

MICROFILMED  
APR 8 1984

FHWA REGION	STATE	PROJECT
5	OHIO	

5  
101

DATE: PCB 12-79  
 CHA: ROB 12-79

LAKE COUNTY  
 LAK-306-6.15

# GENERAL NOTES

## DUST CONTROL

THE FOLLOWING QUANTITIES ARE ADDED FOR DUST CONTROL TO BE USED AS DIRECTED BY THE ENGINEER.

ITEM 616 WATER-----80 M. GAL.  
 ITEM 616 CALCIUM CHLORIDE----- 8 TONS

## ITEM 614 MAINTAINING TRAFFIC

TWO WAY TRAFFIC SHALL BE MAINTAINED ON S.R. 306, U.S. 20 AND TYLER BLVD. AT ALL TIMES DURING CONSTRUCTION BY USE OF THE EXISTING PAVEMENT, THE PROPOSED PAVEMENT, AND THE TEMPORARY ROADWAY USING A MINIMUM OF 10' LANES AS SHOWN IN THE PLANS AND IN THE SEQUENCE SHOWN BELOW. THE LIMITS AND DURATION OF USE OF THE TEMPORARY ROAD SHALL BE HELD TO AN ABSOLUTE MINIMUM, AND IN ALL CASES SHALL BE SUBJECT TO THE APPROVAL OF THE ENGINEER.

### PHASE A

THE TEMPORARY ROAD SHALL BE CONSTRUCTED FIRST INCLUDING TEMPORARY LANE MARKINGS, TEMPORARY DRUMS, ETC. WHILE TWO-WAY TRAFFIC IS MAINTAINED ON EXISTING S.R. 306. THE CONTRACTOR SHALL ALSO CONSTRUCT THE PAVEMENT AND CURB AREA AT S.R. 306 AND U.S. 20 IN THE NORTHWEST CORNER AS SHOWN ON SHEET 6. THIS WILL ALLOW THE SOUTHBOUND S.R. 306 TRAFFIC TO HAVE A LEFT TURN, RIGHT TURN AND THRU LANE AT THE INTERSECTION.

### PHASE B

AFTER S.R. 306 CONSTRUCTION HAS BEEN COMPLETED IN THE RAILROAD BRIDGE AREA AND THE WESTERLY TWO LANES OF PAVEMENT HAVE BEEN CONSTRUCTED FROM U.S. 20 TO TYLER BLVD., THE TRAFFIC SHALL BE MOVED FROM THE TEMPORARY ROADWAY TO THE FINISHED PART OF S.R. 306, EXCEPT FOR A PERIOD NOT TO EXCEED 2 WEEKS WHILE CONNECTIONS ARE BEING FINISHED AT TYLER BLVD. DURING THIS TIME SOUTHBOUND TRAFFIC SHALL BE MAINTAINED ON THE COMPLETED WESTERLY LANE OF S.R. 306 AND NORTHBOUND TRAFFIC SHALL BE MAINTAINED ON THE TEMPORARY ROAD.

### PHASE C

ONCE THE WESTERLY TWO LANES OF S.R. 306 ARE COMPLETED, THE CONTRACTOR SHALL CLOSE THE RIGHT LANE FROM U.S. 20 TO S.R. 306 AND CONSTRUCT THE NEW RIGHT TURN LANE ADJACENT TO U.S. 20. RIGHT TURN TRAFFIC FROM U.S. 20 SHALL BE MAINTAINED BY MAKING THE TURN AT THE TRAFFIC LIGHT INSTEAD OF THE SEPARATE RIGHT TURN LANE. (SEE SHEET 6A).

### PHASE D

ONCE THE RIGHT TURN LANE IS COMPLETED THE EASTERLY TWO LANES OF S.R. 306 MAY BE CONSTRUCTED WHILE TRAFFIC IS MAINTAINED ON THE WESTERLY TWO LANES.

RAILROAD TRAFFIC SHALL BE MAINTAINED AT ALL TIMES BY USE OF THE EXISTING TRACKS, THE PROPOSED TRACKS AND THE TEMPORARY TRACKS.

ACCESS TO THE ABUTTING PROPERTIES SHALL BE MAINTAINED AT ALL TIMES.

THE CONTRACTOR SHALL NOTIFY THE CITY OF MENTOR FIRE AND SERVICE DEPARTMENT AT LEAST 72 HOURS PRIOR TO ANY LANE RESTRICTIONS, DIVERSIONS, ETC.

THE FOLLOWING QUANTITIES SHALL BE USED TO PERFORM THE ABOVE MENTIONED TEMPORARY ROADWAY.

ITEM 615 TEMPORARY PAVEMENT, CLASS A-----3416 S.Y.  
 ITEM 615 TEMPORARY ROADS-----LUMP  
 ITEM 614 MAINTAINING TRAFFIC-----LUMP  
 ITEM 410 TRAFFIC COMPACTED SURFACE TYPE A OR B-----250 C.Y.  
 ITEM 410 TRAFFIC COMPACTED SURFACE TYPE C-----250 C.Y.  
 ITEM 404 BITUMINOUS CONCRETE FOR MAINTAINING TRAFFIC-----100 C.Y.  
 ITEM 615 TEMPORARY RAILROAD RUNAROUND-----LUMP

## 614 TEMPORARY PAVEMENT MARKINGS

THE CONTRACTOR SHALL FURNISH, INSTALL, MAINTAIN, AND, WHEN NECESSARY, REMOVE TEMPORARY RETROREFLECTIVE PAVEMENT MARKINGS ON RECONSTRUCTED RESURFACED OR TEMPORARY ROADS WITHIN THE WORK LIMITS, IN ACCORDANCE WITH THE FOLLOWING REQUIREMENTS.

THE TEMPORARY MARKINGS SHALL BE COMPLETE ON ALL PAVEMENT COURSES EXPOSED TO TRAFFIC AT THE END OF EACH DAY'S OPERATION. WHERE PERMANENT MARKINGS ARE CALLED FOR IN THESE PLANS, THE CONTRACTOR SHALL FURNISH AND PLACE THE PERMANENT MARKINGS WITHIN 30 CALENDAR DAYS, FOLLOWING COMPLETION OF ALL SURFACE COURSES IN A SINGLE ROADWAY OR PRIOR TO THE END OF THE CONSTRUCTION SEASON, WHICHEVER COMES FIRST.

TEMPORARY MARKINGS SHALL BE PLACED IN ACCORDANCE WITH LAYOUTS ON SHEETS 6 & 6A AND THE FOLLOWING REQUIREMENTS, UNLESS OTHERWISE SPECIFIED IN THE PLANS:

CENTER LINES AND LANE LINES SHALL CONSIST OF 12" X 4" SEGMENTS SPACED AT A MAXIMUM 40' CENTER TO CENTER; CHANNELIZING LINES SHALL BE 12" X 4" SEGMENTS SPACED AT MAXIMUM 20' CENTER TO CENTER.

THE MATERIAL FURNISHED SHALL BE FLEXIBLE RETROREFLECTIVE PREFORMED PRESSURE SENSITIVE TAPE FOR PAVEMENT LINES. IT SHALL BE FREE OF CRACKS WITH STRAIGHT EDGES AND CONSIST OF PIGMENT AND FILLERS, BUT HAVE SUFFICIENT BINDER AND PLASTICIZER TO RETAIN GLASS BEADS HAVING AN APPROPRIATE REFRACTIVE INDEX TO MEET MINIMUM REFLECTIVE INTENSITY STANDARDS OUTLINED IN THE MANUFACTURERS INFORMATION. MATERIAL SHALL BE FLEXOLITE "WET REFLECTIVE", 3M "SCOTCHLANE," OR APPROVED EQUAL.

GLASS BEADS SHALL BE MIXED UNIFORMLY THROUGHOUT THE MARKING MATERIAL WITH SUFFICIENT SURFACE BEADS TO PROVIDE OPTIMUM REFLECTORIZATION AT ALL TIMES.

THE MATERIAL SHALL HAVE A PRECOATED ADHESIVE LAYER FOR PAVEMENT APPLICATION WITHOUT THE USE OF HEAT, SOLVENTS OR ADDITIONAL ADHESIVES. THE ADHESIVE SHALL BE SUFFICIENT TO RETAIN COMPLETE MARKINGS ON THE PAVEMENT SURFACE THROUGHOUT THE USEFUL LIFE OF THE MARKINGS.

WHITE MARKING MATERIAL SHALL BE FREE OF TINT. YELLOW MATERIAL SHALL CONFORM TO COLOR NO. 35538 OF FEDERAL STANDARD 595.

IN ADDITION, ALL APPLICABLE MANUFACTURERS MATERIALS AND APPLICATION INSTRUCTIONS, IN FORCE AT THE TIME OF PLACEMENT, SHALL BE ADHERED TO. THE CONTRACTOR SHALL FURNISH TO THE ENGINEER CERTIFICATION THAT THE MATERIAL SUPPLIED MEETS THE PROPERTIES SPECIFIED HEREIN.

MARKINGS SHALL BE ACCURATELY LAID OUT IN CONFORMANCE WITH 621.051 AND SHALL BE LOCATED IN A TRUE LINE ON THE CENTER LINE, LANE LINE, OR CHANNELIZING LINE WHERE NORMAL PERMANENT MARKING WOULD LIE, UNLESS OTHERWISE SPECIFIED IN THE PLANS. THE TEMPORARY TAPE SHALL BE PLACED BY ROLLING THE MATERIAL INTO THE SURFACE.

"AS AN ALTERNATE MATERIAL TO PAVEMENT MARKING TAPE, THE CONTRACTOR MAY FURNISH AND APPLY PAINTED RETROREFLECTIVE PAVEMENT MARKINGS CONFORMING TO 621. THE WIDTH AND LENGTH OF PAINTED SEGMENT SHALL BE THE SAME AS REQUIRED FOR TEMPORARY TAPE MATERIAL. THE PAINT APPLICATION RATE SHALL BE NOT LESS THAN 16 GALLONS PER MILE FOR A SOLID LINE NOR LESS THAN 0.4 GALLONS PER MILE FOR THE 12" X 4" DASHED LINE."

THE CONTRACTOR SHALL PROVIDE COMPLETE PAVEMENT MARKINGS FOR ALL TEMPORARY ROADS CONSTRUCTED FOR THIS PROJECT, IN ACCORDANCE WITH MATERIAL AND PERFORMANCE REQUIREMENTS DESCRIBED HEREIN AND IN THE OHIO MANUAL AS DEFINED IN 614.03.

IN ADDITION TO THE REQUIREMENT OF 614.03, THE CONTRACTOR SHALL, PRIOR TO PLACING TEMPORARY MARKINGS, REMOVE ALL EXISTING CONFLICTING MARKINGS THAT ARE VISIBLE TO THE TRAVELING PUBLIC DURING DAYLIGHT OR NIGHTTIME HOURS. WHEN TEMPORARY MARKINGS ARE NO LONGER NEEDED, ANY CONFLICTING MARKINGS VISIBLE TO THE TRAVELING PUBLIC SHALL BE REMOVED BY THE CONTRACTOR BEFORE THE FLOW OF TRAFFIC IS DIVERTED TO THE NEXT PHASES. REMOVAL OF EXISTING OR TEMPORARY MARKINGS SHALL BE PERFORMED IN ACCORDANCE WITH 621.134. THE COST FOR REMOVAL OF CONFLICTING MARKINGS SHALL BE INCIDENTAL TO THE VARIOUS PAY ITEMS UNLESS SPECIFICALLY PAID FOR AS A SEPARATE ITEM.

METHOD OF MEASUREMENT AND BASIS OF PAYMENT SHALL BE IN CONFORMANCE WITH 621.15 AND 621.16 RESPECTIVELY FOR:

ITEM	UNIT	DESCRIPTION
614	0.66 MILES	4" TEMPORARY EDGE LINES
614	0.22 MILES	4" TEMPORARY LANE LINES
614	0.81 MILES	4" TEMPORARY CENTER LINES (DOUBLE YELLOW)
614	275 LIN. FT.	8" TEMPORARY CHANNELIZING LINES
614	0.75 MILES	REMOVAL OF TEMPORARY MARKING

## 614 TEMPORARY MAINTENANCE OF EXISTING SIGNALS

INCIDENTAL TO THE REQUIREMENTS FOR MAINTAINING TRAFFIC IN ACCORDANCE WITH 614.03, EXISTING TRAFFIC SIGNALS AT THE INTERSECTION(S) OF S.R. 306 & U.S. 20; S.R. 306 & TYLER BLVD., SHALL BE TEMPORARILY MAINTAINED UNTIL THE NEW TRAFFIC SIGNAL INSTALLATION IS IN OPERATION.

ANY COSTS FOR THE TEMPORARY MAINTENANCE OF EXISTING SIGNALS SHALL BE INCLUDED IN THE LUMP SUM FOR 614 MAINTAINING TRAFFIC.

## REPLACEMENT SIGNS

FLAT SHEET SIGNS FURNISHED BY THE CONTRACTOR IN ACCORDANCE WITH THE REQUIREMENTS OF THE PLANS, SPECIFICATIONS AND PROPOSAL WHICH BECOME DAMAGED BY TRAFFIC FOR REASONS BEYOND THE CONTROL OF THE CONTRACTOR SHALL BE REPLACED IN KIND WHEN ORDERED BY THE ENGINEER. PAYMENT FOR THE NEW SIGNS SHALL BE MADE AT THE BID PRICE PER SQUARE FOOT FOR ITEM SPECIAL, REPLACEMENT SIGNS AND SHALL INCLUDE THE COST OF REMOVING AND DISPOSING OF THE DAMAGED SIGNS, HARDWARE AND SUPPORTS; AND PROVIDING NECESSARY REPLACEMENT HARDWARE, SUPPORTS, ETC. REPLACEMENT SIGNS SHALL BE NEW BUT OTHER MATERIALS MAY BE USED SUBJECT TO APPROVAL BY THE ENGINEER.

AN ESTIMATED QUANTITY OF ITEM SPECIAL, REPLACEMENT SIGNS HAS BEEN CARRIED TO THE GENERAL SUMMARY:

ITEM SPECIAL REPLACEMENT SIGNS-----50 S.F.

## REPLACEMENT DRUMS

DRUMS FURNISHED BY THE CONTRACTOR IN ACCORDANCE WITH THE REQUIREMENTS OF THE PLANS, SPECIFICATIONS AND PROPOSAL WHICH BECOME DAMAGED BY TRAFFIC FOR REASONS BEYOND THE CONTROL OF THE CONTRACTOR SHALL BE REPLACED IN KIND WHEN ORDERED BY THE ENGINEER AND PAID FOR UNDER ITEM SPECIAL REPLACEMENT DRUMS. PAYMENT FOR EACH NEW DRUM SHALL INCLUDE (1) THE COST OF REMOVING AND DISPOSING OF THE DAMAGED DRUM, AND (2) PROVIDING, MAINTAINING AND REMOVING NEW DRUMS IN ACCORDANCE WITH THE CONTRACT REQUIREMENTS FOR THE ORIGINAL DRUMS.

AN ESTIMATED QUANTITY OF ITEM SPECIAL, REPLACEMENT DRUMS HAS BEEN CARRIED TO THE GENERAL SUMMARY:

ITEM SPECIAL REPLACEMENT DRUMS-----70 EACH

## LAW ENFORCEMENT OFFICER WITH PATROL CAR

THE CONTRACTOR SHALL PROVIDE AND PAY ALL COSTS FOR THE SERVICE OF LAW ENFORCEMENT OFFICER(S) WITH PATROL CAR(S) FOR THE EXCLUSIVE PURPOSE OF CONTROLLING TRAFFIC WHENEVER A CHANGE IN THE TRAFFIC PATTERN TAKES PLACE. THE NUMBER OF OFFICERS AND CARS REQUIRED FOR THIS PURPOSE SHALL BE DETERMINED BY THE CONTRACTOR AND APPROVED BY THE ENGINEER. THE OFFICERS SHALL MOVE THEIR PATROL CARS AS NECESSARY TO INSURE THEIR CONSTANT PRESENCE AT THE POINT(S) OF SLOWDOWN, STOPPAGE OR BACK-UP. PAYMENT FOR THE ABOVE WILL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM SPECIAL, LAW ENFORCEMENT OFFICER WITH PATROL CAR.

THE FOLLOWING PAY ITEM AND QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY:

ITEM SPECIAL LAW OFFICER WITH PATROL CAR-----300 HRS.

IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO MAKE ARRANGEMENTS REGARDING SCHEDULING AND PAYMENT OF LAW ENFORCEMENT OFFICER(S) WITH PATROL CAR(S).