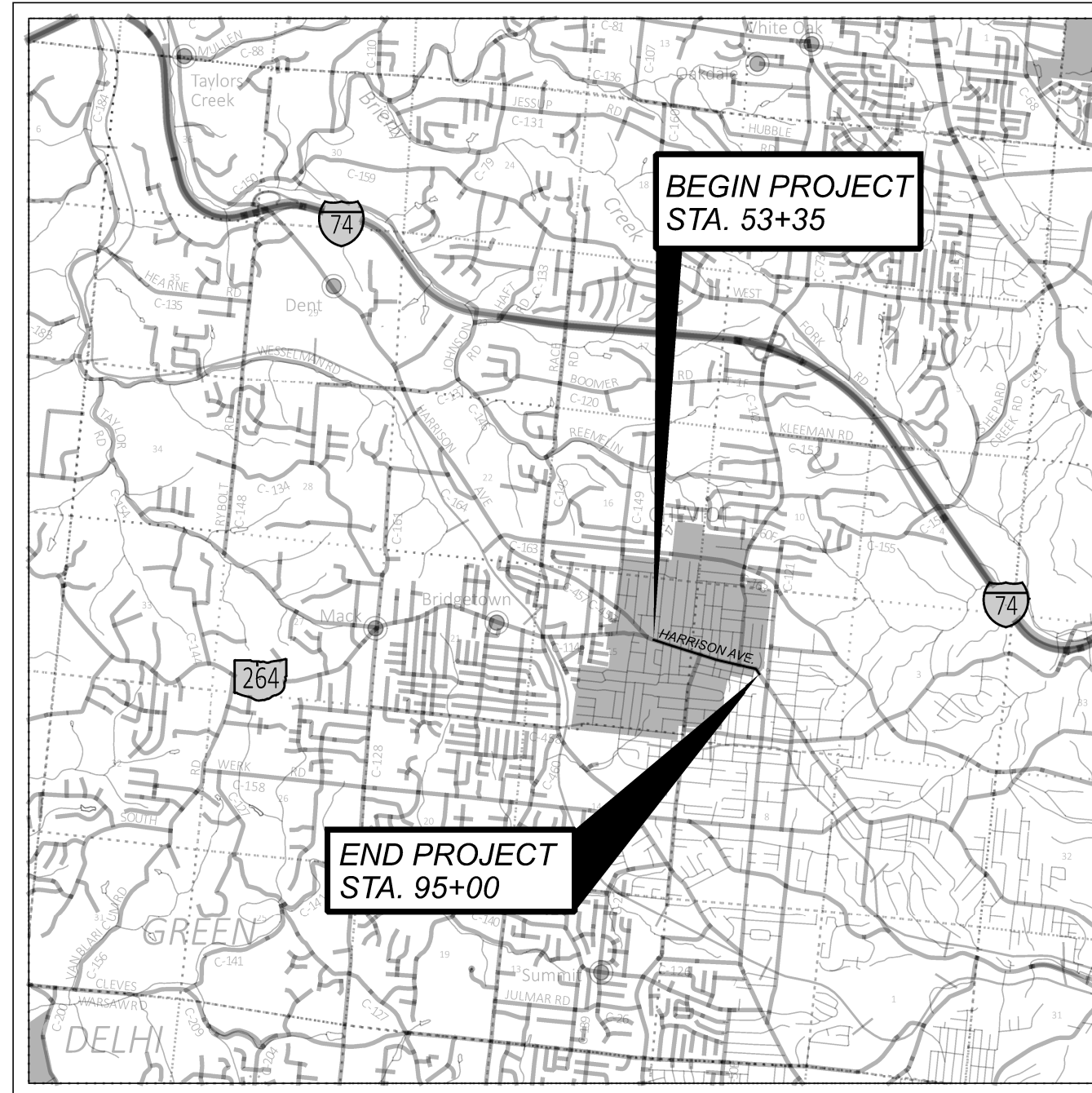


STATE OF OHIO DEPARTMENT OF TRANSPORTATION

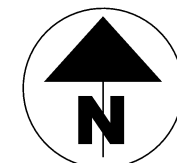
HAM-CR 457-14.97

CITY OF CHEVIOT
CITY OF CINCINNATI
HAMILTON COUNTY



LOCATION MAP

LATITUDE: 39°09'23" LONGITUDE: -84°37'02"
SCALE 1" = 1 MILE



- PORTION TO BE IMPROVED _____
- INTERSTATE HIGHWAY _____
- FEDERAL ROUTES _____
- STATE ROUTES _____
- COUNTY & TOWNSHIP ROADS _____
- OTHER ROADS _____

DESIGN DESIGNATION

CURRENT ADT (2023)	15,533
DESIGN YEAR ADT (2043)	26,310
DESIGN HOURLY VOLUME (2023)	1553
DIRECTIONAL DISTRIBUTION	52%
TRUCKS (24 HOUR B&C)	3.66%
DESIGN SPEED	25 MPH
LEGAL SPEED	25 MPH
DESIGN FUNCTIONAL CLASSIFICATION:	URBAN MINOR ARTERIAL

NOT ON NHS SYSTEM

DESIGN EXCEPTIONS

NONE

ADA DESIGN WAIVERS

REQUIRED SEE NOTE ON SHEET 5

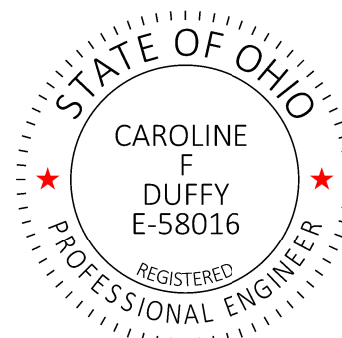
UNDERGROUND UTILITIES
Contact Two Working Days
Before You Dig

OHIO811. 8-1-1. or 1-800-362-2764
(Non members must be called directly)

PLAN PREPARED BY:
143ENGINEERS
3249 PLATEAU PLACE
CINCINNATI, OHIO 45241

WALKER PARKING ARE
THE PARKING DESIGNERS
ENGINEER'S SEAL:

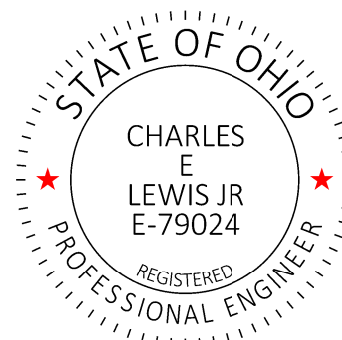
TRAFFIC CONTROL



SIGNED: _____
DATE: 01-17-2023

ENGINEER'S SEAL:

ROADWAY



SIGNED: _____
DATE: 01-17-2023

INDEX OF SHEETS:

TITLE..... 1
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TYPICAL SECTION.....4
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STANDARD CONSTRUCTION DRAWINGS

BP-2.2	1/15/21	MT-95.50	7/21/17	TC-42.10	10/18/13		
BP-3.1	1/21/22	MT-95.61	4/19/19	TC-42.20	10/18/13		
BP-5.1	7/15/22	MT-97.10	4/19/19	TC-52.10	10/18/13		
BP-7.1	1/21/22	MT-97.12	1/20/17	TC-52.20	1/15/21		
		MT-97.20	4/19/19	TC-65.10	1/17/14		
CB-3A	7/16/21	MT-99.20	4/19/19	TC-65.11	7/15/22		
CB-6	1/21/22	MT-101.60	1/17/20	TC-71.10	7/15/22		
		MT-101.90	7/17/20	TC-74.10	1/20/23		
DM-4.4	1/15/16	MT-102.30	10/16/15	TC-83.20	7/15/22		
		MT-105.10	1/17/20				
MH-3	7/16/21	MT-110.10	7/19/13				
RM-2.1	7/19/13	TC-17.11	1/21/22				
		TC-41.20	10/18/13				
MT-95.31	7/19/19	TC-41.30	10/18/13				
MT-95.32	4/19/19	TC-41.50	10/18/13				

SUPPLEMENTAL SPECIFICATIONS

800-2019	SEE PROPOSAL
832	7/15/22
881	12/31/12

SPECIAL PROVISIONS

I HEREBY APPROVE THESE PLANS AND DECLARE THAT THE MAKING OF THIS IMPROVEMENT WILL REQUIRE THE PART-TIME CLOSING OF THE HIGHWAY TO TRAFFIC, AS NOTED ON SHEET 9. DURING WHICH TIME DETOURS WILL BE PROVIDED AS SHOWN HEREIN. PROVISIONS FOR THE MAINTENANCE AND SAFETY OF TRAFFIC WILL BE AS SET FORTH ON THE PLANS AND ESTIMATES.

APPROVED Tammy K Campbell
DATE 01-18-23 DISTRICT DEPUTY DIRECTOR

APPROVED _____
DATE _____ DIRECTOR, DEPARTMENT OF TRANSPORTATION

FEDERAL PROJECT NUMBER
E210175

RAILROAD INVOLVEMENT
NONE

PROJECT DESCRIPTION
CONSTRUCTION OF RAISED INTERSECTIONS, RAISED CROSSWALKS, CENTER MEDIANS, CORNER ISLANDS, AND PEDESTRIAN IMPROVEMENTS, SUCH AS PAINTED CROSSWALKS AND RECTANGULAR RAPID FLASHING BEACON SIGNS, ON HARRISON AVENUE FROM EAST OF FRANCES AVENUE TO JUST PAST THE CITY OF CINCINNATI CORPORATION LIMIT. PROJECT LENGTH IS 4173 FEET.

EARTH DISTURBED AREAS
PROJECT EARTH DISTURBED AREA: 0.3 ACRES
ESTIMATED CONTRACTOR EARTH DISTURBED AREA: 0.0 ACRES
NOTICE OF INTENT EARTH DISTURBED AREA: N/A (NOI NOT REQUIRED)

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.

HAM-CR 457-14.97

MODEL: Sheet: PAPER: 34x22 (in.) DATE: 4/14/2023 TIME: 3:52:51 PM USER: spisa
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TITLE SHEET

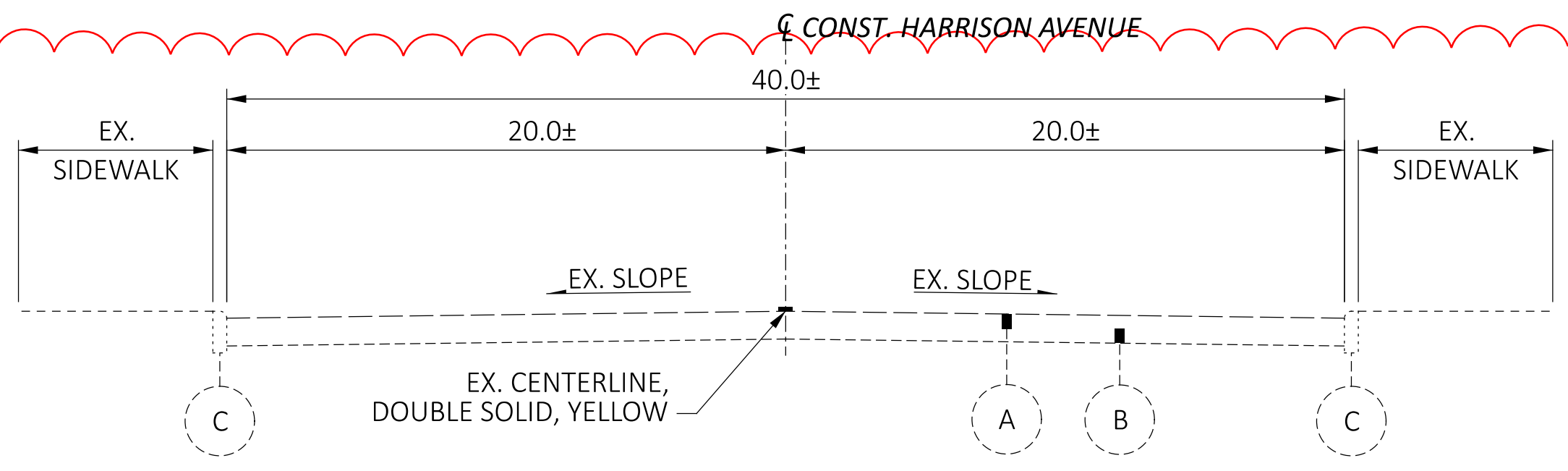
DESIGN AGENCY

DESIGNER
CDS

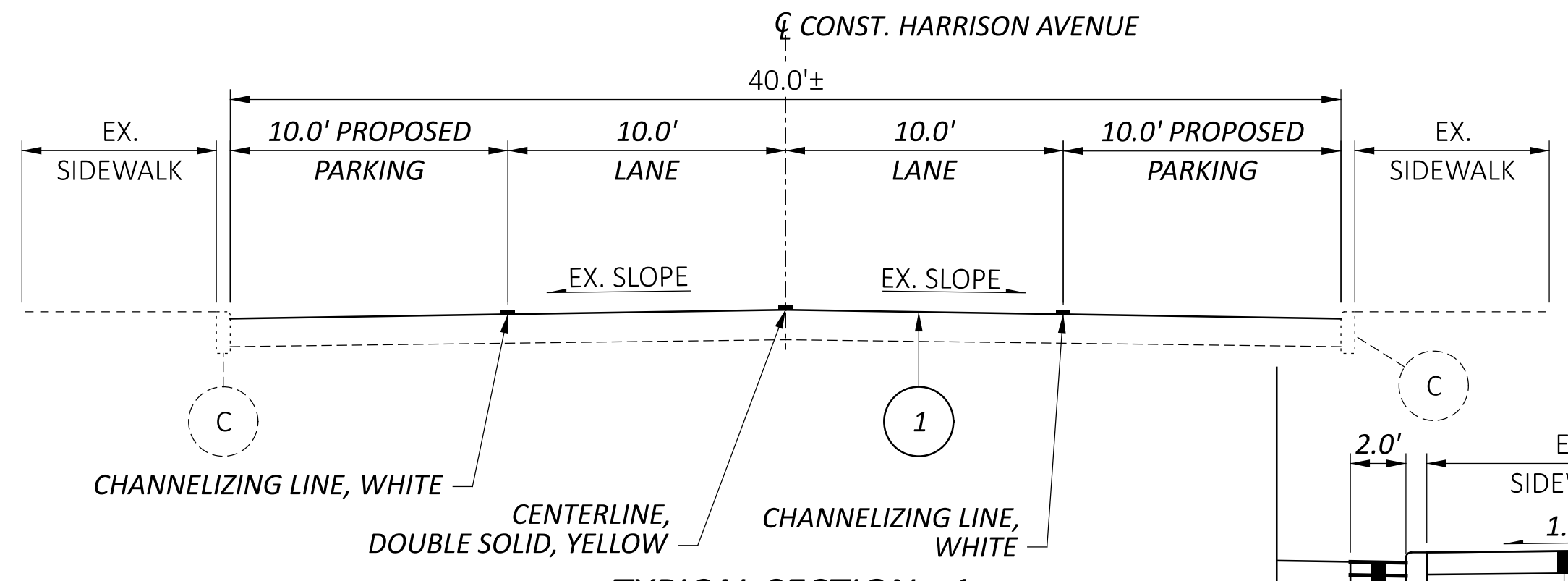
REVIEWER
CFD 01-17-23

PROJECT ID
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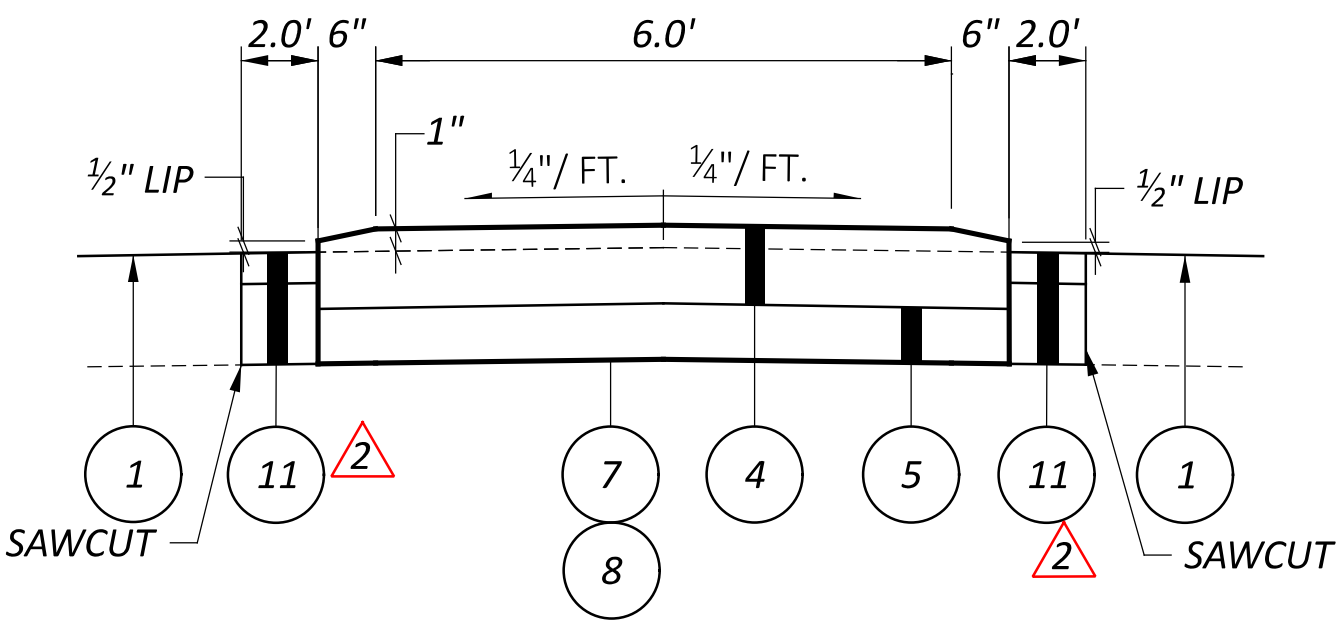
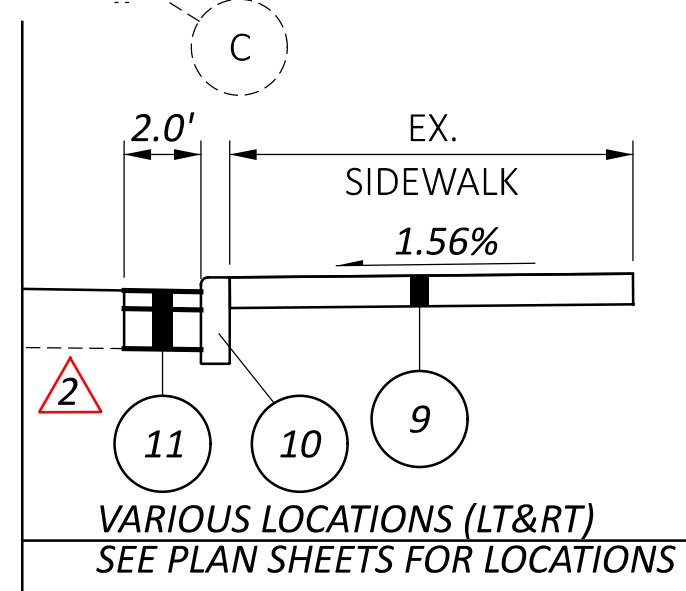
SHEET TOTAL
1 64



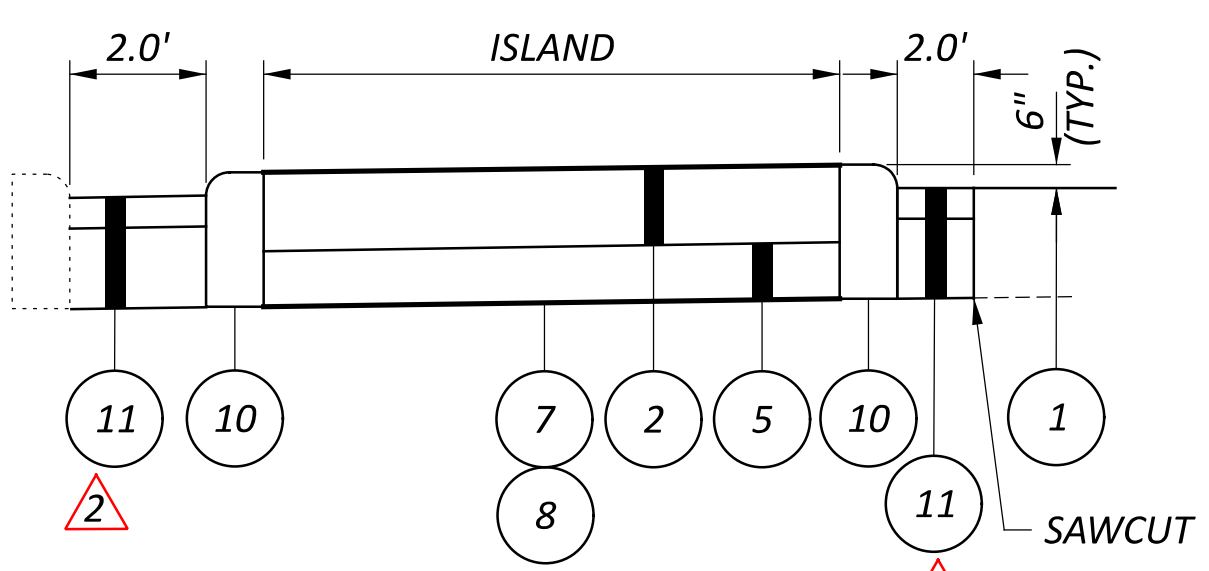
EXISTING TYPICAL SECTION
 STA. 55+00.00 TO STA. 95+00.00



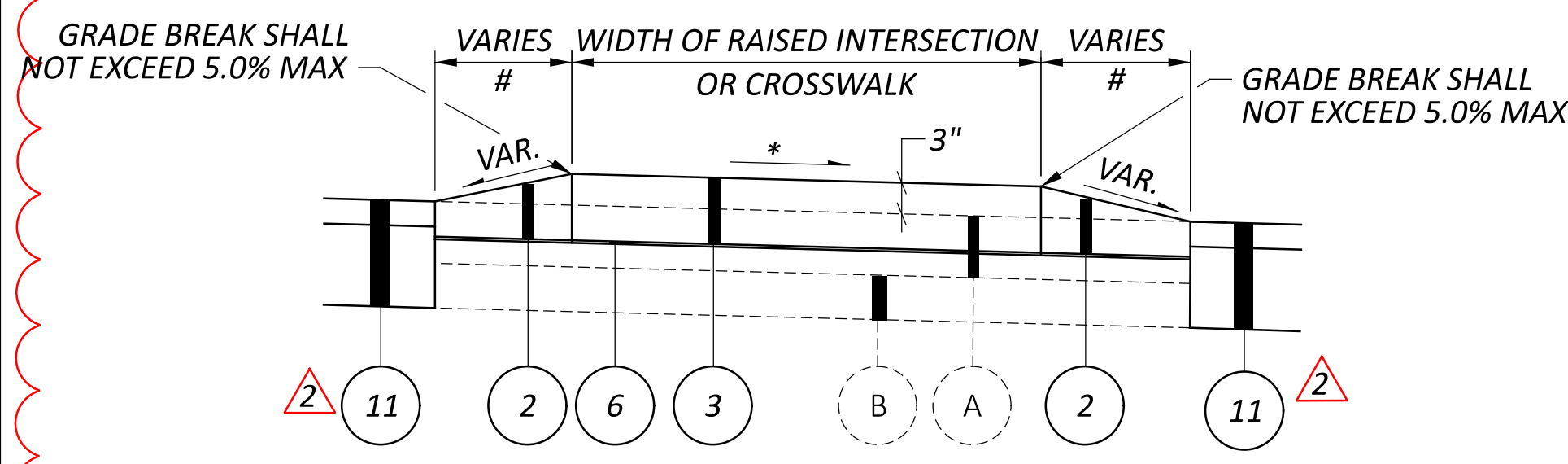
TYPICAL SECTION - 1
 STA. 55+00.00 TO STA. 95+00.00



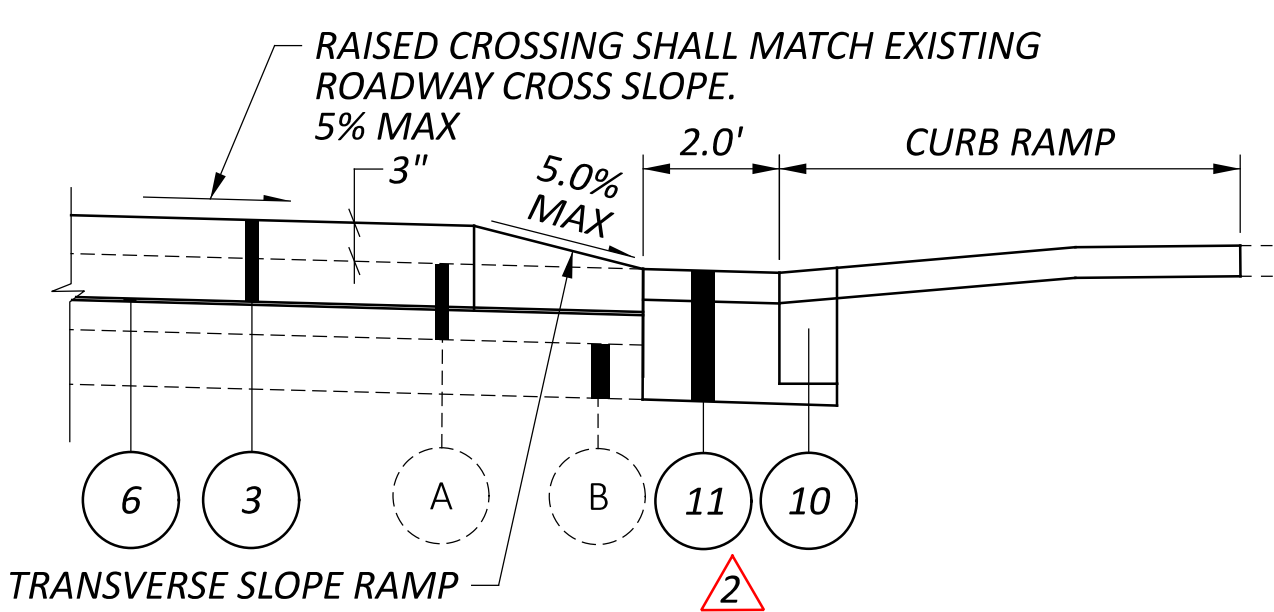
CENTER MEDIAN DETAIL
 STA. 72+25.12 TO STA. 72+93.25
 STA. 84+92.04 TO STA. 85+90.95
 STA. 87+39.32 TO STA. 89+70.24



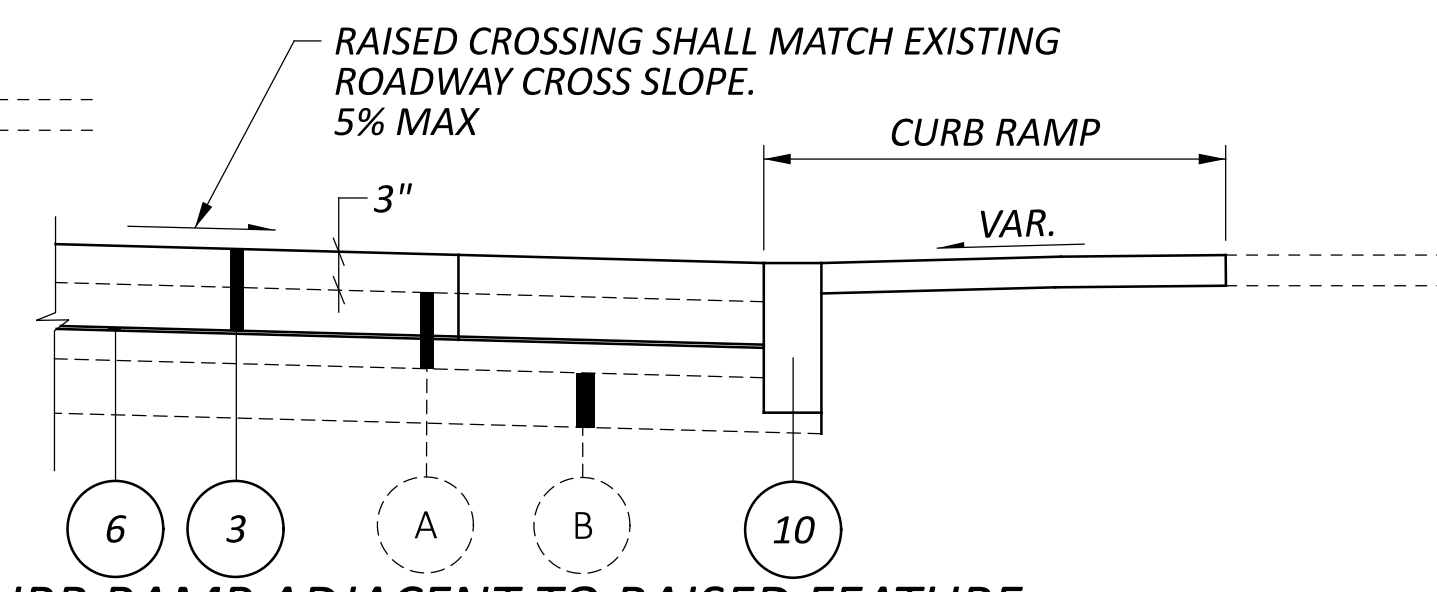
CORNER ISLAND DETAIL



RAISED INTERSECTION AND CROSSWALK DETAIL
 * MATCH EXISTING PAVEMENT LONGITUDINAL SLOPE
 # 3'-0" PREFERRED HOWEVER THE 5.0% GRADE BREAK SHALL NOT BE EXCEEDED
 STA. 59+59.39 TO STA. 60+38.82
 STA. 72+25.12 TO STA. 72+93.25
 STA. 84+92.04 TO STA. 85+90.95



CURB RAMP ADJACENT TO RAISED FEATURE



CURB RAMP ADJACENT TO RAISED FEATURE
 STA. 89+75.67 TO STA. 89+79.68
 FOR DETAILS NOT SHOWN SEE SHEET 50.

EXISTING LEGEND

- A 3"± ASPHALT CONCRETE
- B 8"± CONCRETE BASE
- C 6" CURB

PROPOSED LEGEND

- 1 ITEM 421 - MICROSURFACING, SURFACE COURSE
- 2 ITEM 452 - NON-REINFORCED CONCRETE PAVEMENT, MISC.: 8" STAMPED AND STAINED CONCRETE SEE NOTE BELOW AND IN THE GENERAL NOTES
- 3 ITEM 452 - NON-REINFORCED CONCRETE PAVEMENT, MISC.: 8" STAINED CONCRETE SEE NOTE BELOW AND IN THE GENERAL NOTES
- 4 ITEM 609 - MEDIAN, MISC.: 8" STAMPED AND STAINED CONCRETE SEE NOTE BELOW AND IN THE GENERAL NOTES
- 5 ITEM 304 - 6" AGGREGATE BASE
- 6 ITEM 409 - SEALING, MISC.: ¼" FIBER REINFORCED BITUMINOUS MEMBRANE SURFACE TREATMENT (FIBERMAT)
- 7 ITEM 204 - SUBGRADE COMPACTION
- 8 ITEM 204 - PROOF ROLLING
- 9 ITEM 608 - CONCRETE WALK
- 10 ITEM 609 - CURB, TYPE 6
- 11 ITEM 253 - PAVEMENT REPAIR

ITEM 253 - PAVEMENT REPAIR
 ITEM 253 - PAVEMENT REPAIR SHALL MATCH THE EXISTING PAVEMENT BUILDUP AS SHOW IN THE EXISTING PAVEMENT LEGEND ABOVE. THE CONTRACTOR SHALL BE RESPONSIBLE TO CONFIRM PRIOR TO PERFORMING PAVEMENT REPAIRS. ALL MATERIAL, EQUIPMENT, AND LABOR SHALL BE CONSIDERED INCIDENTAL TO ITEM 253 - PAVEMENT REPAIR.

ITEM 452 - NON-REINFORCED CONCRETE PAVEMENT, MISC.: 8" STAINED CONCRETE, AS PER PLAN
ITEM 452 - NON-REINFORCED CONCRETE PAVEMENT, MISC.: 8" STAMPED AND STAINED CONCRETE, AS PER PLAN
ITEM 609 - MEDIAN, MISC.: 8" STAMPED AND STAINED CONCRETE, AS PER PLAN

ITEM 452 - NON-REINFORCED CONCRETE PAVEMENT, MISC.: 8" STAINED CONCRETE, AS PER PLAN, ITEM 452 - NON-REINFORCED CONCRETE PAVEMENT, MISC.: 8" STAMPED AND STAINED CONCRETE, AS PER PLAN AND ITEM 609 - MEDIAN, MISC.: 8" STAMPED AND STAINED CONCRETE, AS PER PLAN SHALL FOLLOW THE ODOT CONSTRUCTION AND MATERIAL SPECIFICATION WITH THE EXCEPTION THAT THE COLOR SHALL BE ADDED AS PER ASTM C979. THE COLOR SHALL BE SCOFIELD SG160-4. RED BRICK, OR APPROVED EQUAL, AND THE COLOR ADDITIVE SHALL BE ADDED THROUGHOUT THE ENTIRE CONCRETE MIXTURE. IN ADDITION, THE SURFACE SHALL BE STAMPED IN A BRICK PATTERN, OR APPROVED EQUAL AND THE SURFACE SHALL BE SEALED.

PRIOR TO FINAL PLACEMENT OF ITEM 452 - NON-REINFORCED CONCRETE PAVEMENT, MISC.: 8" STAINED CONCRETE, AS PER PLAN, ITEM 452 - NON-REINFORCED CONCRETE PAVEMENT, MISC.: 8" STAMPED AND STAINED CONCRETE, AS PER PLAN AND ITEM 609 - MEDIAN, MISC.: 8" STAMPED AND STAINED CONCRETE, AS PER PLAN THE CONTRACTOR SHALL PROVIDE A TEST POUR TO VERIFY THE COLOR AND THE STAMPING PATTERN MEET THE EXPECTATIONS OF THE CITY ENGINEER OR REPRESENTATIVE.

ALL MATERIAL, EQUIPMENT, AND LABOR TO PERFORM THE TEST POUR SHALL BE CONSIDERED INCIDENTAL TO ITEM 452 - NON-REINFORCED CONCRETE PAVEMENT, MISC.: 8" STAINED CONCRETE, AS PER PLAN, ITEM 452 - NON-REINFORCED CONCRETE PAVEMENT, MISC.: 8" STAMPED AND STAINED CONCRETE, AS PER PLAN AND ITEM 609 - MEDIAN, MISC.: 8" STAMPED AND STAINED CONCRETE, AS PER PLAN.

ITEM 409 SEALING, MISC.: ¼" FIBER REINFORCED BITUMINOUS MEMBRANE SURFACE TREATMENT (FIBERMAT)

ITEM 409 SEALING, MISC.: ¼" FIBER REINFORCED BITUMINOUS MEMBRANE SURFACE TREATMENT (FIBERMAT) SHALL CONFORM TO ALL OF THE MANUFACTURES (FIBERMAT, MIDLAND ASPHALT MATERIALS INC. OR APPROVED EQUAL) SPECIFICATIONS INCLUDING:

THIS WORK SHALL CONSIST OF REMOVAL OF THE EXISTING PAVEMENT TO 5" BELOW EXISTING GRADE AND FURNISHING AND APPLYING ¼" OF POLYMER-MODIFIED ASPHALT EMULSION, CHOPPED GLASS FIBER STRANDS AND AGGREGATE PER THE MANUFACTURERS SPECIFICATIONS AT THE LOCATIONS IDENTIFIED IN THE PLANS.

THE ASPHALT EMULSION SHALL BE APPLIED IN TWO SIMULTANEOUS APPLICATIONS OF 0.5 GALLONS PER SQUARE YARD EACH AND GLASS FIBERS SHALL BE APPLIED AT A RATE OF 4 ONCES PER SQUARE YARD PER THE MAUFACTURES SPECIFICATIONS.

FOLLOWING THE SECOND APPLICATION, AND ACCEPTANCE FROM THE ENGINEER, THE CONTRACTOR SHALL CONSTRUCT THE RAISED CROSSWALKS AND RAISED INTERSECTIONS AS SHOWN IN THE PLANS.

PAYMENT FOR THE ABOVE WORK SHALL BE MADE AT THE UNIT BID PRICE FOR ITEM 409, SEALING, MISC.: ¼" FIBER REINFORCED BITUMINOUS MEMBRANE SURFACE TREATMENT (FIBERMAT), PER SQUARE YARD, AND SHALL INCLUDE ALL LABOR, TOOLS, EQUIPMENT, AND MATERIALS NECESSARY TO APPLY THE ¼" FIBER REINFORCED BITUMINOUS MEMBRANE SURFACE TREATMENT (FIBERMAT) TO LOCATIONS IDENTIFIED IN THE PLANS AND ACCEPTED BY THE ENGINEER.

ADDENDUM 2 04-17-2023



TWO INDICATIONS ON THE FRONT AND TWO INDICATIONS ON THE BACK.

C. EACH RRFB SHALL BE SUPPLIED WITH ALL REQUIRED HARDWARE TO INSTALL ASSEMBLY. ALL EXPOSED HARDWARE SHALL BE ANTI-VANDAL.

D. EACH RRFB SHALL BE LOCATED BETWEEN THE BOTTOM OF THE CROSSING WARNING SIGN AND THE TOP OF THE SUPPLEMENTAL DOWNWARD DIAGONAL ARROW PLAQUE.

E. THE LIGHT INTENSITY OF THE YELLOW INDICATIONS SHALL MEET THE MINIMUM CLASS 1 SPECIFICATIONS OF SOCIETY OF AUTOMOTIVE ENGINEERS (SAE) STANDARD J595 (DIRECTIONAL FLASHING OPTICAL WARNING DEVICES FOR AUTHORIZED EMERGENCY, MAINTENANCE, AND SERVICE VEHICLES) DATED JANUARY, 2005.

F. TO MINIMIZE EXCESSIVE GLARE DURING NIGHTTIME CONDITIONS, AN AUTOMATIC SIGNAL DIMMING DEVICE SHALL BE USED TO REDUCE THE BRILLIANCE OF THE RRFB INDICATIONS.

G. AN LED PEDESTRIAN CONFIRMATION LIGHT DIRECTED AT AND VISIBLE TO PEDESTRIANS IN THE CROSSWALK SHALL BE INSTALLED INTEGRAL TO THE RRFB OR PUSHBUTTON TO GIVE CONFIRMATION THAT THE RRFB IS IN OPERATION.

H. THE PEDESTRIAN CONFIRMATION LIGHT SHALL HAVE A MINIMUM AREA OF 0.5 SQUARE INCHES AND BE CONSPICUOUS TO PEDESTRIANS AT ALL DISTANCES FROM THE BEGINNING OF THE CONTROLLED CROSSWALK TO A POINT 10 FEET FROM THE END OF THE CONTROLLED CROSSWALK DURING BOTH DAY AND NIGHT.

2. SIGNS

A. ALL SIGN ASSEMBLIES SHALL USE ANTI-VANDAL FASTENERS TO MOUNT COMPONENTS TO SIGN AND SIGN TO FIXTURE.

B. PEDESTRIAN PUSHBUTTONS SIGNS SHALL BE PROVIDED AND INCLUDE THE LEGEND "PUSH BUTTON TO TURN ON WARNING LIGHTS". SIGNS SHOULD BE MOUNTED ADJACENT TO OR INTEGRAL WITH EACH PEDESTRIAN PUSHBUTTON.

C. TWO SETS OF SIGNS SHALL BE REQUIRED PER UNIT FOR VIEW FROM EACH APPROACH.

D. ASSURE SIGN MEETS THE REQUIREMENTS OF C&MS 630.

3. CONTROL CIRCUIT

A. THE CONTROL CIRCUIT SHALL HAVE THE CAPABILITY OF INDEPENDENTLY FLASHING UP T TWO INDEPENDENT OUTPUTS. THE LED LIGHT OUTPUTS AND FLASH PATTERN SHALL BE COMPLETELY PROGRAMMABLE.

B. THE CONTROL CIRCUIT SHALL BE SEALED WATERTIGHT TO ELIMINATE DIRT CONTAMINATION AND ALLOW FOR SAFE HANDLING IN ALL WEATHER CONDITIONS.

C. THE LEDS SHALL BE SEALED AGAINST DUST AND MOISTURE INTRUSION AS PER THE REQUIREMENTS OF NEMA STANDARD 250-1991 FOR TYPE 4 ENCLOSURE AND TO PROTECT ALL INTERNAL LED AND ELECTRICAL COMPONENTS.

4. BATTERY AND SOLAR PANELS

A. BATTERY UNIT SHALL BE A 12VDC, 35 AHR MINIMUM, SEALED GEL OR AGM LEAD ACID BATTERY. BATTERIES SHALL HAVE A WRITTEN TWO YEAR FULL REPLACEMENT WARRANTY.

B. THE SOLAR PANEL SHALL PROVIDE A MINIMUM OF 40 WATTS PEAK TOTAL OUTPUT.

C. THE SOLAR PANEL SHALL BE MOUNTED TO AN ALUMINUM PLATE AND BRACKET AT AN ANGLE OF 45 DEGREES - 60 DEGREES TO PROVIDE MAXIMUM OUTPUT.

D. ALL FASTENERS USED SHALL BE ANTI-VANDAL.

5. WIRELESS RADIO

A. RADIO CONTROL SHALL OPERATE ON A 900 MHZ FREQUENCY HOPPING SPREAD SPECTRUM NETWORK, WI-FI OR APPROVED EQUAL.

B. RADIO SHALL INTEGRATE COMMUNICATION OF RRFB CONTROL CIRCUIT TO ACTIVATE SIGN FROM PUSHBUTTON INPUT.

C. THE RADIO SHALL BE SYNCHRONIZED SO ALL OF THE REMOTE RRFB LIGHT INDICATIONS WILL TURN ON WITHIN 120 MSEC OF EACH OTHER AND REMAIN SYNCHRONIZED THROUGH-OUT THE DURATION OF THE FLASHING CYCLE.

6. PUSHBUTTON

A. THE PUSHBUTTON SHALL BE CAPABLE OF CONTINUOUS OPERATION OVER A TEMPERATURE RANGE OF -30 DEGREES F TO +165 DEGREES F.

B. PUSHBUTTON SHALL BE ADA COMPLIANT.

7. PEDESTAL SHAFT AND BASE - MOUNT ON A STANDARD 4.5-INCH OD ALUMINUM PEDESTAL POLE WITH BREAKAWAY BASE. A 14 FOOT POLE SHALL BE PROVIDED AND FIELD ADJUSTED AND CAPPED TO MAINTAIN THE PROPER SIGN MOUNTING HEIGHTS, UNLESS SPECIFIED OTHERWISE IN THE PLANS. POLE AND BASE MANUFACTURER SHALL BE LISTED ON ODOT'S QUALIFIED PRODUCTS LIST.

CONSTRUCTION -

THE RRFB SHALL BE ASSEMBLED AND CONSTRUCTED BY THE CONTRACTOR AS SHOWN AND SPECIFIED ON THE PLANS.

WARRANTY -

WARRANTY SHALL BE TWO YEARS FROM THE DATE OF FINAL ACCEPTANCE.

MEASUREMENT -

THE DEPARTMENT WILL MEASURE THE ITEM COMPLETE IN PLACE, INCLUDING ALL MATERIALS, TESTING, LABOR AND SOFTWARE FOR A FULLY FUNCTIONAL UNIT.

PAYMENT -

PAYMENT WILL BE AT THE CONTRACT UNIT PRICE PER EACH FOR ITEM 630 "SIGNING MISC.: SOLAR POWERED RECTANGULAR RAPID FLASHING BEACON (RRFB) SIGN ASSEMBLY."

ITEM 630 SIGNING MISC.: SOLAR POWERED RADAR FEEDBACK SIGN

THE SOLAR POWERED RADAR FEEDBACK SYSTEM SHALL INCLUDE, A STATIC MESSAGE "YOUR SPEED", A SPEED-MEASURING DEVICE, CONSISTING OF A RADAR, AND A CHANGEABLE MESSAGE SIGN WITH 12" CHARACTERS THAT DISPLAYS FEEDBACK TO THOSE DRIVERS WHO EXCEED A PREDETERMINED SPEED THRESHOLD. THE FEEDBACK CAN INCLUDE DISPLAYING THE DRIVER'S ACTUAL SPEED SPEED DISPLAYS SHALL HAVE A LOWER SPEED THRESHOLD OF 5 MI/H AND AN UPPER SPEED THRESHOLD OF 20 MI/H. BASED ON THE UPPER AND LOWER SPEED THRESHOLDS, THE SIGN FACE FOR THE SPEED DISPLAY SHOWED THE FOLLOWING FOR EACH SITUATION:

- 1 BLANK SIGN: NO MESSAGE WAS GIVEN FOR DRIVERS WHO WERE TRAVELING AT OR BELOW THE POSTED SPEED LIMIT PLUS 5 MI/H THE SIGN WILL BE BLANK IF THE VEHICLE IS TRAVELING ABOVE OR BELOW THE THRESHHOLD SPEED THE DISPLAY WILL REMAIN BLANK.
- 2 THE VEHICLE'S SPEED XX IN MILES PER HOUR: WHEN DRIVERS WERE TRAVELING 5 MI/H OR MORE OVER THE POSTED SPEED LIMIT, UP TO 20 MI/H (32 KM/H) OVER THE POSTED SPEED LIMIT.

RUN REQUIREMENTS OF THIS DEVICE ARE 24 HOURS PER DAY, 7 DAYS PER WEEK.

UTILIZE ENVIRONMENTALLY-SEALED, HIGH-EFFICIENCY LED LIGHT SOURCES FOR THIS SOLAR-POWERED APPLICATION.

ENSURE NEC GROUNDING AND BONDING REQUIREMENTS ARE MET IF VOLTAGES OVER 50V AC OR DC ARE PRESENT.

PROVIDE A TIMER (IF REQUIRED) THAT SATISFIES THE REQUIREMENTS OF C&MS 731.10 AND IS LISTED ON THE ODOT QUALIFIED PRODUCTS LIST.

PROVIDE COMPLETE PHOTO-CONTROLLER SPECIFICATIONS, INCLUDING ON/OFF PHOTOMETRIC SWITCH POINTS (TYPICALLY GIVEN IN FOOT-CANDLES), IF A PHOTO-CONTROLLER IS UTILIZED.

HOUSE THE SOLAR POWER SUPPLY CONTROLLER AND BATTERY IN ONE OR TWO STAINLESS STEEL OR ALUMINUM ENCLOSURES WITH A MINIMUM NEMA 3 OR 3X RATING.

IF THE EXTERIOR SIZE OF THE ENCLOSURE NECESSARY TO MEET THE REQUIREMENTS BELOW IS LESS THAN 1000 CUBIC INCHES, A SINGLE POLYMER ENCLOSURE RATED NEMA 4 AND LISTED AS SUNLIGHT-RESISTANT MAY BE INSTALLED, WITH APPROVAL OF THE ENGINEER.

SMALL ENCLOSURES OF 300 CUBIC INCHES OR LESS (EXTERIOR) MAY BE PROVIDED WITH SECURITY FASTENERS IN LIEU OF A LOCKING MECHANISM OR PADLOCK.

SEPARATE THE CONTROL ELECTRONICS AND BATTERY, IF CONTAINED WITHIN A SINGLE ENCLOSURE, TO PREVENT DAMAGE TO THE CONTROL ELECTRONICS IF THE BATTERY ENVELOPE IS COMPROMISED.

PROVIDE SEALED GEL-CELL OR AGM (ABSORBED GLASS MAT) LEAD-ACID BATTERIES FOR ALL INSTALLATIONS WITH INSTANTANEOUS LOAD REQUIREMENTS OF 4 WATTS OR ABOVE, REGARDLESS OF DUTY CYCLE.

FOR INSTALLATIONS WITH INSTANTANEOUS LOAD REQUIREMENTS OF LESS THAN 4 WATTS, RECHARGEABLE NICD, LI-ION, OR NIMH BATTERIES MAY BE USED INSTEAD OF AGM OR GEL-CELL, IF APPROVED BY THE ENGINEER.

PROVIDE SIGNED COPIES FROM THE SOLAR PANEL AND/OR CONTROLLER MANUFACTURER OF ALL CALCULATIONS USED TO SIZE THE SOLAR PANEL AND BATTERIES.

INCLUDE IN THESE CALCULATIONS THE INSULATION VALUE USED AND ITS REFERENCE SOURCE, THE SOLAR PANEL EFFICIENCY, CHARGER/CONTROLLER EFFICIENCY, INVERTER EFFICIENCY, PROPOSED LED LAMP AND/OR EQUIPMENT LOAD, AND A FIGURE REPRESENTING ANTICIPATED MISCELLANEOUS LOSSES.

CELSIUS). SHOW CALCULATIONS DOCUMENTING A RESERVE CAPACITY OF TWO WEEKS OPERATION UNDER CONTINUOUS WORST-CASE (MINIMUM) INSULATION FIGURES (USUALLY DECEMBER) FOR

THE PROPOSED GEOGRAPHIC LOCATION, USING A PANEL ELEVATION ANGLE APPROPRIATE TO THE SITE, AT A SUSTAINED TEMPERATURE OF 25 DEGREES FAHRENHEIT (-4 DEGREES DELIVER A COPY OF THE CALCULATIONS TO THE ENGINEER AND ANOTHER COPY TO THE OFFICE OF ROADWAY ENGINEERING FOR APPROVAL.

PROVIDE DOCUMENTATION SHOWING THAT THE SOLAR PANEL MANUFACTURER TESTED THE PANEL ACCORDING TO IEC61215 OR EQUIVALENT APPROVED STANDARD.

PROVIDE DOCUMENTATION SHOWING THAT SOLAR PANEL MOUNTING IS RATED FOR 90 MPH DESIGN WIND AND DESIGNED TO RESIST VANDALISM.

SEAL ENCLOSURE CONDUIT ENTRIES TO PREVENT INSECT AND/OR RODENT ENTRY. PROVIDE METAL ENCLOSURES WITH AN EXTERIOR OF BARE OR POWDER-COATED ALUMINUM, OR STAINLESS STEEL.

PROVIDE A LOCKING ENCLOSURE USING EITHER AN INTEGRATED LOCKING MECHANISM OR A PADLOCK PER C&MS 631.06.

630 SIGNING MISC.: REMOVAL OF OVERHEAD SPAN WIRE, SIGNS & DISPOSAL

REMOVAL OF OVERHEAD SPAN WIRE, INCLUDING SIGNS AND HARDWARE ETC., THE CONTRACTOR SHALL REMOVE AND DISPOSE OF THE ITEMS IN ACCORDANCE WITH C&MS 630.12 AND AS INDICATED ON THE PLANS AT NO ADDITIONAL COST TO THE PROJECT AT THE DIRECTION OF THE ENGINEER.

ITEM 630 SIGNING MISC.: SURFACE MOUNTED R1-6 PEDESTRIAN CROSSING SIGNS

IN ADDITION TO ITEM 630 THE PEDESTRIAN CROSSING SIGNS SHALL HAVE A BASE TO ALLOW PERMAMENT MOUNTING TO THE ROADWAY PAVEMENT AS APPROVED BY THE ENGINEER.

THIS ITEM SHALL INCLUDE ALL MATERIAL, HARDWARE, AND LABOR TO INTALL THE SIGN COMPLETE AND IN PLACE.

ITEM 630 REMOVAL OF OVERHEAD SIGN SUPPORT AND DISPOSAL, AS PER PLAN

IN ADDITION TO ITEMS 630.12, 625.18, 105.16, 105.17, AND 611.15 THE DIRECT BURIED STRAIN POLE SHALL BE REMOVED AT LEAST ONE FOOT BELOW GRADE AND THE EXISTING SIDEWALK RESTORED COMPARABLE TO THE SURROUNDING AREA. AS APPROVED BY THE ENGINEER.

PAYMENT SHALL BE AT THE UNIT PRICE EACH FOR ITEM 630 REMOVAL OF OVERHEAD SIGN SUPPORT AND DISPOSAL AS PER PLAN.

ITEM 631 REMOVAL, MISC.: ELECTRICAL SIGN AND FLASHING BEACONS AND DISPOSAL

IN ADDITION TO ITEMS 631.10, 630.12, 625.18, 105.16, 105.17, AND 611.15 THIS ITEM SHALL INCLUDE THE REMOVAL, DISCONNECTING AND DISPOSAL OF ONE DOUBLE SIDED ELECTRICAL SIGN, 4 FLASHING BEACONS, WIRING, SPAN WIRE, HARDWARE AND ELECTRICAL EQUIPMENT AS APPROVED BY THE ENGINEER.

PAYMENT SHALL BE AT THE UNIT PRICE EACH FOR ITEM 631 REMOVAL, MISC.: ELECTRICAL SIGN AND FLASHING BEACONS AND DISPOSAL.

ITEM 632 INTERCONNECT MISC.; REMOVAL

IN ADDITION TO ITEM 632, THIS ITEM SHALL INCLUDE THE REMOVAL, AND DISPOSAL OF THE EXISTING INTERCONNECT CABLE, BOX ON EXISTING POWER POLE AND MESSENGER WIRE, AS WELL AS ALL HARDWARE ALONG THE SOUTH SIDE OF HARRISON AVENUE BETWEEN APPROXIMATE STA. 85+15 TO 89+75. AS APPROVED BY THE ENGINEER.

PAYMENT SHALL BE AT THE LUMP SUM PRICE FOR ITEM 632 INTERCONNECT REMOVAL.

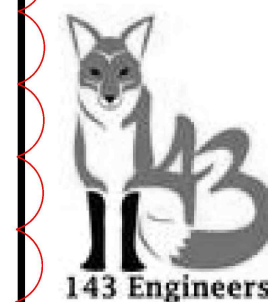
ITEM 832 EROSION CONTROL

PAYMENT WILL BE AT THE CONTRACT UNIT PRICE PER EACH FOR ITEM 836 EROSION CONTROL.

EROSION CONTROL QTY: 5,000 EACH SHALL BE CARRIED TO THE GENERAL SUMMARY

2

DESIGN AGENCY



DESIGNER

CDS

REVIEWER

CFD 01-17-23

PROJECT ID

114697

SHEET TOTAL

6 64

BUSINESS COORDINATION

THE WEEK BEFORE WORK IS PERFORMED IN A BLOCK, THE CONTRACTOR SHALL MEET WITH THE BUSINESS OWNERS TO COORDINATE THE PLANNED MAINTENANCE OF TRAFFIC DURING CONSTRUCTION IN THAT BLOCK.

SEQUENCE OF CONSTRUCTION: CORNER ISLAND, MEDIAN, AND RAISED FEATURE CONSTRUCTION

1. CONTRACTOR SHALL BUILD THE MEDIANS FIRST, MAINTAINING ONE THROUGH LANE FOR TRAFFIC AROUND THE MEDIAN CONSTRUCTION PER MT-95.31/MT-95.32. ONCE THE MEDIANS ARE COMPLETED, TRAFFIC SHALL BE PLACED IN FINAL CONFIGURATION ON THE EXISTING PAVEMENT. FINAL SIGNING SHOULD BE INSTALLED AT THIS TIME.

2. THE CONTRACTOR SHALL BUILD THE CURB RAMPS AND CORNER ISLANDS AT ANY TIME AFTER THE MEDIANS, WHILE MAINTAINING TRAFFIC AT EACH LOCATION BY USE OF LEOS OR FLAGGERS. THE CONTRACTOR SHALL PROVIDE A MAINTENANCE OF TRAFFIC PLAN TO THE PROJECT ENGINEER FOR APPROVAL. IF THE CURB RAMP CONSTRUCTION CLOSES A SIDEWALK, THEN THE CONTRACTOR SHALL PROVIDE A SIDEWALK MAINTENANCE PLAN PER MT-110.10 TO THE PROJECT ENGINEER FOR APPROVAL.

3. RAISED CROSSWALKS SHALL BE BUILT AFTER THE MEDIANS. THE RAISED CROSSWALKS SHALL BE CONSTRUCTED PART-WIDTH WHILE MAINTAINING ONE LANE OF THROUGH TRAFFIC IN EACH DIRECTION PER MT-95.31/MT-95.32 IF THIS METHOD IS USED. CROSSWALKS FULL WIDTH CONSTRUCTION USING DETOURS AS SHOWN ON SHEETS 9B & 9C SHALL NOT EXCEED 10 DAYS, AND AS APPROVED BY THE PROJECT ENGINEER, MAY BE USED. WINDOW CONTRACT SHOWN ON SHEET 9A.

4. RAISED INTERSECTIONS CONSTRUCTION USING DETOURS, AS SHOWN ON SHEETS 9B & 9C SHALL NOT EXCEED 10 DAYS, AND AS APPROVED BY THE PROJECT ENGINEER, MAY BE USED. LOCAL TRAFFIC SHALL BE MAINTAINED. OTHER ALTERNATE CONSTRUCTION METHODS SHALL NEED TO BE APPROVED BY THE PROJECT ENGINEER. WINDOW CONTRACT SHOWN ON SHEET 9A.

AFTER STEPS 1-4 IS COMPLETE, THE CONTRACTOR SHALL MICROSURFACE ALL ASPHALT PAVEMENT AND INSTALL FINAL 642 PAVEMENT MARKINGS. LEO'S WILL BE USED TO FLAG TRAFFIC WHEN PAVING WITHIN THE SIGNALIZED INTERSECTIONS.

PAYMENT FOR ALL LABOR, EQUIPMENT AND MATERIALS USED TO ERECT A DETOUR SHALL BE INCLUDED IN THE LUMP SUM CONTRACT PRICE FOR ITEM 614, DETOUR SIGNING

OVERNIGHT TRENCH CLOSING

THE BASE WIDENING SHALL BE COMPLETED TO A DEPTH OF NO MORE THAN 2 INCHES BELOW THE EXISTING PAVEMENT BY THE END OF EACH WORK DAY. NO TRENCH SHALL BE LEFT OPEN OVERNIGHT EXCEPT FOR A SHORT LENGTH (25 FEET OR LESS) OF A WORK SECTION AT THE END OF THE TRENCH. IN CASE WORK MUST BE SUSPENDED BECAUSE OF INCLEMENT WEATHER OR OTHER REASONS, THE TRENCH FOR THE UNCOMPLETED BASE WIDENING SHALL BE BACKFILLED AT THE DIRECTION OF THE ENGINEER.

IN ADDITION TO THE REQUIREMENTS OF THE PLANS, SPECIFICATION AND PROPOSAL, DRUMS FURNISHED BY THE CONTRACTOR SHALL BE NEW AND UNUSED AT THE TIME OF ARRIVAL ON THE PROJECT. ANY DRUMS BROUGHT ON THE PROJECT, WHICH HAVE PREVIOUSLY BEEN USED ELSEWHERE, WILL NOT BE ACCEPTED. PAYMENT FOR DRUMS SHALL BE INCLUDED IN THE LUMP SUM PRICE BID FOR MAINTAINING TRAFFIC UNLESS SEPARATELY ITEMIZED.

ITEM 614 MAINTAINING TRAFFIC

A MINIMUM OF ONE LANE OF TRAFFIC IN EACH DIRECTION SHALL BE MAINTAINED AT ALL TIMES BY USE OF THE EXISTING PAVEMENT. ACCESS TO ALL LOCAL DRIVEWAYS SHALL BE MAINTAINED.

THE CONTRACTOR SHALL MAINTAIN ONE OPEN SIDEWALK ALONG ALL STREETS AT ALL TIMES.

THE CONTRACTOR SHALL SUBMIT ALL TRAFFIC CONTROL PLANS TO THE CITY OF CHEVIOT A MINIMUM OF 2 WEEKS BEFORE THE START OF WORK FOR APPROVAL BY THE ENGINEER.

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.

NO WORK SHALL BE PERFORMED AND ALL EXISTING LANES SHALL BE OPEN TO TRAFFIC DURING THE FOLLOWING DESIGNATED HOLIDAYS OR EVENTS:

- NEW YEAR'S (OBSERVED) GENERAL/REGULAR ELECTION DAY (NOV)
- TOTAL SOLAR ECLIPSE (4/8/24) THANKSGIVING
- MEMORIAL DAY CHRISTMAS (OBSERVED)
- FOURTH OF JULY (OBSERVED) (OTHER HOLIDAY OR SPECIAL EVENT)
- LABOR DAY

THE PERIOD OF TIME THAT THE LANES ARE TO BE OPEN DEPENDS ON THE DAY OF THE WEEK ON WHICH THE HOLIDAY OR SPECIAL EVENT FALLS. THE FOLLOWING SCHEDULE SHALL BE USED TO DETERMINE THIS PERIOD:

DAY OF HOLIDAY TIME ALL LANES OR SPECIAL EVENT MUST BE OPEN TO TRAFFIC

- SUNDAY 12:00N FRIDAY THROUGH 6:00 AM MONDAY
- MONDAY 12:00N FRIDAY THROUGH 6:00 AM TUESDAY
- MONDAY (TOTAL SOLAR ECLIPSE)
- 12:00N MONDAY THROUGH 6:00 AM WEDNESDAY
- TUESDAY 12:00N MONDAY THROUGH 6:00 AM WEDNESDAY
- TUESDAY (GEN./REG. ELECTION)
- 5:00 AM TUESDAY THROUGH 12:00 AM WEDNESDAY
- WEDNESDAY 12:00N TUESDAY THROUGH 6:00 AM THURSDAY
- 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 12:00N FRIDAY THROUGH 6:00 AM MONDAY

DURING THE SAME PERIODS, MAINTAIN PEDESTRIAN ACCESS IF PEDESTRIAN ACCESS WAS PRESENT PRIOR TO CONSTRUCTION.

SHOULD THE CONTRACTOR FAIL TO MEET ANY OF THESE REQUIREMENTS, THE CONTRACTOR SHALL BE ASSESSED A DISINCENTIVE PER THE LANE VALUE CONTRACT (PN 127).

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).

"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: 180 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.

NOTIFICATION OF TRAFFIC RESTRICTIONS

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

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

NOTIFICATION OF TRAFFIC RESTRICTIONS TIME TABLE

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

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

DESIGN AGENCY



DESIGNER

CDS

REVIEWER

CFD 01-17-23

PROJECT ID

114697

SHEET TOTAL

9 64

ITEM 614, MAINTAINING TRAFFIC (NOTICE OF CLOSURE SIGN)

NOTICE OF CLOSURE SIGNS (W20-H13) SHALL BE ERECTED BY THE CONTRACTOR PRIOR TO THE SCHEDULED ROAD OR RAMP CLOSURE IN ACCORDANCE WITH THE NOTICE OF CLOSURE TIME TABLE BELOW. [AT THE APPROVAL OF THE ENGINEER, PORTABLE CHANGEABLE MESSAGE SIGNS MAY BE USED IN LIEU OF THE STANDARD FLATSHEET SIGN FOR CLOSURE DURATIONS OF LESS THAN 1 WEEK.]

THE SIGNS SHALL BE ERECTED ON THE RIGHT-HAND SIDE OF THE ROAD/RAMP FACING TRAFFIC. THEY SHALL BE PLACED SO AS NOT TO INTERFERE WITH THE VISIBILITY OF ANY OTHER TRAFFIC CONTROL SIGNS. ON ROADWAYS, THEY SHOULD BE ERECTED AT OR NEAR THE POINT OF CLOSURE. THE SIGNS MAY BE ERECTED ANYWHERE ON RAMPS AS LONG AS THEY ARE VISIBLE TO THE MOTORISTS USING THE RAMP. ON ENTRANCE RAMPS, THE SIGN SHALL BE ERECTED WELL IN ADVANCE OF THE MERGE AREA TO AVOID DISTRACTING MOTORISTS.

NOTICE OF CLOSURE SIGN TIME TABLE
 ITEM DURATION SIGN DISPLAYED
 OF CLOSURE TO PUBLIC

RAMP & >=2 WEEKS 14 CALENDAR DAYS
 PRIOR TO CLOSURE

ROAD > 12 HOURS 7 CALENDAR DAYS
 & < 2 WEEKS PRIOR TO CLOSURE

CLOSURES <= 12 HOURS 2 BUSINESS DAYS
 PRIOR TO CLOSURE

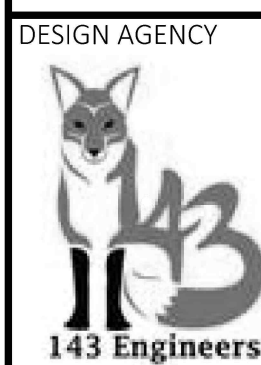
THE SIGN SHALL DISPLAY THE DATE OF THE CLOSURE IN MMM-DD FORMAT AND THE NUMBER OF DAYS OF THE CLOSURE. THE LAST LINE OF THE W20-H13 SIGN LISTS A PHONE NUMBER WHICH A MOTORIST MAY CALL FOR ADDITIONAL INFORMATION. THIS IS TO BE A SPECIFIC OFFICE WITHIN THE DISTRICT RATHER THAN THE GENERAL SWITCHBOARD NUMBER.

WORK ZONE MARKINGS AND SIGNS

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

614E20100	WORK ZONE LANE LINE, CLASS I, 4", 642 PAINT	2 MILE
614E21100	WORK ZONE CENTER LINE, CLASS I, 642 PAINT	1 MILE
614E23200	WORK ZONE CHANNELIZING LINE, CLASS I, 8", 642 PAINT	520 FT
614E26200	WORK ZONE STOP LINE, CLASS I, 642 PAINT	340 FT
614E27050	WORK ZONE CROSSWALK LINE, CLASS I, 12", 642 PAINT	2300 FT
614E30200	WORK ZONE ARROW, CLASS I, 642 PAINT	10 EACH

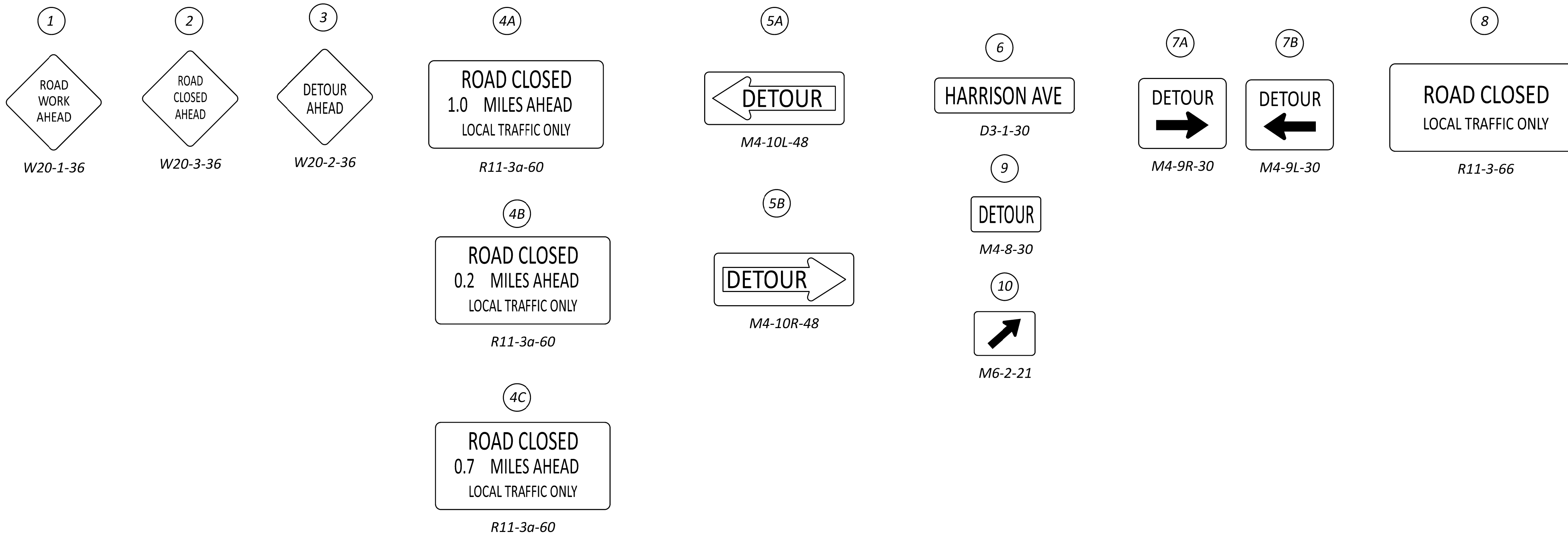
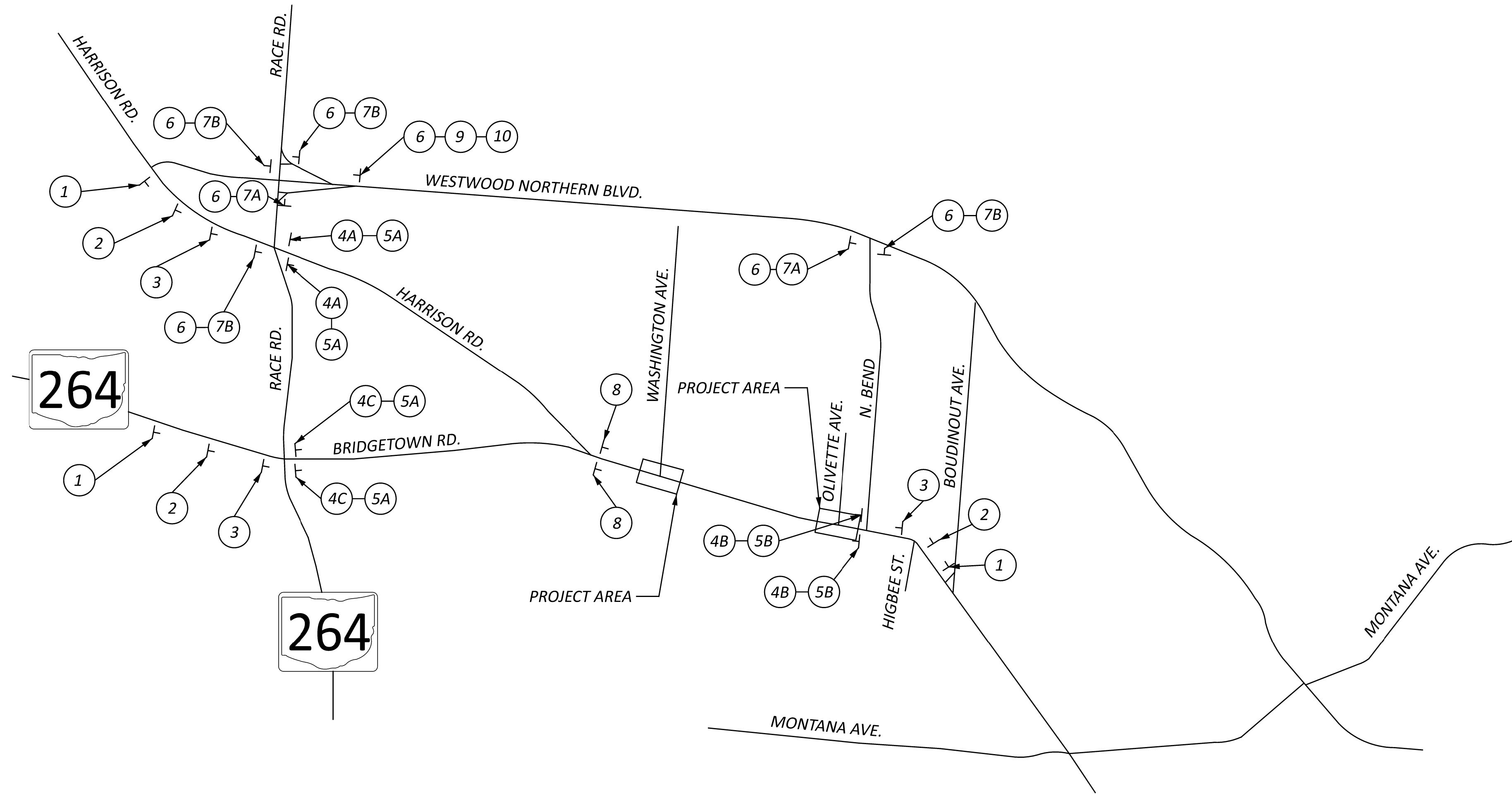
DESCRIPTION OF CRITICAL WORK	CALENDAR DAYS TO COMPLETE	DISINCENTIVE \$ PER DAY	WORK WINDOW	
			START	END
ALL WORK INVOLVED WITH THE RAISED INTERSECTION REQUIRING USE OF THE WASHINGTON & OLIVETTE DETOUR	10	\$3,500.00	---	---
ALL WORK INVOLVED WITH THE RAISED CROSSWALK REQUIRING THE USE OF THE HIGBEE STREET DETOUR	10	\$3,500.00	---	---
ALL WORK ON PROJECT (INCLUDING WORK LISTED ABOVE)	---	\$3,500.00	CONTRACT EXECUTION DATE	PROJECT COMPLETION DATE



DESIGN AGENCY	
DESIGNER	CDS
REVIEWER	CFD
PROJECT ID	01-17-23
	114697
SHEET	TOTAL
9A	64

NOTE:

SEE ODOT STANDARD CONSTRUCTION DRAWING 101.60 FOR SIGNING AND BARRICADES AT THE PROJECT AREA.



HAM-CR-457-14.97

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MATENANCE OF TRAFFIC
WASHINGTON & OLIVETTE AVENUES DETOUR MAP

DESIGN AGENCY



143 Engineers

DESIGNER

CDS

REVIEWER

CFD 04-19-23

PROJECT ID

114697

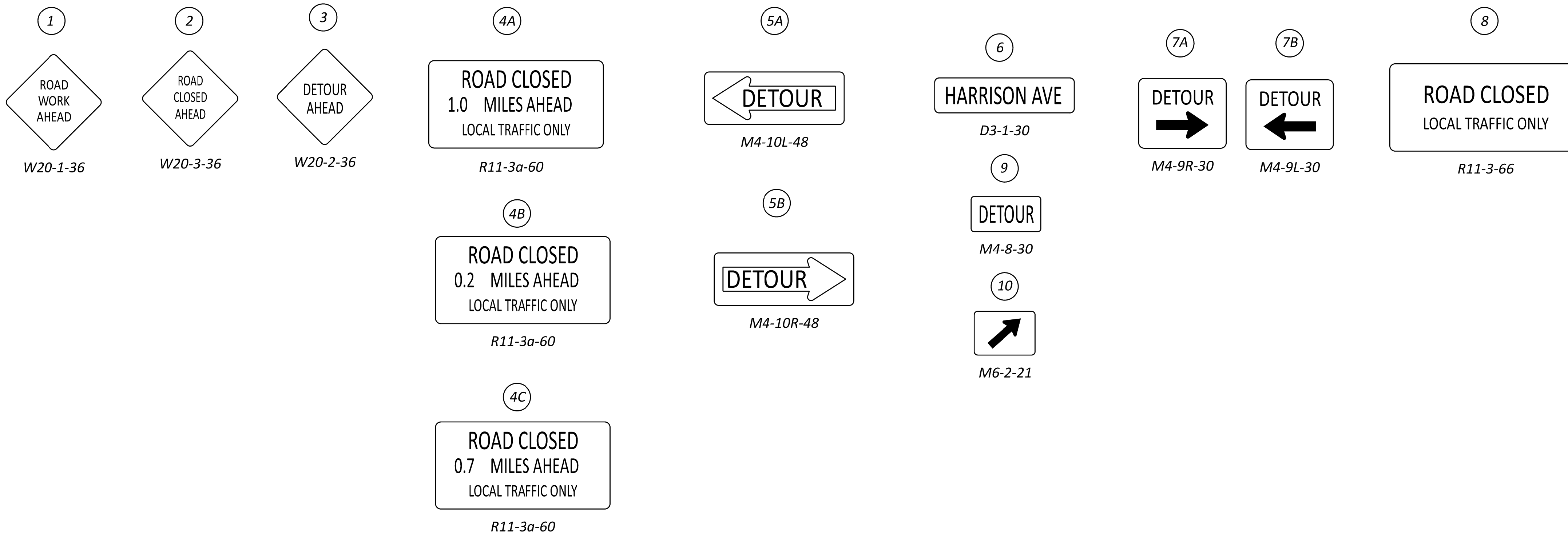
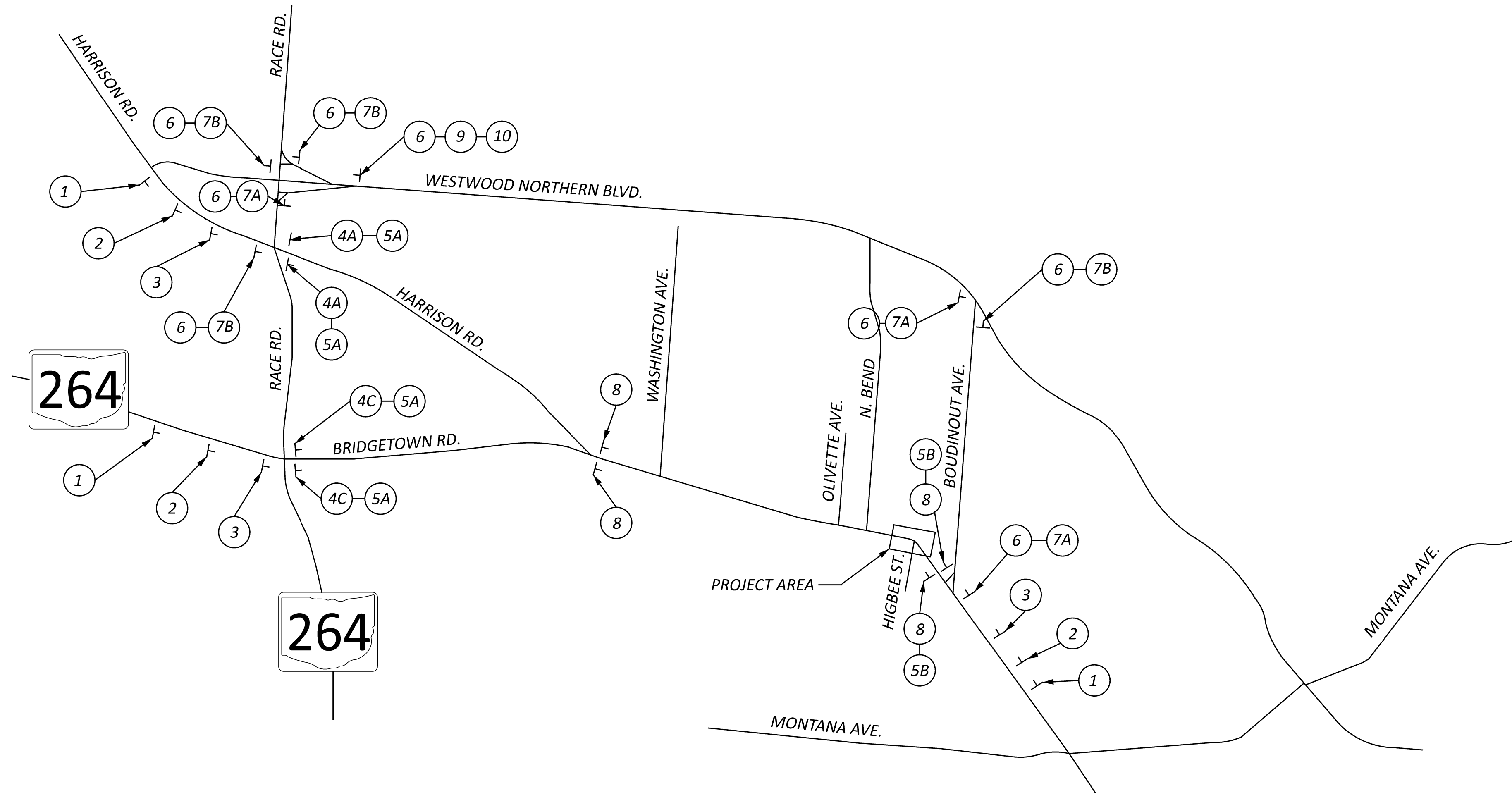
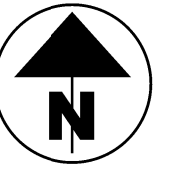
SHEET TOTAL

9B 64

ADDENDUM 2 04-17-2023

NOTE:

SEE ODOT STANDARD CONSTRUCTION DRAWING 101.60 FOR SIGNING AND BARRICADES AT THE PROJECT AREA.



HAM-CR-457-14.97

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MATENANCE OF TRAFFIC
HIGBEE STREET DETOUR MAP




DESIGN AGENCY	143 Engineers
DESIGNER	CDS
REVIEWER	CFD
PROJECT ID	04-19-23
SHEET	114697
TOTAL	64
9C	

ADDENDUM 2 04-17-2023

SHEET NUM.												PART.	ITEM	ITEM	GRAND	UNIT	DESCRIPTION	SEE SHEET NO.
5	9	17	18	19	20	21	22		12A	12B		01/SAF/28	EXT	TOTAL				
					6,448							6,448	644	30000	6,448	FT	TRAFFIC CONTROL	
					13							13	644	30020	13	EACH	REMOVAL OF PAVEMENT MARKING	
					3							3	644	30030	3	MILE	REMOVAL OF PAVEMENT MARKING	
																	TRAFFIC SIGNALS	
			2									2	632	20730	2	EACH	PEDESTRIAN SIGNAL HEAD (LED), TYPE D2, COUNTDOWN	
			1									1	632	26000	1	EACH	PEDESTRIAN PUSHBUTTON	
			50									50	632	40500	50	FT	SIGNAL CABLE, 5 CONDUCTOR, NO. 14 AWG	
												LS	632	62830	LS		INTERCONNECT, MISC.:REMOVAL	6
				5	7							12	632	64020	12	EACH	PEDESTAL FOUNDATION	
				1								1	632	89804	1	EACH	PEDESTAL, 7', TRANSFORMER BASE	
												1	632	89750	1	EACH	PEDESTAL, 15'	
																	MAINTENANCE OF TRAFFIC	
												LS	614	11000	LS		MAINTAINING TRAFFIC	9
	180											180	614	11110	180	HOUR	LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE	9
												LS	614	12420	LS		DETOUR SIGNING	9
												2	614	20100	2	MILE	WORK ZONE LANE LINE, CLASS I, 4", 642 PAINT	9A
												1	614	21100	1	MILE	WORK ZONE CENTER LINE, CLASS I, 642 PAINT	9A
												520	614	23200	520	FT	WORK ZONE CHANNELIZING LINE, CLASS I, 8", 642 PAINT	9A
												340	614	26200	340	FT	WORK ZONE STOP LINE, CLASS I, 642 PAINT	9A
												2,300	614	27050	2,300	FT	WORK ZONE CROSSWALK LINE, CLASS I, 12", 642 PAINT	9A
												10	614	30200	10	EACH	WORK ZONE ARROW, CLASS I, 642 PAINT	9A
																	INCIDENTALS	
												LS	623	10000	LS		CONSTRUCTION LAYOUT STAKES AND SURVEYING	
												LS	624	10000	LS		MOBILIZATION	
				1	9							10	630	97700	10	EACH	SIGNING, MISC.:ITEM SPECIAL: MULTI SPACE METER	5
										5		5	SPECIAL	63820500	5	EACH	VALVE BOX ADJUSTED TO GRADE, GAS VALVE	


GENERAL SUMMARY

DESIGN AGENCY

 143 Engineers
 DESIGNER
 CDS
 REVIEWER
 CFD 01-17-23
 PROJECT ID
 114697
 SHEET TOTAL
 10A 64

REF	STATION RANGE		SIDE	CADD GENERATED AREA	202	202	202	204	204	252	253	304	409	452	452	608	608	609	609	611	611	611	611	611	611	620	421
					PAVEMENT REMOVED	WALK REMOVED	CURB REMOVED	SUBGRADE COMPACTION	PROOF ROLLING	FULL DEPTH PAVEMENT SAWING	PAVEMENT REPAIR	AGGREGATE BASE	SEALING, MISC. FIBER REINFORCED BITUMINOUS MEMBRANE SURFACE TREATMENT (FIBERMAT)	NON-REINFORCED CONCRETE PAVEMENT, MISC. 8" STAMPED AND STAINED CONCRETE	NON-REINFORCED CONCRETE PAVEMENT, MISC. 8" STAINED CONCRETE	4" CONCRETE WALK	CURB RAMP	CURB, TYPE 6	MEDIAN, MISC. 8" STAMPED AND STAINED CONCRETE	12" CONDUIT, TYPE B	12" CONDUIT, TYPE C	CATCH BASIN, NO. 3A	CATCH BASIN, NO. 6	MANHOLE, NO. 3	MANHOLE ADJUSTED TO GRADE	DELINEATOR, POST SURFACE MOUNTED	MICROSURFACING, SURFACE COURSE
				SQ FT	SY	SF	FT	SY	HOUR	FT	SY	CY	SY	SY	SF	SF	FT	SY		FT	FT	EACH	EACH	EACH	EACH	EACH	SY
		TO																									
SHEET 24																											
CR-1	55+39.00	55+52.00	LT	179.68		145.83	28.00			36.77	6.89				52.00	161.13											
P-1	56+02.00	56+09.00	LT	38.48	4.28			4.28	0.01	64.88	15.11	0.71		4.28				24.85								1	
CR-2	55+80.00	56+08.00	LT	264.03		264.03	42.00									264.03											
CR-3	58+07.00	58+20.00	RT	97.73		97.73	22.00			39.90	15.00					97.73											
P-2	58+08.00	58+28.00	RT	131.54	14.62			14.62	0.01	55.21	78.60	2.44		14.62				46.82									3
CR-4	57+57.00	57+83.00	RT	209.36		209.36	33.00			135.50	6.93				47.00	209.36											
P-3	59+43.00	59+62.00	LT	116.65	12.96			12.96	0.01			2.16		12.96				46.76									3
CR-5	59+60.00	59+75.00	LT	168.31		168.31	43.00								60.20	189.83		7.00									
CR-6	60+15.00	60+37.00	LT	223.88		223.88	33.00									223.88											
P-4	60+31.00	60+45.00	LT	73.96	8.22		35.59	8.22	0.01			1.37		8.22				35.59									3
SW-1	60+12.00	60+26.00	RT	104.87		104.87	14.00								104.87			14.00									
P-5	59+60.07	60+34.06	LT/RT	3654.13	406.01								406.01	328.24	77.78												5
FD-1	59+46.00	59+56.00	RT																								2
CR-7	59+61.00	59+75.00	RT	139.91		139.91	14.00									139.91											
D-1	59+98.00		LT																								1
D-2	60+02.00		LT/RT																								1
SHEET 25																											
P-6	60+57.00	60+73.00	RT	202.12	22.46			22.46	0.01			3.74		22.46				39.72									3
P-7	61+09.00	61+21.00	RT	117.40	13.04			13.04	0.01	53.61	13	2.17		13.04				29.87									2
CR-8	61+07.00	61+23.00	RT	40.79		40.79	28.00									40.79											
CR-9	60+66.00	60+77.00	RT	65.99		65.99	26.00			49.54	12				90.30	65.99		10.40									
P-8	63+59.00	63+67.00	LT	295.90	32.88			32.88	0.02	59.63	14	5.48		32.88				26.17									1
CR-10	63+64.00	63+78.00	LT	45.77		45.77	27.00								35.60	45.77											
CR-11	64+08.00	64+40.00	LT	74.63		74.63	48.00			77.68	35					74.63		10.00									
P-9	64+16.00	64+28.00	LT	65.65	7.29			7.29	0.01			1.22		7.29				30.97									4
P-10	64+40.00	64+54.00	LT	173.10	19.23			19.23	0.01			3.21		19.23				35.73									2
P-11	64+56.00	64+67.00	RT	357.60	39.73			39.73	0.02			6.62		39.73				31.32									2
CR-12	64+49.00	64+67.00	RT	35.70		35.70	61.00			62.94	14					35.70											
CR-13	63+78.00	64+08.00	RT	240.73		240.73	40.00			108.85	35				231.10	126.60											
P-12	63+89.00	63+99.00	RT	72.21	8.02		25.89	8.02	0.01			1.34		8.02				25.89									3
P-13	63+39.00	63+77.00	RT	207.75	23.08			23.08	0.01			3.85		23.08				84.93									7
FD-2	65+71.00	65+91.00	RT																								3
SUBTOTALS CARRIED TO SHEET 12A					611.83	1857.53	520.48	205.82	0.14	744.52	244.71	34.30	406.01	534.05	77.78	621.07	1675.35	500.01								2.00	44.00

ADDENDUM 2 04-17-2023

ROADWAY SUBSUMMARY

DESIGN AGENCY

 DESIGNER
 CEL
 REVIEWER
 JMZ 01/12/23
 PROJECT ID
 114697
 SHEET TOTAL
 11 64

REF	STATION RANGE		SIDE	CADD GENERATED AREA	202	202	202	204	204	252	253	304	409	452	452	608	608	609	609	611	611	611	611	611	611	620	421		
					PAVEMENT REMOVED	WALK REMOVED	CURB REMOVED	SUBGRADE COMPACTION	PROOF ROLLING	FULL DEPTH PAVEMENT SAWING	PAVEMENT REPAIR	AGGREGATE BASE	SEALING, MISC: 1/4" FIBER REINFORCED BITUMINOUS MEMBRANE SURFACE TREATMENT (FIBERMAT)	NON-REINFORCED CONCRETE PAVEMENT, MISC.: 8" STAMPED AND STAINED CONCRETE	NON-REINFORCED CONCRETE PAVEMENT, MISC.: 8" STAINED CONCRETE	4" CONCRETE WALK	CURB RAMP	CURB, TYPE 6	MEDIAN, MISC.: 8" STAMPED AND STAINED CONCRETE	12" CONDUIT, TYPE B	12" CONDUIT, TYPE C	CATCH BASIN, NO. 3A	CATCH BASIN, NO. 6	MANHOLE, NO. 3	MANHOLE ADJUSTED TO GRADE	DELINEATOR, POST SURFACE MOUNTED	MICROSURFACING, SURFACE COURSE		
				SQ YD	SY	SF	FT	SY	HOUR	FT	SY	CY	SY	SY	SY	SF	SF	FT	SY	FT	FT	EACH	EACH	EACH	EACH	EACH	SY		
SHEET 29																													
P-26	80+76.00	81+03.00	LT	161.16	17.91			17.91	0.01	63.39	19.39	2.98		17.91				64.99								7			
CR-26	80+83.00	81+03.00	LT	269.65		269.65	29.00								205.28	55.26		17.90											
P-27	81+36.00	81+50.00	LT	79.63	8.85			8.85	0.01	95.35	33.43	1.47		8.85				37.66								4			
CR-27	81+35.00	81+63.00	LT	213.85		213.85	32.00									213.85													
P-28	81+62.00	81+70.00	LT	40.64	4.52			4.52	0.01			0.75		4.52				25.51								1			
P-29	81+47.53	81+63.53	LT/RT	835.93	92.88									92.88	52.88	40.00										2			
CR-28	81+48.00	81+62.00	RT	136.10		136.10	14.00									136.10													
FD-6	81+29.00	81+35.00	RT																							3			
SW-3	80+92.00	81+01.00	RT	62.50		62.50	9.00			12.99	2.44				62.50		9.00												
P-30	81+73.41	82+14.50	RT	157.61	157.61			17.51	0.01	106.39	11.82							17.51											
FD-7	81+75.00	81+92.00	RT																							3			
CR-29	81+97.00	82+17.00	RT	227.53		227.53	26.00			32.65	6.52				143.09	71.56	10.00									1			
CR-30	82+52.00	82+66.00	RT	66.16		66.16	17.00			22.55	3.93					66.16													
CR-31	83+92.00	84+18.00	LT	284.20		284.20	41.00			48.33	9.48				110.00	278.43													
SW-4	83+91.00	84+10.00	LT	104.33		104.33									104.33														
CR-32	84+09.00	84+23.00	LT	148.06		148.06	14.00			18.01	3.11					148.06													
CR-33	84+74.00	84+88.00	LT	135.44		135.44	14.00			18.06	3.13					135.44													
CR-34	84+59.00	84+90.00	RT	307.95		307.95	41.00			47.64	9.38				118.47	181.20	11.00												
P-31	84+90.90	85+90.93	RT	594.07	594.07			66.01	0.03	228.15	115.80							66.01											
SHEET 30																													
FD-8	86+10.00	86+87.00	LT																							8			
CR-35	85+89.00	86+04.00	RT	186.54		186.54	24.00			31.50	5.76				123.86	62.68													
CR-36	86+35.00	86+58.00	RT	294.52		294.52	32.00			39.28	7.50				152.85	141.67	8.00												
CR-37	86+36.00	86+50.00	LT	140.33		140.33	14.00			18.06						140.33													
P-32	87+39.60	89+70.24	RT/LT	612.39				68.04	0.03	463.73	97.88							68.04											
FD-9	87+54.00	87+61.00	LT																							2			
FD-10	87+97.00	88+47.00	LT																							6			
FD-11	87+97.00	88+47.00	RT																							6			
SHEET 31																													
CR-38	89+71.00	89+94.00	LT	118.67		118.67	24.00			65.35	32.67				60.12	118.67													
SW-5	89+71.00	89+94.00	LT	80.68		80.68	9.66								80.68		9.66												
CR-39	89+69.00	89+91.00	RT	278.90		278.90	32.00								149.29	124.55	11.00												
P-33	89+64.00	89+70.00	RT	23.03	2.56		19.15	2.56	0.01			0.43		2.56				19.15								4			
D-3	89+62.00		LT																	9		1			1				
FD-12	89+88.00	89+89.00	RT																							2			
FD-13	90+06.00	90+26.00	LT																							5			
FD-14	90+59.00	90+61.00	LT																							2			
D-4	90+22.00	90+74.00	RT																										
CR-40	90+22.00	90+74.00	RT	212.11		212.11	40.00			80.68	16.66				410.24	166.01	47.00			31		1							
CR-41	90+58.00	90+86.00	LT	225.18		225.18	33.00			40.86	7.84					225.18													
CR-42	91+07.00	91+23.00	LT	183.79		183.79	25.00			31.83	5.85					183.79													
	92+50.00	94+05.00	LT/RT																							16828.00			
SUBTOTALS					878.39	3676.49	489.81	185.39	0.12	1464.80	392.59	5.64		86.71	78	1720.71	2448.94	270.86	151.56		9.00	31.00	2.00		1.00	56.00	16828.00		
TOTALS CARRIED FROM SHEET 11					612	1858	520	206	0.14	745	245	34	406	534	78	621	1675	500						2	44				
TOTALS CARRIED FROM SHEET 12					377.72	2388.48	402.42	182.57	0.13	898.57	192.30	26.36		158.18		373.88	2079.46	538.60	24.39						1.00	60.00			
TOTALS CARRIED TO GENERAL SUMMARY					1868	7923	1413	574	1	3108	830	66	406	779	78	2716	6204	1309	176		9	31	2		1	1	2	160	16828

ROADWAY SUBSUMMARY

DESIGN AGENCY



DESIGNER
CEL

REVIEWER
JMZ 01/12/23

PROJECT ID
114697

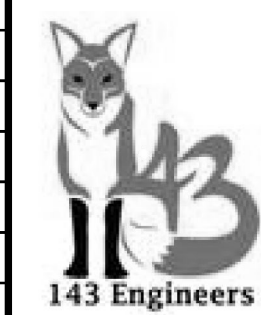
SHEET TOTAL
12A 64

ADDENDUM 2 04-17-2023

REF NO.	SHEET NO.	LOCATION	STATION	SIDE	CODE	SIZE (INCHES)	625	630	630	630	630	630	630	630	630	630	630	630	630	630	630	630	630			
							CONDUIT, 2", 725.04	GROUND MOUNTED SUPPORT, NO. 3 POST	SIGN HANGER ASSEMBLY, SPAN WIRE	SIGN ATTACHMENT ASSEMBLY, MAST ARM	SIGN SUPPORT ASSEMBLY, POLE MOUNTED	SIGN, FLAT SHEET	SIGN POST REFLECTOR	SIGNING, MISC.: SOLAR POWERED RECTANGULAR RAPID FLASHING BEACON (RRFB) SIGN ASSEMBLY	SIGNING, MISC.: SURFACE MOUNTED R1-6 PEDESTRIAN CROSSING SIGNS	SIGNING, MISC.: SOLAR POWERED RADAR FEEDBACK SIGN	SIGNING, MISC.: ITEM SPECIAL: MULTI SPACE METER	PEDESTRIAN SIGNAL HEAD (LED), TYPE D2, COUNTDOWN	PEDESTRIAN PUSHBUTTON	SIGNAL CABLE, 5 CONDUCTOR, NO. 14 AWG, AS PER PLAN	PEDESTAL FOUNDATION	PEDESTAL, 7", TRANSFORMER BASE	PEDESTAL, 15"			
							FT	FT	EACH	EACH	EACH	SF	EACH	EACH	EACH	EACH	EACH	EACH	EACH	FT	EACH	EACH	EACH			
S-1	51	HARRISON ROAD	53+66	RT	W4-2R-36	36 x 36		14				9														
S-2	51	HARRISON ROAD	54+73	RT	S5-3-24	24 x 30		13				5														
S-3	51	HARRISON ROAD	55+88	RT	W11-2-30	30 x 30		14				6.25														
S-3a	51	HARRISON ROAD	55+88	RT	W16-7pL-24	24 X 12						2														
S-4	51	HARRISON ROAD	56+05	LT	W11-2-30	30 x 30		14				6.25														
S4a	51	HARRISON ROAD	56+05	LT	W16-7pL-24	24 X 12						2														
S-5	51	HARRISON ROAD	56+15	RT	R2-2-30	30 x 36						6.25														
S-6	51	HARRISON ROAD	56+15	RT	FEEDBACK	EXISTING						1														
S-7	51	HARRISON ROAD	56+10	LT	R-3-5P-30	30 x 12						2.5														
S-7a	51	HARRISON ROAD	56+10	LT	R3-5a-30	30 x 36			1			7.5														
S-8	51	HARRISON ROAD	56+09	LT	R-3-5P-30	30 x 12						2.5														
S-8a	51	HARRISON ROAD	56+09	LT	R3-5R-30	30 x 36			1			7.5														
S-9	51	HARRISON ROAD	57+05	RT	R7-107a-12	12 x 18		13				1.5														
S-10	51	HARRISON ROAD	57+42	LT	W16-9p-24	24 x 12						2														
M-1	51	HARRISON ROAD	57+96	LT	-	-															1					
S-11	51	HARRISON ROAD	59+61	LT	R1-6-12	12 x 36										1										
RRFB-1	51	HARRISON ROAD	59+59	LT	-	-							1									1				
RRFB-2	51	HARRISON ROAD	59+76	RT	-	-							1									1				
S-13	51	WASHINGTON AVE.	50+43	LT	R1-1-30	30 x 30		13				6.5	1													
S-14	52	HARRISON ROAD	61+15	LT	R7-107a-12	12 x 18		12				1.5														
M-2	52	HARRISON ROAD	63+57	LT	-	-															1					
S-15	52	HARRISON ROAD	63+64	LT	W11-2-30	30 x 30		14				6.5														
S-15a	52	HARRISON ROAD	63+64	LT	W16-7pL-24	24 x 12						2														
M-3	52	HARRISON ROAD	63+75	RT	-	-															1					
S-16	52	HARRISON ROAD	63+80	RT	W11-2-30	30 x 30		14				6.5														
S-16a	52	HARRISON ROAD	63+80	RT	W16-7pL-24	24 x 12						2														
RRFB-3	52	HARRISON ROAD	64+37	LT	-	-							1									1				
S-17	52	HARRISON ROAD	64+50	CL	R1-6-12	12 x 36										1										
RRFB-4	52	HARRISON ROAD	64+64	RT	-	-							1									1				
M-4	52	HARRISON ROAD	64+67	RT	-	-															1					
S-19	53	HARRISON ROAD	66+79	RT	W11-2-30	30 x 30		14				6.5														
S-19a	53	HARRISON ROAD	66+79	RT	W16-7pL-24	24 x 12						2														
S-20	53	HARRISON ROAD	66+96	LT	W11-2-30	30 x 30		14				6.5														
S-20a	53	HARRISON ROAD	66+96	LT	W16-7pL-24	24 x 12						2														
S-71	53	HARRISON ROAD	67+85	RT	EXISTING	EXISTING		12																		
M-6	53	HARRISON ROAD	68+47	RT	-	-															1					
M-5	53	HARRISON ROAD	68+56	LT	-	-															1					
S-21	53	HARRISON ROAD	69+88	RT	R3-H8bb-30	30 x 30		13				6.5														
S-22	53	HARRISON ROAD	70+45	LT	R10-11b-30	30 x 30				1		6.5														
S-72	53	HARRISON ROAD	70+51	LT	R4-8b-24	24 x 30		13				3														
S-23	53	HARRISON ROAD	70+60	RT	R10-11b-30	30 x 30				1		6.5														
S-24	53	HARRISON ROAD	71+07	LT	R10-11b-30	30 x 30				1		6.5														
S-25	53	HARRISON ROAD	71+07	RT	R10-11b-30	30 x 30				1		6.5														
PS-4	54	HARRISON ROAD	71+73 TO 71+76	RT			3														2	1	50	1	1	
S-26	54	HARRISON ROAD	71+73	LT	R3-H8ba-30	30 x 30		13				6.5														
M-8	54	HARRISON ROAD	74+25	RT	-	-															1					
S-27	54	HARRISON ROAD	74+51	RT	W11-2-30	30 x 30		14				6.5														
S-27a	54	HARRISON ROAD	74+51	RT	W16-7pL-24	24 x 12						2														
S-28	54	HARRISON ROAD	74+53	LT	W11-2-30	30 x 30		14				6.5														
S-28a	54	HARRISON ROAD	74+53	LT	W16-7pL-24	24 x 12						2														
S-30	55	HARRISON ROAD	76+62	LT	W11-2-30	30 x 30		14				6.5														
S-30a	55	HARRISON ROAD	76+62	LT	W16-7pL-24	24 x 12						2														
S-31	55	HARRISON ROAD	76+63	RT	W11-2-30	30 x 30		14				6.5														
S-31a	55	HARRISON ROAD	76+63	RT	W16-7pL-24	24 x 12						2														
S-32	55	HARRISON ROAD	77+15	LT	R7-1-12	12 x 18		13				1.5														
S-33	55	HARRISON ROAD	77+55	LT	R7-107a-12	12 x 18					1	1.5														
S-34	55	HARRISON ROAD	78+39	LT	R7-1-12	12 x 18					1	1.5														
M-9	55	HARRISON ROAD	79+14	RT	-	-															1					
M-10	55	HARRISON ROAD	79+49	LT	-	-															1					
TOTALS CARRIED TO GENERAL SUMMARY							3	269	2	4	4	183	1	4	2						9	2	1	50	5	1

SIGNING SUBSUMMARY

DESIGN AGENCY



DESIGNER

CDS

REVIEWER

CFD 01-17-23

PROJECT ID

114697

SHEET

18

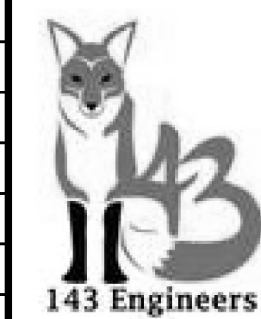
TOTAL

64

REF NO.	SHEET NO.	LOCATION	STATION	SIDE	CODE	SIZE (INCHES)	625	630	630	630	630	630	630	630	630	630	630	630	630	630	630	630	630			
							CONDUIT, 2", 725.04 FT	GROUND MOUNTED SUPPORT, NO. 3 POST FT	SIGN HANGER ASSEMBLY, SPAN WIRE EACH	SIGN ATTACHMENT ASSEMBLY, MAST ARM EACH	SIGN SUPPORT ASSEMBLY, POLE MOUNTED EACH	SIGN, FLAT SHEET SF	SIGN POST REFLECTOR EACH	SIGNING, MISC.:SOLAR POWERED RECTANGULAR RAPID FLASHING BEACON (RRFB) SIGN ASSEMBLY EACH	SIGNING, MISC.:SURFACE MOUNTED R1-6 PEDESTRIAN CROSSING SIGNS EACH	SIGNING, MISC.:SOLAR POWERED RADAR FEEDBACK SIGN EACH	SIGNING, MISC.:ITEM SPECIAL: MULTI SPACE METER EACH	PEDESTRIAN SIGNAL HEAD (LED), TYPE D2, COUNTDOWN EACH	PEDESTRIAN PUSHBUTTON EACH	SIGNAL CABLE, 5 CONDUCTOR, NO. 14 AWG, AS PER PLAN FT	PEDESTAL FOUNDATION EACH	PEDESTAL, 7", TRANSFORMER BASE EACH	PEDESTAL, 15" EACH			
S-73	56	OLIVETT AVE.	130+44	LT	R1-1-30	30 x 30							6.25	1												
RRFB-5	56	HARRISON ROAD	81+47	RT	-	-		13																		
S-36	56	HARRISON ROAD	81+64	RT	R1-6-12	12 x 36																				
RRFB-6	56	HARRISON ROAD	81+65	LT	-	-																				
S-37	56	HARRISON ROAD	82+09	LT	R9-3-24	24 x 24					1		4													
S-38	56	HARRISON ROAD	82+48	LT	R9-3-24	24 x 24							4													
M-11	56	HARRISON ROAD	82+68	LT	-	-																				
S-39	56	HARRISON ROAD	83+04	RT	R3-5-30	30 x 36					1		7.5													
S-40	56	HARRISON ROAD	83+06	RT	R3-5a-30	30 x 36					1		7.5													
S-74	56	HARRISON ROAD	83+72	LT	R7-1-12	12 x 18							1.5													
S-42	56	HARRISON ROAD	84+10	RT	R3-5-30	30 x 36							7.5													
S-43	57	HARRISON ROAD	85+70	LT	R3-H8ba-30	30 x 30							6.5													
S-44	57	HARRISON ROAD	86+52	LT	W11-2-30	30 x 30							6.5													
S-44a	57	HARRISON ROAD	86+52	LT	W16-7pL-24	24 x 12							2													
S-45	57	HARRISON ROAD	86+52	RT	W11-2-30	30 x 30							6.5													
S-45a	57	HARRISON ROAD	86+52	RT	W16-7pL-24	24 x 12							2													
S-46	57	HARRISON ROAD	87+49	LT	R3-9dP-30	30 x 12							2.5													
S-46a	57	HARRISON ROAD	87+49	LT	R3-9b-24	24 x 36					2		6													
S-47	57	HARRISON ROAD	87+53	RT	R3-9cP-30	30 x 12							2.5													
S-47a	57	HARRISON ROAD	87+53	RT	R3-9b-24	24 x 36					2		6													
S-48	57	HARRISON ROAD	88+02	RT	W1-1R-30	30 x 30							6.5													
S-49	57	HARRISON ROAD	88+06	LT	W1-1R-30	30 x 30							6.5													
S-50	57	HARRISON ROAD	88+83	LT	R2-1-24	24 x 30							5													
S-51	57	HARRISON ROAD	88+91	RT	R7-107a-12	12 x 18							1.5													
S-52	57	HARRISON ROAD	89+34	RT	R3-9dP-30	30 x 12							2.5													
S-52a	57	HARRISON ROAD	89+34	RT	R3-9b-24	24 x 36							6													
S-53	57	HARRISON ROAD	89+39	LT	R3-9cP-30	30 x 12							2.5													
S-53a	57	HARRISON ROAD	89+39	LT	R3-9b-24	24 x 36					2		6													
S-54	58	HARRISON ROAD	89+68	RT	R1-6-12	12 x 36																				
RRFB-7	58	HARRISON ROAD	89+76	LT	-	-																				
RRFB-8	58	HARRISON ROAD	89+80	RT	-	-																				
S-55	58	HARRISON ROAD	89+92	LT	W1-8R-18	18 x 24							3	1												
S-56	58	HARRISON ROAD	89+92	LT	W1-8L-18	18 x 24							3	1												
S-57	58	HARRISON ROAD	90+50	LT	W1-8R-18	18 x 24							3	1												
S-58	58	HARRISON ROAD	90+50	LT	W1-8L-18	18 x 24							3	1												
S-59	58	HIGBEE ST.	170+95	LT	M4-4-24	24 x 12							2													
S-59a	58	HIGBEE ST.	170+95	LT	R3-1-24	24 x 24							4													
RRFB-9	58	HARRISON ROAD	90+71	RT	-	-																				
RRFB-10	58	HARRISON ROAD	90+72	LT	-	-																				
S-60	58	KENKER PL	90+80	LT	W14-2-30	30 x 30							6.5													
S-61	58	HARRISON ROAD	91+26	LT	W1-8R-18	18 x 24							3	1												
S-62	58	HARRISON ROAD	91+26	LT	W1-8L-18	18 x 24							3	1												
S-64	58	HARRISON ROAD	91+79	LT	SPECIAL	24 x 24							4													
S-65	58	HARRISON ROAD	92+33	LT	R2-2-30	30 x 36							7.5													
S-66	58	HARRISON ROAD	92+33	LT	FEEDBACK-30	30 x 36																				
S-67	58	HARRISON ROAD	93+62	LT	W3-5-36	36 x 36							9													
S-68	58	HARRISON ROAD	94+91	LT	W1-1L-36	36 x 36							9													
S-69	58	HARRISON ROAD	94+91	RT	W1-1L-36	36 x 36							9													
TOTALS CARRIED TO GENERAL SUMMARY								239	2	1	8	185	7	6	2	1	1						7			1

SIGNING SUBSUMMARY

DESIGN AGENCY





DESIGNER
CDS

REVIEWER
CFD 01-17-23

PROJECT ID
114697

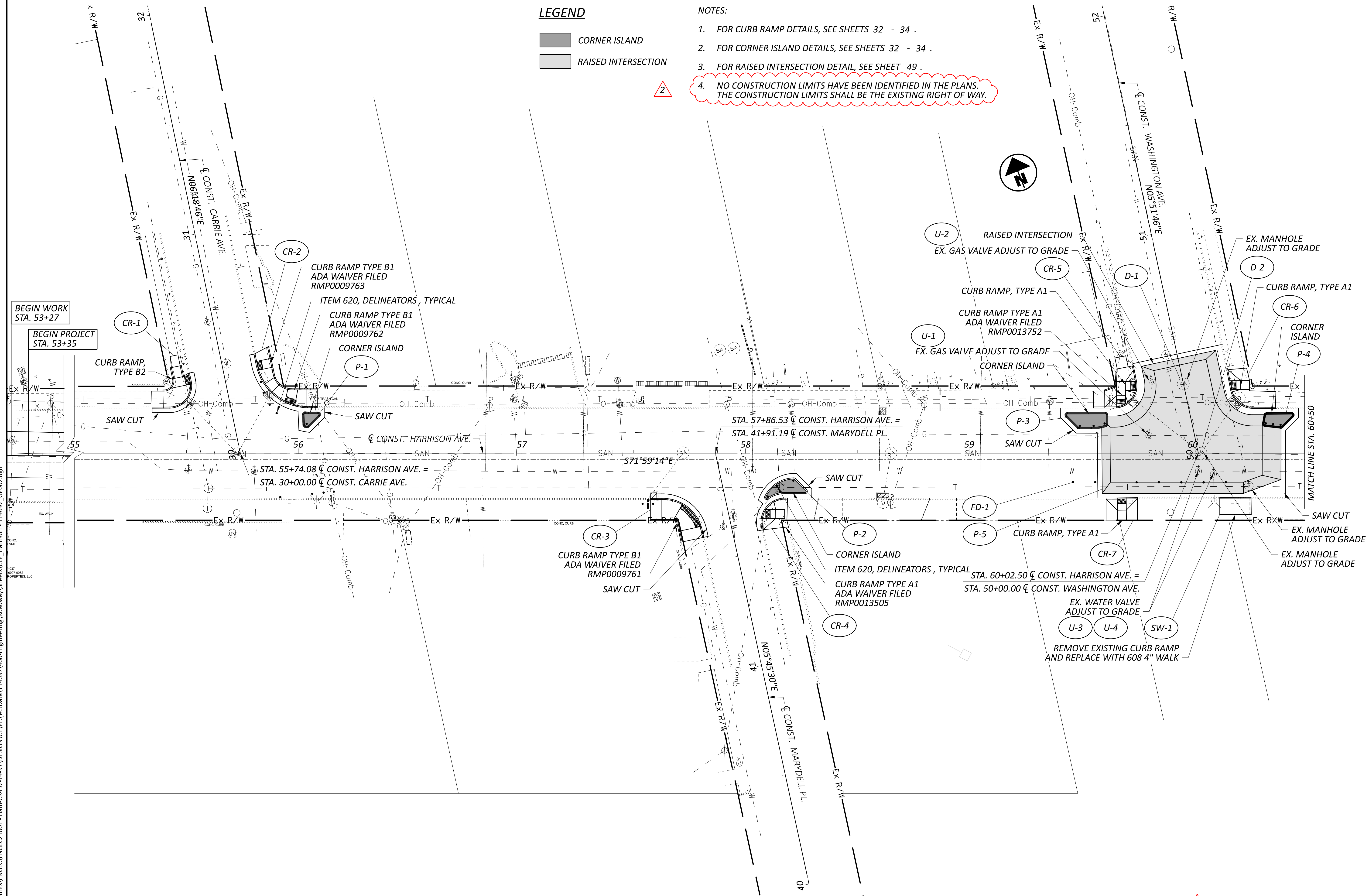
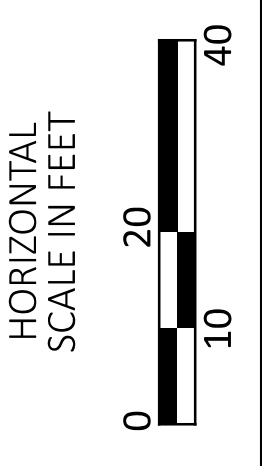
SHEET TOTAL
19 64

LEGEND

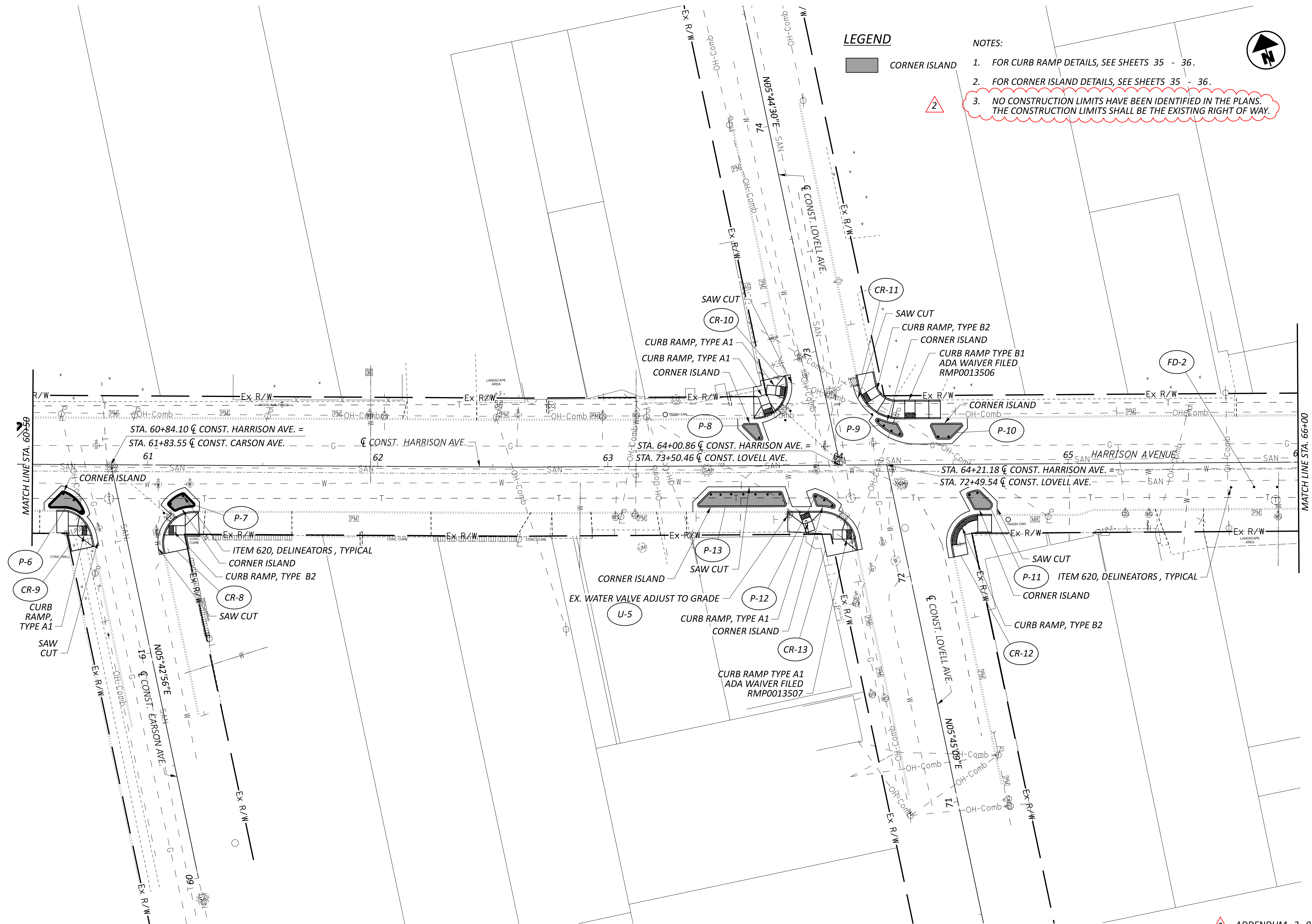
-  CORNER ISLAND
-  RAISED INTERSECTION

NOTES:

- FOR CURB RAMP DETAILS, SEE SHEETS 32 - 34 .
- FOR CORNER ISLAND DETAILS, SEE SHEETS 32 - 34 .
- FOR RAISED INTERSECTION DETAIL, SEE SHEET 49 .
- NO CONSTRUCTION LIMITS HAVE BEEN IDENTIFIED IN THE PLANS. THE CONSTRUCTION LIMITS SHALL BE THE EXISTING RIGHT OF WAY.



PLAN
STA. 55+00.00 TO STA. 60+50.00



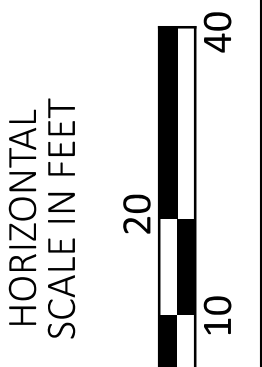
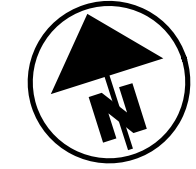
LEGEND

CORNER ISLAND

2

NOTES:

- 1. FOR CURB RAMP DETAILS, SEE SHEETS 35 - 36.
- 2. FOR CORNER ISLAND DETAILS, SEE SHEETS 35 - 36.
- 3. NO CONSTRUCTION LIMITS HAVE BEEN IDENTIFIED IN THE PLANS. THE CONSTRUCTION LIMITS SHALL BE THE EXISTING RIGHT OF WAY.



PLAN
STA. 60+50.00 TO STA. 66+00.00

DESIGN AGENCY



DESIGNER

CEL

REVIEWER

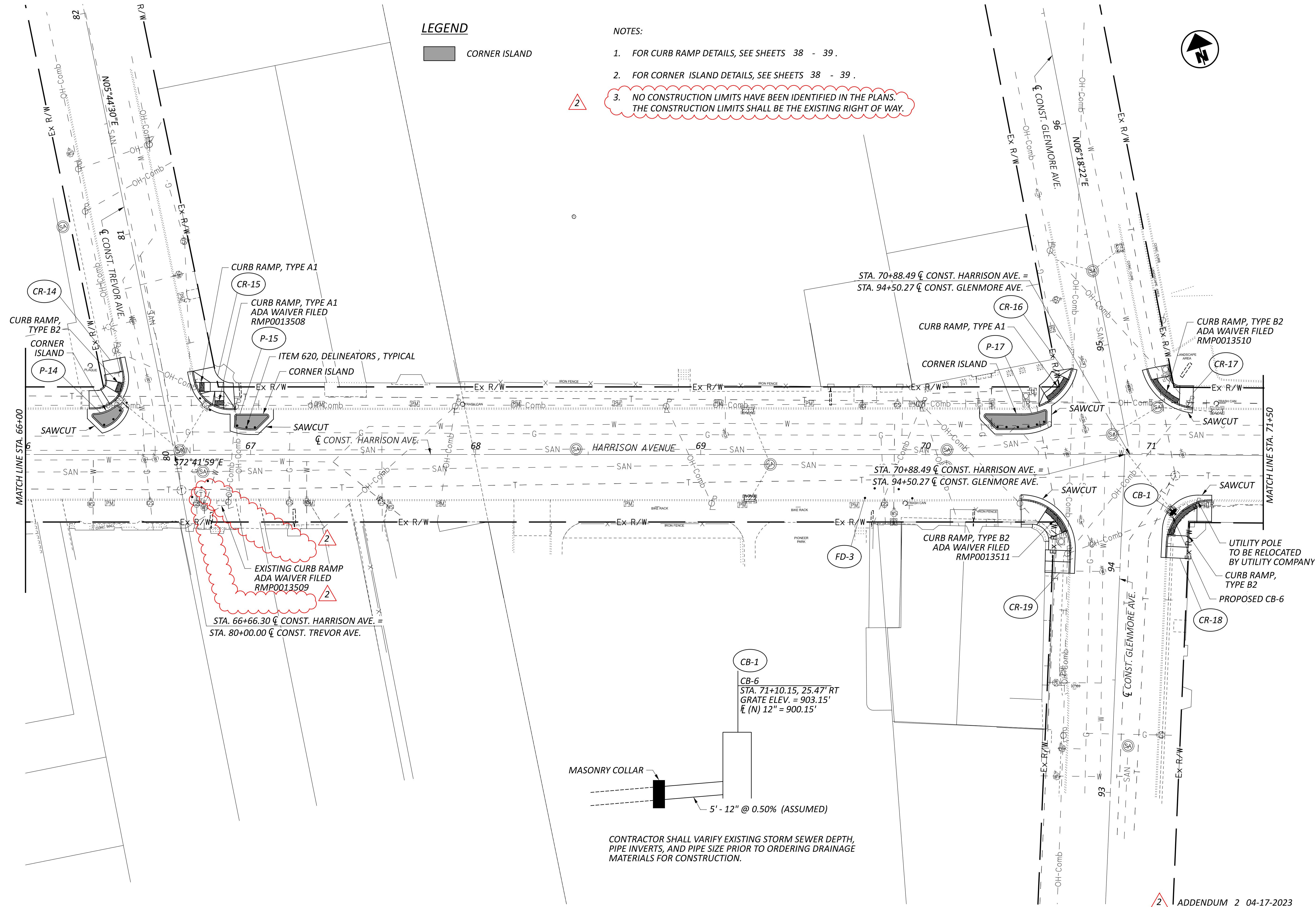
JMZ 01/12/23

PROJECT ID

114697

SHEET TOTAL

25 64

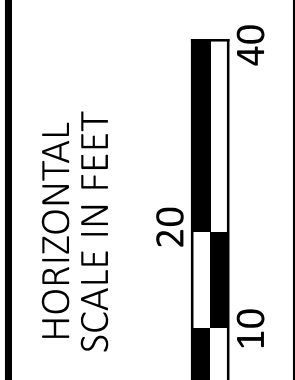
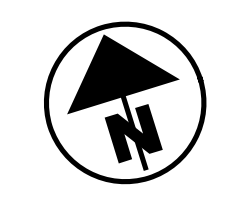


LEGEND

■ CORNER ISLAND

NOTES:

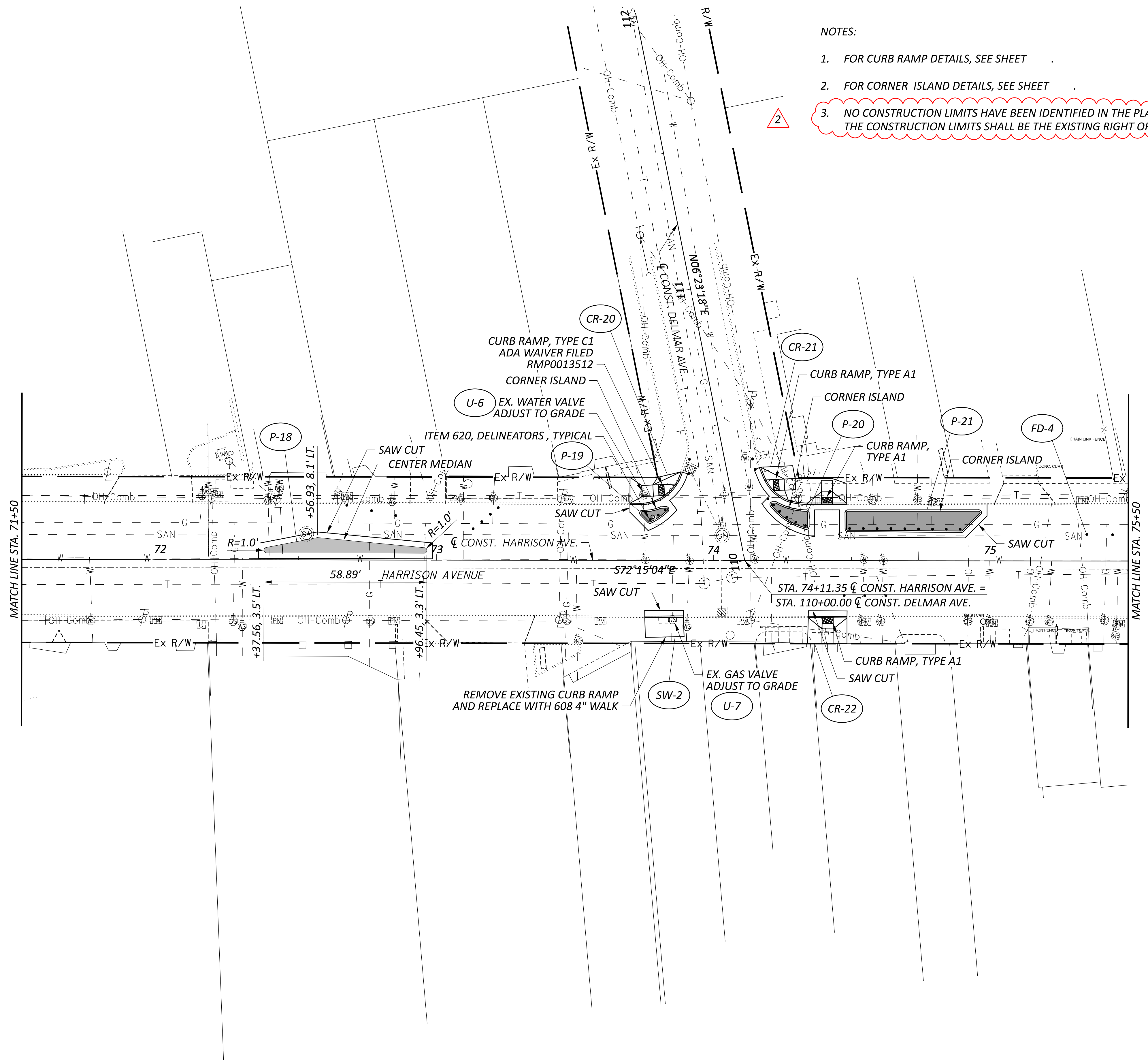
1. FOR CURB RAMP DETAILS, SEE SHEETS 38 - 39.
2. FOR CORNER ISLAND DETAILS, SEE SHEETS 38 - 39.
3. NO CONSTRUCTION LIMITS HAVE BEEN IDENTIFIED IN THE PLANS. THE CONSTRUCTION LIMITS SHALL BE THE EXISTING RIGHT OF WAY.



PLAN

STA. 66+00.00 TO STA. 71+50.00

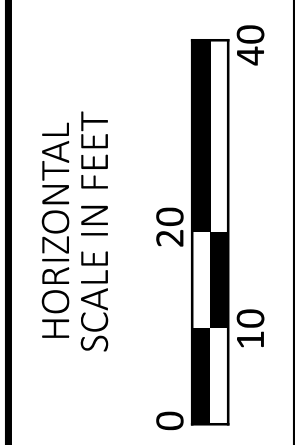
DESIGN AGENCY	
Pennoni	
DESIGNER	CEL
REVIEWER	JMZ 01/12/23
PROJECT ID	114697
SHEET	TOTAL
26	64



- NOTES:
- FOR CURB RAMP DETAILS, SEE SHEET
 - FOR CORNER ISLAND DETAILS, SEE SHEET
 - NO CONSTRUCTION LIMITS HAVE BEEN IDENTIFIED IN THE PLANS. THE CONSTRUCTION LIMITS SHALL BE THE EXISTING RIGHT OF WAY.

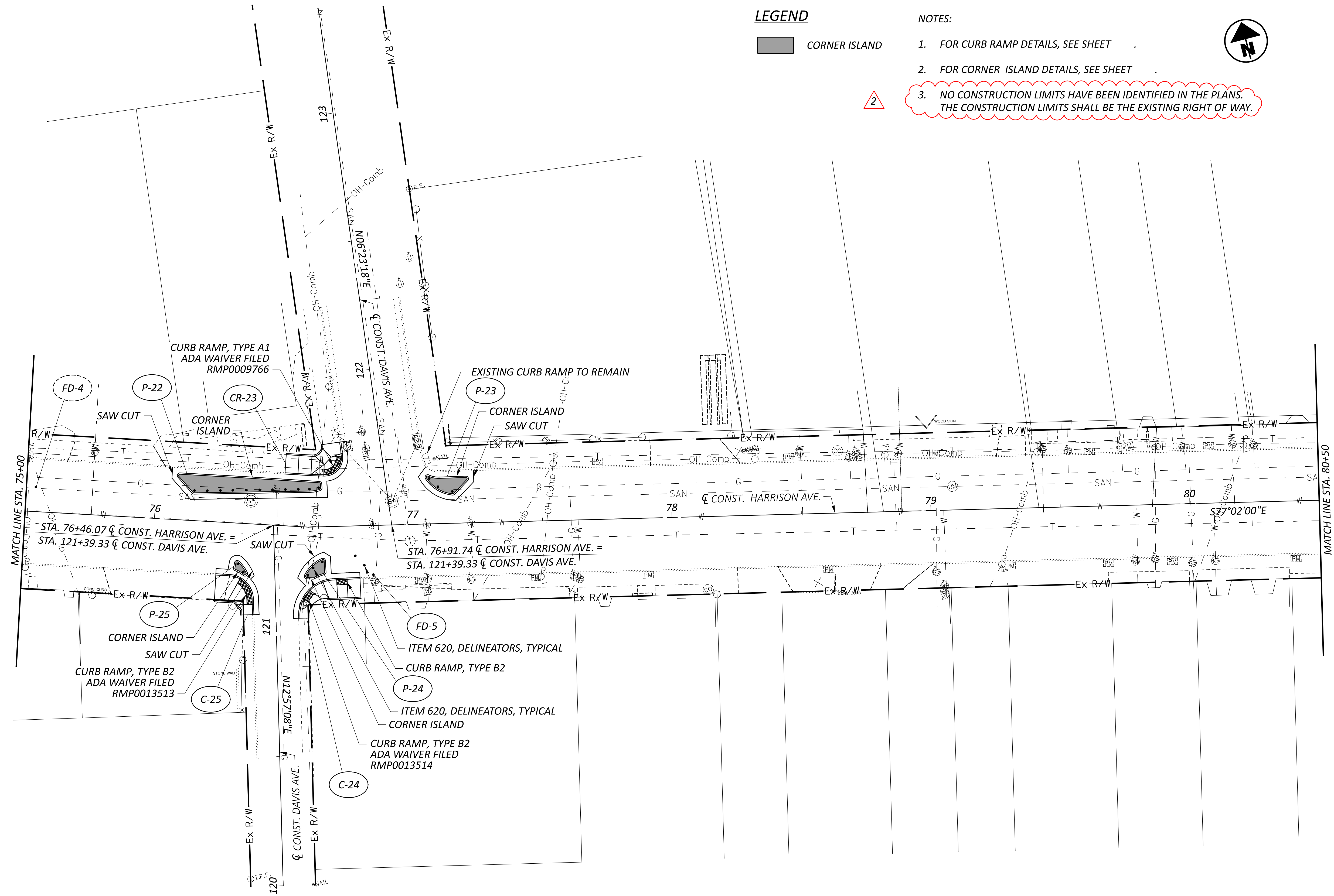
LEGEND

- CORNER ISLAND
- CENTER MEDIAN



PLAN
 STA. 71+50.00 TO STA. 75+50.00

DESIGN AGENCY	
DESIGNER	CEL
REVIEWER	JMZ 01/12/23
PROJECT ID	114697
SHEET	TOTAL
27	64

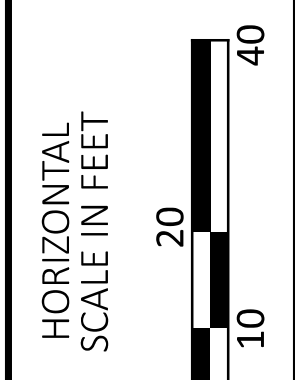
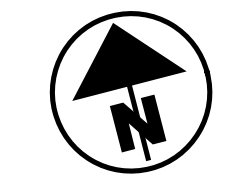


LEGEND

CORNER ISLAND

NOTES:

1. FOR CURB RAMP DETAILS, SEE SHEET
2. FOR CORNER ISLAND DETAILS, SEE SHEET
3. NO CONSTRUCTION LIMITS HAVE BEEN IDENTIFIED IN THE PLANS. THE CONSTRUCTION LIMITS SHALL BE THE EXISTING RIGHT OF WAY.



PLAN
 STA. 75+50.00 TO STA. 80+50.00

DESIGN AGENCY



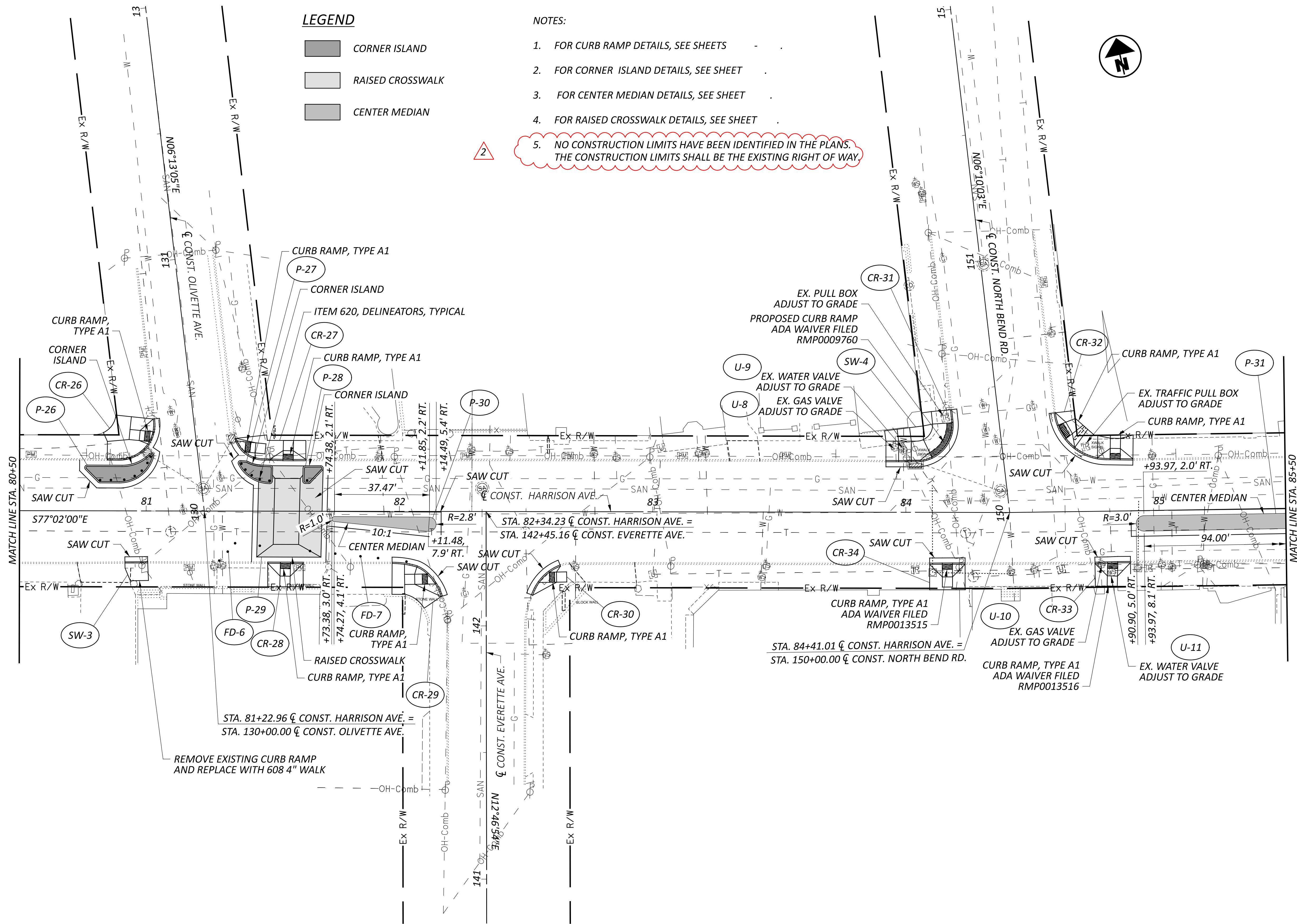
DESIGNER
 CEL

REVIEWER
 JMZ 01/17/23

PROJECT ID
 114697

SHEET TOTAL
 28 64

ADDENDUM 2 04-17-2023

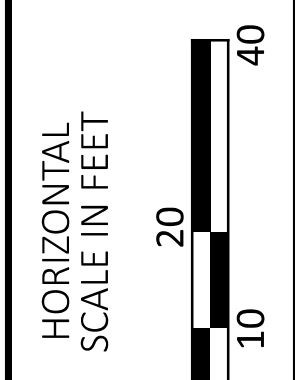
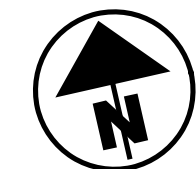


LEGEND

- CORNER ISLAND
- RAISED CROSSWALK
- CENTER MEDIAN

NOTES:

1. FOR CURB RAMP DETAILS, SEE SHEETS
2. FOR CORNER ISLAND DETAILS, SEE SHEET
3. FOR CENTER MEDIAN DETAILS, SEE SHEET
4. FOR RAISED CROSSWALK DETAILS, SEE SHEET
5. NO CONSTRUCTION LIMITS HAVE BEEN IDENTIFIED IN THE PLANS. THE CONSTRUCTION LIMITS SHALL BE THE EXISTING RIGHT OF WAY.



PLAN
STA. 80+50.00 TO STA. 85+50.00

DESIGN AGENCY



DESIGNER

CEL

REVIEWER

JMZ 01/17/23

PROJECT ID

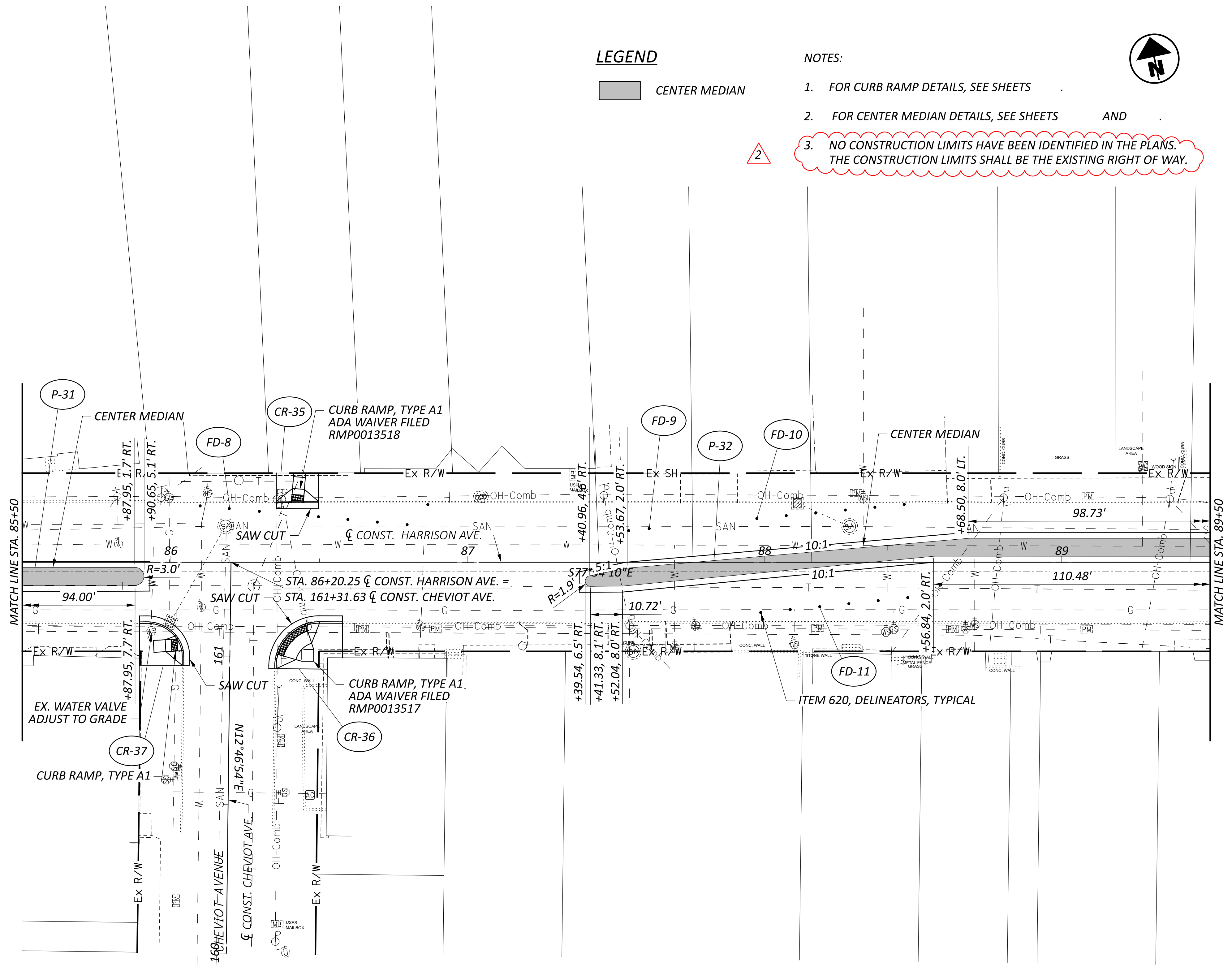
114697

SHEET

29

TOTAL

64

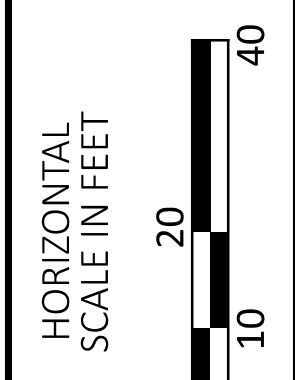


LEGEND

■ CENTER MEDIAN

NOTES:

1. FOR CURB RAMP DETAILS, SEE SHEETS
2. FOR CENTER MEDIAN DETAILS, SEE SHEETS AND
3. NO CONSTRUCTION LIMITS HAVE BEEN IDENTIFIED IN THE PLANS. THE CONSTRUCTION LIMITS SHALL BE THE EXISTING RIGHT OF WAY.



PLAN
 STA. 85+50.00 TO STA. 89+50.00

DESIGN AGENCY




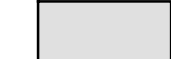

DESIGNER
 CEL

REVIEWER
 JMZ 01/17/23

PROJECT ID
 114697

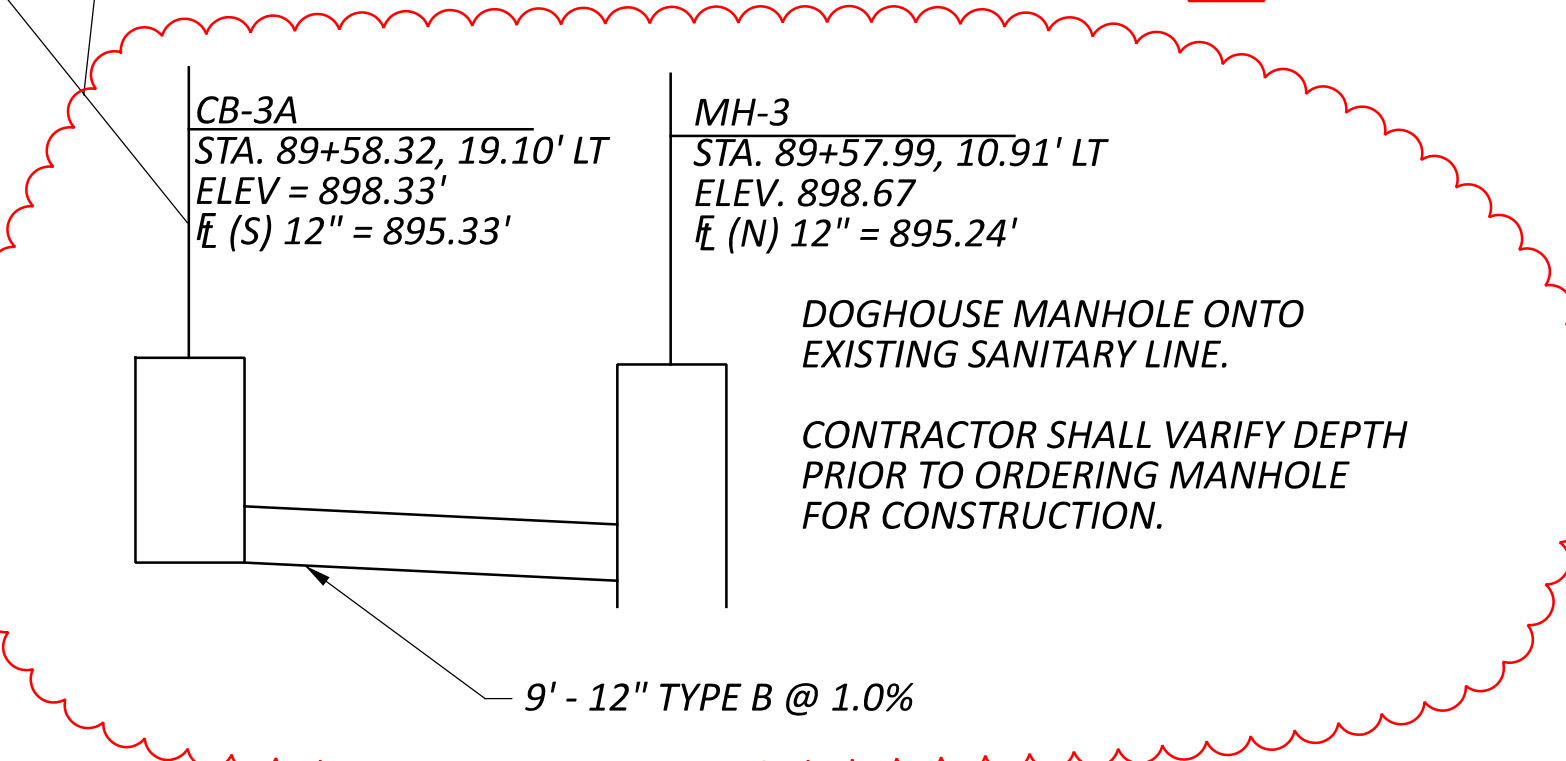
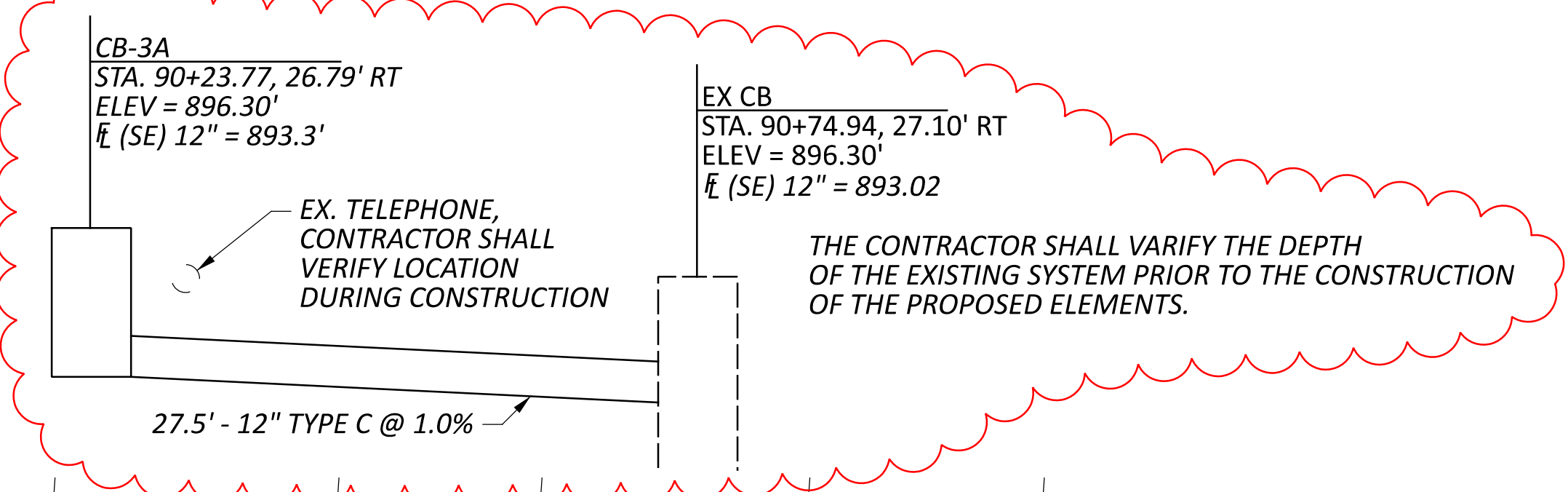
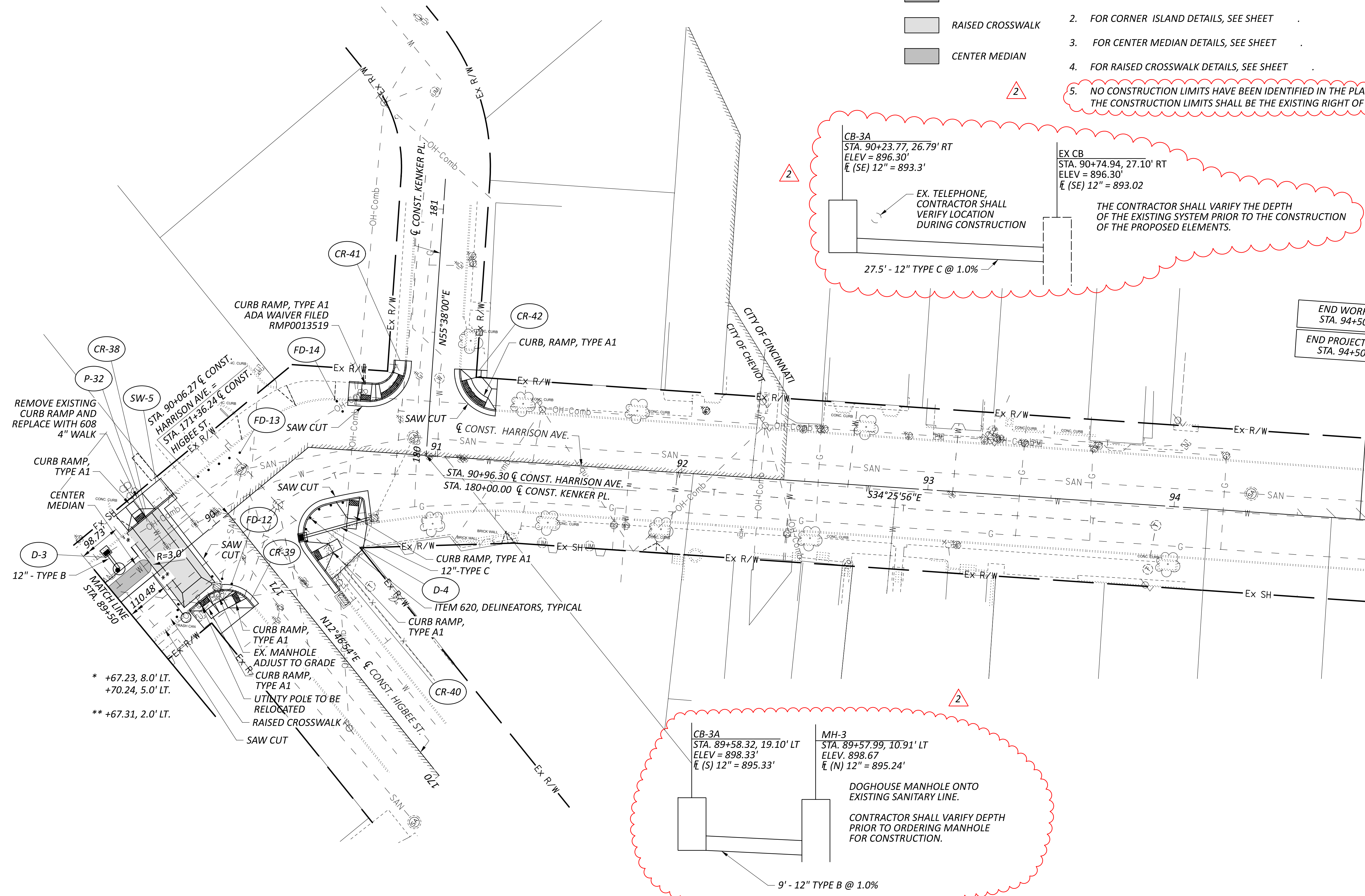
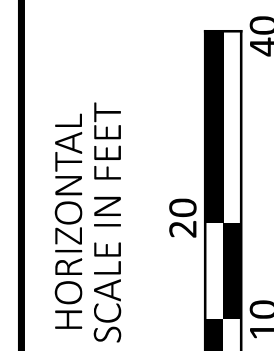
SHEET	TOTAL
30	64

LEGEND

-  CORNER ISLAND
-  RAISED CROSSWALK
-  CENTER MEDIAN

NOTES:


1. FOR CURB RAMP DETAILS, SEE SHEETS
2. FOR CORNER ISLAND DETAILS, SEE SHEET
3. FOR CENTER MEDIAN DETAILS, SEE SHEET
4. FOR RAISED CROSSWALK DETAILS, SEE SHEET
5. NO CONSTRUCTION LIMITS HAVE BEEN IDENTIFIED IN THE PLANS. THE CONSTRUCTION LIMITS SHALL BE THE EXISTING RIGHT OF WAY.

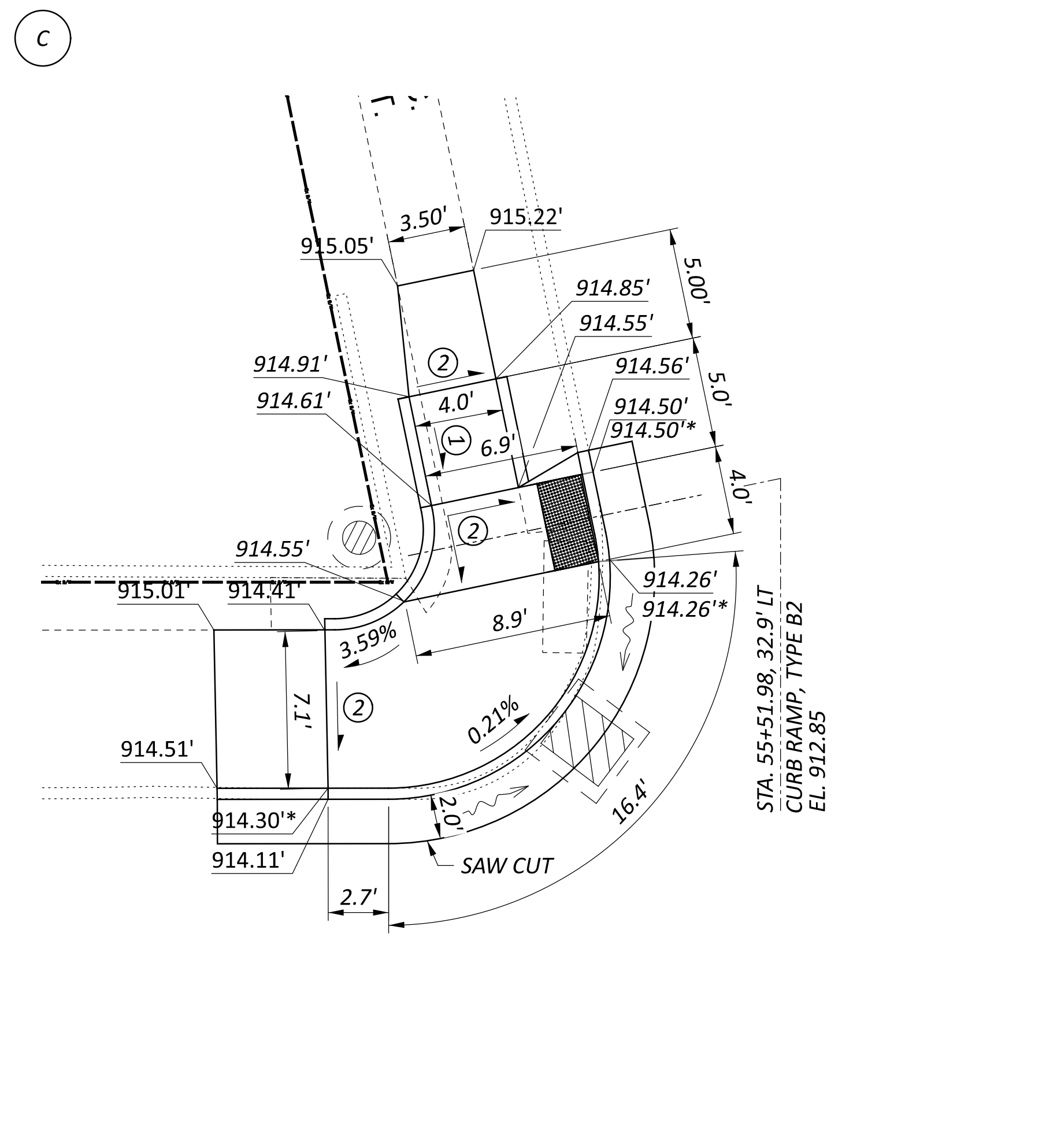
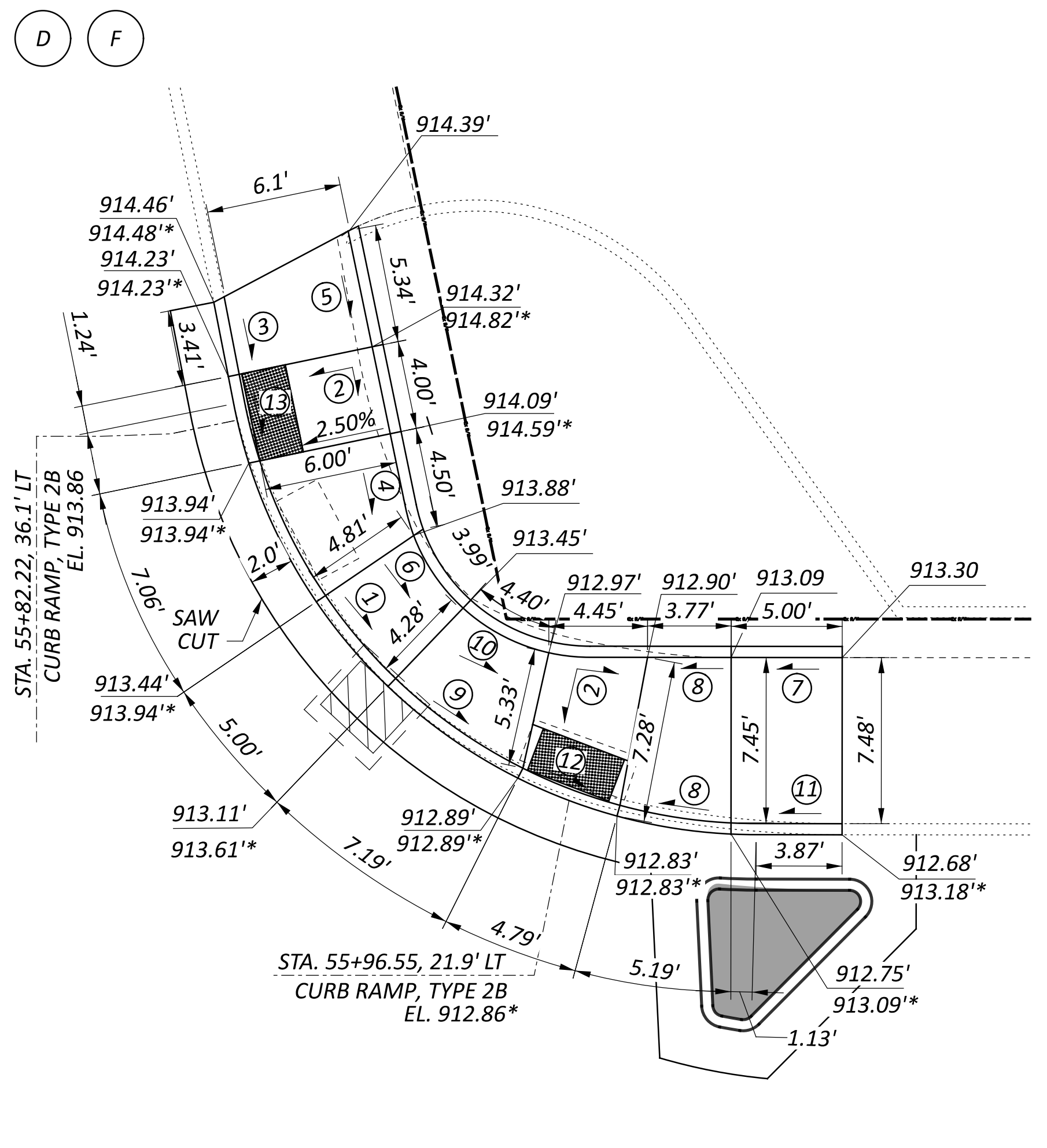


* +67.23, 8.0' LT.
 +70.24, 5.0' LT.
 ** +67.31, 2.0' LT.

END WORK
 STA. 94+50
 END PROJECT
 STA. 94+50

PLAN
 STA. 89+50.00 TO STA. 95+00.00

DESIGN AGENCY	
	
DESIGNER	
CEL	
REVIEWER	
JMZ 01/17/23	
PROJECT ID	
114697	
SHEET	TOTAL
31	64

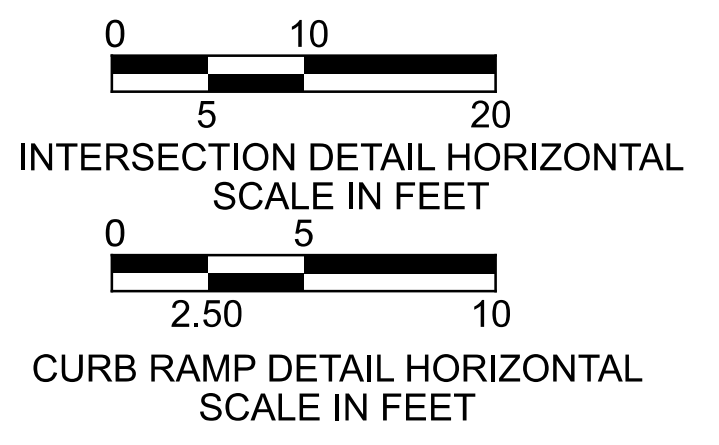
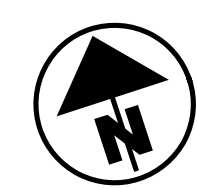


LEGEND

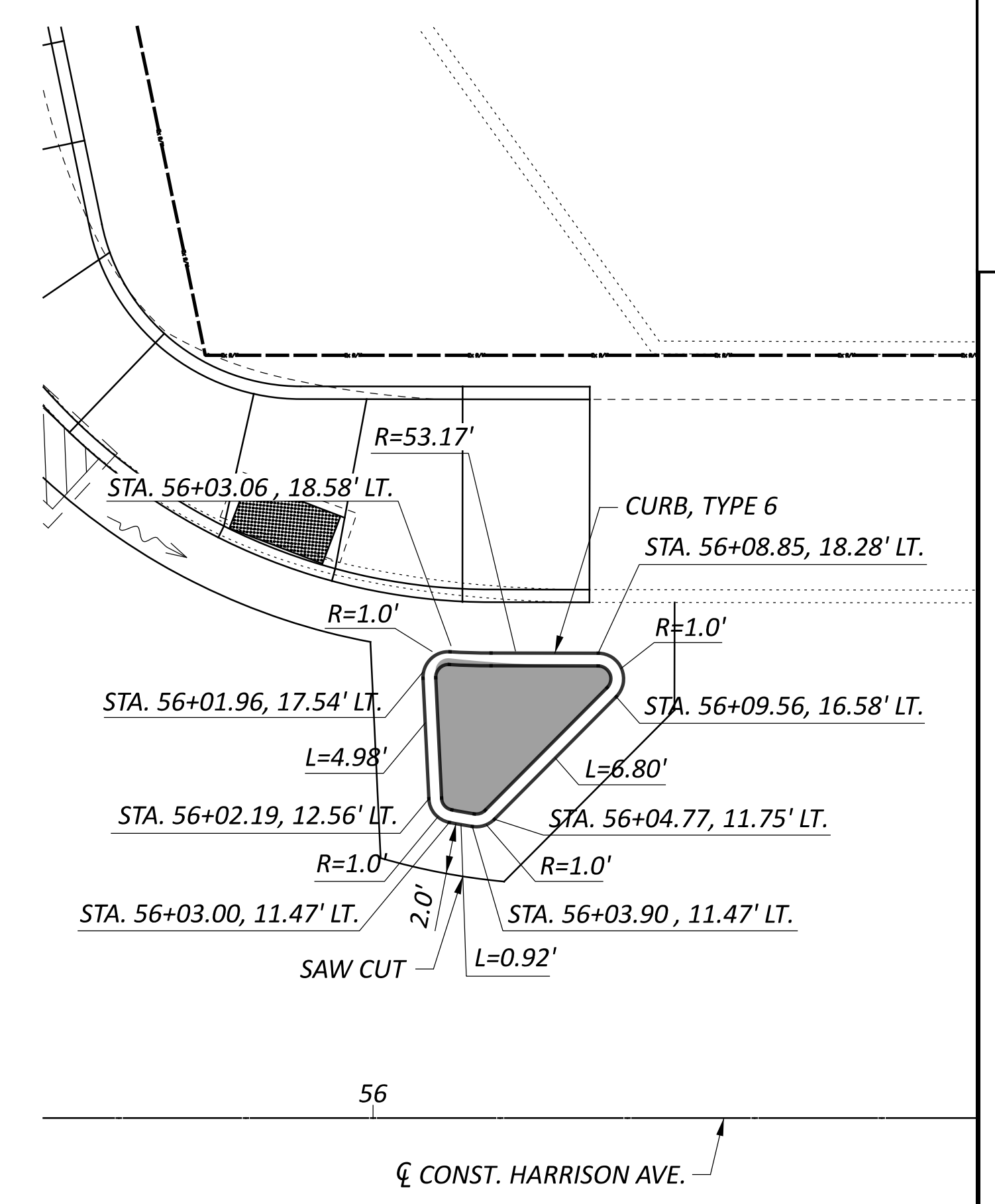
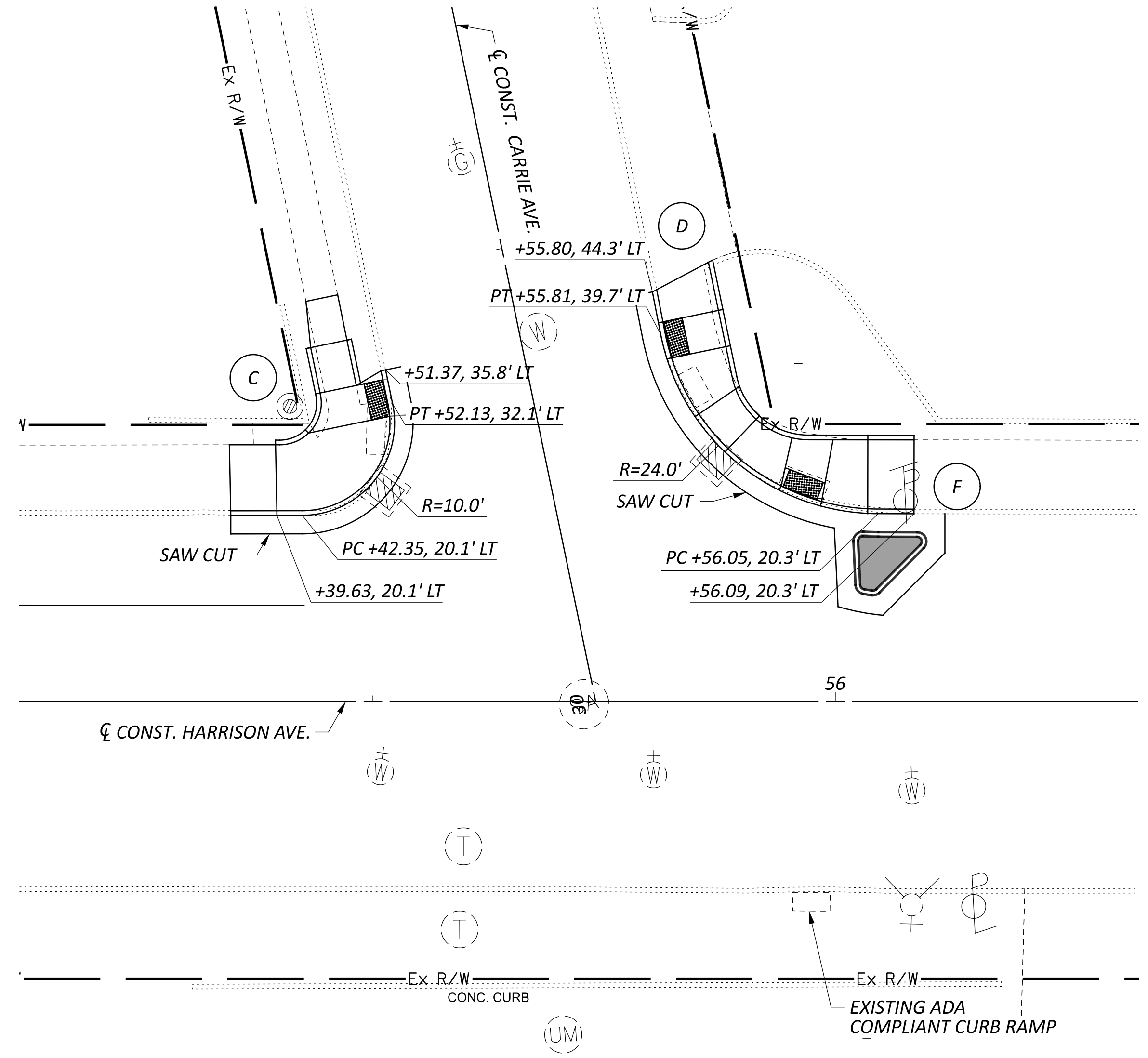
- ① 6.00%
- ② 1.56%
- ③ 7.33%
- ④ 4.67%
- ⑤ 1.31%
- # ⑥ 10.77%
- ⑦ 4.20%
- ⑧ 5.04%
- ⑨ 3.06%
- # ⑩ 10.91%
- ⑪ 2.23%
- ⑫ 1.25%
- # ⑬ 7.25%

NOTES:

1. ALL ELEVATIONS ALONG THE CURB LINES ARE TO THE GUTTER LINE OF THE CURB UNLESS OTHERWISE NOTED (*) IN THE PLANS.
2. # FEATURE IS NOT ADA COMPLIANT.
3. NO CONSTRUCTION LIMITS HAVE BEEN IDENTIFIED IN THE PLANS. THE CONSTRUCTION LIMITS SHALL BE THE EXISTING RIGHT OF WAY.
4. ADA DETECTABLE WARNING MATS SHALL BE BUILT TO THE DIMENSIONS SHOWN IN THE PLANS.



CORNER ISLAND



INTERSECTION DETAIL
CARRIE RD. AT HARRISON AVE.

DESIGN AGENCY



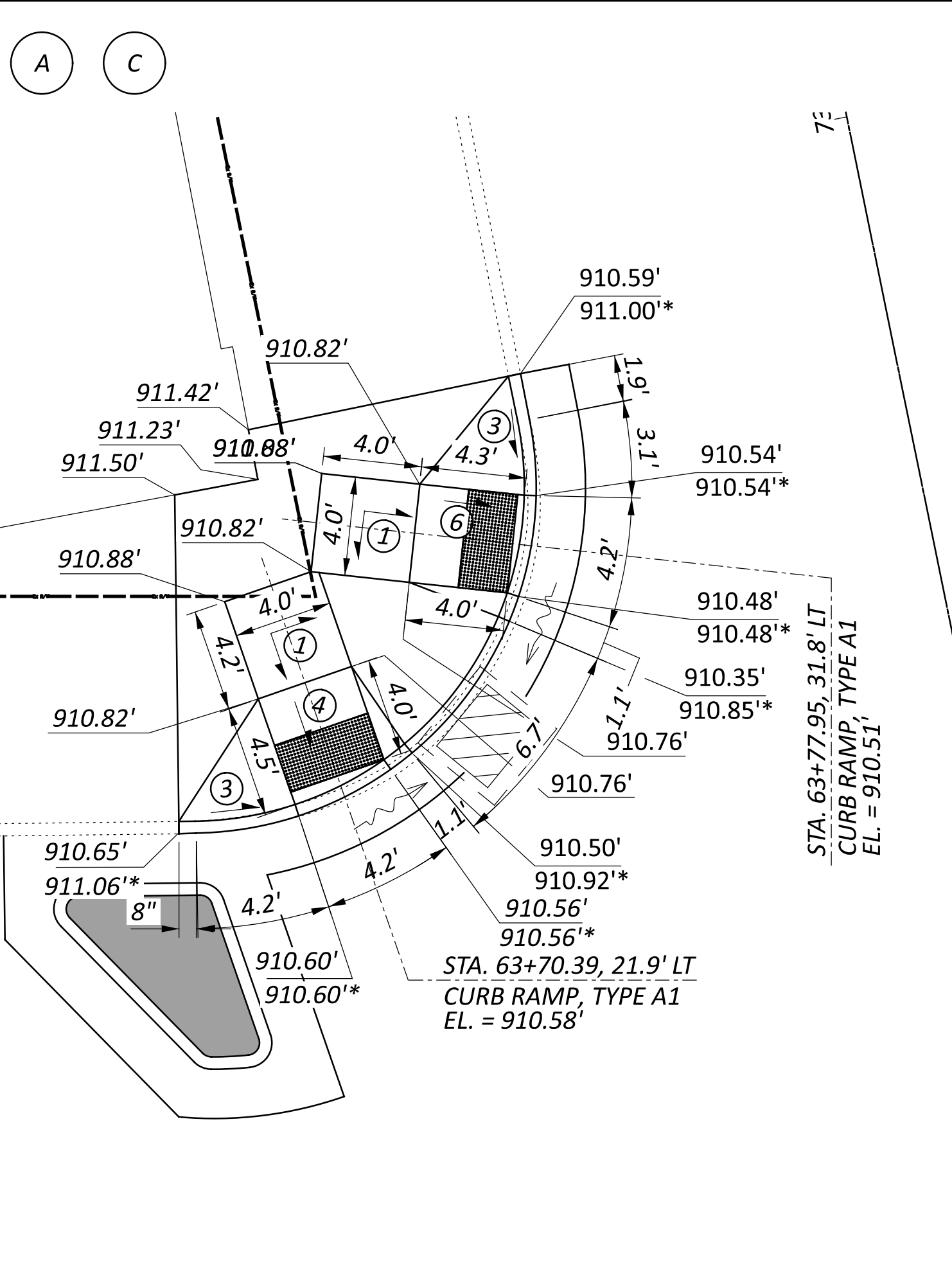
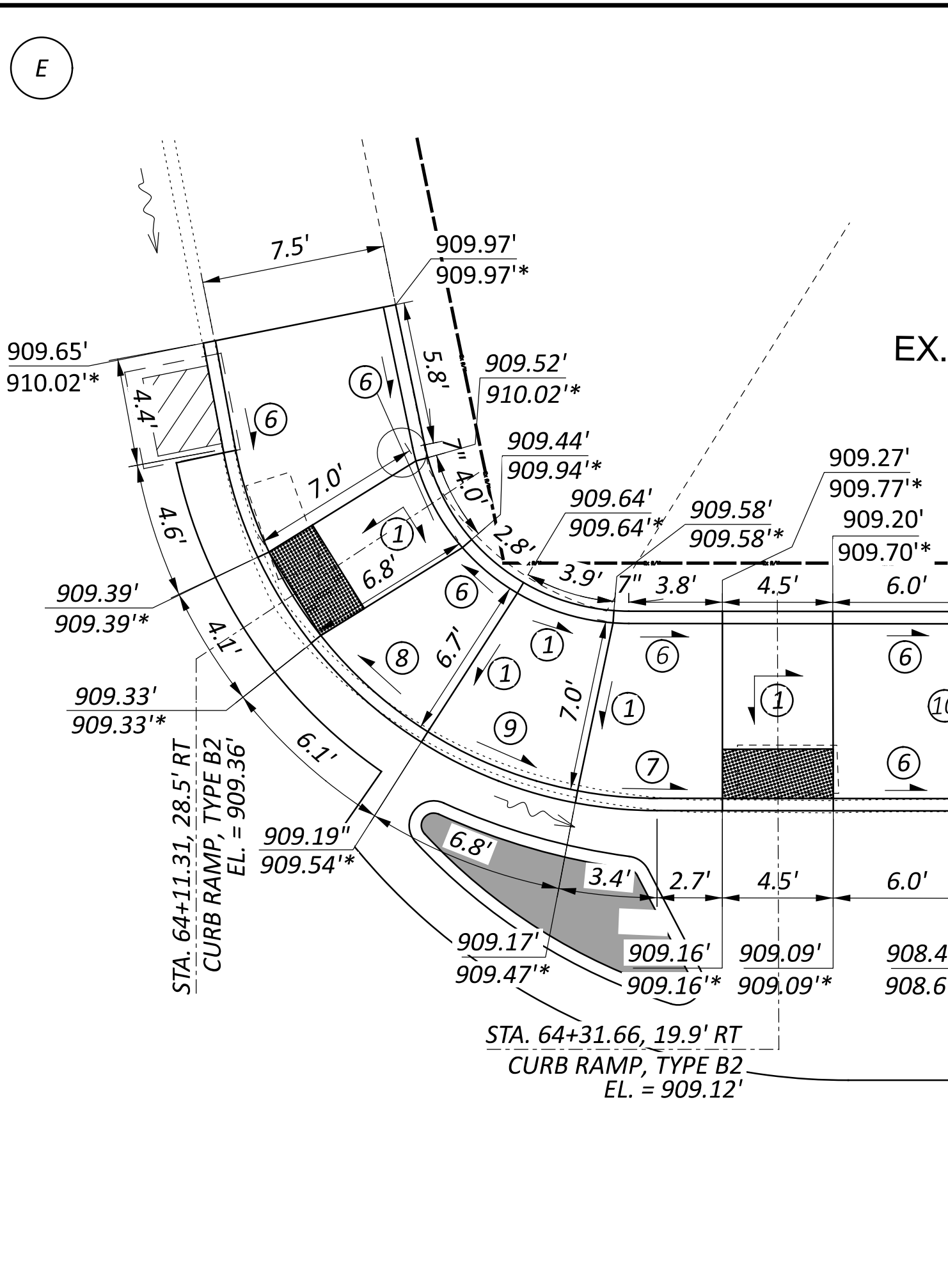
DESIGNER
CEL

REVIEWER
JMZ 01/12/23

PROJECT ID
114697

SHEET TOTAL
32 64

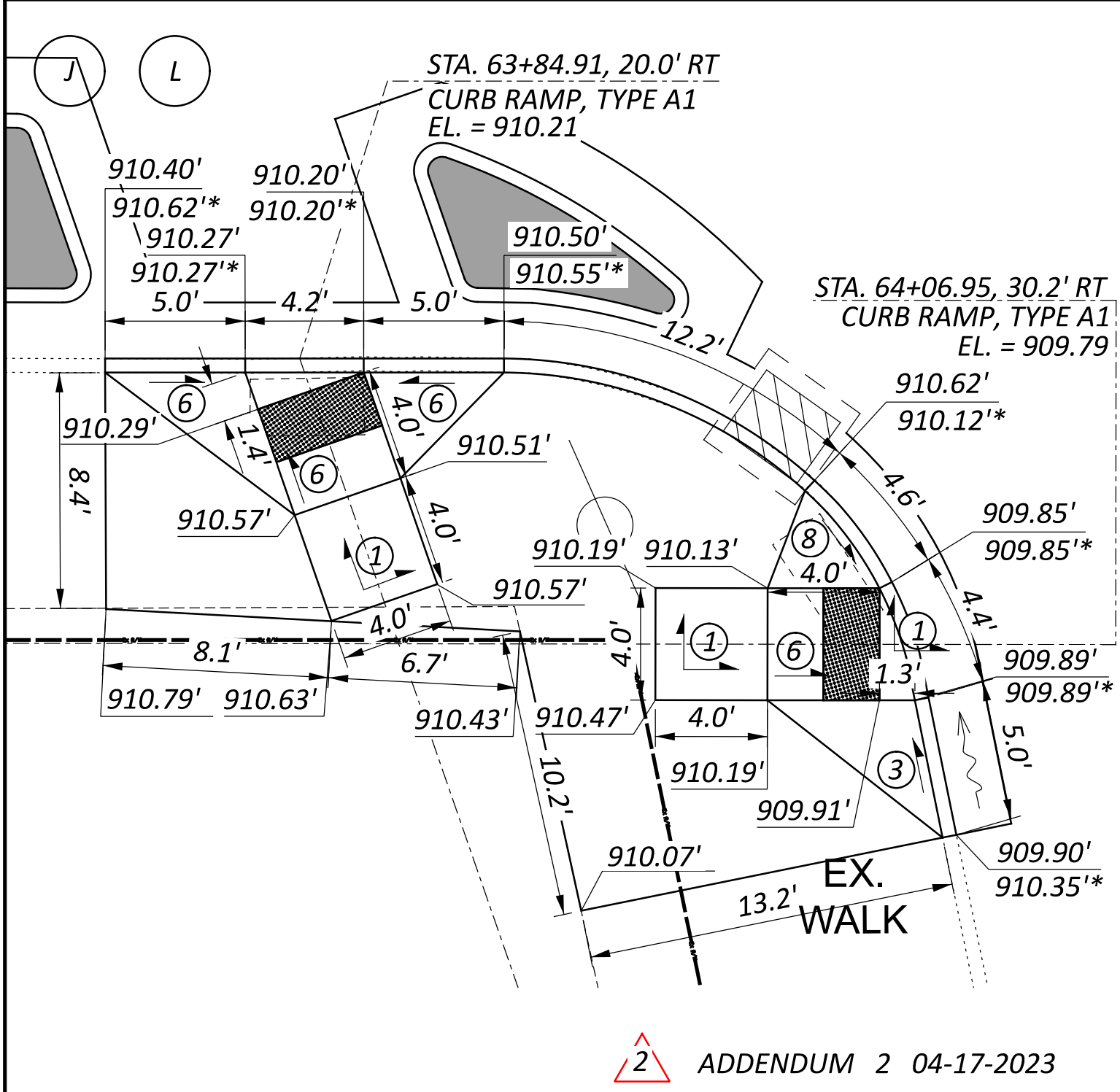
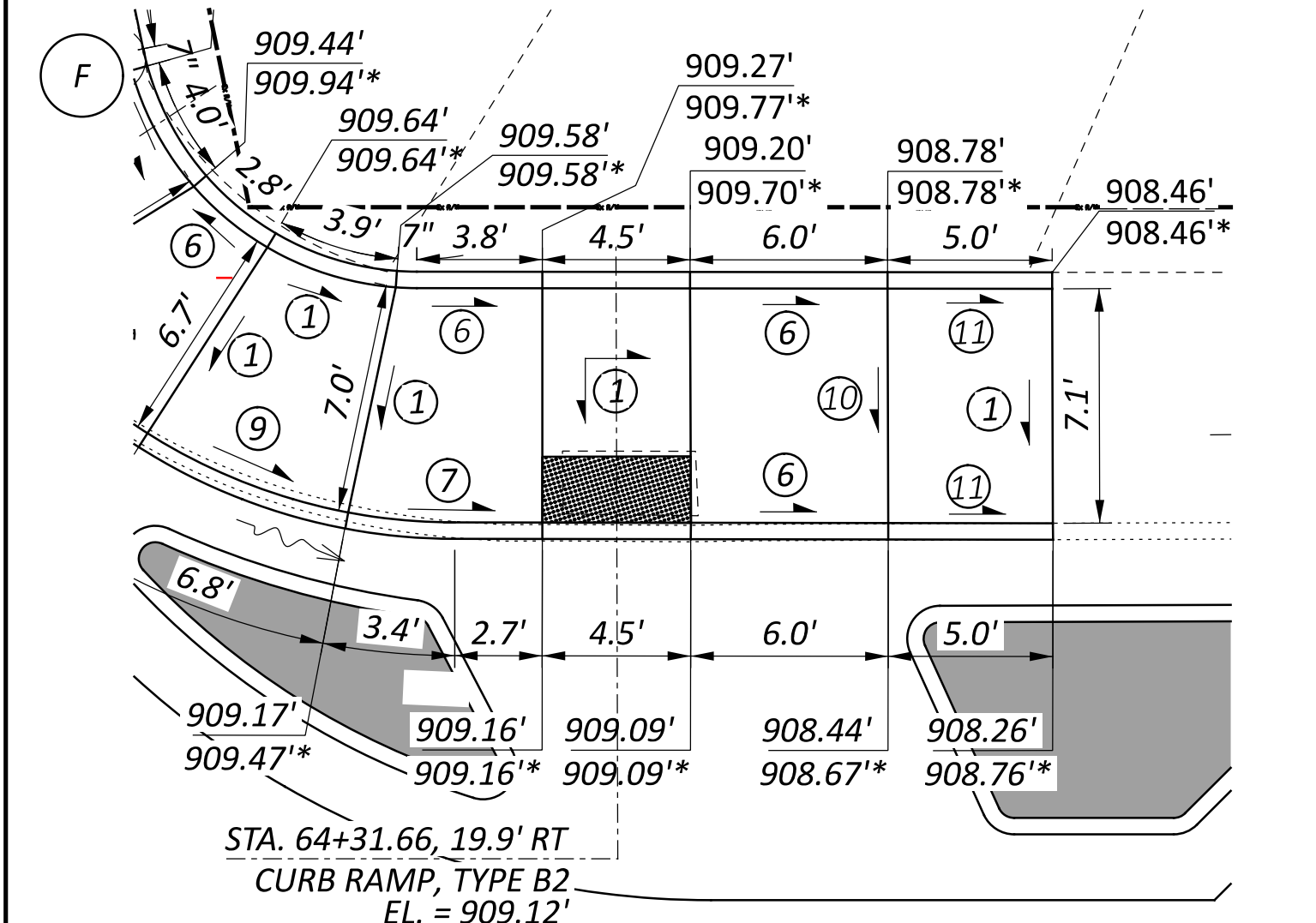
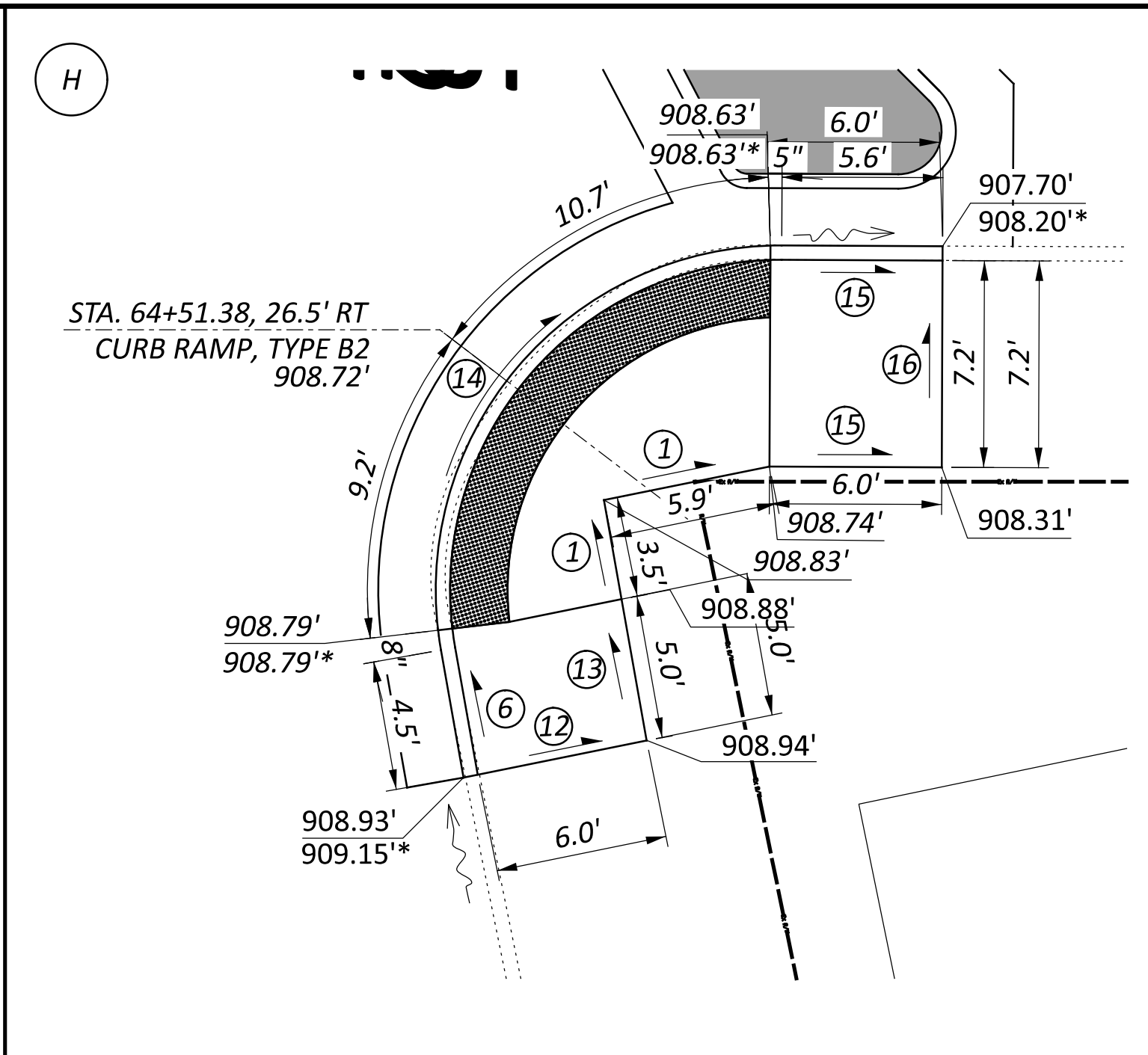
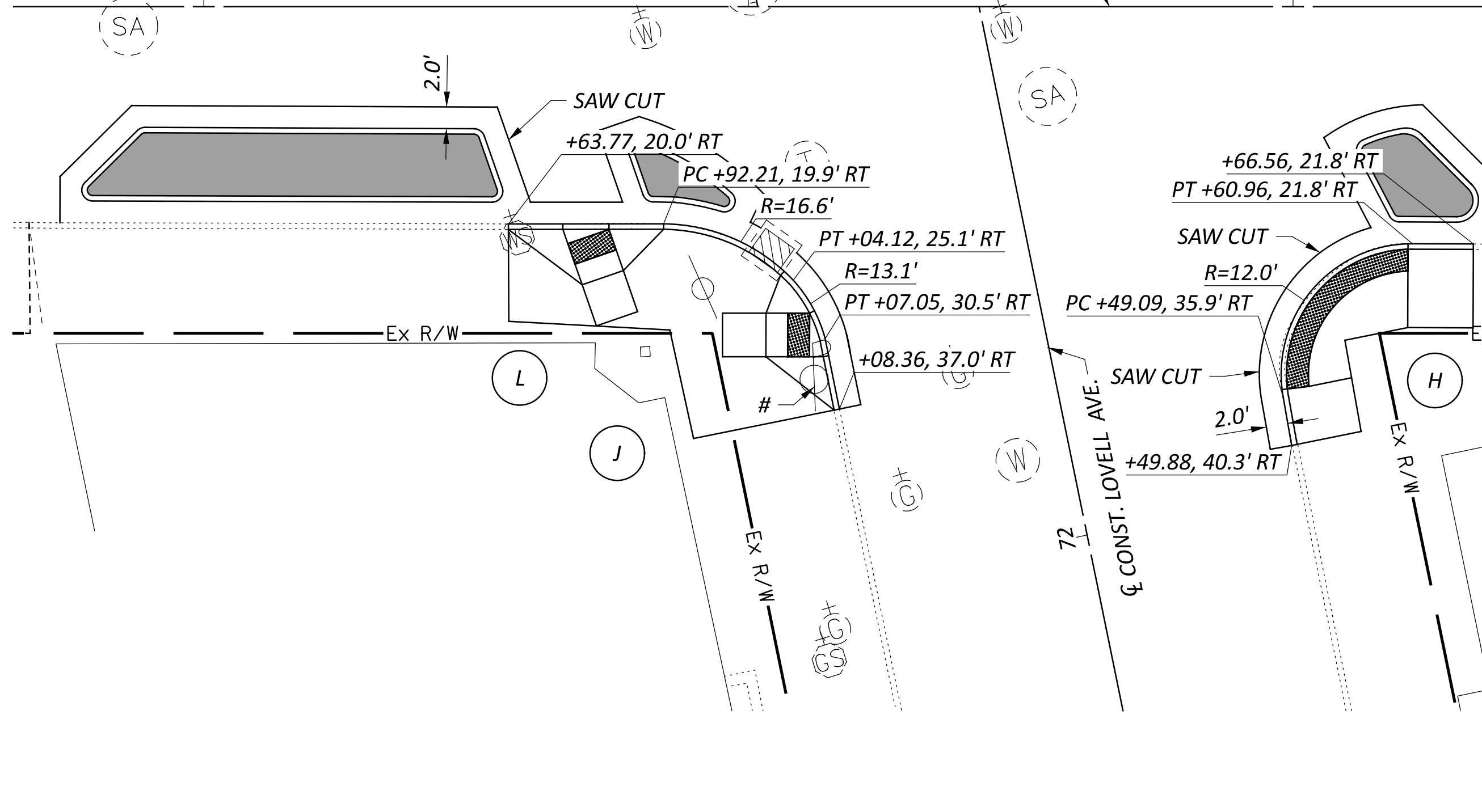
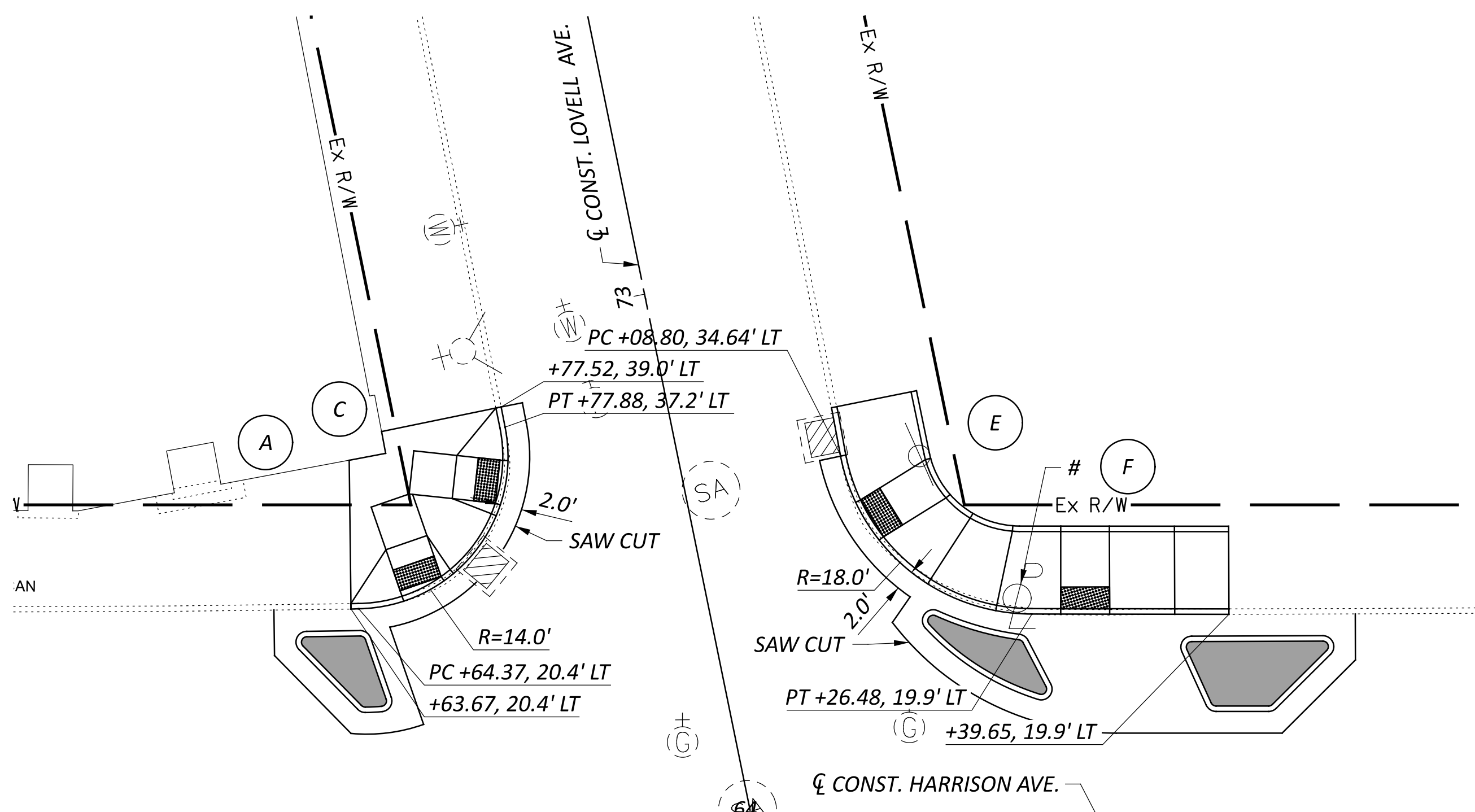
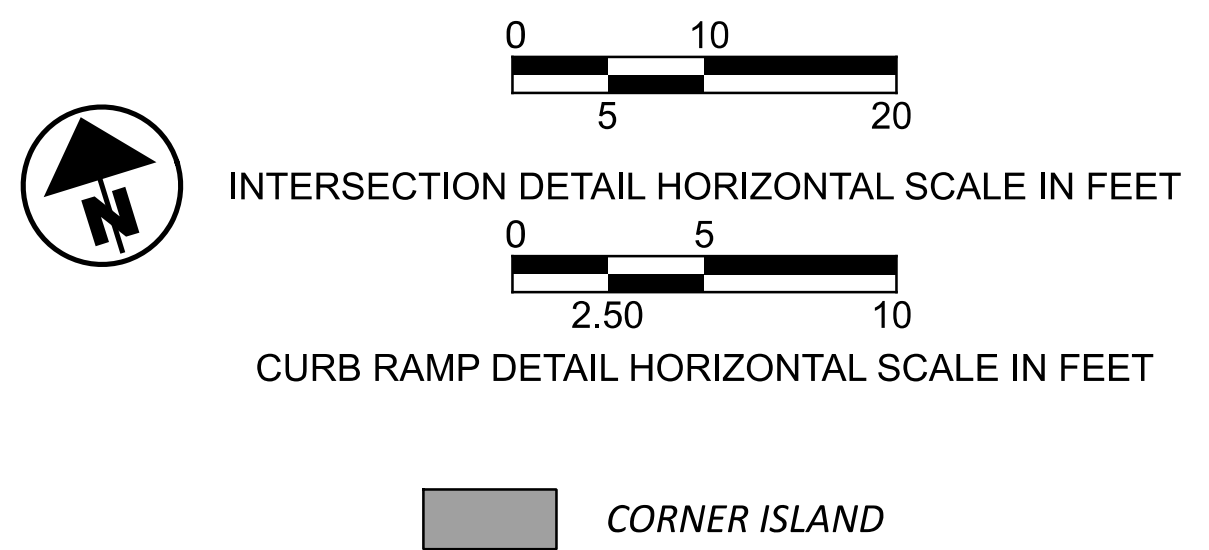
NOT USED 2 ADDENDUM 2 04-17-2023



LEGEND

1 1.56%	5 3.40%	9 2.79%	13 1.20%
2 6.50%	6 7.00%	10 1.55%	14 0.80%
3 9.20%	7 5.08%	11 6.40%	15 7.17%
4 5.00%	8 5.90%	12 3.50%	16 1.53%

- NOTES:**
- ALL ELEVATIONS ALONG THE CURB LINES ARE TO THE GUTTER LINE OF THE CURB UNLESS OTHERWISE NOTED (*) IN THE PLANS.
 - # FEATURE IS NOT ADA COMPLIANT.
 - NO CONSTRUCTION LIMITS HAVE BEEN IDENTIFIED IN THE PLANS. THE CONSTRUCTION LIMITS SHALL BE THE EXISTING RIGHT OF WAY.
 - ADA DETECTABLE WARNING MATS SHALL BE BUILT TO THE DIMENSIONS SHOWN IN THE PLANS.



INTERSECTION DETAIL
LOVELL AVE. AT HARRISON AVE.

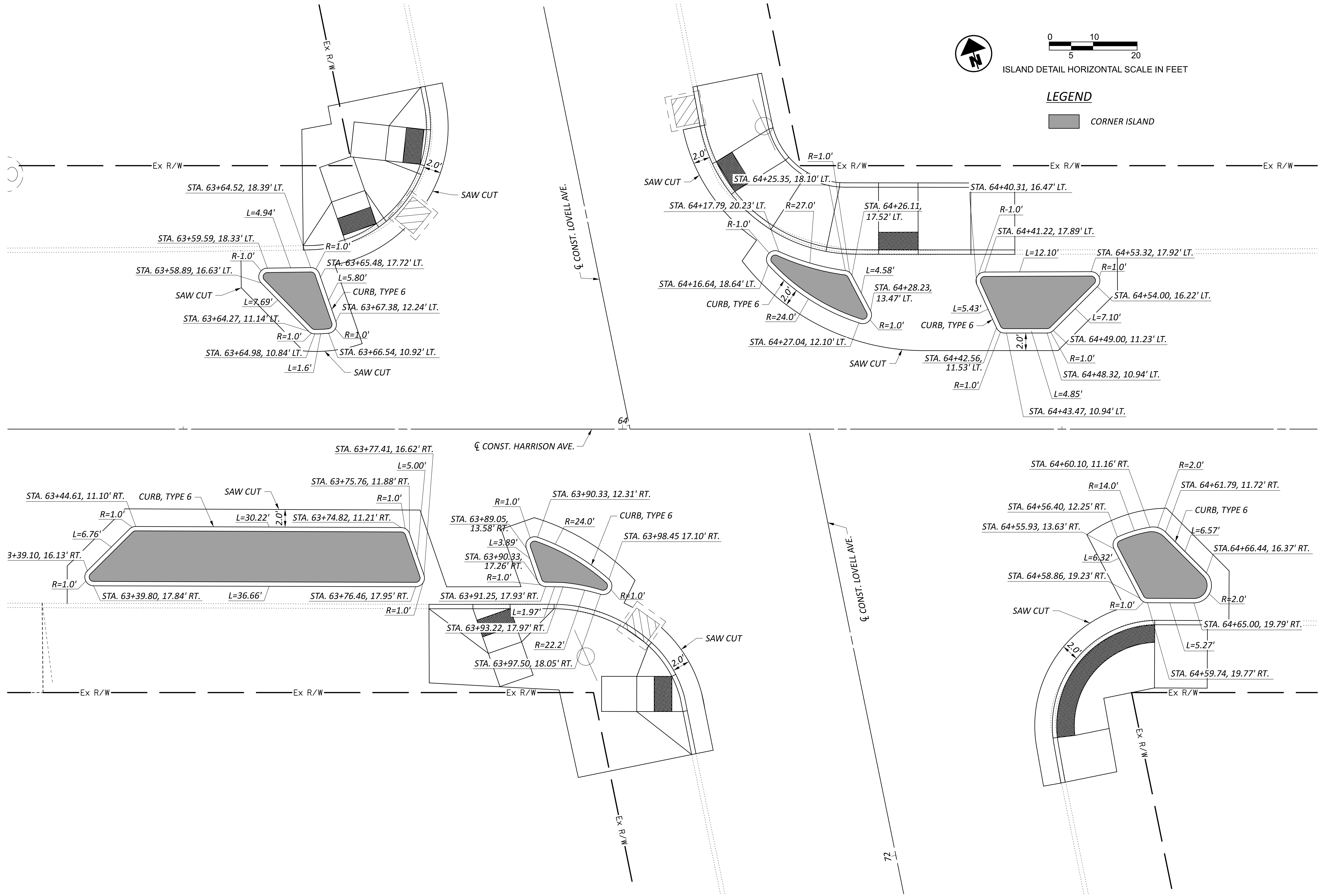
DESIGN AGENCY

DESIGNER
CEL

REVIEWER
JMZ 01/12/23

PROJECT ID
114697

SHEET TOTAL
36 64



INTERSECTION DETAIL
LOVELL AVE. AT HARRISON AVE.

DESIGN AGENCY



DESIGNER

CEL

REVIEWER

JMZ 01/17/23

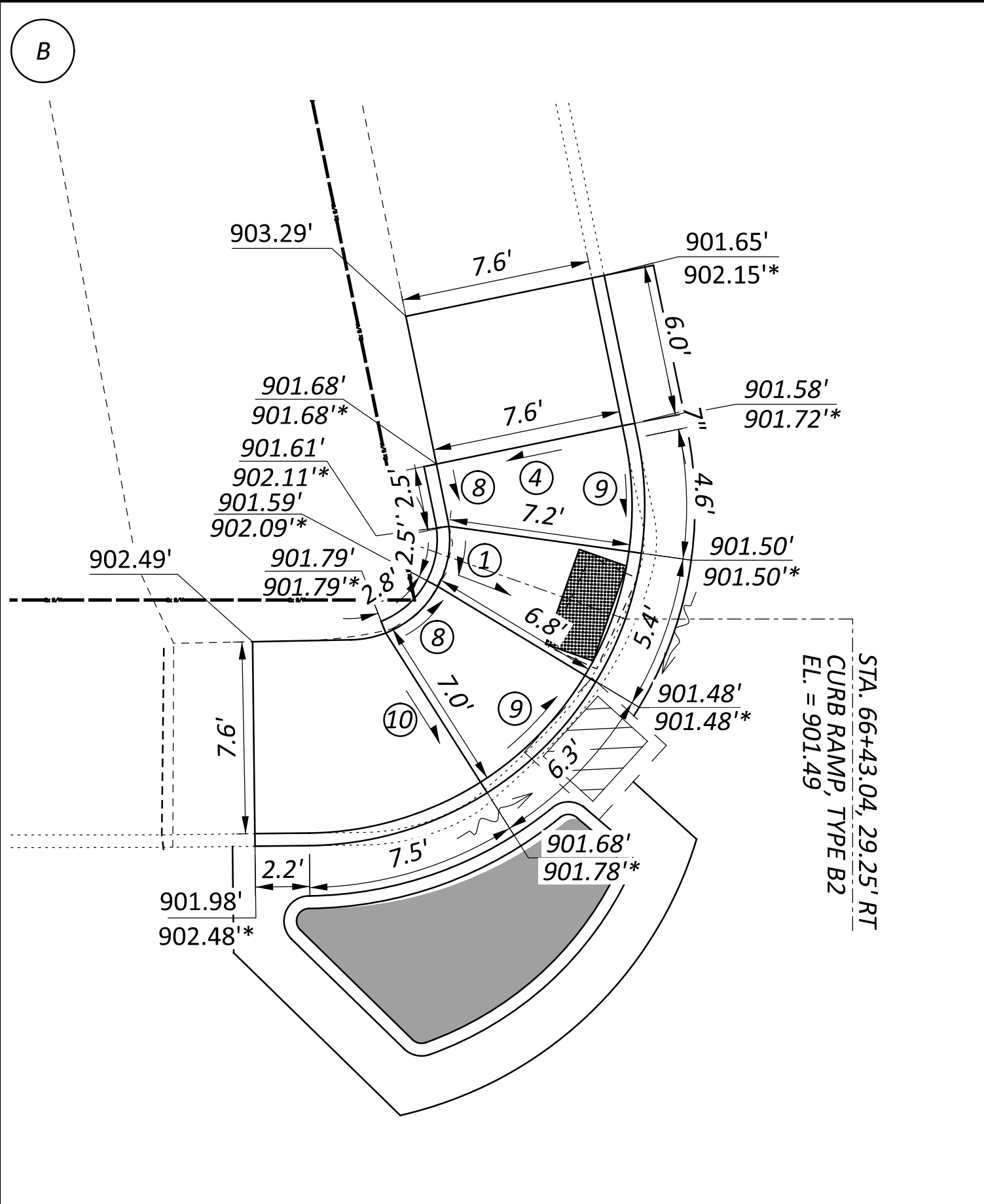
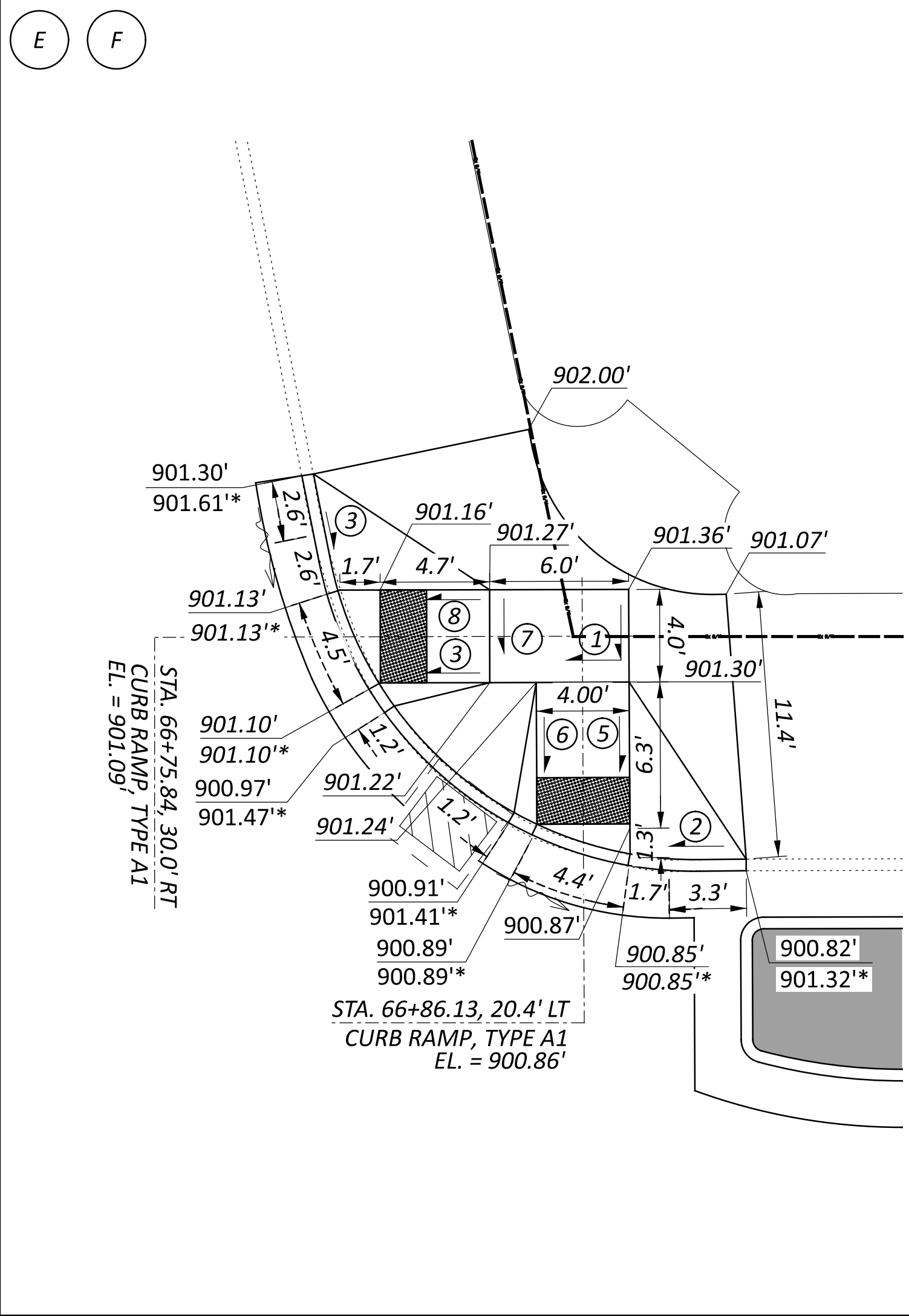
PROJECT ID

114697

SHEET

TOTAL

37 | 64

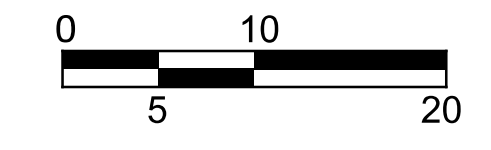
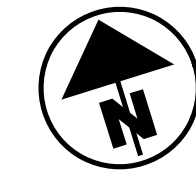


LEGEND

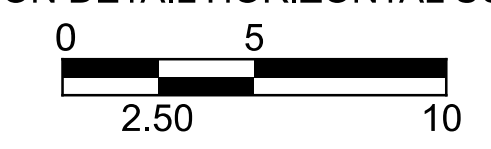
- ① 1.56%
- ② 9.20%
- ③ 2.55%
- ④ 0.53%
- ⑤ 6.83%
- ⑥ 5.56%
- ⑦ 1.25%
- ⑧ 7.23%
- ⑨ 4.78%
- ⑩ 0.14%

NOTES:

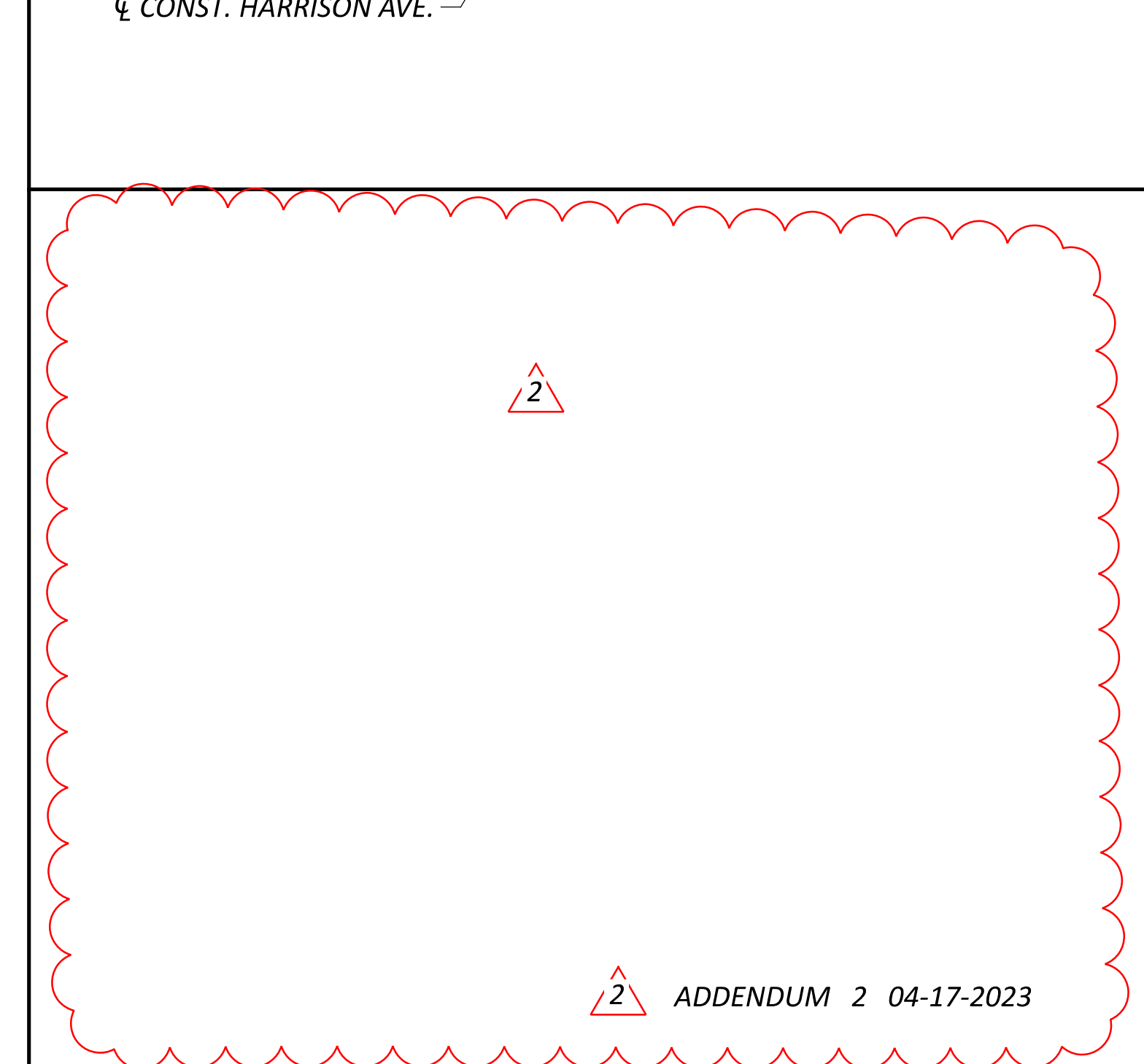
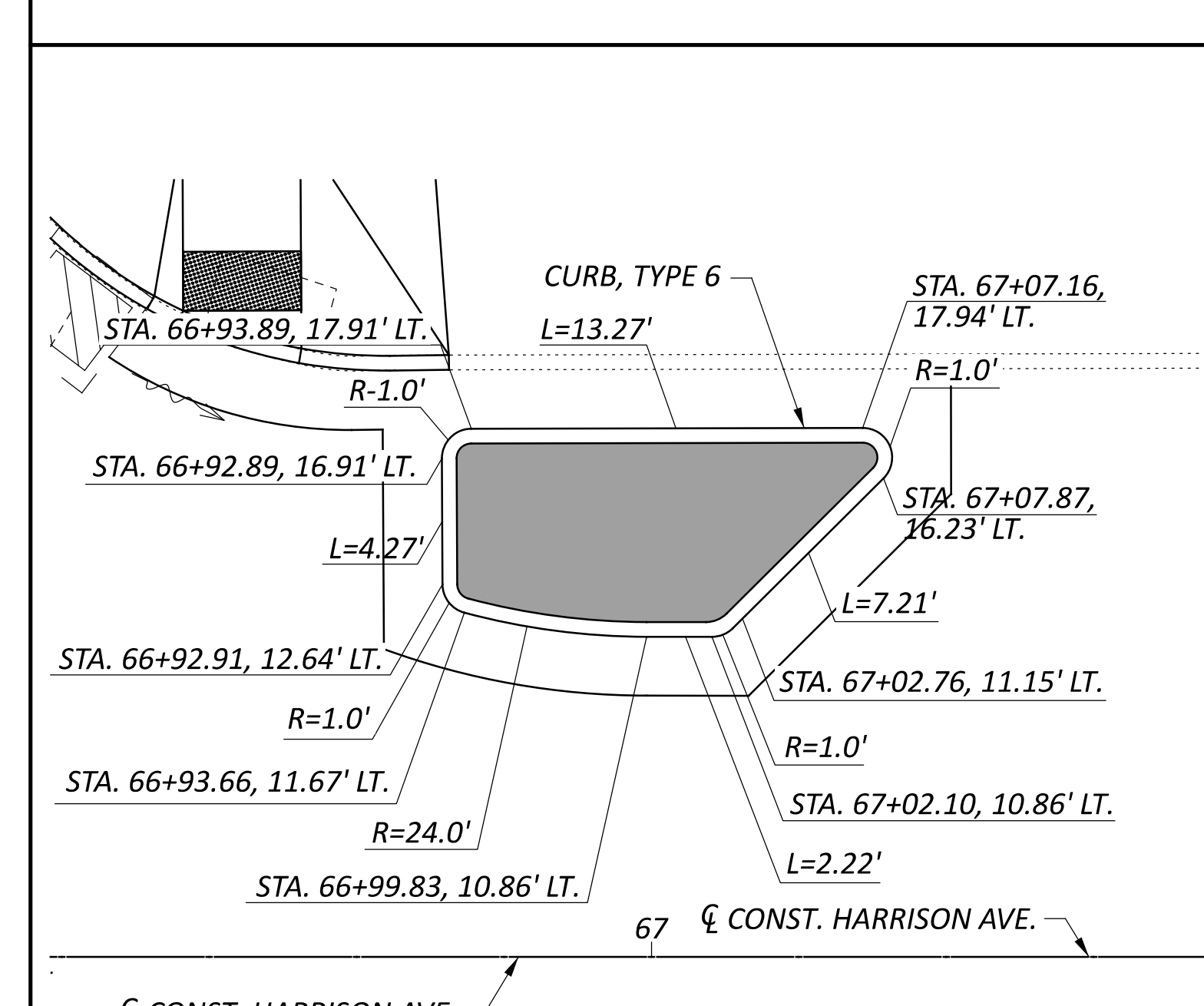
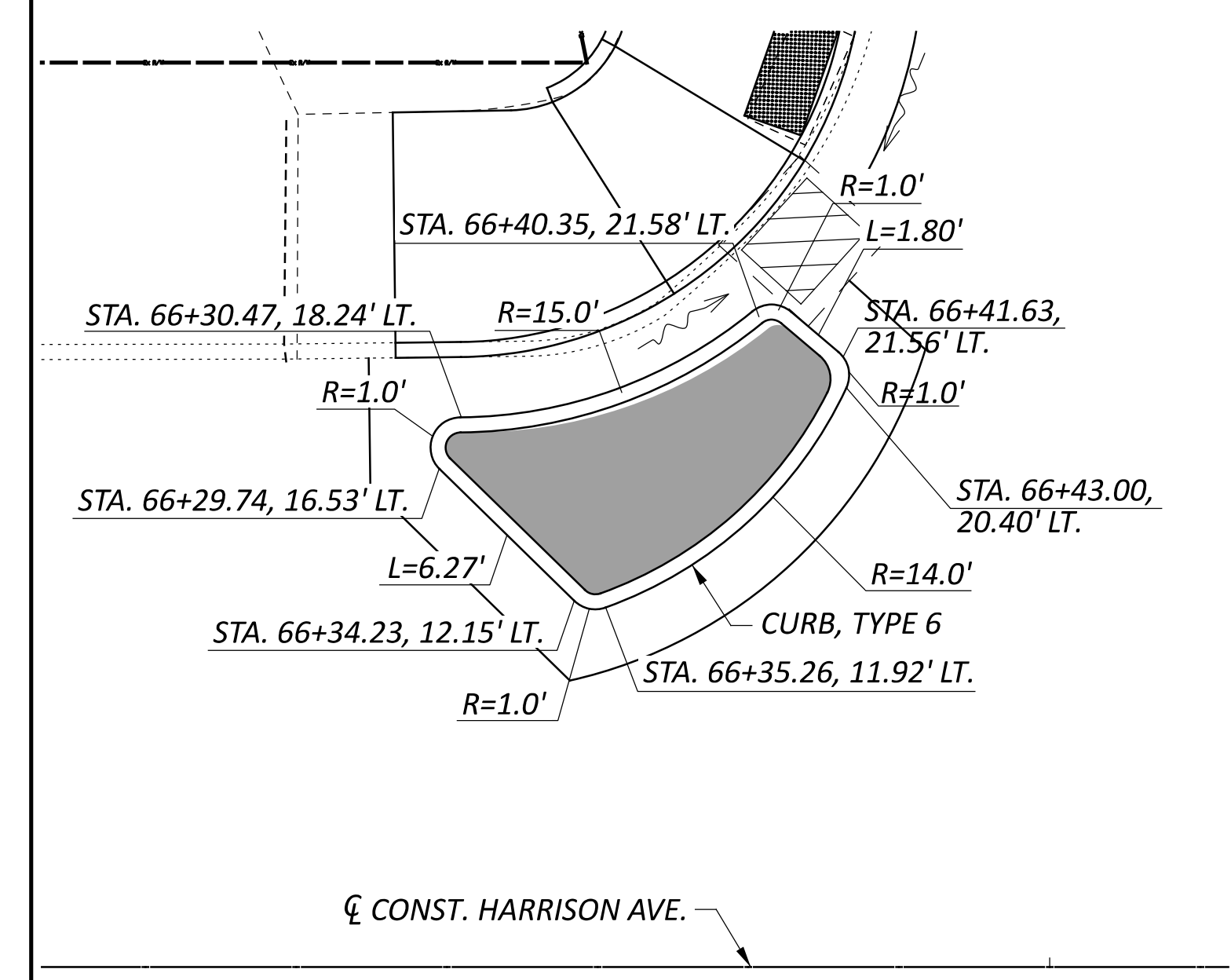
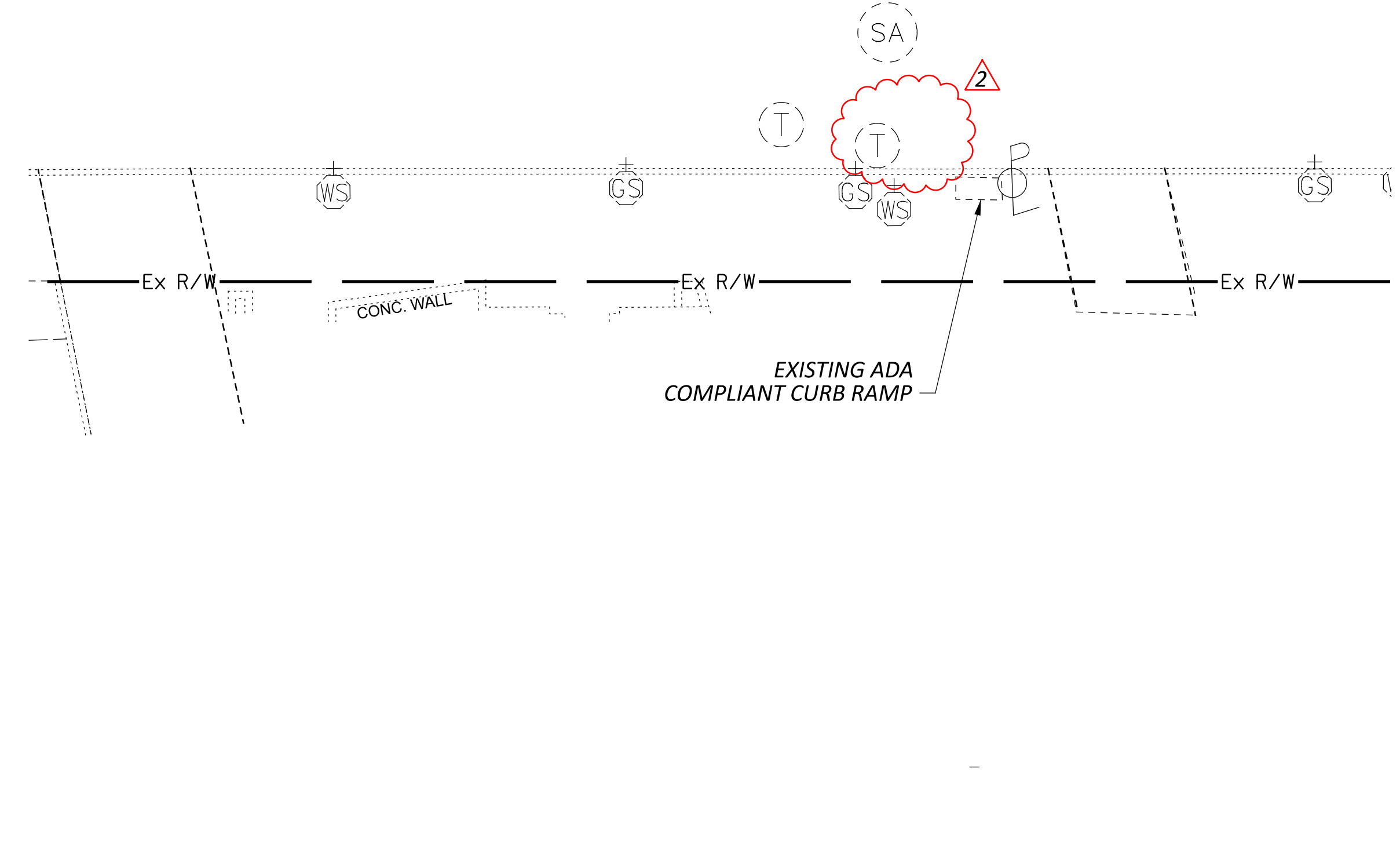
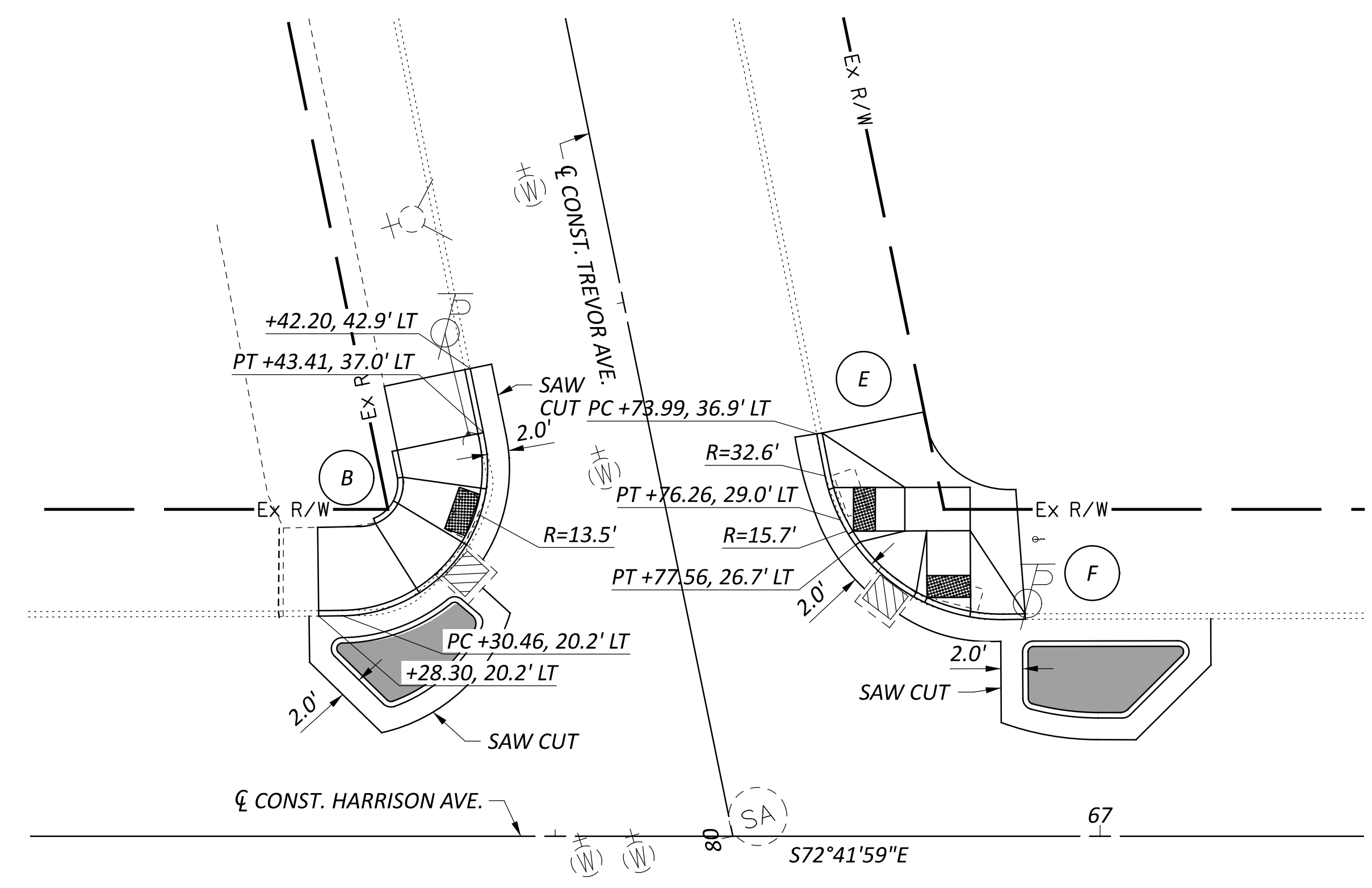
1. ALL ELEVATIONS ALONG THE CURB LINES ARE TO THE GUTTER LINE OF THE CURB UNLESS OTHERWISE NOTED (*) IN THE PLANS.
2. # FEATURE IS NOT ADA COMPLIANT.
3. NO CONSTRUCTION LIMITS HAVE BEEN IDENTIFIED IN THE PLANS. THE CONSTRUCTION LIMITS SHALL BE THE EXISTING RIGHT OF WAY.
4. ADA DETECTABLE WARNING MATS SHALL BE BUILT TO THE DIMENSIONS SHOWN IN THE PLANS.



INTERSECTION DETAIL HORIZONTAL SCALE IN FEET



CURB RAMP DETAIL HORIZONTAL SCALE IN FEET



INTERSECTION DETAIL
TREVOR AVE. AT HARRISON AVE.

DESIGN AGENCY



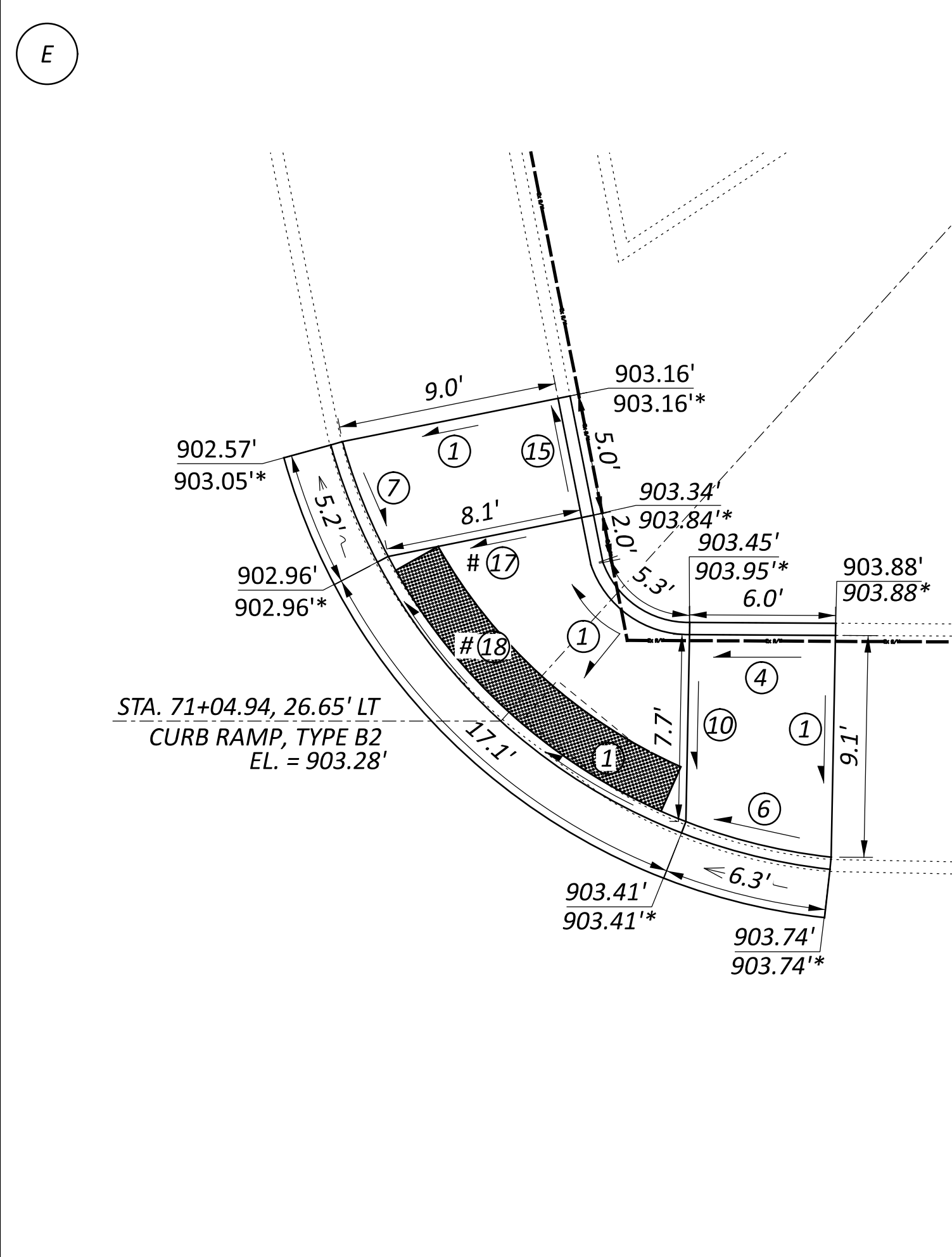
DESIGNER
CEL

REVIEWER
JMZ 01/12/23

PROJECT ID
114697

SHEET TOTAL
38 64

ADDENDUM 2 04-17-2023

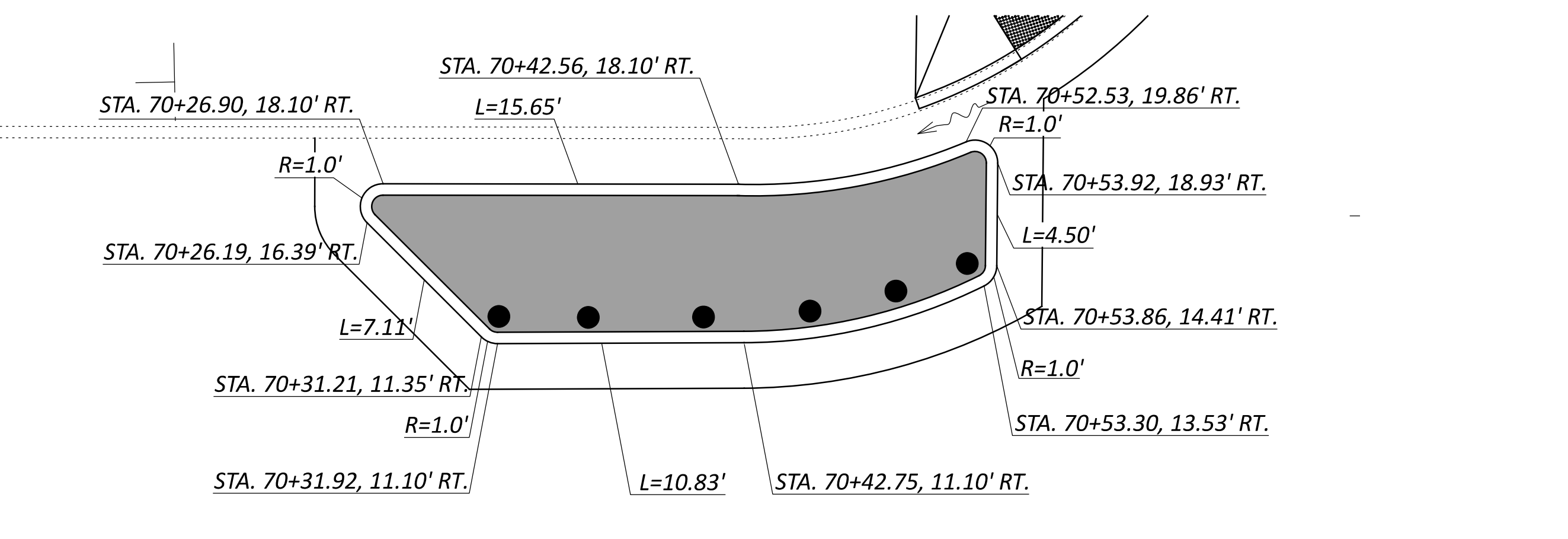
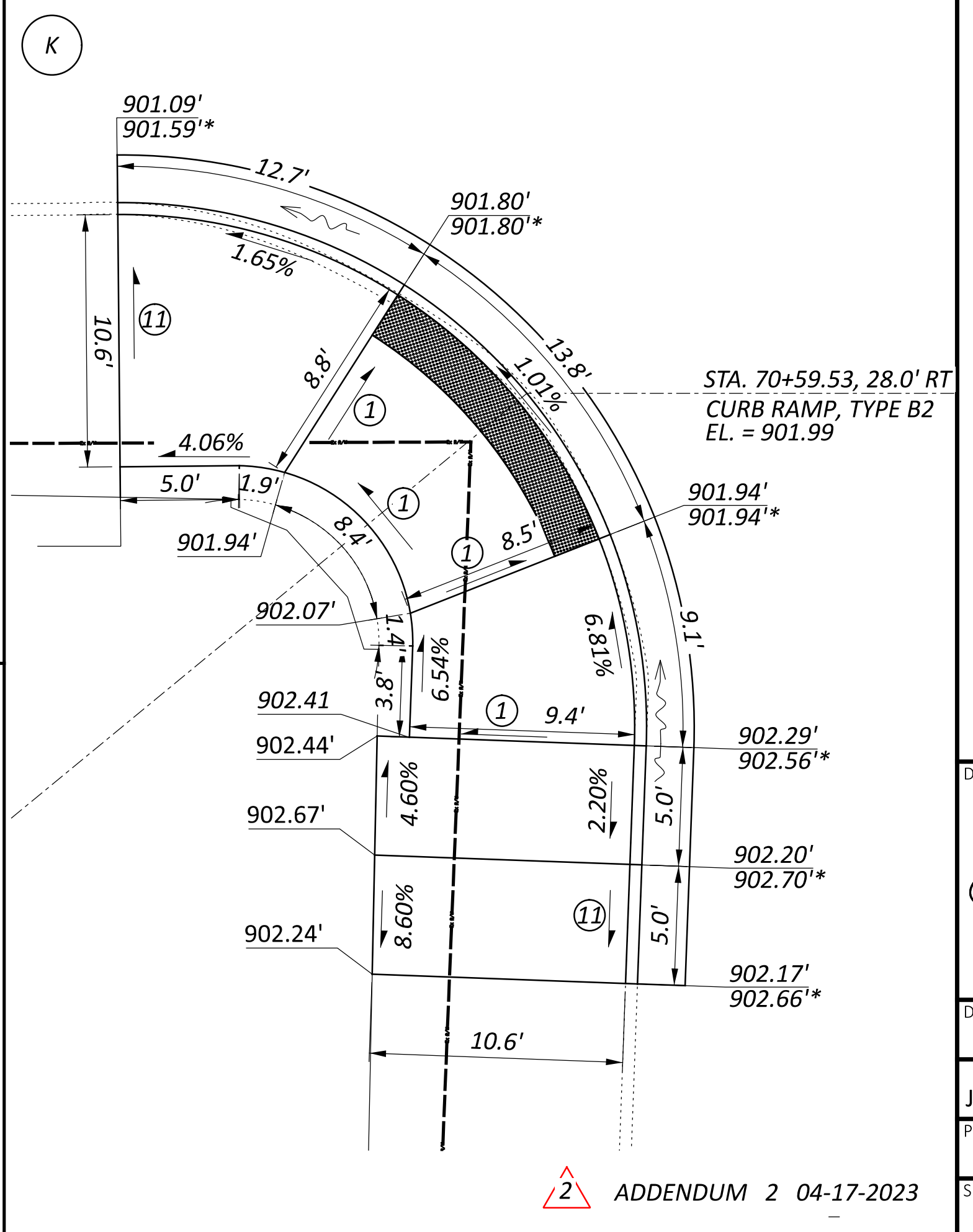
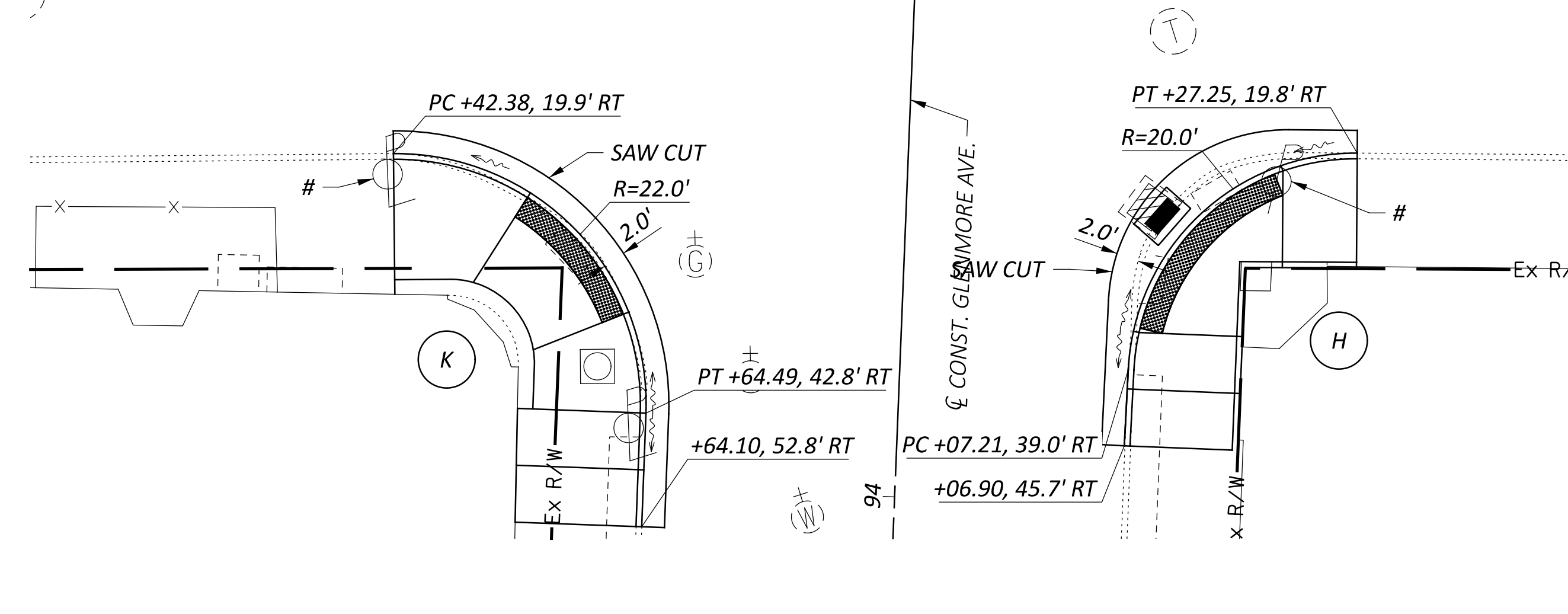
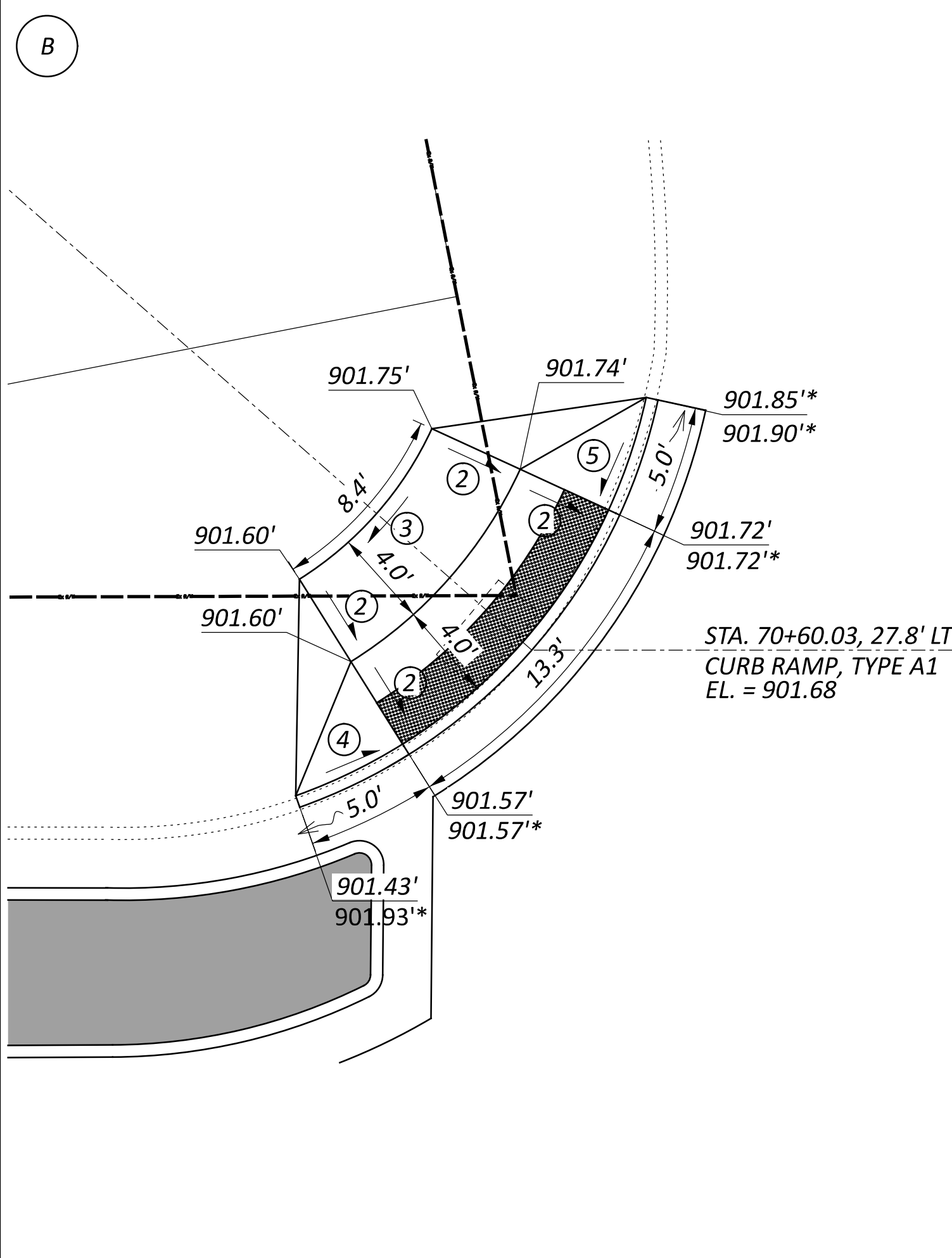
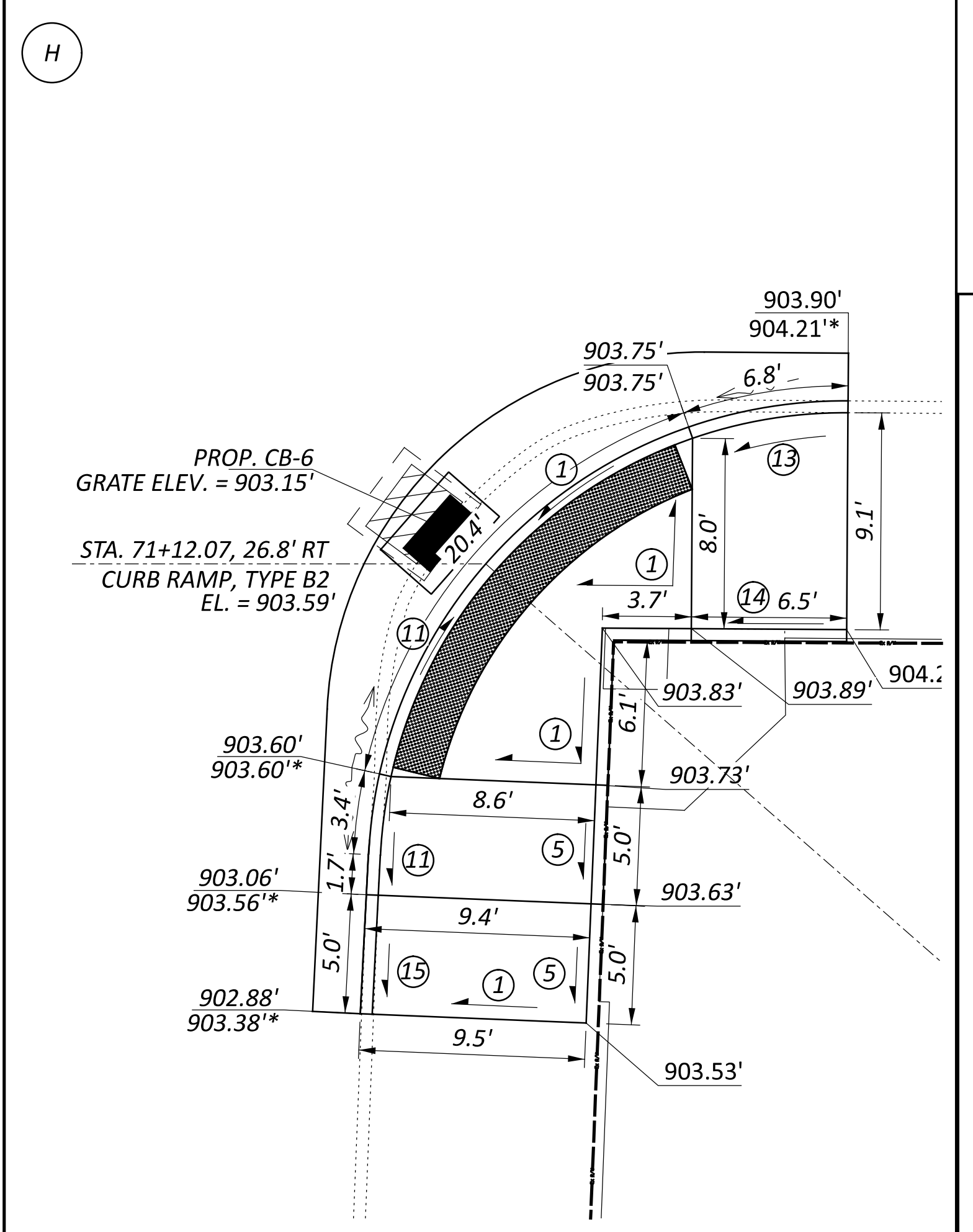
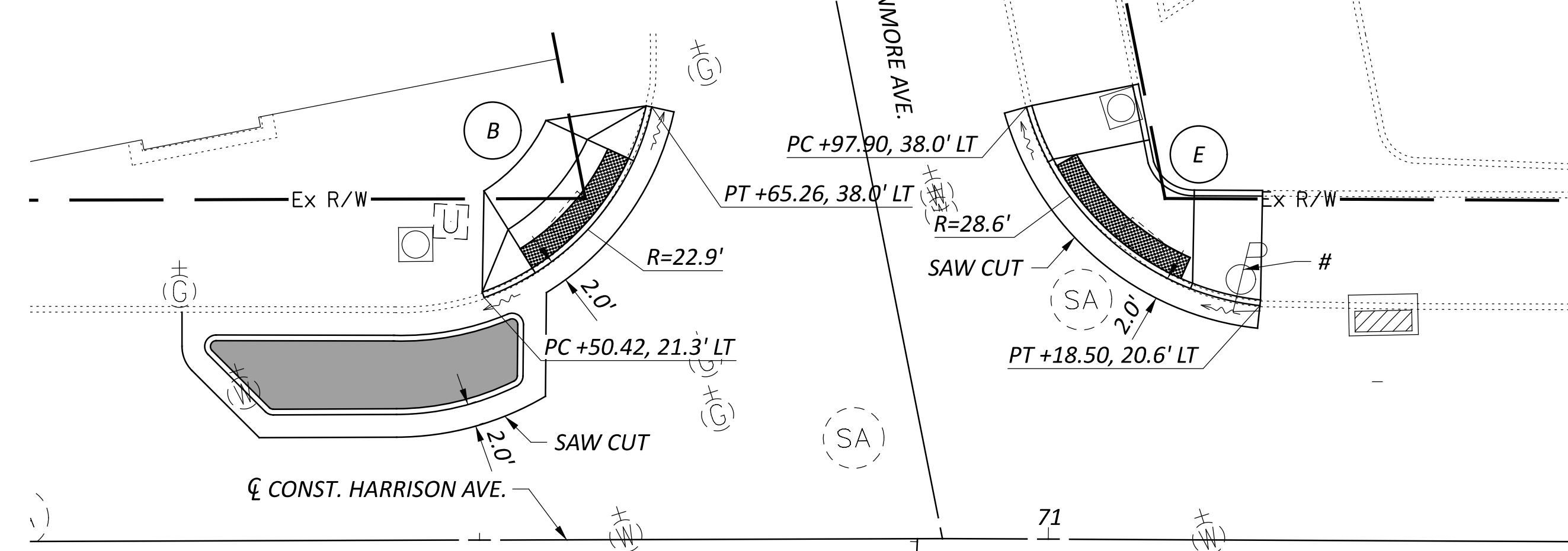
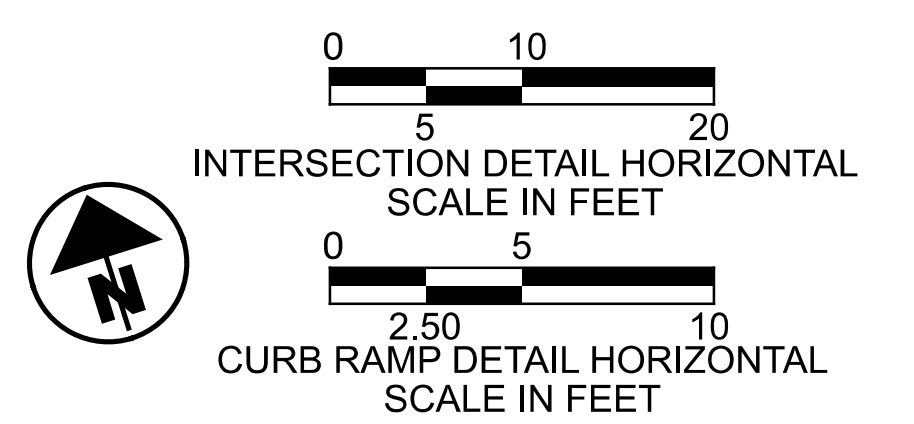


LEGEND

① 1.56%	⑤ 2.06%	⑨ 5.83%	⑬ 6.76%	⑰ 4.69%
② 0.37%	⑥ 3.97%	⑩ 0.55%	⑭ 5.75%	⑱ 3.74%
③ 1.79%	⑦ 4.50%	⑪ 0.75%	⑮ 3.60%	
④ 4.20%	⑧ 0.96%	⑫ 5.43%	⑯ 5.24%	

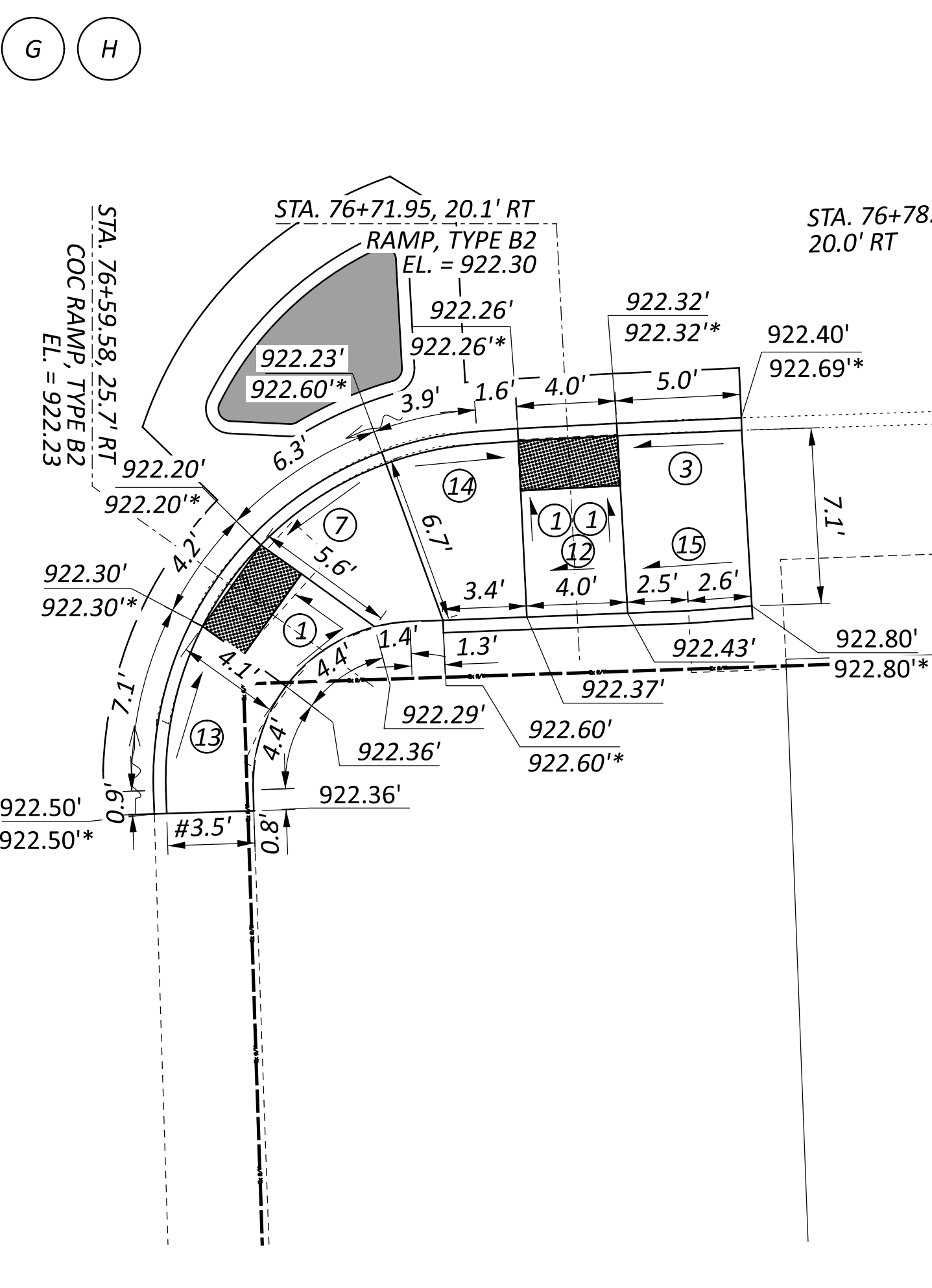
NOTES:

1. ALL ELEVATIONS ALONG THE CURB LINES ARE TO THE GUTTER LINE OF THE CURB UNLESS OTHERWISE NOTED (*) IN THE PLANS.
2. # FEATURE IS NOT ADA COMPLIANT.
3. NO CONSTRUCTION LIMITS HAVE BEEN IDENTIFIED IN THE PLANS. THE CONSTRUCTION LIMITS SHALL BE THE EXISTING RIGHT OF WAY.
4. ADA DETECTABLE WARNING MATS SHALL BE BUILT TO THE DIMENSIONS SHOWN IN THE PLANS.



**INTERSECTION DETAIL
GLENMORE AVE. AT HARRISON AVE.**

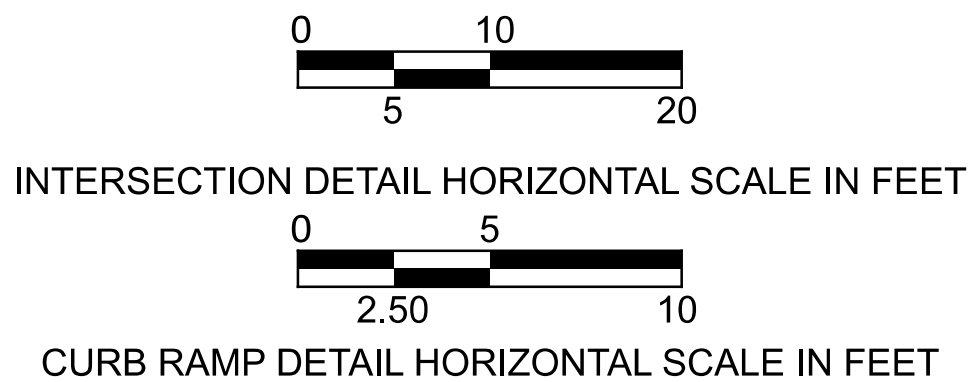
DESIGN AGENCY	Pennoni
DESIGNER	CEL
REVIEWER	JMZ 01/17/23
PROJECT ID	114697
SHEET	TOTAL 39 64



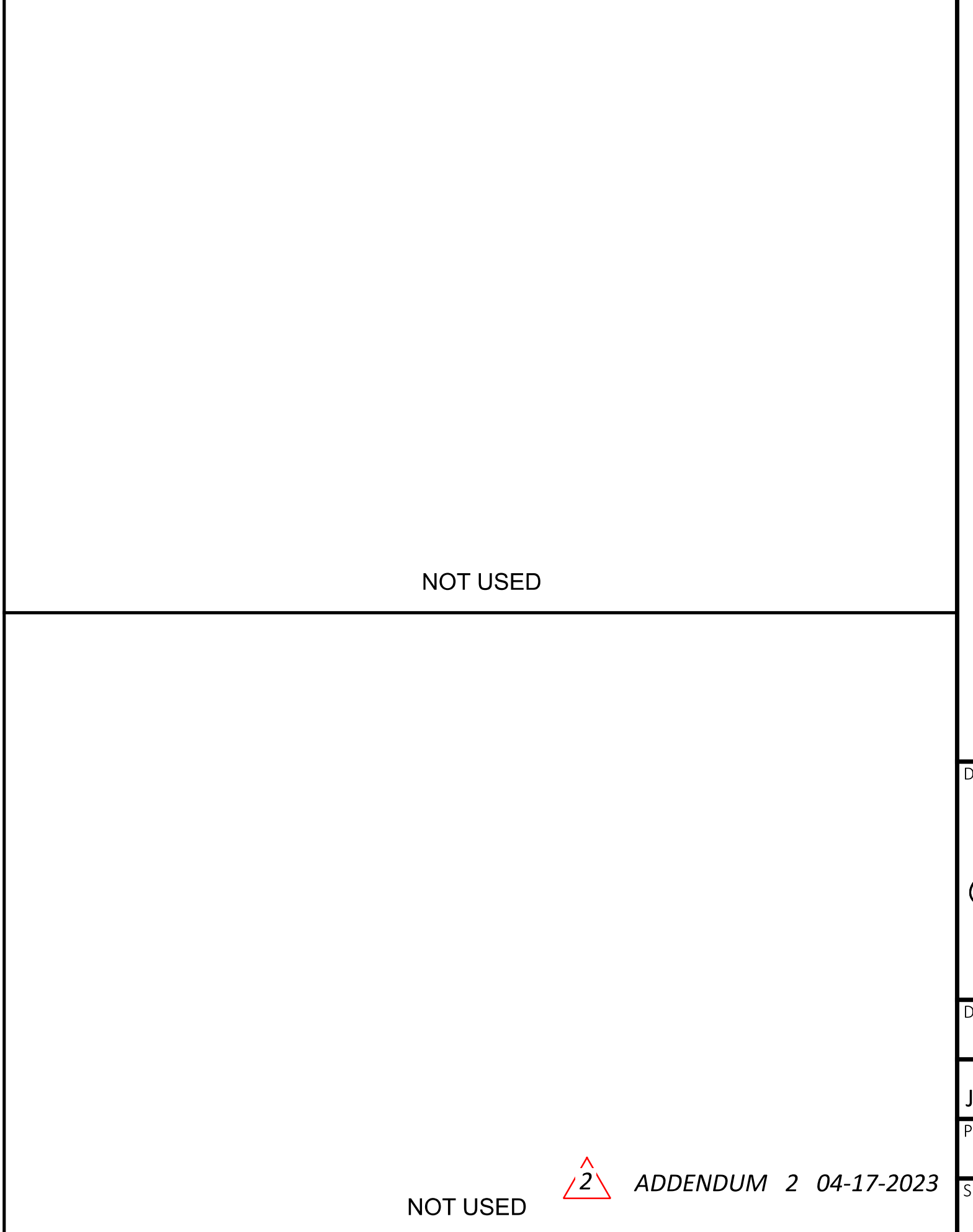
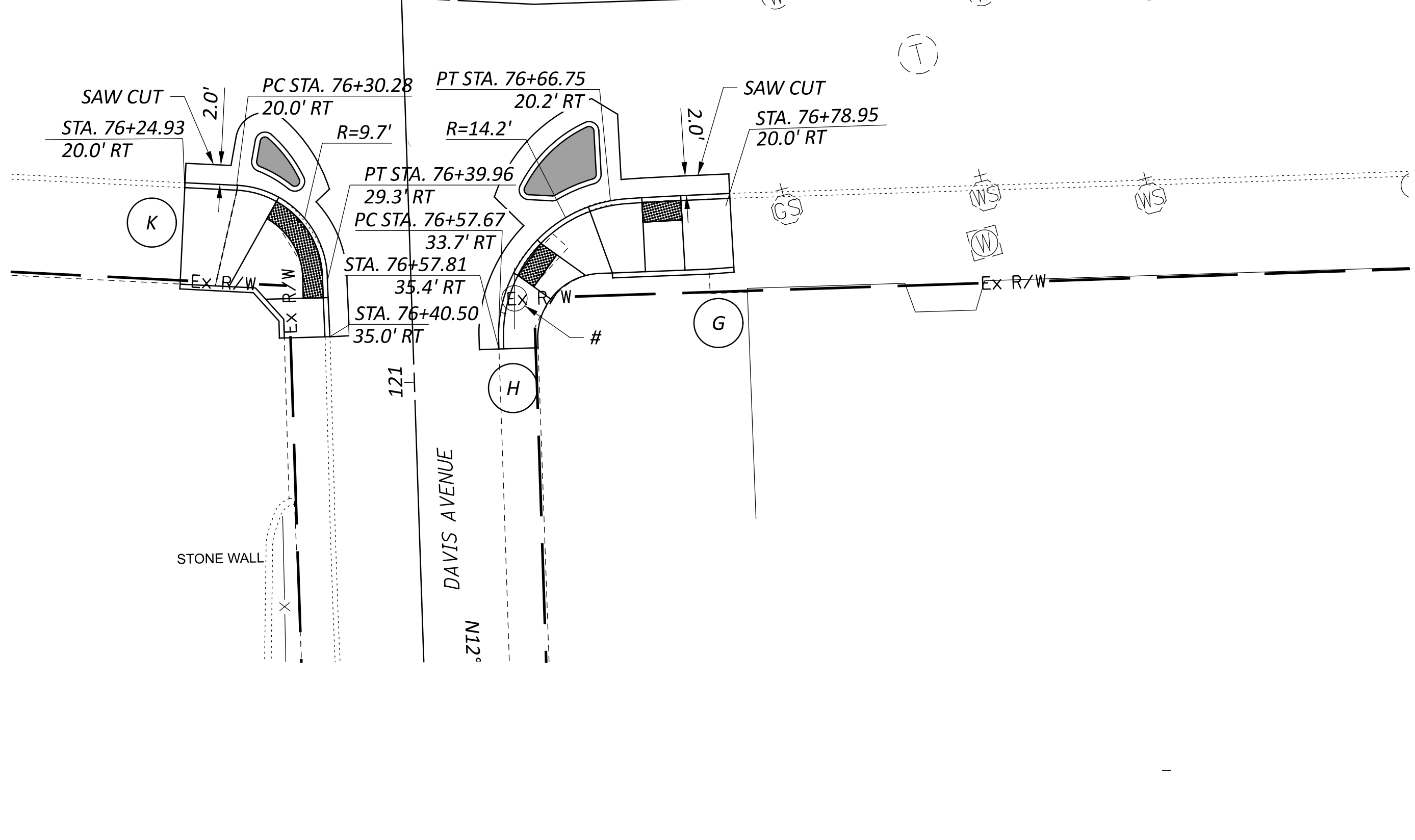
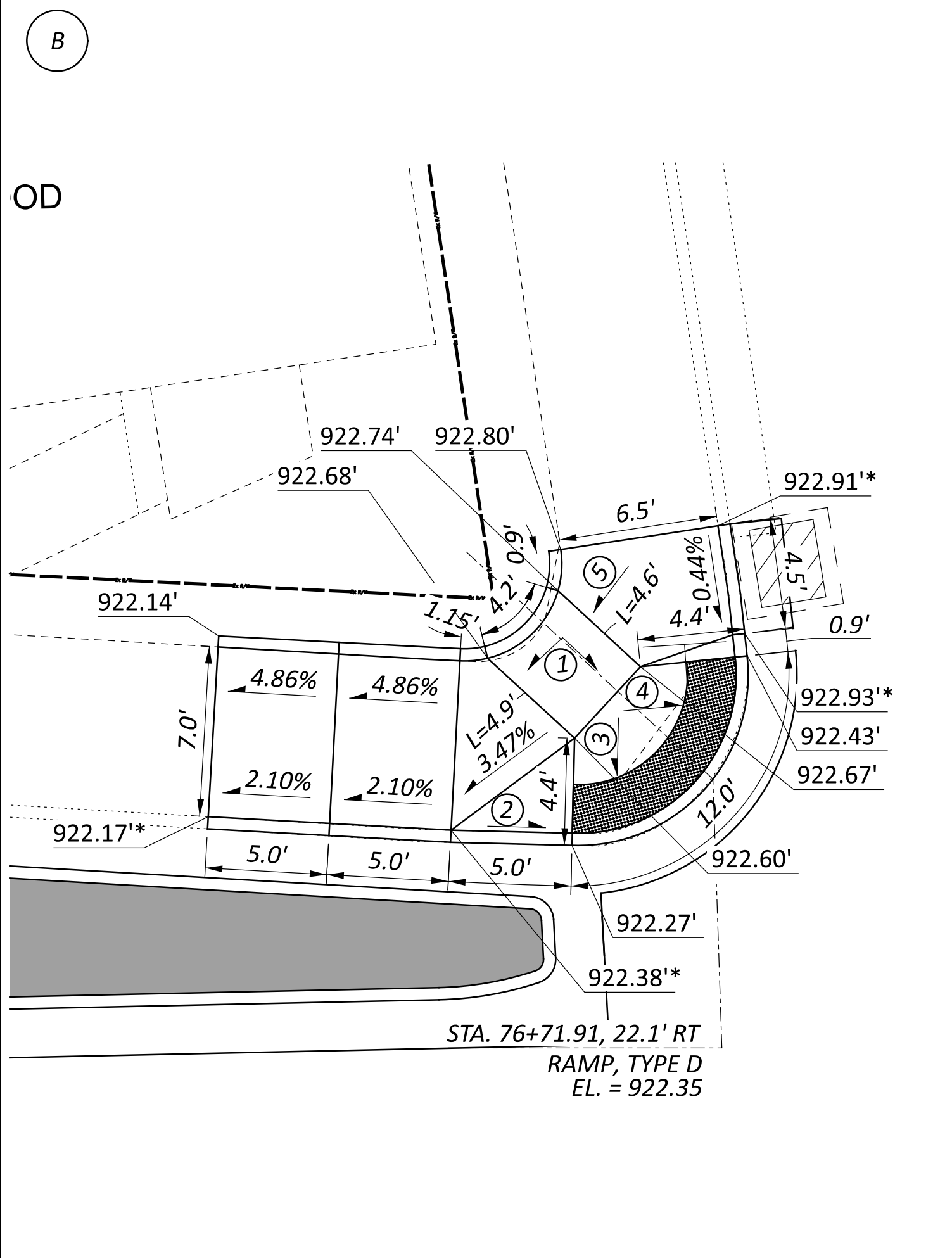
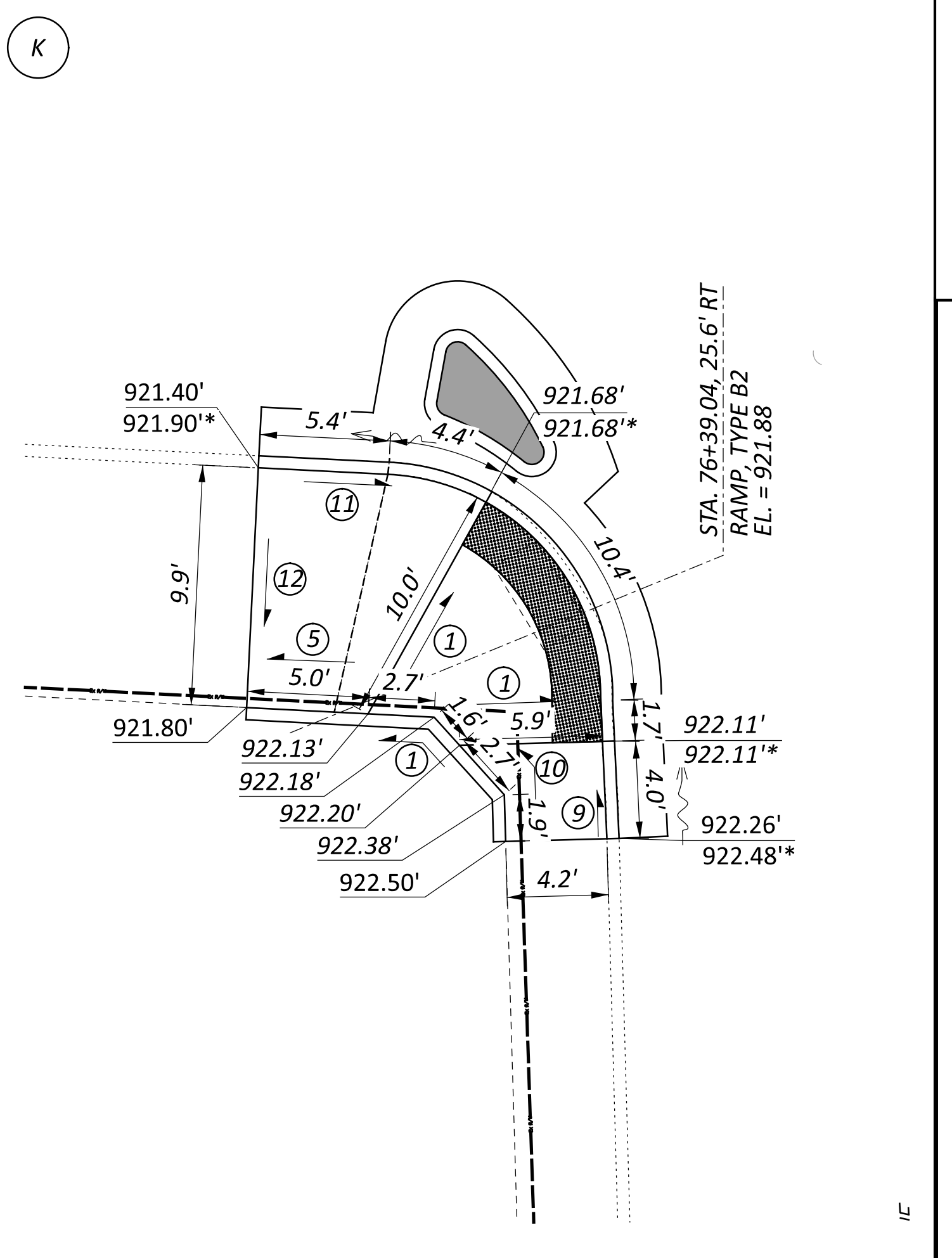
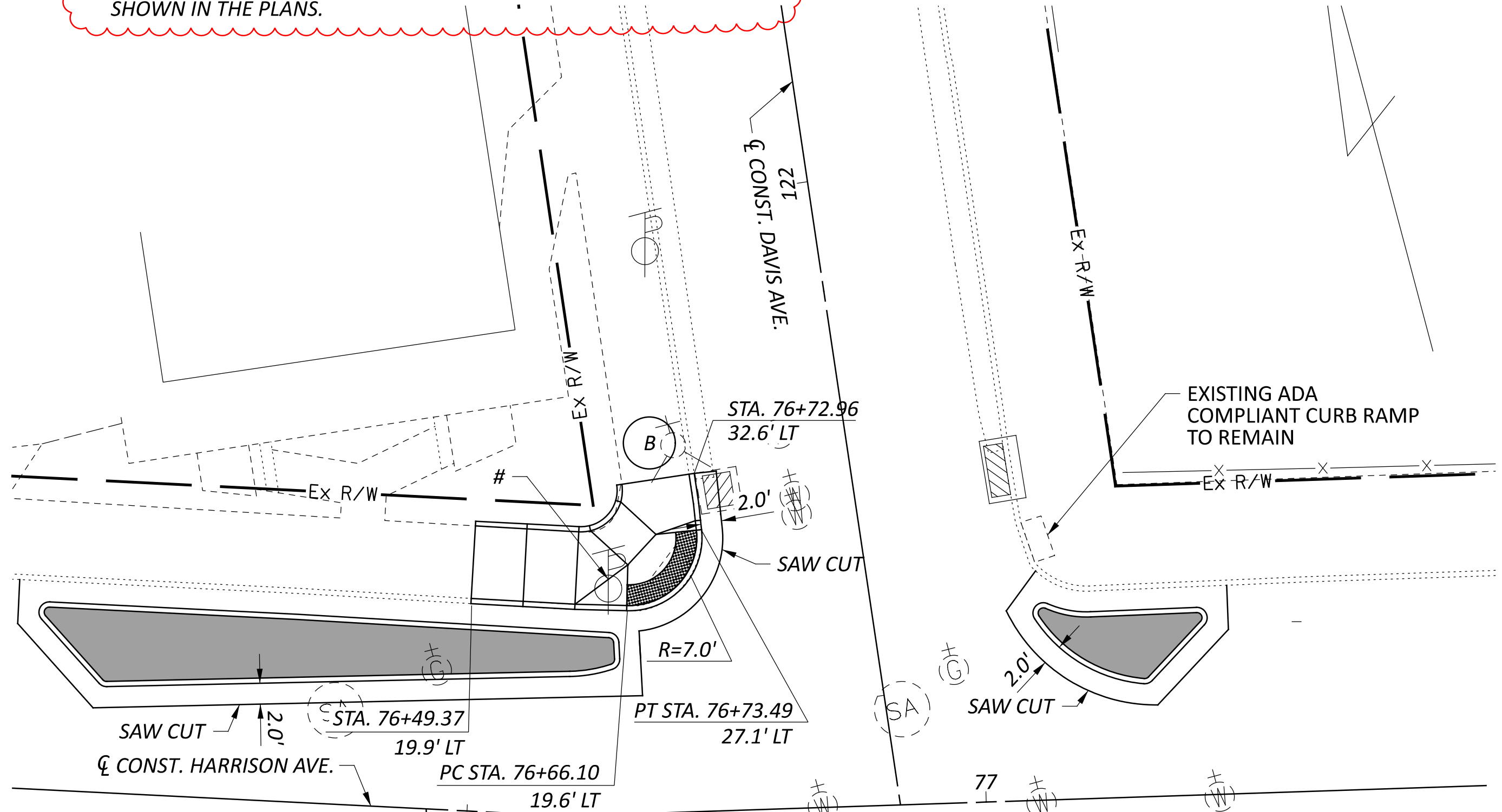
LEGEND

① 1.56%	⑤ 6.67%	⑨ 9.20%	⑬ 2.50%
② 2.20%	⑥ 0.50%	⑩ 6.50%	⑭ 6.18%
③ 7.50%	⑦ 6.40%	⑪ 2.25%	⑮ 7.25%
④ 5.45%	⑧ 1.94%	⑫ 1.00%	

- NOTES:**
1. ALL ELEVATIONS ALONG THE CURB LINES ARE TO THE GUTTER LINE OF THE CURB UNLESS OTHERWISE NOTED (*) IN THE PLANS.
 2. # FEATURE IS NOT ADA COMPLIANT.
 3. NO CONSTRUCTION LIMITS HAVE BEEN IDENTIFIED IN THE PLANS. THE CONSTRUCTION LIMITS SHALL BE THE EXISTING RIGHT OF WAY.
 4. ADA DETECTABLE WARNING MATS SHALL BE BUILT TO THE DIMENSIONS SHOWN IN THE PLANS.



CORNER ISLAND



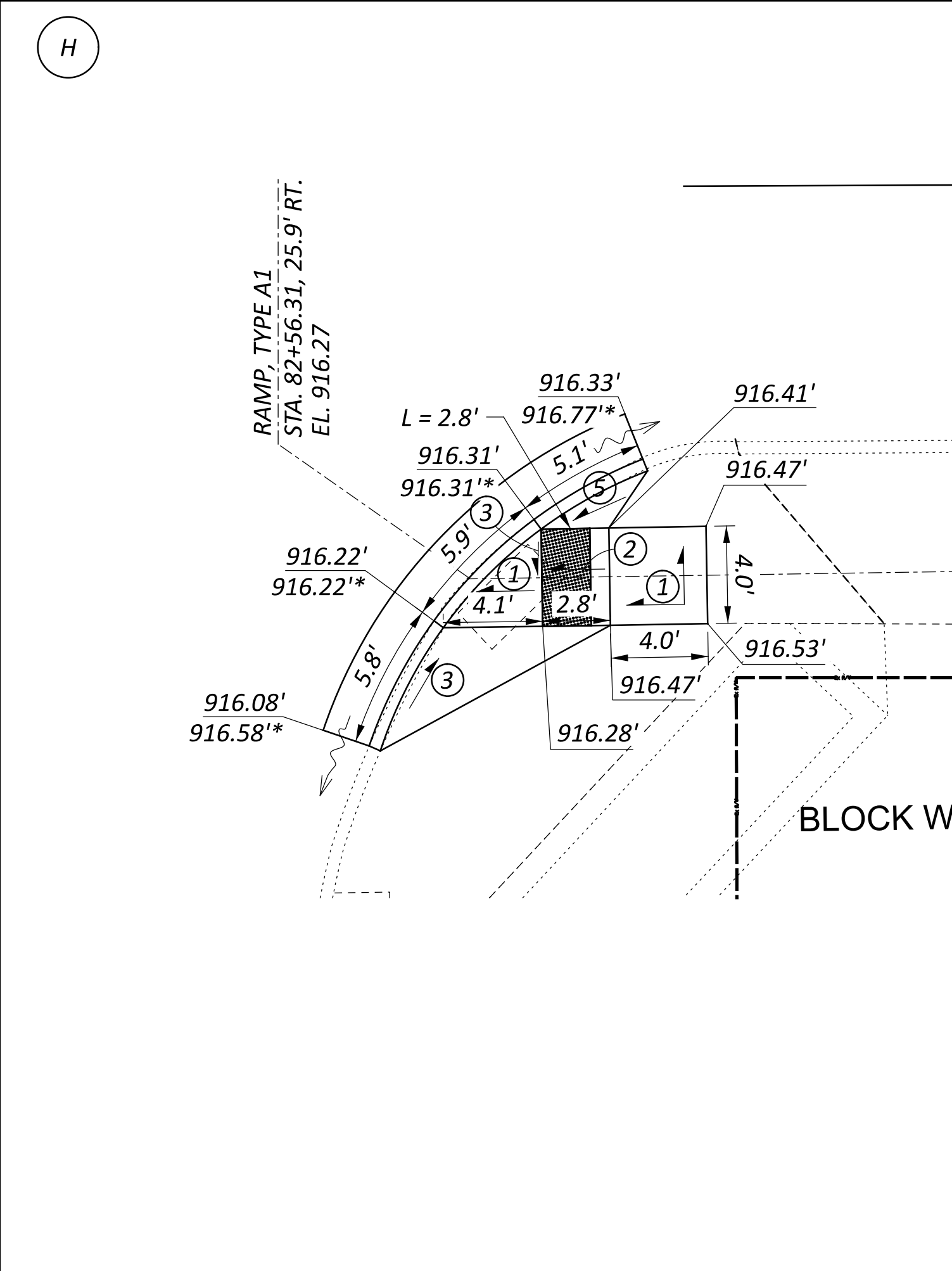
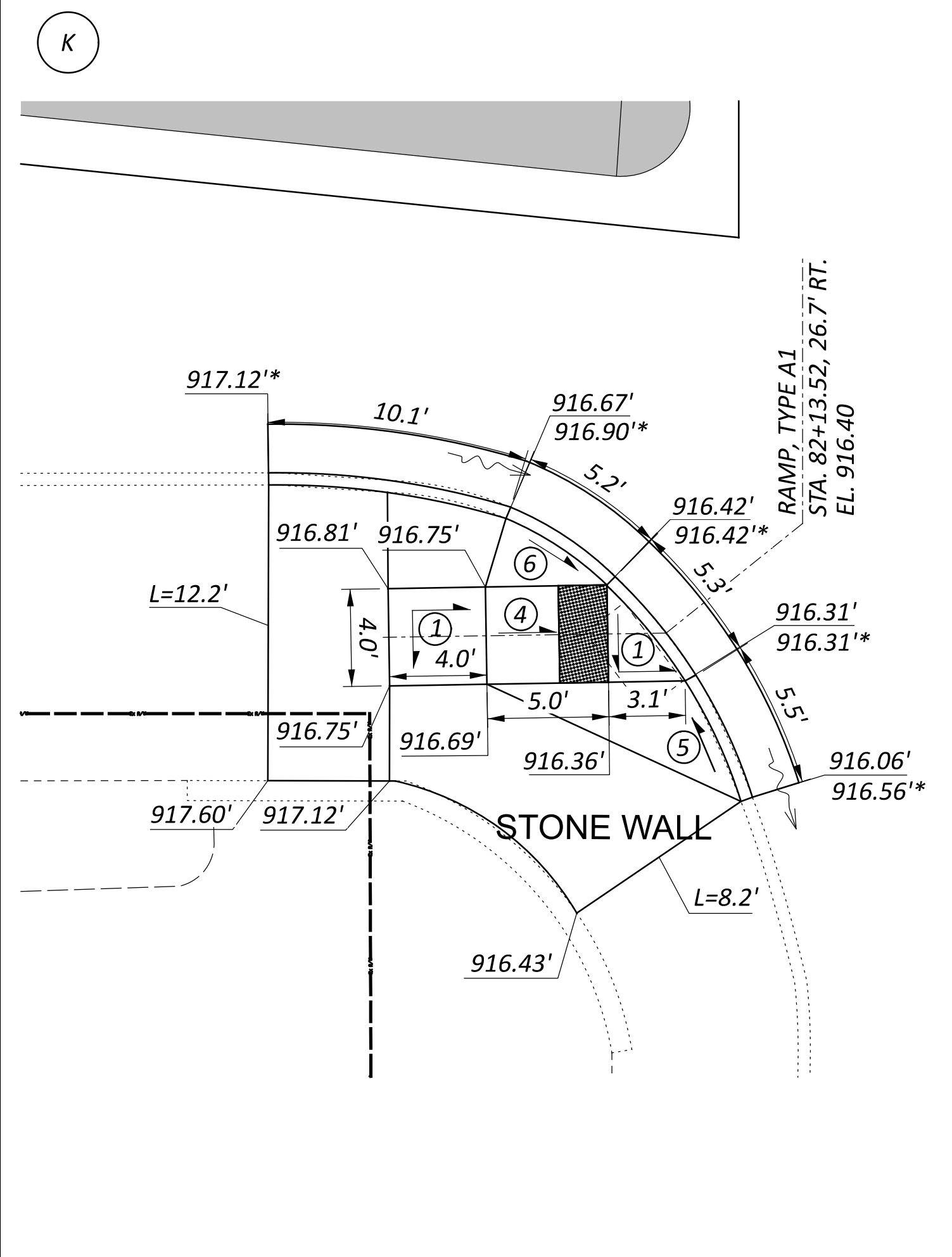
INTERSECTION DETAIL
 DAVIS AVE. AT HARRISON AVE.

DESIGN AGENCY



DESIGNER	CEL
REVIEWER	JMZ 01/17/23
PROJECT ID	114697
SHEET	41
TOTAL	64

NOT USED ADDENDUM 2 04-17-2023

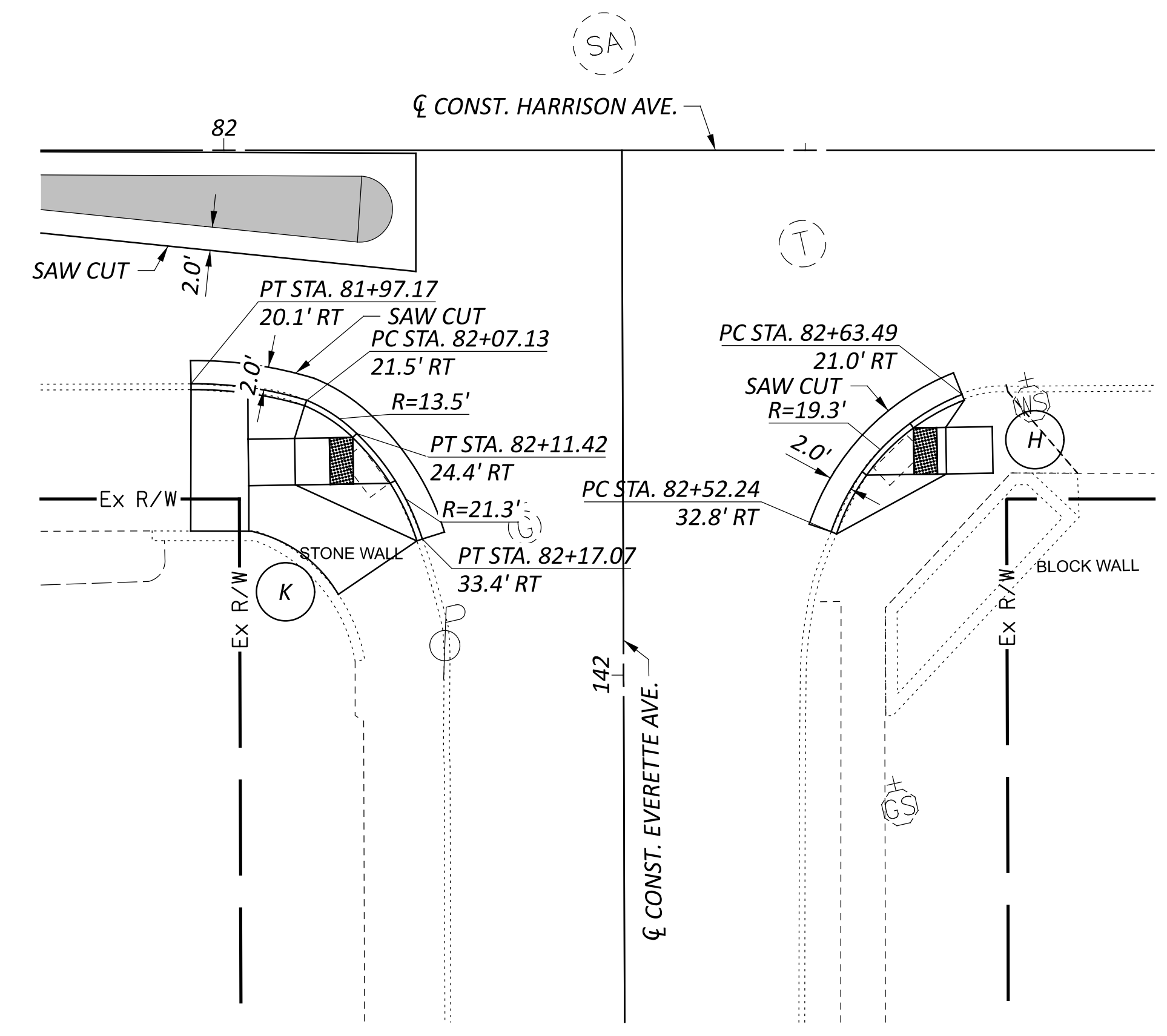
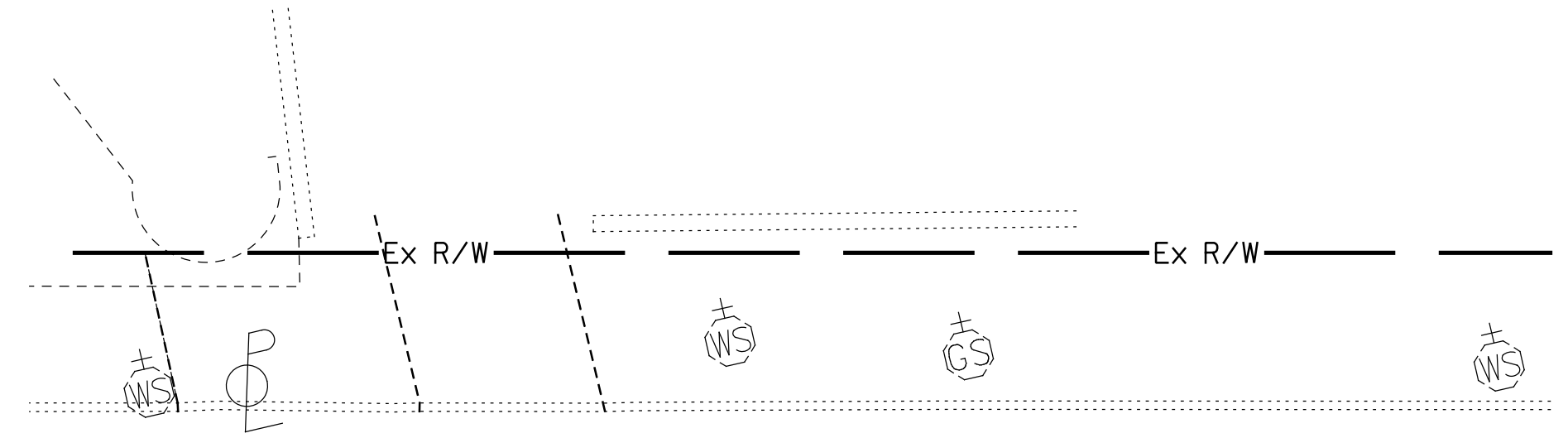
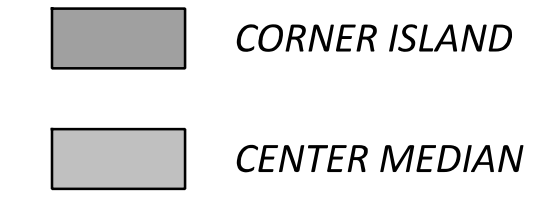
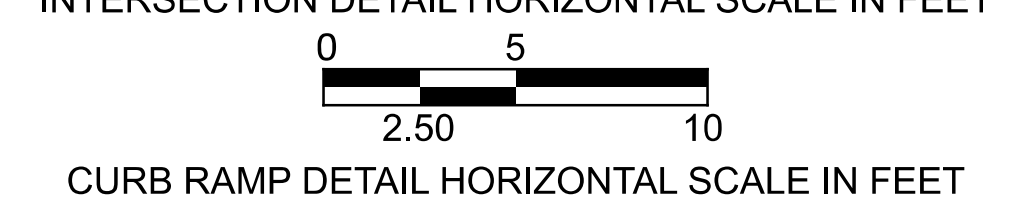
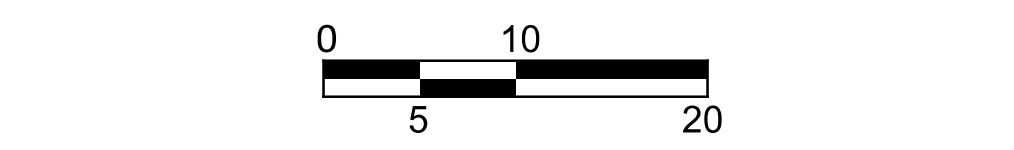
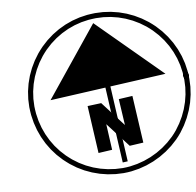


LEGEND

- ① 1.56%
- ② 3.57%
- ③ 0.75%
- ④ 6.50%
- ⑤ 4.81%
- ⑥ 9.20%

NOTES:

1. ALL ELEVATIONS ALONG THE CURB LINES ARE TO THE GUTTER LINE OF THE CURB UNLESS OTHERWISE NOTED (*) IN THE PLANS.
2. # FEATURE IS NOT ADA COMPLIANT.
2. NO CONSTRUCTION LIMITS HAVE BEEN IDENTIFIED IN THE PLANS. THE CONSTRUCTION LIMITS SHALL BE THE EXISTING RIGHT OF WAY.
4. ADA DETECTABLE WARNING MATS SHALL BE BUILT TO THE DIMENSIONS SHOWN IN THE PLANS.



NOT USED

NOT USED

NOT USED

NOT USED

INTERSECTION DETAIL
EVERETTE AVE. AT HARRISON AVE.

DESIGN AGENCY



DESIGNER

CEL

REVIEWER

JMZ 01/17/23

PROJECT ID

114697

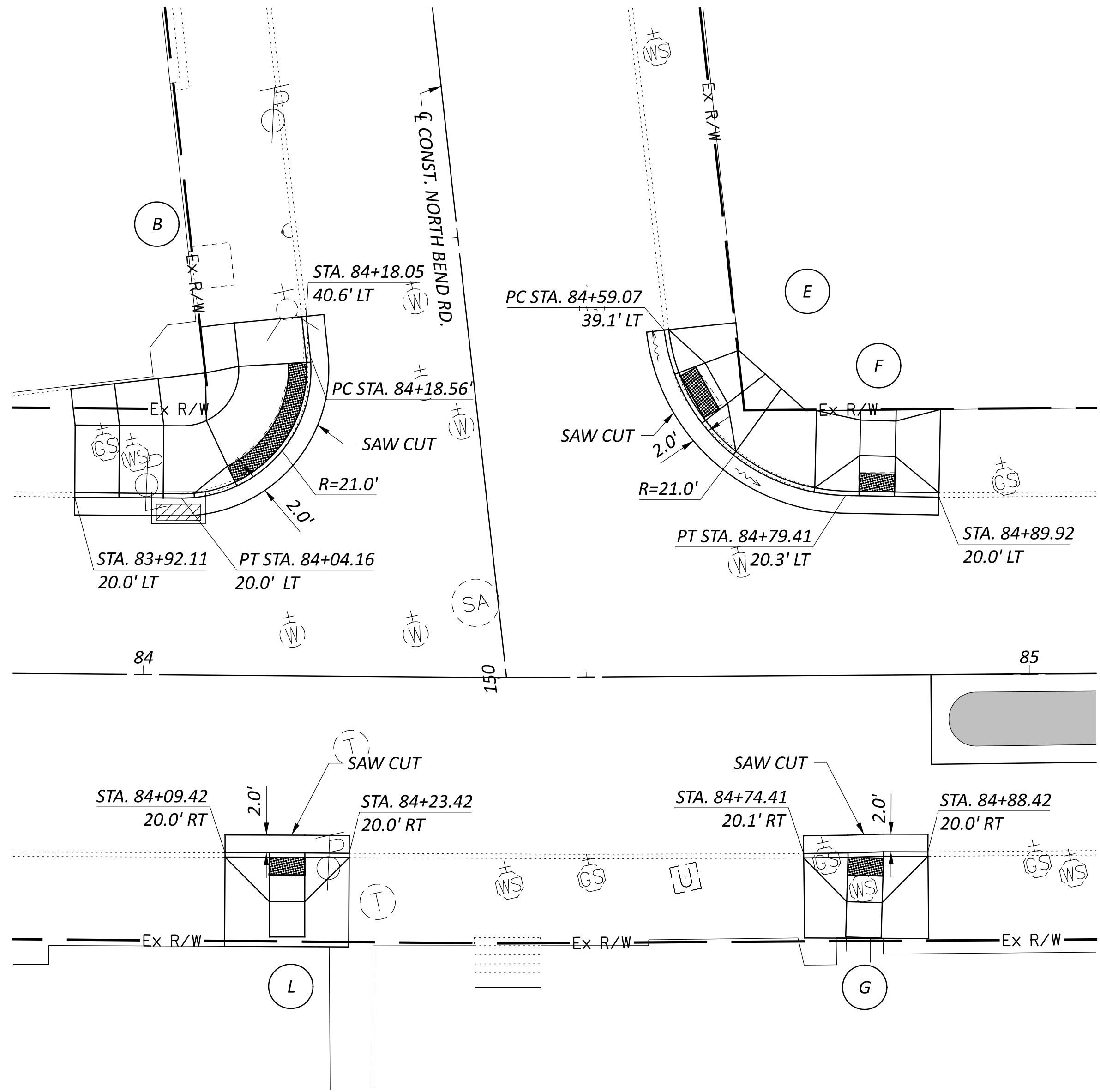
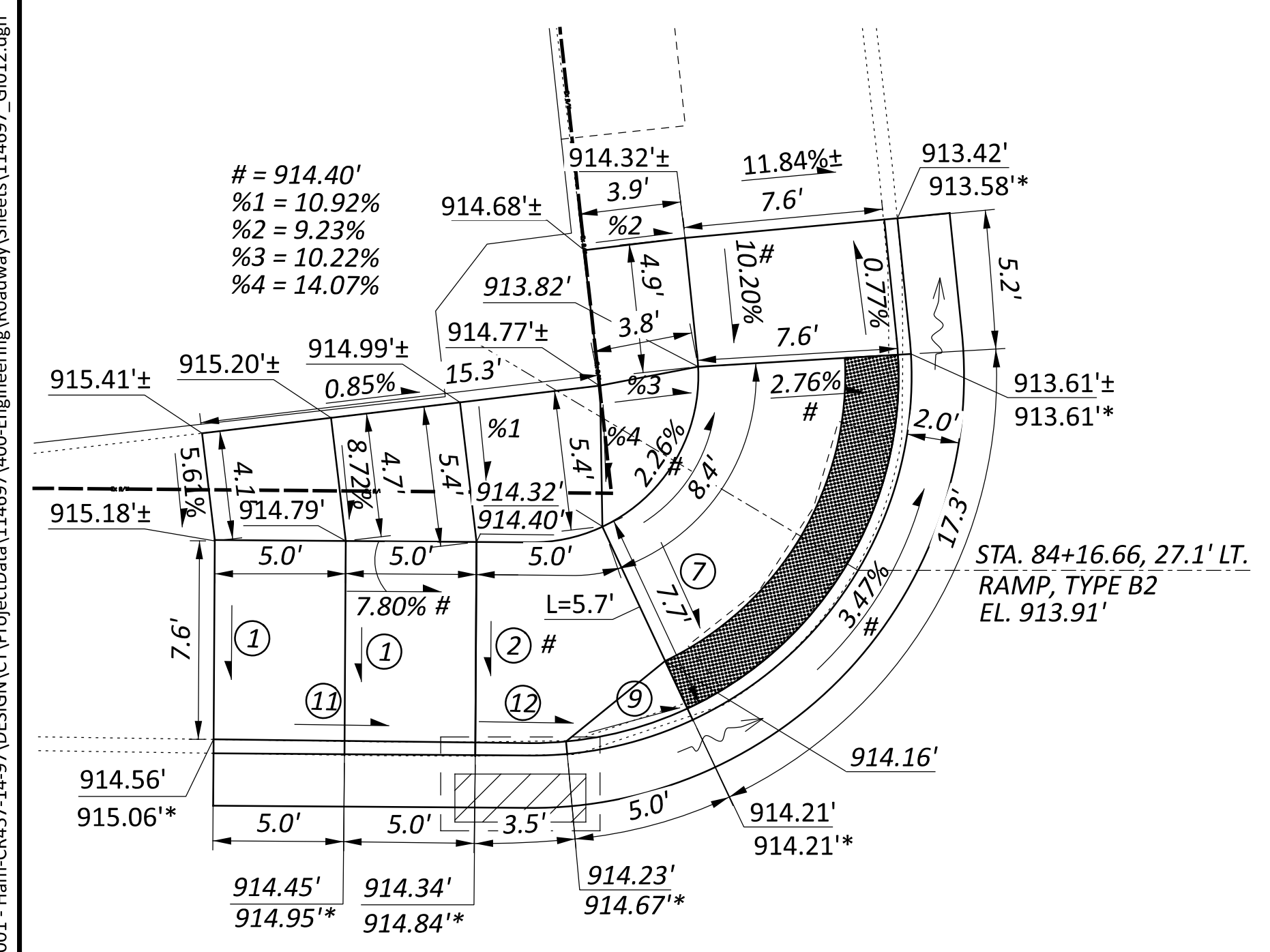
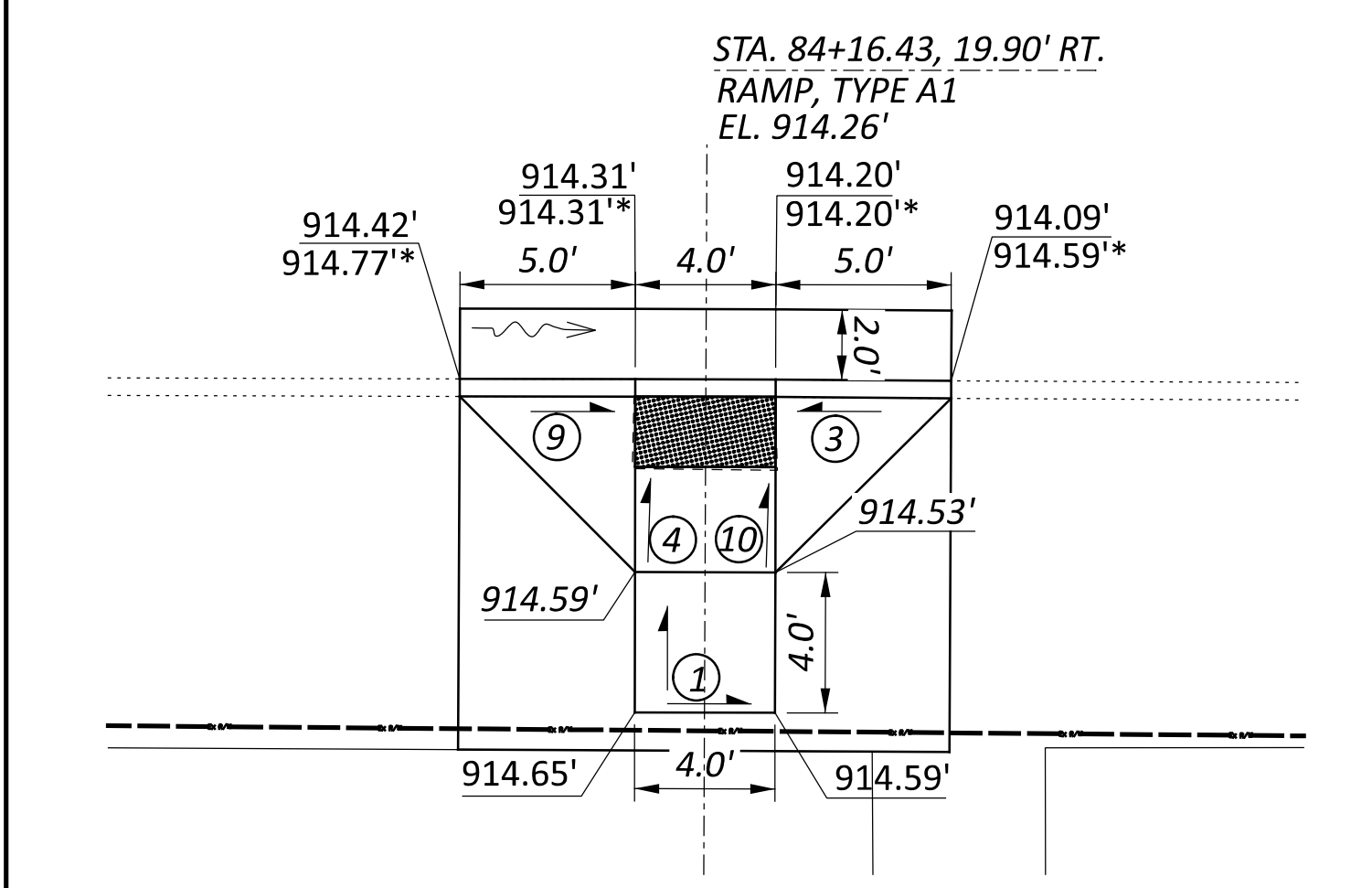
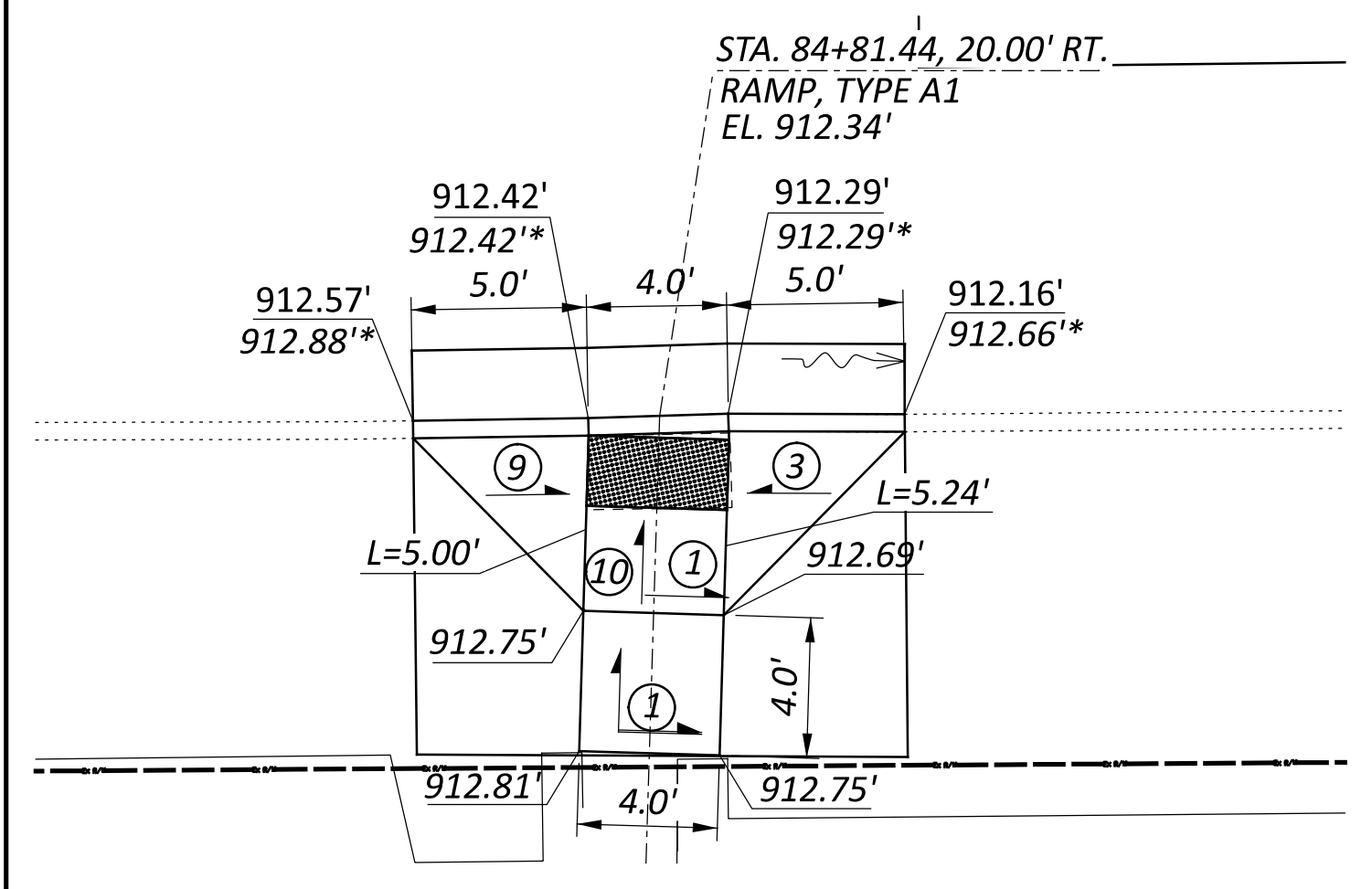
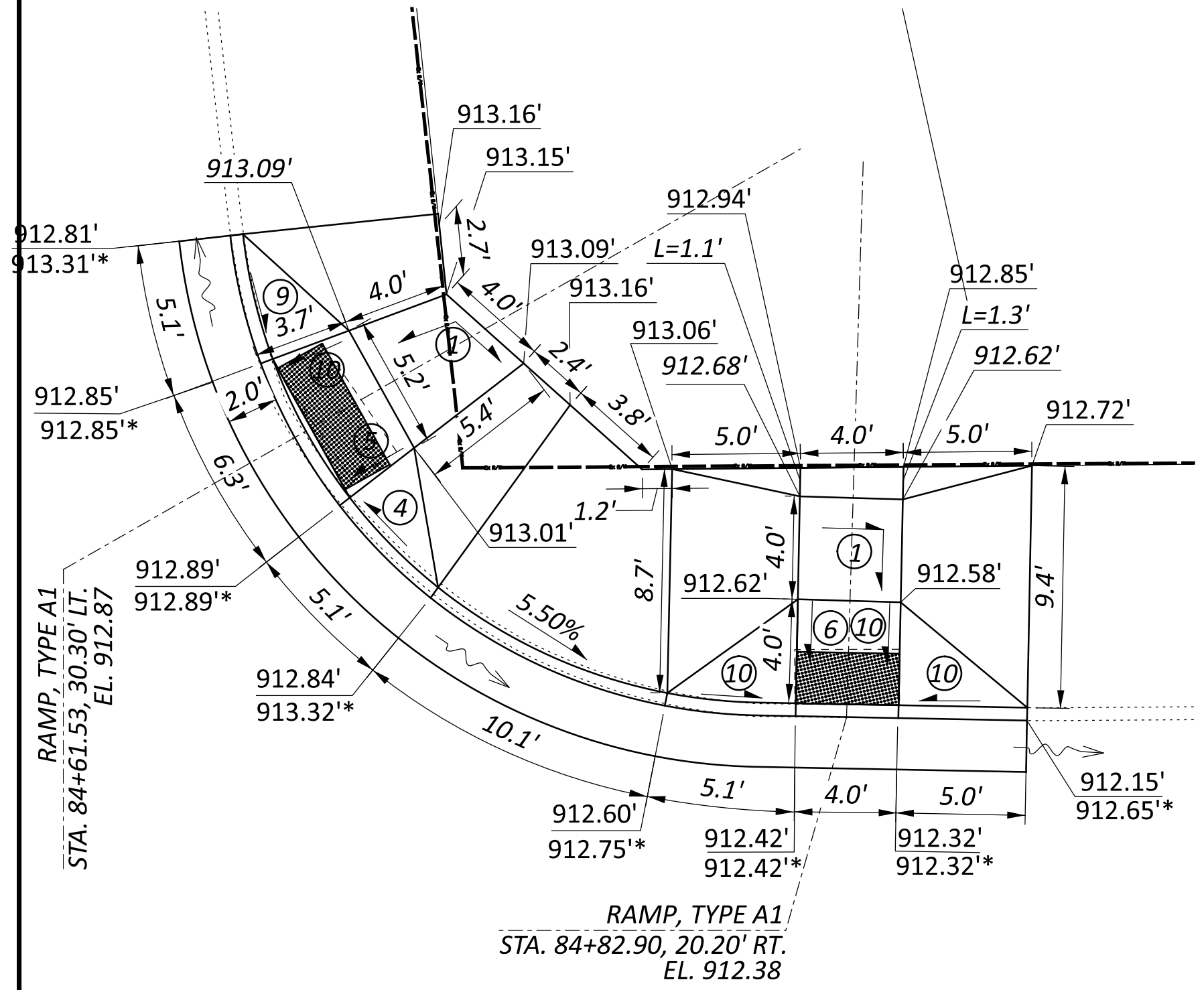
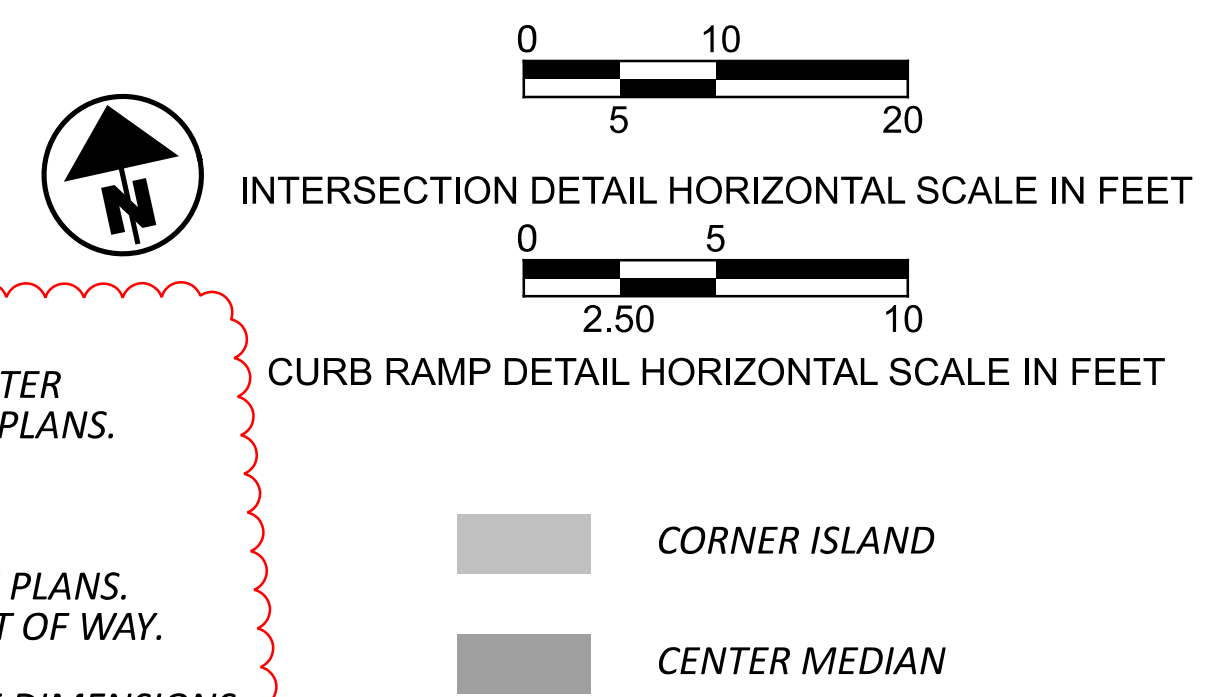
SHEET TOTAL

44 64

LEGEND

① 1.56%	⑤ 3.25%	⑨ 9.20%
② 0.75%	⑥ 5.00%	⑩ 6.50%
③ 7.50%	⑦ 1.43%	⑪ 2.20%
④ 8.43%	⑧ 1.94%	⑫ 4.86%

- NOTES:**
- ALL ELEVATIONS ALONG THE CURB LINES ARE TO THE GUTTER LINE OF THE CURB UNLESS OTHERWISE NOTED (*) IN THE PLANS.
 - # FEATURE IS NOT ADA COMPLIANT.
 - NO CONSTRUCTION LIMITS HAVE BEEN IDENTIFIED IN THE PLANS. THE CONSTRUCTION LIMITS SHALL BE THE EXISTING RIGHT OF WAY.
 - ADA DETECTABLE WARNING MATS SHALL BE BUILT TO THE DIMENSIONS SHOWN IN THE PLANS.



INTERSECTION DETAIL
 NORTH BEND RD. AT HARRISON AVE.

NOT USED

ADDENDUM 2 04-17-2023

NOT USED

DESIGN AGENCY

Pennoni

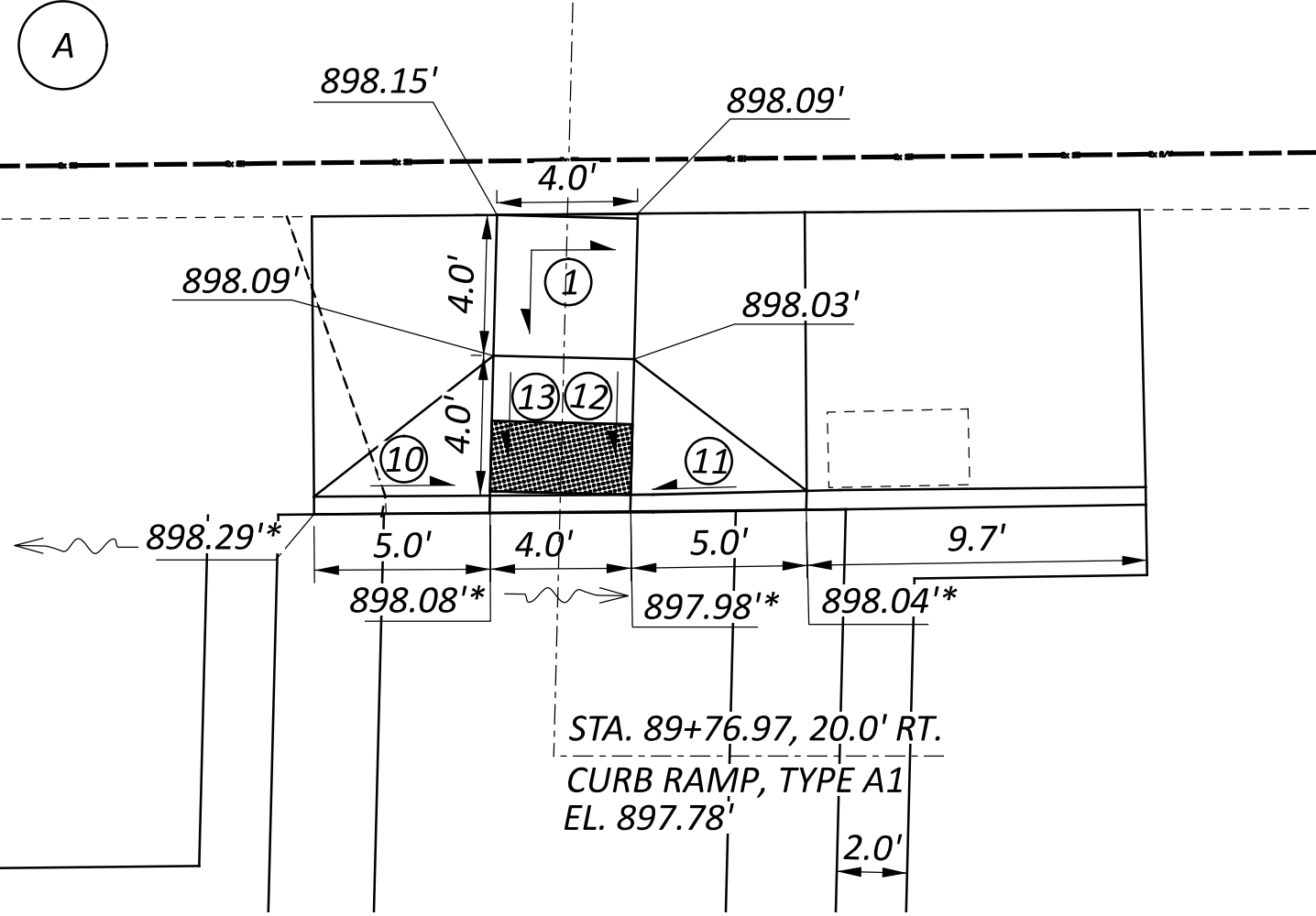
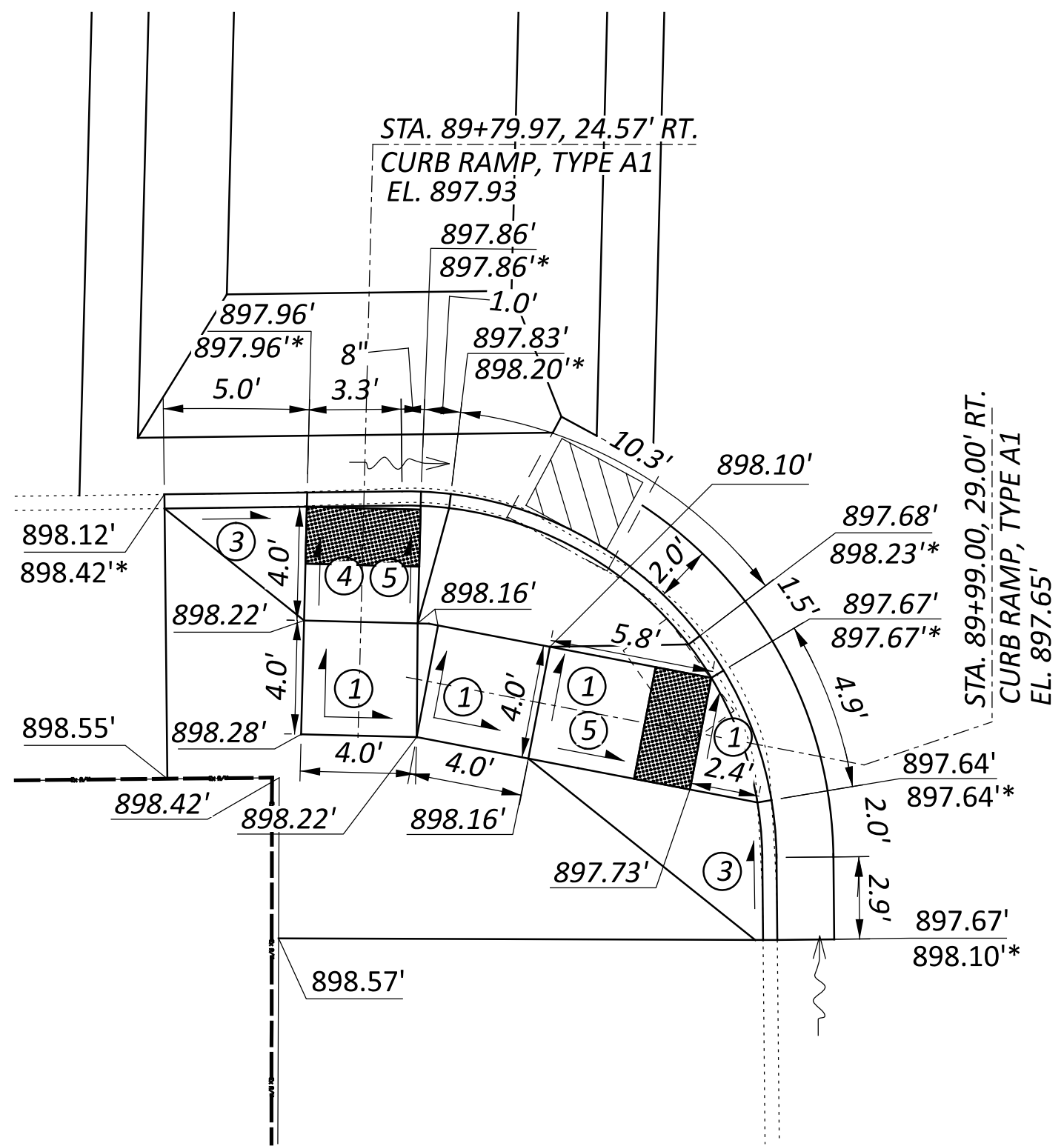
DESIGNER
 CEL

REVIEWER
 JMZ 01/12/23

PROJECT ID
 114697

SHEET TOTAL
 45 64

L J



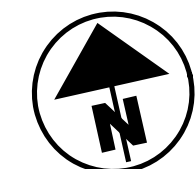
NOT USED

LEGEND

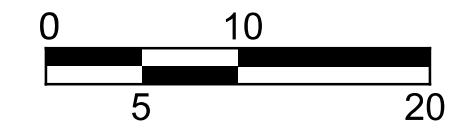
- ① 1.56%
- ② 6.20%
- ③ 9.20%
- ④ 6.50%
- ⑤ 7.50%
- ⑥ 8.85%
- ⑦ 1.19%
- ⑧ 7.00%
- ⑨ 5.56%
- ⑩ 4.20%
- ⑪ 1.20%
- ⑫ 1.25%
- ⑬ 0.25%

NOTES:

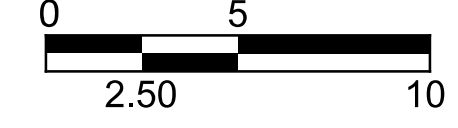
1. ALL ELEVATIONS ALONG THE CURB LINES ARE TO THE GUTTER LINE OF THE CURB UNLESS OTHERWISE NOTED (*) IN THE PLANS.
2. # FEATURE IS NOT ADA COMPLIANT.
3. NO CONSTRUCTION LIMITS HAVE BEEN IDENTIFIED IN THE PLANS. THE CONSTRUCTION LIMITS SHALL BE THE EXISTING RIGHT OF WAY.
4. ADA DETECTABLE WARNING MATS SHALL BE BUILT TO THE DIMENSIONS SHOWN IN THE PLANS.



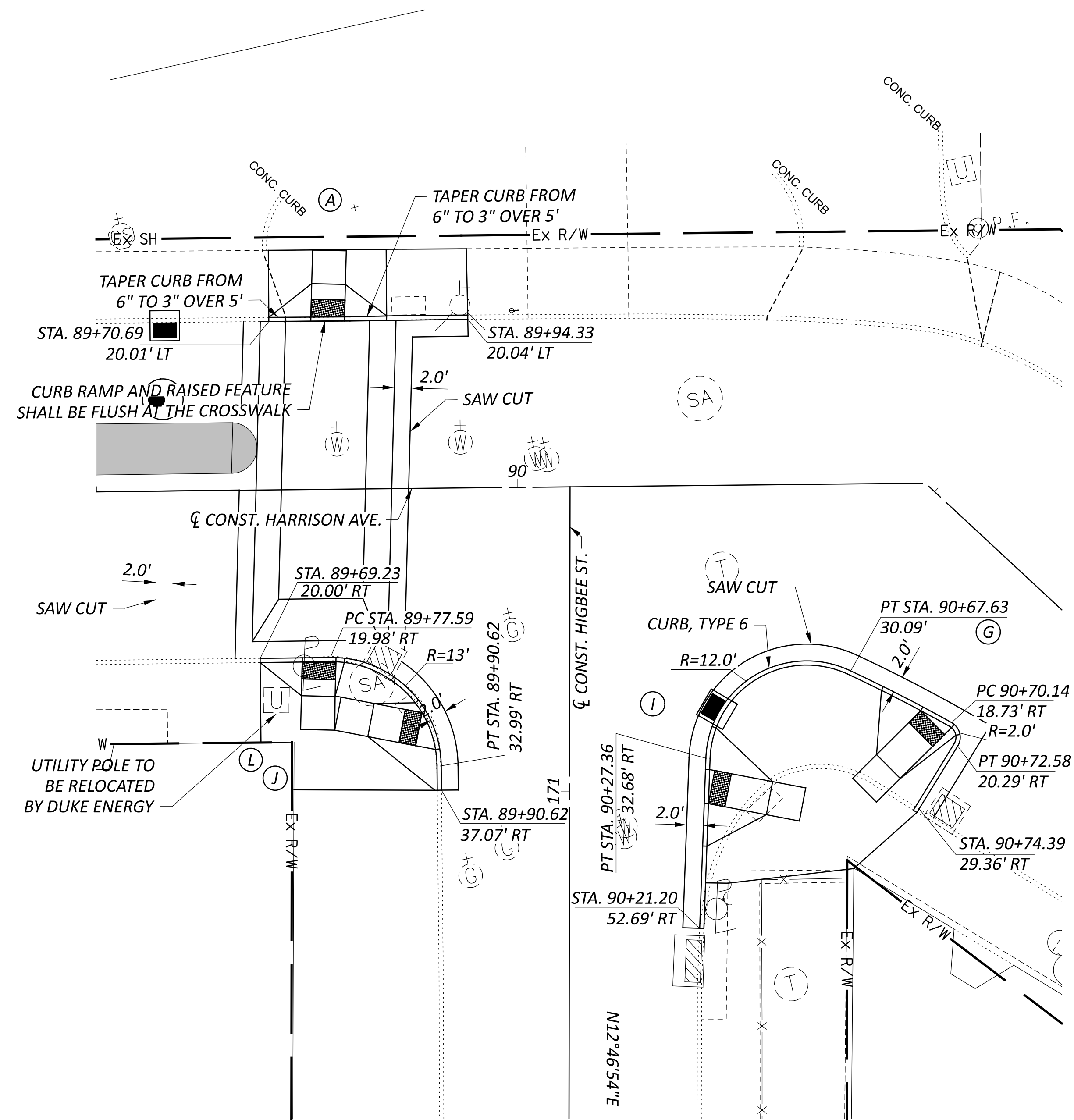
INTERSECTION DETAIL HORIZONTAL SCALE IN FEET



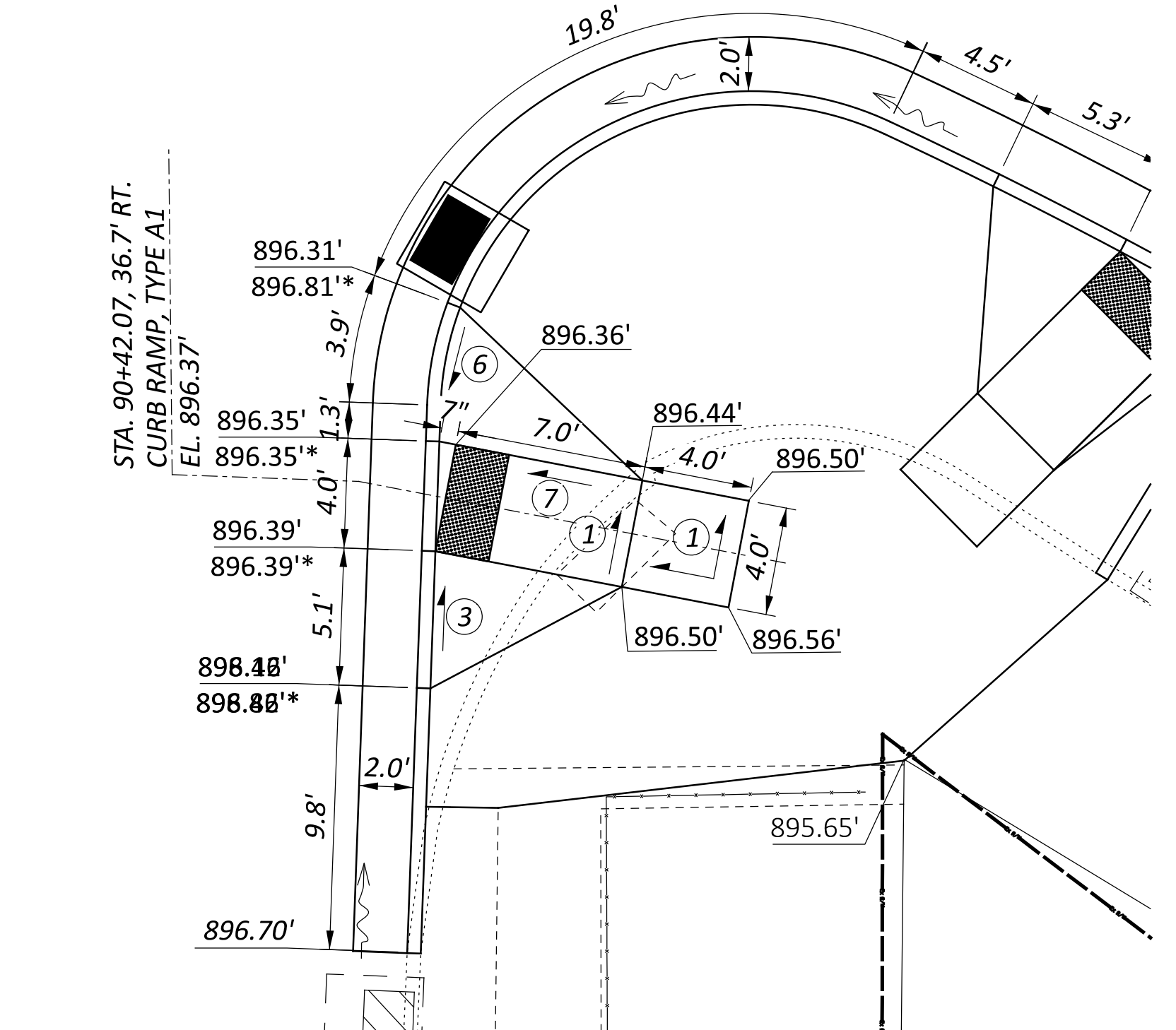
CURB RAMP DETAIL HORIZONTAL SCALE IN FEET



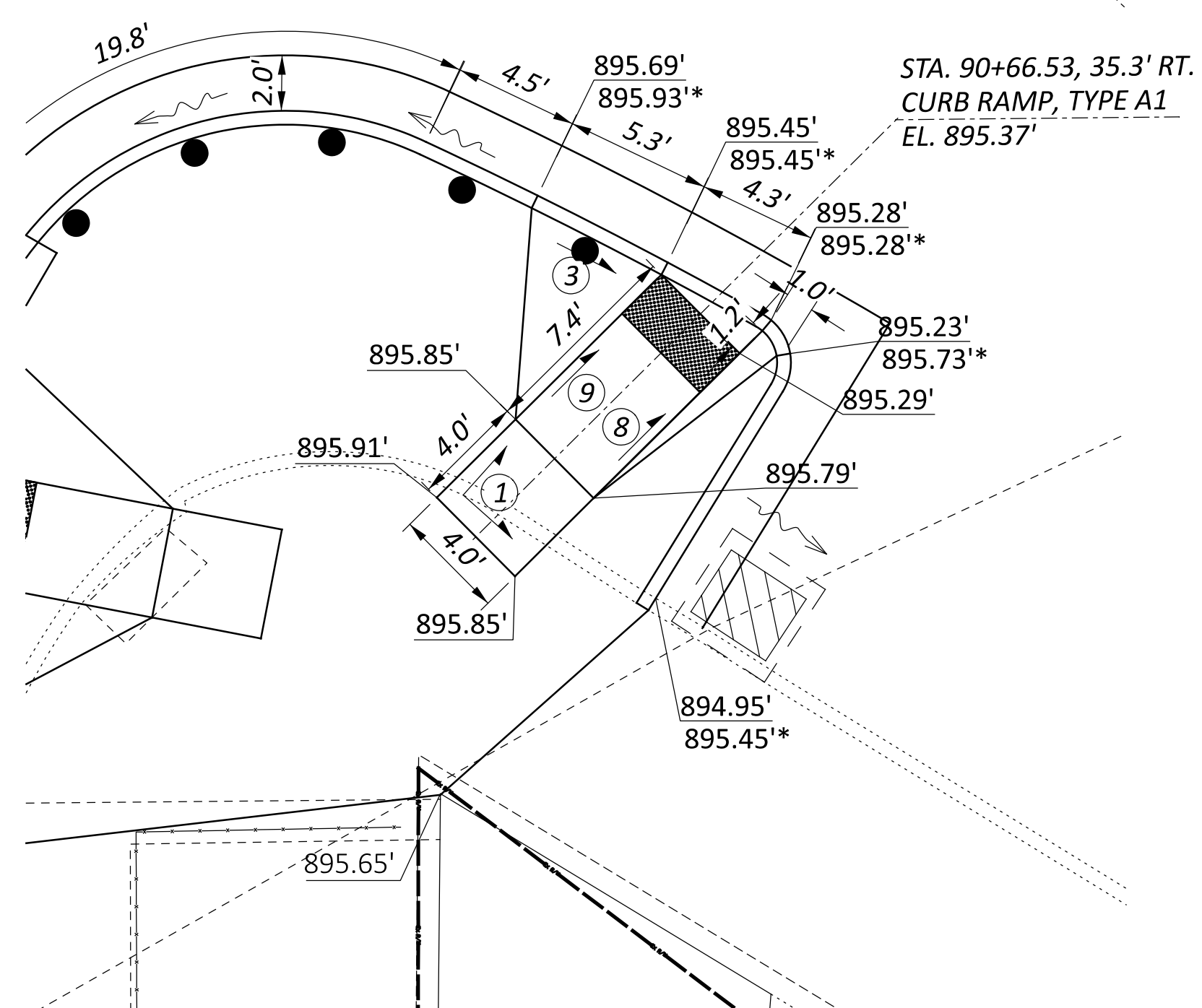
- CORNER ISLAND
- CENTER MEDIAN



I



G



NOTE: PROPOSED CURB RAMP SHALL BE FLUSH WITH THE RAISED CROSSWALK SURFACE.

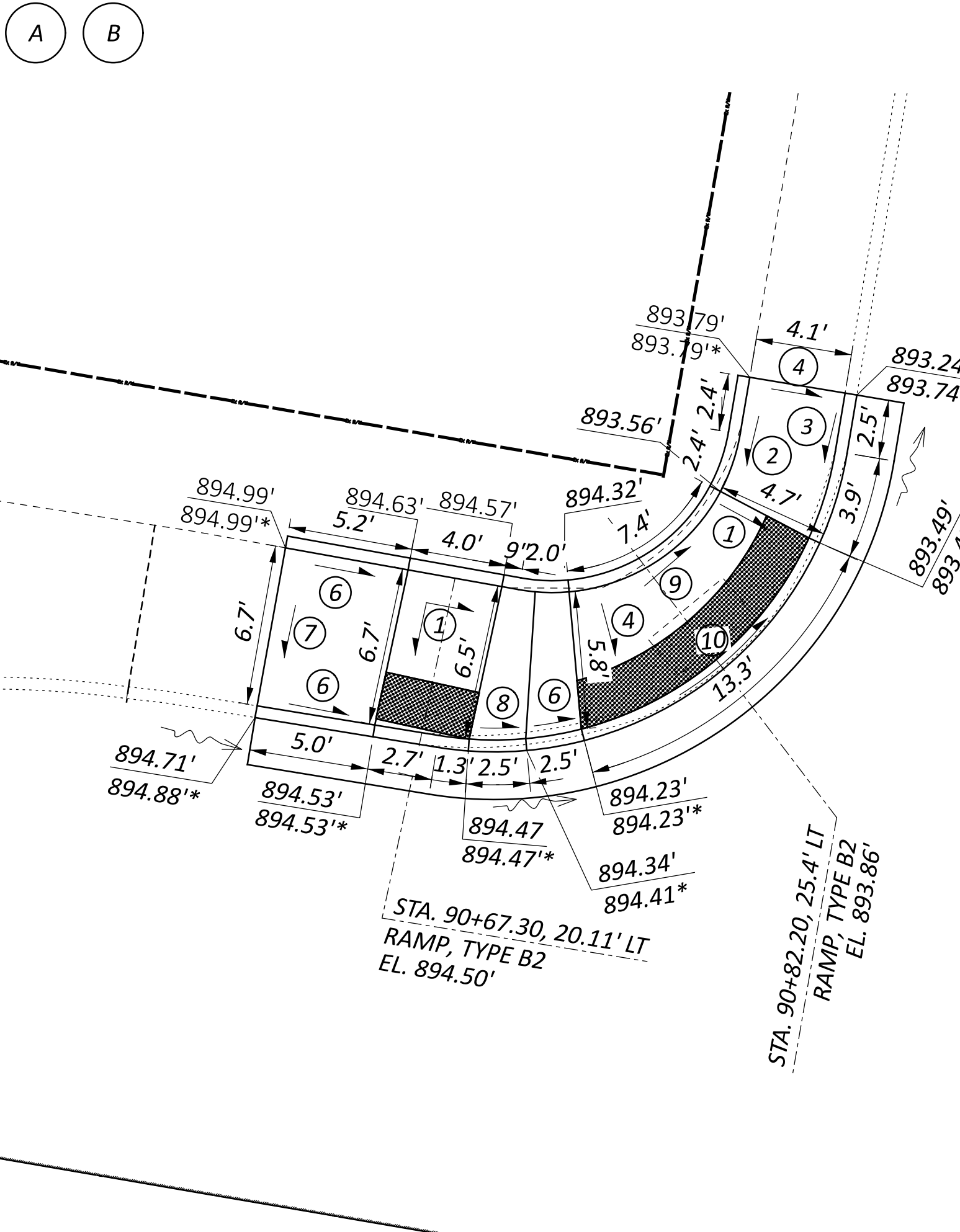
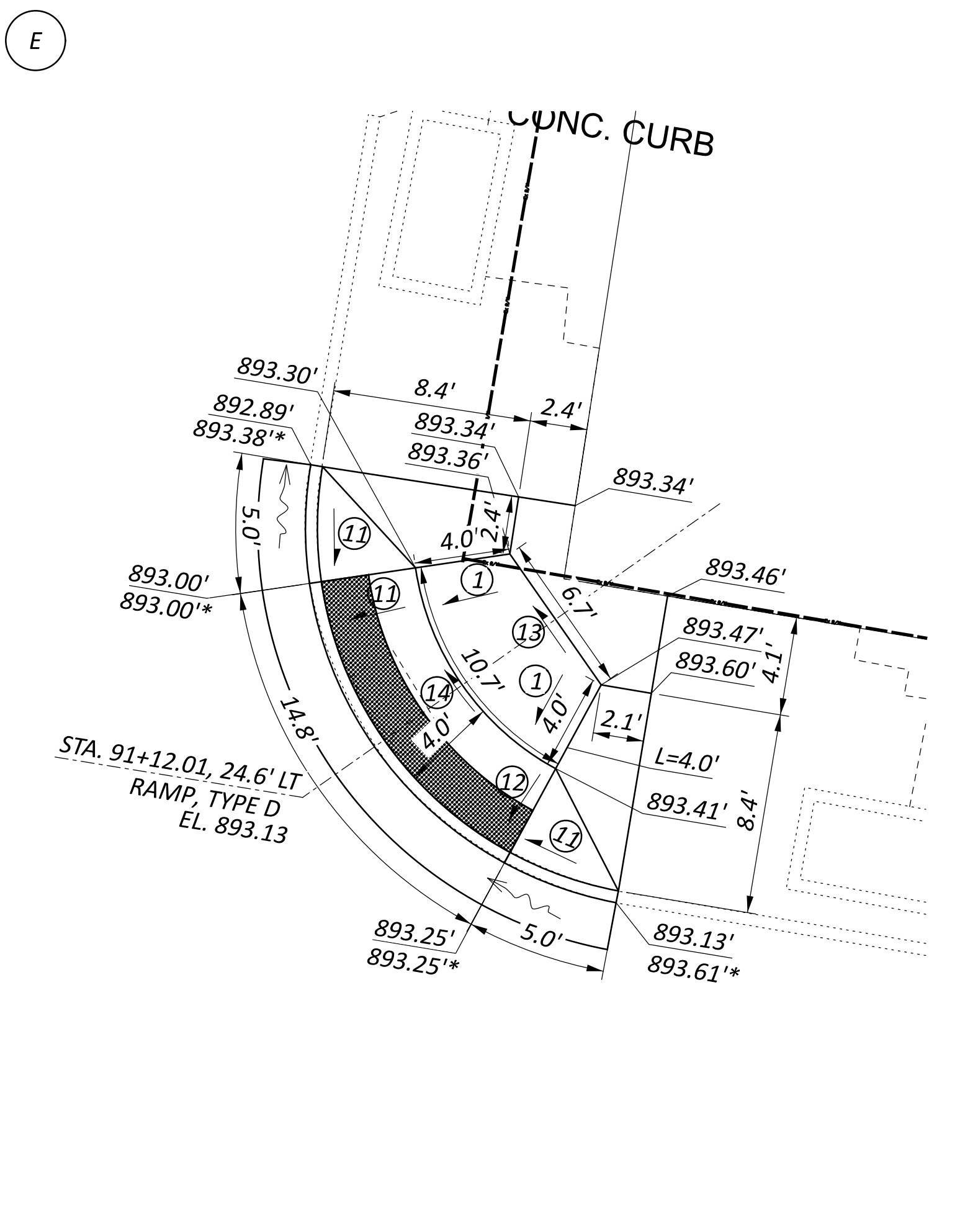
2 ADDENDUM 2 04-17-2023

INTERSECTION DETAIL
HIGBEE ST. AT HARRISON AVE.

DESIGN AGENCY



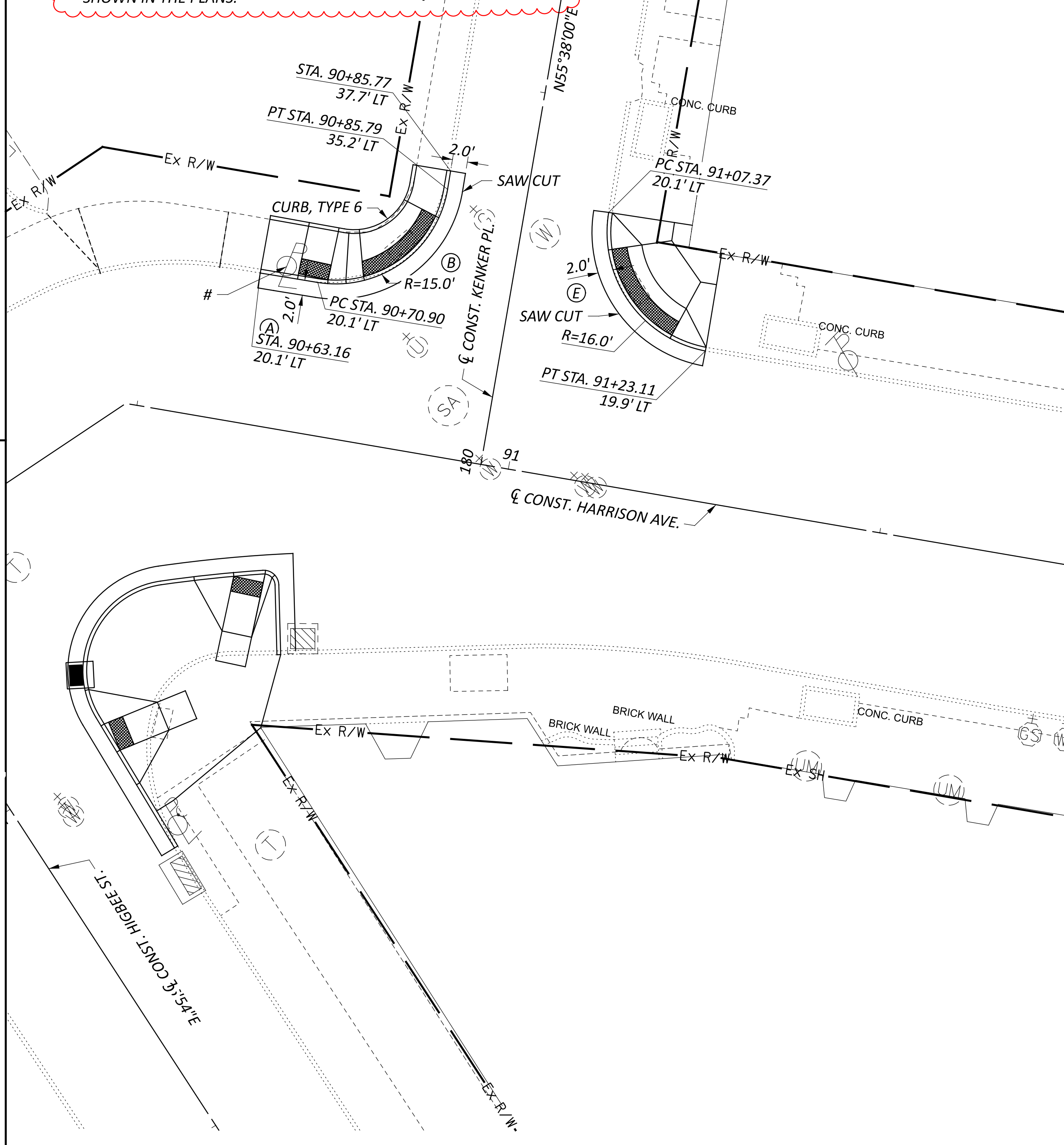
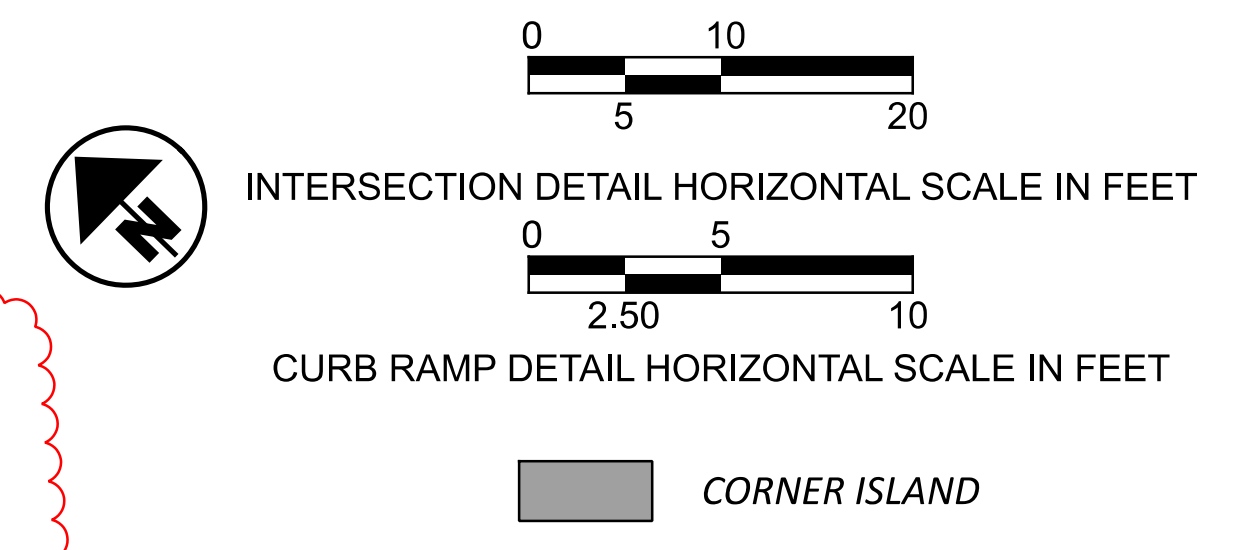
DESIGNER	CEL
REVIEWER	JMZ 01/12/23
PROJECT ID	114697
SHEET	47
TOTAL	64



LEGEND

① 1.56%	⑤ 2.75%	⑨ 10.27%	⑬ 1.64%
② 4.69%	⑥ 7.00%	⑩ 5.00%	⑭ 1.03%
③ 3.91%	⑦ 1.64%	⑪ 7.50%	
④ 1.22%	⑧ 2.40%	⑫ 4.00%	

- NOTES:**
- ALL ELEVATIONS ALONG THE CURB LINES ARE TO THE GUTTER LINE OF THE CURB UNLESS OTHERWISE NOTED (*) IN THE PLANS.
 - # FEATURE IS NOT ADA COMPLIANT.
 - NO CONSTRUCTION LIMITS HAVE BEEN IDENTIFIED IN THE PLANS. THE CONSTRUCTION LIMITS SHALL BE THE EXISTING RIGHT OF WAY.
 - ADA DETECTABLE WARNING MATS SHALL BE BUILT TO THE DIMENSIONS SHOWN IN THE PLANS.

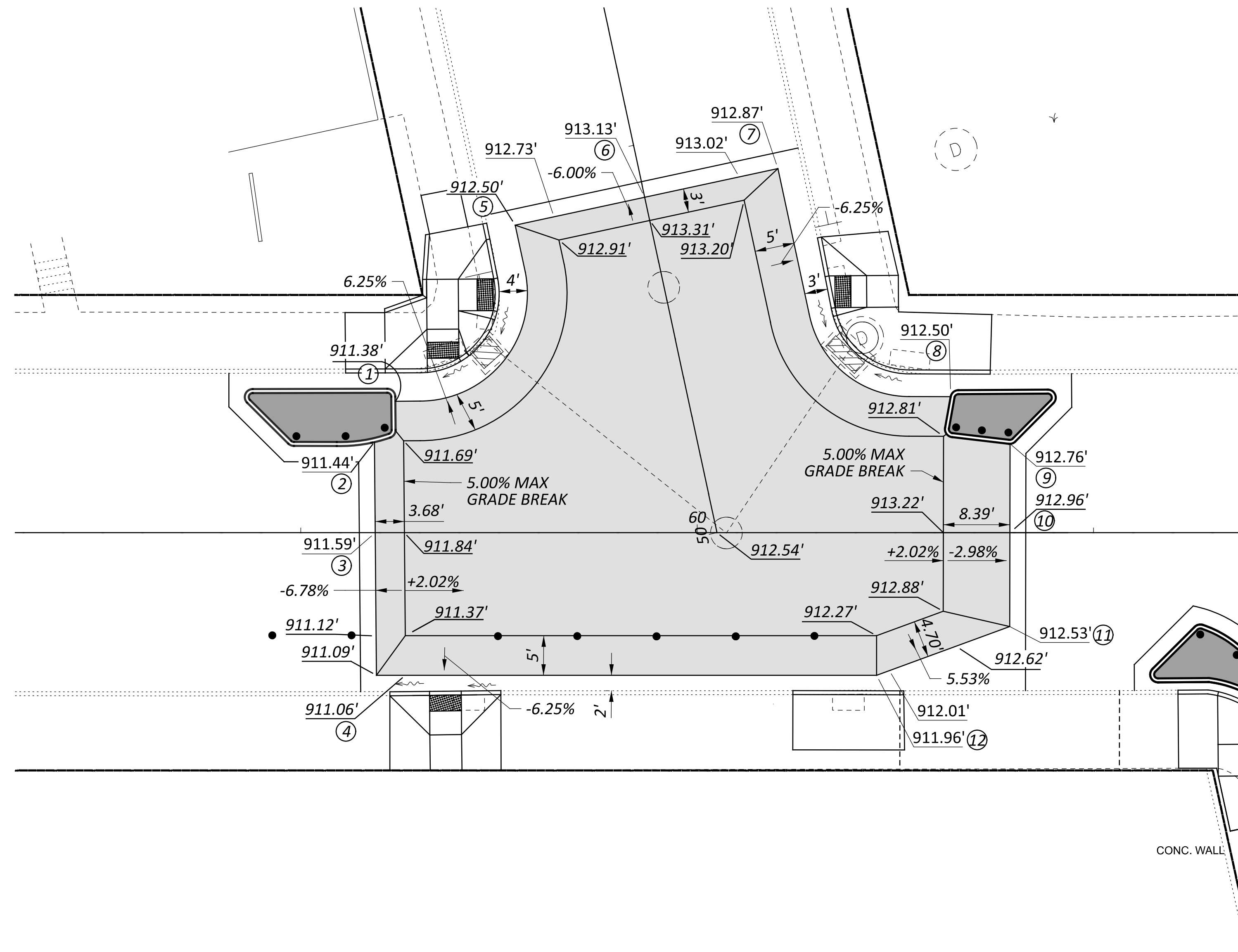


NOT USED

INTERSECTION DETAIL
 KENKER PL. AT HARRISON AVE.

DESIGN AGENCY	Pennoni
DESIGNER	CEL
REVIEWER	JMZ 01/12/23
PROJECT ID	114697
SHEET	48
TOTAL	64

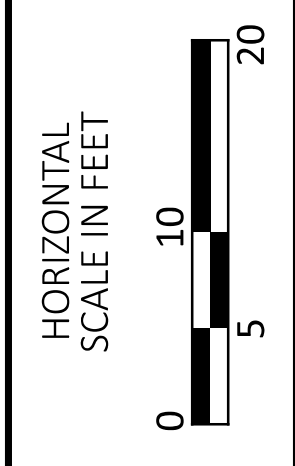
NOT USED
 2 ADDENDUM 2 04-17-2023



LEGEND

- CORNER ISLAND
- RAISED CROSSWALK

- ① +61.92, 15.58' LT
- ② +59.29, 11.42' LT
- ③ +59.38, 0.00' LT/RT
- ④ +59.54, 18.00' RT
- ⑤ +43.30, 16.72' LT
- ⑥ +43.30, 0.00' LT/RT
- ⑦ +43.30, 17.19' RT
- ⑧ +31.98, 17.16' LT
- ⑨ +39.47, 11.21' LT
- ⑩ +39.41, 0.00' LT/RT
- ⑪ +39.43, 11.84' RT
- ⑫ +22.63, 18.00' RT



**RAISED INTERSECTION DETAIL
 WASHINGTON AVE. AT HARRISON AVE.**

DESIGN AGENCY

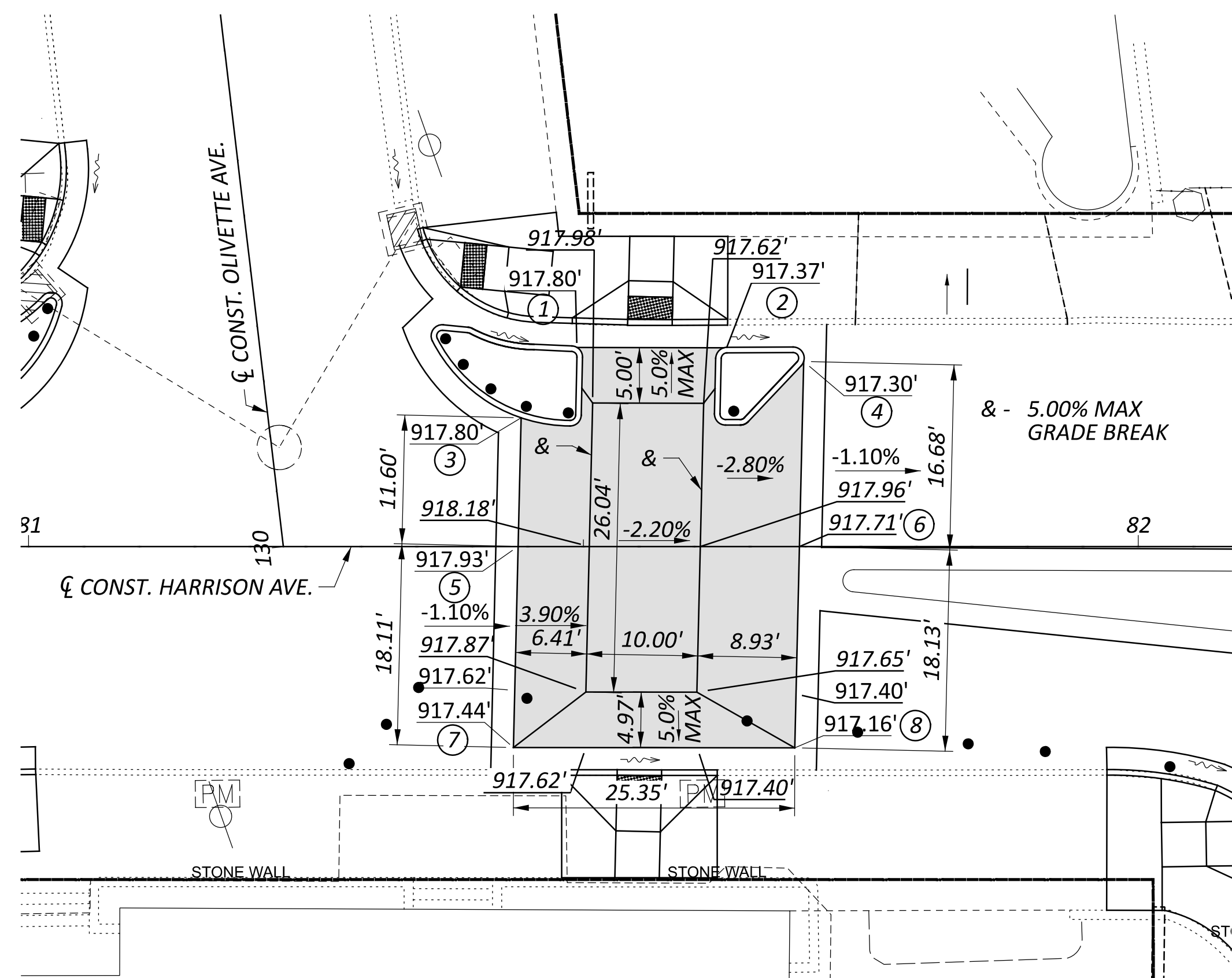


DESIGNER
 CEL

REVIEWER
 JMZ 01/12/23

PROJECT ID
 114697

SHEET	TOTAL
49	64

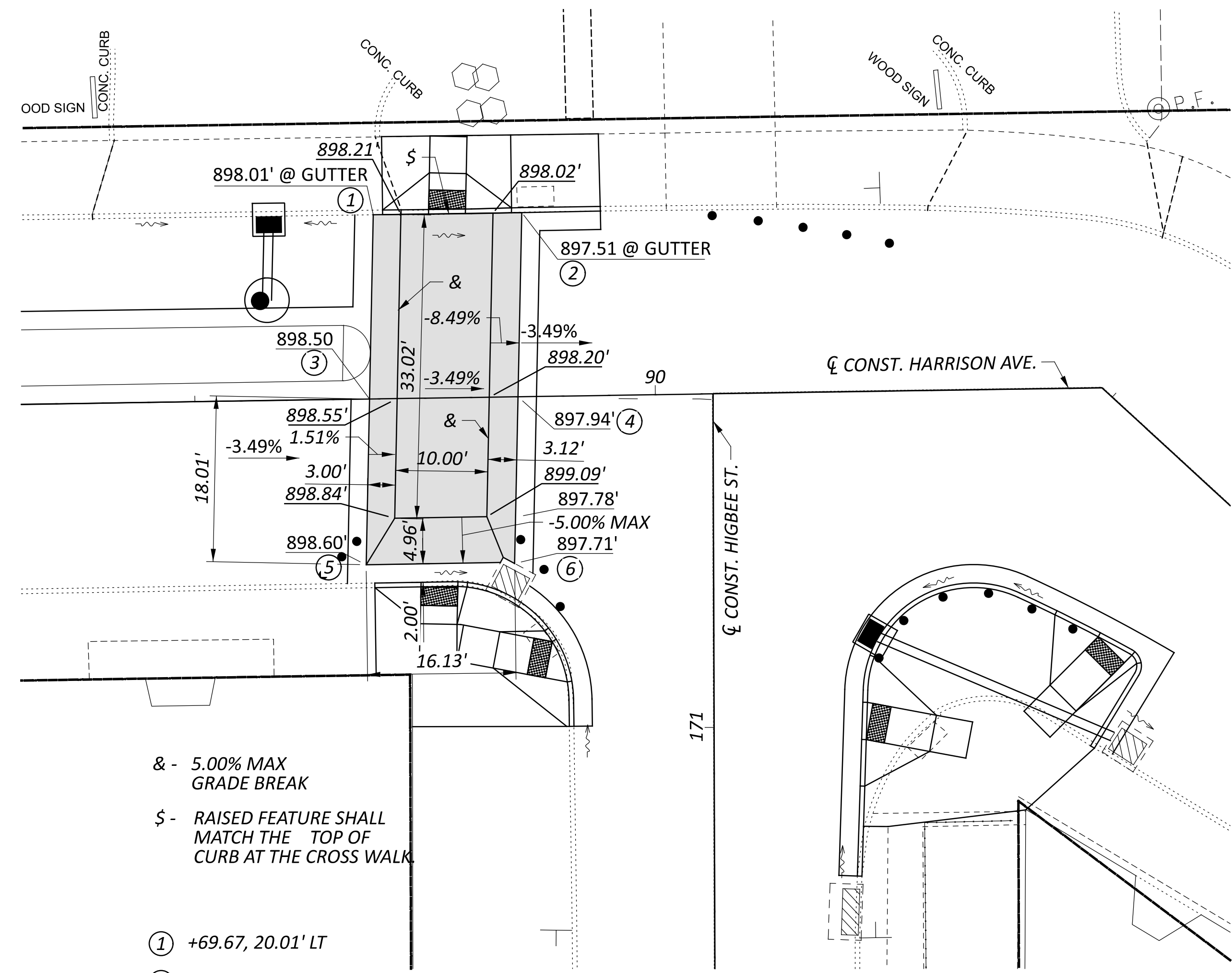


- ① +49.43, 17.93' LT
- ② +62.64, 17.89' LT
- ③ +44.38, 11.59' LT
- ④ +69.85, 16.67' LT
- ⑤ +44.11, 0.00' LT/RT
- ⑥ +69.46, 0.00' LT/RT
- ⑦ +43.69, 18.10' RT
- ⑧ +69.14, 18.13' RT

FOR DETAILS NOT SHOWN SEE SHEET 47.

LEGEND

- CORNER ISLAND
- RAISED CROSSWALK
- CENTER MEDIAN



- & - 5.00% MAX GRADE BREAK
- § - RAISED FEATURE SHALL MATCH THE TOP OF CURB AT THE CROSS WALK

- ① +69.67, 20.01' LT
- ② +85.50, 19.99' LT
- ③ +68.98, 0.00' LT/RT
- ④ +85.09, 0.00' LT/RT
- ⑤ +68.32, 18.00' RT
- ⑥ +84.45, 18.10' RT

FOR DETAILS NOT SHOWN SEE SHEET 47.

**RAISED CROSSWALK DETAIL
 WASHINGTON AVE. AT OLIVETTE AVE. & KENKER PL.**

DESIGN AGENCY

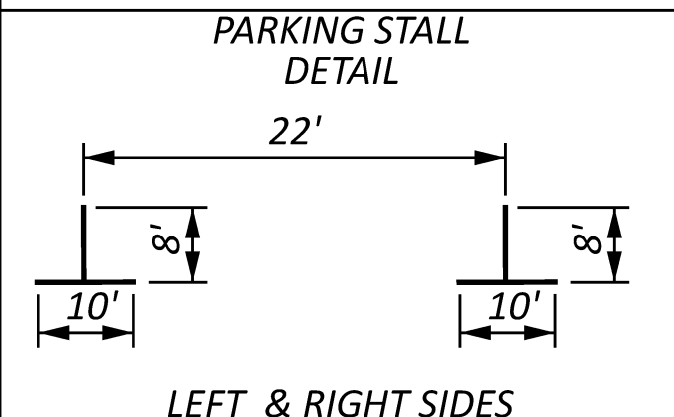


DESIGNER
 CEL

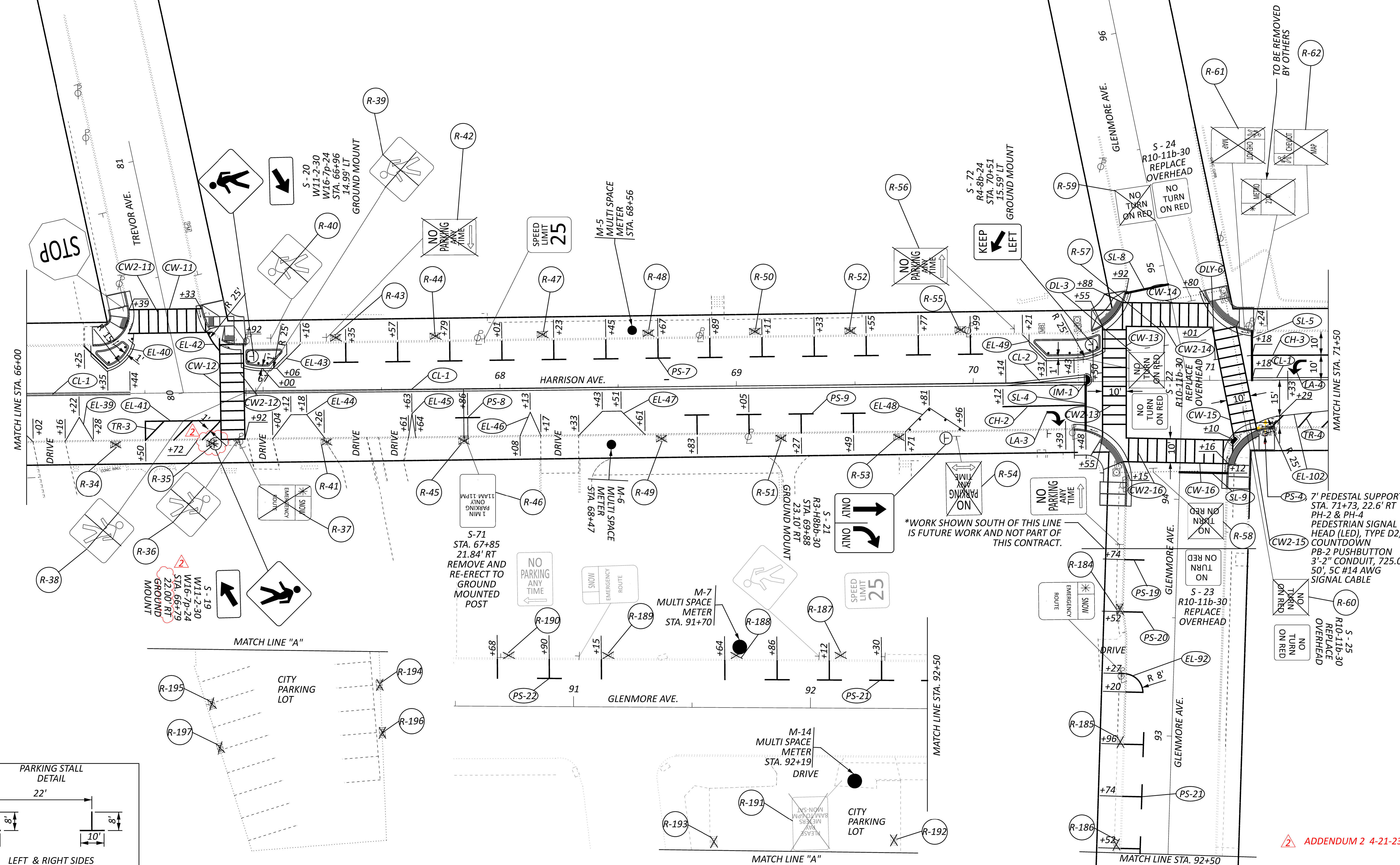
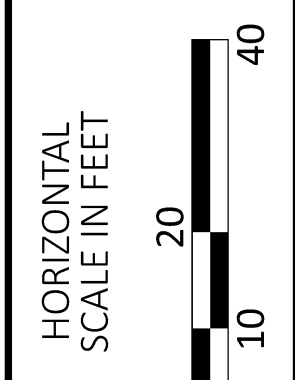
REVIEWER
 JMZ 01/17/23

PROJECT ID
 114697

SHEET	TOTAL
50	64



See Sheet 51 for Plan Legends



*WORK SHOWN SOUTH OF THIS LINE IS FUTURE WORK AND NOT PART OF THIS CONTRACT.

7' PEDESTAL SUPPORT STA. 71+73, 22.6' RT
PH-2 & PH-4 PEDESTRIAN SIGNAL HEAD (LED), TYPE D2, COUNTDOWN
PB-2 PUSHBUTTON 3'-2" CONDUIT, 725.04 50', 5C #14 AWG SIGNAL CABLE

S-25 R10-11b-30 REPLACE OVERHEAD

S-23 R10-11b-30 REPLACE OVERHEAD

S-24 R10-11b-30 REPLACE OVERHEAD

ADDENDUM 2 4-21-23

SIGNING AND PAVEMENT MARKING PLAN
STA. 66+00 TO STA. 71+50

DESIGN AGENCY	
DESIGNER	CDS
REVIEWER	CFD 01-17-23
PROJECT ID	114697
SHEET	53
TOTAL	64