

STAGE 1 (CON'T)

REYNOLDS ROAD INTERCHANGE (SHEETS 236 TO 243)

PHASE B STEP 6

STEP 6 SHALL BE COORDINATED WITH THE CLOSURE OF RAMP I AND O TO REYNOLDS ROAD. STEP 6A SHALL CONSTRUCT RAMP I TIE IN WITH REYNOLDS ROAD WHILE CLOSING THE SOUTHBOUND OUTSIDE THRU LANE. WHEN THE RAMP I TIE IN CONSTRUCTION ACTIVITIES ARE COMPLETED, THE SOUTHBOUND OUTSIDE THRU LANE SHALL BE REOPENED BEFORE STEP 6B CAN BEGIN. STEP 6B SHALL CONSTRUCT RAMP O TIE IN WHILE CLOSING THE NORTHBOUND OUTSIDE THRU LANE.

CLOSURES OF THE EXISTING RAMP WILL BE NEEDED FOR TIE IN WORK. THE DETOUR FOR THE REYNOLDS ROAD INTERCHANGE WESTBOUND IS CENTER ST. (SR 615) AND MENTOR AVE. (US 20). THE EASTBOUND DETOUR SHALL BE VINE ST. (SR 640) TO MENTOR AVE. (US 20). SEE DETOUR PLANS SHEETS 185 TO 182

VINE STREET CULVERT

PHASE B STEP 7

THE CULVERT LINING WORK AND RELATED CONSTRUCTION ACTIVITIES CAN BE GENERALLY PERFORMED INDEPENDENTLY OF THE MAIN WORK PHASES. THIS PLAN, HOWEVER, PROVIDES FOR THE WORK TO BE COMPLETED IN STAGE 1, PHASE B, STEP 7.

VEHICULAR ACCESS TO THE PROPERTIES SOUTH OF LAKELAND BOULEVARD VIA E. 367TH MUST BE MAINTAINED AT ALL TIMES DURING CONSTRUCTION OPERATIONS.

TEMPORARY EXCAVATION WORK (AT WORK AREA NUMBER 1 - PIPE INLET) WILL REQUIRE A PORTION OF E. 367TH STREET IMMEDIATELY SOUTH OF LAKELAND BOULEVARD TO BE TEMPORARILY CLOSED TO VEHICULAR AND PEDESTRIAN USE. TRAFFIC WILL BE MAINTAINED VIA A TEMPORARY RUN-AROUND.

THE CONTRACTOR IS ALERTED TO THE FACT THAT BEFORE THE TEMPORARY EXCAVATION OF WORK AREA NUMBER 1 CAN BEGIN TWO SECTIONS OF THE EXISTING WATERLINE MUST BE RELOCATED AS SHOWN ON SHEET 1033

ALSO NOTE THAT BEFORE THE INITIAL STAGE OF THE EXISTING 72-INCH REMOVAL CAN BEGIN, THE EXISTING TELEPHONE AND POWER POLE IS TO BE RELOCATED, BY OTHERS, AS INDICATED ON THE PLANS.

THE EXISTING 72-INCH RCP THAT FLOWS INTO THE INLET OF THE EXISTING 180-INCH CMP IS IN CONFLICT WITH THE TEMPORARY EXCAVATION REQUIRED FOR WORK AREA NUMBER 1. THE CONTRACTOR IS REQUIRED TO REMOVE AND REPLACE THE EXISTING 72-INCH RCP IN A MINIMUM OF TWO STAGES AS DESCRIBED BELOW.

STAGE 1 (CON'T)

NOTE THAT DURING CONSTRUCTION, THE STORM WATER CURRENTLY FLOWING THROUGH THE EXISTING 72-INCH RCP MUST BE MAINTAINED. ANY TEMPORARY DIVERSION OF THE STORM WATER AROUND WORK AREA NUMBER 1 IS THE RESPONSIBILITY OF THE CONTRACTOR AND THE TEMPORARY STORM WATER BYPASS SYSTEM USED BY THE CONTRACTOR TO DIVERT THE STORM WATER IS SUBJECT TO THE APPROVAL OF THE ENGINEER. ALL CONTRACTOR EXPENSES RELATED TO DIVERTING THE STORM WATER INCLUDING THE TEMPORARY STORM WATER BYPASS SYSTEM PROVIDED BY THE CONTRACTOR IS INCIDENTAL TO THE CONSTRUCTION OF THE PROPOSED 72-INCH RCP.

THE CONTRACTOR SHALL MAINTAIN ACCESS TO THE MARGIOTTA PROPERTY, PARCEL 14 VIA A DRIVEWAY FROM E. 367TH STREET WHICH CAN ACCOMMODATE THE TURNING RADIUS OF HS-20, 16-WHEELER. CONSTRUCT THE DRIVE AFTER THE FIRST SECTION OF THE EXISTING 72-INCH RCP IS REMOVED AND REPLACED SUCH THAT IT WILL PENETRATE THE SLOPE INTO THE PIT EXCAVATION AT WORK AREA NUMBER 1. THE REMAINING SECTION OF 72-INCH RCP CAN BE PLACED AFTER ALL NECESSARY CONSTRUCTION OPERATIONS FOR LINING THE EXISTING 180-INCH CMP ARE COMPLETE.

ADDITIONALLY, THE MAIN TEMPORARY RUN-AROUND CANNOT BE CONSTRUCTED ON TOP OF THE EXISTING 72-INCH RCP UNTIL THAT SECTION OF THE 72-INCH RCP IS REPLACED. TRAFFIC ON E. 367TH STREET DURING REPLACEMENT OF THE PIPE SHALL BE MAINTAINED BY USE OF FLAGGERS OR OTHER MEANS AS DIRECTED BY THE ENGINEER. ALL COSTS SHALL BE INCIDENTAL TO THE CONSTRUCTION OF THE PROPOSED 72-INCH PIPE.

THE CONTRACTOR IS TO PROVIDE FOR TEMPORARY BYPASS PUMPING OF THE EXISTING 27-INCH SANITARY SEWER LINE, SUBJECT TO THE APPROVAL OF THE ENGINEER.

REMOVE THE REQUIRED SECTION OF THE EXISTING 27-INCH SANITARY SEWER LINE AND BEGIN EXCAVATION OF THE WORK AREA NUMBER 1 INLET ACCESS PIT. THE CONTRACTOR WILL BE RESPONSIBLE FOR NOT DAMAGING THE EXISTING JUNCTION BOXES AT EACH END OF THE EXISTING 27-INCH SANITARY SEWER LINE BEING REMOVED. THE CONTRACTOR IS RESPONSIBLE FOR REPLACING THE EXISTING 27-INCH SANITARY LINE AFTER CONSTRUCTION OPERATIONS FOR PUSHING AND GROUTING THE PROPOSED 132-HDPE ARE COMPLETE, SUBJECT TO THE APPROVAL OF THE ENGINEER. ALL CONTRACTOR EXPENSES RELATED TO THE TEMPORARY BYPASS PUMPING OF THE EXISTING 27-INCH SANITARY SEWER LINE, AND THE REMOVAL AND REPLACEMENT OF THE SANITARY SEWER LINE IS INCIDENTAL TO THE PROPOSED 132-INCH HDPE.

STAGE 1 (CON'T)

PHASE C (SHEETS 111 TO 124)

PHASE C SHALL ALSO INCLUDE THE CONSTRUCTION OF THE EASTBOUND PAVEMENT, NEWELL CREEK RIGHT STRUCTURE, TEMPORARY PAVEMNT TIE-INS, REYNOLDS ROAD RAMP K & N AND THE CROSS OVER PAVEMENT AT THE BEGINNING AND END OF THE LIMITS OF THIS PHASE.

EASTBOUND TRAFFIC SHALL BE CROSSED OVER TO THE NEWLY CONSTRUCTED PAVEMENT AS PER THE DETAILS ON SHEETS 119 TO 124. WESTBOUND TRAFFIC SHALL BE MAINTAINED AS PER PHASE B MAINTENANCE OF TRAFFIC.

PHASE D (SHEETS 125 TO 130)

PHASE D SHALL CONSTRUCT THE REMAINING WESTBOUND PAVEMENT, NEWELL CREEK LEFT STRUCTURE, REYNOLDS ROAD RAMP I & O AND ALL REMAINING ITEMS WITHIN THE LIMITS OF PHASE D.

WESTBOUND TRAFFIC SHALL BE CROSSED OVER TO THE NEWLY CONSTRUCTED PAVEMENT AS PER THE DETAILS ON SHEETS 125 TO 130. EASTBOUND TRAFFIC SHALL BE SHIFTED ONTO THE CONSTRUCTED PAVEMENT FROM PHASE C.

PHASE E

PHASE E SHALL CONSTRUCT THE REMAINING MEDIAN CONCRETE BARRIER (STA. 446+00 TO STA. 452+00 AND STA. 478+45 TO STA. 496+00). TRAFFIC SHALL BE MAINTAINED AS PER STANDARD CONSTRUCTION DRAWING MT-95.30.

THE CONTRACTOR SHALL MAINTAIN ONLY TWO LANES IN EACH DIRECTION UNTIL THE COMPLETION OF STAGE 2.

STAGE 2

STAGE 2 SHALL BE FROM STA. 351+25 TO STA. 420+00. IN THIS PHASE THE MAINLINE PAVEMENT, MEDIAN BARRIER (FROM STA. 351+25 TO STA. 424+00), ERIE STREET BRIDGE, ERIE STREET RETAINING WALL, CHAGRIN RIVER BRIDGE, REMAINING PORTIONS OF THE LOST NATION RAMP, MAINLINE CULVERTS AND ALL ITEMS WITH IN THE LIMITS STATED ABOVE SHALL BE COMPLETED.

PHASE B (SHEETS 131 TO 135)

PHASE B SHALL CONSTRUCT; THE MEDIAN PAVMENT (0'-25' RT AND 0'-25' TO 31' LT), ERIE STREET BRIDGE, CHAGRIN RIVER BRIDGE, MEDIAN BARRIER FROM STA. 374+00 TO STA. 406+00, ALL THE MEDIAN DRAINAGE JACKED OR DRILLED AND OUTLETS AND THE CROSS OVER PAVEMENT AT THE BEGINNING OF THIS PHASE.

THE EASTBOUND AND WESTBOUND TRAFFIC SHALL BE SHIFTED 131 TO THE OUTSIDE SHOULDER AS PER THE DETAILS ON SHEETS TO 135 .

PHASE C (SHEETS 136 TO 140)

PHASE C SHALL CONSTRUCT THE REMAINING WESTBOUND PAVMENT (25'-31' TO THE OUTSIDE LT), ERIE STREET BRIDGE, CHAGRIN RIVER BRIDGE, ERIE STREET RETAINING WALL, NOISE BARRIERS FROM STA. 355+00 TO END OF STAGE, THE REMAINING PORTIONS OF LOST NATION RAMP A, D & E, TEMPORARY PAVEMENT TIE-INS AND THE CROSS OVER PAVEMENT AT THE BEGINNING OF THIS PHASE.

EASTBOUND TRAFFIC SHALL BE MAINTAINED AS IT WAS IN STAGE 2 PHASE B AND THE WESTBOUND TRAFFIC SHALL BE SHIFTED TO THE NEWLY COMPLETED MEDIAN PAVEMENT AS PER THE DETAILS ON SHEETS 136 TO 140 .

PHASE D (SHEETS 141 TO 145)

PHASE D SHALL CONSTRUCT THE REMAINING EASTBOUND PAVMENT (25'- TO THE OUTSIDE RT), ERIE STREET BRIDGE, CHAGRIN RIVER BRIDGE, THE REMAINING PORTIONS OF LOST NATION RAMP B & F, TEMPORARY PAVEMENT TIE-INS AND THE CROSS OVER PAVEMENT AT THE BEGINNING OF THIS PHASE.

WESTBOUND TRAFFIC SHALL BE SHIFTED TO THE PAVEMENT COMPLETED IN PHASE C AND THE EASTBOUND TRAFFIC SHALL BE CROSSED OVER TO THE MEDIAN PAVEMENT AS PER THE DETAILS ON SHEETS 141 TO 145 .

PHASE E

PHASE E SHALL CONSTRUCT THE MEDIAN BARRIER FROM STA. 351+25 TO STA. 374+00 AND STA. 406+00 TO STA. 424+00 AND ALL REMAINING MEDIAN ITEMS TO BE CONSTRUCTED IN STAGE 2.

TRAFFIC SHALL BE MAINTAINED AS PER STANDARD CONSTRUCTION DRAWING MT-95.30 AND AS PER THE PERMITTED LANE CLOSURE MAP NOTE ON SHEET 48 .

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MAINTENANCE OF TRAFFIC GENERAL NOTES

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