

ALIGNMENT AND PROFILE

THE WORK PROPOSED FOR THIS PROJECT IS FOR THE MICRO-SURFACING OF THE EXISTING PAVEMENT. PLACE THE PROPOSED PAVEMENT TO FOLLOW THE ALIGNMENT AND PROFILE OF THE EXISTING PAVEMENT.

BRIDGE TREATMENT

THE NEW MICROSURFACE SHALL BE TAPERED TO MEET THE PROFILE AS SPECIFIED BY THE ENGINEER. CONCRETE APPROACH SLABS AND BRIDGE DECKS SHALL NOT BE PAVED, UNLESS OTHERWISE NOTED IN THE PLANS (SEE SHEET 5). THE CONTRACTOR SHALL TAKE ALL PRECAUTIONS TO PREVENT ANY ASPHALT CONCRETE MATERIAL FROM FALLING OFF THE EDGE OF A BRIDGE DECK OR EDGE OF A CULVERT DURING ANY CONSTRUCTION OPERATIONS. THE CONTRACTOR SHALL IMMEDIATELY REMOVE ANY MATERIAL THAT FALLS INTO THE ROADSIDE DITCHES OR STREAMS THROUGH NON-MECHANICAL MEANS. NO EQUIPMENT SHALL BE PERMITTED IN THE ROADSIDE DITCHES OR STREAMS.

ITEM 421 - MICROSURFACING, SURFACE COURSE, AS PER PLAN & ITEM 421 - MICROSURFACING, LEVELING COURSE, AS PER PLAN

MICROSURFACING, SURFACE COURSE, AS PER PLAN AND MICROSURFACING, LEVELING COURSE, AS PER PLAN, SHALL BE IN ACCORDANCE WITH ITEM 421 - MICROSURFACING WITH THE FOLLOWING ADDITIONS: TRUCK MOUNTED MACHINES AS PER 421.06 MAY BE USED FOR THE ENTIRE PROJECT.

THE LEVELING COURSE SHALL BE PLACED AT A APPLICATION RATE OF 14 LBS. PER SQ. YD. FROM EDGE LINE TO EDGE LINE. THE SURFACE COURSE SHALL BE PLACED AT A APPLICATION RATE OF 18 LBS. PER SQ. YD. FROM EDGE OF PAVEMENT TO EDGE OF PAVEMENT.

ALL LABOR, EQUIPMENT AND MATERIAL REQUIRED TO PERFORM THE ABOVE WORK SHALL BE INCLUDED IN THE COST PER SQUARE YARD OF ITEM 421 - MICROSURFACING, SURFACE COURSE, AS PER PLAN AND ITEM 421 - MICROSURFACING, LEVELING COURSE, AS PER PLAN.

EROSION CONTROL

THE QUANTITY BELOW HAS BEEN CARRIED TO THE GENERAL SUMMARY FOR EROSION CONTROL.

ITEM 832 EROSION CONTROL = 1,000 EACH

WORK ZONE MARKINGS AND SIGNS

ERECT A NO EDGE LINES SIGN IN ADVANCE OF ANY SECTION OF ROADWAY LACKING STANDARD EDGE LINE MARKINGS. ERECT A DO NOT PASS SIGN AT THE BEGINNING AND A PASS WITH CARE SIGN AT THE END OF EACH NO PASSING ZONE LACKING STANDARD CENTER LINE MARKINGS. ENSURE THESE SIGNS ARE IN PLACE BEFORE OPENING THE ROADWAY TO TRAFFIC. PAYMENT FOR THESE SIGNS TO BE INCLUDED IN ITEM 614 WORK ZONE MARKING SIGN.

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY FOR USE AT LOCATIONS IDENTIFIED BY THE ENGINEER FOR WORK ZONE PAVEMENT MARKINGS AND SIGNS PER THE REQUIREMENTS OF CMS 614.04, 614.055 AND 614.11.

ITEM 614, WORK ZONE MARKING SIGN 69 EACH
 ITEM 614, WORK ZONE CENTER LINE, CLASS I 17.25 MILES
 ITEM 614, WORK ZONE CENTER LINE, CLASS II 34.50 MILES

ITEM 614 MAINTAINING TRAFFIC

A MINIMUM OF 1 LANE OF TRAFFIC IN EACH DIRECTION SHALL BE MAINTAINED AT ALL TIMES BY USE OF THE EXISTING PAVEMENT OR THE COMPLETED PAVEMENT.

THE LENGTH OF RESTRICTED TRAFFIC WORK ZONES SHALL BE KEPT TO A MAXIMUM TWO (2) MILE WORK ZONE CONSISTENT WITH THE SPECIFICATION REQUIREMENTS FOR PROTECTION OF COMPLETED COURSES. IN ADDITION TO THE REQUIREMENTS AS INDICATED IN THE "OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS", AND PERTINENT ITEMS OF THE CONSTRUCTION AND MATERIAL SPECIFICATIONS, THE FOLLOWING REQUIREMENTS SHALL APPLY.

IT IS THE INTENTION TO PERFORM THE REQUIRED WORK WITH THE LEAST INCONVENIENCE TO AND THE MAXIMUM SAFETY OF THE CONTRACTOR AND THE TRAVELING PUBLIC. ANY VARIANCES FROM THESE MAINTENANCE OF TRAFFIC NOTES MUST BE APPROVED IN ADVANCE IN WRITING BY THE DIRECTOR. TRAFFIC IS TO BE MAINTAINED IN A UNIFORM PATTERN THROUGHOUT THE ENTIRE LENGTH OF THE PROJECT AND NOT BE SUBJECTED TO CONSTANT LANE SHIFTS.

THE CONTRACTOR'S OPERATIONS SHALL BE ARRANGED TO PREVENT ANY INTERFERENCE TO THE CONTINUOUS FLOW OF TRAFFIC. ALL VEHICLE, EQUIPMENT, WORKERS AND THEIR ACTIVITIES ARE RESTRICTED AT ALL TIMES TO ONE SIDE OF THE PAVEMENT UNLESS OTHERWISE APPROVED BY THE ENGINEER.

THE CONTRACTOR SHALL BE REQUIRED TO PROVIDE, ERECT, MAINTAIN (IN PROPER POSITION, CLEAN, LEGIBLE AND GOOD WORKING CONDITION) AND REMOVE ALL LIGHTS, SIGNS AND BARRICADES, CONES AND ALL OTHER TRAFFIC CONTROL DEVICES NECESSARY FOR THE MAINTENANCE OF TRAFFIC, INCLUDING PAVEMENT MARKINGS.

ROADWAY FLAGGERS MUST BE PRESENT ON EACH SIDE OF THE RAILROAD CROSSING. ANYTIME TRAFFIC IS DIRECTED INTO OPPOSING TRAFFIC LANES AT THE RAILROAD CROSSING. CHANNELIZATION/MOT DEVICES SHALL BE PLACED A MINIMUM OF 15 FEET FROM CENTERLINE OF RAILROAD TRACKS.

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. 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.

PERSONAL PROTECTIVE EQUIPMENT (PPE)

THE CONTRACTOR SHALL FOLLOW ALL REQUIREMENTS OF SECTIONS XXIV AND XXXIV OF THE OHIO DEPARTMENT OF TRANSPORTATION SAFETY AND HEALTH STANDARD OPERATING PROCEDURE 220-006(SP) EFFECTIVE: NOVEMBER 1, 2018 (EXCEPT AS AMENDED BELOW) AND ALL SUBSEQUENT UPDATES POSTED AT THE FOLLOWING WEBSITE:

HTTP://WWW.DOT.STATE.OH.US/POLICY/POLICIESANDSOPS/POLICIES/220-006(SP).PDF

AMENDMENTS TO THE REQUIREMENTS OF THIS DOCUMENT ARE:

XXIV. HEAD PROTECTION (HARD HATS)
 ALL PERSONS WITHIN THE RIGHT-OF-WAY OF ANY HIGHWAY OR ANY OTHER TYPE OF ROADWAY OR CONSTRUCTION SITE WHO ARE EXPOSED TO EITHER TRAFFIC (VEHICLES USING THE HIGHWAY FOR PURPOSES OF TRAVEL) OR CONSTRUCTION EQUIPMENT WITHIN THE WORK AREA, REGARDLESS OF JOB TYPE, SHALL WEAR APPROPRIATE HEAD PROTECTION. ALL HARD HATS MUST MEET OR EXCEED ANSI Z89.1-2009 TYPE 1, CLASS E-G REQUIREMENTS.

XXXIV. SAFETY APPAREL AND VEST (HIGH VISIBILITY)
 ALL PERSONS WITHIN THE RIGHT-OF-WAY OF ANY HIGHWAY OR ANY OTHER TYPE OF ROADWAY OR CONSTRUCTION SITE WHO ARE EXPOSED TO EITHER TRAFFIC (VEHICLES USING THE HIGHWAY FOR PURPOSES OF TRAVEL) OR CONSTRUCTION EQUIPMENT WITHIN THE WORK AREA, REGARDLESS OF JOB TYPE, SHALL WEAR A HIGH-VISIBILITY SAFETY VEST THAT MEETS THE PERFORMANCE CLASS II OR CLASS III REQUIREMENTS OF THE ANSI/ISEA 107-2015 PUBLICATION ENTITLED "AMERICAN NATIONAL STANDARD FOR HIGH-VISIBILITY SAFETY APPAREL AND ACCESSORIES."

WORKERS MAY WEAR AN ANSI CLASS II OR ANSI CLASS III APPROVED RAIN SUIT, JACKET OR OTHER APPAREL WITHOUT A SAFETY VEST OVER IT.

WORKERS MUST WEAR THE REQUIRED PPE AS DESCRIBED IN THE LATEST EDITION OF THE CSXT SAFE WAY MANUAL, AT ALL TIMES WHILE WORKING WITHIN THE CSXT RIGHT OF WAY.

NOTIFICATION OF TRAFFIC RESTRICTIONS

THROUGHOUT THE DURATION OF THE PROJECT, THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER IN WRITING OF ALL TRAFFIC RESTRICTIONS AND UPCOMING MAINTENANCE OF TRAFFIC CHANGES. THE CONTRACTOR SHALL ENSURE THE WRITTEN NOTIFICATION IS SUBMITTED IN A TIMELY MANNER TO ALLOW THE PROJECT ENGINEER TO MEET THE REQUIRED TIME FRAMES SET FORTH IN THE TABLE BELOW TO INFORM THE SPECIAL HAULING PERMITS SECTION (HAULING.PERMITS@DOT.OHIO.GOV) AND THE DISTRICT PUBLIC INFORMATION OFFICE (PIO). THIS NOTIFICATION SHALL BE RECEIVED BY THE PROJECT ENGINEER PRIOR TO THE PHYSICAL SETUP OF ANY APPLICABLE SIGNS OR MESSAGE BOARDS.

INFORMATION SHOULD INCLUDE, BUT IS NOT LIMITED TO, ALL CONSTRUCTION ACTIVITIES THAT IMPACT OR INTERFERE WITH TRAFFIC AND SHALL LIST THE SPECIFIC LOCATION, TYPE OF WORK, ROAD STATUS, DATE AND TIME OF RESTRICTION, DURATION OF RESTRICTION, NUMBER OF LANES MAINTAINED, NUMBER OF LANES CLOSED, MINIMUM VERTICAL CLEARANCE, MINIMUM WIDTH OF DRIVABLE PAVEMENT, DETOUR ROUTES, IF APPLICABLE, AND ANY OTHER INFORMATION REQUESTED BY THE PROJECT ENGINEER.

NOTIFICATION OF TRAFFIC RESTRICTIONS TIME TABLE		
ITEM	DURATION OF CLOSURE	NOTICE DUE TO PERMITS & PIO
RAMP & ROAD CLOSURES	>= 2 WEEKS	21 CALENDAR DAYS PRIOR TO CLOSURE
	> 12 HOURS & < 2 WEEKS	14 CALENDAR DAYS PRIOR TO CLOSURE
	< 12 HOURS	4 BUSINESS DAYS PRIOR TO CLOSURE
LANE CLOSURES AND RESTRICTIONS	>= 2 WEEKS	14 CALENDAR DAYS PRIOR TO CLOSURE
	< 2 WEEKS	5 BUSINESS DAYS PRIOR TO CLOSURE
START OF CONSTRUCTION & TRAFFIC PATTERN CHANGES	N/A	14 CALENDAR DAYS PRIOR TO IMPLEMENTATION

ANY UNFORESEEN CONDITIONS NOT SPECIFIED IN THE PLANS REQUIRING TRAFFIC RESTRICTIONS SHALL ALSO BE REPORTED TO THE PROJECT ENGINEER USING THE NOTIFICATION TIME TABLE.



PAVEMENT PREPARATION

IN ADDITION TO THE REQUIREMENTS OF SPEC. 641.05, THE ITEM SHALL CONSIST OF REMOVING AND DISPOSING OF EXCESSIVE AMOUNTS OF LOSE OR FOREIGN MATERIAL FROM THE SURFACE TO BE MARKED TO THE SATISFACTION OF THE ENGINEER. THIS SHALL INCLUDE THE AREA AROUND THE SURFACE TO BE MARKED, THE ENTIRE AREA SHALL BE CLEANED, NOT JUST THE LINES TO BE MARKED. ALL WORK SHALL BE INCIDENTAL TO 641.

DAMAGE CLAIMS

IN ADDITION TO 107.10 AND 107.12 OF THE C&MS BOOK, THE FOLLOWING SHALL APPLY:

COPIES OF ALL DAMAGE CLAIMS OR WRITTEN COMPLAINTS MADE AGAINST THE CONTRACTOR OR SUBCONTRACTOR RESULTING FROM FIELD PAINTING OF PAVEMENT MARKINGS SHALL BE PROVIDED TO THE ODOT DISTRICT CONSTRUCTION ENGINEER WITHIN SEVEN (7) DAYS OF RECEIPT, THE CONTRACTOR SHALL RESPOND TO EACH CLAIM OR COMPLAINT IN A TIMELY MANNER, BUT IN NO CASE SHALL RESPONSE TAKE MORE THAN FIFTEEN (15) DAYS. A COPY OF THE RESPONSE SHALL BE PROVIDED TO THE ODOT DISTRICT CONSTRUCTION ENGINEER AT THE TIME IT IS SENT TO THE CLAIMANT OR COMPLAINANT.

GRINDING MATERIAL

THE GRINDING MATERIAL SHALL BECOME THE PROPERTY OF THE CONTRACTOR AND BE REMOVED FROM THE PAVED SURFACE OF THE ROADWAY.

PAVEMENT MARKINGS

IN ADDITION TO THE STANDARD CONSTRUCTION DRAWINGS IN THE CMS, THE FOLLOWING ADDITIONAL CONDITIONS SHALL APPLY.

THE RUMBLE STRIPE SHALL BE DUST-FREE AND DRY WHEN THE PAVEMENT MARKINGS ARE APPLIED. PAVEMENT MARKINGS SHALL NOT BE PLACED OVER ANT PROPOSED CRACK SEALANT UNTIL THE SEALANT HAS CURED.

WORK ON STRUCTURES

THIS PROJECT CONTAINS STRUCTURES WHICH MAY HAVE CONCRETE APPROACH SLABS AND DECKS OR CONCRETE OVERLAYS. THE CONTRACTOR SHALL OMIT CRACK SEALING WORK ON THE CONCRETE PORTIONS OF THESE STRUCTURES WITH THE EXCEPTION OF SEALING THE JOINT AT THE PAVEMENT AND APPROACH SLAB AND THE JOINT AT THE APPROACH SLAB AND BACKWALL, AS DIRECTED BY THE ENGINEER.

PROGRESSION OF WORK

FOLLOWING THE PLACEMENT OF THE CENTERLINE RUMBLE STRIPE AND PRIOR TO THE PLACEMENT OF PAVEMENT MARKINGS, THE LONGITUDINAL PAVEMENT JOINT ALONG THE CENTERLINE OF THE ROADWAY SHALL BE SEALED. CRACK SEALING SHALL BE PERFORMED IN ACCORDANCE WITH THE PROVISIONS OF CMS 423. CARE SHALL BE TAKEN NOT TO UNNECESSARILY OBLITERATE EXISTING PAVEMENT MARKINGS AND RAISED PAVEMENT MARKERS. IN THE EVENT THAT EXISTING PAVEMENT MARKINGS ARE OBLITERATED, THE CONTRACTOR SHALL ERECT THE NECESSARY WORK ZONE MARKING SIGNS AND INSTALL TEMPORARY PAVEMENT MARKINGS IN THOSE AREAS WHERE THE OBLITERATION HAS OCCURED PER THE REQUIREMENTS OF THE CONSTRUCTION DRAWINGS.

OBLITERATION MEANS ANY PERMANENT PAVEMENT MARKING TOTALLY COVERED OR COVERED TO THE EXTENT THAT THE REMAINING MARKINGS DO NOT PROVIDE GUIDANCE AS DETERMINED BY THE ENGINEER.

THE COSTS ASSOCIATED WITH THE REQUIREMENTS ABOVE SHALL BE CONSIDERED INCIDENTAL AND SHALL BE INCLUDED IN THE UNIT BID PRICE OF ITEM 423 CRACK SEALING, TYPE 1.

UPON COMPLETION OF CRACK SEALING OPERATIONS ON EACH SECTION, THE CONTRACTOR SHALL INSTALL PERMANENT PAVEMENT MARKINGS AS PAID FOR IN THIS PLAN.

ENVIRONMENTAL COMMITMENTS

1. THE CONTRACTOR SHALL NOT DISCHARGE TOXIC OR HAZARDOUS MATERIALS SUCH AS SEALANTS, PAINT, SOLVENTS, CLEANING AGENTS, EARTHEN MATERIALS, WASTE-WATER, FUELS OR DEBRIS OF ANY KIND TO A SCENIC RIVER, ITS TRIBUTARIES, OR DRAINAGE WAYS. IF REFUELING OF IMMOBILE EQUIPMENT IS NECESSARY WITHIN THE FLOODPLAIN OR NEAR ANY TRIBUTARY DRAINAGE WAYS, DITCHES, OR STREAM, THE CONTRACTOR SHALL PROVIDE SECONDARY CONTAINMENT WITH ENOUGH CAPACITY TO COMPLETELY CONTAIN AND COLLECT ALL POTENTIAL LIQUID WASTES IN THE EVENT OF A SPILL.

2. ANY AND ALL CONSTRUCTION DEBRIS, EARTHEN DEBRIS, EXCESS ASPHALT OR CONCRETE, WOOD DEBRIS FROM CLEARING, EXCESS FILL MATERIAL, AND TRASH SHOULD BE DISPOSED OF AT AN APPROVED UPLAND SITE OR LAND FILL ABOVE FEMA 100-YEAR FLOOD ELEVATIONS. DISPOSAL OF ANY SUCH MATERIALS WITHIN 1000 FEET OF THE MAUMEE RIVER IS PROHIBITED.

3. IN ACCORDANCE WITH ORC 3750.06, REPORTABLE SPILLS MUST BE REPORTED TO THE LOCAL FIRE DEPARTMENT (911), THE LOCAL EMERGENCY COORDINATOR (419-782-1130 (DEFIANCE COUNTY) AND 419-399-3500 (PAULDING COUNTY)), AND THE OHIO SPILL LINE (1-800-282-9378).

4. THE CONTRACTOR SHALL KEEP ALL IDLE EQUIPMENT, FUELS, LUBRICANTS, AND ANY STORAGE FOR/OF POTENTIALLY TOXIC OR HAZARDOUS MATERIALS OUT OF THE FEMA DESIGNATED SPECIAL FLOOD HAZARD AREA AND NOT WITHIN 1000 FEET OF THE MAUMEE RIVER.

5. THE CONSTRUCTION ENGINEER WILL CONTACT NORTHWEST OHIO SCENIC RIVERS MANAGER ROWAN COBURN-GRIFFIS (ROWAN.COBUEN-GRIFFIS@DNR.OHIO.GOV) ONE WEEK PRIOR TO WORK COMMENCING, AND WITHIN THE FIRST WEEK AFTER THE WORK IS FINISHED.

SCHEDULING RR WATCHMAN/FLAGGER

PRIOR TO ENTERING INTO, OR WORKING WITHIN, ABOVE, BELOW, ADJACENT TO, OR WITHIN REACH OR POTENTIAL TO FOUL (EQUIPMENT WITH EXTENDABLE, OR FIXED BOOM LENGTHS THAT BY DISTANCE FROM THE ROW COULD ENTER INTO) THE RAILROADS RIGHT-OF-WAY THE ROADWAY CONTRACTOR WILL NEED TO SCHEDULE A RR FLAGGER TO BE PRESENT DURING ALL ROADWAY CONTRACTOR / SUBCONTRACTOR ACTIVITIES WITHIN OR ADJACENT TO THE RAILROAD RIGHT-OF-WAY AND CORRIDOR. TO SCHEDULE A RR FLAGGER CONTRACTOR MUST COMPLETE AND SUBMIT THE RAILROAD FLAGGING REQUEST FORM (TO BE PROVIDED AS ATTACHMENT). THE FLAGGER MUST BE SCHEDULED A MINIMUM OF TWO WEEKS IN ADVANCE OF THE START DATE FOR THE WORK. TO MAINTAIN A SAFE WORKING ENVIRONMENT A FLAGGER WILL HAVE TO BE PRESENT ANYTIME THE ROADWAY CONTRACTOR(S) ARE WORKING WITHIN OR ADJACENT TO THE RAILROADS RIGHT-OF-WAY. THE ROADWAY CONTRACTOR WILL NEED TO PROVIDE PROOF OF INSURANCE IN THE AMOUNTS REQUIRED BY THE RAILROAD AT THE TIME OF CONSTRUCTION. ADDITIONALLY, THE USE OF PERSONAL PROTECTION EQUIPMENT (PPE) WILL BE REQUIRED BY ALL ROADWAY CONTRACTORS WORKING ON THE RAILROADS RIGHT-OF-WAY. PPE INCLUDES THE FOLLOWING ITEMS: HARD HAT WITH REFLECTIVE BAND, SAFETY GLASSES WITH SIDE PROTECTION, SAFETY VEST WITH REFLECTIVE STRIPING, STEEL TOED BOOTS WITH MINIMUM 6" CUFF AND NON-SLIP TREAD, HEARING PROTECTION AS NEEDED.

DUE TO THE UNKNOWN SCHEDULE OF THE ROADWAY AUTHORITYS CONTRACTOR IT IS NOT POSSIBLE TO ESTIMATE THE TIME A WATCHMAN WILL BE REQUIRED. WATCHMAN SERVICES ARE CHARGED ON A "PER DAY" RATE AND INVOICED DIRECTLY TO THE ROADWAY AUTHORITY AT THE COMPLETION OF THE PROJECT. AS INFORMATION, THE COST FOR A WATCHMAN IS APPROXIMATELY SHOWN IN THE BELOW CHART.

WORKING IN OR UPON RR PROPERTY

THE FOLLOWING ITEMS WILL APPLY TO ALL WORK PERFORMED WITHIN RR PROPERTY:

- ALL MOVEMENTS OF EQUIPMENT WITHIN RAILROAD PROPERTY MUST BE COORDINATED WITH THE RAILROAD WATCHMAN.
- DURING TRAIN MOVEMENTS THROUGH THE PROJECT LOCATION, VEHICLES, EQUIPMENT AND PERSONNEL WILL NOT BE ALLOWED TO OPERATE.
- ANY DAMAGE CAUSED BY THE ROADWAY WORK TO THE TRACK OR RAILROAD PROPERTY WILL REQUIRE REPAIR IMMEDIATELY UPON NOTIFICATION FROM THE RAILROAD OR THEIR DESIGNATED PERSONNEL OR CONTRACTOR. IF THE DAMAGE AFFECTS THE TRACK, TRACK STRUCTURE, RAILWAY FACILITIES, OR TRAIN OPERATIONS AS DETERMINED BY THE RAILROAD, THE REPAIRS WILL BE PERFORMED BY THE RAILROAD AT THE ROADWAY AUTHORITIES EXPENSE INCLUDING ALL ASSOCIATED COSTS OF DELAYS OF THE RAILROAD.

RAILROAD CONTACTS

RAILROAD EMERGENCY - 855-258-4514 - IF ANY EMERGENCY ARISES THAT IS OF A NATURE THAT TRAIN OPERATIONS MAY BE AFFECTED AND NEED IMMEDIATE NOTIFICATION TO STOP TRAINS.
PATRIOT RAIL PUBLIC PROJECTS ENGINEER - DEREK METTS - PHONE 904-265-6130 EMAIL: DEREK.METTS@PATRIOTRAIL.COM.
FOR MATTERS PERTAINING TO PROJECT ISSUES OR GENERAL QUESTIONS THAT REQUIRE RAILROAD INPUT OR DETERMINATION PLEASE CC PR-PM@WABTEC.COM ON ALL CORRESPONDENCE.
PATRIOT RAIL GENERAL ENGINEERING CONSULTANT (GEC) TERRY FRANK (XORAIL) PHONE: 904-477-2103 EMAIL: PR-PM@WABTEC.COM
FOR MATTERS PERTAINING TO PROJECT ISSUES OR GENERAL QUESTIONS THAT REQUIRE RAILROAD INPUT OR DETERMINATION PLEASE CC DEREK.METTS@PATRIOTRAIL.COM ON ALL CORRESPONDENCE.

DRAINAGE REQUIREMENTS:

NO STORM WATER MAY BE DIRECTED TOWARDS OR ALLOWED TO STAND OR POND WITHIN THE RAILROAD RIGHT-OF-WAY. EARTH SWALES OR CONCRETE OR ASPHALT GUTTERS SHALL BE USED TO CONVEY STORM WATER TO MUNICIPAL OR PRIVATE COLLECTION SYSTEMS OR STORAGE PONDS OUTSIDE THE RAILROAD RIGHT-OF-WAY.

IF THE ROADWAY AUTHORITY WORK WILL AFFECT OR REQUIRE MODIFICATION TO ANY EXISTING RAILROAD DRAINAGE FACILITIES THROUGH OR PARALLEL TO THE WORK, IT WILL BE THE ROADWAY AUTHORITIES RESPONSIBILITY TO PROPERLY DESIGN AND PROVIDE A DRAINAGE SYSTEM TO ACCOMMODATE THE EXISTING DRAINAGE, WHILE NOT PROMOTING OR DIRECTING ANY ADDITIONAL VOLUME OF STORM WATER ONTO OR TOWARDS THE RAILROAD RIGHT-OF-WAY.

ALL STORM WATER SHALL FLOW AWAY FROM THE RAILROAD CROSSING SURFACE AND TRACKS STRUCTURE. AT NO TIME SHALL ANY STORM WATER BE DIRECTED TOWARDS THE RAILROAD CROSSING SURFACE OR TRACK STRUCTURE.

CLEARANCE REQUIREMENTS:

THE FOLLOWING MINIMUM FINAL CLEARANCES SHALL APPLY TO ALL GRADE SEPARATED CROSSINGS:

- VERTICAL - 23 FEET ABOVE TOP OF RAIL (ATR) THROUGHOUT THE ENTIRE WIDTH OF THE RAILROAD RIGHT-OF-WAY.
- HORIZONTAL - 15 FEET IN TANGENT SECTIONS OF TRACK MEASURED PERPENDICULAR TO THE TRACK.
- HORIZONTAL - 20 FEET IN CURVED SECTIONS OF TRACK MEASURED PERPENDICULAR TO THE TRACK.
- HORIZONTAL BRIDGES - NO PORTION OF ANY SUPERSTRUCTURE OR SUBSTRUCTURE, ABOVE GRADE OR BELOW GRADE ARE TO BE PLACED WITHIN THE RAILROAD RIGHT-OF-WAY. (NEW BRIDGE DESIGNS MUST SPAN THE ENTIRE RAILROAD RIGHT-OF-WAY).

PROJECT REVIEW:

THE RAILROAD RESERVES THE RIGHT TO COMMENT / APPROVE THE RAILROAD PROPERTY OR FACILITIES ANY TIME PRIOR TO THE START OF CONSTRUCTION REGARDLESS IF PREVIOUS CONSTRUCTION PLAN APPROVAL HAS BEEN GRANTED. THIS RESERVATION WILL BE INVOKED ONLY IF THE RAILROAD HAS EITHER BY INTERNAL POLICY OR MANDATE OF LAW REVISED ITS STANDARDS AS APPLICABLE TO THIS PROJECT. THE RAILROAD SHALL NOTIFY THE ROADWAY AUTHORITY OF CHANGES AS FAR AS POSSIBLE IN ADVANCE OF CONSTRUCTION. THE ROADWAY AUTHORITY SHALL, PRIOR TO THE START OF CONSTRUCTION, VERIFY WITH THE RAILROAD IF ANY REVISIONS TO STANDARDS ARE APPLICABLE TO THIS PROJECT.

RAILROAD MAINTENANCE OF TRAFFIC

THE RAILROAD AUTHORITY, OR DESIGNATED CONTRACTOR, SHALL NOT BE ALLOWED TO PERFORM TEMPORARY LANE CLOSURES, LANE SHIFTS, OR DETOUR ROUTES WITHIN THE RAILWAY RIGHT-OF-WAY WITHOUT PRIOR PLAN APPROVAL (PROVIDE 45-60 DAYS FOR REVIEW). ADDITIONALLY NO LANE SHIFT SHALL OCCUR WITHOUT PRIOR AUTHORIZATION FROM THE RAILWAYS SIGNAL DEPARTMENT PERSONNEL. THE ROADWAY AUTHORITY WILL BE REQUIRED TO CONTACT THE FOLLOWING RAILWAY PERSONNEL TO COORDINATE THIS PHASE OF THE PROJECT A MINIMUM OF 60 DAYS IN ADVANCE.

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DESIGN AGENCY



DESIGNER	BCH
REVIEWER	MPB
PROJECT ID	114973
SHEET	4
TOTAL	7