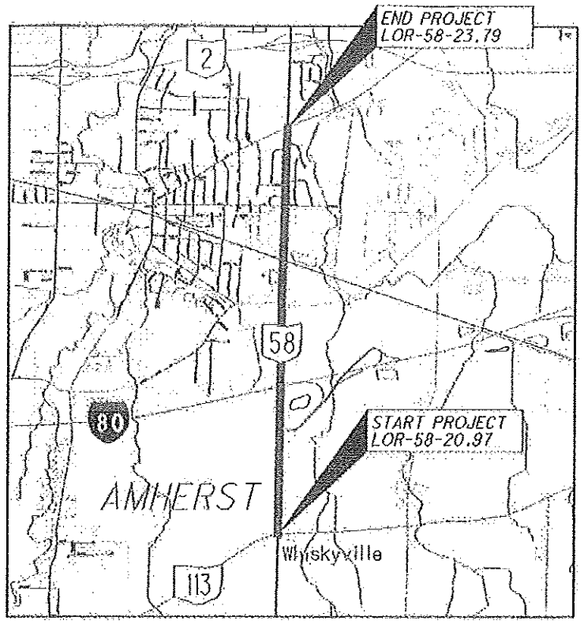

STATE OF OHIO
DEPARTMENT OF TRANSPORTATION
LOR-58-20.97
AMHERST TOWNSHIP
CITY OF AMHERST
LORAIN COUNTY

LOCATION MAP

LATITUDE: N 41° 23' 07" LONGITUDE: W 82° 12' 36"

SCALE IN MILES

0 1 2 3 4

N

PORTION TO BE IMPROVED
INTERSTATE & DIVIDED HIGHWAY
UNDIVIDED STATE & FEDERAL ROUTES
OTHER ROADS

DESIGN DESIGNATION

SEE SHEET NUMBER 2.

DESIGN EXCEPTIONS

NONE

INDEX OF SHEETS:

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STRUCTURE LOR-58-2288	13

PROJECT DESCRIPTION

THIS PROJECT IS 2.82 MILES LONG AND WILL INCLUDE PAVEMENT REPAIRS, RESURFACING WITH ASPHALT CONCRETE, PLACEMENT OF PAVEMENT MARKINGS, AND MINOR STRUCTURE MAINTENANCE.

EARTH DISTURBED AREA

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

2013 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.

APPROVED
DATE 8/21/15 DISTRICT DEPUTY DIRECTOR

APPROVED
DATE DIRECTOR, DEPARTMENT OF TRANSPORTATION

ENGINEERS SEAL:

SIGNED:
DATE: 8/21/15

STANDARD CONSTRUCTION DRAWINGS

BP-3.1	7/18/14	MT-95.31	7/18/14	TC-41.20	10/18/13		
BP-4.1	7/19/13	MT-95.41	7/18/14	TC-42.20	10/18/13		
BP-5.1	7/19/13	MT-95.60	7/19/13	TC-52.10	10/18/13		
BP-7.1	7/18/14	MT-95.61	7/19/13	TC-52.20	7/18/14		
		MT-97.10	7/18/14	TC-65.10	1/17/14		
CB-2.1	1/18/13	MT-99.20	7/18/13	TC-65.11	7/18/14		
CB-2.2	1/17/14	MT-101.90	7/18/14	TC-71.10	1/17/14		
		MT-105.10	7/19/13	TC-82.10	10/18/13		
DM-1.1	1/18/13						
DM-4.3	7/19/13						
DM-4.4	7/20/12						
RM-1.1	7/18/14						

SUPPLEMENTAL SPECIFICATIONS

800	10/16/15
821	4/20/12
832	1/17/14

SPECIAL PROVISIONS

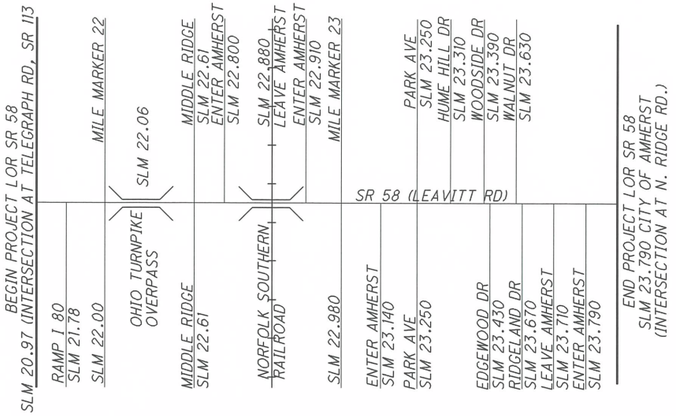
UNDERGROUND UTILITIES
CONTACT BOTH SERVICES
CALL TWO WORKING DAYS
BEFORE YOU DIG
CALL
1-800-362-2764
(TOLL FREE)
OHIO UTILITIES PROTECTION SERVICE
NON-MEMBERS
MUST BE CALLED DIRECTLY
OIL & GAS PRODUCERS PROTECTIVE SERVICE CALL: 1-800-925-0988

PLANS PREPARED BY:

FEDERAL PROJECT NO. E130821
PID NO. 93112
CONSTRUCTION PROJECT NO.
RAILROAD INVOLVEMENT NORFOLK SOUTHERN
LOR-58-20.97
1/13

150582 Conformed Set
Dist 3

DESIGN FILE:$$$$$.DGNFILESPECIFICATIONS$$$$$ MODELN
WORKSTATIONSTERMINAL$ DATE:$$$$$DATE$$$$$



LOR 58 20.97 TO 23.79

DESIGN DESIGNATION (LOR-58-19.03 - 21.09)

CURRENT ADT (2016)	9,700
DESIGN YEAR ADT (2028)	10,000
DESIGN HOURLY VOLUME (2027)	900
DIRECTIONAL DISTRIBUTION	0.52
TRUCKS (24 HOUR B&C)	0.04
DESIGN SPEED	50 MPH
LEGAL SPEED	50 MPH
DESIGN FUNCTIONAL CLASSIFICATION: PRINCIPAL ARTERIAL	
NHS PROJECT	YES

DESIGN EXCEPTIONS

NONE

DESIGN DESIGNATION (LOR-58-21.09 - 23.79)

CURRENT ADT (2016)	14,000
DESIGN YEAR ADT (2028)	14,000
DESIGN HOURLY VOLUME (2027)	1,300
DIRECTIONAL DISTRIBUTION	0.50
TRUCKS (24 HOUR B&C)	0.06
DESIGN SPEED	40 MPH
LEGAL SPEED	40 MPH
DESIGN FUNCTIONAL CLASSIFICATION: PRINCIPAL ARTERIAL	
NHS PROJECT	YES

DESIGN EXCEPTIONS

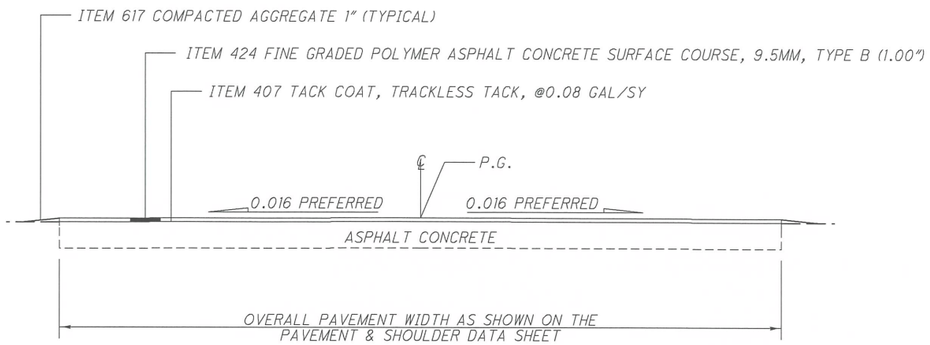
NONE

CALCULATED GTS
CHECKED CAD

STRAIGHT LINE DIAGRAM & DESIGN DESIGNATION

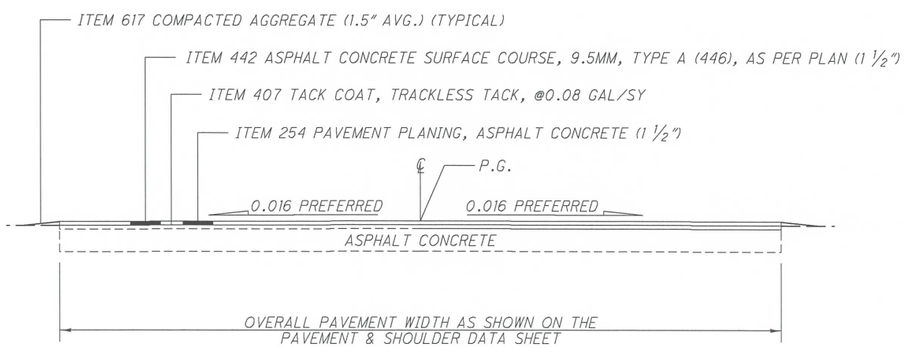
LOR-58-20.97

DESIGN FILE:$$$$$.DGNFILESPECIFICATIONS$$$$$
WORKSTATION$TERMINAL$ DATE:$$$$$DATE$$$$$ MODELNAME: $MODELNAME$



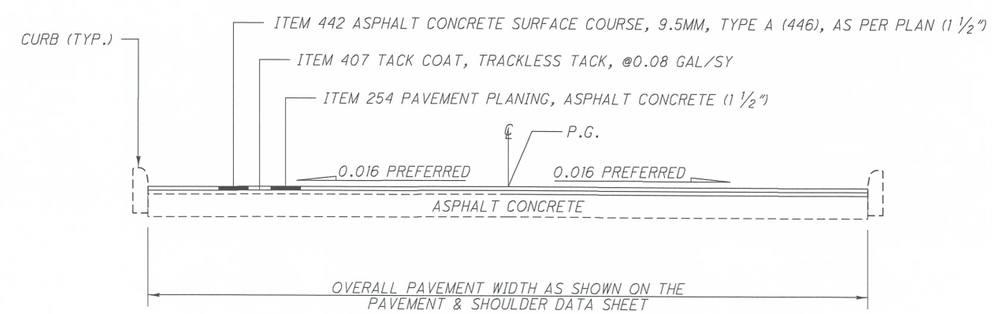
TYPICAL 1

SR 58 SLM 20.97 TO 22.80



TYPICAL 2

SR 58 SLM 22.80 TO 23.25



TYPICAL 3

SR 58 SLM 23.25 TO 23.79

CALCULATED GTS
CHECKED CAD

TYPICAL SECTIONS

LOR-58-20.97

DESIGN FILE:$$$$$$.DGNFILESPECIFICATIONS$$$$$$
WORKSTATION$TERMINAL$ DATE:$$$$$DATE$$$$$
MODELNAME: $MODELNAME$

GENERAL

UTILITIES

LISTED BELOW ARE ALL UTILITIES LOCATED WITHIN THE PROJECT CONSTRUCTION LIMITS TOGETHER WITH THEIR RESPECTIVE OWNERS.

THE LOCATION OF THE UNDERGROUND UTILITIES SHOWN ON THE PLANS ARE AS OBTAINED FROM THE OWNERS AS REQUIRED BY SECTION 153.64 O.R.C.

LORAIN COUNTY ENGINEER
KENNETH P. CARNEY, SR.,P.E.
247 HADAWAY ST.
ELYRIA, OHIO 44035
PHONE: 440-329-5586

ELECTRIC
OHIO EDISON COMPANY
JEFF HALL
6326 LAKE AVENUE
ELYRIA, OHIO 44035
PHONE: 440-326-3207

LORAIN COUNTY COMMISSIONERS
ELIZABETH C. BLAIR
226 MIDDLE AVENUE
ELYRIA, OHIO 44035
PHONE: 440-329-5000

LORAIN COUNTY RURAL WASTEWATER
22898 W. ROAD, P.O. BOX 158
WELLINGTON, OHIO 44090-0158
PHONE: 440-647-4882

CITY OF AMHERST WATER DEPARTMENT
MR. RON MERTHE
P.O. BOX 470
AMHERST, OHIO 44001
PHONE: 440-988-4380

CONSTRUCTION NOTIFICATION
CITY OF AMHERST
MAYOR DAVID TAYLOR
206 SOUTH MAIN
AMHERST, OHIO 44001
PHONE: 440-988-4380

ODOT DISTRICT 3 TRAFFIC
906 CLARK AVENUE
ASHLAND, OHIO 44805
PHONE: 419-207-7045

TELEPHONE:
CENTURYLINK
ROBERT DAKIN
1730 WEST 19TH ST.
LORAIN, OHI 44052
PHONE: 440-244-8330

GAS
COLUMBIA GAS OF OHIO
ADAM WOODIE, P.E.
3101 N. RIDGE RD. E
LORAIN, OHIO 44055
PHONE:440-240-6107

CABLE T.V.
TIME WARNER
DAVID SOBOTKA
576 TERNES AVENUE
ELYRIA, OHIO 44035
NORTHEAST OHIO DIVISION
PHONE: 440-366-0417 EXT 625

LORAIN COUNTY ENGINEER
(WATER AND SANITARY)
MR. CHUCK ENGLE
247 HADAWAY STREET
ELYRIA, OHIO 44035
PHONE: 440-329-5584

THE AFOREMENTIONED UTILITY COMPANIES AND AGENCIES HAVE VARIOUS FACILITIES IN THE AREA THAT WILL REMAIN IN PLACE DURING CONSTRUCTION.

EXTREME CAUTION SHOULD BE EXERCISED IN AREAS WITH UTILITIES. SECTIONS 105.07 AND 107.16 OF THE DEPARTMENT OF TRANSPORTATION CONSTRUCTION AND MATERIALS SPECIFICATIONS REQUIRE, AMONG OTHER THINGS, THAT THE CONTRACTOR COOPERATE WITH ALL UTILITIES LOCATED WITHIN THE LIMITS OF THIS CONSTRUCTION PROJECT AND TAKE RESPONSIBILITY FOR THE PROTECTION OF THE UTILITY PROPERTY AND SERVICES.

CONSTRUCTION NOTIFICATION

THE CONTRACTOR SHALL ADVISE THE PROJECT ENGINEER A MINIMUM OF FOURTEEN (14) DAYS PRIOR TO THE FOLLOWING: THE START OF CONSTRUCTION ACTIVITIES, LANE RESTRICTIONS, LANE CLOSURES, AND OR ROAD CLOSURES. THE PROJECT ENGINEER WILL FORWARD THIS INFORMATION TO THE FOLLOWING:

DISTRICT PUBLIC INFORMATION OFFICER (PIO) BY FAX AT (614) 887-4305 OR EMAIL AT D03.PIO@DOT.STATE.OH.US

DISTRICT PERMIT SECTION BY FAX AT (614) 887-4318 OR EMAIL AT LOUIS.TUMBLIN@DOT.STATE.OH.US

CENTRAL OFFICE SPECIAL HAUL PERMITS SECTION BY FAX AT (614) 728-4099 OR EMAIL AT HAULING.PERMITS@DOT.STATE.OH.US

THE PIO WILL, IN TURN, NOTIFY THE PUBLIC, THE LOCAL EMERGENCY SERVICES, AFFECTED SCHOOLS AND BUSINESSES, AND ANY OTHER IMPACTED LOCAL PUBLIC AGENCY OF ANY OF THE ABOVE MENTIONED ITEMS, VIA MEDIA SOURCES.

GENERAL

ROUTINE MAINTENANCE

BETWEEN THE TIME THAT BIDS ARE TAKEN AND THE START OF CONSTRUCTION, THE MAINTAINING AGENCY MAY ENTER UPON THE PROJECT AND PERFORM ROUTINE MAINTENANCE SUCH AS CRACK SEALING, PATCHING, AND BERM AND SHOULDER REPAIR. THE EFFECTS, IF ANY, OF THE PERFORMANCE OF ROUTINE MAINTENANCE SHALL BE CONSIDERED AS INHERENT IN WORK OF THE CHARACTER PROVIDED FOR IN THE PLAN AND THE RESULTING CONDITIONS SHALL NOT BE CONSIDERED AS DIFFERING MATERIALLY FROM THOSE EXISTING AT THE TIME BIDS WERE TAKEN.

WORK LIMITS

THE WORK LIMITS SHOWN ON THESE PLANS ARE FOR PHYSICAL CONSTRUCTION ONLY. PROVIDE THE INSTALLATION AND OPERATION OF ALL WORK ZONE TRAFFIC CONTROL AND WORK ZONE TRAFFIC CONTROL DEVICES REQUIRED BY THESE PLANS WHETHER INSIDE OR OUTSIDE THESE WORK LIMITS.

ROADWAY

ITEM 623 - MONUMENT BOX ADJUSTED TO GRADE

ALL WORK RELATED TO ADJUSTING MONUMENT BOXES TO GRADE WILL BE IN ACCORDANCE TO SECTIONS 623.04 AND 623.05 OF THE 2013 ODOT CONSTRUCTION AND MATERIALS SPECIFICATIONS.

THE MONUMENT BOX TO BE ADJUSTED MAY OR MAY NOT HAVE AN EXISTING ADJUSTABLE FRAME. THE WORK SHALL CONSIST OF ADJUSTING THE EXISTING MONUMENT BOX TO THE SATISFACTION OF THE ENGINEER. THE CONTRACTOR IS REMINDED TO FIELD CHECK ALL ADJUSTMENT TO GRADE ITEMS PRIOR TO BIDDING, AS NO ADDITIONAL COMPENSATION WILL BE GRANTED FOR LABOR AND MATERIALS REQUIRED TO SATISFACTORILY ADJUST CASTINGS WITHOUT ADJUSTABLE FRAMES.

ITEM SPECIAL - TACK COAT, TRACKLESS TACK, SURFACE COURSE
ITEM SPECIAL - TACK COAT, TRACKLESS TACK, INTERMEDIATE COURSE

DESCRIPTION: THIS WORK CONSISTS OF PREPARING AND TREATING A PAVED SURFACE WITH A TRACKLESS TACK ASPHALT EMULSION.

FURNISH MATERIALS ACCORDING TO THE DEPARTMENT'S APPROVED LIST. MEET ALL REQUIREMENTS OF ITEM 407 TACK COAT IN THE CONSTRUCTION AND MATERIALS SPECIFICATIONS REQUIRED BY THE CONTRACT, EXCEPT AS NOTED BELOW.

MATERIAL: MEET ALL PROPERTIES OF THE APPROVED MANUFACTURER'S TRACKLESS TACK SPECIFICATION REQUIREMENTS ON FILE WITH THE LABORATORY AT TIME OF PLACEMENT.

ACCEPTANCE AND SAMPLING OF MATERIALS:
SUPPLY CERTIFIED TEST DATA TO THE ENGINEER AND TO THE DISTRICT LABORATORY DEMONSTRATING THE TRACKLESS TACK SUPPLIED WAS TESTED FOR AND MEETS ALL MATERIAL PROPERTIES SHOWN ON THE DEPARTMENT'S APPROVED LIST.

DURING CONSTRUCTION, ODOT PERSONNEL WILL SAMPLE FROM THE DISTRIBUTOR AND SUPPLY TO THE DISTRICT TEST LAB A MINIMUM OF ONE QUART OF TRACKLESS
TACK FOR EVERY 25,000 GALLONS USED ON THE PROJECT. THE CONTRACTOR IS RESPONSIBLE FOR SUPPLYING THE PROPER PLASTIC QUART SAMPLING CONTAINER. CLEARLY MARK ON THE SAMPLE THE MANUFACTURER'S NAME, PROJECT NUMBER, AND THE WORDS "TRACKLESS TACK".

EQUIPMENT: FOLLOW MANUFACTURER'S RECOMMENDATIONS FOR CORRECT DISTRIBUTOR SETTINGS. THOROUGHLY CLEAN ALL EQUIPMENT IF PREVIOUSLY USED MATERIAL CHARGE IS DIFFERENT THAN THE PROPOSED MATERIAL.

APPLICATION OF ASPHALT MATERIAL: UNIFORMLY APPLY THE TRACKLESS TACK WITH A DISTRIBUTOR PER MANUFACTURER'S INSTRUCTIONS. IF TRACKLESS TACK IS STORED FOR AN EXTENDED PERIOD OF TIME, PRIOR TO APPLICATION, AGITATE OR GENTLY CIRCULATE THE MATERIAL.

ENSURE ALL NOZZLES AND SPRAY PATTERNS ARE IDENTICAL TO ONE ANOTHER ALONG THE DISTRIBUTOR SPRAY BAR. PLACE THE ANGLE OF THE NOZZLE AT A 15 TO 30 DEGREE ANGLE TO THE SPRAY BAR AXIS TO MAXIMIZE OVERLAP OR AS RECOMMENDED BY THE NOZZLE MANUFACTURER. CONTACT THE MANUFACTURER'S REPRESENTATIVE FOR REQUIRED SPRAY NOZZLE SIZE AND DISTRIBUTOR AND NOZZLE SETTINGS.

APPLY AT A RATE OF 0.04 TO 0.1 GALLONS PER SQUARE YARD. DO NOT DILUTE TRACKLESS TACK. RECOMMENDED APPLICATION TEMPERATURE IS 160°F TO 180°F. DO NOT EXCEED 180°F. THE ENGINEER WILL APPROVE THE QUANTITY, RATE OF APPLICATION, TEMPERATURE, DISTRIBUTOR SETTINGS, AND AREAS TO BE TREATED BEFORE APPLICATION OF THE TRACKLESS TACK COAT. THE ENGINEER WILL DETERMINE THE ACTUAL APPLICATION IN GALLONS PER SQUARE YARD BY A CHECK ON THE PROJECT.

PERFORMANCE OF TRACKLESS TACK: DETERMINE THE TIME TO SET FOR THE MATERIAL TO BECOME TRACKLESS. THE ENGINEER WILL REPORT ANY ISSUES WITH EXCESSIVE TIME TO SET, OR AFTER SET ISSUES WITH STICKINESS, OR PICKUP OF THE TACK TO THE DISTRICT TESTING ENGINEER AND NEW PRODUCT ENGINEER, BRAD YOUNG 614-351- 2882.

IF THE CERTIFIED TEST DATA FAILS TO MEET THE LAB TESTING CRITERIA, OR FIELD SAMPLES FAIL TO MEET THE LAB TEST CRITERIA, OR THE TRACKLESS TACK FAILS TO PERFORM SATISFACTORILY IN THE FIELD, AS NOTED ABOVE, THE CONTRACTOR WILL BE REQUIRED TO REPLACE AND SUPPLY ANOTHER APPROVED TRACKLESS TACK PRODUCT FOR THE REMAINDER OF THE PROJECT AT NO COST TO THE DEPARTMENT.

ANY FAILING TRACKLESS TACK PRODUCT WILL BE REMOVED FROM THE DEPARTMENT'S APPROVED LIST.

DRAINAGE

ITEM 611 - CASTINGS ADJUSTED TO GRADE

THE CASTING TO BE ADJUSTED MAY OR MAY NOT HAVE AN EXISTING FRAME. THE WORK SHALL CONSIST OF ADJUSTING THE EXISTING CASTING TO THE SATISFACTION OF THE ENGINEER. IT IS NOT INTENDED TO PLACE NEW FRAMES WHERE NONE CURRENTLY EXIST. THE CONTRACTOR IS REMINDED TO FIELD CHECK ALL ADJUSTMENT TO GRADE ITEMS PRIOR TO BIDDING, AS NO ADDITIONAL COMPENSATION WILL BE GRANTED FOR LABOR AND MATERIALS REQUIRED TO SATISFACTORILY ADJUST CASTINGS WITHOUT FRAMES.

PAVEMENT

ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR
ITEM 253 - PAVEMENT REPAIR

THESE ITEMS OF WORK SHALL CONSIST OF THE REMOVAL OF THE EXISTING PAVEMENT OR PAVED BERM WHICH MAY BE ASPHALT, BRICK, CONCRETE, OR A COMBINATION OF EACH, IN AREAS OF EXISTING PAVEMENT FAILURE. CORING HAS BEEN PERFORMED TO HELP DETERMINE THE COMPONENTS THAT MAY BE ENCOUNTERED DURING THIS ITEM OF WORK.

PAVEMENT REPAIR SHALL BE PERFORMED AFTER PAVEMENT PLANING AND BEFORE PLACEMENT OF THE INTERMEDIATE AND/OR SURFACE COURSE. THE DEPTH OF REMOVAL SHALL BE SUFFICIENT TO REMOVE ALL DETERIORATED PAVEMENT WITH A MAXIMUM DEPTH OF 12", BASED ON THE PAVEMENT DESIGN AND AN AVERAGE DEPTH OF 4" AND AN AVERAGE WIDTH OF 4 FT FOR ESTIMATING PURPOSES.

REPLACEMENT MATERIAL SHALL BE ITEM 301, ITEM 441 TYPE 2, OR ITEM 442 19MM, AS PER PLAN MATERIAL AND SHALL BE PLACED AND COMPACTED TO FINISH FLUSH WITH THE ADJACENT PAVEMENT SURFACE. ITEM 301 ASPHALT CONCRETE CAN BE USED WHEN THE DEPTH OF THE REPAIR IS BETWEEN 3" AND 12" WITH A MAXIMUM PAVEMENT LIFT OF 6". ITEM 441 TYPE 2 OR ITEM 442 19MM, AS PER PLAN CAN BE USED WHEN THE DEPTH OF THE REPAIR IS BETWEEN 1.5" AND 5" WITH A MAXIMUM PAVEMENT LIFT OF 3". THE CONTRACTOR HAS THE OPTION OF USING EITHER ITEM 301, ITEM 441 TYPE 2, OR ITEM 442 19MM, AS PER PLAN MATERIAL WHEN THE PAVEMENT REPAIR IS BETWEEN 3" AND 5" DEEP. PG 64-22 ASPHALT BINDER SHALL BE USED FOR ALL OF THE ASPHALT CONRETE MATERIALS FOR THESE REPAIRS.

FOR THE ITEM 442 19 MM, AS PER PLAN MATERIAL, REQUIREMENTS OF 442 APPLY EXCEPT AS FOLLOWS:
MIX DESIGN: FOR Ndes USE 50 GYRATIONS, FOR Nmax USE 75 GYRATIONS.
USE A PG 64-22 BINDER.
MAXIMUM RECLAIMED ASPHALT CONCRETE PAVEMENT IS 30 PERCENT.
APPLY 703.05 FOR COARSE AND FINE AGGREGATE EXCEPT GRADATION FOR FINE AGGREGATE DOES NOT APPLY.
QUALITY CONTROL: DO NOT PERFORM Nmax IN QUALITY CONTROL TESTING. DO NOT TAKE EXTRA ASPHALT BINDER SAMPLES AS OUTLINED IN CMS 442.05.

PAYMENT SHALL INCLUDE ALL LABOR, EQUIPMENT, AND MATERIALS NECESSARY TO COMPLETE THE PAVEMENT REPAIR. FOR PAYMENT PURPOSES ITEM 251 PARTIAL DEPTH PAVEMENT REPAIR IS TO BE A MAXIMUM OF 4" DEEP AND ITEM 253 PAVEMENT REPAIR IS FOR DEPTHS GREATER THAN 4". PAYMENT WILL BE MADE AT THE UNIT BID PRICE PER CUBIC YARD, (BY TICKET WEIGHT CONVERSION), OF ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR OR ITEM 253 - PAVEMENT REPAIR. THE FOLLOWING ESTIMATED QUANTITIES ARE PROVIDED IN THE GENERAL SUMMARY TO BE USED AS DIRECTED BY THE ENGINEER:
02/NHS/PV:
SR 58 ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR 500CY
SR 58 ITEM 253 - PAVEMENT REPAIR 100CY

BUTT JOINTS

BUTT JOINTS SHALL NOT BE CUT AND LEFT OPEN TO TRAFFIC. THEY SHALL BE FILLED IN WITH A TEMPORARY ASPHALT CONCRETE WEDGE USING ITEM 614 ASPHALT CONCRETE FOR MAINTAINING TRAFFIC.

CONSTRUCTION "BUMP" (W8-1-36) AND "ADVISORY SPEED" (W13-1-24) SIGNS SHALL BE ERECTED AND MAINTAINED DURING THE PERIOD THE BUTT JOINT IS LEFT OPEN. THESE SIGNS SHALL BE PAID FOR UNDER THE LUMP SUM ITEM FOR ITEM 614 MAINTAINING TRAFFIC.

ITEM 254 - PATCHING PLANED SURFACE

AN ESTIMATED QUANTITY OF ITEM 254 - PATCHING PLANED SURFACE HAS BEEN SET UP TO BE USED AS DIRECTED BY THE ENGINEER AS DESCRIBED IN CMS 254.04. THE LIMIT OF THE PATCHING DEPTH IS 0 TO 2 IN.

PROFILE AND ALIGNMENT

PLACE THE PROPOSED ASPHALT CONCRETE OVERLAY TO FOLLOW THE ALIGNMENT AND PROFILE OF THE EXISTING PAVEMENT. (PREVIOUS CONSTRUCTION PLANS SHOWING THE ORIGINAL ALIGNMENT AND PROFILE, ARE AVAILABLE FOR INSPECTION AT THE ODOT DISTRICT 3 OFFICE). PLACE THE PROPOSED ASPHALT CONCRETE OVERLAY AS SHOWN ON THE TYPICAL SECTIONS.

ITEM 254, PAVEMENT PLANING, ASPHALT CONCRETE (CURBED SECTION)

THE INTENT OF THE PLANING IS TO MILL THE SPECIFIED DEPTH ALONG THE CURB CONTINGENT ON THE FOLLOWING: THE MAXIMUM CROSS SLOPE SHALL BE 0.02 WHILE THE MINIMUM CROSS SLOPE SHALL BE 0.01. THE PAVEMENT SLOPE SHALL BE CONTINUOUS BETWEEN THE CROWN AND THE CURB WHILE TRYING TO ACHIEVE THE TYPICAL CROSS SLOPE OF 0.016. THE CROWN OF THE PAVEMENT SHALL BE LOCATED BETWEEN THE TRAVELED LANES, OR AS DIRECTED BY THE ENGINEER. THE MILLING DEPTH SHALL BE CONTROLLED FROM THE CURB, TO PRODUCE A CROSS SLOPE IN CONFORMANCE WITH THE ABOVE GUIDELINES.

SPECIAL ATTENTION SHALL BE GIVEN TO SUPERELEVATED CURVES. THE SUPERELEVATION SHALL BE MAINTAINED AND/OR RESTORED, IF NECESSARY, AS DIRECTED BY THE ENGINEER. IF THERE IS NO INFORMATION IN THE PLANS TO CHANGE THE SUPERELEVATION, THE INTENT IS TO MAINTAIN THE EXISTING SUPERELEVATION.

THE CONTRACTOR SHALL MAINTAIN POSITIVE DRAINAGE INTO ALL CATCH BASINS AND INLETS.

THE PROGRESSION OF THE PLANING SHALL PROCEED IN SUCH A MANNER THAT NORMAL TRAFFIC WILL NOT BE REQUIRED TO RUN OVER THE PLANED ROADWAY SURFACE MORE THAN FOURTEEN (14) CALENDAR DAYS. THE 14 CALENDAR DAYS SHALL BE CONSIDERED AN INTERIM COMPLETION DATE (SECTION 108) AND FOR EACH CALENDAR DAY BEYOND THE 14 DAYS THAT THE ROADWAY REMAINS EXPOSED TO THE PLANED SURFACE, THE CONTRACTOR WILL BE ASSESSED A DISINCENTIVE FEE OF $1000 PER DAY.

PAYMENT SHALL INCLUDE ALL LABOR, EQUIPMENT, AND MATERIALS NECESSARY TO COMPLETE THE PAVEMENT PLANING, ASPHALT CONCRETE. PAYMENT WILL BE MADE AT THE UNIT BID PRICE PER SQUARE YARD OF PAVEMENT PLANING, ASPHALT CONCRETE.

ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE (NON-CURBED SECTION)

THE INTENT OF THE PLANING IS TO MILL 1.5 INCHES AT THE CENTER OF PAVEMENT AT NON-CURBED AREAS. THE PAVEMENT SLOPE SHALL BE 0.010 MINIMUM AND 0.016 PREFERRED, CONTINUOUS BETWEEN THE CROWN AND THE PROPOSED EDGELINE/SHOULDER. THE MILLING DEPTH SHALL BE CONTROLLED FROM THE CENTER OF PAVEMENT IN CONFORMANCE WITH THE ABOVE GUIDELINES.

SPECIAL ATTENTION SHALL BE GIVEN TO SUPERELEVATED CURVES. THE SUPERELEVATION SHALL BE MAINTAINED AND/OR RESTORED, IF NECESSARY, AS DIRECTED BY THE ENGINEER. IF THERE IS NO INFORMATION IN THE PLANS TO CHANGE THE SUPERELEVATION, THE INTENT IS TO MAINTAIN THE EXISTING SUPERELEVATION.

THE CONTRACTOR SHALL MAINTAIN POSITIVE DRAINAGE TO ALL CATCH BASINS AND INLETS.

THE PROGRESSION OF THE PLANING SHALL PROCEED IN SUCH A MANNER THAT NORMAL TRAFFIC WILL NOT BE REQUIRED TO RUN OVER THE PLANED ROADWAY SURFACE MORE THAN FOURTEEN (14) CALENDAR DAYS. FOR EACH CALENDAR DAY BEYOND THE 14 DAYS THAT THE ROADWAY REMAINS EXPOSED TO THE PLANED SURFACE, THE CONTRACTOR WILL BE ASSESSED A DISINCENTIVE FEE OF $1000 PER DAY.

PAYMENT SHALL INCLUDE ALL LABOR, EQUIPMENT, AND MATERIALS NECESSARY TO COMPLETE THE PAVEMENT PLANING, ASPHALT CONCRETE. PAYMENT WILL BE MADE AT THE UNIT BID PRICE PER SQUARE YARD OF ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE.

ITEM 442 - ASPHALT CONCRETE SURFACE COURSE, 9.5 MM, TYPE A (446), AS PER PLAN

ALL OPEN TRANSVERSE JOINTS SHALL BE TAPERED TO MEET EXISTING PAVEMENT BEFORE INTRODUCING TRAFFIC. A "BUMP" SIGN (W8-1-36) SHALL BE ERECTED ON EACH SIDE OF TRANSVERSE JOINTS LEFT OPEN OVER NIGHT, INCLUDING A SPEED ADVISORY SIGN. THESE SIGNS SHALL BE REMOVED IMMEDIATELY AFTER JOINT HAS BEEN CLOSED. PLACEMENT OF SIGNS SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 614 MAINTAINING TRAFFIC.

CARE SHALL BE TAKEN TO MATCH EXISTING PAVEMENT ELEVATIONS AT EXISTING PAVED BERMS, DRIVES, INTERSECTIONS, ETC.

REQUIREMENTS OF 442 APPLY EXCEPT AS FOLLOWS:
MIX DESIGN: FOR Ndes USE 50 GYRATIONS, FOR Nmax USE 75 GYRATIONS.
MINIMUM TOTAL PG BINDER CONTENT IS 6.0 PERCENT.
USE A PG 64-22 BINDER.
MAXIMUM RECLAIMED ASPHALT CONCRETE PAVEMENT IS 20 PERCENT.
WHEN AN AGGREGATE SOURCE IS SPECIALLY DESIGNATED WITH AN SR ON THE AGGREGATE GRAVITY LIST DO NOT USE THE AGGREGATE EXCEPT AS ALLOWED FOR MEDIUM TRAFFIC IN THE GUIDELINES FOR MAINTAINING ADEQUATE PAVEMENT FRICTION IN SURFACE PAVEMENT.
QUALITY CONTROL: DO NOT PERFORM Nmax IN QUALITY CONTROL TESTING. DO NOT TAKE EXTRA ASPHALT BINDER SAMPLES AS OUTLINED IN CMS 442.05.

INTERSECTIONS AND DRIVES

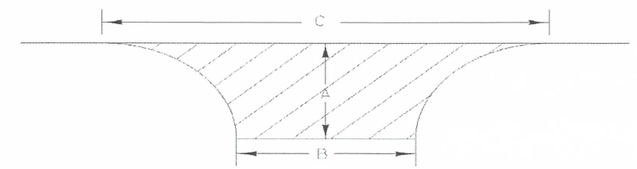
RURAL-INTERSECTIONS SHALL BE PLANED AND PAVED TO THE END OF THE RADII OR AS DIRECTED BY THE ENGINEER. (TO PROVIDE A SMOOTH TRANSITION BETWEEN THE TWO HIGHWAYS, AND TO ELIMINATE WATER POCKETS).

URBAN-INTERSECTIONS SHALL BE PLANED AND PAVED TO THE BACK OF CROSSWALKS OR AS DIRECTED BY THE ENGINEER. (TO PROVIDE A SMOOTH TRANSITION BETWEEN THE TWO HIGHWAYS, AND TO ELIMINATE WATER POCKETS).

EXISTING PAVED DRIVES SHALL BE PAVED SO AS TO PROVIDE A SMOOTH TRANSITION BETWEEN THE HIGHWAY AND THE DRIVE, (DISTANCE FROM EDGE OF ROADWAY MAY VARY AT EACH DRIVE) AS DIRECTED BY THE ENGINEER.

EXISTING AGGREGATE DRIVES SHALL BE PAVED WITH AN APRON AN AVERAGE WIDTH OF 4 FT. THE SLOPE OF THIS APRON SHALL BE THE SAME AS THE ADJACENT PAVEMENT SLOPE OR AS DIRECTED BY THE ENGINEER. ANY GRADING NEEDED TO PAVE THE APRON SHALL BE INCLUDED IN THE RELATED ASPHALT ITEM FOR PAYMENT. ITEM 617 COMPACTED AGGREGATE SHALL BE PLACED ADJACENT TO THIS APRON TO PROVIDE A SMOOTH TRANSITION FROM THE APRON TO THE EXISTING DRIVE, (WIDTH OF THIS 617 APPLICATION MAY VARY) AS DIRECTED BY THE ENGINEER. AN ADDITIONAL QUANTITY OF ITEM 617 HAS BEEN ESTIMATED TO COMPLETE THIS WORK AND IS SHOWN AS AN EXTRA AREA ON THE PAVEMENT & SHOULDER DATA SHEET.

ANY HAZARD OR UNSAFE CONDITION RESULTING FROM THE ABOVE WORK MUST BE CORRECTED IMMEDIATELY. THE CONTRACTOR IS REMINDED OF SECTIONS 105.01, 107.07 & 614.02A OF THE CONSTRUCTION AND MATERIALS SPECIFICATIONS.



Intersection Name	A (ft.)	B (ft.)	C (ft.)	Area (sy)	COMMENTS
LOR-58- 20.97 TO 23.79					
TELEGRAPH RD - RT	65	60	153	657	
WESTPOINT DR - LT	20	60	85	152	
MIDDLE RIDGE - LT	35	52	117	286	
MIDDLE RIDGE - RT	28	46	110	209	
PARK AVE - LT	24	30	74	119	
PARK AVE - RT	35	28	86	184	
HUME HILL DR - RT	31	20	63	118	
WOODSIDE DR - RT	33	22	79	150	
EDGEWOOD DR - LT	32	21	53	113	
WALNUT DR - RT	32	22	74	140	
RIDGELAND - LT	34	24	74	154	
N RIDGE - LT	35	50	120	285	
CLEVELAND AVE - RT	20	60	85	152	
Total Intersection Areas				**2719**	

REVIEW OF DRAINAGE FACILITIES

BEFORE ANY WORK IS STARTED ON THE PROJECT AND AGAIN BEFORE FINAL ACCEPTANCE BY THE STATE, REPRESENTATIVES OF THE STATE AND THE CONTRACTOR, ALONG WITH LOCAL REPRESENTATIVES, SHALL MAKE AN INSPECTION OF ALL EXISTING SEWERS WHICH ARE TO REMAIN IN SERVICE AND WHICH MAY BE AFFECTED BY THE WORK. THE CONDITION OF THE EXISTING CONDUITS AND THEIR APPURTENANCE SHALL BE DETERMINED FROM FIELD OBSERVATIONS. RECORDS OF THE INSPECTION SHALL BE KEPT IN WRITING BY THE STATE.

ALL NEW CONDUITS, INLETS, CATCH BASINS, AND MANHOLES CONSTRUCTED AS A PART OF THE PROJECT SHALL BE FREE OF ALL FOREIGN MATTER AND IN A CLEAN CONDITION BEFORE THE PROJECT WILL BE ACCEPTED BY THE STATE.

ALL EXISTING SEWERS INSPECTED INITIALLY BY THE ABOVE MENTIONED PARTIES SHALL BE MAINTAINED AND LEFT IN A CONDITION REASONABLY COMPARABLE TO THAT DETERMINED BY THE ORIGINAL INSPECTION. ANY CHANGE IN THE CONDITION RESULTING FROM THE CONTRACTOR'S OPERATIONS SHALL BE CORRECTED BY THE CONTRACTOR TO THE SATISFACTION OF THE ENGINEER.

PAYMENT FOR ALL OPERATIONS DESCRIBED ABOVE SHALL BE INCLUDED IN THE CONTRACT PRICE FOR THE PERTINENT 611 CONDUIT ITEMS.

PART-WIDTH CONSTRUCTION

BECAUSE OF THE NECESSITY TO BUILD THIS PROJECT UNDER TRAFFIC AND TO CONSTRUCT THE FULL PAVEMENT WIDTH IN STAGES, EXTREME CARE SHALL BE TAKEN TO PREVENT THE CONSTRUCTION OF A BUTT JOINT IN THE BASE COURSES. LONGITUDINAL JOINTS SHALL BE LAPPED AS SHOWN ON STANDARD CONSTRUCTION DRAWING BP-3.1.

MAINTENANCE OF TRAFFIC

ITEM 614 - MAINTAINING TRAFFIC

ALL WORK AND TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH ITEM 614 AND OTHER APPLICABLE PROTIONS OF THE SPECIFICATIONS, PLAN DETAILS, STANDARD DRAWINGS, AND AS OUTLINED IN THE CONSTRUCTION AND MAINTENANCE SECTION OF 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 ON THIS PLAN.

THE FOLLOWING REQUIREMENTS SHALL ALSO APPLY:
THE CONTRACTOR SHALL SUBMIT, IN WRITING, A SCHEDULE OF OPERATIONS TO THE ENGINEER AND RECIEVE APPROVAL BEFORE WORK IS STARTED ON THE PROJECT. PRIOR TO BEGINNING WORK, THE CONTRACTOR SHALL COORDINATE THE MAINTENANCE OF TRAFFIC OPERATIONS WITH THE LOCAL STATE HIGHWAY PATROL.

ITEM 614 - MAINTAINING TRAFFIC

ALL ADVANCE WARNING SIGNS FOR ANY CONDITION WHICH RESTRICTS TRAFFIC SHALL BE ERECTED BEFORE ANY SUCH RESTRICTION IS PUT INTO EFFECT. ALL SUCH SIGNS SHALL BE COVERED OR REMOVED FROM THE VIEW OF TRAFFIC WHEN THEY ARE NOT APPLICABLE, WITH THE APPROVAL OF THE ENGINEER.

IF THE CONTRACTOR FAILS TO COMPLY WITH THE PROVISIONS FOR TRAFFIC CONTROL AS SET FORTH IN THESE PLANS OR WITH PROVISIONS OF THE OMUTCD, AND SUCH FAILURE RESULTS IN A CONDITION AT THE WORK SITE WHICH IS UNSAFE FOR TRAFFIC, THE ENGINEER SHALL SUSPEND WORK UNTIL THE CONTRACTOR COMPLIES WITH THE NECESSARY REQUIREMENTS.

ALL MAINTENANCE OF TRAFFIC SIGNS ARE PAID UNDER ITEM 614 - MAINTAINING TRAFFIC.

ITEM 614 - WORK ZONE MARKING SIGN

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY FOR USE AS DIRECTED BY THE ENGINEER FOR TEMPORARY WORK ZONE MARKING SIGNS PER THE REQUIREMENTS OF THE CONSTRUCTION AND MATERIALS SPECIFICATIONS, 614.04.

SR
02/NHS/PV
WORK ZONE MARKING SIGN: (W8-H12A-36) NO EDGE LINE = 8 EACH
TOTAL = 8 EACH

ITEM 614 - ASPHALT CONCRETE FOR MAINTAINING TRAFFIC

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY TO CONSTRUCT A TEMPORARY ASPHALT WEDGE FROM THE EXISTING PAVEMENT TO THE PLANED SURFACE AT BUTT JOINTS AND OTHER LOCATIONS THAT RESULT IN A DROP-OFF. THIS QUANTITY SHALL ALSO BE USED AT PLANED SURFACES WHERE A TEMPORARY ASPHALT WEDGE IS NEEDED AROUND CASTINGS. BEFORE RESURFACING OF THE PAVEMENT, THE TEMPORARY WEDGE SHALL BE REMOVED AND THE COST SHALL BE CONSIDERED INCIDENTAL TO ITEM 614 - ASPHALT CONCRETE FOR MAINTAINING TRAFFIC.

ITEM 614 - ASPHALT CONCRETE FOR MAINTAINING TRAFFIC

02/NHS/PV
SR 58 18 CU YD

03/NHS/PV
SR 58 11 CU YD
TOTAL 29 CU YD

PLACEMENT OF ASPHALT CONCRETE

TWO-WAY TRAFFIC SHALL BE MAINTAINED AT ALL TIMES EXCEPT THAT ONE-WAY TRAFFIC WILL BE PERMITTED FOR MINIMUM PERIODS OF TIME CONSISTENT WITH THE REQUIREMENTS OF THE SPECIFICATIONS FOR PROTECTION OF COMPLETED ASPHALT CONCRETE COURSES.

446 DENSITY ACCEPTANCE WITH FLAGGER CLOSING OF A 2-LANE HIGHWAY FOR PAVING OPERATIONS

THIS PLAN NOTE APPLIES ONLY TO A FLAGGER CLOSURE OF ONE LANE OF A 2-LANE HIGHWAY DURING PAVING OPERATIONS WHEN USING STANDARD CONSTRUCTION DRAWING MT-97.11 OR MT-97.12, AND ALLOWS A PAVING OPERATION TO PROCEED CONCURRENTLY WITH THE MARKING AND CUTTING OF CORES REQUIRED FOR 446 DENSITY ACCEPTANCE.

IN ALL CASES THE CONTRACTOR SHOULD LENGTHEN THEIR LANE CLOSURES TO THE MAXIMUM PERMISSIBLE LENGTH DETAILED IN THE ABOVE REFERENCED STANDARD CONSTRUCTION DRAWINGS TO ALLOW THE ENGINEER ADEQUATE TIME TO MARK THE REQUIRED CORE LOCATIONS AND FOR CORE CUTTING OPERATIONS.

THE CONTRACTOR WILL PROVIDE TO THE ENGINEER THE PLANNED QUANTITY THAT WILL BE PLACED FOR THE DAY'S PRODUCTION. EACH DAY'S PRODUCTION WILL BE CONSIDERED ONE LOT AND INCLUDES SHOULDERS. TEN CORES WILL BE OBTAINED BY THE CONTRACTOR FOR EACH LOT AT RANDOM LOCATIONS DETERMINED BY THE ENGINEER. THE ENGINEER WILL DIVIDE A LOT INTO FIVE EQUAL SUBLOTS AND CALCULATE TWO RANDOM CORE LOCATIONS IN EACH SUBLOT AS DESCRIBED IN C&MS 446.05.

THE ENGINEER WILL MARK THE CORE LOCATIONS AFTER THE PAVING OPERATION (INCLUDING THE FINISH ROLLER) HAS COMPLETELY PASSED THE RANDOMLY SELECTED CORE LOCATION. THE CONTRACTOR SHOULD DETERMINE WHEN IT IS APPROPIATE TO START THE CORE DRILL OPERATION AND BEGIN CUTTING CORES WHEN THE NEWLY PLACED PAVEMENT SURFACE TEMPERATURE IS LESS THAN 140°F. IT IS THE CONTRACTOR'S RESPONSIBILITY TO MAINTAIN THE LANE CLOSURE DURING ALL PAVING, CORE MARKING, AND CORING OPERATIONS PER THE REQUIREMENTS OF THE STANDARD CONSTRUCTION DRAWING USED FOR THE PAVING OPERATION.

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	LABOR DAY
MEMORIAL DAY	THANKSGIVING

THE PERIOD OF TIME THAT THE 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 THE WEEK	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 MONDAY
FRIDAY	12:00N THURSDAY THROUGH 6:00 AM MONDAY
SATURDAY	12:00N FRIDAY THROUGH 6:00 AM MONDAY

NO EXTENSIONS OF TIME SHALL BE GRANTED FOR DELAYS IN MATERIAL DELIVERIES, UNLESS SUCH DELAYS ARE INDUSTRY-WIDE, OR FOR LABOR STRIKES, UNLESS SUCH STRIKES ARE AREA-WIDE.

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

ITEM 614 - MAINTAINING TRAFFIC (LANE CLOSURE/ REDUCTION REQUIRED)

LENGTH AND DURATION OF THE CLOSURES AND RESTRICTIONS SHALL BE AT THE APPROVAL OF THE ENGINEER. IT IS THE INTENT TO MINIMIZE THE IMPACT TO THE TRAVELING PUBLIC. LANE CLOSURES OR RESTRICTIONS OVER SEGMENTS OF THE PROJECT IN WHICH NO WORK IS ANTICIPATED WITHIN A REASONABLE TIME FRAME, AS DETERMINED BY THE ENGINEER, SHALL NOT BE PERMITTED. THE LEVEL OF UTILIZATION OF MAINTENANCE OF TRAFFIC DEVICES SHALL BE COMMENSURATE WITH THE WORK IN PROGRESS.

ITEM 614 - LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE DURING CONSTRUCTION OPERATIONS

IN ADDITION TO THE REQUIREMENTS OF CMS 614 AND THE LATEST EDITION OF THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (OMUTCD), A UNIFORMED LAW ENFORCEMENT OFFICER (AND OFFICIAL PATROL CAR WITH MOUNTED EMERGENCY FLASHING LIGHTS) SHALL BE PROVIDED FOR CONTROLLING TRAFFIC FOR THE FOLLOWING TASKS AS DIRECTED BY THE ENGINEER:

FOR LANE CLOSURES: DURING INITIAL SET-UP PERIODS, TEAR DOWN PERIODS, SUBSTANTIAL SHIFTS OF A CLOSURE POINT OR WHEN NEW LANE CLOSURE ARRANGEMENTS ARE INITIATED.

DURING THE ENTIRE ADVANCE PREPARATION AND CLOSURE SEQUENCE WHERE COMPLETE BLOCKAGE OF TRAFFIC IS REQUIRED.

DURING A TRAFFIC SIGNAL INSTALLATION.

LAW ENFORCEMENT OFFICERS (LEO'S) SHOULD NOT BE USED WHERE THE OMUTCD INTENDS THAT FLAGGERS BE USED. THE LEO'S ARE CONSIDERED TO BE EMPLOYED BY THE CONTRACTOR AND THE CONTRACTOR SHALL BE RESPONSIBLE FOR THEIR ACTIONS. ALTHOUGH THEY ARE EMPLOYED BY THE CONTRACTOR, THE PROJECT ENGINEER SHALL HAVE CONTROL OVER THEIR PLACEMENT. THE OFFICIAL PATROL CAR SHALL BE A PUBLIC SAFETY VEHICLE AS REQUIRED BY THE OHIO REVISED CODE. THE CONTRACTOR SHALL PROVIDE THE LEO WITH A TWO WAY COMMUNICATION DEVICE WHICH SHALL BE RETURNED TO THE CONTRACTOR AT THE END OF HIS/HER SHIFT.

LEO'S SHOULD NOT FORGO THEIR TRAFFIC CONTROL RESPONSIBILITIES TO APPREHEND MOTORISTS FOR ROUTINE TRAFFIC VIOLATIONS. HOWEVER, IF A MOTORIST'S ACTIONS ARE CONSIDERED TO BE RECKLESS, THEN PURSUIT OF THE MOTORIST IS APPROPRIATE.

THE CONTRACTOR SHALL MAKE ARRANGEMENTS FOR THESE SERVICES AND PROVIDE 72 HOURS ADVANCE NOTICE AS REQUIRED BY THE HIGHWAY PATROL LISTED BELOW:

STATE HIGHWAY PATROL
38000 CLETUS DRIVE
ELYRIA, OHIO 44035
440-365-5045 *4020

LAW ENFORCEMENT OFFICERS WITH PATROL CAR REQUIRED BY THE TRAFFIC MAINTENANCE TASKS ABOVE SHALL BE PAID FOR ON A UNIT PRICE (HOURLY) BASIS UNDER ITEM 614 - LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE. THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY:

ITEM 614 - LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE

(02/NHS/PV/) TOTAL = 120 HOURS

THE HOURS PAID SHALL INCLUDE MINIMUM SHOW-UP TIME REQUIRED BY THE LAW ENFORCEMENT AGENCY INVOLVED.

IF THE CONTRACTOR WISHES TO UTILIZE LEO'S FOR FLAGGING AND TRAFFIC CONTROL OTHER THAN FOR THAT REQUIRED IN THESE PLANS, THEY MAY DO SO AT THEIR OWN EXPENSE.

SHEET NUMBER										PARTICIPATION				ALT (X)	ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
5	6	7	9	9A	9B		9D		13	01/NHS/PV	02/NHS/PV	03/NHS/PV	04/NHS/BR							
																			ROADWAY	
				10						10					202	32000	10	FT	CURB REMOVED	
				16						16					202	58100	16	EACH	CATCH BASIN REMOVED	
		39									39				209	80000	39	EACH	GRADING MAILBOX APPROACHES	
				30						30					608	53020	30	SF	DETECTABLE WARNING	
				6						6					609	26000	6	FT	CURB, TYPE 6	
			4									4			623	39500	4	EACH	MONUMENT BOX ADJUSTED TO GRADE	
		2									2				SPECIAL	69050100	2	EACH	MAILBOX SUPPORT SYSTEM, SINGLE	7
																			DRAINAGE	
				52						52					611	00900	52	FT	6" CONDUIT, TYPE B	
				4						4					611	03100	4	FT	10" CONDUIT, TYPE B	
				40						40					611	04400	40	FT	12" CONDUIT, TYPE B	
				28						28					611	05900	28	FT	15" CONDUIT, TYPE B	
				12						12					611	07400	12	FT	18" CONDUIT, TYPE B	
				12						12					611	16400	12	FT	36" CONDUIT, TYPE B	
				16						16					611	98150	16	EACH	CATCH BASIN, NO. 3	
				7								7			611	98630	7	EACH	CATCH BASIN ADJUSTED TO GRADE	
			5	2								7			611	99654	7	EACH	MANHOLE ADJUSTED TO GRADE	
																			WATER WORK	
			1									1			638	10800	1	EACH	VALVE BOX ADJUSTED TO GRADE	
																			PAVEMENT	
500										500					251	01010	500	CY	PARTIAL DEPTH PAVEMENT REPAIR	
100										100					253	02000	100	CY	PAVEMENT REPAIR	
			37356								4193	33163			254	01000	37356	SY	PAVEMENT PLANING, ASPHALT CONCRETE	
			373								43	330			254	01600	373	SY	PATCHING PLANED SURFACE	
			8311								5649	2662			SPECIAL	40720500	8311	GAL	TACK COAT, TRACKLESS TACK	4
			1968								1968				424	12000	1968	CY	FINE GRADED POLYMER ASPHALT CONCRETE, TYPE B	
			1388									1388			442	00201	1388	CY	ASPHALT CONCRETE SURFACE COURSE, 9.5 MM, TYPE A (446), AS PER PLAN	5
		150	239								329	60			617	10100	389	CY	COMPACTED AGGREGATE	
																			TRAFFIC CONTROL	
							645				645				621	00100	645	EACH	RPM	
							645				645				621	54000	645	EACH	RAISED PAVEMENT MARKER REMOVED	
					111					111					630	03100	111	FT	GROUND MOUNTED SUPPORT, NO. 3 POST	
					2					2					630	08600	2	EACH	SIGN POST REFLECTOR	
					67					67					630	80100	67	SF	SIGN, FLAT SHEET	
					9					9					630	84900	9	EACH	REMOVAL OF GROUND MOUNTED SIGN AND DISPOSAL	
					9					9					630	86002	9	EACH	REMOVAL OF GROUND MOUNTED POST SUPPORT AND DISPOSAL	
				1						1					632	26501	1	EACH	DETECTOR LOOP, AS PER PLAN	10
							4.02				2.54	1.48			642	00100	4.02	MILE	EDGE LINE, 4", TYPE 1	
							4.65				3.1	1.55			642	00200	4.65	MILE	LANE LINE, 4", TYPE 1	
							4.93				3.76	1.17			642	00300	4.93	MILE	CENTER LINE, TYPE 1	
							1957				1799	158			644	00400	1957	FT	CHANNELIZING LINE, 8" ,TYPE I	
							348				273	75			644	00500	348	FT	STOP LINE ,TYPE I	
							1297				1098	199			644	00700	1297	FT	TRANSVERSE/DIAGONAL LINE ,TYPE I	
							60				48	12			644	01300	60	EACH	LANE ARROW ,TYPE I	
																			MAINTENANCE OF TRAFFIC	
	120										120				614	11110	120	HOUR	LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE	
	8										8				614	12460	8	EACH	WORK ZONE MARKING SIGN	
	29										18	11			614	13000	29	CY	ASPHALT CONCRETE FOR MAINTAINING TRAFFIC	
							6.76				3.66	3.1			614	20550	6.76	MILE	WORK ZONE LANE LINE, CLASS III, 642 PAINT	
							9.86				7.52	2.34			614	21550	9.86	MILE	WORK ZONE CENTER LINE, CLASS III, 642 PAINT	
							3914				3598	316			614	23680	3914	FT	WORK ZONE CHANNELIZING LINE, CLASS III, 642 PAINT	
							523				273	250			614	26610	523	FT	WORK ZONE STOP LINE, CLASS III, 642 PAINT	
																			STRUCTURE REPAIR (LOR-58-2288 SFN 4703421)	
									1335				1335		512	10300	1335	SY	SEALING CONCRETE BRIDGE DECKS WITH HMWM RESIN	
									136				136		516	31000	136	FT	JOINT SEALER	
									692				692		519	11100	692	SF	PATCHING CONCRETE STRUCTURE	
																			INCIDENTALS	
										LS					614	11000	LS		MAINTAINING TRAFFIC	
										4					619	16010	4	MNTH	FIELD OFFICE, TYPE B	
										LS					623	10000	LS		CONSTRUCTION LAYOUT STAKES AND SURVEYING	
										LS					624	10000	LS		MOBILIZATION	

CALCULATED GTS
CHECKED CAD

GENERAL SUMMARY

LOR-58-20.97

MODELNAME: $MODELNAME$
DESIGN FILE:$$$$$.DGNFILESPECIFICATIONS$$$$$$ DATE:$$$$$DATE$$$$$
WORKSTATION$TERMINAL$

FUNDING	COUNTY	ROUTE	LOG POINT TO LOG POINT (STRAIGHT LINE MILEAGE)		LENGTH MILE	LENGTH FEET	WIDTH FEET AVG.	TYPICAL	PAVEMENT AREA (SY)	254 PAVEMENT PLANING, ASPHALT CONCRETE (1.5") (SY)	254	254 PATCHING PLANED SURFACE (SY)	407	407 TACK COAT, TRACKLESS TACK, @ 0.08 GAL/SY (GALLON)	424 FINE GRADED POLYMER ASPHALT CONCRETE, TYPE B INCH	424 CY	442 INCH	442 CY	442 ASPHALT CONCRETE SURFACE COURSE, 9.5 MM, TYPE A (446), AS PER PLAN INCH	442 CY		611 MANHOLE ADJUSTED TO GRADE (EACH)	611	623 MONUMENT BOX ADJUSTED TO GRADE (EACH)	638 VALVE BOX ADJUSTED TO GRADE (EACH)	AGGREGATE SHOULDER PROPOSED WIDTH SL (FT)	AGGREGATE SHOULDER PROPOSED WIDTH SR (FT)	AGGREGATE SHOULDER AREA (SY)	617 COMPACTED AGGREGATE 1.5 INCHES AVE. THKNESS (CY)
02/NHS/PV	**LOR**	**58**	***20.97***	21.06	0.09	475	55.0	1	2,903					232	1	81						5		4	1	2	2	211	9
02/NHS/PV			21.06	21.09	0.03	158	64.0	1	1,124					90	1	31										2	2	70	3
02/NHS/PV			21.09	21.25	0.16	845	63.0	1	5,915					473	1	164										2	2	376	16
02/NHS/PV			21.25	21.77	0.52	2746	64.0	1	19,527					1,562	1	542										2	2		51
02/NHS/PV			21.77	22.29	0.52	2746	64.0	1	19,527					1,562	1	542										2	2	1,220	51
02/NHS/PV			22.29	22.43	0.14	739	66.0	1	5,419					434	1	151										2	2	328	14
02/NHS/PV			22.43	22.48	0.05	264	68.0	1	1,995					160	1	55										2	2	117	5
02/NHS/PV			22.48	22.61	0.13	686	68.0	1	5,183					415	1	144										2	2	305	13
02/NHS/PV			22.61	22.69	0.08	422	70.0	1	3,282					263	1	91										2	2	188	8
02/NHS/PV			22.69	22.73	0.04	211	68.0	1	1,594					128	1	44										2	2	94	4
02/NHS/PV			22.73	22.80	0.07	370	64.0	1	2,631					210	1	73										2	2	164	7
04/NHS/BR			**STRUCTURE LOR-58-2288/NORFORK & SOUTHERN RAILROAD (SFN 4703421)**																										
03/NHS/PV			22.91	23.14	0.23	1214	32.0	2	4,316	4,316		43		345					1.5	180						2	2	540	22
03/NHS/PV			22.91	23.14	0.23	1214	32.0	2	4,316	4,316		43		345					1.5	180						2	2	540	22
03/NHS/PV			23.14	23.21	0.07	370	64.0	2	2,631	2,631		26		210					1.5	110						2	2	164	7
03/NHS/PV			23.21	23.25	0.04	211	66.0	2	1,547	1,547		15		124					1.5	64						2	2	94	4
03/NHS/PV			23.25	23.28	0.03	158	68.0	3	1,194	1,194		12		96					1.5	50						2	2	70	3
03/NHS/PV			23.28	23.71	0.43	2270	56.0	3	14,124	14,124		141		1,130					1.5	589									
03/NHS/PV			23.71	23.79	0.08	422	28.0	3	1,313	1,313		13		105					1.5	55									
03/NHS/PV			23.71	***23.79***	0.08	422	28.0	3	1,313	1,313		13		105					1.5	55									
02/NHS/PV			**EXTRA AREA FOR PLANING UNDER STRUCTURE LOR-58-2200**						2,628	2,628		26																	
02/NHS/PV			**EXTRA AREA FOR INTERSECTIONS**						809	809		8		65	1	22													
03/NHS/PV			**EXTRA AREA FOR INTERSECTIONS**						1,910	1,910		19		153					1.5	80										
02/NHS/PV			**EXTRA AREA FOR AGGREGATE DRIVEWAYS**						100					8	1	3													
03/NHS/PV			**EXTRA AREA FOR AGGREGATE DRIVEWAYS**						62					5					1.5	3										
02/NHS/PV			**EXTRA AREA FOR PAVED DRIVEWAYS**						328	328		3		26	1	9													
03/NHS/PV			**EXTRA AREA FOR PAVED DRIVEWAYS**						419	419		4		34					1.5	17										
02/NHS/PV			**EXTRA AREA FOR EX, & PROP. MAILBAOX APROACHES**						260	100		3		21	1	7													
03/NHS/PV			**EXTRA AREA FOR EX, & PROP. MAILBAOX APROACHES**						130	80		1		10					1.5	5										
			SUB TOTAL - 02/NHS/PV						70,925	4,193		43		5,649		1,968													
			SUB TOTAL - 03/NHS/PV						33,275	33,163		330		2,662						1,388									
TOTALS										**37,356**		**373**		**8,311**		**1,968**				**1,388**		**5**		**4**	**1**				**239**

CALCULATED GTS
CHECKED CAD

PAVEMENT & SHOULDER DATA

LOR-58-20.97

MODELNAME: $MODELNAME$
DESIGN FILE:$$$$$.DGNFILESPECIFICATION$$$$$
WORKSTATION$TERMINAL$ DATE:$$$$$DATE$$$$$

SHEET NUMBER											PARTICIPATION		ITEM	ITEM EXT.	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
	10	10A-10E																
																	ROADWAY	
		16											202	58100	16	EACH	CATCHBASIN REMOVED	
	10												202	32000	10	FT	CURB REMOVED	
	30												608	53020	30	SF	DETECTABLE WARNING	
	6												609	26000	6	FT	CURB, TYPE 6	
																	DRAINAGE	
		52											611	00900	52	FT	6" CONDUIT, TYPE B	
		4											611	03100	4	FT	10" CONDUIT, TYPE B	
		40											611	04400	40	FT	12" CONDUIT, TYPE B	
		28											611	05900	28	FT	15" CONDUIT, TYPE B	
		12											611	07400	12	FT	18" CONDUIT, TYPE B	
		12											611	16400	12	FT	36" CONDUIT, TYPE B	
		16											611	98150	16	EACH	CATCHBASIN, No. 3	
		7											611	98630	7	EACH	CATCHBASIN, ADJUSTED TO GRADE	
		2											611	99654	2	EACH	MANHOLE, ADJUSTED TO GRADE	
																	TRAFFIC CONTROL	
	1												632	26501	1	EACH	DETECTOR LOOP, AS PER PLAN	10

CALCULATED BMM
CHECKED APA

GENERAL SUBSUMMARY

LOR-58-20.97

9A
13

DESIGN FILE:$$$$$.DGNFILESPECIFICATION$$$$$$
WORKSTATION:$TERMINAL$ DATE:$$$$$DATE:$$$$$
MODELNAME: $MODELNAME$

SHEET NO.	REFERENCE NO.	LOCATION	STATION	SIDE	CODE	SIZE (INCHES)	630 SIGN, FLAT SHEET (SQ FT)	630 GROUND MOUNTED SUPPORT NO. 3 POST (FT)	630 REMOVAL OF GROUND MOUNTED SIGN AND DISPOSAL (EACH)	630 REMOVAL OF GROUND MOUNTED POST SUPPORT AND DISPOSAL (EACH)	630 SIGN POST REFLECTOR (EACH)
10B		S.R. 58	1226+00	LT.	R2-1-36	30" X 36"	7.50	12.5	1	1	
10C		S.R. 58	1228+85	LT.	D9-2-18	30" X 30"	6.25	12.0	1	1	
				LT.	M6-1-21	21" X 15"	2.19				
10C		S.R. 58	1237+50	LT.	SPECIAL				1	1	
10C		S.R. 58	1237+50	LT.	R4-3-30	24" X 30"	5.00	12.5			
10C		S.R. 58	1238+14	LT.	W3-3-36	36" X 36"	9.00	12.0	1	1	1
10D		S.R. 58	1241+29	RT.	R2-1-36	30" X 36"	7.50	12.5	1	1	
10D		S.R. 58	1244+36	LT.	R2-1-36	30" X 36"	7.50	12.5	1	1	
10D		S.R. 58	1250+11	LT.	W3-3-36	36" X 36"	9.00	12.0	1	1	1
10D		S.R. 58	1250+93	LT.	SPECIAL				1	1	
10D		S.R. 58	1250+93	LT.	R4-3-30	24" X 30"	5.00	12.5			
10E		S.R. 58	1253+46	LT.	R2-1-36	30" X 36"	7.50	12.5	1	1	
						SUBTOTALS	66.44	111.0	9	9	2
TOTALS CARRIED TO GENERAL SUMMARY							67	111	9	9	2

CALCULATED BMM
CHECKED APA

SIGNING SUBSUMMARY

LOR-58-20.97

9B
13

DESIGN FILE:$$$$$$.DGN FILESPECIFICATION:$$$$$$ MODELNAME: $MODELNAME$
WORKSTATION:$ TERMINAL:$ DATE: $$$$$$ DATE:$$$$$$

SHEET NO.	REFERENCE NO.	LOCATION	STATION FROM	STATION TO	SIDE	642 CENTER LINE, SOLID, DOUBLE (CLS) FT	642 CENTER LINE, SOLID, BROKEN (CLB) FT	642 EDGE LINE, 4" (WHITE) (ELW) FT	642 LANE LINE, 4" (WHITE) (LL) FT	642 CHANNELIZING LINE, 8" (C) FT	642 STOP LINE (SL) FT	642 TRANSVERSE LINE (YELLOW) (TLY) FT	642 LANE ARROW (LA) EACH
10A	ELW	S.R. 58	1204+26	1215+50	LT.			1005.2					
10A	LL	S.R. 58	1204+30	1215+50	LT.				1009.2				
10B	CLS	S.R. 58	1219+98	1227+50	CL	752.0							
10B	CLS	S.R. 58	1224+37	1226+58	CL/RT.	222.2							
10B	C	S.R. 58	1226+81	1227+50	RT.					69.0			
10B	ELW	S.R. 58	1215+50	1227+50	LT.			1200.0					
10B	ELW	S.R. 58	1219+95	1227+50	RT.			755.1					
10B	LL	S.R. 58	1215+50	1227+50	LT.				1200.0				
10B	LL	S.R. 58	1219+97	1227+50	RT.				753.7				
10B	LA	S.R. 58	1227+04	1227+43	RT.								2
10B	TLY	S.R. 58	1224+37	1226+58	LT./RT.							120.0	
10C	CLB	S.R. 58	1230+19	1239+50	LT./RT.		1862.0						
10C	CLS	S.R. 58	1227+50	1230+19	LT./RT.	269.0							
10C	CLS	S.R. 58	1228+50	1230+19	LT/RT/CL	234.5							
10C	C	S.R. 58	1227+50	1227+58	RT.					8.0			
10C	C	S.R. 58	1228+50	1229+31	LT.					81.0			
10C	ELW	S.R. 58	1227+50	1239+50	LT./RT.			2400.0					
10C	LL	S.R. 58	1227+50	1239+50	LT./RT.				2400.0				
10C	SL	S.R. 58	1227+58		LT/RT/CL						35.6		
10C	SL	S.R. 58	1228+50		LT/RT/CL						34.2		
10C	LA	S.R. 58	1228+64	1239+25	CL/RT.								5
10C	TLY	S.R. 58	1229+52	1230+19	LT./RT.							53.0	
10D	CLB	S.R. 58	1239+50	1251+50	LT./RT.		2400.0						
10D	ELW	S.R. 58	1239+50	1251+50	LT./RT.			2400.0					
10D	LL	S.R. 58	1239+50	1251+50	LT./RT.				2400.0				
10D	LA	S.R. 58	1239+55	1248+56	CL								5
10E	CLB	S.R. 58	1251+50	1253+77	LT.		227.0						
10E	CLB	S.R. 58	1251+50	1251+94	RT.		44.0						
10E	CLS	S.R. 58	1253+77	1255+38	CL	161.0							
10E	ELW	S.R. 58	1251+50	1251+91	LT.			41.0					
10E	ELW	S.R. 58	1251+50	1251+94	RT.			44.0					
10E	LL	S.R. 58	1251+50	1255+38	LT.				388.0				
10E	LL	S.R. 58	1251+50	1251+94	RT.				44.0				
10E	SL	S.R. 58	1255+38		LT.						5.2		
10E	TLY	S.R. 58	1253+77	1254+62	LT.							26.0	
					SUBTOTALS	1638.70	4533.00	7845.30	8194.90	158.00	75.00	199.00	12
TOTALS CARRIED TO PAVEMENT MARKING/RPM SUB-SUMMARY						0.31 MI.	0.86 MI.	7,845	8,195	158	75	199	12

CALCULATED BMM
CHECKED APA

PAVEMENT MARKING SUBSUMMARY

LOR-58-20.97

DESIGN FILE:$$$$$$.DGNFILESPECIFICATION$$$$$$
WORKSTATION$TERMINAL$ DATE:$$$$$$DATE$$$$$$
MODELNAME: $MODELNAME$

ROUTE	COUNTY	SLM FROM	SLM TO	HIGHWAY MILES	614 WORK ZONE LANE LINE, CLASS III, 642 PAINT	614 WORK ZONE CENTER LINE, CLASS III, 642 PAINT	614 WORK ZONE CHANNELIZING LINE, CLASS III, 642 PAINT	614 WORK ZONE STOP LINE, CLASS III, 642 PAINT	642, TYPE 1 EDGE LINE 6" TOTAL (PAY QUANTITY) (WHITE)	642, TYPE 1 EDGE LINE 4" TOTAL (PAY QUANTITY) (WHITE)	642, TYPE 1 LANE LINE	642, TYPE 1 CENTER LINE SOLID LINE EQUIVALENT	642, TYPE 1 CENTER LINE TOTAL (PAY QUANTITY)	644 AUXILIARY MARKINGS (740.04) CHANNELIZING LINE 8"	644 STOP LINE 24"	644 CROSSWALK LINE 12"	644 CROSSWALK LINE, AS PER PLAN	644 TRANSVERSE/DIAGONAL LINE (WHITE)	644 TRANSVERSE/DIAGONAL LINE (YELLOW)	644 PARKING LOT STALL MARKING	644 LANE ARROW LEFT	644 LANE ARROW RIGHT	644 LANE ARROW THROUGH	644 LANE ARROW COMBINATION	644 SHARED LANE MARKING	644 BIKE CROSSING SYMBOL	644 RAILROAD SYMBOL MARKING	646 EDGE LINE, 4" TOTAL (PAY QUANTITY) (WHITE)	646 EDGE LINE, 4" TOTAL (PAY QUANTITY) (YELLOW)	646 CENTER LINE SOLID LINE EQUIVALENT	646 CENTER LINE TOTAL (PAY QUANTITY)	646 TRANSVERSE/DIAGONAL LINE (WHITE)	646 TRANSVERSE/DIAGONAL LINE (YELLOW)
				MILE			FT				MILE						FT					FT	EACH						MILE				FT	
	02/NHS/PV																																
58	LOR	20.97	22.8	1.83	3.66	7.52	3598	273		2.54	3.10		3.76	1799	273				1098		39	9											
	03/NHS/PV																																
58	LOR	22.80	23.79	0.99	3.10	2.34	316	250		1.48	1.55		1.17	158	75				199		12												
			02/NHS/PV TOTALS		3.66	7.52	3,598	273		2.54	3.10		3.76	1,799	273				1,098		39	9											
			03/NHS/PV TOTALS		3.10	2.34	316	250		1.48	1.55		1.17	158	75				199		12												
			TOTAL		6.76	9.86	3,914	523		4.02	4.65		4.93	1,957	348				1,297		51	9											

ROUTE	COUNTY	STATION/SLM FROM	STATION/SLM TO	DETAIL	621 RAISED PAVEMENT MARKER REMOVED	621 RPM	PRISMATIC RETRO-REFLECTOR TYPES ONE-WAY WHITE	TWO-WAY YELLOW / YELLOW	TWO-WAY WHITE / RED	TWO-WAY YELLOW / RED	TWO-WAY BLUE / BLUE	REMARKS
					EACH	EACH	EACH					
58	LOR	20.97	21.09	7	32	32	12	14	6			STOP APPROACH @ SR 113 (SOUTH APPROACH)
		21.09	21.25	9	130	130	16	20	94			STOP APPROACH @ SR 113 (NORTH APPROACH)
		21.25	22.45	10	158	158	0	158	0			T.W.L.T.L.
		22.45	22.61	11	128	128	16	18	94			STOP APPROACH @ MIDDLE RIDGE RD. (S. APPROACH)
		22.61	22.77	12	67	67	16	25	26			STOP APPROACH @ MIDDLE RIDGE RD. (N. APPROACH)
		22.77	23.12	13	69	69	0	23	46			TWLTL
		23.12	23.79	14	61	61	16	19	26			STOP APPROACH @ PARK AVE. (S. APPR) W/LT LANE
				TOTAL	645	645	76	277	292			

DETAIL	DESCRIPTION
1	MULTILANE UNDIVIDED TYPICAL SPACING
2	TAPERED ACCEL. LANE
3	DECELERATION LANE
4	PARALLEL ACCEL LANE
5	MULTILANE DIVIDED/EXPRESSWAY
6	STOP APPROACH
7	2 LANE APPR. WITH TURN LANE
8	THROUGH APPROACH
9	3 LANE APPR. WITH TURN LANE
10	3 LANE DIVIDED TO 2 LANE TRANSITION
11	3 LANE UNDIVIDED TO 2 LANE TRANSITION
12	TWO LANE NARROW BRIDGE
13	TWO WAY LEFT TURN LANE
14	ONE LANE BRIDGE
GAP	CENTER LINE AT 80 FT. TYP.

NOTES

1) WORKZONE STOP BARS SHALL BE PLACED AT THE FOLLOWING INTERSECTIONS:

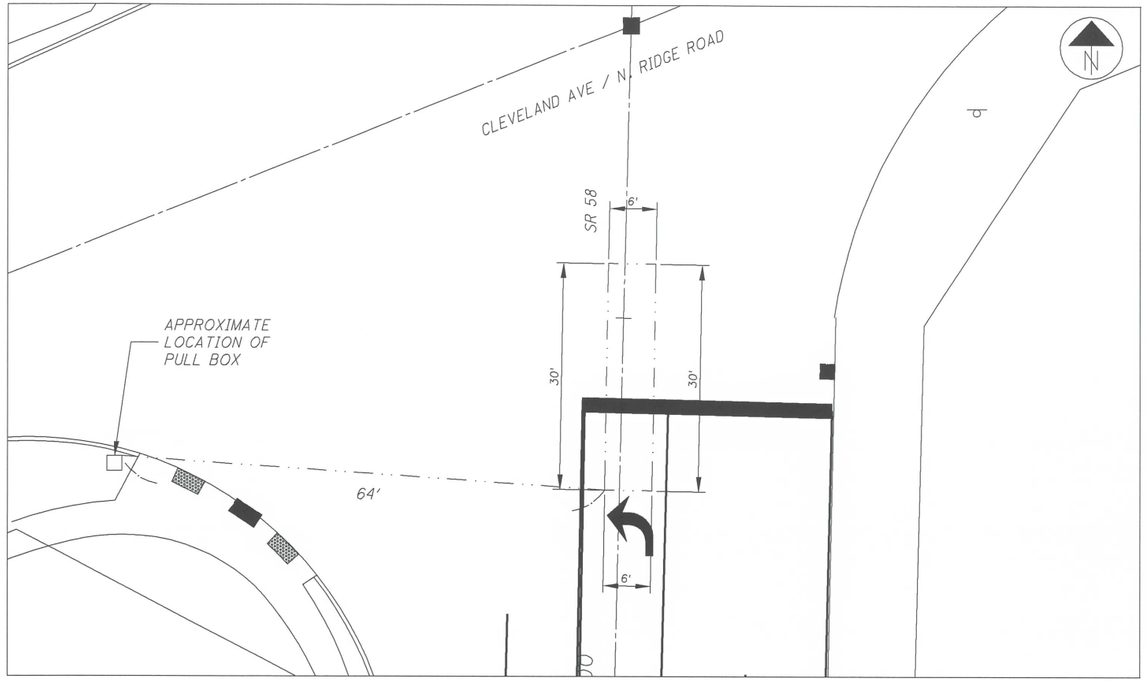
SR 113, TURNPIKE RAMP, MIDDLE RIDGE RD., PARK AVE., CLEVELAND AVE.

CALCULATED GTS
CHECKED CAD

PAVEMENT MARKING/RPM SUB-SUMMARY

LOR-58-20.97

MODELNAME: $MODELNAME$
DESIGN FILE:$$$$$.DGNFILESPECIFICATIONS$$$$$
WORKSTATION$TERMINAL$ DATE:$$$$$DATE$$$$$



DETAIL FOR L-1

ITEM 632, DETECTOR LOOP, AS PER PLAN

AN ESTIMATED QUANTITY OF 632 DETECTOR LOOP, AS PER PLAN HAS BEEN PROVIDED WHEN WIRE IS CUT, BROKEN OR DESTROYED DUE TO PAVEMENT PLANING, PAVEMENT REPAIR OR BUTT JOINT OPERATIONS. IT IS IMPERATIVE THAT REPLACEMENT OF LOOP DETECTORS BE INSTALLED AND FULLY FUNCTIONAL IN THE SHORTEST POSSIBLE TIME. THE CONTRACTOR SHALL HAVE REPLACEMENT LOOP DETECTORS INSTALLED AND FULLY FUNCTIONAL WITHIN 7 CALENDAR DAYS OF DESTRUCTION OF THE ORIGINAL LOOP.

THE CONTRACTOR SHALL NOTIFY DOUG HICKEY, DISTRICT 3 TRAFFIC DEPARTMENT, (PHONE 419-207-7184) 5 WORKING DAYS IN ADVANCE OF ANY PLANING OPERATIONS OR PAVEMENT REPAIR WORK THAT WILL DAMAGE DETECTOR LOOP INSTALLATIONS. THIS NOTIFICATION IS NEEDED FOR DISTRICT 3 TO SCHEDULE TEMPORARY SIGNAL TIMING MODIFICATIONS FOR THE TIME PERIOD WHEN THE DETECTOR LOOPS ARE OUT OF OPERATION. THE CONTRACTOR SHALL RENOTIFY MR. HICKEY WITHIN 2 WORKING DAYS AFTER THE DAMAGED DETECTOR LOOPS ARE REPLACED SO THAT HE CAN RESCHEDULE DISTRICT CREWS TO RESTORE SIGNAL TIMINGS TO THE ORIGINAL SETTINGS.

FAILURE TO COMPLY WITH THE ABOVE STATED REQUIREMENTS WILL RESULT IN THE ASSESSMENT OF LIQUIDATED DAMAGES ACCORDING TO SECTION 108.07 OF THE CMS FOR EACH CALENDAR DAY BEYOND THE SPECIFIED LIMIT.

THE NEW LOOP DETECTORS SHALL BE PLACED AFTER THE PLANING AND PAVEMENT REPAIR OPERATIONS ARE COMPLETED WITHIN THE LOOP DETECTOR AREAS. THE LOOP DETECTORS SHALL NOT BE CUT INTO THE SURFACE COURSE.

NEW LOOP DETECTORS SHALL BE PLACED AT THE SAME LOCATIONS AND BE THE SAME SIZE AND TYPE AS THE EXISTING, OR AS DIRECTED BY THE ENGINEER. THE LOOP DETECTOR WIRE SHALL BE REPLACED TO THE PULL BOX OR POLE, WHICHEVER IS APPLICABLE, UNDER ITEM 632 AND TC-82.10.

THIS WORK SHALL INCLUDE THE POURED EPOXY INSULATED SPLICE(S) REQUIRED TO CONNECT THE LOOP DETECTOR WIRE TO EXISTING LEAD-IN CABLE AT THE PULL BOX OR POLE. THE SPLICES SHALL BE IN ACCORDANCE WITH SECTION 725.15 OF THE CMS. PAYMENT SHALL BE MADE PER EACH LOOP DETECTOR CONNECTED TO THE LEAD-IN CABLE.

THE CONTRACTOR WILL BE PROVIDED WITH DETAILED PLANS AT THE THE PRE CONSTRUCTION MEETING SHOWING DETECTOR LOOP PLACEMENTS. A TABLE SHOWING DIMENSIONS AND LOCATIONS IS PROVIDED FOR THE PURPOSE OF ESTIMATING.

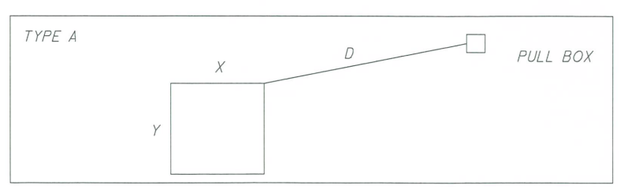
PAYMENT FOR ALL THE ABOVE SHALL BE INCLUDED IN THE UNIT PRICE BID PER EACH OF ITEM 632 DETECTOR LOOP, AS PER PLAN.

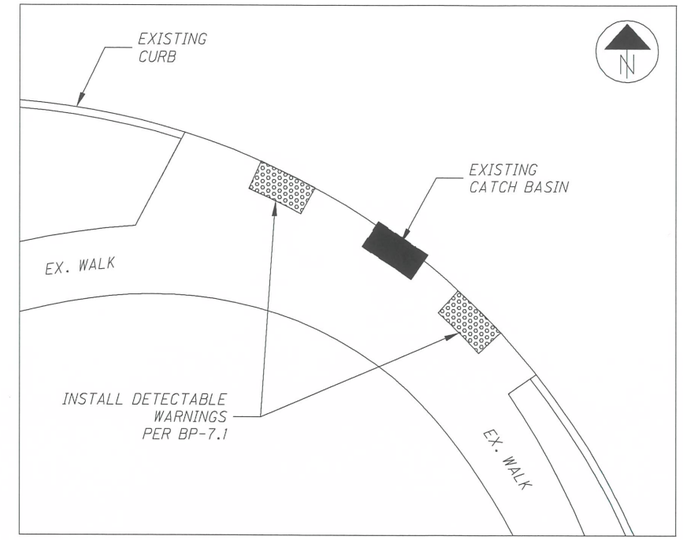
THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY TO BE USED AS DIRECTED BY THE ENGINEER.

ITEM 632 DETECTOR LOOP, AS PER PLAN (1) EACH

THE INTERSECTIONS INVOLVED ARE AS FOLLOWS

LOOP	ROUTE	SLM	DIRECTION	CROSS ROAD	TYPE	DIMENSION			
						D	X	Y	Z
L-1	SR 58	23.774	SB	CLEVELAND AVE/N. RIDGE RD	A	64	6	30	-

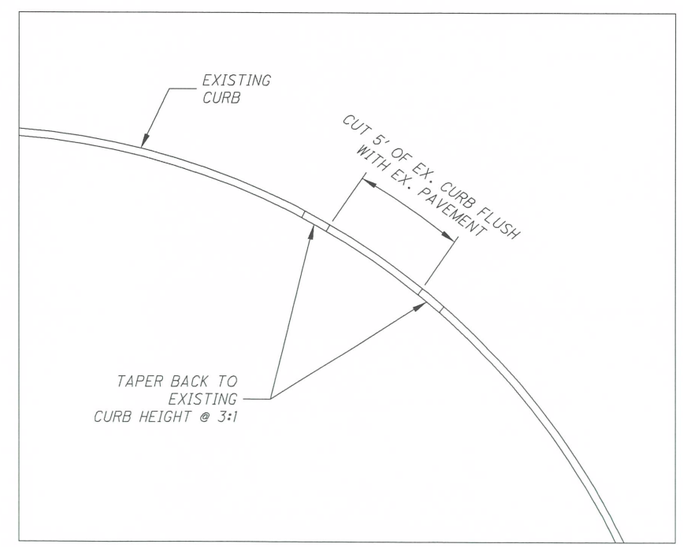




S.W. QUADRANT

ITEM 608 - DETECTABLE WARNINGS 30 SQ. FT.

PAYMENT INCLUDES ALL WORK REQUIRED TO INSTALL THE DETECTABLE WARNING STRIPS INCLUDING ANY EXISTING PAVEMENT REMOVAL.



N.W. & N.E. QUADRANTS

ITEM 202 - CURB REMOVED 10 FT.
ITEM 609 - CURB, TYPE 6 6 FT.

CURB RAMP & CURB CUT DETAILS

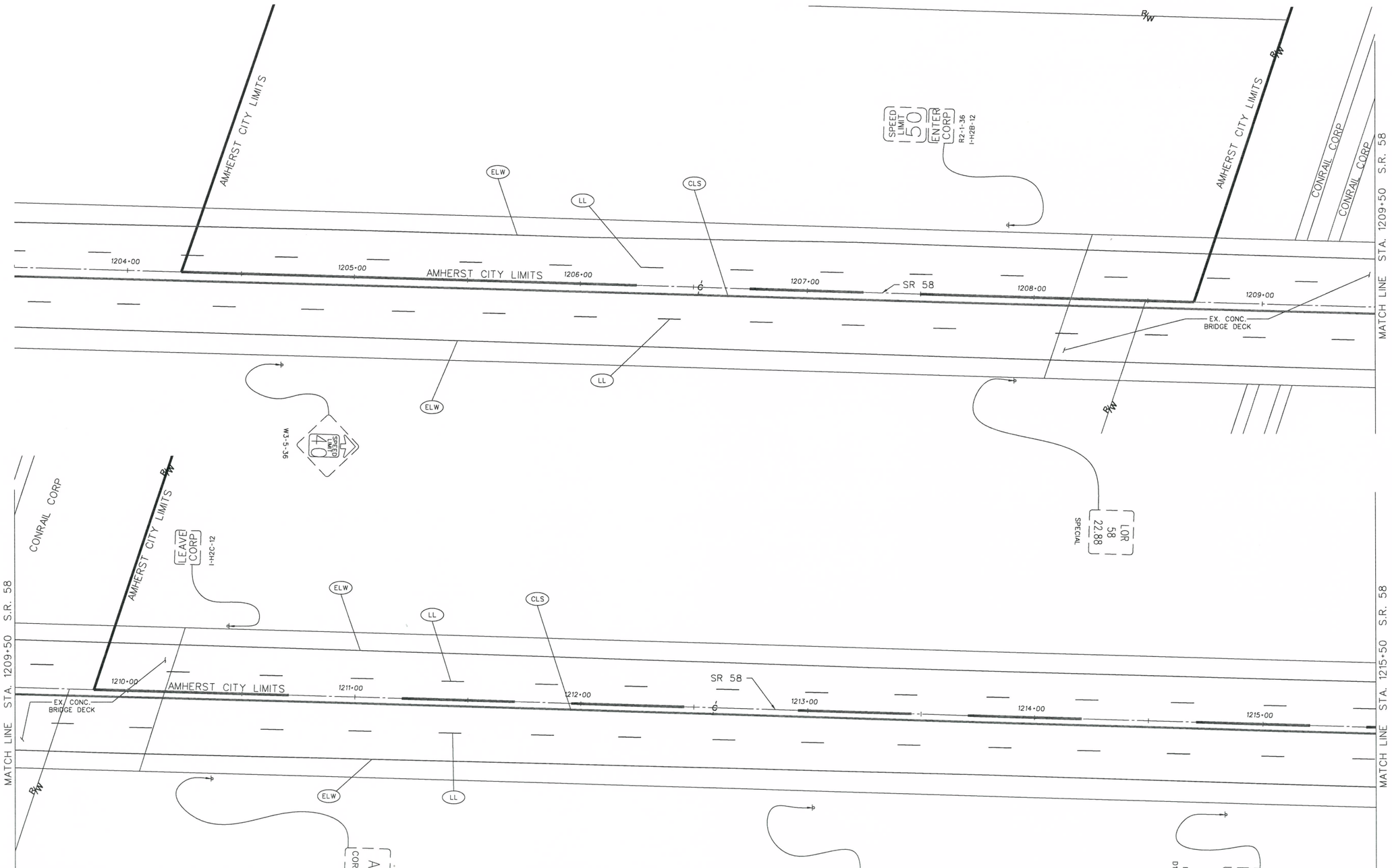
CLEVELAND AVENUE - NORTH RIDGE ROAD

HORIZONTAL SCALE IN FEET 0 5 10 20

CALCULATED BMM
CHECKED APA

MISCELLANEOUS DETAILS

LOR-58-20.97



PAVEMENT MARKING LEGEND

- ELW EDGE LINE , 4"
- LL LANE LINE, 4"
- CL CENTER LINE
- C CHANNELIZING LINE, 8"
- SL STOP LINE
- CLS CENTER LINE, SOLID DOUBLE
- CLB CENTER LINE, SOLID/BROKEN
- TLY TRANSVERSE LINE, YELLOW
- LA LANE ARROW

SIGNING LEGEND

- EXISTING SIGN TO REMAIN
- EXISTING SIGN TO BE REPLACED
- PROPOSED SIGN

NOTES:

1. THESE PLAN SHEETS ARE FOR ITEMS WITHIN THE CITY LIMITS OF AMHERST. SEE ELSEWHERE IN PLANS FOR INFORMATION ON ITEMS OUTSIDE OF CITY LIMITS.
2. AT LOCATIONS OF CATCH BASIN REMOVAL AND REPLACEMENT, IT IS EXPECTED THAT A SECTION OF EACH CONDUIT ENTERING/EXITING THE BASIN WILL ALSO BE REPLACED. THE SECTIONS OF REPLACEMENT CONDUIT SHALL BE THE SAME SIZE AND TYPE AS EXISTING CONDUIT. QUANTITIES HAVE BEEN INCLUDED IN THE GENERAL SUMMARY FOR USE IN PERFORMING THIS WORK.

N

HORIZONTAL SCALE IN FEET 0 10 20 40

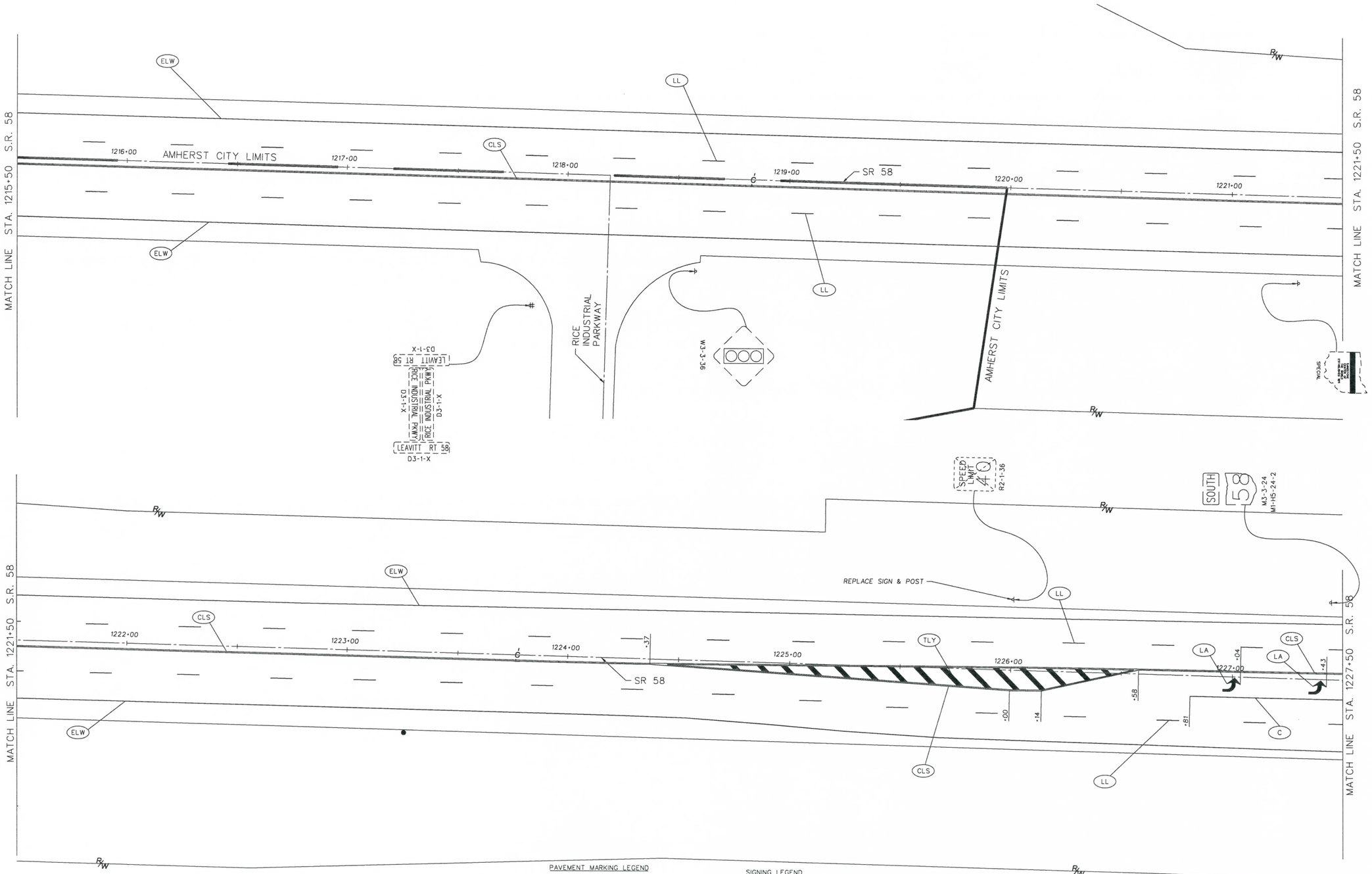
CALCULATED CAT
CHECKED APA

SIGN, PAVEMENT MARKING & MISCELLANEOUS PLAN
STA. 1203+50 TO STA. 1215+50 S. R. 58

LOR-58-20.97

10A
13

DESIGN FILE:$$$$$$.DGNFILESPECIFICATION$$$$$$
WORKSTATION$TERMINAL$ DATE:$$$$$$DATE$$$$$$ MODELNAME: $MODELNAME$



PAVEMENT MARKING LEGEND

- ELW EDGE LINE , 4"
- LL LANE LINE, 4"
- CL CENTER LINE
- C CHANNELIZING LINE, 8"
- SL STOP LINE
- CLS CENTER LINE, SOLID DOUBLE
- CLB CENTER LINE, SOLID/BROKEN
- TLY TRANSVERSE LINE, YELLOW
- LA LANE ARROW

SIGNING LEGEND

- EXISTING SIGN TO REMAIN
- EXISTING SIGN TO BE REPLACED
- PROPOSED SIGN

NOTES:

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N

HORIZONTAL SCALE IN FEET 0 10 20 40

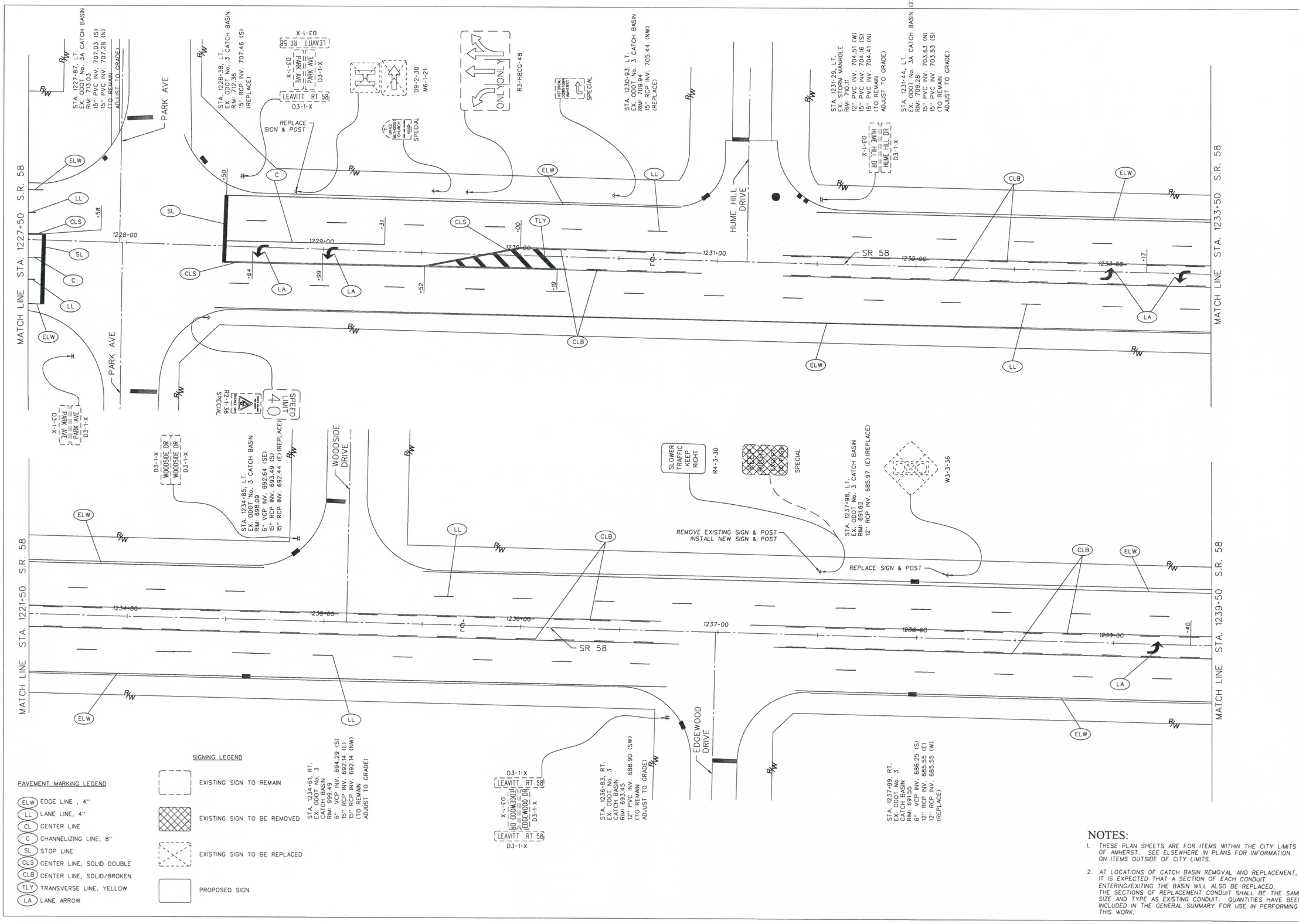
CALCULATED CAT
CHECKED APA

SIGN, PAVEMENT MARKING & MISCELLANEOUS PLAN
STA. 1215+50 TO STA. 1227+50 S. R. 58

LOR-58-20.97

10B
13

DESIGN FILE: $$$$$.DGNFILESPECIFICATIONS$$$$$
WORKSTATION: $TERMINAL$ DATE: $$$$$DATE$$$$$



PAVEMENT MARKING LEGEND

- (ELW) EDGE LINE , 4"
- (LL) LANE LINE, 4"
- (CL) CENTER LINE
- (C) CHANNELIZING LINE, 8"
- (SL) STOP LINE
- (CLS) CENTER LINE, SOLID DOUBLE
- (CLB) CENTER LINE, SOLID/BROKEN
- (TLY) TRANSVERSE LINE, YELLOW
- (LA) LANE ARROW

SIGNING LEGEND

- EXISTING SIGN TO REMAIN
- EXISTING SIGN TO BE REMOVED
- EXISTING SIGN TO BE REPLACED
- PROPOSED SIGN

NOTES:

1. THESE PLAN SHEETS ARE FOR ITEMS WITHIN THE CITY LIMITS OF AMHERST. SEE ELSEWHERE IN PLANS FOR INFORMATION ON ITEMS OUTSIDE OF CITY LIMITS.
2. AT LOCATIONS OF CATCH BASIN REMOVAL AND REPLACEMENT, IT IS EXPECTED THAT A SECTION OF EACH CONDUIT ENTERING/EXITING THE BASIN WILL ALSO BE REPLACED. THE SECTIONS OF REPLACEMENT CONDUIT SHALL BE THE SAME SIZE AND TYPE AS EXISTING CONDUIT. QUANTITIES HAVE BEEN INCLUDED IN THE GENERAL SUMMARY FOR USE IN PERFORMING THIS WORK.

N

0 10 20 40
HORIZONTAL SCALE IN FEET

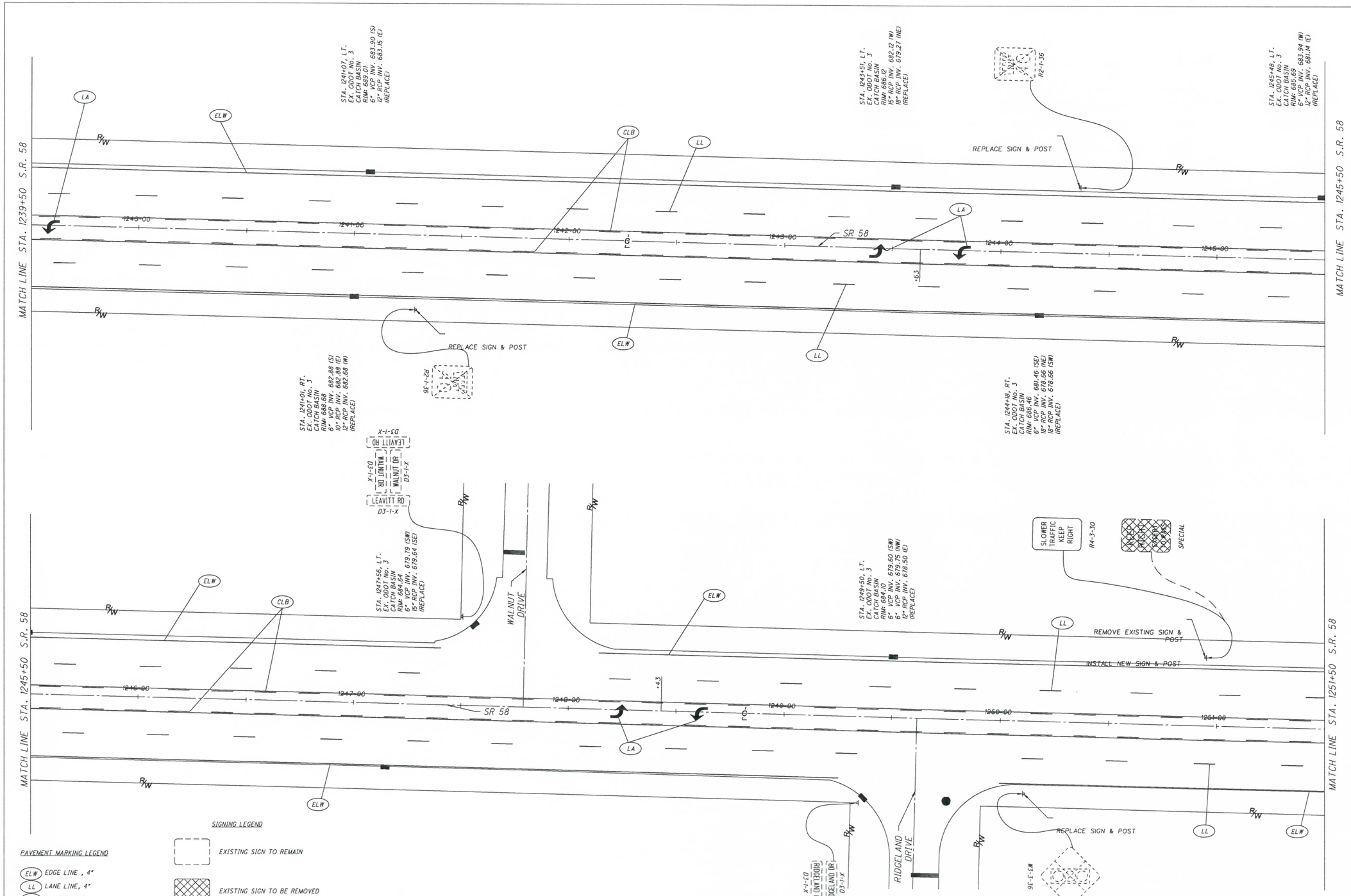
CALCULATED CAT
CHECKED APA

SIGN, PAVEMENT MARKING & MISCELLANEOUS PLAN
STA. 1227+50 TO STA. 1239+50 S. R. 58

LOR-58-20.97

10/13

DESIGN FILE: $$$$$.DGNFILESPECIFICATIONS$$$$$
WORKSTATION: $TERMINAL$ DATE: $$$$$DATE$$$$$



PAVEMENT MARKING LEGEND

- ELW EDGE LINE , 4"
- LL LANE LINE, 4"
- CL CENTER LINE
- C CHANNELIZING LINE, 8"
- SL STOP LINE
- CLS CENTER LINE, SOLID DOUBLE
- CLB CENTER LINE, SOLID/BROKEN
- TLY TRANSVERSE LINE, YELLOW
- LA LANE ARROW

SIGNING LEGEND

- EXISTING SIGN TO REMAIN
- EXISTING SIGN TO BE REMOVED
- EXISTING SIGN TO BE REPLACED
- PROPOSED SIGN

NOTES:

1. THESE PLAN SHEETS ARE FOR ITEMS WITHIN THE CITY LIMITS OF AMHERST. SEE ELSEWHERE IN PLANS FOR INFORMATION ON ITEMS OUTSIDE OF CITY LIMITS.
2. AT LOCATIONS OF CATCH BASIN REMOVAL AND REPLACEMENT, IT IS EXPECTED THAT A SECTION OF EACH CONDUIT ENTERING/EXITING THE BASIN WILL ALSO BE REPLACED. THE SECTIONS OF REPLACEMENT CONDUIT SHALL BE THE SAME SIZE AND TYPE AS EXISTING CONDUIT. QUANTITIES HAVE BEEN INCLUDED IN THE GENERAL SUMMARY FOR USE IN PERFORMING THIS WORK.

N

0 10 20 40
HORIZONTAL SCALE IN FEET

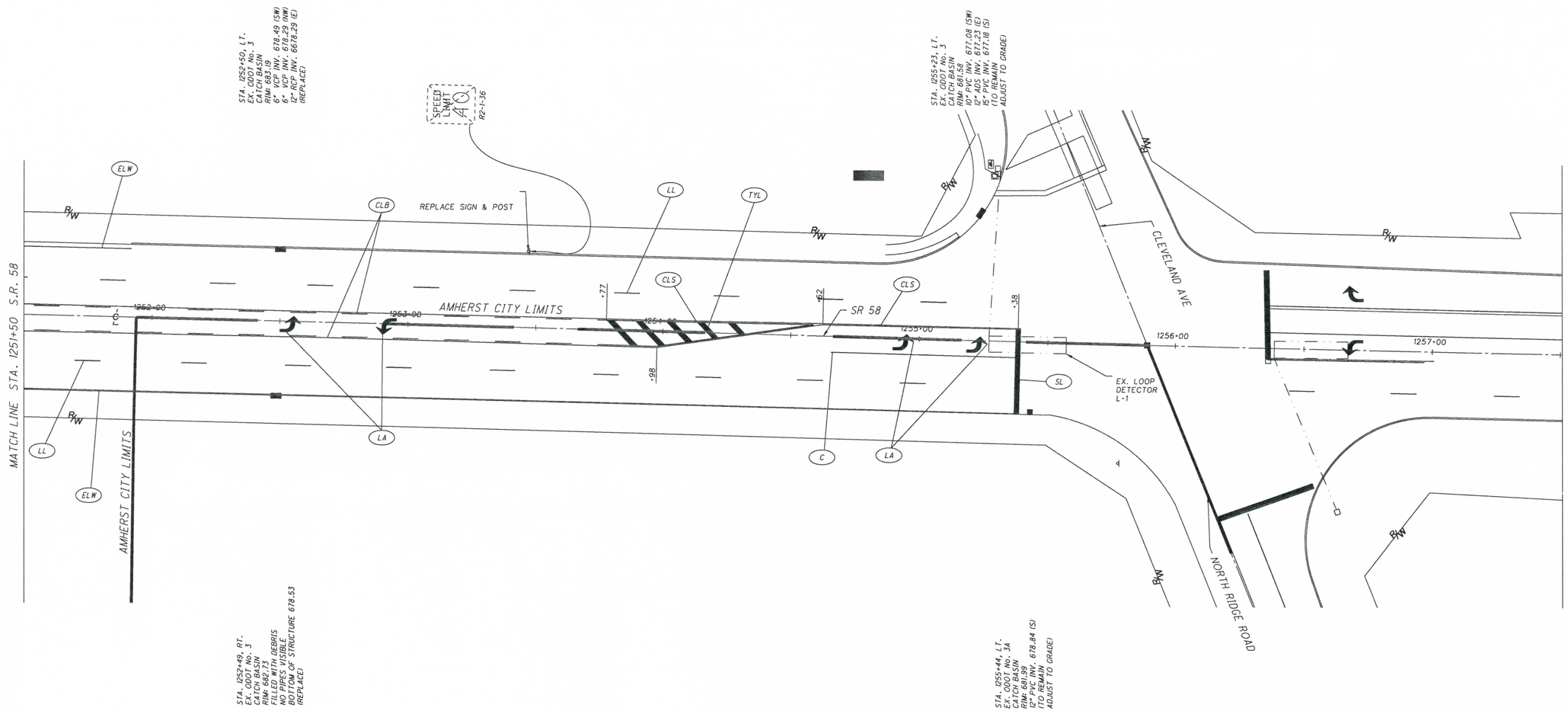
CALCULATED CAT
CHECKED APA

SIGN, PAVEMENT MARKING & MISCELLANEOUS PLAN
STA. 1239+50 TO STA. 1251+50 S. R. 58

LOR-58-20.97

10
13

DESIGN FILE: $$$$$.DGNFILESPECIFICATIONS$$$$$
WORKSTATION: $TERMINAL$ DATE: $$$$$DATE$$$$$



PAVEMENT MARKING LEGEND

- ELW EDGE LINE , 4"
- LL LANE LINE, 4"
- CL CENTER LINE
- C CHANNELIZING LINE, 8"
- SL STOP LINE
- CLS CENTER LINE, SOLID DOUBLE
- CLB CENTER LINE, SOLID/BROKEN
- TLY TRANSVERSE LINE, YELLOW
- LA LANE ARROW

SIGNING LEGEND

- EXISTING SIGN TO REMAIN
- EXISTING SIGN TO BE REPLACED
- PROPOSED SIGN

NOTES:

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HORIZONTAL SCALE IN FEET

CALCULATED CAT
CHECKED APA

SIGN, PAVEMENT MARKING & MISCELLANEOUS PLAN
STA. 1251+50 TO STA. 1257+50 S. R. 58

LOR-58-20.97

10 OF 13

DESIGN FILE: $$$$$.DGNFILESPECIFICATIONS$$$$$
WORKSTATION: $TERMINAL$ DATE: $$$$$DATE$$$$$

BRIDGE DECK DATA									ROADWAY DATA		
SEE NOTE	COUNTY, ROUTE, BRIDGE NO.	LOCATION	STRUCTURE TYPE	LENGTH (BRIDGE DECK)	WIDTH	BRIDGE DECK AREA	SKEW	EXISTING WEARING SURFACE	EXISTING PAVEMENT WIDTH	EXISTING APPROACH SLAB WIDTH	EXISTING APPROACH SLAB LENGTH
				FT.	FT.	SY.			FT.	FT.	FT.
+	LOR-58-2200	OVER SR 58	THREE SPAN STEEL BEAM	-	-	-	-	-	-	-	-
*	LOR-58-2288	OVER NORFOLK SOUTHERN RAILWAY	THREE SPAN STEEL BEAM	192±	65±	1379±	16°49′00″	MODIFIED CONCRETE OVERLAY	60.00	52.00	25.00

\+ MAINTAIN CURRENT VERTICAL CLEARANCE UNDER THE OVERHEAD STRUCTURE. PLANE 1″ DEPTH UNDER BRIDGE AND TAPER OUT PLANING 100′ ON EACH APPROACH TO THE BRIDGE. SEE ROADWAY SECTION OF THE PLANS FOR QUANTITIES.

* SEAL ENTIRE DECK SURFACE WITH HMWM RESIN. PATCH THE DECK IN TWO LOCATIONS. PATCH THE TOP OF THE BACKWALLS IN FOUR LOCATIONS. PATCH THE DECK END OF EACH APPROACH SLAB. REPAIR JOINT SEAL ON BOTH ENDS OF THE DECK. FOR APPROACH SLAB PAVING QUANTITIES, SEE ROADWAY SECTION OF THE PLANS. SEAL JOINT BETWEEN DECK AND APPROACH SLABS. SEE STRUCTURE PLANS FOR DETAILS AND QUANTITIES.

ODOT DISTRICT THREE
OFFICE OF PLANNING
AND ENGINEERING
ASHLAND, OHIO

DESIGNED KCK | CHECKED CAD | DRAWN KCK | REVISED --- | REVIEWED DJV | DATE 8/2015

STRUCTURE TREATMENT

LOR-58-20.97

DESIGN FILE:$$$$$ DGNFILESPECIFICATIONS$$$$$ MODELNAME: $MODELNAME$
WORKSTATION$TERMINAL$ DATE:$$$$$DATE$$$$$

DESIGN SPECIFICATIONS

DESIGN SPECIFICATIONS: THIS STRUCTURE CONFORMS TO "STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES" ADOPTED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS, 2002, INCLUDING THE 2003-2007 INTERIM SPECIFICATIONS AND THE ODOT BRIDGE DESIGN MANUAL.

EXISTING PLANS

THE FOLLOWING EXISTING PLANS MAY BE INSPECTED IN THE ODOT DISTRICT 3 OFFICE IN ASHLAND, OHIO.

STRUCTURE NO.:	PLAN NAME:	YEAR:
LOR-58-22.88	LOR-58-21.06	1958

EXISTING STRUCTURE VERIFICATION

DETAILS AND DIMENSIONS SHOWN ON THESE PLANS PERTAINING TO THE EXISTING STRUCTURES HAVE BEEN OBTAINED FROM PLANS OF THE EXISTING STRUCTURES AND/OR FROM FIELD OBSERVATIONS AND MEASUREMENTS. CONSEQUENTLY, THEY ARE INDICATIVE OF THE EXISTING STRUCTURES AND THE PROPOSED WORK BUT THEY SHALL BE CONSIDERED TENTATIVE AND APPROXIMATE. THE CONTRACTOR IS REFERRED TO CMS SECTIONS 102.05, AND 105.02.

BASE CONTRACT BID PRICES UPON A RECOGNITION OF THE UNCERTAINTIES DESCRIBED ABOVE AND UPON A PREBID EXAMINATION OF THE EXISTING STRUCTURES. HOWEVER, THE DEPARTMENT WILL PAY FOR ALL PROJECT WORK BASED UPON ACTUAL DETAILS AND DIMENSIONS WHICH HAVE BEEN VERIFIED IN THE FIELD.

PLACING ASPHALT CONCRETE FEATHERING ON APPROACHES TO BRIDGES

SPECIAL CARE SHALL BE TAKEN, WHEN PLACING THE ASPHALT CONCRETE BUTT JOINT TO EFFECT A SMOOTH TRANSITION FROM THE EXISTING APPROACH PAVEMENT TO THE BRIDGE DECK. THE CONTRACTOR'S ATTENTION IS CALLED TO STANDARD DRAWING BP-3.1 FOR REQUIRED TOLERANCES.

UTILITES

THERE ARE NO UNDERGROUND UTILITIES SHOWN ON THIS PLAN. THE NATURE OF THE WORK REQUIRED BY THIS PROJECT WILL NOT AFFECT ANY KNOWN UNDERGROUND UTILITIES THAT EXIST UNDER OR ADJACENT TO THE WORK AREA.

ITEM 614 - MAINTAINING TRAFFIC FOR STRUCTURE LOR-58-2288

TWO WAY TRAFFIC ON THE STRUCTURE SHALL BE MAINTAINED AT ALL TIMES EXCEPT THAT THROUGH TRAFFIC ON THIS STRUCTURE MAY HAVE A LANE CLOSURE DURING NORMAL WORKING HOURS AS SHOWN ON STANDARD DRAWINGS MT-95.31 AND MT-95.32.

ALL WORK AND TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH CMS 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.

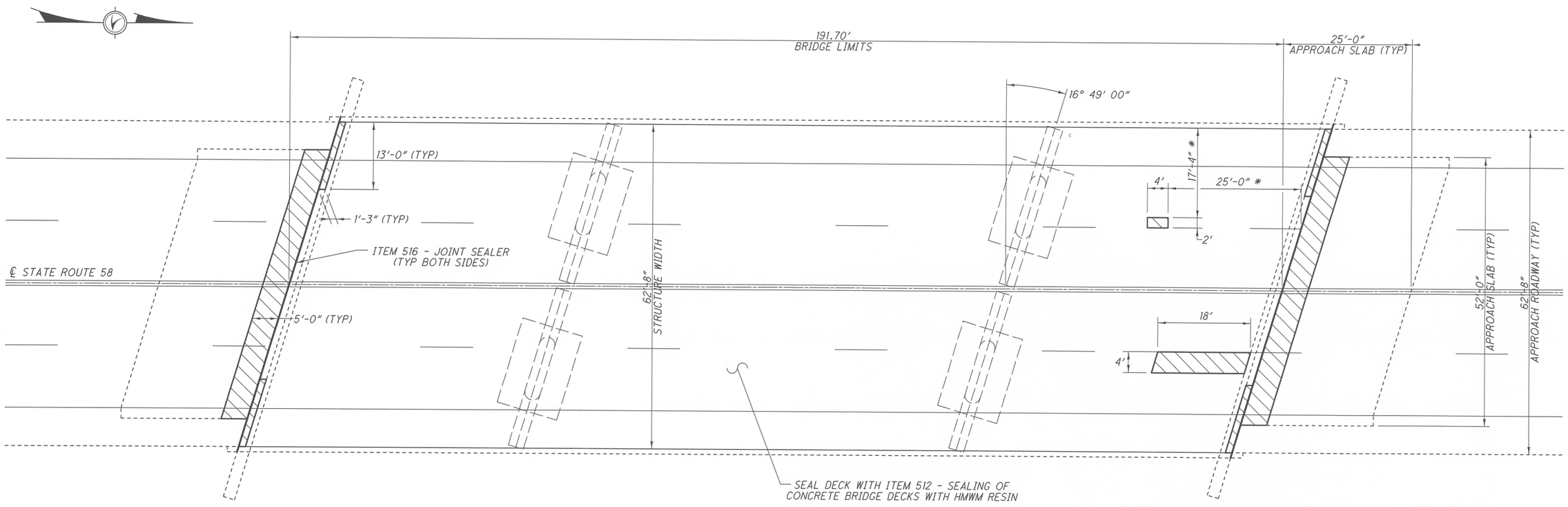
ODOT DISTRICT THREE
OFFICE OF PLANNING
AND ENGINEERING
ASHLAND, OHIO

DESIGNED MKP | DRAWN MKP | REVIEWED DJV | DATE 8/2015
CHECKED KCK | REVISED ---

STRUCTURE NOTES

LOR-58-20.97

DESIGN FILE:$$$$$.DGNFILESPECIFICATIONS$$$$$ MODELNAME: $MODELNAME$
WORKSTATION$TERMINAL$ DATE:$$$$$DATE$$$$$



* - LOCATION OF SMALL PATCH IS APPROXIMATE. LOCATION TO BE VERIFIED BY THE CONTRACTOR AND APPROVED BY THE ENGINEER.

PLAN VIEW

ITEM	QUANTITY	UNIT	DESCRIPTION
512	1335	SY	SEALING CONCRETE BRIDGE DECKS WITH HMWM RESIN
516	136	FT	JOINT SEALER
519	692	SF	PATCHING CONCRETE STRUCTURE

ALL QUANTITIES CARRIED TO GENERAL SUMMARY

NOTES

ITEM 512 - SEALING CONCRETE BRIDGE DECKS WITH HMWM RESIN
COVER THE ENTIRE BRIDGE DECK FROM PARAPET TO PARAPET AND FROM APPROACH SLAB TO APPROACH SLAB WITH HMWM RESIN ACCORDING TO C&MS 512.

ITEM 516 - JOINT SEALER
REPAIR THE JOINTS AT BOTH ENDS OF THE DECK ACCORDING TO C&MS 516.

ITEM 519 - PATCHING CONCRETE STRUCTURE
ALL REQUIREMENTS OF C&MS 519 SHALL BE IMPLEMENTED. CARE SHALL BE TAKEN TO NOT DAMAGE OR DISTURB ANY EXISTING REINFORCING STEEL. SHOULD ANY REINFORCING STEEL BE DAMAGED IN THE PROCESS OF PERFORMING THIS WORK, THE CONTRACTOR SHALL REPLACE THE DAMAGED BAR(S) TO THE SATISFACTION OF, AND USING A METHOD APPROVED BY, THE ENGINEER. ALL EXPOSED REINFORCING STEEL, NEW OR EXISTING, SHALL BE TREATED WITH AN APPROVED EPOXY COATING WHICH IS GIVEN AMPLE TIME TO SET, PRIOR TO PLACING THE FINAL CONCRETE PATCH.

PERFORM THE REPAIRS AND ALLOW TO FULLY CURE PRIOR TO SEALING THE DECK, OR FOLLOW THE MANUFACTURER'S RECOMMENDATIONS.

EXISTING PAVEMENT MARKINGS SHOWN AS GHOSTED LINES.

LEGEND

ITEM 519 - PATCHING CONCRETE STRUCTURES

ODOT DISTRICT THREE
OFFICE OF PLANNING
AND ENGINEERING
ASHLAND, OHIO

DESIGNED	DRAWN	REVIEWED	DATE
KCK	KCK	DJV	8/2015
CHECKED	REVISED	STRUCTURE FILE NUMBER	
CAD	---	4703421	

STRUCTURE DETAILS
STRUCTURE LOR-58-2288
STRUCTURE OVER NORFOLK SOUTHERN RAILWAY

LOR-58-20.97

1 / 1

13 / 13

DESIGN FILE:$$$$$.DGNFILESPECIFICATIONS$$$$$
WORKSTATION$TERMINAL$ DATE:$$$$$DATE$$$$$
MODELNAME: $MODELNAME$