

STATE OF OHIO  
DEPARTMENT OF TRANSPORTATION  
**LOR-10-0.00 PM**  
CITY OF NORTH RIDGEVILLE  
EATON TOWNSHIP  
LORAIN COUNTY

**PROJECT DESCRIPTION**

MIRCRORESURFACING ENTIRE LENGTH OF PROJECT,  
FOG SEALING SHOULDERS, AND PLACING AGGREGATE  
OUTSIDE LENGTH OF SHOULDER

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

**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.

APPROVED:   
DATE **2-28-12** DISTRICT DEPUTY DIRECTOR

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

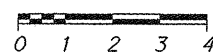
**INDEX OF SHEETS:**

TITLE SHEET	1
SCHEMATIC PLAN	2-8
TYPICAL SECTIONS	9-12
GENERAL NOTES	13, 14
MAINTENANCE OF TRAFFIC NOTES	15
GENERAL SUMMARY	16
PAVEMENT/SHOULDER DATA	17
PAVEMENT REPAIR QUANTITIES	18
PAVEMENT MARKING DETAILS	19-24
PAVEMENT MARKING INFORMATION	25
RAISED PAVEMENT MARKER INFO	26

**LOCATION MAP**

LATITUDE: N 41° 21' 17" LONGITUDE: W 82° 1' 18"

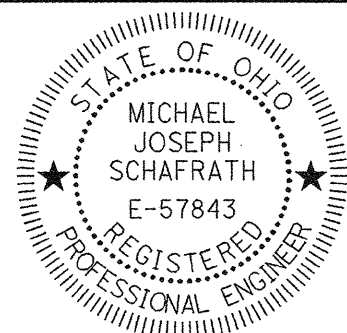
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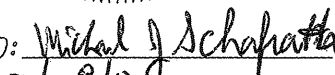


PORTION TO BE IMPROVED \_\_\_\_\_  
INTERSTATE & DIVIDED HIGHWAY \_\_\_\_\_  
UNDIVIDED STATE & FEDERAL ROUTES \_\_\_\_\_  
OTHER ROADS \_\_\_\_\_

FUNCTIONAL CLASSIFICATION \_\_\_\_\_ URBAN FREEWAY AND EXPRESSWAY  
NHS PROJECT \_\_\_\_\_ YES  
DESIGN EXCEPTIONS \_\_\_\_\_ NONE REQUIRED

ROADWAY ENGINEERS SEAL:



SIGNED:   
DATE: **2/28/12**

**STANDARD CONSTRUCTION DRAWINGS**

STANDARD CONSTRUCTION DRAWINGS				SUPPLEMENTAL SPECIFICATIONS	
DM-4.3	4/17/09	TC-52.10	1/19/07	SS800	4/20/12
DM-4.4	4/17/09	TC-52.20	1/19/07	SS832	5/05/09
		TC-65.10	1/21/05		
MT-35.10	4/20/01	TC-65.11	1/21/05		
MT-95.30	7/17/09	TC-71.10	1/21/11		
MT-98.10	7/17/09	TC-72.20	10/16/09		
MT-98.11	7/17/09	TC-73.10	10/21/11		
MT-98.20	7/17/09				
MT-98.22	7/17/09				
MT-98.28	7/17/09				
MT-99.20	1/16/09				
MT-101.90	10/21/11				
MT-105.10	1/16/09				
TC-41.20	1/19/01				
TC-42.20	1/21/11				

**SPECIAL PROVISIONS**

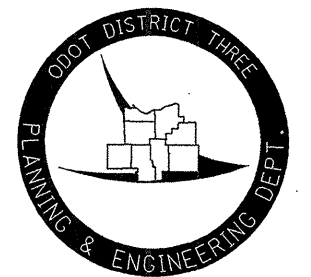
**UNDERGROUND UTILITIES**  
CONTACT BOTH SERVICES  
CALL TWO WORKING DAYS  
**BEFORE YOU DIG**

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.  
**E071172**

PID NO.  
**79757**

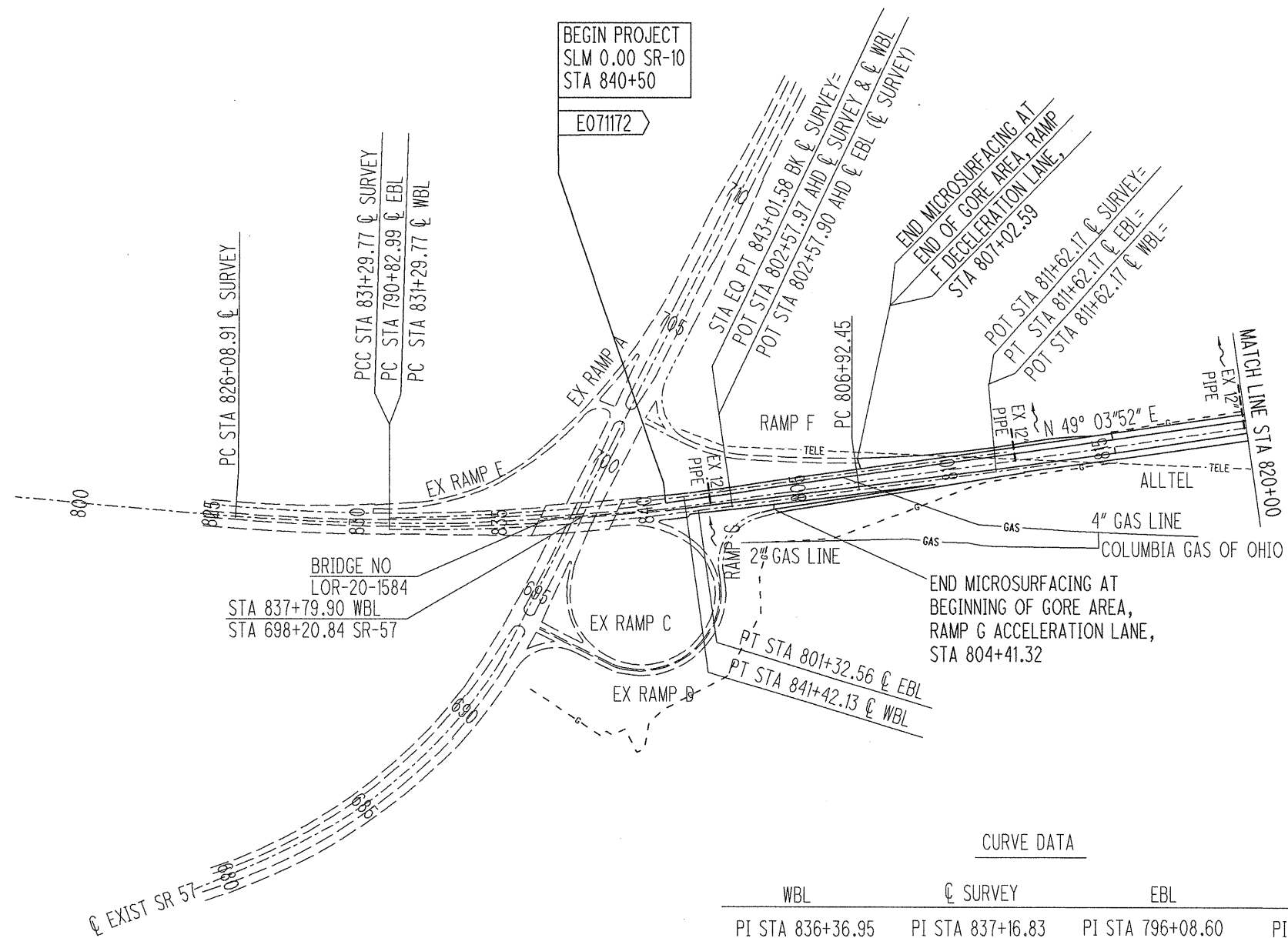
CONSTRUCTION PROJECT NO.

RAILROAD INVOLVEMENT  
**NONE**

**LOR-10-0.00 PM**

DESIGN FILE: \\projects\79757\roadway\sheets\79757GT001.dgn MODELNAME: Sheet  
WORKSTATION: scholtz DATE: 2/28/2012

THE UTILITIES SHOWN ARE IN APPROXIMATE LOCATIONS AND SHALL NOT BE USED UNTIL ACTUAL LOCATIONS ARE VERIFIED AND MARKED IN THE FIELD BY THE UTILITIES BEFORE CONSTRUCTION.



CURVE DATA

WBL	☉ SURVEY	EBL	EBL
PI STA 836+36.95	PI STA 837+16.83	PI STA 796+08.60	PI STA 809+27.32
$\Delta = 8^\circ 48' 40''$	$\Delta = 8^\circ 48' 40''$	$\Delta = 7^\circ 52' 18''$	$\Delta = 0^\circ 56' 22''$
$D = 0^\circ 52' 13.27''$	$D = 0^\circ 45' 07.08''$	$D = 0^\circ 45' 00''$	$D = 0^\circ 12' 00''$
$R = 6,583.05'$	$R = 7,619.44'$	$R = 7,639.44'$	$R = 28,647.90'$
$T = 507.18'$	$T = 587.06'$	$T = 525.61'$	$T = 234.87'$
$L = 1012.36'$	$L = 1,171.81'$	$L = 1049.57'$	$L = 469.72'$

DESIGN FILE: I:\projects\79757\roadway\sheets\79757\8001.dgn  
 MODELNAME: Default  
 WORKSTATION: scholtz DATE: 2/28/2012

0 250 500  
 HORIZONTAL  
 SCALE IN FEET

DRAWN

ERS

CHECKED

MJS

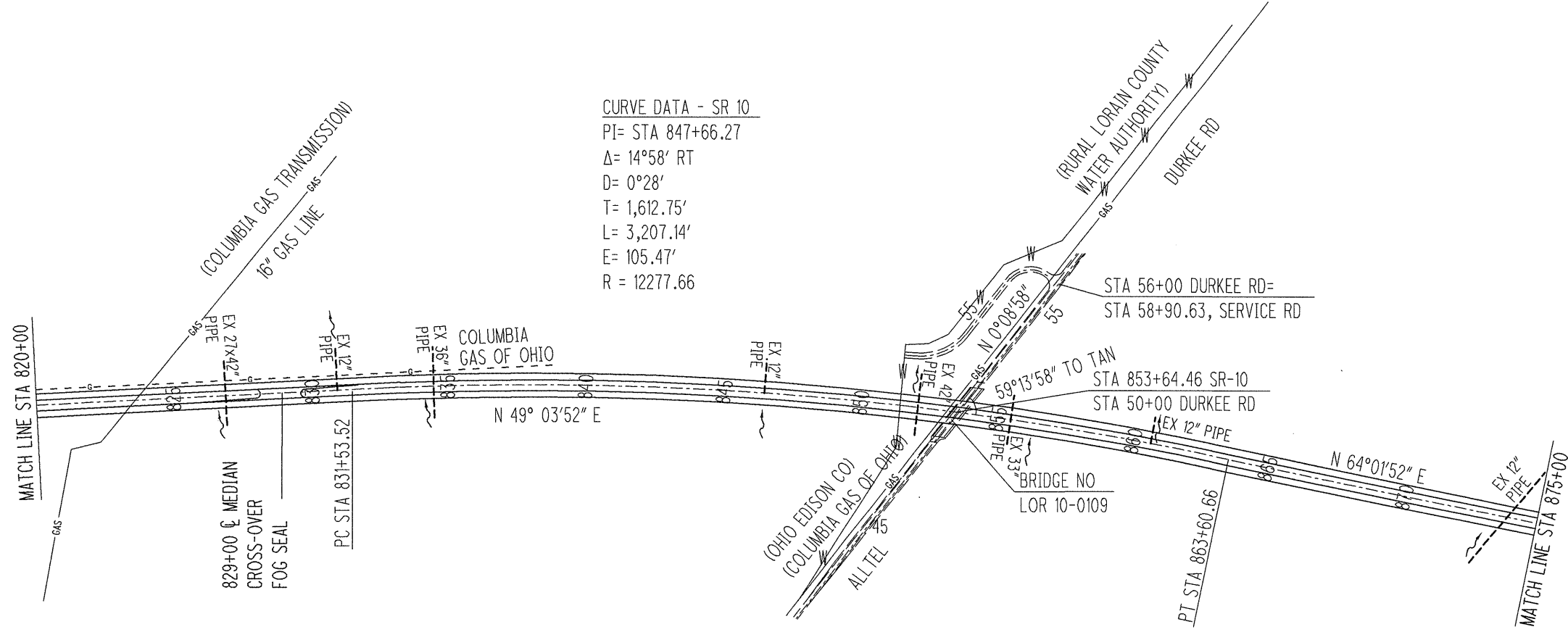
SCHEMATIC PLAN

2

LOR-10-0.00 PM

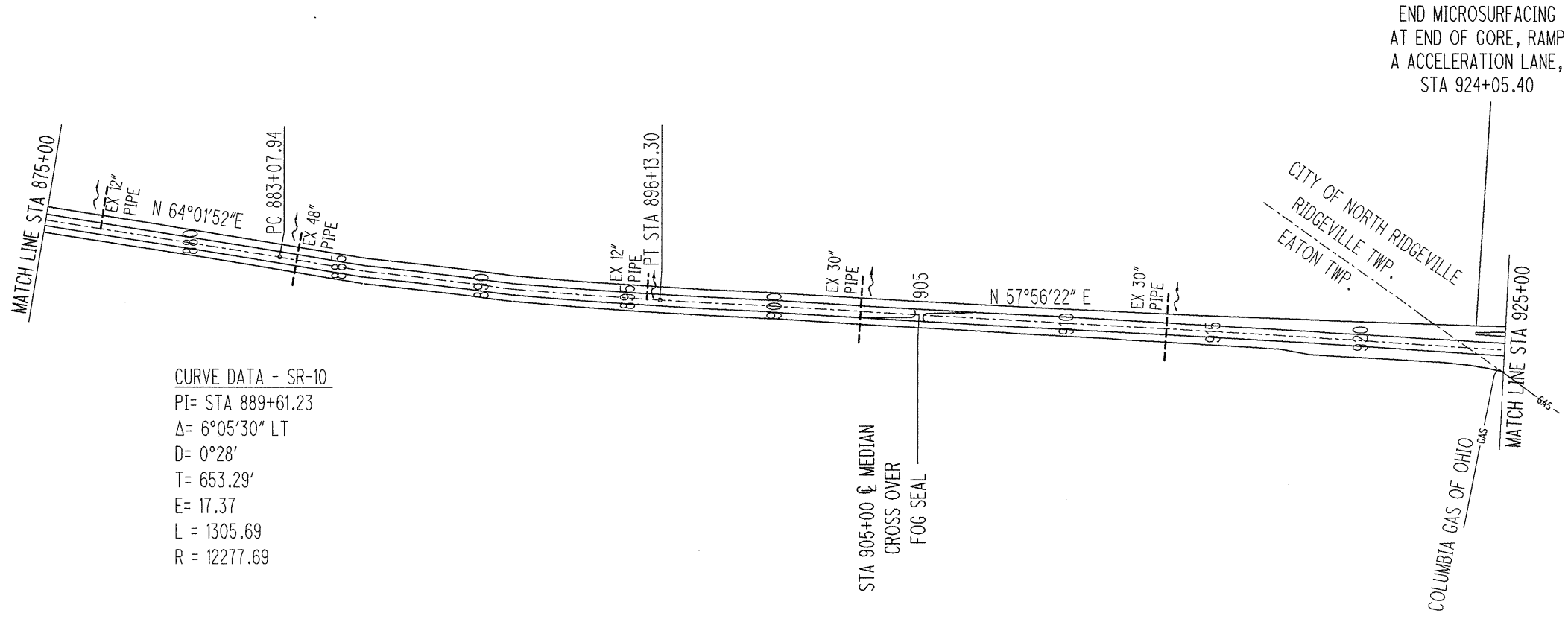
26

THE UTILITIES SHOWN ARE IN APPROXIMATE LOCATIONS AND SHALL NOT BE USED UNTIL ACTUAL LOCATIONS ARE VERIFIED AND MARKED IN THE FIELD BY THE UTILITIES BEFORE CONSTRUCTION.



**SCHEMATIC PLAN**

THE UTILITIES SHOWN ARE IN APPROXIMATE LOCATIONS AND SHALL NOT BE USED UNTIL ACTUAL LOCATIONS ARE VERIFIED AND MARKED IN THE FIELD BY THE UTILITIES BEFORE CONSTRUCTION.



CURVE DATA - SR-10  
 PI= STA 889+61.23  
 $\Delta$ = 6°05'30" LT  
 D= 0°28'  
 T= 653.29'  
 E= 17.37  
 L = 1305.69  
 R = 12277.69

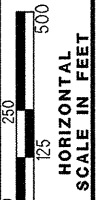
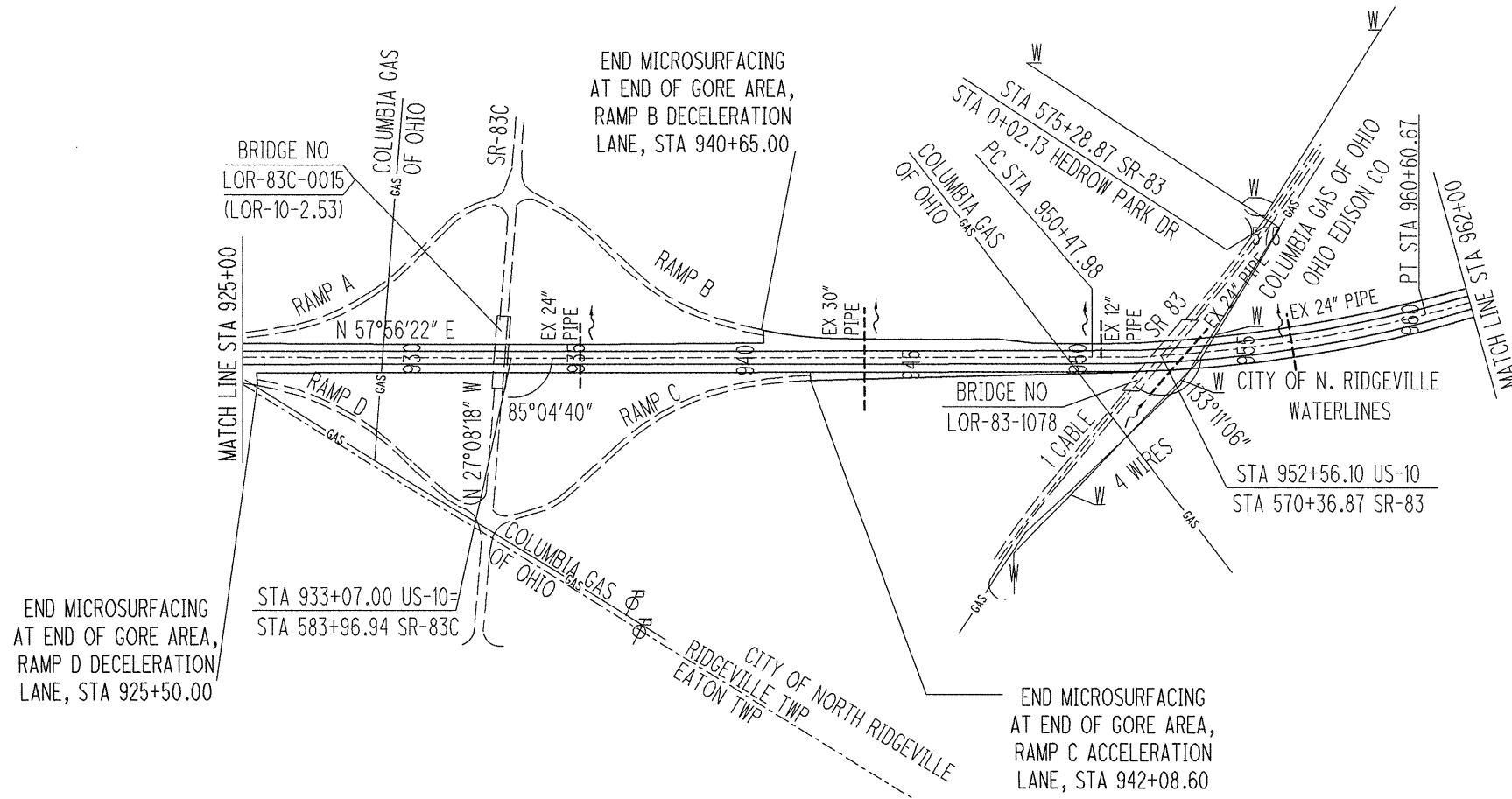
DRAWN: ERS  
 CHECKED: MJS  
 HORIZONTAL SCALE IN FEET  
 0 250 500

**SCHEMATIC PLAN**

THE UTILITIES SHOWN ARE IN APPROXIMATE LOCATIONS AND SHALL NOT BE USED UNTIL ACTUAL LOCATIONS ARE VERIFIED AND MARKED IN THE FIELD BY THE UTILITIES BEFORE CONSTRUCTION.

CURVE DATA SR-10  
 PI = STA 955+57.18  
 $\Delta = 14^\circ 51' 10''$  LT  
 D = 1°28'  
 T = 509.20'  
 R = 3906.53'  
 L = 1012.69'  
 E = 33.05'

CURVE DATA SR-83  
 PI = STA 605+79.22  
 $\Delta = 26^\circ 12'$  RT  
 D = 1°00'  
 T = 1333.32'  
 L = 2620.00'  
 E = 153.09'



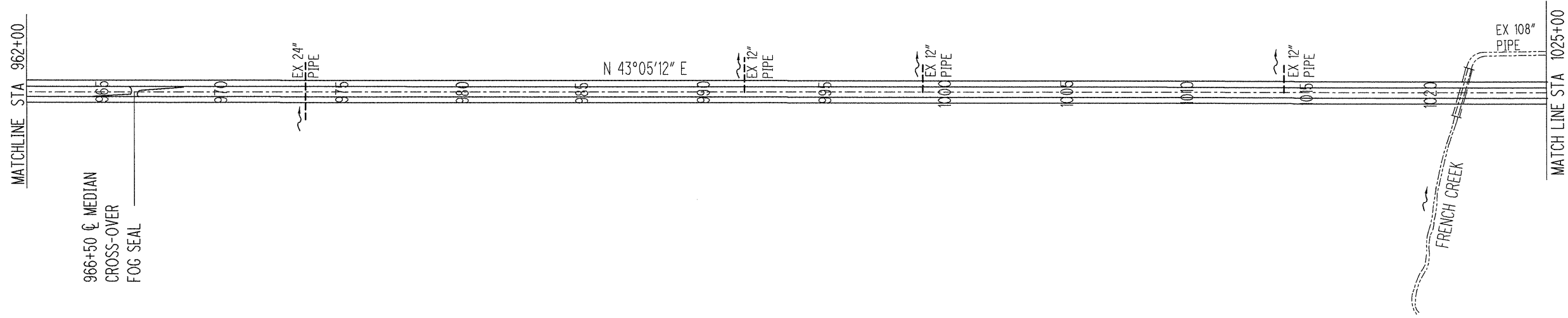
DRAWN: ERS  
 CHECKED: MJS

**SCHEMATIC PLAN**

**LOR-10-0.00 PM**

DESIGN FILE: I:\projects\79757\roadway\sheets\79757GB001.dgn  
 WORKSTATION: nescholtz  
 DATE: 2/28/2012  
 MODELNAME: Default

THE UTILITIES SHOWN ARE IN APPROXIMATE LOCATIONS  
AND SHALL NOT BE USED UNTIL ACTUAL LOCATIONS ARE  
VERIFIED AND MARKED IN THE FIELD BY THE UTILITIES  
BEFORE CONSTRUCTION.



THE UTILITIES SHOWN ARE IN APPROXIMATE LOCATIONS AND SHALL NOT BE USED UNTIL ACTUAL LOCATIONS ARE VERIFIED AND MARKED IN THE FIELD BY THE UTILITIES BEFORE CONSTRUCTION.

W.B.L. CURVE DATA

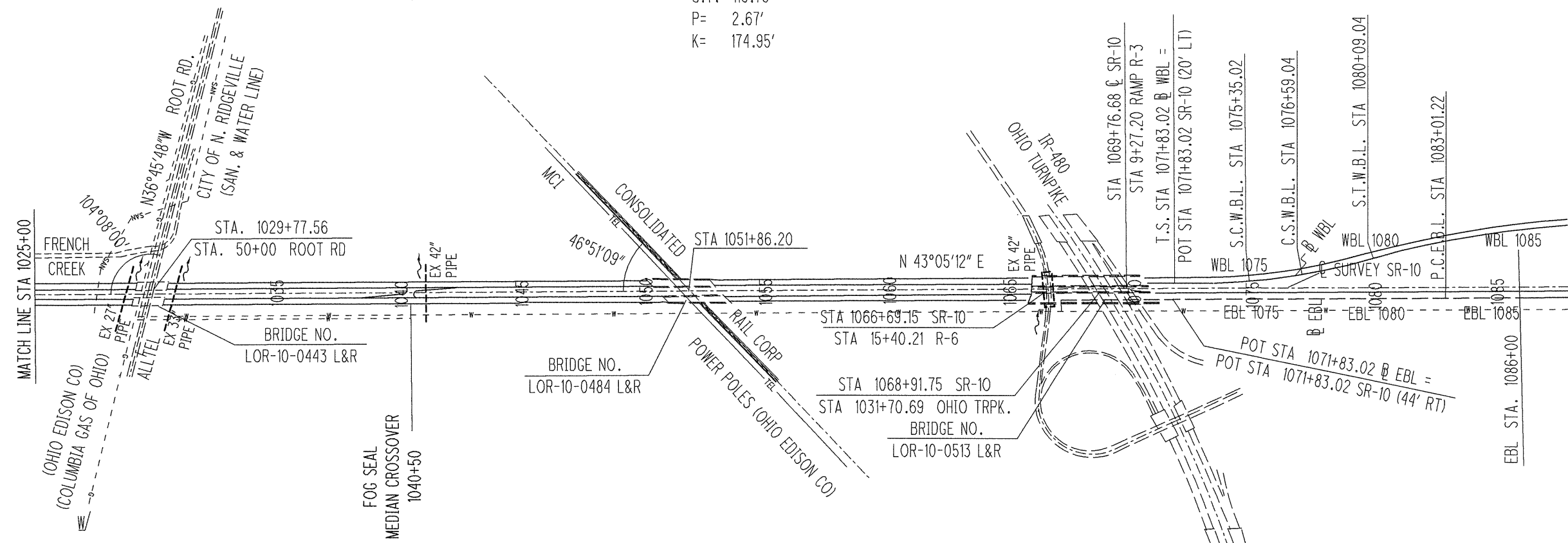
P.I. WBL STA	1075+97.55	P.I. WBL STA	1089+21.25
$\Delta$ =	14°16'15"	$\Delta$ =	24°11'28"
$\Delta c$ =	3°46'50"	$Dc$ =	1°28'
$Dc$ =	3°00'	$R$ =	3906.53'
$Rc$ =	1909.86'	$L$ =	1649.78'
$Lc$ =	126.02'	$T$ =	837.37'
$Tc$ =	63.03'		
$Ec$ =	1.04'		
$Ts$ =	414.53'		
$Es$ =	17.62'		
$Ls$ =	350'		
$\theta$ =	5°15'		
L.T.=	233.44'		
S.T.=	116.76'		
$P$ =	2.67'		
$K$ =	174.95'		

EBL CURVE DATA

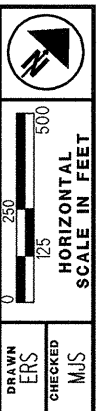
P.I. EBL STA.	1085+63.45
$\Delta$ =	01° 18' 40"
$Dc$ =	0° 15'
$R$ =	22918.31'
$L$ =	524.44'
$T$ =	262.23'

CURVE DATA SR-10

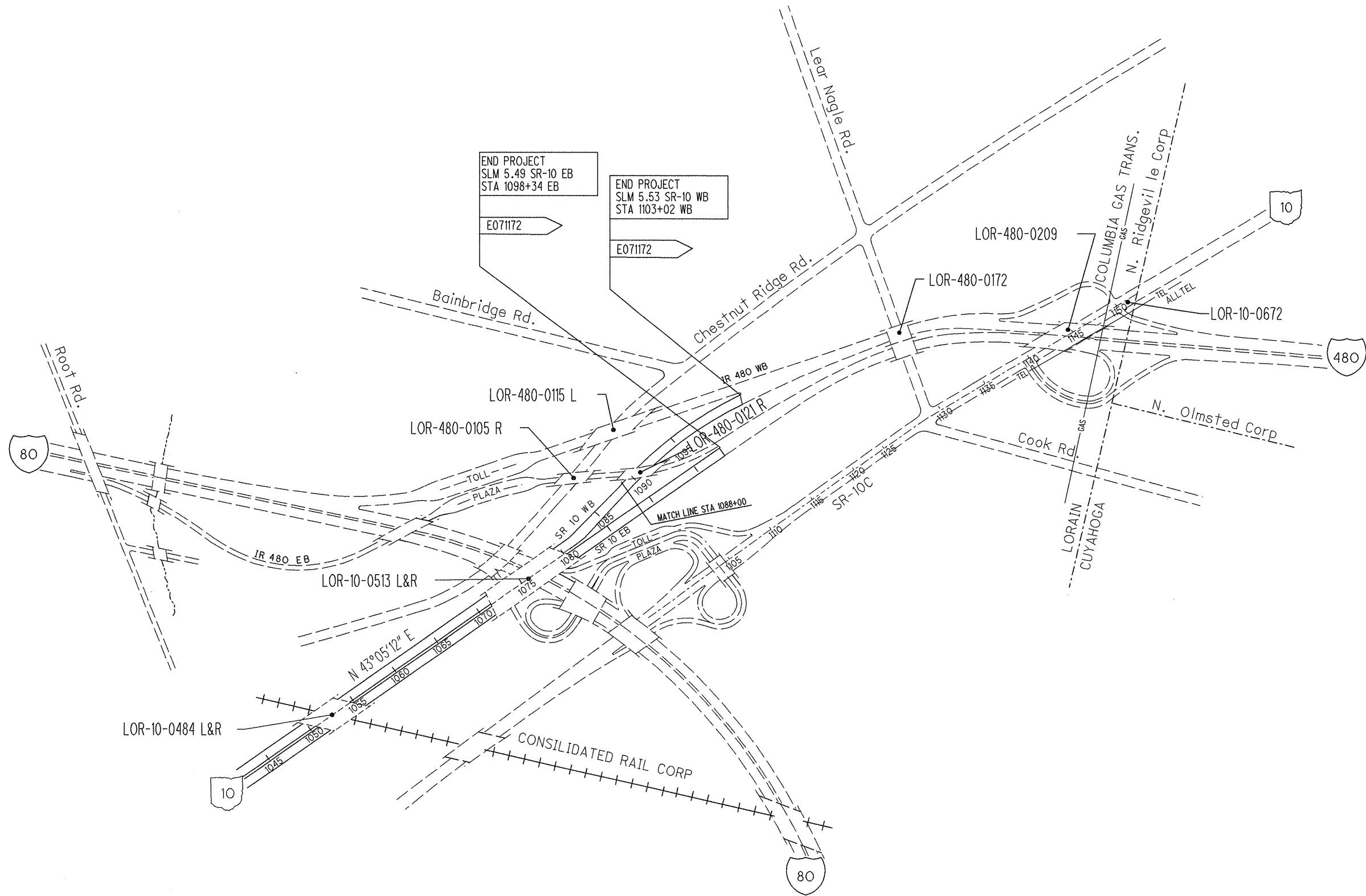
PI=	STA 1089+21.25
$\Delta$ =	24°11'49" LT
$Dc$ =	1°25'
$T$ =	837.37'
$R$ =	3906.53'
$L$ =	1649.78'
$E$ =	88.74'



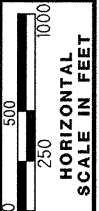
DESIGN FILE: \\projects\79757\roadway\sheets\79757GB001.dgn  
 WORKSTATION: scholtz DATE: 2/28/2012  
 MODELNAME: Default



DRAWN: ERS  
 CHECKED: MJS



THE UTILITIES SHOWN ARE IN APPROXIMATE LOCATIONS AND SHALL NOT BE USED UNTIL ACTUAL LOCATIONS ARE VERIFIED AND MARKED IN THE FIELD BY THE UTILITIES BEFORE CONSTRUCTION.



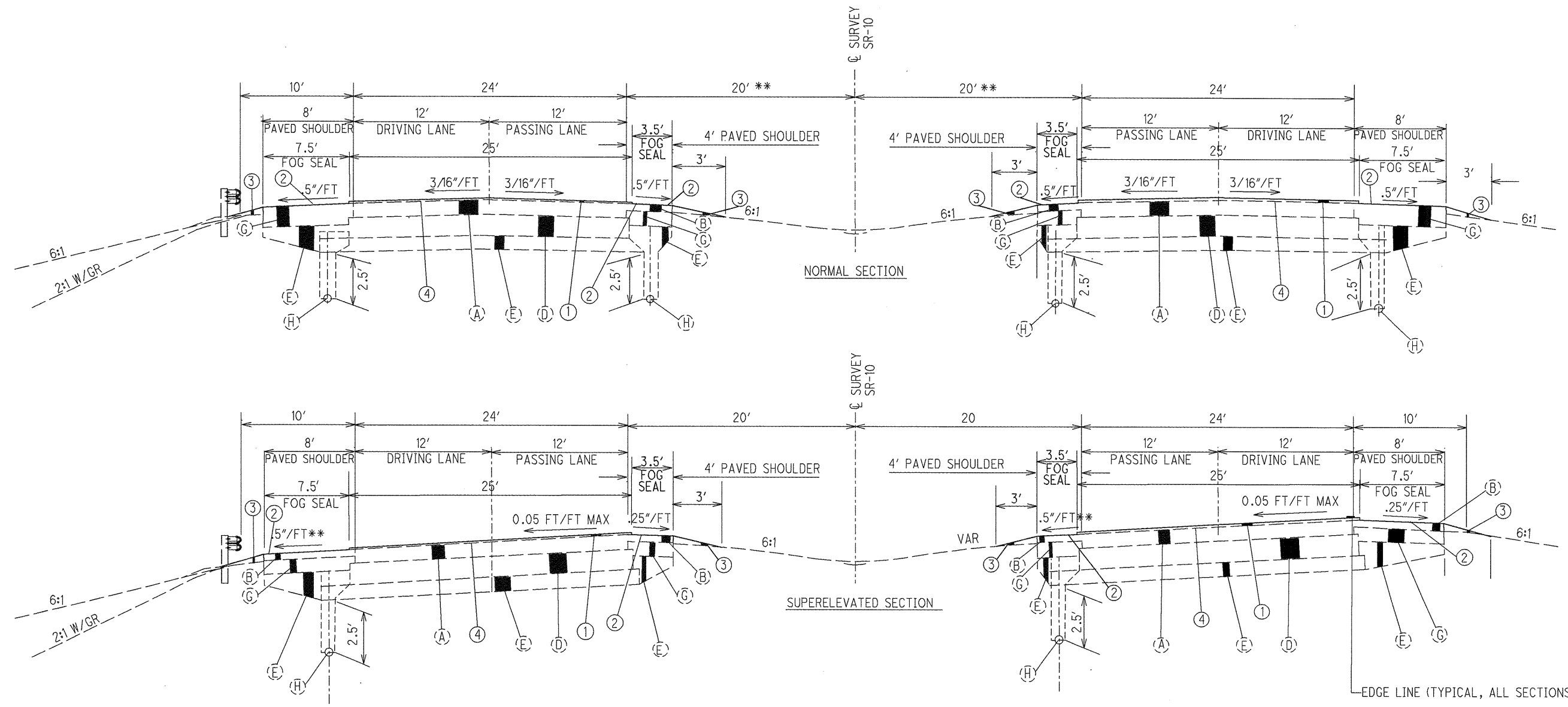
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**SCHEMATIC PLAN**

**LOR-10-0.00 PM**



# MAINLINE



**SUPERELEVATED SECTION**  
 STATION TO STATION  
 948+76.98 TO 962+67.67 = 1,391.00 LIN FT

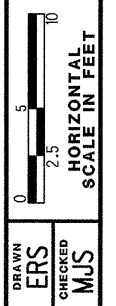
LIMITING STATIONS NORMAL SECTIONS	
STATION TO STATION	
- 840+50BK TO 843+01.58BK =	251.58 LIN FT
- 802+57.97AH TO 948+76.98=	14,619.01 LIN FT
- 962+67.67 TO 1021+59.25 =	5,891.58 LIN FT
- 1021+59.25 TO WBL 1028+96.59=	
EBL 1028+80.45	729.27 LIN FT (AVERAGE)
- WBL 1030+74.67 TO WBL 1050+02.63 =	
EBL 1030+38.55 TO EBL 1050+62.61	1,966.02 LIN FT (AVERAGE)
- WBL 1053+16.80 TO WBL 1065+61.71 =	
EBL 1053+76.78 TO EBL 1065+66.46	1,217.30 LIN FT (AVERAGE)
- WBL 1070+63.68 TO WBL 1071+08.02 =	
EBL 1071+08.92 TO EBL 1071+83.02	59.22 LIN FT (AVERAGE)
<b>TOTAL</b>	<b>24,733.98 LIN FT</b>

**LEGEND: EXISTING**

(A)	6.25" AVG. ASPHALT CONCRETE
(B)	3" ASPHALT CONCRETE
(C)	310 6" SUBBASE
(D)	801 9" PORTLAND CEMENT CONCRETE BASE
(E)	310 SUBBASE
(G)	301 6" BITUMINOUS AGGREGATE BASE
(H)	605 6" SHALLOW PIPE UNDERDRAIN

**LEGEND: PROPOSED**

(1)	421 MICROSURFACING, SURFACE COURSE, AS PER PLAN
(2)	SPECIAL MISC.: FOG SEAL
(3)	617 COMPACTED AGGREGATE
(4)	423 CRACK SEALING, MISC.: TYPE II OR TYPE III

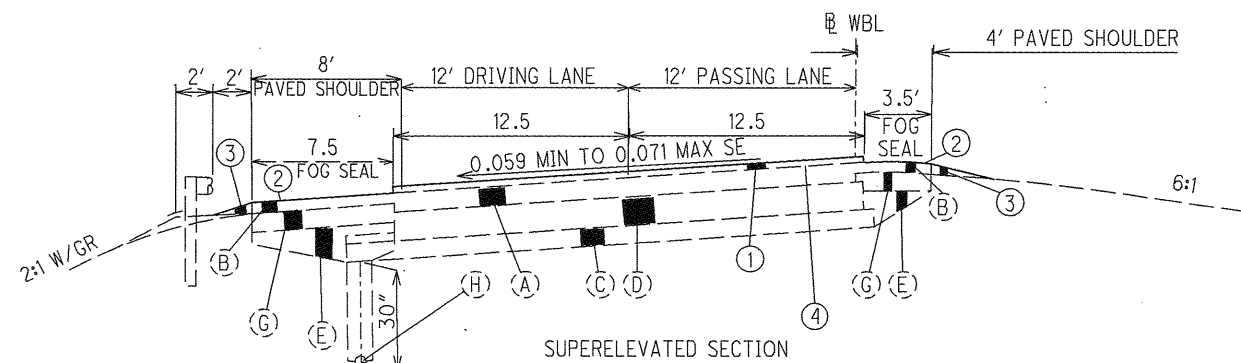


**TYPICAL SECTIONS**

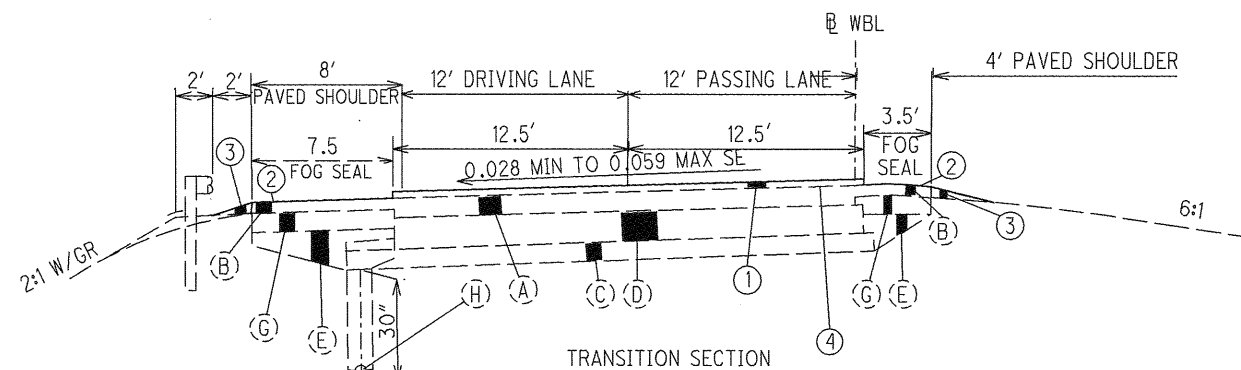
**LOR-10-0.00 PM**

DESIGN FILE: i:\projects\79757\roadway\sheet\79757GY001.dgn  
 MODELNAME: Default  
 WORKSTATION: rescholtz  
 DATE: 4/25/2012

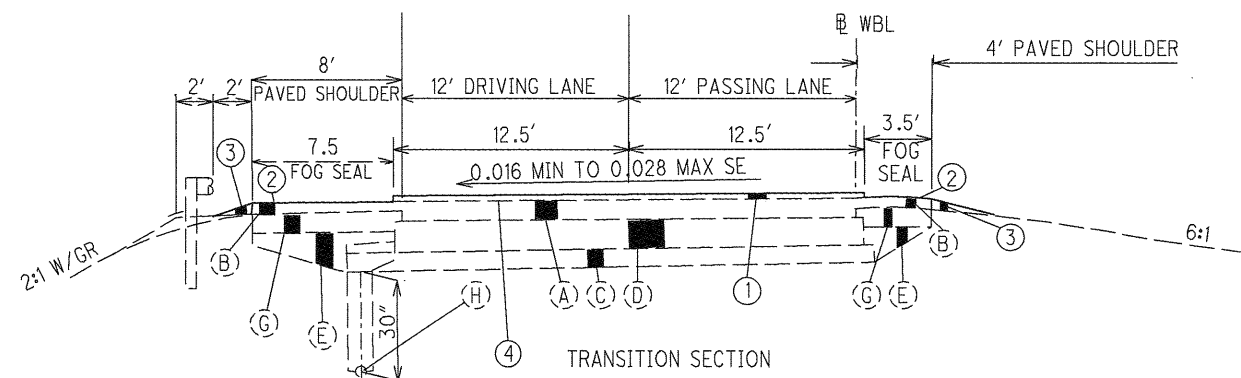
# EBL & WBL SR-10



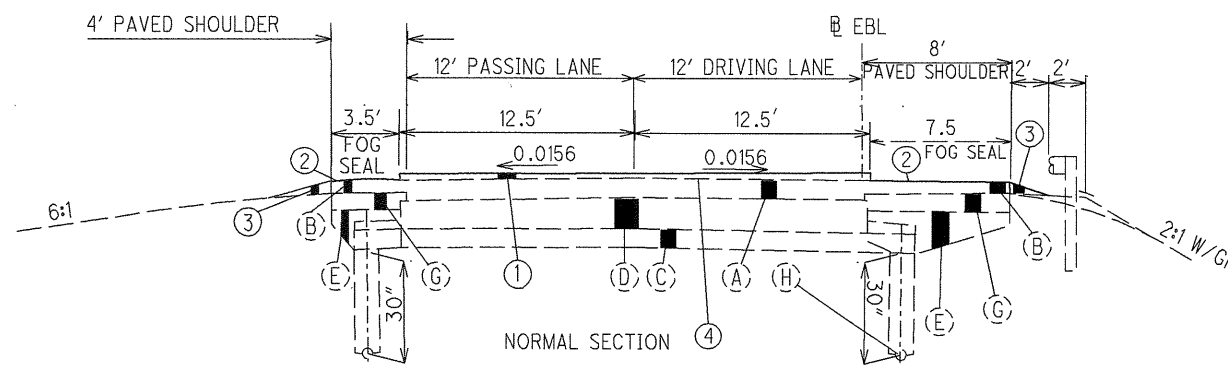
0.059 to 0.071 FT/FT WBL STA 1074+28.72 TO WBL STA 1074+85.52 = 56.80 LIN FT  
 FULL SUPER WBL 1074+85.52 TO WBL STA 1076+59.04 = 173.52 LIN FT  
 0.071 TO 0.059 FT/FT WBL STA 1076+59 TO WBL STA 1077+15.84 = 56.80 LIN FT  
 TOTAL = 287.12 LIN FT



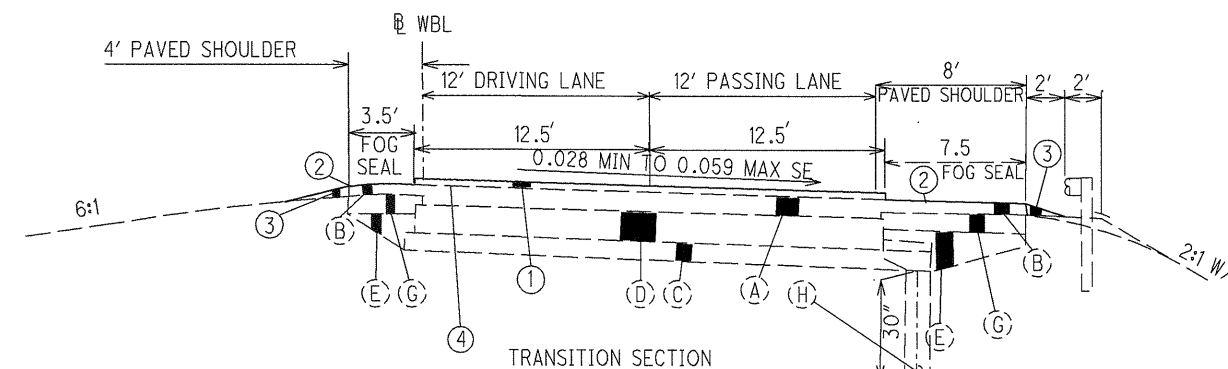
WBL STA 1072+79.92 TO WBL STA 1074+28.72 = 148.80 LIN FT  
 WBL STA 1077+15.84 TO WBL STA 1078+64.64 = 148.80 LIN FT  
 TOTAL = 297.60 LIN FT



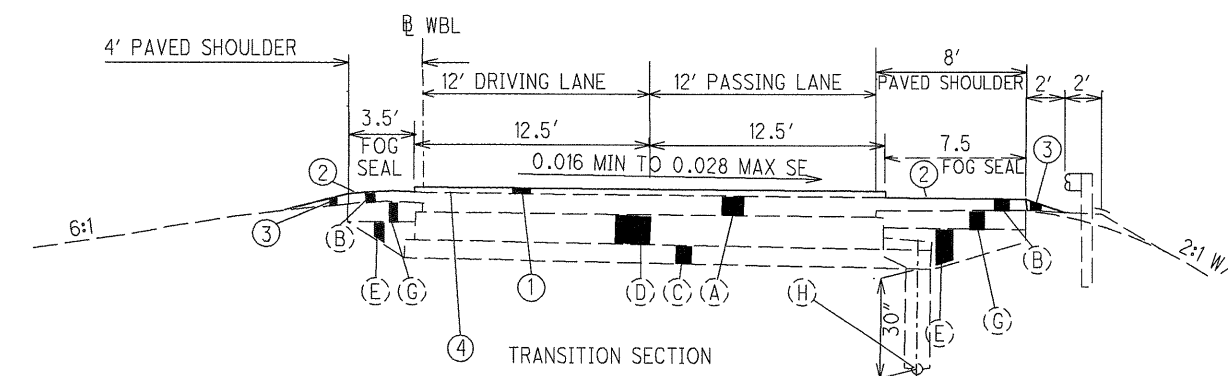
WBL STA 1071+08.02 TO WBL STA 1072+79.92 = 171.90 LIN FT  
 WBL STA 1078+64.64 TO WBL STA 1079+99.04 = 134.40 LIN FT  
 TOTAL = 306.30 LIN FT



EBL STA 1071+83.02 TO EBL STA 1086+00 = 146.98 LIN FT



0.028 TO 0.036 FT/FT WBL STA 1081+33.44 TO STA WBL STA 1081+71.04 = 37.60 LIN FT  
 FULL SE WBL STA 1081+71.04 TO WBL STA 1083+25 = 153.96 LIN FT  
 TOTAL = 191.56 LIN FT



WBL STA 1079+99.04 TO WBL STA 1081+33.44 = 134.40 LIN FT

**LEGEND: EXISTING**

- (A) 6.25" AVG. ASPHALT CONCRETE
- (B) 3" ASPHALT CONCRETE
- (C) 310 6" SUBBASE
- (D) 801 9" PORTLAND CEMENT CONCRETE BASE
- (E) 310 SUBBASE
- (G) 301 6" BITUMINOUS AGGREGATE BASE
- (H) 605 6" SHALLOW PIPE UNDERDRAIN

**LEGEND: PROPOSED**

- (1) 421 MICROSURFACING, SURFACE COURSE, AS PER PLAN
- (2) SPECIAL MISC.: FOG SEAL
- (3) 617 COMPACTED AGGREGATE
- (4) 423 CRACK SEALING, MISC.: TYPE II OR TYPE III

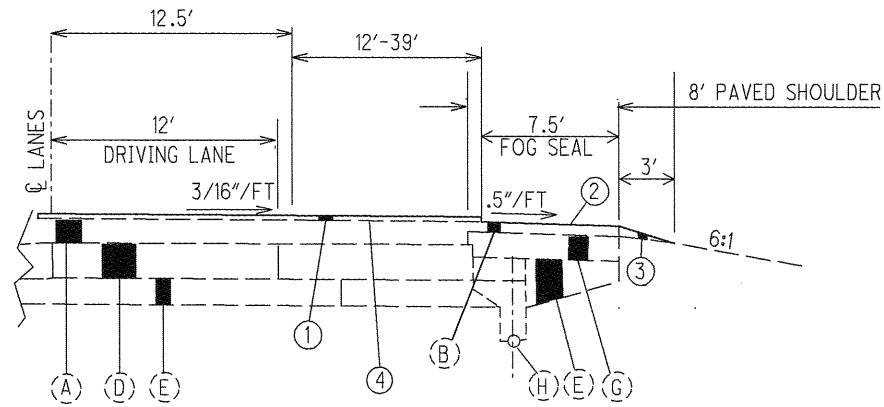
DESIGN FILE: I:\projects\79757\roadway\sheets\79757GY001.dgn  
 MODELNAME: Default  
 WORKSTATION: scholtz  
 DATE: 4/25/2012

DRAWN: ERS  
 CHECKED: MJS  
 HORIZONTAL SCALE IN FEET  
 0 2.5 5 10

**TYPICAL SECTIONS**

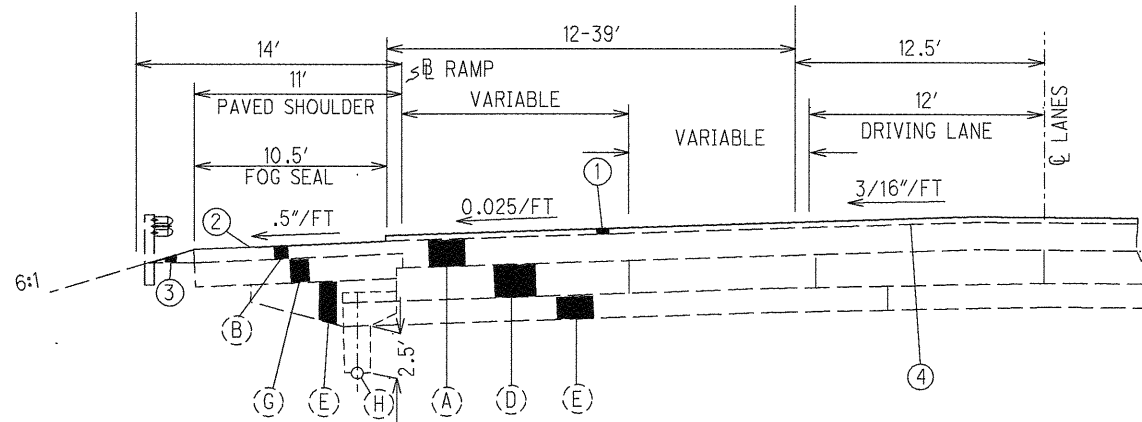
**LOR-10-0.00 PM**

# S.R. 57 INTERCHANGE (ACCELERATION / DECELERATION LANES)



NORMAL SECTION WITH SPEED CHANGE LANE

RAMP F DECELERATION LANE LT OF SR-10 STA 811+56.90 TO STA 815+02.59 (OPPOSITE HAND)  
 RAMP G ACCELERATION LANE RT OF SR-10 STA 804+41.32 TO STA 805+15  
 RAMP G ACCELERATION LANE RT OF SR-10 STA 805+15 TO STA 814+41.32



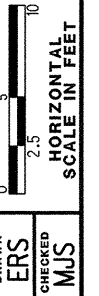
NORMAL SECTION WITH RAMP ADJACENT TO MAINLINE PAVEMENT IN FILL  
 RAMP F STA 807+02.59 TO STA 811+56.90

LEGEND: EXISTING

- (A) 6.25" AVG. ASPHALT CONCRETE
- (B) 3" ASPHALT CONCRETE
- (C) 310 6" SUBBASE
- (D) 801 9" PORTLAND CEMENT CONCRETE BASE
- (E) 310 SUBBASE
- (G) 301 6" BITUMINOUS AGGREGATE BASE
- (H) 605 6" SHALLOW PIPE UNDERDRAIN

LEGEND: PROPOSED

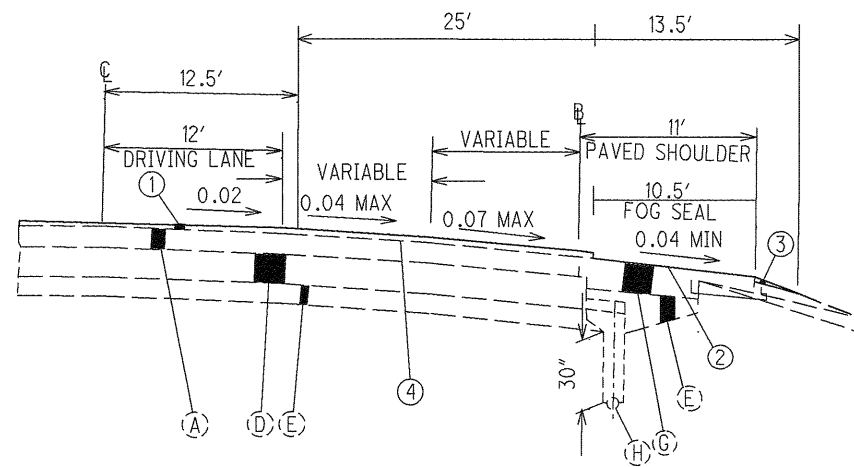
- ① 421 MICROSURFACING, SURFACE COURSE, AS PER PLAN
- ② SPECIAL MISC.: FOG SEAL
- ③ 617 COMPACTED AGGREGATE
- ④ 423 CRACK SEALING, MISC.: TYPE II OR TYPE III



TYPICAL SECTIONS

LOR-10-0.00 PM

# SR-83C INTERCHANGE (ACCELERATION / DECELERATION LANES)



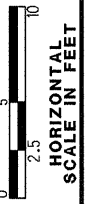
NORMAL SECTION WITH RAMP ADJACENT TO MAINLINE PAVEMENT IN FILL

LEGEND: EXISTING

- (A) 6.25" AVG. ASPHALT CONCRETE
- (B) 3" ASPHALT CONCRETE
- (C) 310 6" SUBBASE
- (D) 801 9" PORTLAND CEMENT CONCRETE BASE
- (E) 310 SUBBASE
- (G) 301 6" BITUMINOUS AGGREGATE BASE
- (H) 605 6" SHALLOW PIPE UNDERDRAIN

LEGEND: PROPOSED

- ① 421 MICROSURFACING, SURFACE COURSE, AS PER PLAN
- ② SPECIAL MISC.: FOG SEAL
- ③ 617 COMPACTED AGGREGATE
- ④ 423 CRACK SEALING, MISC.: TYPE II OR TYPE III



DRAWN  
ERS  
CHECKED  
MJS

TYPICAL SECTIONS

LOR-10-0.00 PM

12  
26

**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.

**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.

OHIO EDISON COMPANY, INC 6326 LAKE AVE ELYRIA, OHIO 44035 440 326-3257	COLUMBIA GAS OF OHIO, INC 7080 FRY ROAD MIDDLEBURG HTS., OH 44130-2513 440 891-2454
GATHERCO, INC 6273 FRANK AVE. NW N. CANTON, OHIO 44720 330 498-9557	VERIZON 6223 NORWALK RD MEDINA, OH 44256 330 722-9580
COLUMBIA GAS TRANSMISSION 589 N STATE RD MEDINA, OH 44256 330 723-4900	VILLAGE OF LODI 438 MEDINA ST. LODI, OH 44254 330 948-1099
CITY OF N. RIDGEVILLE ENGINEERING DEPARTMENT 7307 AVON-BELDON ROAD N. RIDGEVILLE, OH 44039 440 353-0842	ALLTEL 363 THIRD STREET ELYRIA, OH 44036-2033 440 329-4252
	RURAL LORAIN CO WATER AUTHORITY 42401 SR-303, BOX 567 LAGRANGE, OH 44050 440355-6060

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

**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.

**PAVEMENT**

**ITEM 253 - PAVEMENT REPAIR, MISC.: PARTIAL DEPTH**

THIS ITEM OF WORK SHALL CONSIST OF THE REMOVAL OF ASPHALT FROM THE EXISTING COMPOSITE PAVEMENT OR ASPHALT PAVED BERM IN AREAS OF EXISTING PAVEMENT FAILURE.

THE ENGINEER SHALL DESIGNATE THE LOCATIONS AND LIMITS OF THE AREAS TO BE REPAIRED. PAVEMENT REPAIR SHALL BE PERFORMED PRIOR TO MICROSURFACING. THE REPAIR AREAS SHALL BE SAW CUT AND EXCAVATED TO PROVIDE STRAIGHT AND VERTICAL SURFACES AROUND THE PERIMETER OF THE REPAIR AREA. PAVEMENT PLANING MAY BE USED AS AN ALTERNATIVE TO SAW CUTTING AND EXCAVATING. THE PAVEMENT SHALL BE REMOVED WITHIN THE DESIGNATED AREAS BY METHODS WHICH WILL NOT DAMAGE ADJACENT PAVEMENT. THE DEPTH OF REMOVAL SHALL BE SUFFICIENT TO REMOVE ALL DETERIORATED PAVEMENT WITH A MAXIMUM DEPTH OF 6.25" AND AN AVERAGE DEPTH OF 6.25" FOR ESTIMATING PURPOSES. THE MATERIALS REMOVED SHALL BE DISPOSED OF IN ACCORDANCE WITH 105.16 AND 105.17.

THE CONTRACTOR SHALL BE CAPABLE OF PERFORMING PAVEMENT REPAIRS 2 FEET WIDE.

REPLACEMENT MATERIAL SHALL BE ITEM 301, ITEM 448 TYPE 2, OR ITEM 442 19MM MATERIAL AND SHALL BE PLACED AND COMPACTED TO FINISH FLUSH WITH THE ADJACENT PAVEMENT SURFACE. ITEM 301 ASPHALT CONCRETE, PG64-22 CAN BE USED WHEN THE DEPTH OF THE REPAIR IS BETWEEN 3" AND 12" WITH A MAXIMUM PAVEMENT LIFT OF 6". ITEM 448 TYPE 2 OR ITEM 442 19MM 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 448 TYPE 2, OR ITEM 442 19MM MATERIAL WHEN THE PAVEMENT REPAIR IS BETWEEN 3" AND 5" DEEP. ITEM 448 TYPE 2 OR ITEM 442 19MM MATERIAL SHALL BE PG64-22 FOR MEDIUM MIX DESIGN PAVEMENTS AND PG64-28 FOR HEAVY MIX DESIGN PAVEMENTS. ALL EXISTING PAVEMENT AREAS WHICH WILL BE IN CONTACT WITH THE PAVEMENT REPAIR SHALL BE CLEANED AND COATED PER CMS 401.14, USING AN ASPHALT MATERIAL COMPLYING WITH 407.02. ALL COMPACTION SHALL BE ACHIEVED BY MECHANICAL METHODS TO THE SATISFACTION OF THE ENGINEER.

PAYMENT SHALL INCLUDE ALL LABOR, EQUIPMENT, AND MATERIALS NECESSARY TO COMPLETE THE PAVEMENT REPAIR. PAYMENT WILL BE MADE AT THE UNIT BID PRICE PER CUBIC YARD, (BY TICKET WEIGHT CONVERSION), OF ITEM 253 - PAVEMENT REPAIR, MISC.: PARTIAL DEPTH.

**ITEM 421 - MICROSURFACING, SURFACE COURSE, AS PER PLAN**

ALL REQUIREMENTS OF ITEM 421 APPLY. IN ADDITION, SUPPLY A BLEND OF A MINIMUM OF 50% IGNEOUS DIABASE TRAP ROCK AND A MAXIMUM OF 50% LIMESTONE AGGREGATE FROM APPROVED SOURCES FOR USE AS AGGREGATE IN ITEM 421. DO NOT USE OTHER AGGREGATES.

OMIT ITEM 421 ON STRUCTURES WITH CONCRETE WEARING SURFACE.

THE CONTRACTOR IS RESPONSIBLE FOR COVERING ANY CASTINGS SO THE MICROSURFACING WILL NOT COVER THE CASTINGS (MONUMENT BOXES, MANHOLES, ETC.)

AS PER CMS 421.08, SINCE THE EXISTING LONGITUDINAL PAVEMENT MARKINGS ARE A FAST DRY PAVEMENT MARKING, REMOVAL OF THE EXISTING MARKINGS IS NOT REQUIRED PRIOR TO MICROSURFACING.

**ITEM 423 - CRACK SEALING, MISC.: TYPE II OR TYPE III**

THE CONTRACTOR SHALL SEAL ALL VISABLE JOINTS AND CRACKS OVER TWO (2) FEET IN LENGTH ACCORDING TO ITEM 423 PRIOR TO MICROSURFACING.

PAYMENT WILL BE MADE AT THE CONTRACT UNIT BID PRICE PER SQUARE YARD (NOT PUNDS).

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WORKSTATION: nescholtz  
MODELNAME: Sheet  
DATE: 4/26/2012

GENERAL NOTES

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**ITEM SPECIAL: MISC.: FOG SEAL**

DESCRIPTION

THIS WORK CONSISTS OF TREATING THE PAVED SHOULDER AND CROSSOVERS WITH A SPECIALIZED ANIONIC ASPHALT EMULSION.

MATERIAL

MATERIAL SHALL CONFORM TO THE FOLLOWING TYPICAL PHYSICAL PROPERTIES:

PARAMETER	TEST METHOD	MIN.	MAX.
SAYBOLT FUROL VISCOSITY, SFS @ 25°C	ASTM D88	15	100
STORAGE STABILITY, 24 HRS, %	ASTM D244	--	1
STORAGE STABILITY, 5 DAYS, %	ASTM D244	--	5
RESIDUE BY DISTILLATION, %	ASTM D244	50	--
OIL DISTILLATE, %	ASTM D244	--	1
SIEVE TEST, %	ASTM D244	--	0.3

TEST ON RESIDUE:

PENETRATION, @ 25°C,	ASTM D5	--	20
SOFTENING POINT RANGE DEG C	ASTM D36	65	--
SOLUBILITY, %	ASTM D2042	97.5	--
ORIGINAL BINDER DSR@82°C G*/SIN 8,10 RAD/SEC	AASHTO T111	1	--

NOTE: PRODUCT SHOULD NOT CONTAIN FILLER SUCH AS CLAY, ETC. THE MANUFACTURER SHALL SUPPLY THE SPECIFIC GRAVITY OF THE DILUTED MATERIAL AT 160° F.

EQUIPMENT

CONTRACTOR SHALL PROVIDE ADEQUATE CLEANING EQUIPMENT AND DISTRIBUTOR. USE DISTRIBUTORS DESIGNED, EQUIPPED, MAINTAINED, AND OPERATED TO APPLY ASPHALT MATERIAL AT THE SPECIFIED RATE PER SQUARE YARD (SQUARE METER) WITH UNIFORM PRESSURE OVER THE REQUIRED WIDTH OF APPLICATION. ENSURE THAT THE DISTRIBUTOR INCLUDES TACHOMETER, PRESSURE GAUGES, ACCURATE VOLUME MEASURING DEVICES, OR A CALIBRATED TANK. MOUNT AN ACCURATE THERMOMETER WITH A RANGE COVERING THE SPECIFIED APPLICATION TEMPERATURE FOR ASPHALT MATERIAL AT APPROXIMATELY CENTER HEIGHT OF THE TANK WITH THE STEM EXTENDING INTO THE ASPHALT MATERIAL. ENSURE THAT THE DISTRIBUTOR HAS A FULL-CIRCULATING SYSTEM WITH A SPRAY BAR THAT IS ADJUSTABLE Laterally AND VERTICALLY. ENSURE THAT THE SPRAY BAR WILL MAINTAIN A CONSTANT HEIGHT ABOVE THE PAVEMENT UNDER VARIABLE LOAD CONDITIONS. SUPPLY EACH DISTRIBUTOR WITH SUITABLE CHARTS SHOWING TRUCK AND PUMP SPEEDS AND OTHER PERTINENT APPLICATION DATA NECESSARY TO OBTAIN THE REQUIRED RESULTS. SEE MANUFACTURER 5/32S REPRESENTATIVE FOR CORRECT DISTRIBUTOR SETTINGS.

WEATHER LIMITATIONS

DO NOT APPLY THE MATERIAL IF THE SURFACE TEMPERATURE IS BELOW 40° F.  
NOTE: DO NOT ALLOW THE PRODUCT TO FREEZE PRIOR TO APPLICATION.

PREPARATION OF SURFACE

ENSURE THAT THE SURFACE HAS BEEN SWEEPED JUST BEFORE APPLICATION AND IS THOROUGHLY CLEAN, DRY AND FREE OF LOOSE STONE CHIPS. REMOVE DIRT, DUST AND LOOSE CHIPS CLEANED FROM THE SURFACE AND DISPOSE OF IT.

APPLICATION OF ASPHALT MATERIAL

UNIFORMLY APPLY THE ASPHALT MATERIAL WITH A DISTRIBUTOR.

NOTE: THIS MATERIAL IS NOT COMPATIBLE WITH CATIONIC EMULSIONS (CRS, CQS, CMS, CSS ETC.) ALL EQUIPMENT SHOULD BE THOROUGHLY CLEANED IF CATIONIC EMULSION WAS PREVIOUSLY PRESENT. IF PRODUCT IS TO BE STORED FOR AN EXTENDED PERIOD OF TIME THE MATERIAL SHOULD BE AGITATED OR GENTLY CIRCULATED PRIOR TO USE. NOZZLE SPRAY PATTERN SHOULD BE IDENTICAL TO ONE ANOTHER ALONG THE DISTRIBUTOR SPRAY BAR. THE ANGLE OF THE NOZZLE SHOULD A 15 TO 30 DEGREE ANGLE TO THE SPRAY BAR AXIS TO MAXIMIZE OVERLAP.

THE POLYMER FOG SEAL SHOULD BE APPLIED AT A RATE OF 0.1 TO 0.2 GALLONS PER SQUARE YARD. RECOMMENDED APPLICATION TEMPERATURE IS 140° F TO 180° F. DO NOT EXCEED 180° F.

THE ENGINEER AND MANUFACTURER'S REPRESENTATIVE WILL APPROVE THE QUANTITY, RATE OF APPLICATION, TEMPERATURE, DISTRIBUTOR SETTINGS AND AREAS TO BE TREATED BEFORE APPLICATION OF THE POLYMER FOG SEAL. CONTRACTOR MUST CONTACT THE MANUFACTURER'S REPRESENTATIVE FOR DISTRIBUTOR SETTINGS AND SPRAY NOZZLE TYPE. THE ENGINEER WILL DETERMINE THE ACTUAL APPLICATION RATE IN GALLONS PER SQUARE YARD (LITERS PER SQUARE METER) BY A CHECK ON THE PROJECT. THE APPLICATION IS CONSIDERED SATISFACTORY WHEN THE ACTUAL RATE IS WITHIN ±10 PERCENT OF THE REQUIRED RATE AND THE MATERIAL IS APPLIED UNIFORMLY WITH NO VISIBLE EVIDENCE OF STREAKING, RIDGING OR EXCESS MATERIAL BLEEDING OR PUDDLING.

THE MATERIAL SHALL BE OVERLAPPED BY 2" TO 6" AT ALL ADJACENT SPRAY PASSES.

TRAFFIC SHALL BE ALLOWED ON THE MATERIAL AFTER ONE HOUR OR LONGER AS DIRECTED BY THE PROJECT ENGINEER'S ON-SITE REPRESENTATIVE AFTER THE MATERIAL HAS BEEN DETERMINED TO BE TACK FREE AND SET REASONABLY FIRMLY.

PERMANENT PAVEMENT MARKINGS MAY BE APPLIED ON THE MATERIAL AFTER 24 HOURS. THERMOPLASTIC OR NON-WATER BASED FINAL PAVEMENT MARKINGS SHALL BE APPLIED NOT SOONER THAN TWO WEEKS AFTER MATERIAL APPLICATION.

METHOD OF MEASUREMENT

THE DEPARTMENT WILL MEASURE FOG SEAL BY THE NUMBER OF GALLONS (LITERS) OF DILUTED ASPHALT MATERIAL APPLIED FOR EACH ACCORDING TO ITEM 109.

BASIS OF PAYMENT

THE DEPARTMENT WILL PAY FOR ACCEPTED QUANTITIES AT THE CONTRACT PRICES AS FOLLOWS:

ITEM	UNIT	DESCRIPTION
SPECIAL	GALLON	MISC.: FOG SEAL

**TRAFFIC CONTROL**

**ITEM SPECIAL - AIR SPEED ZONE MARKING**

EXCEPT AS NOTED, THIS ITEM IS TO MEET CMS 644. THE SPEED MEASUREMENT MARKINGS ARE TO BE WHITE AND 24 INCHES WIDE (MEASURED IN THE DIRECTION OF TRAVEL) AND FOUR (4) FEET IN LENGTH.

PLACE THE MARKINGS AT 0.25 MILE INTERVALS OVER A ONE (1) MILE LENGTH OF ROADWAY ENTIRELY ON THE PAVED SHOULDERS. THE ZONE IS TO START AT LOR-10-3.10 EB AND END AT LOR-10-4.10 EB. THE SECOND ZONE IS TO START AT LOR-10-4.10 WB AND END AT LOR-10-3.10 WB.

IT IS THE CONTRACTOR'S RESPONSIBILITY TO HAVE THE MARKINGS LAID OUT BY A STATE OF OHIO REGISTERED SURVEYOR. A RECORD IS TO BE KEPT AND ONE ORIGINAL SIGNED AND SEALED DOCUMENT IS TO BE SENT TO THE DISTRICT 3 TRAFFIC ENGINEER AND ONE COPY FOR THE DISTRICT CONSTRUCTION ENGINEER.

MEASUREMENT AND PAYMENT: THE FIVE (5) MARKINGS PLACED ON EACH OF THE TWO SHOULDERS IN EACH 1 MILE OF ROADWAY PER EACH DIRECTION OF TRAVEL EQUAL ONE ZONE. ONE ZONE WILL BE MEASURED AS 1 EACH. PAYMENT FOR ALL MATERIALS, LABOR, EQUIPMENT AND SURVEYING FOR ACCEPTED WORK IS TO BE INCLUDED PER EACH IN ITEM SPECIAL, AIR SPEED ZONE MARKING.

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GENERAL NOTES

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**MAINTENANCE OF 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.

WORK ZONE MARKING SIGN: (W8-H12A-36) NO EDGE LINE = 15 TOTAL

**ITEM 614. MAINTAINING TRAFFIC (LANES OPEN DURING HOLIDAYS)**

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

SHOULD THE CONTRACTOR FAIL TO MEET ANY OF THESE REQUIREMENTS, THE CONTRACTOR SHALL BE ASSESSED A DISINCENTIVE FEE IN ACCORDANCE WITH CMS 108.07.

**ITEM 614. MAINTAINING TRAFFIC LANE CLOSURE/REDUCTION REQUIRED**

LENGTH AND DURATION OF LANE 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. MAINTAINING TRAFFIC: GENERAL**

ONE 11' LANE OF TRAFFIC IN EACH DIRECTION SHALL BE MAINTAINED AT ALL TIMES. ALL WORK AND TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH ITEM 614 AND OTHER APPLICABLE PORTIONS 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: 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.

**WORK OPERATIONS**

IN ADDITION TO THE REQUIREMENTS OF SECTION 614 OF THE CONSTRUCTION AND MATERIAL SPECIFICATIONS THE FOLLOWING SHALL APPLY:

THE CONTRACTOR'S EQUIPMENT SHALL BE OPERATED IN THE DIRECTION OF TRAVEL WHERE PRACTICAL. A FLAGGER SHALL BE USED WHERE THE CONTRACTOR'S EQUIPMENT MUST MERGE WITH THE TRAFFIC STREAM. THE CONTRACTOR'S VEHICLES AND EQUIPMENT SHALL BE EQUIPPED WITH AT LEAST ONE AMBER FLASHING LIGHT. AMBER LIGHT SHALL BE VISIBLE TO ALL DIRECTIONS OF TRAFFIC A MINIMUM OF 0.25 MILE.

THE CONTRACTOR SHALL ARRANGE CONSTRUCTION OPERATIONS SO AS TO PREVENT ANY INTERFERENCE TO THE CONTINUOUS FLOW OF TRAFFIC. ALL VEHICLES, EQUIPMENT, WORKERS AND THEIR ACTIVITIES ARE RESTRICTED AT ALL TIMES TO THE CLOSED LANES UNLESS OTHERWISE APPROVED BY THE ENGINEER.

**SEQUENCE OF WORK**

FOR AREAS THAT HAVE A FOG SEAL APPLICATION, THE MICROSURFACING SHALL BE COMPLETED PRIOR TO PLACING THE FOG SEAL.

**FOG SEAL MAINTENANCE OF TRAFFIC**

A LANE CLOSURE USING DRUMS AS PER MT-95.30 SHALL APPLY TO THIS WORK.

**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.

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 DR  
NORTH RIDGEVILLE, OH 44039  
(440) 365-5045

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 56 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.



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SHEET							ITEM	ITEM EXT.	GRAND TOTAL	UNIT	DESCRIPTION	REF. SHEET
12	17	18	25	26								
<b>PAVEMENT ITEMS</b>												
		100				253	90000	100	CU YD	PAVEMENT REPAIR, MISC.: PARTIAL DEPTH	13	
	170609					421	10011	170609	SQ YD	MICROSURFACING, SURFACE COURSE, AS PER PLAN	13	
	170609					423	98100	170609	SQ YD	CRACK SEALING, MISC.: TYPE II OR TYPE III	13	
	2226					617	10100	2226	CU YD	COMPACTED AGGREGATE		
	20041					617	20000	20041	SQ YD	SHOULDER PREPARATION		
	11915					SPECIAL	69098900	11915	GAL	MISC.: FOG SEAL	14	
<b>TRAFFIC CONTROL ITEMS</b>												
						575	00100	575	EACH	RPM		
						824	54000	824	EACH	RAISED PAVEMENT MARKER REMOVED		
			24.76			644	00104	24.76	MILE	EDGE LINE, 6"		
			11.61			644	00204	11.61	MILE	LANE LINE, 6"		
			2266			644	00404	2266	FT	CHANNELIZING LINE, 12"		
			422			644	00700	422	FT	TRANSVERSE/DIAGONAL LINE		
			2			SPECIAL	64440000	2	EACH	AIR SPEED ZONE MARKING	14	
<b>MAINTENANCE OF TRAFFIC ITEMS</b>												
	56					614	11110	56	HOURLY	LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE		
	15					614	12460	15	EACH	WORK ZONE MARKING SIGN		
			11.61			614	20550	11.61	MILE	WORK ZONE LANE LINE, CLASS III, 642 PAINT		
			2266			614	23680	2266	FT	WORK ZONE CHANNELIZING LINE, CLASS III, 642 PAINT		
						614	11000	LUMP		MAINTAINING TRAFFIC		
						624	10000	LUMP		MOBILIZATION		

GENERAL SUMMARY

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STATION LIMITS DESCRIPTION	TYPICAL (SHEET NUMBER(S))	SIDE	LENGTH FT	MICROSURFACING QUANTITIES			FOG SEAL AND BERM QUANTITIES								
				MICROSURFACING WIDTH FT	421	423	FOG SEAL WIDTH FT	SPECIAL				617	617		
					MICROSURFACING, SURFACE COURSE, AS PER PLAN SQ YD	CRACK SEALING, MISC.: TYPE II OR TYPE III SQ YD		MISC.: FOG SEAL (0.15 GAL/SQ YD) GAL					SHOULDER PREPARATION SQ YD	COMPACTED AGGREGATE (3' AVG WIDTH, 2" DEEP) CU YD	
SR-10 840+50 BK - 843+01.58 BK	9	WB	251.58	25	699	699	3.5/7.5	307						84	9
SR-10 840+50 BK - 843+01.58 BK	9	EB	251.58	25	699	699	3.5/7.5	307						84	9
SR-10 802+57.97 AH - 1103+02 AH	9, 10	WB	30044.03	25	83456	83456	3.5/7.5	5508						10015	1113
SR-10 802+57.90 AH - TO 1098+34 AH	9, 10	EB	29576.1	25	82156	82156	3.5/7.5	5422						9859	1095
U TURN MEDIAN STA 829+00		MEDIAN						248							
U TURN MEDIAN STA 905+00		MEDIAN						41							
U TURN MEDIAN STA 926+50		MEDIAN						41							
U TURN MEDIAN STA 1040+50		MEDIAN						41							
SR-10 ACCEL/DECEL LANES AT SR - 57															
F 807+02.59 - 811+56.90 DECEL F	11	LT	454.31	12-39	992	992									
F 811+56.90 - 815+02.59 DECEL F	11	LT	345.69	12	461	461									
804+41.32 - 814+41.32 ACCEL G	11	RT	1000.00	0-25	1333	1333									
SR-10 ACCEL/DECEL LANES AT SR - 83 C															
A 914+05.40 - A 924+05.40 ACCEL A	12	LT	1000.00	0-25	1333	1333									
B 940+65.00 - B 948+65.00 DECEL B	12	LT	800.00	12-39	1453	1453									
C 942+08.60 - C 952+08.60 ACCEL C	12	RT	1000.00	0-25	1778	1778									
D 917+50.00 - D 925+50.00 DECEL D	12	RT	800.00	12-39	1453	1453									
BRIDGE DEDUCTIONS															
LOR-10-0443 - OVER ROOT ROAD		RT	128.1, 50	25, 24	-489	-489									
LOR-10-0443 - OVER ROOT ROAD		LT	128.1, 50	25, 24	-489	-489									
LOR-10-0484 - OVER CONSOLID. RAIL		RT	264.2, 25	25, 24	-801	-801									
LOR-10-0484 - OVER CONSOLID. RAIL		LT	264.2, 25	25, 24	-801	-801									
LOR-10-0513 - OVER OHIO TURNPIKE		RT	492.5	25	-1368	-1368									
LOR-10-0513 - OVER OHIO TURNPIKE		LT	452.0	25	-1256	-1256									
SHEET TOTAL					170609	170609		11915						20041	2226

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 WORKSTATION: scholtz DATE: 4/24/2012 MODELNAME: Default

PAVEMENT / SHOULDER DATA

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WESTBOUND PAVEMENT REPAIRS

SLM		LANE(S) D=DRIVING LANE P=PASSING LANE L=LANE LINE SH=PAVED SHOULDER	WIDTH	LENGTH	INDIVIDUAL REPAIR AREA SQ YD	TYPE OF REPAIR (T= TRANSVERSE, L=LONGITUDINAL)	DEPTH	253 PAVEMENT REPAIR, MISC.: PARTIAL DEPTH CU YD	COMMENTS
BEGIN	END		FT	FT			IN		
5.49		L	2	20	4.44	L	6.25	0.77	
5.30		L	2	5	1.11	L	6.25	0.19	
5.09		D & P	3	34	11.33	T	6.25	1.97	REAR ABUTMENT
5.07		D	4	12	5.33	T	6.25	0.93	
4.84		D	2	30	6.67	L	6.25	1.16	FORWARD ABUTMENT
4.78		D & P	3	24	8.00	T	6.25	1.39	
4.43		D & P	2	24	5.33	T	6.25	0.93	FORWARD ABUTMENT
4.42		D & P	2	24	5.33	T	6.25	0.93	
4.35		D & P	2	24	5.33	T	6.25	0.93	REAR ABUTMENT
4.34		D	2	12	2.67	T	6.25	0.46	
3.97	3.95	SH	3	106	35.20	L	6.25	6.11	OUTSIDE SHOULDER
2.75	2.74		2	53	11.78	L	6.25	2.04	OUTSIDE SHOULDER
2.69			2	16	3.56	T	6.25	0.62	BEGINNING OF OFF RAMP (SR 83C)
2.67	2.59		2	422	93.87	L	6.25	16.30	OUTSIDE SHOULDER OF RAMP (SR 83C)
0.53	0.47		2	317	70.40	L	6.25	12.22	OUTSIDE SHOULDER
0.30	0.20		2	528	117.33	L	6.25	20.37	US 20 OFF RAMP
SUBTOTALS THIS COLUMN								67	

Note 1: The quantities on this sheet are for informational purposes only. Exact locations will be determined in the field.

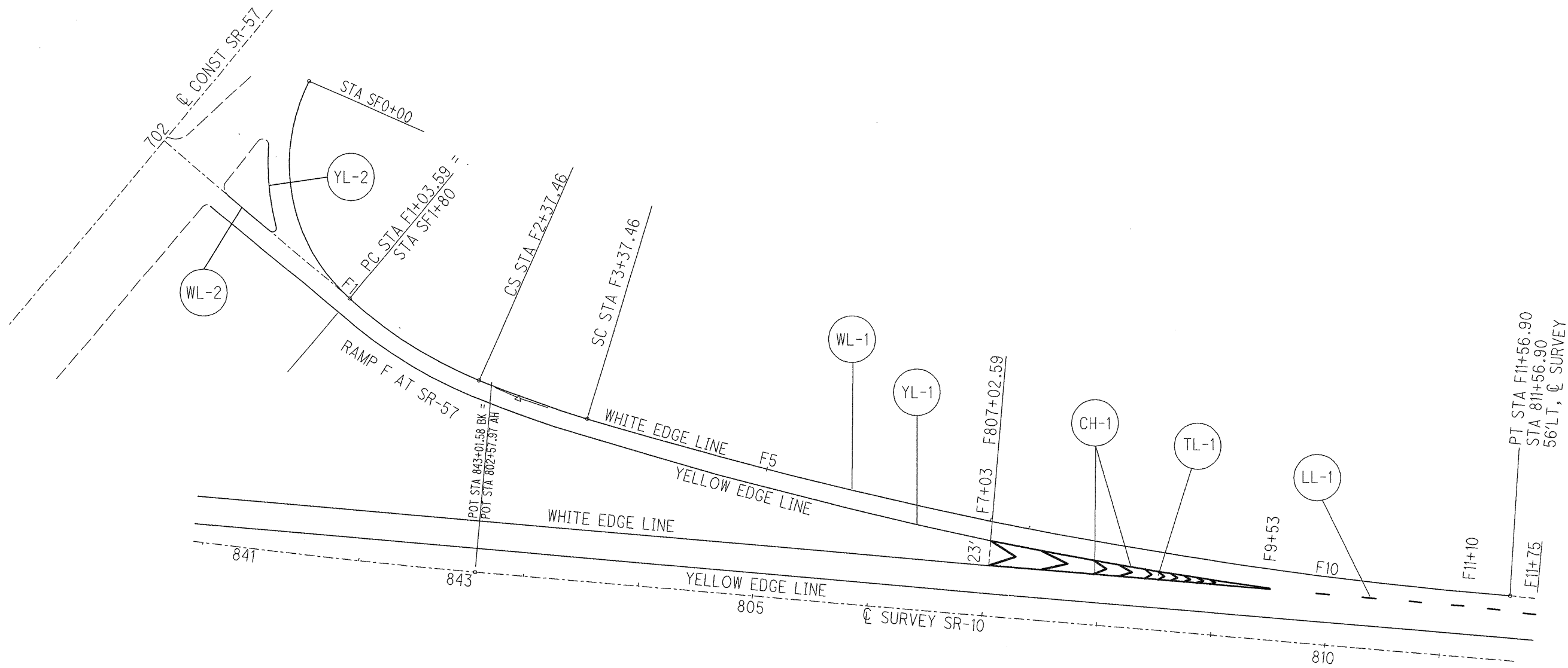
EASTBOUND PAVEMENT REPAIRS

SLM		LANE(S) D=DRIVING LANE P=PASSING LANE L=LANE LINE SH=PAVED SHOULDER	WIDTH	LENGTH	INDIVIDUAL REPAIR AREA SQ YD	TYPE OF REPAIR (T= TRANSVERSE, L=LONGITUDINAL)	DEPTH	253 PAVEMENT REPAIR, MISC.: PARTIAL DEPTH CU YD	COMMENTS
BEGIN	END		FT	FT			IN		
0.00		D & P	3	24	8.00	T	6.25	1.39	
4.37		D & P	2	24	5.33	T	6.25	0.93	REAR ABUTMENT
4.40		D & P	2	24	5.33	T	6.25	0.93	FORWARD ABUTMENT
4.40	4.42		2	106	23.56	L	6.25	4.09	ALONG EDGE LINE OF DRIVING LANE
4.41		D & P	3	24	8.00	T	6.25	1.39	
4.75		D & P	3	24	8.00	T	6.25	1.39	
4.80		P	3	12	4.00	T	6.25	0.69	FORWARD ABUTMENT
5.05		D & P	2	24	5.33	T	6.25	0.93	REAR ABUTMENT
5.14		D & P	2	24	5.33	T	6.25	0.93	FORWARD ABUTMENT
EXTRA QUANTITY TO BE USED AT ENGINEER'S DISCRETION								20	
SUBTOTALS THIS COLUMN								13	
TOTALS THIS PAGE								100	

CALC BY:  
ERS  
CHKD BY:  
M/S

PAVEMENT REPAIR QUANTITIES

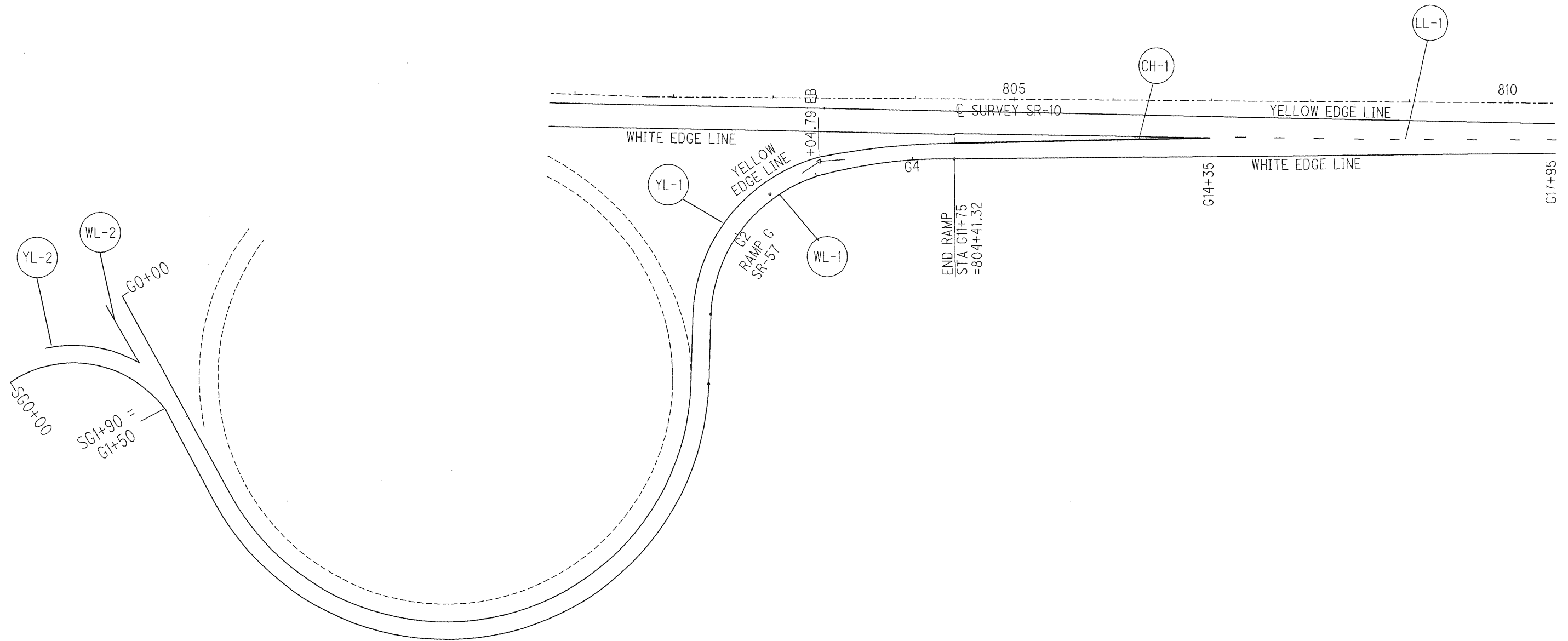
LOR-10-0-00 PM



REF NO.	STATION		SIDE	644	644	644	644	644				
	FROM	TO		TRANSVERSE /DIAGONAL LINE	CHANNEL-IZING LINE, 12"	LANE LINE, 6"	WHITE EDGE LINE, 6"	YELLOW EDGE LINE 6"				
				FT	FT	MILE	MILE	MILE				
CH-1	F7+03	F9+53	GORE		500							
TL-1	F7+03	F9+53	GORE	150								
LL-1	F9+50	F11+75	GORE			0.04						
WL-1	SF0+00	F7+03	LEFT				0.15					
WL-2	F0+00	F0+56	LEFT				0.01					
YL-1	F0+00	F7+03	RIGHT					0.13				
YL-2	SF0+39	SF1+80	RIGHT					0.03				
<b>TOTALS CARRIED TO SHEET 25</b>				150	500	0.04	0.16	0.16				

NOTE: ITEM 644 TRANSVERSE/DIAGONAL LINE SHALL BE THE CHEVRON STYLE

DESIGN FILE: i:\projects\79757\roadway\sheets\79757TD001.dgn  
 WORKSTATION: scholtz DATE: 4/24/2012 MODELNAME: Default

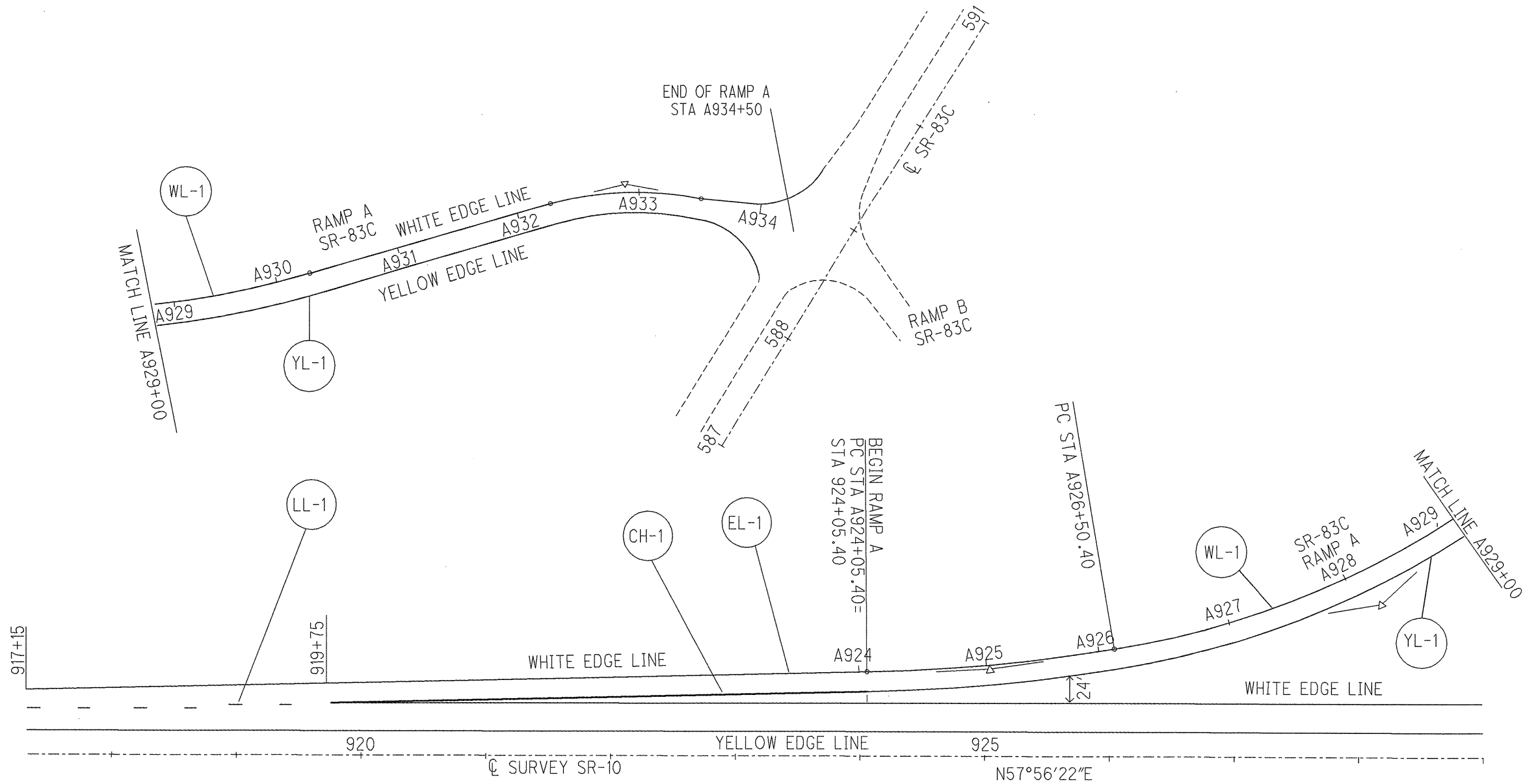


REF NO.	STATION		SIDE	644	644	644	644									
	FROM	TO		LANE LINE, 6"	CHANNEL-IZING LINE, 12"	WHITE EDGE LINE, 6"	YELLOW EDGE LINE 6"									
				MILE	FT	MILE	MILE									
LL-1	G14+35	G17+95	GORE	0.07												
CH-1	G11+75	G14+35	GORE		260											
WL-1	SG0+00	G14+35	RIGHT			0.27										
WL-2	G0+00	G0+80	RIGHT			0.02										
YL-1	G0+00	G11+75	LEFT				0.23									
YL-2	SG0+00	SG1+36	LEFT				0.03									
<b>TOTALS CARRIED TO SHEET 25</b>				0.07	260	0.29	0.26									

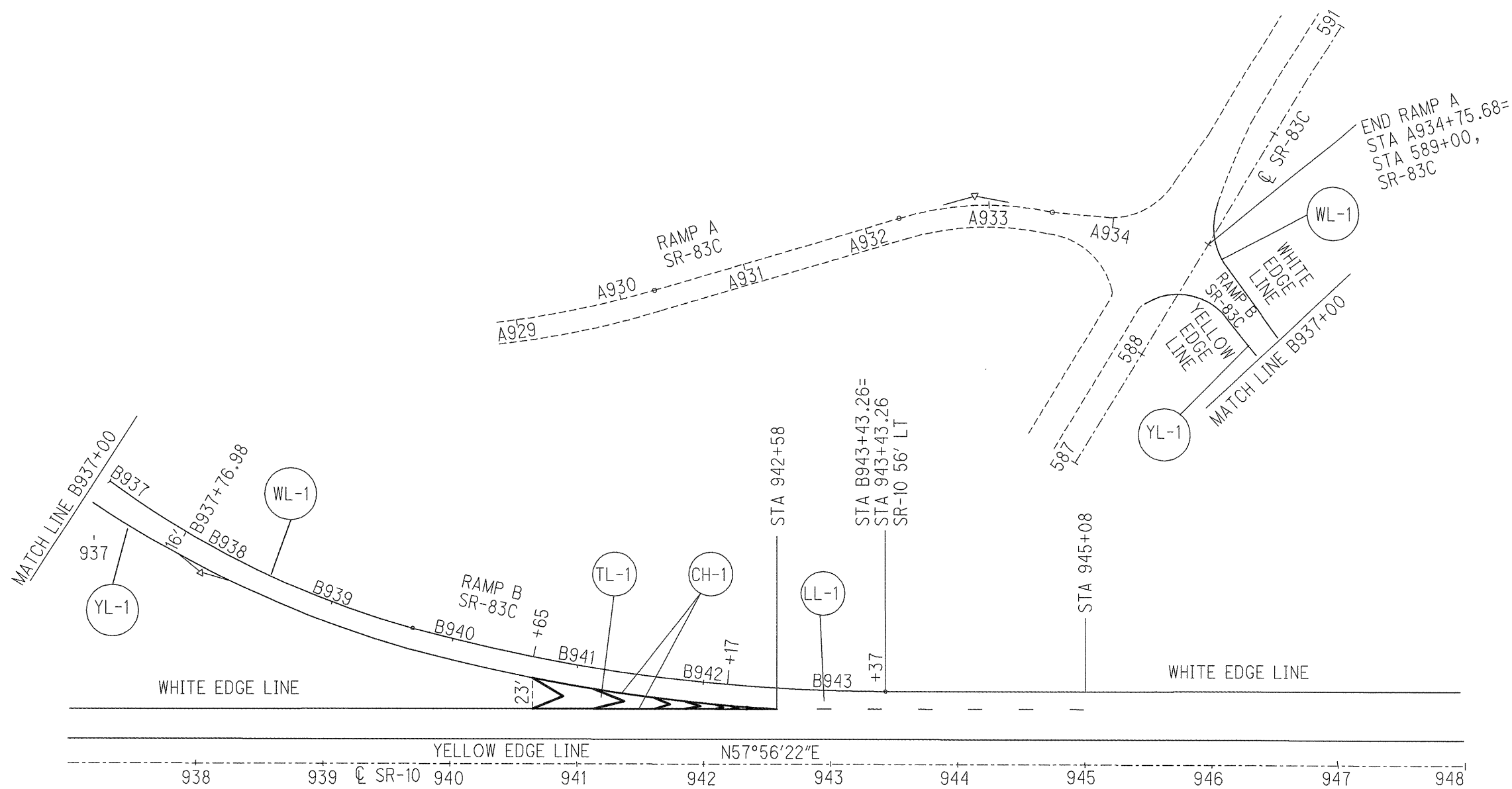
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LOR-10-0.00 PM
20  
26

PAVEMENT MARKINGS

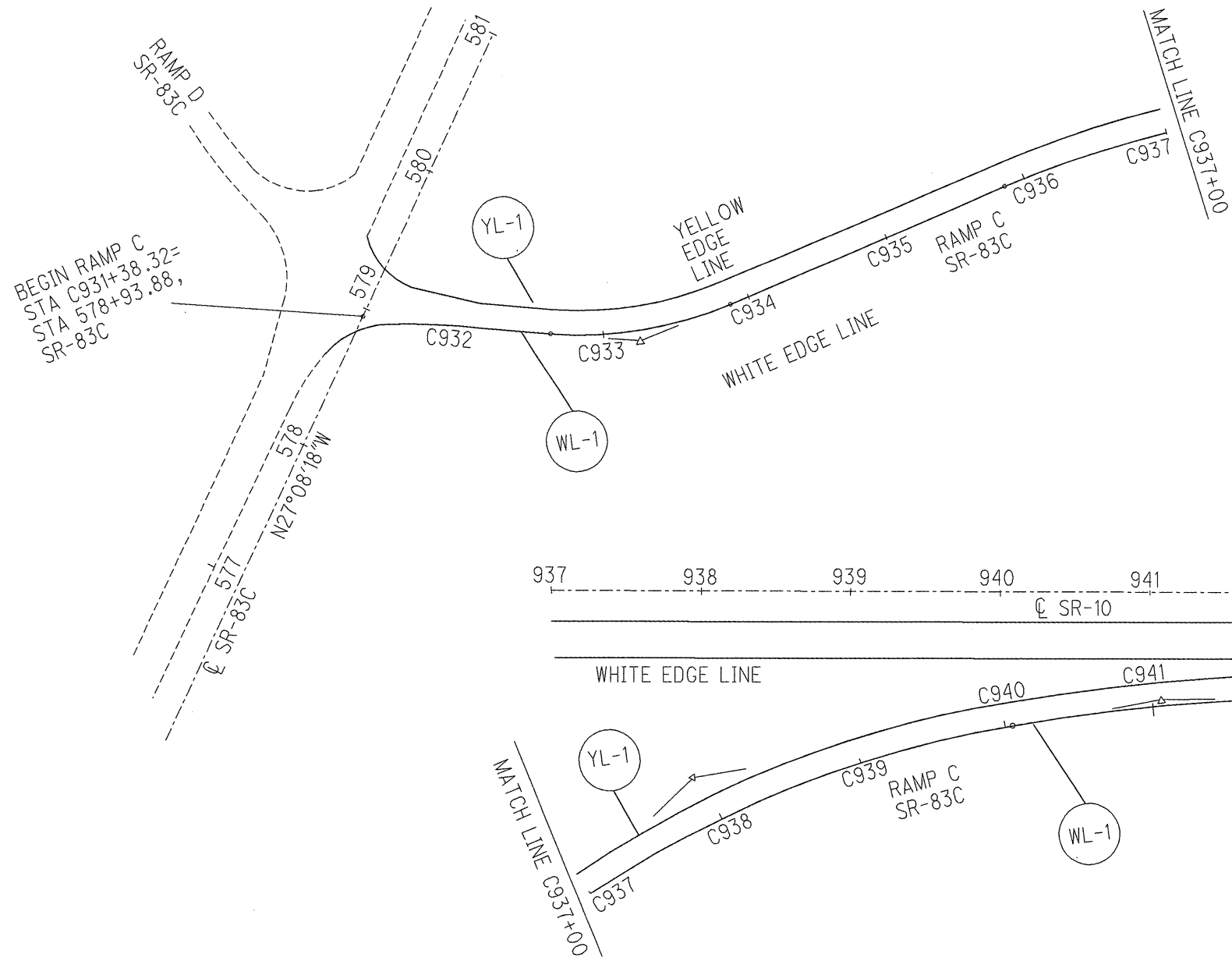


REF NO.	STATION		SIDE	644	644	644	644										
	FROM	TO		LANE LINE, 6"	CHANNEL-IZING LINE, 12"	WHITE EDGE LINE, 6"	YELLOW EDGE LINE 6"										
				MILE	FT	MILE	MILE										
LL-1	A917+15	A919+75	GORE	0.05													
CH-1	A919+75	A924+05	GORE		430												
WL-1	A919+75	A934+50	LEFT			0.28											
YL-1	A924+05	A934+76	RIGHT				0.20										
<b>TOTALS CARRIED TO SHEET 25</b>				0.05	430	0.28	0.20										

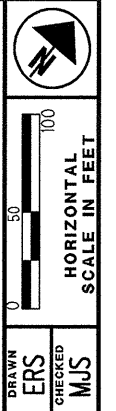


REF NO.	STATION		SIDE	644	644	644	644	644					
	FROM	TO		CHANNEL-IZING LINE, 12"	TRANSVERSE /DIAGONAL LINE	LANE LINE, 6"	WHITE EDGE LINE, 6"	YELLOW EDGE LINE 6"					
				FT	FT	MILE	MILE	MILE					
CH-1	B940+65	B942+58	GORE	386									
TL-1	B940+65	B942+58	GORE		141								
LL-1	B942+58	B945+08	GORE			0.05							
WL-1	B934+76	B940+65	LEFT				0.11						
YL-1	B934+76	B940+65	RIGHT					0.11					
<b>TOTALS CARRIED TO SHEET 25</b>				386	141	0.05	0.11	0.11					

NOTE: ITEM 644 TRANSVERSE/DIAGONAL LINE SHALL BE THE CHEVRON STYLE



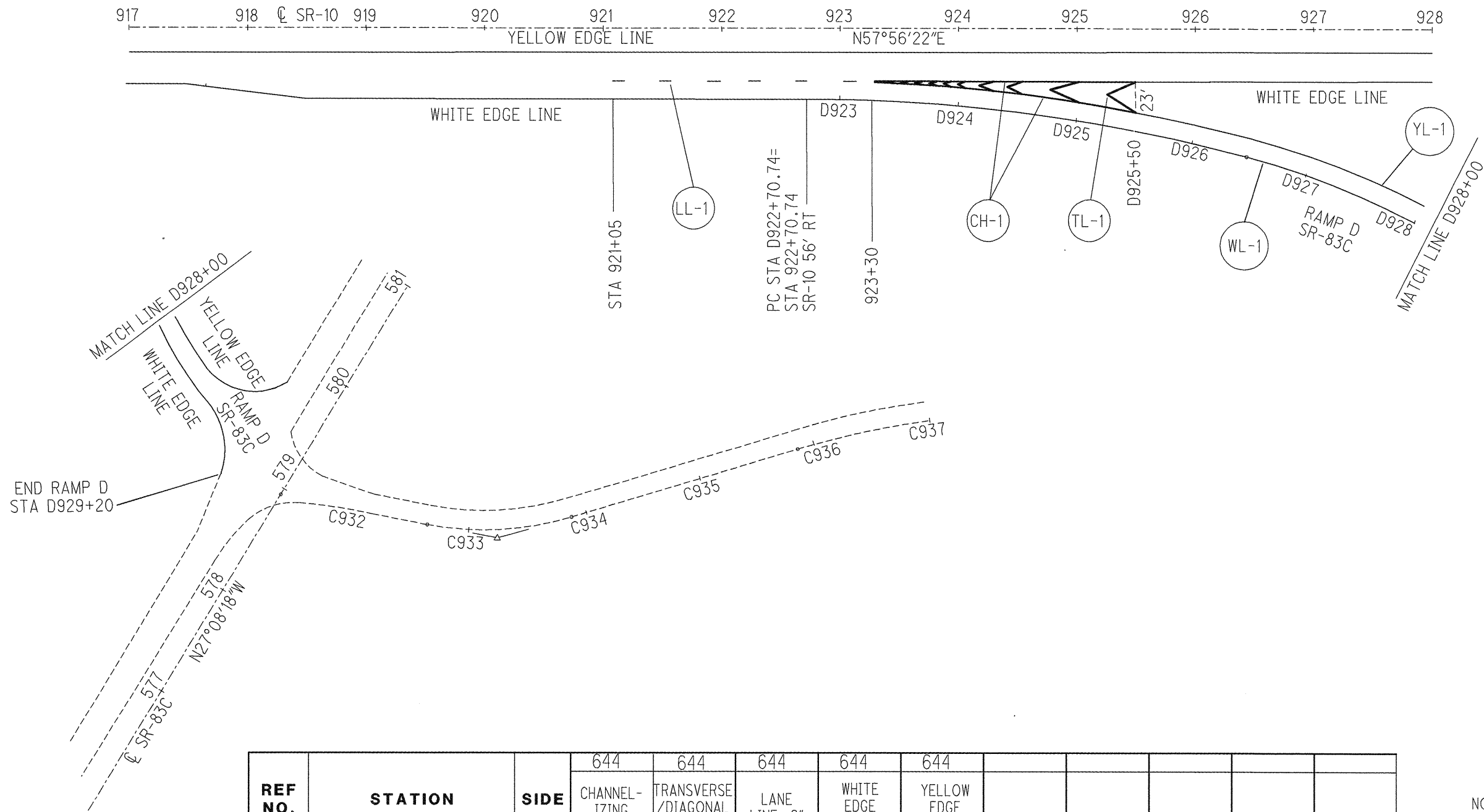
REF NO.	STATION		SIDE	644	644	644	644											
	FROM	TO		LANE LINE, 6"	CHANNEL-IZING LINE, 12"	WHITE EDGE LINE, 6"	YELLOW EDGE LINE 6"											
				MILE	FT	MILE	MILE											
LL-1	944+59	947+79	GORE	0.06														
CH-1	942+09	944+59	GORE		250													
WL-1	C931+38	944+59	RIGHT			0.25												
YL-1	C931+38	942+09	LEFT				0.20											
<b>TOTALS CARRIED TO SHEET 25</b>				0.06	250	0.25	0.20											



DRAWN: ERS  
 CHECKED: MJS

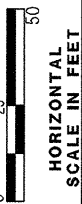
**PAVEMENT MARKINGS**

**LOR-10-0.00 PM**



REF NO.	STATION		SIDE	644	644	644	644	644					
	FROM	TO		CHANNEL-IZING LINE, 12"	TRANSVERSE/DIAGONAL LINE	LANE LINE, 6"	WHITE EDGE LINE, 6"	YELLOW EDGE LINE 6"					
				FT	FT	MILE	MILE	MILE					
CH-1	D923+30	D925+50	GORE	440									
LL-1	D921+05	D923+30	GORE			0.04							
TL-1	D923+30	D925+50	GORE		131								
WL-1	D925+50	D929+20	RIGHT				0.07						
YL-1	D925+50	D929+20	LEFT					0.07					
<b>TOTALS CARRIED TO SHEET 25</b>				440	131	0.04	0.07	0.07					

NOTE: ITEM 644 TRANSVERSE/DIAGONAL LINE SHALL BE THE CHEVRON STYLE



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**PAVEMENT MARKINGS**

**LOR-10-0.00 PM**





# RAISED PAVEMENT MARKERS

LOCATION				D E T A I L	621			PRISMATIC RETRO-REFLECTOR TYPES					REMARKS
COU	ROUTE	s.l.m. SECTION			RAISED PAVEMENT MARKER REMOVED each	RPM each		ONE - WAY		TWO - WAY			
		FROM	TO					WHITE	YELLOW	YELLOW/YELLOW	WHITE/RED	YELLOW/RED	
LOR	SR-10 WB	840+50 BK	843+02 BK	5	5	4		4					
LOR	SR-10 EB	840+50 BK	843+02 BK	5	5	4		4					
LOR	SR-10 WB	802+58 AH	1103+02 AH	5	377	252		252					EXISTING RPM's ARE 80' SPACING. PROPOSED ARE 120' SPACING.
LOR	SR-10 EB	802+58 AH	1098+34 AH	5	371	248		248					EXISTING RPM's ARE 80' SPACING. PROPOSED ARE 120' SPACING.
LOR	SR 10-57												
LOR	RAMP F	F7+03	F9+53	3	15	15					15		
LOR	RAMP G	G4+41	G7+01	4	14	8					8		
LOR	SR 10-83C												
LOR	RAMP A	A919+75	A924+05	2	4	12					12		
LOR	RAMP B	B940+65	B942+58	3	11	11					11		
LOR	RAMP C	942+09	944+59	2	9	8					8		
LOR	RAMP D	D923+30	D925+50	3	16	13					13		
TOTAL						824	575		508		67		

DETAIL	
1	MULTILANE UNDIVIDED
1	TYPICAL SPACING
2	TAPERED ACCEL LANE
3	DECELERATION LANE
4	PARALLEL ACCEL LANE
5	MULTILANE DIVIDED/ EXPRESSWAY
6	STOP APPROACH
7	1 LANE APPR. W/LT. TURN LANE
8	THRU APPROACH
9	2 LANE APPR. W/LT TURN LANE
10	4 LANE DIVIDED TO 2 LANE TRANSITION
11	4 LANE UNDIVIDED TO 2 LANE TRANSITION
12	TWO LANE NARROW BRIDGE
13	TWO WAY LEFT TURN LANE
14	ONE LANE BRIDGE
15	HORIZONTAL CURVE
16	HORIZONTAL CURVE ALT.
17	STOP APPROACH ALT.
GAP	CENTERLINE AT 24.4m TYP.

DESIGN FILE: i:\projects\79757\roadway\sheets\79757TS001.dgn  
 WORKSTATION: scholtz  
 MODELNAME: Default  
 DATE: 2/28/2012

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**RAISED PAVEMENT MARKER INFORMATION**

**LOR-10-0.00 PM**