

GENERAL NOTES

FED. RD. DIVISION	STATE	PROJECT	
5	OHIO		

2
III

LAKE COUNTY
LAK.-90-3.56

GENERAL

FIELD OFFICE

The Contractor shall provide a suitable field office having a minimum of 400 Sq. Ft. of floor space and in addition to the requirements of Item 619, he shall provide and maintain sanitary provisions as per 107.06. All the above is included in the lump sum price bid for Item 619, Field Office.

ESTIMATED QUANTITIES

Specific locations and usage of the 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 on this project. Estimated quantities of materials shall not be ordered for delivery to the project unless authorized by the Engineer.

PROJECT STATIONING

The existing station numbers, which may be found on the right edges of the existing pavement as described in section 451.09 will be used as the stationing on this project.

MATERIAL AND EQUIPMENT STORAGE

Equipment, private vehicles and materials shall not be stored or parked within the median or within thirty (30) feet of the outside edge of the existing I.R. 90 pavement or within thirty (30) feet of either edge of the interchange ramp pavement unless behind guard rail.

UNDERGROUND UTILITIES

Extreme caution should be exercised in areas with underground electrical conduit or cable, sewers, drains, water lines or other underground utilities.

The contractor is fully responsible for all damage inflicted on underground utilities in the excavation and replacement of sign support foundations, guard rail and the like.

SEEDING AND MULCHING

Seeding quantities associated with the 203 earthwork items shown on the plan are only approximate and final payment will be for the actual number of square yards of disturbed area seeded and mulched as per 659.

Commercial fertilizer having a formula of 12-12-12 shall be applied as per 659.08.

614 MAINTENANCE OF TRAFFIC

General:

Through traffic shall be maintained at all times on I-90 and all intersecting ramps. Traffic control shall be maintained as indicated in the pertinent items of the specifications, and as outlined in the Ohio Manual of Uniform Traffic Control for Streets and Highways, current edition with latest revisions. In addition the following requirements shall apply:

1. The Contractor shall submit in writing a schedule of operations to the Director and receive approval before work is started on the project.
2. No work shall be performed by the Contractor from 3:00 P.M. on Friday or the day before a national holiday until 6:00 A.M. Monday morning or the day following a national holiday. During the above period under construction, two lane traffic in each direction shall be maintained.
3. The Contractor shall provide the services of one (1) special duty State Highway Patrolman with patrol car for the exclusive purpose of controlling through traffic in each of the following situations:
 - (a) Placing or removing pavement which requires men and/or equipment to occupy one or more through lanes.
 - (b) Erection or removal of overhead sign support spans and/or work on overhead signs that are in place over the pavement.
 - (c) Erection of structural steel and/or structural work over the pavement.Information regarding arrangements and payments by the Contractor for the Special Duty Patrol services may be obtained by contacting Ohio Highway Patrol, 660 East Main Street, Columbus, Ohio, Telephone 614-469-2300.

If, after contacting the Ohio Highway Patrol, Columbus, Ohio, it is determined that they cannot supply the special duty patrolman, then an authorized Municipal or County police officer equipped with a marked and flasher-light equipped official police or patrol car shall be provided.

Temporary closures of all lanes may be required in (b) and (c) above, these closures shall be held to a maximum of fifteen (15) minutes at any one time and any succeeding closure shall not begin until the traffic has been cleared from the previous closure. The patrolman required for the closures of all lanes shall constantly move with the backup of traffic so that he is always in a position on the shoulder near the end of the line of traffic stopped for the closure.

TRAFFIC CONTROL - GUARD RAIL, TRAFFIC SIGN AND EARTHWORK OPERATIONS

At the time work is being performed near the edges of the through pavement lanes, the adjacent lane of traffic may be closed.

LANE CLOSINGS

The requirements and details for "closing one lane on a 4-lane divided freeway" shall be as shown on drawing C-21 of the Manual of Uniform Traffic Control Devices for Streets and Highways.

Temporary Sign Placement: Temporary signs shall be placed as per drawing C-1 of the Manual of Uniform Traffic Control Devices for Streets and Highways, with the following exception; no sign shall be placed closer than two (2) feet to the paved shoulder. Whenever any part of the traveled surface is closed, the motorists shall be warned and diverted by the Contractor through the use of a flashing arrow, in addition to those provisions set forth in THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES for streets and highways and in these plans. The arrow shall consist of a minimum of eight sealed beam yellow lights at least 5 inches in diameter and 35 watts. These lights shall be mounted in the shape of an arrow on a panel and shall be elevated to a minimum height of seven feet above the pavement. The lights shall flash either sequentially or simultaneously and shall be placed in a location, as directed by the Engineer, which will adequately warn the motoring public of the upcoming merger. The cost for this shall be included in the price bid for Item 614 Maintaining Traffic.

QUANTITIES FOR MAINTAINING TRAFFIC

The following estimated quantities are included in the General Summary for the maintenance of traffic, as outlined above, to be used as directed by the Engineer.

614 MAINTAINING TRAFFIC

Lump Sum

PUBLIC SAFETY

The period of time that any hazard is left unprotected by guard rail shall be held to an absolute minimum, and in no case shall such a period be longer than two weeks. Where the rebuilding of any run of guard rail or barrier rail is not accomplished within two weeks after removal of existing guard rail or barrier rail, the Contractor will erect and maintain acceptable temporary rails in the interim, at no additional cost to the State. On the traffic approach end of the temporary rail the end of the first section of rail shall be fastened to the steel drum or other support so that the bottom of the rail is at the pavement or ground surface.

ROADWAY

LOCATIONS OF GUARD RAIL

The location of guard rail runs as shown in these plans are subject to adjustment to assure that the planned installations will afford maximum protection for traffic. The location of proposed guard rail as shown on the plan may need to be shifted longitudinally so that the locations of the new guard rail posts do not coincide with the old guard rail post locations.

GRADING FOR MEDIAN BRIDGE PIER PROTECTION

The existing earth ridge around the existing center bridge piers of the depressed median shall be regraded where necessary to conform to the slopes as shown on the plan cross-sections and on Standard Construction Drawing GR-6. All the necessary embankment, excavation, seeding and fertilizing shall be included for payment in the unit price bid for each of the respective items.

MEDIAN GUARD RAIL PROTECTION AT TWIN OVERPASS STRUCTURES - 84 FOOT MEDIAN

The median guard rail protection for the approach to twin overpass structures on I-90 shall be built on the existing earth dike on the same line as the existing guard rail which is to be removed.

The remainder of the existing earth dike beyond the proposed guard rail end shall be removed, where required by the plan, by regrading the dike and adjacent area as shown on the plan cross-sections. The existing drainage shall not be interrupted. The cost of the regrading operations shall be included in the unit price bid for item 202, Barrier Rail Removed. The seeding of the regraded area shall be paid for under item 659, Seeding and Mulching.

GUARD RAIL, TYPE 5, AS PER PLAN

Rail elements salvaged under 202 Guard Rail removed for re-use or storage on this project may be used in lieu of furnishing new rail elements for 606 Guard Rail, Type 5, as per plan or 606 Guard Rail, Type 5, Barrier Design, as per plan. If salvaged rail is used, it must be renovated prior to installation and new splice bolts furnished.

Painted rail elements shall be dismantled and all paint, rust, dirt and other foreign material detrimental to galvanizing shall be removed from rails before galvanizing. Slotted holes for intermediate post bolts shall be punched where required for Type 5 installations. The rail shall then be galvanized in accordance with 710.06. Prior to the award of the contract, the successful Bidder will be required to submit an outline of the plant operations for performing the galvanizing, which shall include information on the plant capacity and storage facilities for the articles as delivered for galvanizing and storage facilities for the articles after the work is completed. This outline, when approved by the Department, will become a part of the Contract.

The Contractor shall notify the Engineer at least 72 hours in advance of galvanizing any lot of articles in order that arrangements may be made to have the Department Inspector at the plant when the work is in progress. The Inspector shall have free entry, at all times while work on the Contract is being performed, to all parts of the plant that concern the cleaning and galvanizing of the articles. The Contractor shall afford the Inspector all reasonable facilities, without charge, to satisfy him that the work is being performed in accordance with these specifications.

Existing galvanized rail elements shall be cleaned of rust, dirt, or other foreign materials. Intermediate post bolt slots shall be field punched or drilled. Areas on which the spelter coating has been damaged and intermediate holes shall be regalvanized in accordance with AASHTO M36-70 I Sections 23.3, 23.3.1 and 23.3.2 metalizing process or they may be repaired under the direction of the Engineer with stick-form galvanizing repair compound meeting the requirements of FSS 0-G-93.

Payment for all the above shall be included in the unit price bid for 606 Guard Rail, Type 5, as per plan or 606 Guard Rail, Type 5, Barrier Design, as per plan.

SCALE No Scale HOWARD, NEEDLES, TAMMEN & BERGENDOFF
MADE JSC DATE 6-2-78 CONSULTING ENGINEERS
TRCD. DATE 6-5-78
CKD. AAE DATE 6-5-78 KANSAS CITY CLEVELAND NEW YORK

0 3/4" x 2 1/2"
23.1

Rev. 9-13-73

GENERAL NOTES