

ITEM 642, REMOVAL OF PAVEMENT MARKINGS

REMOVAL OF PAVEMENT MARKINGS SHALL FOLLOW 641.10 IN THE CONSTRUCTION AND MATERIALS SPECIFICATIONS BOOK. LOCATIONS SHALL BE DETERMINED BY THE ENGINEER.

200 LIN. FT.	ITEM 642, REMOVAL OF PAVEMENT MARKING
100 SQ. FT.	ITEM 642, REMOVAL OF PAVEMENT MARKING
50 EACH	ITEM 642, REMOVAL OF PAVEMENT MARKING

AUXILIARY MARKINGS LAYOUT, PRE-MARKING AND MATERIAL

AUXILIARY MARKINGS SHALL BE PLACED OVER EXISTING MARKINGS EXCEPT AT LOCATIONS NOTED IN THE PLANS.

WHERE THE MARKINGS, WHICH WERE TO BE RETRACED ARE NO LONGER VISIBLE, THE CONTRACTOR SHALL PRE-MARK THE AUXILIARY MARKINGS FOR APPROVAL BY THE ENGINEER.

IN ORDER TO CALCULATE APPLICATION RATES, THE CONTRACTOR SHALL MEASURE PAVEMENT MARKING MATERIAL QUANTITIES (GALLONS OR POUNDS) PRIOR TO AND AFTER APPLICATION OF THE MATERIALS. THE MATERIAL APPLICATION RATES WILL BE DETERMINED BY DIVIDING THE TOTAL GALLONS OR POUNDS APPLIED BY THE TOTAL PAVEMENT MARKING LENGTHS AND/OR AREAS DETERMINED BY FIELD MEASURE. THE CONTRACTOR SHALL PROVIDE PAVEMENT MARKING MATERIAL MEASUREMENTS TO THE ENGINEER UPON REQUEST.

CENTER LINE EQUIVALENT SOLID LINE

THE EQUIVALENT SOLID LINE QUANTITIES (TAKEN FROM THE DISTRICT NO-PASSING ZONE LOG) ARE PROVIDED FOR THE CONVENIENCE OF THE CONTRACTOR TO ESTIMATE THE APPROXIMATE QUANTITY OF CENTER LINE PAVEMENT MARKING MATERIAL NEEDED. THESE EQUIVALENT SOLID LINE QUANTITIES ARE NOT TO BE UTILIZED FOR PAY QUANTITIES OR AS A BASIS OF PAYMENT FOR DELIVERED MATERIALS.

EXISTING NO-PASSING LINES NOT SHOWN IN NO-PASSING ZONE LOG

THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER AFTER T-MARKING THE CENTERLINE IF THERE ARE ANY EXISTING NO-PASSING "SOLID" LINES THAT ARE NOT SHOWN IN THE LOG. THE PROJECT ENGINEER WILL PROVIDE GUIDANCE ON WHAT NO-PASSING LINES SHOULD BE STRIPED AND WHETHER MARKING REMOVAL IS REQUIRED.

ACTUAL WORK PERFORMED

THE CONTRACTOR SHALL RECORD THE ACTUAL QUANTITIES OF MARKINGS THAT WERE INSTALLED AT EACH LOCATION IN THE SPACES PROVIDED ON THE APPROPRIATE LOCATION SUB-SUMMARY SHEET. THE CONTRACTOR SHALL PROVIDE ONE LEGIBLE COPY OF EACH LOCATION SUB-SUMMARY SHEET TO THE ENGINEER WITHIN 30 DAYS OF COMPLETION OF ALL WORK.

AN ELECTRONIC COPY OF THE LOCATION SUB-SUMMARY SHEETS IN MICROSOFT EXCEL CAN BE OBTAIN BY CONTACTING MARK STROHM AT THE DISTRICT OFFICE AT 419-207-7177. ALL COSTS ASSOCIATED WITH PROVIDING THIS INFORMATION SHALL BE INCLUDED IN THE INDIVIDUAL ITEM PAYMENT.

PRIORITY SYSTEM STRIPING

THE STRIPING ON PRIORITY SYSTEM ROUTES (4-LANE DIVIDED AND 6-LANE DIVIDED) AND INTERCHANGE RAMPs SHALL BE COMPLETED PRIOR TO BEGINNING ANY WORK ON GENERAL SYSTEM ROUTES (2-LANE AND 4-LANE UNDIVIDED ROUTES).

SEASONAL WORK RESTRICTIONS

CERTAIN AREAS OF DISTRICT THREE AND SELECTED ROUTES LEADING INTO THOSE AREAS EXPERIENCE HIGH LEVELS OF SEASONAL TRAFFIC. THESE SEASONAL TRAFFIC LEVELS CONFLICT WITH THE APPLICATION OF PAVEMENT MARKINGS. THE FOLLOWING AREAS HAVE SEASONAL WORK RESTRICTIONS:

- 1) ERIE COUNTY - US 250, US 6, SR 2, SR 4 AND SR 13 (LANE CLOSURE RESTRICTIONS ALSO EXIST ON SR 2)
- 2) HURON COUNTY - US 250 AND SR 4
- 3) ASHLAND COUNTY - US 250
- 4) LORAIN COUNTY - SR 2

ANY WORK IN THIS CONTRACT LOCATED ON THE ABOVE ROUTES SHALL BE PERFORMED BEFORE JUNE 30, 2026 OR AFTER LABOR DAY 2026. WORK PERFORMED IN VIOLATION OF THESE RESTRICTIONS IS SUBJECT TO LIQUIDATED DAMAGES OF \$900 PER DAY AS PER C&MS 108.07.

ITEM 618 – RUMBLE STRIPES, CENTER LINE (ASPHALT CONCRETE)

THE CONTRACTOR SHALL INSTALL CENTER LINE RUMBLE STRIPES ON THE FOLLOWING ROUTES:

HUR-20-26.23-28.65	2.42 MILE
LOR-20-0.00-4.55	4.55 MILE

THE FOLLOWING QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY:

ITEM 618 – RUMBLE STRIPES, CENTER LINE (ASPHALT CONCRETE)	6.97 MILE (02/SAE)
---	--------------------

COORDINATION OF WORK BETWEEN CONTRACTORS

THE CONTRACTOR SHOULD BE AWARE THAT THERE WILL BE OTHER WORK BEING PERFORMED BY ODOT COUNTY MAINTENANCE PERSONNEL. THE FOLLOWING ROUTES WILL BE CHIP SEALED DURING THE 2026 CONSTRUCTION SEASON AND SHALL BE RESTRIPED BY THIS CONTRACT AFTER COMPLETION OF THE CHIP SEAL TREATMENT:

ASD-89-0.00-3.61
ASD-97-0.00-4.39
CRA-19-0.00-1.19
CRA-97-0.82-3.63
CRA-598-11.00-15.36
ERI-113-2.01-6.05
ERI-269-8.56-10.68
HUR-113-4.33-6.76
RIC-97-0.00-1.57

BRAD MAYES
ASHLAND CO. MANAGER
419.207.7091

LEE ACKERMAN
HURON CO. MANAGER
419.207.2871

MIKE STANSBERY
CRAWFORD CO. MANAGER
419.207.2853

JASON SUTHERLAND
RICHLAND CO. MANAGER
419.207.2809

BRENDAN SCHLACHTER
ERIE CO. MANAGER
419.207.2859

COORDINATION OF WORK IS THE RESPONSIBILITY OF THE CONTRACTOR.

2025 PAVING TRAIN ROUTES

THE FOLLOWING ROUTES ARE ROUTES WHERE PAVING TRAIN WORK WAS PERFORMED BY THE DEPARTMENT DURING THE 2025 CONSTRUCTION SEASON. THE CONTRACTOR SHALL PERFORM ALL PAVEMENT MARKINGS ON THESE ROUTES BY MAY 31, 2026. SHOULD THE CONTRACTOR FAIL TO PERFORM THE PAVEMENT MARKINGS ON ALL OF THE BELOW ROUTES BY THIS DATE, THE CONTRACTOR SHALL BE ASSESSED A DISINCENTIVE FEE OF \$500 FOR EACH DAY THE PAVEMENT MARKINGS ARE NOT COMPLETED ON ALL OF THE BELOW ROUTES.

ASD-3, ASD-179, ASD-511
CRA-19, CRA-98, CRA-100
ERI-6
HUR-18, HUR-20, HUR-60, HUR-61, HUR-103, HUR-113, HUR-162, HUR-250
MED-94, MED-301, MED-421
WAY-3, WAY-94, WAY-241, WAY-250, WAY-604

ITEM 642, EDGE LINE, 6", TYPE 1
ITEM 643, EDGE LINE, 6"

EDGE LINES SHALL BE STRIPED ALONG THE RADII AT INTERSECTIONS WITH OTHER STATE ROUTES. PAYMENT FOR THIS WORK IS INCIDENTAL TO THE EDGE LINE QUANTITY.

ITEM 643 – PAVEMENT MARKING MISC.: BIKE CROSSING SYMBOL

BIKE CROSSING MARKINGS SHALL BE PAID FOR EACH AND WILL INCLUDE TWO WORD-ON-PAVEMENT (X-ING), TWO BIKE RIDER SYMBOLS, TWO STOP BARS FOR THE BIKE PATH, AND ONE CROSSWALK.

ITEM 643 – PAVEMENT MARKING MISC.: LANE REDUCTION ARROW

LANE REDUCTION ARROW MARKINGS SHALL BE PAID FOR EACH AND WILL INCLUDE ONE LANE REDUCTION ARROW.

ITEM 614 – MAINTAINING TRAFFIC (GENERAL)

MAINTAIN ONE 11’ LANE OF TRAFFIC AT ALL TIMES.

SUBMIT, IN WRITING, A SCHEDULE OF OPERATIONS TO THE ENGINEER AND RECEIVE APPROVAL BEFORE WORK IS STARTED ON THE PROJECT. PRIOR TO BEGINNING WORK, COORDINATE THE MAINTENANCE OF TRAFFIC OPERATIONS WITH THE LOCAL STATE HIGHWAY PATROL.

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

ITEM 614 – MAINTAINING TRAFFIC (LANES OPEN DURING HOLIDAYS OR SPECIAL EVENTS)

NO WORK SHALL BE PERFORMED, AND ALL EXISTING LANES SHALL BE OPEN TO TRAFFIC DURING THE FOLLOWING DESIGNATED HOLIDAYS OR EVENTS:

CHRISTMAS	FOURTH OF JULY
NEW YEARS DAY	LABOR DAY
MEMORIAL DAY	THANKSGIVING

THE PERIOD OF TIME THAT LANES ARE TO BE OPEN DEPENDS ON THE DAY OF THE WEEK ON WHICH THE HOLIDAY OR EVENT FALLS. THE FOLLOWING SCHEDULE SHALL BE USED TO DETERMINE THIS PERIOD:

DAY OF HOLIDAY OR EVENT	TIME ALL LANES MUST BE OPEN TO TRAFFIC
SUNDAY	12:00N FRIDAY THROUGH 6:00 AM MONDAY
MONDAY	12:00N FRIDAY THROUGH 6:00 AM TUESDAY
TUESDAY	12:00N MONDAY THROUGH 6:00 AM WEDNESDAY
WEDNESDAY	12:00N TUESDAY THROUGH 6:00 AM THURSDAY
THURSDAY	12:00N WEDNESDAY THROUGH 6:00 AM FRIDAY
THANKSGIVING	6:00 AM WEDNESDAY THROUGH 6:00 AM MONDAY
FRIDAY	12:00N THURSDAY THROUGH 6:00 AM MONDAY
SATURDAY	12:00N FRIDAY THROUGH 6:00 AM MONDAY

SHOULD THE CONTRACTOR FAIL TO MEET ANY OF THESE REQUIREMENTS, THE CONTRACTOR SHALL BE ASSESSED A DISINCENTIVE IN THE AMOUNT OF \$50 FOR EACH MINUTE THE ABOVE-DESCRIBED LANE CLOSURE RESTRICTIONS ARE VIOLATED.

CONTRACTOR EQUIPMENT ACCESS AND WORK OPERATIONS

IN ADDITION TO THE REQUIREMENTS OF SECTION 614 OF THE CONSTRUCTION AND MATERIAL SPECIFICATIONS THE FOLLOWING SHALL APPLY:

THE CONTRACTOR'S EQUIPMENT SHALL BE OPERATED IN THE DIRECTION OF TRAVEL WHERE PRACTICAL. A FLAGGER SHALL BE USED WHERE THE CONTRACTOR'S EQUIPMENT MUST MERGE WITH THE TRAFFIC STREAM.

THE CONTRACTOR SHALL ARRANGE CONSTRUCTION OPERATIONS SO AS TO PREVENT ANY INTERFERENCE TO THE CONTINUOUS FLOW OF TRAFFIC. ALL VEHICLES, EQUIPMENT, WORKERS AND THEIR ACTIVITIES ARE RESTRICTED AT ALL TIMES TO THE CLOSED LANES UNLESS OTHERWISE APPROVED BY THE ENGINEER.

PAVEMENT MARKING TRAFFIC CONTROL EQUIPMENT

THE PAVEMENT MARKING TRAFFIC CONTROL EQUIPMENT REQUIREMENTS FOR EDGE LINE, LONGER THAN TWO (2) MINUTE DRY AS SHOWN IN STANDARD DRAWING MT-99.20 DATED 7/19/13 SHALL BE MODIFIED AS FOLLOWS FOR INTERSTATE AND INTERSTATE LOOK-A-LIKE ROUTES OR WHERE THE ENGINEER DETERMINES NECESSARY FOR SAFETY:

THE TRAIL VEHICLE CLOSEST TO APPROACHING TRAFFIC SHALL BE EQUIPPED WITH A TRUCK MOUNTED ATTENUATOR (TMA) THE TMA MUST BRING A VEHICLE WEIGHING ABOUT 1800 TO 4500 LBS AND TRAVELING AT 60 MPH TO A SAFE, CONTROLLED STOP, PER NCHRP 350 CRITERIA.

THE TRAIL VEHICLE WITH TRUCK MOUNTED ATTENUATOR SHOULD BE USED IN ACCORDANCE WITH MANUFACTURER'S SPECIFICATIONS AND MUST MEET NCHRP 350 WITH ACCEPTABLE WRITTEN MANUFACTURER CERTIFICATION SUBMITTED TO THE ENGINEER BEFORE THE DEVICES ARE USED ON THE PROJECT.

ALL COSTS ASSOCIATED WITH THE ABOVE SHALL BE INCLUDED UNDER ITEM 614, MAINTAINING TRAFFIC.

FLOODLIGHTING

FLOODLIGHTING OF THE WORK SITE FOR OPERATIONS CONDUCTED DURING NIGHTTIME PERIODS SHALL BE ACCOMPLISHED SO THAT THE LIGHTS DO NOT CAUSE GLARE TO THE DRIVERS ON THE ROADWAY. TO ENSURE THE ADEQUACY OF THE FLOODLIGHT PLACEMENT, THE CONTRACTOR AND THE ENGINEER SHALL DRIVE THROUGH THE WORK SITE EACH NIGHT WHEN THE LIGHTING IS IN PLACE AND OPERATIVE PRIOR TO COMMENCING ANY WORK. IF GLARE IS DETECTED, THE LIGHT PLACEMENT AND SHIELDING SHALL BE ADJUSTED TO THE SATISFACTION OF THE ENGINEER BEFORE WORK PROCEEDS.

PAYMENT FOR ALL LABOR, EQUIPMENT AND MATERIALS SHALL BE INCLUDED IN THE LUMP SUM CONTRACT PRICE FOR ITEM 614, MAINTAINING TRAFFIC.


STOP BAR PLACEMENT

IN ORDER TO COMPLY WITH THE REQUIREMENTS OF THE TRAFFIC ENGINEERING MANUAL AND THE OMUTCD, AT NORMAL STOP CONTROLLED INTERSECTIONS WITHOUT CROSSWALK, PLACE THE LEADING EDGE OF THE STOP BAR (CLOSEST TO THE CENTER OF THE INTERSECTION) IN ACCORDANCE WITH THE BELOW TABLE UNLESS SPECIFIED OTHERWISE IN THESE PLANS. IN LOCATIONS WHERE THE INTERSECTION IS SKEWED, PLACE THE STOP BAR PARALLEL TO THE INTERSECTED (MAJOR) ROADWAY RATHER THAN PERPENDICULAR TO THE STOP APPROACH.

SHOULDER WIDTH OF INTERSECTED ROADWAY	PLACE THE LEADING EDGE OF STOP BAR ON INTERSECTING/APPROACH ROADWAY
0 FEET < SHOULDER WIDTH ≤ 2 FEET	4 FEET BACK FROM EDGE OF PAVED SHOULDER OF INTERSECTED ROADWAY
2 FEET < SHOULDER WIDTH ≤ 4 FEET	2 FEET BACK FROM EDGE OF PAVED SHOULDER OF INTERSECTED ROADWAY
SHOULDER WIDTH > 4 FEET	IN LINE WITH EDGE OF PAVED SHOULDER OF INTERSECTED ROADWAY

DESIGN AGENCY

DISTRICT 3



ENGINEERING TEAM ONE

DESIGNER

ACM

REVIEWER

KCK 10-22-25

PROJECT ID

112698

SUBSET

1 | 2

SHEET

P.2 | 27