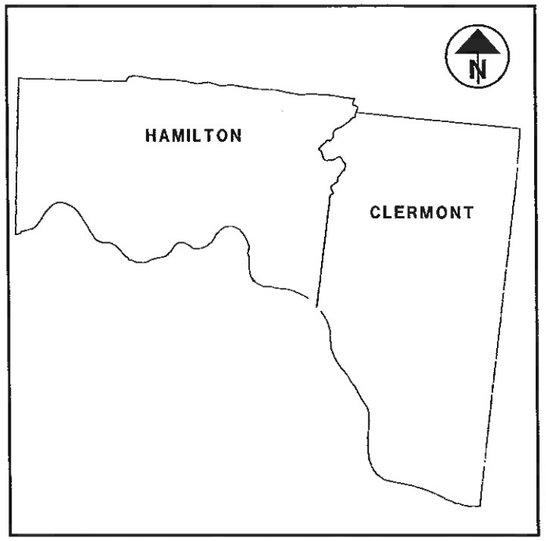


SEE LOCATION MAP SHEET 2

LATITUDE: 39° 22'46.35" LONGITUDE: -84° 31'81.86"

DESIGN FUNCTIONAL CLASSIFICATION:
05 MAJOR COLLECTOR (URBAN)
NHS PROJECT ..... NO

DESIGN EXCEPTIONS ..... NONE

ADA DESIGN WAIVERS: NONE

STATE OF OHIO
DEPARTMENT OF TRANSPORTATION

HAM/CLE-SR126-22.28/0.00

HAMILTON COUNTY
CLERMONT COUNTY

PROJECT DESCRIPTION

RESURFACING A PORTION OF SR-126 IN HAMILTON COUNTY AND CLERMONT COUNTY.
THIS PROJECT IS A 2" MILL/FILL WITH PAVEMENT REPAIRS, CURB RAMP AND GUARDRAIL UPGRADES.

INDEX OF SHEETS:

EARTH DISTURBED AREAS

PROJECT EARTH DISTURBED AREA:	3.3 ACRES
ESTIMATED CONTRACTOR EARTH DISTURBED AREA:	0.0 ACRES
NOTICE OF INTENT EARTH DISTURBED AREA:	N/A

2019 SPECIFICATIONS

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

LOG		SHAM00126R 24.03-25.59	SHAM00126R 25.59-25.88	SCLE00126R 0-1.78	SCLE00126R 1.78-2.16	SHAM00126R 21.02-22.44	SHAM00126R 22.44-22.84	SHAM00126R 22.84-24.03
ADT	2022	4,500	7,400	5,100	5,200	8,900	5,700	4,400
ADT	2034	5,400	7,500	5,200	5,600	9,000	6,000	5,300
K		0.13	0.1	0.13	0.13	0.09	0.13	0.13
DHV	2034	700	750	700	750	800	800	700
DD		53%	59%	65%	55%	70%	66%	52%
T24		5.00%	5.00%	12.00%	9.00%	4.00%	6.00%	6.00%

UNDERGROUND UTILITIES
Contact Two Working Days Before You Dig
OHIO811.org Before You Dig
OHIO811, 8-1-1, or 1-800-362-2764
(Non-members must be called directly)

PLAN PREPARED BY:
ODOT DISTRICT 8 ENGINEERING
505 S. STATE ROUTE 741
LEBANON, OHIO 45036

ENGINEERS SEAL:

STATE OF OHIO
JOHN DENNIS OTIS
70344
REGISTERED
PROFESSIONAL ENGINEER

SIGNED: _____
DATE: 2/12/21

STANDARD CONSTRUCTION DRAWINGS

BP-3.1	01/17/20	MT-101.90	7/21/17
BP-3.2	1/18/19	MT-105.10	1/17/20
BP-4.1	7/19/13	MT-110.10	7/19/13
BP-7.1	7/20/18		
		MGS-1.1	1/19/18
RM-1.1	7/18/14	MGS-2.1	1/19/18
		MGS-3.1	1/19/18
TC-61.30	7/19/19	MGS-4.2	7/19/13
TC-65.10	1/17/14	MGS-4.3	1/18/13
TC-65.11	7/21/17	MGS-5.3	7/15/16
TC-71.10	1/19/18		
MT-97.10	4/19/19		
MT-97.12	1/20/17		
MT-97.20	4/19/19		
MT-99.20	4/19/19		

SUPPLEMENTAL SPECIFICATIONS

800-2019	1/15/21
832	10/19/18

SPECIAL PROVISIONS

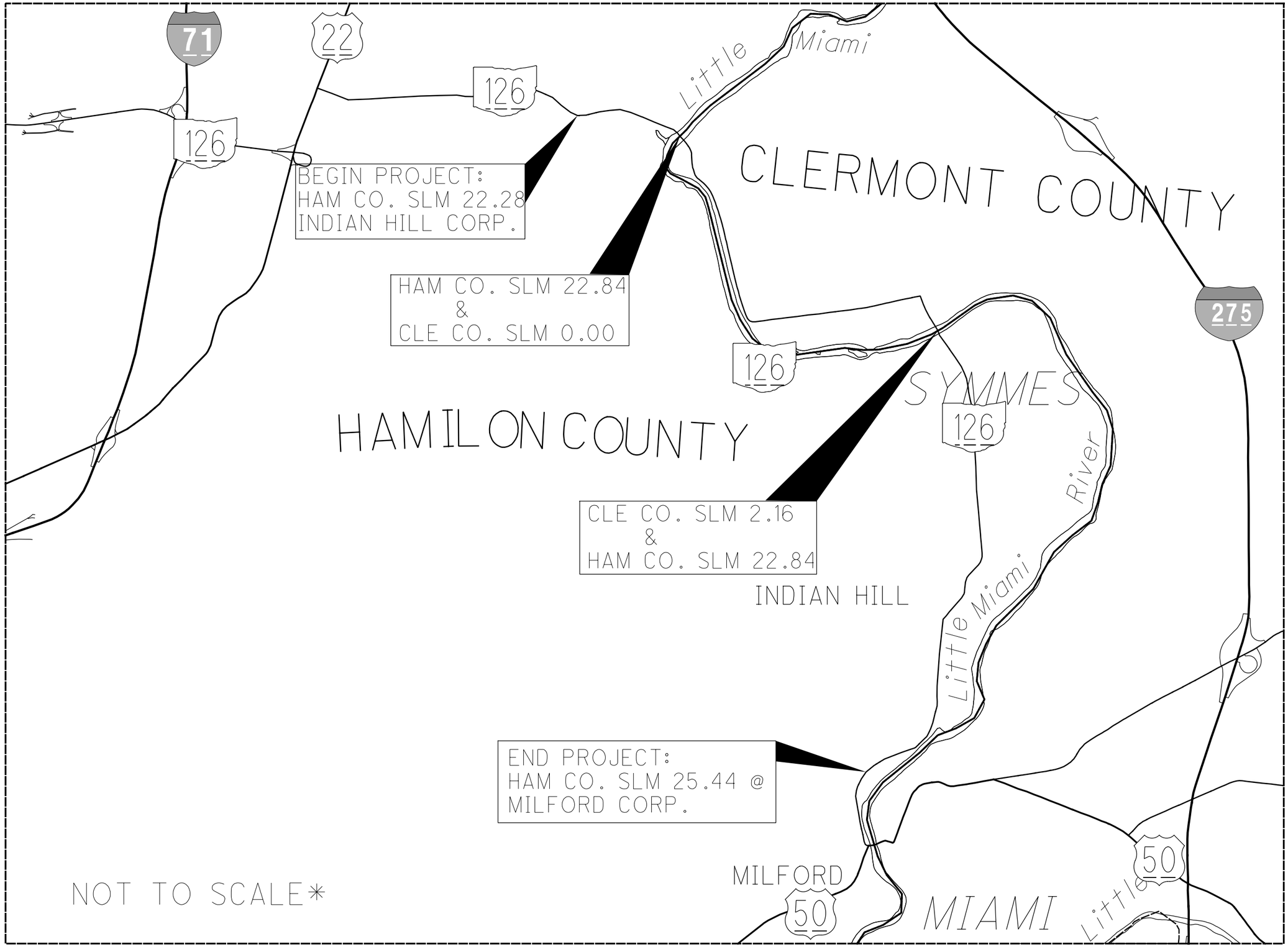
I HEREBY APPROVED THESE PLANS AND DECLARE THAT THE MAKING OF THIS IMPROVEMENT WILL NOT REQUIRE THE CLOSING TO TRAFFIC OF THE HIGHWAY AND THAT PROVISIONS FOR THE MAINTENANCE AND SAFETY OF TRAFFIC WILL BE AS SET FORTH ON THE PLANS AND ESTIMATES.

APPROVED Jamy K Campbell
DATE 2-12-2021 DISTRICT DEPUTY DIRECTOR

APPROVED _____
DATE _____ DIRECTOR, DEPARTMENT OF TRANSPORTATION

FEDERAL PROJECT NO. E170(209)
PID NO. 100639
CONSTRUCTION PROJECT NO. .
RAILROAD INVOLVEMENT NONE
HAM/CLE-SR126-22.28/0.00
1/11

I:\ProjectData\HAM\100639_HAM_CLE-126-22.48_0.00\Design\Roadway\Sheets\100639GT001.dgn Sheet+ 2/12/2021 8:59:29 AM whenson



LOCATION MAP

HAM/CLE-SR126-22.28/0.00

UTILITIES

THIS PROJECT REQUIRES THE INSTALLATION OF NEW GUARDRAIL POSTS. SURVEY WORK HAS NOT BEEN PERFORMED ON THIS PROJECT, NOR HAVE THE UTILITY LOCATIONS BEEN CONFIRMED IN THE FIELD. IN ADDITION TO CMS 105.07, IF, DURING THE COURSE OF INSTALLING ANY NEW GUARDRAIL COMPONENT, IT IS DETERMINED THAT A UTILITY CONFLICT MAY RESULT, THE CONTRACTOR IS TO NOTIFY THE PROJECT ENGINEER IMMEDIATELY. UTILITIES ARE NOT TO BE RELOCATED AS A RESULT OF THIS OPERATION. ADJUSTMENTS TO THE PROPOSED GUARDRAIL WILL ACCOMMODATE THE EXISTING UTILITY. THE CONTRACTOR IS RESPONSIBLE FOR INSTALLING THE GUARDRAIL VIA MEANS THAT WOULD BE COMPLIANT WITH THE IMPACTED UTILITY S SAFETY GUIDELINES AS WELL AS STILL MEETING ODOT S DESIGN CRITERIA. ANY MINOR ADJUSTMENTS MADE TO THE PROPOSED GUARDRAIL INSTALLATIONS SHALL BE INCIDENTAL TO PAY ITEM 606.

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

CONTINGENCY QUANTITIES

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

PERMANENT PAVEMENT MARKINGS

THE CONTRACTOR SHALL REFERENCE ALL PAVEMENT MARKINGS INCLUDING AUXILIARY PAVEMENT MARKINGS BEFORE THE START OF THE RESURFACING OPERATION. THIS WILL BE NECESSARY TO ASSURE THE CORRECT PLACEMENT OF MARKINGS IN ORIGINAL LOCATIONS. FOR CENTER LINE MARKINGS, THE CONTRACTOR SHALL INSTALL THE PASSING/NO PASSING ZONE MARKINGS ACCORDING TO THE CURRENT CENTER LINE LOGS AVAILBLE AT http://www.dot.state.oh.us/Divisions/Operations/Traffic/miscellaneous/Pages/CenterlinePassingandNoPassingZoneLogs.aspx

PAYMENT FOR THIS OPERATION SHALL BE INCLUDED WITH EACH RESPECTIVE PAVEMENT MARKING ITEM.

ITEM 623- CONSTRUCTION LAYOUT STAKES, AS PER PLAN

PRIOR TO THE START OF ROADWAY OPERATION, THE CONTRACTOR SHALL REFERENCE THE LENGTH OF THE PROJECT ON BOTH SIDES OF THE ROADWAY, IN A MANNER SATISFACTORY TO THE ENGINEER. THE PAVEMENT SHALL BE REFERENCED IN 1000' FEET INCREMENTS, OR IN INCREMENTS ACCEPTABLE TO THE ENGINEER, IN A SEMI-PERMANENT CONDITION.

ITEM 254- PAVEMENT PLANING, ASPHALT CONCRETE

THE PLANING SHALL BE SCHEDULED SO AS TO BE COVERED BY THE SURFACE COURSE PRIOR TO REOPENING THE LANE TO TRAFFIC. THE COST OF THE ABOVE SHALL BE INCLUDED IN THE UNIT BID PRICE FOR THE RESPECTIVE ITEM. A DISINCENTIVE IN THE AMOUNT OF $1,500 SHALL BE ASSESSED FOR EACH DAY, OR PORTION THEREOF, A PLANED SURFACE IS OPEN TO TRAFFIC.

ITEM 621- RPM REMOVED/REPLACED

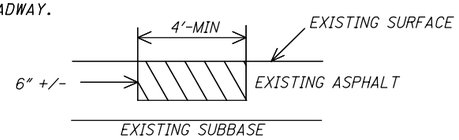
ITEM 621- RPM, Y/Y.....347 EA
ITEM 621- RPM, 1-WAY (WHITE) .....64 EA
ITEM 621- RPM, 2-WAY (WHITE/RED) .....34 EA

THE FOLLOWING QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY:

ITEM 621- RPM .....445 EA
ITEM 621- RPM REMOVED.....445 EA

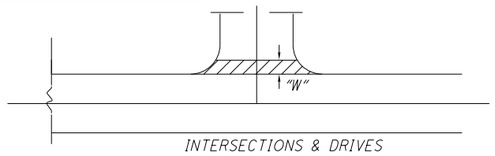
ITEM 253- PAVEMENT REPAIR

AN ESTIMATED QUANTITY OF 500 CU YDS OF ITEM 253- PAVEMENT REPAIR HAS BEEN CARRIED TO THE GENERAL SUMMARY TO BE USED AS DIRECTED BY THE ENGINEER. THIS OPERATION SHALL BE PERFORMED BEFORE PAVEMENT PLANING OF ROADWAY.



EXISTING DETERIORATED ASPHALT SHALL BE REMOVED TO A MAXIMUM DEPTH OF 6" INCHES OR AS DIRECTED BY THE ENGINEER AND REPLACED WITH ITEM 301, ASPHALT CONCRETE BASE. THE 301 SHALL BE COMPACTED AS PER 401.15 AND IN APPROXIMATELY EQUAL LAYERS. THE LOCATIONS AND SIZE OF THE REPAIRS SHALL BE DETERMINED BY THE ENGINEER.

INTERSECTIONS AND DRIVES



INTERSECTION AND DRIVES QUANTITIES ARE INCLUDED IN THE ASPHALT CONCRETE QUANTITIES. INTERSECTION QUANTITIES HAVE BEEN ESTIMATED AT 15' MEASURED FROM EDGE OF PAVED SHOULDER, DRIVE QUANTITIES HAVE BEEN ESTIMATED AT 3' MEASURED FROM EDGE OF PAVED SHOULDER.

PERFORM WORK PER SPECIFIED OFFSET LIMITS UNLESS THERE IS A JOINT PRESENT CLOSER TO THE EDGE OF PAVED SHOULDER, IN WHICH CASE END WORK AT SAID JOINT.

MANHOLES AND VALVES ADJUSTED TO GRADE (PRIVATELY OWNED)

ALL MANHOLE AND VALVES ENCOUNTERED IN AREAS THAT REQUIRE GRADE ADJUSTMENT WILL BE PERFORMED PRIOR TO THE APPLICATION OF THE SURFACE COURSE BY THE UTILITY OWNER. CONTACT THE UTILITY OWNER 2 WEEKS PRIOR TO WHEN THE ADJUSTMENTS ARE TO BE COMPLETED.

ITEM 611 - MANHOLE ADJUSTED TO GRADE

THIS WORK SHALL CONSIST OF ADJUSTING MANHOLES TO GRADE PRIOR TO THE APPLICATION OF THE SURFACE COURSE AS DIRECTED BY THE ENGINEER. THE FOLLOWING QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY:

ITEM 611 - MANHOLE ADJUSTED TO GRADE..... 10 EA.

ITEM 638 - VALVE BOX ADJUSTED TO GRADE

THIS WORK SHALL CONSIST OF ADJUSTING VALVE BOXES TO GRADE PRIOR TO THE APPLICATION OF THE SURFACE COURSE AS DIRECTED BY THE ENGINEER. THE FOLLOWING QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY:

ITEM 638 - VALVE BOX ADJUSTED TO GRADE..... 3 EA.

ITEM 623- MONUMENT BOX ADJUSTED TO GRADE

THIS WORK SHALL CONSIST OF ADJUSTING MONUMENT BOXES TO GRADE PRIOR TO THE APPLICATION OF THE SURFACE COURSE AS DIRECTED BY THE ENGINEER. THE FOLLOWING QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY:

ITEM 623 - MONUMENT BOX ADJUSTED TO GRADE..... 1 EA.

ITEM 606 - ANCHOR ASSEMBLY, MGS TYPE E

THIS ITEM SHALL CONSIST OF FURNISHING AND INSTALLING ANY OF THE GUARDRAIL END TERMINALS FOR TYPE MGS GUARDRAIL AS LISTED ON ROADWAY ENGINEERING'S WEB PAGE UNDER ROADSIDE SAFETY DEVICES FOR APPROVED GUARDRAIL END TREATMENTS. INSTALLATION SHALL BE AT THE LOCATIONS SPECIFIED IN THE PLANS, IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS.

THE FACE OF THE TYPE E IMPACT HEAD SHALL BE COVERED WITH A SHEET OF TYPE G REFLECTIVE SHEETING, PER CMS 730.19.

REFER TO THE MANUFACTURER'S INSTRUCTIONS REGARDING THE INSTALLATION OF, AND THE GRADING AROUND THE FOUNDATION TUBES AND GROUND STRUT. THE TOP OF ANY FOUNDATION TUBE SHOULD BE LESS THAN 4 INCHES ABOVE THE GROUND. THE PLACEMENT OF THE FOUNDATION TUBES SHOULD BE AN APPROPRIATE DEPTH BELOW THE LEVEL LINE IN ORDER TO MAINTAIN THE FINISHED GUARDRAIL HEIGHT OF 31 INCHES FROM THE EDGE OF THE SHOULDER.

ON-SITE GRADING IS REQUIRED IF THE TOP OF THE FOUNDATION TUBES OR TOP OF THE GROUND STRUT DOES PROJECT MORE THAN 4 INCHES ABOVE THE GROUND LINE.

PAYMENT FOR THE ABOVE WORK SHALL BE MADE AT THE UNIT PRICE BID FOR ITEM 606, ANCHOR ASSEMBLY, MGS TYPE E, EACH, AND SHALL INCLUDE ALL LABOR, TOOLS, EQUIPMENT AND MATERIALS NECESSARY TO CONSTRUCT A COMPLETE AND FUNCTIONAL ANCHOR ASSEMBLY SYSTEM, INCLUDING ALL RELATED TRANSITIONS, REFLECTIVE SHEETING, HARDWARE, GRADING, EMBANKMENT AND EXCAVATION NOT SEPARATELY SPECIFIED, AS REQUIRED BY THE MANUFACTURER.

ITEM 202 - ANCHOR ASSEMBLY REMOVED, TYPE A

WHERE DESIGNATED, EXISTING ANCHOR ASSEMBLIES INCLUDING ALL POST AND HARDWARE SHALL BE REMOVED. THIS ITEM SHALL ALSO INCLUDE THE REMOVAL OF THE ENTIRE CONCRETE ANCHOR AND CONCRETE ENCASEMENT. ALL HOLES LEFT AFTER REMOVAL OF ASSEMBLIES AND POSTS SHALL BE FILLED WITH GRANULAR MATERIAL AS DIRECTED BY THE ENGINEER. PAYMENT SHALL INCLUDE ALL NECESSARY LABOR AND EQUIPMENT REQUIRED TO PERFORM THE INDICATED ABOVE.

GUARDRAIL REPLACEMENT

NO HAZARD SHALL BE LEFT UNPROTECTED EXCEPT FOR THE ACTUAL TIME NECESSARY TO REMOVE THE EXISTING GUARDRAIL, PREPARE THE SITE, AND INSTALL THE NEW GUARDRAIL/BARRIER IN A CONTINUOUS OPERATION. THE REMOVAL OF ALL GUARDRAIL/BARRIER SHALL AT ALL TIMES BE AS DIRECTED BY THE ENGINEER. NO GUARDRAIL/BARRIER SHALL BE REMOVED UNTIL THE REPLACEMENT MATERIAL IS ON SITE, READY FOR INSTALLATION. FAILURE TO COMPLY WITH THIS REQUIREMENT SHALL BE DEEMED SUFFICIENT CAUSE TO ORDER WORK SUSPENDED UNTIL SUCH TIME ENGINEER IS ASSURED OF COMPLIANCE.

ITEM 202 - BRIDGE TERMINAL ASSEMBLY REMOVED

THIS PAY ITEM IS TO INCLUDE REMOVAL OF ALL EXTRA GUARDRAIL COMPONENTS IN EXCESS OF NORMAL GUARDRAIL WITHIN THE LIMITS OF THE BRIDGE TERMINAL ASSEMBLY.

ENVIRONMENTAL NOTES

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

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

IN ACCORDANCE WITH ORC 3750.06, REPORTABLE SPILLS MUST BE REPORTED TO THE LOCAL FIRE DEPARTMENT (911); THE LOCAL EMERGENCY COORDINATOR (937) 901-5112 AND THE OHIO SPILL LINE (1-800-282-9378).

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

THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER 40 DAYS PRIOR TO WORK WITHIN 1000 FEET OF THE LITTLE MIAMI SCENIC RIVER. THE PROJECT ENGINEER SHALL NOTIFY THE DISTRICT ENVIRONMENTAL COORDINATOR 35 DAYS PRIOR TO WORK WITHIN 1000 FEET OF THE SCENIC RIVER. IF COORDINATION WITH ODNR HAS NOT ALREADY OCCURRED, AND THE PROJECT REQUIRES NOTIFICATION TO THE SCENIC RIVER MANGER PRIOR TO CONSTRUCTION PER THE SCENIC RIVER MOA, THE DISTRICT ENVIRONMENTAL COORDINATOR SHALL COORDINATE WITH ODNR SCENIC RIVERS 30 DAYS PRIOR TO ANY WORK WITHIN 1000 FEET OF LITTLE MIAMI SCENIC RIVER.

CONNECTION BETWEEN EXISTING AND PROPOSED GUARDRAIL

WHEN IT IS NECESSARY TO SPLICE PROPOSED GUARDRAIL TO EXISTING GUARDRAIL, ONLY THE EXISTING GUARDRAIL SHALL BE CUT, DRILLED, OR PUNCHED. THE CONNECTION SHALL BE MADE USING A W-BEAM, BEAM SPLICE AS SHOWN IN AASHTO M 180-12, EXCEPT THE BEAM WASHERS ARE NOT TO BE USED. PAYMENT SHALL BE INCLUDED IN THE CONTRACT PRICE FOR THE RESPECTIVE GUARDRAIL ITEMS.

SOLE SOURCE AQUIFER

THIS PROJECT IS LOCATED WITHIN A SOLE SOURCE AQUIFER. IN ORDER TO MINIMIZE THE POTENTIAL FOR CONTAMINATION, THE CONTRACTOR SHALL UTILIZE PROPER CONTAINMENT AND DIKING IN REFUELING AREAS. FUELS, TOXIC/HAZARDOUS MATERIALS, AND CHEMICALS SHALL NOT BE STORED NEAR DRAINAGE WAYS, DITCHES, OR STREAMS. A SPILL KIT IS TO BE MAINTAINED ON-SITE THROUGHOUT CONSTRUCTION ACTIVITIES. THE CONTRACTOR SHALL IMMEDIATELY TAKE STEPS TO MITIGATE ANY EVENT, SUCH AS A SPILL OF FUELS, OILS, OR CHEMICALS, THAT COULD THREATEN TO CONTAMINATE THE DRINKING WATER SUPPLY. ANY SUCH SPILL OR EVENT SHALL BE REPORTED IMMEDIATELY TO HAMILTON COUNTY EMERGENCY MANAGEMENT (513)-263-8200. IF THE SPILL IS A REPORTABLE AMOUNT (PER OHIO EPA'S RELEASE REPORTING REQUIREMENTS), THE CONTRACTOR SHALL CONTACT THE LOVELAND-SYMMES FIRE DEPARTMENT STATION 60 (513)-677-7000 OR THE OHIO EPA'S SPILLS HOTLINE 1-800-282-9378 FOR CLEAN-UP OF THE SPILL.

CALCULATED WWH CHECKED JDO

GENERAL NOTES

HAM/CLE-SR126-22.28/0.00

ITEM 614- MAINTAINING TRAFFIC

A MINIMUM OF ONE LANE OF TRAFFIC IN EACH DIRECTION SHALL BE MAINTAINED AT ALL TIMES, EXCEPT ONE LANE OF TWO-WAY TRAFFIC USING FLAGGERS MAY BE MAINTAINED DURING WORKING HOURS, BY USE OF THE EXISTING PAVEMENT AND COMPLETED PAVEMENT.

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 YEAR S — LABOR DAY
MEMORIAL DAY — THANKSGIVING
EASTER

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 HOLIDAY OR EVENT	TIME ALL LANES MUST BE OPEN TO TRAFFIC
SUNDAY THROUGH 6:00 AM MONDAY	12:00N FRIDAY
MONDAY THROUGH 6:00 AM TUESDAY	12:00N FRIDAY
TUESDAY THROUGH 6:00 AM WEDNESDAY	12:00N MONDAY
WEDNESDAY THROUGH 6:00 AM THURSDAY	12:00N TUESDAY
THURSDAY	12:00N
WEDNESDAY THROUGH 6:00 AM FRIDAY	
THURSDAY (THANKSGIVING ONLY)	6:00 AM WEDNESDAY THROUGH 6:00 AM MONDAY
FRIDAY	12:00N
THURSDAY THROUGH 6:00 AM MONDAY	
SATURDAY THROUGH 6:00 AM MONDAY	12:00N FRIDAY

SHOULD THE CONTRACTOR FAIL TO MEET ANY OF THESE REQUIREMENTS, THE CONTRACTOR SHALL BE ASSESSED A DISINCENTIVE IN THE AMOUNT OF $35 FOR EACH MINUTE THE ABOVE DESCRIBED LANE CLOSURE RESTRICTIONS ARE VIOLATED.

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.

ALL WORK AND TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH C&MS 614 AND OTHER APPLICABLE PORTIONS OF THE SPECIFICATIONS, AS WELL AS THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES. PAYMENT FOR ALL LABOR, EQUIPMENT AND MATERIALS SHALL BE INCLUDED IN THE LUMP SUM CONTRACT PRICE FOR ITEM 614, MAINTAINING TRAFFIC, UNLESS SEPARATELY ITEMIZED IN THE PLAN.

NOTIFICATION OF TRAFFIC RESTRICTIONS

THROUGHOUT THE DURATION OF THE PROJECT, THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER IN WRITING OF ALL TRAFFIC RESTRICTIONS AND UPCOMING MAINTENANCE OF TRAFFIC CHANGES. THE CONTRACTOR SHALL ENSURE THE WRITTEN NOTIFICATION IS SUBMITTED IN A TIMELY MANNER TO ALLOW THE PROJECT ENGINEER TO MEET THE REQUIRED TIME FRAMES SET FORTH IN THE TABLE BELOW TO INFORM SPECIAL HAULING PERMITS SECTION (HAULING.PERMITS@DOT.OHIO.GOV) AND THE DISTRICT PUBLIC INFORMATION OFFICE (PIO). THIS NOTIFICATION SHALL BE RECEIVED BY THE PROJECT ENGINEER PRIOR TO THE PHYSICAL SETUP OF ANY APPLICABLE SIGNS OR MESSAGE BOARDS INFORMATION SHOULD INCLUDE, BUT IS NOT LIMITED TO, ALL CONSTRUCTION ACTIVITIES THAT IMPACT OR INTERFERE WITH TRAFFIC AND SHALL LIST THE SPECIFIC LOCATION, TYPE OF WORK, ROAD STATUS, DATE AND TIME RESTRICTION, DURATION OF RESTRICTION, NUMBER OF LANES MAINTAINED, NUMBER OF LANES CLOSED, MINIMUM VERTICAL CLEARANCE, MINIMUN WIDTH OF DRIVABLE PAVEMENT, DETOUR ROUTES, IF APPLICABLE AND ANY OTHER INFORMATION REQUESTED BY THE PROJECT ENGINEER.

NOTIFICATION TIME TABLE ITEM DURATION OF:

ITEM	DURATION OF CLOSURE	NOTICE DUE TO OFFICE OF COMMUNICATIONS
RAMP & CLOSURES	>= 2 WEEKS	21 CALENDAR DAYS PRIOR TO CLOSURE
	> 12 HOURS & < 2 WEEKS	14 CALENDAR DAYS PRIOR TO CLOSURE
	< 12 HOURS	4 BUSINESS DAYS PRIOR TO CLOSURE
LANE CLOSURE & RESTRICTIONS	>= 2 WEEKS	14 CALENDAR DAYS PRIOR TO CLOSURE
	< 2 WEEKS	2 BUSINESS DAYS PRIOR TO CLOSURE
START OF CONSTRUCTION & TRAFFIC PATTERN CHANGES	N/A	14 CALENDAR DAYS PRIOR TO IMPLEMENTATION

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

ITEM 614- WORK ZONE MARKINGS

THE CONTRACTOR SHALL PLACE ALL WORK ZONE PAVEMENT MARKINGS OR PERMANENT MARKINGS UPON COMPLETION OF THE ASPHALT SURFACE COURSE PRIOR TO OPENING THE ROADWAY TO TRAFFIC.

THE FOLLOWING ESTIMATED QUANITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY FOR USE AT LOCATIONS IDENTIFIED BY THE ENGINEER FOR WORK ZONE PAVEMENT MARKINGS PER THE REQUIREMENTS OF C&MS 614.11.

THE FOLLOWING QUANTITIES FOR WORK ZONE (WZ) MARKINGS HAVE BEEN CARRIED TO THE GENERAL SUMMARY:

SURFACE COURSE:

ITEM 614-WZ CENTER LINE, CLASS III, 642 PAINT - 5.25 MILES
ITEM 614-WZ EDGE LINE 4",CLASS III, 642 PAINT - 10.5 MILES
ITEM 614-WZ STOP LINE CLASS III, 642 PAINT - 145 FEET
ITEM 614-WZ CHANNELIZING LINE 8", CLASS III, 642 PAINT - 1312 FEET
ITEM 614-WZ LANE ARROW, CLASS III, 642 PAINT - 16 EACH

ITEM 614, LAW ENFORCEMENT OFFICER (WITH PATROL CAR) FOR ASSISTANCE DURING CONSTRUCTION OPERATIONS

USE OF LAW ENFORCEMENT OFFICERS (LEOS) BY CONTRACTORS OTHER THAN THE USES SPECIFIED BELOW WILL NOT BE PERMITTED AT PROJECT COST. LEOS SHOULD NOT BE USED WHERE THE OMUTCD INTENDS THAT FLAGGERS BE USED.

IN ADDITION TO THE REQUIREMENTS OF C&MS 614 AND THE OMUTCD, A UNIFORMED LEO WITH AN OFFICIAL PATROL CAR (CAR WITH TOP-MOUNTED EMERGENCY FLASHING LIGHTS AND COMPLETE MARKINGS OF THE APPROPRIATE LAW ENFORCEMENT AGENCY) SHALL BE PROVIDED FOR THE FOLLOWING TRAFFIC CONTROL TASKS:

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

DURING A TRAFFIC SIGNAL INSTALLATION WHEN IMPACTING THE NORMAL FUNCTION OF THE SIGNAL OR THE FLOW OF TRAFFIC, OR WHEN TRAFFIC NEEDS TO BE DIRECTED THROUGH AN ENERGIZED TRAFFIC SIGNAL CONTRARY TO THE SIGNAL DISPLAY (E.G., DIRECTING MOTORISTS THROUGH A RED LIGHT).

IN ADDITION TO THE REQUIREMENT OF C&MS 614 AND THE OMUTCD, A UNIFORMED LEO WITH AN OFFICIAL PATROL CAR (CAR WITH TOP-MOUNTED EMERGENCY FLASHING LIGHTS AND COMPLETE MARKINGS OF THE APPROPRIATE LAW ENFORCEMENT AGENCY) SHOULD BE PROVIDED FOR THE FOLLOWING TRAFFIC CONTROL TASKS AS APPROVED 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 FOR LONG-TERM LANE CLOSURES/SHIFTS (FOR THE FIRST AND LAST DAY OF MAJOR CHANGES IN TRAFFIC CONTROL SETUP).

FOR OPERATIONS WITHOUT POSITIVE PROTECTION OCCURRING WITHIN 10 FEET OF AN OPEN TRAVELED LANE THAT MEET ALL OF THE FOLLOWING CRITERIA:
ON A MULTI-LANE DIVIDED INTERSTATE, OTHER FREEWAY OR EXPRESSWAY; AND
AN AUTHORIZED SPEED LIMIT OF 45 MPH OR GREATER THAT IS IN EFFECT AT THE TIME OF THE OPERATION; AND,
AADT OF 50,000 (OR AADT OF 30,000 WITH 25% OR HIGHER PERCENT TRUCKS)

"WITHOUT POSITIVE PROTECTION" MEANS USE OF DRUMS, CONES, SHADOW VEHICLE, ETC, WITHOUT PROTECTION FROM PORTABLE BARRIER OR OTHER RIGID BARRIER ALONG THE WORK AREA. THIS PHRASE DOES NOT APPLY TO CASES WHERE POSITIVE PROTECTION IS REQUIRED. MOBILE OPERATIONS ARE REGARDED AS "WITHOUT POSITIVE PROTECTION". FOR WORK ZONES USING A COMBINATION OF BARRIER AND TEMPORARY TRAFFIC CONTROL DEVICES (CONES, DRUMS, ETC), THE DESIGNATION SHALL BE BASED UPON THE TYPE OF DEVICES USED IN THE AREA THAT WORKERS ARE LOCATED.

IF MULTIPLE ACTIVE LOCALIZED QUALIFYING WORK AREAS OCCUR WITHOUT POSITIVE PROTECTION, PER MAINLINE TRAFFIC DIRECTION, PROVIDE A UNIFORMED LEO AND OFFICIAL PATROL CAR IN ADVANCE OF:

THE FIRST ACTIVE WORK AREA THAT DRIVERS WILL ENCOUNTER; OR
THE ACTIVE WORK AREA LATERALLY CLOSEST TO THE OPEN TRAVELED LANE; OR
OTHER LOCATION AS APPROVED BY THE ENGINEER.

THE UNIFORMED LEO AND OFFICIAL PATROL CAR MAY RELOCATE AMONG THE LISTED LOCATIONS AS APPROPRIATE AS THE OPERATIONS PROCEED IN THE LOCALIZED QUALIFYING WORK AREAS.

IN GENERAL, LEOS SHOULD BE POSITIONED IN ADVANCE OF AND ON THE SAME SIDE AS THE LANE RESTRICTION (OR AT THE POINT OF ROAD CLOSURE), AND TO MANUALLY CONTROL TRAFFIC MOVEMENTS THROUGH SIGNALIZED INTERSECTIONS IN WORK ZONES.

LEOS 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 LEOS WORK AT THE DIRECTION OF THE CONTRACTOR. THE CONTRACTOR IS RESPONSIBLE FOR SECURING THE SERVICES OF THE LEOS WITH THE APPROPRIATE AGENCIES AND COMMUNICATING THE INTENTIONS OF THE PLANS WITH RESPECT TO DUTIES OF THE LEOS. THE ENGINEER SHALL HAVE FINAL CONTROL OVER THE LEOS' DUTIES AND PLACEMENT, AND WILL RESOLVE ANY ISSUES THAT MAY ARISE BETWEEN THE TWO PARTIES.

ENSURE PROVIDED LEOS HAVE BEEN TRAINED APPROPRIATE TO THE JOB DECISIONS THEY ARE REQUIRED TO MAKE WHILE ON THE PROJECT, IN ACCORDANCE WITH C&MS 614.03.

THE LEO SHALL REPORT IN TO THE CONTRACTOR PRIOR TO THE START OF THE SHIFT, IN ORDER TO RECEIVE INSTRUCTIONS REGARDING SPECIFIC WORK ASSIGNMENTS DURING HIS/HER SHIFT. THE LEO IS EXPECTED TO STAY AT THE PROJECT SITE FOR THE ENTIRE DURATION OF HIS/HER SHIFT. THE LEO SHALL REPORT TO THE CONTRACTOR AT THE END OF HIS/HER SHIFT. SHOULD IT BE NECESSARY TO LEAVE THE PROJECT SITE, THE LEO SHALL NOTIFY THE ENGINEER. THE CONTRACTOR SHALL PROVIDE THE LEO WITH A TWO-WAY COMMUNICATION DEVICE THAT SHALL BE RETURNED TO THE CONTRACTOR AT THE END OF HIS/HER SHIFT.

LEOS (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 QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY.

ITEM 614, LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE 12 HOURS

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

ANY ADDITIONAL COSTS (ADMINISTRATIVE OR OTHERWISE) INCURRED BY THE CONTRACTOR TO OBTAIN THE SERVICES OF A LEO ARE INCLUDED WITH THE BID UNIT PRICE FOR ITEM 614, LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE.

WINDOW CONTRACT TABLE

USE THE FOLLOWING TABLE AS REFERRED TO IN THE PROPOSAL:

DESCRIPTION OF CRITICAL WORK	CALENDAR DAYS TO COMPLETE	DISINCENTIVE $ PER DAY	WORK WINDOW START	WORK WINDOW END
ALL WORK IMPACTING TRAFFIC	90	$2,500	5/1/2022	11/1/2022

CALCULATED WWH CHECKED JDO

MAINTENANCE OF TRAFFIC GENERAL NOTES

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SHEET NUM.													PART.	ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
3	4	7	8	9	10								01/S>2/PV						
																		ROADWAY	
					13								13	202	23000	13	SY	PAVEMENT REMOVED	
					494								494	202	30000	494	SF	WALK REMOVED	
				8,613									8,613	202	38000	8,613	FT	GUARDRAIL REMOVED	
				18									18	202	42001	18	EACH	ANCHOR ASSEMBLY REMOVED, TYPE A, AS PER PLAN	3
				8									8	202	42010	8	EACH	ANCHOR ASSEMBLY REMOVED, TYPE E	
				2									2	202	42040	2	EACH	ANCHOR ASSEMBLY REMOVED, TYPE T	
				4									4	202	47000	4	EACH	BRIDGE TERMINAL ASSEMBLY REMOVED	
				92									92	209	15000	92	STA	RESHAPING UNDER GUARDRAIL	
				8,175									8,175	606	15100	8,175	FT	GUARDRAIL, TYPE MGS WITH LONG POSTS	
				24									24	606	26150	24	EACH	ANCHOR ASSEMBLY, MGS TYPE E, NCHRP 350 OR MASH2016	
				3									3	606	26550	3	EACH	ANCHOR ASSEMBLY, MGS TYPE T	
				4									4	606	35002	4	EACH	MGS BRIDGE TERMINAL ASSEMBLY, TYPE 1	3
					85								85	608	10000	85	SF	4" CONCRETE WALK	
					572								572	608	52000	572	SF	CURB RAMP	
10													10	611	99654	10	EACH	MANHOLE ADJUSTED TO GRADE	
1													1	623	39500	1	EACH	MONUMENT BOX ADJUSTED TO GRADE	
																		PAVEMENT	
		11											11	209	72050	11	MILE	PREPARING SUBGRADE FOR SHOULDER PAVING	
500													500	253	02000	500	CY	PAVEMENT REPAIR	
		83,886											83,886	254	01000	83,886	SY	PAVEMENT PLANING, ASPHALT CONCRETE, 2"	
		840											840	254	01600	840	SY	PATCHING PLANED SURFACE	
		5,034											5,034	407	20000	5,034	GAL	NON-TRACKING TACK COAT	
		4,711											4,711	442	20000	4,711	CY	ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (448)	
		239											239	617	10100	239	CY	COMPACTED AGGREGATE	
		5											5	617	25000	5	MGAL	WATER	
																		EROSION CONTROL	
													1,000	832	30000	1,000	EACH	EROSION CONTROL	
																		WATER WORK	
3													3	638	10800	3	EACH	VALVE BOX ADJUSTED TO GRADE	
																		TRAFFIC CONTROL	
445													445	621	00100	445	EACH	RPM	
445													445	621	54000	445	EACH	RAISED PAVEMENT MARKER REMOVED	
				102									102	626	00110	102	EACH	BARRIER REFLECTOR, TYPE 2, BIDIRECTIONAL	
			0.03										0.03	642	00100	0.03	MILE	EDGE LINE, 4", TYPE 1	
			0.15										0.15	642	00300	0.15	MILE	CENTER LINE, TYPE 1	
			10.5										10.5	644	00100	10.5	MILE	EDGE LINE, 4"	
			5.25										5.25	644	00300	5.25	MILE	CENTER LINE	
			1,312										1,312	644	00400	1,312	FT	CHANNELIZING LINE, 8"	
			145										145	644	00500	145	FT	STOP LINE	
			45										45	644	00600	45	FT	CROSSWALK LINE	
			360										360	644	00700	360	FT	TRANSVERSE/DIAGONAL LINE	
			283										283	644	00720	283	FT	CHEVRON MARKING	
			42										42	644	00900	42	SF	ISLAND MARKING	
			16										16	644	01300	16	EACH	LANE ARROW	
																		MAINTENANCE OF TRAFFIC	
	12												12	614	11110	12	HOUR	LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE	
	5,25												5,25	614	21550	5,25	MILE	WORK ZONE CENTER LINE, CLASS III, 642 PAINT	
	10.5												10.5	614	22350	10.5	MILE	WORK ZONE EDGE LINE, CLASS III, 4", 642 PAINT	
	1,312												1,312	614	23680	1,312	FT	WORK ZONE CHANNELIZING LINE, CLASS III, 8", 642 PAINT	
	145												145	614	26610	145	FT	WORK ZONE STOP LINE, CLASS III, 642 PAINT	
	16												16	614	30650	16	EACH	WORK ZONE ARROW, CLASS III, 642 PAINT	
																		INCIDENTALS	
													LS	614	11000	LS		MAINTAINING TRAFFIC	
													LS	623	10001	LS		CONSTRUCTION LAYOUT STAKES AND SURVEYING, AS PER PLAN	3
													LS	624	10000	LS		MOBILIZATION	

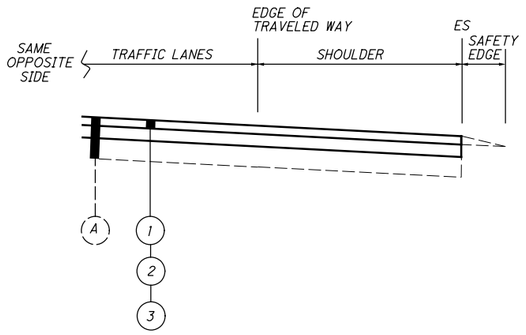
CALCULATED WWH
CHECKED JDO

GENERAL · SUMMARY

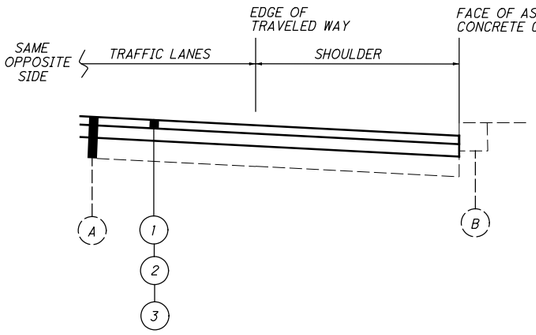
HAM/CLE-SR126-22.28/0.00

5
11

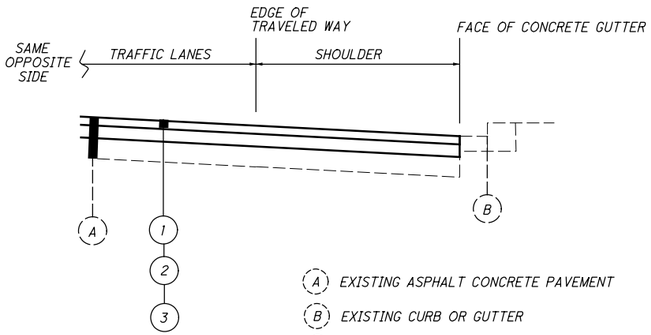
TYPICAL 1



TYPICAL 2



TYPICAL 3



(A) EXISTING ASPHALT CONCRETE PAVEMENT

(B) EXISTING CURB OR GUTTER

(1) ITEM 442 - 2" ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A, (448)

(2) ITEM 407 - NON-TRACKING TACK COAT

(3) ITEM 254 - 2" PAVEMENT PLANING ASPHALT CONCRETE

						209	254			407	442			617		
COUNTY-ROUTE	LOG POINT (MILE)		LENGTH		PAVEMENT AREA	PREPARING SUBGRADE FOR SHOULDER PAVING	PAVEMENT PLANING ASPHALT CONCRETE		PATCHING PLANED SURFACE	NON TRACKING TACK COAT @ 0.09 GAL/SQ YD	ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A, (448)			COMPACTED AGGREGATE TYPE A, DEPTH = SURFACE THICKNESS	WATER @ 20 GAL/CU YD	NOTES
	FROM	TO					DEPTH				THICK-NESS		SAFETY EDGE			
			MILES	FT	SQ YD	MILES	INCHES	SQ YD	SQ YD	GAL	INCHES	CU YD	CU YD	CU YD	MGAL	
HAM -126	22.28	22.84	0.56	2957	11355	1.12	2.00	11355.0	114	681.3	2.00	630.8	5.3	25.2	0.50	TYPICAL SECTION 1,2 & 3: BEGIN @ INDIAN HILL LIMITS, OMIT BRIDGE
CLE-126	0.00	2.16	2.16	11405	32065	4.32	2.00	32065.3	321	1923.9	2.00	1781.4	20.3	97.0	1.94	TYPICAL SECTION 1: OMIT BRIDGE
HAM -126	22.84	25.44	2.60	13728	40465	5.20	2.00	40464.8	405	2427.9	2.00	2248.0	24.5	116.8	2.34	TYPICAL SECTION 1 & 3: END @ MILFORD CITY LIMIT
TOTALS CARRIED TO GENERAL SUMMARY						11		83886	840	5034		4711		239	5	

CALCULATED WWH
CHECKED JDO

PAVEMENT QUANTITY CALCULATIONS

PAVEMENT

HAM/CLE-SR126-22.28/0.00

PAVEMENT MARKINGS

CALCULATED WWH
CHECKED JDO

COUNTY-ROUTE	LOG POINT (MILE)		TOTAL	644								642								REMARKS
				EDGE LINE 4"		CENTER LINE						EDGE LINE 4"		CENTER LINE						
				WHITE			SOLID					WHITE			SOLID					
	FROM	TO	MILE	MILE			MILE					MILE			MILE					
HAM-126	22.28	22.84	0.56	1.12			0.56													OMIT BRIDGE
CLE-126	0.00	2.16	2.16	4.32			2.16													OMIT BRIDGE
HAM-126	22.91	25.44	2.53	5.06			2.53													END @ MILFORD CITY LIMIT
HAM-126	22.84	22.91	0.07									0.14			0.07					BRIDGE
CLE-126	2.16	2.24	0.08									0.16			0.08					BRIDGE
TOTALS CARRIED TO GENERAL SUMMARY				10.5		5.25						0.3		0.15						

COUNTY-ROUTE	LOG POINT (MILE)		644																		
			8" CHANNEL-IZING LINE	STOP LINE	24" TRANSVERSE /DIAGONAL LINE	CHEVRON MARKING	CROSS WALK	ISLAND MARKING	WORD ON PAVEMENT	LANE ARROWS											
										TURN											
			WHITE	24"	YELLOW				ONLY	LEFT	RIGHT										
	FROM	TO	FT	FT	FT	FT	FT	SQ FT	EA	EACH	EACH										
HAM-126	22.28	22.84	1016	120	150	283				8											
CLE-126	0	2.16		25			45														
HAM-126	22.84	25.44	296		210			42		3	5										
TOTALS CARRIED TO GENERAL SUMMARY			1312	145	360	283	45	42		16											

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COUNTY	ROUTE	LOG POINT		SIDE	ITEM 202						ITEM 209	ITEM 606				ITEM 626	NOTES
					GUARDRAIL REMOVED	ANCHOR ASSEMBLY REMOVED, TYPE A, AS PER PLAN	ANCHOR ASSEMBLY REMOVED, TYPE E	ANCHOR ASSEMBLY REMOVED, TYPE T	ANCHOR ASSEMBLY REMOVED, TYPE B	BRIDGE TERMINAL ASSEMBLY REMOVED	RESHAPING UNDER GUARDRAIL	GUARDRAIL, TYPE MGS WITH LONG POSTS	ANCHOR ASSEMBLY, MGS TYPE E	ANCHOR ASSEMBLY, MGS TYPE T	MGS BRIDGE TERMINAL ASSEMBLY, TYPE 1	BARRIER REFLECTOR, TYPE 2 (BIDIRECTIONAL)	
		FROM	TO		FT	EACH	EACH	EACH	EACH	EACH	STATION	FT	EACH	EACH	EACH	EACH	
HAM	126	22.330	22.380	EB	175.0		2				3	175.0	2			3	REPLACE ENTIRE RUN. CLOSE GAP AT FIRE HYDRANT. MATCH FOOTPRINT.
		22.340	22.380	WB	187.5			1			2	137.5	1	1		2	MATCH FOOTPRINT W/A TYPE T AND RADIUS (5'MAX) AT THE DRIVEWAY.
		22.500	22.510	EB	25.0		1			1			1		1	1	
		22.520	22.530	WB	25.0		1			1			1		1	1	
		22.530	22.550	EB	25.0		1			1			1		1	1	
		22.550	22.560	WB	25.0		1			1			1		1	1	
		22.631	22.641	WB	25.0	1		1			1	25.0	1	1		1	MATCH FOOTPRINT ON WEST END WITH TYPE T AND 12'5GR ON RADIUS (5'MAX). EXTEND FOOTPRINT ON EAST END BY APPROXIMATELY 25'.
		22.636	22.706	EB	312.5	2					4	262.5	2			4	
		22.805	22.810	EB	25.0	2					1	25.0	1			1	FOR THE EAST BOUND SIDE REPLACE THE TYPE T AND 25' GR WITH 25' MGS, A MGS TYPE T, AND 12.5 MGS ON A RADIUS (5' MAXIMUM) AT THE DRIVE. THE NEW GUARDRAIL TO BE INSTALLED ON A TANGENT PRIOR TO THE RADIUS AT THE DRIVE INSTEAD OF THE CURRENT TAPERED GUARDRAIL WITH A TYPE T ON THE END.
		22.805	22.810	WB	50.0	2					1	50.0	1			2	FOR THE WESTBOUND SIDE WHICH RUNS ALONG LINK ROAD REPLACE THE TYPE A, 50' GR THEN REPLACE WITH MGS GR MATCHING THE EXISTING RADIUS AND A TYPE E. FOOTPRINT WILL INCREASE ROUGHLY 25'.
CLE	126	0.000	0.060	EB	75.0	1					1	50.0	1			2	
		0.236	0.361	EB	662.5	2					7	612.5	2			7	
		0.396	1.093	EB	3650.0	1	1				37	3625.0	2			37	
		2.035	2.110	EB	387.5	1					4	362.5	1			5	END REPLACEMENT AT THE EXISTING BRIDGE TERMINAL ASSEMBLY. MATCH FOOTPRINT.
		2.075	2.110	WB	175.0	1					2	187.5		1		3	REPLACE TYPE A WITH TYPE T ALONG DRIVE, END REPLACEMENT AT THE EXISTING BRIDGE TERMINAL ASSEMBLY, MATCH FOOTPRINT.
HAM	126	22.875	22.900	EB	112.5	1					1	87.5	1			2	END REPLACEMENT AT THE EXISTING BRIDGE TERMINAL ASSEMBLY. MATCH FOOTPRINT.
		22.875	22.895	WB	100.0	1					1	75.0	1			2	END REPLACEMENT AT THE EXISTING BRIDGE TERMINAL ASSEMBLY. MATCH FOOTPRINT.
		24.792	25.178	WB	2000.0	1	1				21	1975.0	2			21	
		25.278	25.394	WB	575.0	2					6	525.0	2			6	
					8613	18	8	2		4	92	8175	24	3	4	102	

CALCULATED WWH
CHECKED JDO

GUARDRAIL

HAM/CLE-SR126-22.28/0.00

COUNTY	ROUTE	LOGPOINT OR INTERSECTING STREETNAME	FOR INFORMATION ONLY: CURB RAMP TYPE PER BP-7.1								202		608		ADDITIONAL NOTES
			TYPE A1	TYPE A2	TYPE B1	TYPE B2	TYPE B3	TYPE C1	TYPE C2	DETECTABLE WARNING	PAVEMENT REMOVED	WALK REMOVED	4" CONCRETE WALK	CURB RAMP	
			ONE EACH PER COMPASS DESCRIBED LOCATION								SQ YD	SQ FT	SQ FT	SQ FT	
CLE	126	A-1: W Perry Lane		1								26		26	
CLE	126	A-2: E Perry Lane		1								94	20	74	
CLE	126	B-1: W Third Street		1								32		32	
CLE	126	B-2: E Third Street		1										42	
CLE	126	C-1: W Second Street		1								144	40	104	
CLE	126	C-2: E Second Street		1							2			16	
CLE	126	D-1: W First Street		1								24		24	
CLE	126	D-2: E First Street		1								36		36	
CLE	126	E-1: W Drake Alley		1								40		40	
CLE	126	F-1: NE Wards Corner		1								23		23	
CLE	126	F-2: SE Wards Corner		1							2	75	25	65	
CLE	126	G-1: N Little Miami Bike Path									5			45	
CLE	126	G-2: S Little Miami Bike Path									5			45	
TOTALS CARRIED TO GENERAL SUMMARY											13	494	85	572	

CALCULATED NSR
CHECKED JDO

CURB RAMP SUB-SUMMARY

HAM/CLE-SR126-22.28/0.00

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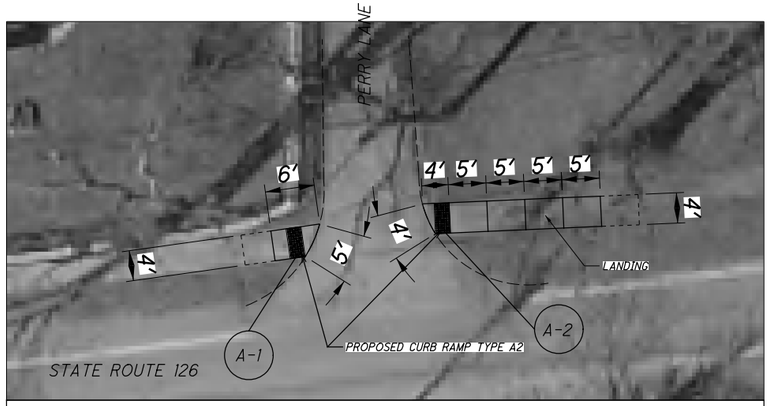
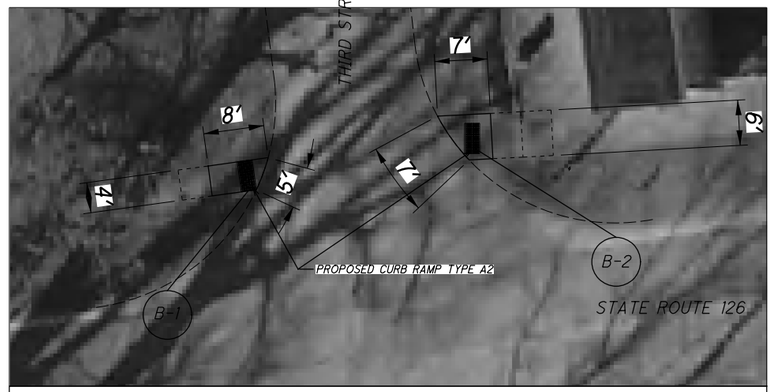
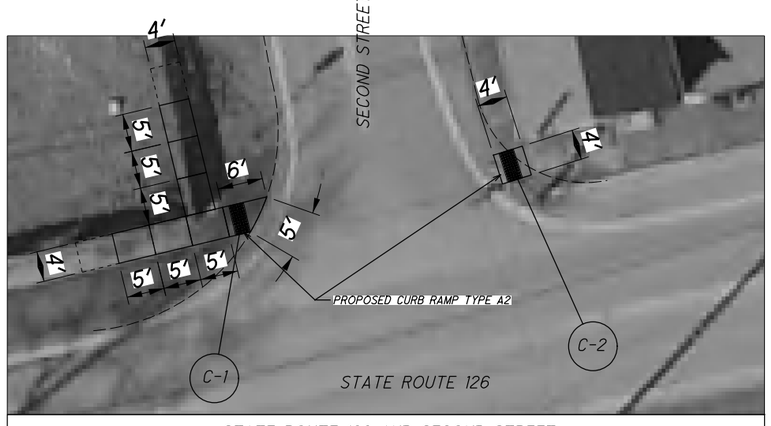


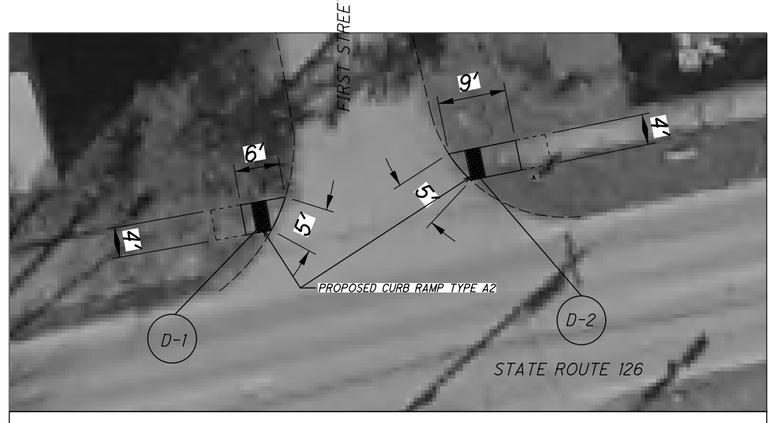
STATE ROUTE 126 AND PERRY LANE



STATE ROUTE 126 AND THIRD STREET



STATE ROUTE 126 AND SECOND STREET



STATE ROUTE 126 AND FIRST STREET

NOT TO SCALE

CALCULATED NSR
CHECKED JDO

CURB RAMP DETAIL

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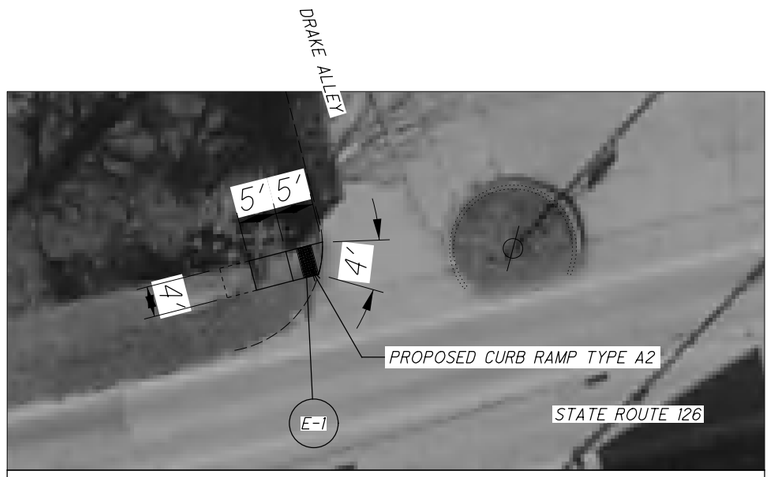
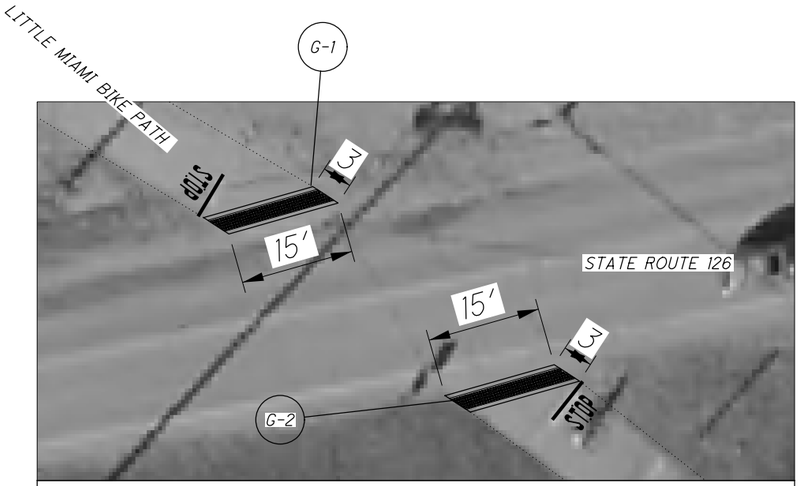


STATE ROUTE 126 AND DRAKE ALLEY

STATE ROUTE 126 AND WARDS CORNER



STATE ROUTE 126 AND LITTLE MIAMI BIKE PATH

NOT TO SCALE

CALCULATED NSR
CHECKED JDO

CURB RAMP DETAIL

HAM/CLE-SR126-22.28/0.00

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