

GENERAL NOTES

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO	1-1103(20) S-46(7)	10 393

LAKE COUNTY
LAK-1-4.02

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". SEE DETAILS ON SH. 245 & 246

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 ERECTING THE SIGNS, WHICH LOCATION SHALL BE JUST OUTSIDE THE CONSTRUCTION LIMITS WHERE THE SIGN SHALL BE MOST CONSPICUOUS.

CONTRACTION JOINTS:

ALTHOUGH SPECIFIC LOCATIONS OF CERTAIN CONTRACTION JOINTS HAVE BEEN DETAILED ON THIS PLAN, NO WAIVER OF THE SPECIFICATIONS IS INTENDED AND THE MAXIMUM DISTANCE BETWEEN CONTRACTION JOINTS SHALL IN ALL CASES BE IN ACCORDANCE WITH STD. DRAWING T-13.

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-1 FOR PAYMENT.

PLUGGING GAS WELLS:

SEE PROPOSAL

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, SEC. M-6.5 (b) OR SEC. M-6.8 (b) U.P. 600 LIN. FT.
I-2 10" STORM SEWER, SEC. M-6.5 (b) OR SEC. M-6.8 (b) U.P. 600 LIN. FT.

SPRINGS:

AN ESTIMATED AMOUNT OF PIPE 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. 241 FOR THE ENGINEER'S INFORMATION. THE LOCATIONS, GRADES, AND DEPTH REQUIRED SHALL BE DETERMINED BY THE ENGINEER DURING CONSTRUCTION. THE QUANTITY AND LOCATION OF ANY ADDITIONAL PIPE 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:

FOR ESTIMATED QUANTITIES SEE SHEET 241.

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.

(CONTINUED AT UPPER RIGHT.)

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.

(ROADWAY DRAINAGE, ITEM I-3 CONTINUED)

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)	100 LIN. FT.
I-3	10" PIPE OUTLETS FOR ROADWAY DRAINAGE, SEC. M-6.4(c)	100 LIN. FT.

EROSION CONTROL AT HEADWALLS:

AN 18" WIDE STRIP OF SOD SHALL BE PLACED ALONG THE BACK AND BOTH ENDS OF EACH STANDARD 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.

SUBGRADE COMPACTION:

THE AREA OF COMPACTED SUBGRADE TO BE PAID FOR INCLUDES THE MAIN PAVEMENTS, BIT. 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. 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 PESCUE
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

KIRTLAND ROAD

BEGIN WORK	STATION + 5 + 62
END WORK	STATION + 15 + 48.63
NET LENGTH WORK	986.63 LIN. FT.

RANDALL ROAD

BEGIN WORK	STATION + 4 + 25
END WORK	STATION + 9 + 55.39
NET LENGTH WORK	530.39 LIN. FT.

S. R. NO. 306 (PORTION BY FED. AID INTERSTATE FUNDS-INCLUDED IN I-1103(20))

FROM STA. 272 + 85 TO STA. 281 + 71.85 = 886.85 LIN. FT.

TOTAL LENGTH OF WORK FOR APPROACHES BY FED. AID INTERSTATE FUNDS-I-1103(20) 2403.87 LIN. FT.

S. R. NO. 306 (PORTION BY FED. AID SEC. FUNDS-INCLUDED IN S-46(7))

BEGIN WORK	STATION 254 + 00
SUSPEND AT	STATION 272 + 85
RESUME AT	STATION 281 + 71.85
END WORK	STATION 293 + 62.08
TOTAL:	3000.23 LIN. FT.

COORDINATION OF WORK: The Contractor for this Project shall cooperate to the fullest extent with the Contractors on the Projects at the beginning and end of this Project and shall Schedule and Prosecute the work as directed by the Engineer in a manner that will result in a minimum of interference with the other Contractors.

DELINEATORS: The quantity of Delineators has been estimated on the basis of 200' intervals. Actual spacing and locations will be determined at the time of construction, with quantities adjusted in final measurement.

MAINTENANCE OF TRAFFIC

TRAFFIC ON STATE ROUTE NO. 174:

TWO WAY TRAFFIC SHALL BE MAINTAINED ON STATE ROUTE NO. 174 EXCEPT DURING THE CONSTRUCTION OF THE CULVERT UNDER THE EXISTING ROAD. THE CONTRACTOR SHALL EXERCISE CARE DURING CONSTRUCTION OF THE BRIDGES IN ORDER THAT THE SAFETY OF THE TRAVELLING PUBLIC WILL NOT BE PUT IN JEOPARDY.

THE CONTRACTOR SHALL MAINTAIN ONE WAY TRAFFIC ON STATE ROUTE NO. 174 DURING THE CONSTRUCTION OF THE PROPOSED CULVERT AT STATION 13 + 36. THE CONTRACTOR SHALL SO ARRANGE HIS SCHEDULE THAT THE TIME ONE WAY TRAFFIC IS MAINTAINED WILL BE HELD TO A MINIMUM.

THE EXISTING DRIVE ON THE RIGHT OF STATION 8 + 75 (CENTERLINE) OF STATE ROUTE NO. 174 SHALL BE RELOCATED BEFORE ANY WORK IS DONE ON THE MAIN LINE IN THE VICINITY OF STATE ROUTE NO. 174.

TRAFFIC ON RIVERSIDE DRIVE:

TWO WAY TRAFFIC SHALL BE MAINTAINED ON RIVERSIDE DRIVE EXCEPT DURING THE CONSTRUCTION OF THE CULVERTS UNDER THE EXISTING ROAD. THE CONTRACTOR SHALL EXERCISE CARE DURING CONSTRUCTION OF THE BRIDGES IN ORDER THAT THE SAFETY OF THE TRAVELLING PUBLIC WILL NOT BE PUT IN JEOPARDY. THE CONTRACTOR SHALL MAINTAIN ONE WAY TRAFFIC ON RIVERSIDE DRIVE DURING THE CONSTRUCTION OF THE TWO (2) PROPOSED CULVERTS AT STATION 7 + 64 AND STATION 12 + 52. THE CONTRACTOR SHALL SO ARRANGE HIS SCHEDULE THAT THE TIME ONE WAY TRAFFIC IS MAINTAINED WILL BE HELD TO A MINIMUM.

TRAFFIC ON RANDALL ROAD:

TWO WAY TRAFFIC SHALL BE MAINTAINED ON RANDALL ROAD DURING CONSTRUCTION OF RANDALL ROAD RELOCATION AND TEMPORARY EXTENSION OF SAME ACROSS KIRTLAND ROAD TO INTERSECT THE TEMPORARY RUN-AROUND OF KIRTLAND ROAD. ONE WAY TRAFFIC SHALL BE MAINTAINED DURING THE CONSTRUCTION OF THE PROPOSED STRUCTURE AT STATION 12 + 86 UNDER KIRTLAND ROAD, AND CONSTRUCTION OF THIS STRUCTURE IS TO BE ACCOMPLISHED BEFORE RANDALL ROAD RELOCATION SO THAT SAME WOULD NOT PREVENT FLOW OF WATER NORTH ALONG WEST SIDE OF KIRTLAND ROAD. THE CONSTRUCTION OF RELOCATED RANDALL ROAD AND THE TEMPORARY CONNECTION TO THE KIRTLAND ROAD RUN-AROUND SHALL BE ACCOMPLISHED BEFORE ANY WORK IS DONE ON KIRTLAND ROAD OR ON THE MAIN LINE IN THIS VICINITY OTHER THAN THE CONSTRUCTION OF THE ABOVE MENTIONED STRUCTURE AND THE KIRTLAND ROAD RUN-AROUND. THE CONTRACTOR SHALL MAINTAIN ONE WAY TRAFFIC ON THE TEMPORARY EXTENSION CROSSING KIRTLAND ROAD DURING THE CONSTRUCTION OF THIS IMMEDIATE PORTION OF KIRTLAND ROAD. THE CONTRACTOR SHALL SO ARRANGE HIS SCHEDULE THAT THE TIME ONE WAY TRAFFIC IS MAINTAINED WILL BE HELD TO A MINIMUM. AN ESTIMATED QUANTITY OF T-10 AND M-10 IS PROVIDED FOR MAINTAINING LOCAL TRAFFIC ON THIS PROJECT AND FOR THE CONNECTION BETWEEN RANDALL ROAD RELOCATED AND THE RUN-AROUND FOR KIRTLAND ROAD.

T-10 TRAFFIC COMPACTED SURFACE 100 CU. YDS.

M-10 FURNISHING AND APPLYING CALCIUM CHLORIDE OR CALCIUM MAGNESIUM CHLORIDE FOR MAINTAINING TRAFFIC 2 TONS

TRAFFIC ON KIRTLAND ROAD:

TWO WAY TRAFFIC SHALL BE MAINTAINED AT ALL TIMES ON KIRTLAND ROAD. 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. COST OF THE ABOVE SHALL BE INCLUDED IN ITEM S-15 LUMP SUM TEMPORARY RUN-AROUND ROAD, CLASS "B" PAVEMENT AS PER PLAN.

TRAFFIC ON STATE ROUTE NO. 306:

TWO WAY TRAFFIC SHALL BE MAINTAINED ON STATE ROUTE NO. 306 DURING THE CONSTRUCTION OF THE BRIDGE AND APPROACHES. A TEMPORARY RUN-AROUND ROAD, CLASS "B" PAVEMENT HAS BEEN PROVIDED FROM STATION 254 + 75 TO STATION 261 + 50. THE EXISTING STATE ROUTE NO. 306 IS TO BE USED FROM STATION 261 + 50 TO STATION 275 + 95. A TEMPORARY RUN-AROUND ROAD, CLASS "B" PAVEMENT HAS BEEN PROVIDED FROM STATION 275 + 95 TO STATION 281 + 95 CONNECTING EXISTING STATE ROUTE NO. 306 TO DARTMOOR ROAD. DARTMOOR ROAD IS TO BE IMPROVED AND USED AS A TEMPORARY RUN-AROUND ROAD FOR STATE ROUTE NO. 306 TRAFFIC AS PER PLAN AND PROFILE SHEET NUMBER 212. A TEMPORARY RUN-AROUND ROAD, CLASS "B" PAVEMENT, TYPE T-70, HAS BEEN PROVIDED FOR DARTMOOR ROAD FROM STATION 0 + 10 AT STATE ROUTE NUMBER 84 TO STATION 14 + 23 = END OF TEMPORARY RUN-AROUND CLASS "B" PAVEMENT RIGHT OF STATION 281 + 95. THE DARTMOOR ROAD PAVEMENT SHALL BE CONSTRUCTED IN ONE HALF SECTIONS AND TRAFFIC MAINTAINED DURING CONSTRUCTION. THE TEMPORARY RUN-AROUND SHALL BE BUILT TO THE LINE AND GRADE SHOWN ON THE PLANS. THE DARTMOOR ROAD PAVEMENT, DRIVES PIPES AND ALL INCIDENTALS REQUIRED SHALL BE INCLUDED IN ITEM S-15 LUMP SUM TEMPORARY RUN-AROUND ROAD, CLASS "B" PAVEMENT, TYPE T-70. THE DARTMOOR ROAD TEMPORARY RUN-AROUND ROAD CONSTRUCTED AS PER PLAN AND PROFILE SHEET NO. 212 IS TO REMAIN AS A PERMANENT IMPROVEMENT. NO WORK SHALL BE DONE ON THE MAIN LINE OR RAMPS IN THIS VICINITY UNTIL "STATE ROUTE NO. 306 RELOCATED" IS OPENED TO TRAFFIC.

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 AND T-10 SHALL BE INCLUDED IN THE LUMP SUM PRICE BID FOR "MAINTAINING TRAFFIC".

PROTECTION OF TRAFFIC (OVERHEAD BRIDGE CONSTRUCTION):

THE CONTRACTOR SHALL SAFEGUARD THE TRAVELING PUBLIC ON S.R. 174 AND RIVERSIDE DRIVE 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".

MICHAEL BAKER, JR., CONSULTING ENGINEERS
ROCHESTER, PENNSYLVANIA

STATE OF OHIO
DEPARTMENT OF HIGHWAYS
STATE HIGHWAY NO. 1
C-44
GENERAL NOTES

Designed	Drawn	Traced	Checked	Reviewed Date	Review
	V.T.	B.N.	B.P.		