

**MAINTENANCE OF TRAFFIC FOR MARKING PAVEMENT REPAIRS**

PROVIDE LANE CLOSURES AS PER THE MAINTENANCE OF TRAFFIC NOTES IN THESE PLANS A MINIMUM OF 24 HOURS PRIOR TO PERFORMING PAVEMENT REPAIRS TO ALLOW THE ENGINEER TO IDENTIFY AND MARK THE AREAS OF THE PAVEMENT IN NEED OF REPAIRS.

PAYMENT FOR ALL LABOR, EQUIPMENT, MATERIALS AND INCIDENTALS NEEDED TO PERFORM THE ABOVE LISTED WORK IS CONSIDERED INCIDENTAL TO MAINTAINING TRAFFIC ON THE PROJECT AND WILL BE INCLUDED IN THE LUMP SUM BID PRICE FOR ITEM 614 – MAINTAINING TRAFFIC.

**ITEM 408 - PRIME COAT, AS PER PLAN**

THE CONTRACTOR SHALL APPLY ONE COAT OF MC-70 (AS PER SECTION 702) AT A RATE OF 0.40 GAL/SY TO THE COMPLETED AGGREGATE SHOULDER (ITEM 617) AS DIRECTED BY THE ENGINEER. THE CONTRACTOR SHALL PROVIDE A SHIELD TO PREVENT THE SPRAYING OR DRIFTING OF LIQUID BITUMINOUS MATERIAL ONTO THE EDGE OF PAVEMENT OR EDGE LINE. THE ATTENTION OF THE CONTRACTOR IS DIRECTED TO 107.10 OF THE SPECIFICATIONS.

**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-2-16.18 TO 17.18 (WESTBOUND)  
 ERI-2-18.74 TO 19.74 (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.

**STOP BAR PLACEMENT**

IN ORDER TO COMPLY WITH THE REQUIREMENTS OF THE TRAFFIC ENGINEERING MANUAL AND THE ODOT, 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:

<u>SHOULDER WIDTH OF INTERSECTED ROADWAY</u>	<u>PLACE THE LEADING EDGE OF STOP BAR ON INTERSECTING/APPROACH ROADWAY</u>
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

**PAVEMENT MARKING LOG**

PRIOR TO REMOVING, GRINDING, OR OTHERWISE DESTROYING ANY EXISTING PAVEMENT MARKINGS, IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO CREATE AN EXISTING PAVEMENT MARKING LOG IN ORDER TO PLACE THE PROPOSED PAVEMENT MARKINGS IN THE SAME LOCATION AS THEIR EXISTING CONFIGURATION. SUBMIT THE EXISTING PAVEMENT MARKING LOG TO THE ENGINEER AND OBTAIN HIS OR HER APPROVAL PRIOR TO REMOVING, GRINDING, OR OTHERWISE DESTROYING THE EXISTING PAVEMENT MARKINGS.

ALL LABOR, MATERIAL, EQUIPMENT, AND INCIDENTALS NEEDED TO COMPLETE THIS WORK SHOULD BE INCLUDED IN THE CONTRACT LUMP SUM BID PRICE FOR ITEM 614 – MAINTAINING TRAFFIC.

**INTERIM COMPLETION DATE**

ANY AND ALL WORK THE CONTRACTOR PERFORMS DURING THE 2025 CONSTRUCTION SEASON MUST BE COMPLETED PRIOR TO THE END OF THAT SEASON.

ALL LANES SHALL BE OPEN TO TRAFFIC WITH ALL PAVEMENT MARKINGS RESTORED BY NO LATER THAN NOVEMBER 7, 2025. FOR EACH CALENDAR DAY THAT THIS INTERIM COMPLETION DATE IS VIOLATED, THE CONTRACTOR WILL BE ASSESSED A DISINCENTIVE FEE OF \$900 PER DAY.

**RAILROAD COORDINATION WITH NORFOLK SOUTHERN**

THE CONTRACTOR SHALL AT NO TIME ENTER THE RAILROAD RIGHT-OF-WAY WITH PERSONNEL OR EQUIPMENT UNTIL THEY HAVE COMPLIED WITH THE REQUIREMENTS PRESENTED IN THE NS PUBLIC PROJECT MANUAL INCLUDING APPROVED RAILROAD PROTECTIVE INSURANCE, A CONTRACTOR RIGHT OF ENTRY, PROTECTIVE SERVICES ("FLAGGING"), ETC. AND RECEIVED FROM NS WRITTEN AUTHORIZATION TO PROCEED (SEE APPENDIX E OF THE MANUAL, "NORFOLK SOUTHERN – SPECIAL PROVISIONS FOR PROTECTION OF RAILWAY INTERESTS"). THE CONTRACTOR SHALL SO ARRANGE AND CONDUCT THEIR WORK THAT THERE WILL BE NO INTERFERENCE WITH THE 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. RAILROAD PROTECTIVE SERVICES ("FLAGGING") AND/OR SECURITY FENCE SHALL BE PROVIDED AS DIRECTED BY THE RAILROAD ENGINEER OR THEIR FIELD REPRESENTATIVE.

THE RAILROAD ENGINEER'S CONTACT INFORMATION:

E.W. CHAMBERS  
 ENGINEER PUBLIC IMPROVEMENTS  
 NORFOLK SOUTHERN CORPORATION  
 650 WEST PEACHTREE STREET NW, P.O. BOX 45  
 ATLANTA, GA 30308  
 PHONE: 470-463-6307  
 EMAIL: ELDRIDGE.CHAMBERS@NSCORP.COM

ALL WORK TO BE PERFORMED ON, OVER, UNDER OR ADJACENT TO THE RAILROAD RIGHT-OF-WAY SHALL COMPLY WITH THE NORFOLK SOUTHERN RAILWAY COMPANY ("RAILROAD", "NSR" OR "NS") PUBLIC PROJECT MANUAL (APPENDIX E - SPECIAL PROVISIONS FOR THE PROTECTION OF RAILWAY INTERESTS, AND APPENDIX H1 - OVERHEAD GRADE SEPARATION DESIGN CRITERIA). WHEN IN CONFLICT WITH THE OTHER PROJECT SPECIFICATIONS, THE MOST STRINGENT ONE SHALL APPLY.

DESIGN AGENCY  
 DISTRICT 3



ENGINEERING  
 TEAM ONE

DESIGNER  
 JLL

REVIEWER  
 LTW 1-2025

PROJECT ID  
 77438

SHEET TOTAL  
 P.08 | 41