7.07. LIGHTS SHALL MEET THE REQUIREMENTS OF SEC. G-7.07 OF THE SPECIFICATIONS. STANDARD ROAD CLOSED SIGNS SHALL BE 40" x 24" SIZE. CONTRACTOR SHALL FURNISH, ERECT, MAINTAIN, AND REMOVE BARRICADES, LIGHTS, AND SIGNS, COST OF WHICH SHALL BE INCLUDED IN THE LUMP SUM BID FOR MAINTAINING TRAFFIC.

IN LIEU OF THE ABOVE METHOD OF MAINTAINING TRAFFIC THE CONTRACTOR MAY SUBMIT TO THE DIRECTOR FOR APPROVAL A WRITTEN DETAILED SCHEDULE OF WORK PROCEDURE AND SEQUENCE OF CONSTRUCTION OPERATIONS OF HIS ALTERNATE METHODS OF MAINTAINING TRAFFIC. IF THE CONTRACTOR'S PROPOSED METHOD DOES NOT MEET WITH THE APPROVAL OF THE DIRECTOR THE PROCEDURE AS CALLED FOR HEREIN SHALL BE FOLLOWED.

GENERAL (CONT'D.)

UTILITIES

LIST OF UTILITIES

CLEVELAND ELECTRIC ILLUMINATING COMPANY - ASHTABULA, OHIO
OHIO BELL TELEPHONE COMPANY - PAINESVILLE, OHIO

UTILITY ADJUSTMENTS

THE CONTRACTOR SHALL NOTIFY AT LEAST 48 HOURS BEFORE BREAKING GROUND ALL PUBLIC SERVICE CORPORATIONS HAVING WIRE, POLES, PIPE, CONDUITS, MANHOLES OR OTHER STRUCTURES THAT MAY BE AFFECTED BY THIS OPERATION, INCLUDING ALL STRUCTURES WHICH ARE AFFECTED AND NOT SHOWN ON THESE PLANS. ANY AND ALL WORK REQUIRED FOR PUBLIC OR PRIVATE UTILITIES WILL BE DONE BY AND AT THE EXPENSE OF THEIR RESPECTIVE OWNERS, UNLESS OTHERWISE NOTED ON THESE PLANS.

LOCATION AND SIZE OF PIPES

THE LOCATION, TYPE, DEPTH AND SIZE OF ALL EXISTING PIPES ARE SHOWN AS NEAR EXACT AS THE AVAILABLE INFORMATION WILL PERMIT. THE STATE WILL NOT BE RESPONSIBLE FOR ANY VARIATIONS FOUND DURING CONSTRUCTION. PAYMENT FOR PIPE REMOVED WILL BE MADE ACCORDING TO THE SIZES SHOWN ON THESE PLANS.

ROADWAY

ROUNDING OF CORNERS ON CROSS SECTIONS

THE ROUNDED CORNERS, SHOWN ON STANDARD DRAWING RI-1, APPLY TO ALL CROSS SECTIONS EVEN THOUGH OTHERWISE SHOWN IN THESE PLANS.

STONE UNDERDRAIN NO. 2

NO. 2 STONE UNDERDRAIN HAS BEEN ESTIMATED FOR USE ON SIDE ROADS AT 50 FEET INTERVALS ON EACH SIDE WHERE 1-4 DRAINAGE IS NOT PROVIDED. THEY SHALL BE PLACED NOT OVER 50 FEET APART, UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

GUARD RAIL REMOVAL

THE REMOVAL OF ANY GUARD RAIL OR GUARD RAIL POSTS LYING WITHIN THE LIMITS OF ROADWAY EXCAVATION OR EMBANKMENT (AND NOT SPECIFICALLY PAID FOR UNDER A SEPARATE ITEM) IS INCLUDED IN THE CONTRACT UNIT PRICE BID FOR ROADWAY EXCAVATION. ALL RESULTING MATERIALS SHALL BECOME THE PROPERTY OF THE CONTRACTOR AND SHALL BE DISPOSED OF BY HIM AT NO EXTRA COST TO THE STATE EXCEPT THAT THE STEEL RAIL ON ALL EXISTING STEEL BEAM TYPE OR STEEL CABLE ON STEEL CABLE TYPE GUARD RAILS SHALL BE STORED ON THE RIGHT OF WAY FOR DISPOSAL BY THE OWNER.

FLARING GUARD RAIL AT BRIDGES

GUARD RAIL ON CROSS ROADS SHALL BE FLARED TO MEET THE BRIDGE RAILING IN SUCH A MANNER THAT THE CHANGE IN ALIGNMENT OF THE GUARD RAIL SHALL NOT EXCEED 1:20, EXCEPT AS MAY OTHERWISE BE SHOWN ON BRIDGE DETAILS.

GUARD RAIL POST ANCHORS

AT LOCATIONS WHERE PIER FOOTINGS INTERFERE WITH INSTALLATION OF FULL LENGTH GUARD RAIL POSTS, SHORT POSTS SHALL BE PROVIDED AND SHALL BE ANCHORED IN ACCORDANCE WITH THE DETAIL SHOWN ELSEWHERE IN THE PLANS. COST OF PROVIDING AND INSTALLING NECESSARY ANCHORS SHALL BE INCLUDED IN THE UNIT PRICE BID PER LINEAL FOOT FOR GUARD RAIL.

GUARD RAIL PARAPET ANCHOR

COST OF PROVIDING AND INSTALLING ANCHOR FOR CONNECTING DEEP STEEL BEAM GUARD RAIL TO BRIDGE PARAPET IS INCLUDED IN THE BRIDGE QUANTITIES FOR PAYMENT. CONTRACTOR SHALL PROVIDE ONE ADDITIONAL GUARD RAIL POST IN THE CENTER OF THE FIRST PANEL OF DEEP STEEL BEAM GUARD RAIL WHERE ANCHORED TO THE PARAPET, COST OF WHICH SHALL BE INCLUDED IN THE UNIT PRICE BID PER LINEAL FOOT OF GUARD RAIL.

E-101 EMBANKMENT

IN ADDITION TO THE REQUIREMENTS OF SECTION E-101.08(f) THE MOISTURE CONTENT OF ALL EMBANKMENT MATERIALS THAT DISPLAY PRONOUNCED ELASTICITY OR DEFORMATION UNDER THE ACTION OF CONSTRUCTION EQUIPMENT SHALL NOT EXCEED OPTIMUM AT TIME OF COMPACTION.

SUBGRADE COMPACTION

THE AREA OF COMPACTED SUBGRADE TO BE PAID FOR INCLUDES THE MAIN PAVEMENTS, BITUMINOUS PAVED SHOULDERS AND HARD SURFACE CROSS ROAD PAVEMENTS.

ROADWAY (CONT'D.)

SUBGRADE COMPACTION FOR DRIVES AND MAIL BOX TURNOUTS

THE SUBGRADE UNDER B-119 MATERIAL USED ON DRIVES AND MAIL BOX TURNOUTS SHALL BE COMPACTED FOR A DEPTH OF SIX INCHES (6") TO THE DENSITY REQUIREMENTS OF TABLE III IN ITEM E-101. PAYMENT FOR SUBGRADE COMPACTION AS SPECIFIED ABOVE, SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ROADWAY EXCAVATION, ITEM E-101.

EXCAVATION FOR ITEM B-119

EXCAVATION FOR B-119 MATERIAL USED ON SIDE ROAD APPROACHES, MAIL BOX TURNOUTS AND DRIVES HAS BEEN INCLUDED IN EARTHWORK QUANTITIES WHEN SAME IS IN "CUT". WHERE SIDE APPROACHES, MAIL BOX TURNOUTS, AND DRIVES ARE IN "FILL", EXCAVATION FOR B-119 MATERIAL SHALL BE MADE BY THE CONTRACTOR AT HIS OWN EXPENSE IF HE BUILDS THE EMBANKMENT UP TO FINISH GRADE BEFORE PLACING THE B-119 MATERIAL.

SUBBASE COURSE

IN THE FINAL FINISHING OF SLOPES AND DITCHES, CARE SHALL BE EXERCISED TO ASSURE THAT ANY EXPOSED EDGE OF A SUBBASE COURSE OR UNDERDRAIN SHALL BE LEFT FREE OF EARTH COVER THAT WOULD IMPEDE FREE DRAINAGE.

PART WIDTH CONSTRUCTION

BECAUSE OF THE NECESSITY OF BUILDING CERTAIN CROSS ROADS UNDER TRAFFIC AND CONSTRUCTING THE PAVEMENT PART AT A TIME, EXTREME CARE SHALL BE TAKEN TO PREVENT THE CONSTRUCTION OF A BUTT JOINT ON CENTERLINE IN THE BASE AND SUBBASE COURSES. THIS SHALL BE ACCOMPLISHED BY BUILDING THE BASE AND SUBBASE COURSES PLACED WITH THE FIRST PORTION OF THE PAVEMENT BUILT AT LEAST EIGHTEEN INCHES (18") BEYOND THE CENTERLINE AND BY SURFACING NO CLOSER THAN EIGHTEEN INCHES (18") TO THE EDGE OF THE ABOVE COURSES. WHEN THE SECOND PORTION OF THE PAVEMENT IS BUILT, AT LEAST TWELVE INCHES (12") OF THESE PROJECTING COURSES SHALL BE BROKEN DOWN AND THOROUGHLY KEYED IN WITH THE NEWLY PLACED CORRESPONDING COURSES IN THE SECOND PORTION OF THE PAVEMENT. PAYMENT FOR THIS OPERATION SHALL BE INCLUDED IN THE UNIT PRICES BID FOR THE PERTINENT PAVEMENT ITEMS.

EXISTING FLEXIBLE PAVEMENT

WITHIN THE LIMITS OF CONSTRUCTION WHERE THE EXISTING FLEXIBLE PAVEMENT WILL HAVE LESS THAN SIX (6) INCHES OF FILL PLACED UPON IT, THE PAVEMENT SHALL BE THOROUGHLY SCARIFIED FOR ITS FULL DEPTH, MIXED WITH SUFFICIENT SOIL AND PROPERLY RECOMPACTED TO INSURE THE ELIMINATION OF ANY PLANE OF SEPARATION BETWEEN IT AND THE EMBANKMENT PLACED THEREON. OUTSIDE THE LIMITS OF CONSTRUCTION THE EXISTING FLEXIBLE PAVEMENT SHALL BE THOROUGHLY SCARIFIED, MIXED WITH SUFFICIENT SOIL AND SHAPED TO FIT THE SURROUNDING TERRAIN IN SUCH A MANNER AS TO INSURE THE GROWTH OF SEED PLANTED THEREON. PAYMENT FOR ALL THE ABOVE SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ROADWAY EXCAVATION, ITEM E-101.

NON-RIGID PAVEMENT REMOVAL

COST OF REMOVING NON-RIGID PAVEMENT IS TO BE INCLUDED WITH THE PRICE BID FOR ROADWAY EXCAVATION, ITEM E-101.

EXISTING WATER WELLS

DUG WELLS ENCOUNTERED WITHIN THE WORK LIMITS SHALL BE FILLED WITH ROCK OR GRANULAR MATERIAL. DRILLED WELL CASING SHALL BE REMOVED TO AN ELEVATION APPROXIMATELY THREE FEET BELOW FINISHED GRADE AND COVERED WITH A PRE-CAST CONCRETE SLAB OR A LARGE ROCK. PRIOR TO CONSTRUCTION OF EMBANKMENT, CONTRACTOR SHALL REMOVE ANY MASONRY SURROUNDING A WELL, WITHIN THREE FEET OF FINISHED GRADE. PUMPS AND OTHER APPURTENANCES SHALL BECOME THE PROPERTY OF THE CONTRACTOR AND SHALL BE DISPOSED OF BY HIM. THE COST OF FILLING OR CAPPING OF WELLS SHALL BE INCLUDED IN THE UNIT PRICE BID PER CUBIC YARD OF ROADWAY EXCAVATION, ITEM E-101, FOR PAYMENT.

PAVED BERMS

T-31 SEAL COAT FOR ITEM B-219 USED IN THE CONSTRUCTION OF STABILIZED SHOULDERS SHALL BE APPLIED IN ONE APPLICATION; ITEM T-31 SHALL CONFORM TO SPECIFICATIONS LISTED IN THE PROPOSAL.

ESTIMATED QUANTITIES

SPECIFIC LOCATIONS AND USAGE OF ESTIMATED QUANTITIES SET UP ON THIS PLAN TO BE USED "AS DIRECTED BY THE ENGINEER" SHALL BE MADE A MATTER OF RECORD BY INCORPORATION INTO THE FINAL CHANGE ORDER GOVERNING COMPLETION OF THIS PROJECT.

CONSTRUCTION LAYOUT STAKES

SEE NOTE IN PROPOSAL DESCRIBING WORK INCLUDED IN THIS LUMP SUM ITEM.

TRYGVE HOFF & ASSOCIATES
ENGINEERS
1922 EAST 107TH STREET CLEVELAND, OHIO

GENERAL NOTES

SCALE		DATE			
DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE
			L.S.	T.L.L.	10/11/53