

GENERAL NOTES

FED. RD. DIVISION	STATE	PROJECT
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LAKE COUNTY
LAK-1-2.1G

MAINTENANCE OF TRAFFIC

TRAFFIC ON STATE ROUTE NO. 91

TWO WAY TRAFFIC SHALL BE MAINTAINED ON STATE ROUTE NO. 91 DURING THE CONSTRUCTION OF THE BRIDGE AND APPROACHES. A TEMPORARY RUN-AROUND ROAD, CLASS "B" PAVEMENT HAS BEEN PROVIDED FROM STATION 10 + 00 TO STATION 15 + 00. THE EXISTING STATE ROUTE NO. 91 IS TO BE USED FROM STATION 15 + 00 TO A POINT 52.5' LT. STA. 117 + 69 CENTERLINE SURVEY S. R. NO. 1. A TEMPORARY RUN-AROUND ROAD, CLASS "B" PAVEMENT HAS BEEN PROVIDED FROM THIS POINT TO A POINT 6' RT. STA. 15 + 19.60 BASE LINE OF RAMP "A". THE FOLLOWING SHALL BE BUILT TO PERMANENT TYPICAL AND GRADE AND USED TO MOVE TRAFFIC DURING THE CONSTRUCTION OF S. R. NO. 91 RELOCATED: RAMP "A" FROM STATION 15 + 19.60 TO STATION 20 + 71.96. A PORTION (20' MINIMUM WIDTH FROM EXTERIOR EDGE) OF RAMP "A" TEMPORARY DECELERATION TAPER FROM STATION 20 + 71.96 TO STATION 43 + 50 S. R. NO. 91, AND THE WIDENING FROM STA. 43 + 50 TO STA. 45 + 25.

THE TEMPORARY RUN-AROUND ROADS SHALL BE BUILT TO THE LINE AND GRADE SHOWN ON THE PLANS, AND COST OF SAME TO BE INCLUDED IN ITEM S-15 LUMP SUM TEMPORARY RUN-AROUND ROADS, CLASS "B" PAVEMENT, AS PER PLAN.

NO WORK SHALL BE DONE ON THE MAIN LINE OR RAMPS THAT WOULD RESTRICT THE ABOVE STATED REQUIREMENTS FOR THE MAINTENANCE OF TRAFFIC ON THE EXISTING S.R. 91 PAVEMENT AND RUNAROUNDS UNTIL RELOCATED S.R. 91 IS OPENED TO TRAFFIC.

THE CONTRACTOR MAY CONSTRUCT AN ADDITIONAL TEMPORARY LANE LT. OF PROPOSED TEMPORARY RUN-AROUND ROAD (APPROXIMATE STA. 10 + 00 TO STA. 12 + 00 S. R. NO. 91) IN ORDER TO ASSURE MAINTAINING TWO WAY TRAFFIC AT ALL TIMES. THE ESTIMATED QUANTITY OF T-10 AND M-10 SHOWN BELOW IS INTENDED TO INCLUDE SUFFICIENT QUANTITIES TO CONSTRUCT THIS TEMPORARY LANE.

TRAFFIC ON MAPLE GROVE ROAD

TWO WAY TRAFFIC SHALL BE MAINTAINED DURING THE CONSTRUCTION OF THE BRIDGE AND APPROACHES ON MAPLE GROVE ROAD BY DETOURING AS FOLLOWS: BEFORE ANY CONSTRUCTION ON MAPLE GROVE ROAD SEPARATION, HANNA ROAD CONNECTION SHALL BE BUILT TO PERMANENT TYPICAL AND GRADE, AND USED, ALONG WITH EXISTING HANNA ROAD EAST ACROSS MAIN LINE TO ITS INTERSECTION WITH MAPLE GROVE ROAD, TO MAINTAIN TRAFFIC DURING THE CONSTRUCTION OF MAPLE GROVE ROAD BRIDGE AND APPROACHES. NO WORK SHALL BE DONE ON THE MAIN LINE IN THE VICINITY OF EXISTING HANNA ROAD CROSSING UNTIL MAPLE GROVE ROAD SEPARATION IS OPENED TO TRAFFIC.

PAYMENT FOR CONSTRUCTION, MAINTENANCE, AND SUBSEQUENT REMOVAL, WHEREVER REQUIRED, OF TEMPORARY ROADWAYS NOT SEPARATELY ITEMIZED UNDER ITEM S-15 EXCEPT FOR FURNISHING AND PLACING ITEMS T-10 & M-10, SHALL BE INCLUDED IN THE LUMP SUM PRICE BID FOR MAINTAINING TRAFFIC.

AN ESTIMATED QUANTITY OF T-10 AND M-10 IS PROVIDED FOR MAINTAINING LOCAL TRAFFIC ON THIS PROJECT DURING CONSTRUCTION.

T-10 TRAFFIC COMPACTED SURFACE COURSE 200 CU. YDS.

M-10 FURNISHING AND APPLYING CALCIUM CHLORIDE FOR MAINTAINING TRAFFIC 4 TONS

COORDINATION OF WORK:-

ALL WORK IN THE VICINITY OF THE BEGINNING, AND OF THE END, OF THE PROJECT SHALL BE SCHEDULED AND PROSECUTED ACCORDING TO THE DIRECTIONS OF THE ENGINEER, TO HOLD INTERFERENCE WITH WORK ON ADJACENT PROJECTS TO A MINIMUM.

DELINEATORS:- QUANTITIES FOR THIS ITEM HAVE BEEN ESTIMATED ON THE BASIS OF INSTALLATION AT 200-FOOT INTERVALS. INFORMATION AS TO THE SPECIFIC PROPOSED LOCATIONS WILL BE FURNISHED AT THE TIME OF CONSTRUCTION AND MAY QUANTITIES ADJUSTED IN FINAL MEASUREMENT.

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.

REINFORCED CONCRETE CATCH BASINS:

CATCH BASINS OVER 12 FEET IN DEPTH SHALL BE BUILT OF CLASS "C" CONCRETE REINFORCED BY PLACING 1/2 INCH DIAMETER BARS 12 INCHES CENTER TO CENTER BOTH VERTICALLY AND HORIZONTALLY WITH A 2" CLEARANCE FROM THE INSIDE FACE OF THE WALL. PAYMENT FOR FURNISHING AND PLACING THE REINFORCING STEEL SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM I-8, REINFORCED CONCRETE CATCH BASINS.

ROCK SUBGRADE:

THE CONTRACTOR SHALL BE PAID FOR THE THICKNESS OF I-22 MATERIAL SHOWN ON THE TYPICAL SECTIONS IN ROCK EXCAVATION AREAS. ANY POCKETS IN THE ROCK BELOW THE PLAN SUBGRADE ELEVATION SHALL DRAIN EITHER LONGITUDINALLY OR Laterally AND ALL IRREGULARITIES IN THE ROCK BELOW THIS ELEVATION SHALL BE FILLED WITH I-22 MATERIAL AT NO ADDITIONAL COST TO THE STATE.

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 CONJOINTS SHALL IN ALL CASES BE IN ACCORDANCE WITH STANDARD CONSTRUCTION DRAWING T.J.

TEMPORARY CULVERTS:

PAYMENT FOR CONSTRUCTION, MAINTENANCE, AND SUBSEQUENT REMOVAL OF TEMPORARY EXTENSIONS OF EXISTING OR PROPOSED CULVERTS AND SEWERS REQUIRED FOR CONSTRUCTION OF THE ITEM S-15 RUN-AROUNDS AND OF TEMPORARY CULVERTS AND DRIVEWAY PIPES DETAILED ON THE RUN-AROUND PLANS SHALL BE INCLUDED IN THE LUMP SUM PRICE BID FOR THE RUN-AROUNDS.

REMOVAL OF BUILDINGS:

WHERE THE PLAN SHOWS A STRUCTURE TO BE REMOVED UNDER ITEM S-24, THE ENTIRE BUILDING INSIDE AND OUTSIDE THE RIGHT-OF-WAY SHALL BE REMOVED TO GROUND LEVEL AND THE BASEMENT FILLED IN ACCORDANCE WITH PROVISIONS OF ITEM E-1.

I-22 SUBBASE GRADING A AND B AS PER PLAN:

MATERIAL FOR THIS ITEM SHALL MEET THE REQUIREMENTS FOR ITEM I-22 GRADING A OR B EXCEPT THAT FOR BOTH GRADINGS THE PERCENT PASSING THE NO. 200 SIEVE SHALL NOT EXCEED 10.

L-9 AGRICULTURAL LIMING MATERIAL:

LIME SHALL BE APPLIED TO EXPOSED SHALE SLOPES AT THE RATE OF 10 TONS PER ACRE.

EROSION CONTROL AT BRIDGE ENDS:

SODDED CHANNELS SHALL BE PROVIDED AT ENDS OF BRIDGES WHERE REQUIRED BY THE PLANS. COST OF ALL WORK NECESSARY TO COMPLETE THE ITEM SHALL BE INCLUDED IN THE UNIT PRICE BID PER SQUARE YARD FOR "ITEM L-10, SODDING FOR SPECIAL BERM AND SLOPE PROTECTION".

INTERSTATE HIGHWAY SIGNS:

TWO SIGNS ARE SET UP IN THE GENERAL SUMMARY FOR EACH EXISTING STATE HIGHWAY WHICH CROSSES THIS PROPOSED INTERSTATE PROJECT WHEN TRAFFIC IS MAINTAINED ON THE HIGHWAY. THE PROJECT ENGINEER SHALL SELECT THE LOCATION FOR ERRECTING THE SIGNS, WHICH LOCATION SHALL BE JUST OUTSIDE THE CONSTRUCTION LIMITS WHERE THE SIGN WILL BE MOST CONSPICUOUS.

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 FOR ITEM E-1, ROADWAY EXCAVATION.

SEPTIC TANKS:

SEPTIC TANKS ENCOUNTERED DURING CONSTRUCTION SHALL BE REMOVED OR CLEANED OUT, AS DIRECTED BY THE ENGINEER. THE COST OF THIS OPERATION SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM E-1, ROADWAY EXCAVATION.

STORM SEWER, ITEM I-2:

AN ESTIMATED AMOUNT OF STORM SEWER, ITEM I-2 HAS BEEN PROVIDED TO BE USED AS DIRECTED BY THE ENGINEER. THE SIZE AND ESTIMATED QUANTITIES ARE AS FOLLOWS:

I-2 8" STORM SEWER, UNDER PAV'T. OR APPR., SEC.M-6.5(b) OR SEC. M-6.8(b) 600 LIN. FT.

I-2 10" STORM SEWER, UNDER PAV'T. OR APPR., SEC. M-6.5(b) OR SEC. M-6.8(b) 600 LIN. FT.

SPRINGS:

AN ESTIMATED AMOUNT OF UNDERDRAINS ITEM I-4, HAS BEEN PROVIDED TO OUTLET ANY SPRINGS WHICH MAY BE ENCOUNTERED DURING CONSTRUCTION. A TYPICAL SPRING DRAINAGE DETAIL IS SHOWN ON SHEET NO. 257 FOR THE ENGINEERS INFORMATION. THE LOCATIONS, GRADES, AND DEPTH REQUIRED SHALL BE DETERMINED BY THE ENGINEER DURING CONSTRUCTION. THE QUANTITY AND LOCATION OF ANY ADDITIONAL UNDERDRAINS ITEM I-4 SHALL BE RECORDED AND SUBMITTED WITH THE FINAL ESTIMATE AND PAYMENT SHALL BE MADE ON FINAL MEASUREMENT. THE SIZE AND ESTIMATED QUANTITIES ARE AS FOLLOWS:

I-4 6" UNDERDRAINS SEC. M-6.4(h) 1000 LIN. FT.

DRAINAGE FOR STRUCTURES, NO. 2 AGGREGATE:

AN ESTIMATED AMOUNT OF DRAINAGE FOR STRUCTURES, NO. 2 AGGREGATE, ITEM S-29 HAS BEEN PROVIDED FOR EROSION CONTROL PADS AT OUTLETS OF FIELD DRAINS AND SPRING DRAINS WHICH MAY BE ENCOUNTERED DURING CONSTRUCTION. THE QUANTITY AND LOCATION OF ANY ADDITIONAL DRAINAGE FOR STRUCTURES, NO. 2 AGGREGATE, ITEM S-29 SHALL BE RECORDED AND SUBMITTED WITH THE FINAL ESTIMATE AND PAYMENT SHALL BE MADE ON FINAL MEASUREMENT. THE ESTIMATED QUANTITY IS AS FOLLOWS:

S-29 DRAINAGE FOR STRUCTURES, NO. 2 AGGREGATE 4.5 CU. YDS.

UNDERDRAINS, ITEM I-4:

UNDERDRAINS, ITEM I-4 SHALL PARALLEL THE PROFILE GRADE UNLESS OTHERWISE SHOWN ON THE PLANS.

ROADWAY DRAINAGE, ITEM I-3:

FARM TILE WHICH ARE INTERCEPTED IN THE BACK SLOPES OF CUT SECTIONS SHALL BE DISCHARGED INTO THE ROADWAY DITCH ONE FOOT ABOVE THE FLOW LINE OF THE PROPOSED DITCH.

AN ESTIMATED AMOUNT OF ROADWAY DRAINAGE, ITEM I-3, AND PIPE OUTLETS FOR ROADWAY DRAINAGE, ITEM I-3 HAS BEEN PROVIDED TO OUTLET ANY ADDITIONAL FIELD DRAINS WHICH MAY BE ENCOUNTERED DURING CONSTRUCTION. THE OUTLET LOCATIONS, GRADES AND DEPTHS REQUIRED SHALL BE DETERMINED BY THE ENGINEER DURING CONSTRUCTION. THE QUANTITY AND LOCATION OF ANY ADDITIONAL ROADWAY DRAINAGE, ITEM I-3 AND PIPE OUTLETS FOR ROADWAY DRAINAGE, ITEM I-3 SHALL BE RECORDED AND SUBMITTED WITH THE FINAL ESTIMATE AND PAYMENT SHALL BE MADE ON FINAL MEASUREMENT. THE SIZE AND ESTIMATED QUANTITIES ARE AS FOLLOWS:

I-3	6" ROADWAY DRAINAGE	800 LIN. FT.
I-3	8" ROADWAY DRAINAGE	800 LIN. FT.
I-3	8" PIPE OUTLETS FOR ROADWAY DRAINAGE, SEC. M-6.4(c)	400 LIN. FT.
I-3	10" PIPE OUTLETS FOR ROADWAY DRAINAGE, SEC. M-6.4(c)	400 LIN. FT.

EROSION CONTROL AT HEADWALLS:

AN 18" WIDE STRIP OF SOD SHALL BE PLACED ALONG THE BACK AND BOTH ENDS OF EACH HEADWALL TYPE A, B AND C TO PREVENT EROSION. THE QUANTITY OF SODDING REQUIRED TO PREVENT EROSION AT THE HEADWALLS IS INCLUDED IN EACH OF THE CULVERT ESTIMATED QUANTITIES OR LOCAL RECAPS.

SUBGRADE COMPACTION:

THE AREA OF COMPACTED SUBGRADE TO BE PAID FOR INCLUDES THE MAIN PAVEMENTS, 8-219 PAVED SHOULDERS, AND HARD SURFACED CROSS ROAD PAVEMENTS.

MANHOLES IN SLOPED AREAS:

MANHOLE CASTINGS SHALL BE SET TO CONFORM WITH THE PLANE OF THE FINISHED SLOPES WHERE MANHOLES ARE REQUIRED IN SLOPED AREAS. THE UNIT PRICE BID FOR EACH MANHOLE SHALL INCLUDE SETTING THE MANHOLE CASTING TO CONFORM TO THE ABOVE.

SEEDING AND PROTECTING:

QUANTITIES FOR SEEDING, ITEM L-9 ARE CALCULATED FOR ALL SOIL AREAS BETWEEN RIGHT-OF-WAY FENCE LINES ON MAIN-LINE AND BETWEEN WORK LIMITS ON SIDE ROADS, EXCEPT S.R. 91. SEED SHALL BE SOWN AT THE RATE OF 3 POUNDS PER 1000 SQUARE FEET EXCEPT AS OTHERWISE NOTED ON THE PLANS. SEEDING FORMULA FOR ALL SEEDED AREAS SHALL BE IN ACCORDANCE WITH THE FOLLOWING:

70% KENTUCKY 31 FESCUE
20% KENTUCKY BLUEGRASS
5% REDTOP
5% ALSIKE CLOVER

CONSTRUCTION LAYOUT STAKES:

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

LINE DATA CALCULATIONS FOR APPROACHES:

LENGTH OF WORK ON APPROACHES

HANNA ROAD CONNECTION		
BEGIN WORK	STATION 5 + 50	
END WORK	STATION 19 + 92	
NET LENGTH WORK		1442.00 LIN. FT.
MAPLE GROVE ROAD		
BEGIN WORK	STATION 9 + 00	
END WORK	STATION 27 + 75	
NET LENGTH WORK		1875.00 LIN. FT.
S. R. NO. 91		
BEGIN WORK	STATION 10 + 00	
END WORK	STATION 45 + 50	
NET LENGTH WORK		3550.00 LIN. FT.
TOTAL LENGTH OF WORK FOR APPROACHES		6867.00 LIN. FT.

SEEDING AND PROTECTING (CONTINUED)

QUANTITIES FOR SEEDING ON S.R. 91 ARE CALCULATED FOR THE SOIL AREAS BETWEEN LINES TEN (10) FEET OUTSIDE THE WORK LIMITS, AS SHOWN ON THE CROSS SECTIONS, OR TO THE RIGHT-OF-WAY LINE IF SUCH LINE IS LESS THAN TEN (10) FEET FROM THE WORK LIMITS.

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STATE OF OHIO DEPARTMENT OF HIGHWAYS STATE HIGHWAY NO. 1 C-43					
GENERAL NOTES					
Designed	Drawn	Traced	Checked	Reviewed Date	Revised
	V.T.	B.N.	B.P.		