

THE CITY OF EASTLAKE

2026 SLAB REPLACEMENT PROGRAM

EAST 361ST STREET, IRIS LANE, AND GLEN DRIVE

OWPC PROJECT

LAKE COUNTY, OHIO

JULY, 2026

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UNDERGROUND UTILITIES

CONTACT BOTH SERVICES

CALL TWO WORKING DAYS

BEFORE YOU DIG

CALL

1-800-362-2764

(TOLL FREE)

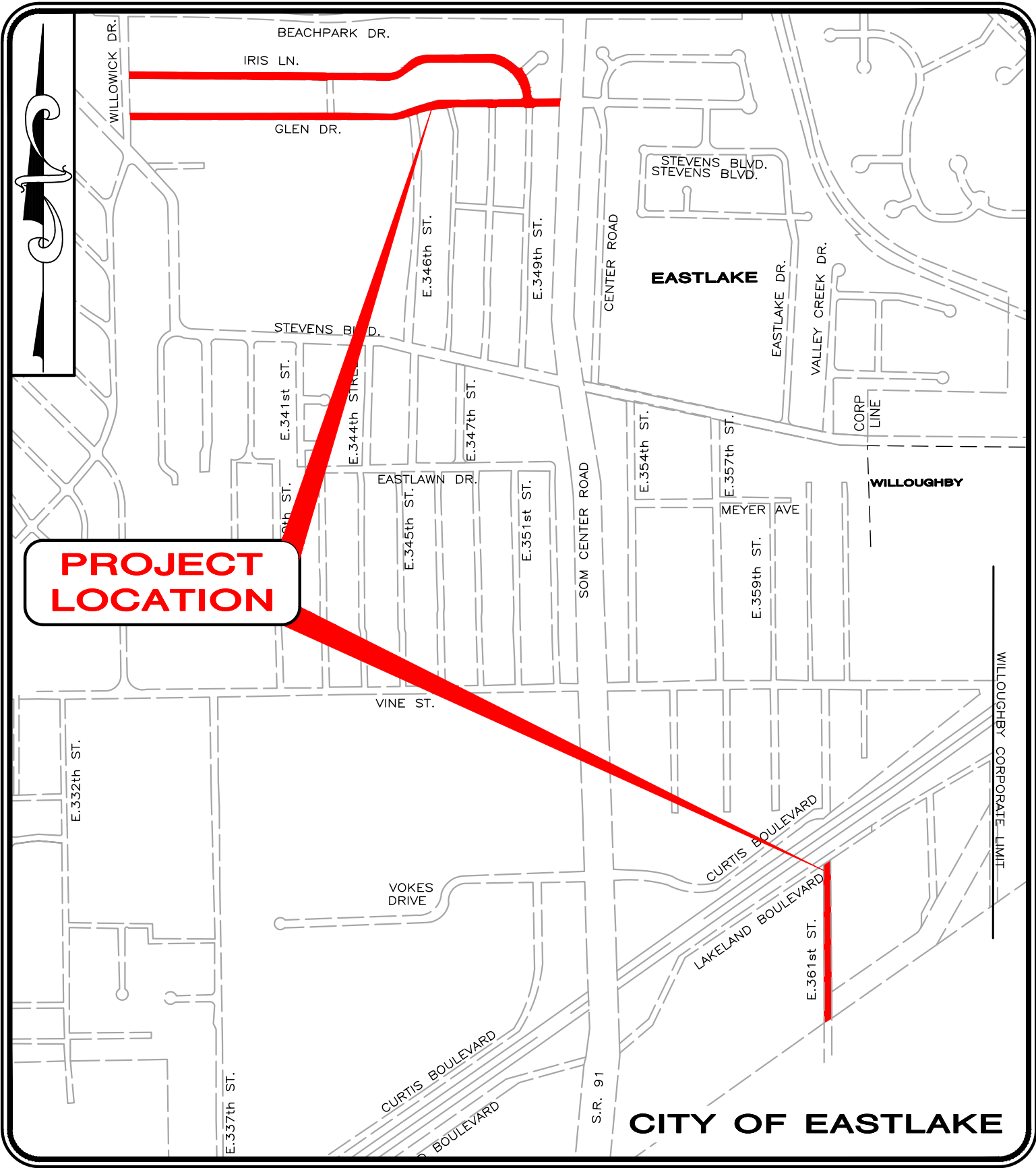
OHIO UTILITIES PROTECTION SERVICE

NON-MEMBERS

MUST BE CALLED DIRECTLY

OIL & GAS PRODUCERS PROTECTIVE

SERVICE CALL: 1-800-925-0988



LOCATION MAP
1" = 1000'

OFFICIALS

KEVIN KOSTELNIKMAYOR
NICK RUBERTINOSERVICE DIRECTOR
JOSEPH R. KLAMMERLAW DIRECTOR
CAROL-ANN SCHINDELFINANCE DIRECTOR
BRIAN MELUCH, P.E.CITY ENGINEER

MEMBERS OF COUNCIL

J. TODD GULLEYCOUNCIL PRESIDENT & WARD 1
JOHN MEYERS WARD 2
JASON KASUNICK WARD 3
DAVID SPOTTON WARD 4
VACANT AT LARGE
JAMES OVERSTREETCOUNCIL VICE PRESIDENT AT LARGE
CHRIS KRAJNYAK AT LARGE

1. THE SURVEY SHOWN ON THESE PLANS WAS OBSERVED IN THE FIELD FOR CONSTRUCTION PURPOSES ONLY AND MAY NOT BE SUITABLE FOR PROPERTY LINE SURVEYS OR ANY OTHER PURPOSE.

2. UNDERGROUND BUILDING SERVICE UTILITY LINES ARE NOT SHOWN ON THE PLANS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR LOCATING, MAINTAINING AND REPLACING AS NECESSARY TO ENSURE CONTINUAL SERVICE TO BUILDINGS.

3. THE CONTRACTOR IS RESPONSIBLE TO CALL OHIO UTILITIES PROTECTION SERVICE © 1-800-362-2764, THREE WORKING DAYS PRIOR TO CONSTRUCTION.



Peter J. Formica

PETER J. FORMICA P.E. No. 58646 DATE



- GENERAL NOTES**
- MATERIALS OF WORK FOR "AS DIRECTED" ITEMS SHALL NOT BE ORDERED FOR THE DELIVERY TO THE PROJECT OR WORK PERFORMED UNTIL AUTHORIZED BY THE ENGINEER.
 - MANHOLES, CATCH BASINS, MONUMENT BOXES, WATER VALVE BOXES AND OTHER CASTINGS SHALL BE RAISED OR LOWERED FLUSH WITH THE FINISHED SURROUNDING SURFACE. ANY METER OR VALVE BOX ENCOUNTERED WITHIN THE WORK SITE SHALL BE EXPOSED AND ADJUSTED TO GRADE PAYMENT FOR THIS WORK SHALL BE INCLUDED IN THE UNIT PRICE BID.
 - BEFORE THE CITY WILL APPROVE AND ACCEPT THE WORK AND RELEASE THE GUARANTY RETAINER, THE CONTRACTOR SHALL FURNISH THE CITY A WRITTEN REPORT INDICATING THE RESOLUTION OF ANY AND ALL PROPERTY DAMAGE CLAIMS FILED WITH THE CONTRACTOR BY ANY PARTY DURING THE CONSTRUCTION PERIOD. THE INFORMATION TO BE SUPPLIED SHALL INCLUDE, BUT NOT BE LIMITED TO, NAME OF CLAIMANT, DATE FILED WITH CONTRACTOR, NAME OF INSURANCE COMPANY AND/OR ADJUSTOR HANDLING CLAIM, HOW CLAIM WAS RESOLVED AND IF CLAIM WAS NOT RESOLVED FOR THE FULL AMOUNT, A STATEMENT INDICATING THE REASON FOR SUCH ACTION.
 - THE CONTRACTOR SHALL PROVIDE A PRE-CONSTRUCTION VIDEO TAPE SURVEY OF THE ENTIRE PROJECT AREA. ANY DAMAGE DEEMED TO HAVE BEEN CAUSED BY THE CONTRACTOR SHALL BE REPAIRED AT HIS OWN EXPENSE. ALL COSTS ASSOCIATED FOR THIS WORK, INCLUDING THE VIDEO TAPE SURVEY, SHALL BE INCLUDED IN THE UNIT PRICES STIPULATED FOR THE VARIOUS ITEMS IN THE BID PROPOSAL UNLESS THERE IS A PRECONSTRUCTION VIDEO DOCUMENTATION BID ITEM INCLUDED IN THE PROJECT.
 - IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO APPLY WHEN NEEDED OR ORDERED BY THE OWNER WATER FOR THE ALLEVATION OR PREVENTION OF DUST NUISANCE ORIGINATING FROM HIS CONSTRUCTION ACTIVITIES. THE COST OF DUST CONTROL SHALL BE INCLUDED IN THE UNIT BID PRICES FOR ALL ITEMS OF THE PROPOSAL.
 - ALL WORK SHALL, AT ALL TIMES, BE SUBJECT TO THE DIRECT SUPERVISION OF THE EASTLAKE CITY ENGINEER OR THEIR DULY AUTHORIZED REPRESENTATIVE. ALL WORK CONTEMPLATED UNDER THIS CONTRACT SHALL COMPLY WITH THE U.S. DEPARTMENT OF LABOR, OCCUPATIONAL SAFETY AND HEALTH ACT.

PROJECT PHASING
IT IS THE DESIRE OF THE CITY OF EASTLAKE TO HAVE THE CONTRACT WORK PROCEED IN AN ORDERLY AND NEAT MATTER IN ORDER TO KEEP THE DISRUPTION TO THE BUSINESSES AND RESIDENTS TO A MINIMUM. THUSLY THE CONTRACTOR IS TO PREPARE AND IMPLEMENT A WORK PHASING PLAN, APPROVED BY THE DIRECTOR OF PUBLIC SERVICE AND THE ENGINEER, INCLUSIVE OF THE FOLLOWING REQUIREMENTS:

- ALL WORK SHALL BE 1/2 WIDTH, EXCEPT FOR ASPHALT MILLING AND RESURFACING OPERATIONS.
- NO WORK SHALL BE DONE ON THE OPPOSITE SIDE OF THE STREET UNTIL ALL NEW PAVEMENT (CONCRETE OR ASPHALT BASE AND INTERMEDIATE COURSES), DRIVE APRONS, SIDEWALKS AND ROUGH GRADE LANDSCAPING ARE IN PLACE ON THE SIDE BEING CONSTRUCTED.
- THE CITY MAY, ACCEPT A PHASING PLAN CONSISTING OF PERFORMING 1/2 WIDTH IMPROVEMENTS ALONG THE SECTIONS/PHASES OF THE PROJECT LENGTH. THE CONTRACTORS PLAN SHALL SUBSTANTIALLY COMPLETE EACH PHASE ON BOTH SIDES OF THE RIGHT-OF-WAY BEFORE MOVING ON THE THE NEXT PHASE.
- DRIVE APRON ACCESS IS TO BE MAINTAINED AT ALL TIMES EXCEPTING DURING CONCRETE PLACEMENT AND CURING.

- ROADWAY EXCAVATION AND PAVEMENT**
- IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO NOTIFY THE ENGINEER FORTY-EIGHT (48) HOURS IN ADVANCE OF BEGINNING WORK WHICH REQUIRES PROOF ROLL TESTING AND/OR PRE-POUR INSPECTION PRIOR TO PLACEMENT OF PAVEMENT. WORK WILL NOT BEGIN UNTIL INSPECTION HAS BEEN COMPLETED AND APPROVED BY THE ENGINEER.
 - PART WIDTH CONSTRUCTION AS DESCRIBED IN PROJECT PHASING GENERAL NOTE SHALL BE USED FOR PAVING OPERATIONS. PAVING OPERATIONS SHALL NOT BEGIN ON THE OPPOSITE LANE(S) UNTIL ROADWAY AND DRIVE APRONS ARE INSTALLED AND OPEN TO TRAFFIC ON THE STARTING SIDE.
 - IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO PROVIDE BARRICADE DEVICES TO PREVENT VEHICULAR TRAFFIC ON NEW CONCRETE PAVEMENT AND APRONS UNTIL THE END OF THE CURE PERIOD OR THE SPECIMEN TEST BEAMS HAVE ATTAINED A MODULUS OF RUPTURE OF 400 PSI FOR M.S. CONCRETE.
 - THE EXCAVATION, EMBANKMENT AND COMPACTION OF THE NEW ROADWAY SUBGRADES IS PERFORMED IN ACCORDANCE WITH THE REQUIREMENTS OF THE ODOT CONSTRUCTION AND MATERIAL SPECIFICATIONS 203. A MINIMUM OF TWO (2) PROOF ROLLINGS WILL BE REQUIRED AS DIRECTED BY THE ENGINEER BEFORE PAVING. THE FIRST PROOF ROLLING SHALL BE PERFORMED AFTER THE INSTALLATION OF ALL UNDERGROUND IMPROVEMENTS AND AFTER FINE GRADING JUST PRIOR TO PAVING. THE PROOF ROLLINGS SHALL BE COMPLETED AS FOLLOWS: EXCAVATION OR EMBANKMENT TO FINISHED SUBGRADE. EMBANKMENTS ARE COMPACTED AND TESTED FOR COMPACTION IN 6" LIFTS PER ODOT 203. THE SUBGRADE IS COMPACTED AND TESTED. THE SUBGRADE FOR THE NEW ROAD IS THEN PROOF ROLLED. AREAS EXHIBITING UNACCEPTABLE MOVEMENT UNDER PROOF ROLLING ARE UNDERCUT TO A DEPTH DIRECTED BY THE ENGINEER AND BACKFILLED WITH MATERIALS SPECIFIED IN THE PLANS. THE SUBGRADE IS RE-PROOF ROLLED TO VERIFY THE UTILITY OF THE UNDERCUT. UPON PASSING THE PROOF ROLL THE AREA IS APPROVED FOR THE INSTALLATION OF THE BASE MATERIAL. THE AGGREGATE BASE MATERIAL IS PLACED PER ODOT SPECIFICATIONS, COMPACTED, TESTED AND PROOF ROLLED. UPON PASSING THE PROOF ROLL THE SPECIFIED TOP COURSES OF RIGID PAVEMENT MAY BE INSTALLED. MOISTURE CONTENT OF THE SUBGRADE AT THE TIME OF PROOF ROLLING SHALL CONFORM TO SECTION 203.11 OF THE ODOT SPECIFICATIONS. THE MINIMUM EQUIPMENT SHALL CONSIST OF A SINGLE UNIT, TANDEM AXLE DUMP TRUCK CAPABLE OF BEING LOADED TO 30,000 POUND AXLE LOAD, 60,000 POUND GVW. TIRE PRESSURE SHALL BE MAINTAINED AT 90 PSI OR AS SPECIFIED UNDER SECTION 203.14 OF ODOT SPECIFICATIONS. ANY AREA PERMITTING TIRES TO LEAVE A GROOVE OF ONE (1) INCH OR MORE SHALL BE UNACCEPTABLE FOR PAVING. ANY AREA PERMITTING THE TEST VEHICLE TIRES TO LEAVE A GROOVE OF ZERO (0) TO ONE-HALF (1/2) INCH DEEP SHALL BE ACCEPTABLE. ANY AREA PERMITTING THE TEST VEHICLE TIRES TO LEAVE A GROOVE OF ONE-HALF (1/2) INCH TO ONE (1) INCH DEEP SHALL BE AT THE ENGINEER'S DISCRETION.
 - JOINT AND CRACK SEALER FOR PAVEMENT SHALL MEET THE REQUIREMENTS OF ODOT ITEM 705.04 AND ASTM D 3405. A DOUBLE BOILER SHOULD BE USED FOR HEATING THE MATERIAL.

- IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO PROVIDE SUFFICIENT SECURITY MEASURES AND/OR PERSONNEL TO PROTECT ALL NEW CONCRETE WORK FROM VANDALISM AT NO ADDITIONAL COST TO THE CITY. ANY VANDALIZED CONCRETE SHALL BE REPLACED IN FULL AT THE CONTRACTOR'S EXPENSE.

- EXISTING UTILITIES**
- THE LOCATIONS OF THE UNDERGROUND UTILITIES SHOWN ON THE PLANS HAVE BEEN OBTAINED BY DILIGENT FIELD CHECKS AND SEARCHES OF AVAILABLE RECORDS. IT IS BELIEVED THAT THEY ARE ESSENTIALLY CORRECT, BUT THE CITY OF WICKLIFFE AND THE LAKE COUNTY DEPARTMENT OF UTILITIES DOES NOT GUARANTEE THEIR ACCURACY OR COMPLETENESS.
 - BEFORE ANY WORK IS STARTED THAT WILL INTERFERE WITH THE EXISTING UTILITIES, THE CONTRACTOR SHALL CALL THE "OHIO UTILITIES PROTECTION SERVICE", AT 1-800-362-2764, FORTY-EIGHT (48) HOURS IN ADVANCE OF THE WORK. THE FOLLOWING REFERENCE NUMBERS HAVE BEEN ASSIGNED TO THIS PROJECT BY THE OHIO UTILITIES PROTECTION SERVICE. NON-MEMBER UTILITIES MUST BE CONTACTED DIRECTLY. THE CONTRACTOR SHALL TAKE ALL NECESSARY PRECAUTIONS, AT NO ADDITIONAL EXPENSE TO THE CITY OF WICKLIFFE, TO AVOID DAMAGE TO EXISTING UNDERGROUND AND OVERHEAD UTILITY LINES DURING THE ENTIRE PROJECT. IN THE EVENT OF DAMAGE TO EXISTING PUBLIC AND/OR PRIVATE UTILITIES, THE AGENCY CONCERNED SHALL BE NOTIFIED IMMEDIATELY AND ALL REPAIR WORK SHALL BE EXECUTED IN ACCORDANCE WITH THE SPECIFICATIONS OF THE RESPECTIVE AGENCY AT NO ADDITIONAL EXPENSE TO THE CITY OF WICKLIFFE, INCLUDING ANY INSPECTION FEES OR MAINTENANCE CREWS.
 - THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFICATION OF THE EXISTING UTILITY OWNERS LISTED BELOW AND THE UTILITY PROTECTION SERVICE IN ACCORDANCE WITH SECTION 153.64 OF THE OHIO REVISED CODE AND OUTLINED IN PROJECT SPECIFICATIONS. THE UTILITY OWNERSHIPS ARE AS FOLLOWS:

OHIO UTILITY PROTECTION SERVICE 106 WEST RYEN, ROOM 427 YOUNGSTOWN, OHIO 44051 PHONE: (800) 362-2746	THE ILLUMINATING COMPANY P.O. BOX 5000 CLEVELAND, OHIO 44101 PHONE: (216) 622-9800	DOMINION EAST OHIO 320 SPRINGSIDE DRIVE, STE 320 AKRON, OHIO 44333 PHONE: (330) 664-2409
CITY OF EASTLAKE (SEWER) 35150 LAKESHORE BLVD EASTLAKE, OHIO 44095 PHONE: (440) 974-3401	LAKE COUNTY UTILITIES DEPT. 105 MAIN STREET PAINESVILLE, OHIO 44077 PHONE: (440) 350-2645	CHARTER/SPECTRUM 7820 DIVISION DRIVE MENTOR, OHIO 44060 PHONE: (440) 974-3401
		AT&T 13630 LORAIN ROAD CLEVELAND, OHIO 44111 PHONE: (216) 476-6084

- WHERE EXISTING POWER OR TELEPHONE POLES ARE IN CLOSE PROXIMITY TO WORK, THE CONTRACTOR SHALL COORDINATE HIS WORK EFFORTS WITH THOSE OF THE UTILITY COMPANIES SUCH THAT THEIR EXISTING FACILITIES CAN BE MAINTAINED AND PROTECTED DURING THE TIME WORK IS GOING ON ADJACENT TO THE POLE. THE COST AND COORDINATION FOR ANY REQUIRED PROTECTION OR RELOCATION OF EXISTING POWER OR TELEPHONE POLES SHALL NOT BE THE RESPONSIBILITY OF THE CITY OF WICKLIFFE. DELAYS TO THE CONTRACTOR AS A RESULT OF TIMING OF POLE RELOCATION OR PROTECTION SHALL NOT BE CONSIDERED COMPENSABLE DELAYS, AS IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO COORDINATE HIS WORK IN CONFORMANCE TO THE UTILITY COMPANY'S SCHEDULE.
- THE CONTRACTOR SHALL COORDINATE WITH ALL UTILITIES AFFECTED BY THE PROPOSED CONSTRUCTION.

- GRASS RESTORATION**
- PRIOR TO START OF CONSTRUCTION THE CONTRACTOR SHALL INVENTORY TREELAWNS FOR EXISTING ORNAMENTAL LANDSCAPE FEATURES INCLUDING LAWN SPRINKLER SYSTEMS AND IRON PINS. ANY LANDSCAPE FEATURE DISTURBED OR DAMAGED BY THE CONTRACTOR'S ACTION SHALL BE RESTORED TO ITS ORIGINAL CONDITION. COST OF INVENTORY AND RESTORATION SHALL BE INCLUDED IN THE UNIT BID PRICE FOR LAWN RESTORATION.
 - RESTORATION OF TREELAWNS AND GRASS AREAS IN EASEMENTS SHALL BE PERFORMED BY A LANDSCAPE CONTRACTOR TO BE APPROVED BY THE CITY ENGINEER AND SERVICE DIRECTOR. THE LANDSCAPE CONTRACTOR MUST BE EXPERIENCED IN COMMERCIAL INSTALLATIONS AND PROVIDE REFERENCES AND OTHER DETAILED INFORMATION TO ENABLE THE OWNER TO JUDGE HIS EXPERIENCE AND CAPABILITY TO PERFORM THE WORK. GRASS AREAS TO BE RESTORED SHALL BE SEEDED UNLESS OTHERWISE SHOWN ON THE CONTRACT DRAWINGS. THE SEED SHALL BE PLACED ON A FOUR (4) INCH BED OF COMPACTED TOPSOIL THAT HAS BEEN RAKED AND BROUGHT TO AN EVEN SURFACE. TOPSOIL SHALL BE SHREDDED AND BE FREE OF ROCKS, ROOTS AND WEEDS. THE CONTRACTOR SHALL PROVIDE TOPSOIL SAMPLES AND SOURCES OF SUPPLY TO THE ENGINEER FOR APPROVAL PRIOR TO DELIVERY OF THE MATERIAL TO THE JOB SITE.

- PROPERTY PINS AND MONUMENTS**
- PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL EMPLOY A REGISTERED SURVEYOR TO LOCATE, RECORD, AND MARK ALL EXISTING MONUMENTS AND PROPERTY CORNERS WITHIN THE CONSTRUCTION LIMITS. THIS COST SHALL BE DISTRIBUTED AMONG THE APPROPRIATE PROJECT PAY ITEMS. A LISTING OF THE PINS AND MONUMENTS SHALL BE SUPPLIED TO THE CITY ENGINEER PRIOR TO BEGINNING CONSTRUCTION. THE CONTRACTOR SHALL PROTECT ALL PINS AND MONUMENTS DURING CONSTRUCTION. IF PINS AND MONUMENTS ARE DISTURBED DURING CONSTRUCTION, THE CONTRACTOR SHALL HAVE THEM REPLACED BY THE REGISTERED SURVEYOR AT NO ADDITIONAL COST TO THE CITY.

- EROSION AND DUST CONTROL**
- SEDIMENT CONTROL SHALL BE ACCOMPLISHED BY HYDRO SEEDING AND MULCHING IMMEDIATELY UPON COMPLETION OF EXCAVATION OR FILL AND FINISH GRADING IN ACCORDANCE WITH ODOT ITEM 659 OR AS DIRECTED BY THE ENGINEER.
 - THE CONTRACTOR SHALL BEGIN THE RESTORATION PROCESS AS SOON AS CONSTRUCTION IS COMPLETED, PERMANENTLY STABILIZING EACH DISTURBED AREA WITH PERENNIAL VEGETATION INSTALLED ACCORDING TO SOIL CONSERVATION SERVICE STANDARDS AND SPECIFICATIONS.
 - THE CONTRACTOR SHALL REMOVE DAILY ALL MUD, SOIL AND DEBRIS THAT MAY BE TRACKED ONTO EXISTING STREETS OR DRIVES BY HIS EQUIPMENT OR THAT OF SUBCONTRACTORS OR SUPPLIERS.
 - ALL MATERIALS TO BE DISPOSED OF OFF-SITE MUST BE DISPOSED OF IN AN ENVIRONMENTALLY SOUND MANNER IN ACCORDANCE WITH LOCAL, STATE AND FEDERAL REGULATIONS. NO EXCESS

MATERIALS ARE TO BE DISPOSED OF IN ANY WETLAND, FLOOD PLAIN OR OTHER ENVIRONMENTALLY SENSITIVE AREA.

- EROSION CONTROL MEASURES AT THE DISPOSAL SITE MUST BE INSTALLED AND MAINTAINED UNTIL DISPOSAL IS COMPLETE AND THE DISPOSAL SITE IS PERMANENTLY STABILIZED.
- IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO APPLY WHEN NEEDED OR ORDERED BY THE OWNER WATER OR CALCIUM CHLORIDE PER ODOT 616 FOR THE ALLEVATION OR PREVENTION OF DUST NUISANCE ORIGINATING FROM HIS CONSTRUCTION ACTIVITIES. SUFFICIENT QUANTITIES OF CALCIUM CHLORIDE SHALL BE STORED ON THE JOB SITE AT ALL TIMES TO BE USED FOR DUST CONTROL. THE COST OF DUST CONTROL SHALL BE INCLUDED IN THE UNIT BID PRICES FOR ALL ITEMS OF THE PROPOSAL.
- OTHER EROSION AND SEDIMENT CONTROL PRACTICES SHALL MINIMIZE SEDIMENT LADEN WATER ENTERING ACTIVE STORM DRAIN SYSTEMS, UNLESS THE STORM DRAIN SYSTEM DRAINS TO A SEDIMENT POND. INLET PROTECTION IS MANDATORY WHERE SEDIMENT SETTLING PONDS WILL NOT BE IMPLEMENTED.

- EXCESS EXCAVATION**
- ALL EXCESS EXCAVATION SHALL BE DISPOSED OF IN A LOCATION TO BE SELECTED BY THE CONTRACTOR. THE CONTRACTOR MUST OBTAIN A PERMIT FROM THE CITY IF THE MATERIAL IS TO BE DISPOSED OF WITHIN THE CITY LIMITS.

- AIR/NOISE CONTROL**
- CONSTRUCTION ACTIVITIES WILL BE LIMITED TO WEEKDAY DAYTIME HOURS, UNLESS APPROVED IN ADVANCE BY THE CITY.

- CONSTRUCTION OBSERVATION**
- THE CONTRACTOR SHALL NOT COMMENCE WITH ANY FORM OF CONSTRUCTION WITHOUT CONTACTING MR. BRIAN MELUCH (440) 376-1507 A MINIMUM OF 48 HOURS IN ADVANCE OF CONSTRUCTION ACTIVITY TO ARRANGE FOR OBSERVATION. IF ANY CHANGE IN THE WORK SCHEDULE BECOMES NECESSARY, IT WILL BE THE RESPONSIBILITY OF THE CONTRACTOR TO CONTACT MR. GWYDIR TO AVOID UNNECESSARY OBSERVATION COSTS. IF NO NOTIFICATION IS MADE IN REGARDS TO CANCELLATION OF WORK, THE CONTRACTOR WILL BE CHARGED FOR THE TIME INCURRED.

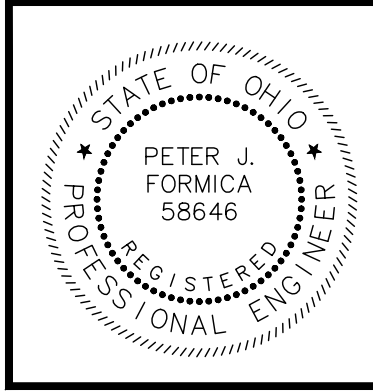
- LIMITS OF WORK**
- THE CONTRACTOR'S CONSTRUCTION OPERATIONS ARE CONFINED TO THE AREA WITHIN THE ROAD RIGHT-OF-WAY AND TEMPORARY EASEMENT AREAS. THE APPROXIMATE LIMITS OF CONSTRUCTION ARE SHOWN ON THE PLANS, WHICH ARE BASED ON THE ROADWAY CROSS SECTIONS. THE CROSS SECTIONS INDICATE THE APPROXIMATE LIMITS OF THE EARTHWORK NECESSARY FOR THE PROPOSED IMPROVEMENTS. THESE LIMITS ARE APPROXIMATE AND MAY BE MODIFIED DURING CONSTRUCTION AS DIRECTED BY THE ENGINEER. THE CONTRACTOR SHALL USE THE APPROPRIATE CONSTRUCTION METHODS TO PREVENT DISTURBING ANY AREA OUTSIDE OF THE THE CONSTRUCTION LIMITS.

- SUBSURFACE CONDITIONS**
- IT IS THE OBLIGATION AND RESPONSIBILITY OF THE CONTRACTOR TO MAKE THEIR OWN INVESTIGATION OF SUBSURFACE CONDITIONS PRIOR TO SUBMITTING THEIR BID. THE CONTRACTOR MAY EXAMINE RECORDS OF BORINGS AND ANY OTHER SUBSURFACE INVESTIGATIONS MADE FOR DESIGN PURPOSES.

- SUBSURFACE INFORMATION**
- BORINGS AND OTHER SUBSURFACE INVESTIGATIONS ARE INCOMPLETE AND ARE NOT A PART OF THE CONTRACT DOCUMENTS, EXCEPT TO THE EXTENT THAT THE RESULTS THEREOF ARE SPECIFICALLY SHOWN ON THE PLANS OR INCLUDED IN THE SPECIFICATIONS, AND ARE NOT WARRANTED TO SHOW THE ACTUAL SUBSURFACE CONDITIONS. THE CONTRACTOR AGREES THAT HE WILL MAKE NO CLAIM FOR ADDITIONAL COST AGAINST THE OWNER OR THE ENGINEER, IF IN PERFORMANCE OF THE WORK HE FINDS THAT THE ACTUAL SUBSURFACE CONDITIONS ENCOUNTERED DO NOT CONFORM TO THOSE INDICATED BY SAID BORINGS AND OTHER SUBSURFACE INVESTIGATIONS.

- STORM SEWER**
- ALL CIRCULAR STORM SEWER UNDER PROPOSED PAVEMENT SHALL BE REINFORCED CONCRETE PIPE C-76, CLASS IV, WITH JOINTS MEETING THE REQUIREMENTS OF ASTM C-443. STORM SEWER OUTSIDE OF PAVEMENT AREAS SHALL BE CORRUGATED POLYETHYLENE SMOOTH LINED PIPE PER ODOT 707.33.

- MANHOLES ADJUSTED TO GRADE**
- ALL MANHOLES, WHERE NOTED ON PLANS OR REQUIRED BY THE PROPOSED IMPROVEMENTS, SHALL BE ADJUSTED TO THE PROPOSED GRADE WITH NEW CASTINGS IN ACCORDANCE WITH ODOT ITEM 611. THE NEW CASTING SHALL BE AN E.J.I.W. 1710 WITH SOLID COVER OR APPROVED EQUIVALENT.



NO	REVISION	DATE

CITY OF EASTLAKE

2026 SLAB REPLACEMENT PROGRAM

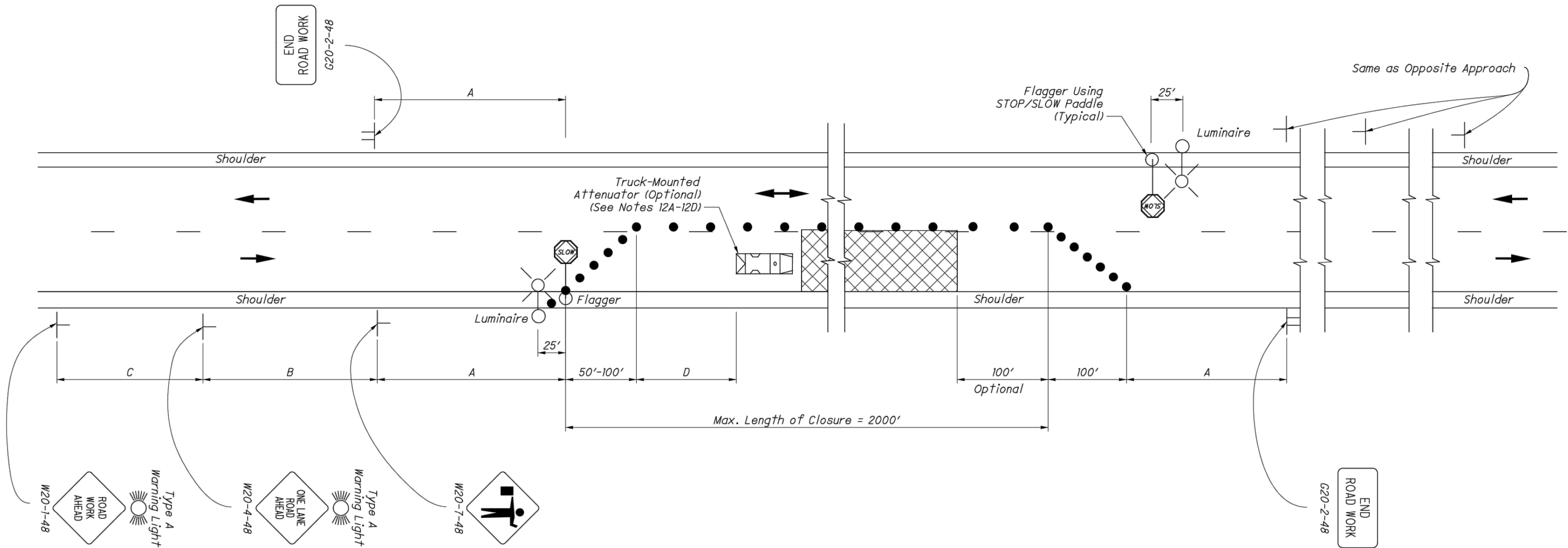
EAST 361ST STREET, IRIS LANE, & GLEN DRIVE

LAKE COUNTY, OHIO

ISSUED FOR:	DRAFT
ISSUE DATE:	6/16/22026
SCALE:	AS SHOWN
DESIGNED BY:	PJF
DRAWN BY:	CKW
CHECKED BY:	PJF

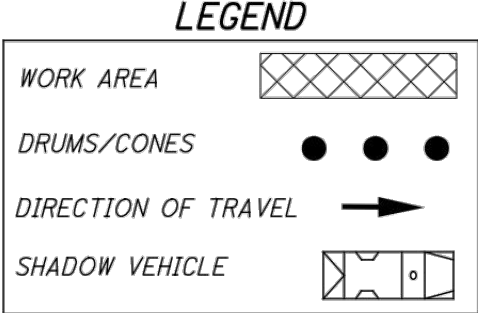
GENERAL NOTES

PROJECT NO.	
42441	
DISCIPLINE	
CIVIL	
SHEET NAME	
G-1	
SHEET	OF
2	24



ROAD TYPE	DISTANCE BETWEEN SIGNS (FT)		
	A	B	C
Two-Lane (< 40 MPH)	100	100	100
Two-Lane (45-50 MPH)	350	350	350
Two-Lane (55-60 MPH)	500	500	500

TABLE II	
SPEED LIMIT (MPH)	BUFFER (D) (FT) MIN.
25	155
30	200
35	250
40	305
45	360
50	425
55	495
60	570



NOTES:

FLAGGERS

1. Flaggers, one for each direction, shall be used to control traffic continuously for as long as a one lane operation is in effect. The flaggers shall be able to communicate with each other at all times.

LENGTH OF CLOSURE

2. Several small work areas close together should be combined into one work zone. However, the closure shall not be more than 2000' long unless approved by the Engineer. The minimum length between closures shall be 2000'. Only one side of the road shall be closed in any one work zone.

SIGN LOCATION AND SPACING

- 3A. The minimum spacing between work zone signs is shown in Table I. Maximum spacing should not be greater than 1.5 times the distances shown in Table I.

- 3B. Sign spacing should be adjusted to avoid conflict with existing signs. Minimum spacing to existing signs shall be 200' for speeds of 45 mph or less and a minimum of 400' for speeds of 50 mph or greater.

- 3C. The location of the advance warning signs should be adjusted to provide for adequate sight distance for the existing vertical and horizontal roadway alignment.

ADJUSTMENTS FOR SIGHT DISTANCE

4. The location of the flagger station and the advance warning signs should be adjusted to provide for adequate sight distance for the existing vertical and horizontal roadway alignment.

BASIC SIGNING

- 5A. ROAD WORK AHEAD (W20-1) signs shall be provided on entrance ramps or roadways entering the work limits.

- 5B. END ROAD WORK (G20-2) signs are only required for lane closures of more than 1 day. If it is intended that these signs be placed on the mainline, on all exit ramps, and on roadways exiting the work limits.

- 5C. Overlapping of signing for adjacent projects should be avoided where the messages could be confusing. Any ROAD WORK AHEAD (W20-1) or END ROAD WORK (G20-2) sign which falls within the limits of another traffic control zone shall be omitted or covered during the period when both projects are active.

SIGNING DETAILS

- 6A. The Advisory Speed (W13-1P) plaque shall be used when specified in the plan.

- 6B. 36" warning signs may be used when the approach speed limit is 40 mph or less.

FLASHING WARNING LIGHTS

7. Type A flashing warning lights shown on the ROAD WORK AHEAD (W20-1) signs and on the LANE CLOSED AHEAD (W20-5) signs are required whenever a night lane closure is necessary.

DRUMS / CONES

- 8A. Drum spacing shall be as follows:

- a) Spacing along the closure shall be 40' center-to-center.
- b) Spacing along the approach taper shall be 10' center-to-center.

- 8B. Cones may be substituted for drums as follows:

- a) Cones used for daytime traffic control shall have a minimum height of 28".
- b) Cones used for nighttime traffic control shall have a minimum height of 42".
- c) Use of cones at night shall be prohibited along tapers.

- 8C. Provisions shall be made to stabilize the cones and drums to prevent them from blowing over.

- 8D. A minimum of two drums shall be used to close the paved shoulder.

(RESERVED FOR FUTURE USE)

- 9A. (Intentionally blank)

AREA ILLUMINATION

- 10A. Adequate area illumination of each flagger station shall be provided at night. Use of portable flood lighting is acceptable. Luminaires shall be located adjacent to each flagger station.

- 10B. To ensure the adequacy of floodlight placement and the elimination of glare, the Contractor and the Engineer shall drive through the worksite each night when the lighting is in place. Light placement and shielding shall be adjusted to the satisfaction of the Engineer.

INTERSECTION / DRIVEWAY ACCESS

11. Within the length of closure, provision shall be made to control traffic entering from intersecting streets and major drives as necessary to prevent wrong-way movements and to keep vehicles off of new pavement not ready for traffic. The Contractor shall:

- a) Place across the closed lane, either three drums (cones) or barricades, and/or
- b) Provide an additional flagger at every public street intersection and major driveway.

Drums (cones) placed across the closed lane shall be located 25' beyond the projected pavement edges of the driveway or cross highway, as shown in Standard Construction Drawings (SCDs MT-97.11 or MT-97.12. For barricades, see SCD MT-101.60.

Existing STOP signs shall be relocated as necessary to assure proper location for the traffic conditions.

The method of control shall be subject to the approval of the Engineer.

SHADOW VEHICLE

- 12A. The shadow vehicle shall be in place and unoccupied whenever workers are in the work area. This vehicle shall be removed from the pavement whenever workers are not in the work area.

- 12B. The shadow vehicle shall be equipped with a high-intensity yellow rotating, flashing, oscillating, or strobe light(s).

- 12C. The vehicle shall be equipped with a truck-mounted attenuator when called for in the plans.

- 12D. Other protective devices may be used in lieu of the shadow vehicle shown when approved by the Engineer.

CHIP SEAL OPERATIONS

13. For chip seal operations, additional signing shall be incorporated in the advanced warning area.

- a) The LOOSE GRAVEL (W8-7) and FRESH TAR (W2-2) signs shall both be used in advance of the chip seal operation.
- b) Repeat the LOOSE GRAVEL sign with a 35 mph Advisory Speed (W13-1) plaque every half mile per CMS 422.09.
- c) The FRESH TAR and the LOOSE GRAVEL signs shall both be used for signing of side roads intersecting the work area.

MAINTAINING TRAFFIC

ONE-WAY TRAFFIC SHALL BE MAINTAINED AT ALL TIMES FOR LOCAL TRAFFIC AND EMERGENCY VEHICLES. LOCAL ACCESS TO ABUTTING PROPERTIES SHALL BE MAINTAINED AT ALL TIMES. ACCESS TO ALL DRIVEWAYS SHALL ALSO BE MAINTAINED AT ALL TIMES.

PART WIDTH CONSTRUCTION, ONE LANE WIDTH, SHALL BE USED DURING THE PERFORMANCE OF PAVING OPERATIONS.

IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO MAINTAIN SAFE AND SATISFACTORY LOCAL ACCESS, VEHICULAR AND PEDESTRIAN, TO ALL ABUTTING PROPERTIES WITHIN THE PROJECT. THE CONTRACTOR SHALL FURNISH, MAINTAIN, AND SUBSEQUENTLY REMOVE ALL NECESSARY SAFEGUARDS SUCH AS BARRICADES, BARRIERS, TEMPORARY PAVEMENT, LIGHTING, FLAGMEN, TEMPORARY GUARDRAIL, DETOUR AND CONSTRUCTION SIGNING AND OTHER TRAFFIC CONTROLS SO AS TO AVOID DAMAGE AND/OR INJURY TO AND ENSURE THE SAFETY OF VEHICLES AND PERSONS USING THE ROADWAY DURING CONSTRUCTION BOTH WITHIN AND OUTSIDE OF THE PROJECT LIMITS.

MAINTAINING TRAFFIC SHALL BE IN ACCORDANCE WITH ODOT ITEM 614 AND THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES. DETOUR ROUTES & SIGNAGE SHALL MEET THE APPROVAL OF THE CITY ENGINEER.

IN ORDER TO MAINTAIN LOCAL AND DRIVEWAY ACCESS, THE CONTRACTOR SHALL FURNISH AND INSTALL TRAFFIC COMPACTED SURFACE, TYPE A OR B IN ACCORDANCE WITH ODOT ITEM 410 LIMESTONE OR GRAVEL ONLY INCLUDING NECESSARY WATER IN ACCORDANCE WITH ODOT ITEM 616 AS DIRECTED BY THE ENGINEER. NO SEPARATE PAYMENT WILL BE MADE FOR MAINTAINING TRAFFIC INCLUDING PROVIDING TRAFFIC COMPACTED SURFACES, OTHER TEMPORARY ROADWAYS, TRAFFIC CONTROL, AND ALL OTHER SAFEGUARDS. COST FOR MAINTAINING TRAFFIC INCLUDING ALL MATERIALS, LABOR AND EQUIPMENT FOR CONSTRUCTION, MAINTENANCE AND SUBSEQUENT REMOVAL SHALL BE INCLUDED IN THE UNIT PRICES STIPULATED FOR THE VARIOUS ITEMS OF THE PROPOSAL.

LENGTH AND DURATION OF LANE CLOSURES AND RESTRICTIONS SHALL BE AT THE APPROVAL OF THE ENGINEER. IT IS THE INTENT TO MINIMIZE THE IMPACT TO THE TRAVELING PUBLIC. LANE CLOSURES OR RESTRICTIONS OVER SEGMENTS OF THE PROJECT IN WHICH NO WORK IS ANTICIPATED WITHIN A REASONABLE TIME FRAME, AS DETERMINED BY THE ENGINEER, SHALL NOT BE PERMITTED. THE LEVEL OF UTILIZATION OF MAINTENANCE OF TRAFFIC DEVICES SHALL BE COMMENSURATE WITH THE WORK IN PROGRESS.

NOTICE OF CLOSURE SIGNS, FOR SEVERAL SIDE ROADS, AS DETAILED IN THESE PLANS, SHALL BE ERRECTED BY THE CONTRACTOR AT LEAST ONE WEEK IN ADVANCE OF THE SCHEDULED ROAD CLOSURE. THE SIGNS SHALL BE ERRECTED ON THE RIGHT HAND SIDE OF THE ROAD FACING TRAFFIC. THEY SHALL BE PLACED SO AS NOT TO INTERFERE WITH THE VISIBILITY OF ANY OTHER TRAFFIC CONTROL SIGNS. THEY SHOULD BE ERRECTED AT THE POINT OF CLOSURE.

THE CONTRACTOR SHALL PROVIDE, ERRECT AND MAINTAIN SIGNS AND SIGN SUPPORTS, AS DETAILED IN THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, AND TYPE III BARRICADES OF THE TYPE AND LOCATION AS SHOWN ON THE PLANS.

ALL WORK AND TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH 614 AND OTHER APPLICABLE PORTIONS OF THE SPECIFICATIONS, AS WELL AS THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES. PAYMENT FOR ALL LABOR, EQUIPMENT AND MATERIALS SHALL BE INCLUDED IN THE LUMP SUM CONTRACT PRICE FOR 614, MAINTAINING TRAFFIC, UNLESS SEPARATELY ITEMIZED IN THE PLAN.

PAVEMENT REPLACEMENT

TRENCH EXCAVATION FOR PAVEMENT REPLACEMENT SHALL BE ONLY ON ONE SIDE OF THE PAVEMENT AT A TIME. THE OPEN TRENCH SHALL BE ADEQUATELY MAINTAINED AND PROTECTED WITH DRUMS OR BARRICADES AT ALL TIMES. PLACEMENT OF PROPOSED SUBBASE AND BASE MATERIAL SHALL FOLLOW AS CLOSELY AS POSSIBLE BEHIND EXCAVATION OPERATIONS. THE LENGTH OF REPLACEMENT SECTION 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.

CONTRACTOR'S EQUIPMENT - OPERATION AND STORAGE

THE CONTRACTOR'S EQUIPMENT SHALL BE OPERATED IN THE DIRECTION OF TRAFFIC. A QUALIFIED FLAGGER SHALL BE EMPLOYED WHERE THE CONTRACTOR'S EQUIPMENT MUST MERGE WITH THE TRAFFIC STREAM. THE CONTRACTOR'S EQUIPMENT SHALL BE EQUIPPED WITH AT LEAST ONE AMBER FLASHING LIGHT. PAVERS, ROLLERS AND OTHER EQUIPMENT MAY BE PARKED IN AREAS ALONG THE HIGHWAY WHEN PAVING OPERATIONS ARE SCHEDULED TO CONTINUE WITHIN THE NEXT WORKDAY. OTHERWISE THE EQUIPMENT SHALL BE STORED AT A STORAGE AREA OUTSIDE THE RW. THE LOCATION OF WHICH SHALL HAVE PRIOR APPROVAL OF THE ENGINEER. WHEN PARKING ALONG THE HIGHWAY THE EQUIPMENT SHALL BE PLACED AND DELINEATED AS PER 614.03. ALL EQUIPMENT AND STORED MATERIALS SHALL NOT CAUSE SIGNIFICANT SIGHT DISTANCE HAZARDS TO THE TRAVELING PUBLIC. ALL OTHER EQUIPMENT, INCLUDING PRIVATE VEHICLES, SHALL BE STORED AT THE APPROVED CONTRACTOR'S STORAGE AREA. NO EQUIPMENT SHALL BE PARKED ON PRIVATE PROPERTY UNLESS PRIOR APPROVAL OF THE OWNER AND THE PROJECT ENGINEER/SUPERVISOR HAS BEEN GRANTED.

WINTER TRAFFIC LIMITATIONS

TWO LANES IN EACH DIRECTION SHALL BE OPEN TO TRAFFIC.

SUSPENSION OF WORK

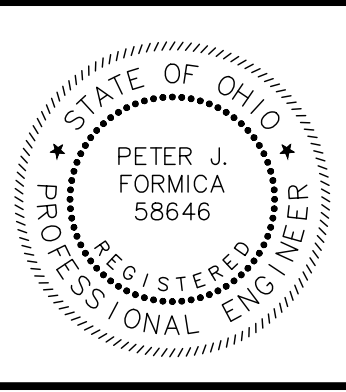
IF THE CONTRACTOR FAILS TO COMPLY WITH THE PROVISIONS FOR MAINTENANCE OF TRAFFIC AS SET FORTH IN THESE PLANS OR WITH PROVISIONS OF THE MANUAL, THE ENGINEER MAY SUSPEND WORK UNTIL THE CONTRACTOR COMPLIES WITH THE NECESSARY REQUIREMENTS. NO COMPENSATION WILL BE PAID FOR SUSPENSION OF WORK.

METHOD OF PAYMENT

PAYMENT FOR THE MAINTENANCE OF TRAFFIC ITEMS, UNLESS SPECIFIED SEPARATELY, SHALL BE AT THE LUMP SUM BID FOR ITEM 614 MAINTAINING TRAFFIC, WHICH SHALL INCLUDE ALL LABOR, EQUIPMENT, MATERIALS, AND INCIDENTALS NECESSARY TO COMPLETE THE WORK AS DETAILED IN THE PLANS.

ALTERNATE MAINTENANCE OF TRAFFIC PLANS

IF THE CONTRACTOR SO ELECTS, HE MAY SUBMIT ALTERNATE METHODS FOR THE MAINTENANCE OF TRAFFIC, PROVIDED THE INTENT OF THE ABOVE PROVISIONS IS FOLLOWED AND NO ADDITIONAL INCONVENIENCE TO THE TRAVELING PUBLIC RESULTS THEREFROM. NO ALTERNATIVE PLAN SHALL BE PLACED INTO EFFECT UNTIL APPROVAL HAS BEEN GRANTED IN WRITING BY THE ENGINEER.



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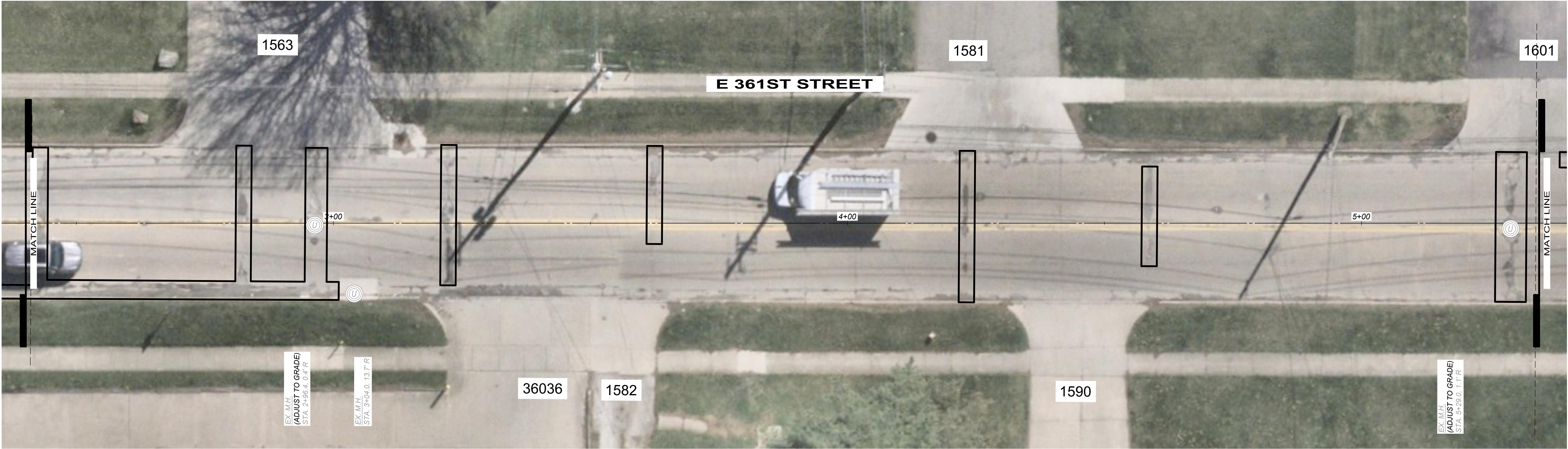
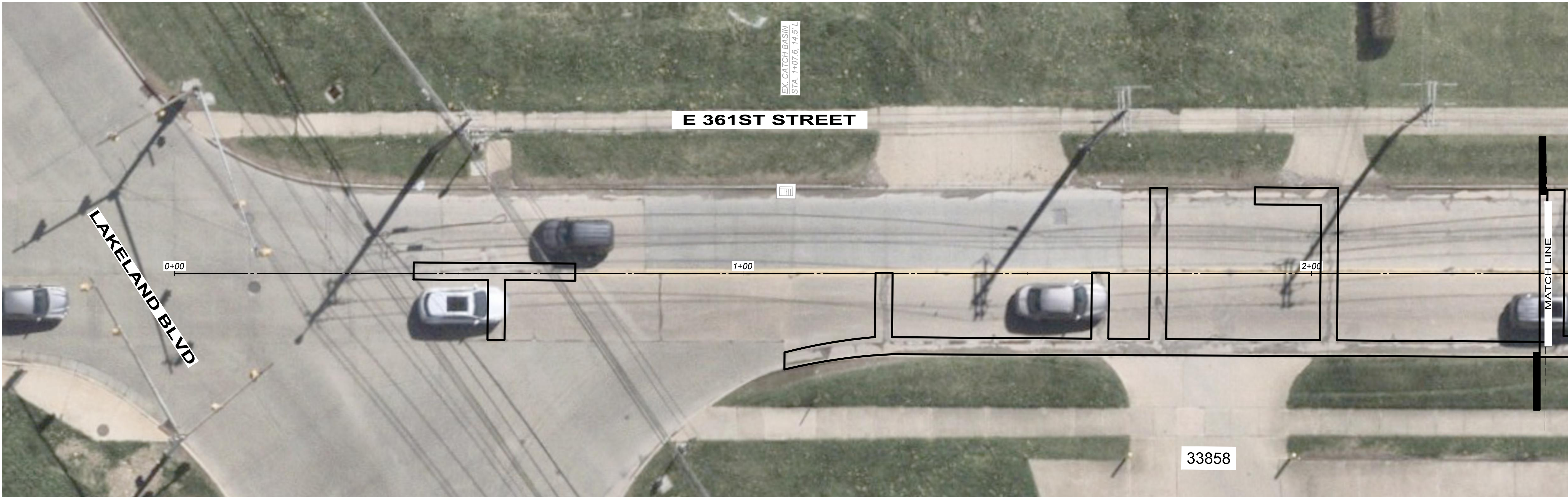
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CITY OF EASTLAKE
2026 SLAB REPLACEMENT PROGRAM
EAST 361ST STREET, IRIS LANE, & GLEN DRIVE
LAKE COUNTY, OHIO

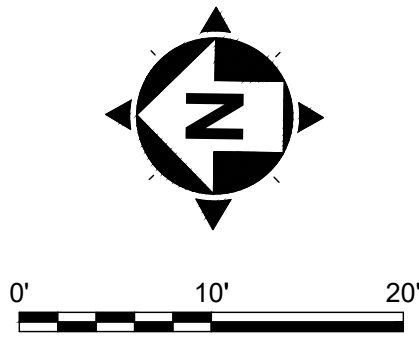
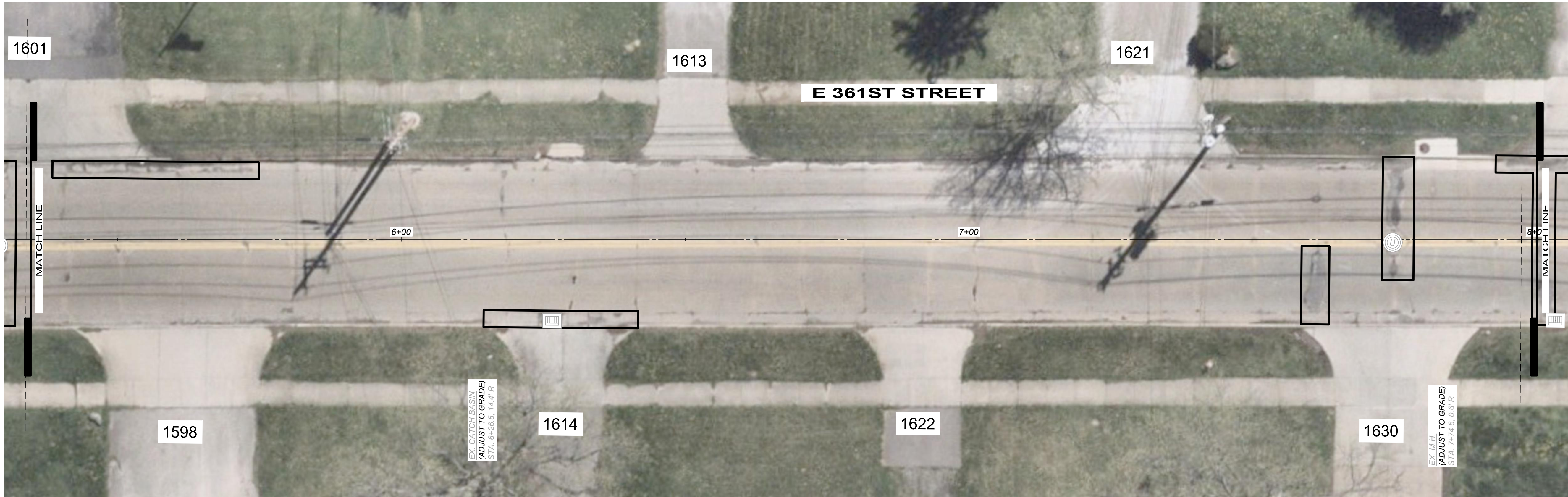
ISSUED FOR:	DRAFT
ISSUE DATE:	6/16/22026
SCALE:	AS SHOWN
DESIGNED BY:	PJF
DRAWN BY:	CKW
CHECKED BY:	PJF

MAINTENANCE OF TRAFFIC

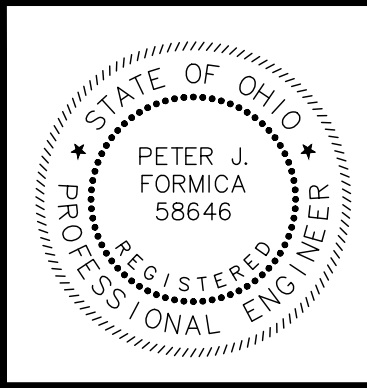
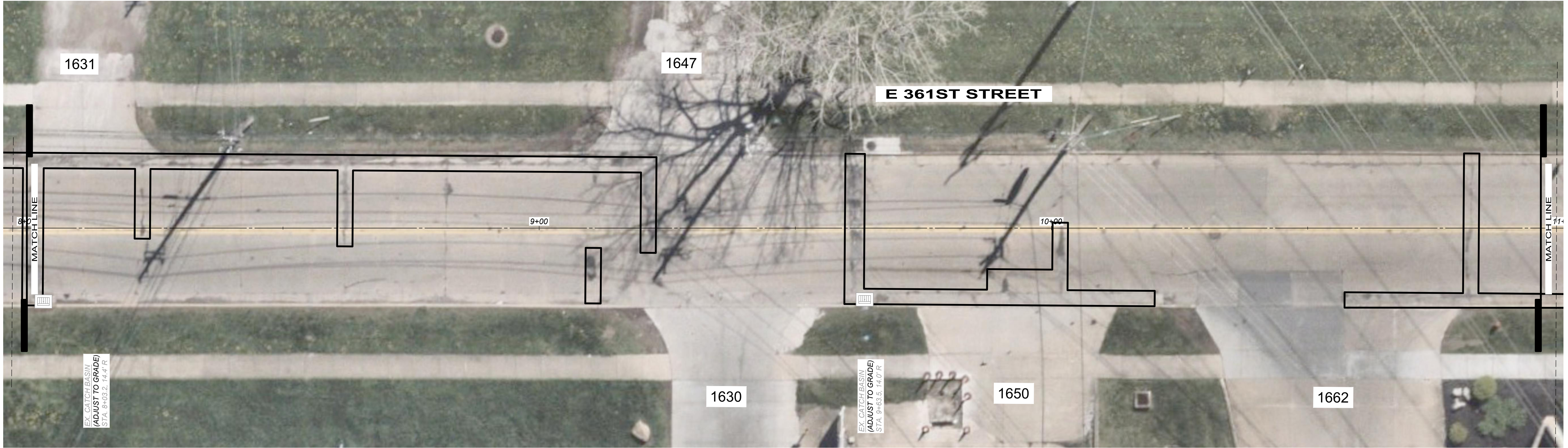
PROJECT NO.	
42441	
DISCIPLINE	
CIVIL	
SHEET NAME	
MOT	
SHEET	OF
3	24



		NO	REVISION	DATE	CITY OF EASTLAKE 2026 SLAB REPLACEMENT PROGRAM EAST 361ST STREET, IRIS LANE, & GLEN DRIVE LAKE COUNTY, OHIO	ISSUED FOR:	DRAFT	STA. 0+00 TO STA. 5+34 361ST STREET	PROJECT NO.		42441
						ISSUE DATE:	6/16/22026		DISCIPLINE		CIVIL
						SCALE:	AS SHOWN		SHEET NAME		P-1
						DESIGNED BY:	PJF		SHEET	OF	
						DRAWN BY:	CKW		4	24	
						CHECKED BY:	PJF				



- LEGEND
- FULL DEPTH PAVEMENT REMOVAL & RIGID REPLACEMENT, CLASS QCMS, T=8"
 - FULL DEPTH PAVEMENT REMOVAL & RIGID REPLACEMENT, TYPE B, T=8"
 - TYPE 3 CURB AND GUTTER REPLACEMENT



NO	REVISION	DATE

CITY OF EASTLAKE

2026 SLAB REPLACEMENT PROGRAM

EAST 361ST STREET, IRIS LANE, & GLEN DRIVE

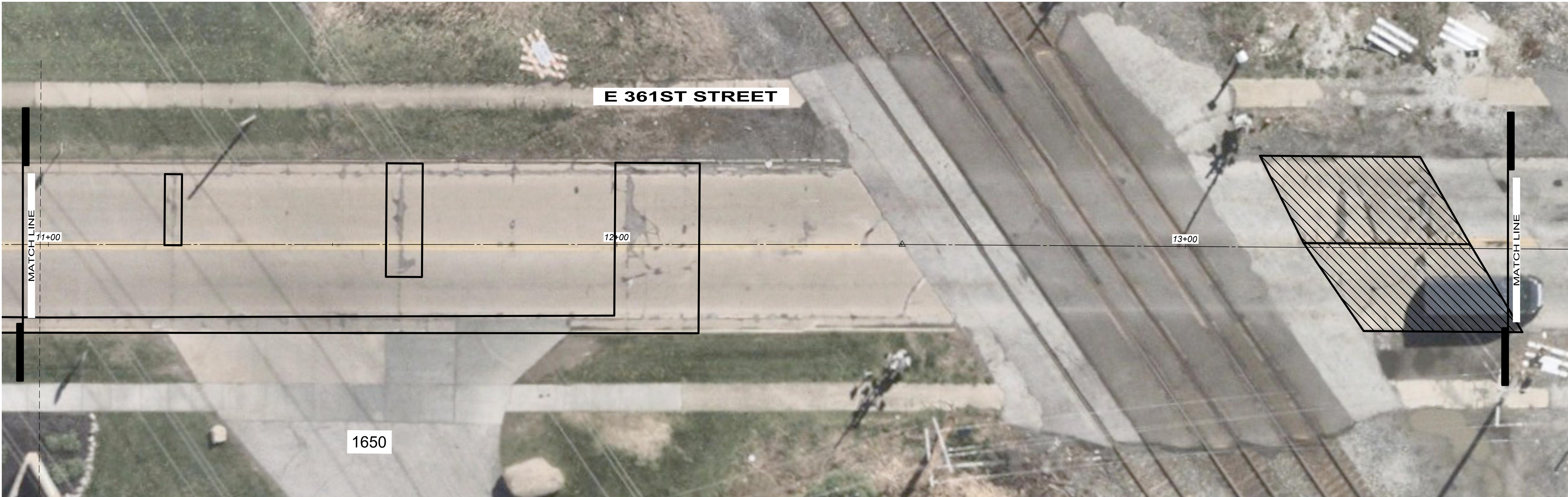
LAKE COUNTY, OHIO

ISSUED FOR:	DRAFT
ISSUE DATE:	6/16/2026
SCALE:	AS SHOWN
DESIGNED BY:	PJF
DRAWN BY:	CKW
CHECKED BY:	PJF

STA. 5+34 TO STA. 10+95

361ST STREET

PROJECT NO.	
42441	
DISCIPLINE	
CIVIL	
SHEET NAME	
P-2	
SHEET	OF
5	24



NO	REVISION	DATE

CITY OF EASTLAKE

2026 SLAB REPLACEMENT PROGRAM

EAST 361ST STREET, IRIS LANE, & GLEN DRIVE

LAKE COUNTY, OHIO

ISSUED FOR: DRAFT

ISSUE DATE: 6/16/2026

SCALE: AS SHOWN

DESIGNED BY: PJF

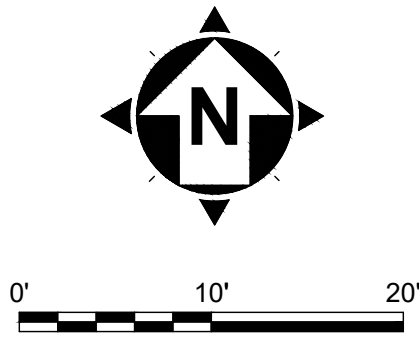
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CHECKED BY: PJF

STA. 10+95 TO STA. 14+55

361ST STREET

PROJECT NO.	
42441	
DISCIPLINE	
CIVIL	
SHEET NAME	
P - 3	
SHEET	OF
6	24



- LEGEND
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 - FULL DEPTH PAVEMENT REMOVAL & RIGID REPLACEMENT, TYPE B, T=8"
 - TYPE 3 CURB AND GUTTER REPLACEMENT



NO	REVISION	DATE

CITY OF EASTLAKE

2026 SLAB REPLACEMENT PROGRAM

EAST 361ST STREET, IRIS LANE, & GLEN DRIVE

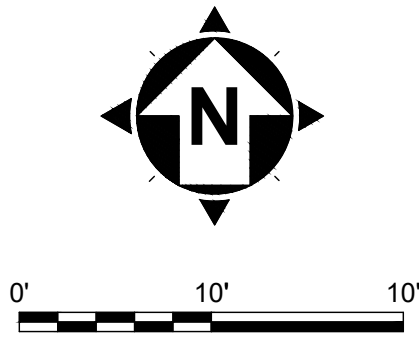
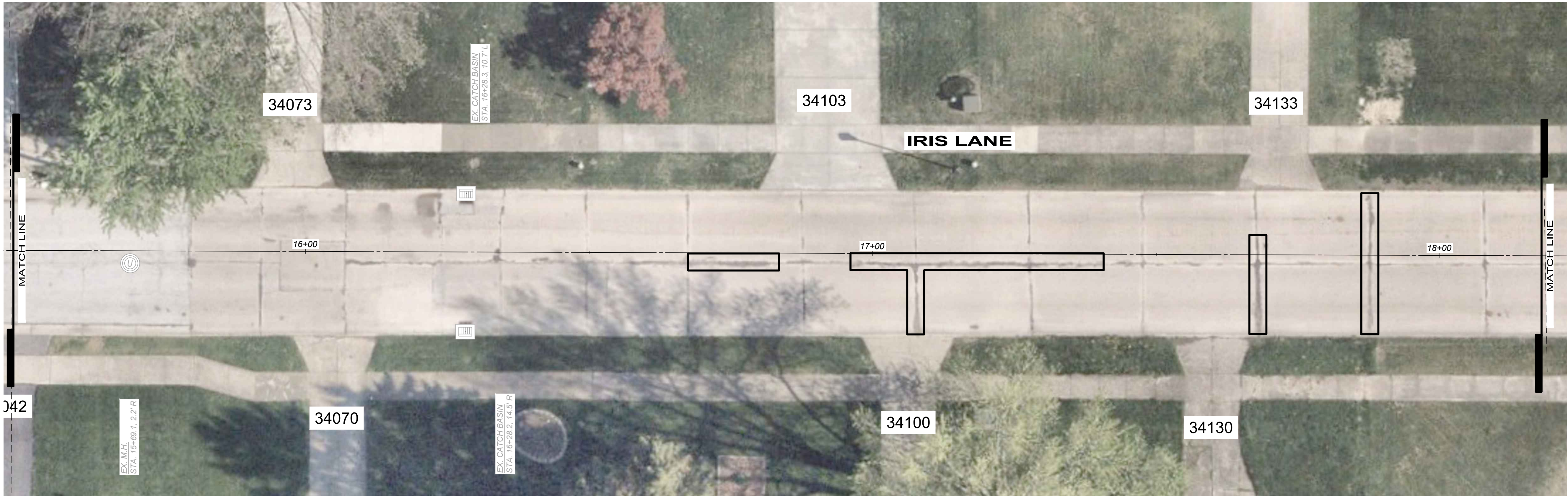
LAKE COUNTY, OHIO

ISSUED FOR:	DRAFT
ISSUE DATE:	6/16/2026
SCALE:	AS SHOWN
DESIGNED BY:	PJF
DRAWN BY:	CKW
CHECKED BY:	PJF

STA. 10+00 TO STA. 15+48

IRIS LANE

PROJECT NO.	
42441	
DISCIPLINE	
CIVIL	
SHEET NAME	
P - 4	
SHEET	OF
7	24



- LEGEND
- FULL DEPTH PAVEMENT REMOVAL & RIGID REPLACEMENT, CLASS QCMS, T=8"
 - FULL DEPTH PAVEMENT REMOVAL & RIGID REPLACEMENT, TYPE B, T=8"
 - TYPE 3 CURB AND GUTTER REPLACEMENT



NO	REVISION	DATE

CITY OF EASTLAKE

2026 SLAB REPLACEMENT PROGRAM

EAST 361ST STREET, IRIS LANE, & GLEN DRIVE

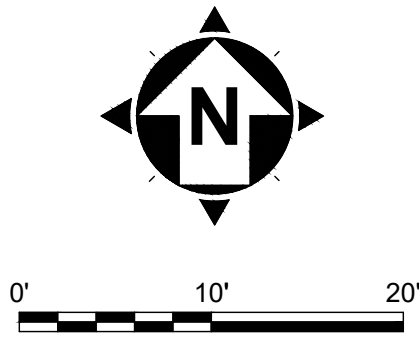
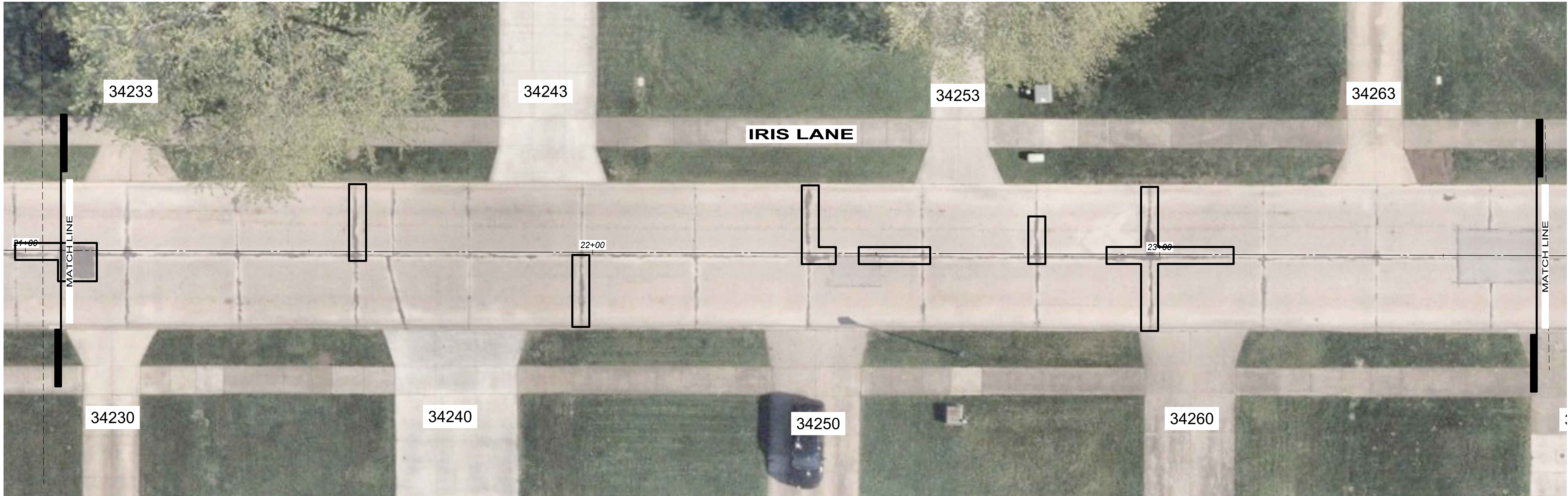
LAKE COUNTY, OHIO

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ISSUE DATE:	6/16/2026
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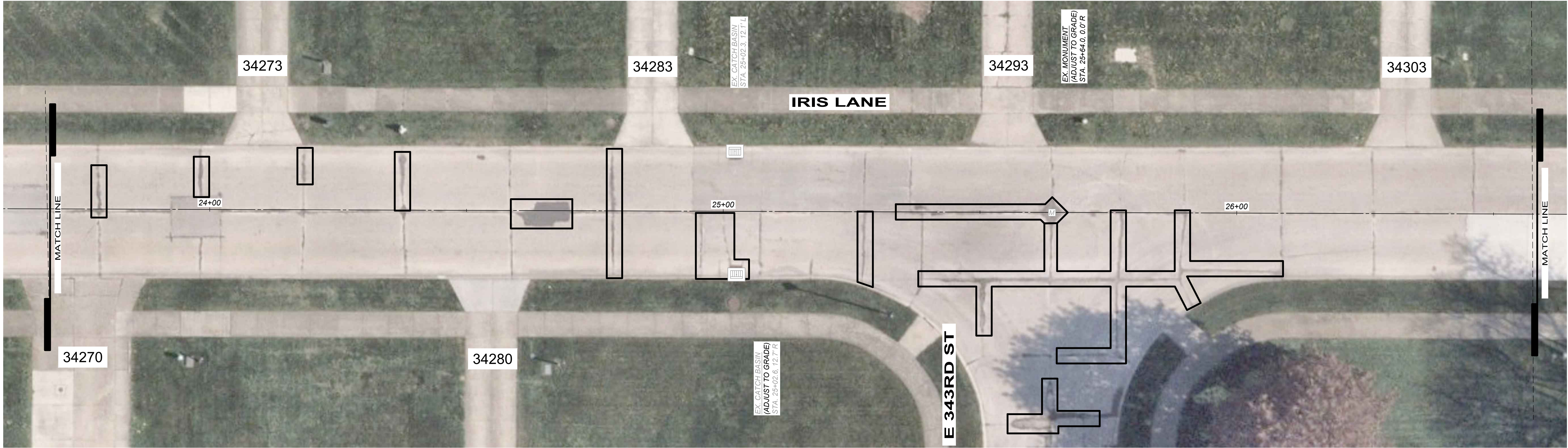
STA. 15+48 TO STA. 21+06

IRIS LANE

PROJECT NO.	
42441	
DISCIPLINE	
CIVIL	
SHEET NAME	
P - 5	
SHEET	OF
8	24



- LEGEND
- FULL DEPTH PAVEMENT REMOVAL & RIGID REPLACEMENT, CLASS QCMS, T=8"
 - FULL DEPTH PAVEMENT REMOVAL & RIGID REPLACEMENT, TYPE B, T=8"
 - TYPE 3 CURB AND GUTTER REPLACEMENT



NO	REVISION	DATE

CITY OF EASTLAKE

2026 SLAB REPLACEMENT PROGRAM

EAST 361ST STREET, IRIS LANE, & GLEN DRIVE

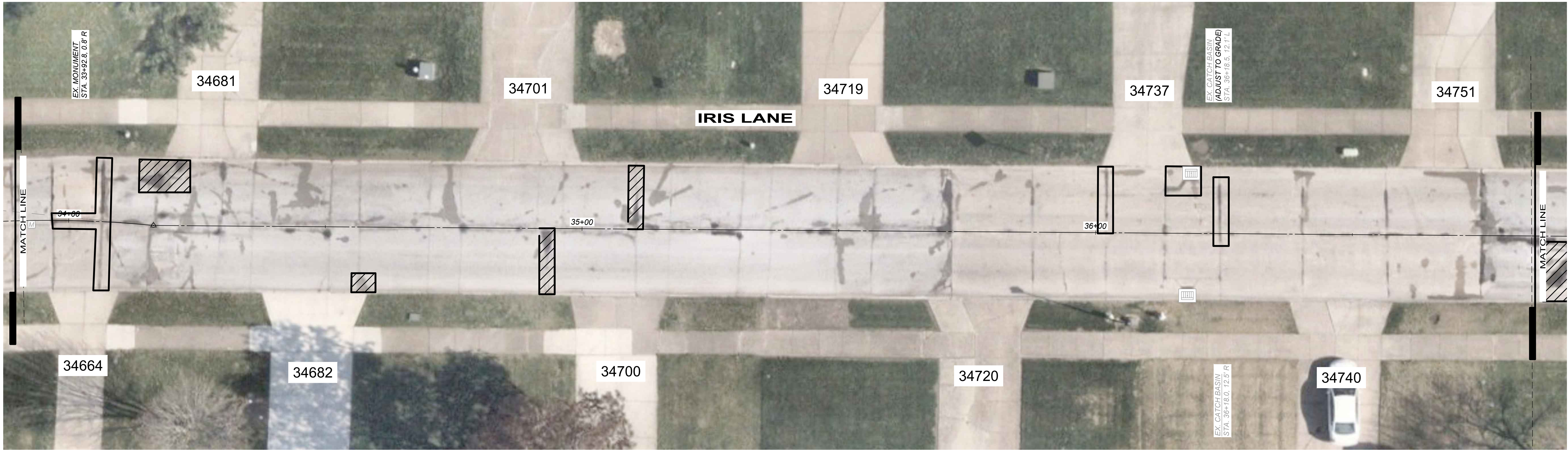
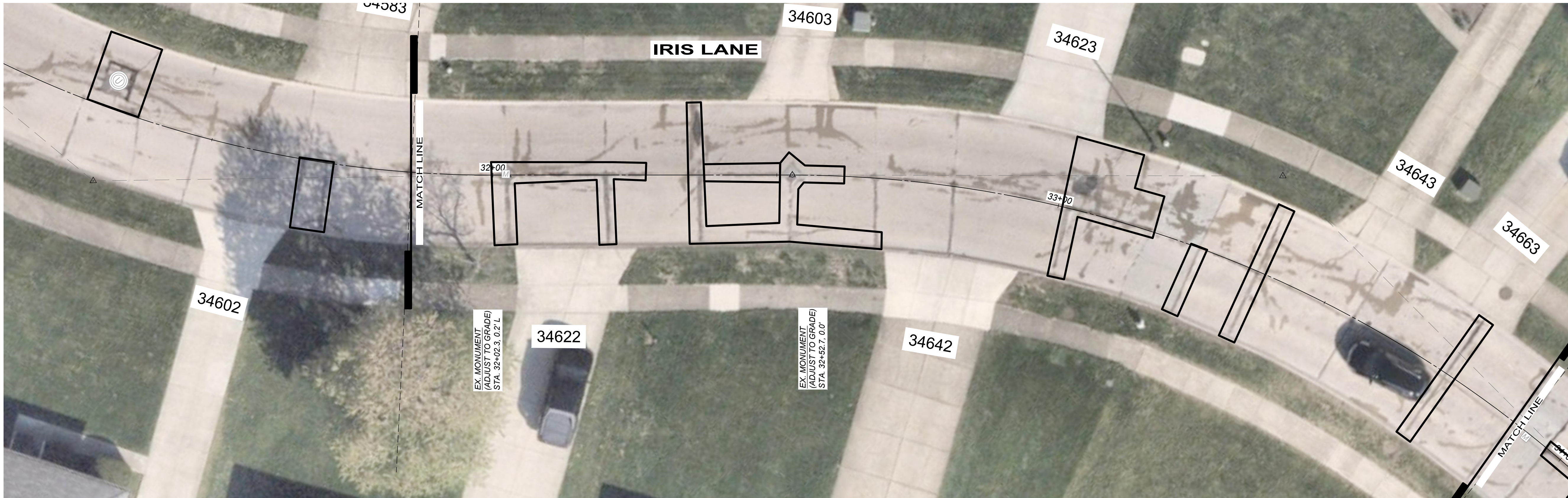
LAKE COUNTY, OHIO

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ISSUE DATE:	6/16/2026
SCALE:	AS SHOWN
DESIGNED BY:	PJF
DRAWN BY:	CKW
CHECKED BY:	PJF

STA. 21+06 TO STA. 26+58

IRIS LANE

PROJECT NO.	42441
DISCIPLINE	CIVIL
SHEET NAME	P - 6
SHEET	OF
9	24



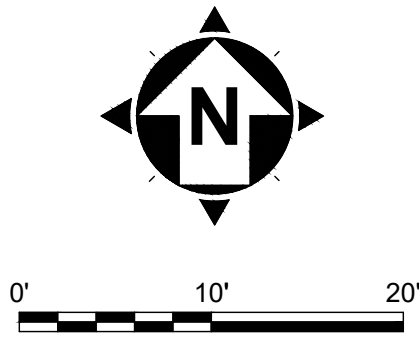
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CITY OF EASTLAKE
2026 SLAB REPLACEMENT PROGRAM
EAST 361ST STREET, IRIS LANE, &
GLEN DRIVE
LAKE COUNTY, OHIO

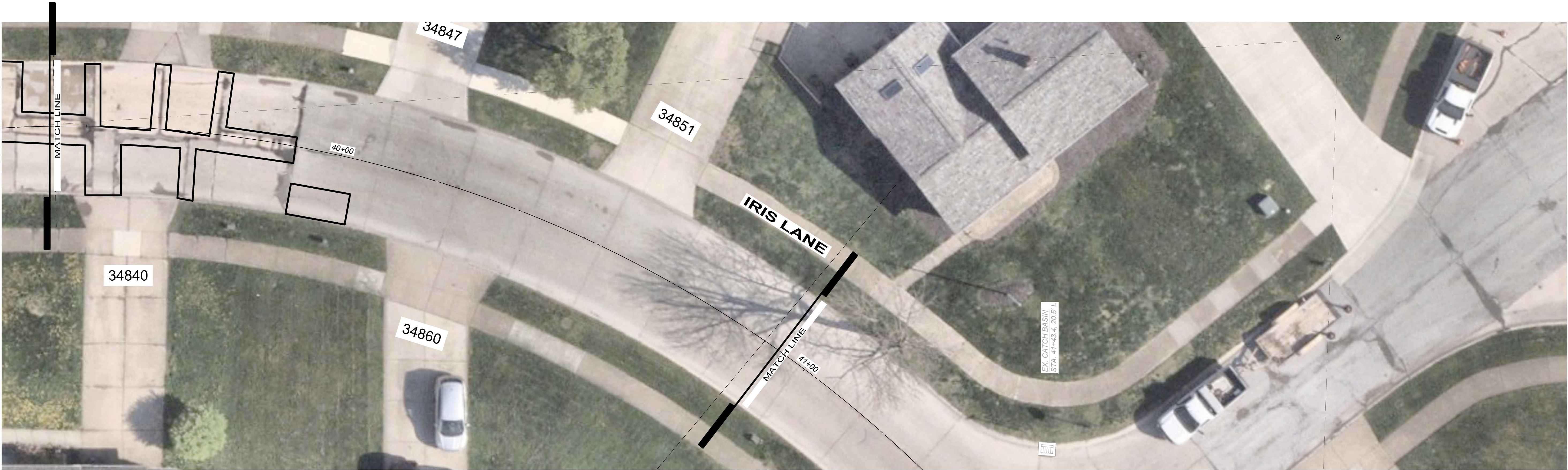
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ISSUE DATE:	6/16/2026
SCALE:	AS SHOWN
DESIGNED BY:	PJF
DRAWN BY:	CKW
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STA. 31+85 TO STA. 36+85
IRIS LANE

PROJECT NO. 42441	
DISCIPLINE CIVIL	
SHEET NAME P - 8	
SHEET 11	OF 24



- LEGEND
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 - [Dashed line] TYPE 3 CURB AND GUTTER REPLACEMENT



NO	REVISION	DATE

CITY OF EASTLAKE

2026 SLAB REPLACEMENT PROGRAM

EAST 361ST STREET, IRIS LANE, & GLEN DRIVE

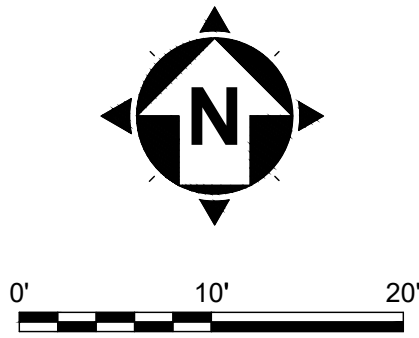
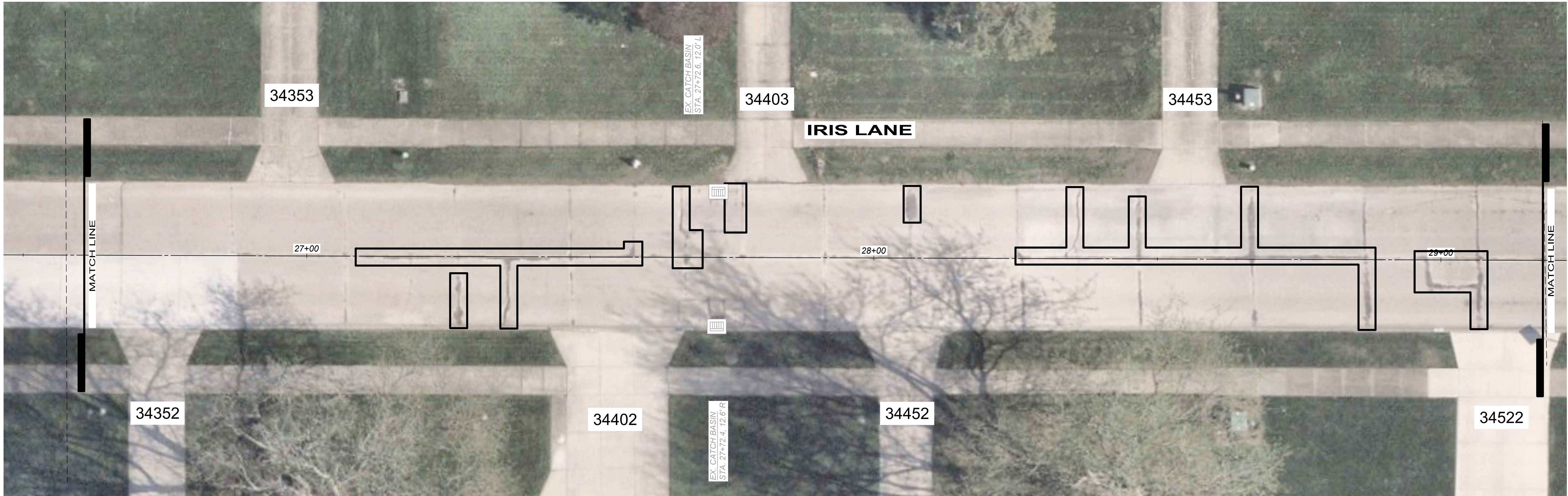
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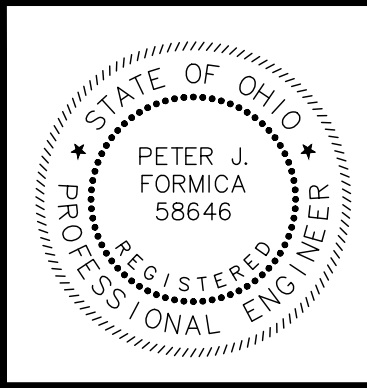
STA. 36+85 TO STA. 40+94

IRIS LANE

PROJECT NO.	42441
DISCIPLINE	CIVIL
SHEET NAME	P - 9
SHEET	OF
12	24



- LEGEND
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 - FULL DEPTH PAVEMENT REMOVAL & RIGID REPLACEMENT, TYPE B, T=8"
 - TYPE 3 CURB AND GUTTER REPLACEMENT



NO	REVISION	DATE

CITY OF EASTLAKE

2026 SLAB REPLACEMENT PROGRAM

EAST 361ST STREET, IRIS LANE, & GLEN DRIVE

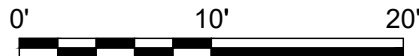
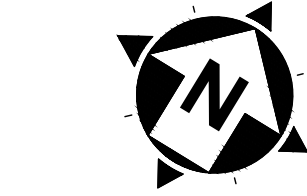
LAKE COUNTY, OHIO

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STA. 26+58 TO STA. 31+85

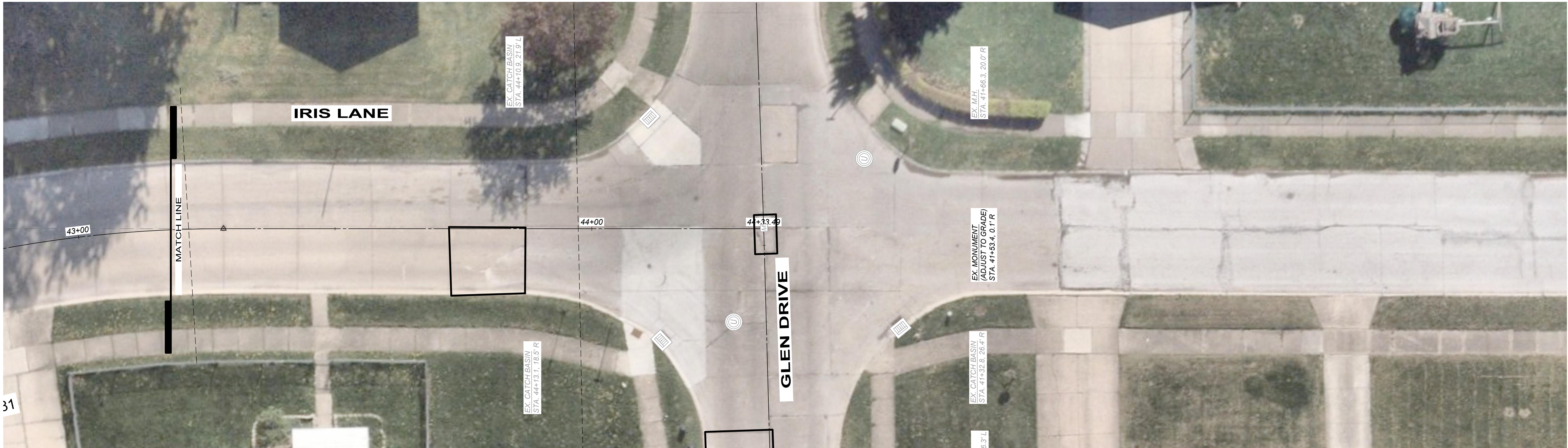
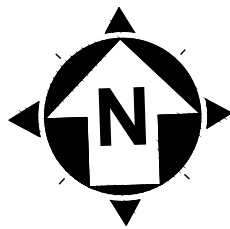
IRIS LANE

PROJECT NO.	42441
DISCIPLINE	CIVIL
SHEET NAME	P - 7
SHEET	OF
10	24



LEGEND

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- TYPE 3 CURB AND GUTTER REPLACEMENT



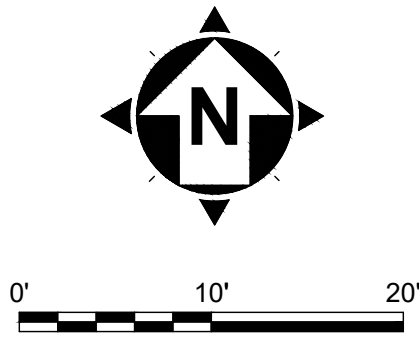
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CITY OF EASTLAKE
2026 SLAB REPLACEMENT PROGRAM
EAST 361ST STREET, IRIS LANE, &
GLEN DRIVE
LAKE COUNTY, OHIO

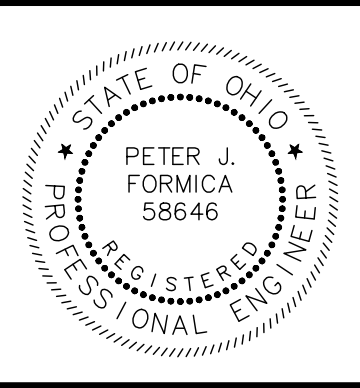
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ISSUE DATE:	6/16/2026
SCALE:	AS SHOWN
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DRAWN BY:	CKW
CHECKED BY:	PJF

STA. 40+94 TO STA. 44+33
IRIS LANE

PROJECT NO.	
42441	
DISCIPLINE	
CIVIL	
SHEET NAME	
P - 10	
SHEET	OF
13	24



- LEGEND
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 - [Dashed line] TYPE 3 CURB AND GUTTER REPLACEMENT



NO	REVISION	DATE

CITY OF EASTLAKE

2026 SLAB REPLACEMENT PROGRAM

EAST 361ST STREET, IRIS LANE, &

GLEN DRIVE

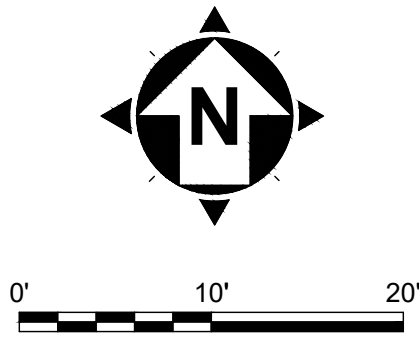
LAKE COUNTY, OHIO

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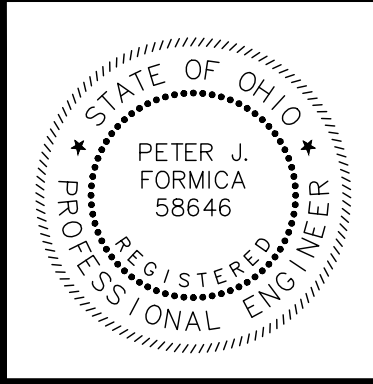
STA. 10+00 TO STA. 15+26

GLEN DRIVE

PROJECT NO.	
42441	
DISCIPLINE	
CIVIL	
SHEET NAME	
P - 11	
SHEET	OF
14	24



- LEGEND
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 - [Dashed black line] TYPE 3 CURB AND GUTTER REPLACEMENT



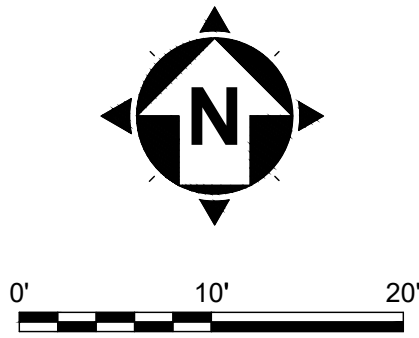
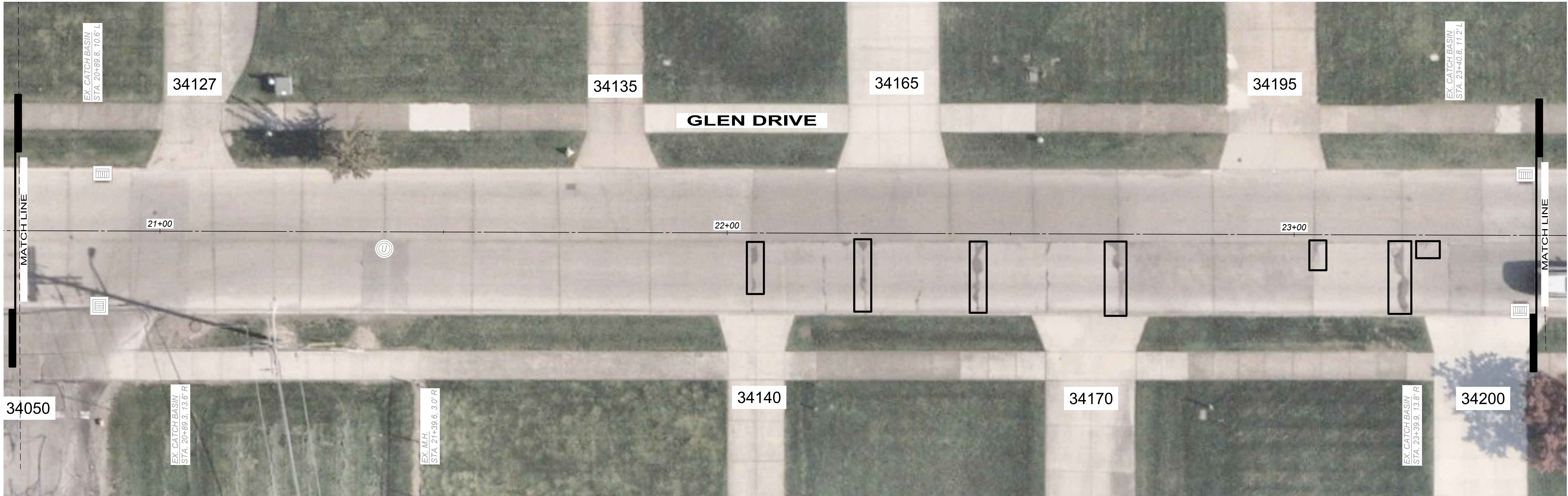
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CITY OF EASTLAKE
2026 SLAB REPLACEMENT PROGRAM
EAST 361ST STREET, IRIS LANE, &
GLEN DRIVE
LAKE COUNTY, OHIO

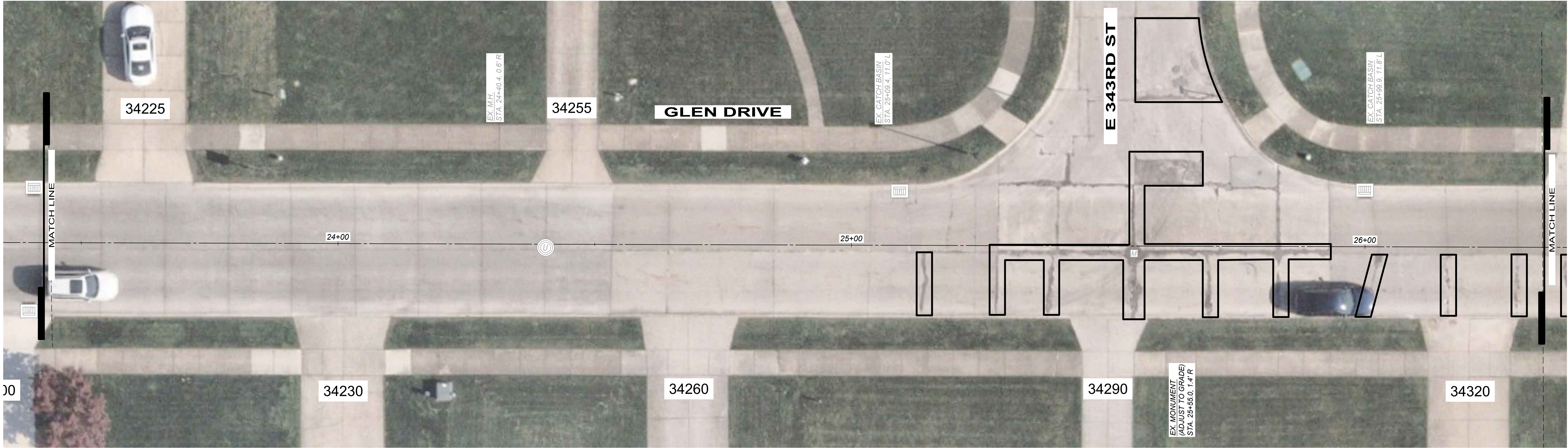
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STA. 15+26 TO STA. 20+73
GLEN DRIVE

PROJECT NO.	
42441	
DISCIPLINE	
CIVIL	
SHEET NAME	
P - 12	
SHEET	OF
15	24



- LEGEND
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 - [Dashed line] TYPE 3 CURB AND GUTTER REPLACEMENT



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CITY OF EASTLAKE

2026 SLAB REPLACEMENT PROGRAM

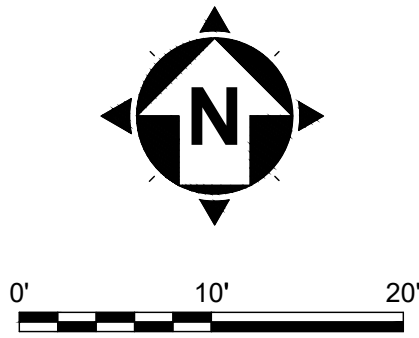
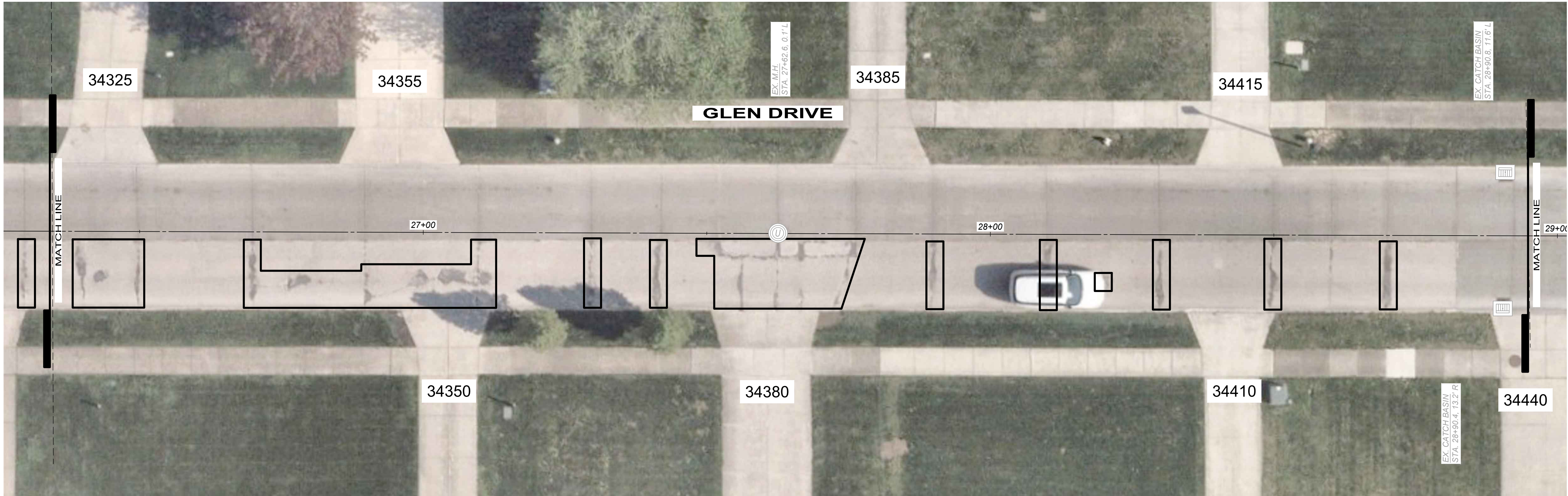
EAST 361ST STREET, IRIS LANE, & GLEN DRIVE

LAKE COUNTY, OHIO

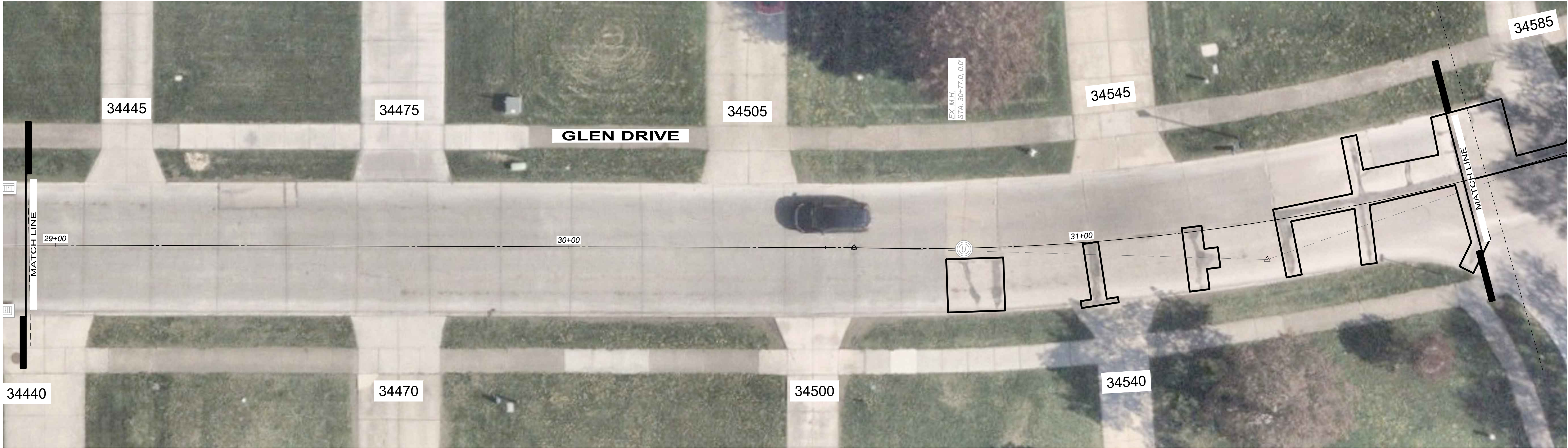
ISSUED FOR:	DRAFT
ISSUE DATE:	6/16/2026
SCALE:	AS SHOWN
DESIGNED BY:	PJF
DRAWN BY:	CKW
CHECKED BY:	PJF

STA. 20+73 TO STA. 26+34
GLEN DRIVE

PROJECT NO. 42441	
DISCIPLINE CIVIL	
SHEET NAME P - 13	
SHEET 16	OF 24



- LEGEND
- FULL DEPTH PAVEMENT REMOVAL & RIGID REPLACEMENT, CLASS QCMS, T=8"
 - FULL DEPTH PAVEMENT REMOVAL & RIGID REPLACEMENT, TYPE B, T=8"
 - TYPE 3 CURB AND GUTTER REPLACEMENT



NO	REVISION	DATE

CITY OF EASTLAKE

2026 SLAB REPLACEMENT PROGRAM

EAST 361ST STREET, IRIS LANE, &

GLEN DRIVE

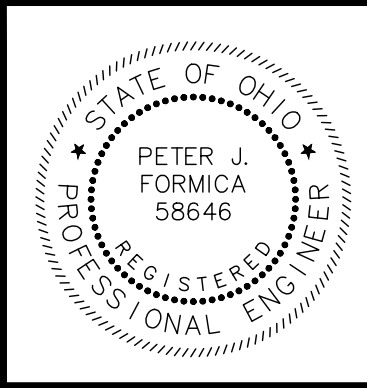
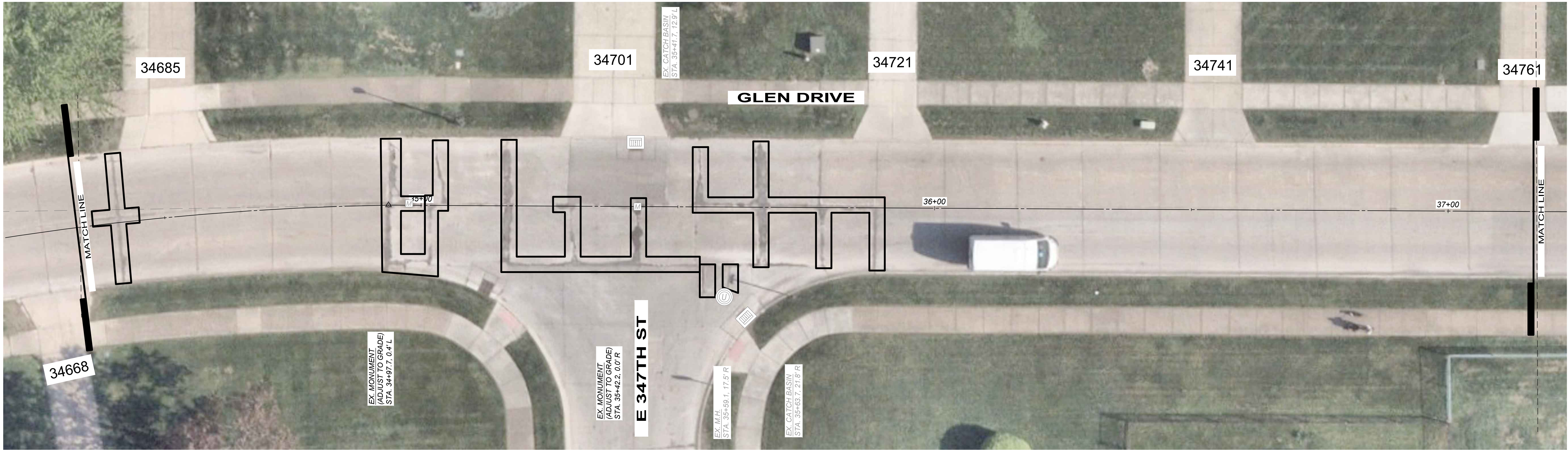
LAKE COUNTY, OHIO

ISSUED FOR:	DRAFT
ISSUE DATE:	6/16/2026
SCALE:	AS SHOWN
DESIGNED BY:	PJF
DRAWN BY:	CKW
CHECKED BY:	PJF

STA. 26+34 TO STA. 31+75

GLEN DRIVE

PROJECT NO.	42441
DISCIPLINE	CIVIL
SHEET NAME	P - 14
SHEET	OF
17	24



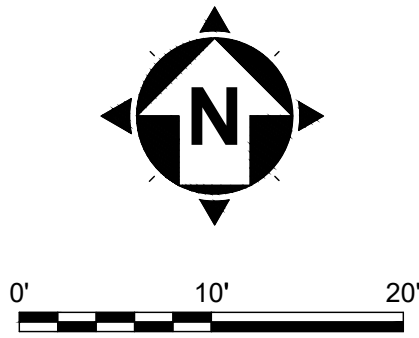
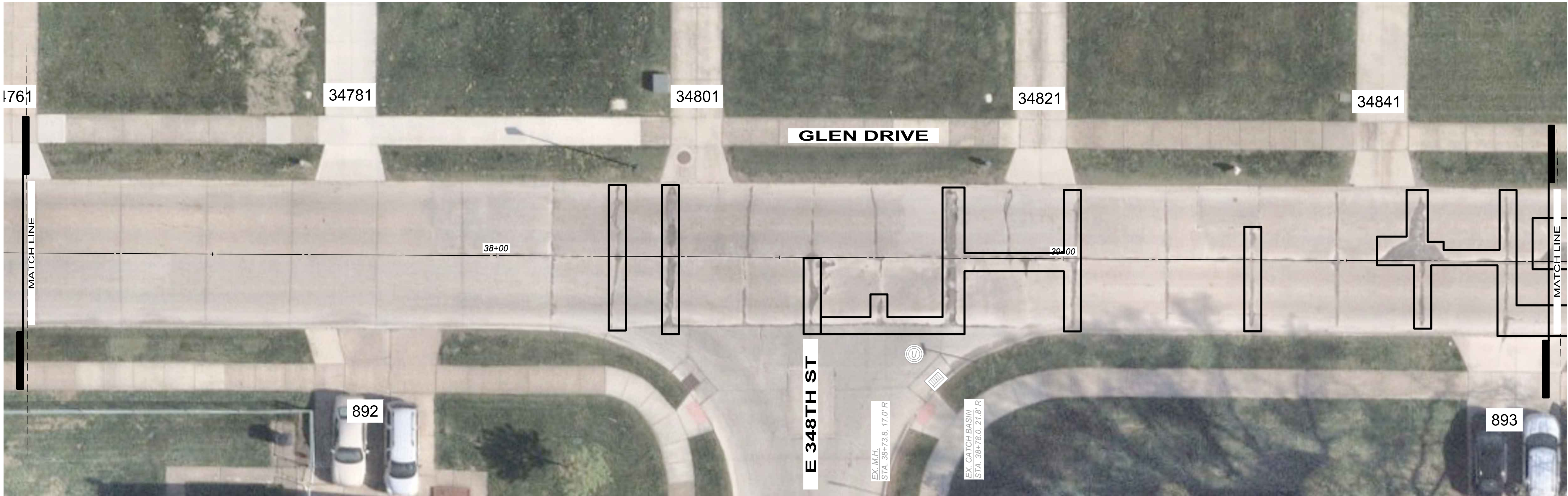
NO	REVISION	DATE

CITY OF EASTLAKE
2026 SLAB REPLACEMENT PROGRAM
EAST 361ST STREET, IRIS LANE, &
GLEN DRIVE
LAKE COUNTY, OHIO

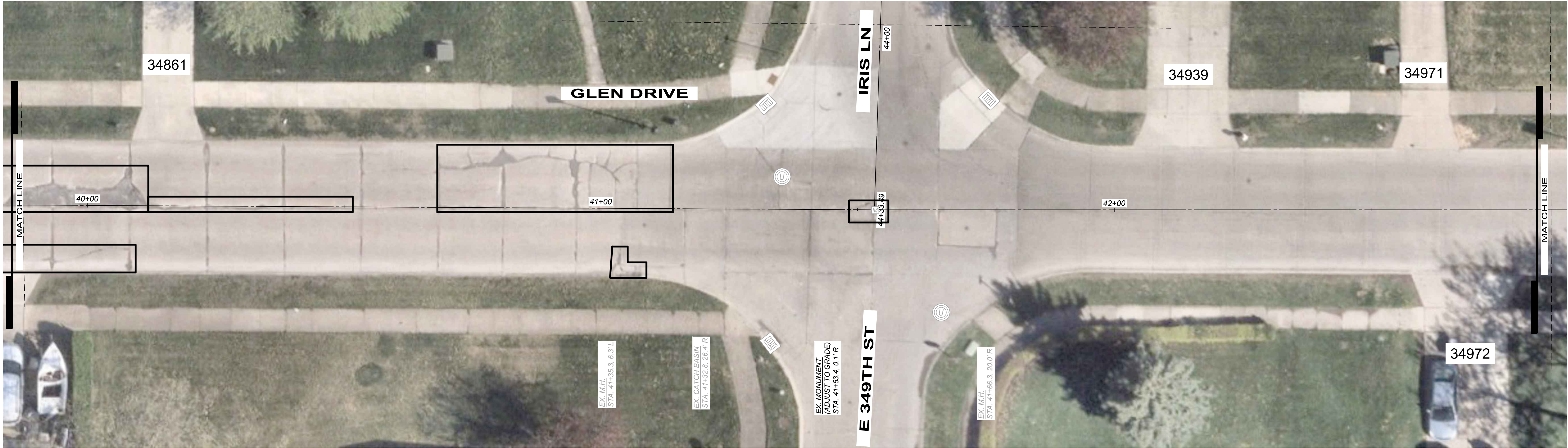
ISSUED FOR:	DRAFT
ISSUE DATE:	6/16/2026
SCALE:	AS SHOWN
DESIGNED BY:	PJF
DRAWN BY:	CKW
CHECKED BY:	PJF

STA. 31+75 TO STA. 37+16
GLEN DRIVE

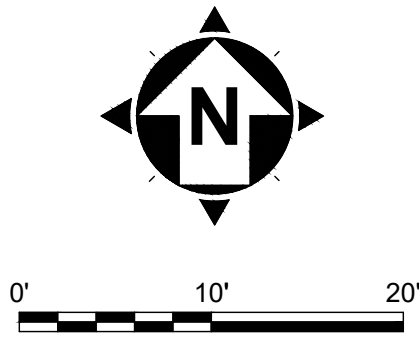
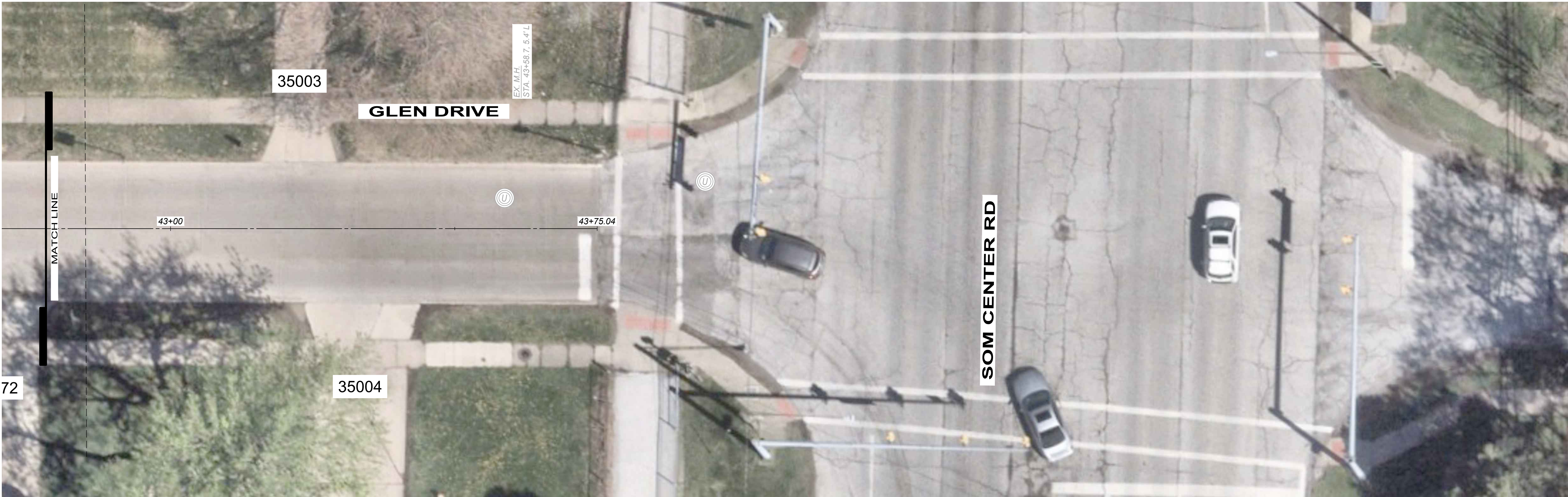
PROJECT NO.	42441
DISCIPLINE	CIVIL
SHEET NAME	P - 15
SHEET	OF
18	24



- LEGEND
- FULL DEPTH PAVEMENT REMOVAL & RIGID REPLACEMENT, CLASS QCMS, T=8"
 - FULL DEPTH PAVEMENT REMOVAL & RIGID REPLACEMENT, TYPE B, T=8"
 - TYPE 3 CURB AND GUTTER REPLACEMENT



		NO	REVISION	DATE	CITY OF EASTLAKE 2026 SLAB REPLACEMENT PROGRAM EAST 361ST STREET, IRIS LANE, & GLEN DRIVE LAKE COUNTY, OHIO	ISSUED FOR:	DRAFT	STA. 37+16 TO STA. 42+82 GLEN DRIVE	PROJECT NO. 42441	
						ISSUE DATE:	6/16/2026		DISCIPLINE CIVIL	
						SCALE:	AS SHOWN		SHEET NAME P - 16	
						DESIGNED BY:	PJF		SHEET OF 19 24	
						DRAWN BY:	CKW			
			CHECKED BY:	PJF						



LEGEND

- FULL DEPTH PAVEMENT REMOVAL & RIGID REPLACEMENT, CLASS QCMS, T=8"
- FULL DEPTH PAVEMENT REMOVAL & RIGID REPLACEMENT, TYPE B, T=8"
- TYPE 3 CURB AND GUTTER REPLACEMENT



NO	REVISION	DATE

CITY OF EASTLAKE

2026 SLAB REPLACEMENT PROGRAM

EAST 361ST STREET, IRIS LANE, & GLEN DRIVE

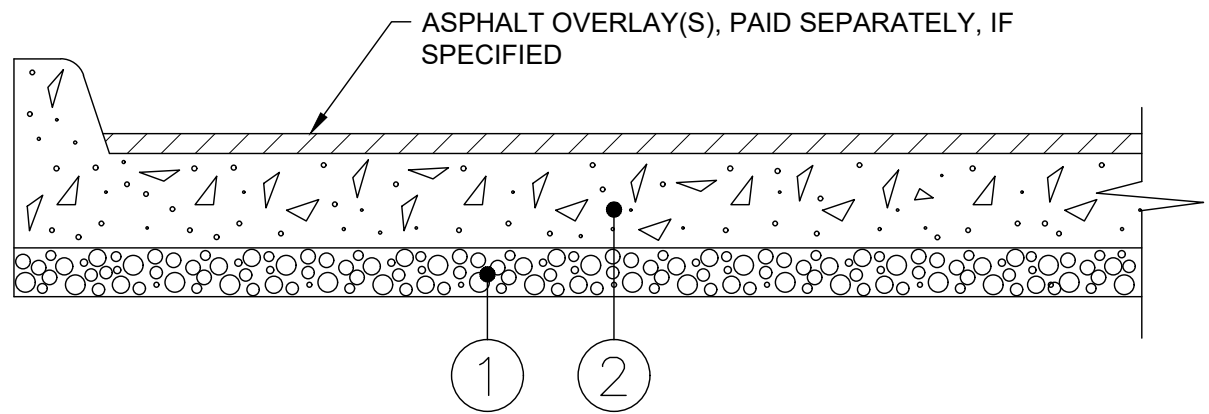
LAKE COUNTY, OHIO

ISSUED FOR:	DRAFT
ISSUE DATE:	6/16/22026
SCALE:	AS SHOWN
DESIGNED BY:	PJF
DRAWN BY:	CKW
CHECKED BY:	PJF

STA. 42+82 TO STA. 43+75

GLEN DRIVE

PROJECT NO.	
42441	
DISCIPLINE	
CIVIL	
SHEET NAME	
P - 17	
SHEET	OF
20	24

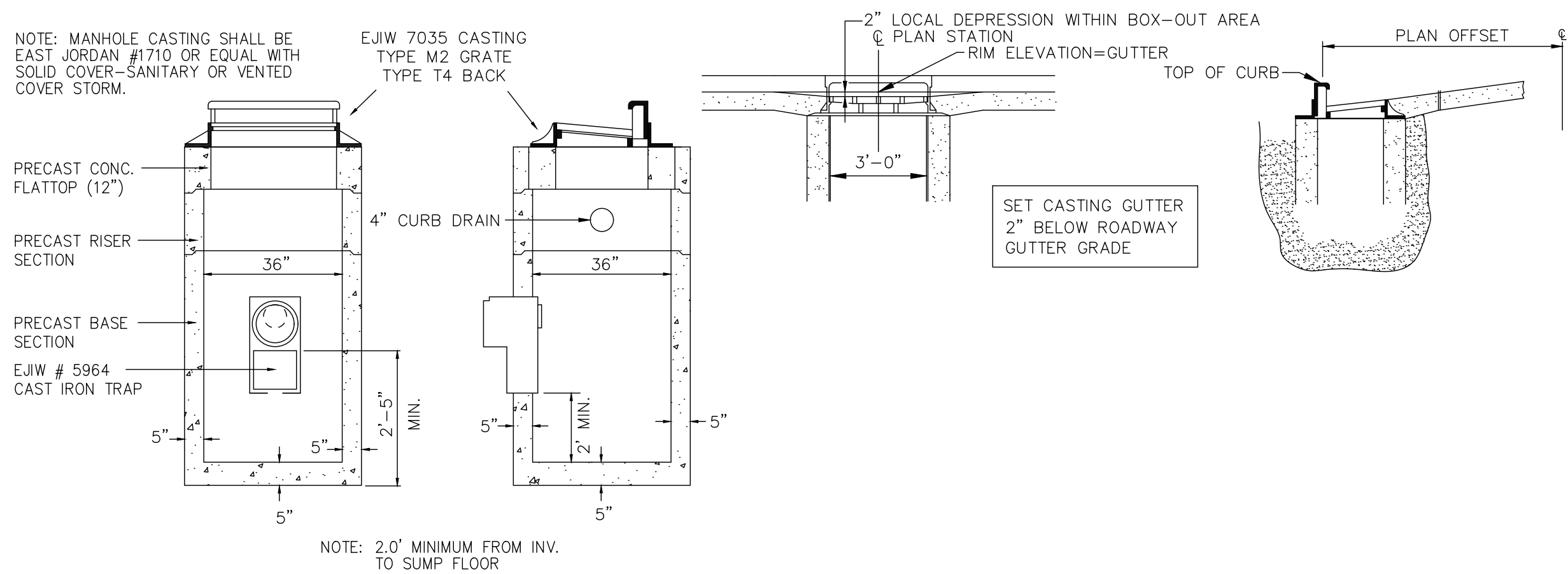


- 1 3" ODOT ITEM 304 COMPACTED LIMESTONE AGGREGATE BASE (IF EXISTING IS NOT PRESENT)
- 2 8" MIN. ODOT ITEM 255 INCLUDING INTEGRAL CURB, DOWEL/HOOK BOLT INSTALLATION.

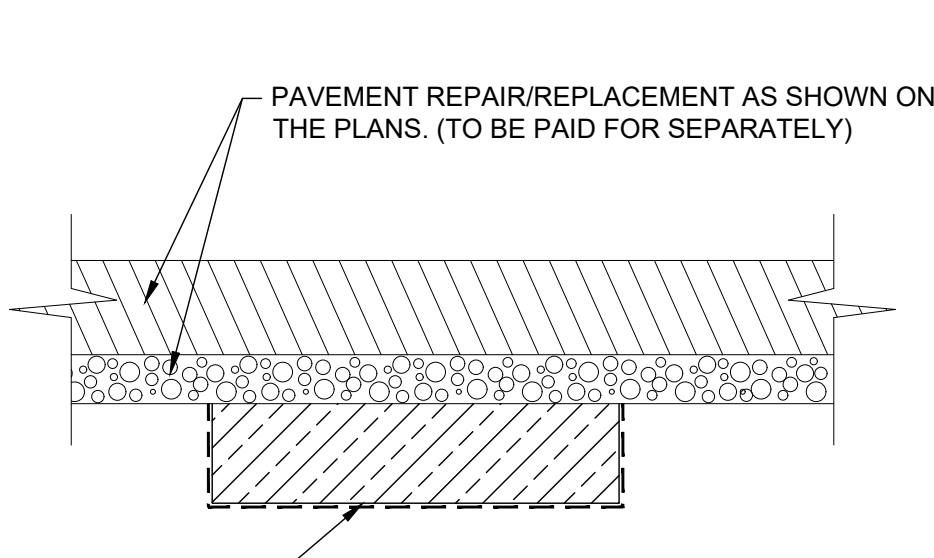
NOTES:

- EXCAVATION AND REMOVAL OF EXISTING PAVEMENT AND 3" OF SUBGRADE SHALL BE INCLUDED IN THE UNIT PRICE OF ITEM 255.
- PREP, INSTALLATION, AND COMPACTION OF 3" OF ODOT ITEM 304 SHALL BE INCLUDED IN THE PRICE OF ITEM 255.
- CONCRETE SHALL BE CLASS QC MS., FIBER REINFORCED
- FOR ALL PAVEMENT REPAIRS, ASPHALT AND/OR CONCRETE PAVEMENT SHALL BE FULL DEPTH SAWCUT.
- ALL JOINTS SHALL BE SEALED WITH HOT APPLIED SEALER - ASTM D3405.
- HOOK BOLTS SHALL BE INSTALLED AT 18" O/C ALONG ALL LONGITUDINAL JOINTS.
- DOWELS SHALL BE INSTALLED AT 12" O/C ALONG ALL TRANSVERSE JOINTS.

JOINT/SLAB AND PAVEMENT REPAIR / REPLACEMENT DETAIL (ITEM 255)

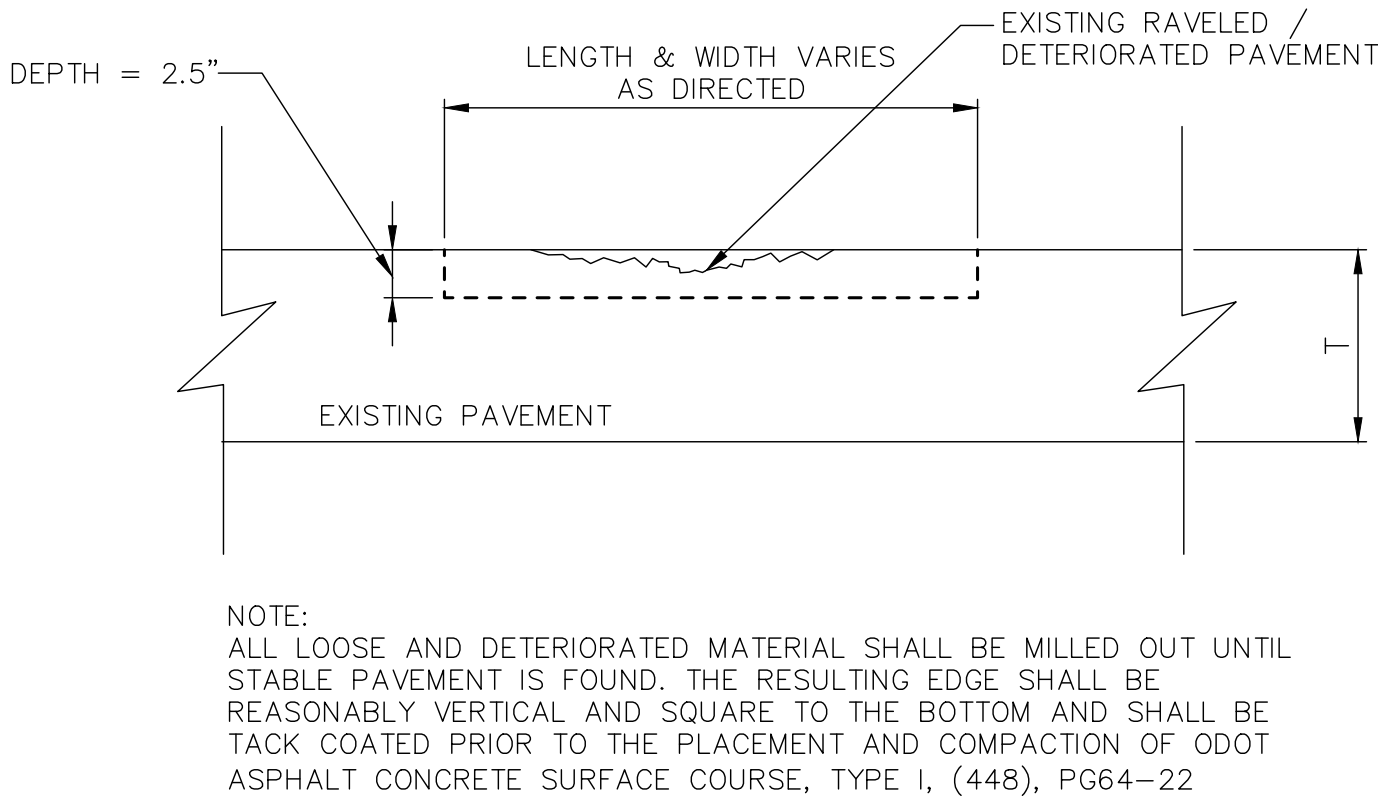


PRECAST CATCH BASIN

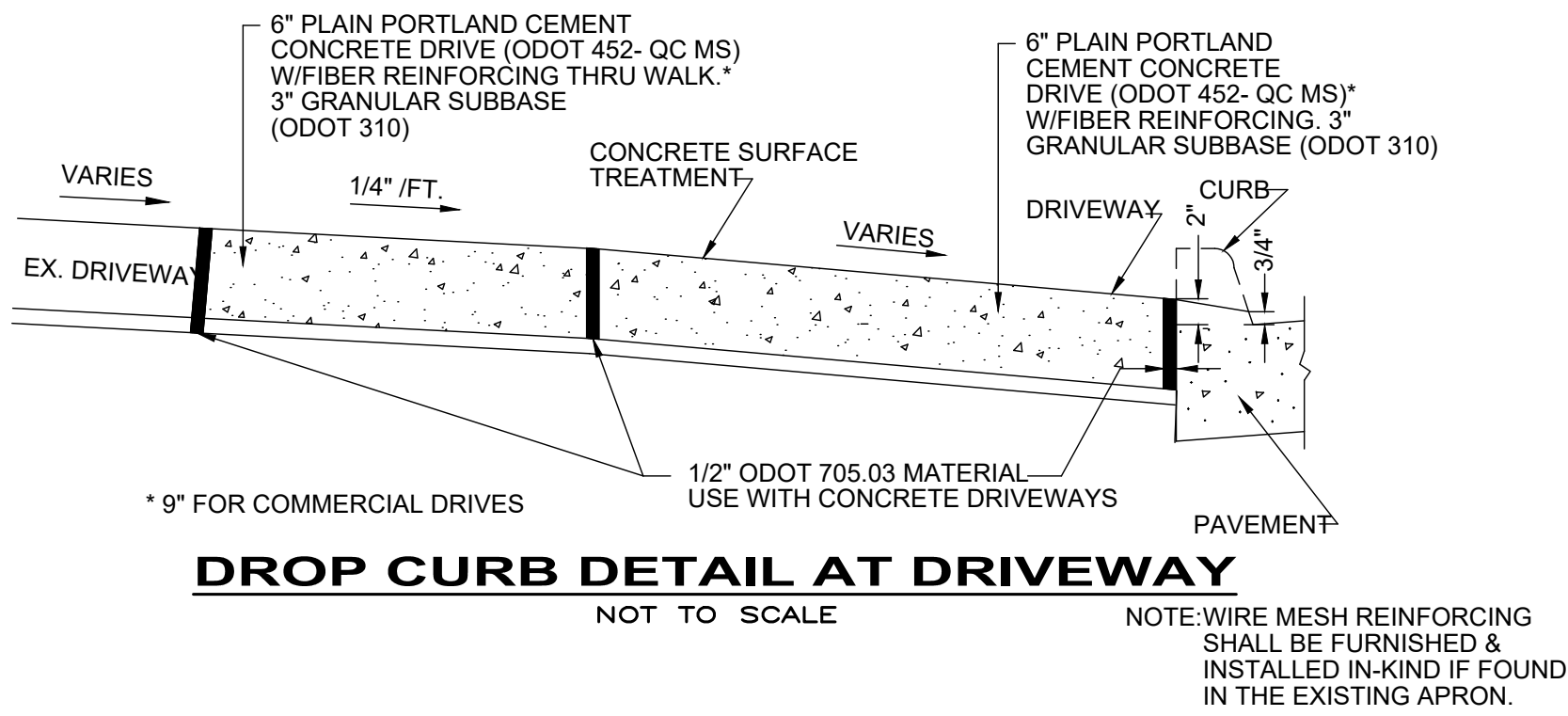


ADDITIONAL SUBGRADE REPLACEMENT DETAIL (ITEM 204)

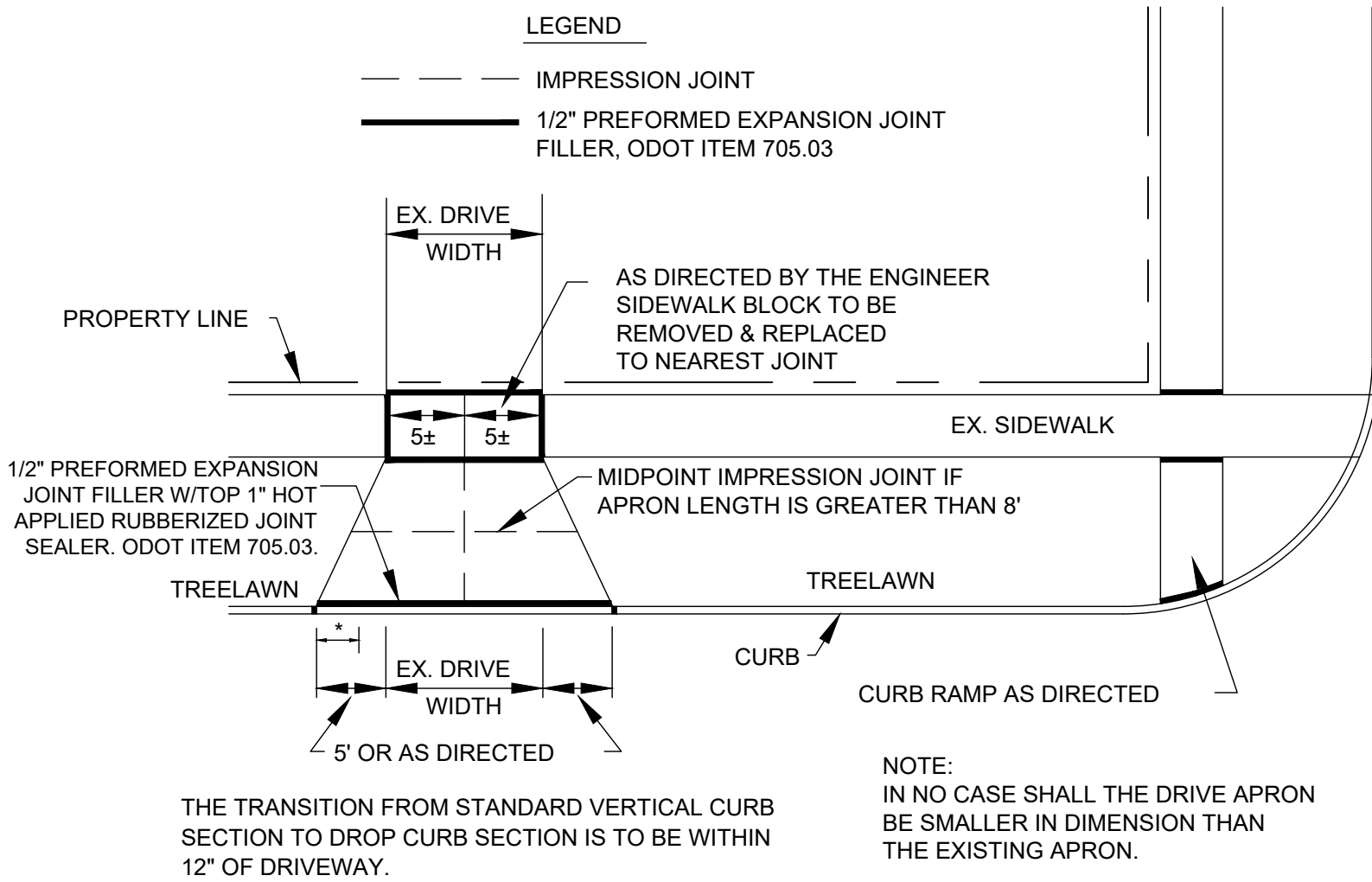
NOTE: ITEM SHALL BE USED AS DIRECTED



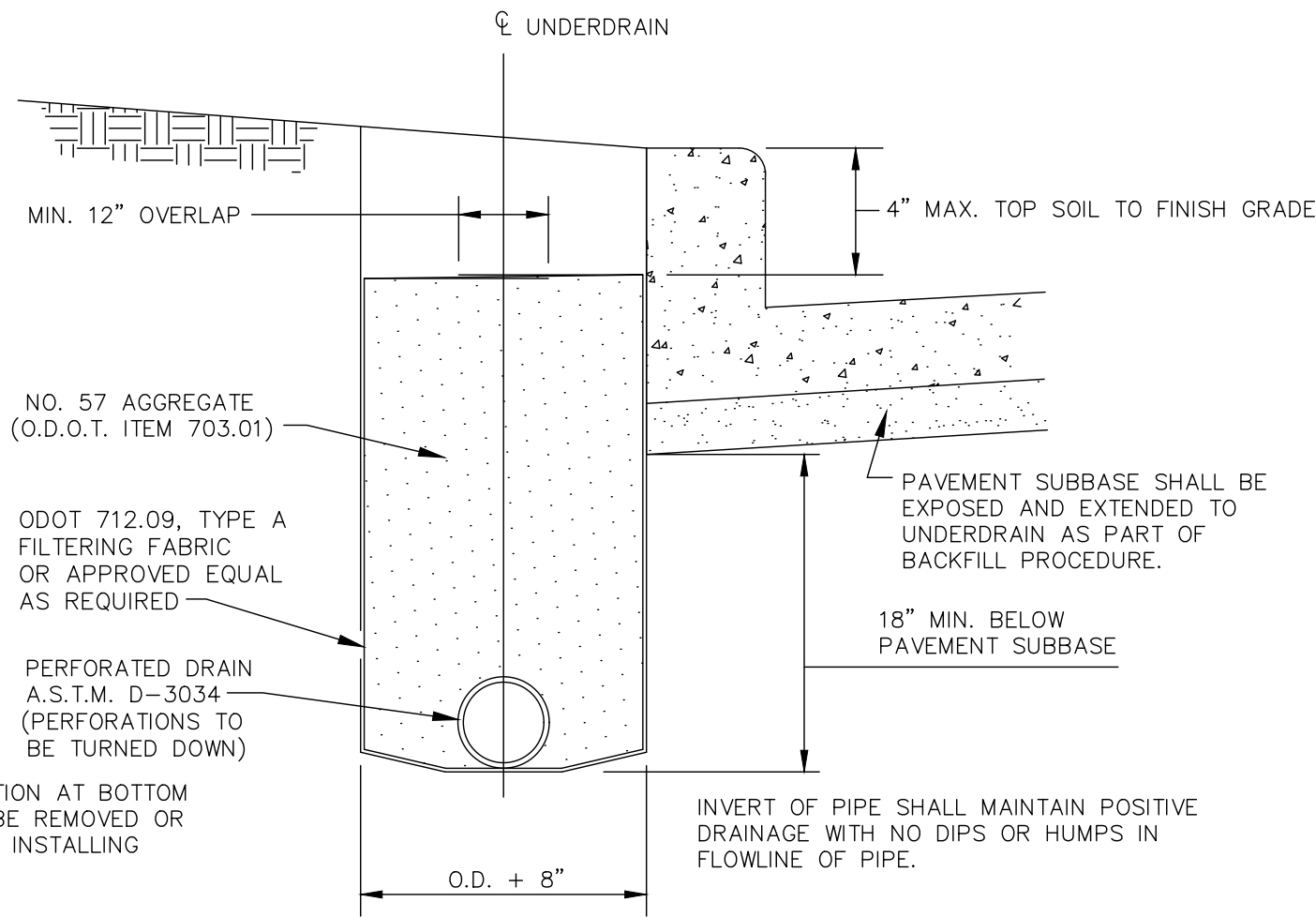
PARTIAL DEPTH PAVEMENT REPAIR (ITEM 251)



DROP CURB DETAIL AT DRIVEWAY NOT TO SCALE

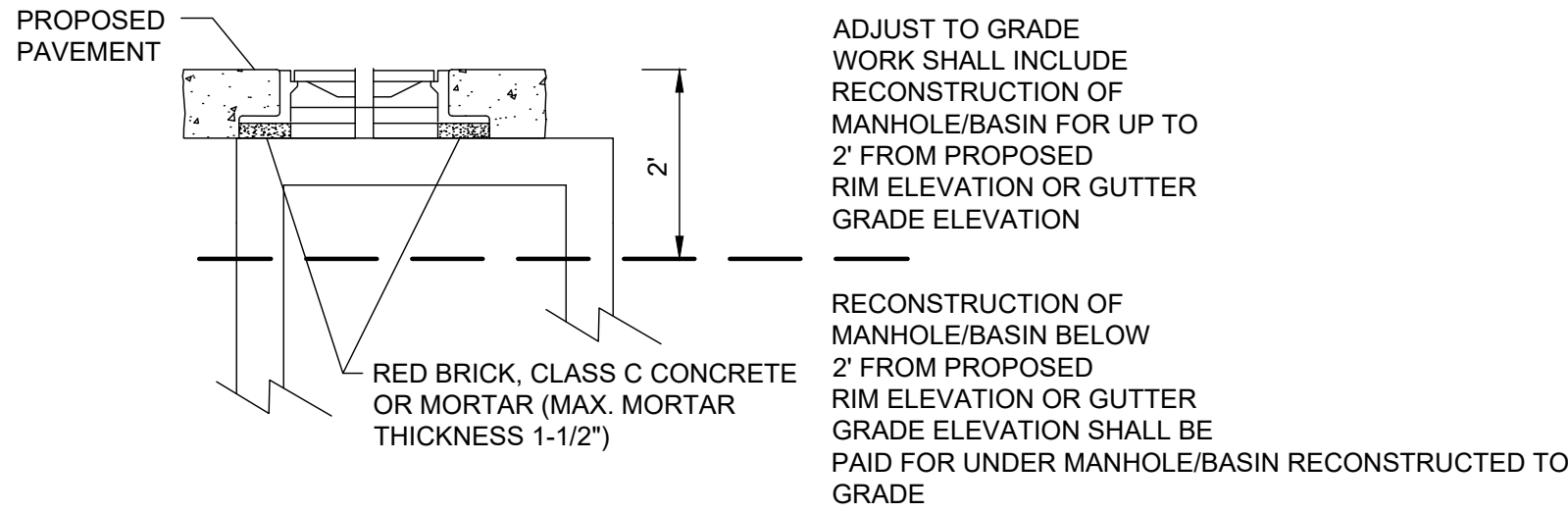


DRIVEWAY APPROACH DETAIL NOT TO SCALE

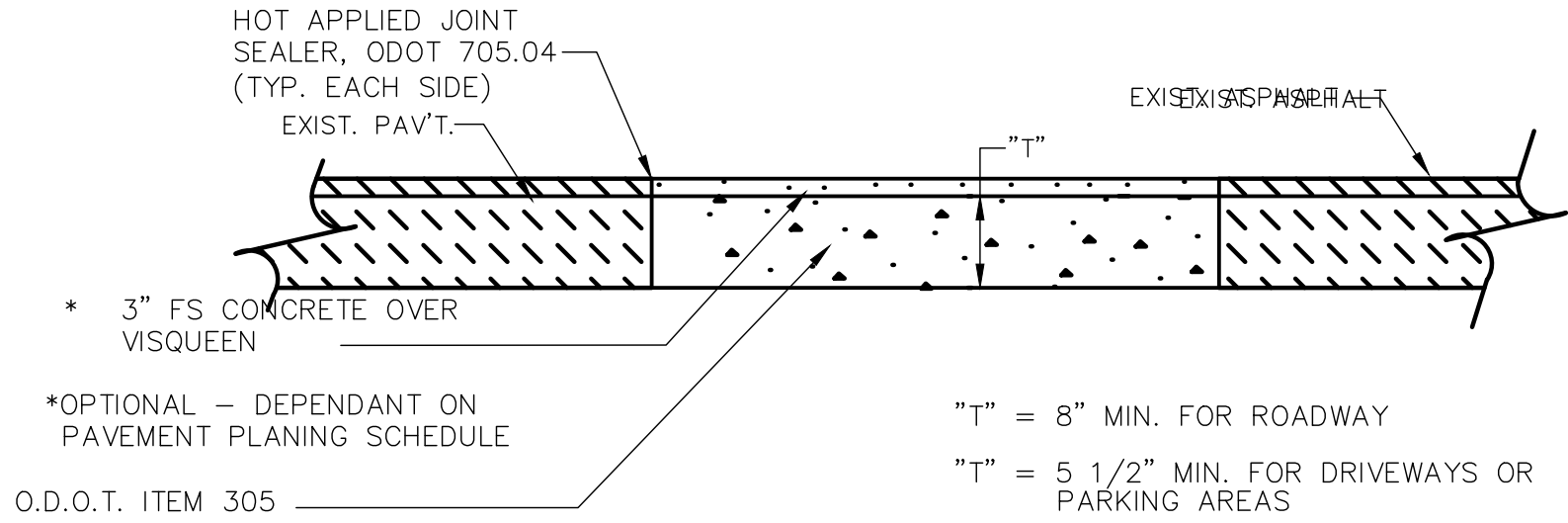


UNDERDRAIN DETAIL

NOTE: ITEM SHALL BE USED AS DIRECTED



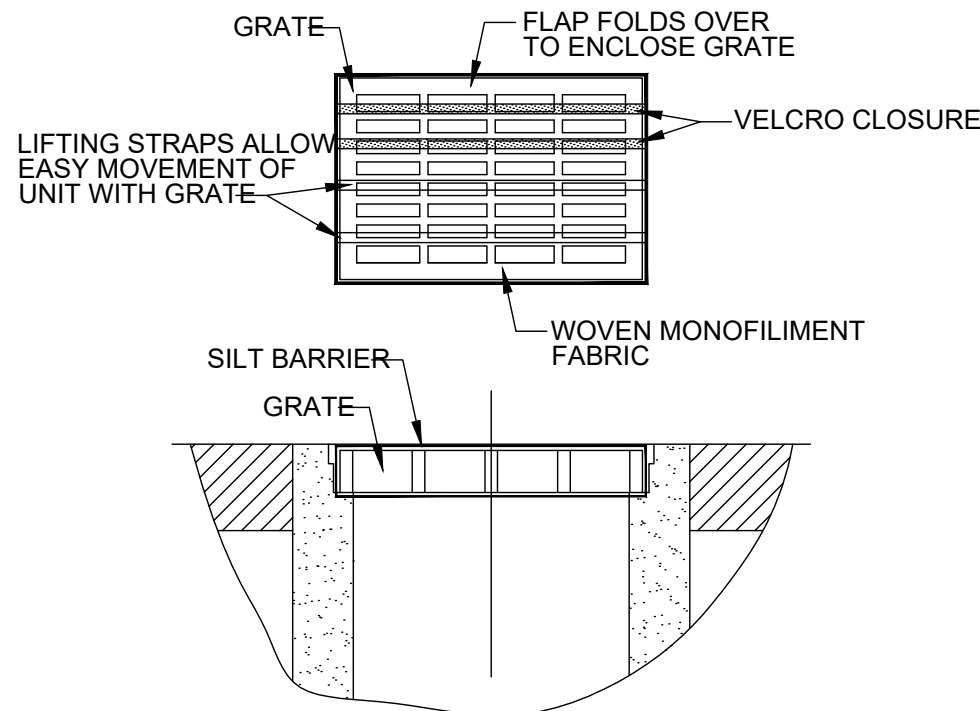
M.H./I.B. ADJUSTED TO GRADE



NOTES:

- EXISTING SUBBASE MATERIAL (IF ANY) SHALL BE REPLACED, AS DIRECTED BY ENGINEER.
- REPLACEMENT SHALL BE REINFORCED AS PER O.D.O.T. ITEM 709.10 OR 709.12 IF EXISTING PAVEMENT IS REINFORCED.
- 5/8" HOOKBOLT @ 30" O.C. MAY BE REQUIRED AS DIRECTED BY THE ENGINEER.

TYPE B PAVEMENT REPLACEMENT



- GEOTEXTILE SHALL HAVE AN EQUIVALENT OPENING SIZE OF 20-40 SIEVE AND BE RESISTANT TO SUNLIGHT.
- MAINTENANCE: REMOVE ALL ACCUMULATED SEDIMENT AND DEBRIS FROM SURFACE AND VICINITY OF UNIT AFTER EACH STORM EVENT. REMOVE SEDIMENT THAT HAS ACCUMULATED WITHIN THE CONTAINMENT AREA OF THE SILT BARRIER AS NEEDED.
- TO INSTALL CATCH BASIN INLET SILT BARRIER: THE EMPTY SILT BARRIER SHOULD BE PLACED OVER THE GRATE AS THE GRATE STANDS ON END. TUCK THE ENCLOSURE FLAP INSIDE TO COMPLETELY ENCLOSE THE GRATE. HOLDING THE LIFTING DEVICES (DO NOT RELY ON LIFTING DEVICES TO SUPPORT THE ENTIRE WEIGHT OF THE GRATE), PLACE THE GRATE INTO ITS FRAME.

INLET PROTECTION FOR CATCH BASIN IN ROADWAY



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NO	REVISION	DATE

CITY OF EASTLAKE

2026 SLAB REPLACEMENT PROGRAM

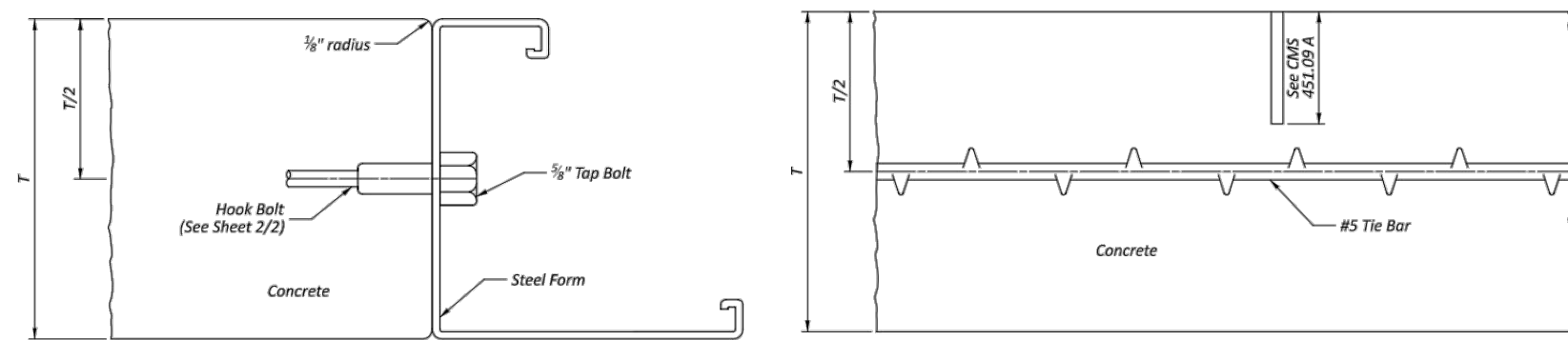
EAST 361ST STREET, IRIS LANE, & GLEN DRIVE

LAKE COUNTY, OHIO

ISSUED FOR:	DRAFT
ISSUE DATE:	6/16/2026
SCALE:	AS SHOWN
DESIGNED BY:	PJF
DRAWN BY:	CKW
CHECKED BY:	PJF

DETAILS

PROJECT NO.	42441
DISCIPLINE	CIVIL
SHEET NAME	D - 1
SHEET	21
OF	24



NOTES

GENERAL: Longitudinal joints shall be used when specified on the typical section and shall be constructed as shown on this drawing in Items 451 and 452 Pavement and Item 305 Base

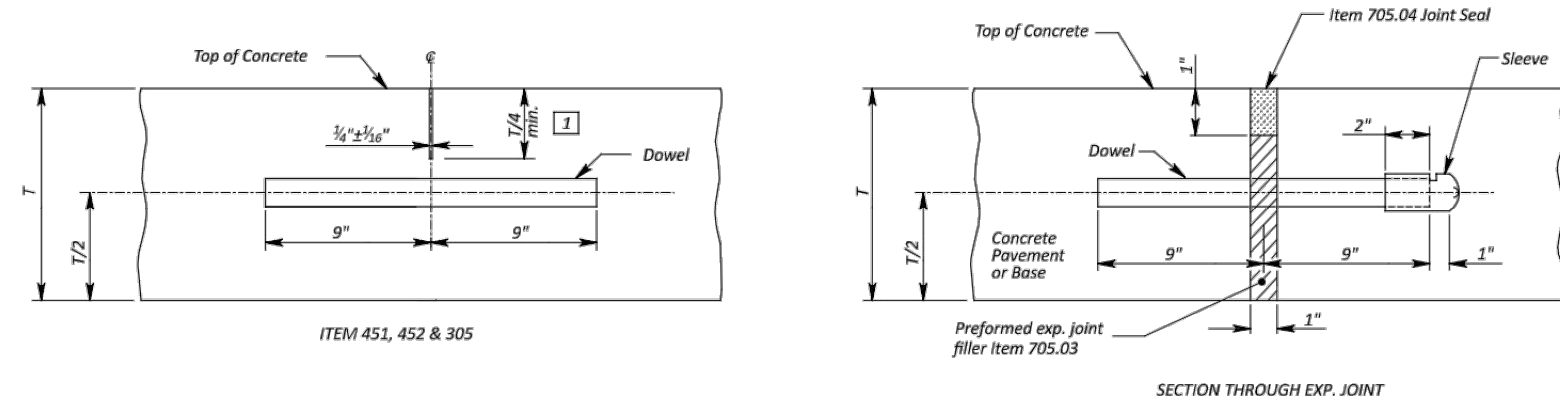
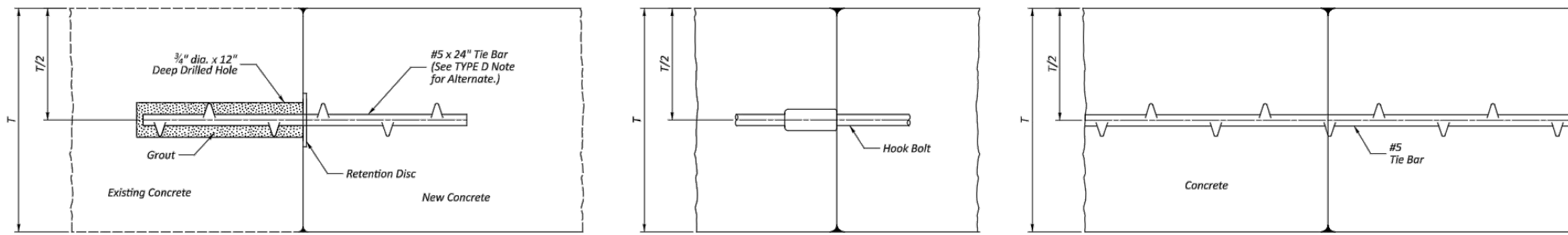
The joint shall be on the centerline of the pavement unless otherwise shown on the plans. Where the pavement width exceeds 16', an additional longitudinal joint shall be introduced into the jointing details as directed by the Engineer.

The bars shall be #5 deformed bars. A satisfactory device shall be used to hold the tie bars in proper positions or they may be installed by a mechanical installing device. Tie bars shall be centered on the longitudinal joint as nearly as practical.

BUTT JOINT: The longitudinal joint between adjoining slabs poured in separate operations shall be butt joint with hook bolts or tie bars, unless otherwise shown on the plans. Bent tie bars shall not be permitted.

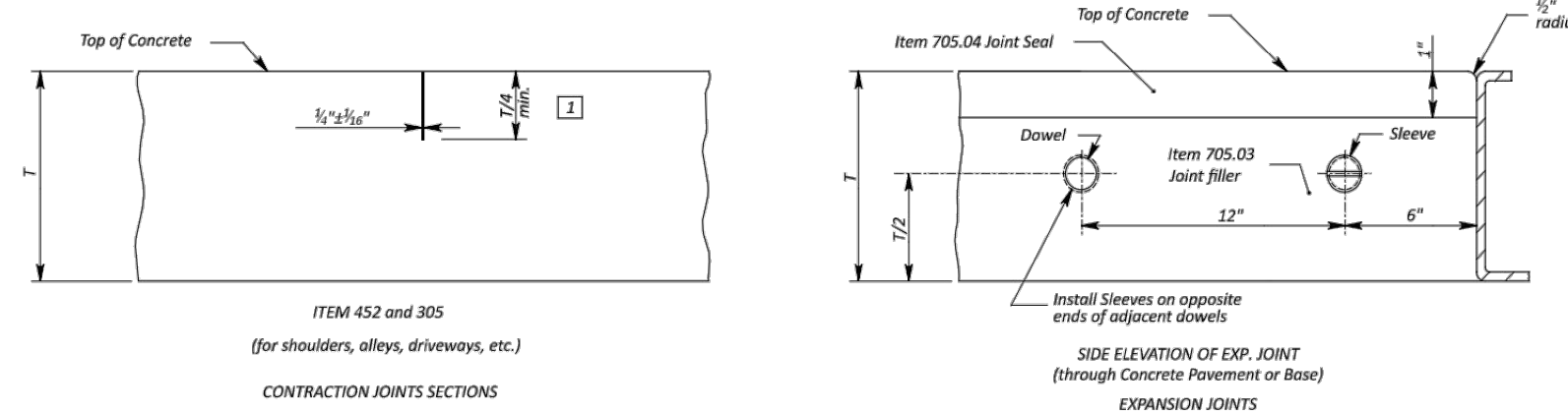
TYPE D (DRILLED TIED LONGITUDINAL) JOINT: Type D joints shall be constructed in accordance with CMS 255.05. The nylon or plastic retention disc shall be clear or opaque white in color. Grout shall meet the requirements or CMS 255.02, $\frac{5}{8}$ " expansion anchors, 712.01.A may be used in lieu of the #5 x 24" deformed bar and shall be installed according to the manufacture's recommendations.

The use of self drilling expansion shield anchors, 712.01.B shall not be permitted



LEGEND

1 Where $T > 10''$, the sawcut depth shall be $T/3$. If using early entry saws, cut joints $2\frac{3}{4}''$ to $2\frac{1}{2}''$ deep and $\frac{3}{8}''$ wide.



NOTES

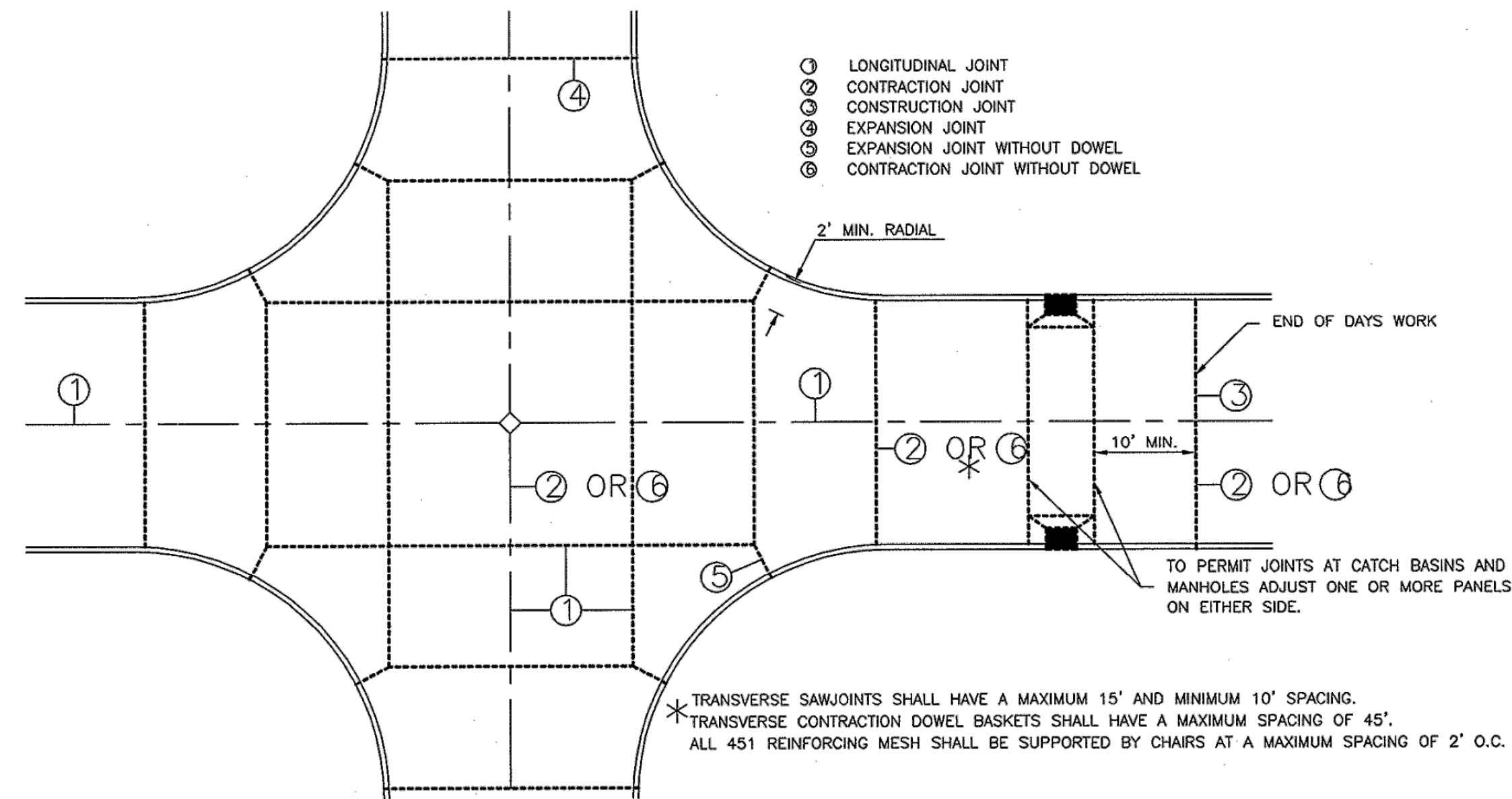
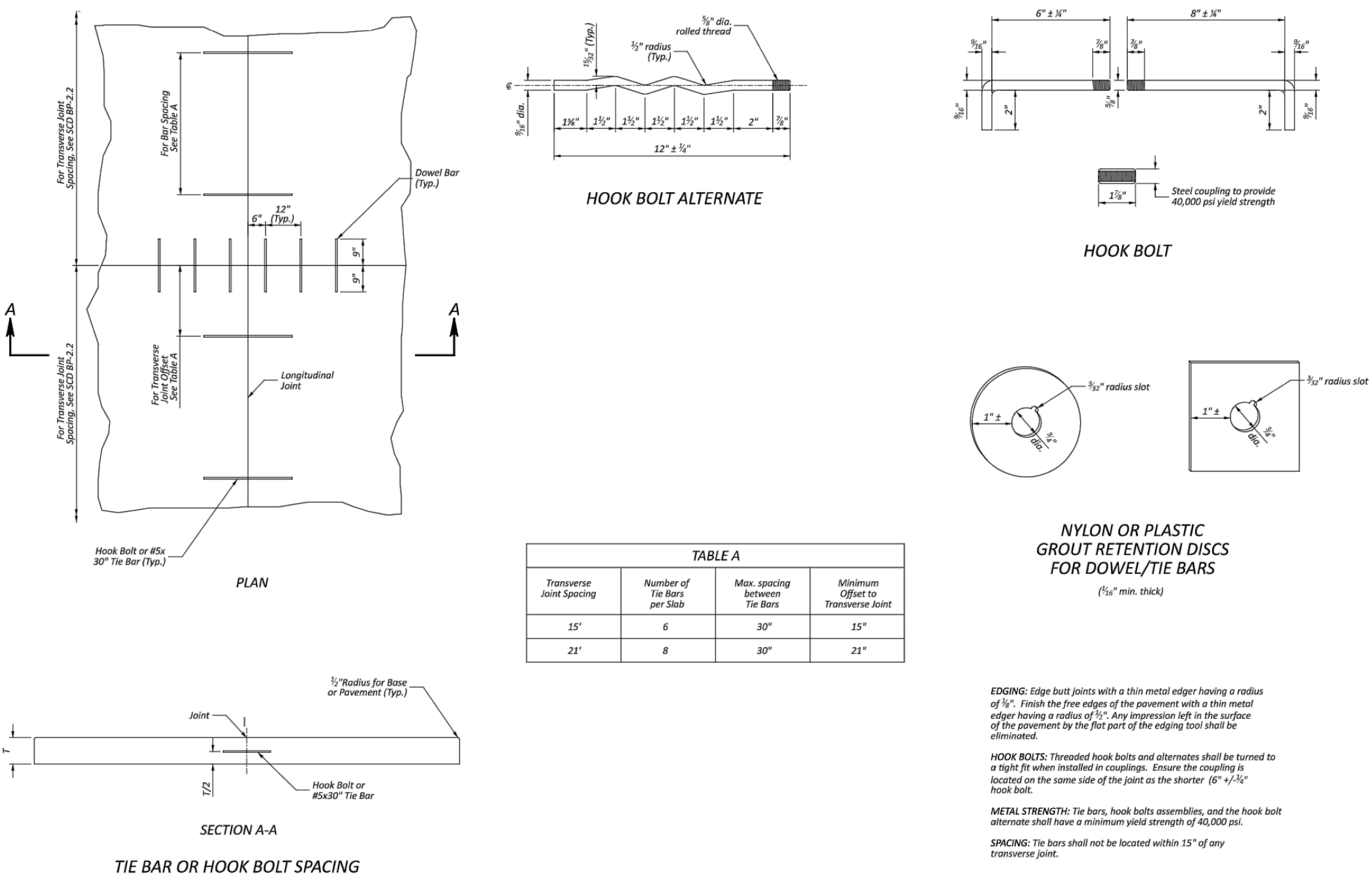
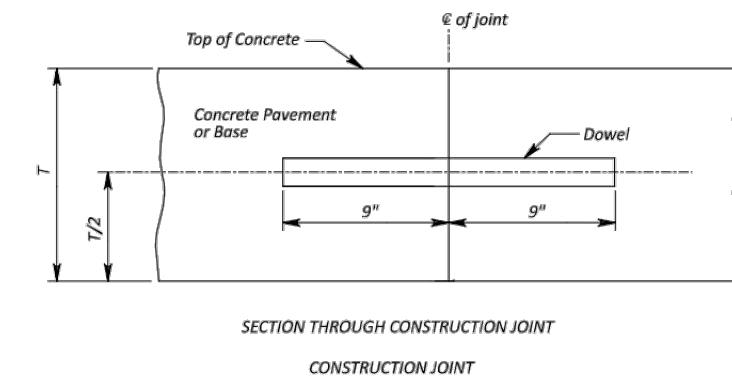
GENERAL: Notes and details shown on this drawing shall be considered in conjunction with and supplemental to the pertinent specifications for portland cement concrete pavement and bases, and related incidentals.

JOINT COMPONENTS: This drawing is intended for use with a uniform depth pavement. When the project involves the placing of variable depth pavement, the joint component shall be held in place in accordance with the method shown in the plans or as approved by the Engineer.

CONTRACTION JOINTS: Contraction joints in Items 452 and 305 shall not be dowelled in alleys, private drives, or commercial drives.

Contraction joints of the type specified shall be spaced in accordance with the CONTRACTION JOINT SPACING Table.

CONTRACTION JOINT SPACING	
<i>Types of Pavement or Base</i>	<i>Maximum Spacing Between Joints</i>
<i>Item 451 Reinforced Concrete Pavement</i>	21'
<i>Item 452 Non-Reinforced Concrete Pavement</i>	15'
<i>Item 305 Concrete Base</i>	15'



NO	REVISION	DATE

CITY OF EASTLAKE

2026 SLAB REPLACEMENT PROGRAM

**EAST 361ST STREET, IRIS LANE, &
GLEN DRIVE**

LAKE COUNTY, OHIO

ISSUED FOR:	DRAFT
ISSUE DATE:	6/16/22026
SCALE:	AS SHOWN
DESIGNED BY:	PJF
DRAWN BY:	CKW
CHECKED BY:	PJF

CONCRETE JOINT DETAILS

PROJECT NO.	
42441	
DISCIPLINE	
CIVIL	
SHEET NAME	
D - 3	
SHEET	OF
23	24

RESTORATION/SEDIMENTATION AND EROSION CONTROL

1. ALL AREAS DISTURBED BY CONSTRUCTION ACTIVITIES AND OTHER AREAS AS SHOWN ON PLANS SHALL BE PROPERLY RESTORED WITH 4" OF TOPSOIL, SEEDING AND MULCHING PER THE SPECIFICATIONS.
2. IN ALL DISTURBED AREAS THE CONTOURS WILL BE RESTORED IN A MANNER THAT MAINTAINS EXISTING DRAINAGE PATTERNS. FOLLOWED BY SEEDING AND MULCHING. IF, DUE TO WEATHER, FINAL GRADING CANNOT BE ACCOMPLISHED IMMEDIATELY, TEMPORARY SEEDING & MULCHING, WITHIN SEVEN DAYS, WILL BE USED UNTIL FINAL RESTORATION CAN OCCUR.
3. SILT FENCING SHALL BE EXTRA STRENGTH SYNTHETIC FILTER FABRIC HAVING A MINIMUM FLOW RATE OF 0.3 GA/SQ.FT/MINUTE AND SHALL CONTAIN ULTRAVIOLET RAY INHIBITORS AND STABILIZERS TO PROVIDE A MINIMUM OF 6 MONTHS OF EXPECTED USABLE CONSTRUCTION LIFE AT A TEMPERATURE RANGE OF 0°F. TO 120°F. SEE STANDARD DETAIL.
4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAKING INSPECTIONS OF ALL EROSION CONTROL DEVICES ON A WEEKLY BASIS AND AFTER ALL STORMS THAT PRODUCE MORE THAN ONE–HALF (1/2") INCH TOTAL RAINFALL. ANY NEEDED REPAIRS SHALL BE PERFORMED IMMEDIATELY. THE CONTRACTOR SHALL DOCUMENT ALL INSPECTIONS AND ANY REPAIRS THAT ARE DONE TO MAINTAIN EFFICIENCY.
5. CONTRACTOR SHALL REMOVE DAILY ALL MUD, SOIL AND DEBRIS THAT MAY BE TRACKED ONTO EXISTING STREETS, DRIVES OR WALKS BY HIS EQUIPMENT OR THAT OF SUBCONTRACTORS OR SUPPLIERS.

NOTES:

1. SILT FENCE SHALL BE CONSTRUCTED BEFORE UPSLOPE LAND DISTURBANCE BEGINS.
2. ALL SILT FENCE SHALL BE PLACED AS CLOSE TO THE CONTOUR AS POSSIBLE SO THAT WATER WILL NOT CONCENTRATE AT LOW POINTS IN THE FENCE AND SO THAT SMALL SWALES OR DEPRESSIONS WHICH MAY CARRY SMALL CONCENTRATED FLOWS TO THE SILT FENCE ARE DISSIPATED ALONG ITS LENGTH.
3. TO PREVENT WATER PONDED BY THE SILT FENCE FROM FLOWING AROUND THE ENDS, EACH END SHALL BE CONSTRUCTED UPSLOPE SO THAT THE ENDS ARE AT A HIGHER ELEVATION.
4. WHERE POSSIBLE, SILT FENCE SHALL BE PLACED ON THE FLATTEST AREA AVAILABLE. WHERE POSSIBLE, VEGETATION SHALL BE PRESERVED FOR 5 FEET (OR AS MUCH AS POSSIBLE) UPSLOPE FROM THE SILT FENCE. IF VEGETATION IS REMOVED, IT SHALL BE REESTABLISHED WITHIN 7 DAYS FROM THE INSTALLATION OF THE SILT FENCE.
5. THE HEIGHT OF THE SILT FENCE SHALL BE A MINIMUM OF 16 INCHES ABOVE THE ORIGINAL GROUND SURFACE.
6. THE SILT FENCE SHALL BE PLACED IN A TRENCH CUT A MINIMUM OF 6 INCHES DEEP. THE TRENCH SHALL BE CUT WITH A TRENCHER, CABLE LAYING MACHINE, OR OTHER SUITABLE DEVICE WHICH WILL ENSURE AN ADEQUATELY UNIFORM TRENCH DEPTH.
7. THE SILT FENCE SHALL BE PLACED WITH THE STAKES ON THE DOWNSLOPE SIDE OF THE GEOTEXTILE AND SO THAT 8 INCHES OF CLOTH ARE BELOW THE GROUND SURFACE. EXCESS MATERIAL SHALL LAY ON THE BOTTOM OF THE 6-INCH-DEEP TRENCH. THE TRENCH SHALL BE BACKFILLED AND COMPACTED.
8. SEAMS BETWEEN SECTION OF SILT FENCE SHALL BE OVERLAPPED WITH THE END STAKES OF EACH SECTION WRAPPED TOGETHER BEFORE DRIVING INTO THE GROUND.
9. MAINTENANCE - SILT FENCE SHALL ALLOW RUNOFF TO PASS ONLY AS DIFFUSE FLOW THROUGH THE GEOTEXTILE. IF RUNOFF OVERTOPS THE SILT FENCE, FLOWS UNDER OR AROUND THE ENDS, OR IN ANY OTHER WAY BECOMES A CONCENTRATED FLOW, ONE OF THE FOLLOWING SHALL BE PERFORMED, AS APPROPRIATE:

1) THE LAYOUT OF THE SILT FENCE SHALL BE CHANGED,

2) ACCUMULATED SEDIMENT SHALL BE REMOVED, OR

3) OTHER PRACTICES SHALL BE INSTALLED.
10. SILT FENCE MATERIALS

A. FENCE POSTS - THE LENGTH SHALL BE A MINIMUM OF 32 INCHES LONG. WOOD POSTS WILL BE 2 X 2 INCH HARDWOOD OF SOUND QUALITY. THE MAXIMUM SPACING BETWEEN POSTS SHALL BE 10 FEET.

B. SILT FENCE FABRIC (SEE CHART BELOW):

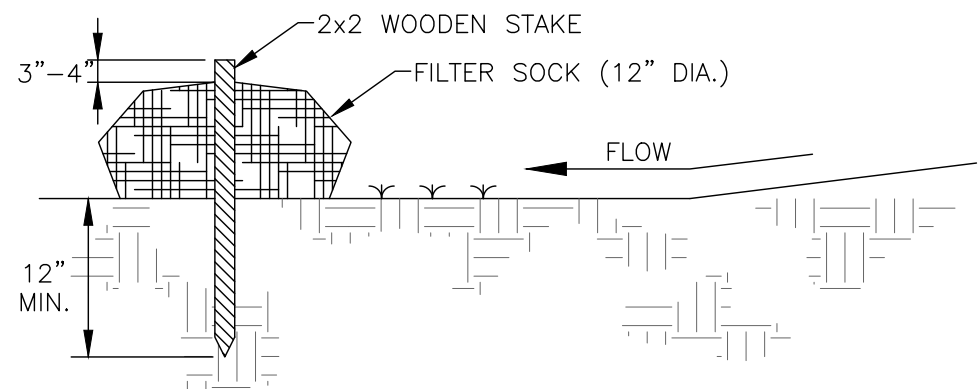
FABRIC PROPERTIES	VALUES	TEST METHOD
GRAB TENSILE STRENGTH	90 LB. MINIMUM	ASTM D 1682
MULLEN BURST STRENGTH	190 PSI MINIMUM	ASTM D 3786
SLURRY FLOW RATE	0.3 GAL./MIN./F2 MAXIMUM	
EQUIVALENT OPENING SIZE	40-80	US STD. SIEVE CW-02215
ULTRAVIOLET RADIATION STABILITY	90% MINIMUM	ASTM-G-26

SILT FENCE DETAIL

NOT TO SCALE

EROSION AND DUST CONTROL

1. SEDIMENT CONTROL SHALL BE ACCOMPLISHED BY HYDRO SEEDING AND MULCHING IMMEDIATELY UPON COMPLETION OF EXCAVATION OR FILL AND FINISH GRADING IN ACCORDANCE WITH ODOT ITEM 659 OR AS DIRECTED BY THE ENGINEER.
2. THE CONTRACTOR SHALL BEGIN THE RESTORATION PROCESS AS SOON AS CONSTRUCTION IS COMPLETED, PERMANENTLY STABILIZING EACH DISTURBED AREA WITH PERENNIAL VEGETATION INSTALLED ACCORDING TO SOIL CONSERVATION SERVICE STANDARDS AND SPECIFICATIONS.
3. THE CONTRACTOR SHALL REMOVE DAILY ALL MUD, SOIL AND DEBRIS THAT MAY BE TRACKED ONTO EXISTING STREETS OR DRIVES BY HIS EQUIPMENT OR THAT OF SUBCONTRACTORS OR SUPPLIERS.
4. ALL MATERIALS TO BE DISPOSED OF OFF–SITE MUST BE DISPOSED OF IN AN ENVIRONMENTALLY SOUND MANNER IN ACCORDANCE WITH LOCAL, STATE AND FEDERAL REGULATIONS. NO EXCESS MATERIALS ARE TO BE DISPOSED OF IN ANY WETLAND, FLOOD PLAIN OR OTHER ENVIRONMENTALLY SENSITIVE AREA.
5. EROSION CONTROL MEASURES AT THE DISPOSAL SITE MUST BE INSTALLED AND MAINTAINED UNTIL DISPOSAL IS COMPLETE AND THE DISPOSAL SITE IS PERMANENTLY STABILIZED.
6. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO APPLY WHEN NEEDED OR ORDERED BY THE OWNER WATER OR CALCIUM CHLORIDE PER ODOT 616 FOR THE ALLEVIATION OR PREVENTION OF DUST NUISANCE ORIGINATING FROM HIS CONSTRUCTION ACTIVITIES. SUFFICIENT QUANTITIES OF CALCIUM CHLORIDE SHALL BE STORED ON THE JOB SITE AT ALL TIMES TO BE USED FOR DUST CONTROL. THE COST OF DUST CONTROL SHALL BE INCLUDED IN THE UNIT BID PRICES FOR ALL ITEMS OF THE PROPOSAL.
7. OTHER EROSION AND SEDIMENT CONTROL PRACTICES SHALL MINIMIZE SEDIMENT LADEN WATER ENTERING ACTIVE STORM DRAIN SYSTEMS, UNLESS THE STORM DRAIN SYSTEM DRAINS TO A SEDIMENT POND. INLET PROTECTION IS MANDATORY WHERE SEDIMENT SETTLING PONDS WILL NOT BE IMPLEMENTED.



MATERIALS:

COMPOST USED FOR FILTER SOCKS SHALL BE WEED, PATHOGEN AND INSECT FREE AND FREE OF ANY REFUSE, CONTAMINANTS OR OTHER MATERIALS TOXIC TO PLANT GROWTH. THEY SHALL BE DERIVED FROM A WELL-DECOMPOSED SOURCE OF ORGANIC MATTER AND CONSIST OF PARTICLES RANGING FROM 3/8" TO 2".

INSTALLATION:

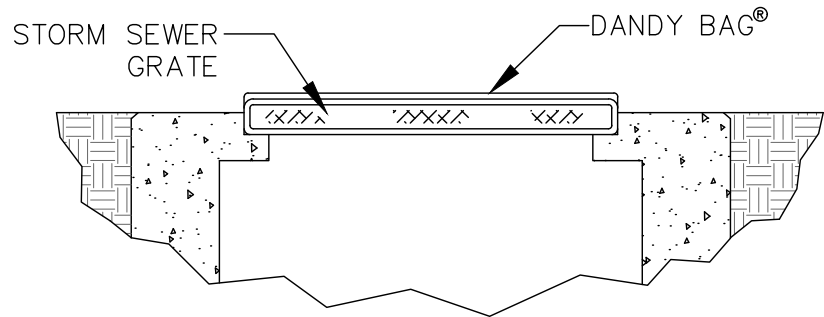
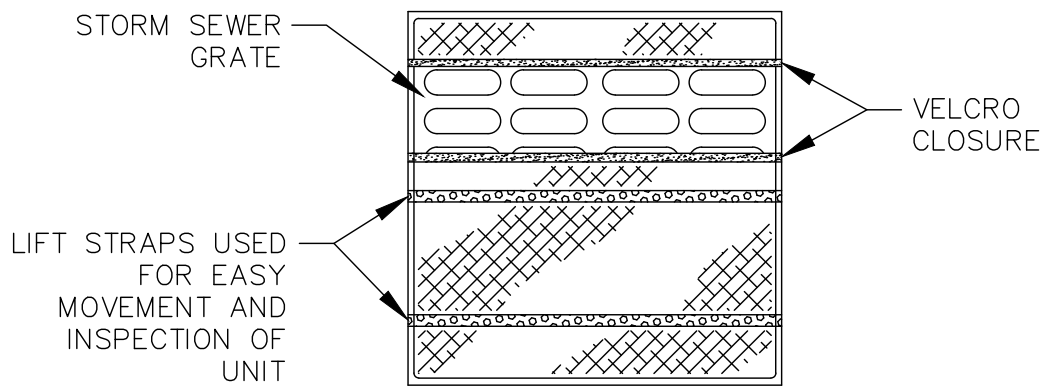
1. FILTER SOCKS WILL BE PLACED ON A LEVEL LINE ACROSS SLOPES; GENERALLY PARALLEL TO THE BASE OF THE SLOPE OR OTHER AFFECTED AREA. ON SLOPES APPROACHING 2:1; ADDITIONAL SOCKS SHALL BE PROVIDED AT THE TOP AND AS NEEDED MID-SLOPE.
2. FILTER SOCKS INTENDED TO BE LEFT AS A PERMANENT FILTER OR PART OF THE NATURAL LANDSCAPE, SHALL BE SEEDED AT THE TIME OF INSTALLATION FOR ESTABLISHMENT OF PERMANENT VEGETATION.
3. FILTER SOCKS ARE NOT TO BE USED IN CONCENTRATED FLOW SITUATIONS OR IN RUNOFF CHANNELS.

MAINTENANCE:

1. ROUTINELY INSPECT FILTER SOCKS AFTER EACH SIGNIFICANT RAIN, MAINTAINING FILTER SOCKS IN A FUNCTIONAL CONDITION AT ALL TIMES.
2. REMOVE SEDIMENTS COLLECTED AT THE BASE OF THE FILTER SOCKS WHEN THEY REACH 1/3 OF THE EXPOSED HEIGHT OF THE PRACTICE.
3. WHERE THE FILTER SOCK DETERIORATES OR FAILS, IT WILL BE REPAIRED OR REPLACED WITH A MORE EFFECTIVE ALTERNATIVE.
4. REMOVAL - FILTER SOCKS WILL BE DISPERSED ON SITE WHEN NO LONGER REQUIRED IN SUCH A WAY AS TO FACILITATE AND NOT OBSTRUCT SEEDINGS.

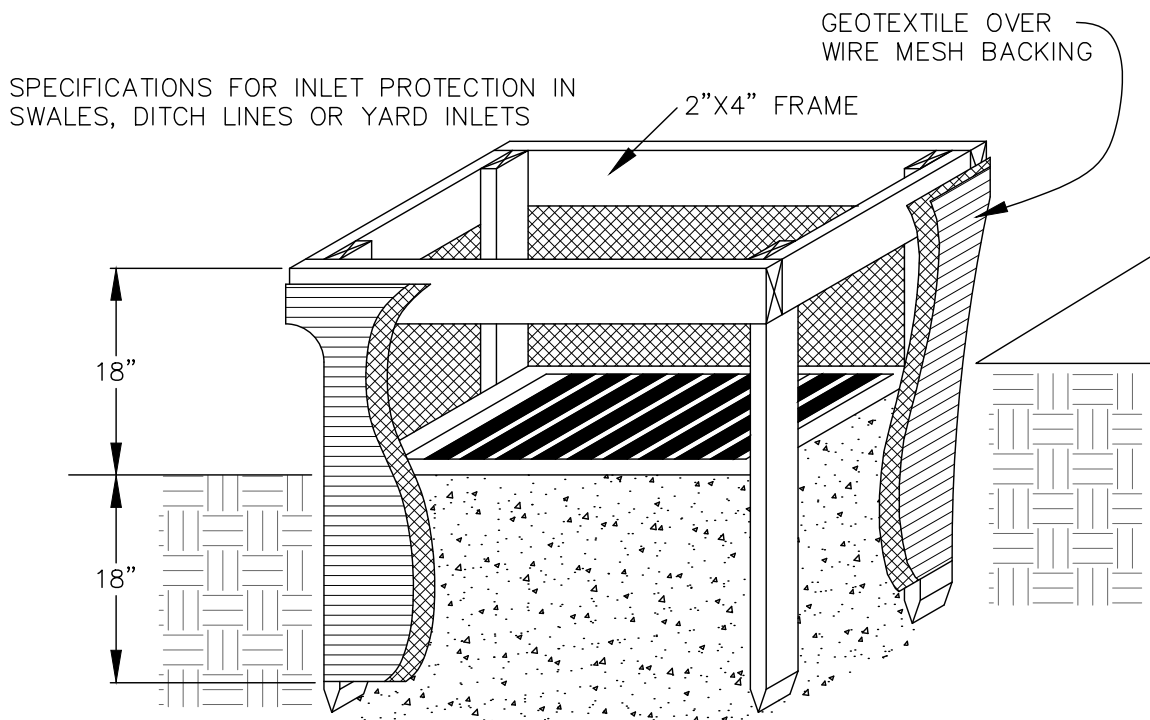
FILTER SOCK
(SILT FENCE ALTERNATE)

NO SCALE



DANDY BAG
(INLET PROTECTION ALTERNATE)

NOT TO SCALE



SPECIFICATIONS FOR INLET PROTECTION IN SWALES, DITCH LINES OR YARD INLETS

1. INLET PROTECTION SHALL BE CONSTRUCTED EITHER BEFORE UPSLOPE LAND DISTURBANCE BEGINS OR BEFORE THE STORM DRAIN BECOMES OPERATIONAL.
2. THE EARTH AROUND THE INLET SHALL BE EXCAVATED COMPLETELY TO A DEPTH AT LEAST 18 INCHES.
3. THE WOODEN FRAME SHALL BE CONSTRUCTED OF 2-BY-4-INCH CONSTRUCTION-GRADE LUMBER. THE 2-BY-4-INCH POSTS SHALL BE DRIVEN 1 FOOT INTO THE GROUND AT FOUR CORNERS OF THE INLET AND THE TOP PORTION OF 2-BY-4-INCH FRAME ASSEMBLED USING THE OVERLAP JOINT SHOWN. THE TOP OF THE FRAME SHALL BE AT LEAST 6 INCHES BELOW ADJACENT ROADS IF PONDED WATER WOULD POSE A SAFETY HAZARD TO TRAFFIC.
4. WIRE MESH SHALL BE OF SUFFICIENT STRENGTH TO SUPPORT FABRIC WITH WATER FULLY IMPOUNDED AGAINST IT. IT SHALL BE STRETCHED TIGHTLY AROUND THE FRAME AND FASTENED SECURELY TO THE FRAME.
5. GEOTEXTILE SHALL HAVE AN EQUIVALENT OPENING SIZE OF 20-40 SIEVE AND BE RESISTANT TO SUNLIGHT. IT SHALL BE STRETCHED TIGHTLY AROUND THE FRAME AND FASTENED SECURELY. IT SHALL EXTEND FROM THE TOP OF THE FRAME TO 18 INCHES BELOW THE INLET NOTCH ELEVATION. THE GEOTEXTILE SHALL OVERLAP ACROSS ONE SIDE OF THE INLET SO THE ENDS OF THE CLOTH ARE NOT FASTENED TO THE SAME POST.
6. BACKFILL SHALL BE PLACED AROUND THE INLET IN COMPACTED 6 INCH LAYERS UNTIL THE EARTH IS EVEN WITH NOTCH ELEVATION ON ENDS AND TOP ELEVATION ON SIDES.
7. A COMPACTED EARTH DIKE OR A CHECK DAM SHALL BE CONSTRUCTED IN THE DITCH LINE BELOW THE INLET IF THE INLET IS NOT IN A DEPRESSION AND IF RUNOFF BYPASSING THE INLET WILL NOT FLOW TO A SETTLING POND. THE TOP OF EARTH DIKES SHALL BE AT LEAST 6 INCHES HIGHER THAN THE TOP OF THE FRAME.

INLET PROTECTION

NOT TO SCALE

STATE OF OHIO
PETER J. FORMICA
58646
REGISTERED PROFESSIONAL ENGINEER

verdantas

NO	REVISION	DATE

CITY OF EASTLAKE
2026 SLAB REPLACEMENT PROGRAM
EAST 361ST STREET, IRIS LANE, &
GLEN DRIVE
LAKE COUNTY, OHIO

ISSUED FOR:	DRAFT
ISSUE DATE:	6/16/22026
SCALE:	AS SHOWN
DESIGNED BY:	PJF
DRAWN BY:	CKW
CHECKED BY:	PJF

EROSION & SEDIMENT CONTROL

PROJECT NO.	42441
DISCIPLINE	CIVIL
SHEET NAME	ESC
SHEET	OF
24	24

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