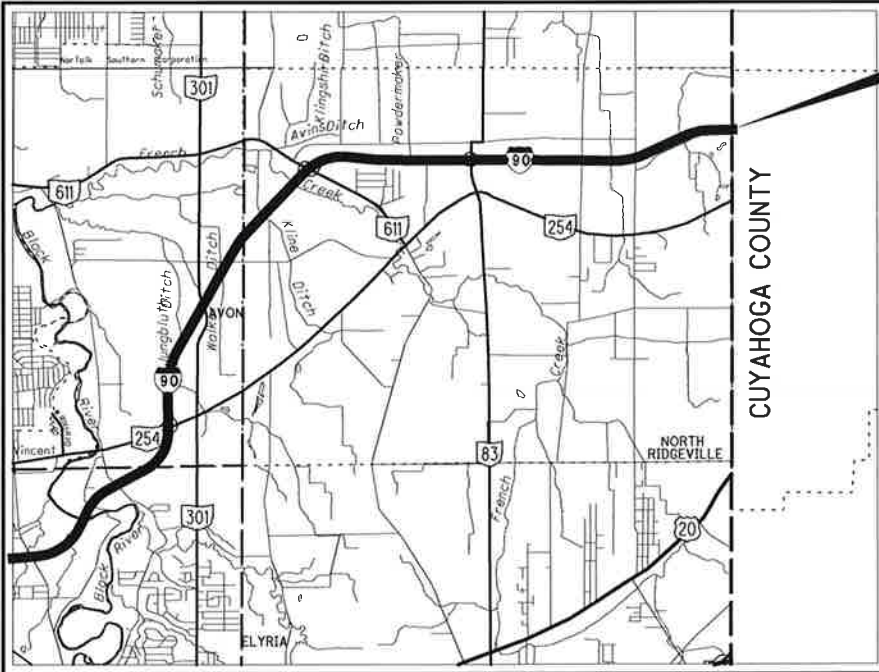
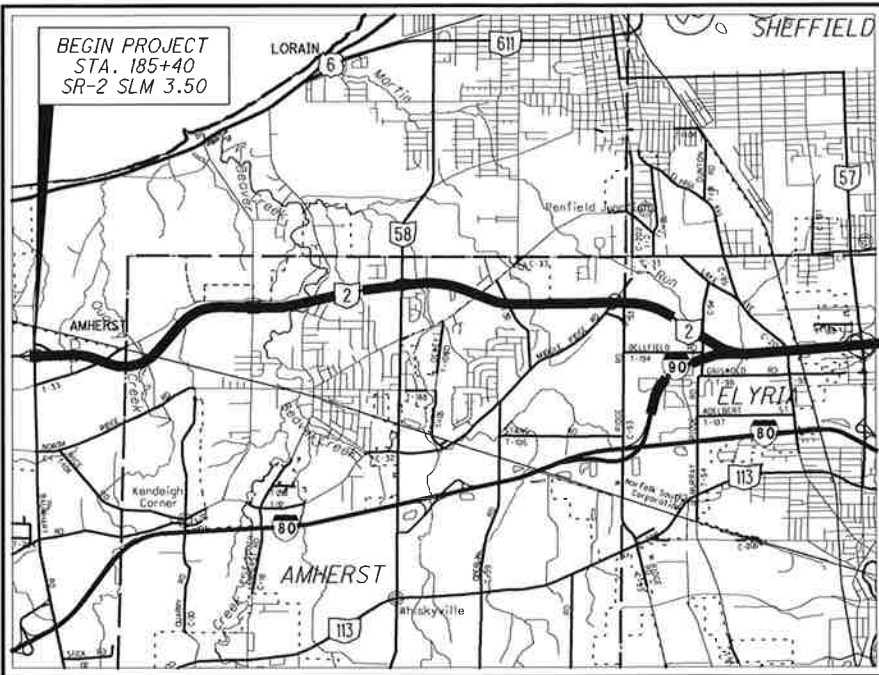


STATE OF OHIO  
DEPARTMENT OF TRANSPORTATION

**LOR-2-3.50**  
**LOR-90-10.78**

**BROWNHELM TOWNSHIP**  
**AMHERST TOWNSHIP**  
**ELYRIA TOWNSHIP**

**CITY OF AMHERST**  
**CITY OF ELYRIA**  
**VILLAGE OF SHEFFIELD**  
**CITY OF AVON**  
**COUNTY OF LORAIN**



LOCATION MAP

LATITUDE: 41°24'16" LONGITUDE: 82°07'21"

SCALE IN MILES

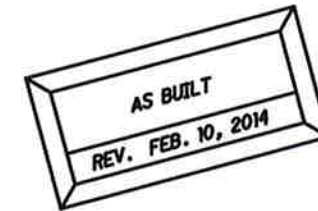


PORTION TO BE IMPROVED

END PROJECT  
STA. 1215+94  
I-90 SLM 23.33

INDEX OF SHEETS:

TITLE	1
SCHEMATIC PLAN	2-9
GENERAL NOTES	10-12
SUBSUMMARIES	13-33
PLAN SHEETS	34-69
SIGN ELEVATION VIEWS	70-84



AS-BUILT DRAWINGS  
SEE SHEET - NONE  
FOR RECORDED CHANGES  
TO CONSTRUCTION PLANS

PROJECT DESCRIPTION

REPLACE ALL EXISTING SIGNS AND GROUND MOUNTED SUPPORTS EXCLUDING LOGO AND TODS ALONG THE MAINLINE OF S.R. 2 AND THE LEAD IN SIGNING AT THE INTERCHANGE AREAS FROM SLM 3.50 (JUST EAST OF BAUMHART ROAD) EAST TO SLM 11.14 (I-90 SPLIT/OHIO TPK) EXCLUDE LEAD-IN SIGNS ON BAUMHART ROAD AND ALONG THE MAINLINE OF I-90 AND THE LEAD IN SIGNING AT THE INTERCHANGE AREAS FROM SLM 10.78 EB (JUST NORTH OF OHIO TPK. TOLL BOOTH) AND SLM 11.98 WB (@ SR 2 SPLIT) EAST TO SLM 23.33 (CUYAHOGA CO. LINE), EXCLUDING AVON RD. DESIGN THE NEW SIGNING ACCORDING TO THE CURRENT EDITIONS OF THE OMTCD, TRAFFIC ENGINEERING MANUAL, CONSTRUCTION AND MATERIAL SPECIFICATIONS AND SIGN DESIGN MANUAL.

EARTH DISTURBED AREAS

PROJECT EARTH DISTURBED AREA: N/A (MAINTENANCE PROJECT)  
ESTIMATED CONTRACTOR EARTH DISTURBED AREA: N/A (MAINTENANCE PROJECT)  
NOTICE OF INTENT EARTH DISTURBED AREA: N/A (MAINTENANCE PROJECT)

LIMITED ACCESS

THIS IMPROVEMENT IS ESPECIALLY DESIGNED FOR THROUGH TRAFFIC AND HAS BEEN DECLARED A LIMITED ACCESS HIGHWAY OR FREEWAY BY ACTION OF THE DIRECTOR IN ACCORDANCE WITH THE PROVISIONS OF SECTION 5511.02 OF THE OHIO REVISED CODE.

2010 SPECIFICATIONS

THE STANDARD SPECIFICATIONS OF THE STATE OF OHIO, DEPARTMENT OF TRANSPORTATION, INCLUDING CHANGES AND SUPPLEMENTAL SPECIFICATIONS LISTED IN THE PROPOSAL SHALL GOVERN THIS IMPROVEMENT.

I HEREBY APPROVE THESE PLANS AND DECLARE THAT THE MAKING OF THIS IMPROVEMENT WILL NOT REQUIRE THE CLOSING TO TRAFFIC OF THE HIGHWAY AND THAT PROVISIONS FOR THE MAINTENANCE AND SAFETY OF TRAFFIC WILL BE AS SET FORTH ON THE PLANS AND ESTIMATES.

UNDERGROUND UTILITIES

CONTACT BOTH SERVICES  
CALL TWO WORKING DAYS  
**BEFORE YOU DIG**

CALL  
**1-800-362-2764**  
(TOLL FREE)  
OHIO UTILITIES PROTECTION SERVICE  
NON-MEMBERS  
MUST BE CALLED DIRECTLY

OIL & GAS PRODUCERS UNDERGROUND  
PROTECTION SERVICE CALL: **1-800-925-0988**

APPROVED \_\_\_\_\_  
DATE \_\_\_\_\_ DISTRICT DEPUTY DIRECTOR

APPROVED \_\_\_\_\_  
DATE \_\_\_\_\_ DIRECTOR, DEPARTMENT OF TRANSPORTATION

PLAN PREPARED BY:

Newark Office:  
88 West Church Street  
Newark, OH 43055  
(740) 345-1921 (ph)  
(740) 345-4994 (fax)  
www.adrinnovation.com

ENGINEERS SEAL:



SIGNED: \_\_\_\_\_  
DATE: 2-10-14

STANDARD CONSTRUCTION DRAWINGS						SUPPLEMENTAL SPECIFICATIONS
TC-21.10	1-19-07	TC-52.20	1-19-07	MT-35.10	4-20-01	SS800 11-08-10
TC-21.20	4-15-11			MT-95.30	7-17-09	SS832 5-5-09
TC-22.10	1-19-01			MT-95.50	4-17-09	
TC-22.20	1-21-11			MT-97.10	10-15-10	
TC-41.10	10-19-07			MT-98.10	7-17-09	
TC-41.15	1-16-09			MT-98.11	7-17-09	
TC-41.20	1-19-01			MT-98.20	7-17-09	
TC-41.30	1-19-07			MT-98.22	7-17-09	
TC-41.40	7-16-04			MT-98.28	7-17-09	
TC-41.41	1-21-11			MT-105.10	1-16-09	
TC-41.50	1-19-07					
TC-42.10	1-19-07					
TC-42.20	1-21-11					
TC-51.11	1-21-11					
TC-51.12	10-21-11					
TC-52.10	1-19-07					

FEDERAL PROJECT NO. E110228

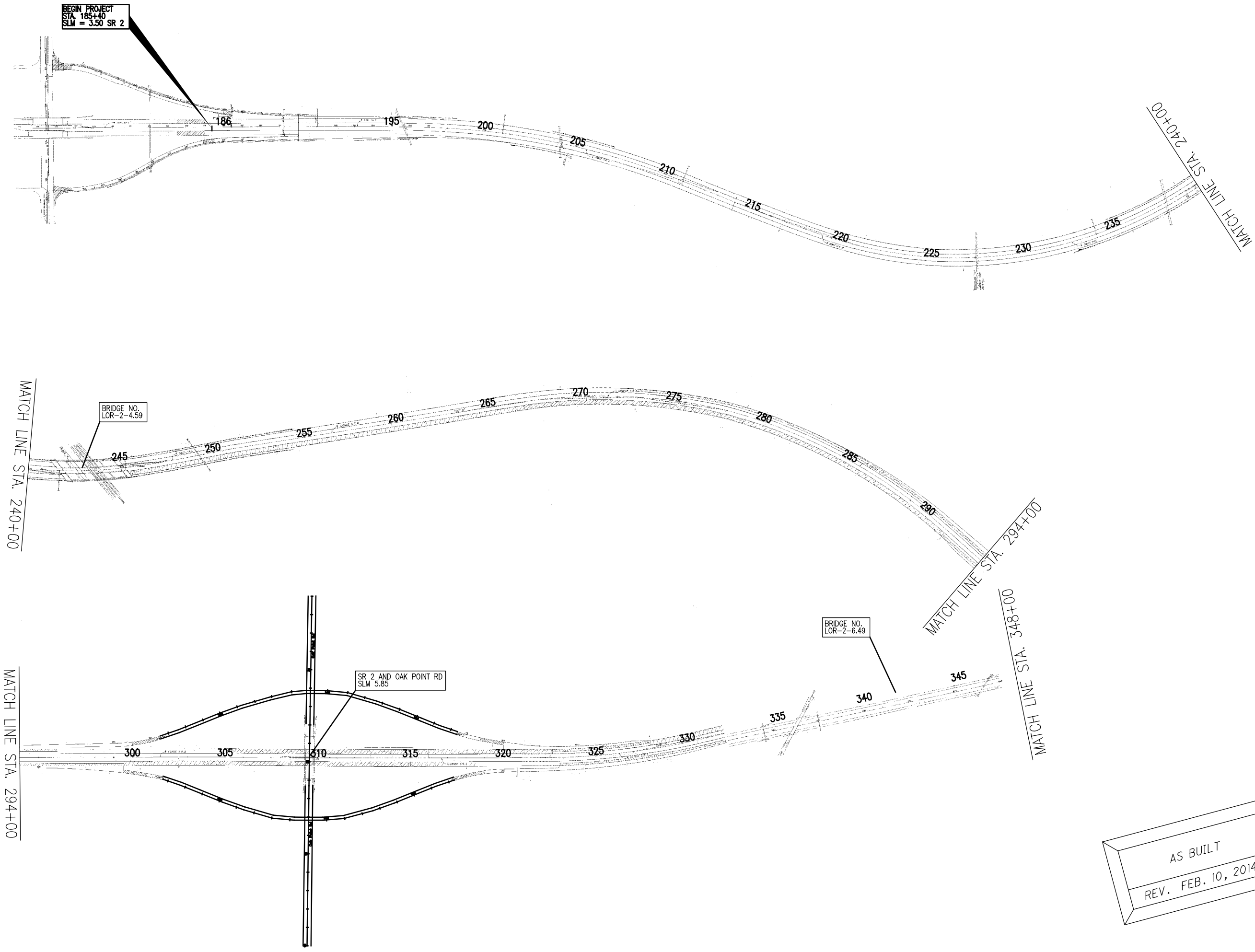
PID NO. 82255

CONSTRUCTION PROJECT NO. 3001-12

RAILROAD INVOLVEMENT NONE

LOR-2-3.50  
LOR-90-10.78

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BEGIN PROJECT  
STA. 185+40  
SLM = 3.50 SR 2

BRIDGE NO.  
LOR-2-4.59

SR 2 AND OAK POINT RD  
SLM 5.85

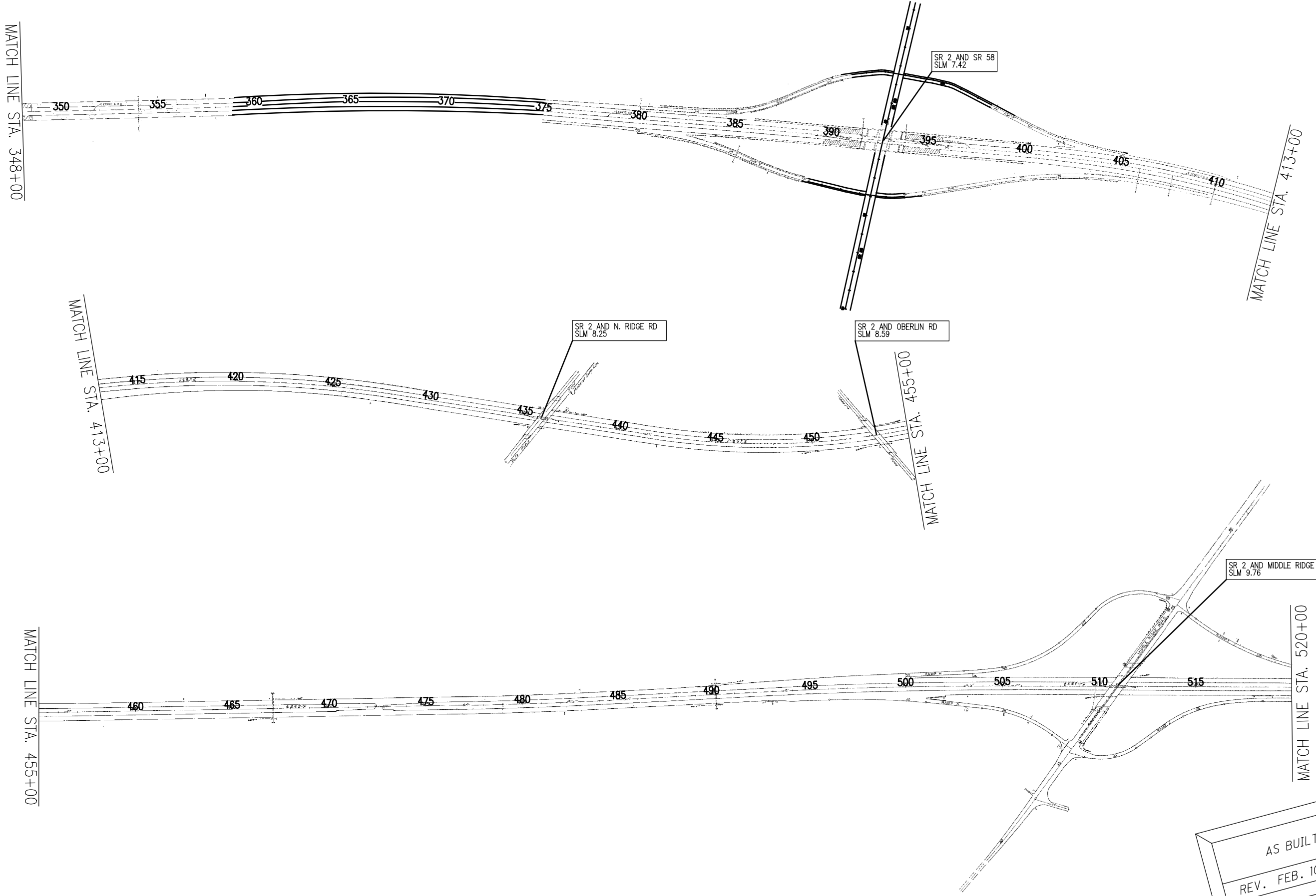
BRIDGE NO.  
LOR-2-6.49

AS BUILT  
REV. FEB. 10, 2014

CALCULATED	DPF	CHECKED	JWO

SCHEMATIC PLAN

LOR-2-3.50/  
LOR-90-10.78



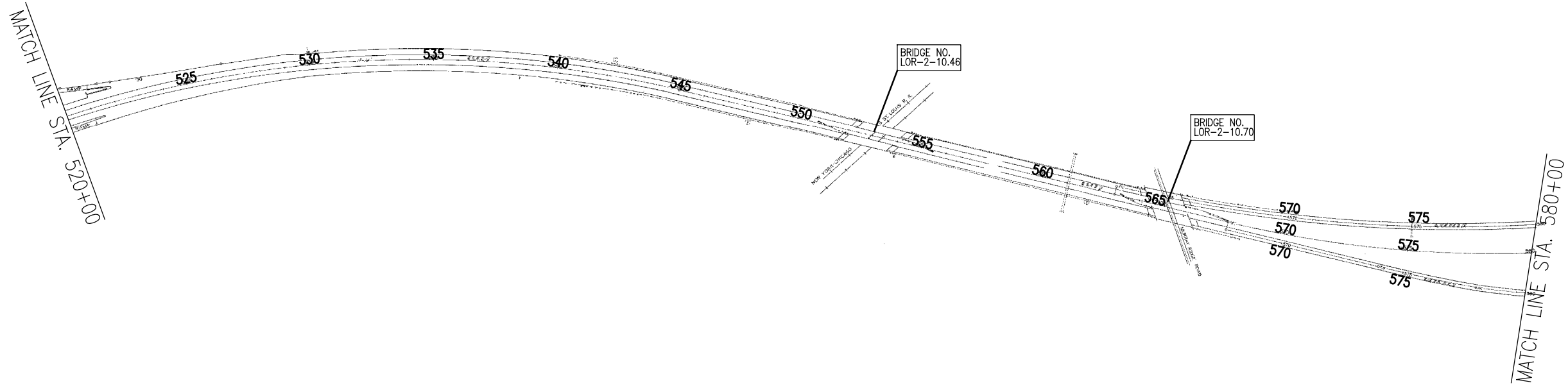
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		JWO

**SCHEMATIC PLAN**

LOR-2-3.50/  
LOR-90-10.78





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		JWO

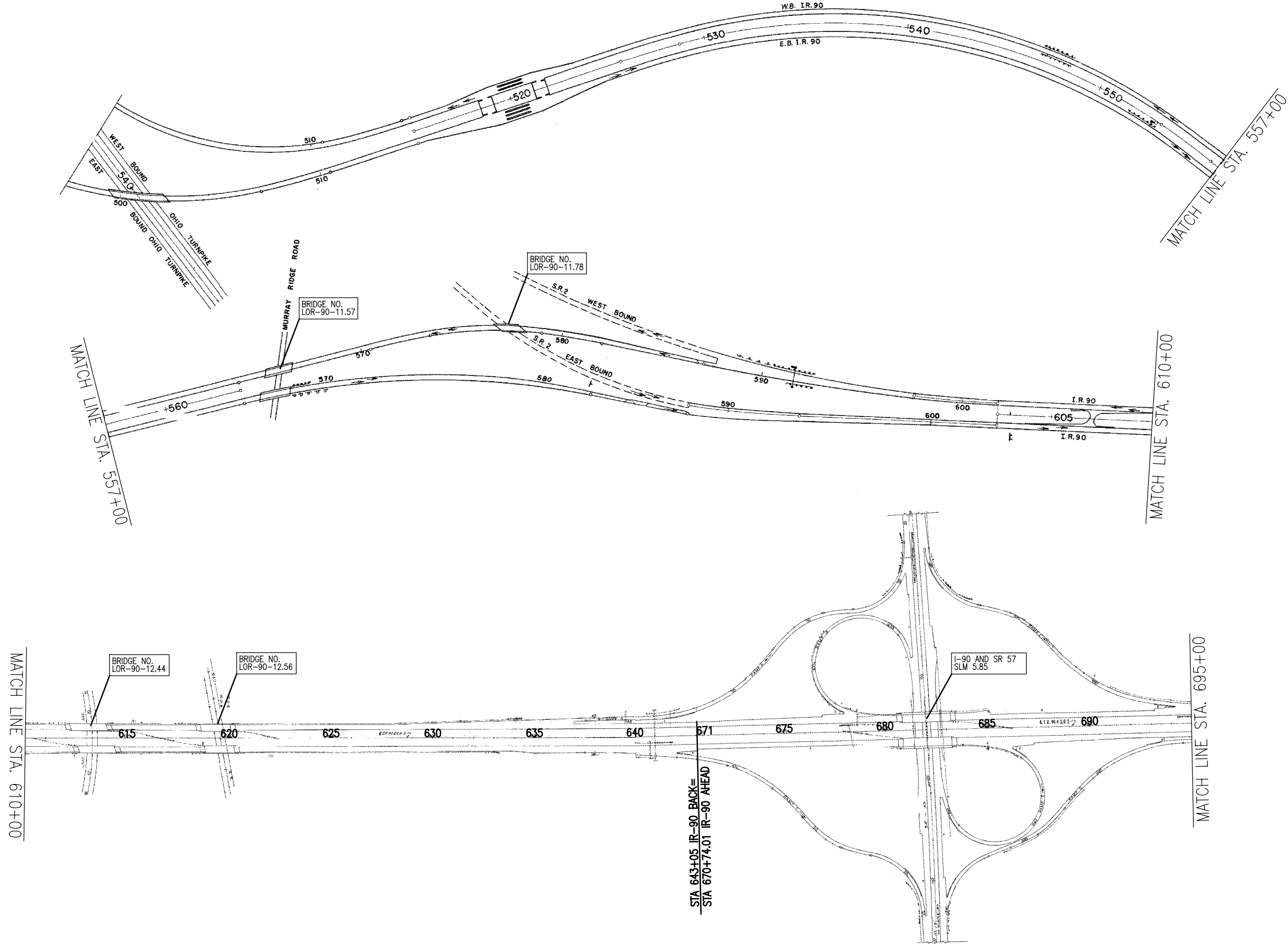
**SCHEMATIC PLAN**

LOR-2-3.50/  
 LOR-90-10.78





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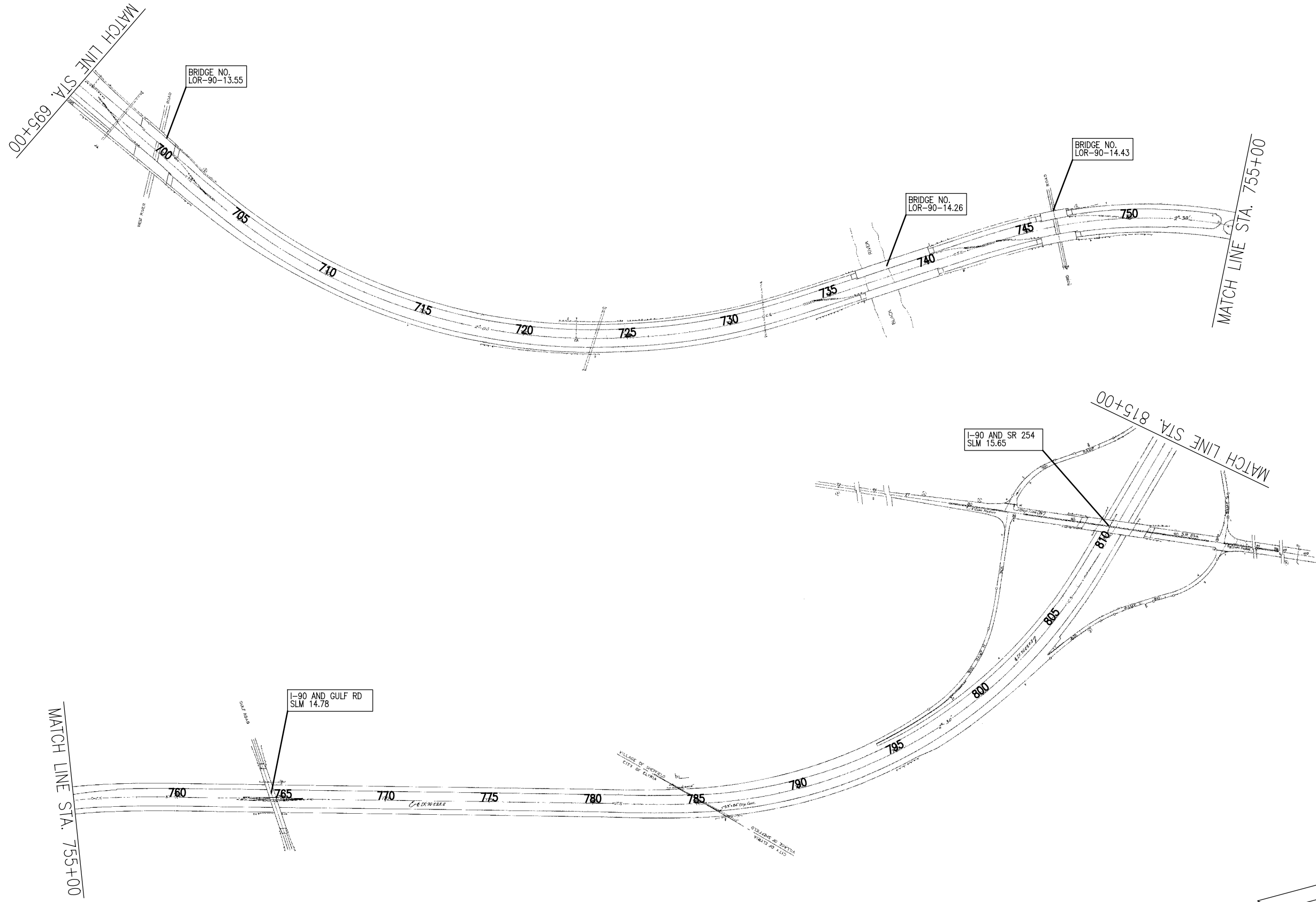


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REV. FEB. 10, 2014

CALCULATED  
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JWO

**SCHEMATIC PLAN**

**LOR-2-3.50/  
LOR-90-10.78**

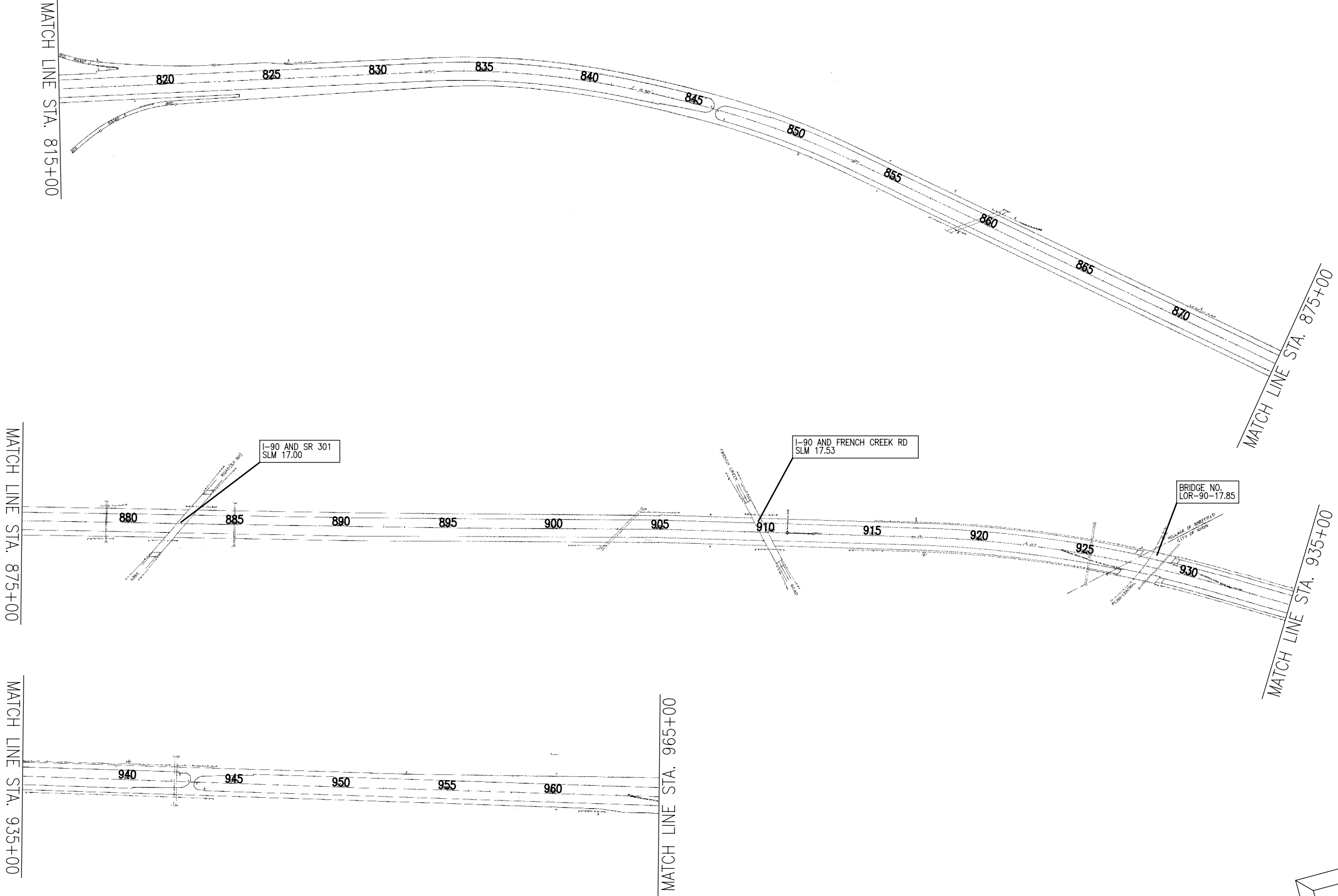


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REV. FEB. 10, 2014

CALCULATED	DPF	CHECKED	JWO

**SCHEMATIC PLAN**

LOR-2-3.50/  
LOR-90-10.78



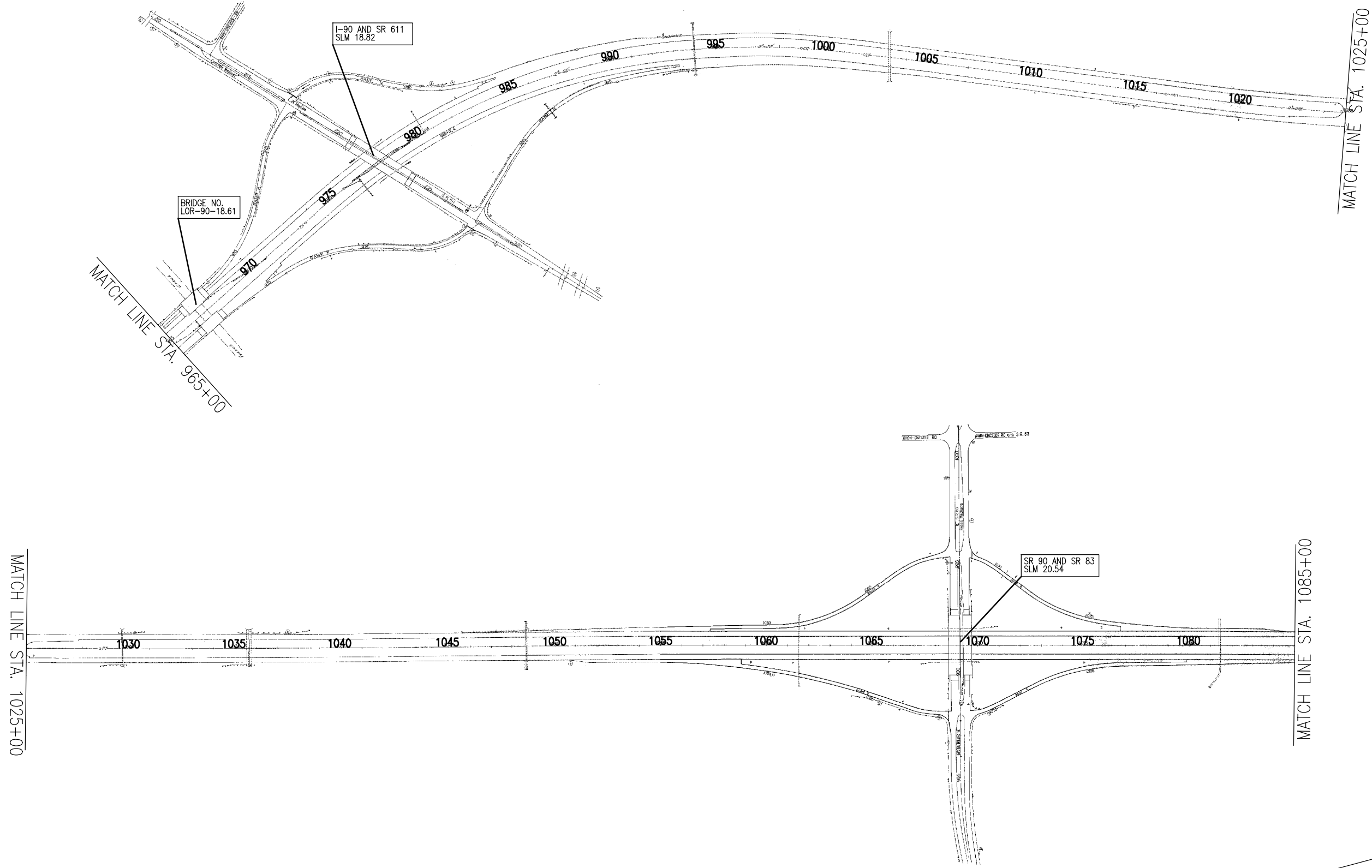
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CALCULATED	DPF	CHECKED	JWO

**SCHEMATIC PLAN**

LOR-2-3.50/  
 LOR-90-10.78





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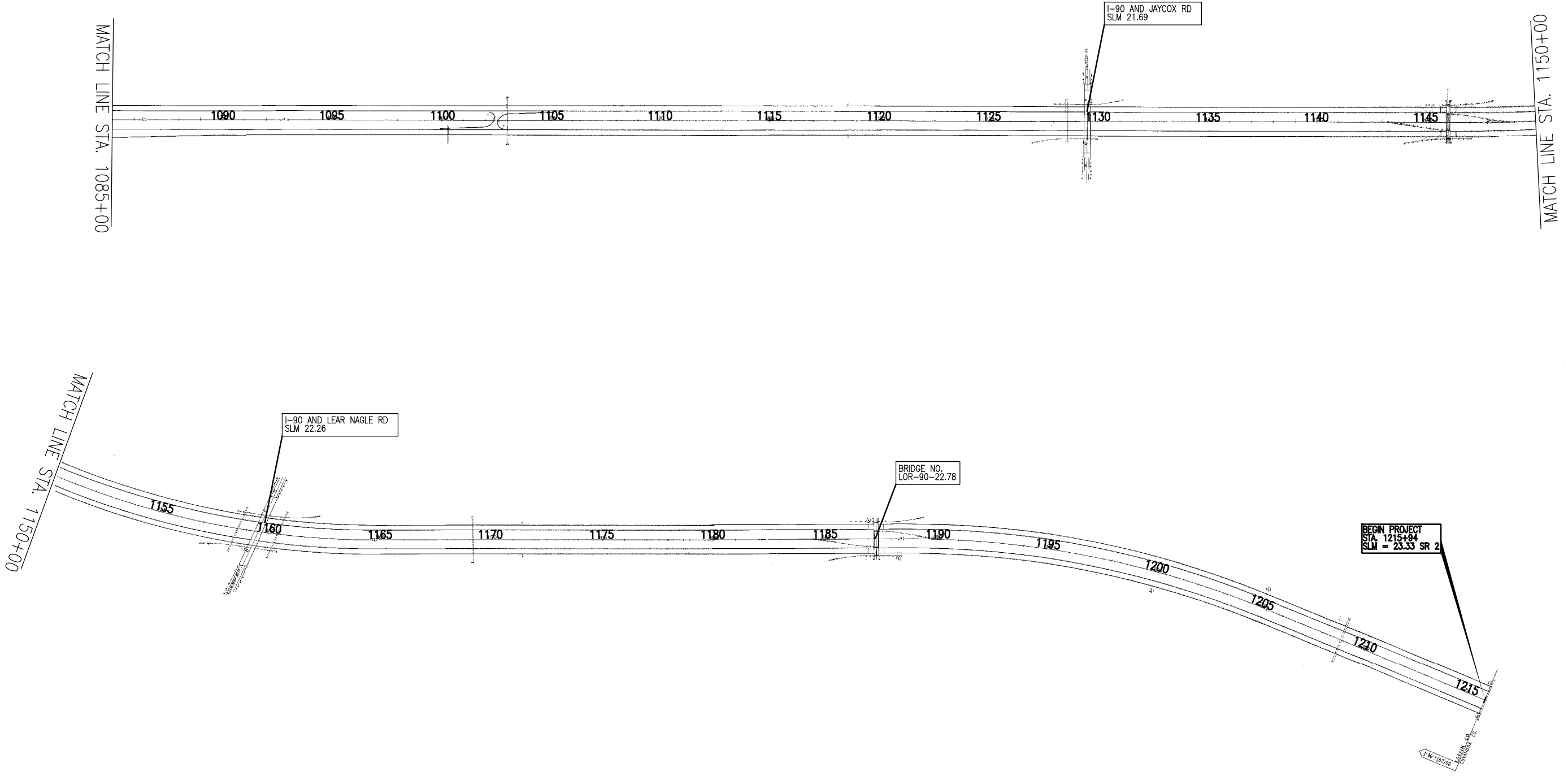
**SCHEMATIC PLAN**

LOR-2-3.50/  
LOR-90-10.78





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SCHEMATIC PLAN

LOR-2-3.50/  
LOR-90-10.78



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CONTINGENCY QUANTITIES

THE CONTRACTOR SHALL NOT ORDER MATERIALS OR PERFORM WORK LISTED IN THE GENERAL SUMMARY FOR ITEMS DESIGNATED BY PLAN TO BE USED "AS DIRECTED BY ENGINEER" UNLESS OTHERWISE AUTHORIZED BY THE ENGINEER. THE ACTUAL WORK LOCATIONS AND QUANTITIES USED AT THE ENGINEER'S DISCRETION SHALL BE MADE A MATTER OF RECORD BY INCORPORATION IN THE FINAL CHANGE ORDER GOVERNING COMPLETION OF THIS PROJECT.

UNDERGROUND UTILITIES

THE LOCATIONS OF THE UNDERGROUND UTILITIES SHOWN ON THE PLANS ARE AS OBTAINED FROM THE OWNERS OF THE UTILITY AS REQUIRED BY SECTION 153.64 OF THE OHIO REVISED CODE

UTILITIES OWNERSHIP

THE FOLLOWING UTILITIES MAY HAVE UNDERGROUND INSTALLATIONS ALONG THE VARIOUS ROUTES AFFECTED BY THIS PROJECT. THIS IS NOT TO BE CONSTRUED AS A COMPLETE LIST BY RATHER A DIRECTORY OF THE MOST FREQUENTLY ENCOUNTERED COMPANIES.

ODOT DISTRICT 3  
ATTN: MATT BLANKENSHIP  
906 CLARK AVENUE  
ASHLAND, OHIO 44805  
(419) 207-7092

CENTURY LINK  
ATTN: ROBERT DAKIN  
1730 WEST 19TH STREET  
LORAIN, OHIO 44052  
(440) 244-8330

WINDSTREAM  
ATTN: RANDY ENTLER, SR. OSP  
ENGINEER  
560 TERNES AVENUE  
ELYRIA, OHIO 44035  
(440) 329-4247

AT&T OF OHIO  
ATTN: BILL PREACHER  
130 NORTH ERIE STREET, ROOM 206  
TOLEDOM OHIO 43604  
(419) 245-5004

CENTURY LINK  
ATTN: STEVE WALEND  
1730 WEST 19TH STEET  
LORAIN, OHIO 44052  
(440) 244-8423

LEVEL 3 COMMUNICATIONS  
ATTN: JARAMIE MAYERS  
106 SOUTH ARLINGTON STREET  
AKRON, OHIO 44306  
(740) 275-1133

COLUMBIA GAS OF OHIO  
ATTN: DEAN FAWAZ  
1800 BROAD AVENUE  
FINDLAY, OHIO 45840  
(419) 427-3227

NORTHEAST OHIO NATURAL GAS CORP.  
ATTN: CHAD WALLACE  
9081 U.S.R. 250 NW  
STRASBURG, OHIO 44680  
330-878-5589

COLUMBIA GAS TRANSMISSION  
ATTN: RUSS JOHNSON  
589 NORTH STATE ROAD  
MEDINA, OHIO 44256  
(330) 721-4163

OHIO EDISON TRANSMISSION  
ATTN: CARLOS A. MUNOZ  
76 SOUTH MAIN STREET  
AKRON, OHIO 44308  
(330) 384-4835

OHIO EDISON COMPANY  
ATTN: JEFF HALL  
6326 LAKE AVENUE  
ELYRIA, OHIO 44035  
(440) 326-3207

CLEVELAND ELECTRIC ILLUMINATING (CEI) COMPANY  
ATTN: FRANK DIBBS  
6896 MILLER ROAD, SUITE 101  
BRECKSVILLE, OHIO 44141  
(440) 546-8748

FIRST TELECOM SERVICES  
ATTN: RANDY ROBELL  
3340 WEST MARKET STREET  
AKRON, OHIO 44333  
(330) 835-2448

TIMER WARNER CABLE  
ATTN: JACK GAYDAR  
201 MILLER ROAD  
AVON LAKE, OHIO 44012  
(440) 933-6226

LORAIN COUNTY RURAL WASTEWATER  
22898 WEST REOAD, P.O. BOX 158  
WELLINGTON, OHIO 44090-0158  
(440) 933-4882

CITY OF ELYRIA  
ATTN: JOHN SCHNEIDER  
131 COURT STREET SUITE 303  
ELYRIA, OHIO 44035  
(440) 326-1444

CITY OF AMHERST WATER DEPARTMENT  
ATTN: RON MERTHY  
P.O. BOX 470  
AMHERST, OHIO 44001  
(440) 988-4224

NORHERN OHIO RURAL WATER  
ATTN: BRYAN PUDER  
P.O. BOX 96  
COLLINS, OHIO 44826  
(419) 668-7213

CITY OF AVON  
36080 CHESTER ROAD  
AVON, OHIO 44011  
(440) 937-7803

COATING SYSTEM

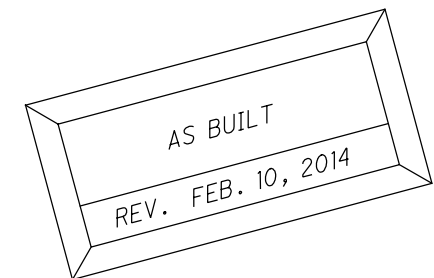
THE COATING SYSTEM SHALL CONSIST OF A POLYAMIDE-CURED EPOXY PRIME COAT, A POLYAMIDE-CURED EPOXY INTERMEDIATE COAT, AND AN ALIPHATIC POYURETHANE TOP COAT. SUPPLY THE PRIMER, INTERMEDIATE AND FINISH COATS FROM THE SAME MANUFACTURER. THE COATING MATERIALS USED SHALL BE THOSE LISTED FROM THE ODOT QPL LIST OR EQUAL AS APPROVED BY THE ENGINEER.

ALL THREE COATS SHALL BE MANUFACTURED BY THE SAME COMPANY TO INSURE COMPATIBILITY AMONG COATS.

PREQUALIFICATION:  
PRIOR TO USE, THE CONTRACTOR SHALL SUBMIT TO THE DIRECTOR COPIES OF THE MANUFACTURER'S CERTIFIED TEST DATA SHOWING THAT THE COATING MATERIAL COMPLIES WITH THE REQUIREMENTS OF THIS PLAN SPECIFICATION. THE TEST DATA SHALL INCLUDE THE BRAND NAME OF THE PAINT, NAME OF THE MANUFACTURER, NUMBER OF THE LOT TESTED, AND DATE OF MANUFACTURE. ODOT RESERVES THE RIGHT TO SAMPLE AND TEST DELIVERED LOTS FOR COMPLIANCE.

SURFACE PREPARATION, EXISTING SUPPORT SECTION:  
EXISTING WEATHERED GALVANIZED SUPPORT SECTIONS SHOULD HAVE THEIR SURFACE PREPARATION AS WELL AS THEIR PROTECTIVE COATING DONE UNDER CONDITIONS OF TEMPERATURE AND HUMIDITY WITHIN THE SAME RANGE AS SPECIFIED BY THE MANUFACTURER OF THE EPOXY PRIME COAT MATERIAL TO BE USED IMMEDIATELY AFTER THIS CLEANING OPERATION. THE SUPPORT SECTIONS SHALL BE PREPARED FOR COATING BY SSPCSP1 (SOLVENT CLEANING) FOLLOWED BY SSPC-SP7 (BRUSH-OFF BLAST CLEANING). BEFORE THE PREPARED SURFACE DEGRADES FROM THE PRESCRIBED STANDARDS, THE PRIME COAT SHALL BE APPLIED. IN EVERY CASE, THE SURFACE SHALL BE COATED WITH EPOXY PRIME COAT ON THE SAME DAY AS THE SURFACE PREPARATION. CAREFUL HANDLING AND STORAGE WILL BE REQUIRED TO PREVENT ANY SCRAPING, MARRING, OR OTHER DAMAGE TO THE PREPARED SURFACE.

PAYMENT SHALL INCLUDE ALL LABOR, EQUIPMENT, HANDLING, TRANSPORTATION COSTS AND MATERIALS NECESSARY TO ACCOMPLISH THIS ITEM OF WORK PER MAJOR SUPPORT SECTION.



CALCULATED  
JTH  
CHECKED  
RBK

GENERAL NOTES

LOR-2-3.50/  
LOR-90-10.78

COATING SYSTEM (CONTINUED)

COATING, EPOXY PRIME COAT, SUPPORT SECTION: THIS ITEM SHALL CONSIST OF THE APPLICATION OF ONE (1) COAT OF AN EPOXY PRIMER TO SUPPORT SECTIONS. THE TOTAL DRY FILM THICKNESS OF THIS COAT SHALL BE BETWEEN 1.5 TO 2.0 MILS (38 TO 51 MICROMETERS). IF MORE THAN ONE PASS IS NECESSARY TO OBTAIN THE REQUIRED THICKNESS, THAT COST SHALL BE BORNE BY THE CONTRACTOR. THE COLOR OF THIS COAT SHALL BE NOTICEABLY DIFFERENT FROM THE BASE MATERIAL AND OTHER PROPOSED COATS.

THIS COAT SHALL IN ALL CASES BE APPLIED OVER SURFACES THAT WERE PREPARED EARLIER THAT SAME DAY. THE THINNING OF THE EPOXY MATERIAL IS STRICTLY PROHIBITED. MATERIAL NOT CAPABLE OF BEING APPLIED AS SPECIFIED, SHALL NOT BE USED.

WHEN THE AVERAGE DRY FILM THICKNESS OF THIS COAT OVER THE ENTIRE SUPPORT SECTION IS LESS THAN THE SPECIFIED 1.5 TO 2.0 MILS (38 TO 51 MICROMETERS) BUT IS AT LEAST 1.25 MILS (32 MICROMETERS), THE CONTRACT BID PRICE FOR THIS ITEM SHALL BE REDUCED IN DIRECT PROPORTION TO THE PERCENT DEFICIENCY OF COATING UP TO 16 2/3%. IF THE DEFICIENCY OF COATING IS MORE THAN THAT 16-2/3% [i.e., THE AVERAGE DRY FILM THICKNESS IS LESS THAN 1.25 MILS (32 MICROMETERS)] THE WORK FOR THIS ITEM SHALL BE CONSIDERED UNSATISFACTORY AND SHALL BE RECOATED AT THE FULL EXPENSE OF THE CONTRACTOR, INCLUDING ALL LABOR, EQUIPMENT AND MATERIAL.

PAYMENT SHALL INCLUDE ALL LABOR, EQUIPMENT, HANDLING COSTS AND MATERIALS NECESSARY TO ACCOMPLISH THIS ITEM OF WORK. THIS PRIME COAT SHALL BE MANUFACTURED BY THE SAME COMPANY SUPPLYING THE INTERMEDIATE AND TOP COATS. A PROPERLY CALIBRATED DRY FILM THICKNESS INSTRUMENT WILL BE USED TO CHECK THE COATING.

COATING, EPOXY INTERMEDIATE COAT, SUPPORT SECTION: THIS ITEM SHALL CONSIST OF THE APPLICATION OF ONE (1) COAT OF EPOXY TO SUPPORT SECTIONS. THE TOTAL DRY FILM THICKNESS OF THIS COAT SHALL NOT BE LESS THAN SIX (6.0) MILS (152 MICROMETERS). IF MORE THAN ONE PASS IS NECESSARY TO OBTAIN THE REQUIRED THICKNESS, THAT COST SHALL BE BORNE BY THE CONTRACTOR.

THINNING OF THE EPOXY MATERIAL IS STRICTLY PROHIBITED. MATERIAL NOT CAPABLE OF BEING APPLIED AS SPECIFIED, SHALL NOT BE USED.

WHEN THE AVERAGE DRY FILM THICKNESS OF THIS COAT OVER THE ENTIRE SUPPORT SECTION IS LESS THAN THE SPECIFIED 6.0 MILS (152 MICROMETERS), BUT IS AT LEAST 5.0 MILS (127 MICROMETERS), THE CONTRACT PRICE FOR THIS ITEM SHALL BE REDUCED IN DIRECT PROPORTION TO THE PERCENT DEFICIENCY OF COATING UP TO 16-2/3%. IF THE DEFICIENCY OF COATING IS MORE THAN 16-2/3%, [i.e. THE AVERAGE DRY FILM THICKNESS IS LESS THAN 5.0 MILS (127 MICROMETERS)], THE WORK FOR THIS ITEM SHALL BE CONSIDERED UNSATISFACTORY AND SHALL BE RECOATED AT THE FULL EXPENSE OF THE CONTRACTOR, INCLUDING ALL LABOR, EQUIPMENT AND MATERIAL

AT LEAST 24 HOURS BUT NO MORE THAN THREE (3) DAYS SHALL ELAPSE AFTER THE APPLICATION OF THE EPOXY PRIME COAT AND BEFORE THE APPLICATION OF THE EPOXY INTERMEDIATE COAT. SURFACES SHALL IN ALL CASES BE CLEAN BEFORE THE INTERMEDIATE COAT IS APPLIED.

COATING SYSTEM (CONTINUED)

PAYMENT SHALL INCLUDE ALL LABOR, EQUIPMENT, HANDLING COST AND MATERIAL NECESSARY TO ACCOMPLISH THIS ITEM OF WORK. THIS INTERMEDIATE COAT SHALL BE MANUFACTURED BY THE SAME COMPANY SUPPLYING THE PRIME AND TOP COATS. A PROPERLY CALIBRATED DRY FILM THICKNESS INSTRUMENT WILL BE USED TO CHECK THE COATING.

COATING, URETHANE TOP COAT, SUPPORT SECTION: THIS ITEM SHALL CONSIST OF THE APPLICATION OF ONE (1) COAT OF URETHANE TO SUPPORT SECTIONS. THE TOTAL DRY FILM THICKNESS OF THIS COAT SHALL NOT BE LESS THAN 1.5 MILS (38 MICROMETERS). IF MORE THAN ONE PASS IS NECESSARY TO OBTAIN THE REQUIRED THICKNESS, THAT COST SHALL BE BORNE BY THE CONTRACTOR. THINNING OF THE URETHANE MATERIAL IS STRICTLY PROHIBITED. MATERIAL NOT CAPABLE OF BEING APPLIED AS SPECIFIED, SHALL NOT BE USED. THE COLOR OF THIS COAT SHALL BE MEDIUM GREY.

WHEN THE AVERAGE DRY FILM THICKNESS OF THIS COAT OVER THE ENTIRE SUPPORT SECTION IS LESS THAN THE SPECIFIED 1.5 MILS (38 MICROMETERS) BUT IS AT LEAST 1.0 MIL (25 MICROMETERS), THE CONTRACT PRICE FOR THIS ITEM SHALL BE REDUCED IN DIRECT PROPORTION TO THE PERCENT DEFICIENCY OF COATING UP TO 33-1/3%. IF THE DEFICIENCY OF COATING IS MORE THAN 33-1/3% [i.e. THE AVERAGE DRY FILM THICKNESS IS LESS THAN 1.0 MIL (25 MICROMETERS)], THE WORK FOR THIS ITEM SHALL BE CONSIDERED UNSATISFACTORY AND SHALL BE RECOATED AT THE FULL EXPENSE OF THE CONTRACTOR, INCLUDING ALL LABOR, EQUIPMENT AND MATERIAL.

AT LEAST 24 HOURS BUT NO MORE THAN THREE (3) DAYS SHALL ELAPSE AFTER THE APPLICATION OF THE EPOXY INTERMEDIATE COAT AND BEFORE THE APPLICATION OF THE URETHANE FINISH COAT. SURFACES SHALL IN ALL CASES BE CLEAN BEFORE THE FINISH COAT IS APPLIED.

PAYMENT SHALL INCLUDE ALL LABOR, EQUIPMENT, HANDLING COST AND MATERIALS NECESSARY TO ACCOMPLISH THIS ITEM OF WORK. THIS FINISH COAT SHALL BE MANUFACTURED BY THE SAME COMPANY SUPPLYING THE PRIME AND INTERMEDIATE COATS. A PROPERLY CALIBRATED, DRY FILM THICKNESS INSTRUMENT WILL BE USED TO CHECK THE COATING.

WORKING DRAWINGS

THE REQUIREMENTS OF CMS 625.06, 630.03, 632.04, AND 633.04 OF THE CONSTRUCTION AND MATERIAL SPECIFICATIONS ARE HEREBY MODIFIED TO REQUIRE TWO (2) SETS OF SHOP DRAWINGS, CATALOG CUTS, SPECIFICATIONS, PHOTOMETRIC DATA, BROCHURES, DATA SHEETS AND WIRING DIAGRAMS FOR REVIEW AND APPROVAL, AS REQUIRED BY THE DIRECTOR, OF APPARATUS AND EQUIPMENT TO BE FURNISHED. THESE DOCUMENTS ARE TO BE PROVIDED TO THE DISTRICT THREE CONSTRUCTION ENGINEER, 906 NORTH CLARK STREET, ASHLAND, OHIO 44805 FOR APPROVAL BEFORE THE ITEMS ARE FURNISHED.

LAYOUT OF WORK

PRIOR TO REMOVING OR ERECTING SIGNS OR SIGN SUPPORTS, THE CONTRACTOR SHALL FIELD LAYOUT AND IDENTIFY, BY TYPE OF WORK, SIGNS AND SIGN SUPPORTS TO BE ERECTED OR REMOVED. THIS LAYOUT MAY BE ACCOMPLISHED BY STAKING (USING WHITE STAKES OR WHITE FLAGS) OR BY PLACING CLEARLY DISCERNABLE WHITE PAINTED MARKINGS ON THE EDGE OF PAVEMENT. IN NO CASE SHALL THE CONTRACTOR PLACE ANY PERMANENT MARKINGS ON ANY EXISTING SIGN OR SIGN SUPPORT.

SIGN REPLACEMENTS

WITH RESPECT TO THE REPLACEMENT OF EXISTING SIGNS THE CONTRACTOR SHALL IN NO CASE REMOVE A SIGN UNLESS THE APPLICABLE REPLACEMENT CAN BE ERECTED WITHIN THE SAME WORKING DAY.

RESTORATION OF DISTURBED AREAS

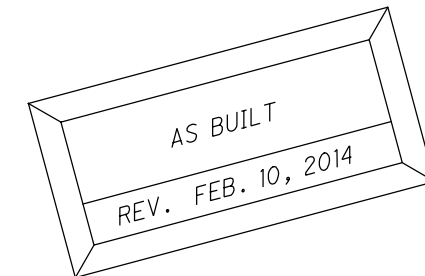
THE CONTRACTOR SHALL RESTORE ALL SEEDED AND SODDED AREAS, PAVED BERMS, AND OTHER DISTURBED AREAS TO A CONDITION EQUAL TO THAT EXISTING BEFORE THIS WORK WAS STARTED. ALL RESTORATION WORK SHALL BE DONE IN ACCORDANCE WITH THE PERTINENT SPECIFICATION ITEM AND AS DIRECTED BY THE ENGINEER. PAYMENT FOR ALL RESTORATION WORK, INCLUDING MATERIALS AND LABOR SHALL BE INCLUDED WITH THE UNIT PRICE BID FOR THE VARIOUS 630 AND 631 ITEMS IN THIS PLAN.

ITEM 630 - SIGNING, MISC.: SIGN DATA COLLECTION

THIS ITEM OF WORK SHALL CONSIST OF COLLECTING AND RECORDING INFORMATION FOR ANY WORK INVOLVING PERMANENT SIGNING INCLUDING SIGN REMOVAL, SIGN RELOCATION OR NEW SIGN INSTALLATION ON THIS PROJECT. DISTRICT THREE HAS A SIGN INVENTORY SYSTEM IN OPERATION. WORK PERFORMED ON EXISTING SIGNS AND INSTALLATION OF NEW SIGNS WILL AFFECT THE ACCURACY OF THE INVENTORY. ALL EXISTING SIGNS HAVE A BAR CODE STICKER. THE BAR CODE STICKER NUMBER FOR ANY SIGNS REMOVED ON THE PROJECT SHALL BE RECORDED COMPLETELY AND ACCURATELY SO THEY CAN BE REMOVED FROM THE INVENTORY. THE BAR CODE STICKER NUMBER FOR ANY SIGNS THAT ARE NEW OR RELOCATED SHALL ALSO BE RECORDED COMPLETELY AND ACCURATELY. NEW SIGNS REQUIRE NEW BAR CODE STICKERS WHICH WILL BE SUPPLIED TO THE CONTRACTOR AT THE PRECONSTRUCTION MEETING. ANY STICKERS NOT USED ARE TO BE RETURNED TO ODOT DISTRICT 3 TRAFFIC DEPARTMENT. BAR CODE STICKERS CAN ALSO BE OBTAINED FROM ODOT DISTRICT 3 BY CONTACTING MATT BLANKENSHIP, ROADWAY SERVICES MANAGER, PHONE 419-207-7045.

THE INFORMATION SHALL BE COLLECTED FROM ALL SIGNS REMOVED, RELOCATED OR INSTALLED ON THE PROJECT AND RECORDED COMPLETELY AND ACCURATELY BY A PERSON FAMILIAR WITH SIGNING TERMINOLOGY. THE INFORMATION REQUIRED APPEARS ON A FORM WHICH WILL BE SUPPLIED TO THE CONTRACTOR AT THE PRECONSTRUCTION MEETING. ALL SECTIONS OF THE FORM SHALL BE COMPLETED FROM THE INFORMATION COLLECTED FOR EACH SIGN. NOTE THAT THE STRAIGHT LINE MILEAGE LOG POINT OF THE SIGN REMOVAL, RELOCATION OR INSTALLATION IS TO BE PROVIDED. PROJECT STATIONING IS NOT ACCEPTABLE. AFTER THE FORM IS COMPLETED, IT SHALL BE RETURNED TO ODOT DISTRICT 3 TRAFFIC DEPARTMENT. A COPY OF THIS FORM IS AVAILABLE UPON REQUEST FOR THE CONTRACTOR TO REVIEW FOR BIDDING PURPOSES. FOR A COPY OF THIS FORM PLEASE CALL 1-419-207-7045, ROADWAY SERVICES MANAGER. ALL COMPLETED FORMS FOR THE PROJECT ARE TO BE PROVIDED TO THE ENGINEER NOT LATER THAN 30 CALENDAR DAYS AFTER COMPLETION OF SIGNING WORK ITEMS.

PAYMENT FOR THE LABOR, MATERIALS AND EQUIPMENT NECESSARY TO PERFORM THE ABOVE WORK WHICH INCLUDES COLLECTION OF INFORMATION, COMPLETION OF THE FORMS SUPPLIED TO THE CONTRACTOR, INSTALLATION OF BAR CODE STICKERS, MEASURING OF THE SIGNS AND ANY OTHER WORK IN ORDER TO COMPLETE THE FORM SHALL BE INCLUDED IN THE COST OF ITEM 630 - SIGNING, MISC.: SIGN DATA COLLECTION PER EACH.



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RBK

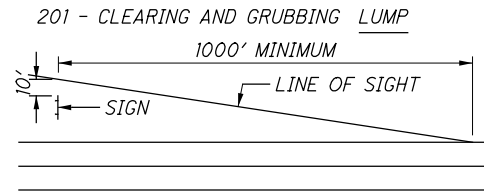
GENERAL NOTES

LOR-2-3.50/  
LOR-90-10.78

ITEM 201 - CLEARING AND GRUBBING

ALTHOUGH THERE ARE NO TREES AND STUMPS SPECIFICALLY MARKED FOR REMOVAL WITHIN THE LIMITS OF THE PROJECT, A LUMP SUM QUANTITY HAS BEEN INCLUDED IN THE GENERAL SUMMARY FOR ITEM 201, CLEARING AND GRUBBING. ALL PROVISIONS AS SET FORTH IN THE SPECIFICATIONS UNDER THIS ITEM SHALL BE INCLUDED IN THE LUMP SUM PRICE BID FOR ITEM 201, CLEARING AND GRUBBING.

CLEARING AND GRUBBING SHALL BE PERFORMED IN AREAS TO PROVIDE ADEQUATE CLEAR SITE DISTANCE TO SIGNS ERRECTED AS PART OF THIS PROJECT. SEE CLEARING AND GRUBBING GUIDE DETAIL BELOW. THE FOLLOWING QUANTITY IS INCLUDED IN THE GENERAL SUMMARY TO COMPLETE THE ABOVE DESCRIBED WORK:



TYPICAL GUIDE FOR CLEARING AND GRUBBING

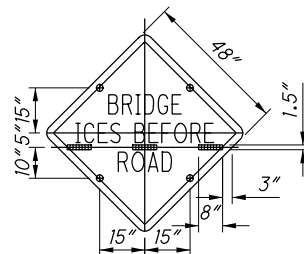
ITEM 630 - REMOVAL OF GROUND MOUNTED BEAM SUPPORT AND DISPOSAL, AS PER PLAN

IN ADDITION TO THE REQUIREMENTS OF CMS 630.12, THIS ITEM OF WORK SHALL CONSIST OF THE CAREFUL REMOVAL AND DISPOSAL OF A WOOD BEAM SIGN SUPPORT. THE WOOD BEAM SUPPORT SHALL BE CUT OFF A MINIMUM OF 12" BELOW GROUND. THEN BACKFILL AND RESTORE SURFACES TO A CONDITION EQUAL TO OR BETTER THAN THAT EXISTING BEFORE THE WORK STARTED PER CMS 603.10.

ITEM 630 - SIGN, FLAT SHEET

THE W8-13 "BRIDGE ICES BEFORE ROAD" SIGN SHALL BE PER THE REQUIREMENTS OF CMS 630.04. IN ADDITION, THE SIGN SHALL BE HINGED PER THE DETAIL SHOWN BELOW. ALL REFLECTIVE SHEETING MATERIALS SHALL BE CONTAINED ON THE ODOT LIST OF PREQUALIFIED SIGN SHEETING MATERIALS.

ITEM 630, SIGN ERRECTED



- 1) THE SIGN SHALL BE JOINED WITH THREE STAINLESS STEEL HINGES ATTACHED TO THE BACKSIDE OF THE SIGN AS SHOWN. EACH HINGE SHALL MEASURE 8" LONG X 1 1/2" WIDE AND FASTENED USING STAINLESS STEEL RIVETS.
- 2) TO FOLD THE SIGN DOWN. REMOVE THE TOP TWO BOLTS, FOLD THE UPPER PART OF THE SIGN DOWN AND FASTEN IT TO THE POSTS WITH TWO BOLTS TO PREVENT THE SIGN FROM FLOPPING IN THE WIND AND SUSTAINING DAMAGE.
- 3) MOUNT ON TWO NO. 3 SIGN SUPPORTS.
- 4) HOLES DRILLED AS PER TC-52.10

ITEM 630 - SIGN ATTACHMENT ASSEMBLY

IN ADDITION TO THE REQUIREMENTS OF CMS 630.06, THIS ITEM SHALL ALSO INCLUDE REMOVAL AND DISPOSAL OF ANY EXISTING SIGN ATTACHMENT ASSEMBLY THAT IS BEING REPLACED.

ITEM 631 - REMOVAL, MISC.: SIGN LIGHTING INSTALLATION, AS PER PLAN

THIS ITEM SHALL INCLUDE THE REMOVAL OF ALL SIGN LIGHTING FROM A SIGN SUPPORT STRUCTURE. THE SIGN SUPPORT STRUCTURE MAY BE A TRUSS TYPE STRUCTURE, CANTLIEVER ARM SUPPORT, OR BRIDGE MOUNTED STRUCTURE SUPPORT AND MAY INCLUDE MULTIPLE SIGNS AND/OR LUMINAIRES PER STRUCTURE. ITEMS OF REMOVAL SHALL INCLUDE ALL SIGN LIGHTING LUMINAIRES, LUMINAIRE SUPPORT ASSEMBLIES, CABLE, SIGN SERVICE, SERVICE DISCONNECT SWITCH, AND ANY RELATED INCIDENTALS PER EACH SIGN STRUCTURE. ALL ITEMS SHALL BE REMOVED FOR DISPOSAL.

IN ADDITION, THE SIGN LIGHTING SERVICE WIRING SHALL BE REMOVED ALL THE WAY BACK TO THE JUNCTION POINT WHICH IS USUALLY A NEARBY PULL BOX. SERVICE WIRING IS NOT TO BE CUT AND CAPPED. SPLICE KITS SHALL BE REPLACED AT THE JUNCTION POINT AS NEEDED TO TOTALLY REMOVE THE SIGN LIGHTING WIRING FROM THE CIRCUIT.

WHEN SIGN SERVICE WIRING TERMINATES IN A FUSED CONNECTOR KIT, THE KIT SHALL BE DISASSEMBLED, THE SERVICE WIRING REMOVED FROM THE KIT, AND THEN THE KIT SHALL BE REASSEMBLED WITH A WOODEN DOWEL PLUG IN PLACE OF THE REMOVED WIRING.

WHEN ANY SIGN LIGHTING LOCATION RECEIVES POWER DIRECTLY FROM A NEARBY UTILITY POLE, THE CONTRACTOR SHALL FIRST NOTIFY THE MAINTAINING AGENCY TO REQUEST THE POWER COMPANY TO DISCONNECT THE SERVICE. UNDER NO CONDITION SHALL THE CONTRACTOR DISCONNECT A LIVE POWER SERVICE DROP.

PERMITTED LANE CLOSURE CHART

ALL LANE CLOSURES MAY ONLY BE IMPLEMENTED AT THE TIMES PERMITTED BY THE DISTRICT 3 PERMITTED LANE CLOSURE TIMES LIST(S) WHICH CAN BE FOUND AT THE FOLLOWING WEBSITE:

[http://plcm.dot.state.oh.us/plcm/plcm\\_web20search.jsp](http://plcm.dot.state.oh.us/plcm/plcm_web20search.jsp)

THE LATEST REVISION AT THE TIME OF THE BID DATE SHALL BE IN EFFECT FOR THIS PROJECT. NO LANE OR SHOULDER CLOSURES SHALL BE IN PLACE WHEN NO WORK IS BEING PERFORMED.

SIGN REPLACEMENT

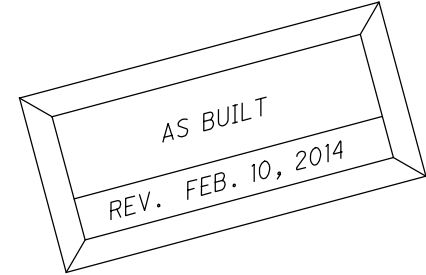
WITH RESPECT TO THE REPLACEMENT OF EXISTING SIGNS THE CONTRACTOR SHALL IN NO CASE REMOVE A SIGN UNLESS THE APPLICABLE REPLACEMENT CAN BE ERRECTED WITHIN THE SAME WORKING DAY.

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GENERAL NOTES

LOR-2-3.50/  
LOR-90-10.78











































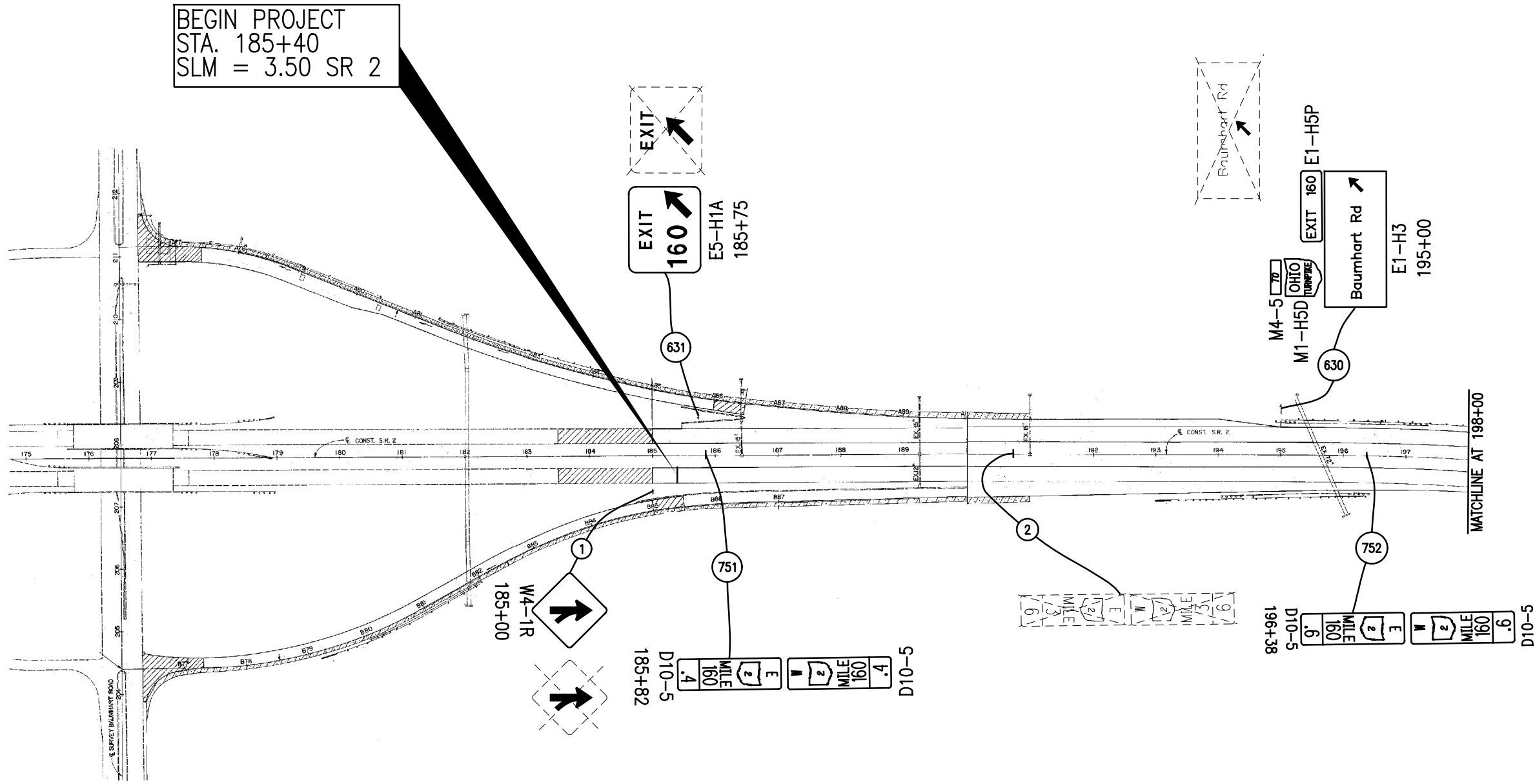












BEGIN PROJECT  
 STA. 185+40  
 SLM = 3.50 SR 2

EXIT  
 160

E5-H1A  
 185+75

631

W4-1R  
 185+00

751

D10-5  
 MILE 160  
 .4

MILE 160  
 .6

D10-5  
 MILE 160  
 .6

M4-5  
 M1-H5D  
 OHIO  
 TURNPIKE

630

EXIT 160  
 Baumhart Rd

E1-H3  
 195+00

EXIT 160  
 E1-H5P

MATCHLINE AT 198+00

AS BUILT  
 REV. FEB. 10, 2014

**LEGEND**

- PROPOSED SIGN
- EXISTING SIGN TO REMAIN  
(RELOCATION NOTED IN PLANS)
- EXISTING SIGN TO BE REMOVED

CALCULATED  
 DPF  
 CHECKED  
 JWO

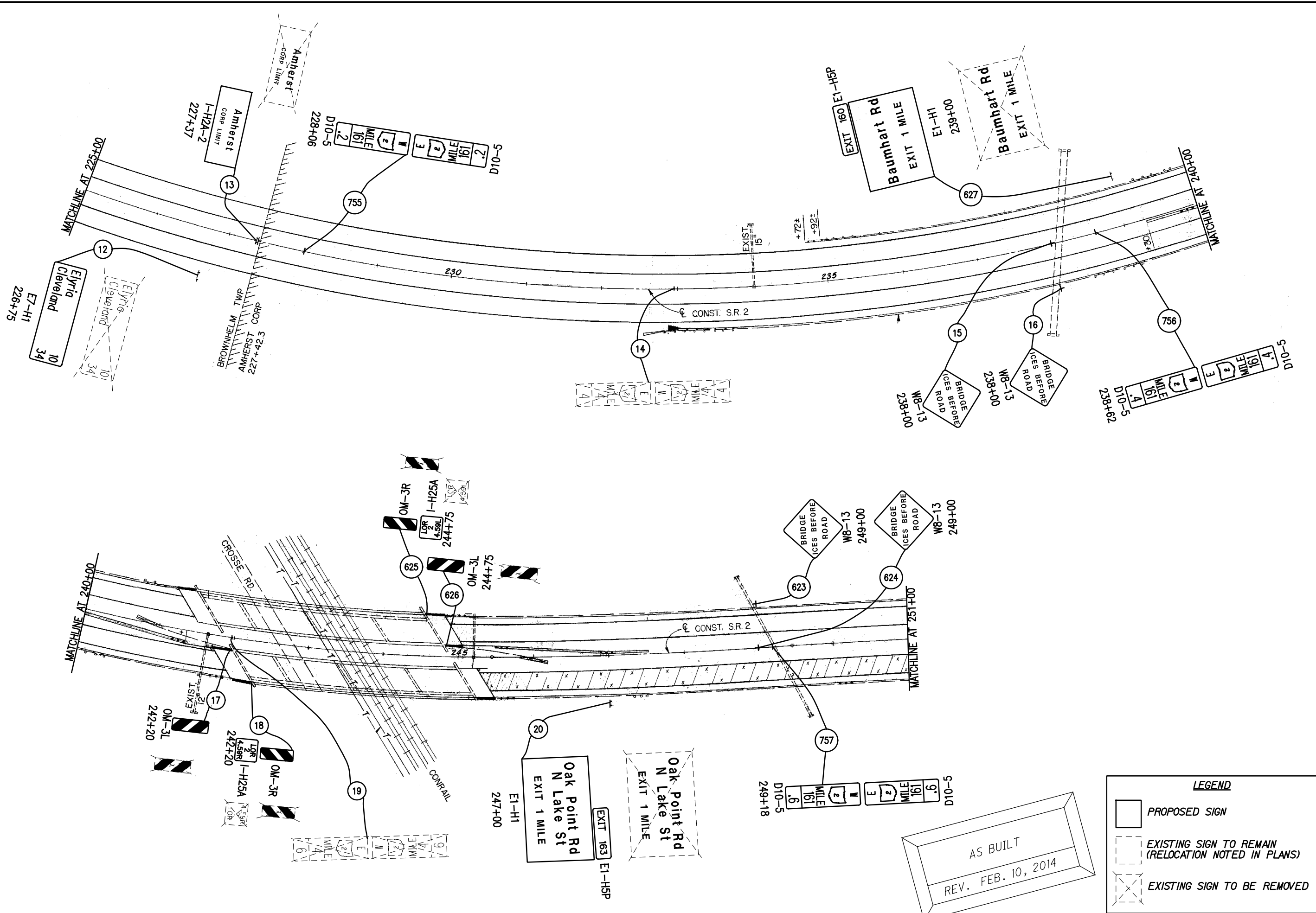
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 SCALE IN FEET

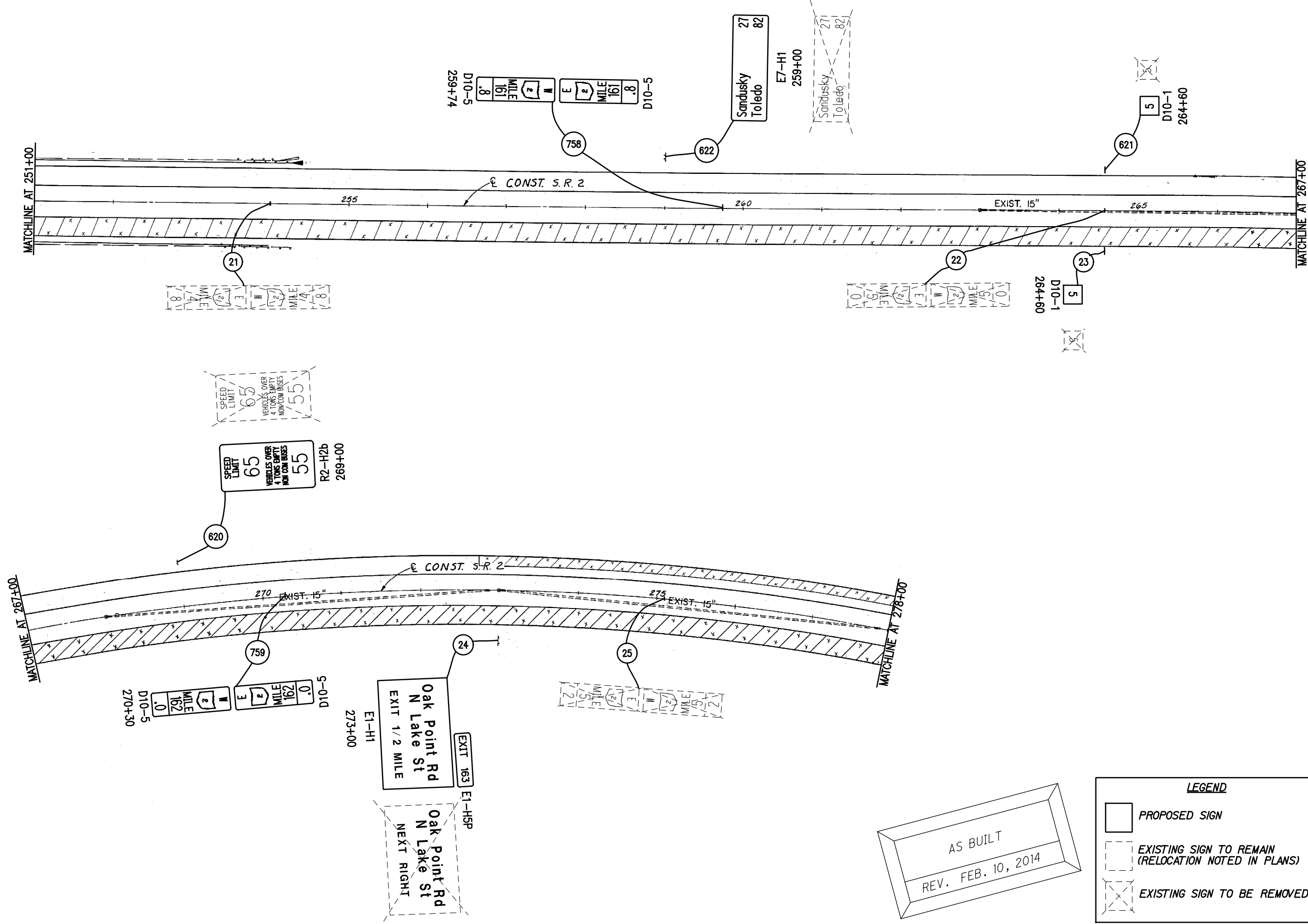
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 STA. 185+40 TO STA. 198+00

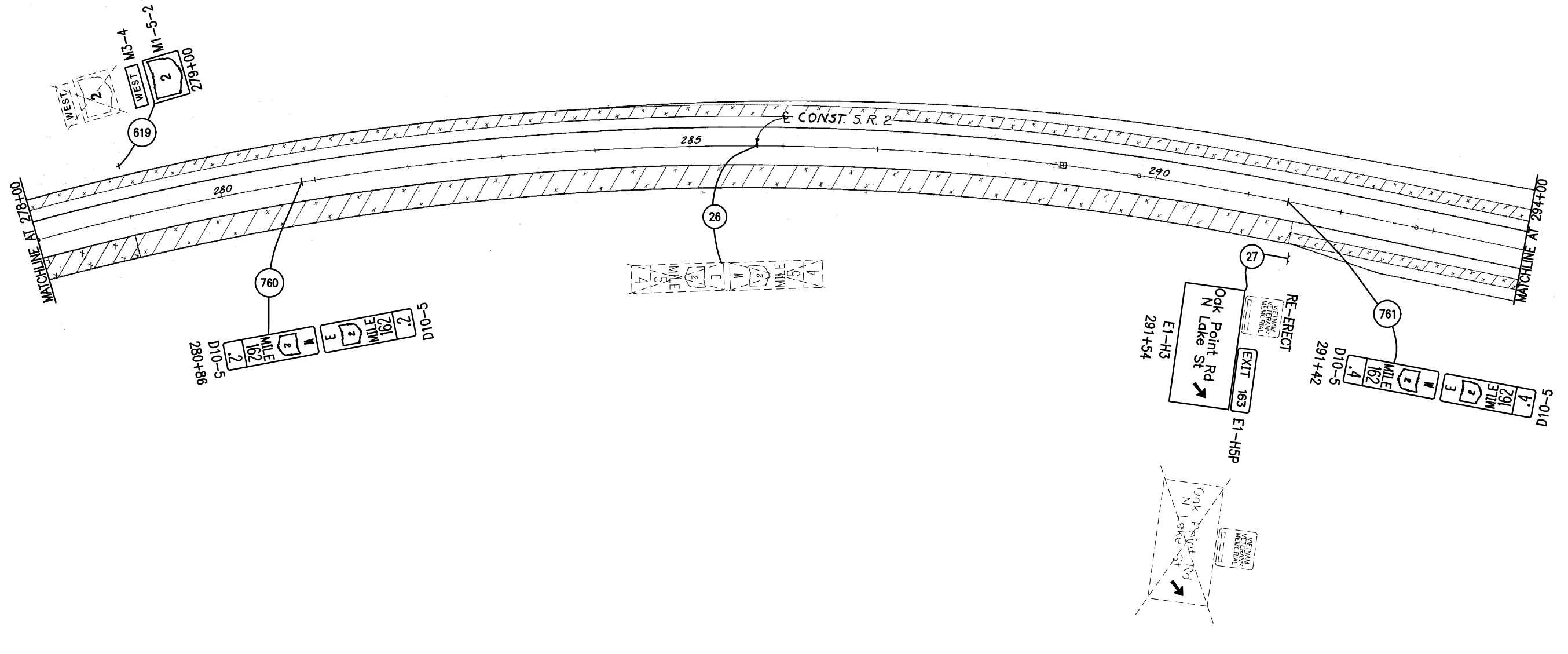
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 LOR-90-10.78







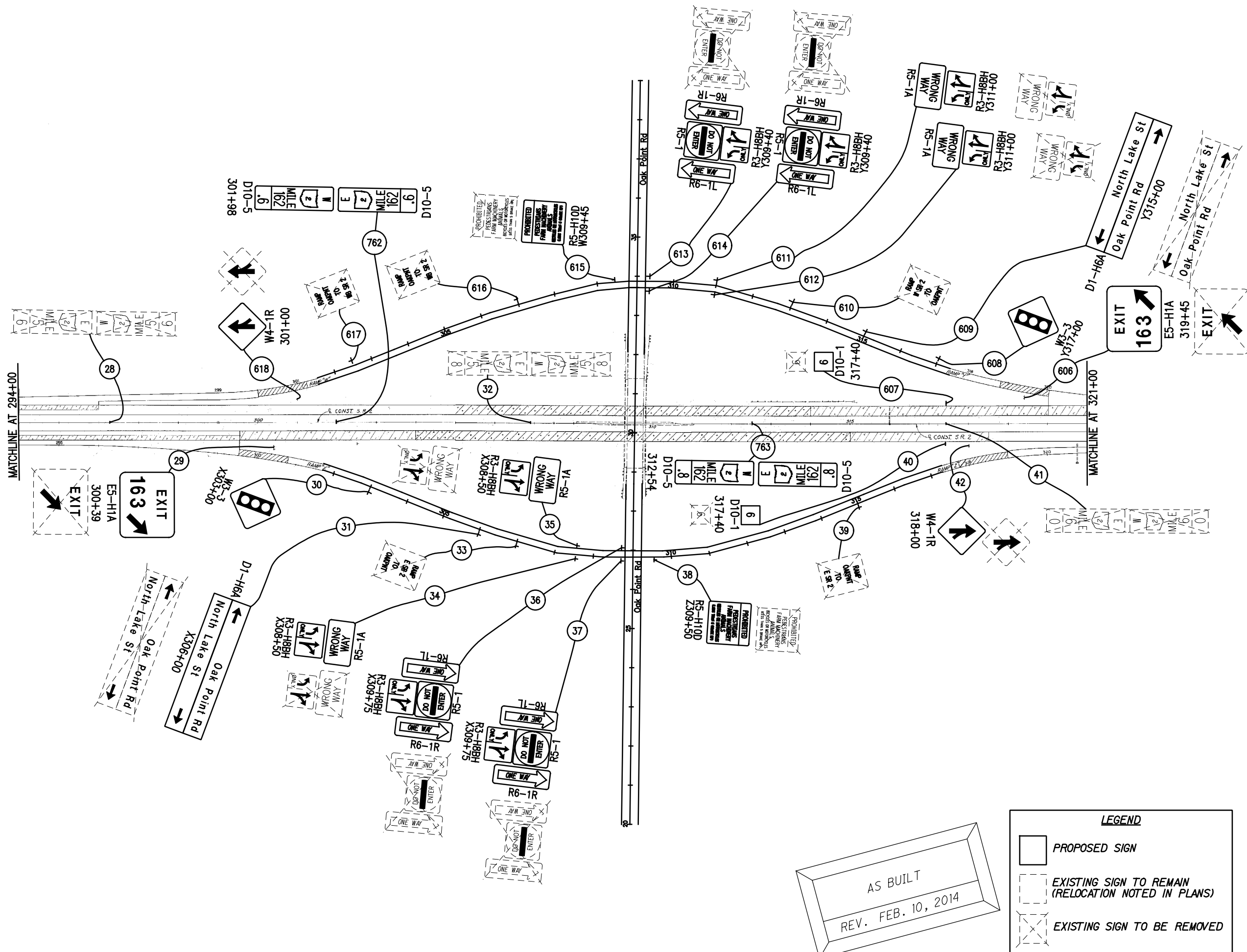




AS BUILT  
REV. FEB. 10, 2014

**LEGEND**

	PROPOSED SIGN
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	EXISTING SIGN TO BE REMOVED



AS BUILT  
REV. FEB. 10, 2014

**LEGEND**

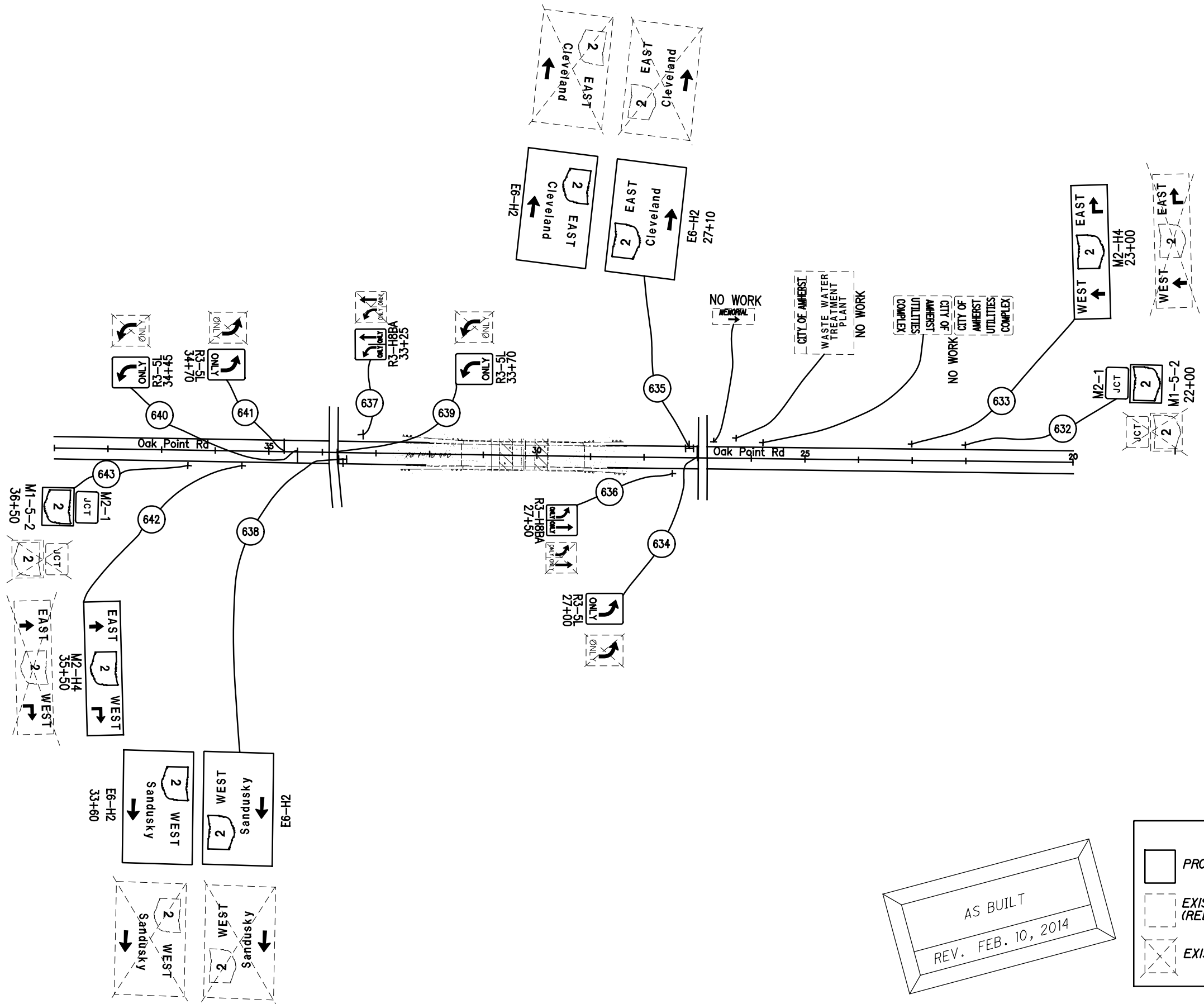
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- EXISTING SIGN TO BE REMOVED

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DPF  
CHECKED JWO

HORIZONTAL  
SCALE IN FEET

**LOR-2-3.50**  
**STA. 294+00 TO STA. 321+00**

**LOR-2-3.50/**  
**LOR-90-10.78**



AS BUILT  
REV. FEB. 10, 2014

**LEGEND**

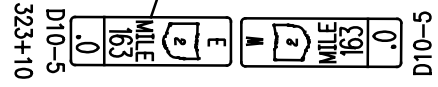
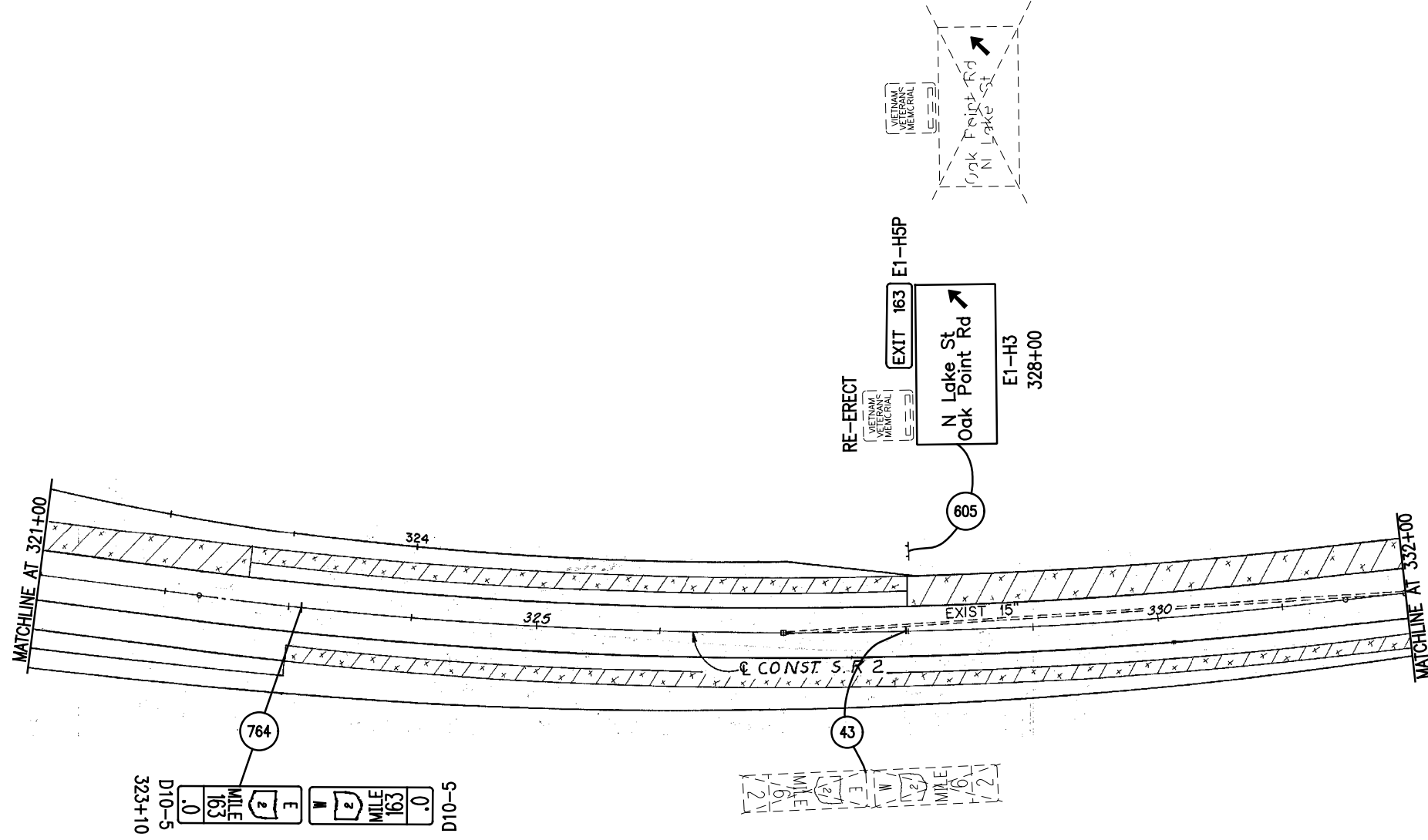
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SCALE IN FEET

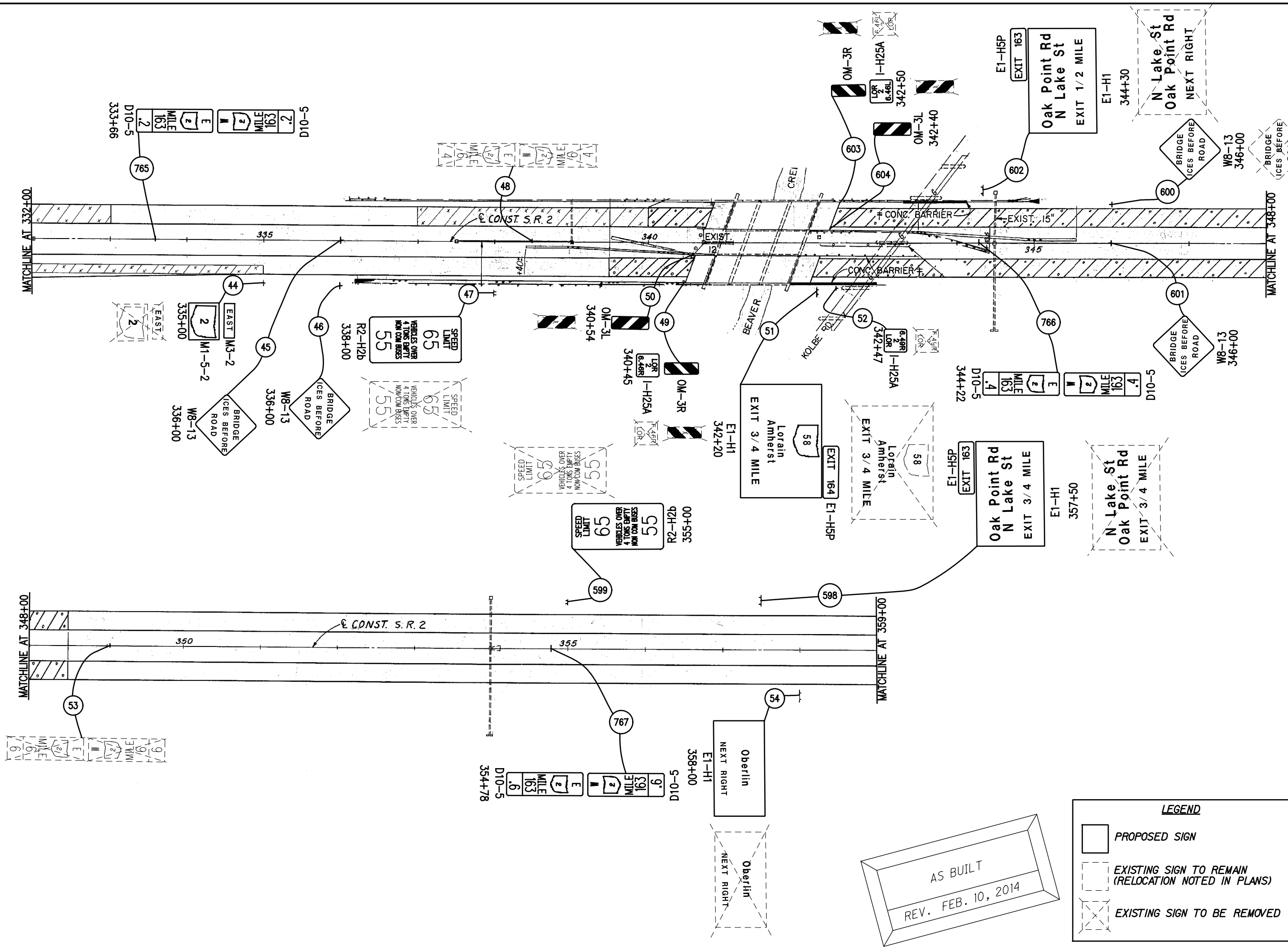
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**STA. 20+00 TO STA. 39+00**

LOR-2-3.50/  
LOR-90-10.78



AS BUILT  
REV. FEB. 10, 2014

LEGEND	
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	EXISTING SIGN TO BE REMOVED



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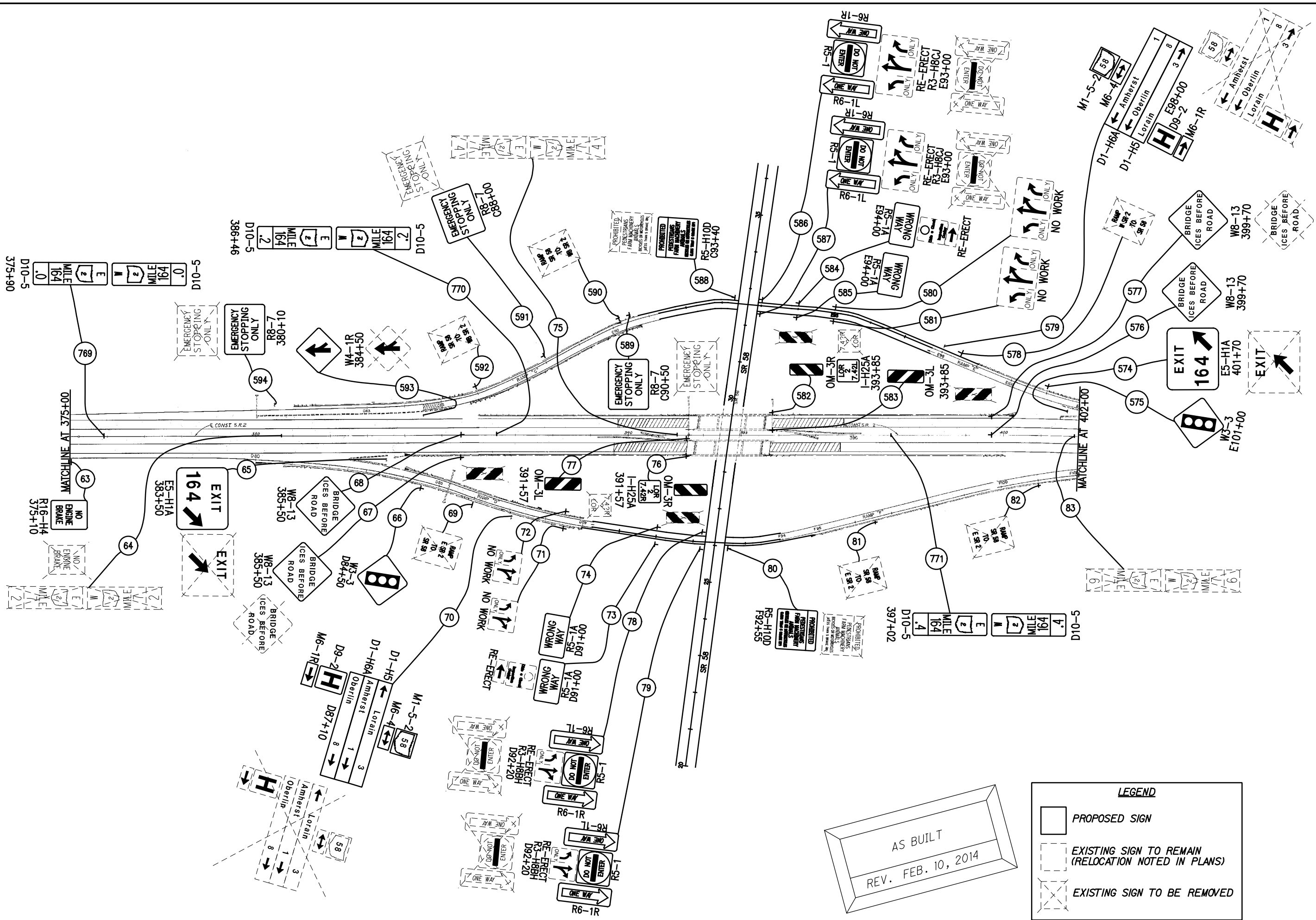
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LOR-2-3.50  
 STA. 332+00 TO STA. 359+00

LOR-2-3.50/  
 LOR-90-10.78





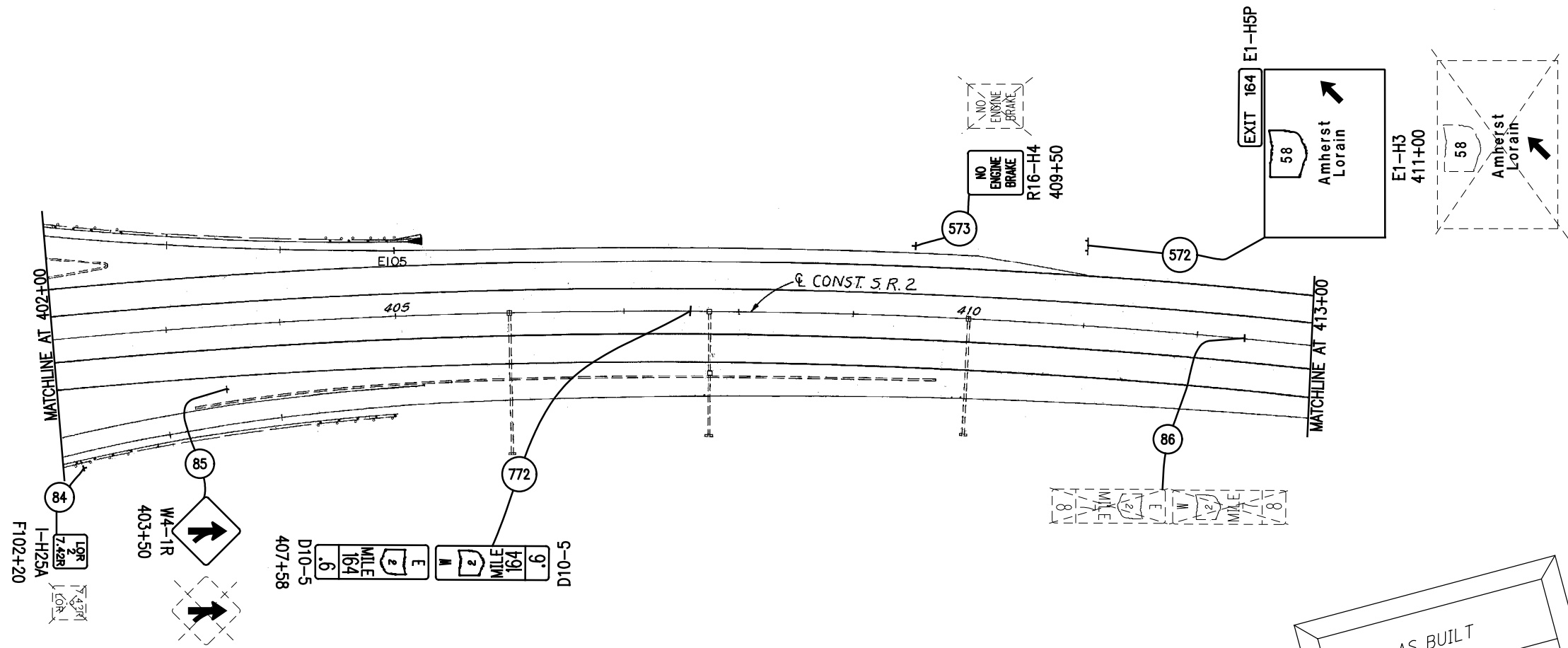


AS BUILT  
REV. FEB. 10, 2014

**LEGEND**

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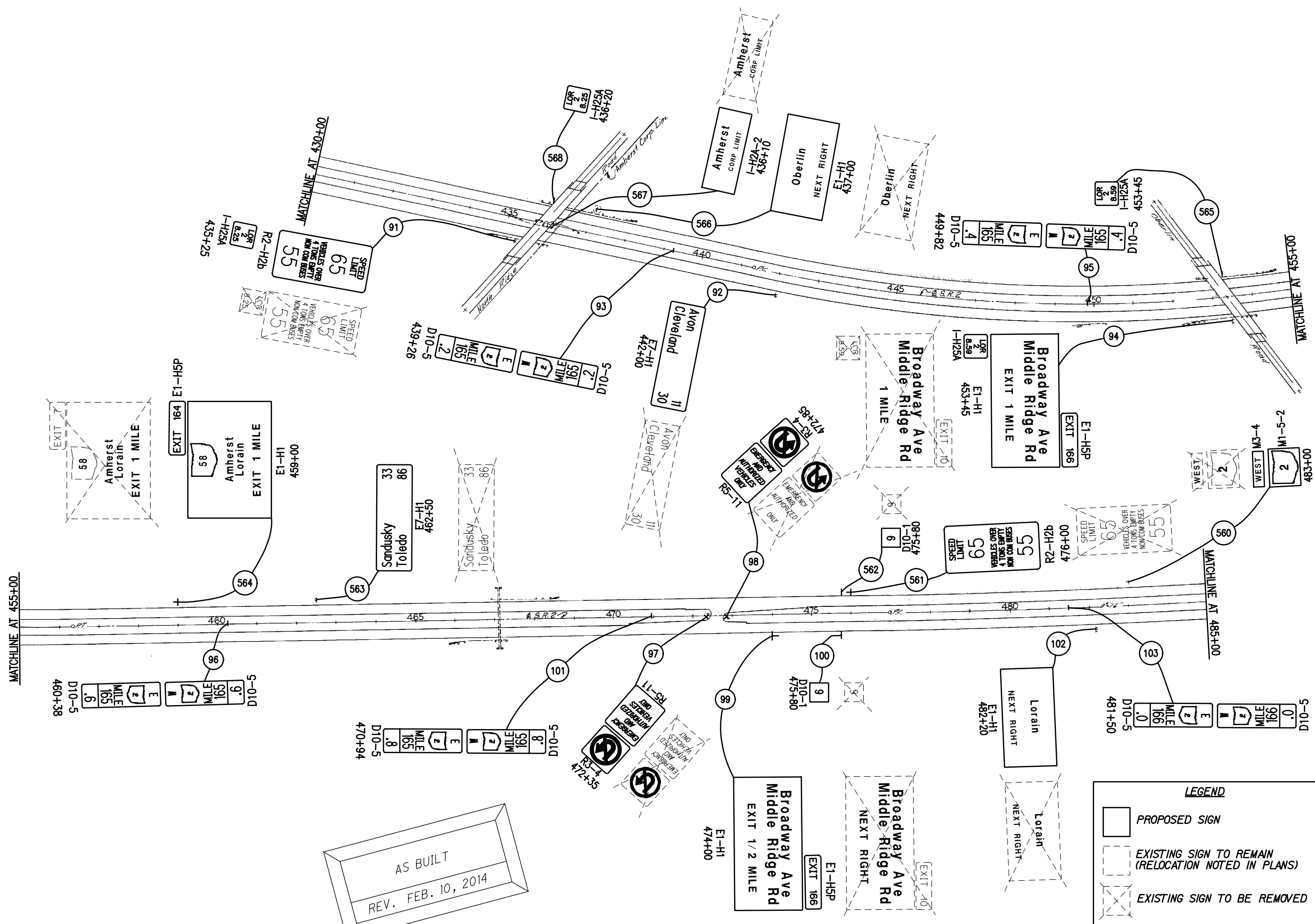


AS BUILT  
REV. FEB. 10, 2014

**LEGEND**

- PROPOSED SIGN
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- EXISTING SIGN TO BE REMOVED





AS BUILT  
REV. FEB. 10, 2014

**LEGEND**

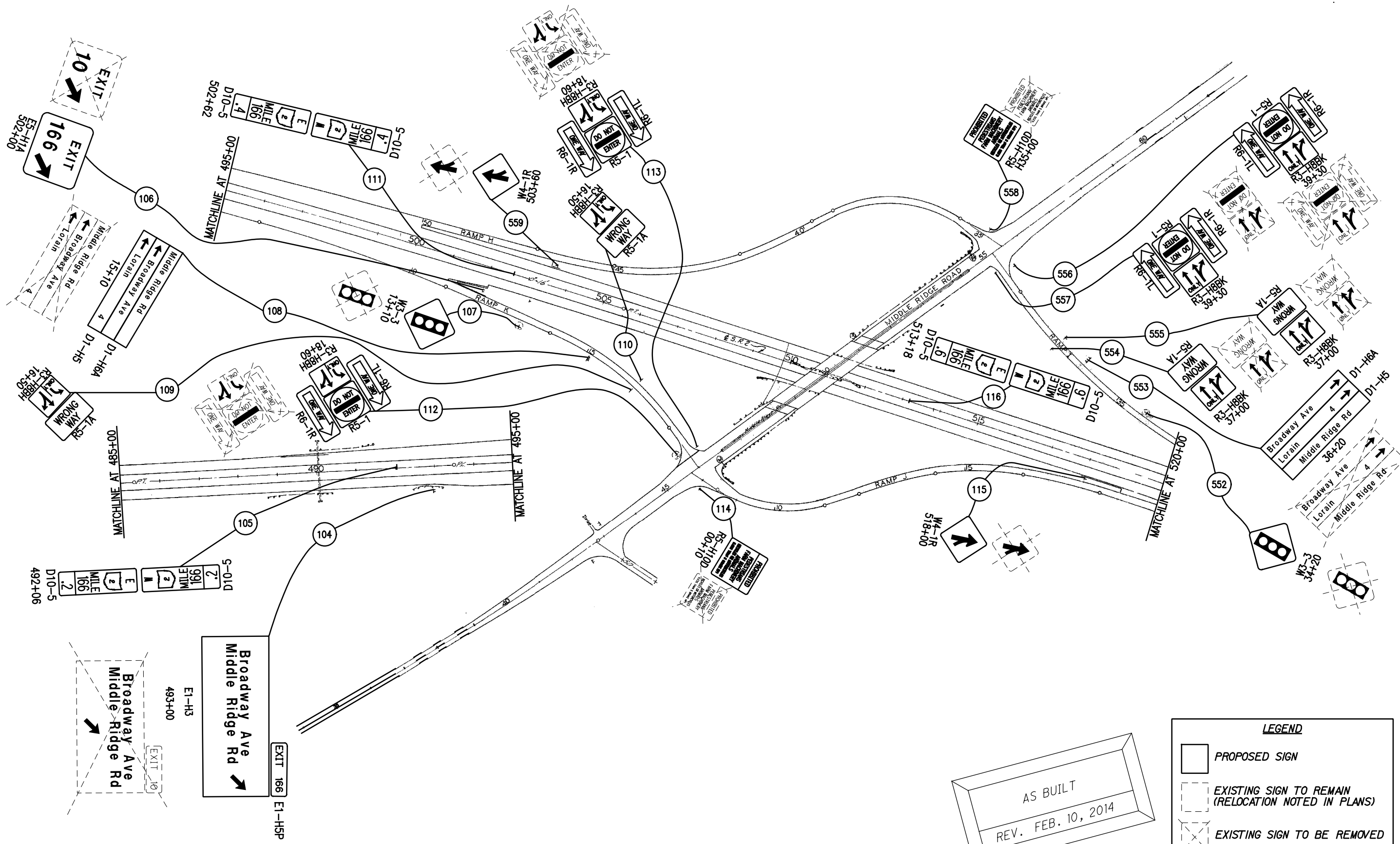
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- EXISTING SIGN TO BE REMOVED

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CHECKED JWO

LOR-2-3.50  
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LOR-2-3.50 /  
LOR-90-10.78





AS BUILT  
REV. FEB. 10, 2014

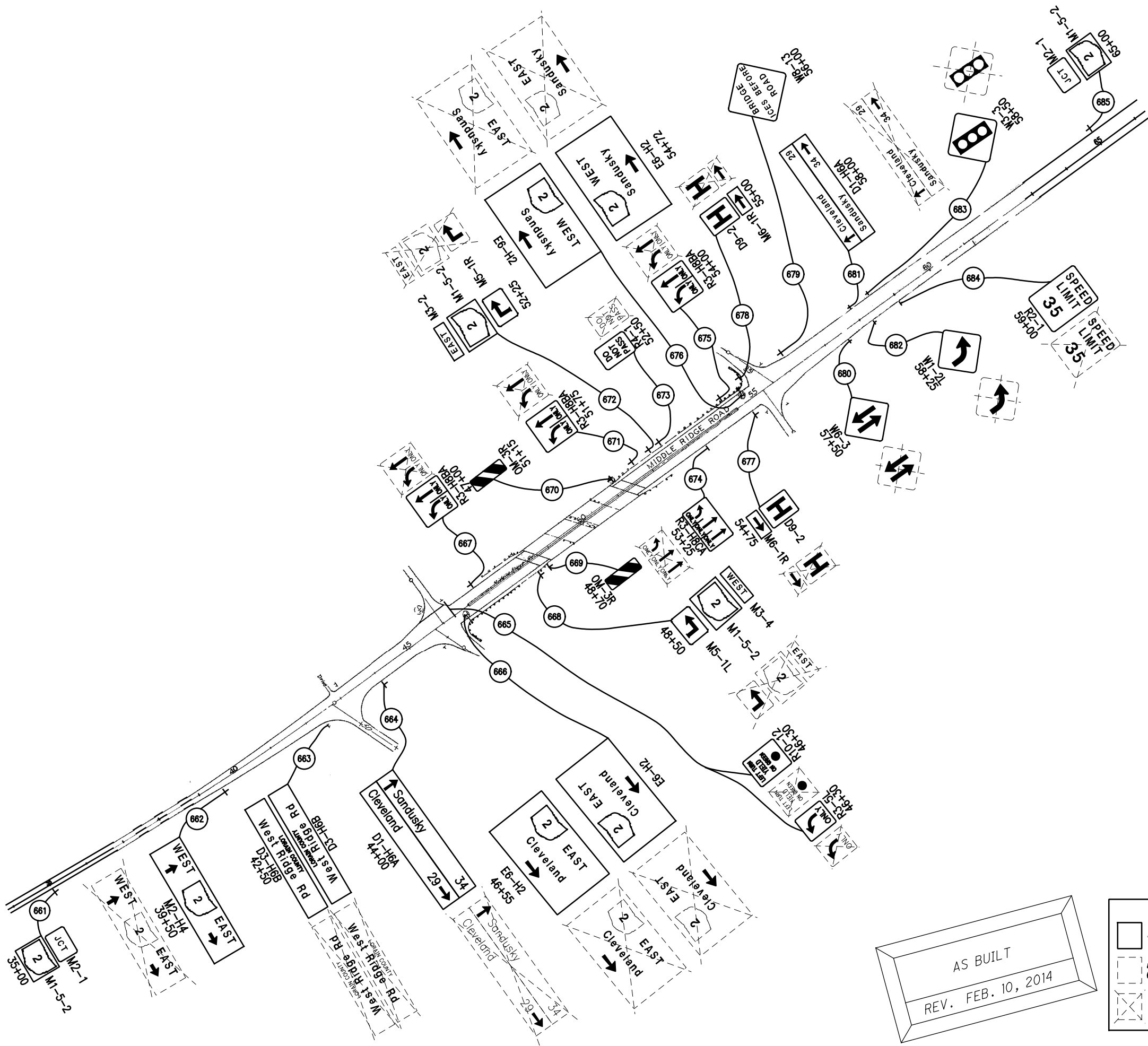
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- EXISTING SIGN TO BE REMOVED

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DPF  
CHECKED JWO

LOR-2-3.50  
STA. 485+00 TO STA. 520+00

LOR-2-3.50/  
LOR-90-10.78



AS BUILT  
REV. FEB. 10, 2014

**LEGEND**

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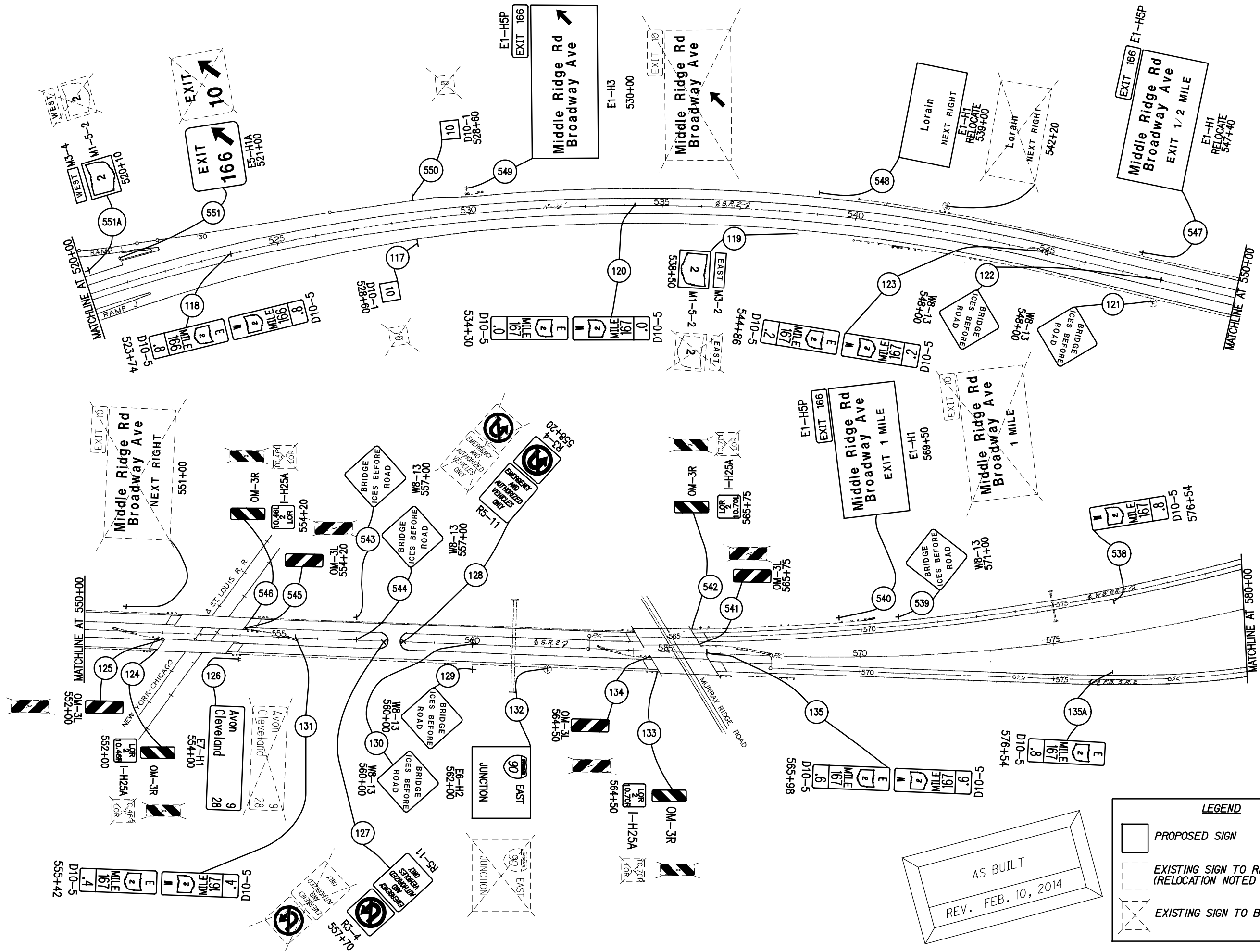
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MIDDLE RIDGE RD  
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LOR-2-3.50/  
LOR-90-10.78





AS BUILT  
REV. FEB. 10, 2014

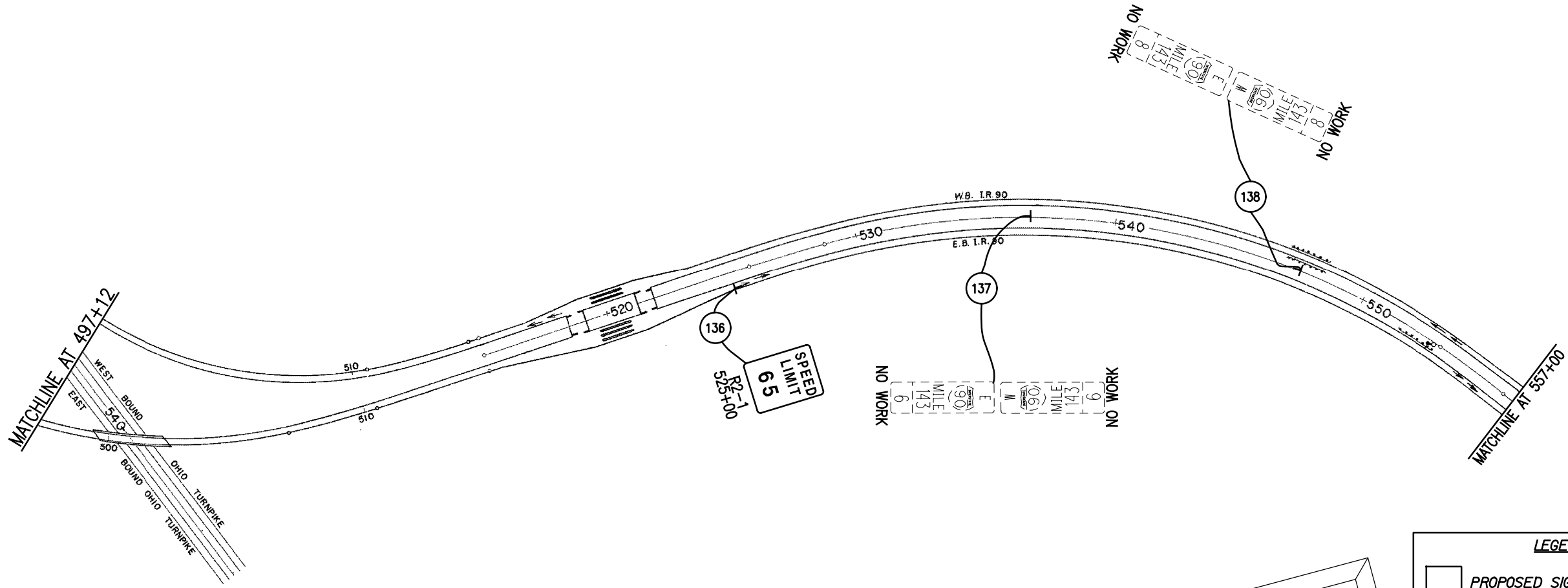
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HORIZONTAL SCALE IN FEET



LOR-2-3.50  
STA. 520+00 TO STA. 580+00

LOR-2-3.50/  
LOR-90-10.78



AS BUILT  
REV. FEB. 10, 2014

**LEGEND**

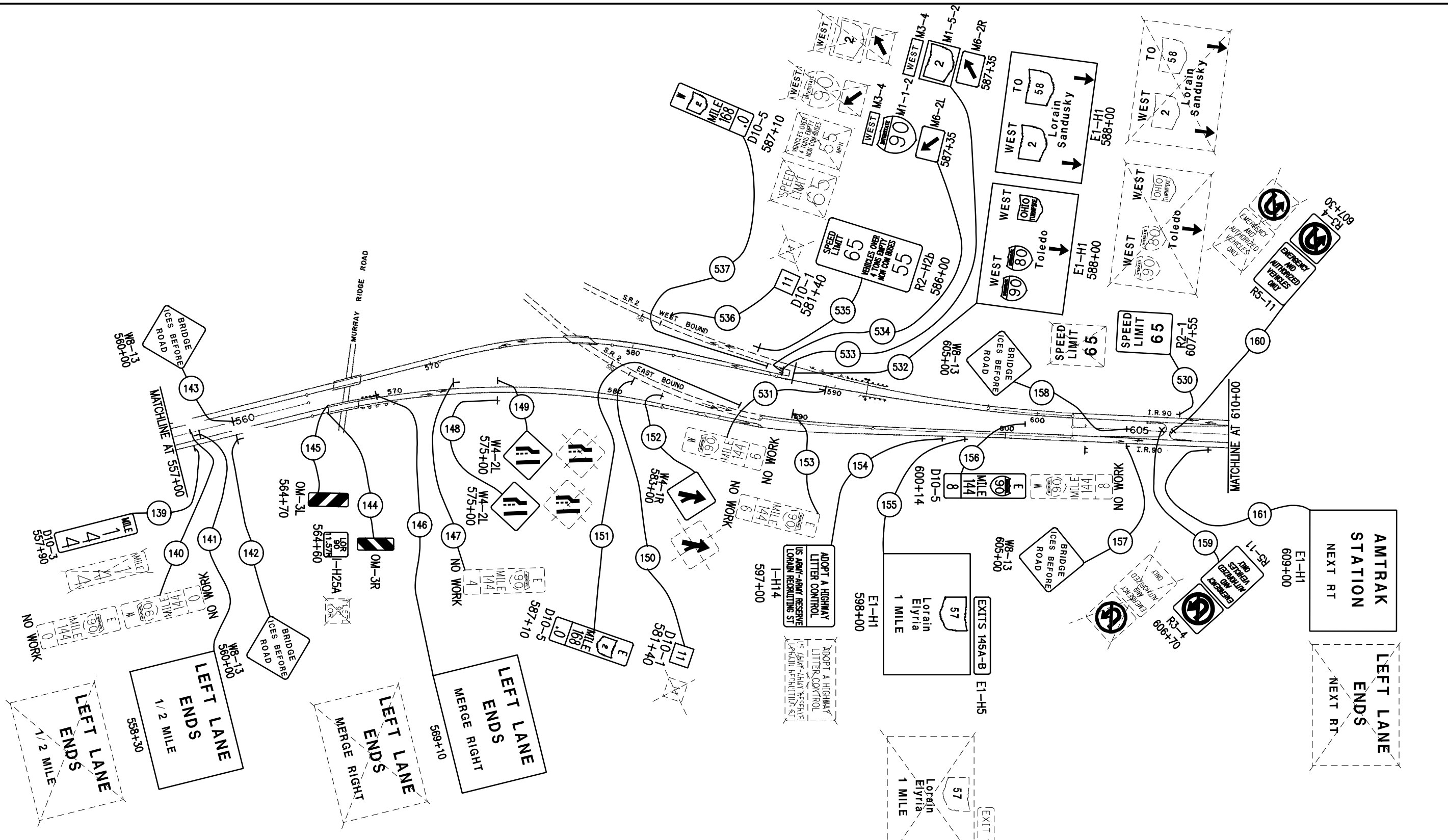
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-  EXISTING SIGN TO REMAIN (RELOCATION NOTED IN PLANS)
-  EXISTING SIGN TO BE REMOVED

CALCULATED  
DPF  
CHECKED  
JWO

0 240  
HORIZONTAL  
SCALE IN FEET

LOR-2-3.50  
STA. 497+12 TO STA. 557+00

LOR-2-3.50/  
LOR-90-10.78



AS BUILT  
REV. FEB. 10, 2014

**LEGEND**

- PROPOSED SIGN
- EXISTING SIGN TO REMAIN (RELOCATION NOTED IN PLANS)
- EXISTING SIGN TO BE REMOVED

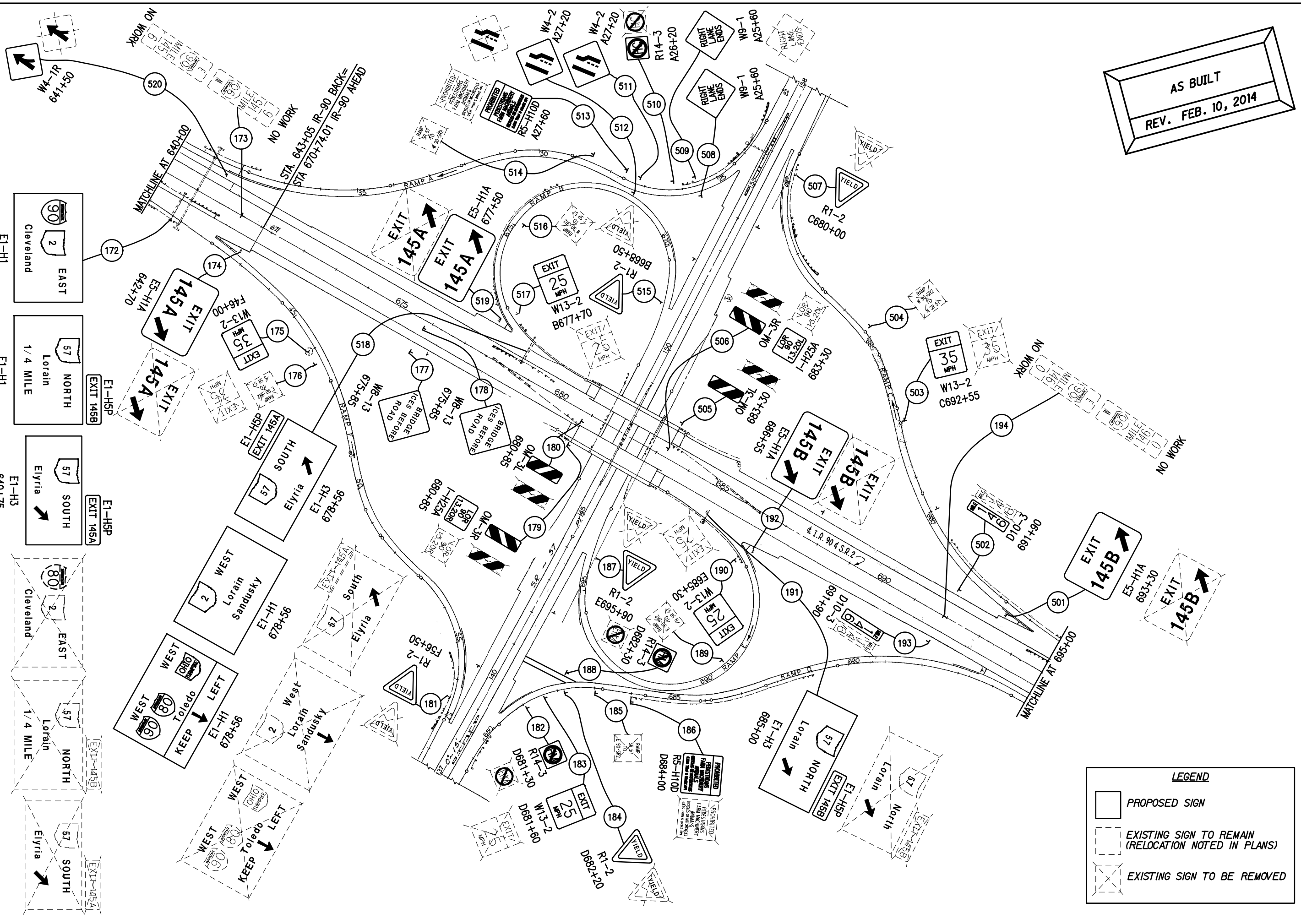
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HORIZONTAL SCALE IN FEET

LOR-2-3.50  
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LOR-2-3.50/  
LOR-90-10.78

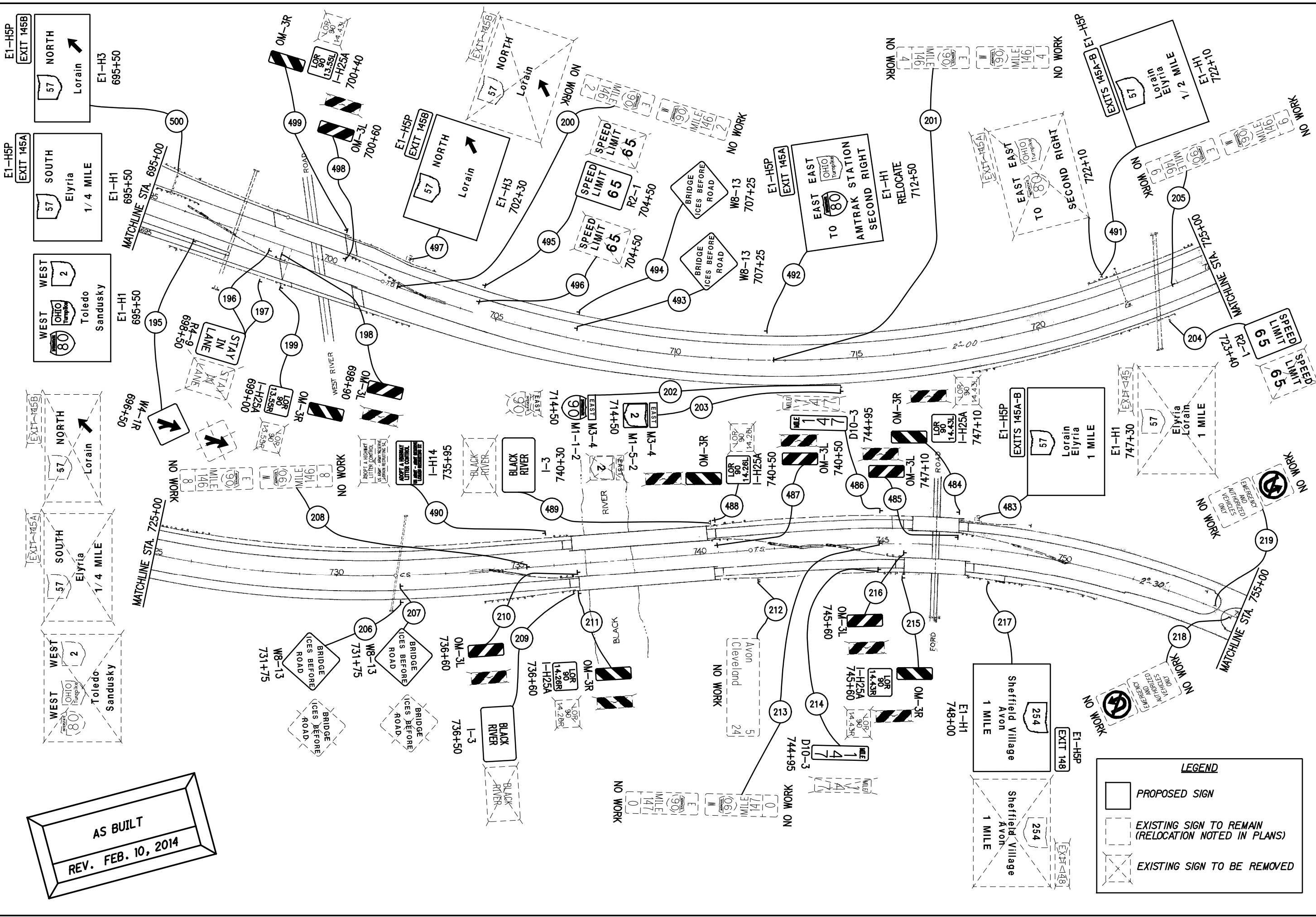




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REV. FEB. 10, 2014

**LEGEND**

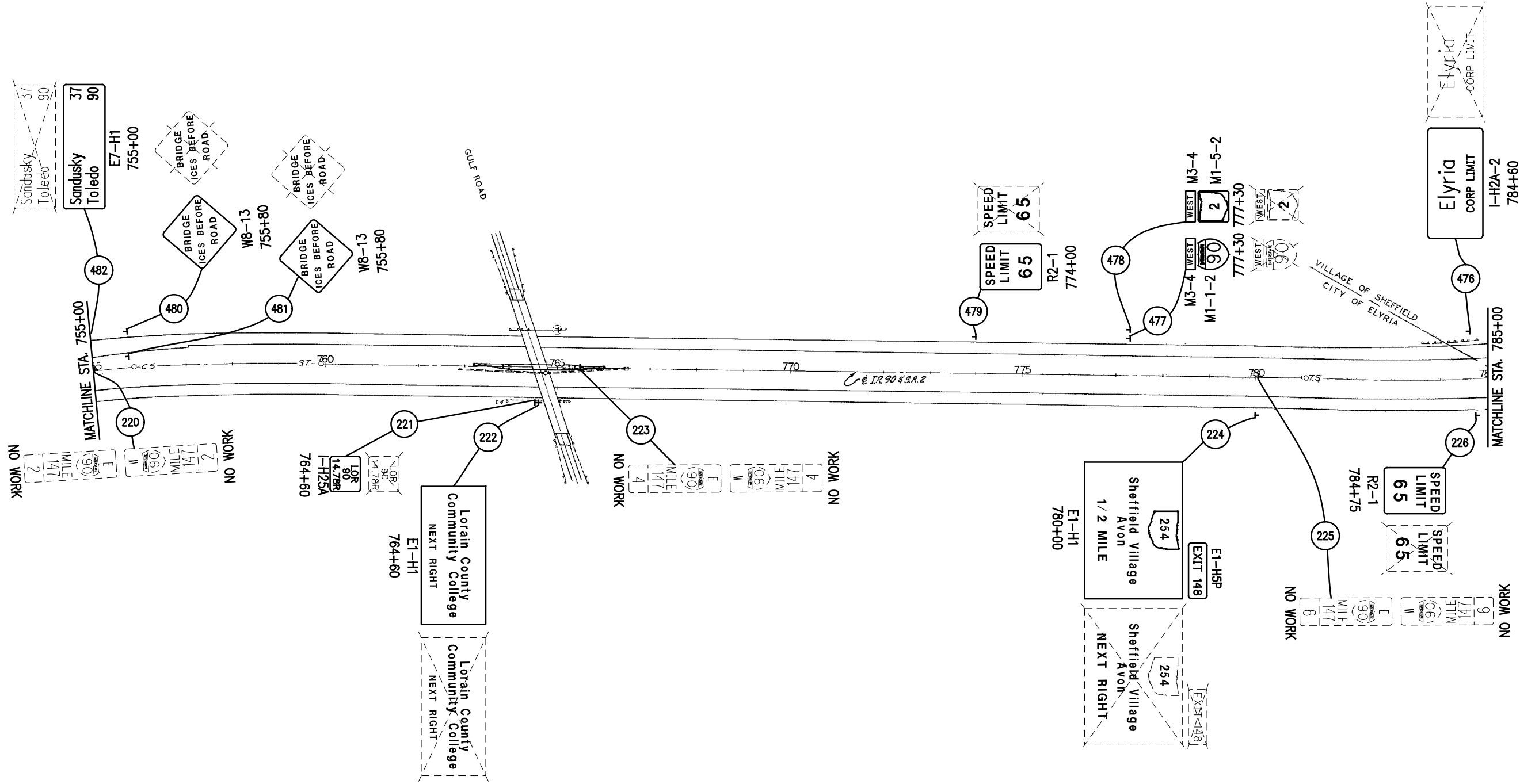
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- EXISTING SIGN TO REMAIN  
(RELOCATION NOTED IN PLANS)
- EXISTING SIGN TO BE REMOVED



**AS BUILT**  
REV. FEB. 10, 2014

**LEGEND**

- PROPOSED SIGN
- EXISTING SIGN TO REMAIN (RELOCATION NOTED IN PLANS)
- EXISTING SIGN TO BE REMOVED



**AS BUILT**  
REV. FEB. 10, 2014

LEGEND	
	PROPOSED SIGN
	EXISTING SIGN TO REMAIN (RELOCATION NOTED IN PLANS)
	EXISTING SIGN TO BE REMOVED

CALCULATED  
JTH  
CHECKED  
JWO

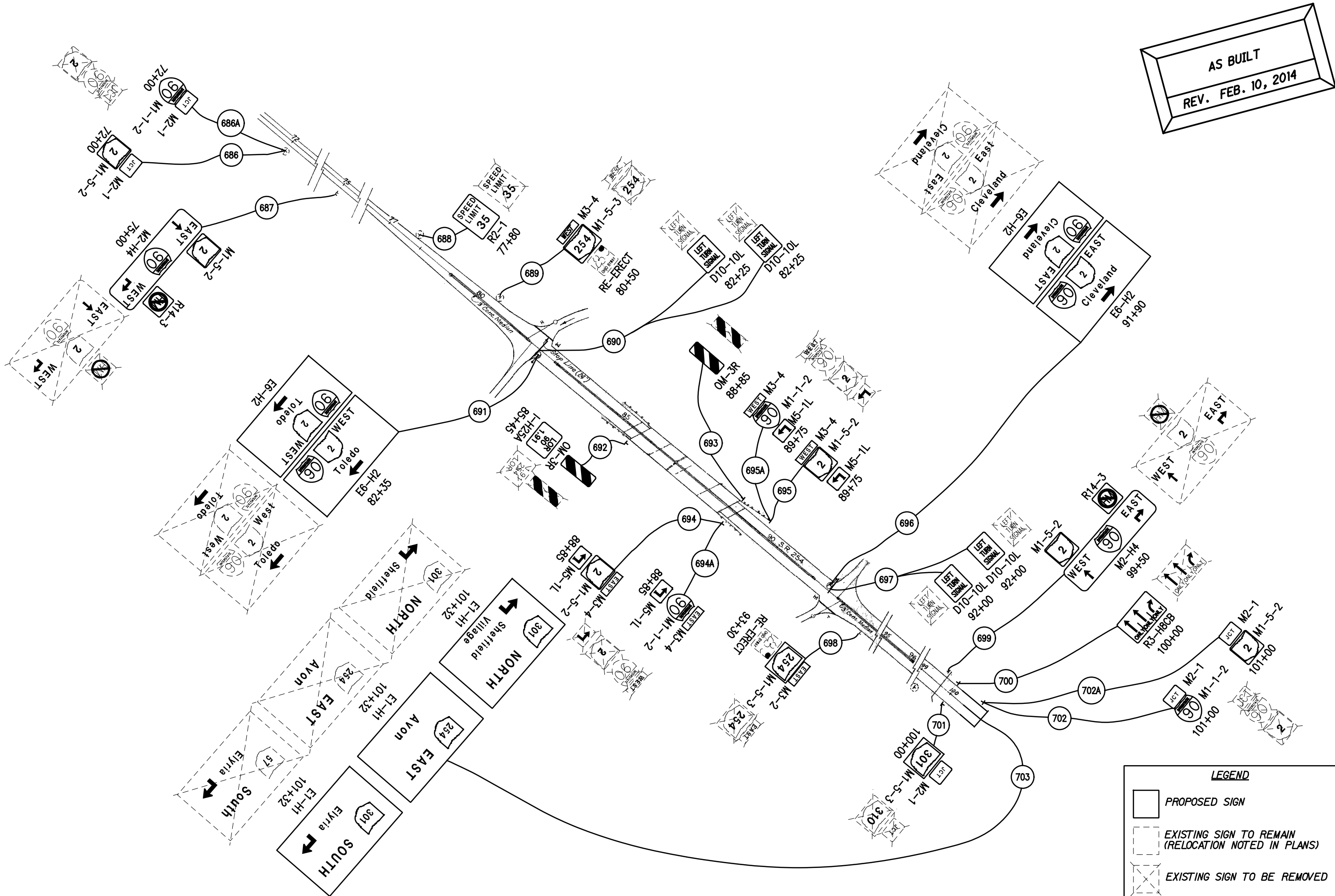
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**LOR-90-10.78**  
**STA. 755+00 TO STA. 785+00**

**LOR-2-3.50**  
**LOR-90-10.78**







AS BUILT  
REV. FEB. 10, 2014

CALCULATED JTH  
CHECKED JWO

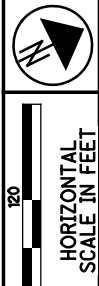
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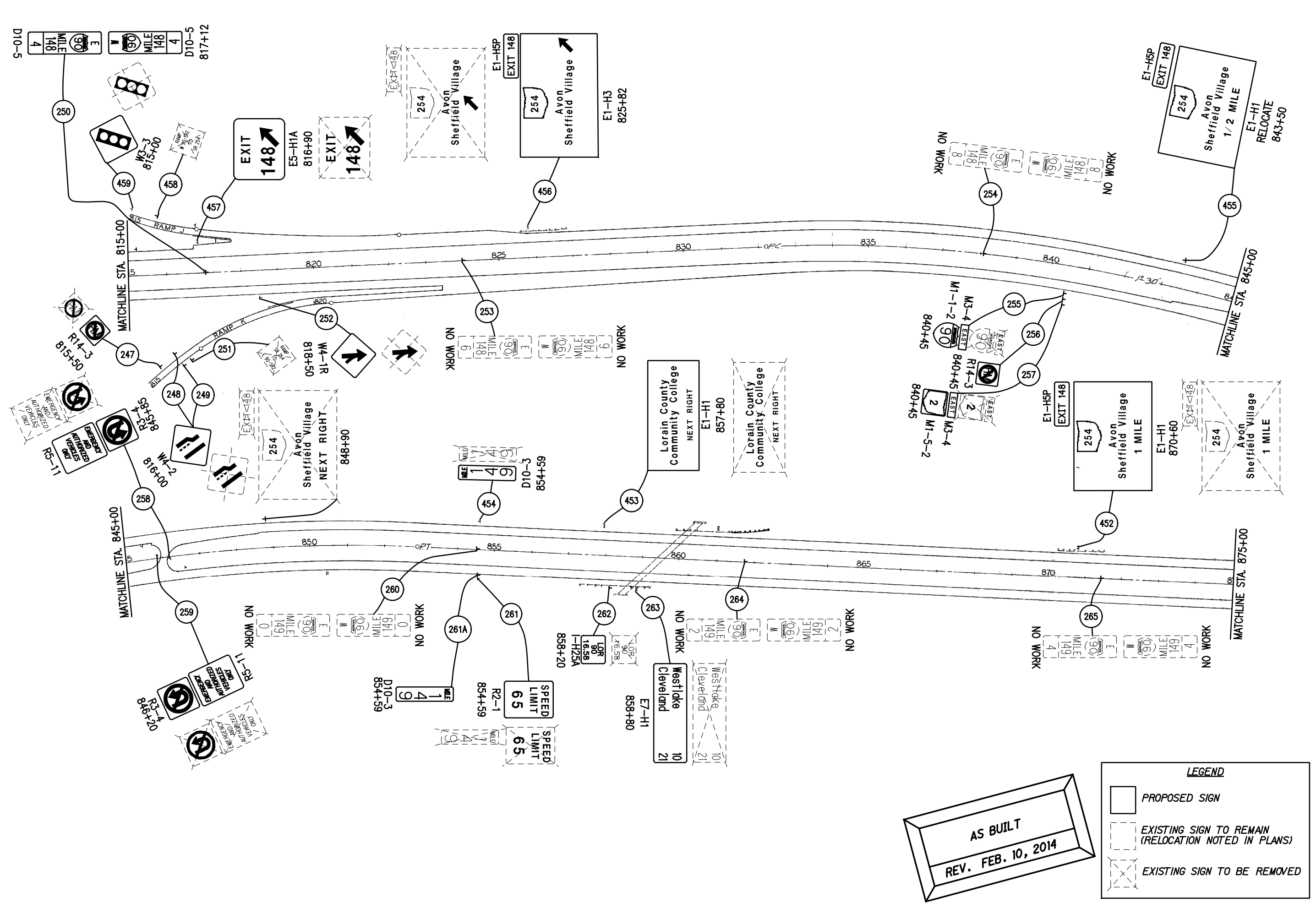
LOR-2-3.50/  
LOR-90-10.78

59  
84

**LEGEND**

- PROPOSED SIGN
- EXISTING SIGN TO REMAIN (RELOCATION NOTED IN PLANS)
- EXISTING SIGN TO BE REMOVED





**AS BUILT**  
 REV. FEB. 10, 2014

**LEGEND**

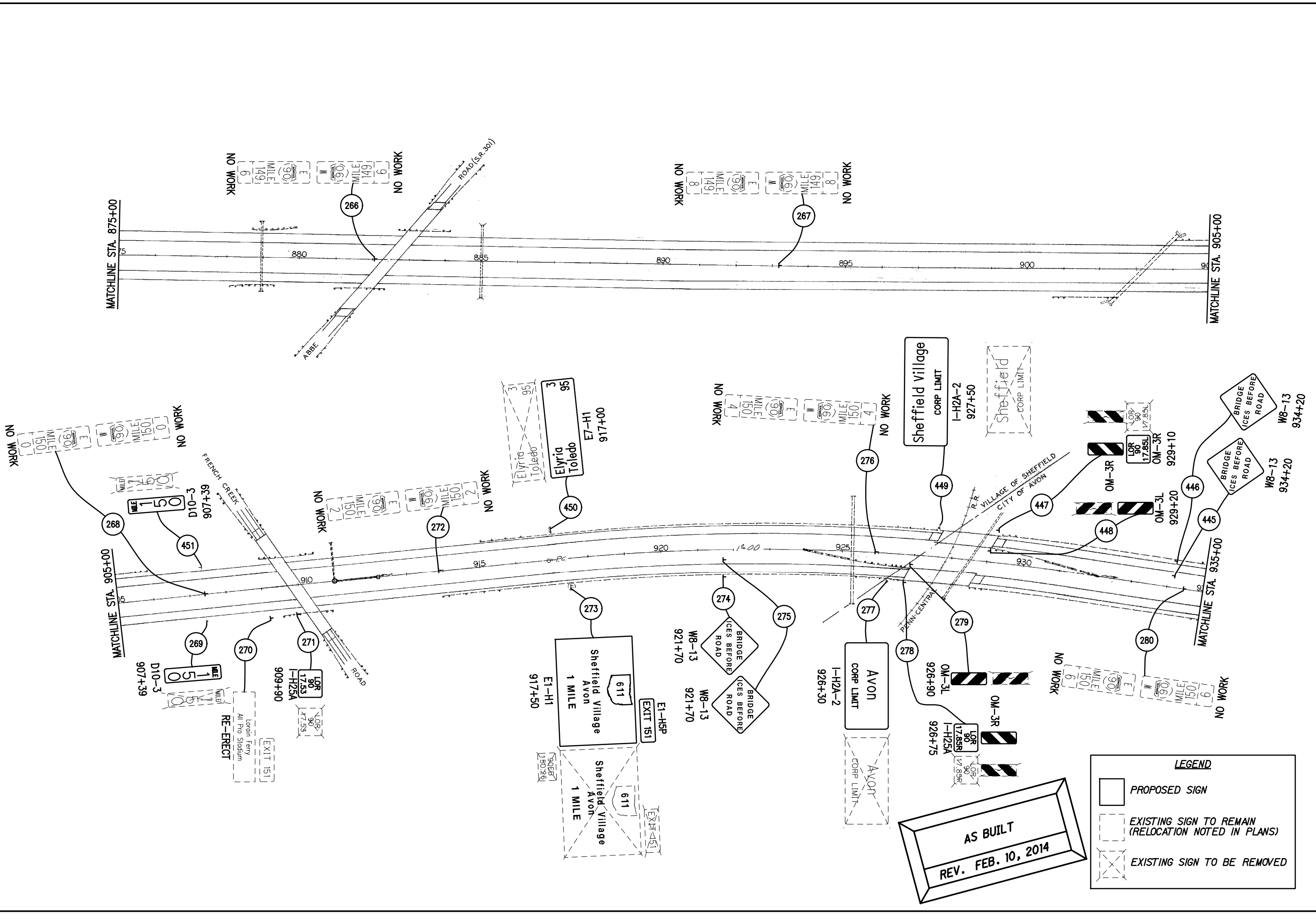
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- EXISTING SIGN TO BE REMOVED

CALCULATED JTH  
 CHECKED JWO

**LOR-90-10.78**  
**STA. 815+00 TO STA. 875+00**

**LOR-2-3.50/**  
**LOR-90-10.78**  
60  
84

0 20  
 HORIZONTAL  
 SCALE IN FEET



**AS BUILT**  
REV. FEB. 10, 2014

**LEGEND**

- PROPOSED SIGN
- EXISTING SIGN TO REMAIN (RELOCATION NOTED IN PLANS)
- EXISTING SIGN TO BE REMOVED

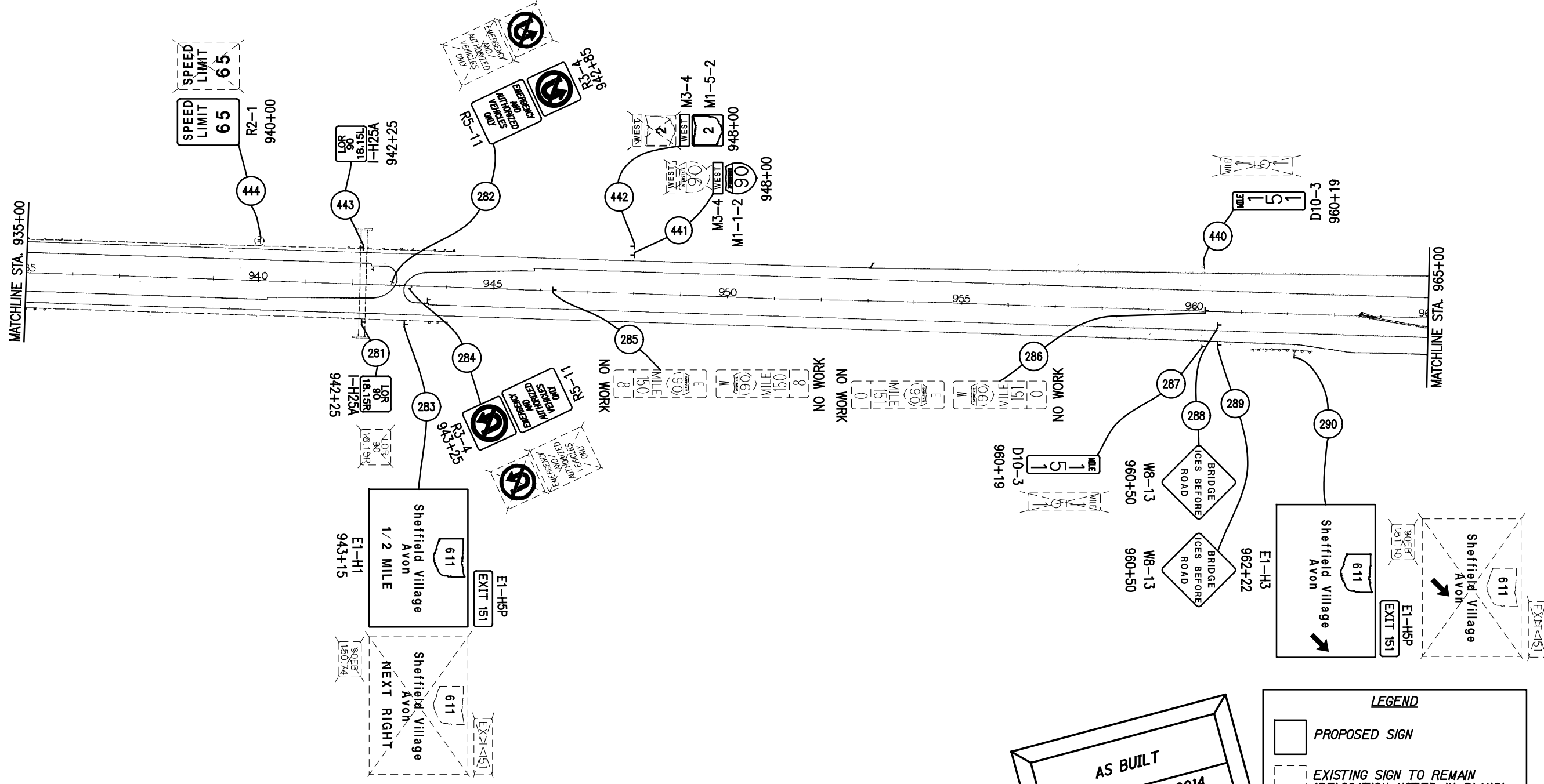
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JTH  
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JWO

LOR-90-10.78  
STA. 875+00 TO STA. 935+00

LOR-2-3.50 / LOR-90-10.78

61  
84



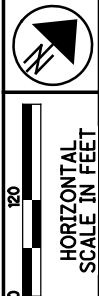


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**LEGEND**

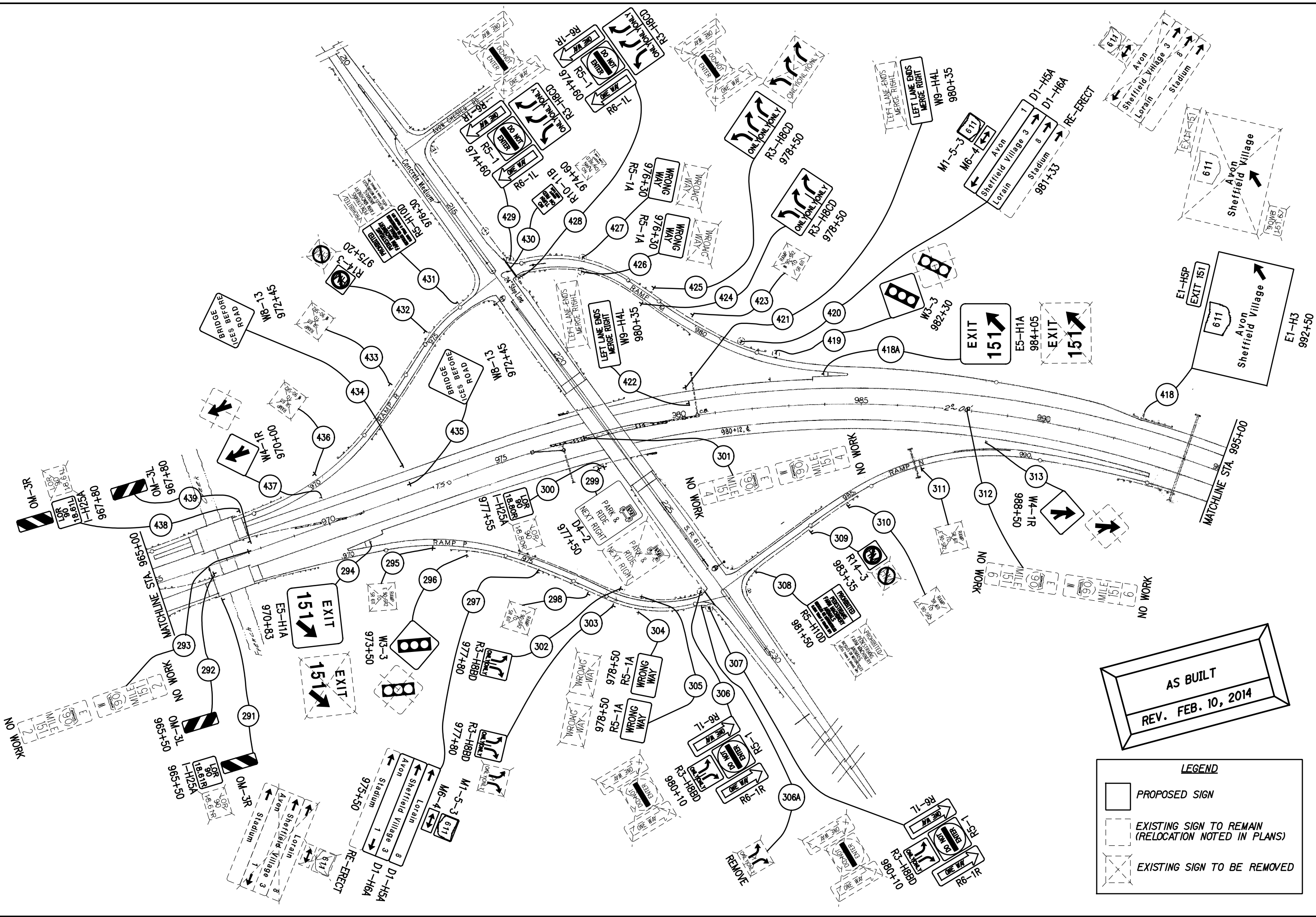
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- EXISTING SIGN TO BE REMOVED

CALCULATED JTH  
 CHECKED JWO



**LOR-90-10.78**  
**STA. 935+00 TO STA. 965+00**

**LOR-2-3.50/**  
**LOR-90-10.78**



**LEGEND**

- PROPOSED SIGN
- EXISTING SIGN TO REMAIN (RELOCATION NOTED IN PLANS)
- EXISTING SIGN TO BE REMOVED

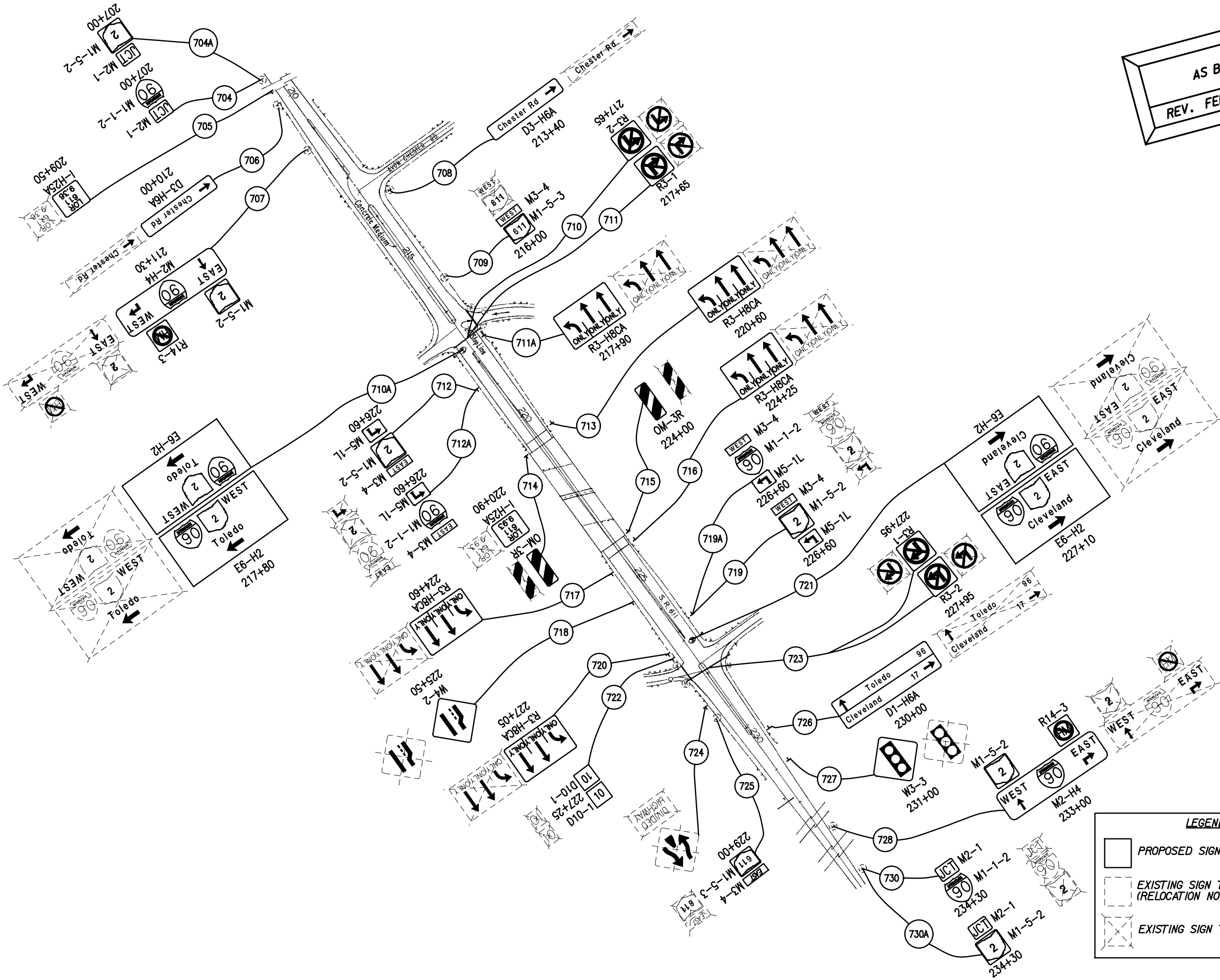
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LOR-90-10.78  
STA. 965+00 TO STA. 995+00

LOR-2-3.50/  
LOR-90-10.78



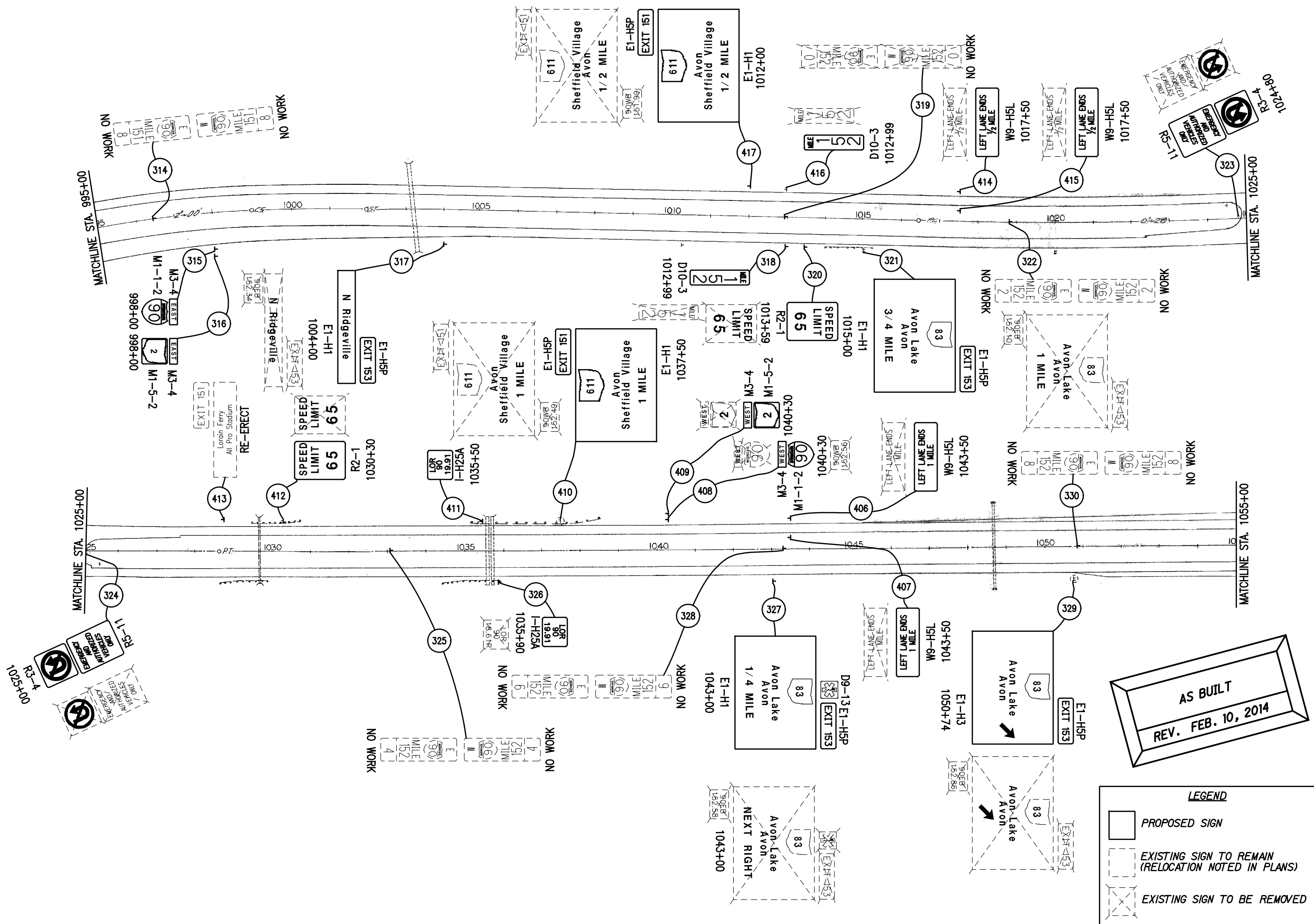
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REV. FEB. 10, 2014

CALCULATED JTH CHECKED JWO

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HORIZONTAL SCALE IN FEET

SR 611  
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LOR-2-3.50/  
LOR-90-10.78



CALCULATED JTH  
CHECKED JWO

0 20  
HORIZONTAL SCALE IN FEET

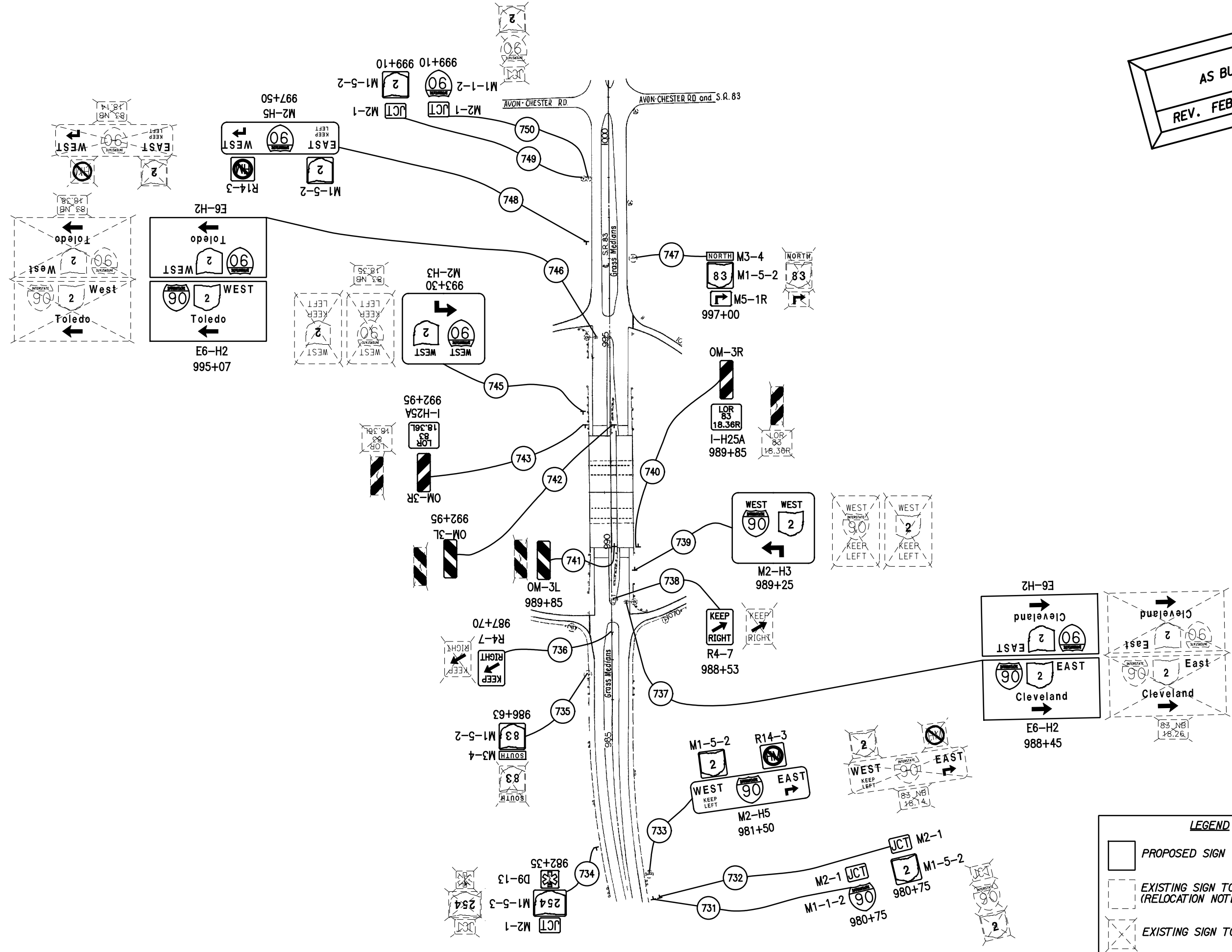
▲  
N

LOR-90-10.78  
STA. 995+00 TO STA. 1055+00

LOR-2-3.50/  
LOR-90-10.78







AS BUILT  
 REV. FEB. 10, 2014

CALCULATED JTH  
 CHECKED JWO



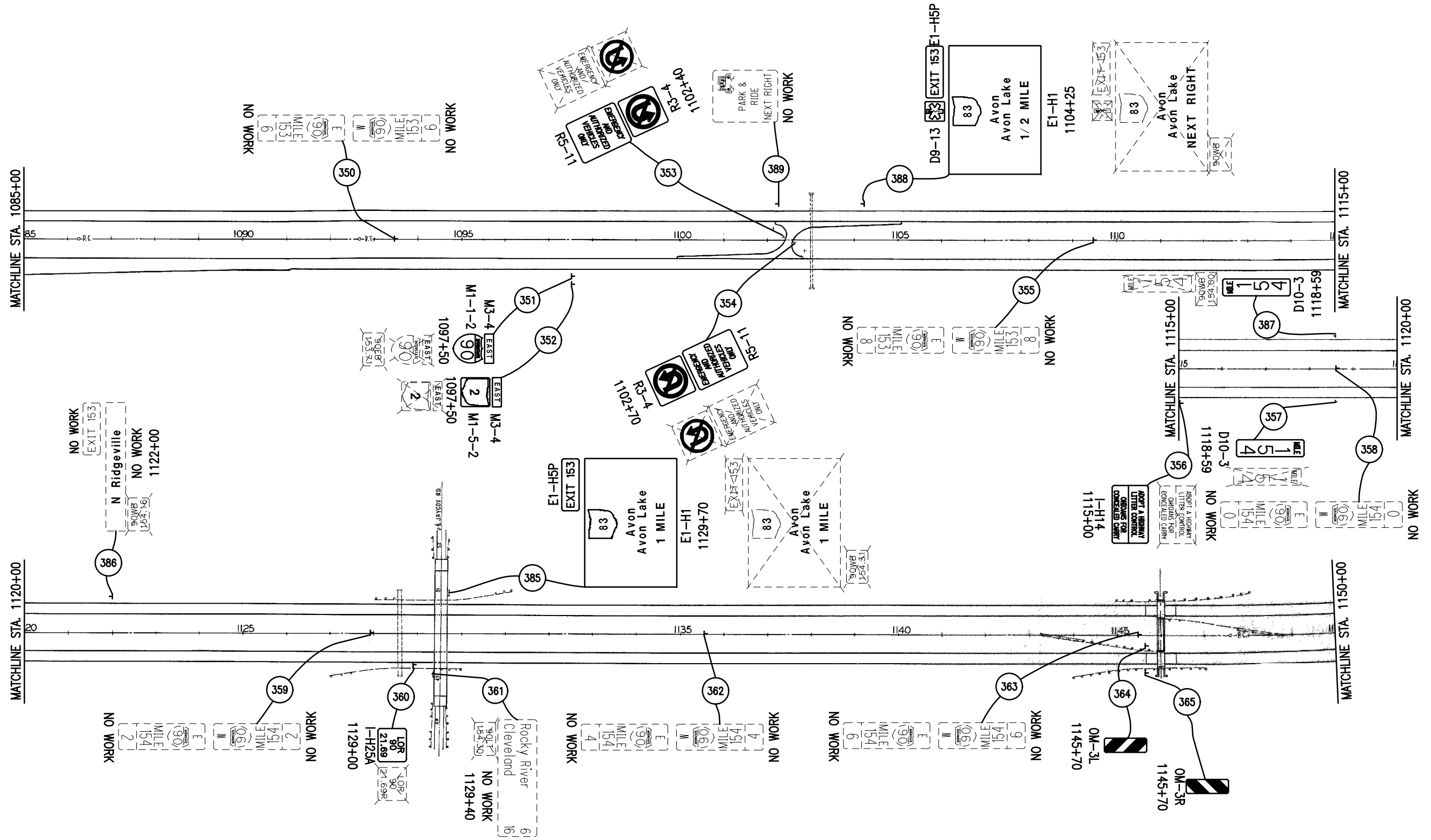
0 20  
 HORIZONTAL  
 SCALE IN FEET

SR 83  
 STA. 980+75 TO STA. 1000+01

LOR-2-3.50/  
 LOR-90-10.78

**LEGEND**

- PROPOSED SIGN
- EXISTING SIGN TO REMAIN  
(RELOCATION NOTED IN PLANS)
- EXISTING SIGN TO BE REMOVED



**AS BUILT**  
 REV. FEB. 10, 2014

LEGEND	
	PROPOSED SIGN
	EXISTING SIGN TO REMAIN (RELOCATION NOTED IN PLANS)
	EXISTING SIGN TO BE REMOVED

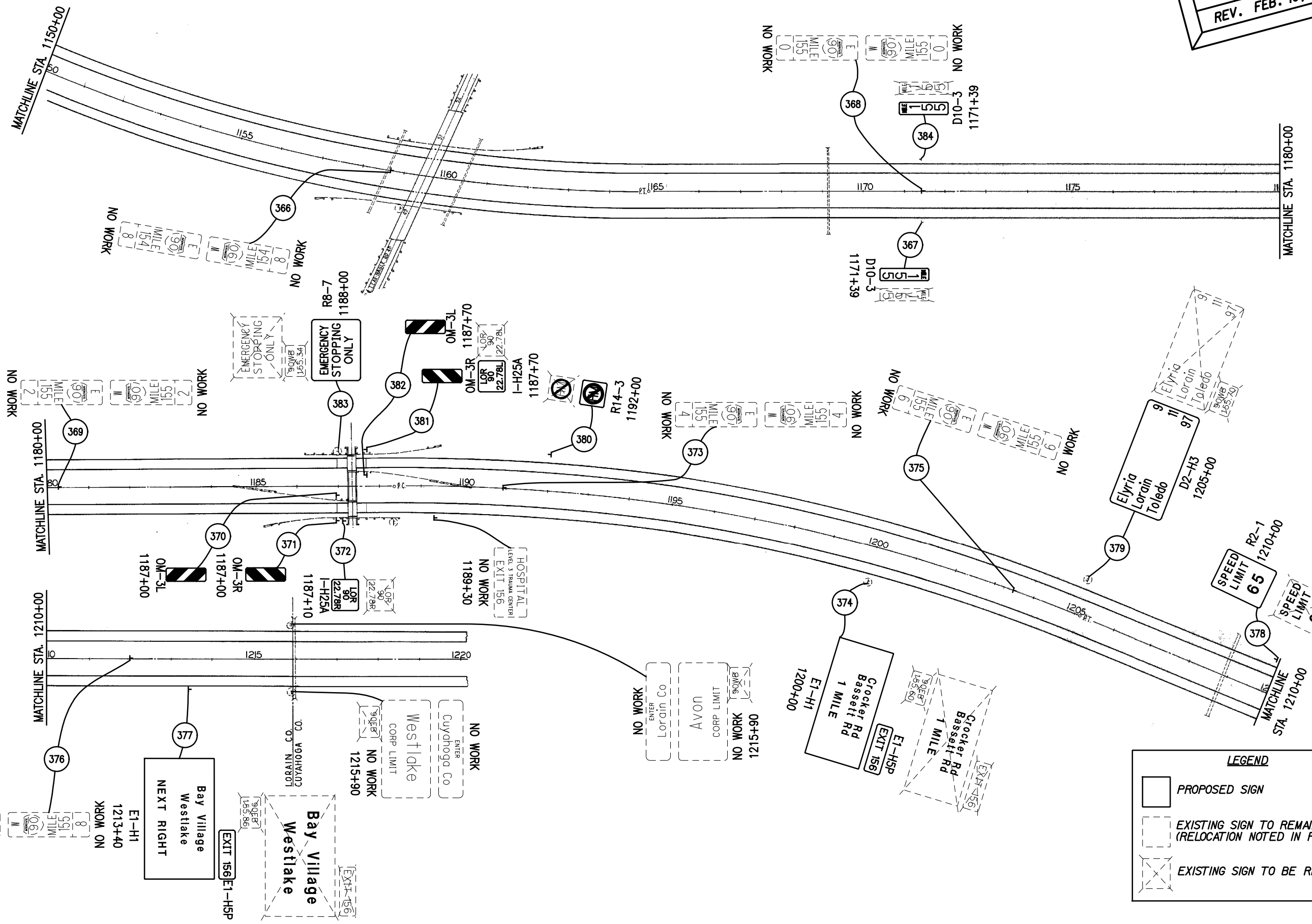
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JTH

CHECKED  
JWO

0 120  
HORIZONTAL  
SCALE IN FEET

LOR-90-10.78  
STA. 1085+00 TO STA. 1150+00

LOR-2-3.50/  
LOR-90-10.78



AS BUILT  
REV. FEB. 10, 2014

CALCULATED JTH  
CHECKED JWO

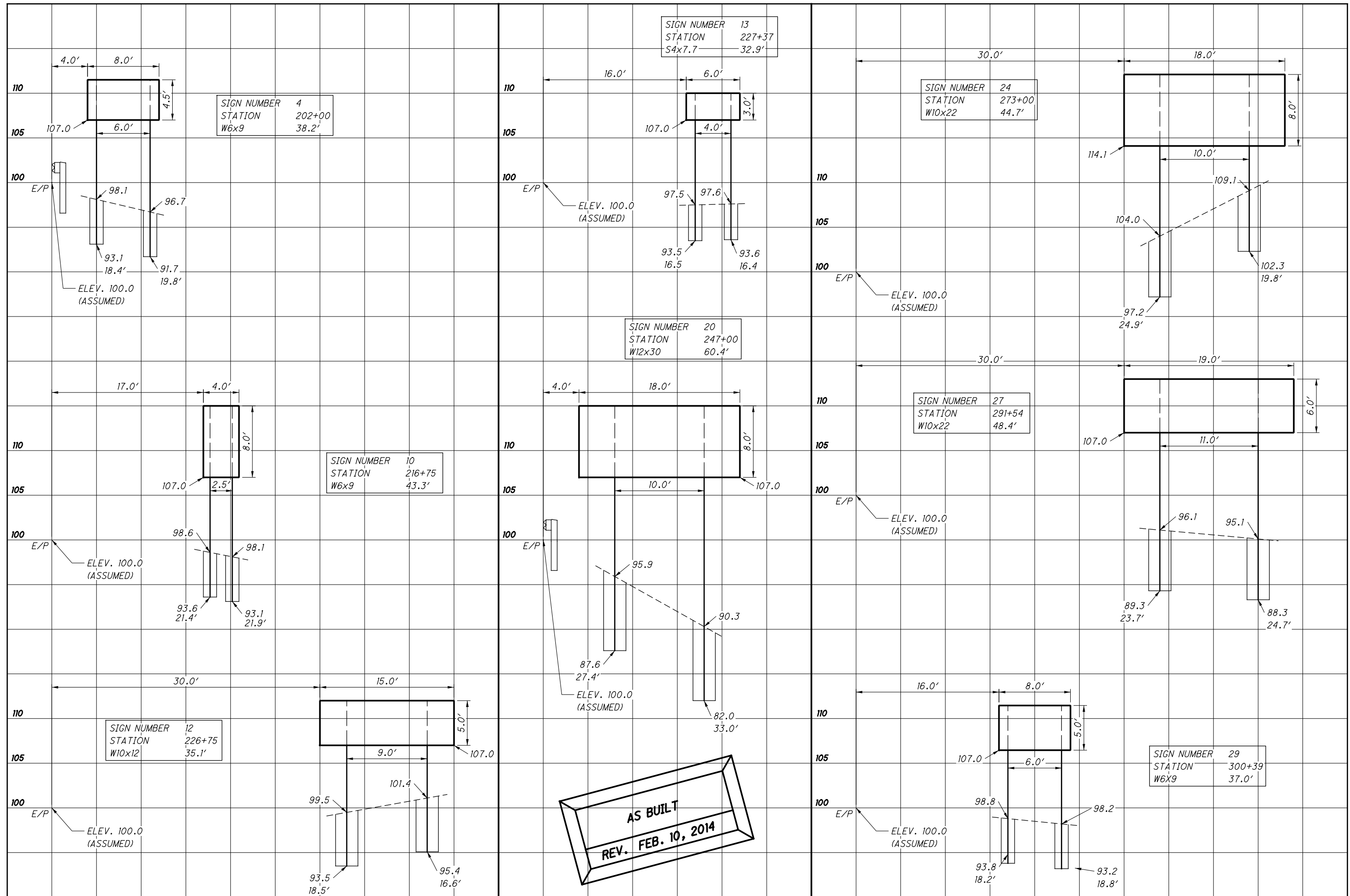
LOR-90-10.78  
STA. 1150+00 TO STA. 1220+00

LOR-2-3.50 / LOR-90-10.78

**LEGEND**

- PROPOSED SIGN
- EXISTING SIGN TO REMAIN (RELOCATION NOTED IN PLANS)
- EXISTING SIGN TO BE REMOVED

HORIZONTAL SCALE IN FEET



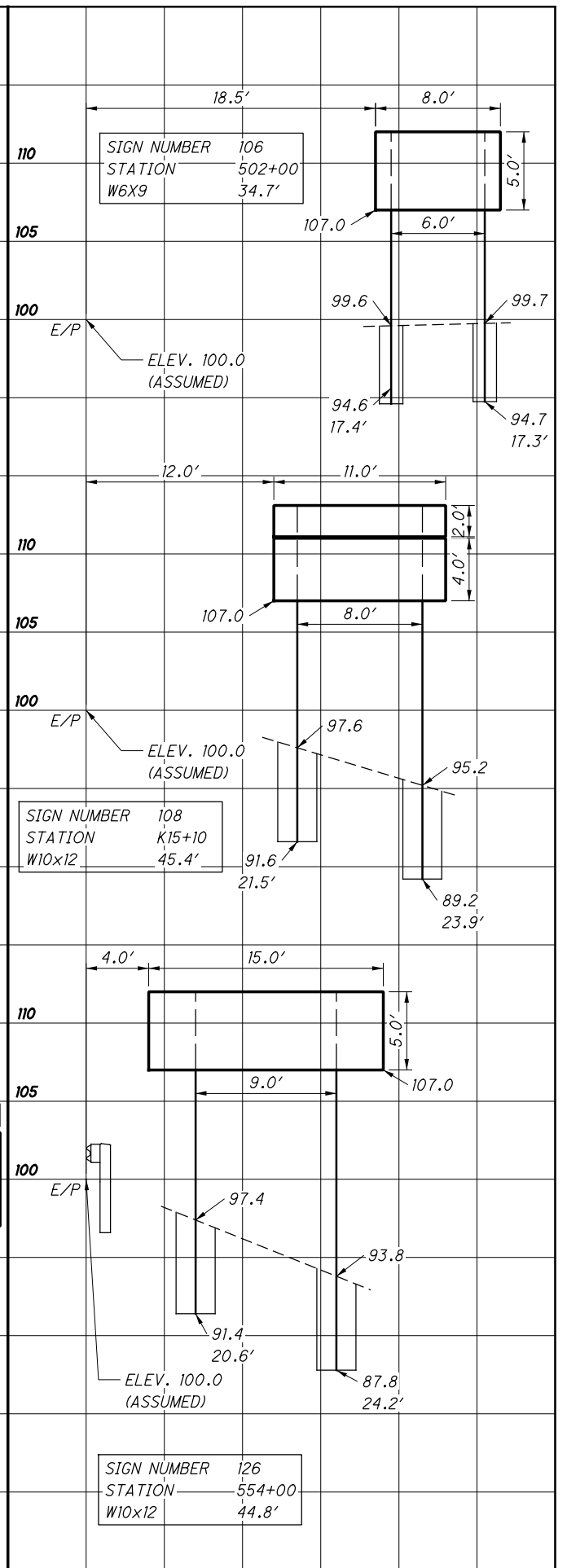
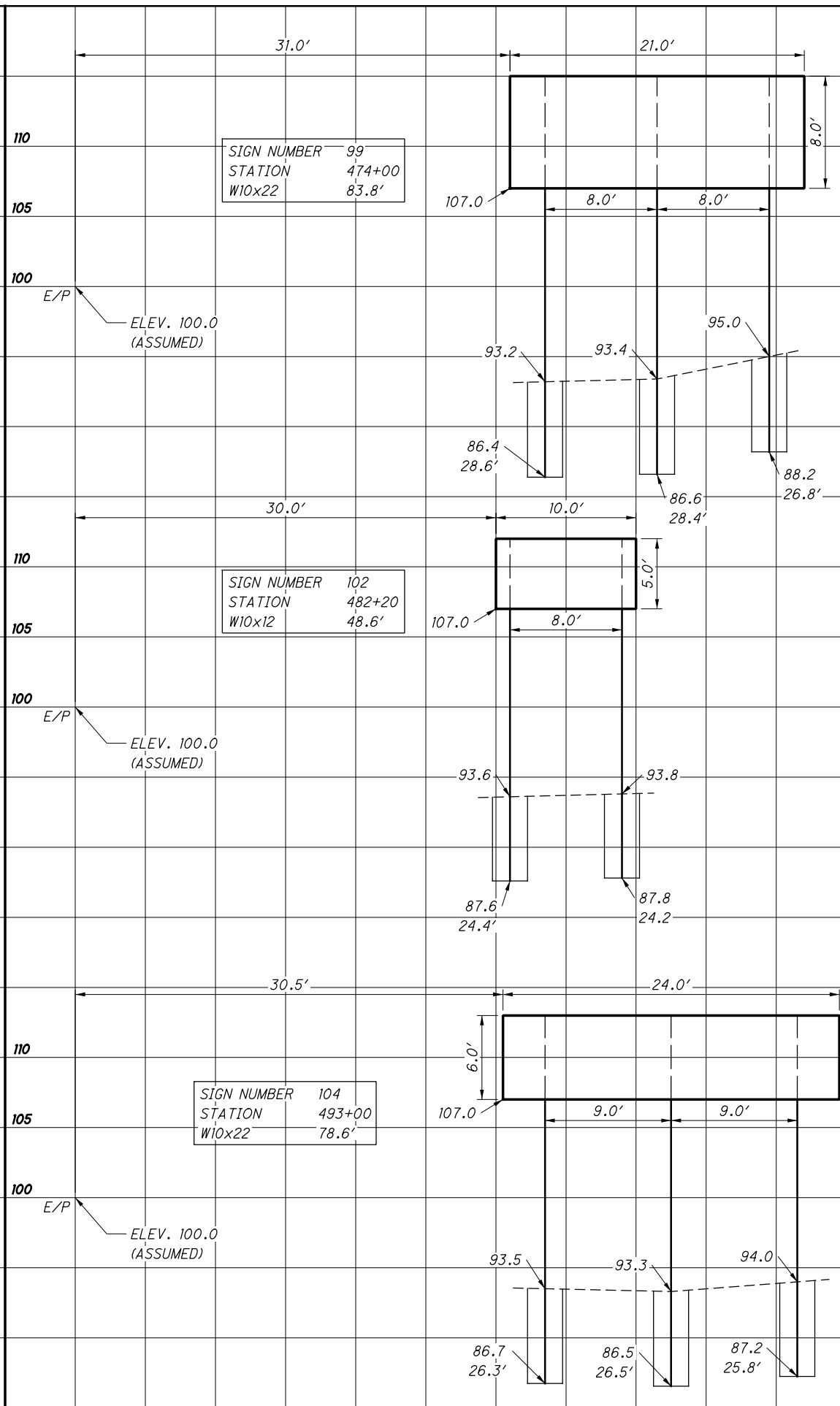
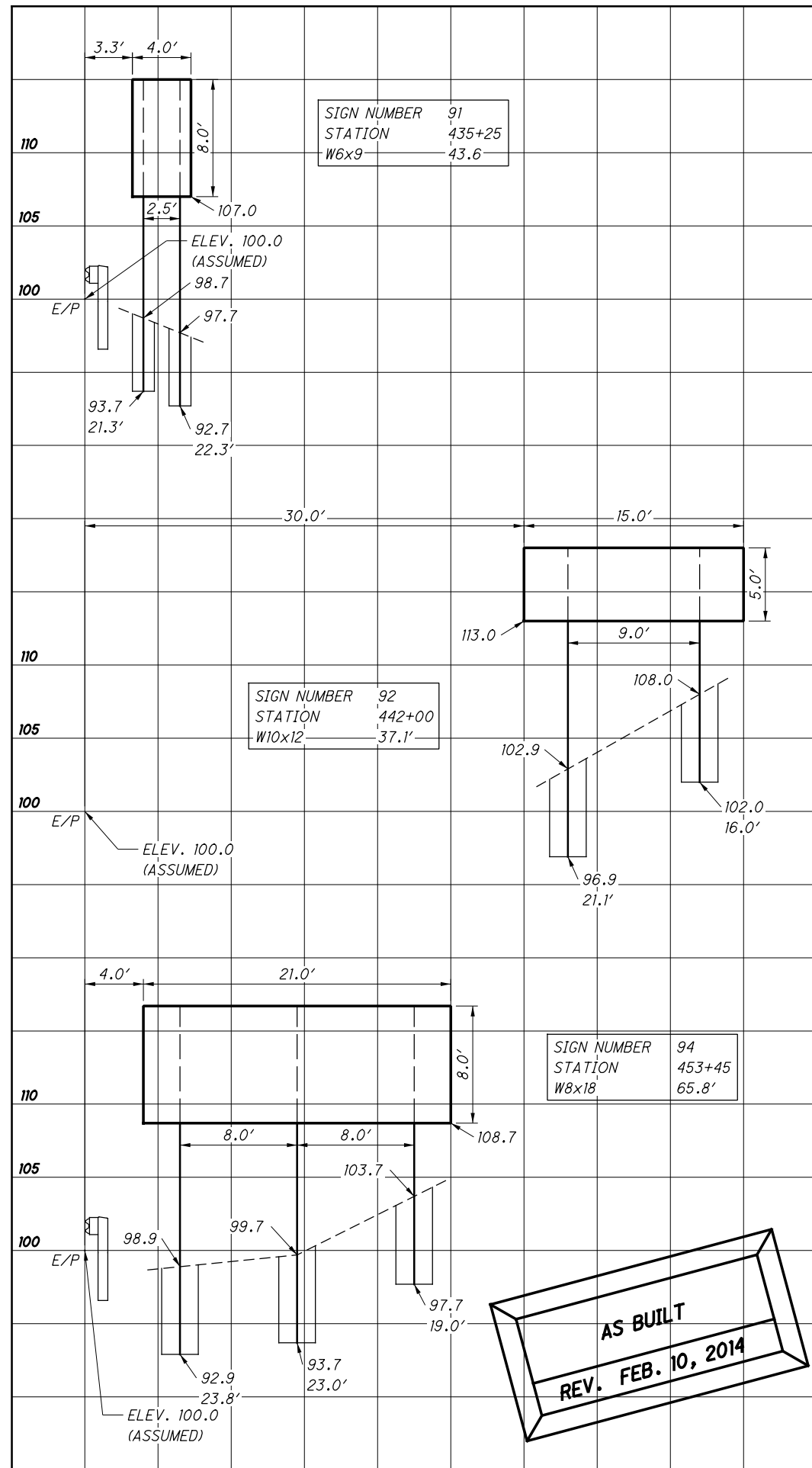
CALCULATED  
JTH  
CHECKED  
JWO

SIGN ELEVATION VIEWS

LOR-2-3.50/  
LOR-90-10.78



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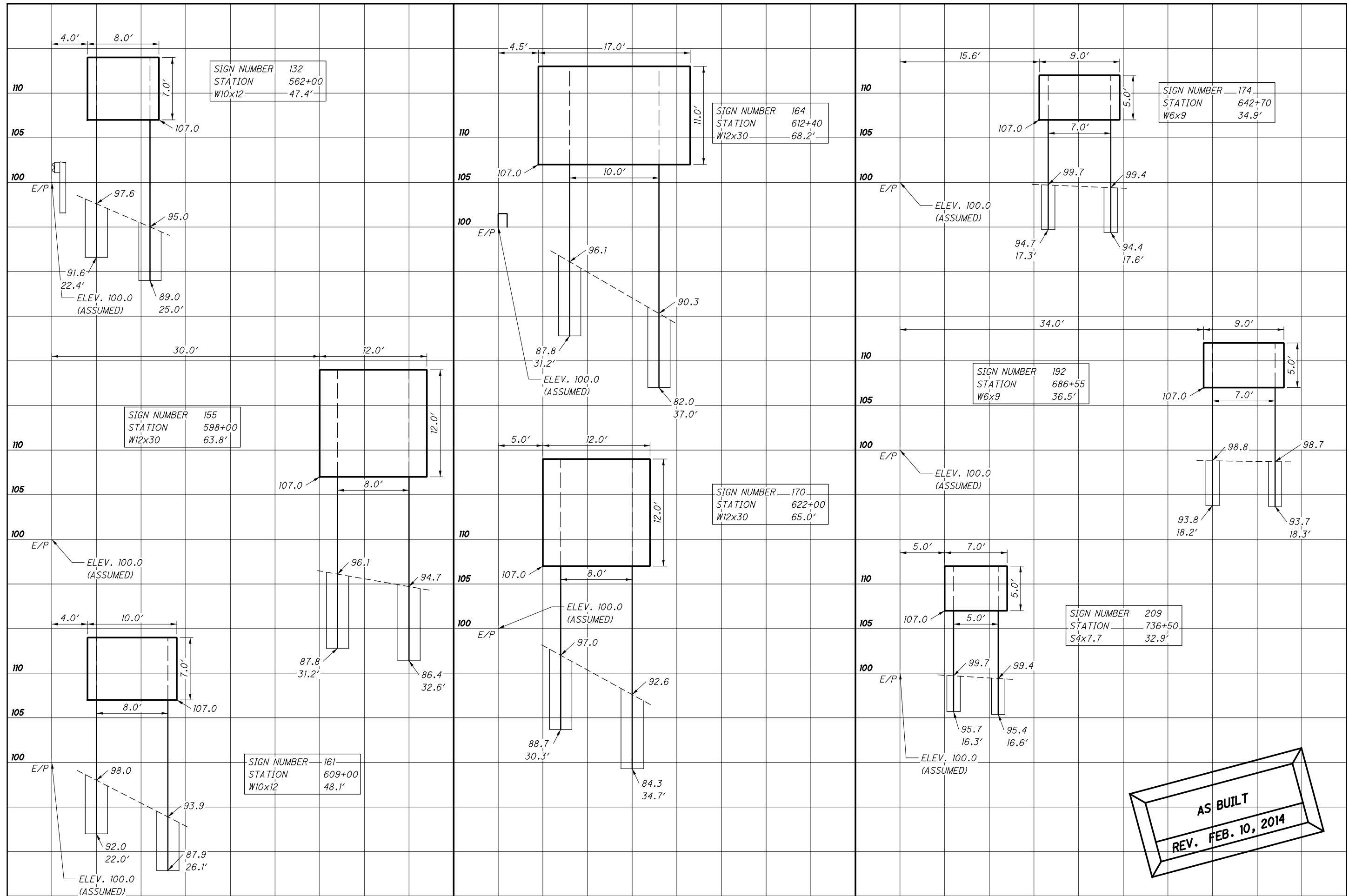


CALCULATED  
JTH  
CHECKED  
JWO

**SIGN ELEVATION VIEWS**

**LOR-2-3.50/  
LOR-90-10.78**

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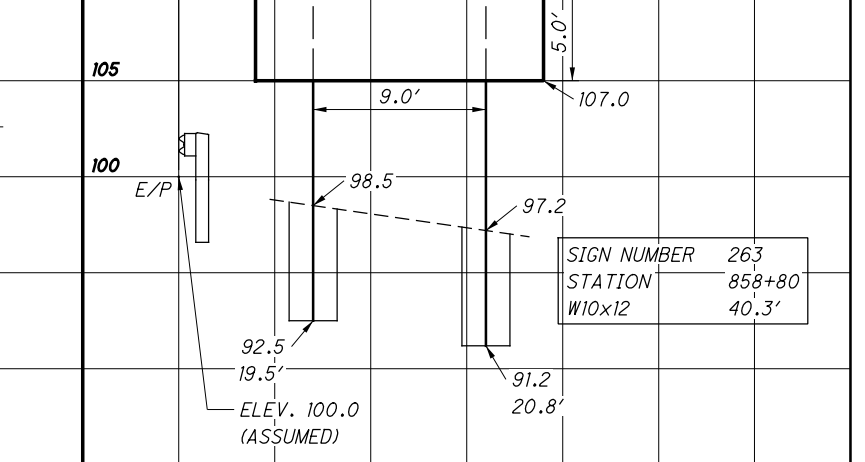
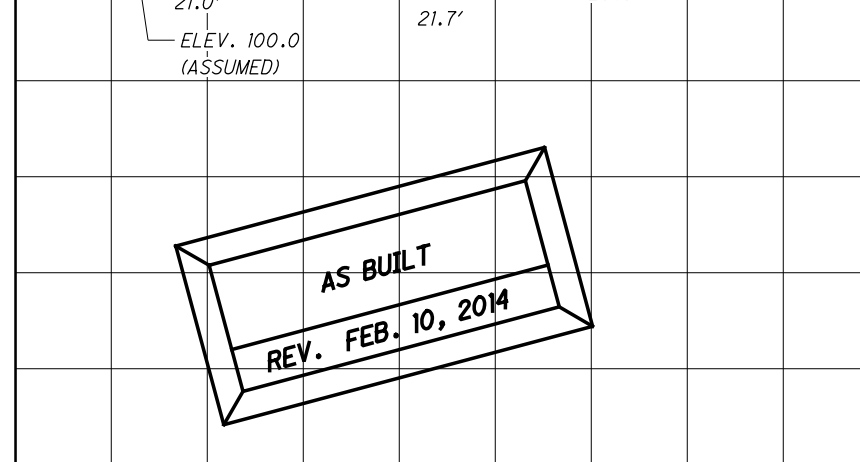
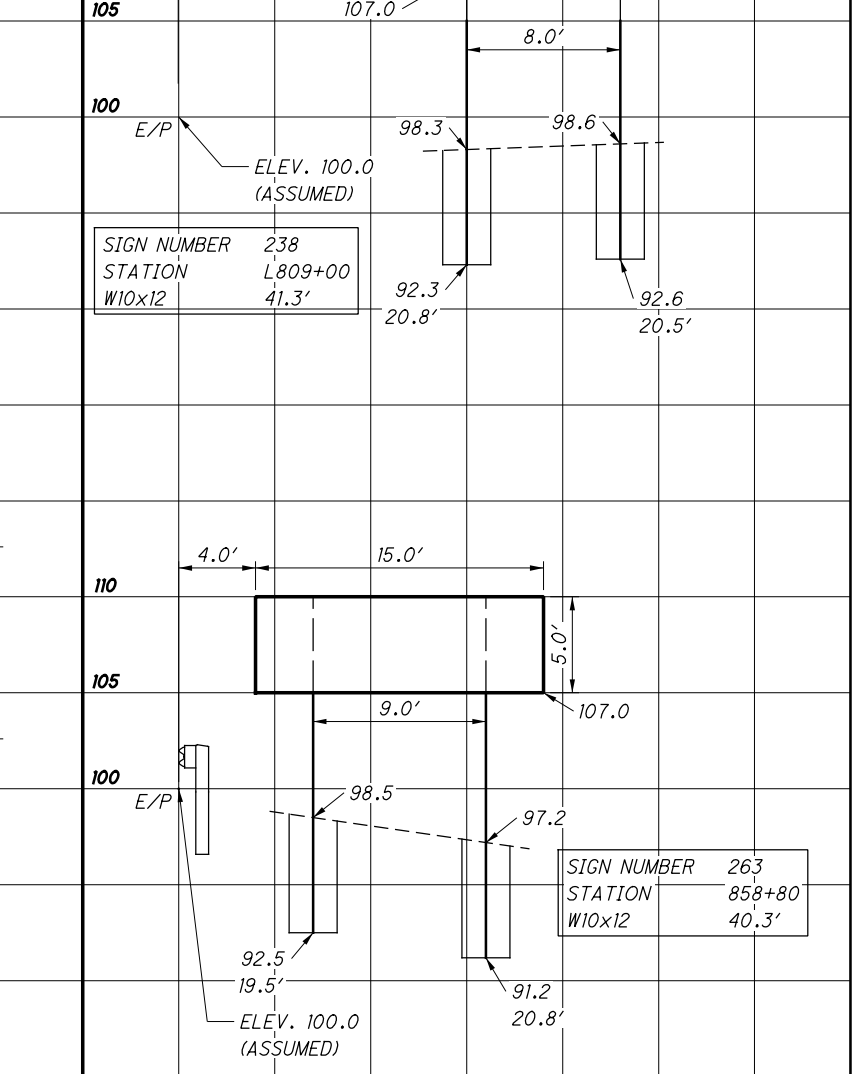
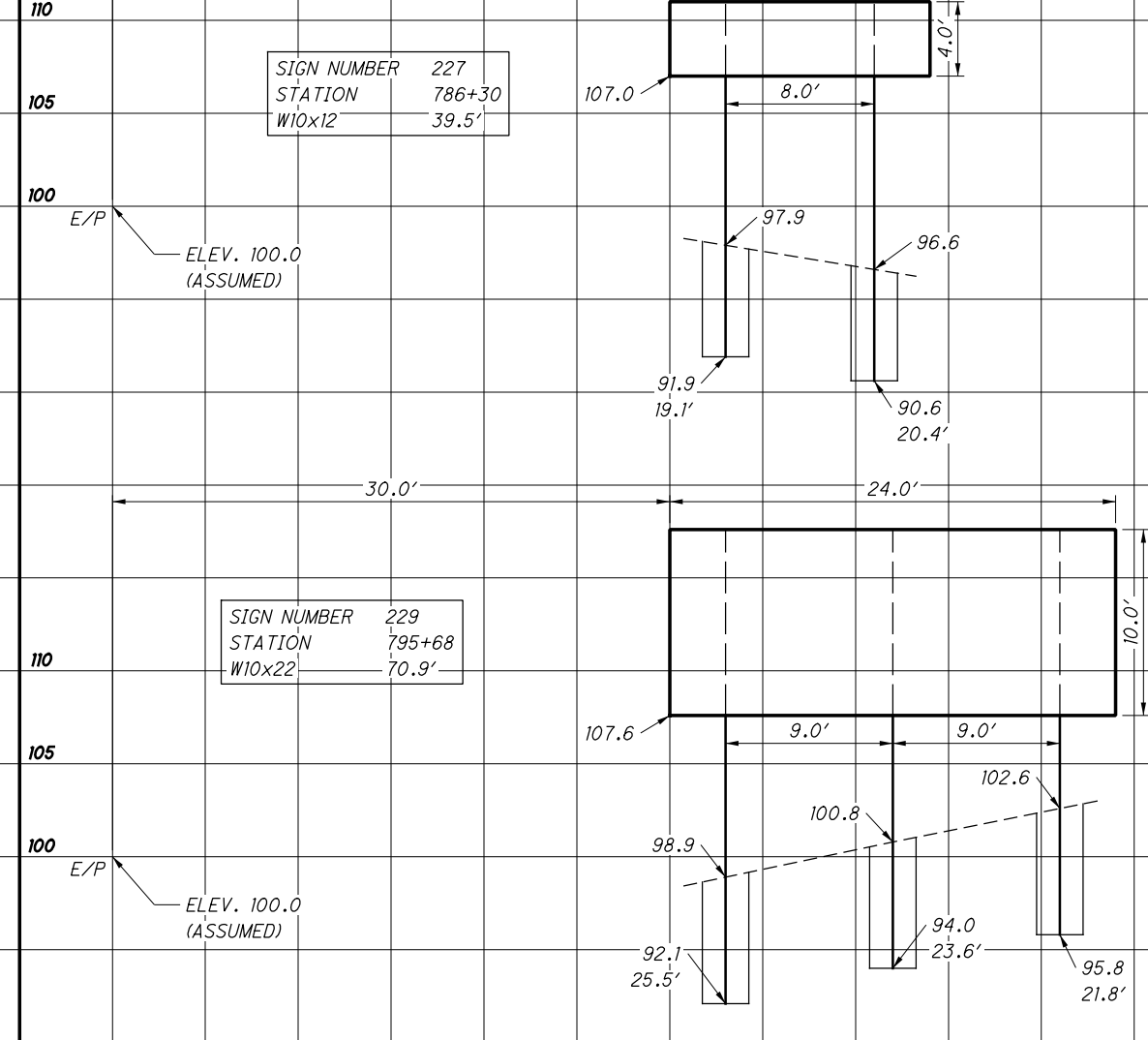
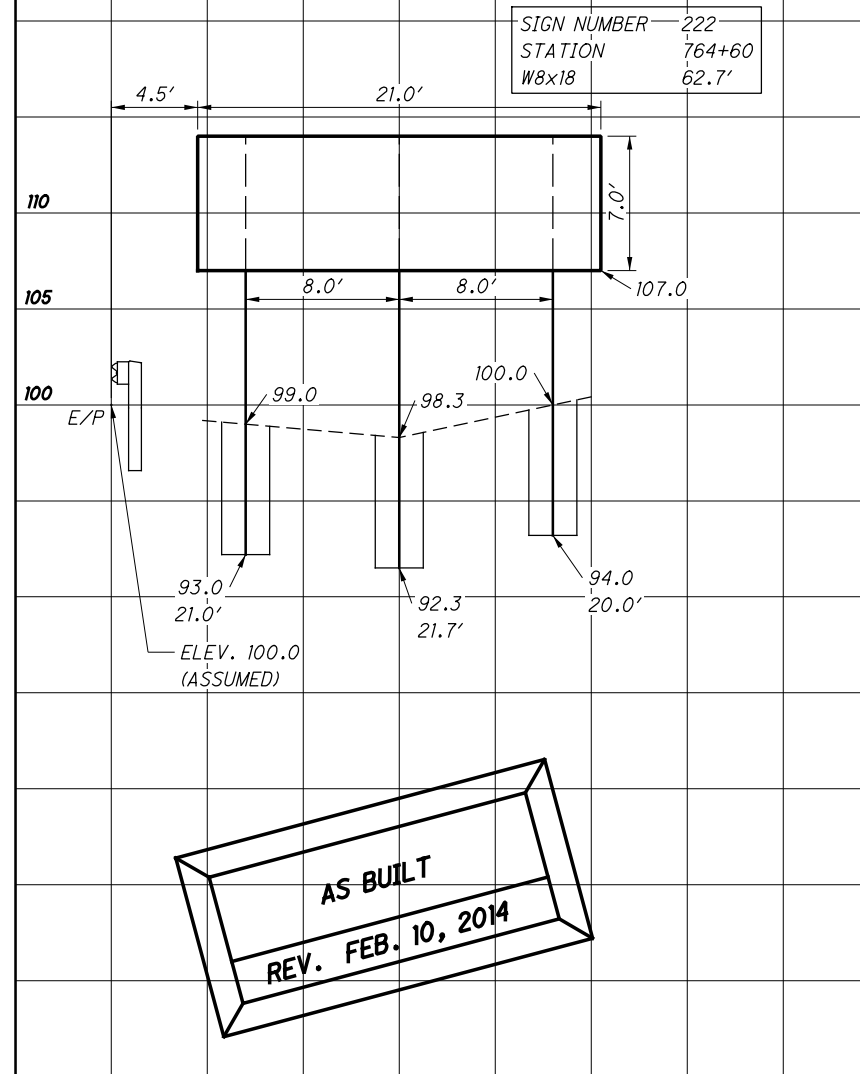
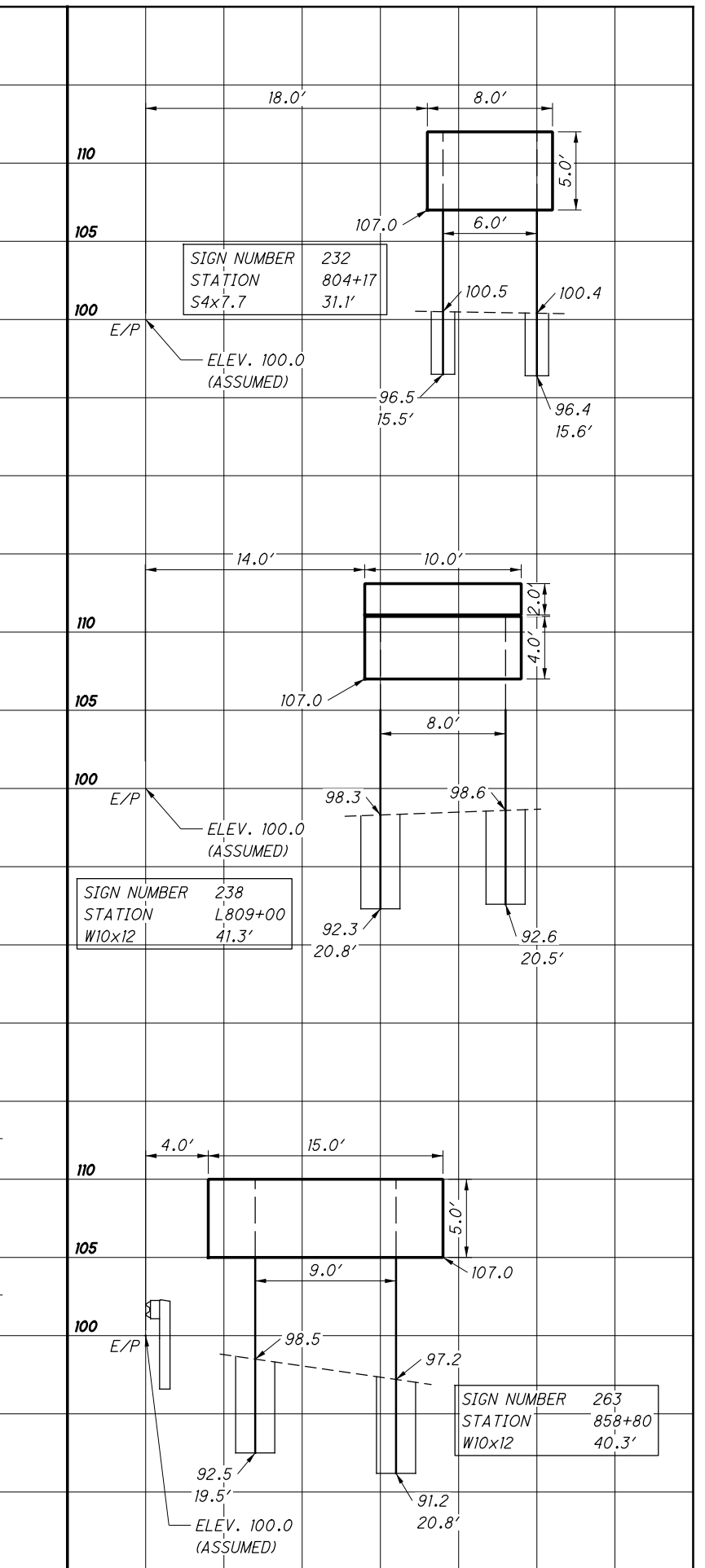
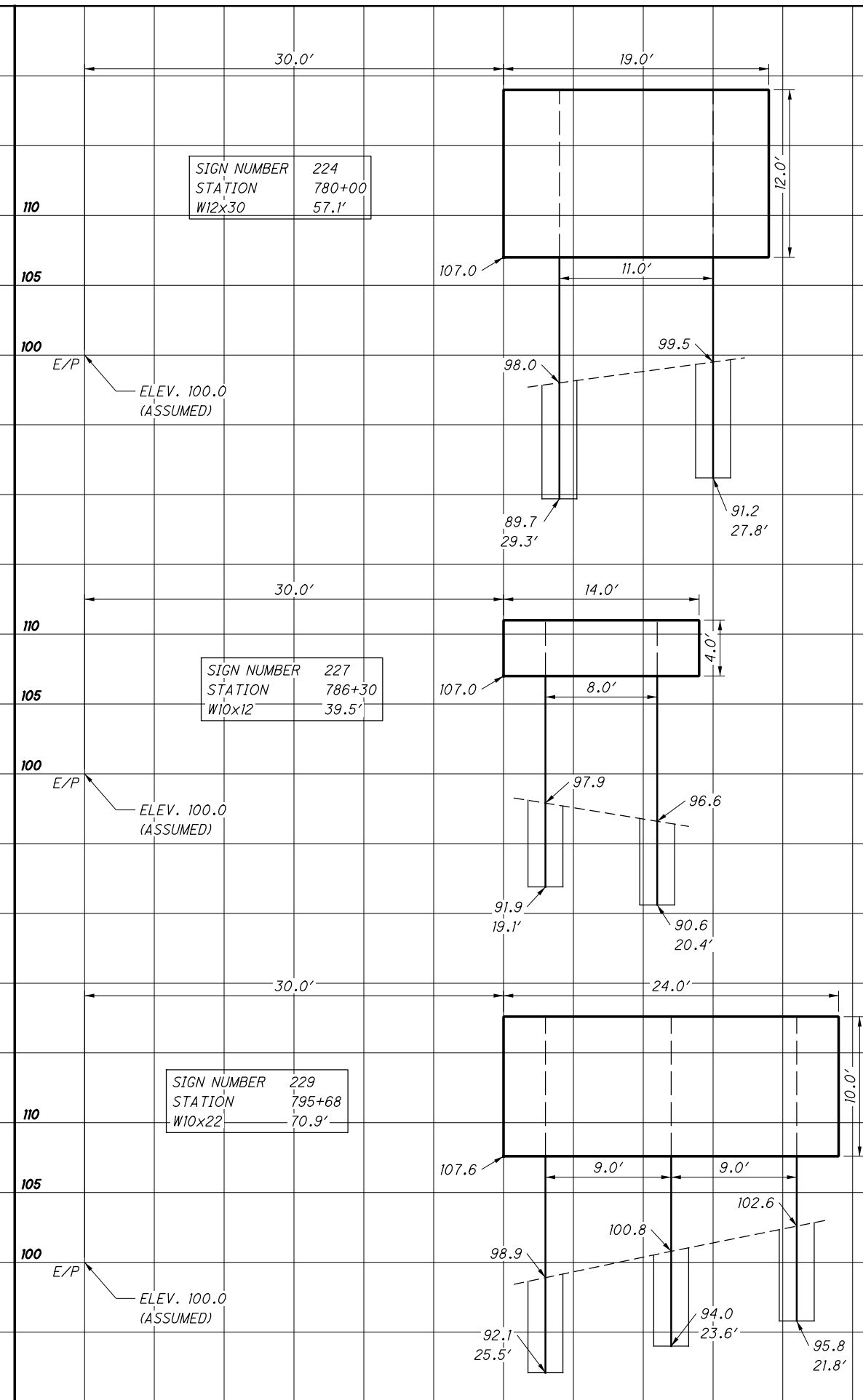
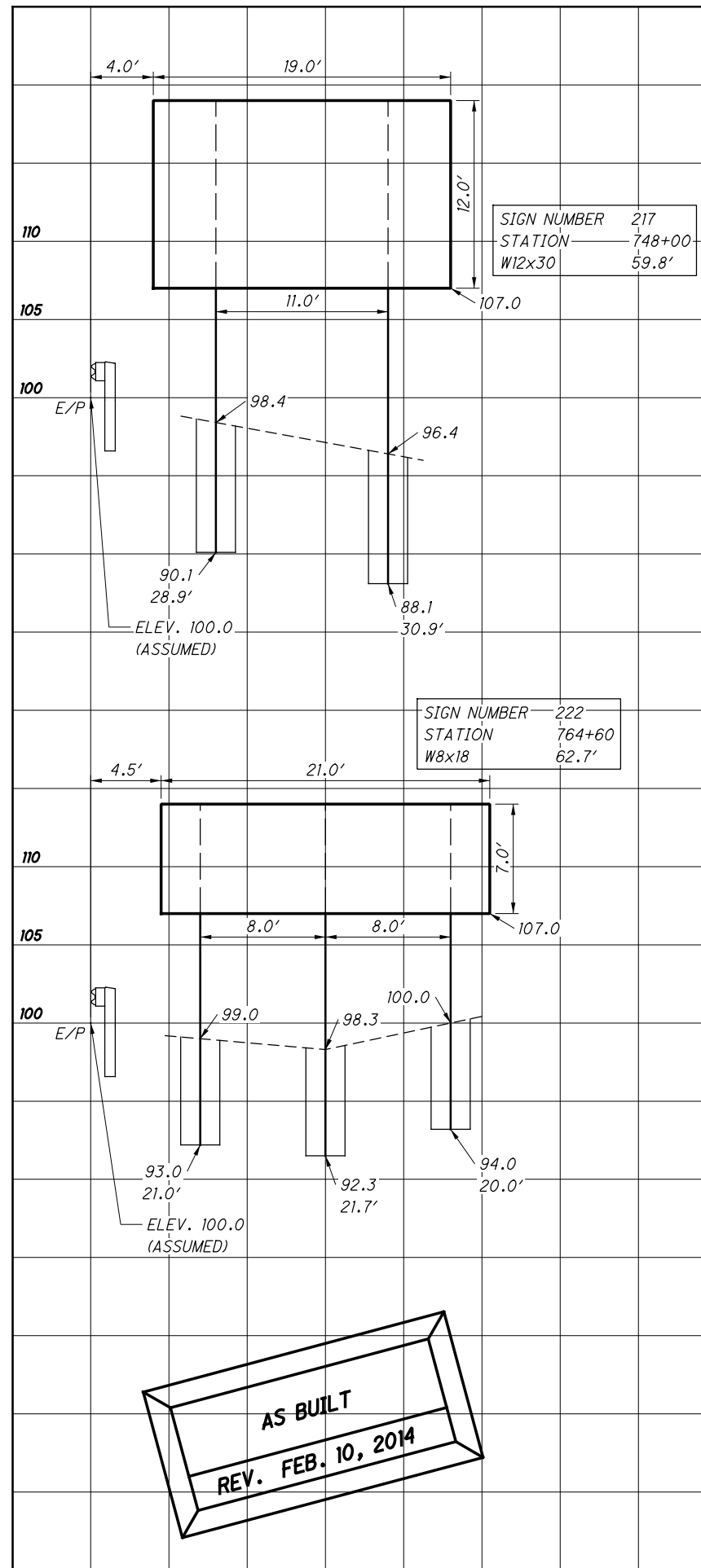


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**SIGN ELEVATION VIEWS**

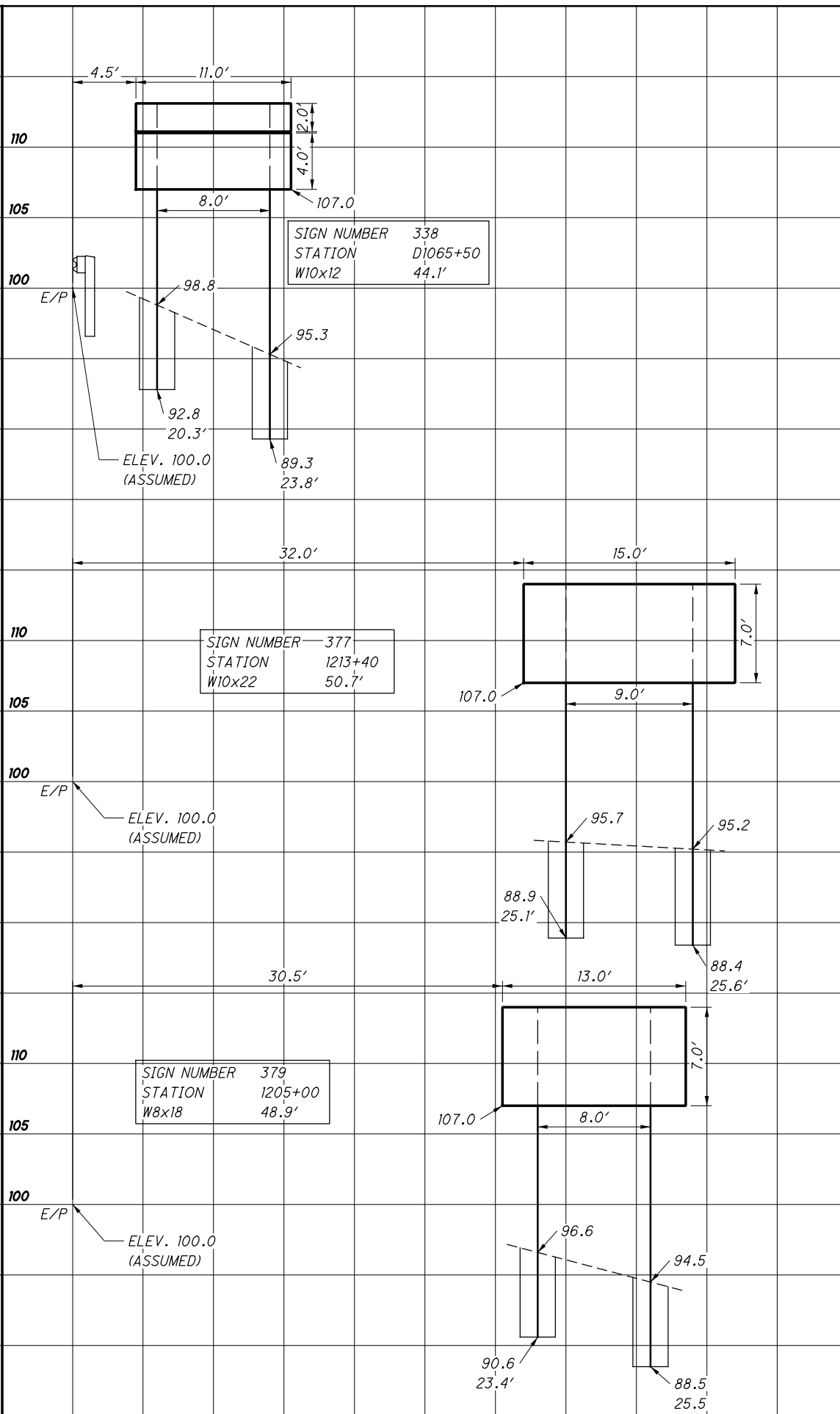
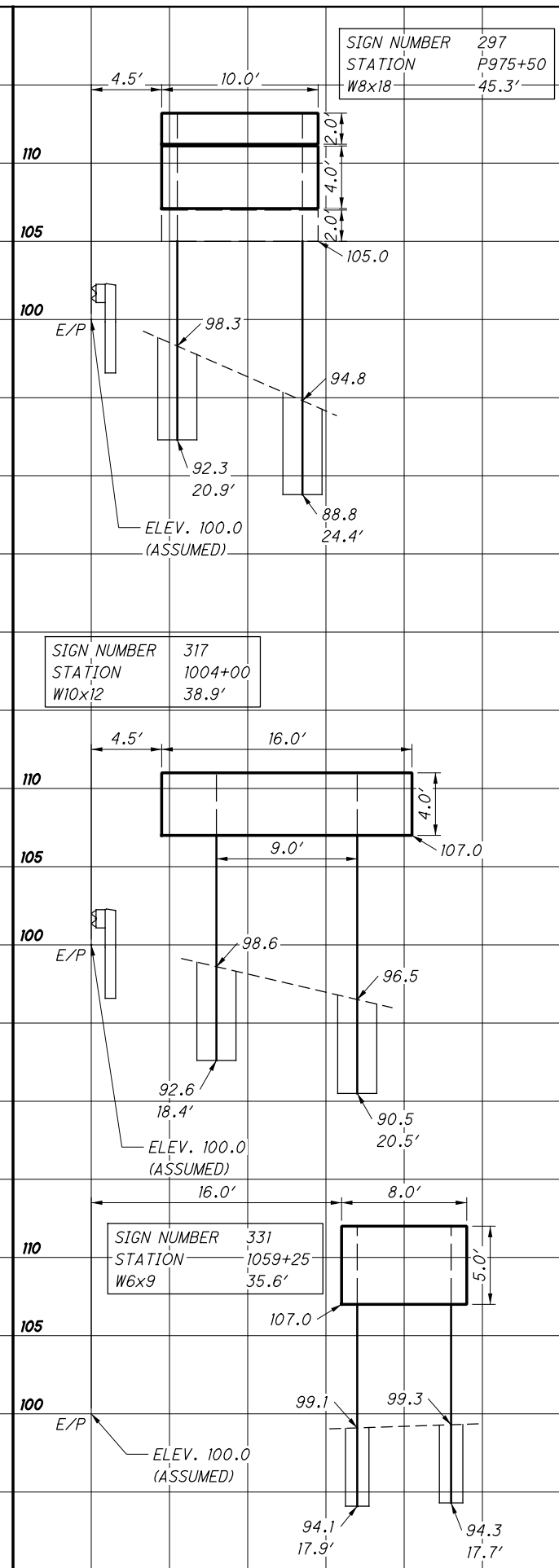
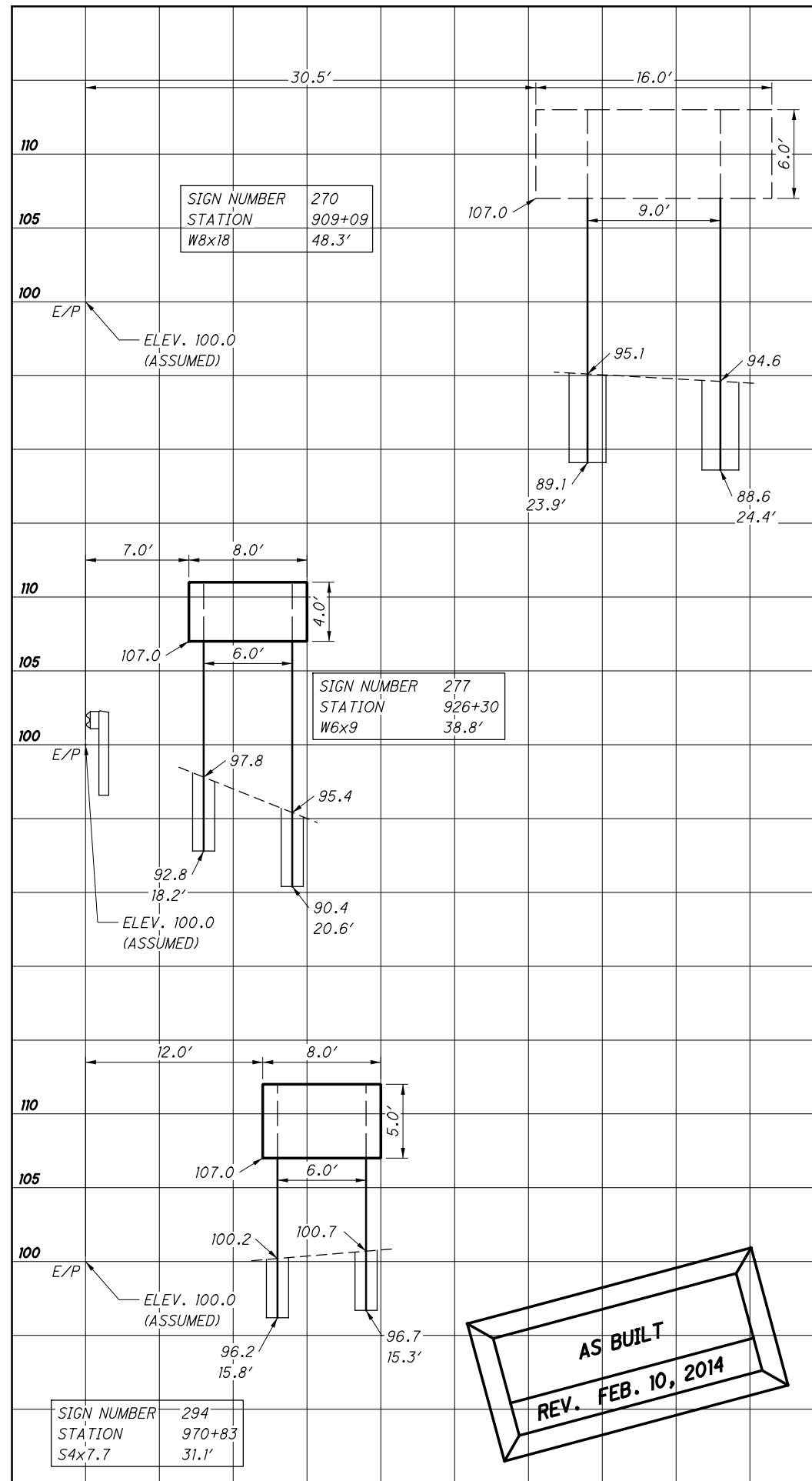
LOR-2-3.50/  
LOR-90-10.78



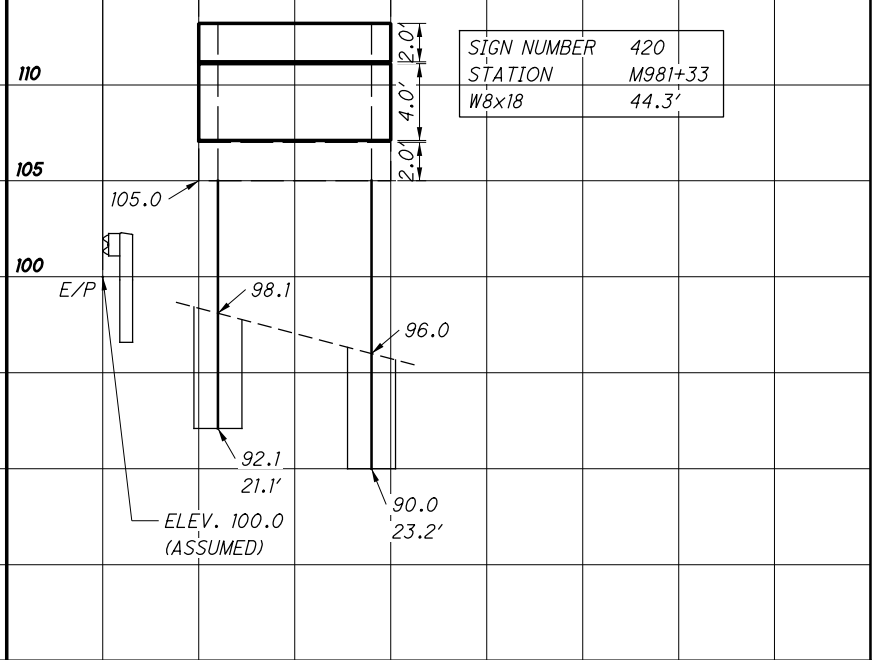
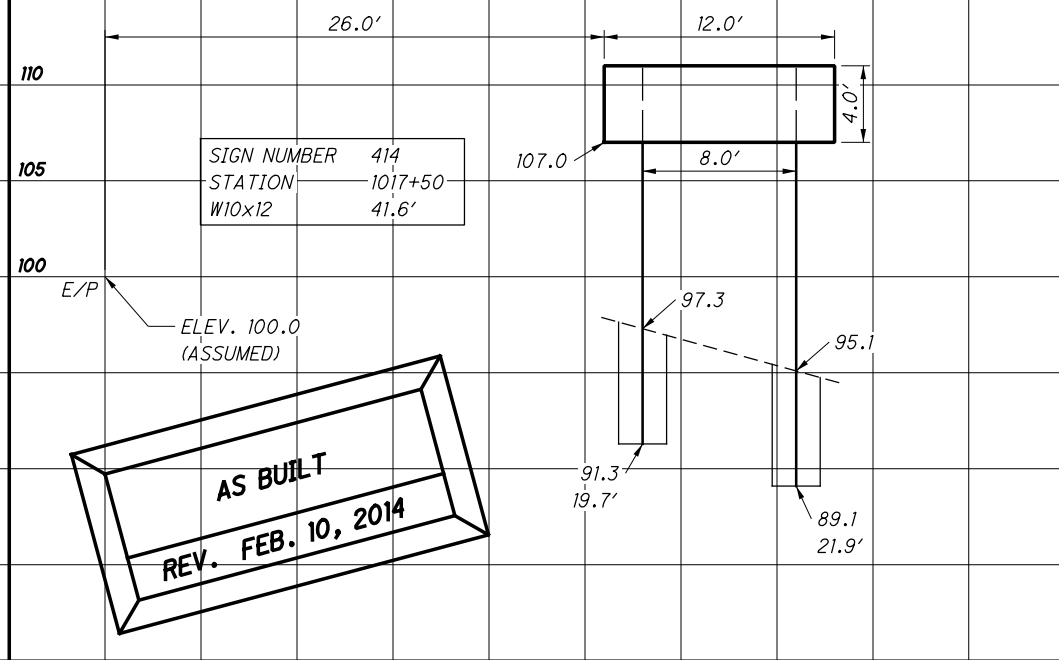
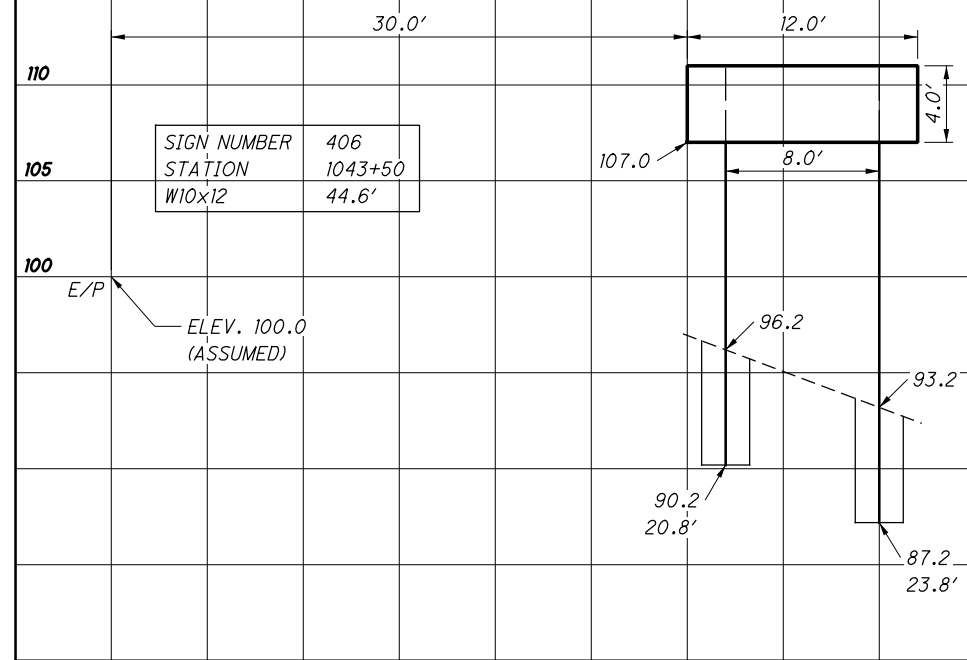
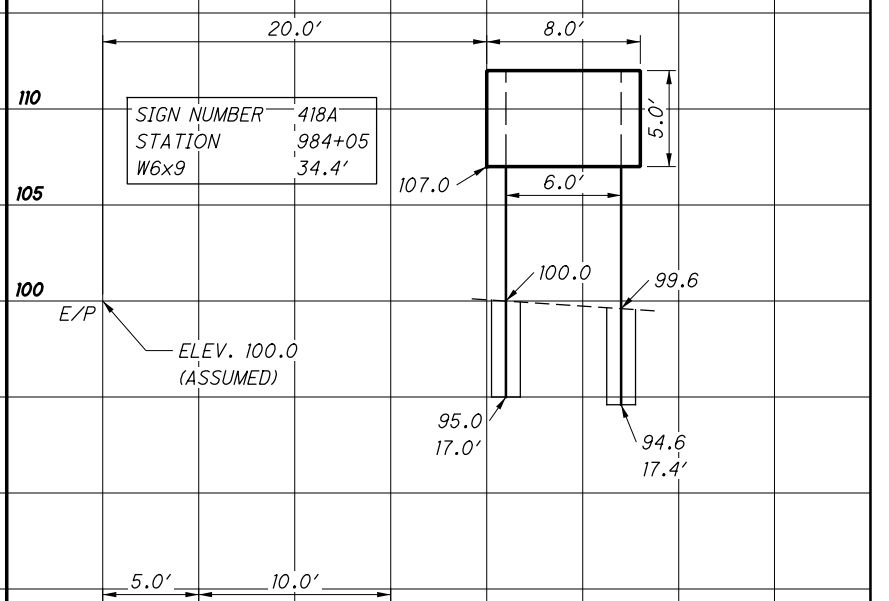
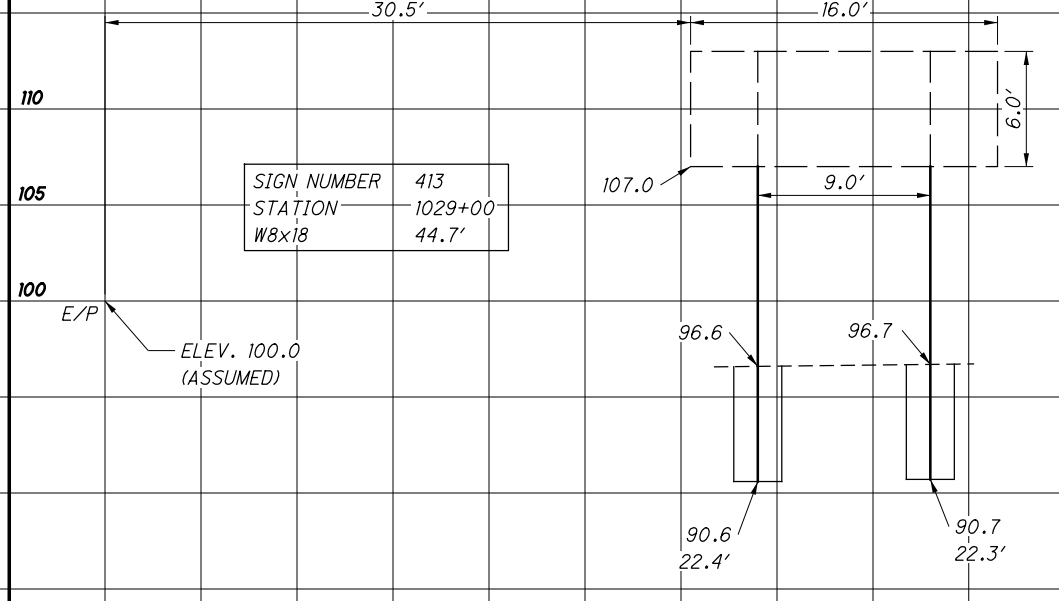
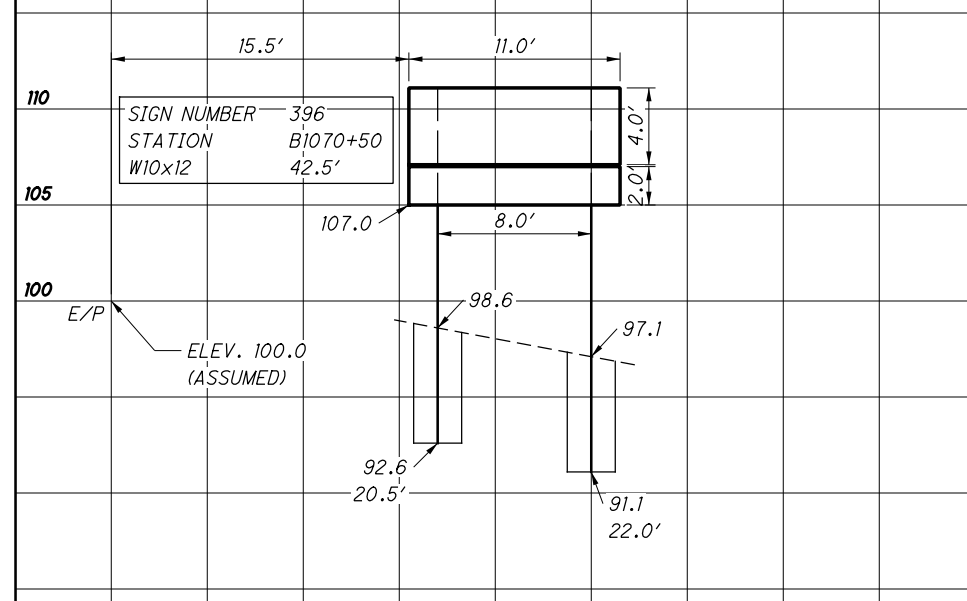
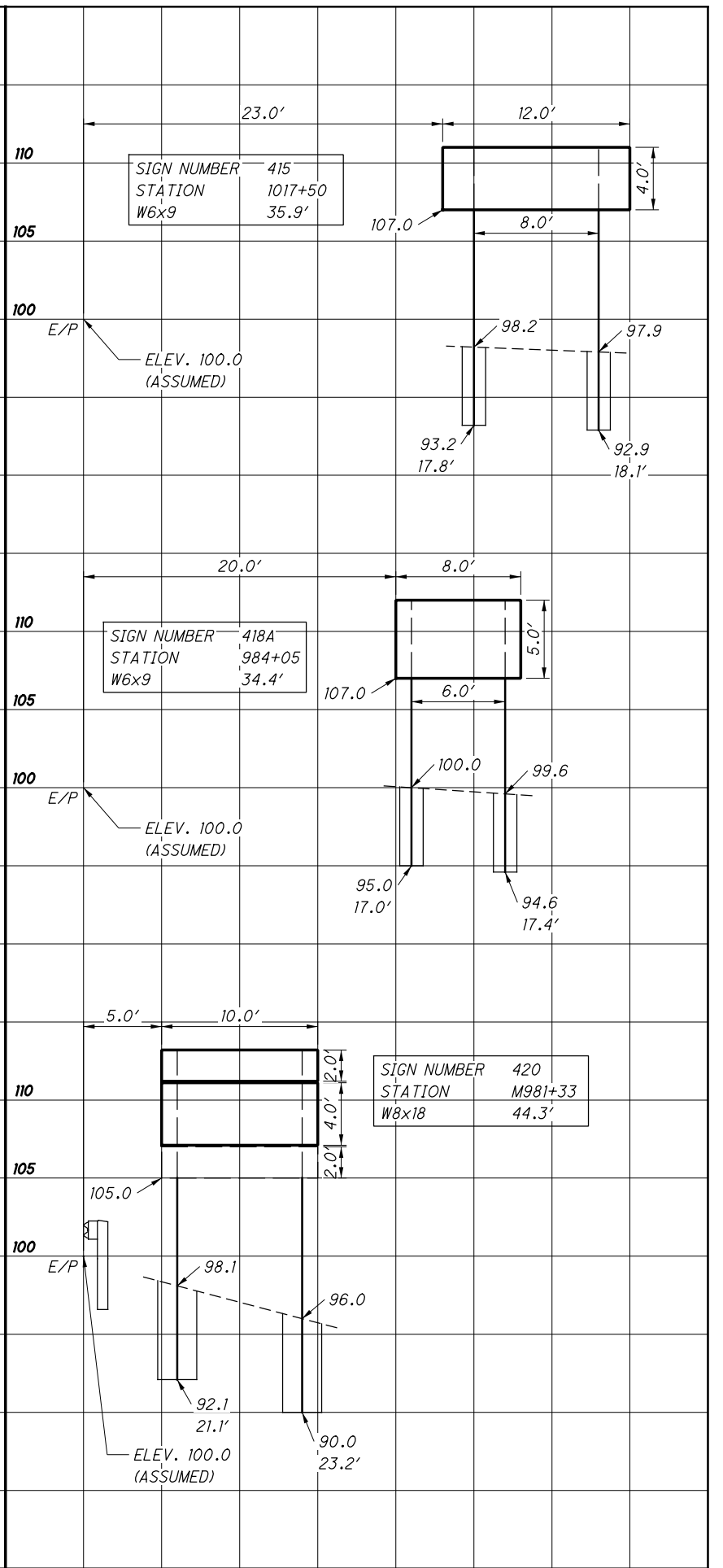
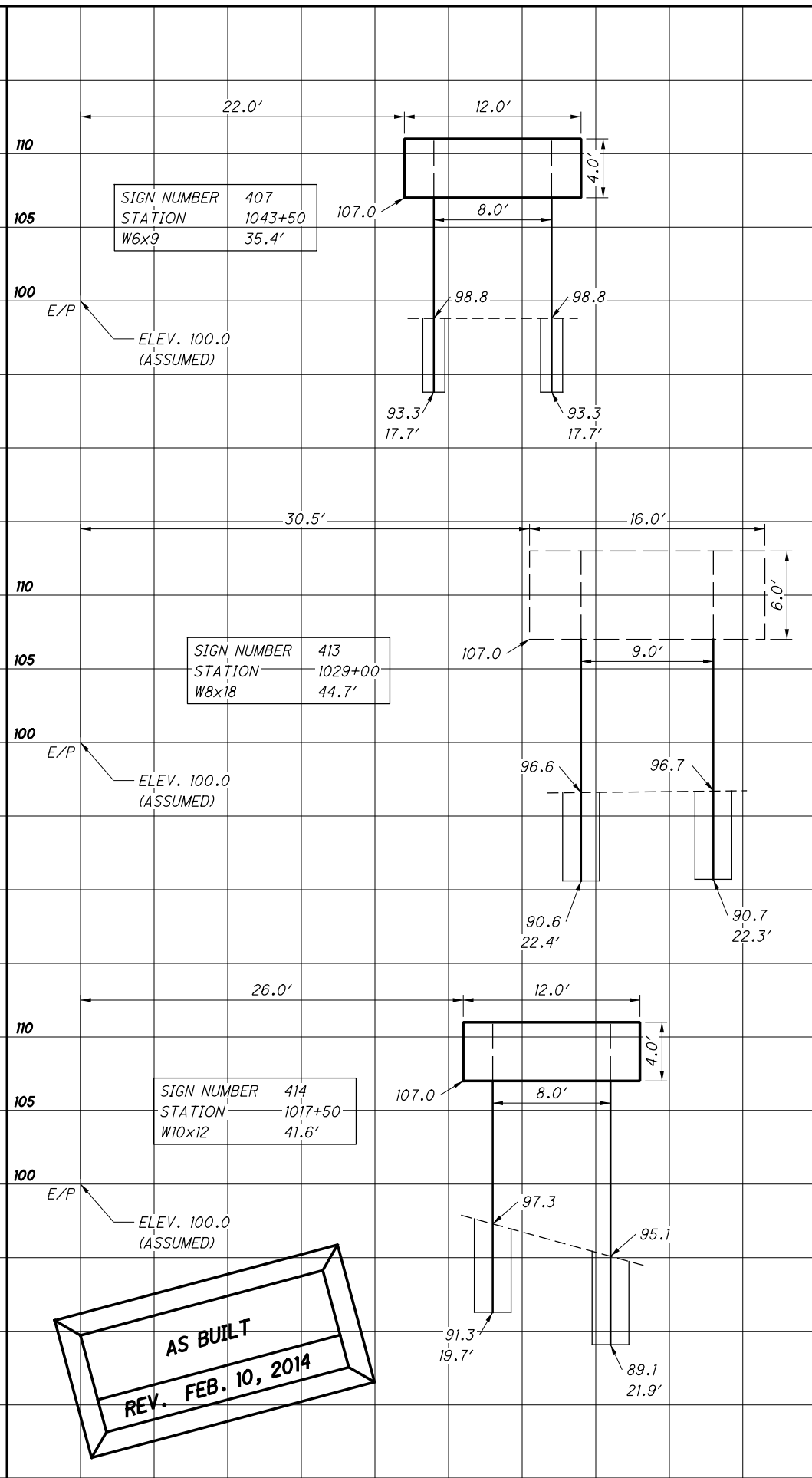
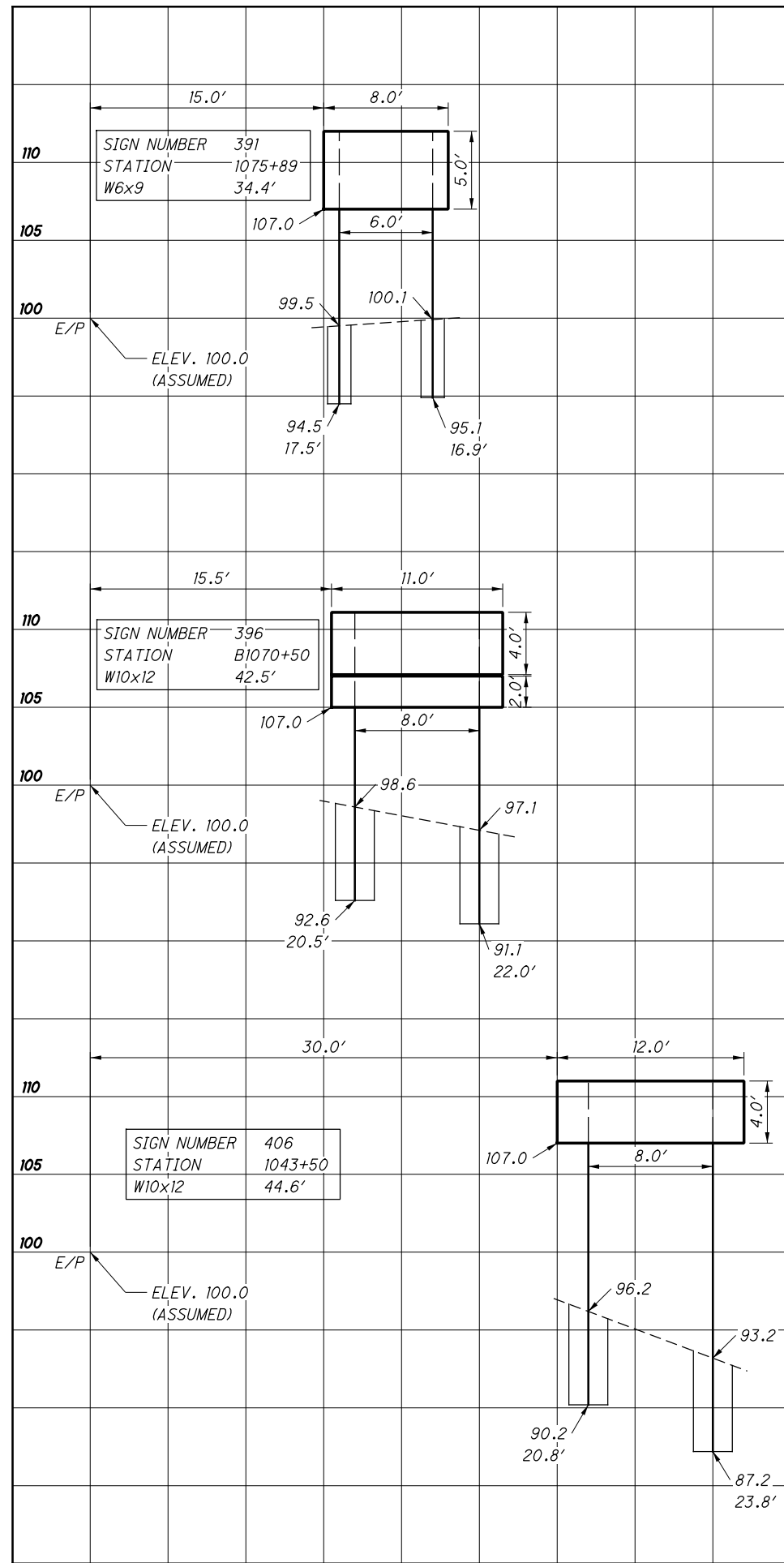
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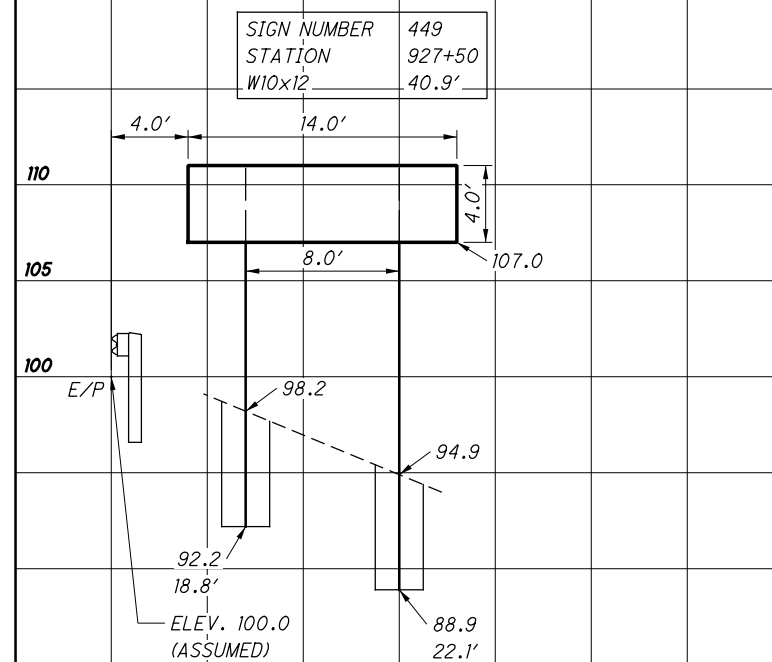
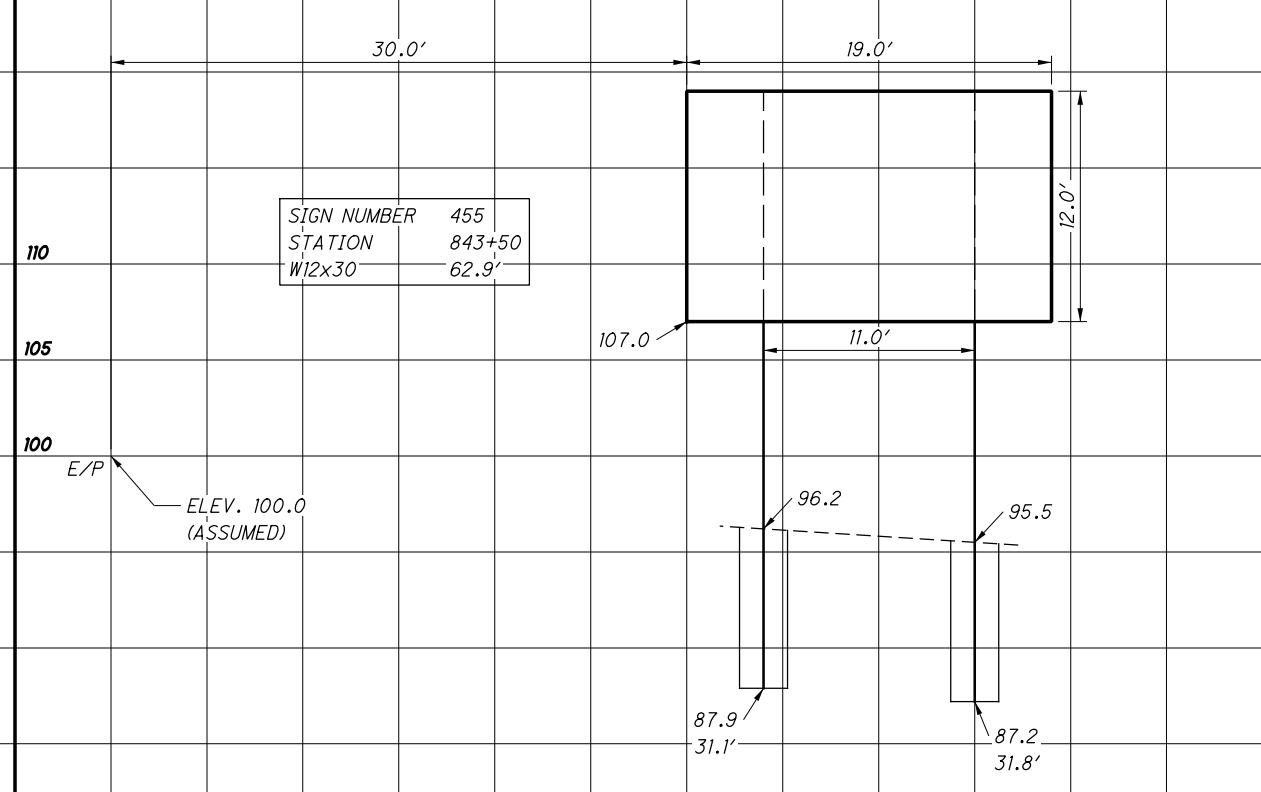
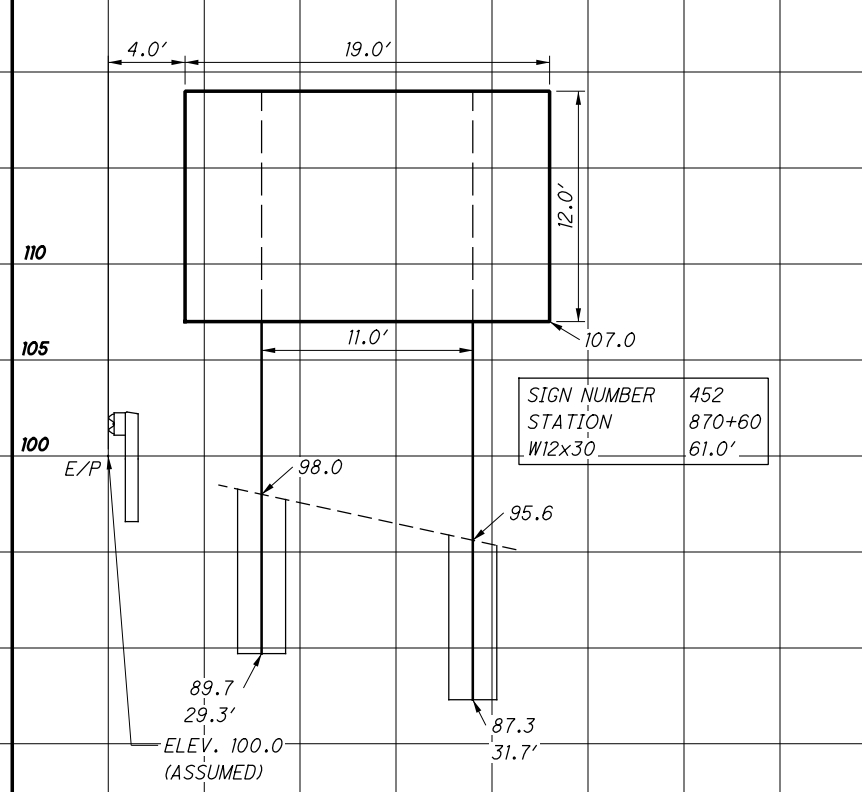
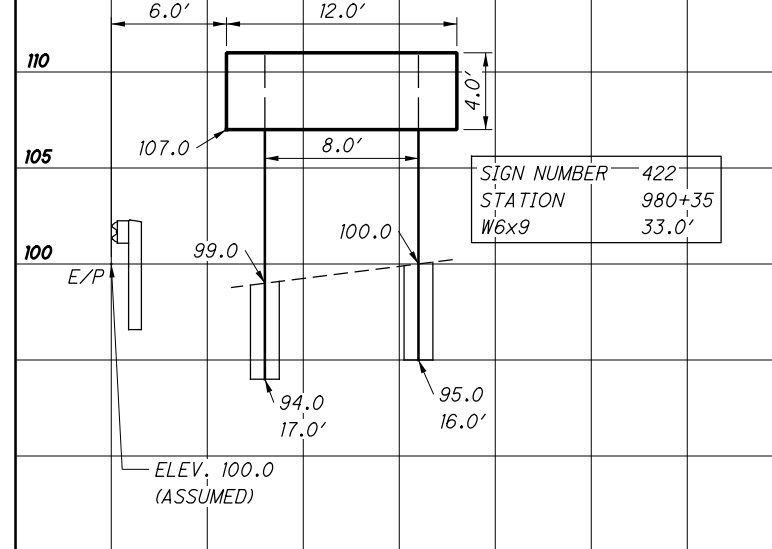
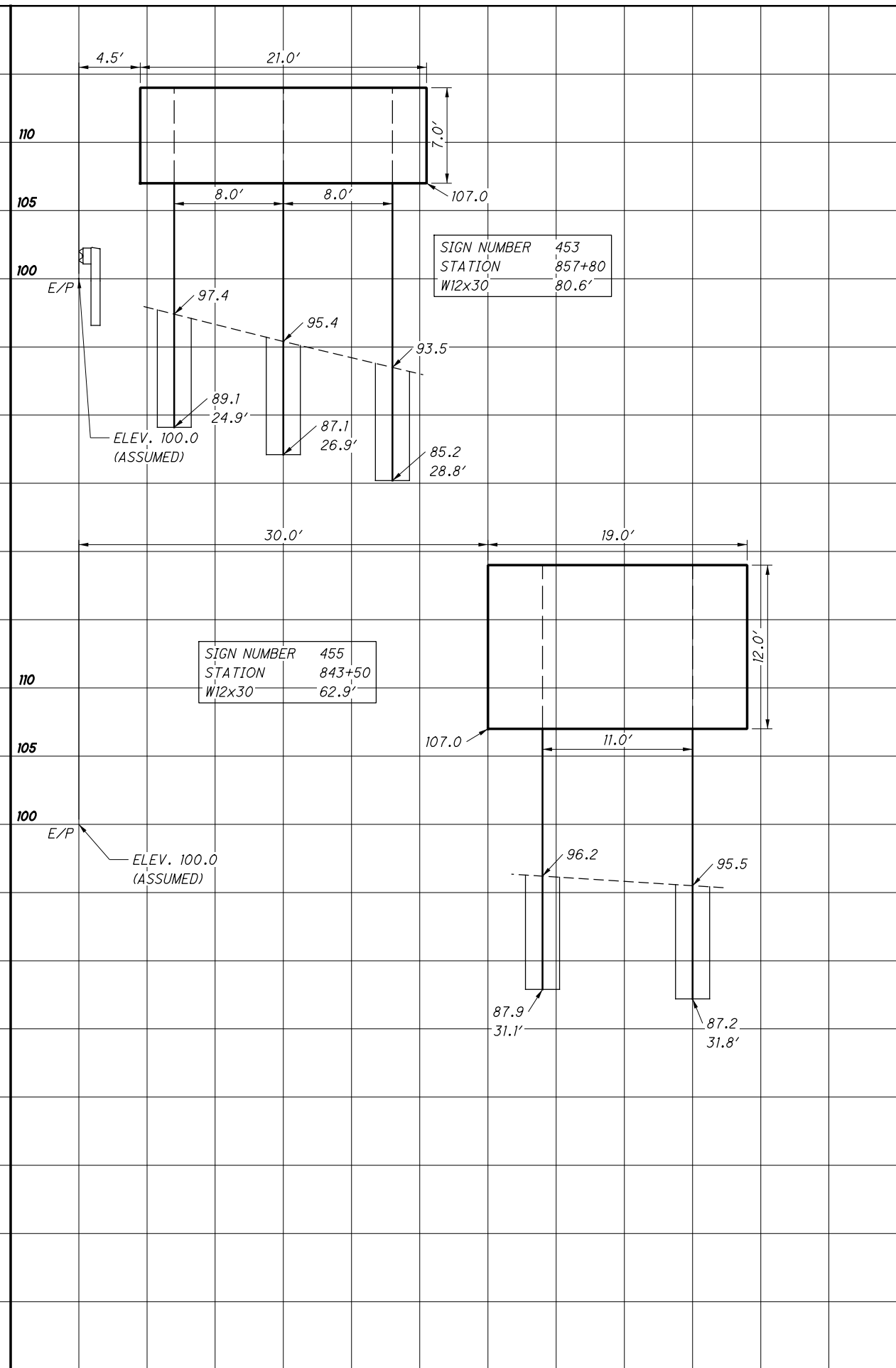
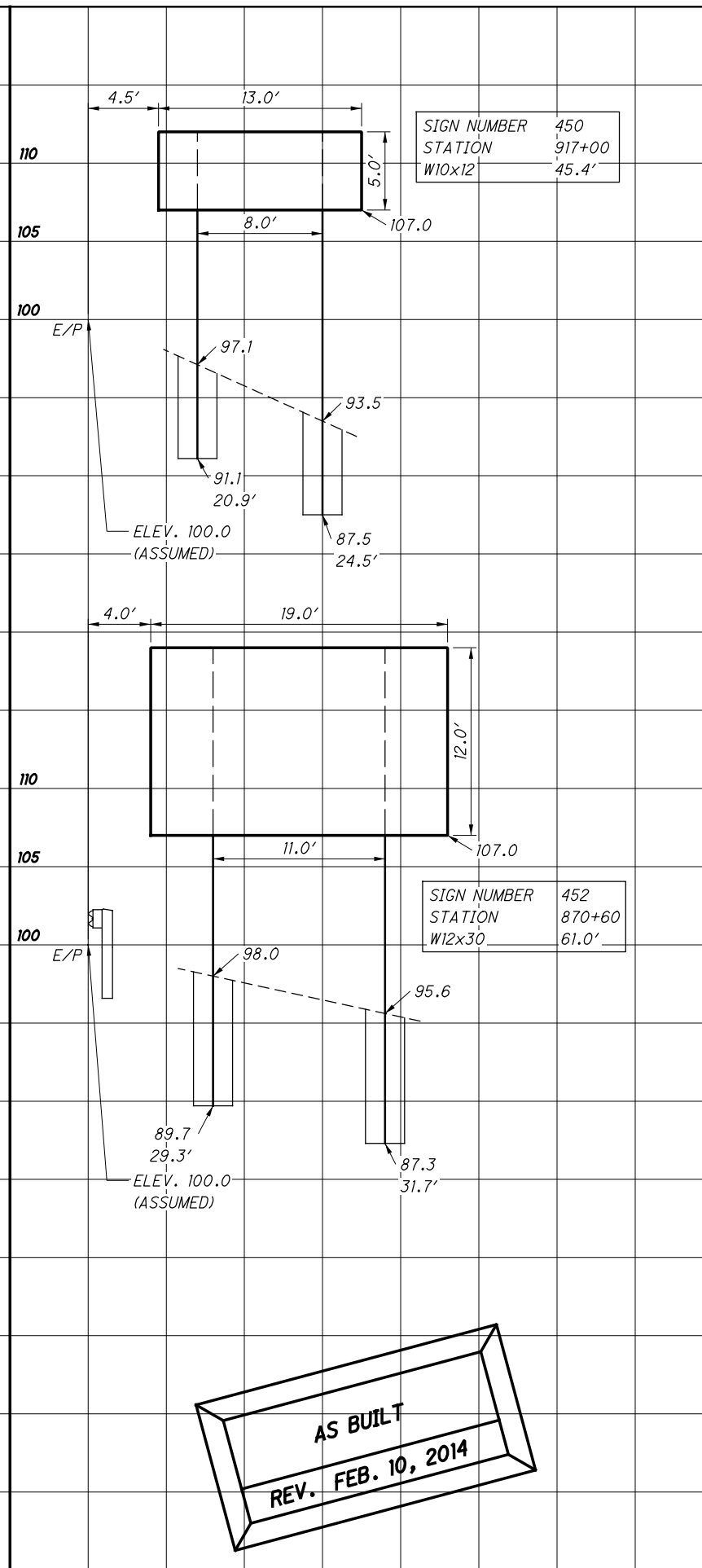
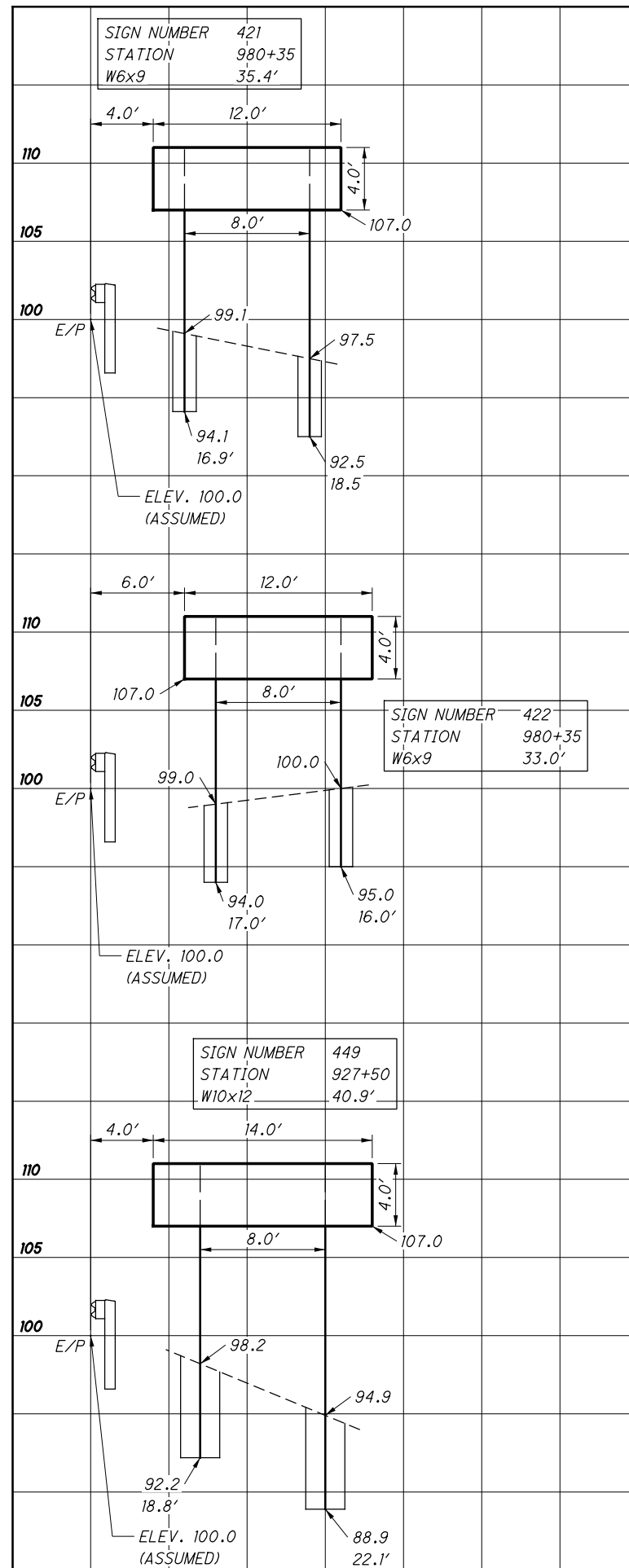
AS BUILT  
REV. FEB. 10, 2014

SIGN ELEVATION VIEWS

CALCULATED  
JTH  
CHECKED  
JWO

LOR-2-3.50/  
LOR-90-10.78

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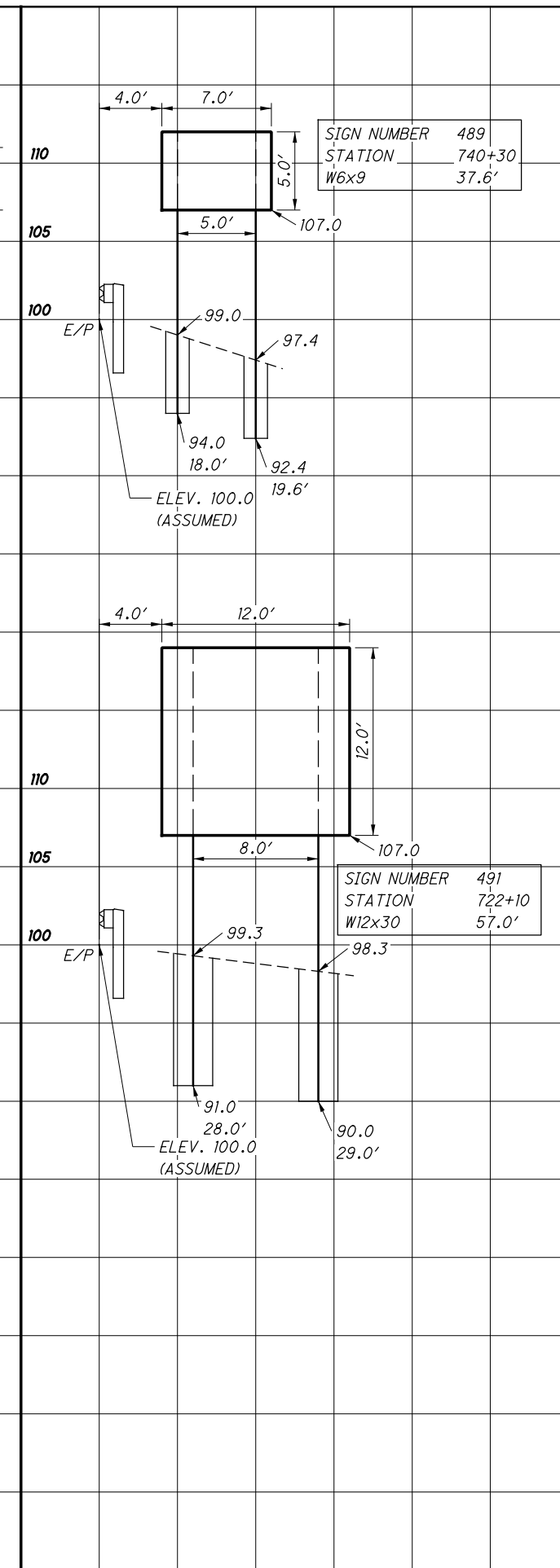
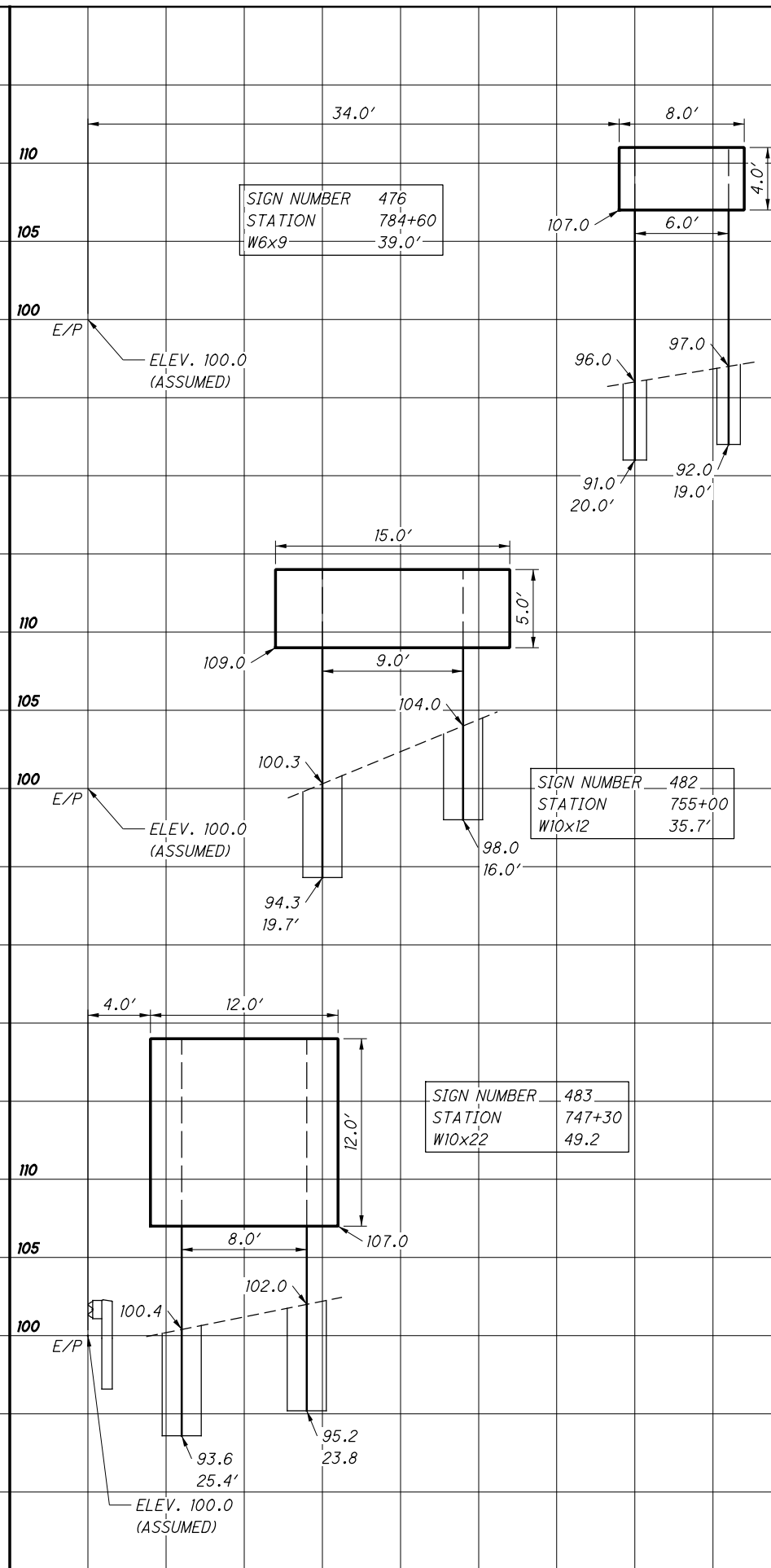
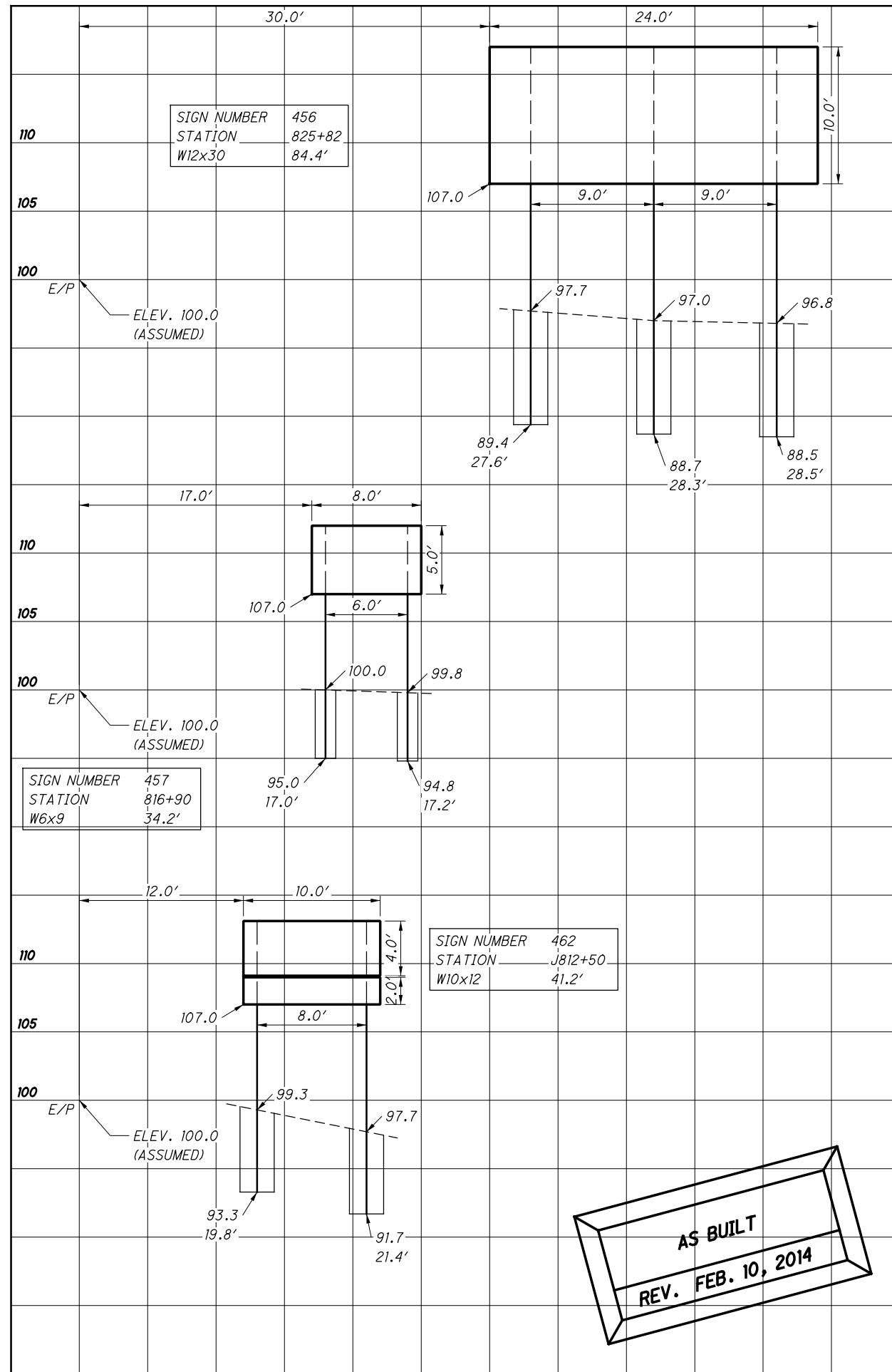
AS BUILT  
REV. FEB. 10, 2014

CALCULATED  
JTH  
CHECKED  
JWO

SIGN ELEVATION VIEWS

LOR-2-3.50/  
LOR-90-10.78

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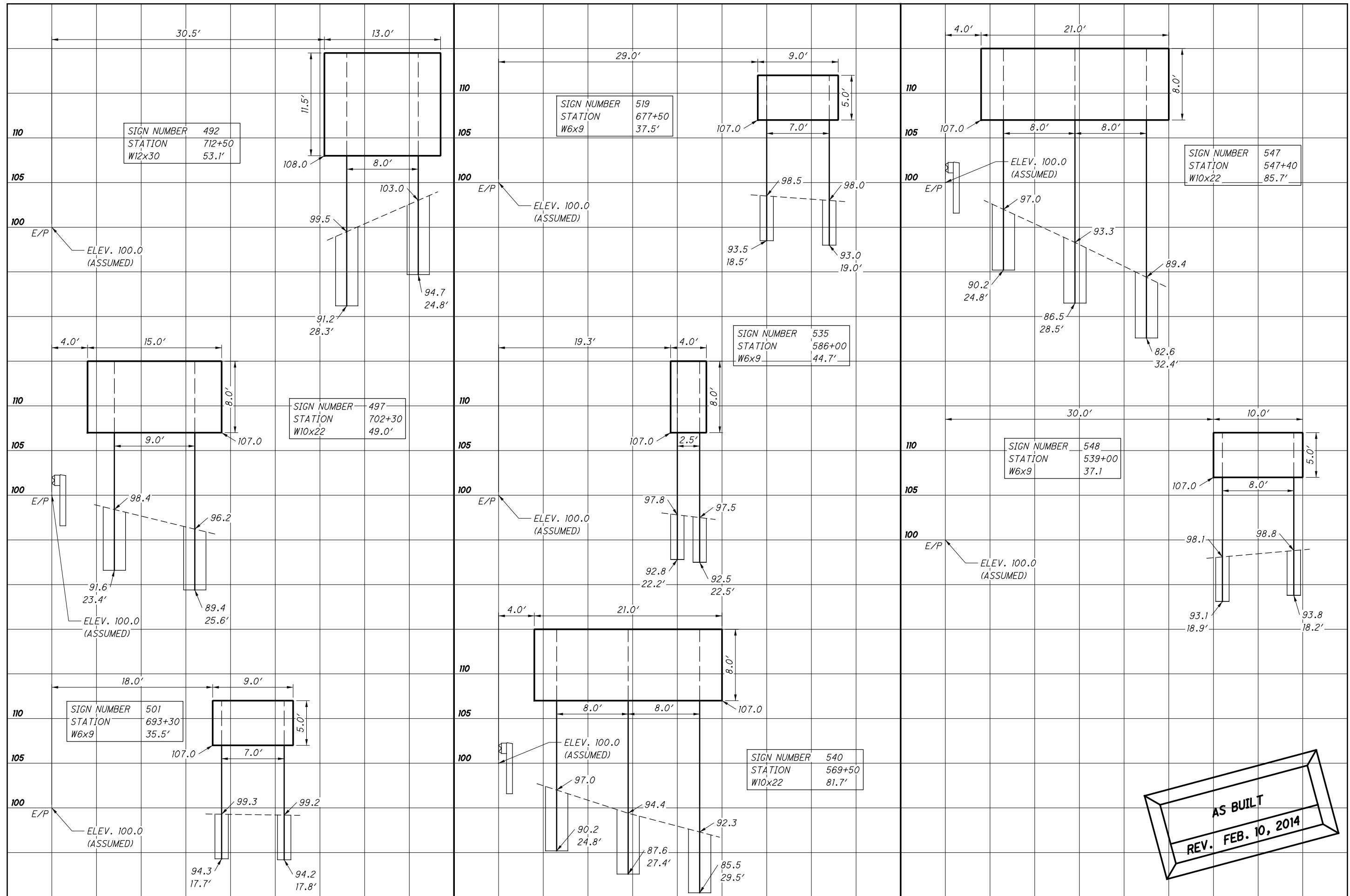


CALCULATED  
JTH  
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SIGN ELEVATION VIEWS

LOR-2-3.50/  
LOR-90-10.78

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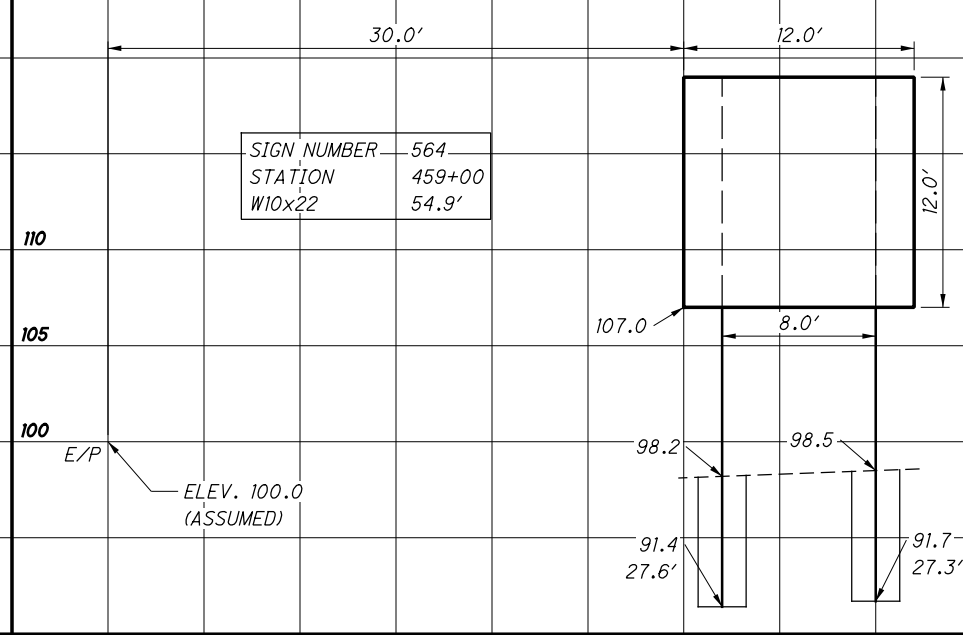
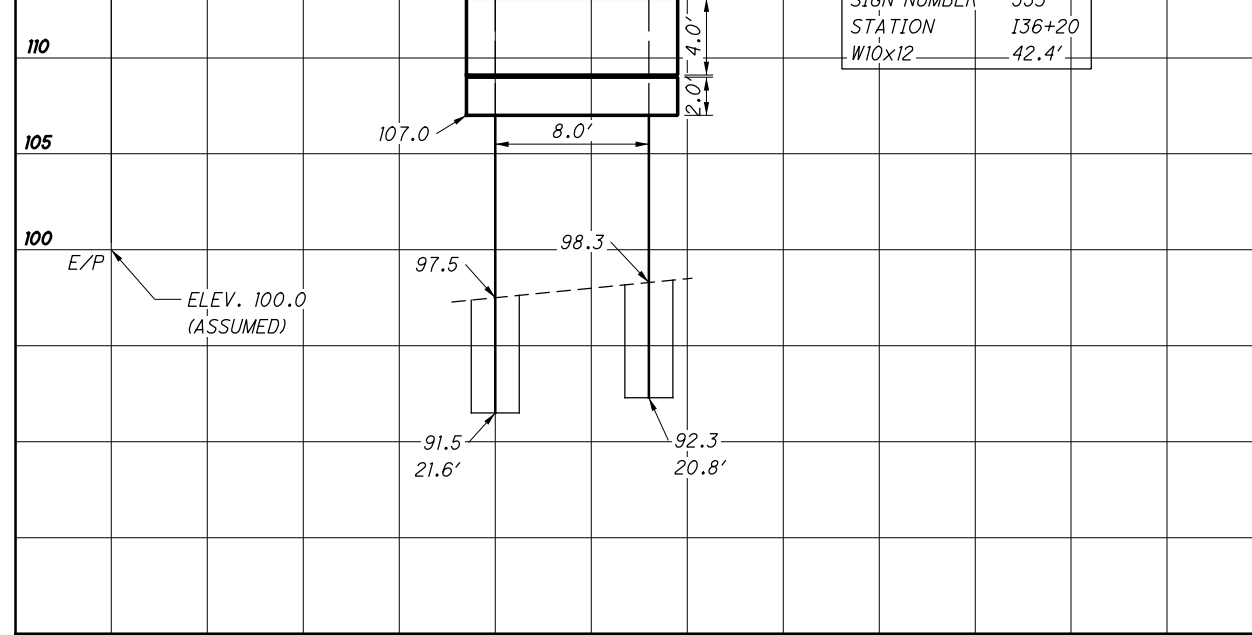
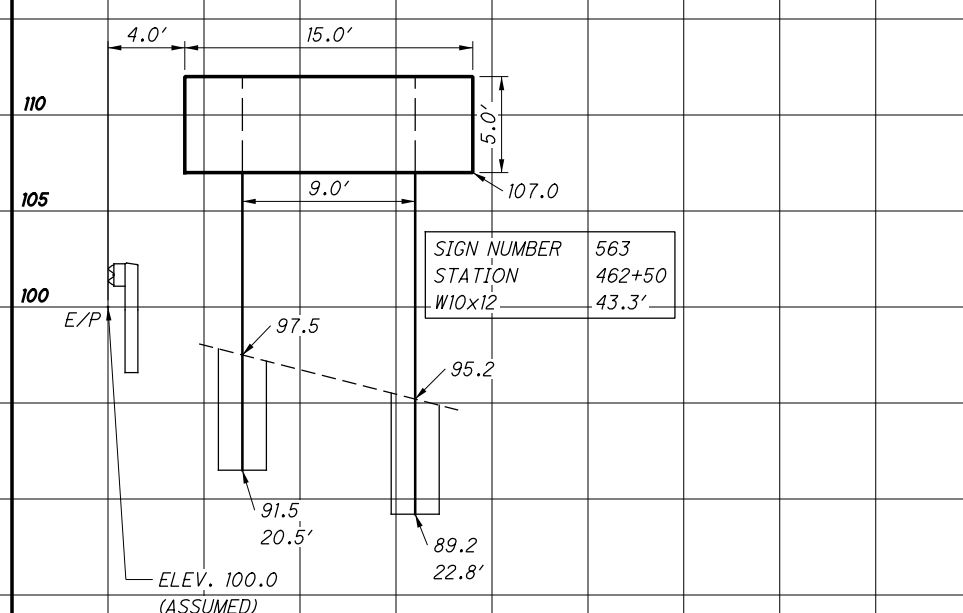
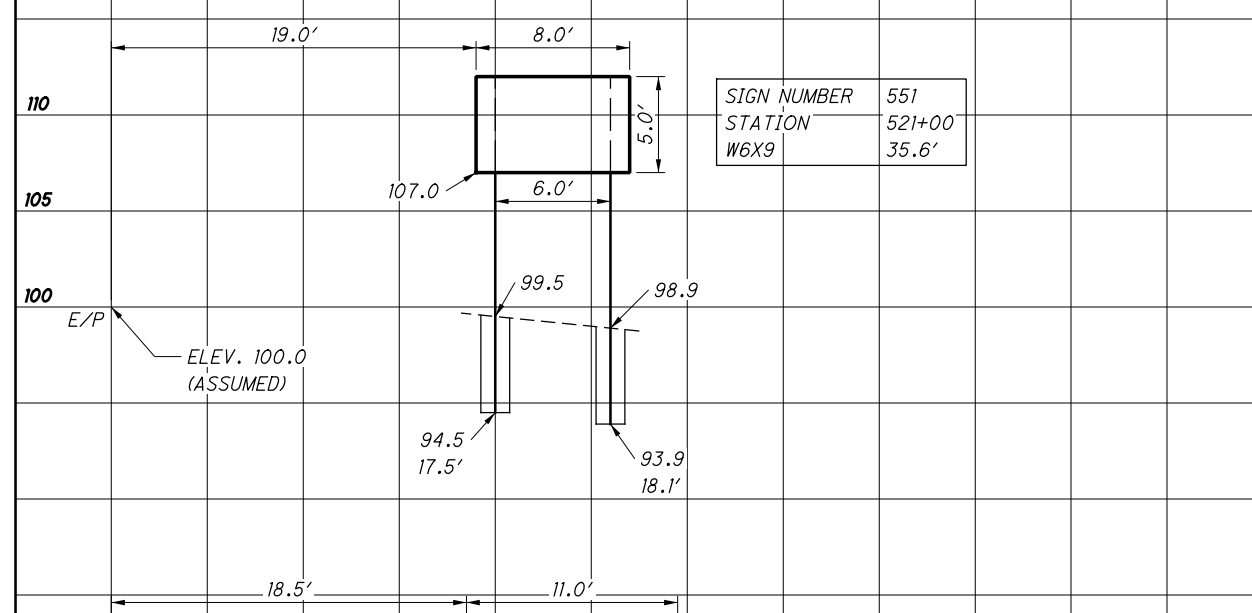
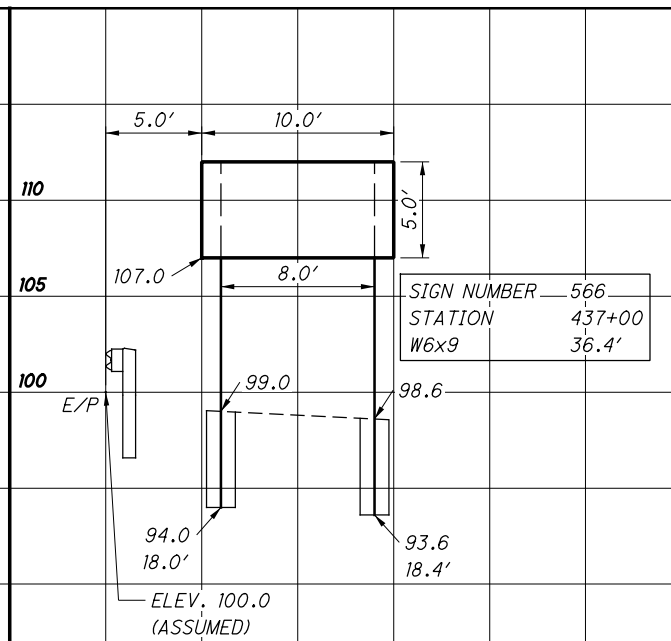
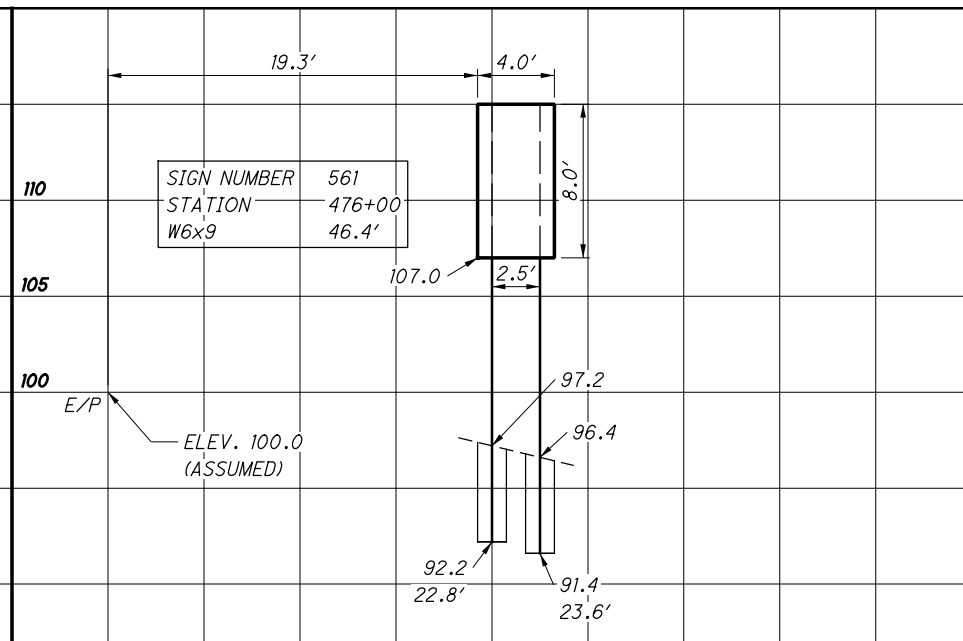
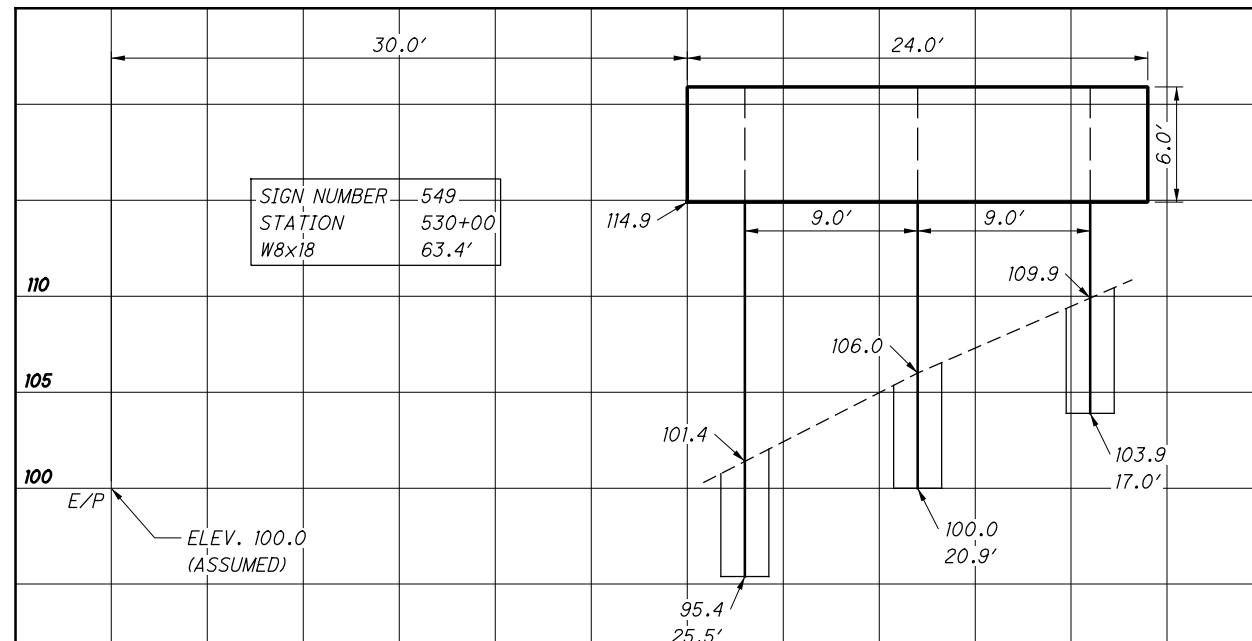
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**REV. FEB. 10, 2014**

CALCULATED  
 JTH  
 CHECKED  
 JWO

**SIGN ELEVATION VIEWS**

**LOR-2-3.50/  
 LOR-90-10.78**

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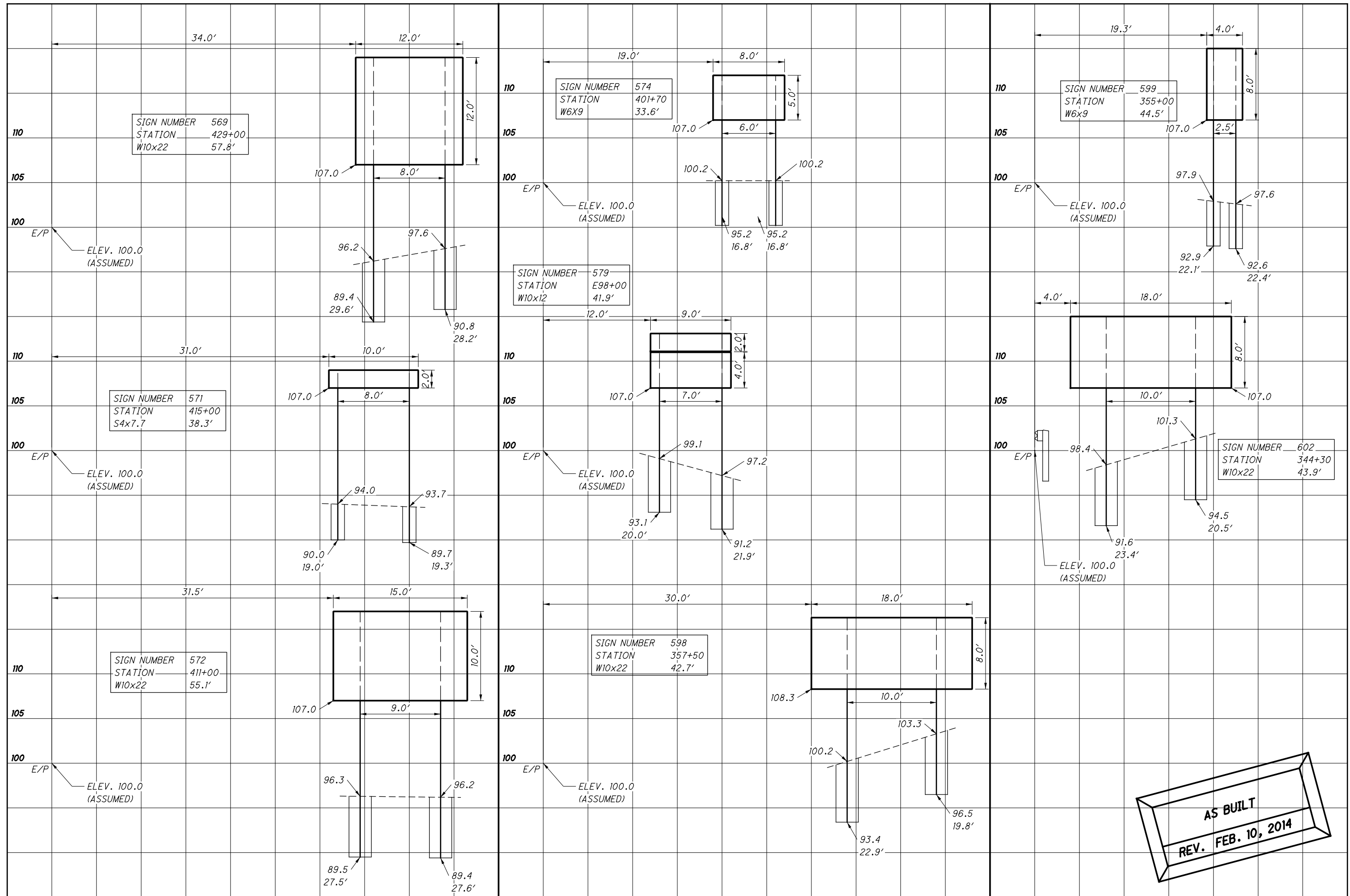
AS BUILT  
REV. FEB. 10, 2014

CALCULATED  
JTH  
CHECKED  
JWO

SIGN ELEVATION VIEWS

LOR-2-3.50/  
LOR-90-10.78

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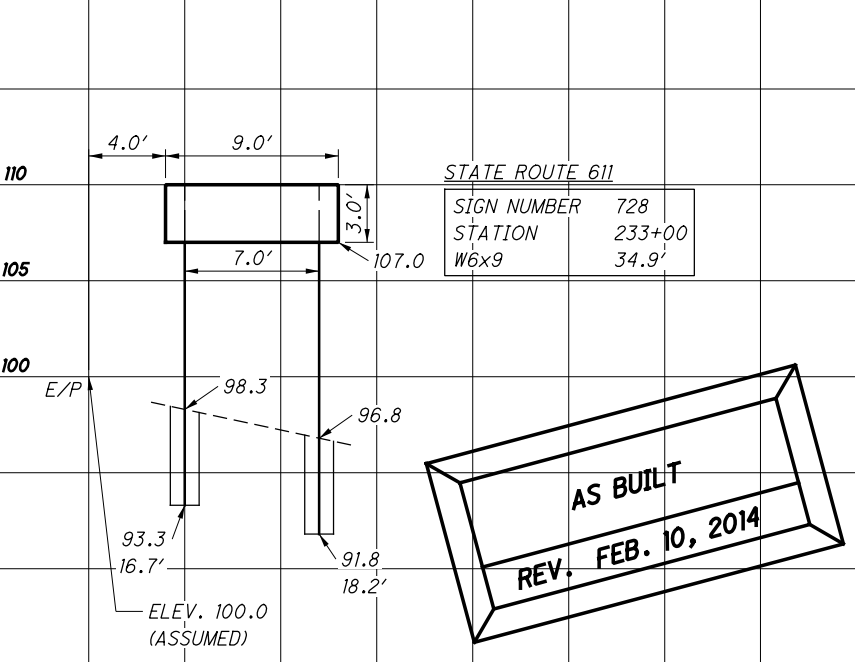
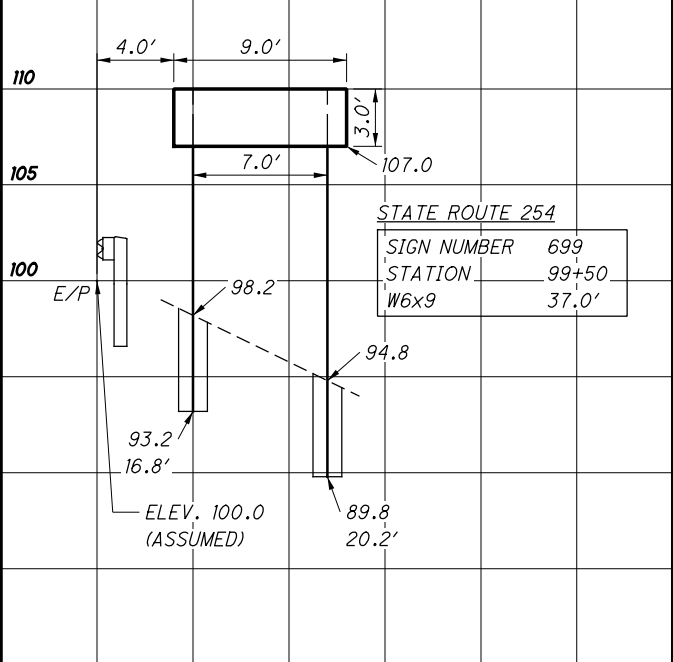
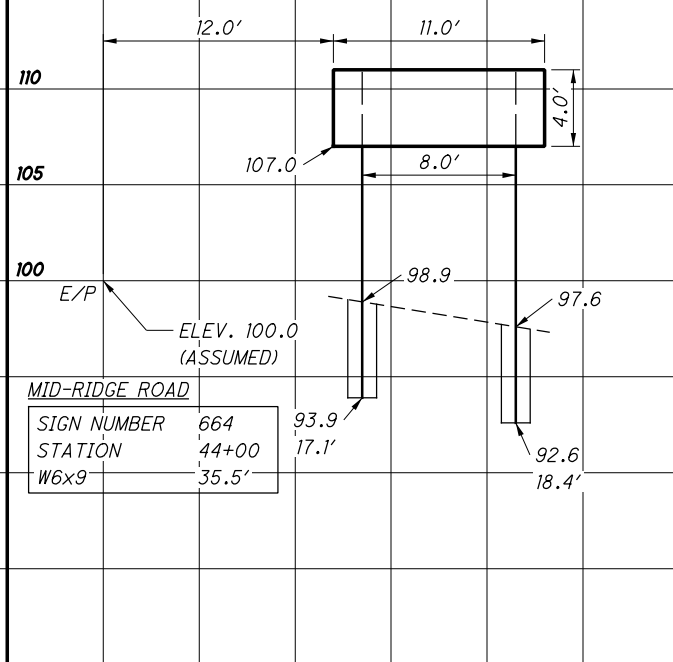
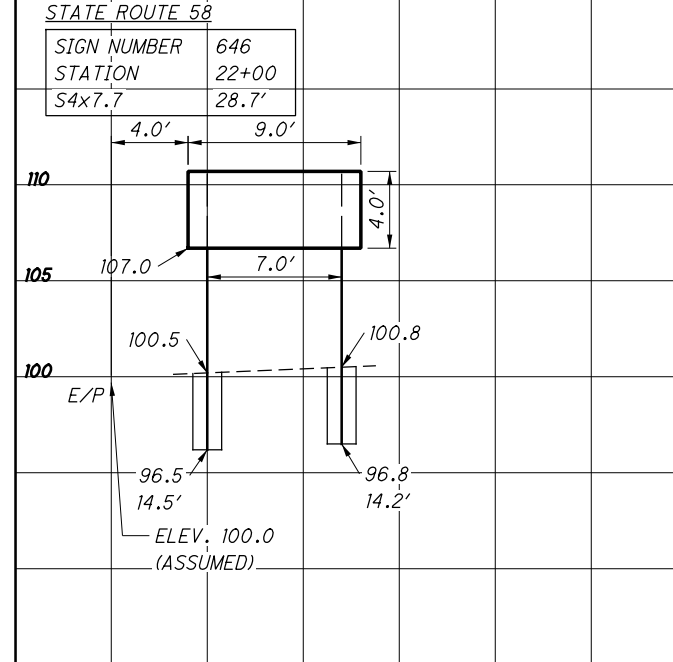
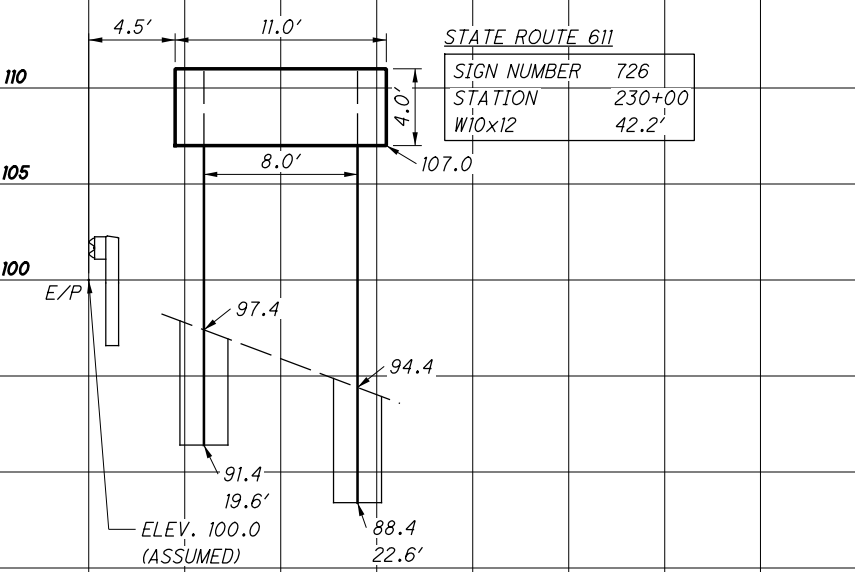
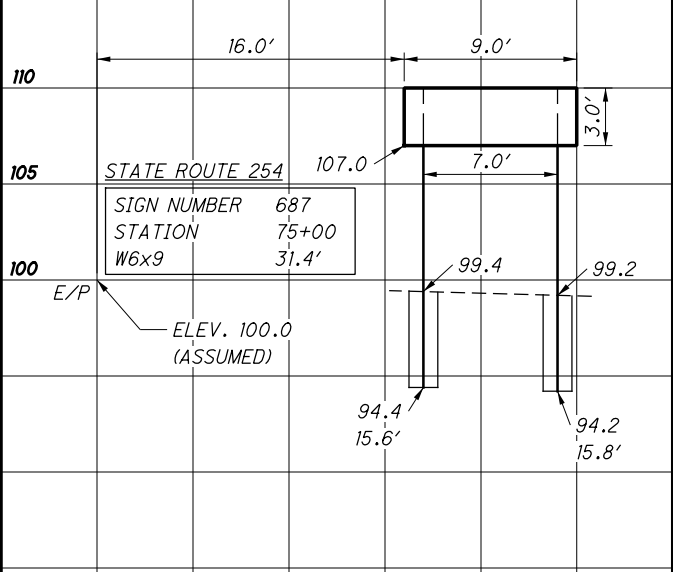
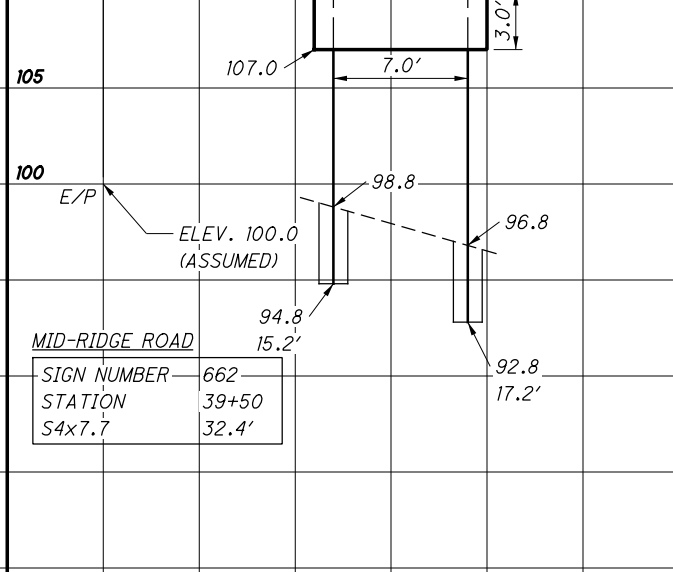
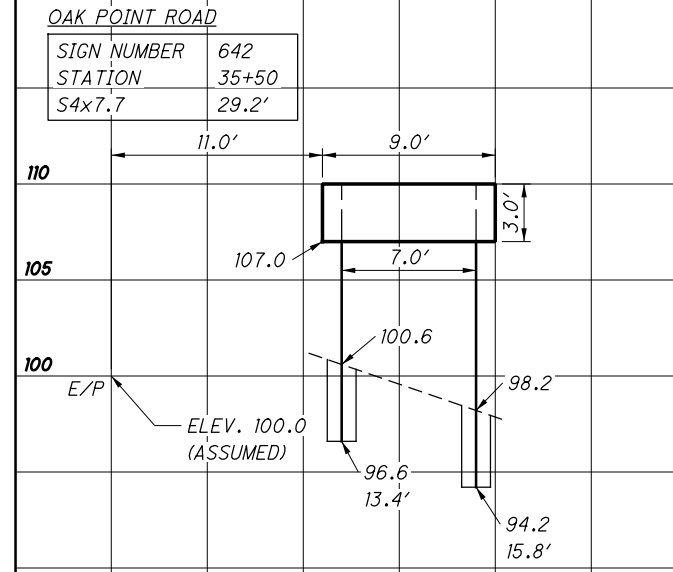
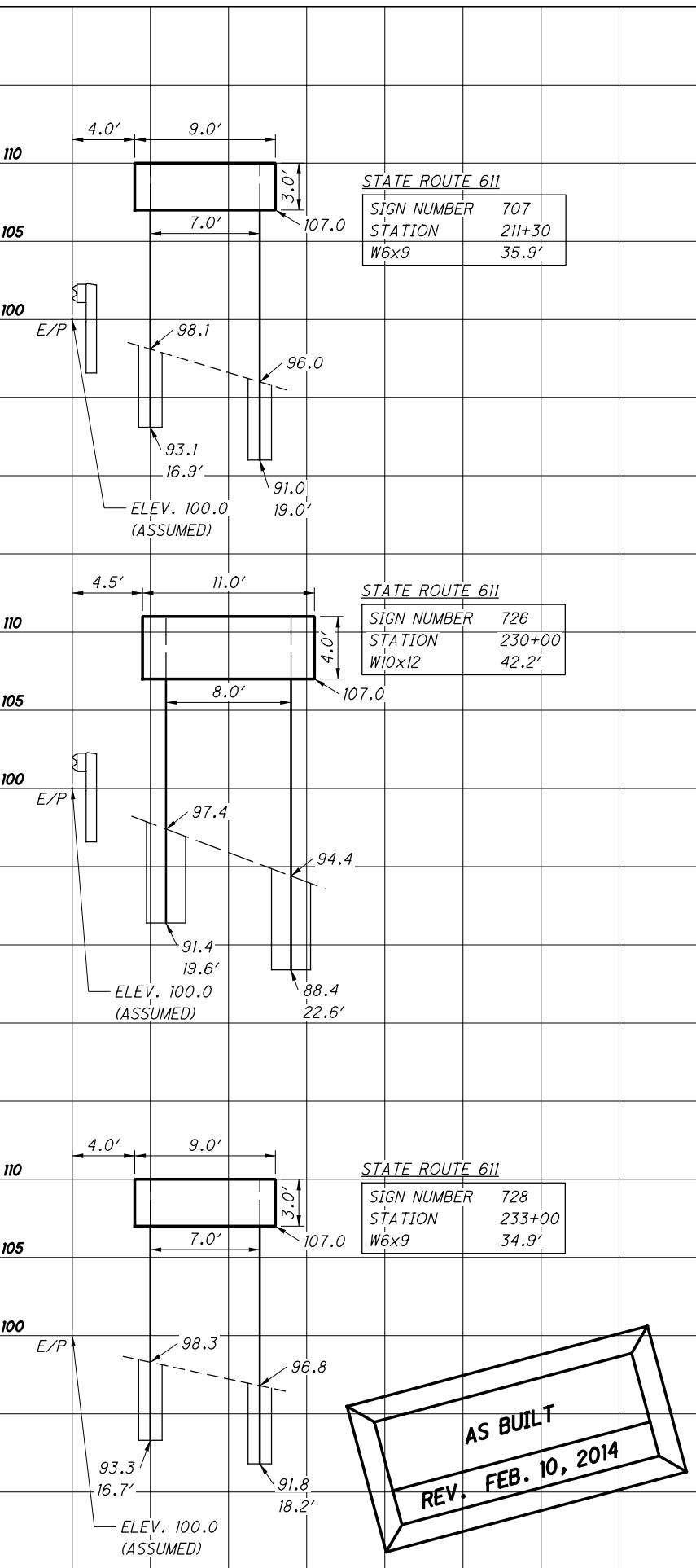
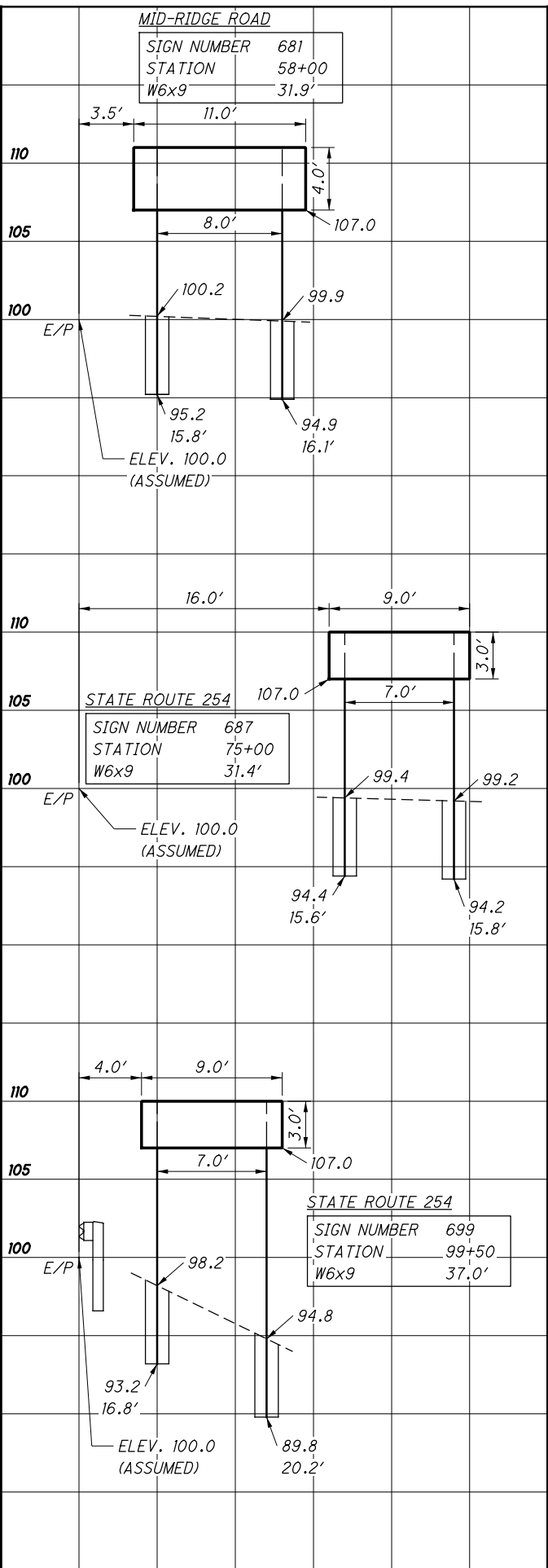
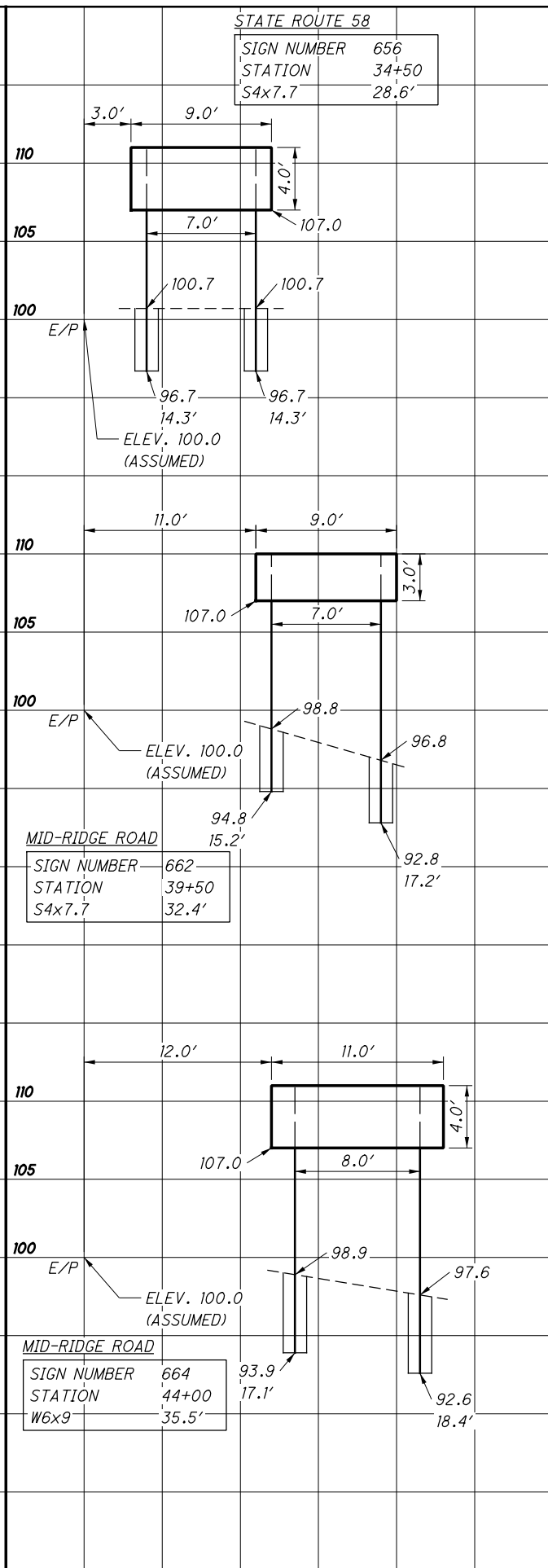
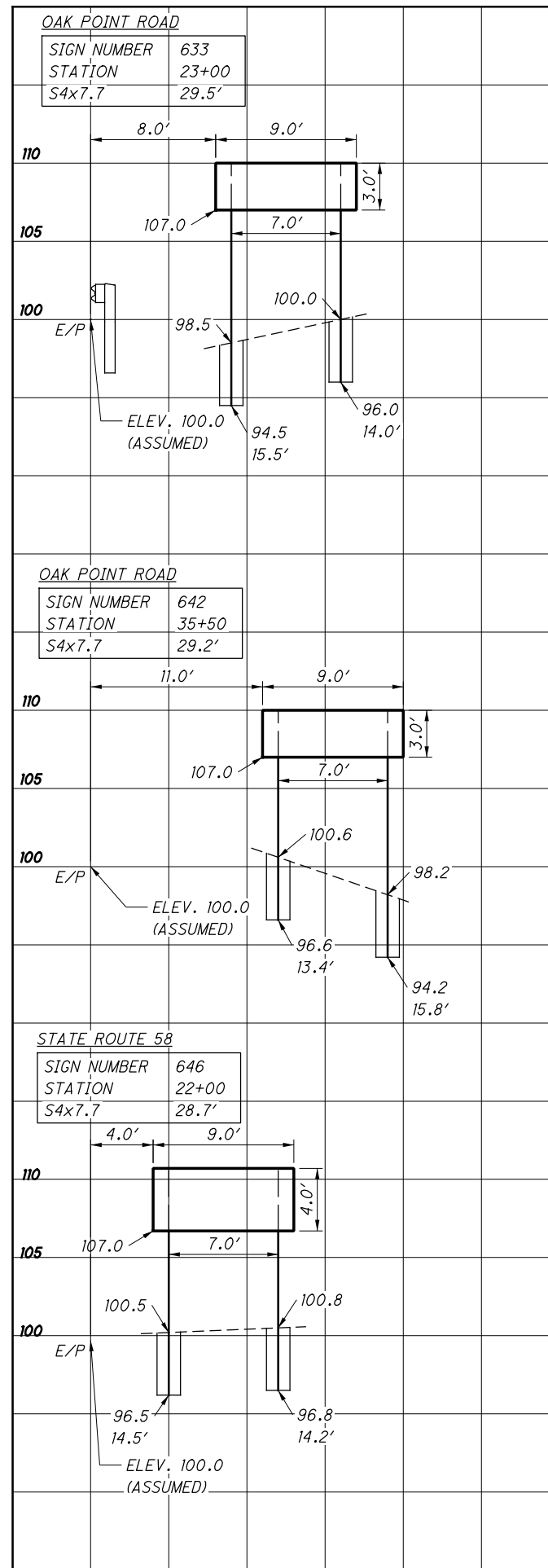
**SIGN ELEVATION VIEWS**

LOR-2-3.50/  
LOR-90-10.78





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