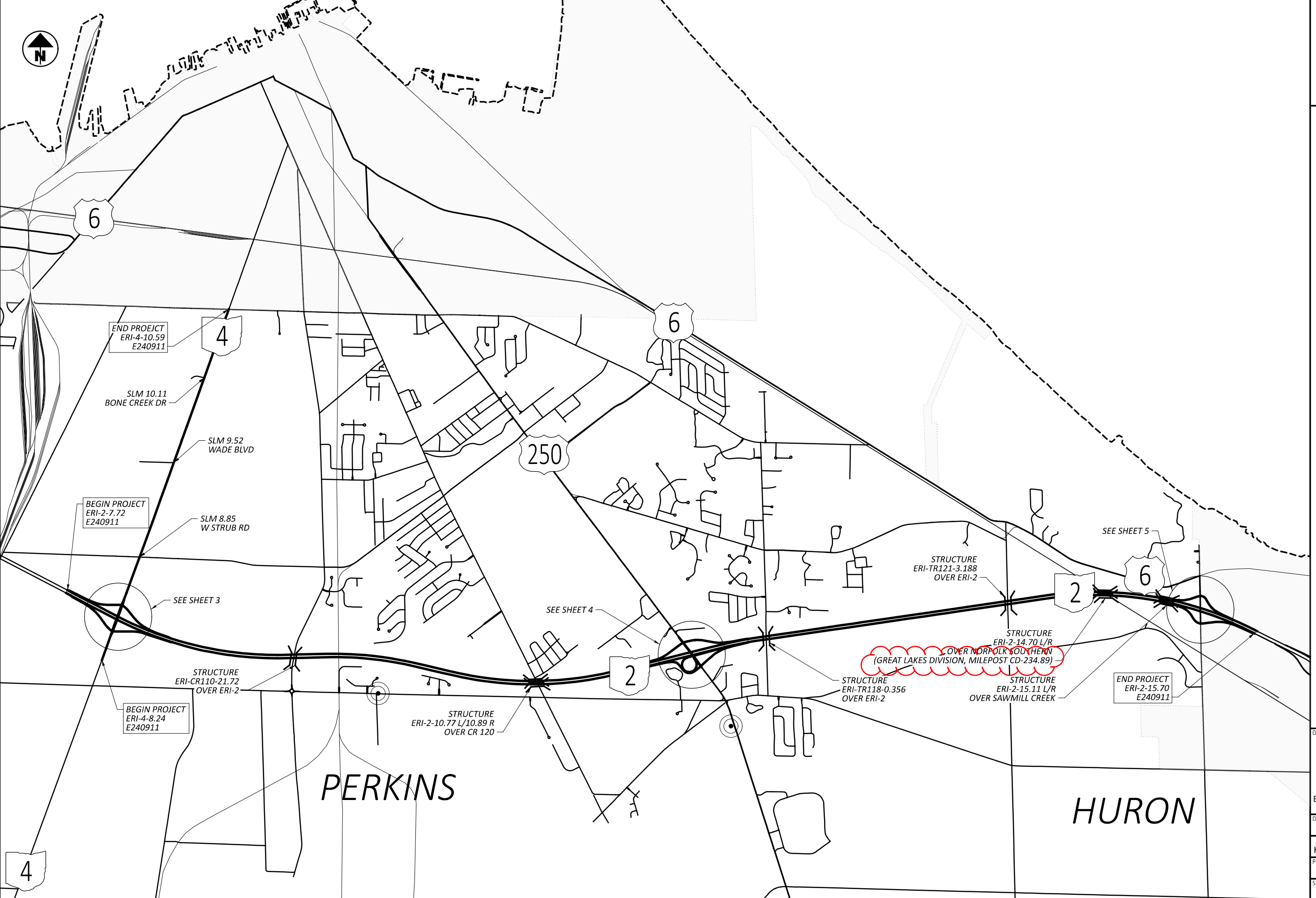


ERI-2/4-7.72/8.24  
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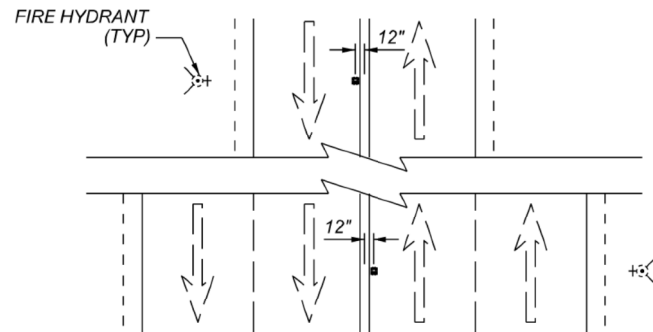


SCHEMATIC PLAN

DESIGN AGENCY	DISTRICT 3
ENGINEERING TEAM ONE	
DESIGNER	SMH
REVIEWER	KCK
PROJECT ID	1-2026
SHEET	118790
TOTAL	56
P.02	

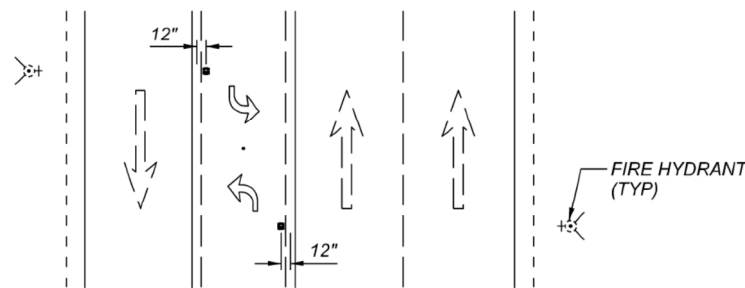
**RPMs FOR FIRE HYDRANTS (TWO- AND FOUR-LANE UNDIVIDED)**

INSTALL ONE BLUE/BLEU RAISED PAVEMENT MARKER ALONG THE CENTERLINE OF THE ROADWAY IN FRONT OF ALL FIRE HYDRANTS WITHIN THE PROJECT LIMITS AS LISTED ON THE RPM SUBSUMMARY. OFFSET THESE RPMs A DISTANCE OF 12 INCHES, MEASURED FROM THE CENTER OF THE CENTERLINE TO THE CENTER OF THE RPM, LATERALLY FROM THE CENTERLINE OF THE ROADWAY, TOWARD THE MARKED FIRE HYDRANT. SEE THE DETAIL BELOW AS INFORMATION. THESE RPMs SHOULD BE ADDED IN ADDITION TO THE STANDARD LONG LINE MARKING PLAN; THEY SHOULD NOT REPLACE ANY YELLOW, RED, OR WHITE MARKINGS.



**RPMs FOR FIRE HYDRANTS (TWO WAY LEFT TURN LANE)**

INSTALL ONE BLUE/BLEU RAISED PAVEMENT MARKER IN FRONT OF ALL FIRE HYDRANTS WITHIN THE PROJECT LIMITS AS LISTED ON THE RPM SUBSUMMARY. INSTALL THESE RPMs A DISTANCE OF 12 INCHES INSIDE THE TWO WAY LEFT TURN LANE, MEASURED FROM THE CENTER OF THE CENTERLINE TO THE CENTER OF THE RPM, LATERALLY FROM THE CENTERLINE OF THE ROADWAY, ON THE SIDE OF THE TWO WAY LEFT TURN LANE CLOSEST TO THE MARKED FIRE HYDRANT. SEE THE DETAIL BELOW AS INFORMATION. THESE RPMs SHOULD BE ADDED IN ADDITION TO THE STANDARD LONG LINE MARKING PLAN; THEY SHOULD NOT REPLACE ANY YELLOW, RED, OR WHITE MARKINGS.



**ITEM 644 – SPEED MEASUREMENT MARKING**

PLACE A SERIES OF SPEED MEASUREMENT MARKINGS ON THE ROADWAY TO ASSIST IN THE ENFORCEMENT OF SPEED REGULATIONS. EACH SPEED MEASUREMENT MARKING SHALL CONSIST OF ONE WHITE TRANSVERSE 24-INCH LINE MEASURED IN THE DIRECTION OF TRAVEL AND 4 FEET IN LENGTH.

THE MARKINGS SHALL BE PLACED AT ONE-QUARTER MILE INTERVALS FOR ONE (1) MILE ALONG THE ROADWAY, ENTIRELY ON THE PAVED SHOULDER, AT LOCATIONS SHOWN BELOW:

ERI-2-10.00 TO 11.00 (EASTBOUND & WESTBOUND)

IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO HAVE THE MARKINGS LAID OUT BY A STATE OF OHIO REGISTERED PROFESSIONAL SURVEYOR. ON SECTIONS WITH CURVES, THE MARKINGS ON THE INSIDE OF THE CURVE SHALL MEET THE REQUIRED ONE-QUARTER MILE INTERVALS. MARKINGS ON THE OUTSIDE OF THE CURVE SHALL BE DIRECTLY ACROSS FROM THE MARKINGS ON THE INSIDE OF THE CURVE, NOT STAGGERED. A RECORD IS TO BE KEPT AND ONE ORIGINAL SIGNED AND SEALED DOCUMENT IS TO BE SENT TO THE DISTRICT TRAFFIC ENGINEER AND ONE COPY IS TO BE SENT TO THE DISTRICT CONSTRUCTION ENGINEER.

PAYMENT WILL BE FOR EACH 24-INCH WIDE BY 4-FEET LONG MARKING AND SHALL INCLUDE THE PAVEMENT MARKING MATERIAL USED AND THE SURVEYING WORK PER ITEM 644 – SPEED MEASUREMENT MARKING.

**ITEM 900 - SPECIAL - RAILROAD COORDINATION**

THIS PROJECT INCLUDES WORK WITHIN THE RIGHT OF WAY OF ONE OR MORE RAILWAYS. THE CONTRACTOR SHALL COMPLETE AND SECURE ALL INSURANCE AND DOCUMENTATION REQUIREMENTS WITH EACH AFFECTED RAILROAD ON THE PROJECT. SEE THE PROJECT PROPOSAL FOR ADDITIONAL INFORMATION AND REQUIREMENTS AS PART OF THE RAILROAD AGREEMENT AND/OR RAILROAD CLAUSES INCLUDED WITH THE PROJECT.

RAILROAD FLAGGING WILL BE REQUIRED BY THE RAILWAY(S) WHEN ANY PROJECT OPERATIONS ARE BEING COMPLETED WITHIN RAILROAD RIGHTS OF WAY. IN ORDER TO LIMIT THE RISK OF DELAYS IN THE PROJECT SCHEDULE, THE CONTRACTOR SHALL MAKE EFFORTS TO SCHEDULE A RAILROAD FLAGGER WITH THE AFFECTED RAILROAD(S) AS EARLY AS POSSIBLE, PREFERABLY WITHIN TWO WEEKS OF THE AWARD OF THE CONTRACT. THE PROJECT PROPOSAL AND/OR RAILROAD CLAUSES LISTS THE RAILWAY-REQUESTED MINIMUM NOTIFICATION REQUIREMENTS FOR EACH AFFECTED RAILROAD. IF IT IS DETERMINED BY THE ENGINEER THAT THE CONTRACTOR DID NOT NOTIFY THE RAILROAD WITHIN THE REQUIRED TIMEFRAME TO SECURE A RAILROAD FLAGGER, AND THUS INCURS A DELAY IN PROJECT OPERATIONS, ANY DELAY CLAIMS MADE BY THE CONTRACTOR AS A RESULT OF DELAYED COORDINATION WITH SUCH RAILROAD(S) WILL BE DENIED.

IT MAY BE NECESSARY TO COMPLETE WORK WITHIN RAILROAD RIGHTS OF WAY UNDER A SEPARATE PHASE FROM THE REMAINDER OF THE PROJECT PENDING THE AVAILABILITY OF RAILROAD FLAGGING.

ALL WORK, INCLUDING LABOR, MATERIALS, EQUIPMENT, MOBILIZATION, AND INCIDENTALS, NEEDED TO COMPLETE THIS COORDINATION WITHIN THE RAILROAD RIGHT OF WAY SHALL BE INCLUDED IN THE CONTRACT LUMP SUM BID PRICE FOR ITEM 900 - SPECIAL - RAILROAD COORDINATION, UNLESS SEPARATELY ITEMIZED OR DETAILED IN THIS PLAN AND PROPOSAL.

**RAILROAD COORDINATION (NORFOLK SOUTHERN)**

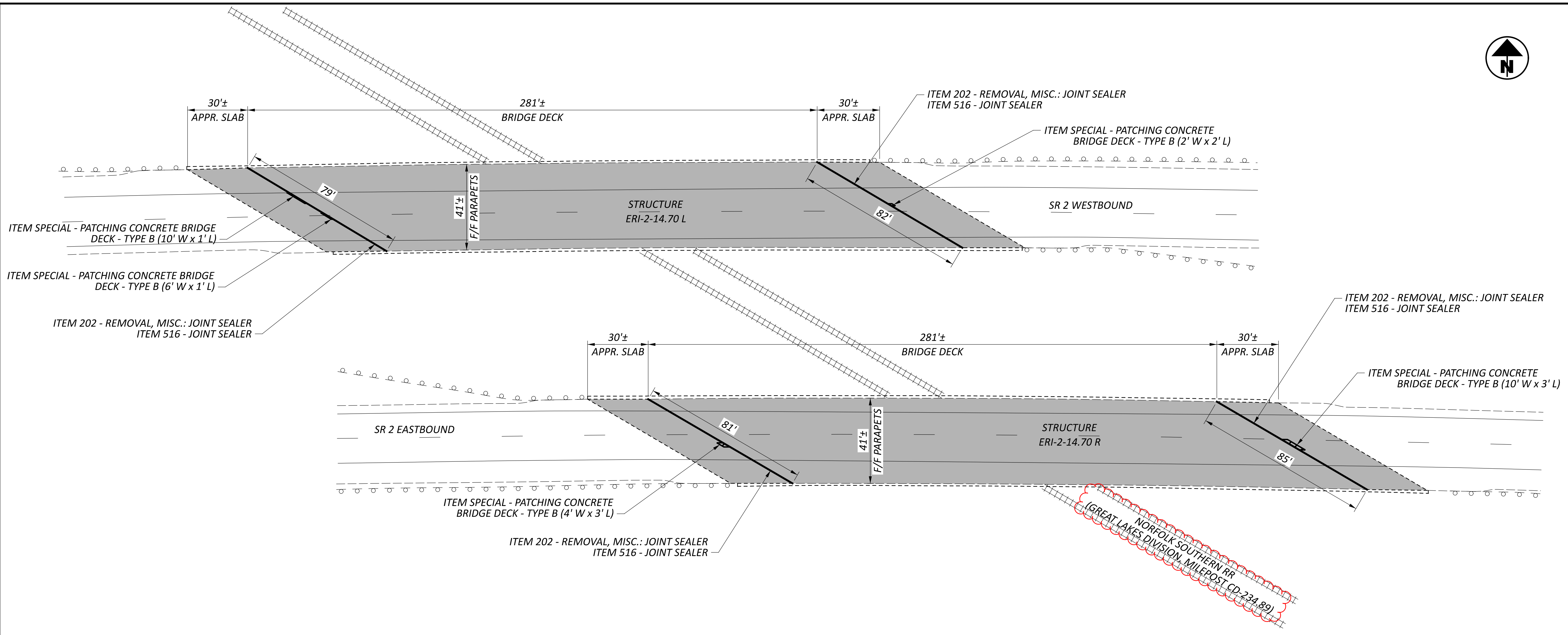
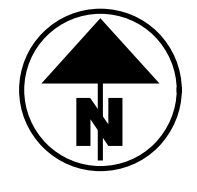
THE CONTRACTOR SHALL NOT COMMENCE ANY WORK ON RAILROAD RIGHTS-OF-WAY UNTIL THEY HAVE COMPLIED WITH THE CONDITIONS PRESENTED ON NS PUBLIC PROJECTS MANUAL (SEE APPENDIX E, NORFOLK SOUTHERN – SPECIAL PROVISIONS FOR PROTECTION OF RAILWAY INTERESTS). THE CONTRACTOR SHALL SO ARRANGE AND CONDUCT THIS WORK THAT THERE WILL BE NO INTERFERENCE WITH RAILROAD'S OPERATIONS. WHENEVER WORK IS LIABLE TO AFFECT THE OPERATIONS OR SAFETY OF TRAINS, THE METHODS OF DOING SUCH WORK SHALL FIRST BE SUBMITTED TO THE RAILROAD ENGINEER FOR APPROVAL, BUT SUCH APPROVAL SHALL NOT RELIEVE THE CONTRACTOR FROM ANY LIABILITY. RIGHT-OF-WAY AND/OR SECURITY FENCE SHALL BE PROVIDED AS DIRECTED BY THE NS PUBLIC PROJECT ENGINEER.

THE NS PUBLIC PROJECT ENGINEER'S CONTACT INFORMATION:

ELDRIDGE W. CHAMBERS  
 ENGINEER PUBLIC IMPROVEMENTS  
 NORFOLK SOUTHERN CORPORATION  
 650 PEACHTREE STREET, NW, BOX 45  
 ATLANTA, GA 30308  
 470-463-6307 (O)  
 ELDRIDGE.CHAMBERS@NSCORP.COM

"ONE CALL" SERVICES DO NOT LOCATE BURIED RAILROAD SIGNAL AND COMMUNICATIONS LINES. THE CONTRACTOR SHALL CONTACT THE RAILROAD'S REPRESENTATIVE 2 DAYS IN ADVANCE OF WORK AT THOSE PLACES WHERE EXCAVATION, PILE DRIVING, OR HEAVY LOADS MAY DAMAGE THE RAILROAD'S UNDERGROUND FACILITIES. THE CONTRACTOR SHALL AVOID EXCAVATION OR OTHER DISTURBANCE OF THESE FACILITIES. IF DISTURBANCE OR EXCAVATION IS REQUIRED NEAR A BURIED RAILROAD FACILITY, THE CONTRACTOR SHALL COORDINATE WITH THE RAILROAD TO HAVE THE FACILITY POTHOLED MANUALLY WITH CAREFUL HAND EXCAVATION. THE FACILITY SHALL BE PROTECTED BY THE CONTRACTOR DURING THE COURSE OF THE DISTURBANCE UNDER THE SUPERVISION AND DIRECTION OF THE RAILROAD'S REPRESENTATIVE (SEE NS PUBLIC PROJECTS MANUAL, APPENDIX E, SECTION 3.D).

MODEL: Sheet PAPER: 34x22 (in.) DATE: 4/13/2026 TIME: 10:11:23 AM PLTDRV: OHDOT\_PDF.plt USER: Jamie.Lowery@dot.ohio.gov WORKSPACE: OHDOTCEV02 WORKSET: 118790 PRODUCT: OpenRoadsDesigner 24.00.00.205  
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- ITEM 512 - TREATING CONCRETE BRIDGE DECKS WITH GRAVITY FED RESIN
- ITEM SPECIAL - PATCHING CONCRETE BRIDGE DECK - TYPE B

NOTES:  
 1.) CONCRETE REPAIR LOCATIONS ARE FOR REFERENCE USE ONLY. EXACT LOCATIONS TO BE DETERMINED BY THE ENGINEER.  
 2.) EXISTING REINFORCING STEEL SHALL BE PRESERVED.  
 3.) SEAL ENTIRE BRIDGE DECK AND APPROACH SLABS USING ITEM 512 - TREATING CONCRETE BRIDGE DECKS WITH GRAVITY FED RESIN.

ITEM	QUANTITY		UNIT	DESCRIPTION
	LEFT	RIGHT		
202	161	166	FT	REMOVAL, MISC.: JOINT SEALER
512	1,556	1,546	SY	TREATING CONCRETE BRIDGE DECKS WITH GRAVITY FED RESIN
516	161	166	FT	JOINT SEALER
621	3	2	EACH	RAISED PAVEMENT MARKER REMOVED, AS PER PLAN
SPECIAL	2	5	SY	PATCHING CONCRETE BRIDGE DECK - TYPE B

ALL QUANTITIES CARRIED TO THE STRUCTURE SUMMARY

STRUCTURE DETAILS  
 ERI-2-14.70 L/R  
 OVER NORFOLK SOUTHERN RR

SFN	2201089
SFN	2201119
DESIGN AGENCY	DISTRICT 3
ENGINEERING TEAM ONE	
DESIGNER	CHECKER
JLL	
REVIEWER	KAK 12-2025
PROJECT ID	118790
SUBSET	TOTAL
1	1
SHEET	TOTAL
P.48	56