

GENERAL NOTES

FED. RD. DIVISION	STATE	PROJECT
2	OHIO	

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LAKE COUNTY
LAK-91-(0.00)-(238)

CONNECTIONS TO EXISTING PIPES

AT PLACES WHERE THE PLANS PROVIDE FOR PROPOSED DRAINAGE PIPE TO BE CONNECTED TO EXISTING PIPES, IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO LOCATE THE EXISTING PIPE BOTH AS TO LINE AND GRADE BEFORE HE STARTS TO LAY THE PROPOSED PIPE. THE COST OF THIS OPERATION SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE PERTINENT PIPE ITEM.

REMOVAL OF EXISTING PIPES

THE REMOVAL OF ALL EXISTING PIPE DRAINS, INCLUDING HEADWALLS, WITHIN THE LIMITS OF PROPOSED EXCAVATION SHALL BE INCLUDED IN PAYMENTS IN THE UNIT PRICE BID FOR ITEM E-1 ROADWAY EXCAVATION, UNLESS OTHERWISE ITEMIZED IN THE PLANS.

SEALING OF PIPE JOINTS

WHERE CONNECTIONS ARE MADE BETWEEN RIGID AND FLEXIBLE PIPE SECTIONS OR BETWEEN PIPE SECTION OF DIFFERENT KIND OR TYPE OF END FABRICATION, WHETHER REQUIRED BY THE PLANS, ARISING FROM PERMISSIBLE USE OF OPTIONAL MATERIALS, OR ENCOUNTERED IN CONNECTION TO EXISTING FACILITIES, THE JOINT SHALL BE SEALED BY MEANS OF A CLASS "E" CONCRETE COLLAR HAVING A MINIMUM THICKNESS OF 6 INCHES AND A MINIMUM LENGTH OF 12 INCHES. PAYMENT FOR SEALING AS DESCRIBED ABOVE SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE PERTINENT PIPE ITEM.

PLUGGING PIPE

THE UPSTREAM ENDS OF ALL PIPE OR TILE LINES INTERCEPTED BY EARTH-WORK OPERATIONS (AND, WHERE INDICATED, THE ENDS OF PIPE LINES TO BE ABANDONED IN PLACE) SHALL BE EFFECTIVELY BLOCKED AND COVERED. BROKEN PIECES AND PORTIONS OF PIPE OR TILE SHALL BE REMOVED UNTIL A WHOLE UN-DAMAGED LENGTH IS ENCOUNTERED. THIS PIPE SHALL THEN BE BLOCKED WITH CONCRETE, FLAT STONE OR BRICK LAID IN MORTAR, OR A PRECAST CLAY OR CONCRETE STOPPER. PAYMENT FOR THE ABOVE WORK SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM E-1, ROADWAY EXCAVATION.

EROSION CONTROL

ITEMS I-10, I-14, AND L-10 ARE PROVIDED IN THESE PLANS FOR EROSION CONTROL. ROCK OF A STABLE NATURE WILL NOT BE REMOVED IN ORDER TO PLACE ANY OF THESE ITEMS. THE ENGINEER SHALL CHECK AND NON-PERFORM QUANTITIES OR ADJUST LOCATIONS AND QUANTITIES FOR THESE ITEMS WHERE INDICATED BY FIELD CONDITIONS DURING CONSTRUCTION.

UNDERDRAINS OUTLETS, ITEM I-1 6" PIPE CLASS F-4

A TEN (10) FOOT LENGTH OF 6" PIPE CLASS F-4 SHALL BE USED TO OUTLET THE UNDERDRAINS AT EACH DRAINAGE STRUCTURE.

DRAINAGE OF BASE MATERIAL

WHERE THE BASE MATERIAL IS DRAINED BY I-9 STONE UNDERDRAINS, THE CONTRACTOR SHALL FINISH, SEED AND MULCH THE SLOPES SO AS NOT TO IMPEDE DRAINAGE OF THE BASE MATERIAL.

MAINTENANCE OF SEWER FLOWS

THE CONTRACTOR SHALL CONDUCT HIS OPERATIONS SO AS TO MAINTAIN AT ALL TIMES SEWER FLOWS THROUGH EXISTING FACILITIES TO REMAIN IN PLACE AND THROUGH EXISTING FACILITIES TO BE REPLACED UNTIL NEW FACILITIES ARE COMPLETED AND PLACED INTO USE.

PAYMENT FOR ANY ADDITIONAL COSTS INVOLVED IN MAINTAINING THESE FLOWS BY PUMPING OR BY ANY OTHER MEANS APPROVED BY THE ENGINEER SHALL BE INCLUDED IN THE UNIT PRICES BID FOR THE RESPECTIVE PIPE ITEMS.

SANITARY FLOW INTO HIGHWAY DRAINAGE SYSTEM

THIS PLAN MAKES NO PROVISION FOR CONNECTING, NOR SHALL THE ENGINEER OR CONTRACTOR CONNECT, ANY EXISTING OR NEW DRAINAGE INTO THE HIGHWAY DRAINAGE SYSTEM WHEN SUCH DRAINS CARRY FLOW FROM ANY PLUMBING FIXTURES INCLUDING FLOOR DRAINS AND SINK DRAINS OR DRAINS FROM BARN OR POLLUTED WATER OF ANY KIND.

EXISTING PIPE CARRYING FLOW WHICH COMES WITHIN THE CATEGORY OUTLINED ABOVE SHALL BE PLUGGED WITH CLASS "E" CONCRETE AT THE RIGHT-OF-WAY LINE. PAYMENT FOR SAID PLUGGING SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM E-1 ROADWAY EXCAVATION.

TREATED SANITARY FLOW INTO HIGHWAY DRAINAGE SYSTEM

TREATED SANITARY FLOW MAY BE DISCHARGED INTO THE HIGHWAY DRAINAGE SYSTEM PROVIDED THE OWNER HAS SECURED THE APPROVAL OF THE LOCAL HEALTH AUTHORITIES AND HAS ACQUIRED FROM THE HIGHWAY DEPARTMENT, THE OFFICIAL PERMIT TO HAVE THE CONNECTION MADE.

IN EACH CASE WHERE A PERMIT HAS BEEN ISSUED FOR A SANITARY CONNECTION TO BE MADE, IT SHALL BE PROVIDED WITH AN INSPECTION WELL, IN ACCORDANCE WITH THE DETAIL SHOWN ON SHEET NO. 55, LOCATED APPROXIMATELY ONE FOOT INSIDE THE RIGHT-OF-WAY LINE.

THE ESTIMATED QUANTITIES, AS SHOWN ON SHEET NO. 55 HAVE BEEN INCLUDED IN THE GENERAL SUMMARY, FOR USE AS DIRECTED BY THE ENGINEER, IN MAKING THE ABOVE DESCRIBED CONNECTIONS.

REMOVAL OF EXISTING 6" PIPE UNDERDRAIN S.R. 91

THE EXISTING PIPE UNDERDRAIN IS TO BE REMOVED BETWEEN THE FOLLOWING STATIONS ALONG BOTH EDGES OF THE EXISTING PAVEMENT:

STA. 0-24 TO STA. 51+00 = 5124 FT. X 2 = 10,248 LIN. FT.
STA. 54+50 TO STA. 59+00 = 450 FT. X 2 = 900 LIN. FT.
STA. 63+25 TO STA. 64+30 LEFT SIDE = 105 LIN. FT.
STA. 63+25 TO STA. 64+35 RIGHT SIDE = 110 LIN. FT.

HERRINGBONE UNDERDRAIN BETWEEN:

STA. 54+50 TO STA. 57+00 = 10 @ 22 FT. = 220 LIN. FT.
ITEM E-12 6" PIPE UNDERDRAIN REMOVED, TOTAL = 11,583 LIN. FT.

STA. 51+00 TO STA. 54+50 (BOTH SIDES)
STA. 59+00 TO STA. 63+25 (BOTH SIDES)
STA. 54+00 TO STA. 54+50 (HERRINGBONE)
STA. 64+25 TO STA. 71+25 (BOTH SIDES) } Under E-1

ITEM I-1 PIPE ENCASED AS PER PLAN

WHERE CALLED FOR ON THE PLANS, PIPE OF THE CLASS AND SIZE SPECIFIED, SHALL BE ENCASED WITH A MINIMUM OF FIVE (5) INCHES OF CLASS "E" CONCRETE MEETING THE REQUIREMENTS OF ITEM S-1. PAYMENT FOR FURNISHING AND PLACING CONCRETE, AND FOR ANY ADDITIONAL EXCAVATION REQUIRED, SHALL BE INCLUDED IN THE PRICE BID PER LINEAL FOOT FOR THE PERTINENT PIPE ITEM.

REINFORCED ENDS FOR CLASS "F" PIPE

REINFORCED ENDS SHALL BE PROVIDED FOR ALL CORRUGATED METAL CLASS "F" (EXCEPT HELICAL) PIPES FOR DRIVEWAYS, IF PIPE ENDS ARE UNPROTECTED BY HEADWALLS, CATCH BASINS OR MANHOLES.

ITEM I-9 STONE UNDERDRAINS, NO. 2

STONE UNDERDRAINS SHALL BE PLACED AT FIFTY (50) FOOT INTERVALS ON EACH SIDE OF NORMAL CROWNED SECTIONS, EXCEPT WHERE ITEM I-1 PIPE UNDERDRAINS HAVE BEEN PROVIDED.

TRAFFIC MAINTENANCE

S.R. 91

TWO WAY TRAFFIC SHALL BE MAINTAINED AT ALL TIMES ON S.R. 91 BY USE OF THE EXISTING OR PROPOSED PAVEMENT EXCEPT FOR THE PERIOD OF TIME THAT THE DETOURS AS SHOWN ON SHEET NO. 1 ARE IN EFFECT.

IN ORDER TO UTILIZE THE INTERCHANGE AT S.R. 91 AND I-90 (S.R. 11) AT ALL TIMES, THE CONTRACTOR SHALL SCHEDULE HIS WORK SO THAT DETOURS 1 AND 2 WILL NOT BE PLACED INTO EFFECT AT THE SAME TIME. DETOUR NO. 1 SHALL BE UTILIZED FOR THE PERIOD OF TIME REQUIRED TO CLOSE S.R. 91 TO TRAFFIC SOUTH OF THE S.R. 91 AND I-90 (S.R. 11) INTERCHANGE. DETOUR NO. 2 SHALL BE UTILIZED FOR THE PERIOD OF TIME REQUIRED TO CLOSE S.R. 91 TO TRAFFIC NORTH OF THE S.R. 91 AND I-90 (S.R. 11) INTERCHANGE.

THE ROUTING OF DETOUR NO. 1 SHALL BE AS FOLLOWS:

- 1) NORTHBOUND S.R. 91 TRAFFIC-EXISTING S.R. 91 TO WILSON MILLS RD., WILSON MILLS RD. TO I-271 INTERCHANGE, I-271 TO S.R. 91 INTERCHANGE, S.R. 91 INTERCHANGE TO EXISTING S.R. 91.
- 2) SOUTHBOUND S.R. 91 TRAFFIC-SHALL USE THE SAME ROUTING AS NORTHBOUND S.R. 91 TRAFFIC EXCEPT IN REVERSE.

THE ROUTING OF DETOUR NO. 2 SHALL BE AS FOLLOWS:

- 1) NORTHBOUND S.R. 91 TRAFFIC-EXISTING S.R. 91 TO I-90 INTERCHANGE, I-90 TO S.R. 84 INTERCHANGE, S.R. 84 TO EXISTING S.R. 91.
- 2) SOUTHBOUND S.R. 91 TRAFFIC-SHALL USE THE SAME ROUTING AS NORTHBOUND S.R. 91 TRAFFIC EXCEPT IN REVERSE.

U.S.R. 6 & S.R. 84

TWO WAY TRAFFIC SHALL BE MAINTAINED AT ALL TIMES BY USE OF EITHER THE EXISTING PAVEMENT, THE PROPOSED PAVEMENT OR TEMPORARY ROADWAYS SURFACED WITH T-10 AGGREGATE AND STABILIZED WITH ITEM I-4 CALCIUM CHLORIDE. ONE WAY TRAFFIC WILL BE PERMITTED FOR MINIMUM PERIODS OF TIME CONSISTENT WITH THE REQUIREMENTS OF THE SPECIFICATIONS FOR PROTECTION OF COMPLETED ASPHALTIC CONCRETE COURSES.

ESTIMATED QUANTITIES OF T-10, I-4 AND T-35 HAVE BEEN PROVIDED IN THE GENERAL SUMMARY FOR MAINTAINING TRAFFIC AND SHALL BE APPLIED AT LOCATIONS WHERE DIRECTED IN THE AMOUNTS SPECIFIED BY THE ENGINEER.

ITEM T-10 AGGREGATE 750 C.Y.
ITEM I-4 CALCIUM CHLORIDE 15 TONS
ITEM T-35 ASPHALTIC CONCRETE FOR
MAINTAINING TRAFFIC 100 C.Y.

TRENCH FOR WIDENING

TRENCH EXCAVATION FOR BASE WIDENING SHALL BE PERFORMED ONLY ON ONE SIDE OF THE PAVEMENT AT A TIME. THE OPEN TRENCH SHALL BE ADEQUATELY MAINTAINED AND PROTECTED WITH TEMPORARY GUIDE MARKERS OR BARRICADES AT ALL TIMES. PLACEMENT OF PROPOSED SUBBASE AND BASE MATERIAL SHALL FOLLOW AS CLOSELY AS POSSIBLE BEHIND THE EXCAVATION OPERATIONS. THE LENGTH OF WIDENING TRENCH WHICH IS OPEN AT ANY ONE TIME SHALL BE HELD TO A MINIMUM AND SHALL AT ALL TIMES BE SUBJECT TO APPROVAL OF THE ENGINEER.

DUST CONTROL

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN PROVIDED FOR USE AS DIRECTED BY THE ENGINEER, IN ACCORDANCE WITH THE SPECIFICATIONS.

I-4 WATER FOR DUST CONTROL 250 M.-GAL.
I-4 CALCIUM CHLORIDE FOR DUST CONTROL 5 TONS

TRAFFIC MAINTENANCE CONTINUED

The Contractor shall schedule his operations so that no detour will be in effect from October 31, 1964 to April 1, 1965, unless otherwise directed by the Engineer. If the Contractor elects to put either Detour 1 or Detour 2 into effect prior to October 31, 1964, and fails to complete the pavement and appurtenances sufficiently to safely maintain S.R. 91 traffic by October 31, 1964, all temporary work required to reopen S.R. 91 to two way traffic shall be performed by the Contractor as directed by the Engineer at no additional cost to the State.

Revised 4-17-64

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