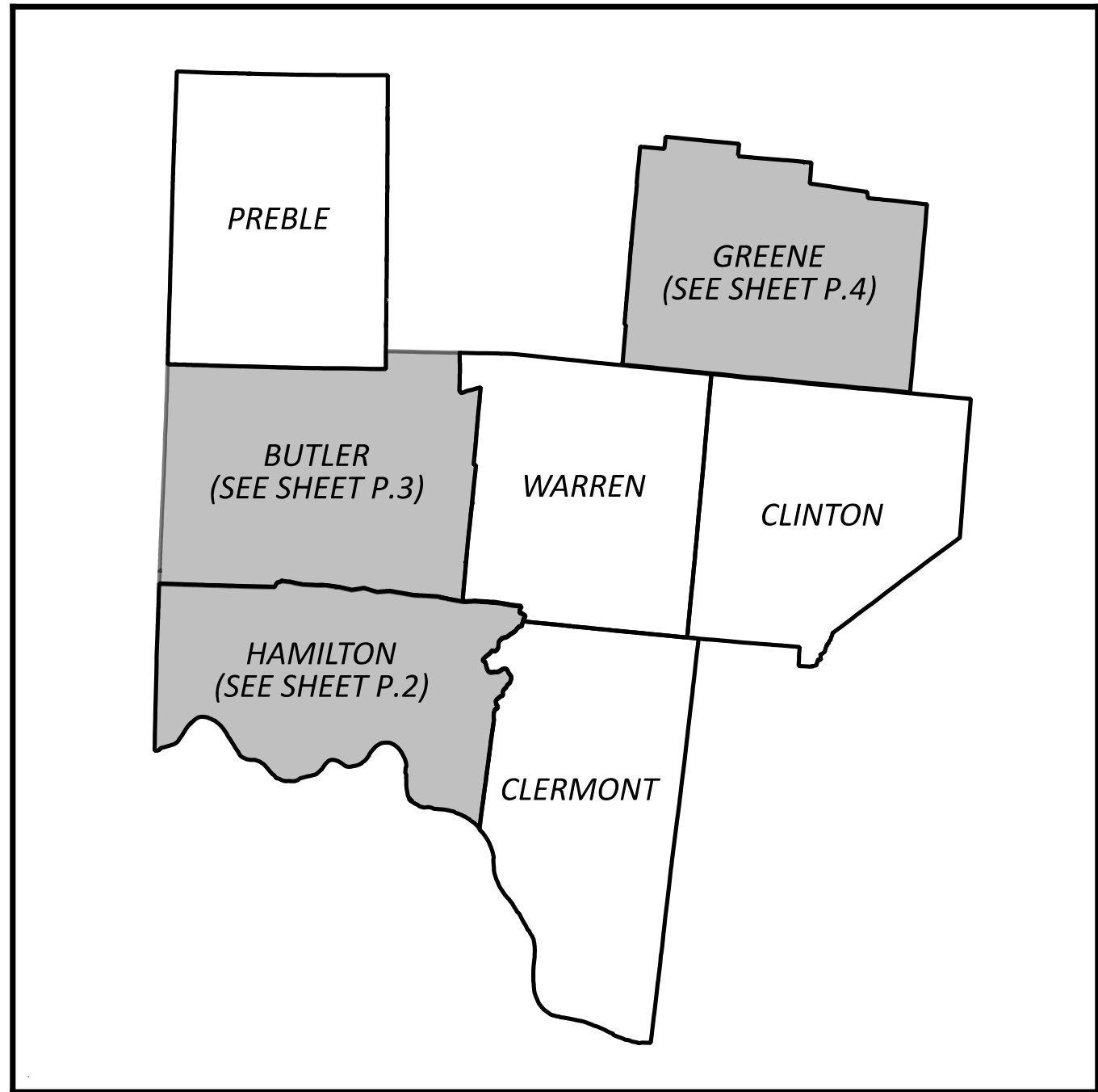




LOCATION MAP

LATITUDE: 39°25'52" N LONGITUDE: 84°17'03" W



STATE OF OHIO DEPARTMENT OF TRANSPORTATION

D08-VAR-DMS & QWS REPLACEMENT FY26

CITIES OF BLUE ASH, CINCINNATI, MONTGOMERY,
NORWOOD, SHARONVILLE, AND SPRINGDALE

COLUMBIA, GREEN, MIAMI, SPRINGFIELD, SUGARCREEK,
SYCAMORE, SYMMES, WEST CHESTER,
AND WHITEWATER TOWNSHIPS

BUTLER, GREENE, AND HAMILTON COUNTIES

INDEX OF SHEETS:

TITLE SHEET	P.1	DMS SITE PLANS - IR-75	
SCHEMATIC PLAN	P.2 - P.4	SITE 13 - AT HOPPLE ST.	P.133 - P.139
TYPICAL SECTIONS	P.5	SITE 14 - AT MITCHELL AVE.	P.140 - P.144
GENERAL NOTES	P.6 - P.10	SITE 15 - NORTH OF UNION CENTRE BLVD.	P.145 - P.152
MAINTENANCE OF TRAFFIC	P.11 - P.12	DMS SITE PLANS - IR-275	
GENERAL SUMMARY	P.13 - P.15A	SITE 16 - EAST OF SR-747	P.153 - P.161
SITE PLAN SUBSUMMARY	P.16 - P.21	SITE 17 - EAST OF MOSTELLER RD.	P.162 - P.171
MISCELLANEOUS DETAILS	P.22 - P.30	DMS SITE PLANS - SR-126	
DMS SITE PLANS - IR-71		SITE 20 - WEST OF IR-75	P.172 - P.179
SITE 1 - SOUTH OF MCMILLAN ST.	P.31 - P.36	SITE 22 - EAST OF PLAINFIELD RD.	P.180 - P.186
SITE 2 - SOUTH OF TAFT RD.	P.37 - P.45	SITE 23 - EAST OF IR-71	P.187 - P.195
SITE 3 - SOUTH OF SR-562	P.46 - P.57	DMS SITE PLANS - SR-562	
SITE 4 - SOUTH OF RED BANK RD.	P.58 - P.66	SITE 24 - WEST OF READING RD.	P.196 - P.203
SITE 5 - NORTH OF KUGLER MILL RD.	P.67 - P.72	SITE 28 - AT PADDOCK RD.	P.204 - P.209
SITE 6 - NORTH OF SR-126	P.73 - P.79	QWS SITE PLAN - IR-675	
SITE 7 - NORTH OF PFEIFFER RD.	P.80 - P.86	SITE 29 - NORTH OF WILMINGTON PIKE	P.210 - P.219
SITE 8 - NORTH OF SNIDER RD.	P.87 - P.94	CCTV SITE PLAN - IR-275	
DMS SITE PLANS - IR-74		SITE 30 - AT IR-75	P.220 - P.226
SITE 9 - WEST OF IR-275	P.95 - P.105		
SITE 10 - EAST OF E. MIAMI RIVER RD.	P.106 - P.112		
SITE 11 - EAST OF HARRISON PIKE	P.113 - P.123		
SITE 12 - WEST OF IR-75	P.124 - P.132		

NOTE: SITE NUMBERS 18, 19, 21,
25, 26, AND 27 ARE NOT USED

FEDERAL PROJECT NUMBER

NON-FEDERAL

RAILROAD INVOLVEMENT

NONE

PROJECT DESCRIPTION

REPLACEMENT OF DYNAMIC MESSAGE SIGNS AND QUEUE WARNING
SIGNS AT VARIOUS LOCATIONS IN DISTRICT 8. INSTALLATION OF ONE
NEW QUEUE WARNING SIGN ON I-675 SB NORTH OF WILMINGTON PIKE.

EARTH DISTURBED AREAS

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

* SEE INDIVIDUAL SITE PLAN SHEETS FOR PROJECT AND CONTRACTOR EDA

LIMITED ACCESS

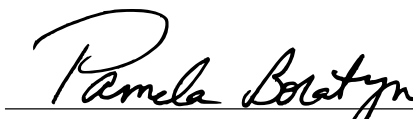
THIS IMPROVEMENT IS ESPECIALLY DESIGNED FOR THROUGH TRAFFIC AND
HAS BEEN DECLARED A LIMITED ACCESS HIGHWAY OR FREEWAY BY ACTION
OF THE DIRECTOR IN ACCORDANCE WITH THE PROVISIONS OF SECTION
5511.02 OF THE OHIO REVISED CODE.

2023 SPECIFICATIONS

THE STANDARD SPECIFICATIONS OF THE STATE OF OHIO, DEPARTMENT OF
TRANSPORTATION, INCLUDING SUPPLEMENTAL SPECIFICATIONS LISTED IN
THE PLANS, CHANGES LISTED IN THE PROPOSAL, AND THE SUPPLEMENTAL
SPECIFICATION 800 VERSION INDICATED ON THE PROPOSAL SHALL GOVERN
THIS IMPROVEMENT.

I HEREBY APPROVE THESE PLANS AND DECLARE THAT THE MAKING OF THIS
IMPROVEMENT WILL NOT REQUIRE THE CLOSING TO TRAFFIC OF THE
HIGHWAY EXCEPT AS NOTED ON SHEET P.11, AND THAT PROVISIONS FOR THE
MAINTENANCE AND SAFETY OF TRAFFIC WILL BE AS SET FORTH ON THE
PLANS AND ESTIMATES.


Douglas A. Gruver, P.E.
District 08 Deputy Director


Pamela Boratyn
Director, Department of Transportation

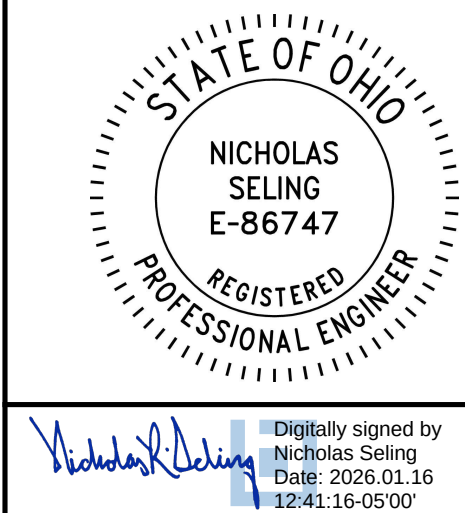
UNDERGROUND UTILITIES
Contact Two Working Days
Before You Dig

OHIO811.org
Before You Dig
OHIO811. 8-1-1, or 1-800-362-2764
(Non members must be called directly)

PLAN PREPARED BY:



ENGINEER'S SEAL:



STANDARD CONSTRUCTION DRAWINGS										SUPPLEMENTAL SPECIFICATIONS	SPECIAL PROVISIONS
F-1.1	7/18/25	DR-2.1	1/18/13	ITS-18.10	7/16/21	MT-95.41	7/18/25	TC-21.21	7/18/25	800 7/18/25	
				ITS-30.11	7/19/24	MT-95.45	7/21/23	TC-22.20	7/18/25	804 7/18/25	
MGS-2.1	7/18/25	HL-30.31	7/18/25	ITS-30.12	7/18/25	MT-95.50	7/21/17	TC-41.10	7/19/13	809 7/18/25	
MGS-3.1	7/18/25	HL-30.41	1/17/25	ITS-30.13	7/18/25	MT-98.10	1/17/20	TC-41.20	10/18/13	821 4/20/12	
MGS-3.2	7/18/25	HL-50.11	1/16/15	ITS-35.11	7/19/24	MT-98.11	1/17/20	TC-42.10	10/18/13	832 7/18/25	
MGS-4.2	7/18/25			ITS-35.12	7/18/25	MT-98.20	4/19/19	TC-42.20	10/18/13	904 7/15/22	
MGS-4.3	7/18/25	ITS-10.10	1/17/25	ITS-35.13	7/19/24	MT-98.21	7/21/23	TC-51.11	7/18/25	909 7/18/25	
MGS-4.5	7/18/25	ITS-10.11	7/18/25	ITS-36.12	7/18/25	MT-98.22	1/17/20	TC-51.12	7/18/25	921 7/19/24	
MGS-5.3	7/15/16	ITS-12.50	1/17/25	ITS-50.10	7/15/22	MT-98.28	1/17/20	TC-52.10	10/18/13		
MGS-6.1	1/19/18	ITS-14.10	1/17/25	ITS-50.11	7/18/25	MT-98.29	1/17/20	TC-52.20	1/15/21		
		ITS-14.11	7/18/25	ITS-50.12	7/19/24	MT-99.50	7/18/25	TC-61.30	7/19/24		
RM-4.2	7/18/25	ITS-14.20	7/18/25			MT-99.60	7/19/24	TC-81.11	1/19/24		
RM-4.3	7/18/25	ITS-14.50	7/18/25	MT-95.30	7/18/25	MT-101.70	7/19/24	TC-83.20	7/18/25		
RM-4.4	1/17/25	ITS-15.10	7/18/25	MT-95.31	7/18/25	MT-101.75	7/21/23				
RM-4.5	7/18/25	ITS-15.11	7/18/25	MT-95.32	7/18/25	MT-101.90	7/17/20				
RM-4.6	7/18/25	ITS-18.00	7/16/21	MT-95.40	7/18/25	MT-105.10	1/17/20				

DESIGN AGENCY



DESIGNER

ASEP

REVIEWER

NRS 01/15/26

PROJECT ID

121932

SHEET

TOTAL

P.1

P.226

MODEL: Plan 2 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 1/15/2026 TIME: 7:09:51 PM USER: nseling
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MODEL: Plan 2 [Sheet] PAPER SIZE: 34x22 (in.) DATE: 1/15/2026 TIME: 7:09:51 PM USER: nseling



NOTE: SITE NUMBERS 18, 19, 21,
25, 26, AND 27 ARE NOT USED

IR-71 NORTHBOUND
SOUTH OF MCMILLAN ST.
HAM-71-2.97
CITY OF CINCINNATI
DMS, FULL SIZE WALK-IN
NEW DMS TRUSS, DESIGN 2

IR-71 SOUTHBOUND
SOUTH OF RED BANK RD.
HAM-71-8.80
COLUMBIA TOWNSHIP
DMS, FULL SIZE WALK-IN
NEW DMS PEDESTAL

IR-71 SOUTHBOUND
SOUTH OF TAFT RD.
HAM-71-3.15
CITY OF CINCINNATI
DMS, FULL SIZE WALK-IN
NEW DMS TRUSS, DESIGN 2

IR-71 NORTHBOUND
NORTH OF KUGLER MILL RD
HAM-71-13.26
SYCAMORE TOWNSHIP
DMS, FULL SIZE WALK-IN
NEW DMS TRUSS, DESIGN 1

IR-71 NORTHBOUND
NORTH OF PFEIFFER RD.
HAM-71-16.43
CITY OF BLUE ASH
DMS, FULL SIZE WALK-IN
EXISTING DMS TRUSS

IR-74 EASTBOUND
WEST OF IR-275
HAM-74-4.75
WHITEWATER TOWNSHIP
DMS, FULL SIZE WALK-IN
NEW DMS PEDESTAL

IR-74 WESTBOUND
EAST OF HARRISON PIKE
HAM-74-11.97
GREEN TOWNSHIP
DMS, FULL SIZE WALK-IN
NEW DMS PEDESTAL

SITE 13
**IR-75 NORTHBOUND
AT HOPPLE ST.
HAM-75-3.40
CITY OF CINCINNATI
DMS, FULL SIZE WALK-IN
EXISTING DMS TRUSS**

IR-275 WESTBOUND
EAST OF MOSTELLER RD.
HAM-275-44.83
CITY OF SHARONVILLE
DMS, FULL SIZE WALK-IN
NEW DMS TRUSS, DESIGN

SR-126 EASTBOUND
EAST OF PLAINFIELD RD.
HAM-126-31.55
CITY OF BLUE ASH
■ DMS, FULL SIZE WALK-IN
NEW DMS PEDESTAL

SITE 24
SR-562 WESTBOUND
WEST OF READING RD.
HAM-562-1.48
CITY OF CINCINNATI
DMS, FULL SIZE WALK-IN
NEW DMS PEDESTAL

IR-71 NORTHBOUND
SOUTH OF SR-562
HAM-71-7.04
CITY OF NORWOOD
DMS, FULL SIZE WALK-IN
NEW DMS PEDESTAL

IR-71 SOUTHBOUND
NORTH OF SR-126
HAM-71-15.09
CITY OF MONTGOMERY
DMS, FULL SIZE WALK-IN
EXISTING DMS TRUSS

IR-71 SOUTHBOUND
NORTH OF SNIDER RD.
HAM-71-18.63
SYMMES TOWNSHIP
DMS, FULL SIZE WALK-IN
NEW DMS TRUSS, DESIGN 2

IR-74/IR-275 EASTBOUND
EAST OF E. MIAMI RIVER RD.
HAM-74-8.65
MIAMI TOWNSHIP
DMS, FULL SIZE WALK-IN
NEW DMS PEDESTAL

IR-74 EASTBOUND
WEST OF IR-75
HAM-74-17.87
CITY OF CINCINNATI
DMS, FULL SIZE WALK-IN
NEW DMS TRUSS, DESIGN 1

IR-275 EASTBOUND
WEST OF SR-747
HAM-275-42.22
CITY OF SPRINGDALE
DMS, FULL SIZE WALK-IN
NEW DMS TRUSS, DESIGN 1

SR-126 EASTBOUND
WEST OF IR-75
HAM-126-26.01
SPRINGFIELD TOWNSHIP
DMS, FULL SIZE WALK-IN
NEW DMS PEDESTAL

SR-126 WESTBOUND
EAST OF IR-71
HAM-126-33.19
CITY OF MONTGOMERY
DMS, FULL SIZE WALK-IN
NEW DMS PEDESTAL

IR-275 WESTBOUND
AT IR-75 NORTHBOUND
HAM-275-16.84
CITY OF SHARONVILLE
CCTV, FIXED-VIEW
NEW STRAIN POLE

DESIGN AGENCY



DESIGNER

ASEP

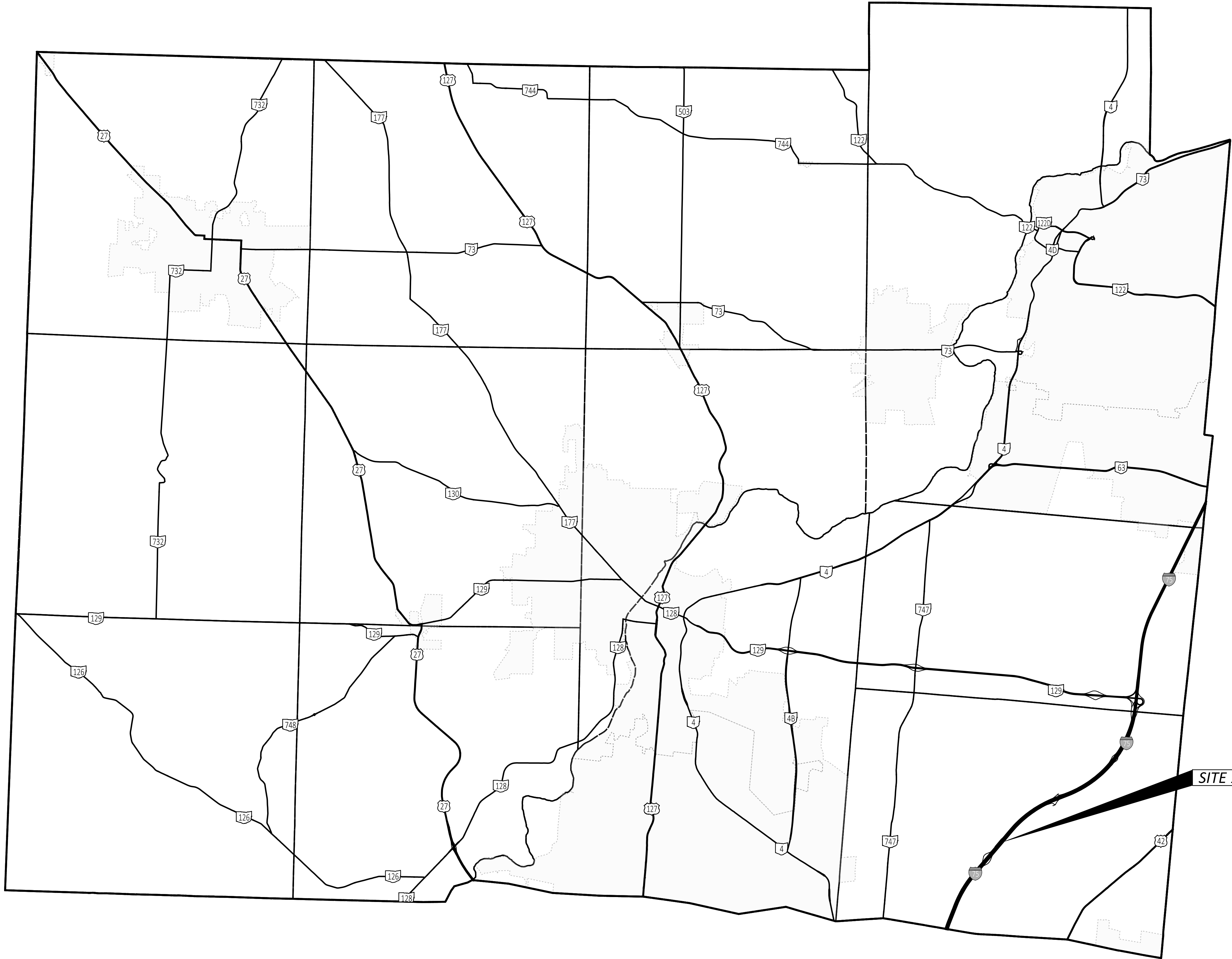
REVIEWER

NRS 01/09

121932

SHEET	TOTAL
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2 | P.226



SITE 15

SITE 15
ROUTE: IR-75 SOUTHBOUND
LOCATION: NORTH OF UNION CENTRE BLVD.
MILEPOST: BUT-75-2.20
JURISDICTION: WEST CHESTER TOWNSHIP
PROP. DEVICE: DMS, FULL SIZE WALK-IN
MOUNTED ON: EXISTING DMS TRUSS

NOTE: SITE NUMBERS 18, 19, 21,
25, 26, AND 27 ARE NOT USED

PROJECT OVERVIEW
BUTLER COUNTY

DESIGN AGENCY



DESIGNER

ASEP

REVIEWER

NRS 01/09/26

PROJECT ID

121932

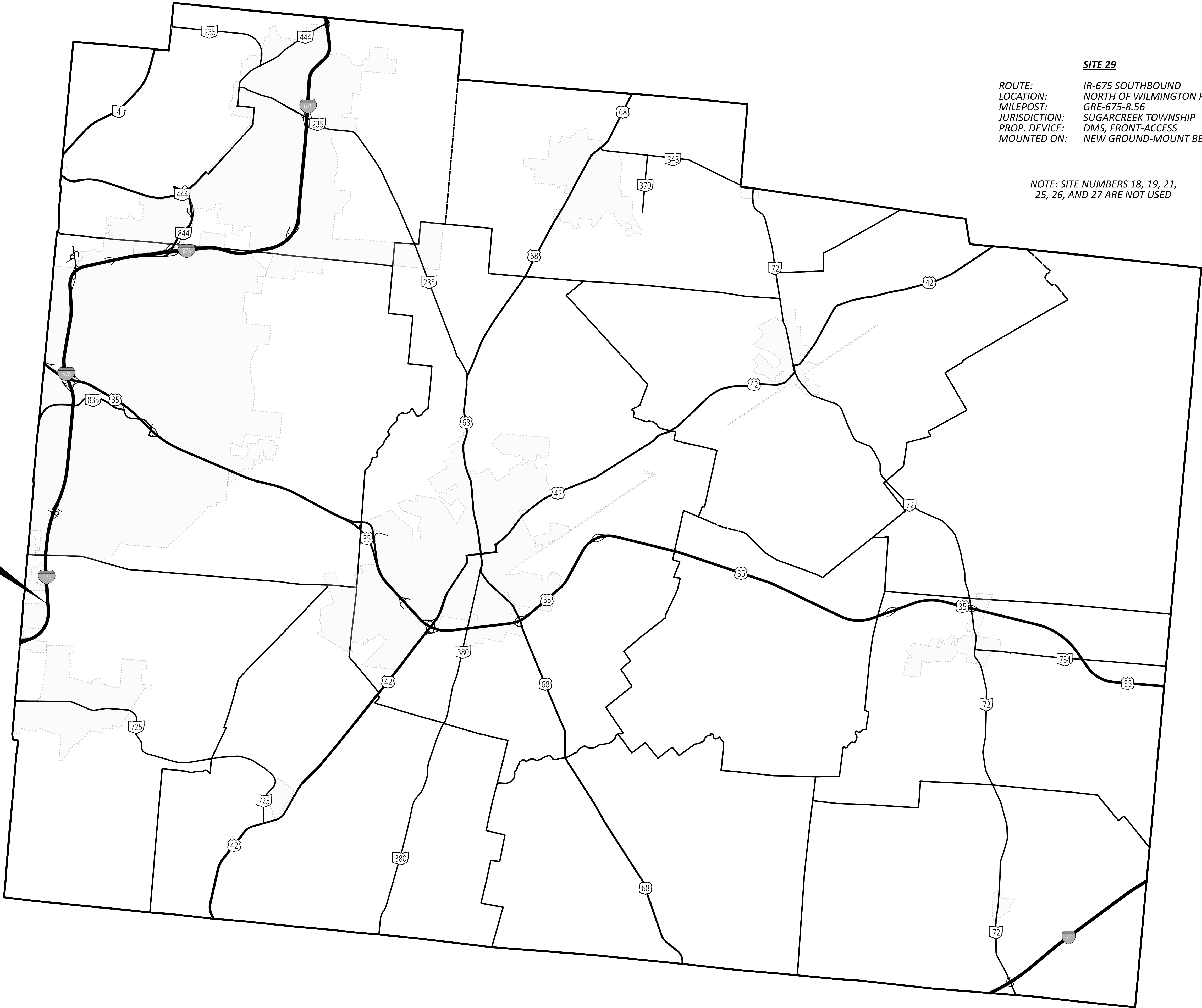
SHEET

P.3

TOTAL

P.226

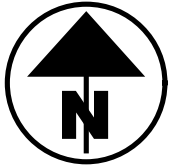
SITE 29

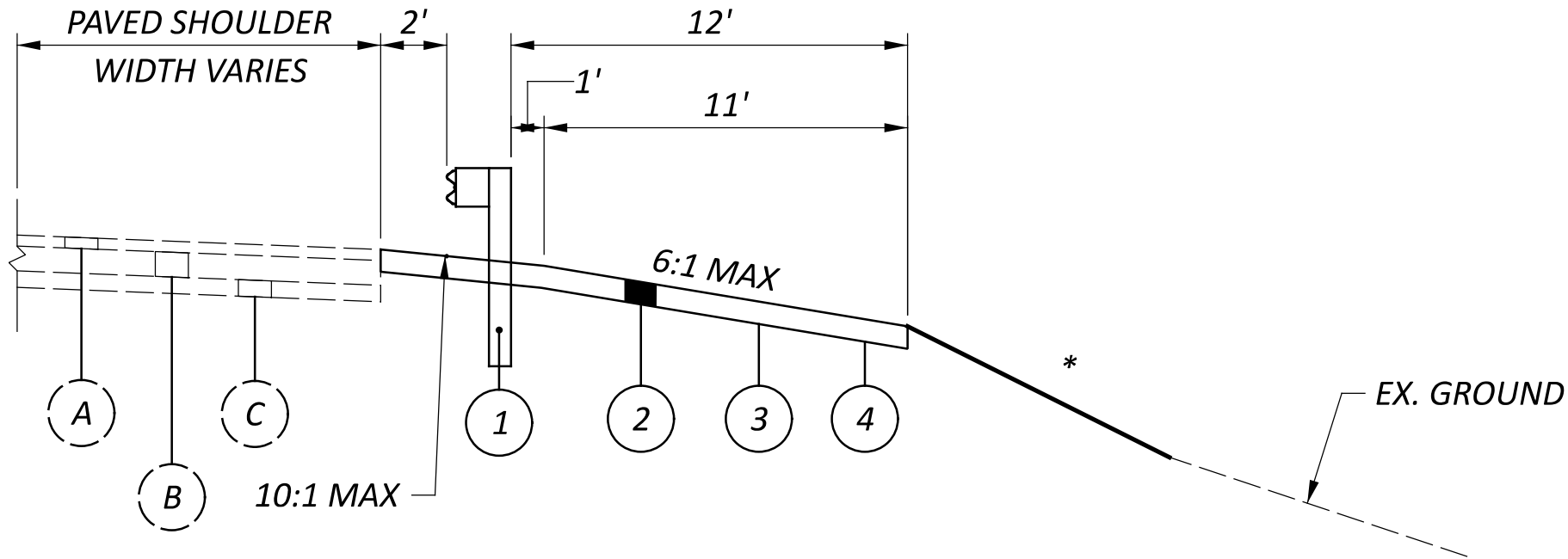


SITE 29

ROUTE: IR-675 SOUTHBOUND
LOCATION: NORTH OF WILMINGTON PIKE
MILEPOST: GRE-675-8.56
JURISDICTION: SUGARCREEK TOWNSHIP
PROP. DEVICE: DMS, FRONT-ACCESS
MOUNTED ON: NEW GROUND-MOUNT BEAMS

NOTE: SITE NUMBERS 18, 19, 21,
25, 26, AND 27 ARE NOT USED

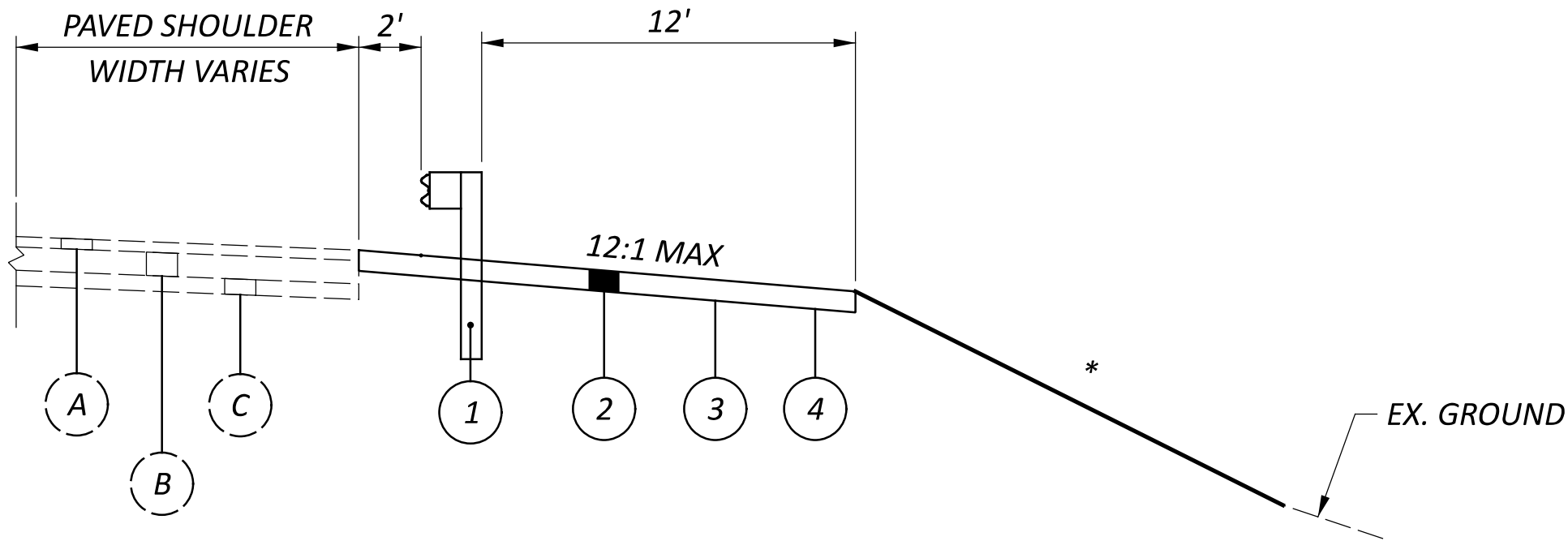




ACCESS DRIVE - UNCURBED SECTION

APPLIES TO FULL LENGTH OF DRIVE EXCEPT FINAL 30'

* SEE CROSS SECTIONS



ACCESS DRIVE - UNCURBED SECTION

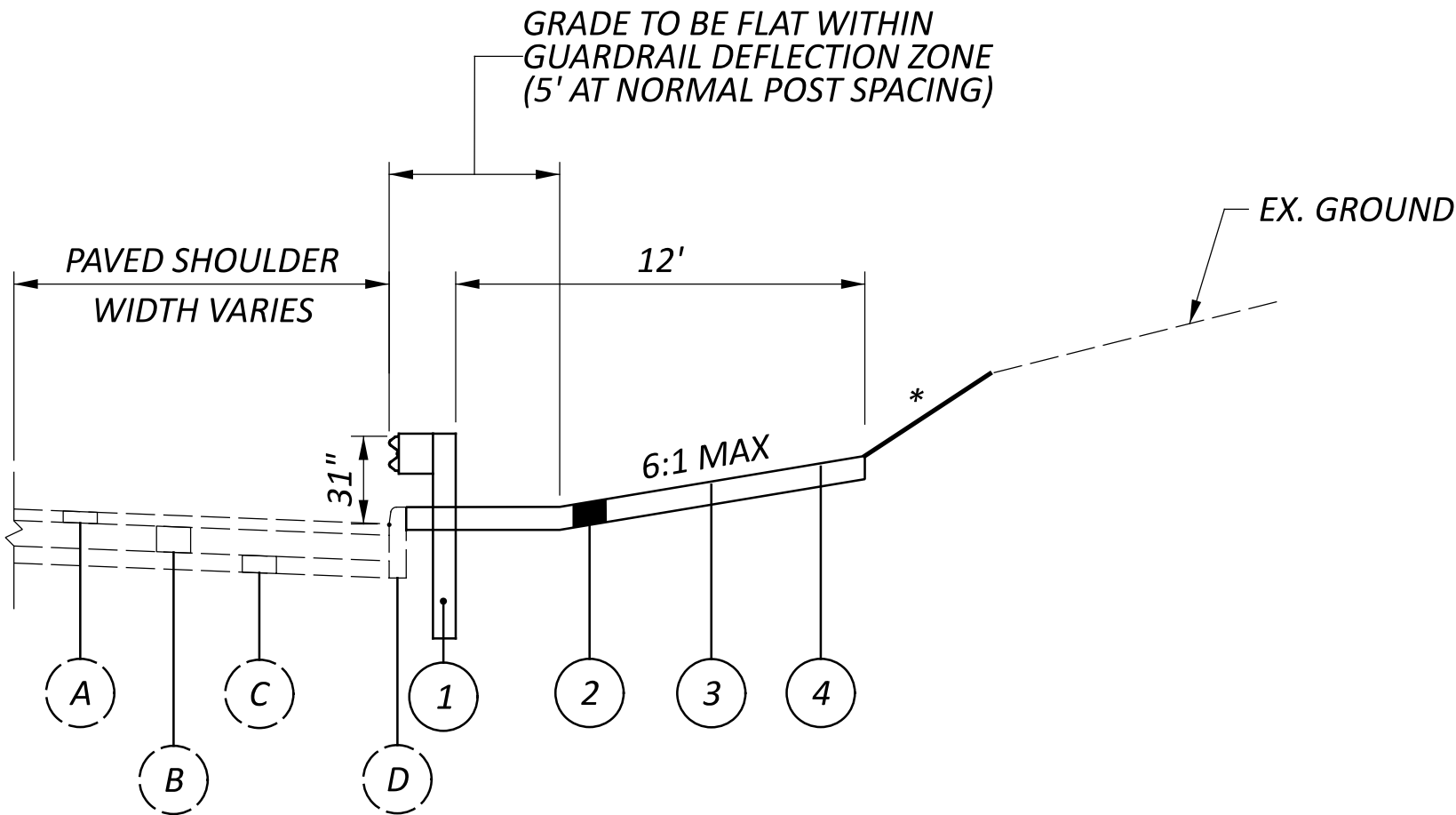
APPLIES TO FINAL 30' OF DRIVE CLOSEST TO ITS DEVICE

LEGEND - EXISTING PAVEMENT

- (A) 4" ± ASPHALT CONCRETE SURFACE
- (B) 9" ± BASE PAVEMENT
- (C) 6" ± AGGREGATE BASE
- (D) CURB

LEGEND - PROPOSED PAVEMENT

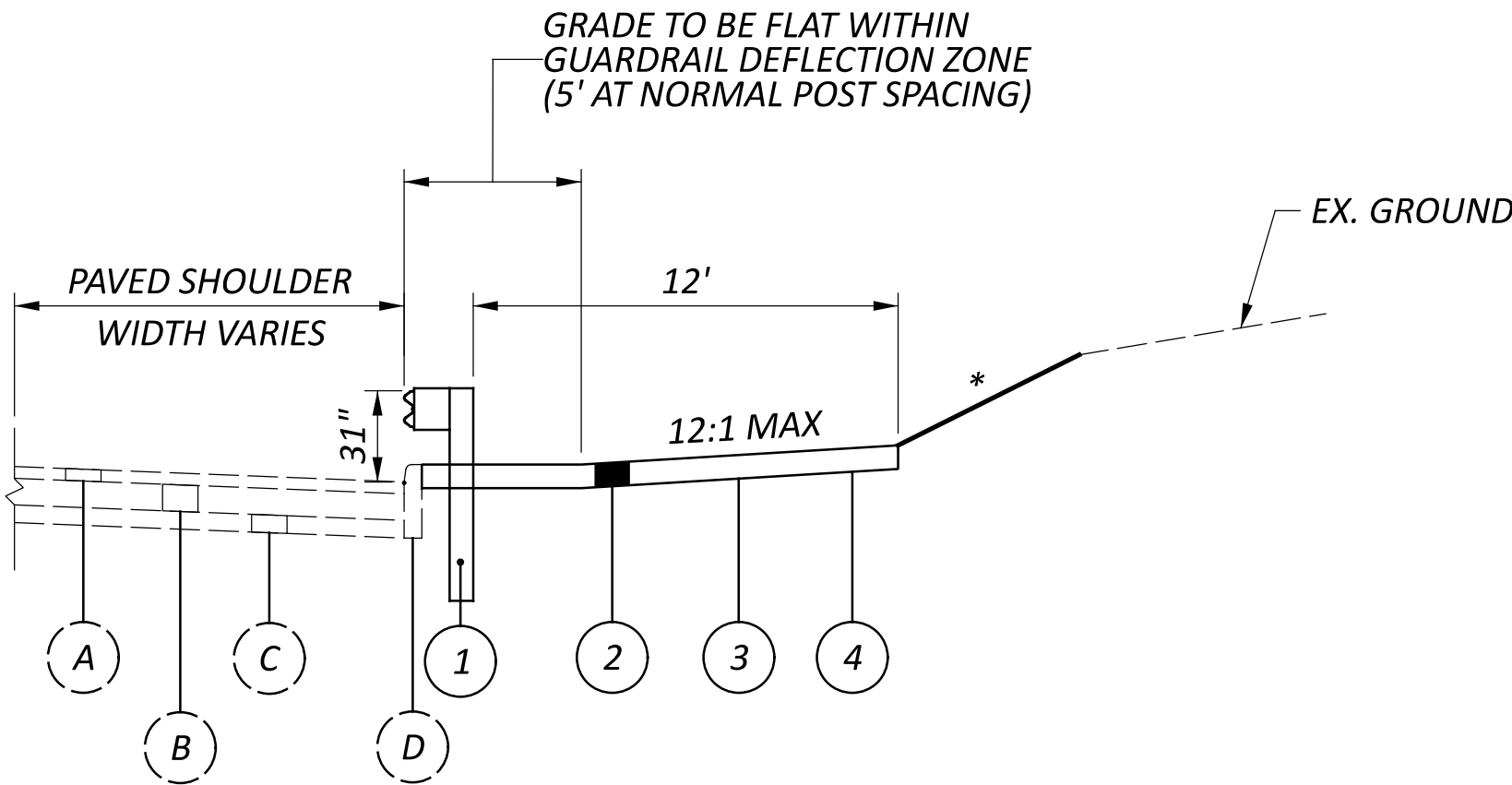
- 1 ITEM 606 - GUARDRAIL, TYPE MGS
- 2 ITEM 304 - 8" AGGREGATE BASE
- 3 ITEM 204 - SUBGRADE COMPACTION
- 4 ITEM 204 - GEOTEXTILE FABRIC



ACCESS DRIVE - CURBED SECTION

APPLIES TO FULL LENGTH OF DRIVE EXCEPT FINAL 30'

* SEE CROSS SECTIONS



ACCESS DRIVE - CURBED SECTION

APPLIES TO FINAL 30' OF DRIVE CLOSEST TO ITS DEVICE

NOTE

AT SITES WHERE TIED CONCRETE BLOCK MATS ARE SPECIFIED, GEOTEXTILE FABRIC AND SUBGRADE COMPACTION EXTEND THE FULL WIDTH OF THE AGGREGATE BASE AND THE TIED CONCRETE BLOCK MAT SECTIONS.

GENERAL PLAN NOTES

ROUNDING

THE ROUNDING AT SLOPE BREAKPOINTS SHOWN ON THE TYPICAL SECTIONS APPLIES TO ALL CROSS-SECTIONS, EVEN THOUGH OTHERWISE SHOWN.

UTILITIES

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

AES OHIO 1900 DRYDEN RD DAYTON, OH 45439 Bill Ward (937) 554-9063 William.ward@aes.com	DUKE ENERGY - GAS 139 E 4TH ST, RM 460 A CINCINNATI, OH 45202 OHhousebill@duke-energy.com
ALTAFIBER (FKA CIN-BELL) 221 E 4TH ST, BLDG. 121-900 CINCINNATI, OH 45201 Roadprojects@altafiber.com	DUKE ENERGY - TRANSMISSION 139 E 4TH ST, RM 552 A CINCINNATI, OH 45202 OHhousebill@duke-energy.com
AT&T OHIO 221 4TH ST CINCINNATI, OH 45202 Alan Stutes (937) 708-1026 As1634@att.com	GREENE CO. WATER & SEWER 667 DAYTON XENIA RD XENIA, OH 45385 Sed.pm@co.greene.oh.us
BUTLER CO. WATER & SEWER 130 HIGH ST #5 HAMILTON, OH 45011 Jeff Frechtling (513) 887-3220 Jeff.frechtling@bcohio.us	LUMEN/BRIGHTSPEED 20 N MECHANIC ST LEBANON, OH 45036 Richard Patterson (513) 850-1521 Richard.t.patterson@brightspeed.com
CENTERPOINT ENERGY 6500 CLYO RD DAYTON, OH 45459 Publicproject@centerpointenergy.com	MCI/VERIZON 120 RAVINE ST AKRON, OH 44303 Cynthia Martinez (757) 799-8038 Cynthia.martinez@verizon.com
CHARTER COMMUNICATIONS 10920 KENWOOD RD BLUE ASH, OH 45242 DL-Southern-Ohio-Outside-Plant@Charter.com	METRONET FIBER 3701 COMMUNICATIONS WAY EVANSVILLE, IN 47715 Brian Stephey (937) 524-1445 Brian.stephey@metronet.com
CITY OF CINCINNATI - STORM SEWER 4747 SPRING GROVE AVE CINCINNATI, OH 45232 Nick Christopfel (513) 591-7783 Smuplanreview@cincinnati-oh.gov	METROPOLITAN SEWER DISTRICT 1600 GEST ST CINCINNATI, OH 45204 Rob Franklin (513) 244-1369 Msdutilityreview@cincinnati-oh.gov
CITY OF CINCINNATI - TRAFFIC 801 PLUM ST ROOM 450 CINCINNATI, OH 45202 Andy Carter (513) 378-6190 Andrew.carter@cincinnati-oh.gov	SPRINT/COGENT 161 E GOODALE ST COLUMBUS, OH 43215 Paul Becker (815) 557-8416 Pbecker@cogentco.com
CITY OF CINCINNATI - WATER 4747 SPRING GROVE AVE CINCINNATI, OH 45232 Dan Louis (513) 352-3723 Daniel.louis@cincinnati-oh.gov	ODOT CO TRAFFIC/ITS 1606 W Broad St Columbus, OH 43223 (614) 387-4113 Cen.its.lab@dot.ohio.gov
CITY OF SHARONVILLE 12153 CENTERDALE RD CINCINNATI, OH 45246 Stephen Busam (513) 563-1177 Sbusam@cityofsharonville.com	WINDSTREAM 65 E WINNERLINE RD EATON, OH 45320 Leon Taylor (937) 260-3062 Leon.taylor@uniti.com
DUKE ENERGY - ELECTRIC 2010 DANA AVE CINCINNATI, OH 45207 John Schack (513) 419-1536 John.schack@duke-energy.com	

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

EXISTING PLANS

EXISTING PLANS MAY BE INSPECTED IN THE ODOT DISTRICT 8 OFFICE IN LEBANON.

THE ODOT ITS COLLECTOR APP MAY BE USED TO VIEW INFORMATION ON EXISITNG ITS INFRASTRUCTURE IN THE PROJECT LIMITS.

CONSTRUCTION NOISE

ACTIVITIES AND LAND USE ADJACENT TO THIS PROJECT MAY BE AFFECTED BY CONSTRUCTION NOISE. IN ORDER TO MINIMIZE ANY ADVERSE CONSTRUCTION NOISE IMPACTS, DO NOT OPERATE POWER-OPERATED CONSTRUCTION-TYPE DEVICES BETWEEN THE HOURS OF 8PM AND 8AM WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

IN ADDITION, DO NOT OPERATE AT ANY TIME ANY DEVICE IN SUCH A MANNER THAT THE NOISE CREATED SUBSTANTIALLY EXCEEDS THE NOISE CUSTOMARILY AND NECESSARILY ATTENDANT TO THE REASONABLE AND EFFICIENT PERFORMANCE OF SUCH EQUIPMENT.

SURVEYING PARAMETERS

PRIMARY PROJECT CONTROL MONUMENTS GOVERN ALL POSITIONING ON ODOT PROJECTS. REFER TO THE SCHEMATIC PLAN SHEETS FOR A TABLE CONTAINING PROJECT CONTROL INFORMATION FOR EACH SITE.

USE THE FOLLOWING PROJECT CONTROL, VERTICAL POSITIONING, AND HORIZONTAL POSITIONING PARAMETERS FOR ALL SURVEYING:

PROJECT CONTROL
POSITIONING METHOD: ODOT VRS
MONUMENT TYPE: LJB DISK

VERTICAL POSITIONING
ORTHOMETRIC HEIGHT DATUM: NAVD88
GEOID: GEOID 18 (CONUS)

HORIZONTAL POSITIONING:
REFERENCE FRAME: NAD83-11'/OHS (3402)
ELLIPSOID: GRS80
MAP PROJECTION: LAMBERT CONFORMAL CONIC
COORDINATE SYSTEM: OHIO STATE PLANE, SOUTH ZONE
COMBINED SCALE FACTOR: VARIES
ORIGIN OF COORDINATE SYSTEM: 0,0

USE THE POSITIONING METHODS AND MONUMENT TYPE USED IN THE ORIGINAL SURVEY TO RESTORE ALL MONUMENTS RELATED TO PRIMARY PROJECT CONTROL THAT ARE DAMAGED OR DESTROYED BY CONSTRUCTION ACTIVITIES. RESTORE THE DAMAGED OR DESTROYED MONUMENTS IN ACCORDANCE WITH CMS 623.

UNITS ARE IN U.S. SURVEY FEET.

SURVEY LIMITS

FIELD SURVEY ON THIS PROJECT IS LIMITED TO THE APPROXIMATE STATION LIMITS DESCRIBED BELOW. TYPICAL SURVEY LIMITS RUN FROM THE CENTERLINE TO 30 FEET BEYOND THE EDGE OF PAVEMENT (OR TO THE ADJACENT RIGHT-OF-WAY FENCE IF THE FENCE IS CLOSER THAN 30 FEET) ON THE SIDE OF THE ROAD WHERE THE PROPOSED DMS/ITS CABINET IS LOCATED.

HORIZONTAL BASEMAPPING OUTSIDE OF THE SURVEY LIMITS IS BASED ON OGRIP GEOTIFF AERIAL IMAGERY TILES, CAGIS AERIAL BASEMAPPING (HAMILTON COUNTY ONLY), RECORD PLAN DATA, THE ODOT ITS COLLECTOR APP, AND FIELD INVESTIGATION OF SITE LAYOUTS.

VERTICAL BASEMAPPING OUTSIDE OF THE SURVEY LIMITS IS BASED ON OGRIP 3DEP+ ELEVATION DATA.

SITE NO.	STATION LIMITS	SITE NO.	STATION LIMITS
1	154+50 TO 158+00	12	942+75 TO 945+25
2	165+10 TO 168+10	16	2227+00 TO 2229+50
3	372+50 TO 375+00	17	2364+00 TO 2368+50
4	464+00 TO 466+25	20	1372+00 TO 1374+25
5	699+00 TO 702+00	22	1666+50 TO 1668+75
8	982+65 TO 985+85	23	1746+75 TO 1748+75
9	249+80 TO 251+70	24	47+65 TO 50+00
10	456+00 TO 458+50	29	451+10 TO 453+25
11	632+00 TO 635+00	30	887+65 TO 890+00

NO FIELD SURVEY WAS PERFORMED AT SITES 6, 7, 13, 14, 15, OR 28.

(SITE NUMBERS 18, 19, 21, 25, 26, AND 27 ARE NOT USED.)

WORK LIMITS

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

PROTECTION OF RIGHT-OF-WAY LANDSCAPING

PRIOR TO BEGINNING WORK, THE CONTRACTOR, THE PROJECT ENGINEER, AND A REPRESENTATIVE OF THE MAINTAINING AGENCY WILL REVIEW AND RECORD ALL LANDSCAPING ITEMS WITHIN THE RIGHT-OF-WAY (BOTH WITHIN AND OUTSIDE THE CONSTRUCTION LIMITS).

PROTECTION OF RIGHT-OF-WAY LANDSCAPING (CONTINUED)

A RECORD OF THIS REVIEW WILL BE KEPT IN THE PROJECT ENGINEER’S FILES. PRIOR TO FINAL ACCEPTANCE, A FINAL REVIEW OF LANDSCAPING ITEMS WILL BE MADE.

CONSTRICT ALL ACTIVITIES, EQUIPMENT STORAGE, AND STAGING TO WITHIN THE CONSTRUCTION LIMITS. UNLESS OTHERWISE IDENTIFIED IN THE PLANS OR PROPOSAL, THE CONSTRUCTION LIMITS ARE IDENTIFIED AS 30 FEET FROM THE EDGE OF PAVEMENT.

SUBMIT A WRITTEN REQUEST TO THE PROJECT ENGINEER TO USE ANY AREA OUTSIDE THESE LIMITS. THE DOCUMENT SUBMITTED MUST CLEARLY IDENTIFY THE AREA AND EXPLAIN THE PROPOSED USE AND RESTORATION OF THE AREA. USE OF THESE AREAS FOR DISPOSAL OF WASTE MATERIAL AND CONSTRUCTION DEBRIS, EXCAVATION OF BORROW MATERIAL AND PLACEMENT OF PORTABLE PLANTS IS PROHIBITED. THE REQUEST MUST BE APPROVED, IN WRITING, BEFORE THE CONTRACTOR HAS PERMISSION TO USE THE AREA.

ANY ITEMS DAMAGED BEYOND THE CONSTRUCTION LIMITS, AS DEFINED ABOVE, WILL BE REPLACED IN KIND OR AS APPROVED BY THE PROJECT ENGINEER.

ITEM 201 – CLEARING AND GRUBBING, AS PER PLAN

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

IN ADDITION TO THE REQUIREMENTS OF C&MS 201:

SPECIFIC CLEARING LIMITS BEYOND WHAT IS NECESSARY FOR PHYSICAL CONSTRUCTION ARE SPECIFIED ON THE ITS SITE PLANS AT CERTAIN SITES IN ORDER TO IMPROVE VISIBILITY OF THE DMS SIGNS FOR THE TRAVELING PUBLIC AND TO PROMOTE FUTURE SITE ACCESSIBILITY FOR ODOT MAINTENANCE CREWS. THE ADDITIONAL CLEARING AND GRUBBING AS SPECIFIED ON THE PLANS SHALL BE INCLUDED IN THIS ITEM, AND NO ADDITIONAL PAYMENT WILL BE MADE.

AIRWAY/HIGHWAY CLEARANCE FOR AIRPORTS AND HELIPORTS

SITE 7 (IR-71 NORTHBOUND NORTH OF PFEIFFER RD.) HAS BEEN IDENTIFIED AS BEING WITHIN THE INFLUENCE AREA OF A PRIVATE-USE AIRPORT OR HELIPORT. NO TEMPORARY STRUCTURES OR CONSTRUCTION EQUIPMENT, AT MAXIMUM OPERATING HEIGHT, SHALL EXCEED A HEIGHT OF 36 FT. IF ANY TEMPORARY STRUCTURES OR CONSTRUCTION EQUIPMENT WILL EXCEED THIS HEIGHT, FURTHER COORDINATION WITH THE FEDERAL AVIATION ADMINISTRATION (FAA), AND ODOT OFFICE OF AVIATION, WILL BE NECESSARY PRIOR TO ERECTING SUCH TEMPORARY STRUCTURES OR OPERATING SUCH EQUIPMENT ON THE PROJECT. FOR PRIVATE USE AIRPORTS OR HELIPORTS, COORDINATE WITH THE AIRPORT OWNER AND THE ODOT OFFICE OF AVIATION.

NO TEMPORARY STRUCTURES OR CONSTRUCTION EQUIPMENT SHALL EXCEED THE PERMISSIBLE HEIGHT, UNTIL COORDINATION IS MET AND DOCUMENTATION HAS BEEN FURNISHED TO THE PROJECT ENGINEER. IF COORDINATION IS NOT OBTAINED, THEN THE PROJECT MANAGER WILL HAVE THE AUTHORITY TO PROVIDE RESTRICTIONS AS REQUIRED.

Galenstein Park Heliport
New Horizons Helicopters
5677 Creek Road
Cincinnati, OH 45242
(513) 793-3550

ALL REMAINING SITES ON THIS PROJECT HAVE BEEN IDENTIFIED AS BEING WITHIN THE INFLUENCE AREA OF A PUBLIC USE AIRPORT OR HELIPORT. NO TEMPORARY STRUCTURES OR CONSTRUCTION EQUIPMENT AT MAXIMUM OPERATING HEIGHT SHALL EXCEED A HEIGHT OF 72 FT. IF ANY TEMPORARY STRUCTURES OR CONSTRUCTION EQUIPMENT WILL EXCEED THIS HEIGHT, FURTHER COORDINATION WITH THE FEDERAL AVIATION ADMINISTRATION (FAA), AND ODOT OFFICE OF AVIATION, WILL BE NECESSARY PRIOR TO ERECTING SUCH TEMPORARY STRUCTURES OR OPERATING SUCH EQUIPMENT ON THE PROJECT. THE CONTRACTOR WILL BE REQUIRED TO SUBMIT FORM 7460-1 TO THE FAA. NOTIFY THE ODOT OFFICE OF AVIATION WHEN SUBMITTING FAA FORM 7460-1.

NO TEMPORARY STRUCTURES OR CONSTRUCTION EQUIPMENT SHALL EXCEED THE PERMISSIBLE HEIGHT, UNTIL A COPY OF THE FAA APPROVAL AND THE ODOT OFFICE OF AVIATION PERMIT HAS BEEN FURNISHED TO THE PROJECT ENGINEER.

Federal Aviation Administration Southwest Regional Office Obstruction Evaluation Group 10101 Hillwood Parkway Fort Worth, TX 76177 Fax: (817) 222-5920 http://ceaaa.faa.gov	Ohio Department of Transportation Office of Aviation 2829 West Dublin-Granville Road Columbus, Ohio 43235 Ohio.airport.protection@dot.ohio.gov
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FENCE LENGTHS

THE LENGTHS OF FENCE SHOWN IN THE PLANS ARE HORIZONTAL DIMENSIONS. MEASUREMENTS OF THE FINAL QUANTITIES WILL BE IN ACCORDANCE WITH ITEM 607.

DRAINAGE PLAN NOTES

CROSSINGS AND CONNECTIONS TO EXISTING PIPES AND UTILITIES

WHERE PLANS PROVIDE FOR A PROPOSED CONDUIT TO BE CONNECTED TO, OR CROSS OVER OR UNDER AN EXISTING SEWER OR UNDERGROUND UTILITY, LOCATE THE EXISTING PIPES OR UTILITIES BOTH AS TO LINE AND GRADE BEFORE STARTING TO LAY THE PROPOSED CONDUIT.

IF IT IS DETERMINED THAT THE ELEVATION OF THE EXISTING CONDUIT, OR EXISTING APPURTENANCE TO BE CONNECTED, DIFFERS FROM THE PLAN ELEVATION OR RESULTS IN A CHANGE IN THE PLAN CONDUIT SLOPE, NOTIFY THE ENGINEER BEFORE STARTING CONSTRUCTION OF ANY PORTION OF THE PROPOSED CONDUIT WHICH WILL BE AFFECTED BY THE VARIANCE IN THE EXISTING ELEVATIONS.

IF IT IS DETERMINED THAT THE PROPOSED CONDUIT WILL INTERSECT AN EXISTING SEWER OR UNDERGROUND UTILITY IF CONSTRUCTED AS SHOWN ON THE PLAN, NOTIFY THE ENGINEER BEFORE STARTING CONSTRUCTION OF ANY PORTION OF THE PROPOSED CONDUIT WHICH WOULD BE AFFECTED BY THE INTERFERENCE WITH AN EXISTING FACILITY.

PAYMENT FOR ALL THE OPERATIONS DESCRIBED ABOVE IS INCLUDED IN THE CONTRACT PRICE FOR THE PERTINENT 611 CONDUIT ITEM.

REVIEW OF DRAINAGE FACILITIES

PRIOR TO THE START OF WORK AND AGAIN BEFORE FINAL ACCEPTANCE, PERFORM AN INSPECTION WITH REPRESENTATIVES OF THE DEPARTMENT, CONTRACTOR AND LOCALS OF ALL EXISTING DRAINAGE FACILITIES THAT ARE TO REMAIN IN SERVICE WHICH MAY BE AFFECTED BY THE WORK. THE CONDITION OF THE EXISTING CONDUITS AND THEIR APPURTENANCES IS DETERMINED FROM FIELD OBSERVATIONS. RECORDS OF THE INSPECTION ARE MAINTAINED BY THE DEPARTMENT.

CONFIRM ALL EXISTING SEWERS INSPECTED INITIALLY BY THE ABOVE-MENTIONED PARTIES ARE MAINTAINED AND LEFT IN A CONDITION COMPARABLE TO THAT DETERMINED BY THE ORIGINAL INSPECTION. THE CONTRACTOR IS RESPONSIBLE TO CORRECT ANY CHANGE IN THE CONDITION RESULTING FROM THEIR OPERATIONS AS DIRECTED AND APPROVED BY THE ENGINEER.

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

EXISTING SUBSURFACE DRAINAGE

PROVIDE UNOBSTRUCTED OUTLETS FOR ALL EXISTING UNDERDRAINS OR AGGREGATE DRAINS ENCOUNTERED DURING CONSTRUCTION.

PROVIDE AN OUTLET PER STANDARD CONSTRUCTION DRAWING DM-1.1 FOR ALL UNDERDRAINS THAT OUTLET TO A SLOPE. UNDERDRAINS THAT CAN BE CONNECTED TO THE NEW OR EXISTING UNDERDRAINS AT THE END OF THE PROJECT LIMITS AS WELL AS ALL NECESSARY BENDS OR BRANCHES REQUIRED FOR CONNECTION ARE INCLUDED IN THE BASIS OF PAYMENT FOR UNCLASSIFIED PIPE UNDERDRAINS.

THE FOLLOWING CONTINGENCY QUANTITIES HAVE BEEN INCLUDED IN THE GENERAL SUMMARY FOR THE WORK NOTED ABOVE, TO BE USED ONLY IF DIRECTED BY THE ENGINEER:

ITEM 605, 4” UNCLASSIFIED PIPE UNDERDRAINS	200 FT
ITEM 605, 6” UNCLASSIFIED PIPE UNDERDRAINS	200 FT
ITEM 605, AGGREGATE DRAINS	200 FT
ITEM 611, 4” CONDUIT, TYPE F	200 FT
ITEM 611, 6” CONDUIT, TYPE F	200 FT
ITEM 611, PRECAST REINFORCED CONCRETE OUTLET	12 EACH

ENVIRONMENTAL PLAN NOTES

ENDANGERED BAT HABITAT REMOVAL

THIS PROJECT IS LOCATED WITHIN THE KNOWN HABITAT RANGES OF THE FEDERALLY LISTED AND PROTECTED INDIANA BAT, AND NORTHERN LONG-EARED BAT. NO TREES SHALL BE REMOVED UNDER THIS PROJECT FROM APRIL 1 THROUGH SEPTEMBER 30. ALL NECESSARY TREE REMOVAL SHALL OCCUR FROM OCTOBER 1 THROUGH MARCH 31. THIS REQUIREMENT IS NECESSARY TO AVOID AND MINIMIZE IMPACTS TO THESE SPECIES AS REQUIRED BY THE ENDANGERED SPECIES ACT (ESA). FOR THE PURPOSES OF THIS NOTE, A TREE IS DEFINED AS: A LIVE, DYING, OR DEAD WOODY PLANT, WITH A TRUNK 3 INCHES OR GREATER IN DIAMETER AT A HEIGHT OF 4.5 FEET ABOVE THE GROUND SURFACE, AND WITH A MINIMUM HEIGHT OF 13 FEET.

DESIGN AGENCY



DESIGNER

NRS

REVIEWER

TJB 01/15/26

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121932

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TREE REMOVAL DATE RESTRICTIONS AND CONTRACTOR SCHEDULING
SPECIFIC CLEARING AND GRUBBING LIMITS BEYOND WHAT IS NECESSARY FOR PHYSICAL CONSTRUCTION ARE SPECIFIED ON THE ITS SITE PLANS AT CERTAIN SITES AS DESCRIBED IN THE PLAN NOTE FOR CLEARING AND GRUBBING, AS PER PLAN. THESE CLEARING LIMITS MAY INCLUDE TREES THAT MEET THE REQUIREMENTS FOR TREE REMOVAL DATE RESTRICTIONS PER THE ENDANGERED BAT HABITAT REMOVAL PLAN NOTE.

WORK WHICH REQUIRES TREE REMOVAL SHALL BE COMPLETED ONLY DURING THE PERMISSIBLE DATE RANGE. DO NOT COMMENCE ANY ITEMS OF WORK THAT REQUIRE TREE REMOVAL WHILE TREE REMOVAL IS RESTRICTED.

THE CONTRACTOR SHALL ANTICIPATE THE POTENTIAL IMPACT OF TREE REMOVAL DATE RESTRICTIONS ON THE PROPOSED WORK AT EACH APPLICABLE SITE, AND SHALL SCHEDULE WORK SO AS TO AVOID CONFLICTS. ANY DELAYS RESULTING FROM TREE REMOVAL DATE RESTRICTIONS SHALL BE CONSIDERED NON-EXCUSABLE DELAYS PER C&MS 108.06.

EROSION CONTROL PLAN NOTES

SEEDING AND MULCHING

THE FOLLOWING QUANTITIES ARE PROVIDED TO BE USED ONLY AS DIRECTED BY THE ENGINEER TO PROMOTE GROWTH AND CARE OF PERMANENT SEEDER AREAS:

ITEM 659, TOPSOIL	522 CY
ITEM 659, SEEDING AND MULCHING	4700 SY
ITEM 659, REPAIR SEEDING AND MULCHING	235 SY
ITEM 659, INTER-SEEDING	235 SY
ITEM 659, COMMERCIAL FERTILIZER	0.64 TON
ITEM 659, LIME	0.11 ACRES
ITEM 659, WATER	38 MGAL

APPLY SEEDING AND MULCHING TO ALL AREAS OF EXPOSED SOIL BETWEEN THE RIGHT-OF-WAY LINES AND WITHIN THE CONSTRUCTION LIMITS FOR AREAS OUTSIDE THE RIGHT-OF-WAY LINES COVERED BY WORK AGREEMENT OR SLOPE EASEMENT. QUANTITY CALCULATIONS FOR SEEDING AND MULCHING ARE BASED ON THESE LIMITS.

LIGHTING PLAN NOTES

ITEM 625 - LIGHTING, MISC.: MAINTAIN EXISTING LIGHTING

IN LOCATIONS WITH EXISTING HIGHWAY LIGHTING SERVED BY MEDIAN RACEWAYS WHERE THE MEDIAN CONCRETE BARRIER IS TO BE REMOVED AND REPLACED, RESTORE THE INTEGRITY OF LIGHTING CIRCUITS ACCORDING TO THIS ITEM.

IN ADDITION TO THE REQUIREMENTS OF C&MS 625:

PRIOR TO BEGINNING CONSTRUCTION, THE CONTRACTOR SHALL ACCESS THE NEAREST JUNCTION BOXES ON BOTH SIDES OF THE BARRIER WORK AND DOCUMENT THE EXISTING CONDITIONS, INCLUDING THE LIGHTING CABLE CONDUCTOR GAUGE, CABLE TYPE, AND CONFIGURATION. PROVIDE THIS DOCUMENTATION TO THE ENGINEER IN WRITING.

COORDINATE WITH THE ENGINEER TO OBTAIN LOCKOUT/TAGOUT OF THE LIGHTING CIRCUIT. DE-ENERGIZE THE LIGHTING CIRCUIT PRIOR TO BEGINNING BARRIER WORK.

CUT THE EXISTING LIGHTING CABLES IN THE JUNCTION BOXES ON BOTH SIDES OF THE BARRIER WORK, AND REMOVE AND DISPOSE OF CABLES BETWEEN JUNCTION BOXES.

WHEN INSTALLING THE NEW BARRIER, CONSTRUCT NEW LIGHTING RACEWAYS IN ACCORDANCE WITH THE CONCRETE BARRIER PLAN NOTES.

AFTER THE NEW BARRIER IS IN PLACE, FURNISH AND INSTALL NEW LIGHTING CABLES MATCHING OR EXCEEDING THE EXISTING LIGHTING CABLE CONDUCTOR GAUGE, CABLE TYPE, AND CONFIGURATION. SPLICE THE NEW AND EXISTING LIGHTING CABLES IN THE JUNCTION BOXES ON BOTH SIDES AND COORDINATE WITH THE ENGINEER TO RE-ENERGIZE THE CIRCUIT.

THE TOTAL DOWNTIME OF EACH INDIVIDUAL LIGHTING CIRCUIT SHALL BE LIMITED TO TEN CALENDAR DAYS, UNLESS A LONGER DURATION IS APPROVED BY THE ENGINEER. IF BARRIER WORK AT MULTIPLE SITES AFFECTS THE SAME LIGHTING CIRCUIT, SCHEDULE THE WORK TO BE COMPLETED DURING THE SAME OUTAGE.

THE WORK AS DESCRIBED SHALL BE PAID PER EACH SITE WHERE IT IS PERFORMED, AND SHALL INCLUDE ALL LABOR, EQUIPMENT, AND MATERIALS NEEDED TO PERFORM THE WORK AS DESCRIBED. THIS CONDITION IS EXPECTED TO OCCUR AT SITES 1, 2, 16, AND 17. REMOVING, FURNISHING, AND INSTALLING LIGHTING CONDUCTORS SHALL BE INCLUDED IN THIS ITEM, AND NO ADDITIONAL PAYMENT WILL BE MADE.

ROADWAY PLAN NOTES

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.

ITEM 202 – CABLE BARRIER REMOVED, AS PER PLAN

AT LOCATIONS IDENTIFIED IN THE PLANS, REMOVE AND DISPOSE OF EXISTING CABLE BARRIER, INCLUDING CABLES, POSTS, ANCHOR ASSEMBLIES, CONCRETE MOW STRIPS, AND FOUNDATIONS, AS NOTED BELOW.

EXISTING CABLES SHALL BE CUT IN SUCH A WAY THAT ALLOWS FOR A SPLICE TO NEW CABLES IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS.

REMOVE CONCRETE LINE POST, TERMINAL POST, AND CABLE RELEASE ANCHOR POST FOUNDATIONS TO A MINIMUM OF 12" BELOW FINISHED GRADE AND DISPOSE OF MATERIALS. EXISTING FOUNDATIONS THAT ARE IN CONFLICT WITH THE PROPOSED WORK SHALL BE REMOVED TO THE ADDITIONAL DEPTH REQUIRED AT THE DIRECTION OF THE ENGINEER, UP TO REMOVAL IN THEIR ENTIRETY, AT NO ADDITIONAL COST.

THE CONTRACTOR SHALL ENSURE THAT CABLE BARRIER REMOVAL ACTIVITIES DO NOT REDUCE EXISTING PROTECTIONS FOR MOTORISTS. WHEN REQUIRED, ADDITIONAL STEPS SHALL BE TAKEN TO PROTECT OBSTRUCTIONS IN THE CLEAR ZONE AND TO SHIELD OPPOSING DIRECTIONS OF TRAVEL SEPARATED BY NARROW MEDIANS, SUBJECT TO THE APPROVAL OF THE ENGINEER.

THE WORK AS DESCRIBED SHALL BE PAID PER LINEAR FOOT OF CABLE BARRIER REMOVED, AND SHALL INCLUDE ALL LABOR, EQUIPMENT, AND MATERIALS NEEDED TO PERFORM THE WORK AS DESCRIBED. REMOVAL OF ANCHOR ASSEMBLY ELEMENTS, CONCRETE MOW STRIPS, AND FOUNDATIONS, AS WELL AS SUPPLEMENTAL PROTECTION MEASURES IF REQUIRED, SHALL BE INCLUDED IN THIS ITEM, AND NO ADDITIONAL PAYMENT WILL BE MADE.

ITEM 202 – CONCRETE BARRIER REMOVED, AS PER PLAN

AT LOCATIONS IDENTIFIED IN THE PLANS, REMOVE AND DISPOSE OF EXISTING CONCRETE BARRIER TO FACILITATE THE INSTALLATION OF NEW CONCRETE BARRIER, INCLUDING OVERHEAD SIGN SUPPORT FOUNDATIONS AND BARRIER TAPERS.

IN ADDITION TO THE REQUIREMENTS OF C&MS 202:

THIS ITEM SHALL INCLUDE THE REMOVAL OF EXISTING CONCRETE BARRIER BASE (INTEGRAL OF DOWELED), REINFORCED END ANCHORAGES AND END SECTIONS, AND PARTIAL REMOVAL OF EXISTING OVERHEAD SIGN SUPPORT FOUNDATIONS AS NEEDED TO FACILITATE THE CONSTRUCTION OF NEW CONCRETE BARRIER AND OVERHEAD SIGN SUPPORT FOUNDATIONS.

SAWCUT THE PAVEMENT AT THE REQUIRED LOCATION TO FACILITATE BARRIER REMOVAL/REPLACEMENT (WHEN THE EXISTING AND PROPOSED BARRIER ARE THE SAME WIDTH), AND TO FACILITATE NEW BARRIER INSTALLATION (WHEN THE PROPOSED BARRIER IS TO BE WIDER THAN THE EXISTING, INCLUDING ALONG TAPERS). WHERE THE PROPOSED BARRIER LIMITS DIFFER FROM THE EXISTING LIMITS, PAVEMENT REMOVAL BETWEEN THE EXISTING BARRIER AND THE SAWCUT SHALL BE INCLUDED IN THIS ITEM.

THE CONTRACTOR SHALL TAKE CAUTION WHEN SAWCUTTING TO PREVENT THE ADJACENT PAVEMENT FROM BEING DISTURBED. EXISTING PAVEMENT THAT IS DAMAGED WILL BE REPAIRED AT THE DIRECTION OF THE ENGINEER AT THE CONTRACTOR'S EXPENSE.

AT LOCATIONS WHERE EXISTING BARRIER IS TO BE REMOVED AND NOT REPLACED WITH NEW BARRIER, BACKFILL IS QUANTIFIED UNDER ITEM 304, AGGREGATE BASE.

THE WORK AS DESCRIBED SHALL BE PAID PER LINEAR FOOT OF CONCRETE BARRIER REMOVED, AND SHALL INCLUDE ALL LABOR, EQUIPMENT, AND MATERIALS NEEDED TO PERFORM THE WORK AS DESCRIBED. SAWCUTTING SHALL BE INCLUDED IN THIS ITEM, AND NO ADDITIONAL PAYMENT WILL BE MADE.

ITEM 202 – REMOVAL, MISC.: REMOVAL OF BARRIER WALL ASSEMBLY

AT LOCATIONS IDENTIFIED IN THE PLANS, REMOVE AND DISPOSE OF EXISTING BARRIER WALL ASSEMBLIES TO FACILITATE THE INSTALLATION OF NEW CONCRETE BARRIER. ALL WORK REQUIRED TO FACILITATE NEW BARRIER INSTALLATION, INCLUDING BUT NOT LIMITED TO SAWCUTTING AND REMOVING PAVEMENT AND MISCELLANEOUS MATERIALS, SHALL BE INCLUDED IN THIS ITEM.

ITEM 202 – REMOVAL, MISC.: REMOVAL OF BARRIER WALL ASSEMBLY (CONTINUED)

THE WORK AS DESCRIBED SHALL BE PAID PER EACH BARRIER WALL ASSEMBLY REMOVED, AND SHALL INCLUDE ALL LABOR, EQUIPMENT, AND MATERIALS NEEDED TO PERFORM THE WORK AS DESCRIBED. SAWCUTTING AND MISCELLANEOUS REMOVALS SHALL BE INCLUDED IN THIS ITEM, AND NO ADDITIONAL PAYMENT WILL BE MADE.

ITEM 606 – ANCHOR ASSEMBLY, MGS TYPE E

THIS ITEM SHALL CONSIST OF FURNISHING AND INSTALLING ANY OF THE MASH 2016 TYPE E TANGENETIAL END TREATMENTS FOR TYPE MGS GUARDRAIL AS LISTED UNDER "PRODUCTS ACCEPTED FOR NEW INSTALLATIONS" ON THE ROADWAY APPROVED PRODUCTS LIST POSTED ON ROADWAY ENGINEERING'S WEB PAGE. INSTALLATION SHALL BE AT THE LOCATIONS SPECIFIED IN THE PLANS, IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS. REFER TO THE POSTED SHOP DRAWINGS FOR THE MOST CURRENT APPROVED PRODUCT MODELS.

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. 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. 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.

THE FACE OF THE TYPE E IMPACT HEAD SHALL BE COVERED WITH SOLID FLUORESCENT YELLOW REBOUNDABLE RETROREFLECTIVE SHEETING, PER CMS 730.191.

WHEN THE FACE OF THE ADJACENT (ATTACHED) GUARDRAIL IS LESS THAN 4' OFFSET FROM THE PROPOSED EDGE LINE, AND PERMITTING SITE CONDITIONS EXIST: THE PROPOSED TYPE E ANCHOR ASSEMBLY SHALL BE INSTALLED AT A CONSISTENT FLARE RATE THROUGH THE FULL LENGTH OF THE SYSTEM. THE FLARE RATE SHALL BE A MAXIMUM OF 25:1 (RESULTING IN A 2' OFFSET). THE INSTALLATION SHALL BE IN ACCORDANCE WITH THE SHOP DRAWINGS, PRODUCT INSTALLATION MANUAL/GUIDANCE, AND AS DIRECTED BY THE ENGINEER.

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 606 – IMPACT ATTENUATOR, TYPE 2 (UNIDIRECTIONAL), 62 MPH, 20" WIDE

THIS ITEM SHALL CONSIST OF FURNISHING AND INSTALLING ANY OF THE MASH 2016 TYPE 2 IMPACT ATTENUATORS AS LISTED UNDER "PRODUCTS ACCEPTED FOR NEW, PERMANENT INSTALLATIONS" ON THE ROADWAY APPROVED PRODUCTS LIST POSTED ON THE OFFICE OF ROADWAY ENGINEERING'S WEB PAGE (REFER TO THE POSTED SHOP DRAWINGS FOR THE MOST CURRENT APPROVED PRODUCT MODELS). WHEN BI-DIRECTIONAL DESIGNS ARE SPECIFIED, THE CONTRACTOR SHALL SUPPLY APPROPRIATE TRANSITIONS.

PROVIDE AN IMPACT ATTENUATOR RATED FOR A DESIGN SPEED OF 62 MPH AND A HAZARD WIDTH OF 20 INCHES, AT MINIMUM.

PAYMENT FOR THE ABOVE WORK SHALL BE MADE AT THE UNIT PRICE BID FOR ITEM 606, IMPACT ATTENUATOR, TYPE 2 (UNIDIRECTIONAL), AND SHALL INCLUDE ALL LABOR, TOOLS, EQUIPMENT AND MATERIALS NECESSARY TO CONSTRUCT A COMPLETE AND FUNCTIONAL IMPACT ATTENUATOR SYSTEM, INCLUDING ALL RELATED BACKUPS/BACKSTOPS, TRANSITIONS, HARDWARE AND GRADING, NOT SEPARATELY SPECIFIED, AS REQUIRED BY THE MANUFACTURER. INSTALLATION SHALL BE AT THE LOCATIONS SPECIFIED IN THE PLANS, IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS.

ITEM 606 – SPECIAL - CABLE BARRIER (ALTERNATE 1)

THIS ITEM SHALL CONSIST OF FURNISHING AND INSTALLING ANY ONE OF THE HIGH TENSION FOUR CABLE GUARDRAIL SYSTEMS AS LISTED ON THE OFFICE OF ROADWAY ENGINEERING'S WEB PAGE. PAYMENT FOR THE ABOVE WORK SHALL BE MADE AT THE UNIT PRICE BID FOR ITEM 606, SPECIAL - CABLE BARRIER AND ITEM 606, SPECIAL - CABLE BARRIER, ANCHOR ASSEMBLY AND SHALL INCLUDE ALL LABOR, TOOLS, EQUIPMENT AND MATERIALS NECESSARY TO CONSTRUCT A COMPLETE AND FUNCTIONAL HIGH TENSION CABLE GUARDRAIL SYSTEM NOT SEPARATELY SPECIFIED, AS REQUIRED BY THE MANUFACTURER.

INSTALLATION SHALL BE AT THE LOCATIONS SPECIFIED IN THE PLANS, IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS.

SYSTEMS SHALL HAVE A MAXIMUM DEFLECTION OF 8 FEET AND THE MAXIMUM LONGITUDINAL DISTANCE BETWEEN POSTS SHALL BE 15 FEET.

ITEM 606 – SPECIAL - CABLE BARRIER (ALTERNATE 1) (CONTINUED)

INSTALLATION WILL BE A FOUR CABLE HIGH TENSION SYSTEM INSTALLED IN SOCKETED POSTS FOUNDATION WITH A FOUR FOOT WIDE "NO MOW STRIP". SEE ITEM SPECIAL - MOW STRIP NOTE FOR DETAILS.

DELINEATE THE CABLE BARRIER USING TYPE 6 BARRIER REFLECTORS PER ITEM 626 OR USING FLEXIBLE POSTS PER ITEM 620 AS CALLED FOR IN THE PLANS OR DIRECTED BY THE ENGINEER.

ANCHOR TERMINAL STRUTS SHALL BE COVERED COMPLETELY ON BOTH SIDES WITH YELLOW REBOUNDABLE RETROREFLECTIVE SHEETING, PER CMS 730.191.

TRANSITIONS TO W-BEAM GUARDRAIL ARE NOT ALLOWED.

REFER TO MANUFACTURER FOR MAXIMUM OFFSET FROM BREAK POINT.

TORPEDO OR BULLET SPLICES ARE NOT ALLOWED. ALL CABLE SPLICES SHALL BE A SWAGED OR OPEN BODY DESIGN THAT ALLOWS FOR ANNUAL INSPECTION BETWEEN THE WEDGE AND STRANDS OF CABLE.

POSTS ARE SET IN SOCKETED CONCRETE FOUNDATIONS AND SHALL NOT BE PERMANENTLY INSTALLED UNTIL THEIR RESPECTIVE RUNS OF TENSIONED CABLE GUARDRAIL ARE READY FOR FINAL CONNECTION TO THE END TERMINAL ASSEMBLY. THE CONTRACTOR SHALL REPLACE ANY POSTS DAMAGED DURING INSTALLATION AS DETERMINED BY THE ENGINEER AT NO ADDITIONAL COST TO THE STATE.

THE WORK AS DESCRIBED SHALL BE PAID PER LINEAR FOOT OF CABLE BARRIER INSTALLED, AND SHALL INCLUDE ALL LABOR, EQUIPMENT, AND MATERIALS NEEDED TO PERFORM THE WORK AS DESCRIBED. TENSIONING THE CABLE BARRIER SYSTEM AFTER A NEW SEGMENT IS CONSTRUCTED SHALL BE INCLUDED IN THIS ITEM IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS, AND NO ADDITIONAL PAYMENT SHALL BE MADE.

ITEM 606 – SPECIAL - CABLE BARRIER (GIBRALTAR) (ALTERNATE 2)

ITEM 606, SPECIAL - CABLE BARRIER (GIBRALTAR) SHALL BE SUBJECT TO THE REQUIREMENTS OF ITEM 606, SPECIAL - CABLE BARRIER (ALTERNATE 1), AND SHALL BE CONSTRUCTED WITH THE GIBRALTAR CABLE BARRIER SYSTEM.

ITEM 606 – SPECIAL - CABLE BARRIER, ANCHOR ASSEMBLY (ALTERNATE 1)

THE TENSIONED CABLE ANCHOR ASSEMBLIES SHALL FOLLOW THE MANUFACTURER'S SPECIFICATIONS FOR WEAK SOIL CONDITIONS. THE MANUFACTURER SHALL PROVIDE A DESIGN TO ADEQUATELY HANDLE THE STATIC LOAD, ANY IMPACT LOADS NEAR THE ANCHOR ASSEMBLY, PLUS THE APPROPRIATE FACTORS OF SAFETY.

PAYMENT FOR THE ABOVE WORK SHALL INCLUDE ALL LABOR, TOOLS, EQUIPMENT, AND MATERIALS NECESSARY TO CONSTRUCT A COMPLETE AND FUNCTIONAL CABLE BARRIER ANCHOR ASSEMBLY, AS REQUIRED BY THE MANUFACTURER.

ITEM 606 – SPECIAL - CABLE BARRIER, ANCHOR ASSEMBLY (GIBRALTAR) (ALTERNATE 2)

ITEM 606, SPECIAL - CABLE BARRIER, ANCHOR ASSEMBLY (GIBRALTAR) (ALTERNATE 2) SHALL BE SUBJECT TO THE REQUIREMENTS OF ITEM 606, SPECIAL - CABLE BARRIER, ANCHOR ASSEMBLY (ALTERNATE 1), AND SHALL BE CONSTRUCTED WITH THE GIBRALTAR CABLE BARRIER SYSTEM.

ITEM 606 – SPECIAL - CABLE BARRIER, SPLICE

THIS ITEM SHALL CONSIST OF SPLICING THE CABLE BARRIER SYSTEM. THE SYSTEM SHALL BE SPLICED PER THE MANUFACTURER'S SPECIFICATIONS.

THE WORK AS DESCRIBED WILL BE MEASURED PER EACH CABLE SPLICED, AND SHALL INCLUDE ALL LABOR, EQUIPMENT, AND MATERIALS NEEDED TO PERFORM THE WORK AS DESCRIBED.

ITEM 622 – BARRIER, MISC.: NEW JERSEY STYLE, TYPE B50

ITEM 622 – BARRIER, MISC.: NEW JERSEY STYLE, TYPE D

THESE ITEMS SHALL MEET ALL REQUIREMENTS LISTED IN THE PLAN NOTE FOR ITEM 622, CONCRETE BARRIER, SINGLE SLOPE, TYPE B/ TYPE C, AS PER PLAN, WITH THE FOLLOWING ADDITION:

AT LOCATIONS IDENTIFIED IN THE PLANS, INSTALL NEW CONCRETE BARRIER, NEW JERSEY STYLE, TYPE B50 AND TYPE D, ACCORDING TO THE DETAILS ON SHEET P.22 OF THESE PLANS.

THE WORK AS DESCRIBED SHALL BE PAID PER LINEAR FOOT OF CONCRETE BARRIER INSTALLED, AND SHALL INCLUDE ALL LABOR, EQUIPMENT, AND MATERIALS NEEDED TO PERFORM THE WORK AS DESCRIBED.

DESIGN AGENCY



DESIGNER

NRS

REVIEWER

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ITEM 622 – CONCRETE BARRIER END ANCHORAGE, REINFORCED, TYPE B, AS PER PLAN

IN ADDITION TO THE REQUIREMENTS OF C&MS 622:

THIS ITEM SHALL MEET ALL ADDITIONAL LIGHTING AND ITS RACEWAY REQUIREMENTS LISTED IN THE PLAN NOTE FOR ITEM 622, CONCRETE BARRIER, SINGLE SLOPE, TYPE B/TYPE C, AS PER PLAN.

THE WORK AS DESCRIBED SHALL BE PAID PER EACH END ANCHORAGE INSTALLED, AND SHALL INCLUDE ALL LABOR, EQUIPMENT, AND MATERIALS NEEDED TO PERFORM THE WORK AS DESCRIBED.

ITEM 622 – CONCRETE BARRIER END ANCHORAGE, REINFORCED, TYPE C, AS PER PLAN

IN ADDITION TO THE REQUIREMENTS OF C&MS 622:

CONSTRUCT THE END ANCHORAGE ACCORDING TO THE DETAILS ON SHEET P.25 OF THESE PLANS.

THIS ITEM SHALL MEET ALL ADDITIONAL LIGHTING AND ITS RACEWAY REQUIREMENTS LISTED IN THE PLAN NOTE FOR ITEM 622, CONCRETE BARRIER, SINGLE SLOPE, TYPE B/TYPE C, AS PER PLAN.

THE WORK AS DESCRIBED SHALL BE PAID PER EACH END ANCHORAGE INSTALLED, AND SHALL INCLUDE ALL LABOR, EQUIPMENT, AND MATERIALS NEEDED TO PERFORM THE WORK AS DESCRIBED.

ITEM 622 – CONCRETE BARRIER, SINGLE SLOPE, TYPE B, AS PER PLAN

ITEM 622 – CONCRETE BARRIER, SINGLE SLOPE, TYPE C, AS PER PLAN

IN ADDITION TO THE REQUIREMENTS OF C&MS 622:

PRIOR TO REMOVING THE EXISTING BARRIER, THE CONTRACTOR SHALL ACCESS THE NEAREST LIGHTING AND ITS JUNCTION BOXES ON BOTH SIDES OF THE BARRIER WORK AND DOCUMENT THE EXISTING CONDITIONS, INCLUDING THE NUMBER, SIZE, AND MATERIAL OF ALL LIGHTING AND ITS RACEWAYS, AND THE NUMBER AND TYPE OF CABLES PRESENT IN EACH. PROVIDE THIS DOCUMENTATION TO THE ENGINEER IN WRITING.

MATCH THE NUMBER, SIZE, AND MATERIAL OF EXISTING LIGHTING AND ITS RACEWAYS WHEN INSTALLING THE NEW BARRIER. IF REQUESTED BY THE ENGINEER, THE CONTRACTOR SHALL PERFORM A MANDREL TEST OF EACH RACEWAY TO ENSURE CONTINUITY.

INSTALL NEW LIGHTING CABLES ACCORDING TO THE MAINTAINING EXISTING LIGHTING PLAN NOTE. INSTALL ITS CABLES AS DETAILED ON THE ITS SITE PLANS. CABLE INSTALLATION WILL BE PAID UNDER THE RESPECTIVE ITEMS.

INSTALL A PULL STRING THROUGH ALL EMPTY RACEWAYS, BEGINNING AND ENDING AT THE LIGHTING AND ITS JUNCTION BOXES ON BOTH SIDES OF THE BARRIER WORK.

THE WORK AS DESCRIBED SHALL BE PAID PER LINEAR FOOT OF CONCRETE BARRIER INSTALLED, AND SHALL INCLUDE ALL LABOR, EQUIPMENT, AND MATERIALS NEEDED TO PERFORM THE WORK AS DESCRIBED. IF REQUESTED, MANDREL TESTING SHALL BE INCLUDED IN THIS ITEM, AND NO ADDITIONAL PAYMENT WILL BE MADE.

ITEM 622 – CONCRETE BARRIER, SINGLE SLOPE, TYPE D, AS PER PLAN

ITEM 622 – CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE D, AS PER PLAN

IN ADDITION TO THE REQUIREMENTS OF C&MS 622:

CONSTRUCT THE BARRIER AND END ANCHORAGES ACCORDING TO THE DETAILS ON SHEET P.25 OF THESE PLANS.

THE WORK AS DESCRIBED SHALL BE PAID PER LINEAR FOOT OF BARRIER AND PER EACH ANCHORAGE INSTALLED, AND SHALL INCLUDE ALL LABOR, EQUIPMENT, AND MATERIALS NEEDED TO PERFORM THE WORK AS DESCRIBED.

ITEM SPECIAL – MOW STRIP

THE CONTRACTOR SHALL CONSTRUCT A 4 FOOT WIDE BY 4 INCH DEPTH MOW STRIP WITH MATERIALS CONFORMING TO ITEM 608, CONCRETE WALK.

THE MOW STRIP SHALL BE PLACED ON COMPACTED EARTH AND CONSTRUCTED USING CLASS QC1 CONCRETE WITH A CURING COMPOUND MEETING THE SPECIFICATIONS OF C&MS 705.07. THE MOW STRIP SHALL BE INTEGRAL TO THE SOCKETED CONCRETE FOUNDATION.

THE MOW STRIP SHALL HAVE A TRANSVERSE JOINT EVERY 8 FEET AND AN EXPANSION JOINT EVERY 100 FEET. THE JOINTS AND MATERIALS TO CONSTRUCT THE JOINTS SHALL CONFORM TO C&MS 608.03 (C).

IF MATERIAL FROM THE EXCAVATION OF THE MOW STRIP AND THE SOCKETED CONCRETE FOUNDATIONS IS WASTED ADJACENT TO THE MOW STRIP, THE AREA SHALL BE SEEDED AND MULCHED TO THE SPECIFICATIONS OF C&MS ITEM 659. PAYMENT FOR SEEDING AND MULCHING SHALL BE MADE UNDER OTHER PAY ITEMS.

ITEM SPECIAL – MOW STRIP (CONTINUED)

ALL MATERIAL, LABOR, AND EQUIPMENT TO CONSTRUCT THE CONCRETE MOW STRIP SHALL BE PAID FOR UNDER ITEM 606, SPECIAL - MOW STRIP.

PROVISIONS FOR GRADING FOR NEW GUARDRAIL INSTALLATION

THIS PLAN INCLUDES NEW RUNS OF GUARDRAIL THAT ARE OUTSIDE OF THE GRADING LIMITS SHOWN ON CROSS SECTIONS. INSTALL THE GUARDRAIL ACCORDING TO THE FOLLOWING PROVISIONS:

WHERE THE EXISTING GROUND BEHIND THE GUARDRAIL SLOPES DOWNWARDS, THE GRADE SHALL BE 10:1 MAX BETWEEN THE EDGE OF PAVEMENT AND A MINIMUM OF 1' BEHIND THE BACK OF THE GUARDRAIL POSTS.

WHERE THE EXISTING GROUND BEHIND THE GUARDRAIL SLOPES UPWARDS, THE GRADE IN THE DEFLECTION ZONE (5' BEHIND THE FACE OF RAIL FOR NORMAL MGS POST SPACING) SHALL BE MADE FLAT.

THE CONTRACTOR SHALL DETERMINE WHETHER THESE CONDITIONS ARE MET FOR EACH NEW RUN OF GUARDRAIL THAT DOES NOT APPEAR ON CROSS SECTIONS, AND SHALL NOTIFY THE ENGINEER IF GRADING IS REQUIRED. NEW GUARDRAIL RUNS THAT APPEAR ON CROSS SECTIONS SHALL BE GRADED AS SHOWN ON THOSE SHEETS.

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED IN THE PLANS AND CARRIED TO THE GENERAL SUMMARY, TO BE USED ONLY AS DIRECTED BY THE ENGINEER:

ITEM 203, EMBANKMENT	397	CY
ITEM 209, RESHAPING UNDER GUARDRAIL	0.41	MILE

THESE ESTIMATED QUANTITIES ARE INCLUSIVE OF ANCHOR ASSEMBLIES AND BRIDGE TERMINAL ASSEMBLIES.

TRAFFIC SURVEILLANCE PLAN NOTES

CCTV INSTALLATIONS

THE CONTRACTOR SHALL FURNISH AND INSTALL THIS ITEM ACCORDING TO ODOT SUPPLEMENTAL SPECIFICATION 809, AS WELL AS ANY STANDARD CONSTRUCTION DRAWINGS NOTED ON THE PLANS.

COMMUNICATION CABLE MARKER

THE CONTRACTOR SHALL FURNISH AND INSTALL THIS ITEM ACCORDING TO ODOT SUPPLEMENTAL SPECIFICATION 809.

IN ADDITION, FURNISH A CABLE MARKER AT THE END OF STUBBED 4" MULTICELL CONDUIT RUNS WHERE SPECIFIED ON THE PLANS. PAYMENT FOR CABLE MARKERS WHERE CALLED OUT ON THE PLANS WILL BE INCIDENTAL TO THE RELEVANT CONDUIT PAY ITEM.

DMS SUPPORT STRUCTURES (FULL SIZE AND FRONT ACCESS)

THE CONTRACTOR SHALL FURNISH AND INSTALL THIS ITEM ACCORDING TO ODOT SUPPLEMENTAL SPECIFICATION 809, AS WELL AS ANY STANDARD CONSTRUCTION DRAWINGS NOTED ON THE PLANS.

THE CONTRACTOR SHALL FURNISH SHOP DRAWINGS TO THE PROJECT ENGINEER FOR ACCEPTANCE. THE DRAWINGS SHALL BE STAMPED BY A PROFESSIONAL ENGINEER FROM THE MANUFACTURER. THE ITEM SHALL NOT BE RELEASED FOR CONSTRUCTION UNTIL ACCEPTED BY THE OFFICE OF TRAFFIC OPERATIONS.

DYNAMIC MESSAGE SIGN INSTALLATIONS

THE CONTRACTOR SHALL FURNISH AND INSTALL THIS ITEM ACCORDING TO ODOT SUPPLEMENTAL SPECIFICATION 809, AS WELL AS ANY STANDARD CONSTRUCTION DRAWINGS NOTED ON THE PLANS.

FIELD VERIFICATION OF PROPOSED SUPPORTS AND FOUNDATIONS

PRIOR TO THE FABRICATION OF DMS TRUSS OR PEDESTAL SUPPORT STRUCTURES, THE CONTRACTOR SHALL FIELD VERIFY THE PROPOSED SITE LAYOUTS TO ENSURE THAT THE PROPOSED FOUNDATION LOCATIONS ARE CLEAR FROM OBSTRUCTIONS AND THAT ALL REQUIRED HORIZONTAL AND VERTICAL CLEARANCES ARE MET.

NOTIFY THE ENGINEER IN WRITING WHEN FIELD VERIFICATION IS COMPLETE. IF ANY CONFLICTS ARE DISCOVERED, THE CONTRACTOR WILL NOT BE RESPONSIBLE FOR DETERMINING THE REVISED DESIGN.

THE ENGINEER WILL NOT AUTHORIZE THE PURCHASE OF SUPPORT STRUCTURES UNTIL THE SITES HAVE BEEN FIELD VERIFIED. SUPPORT STRUCTURES SHALL NOT BE RELEASED FOR FABRICATION UNTIL AUTHORIZED BY THE ENGINEER. PAYMENT FOR FIELD VERIFICATION SHALL BE INCLUDED IN THE VARIOUS DMS PAY ITEMS FOR EACH SITE, AND NO ADDITIONAL PAYMENT WILL BE MADE.

GROUNDING AND BONDING

THE REQUIREMENTS OF THE CONSTRUCTION AND MATERIAL SPECIFICATIONS (C&MS) AND THE TC SERIES OF STANDARD CONSTRUCTION DRAWINGS ARE MODIFIED AS FOLLOWS:

1. GENERAL

a. ALL METALLIC PARTS CONTAINING ELECTRICAL CONDUCTORS SHALL BE PERMANENTLY JOINED TO FORM AN EFFECTIVE GROUND FAULT CURRENT PATH BACK TO THE GROUNDED CONDUCTOR IN THE POWER SERVICE DISCONNECT SWITCH. PROVIDE AN EQUIPMENT GROUNDING CONDUCTOR IN METALLIC CONDUITS (725.04) IN ADDITION TO THE CONDUCTORS SPECIFIED AND BOND THE CONDUIT TO THIS GROUNDING CONDUCTOR.

b. WHEN AN EQUIPMENT GROUNDING CONDUCTOR IS REQUIRED IN PLASTIC CONDUIT (725.05), THE INSTALLATION SHALL INCLUDE A SEPARATE EQUIPMENT GROUNDING CONDUCTOR IN ADDITION TO THE CONDUCTORS SPECIFIED.

c. METALLIC CONDUIT CARRYING THE LOOP WIRES FROM IN THE PAVEMENT TO THE PULL BOX SPLICE LOCATION WILL ONLY BE BONDED AT THE PULL BOX END, AND WILL NOT CONTAIN AN EQUIPMENT GROUNDING CONDUCTOR.

d. IF MULTIPLE CONDUIT RUNS BEGIN AND END AT THE SAME POINTS, ONLY ONE EQUIPMENT GROUNDING CONDUCTOR IS REQUIRED.

e. IF AN EQUIPMENT GROUNDING CONDUCTOR IS NEEDED IN CONDUIT BETWEEN SIGNALIZED INTERSECTIONS FOR UNDERGROUND INTERCONNECT CABLE, THE GROUNDING SYSTEM FOR EACH SIGNALIZED INTERSECTION WILL BE SEPARATED ABOUT MIDWAY BETWEEN THE INTERSECTIONS.

f. THE MESSENGER WIRE AT SIGNALIZED INTERSECTIONS WILL BE USED AS THE CONDUCTIVE PATH FROM CORNER TO CORNER IF CONDUIT IS NOT PROVIDED UNDER THE ROADWAY. WHEN CONDUIT CONNECTS THE CORNERS OF AN INTERSECTION, AN EQUIPMENT GROUNDING CONDUCTOR SHALL BE USED IN THE CONDUIT.

2. CONDUITS

a. THE 725.04 CONDUIT SHALL HAVE GROUNDING BUSHINGS INSTALLED AT ALL TERMINATION POINTS. THE BUSHING MATERIAL SHALL BE COMPATIBLE WITH GALVANIZED STEEL CONDUIT AND THE GROUNDING LUG MATERIAL SHALL BE COMPATIBLE FOR USE WITH COPPER WIRE. THREADED OR COMPRESSION TYPE BUSHINGS MAY BE USED.

b. THE 725.05 CONDUIT SHALL HAVE THE INSIDE AND OUTSIDE DIAMETERS OF THE CONDUIT DEBURRED AT ALL TERMINATION POINTS.

c. BOTH ENDS OF METALLIC CONDUIT SHALL BE BONDED TO THE EQUIPMENT GROUNDING CONDUCTOR.

d. METALLIC CONDUIT MAY BE BONDED TO METALLIC BOXES THROUGH THE USE OF CONDUIT FITTINGS UL APPROVED FOR THIS TYPE OF CONNECTION, WITH THE BOX BONDED TO THE EQUIPMENT GROUNDING CONDUCTOR.

3. WIRE FOR GROUNDING AND BONDING

a. USE INSULATED, COPPER WIRE FOR THE EQUIPMENT GROUNDING CONDUCTOR. BONDING JUMPERS IN BOXES AND ENCLOSURES MAY BE BARE OR INSULATED COPPER WIRE. WIRE SIZE SHALL BE AS FOLLOWS:

i. USE 4 AWG BETWEEN THE POWER SERVICE AND SUPPORTS, POLES, PEDESTALS, CONTROLLER OR FLASHER CABINETS.

ii. USE A MINIMUM 8 AWG BETWEEN LOOP DETECTOR PULL BOXES AND THE FIRST CONDUIT THAT REQUIRES A LARGER SIZE AS SPECIFIED IN 3.A.I ABOVE.

iii. USE A MINIMUM 8 AWG BETWEEN THE “PREPARE TO STOP WHEN FLASHING” INSTALLATION (INCLUDING SUPPORT) AND THE FIRST CONDUIT THAT REQUIRES A LARGER SIZE AS SPECIFIED IN 3.A.I ABOVE.

iv. THE INSULATION SHALL BE GREEN OR GREEN WITH YELLOW STRIPE(S). FOR 4 AWG OR LARGER, INSULATION MAY ALSO BE BLACK WITH GREEN TAPE/LABELS INSTALLED AT ALL ACCESS POINTS.

b. IN A HIGHWAY LIGHTING SYSTEM, THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE THE SAME WIRE SIZE AS THE DUCT CABLEOR DISTRIBUTION CABLE CIRCUIT CONDUCTORS, WITH THE MINIMUM CONDUCTOR SIZE OF 4 AWG. BONDING JUMPERS WILL BE MINIMUM SIZE 4 AWG.

GROUNDING AND BONDING (CONTINUED)

4. GROUND ROD

a. A 3/4-INCH SCHEDULE 40 PVC CONDUIT WILL BE USED IN FOUNDATIONS AND CONCRETE WALLS FOR THE GROUNDING CONDUCTOR (GROUND WIRE) RACEWAY TO THE GROUND ROD. SHOULD METALLIC CONDUIT BE USED, BOTH ENDS OF THE CONDUIT SHALL BE BONDED TO THE GROUNDING CONDUCTOR.

b. THE TYPICAL GROUNDING CONDUCTOR (GROUND WIRE) SHALL BE 4 AWG INSULATED, COPPER.

5. THE GREEN CONDUCTOR IN SIGNAL CABLES (CONDUCTOR #4) SHALL NOT BE USED TO SUPPLY POWER TO A SIGNAL INDICATION. IT WILL BE CONNECTED TO THE SIGNAL BODY AS AN EQUIPMENT GROUND IN ALUMINUM HEADS AND IT WILL BE UNUSED IN PLASTIC HEADS. UNUSED CONDUCTORS SHALL BE GROUNDED IN THE CABINET. TYPICAL USE OF CONDUCTORS IS AS FOLLOWS:

NO.	COLOR	VEHICLE SIGNAL	PEDESTRIAN SIGNAL
1	BLACK	GREEN BALL	#1 WALK
2	WHITE	AC NEUTRAL	AC NEUTRAL
3	RED	RED BALL	#1 DW/FDW
4	GREEN	EQUIPMENT GND	EQUIPMENT GND
5	ORANGE	YELLOW BALL	#2 DW/FDW
6	BLUE	GREEN ARROW	#2 WALK
7	WHT/BLK STRIPE	YELLOW ARROW	NOT USED

6. POWER SERVICE AND DISCONNECT SWITCH

a. AT THE POWER SERVICE LOCATION, THE GROUNDING CONDUCTOR (GROUND WIRE) FROM THE DISCONNECT SWITCH NEUTRAL (AC-) BAR TO THE GROUND ROD SHALL BE A CONTINUOUS, UNSPLICED CONDUCTOR. IF SPLICED, IT SHALL BE AN EXOTHERMIC WELD BUTT SPLICE.

b. THE SERVICE NEUTRAL (AC-) SHALL ONLY BE CONNECTED TO GROUND AT THE PRIMARY POWER SERVICE DISCONNECT SWITCH.

i. NEMA CONTROLLER CABINETS: IF A POWER SERVICE DISCONNECT SWITCH IS LOCATED BEFORE THE CONTROLLER CABINET, THE NEUTRAL (AC-) AND THE GROUNDING BARS IN THE CONTROLLER CABINET SHALL NOT BE CONNECTED TOGETHER AS SHOWN IN NEMA TS-2, FIGURE 5-4.

ii. IF SECONDARY DISCONNECT SWITCHES ARE CONNECTED AFTER THE PRIMARY DISCONNECT SWITCH, THE NEUTRAL (AC-) SHALL ONLY BE GROUNDED AT THE PRIMARY SWITCH. EQUIPMENT GROUNDING CONDUCTORS SHALL BE BROUGHT TO THE PRIMARY SWITCH, BUT SHALL BE GROUNDED AT BOTH SECONDARY AND PRIMARY SWITCHES.

7. PAYMENT

ALL MATERIALS AND WORK REQUIRED TO COMPLETE THE EFFECTIVE GROUND FAULT CURRENT PATH SYSTEM ARE INCIDENTAL TO THE CONDUCTORS INSTALLED BY CONTRACT.

GROUND ROD CONTINGENCY QUANTITIES

THE CONTRACTOR SHALL VERIFY THAT EXISTING INFRASTRUCTURE TO REMAIN MEETS THE GROUNDING REQUIREMENTS OF STANDARD DRAWING ITS-50.10. THIS INCLUDES, BUT IS NOT LIMITED TO: POWER SERVICES, 18" PULL BOXES, CABINETS, DMS SUPPORT STRUCTURES, AND POLES.

THE CONTRACTOR SHALL VISUALLY VERIFY THE PRESENCE OF A GROUND ROD AND/OR A GROUNDING CONDUCTOR, AND SHALL NOTIFY THE ENGINEER IF THE GROUND SYSTEM IS MISSING, DISCONNECTED, OR OTHERWISE DAMAGED.

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN INCLUDED IN THE PLANS AND CARRIED TO THE GENERAL SUMMARY, TO BE USED ONLY AS DIRECTED BY THE ENGINEER:

ITEM 625, GROUND ROD	24 EACH
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ITEM 625 – CONDUIT, 3", 725.052, AS PER PLAN

ITEM 625 – CONDUIT, JACKED OR DRILLED, 725.052, 3", AS PER PLAN
THESE ITEMS SHALL MEET ALL REQUIREMENTS OF C&MS 625, EXCEPT THAT THE CONDUIT MATERIAL SHALL MEET THE FOLLOWING REQUIREMENTS OF SS 909.14.C.2:

THE CONDUIT SHALL CONFORM TO ASTM F2160 AND BE SDR 11 OR BETTER. THE CONDUIT SHALL HAVE INTERNAL LONGITUDINAL RIBBING AND A COEXTRUDED PERMANENT FRICTION REDUCING LAYER. THE CONDUIT SHALL BE ORANGE IN COLOR.

THE WORK AS DESCRIBED SHALL BE PAID PER LINEAR FOOT OF CONDUIT INSTALLED, AND SHALL INCLUDE ALL LABOR, EQUIPMENT, AND MATERIALS NEEDED TO PERFORM THE WORK AS DESCRIBED.

DESIGN AGENCY



DESIGNER

NRS

REVIEWER

TJB 01/15/26

PROJECT ID

121932

SHEET

TOTAL

P.8 P.226

ITEM 625 – CONDUIT, MISC.: CONCRETE ENCASEMENT

AT LOCATIONS IDENTIFIED IN THE PLANS, CONCRETE ENCASE EXISTING CONDUITS THAT ARE LOCATED UNDER PROPOSED ACCESS DRIVES TO PROVIDE ADDITIONAL PROTECTION.

THE CONTRACTOR SHALL EXCAVATE TO EXPOSE THE EXISTING CONDUITS. ENCASE CONDUITS WITH CLASS QC 1 CONCRETE MEETING THE REQUIREMENTS OF C&MS 499. PROVIDE A MINIMUM OF 3" OF COVER IN ALL DIRECTIONS. INSTALL SPACERS TO HOLD THE CONDUIT IN PLACE AND ALLOW FOR ENCASEMENT UNDER THE CONDUIT. BACKFILLING THE EXCAVATION SHALL BE INCLUDED IN THIS ITEM.

IF REQUESTED BY THE ENGINEER, THE CONTRACTOR SHALL PERFORM A MANDREL TEST OF EACH CONDUIT AFTER THE ENCASEMENT IS PLACED TO ENSURE CONTINUITY.

EXERCISE EXTREME CAUTION TO PERFORM THE WORK WITHOUT CAUSING DAMAGE. IF CONDUIT IS DAMAGED, STOP WORK AND NOTIFY THE ENGINEER. IF ACTIVE CABLES ARE DAMAGED, THEY SHALL BE REPAIRED IMMEDIATELY AS DIRECTED BY THE ENGINEER, EITHER BY THE CONTRACTOR OR BY ODOT. COSTS FOR THE REPAIR SHALL BE THE CONTRACTOR'S SOLE EXPENSE.

THE WORK AS DESCRIBED SHALL BE PAID PER LINEAR FOOT OF CONCRETE ENCASEMENT INSTALLED FOR EXISTING CONDUITS, AND SHALL INCLUDE ALL LABOR, EQUIPMENT, AND MATERIALS NEEDED TO PERFORM THE WORK AS DESCRIBED. EXCAVATION, BACKFILLING, SPACER INSTALLATION, AND MANDREL TESTING (IF REQUESTED) SHALL BE INCLUDED IN THIS ITEM, AND NO ADDITIONAL PAYMENT WILL BE MADE.

ITEM 625 – CONDUIT, MISC.: CONDUIT REMOVED

AT LOCATIONS IDENTIFIED IN THE PLANS, REMOVE EXISTING CONDUITS AND DISPOSE OF THE MATERIAL. WHERE CONDUITS TO BE REMOVED TIE IN TO PULL BOXES TO REMAIN, REMOVE THE CONDUIT FROM THE PULL BOX KNOCKOUT AND MORTAR THE VOID.

REMOVING AND DISPOSING OF ALL CABLES THAT ARE PRESENT IN CONDUITS TO BE REMOVED IS INCLUDED IN THIS ITEM. SOME CABLES TO BE REMOVED MAY BE ACTIVE UNTIL THE PROPOSED INFRASTRUCTURE HAS BEEN CONSTRUCTED: REFER TO THE ITS SITE PLAN CALLOUTS FOR DETAILS. DO NOT REMOVE ACTIVE CABLES.

THE WORK WILL BE MEASURED PER RUN OF CONDUIT REMOVED AS IDENTIFIED ON THE PLAN SHEETS. IF MULTIPLE CONDUITS ARE PRESENT IN THE SAME CONDUIT RUN, THE REMOVAL OF ALL CONDUITS WILL BE MEASURED AS ONE LINEAR DISTANCE.

THE WORK AS DESCRIBED SHALL BE PAID PER LINEAR FOOT OF CONDUIT RUNS REMOVED, AND SHALL INCLUDE ALL LABOR, EQUIPMENT, AND MATERIALS NEEDED TO PERFORM THE WORK AS DESCRIBED. EXCAVATION, BACKFILLING, AND SITE RESTORATION SHALL BE INCLUDED IN THIS ITEM, AND NO ADDITIONAL PAYMENT WILL BE MADE.

ITEM 625 – DISTRIBUTION CABLE REMOVED, AS PER PLAN

AT LOCATIONS IDENTIFIED IN THE PLANS, REMOVE AND DISPOSE OF EXISITNG AERIAL AND UNDERGROUND CABLES OF ANY TYPE (POWER, ITS/COMMUNICATIONS, ETC.).

WHEN REMOVING CABLES FROM CONDUITS IDENTIFIED AS TO BE ABANDONED, REMOVE THE CONDUIT ENTRY FROM ANY CONNECTED PULL BOX AND APPLY MORTAR TO SEAL THE KNOCKOUT. ABANDONED CONDUITS SHALL NOT REMAIN ACCESSIBLE FROM PULL BOXES. CABLE REMOVAL FROM CONDUITS TO BE ABANDONED SHALL INCLUDE REMOVING ANY TRACER WIRE AND PULL STRINGS. INNERDUCTS, IF PRESENT, MAY REMAIN IN PLACE.

WHEN REMOVING CABLES FROM CONDUITS NOT IDENTIFIED AS TO BE ABANDONED, INSTALL A NEW PULL STRING. IF CABLES ARE REMOVED FROM MULTIPLE INNERDUCTS, INSTALL A PULL STRING THROUGH EACH INNERDUCT FROM WHICH CABLES ARE REMOVED. IF THE CONDUIT DOES NOT CONTAIN ANY POWER CABLES OR TRACER WIRE AFTER COMPLETING CABLE REMOVAL, INSTALL A NEW TRACER WIRE THROUGH THE CONDUIT MEETING THE REQUIREMENTS OF SS 809.

CABLE REMOVAL SHALL BE MEASURED HORIZONTALLY BETWEEN ACCESS POINTS (PULL BOXES, POLES, CABINETS, EQUIPMENT STANDS, ETC.), AND SHALL INCLUDE THE REMOVAL OF ALL CABLES FROM ALL CONDUITS IN THE CONDUIT RUN. MULTIPLE CABLES REMOVED FROM A SINGLE CONDUIT, AND CABLES REMOVED FROM MULTIPLE CONDUITS IN THE SAME RUN, WILL BE MEASURED AS A SINGLE QUANTITY.

THE WORK AS DESCRIBED SHALL BE PAID PER LINEAR FOOT OF CONDUIT RUNS FROM WHICH CABLES ARE REMOVED, AND SHALL INCLUDE ALL LABOR, EQUIPMENT, AND MATERIALS NEEDED TO PERFORM THE WORK AS DESCRIBED. PULL STRING AND TRACER WIRE INSTALLATION, WHEN REQUIRED, SHALL BE INCLUDED IN THIS ITEM, AND NO ADDITIONAL PAYMENT WILL BE MADE.

ITEM 625 – POWER SERVICE REFURBISHED, AS PER PLAN

AT LOCATIONS IDENTIFIED IN THE PLANS, REFURBISH EXISTING POWER SERVICES TO PROVIDE THE VOLTAGE AND AMP RATING AS SPECIFIED ON THE PLAN SHEETS. IN ADDITION TO THE REQUIREMENTS OF C&MS 625, REFURBISHED POWER SERVICES SHALL MEET THE REQUIREMENTS OF SS 809. WHERE THE SPECIFICATIONS DIFFER, SS 809 SHALL TAKE PRECEDENCE.

PRIOR TO BEGINNING WORK, COORDINATE WITH THE UTILITY TO VERIFY THE POWER SOURCE AND POWER SERVICE SPECIFICATIONS. THE CONTRACTOR SHALL SCHEDULE THEIR WORK IN CONJUNCTION WITH THE UTILITY TO ENSURE MINIMAL DOWNTIME. THE DOWNTIME REQUIREMENTS OF SS 809 SHALL BE FOLLOWED FOR WORK RELATING TO POWER SERVICE REFURBISHMENT.

ALL WORK TO REFURBISH THE POWER SERVICE SHALL BE COMPLETED PRIOR TO ENERGIZING NEW EQUIPMENT.

REMOVE AND DISPOSE OF EXISTING DISCONNECTS, AND INSTALL NEW DISCONNECTS RATED FOR THE AMPERAGE SPECIFIED FOR EACH SITE. REUSE EXISTING METERS AND METER HOUSINGS. REPLACE ALL FUSES WITH NEW.

ALL CABLES AND CONNECTIONS AT THE POWER SERVICE POLE OR EQUIPMENT RACK, INCLUDING BETWEEN THE METER, DISCONNECT, AND CONNECTION TO UTILITY-PROVIDED POWER CABLES, SHALL BE REPLACED IN THEIR ENTIRETY. REMOVE AND DISPOSE OF EXISTING MATERIALS.

THE WORK AS DESCRIBED SHALL BE PAID PER EACH POWER SERVICE REFURBISHED, AND SHALL INCLUDE ALL LABOR, EQUIPMENT, AND MATERIALS NEEDED TO PERFORM THE WORK AS DESCRIBED.

ITEM 625 – PULL BOX, MISC.: ENCOMPASSING WORK PAD FOR ITS INSTALLATION

AT LOCATIONS IDENTIFIED IN THE PLANS, PROVIDE AN ITS WORK PAD MEETING THE REQUIREMENTS OF STANDARD DRAWING ITS-10.11 AND THE WORK PADS FOR ITS DEVICES (PER ITS-10.11) PLAN NOTE. THIS ITEM SHALL BE USED FOR PAYMENT WHEN THE WORK PAD INSTALLATION IS NOT INCIDENTAL TO A NEW DMS ITEM.

REFER TO THE SUMMARY OF INCIDENTAL WORK ITEMS PLAN NOTE FOR DETAILS.

THE WORK AS DESCRIBED SHALL BE PAID PER EACH WORK PAD INSTALLED, AND SHALL INCLUDE ALL LABOR, EQUIPMENT, AND MATERIALS NEEDED TO PERFORM THE WORK AS DESCRIBED.

ITEM 625 – PULL BOX, MISC.: ITS WORK PAD (SCD ITS-14.11)

AT LOCATIONS IDENTIFIED IN THE PLANS, INSTALL A NEW CONCRETE WORK PAD AROUND EXISTING PULL BOX CASTINGS ACCORDING TO THE DETAILS SHOWN ON STANDARD DRAWINGS ITS-14.11 (32" ITS PULL BOX) AND ITS-14.20 (48" ITS PULL BOX, TYPES 1 AND 2).

ENSURE THAT THE PULL BOX CASTING IS PROPERLY SECURED TO THE PULL BOX AND THAT THE LID IS AT GRADE PRIOR TO WORK PAD INSTALLATION. IF NEEDED, WORK TO RAISE THE PULL BOX TO GRADE WILL BE PAID UNDER ITEM 625, PULL BOX, MISC.: PULL BOX ADJUSTED TO GRADE.

THE WORK AS DESCRIBED SHALL BE PAID PER EACH WORK PAD INSTALLED, AND SHALL INCLUDE ALL LABOR, EQUIPMENT, AND MATERIALS NEEDED TO PERFORM THE WORK AS DESCRIBED.

ITEM 625 – PULL BOX, MISC.: PULL BOX ADJUSTED TO GRADE

AT LOCATIONS IDENTIFIED IN THE PLANS, ADJUST EXISTING PULL BOXES TO GRADE ACCORDING TO THE PROCEDURES BELOW:

REMOVE THE PULL BOX LID AND CASTING AND INSTALL AN ADJUSTING DEVICE ON FILE WITH THE OFFICE OF MATERIALS MANAGEMENT OR AS APPROVED BY THE ENGINEER. INSTALL THE ADJUSTING DEVICE ACCORDING TO THE MANUFACTURER'S RECOMMENDATIONS. RESET THE COVER TO THE NEW GRADE.

DO NOT DISTURB CABLES INSIDE THE PULL BOX. CABLES THAT ARE DAMAGED BY THE CONTRACTOR SHALL BE REPAIRED PROMPTLY AT THE CONTRACTOR'S EXPENSE. DOWNTIME RESULTING FROM CABLES DAMAGED BY THE CONTRACTOR WILL BE SUBJECT TO THE DISINCENTIVES LISTED IN SS 809.14.

THE WORK AS DESCRIBED SHALL BE PAID PER EACH PULL BOX ADJUSTED TO GRADE, AND SHALL INCLUDE ALL LABOR, EQUIPMENT, AND MATERIALS NEEDED TO PERFORM THE WORK AS DESCRIBED.

ITEM 625 – PULL BOX, MISC.: STANDALONE WORK PAD, 6'X6'

AT LOCATIONS IDENTIFIED IN THE PLANS, INSTALL A 6' X 6' CONCRETE WORK PAD. THE WORK PAD SHALL BE MINIMUM 4" THICK CONCRETE, TYPE QC 1.

IN SLOPED AREAS, SET THE WORK PAD ELEVATION AT 1" ABOVE FINISHED GRADE ON THE HIGH SIDE OF THE SLOPE, AND PROVIDE A MINIMUM OF 3" OF CONCRETE BELOW GRADE. INCREASE THE PAD THICKNESS AS NEEDED TO MAINTAIN MINIMUM 3" DEPTH OF BURY AT ALL POINTS. SLOPE THE WORK PAD AT 1% IN THE DIRECTION OF THE SLOPE TO PROMOTE DRAINAGE.

WHERE SHOWN IN THE PLANS, INSTALL THE WORK PAD TO ENCOMPASS OR ABOUT OTHER ITEMS, SUCH AS POWER SERVICE POLES AND 18" PULL BOXES. INSTALL PREFORMED EXPANSION JOINT MATERIAL AROUND ANY ENCOMPASSED ITEMS, AND AT THE INTERFACE WITH ANY ABUTTING CONCRETE SURFACES.

THE WORK AS DESCRIBED SHALL BE PAID PER EACH WORK PAD INSTALLED, AND SHALL INCLUDE ALL LABOR, EQUIPMENT, AND MATERIALS NEEDED TO PERFORM THE WORK AS DESCRIBED. PREFORMED EXPANSION JOINT MATERIAL SHALL BE INCLUDED IN THIS ITEM, AND NO ADDITIONAL PAYMENT WILL BE MADE.

ITEM 630 – CATWALK, DMS TRUSS, AS PER PLAN

AT LOCATIONS IDENTIFIED IN THE PLANS, FURNISH AND INSTALL A DMS TRUSS CATWALK THAT RUNS ALONG THE BACK SIDE OF THE TRUSS, WRAPS AROUND THE FAR EDGE, AND CONTINUES ALONG THE FRONT SIDE TO PROVIDE ACCESS TO THE FAR SIDE OF THE DMS. THIS CONFIGURATION IS SPECIFIED WHEN A STATIC SIGN IS CO-LOCATED ON THE DMS TRUSS IN A WAY THAT INTERFERES WITH THE TYPICAL CATWALK DESIGN. REFER TO THE DETAILS ON SHEETS P.27 - P.28 OF THESE PLANS.

THE PLAN DETAILS ARE BASED ON STANDARD DRAWINGS ITS-30.11 AND ITS-35.11, WITH BASIC MODIFICATIONS, TO DEMONSTRATE THE REQUIRED LAYOUT. THESE DETAILS DO NOT CONSTITUTE A COMPLETE, AUTHORIZED DESIGN. THE CONTRACTOR IS RESPONSIBLE FOR THE DETAILED DESIGN.

THE CONTRACTOR SHALL PREPARE AND FURNISH SHOP DRAWINGS TO THE ENGINEER FOR REVIEW AND ACCEPTANCE. THE DRAWINGS SHALL BE STAMPED BY A REGISTERED PROFESSIONAL ENGINEER IN THE STATE OF OHIO. THE DETAILED DESIGN SHALL BE SUBMITTED TO THE ENGINEER FOR REVIEW AND ACCEPTANCE BY ODOT. IF REQUESTED, MODIFY THE DESIGN AS DIRECTED BY THE ENGINEER.

THE CATWALK SHALL NOT BE RELEASED FOR FABRICATION UNTIL THE DESIGN HAS BEEN ACCEPTED BY THE ENGINEER AND THE OFFICE OF TRAFFIC OPERATIONS.

THE WORK AS DESCRIBED SHALL BE PAID PER EACH AS PER PLAN CATWALK INSTALLED, AND SHALL INCLUDE ALL LABOR, EQUIPMENT, AND MATERIALS NEEDED TO PERFORM THE WORK AS DESCRIBED. PREPARING THE DETAILED DESIGN DRAWINGS, COORDINATING WITH THE ENGINEER FOR ACCEPTANCE BY ODOT, AND REVISING THE DRAWINGS IF REQUESTED, SHALL BE INCLUDED IN THIS ITEM, AND NO ADDITIONAL PAYMENT WILL BE MADE.

ITEM 630 – OVERHEAD SIGN SUPPORT, MISC.: ROUNDED END CAP FOR DMS TRUSS FOUNDATION

AT LOCATIONS IDENTIFIED IN THE PLANS, INSTALL A ROUNDED END CAP ON THE UPSTREAM END OF THE DMS TRUSS FOUNDATIONS TO PROMOTE DRAINAGE. INSTALL THIS ITEM ACCORDING TO THE DETAIL ON SHEET P.26 OF THESE PLANS.

THE WORK AS DESCRIBED SHALL BE PAID PER EACH ROUNDED END CAP INSTALLED, AND SHALL INCLUDE ALL LABOR, EQUIPMENT, AND MATERIALS NEEDED TO PERFORM THE WORK AS DESCRIBED.

ITEM 632 – DISCONNECT SWITCH WITH ENCLOSURE, AS PER PLAN

AT LOCATIONS IDENTIFIED IN THE PLANS, INSTALL AN EQUIPMENT STAND AND DISCONNECT SWITCH TO PROVIDE AN ADDITIONAL POWER SERVICE SHUTOFF IN THE VICINITY OF THE DMS CABINET. INSTALL THIS ITEM ACCORDING TO THE DETAIL ON SHEET P.29 OF THESE PLANS.

THE WORK AS DESCRIBED SHALL BE PAID PER EACH EQUIPMENT STAND AND DISCONNECT SWITCH INSTALLED, AND SHALL INCLUDE ALL LABOR, EQUIPMENT, AND MATERIALS NEEDED TO PERFORM THE WORK AS DESCRIBED. ALL WORK SHOWN ON THE DETAIL, INCLUDING THE EQUIPMENT STAND AND GROUND ROD, SHALL BE INCLUDED IN THIS ITEM, AND NO ADDITIONAL PAYMENT WILL BE MADE.

ITEM 804 – FIBER OPTIC CABLE, MISC.: FIBER TERMINATION PANEL, 24 FIBER (FURNISH ONLY)

ITEM 804 – FIBER OPTIC CABLE, MISC.: FIBER TERMINATION PANEL, 72 FIBER (FURNISH ONLY)

THESE ITEMS SHALL MEET THE REQUIREMENTS OF SS 804, EXCEPT THAT THE MATERIALS SHALL BE FURNISH ONLY.

PROVIDE ALL MATERIALS NEEDED TO TERMINATE DROP CABLES IN THE NEW DMS/ITS CABINETS. ODOT ITS WILL INSTALL THE TERMINATION PANELS AND TERMINATE THE DROP CABLES. COORDINATE WITH THE ENGINEER TO ARRANGE DELIVERY OF THE MATERIALS.

THE WORK AS DESCRIBED SHALL BE PAID PER EACH TERMINATION PANEL FURNISHED, AND SHALL INCLUDE ALL MATERIALS NEEDED TO PERFORM THE WORK. DELIVERY OF THE MATERIALS TO ODOT ITS, INCLUDING OUT OF TOWN DELIVERY IF REQUIRED, SHALL BE INCLUDED IN THIS ITEM, AND NO ADDITIONAL PAYMENT WILL BE MADE.

ITEM 804 – FIBER OPTIC CABLE, MISC.: RELOCATE FIBER OPTIC CABLE

AT LOCATIONS IDENTIFIED IN THE PLANS, REMOVE FIBER OPTIC CABLES FROM EXISTING CONDUITS AND RACEWAYS AND RE-INSTALL THEM IN EXISTING AND/OR NEW CONDUITS AND RACEWAYS, ALONG THE ROUTE SHOWN IN THE PLANS.

PRIOR TO BEGINNING WORK, THE CONTRACTOR SHALL PROOF THE PROPOSED CABLE ROUTE AND INSTALL PULL STRING. IF THE CONDUIT PATHWAY CANNOT BE PROOFED, OR IF CONDUIT DAMAGE IS DISCOVERED, NOTIFY THE ENGINEER IN WRITING. NO CABLES SHALL BE CUT FOR RELOCATION UNTIL THE PROPOSED PATHWAY HAS BEEN PROOFED.

COORDINATE WITH THE ENGINEER TO COMPLETE RELOCATION IN THE TIME FRAME NOTED IN THE CALLOUTS ON THE ITS PLAN SHEETS. IF NOT OTHERWISE NOTED, THIS TIME SHALL BE 24 HOURS. AFTER THE CABLE HAS BEEN RE-INSTALLED IN THE PROPOSED PATHWAY, ODOT ITS WILL PERFORM THE NECESSARY SPLICING.

PERFORM CABLE RELOCATION (REMOVAL AND RE-INSTALLATION) IN ACCORDANCE WITH SS 804. THE CONTRACTOR PERFORMING THE WORK SHALL MEET ALL ODOT PREQUALIFICATIONS FOR FIBER WORK.

EXERCISE EXTREME CAUTION TO PERFORM THE WORK WITHOUT DAMAGING THE CABLES. IF CABLES ARE DAMAGED, STOP WORK AND NOTIFY THE ENGINEER. CABLES SHALL BE REPAIRED IMMEDIATELY AS DIRECTED BY THE ENGINEER IN ORDER TO RESTORE THE CONNECTION. A PERMANENT REPAIR SHALL BE MADE BY REPLACING THE DAMAGED CABLES IN THEIR ENTIRETY BETWEEN EXISTING SPLICE POINTS. COSTS FOR TEMPORARY AND PERMANENT REPAIRS SHALL BE THE CONTRACTOR'S SOLE EXPENSE. THE WORK SHALL BE PERFORMED BY THE CONTRACTOR OR BY ODOT, AS DETERMINED BY THE ENGINEER.

THE WORK SHALL BE MEASURED PER LINEAR FOOT OF EXISTING FIBER OPTIC CABLE MOVED, MEASURED AS A HORIZONTAL DISTANCE BETWEEN ACCESS POINTS (PULL BOXES, POLES, CABINETS, ETC.). SLACK CABLE AND VERTICAL TRANSITIONS SHALL NOT BE QUANTIFIED SEPARATELY. RE-INSTALLING THE CABLE THROUGH THE NEW PATHWAY WILL NOT BE QUANTIFIED AS ADDITIONAL FOOTAGE. MULTIPLE CABLES FROM THE SAME CONDUIT RUN THAT ARE RELOCATED ALONG THE SAME PROPOSED PATHWAY SHALL BE MEASURED AS A SINGLE LINEAR FOOTAGE.

THE WORK AS DESCRIBED SHALL BE PAID PER LINEAR FOOT OF FIBER OPTIC CABLE RELOCATED, AND SHALL INCLUDE ALL LABOR, EQUIPMENT, AND MATERIALS NEEDED TO PERFORM THE WORK AS DESCRIBED. CONDUIT PROOFING AND PULL STRING INSTALLATION SHALL BE INCLUDED IN THIS ITEM, AND NO ADDITIONAL PAYMENT WILL BE MADE.

ITEM 809 – ITS DEVICE, MISC.: ITS WORK PAD RAILING (SCD ITS-50.12)

AT LOCATIONS IDENTIFIED IN THE PLANS, INSTALL A RAILING MEETING THE REQUIREMENTS OF STANDARD DRAWING ITS-50.12.

THE WORK AS DESCRIBED SHALL BE PAID PER EACH RAILING INSTALLED, AND SHALL INCLUDE ALL LABOR, EQUIPMENT, AND MATERIALS NEEDED TO PERFORM THE WORK AS DESCRIBED. MODIFICATIONS TO THE ITS WORK PAD TO FACILITATE RAILING ATTACHMENT SHALL BE INCLUDED IN THIS ITEM, AND NO ADDITIONAL PAYMENT WILL BE MADE.

ITEM 809 – ITS DEVICE, MISC.: RELOCATION OF CCTV IP-CAMERA SYSTEM

ITEM 809 – ITS DEVICE, MISC.: RELOCATION OF HIGH-SPEED ETHERNET RADIO

AT LOCATIONS IDENTIFIED IN THE PLANS, REMOVE EXISTING CAMERAS AND RADIOS AND REINSTALL THE DEVICES ON NEW DMS TRUSS OR PEDESTAL SUPPORTS. MOUNT THE DEVICES ACCORDING TO THE DETAIL ON SHEET P.30 OF THESE PLANS.

REMOVE AND DISPOSE OF EXISTING ETHERNET CABLES IN THEIR ENTIRETY. INSTALL NEW ETHERNET CABLES AS QUANTIFIED UNDER ITEM 809, ETHERNET CABLE, OUTDOOR-RATED.

DESIGN AGENCY



DESIGNER

NRS

REVIEWER

TJB 01/15/26

PROJECT ID

121932

SHEET

P.9

TOTAL

P.226

ITEM 809 – ITS DEVICE, MISC.: RELOCATION OF CCTV IP-CAMERA SYSTEM (CONTINUED)

ITEM 809 – ITS DEVICE, MISC.: RELOCATION OF HIGH-SPEED ETHERNET RADIO (CONTINUED)

DO NOT DISPOSE OF EXISTING POE INJECTORS OR SUPPORTING EQUIPMENT UNLESS OTHERWISE DIRECTED. ODOT ITS WILL RELOCATE THIS EQUIPMENT TO THE NEW DMS/ITS CABINET AND MAKE THE NECESSARY CONNECTIONS.

FOR RADIOS, ESTABLISH A LINE OF SIGHT TO THE UPSTREAM/ DOWNSTREAM RADIO THAT IS CLEAR OF OBSTRUCTIONS. IF NECESSARY, ADJUST THE POSITION OF BOTH RADIOS TO ESTABLISH A RELIABLE CONNECTION.

FOR CAMERAS, COORDINATE WITH ODOT ITS TO DETERMINE THE PREFERRED CCTV ORIENTATION TO PROVIDE THE OPTIMAL VIEW. COORDINATE WITH THE ENGINEER IN ADVANCE TO DETERMINE THE PREFERRED VIEW, OR PERFORM THE INSTALLATION WITH ODOT ITS PERSONNEL PRESENT TO DIRECT THE INSTALLATION.

THE WORK AS DESCRIBED SHALL BE PAID PER EACH DEVICE RELOCATED, AND SHALL INCLUDE ALL LABOR, EQUIPMENT, AND MATERIALS NEEDED TO PERFORM THE WORK AS DESCRIBED.

ITEM 809 – ITS DEVICE, MISC.: REMOVAL AND DELIVERY OF DMS SIGN

AT LOCATIONS IDENTIFIED IN THE PLANS, REMOVE EXISTING DYNAMIC MESSAGE SIGNS, INTERNAL COMPONENTS, AND MOUNTING HARDWARE, AND DELIVER TO ODOT IN GOOD WORKING ORDER. MATERIAL THAT IS DAMAGED DURING REMOVAL OR TRANSPORT WILL NOT BE SUBJECT TO PAYMENT. CONTACT ODOT ITS AT LEAST TEN BUSINESS DAYS IN ADVANCE TO SCHEDULE DELIVERY.

DELIVER MATERIALS TO:
ODOT ITS
1606 WEST BROAD STREET
COLUMBUS, OHIO 43223
PH: (614) 387-4113
EMAIL: CEN.ITS.LAB@DOT.OHIO.GOV

REMOVE AND DISPOSE OF ALL CONDUITS, RISERS, AND CABLES UNLESS OTHERWISE NOTED IN THE PLANS.

THE WORK AS DESCRIBED SHALL BE PAID PER EACH DMS REMOVED AND DELIVERED, AND SHALL INCLUDE ALL LABOR, EQUIPMENT, AND MATERIALS NEEDED TO PERFORM THE WORK. DELIVERY OF THE MATERIALS TO ODOT ITS SHALL BE INCLUDED IN THIS ITEM, AND NO ADDITIONAL PAYMENT WILL BE MADE.

ITEM 809 – ITS DEVICE, MISC.: REMOVAL OF ATR INSTALLATION

ITEM 809 – ITS DEVICE, MISC.: REMOVAL OF HAR INSTALLATION
AT LOCATIONS IDENTIFIED IN THE PLANS, REMOVE EXISTING ATR AND HAR INSTALLATIONS. REMOVE ALL ASSOCIATED INFRASTRUCTURE INCLUDING, BUT NOT LIMITED TO: WOOD OR STEEL POLES, ATR/HAR DEVICES, ATTACHMENT AND MOUNTING HARDWARE, CABLING, GROUND-MOUNTED OR POLE-MOUNTED CABINETS, CABINET EQUIPMENT, FOUNDATIONS, GROUND RODS, AND GROUNDING CONDUCTORS. REMOVE ALL FOUNDATIONS TO A MINIMUM OF 12" BELOW FINISHED GRADE.

PRIOR TO REMOVAL, COORDINATE WITH ODOT ITS TO DETERMINE WHETHER ANY ITEMS SHOULD BE RETURNED. RETURN ITEMS ACCORDING TO THE PROCEDURES OUTLINED IN THE PLAN NOTE FOR REMOVAL AND DELIVERY OF DMS SIGN.

THE WORK AS DESCRIBED SHALL BE PAID PER EACH SITE REMOVED IN ITS ENTIRETY, AND SHALL INCLUDE ALL LABOR, EQUIPMENT, AND MATERIALS NEEDED TO PERFORM THE WORK. IF REQUIRED, DELIVERY OF MATERIALS TO ODOT ITS, INCLUDING OUT OF TOWN DELIVERY, SHALL BE INCLUDED IN THIS ITEM, AND NO ADDITIONAL PAYMENT WILL BE MADE.

ITEM 809 – ITS DEVICE, MISC.: REMOVAL OF CABINET FOUNDATION AND WORK PAD

AT LOCATIONS IDENTIFIED IN THE PLANS, REMOVE ITS CABINET FOUNDATIONS AND WORK PADS. REMOVE ALL CONCRETE TO A MINIMUM OF 12" BELOW FINISHED GRADE. REMOVE REINFORCEMENT AND MISC. MATERIALS (SUCH AS EXPANSION JOINT FILLER) IF PRESENT. DISPOSE OF ALL MATERIALS.

WHERE PRESENT, REMOVE SLOPE DESIGN WORK PADS AND RAILINGS UNDER THIS ITEM.

THE WORK SHALL BE MEASURED AS ONE FOUNDATION AND WORK PAD PER EACH ITS CABINET PRESENT, AND SHALL INCLUDE THE REMOVAL OF ALL CONNECTED AND ADJACENT CONCRETE PADS. WORK PADS ON THE FRONT AND BACK OF CABINETS WILL NOT BE QUANTIFIED SEPARATELY.

THE WORK AS DESCRIBED SHALL BE PAID PER EACH CABINET FOUNDATION REMOVED, AND SHALL INCLUDE ALL LABOR, EQUIPMENT, AND MATERIALS NEEDED TO PERFORM THE WORK.

ITEM 809 – ITS DEVICE, MISC.: REMOVAL OF DMS INSTALLATION
AT LOCATIONS IDENTIFIED IN THE PLANS, REMOVE EXISTING DMS TRUSSES AND ASSOCIATED MATERIALS, INCLUDING, BUT NOT LIMITED TO: CATWALKS, LADDERS, TRUSS SUPPORTS, CONDUITS, RISERS, CABLES, HARDWARE, AND OTHER MISCELLANEOUS ITEMS SUCH AS RADIOS OR ANTENNAS AS SPECIFIED IN THE PLANS. REMOVE FOUNDATIONS IN UNPAVED AREAS TO A MINIMUM OF 12" BELOW FINISHED GRADE.

SAW OFF MEDIAN BARRIER FOUNDATION ANCHOR BOLTS FLUSH WITH THE TOP OF THE BARRIER WALL. APPLY A SPRAYED ZINC (METALLIZING) COATING TO THE EXPOSED ENDS OF THE ANCHOR BOLTS IN ACCORDANCE WITH C&MS 711.02 AND ASTM A 780.

THE WORK AS DESCRIBED SHALL BE PAID PER EACH SITE REMOVED IN ITS ENTIRETY, AND SHALL INCLUDE ALL LABOR, EQUIPMENT, AND MATERIALS NEEDED TO PERFORM THE WORK.

ITEM 809 – ITS DEVICE, MISC.: REMOVAL OF ELECTRICAL EQUIPMENT RACK

AT LOCATIONS IDENTIFIED IN THE PLANS, REMOVE AND DISPOSE OF EXISTING GROUND MOUNTED EQUIPMENT RACKS AND ALL INCIDENTAL MATERIALS, INCLUDING, BUT NOT LIMITED TO: STEP-DOWN TRANSFORMERS, DISCONNECTS, CONDUIT RISERS, WORK PADS, AND CABLING. REMOVE FOUNDATIONS AND WORK PADS TO A MINIMUM OF 12" BELOW FINISHED GRADE. THIS ITEM SHALL ONLY BE PAID WHERE CALLED FOR IN THE PLANS. REMOVAL OF THE ABOVE MENTIONED EQUIPMENT WHEN NOT SPECIFIED AS PART OF THIS ITEM SHALL BE INCIDENTAL TO THE OTHER REMOVAL ITEMS.

THE WORK AS DESCRIBED SHALL BE PAID PER EACH EQUIPMENT RACK AND EQUIPMENT REMOVED, AND SHALL INCLUDE ALL LABOR, EQUIPMENT, AND MATERIALS NEEDED TO PERFORM THE WORK.

ITEM 809 – ITS DEVICE, MISC.: REMOVAL OF ITS CABINET

AT LOCATIONS IDENTIFIED IN THE PLANS, REMOVE EXISTING ITS CABINETS. COORDINATE WITH ODOT ITS PRIOR TO REMOVING CABINETS. IF REQUESTED, RETAIN THE CABINETS AND/OR EQUIPMENT FOR SALVAGE BY ODOT. THE CONTRACTOR SHALL DISPOSE OF ALL MATERIAL AND EQUIPMENT NOT WANTED BY ODOT.

REMOVE AND DISPOSE OF ANY STEP-DOWN TRANSFORMERS OR OTHER EQUIPMENT MOUNTED TO THE OUTSIDE OF CABINETS.

DO NOT REMOVE ANY EQUIPMENT SPECIFIED IN THE PLANS FOR SALVAGE OR RELOCATION BY ODOT.

WHERE SPECIFIED IN THE PLANS, RE-USE THE EXISTING CABINET FOUNDATION AND ANCHOR BOLTS FOR THE INSTALLATION OF A NEW CABINET.

THE WORK AS DESCRIBED SHALL BE PAID PER EACH CABINET REMOVED, AND SHALL INCLUDE ALL LABOR, EQUIPMENT, AND MATERIALS NEEDED TO PERFORM THE WORK.

MAINTAINING ITS DURING CONSTRUCTION

THE CONTRACTOR SHALL MAINTAIN ALL PREEXISTING OR NEWLY INSTALLED PERMANENT ITS/TRAFFIC DEVICES AND INFRASTRUCTURE DURING CONSTRUCTION ACCORDING TO ODOT SUPPLEMENTAL SPECIFICATION 809.

THE WORK IN THESE PLANS IMPACTS THE EXISTING FREEWAY MANAGEMENT SYSTEM. THE CONTRACTOR SHALL COORDINATE CLOSELY WITH THE DISTRICT AND ODOT ITS TO ENSURE THAT ITS DEVICES AND COMMUNICATIONS ARE NOT ADVERSELY AFFECTED. COORDINATION IS ANTICIPATED TO INCLUDE, BUT IS NOT LIMITED TO:

1. FIBER OPTIC CABLE DISRUPTION: NO EXISTING FIBER OPTIC CABLES SHALL BE DISTURBED WITHOUT PRIOR APPROVAL FROM ODOT ITS. NEW CABLES SHALL BE INSTALLED BY THE CONTRACTOR AND SPLICED BY ODOT PRIOR TO THE REMOVAL OF EXISTING CABLES, UNLESS OTHERWISE SPECIFIED.
2. NOTIFY ODOT PERSONNEL PRIOR TO INSTALLING NEW ITS DEVICES OR CABINETS. IF REQUESTED BY ODOT, PERFORM INSTALLATION AND INTEGRATION WITH ODOT PERSONNEL ON SITE TO ASSIST AND OBSERVE.
3. COORDINATE EQUIPMENT AND MATERIAL DELIVERY TO ODOT PER THE PROVISIONS OF THESE PLANS.
4. THE DOWNTIME BETWEEN TURNING OFF EXISTING ITS DEVICES AND TURNING ON THE NEW REPLACEMENT DEVICES AT EACH SITE SHALL FOLLOW THE TIME FRAMES AND BE SUBJECT TO THE DISINCENTIVES ESTABLISHED IN SS 809.14, UNLESS OTHERWISE STATED IN THE SITE PLAN NOTES.

POWER SERVICE DETAILS

POWER SERVICE SHALL BE OBTAINED FROM THE UTILITIES LISTED BELOW AT THE LOCATION INDICATED ON THE PLANS. POWER SUPPLIED SHALL BE THE VOLTAGE AS SHOWN ON THE PLAN SHEETS.

POWER SERVICE DETAILS (CONTINUED)

UPON RECEIVING NOTICE TO PROCEED, THE CONTRACTOR SHALL PROMPTLY CONTACT THE UTILITY COMPANIES TO COORDINATE WORK TO BE PERFORMED BY THE UTILITY. DELAYS THAT RESULT FROM A LACK OF PROMPT COORDINATION WILL NOT BE COMPENSABLE.

FOR EACH NEW, EXISTING, AND REFURBISHED POWER SERVICE, COORDINATE WITH THE ENGINEER TO OBTAIN THE STREET ADDRESS. THE CONTRACTOR SHALL MAINTAIN A LOG OF ALL POWER SERVICE ADDRESSES, WORK ORDER NUMBERS, AND ACCOUNT NUMBERS, AND SHALL PROVIDE THE INFORMATION TO THE ENGINEER IN WRITING AT THE END OF THE PROJECT, OR EARLIER IF REQUESTED.

WHERE NOTED IN THE PLANS, PERFORM MISCELLANEOUS SPLICES AND CONNECTIONS TO NEW/EXISTING POWER CABLES, CABINETS, STEP-DOWN TRANSFORMERS, AND DISCONNECTS. SPLICES AND CONNECTIONS SHALL BE IN ACCORDANCE WITH THE REQUIREMENTS OF C&MS 625, AND SHALL BE INCIDENTAL TO THE APPROPRIATE DISTRIBUTION CABLE PAY ITEMS.

SITE 1
REFURBISH EXISTING, 120/240V, 100A
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SITE 2
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SITE 3
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SUMMARY OF INCIDENTAL WORK ITEMS

THIS NOTE PROVIDES DETAILS AND CLARIFICATIONS ON THE ITEMS OF WORK IN THESE PLANS THAT ARE INCIDENTAL, OR NOT CLEARLY BROKEN DOWN. THIS LIST IS PROVIDED FOR INFORMATION ONLY.

CONDUITS BETWEEN ITS/DMS CABINETS AND THE ADJACENT PULL BOXES ARE INCIDENTAL TO THE CABINET PAY ITEM PER SS 809. CONDUITS BETWEEN THE PULL BOXES AND DMS SUPPORT ARE QUANTIFIED UNDER ITEM 625, CONDUIT, 2", 725.051. TRENCHING AND UNDERGROUND WARNING/MARKING TAPE IS QUANTIFIED FOR ALL CONDUIT RUNS, INCLUDING INCIDENTAL CONDUITS.

DISTRIBUTION CABLES ARE QUANTIFIED AS THE HORIZONTAL LINEAR DISTANCE BETWEEN POINTS. FIVE FEET OF SLACK IS INCLUDED AT EACH CONNECTION POINT (POWER SERVICE, STEP-DOWN TRANSFORMERS/ DISCONNECTS, CABINETS, SPLICES, AND DEVICES) AND AT EACH VERTICAL TRANSITION TO/FROM THESE DEVICES. THIRTY FEET IS QUANTIFIED PER VERTICAL TRANSITION FROM CONDUIT TO THE TOP OF DMS TRUSS/PEDESTAL SUPPORTS.

ONE GROUND ROD IS QUANTIFIED FOR EACH NEW POWER SERVICE, 18" PULL BOX, ITS/DMS CABINET, DMS PEDESTAL SUPPORT, AND STRAIN POLE. A QUANTITY OF 2 EACH IS INCLUDED FOR EACH DMS TRUSS SUPPORT AND BEAM-MOUNTED FRONT ACCESS DMS. GROUND RODS ARE INCIDENTAL TO STEP-DOWN TRANSFORMERS AND STAND-MOUNTED DISCONNECTS. FENCE GROUNDING IS INCIDENTAL.

PER THE GROUNDING AND BONDING NOTE, GROUND WIRE IS INCIDENTAL TO THE OTHER CONDUCTORS AND IS NOT QUANTIFIED. POWER CABLE RUNS OF 4 CABLES ARE QUANTIFIED AS 3 CONDUCTORS TIMES THE LINEAR DISTANCE. POWER CABLE RUNS OF 3 CABLES OMIT THE GROUND WIRE, AND ARE ALSO QUANTIFIED AS 3 CONDUCTORS TIMES THE LINEAR DISTANCE.

UNDERGROUND WARNING/MARKING TAPE IS QUANTIFIED FOR INSTALLATION IN ALL TRENCHES. CHOOSE THE APPROPRIATE COLOR PER C&MS 725. WHEN POWER AND COMMUNICATIONS ARE COMBINED IN THE SAME TRENCH, USE RED TAPE.

MOUNTING HARDWARE, INCLUDING SIGN SUPPORT ASSEMBLIES, IS INCIDENTAL TO NEW OVERHEAD SIGN SUPPORTS PER C&MS 630.

ALL FIBER OPTIC CABLE FOOTAGES ARE QUANTIFIED WITH AN ADDITIONAL 10% IN ACCORDANCE WITH THE TEM.

DMS OPTICAL CONTROL CABLES AND CAT 5E CABLES ARE INCIDENTAL TO THE DMS PAY ITEM PER SS 809. CAT 5E CABLES FOR CCTV AND RADIOS ARE QUANTIFIED UNDER ITEM 809, ETHERNET CABLE, OUTDOOR RATED.

PAYMENT FOR STEP-DOWN TRANSFORMERS INCLUDES ALL ITEMS SHOWN ON STANDARD DRAWING ITS-50.11, INCLUDING DISCONNECTS.

WORK PADS PER STANDARD DRAWING ITS-10.11 ARE INCIDENTAL TO THE ITS DEVICE PER SS 809. WHERE NO NEW ITS DEVICE IS QUANTIFIED, WORK PADS ARE PAID UNDER ITEM 809, ITS DEVICE, MISC.: ENCOMPASSING WORK PAD FOR ITS INSTALLATION.

TRACER WIRE AND PULL STRING INSTALLATION

ENSURE THAT A TRACER WIRE MEETING THE REQUIREMENTS OF SS 809 IS PRESENT IN ALL NEW AND EXISTING CONDUIT RUNS THAT ARE IMPACTED BY THIS PROJECT, INCLUDING EMPTY CONDUITS, EXCEPT THAT TRACER WIRE IS NOT REQUIRED IN CONDUITS THAT CONTAIN POWER CABLES IN THEIR FINAL CONFIGURATION. INSTALL A NEW PULL STRING WHENEVER CABLES ARE REMOVED FROM EXISTING CONDUITS.

TRACER WIRE AND PULL STRING INSTALLATION IN EXISTING CONDUITS SHALL BE INCIDENTAL TO THE CORRESPONDING PAY ITEMS FOR THE CABLES INSTALLED OR REMOVED. TRACER WIRE INSTALLATION IN NEW CONDUITS SHALL BE INCIDENTAL TO THE CONDUIT PAY ITEMS AS SPECIFIED IN SS 809.

WORK PADS FOR ITS DEVICES (PER ITS-10.11)

INSTALL WORK PADS FOR ITS DEVICES ACCORDING TO THE REQUIREMENTS OF STANDARD DRAWING ITS-10.11, THE CONFIGURATION SHOWN ON THE PLANS, AND AS NOTED ON THE DMS ELEVATION VIEWS.

WORK PADS SHALL HAVE A MINIMUM THICKNESS OF 6" WITH A 1" REVEAL ON THE HIGH SIDE OF THE SLOPE. PROVIDE A MINIMUM 5" DEPTH BELOW GRADE AT ALL POINTS. INCREASE THE WORK PAD THICKNESS AS NEEDED TO MAINTAIN 5" MINIMUM DEPTH OF BURY.

SLOPE WORK PAD SURFACES AT 1% IN THE DIRECTION OF DRAINAGE. INSTALL PULL BOX LIDS FLUSH WITH THE SLOPED SURFACE. SET CABINET FOUNDATIONS LEVEL WITH THE WORK PAD ELEVATION ON THE HIGH SIDE. DO NOT SLOPE CABINET FOUNDATIONS.

IF DIRECTED BY THE ENGINEER, STAKE OUT THE CORNERS OF THE PROPOSED WORK PADS FOR APPROVAL PRIOR TO BEGINNING WORK. ADJUST WORK PAD DIMENSIONS AS DIRECTED BY THE ENGINEER.

REFER TO THE SUMMARY OF INCIDENTAL WORK ITEMS PLAN NOTE FOR PAYMENT DETAILS.

DESIGN AGENCY



DESIGNER

NRS

REVIEWER

TJB 01/15/26

PROJECT ID

121932

SHEET

P.10

TOTAL

P.226

ITEM 614 – MAINTAINING TRAFFIC

ALL EXISTING LANES OF TRAFFIC IN EACH DIRECTION SHALL BE MAINTAINED AT ALL TIMES, EXCEPT IN ACCORDANCE WITH THE LANE VALUE CONTRACT TABLE, BY USE OF THE EXISTING PAVEMENT.

REQUIREMENTS FOR ALL SITES
LANE CLOSURES SHALL BE PERFORMED PER MT-95.30. INSIDE AND OUTSIDE SHOULDERS MAY BE CLOSED PER MT-95.45 TO COMPLETE THE REQUIRED WORK. LANE CLOSURES AT ALL TIMES SHALL CONFORM TO THE PERMITTED LANE CLOSURE SCHEDULE (PLCS).

FOR REMOVAL OF THE EXISTING OVERHEAD TRUSS AND DMS/SIGNAGE, AND CONSTRUCTION OF THE NEW TRUSS AND DMS/SIGNAGE, 15 MINUTE SHORT DURATION CLOSURES PER MT-99.60 WILL BE PERMITTED.

PORTABLE CONCRETE BARRIER (PCB) SHALL BE USED TO PROTECT ALL GAPS IN CONCRETE BARRIER RUNS THAT ARE CREATED BY CONSTRUCTION ACTIVITIES, ACCORDING TO THE DETAILS LISTED BELOW FOR EACH AFFECTED SITE. INSTALL BARRIER REFLECTORS AND OBJECT MARKERS PER MT-101.70 AND PER THE DELINEATION OF PORTABLE AND PERMANENT BARRIER PLAN NOTE.

FOUNDATIONS AND OTHER OBSTACLES WITHIN THE CLEAR ZONE SHALL BE PROTECTED AT ALL TIMES BY EXISTING OR PROPOSED BARRIER (GUARDRAIL OR CONCRETE BARRIER). FOUNDATIONS LOCATED BEHIND PROPOSED BARRIER SHALL NOT BE INSTALLED UNTIL THE BARRIER IS IN PLACE UNLESS ANOTHER METHOD OF PROTECTION IS PROVIDED, SUBJECT TO THE APPROVAL OF THE ENGINEER. ALL TRENCHES AND EXCAVATIONS WITHIN 30' OF THE EDGE OF PAVEMENT SHALL BE BACKFILLED OR SECURELY PLATED DURING NON-WORKING HOURS.

AT SITE 1 - IR-71 NB SOUTH OF MCMILLAN ST.
WORK IN THE MEDIAN SHALL BE PROTECTED ACCORDING TO SCD MT-95.41.

IN THE NORTHBOUND DIRECTION OF TRAVEL, 460 FEET OF PCB IS QUANTIFIED TO CLOSE THE INSIDE SHOULDER AND ONE ADJACENT LANE. ONE IMPACT ATTENUATOR IS PROVIDED FOR THE UPSTREAM END OF THIS PCB RUN, TO BE PLACED AT STATION 153+11.

IN THE SOUTHBOUND DIRECTION OF TRAVEL, 400 FEET OF PCB IS QUANTIFIED TO CLOSE THE INSIDE SHOULDER. ONE IMPACT ATTENUATOR IS PROVIDED FOR THE UPSTREAM END OF THIS PCB RUN, TO BE PLACED AT STATION 159+94.

AT SITE 2 - IR-71 SB SOUTH OF WILLIAM HOWARD TAFT RD.
WORK IN THE MEDIAN AND ON THE SOUTHBOUND OUTSIDE SHOULDER SHALL BE PROTECTED ACCORDING TO SCD MT-95.41.

IN THE NORTHBOUND DIRECTION OF TRAVEL, 320 FEET OF PCB IS QUANTIFIED TO CLOSE THE INSIDE SHOULDER. ONE IMPACT ATTENUATOR IS PROVIDED FOR THE UPSTREAM END OF THIS PCB RUN, TO BE PLACED AT STATION 163+16.

IN THE SOUTHBOUND DIRECTION OF TRAVEL, 400 FEET OF PCB IS QUANTIFIED TO CLOSE THE INSIDE SHOULDER AND ONE ADJACENT LANE. ONE IMPACT ATTENUATOR IS PROVIDED FOR THE UPSTREAM END OF THIS PCB RUN, TO BE PLACED AT STATION 169+30.

IN THE SOUTHBOUND DIRECTION OF TRAVEL, 520 FEET OF PCB IS QUANTIFIED TO CLOSE THE OUTSIDE SHOULDER AND ONE ADJACENT LANE. ONE IMPACT ATTENUATOR IS PROVIDED FOR THE UPSTREAM END OF THIS PCB RUN, TO BE PLACED AT STATION 171+89.

AT SITE 3 - IR-71 NB SOUTH OF SR-562
THE RAMP FROM EDWARDS RD. TO IR-71 NB MAY BE CLOSED AS SPECIFIED IN THE LVCT.

AT SITE 5 - IR-71 NB NORTH OF KUGLER MILL RD.
WORK ON THE NORTHBOUND INSIDE AND OUTSIDE SHOULDERS SHALL BE PROTECTED ACCORDING TO SCD MT-95.41.

IN THE NORTHBOUND DIRECTION OF TRAVEL, 360 FEET OF PCB IS QUANTIFIED TO CLOSE THE INSIDE SHOULDER AND ONE ADJACENT LANE. ONE IMPACT ATTENUATOR IS PROVIDED FOR THE UPSTREAM END OF THIS PCB RUN, TO BE PLACED AT STATION 697+05.

IN THE NORTHBOUND DIRECTION OF TRAVEL, 340 FEET OF PCB IS QUANTIFIED TO CLOSE THE OUTSIDE SHOULDER. ONE IMPACT ATTENUATOR IS PROVIDED FOR THE UPSTREAM END OF THIS PCB RUN, TO BE PLACED AT STATION 697+33.

AT SITE 8 - IR-71 SB NORTH OF SNIDER RD.
WORK ON THE NORTHBOUND INSIDE SHOULDER SHALL BE PROTECTED ACCORDING TO SCD MT-95.41.

IN THE SOUTHBOUND DIRECTION OF TRAVEL, 360 FEET OF PCB IS QUANTIFIED TO CLOSE THE INSIDE SHOULDER AND ONE ADJACENT LANE. ONE IMPACT ATTENUATOR IS PROVIDED FOR THE UPSTREAM END OF THIS PCB RUN, TO BE PLACED AT STATION 987+13.

AT SITE 10 - IR-74/IR-275 EB EAST OF E. MIAMI RIVER RD.
WORK ON THE EASTBOUND INSIDE SHOULDER SHALL BE PROTECTED ACCORDING TO SCD MT-95.41.

ITEM 614 – MAINTAINING TRAFFIC (CONTINUED)

IN THE EASTBOUND DIRECTION OF TRAVEL, 400 FEET OF PCB IS QUANTIFIED TO CLOSE THE INSIDE SHOULDER AND ONE ADJACENT LANE. ONE IMPACT ATTENUATOR IS PROVIDED FOR THE UPSTREAM END OF THIS PCB RUN, TO BE PLACED AT STATION 455+00.

AT SITE 16 - IR-275 EB WEST OF SR-747
THE RAMP FROM SR-747 TO IR-275 EB MAY BE CLOSED AS SPECIFIED IN THE LVCT.

WORK IN THE MEDIAN SHALL BE PROTECTED ACCORDING TO SCD MT-95.41.

IN THE EASTBOUND DIRECTION OF TRAVEL, 480 FEET OF PCB IS QUANTIFIED TO CLOSE THE INSIDE SHOULDER AND ONE ADJACENT LANE. ONE IMPACT ATTENUATOR IS PROVIDED FOR THE UPSTREAM END OF THIS PCB RUN, TO BE PLACED AT STATION 2224+50.

IN THE WESTBOUND DIRECTION OF TRAVEL, 420 FEET OF PCB IS QUANTIFIED TO CLOSE THE INSIDE SHOULDER. ONE IMPACT ATTENUATOR IS PROVIDED FOR THE UPSTREAM END OF THIS PCB RUN, TO BE PLACED AT STATION 2231+53.

AT SITE 17 - IR-275 WB EAST OF MOSTELLER RD.
WORK IN THE MEDIAN SHALL BE PROTECTED ACCORDING TO SCD MT-95.41.

IN THE EASTBOUND DIRECTION OF TRAVEL, 340 FEET OF PCB IS QUANTIFIED TO CLOSE THE INSIDE SHOULDER. ONE IMPACT ATTENUATOR IS PROVIDED FOR THE UPSTREAM END OF THIS PCB RUN, TO BE PLACED AT STATION 2363+82.

IN THE WESTBOUND DIRECTION OF TRAVEL, 420 FEET OF PCB IS QUANTIFIED TO CLOSE THE INSIDE SHOULDER AND ONE ADJACENT LANE. ONE IMPACT ATTENUATOR IS PROVIDED FOR THE UPSTREAM END OF THIS PCB RUN, TO BE PLACED AT STATION 2370+20.

AT SITE 24 - SR-562 WB WEST OF READING RD.
THE RAMP FROM READING RD. TO SR-562 WB MAY BE CLOSED AS SPECIFIED IN THE LVCT.

AT SITE 28 - SR-562 AT PADDOCK RD.
THE RAMP FROM SR-562 WB TO PADDOCK RD. MAY BE CLOSED AS SPECIFIED IN THE LVCT.

PORTABLE CONCRETE BARRIER QUANTITIES
THE FOLLOWING QUANTITIES ARE CARRIED TO THE GENERAL SUMMARY TO PERFORM THE WORK AS DETAILED ABOVE:

ITEM 614, BARRIER REFLECTOR, TYPE 1, ONE-WAY	SEE PLAN NOTE
ITEM 614, OBJECT MARKER, ONE WAY	SEE PLAN NOTE
ITEM 614, PORTABLE BARRIER, UNANCHORED	5,220 FEET
ITEM 614, WORK ZONE IMPACT ATTENUATOR, 24" WIDE HAZARDS, (UNIDIRECTIONAL)	13 EACH

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

NEW YEAR'S (OBSERVED)	GENERAL/REGULAR ELECTION DAY (NOV)
MEMORIAL DAY	THANKSGIVING
FOURTH OF JULY (OBSERVED)	CHRISTMAS (OBSERVED)
LABOR DAY	(OTHER HOLIDAY OR SPECIAL EVENT)

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 OR SPECIAL EVENT	TIME ALL LANES MUST BE OPEN TO TRAFFIC
SUNDAY	12:00N FRIDAY THROUGH 6:00 AM MONDAY
MONDAY	12:00N FRIDAY THROUGH 6:00 AM TUESDAY
TUESDAY	12:00N MONDAY THROUGH 6:00 AM WEDNESDAY
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

ITEM 614 – MAINTAINING TRAFFIC (CONTINUED)

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.

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 OF CLOSURE	SIGN DISPLAYED TO PUBLIC
RAMP & ROAD CLOSURES	> 2 WEEKS	14 CALENDAR DAYS PRIOR TO CLOSURE
	> 12 HOURS & < 2 WEEKS	7 CALENDAR DAYS PRIOR TO CLOSURE
	< 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.

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.

LANE VALUE CONTRACT TABLE				
DESCRIPTION OF CRITICAL LANE/RAMP TO BE MAINTAINED	RESTRICTED TIME PERIOD	TIME UNIT	DISINCENTIVE \$ PER TIME UNIT PER LANE	
IR-71 SOUTH OF SR-562	NB/SB	SEE PLCS	1 MINUTE	\$435
IR-71 SR-562 TO SR-126	NB/SB	SEE PLCS	1 MINUTE	\$495
IR-71 NORTH OF SR-126	NB/SB	SEE PLCS	1 MINUTE	\$550
IR-74 WEST OF IR-275	EB/WB	SEE PLCS	1 MINUTE	\$365
IR-74 IR-275 TO WESSELMAN RD.	EB/WB	SEE PLCS	1 MINUTE	\$340
IR-74 WESSELMAN RD. TO MONTANA AVE.	EB/WB	SEE PLCS	1 MINUTE	\$265
IR-74 MONTANA AVE. TO IR-75	EB/WB	SEE PLCS	1 MINUTE	\$410
IR-75 LINN ST. TO US-127	NB/SB	SEE PLCS	1 MINUTE	\$490
IR-75 US-127 TO SR-562	NB/SB	SEE PLCS	1 MINUTE	\$435
IR-75 SHARON RD. TO BUTLER CO. LINE	NB/SB	SEE PLCS	1 MINUTE	\$580
IR-75 UNION CENTRE BLVD. TO CIN-DAY RD.	NB/SB	SEE PLCS	1 MINUTE	\$420

ITEM 614 – MAINTAINING TRAFFIC (CONTINUED)

IR-275 WINTON RD. TO IR-75	EB/WB	SEE PLCS	1 MINUTE	\$420
IR-275 IR-75 TO US-42	EB	SEE PLCS	1 MINUTE	\$380
	WB	SEE PLCS	1 MINUTE	\$510
SR-126 WEST OF IR-75	EB/WB	SEE PLCS	1 MINUTE	\$310
SR-126 IR-75 TO IR-71	EB/WB	SEE PLCS	1 MINUTE	\$245
SR-126 IR-71 TO US-22	EB/WB	SEE PLCS	1 MINUTE	\$110
SR-562	EB/WB	SEE PLCS	1 MINUTE	\$345
IR-675	NB/SB	SEE PLCS	1 MINUTE	\$310
PERMITTED FULL CLOSURE DETAILS (DISINCENTIVES PER ABOVE; RAMP VALUES TO MATCH MAINLINE)				
TYPE OF CLOSURE	LOCATION		RESTRICTED HOURS	
15-MINUTE SHORT DURATION FULL CLOSURE	IR-71 AND IR-75		4:00 AM TO MIDNIGHT	
	OTHER MAINLINE ROUTES		5:00 AM TO MIDNIGHT	
	RAMPS		NOT PERMITTED	
OVERNIGHT FULL CLOSURE	EDWARDS RD. TO IR-71 NB		5:00 AM TO 10:00 PM	
	SR-747 SB TO IR-275 EB			
	READING RD. TO SR-562 WB			
	SR-562 WB TO PADDOCK RD.			
	MAINLINE (ALL ROUTES)		NOT PERMITTED	

LVCT NOTES:

- LANE CLOSURES ARE NOT PERMITTED 2 HOURS BEFORE TO 2 HOURS AFTER EVENTS AT GREAT AMERICAN BALL PARK, PAUL BROWN STADIUM, OR HERITAGE BANK CENTER. THIS RESTRICTION ALSO APPLIES TO ANY OTHER LOCAL VENUE GENERATING AN EVENT ATTENDANCE OF 15,000 OR MORE. SEE PLCS FOR APPLICABLE SEGMENTS.
- LANE CLOSURES SPANNING ADJACENT PLCS SEGMENTS SHALL FOLLOW THE TIMES LISTED IN EACH PLCS SCHEDULE.
- AUXILIARY LANES/SERVICE RAMPS: CLOSING THE AUXILIARY LANE BY RAMP MERGE IS PERMITTED; DSD PER MT-98.10 IS REQUIRED. THIS RAMP MERGE IS PERMITTED DURING TIMES LISTED FOR A SINGLE LANE CLOSURE; HOWEVER, IT DOES NOT COUNT AS MAINLINE CLOSURE.
- AUXILIARY LANES/SYSTEM RAMPS: CLOSING THE AUXILIARY LANE FROM AN INTERSTATE OR LOOKALIKE RAMP USING RAMP MERGE IS PERMITTED; DSD PER MT-98.10 IS REQUIRED. THIS RAMP MERGE IS CONSIDERED A MAINLINE CLOSURE AND SHALL FOLLOW THE TIMES LISTED FOR A SINGLE LANE CLOSURE.

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 SHALL NOT BE PERMITTED AT PROJECT COST NOR TIME COMPENSATION. 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).
- DURING PERIODS WHERE TRAFFIC NEEDS TO BE DIRECTED CONTRARY TO A TRAFFIC CONTROL DEVICE (FLAGGER, SIGN [E.G. STOP SIGN, STREET OR HIGHWAY SIGNS, ETC], SIGNAL OR OTHER DEVICE USED TO REGULATE, WARN OR GUIDE TRAFFIC). TRAFFIC IN THIS INSTANCE INCLUDES VEHICULAR, PEDESTRIAN AND/OR SHARED USE PATH USERS.

IN ADDITION TO THE REQUIREMENT OF C&MS 614 AND THE OMUTCD, A UNIFORMED LEO WITH AN OFFICIAL PATROL CAR (CAR WITH TOP-

DESIGN AGENCY



DESIGNER

NRS

REVIEWER

TJB 01/15/26

PROJECT ID

121932

SHEET

P.11

TOTAL

P.226

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

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 THAT MEET ALL OF THE CRITERIA LISTED BELOW: 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).

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)

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 AND/OR IN CONTRARY TO OTHER TRAFFIC CONTROL DEVICES 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 SHIFT DURATION SHALL NOT BE LESS THAN THE LEO’S MINIMUM SHOW-UP TIME REQUIRED BY THEIR LAW ENFORCEMENT AGENCY. 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, 672 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 AN LEO ARE INCLUDED WITH THE BID UNIT PRICE FOR ITEM 614, LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE.

ITEM 614 PORTABLE CHANGEABLE MESSAGE SIGNS, AS PER PLAN

THE CONTRACTOR SHALL FURNISH, INSTALL, MAINTAIN AND REMOVE, WHEN NO LONGER NEEDED, A CHANGEABLE MESSAGE SIGN. THE SIGN SHALL BE OF A TYPE SHOWN ON A LIST OF APPROVED PCMS UNITS AVAILABLE ON THE OFFICE OF MATERIALS MANAGEMENT WEB PAGE. THE LIST CONTAINS CLASS A AND B UNITS WITH MINIMUM LEGIBILITY DISTANCES OF 800 FEET AND 650 FEET, RESPECTIVELY.

EACH SIGN SHALL BE TRAILER-MOUNTED AND EQUIPPED WITH A FUNCTIONAL DIMMING MECHANISM, TO DIM THE SIGN DURING DARKNESS, AND A TAMPER AND VANDAL PROOF ENCLOSURE. EACH SIGN SHALL BE PROVIDED WITH APPROPRIATE TRAINING AND OPERATION INSTRUCTIONS TO ENABLE ON-SITE PERSONNEL TO OPERATE AND TROUBLESHOOT THE UNIT. THE SIGN SHALL ALSO BE CAPABLE OF BEING POWERED BY AN ELECTRICAL SERVICE DROP FROM A LOCAL UTILITY COMPANY. THE PCMS SHALL BE DELINEATED IN ACCORDANCE WITH C&MS 614.03.

ITEM 614 PORTABLE CHANGEABLE MESSAGE SIGNS, AS PER PLAN (CONT'D)

PLACEMENT, OPERATION, MAINTENANCE AND ALL ACTIVATION OF THE SIGNS BY THE CONTRACTOR SHALL BE AS DIRECTED BY THE ENGINEER. THE PCMS SHALL BE LOCATED IN A HIGHLY VISIBLE POSITION YET PROTECTED FROM TRAFFIC. THE CONTRACTOR SHALL, AT THE DIRECTION OF THE ENGINEER, RELOCATE THE PCMS TO IMPROVE VISIBILITY OR ACCOMMODATE CHANGED CONDITIONS. WHEN NOT IN USE, THE PCMS SHALL BE TURNED OFF. ADDITIONALLY, WHEN NOT IN USE FOR EXTENDED PERIODS OF TIME, THE PCMS SHALL BE TURNED AWAY FROM ALL TRAFFIC.

THE ENGINEER SHALL BE PROVIDED ACCESS TO EACH SIGN UNIT AND SHALL BE PROVIDED WITH APPROPRIATE TRAINING AND OPERATION INSTRUCTIONS TO ENABLE ODOT PERSONNEL TO OPERATE AND TROUBLESHOOT THE UNIT, AND TO REVISE SIGN MESSAGES, IF NECESSARY.

(THE CONTRACTOR SHALL IMPLEMENT A SYSTEM WHEREBY CHANGEABLE MESSAGES WILL BE IMPLEMENTED WITHIN 24 HOURS FOLLOWING TELEPHONE NOTIFICATION FROM THE PROJECT ENGINEER TO A DESIGNATED PHONE.)

ALL MESSAGES TO BE DISPLAYED ON THE SIGN WILL BE PROVIDED BY THE ENGINEER. A LIST OF ALL REQUIRED PRE-PROGRAMMED MESSAGES WILL BE GIVEN TO THE CONTRACTOR AT THE PROJECT PRECONSTRUCTION CONFERENCE. THE SIGN SHALL HAVE THE CAPABILITY TO STORE UP TO 99 MESSAGES. MESSAGE MEMORY OR PRE-PROGRAMMED DISPLAYS SHALL NOT BE LOST AS A RESULT OF POWER FAILURES TO THE ON-BOARD COMPUTER. THE SIGN LEGEND SHALL BE CAPABLE OF BEING CHANGED IN THE FIELD. THREE-LINE PRESENTATION FORMATS WITH UP TO SIX MESSAGE PHASES SHALL BE SUPPORTED. PCMS FORMAT SHALL PERMIT THE COMPLETE MESSAGE FOR EACH PHASE TO BE READ AT LEAST TWICE.

THE PCMS SHALL CONTAIN AN ACCURATE CLOCK AND PROGRAMMING LOGIC WHICH WILL ALLOW THE SIGN TO BE ACTIVATED, DEACTIVATED OR MESSAGES CHANGED AUTOMATICALLY AT DIFFERENT TIMES OF THE DAY FOR DIFFERENT DAYS OF THE WEEK.

(THE PCMS SHALL CONTAIN A CELLULAR TELEPHONE DATA LINK WHICH WILL (IN ACTIVE CELLULAR PHONE AREAS) ALLOW REMOTE SIGN ACTIVATION, MESSAGE CHANGES, MESSAGE ADDITIONS AND REVISIONS TO TIME OF DAY PROGRAMS. THE SYSTEM SHALL ALSO PERMIT VERIFICATION OF CURRENT AND PROGRAMMED MESSAGES. ONE REMOTE DATA INPUT DEVICE (LAPTOP COMPUTER PLUS MODEM OR EQUIVALENT) SHALL BE FURNISHED FOR USE BY THE DISTRICT TRAFFIC ENGINEER, OR EQUIVALENT, AND SHALL BE INSURED AGAINST THEFT.)THE PCMS UNIT SHALL BE MAINTAINED IN GOOD WORKING ORDER BY THE CONTRACTOR IN ACCORDANCE WITH THE PROVISIONS OF C&MS 614.07. THE CONTRACTOR SHALL, PRIOR TO ACTIVATING THE UNIT, MAKE ARRANGEMENTS, WITH AN AUTHORIZED SERVICE AGENT FOR THE PCMS, TO ASSURE PROMPT SERVICE IN THE EVENT OF FAILURE. ANY FAILURE SHALL NOT RESULT IN THE SIGN BEING OUT OF SERVICE FOR MORE THAN 12 HOURS, INCLUDING WEEKENDS.

FAILURE TO COMPLY MAY RESULT IN AN ORDER TO STOP WORK AND OPEN ALL TRAFFIC LANES AND/OR IN THE DEPARTMENT TAKING APPROPRIATE ACTION TO SAFELY CONTROL TRAFFIC. THE ENTIRE COST TO CONTROL TRAFFIC, ACCRUED BY THE DEPARTMENT DUE TO THE CONTRACTOR’S NONCOMPLIANCE, WILL BE DEDUCTED FROM MONEYS DUE, OR TO BECOME DUE THE CONTRACTOR ON HIS CONTRACT.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR 24-HOUR-PER-DAY OPERATION AND MAINTENANCE OF THESE SIGNS ON THE PROJECT FOR THE DURATION OF THE PHASES WHEN THE PLAN REQUIRES THEIR USE.

PAYMENT FOR THE ABOVE DESCRIBED ITEM SHALL BE AT THE CONTRACT UNIT PRICE. PAYMENT SHALL INCLUDE ALL LABOR, MATERIALS, EQUIPMENT, FUELS, LUBRICATING OILS, SOFTWARE, HARDWARE AND INCIDENTALS TO PERFORM THE ABOVE DESCRIBED WORK.

ITEM 614, PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN, 48 SIGN MONTHS (ASSUMING 2 PCMS SIGNS FOR 24 MONTHS)

ITEM 614 – WORK ZONE IMPACT ATTENUATOR FOR 24" WIDE HAZARDS (UNIDIRECTIONAL)

THIS ITEM SHALL CONSIST OF FURNISHING AND INSTALLING A NON-GATING IMPACT ATTENUATOR. FURNISH AN IMPACT ATTENUATOR FROM THE OFFICE OF ROADWAY ENGINEERING’S APPROVED LIST FOR WORK ZONE IMPACT ATTENUATORS, FROM THE ROADWAY STANDARDS APPROVED PRODUCTS WEB PAGE.

INSTALLATION SHALL BE AT THE LOCATIONS SPECIFIED IN THE PLANS IN ACCORDANCE WITH THE MANUFACTURER’S SPECIFICATIONS.

THE CONTRACTOR SHALL REPAIR OR REPLACE A DAMAGED UNIT WITHIN 24 HOURS OF A DAMAGING IMPACT.

WHEN BIDIRECTIONAL DESIGNS ARE SPECIFIED, THE CONTRACTOR SHALL SUPPLY APPROPRIATE TRANSITIONS.

WHEN GATING IMPACT ATTENUATORS ARE DESIRED, THE CONTRACTOR SHALL SUBMIT DOCUMENTATION TO THE ENGINEER FOR ACCEPTANCE.

ITEM 614 – WORK ZONE IMPACT ATTENUATOR FOR 24" WIDE HAZARDS (UNIDIRECTIONAL) (CONTINUED)

THE COST FOR THE ADDITIONAL BARRIER REQUIRED FOR A GATING IMPACT ATTENUATOR SHALL BE INCLUDED IN THE COST OF THE GATING IMPACT ATTENUATOR.

PAYMENT FOR THE ABOVE WORK SHALL BE MADE AT THE UNIT PRICE BID AND SHALL INCLUDE ALL LABOR, TOOLS, EQUIPMENT AND MATERIALS NECESSARY TO CONSTRUCT AND MAINTAIN A COMPLETE AND FUNCTIONAL IMPACT ATTENUATOR SYSTEM, INCLUDING ALL RELATED BACKUPS, TRANSITIONS, LEVELING PADS, HARDWARE AND GRADING, NOT SEPARATELY SPECIFIED, AS REQUIRED BY THE MANUFACTURER.

CONTRACTOR SITE ACCESS BEHIND GUARDRAIL

REMOVE AND RE-ERECT GUARDRAIL AS NECESSARY FOR ACCESS TO WORK LOCATIONS. REMOVE GUARDRAIL ONLY WHEN IT CAN BE REPLACED ON THE SAME DAY. OBTAIN APPROVAL FROM THE ENGINEER FOR EACH LOCATION PRIOR TO PERFORMING THE WORK. THIS WORK INCLUDES REMOVAL OF EXISTING GUARDRAIL AND POSTS AND RE-ERECTION OF THE SAME MATERIALS. EXISTING RAIL ELEMENTS AND BARRIER REFLECTORS MAY BE REUSED.

PAYMENT FOR ALL LABOR, EQUIPMENT, AND MATERIALS NECESSARY TO PERFORM THIS WORK SHALL BE INCLUDED IN THE LUMP SUM CONTRACT PRICES FOR ITEM 614, MAINTAINING TRAFFIC.

COOPERATION BETWEEN CONTRACTORS

IN CONFORMANCE TO C&MS 105.08, THE CONTRACTOR SHALL COORDINATE WORK WITH ODOT PERSONNEL AND THE CONTRACTORS ON ADJACENT PROJECTS TO ENSURE THAT THE MOT SETUPS OF ADJACENT PROJECTS DO NOT CONFLICT. POTENTIAL COORDINATION ITEMS MAY INCLUDE CONFLICTS WITH ADVANCE WARNING SIGNAGE, OVERLAPPING LANE CLOSURES, MULTIPLE LANE CLOSURES WITHIN A 2 MILE DISTANCE, AND ANY OTHER CONFLICTS THAT VIOLATE ODOT MOT POLICIES.

DUE TO THE MULTI-YEAR SCHEDULE AND VARIOUS LOCATIONS THROUGHOUT DISTRICT 8, A COMPLETE LISTING OF ADJACENT PROJECTS IS NOT MADE. KNOWN PROJECTS THAT WILL BE IN CONSTRUCTION IN 2026 INCLUDE, BUT ARE NOT LIMITED TO: HAM-77889, HAM-110539, HAM-118472, HAM-118818, AND HAM-120995.

AT THE REQUEST OF THE DISTRICT, THE PROJECT SUPERINTENDENT SHALL ATTEND MAINTENANCE OF TRAFFIC COORDINATION MEETINGS BETWEEN ADJACENT PROJECTS. NO PAYMENT FOR ATTENDANCE AT COORDINATION MEETINGS WILL BE MADE OUTSIDE OF THE LUMP SUM MAINTENANCE OF TRAFFIC PAY ITEM.

DUST CONTROL

THE CONTRACTOR SHALL FURNISH AND APPLY WATER FOR DUST CONTROL AS DIRECTED BY THE ENGINEER. THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED FOR DUST CONTROL PURPOSES:

ITEM 616, WATER 10 MGAL

DELINEATION OF PORTABLE AND PERMANENT BARRIER

BARRIER REFLECTORS AND OBJECT MARKERS SHALL BE INSTALLED ON ALL PORTABLE BARRIER (PB) USED FOR TRAFFIC CONTROL; AND, ON PERMANENT CONCRETE BARRIER (INCLUDING BRIDGE PARAPETS) LOCATED WITHIN 5 FEET OF THE EDGE OF THE ADJACENT TRAVEL LANE.

BARRIER REFLECTORS SHALL CONFORM TO C&MS 626, EXCEPT THAT THE SPACING SHALL BE AS PER TRAFFIC SCD MT-101.70. OBJECT MARKERS AND THEIR INSTALLATION SHALL CONFORM TO C&MS 614.03 AND SCD MT-101.70. WHEN THE PB OR PERMANENT BARRIER (INCLUDING BRIDGE PARAPETS) CONTAINS GLARE SCREEN, ONE SET OF THREE VERTICAL STRIPES OF SHEETING SHALL BE CONSIDERED EQUIVALENT TO AN OBJECT MARKER, ONE-WAY.

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED IN THE PLANS AND CARRIED TO THE GENERAL SUMMARY:

ITEM 614, BARRIER REFLECTOR, TYPE 1 (ONE-WAY) 116 EACH
ITEM 614, OBJECT MARKER, ONE-WAY 116 EACH

PAYMENT SHALL BE FULL COMPENSATION FOR ALL MATERIAL, LABOR, INCIDENTALS AND EQUIPMENT NECESSARY FOR FURNISHING, INSTALLING, MAINTAINING AND REMOVING EACH OF THE ABOVE ITEMS.

FLOODLIGHTING

FLOODLIGHTING OF THE WORK SITE FOR OPERATIONS CONDUCTED DURING NIGHTTIME PERIODS SHALL BE ACCOMPLISHED SO THAT THE LIGHTS DO NOT CAUSE GLARE TO THE DRIVERS ON THE ROADWAY. TO ENSURE THE ADEQUACY OF THE FLOODLIGHT PLACEMENT, THE CONTRACTOR AND THE ENGINEER SHALL DRIVE THROUGH THE WORK SITE EACH NIGHT WHEN THE LIGHTING IS IN PLACE AND OPERATIVE PRIOR TO COMMENCING ANY WORK. IF GLARE IS DETECTED, THE LIGHT PLACEMENT AND SHIELDING SHALL BE ADJUSTED TO THE SATISFACTION OF THE ENGINEER BEFORE WORK PROCEEDS.

PAYMENT FOR ALL LABOR, EQUIPMENT AND MATERIALS SHALL BE INCLUDED IN THE LUMP SUM CONTRACT PRICE FOR ITEM 614, MAINTAINING TRAFFIC.

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 DRIVABLE PAVEMENT, DETOUR ROUTES, IF APPLICABLE, AND ANY OTHER INFORMATION REQUESTED BY THE PROJECT ENGINEER.

NOTIFICATION OF TRAFFIC RESTRICTIONS TIME TABLE

ITEM	DURATION OF CLOSURE	NOTICE DUE TO PERMITS & PIO
RAMP & ROAD 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
	> 2 WEEKS	14 CALENDAR DAYS PRIOR TO CLOSURE
LANE CLOSURES & RESTRICTIONS	< 2 WEEKS	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.

PERMITTED LANE CLOSURE SCHEDULE (PLCS)

LANE CLOSURE(S) SHALL CONFORM TO THE PLCS. PUBLISHED PLCS INFORMATION CAN BE FOUND ON THE ODOT WEBSITE.

THE MONTHLY PUBLISHED SCHEDULES REQUIRED TO BE USED, FOR EACH PLCS SEGMENT WITHIN THE PROJECT AREA, ARE THOSE THAT COMPRISE THE CONSECUTIVE 12-MONTH PERIOD BEGINNING 15 MONTHS PRIOR TO THE MONTH AND YEAR OF SALE AND ENDING 4 MONTHS PRIOR TO THE MONTH AND YEAR OF SALE. THESE SAME 12 MONTHS APPLY FOR THE LIFE OF THE PROJECT AND SHALL BE APPLIED TO EACH RESPECTIVE MONTH OF CONSTRUCTION (MONTH OF LANE CLOSURE(S) SHALL MATCH MONTH OF PLCS USED). LANE CLOSURE(S) IN PLACE FOR MULTIPLE MONTHS SHALL ALWAYS COMPLY WITH THE CURRENT RESPECTIVE MONTH.

(FOR EXAMPLE: IF THE SALE DATE FOR THE PROJECT WAS MARCH OF 2021, THE MONTHLY PUBLISHED SCHEDULES FOR EACH APPLICABLE PLCS SEGMENT WOULD BE DECEMBER 2019 TO NOVEMBER 2020. IF THIS WAS A THREE-YEAR PROJECT, YEAR THREE WOULD STILL BE USING THE DECEMBER 2019 TO NOVEMBER 2020 MONTHLY SCHEDULES. IF THE PROJECT DESIRED TO CLOSE TWO LANES IN JUNE 2021, REFERENCE WOULD BE MADE TO THE JUNE 2020 SCHEDULE(S) FOR THE RESPECTIVE PLCS SEGMENT(S). IF THE SAME TWO LANES WERE DESIRED TO BE CLOSED AGAIN IN JULY 2021, REFERENCE WOULD BE MADE TO THE JULY 2020 SCHEDULE(S) FOR THE RESPECTIVE PLCS SEGMENT(S).)

MORE RESTRICTIVE CHANGES TO THE ALLOWABLE LANE CLOSURE HOURS ARE AT THE DISCRETION OF THE ENGINEER IN ORDER TO COMPLY WITH THE TRAFFIC MANAGEMENT IN WORK ZONES POLICY (21-008(P)) AND STANDARD PROCEDURE (123-001(SP)).

LESS RESTRICTIVE CHANGES TO THE ALLOWABLE LANE CLOSURE HOURS ARE SUBJECT TO THE TRAFFIC MANAGEMENT IN WORK ZONES POLICY (21-008(P)) AND STANDARD PROCEDURE (123-001(SP)) AND SHALL NOT BE IMPLEMENTED UNTIL, AND UNLESS, APPROVED BY THE PROPER ODOT AUTHORITY.

ALLOWABLE LANE CLOSURE HOURS FOR FACILITIES NOT COVERED BY THE PLCS, IF ANY, SHALL BE AS SPECIFIED ELSEWHERE IN THE PLANS.

DESIGN AGENCY



DESIGNER

NRS

REVIEWER

TJB 01/15/26

PROJECT ID

121932

SHEET

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TOTAL

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D08-VAR-DMS & QWS REPLACEMENT FY26

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SHEET NUMBER											PARTICIPATION		ALT. (X)	ITEM	ITEM EXT.	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
P.6	P.7	P.8	P.11	P.12	P.16	P.17	P.18	P.19	P.20	P.21	01/NFP	02/NFP							
																	ROADWAY		
											LS	LS		201	11001	LS		CLEARING AND GRUBBING, AS PER PLAN	P.6
					688						89	599		202	30701	688	FT	CONCRETE BARRIER REMOVED, AS PER PLAN	P.7
					1,825						112.5	1,712.5		202	38000	1,825	FT	GUARDRAIL REMOVED	
					25						25			202	38200	25	FT	GUARDRAIL REMOVED FOR REUSE	
					375							375		202	38300	375	FT	GUARDRAIL REMOVED, BARRIER DESIGN	
					10						1	9		202	42010	10	EACH	ANCHOR ASSEMBLY REMOVED, TYPE E	
					15						2	13		202	42040	15	EACH	ANCHOR ASSEMBLY REMOVED, TYPE T	
					1						1			202	42806	1	EACH	ANCHOR ASSEMBLY REMOVED FOR REUSE	
					2							2		202	47000	2	EACH	BRIDGE TERMINAL ASSEMBLY REMOVED	
					2							2		202	47800	2	EACH	IMPACT ATTENUATOR REMOVED	
					30							30		202	48001	30	FT	CABLE BARRIER REMOVED, AS PER PLAN	P.7
					1							1		202	62000	1	EACH	JUNCTION BOX REMOVED	
					111							111		202	75000	111	FT	FENCE REMOVED	
					1							1		202	75250	1	EACH	GATE REMOVED	
					1						1			202	98100	1	EACH	REMOVAL, MISC.: REMOVAL OF BARRIER WALL ASSEMBLY	P.7
					1,457						177	1,280		203	10000	1,457	CY	EXCAVATION	
		397			272						127	542		203	20000	669	CY	EMBANKMENT	
					4,850						844	4,006		204	10000	4,850	SY	SUBGRADE COMPACTION	
					4,822						816	4,006		204	50000	4,822	SY	GEOTEXTILE FABRIC	
		0.41									0.09	0.32		209	15050	0.41	MILE	RESHAPING UNDER GUARDRAIL	
					172							172		601	21060	172	SY	TIED CONCRETE BLOCK MAT WITH TYPE 2 UNDERLAYMENT	
						2,962.5					237.5	2,725		606	15050	2,962.5	FT	GUARDRAIL, TYPE MGS	
						25						25		606	15150	25	FT	GUARDRAIL, TYPE MGS HALF POST SPACING	
						25					25			606	16050	25	FT	GUARDRAIL REBUILT, TYPE MGS	
					10						1	9		606	26150	10	EACH	ANCHOR ASSEMBLY, MGS TYPE E	
						18					2	16		606	26550	18	EACH	ANCHOR ASSEMBLY, MGS TYPE T	
						1						1		606	26600	1	EACH	ANCHOR ASSEMBLY, TYPE MGS BURIED IN BACKSLOPE	
						1					1			606	27910	1	EACH	ANCHOR ASSEMBLY, REBUILT, MGS TYPE T	
						1						1		606	35002	1	EACH	MGS BRIDGE TERMINAL ASSEMBLY, TYPE 1	
						2						2		606	35102	2	EACH	MGS BRIDGE TERMINAL ASSEMBLY, TYPE 2	
										4		4		SPECIAL	60655180	4	EACH	SPECIAL - CABLE BARRIER, SPLICE	P.7
						1						1		606	60022	1	EACH	IMPACT ATTENUATOR, TYPE 2 (UNIDIRECTIONAL), 62 MPH, 20" WIDE	
						130						130		607	23000	130	FT	FENCE, TYPE CLT	
						1						1		607	61200	1	EACH	GATE, TYPE CLT	
						131						131		622	10061	131	FT	CONCRETE BARRIER, SINGLE SLOPE, TYPE B, AS PER PLAN	P.8
						65						65		622	10121	65	FT	CONCRETE BARRIER, SINGLE SLOPE, TYPE C, AS PER PLAN	P.8
						44						44		622	10160	44	FT	CONCRETE BARRIER, SINGLE SLOPE, TYPE D	
							118					118		622	10161	118	FT	CONCRETE BARRIER, SINGLE SLOPE, TYPE D, AS PER PLAN	P.8
						3					1	2		622	10200	3	EACH	BARRIER TRANSITION	
						2						2		622	25000	2	EACH	CONCRETE BARRIER END SECTION, TYPE D	
						4						4		622	25005	4	EACH	CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE B, AS PER PLAN	P.8
						2					2			622	25009	2	EACH	CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE C, AS PER PLAN	P.8
						1					1			622	25050	1	EACH	CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE D	
						2						2		622	25051	2	FT	CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE D, AS PER PLAN	P.8
						150						150		622	90000	150	FT	BARRIER, MISC.: NEW JERSEY STYLE, TYPE B50	P.7
						72					24	48		622	90000	72	FT	BARRIER, MISC.: NEW JERSEY STYLE, TYPE D	P.7
										52		52		SPECIAL	69098300	52	SY	SPECIAL - MOW STRIP	P.8
																		ROADWAY ALTERNATES	
											88	88	X	SPECIAL	60655000	88	FT	SPECIAL - CABLE BARRIER (ALTERNATE 1)	P.7
											1	1	X	SPECIAL	60655150	1	EACH	SPECIAL - CABLE BARRIER, ANCHOR ASSEMBLY (ALTERNATE 1)	P.7
											88	88	X	SPECIAL	60655000	88	FT	SPECIAL - CABLE BARRIER (GIBALTAR) (ALTERNATE 2)	P.7
											1	1	X	SPECIAL	60655150	1	EACH	SPECIAL - CABLE BARRIER, ANCHOR ASSEMBLY (GIBALTAR) (ALTERNATE 2)	P.7

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DESIGN AGENCY



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ASEP

NRS 01/15/26

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D08-VAR-DMS & QWS REPLACEMENT FY26

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P.6	P.7	P.8	P.11	P.12	P.16	P.17	P.18	P.19	P.20	P.21	01/NFP	02/NFP							
																		EROSION CONTROL	
					148							148		601	37500	148	FT	PAVED GUTTER, TYPE 1-2	
					92							92		601	39000	92	FT	PAVED GUTTER, TYPE 4	
	522										110	412		659	00300	522	CY	TOPSOIL	
	4,700										987	3,713		659	10000	4,700	SY	SEEDING AND MULCHING	
	235										49	186		659	14000	235	SY	REPAIR SEEDING AND MULCHING	
	235										49	186		659	15000	235	SY	INTER-SEEDING	
	0.64										0.13	0.51		659	11000	0.64	TON	COMMERCIAL FERTILIZER	
	0.11										0.02	0.09		659	31000	0.11	ACRE	LIME	
	38										8	30		659	35000	38	MGAL	WATER	
									25			25		660	20000	25	SY	SODDING REINFORCED	
											2,100	7,900		832	30000	10,000	EACH	EROSION CONTROL	
																		DRAINAGE	
200											42	158		605	05200	200	FT	4" UNCLASSIFIED PIPE UNDERDRAINS	
200											42	158		605	13300	200	FT	6" UNCLASSIFIED PIPE UNDERDRAINS	
200											42	158		605	31100	200	FT	AGGREGATE DRAINS	
200											42	158		611	00406	200	FT	4" CONDUIT, TYPE F	
200											42	158		611	01500	200	FT	6" CONDUIT, TYPE F	
12											3	9		611	99710	12	EACH	PRECAST REINFORCED CONCRETE OUTLET	
																		PAVEMENT	
					1,056						185	871		304	20000	1,056	CY	AGGREGATE BASE	
					12						12			452	13010	12	SY	9" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC 1P	
																		LIGHTING	
							1					1		625	29900	1	EACH	JUNCTION BOX	
							4				1	3		625	98000	4	EACH	LIGHTING, MISC.: MAINTAINING EXISTING LIGHTING	
																		TRAFFIC SURVEILLANCE	
							20,280				8,418	11,862		625	22900	20,280	FT	NO. 1/0 AWG 2400 VOLT DISTRIBUTION CABLE	
							15,912				2,115	13,797		625	23200	15,912	FT	NO. 4 AWG 2400 VOLT DISTRIBUTION CABLE	
							14,658				6,345	8,313		625	23300	14,658	FT	NO. 2 AWG 2400 VOLT DISTRIBUTION CABLE	
							1,083				119	964		625	25408	1,083	FT	CONDUIT, 2", 725.051	
							6,105				2,048	4,057		625	25507	6,105	FT	CONDUIT, 3", 725.052, AS PER PLAN	
							1,363				861	502		625	25909	1,363	FT	CONDUIT, JACKED OR DRILLED, 725.052, AS PER PLAN, 3"	
							806				110	696		625	25920	806	FT	CONDUIT, MISC.: CONCRETE ENCASEMENT	
							1,210				242	968		625	25920	1,210	FT	CONDUIT, MISC.: CONDUIT REMOVED	
							11,120				4,623	6,497		625	29000	11,120	FT	TRENCH	
							58				19	39		625	30700	58	EACH	PULL BOX, 725.08, 18"	
							38				3	35		625	31510	38	EACH	PULL BOX REMOVED	
							3				2	1		625	31600	3	EACH	PULL BOX, MISC.: ENCOMPASSING WORK PAD FOR ITS INSTALLATION	
							17				9	8		625	31600	17	EACH	PULL BOX, MISC.: ITS WORK PAD (SCD ITS-14.11)	
							24				11	13		625	31600	24	EACH	PULL BOX, MISC.: PULL BOX ADJUSTED TO GRADE	
							11				5	6		625	31600	11	EACH	PULL BOX, MISC.: STANDALONE WORK PAD, 6'X6'	
		24																	
							117				40	101		625	32000	141	EACH	GROUND ROD	
							6					6		625	34011	6	EACH	POWER SERVICE REFURBISHED, AS PER PLAN	
							11,120				4,623	6,497		625	36010	11,120	FT	UNDERGROUND WARNING/MARKING TAPE	
							16				3	13		625	75510	16	EACH	POWER SERVICE REMOVED	
							15,897				4,990	10,907		625	75551	15,897	FT	DISTRIBUTION CABLE REMOVED, AS PER PLAN	
								4			2	2		630	70000	4	EACH	OVERHEAD SIGN SUPPORT, DMS TRUSS, 80'	
								3				3		630	70020	3	EACH	OVERHEAD SIGN SUPPORT, DMS TRUSS, 115'	
								9				9		630	70044	9	EACH	OVERHEAD SIGN SUPPORT, DMS PEDESTAL	
								5			2	3		630	70050	5	EACH	CATWALK, DMS TRUSS	
								2				2		630	70051	2	EACH	CATWALK, DMS TRUSS, AS PER PLAN	

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DESIGN AGENCY



DESIGNER

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P.6	P.7	P.8	P.11	P.12	P.16	P.17	P.18	P.19	P.20	P.21	01/NFP	02/NFP							
																		TRAFFIC SURVEILLANCE (CONTINUED)	
								9				9		630	70060	9	EACH	CATWALK, DMS PEDESTAL	
								4			1	3		630	70070	4	EACH	CONCRETE BARRIER MEDIAN OVERHEAD SIGN SUPPORT FOUNDATION, DMS TRUSS	
								10			3	7		630	70080	10	EACH	OVERHEAD SIGN SUPPORT FOUNDATION, DMS TRUSS	
								9				9		630	70082	9	EACH	OVERHEAD SIGN SUPPORT FOUNDATION, DMS PEDESTAL	
								2			1	1		630	74500	2	EACH	OVERHEAD SIGN SUPPORT, MISC.: ROUNDED END CAP FOR DMS TRUSS FOUNDATION	P.9
									7			7		632	28201	7	EACH	DISCONNECT SWITCH WITH ENCLOSURE, AS PER PLAN	P.9
									1		1			632	64000	1	EACH	STRAIN POLE FOUNDATION	
									1		1			632	86120	1	EACH	STRAIN POLE, TYPE TC-81.11, DESIGN 8	
									19		5	14		633	67100	19	EACH	CABINET FOUNDATION	
									3,330			3,330		804	15030	3,330	FT	FIBER OPTIC CABLE, 72 FIBER	
									4,292		1,235	3,057		804	32060	4,292	FT	DROP CABLE, 24 FIBER	
									2,849		1,290	1,559		804	98000	2,849	FT	FIBER OPTIC CABLE, MISC.: RELOCATE FIBER OPTIC CABLE	P.9
									6		1	5		804	98100	6	EACH	FIBER OPTIC CABLE, MISC.: FIBER TERMINATION PANEL, 24 FIBER (FURNISH ONLY)	P.9
									1			1		804	98100	1	EACH	FIBER OPTIC CABLE, MISC.: FIBER TERMINATION PANEL, 72 FIBER (FURNISH ONLY)	P.9
										31	12	19		809	01900	31	EACH	ITS PULL BOX WITH PAD AND STANDARD LID ASSEMBLY, 32" WIDE, TYPE 1	
									1			1		809	02006	1	EACH	48" ITS PULL BOX WITH PAD AND STANDARD LID ASSEMBLY, TYPE 2	
									2,403		1,168	1,235		809	23900	2,403	FT	CONDUIT, 2" DIAMETER, HDPE	
									603		447	156		809	24000	603	FT	CONDUIT, MULTICELL, JACKED OR DRILLED, 4" HDPE WITH 4 - 1" INNERDUCTS	
									5,004		2,968	2,036		809	24500	5,004	FT	CONDUIT, 4", MULTICELL, HDPE WITH 4 - 1" INNERDUCTS	
										2		2		809	51100	2	EACH	ITS POWER SERVICE, GROUND MOUNTED, 120/240V, 100 AMP	
										4	1	3		809	55100	4	EACH	ITS POWER SERVICE, POLE MOUNTED, 120/240V, 100 AMP	
										1	1			809	56000	1	EACH	ITS POWER SERVICE, POLE MOUNTED, 240/480V, 60 AMP	
											5	3		809	56100	5	EACH	ITS POWER SERVICE, POLE MOUNTED, 240/480V, 100 AMP	
									1		1			809	60060	1	EACH	CCTV IP-CAMERA SYSTEM, FIXED-VIEW	
									21		3	18		809	63000	21	EACH	DYNAMIC MESSAGE SIGN (DMS), FULL-SIZE WALK-IN	
									1		1			809	63010	1	EACH	DYNAMIC MESSAGE SIGN (DMS), FRONT-ACCESS	
									780		130	650		809	64550	780	FT	ETHERNET CABLE, OUTDOOR-RATED	
									1		1			809	65000	1	EACH	ITS CABINET - GROUND MOUNTED	
									19		4	15		809	65040	19	EACH	ITS CABINET - DMS	
										3	2	1		809	65100	3	EACH	STEP-DOWN TRANSFORMER, 3KVA	
										5	2	3		809	65110	5	EACH	STEP-DOWN TRANSFORMER, 7.5KVA	
										2	1	1		809	65990	2	EACH	ITS DEVICE, MISC.: ITS WORK PAD RAILING (SCD ITS-50.12)	P.9
										2		2		809	65990	2	EACH	ITS DEVICE, MISC.: RELOCATION OF HIGH-SPEED ETHERNET RADIO	P.9
										4	1	3		809	65990	4	EACH	ITS DEVICE, MISC.: RELOCATION OF CCTV IP-CAMERA SYSTEM	P.9
										21	3	18		809	65990	21	EACH	ITS DEVICE, MISC.: REMOVAL AND DELIVERY OF DMS SIGN	P.10
										5	1	4		809	65990	5	EACH	ITS DEVICE, MISC.: REMOVAL OF ATR INSTALLATION	P.10
										26	6	20		809	65990	26	EACH	ITS DEVICE, MISC.: REMOVAL OF CABINET FOUNDATION AND WORK PAD	P.10
										16	2	14		809	65990	16	EACH	ITS DEVICE, MISC.: REMOVAL OF DMS INSTALLATION	P.10
										1		1		809	65990	1	EACH	ITS DEVICE, MISC.: REMOVAL OF ELECTRICAL EQUIPMENT RACK	P.10
										1	1			809	65990	1	EACH	ITS DEVICE, MISC.: REMOVAL OF HAR INSTALLATION	P.10
										27	6	21		809	65990	27	EACH	ITS DEVICE, MISC.: REMOVAL OF ITS CABINET	P.10
											LS	LS		809	70000	LS		MAINTAINING ITS DURING CONSTRUCTION	
											LS	LS		809	70050	LS		AS-BUILT CONSTRUCTION PLANS	
																		TRAFFIC CONTROL	
						1						1		620	31200	1	EACH	REMOVAL OF DELINEATOR	
							27				7	20		626	00102	27	EACH	BARRIER REFLECTOR, TYPE 1, ONE-WAY	
								83			7	76		626	00110	83	EACH	BARRIER REFLECTOR, TYPE 2, ONE-WAY	
								4				4		626	00118	4	EACH	BARRIER REFLECTOR, TYPE 6	
								64				64		630	03100	64	FT	GROUND MOUNTED SUPPORT, NO. 3 POST	

[illegible]

D08-VAR-DMS & QWS REPLACEMENT FY26

MODEL: Unnamed Plan - Subsummary 1 [Sheet] PAPER: 34x22 (in.) DATE: 1/16/2026 TIME: 12:54:03 AM USER: apendleton
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SHEET NO.	SPLIT	LOCATION	202	202	202	202	202	202	202	202	202	202	202	202	202	202	203	203	204	204	304	452	601	601	601	606
			ANCHOR ASSEMBLY REMOVED FOR REUSE	ANCHOR ASSEMBLY REMOVED, TYPE E	ANCHOR ASSEMBLY REMOVED, TYPE T	BRIDGE TERMINAL ASSEMBLY REMOVED	CABLE BARRIER REMOVED, AS PER PLAN	CONCRETE BARRIER REMOVED, AS PER PLAN	FENCE REMOVED	GATE REMOVED	GUARDRAIL REMOVED	GUARDRAIL REMOVED FOR REUSE	GUARDRAIL REMOVED, BARRIER DESIGN	IMPACT ATTENUATOR REMOVED	JUNCTION BOX REMOVED	REMOVAL, MISC.: REMOVAL OF BARRIER WALL ASSEMBLY	EMBANKMENT	EXCAVATION	GEOTEXTILE FABRIC	SUBGRADE COMPACTION	AGGREGATE BASE	9" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC 1P	PAVED GUTTER, TYPE 1-2	PAVED GUTTER, TYPE 4	TIED CONCRETE BLOCK MAT WITH TYPE 2 UNDERLAYMENT	ANCHOR ASSEMBLY, MGS TYPE E
			EACH	EACH	EACH	EACH	FT	FT	FT	EACH	FT	FT	FT	EACH	EACH	EACH	CY	CY	SY	SY	CY	SY	FT	FT	SY	EACH
P.33	02/NFP	SITE 1 - I-71 NB SOUTH OF MCMILLAN ST.		1	1			120			100							37	156	156	37				1	
P.39	02/NFP	SITE 2 - I-71 SB SOUTH OF WILLIAM H. TAFT RD.						250									172	296	257	257	67		148	92		
P.50	02/NFP	SITE 3 - I-71 NB SOUTH OF SR-562		1	1						162.5							147	430	430	96				2	
P.61	02/NFP	SITE 4 - I-71 SB SOUTH OF RED BANK RD.							111	1								68	192	192	43					
P.69	01/NFP	SITE 5 - I-71 NB NORTH OF KUGLER MILL RD.						24									1	26	100	128	22	12				
P.75	01/NFP	SITE 6 - I-71 SB NORTH OF SR-126	1	1	1						112.5	25					3	47	179	179	43					
P.82	02/NFP	SITE 7 - I-71 NB NORTH OF PFEIFFER RD.															3	47	184	184	41					
P.90	02/NFP	SITE 8 - I-71 SB NORTH OF SNIDER RD.		1	1			24			137.5							37	164	164	37				1	
P.98	02/NFP	SITE 9 - I-74 EB WEST OF I-275		1	2						50		375	2			2	129	497	497	82				129	
P.108	02/NFP	SITE 10 - I-74 EB EAST OF E. MIAMI RIVER RD.				2		64			362.5						1	27	120	120	29					
P.115	02/NFP	SITE 11 - I-74 WB EAST OF HARRISON PIKE		2	2						337.5						2	130	538	538	121				1	
P.127	02/NFP	SITE 12 - I-74 EB WEST OF I-75		1	1						150						2	38	162	162	36					
P.135	02/NFP	SITE 13 - I-75 NB AT HOPPLE ST.			1						50						2	41	156	156	36					
P.142	02/NFP	SITE 14 - I-75 NB AT MITCHELL AVE.																								
P.147	02/NFP	SITE 15 - I-75 SB NORTH OF UNION CENTRE BLVD.																88	399	399	80				43	
P.156	02/NFP	SITE 16 - I-275 EB WEST OF SR-747		1	1			141			187.5				1		2	29	138	138	31				2	
P.166	01/NFP	SITE 17 - I-275 WB EAST OF MOSTELLER RD.			1			65							1		40	30	175	175	39					
P.174	02/NFP	SITE 20 - SR-126 EB WEST OF I-75		1	2		30				162.5						1	43	155	155	35					
P.182	02/NFP	SITE 22 - SR-126 EB EAST OF PLAINFIELD RD.			1						12.5						2	40	152	152	34					
P.190	02/NFP	SITE 23 - SR-126 WB EAST OF I-71															1	48	154	154	35				1	
P.198	02/NFP	SITE 24 - SR-562 WB WEST OF READING RD.															38	35	152	152	31					
P.206	02/NFP	SITE 28 - SR-562 WB AT PADDOCK RD.																								
P.212	01/NFP	SITE 29 - I-675 SB NORTH OF WILMINGTON PIKE																29	158	158	35				1	
P.224	01/NFP	SITE 30 - I-275 WB AT I-75																45	204	204	46					

D08-VAR-DMS & QWS REPLACEMENT FY26

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MODEL: Unnamed Plan- Subsummary 2 [Sheet] PAPER SIZE: 34x22 (in.) DATE: 1/15/2026 TIME: 7:12:46 PM USER: nseling
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SHEET NO.	SPLIT	LOCATION	606	606	606	606	606	606	606	606	606	606	607	607	620	622	622	622	622	622	622	622	622	622	622	622
			ANCHOR ASSEMBLY, MGS TYPE T	ANCHOR ASSEMBLY, REBUILT, MGS TYPE T	ANCHOR ASSEMBLY, TYPE MGS BURIED IN BACKSLOPE	BRIDGE TERMINAL ASSEMBLY, TYPE 2	GUARDRAIL REBUILT, TYPE MGS	GUARDRAIL, TYPE MGS	GUARDRAIL, TYPE MGS HALF POST SPACING	IMPACT ATTENUATOR, TYPE 2 (UNIDIRECTIONAL), 62 MPH, 20" WIDE	MGS BRIDGE TERMINAL ASSEMBLY, TYPE 1	MGS BRIDGE TERMINAL ASSEMBLY, TYPE 2	FENCE, TYPE CLT	GATE, TYPE CLT	REMOVAL OF DELINEATOR	BARRIER TRANSITION	BARRIER, MISC.: NEW JERSEY STYLE, TYPE B50	BARRIER, MISC.: NEW JERSEY STYLE, TYPE D	CONCRETE BARRIER END SECTION, TYPE D	CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE B, AS PER PLAN	CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE C, AS PER PLAN	CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE D	CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE D, AS PER PLAN	CONCRETE BARRIER, SINGLE SLOPE, TYPE B, AS PER PLAN	CONCRETE BARRIER, SINGLE SLOPE, TYPE C, AS PER PLAN	CONCRETE BARRIER, SINGLE SLOPE, TYPE D
			EACH	EACH	EACH	EACH	FT	FT	FT	EACH	EACH	EACH	FT	EACH	EACH	EACH	FT	FT	EACH	EACH	EACH	EACH	EACH	FT	FT	FT
P.33	02/NFP	SITE 1 - I-71 NB SOUTH OF MCMILLAN ST.	1					175									110									
P.39	02/NFP	SITE 2 - I-71 SB SOUTH OF WILLIAM H. TAFT RD.							1							1	40	24	1				2			
P.50	02/NFP	SITE 3 - I-71 NB SOUTH OF SR-562	2					300																		
P.61	02/NFP	SITE 4 - I-71 SB SOUTH OF RED BANK RD.										130	1													
P.69	01/NFP	SITE 5 - I-71 NB NORTH OF KUGLER MILL RD.														1		24				1			44	
P.75	01/NFP	SITE 6 - I-71 SB NORTH OF SR-126		1			25																			
P.82	02/NFP	SITE 7 - I-71 NB NORTH OF PFEIFFER RD.																								
P.90	02/NFP	SITE 8 - I-71 SB NORTH OF SNIDER RD.	1					212.5										24								
P.98	02/NFP	SITE 9 - I-74 EB WEST OF I-275						387.5																		
P.108	02/NFP	SITE 10 - I-74 EB EAST OF E. MIAMI RIVER RD.	2					125		1	1					1			1							
P.115	02/NFP	SITE 11 - I-74 WB EAST OF HARRISON PIKE	1					262.5																		
P.127	02/NFP	SITE 12 - I-74 EB WEST OF I-75	1					300			1															
P.135	02/NFP	SITE 13 - I-75 NB AT HOPPLE ST.	1					25	25																	
P.142	02/NFP	SITE 14 - I-75 NB AT MITCHELL AVE.																								
P.147	02/NFP	SITE 15 - I-75 SB NORTH OF UNION CENTRE BLVD.																								
P.156	02/NFP	SITE 16 - I-275 EB WEST OF SR-747	2					287.5							1					4				131		
P.166	01/NFP	SITE 17 - I-275 WB EAST OF MOSTELLER RD.	1					37.5												2				65		
P.174	02/NFP	SITE 20 - SR-126 EB WEST OF I-75	1					112.5																		
P.182	02/NFP	SITE 22 - SR-126 EB EAST OF PLAINFIELD RD.	1					62.5																		
P.190	02/NFP	SITE 23 - SR-126 WB EAST OF I-71	1					200																		
P.198	02/NFP	SITE 24 - SR-562 WB WEST OF READING RD.	1			1		150																		
P.206	02/NFP	SITE 28 - SR-562 WB AT PADDOCK RD.	1		1			125																		
P.212	01/NFP	SITE 29 - I-675 SB NORTH OF WILMINGTON PIKE	1					200																		
P.224	01/NFP	SITE 30 - I-275 WB AT I-75																								

SITE PLAN SUBSUMMARY
SHEET 2 OF 6

DESIGN AGENCY



DESIGNER

ASEP

REVIEWER

NBS 01/15

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PROJECT ID

121932

SHEET	TOTAL
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D08-VAR-DMS & QWS REPLACEMENT FY26

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SHEET NO.	SPLIT	LOCATION	622	625	625	625	625	625	625	625	625	625	625	625	625	625	625	625	625	625	625	625	625	625	626	
			CONCRETE BARRIER, SINGLE SLOPE, TYPE D, AS PER PLAN	CONDUIT, 2", 725.051	CONDUIT, 3", 725.052, AS PER PLAN	CONDUIT, JACKED OR DRILLED, 725.052, AS PER PLAN, 3"	CONDUIT, MISC.: CONCRETE ENCASEMENT	CONDUIT, MISC.: CONDUIT REMOVED	DISTRIBUTION CABLE REMOVED, AS PER PLAN	GROUND ROD	JUNCTION BOX	LIGHTING, MISC.: MAINTAINING EXISTING LIGHTING	NO. 1/0 AWG 2400 VOLT DISTRIBUTION CABLE	NO. 2 AWG 2400 VOLT DISTRIBUTION CABLE	NO. 4 AWG 2400 VOLT DISTRIBUTION CABLE	POWER SERVICE REFURBISHED, AS PER PLAN	POWER SERVICE REMOVED	PULL BOX REMOVED	PULL BOX, 725.08, 18"	PULL BOX, MISC.: ENCOMPASSING WORK PAD FOR ITS INSTALLATION	PULL BOX, MISC.: ITS WORK PAD (SCD ITS-14.11)	PULL BOX, MISC.: PULL BOX ADJUSTED TO GRADE	PULL BOX, MISC.: STANDALONE WORK PAD, 6'X6'	TRENCH	UNDERGROUND WARNING/MARKING TAPE	BARRIER REFLECTOR, TYPE 1, ONE-WAY
			FT	FT	FT	FT	FT	FT	FT	EACH	EACH	EACH	FT	FT	FT	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	FT	FT	EACH
P.33	02/NFP	SITE 1 - I-71 NB SOUTH OF MCMILLAN ST.		36	419	172	98	36	679	7		1	1,845	84	420	1	1	5	4					532	532	4
P.39	02/NFP	SITE 2 - I-71 SB SOUTH OF WILLIAM H. TAFT RD.	118	180			190	47	4	4		1			513	1			1			1	1	97	97	10
P.50	02/NFP	SITE 3 - I-71 NB SOUTH OF SR-562		30			278	104	2,166	5					1,191		3	4	2					333	333	
P.61	02/NFP	SITE 4 - I-71 SB SOUTH OF RED BANK RD.		318				26	635	3					558	1	1	2	1					165	165	
P.69	01/NFP	SITE 5 - I-71 NB NORTH OF KUGLER MILL RD.		28		163		141	158	6					1,353			2	3			1	1	189	189	3
P.75	01/NFP	SITE 6 - I-71 SB NORTH OF SR-126		14			110	29	1,016	2				3,096			1	1			1		1	33	33	
P.82	02/NFP	SITE 7 - I-71 NB NORTH OF PFEIFFER RD.		33				35	175	2					1,131				1			1	1	59	59	
P.90	02/NFP	SITE 8 - I-71 SB NORTH OF SNIDER RD.		31			98	41	3	5			2,106	123	4,722		1	1	1					170	170	1
P.98	02/NFP	SITE 9 - I-74 EB WEST OF I-275		47	1,065			68	700	6			3,225	126	300		1	3	3					1,157	1,157	
P.108	02/NFP	SITE 10 - I-74 EB EAST OF E. MIAMI RIVER RD.		31				79	208	3					924			2	1					58	58	1
P.115	02/NFP	SITE 11 - I-74 WB EAST OF HARRISON PIKE		33			15	39	819	3				1,545				2	1	1		2		391	391	
P.127	02/NFP	SITE 12 - I-74 EB WEST OF I-75		40	919			113	875	8			2,817	93	345		1	2	4		3	3	1	955	955	
P.135	02/NFP	SITE 13 - I-75 NB AT HOPPLE ST.		10	549	64	17	105	586	5			1,869	114	471		1	3	4		1	1	1	557	557	
P.142	02/NFP	SITE 14 - I-75 NB AT MITCHELL AVE.		8	215	184		26	410	5				1,488	549		1		3		2	3		249	249	
P.147	02/NFP	SITE 15 - I-75 SB NORTH OF UNION CENTRE BLVD.							166														1			
P.156	02/NFP	SITE 16 - I-275 EB WEST OF SR-747		28	320	82		115	1,188	5	1	1		1,809		1	1	3	2		2	2		463	463	4
P.166	01/NFP	SITE 17 - I-275 WB EAST OF MOSTELLER RD.		42				27	1,670	7		1		3,123			1		3		3	3	1	2,126	2,126	4
P.174	02/NFP	SITE 20 - SR-126 EB WEST OF I-75		39				17	180	5				975	297	1		1	3				1	171	171	
P.182	02/NFP	SITE 22 - SR-126 EB EAST OF PLAINFIELD RD.		42				24	328	5					1,287	1		3	3					250	250	
P.190	02/NFP	SITE 23 - SR-126 WB EAST OF I-71		30	570			20	945	6				1,956	201		1	1	3					637	637	
P.198	02/NFP	SITE 24 - SR-562 WB WEST OF READING RD.		28				73	840	5					888		1	3	2					253	253	
P.206	02/NFP	SITE 28 - SR-562 WB AT PADDOCK RD.																								
P.212	01/NFP	SITE 29 - I-675 SB NORTH OF WILMINGTON PIKE		35						6					588				2				1	165	165	
P.224	01/NFP	SITE 30 - I-275 WB AT I-75			2,048	698		45	2,146	14			8,418	126	174		1		11	2	5	7	1	2,110	2,110	

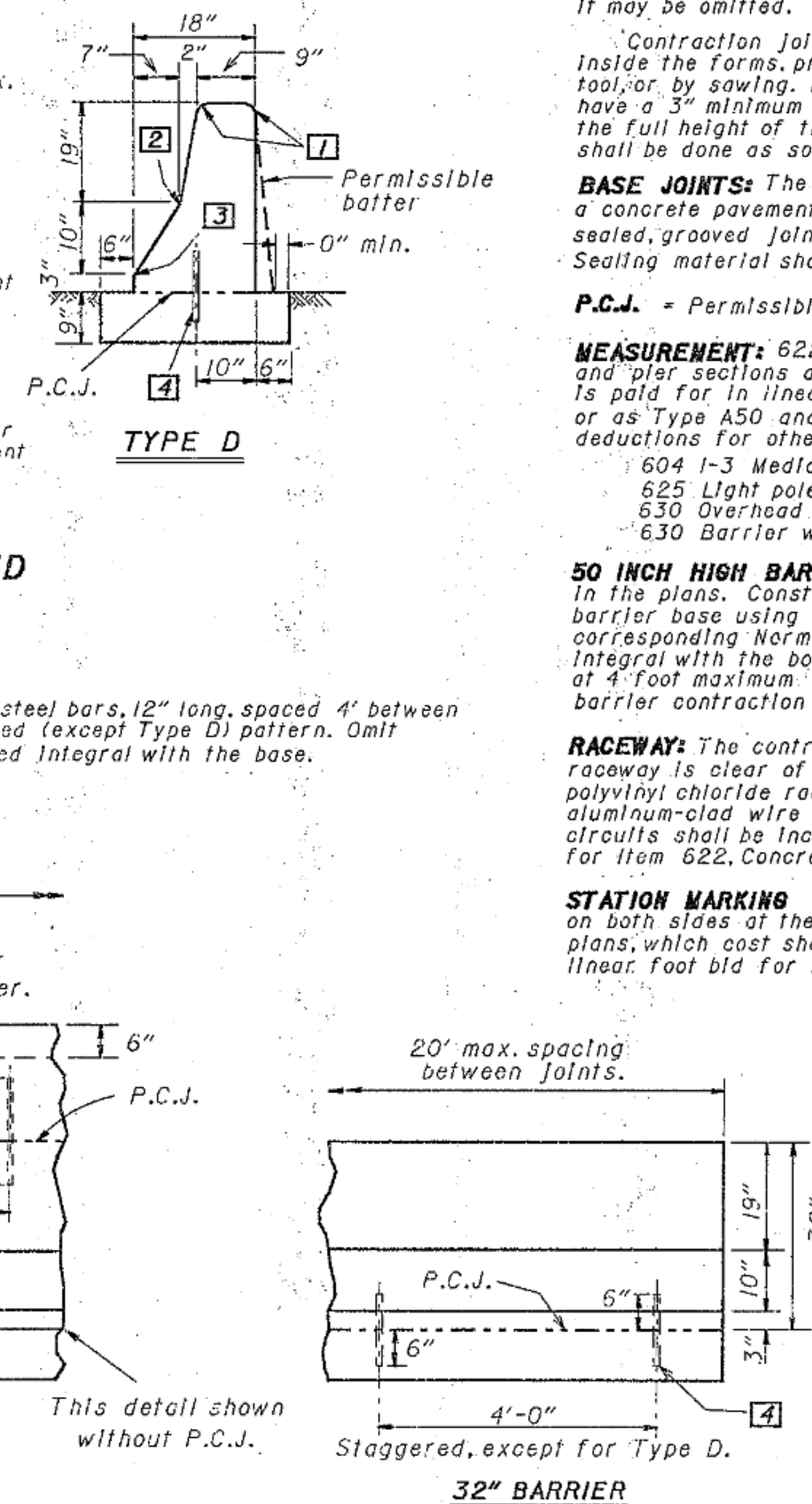
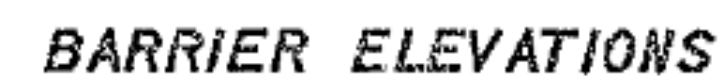
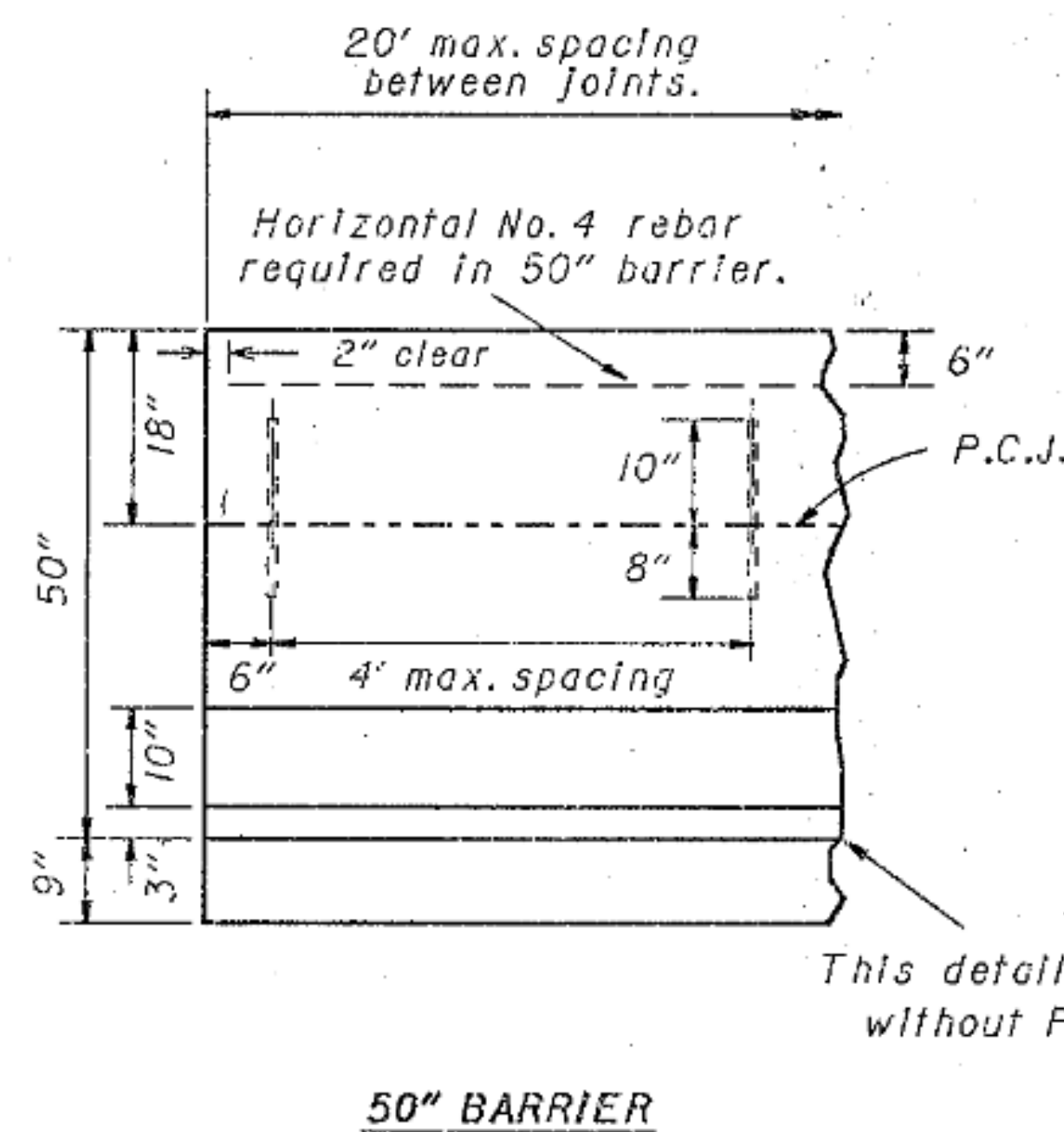
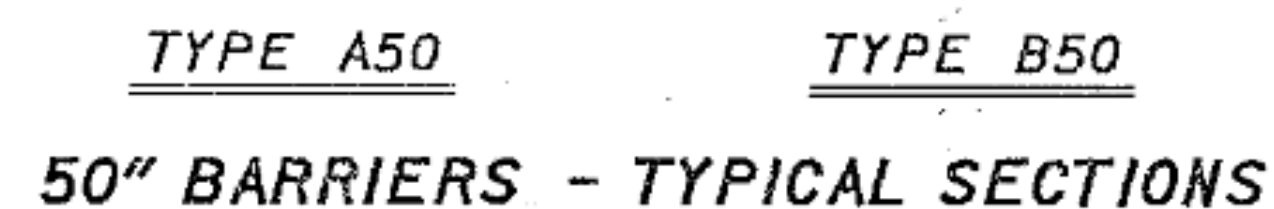
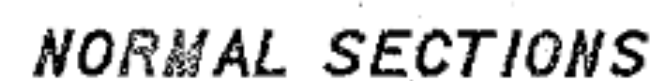
D08-VAR-DMS & QWS REPLACEMENT FY26

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SHEET NO.	SPLIT	LOCATION	630	630	630	630	632	632	632	633	660	804	804	804	804	804	809	809	809	809	809	809	809	809	809	809
			REMOVAL OF OVERHEAD MOUNTED SIGN AND REERECTION	REMOVAL OF OVERHEAD SIGN SUPPORT AND DISPOSAL, TYPE TC-12.30	REMOVAL OF STRUCTURE MOUNTED SIGN AND REERECTION	SIGN, OVERHEAD EXTRUSHEET	DISCONNECT SWITCH WITH ENCLOSURE, AS PER PLAN	STRAIN POLE FOUNDATION	STRAIN POLE, TYPE TC-81.11, DESIGN 8	CABINET FOUNDATION	SODDING REINFORCED	DROP CABLE, 24 FIBER	FIBER OPTIC CABLE, 72 FIBER	FIBER OPTIC CABLE, MISC.: FIBER TERMINATION PANEL, 24 FIBER (FURNISH ONLY)	FIBER OPTIC CABLE, MISC.: FIBER TERMINATION PANEL, 72 FIBER (FURNISH ONLY)	FIBER OPTIC CABLE, MISC.: RELOCATE FIBER OPTIC CABLE	48" ITS PULL BOX WITH PAD AND STANDARD LID ASSEMBLY, TYPE 2	CCTV IP-CAMERA SYSTEM, FIXED-VIEW	CONDUIT, 2" DIAMETER, HDPE	CONDUIT, 4", MULTICELL, HDPE WITH 4 - 1" INNERDUCTS	CONDUIT, MULTICELL, JACKED OR DRILLED, 4" HDPE WITH 4 - 1" INNERDUCTS	DYNAMIC MESSAGE SIGN (DMS), FRONT-ACCESS	DYNAMIC MESSAGE SIGN (DMS), FULL-SIZE WALK-IN	ETHERNET CABLE, OUTDOOR-RATED	ITS CABINET - DMS	ITS CABINET - GROUND MOUNTED
			EACH	EACH	EACH	SF	EACH	EACH	EACH	EACH	SY	FT	FT	EACH	EACH	FT	EACH	EACH	FT	FT	FT	EACH	EACH	FT	EACH	EACH
P.33	02/NFP	SITE 1 - I-71 NB SOUTH OF MCMILLAN ST.					1			1		475		1			1		5	82			1		1	
P.39	02/NFP	SITE 2 - I-71 SB SOUTH OF WILLIAM H. TAFT RD.			1					1	25											1		1		
P.50	02/NFP	SITE 3 - I-71 NB SOUTH OF SR-562								1		220	2,355	1		122			304			1		1		
P.61	02/NFP	SITE 4 - I-71 SB SOUTH OF RED BANK RD.																				1				
P.69	01/NFP	SITE 5 - I-71 NB NORTH OF KUGLER MILL RD.								1								139	34			1	130	1		
P.75	01/NFP	SITE 6 - I-71 SB NORTH OF SR-126								1								14				1		1		
P.82	02/NFP	SITE 7 - I-71 NB NORTH OF PFEIFFER RD.					1			1												1		1		
P.90	02/NFP	SITE 8 - I-71 SB NORTH OF SNIDER RD.								1		459		1					79	67			1		1	
P.98	02/NFP	SITE 9 - I-74 EB WEST OF I-275								1								8	1,071			1	130	1		
P.108	02/NFP	SITE 10 - I-74 EB EAST OF E. MIAMI RIVER RD.								1									28			1		1		
P.115	02/NFP	SITE 11 - I-74 WB EAST OF HARRISON PIKE								1		734		1					337	317			1		1	
P.127	02/NFP	SITE 12 - I-74 EB WEST OF I-75		1		239				1			975		1				5	232			1		1	
P.135	02/NFP	SITE 13 - I-75 NB AT HOPPLE ST.					1											3				1				
P.142	02/NFP	SITE 14 - I-75 NB AT MITCHELL AVE.					2											13				1		1		
P.147	02/NFP	SITE 15 - I-75 SB NORTH OF UNION CENTRE BLVD.																				1				
P.156	02/NFP	SITE 16 - I-275 EB WEST OF SR-747	1	1						1		1,169		1		1,437				120	156		1		1	
P.166	01/NFP	SITE 17 - I-275 WB EAST OF MOSTELLER RD.								1						1,290			879	1,216			1		1	
P.174	02/NFP	SITE 20 - SR-126 EB WEST OF I-75					1			1									102	34			1		1	
P.182	02/NFP	SITE 22 - SR-126 EB EAST OF PLAINFIELD RD.					1			1									182	28			1	130	1	
P.190	02/NFP	SITE 23 - SR-126 WB EAST OF I-71								1									5	28			1	130	1	
P.198	02/NFP	SITE 24 - SR-562 WB WEST OF READING RD.			2					1									192	29			1	260	1	
P.206	02/NFP	SITE 28 - SR-562 WB AT PADDOCK RD.																								
P.212	01/NFP	SITE 29 - I-675 SB NORTH OF WILMINGTON PIKE								1									126	16		1			1	
P.224	01/NFP	SITE 30 - I-275 WB AT I-75						1	1	1		1,235		1			1	1	10	1,702	447				1	

MODEL: Unnamed Plan-1 - Plan 6 [Sheet] PAPER SIZE: 34x22 (in.) DATE: 1/15/2026 TIME: 7:14:34 PM USER: nseling
pw:\pw-int\hntb.org\pw\Great_Lakes\Documents\Columbus Projects\83063 D08-ITS-FY2026\PW01_121932\400-Engineering-HNTB\Signals\Sheets\121932_CS003.dgn

SHEET NO.	SPLIT	LOCATION	809	809	809	809	809	809	809	809	809	809	809	809	809	809	809	809	809	SPECIAL	SPECIAL	SPECIAL	SPECIAL			
			ITS DEVICE, MISC.: ITS WORK PAD RAILING (SCD ITS-50.12)	ITS DEVICE, MISC.: RELOCATION OF CCTV IP-CAMERA SYSTEM	ITS DEVICE, MISC.: RELOCATION OF HIGH-SPEED ETHERNET RADIO	ITS DEVICE, MISC.: REMOVAL AND DELIVERY OF DMS SIGN	ITS DEVICE, MISC.: REMOVAL OF ATR INSTALLATION	ITS DEVICE, MISC.: REMOVAL OF CABINET FOUNDATION AND WORK PAD	ITS DEVICE, MISC.: REMOVAL OF DMS INSTALLATION	ITS DEVICE, MISC.: REMOVAL OF ELECTRICAL EQUIPMENT RACK	ITS DEVICE, MISC.: REMOVAL OF HAR INSTALLATION	ITS DEVICE, MISC.: REMOVAL OF ITS CABINET	ITS POWER SERVICE, GROUND MOUNTED, 120/240V, 100 AMP	ITS POWER SERVICE, POLE MOUNTED, 120/240V, 100 AMP	ITS POWER SERVICE, POLE MOUNTED, 240/480V, 100 AMP	ITS POWER SERVICE, POLE MOUNTED, 240/480V, 60 AMP	ITS PULL BOX WITH PAD AND STANDARD LID ASSEMBLY, 32" WIDE, TYPE 1	STEP-DOWN TRANSFORMER, 3KVA	STEP-DOWN TRANSFORMER, 7.5KVA	SPECIAL - CABLE BARRIER	SPECIAL - CABLE BARRIER, ANCHOR ASSEMBLY	SPECIAL - CABLE BARRIER, SPLICE	SPECIAL - MOW STRIP			
			EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	FT	EACH	EACH	SY			
P.33	02/NFP	SITE 1 - I-71 NB SOUTH OF MCMILLAN ST.				1		1	1			1					2									
P.39	02/NFP	SITE 2 - I-71 SB SOUTH OF WILLIAM H. TAFT RD.				1		2	1			2														
P.50	02/NFP	SITE 3 - I-71 NB SOUTH OF SR-562				1		2	1			2	1				2									
P.61	02/NFP	SITE 4 - I-71 SB SOUTH OF RED BANK RD.				1	1	2	1			2					2									
P.69	01/NFP	SITE 5 - I-71 NB NORTH OF KUGLER MILL RD.		1		1		2	1			2					3									
P.75	01/NFP	SITE 6 - I-71 SB NORTH OF SR-126				1	1	1				1		1				1								
P.82	02/NFP	SITE 7 - I-71 NB NORTH OF PFEIFFER RD.				1		1				1														
P.90	02/NFP	SITE 8 - I-71 SB NORTH OF SNIDER RD.				1		1	1			1			1		1									
P.98	02/NFP	SITE 9 - I-74 EB WEST OF I-275		1		1		1	1			1			1		3		1							
P.108	02/NFP	SITE 10 - I-74 EB EAST OF E. MIAMI RIVER RD.				1		1	1			1					1									
P.115	02/NFP	SITE 11 - I-74 WB EAST OF HARRISON PIKE				1		1	1	1		1					1	1	1							
P.127	02/NFP	SITE 12 - I-74 EB WEST OF I-75				1	1	1	1			1			1		1		1							
P.135	02/NFP	SITE 13 - I-75 NB AT HOPPLE ST.				1	1	1				1		1												
P.142	02/NFP	SITE 14 - I-75 NB AT MITCHELL AVE.				1						1		1												
P.147	02/NFP	SITE 15 - I-75 SB NORTH OF UNION CENTRE BLVD.				1																				
P.156	02/NFP	SITE 16 - I-275 EB WEST OF SR-747				1		2	1			2					2									
P.166	01/NFP	SITE 17 - I-275 WB EAST OF MOSTELLER RD.	1			1		2	1			2			1		3		1							
P.174	02/NFP	SITE 20 - SR-126 EB WEST OF I-75				1		1	1			1					1			88	1	4	52			
P.182	02/NFP	SITE 22 - SR-126 EB EAST OF PLAINFIELD RD.		1		1		1	1			1					1									
P.190	02/NFP	SITE 23 - SR-126 WB EAST OF I-71			1	1		1	1			1	1				1									
P.198	02/NFP	SITE 24 - SR-562 WB WEST OF READING RD.	1	1	1	1	1	1	1			1		1			1									
P.206	02/NFP	SITE 28 - SR-562 WB AT PADDOCK RD.																								
P.212	01/NFP	SITE 29 - I-675 SB NORTH OF WILMINGTON PIKE											1				1									
P.224	01/NFP	SITE 30 - I-275 WB AT I-75						1		1	1				1	5	2									



STATION MARKING shall be impressed in the "green" concrete on both sides of the top of the barrier if specified in the plans, which cost shall be incidental to the unit cost per linear foot bld for Item 622, Concrete Barrier.

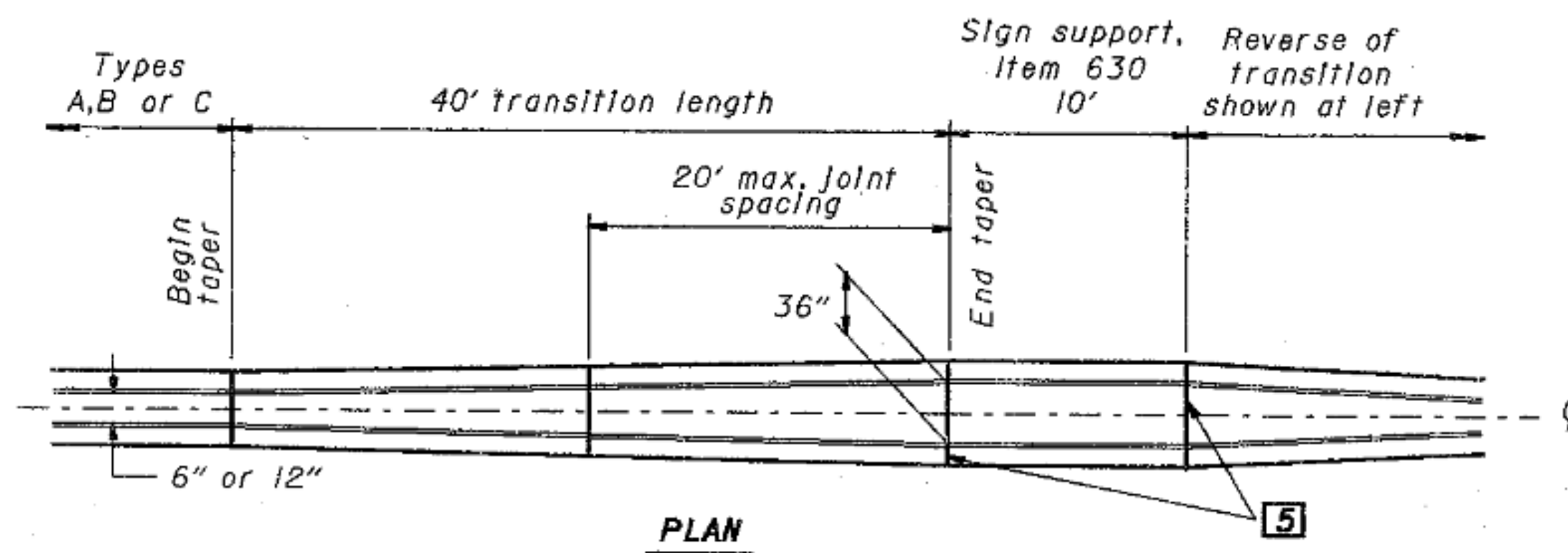
BUREAU OF LOCATION AND DESIGN	
OHIO DEPARTMENT OF TRANSPORTATION	
CONCRETE BARRIER STANDARD CONSTRUCTION DRAWING	DATE 10-30-92
APPROVED <i>E.K. Hillman</i> ENGR., L & D	

NOTE

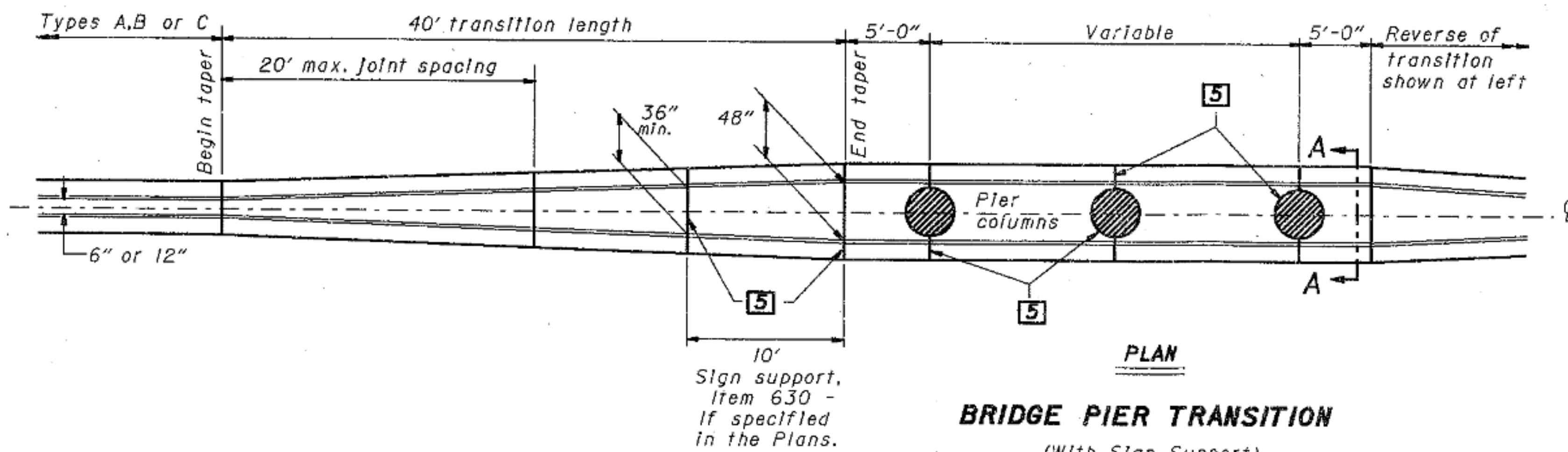
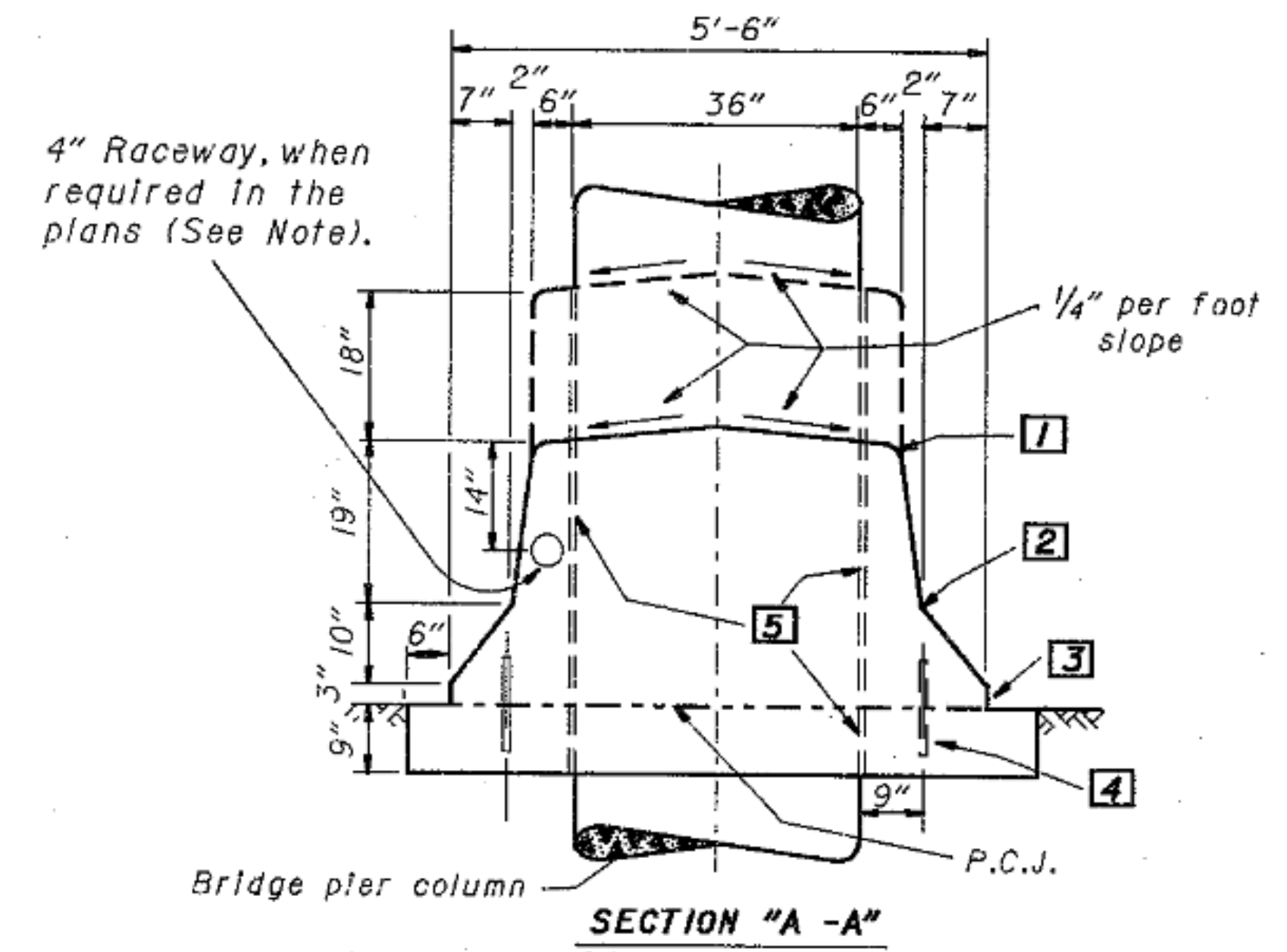
STANDARD BARRIERS: Types A, B, or C concrete barriers shall be constructed as per Std. Const. Drwg. MC-9.3 or as detailed in the plans.

LEGEND

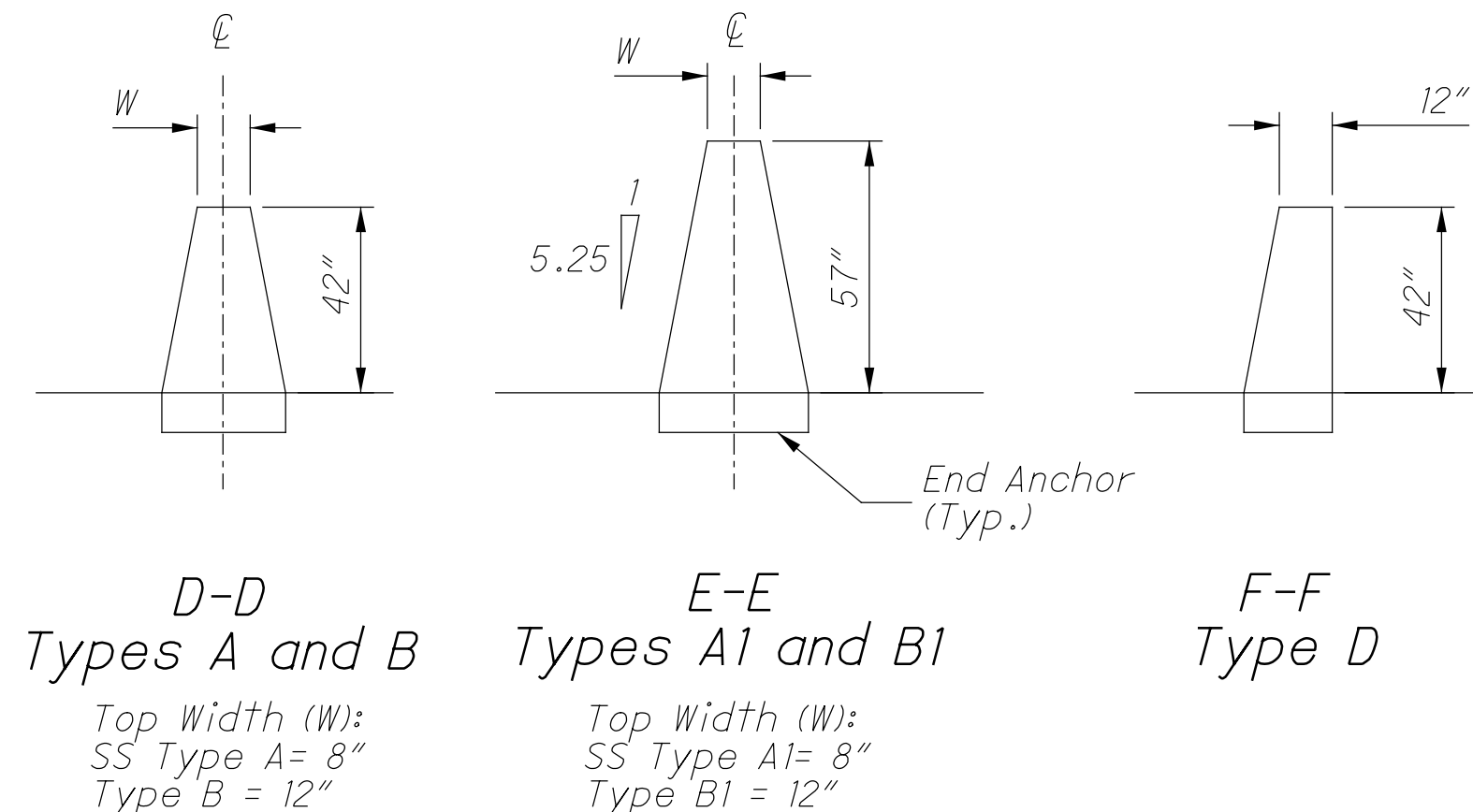
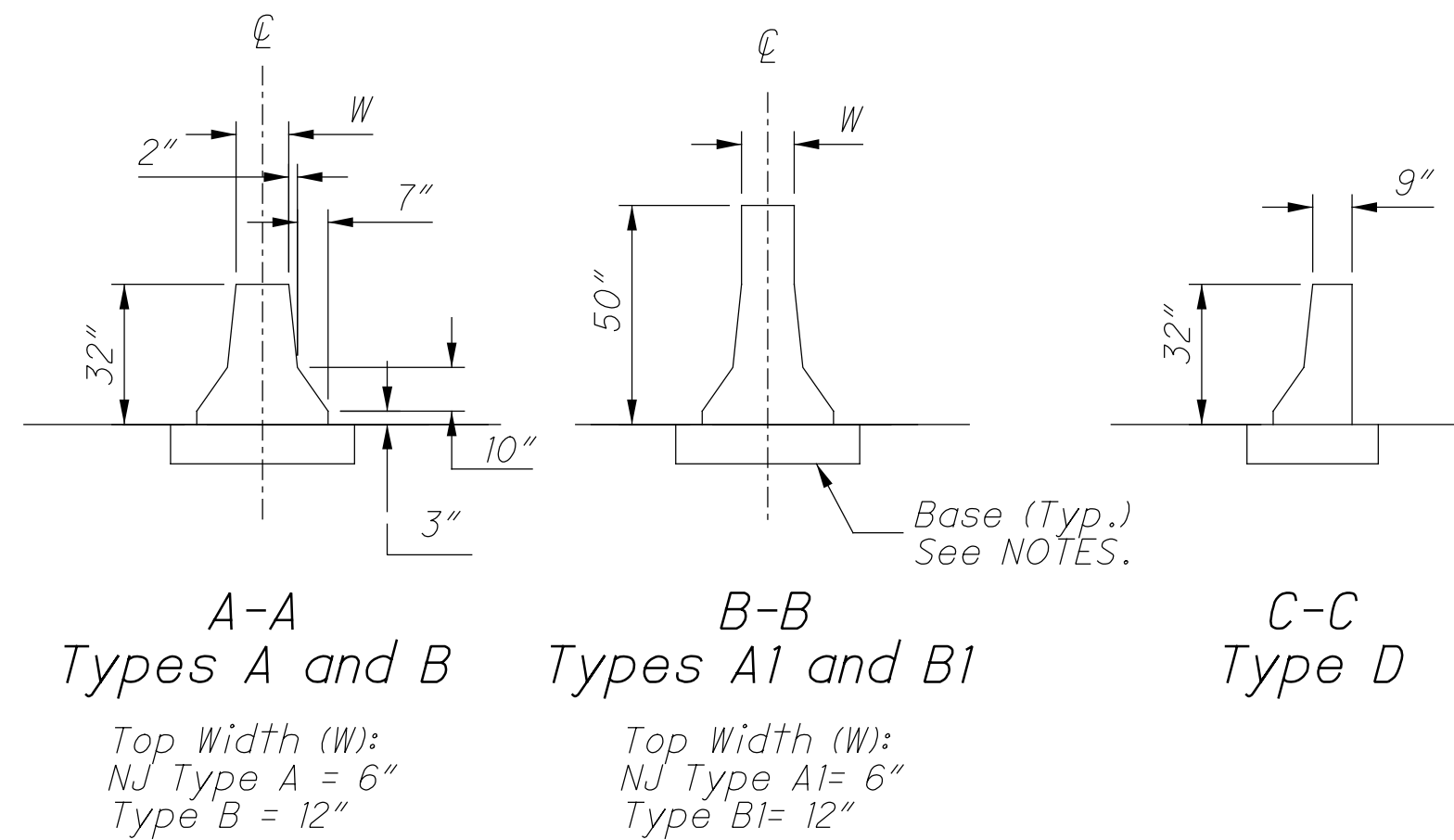
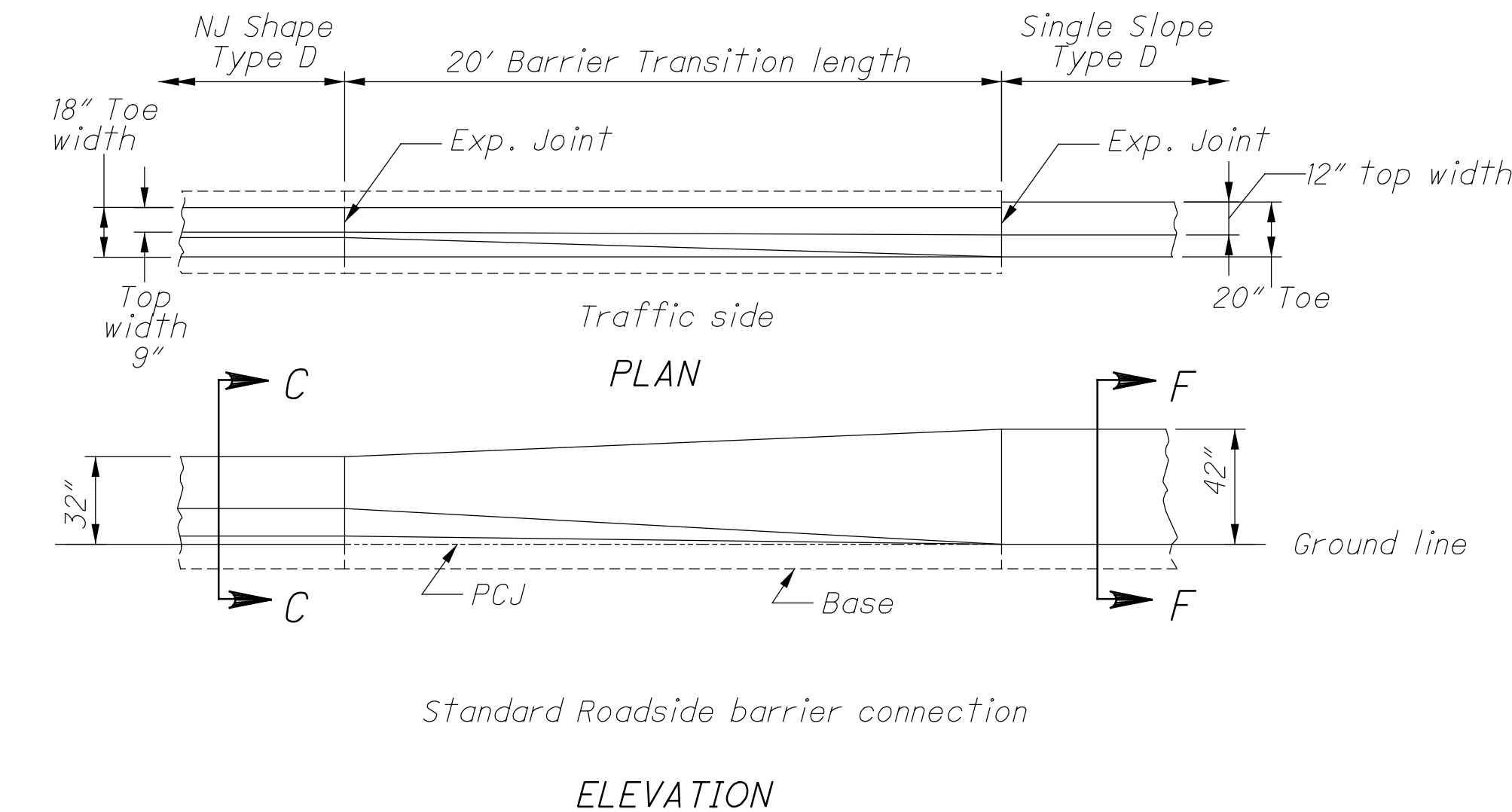
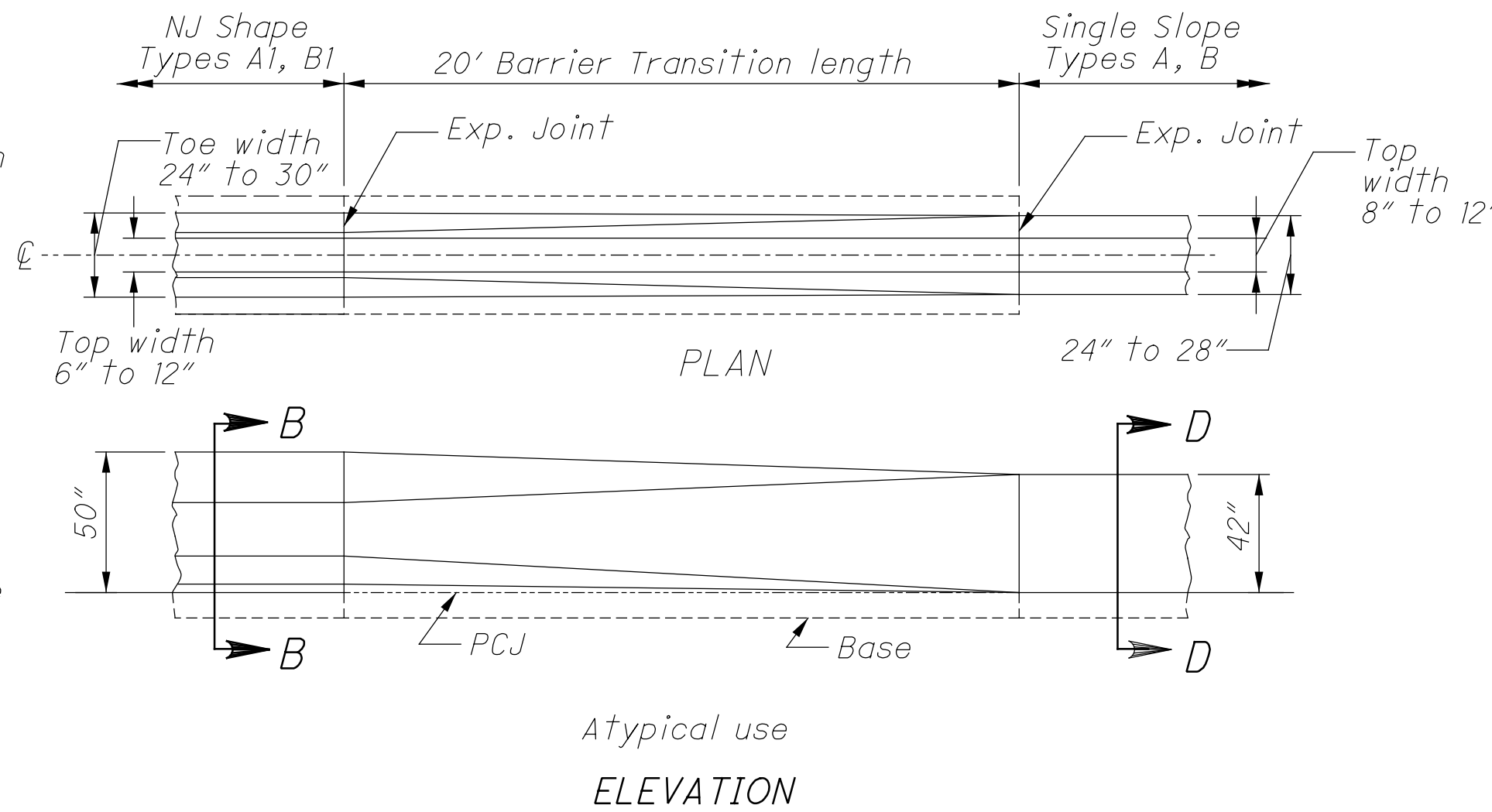
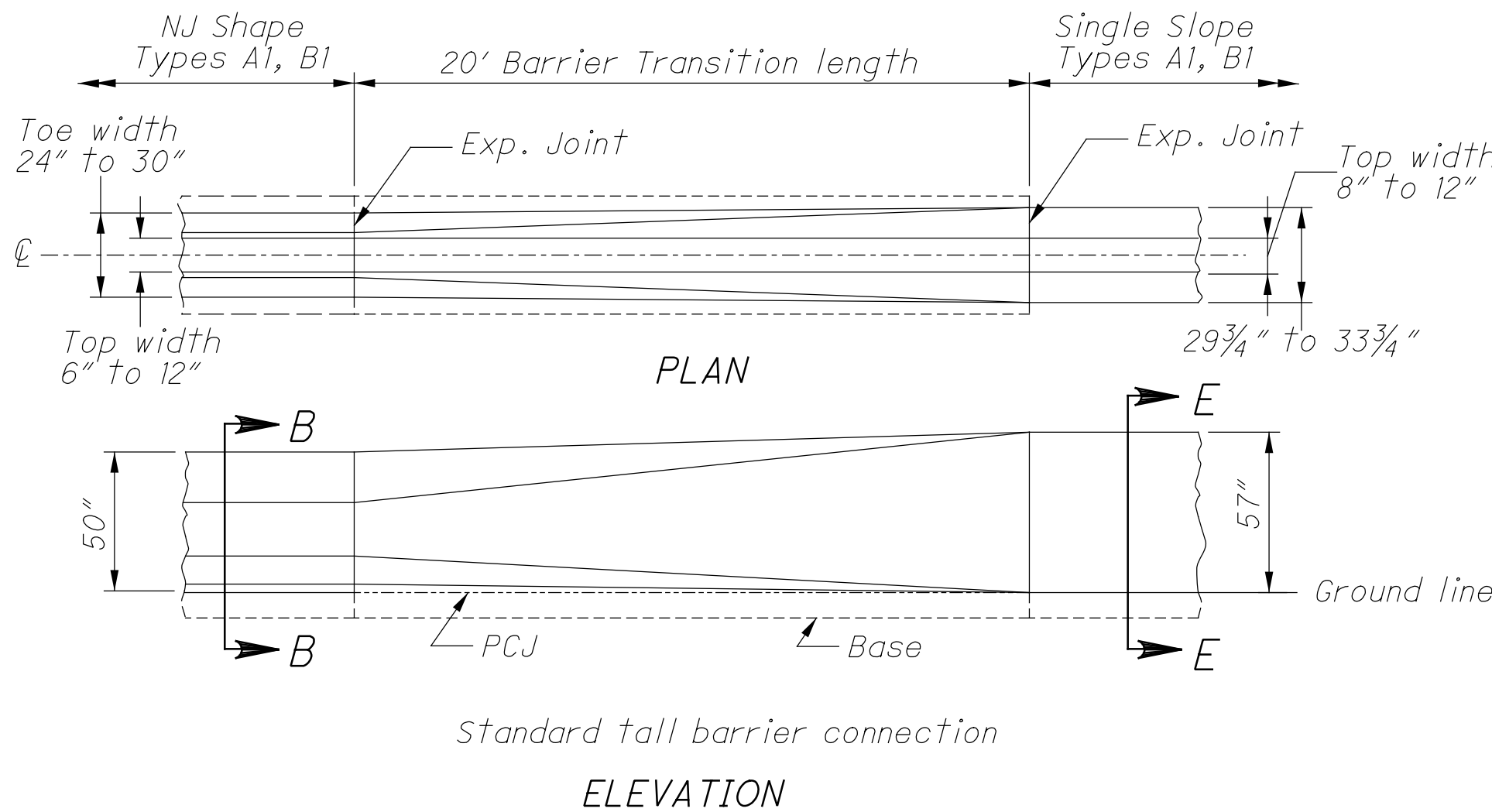
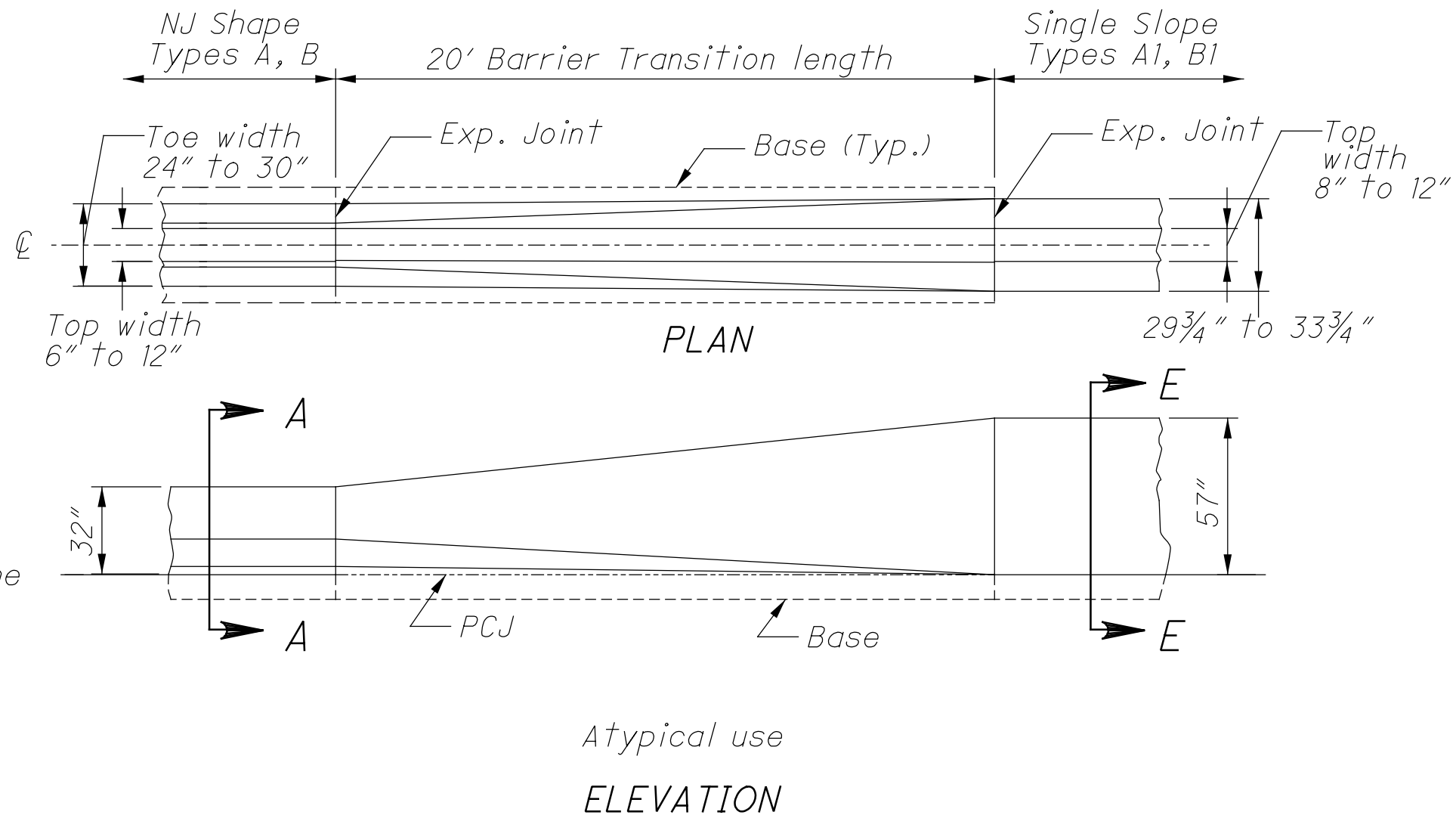
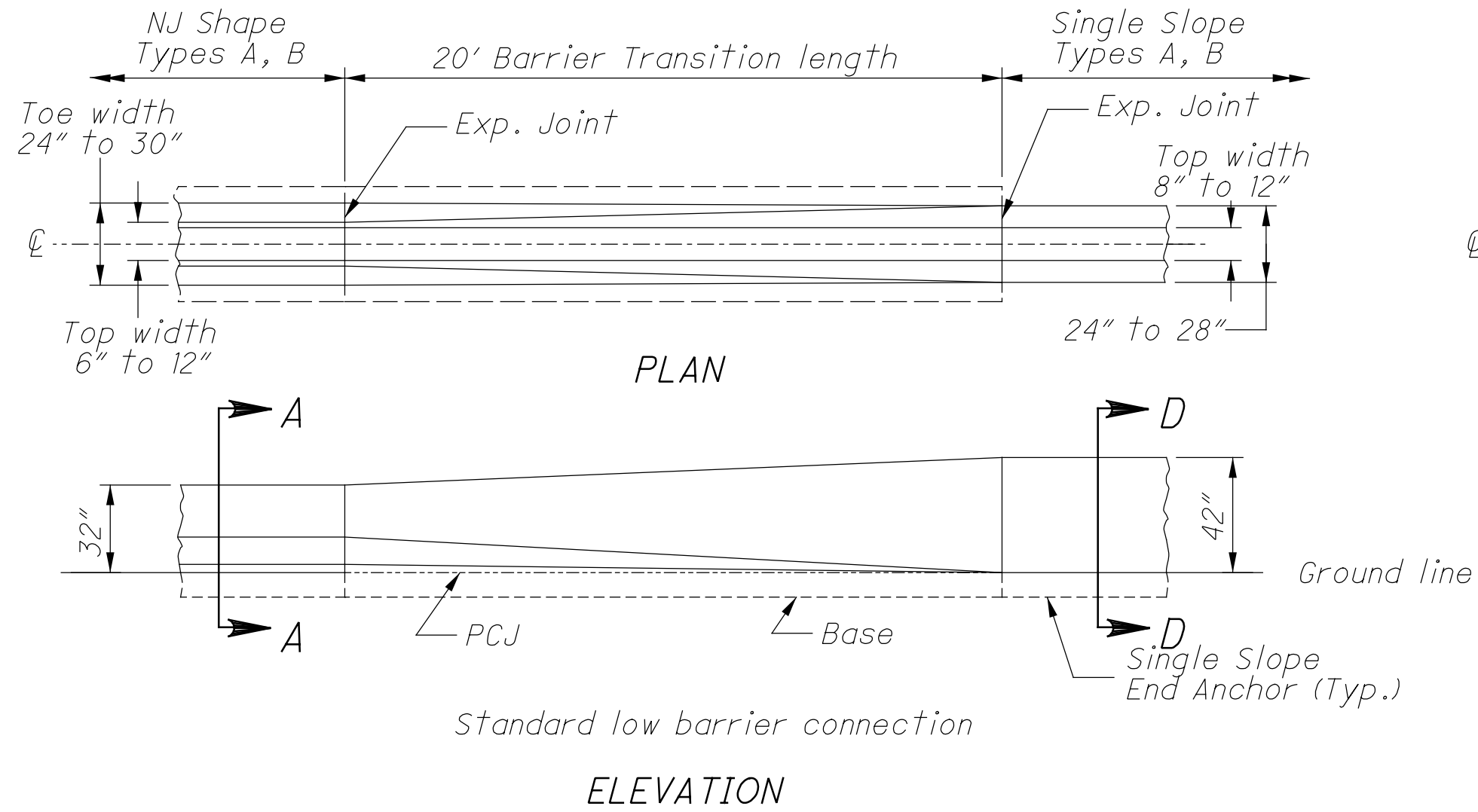
- 1 1" Radius or 3/4" chamfer.
- 2 Permissible 10" radius.
- 3 Permissible 1" radius.
- 4 No. 8 epoxy coated deformed steel bars, 12" long, spaced 2' between successive bars on a staggered (except Type D) pattern. Dowel bars shall begin 4' from the leading edge of the End Terminal. Omit dowels when top is constructed integral with the base.
- 5 Expansion joint, 3/4" min. Preformed Filler 705.03.

**SIGN SUPPORT TRANSITION**

(For 50" barriers, the upper 18" varies from 6" or 12" width to 36" width.)

**BRIDGE PIER TRANSITION**
(With Sign Support)

BUREAU OF LOCATION AND DESIGN OHIO DEPARTMENT OF TRANSPORTATION	
CONCRETE BARRIER TRANSITIONS	DATE 10-30-92
STANDARD CONSTRUCTION DRAWING	MC-9.4
APPROVED <i>R.K. Hillman</i> ENGR., L & D	



NOTES

GENERAL: This insert details the Barrier Transition, to connect existing NJ Concrete Barrier (safety shape) to a new run of Single Slope Concrete Barrier at locations shown on the plans. For NJ barrier shape and other details see the respective plan insert sheets. For Single Slope barrier details, see SCD RM-4.3 (RM-4.5 for Type D).

ADJACENT CONCRETE BARRIER RUNS: Remove any tapered end sections, Impact attenuators, or other guardrail hardware from existing barrier end. The barrier to barrier transition is not intended to be used at transition sections (those shown on SCD RM-4.4), Inlets, or on Type C or CI Barrier. If proposed adjacent single slope barrier is Type A or A1, the Barrier Transition should contain horizontal reinforcing steel similar to that required in the respective single slope barrier. Reinforcement is not shown and should be detailed separately. The adjacent single slope end should be terminated with a reinforced End Anchor as detailed on the SCDs.

BARRIER FACE TRANSITION: To prevent vehicle snagging, a smooth transition from the safety shape face to the single slope face is made over a 20' length. The actual shape of the Transition is dependent on both the adjacent NJ barrier and the single slope barrier Types, as detailed on the plans. The contractor and Engineer will agree on a construction method to ensure a smooth barrier face.

MATERIALS: Materials are same for those shown on RM-4.3 and RM-4.5, except that cast-in-place is the only acceptable method. Edges may be chamfered or radiused as shown on those drawings.

CONCRETE BASE: Construct base as shown on the NJ shape insert sheets, including the methods detailing the footing joint, Permissible Construction Joint (PCJ), and Dowelling requirements. The width of the base matches the existing NJ barrier.

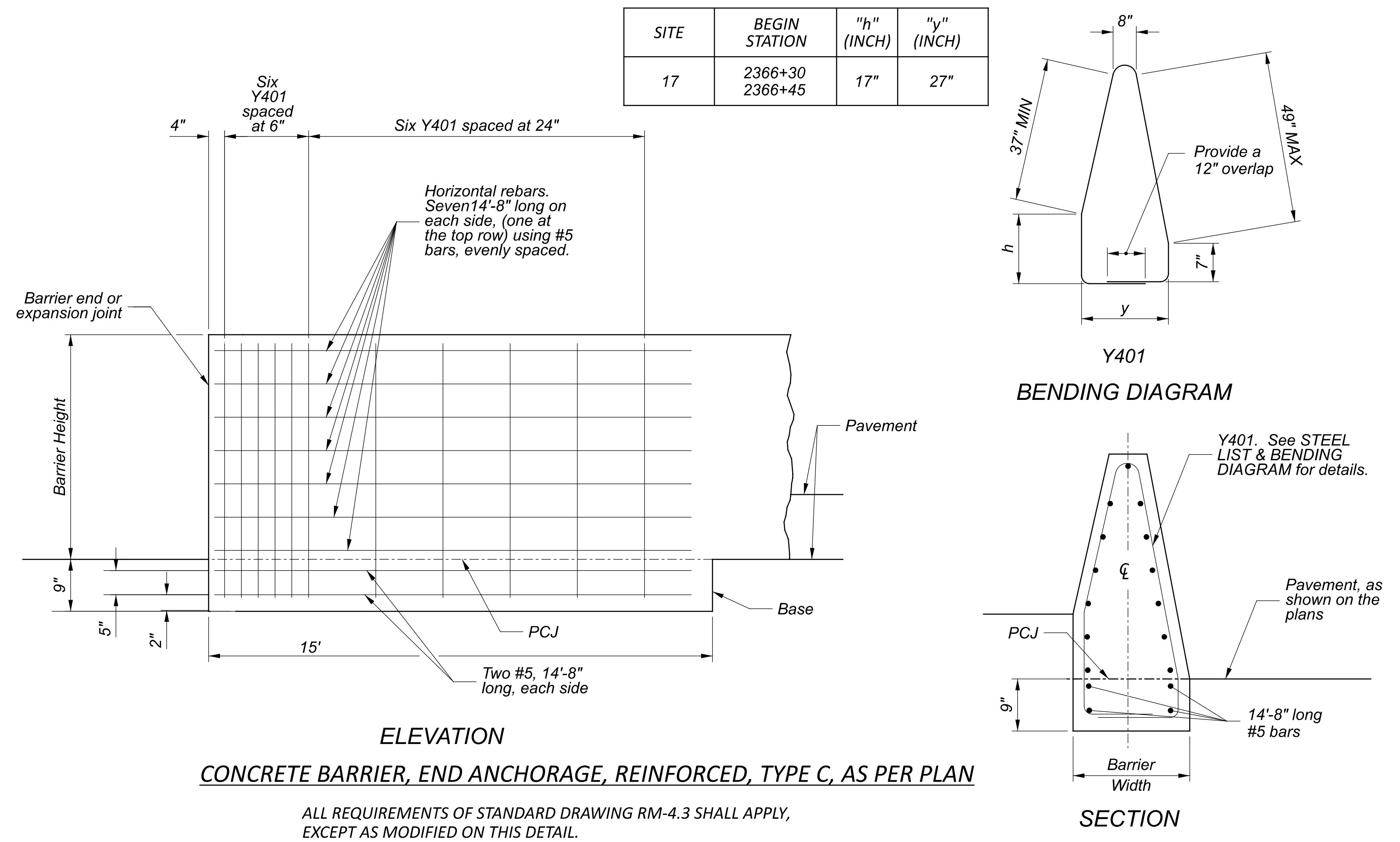
JOINTS: Construct joints as shown on respective barrier drawings.

RACEWAYS: When specified, place raceway(s) to match raceway elevation in adjoining segments. Place to obtain maximum concrete cover.

METRIC UNITS: Refer to respective barrier drawings or inserts for metric dimensions.

PAYMENT: This Barrier Transition shall include all material and labor needed to construct this 20' section, including any raceways, reinforcing steel, dowels and other necessary incidentals. Payment shall be made at the unit price for Item 622 - Barrier Transition, Each.

See SCD RM-4.3 and RM-4.5 for specific Single Slope concrete barrier details.



NOTES:

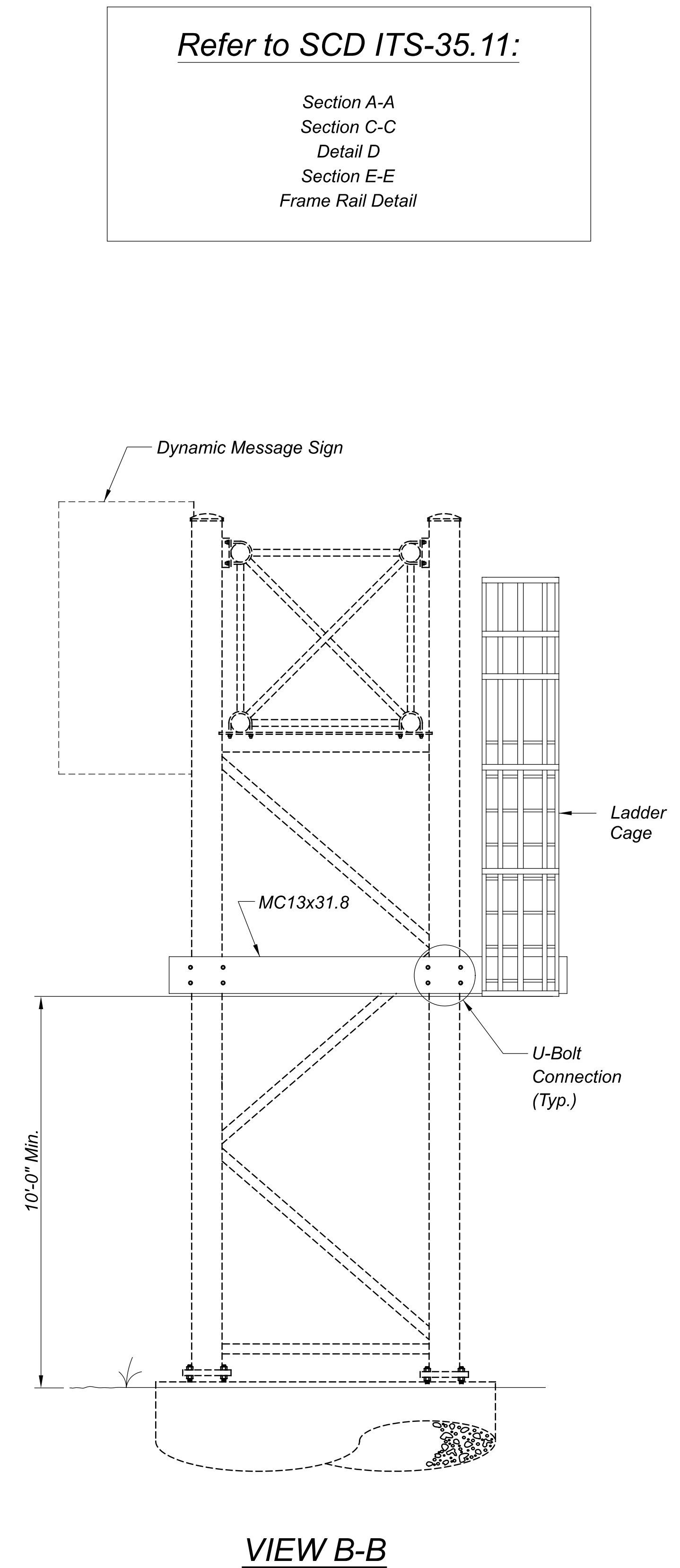
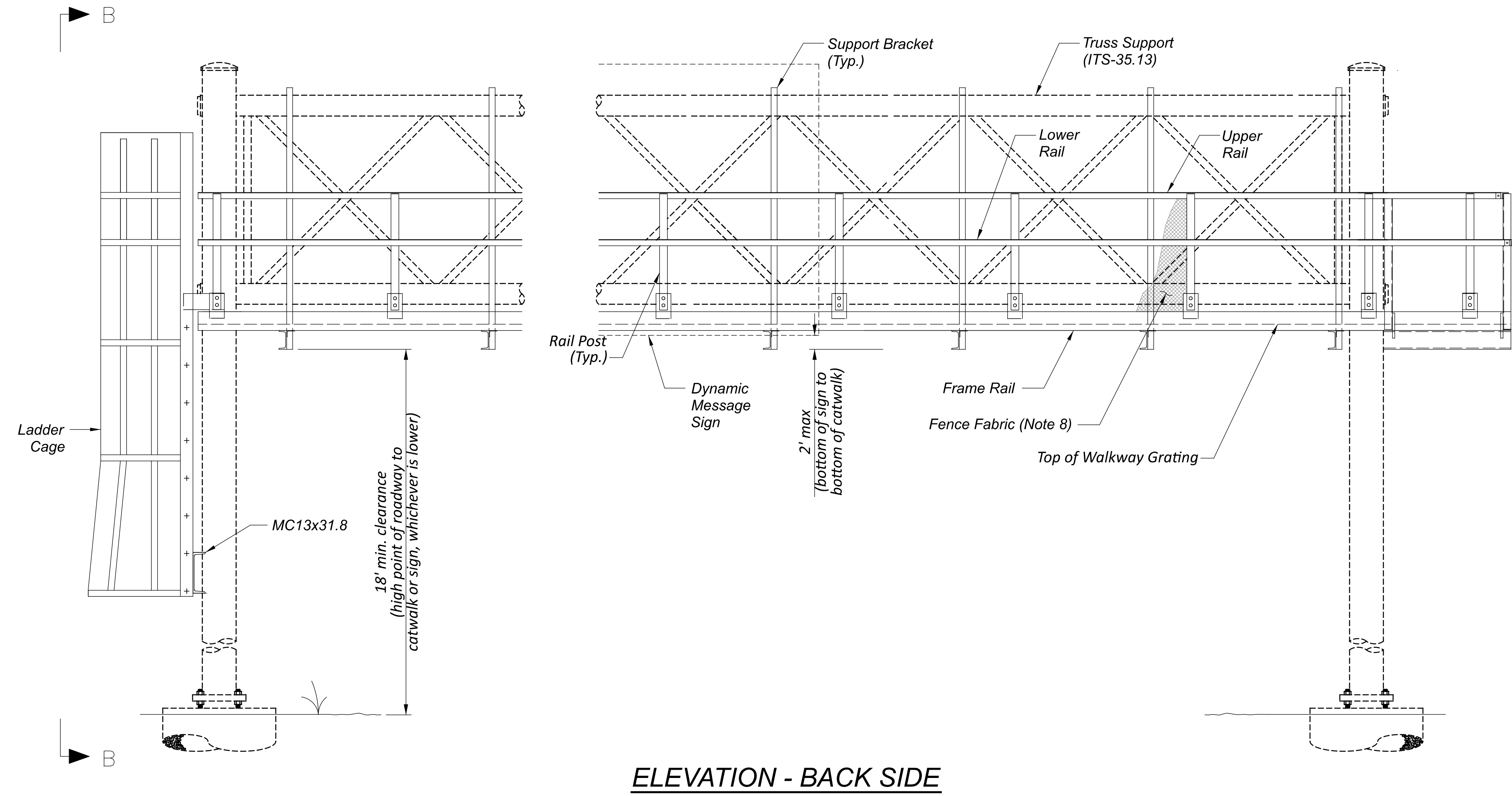
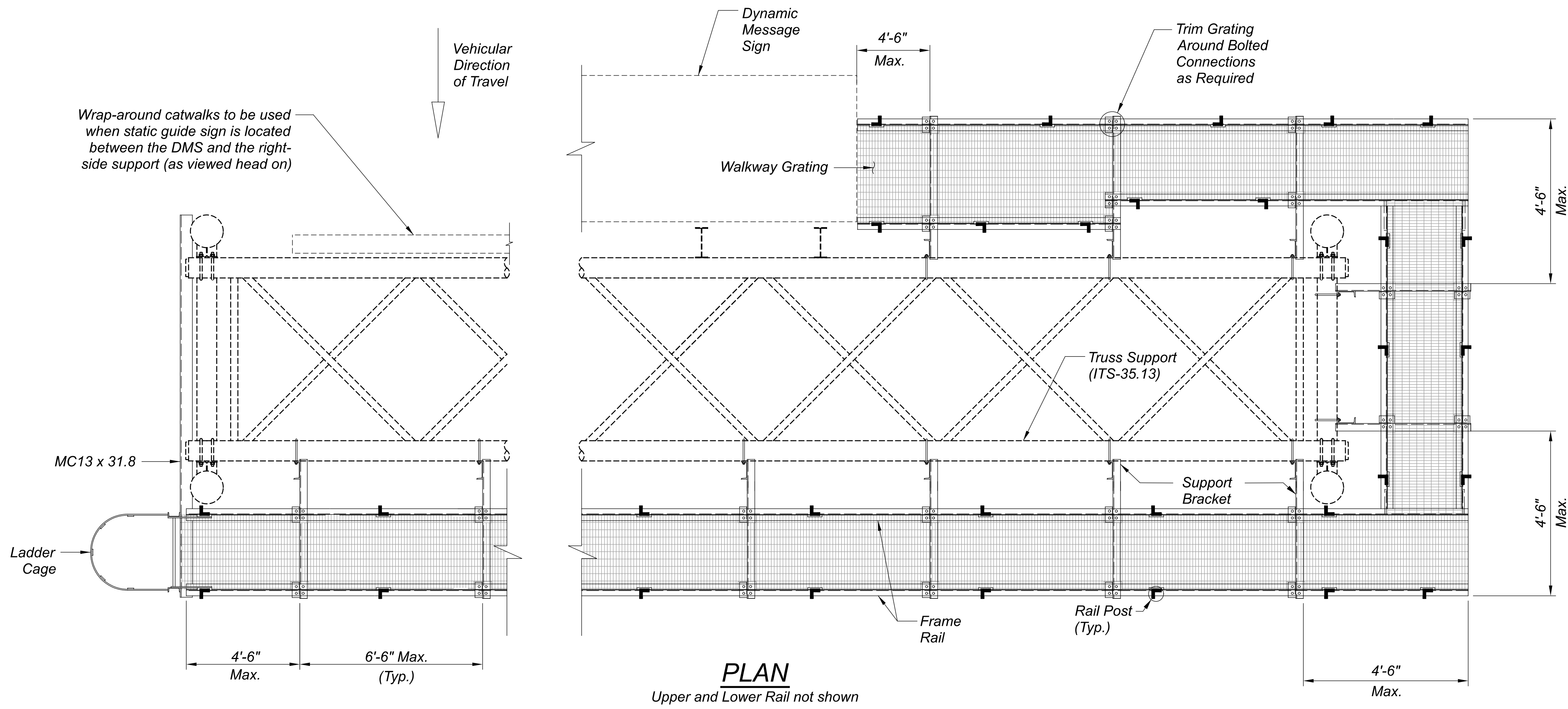
1. ALL REQUIREMENTS OF STANDARD DRAWING RM-4.5 SHALL APPLY, EXCEPT AS MODIFIED ON THESE DETAILS.
2. THE END ANCHORAGE SHALL BE CONSTRUCTED PER THE CONCRETE BARRIER, SINGLE SLOPE, TYPE D, AS PER PLAN DETAIL, EXCEPT FOR THE NOTED CHANGES.
3. PROVIDE 2" COVER FOR ALL REBAR.
4. ALL WORK SHOWN ON THESE DETAILS, EXCEPT FOR THE PAVED GUTTER, SHALL BE INCIDENTAL TO THESE ITEMS.





1. *Rounded end cap shall be integral with DMS truss foundation with no construction or expansion joint.*
2. *Construct the DMS truss foundation and median barrier wall in accordance with the respective pay items.*
3. *If an alternate foundation design is used in accordance with note 3 on SCD ITS-35.12, any necessary modifications to this detail shall be included in that design.*
4. *Reinforcing steel shall be Grade 60 epoxy coated and comply with and be placed in accordance with C&MS 509. Lap rebar as shown on this detail. 3" minimum cover is required.*



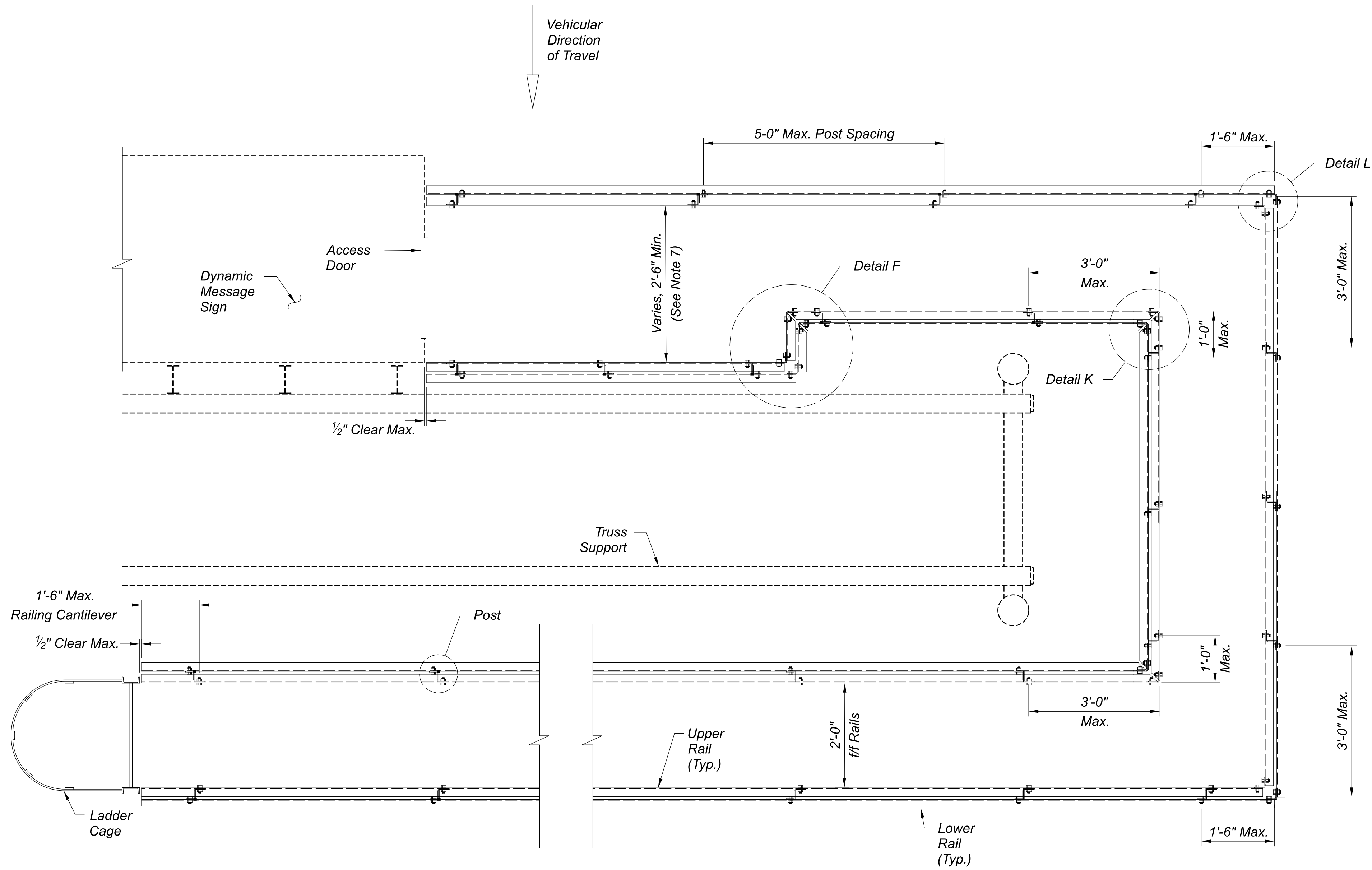


Refer to SCD ITS-35.11:

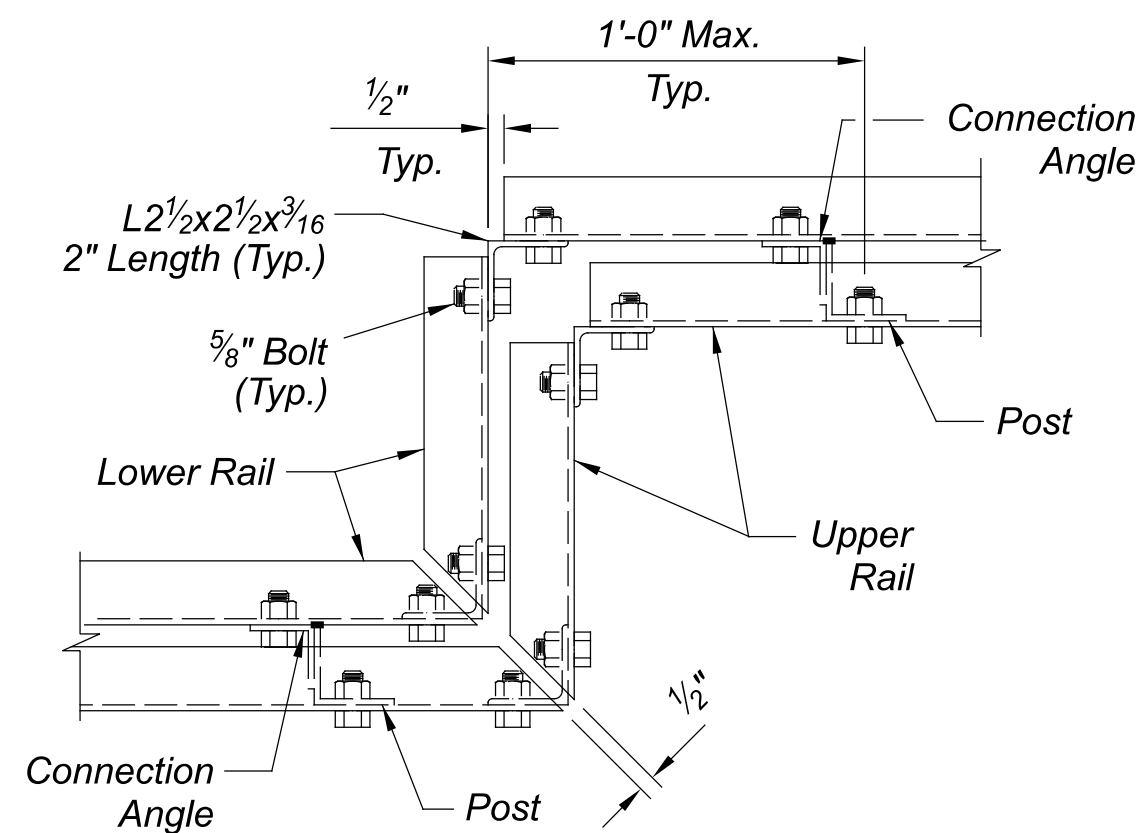
- Section A-A
- Section C-C
- Detail D
- Section E-E
- Frame Rail Detail

MISCELLANEOUS DETAILS
WRAP-AROUND DMS TRUSS CATWALK

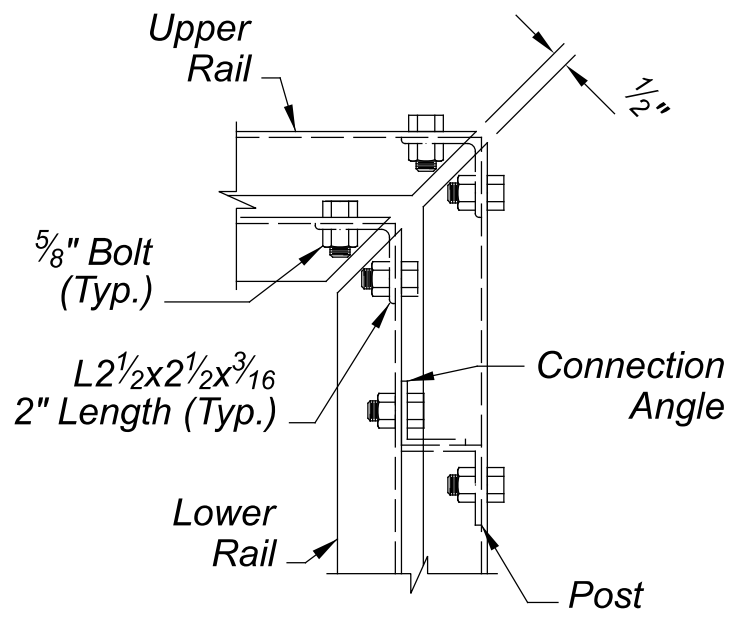
DESIGN AGENCY	
HNTB	
DESIGNER	
JRB	
REVIEWER	
NRS 01/15/26	
PROJECT ID	
121932	
SHEET	TOTAL
P.27	P.226



RAILING PLAN
Grating and Support Members Not Shown

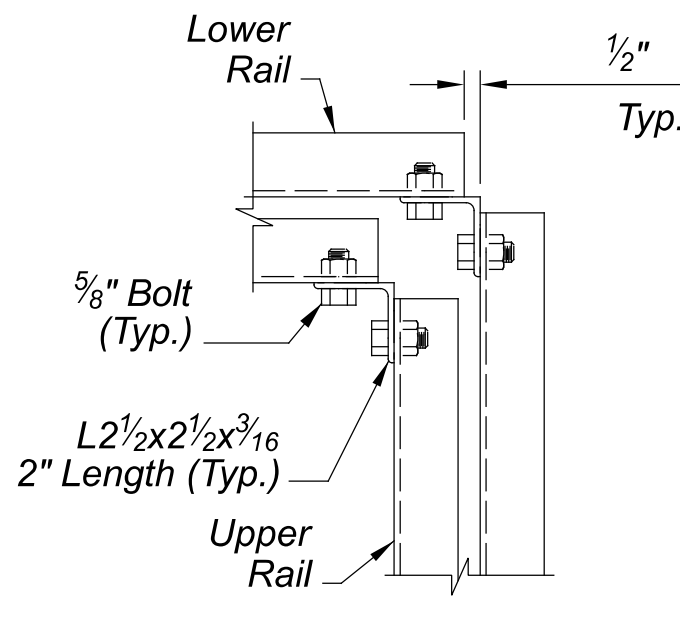


DETAIL F



DETAIL K

Railing Connection
Inside Corner



DETAIL L

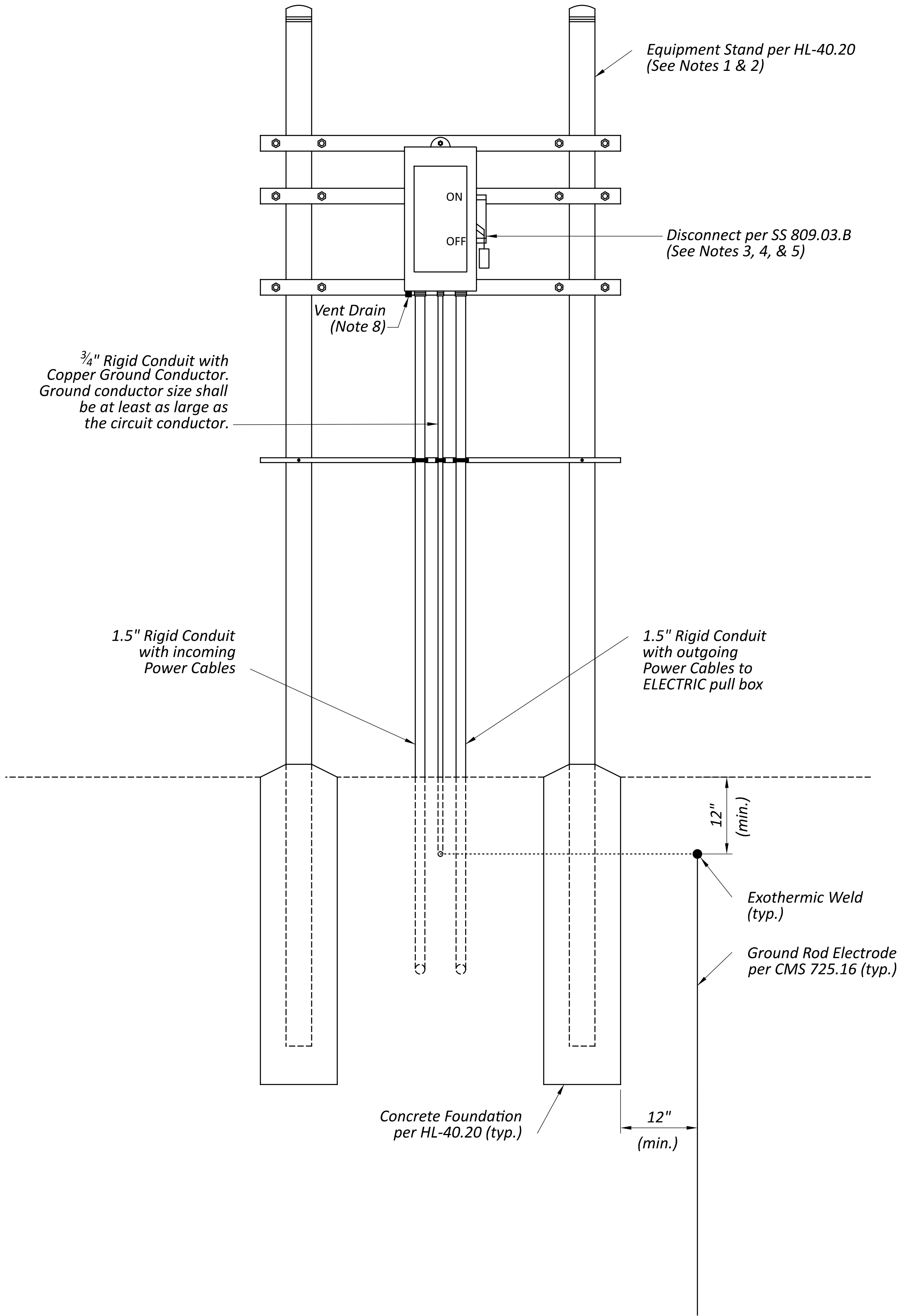
Railing Connection
Outside Corner

NOTES:

1. The design of the catwalk structure conforms to the AASHTO LRFD Bridge Design Specifications (LRFDBDS), 9th Edition, 2020.
2. The catwalk structure is designed for a walkway live load of 60 pounds per square foot. Rails are designed to support a 200 pound point load and a 50 pound per linear foot load simultaneously applied in the horizontal and vertical directions.
3. Calculations are required for any modifications to the information shown in the drawings. Modifications shall meet the requirements of the current AASHTO LRFDBDS and be designed for the loading described in Note 2, shall be stamped by a Professional Engineer registered in the State of Ohio, and shall be submitted for review and approval with shop drawings per C&MS 630.
4. Perform constuction according to the requirements of C&MS 630.06 and provide material meeting the requirements of C&MS 630.02 with the following modifications:
Structural Steel - ASTM A709 Grade 50 (50 ksi minimum yield)
Steel Hardware (nuts, bolts, washers) - ASTM F3125 Grade A325, Type 1 Galvanized
Tension bolts per C&MS 513.20.
Provide beveled washers for bolted connections at channel flanges.
All material shall be galvanized per C&MS 711.02
5. The Contractor shall prepare full catwalk structure construction drawings meeting the requirements of the project plans, the project specifications, and the standard drawings. The Contractor shall determine the exact placement of the sign on the sign support pedestal to calculate the length of catwalk required. If the walkway surface of the proposed catwalk is not at the same level as the bearing deck of the sign, steps shall be provided. The Contractor shall determine the width of tread and height of riser steps to assure that the sign enclosure door will open out. A landing area shall be provided to allow total opening of the door.
6. Provide steel grating or walkway designed to carry 60 pounds per square foot of live load for the required spans. Grating or walkway shall be galvanized and shall be connected to the supporting members according to the manufacturer's recommendations.
7. The width of the catwalk at the door of the DMS enclosure is set by the Contractor based on the dimensions of the access door. Set the width so that the access door can be opened outward ninety degrees from the sign housing.
8. Provide fence fabric consiting of a 1 inch diamond mesh using 0.120 inch dia. (11 gage) wire. Fabric shall be PVC coated, conforming to ASTM F668 Class 2A or 2B. PVC coating shall be gray in color closely approaching federal standard no. 595B-16251. Fabric shall extend vertically from the upper rail to the top of the walkway grating. Tie fabric to the upper rail, lower rail and railing posts using coated tie wires. Fabric shall extend to the ladder rail to fill the gap between the ladder and the first railing post.
9. Provide shop drawings according to the requirements of C&MS 630.03. Shop drawings shall be submitted to the Engineer 10 days before fabrication.
10. For payment details, see plan note for Item 630 - Catwalk, DMS Truss, As Per Plan.

Refer to SCD ITS-35.11:

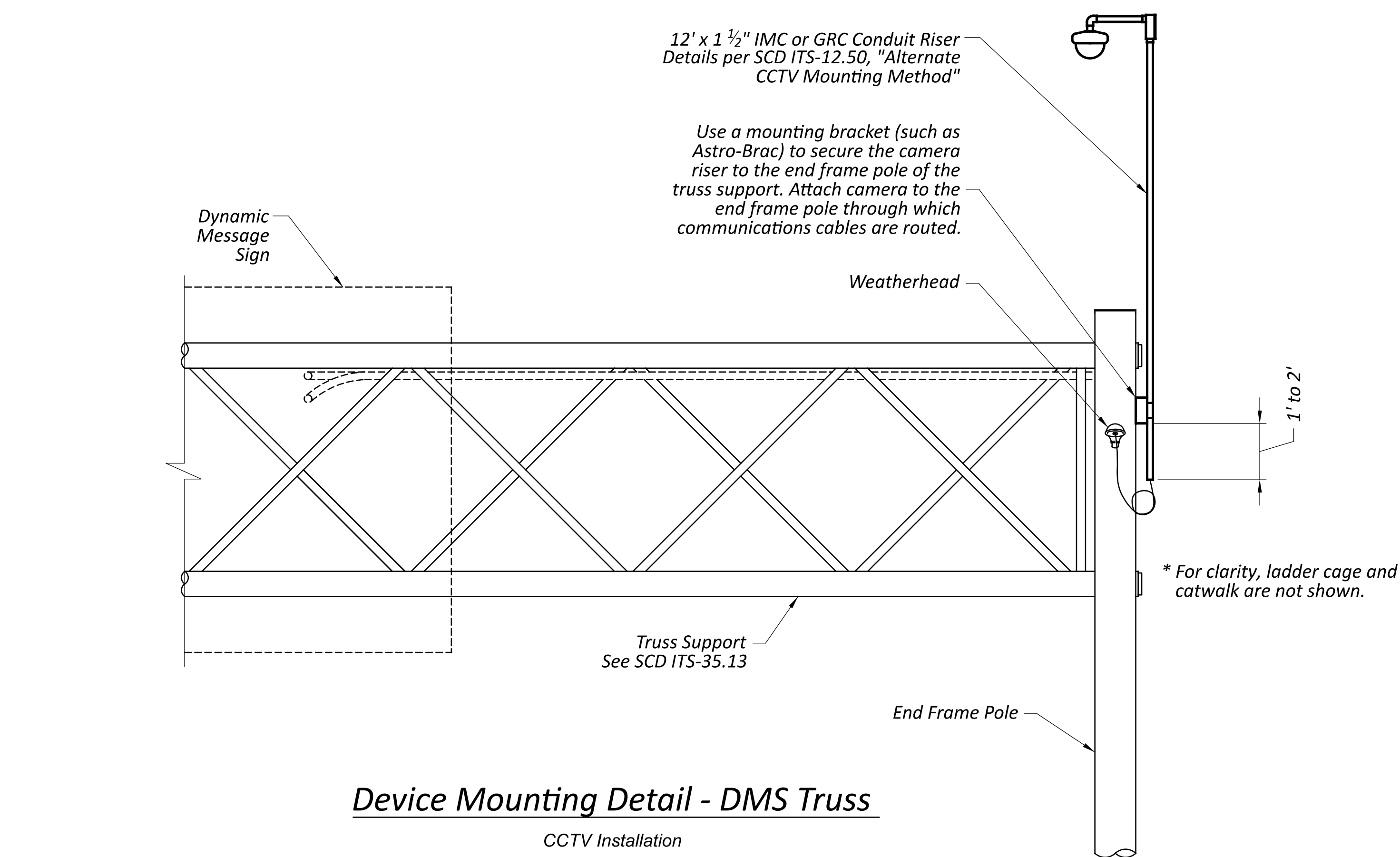
View G-G
Section H-H
Detail J
Handrail and Post Detail



Disconnect and Support Details - Single Device

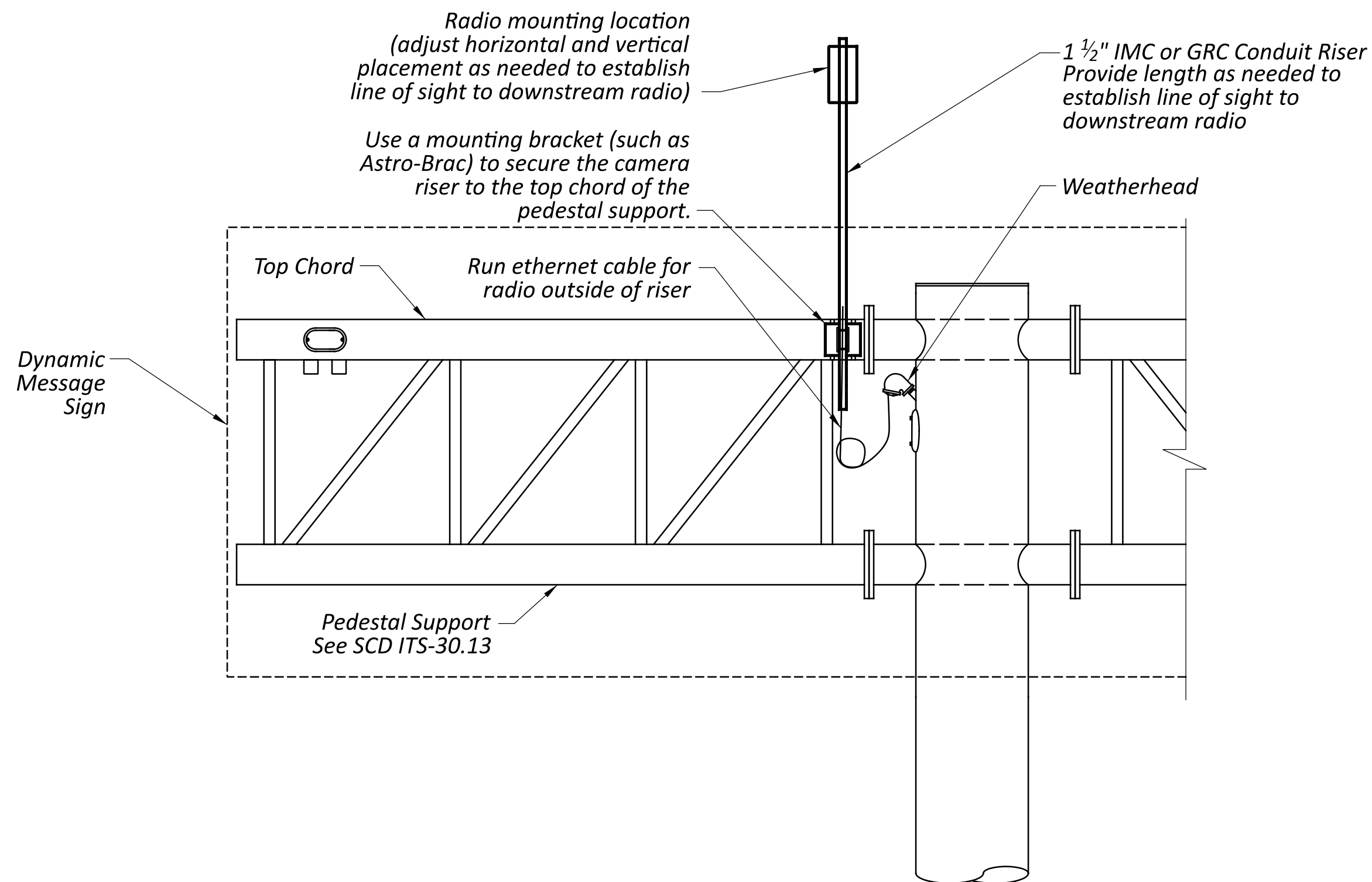
NOTES:

1. Orient the equipment stand facing the adjacent electric pull box.
2. Attach all conduit to the equipment stand by means of conduit straps.
3. Secondary overcurrent protection shall be rated 125% maximum of the transformer secondary current rating.
4. Conduit connections to the disconnect switches shall be watertight and shall use the hubs listed on the enclosure U.L. labels.
5. Disconnect switches shall be lockable in on/ off positions and door shut location and shall have 2 padlocks.
6. All conduit shall be Rigid Metal Conduit per CMS 725.04.
7. Power conductors shall be labeled in meter bases and disconnects per 725.02, except that labeling may be achieved by phase tape or cable insulation. The following colors shall be used:
Line 1 (left of disconnect): black
Line 2 (right of disconnect): red
Neutral: white
Ground: Green or bare copper
8. Install Vent Drain in lowest available location of all enclosures on the customer side of the service. Install Hoffman H20MIT, Eaton DPE303083, or approved equal.
9. At sites with transformers, the ground cable shall NOT be bonded to the neutral in the disconnect switch on the primary side of the transformer if there is another disconnect upstream of the transformer. The ground cable SHALL be bonded to the neutral on the disconnect on the secondary side of the transformer.



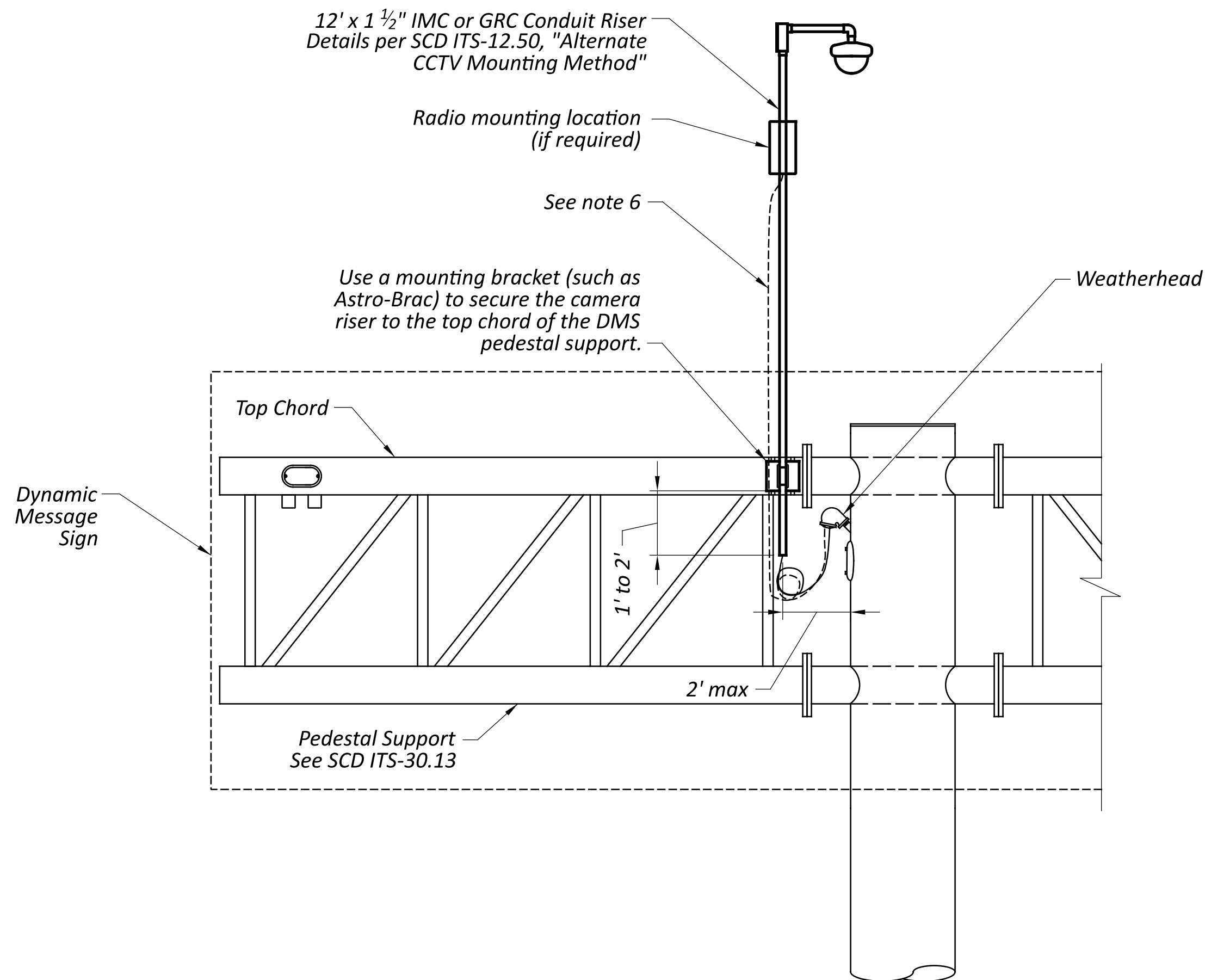
Device Mounting Detail - DMS Truss

CCTV Installation



Device Mounting Detail - DMS Pedestal

Radio Installation Only



Device Mounting Detail - DMS Pedestal

CCTV and CCTV / Radio Installation

NOTES:

1. Shall be capable of supporting CCTV assembly units up to 75 lbs.
2. All connections points shall be properly sealed to ensure weatherproof cable pathway from DMS support into CCTV assembly unit.
3. PTFE anti-sieze thread sealant shall be used on all fittings.
4. Screws no smaller than 1/4" - 20.
5. Lock and flat washers shall be used.
6. CCTV cabling shall be run inside of riser. Cabling for radios may be run outside of riser.
7. All hardware shall be stainless or galvanized steel. Galvanized rigid conduit (GRC) shall be per C&MS 725.04. Intermediate metal conduit (IMC) shall be per NEC 342.
8. All screws shall be hex head cap screws.
9. All unused coupling holes shall be plugged with threaded PVC plugs to prevent any kind of weather/rodent intrusion. Rubber caps shall be unacceptable.
10. Camera shall be a minimum of 6 ft above the top surface of the DMS.
11. Strip back 36" of outer jacket of CAT5E in cabinet for both CCTV and radio.

1 CURVE DATA
P.I. = STA. 163+75.41
Δ = 18°13'31" RT
Dc = 01°53'14"
R = 3,036.08'
T = 486.99'
L = 965.75'
E = 38.81'

HORIZONTAL GEOMETRY						
GROUND						
CURVE	ALIGNMENT	CONTROL POINT	NORTHING	EASTING	STATION	BEARING
	I.R. 71	P.O.T.	414939.57	1401732.34	147+84.00	N06°02'08"E
1	I.R. 71	P.C.	416037.87	1401848.46	158+88.42	N06°02'08"E
1	I.R. 71	P.I.	416522.21	1401899.24	163+75.41	
1	I.R. 71	P.T.	416966.36	1402098.95	168+54.17	N24°28'02"E
	I.R. 71	P.T.	416966.36	1402098.95	168+54.17	
	I.R. 71	P.O.T.	417525.77	1402353.50	174+68.77	N24°28'02"E

DESIGN DESIGNATION

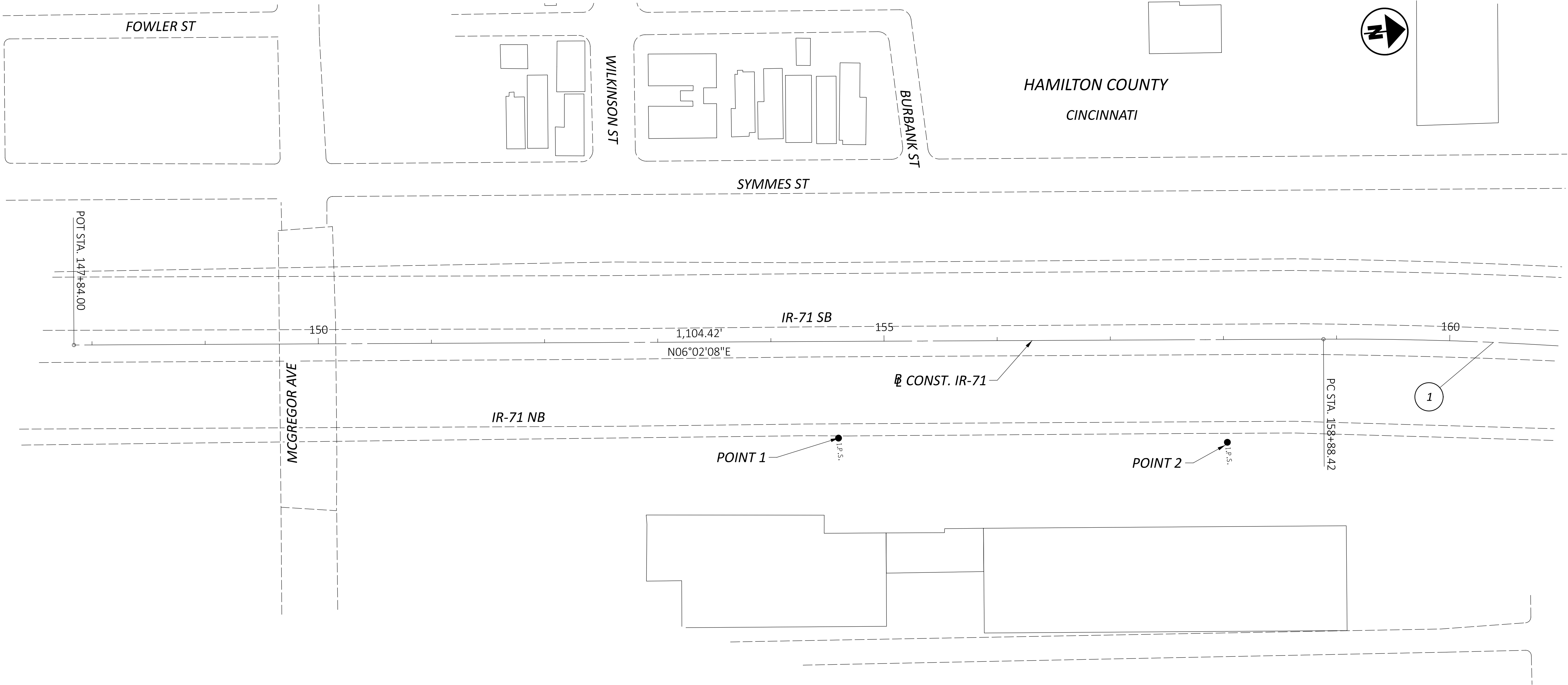
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DESIGN YEAR ADT (2026)	118524
DESIGN HOURLY VOLUME (2026)	11850
DIRECTIONAL DISTRIBUTION	51%
TRUCKS (24 HOUR B&C)	9%
DESIGN SPEED	60
LEGAL SPEED	55
DESIGN FUNCTIONAL CLASSIFICATION	Interstate
NHS PROJECT	YES

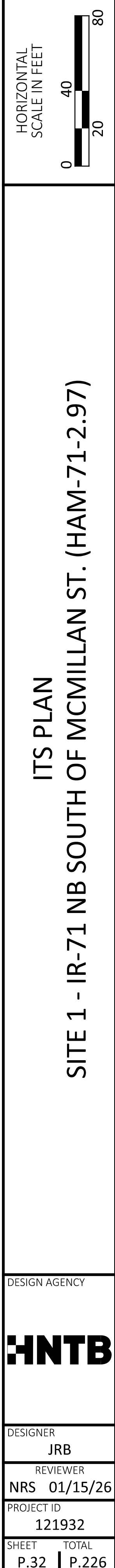
EARTH DISTURBED AREAS

PROJECT EARTH DISTURBED AREA:	0.26 ACRES
ESTIMATED CONTRACTOR EARTH DISTURBED AREA:	0.04 ACRES
NOTICE OF INTENT EARTH DISTURBED AREA:	N/A (NOI NOT REQUIRED)

SITES 1 AND 2 ARE LOCATED WITHIN ¼ MILE. THE ABOVE QUANTITIES REFLECT THE COMBINED EDA FOR BOTH SITES.

LOCAL SITE SETTINGS			
LATITUDE:	N39°07'28"	BP FOR SP:	0,0
LONGITUDE:	W84°29'50"	COMBINED SCALE FACTOR:	0.99900000
ELLIPSOIDAL HEIGHT:	652.20	GRID TO GROUND MULTIPLIER	1.00008506
GEOID :	GEOID 18 (CONUS)	HORIZONTAL DATUM:	NAD83-11'/OHS(3402)
NAME		GRID	GROUND
	NORTHING	EASTING	NORTHING
1	415602.04	1401888.94	415637.39
2	415943.24	1401930.36	415978.62





NOTES

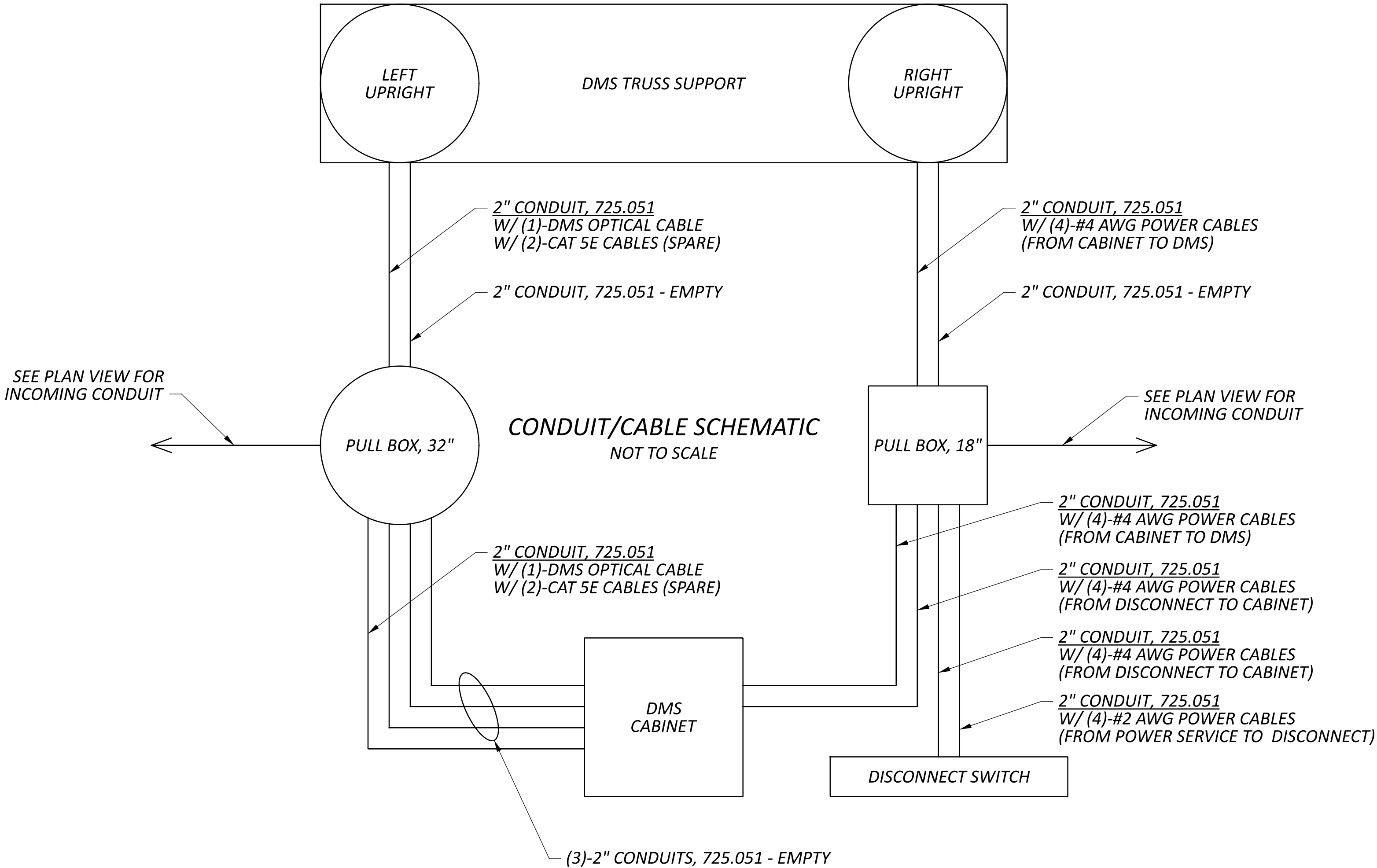
1. THE EXISTING DMS SHALL REMAIN IN OPERATION UNTIL THE NEW DMS IS INSTALLED AND IS READY TO BE MADE ACTIVE. COMPLETE SWITCHOVER FROM EXISTING TO NEW DMS WITHIN THE ALLOWABLE DEVICE DOWNTIME WINDOW PER SS 809.

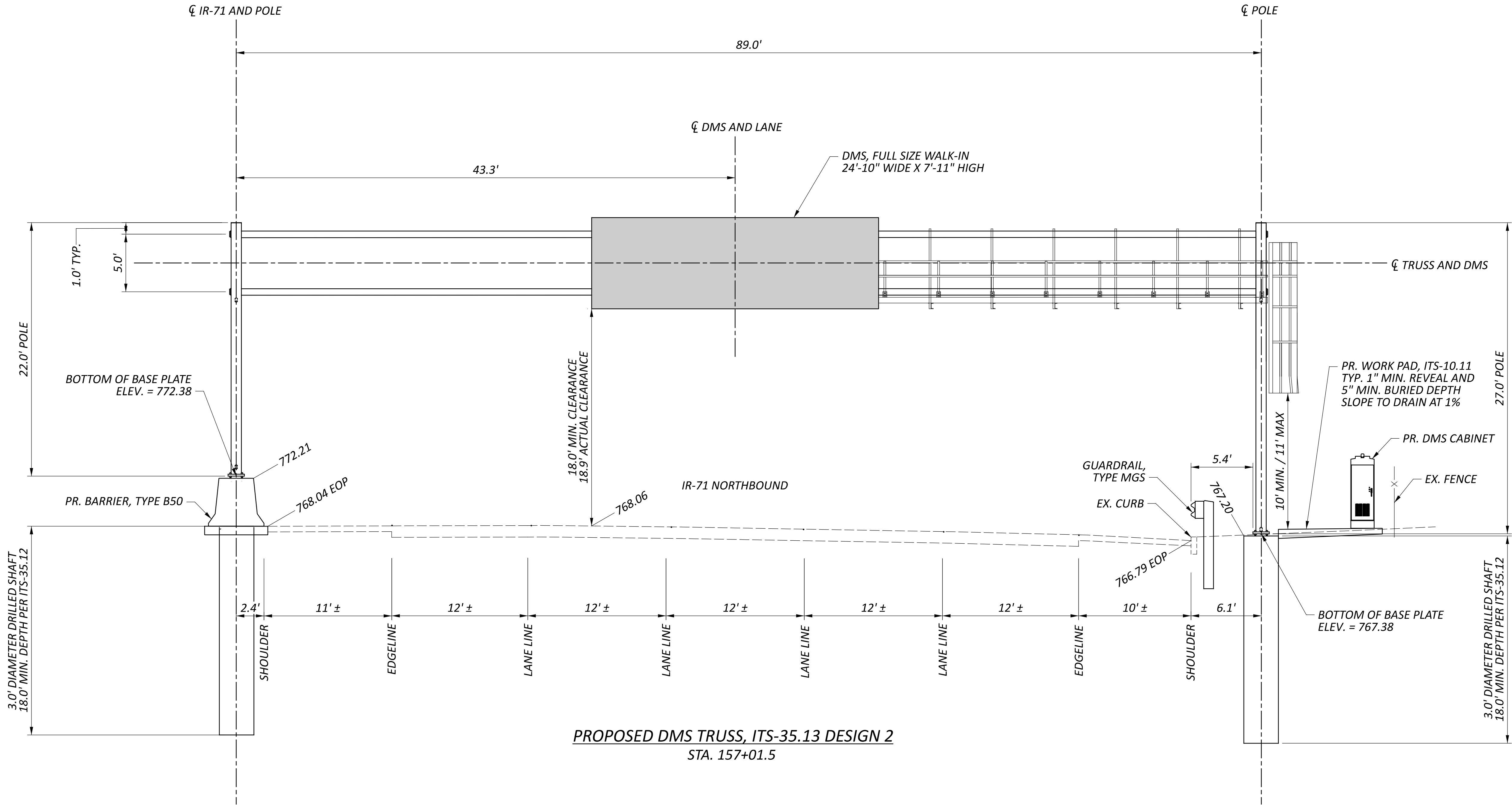
2. REMOVE EXISTING FOUNDATIONS IN UNPAVED AREAS TO A MINIMUM 12" DEPTH BELOW GRADE.

3. EXISTING MEDIAN BARRIER TAPER AND FOUNDATION TO REMAIN:
CUT ANCHOR BOLTS FLUSH WITH TOP OF BARRIER.

4. EXISTING SITE COMMUNICATIONS ARE VIA FIBER OPTIC CABLE THROUGH THE EXISTING CABINET AND DROP CABLE TO BE REMOVED/RELOCATED. NO REMOVAL WORK SHALL TAKE PLACE WITHOUT PRIOR APPROVAL FROM ODOT ITS.

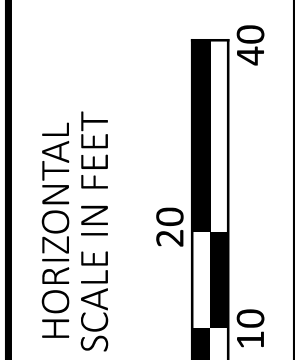
ITEM	TOTAL	UNIT	DESCRIPTION
202	120	FT	CONCRETE BARRIER REMOVED, AS PER PLAN
202	100	FT	GUARDRAIL REMOVED
202	1	EACH	ANCHOR ASSEMBLY REMOVED, TYPE E
202	1	EACH	ANCHOR ASSEMBLY REMOVED, TYPE T
203	37	CY	EXCAVATION
204	156	SY	SUBGRADE COMPACTION
204	156	SY	GEOTEXTILE FABRIC
304	37	CY	AGGREGATE BASE
606	175	FT	GUARDRAIL, TYPE MGS
606	1	EACH	ANCHOR ASSEMBLY, MGS TYPE E
606	1	EACH	ANCHOR ASSEMBLY, MGS TYPE T
622	110	FT	BARRIER, MISC.: NEW JERSEY STYLE, TYPE B50
625	1,845	FT	NO. 1/0 AWG 2400 VOLT DISTRIBUTION CABLE
625	420	FT	NO. 4 AWG 2400 VOLT DISTRIBUTION CABLE
625	84	FT	NO. 2 AWG 2400 VOLT DISTRIBUTION CABLE
625	36	FT	CONDUIT, 2", 725.051
625	419	FT	CONDUIT, 3", 725.052, AS PER PLAN
625	172	FT	CONDUIT, JACKED OR DRILLED, 725.052, AS PER PLAN, 3"
625	98	FT	CONDUIT, MISC.: CONCRETE ENCASEMENT
625	36	FT	CONDUIT, MISC.: CONDUIT REMOVED
625	532	FT	TRENCH
625	4	EACH	PULL BOX, 725.08, 18"
625	5	EACH	PULL BOX REMOVED
625	7	EACH	GROUND ROD
625	1	EACH	POWER SERVICE REFURBISHED, AS PER PLAN
625	532	FT	UNDERGROUND WARNING/MARKING TAPE
625	1	EACH	POWER SERVICE REMOVED
625	679	FT	DISTRIBUTION CABLE REMOVED, AS PER PLAN
625	1	EACH	LIGHTING, MISC.: MAINTAINING EXISTING LIGHTING
626	4	EACH	BARRIER REFLECTOR, TYPE 1, ONE-WAY
626	4	EACH	BARRIER REFLECTOR, TYPE 2, ONE-WAY
630	1	EACH	OVERHEAD SIGN SUPPORT, DMS TRUSS, 115'
630	1	EACH	CATWALK, DMS TRUSS
630	1	EACH	CONCRETE BARRIER MEDIAN OVERHEAD SIGN SUPPORT FOUNDATION, DMS TRUSS
630	1	EACH	OVERHEAD SIGN SUPPORT FOUNDATION, DMS TRUSS
632	1	EACH	DISCONNECT SWITCH WITH ENCLOSURE, AS PER PLAN
633	1	EACH	CABINET FOUNDATION
804	475	FT	DROP CABLE, 24 FIBER
804	1	EACH	FIBER OPTIC CABLE, MISC.: FIBER TERMINATION PANEL, 24 FIBER (FURNISH ONLY)
809	2	EACH	ITS PULL BOX WITH PAD AND STANDARD LID ASSEMBLY, 32" WIDE, TYPE 1
809	1	EACH	48" ITS PULL BOX WITH PAD AND STANDARD LID ASSEMBLY, TYPE 2
809	5	FT	CONDUIT, 2" DIAMETER, HDPE
809	82	FT	CONDUIT, 4", MULTICELL, HDPE WITH 4 - 1" INNERDUCTS
809	1	EACH	DYNAMIC MESSAGE SIGN (DMS), FULL-SIZE WALK-IN
809	1	EACH	ITS CABINET - DMS
809	1	EACH	ITS DEVICE, MISC.: REMOVAL AND DELIVERY OF DMS SIGN
809	1	EACH	ITS DEVICE, MISC.: REMOVAL OF CABINET FOUNDATION AND WORK PAD
809	1	EACH	ITS DEVICE, MISC.: REMOVAL OF DMS INSTALLATION
809	1	EACH	ITS DEVICE, MISC.: REMOVAL OF ITS CABINET





MODEL Site 1 [Sheet] PAPER SIZE: 34x22 (in.) DATE: 1/15/2026 TIME: 7:16:16 PM USER: nseling
 www:\lpw-int.hrntb.org\PW\Great_Lakes\Documents\Columbus Projects\830603 D08-TS-FY2026\PW01_121932\400-Engineering-HNTB\Roadway\Sheets\121932_GR001.dgn

CURVE DATA
P.I. = STA. 163+75.41
 $\Delta = 18^{\circ}13'31''$ RT
 $D_c = 01^{\circ}53'14''$
 $R = 3,036.08'$
 $T = 486.99'$
 $L = 965.75'$
 $E = 38.81'$



DESIGN AGENCY



ASEP

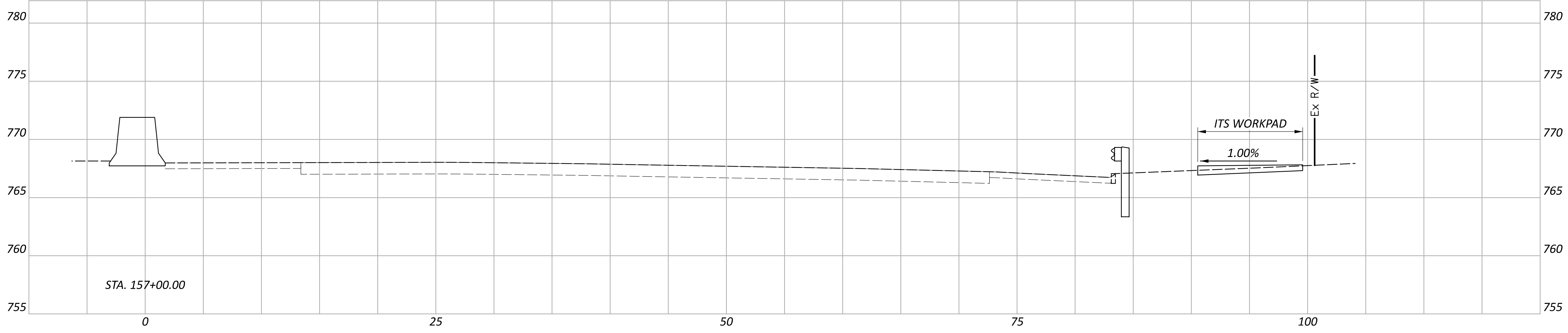
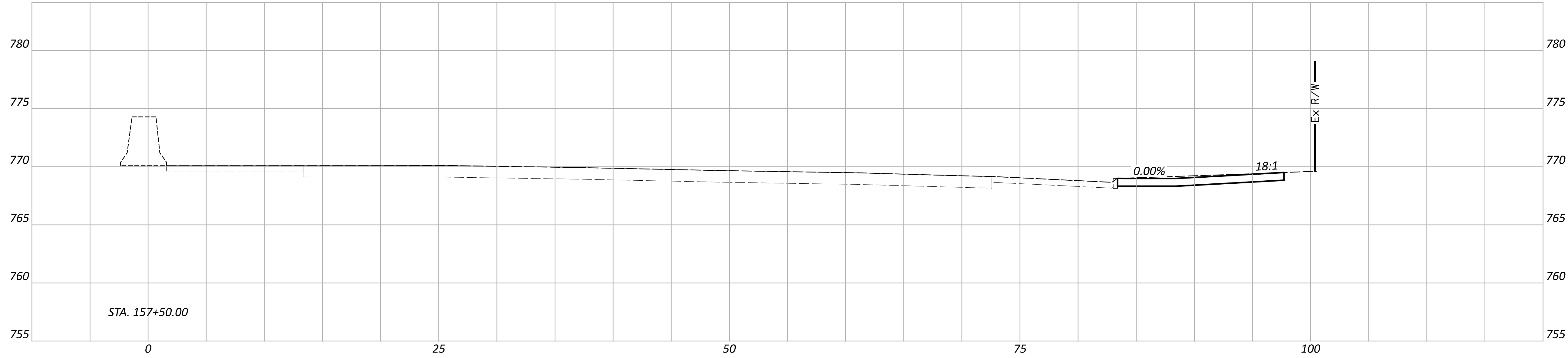
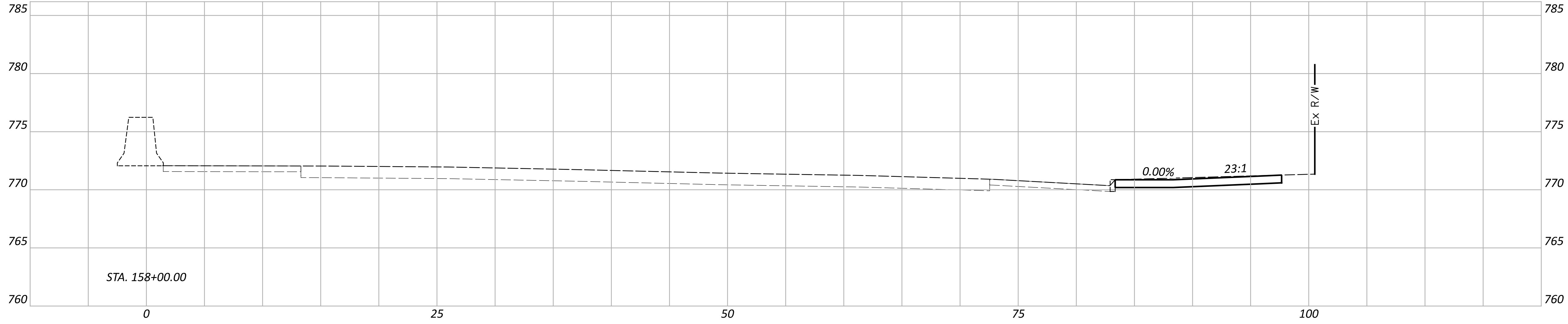
REVIEWER

KKP 01/15/26

PROJECT ID

121932

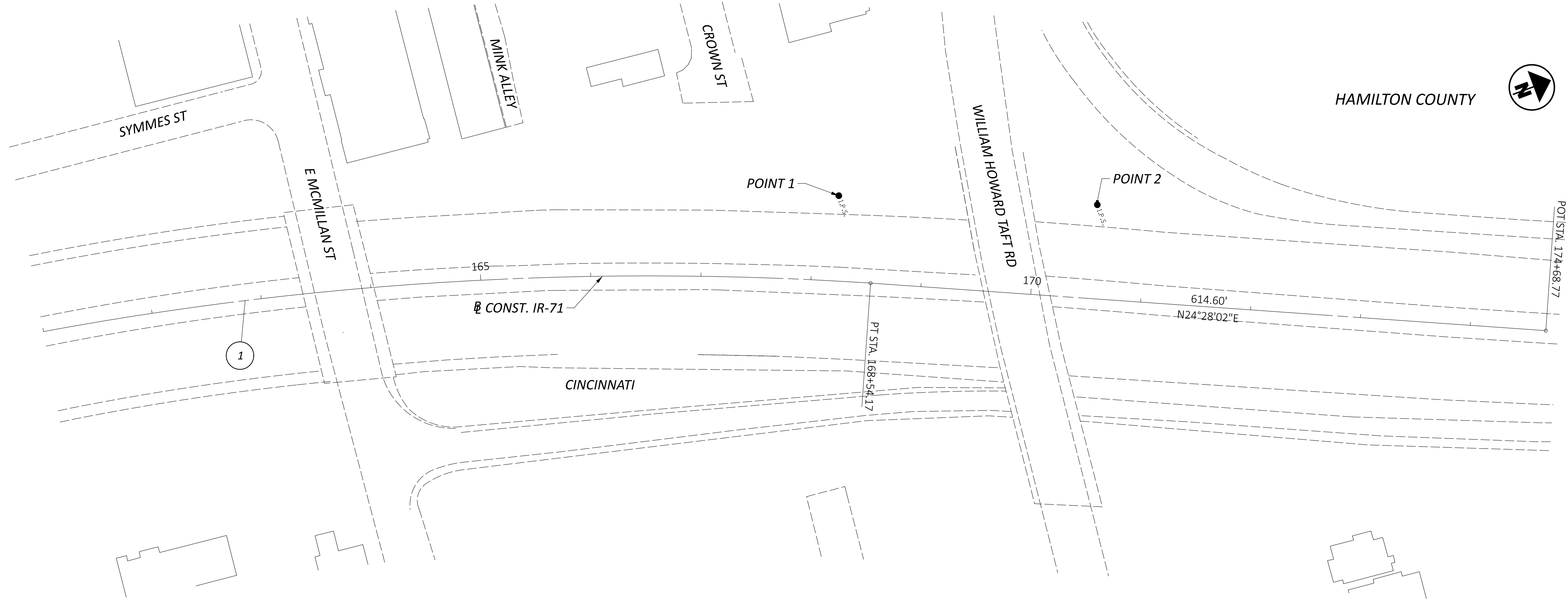
SHEET	TOTAL
	1



Sheet Totals			SHEET TOTAL	
Seeding	Cut	Fill	P.36	P.226

1
CURVE DATA
P.I. = STA. 163+75.41
Δ = 18°13'31" RT
Dc = 01°53'14"
R = 3,036.08'
T = 486.99'
L = 965.75'
E = 38.81'

LOCAL SITE SETTINGS								
LATITUDE:	N39°07'39"	BP FOR SP:	0,0					
LONGITUDE:	W84°29'49"	COMBINED SCALE FACTOR:	0.99991318					
ELLIPSOIDAL HEIGHT:	684.10	GRID TO GROUND MULTIPLIER	1.00008682					
Geoid:	Geoid 18 (CONUS)	Horizontal Datum:	NAD83 11'/ OHS(3402)					
NAME	GRID		GROUND		ELEVATION	DESCRIPTION	STATION	OFFSET
	NORTHING	EASTING	NORTHING	EASTING				
1	416966.85	1402015.15	417003.05	1402136.89	795.29	3" LJB Disk	168+21.04	77.45 LT
2	417183.89	1402104.83	417220.12	1402226.56	796.53	3" LJB Disk	170+54.54	85.39 LT



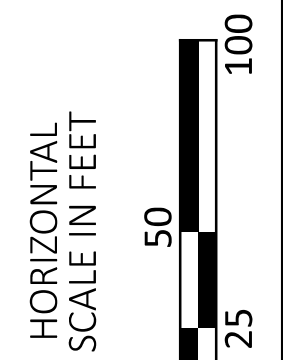
HORIZONTAL GEOMETRY						
GROUND						
CURVE	ALIGNMENT	CONTROL POINT	NORTHING	EASTING	STATION	BEARING
	I.R. 71	P.O.T.	414939.57	1401732.34	147+84.00	N06°02'08"E
1	I.R. 71	P.C.	416037.87	1401848.46	158+88.42	N06°02'08"E
1	I.R. 71	P.I.	416522.21	1401899.24	163+75.41	
1	I.R. 71	P.T.	416966.36	1402098.95	168+54.17	N24°28'02"E
	I.R. 71	P.T.	416966.36	1402098.95	168+54.17	
	I.R. 71	P.O.T.	417525.77	1402353.50	174+68.77	N24°28'02"E

DESIGN DESIGNATION

CURRENT ADT (2026) 118524
DESIGN YEAR ADT (2026) 118524
DESIGN HOURLY VOLUME (2026) 11850
DIRECTIONAL DISTRIBUTION 51%
TRUCKS (24 HOUR B&C) 9%
DESIGN SPEED 60
LEGAL SPEED 55
DESIGN FUNCTIONAL CLASSIFICATION Interstate
NHS PROJECT YES

EARTH DISTURBED AREAS

SITES 1 AND 2 ARE LOCATED WITHIN ¼ MILE. SEE SHEET P. 31 FOR COMBINED EDA



DESIGN AGENCY



DESIGNER

ASEP

REVIEWER

KKP 01/15/26

PROJECT ID

121932

SHEET

P.37

TOTAL

P.226



HORIZONTAL
SCALE IN FEET

A horizontal scale bar with a black and white alternating pattern. It is marked with the numbers 0, 20, 40, and 80.

DESIGN AGENCY



DESIGNER

JRB

REVIEWER

NRS 01/15/26

PROJECT ID:

121032

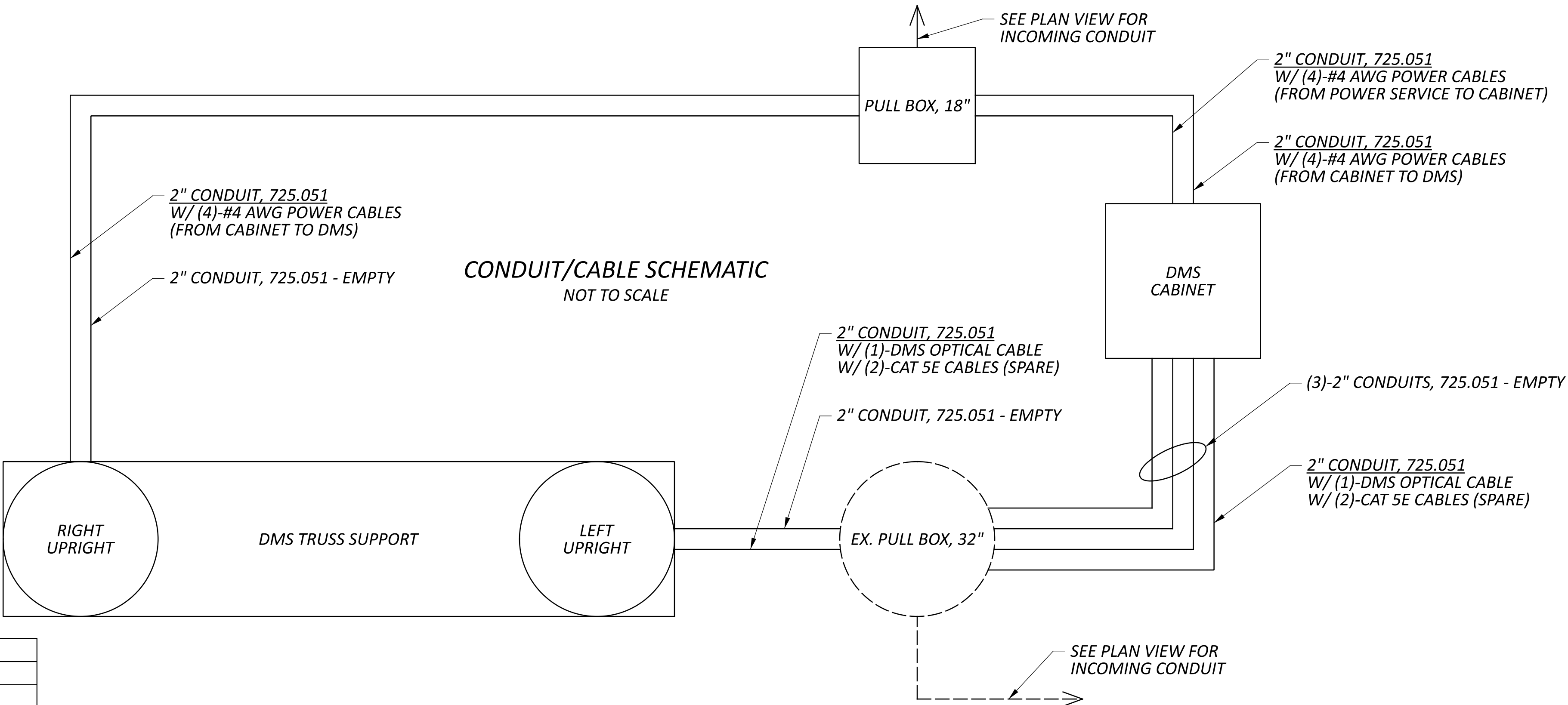
121932

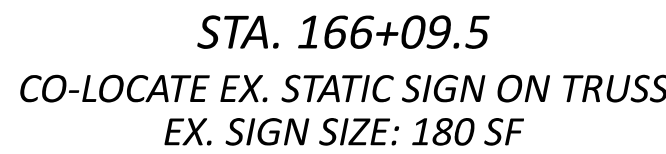
SHEET TOTAL

NOTES

1. THE EXISTING DMS SHALL REMAIN IN OPERATION UNTIL ITS REMOVAL IS REQUIRED TO CONSTRUCT THE NEW DMS TRUSS. COMPLETE SWITCHOVER FROM EXISTING TO NEW DMS WITHIN 14 CALENDAR DAYS. THE ALLOWABLE DEVICE DOWNTIME FOR THE CCTV SHALL BE PER SS 809.
2. REMOVE EXISTING FOUNDATIONS IN UNPAVED AREAS TO A MINIMUM 12" DEPTH BELOW GRADE.
3. EXISTING MEDIAN BARRIER TAPER AND FOUNDATION TO REMAIN: CUT ANCHOR BOLTS FLUSH WITH TOP OF BARRIER.
4. EXISTING SITE COMMUNICATIONS ARE VIA FIBER OPTIC CABLE THROUGH THE EXISTING CABINET AND DROP CABLE TO BE REMOVED/RELOCATED. NO REMOVAL WORK SHALL TAKE PLACE WITHOUT PRIOR APPROVAL FROM ODOT ITS.

ITEM	TOTAL	UNIT	DESCRIPTION
202	250	FT	CONCRETE BARRIER REMOVED, AS PER PLAN
203	296	CY	EXCAVATION
203	172	CY	EMBANKMENT
204	257	SY	SUBGRADE COMPACTION
204	257	SY	GEOTEXTILE FABRIC
304	67	CY	AGGREGATE BASE
601	148	FT	PAVED GUTTER, TYPE 1-2
601	92	FT	PAVED GUTTER, TYPE 4
606	1	EACH	IMPACT ATTENUATOR, TYPE 2 (UNIDIRECTIONAL), 62 MPH, 20" WIDE
622	118	FT	CONCRETE BARRIER, SINGLE SLOPE, TYPE D, AS PER PLAN
622	1	EACH	BARRIER TRANSITION
622	1	EACH	CONCRETE BARRIER END SECTION, TYPE D
622	2	EACH	CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE D, AS PER PLAN
622	40	FT	BARRIER, MISC.: NEW JERSEY STYLE, TYPE B50
622	24	FT	BARRIER, MISC.: NEW JERSEY STYLE, TYPE D
625	513	FT	NO. 4 AWG 2400 VOLT DISTRIBUTION CABLE
625	180	FT	CONDUIT, 2", 725.051
625	190	FT	CONDUIT, MISC.: CONCRETE ENCASEMENT
625	47	FT	CONDUIT, MISC.: CONDUIT REMOVED
625	97	FT	TRENCH
625	1	EACH	PULL BOX, 725.08, 18"
625	1	EACH	PULL BOX, MISC.: PULL BOX ADJUSTED TO GRADE
625	1	EACH	PULL BOX, MISC.: STANDALONE WORK PAD, 6'X6'
625	4	EACH	GROUND ROD
625	1	EACH	POWER SERVICE REFURBISHED, AS PER PLAN
625	97	FT	UNDERGROUND WARNING/MARKING TAPE
625	4	FT	DISTRIBUTION CABLE REMOVED, AS PER PLAN
625	1	EACH	LIGHTING, MISC.: MAINTAINING EXISTING LIGHTING
626	10	EACH	BARRIER REFLECTOR, TYPE 1, ONE-WAY
626	1	EACH	BARRIER REFLECTOR, TYPE 2, ONE-WAY
630	1	EACH	OVERHEAD SIGN SUPPORT, DMS TRUSS, 115'
630	1	EACH	CATWALK, DMS TRUSS
630	1	EACH	CONCRETE BARRIER MEDIAN OVERHEAD SIGN SUPPORT FOUNDATION, DMS TRUSS
630	1	EACH	OVERHEAD SIGN SUPPORT FOUNDATION, DMS TRUSS
630	1	EACH	REMOVAL OF GROUND MOUNTED MAJOR SIGN AND REERECTION
630	2	EACH	REMOVAL OF GROUND MOUNTED STRUCTURAL BEAM SUPPORT AND REERECTION
630	1	EACH	REMOVAL OF STRUCTURE MOUNTED SIGN AND REERECTION
633	1	EACH	CABINET FOUNDATION
660	25	SY	SODDING REINFORCED
809	1	EACH	DYNAMIC MESSAGE SIGN (DMS), FULL-SIZE WALK-IN
809	1	EACH	ITS CABINET - DMS
809	1	EACH	ITS DEVICE, MISC.: REMOVAL AND DELIVERY OF DMS SIGN
809	2	EACH	ITS DEVICE, MISC.: REMOVAL OF CABINET FOUNDATION AND WORK PAD
809	1	EACH	ITS DEVICE, MISC.: REMOVAL OF DMS INSTALLATION
809	2	EACH	ITS DEVICE, MISC.: REMOVAL OF ITS CABINET

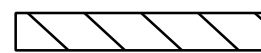
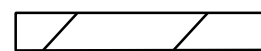


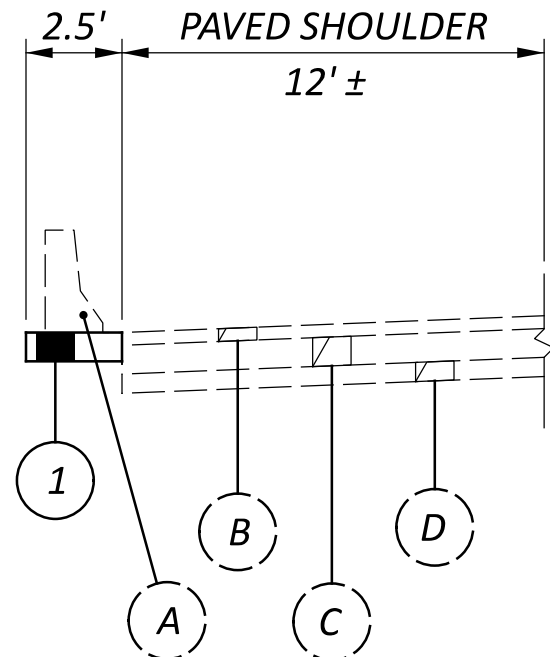
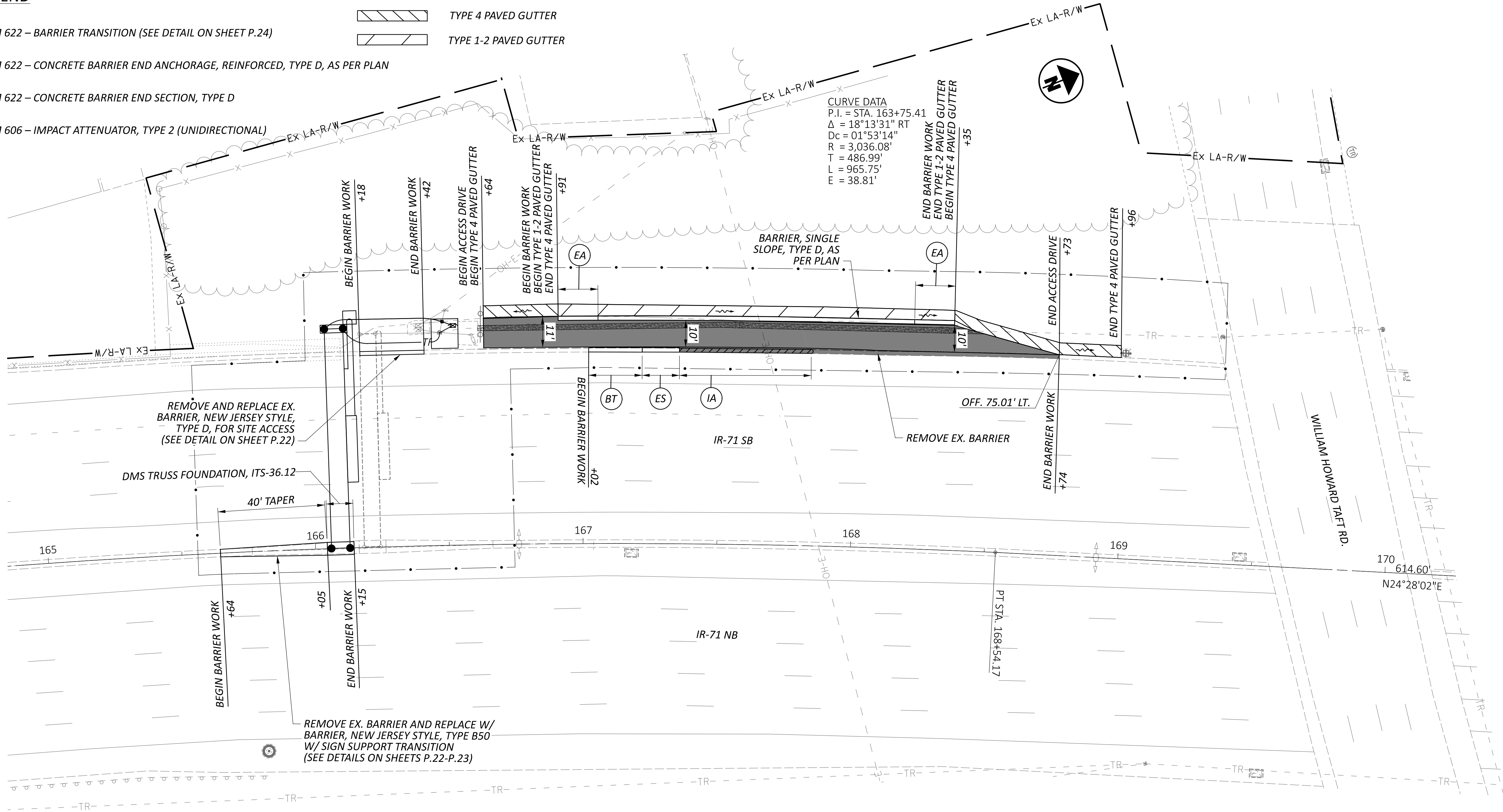


LEGEND

- (BT) ITEM 622 – BARRIER TRANSITION (SEE DETAIL ON SHEET P.24)
- (EA) ITEM 622 – CONCRETE BARRIER END ANCHORAGE, REINFORCED, TYPE D, AS PER PLAN
- (ES) ITEM 622 – CONCRETE BARRIER END SECTION, TYPE D
- (IA) ITEM 606 – IMPACT ATTENUATOR, TYPE 2 (UNIDIRECTIONAL)

LEGEND

-  TYPE 4 PAVED GUTTER
-  TYPE 1-2 PAVED GUTTER



TYPICAL SECTION THROUGH BARRIER REMOVAL

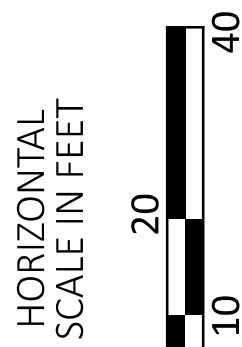
STA. 167+36 TO STA. 169+74

LEGEND - PROPOSED PAVEMENT

- 1 ITEM 304 - 9" AGGREGATE BASE

LEGEND - EXISTING PAVEMENT

- A BARRIER, NJ SHAPE, TYPE D (TBR)
- B 4" ± ASPHALT CONCRETE SURFACE
- C 9" ± BASE PAVEMENT
- D 6" ± AGGREGATE BASE



BARRIER & DRIVEWAY DETAILS
SITE 2 - IR-71 SB SOUTH OF WILLIAM HOWARD TAFT RD. (HAM-71-3.15)

DESIGN AGENCY

HNTB

DESIGNER

ASEP

REVIEWER

KKP 01/15/26

PROJECT ID

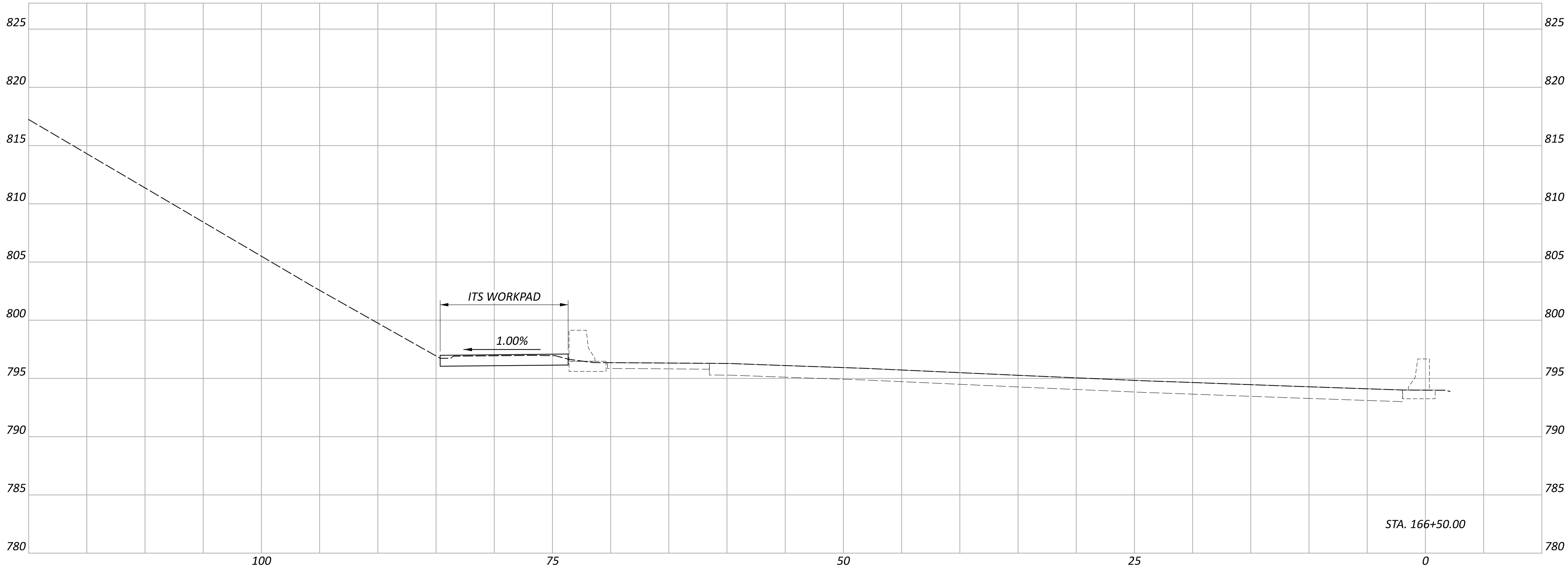
121932

SHEET

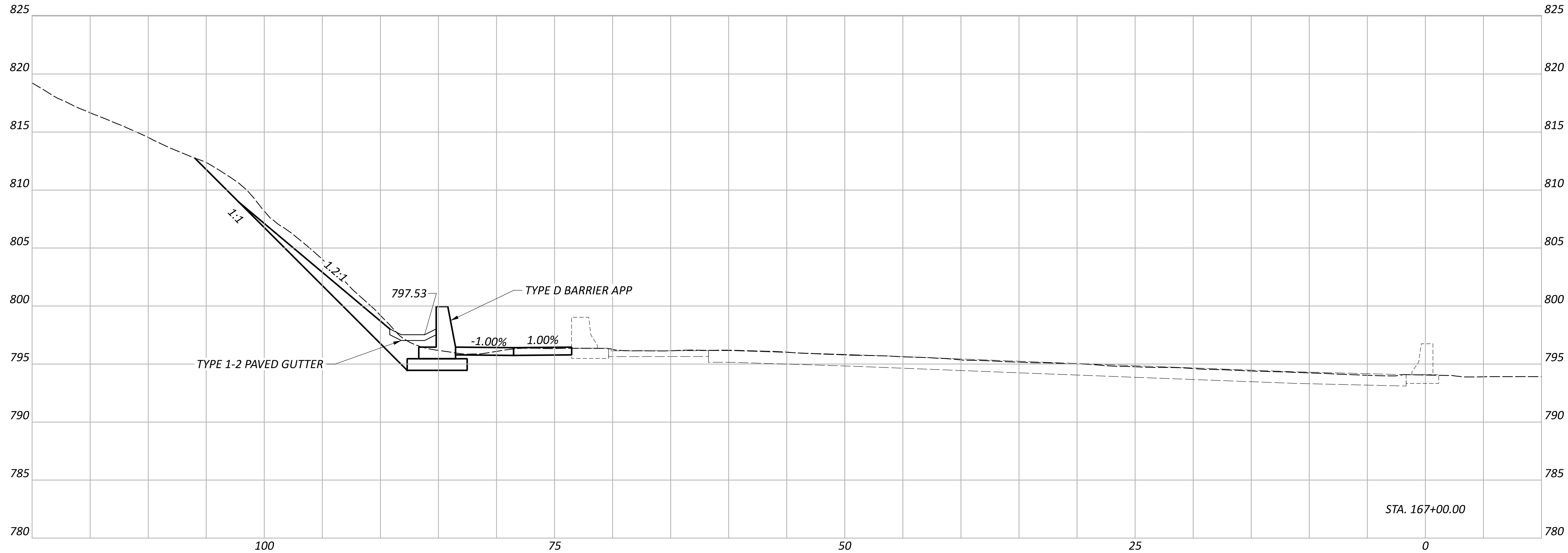
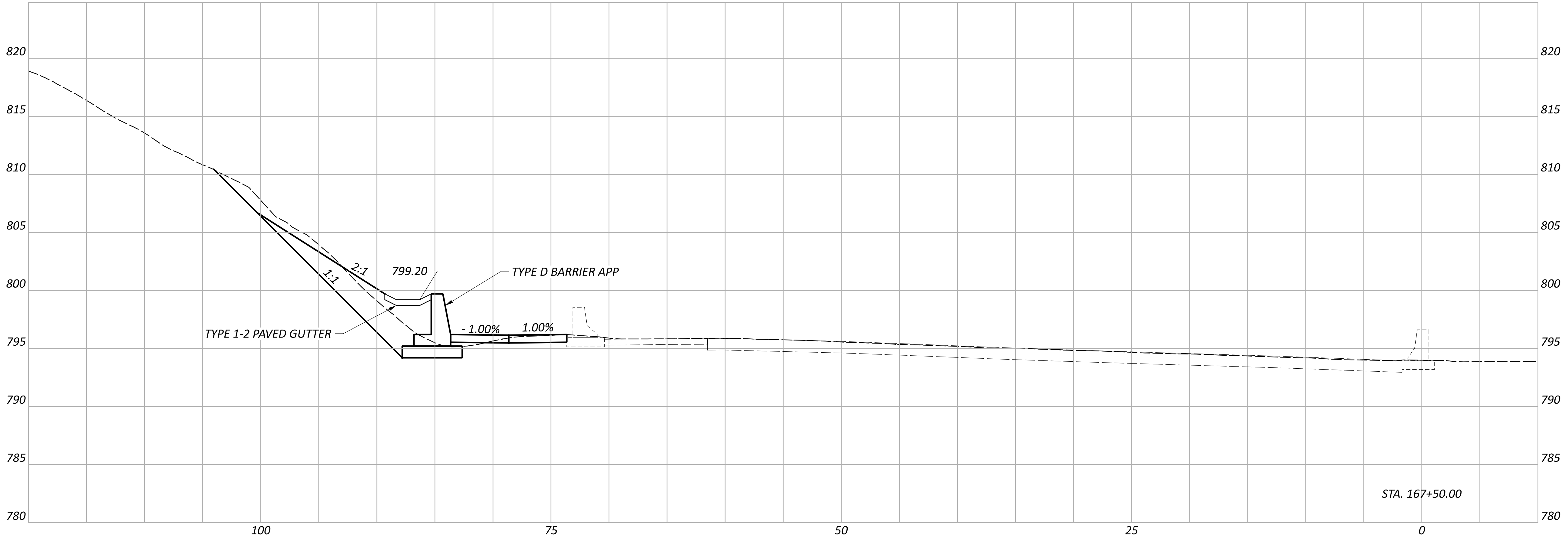
P.41

TOTAL

P.226



Sheet Totals			PROJECT ID	
Seeding	Cut	Fill	SHEET	TOTAL
			P.42	P.226



CROSS SECTIONS
SITE 2 - IR-71 SB SOUTH OF WILLIAM HOWARD TAFT RD. (HAM-71-3.15)

DESIGN AGENCY



DESIGNER

ASEP

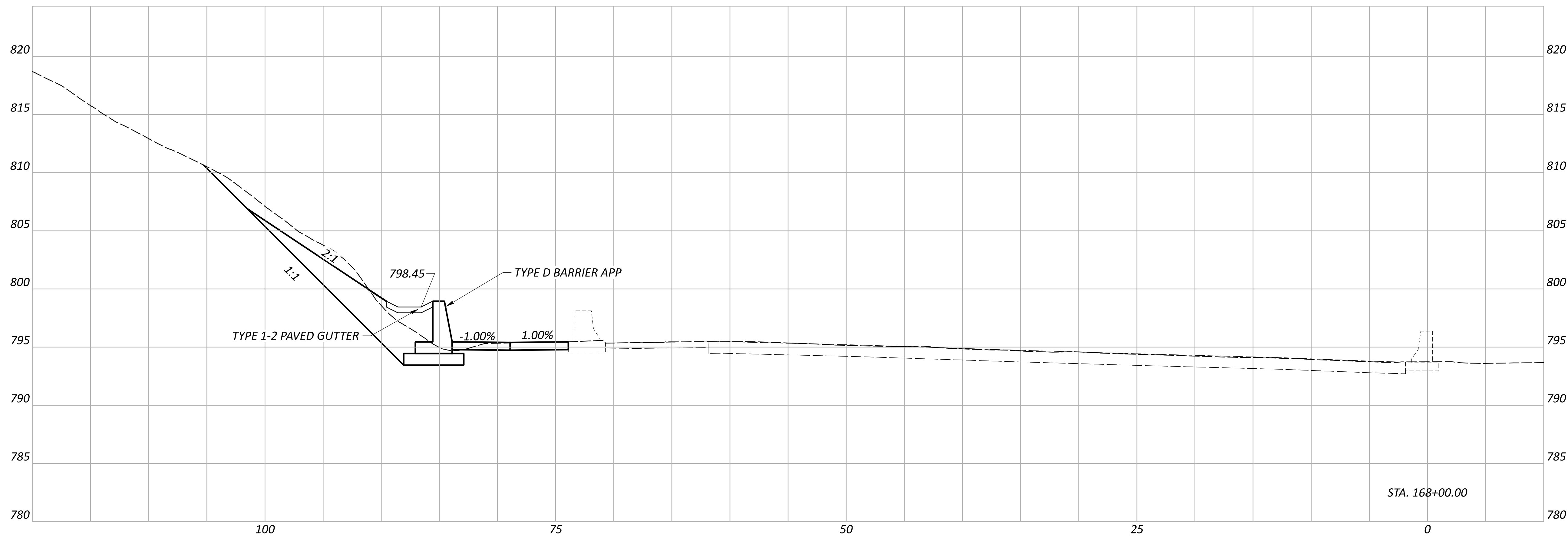
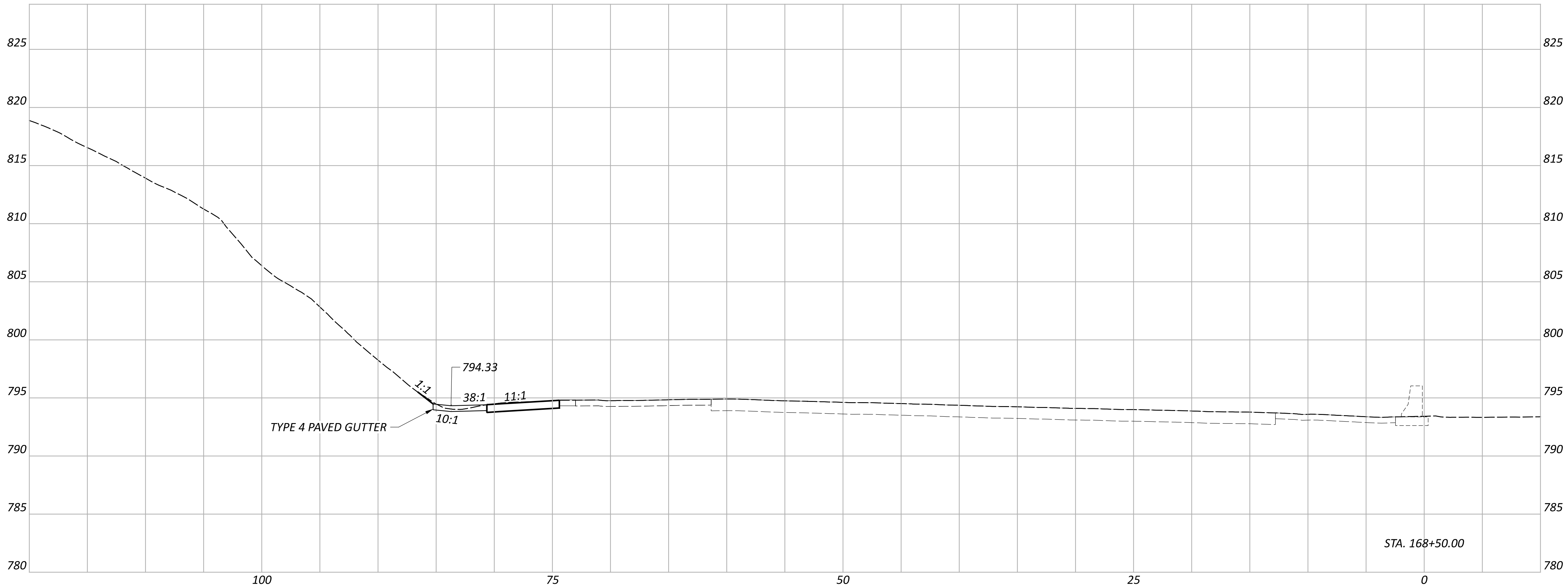
REVIEWER

KKP 01/15/26

PROJECT ID

121932

Sheet Totals			SHEET	TOTAL
Seeding	Cut	Fill		
			P.43	P.226



CROSS SECTIONS
SITE 2 - IR-71 SB SOUTH OF WILLIAM HOWARD TAFT RD. (HAM-71-3.15)

DESIGN AGENCY



DESIGNER

ASEP

REVIEWER

KKP 01/15/26

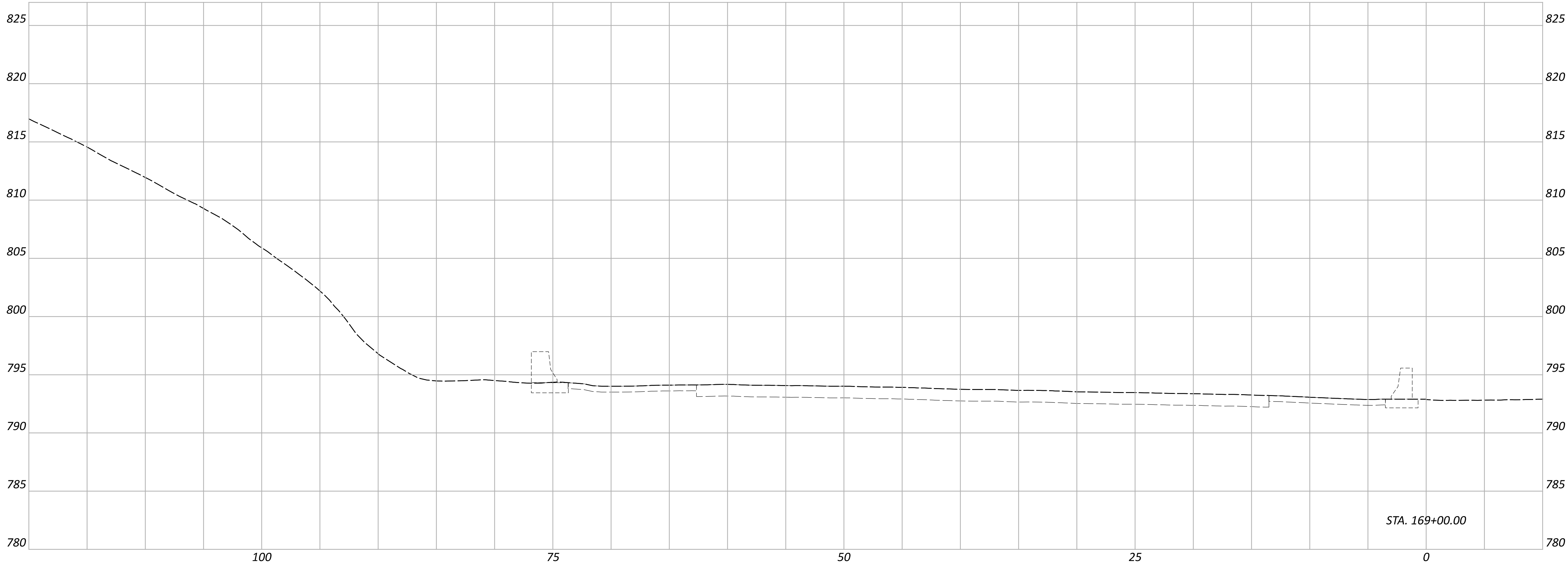
PROJECT ID

121932

Sheet Totals			SHEET	TOTAL
Seeding	Cut	Fill		
			P.44	P.226

D08-VAR-DMS & QWS REPLACEMENT FY26

MODEL: Site_2 - 168x73.46 [Sheet] PAPER/SIZE: 34x22 (in.) DATE: 1/16/2026 TIME: 12:35:51 AM USER: apendleton
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STA. 169+00.00

Sheet Totals			PROJECT ID	
Seeding	Cut	Fill	SHEET	TOTAL
			P.45	P.226

CROSS SECTIONS
SITE 2 - IR-71 SB SOUTH OF WILLIAM HOWARD TAFT RD. (HAM-71-3.15)

DESIGN AGENCY



DESIGNER

ASEP

REVIEWER

KKP 01/15/26

PROJECT ID

121932

1

CURVE DATA

P.I. = STA. 371+02.51

Δ = 10°28'45" RT

Dc = 01°27'23"

R = 3,934.43'

T = 360.8'

L = 719.59'

E = 16.51'

2

CURVE DATA

P.I. = STA. 389+08.45

Δ = 09°42'12" LT

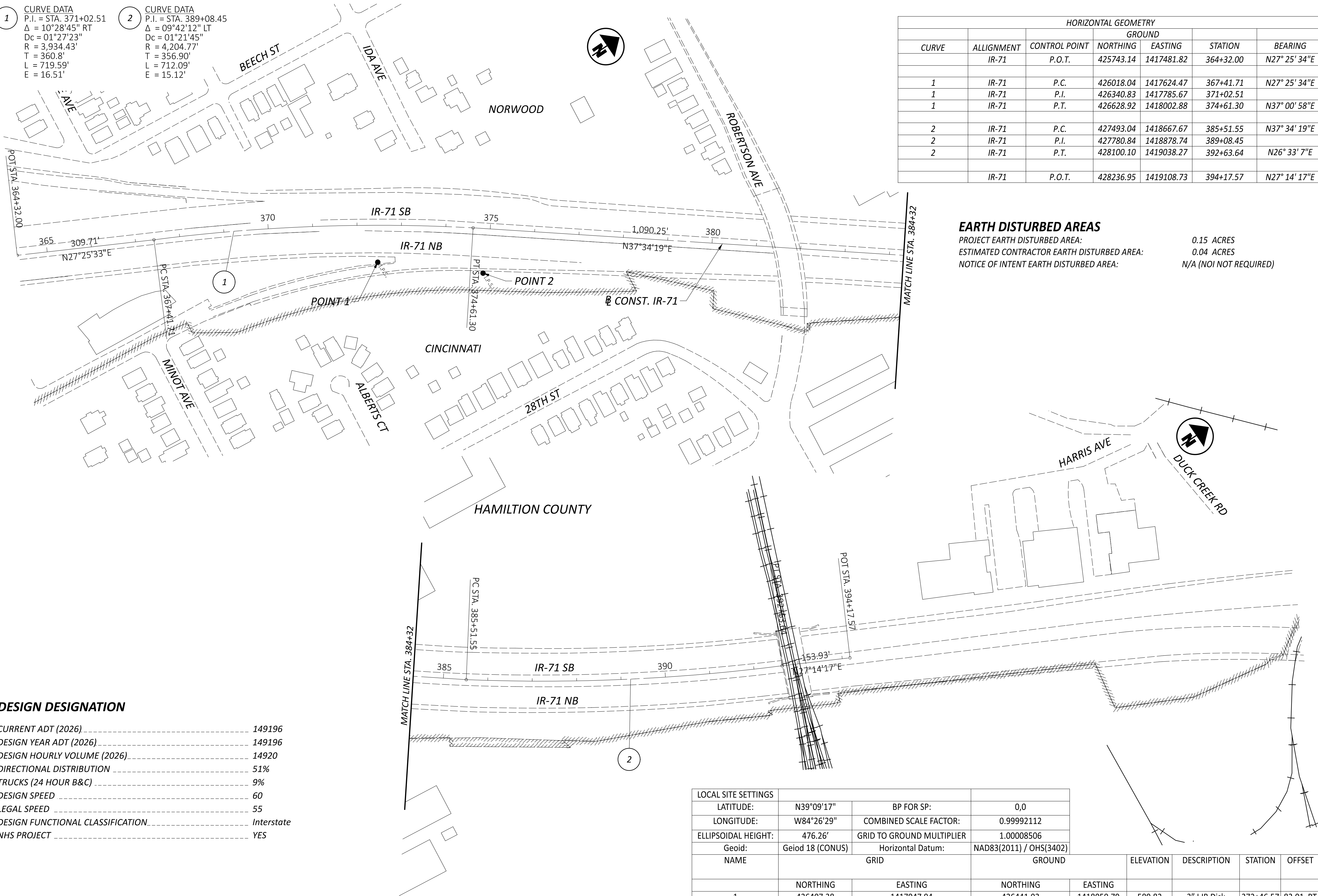
Dc = 01°21'45"

R = 4,204.77'

T = 356.90'

L = 712.09'

E = 15.12'



DESIGN DESIGNATION

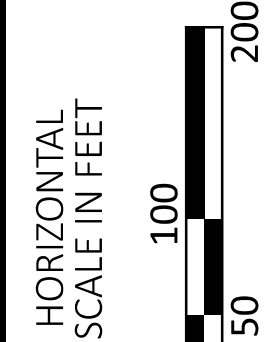
CURRENT ADT (2026)	149196
DESIGN YEAR ADT (2026)	149196
DESIGN HOURLY VOLUME (2026)	14920
DIRECTIONAL DISTRIBUTION	51%
TRUCKS (24 HOUR B&C)	9%
DESIGN SPEED	60
LEGAL SPEED	55
DESIGN FUNCTIONAL CLASSIFICATION	Interstate
NHS PROJECT	YES

LOCAL SITE SETTINGS							
LATITUDE:		BP FOR SP:		0,0			
LONGITUDE:		COMBINED SCALE FACTOR:		0.99992112			
ELLIPSOIDAL HEIGHT:		GRID TO GROUND MULTIPLIER		1.00008506			
Geoid:		Horizontal Datum:		NAD83(2011) / OHS(3402)			
NAME		GRID		GROUND		ELEVATION	DESCRIPTION
		NORTHING		EASTING			STATION
1		426407.38		1417947.94		589.82	3" LJB Disk
2		426590.17		1418100.62		586.64	3" LJB Disk
							372+46.57
							374+90.04
							100.34 RT

HORIZONTAL GEOMETRY						
CURVE	ALIGNMENT	CONTROL POINT	GROUND		STATION	BEARING
			NORTHING	EASTING		
	IR-71	P.O.T.	425743.14	1417481.82	364+32.00	N27° 25' 34"E
1	IR-71	P.C.	426018.04	1417624.47	367+41.71	N27° 25' 34"E
1	IR-71	P.I.	426340.83	1417785.67	371+02.51	
1	IR-71	P.T.	426628.92	1418002.88	374+61.30	N37° 00' 58"E
2	IR-71	P.C.	427493.04	1418667.67	385+51.55	N37° 34' 19"E
2	IR-71	P.I.	427780.84	1418878.74	389+08.45	
2	IR-71	P.T.	428100.10	1419038.27	392+63.64	N26° 33' 7"E
	IR-71	P.O.T.	428236.95	1419108.73	394+17.57	N27° 14' 17"E

EARTH DISTURBED AREAS

PROJECT EARTH DISTURBED AREA:	0.15 ACRES
ESTIMATED CONTRACTOR EARTH DISTURBED AREA:	0.04 ACRES
NOTICE OF INTENT EARTH DISTURBED AREA:	N/A (NOI NOT REQUIRED)





DESIGN AGENCY	
HNTB	
DESIGNER	
JRB	
REVIEWER	
NRS 01/15/2	
PROJECT ID	
121932	
SHEET	TOTAL
P. 47	P. 22



HORIZONTAL
SCALE IN FEET

20 40 80

ITS PLAN
SITE 3 - IR-71 NB SOUTH OF SR-562 (HAM-71-7.04)

DESIGN AGENCY



DESIGNER

JRB

REVIEWER

NRS 01/15/26

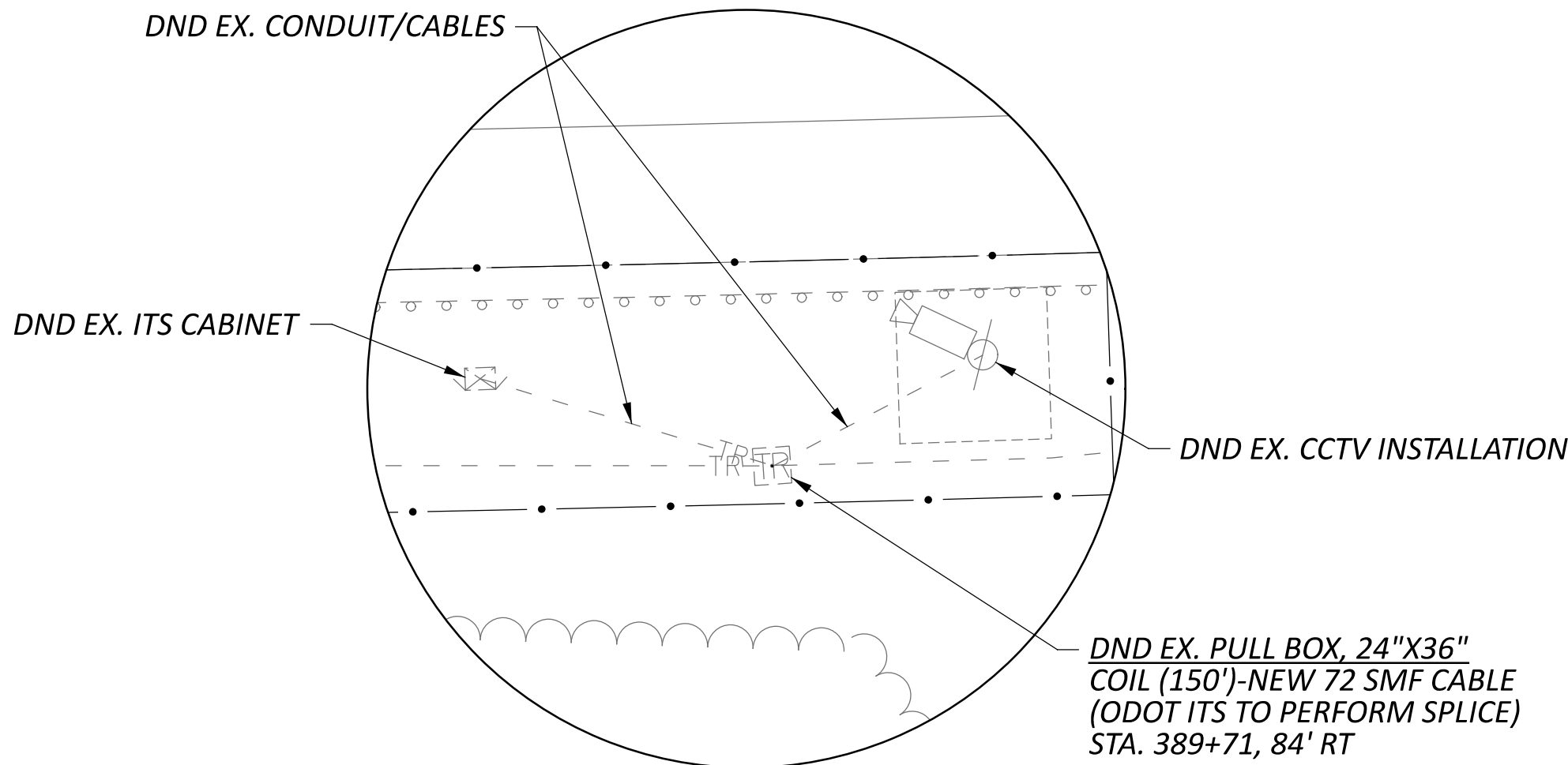
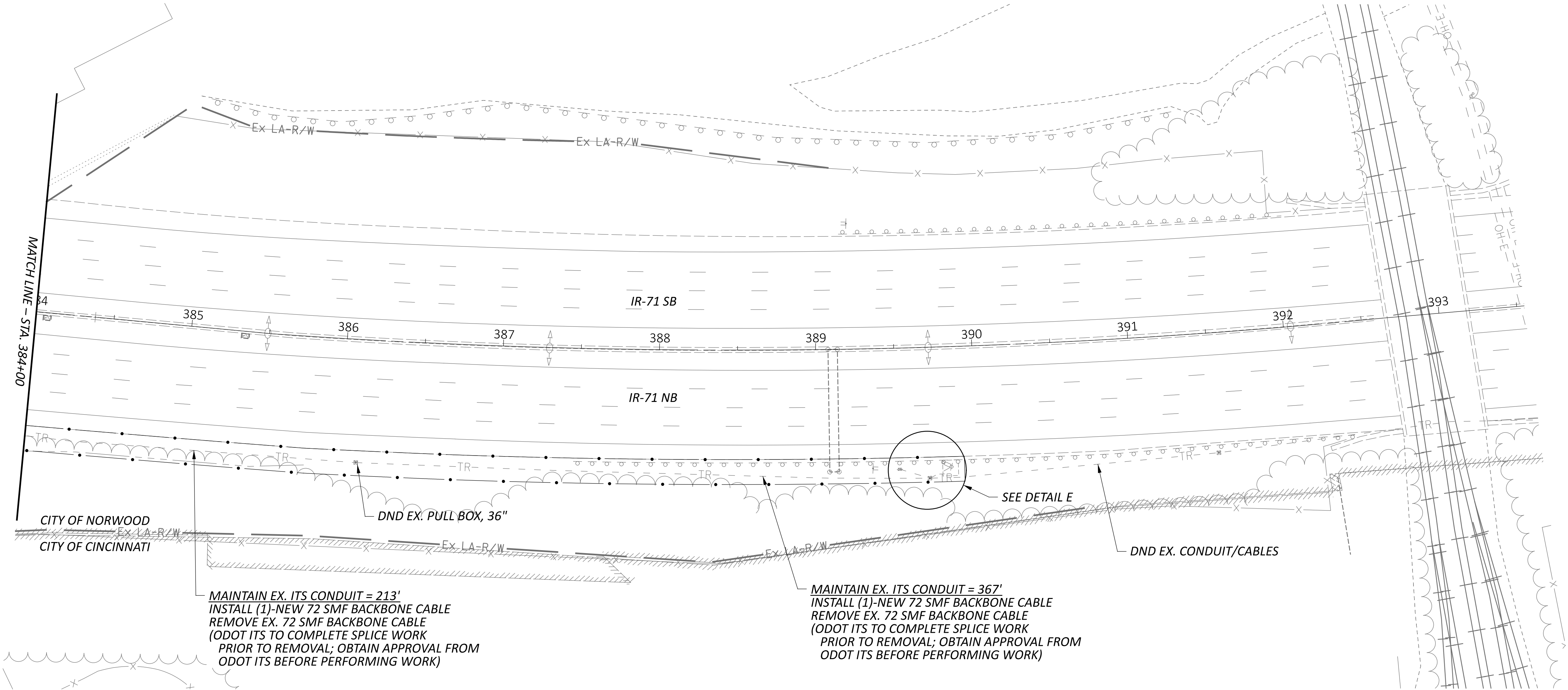
PROJECT ID

121932

SHEET	TOTAL
1	121552

Total

0.226



DETAIL E
1" = 10' SCALE



ITS PLAN
SITE 3 - IR-71 NB SOUTH OF SR-562 (HAM-71-7.04)

DESIGN AGENCY



DESIGNER

JRB

REVIEWER

NRS 01/15/26

PROJECT ID

121932

SHEET

P.49

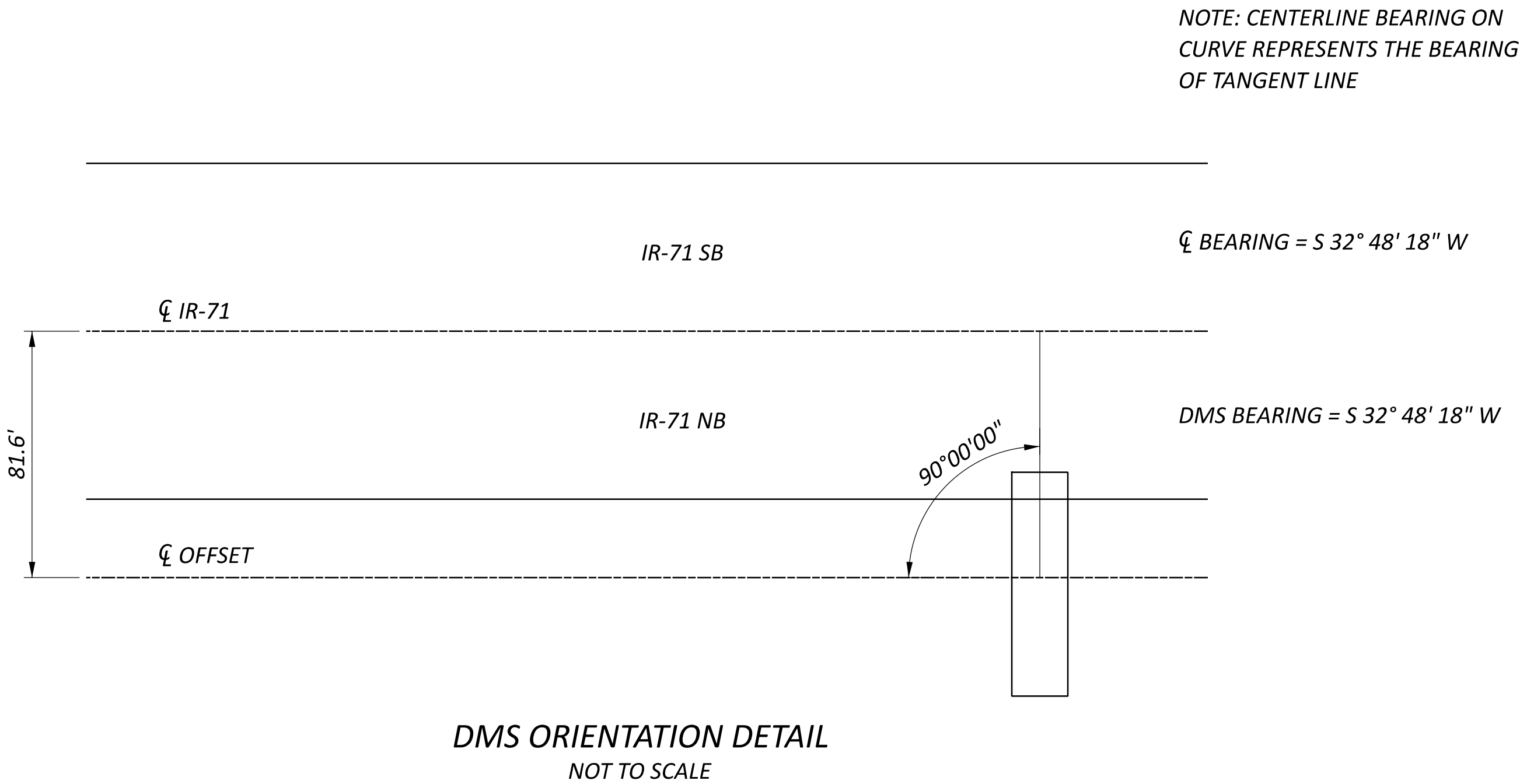
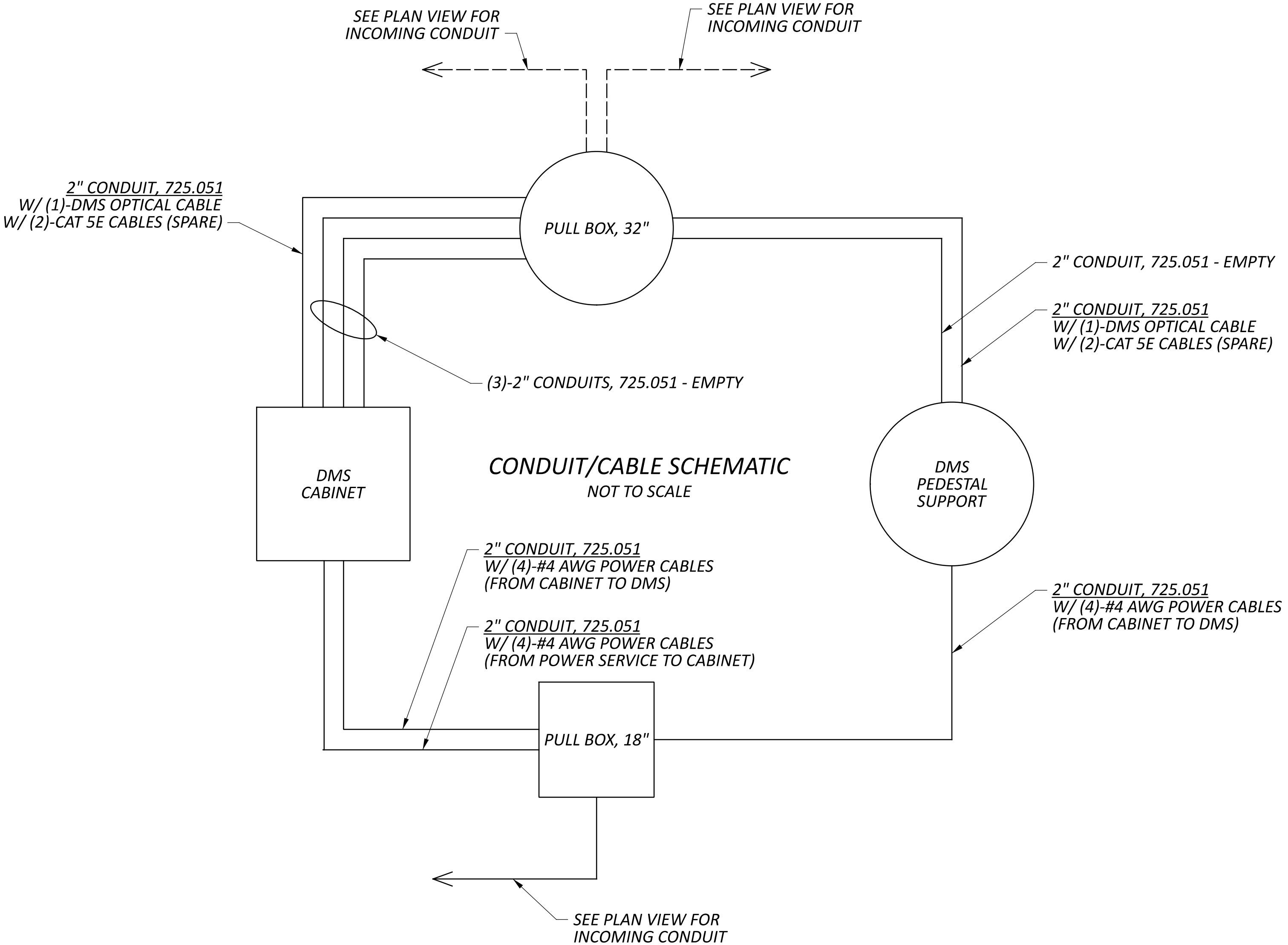
TOTAL

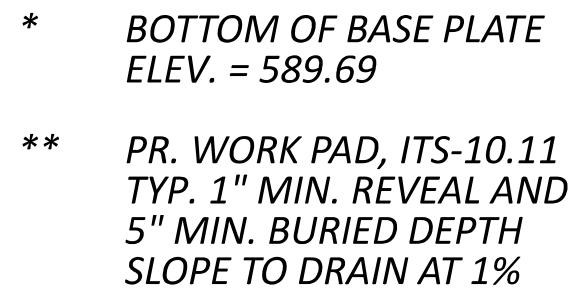
P.226

NOTES

1. THE EXISTING DMS SHALL REMAIN IN OPERATION UNTIL THE NEW DMS IS INSTALLED AND IS READY TO BE MADE ACTIVE. COMPLETE SWITCHOVER FROM EXISTING TO NEW DMS WITHIN THE ALLOWABLE DEVICE DOWNTIME WINDOW PER SS 809.
2. REMOVE EXISTING FOUNDATIONS IN UNPAVED AREAS TO A MINIMUM 12" DEPTH BELOW GRADE.
3. EXISTING MEDIAN BARRIER TAPER AND FOUNDATION TO REMAIN:
CUT ANCHOR BOLTS FLUSH WITH TOP OF BARRIER.
4. EXISTING SITE COMMUNICATIONS ARE VIA FIBER OPTIC CABLE THROUGH THE EXISTING CABINET AND DROP CABLE TO BE REMOVED. NO REMOVAL WORK SHALL TAKE PLACE WITHOUT PRIOR APPROVAL FROM ODOT ITS.

ITEM	TOTAL	UNIT	DESCRIPTION
202	162.5	FT	GUARDRAIL REMOVED
202	1	EACH	ANCHOR ASSEMBLY REMOVED, TYPE E
202	1	EACH	ANCHOR ASSEMBLY REMOVED, TYPE T
203	147	CY	EXCAVATION
204	430	SY	SUBGRADE COMPACTION
204	430	SY	GEOTEXTILE FABRIC
304	96	CY	AGGREGATE BASE
606	300	FT	GUARDRAIL, TYPE MGS
606	2	EACH	ANCHOR ASSEMBLY, MGS TYPE E
606	2	EACH	ANCHOR ASSEMBLY, MGS TYPE T
625	1,191	FT	NO. 4 AWG 2400 VOLT DISTRIBUTION CABLE
625	30	FT	CONDUIT, 2", 725.051
625	278	FT	CONDUIT, MISC.: CONCRETE ENCASEMENT
625	104	FT	CONDUIT, MISC.: CONDUIT REMOVED
625	333	FT	TRENCH
625	2	EACH	PULL BOX, 725.08, 18"
625	4	EACH	PULL BOX REMOVED
625	5	EACH	GROUND ROD
625	333	FT	UNDERGROUND WARNING/MARKING TAPE
625	3	EACH	POWER SERVICE REMOVED
625	2,166	FT	DISTRIBUTION CABLE REMOVED, AS PER PLAN
626	10	EACH	BARRIER REFLECTOR, TYPE 2, ONE-WAY
630	32	FT	GROUND MOUNTED SUPPORT, NO. 3 POST
630	1	EACH	OVERHEAD SIGN SUPPORT, DMS PEDESTAL
630	1	EACH	CATWALK, DMS PEDESTAL
630	1	EACH	OVERHEAD SIGN SUPPORT FOUNDATION, DMS PEDESTAL
630	1	EACH	REMOVAL OF GROUND MOUNTED SIGN AND REERECTION
630	2	EACH	REMOVAL OF GROUND MOUNTED POST SUPPORT AND DISPOSAL
633	1	EACH	CABINET FOUNDATION
804	2,355	FT	FIBER OPTIC CABLE, 72 FIBER
804	220	FT	DROP CABLE, 24 FIBER
804	122	FT	FIBER OPTIC CABLE, MISC.: RELOCATE FIBER OPTIC CABLE
804	1	EACH	FIBER OPTIC CABLE, MISC.: FIBER TERMINATION PANEL, 24 FIBER (FURNISH ONLY)
809	2	EACH	ITS PULL BOX WITH PAD AND STANDARD LID ASSEMBLY, 32" WIDE, TYPE 1
809	304	FT	CONDUIT, 2" DIAMETER, HDPE
809	1	EACH	ITS POWER SERVICE, GROUND MOUNTED, 120/240V, 100 AMP
809	1	EACH	DYNAMIC MESSAGE SIGN (DMS), FULL-SIZE WALK-IN
809	1	EACH	ITS CABINET - DMS
809	1	EACH	ITS DEVICE, MISC.: REMOVAL AND DELIVERY OF DMS SIGN
809	2	EACH	ITS DEVICE, MISC.: REMOVAL OF CABINET FOUNDATION AND WORK PAD
809	1	EACH	ITS DEVICE, MISC.: REMOVAL OF DMS INSTALLATION
809	2	EACH	ITS DEVICE, MISC.: REMOVAL OF ITS CABINET

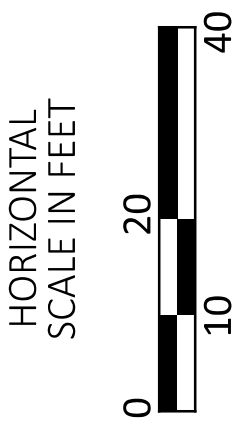




LEGEND

L.O.N. LENGTH OF NEED

CURVE DATA
P.I. = STA. 371+02.51
 Δ = 10°28'45" RT
Dc = 01°27'23"
R = 3,934.43'
T = 360.8'
L = 719.59'
E = 16.51'



BARRIER & DRIVEWAY DETAILS
SITE 3 - IR-71 NB SOUTH OF SR-562 (HAM-71-7.04)

DESIGN AGENCY

HNTB

DESIGNER

ASEP

REVIEWER

KKP 01/15/26

PROJECT ID

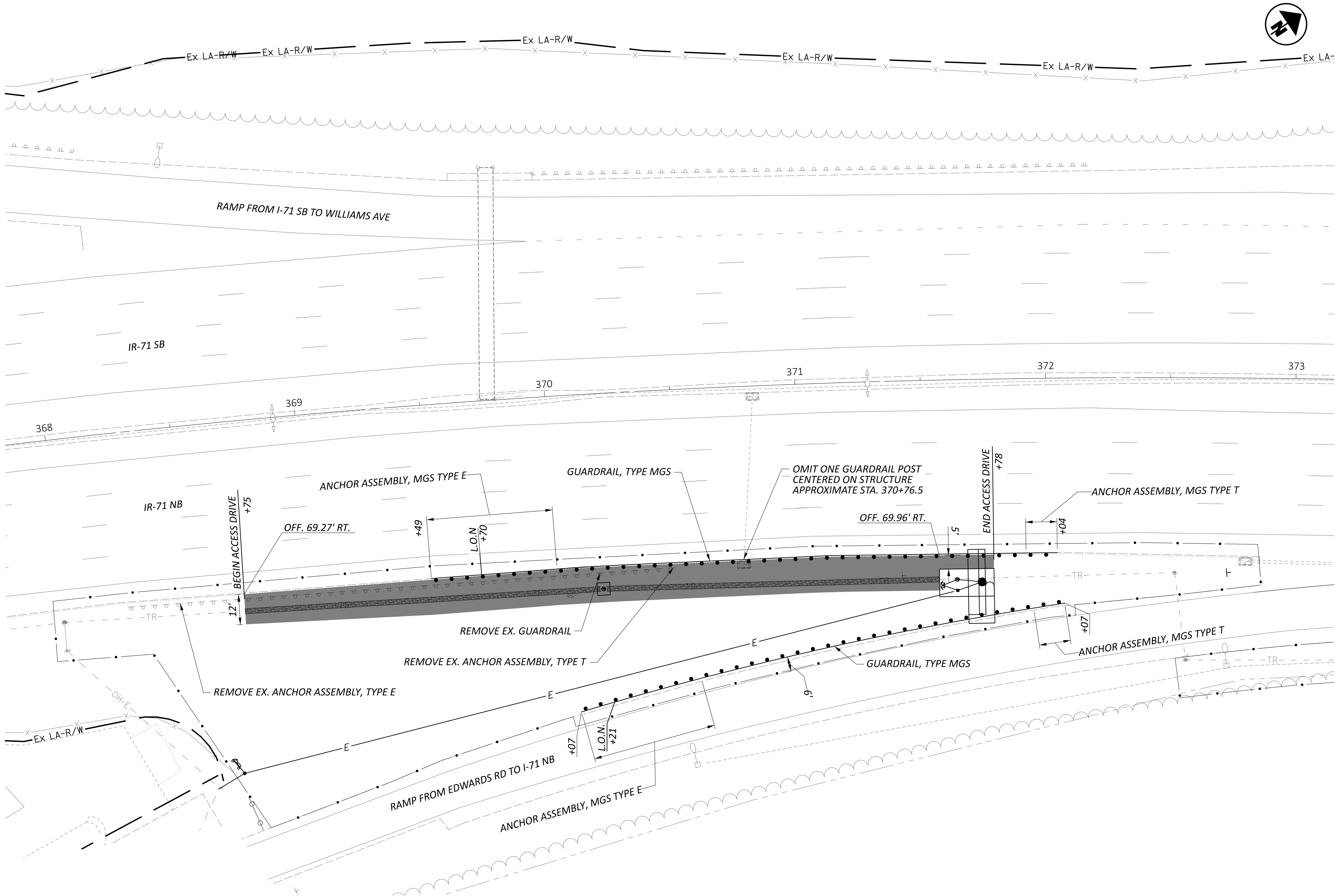
121932

SHEET

P.52

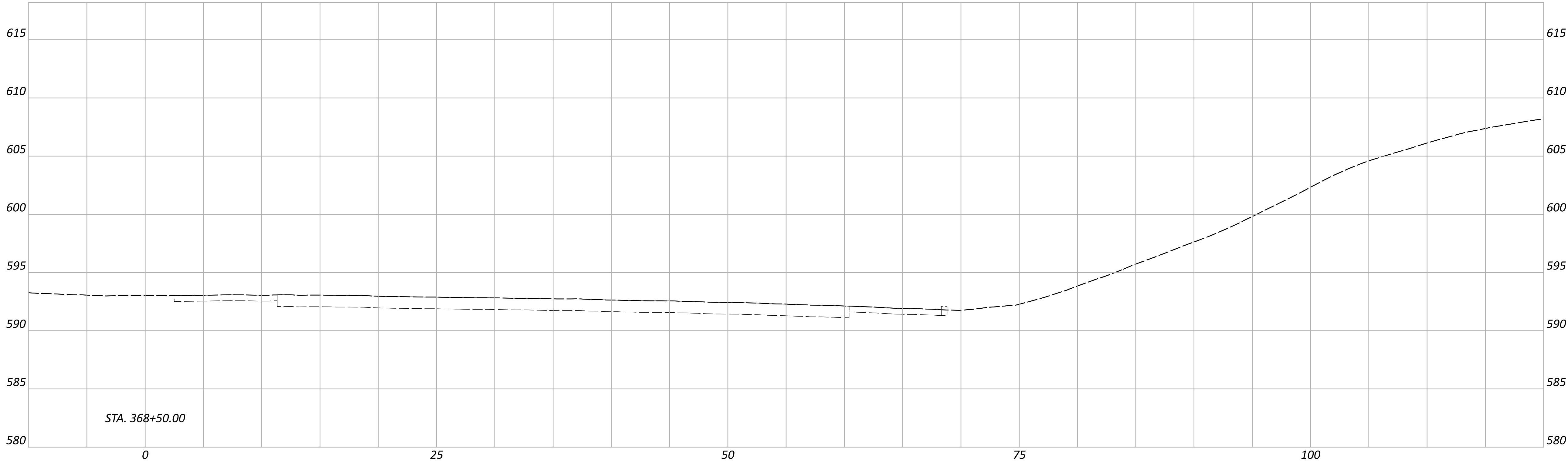
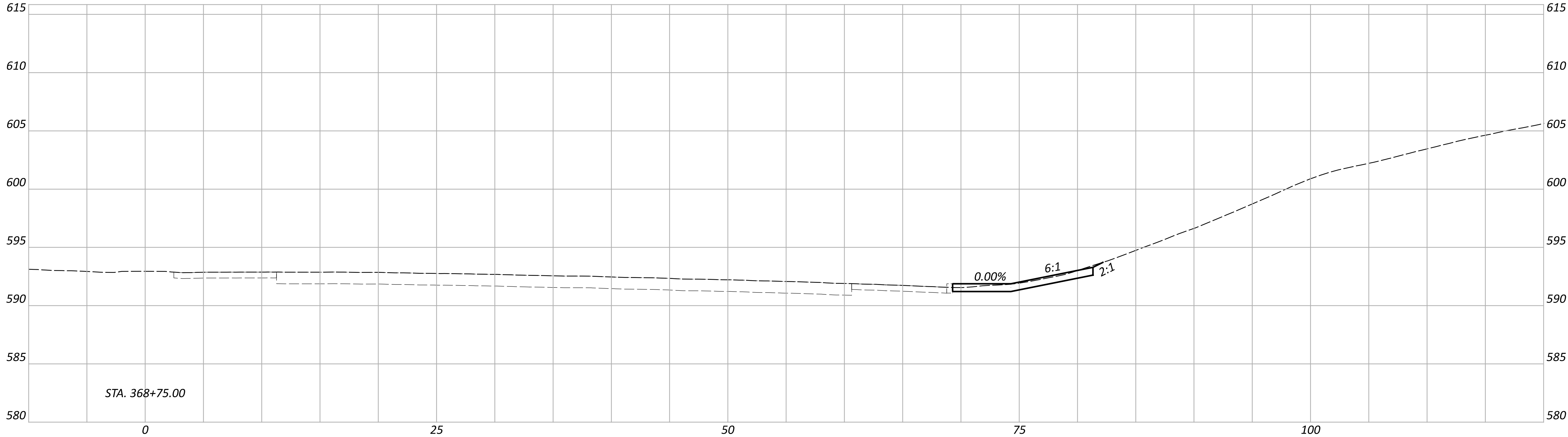
TOTAL

P.226



D08-VAR-DMS & QWS REPLACEMENT FY26

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Sheet Totals			PROJECT ID	
Seeding	Cut	Fill	SHEET	TOTAL
			P.53	P.226

CROSS SECTIONS
SITE 3 - IR-71 NB SOUTH OF SR-562 (HAM-71-7.04)

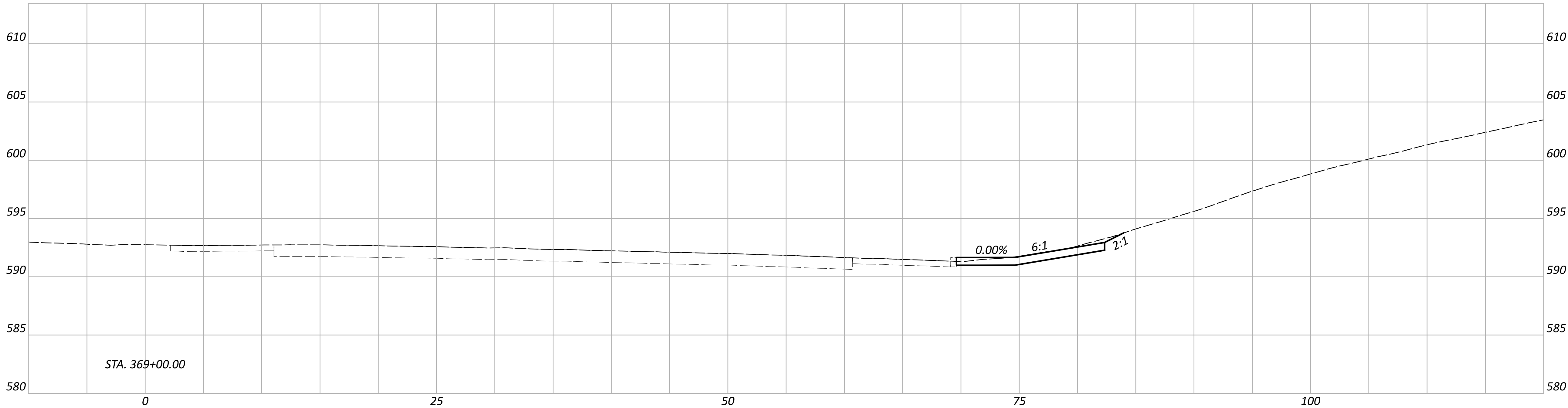
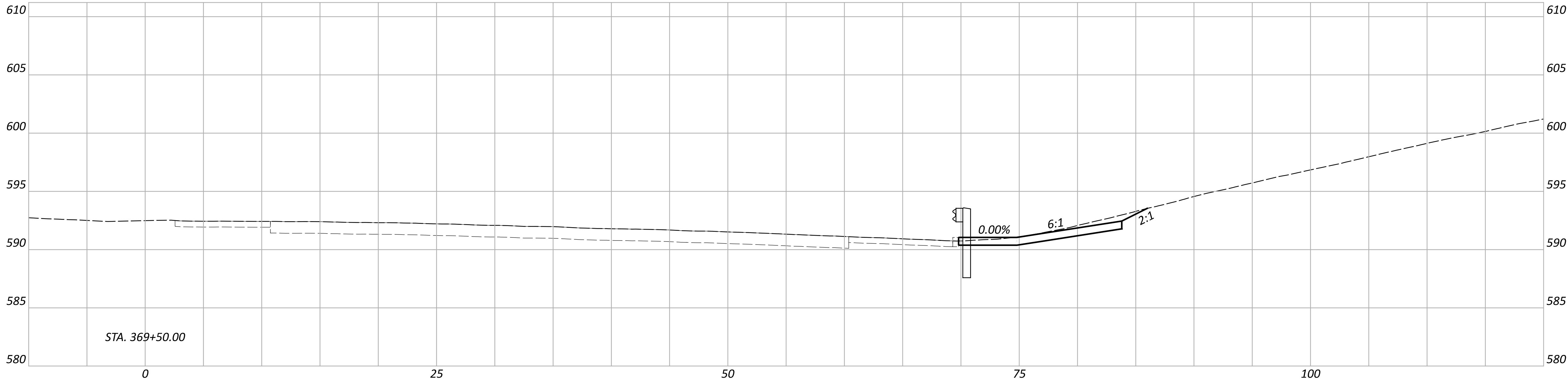
DESIGN AGENCY

DESIGNER

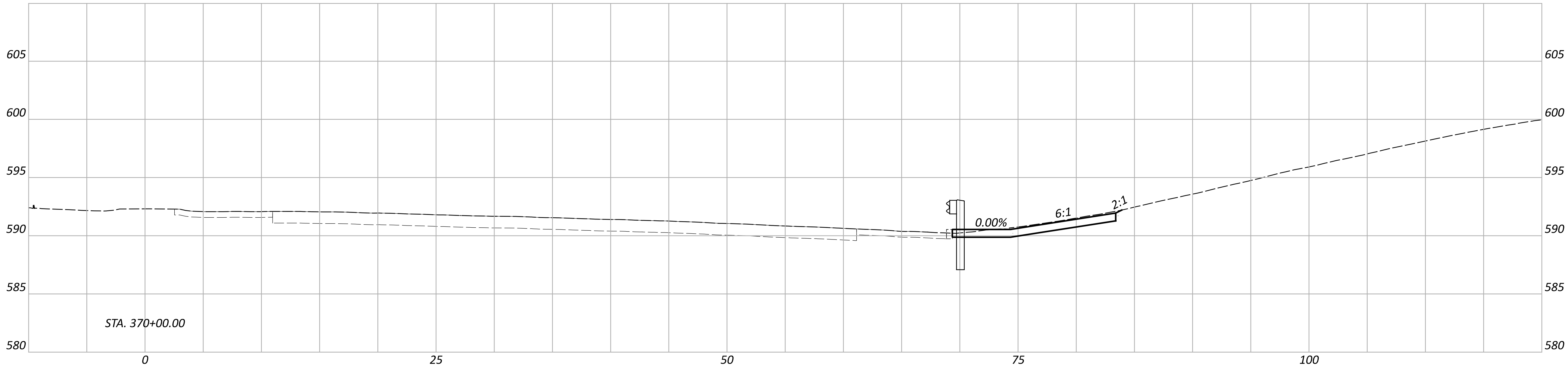
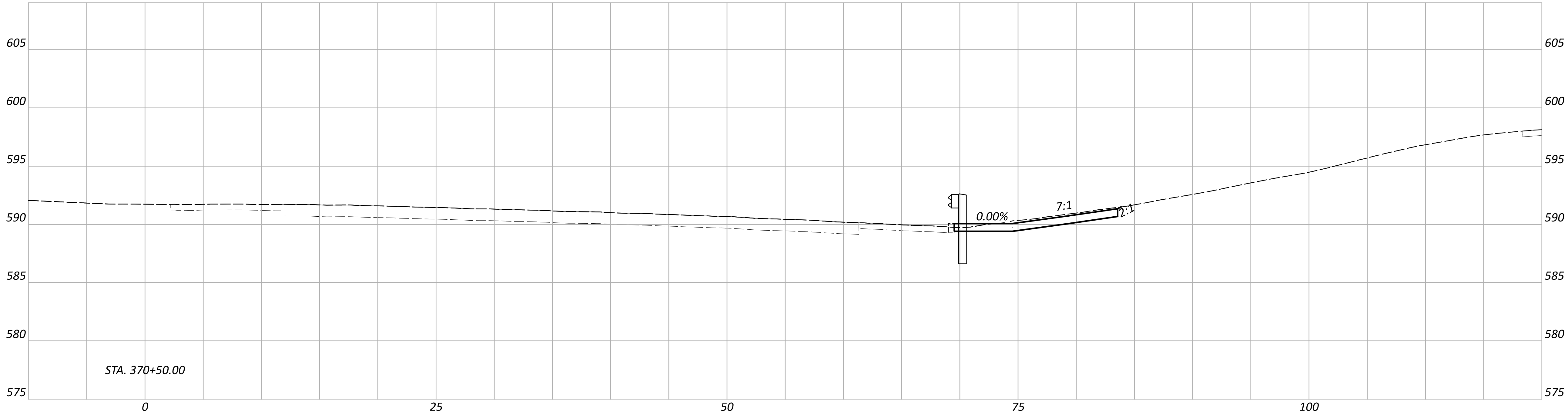
ASEP

REVIEWER

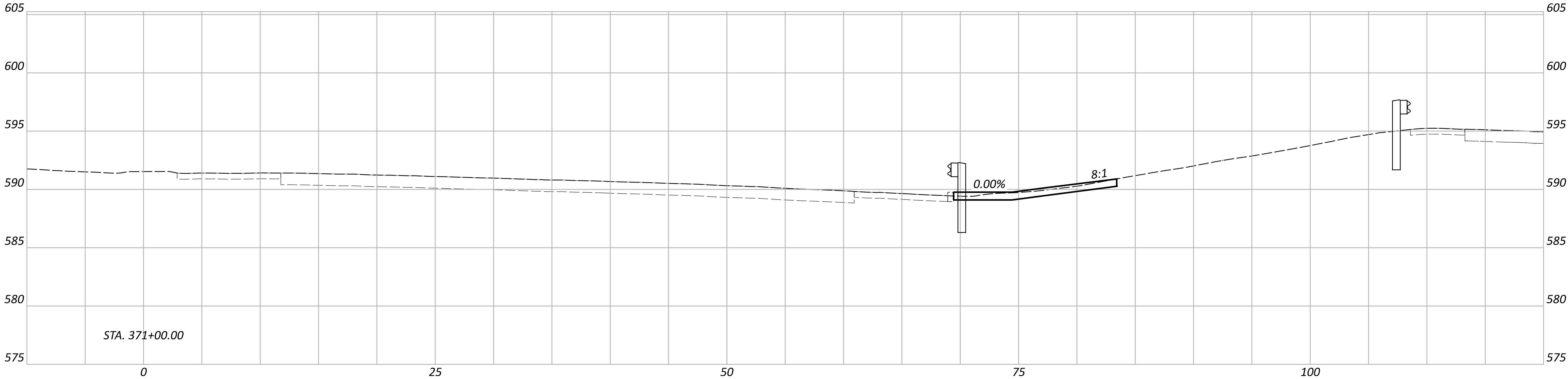
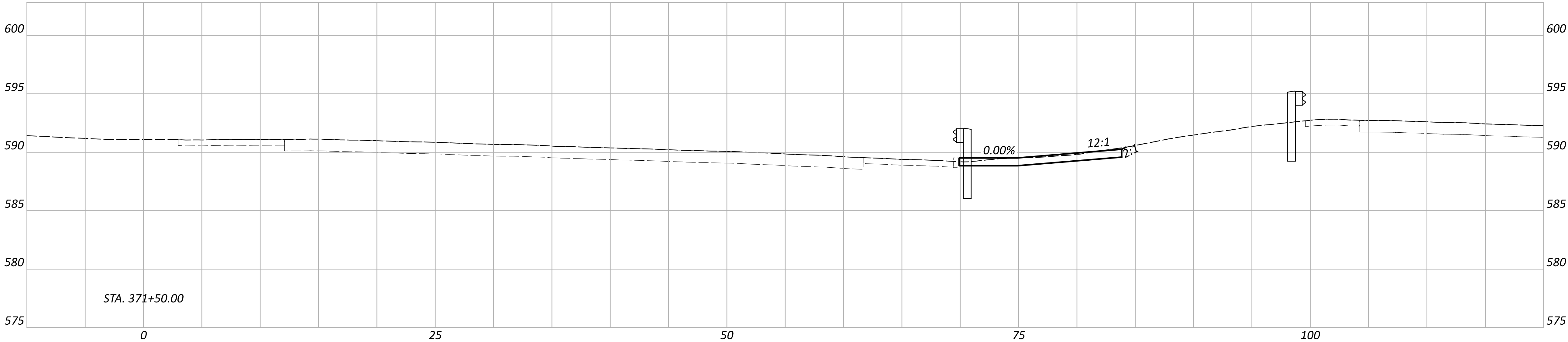
KKP 01/15/26



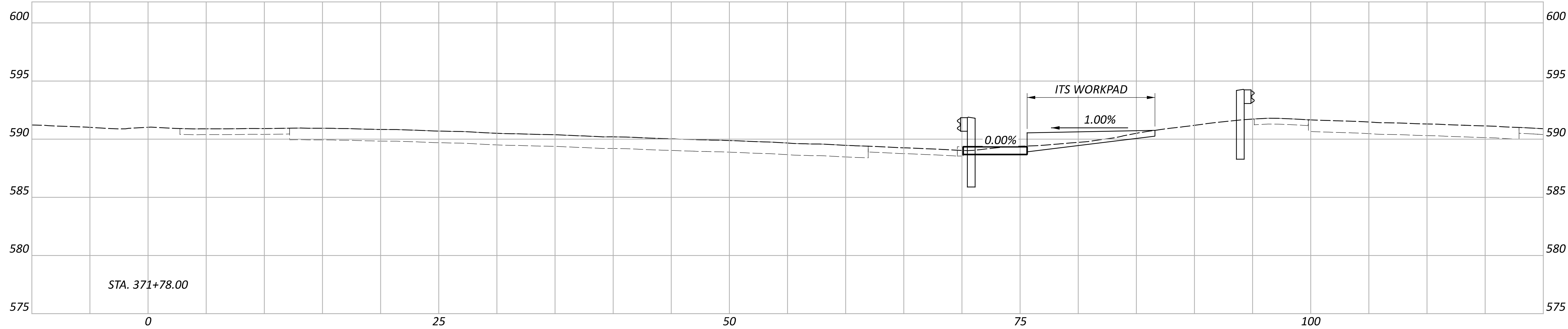
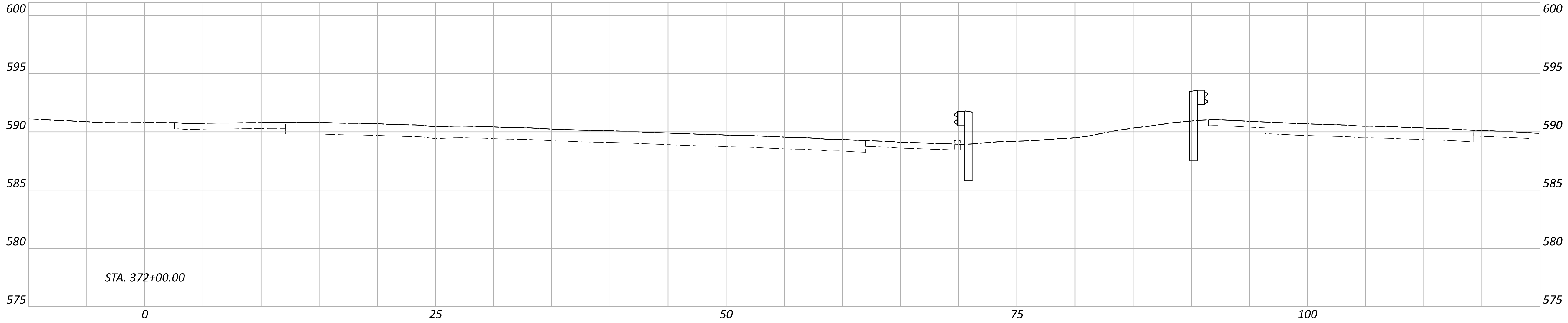
Sheet Totals			PROJECT ID	
Seeding	Cut	Fill	SHEET	TOTAL
			P.54	P.226



Sheet Totals			PROJECT ID	
Seeding	Cut	Fill	SHEET	TOTAL
			P.55	P.226

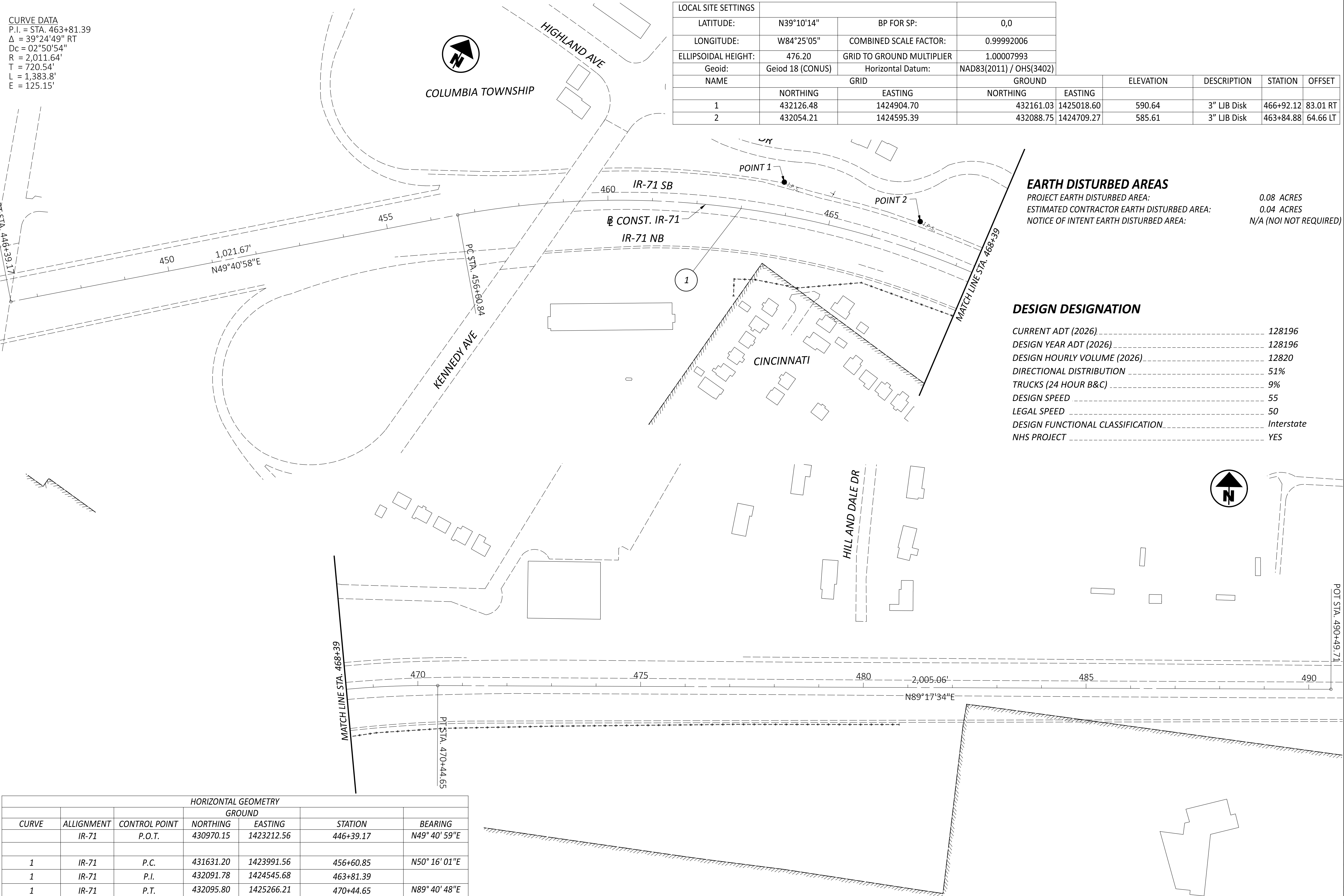


Sheet Totals			PROJECT ID	
Seeding	Cut	Fill	SHEET	TOTAL
			P.56	P.226



Sheet Totals			SHEET TOTAL	
Seeding	Cut	Fill	P.57	P.226

CURVE DATA
P.I. = STA. 463+81.39
 $\Delta = 39^{\circ}24'49''$ RT
 $D_c = 02^{\circ}50'54''$
 $R = 2,011.64'$
 $T = 720.54'$
 $L = 1,383.8'$
 $E = 125.15'$



HORIZONTAL GEOMETRY						
CURVE	ALIGNMENT	CONTROL POINT	GROUND			
			NORTHING	EASTING	STATION	BEARING
	IR-71	P.O.T.	430970.15	1423212.56	446+39.17	N49° 40' 59"E
1	IR-71	P.C.	431631.20	1423991.56	456+60.85	N50° 16' 01"E
1	IR-71	P.I.	432091.78	1424545.68	463+81.39	
1	IR-71	P.T.	432095.80	1425266.21	470+44.65	N89° 40' 48"E
	IR-71	P.O.T.	432120.54	1427271.11	490+49.71	N89° 17' 35"E

LOCAL SITE SETTINGS								
LATITUDE:	N39°10'14"	BP FOR SP:	0,0					
LONGITUDE:	W84°25'05"	COMBINED SCALE FACTOR:	0.99992006					
ELLIPSOIDAL HEIGHT:	476.20	GRID TO GROUND MULTIPLIER	1.00007993					
Geoid:	Geiod 18 (CONUS)	Horizontal Datum:	NAD83(2011) / OHS(3402)					
NAME	GRID		GROUND		ELEVATION	DESCRIPTION	STATION	OFFSET
	NORTHING	EASTING	NORTHING	EASTING				
1	432126.48	1424904.70	432161.03	1425018.60	590.64	3" LJB Disk	466+92.12	83.01 RT
2	432054.21	1424595.39	432088.75	1424709.27	585.61	3" LJB Disk	463+84.88	64.66 LT

HORIZONTAL SCALE IN FEET

0

50

100

200

SCHEMATIC PLAN

SITE 4 - IR-71 SB SOUTH OF RED BANK RD. (HAM-71-8.80)

DESIGN AGENCY

DESIGNER

ASEP

REVIEWER

KKP 01/15/26

PROJECT ID

121932

SHEET

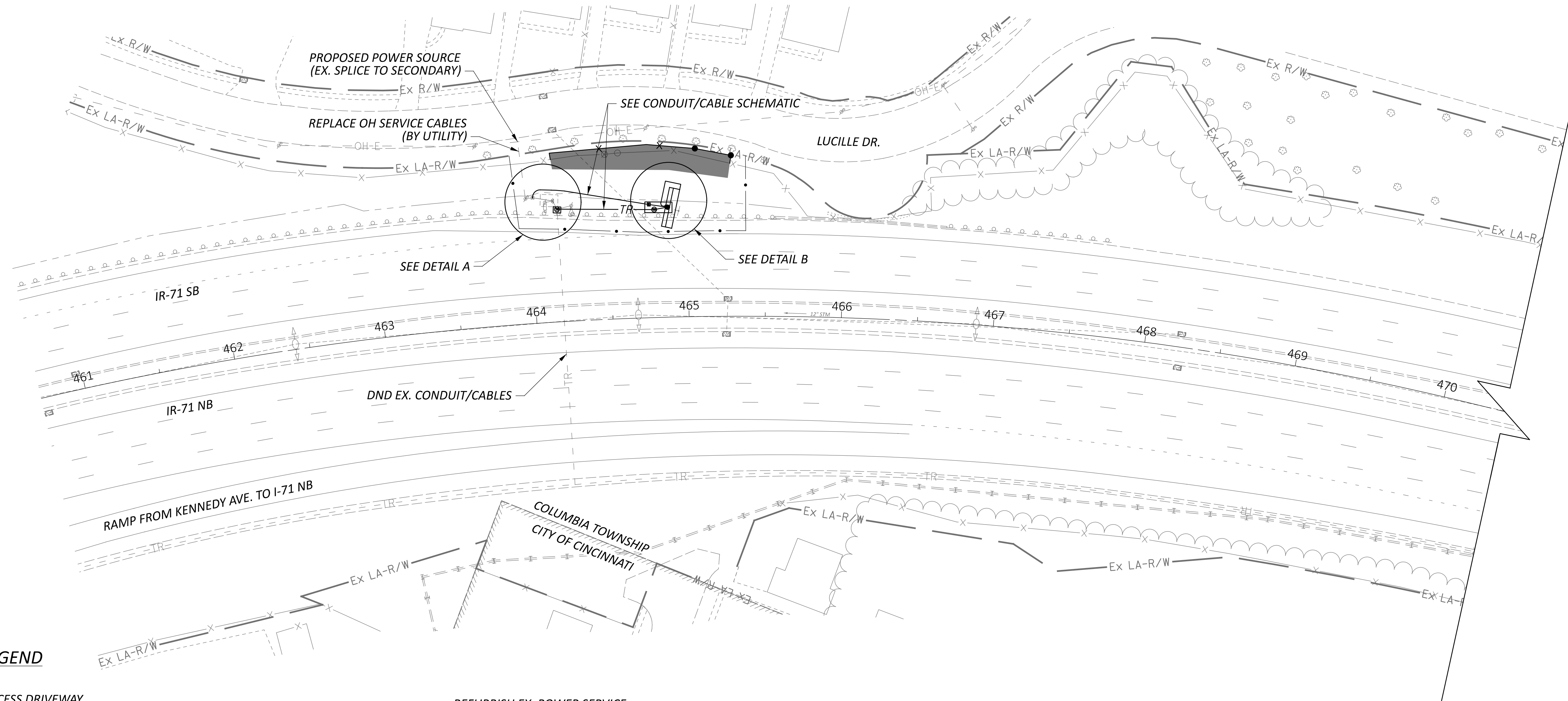
P.58

TOTAL

P.226

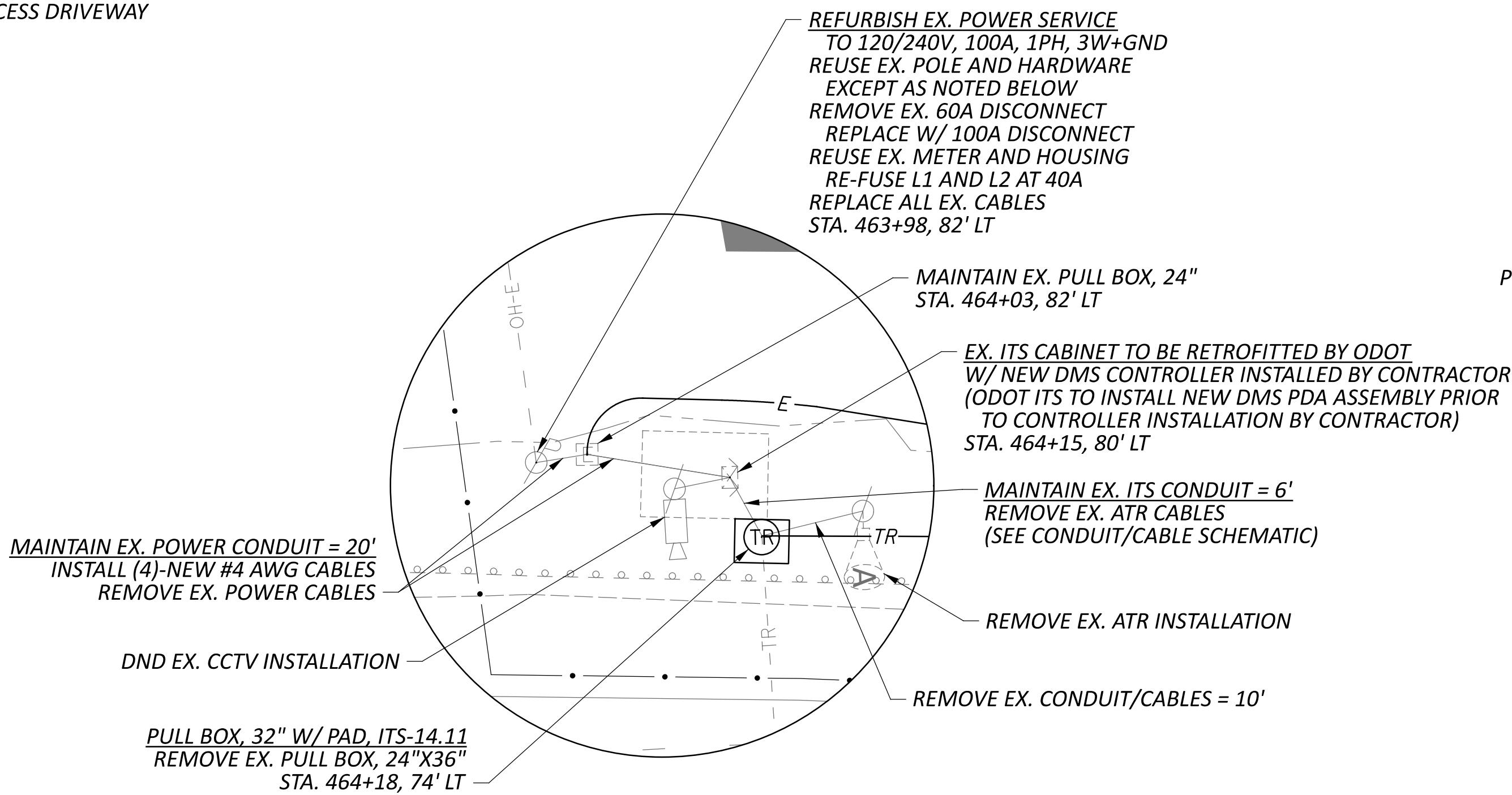
LEGEND

ACCESS DRIVEWAY

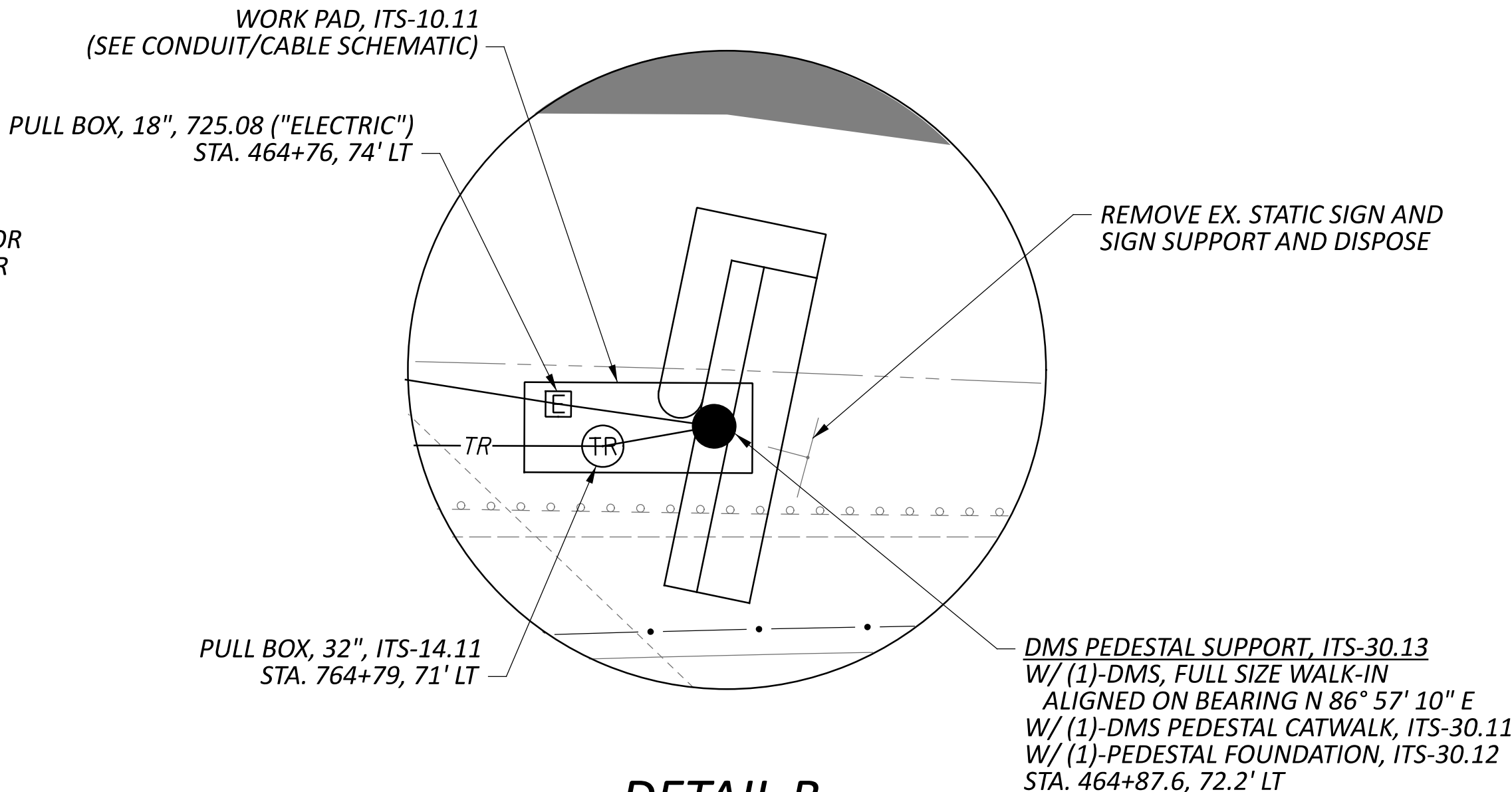


ITS PLAN

SITE 4 - IR-71 SB SOUTH OF RED BANK RD. (HAM-71-8.80)



DETAIL A
1" = 10' SCALE



DETAIL B
1" = 10' SCALE

DESIGN AGENCY

HNTB

DESIGNER

JRB

REVIEWER

NRS 01/15/26

PROJECT ID

121932

SHEET

P.59

TOTAL

P.226

MODEL: Site 4 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 1/15/2026 TIME: 7:20:41 PM USER: nselling
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MODEL: Site 4 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 1/15/2026 TIME: 7:20:41 PM USER: nseling



HORIZONTAL
SCALE IN FEET

20 40 80

DESIGN AGENCY



DESIGNER

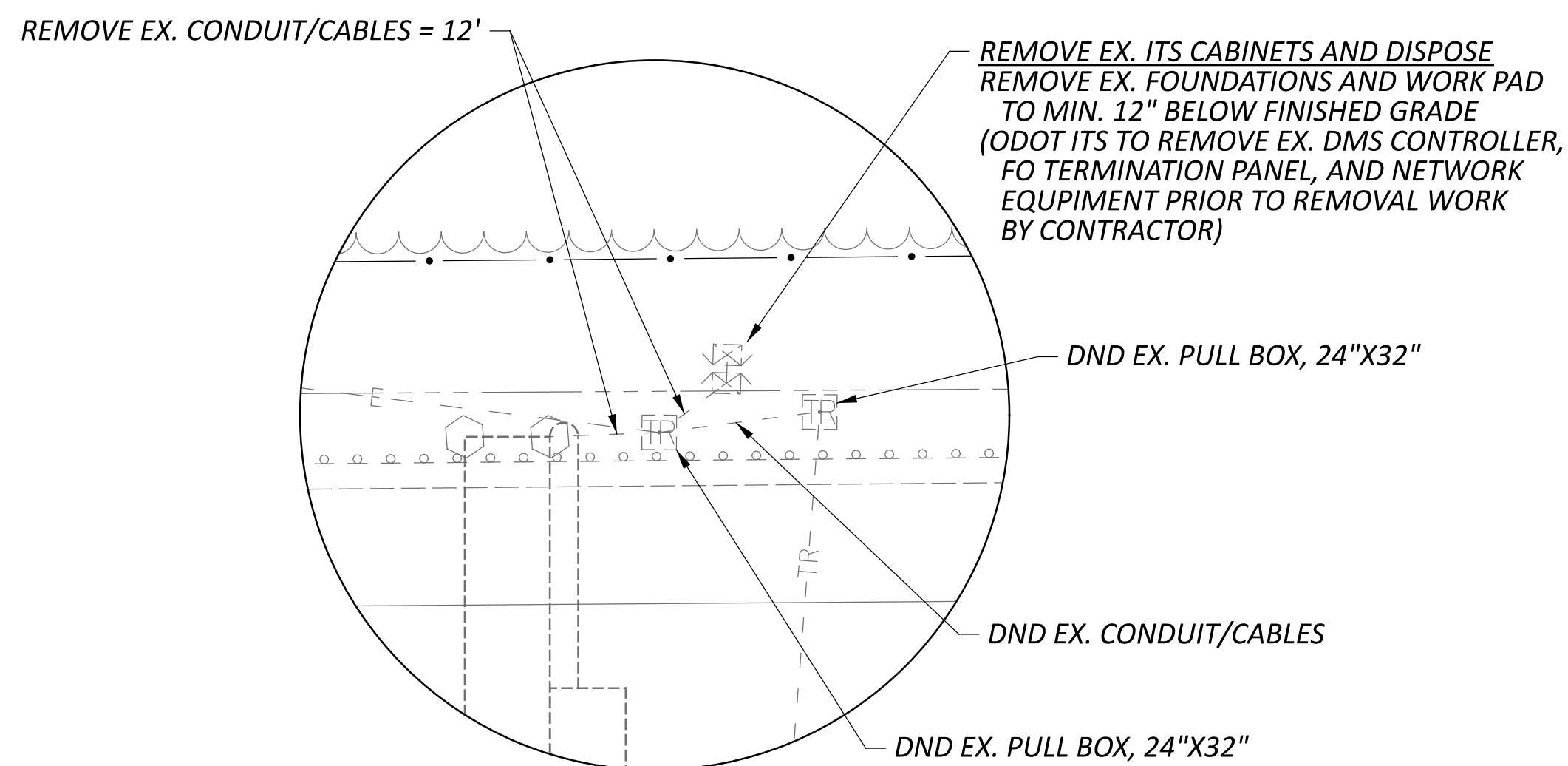
JRB

REVIEWER

NRS 01/15/26

PROJECT ID
121932

SHEET	TOTAL
P.60	P.226

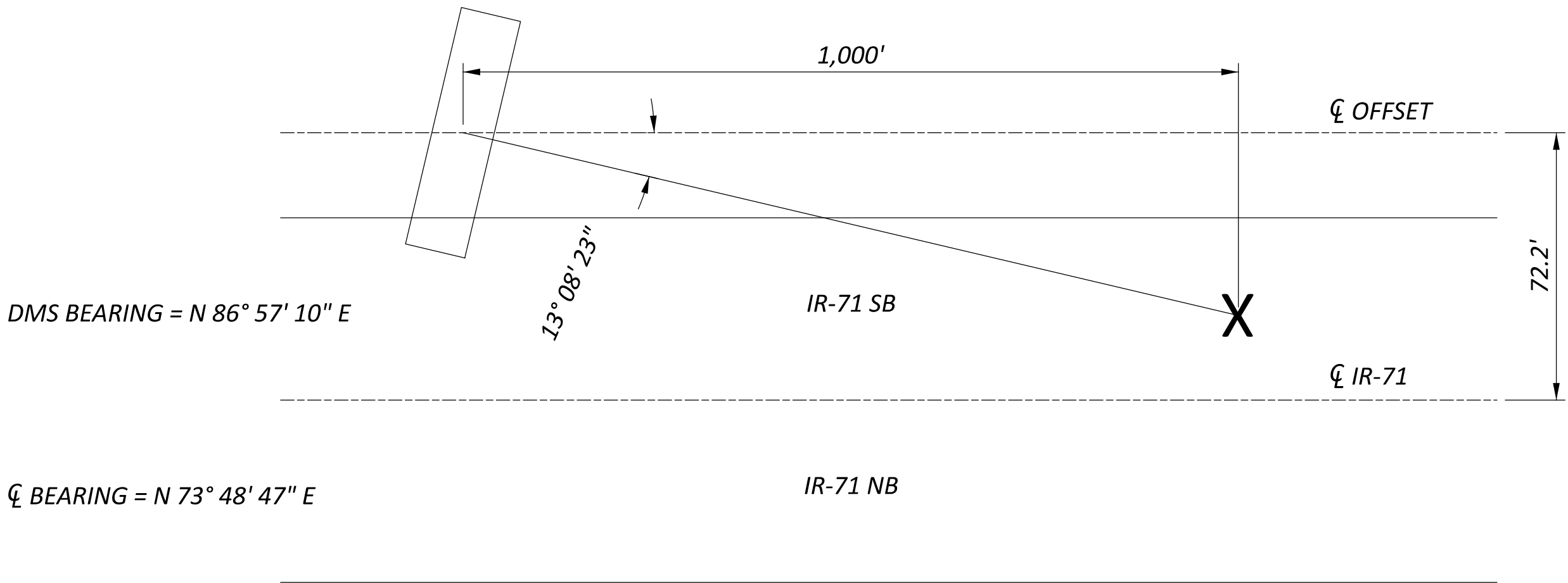
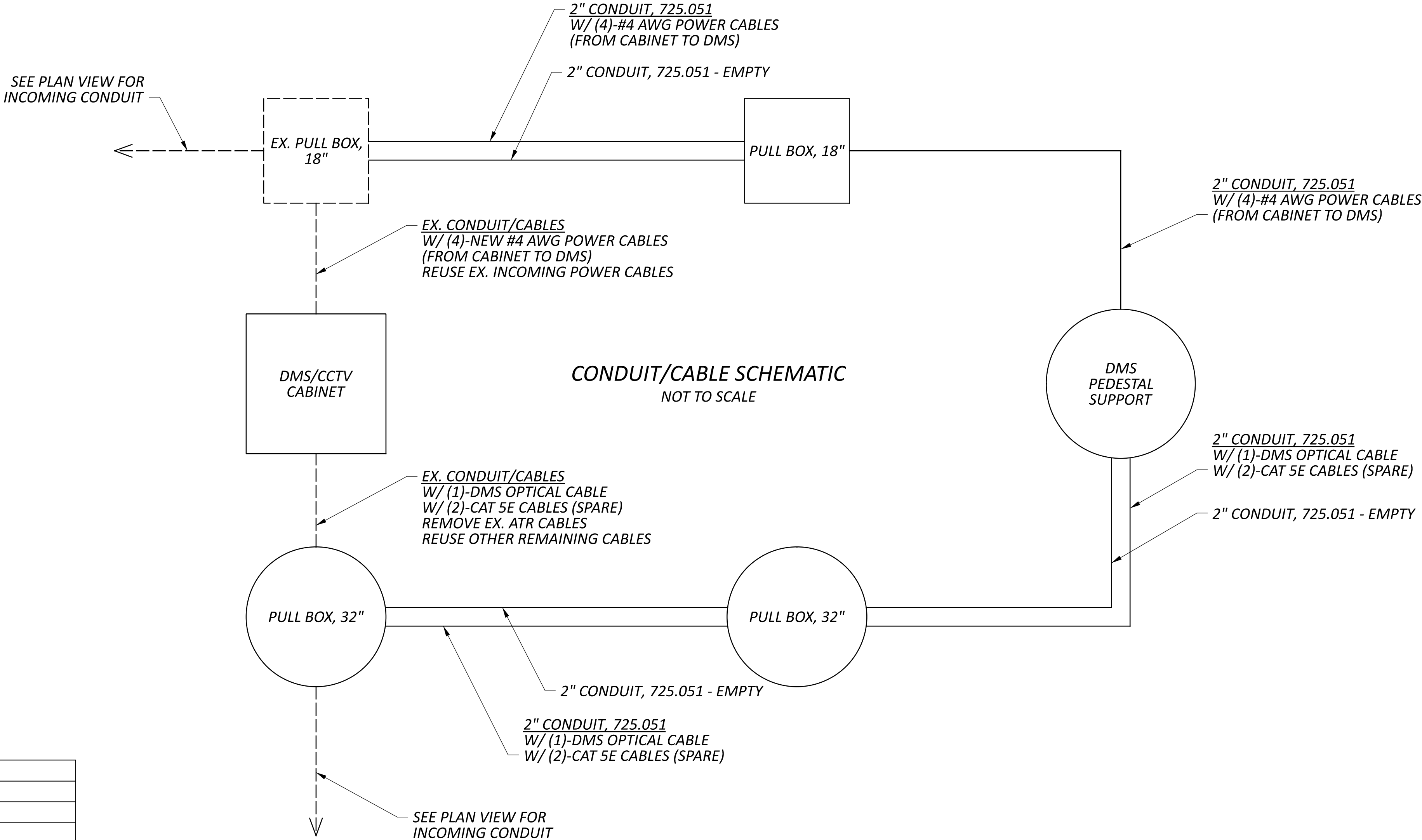


DETAIL C
1" = 10' SCALE

NOTES

1. THE EXISTING DMS SHALL REMAIN IN OPERATION UNTIL THE NEW DMS IS INSTALLED AND IS READY TO BE MADE ACTIVE. COMPLETE SWITCHOVER FROM EXISTING TO NEW DMS WITHIN THE ALLOWABLE DEVICE DOWNTIME WINDOW PER SS 809.
2. REMOVE EXISTING FOUNDATIONS IN UNPAVED AREAS TO A MINIMUM 12" DEPTH BELOW GRADE.
3. EXISTING SITE COMMUNICATIONS ARE VIA FIBER OPTIC CABLE THROUGH THE EXISTING CABINET AND DROP CABLE TO BE REMOVED. NO REMOVAL WORK SHALL TAKE PLACE WITHOUT PRIOR APPROVAL FROM ODOT ITS.

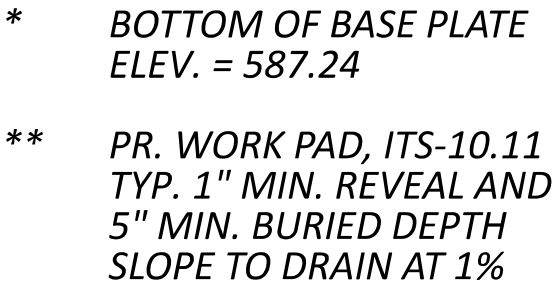
ITEM	TOTAL	UNIT	DESCRIPTION
202	111	FT	FENCE REMOVED
202	1	EACH	GATE REMOVED
203	68	CY	EXCAVATION
204	192	SY	SUBGRADE COMPACTION
204	192	SY	GEOTEXTILE FABRIC
304	43	CY	AGGREGATE BASE
607	130	FT	FENCE, TYPE CLT
607	1	EACH	GATE, TYPE CLT
625	558	FT	NO. 4 AWG 2400 VOLT DISTRIBUTION CABLE
625	318	FT	CONDUIT, 2", 725.051
625	26	FT	CONDUIT, MISC.: CONDUIT REMOVED
625	165	FT	TRENCH
625	1	EACH	PULL BOX, 725.08, 18"
625	2	EACH	PULL BOX REMOVED
625	3	EACH	GROUND ROD
625	1	EACH	POWER SERVICE REFURBISHED, AS PER PLAN
625	165	FT	UNDERGROUND WARNING/MARKING TAPE
625	1	EACH	POWER SERVICE REMOVED
625	635	FT	DISTRIBUTION CABLE REMOVED, AS PER PLAN
630	1	EACH	OVERHEAD SIGN SUPPORT, DMS PEDESTAL
630	1	EACH	CATWALK, DMS PEDESTAL
630	1	EACH	OVERHEAD SIGN SUPPORT FOUNDATION, DMS PEDESTAL
630	1	EACH	REMOVAL OF GROUND MOUNTED SIGN AND DISPOSAL
630	1	EACH	REMOVAL OF GROUND MOUNTED POST SUPPORT AND DISPOSAL
809	2	EACH	ITS PULL BOX WITH PAD AND STANDARD LID ASSEMBLY, 32" WIDE, TYPE 1
809	1	EACH	DYNAMIC MESSAGE SIGN (DMS), FULL-SIZE WALK-IN
809	1	EACH	ITS DEVICE, MISC.: REMOVAL AND DELIVERY OF DMS SIGN
809	1	EACH	ITS DEVICE, MISC.: REMOVAL OF ATR INSTALLATION
809	2	EACH	ITS DEVICE, MISC.: REMOVAL OF CABINET FOUNDATION AND WORK PAD
809	1	EACH	ITS DEVICE, MISC.: REMOVAL OF DMS INSTALLATION
809	2	EACH	ITS DEVICE, MISC.: REMOVAL OF ITS CABINET



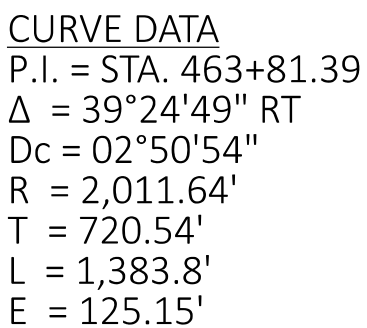
NOTE: CENTERLINE BEARING ON
CURVE REPRESENTS THE BEARING
OF TANGENT LINE

DMS ORIENTATION DETAIL
NOT TO SCALE

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SHEET	TOTAL
P.62	P.226



HORIZONTAL
SCALE IN FEET



A horizontal scale bar with alternating black and white segments. The segments are labeled 0, 10, 20, and 40, indicating distances in feet.

BARRIER & DRIVEWAY DETAILS
SITE 4 - IR-71 SB SOUTH OF RED BANK RD. (HAM-71-8.80)

DESIGN AGENCY



DESIGNER

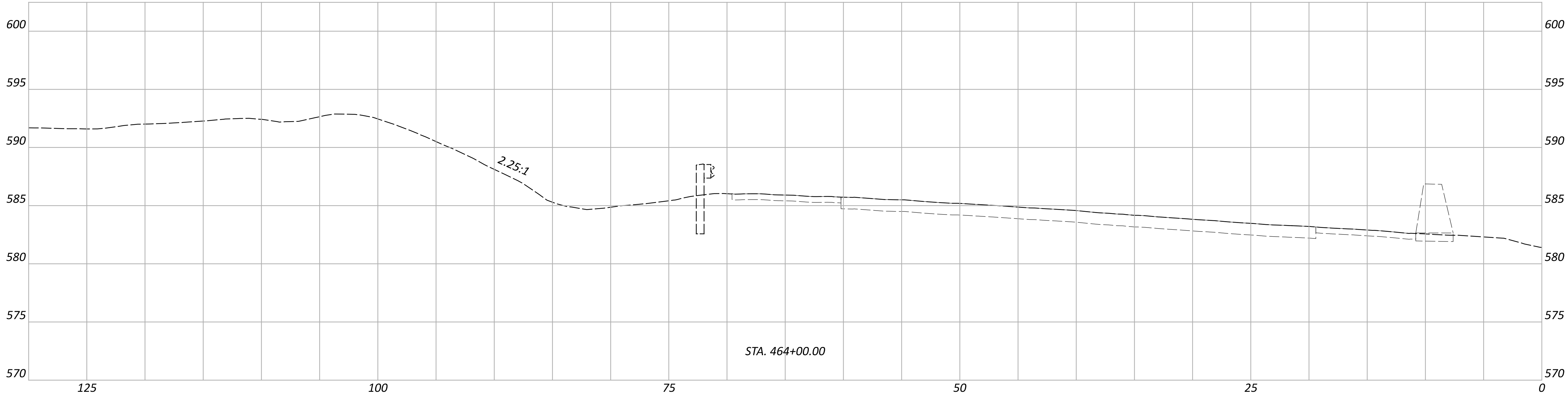
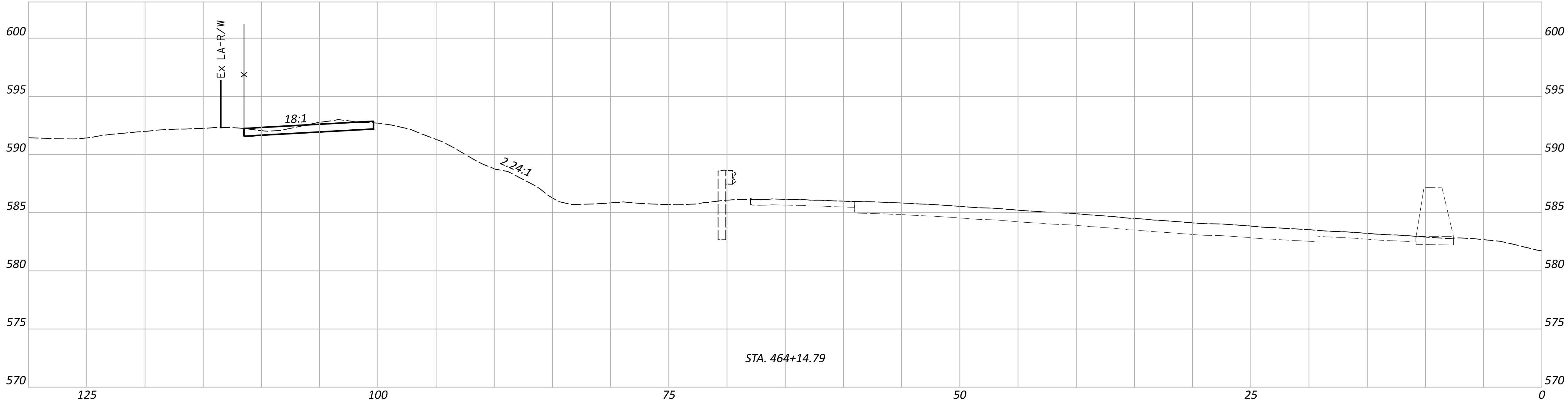
ASEP

REVIEWER

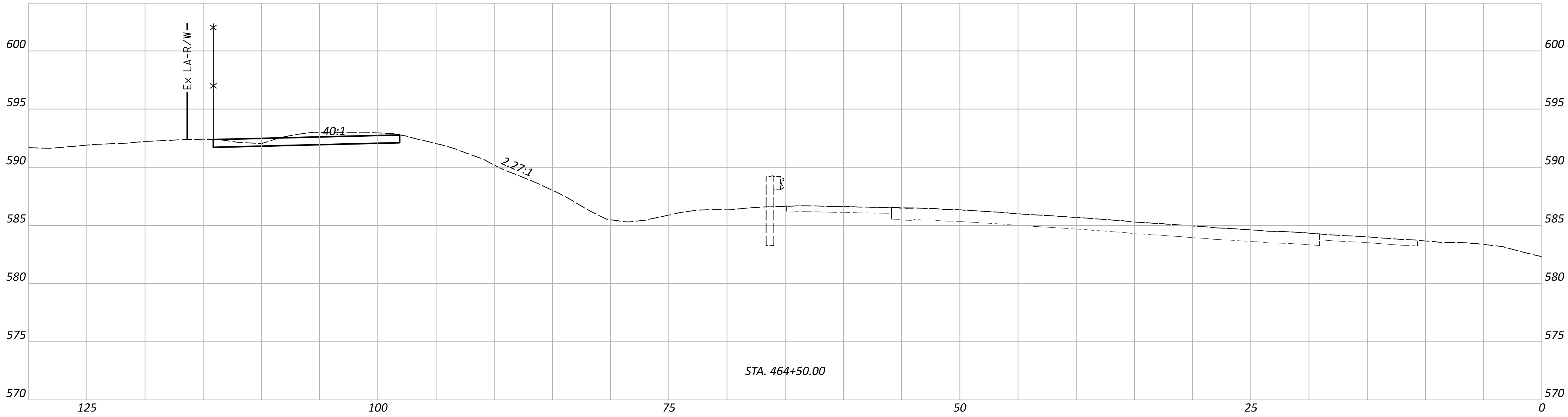
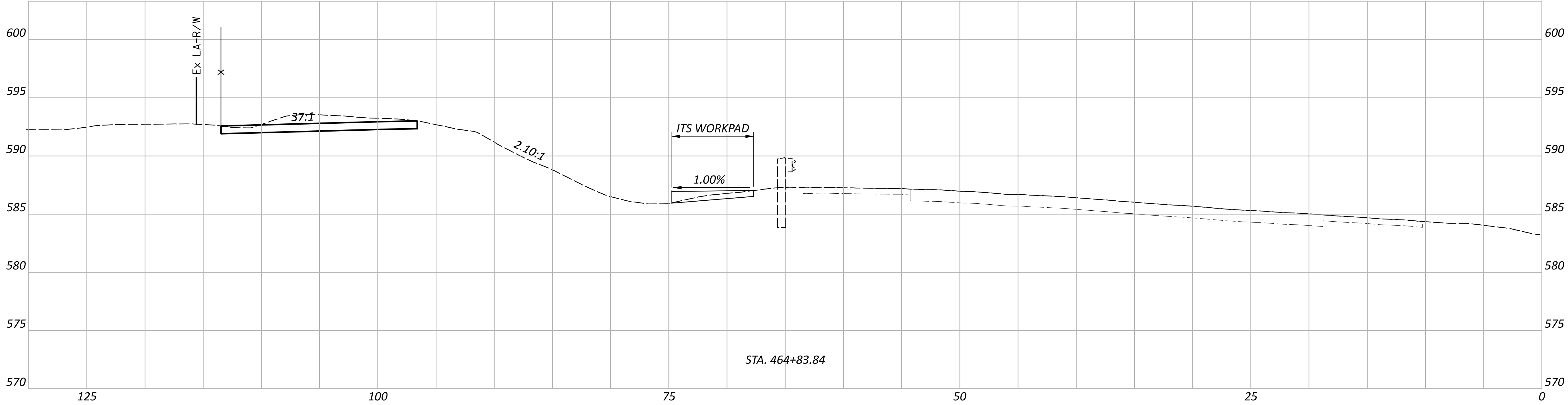
KKP 01/15/26

21932

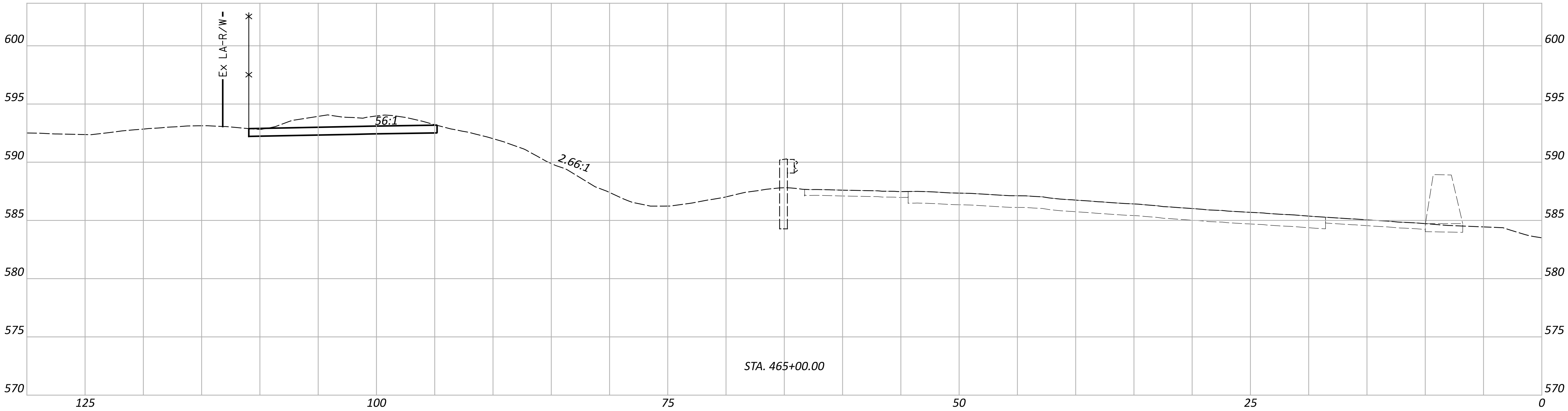
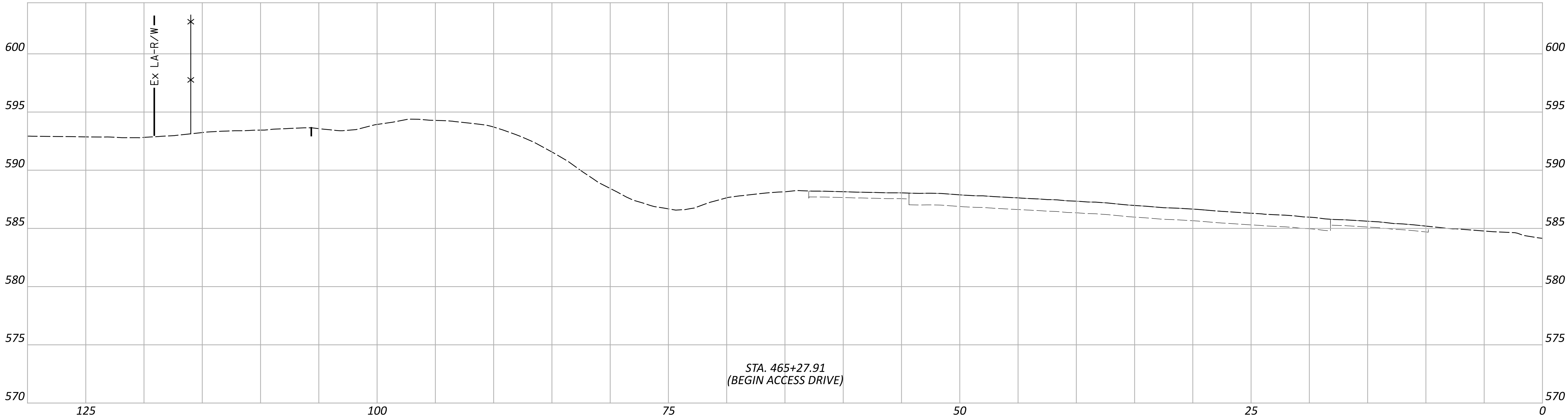
SHEET TOTAL
P.63 P.226



Sheet Totals			PROJECT ID	
Seeding	Cut	Fill	121932	TOTAL
			P.64	P.226



Sheet Totals			SHEET TOTAL	
Seeding	Cut	Fill	P.65	P.226



CROSS SECTIONS
SITE 4 - IR-71 SB SOUTH OF RED BANK RD. (HAM-71-8.80)

DESIGN AGENCY



DESIGNER

ASEP

REVIEWER

KKP 01/15/26

PROJECT ID

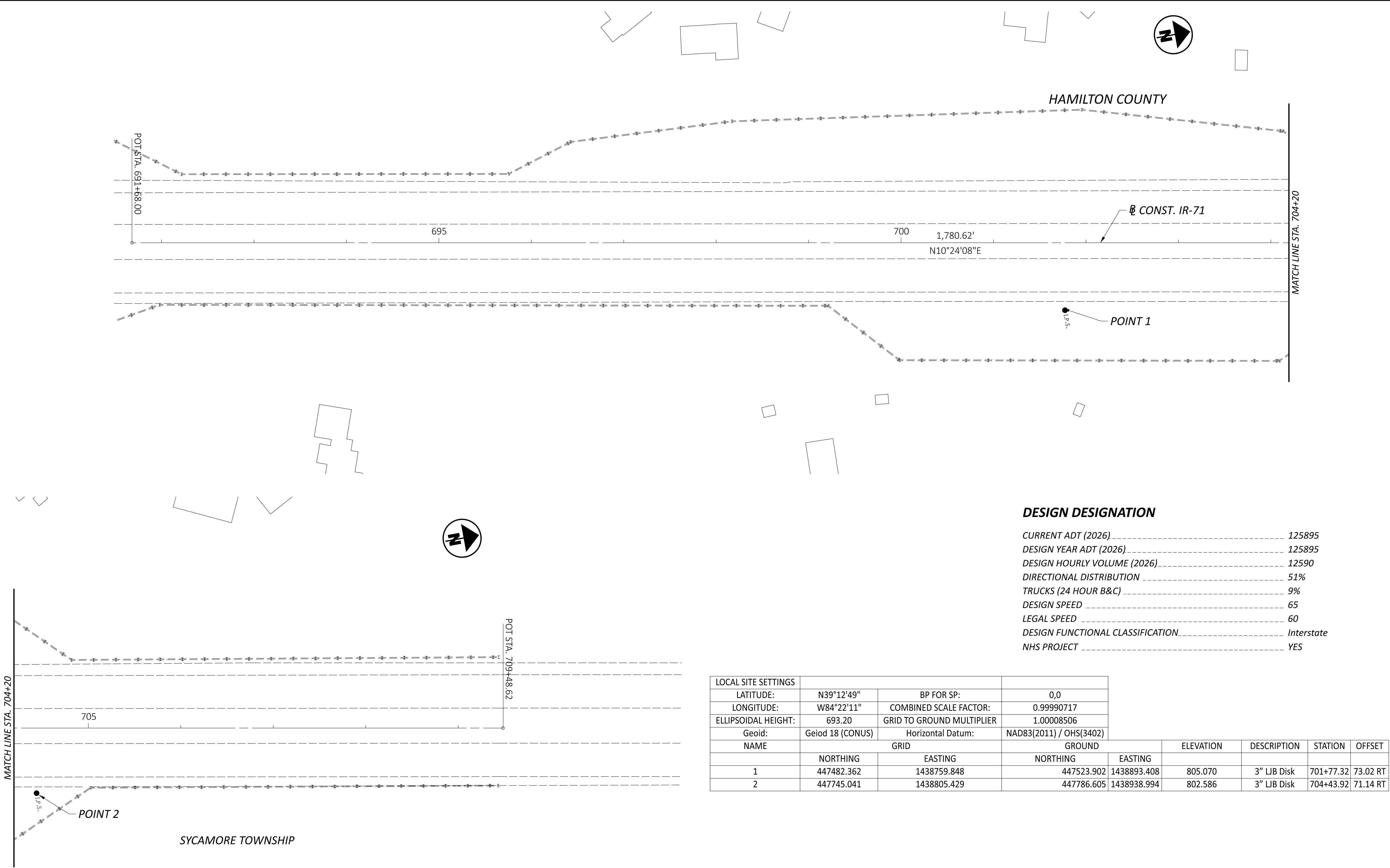
121932

Sheet Totals

Seeding Cut Fill

SHEET TOTAL

P.66 P.226



DESIGN DESIGNATION

CURRENT ADT (2026)	125895
DESIGN YEAR ADT (2026)	125895
DESIGN HOURLY VOLUME (2026)	12590
DIRECTIONAL DISTRIBUTION	51%
TRUCKS (24 HOUR B&C)	9%
DESIGN SPEED	65
LEGAL SPEED	60
DESIGN FUNCTIONAL CLASSIFICATION	Interstate
NHS PROJECT	YES

LOCAL SITE SETTINGS								
LATITUDE:	N39°12'49"	BP FOR SP:	0,0					
LONGITUDE:	W84°22'11"	COMBINED SCALE FACTOR:	0.99990717					
ELLIPSOIDAL HEIGHT:	693.20	GRID TO GROUND MULTIPLIER	1.00008506					
Geoid:	Geoid 18 (CONUS)	Horizontal Datum:	NAD83(2011) / OHS(3402)					
NAME	GRID		GROUND		ELEVATION	DESCRIPTION	STATION	OFFSET
	NORTHING	EASTING	NORTHING	EASTING				
1	447482.362	1438759.848	447523.902	1438893.408	805.070	3" LJB Disk	701+77.32	73.02 RT
2	447745.041	1438805.429	447786.605	1438938.994	802.586	3" LJB Disk	704+43.92	71.14 RT

EARTH DISTURBED AREAS

PROJECT EARTH DISTURBED AREA:	0.05 ACRES
ESTIMATED CONTRACTOR EARTH DISTURBED AREA:	0.04 ACRES
NOTICE OF INTENT EARTH DISTURBED AREA:	N/A (NOI NOT REQUIRED)

HORIZONTAL GEOMETRY						
		GROUND				
CURVE	ALIGNMENT	CONTROL POINT	NORTHING	EASTING	STATION	BEARING
	IR-71	P.O.T.	446503.23	1438505.03	691+68.00	N10° 24' 07"E
	IR-71	P.O.T.	448254.58	1438826.53	709+48.62	N10° 24' 07"E

HORIZONTAL SCALE IN FEET
0 25 50 100

SCHEMATIC PLAN
SITE 5 - IR-71 NB NORTH OF KUGLER MILL RD. (HAM-71-13.26)

DESIGN AGENCY
HNTB

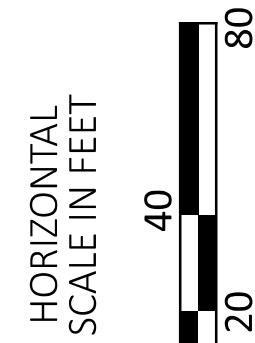
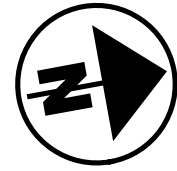
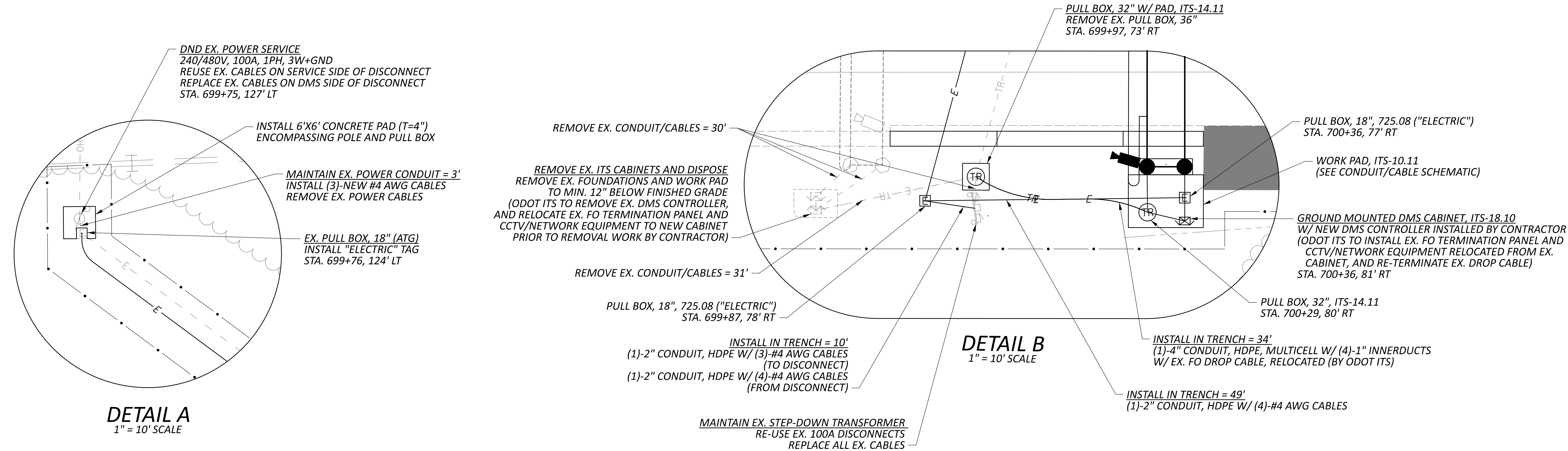
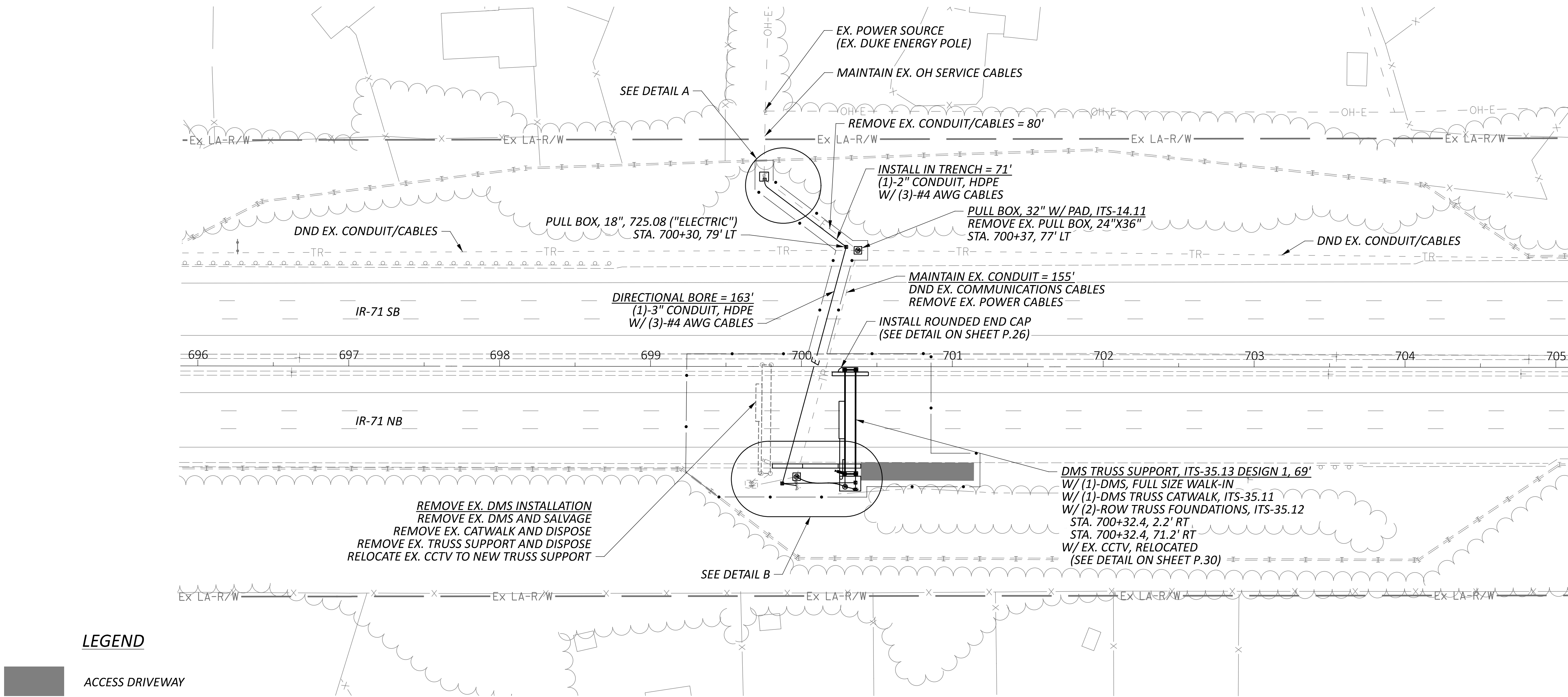
DESIGNER
ASEP

REVIEWER
KKP 01/15/26

PROJECT ID
121932

SHEET
P.67

TOTAL
P.226



ITS PLAN

SITE 5 - IR-71 NB NORTH OF KUGLER MILL RD. (HAM-71-13.26)

DESIGN AGENCY

HNTB

DESIGNER

JRB

REVIEWER

NRS 01/15/26

PROJECT ID

121932

SHEET

P.68

TOTAL

P.226

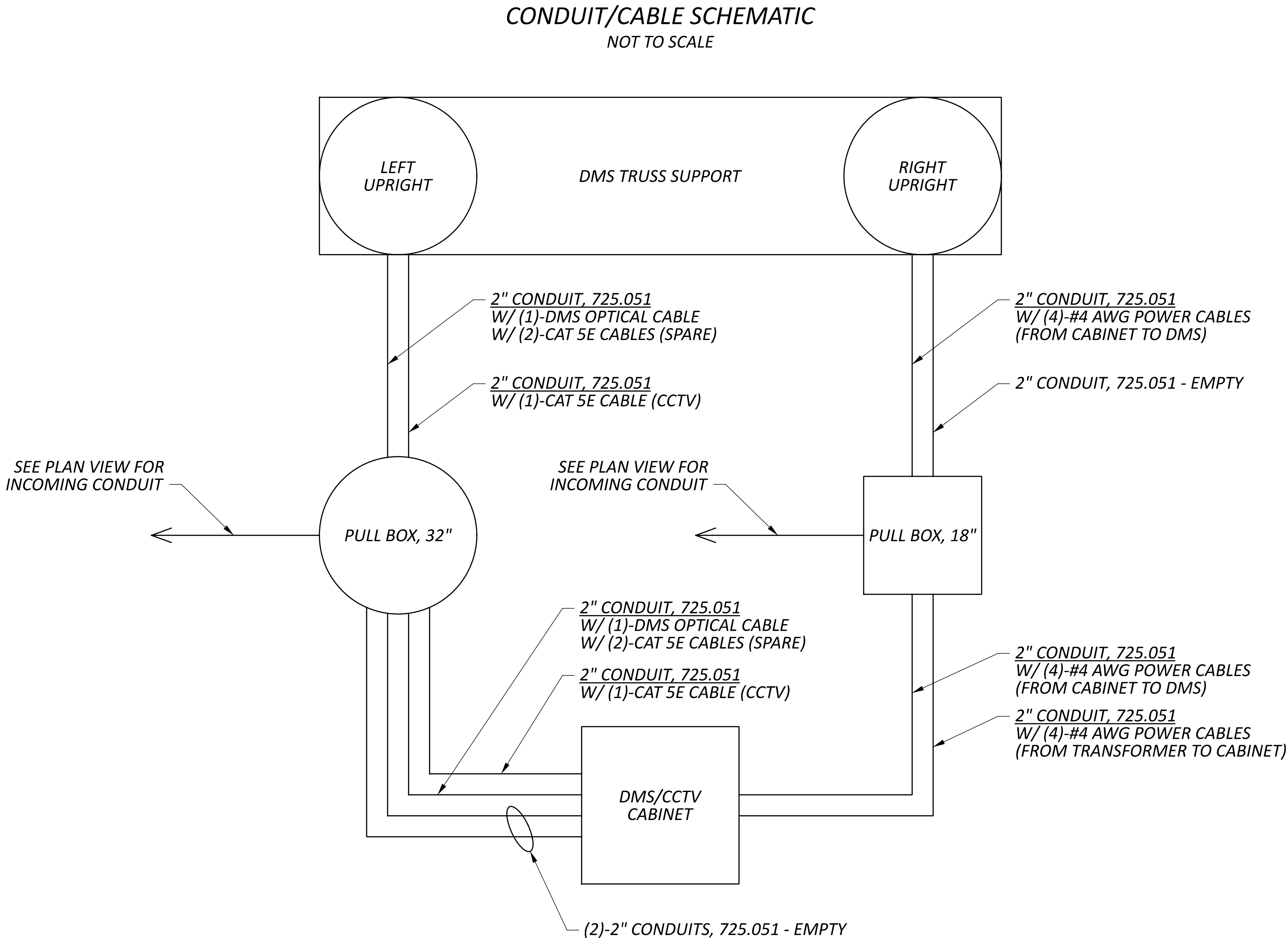
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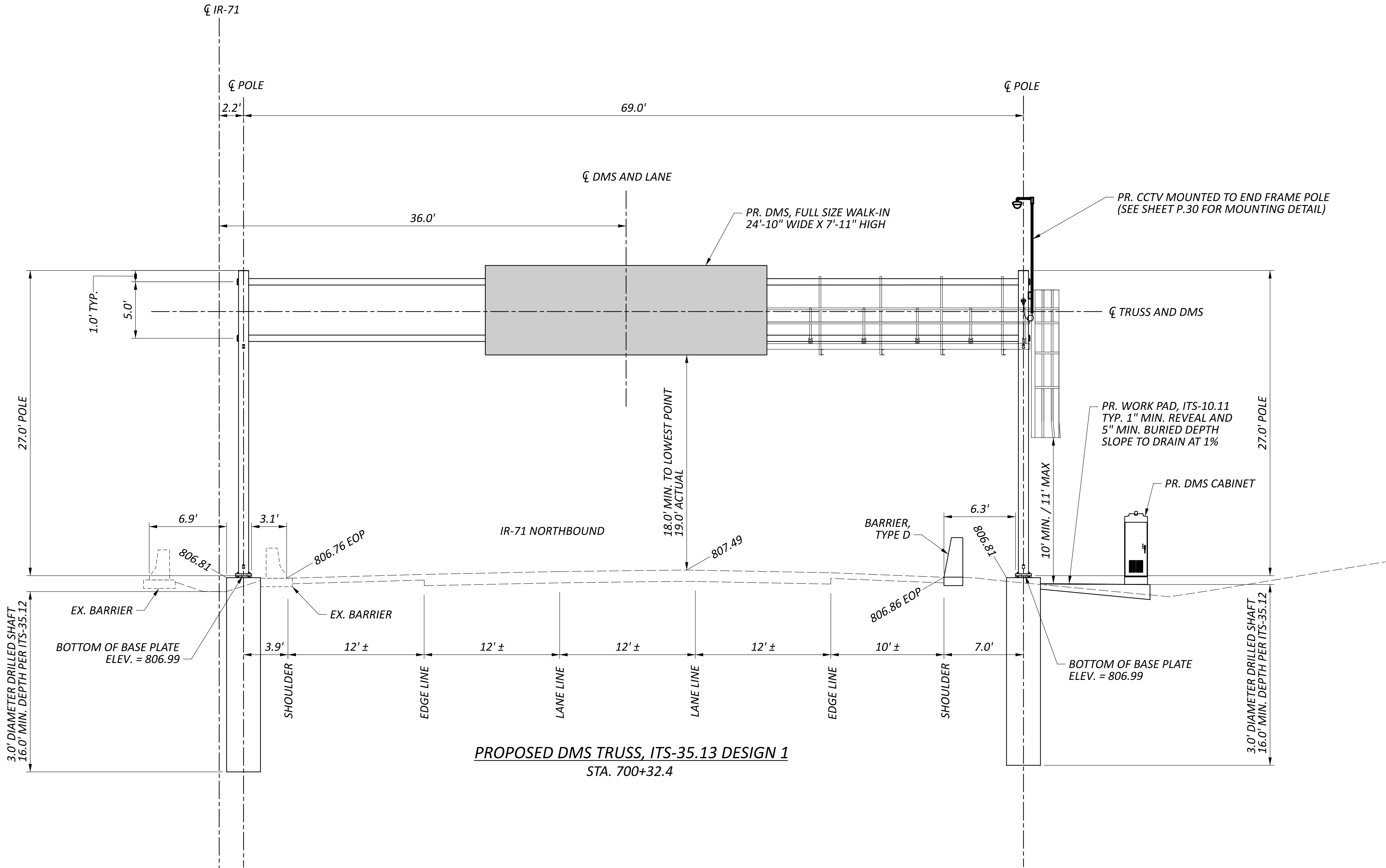
1. THE EXISTING DMS SHALL REMAIN IN OPERATION UNTIL THE NEW DMS IS INSTALLED AND IS READY TO BE MADE ACTIVE. COMPLETE SWITCHOVER FROM EXISTING TO NEW DMS WITHIN THE ALLOWABLE DEVICE DOWNTIME WINDOW PER SS 809.

2. REMOVE EXISTING FOUNDATIONS IN UNPAVED AREAS TO A MINIMUM 12" DEPTH BELOW GRADE.

3. EXISTING SITE COMMUNICATIONS ARE VIA FIBER OPTIC CABLE THROUGH THE EXISTING CABINET AND DROP CABLE TO BE REMOVED/RELOCATED. NO REMOVAL WORK SHALL TAKE PLACE WITHOUT PRIOR APPROVAL FROM ODOT ITS.

ITEM	TOTAL	UNIT	DESCRIPTION
202	24	FT	CONCRETE BARRIER REMOVED, AS PER PLAN
203	26	CY	EXCAVATION
203	1	CY	EMBANKMENT
204	128	SY	SUBGRADE COMPACTION
204	100	SY	GEOTEXTILE FABRIC
304	22	CY	AGGREGATE BASE
452	12	SY	9" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC 1P
622	44	FT	CONCRETE BARRIER, SINGLE SLOPE, TYPE D
622	1	EACH	BARRIER TRANSITION
622	1	EACH	CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE D
622	24	FT	BARRIER, MISC.: NEW JERSEY STYLE, TYPE D
625	1,353	FT	NO. 4 AWG 2400 VOLT DISTRIBUTION CABLE
625	28	FT	CONDUIT, 2", 725.051
625	163	FT	CONDUIT, JACKED OR DRILLED, 725.052, AS PER PLAN, 3"
625	141	FT	CONDUIT, MISC.: CONDUIT REMOVED
625	189	FT	TRENCH
625	3	EACH	PULL BOX, 725.08, 18"
625	2	EACH	PULL BOX REMOVED
625	1	EACH	PULL BOX, MISC.: PULL BOX ADJUSTED TO GRADE
625	1	EACH	PULL BOX, MISC.: STANDALONE WORK PAD, 6'X6'
625	6	EACH	GROUND ROD
625	189	FT	UNDERGROUND WARNING/MARKING TAPE
625	158	FT	DISTRIBUTION CABLE REMOVED, AS PER PLAN
626	3	EACH	BARRIER REFLECTOR, TYPE 1, ONE-WAY
630	1	EACH	OVERHEAD SIGN SUPPORT, DMS TRUSS, 80'
630	1	EACH	CATWALK, DMS TRUSS
630	2	EACH	OVERHEAD SIGN SUPPORT FOUNDATION, DMS TRUSS
630	1	EACH	OVERHEAD SIGN SUPPORT, MISC.: ROUNDED END CAP FOR DMS TRUSS FOUNDATION
633	1	EACH	CABINET FOUNDATION
809	3	EACH	ITS PULL BOX WITH PAD AND STANDARD LID ASSEMBLY, 32" WIDE, TYPE 1
809	139	FT	CONDUIT, 2" DIAMETER, HDPE
809	34	FT	CONDUIT, 4", MULTICELL, HDPE WITH 4 - 1" INNERDUCTS
809	1	EACH	DYNAMIC MESSAGE SIGN (DMS), FULL-SIZE WALK-IN
809	130	FT	ETHERNET CABLE, OUTDOOR-RATED
809	1	EACH	ITS CABINET - DMS
809	1	EACH	ITS DEVICE, MISC.: RELOCATION OF CCTV IP-CAMERA SYSTEM
809	1	EACH	ITS DEVICE, MISC.: REMOVAL AND DELIVERY OF DMS SIGN
809	2	EACH	ITS DEVICE, MISC.: REMOVAL OF CABINET FOUNDATION AND WORK PAD
809	1	EACH	ITS DEVICE, MISC.: REMOVAL OF DMS INSTALLATION
809	2	EACH	ITS DEVICE, MISC.: REMOVAL OF ITS CABINET



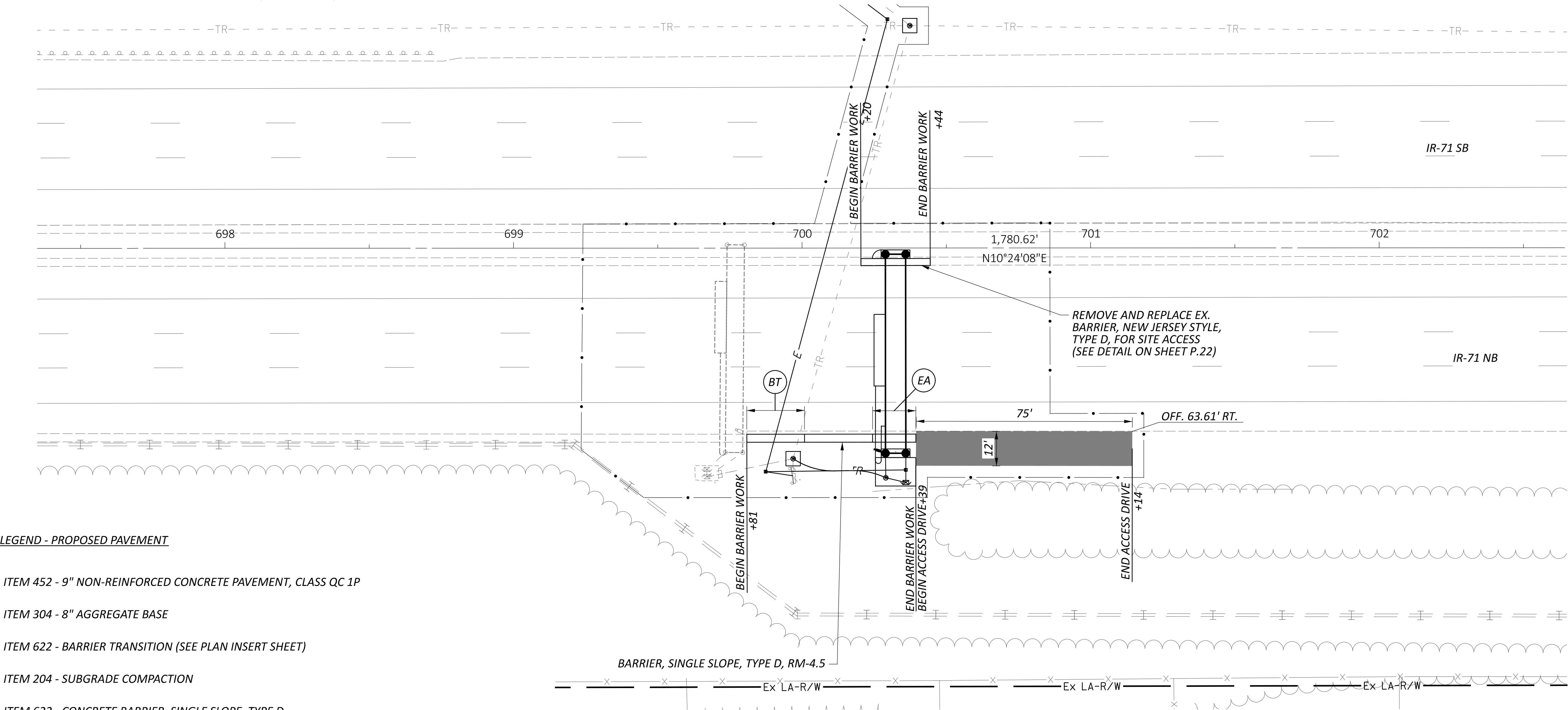
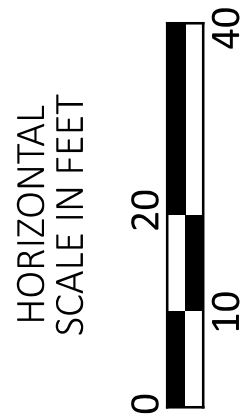


LEGEND

- BT

ITEM 622 – BARRIER TRANSITION (SEE DETAIL ON SHEET P.24)
- EA

ITEM 622 – CONCRETE BARRIER END ANCHORAGE, REINFORCED, TYPE D



LEGEND - PROPOSED PAVEMENT

- 1

ITEM 452 - 9" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC 1P
- 2

ITEM 304 - 8" AGGREGATE BASE
- 3

ITEM 622 - BARRIER TRANSITION (SEE PLAN INSERT SHEET)
- 4

ITEM 204 - SUBGRADE COMPACTION
- 5

ITEM 622 - CONCRETE BARRIER, SINGLE SLOPE, TYPE D
- 6

ITEM 622 - CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE D

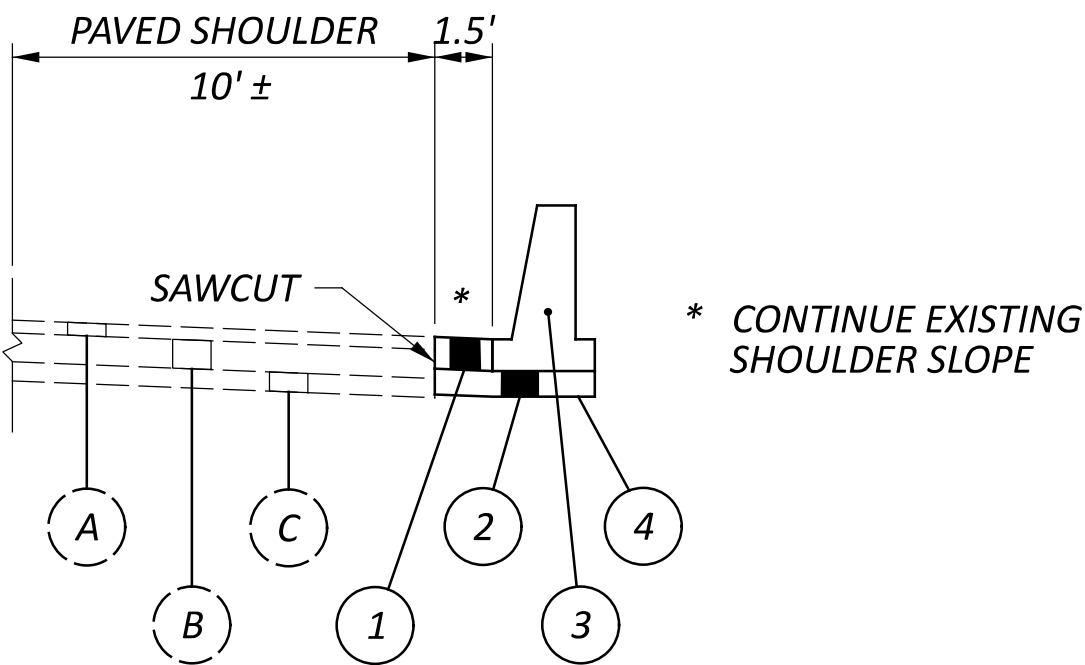
LEGEND - EXISTING PAVEMENT

- A

4" ± ASPHALT CONCRETE SURFACE
- B

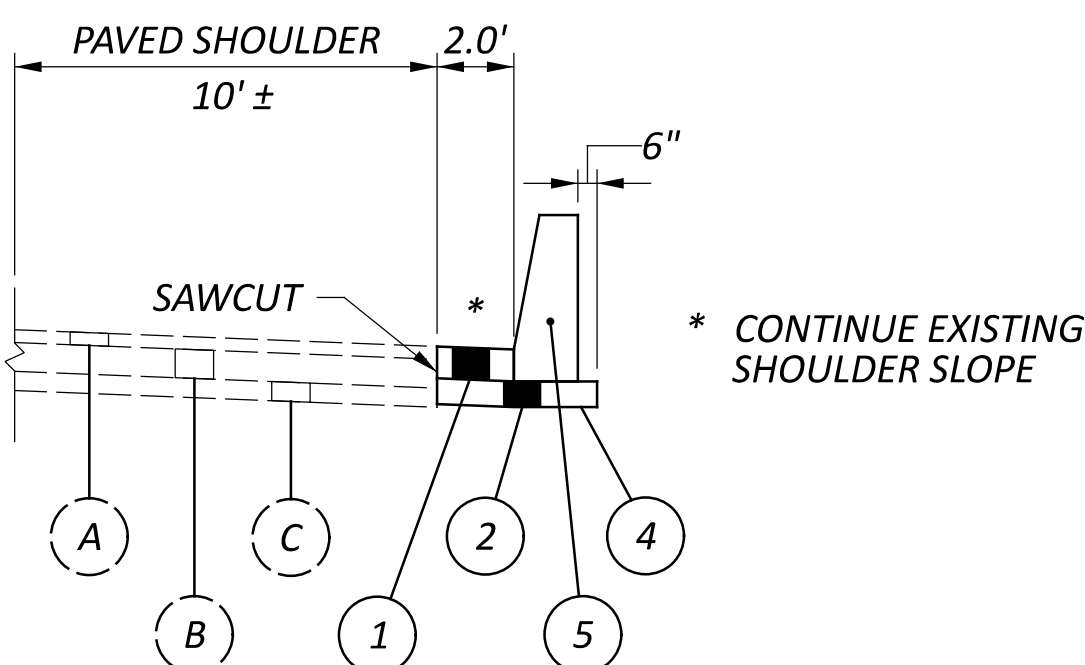
9" ± BASE PAVEMENT
- C

6" ± AGGREGATE BASE



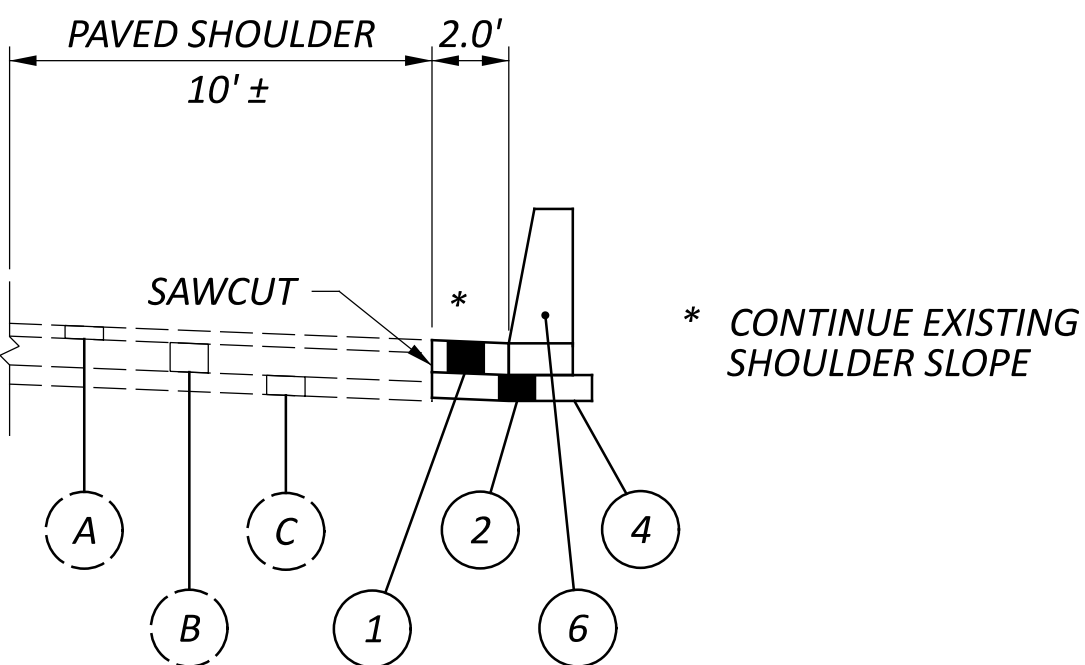
TYPICAL SECTION THROUGH BARRIER TRANSITION

STA. 699+81 TO STA. 700+01



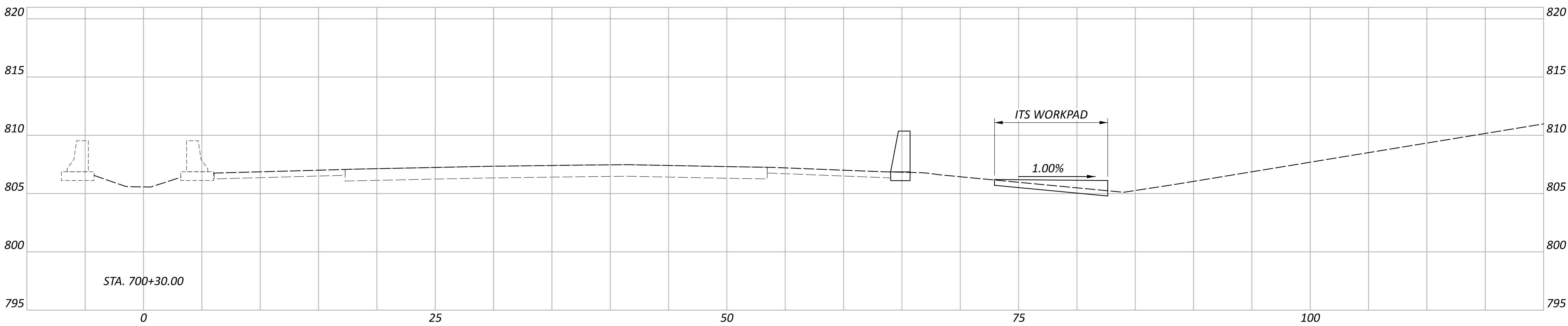
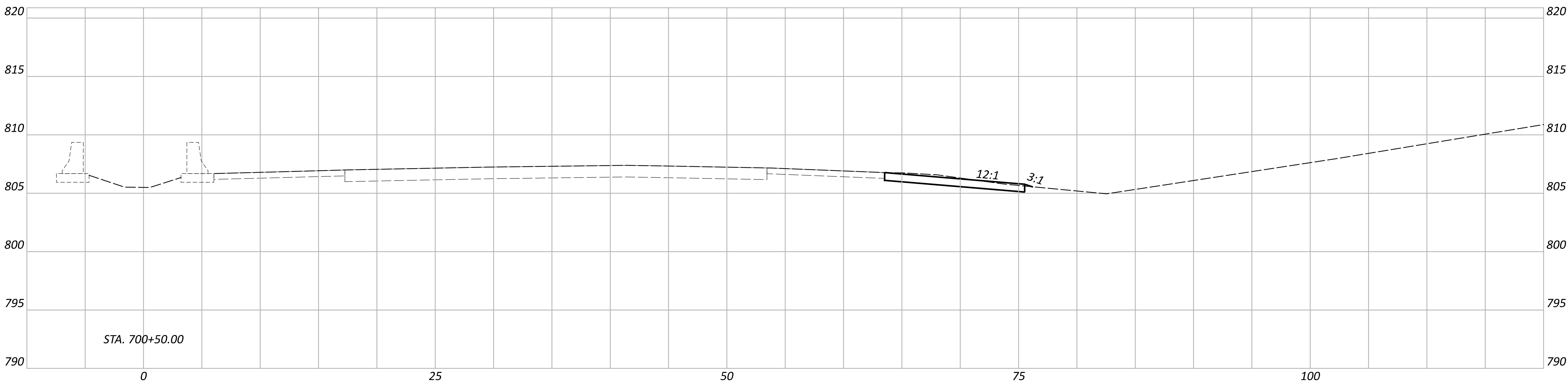
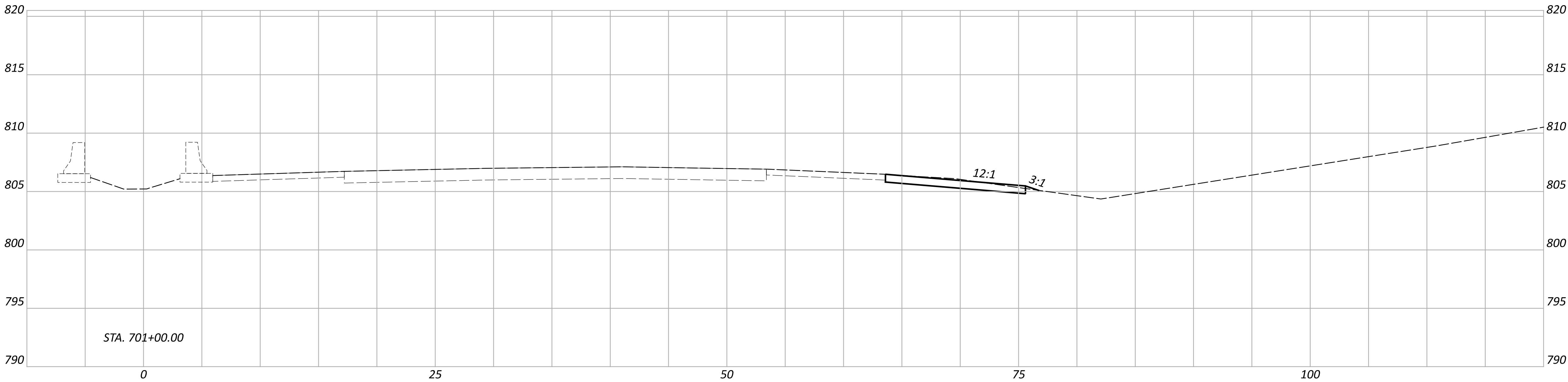
TYPICAL SECTION THROUGH TYPE D BARRIER

STA. 700+01 TO STA. 700+24



TYPICAL SECTION THROUGH END ANCHORAGE

STA. 700+24 TO STA. 700+39



CROSS SECTIONS
SITE 5 - IR-71 NB NORTH OF KUGLER MILL RD. (HAM-71-13.26)

DESIGN AGENCY



DESIGNER

ASEP

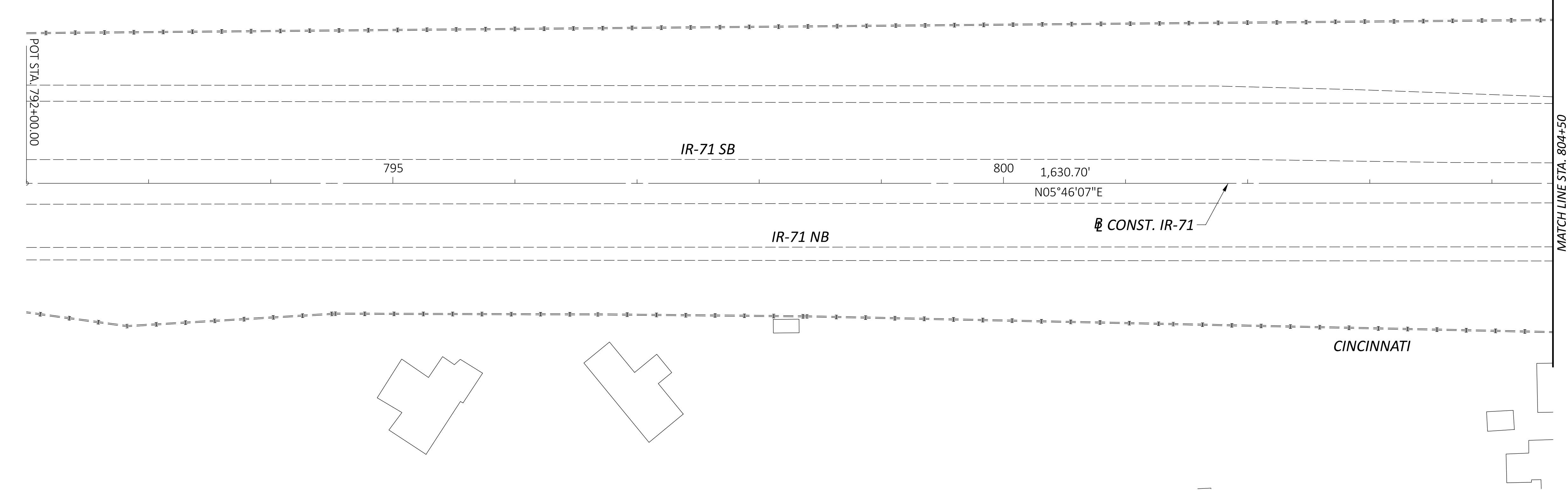
REVIEWER

KKP 01/15/26

PROJECT ID

121932

Sheet Totals			SHEET		TOTAL
Seeding	Cut	Fill	P.72	P.72	P.226



DESIGN DESIGNATION

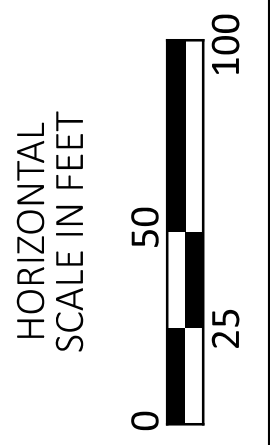
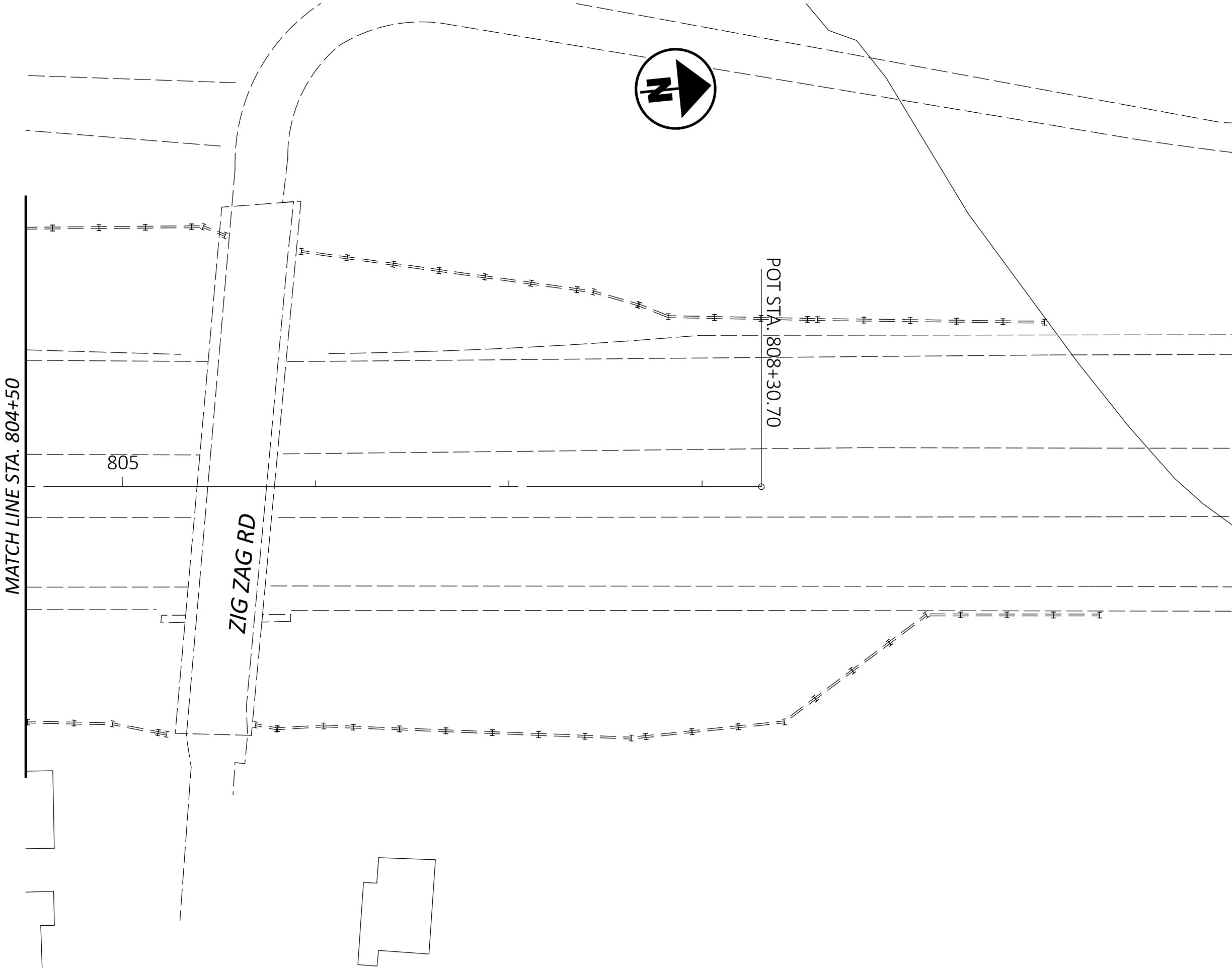
CURRENT ADT (2026)	142049
DESIGN YEAR ADT (2026)	142049
DESIGN HOURLY VOLUME (2026)	14200
DIRECTIONAL DISTRIBUTION	52%
TRUCKS (24 HOUR B&C)	9%
DESIGN SPEED	65
LEGAL SPEED	60
DESIGN FUNCTIONAL CLASSIFICATION	Interstate
NHS PROJECT	YES

HORIZONTAL GEOMETRY						
CURVE	ALIGNMENT	CONTROL POINT	GROUND		STATION	BEARING
			NORTHING	EASTING		
	IR-71	P.O.T.	79200.00	456392.60	792+00.00	N5° 46' 08"E
	IR-71	P.O.T.	80830.70	458015.05	808+30.70	N5° 46' 08"E

EARTH DISTURBED AREAS

PROJECT EARTH DISTURBED AREA:	0.07 ACRES
ESTIMATED CONTRACTOR EARTH DISTURBED AREA:	0.04 ACRES
NOTICE OF INTENT EARTH DISTURBED AREA:	N/A (NOI NOT REQUIRED)

FIELD SURVEY WAS NOT PERFORMED AT THIS SITE. SEE "SURVEY LIMITS" GENERAL NOTE FOR DETAILS.

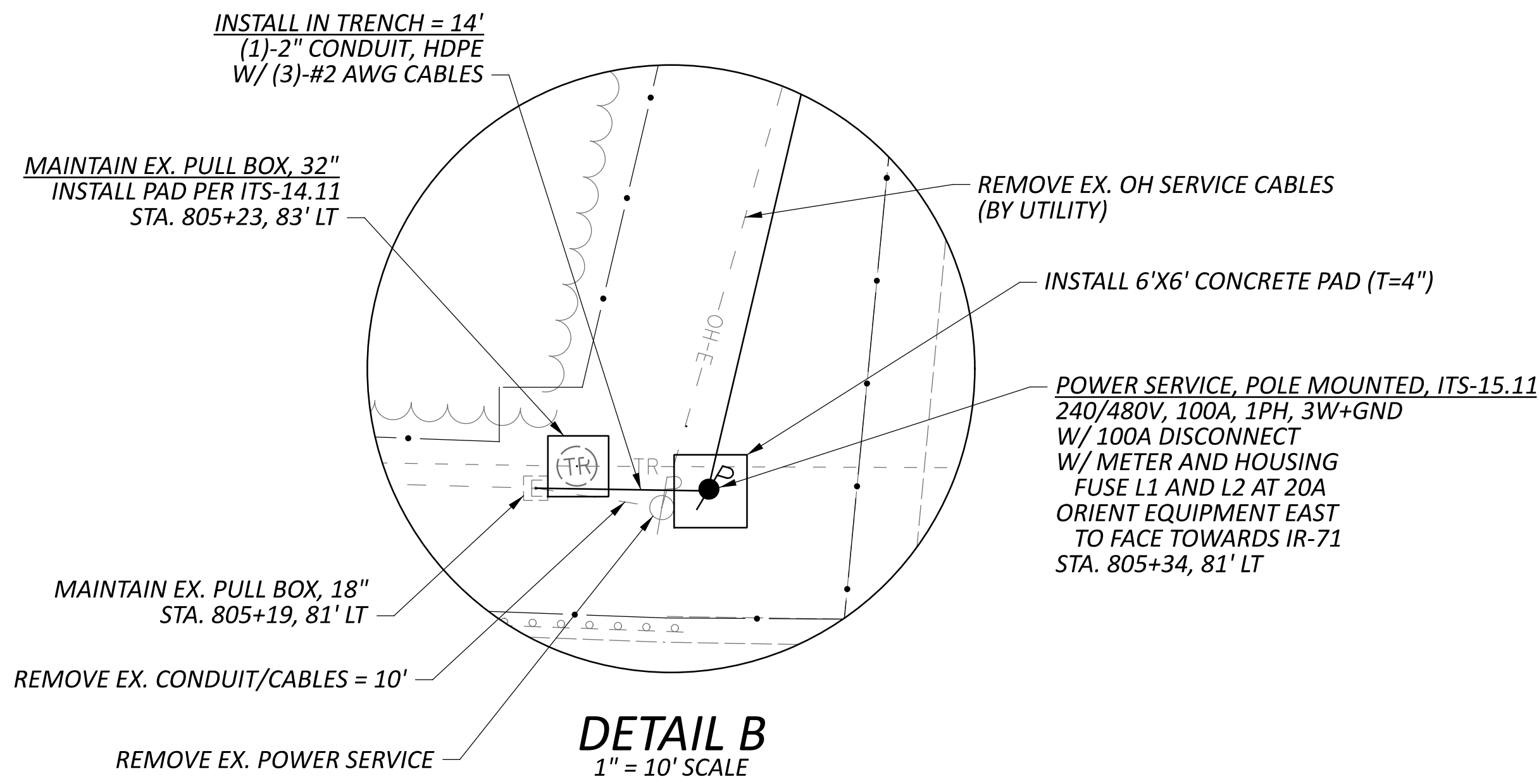
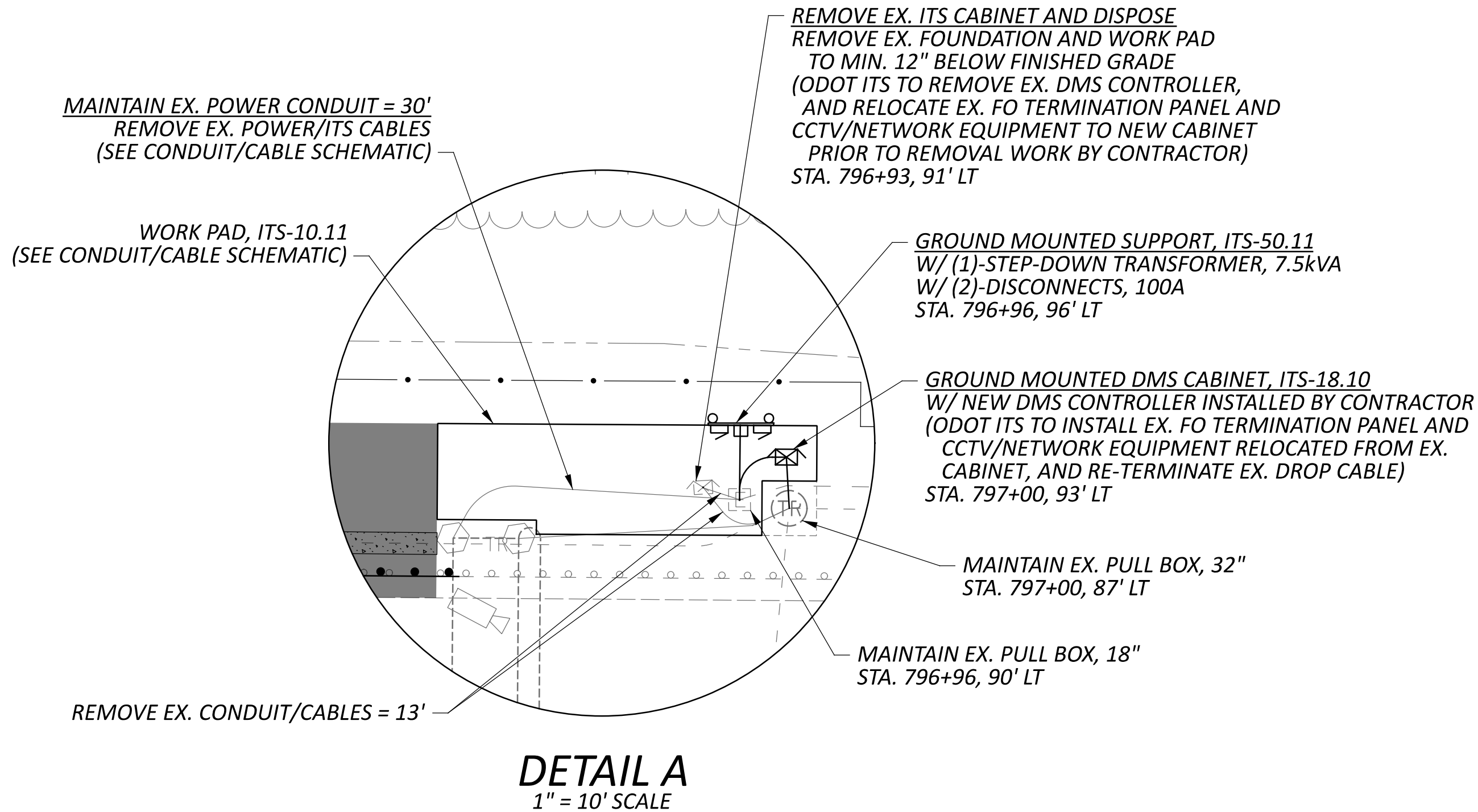
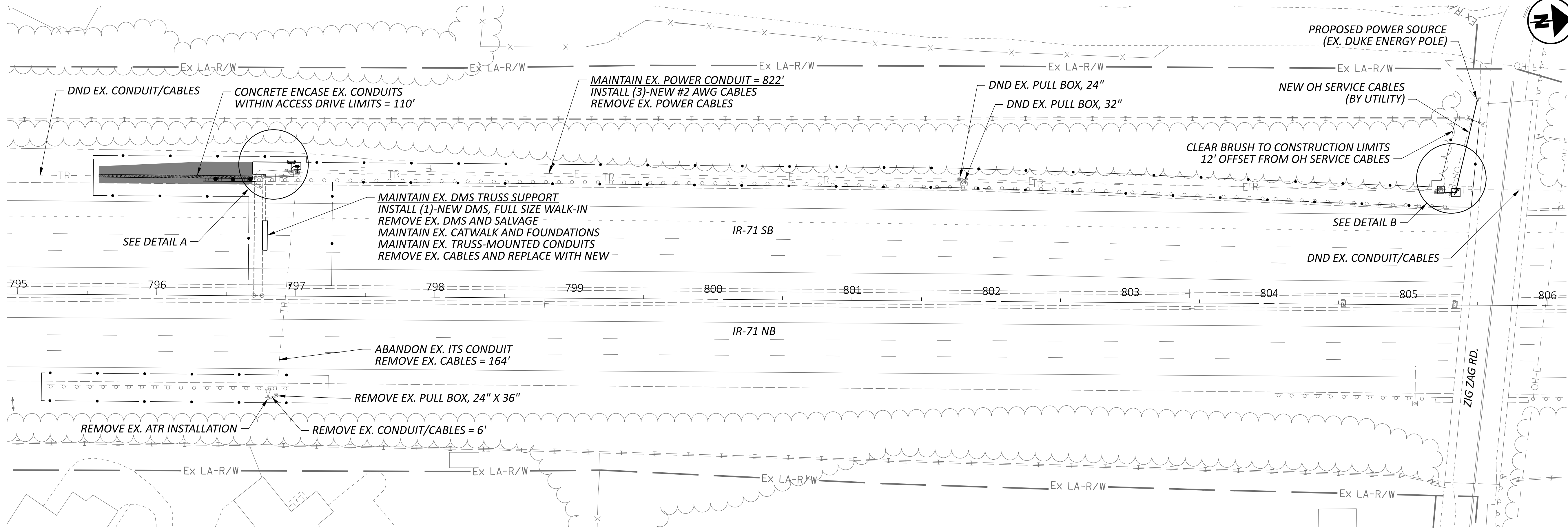


SCHEMATIC PLAN
SITE 6 - IR-71 SB NORTH OF SR-126 (HAM-71-15.09)

DESIGN AGENCY



DESIGNER	ASEP
REVIEWER	KKP 01/15/26
PROJECT ID	121932
SHEET	TOTAL
P.73	P.226

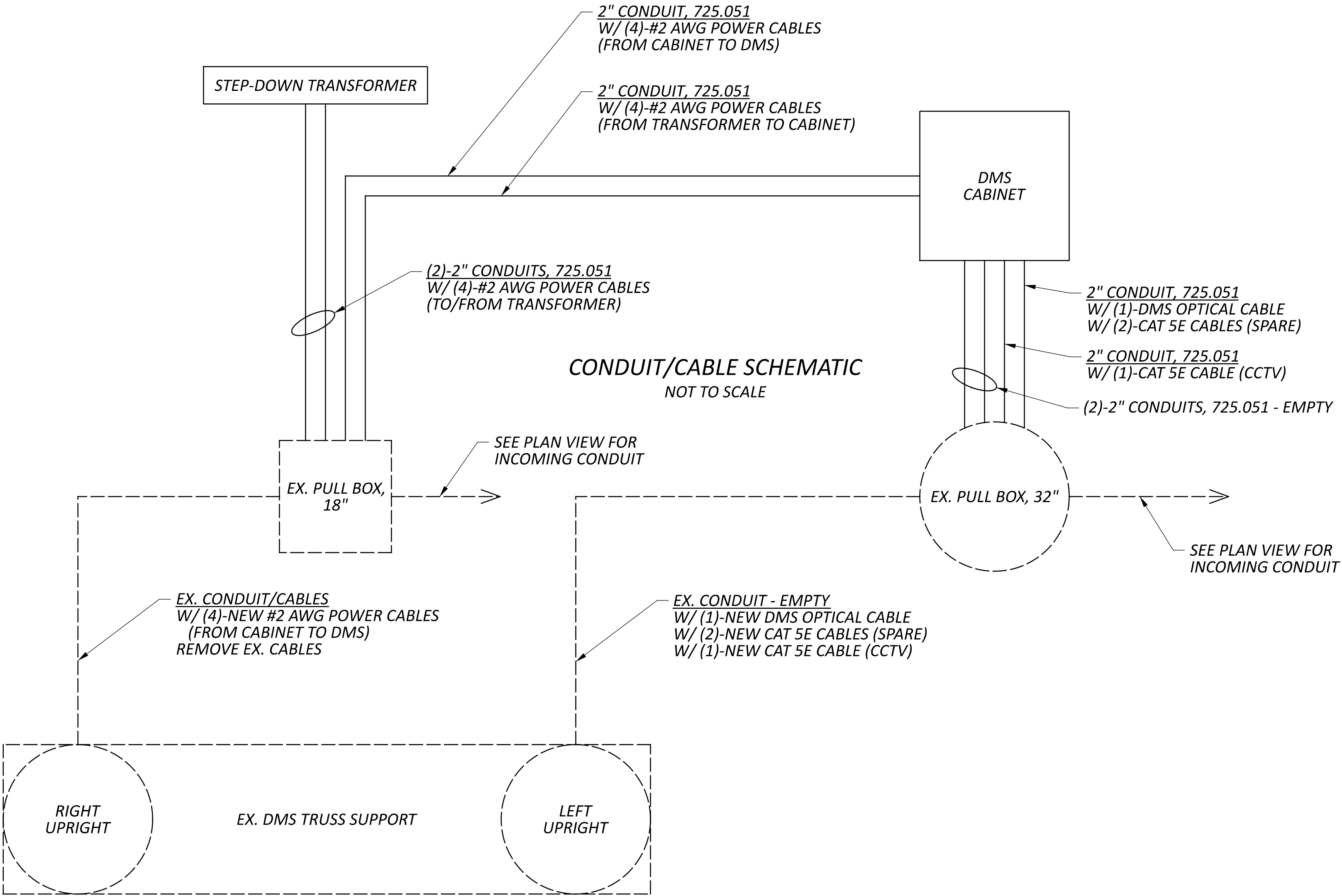


NOTES

1. COMPLETE SWITCHOVER FROM EXISTING TO NEW DMS WITHIN THE ALLOWABLE DEVICE DOWNTIME WINDOW PER SS 809.

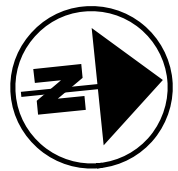
2. EXISTING SITE COMMUNICATIONS ARE VIA FIBER OPTIC CABLE THROUGH THE EXISTING CABINET AND DROP CABLE TO BE REMOVED/REINSTALLED. NO REMOVAL WORK SHALL TAKE PLACE WITHOUT PRIOR APPROVAL FROM ODOT ITS.

ITEM	TOTAL	UNIT	DESCRIPTION
202	112.5	FT	GUARDRAIL REMOVED
202	25	FT	GUARDRAIL REMOVED FOR REUSE
202	1	EACH	ANCHOR ASSEMBLY REMOVED, TYPE E
202	1	EACH	ANCHOR ASSEMBLY REMOVED, TYPE T
202	1	EACH	ANCHOR ASSEMBLY REMOVED FOR REUSE
203	47	CY	EXCAVATION
203	3	CY	EMBANKMENT
204	179	SY	SUBGRADE COMPACTION
204	179	SY	GEOTEXTILE FABRIC
304	43	CY	AGGREGATE BASE
606	25	FT	GUARDRAIL REBUILT, TYPE MGS
606	1	EACH	ANCHOR ASSEMBLY, REBUILT, MGS TYPE T
625	3,096	FT	NO. 2 AWG 2400 VOLT DISTRIBUTION CABLE
625	14	FT	CONDUIT, 2", 725.051
625	110	FT	CONDUIT, MISC.: CONCRETE ENCASEMENT
625	29	FT	CONDUIT, MISC.: CONDUIT REMOVED
625	33	FT	TRENCH
625	1	EACH	PULL BOX REMOVED
625	1	EACH	PULL BOX, MISC.: ITS WORK PAD (SCD ITS-14.11)
625	1	EACH	PULL BOX, MISC.: STANDALONE WORK PAD, 6'X6'
625	2	EACH	GROUND ROD
625	33	FT	UNDERGROUND WARNING/MARKING TAPE
625	1	EACH	POWER SERVICE REMOVED
625	1,016	FT	DISTRIBUTION CABLE REMOVED, AS PER PLAN
626	1	EACH	BARRIER REFLECTOR, TYPE 2, ONE-WAY
633	1	EACH	CABINET FOUNDATION
809	14	FT	CONDUIT, 2" DIAMETER, HDPE
809	1	EACH	ITS POWER SERVICE, POLE MOUNTED, 240/480V, 100 AMP
809	1	EACH	DYNAMIC MESSAGE SIGN (DMS), FULL-SIZE WALK-IN
809	1	EACH	ITS CABINET - DMS
809	1	EACH	STEP-DOWN TRANSFORMER, 7.5KVA
809	1	EACH	ITS DEVICE, MISC.: REMOVAL AND DELIVERY OF DMS SIGN
809	1	EACH	ITS DEVICE, MISC.: REMOVAL OF ATR INSTALLATION
809	1	EACH	ITS DEVICE, MISC.: REMOVAL OF CABINET FOUNDATION AND WORK PAD
809	1	EACH	ITS DEVICE, MISC.: REMOVAL OF ITS CABINET





MODEL Site 6 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 1/15/2026 TIME: 7:23:50 PM USER: nseling
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BARRIER & DRIVEWAY DETAILS

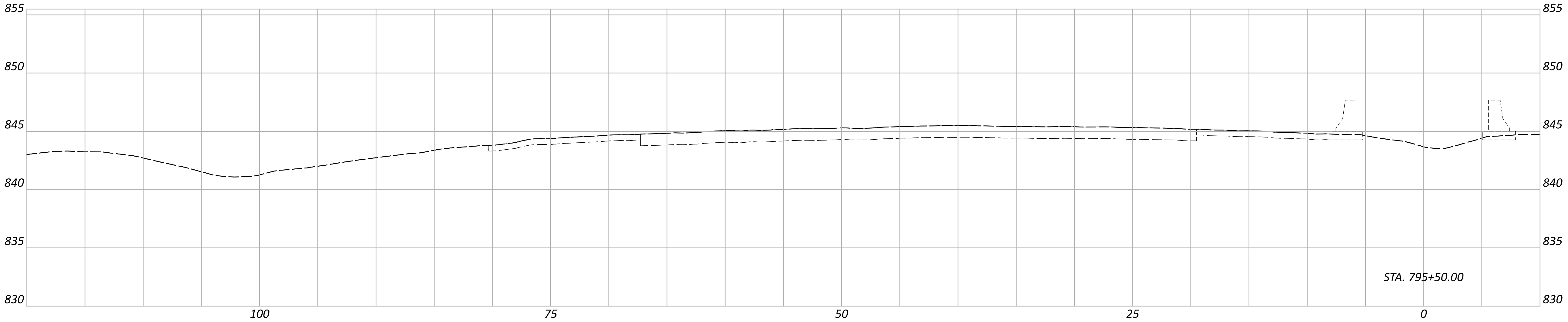
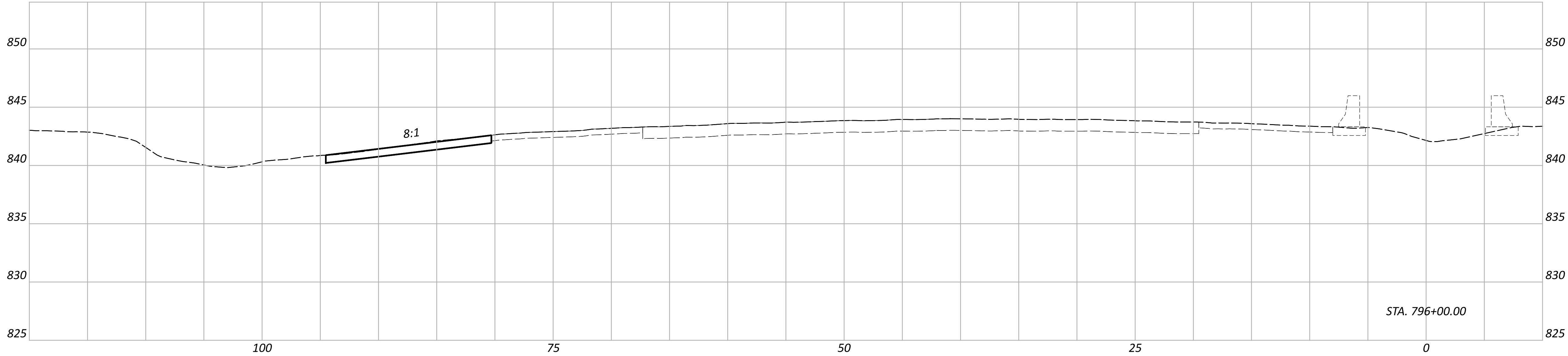
SITE 6 - IR-71 SB NORTH OF SR-126 (HAM-71-15.09)



DESIGNER	
ASEP	
REVIEWER	
KKP 01/15/26	
PROJECT ID	
121932	
SHEET	TOTAL
P.77	P.226

D08-VAR-DMS & QWS REPLACEMENT FY26

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Sheet Totals			PROJECT ID	
Seeding	Cut	Fill	SHEET	TOTAL
			P.78	P.226

CROSS SECTIONS
SITE 6 - IR-71 SB NORTH OF SR-126 (HAM-71-15.09)

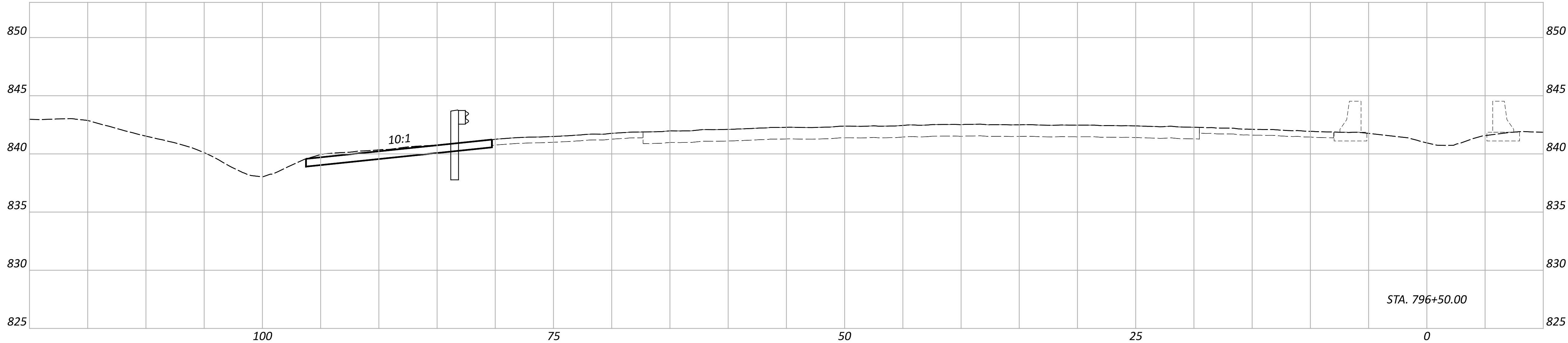
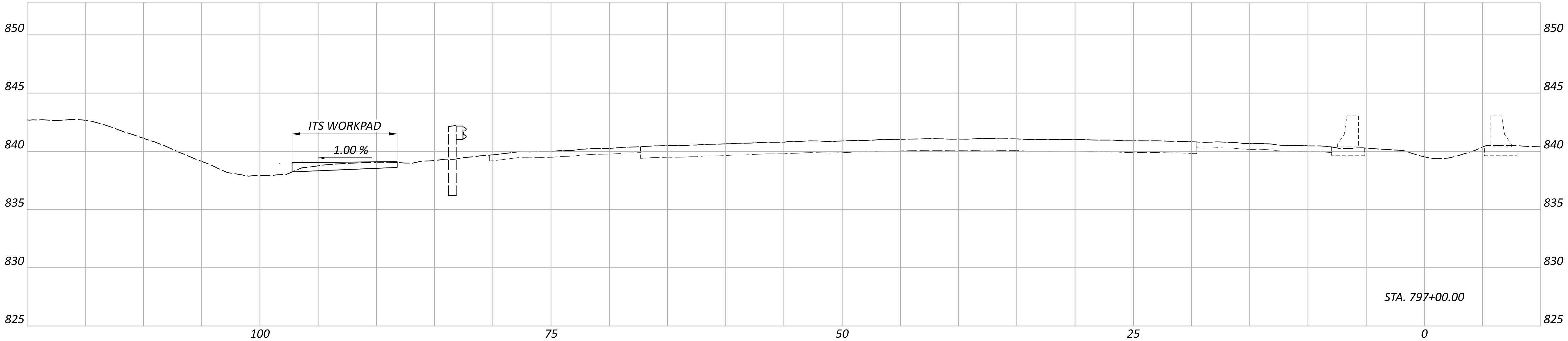
DESIGN AGENCY

DESIGNER

ASEP

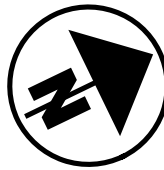
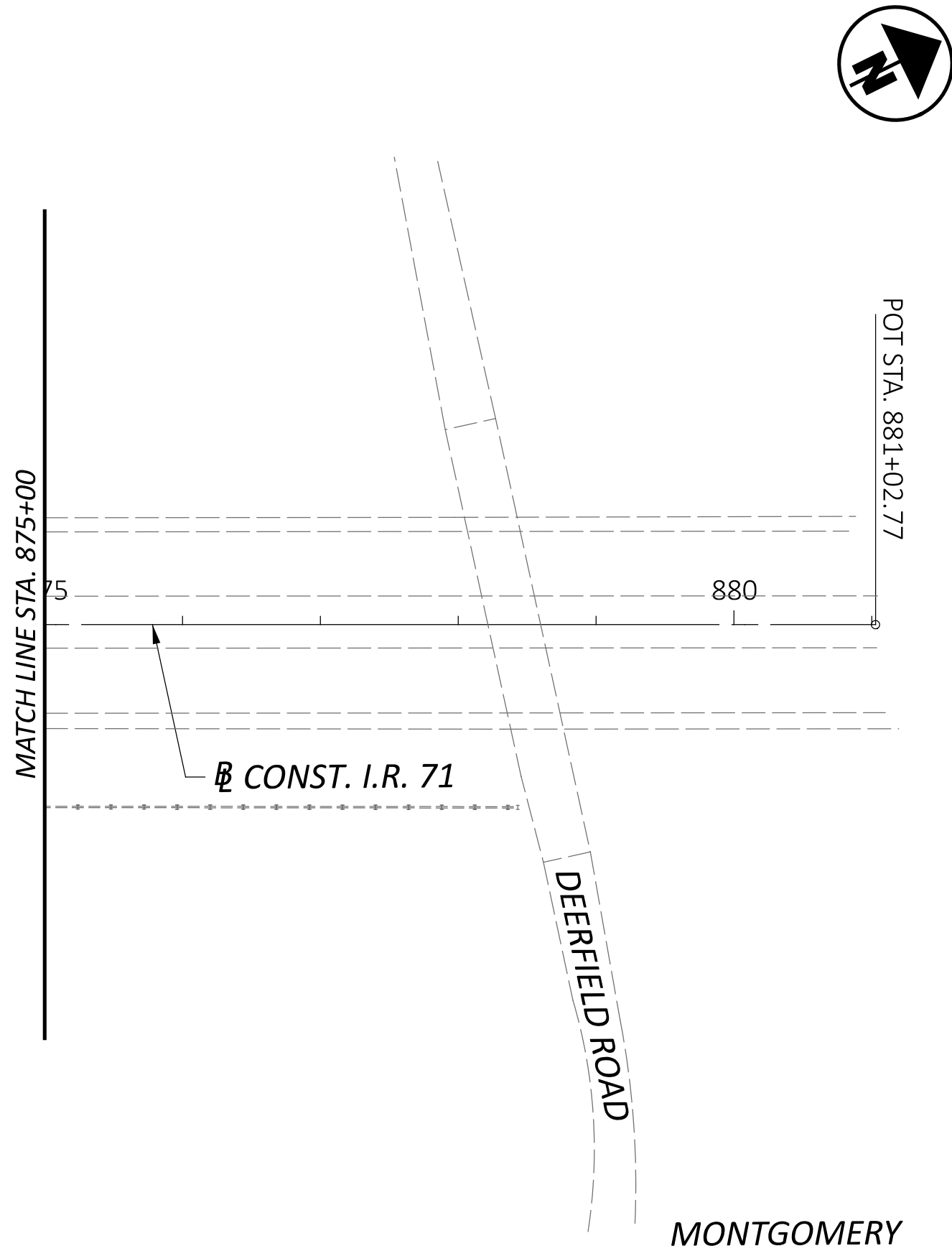
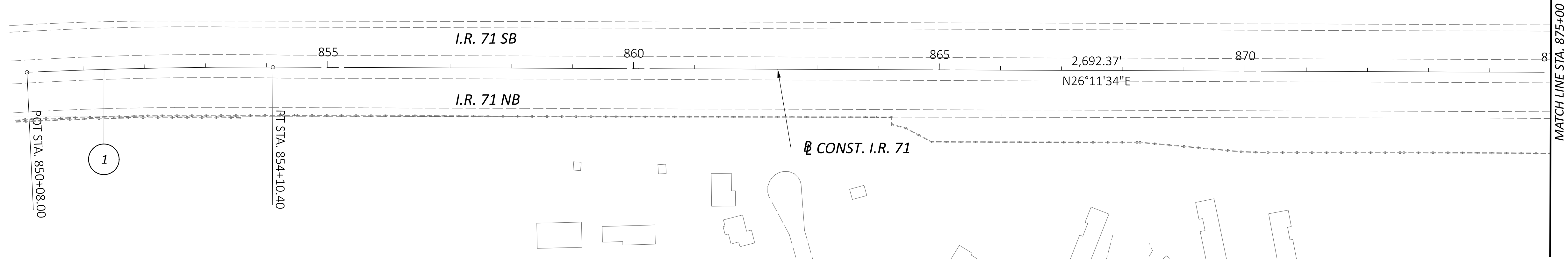
REVIEWER

NRS 01/15/26



Sheet Totals			SHEET TOTAL	
Seeding	Cut	Fill	P.79	P.226

1
CURVE DATA
P.I. = STA. 852+09.24
Δ = 02°53'55" RT
Dc = 00°43'13"
R = 7,954.31'
T = 201.24'
L = 402.4'
E = 2.55'



FEILD SURVEY WAS NOT PERFORMED AT THIS SITE. SEE "SURVEY LIMITS" GENERAL NOTE FOR DETAILS.

EARTH DISTURBED AREAS

PROJECT EARTH DISTURBED AREA:	0.07 ACRES
ESTIMATED CONTRACTOR EARTH DISTURBED AREA:	0.04 ACRES
NOTICE OF INTENT EARTH DISTURBED AREA:	N/A (NOI NOT REQUIRED)

DESIGN DESIGNATION

CURRENT ADT (2026)	138044
DESIGN YEAR ADT (2026)	138044
DESIGN HOURLY VOLUME (2026)	13804
DIRECTIONAL DISTRIBUTION	52%
TRUCKS (24 HOUR B&C)	9%
DESIGN SPEED	70
LEGAL SPEED	65
DESIGN FUNCTIONAL CLASSIFICATION	Interstate
NHS PROJECT	YES

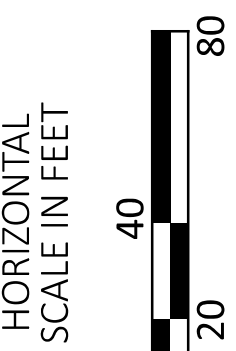
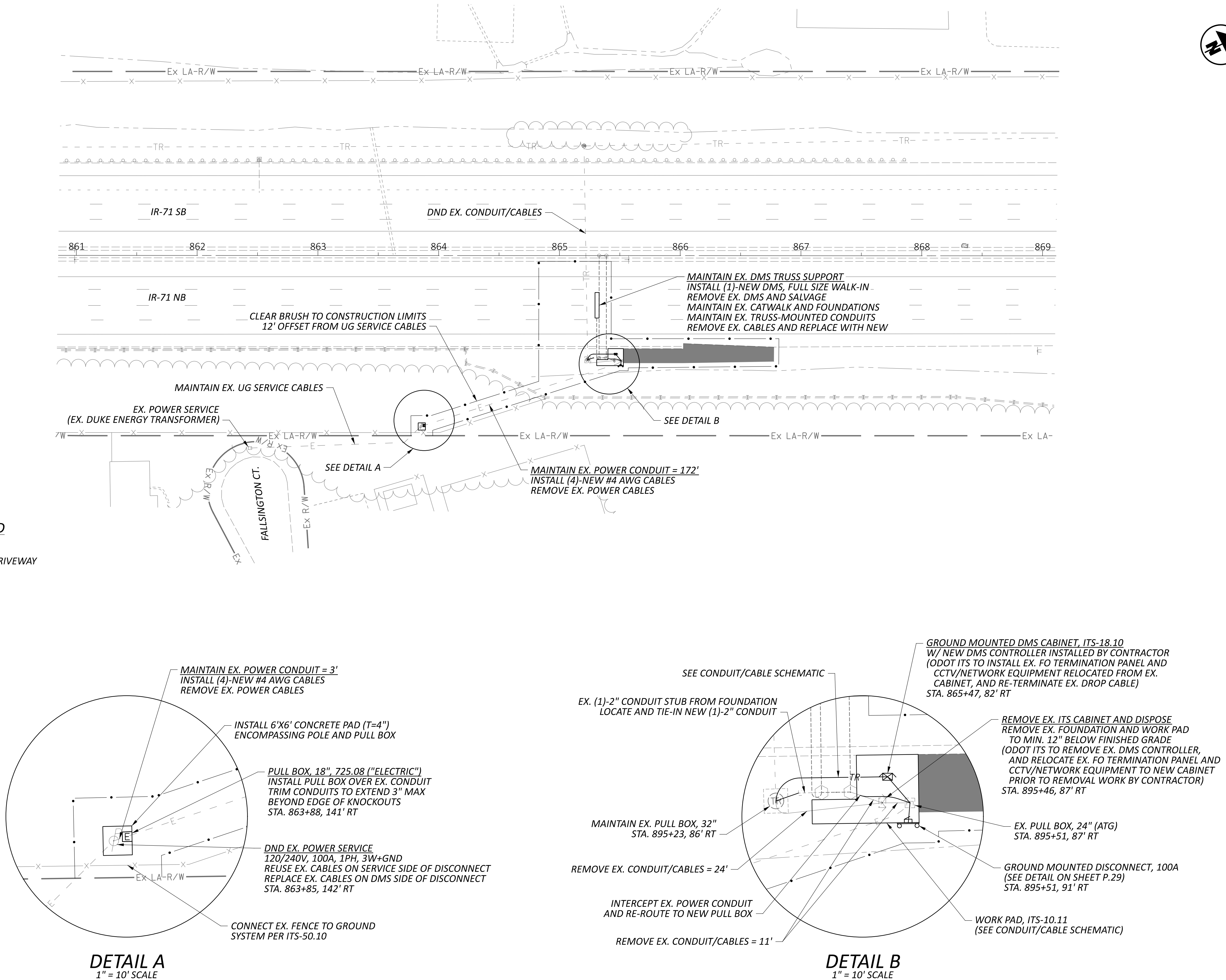
HORIZONTAL GEOMETRY						
CURVE	ALIGNMENT	CONTROL POINT	GROUND		STATION	BEARING
			NORTHING	EASTING		
1	I.R. 71	P.C.	462196.36	1440665.24	850+08.00	N23° 17' 38"E
1	I.R. 71	P.I.	462381.19	1440744.82	852+09.24	
1	I.R. 71	P.T.	462561.77	1440833.65	854+10.40	N26° 11' 35"E
	I.R. 71	P.O.T.	464977.67	1442022.04	881+02.77	N26° 11' 35"E



LEGEND



ACCESS DRIVEWAY



ITS PLAN
SITE 7 - IR-71 NB NORTH OF PFEIFFER RD. (HAM-71-16.43)

DESIGN AGENCY

HNTB

DESIGNER

JRB

REVIEWER

NRS 01/15/26

PROJECT ID

121932

SHEET

P.81

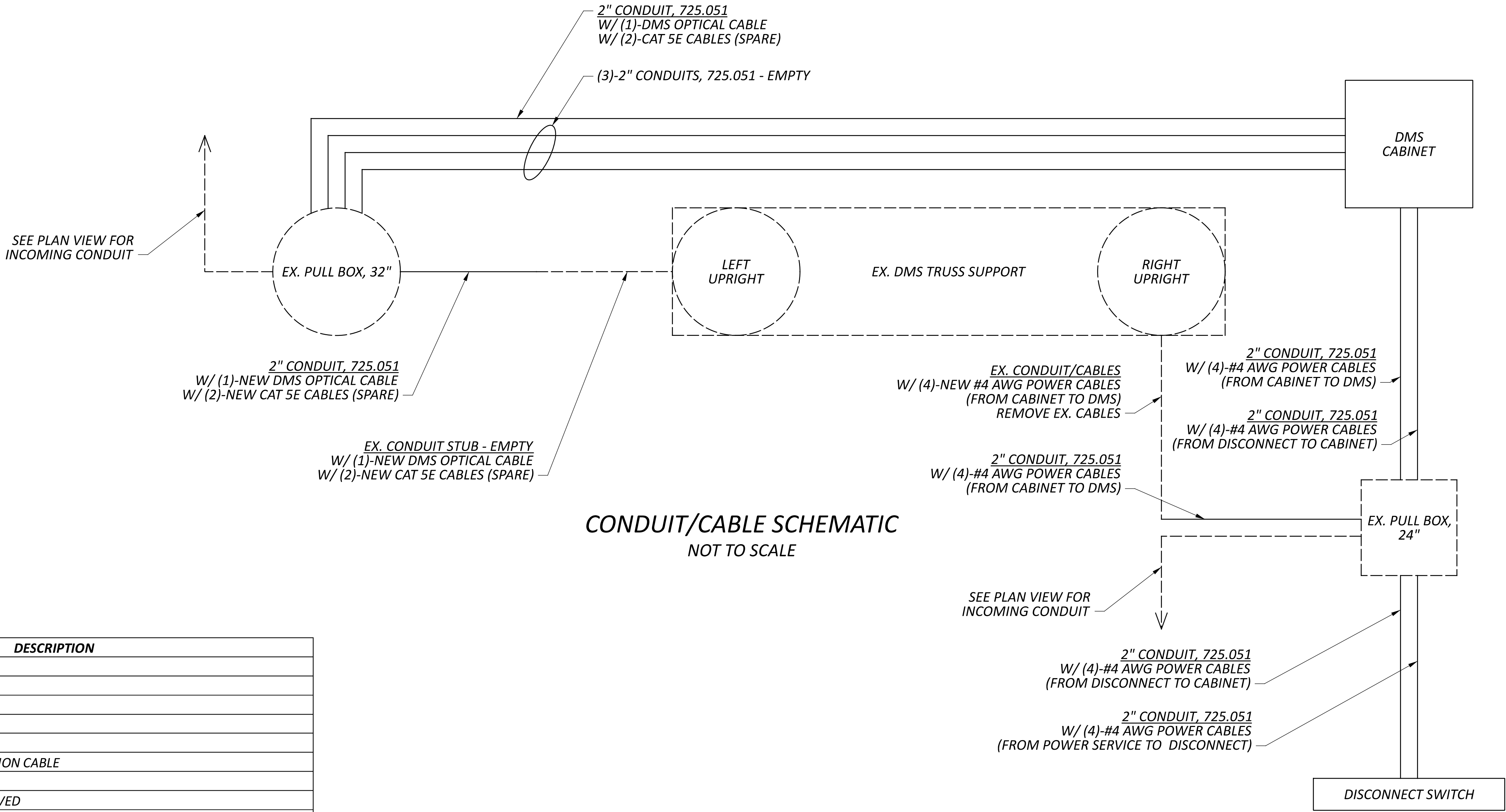
TOTAL

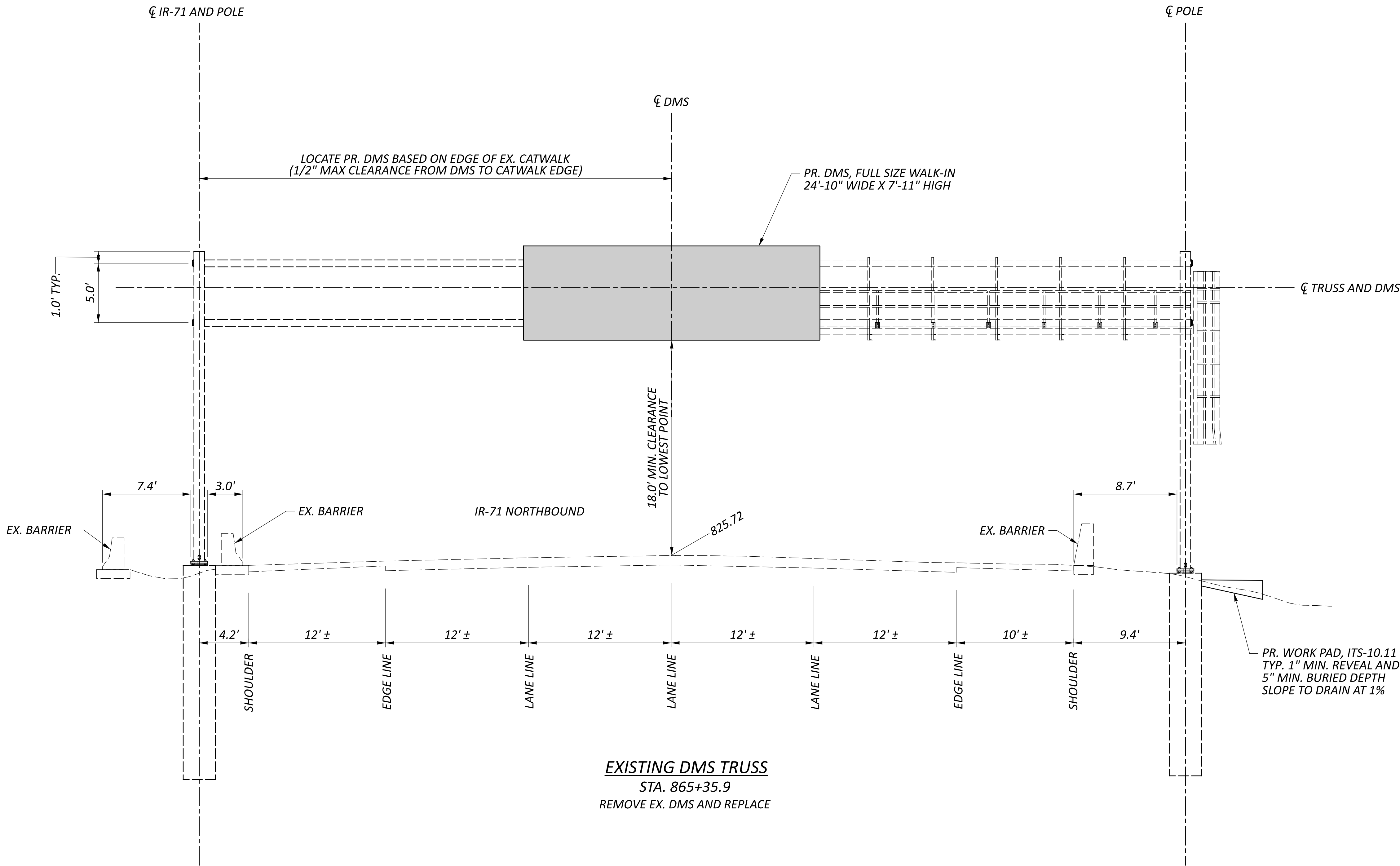
P.226

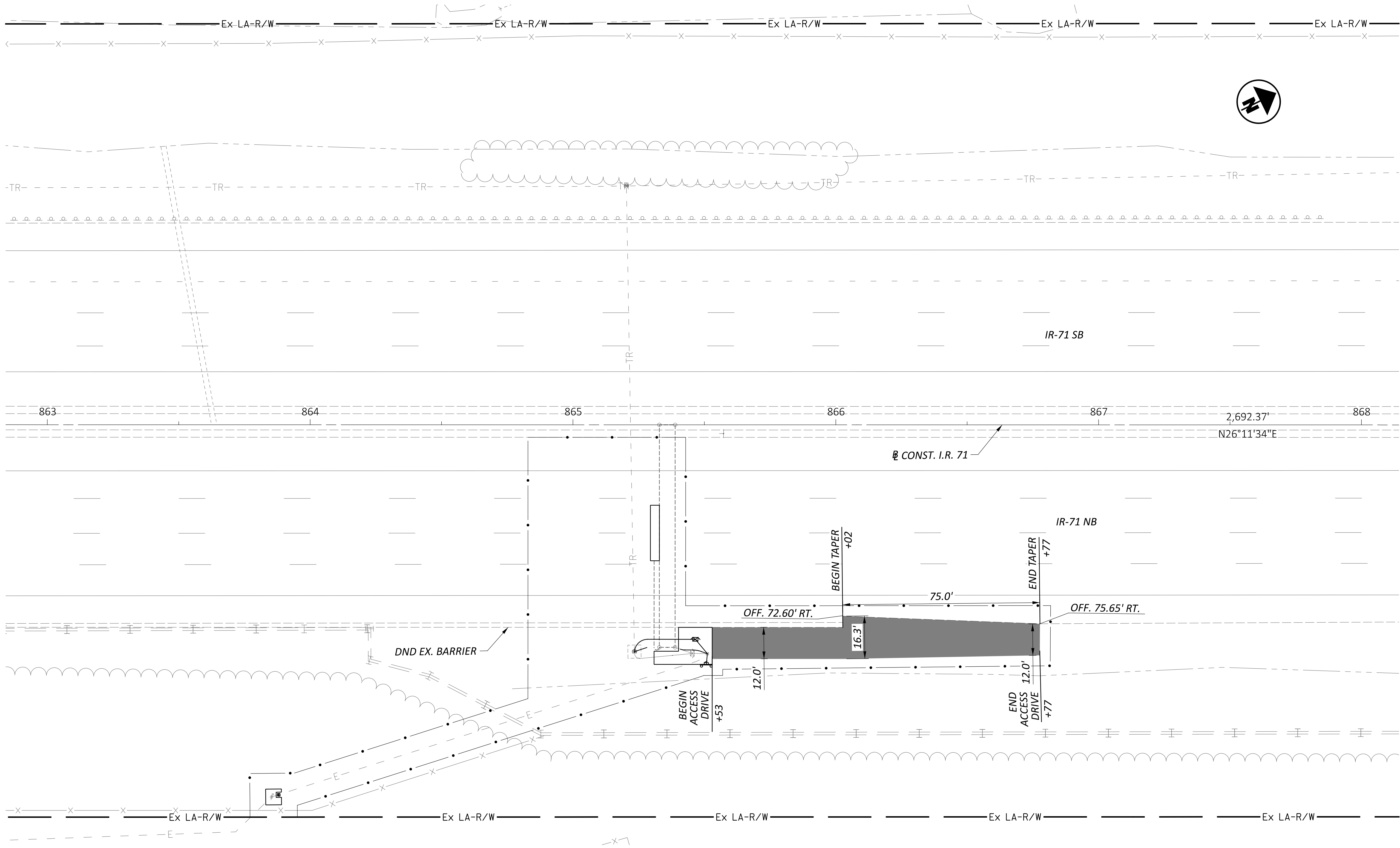
NOTES

1. COMPLETE SWITCHOVER FROM EXISTING TO NEW DMS WITHIN THE ALLOWABLE DEVICE DOWNTIME WINDOW PER SS 809.
2. EXISTING SITE COMMUNICATIONS ARE VIA FIBER OPTIC CABLE THROUGH THE EXISTING CABINET AND DROP CABLE TO BE REMOVED/REINSTALLED. NO REMOVAL WORK SHALL TAKE PLACE WITHOUT PRIOR APPROVAL FROM ODOT ITS.

ITEM	TOTAL	UNIT	DESCRIPTION
203	47	CY	EXCAVATION
203	3	CY	EMBANKMENT
204	184	SY	SUBGRADE COMPACTION
204	184	SY	GEOTEXTILE FABRIC
304	41	CY	AGGREGATE BASE
625	1,131	FT	NO. 4 AWG 2400 VOLT DISTRIBUTION CABLE
625	33	FT	CONDUIT, 2", 725.051
625	35	FT	CONDUIT, MISC.: CONDUIT REMOVED
625	59	FT	TRENCH
625	1	EACH	PULL BOX, 725.08, 18"
625	1	EACH	PULL BOX, MISC.: PULL BOX ADJUSTED TO GRADE
625	1	EACH	PULL BOX, MISC.: STANDALONE WORK PAD, 6'X6'
625	2	EACH	GROUND ROD
625	59	FT	UNDERGROUND WARNING/MARKING TAPE
625	175	FT	DISTRIBUTION CABLE REMOVED, AS PER PLAN
632	1	EACH	DISCONNECT SWITCH WITH ENCLOSURE, AS PER PLAN
633	1	EACH	CABINET FOUNDATION
809	1	EACH	DYNAMIC MESSAGE SIGN (DMS), FULL-SIZE WALK-IN
809	1	EACH	ITS CABINET - DMS
809	1	EACH	ITS DEVICE, MISC.: REMOVAL AND DELIVERY OF DMS SIGN
809	1	EACH	ITS DEVICE, MISC.: REMOVAL OF CABINET FOUNDATION AND WORK PAD
809	1	EACH	ITS DEVICE, MISC.: REMOVAL OF ITS CABINET







BARRIER & DRIVEWAY DETAILS
SITE 7 - IR-71 NB NORTH OF PFEIFFER RD. (HAM-71-16.43)

DESIGN AGENCY

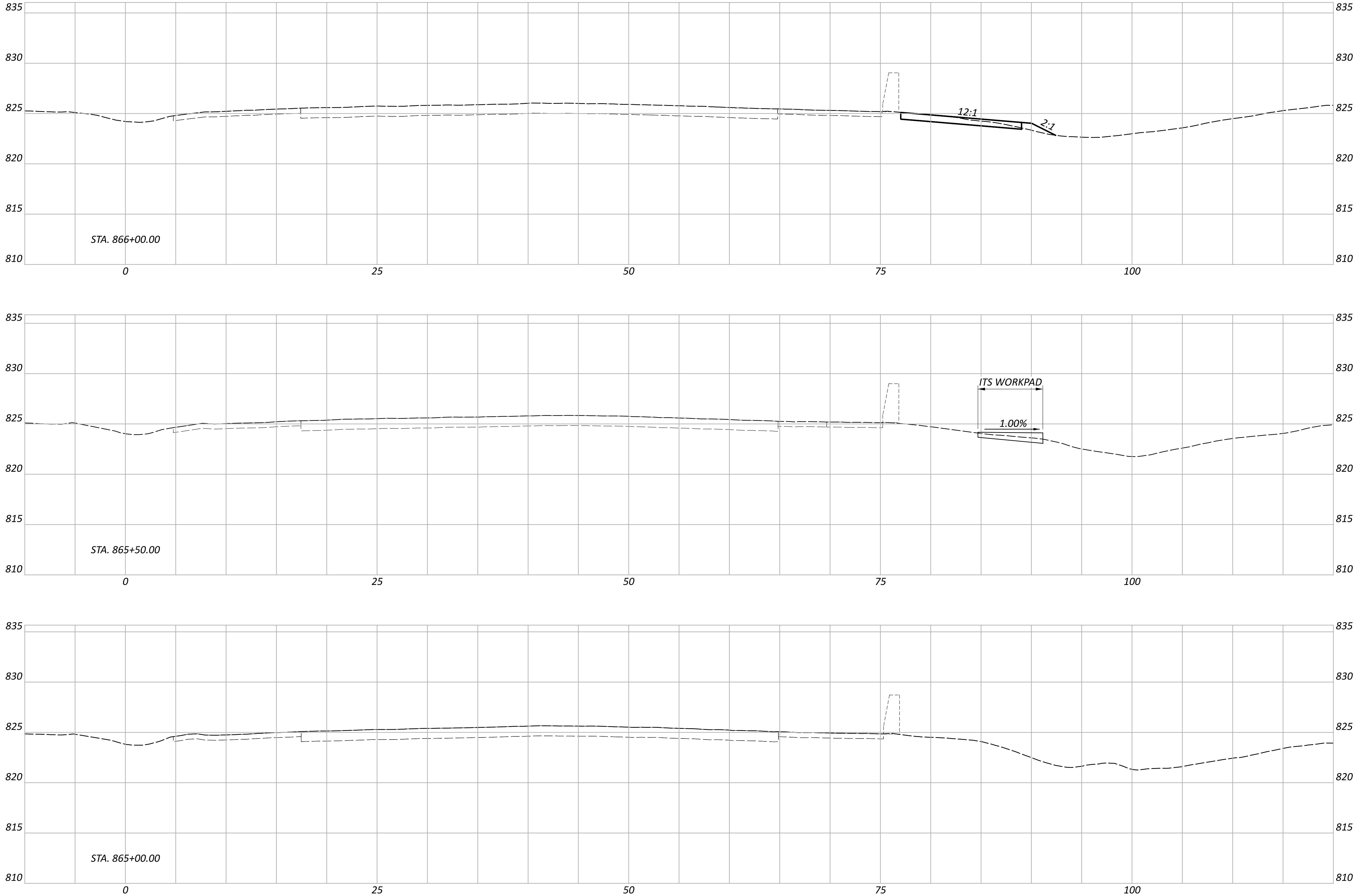


DESIGNER
ASEP

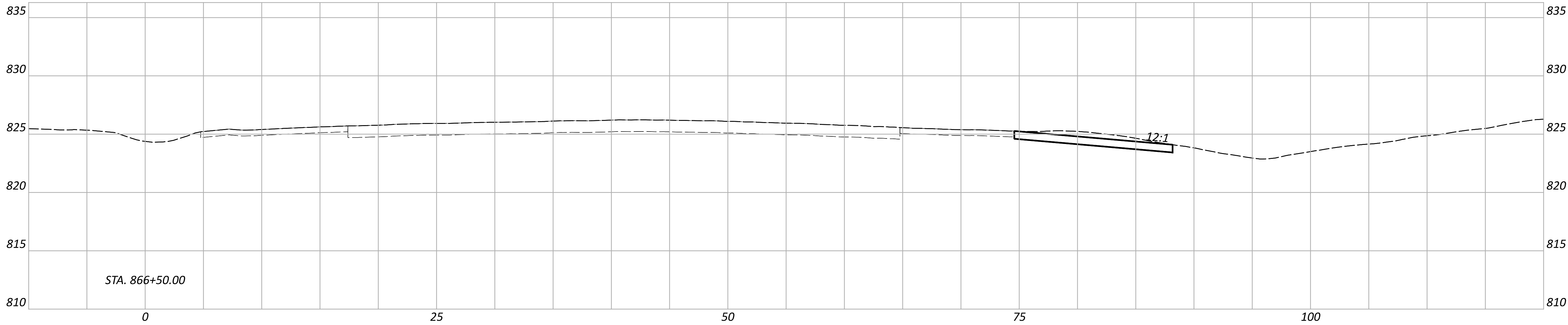
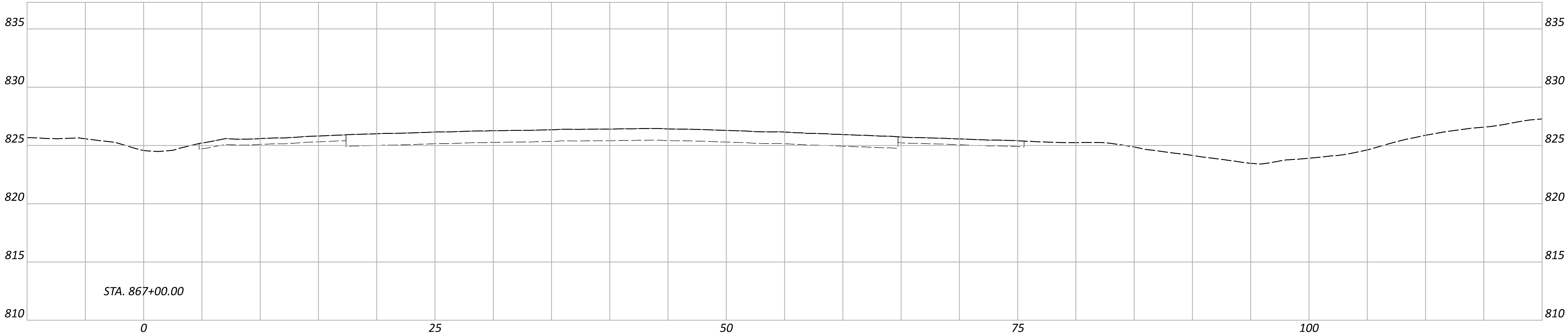
REVIEWER
KKP 01/15/26

PROJECT ID
121932

SHEET TOTAL
P.84 P.226



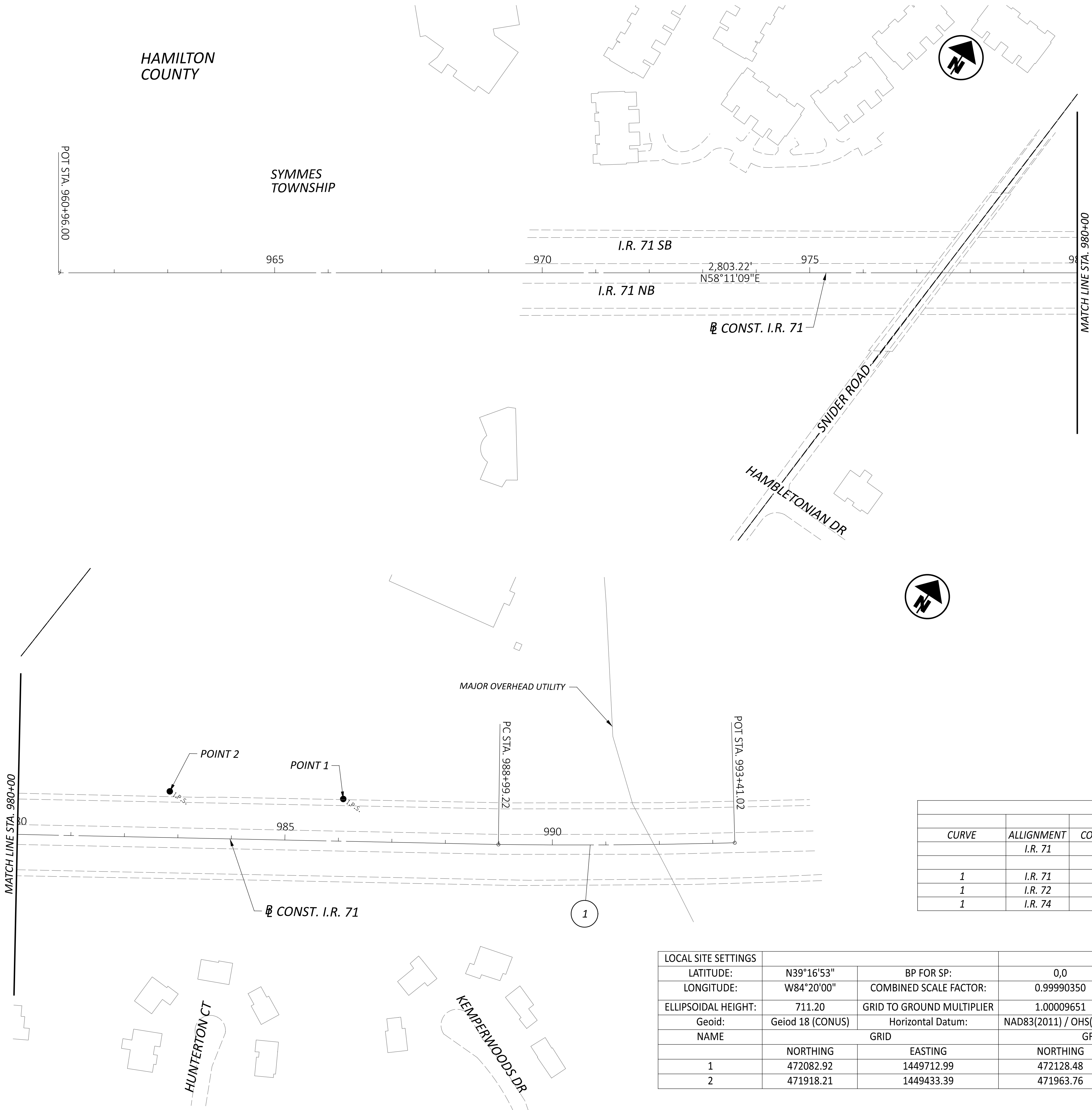
Sheet Totals			SHEET TOTAL	
Seeding	Cut	Fill	P.85	P.226



Sheet Totals			PROJECT ID	
Seeding	Cut	Fill	SHEET	TOTAL
			P.86	P.226

1

CURVE DATA
P.I. = STA. 991+20.15
Δ = 02°20'33" LT
Dc = 00°31'49"
R = 10,806.34'
T = 220.93'
L = 441.80'
E = 2.26'



EARTH DISTURBED AREAS

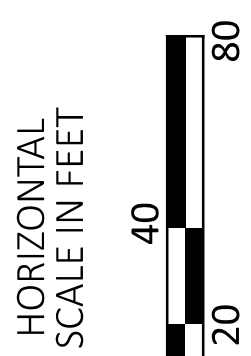
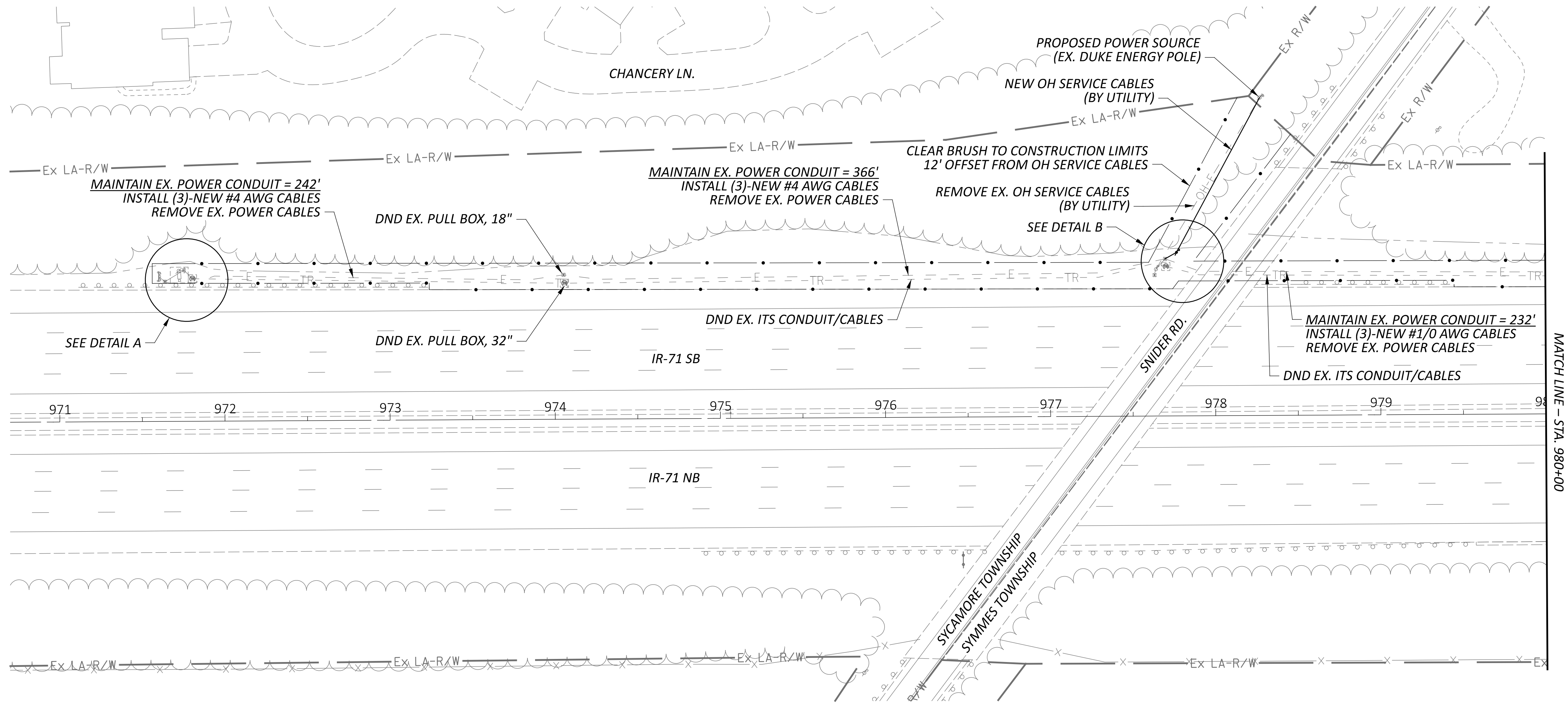
PROJECT EARTH DISTURBED AREA: 0.08 ACRES
ESTIMATED CONTRACTOR EARTH DISTURBED AREA: 0.04 ACRES
NOTICE OF INTENT EARTH DISTURBED AREA: N/A (NOI NOT REQUIRED)

DESIGN DESIGNATION

CURRENT ADT (2026) 135147
DESIGN YEAR ADT (2026) 135147
DESIGN HOURLY VOLUME (2026) 13515
DIRECTIONAL DISTRIBUTION 50%
TRUCKS (24 HOUR B&C) 9%
DESIGN SPEED 70
LEGAL SPEED 65
DESIGN FUNCTIONAL CLASSIFICATION Interstate
NHS PROJECT YES

HORIZONTAL GEOMETRY						
CURVE	ALIGNMENT	CONTROL POINT	GROUND		STATION	BEARING
			NORTHING	EASTING		
	I.R. 71	P.O.T.	470692.19	1447619.65	960+96.00	N58°11'09"
1	I.R. 71	P.C.	472169.96	1450001.72	988+99.22	N58°11'09"
1	I.R. 72	P.I.	472287.90	1450188.54	991+20.15	
1	I.R. 74	P.T.	472413.37	1450370.38	993+41.02	N55° 23' 35"E

LOCAL SITE SETTINGS																	
LATITUDE:		N39°16'53"		BP FOR SP:		0,0											
LONGITUDE:		W84°20'00"		COMBINED SCALE FACTOR:		0.99990350											
ELLIPSOIDAL HEIGHT:		711.20		GRID TO GROUND MULTIPLIER		1.00009651											
Geoid:		Geoid 18 (CONUS)		Horizontal Datum:		NAD83(2011) / OHS(3402)											
NAME		GRID		GROUND				ELEVATION		DESCRIPTION		STATION		OFFSET			
		NORTHING		EASTING		NORTHING		EASTING									
1		472082.92		1449712.99		472128.48		1449852.89		821.73		3" LJB Disk		986+07.52		79.03 LT	
2		471918.21		1449433.39		471963.76		1449573.27		823.45		3" LJB Disk		983+83.10		86.46 LT	



ITS PLAN
SITE 8 - IR-71 SB NORTH OF SNIDER RD. (HAM-71-18.63)

DESIGN AGENCY

HNTB

DESIGNER

JRB

REVIEWER

NRS 01/15/26

PROJECT ID

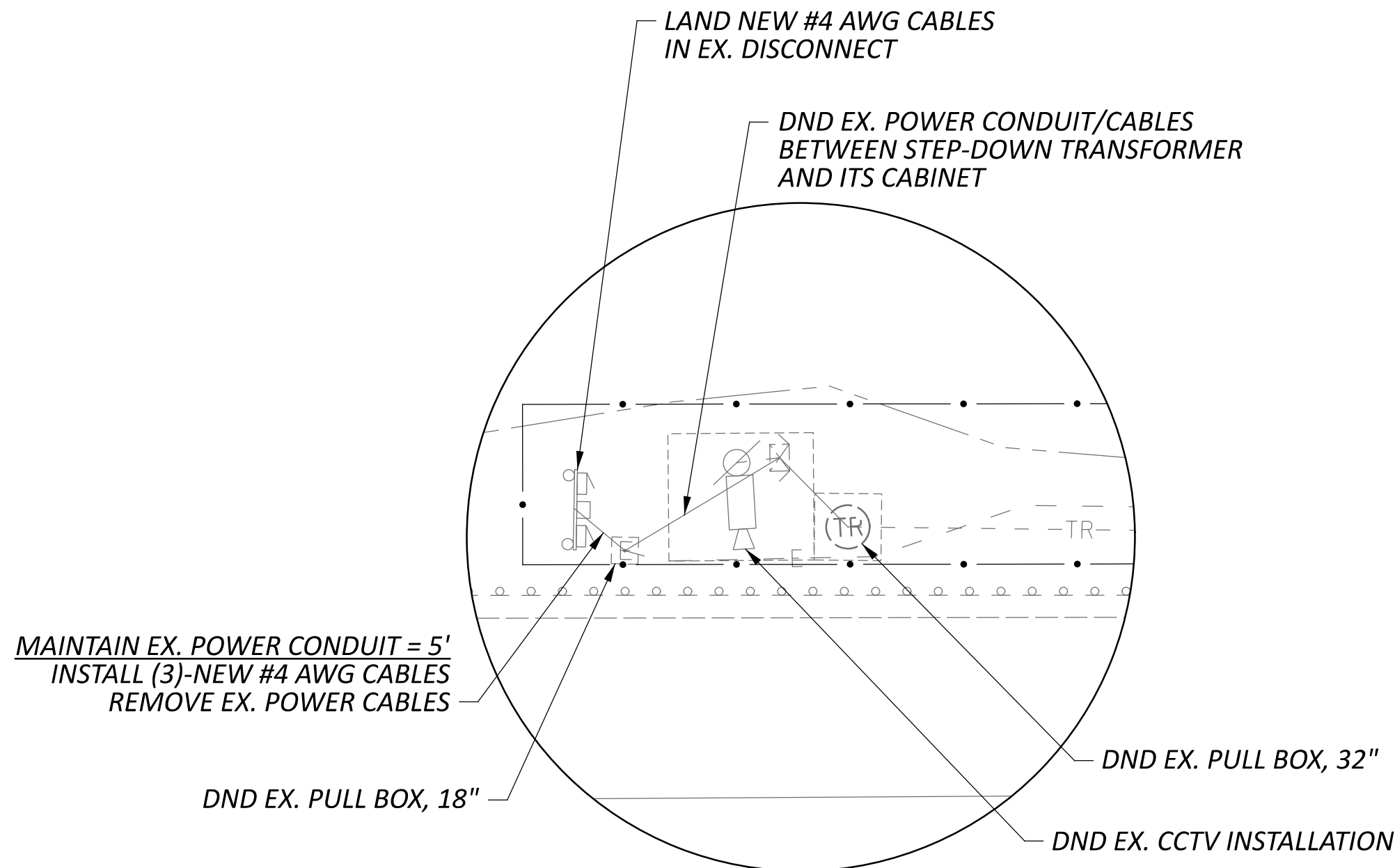
121932

SHEET

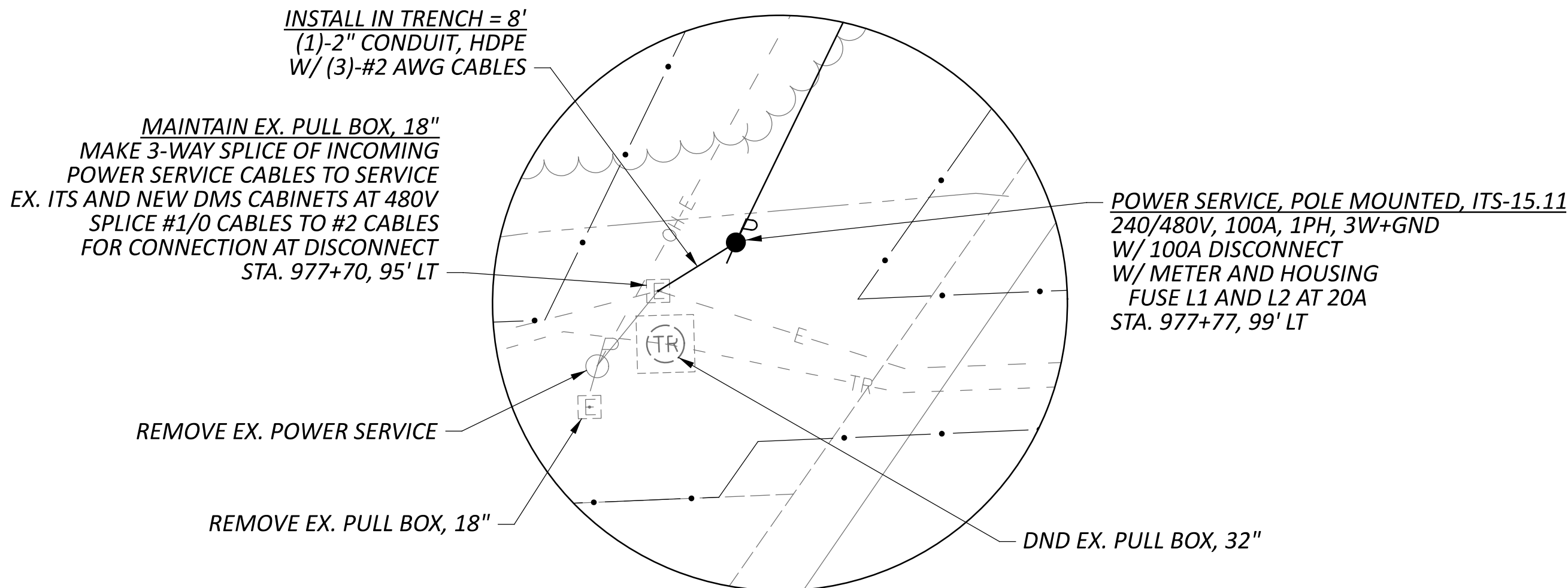
P.88

TOTAL

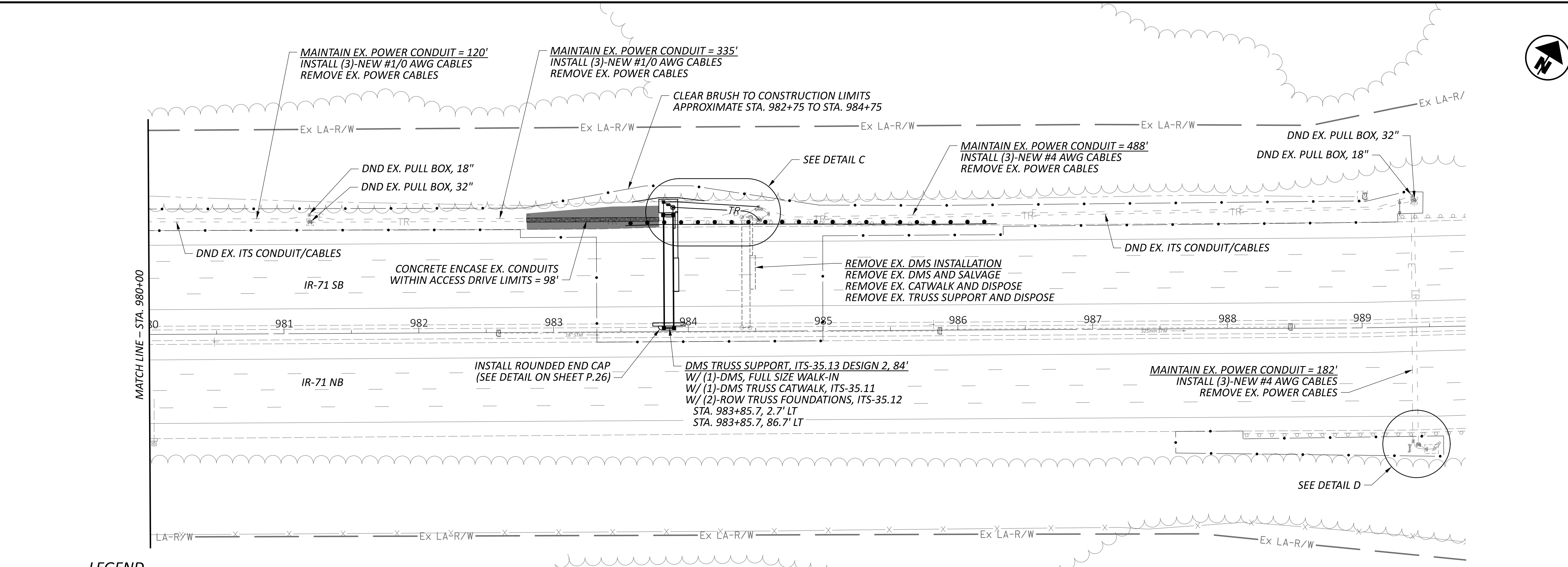
P.226



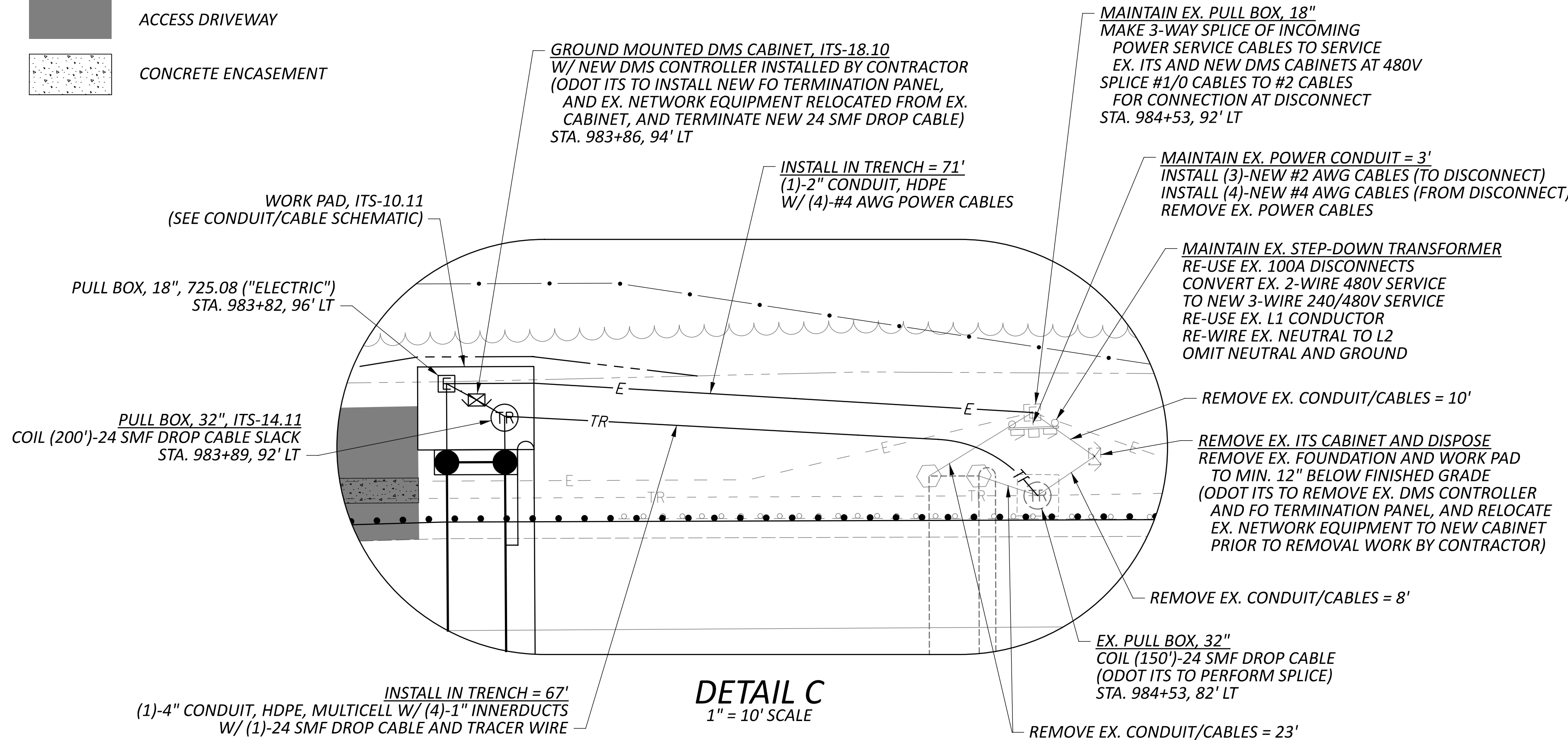
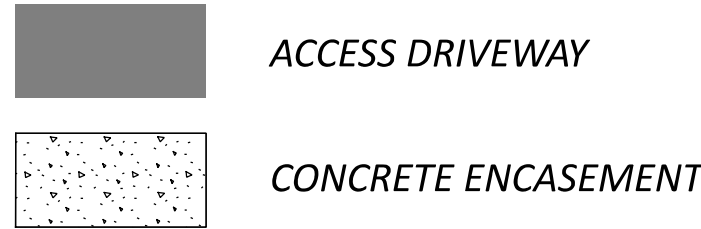
DETAIL A
1" = 10' SCALE



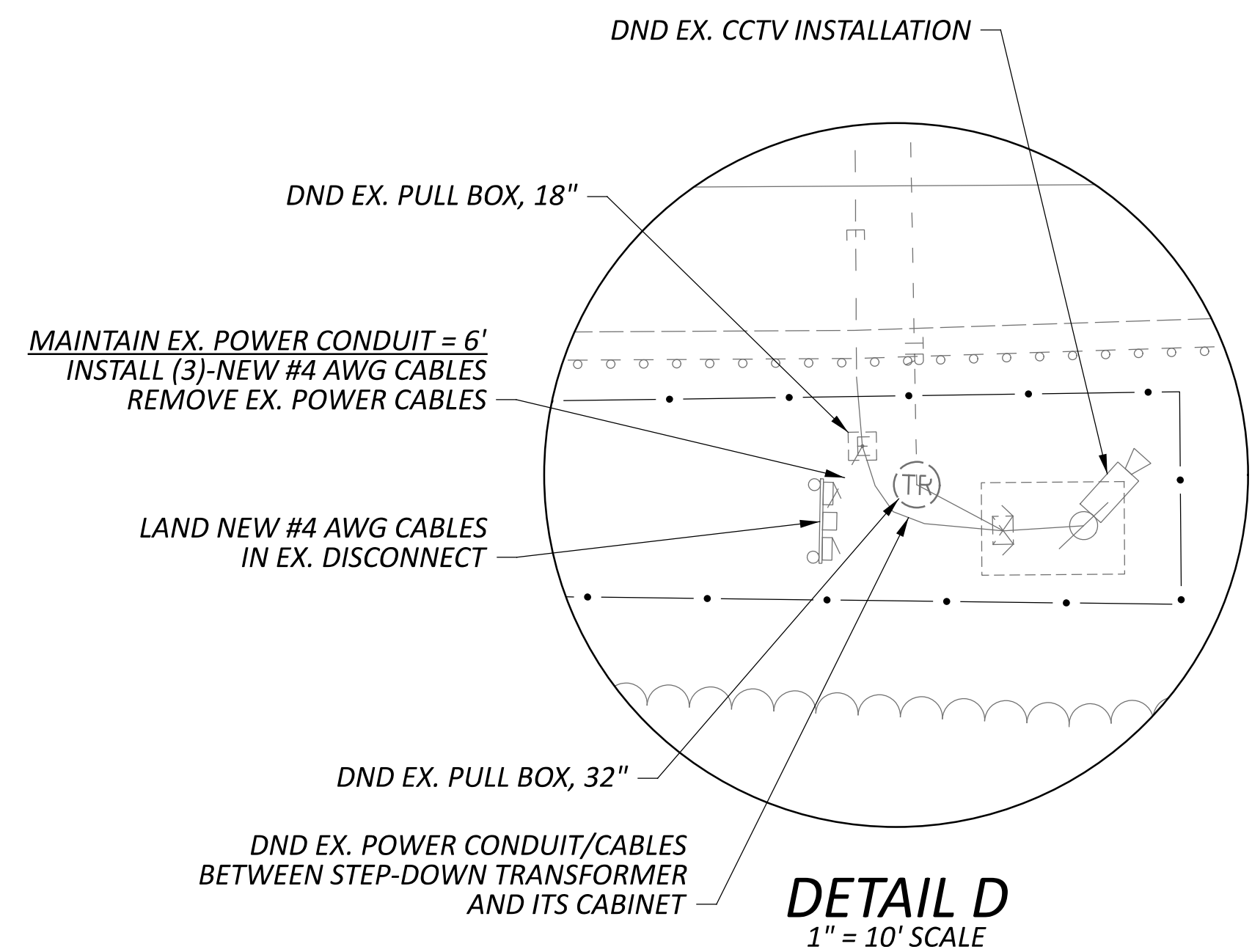
DETAIL B
1" = 10' SCALE



LEGEND



DETAIL C
1" = 10' SCALE



DETAIL D
1" = 10' SCALE



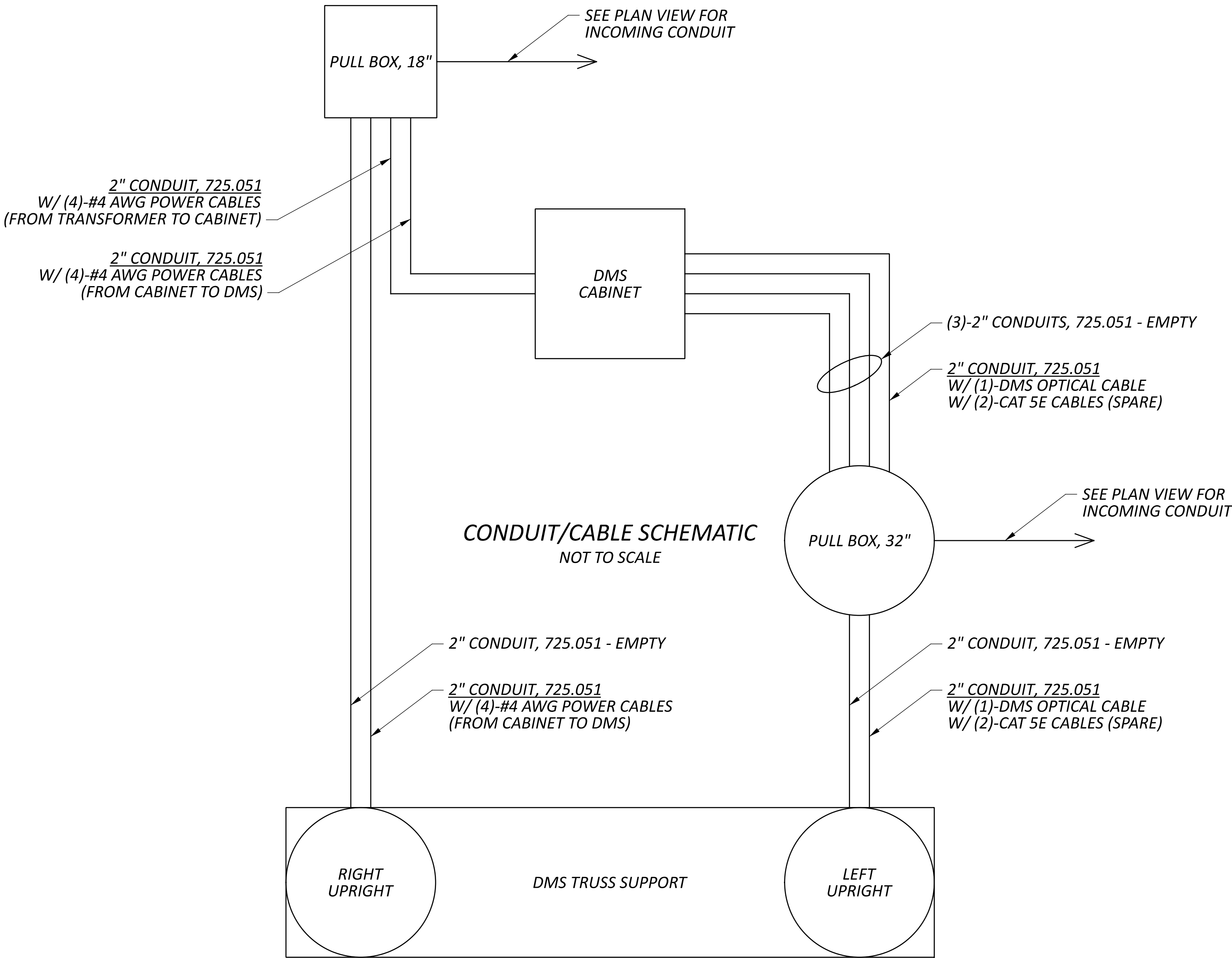
NOTES

1. THE EXISTING DMS SHALL REMAIN IN OPERATION UNTIL THE NEW DMS IS INSTALLED AND IS READY TO BE MADE ACTIVE. COMPLETE SWITCHOVER FROM EXISTING TO NEW DMS WITHIN THE ALLOWABLE DEVICE DOWNTIME WINDOW PER SS 809.

2. REMOVE EXISTING FOUNDATIONS IN UNPAVED AREAS TO A MINIMUM 12" DEPTH BELOW GRADE.

3. EXISTING SITE COMMUNICATIONS ARE VIA FIBER OPTIC CABLE THROUGH THE EXISTING CABINET AND DROP CABLE TO BE REMOVED/RELOCATED. NO REMOVAL WORK SHALL TAKE PLACE WITHOUT PRIOR APPROVAL FROM ODOT ITS.

ITEM	TOTAL	UNIT	DESCRIPTION
202	24	FT	CONCRETE BARRIER REMOVED, AS PER PLAN
202	137.5	FT	GUARDRAIL REMOVED
202	1	EACH	ANCHOR ASSEMBLY REMOVED, TYPE E
202	1	EACH	ANCHOR ASSEMBLY REMOVED, TYPE T
203	37	CY	EXCAVATION
204	164	SY	SUBGRADE COMPACTION
204	164	SY	GEOTEXTILE FABRIC
304	37	CY	AGGREGATE BASE
606	212.5	FT	GUARDRAIL, TYPE MGS
606	1	EACH	ANCHOR ASSEMBLY, MGS TYPE E
606	1	EACH	ANCHOR ASSEMBLY, MGS TYPE T
622	24	FT	BARRIER, MISC.: NEW JERSEY STYLE, TYPE D
625	2,106	FT	NO. 1/0 AWG 2400 VOLT DISTRIBUTION CABLE
625	4,722	FT	NO. 4 AWG 2400 VOLT DISTRIBUTION CABLE
625	123	FT	NO. 2 AWG 2400 VOLT DISTRIBUTION CABLE
625	31	FT	CONDUIT, 2", 725.051
625	98	FT	CONDUIT, MISC.: CONCRETE ENCASEMENT
625	41	FT	CONDUIT, MISC.: CONDUIT REMOVED
625	170	FT	TRENCH
625	1	EACH	PULL BOX, 725.08, 18"
625	1	EACH	PULL BOX REMOVED
625	5	EACH	GROUND ROD
625	170	FT	UNDERGROUND WARNING/MARKING TAPE
625	1	EACH	POWER SERVICE REMOVED
625	3	FT	DISTRIBUTION CABLE REMOVED, AS PER PLAN
626	1	EACH	BARRIER REFLECTOR, TYPE 1, ONE-WAY
626	4	EACH	BARRIER REFLECTOR, TYPE 2, ONE-WAY
630	1	EACH	OVERHEAD SIGN SUPPORT, DMS TRUSS, 115'
630	1	EACH	CATWALK, DMS TRUSS
630	2	EACH	OVERHEAD SIGN SUPPORT FOUNDATION, DMS TRUSS
630	1	EACH	OVERHEAD SIGN SUPPORT, MISC.: ROUNDED END CAP FOR DMS TRUSS FOUNDATION
633	1	EACH	CABINET FOUNDATION
804	459	FT	DROP CABLE, 24 FIBER
804	1	EACH	FIBER OPTIC CABLE, MISC.: FIBER TERMINATION PANEL, 24 FIBER (FURNISH ONLY)
809	1	EACH	ITS PULL BOX WITH PAD AND STANDARD LID ASSEMBLY, 32" WIDE, TYPE 1
809	79	FT	CONDUIT, 2" DIAMETER, HDPE
809	67	FT	CONDUIT, 4", MULTICELL, HDPE WITH 4 - 1" INNERDUCTS
809	1	EACH	ITS POWER SERVICE, POLE MOUNTED, 240/480V, 100 AMP
809	1	EACH	DYNAMIC MESSAGE SIGN (DMS), FULL-SIZE WALK-IN
809	1	EACH	ITS CABINET - DMS
809	1	EACH	ITS DEVICE, MISC.: REMOVAL AND DELIVERY OF DMS SIGN
809	1	EACH	ITS DEVICE, MISC.: REMOVAL OF CABINET FOUNDATION AND WORK PAD
809	1	EACH	ITS DEVICE, MISC.: REMOVAL OF DMS INSTALLATION
809	1	EACH	ITS DEVICE, MISC.: REMOVAL OF ITS CABINET



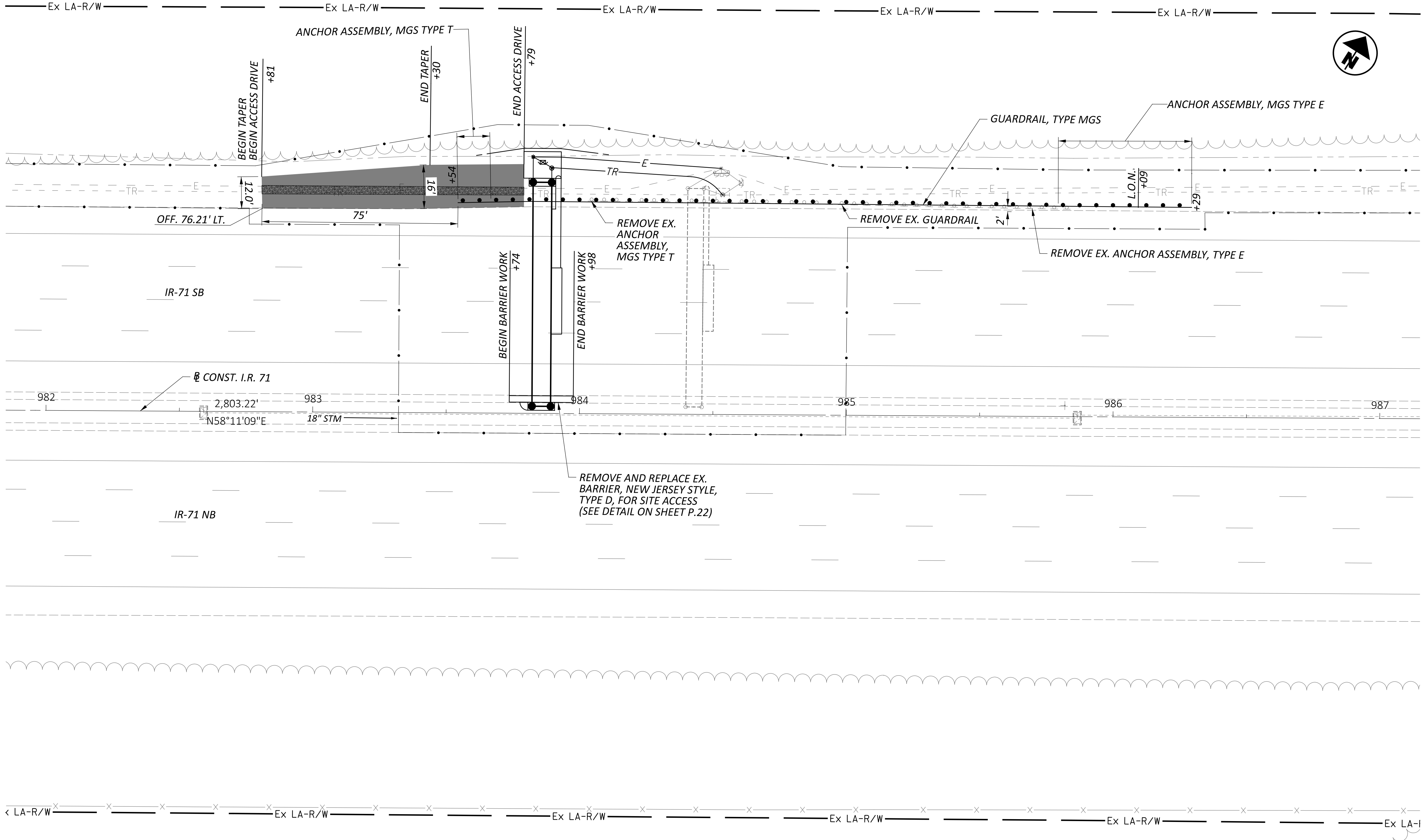
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SITE 8 - IR-71 SB NORTH OF SNIDER RD. (HAM-71-18.63)

LEGEND

L.O.N. LENGTH OF NEED



BARRIER & DRIVEWAY DETAILS
SITE 8 - IR-71 SB NORTH OF SNIDER RD. (HAM-71-18.63)

DESIGN AGENCY

HNTB

DESIGNER

ASEP

REVIEWER

KKP 01/15/26

PROJECT ID

121932

SHEET

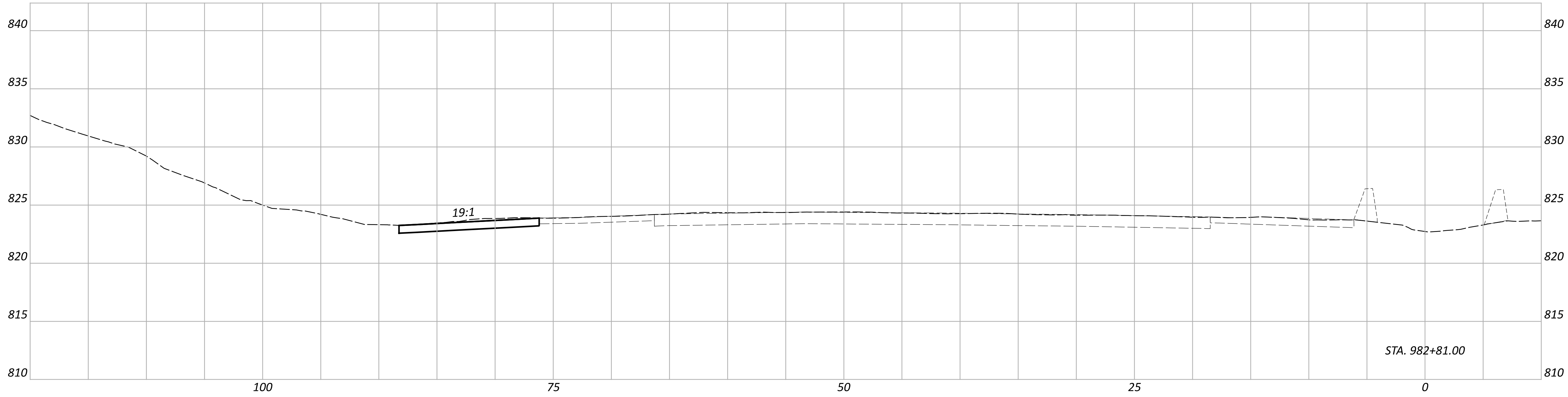
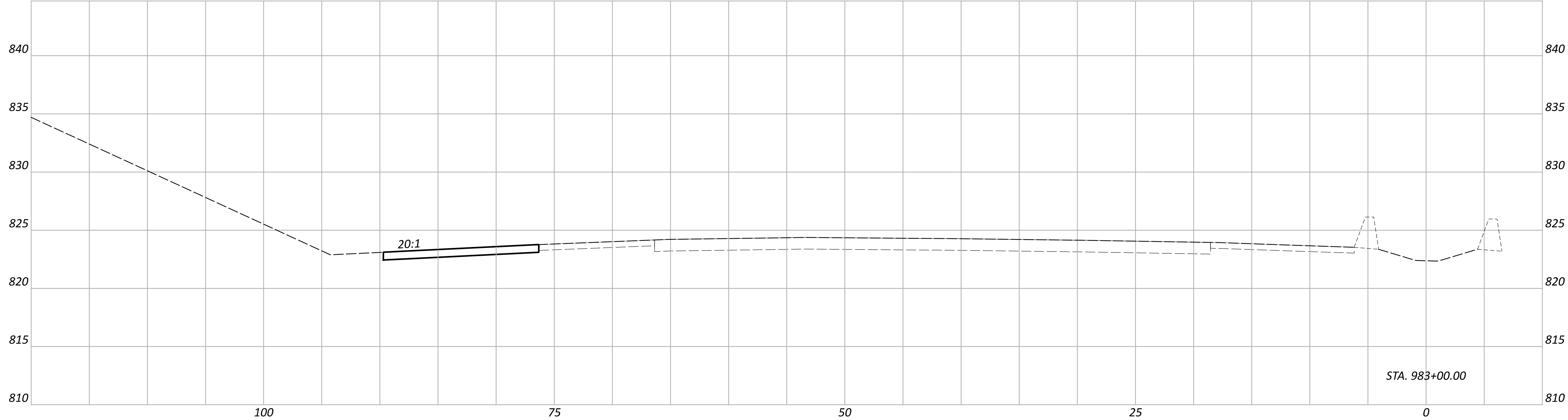
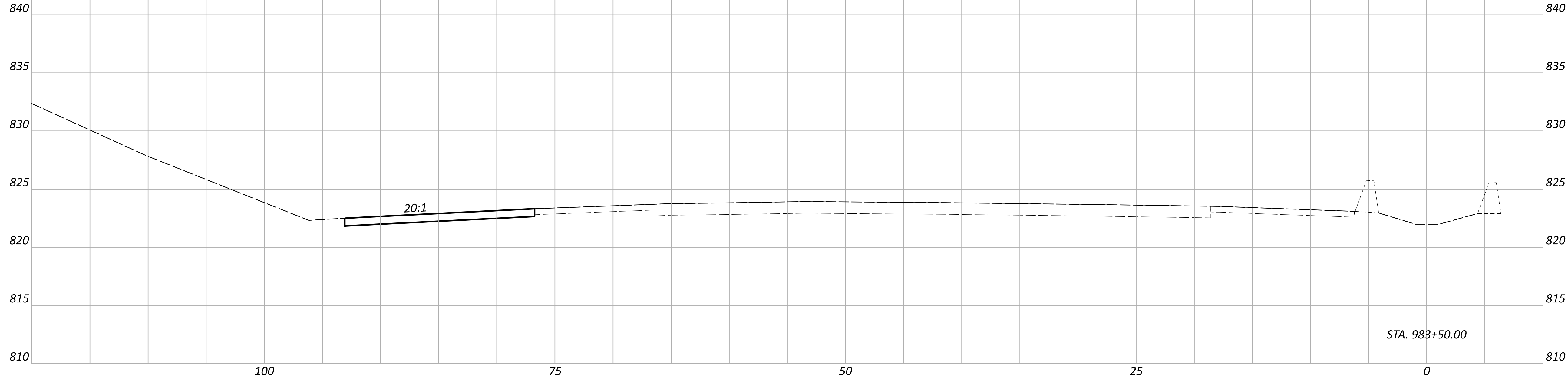
P.92

TOTAL

P.226

HORIZONTAL
SCALE IN FEET





CROSS SECTIONS
SITE 8 - IR-71 SB NORTH OF SNIDER RD. (HAM-71-18.63)

DESIGN AGENCY



DESIGNER

ASEP

REVIEWER

KKP 01/15/26

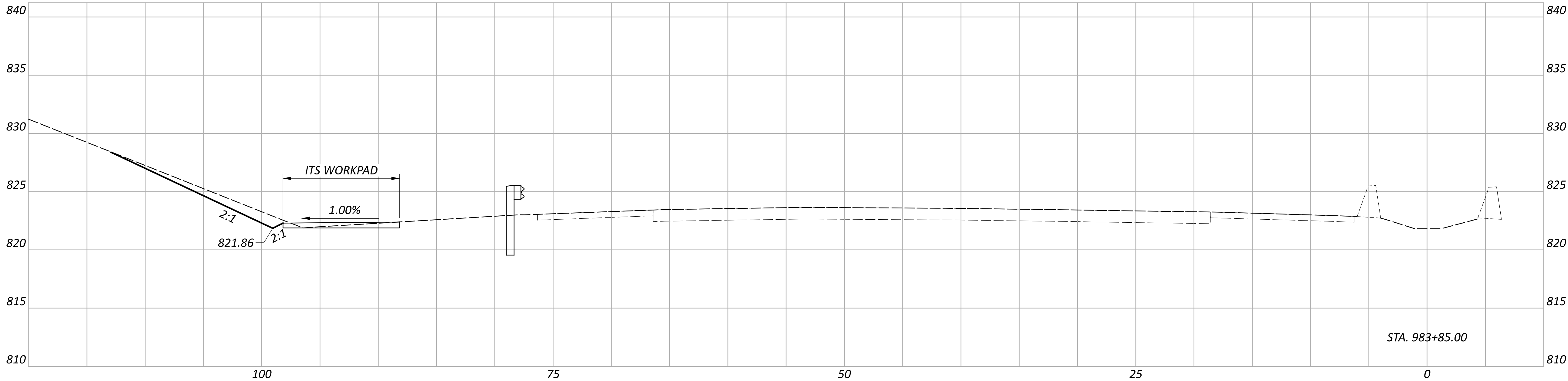
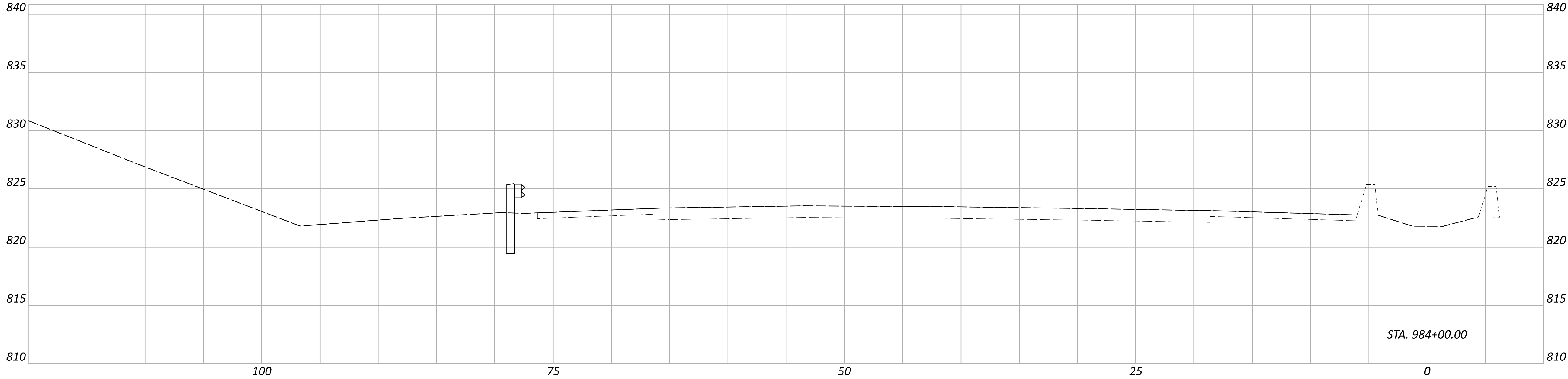
PROJECT ID

121932

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Seeding	Cut	Fill	P.93	P.226	

D08-VAR-DMS & QWS REPLACEMENT FY26

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Sheet Totals			PROJECT ID	
Seeding	Cut	Fill	SHEET	TOTAL
			P.94	P.226

CROSS SECTIONS
SITE 8 - IR-71 SB NORTH OF SNIDER RD. (HAM-71-18.63)

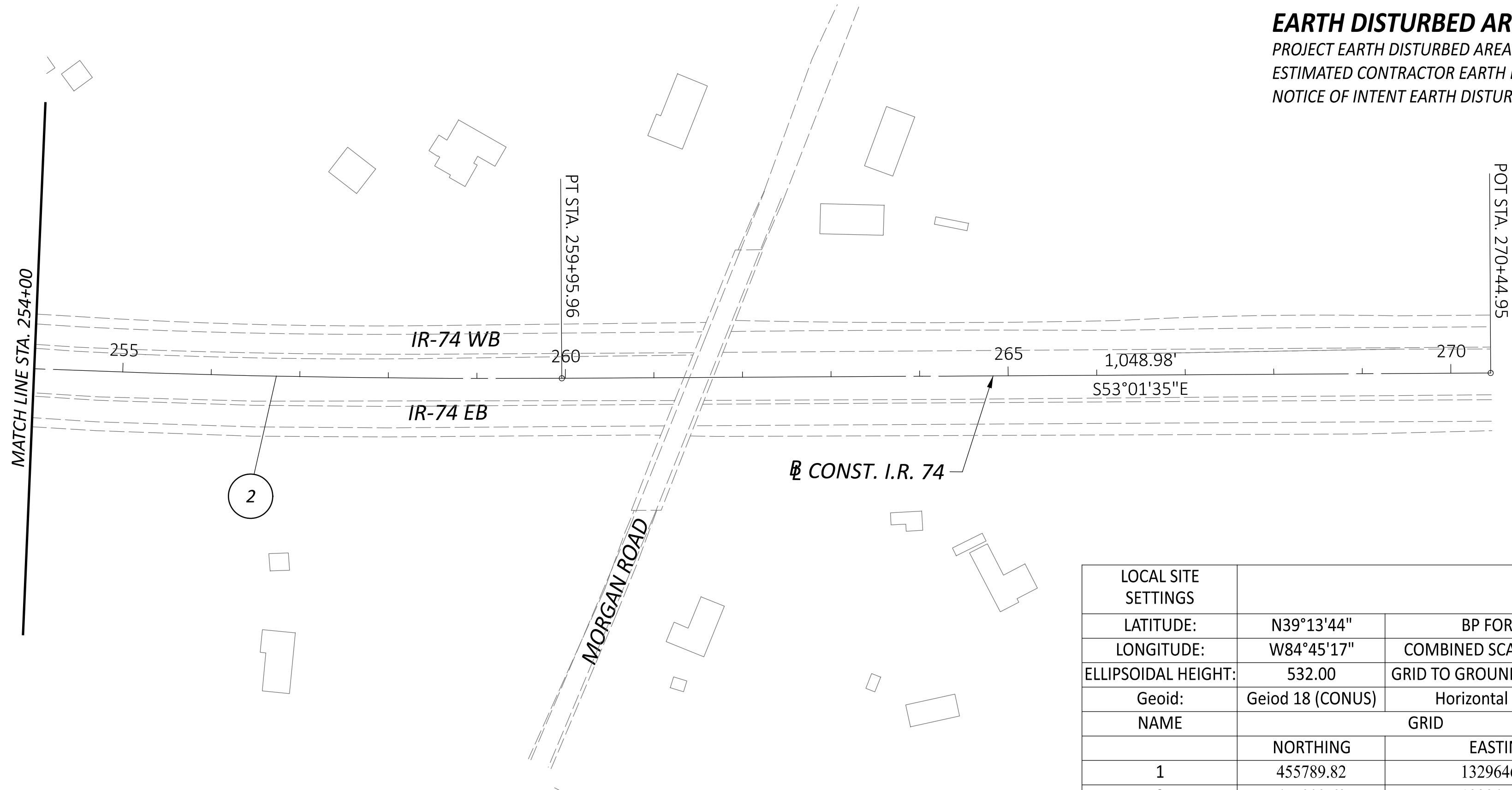
DESIGN AGENCY
HNTB
DESIGNER
ASEP
REVIEWER
KKP 01/15/26
PROJECT ID
121932

1

CURVE DATA
P.I. = STA. 247+40.38
Δ = 12°57'36" LT
Dc = 01°22'08"
R = 4,185.33'
T = 475.38'
L = 946.71'
E = 26.91'

2

CURVE DATA
P.I. = STA. 256+35.71
Δ = 03°18'35" LT
Dc = 00°27'33"
R = 12,475.98'
T = 360.45'
L = 720.70'
E = 5.21'



EARTH DISTURBED AREAS

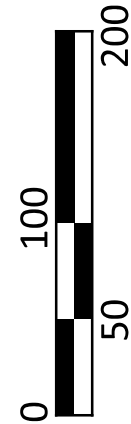
PROJECT EARTH DISTURBED AREA: 0.13 ACRES
ESTIMATED CONTRACTOR EARTH DISTURBED AREA: 0.04 ACRES
NOTICE OF INTENT EARTH DISTURBED AREA: N/A (NOI NOT REQUIRED)

DESIGN DESIGNATION

CURRENT ADT (2026) 55809
DESIGN YEAR ADT (2026) 55809
DESIGN HOURLY VOLUME (2026) 5581
DIRECTIONAL DISTRIBUTION 51%
TRUCKS (24 HOUR B&C) 18%
DESIGN SPEED 70
LEGAL SPEED 65
DESIGN FUNCTIONAL CLASSIFICATION Interstate
NHS PROJECT YES

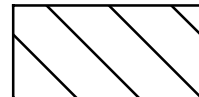
HORIZONTAL GEOMETRY						
CURVE	ALIGNMENT	CONTROL POINT	GROUND		STATION	BEARING
			NORTHING	EASTING		
	I.R. 74	P.O.T.	457584.86	1328247.30	229+02.86	S35° 47' 53"E
1	I.R. 74	P.C.	456480.06	1329044.06	242+64.99	S35° 47' 53"E
1	I.R. 74	P.I.	456094.49	1329322.13	247+40.38	
1	I.R. 74	P.T.	458928.21	1332438.70	252+11.70	S48° 45' 32"E
2	I.R. 71	P.C.	455739.20	1329727.38	252+75.26	S48° 45' 32"E
2	I.R. 71	P.I.	455506.14	1330002.35	256+35.71	
2	I.R. 71	P.T.	455289.35	1330290.32	259+95.96	S53° 01' 34"E
	I.R. 71	P.O.T	454658.44	1331128.37	270+44.95	S53° 01' 33"E

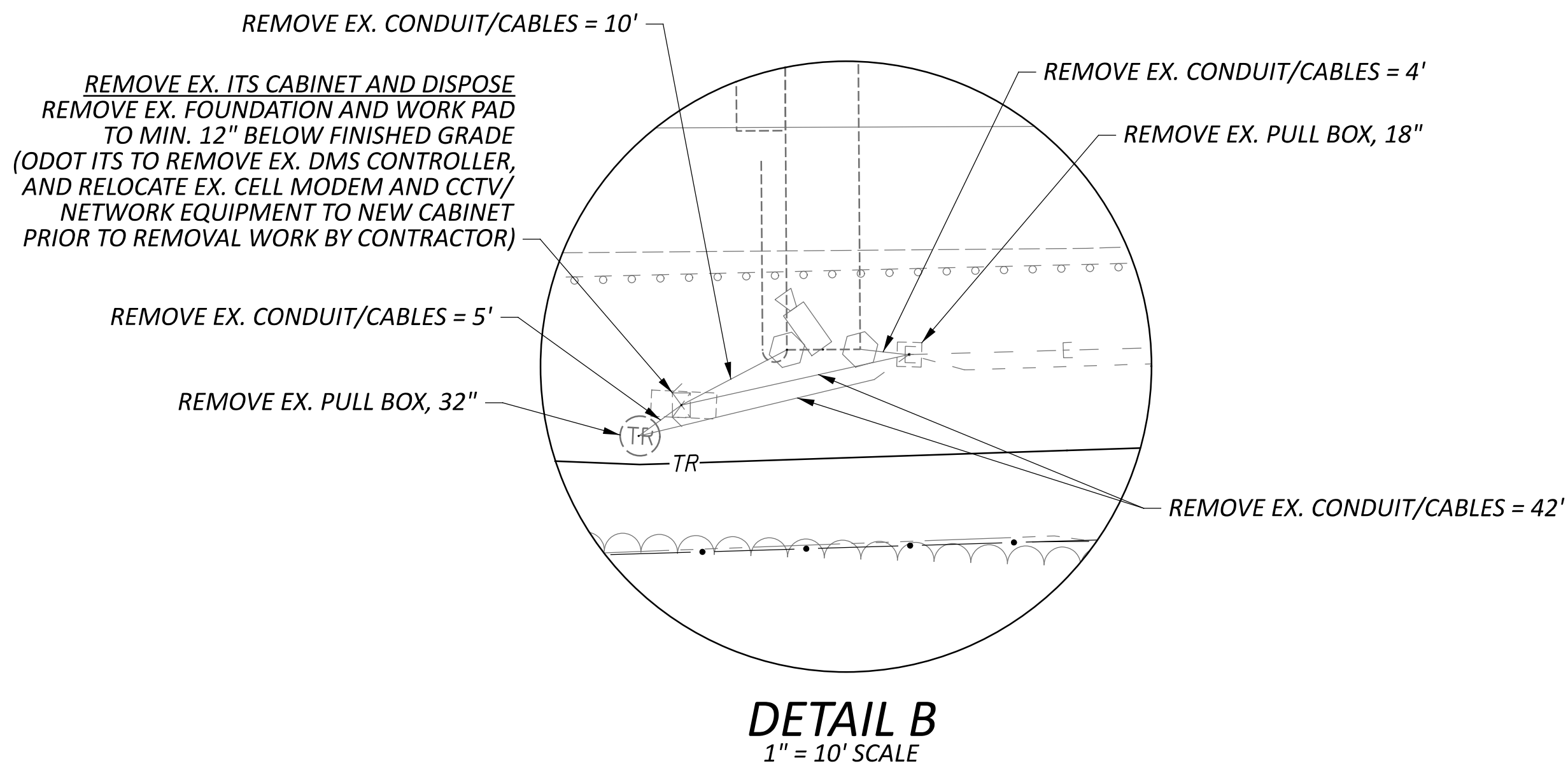
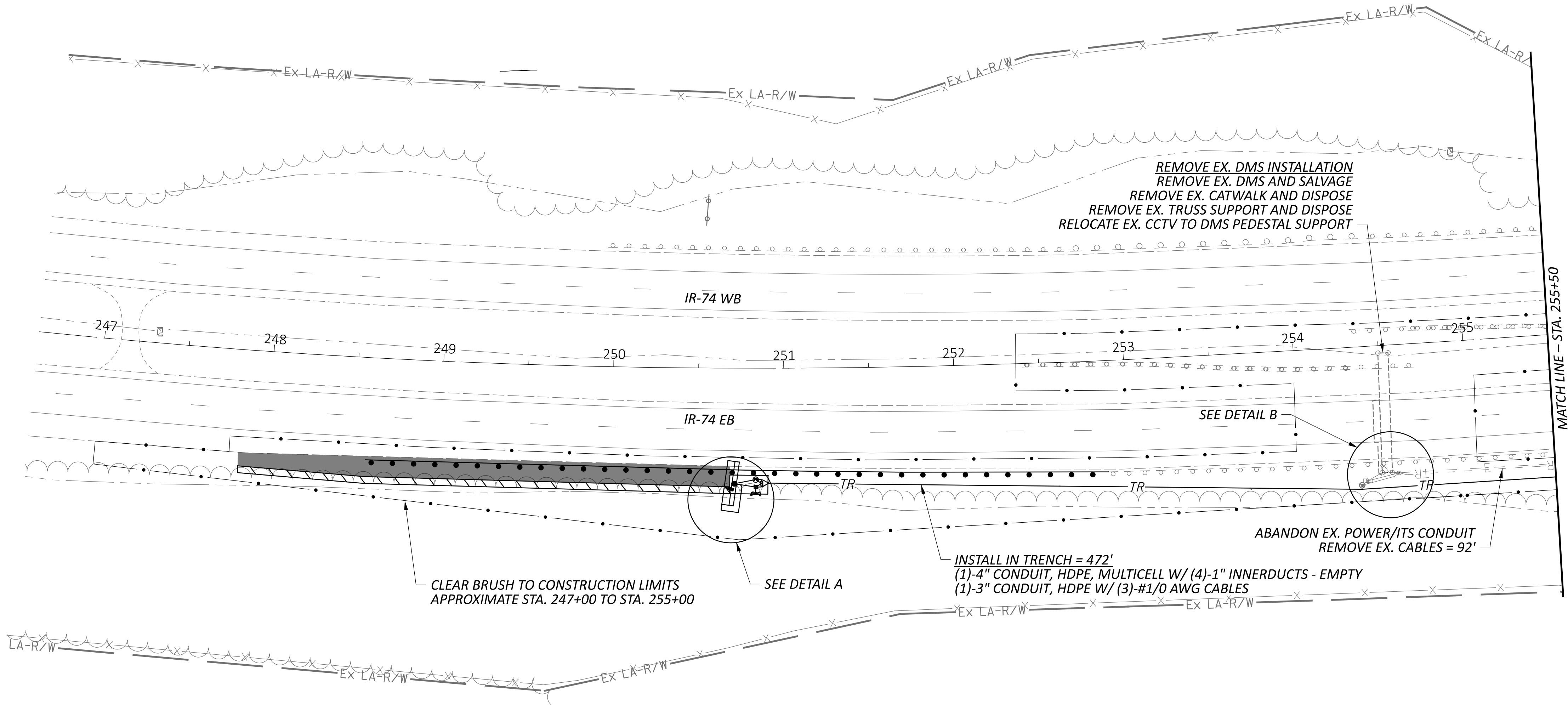
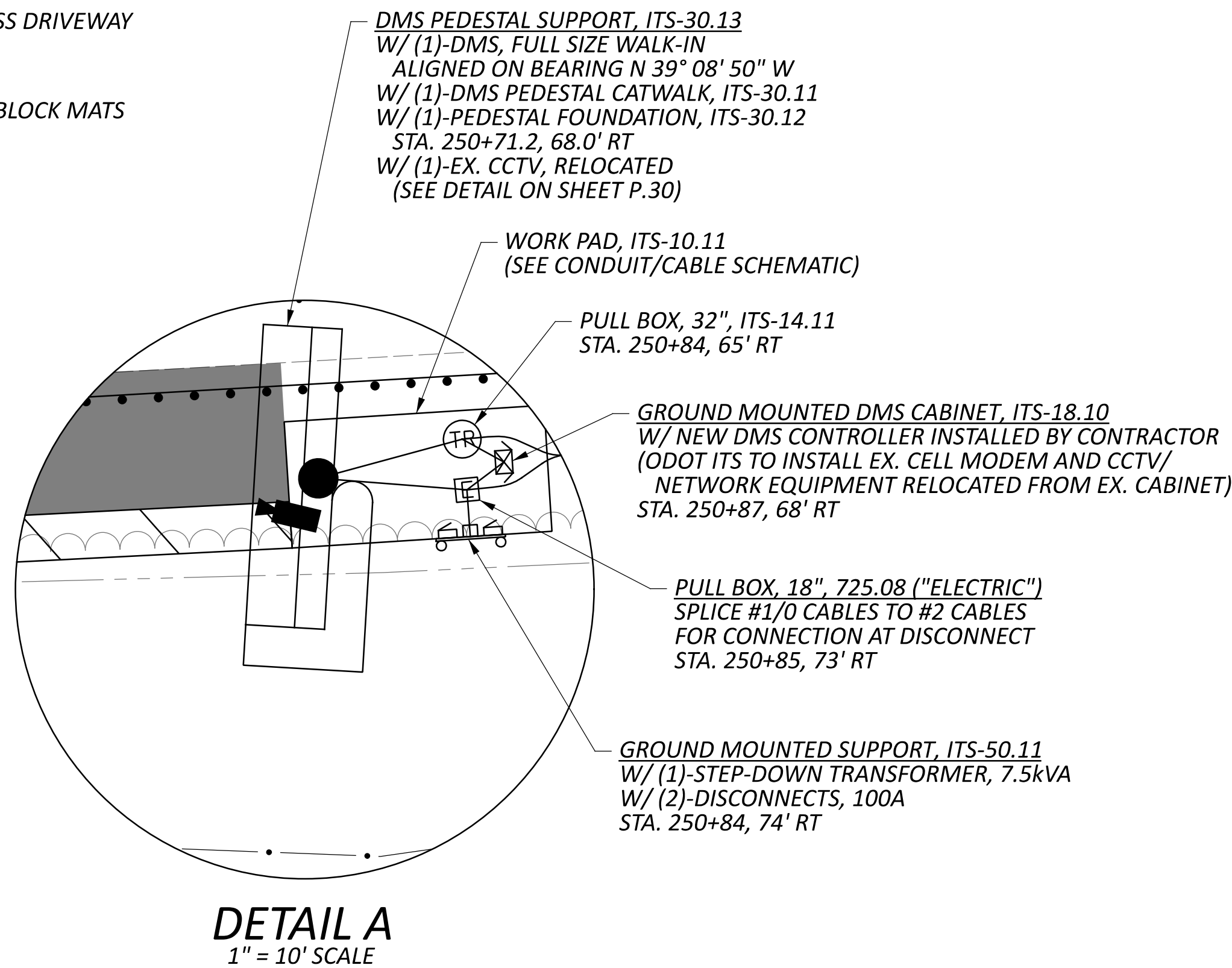
LOCAL SITE SETTINGS									
LATITUDE:		N39°13'44"		BP FOR SP:		0,0			
LONGITUDE:		W84°45'17"		COMBINED SCALE FACTOR:		0.99991413			
ELLIPSOIDAL HEIGHT:		532.00		GRID TO GROUND MULTIPLIER		1.00008588			
Geoid:		Geoid 18 (CONUS)		Horizontal Datum:		NAD83(2011) / OHS(3402)			
NAME		GRID		GROUND		ELEVATION		DESCRIPTION	
		NORTHING		EASTING					
1		455789.82		1329646.99		455828.960		1329761.19	
2		455903.62		1329457.10		455942.770		1329571.27	
						637.05		3" LJB Disk	
						633.700		3" LJB Disk	
								251+80.71	
								249+66.28	
								15.26 RT	
								62.07 RT	



LEGEND

 ACCESS DRIVEWAY

 TIED BLOCK MATS



ITS PLAN

SITE 9 - IR-74 EB WEST OF IR-275 (HAM-74-4.75)

DESIGN AGENCY

HNTB

DESIGNER

JRB

REVIEWER

NRS 01/15/26

PROJECT ID

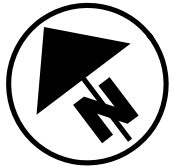
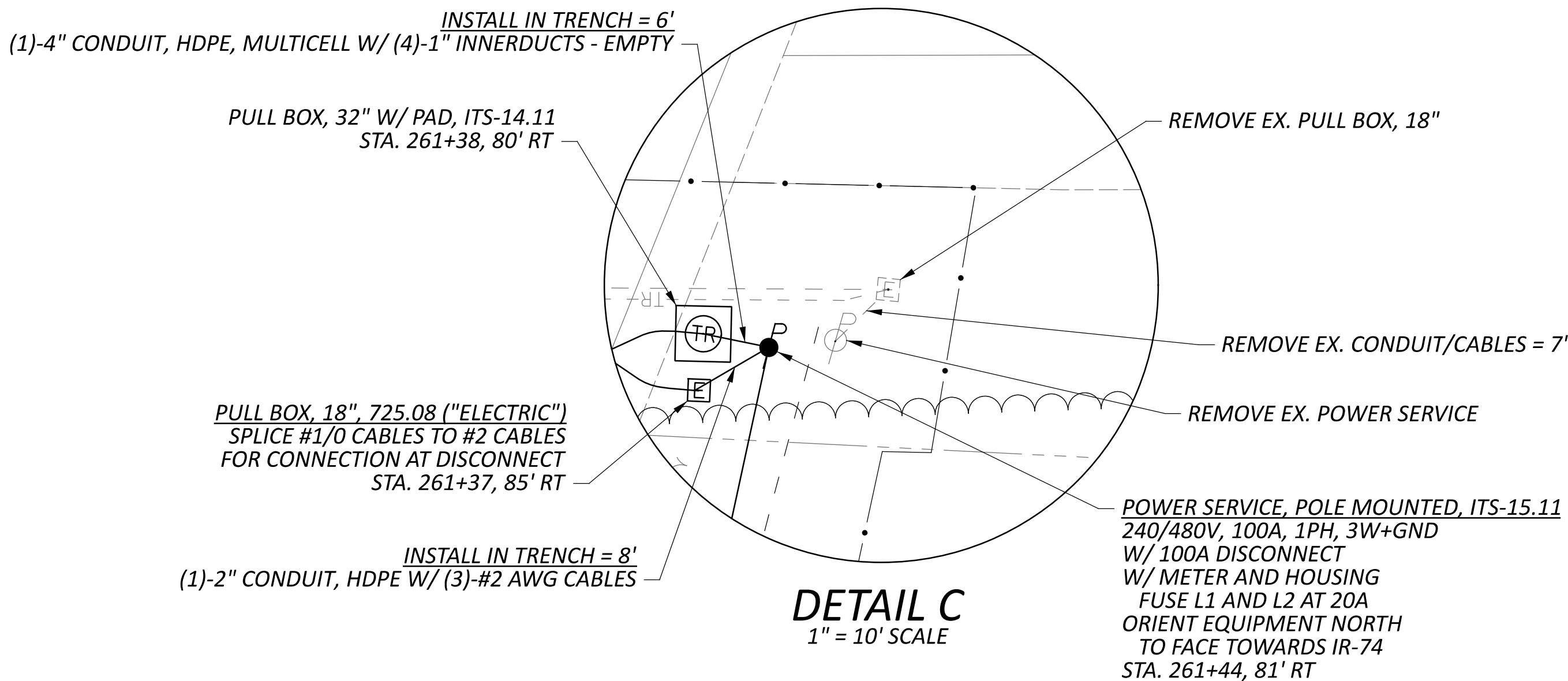
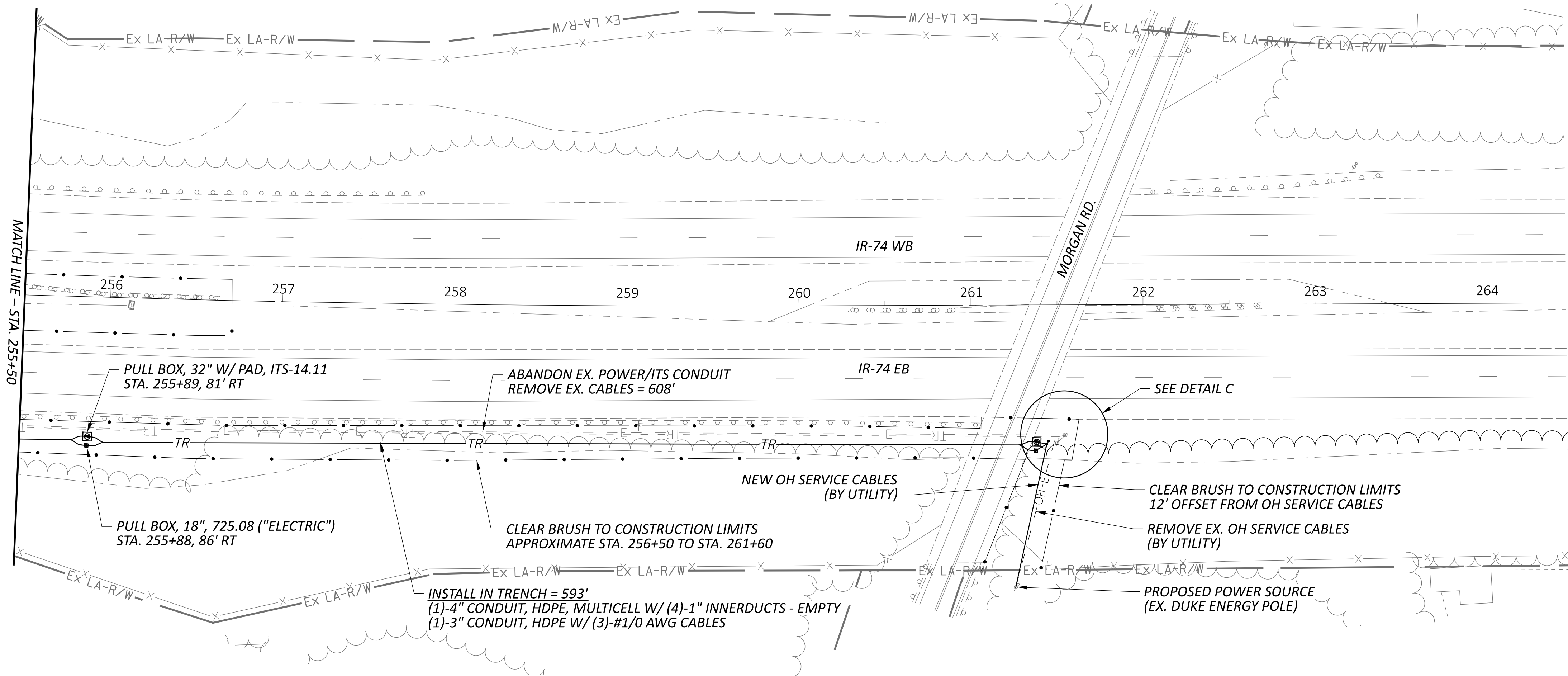
121932

SHEET

P.96

TOTAL

P.226



ITS PLAN
SITE 9 - IR-74 EB WEST OF IR-275 (HAM-74-4.75)

DESIGN AGENCY

HNTB

DESIGNER

JRB

REVIEWER

NRS 01/15/26

PROJECT ID

121932

SHEET

P.97

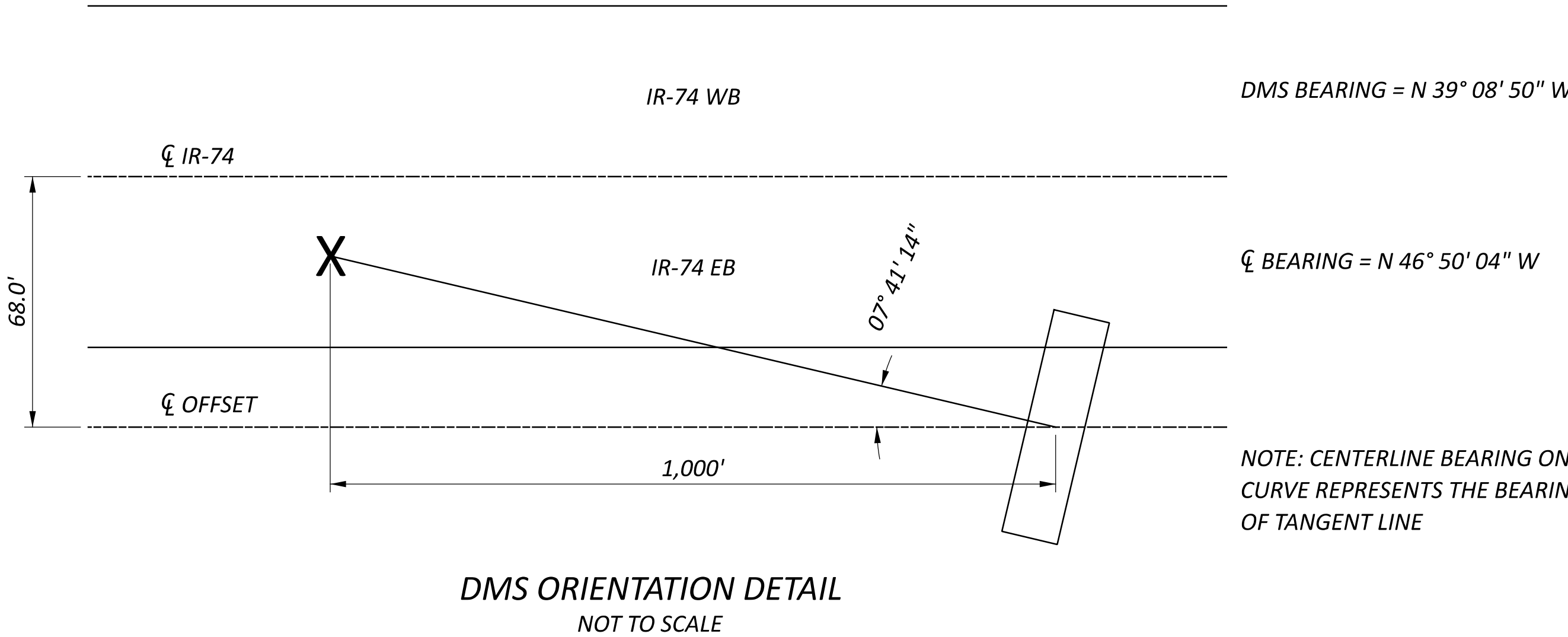
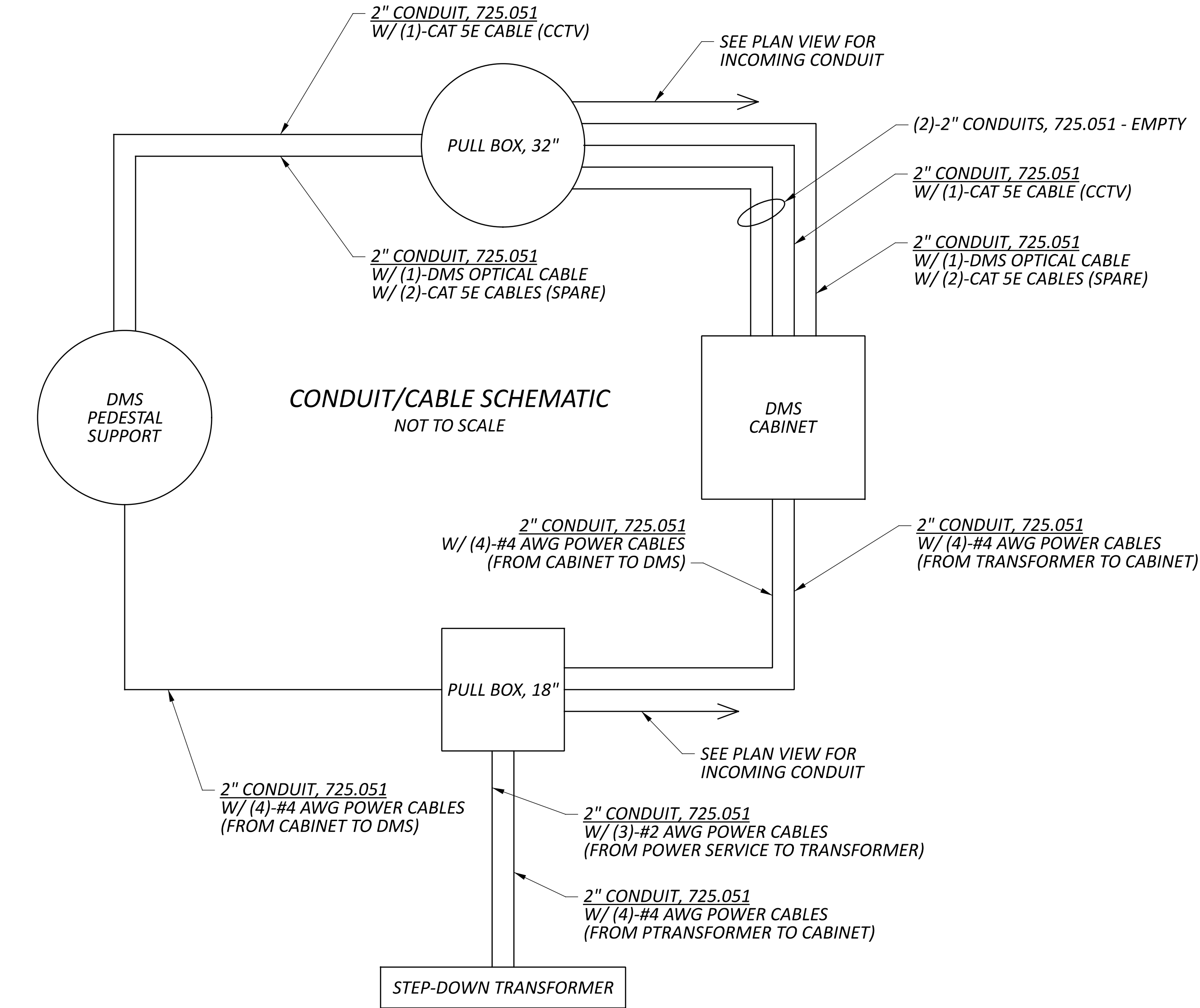
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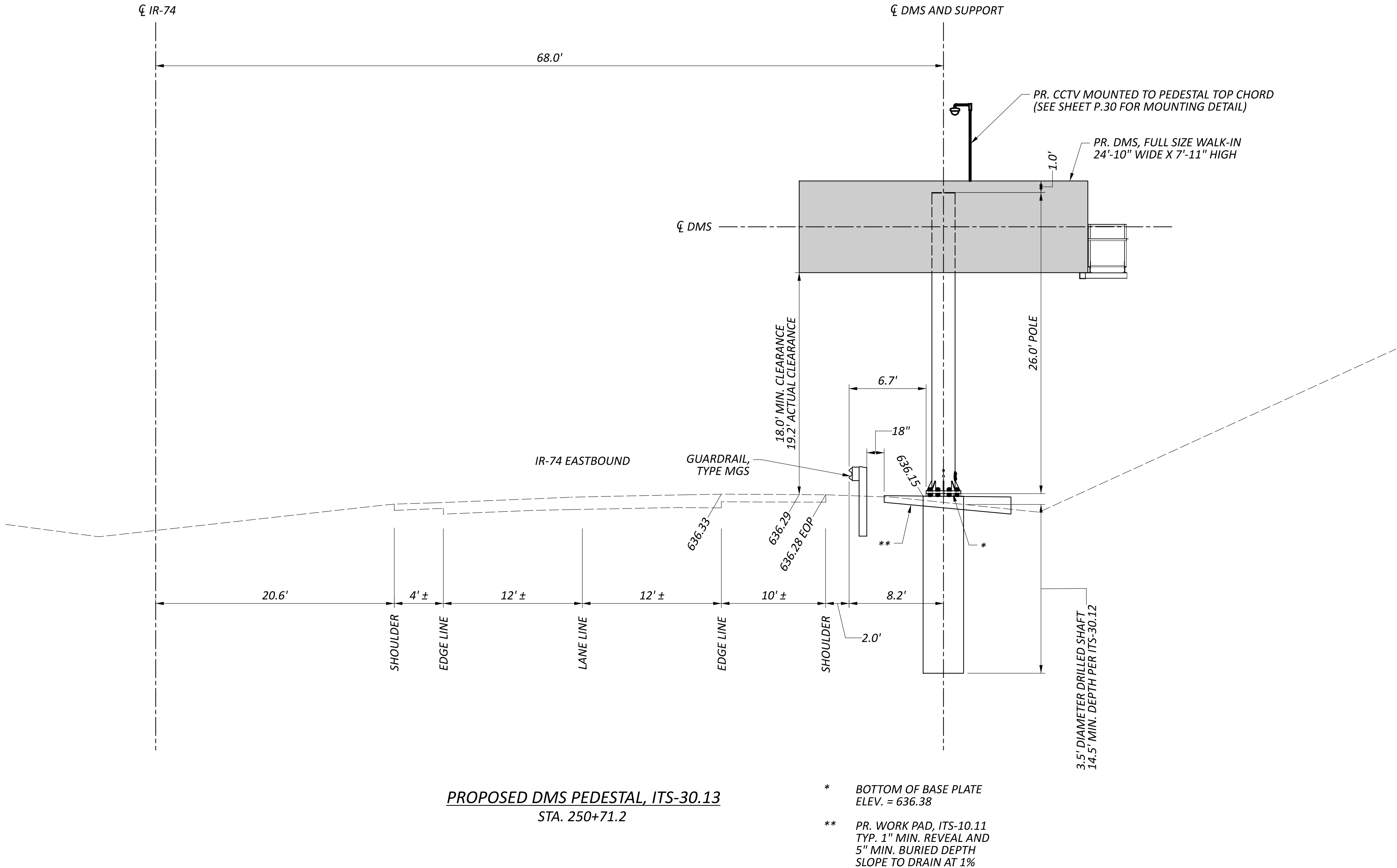
P.226

NOTES

1. THE EXISTING DMS SHALL REMAIN IN OPERATION UNTIL THE NEW DMS IS INSTALLED AND IS READY TO BE MADE ACTIVE. COMPLETE SWITCHOVER FROM EXISTING TO NEW DMS WITHIN THE ALLOWABLE DEVICE DOWNTIME WINDOW PER SS 809.
2. REMOVE EXISTING FOUNDATIONS IN UNPAVED AREAS TO A MINIMUM 12" DEPTH BELOW GRADE.
3. EXISTING SITE COMMUNICATIONS ARE VIA CELLULAR MODEM. NO REMOVAL WORK SHALL TAKE PLACE WITHOUT PRIOR APPROVAL FROM ODOT ITS.
4. COORDINATE WITH ALTA FIBER FOR THE REMOVAL OF EXISTING TELECOM COMMUNICATIONS DROP TO EXISTING CABINET PRIOR TO REMOVAL.

ITEM	TOTAL	UNIT	DESCRIPTION
202	50	FT	GUARDRAIL REMOVED
202	375	FT	GUARDRAIL REMOVED, BARRIER DESIGN
202	1	EACH	ANCHOR ASSEMBLY REMOVED, TYPE E
202	2	EACH	ANCHOR ASSEMBLY REMOVED, TYPE T
202	2	EACH	IMPACT ATTENUATOR REMOVED
203	129	CY	EXCAVATION
203	2	CY	EMBANKMENT
204	497	SY	SUBGRADE COMPACTION
204	497	SY	GEOTEXTILE FABRIC
304	82	CY	AGGREGATE BASE
601	129	SY	TIED CONCRETE BLOCK MAT WITH TYPE 2 UNDERLAYMENT
606	387.5	FT	GUARDRAIL, TYPE MGS
606	1	EACH	ANCHOR ASSEMBLY, MGS TYPE E
625	3,225	FT	NO. 1/0 AWG 2400 VOLT DISTRIBUTION CABLE
625	300	FT	NO. 4 AWG 2400 VOLT DISTRIBUTION CABLE
625	126	FT	NO. 2 AWG 2400 VOLT DISTRIBUTION CABLE
625	47	FT	CONDUIT, 2", 725.051
625	1,065	FT	CONDUIT, 3", 725.052, AS PER PLAN
625	68	FT	CONDUIT, MISC.: CONDUIT REMOVED
625	1,157	FT	TRENCH
625	3	EACH	PULL BOX, 725.08, 18"
625	3	EACH	PULL BOX REMOVED
625	6	EACH	GROUND ROD
625	1,157	FT	UNDERGROUND WARNING/MARKING TAPE
625	1	EACH	POWER SERVICE REMOVED
625	700	FT	DISTRIBUTION CABLE REMOVED, AS PER PLAN
626	10	EACH	BARRIER REFLECTOR, TYPE 2, ONE-WAY
630	1	EACH	OVERHEAD SIGN SUPPORT, DMS PEDESTAL
630	1	EACH	CATWALK, DMS PEDESTAL
630	1	EACH	OVERHEAD SIGN SUPPORT FOUNDATION, DMS PEDESTAL
633	1	EACH	CABINET FOUNDATION
809	3	EACH	ITS PULL BOX WITH PAD AND STANDARD LID ASSEMBLY, 32" WIDE, TYPE 1
809	8	FT	CONDUIT, 2" DIAMETER, HDPE
809	1,071	FT	CONDUIT, 4", MULTICELL, HDPE WITH 4 - 1" INNERDUCTS
809	1	EACH	ITS POWER SERVICE, POLE MOUNTED, 240/480V, 100 AMP
809	1	EACH	DYNAMIC MESSAGE SIGN (DMS), FULL-SIZE WALK-IN
809	130	FT	ETHERNET CABLE, OUTDOOR-RATED
809	1	EACH	ITS CABINET - DMS
809	1	EACH	STEP-DOWN TRANSFORMER, 7.5KVA
809	1	EACH	ITS DEVICE, MISC.: RELOCATION OF CCTV IP-CAMERA SYSTEM
809	1	EACH	ITS DEVICE, MISC.: REMOVAL AND DELIVERY OF DMS SIGN
809	1	EACH	ITS DEVICE, MISC.: REMOVAL OF CABINET FOUNDATION AND WORK PAD
809	1	EACH	ITS DEVICE, MISC.: REMOVAL OF DMS INSTALLATION
809	1	EACH	ITS DEVICE, MISC.: REMOVAL OF ITS CABINET





CURVE DATA
P.I. = STA. 247+40.38
 Δ = 12°57'36" LT
Dc = 01°22'08"
R = 4,185.33'
T = 475.38'
L = 946.71'
E = 26.91'

LEGEND

L.O.N. LENGTH OF NEED



BARRIER & DRIVEWAY DETAILS
SITE 9 - IR-74 EB WEST OF IR-275 (HAM-74-4.75)

DESIGN AGENCY



DESIGNER

ASEP

REVIEWER

KKP 01/15/26

PROJECT ID

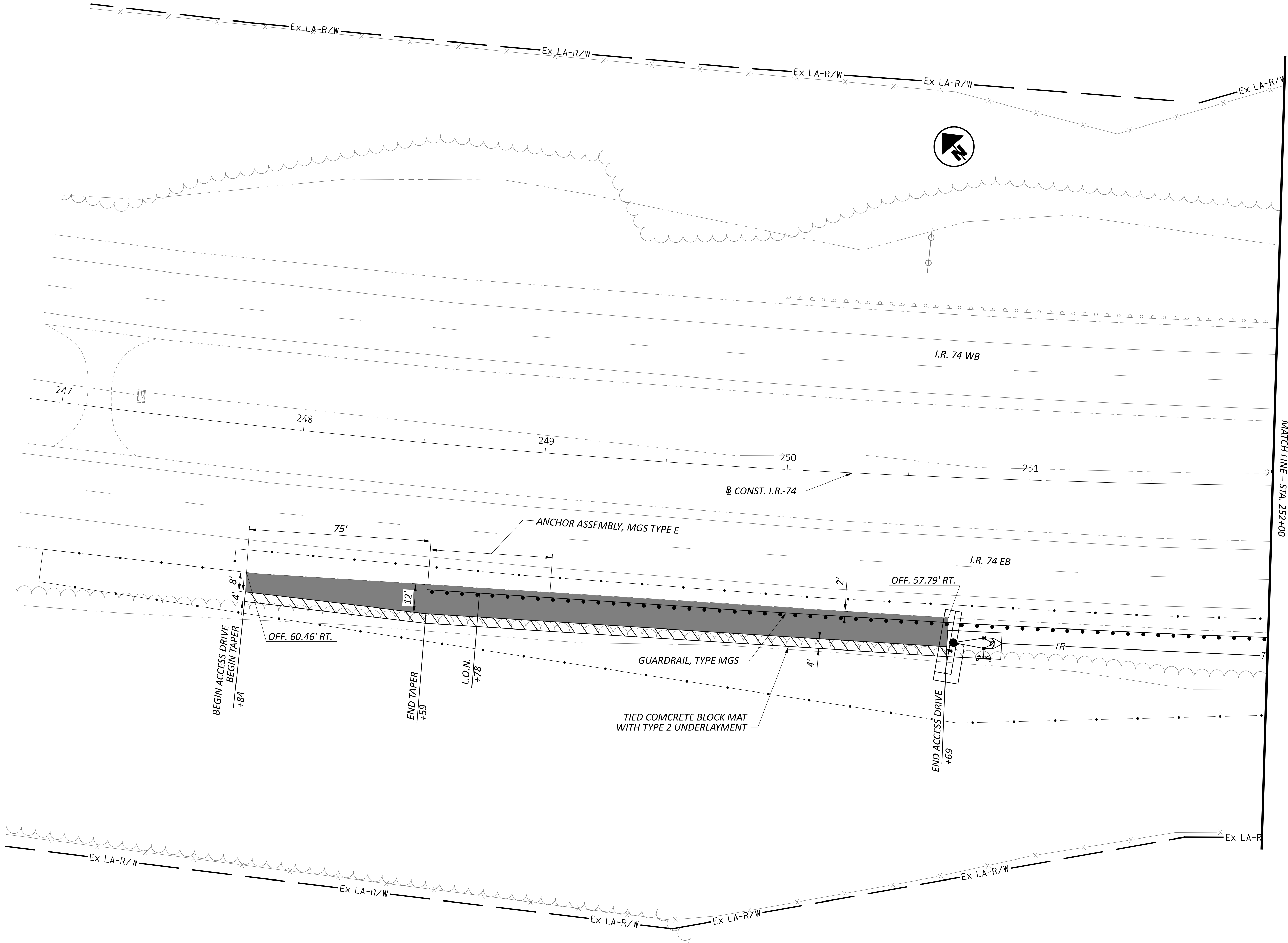
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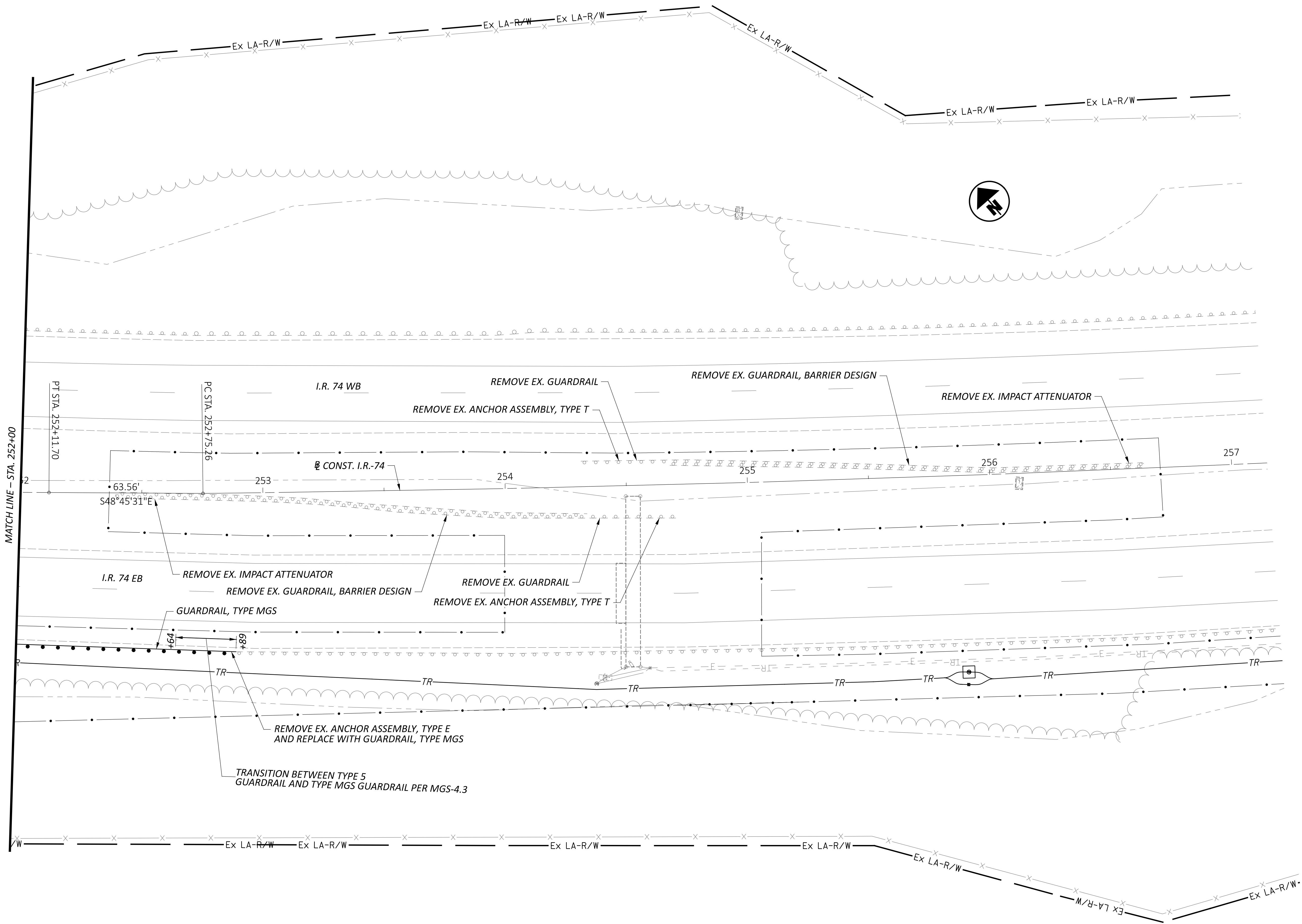
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TOTAL

P.226

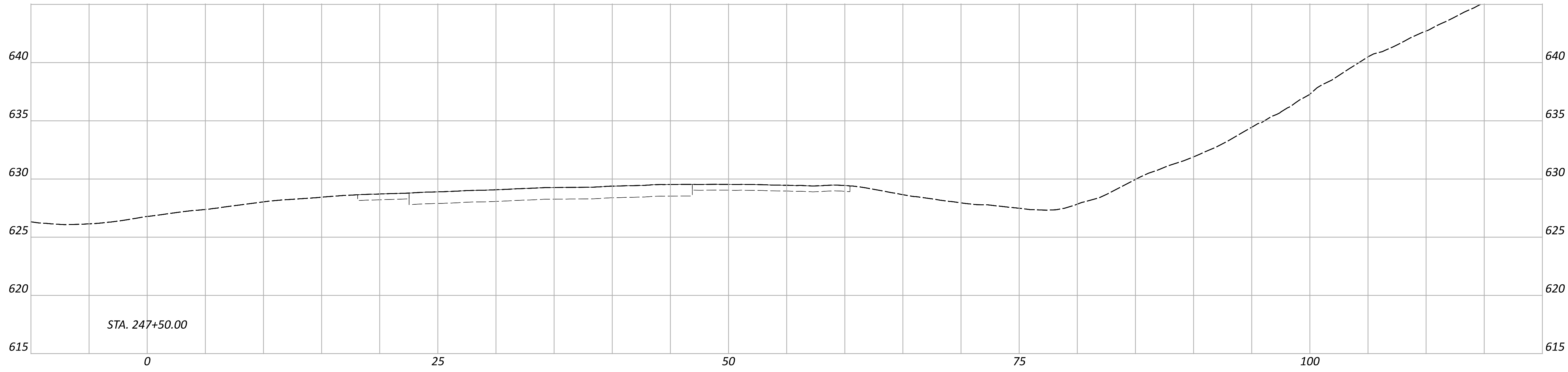
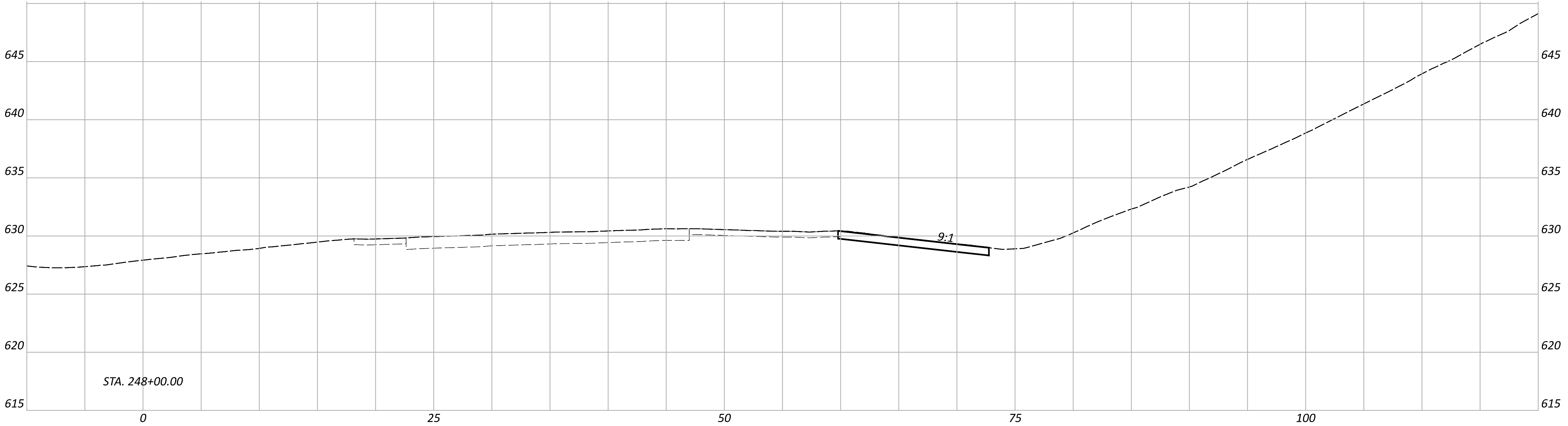
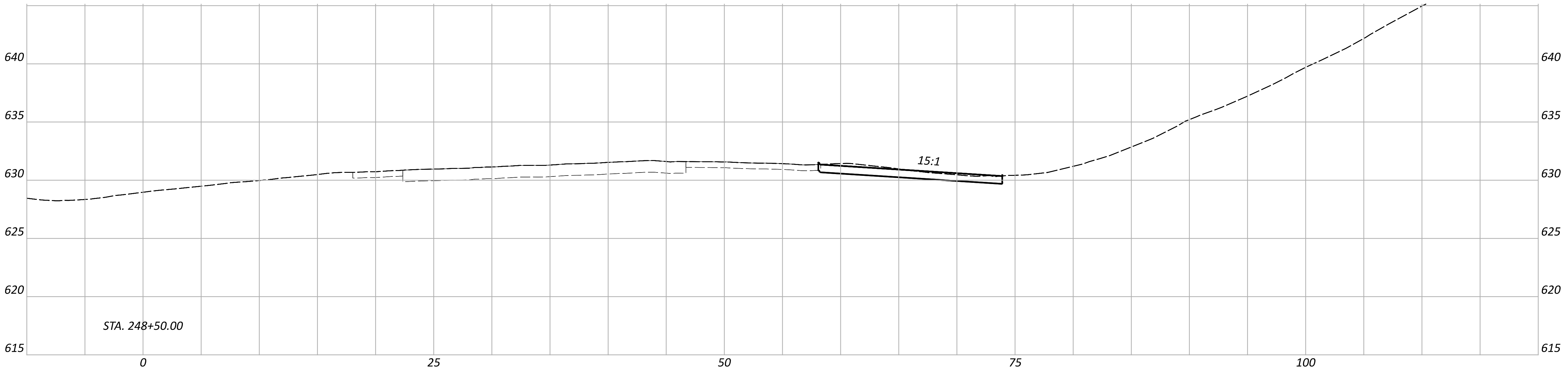


CURVE DATA
P.I. = STA. 256+35.71
 Δ = 03°18'35" LT
Dc = 00°27'33"
R = 12,475.98'
T = 360.45'
L = 720.70'
E = 5.21'



D08-VAR-DMS & QWS REPLACEMENT FY26

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CROSS SECTIONS
SITE 9 - IR-74 EB WEST OF IR-275 (HAM-74-4.75)

DESIGN AGENCY

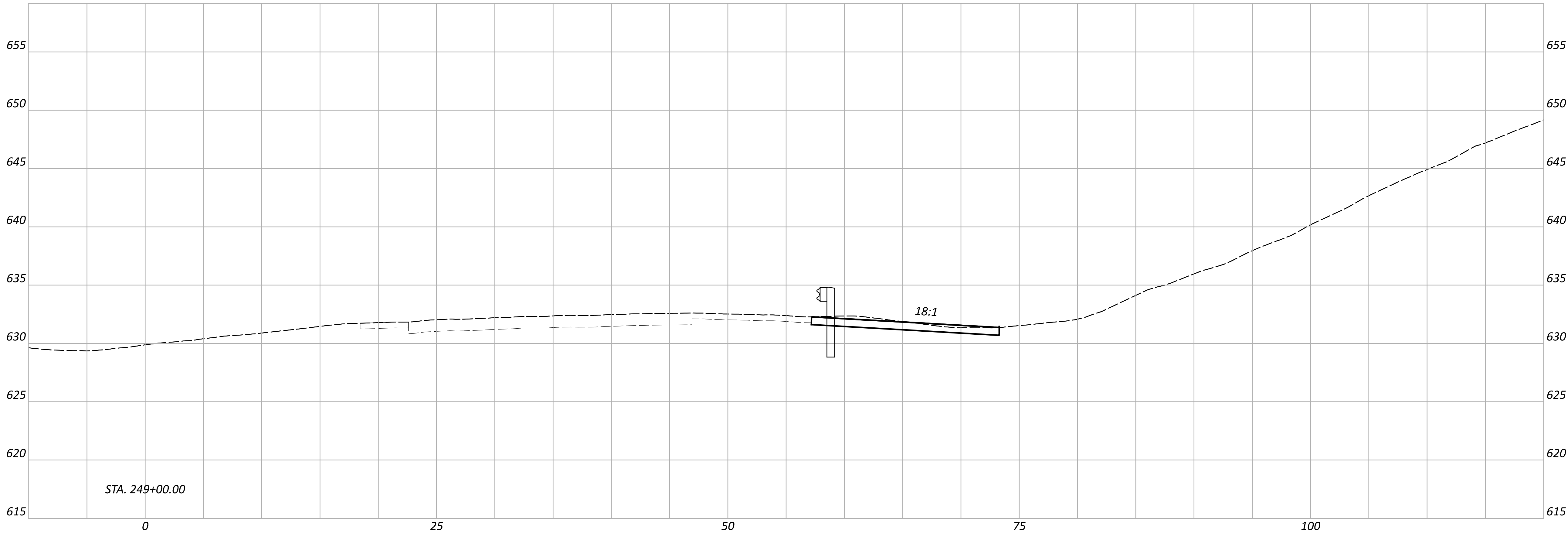
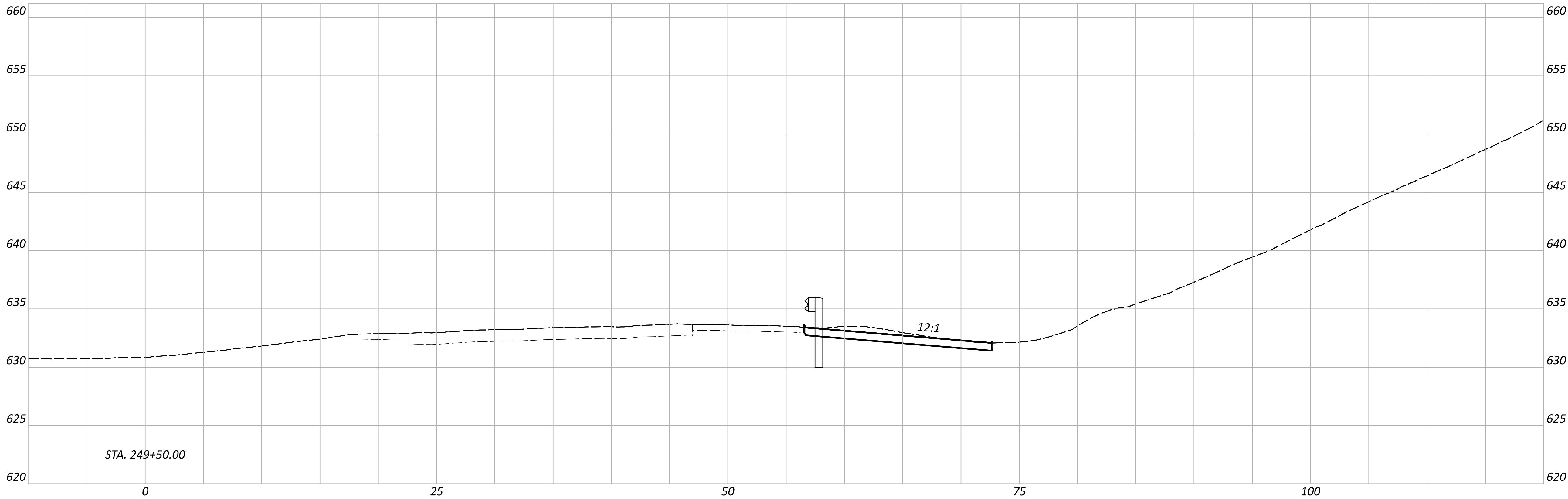


DESIGNER
ASEP

REVIEWER
KKP 01/15/26

PROJECT ID
121932

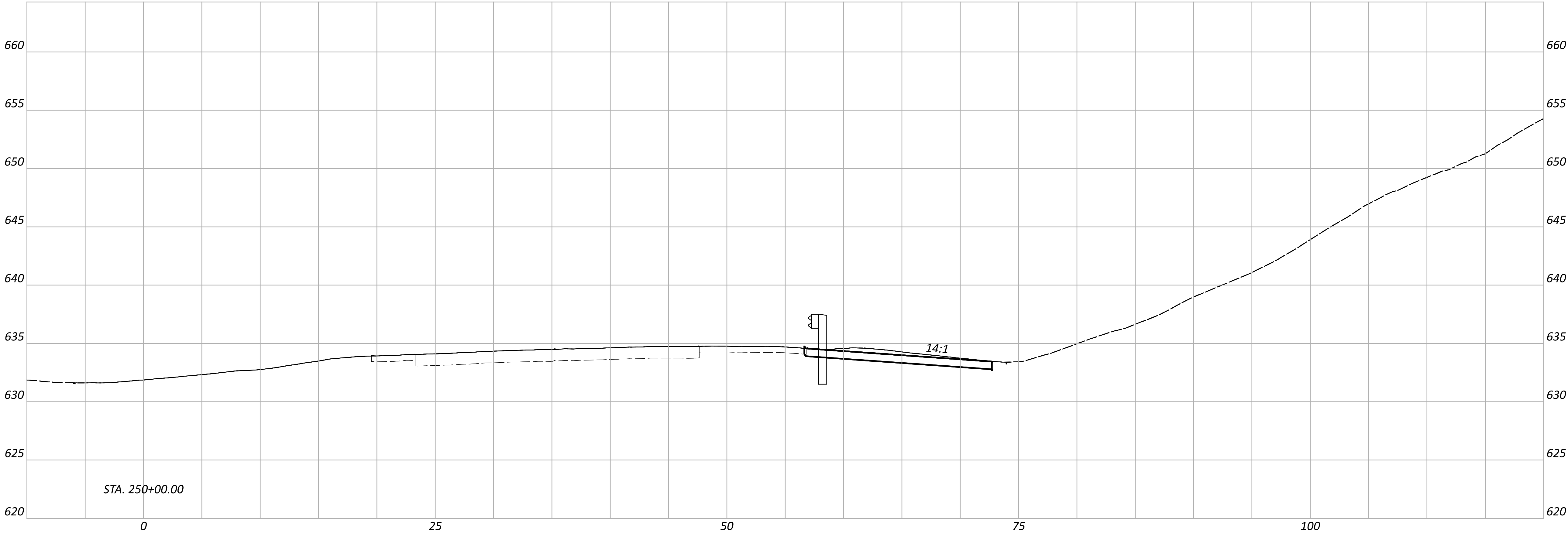
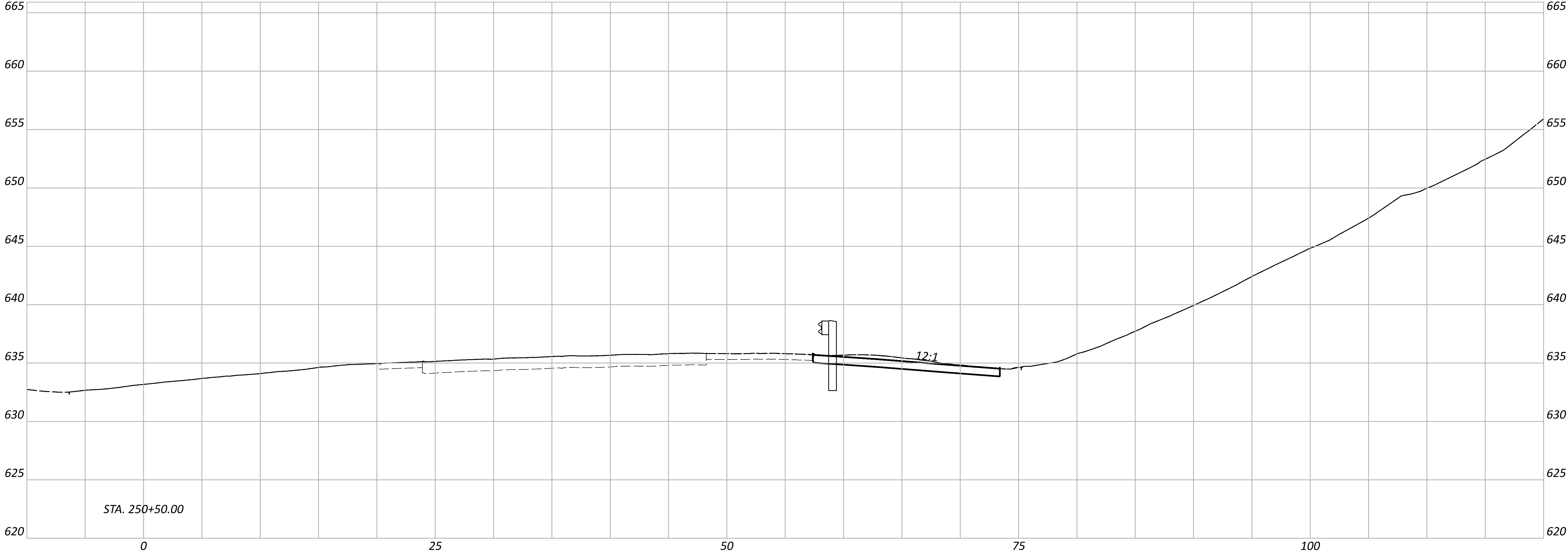
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Seeding	Cut	Fill		
			P.102	P.226



Sheet Totals			PROJECT ID	
Seeding	Cut	Fill	121932	TOTAL
			P.103	P.226

D08-VAR-DMS & QWS REPLACEMENT FY26

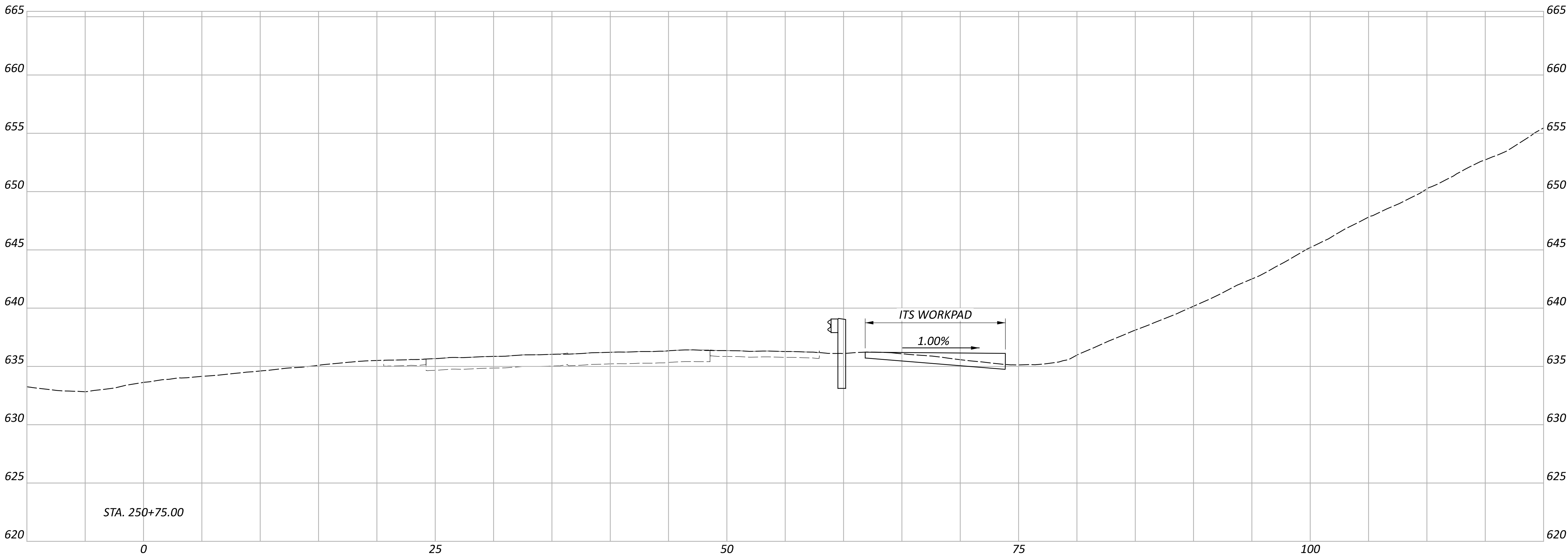
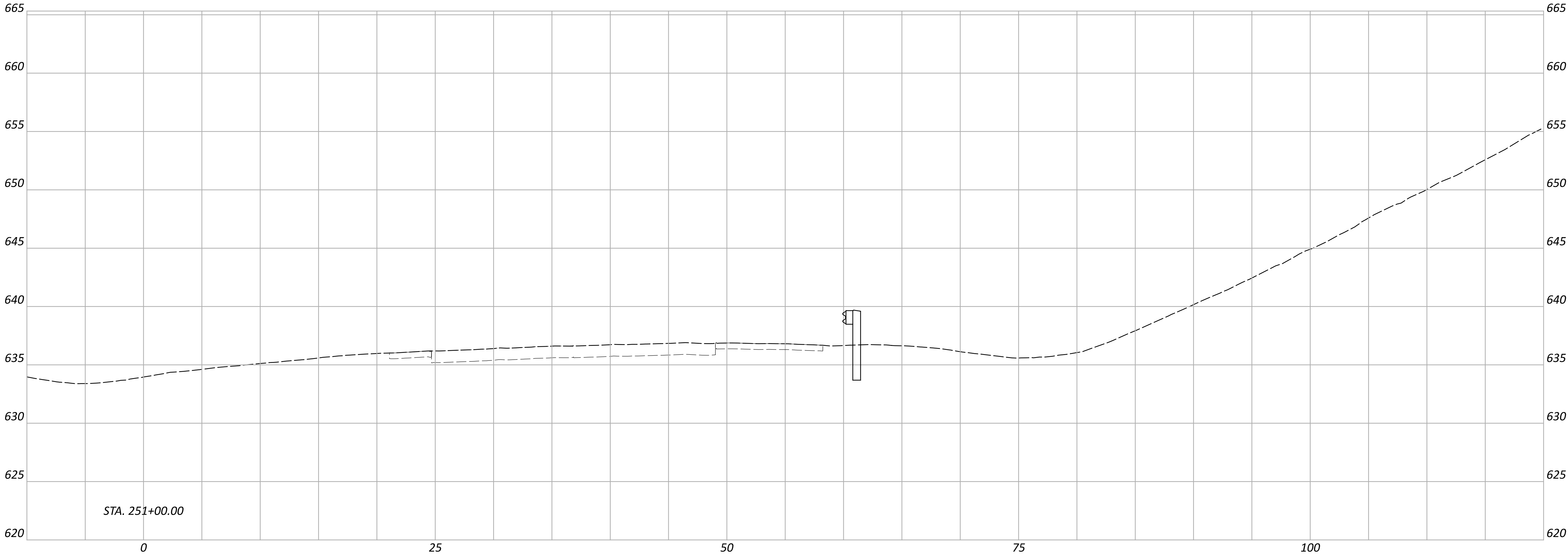
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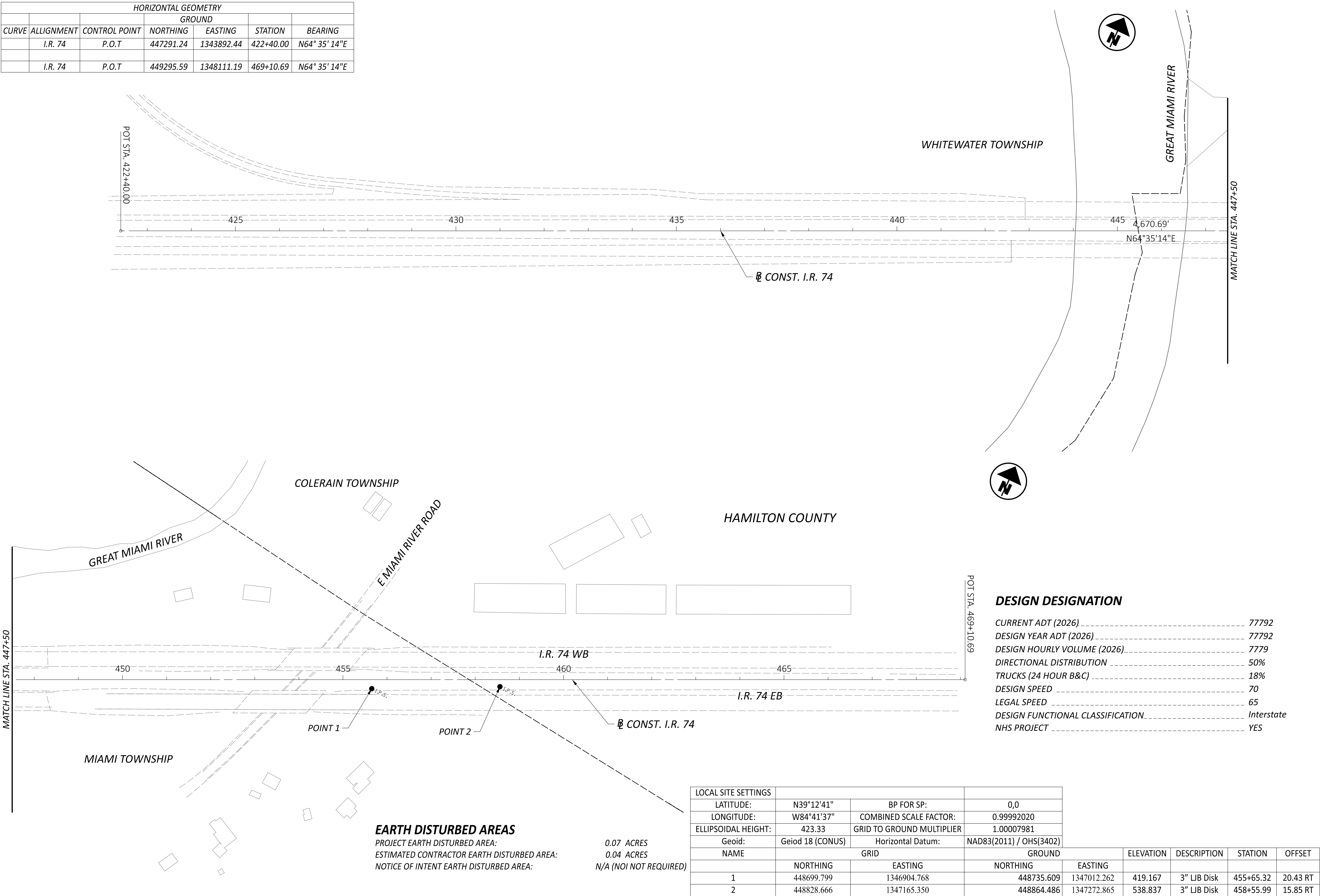
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Seeding	Cut	Fill	P.104	P.226

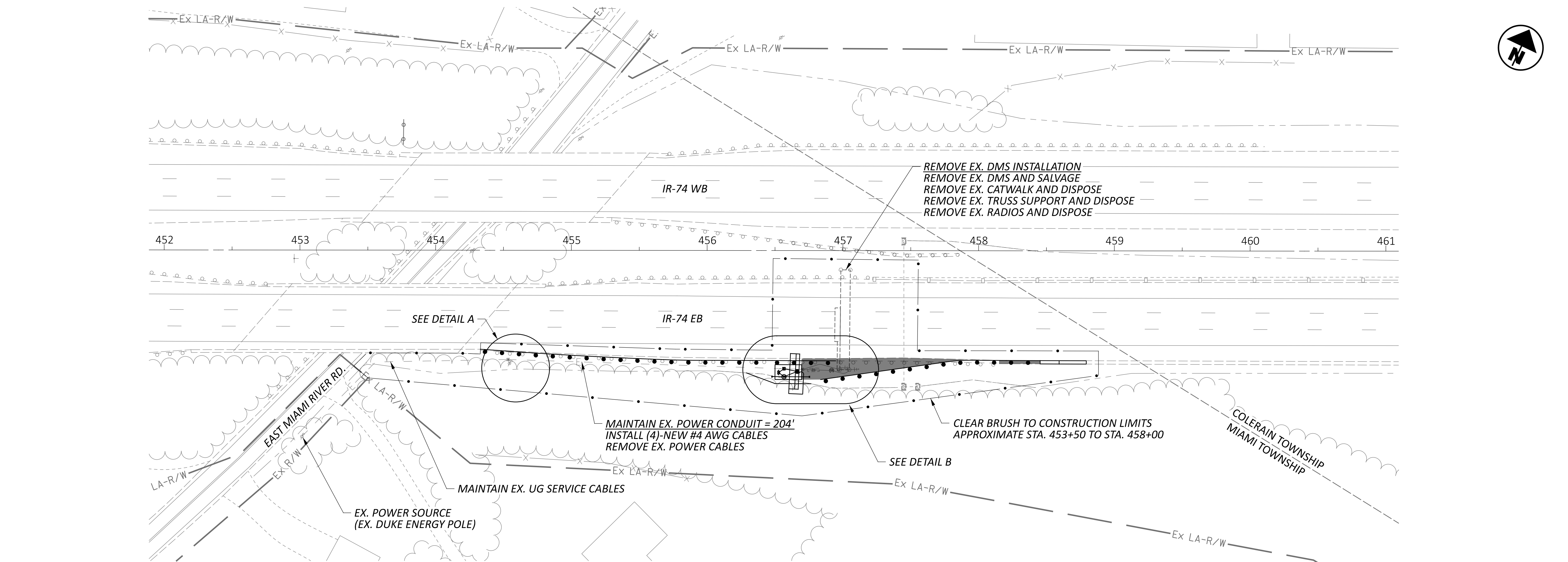
CROSS SECTIONS
SITE 9 - IR-74 EB WEST OF IR-275 (HAM-74-4.75)

DESIGN AGENCY
HNTB
DESIGNER
ASEP
REVIEWER
KKP 01/15/26
PROJECT ID
121932

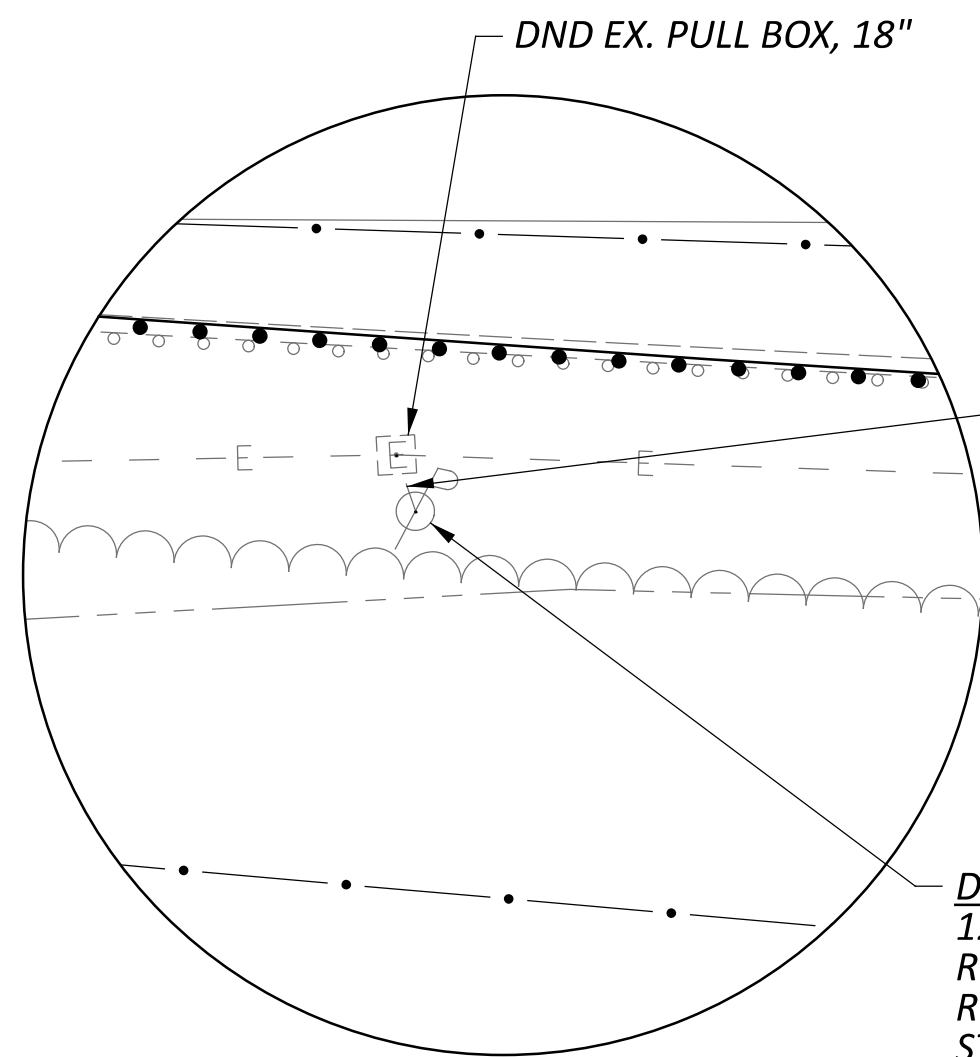


Sheet Totals			PROJECT ID	
Seeding	Cut	Fill	121932	TOTAL
			P.105	P.226





LEGEND



DETAIL A
1" = 10' SCALE

MAINTAIN EX. POWER CONDUIT = 4'
INSTALL (4)-NEW #4 AWG CABLES
REMOVE EX. POWER CABLES

DND EX. POWER SERVICE
120/240V, 100A, 1PH, 3W+GND
REUSE EX. CABLES ON SERVICE SIDE OF DISCONNECT
REPLACE EX. CABLES ON DMS SIDE OF DISCONNECT
STA. 454+54, 83' RT

GROUND MOUNTED DMS CABINET, ITS-18.10
W/ NEW DMS CONTROLLER INSTALLED BY CONTRACTOR
(ODOT ITS TO INSTALL EX. CELL MODEM AND NETWORK
EQUIPMENT RELOCATED FROM EX. CABINET)
STA. 456+53, 90' RT

INSTALL IN TRENCH = 9'
(1)-4" CONDUIT, HDPE, MULTICELL W/ (4)-1" INNERDUCTS
EMPTY AND CAPPED FOR FUTURE USE
INSTALL CABLE MARKER AT END OF RUN

WORK PAD, ITS-10.11
(SEE CONDUIT/CABLE SCHEMATIC)

PULL BOX, 32", ITS-14.11
STA. 456+57, 93' RT

INSTALL IN TRENCH = 19'
(1)-4" CONDUIT, HDPE, MULTICELL W/ (4)-1" INNERDUCTS
EMPTY AND CAPPED FOR FUTURE USE
INSTALL CABLE MARKER AT END OF RUN

PULL BOX, 18", 725.08 ("ELECTRIC")
INSTALL PULL BOX OVER EX. CONDUIT
TRIM CONDUITS TO EXTEND 3" MAX
BEYOND EDGE OF KNOCKOUTS
STA. 456+57, 87' RT

REMOVE EX. CONDUIT/CABLES = 14'

DMS PEDESTAL SUPPORT, ITS-30.13
W/ (1)-DMS, FULL SIZE WALK-IN
ALIGNED ON BEARING S 67° 07' 36" W
W/ (1)-DMS PEDESTAL CATWALK, ITS-30.11
W/ (1)-PEDESTAL FOUNDATION, ITS-30.12
STA. 456+66.4, 89.1' RT

REMOVE EX. PULL BOX, 18"

REMOVE EX. CONDUIT/CABLES = 50'

REMOVE EX. CONDUIT/CABLES = 15'

REMOVE EX. PULL BOX, 32"

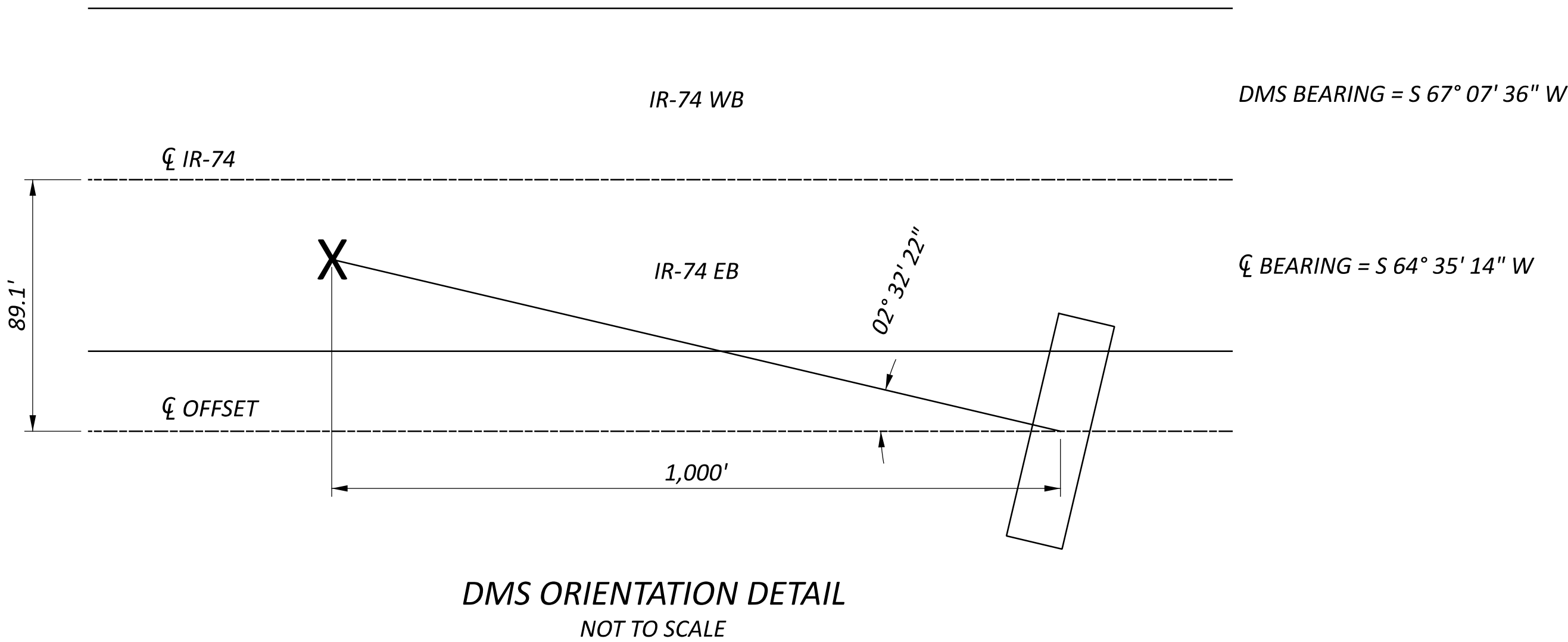
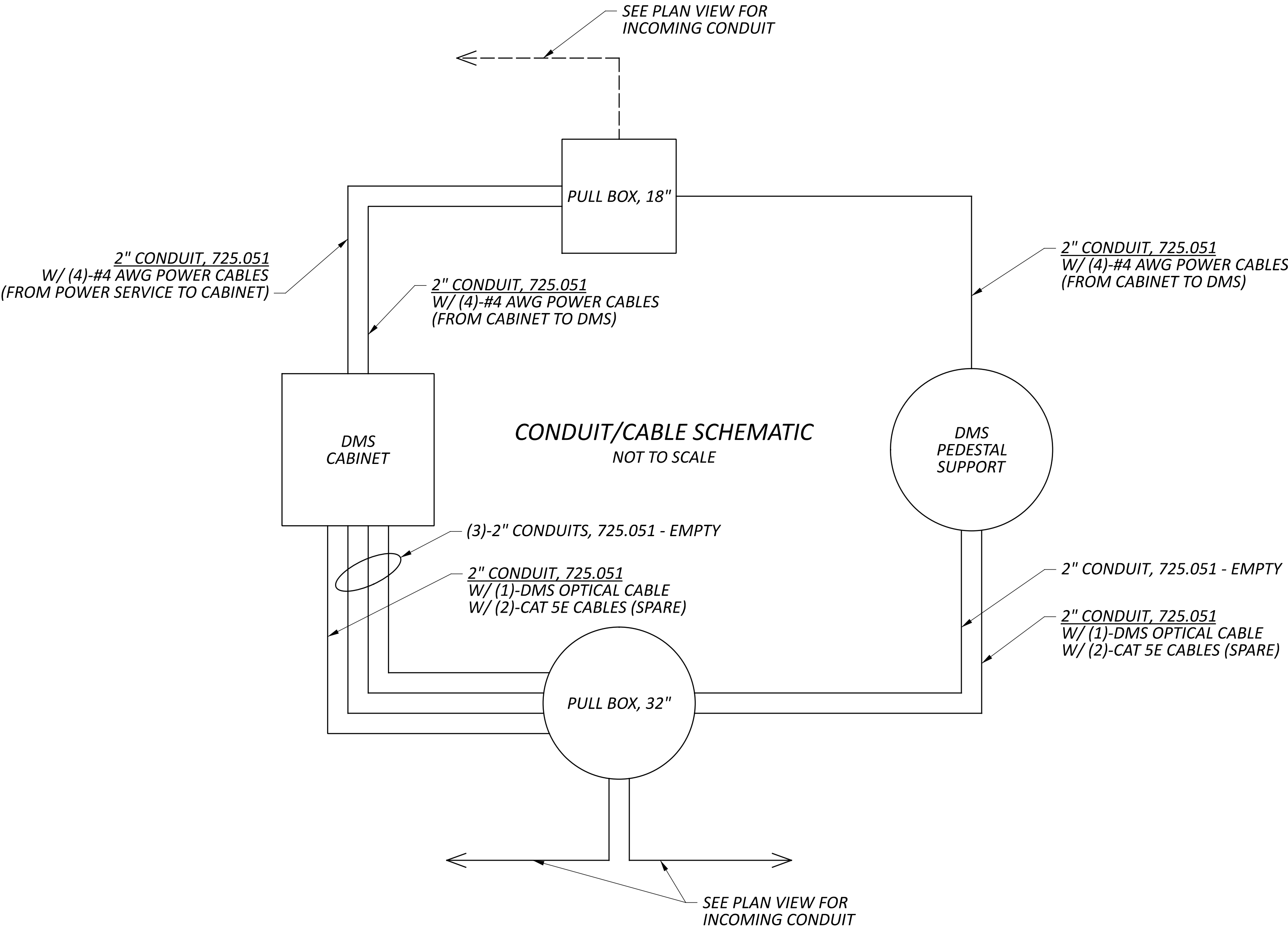
REMOVE EX. ITS CABINET AND DISPOSE
REMOVE EX. FOUNDATION AND WORK PAD
TO MIN. 12" BELOW FINISHED GRADE
(ODOT ITS TO REMOVE EX. DMS CONTROLLER,
AND RELOCATE EX. CELL MODEM AND NETWORK
EQUIPMENT TO NEW CABINET PRIOR TO REMOVAL
WORK BY CONTRACTOR)

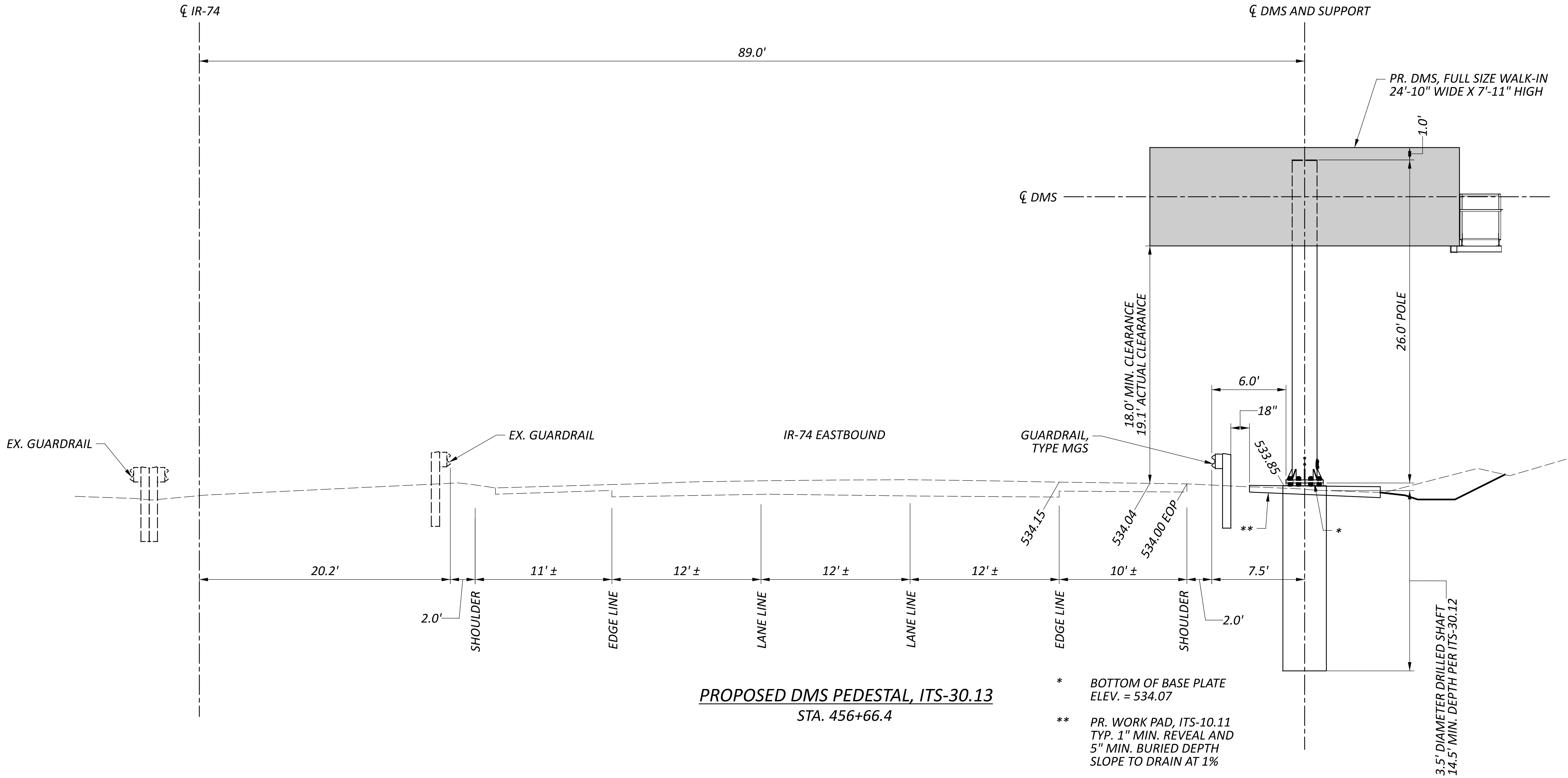
DETAIL B
1" = 10' SCALE

NOTES

1. THE EXISTING DMS SHALL REMAIN IN OPERATION UNTIL THE NEW DMS IS INSTALLED AND IS READY TO BE MADE ACTIVE. COMPLETE SWITCHOVER FROM EXISTING TO NEW DMS WITHIN THE ALLOWABLE DEVICE DOWNTIME WINDOW PER SS 809.
2. REMOVE EXISTING FOUNDATIONS IN UNPAVED AREAS TO A MINIMUM 12" DEPTH BELOW GRADE.
3. EXISTING SITE COMMUNICATIONS ARE VIA CELLULAR MODEM. NO REMOVAL WORK SHALL TAKE PLACE WITHOUT PRIOR APPROVAL FROM ODOT ITS.

ITEM	TOTAL	UNIT	DESCRIPTION
202	64	FT	CONCRETE BARRIER REMOVED, AS PER PLAN
202	362.5	FT	GUARDRAIL REMOVED
202	2	EACH	BRIDGE TERMINAL ASSEMBLY REMOVED
203	27	CY	EXCAVATION
203	1	CY	EMBANKMENT
204	120	SY	SUBGRADE COMPACTION
204	120	SY	GEOTEXTILE FABRIC
304	29	CY	AGGREGATE BASE
606	125	FT	GUARDRAIL, TYPE MGS
606	2	EACH	ANCHOR ASSEMBLY, MGS TYPE T
606	1	EACH	MGS BRIDGE TERMINAL ASSEMBLY, TYPE 1
606	1	EACH	MGS BRIDGE TERMINAL ASSEMBLY, TYPE 2
622	1	EACH	BARRIER TRANSITION
622	1	EACH	CONCRETE BARRIER END SECTION, TYPE D
625	924	FT	NO. 4 AWG 2400 VOLT DISTRIBUTION CABLE
625	31	FT	CONDUIT, 2", 725.051
625	79	FT	CONDUIT, MISC.: CONDUIT REMOVED
625	58	FT	TRENCH
625	1	EACH	PULL BOX, 725.08, 18"
625	2	EACH	PULL BOX REMOVED
625	3	EACH	GROUND ROD
625	58	FT	UNDERGROUND WARNING/MARKING TAPE
625	208	FT	DISTRIBUTION CABLE REMOVED, AS PER PLAN
626	1	EACH	BARRIER REFLECTOR, TYPE 1, ONE-WAY
626	6	EACH	BARRIER REFLECTOR, TYPE 2, ONE-WAY
630	1	EACH	OVERHEAD SIGN SUPPORT, DMS PEDESTAL
630	1	EACH	CATWALK, DMS PEDESTAL
630	1	EACH	OVERHEAD SIGN SUPPORT FOUNDATION, DMS PEDESTAL
633	1	EACH	CABINET FOUNDATION
809	1	EACH	ITS PULL BOX WITH PAD AND STANDARD LID ASSEMBLY, 32" WIDE, TYPE 1
809	28	FT	CONDUIT, 4", MULTICELL, HDPE WITH 4 - 1" INNERDUCTS
809	1	EACH	DYNAMIC MESSAGE SIGN (DMS), FULL-SIZE WALK-IN
809	1	EACH	ITS CABINET - DMS
809	1	EACH	ITS DEVICE, MISC.: REMOVAL AND DELIVERY OF DMS SIGN
809	1	EACH	ITS DEVICE, MISC.: REMOVAL OF CABINET FOUNDATION AND WORK PAD
809	1	EACH	ITS DEVICE, MISC.: REMOVAL OF DMS INSTALLATION
809	1	EACH	ITS DEVICE, MISC.: REMOVAL OF ITS CABINET





LEGEND

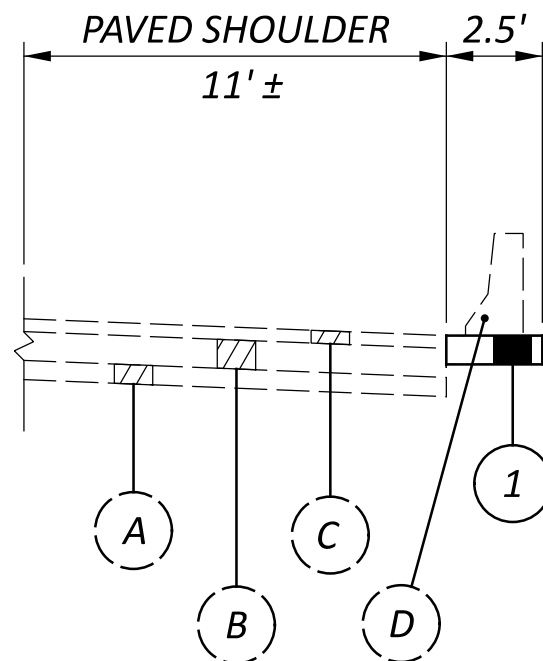
- (BT) ITEM 622 – BARRIER TRANSITION (SEE DETAIL ON SHEET P.24)
- (ES) ITEM 622 – CONCRETE BARRIER END SECTION, TYPE D

LEGEND - PROPOSED PAVEMENT

- (1) ITEM 304 - 9" AGGREGATE BASE

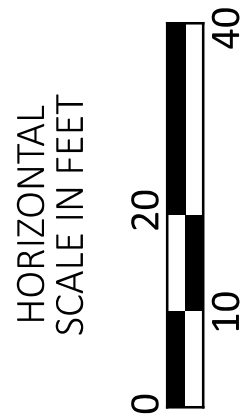
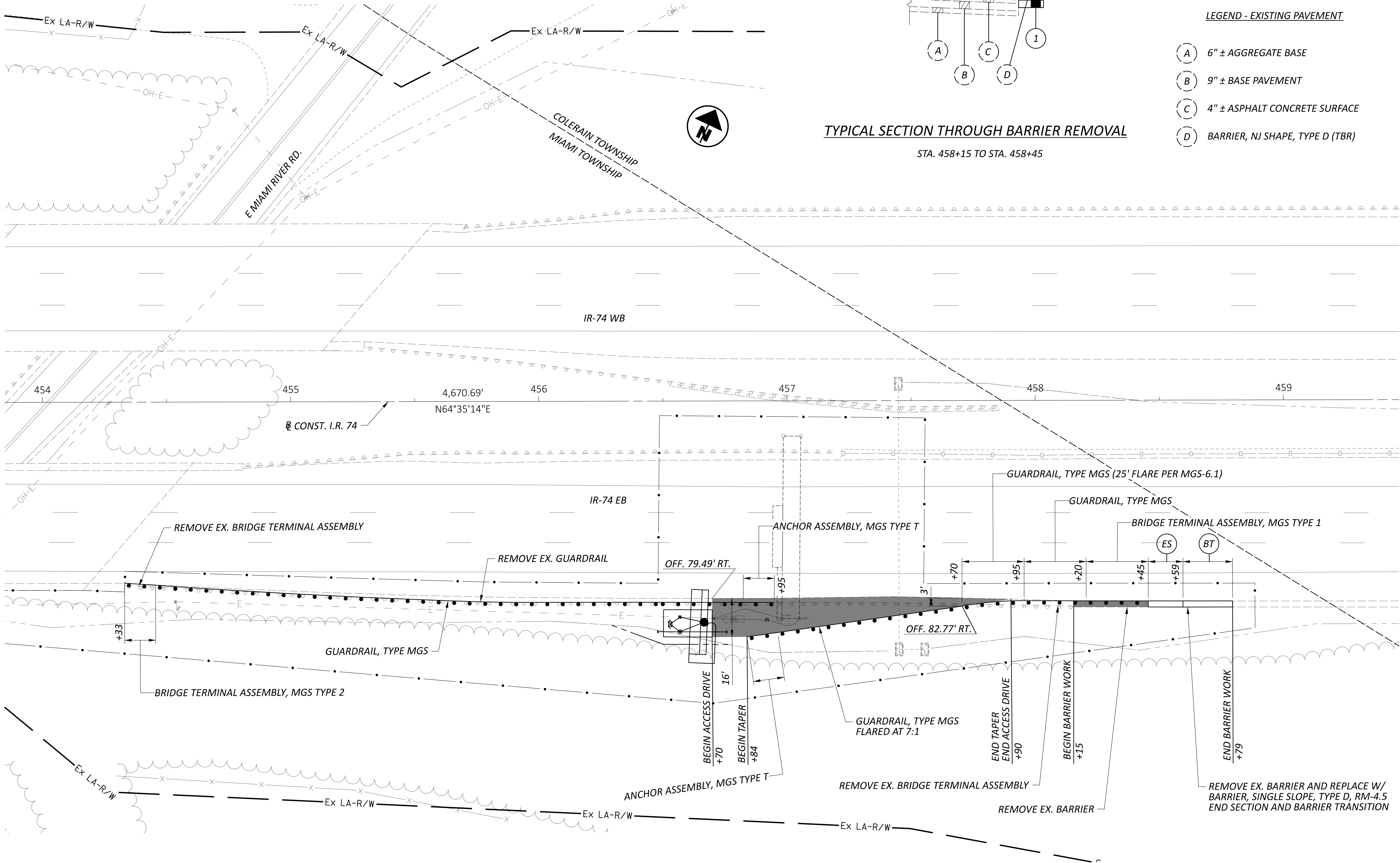
LEGEND - EXISTING PAVEMENT

- (A) 6" ± AGGREGATE BASE
- (B) 9" ± BASE PAVEMENT
- (C) 4" ± ASPHALT CONCRETE SURFACE
- (D) BARRIER, NJ SHAPE, TYPE D (TBR)



TYPICAL SECTION THROUGH BARRIER REMOVAL

STA. 458+15 TO STA. 458+45



BARRIER & DRIVEWAY DETAILS

SITE 10 - IR-74 EB / IR-275 NB EAST OF E. MIAMI RIVER RD. (HAM-74-8.65)

DESIGN AGENCY

HNTB

DESIGNER

ASEP

REVIEWER

KKP 01/15/26

PROJECT ID

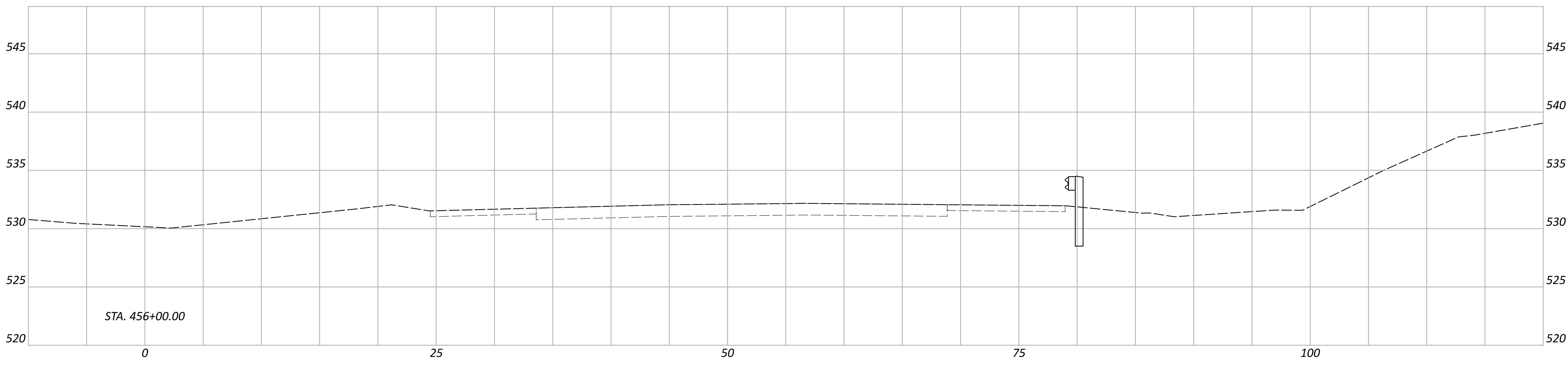
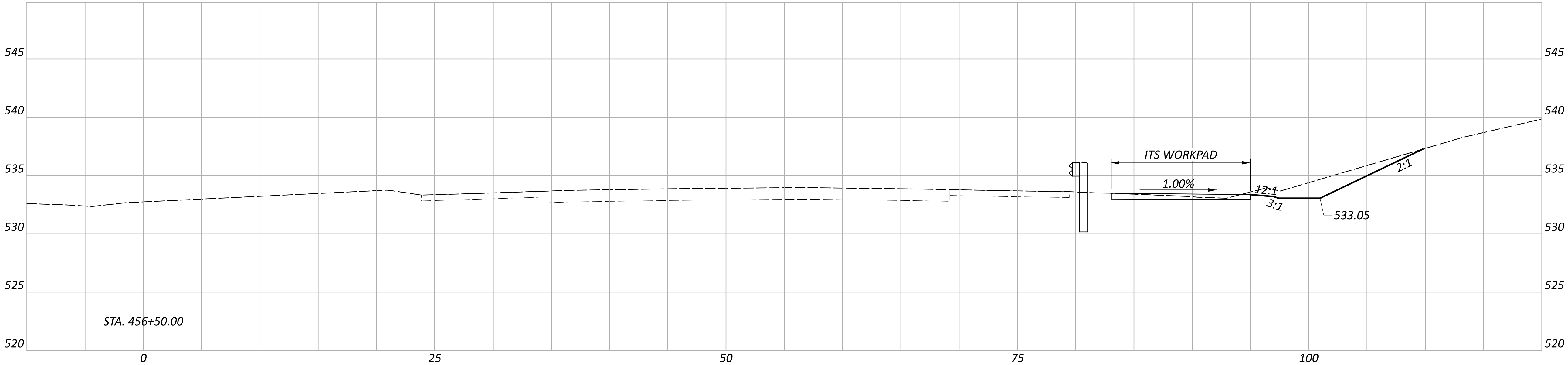
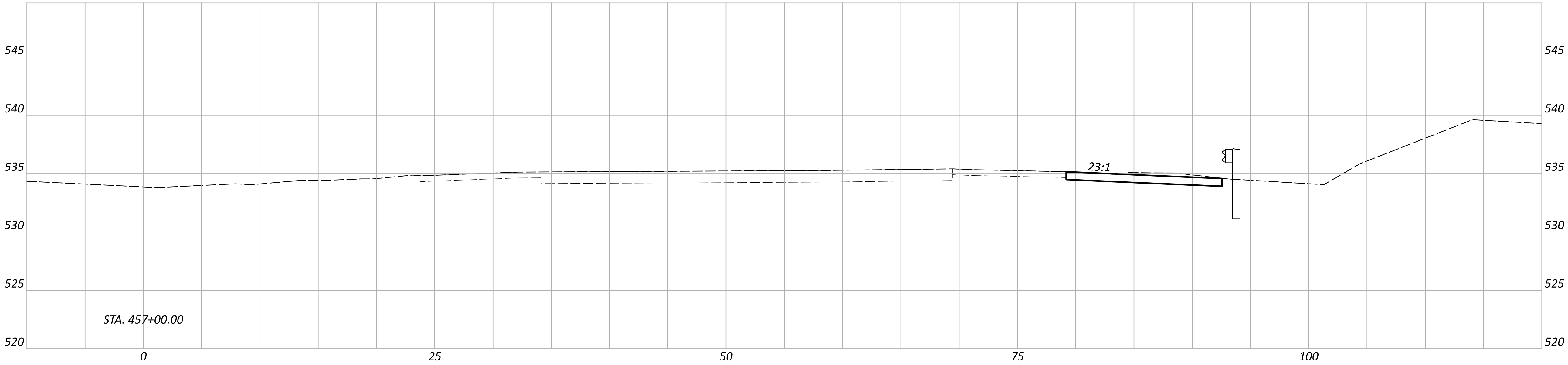
121932

SHEET

P.110

TOTAL

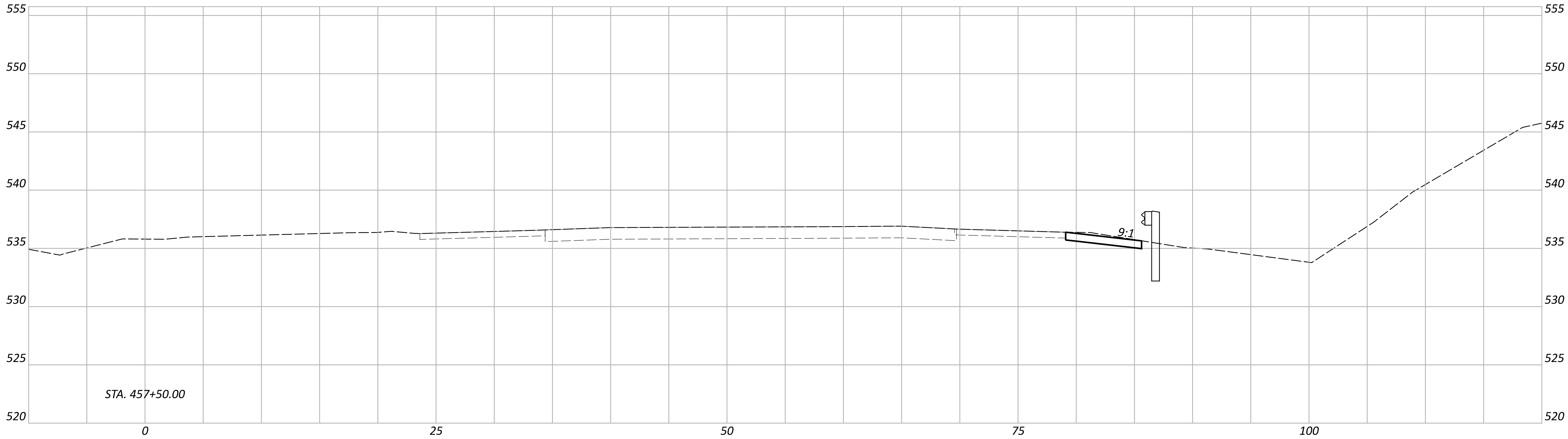
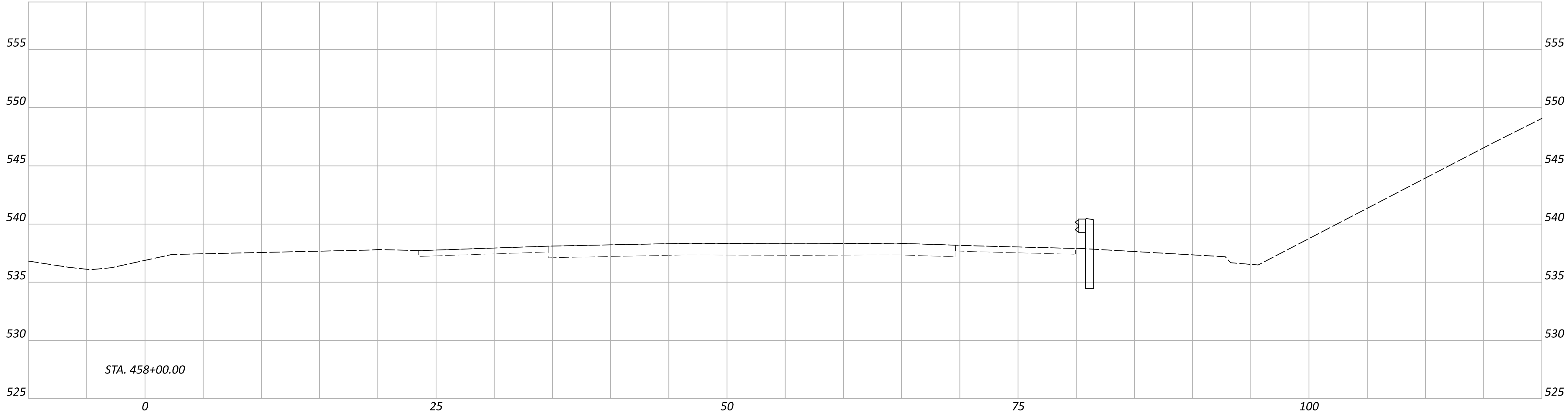
P.226



Sheet Totals			121932	
Seeding	Cut	Fill	SHEET	TOTAL
			P.111	P.226

D08-VAR-DMS & QWS REPLACEMENT FY26

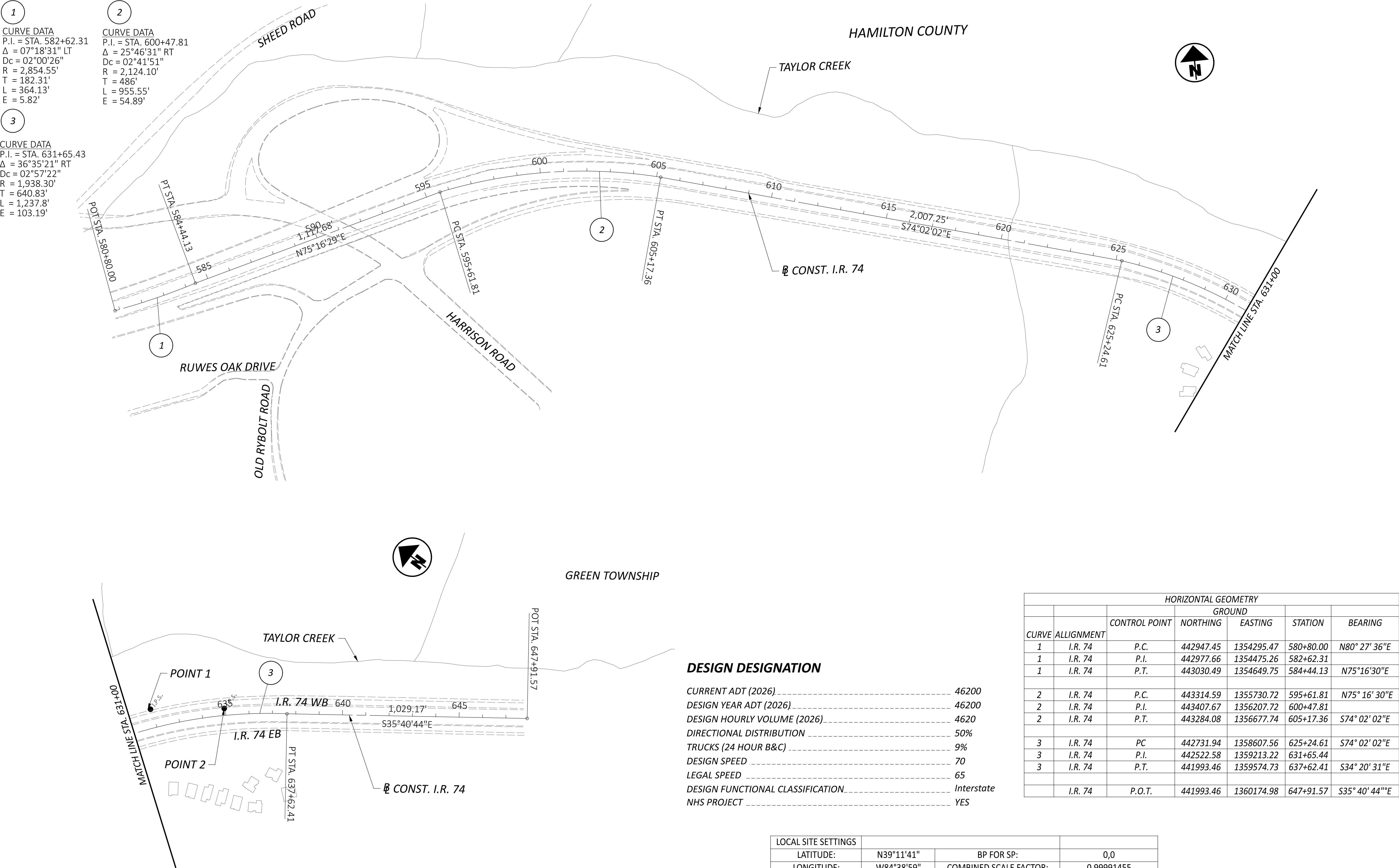
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Sheet Totals			PROJECT ID	
Seeding	Cut	Fill	SHEET	TOTAL
			P.112	P.226

CROSS SECTIONS
SITE 10 - IR-74 EB / IR-275 NB EAST OF E. MIAMI RIVER RD. (HAM-74-8.65)

DESIGN AGENCY
HNTB
DESIGNER
ASEP
REVIEWER
KKP 01/15/26
PROJECT ID
121932



DESIGN DESIGNATION

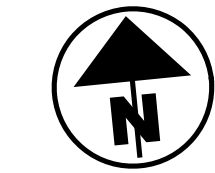
CURRENT ADT (2026)	46200
DESIGN YEAR ADT (2026)	46200
DESIGN HOURLY VOLUME (2026)	4620
DIRECTIONAL DISTRIBUTION	50%
TRUCKS (24 HOUR B&C)	9%
DESIGN SPEED	70
LEGAL SPEED	65
DESIGN FUNCTIONAL CLASSIFICATION	Interstate
NHS PROJECT	YES

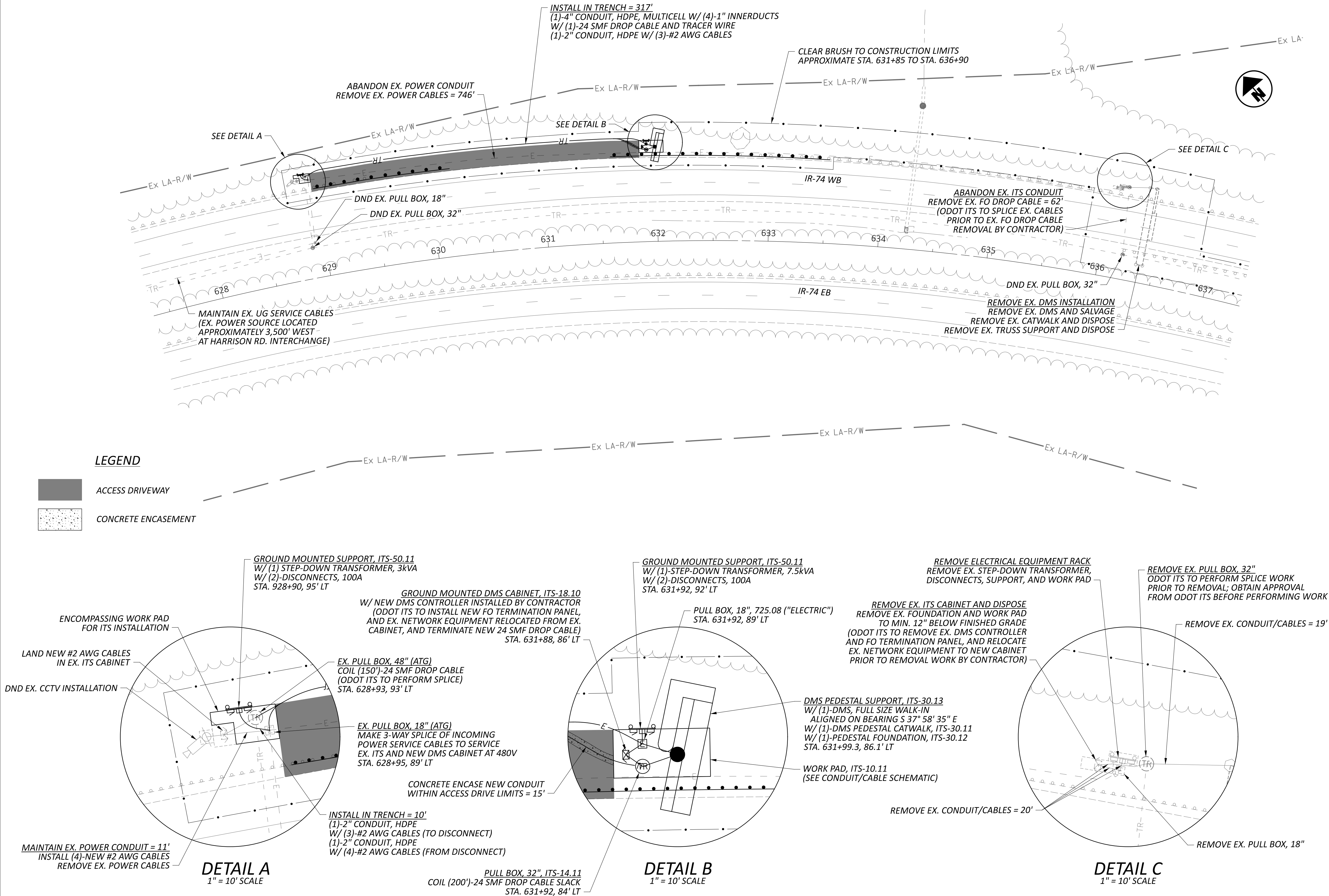
HORIZONTAL GEOMETRY					
CURVE	ALIGNMENT	CONTROL POINT	GROUND		STATION
			NORTHING	EASTING	
1	I.R. 74	P.C.	442947.45	1354295.47	580+80.00
1	I.R. 74	P.I.	442977.66	1354475.26	582+62.31
1	I.R. 74	P.T.	443030.49	1354649.75	584+44.13
2	I.R. 74	P.C.	443314.59	1355730.72	595+61.81
2	I.R. 74	P.I.	443407.67	1356207.72	600+47.81
2	I.R. 74	P.T.	443284.08	1356677.74	605+17.36
3	I.R. 74	PC	442731.94	1358607.56	625+24.61
3	I.R. 74	P.I.	442522.58	1359213.22	631+65.44
3	I.R. 74	P.T.	441993.46	1359574.73	637+62.41
	I.R. 74	P.O.T.	441993.46	1360174.98	647+91.57

EARTH DISTURBED AREAS

PROJECT EARTH DISTURBED AREA:	0.15 ACRES
ESTIMATED CONTRACTOR EARTH DISTURBED AREA:	0.04 ACRES
NOTICE OF INTENT EARTH DISTURBED AREA:	N/A (NOI NOT REQUIRED)

LOCAL SITE SETTINGS			
LATITUDE:	N39°11'41"	BP FOR SP:	0,0
LONGITUDE:	W84°38'59"	COMBINED SCALE FACTOR:	0.99991455
ELLIPSOIDAL HEIGHT:	560.80	GRID TO GROUND MULTIPLIER	1.00008546
Geoid:	Geoid 18 (CONUS)	Horizontal Datum:	NAD83(2011) / OHS(3402)
NAME	GRID		GROUND
	NORTHING	EASTING	NORTHING EASTING
1	442473.47	1359240.35	442511.290 1359356.51
2	442222.49	1359432.08	442260.280 1359548.26

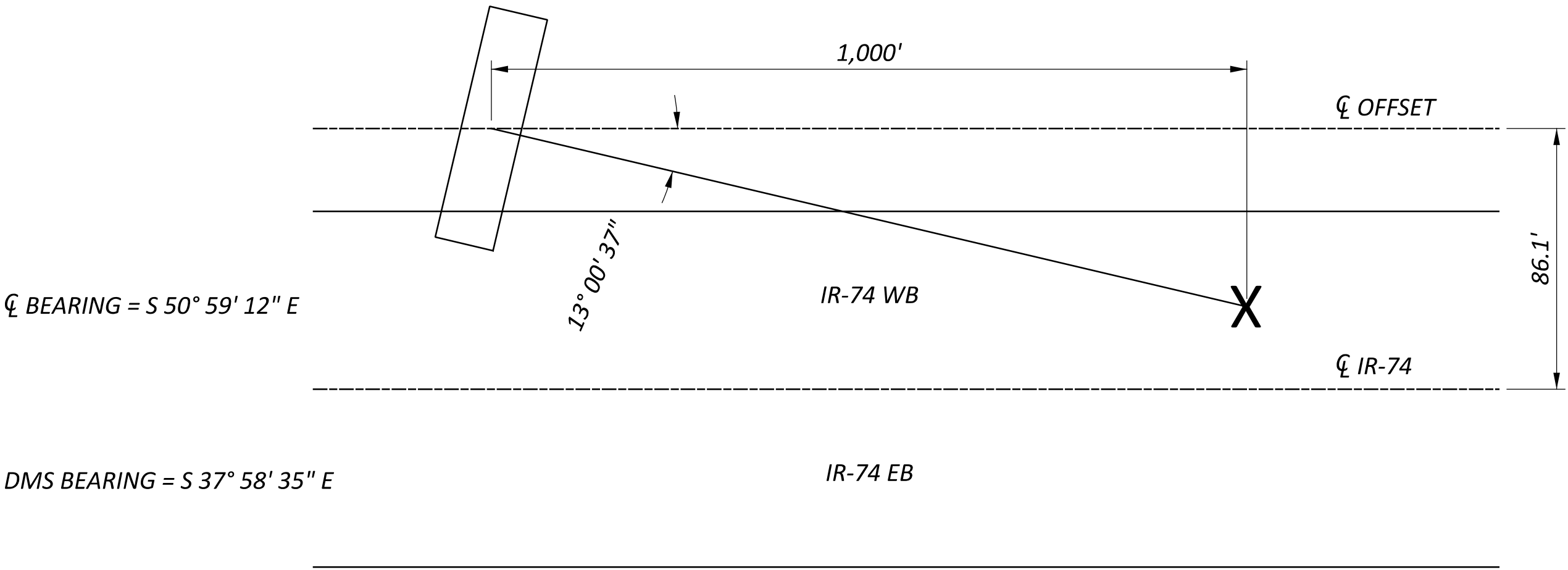
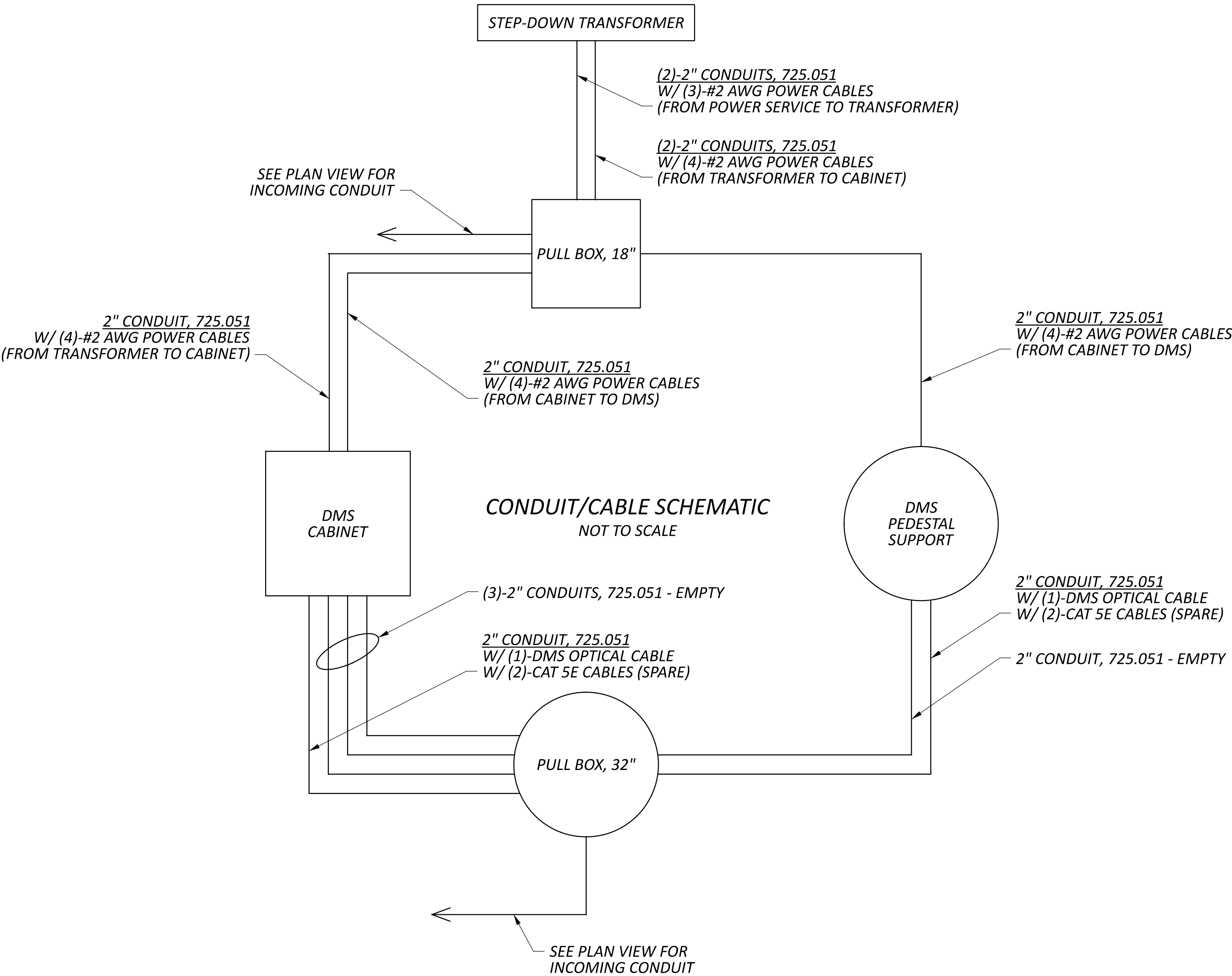




NOTES

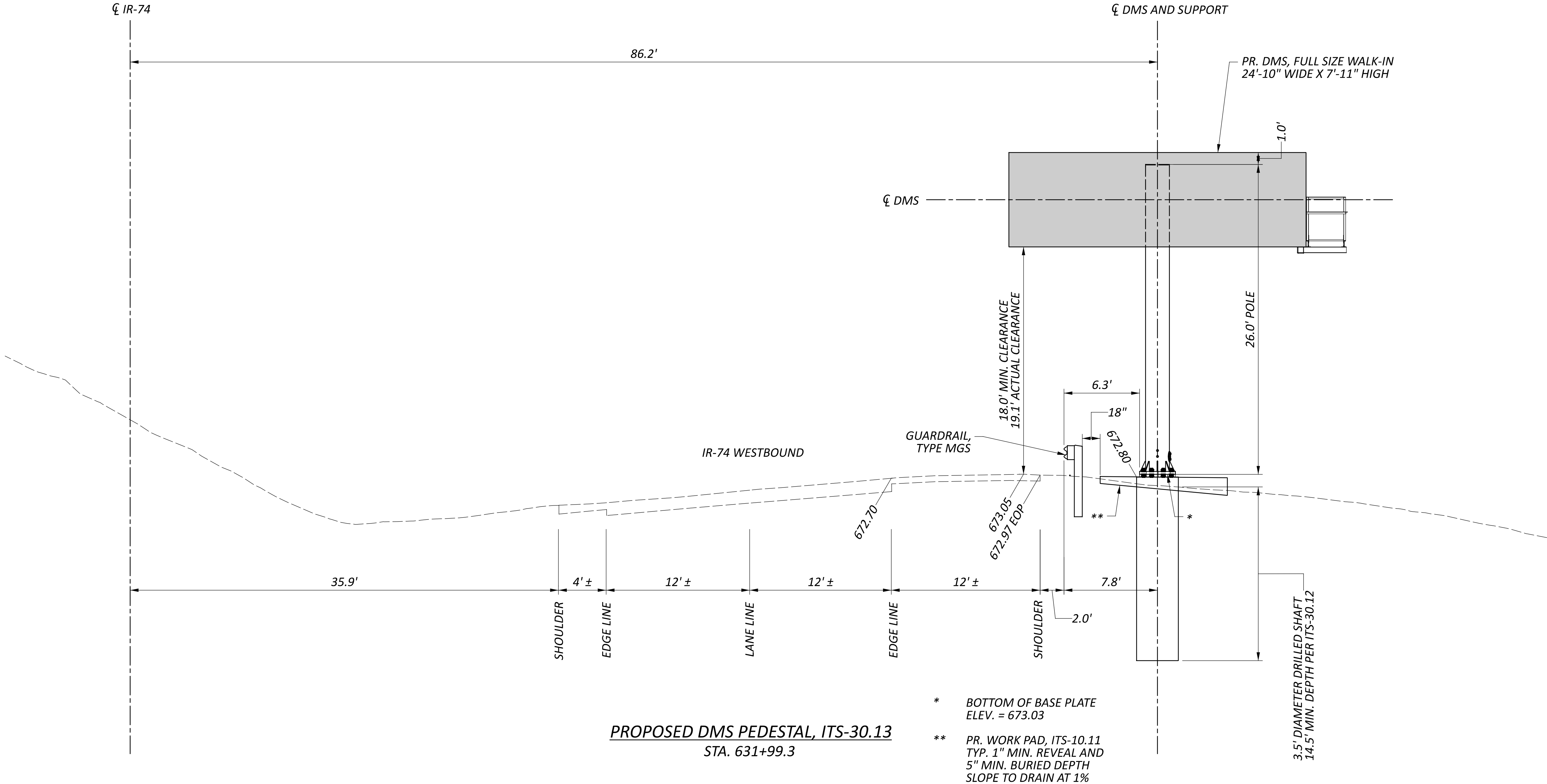
1. THE EXISTING DMS SHALL REMAIN IN OPERATION UNTIL THE NEW DMS IS INSTALLED AND IS READY TO BE MADE ACTIVE. COMPLETE SWITCHOVER FROM EXISTING TO NEW DMS WITHIN THE ALLOWABLE DEVICE DOWNTIME WINDOW PER SS 809.
2. REMOVE EXISTING FOUNDATIONS IN UNPAVED AREAS TO A MINIMUM 12" DEPTH BELOW GRADE.
3. EXISTING SITE COMMUNICATIONS ARE VIA FIBER OPTIC CABLE THROUGH THE EXISTING CABINET AND DROP CABLE TO BE REMOVED. NO REMOVAL WORK SHALL TAKE PLACE WITHOUT PRIOR APPROVAL FROM ODOT ITS.
4. FIBER TO BE SPLICED BY ODOT IN EXISTING PULL BOX, 32" PRIOR TO REMOVAL WORK AS NOTED ON THE PLANS.

ITEM	TOTAL	UNIT	DESCRIPTION
202	337.5	FT	GUARDRAIL REMOVED
202	2	EACH	ANCHOR ASSEMBLY REMOVED, TYPE E
202	2	EACH	ANCHOR ASSEMBLY REMOVED, TYPE T
203	130	CY	EXCAVATION
203	2	CY	EMBANKMENT
204	538	SY	SUBGRADE COMPACTION
204	538	SY	GEOTEXTILE FABRIC
304	121	CY	AGGREGATE BASE
606	262.5	FT	GUARDRAIL, TYPE MGS
606	1	EACH	ANCHOR ASSEMBLY, MGS TYPE E
606	1	EACH	ANCHOR ASSEMBLY, MGS TYPE T
625	1,545	FT	NO. 2 AWG 2400 VOLT DISTRIBUTION CABLE
625	33	FT	CONDUIT, 2", 725.051
625	15	FT	CONDUIT, MISC.: CONCRETE ENCASEMENT
625	39	FT	CONDUIT, MISC.: CONDUIT REMOVED
625	391	FT	TRENCH
625	1	EACH	PULL BOX, 725.08, 18"
625	2	EACH	PULL BOX REMOVED
625	1	EACH	PULL BOX, MISC.: ENCOMPASSING WORK PAD FOR ITS INSTALLATION
625	2	EACH	PULL BOX, MISC.: PULL BOX ADJUSTED TO GRADE
625	3	EACH	GROUND ROD
625	391	FT	UNDERGROUND WARNING/MARKING TAPE
625	819	FT	DISTRIBUTION CABLE REMOVED, AS PER PLAN
626	8	EACH	BARRIER REFLECTOR, TYPE 2, ONE-WAY
630	1	EACH	OVERHEAD SIGN SUPPORT, DMS PEDESTAL
630	1	EACH	CATWALK, DMS PEDESTAL
630	1	EACH	OVERHEAD SIGN SUPPORT FOUNDATION, DMS PEDESTAL
633	1	EACH	CABINET FOUNDATION
804	734	FT	DROP CABLE, 24 FIBER
804	1	EACH	FIBER OPTIC CABLE, MISC.: FIBER TERMINATION PANEL, 24 FIBER (FURNISH ONLY)
809	1	EACH	ITS PULL BOX WITH PAD AND STANDARD LID ASSEMBLY, 32" WIDE, TYPE 1
809	337	FT	CONDUIT, 2" DIAMETER, HDPE
809	317	FT	CONDUIT, 4", MULTICELL, HDPE WITH 4 - 1" INNERDUCTS
809	1	EACH	DYNAMIC MESSAGE SIGN (DMS), FULL-SIZE WALK-IN
809	1	EACH	ITS CABINET - DMS
809	1	EACH	STEP-DOWN TRANSFORMER, 3KVA
809	1	EACH	STEP-DOWN TRANSFORMER, 7.5KVA
809	1	EACH	ITS DEVICE, MISC.: REMOVAL AND DELIVERY OF DMS SIGN
809	1	EACH	ITS DEVICE, MISC.: REMOVAL OF CABINET FOUNDATION AND WORK PAD
809	1	EACH	ITS DEVICE, MISC.: REMOVAL OF DMS INSTALLATION
809	1	EACH	ITS DEVICE, MISC.: REMOVAL OF ELECTRICAL EQUIPMENT RACK
809	1	EACH	ITS DEVICE, MISC.: REMOVAL OF ITS CABINET

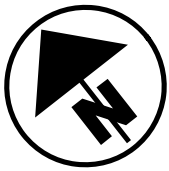


NOTE: CENTERLINE BEARING ON
CURVE REPRESENTS THE BEARING
OF TANGENT LINE

DMS ORIENTATION DETAIL
NOT TO SCALE

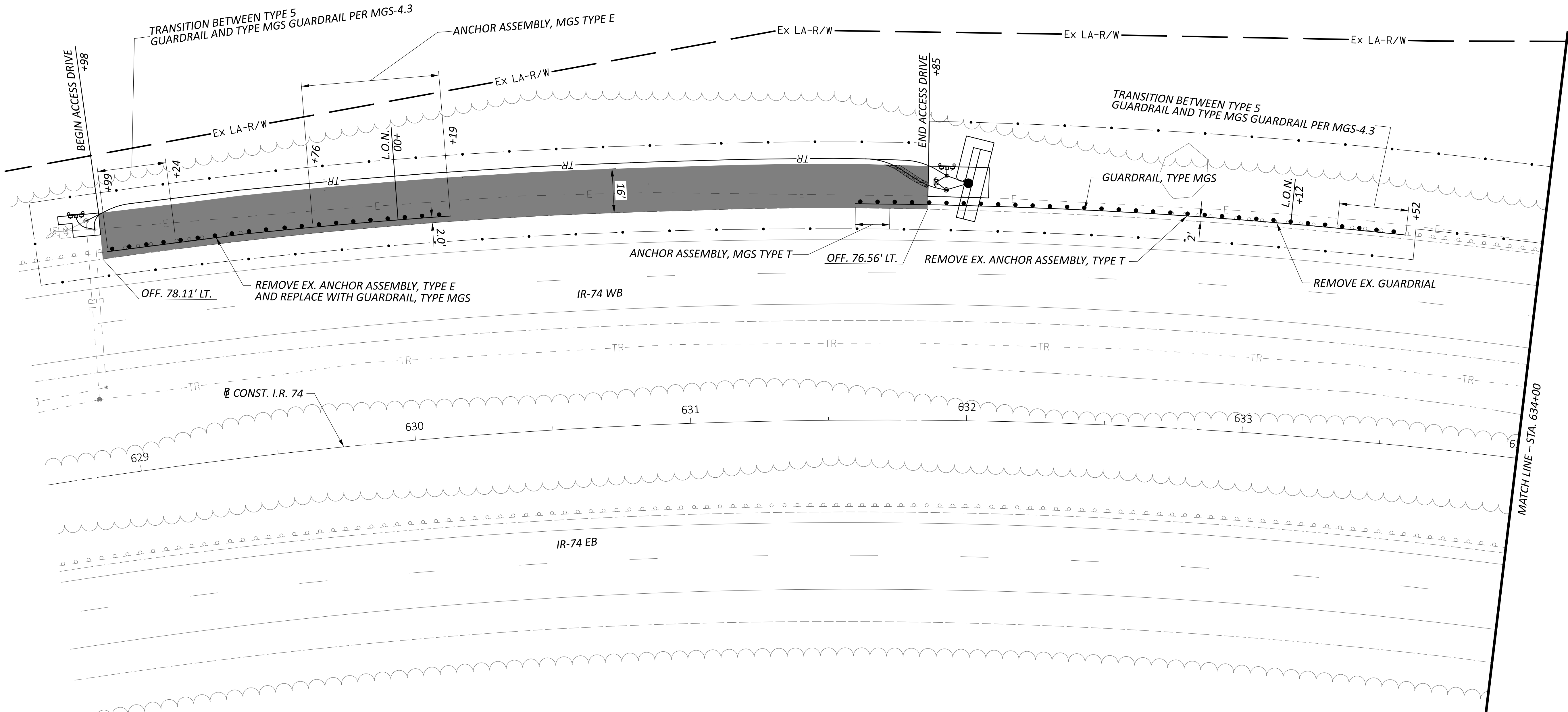


CURVE DATA
P.I. = STA. 631+65.43
 Δ = 36°35'21" RT
Dc = 02°57'22"
R = 1,938.30'
T = 640.83'
L = 1,237.8'
E = 103.19'



LEGEND

L.O.N. LENGTH OF NEED



BARRIER & DRIVEWAY DETAILS
SITE 11 - IR-74 WB EAST OF HARRISON RD. (HAM-74-11.97)

DESIGN AGENCY



DESIGNER

ASEP

REVIEWER

KKP 01/15/26

PROJECT ID

121932

SHEET

P.117

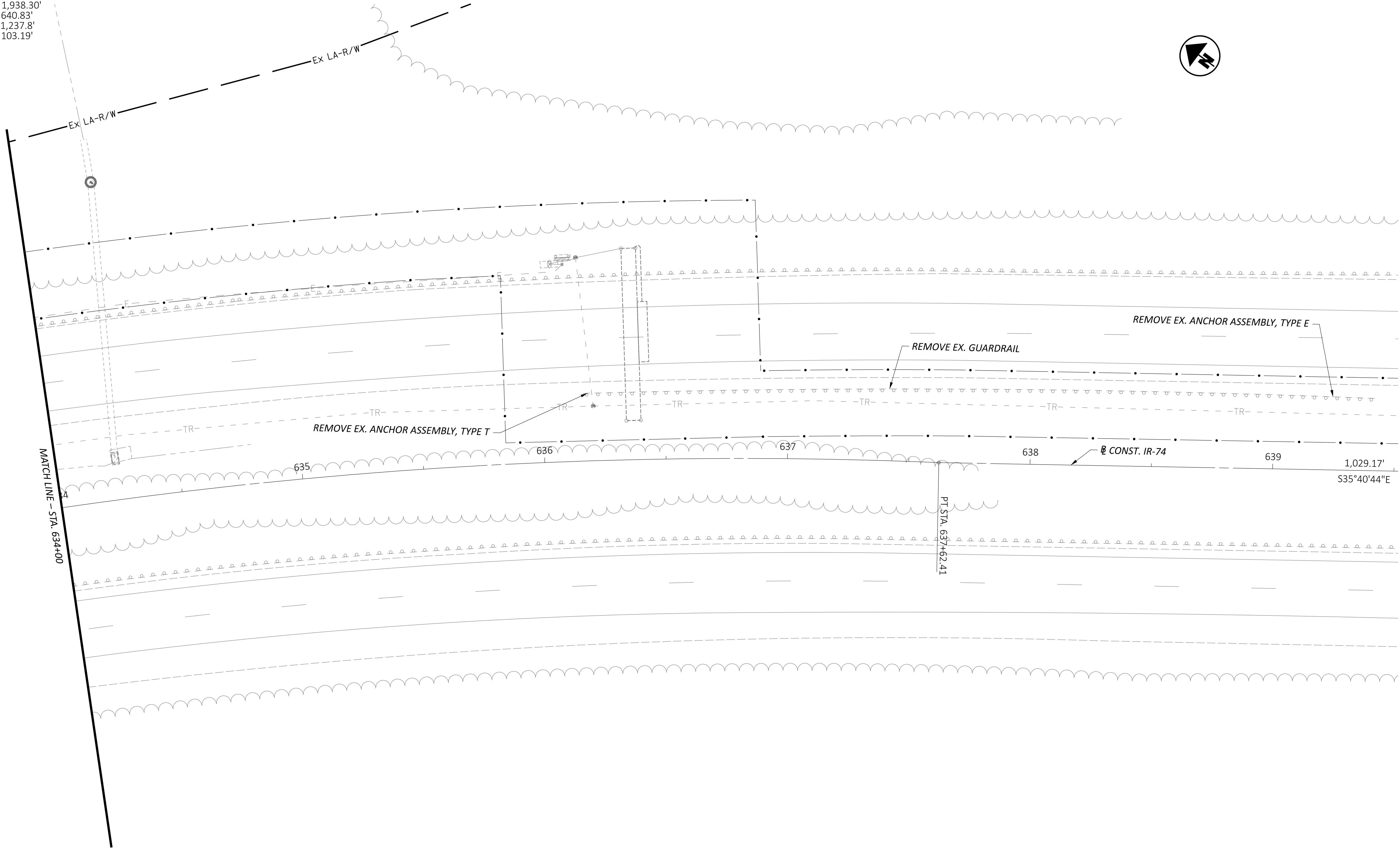
TOTAL

P.226



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CURVE DATA
P.I. = STA. 631+65.43
 $\Delta = 36^{\circ}35'21''$ RT
 $D_c = 02^{\circ}57'22''$
 $R = 1,938.30'$
 $T = 640.83'$
 $L = 1,237.8'$
 $E = 103.19'$

A circular sign with a black border. Inside, a black right-pointing triangle is shown with a diagonal slash through it, indicating that right turns are prohibited.

BARRIER & DRIVEWAY DETAILS

SITE 11 - IR-74 WB EAST OF HARRISON RD. (HAM-74-11.97)

DESIGN AGENCY



DESIGNER

ASEP

REVIEWER

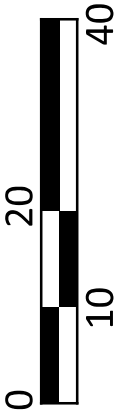
KKP 01/15/26

121932

SHEET	TOTAL
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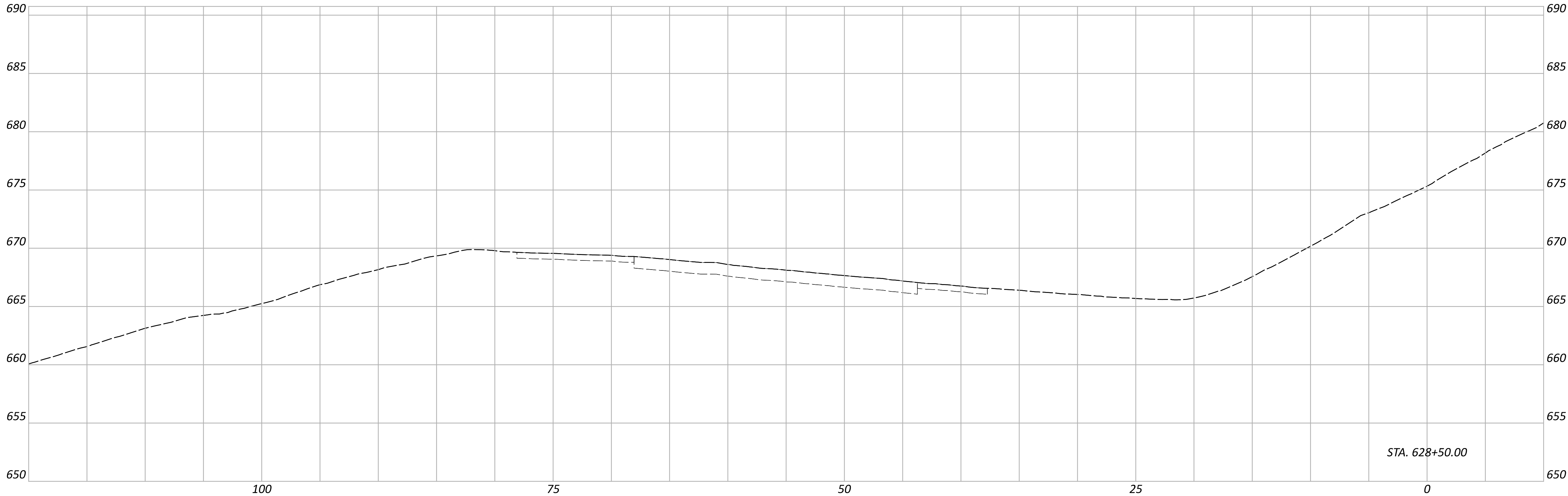
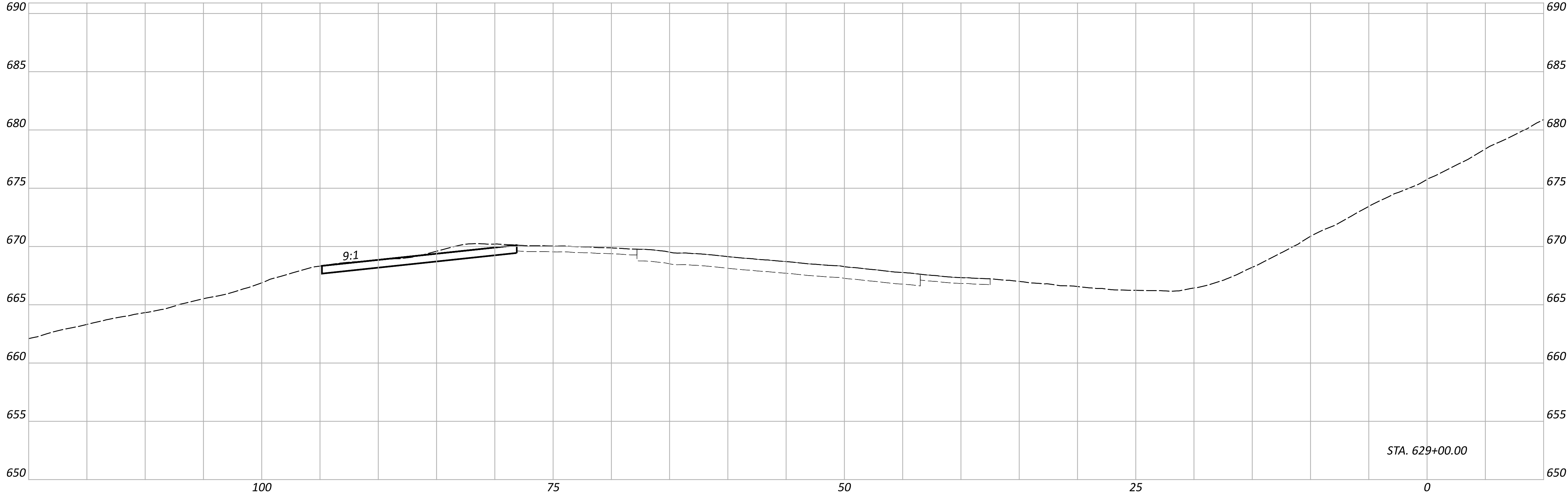
P.118 | P.226

HORIZONTAL
SCALE IN FEET



D08-VAR-DMS & QWS REPLACEMENT FY26

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CROSS SECTIONS
SITE 11 - IR-74 WB EAST OF HARRISON RD. (HAM-74-11.97)

DESIGN AGENCY



DESIGNER

ASEP

REVIEWER

KKP 01/15/26

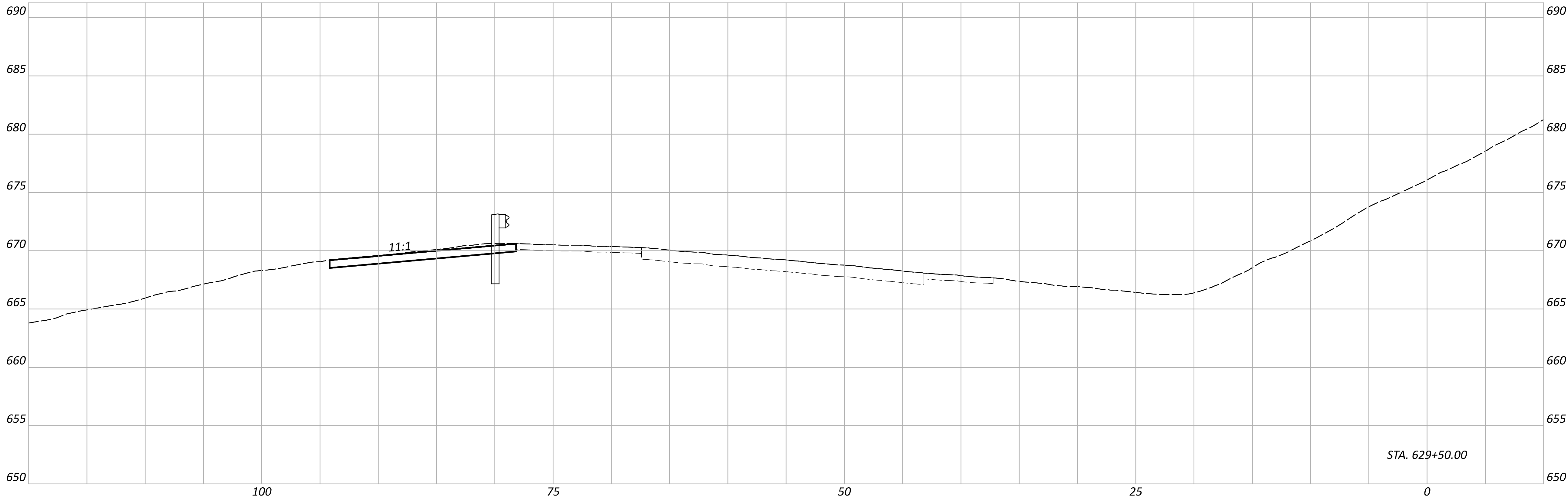
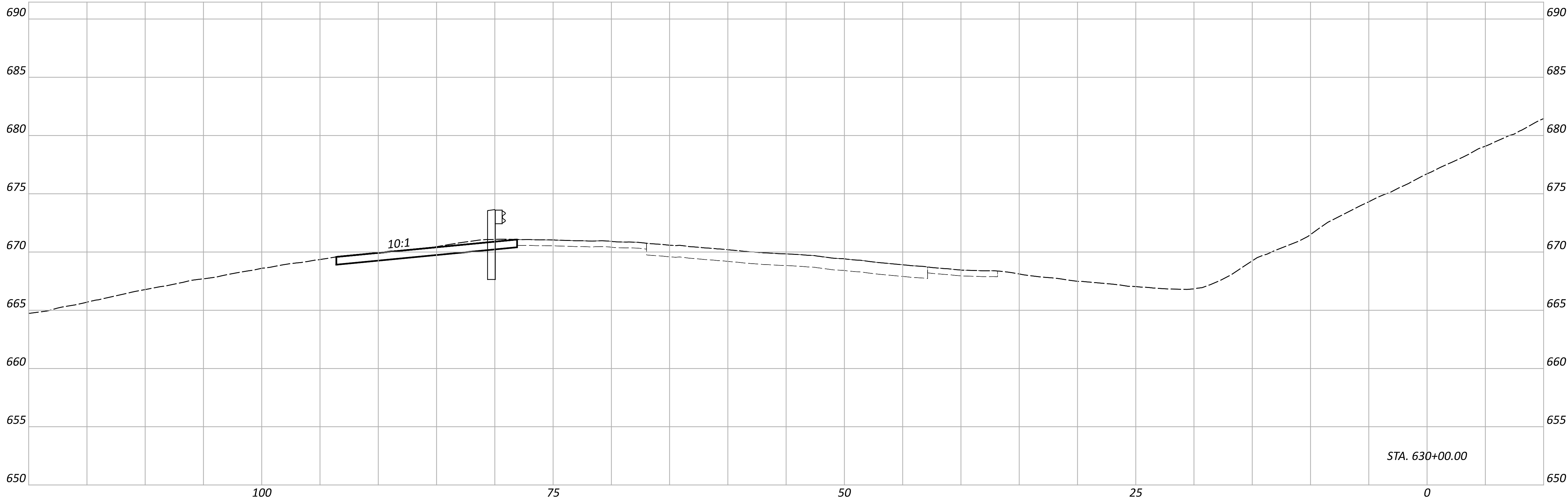
PROJECT ID

121932

Sheet Totals			SHEET TOTAL	
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D08-VAR-DMS & QWS REPLACEMENT FY26

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Sheet Totals			PROJECT ID	
Seeding	Cut	Fill	SHEET	TOTAL
			P.120	P.226

CROSS SECTIONS
SITE 11 - IR-74 WB EAST OF HARRISON RD. (HAM-74-11.97)

DESIGN AGENCY



DESIGNER

ASEP

REVIEWER

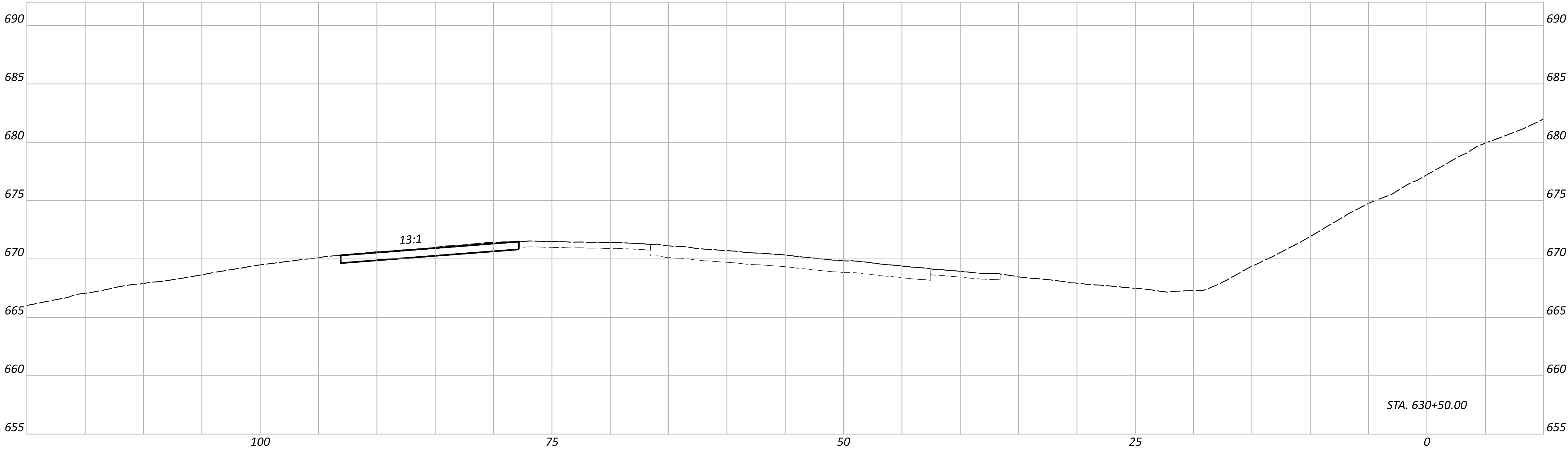
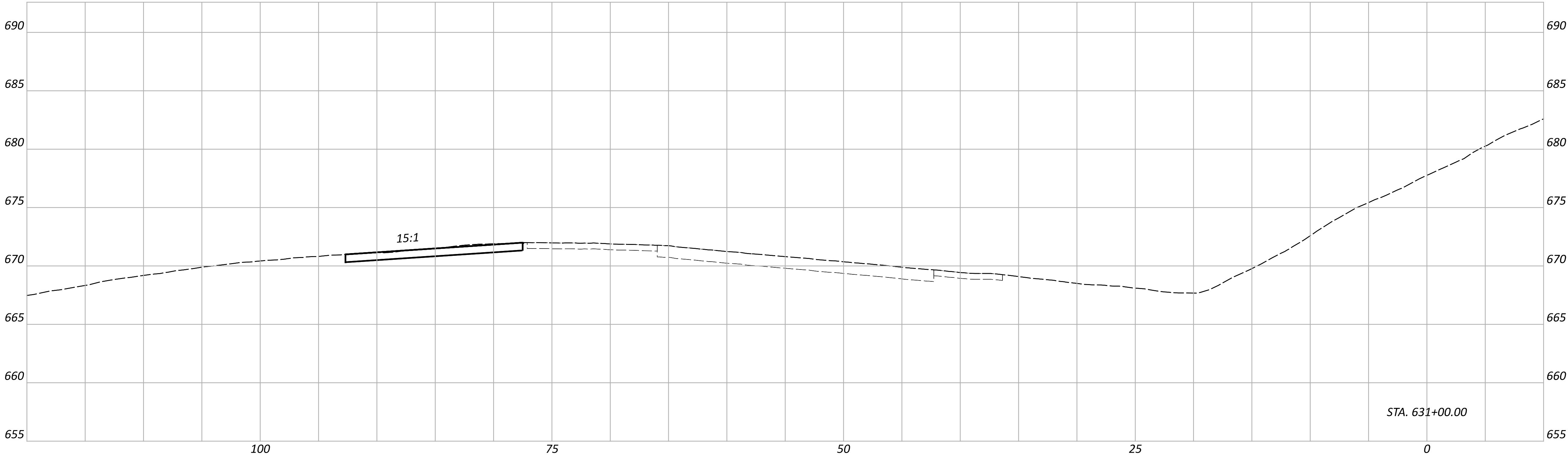
KKP 01/15/26

PROJECT ID

121932

D08-VAR-DMS & QWS REPLACEMENT FY26

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Sheet Totals			PROJECT ID	
Seeding	Cut	Fill	SHEET	TOTAL
			P.121	P.226

CROSS SECTIONS
SITE 11 - IR-74 WB EAST OF HARRISON RD. (HAM-74-11.97)

DESIGN AGENCY



DESIGNER

ASEP

REVIEWER

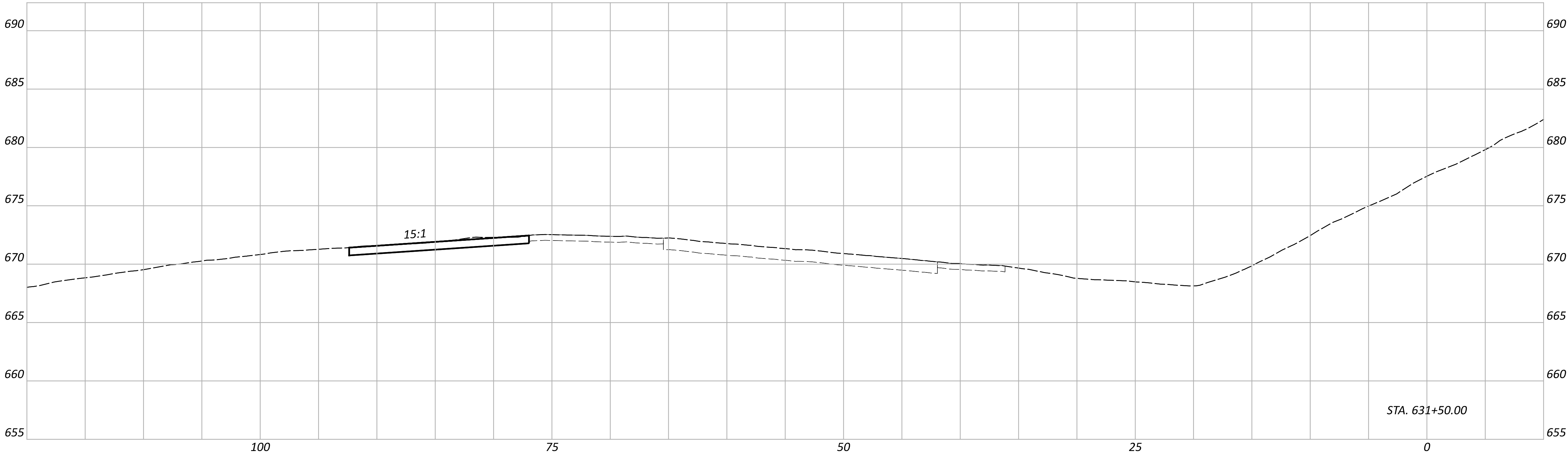
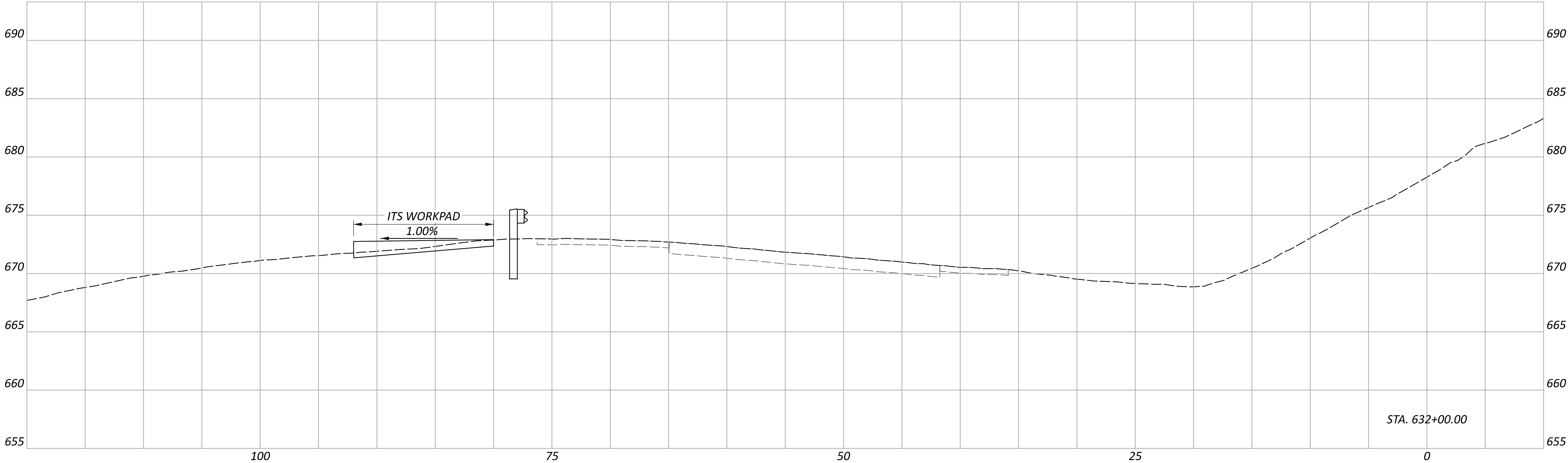
KKP 01/15/26

PROJECT ID

121932

D08-VAR-DMS & QWS REPLACEMENT FY26

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Sheet Totals			PROJECT ID	
Seeding	Cut	Fill	SHEET	TOTAL
			P.122	P.226

CROSS SECTIONS
SITE 11 - IR-74 WB EAST OF HARRISON RD. (HAM-74-11.97)

DESIGN AGENCY



DESIGNER

ASEP

REVIEWER

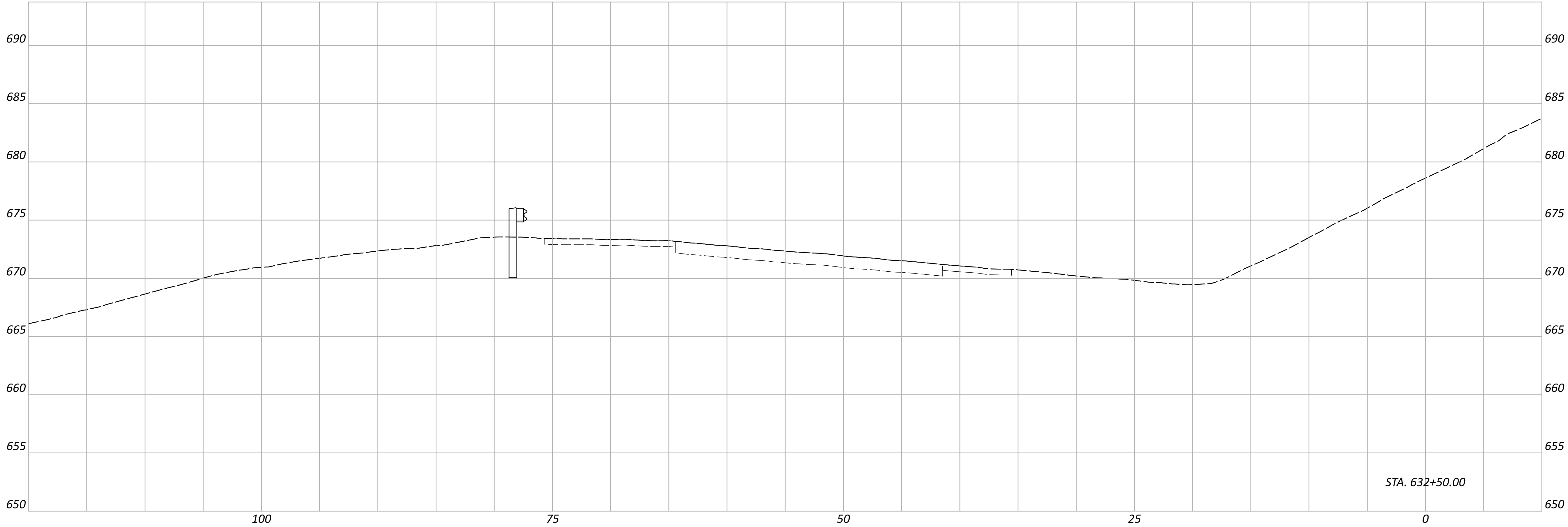
KKP 01/15/26

PROJECT ID

121932

D08-VAR-DMS & QWS REPLACEMENT FY26

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STA. 632+50.00

Sheet Totals			PROJECT ID	
Seeding	Cut	Fill	SHEET	TOTAL
			P.123	P.226

CROSS SECTIONS
SITE 11 - IR-74 WB EAST OF HARRISON RD. (HAM-74-11.97)

DESIGN AGENCY



DESIGNER

ASEP

REVIEWER

KKP 01/15/26

PROJECT ID

121932

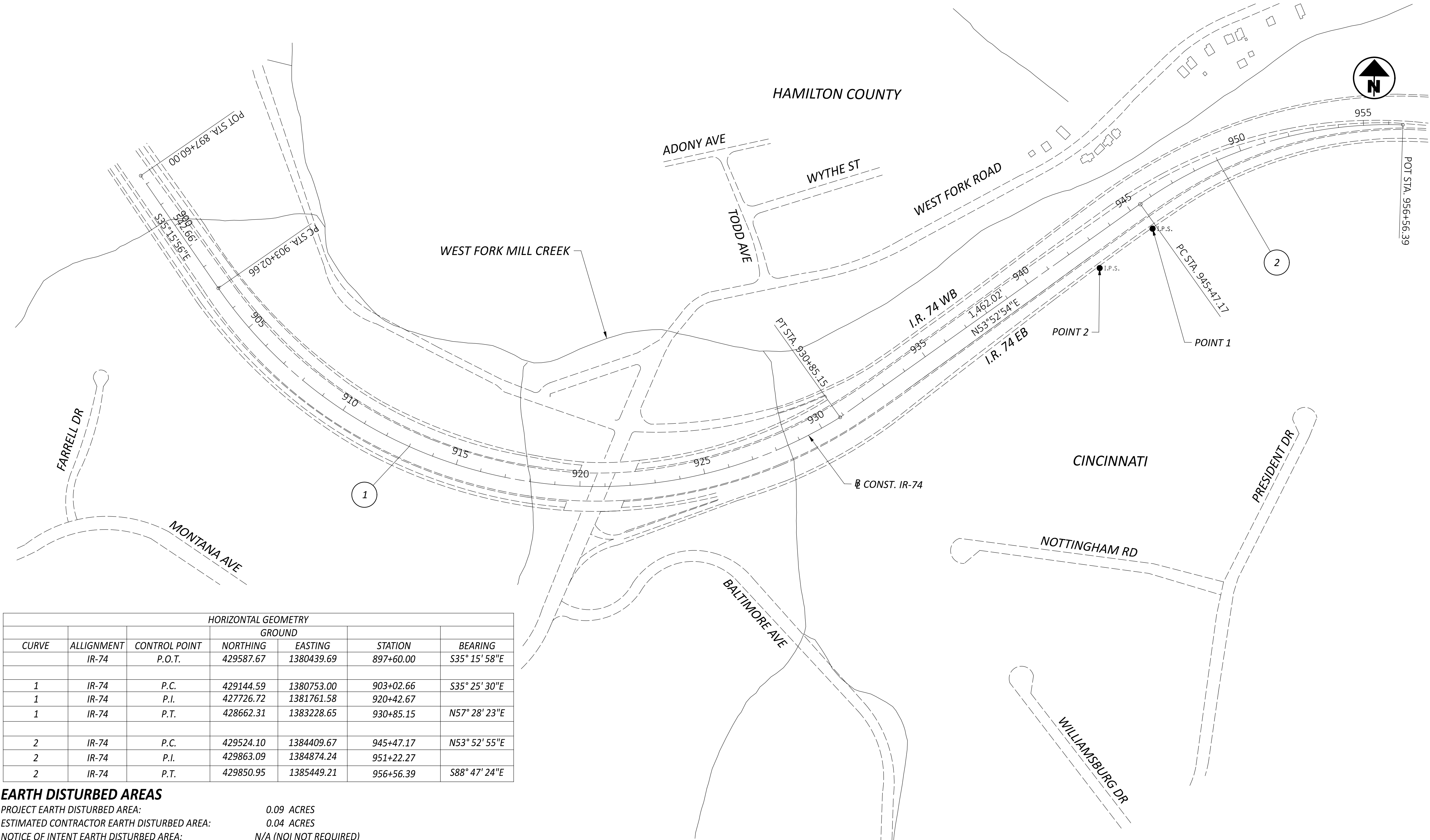
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Δ = 87°06'05" LT
Dc = 03°07'49"
R = 1,830.34'
T = 1,740.00'
L = 2,782.49'
E = 695.08'

2 CURVE DATA
P.I. = STA. 951+22.27
Δ = 37°19'40" RT
Dc = 03°21'55"
R = 1,702.58'
T = 575.1'
L = 1,109.22'
E = 94.5'

DESIGN DESIGNATION

CURRENT ADT (2026) ----- 70952
DESIGN YEAR ADT (2026) ----- 70952
DESIGN HOURLY VOLUME (2026) ----- 7100
DIRECTIONAL DISTRIBUTION ----- 51%
TRUCKS (24 HOUR B&C) ----- 9%
DESIGN SPEED ----- 70
LEGAL SPEED ----- 65
DESIGN FUNCTIONAL CLASSIFICATION ----- Interstate
NHS PROJECT ----- YES

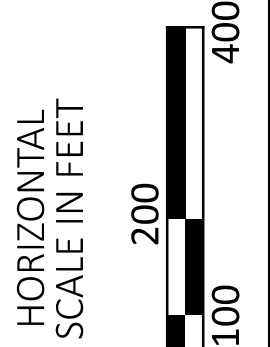
LOCAL SITE SETTINGS							
LATITUDE:	N39°09'38"	BP FOR SP:	0,0				
LONGITUDE:	W84°33'37"	COMBINED SCALE FACTOR:	0.99992190				
ELLIPSOIDAL HEIGHT:	451.50	GRID TO GROUND MULTIPLIER	1.00007809				
Geoid:	Geiod 18 (CONUS)	Horizontal Datum:	NAD83(2011) / OHS(3402)				
NAME	GRID	GROUND		ELEVATION	DESCRIPTION	STATION	OFFSET
	NORTHING	EASTING	NORTHING	EASTING			
1	429426.25	1384460.72	429459.79	1384568.84	559.36	3" LJB Disk	942+68.39 114.23 RT
2	429267.09	1384252.54	429300.62	1384360.65	565.87	3" LJB Disk	945+30.37 108.50 RT



HORIZONTAL GEOMETRY						
CURVE	ALIGNMENT	CONTROL POINT	NORTHING	EASTING	STATION	BEARING
	IR-74	P.O.T.	429587.67	1380439.69	897+60.00	S35° 15' 58"E
1	IR-74	P.C.	429144.59	1380753.00	903+02.66	S35° 25' 30"E
1	IR-74	P.I.	427726.72	1381761.58	920+42.67	
1	IR-74	P.T.	428662.31	1383228.65	930+85.15	N57° 28' 23"E
2	IR-74	P.C.	429524.10	1384409.67	945+47.17	N53° 52' 55"E
2	IR-74	P.I.	429863.09	1384874.24	951+22.27	
2	IR-74	P.T.	429850.95	1385449.21	956+56.39	S88° 47' 24"E

EARTH DISTURBED AREAS

PROJECT EARTH DISTURBED AREA: 0.09 ACRES
ESTIMATED CONTRACTOR EARTH DISTURBED AREA: 0.04 ACRES
NOTICE OF INTENT EARTH DISTURBED AREA: N/A (NOI NOT REQUIRED)



SCHEMATIC PLAN
SITE 12 - IR-74 EB WEST OF IR-75 (HAM-74-17.87)

DESIGN AGENCY



DESIGNER

ASEP

REVIEWER

KKP 01/15/26

PROJECT ID

121932

SHEET

P.124

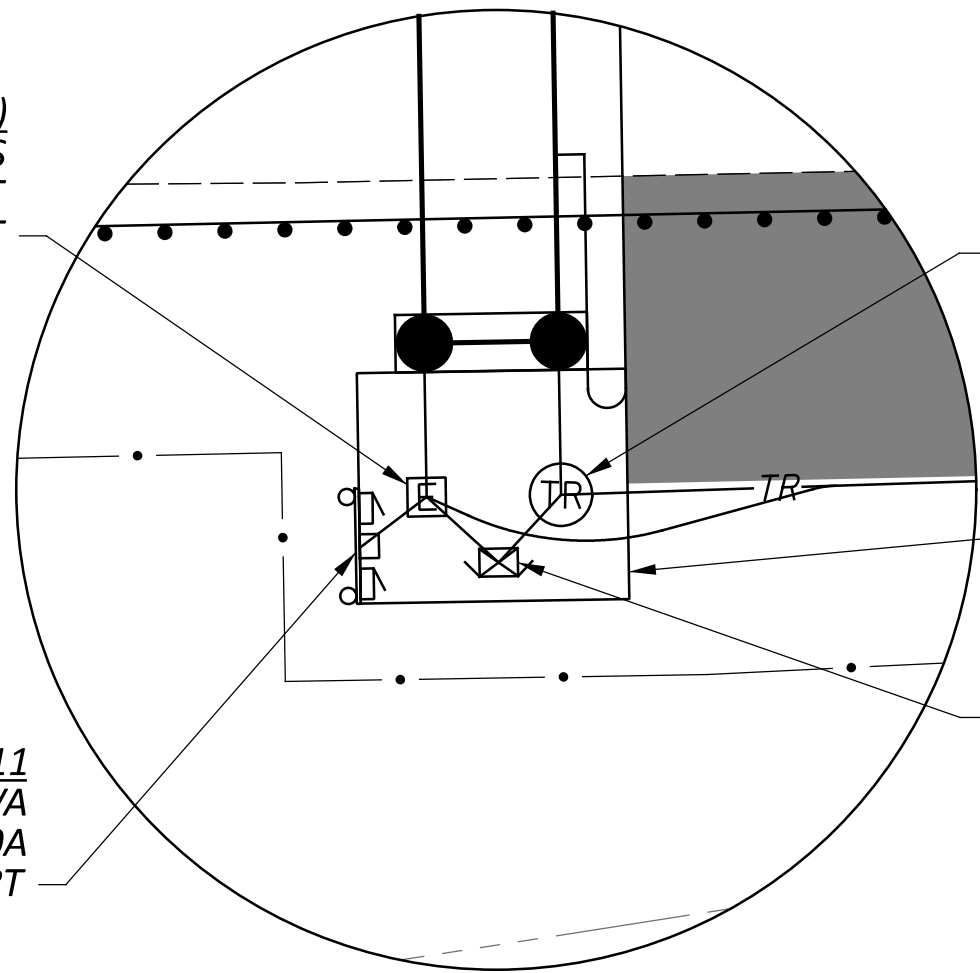
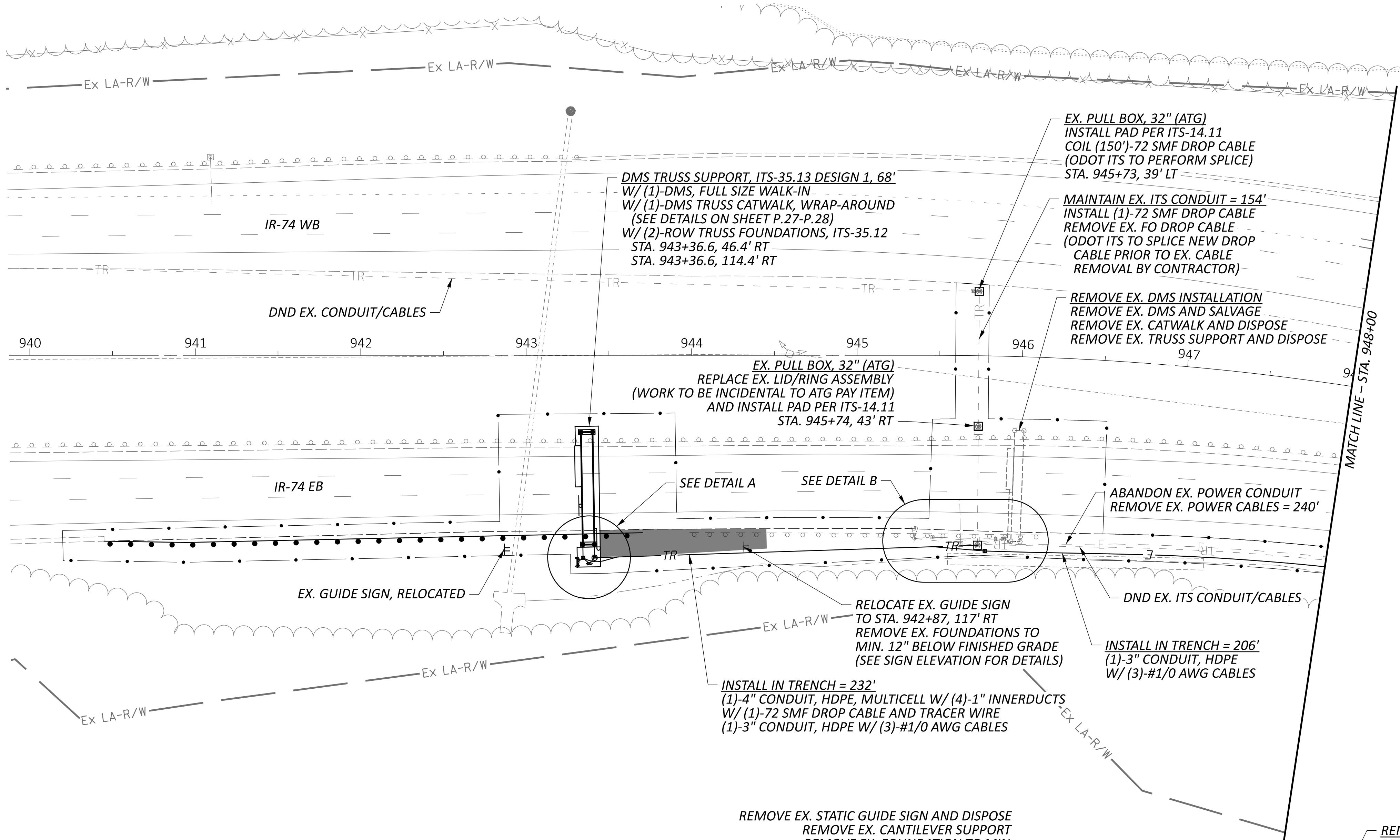
TOTAL

P.226

LEGEND



ACCESS DRIVEWAY



DETAIL A
1" = 10' SCALE

PULL BOX, 32", ITS-14.11
COIL (200')-72 SMF DROP CABLE
(ODOT ITS TO PERFORM SPLICE)
STA 943+41, 122' RT

WORK PAD, ITS-10.11
(SEE CONDUIT/CABLE SCHEMATIC)

GROUND MOUNTED SUPPORT, ITS-50.11
W/ (1)-STEP DOWN TRANSFORMER, 7.5kVA
W/ (2)-DISCONNECTS, 100A
STA 943+31, 125' RT

GROUND MOUNTED DMS CABINET, ITS-18.10
W/ NEW DMS CONTROLLER INSTALLED BY CONTRACTOR
(ODOT ITS TO INSTALL NEW FO TERMINATION PANEL AND
EX. NETWORK EQUIPMENT RELOCATED FROM EX. CABINET,
AND TERMINATE NEW 72 SMF DROP CABLE)
STA 943+38, 126' RT

REMOVE EX. STATIC GUIDE SIGN AND DISPOSE
REMOVE EX. CANTILEVER SUPPORT
REMOVE EX. FOUNDATION TO MIN.
12" BELOW FINISHED GRADE

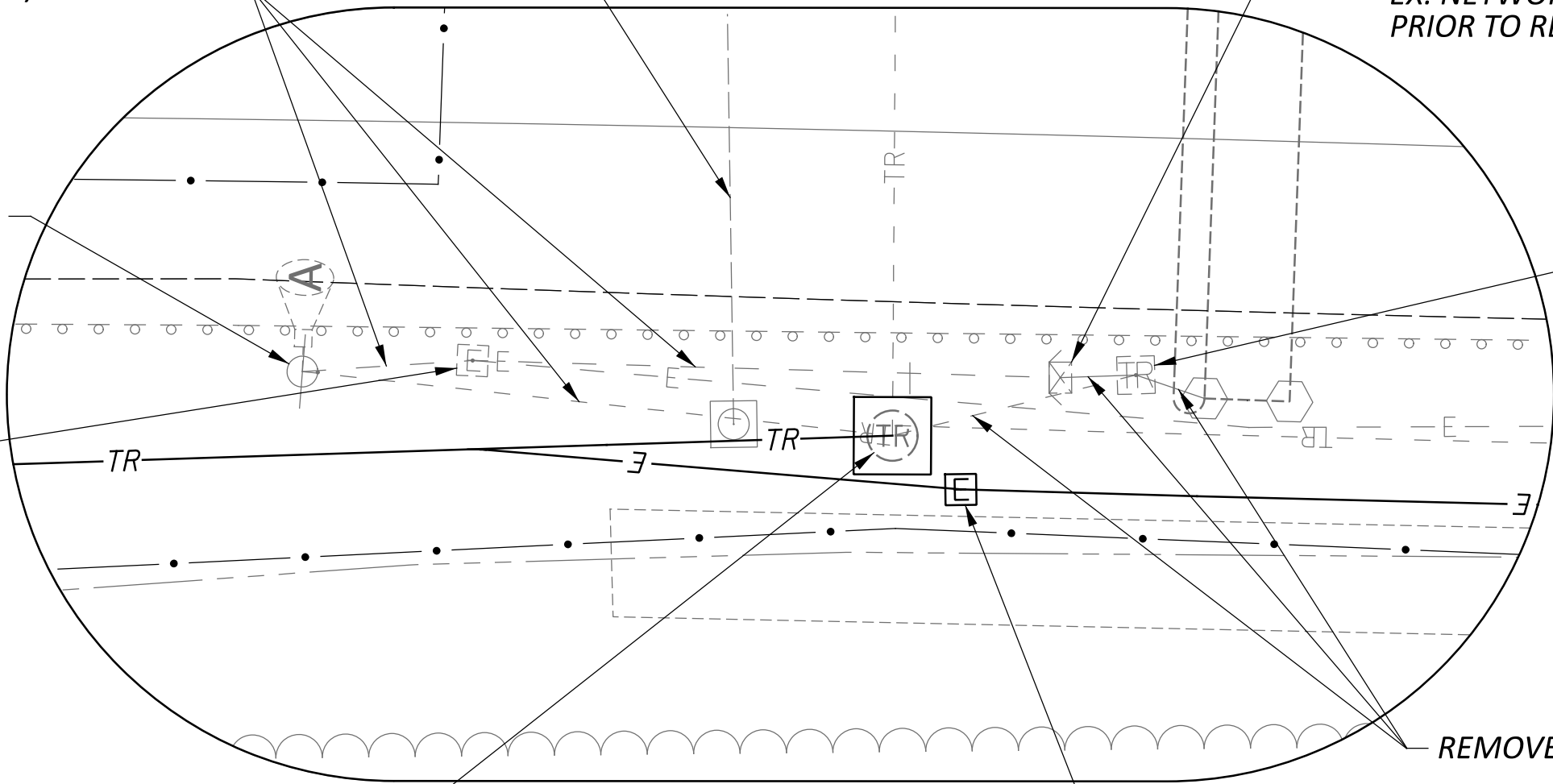
REMOVE EX. CONDUIT/CABLES = 87'

REMOVE EX. ATR INSTALLATION

REMOVE EX. PULL BOX, 18"

EX. PULL BOX, 32" (ATG)
INSTALL PAD PER ITS-14.11
COIL (150')-72 SMF DROP CABLE
STA. 945+75, 115' RT

DETAIL B
1" = 10' SCALE

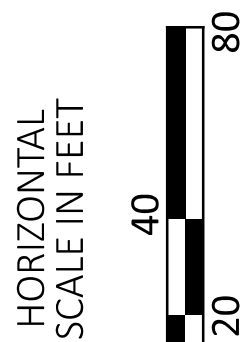
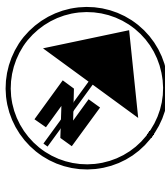


PULL BOX, 18", 725.08 ("ELECTRIC")
STA 945+79, 118' RT

REMOVE EX. ITS CABINET AND DISPOSE
REMOVE EX. FOUNDATION AND WORK PAD
TO MIN. 12" BELOW FINISHED GRADE
(ODOT ITS TO REMOVE EX. DMS CONTROLLER
AND FO TERMINATION PANEL, AND RELOCATE
EX. NETWORK EQUIPMENT TO NEW CABINET
PRIOR TO REMOVAL WORK BY CONTRACTOR)

REMOVE EX. CONDUIT/CABLES = 26'

REMOVE EX. PULL BOX, 24"x30"



ITS PLAN
SITE 12 - IR-74 EB WEST OF IR-75 (HAM-74-17.87)

DESIGN AGENCY



DESIGNER

JRB

REVIEWER

NRS 01/15/26

PROJECT ID

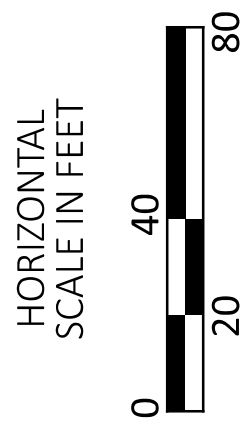
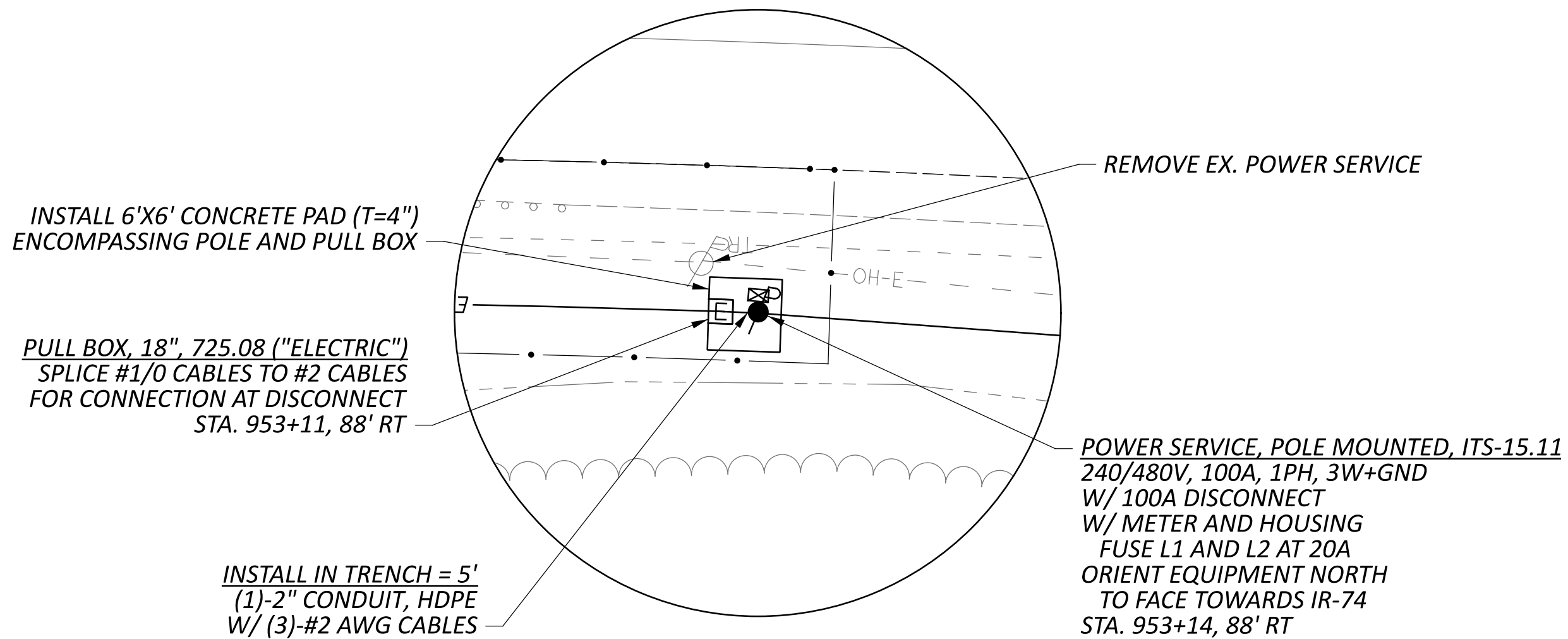
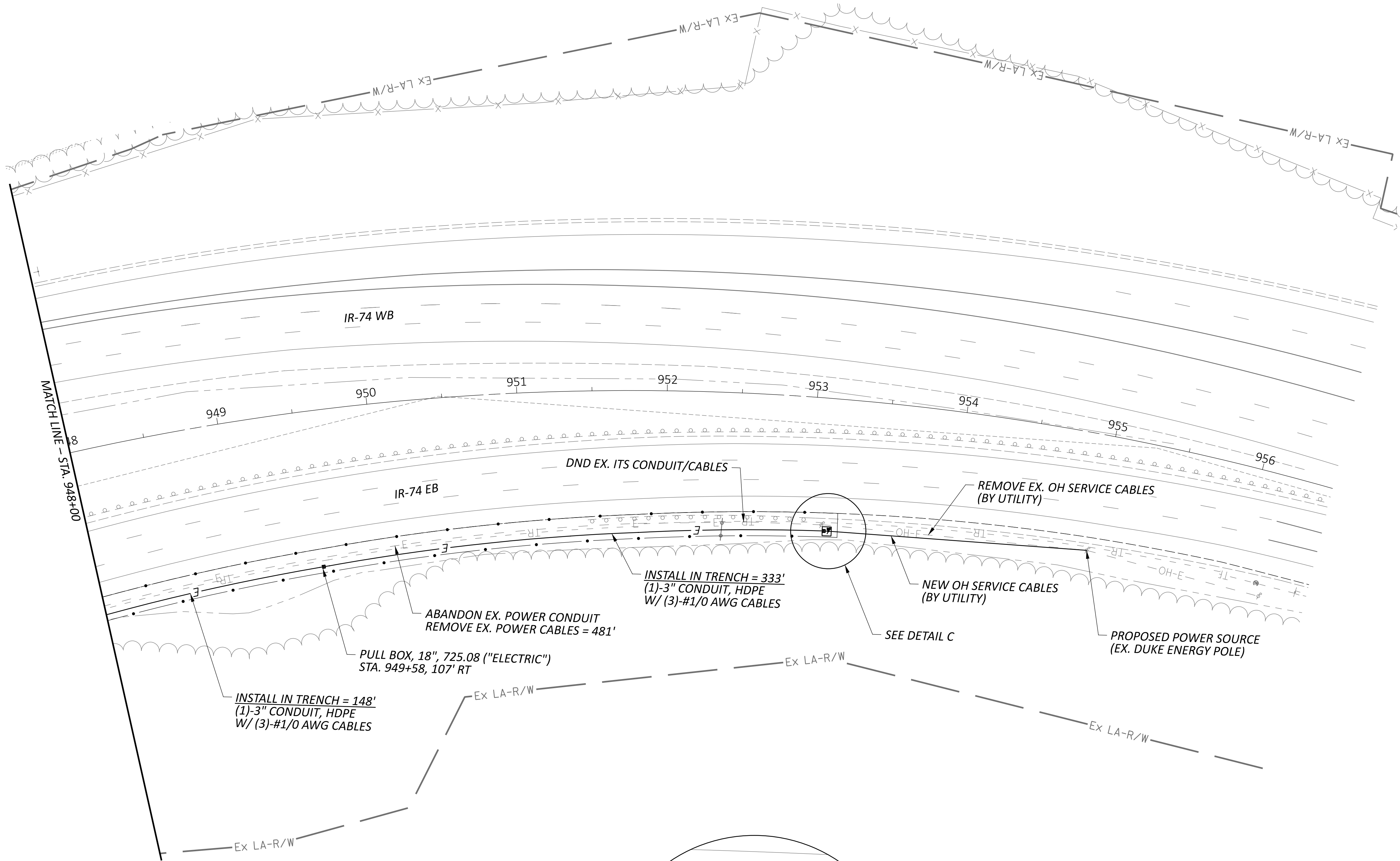
121932

SHEET

P.125

TOTAL

P.226



ITS PLAN
SITE 12 - IR-74 EB WEST OF IR-75 (HAM-74-17.87)

DESIGN AGENCY

HNTB

DESIGNER

JRB

REVIEWER

NRS 01/15/26

PROJECT ID

121932

SHEET

P.126

TOTAL

P.226

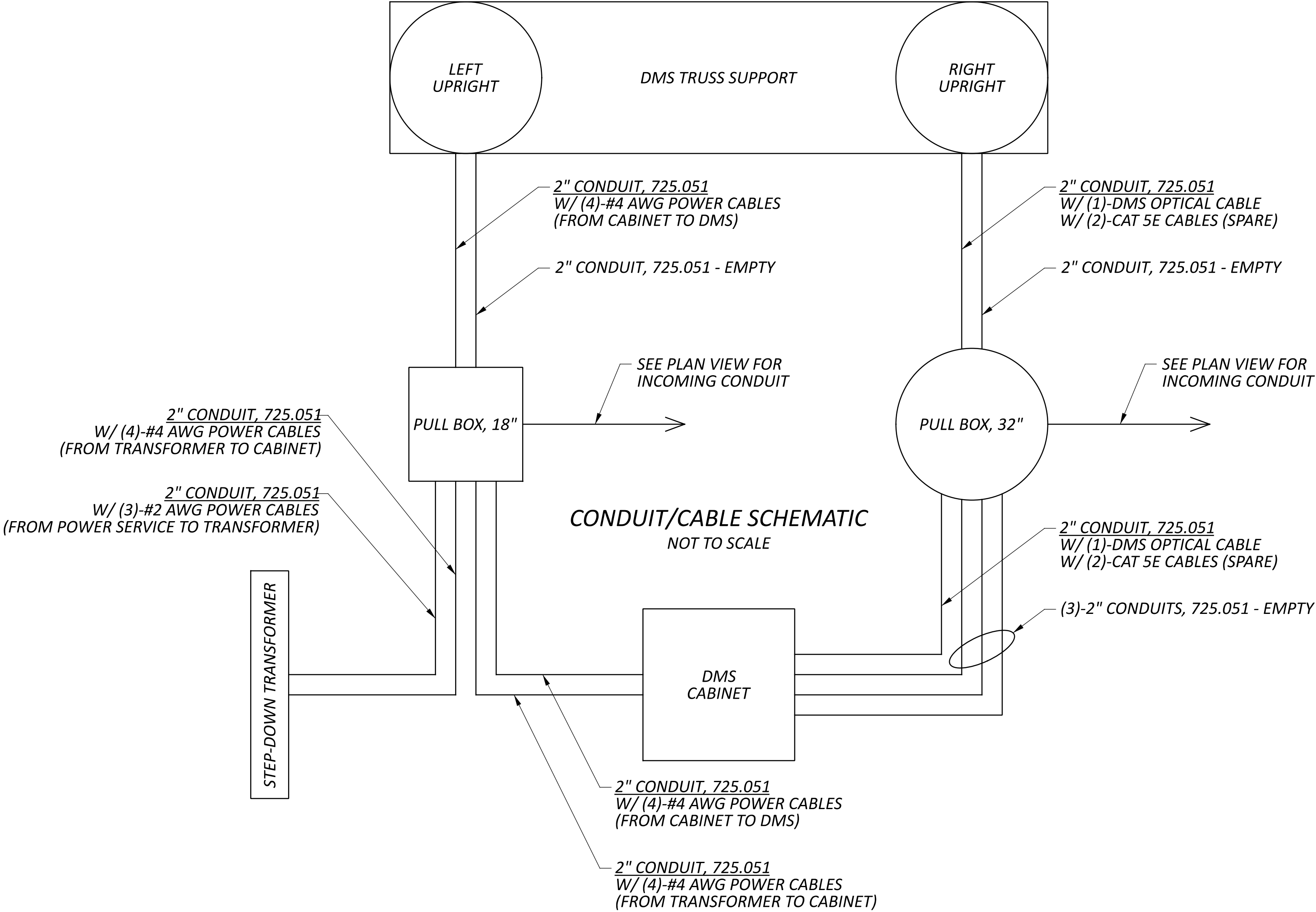
NOTES

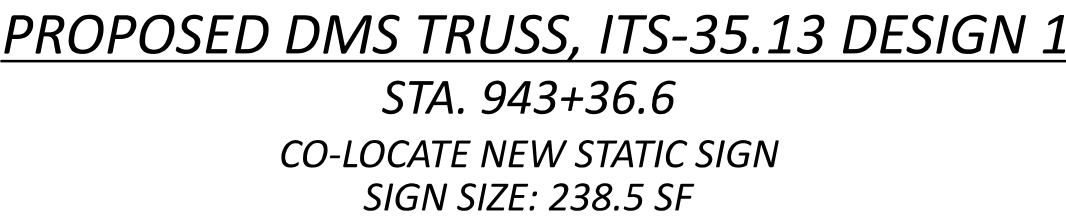
1. THE EXISTING DMS SHALL REMAIN IN OPERATION UNTIL THE NEW DMS IS INSTALLED AND IS READY TO BE MADE ACTIVE. COMPLETE SWITCHOVER FROM EXISTING TO NEW DMS WITHIN THE ALLOWABLE DEVICE DOWNTIME WINDOW PER SS 809.

2. REMOVE EXISTING FOUNDATIONS IN UNPAVED AREAS TO A MINIMUM 12" DEPTH BELOW GRADE.

3. EXISTING SITE COMMUNICATIONS ARE VIA FIBER OPTIC CABLE THROUGH THE EXISTING CABINET AND DROP CABLE TO BE REMOVED. NO REMOVAL WORK SHALL TAKE PLACE WITHOUT PRIOR APPROVAL FROM ODOT ITS.

ITEM	TOTAL	UNIT	DESCRIPTION
202	150	FT	GUARDRAIL REMOVED
202	1	EACH	ANCHOR ASSEMBLY REMOVED, TYPE E
202	1	EACH	ANCHOR ASSEMBLY REMOVED, TYPE T
203	38	CY	EXCAVATION
203	2	CY	EMBANKMENT
204	162	SY	SUBGRADE COMPACTION
204	162	SY	GEOTEXTILE FABRIC
304	36	CY	AGGREGATE BASE
606	300	FT	GUARDRAIL, TYPE MGS
606	1	EACH	ANCHOR ASSEMBLY, MGS TYPE T
606	1	EACH	MGS BRIDGE TERMINAL ASSEMBLY, TYPE 2
625	2,817	FT	NO. 1/0 AWG 2400 VOLT DISTRIBUTION CABLE
625	345	FT	NO. 4 AWG 2400 VOLT DISTRIBUTION CABLE
625	93	FT	NO. 2 AWG 2400 VOLT DISTRIBUTION CABLE
625	40	FT	CONDUIT, 2", 725.051
625	919	FT	CONDUIT, 3", 725.052, AS PER PLAN
625	113	FT	CONDUIT, MISC.: CONDUIT REMOVED
625	955	FT	TRENCH
625	4	EACH	PULL BOX, 725.08, 18"
625	2	EACH	PULL BOX REMOVED
625	3	EACH	PULL BOX, MISC.: ITS WORK PAD (SCD ITS-14.11)
625	3	EACH	PULL BOX, MISC.: PULL BOX ADJUSTED TO GRADE
625	1	EACH	PULL BOX, MISC.: STANDALONE WORK PAD, 6'X6'
625	8	EACH	GROUND ROD
625	955	FT	UNDERGROUND WARNING/MARKING TAPE
625	1	EACH	POWER SERVICE REMOVED
625	875	FT	DISTRIBUTION CABLE REMOVED, AS PER PLAN
626	5	EACH	BARRIER REFLECTOR, TYPE 2, ONE-WAY
630	35.8	FT	GROUND MOUNTED STRUCTURAL BEAM SUPPORT, S4X7.7
630	2	EACH	BREAKAWAY STRUCTURAL BEAM CONNECTION
630	1	EACH	OVERHEAD SIGN SUPPORT, DMS TRUSS, 80'
630	1	EACH	CATWALK, DMS TRUSS, AS PER PLAN
630	2	EACH	OVERHEAD SIGN SUPPORT FOUNDATION, DMS TRUSS
630	239	SF	SIGN, OVERHEAD EXTRUSHEET
630	2	EACH	GROUND MOUNTED STRUCTURAL BEAM SUPPORT FOUNDATION
630	1	EACH	REMOVAL OF GROUND MOUNTED MAJOR SIGN AND REERECTION
630	2	EACH	REMOVAL OF GROUND MOUNTED STRUCTURAL BEAM SUPPORT AND DISPOSAL
630	1	EACH	REMOVAL OF OVERHEAD MOUNTED SIGN AND DISPOSAL
630	1	EACH	REMOVAL OF OVERHEAD SIGN SUPPORT AND DISPOSAL, TYPE TC-12.30
633	1	EACH	CABINET FOUNDATION
804	975	FT	FIBER OPTIC CABLE, 72 FIBER
804	1	EACH	FIBER OPTIC CABLE, MISC.: FIBER TERMINATION PANEL, 72 FIBER (FURNISH ONLY)
809	1	EACH	ITS PULL BOX WITH PAD AND STANDARD LID ASSEMBLY, 32" WIDE, TYPE 1
809	5	FT	CONDUIT, 2" DIAMETER, HDPE
809	232	FT	CONDUIT, 4", MULTICELL, HDPE WITH 4 - 1" INNERDUCTS
809	1	EACH	ITS POWER SERVICE, POLE MOUNTED, 240/480V, 100 AMP
809	1	EACH	DYNAMIC MESSAGE SIGN (DMS), FULL-SIZE WALK-IN
809	1	EACH	ITS CABINET - DMS
809	1	EACH	STEP-DOWN TRANSFORMER, 7.5KVA
809	1	EACH	ITS DEVICE, MISC.: REMOVAL AND DELIVERY OF DMS SIGN
809	1	EACH	ITS DEVICE, MISC.: REMOVAL OF ATR INSTALLATION
809	1	EACH	ITS DEVICE, MISC.: REMOVAL OF CABINET FOUNDATION AND WORK PAD
809	1	EACH	ITS DEVICE, MISC.: REMOVAL OF DMS INSTALLATION
809	1	EACH	ITS DEVICE, MISC.: REMOVAL OF ITS CABINET





D08-VAR-DMS & QWS REPLACEMENT FY26

L.O.N. LENGTH OF NEED

CURVE DATA
P.I. = STA. 951+22.27
 $\Delta = 37^{\circ}19'40''$ RT
 $D_c = 03^{\circ}21'55''$
 $R = 1,702.58'$
 $T = 575.1'$
 $L = 1,109.22'$
 $E = 94.5'$

HORIZONTAL
SCALE IN FEET



A horizontal scale bar with alternating black and white segments. It is marked with the numbers 0, 10, 20, and 40.

BARRIER & DRIVEWAY DETAILS
SITE 12 - IR-74 EB WEST OF IR-75 (HAM-74-17.87)

DESIGN AGENCY

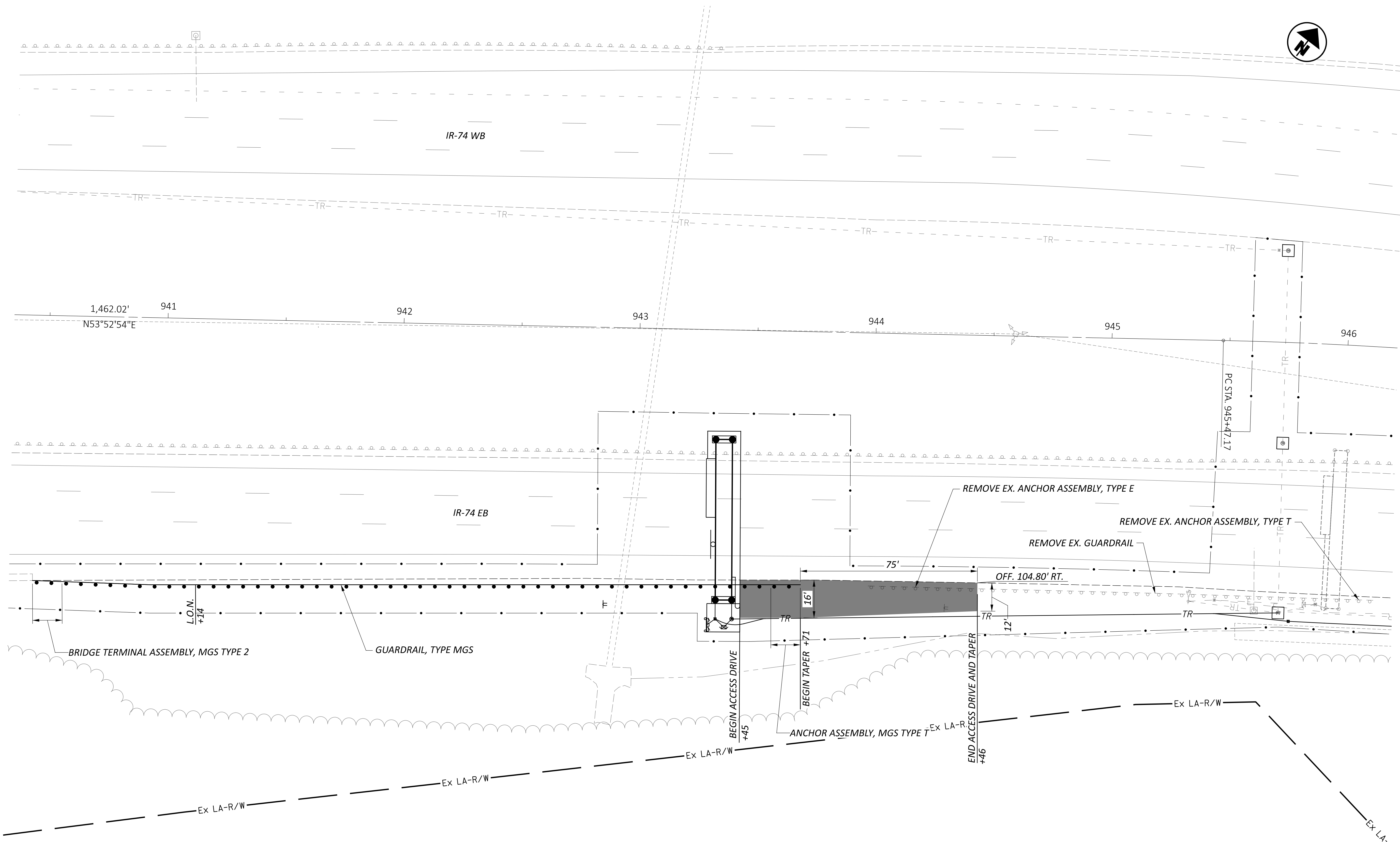
HNTB

DESIGNER
ASEP

REVIEWER
KKP 01/15/26

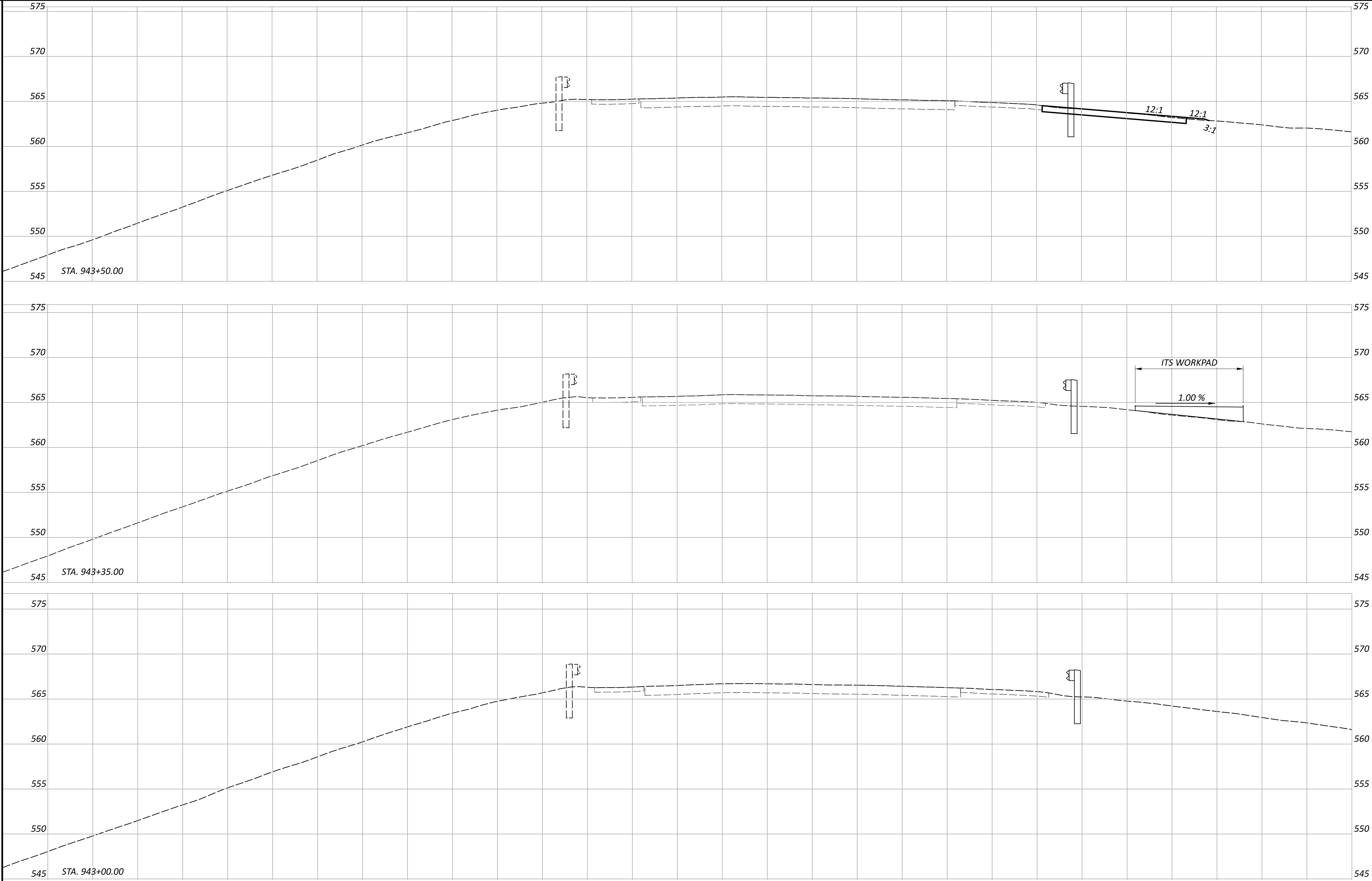
PROJECT ID
121932

SHEET	TOTAL
P.129	P.226



D08-VAR-DMS & QWS REPLACEMENT FY26

MODEL: Site_12 - 943+35.00 [Sheet] PAPER SIZE: 34x22 (in.) DATE: 1/15/2026 TIME: 7:34:48 PM USER: nselling
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CROSS SECTIONS
SITE 12 - IR-74 EB WEST OF IR-75 (HAM-74-17.87)

DESIGN AGENCY



DESIGNER

ASEP

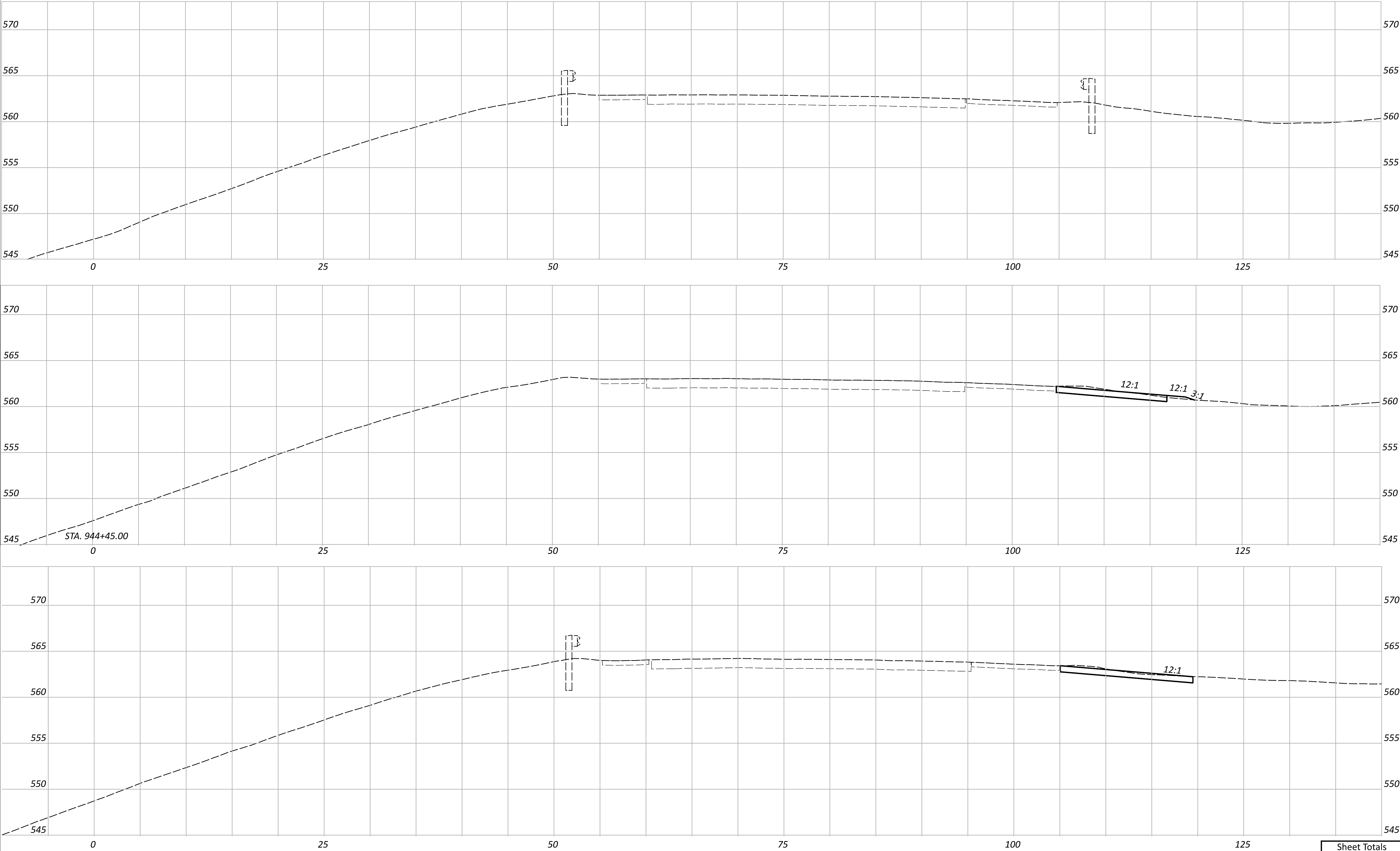
REVIEWER

KKP 01/15/26

PROJECT ID

121932

Sheet Totals			SHEET	TOTAL
Seeding	Cut	Fill		
			P.130	P.226



CROSS SECTIONS
SITE 12 - IR-74 EB WEST OF IR-75 (HAM-74-17.87)

DESIGN AGENCY

DESIGNER

REVIEWER

PROJECT ID

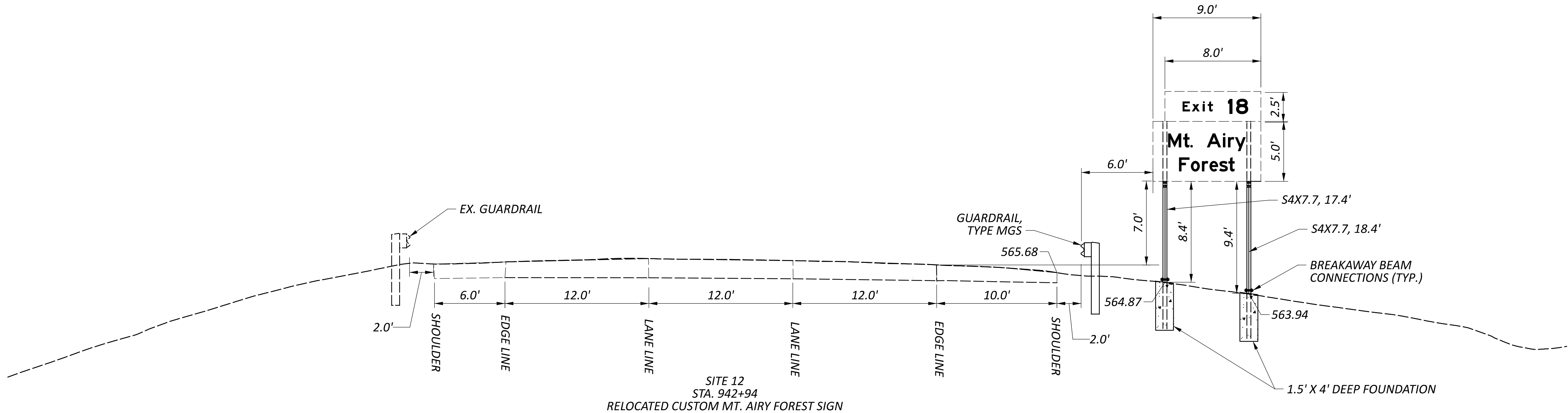
SEEDING

CUT

FILL

TOTAL

Sheet Totals			TOTAL	
Seeding	Cut	Fill	P.131	P.226



Sheet Totals			SHEET TOTAL	
Seeding	Cut	Fill	P.132	P.226

DESIGN AGENCY



DESIGNER
ASEP

REVIEWER
NRS 01/15/26

PROJECT ID
121932

TRAFFIC CONTROL - SIGN ELEVATION
SITE 12 - IR-74 EB WEST OF IR-75 (HAM-74-17.87)

1

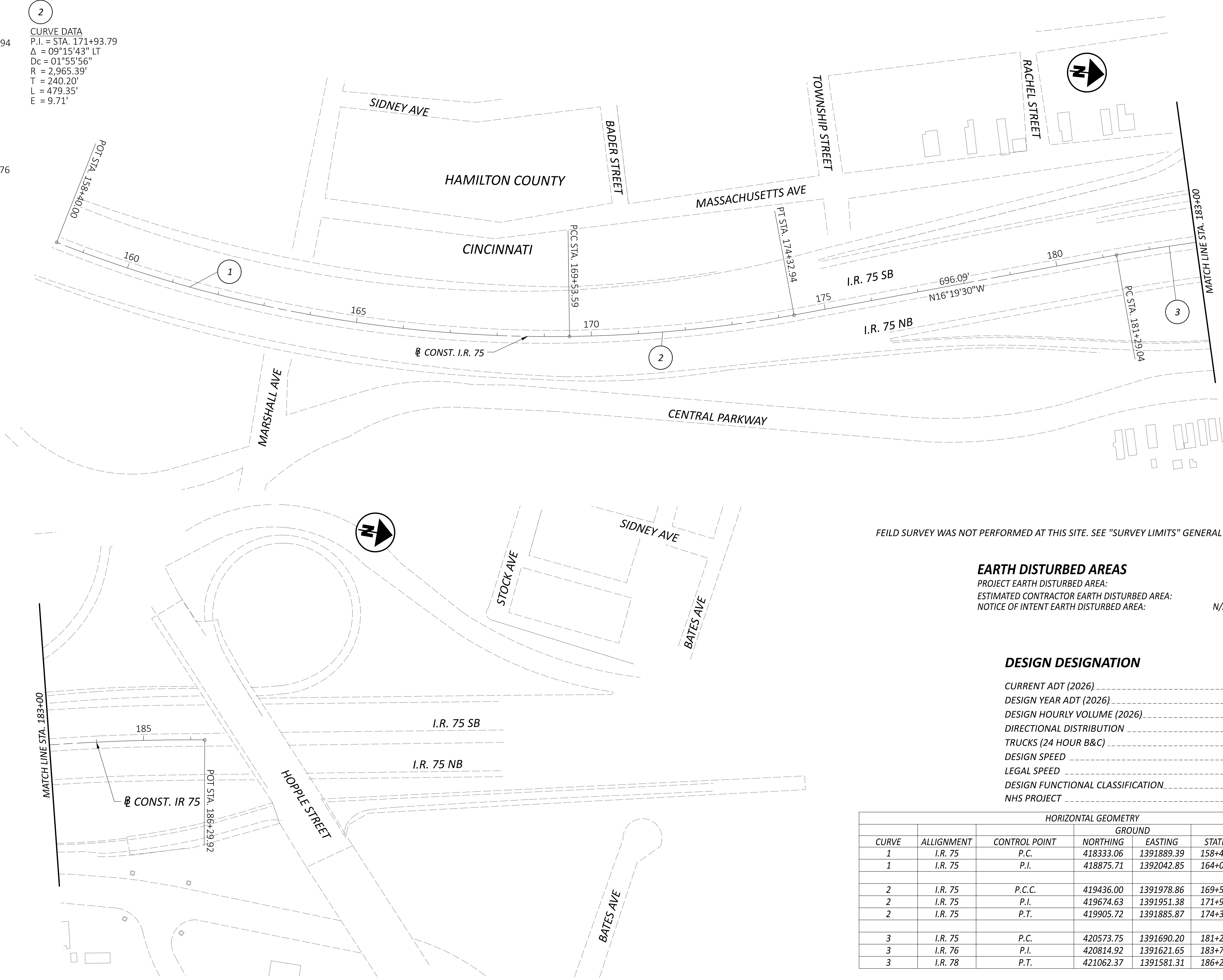
CURVE DATA
P.I. = STA. 164+03.94
Δ = 22°18'25" LT
Dc = 02°00'11"
R = 2,860.28'
T = 563.94'
L = 1,113.35'
E = 55.06'

2

CURVE DATA
P.I. = STA. 171+93.79
Δ = 09°15'43" LT
Dc = 01°55'56"
R = 2,965.39'
T = 240.20'
L = 479.35'
E = 9.71'

3

CURVE DATA
P.I. = STA. 183+79.76
Δ = 06°36'26" RT
Dc = 01°19'09"
R = 4,343.59'
T = 250.72'
L = 500.89'
E = 7.23'



FEILD SURVEY WAS NOT PERFORMED AT THIS SITE. SEE "SURVEY LIMITS" GENERAL NOTE FOR DETAILS.

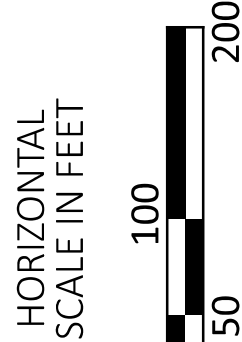
EARTH DISTURBED AREAS

PROJECT EARTH DISTURBED AREA: 0.05 ACRES
ESTIMATED CONTRACTOR EARTH DISTURBED AREA: 0.04 ACRES
NOTICE OF INTENT EARTH DISTURBED AREA: N/A (NOI NOT REQUIRED)

DESIGN DESIGNATION

CURRENT ADT (2026) 157345
DESIGN YEAR ADT (2026) 157345
DESIGN HOURLY VOLUME (2026) 15735
DIRECTIONAL DISTRIBUTION 54%
TRUCKS (24 HOUR B&C) 14%
DESIGN SPEED 55
LEGAL SPEED 50
DESIGN FUNCTIONAL CLASSIFICATION Interstate
NHS PROJECT YES

HORIZONTAL GEOMETRY						
CURVE	ALIGNMENT	CONTROL POINT	GROUND		STATION	BEARING
			NORTHING	EASTING		
1	I.R. 75	P.C.	418333.06	1391889.39	158+40.00	N15° 47' 28"W
1	I.R. 75	P.I.	418875.71	1392042.85	164+03.94	
2	I.R. 75	P.C.C.	419436.00	1391978.86	169+53.59	N6° 30' 58"W
2	I.R. 75	P.I.	419674.63	1391951.38	171+93.79	
2	I.R. 75	P.T.	419905.72	1391885.87	174+32.94	N16° 19' 30"W
3	I.R. 75	P.C.	420573.75	1391690.20	181+29.04	N16° 19' 30"W
3	I.R. 76	P.I.	420814.92	1391621.65	183+79.76	
3	I.R. 78	P.T.	421062.37	1391581.31	186+29.93	N9° 15' 36"W



SCHEMATIC PLAN
SITE 13 - IR-75 NB AT HOPPLE ST. (HAM-75-3.40)

DESIGN AGENCY



DESIGNER

ASEP

REVIEWER

KKP 01/15/26

PROJECT ID

121932

SHEET

P.133

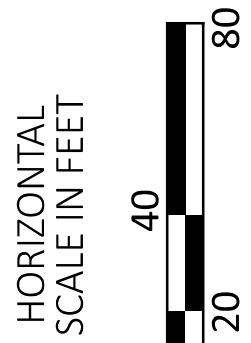
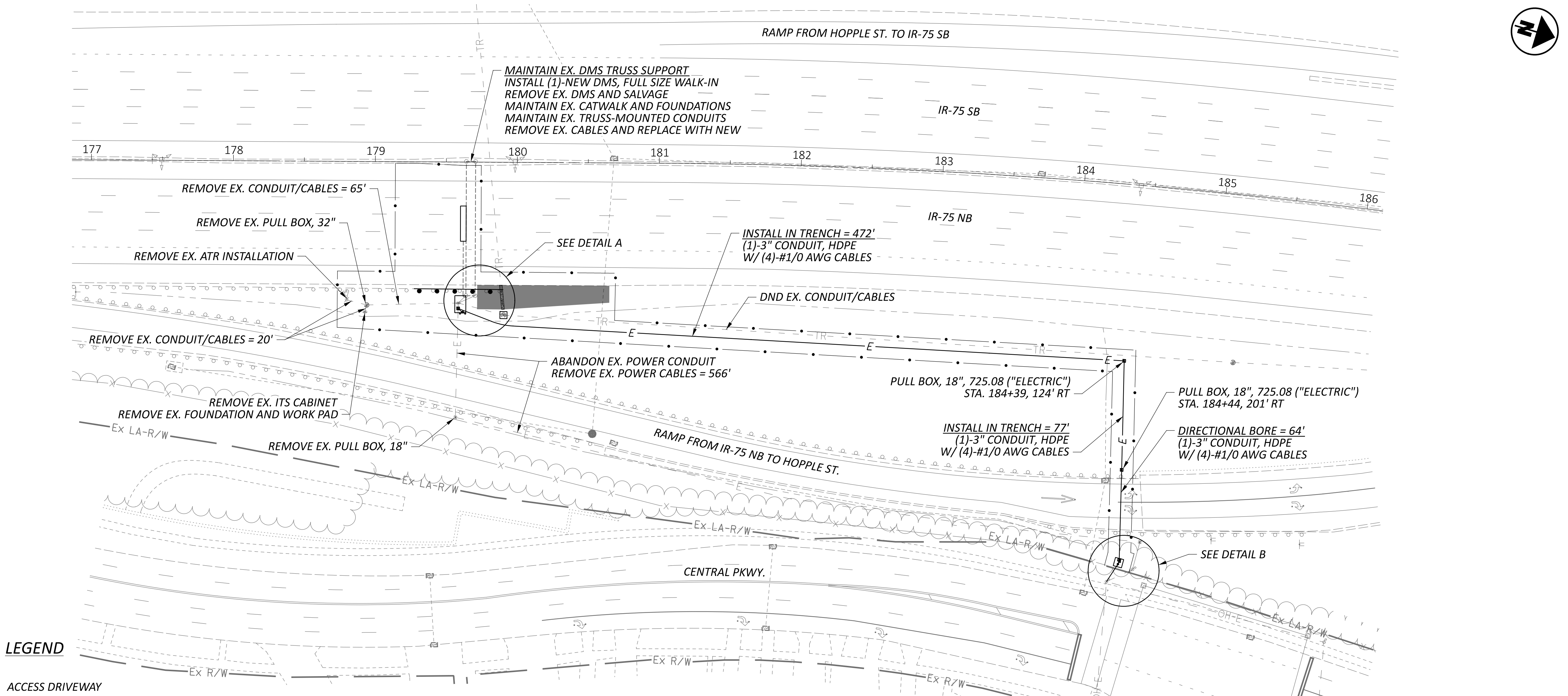
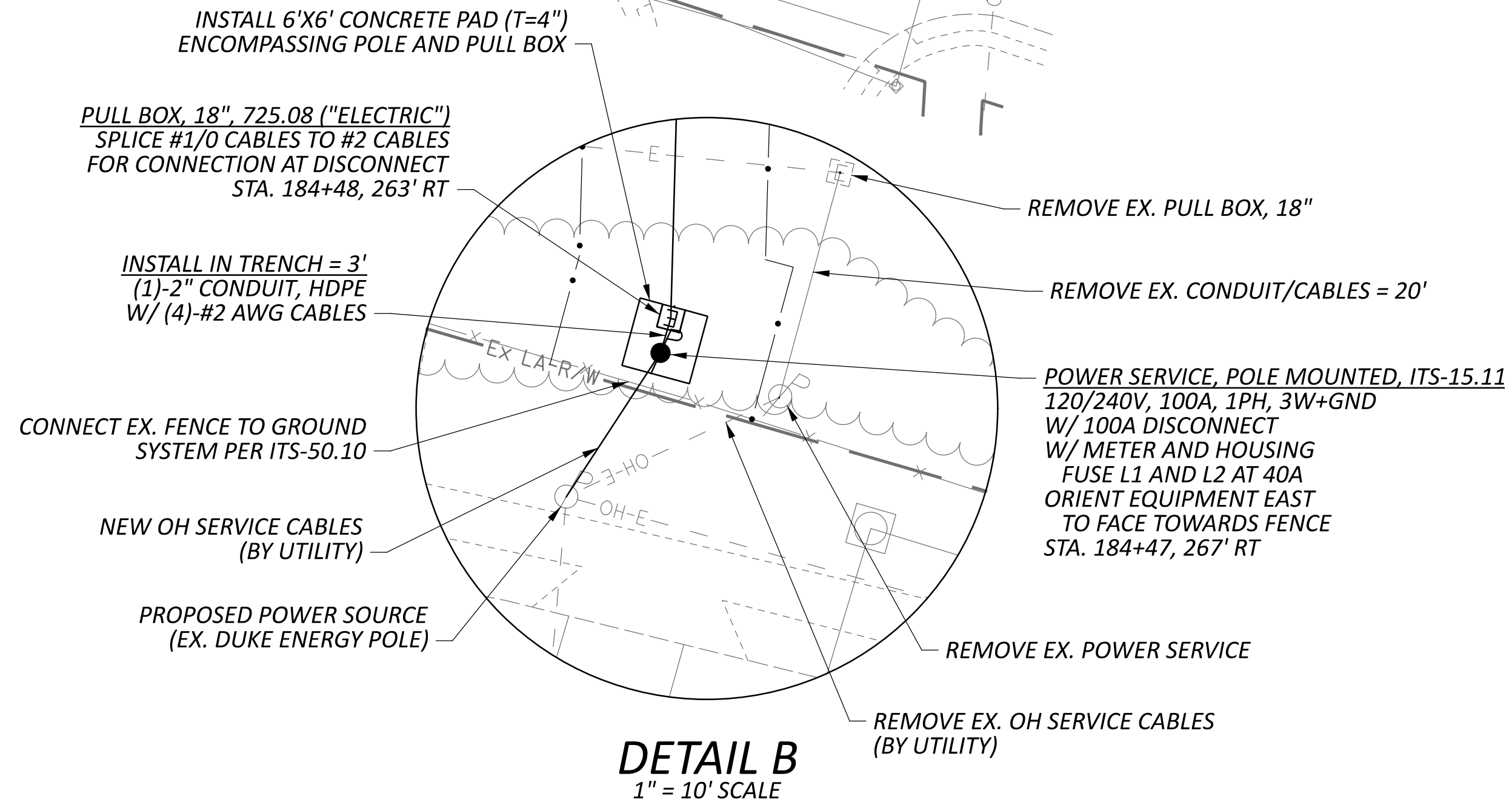
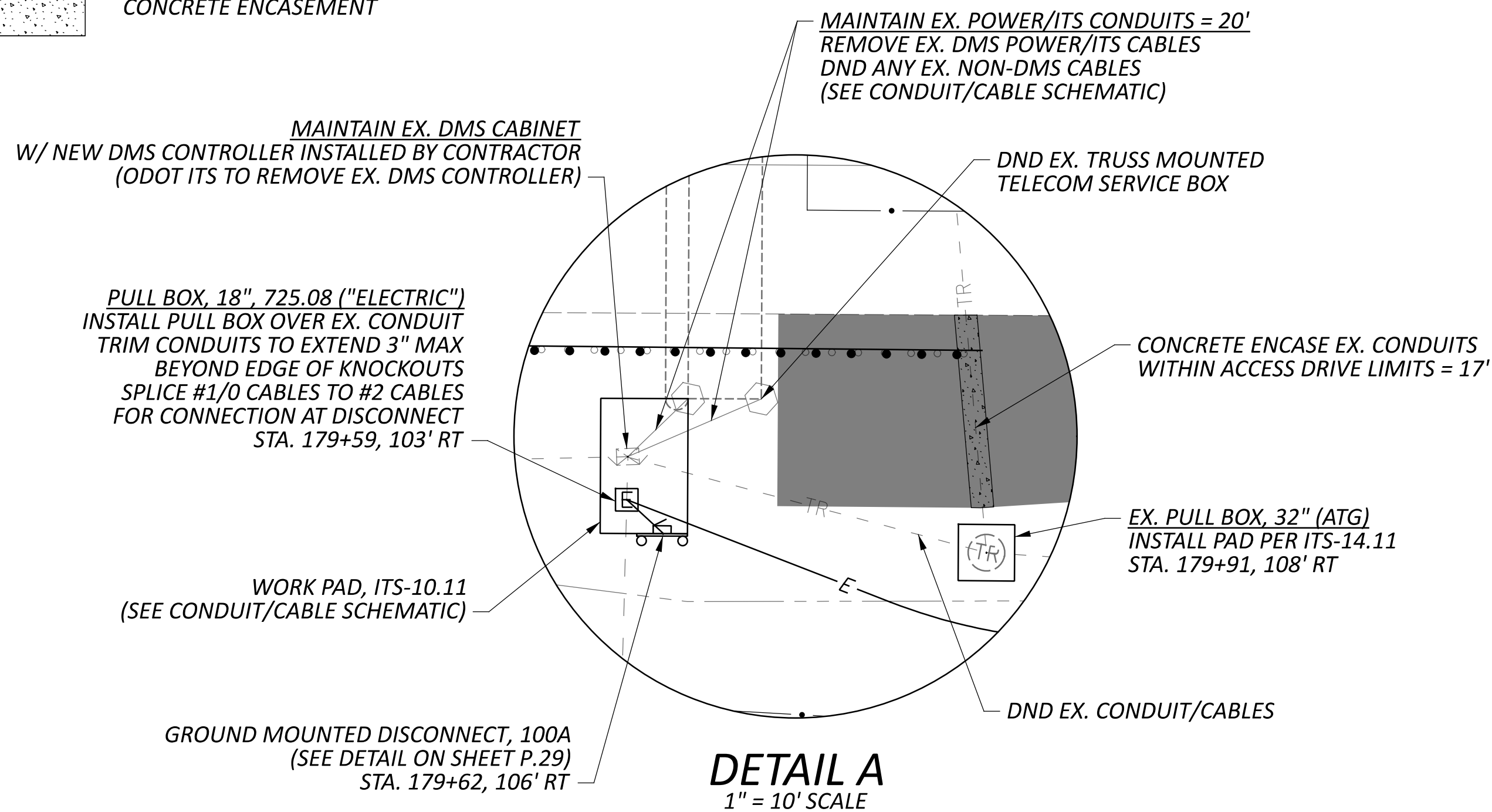
TOTAL

P.226

LEGEND

ACCESS DRIVEWAY

CONCRETE ENCASEMENT



ITS PLAN

SITE 13 - IR-75 NB AT HOPPLE ST. (HAM-75-3.40)

DESIGN AGENCY

HNTB

DESIGNER

JRB

REVIEWER

NRS 01/15/26

PROJECT ID

121932

SHEET

P.134

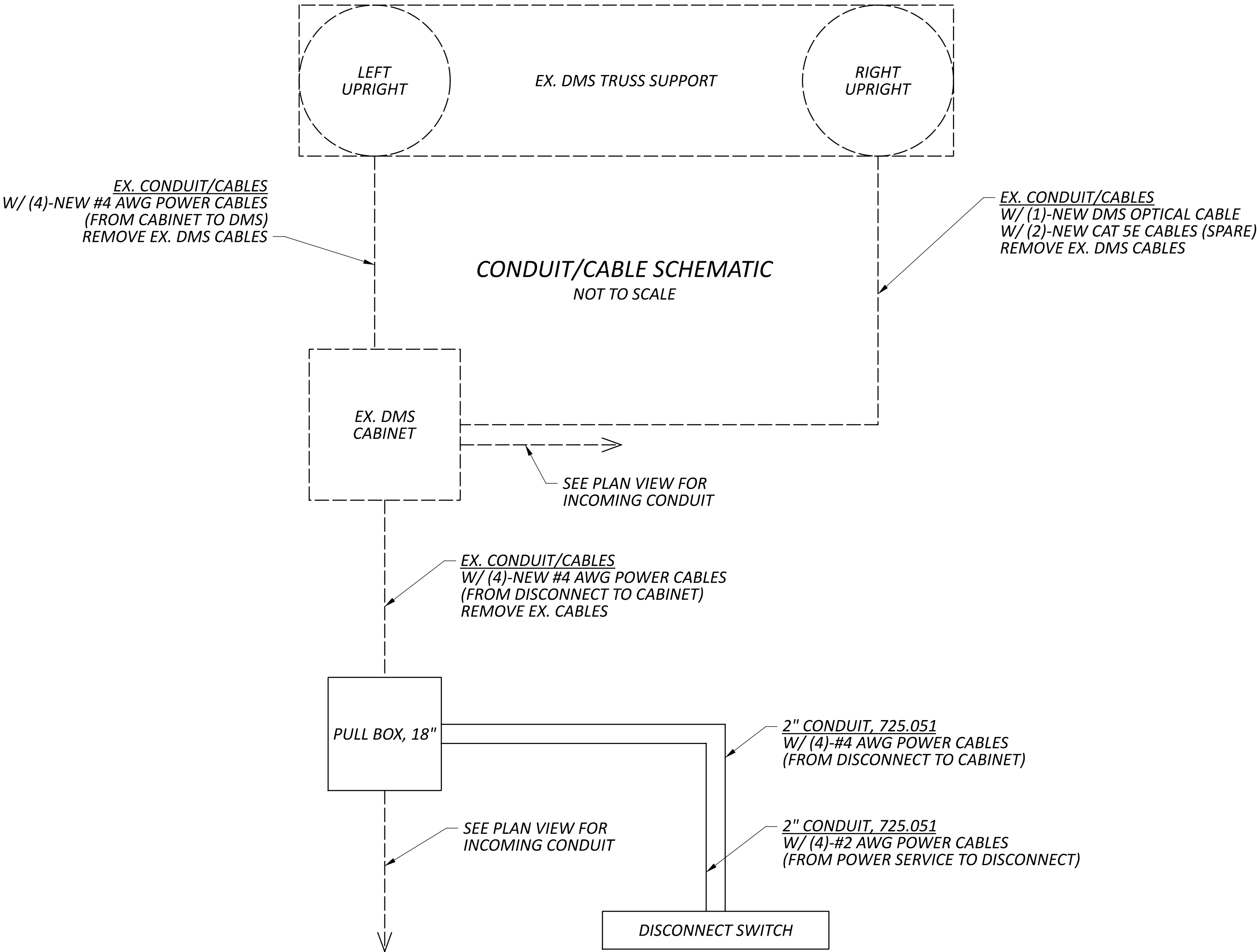
TOTAL

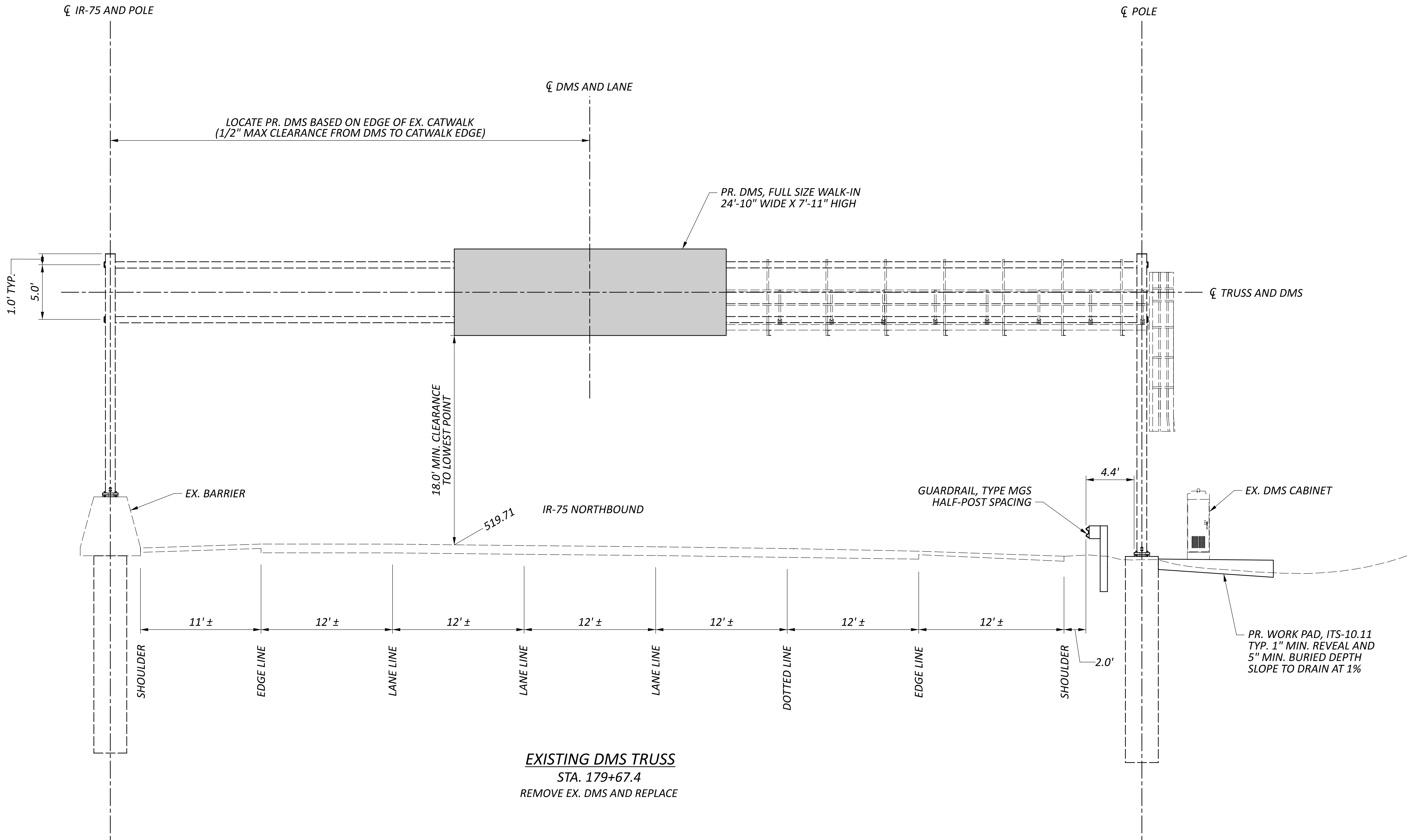
P.226

NOTES

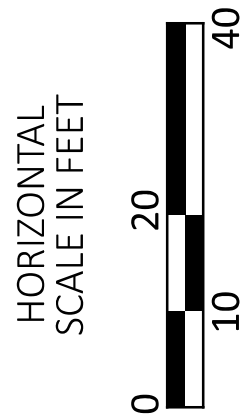
1. COMPLETE SWITCHOVER FROM EXISTING TO NEW DMS WITHIN THE ALLOWABLE DEVICE DOWNTIME WINDOW PER SS 809.
2. EXISTING SITE COMMUNICATIONS ARE VIA FIBER OPTIC CABLE THROUGH THE EXISTING CABINET AND DROP CABLE TO REMAIN. COMMUNICATIONS DOWNTIME AT THIS SITE SHALL BE LIMITED TO ONE HOUR MAXIMUM AND SHALL REQUIRE PRIOR APPROVAL BY ODOT ITS.

ITEM	TOTAL	UNIT	DESCRIPTION
202	50	FT	GUARDRAIL REMOVED
202	1	EACH	ANCHOR ASSEMBLY REMOVED, TYPE T
203	41	CY	EXCAVATION
203	2	CY	EMBANKMENT
204	156	SY	SUBGRADE COMPACTION
204	156	SY	GEOTEXTILE FABRIC
304	36	CY	AGGREGATE BASE
606	25	FT	GUARDRAIL, TYPE MGS
606	25	FT	GUARDRAIL, TYPE MGS HALF POST SPACING
606	1	EACH	ANCHOR ASSEMBLY, MGS TYPE T
625	1,869	FT	NO. 1/0 AWG 2400 VOLT DISTRIBUTION CABLE
625	471	FT	NO. 4 AWG 2400 VOLT DISTRIBUTION CABLE
625	114	FT	NO. 2 AWG 2400 VOLT DISTRIBUTION CABLE
625	10	FT	CONDUIT, 2", 725.051
625	549	FT	CONDUIT, 3", 725.052, AS PER PLAN
625	64	FT	CONDUIT, JACKED OR DRILLED, 725.052, AS PER PLAN, 3"
625	17	FT	CONDUIT, MISC.: CONCRETE ENCASEMENT
625	105	FT	CONDUIT, MISC.: CONDUIT REMOVED
625	557	FT	TRENCH
625	4	EACH	PULL BOX, 725.08, 18"
625	3	EACH	PULL BOX REMOVED
625	1	EACH	PULL BOX, MISC.: ITS WORK PAD (SCD ITS-14.11)
625	1	EACH	PULL BOX, MISC.: PULL BOX ADJUSTED TO GRADE
625	1	EACH	PULL BOX, MISC.: STANDALONE WORK PAD, 6'X6'
625	5	EACH	GROUND ROD
625	557	FT	UNDERGROUND WARNING/MARKING TAPE
625	1	EACH	POWER SERVICE REMOVED
625	586	FT	DISTRIBUTION CABLE REMOVED, AS PER PLAN
626	2	EACH	BARRIER REFLECTOR, TYPE 2, ONE-WAY
632	1	EACH	DISCONNECT SWITCH WITH ENCLOSURE, AS PER PLAN
809	3	FT	CONDUIT, 2" DIAMETER, HDPE
809	1	EACH	ITS POWER SERVICE, POLE MOUNTED, 120/240V, 100 AMP
809	1	EACH	DYNAMIC MESSAGE SIGN (DMS), FULL-SIZE WALK-IN
809	1	EACH	ITS DEVICE, MISC.: REMOVAL AND DELIVERY OF DMS SIGN
809	1	EACH	ITS DEVICE, MISC.: REMOVAL OF ATR INSTALLATION
809	1	EACH	ITS DEVICE, MISC.: REMOVAL OF CABINET FOUNDATION AND WORK PAD
809	1	EACH	ITS DEVICE, MISC.: REMOVAL OF ITS CABINET





CURVE DATA
P.I. = STA. 183+79.76
 Δ = 06°36'26" RT
Dc = 01°19'09"
R = 4,343.59'
T = 250.72'
L = 500.89'
E = 7.23'



BARRIER & DRIVEWAY DETAILS
SITE 13 - IR-75 NB AT HOPPLE ST. (HAM-75-3.40)

DESIGN AGENCY



DESIGNER

ASEP

REVIEWER

KKP 01/15/26

PROJECT ID

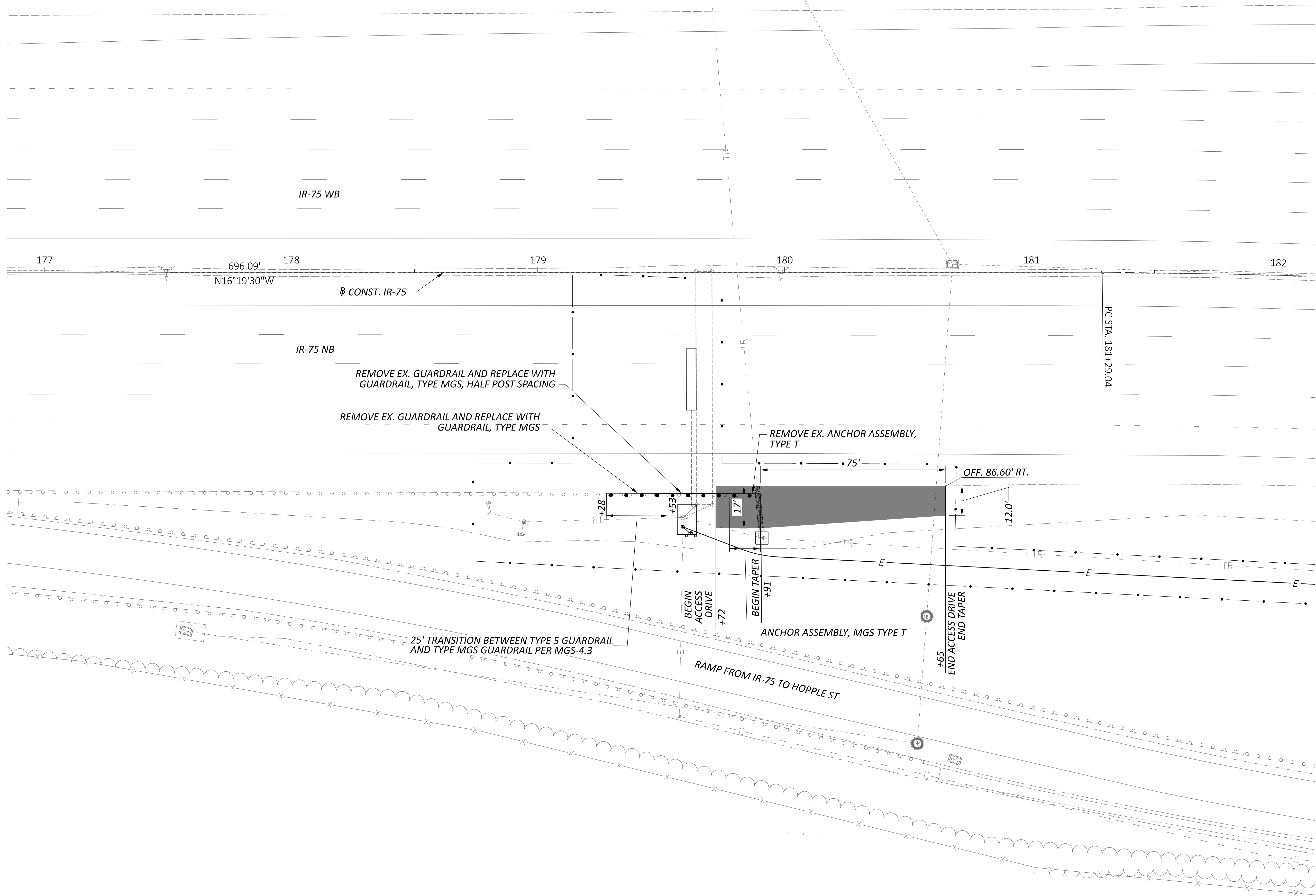
121932

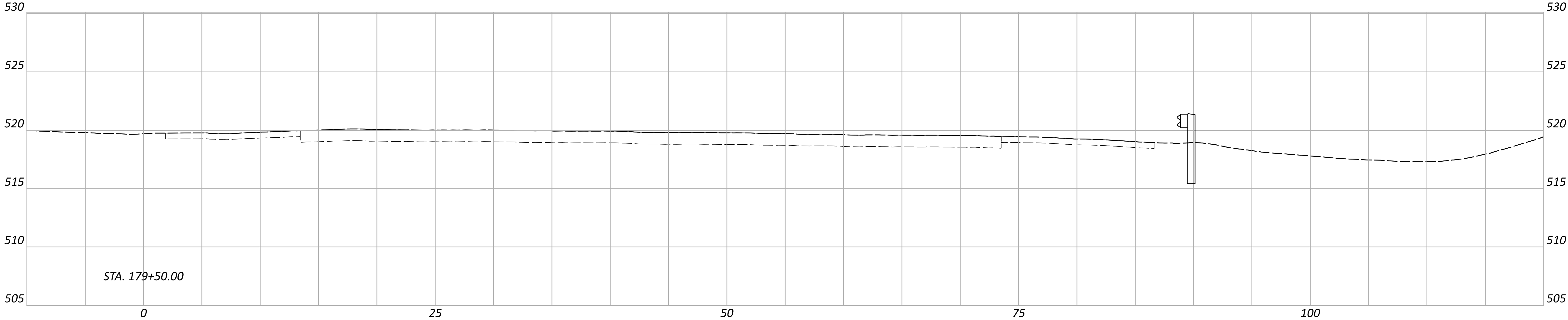
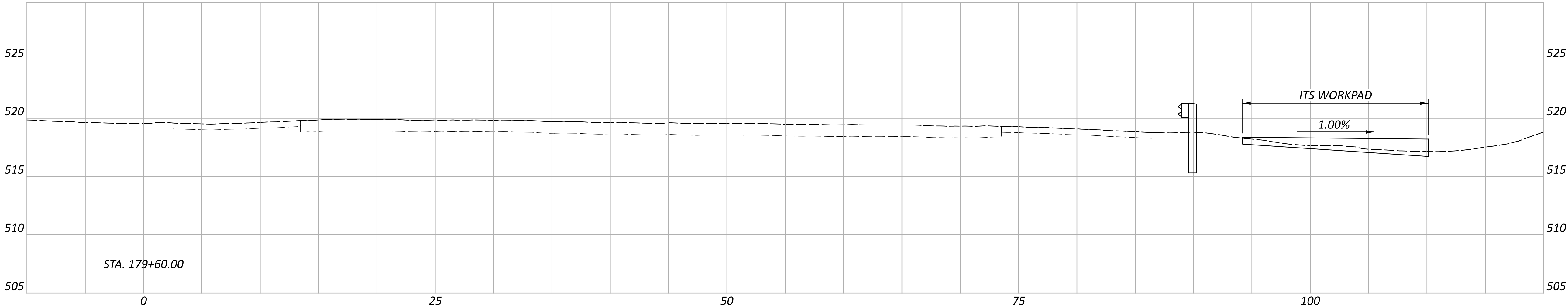
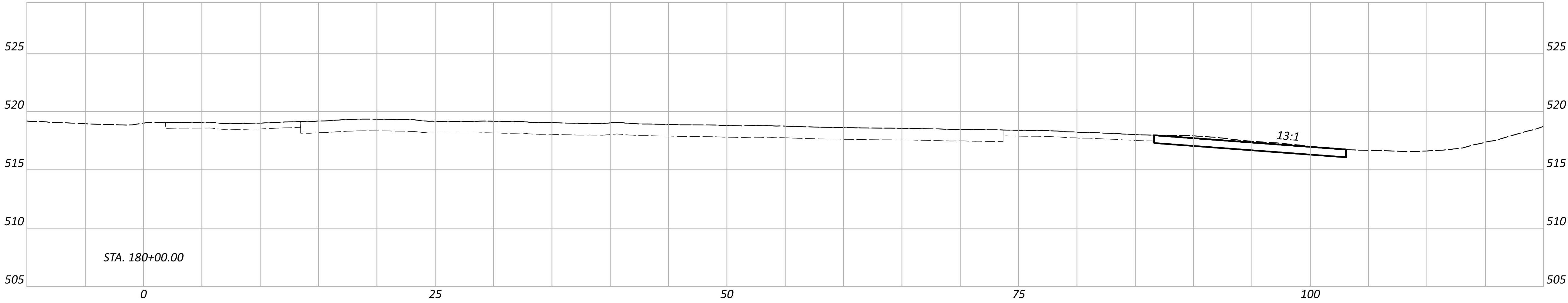
SHEET

P.137

TOTAL

P.226





CROSS SECTIONS
SITE 13 - IR-75 NB AT HOPPLE ST. (HAM-75-3.40)

DESIGN AGENCY



DESIGNER

ASEP

REVIEWER

KKP 01/15/26

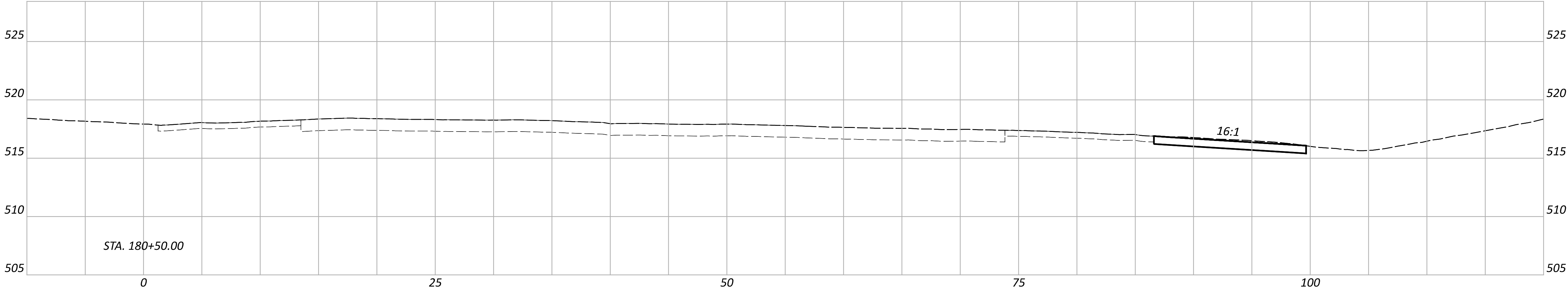
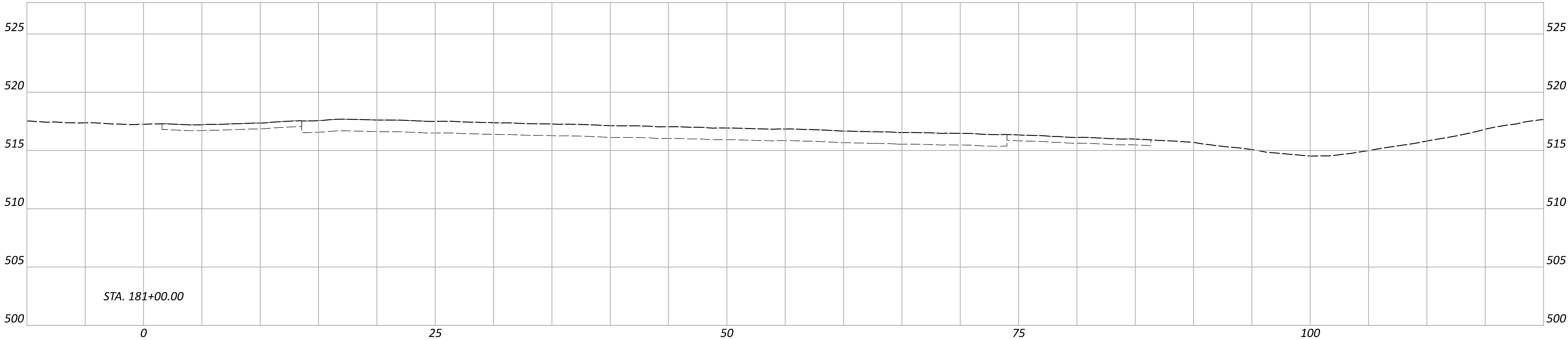
PROJECT ID

121932

Sheet Totals			SHEET TOTAL	
Seeding	Cut	Fill	P.138	P.226

D08-VAR-DMS & QWS REPLACEMENT FY26

MODEL: Site 13 - 180+50.00 [Sheet] PAPER:SIZE: 34x22 (in.) DATE: 1/15/2026 TIME: 7:37:20 PM USER: nseling
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Sheet Totals			PROJECT ID	
Seeding	Cut	Fill	SHEET	TOTAL
			P.139	P.226

CROSS SECTIONS
SITE 13 - IR-75 NB AT HOPPLE ST. (HAM-75-3.40)

DESIGN AGENCY

DESIGNER

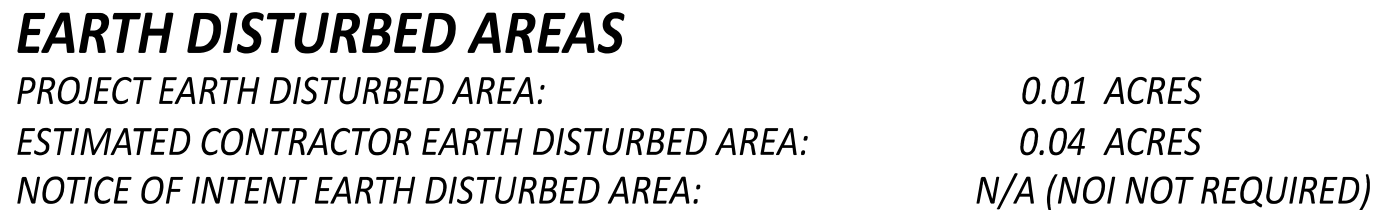
ASEP

REVIEWER

KKP 01/15/26

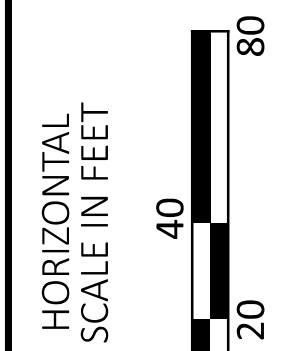
5	6	7
CURVE DATA	CURVE DATA	CURVE DATA
P.I. = STA. 361+15.05	P.I. = STA. 368+22.29	P.I. = STA. 375+40.92
$\Delta = 02^{\circ}14'56''$ RT	$\Delta = 33^{\circ}06'27''$ RT	$\Delta = 04^{\circ}41'19''$ RT
Dc = $00^{\circ}54'55''$	Dc = $02^{\circ}54'51''$	Dc = $01^{\circ}24'19''$
R = 6,259.32'	R = 1,966.14'	R = 4,077.49'
T = 122.86'	T = 584.4'	T = 166.93'
L = 245.7'	L = 1,136.11'	L = 333.67'
E = 1.21'	E = 85.01'	E = 3.42'

CURRENT ADT (2026)	136251
DESIGN YEAR ADT (2026)	136251
DESIGN HOURLY VOLUME (2026)	13625
DIRECTIONAL DISTRIBUTION	51%
TRUCKS (24 HOUR B&C)	16%
DESIGN SPEED	70
LEGAL SPEED	65
DESIGN FUNCTIONAL CLASSIFICATION	Interstate
NHS PROJECT	YES



FIELD SURVEY WAS NOT PERFORMED AT THIS SITE. SEE "SURVEY LIMITS" GENERAL NOTE FOR DETAILS.

HORIZONTAL GEOMETRY						
CURVE	ALIGNMENT	CONTROL POINT	GROUND		STATION	BEARING
			NORTHING	EASTING		
1	I.R. 75	P.C.	429669.84	1396471.24	316+00.00	S83° 01' 37"E
1	I.R. 75	P.I.	429655.99	1396584.47	317+14.07	
1	I.R. 75	P.T.	429630.99	1396695.77	318+27.96	S77° 20' 31"E
2	I.R. 75	P.C.	429533.10	1397169.17	323+11.37	S78° 18' 57"E
2	I.R. 75	P.I.	429435.82	1397553.16	327+07.50	
2	I.R. 75	P.C.C.	429485.13	1397946.20	330+94.42	S82° 50' 56"E
3	I.R. 75	P.I.	429559.58	1398472.94	336+26.39	
3	I.R. 75	P.C.C.	429887.87	1398891.53	341+33.84	N51° 53' 38"E
4	I.R. 75	P.I.	430207.05	1399280.05	346+36.65	
4	I.R. 75	P.T.	430665.16	1399487.30	351+21.81	N26° 51' 39"E
5	I.R. 75	P.C.	431441.63	1399880.57	359+92.19	N26° 51' 39"E
5	I.R. 75	P.I.	431550.78	1399936.98	361+15.05	
5	I.R. 75	P.C.C.	431657.62	1399997.63	362+37.88	N29° 34' 55"E
6	I.R. 75	P.I.	432172.17	1400274.72	368+22.29	
6	I.R. 75	P.C.C.	432451.83	1400787.86	373+73.99	N61° 24' 36"E
7	I.R. 75	P.I.	432528.92	1400935.93	375+40.92	
7	I.R. 75	P.T.	432593.65	1401089.79	377+07.66	N67° 11' 6"E



DESIGN AGENCY



REVIEWER

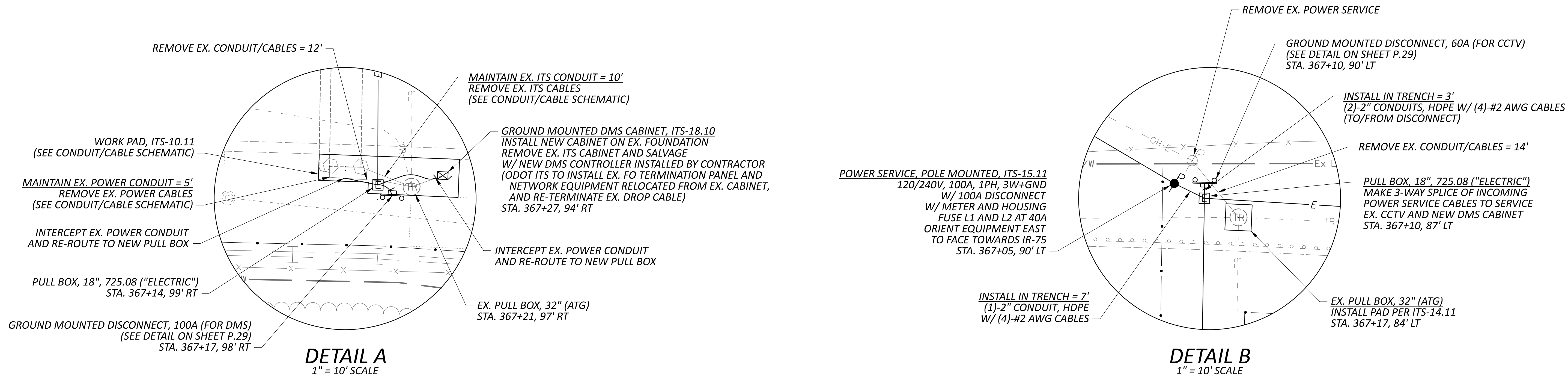
NRS 01/15/26

PROJECT ID

121932

SHEET	TOTAL
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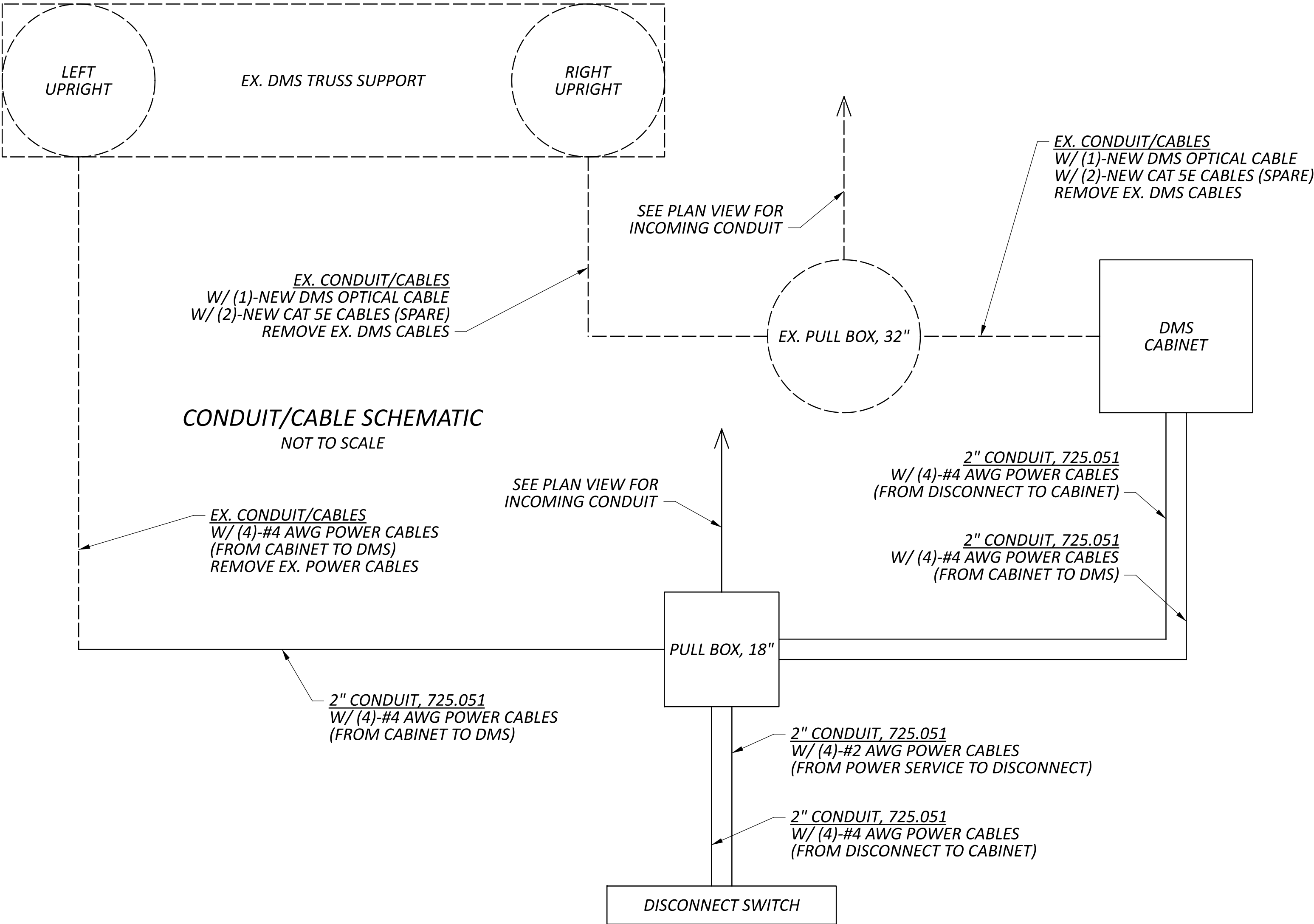
P.141 | P.226

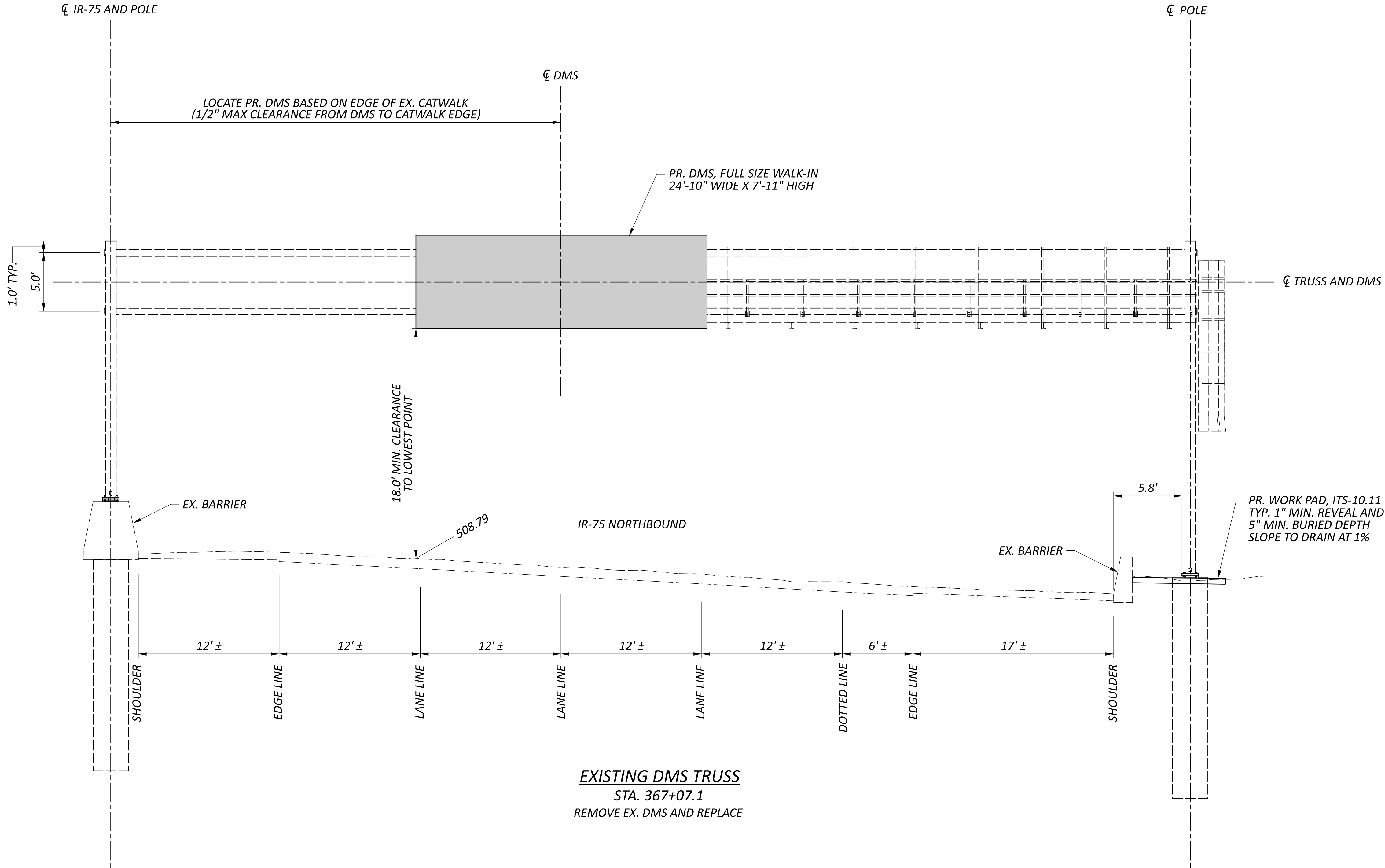


NOTES

1. COMPLETE SWITCHOVER FROM EXISTING TO NEW DMS WITHIN THE ALLOWABLE DEVICE DOWNTIME WINDOW PER SS 809.
2. EXISTING SITE COMMUNICATIONS ARE VIA FIBER OPTIC CABLE THROUGH THE EXISTING CABINET AND DROP CABLE TO BE REMOVED/REINSTALLED. NO REMOVAL WORK SHALL TAKE PLACE WITHOUT PRIOR APPROVAL FROM ODOT ITS.

ITEM	TOTAL	UNIT	DESCRIPTION
625	549	FT	NO. 4 AWG 2400 VOLT DISTRIBUTION CABLE
625	1,488	FT	NO. 2 AWG 2400 VOLT DISTRIBUTION CABLE
625	8	FT	CONDUIT, 2", 725.051
625	215	FT	CONDUIT, 3", 725.052, AS PER PLAN
625	184	FT	CONDUIT, JACKED OR DRILLED, 725.052, AS PER PLAN, 3"
625	26	FT	CONDUIT, MISC.: CONDUIT REMOVED
625	249	FT	TRENCH
625	3	EACH	PULL BOX, 725.08, 18"
625	2	EACH	PULL BOX, MISC.: ITS WORK PAD (SCD ITS-14.11)
625	3	EACH	PULL BOX, MISC.: PULL BOX ADJUSTED TO GRADE
625	5	EACH	GROUND ROD
625	249	FT	UNDERGROUND WARNING/MARKING TAPE
625	1	EACH	POWER SERVICE REMOVED
625	410	FT	DISTRIBUTION CABLE REMOVED, AS PER PLAN
632	2	EACH	DISCONNECT SWITCH WITH ENCLOSURE, AS PER PLAN
809	13	FT	CONDUIT, 2" DIAMETER, HDPE
809	1	EACH	ITS POWER SERVICE, POLE MOUNTED, 120/240V, 100 AMP
809	1	EACH	DYNAMIC MESSAGE SIGN (DMS), FULL-SIZE WALK-IN
809	1	EACH	ITS CABINET - DMS
809	1	EACH	ITS DEVICE, MISC.: REMOVAL AND DELIVERY OF DMS SIGN
809	1	EACH	ITS DEVICE, MISC.: REMOVAL OF ITS CABINET

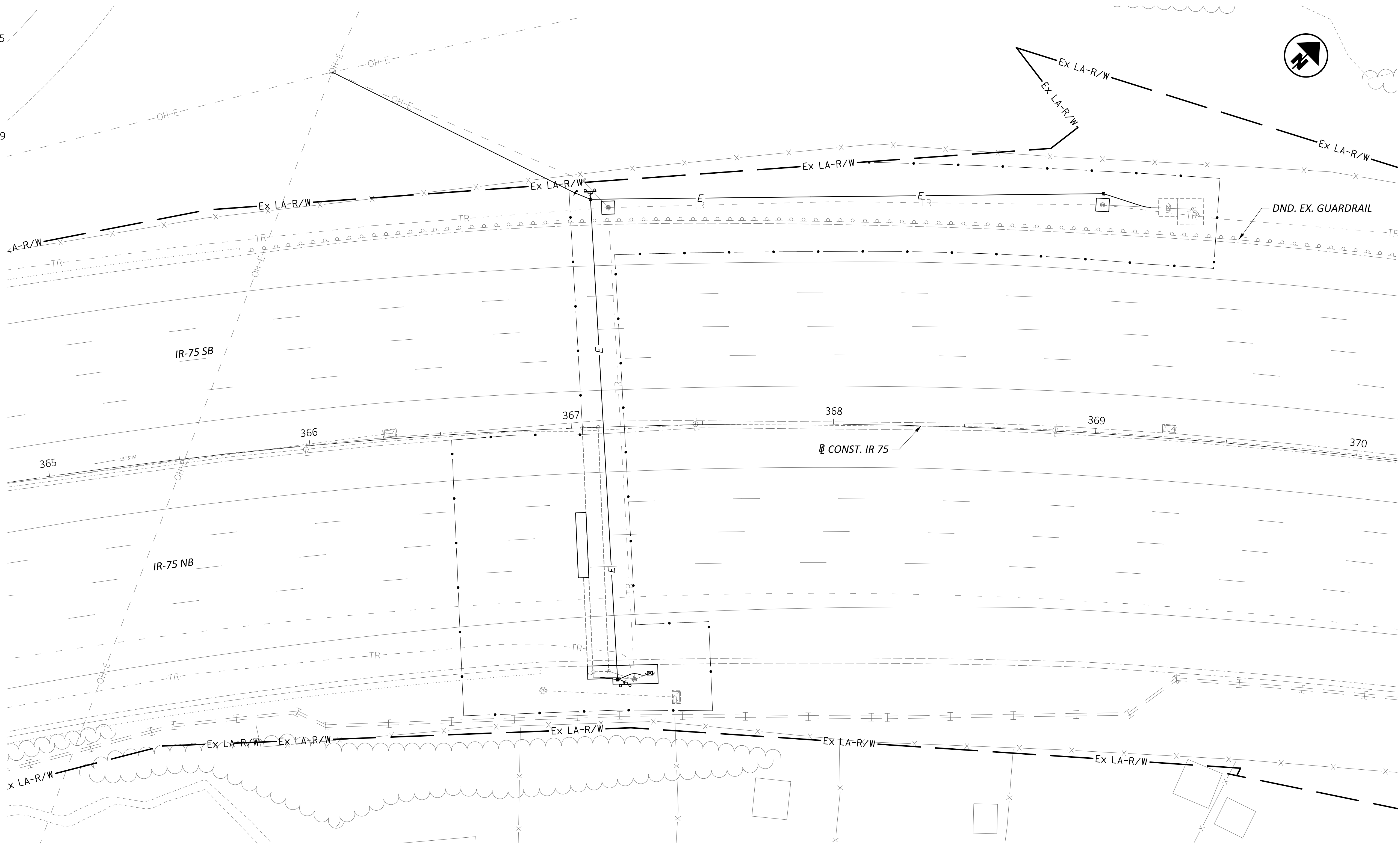




*SHEET INCLUDED FOR REFERENCE ONLY.
NO PROPOSED WORK ON THIS SHEET*

CURVE DATA
P.I. = STA. 361+15.05
 $\Delta = 02^{\circ}14'56''$ RT
Dc = $00^{\circ}54'55''$
R = 6,259.32'
T = 122.86'
L = 245.7'
E = 1.21'

CURVE DATA
P.I. = STA. 368+22.29
 $\Delta = 33^{\circ}06'27''$ RT
Dc = $02^{\circ}54'51''$
R = 1,966.14'
T = 584.4'
L = 1,136.11'
E = 85.01'



BARRIER & DRIVEWAY DETAILS
SITE 14 - IR-75 NB AT MITCHELL AVE. (HAM-75-6.95)

DESIGN AGENCY

HNTB

DESIGNER

ASEP

REVIEWER

KKP 01/15/26

PROJECT ID

121932

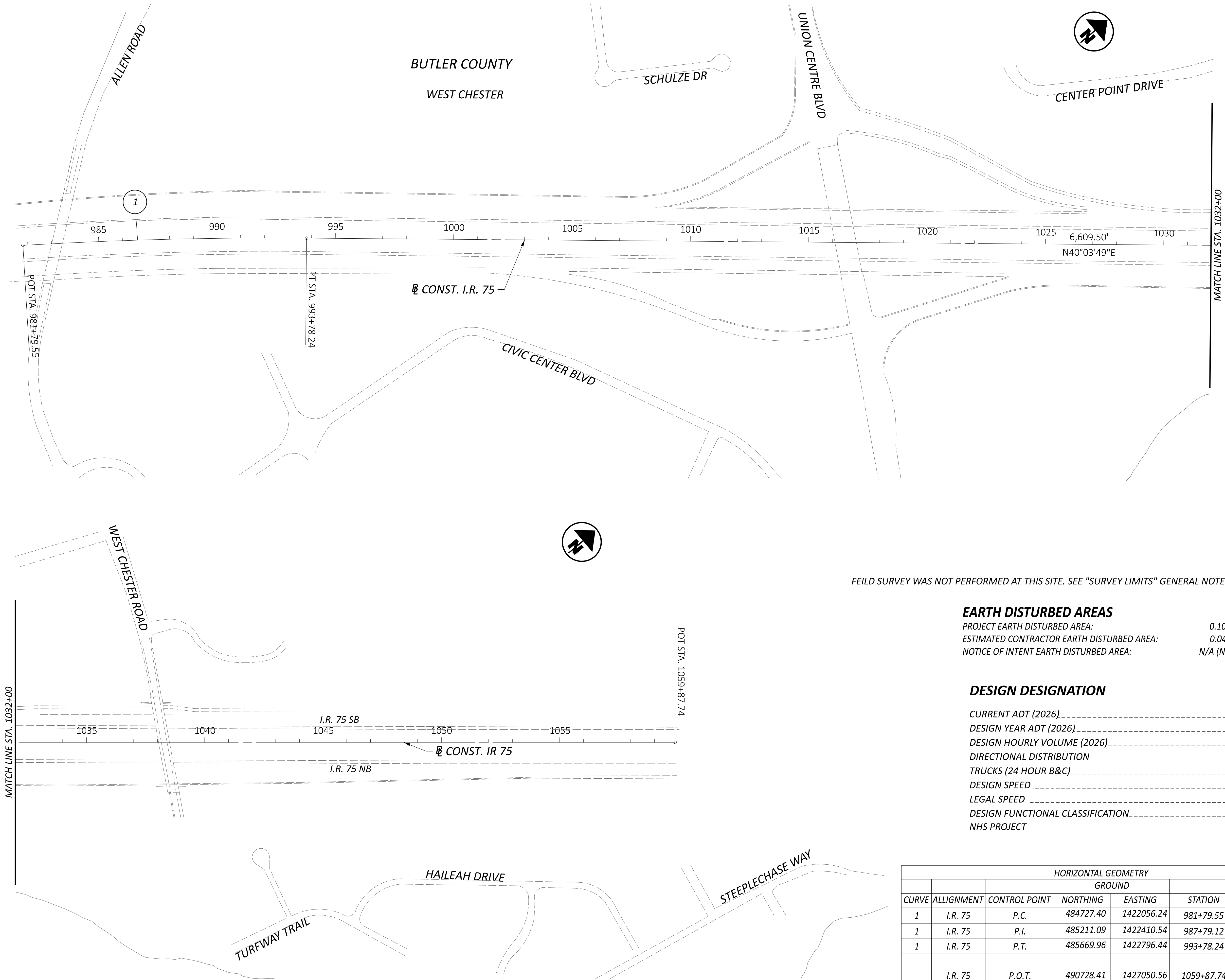
SHEET

P.144

TOTAL

P.226

1
CURVE DATA
P.I. = STA. 987+79.12
Δ = 03°50'25" RT
Dc = 00°19'13"
R = 17,883.46'
T = 599.57'
L = 1,198.69'
E = 10.05'



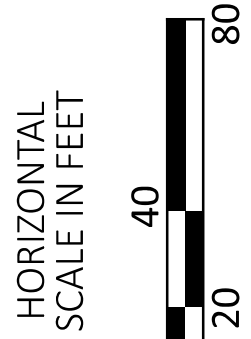
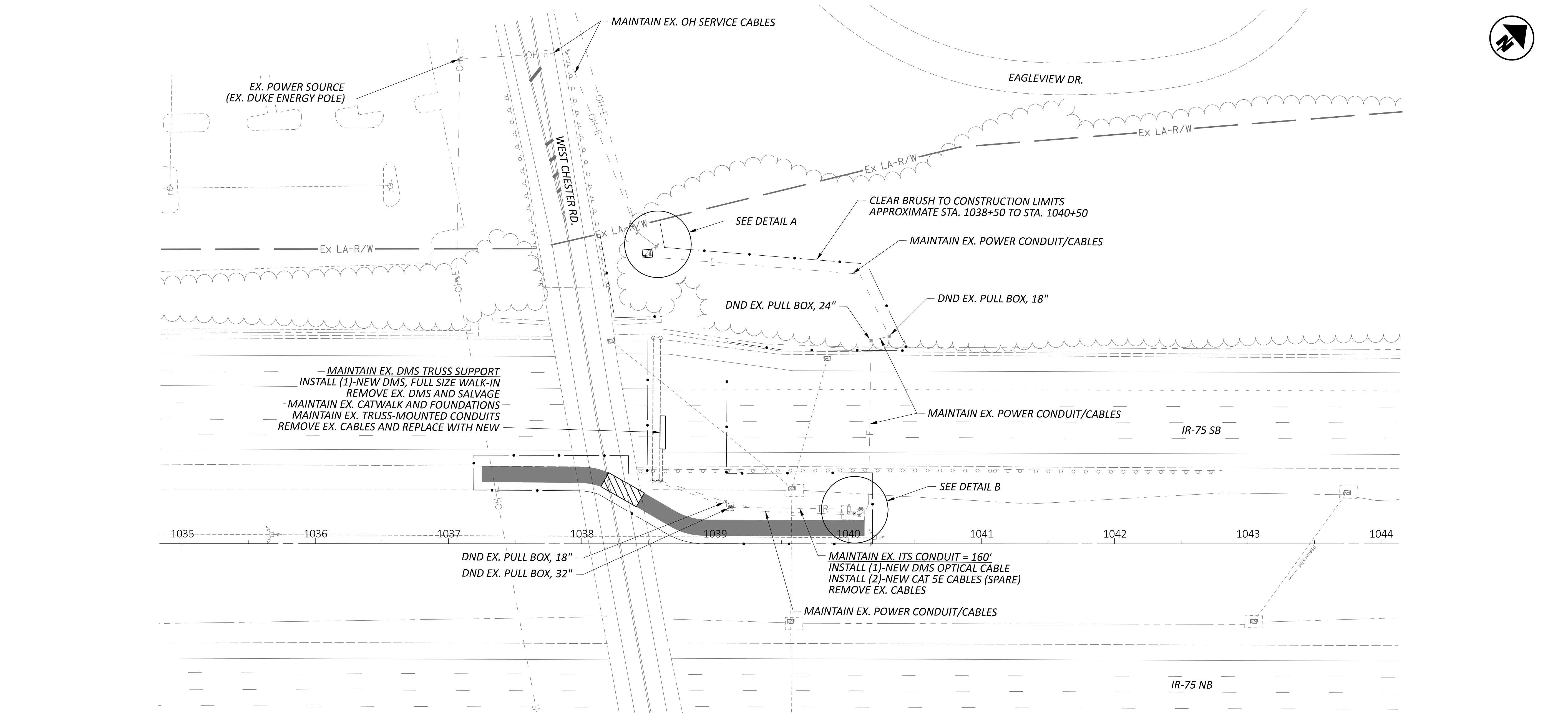
EARTH DISTURBED AREAS

PROJECT EARTH DISTURBED AREA: 0.10 ACRES
ESTIMATED CONTRACTOR EARTH DISTURBED AREA: 0.04 ACRES
NOTICE OF INTENT EARTH DISTURBED AREA: N/A (NOI NOT REQUIRED)

DESIGN DESIGNATION

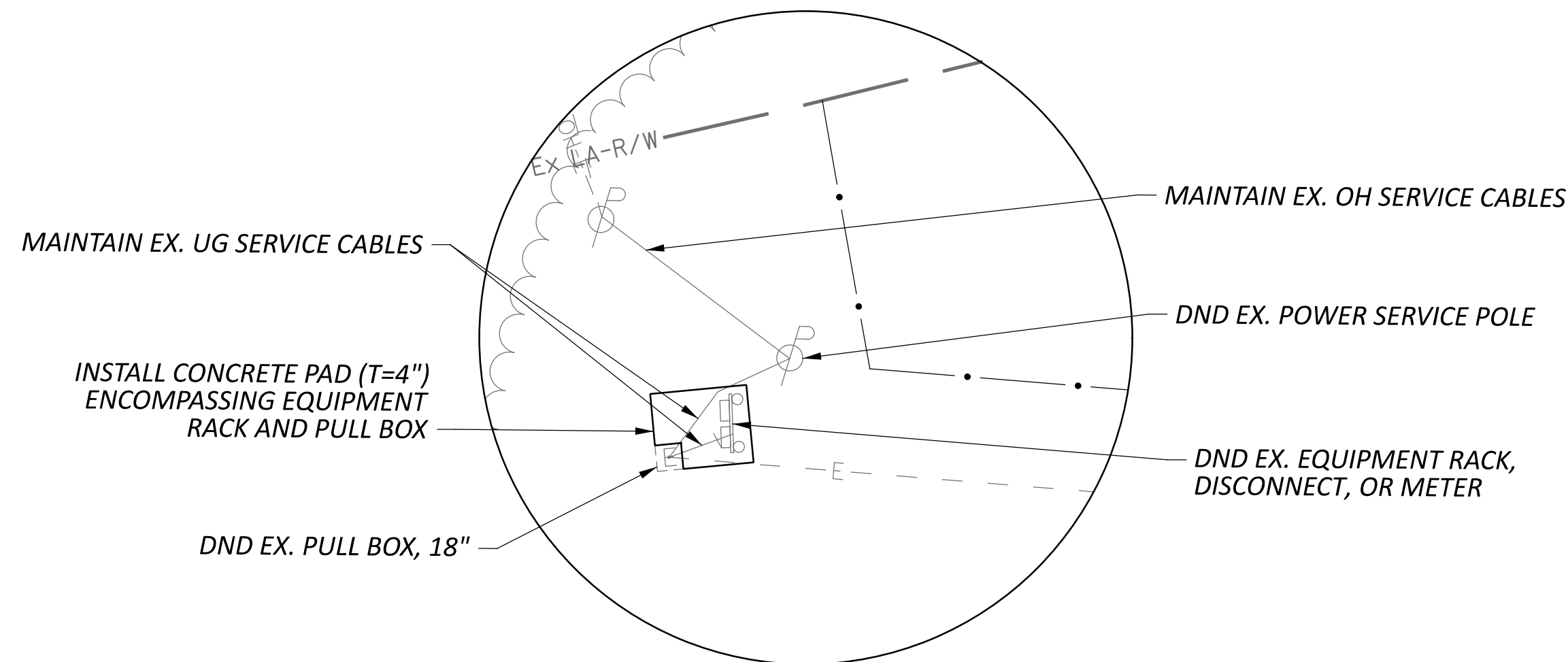
CURRENT ADT (2026) 131499
DESIGN YEAR ADT (2026) 131499
DESIGN HOURLY VOLUME (2026) 1315
DIRECTIONAL DISTRIBUTION 50%
TRUCKS (24 HOUR B&C) 16%
DESIGN SPEED 70
LEGAL SPEED 65
DESIGN FUNCTIONAL CLASSIFICATION Interstate
NHS PROJECT YES

HORIZONTAL GEOMETRY						
GROUND						
CURVE	ALIGNMENT	CONTROL POINT	NORTHING	EASTING	STATION	BEARING
1	I.R. 75	P.C.	484727.40	1422056.24	981+79.55	N36° 13' 22"E
1	I.R. 75	P.I.	485211.09	1422410.54	987+79.12	
1	I.R. 75	P.T.	485669.96	1422796.44	993+78.24	N40° 03' 50"E
	I.R. 75	P.O.T.	490728.41	1427050.56	1059+87.74	N40° 03' 50"E

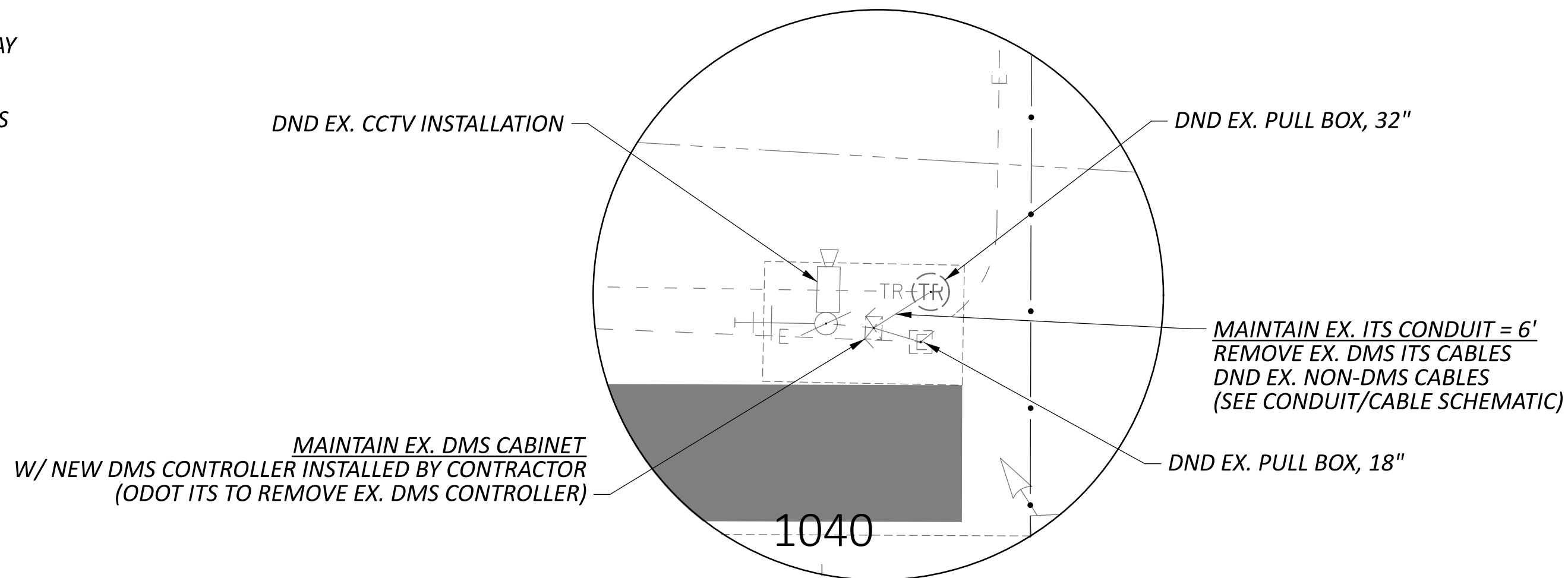


LEGEND

- ACCESS DRIVEWAY
- TIED BLOCK MATS



DETAIL A
1" = 10' SCALE



DETAIL B
1" = 10' SCALE

DESIGN AGENCY

HNTB

DESIGNER

JRB

REVIEWER

NRS 01/15/26

PROJECT ID

121932

SHEET

P.146

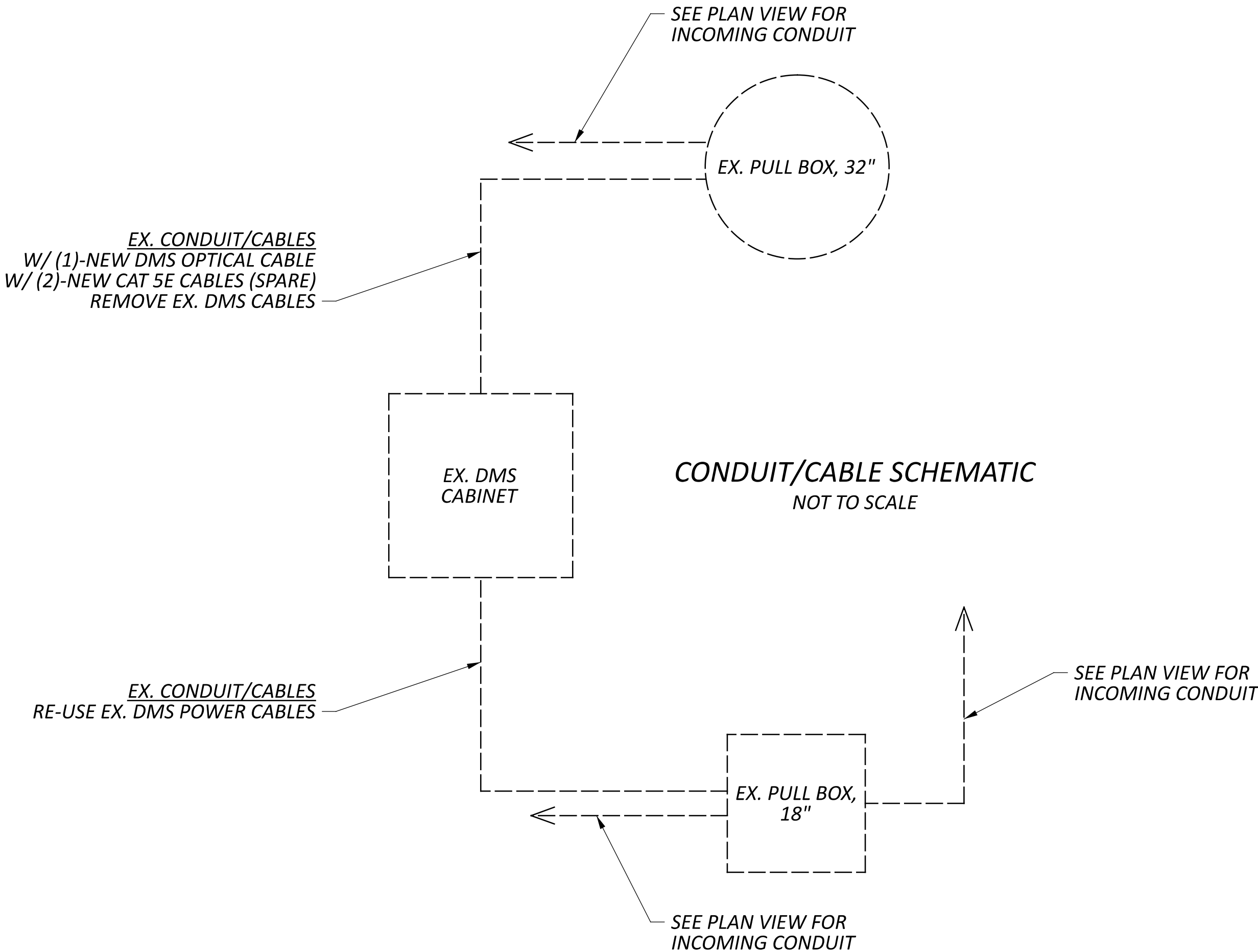
TOTAL

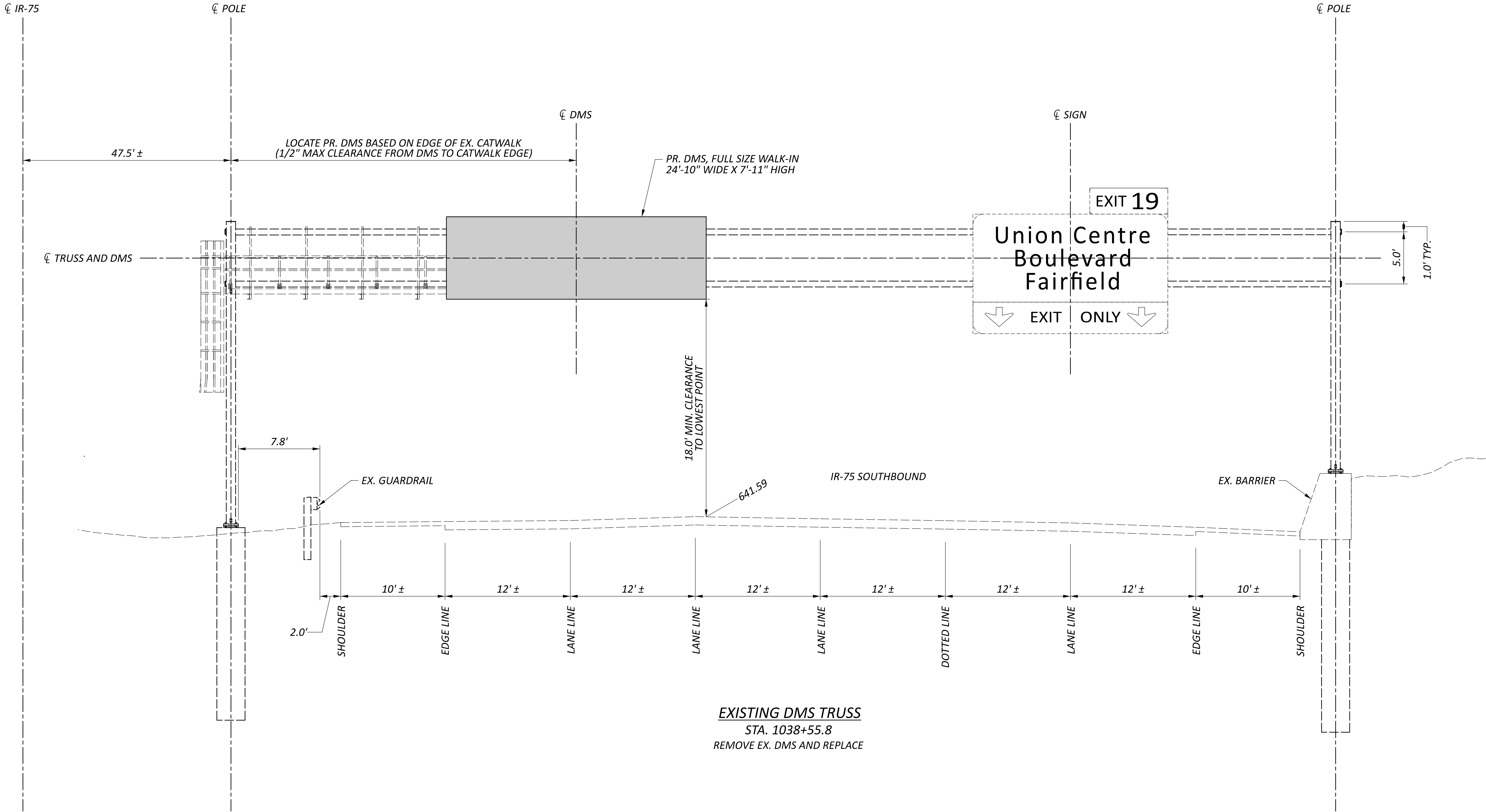
P.226

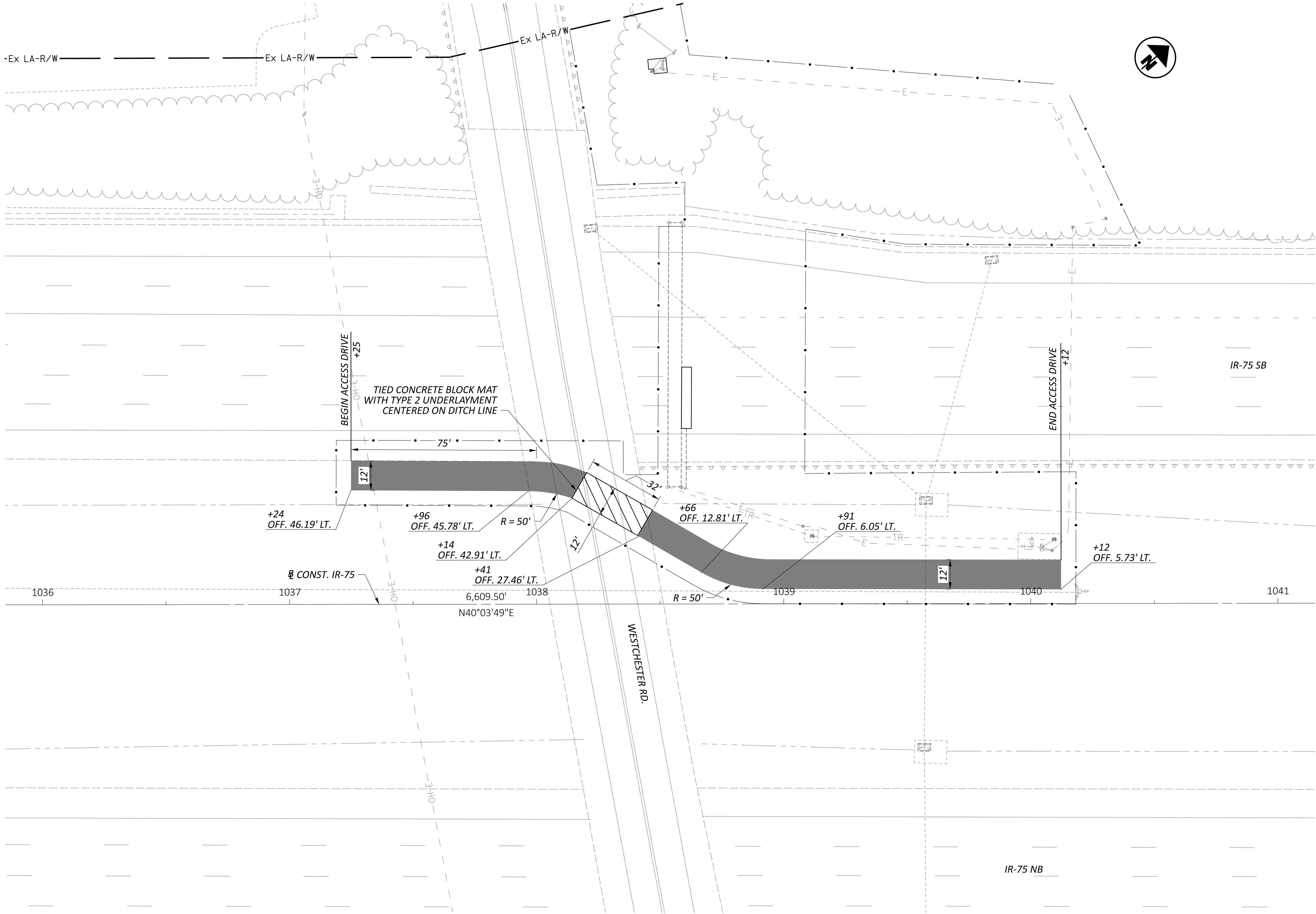
NOTES

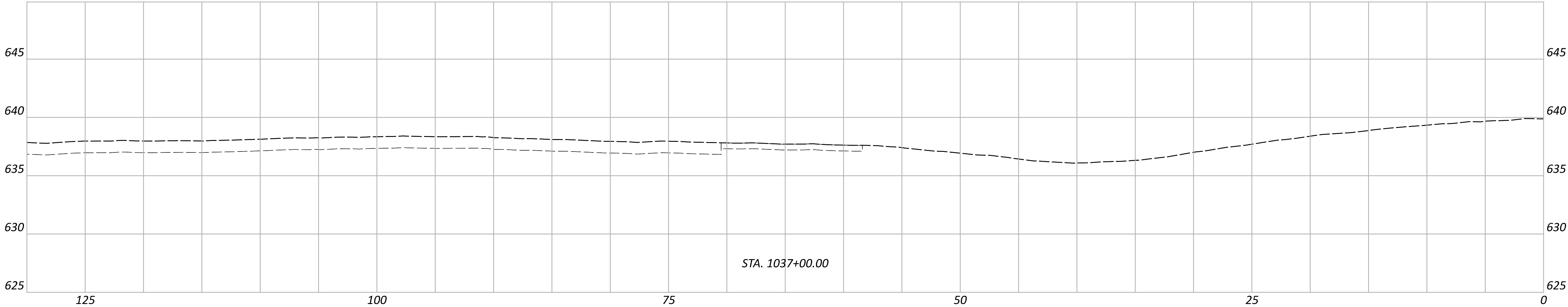
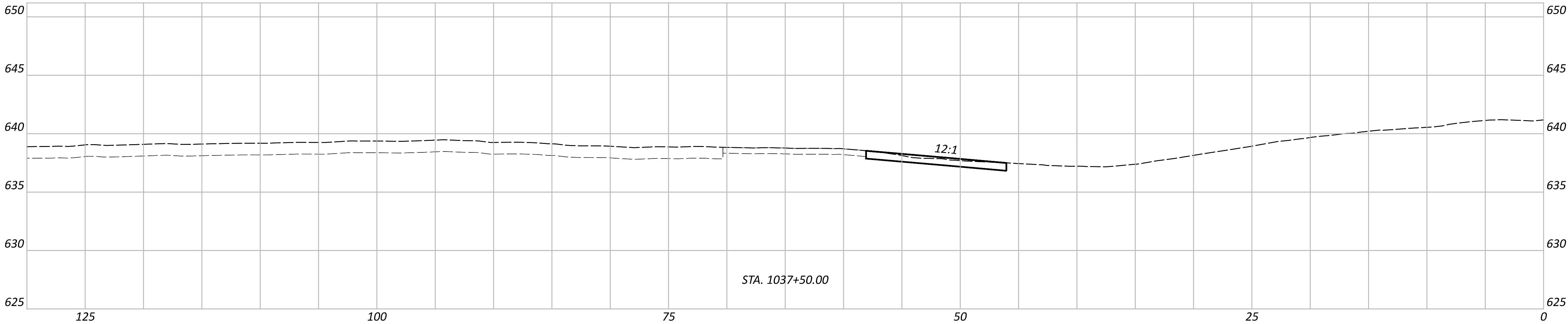
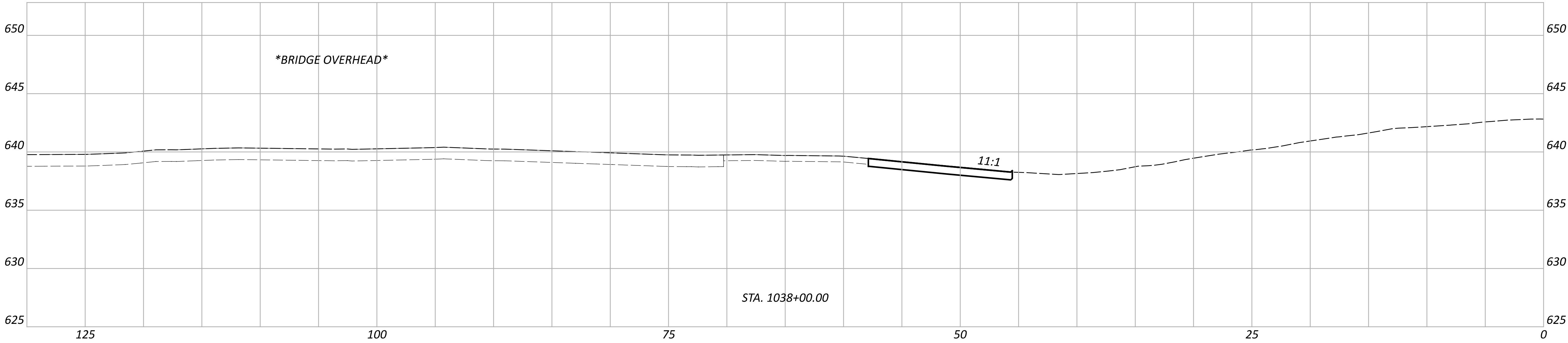
1. COMPLETE SWITCHOVER FROM EXISTING TO NEW DMS WITHIN THE ALLOWABLE DEVICE DOWNTIME WINDOW PER SS 809.
2. EXISTING SITE COMMUNICATIONS ARE VIA WIRELESS RADIO CONNECTION. NO REMOVAL WORK SHALL TAKE PLACE WITHOUT PRIOR APPROVAL FROM ODOT ITS.
3. COORDINATE WITH ODOT ITS FOR INSTALLATION OF NEW DMS PDA IN EXISTING CABINET.

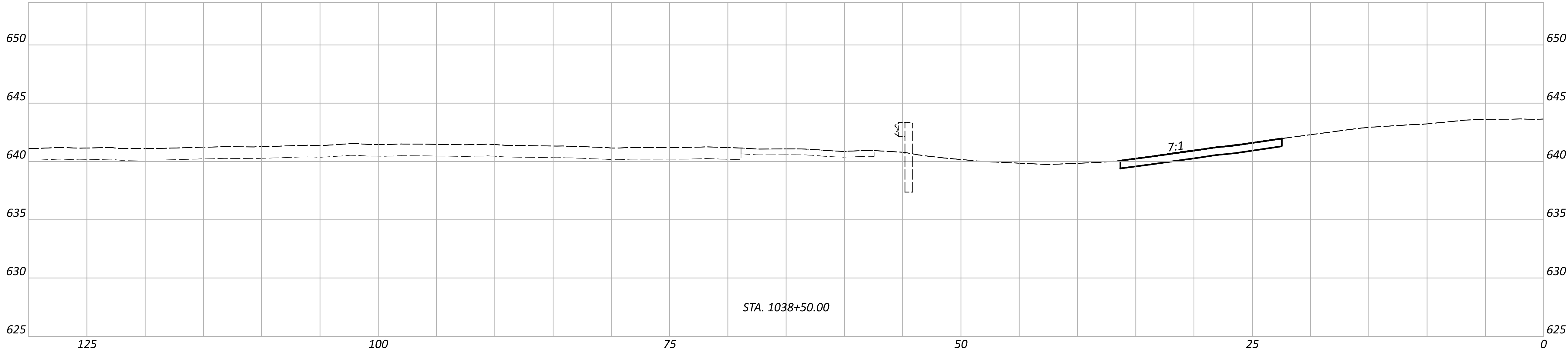
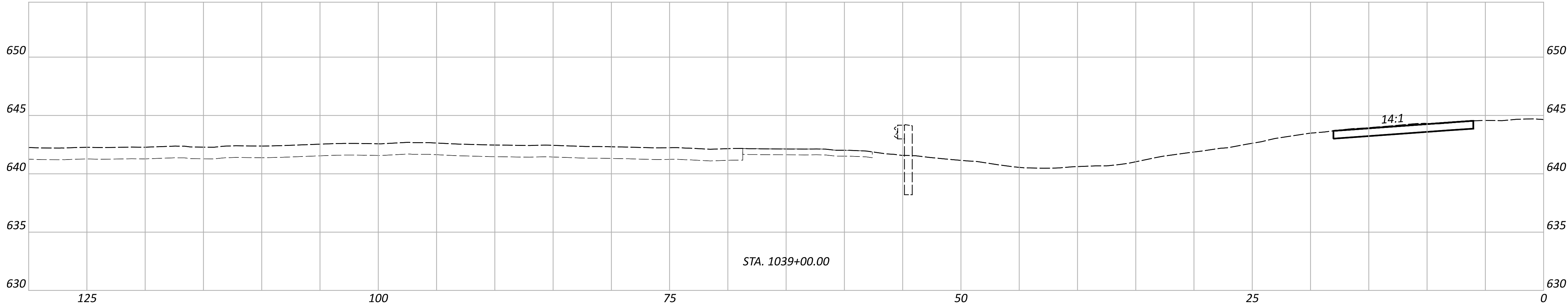
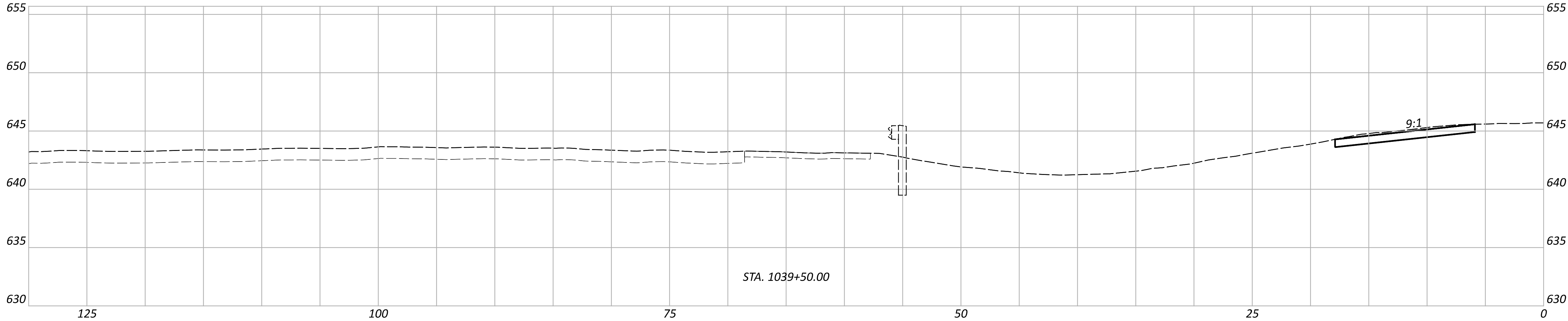
ITEM	TOTAL	UNIT	DESCRIPTION
203	88	CY	EXCAVATION
204	399	SY	SUBGRADE COMPACTION
204	399	SY	GEOTEXTILE FABRIC
304	80	CY	AGGREGATE BASE
601	43	SY	TIED CONCRETE BLOCK MAT WITH TYPE 2 UNDERLAYMENT
625	1	EACH	PULL BOX, MISC.: STANDALONE WORK PAD, 6'X6'
625	166	FT	DISTRIBUTION CABLE REMOVED, AS PER PLAN
809	1	EACH	DYNAMIC MESSAGE SIGN (DMS), FULL-SIZE WALK-IN
809	1	EACH	ITS DEVICE, MISC.: REMOVAL AND DELIVERY OF DMS SIGN











CROSS SECTIONS
SITE 15 - IR-75 SB NORTH OF UNION CENTRE BLVD. (BUT-75-2.20)

DESIGN AGENCY



DESIGNER

ASEP

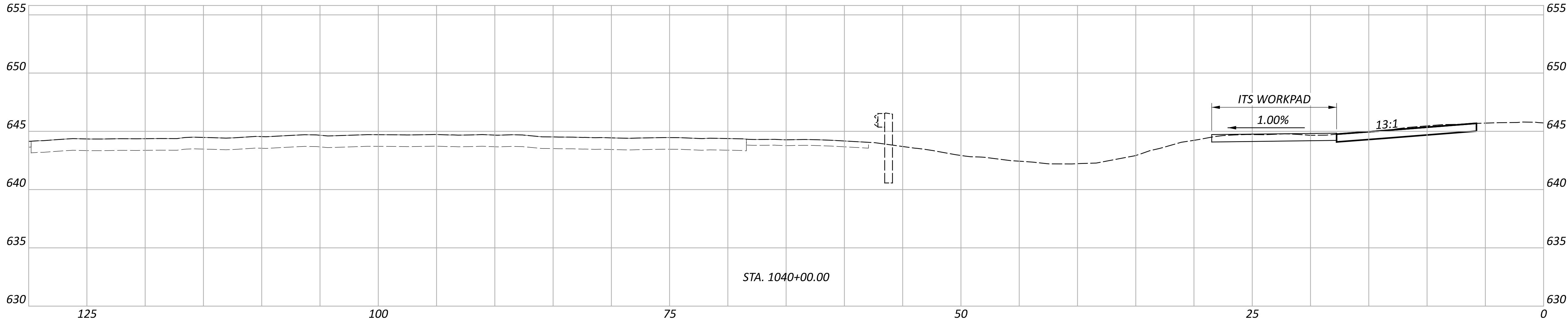
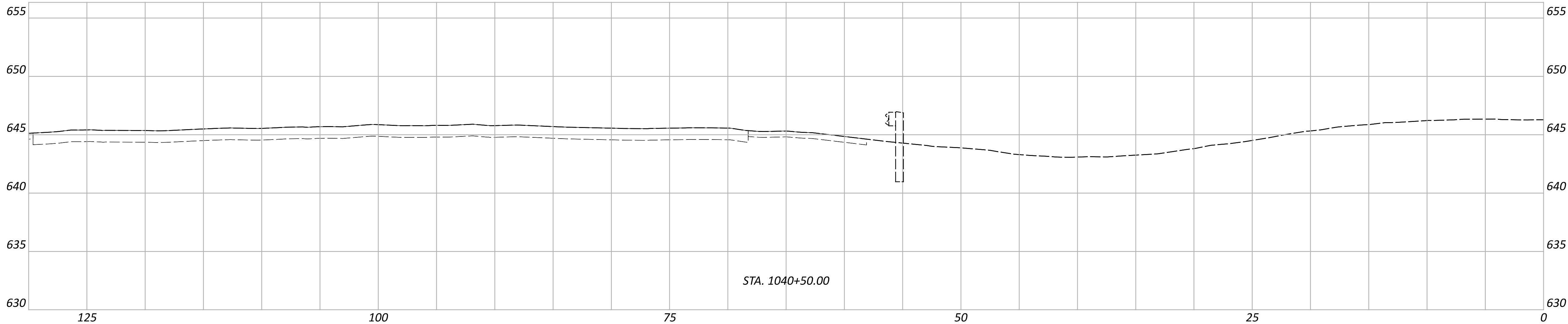
REVIEWER

KKP 01/15/26

PROJECT ID

121932

Sheet Totals			SHEET TOTAL	
Seeding	Cut	Fill	P.151	P.226



Sheet Totals			PROJECT ID	
Seeding	Cut	Fill	SHEET	TOTAL
			P.152	P.226

1 CURVE DATA
P.I. = STA. 2170+75.89
Δ = 04°52'42" LT
Dc = 00°24'34"
R = 13,989.19'
T = 595.89'
L = 1,191.06'
E = 12.69'

2 CURVE DATA
P.I. = STA. 2222+56.24
Δ = 03°11'12" RT
Dc = 00°12'45"
R = 26,967.35'
T = 750.15'
L = 1,499.92'
E = 10.43'

3 CURVE DATA
P.I. = STA. 2239+45.08
Δ = 01°50'59" RT
Dc = 00°12'32"
R = 27,413.28'
T = 442.52'
L = 884.97'
E = 3.57'

LOCAL SITE SETTINGS							
LATITUDE:		N39°17'41"		BP FOR SP:		0,0	
LONGITUDE:		W84°28'04"		COMBINED SCALE FACTOR:		0.99991058	
ELLIPSOIDAL HEIGHT:		555.27		GRID TO GROUND MULTIPLIER		1.00008506	
Geoid:		Geiod 18 (CONUS)		Horizontal Datum:		NAD83(2011) / OHS(3402)	
NAME		GRID		GROUND			
		NORTHING	EASTING	NORTHING	EASTING	ELEVATION	DESCRIPTION
1		477648.461	1411485.905	477691.178	1411612.138	664.035	3" LJB Disk
2		477600.553	1411750.073	477643.266	1411876.33	668.988	3" LJ Disk
				STATION		OFFSET	

HORIZONTAL GEOMETRY						
CURVE	ALIGNMENT	CONTROL POINT	NORTHING	EASTING	STATION	BEARING
1	IR-275	P.C.	477923.65	1406372.06	2164+00.00	S82° 05' 02"E
1	IR-275	P.I.	477871.13	1408341.75	2169+96.39	
1	IR-275	P.T.	477828.42	1409824.01	2175+91.57	S88° 25' 12"E
2	IR-275	P.C.	477815.83	1410205.57	2214+26.60	S87° 29' 02"E
2	IR-275	P.I.	477782.90	1410955.00	2221+76.75	
2	IR-275	P.T.	477708.36	1411701.44	2229+26.51	S84° 17' 53"E
3	IR-275	P.C.	477655.56	1412195.15	2234+23.06	S82° 55' 52"E
3	IR-275	P.I.	477601.09	1412634.31	2238+65.59	
3	IR-275	P.T.	477532.49	1413071.48	2243+08.04	S81° 4' 52"E
		P.O.T.	477475.96	1413411.40	2246+52.63	S80° 33' 32"E

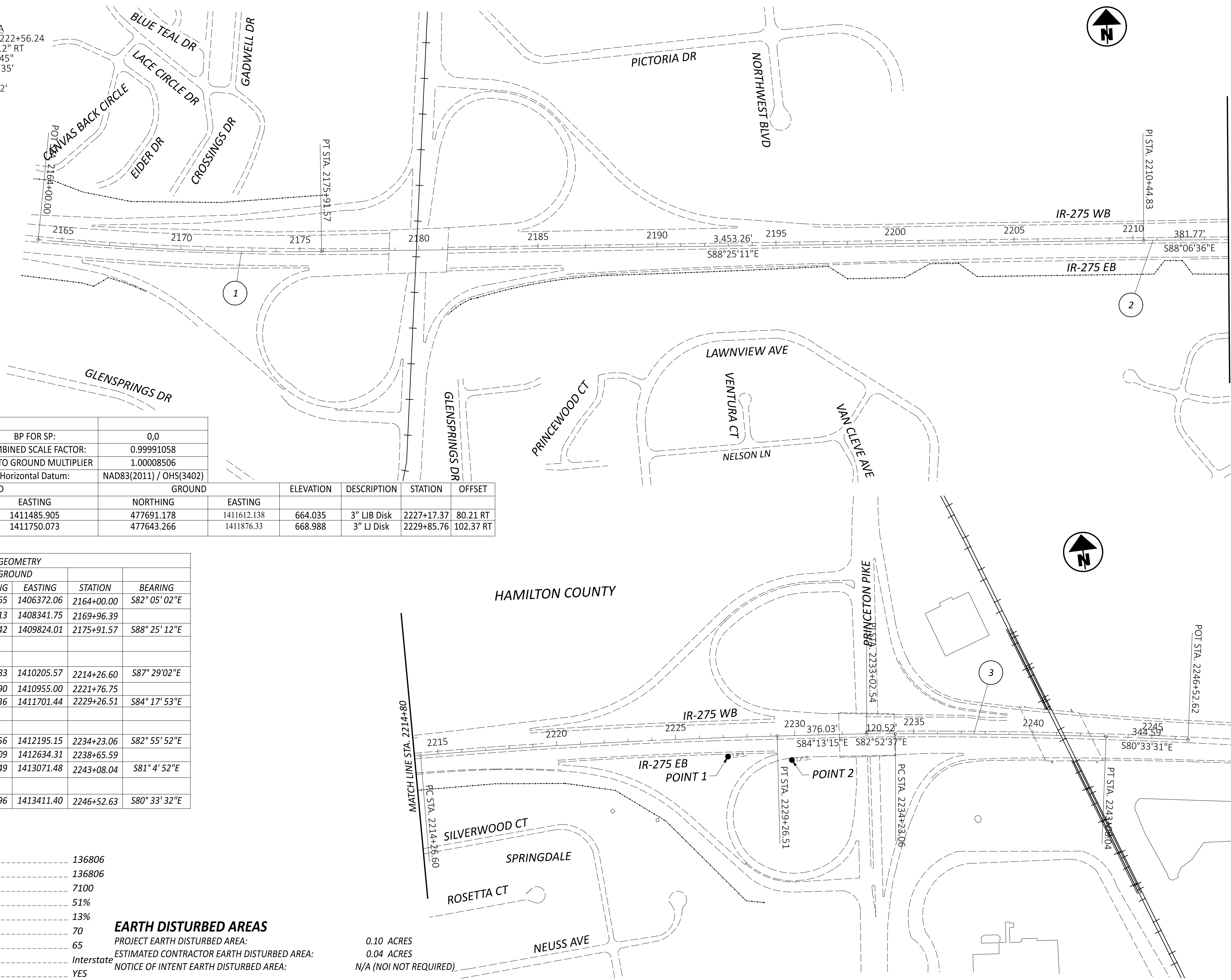
DESIGN DESIGNATION

CURRENT ADT (2026)	136806
DESIGN YEAR ADT (2026)	136806
DESIGN HOURLY VOLUME (2026)	7100
DIRECTIONAL DISTRIBUTION	51%
TRUCKS (24 HOUR B&C)	13%
DESIGN SPEED	70
LEGAL SPEED	65
DESIGN FUNCTIONAL CLASSIFICATION	Interstate
NHS PROJECT	YES

EARTH DISTURBED AREAS

PROJECT EARTH DISTURBED AREA:
ESTIMATED CONTRACTOR EARTH DISTURBED AREA:
NOTICE OF INTENT EARTH DISTURBED AREA:

0.10 ACRES
0.04 ACRES
N/A (NOI NOT REQUIRED)



HORIZONTAL
SCALE IN FEET

0

100

200

400

SCHEMATIC PLAN

SITE 16 - IR-275 EB AT SR-747 (HAM-275-42.22)

DESIGN AGENCY

DESIGNER

ASEP

REVIEWER

KKP 01/15/26

PROJECT ID

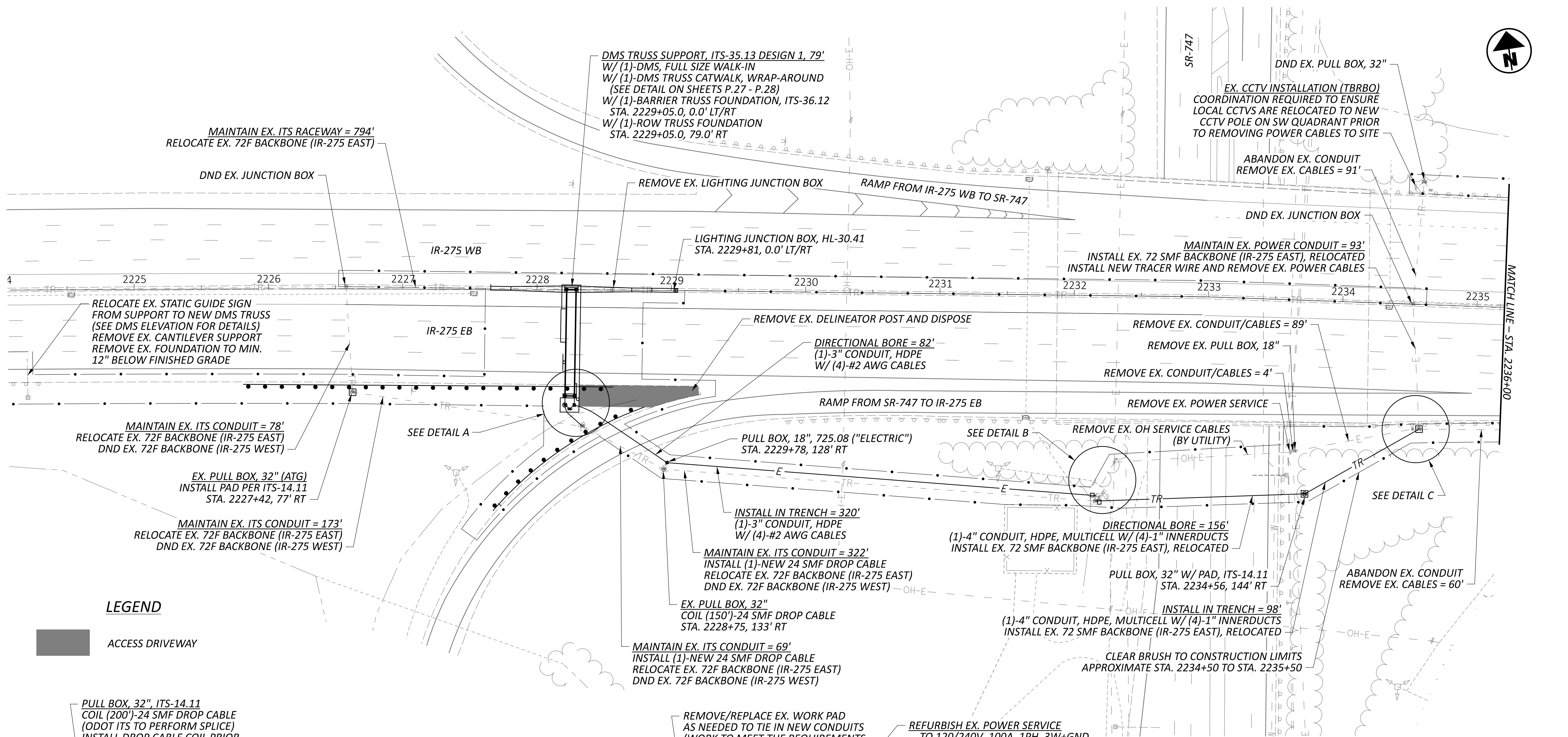
121932

SHEET

P.153

TOTAL

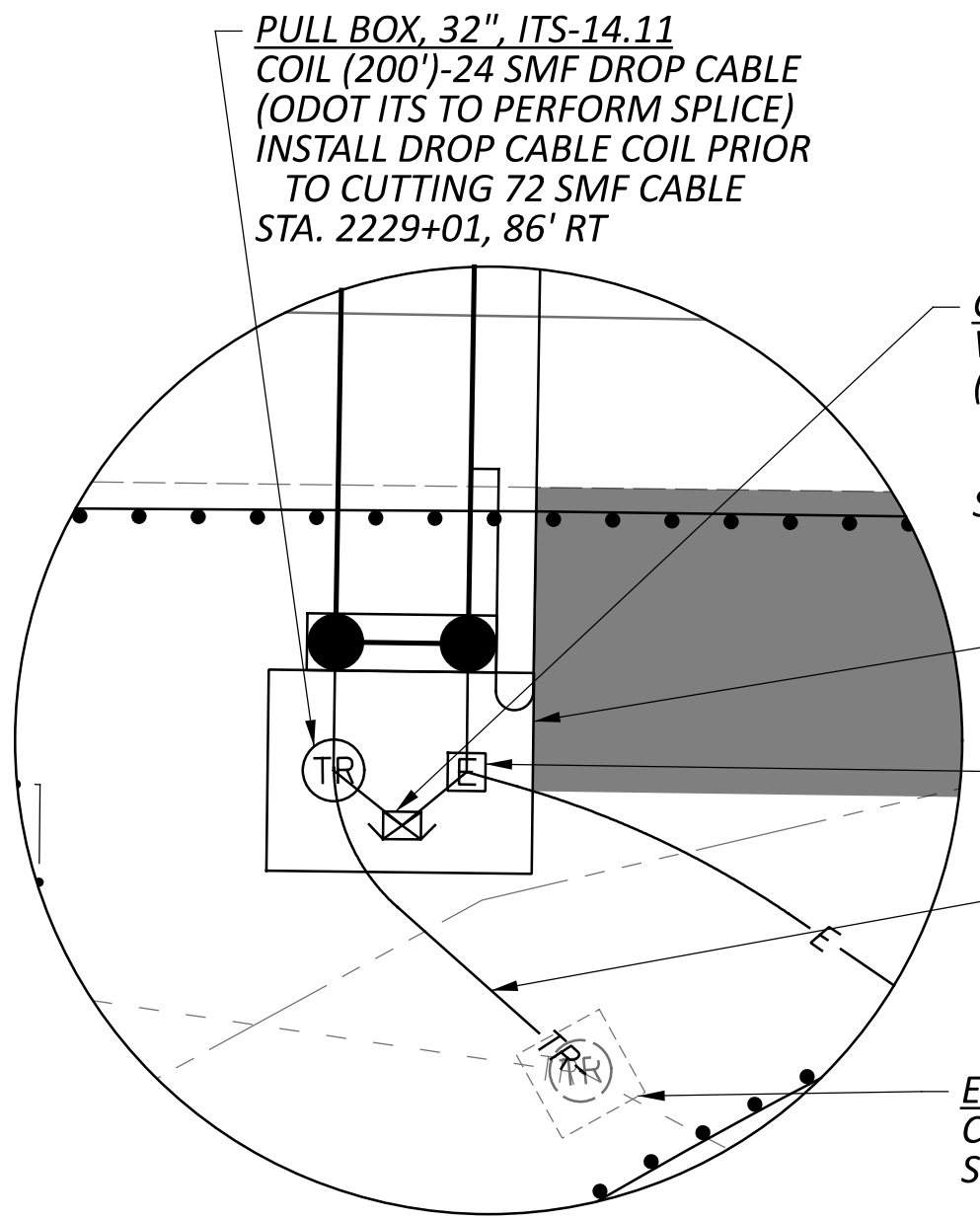
P.226



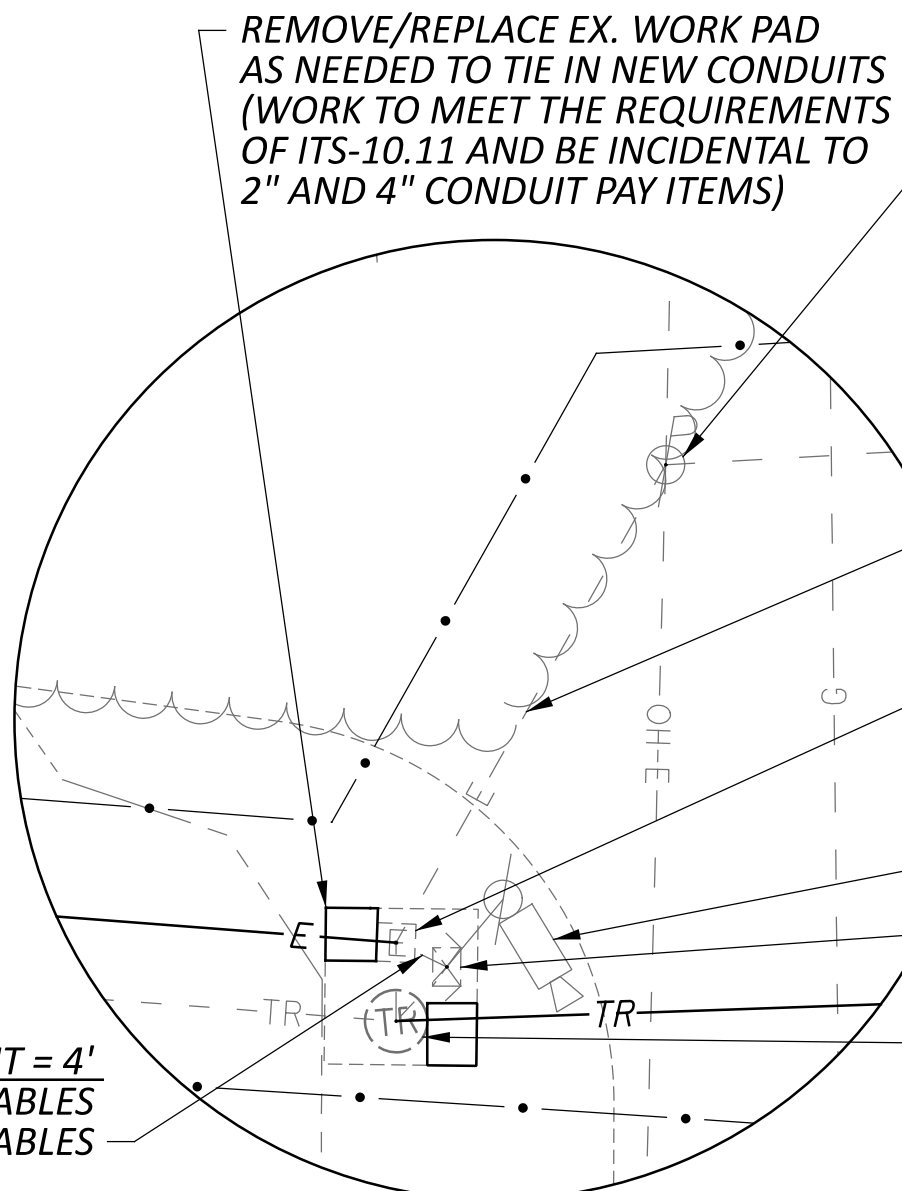
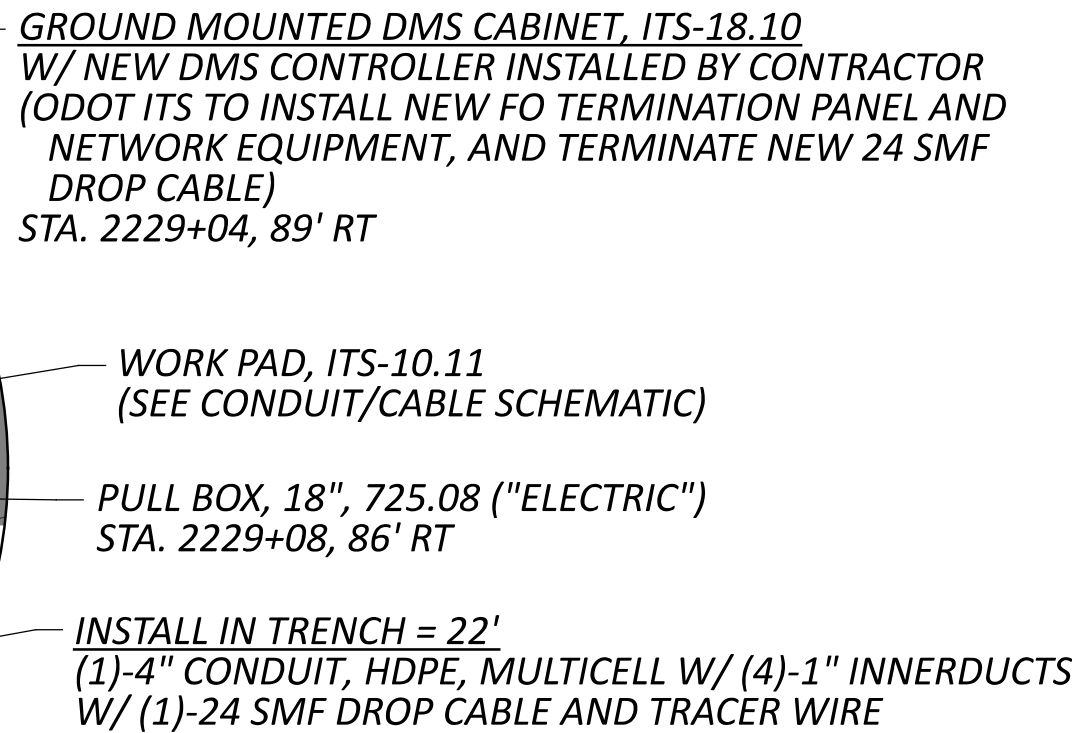
LEGEND



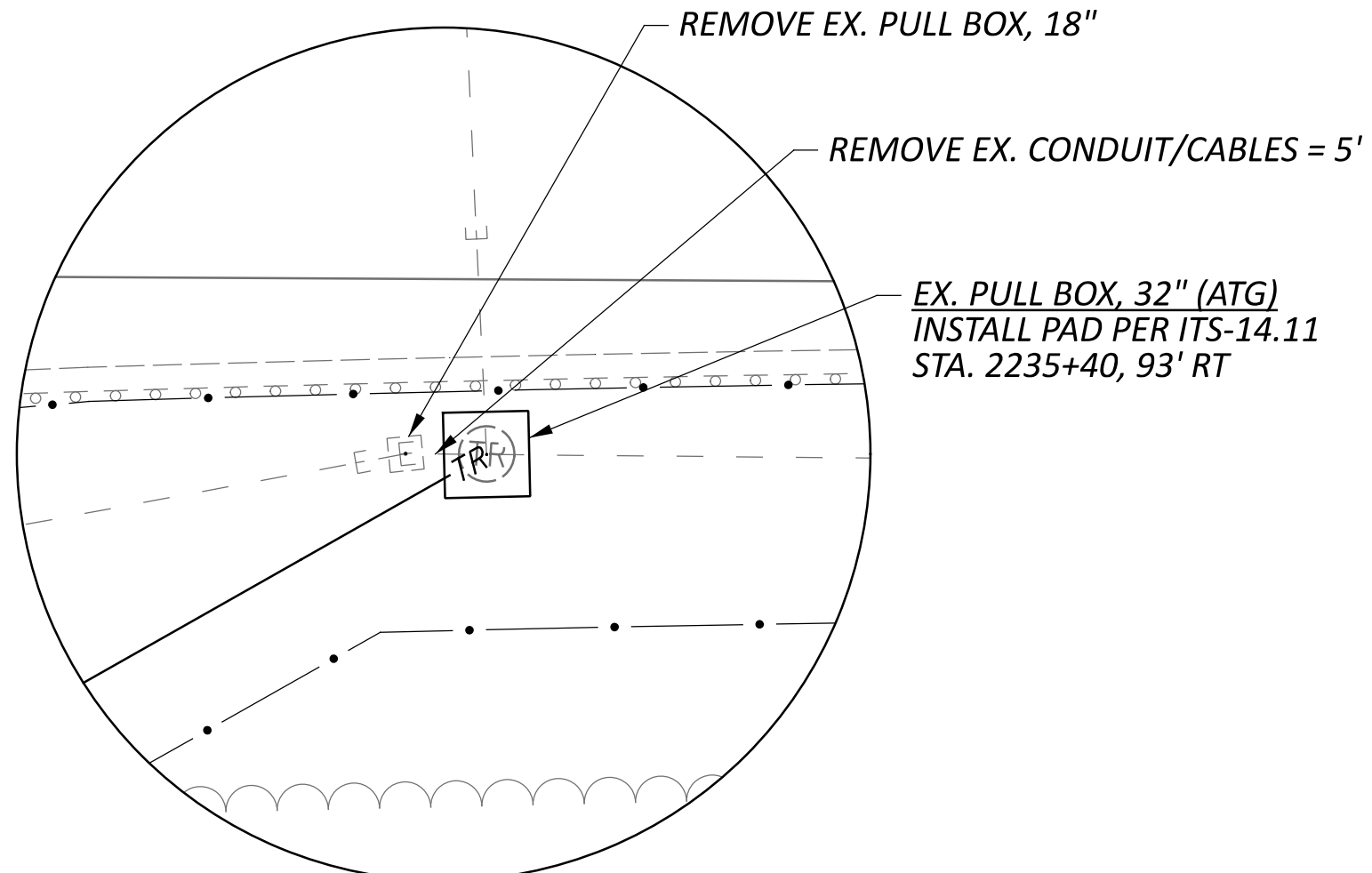
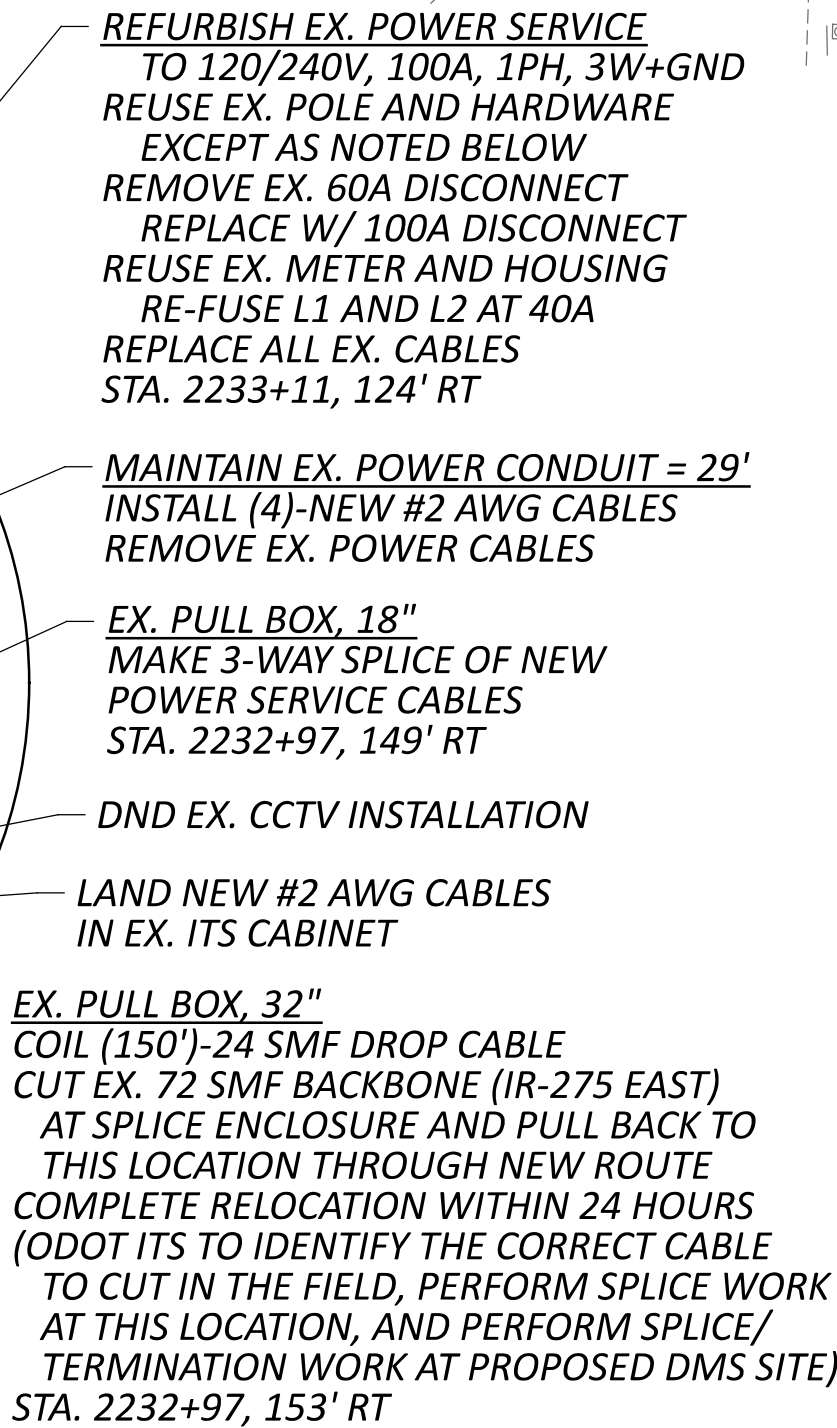
ACCESS DRIVEWAY



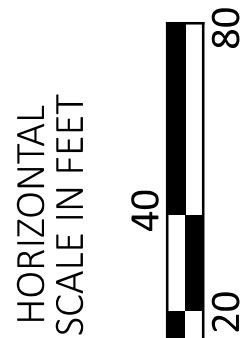
DETAIL A
1" = 10' SCALE



DETAIL B
1" = 10' SCALE



DETAIL C
1" = 10' SCALE



ITS PLAN

SITE 16 - IR-275 EB AT SR-747 (HAM-275-42.22)

DESIGN AGENCY

HNTB

DESIGNER

JRB

REVIEWER

NRS 01/15/26

PROJECT ID

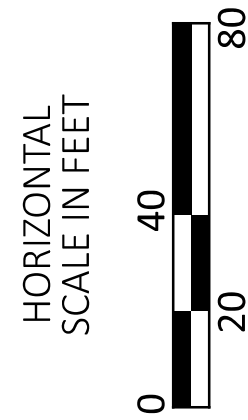
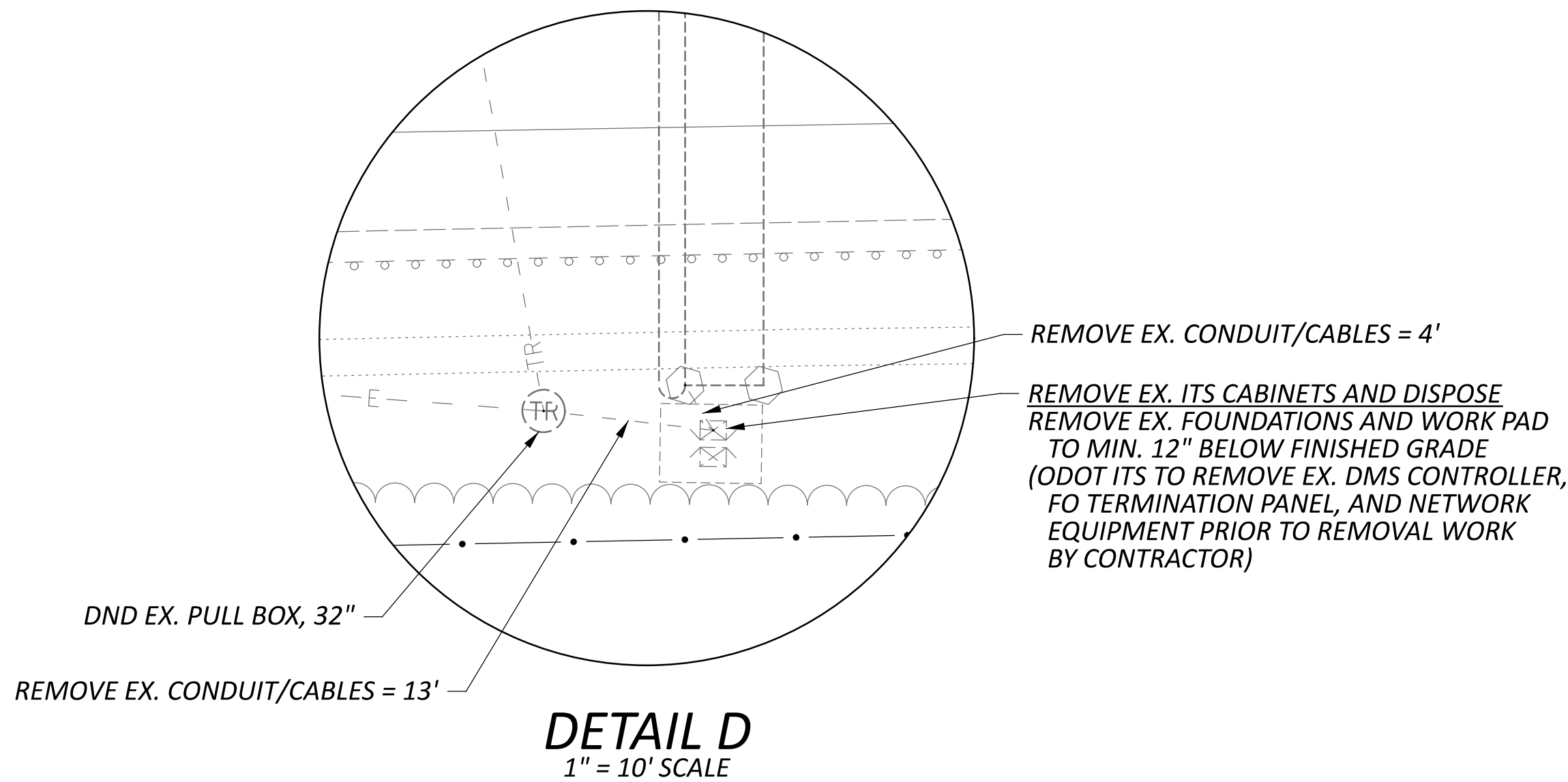
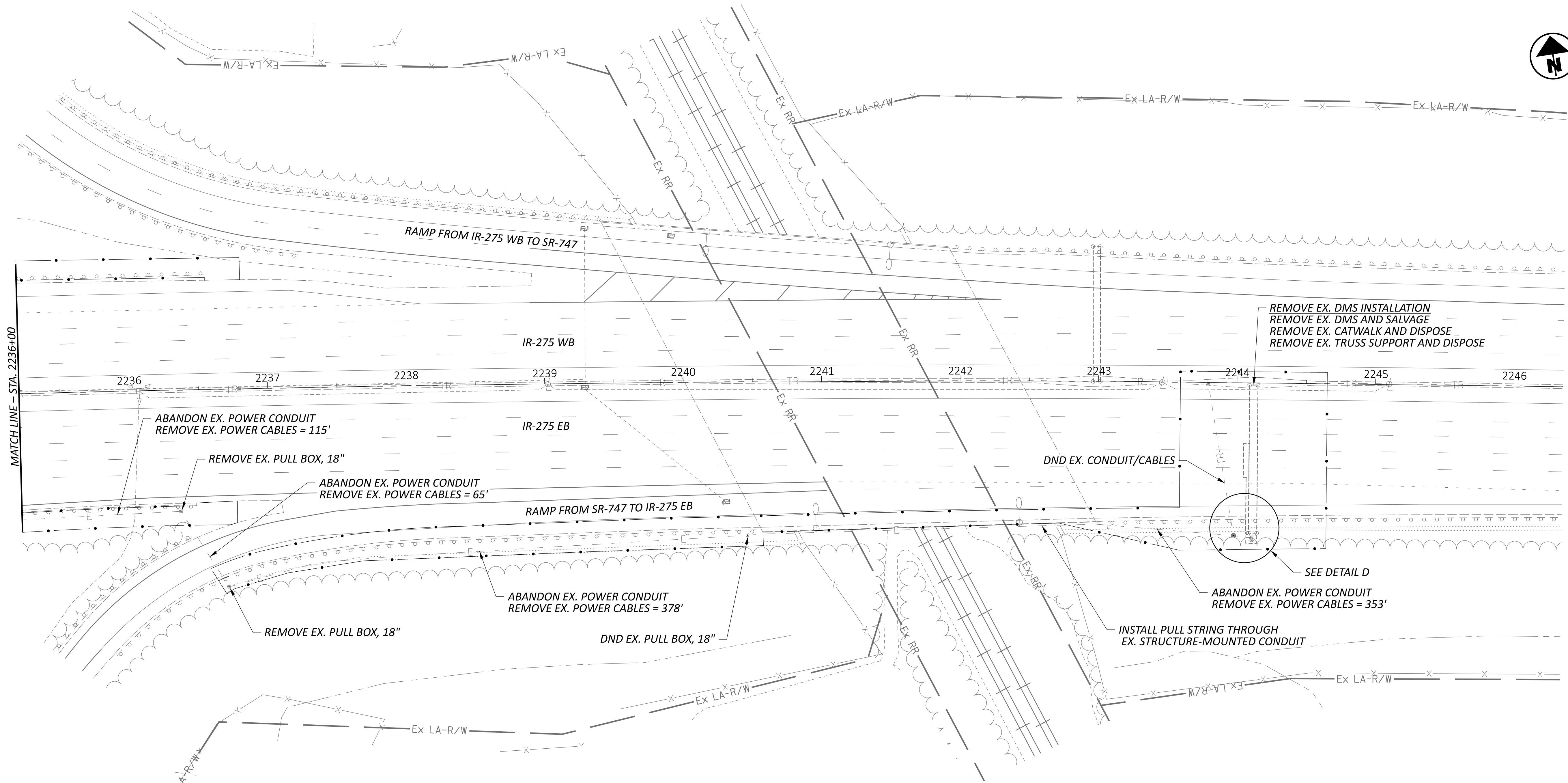
121932

SHEET

P.154

TOTAL

P.226



ITS PLAN

SITE 16 - IR-275 EB AT SR-747 (HAM-275-42.22)

DESIGN AGENCY



DESIGNER

JRB

REVIEWER

NRS 01/15/26

PROJECT ID

121932

SHEET

P.155

TOTAL

P.226

NOTES

1. THE EXISTING DMS SHALL REMAIN IN OPERATION UNTIL THE NEW DMS IS INSTALLED AND IS READY TO BE MADE ACTIVE. COMPLETE SWITCHOVER FROM EXISTING TO NEW DMS WITHIN THE ALLOWABLE DEVICE DOWNTIME WINDOW PER SS 809.

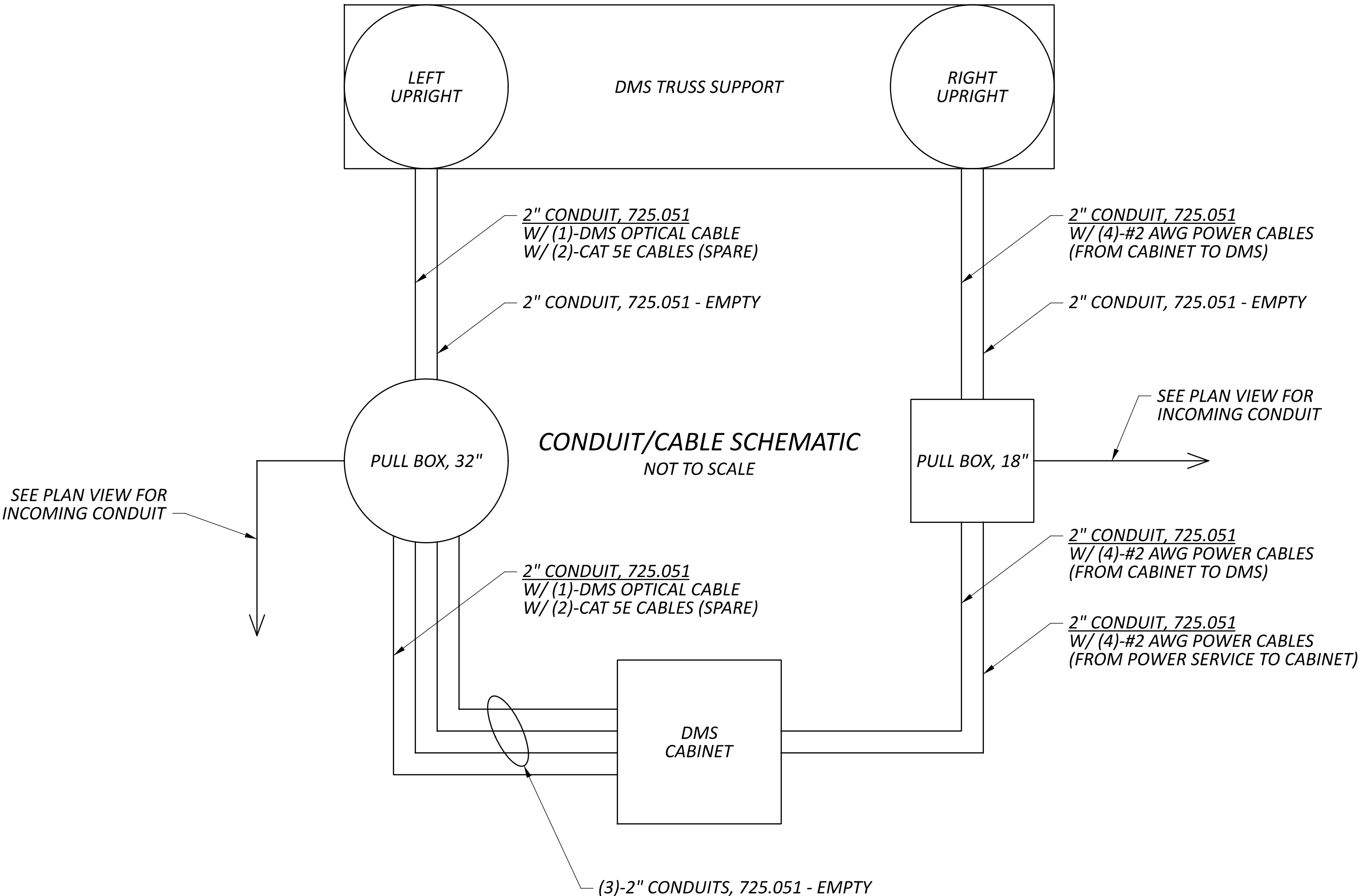
2. REMOVE EXISTING FOUNDATIONS IN UNPAVED AREAS TO A MINIMUM 12" DEPTH BELOW GRADE.

3. EXISTING MEDIAN BARRIER TAPER AND FOUNDATION TO REMAIN:
CUT ANCHOR BOLTS FLUSH WITH TOP OF BARRIER.

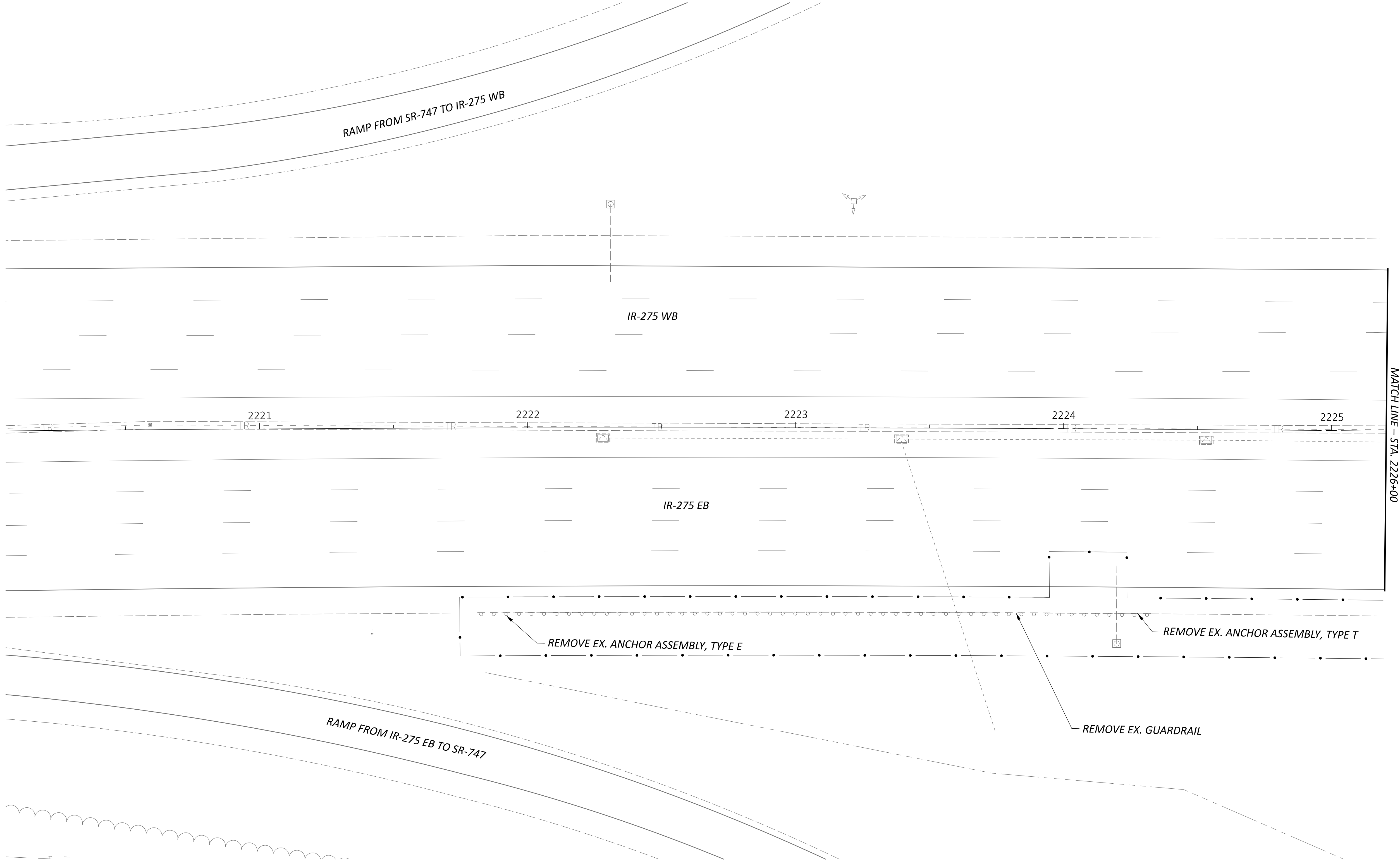
4. EXISTING SITE COMMUNICATIONS ARE VIA FIBER OPTIC CABLE THROUGH THE EXISTING CABINET AND DROP CABLE TO BE REMOVED. NO REMOVAL WORK SHALL TAKE PLACE WITHOUT PRIOR APPROVAL FROM ODOT ITS.

5. COORDINATE WITH ODOT ITS TO SCHEDULE BACKBONE FIBER RELOCATION. COMPLETE RELOCATION TO THE NEW SPLICE POINT IN ONE WORKING DAY PRIOR TO LEAVING THE SITE. ODOT ITS WILL PERFORM SPLICING.

ITEM	TOTAL	UNIT	DESCRIPTION
202	1	EACH	JUNCTION BOX REMOVED
202	141	FT	CONCRETE BARRIER REMOVED, AS PER PLAN
202	187.5	FT	GUARDRAIL REMOVED
202	1	EACH	ANCHOR ASSEMBLY REMOVED, TYPE E
202	1	EACH	ANCHOR ASSEMBLY REMOVED, TYPE T
203	29	CY	EXCAVATION
203	2	CY	EMBANKMENT
204	138	SY	SUBGRADE COMPACTION
204	138	SY	GEOTEXTILE FABRIC
304	31	CY	AGGREGATE BASE
606	287.5	FT	GUARDRAIL, TYPE MGS
606	2	EACH	ANCHOR ASSEMBLY, MGS TYPE E
606	2	EACH	ANCHOR ASSEMBLY, MGS TYPE T
620	1	EACH	REMOVAL OF DELINEATOR
622	131	FT	CONCRETE BARRIER, SINGLE SLOPE, TYPE B, AS PER PLAN
622	4	EACH	CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE B, AS PER PLAN
625	1,809	FT	NO. 2 AWG 2400 VOLT DISTRIBUTION CABLE
625	28	FT	CONDUIT, 2", 725.051
625	320	FT	CONDUIT, 3", 725.052, AS PER PLAN
625	82	FT	CONDUIT, JACKED OR DRILLED, 725.052, AS PER PLAN, 3"
625	115	FT	CONDUIT, MISC.: CONDUIT REMOVED
625	463	FT	TRENCH
625	1	EACH	JUNCTION BOX
625	2	EACH	PULL BOX, 725.08, 18"
625	3	EACH	PULL BOX REMOVED
625	2	EACH	PULL BOX, MISC.: ITS WORK PAD (SCD ITS-14.11)
625	2	EACH	PULL BOX, MISC.: PULL BOX ADJUSTED TO GRADE
625	5	EACH	GROUND ROD
625	1	EACH	POWER SERVICE REFURBISHED, AS PER PLAN
625	463	FT	UNDERGROUND WARNING/MARKING TAPE
625	1	EACH	POWER SERVICE REMOVED
625	1,188	FT	DISTRIBUTION CABLE REMOVED, AS PER PLAN
625	1	EACH	LIGHTING, MISC.: MAINTAINING EXISTING LIGHTING
626	4	EACH	BARRIER REFLECTOR, TYPE 1, ONE-WAY
626	8	EACH	BARRIER REFLECTOR, TYPE 2, ONE-WAY
630	1	EACH	OVERHEAD SIGN SUPPORT, DMS TRUSS, 80'
630	1	EACH	CATWALK, DMS TRUSS, AS PER PLAN
630	1	EACH	CONCRETE BARRIER MEDIAN OVERHEAD SIGN SUPPORT FOUNDATION, DMS TRUSS
630	1	EACH	OVERHEAD SIGN SUPPORT FOUNDATION, DMS TRUSS
630	1	EACH	REMOVAL OF OVERHEAD MOUNTED SIGN AND REERECTION
630	1	EACH	REMOVAL OF OVERHEAD SIGN SUPPORT AND DISPOSAL, TYPE TC-12.30
633	1	EACH	CABINET FOUNDATION
804	1,169	FT	DROP CABLE, 24 FIBER
804	1,437	FT	FIBER OPTIC CABLE, MISC.: RELOCATE FIBER OPTIC CABLE
804	1	EACH	FIBER OPTIC CABLE, MISC.: FIBER TERMINATION PANEL, 24 FIBER (FURNISH ONLY)
809	2	EACH	ITS PULL BOX WITH PAD AND STANDARD LID ASSEMBLY, 32" WIDE, TYPE 1
809	156	FT	CONDUIT, MULTICELL, JACKED OR DRILLED, 4" HDPE WITH 4 - 1" INNERDUCTS
809	120	FT	CONDUIT, 4", MULTICELL, HDPE WITH 4 - 1" INNERDUCTS
809	1	EACH	DYNAMIC MESSAGE SIGN (DMS), FULL-SIZE WALK-IN
809	1	EACH	ITS CABINET - DMS
809	1	EACH	ITS DEVICE, MISC.: REMOVAL AND DELIVERY OF DMS SIGN
809	2	EACH	ITS DEVICE, MISC.: REMOVAL OF CABINET FOUNDATION AND WORK PAD
809	1	EACH	ITS DEVICE, MISC.: REMOVAL OF DMS INSTALLATION
809	2	EACH	ITS DEVICE, MISC.: REMOVAL OF ITS CABINET







CURVE DATA
P.I. = STA. 2222+56.24
 Δ = 03°11'12" RT
Dc = 00°12'45"
R = 26,967.35'
T = 750.15'
L = 1,499.92'
E = 10.43'

BARRIER & DRIVEWAY DETAILS
SITE 16 - IR-275 EB AT SR-747 (HAM-275-42.22)

DESIGN AGENCY



DESIGNER

ASEP

REVIEWER

KKP 01/15/26

PROJECT ID

121932

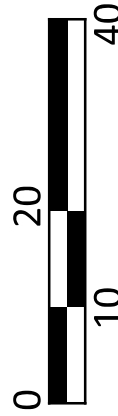
SHEET

P.158

TOTAL

P.226

HORIZONTAL
SCALE IN FEET



LEGEND



ITEM 622 – CONCRETE BARRIER END ANCHORAGE, REINFORCED, TYPE B

LEGEND

L.O.N. LENGTH OF NEED

CURVE DATA
P.I. = STA. 2239+45.08
 Δ = 01°50'59" RT
Dc = 00°12'32"
R = 27,413.28'
T = 442.52'
L = 884.97'
E = 3.57'

BARRIER & DRIVEWAY DETAILS
SITE 16 - IR-275 EB AT SR-747 (HAM-275-42.22)

DESIGN AGENCY



DESIGNER

ASEP

REVIEWER

KKP 01/15/26

PROJECT ID

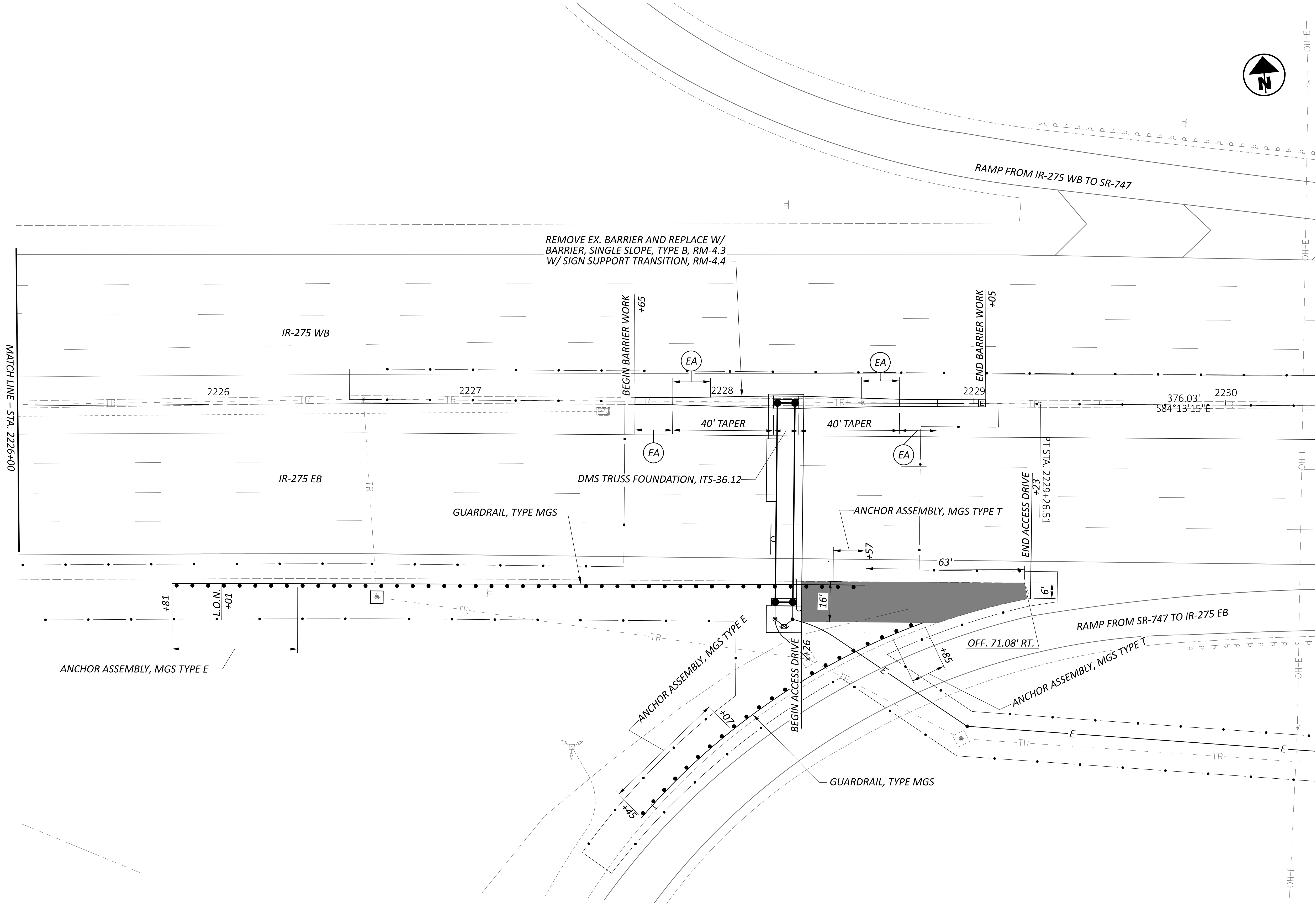
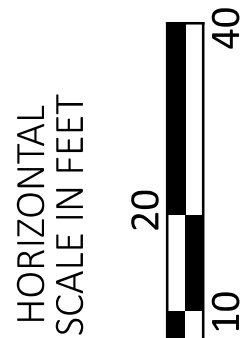
121932

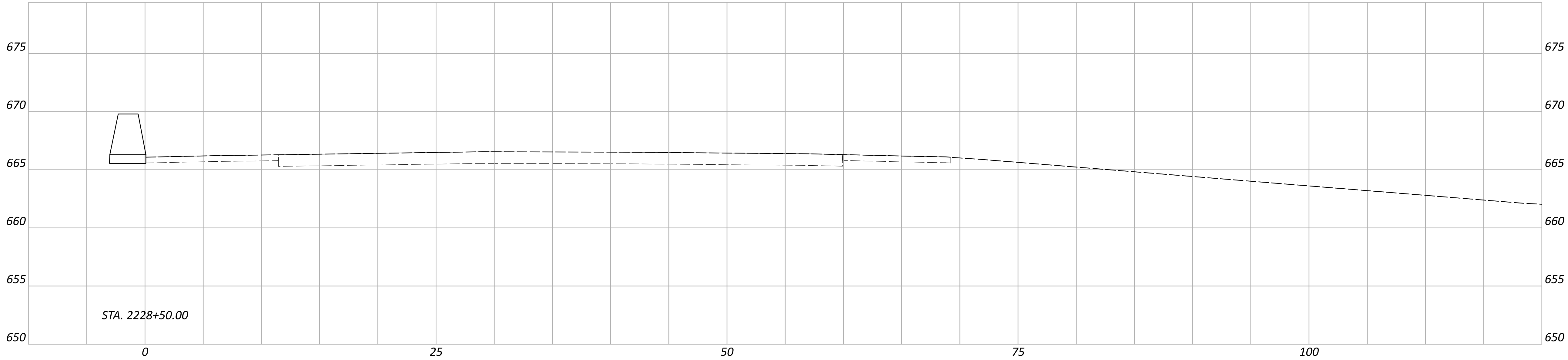
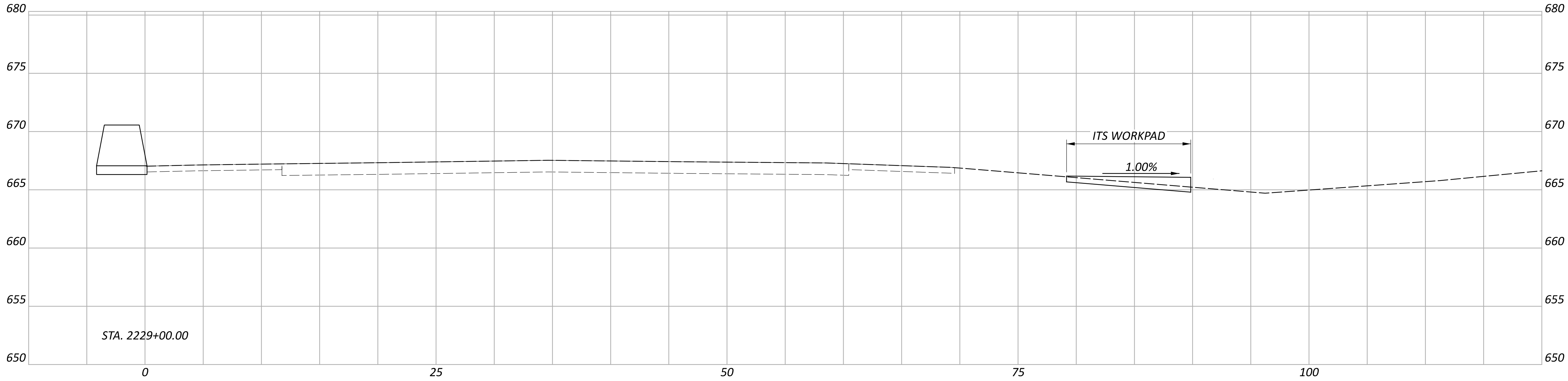
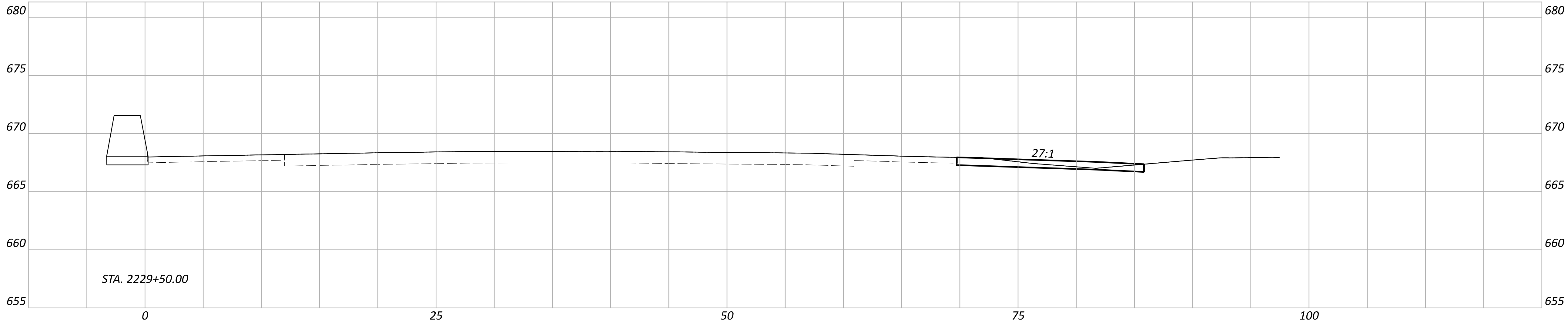
SHEET

P.159

TOTAL

P.226





CROSS SECTIONS
SITE 16 - IR-275 EB AT SR-747 (HAM-275-42.22)

DESIGN AGENCY



DESIGNER

ASEP

REVIEWER

KKP 01/15/26

PROJECT ID

121932

Sheet Totals

Seeding Cut Fill

SHEET

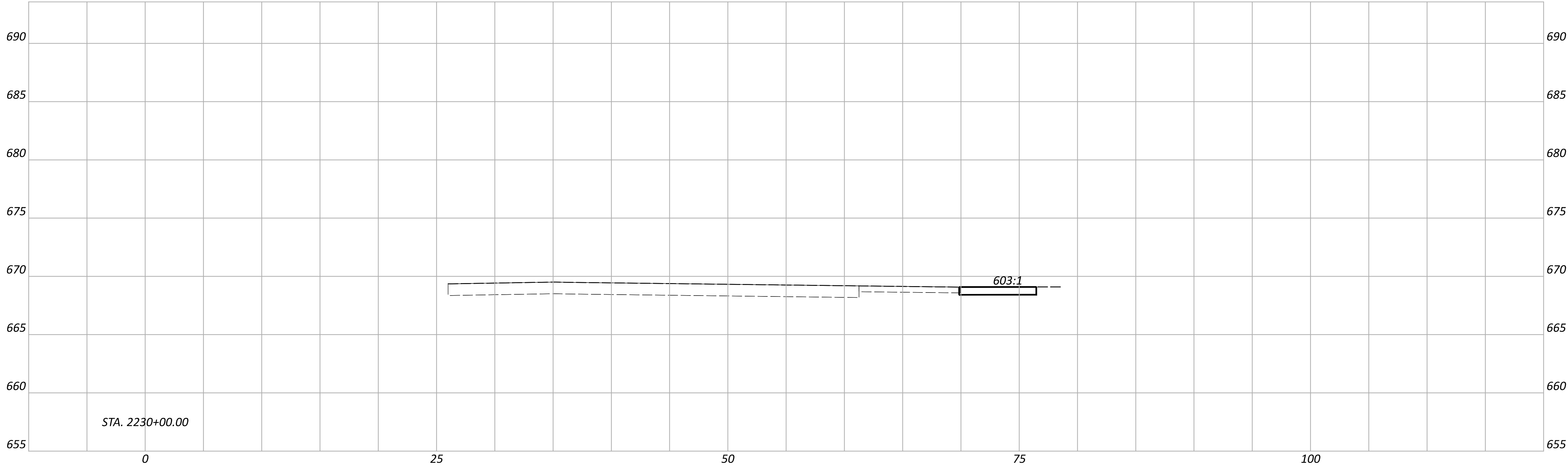
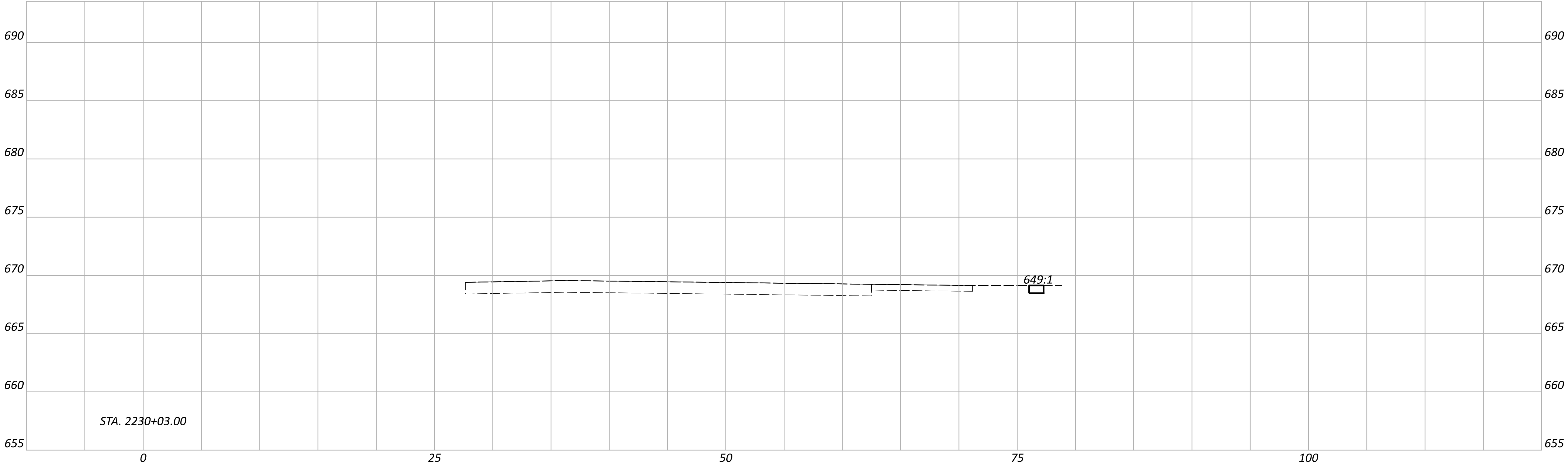
TOTAL

P.160

P.226

D08-VAR-DMS & QWS REPLACEMENT FY26

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Sheet Totals			PROJECT ID	
Seeding	Cut	Fill	SHEET	TOTAL
			P.161	P.226

CROSS SECTIONS
SITE 16 - IR-275 EB AT SR-747 (HAM-275-42.22)

DESIGN AGENCY

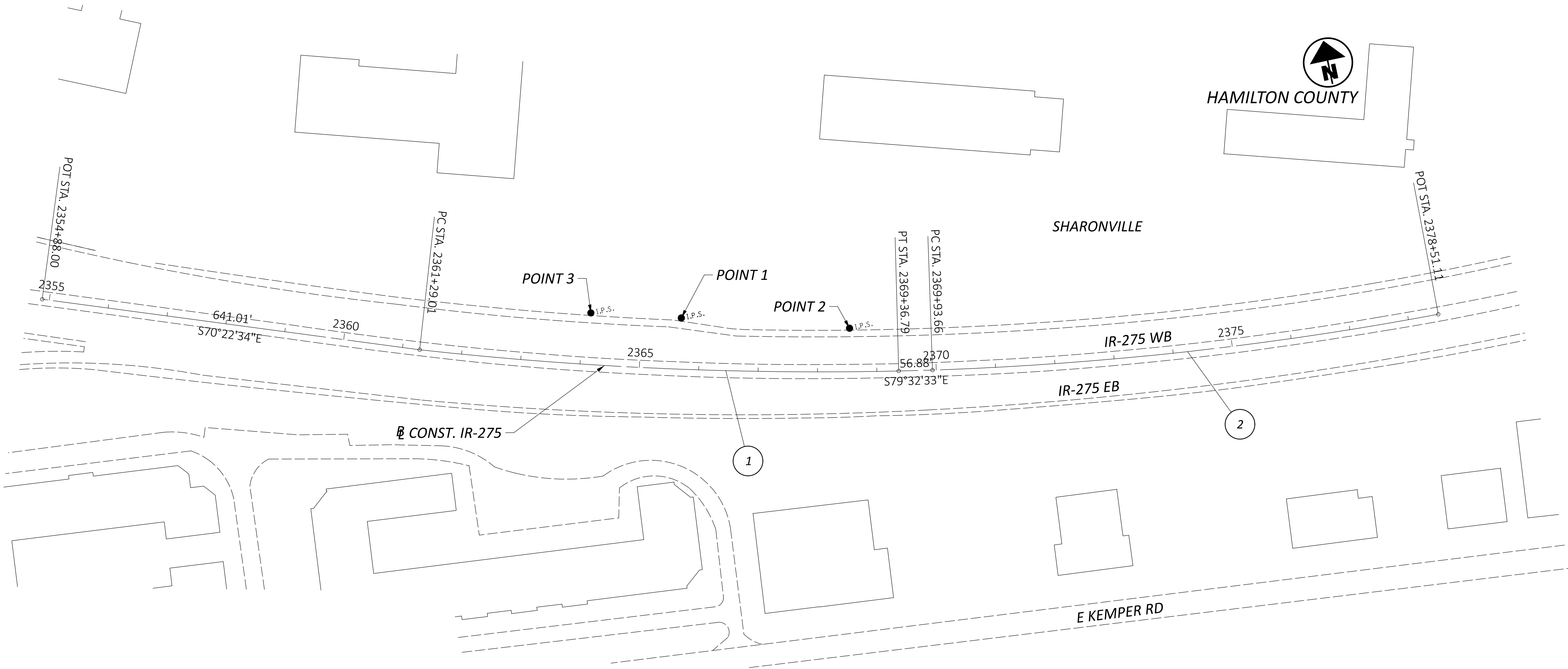
DESIGNER

ASEP

REVIEWER

KKP 01/15/26

1	CURVE DATA P.I. = STA. 2365+33.49 Δ = 07°36'25" LT Dc = 00°56'30" R = 6,084.12' T = 404.48' L = 807.78' E = 13.43'	2	CURVE DATA P.I. = STA. 2374+23.21 Δ = 08°40'46" LT Dc = 01°00'44" R = 5,660.32' T = 429.55' L = 857.45' E = 16.28'
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HORIZONTAL GEOMETRY						
CURVE	ALIGNMENT	CONTROL POINT	GROUND			
			NORTHING	EASTING	STATION	BEARING
	IR-275	P.O.T.	474170.75	1423671.05	2354+88.00	S70° 22' 34"E
1	IR-275	P.C.	473955.47	1424274.82	2361+29.01	S71° 39' 22"E
1	IR-275	P.I.	473828.18	1424658.75	2365+33.49	
1	IR-275	P.T.	473752.82	1425056.16	2369+36.79	S79° 15' 47"E
2	IR-275	P.C.	473742.50	1425112.09	2369+93.67	S79° 57' 40"E
2	IR-275	P.I.	473667.62	1425535.06	2374+23.21	
2	IR-275	P.T.	473657.43	1425964.48	2378+51.11	S88° 38' 24"E

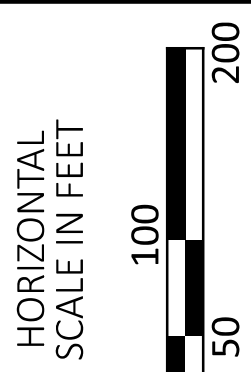
DESIGN DESIGNATION

CURRENT ADT (2026)	124014
DESIGN YEAR ADT (2026)	124014
DESIGN HOURLY VOLUME (2026)	12400
DIRECTIONAL DISTRIBUTION	51%
TRUCKS (24 HOUR B&C)	13%
DESIGN SPEED	70
LEGAL SPEED	65
DESIGN FUNCTIONAL CLASSIFICATION	Interstate
NHS PROJECT	YES

EARTH DISTURBED AREAS

PROJECT EARTH DISTURBED AREA:	0.07 ACRES
ESTIMATED CONTRACTOR EARTH DISTURBED AREA:	0.04 ACRES
NOTICE OF INTENT EARTH DISTURBED AREA:	N/A (NOI NOT REQUIRED)

LOCAL SITE SETTINGS				ELEVATION	DESCRIPTION	STATION	OFFSET
LATITUDE:	N39°17'07"	BP FOR SP:	0,0				
LONGITUDE:	W84°25'15"	COMBINED SCALE FACTOR:	0.99991404	NORTHING	EASTING		
ELLIPSOIDAL HEIGHT:	599.80	GRID TO GROUND MULTIPLIER	1.00008506				
Geoid:	Geoid 18 (CONUS)	Horizontal Datum:	NAD83(2011) / OHS(3402)	NORTHING	EASTING		
NAME	GRID		GROUND				
1	473916.23	1424716.79	473956.97	1424839.27	597.04	3" LJB Disk	2365+67.46
2	473840.51	1424990.19	473881.24	1425112.69	602.62	3" LJB Disk	2268+54.64



SCHEMATIC PLAN
SITE 17 - IR-275 WB EAST OF MOSTELLER RD. (HAM-275-44.83)

DESIGN AGENCY



DESIGNER

ASEP

REVIEWER

KKP 01/15/26

PROJECT ID

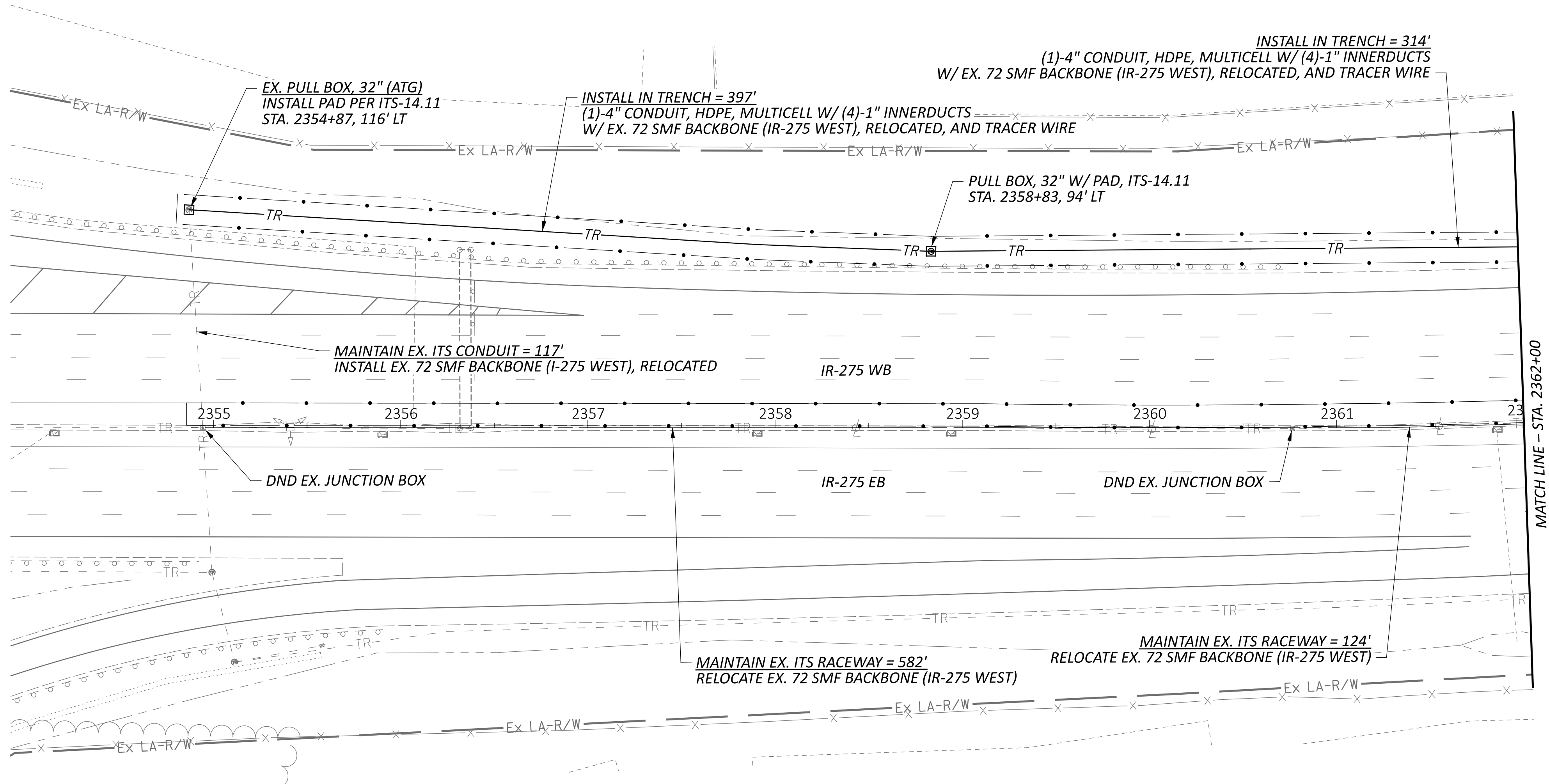
121932

SHEET

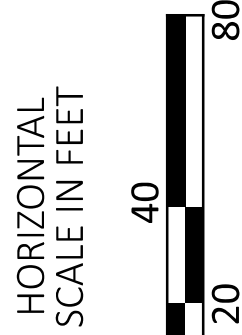
P.162

TOTAL

P.226



ITS PLAN
SITE 17 - IR-275 WB EAST OF MOSTELLER RD. (HAM-275-44.83)



DESIGN AGENCY



DESIGNER

JRB

REVIEWER

NRS 01/15/26

PROJECT ID

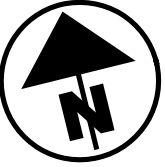
121932

SHEET

P.163

TOTAL

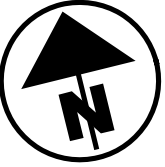
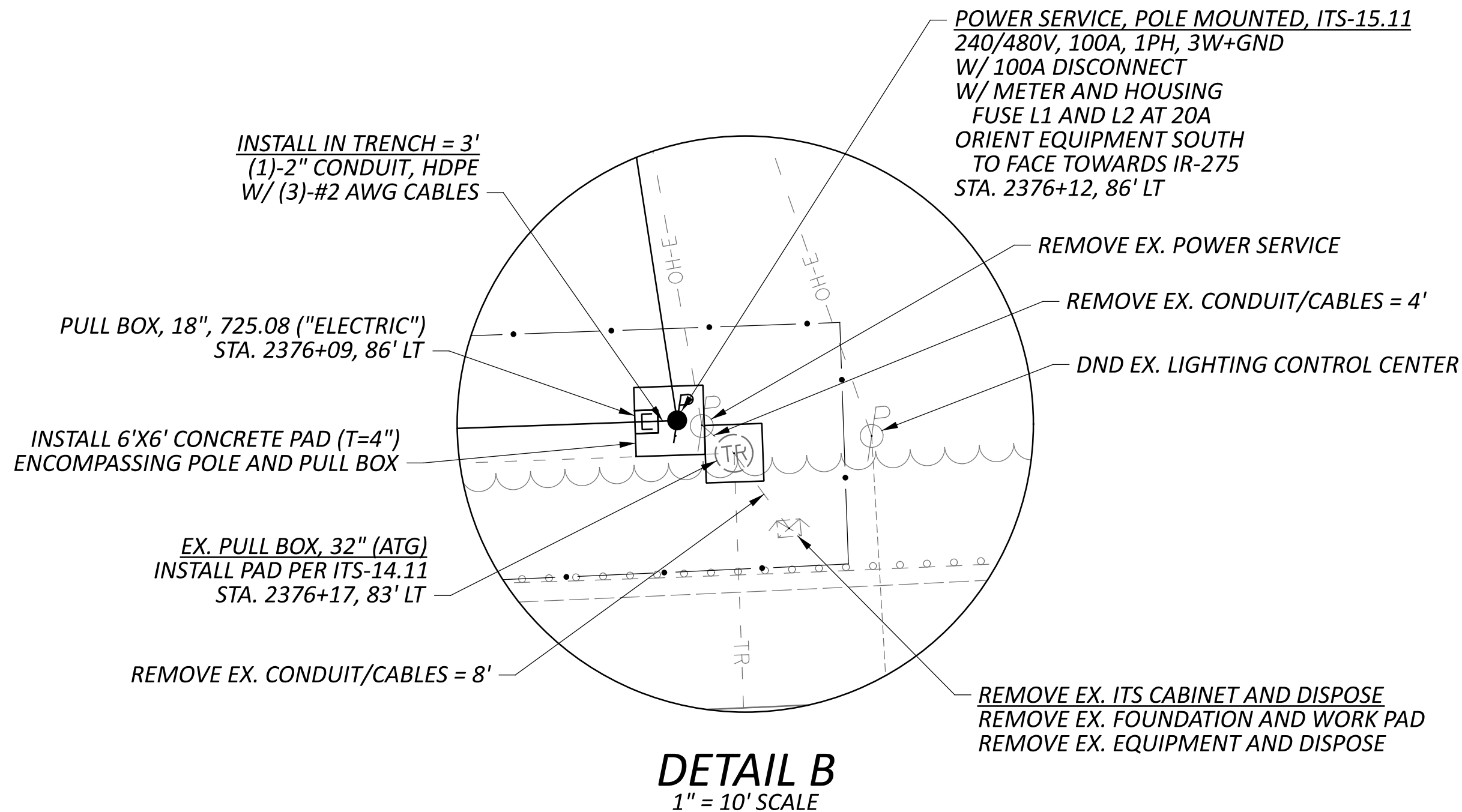
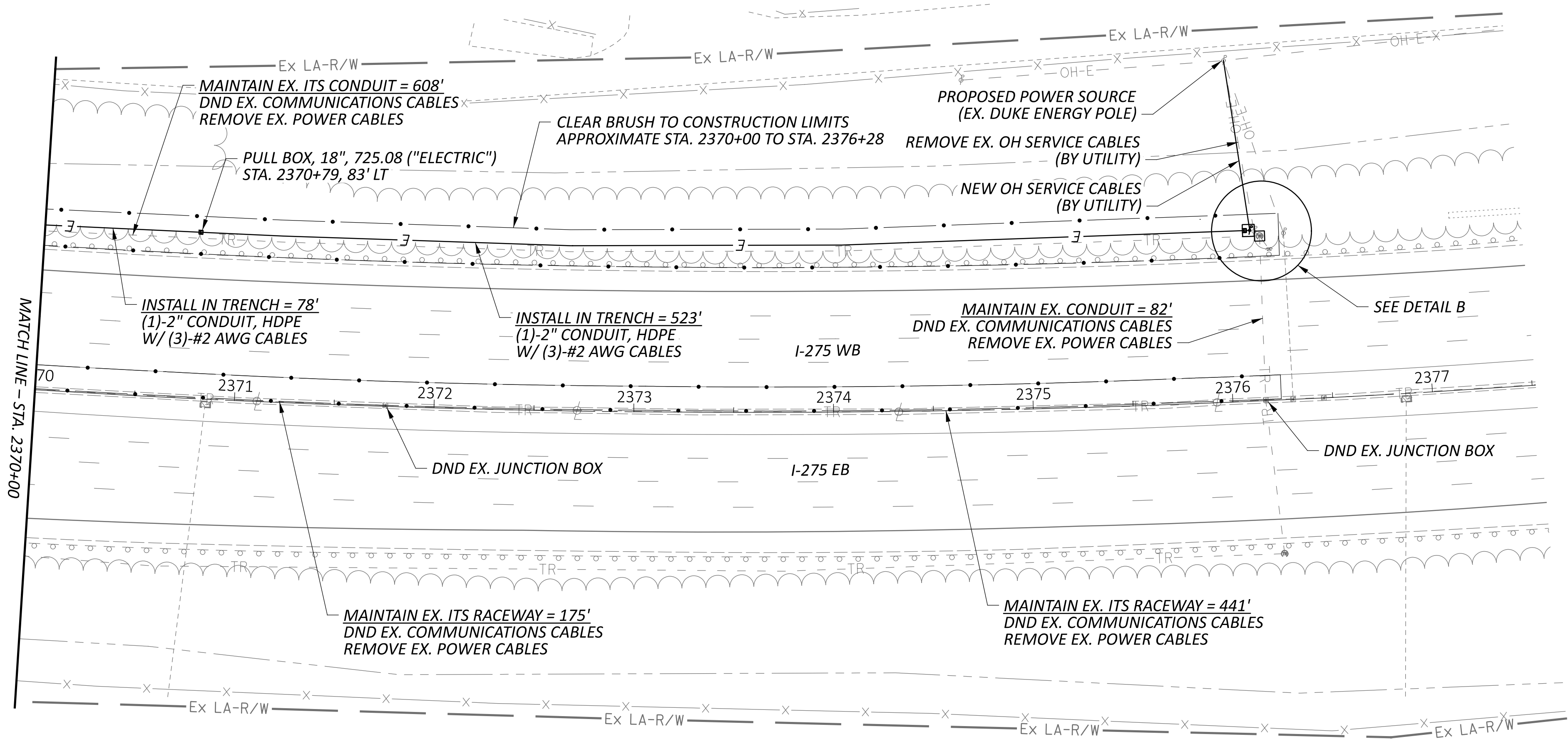
P.226



HORIZONTAL
SCALE IN FEET

20 40





NOTES

1. THE EXISTING DMS SHALL REMAIN IN OPERATION UNTIL ITS REMOVAL IS REQUIRED TO CONSTRUCT THE NEW DMS TRUSS. COMPLETE SWITCHOVER FROM EXISTING TO NEW DMS WITHIN 14 CALENDAR DAYS.

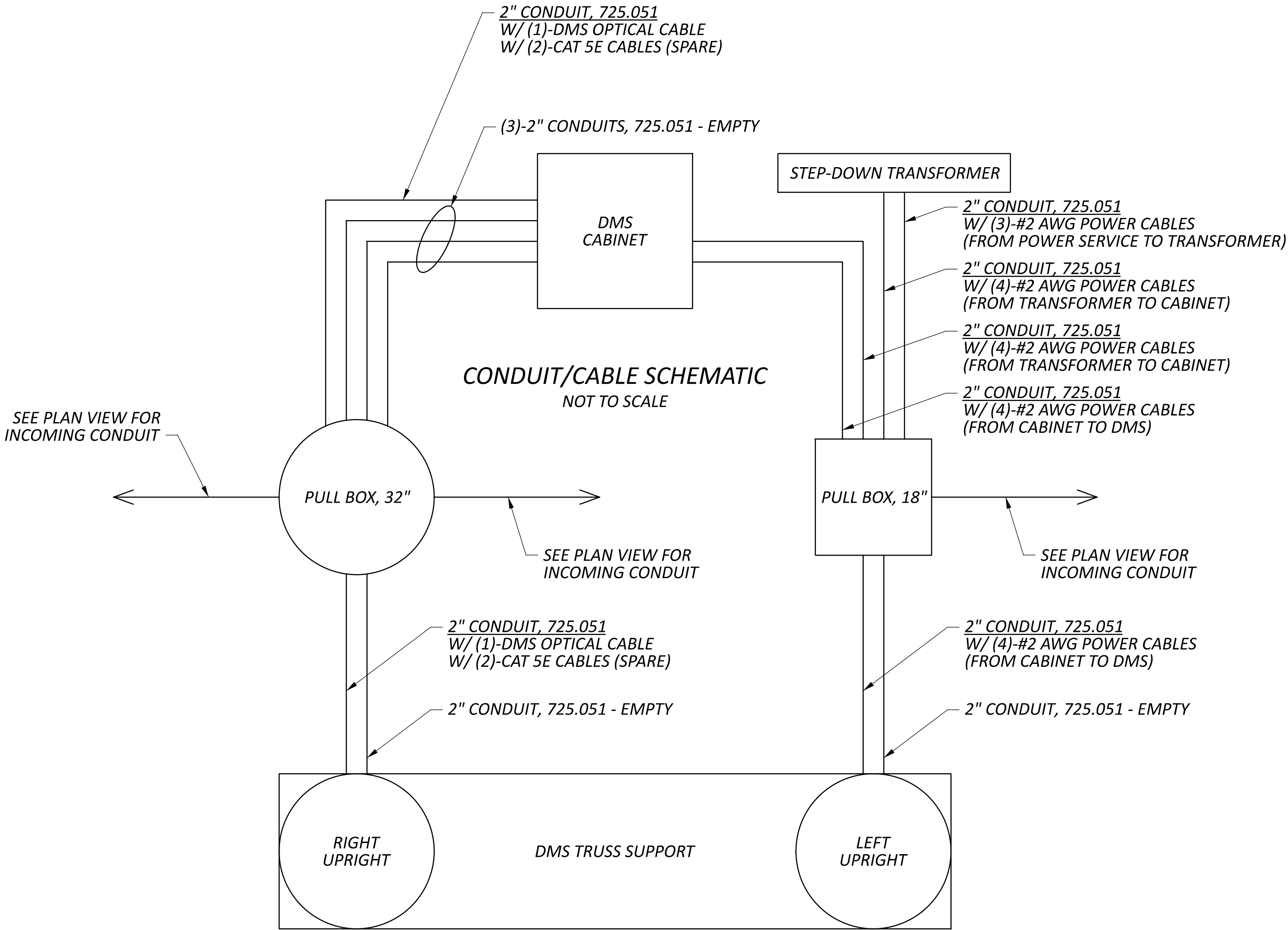
2. REMOVE EXISTING FOUNDATIONS IN UNPAVED AREAS TO A MINIMUM 12" DEPTH BELOW GRADE.

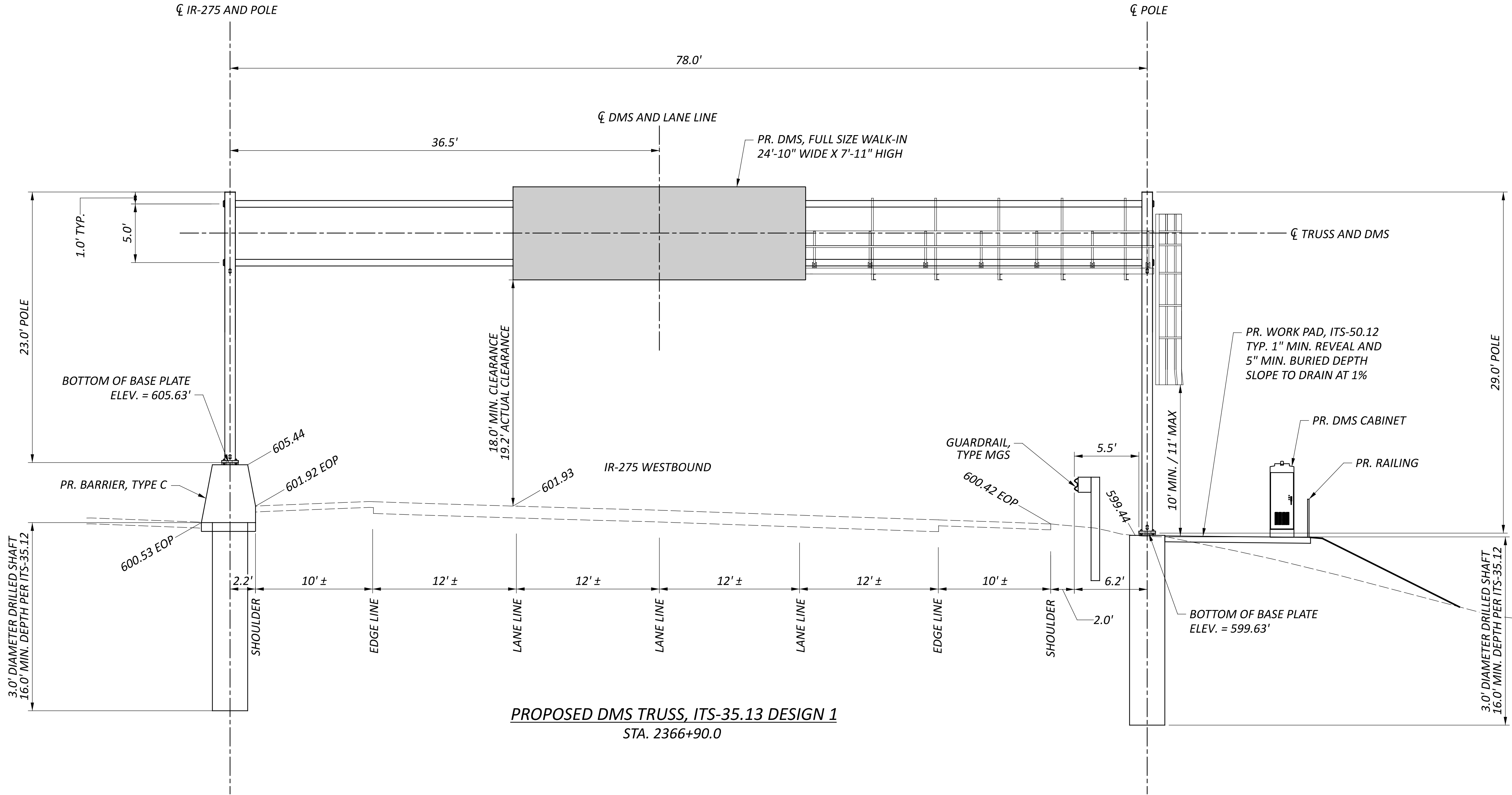
3. EXISTING MEDIAN BARRIER TAPER AND FOUNDATION TO REMAIN.

4. EXISTING SITE COMMUNICATIONS ARE VIA FIBER OPTIC CABLE THROUGH THE EXISTING CABINET AND DROP CABLE TO BE REMOVED. NO REMOVAL WORK SHALL TAKE PLACE WITHOUT PRIOR APPROVAL FROM ODOT ITS.

5. COORDINATE WITH ODOT ITS TO SCHEDULE BACKBONE FIBER RELOCATION. COMPLETE RELOCATION TO THE NEW SPLICE POINT IN ONE WORKING DAY PRIOR TO LEAVING THE SITE. ODOT ITS WILL PERFORM SPLICING.

ITEM	TOTAL	UNIT	DESCRIPTION
202	65	FT	CONCRETE BARRIER REMOVED, AS PER PLAN
202	1	EACH	ANCHOR ASSEMBLY REMOVED, TYPE T
202	1	EACH	REMOVAL, MISC.: REMOVAL OF BARRIER WALL ASSEMBLY
203	30	CY	EXCAVATION
203	40	CY	EMBANKMENT
204	175	SY	SUBGRADE COMPACTION
204	175	SY	GEOTEXTILE FABRIC
304	39	CY	AGGREGATE BASE
606	37.5	FT	GUARDRAIL, TYPE MGS
606	1	EACH	ANCHOR ASSEMBLY, MGS TYPE T
622	65	FT	CONCRETE BARRIER, SINGLE SLOPE, TYPE C, AS PER PLAN
622	2	EACH	CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE C, AS PER PLAN
625	3,123	FT	NO. 2 AWG 2400 VOLT DISTRIBUTION CABLE
625	42	FT	CONDUIT, 2", 725.051
625	27	FT	CONDUIT, MISC.: CONDUIT REMOVED
625	2,126	FT	TRENCH
625	3	EACH	PULL BOX, 725.08, 18"
625	3	EACH	PULL BOX, MISC.: ITS WORK PAD (SCD ITS-14.11)
625	3	EACH	PULL BOX, MISC.: PULL BOX ADJUSTED TO GRADE
625	1	EACH	PULL BOX, MISC.: STANDALONE WORK PAD, 6'X6'
625	7	EACH	GROUND ROD
625	2,126	FT	UNDERGROUND WARNING/MARKING TAPE
625	1	EACH	POWER SERVICE REMOVED
625	1,670	FT	DISTRIBUTION CABLE REMOVED, AS PER PLAN
625	1	EACH	LIGHTING, MISC.: MAINTAINING EXISTING LIGHTING
626	4	EACH	BARRIER REFLECTOR, TYPE 1, ONE-WAY
626	2	EACH	BARRIER REFLECTOR, TYPE 2, ONE-WAY
630	1	EACH	OVERHEAD SIGN SUPPORT, DMS TRUSS, 80'
630	1	EACH	CATWALK, DMS TRUSS
630	1	EACH	CONCRETE BARRIER MEDIAN OVERHEAD SIGN SUPPORT FOUNDATION, DMS TRUSS
630	1	EACH	OVERHEAD SIGN SUPPORT FOUNDATION, DMS TRUSS
633	1	EACH	CABINET FOUNDATION
804	1,290	FT	FIBER OPTIC CABLE, MISC.: RELOCATE FIBER OPTIC CABLE
809	3	EACH	ITS PULL BOX WITH PAD AND STANDARD LID ASSEMBLY, 32" WIDE, TYPE 1
809	879	FT	CONDUIT, 2" DIAMETER, HDPE
809	1,216	FT	CONDUIT, 4", MULTICELL, HDPE WITH 4 - 1" INNERDUCTS
809	1	EACH	ITS POWER SERVICE, POLE MOUNTED, 240/480V, 100 AMP
809	1	EACH	DYNAMIC MESSAGE SIGN (DMS), FULL-SIZE WALK-IN
809	1	EACH	ITS CABINET - DMS
809	1	EACH	STEP-DOWN TRANSFORMER, 7.5KVA
809	1	EACH	ITS DEVICE, MISC.: ITS WORK PAD RAILING (SCD ITS-50.12)
809	1	EACH	ITS DEVICE, MISC.: REMOVAL AND DELIVERY OF DMS SIGN
809	2	EACH	ITS DEVICE, MISC.: REMOVAL OF CABINET FOUNDATION AND WORK PAD
809	1	EACH	ITS DEVICE, MISC.: REMOVAL OF DMS INSTALLATION
809	2	EACH	ITS DEVICE, MISC.: REMOVAL OF ITS CABINET





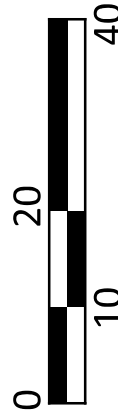
LEGEND

EA

ITEM 622 – CONCRETE BARRIER END ANCHORAGE, REINFORCED, TYPE C

CURVE DATA
P.I. = STA. 2365+33.49
 Δ = 07°36'25" LT
Dc = 00°56'30"
R = 6,084.12'
T = 404.48'
L = 807.78'
E = 13.43'

HORIZONTAL
SCALE IN FEET



BARRIER & DRIVEWAY DETAILS
SITE 17 - IR-275 WB EAST OF MOSTELLER RD. (HAM-275-44.83)

DESIGN AGENCY

HNTB

DESIGNER

ASEP

REVIEWER

KKP 01/15/26

PROJECT ID

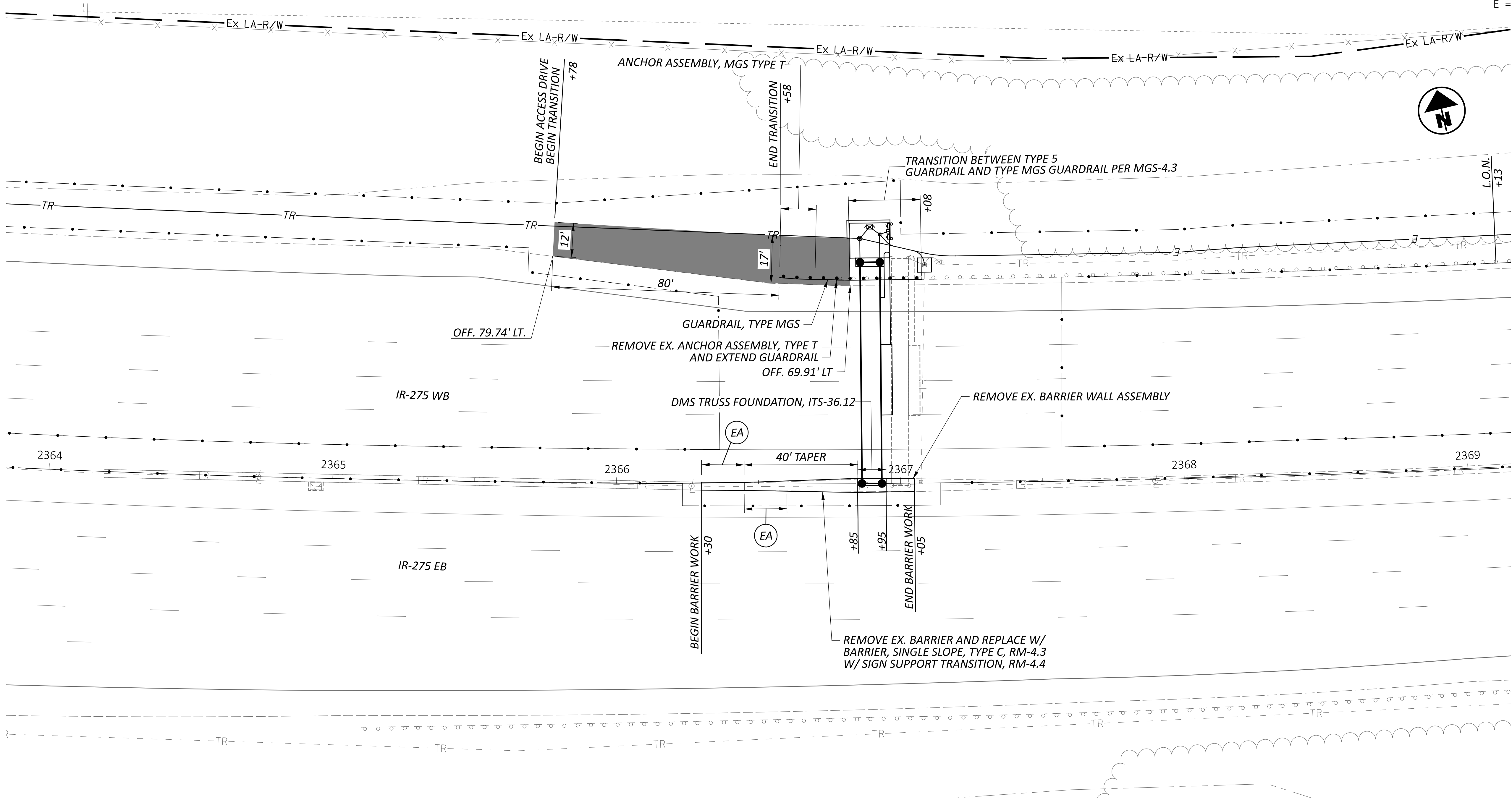
121932

SHEET

P.168

TOTAL

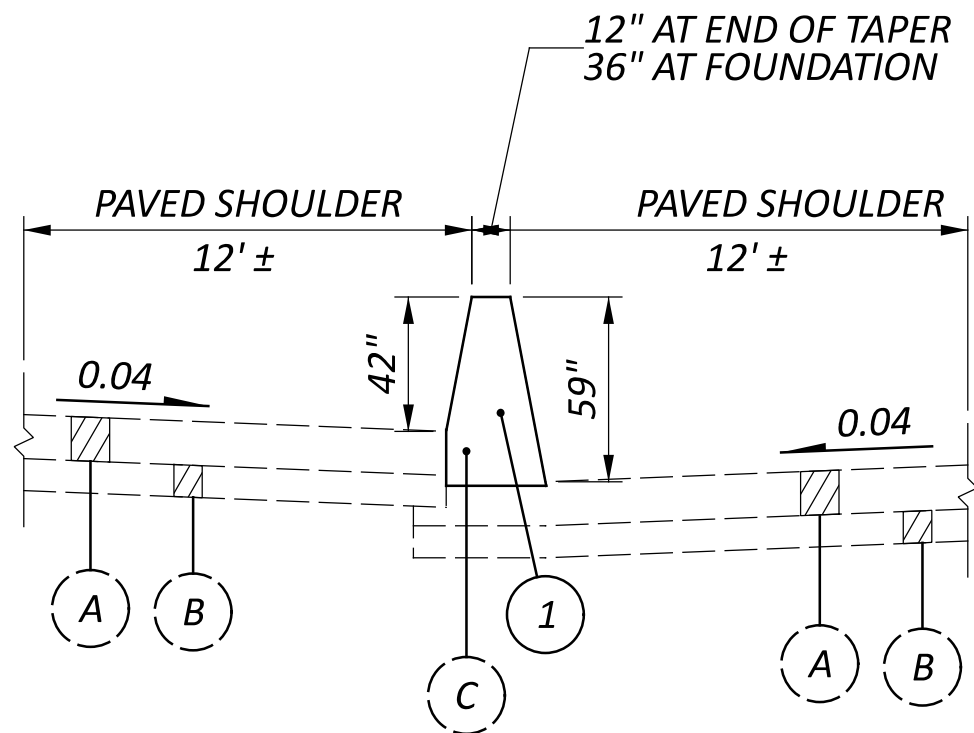
P.226



LEGEND - PROPOSED BARRIER

1

ITEM 622 - CONCRETE BARRIER, SINGLE SLOPE, TYPE C



LEGEND - EXISTING BARRIER/PAVEMENT

A

13.75" ± ASPHALT CONCRETE

B

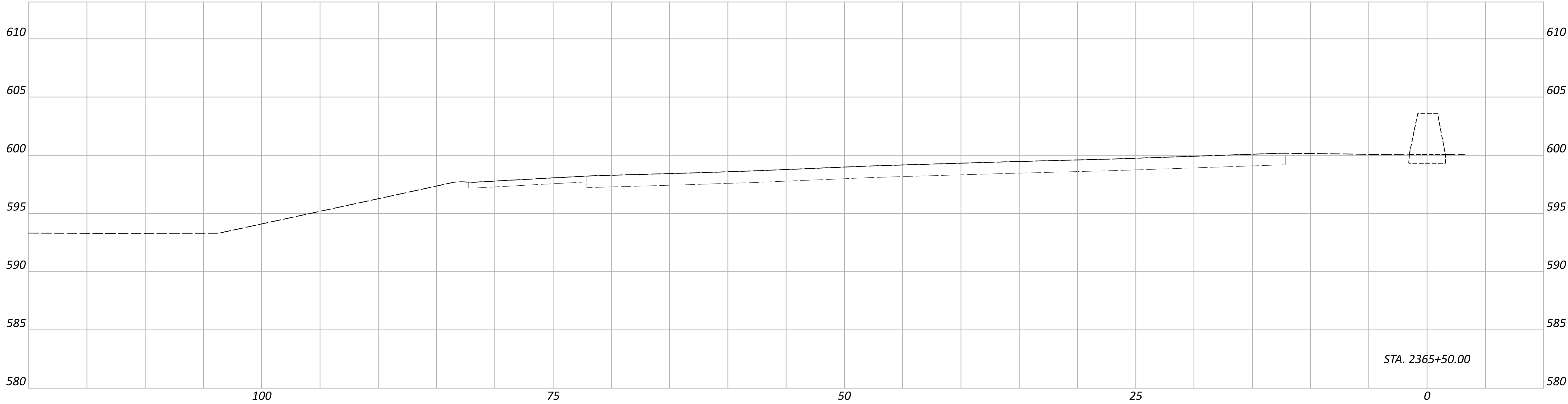
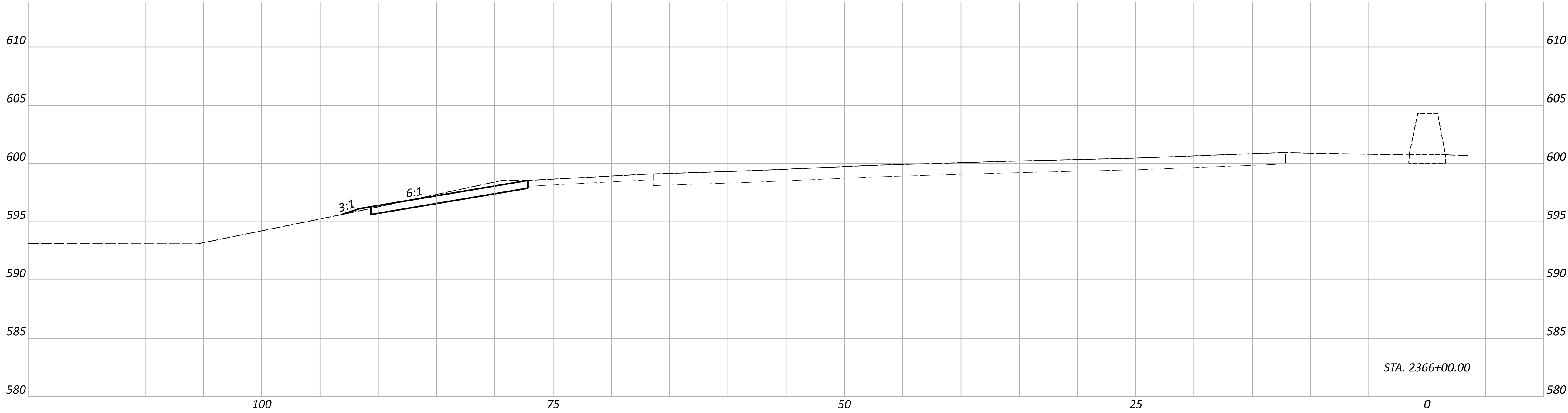
10" ± BASE PAVEMENT

C

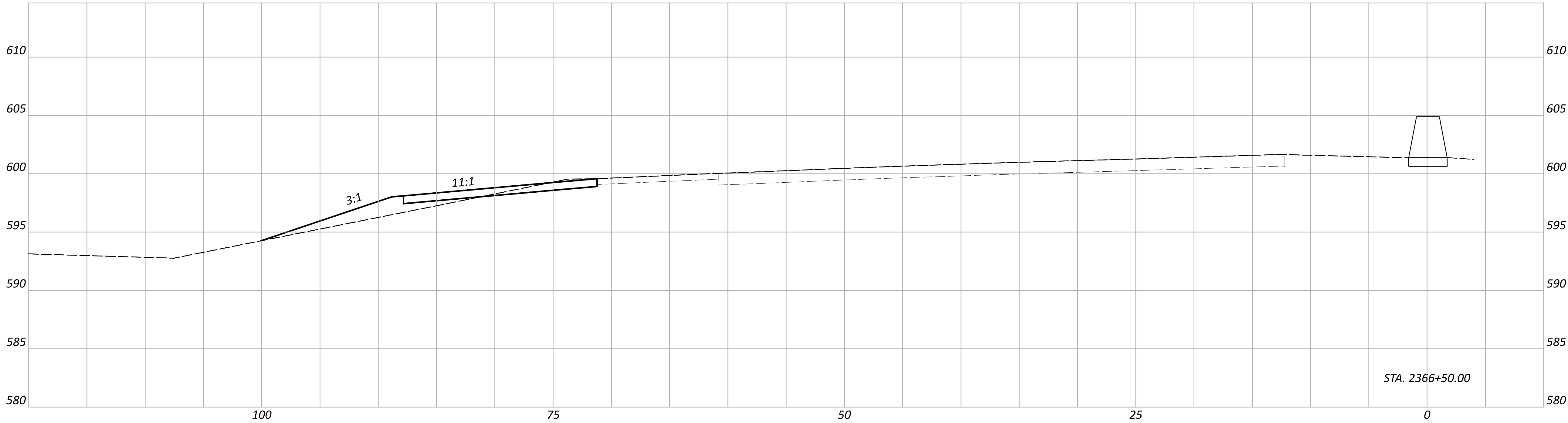
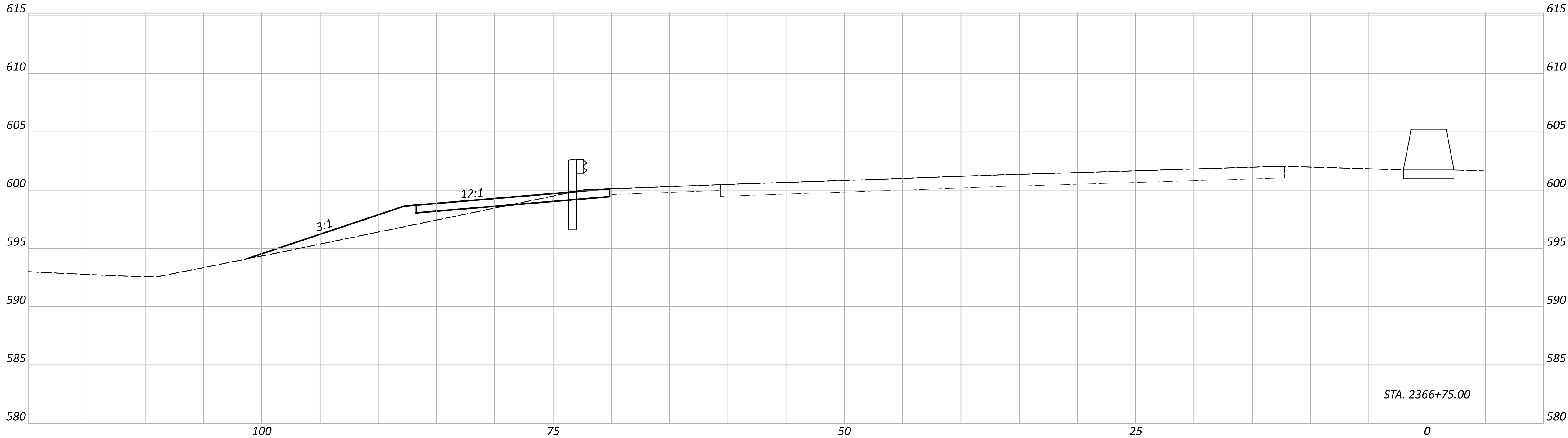
CONCRETE BARRIER, SINGLE SLOPE, TYPE C (TBR)

LEGEND

L.O.N. LENGTH OF NEED

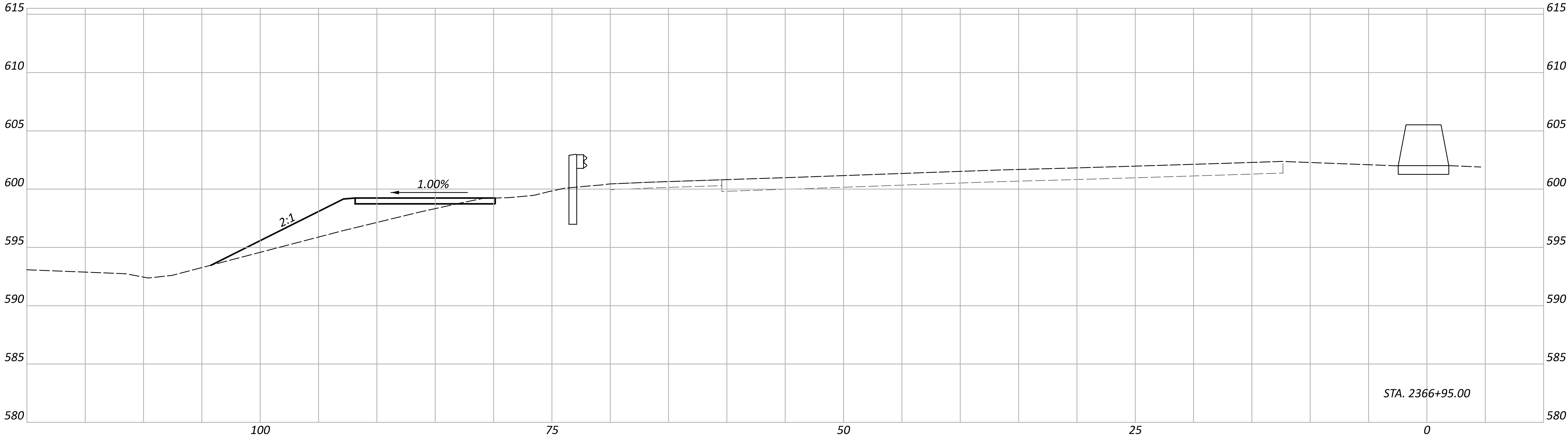
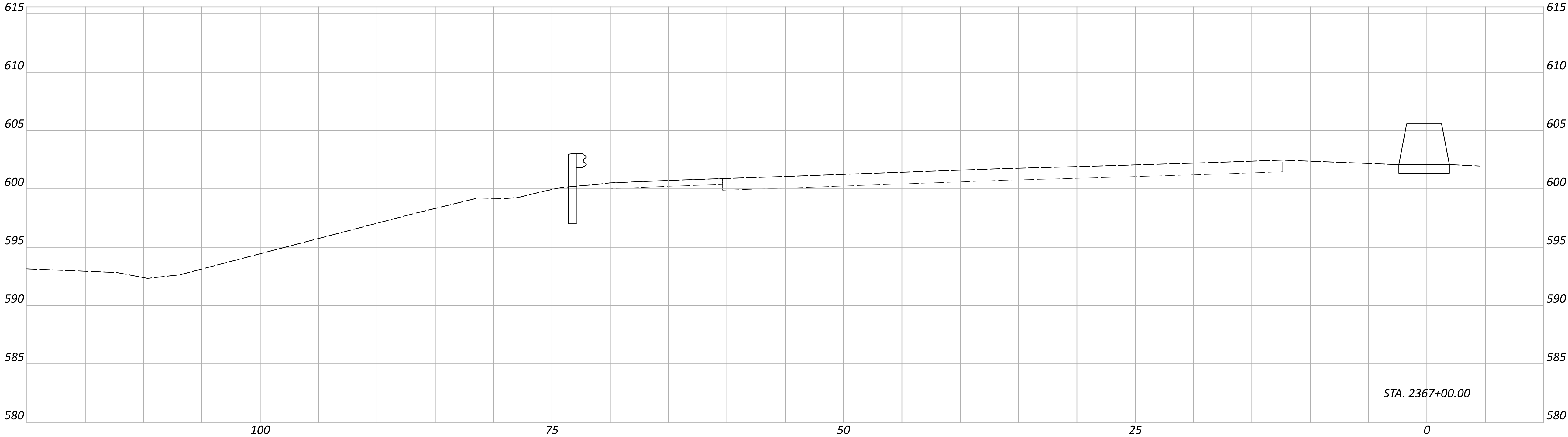


Sheet Totals			PROJECT ID	
Seeding	Cut	Fill	SHEET	TOTAL
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D08-VAR-DMS & QWS REPLACEMENT FY26

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Sheet Totals			PROJECT ID	
Seeding	Cut	Fill	SHEET	TOTAL
			P.171	P.226

CROSS SECTIONS
SITE 17 - IR-275 WB EAST OF MOSTELLER RD. (HAM-275-44.83)

DESIGN AGENCY



DESIGNER
ASEP

REVIEWER
KKP 01/15/26

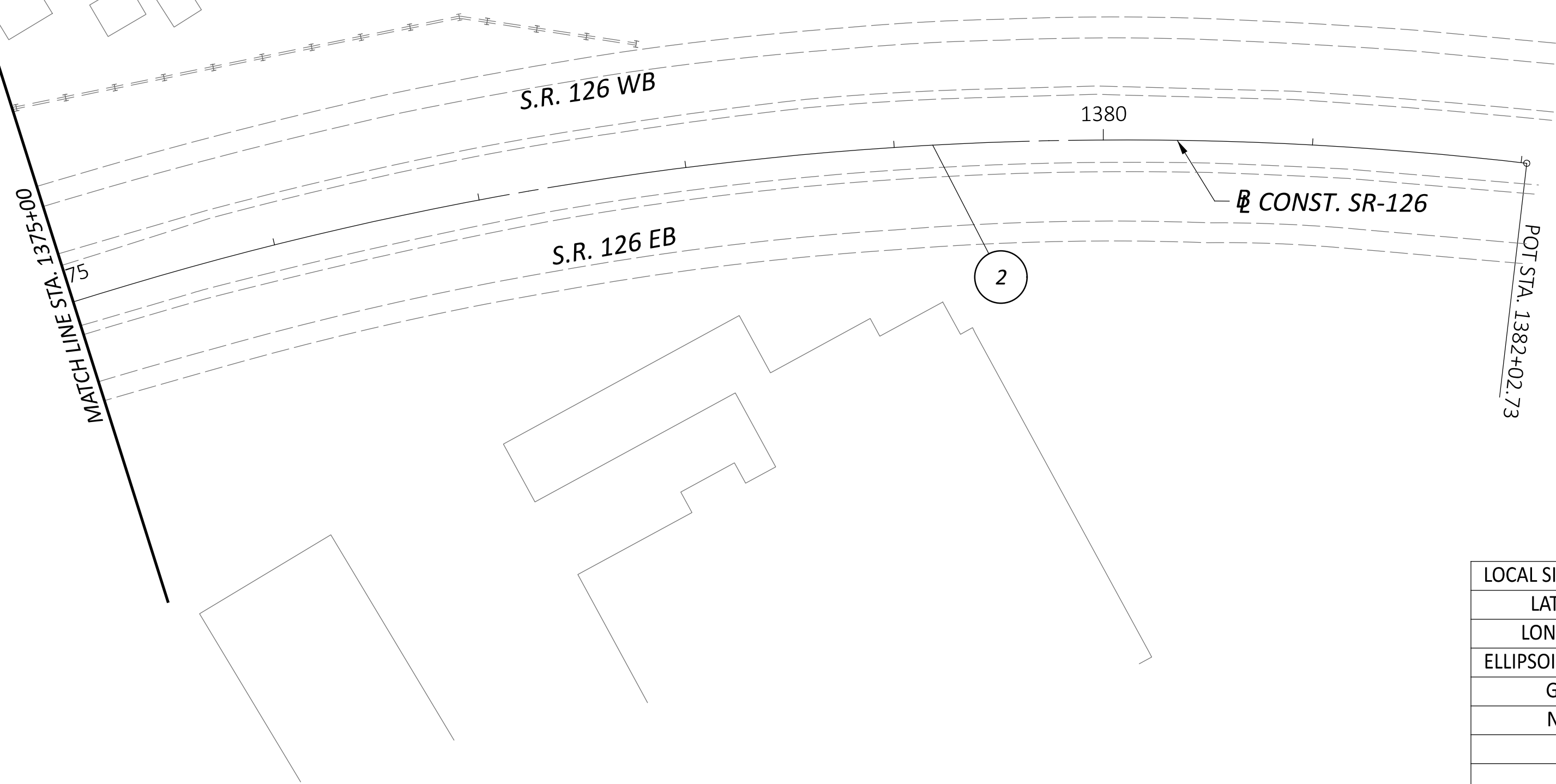
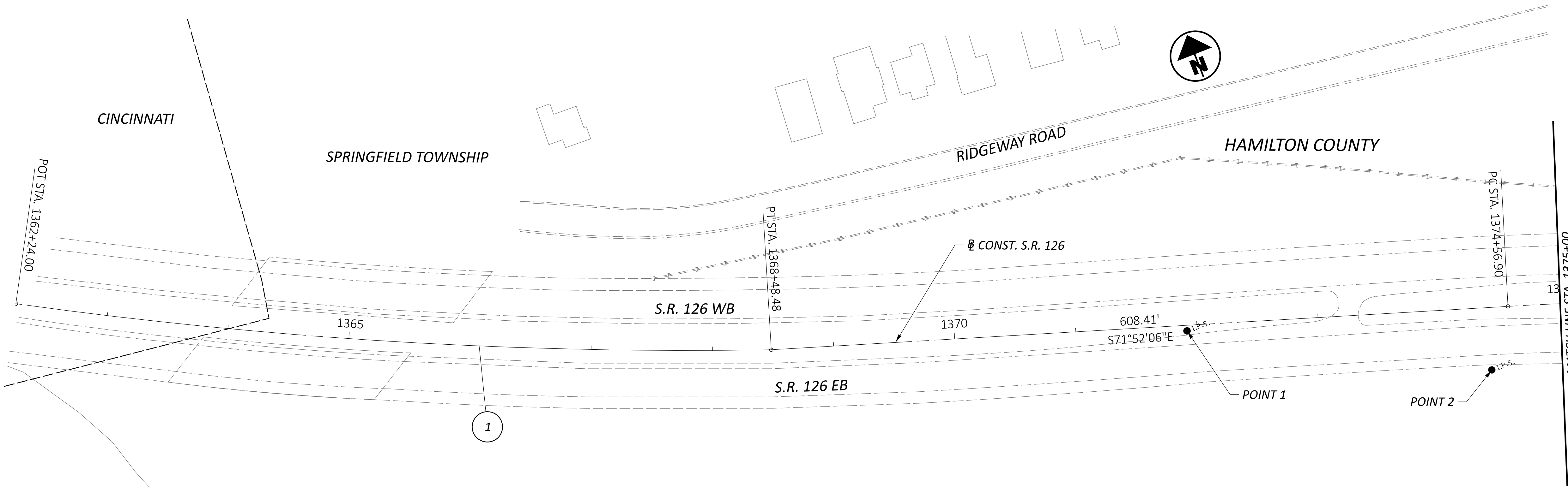
PROJECT ID
121932

1

CURVE DATA
P.I. = STA. 1365+36.88
Δ = 08°57'07" LT
Dc = 01°26'01"
R = 3,996.94'
T = 312.88'
L = 624.48'
E = 12.23'

2

CURVE DATA
P.I. = STA. 1378+36.17
Δ = 25°39'23" RT
Dc = 03°26'24"
R = 1,665.58'
T = 379.27'
L = 745.83'
E = 42.64'



EARTH DISTURBED AREAS

PROJECT EARTH DISTURBED AREA:
ESTIMATED CONTRACTOR EARTH DISTURBED AREA:
NOTICE OF INTENT EARTH DISTURBED AREA:

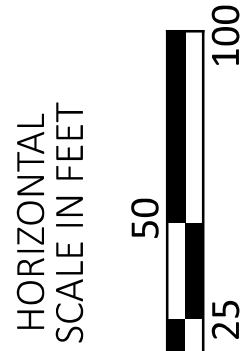
0.08 ACRES
0.04 ACRES
N/A (NOI NOT REQUIRED)

DESIGN DESIGNATION

CURRENT ADT (2026)	57306
DESIGN YEAR ADT (2026)	57306
DESIGN HOURLY VOLUME (2026)	5731
DIRECTIONAL DISTRIBUTION	54%
TRUCKS (24 HOUR B&C)	5%
DESIGN SPEED	60
LEGAL SPEED	55
DESIGN FUNCTIONAL CLASSIFICATION	Freeway & Expressway
NHS PROJECT	YES

HORIZONTAL GEOMETRY						
GROUND						
CURVE	ALIGNMENT	CONTROL POINT	NORTHING	EASTING	STATION	BEARING
1	S.R. 126	P.C.	446840.942	1406225.529	1362+24.00	S60° 31' 37"E
1	S.R. 126	P.I.	446687.000	1406497.916	1365+36.88	
1	S.R. 126	P.T.	446577.319	1406790.939	1368+48.48	S71° 52' 05"E
2	S.R. 126	P.C.	446387.979	1407369.143	1374+56.90	S71° 52' 04"E
2	S.R. 126	P.I.	446272.144	1407730.294	1378+36.17	
2	S.R. 126	P.T.	446011.361	1408005.684	1382+02.73	S46° 33' 40"E

LOCAL SITE SETTINGS										
LATITUDE:	N39°12'32"	BP FOR SP:	0,0							
LONGITUDE:	W84°28'52"	COMBINED SCALE FACTOR:	0.99992054							
ELLIPSOIDAL HEIGHT:	419.20	GRID TO GROUND MULTIPLIER	1.00007947							
Geoid:	Geioid 18 (CONUS)	Horizontal Datum:	NAD83(2011) / OHS(3402)							
NAME	GRID		GROUND		ELEVATION	DESCRIPTION	STATION	OFFSET		
	NORTHING	EASTING	NORTHING	EASTING						
1	446465.73	1407116.27	446501.210	1407228.01	532.38	3" LJB Disk	1371+91.56	4.61	RT	
2	446343.64	1407338.27	446379.110	1407450.11	529.56	3" LJB Disk	1374+41.33	51.56	RT	



SCHEMATIC PLAN
SITE 20 - SR-126 EB WEST OF IR-75 (HAM-126-26.01)

DESIGN AGENCY

HNTB

DESIGNER

ASEP

REVIEWER

KKP 01/15/26

PROJECT ID

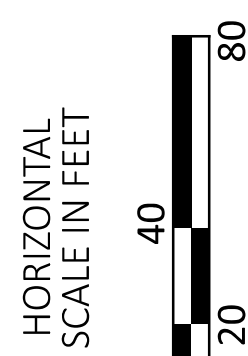
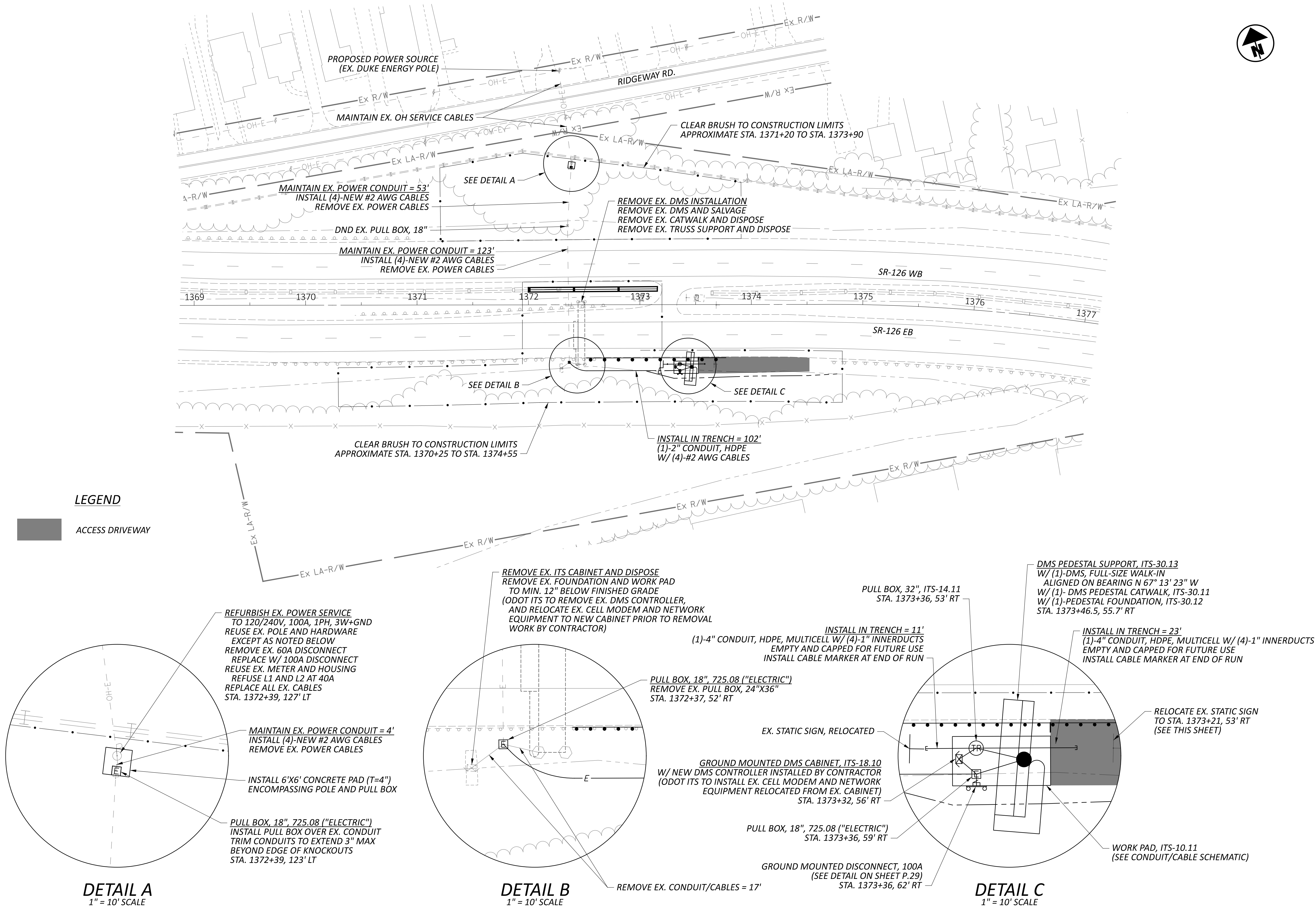
121932

SHEET

P.172

TOTAL

P.226



ITS PLAN
SITE 20 - SR-126 EB WEST OF IR-75 (HAM-126-26.01)

DESIGN AGENCY

HNTB

DESIGNER

JRB

REVIEWER

NRS 01/15/26

PROJECT ID

121932

SHEET

P.173

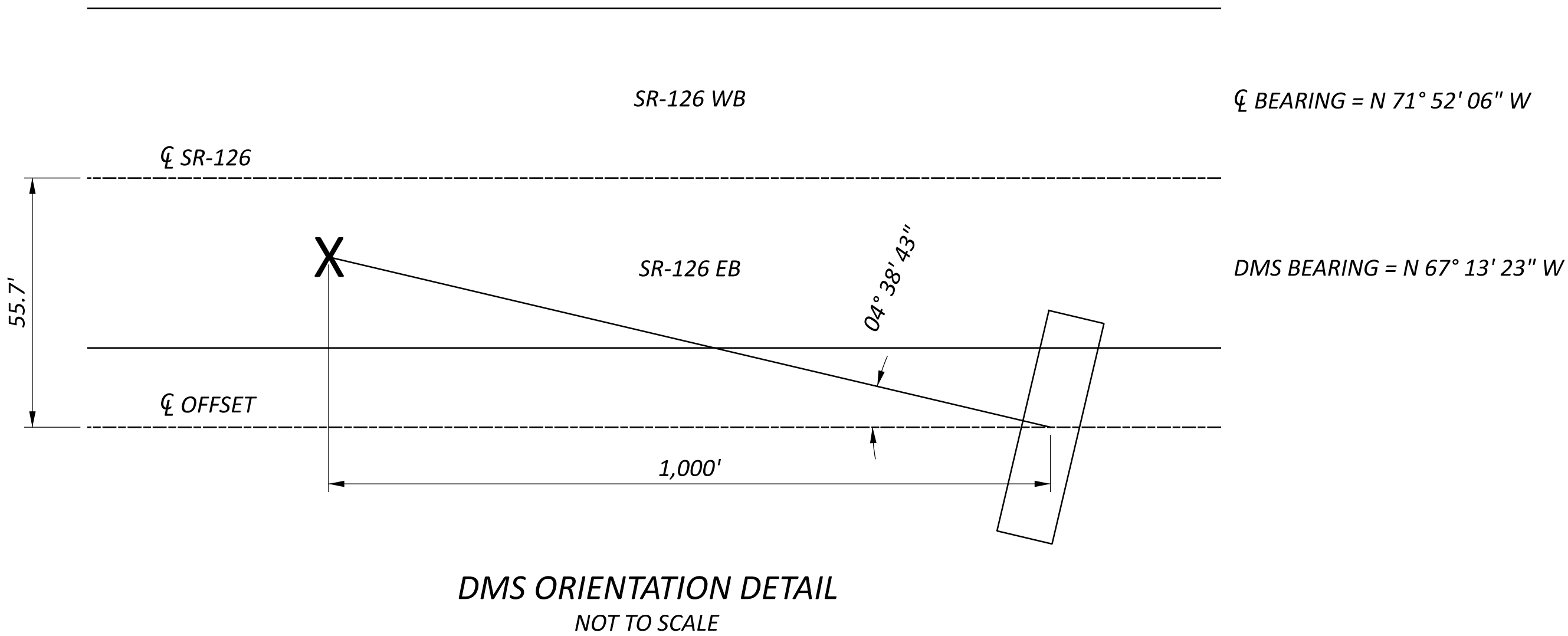
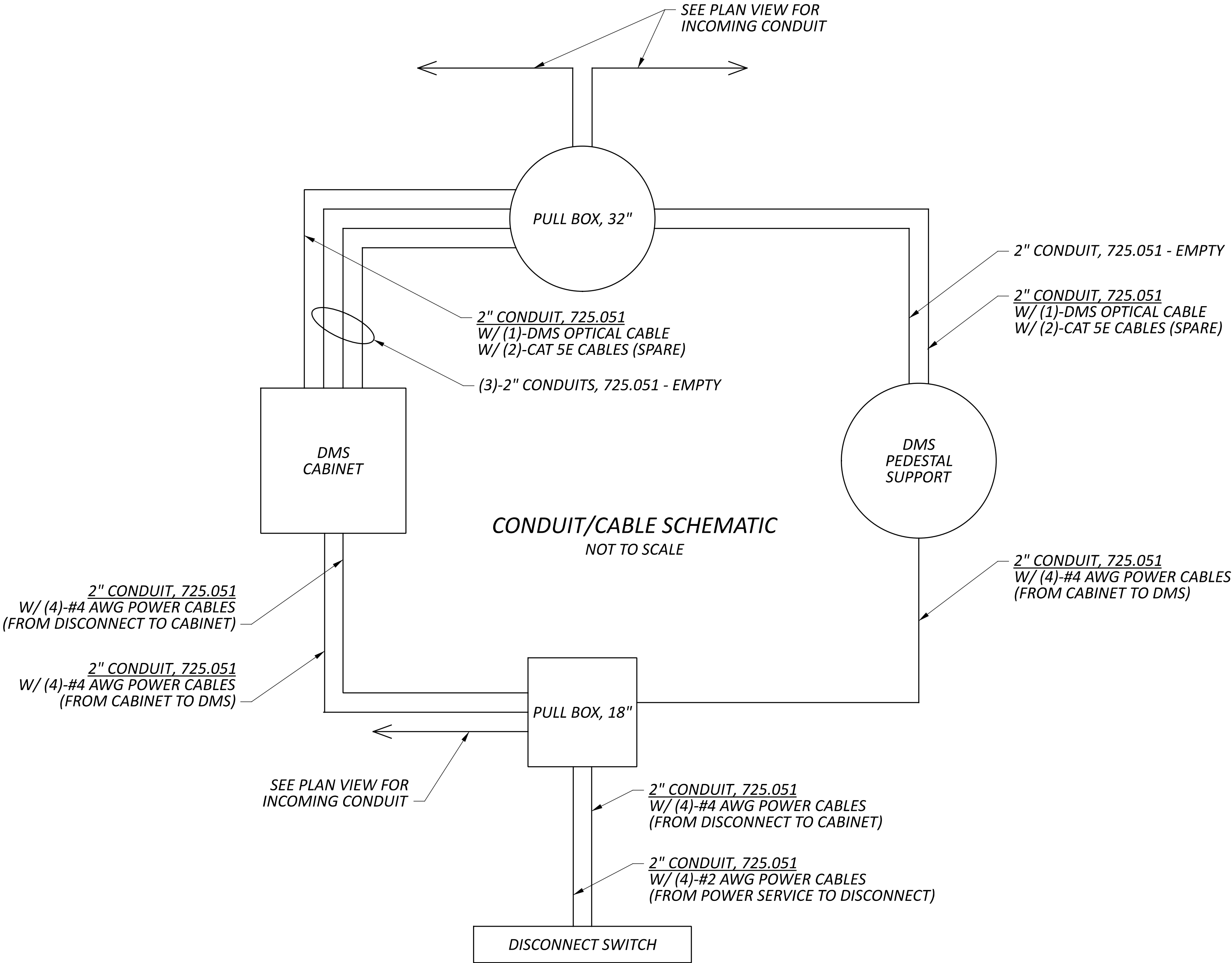
TOTAL

P.226

NOTES

1. THE EXISTING DMS SHALL REMAIN IN OPERATION UNTIL THE NEW DMS IS INSTALLED AND IS READY TO BE MADE ACTIVE. COMPLETE SWITCHOVER FROM EXISTING TO NEW DMS WITHIN THE ALLOWABLE DEVICE DOWNTIME WINDOW PER SS 809.
2. REMOVE EXISTING FOUNDATIONS IN UNPAVED AREAS TO A MINIMUM 12" DEPTH BELOW GRADE.
3. EXISTING SITE COMMUNICATIONS ARE VIA CELLULAR MODEM. NO REMOVAL WORK SHALL TAKE PLACE WITHOUT PRIOR APPROVAL FROM ODOT ITS.

ITEM	TOTAL	UNIT	DESCRIPTION
202	1	EACH	ANCHOR ASSEMBLY REMOVED, TYPE E
202	2	EACH	ANCHOR ASSEMBLY REMOVED, TYPE T
202	30	FT	CABLE BARRIER REMOVED, AS PER PLAN
202	162.5	FT	GUARDRAIL REMOVED
203	1	CY	EMBANKMENT
203	43	CY	EXCAVATION
204	155	SY	GEOTEXTILE FABRIC
204	155	SY	SUBGRADE COMPACTION
304	35	CY	AGGREGATE BASE
606	1	EACH	ANCHOR ASSEMBLY, MGS TYPE T
606	112.5	FT	GUARDRAIL, TYPE MGS
625	39	FT	CONDUIT, 2", 725.051
625	17	FT	CONDUIT, MISC.: CONDUIT REMOVED
625	180	FT	DISTRIBUTION CABLE REMOVED, AS PER PLAN
625	5	EACH	GROUND ROD
625	975	FT	NO. 2 AWG 2400 VOLT DISTRIBUTION CABLE
625	297	FT	NO. 4 AWG 2400 VOLT DISTRIBUTION CABLE
625	1	EACH	POWER SERVICE REFURBISHED, AS PER PLAN
625	1	EACH	PULL BOX REMOVED
625	3	EACH	PULL BOX, 725.08, 18"
625	1	EACH	PULL BOX, MISC.: STANDALONE WORK PAD, 6'X6'
625	171	FT	TRENCH
625	171	FT	UNDERGROUND WARNING/MARKING TAPE
626	2	EACH	BARRIER REFLECTOR, TYPE 2, ONE-WAY
626	4	EACH	BARRIER REFLECTOR, TYPE 6
630	1	EACH	CATWALK, DMS PEDESTAL
630	16	FT	GROUND MOUNTED SUPPORT, NO. 3 POST
630	1	EACH	OVERHEAD SIGN SUPPORT FOUNDATION, DMS PEDESTAL
630	1	EACH	OVERHEAD SIGN SUPPORT, DMS PEDESTAL
630	1	EACH	REMOVAL OF GROUND MOUNTED POST SUPPORT AND DISPOSAL
630	1	EACH	REMOVAL OF GROUND MOUNTED SIGN AND REERECTION
632	1	EACH	DISCONNECT SWITCH WITH ENCLOSURE, AS PER PLAN
633	1	EACH	CABINET FOUNDATION
809	102	FT	CONDUIT, 2" DIAMETER, HDPE
809	34	FT	CONDUIT, 4", MULTICELL, HDPE WITH 4 - 1" INNERDUCTS
809	1	EACH	DYNAMIC MESSAGE SIGN (DMS), FULL-SIZE WALK-IN
809	1	EACH	ITS CABINET - DMS
809	1	EACH	ITS DEVICE, MISC.: REMOVAL AND DELIVERY OF DMS SIGN
809	1	EACH	ITS DEVICE, MISC.: REMOVAL OF CABINET FOUNDATION AND WORK PAD
809	1	EACH	ITS DEVICE, MISC.: REMOVAL OF DMS INSTALLATION
809	1	EACH	ITS DEVICE, MISC.: REMOVAL OF ITS CABINET
809	1	EACH	ITS PULL BOX WITH PAD AND STANDARD LID ASSEMBLY, 32" WIDE, TYPE 1
SPECIAL	88	FT	SPECIAL - CABLE BARRIER
SPECIAL	1	EACH	SPECIAL - CABLE BARRIER, ANCHOR ASSEMBLY
SPECIAL	4	EACH	SPECIAL - CABLE BARRIER, SPLICE
SPECIAL	52	SY	SPECIAL - MOW STRIP



DESIGN AGENCY

HNTB

DESIGNER

JRB

REVIEWER

NRS 01/15/26

PROJECT ID

121932

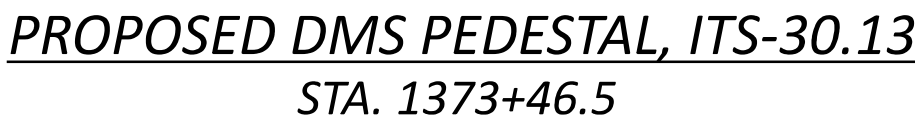
SHEET

P.174

TOTAL

P.226

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*** MATCH EX. OFFSET (9" ±)

TOTAL

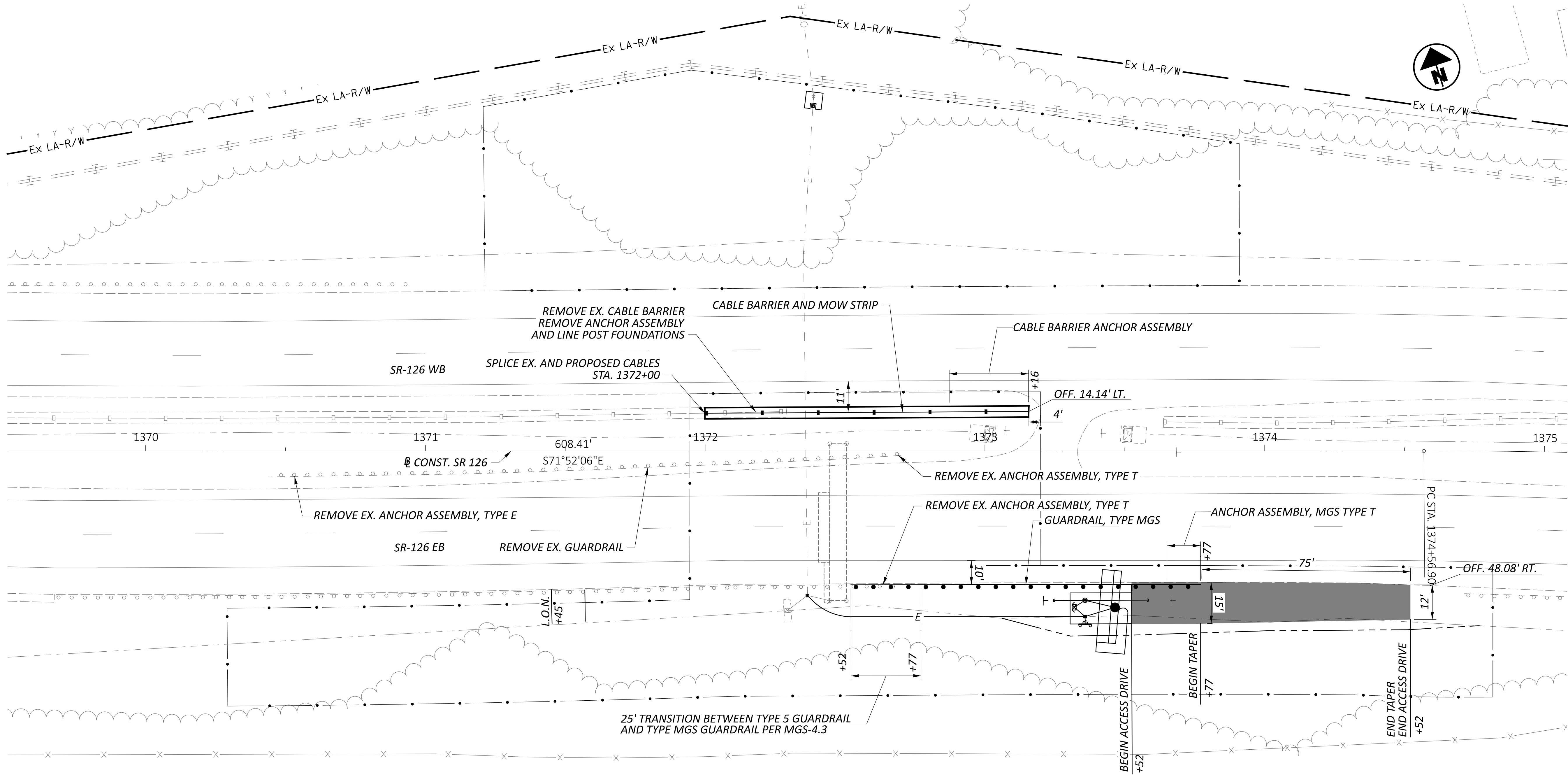
DMS ELEVATION

SITE 20 - SR-126 EB WEST OF IR-75 (HAM-126-26.01)

CURVE DATA
P.I. = STA. 1378+36.17
 $\Delta = 25^{\circ}39'23''$ RT
 $Dc = 03^{\circ}26'24''$
 $R = 1,665.58'$
 $T = 379.27'$
 $L = 745.83'$
 $E = 42.64'$

LEGEND

L.O.N. LENGTH OF NEED



BARRIER & DRIVEWAY DETAILS
SITE 20 - SR-126 EB WEST OF IR-75 (HAM-126-26.01)

DESIGN AGENCY



DESIGNER

ASEP

REVIEWER

KKP 01/15/26

PROJECT ID

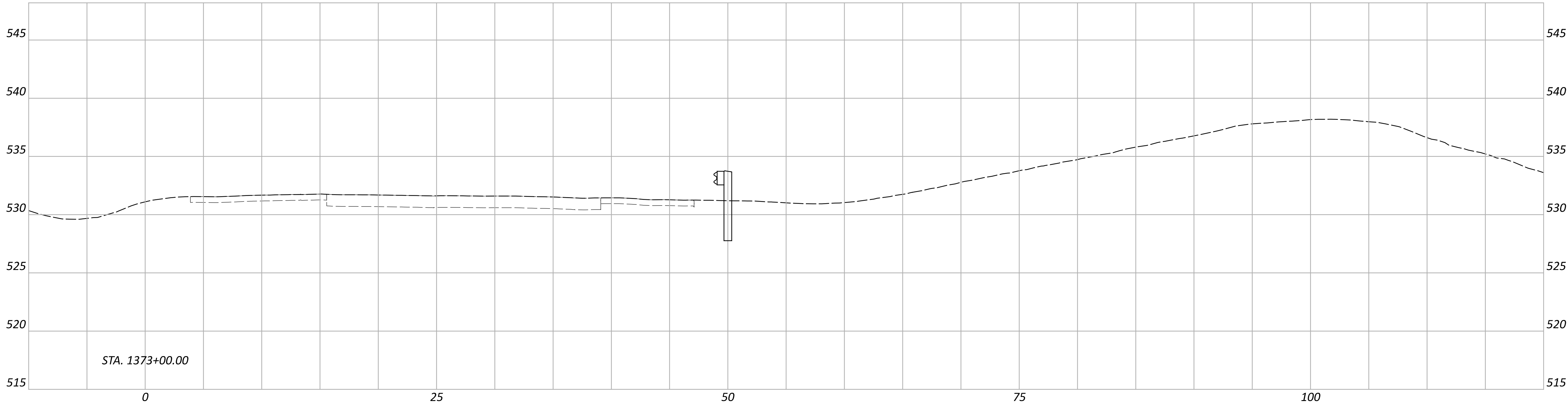
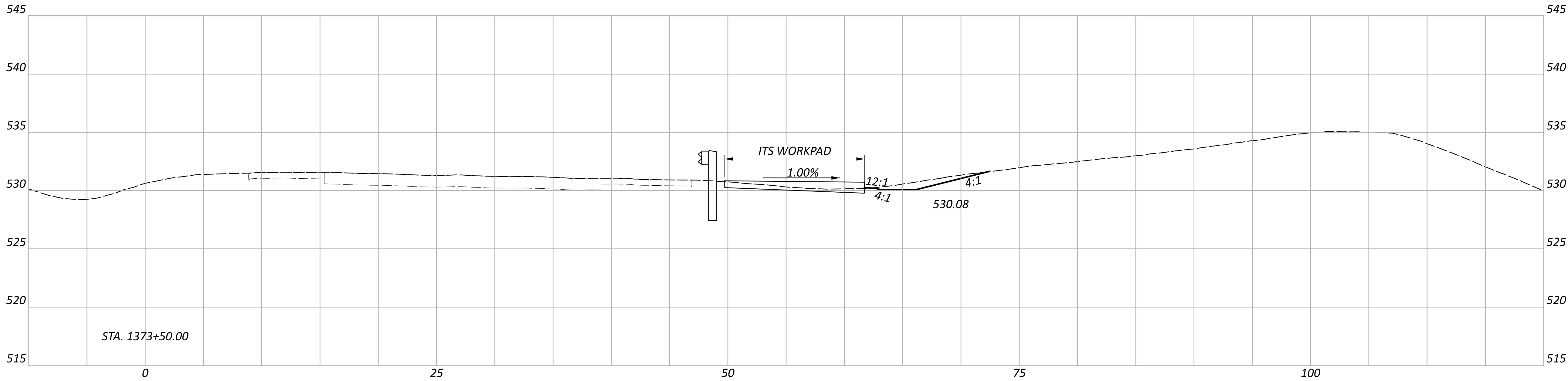
121932

SHEET

P.176

TOTAL

P.226



CROSS SECTIONS
SITE 20 - SR-126 EB WEST OF IR-75 (HAM-126-26.01)

DESIGN AGENCY



DESIGNER

ASEP

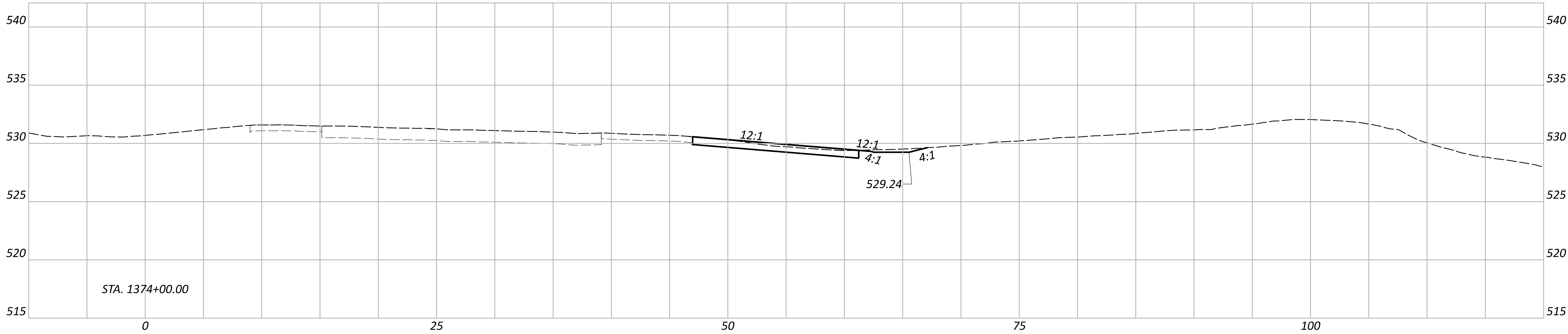
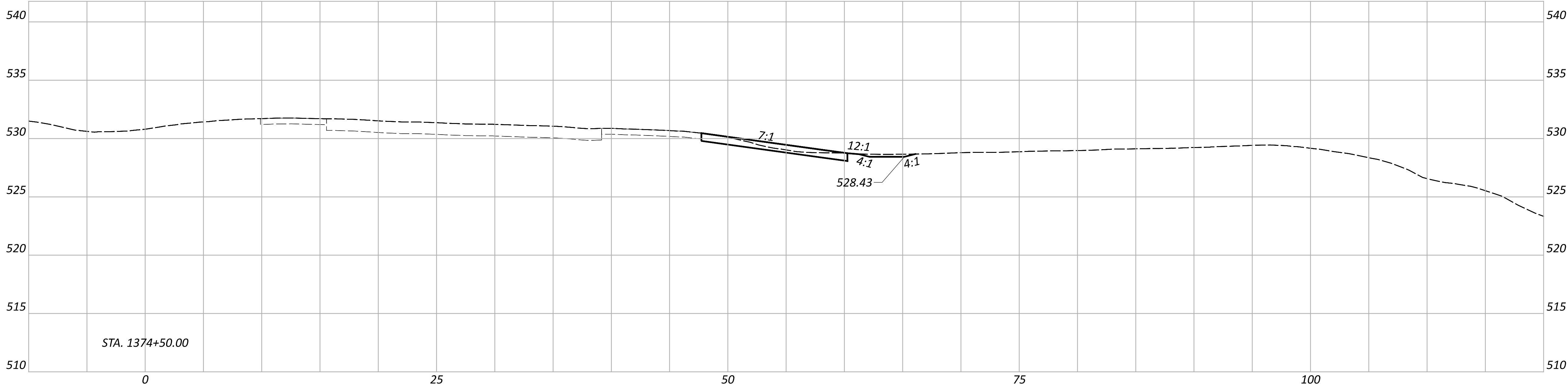
REVIEWER

KKP 01/15/26

PROJECT ID

121932

Sheet Totals			SHEET TOTAL	
Seeding	Cut	Fill	P.177	P.226



CROSS SECTIONS
SITE 20 - SR-126 EB WEST OF IR-75 (HAM-126-26.01)

DESIGN AGENCY



DESIGNER

ASEP

REVIEWER

KKP 01/15/26

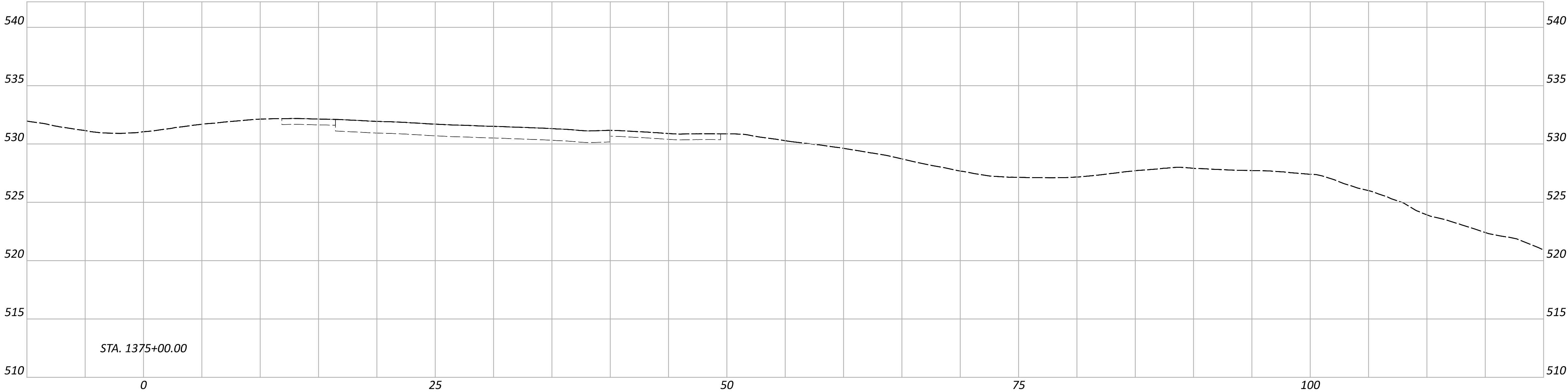
PROJECT ID

121932

Sheet Totals			SHEET	TOTAL
Seeding	Cut	Fill		
			P.178	P.226

D08-VAR-DMS & QWS REPLACEMENT FY26

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Sheet Totals			PROJECT ID	
Seeding	Cut	Fill	SHEET	TOTAL
			P.179	P.226

CROSS SECTIONS
SITE 20 - SR-126 EB WEST OF IR-75 (HAM-126-26.01)

DESIGN AGENCY

DESIGNER

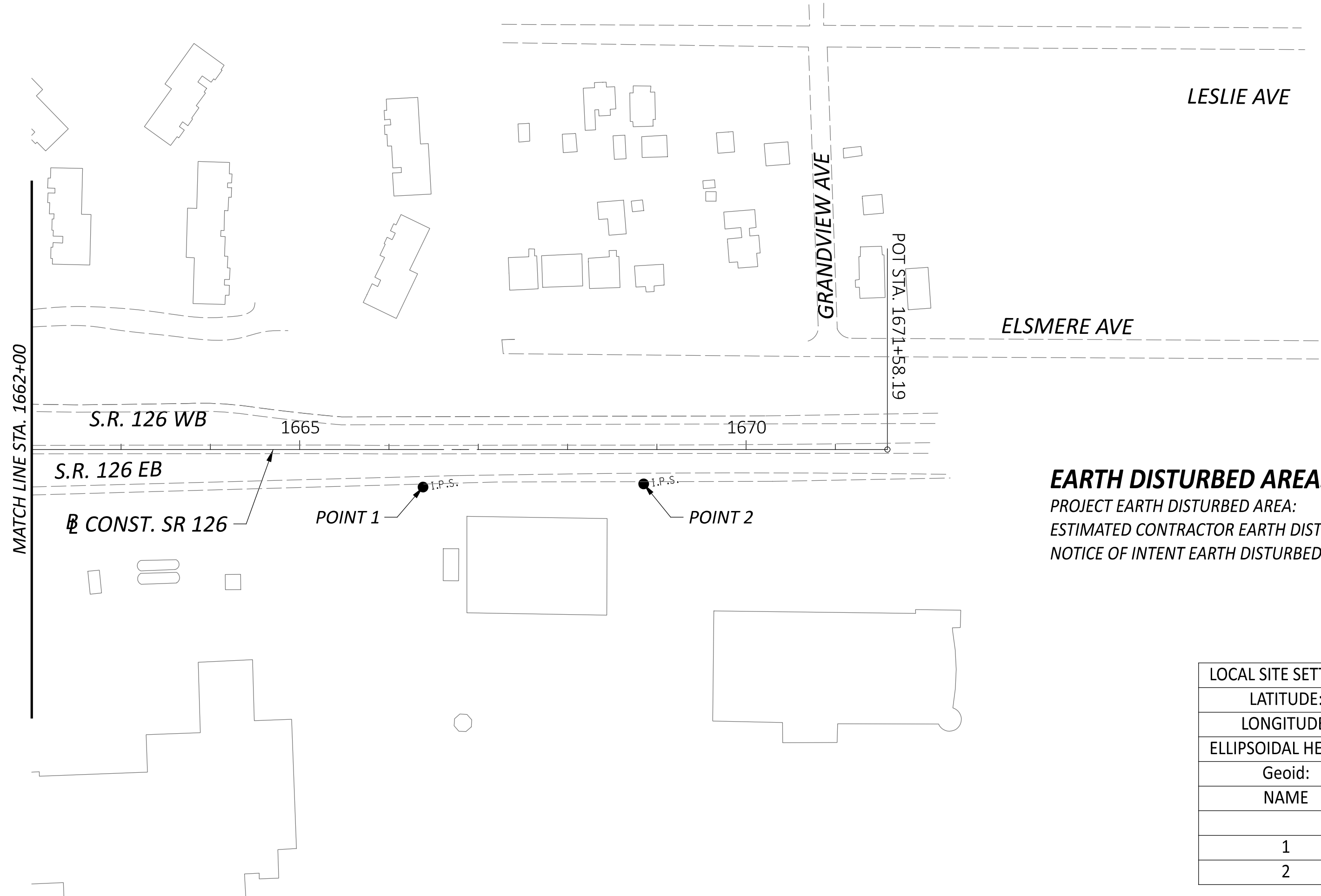
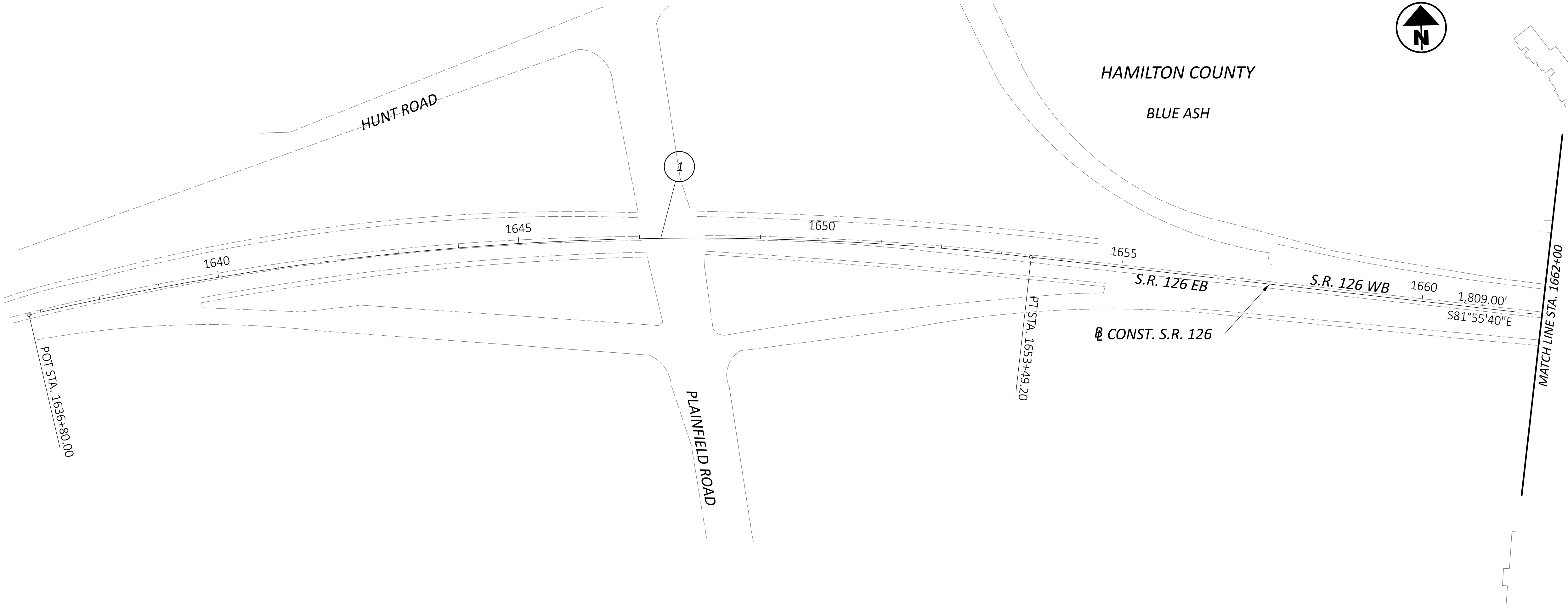
ASEP

REVIEWER

KKP 01/15/26

1

CURVE DATA
P.I. = STA. 1645+22.86
 Δ = 19°37'29" RT
Dc = 01°10'33"
R = 4,873.34'
T = 842.86'
L = 1,669.2'
E = 72.35'



DESIGN DESIGNATION

CURRENT ADT (2026)	45307
DESIGN YEAR ADT (2026)	45307
DESIGN HOURLY VOLUME (2026)	4531
DIRECTIONAL DISTRIBUTION	51%
TRUCKS (24 HOUR B&C)	5%
DESIGN SPEED	60
LEGAL SPEED	55
DESIGN FUNCTIONAL CLASSIFICATION	Freeway & Expressway
NHS PROJECT	YES

HORIZONTAL GEOMETRY						
GROUND						
CURVE	ALIGNMENT	CONTROL POINT	NORTHING	EASTING	STATION	BEARING
1	S.R. 126	P.C.	451950.36	1430930.92	1636+80.00	S78° 30' 50"E
1	S.R. 126	P.I.	452118.19	1431756.89	1645+22.86	
1	S.R. 126	P.T.	451998.86	1432591.26	1653+49.20	S81° 51' 40"E
	S.R. 126	P.O.T.	451744.83	1434382.33	1671+58.19	S81° 55' 40"E

EARTH DISTURBED AREAS

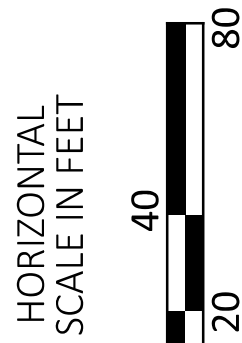
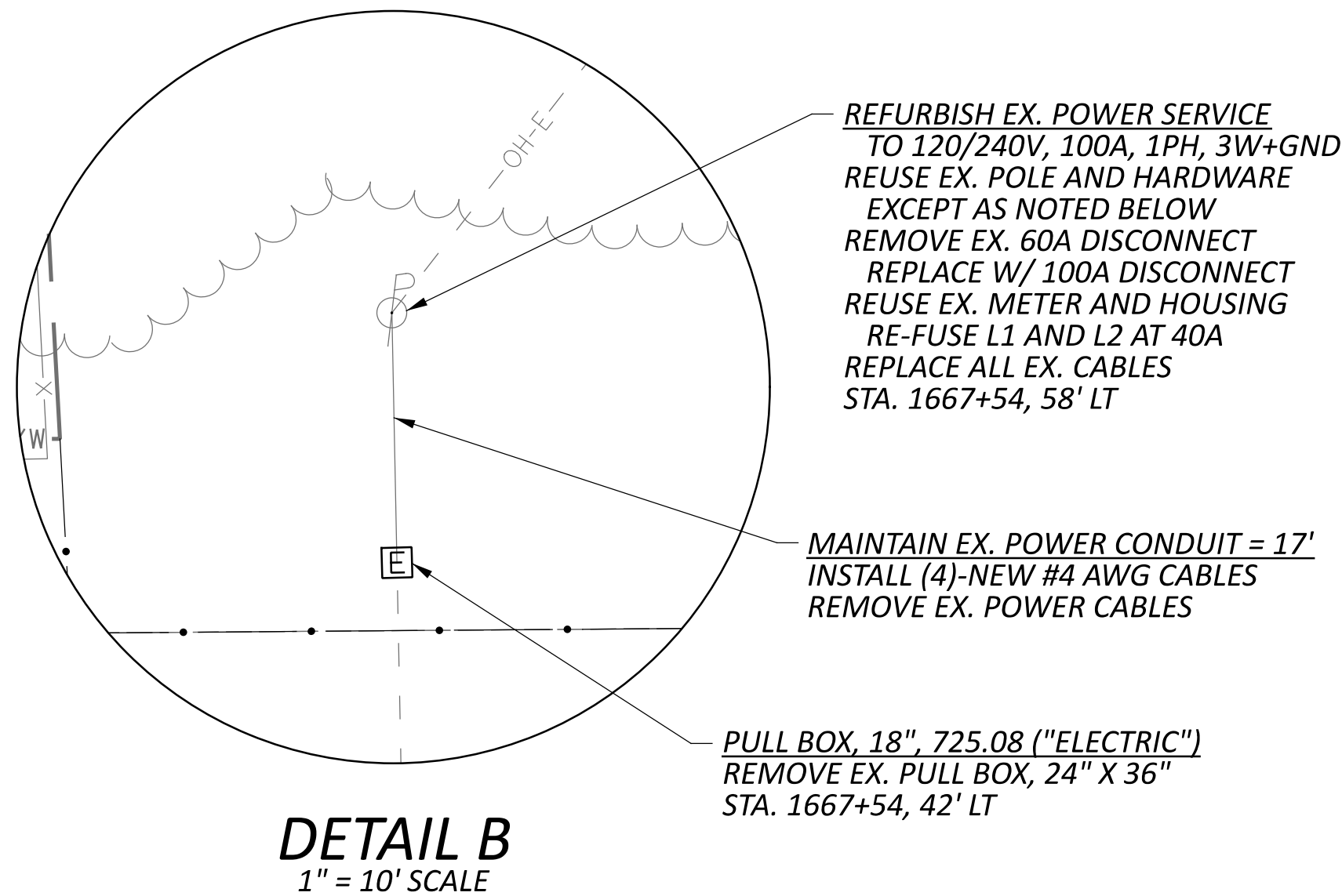
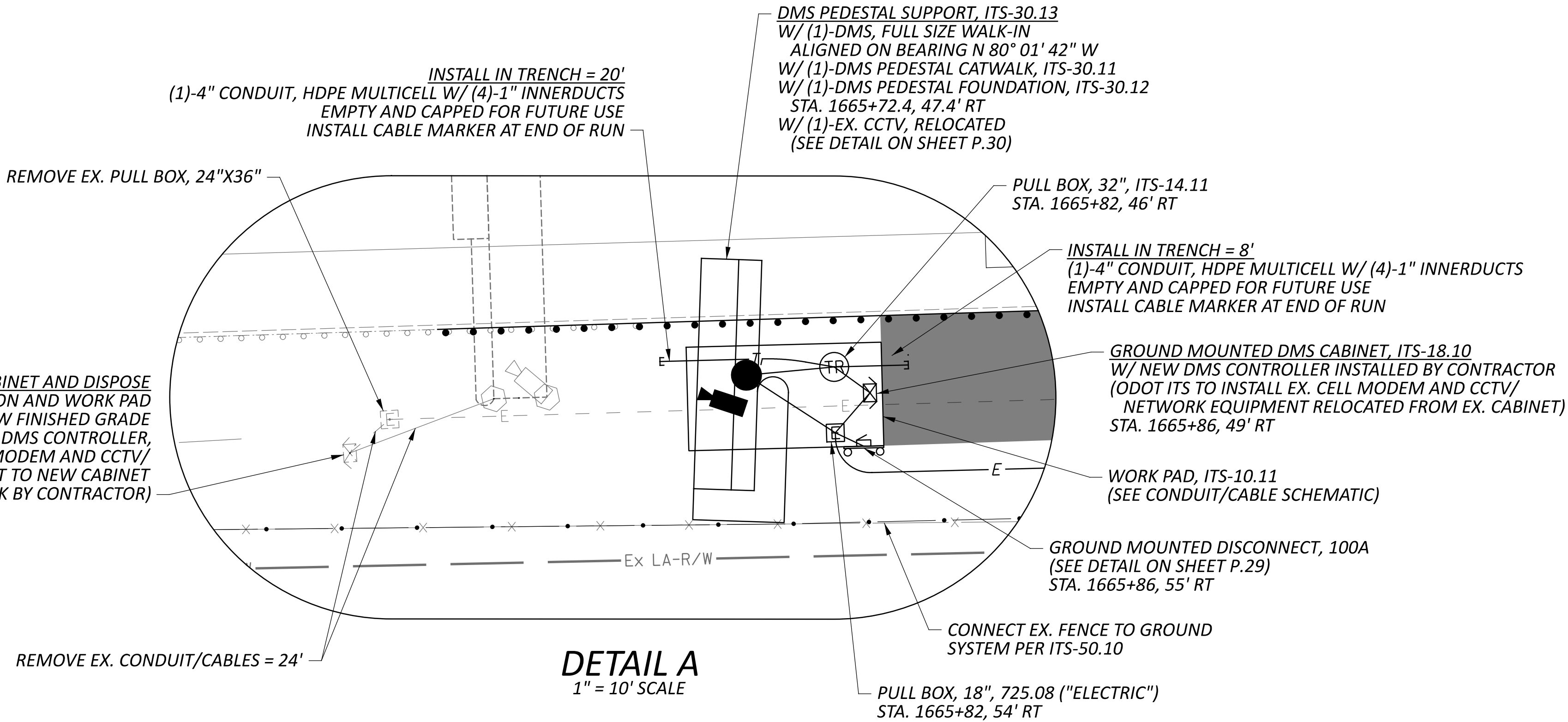
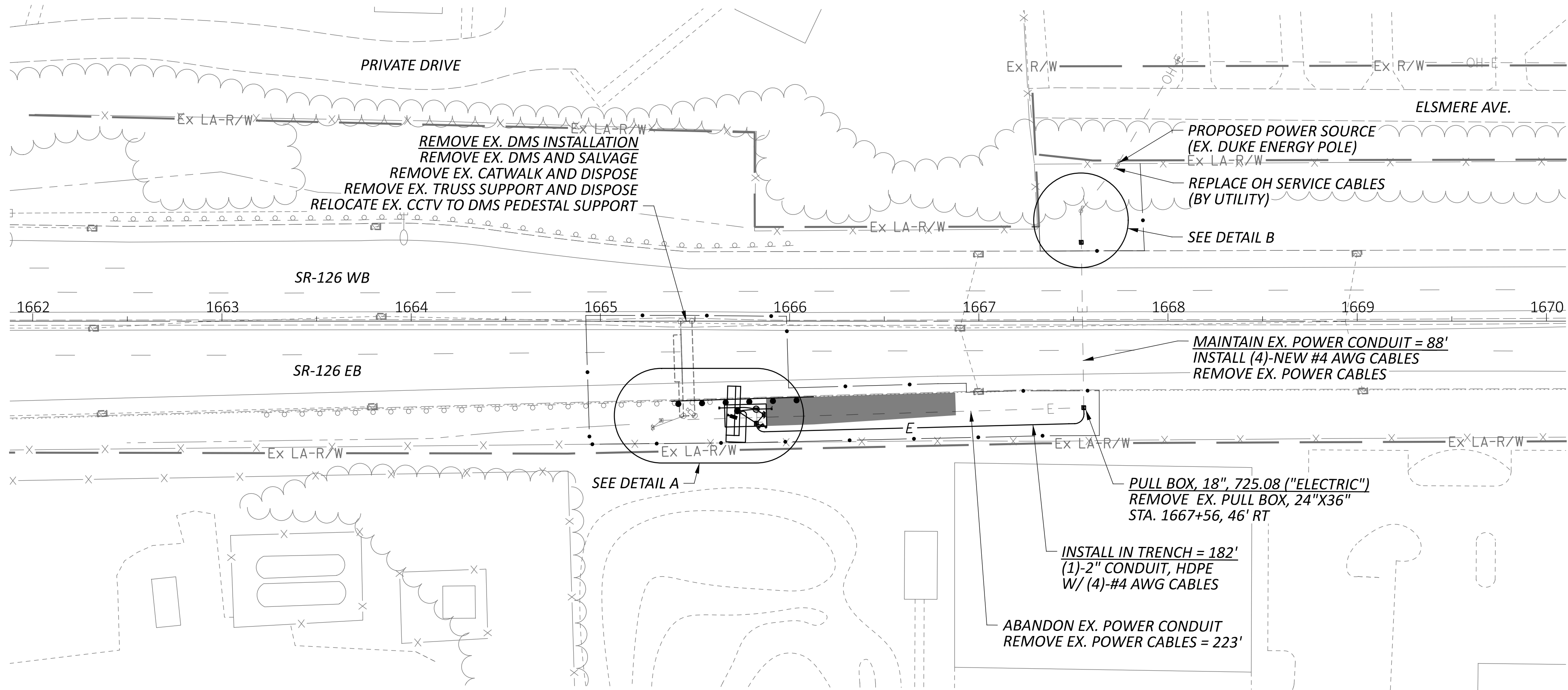
PROJECT EARTH DISTURBED AREA: 0.05 ACRES
ESTIMATED CONTRACTOR EARTH DISTURBED AREA: 0.04 ACRES
NOTICE OF INTENT EARTH DISTURBED AREA: N/A (NOI NOT REQUIRED)

LOCAL SITE SETTINGS								
LATITUDE:	N39°13'30"	BP FOR SP:	0,0					
LONGITUDE:	W84°23'13"	COMBINED SCALE FACTOR:	0.99990442					
ELLIPSOIDAL HEIGHT:	739.01	GRID TO GROUND MULTIPLIER	1.00009559					
Geoid:	Geoid 18 (CONUS)	Horizontal Datum:	NAD83(2011) / OHS(3402)					
NAME	GRID		GROUND		ELEVATION	DESCRIPTION	STATION	OFFSET
	NORTHING	EASTING	NORTHING	EASTING				
1	451775.82	1433862.27	451819.010	1433999.34	849.39	3" LJB Disk	1666+38.11	42.01 RT
2	451744.63	1434107.45	451787.810	1434244.54	852.01	3" LJB Disk	1668+85.24	38.47 RT

LEGEND



ACCESS DRIVEWAY



ITS PLAN
SITE 22 - SR-126 EB EAST OF PLAINFIELD RD. (HAM-126-31.55)

DESIGN AGENCY

HNTB

DESIGNER

JRB

REVIEWER

NRS 01/15/26

PROJECT ID

121932

SHEET

P.181

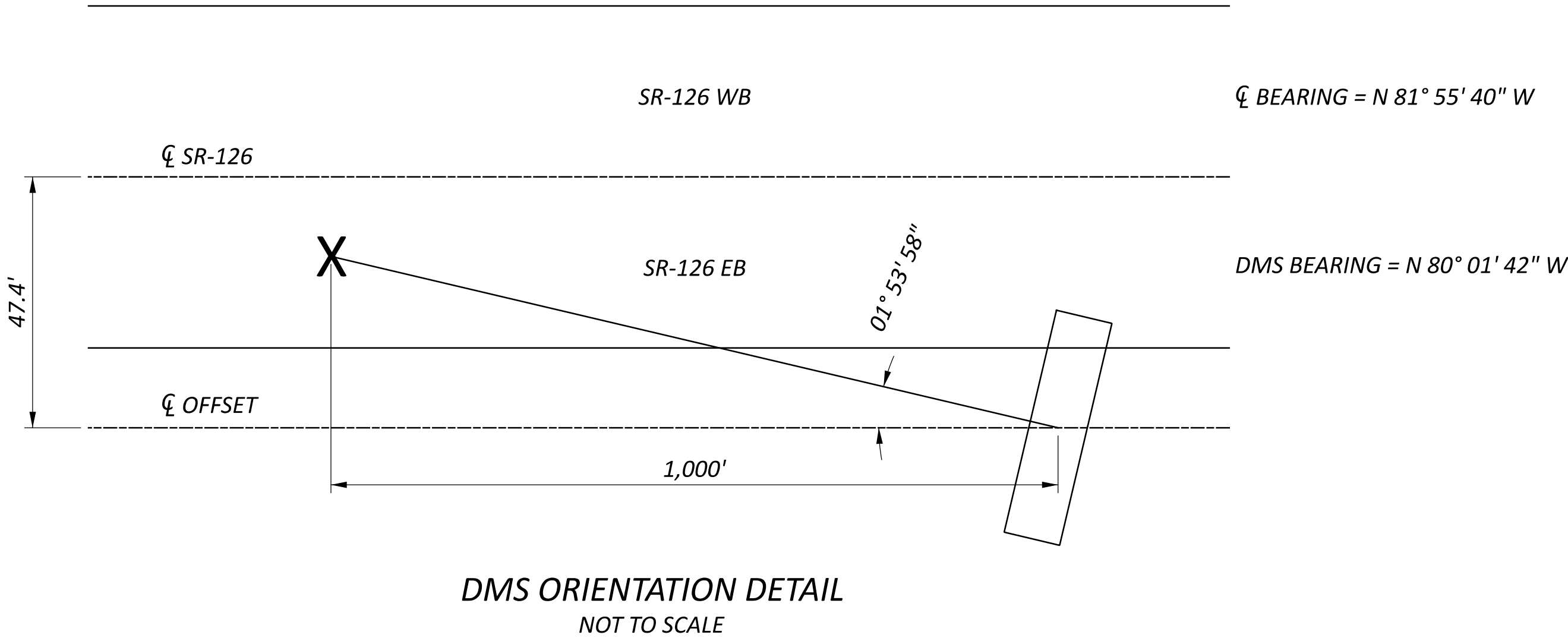
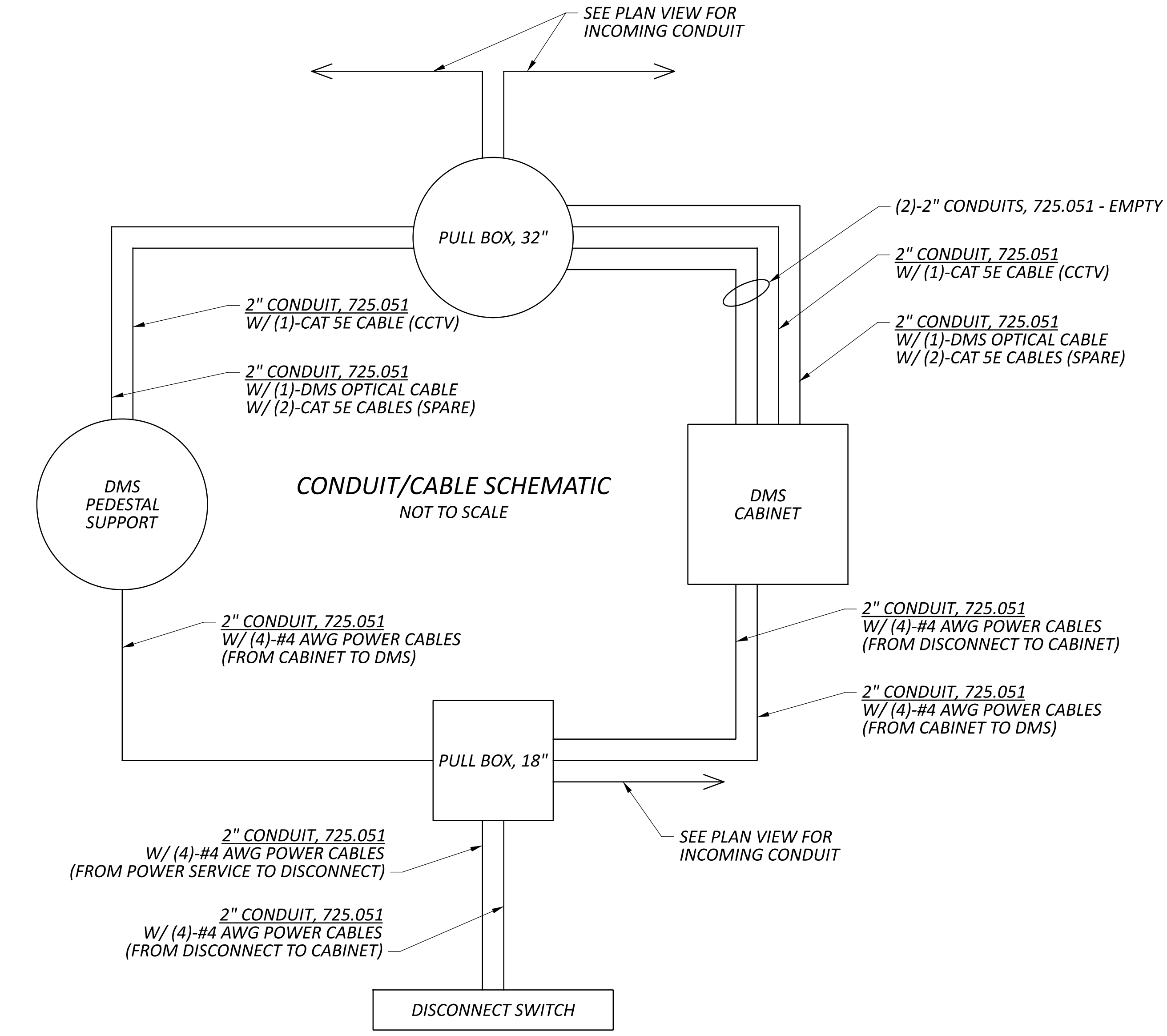
TOTAL

P.226

NOTES

1. THE EXISTING DMS SHALL REMAIN IN OPERATION UNTIL THE NEW DMS IS INSTALLED AND IS READY TO BE MADE ACTIVE. COMPLETE SWITCHOVER FROM EXISTING TO NEW DMS WITHIN THE ALLOWABLE DEVICE DOWNTIME WINDOW PER SS 809.
2. REMOVE EXISTING FOUNDATIONS IN UNPAVED AREAS TO A MINIMUM 12" DEPTH BELOW GRADE.
3. EXISTING MEDIAN BARRIER TAPER AND FOUNDATION TO REMAIN:
CUT ANCHOR BOLTS FLUSH WITH TOP OF BARRIER.
4. EXISTING SITE COMMUNICATIONS ARE VIA CELLULAR MODEM. NO REMOVAL WORK SHALL TAKE PLACE WITHOUT PRIOR APPROVAL FROM ODOT ITS.

ITEM	TOTAL	UNIT	DESCRIPTION
202	12.5	FT	GUARDRAIL REMOVED
202	1	EACH	ANCHOR ASSEMBLY REMOVED, TYPE T
203	40	CY	EXCAVATION
203	2	CY	EMBANKMENT
204	152	SY	SUBGRADE COMPACTION
204	152	SY	GEOTEXTILE FABRIC
304	34	CY	AGGREGATE BASE
606	62.5	FT	GUARDRAIL, TYPE MGS
606	1	EACH	ANCHOR ASSEMBLY, MGS TYPE T
625	1,287	FT	NO. 4 AWG 2400 VOLT DISTRIBUTION CABLE
625	42	FT	CONDUIT, 2", 725.051
625	24	FT	CONDUIT, MISC.: CONDUIT REMOVED
625	250	FT	TRENCH
625	3	EACH	PULL BOX, 725.08, 18"
625	3	EACH	PULL BOX REMOVED
625	5	EACH	GROUND ROD
625	1	EACH	POWER SERVICE REFURBISHED, AS PER PLAN
625	250	FT	UNDERGROUND WARNING/MARKING TAPE
625	328	FT	DISTRIBUTION CABLE REMOVED, AS PER PLAN
626	2	EACH	BARRIER REFLECTOR, TYPE 2, ONE-WAY
630	1	EACH	OVERHEAD SIGN SUPPORT, DMS PEDESTAL
630	1	EACH	CATWALK, DMS PEDESTAL
630	1	EACH	OVERHEAD SIGN SUPPORT FOUNDATION, DMS PEDESTAL
632	1	EACH	DISCONNECT SWITCH WITH ENCLOSURE, AS PER PLAN
633	1	EACH	CABINET FOUNDATION
809	1	EACH	ITS PULL BOX WITH PAD AND STANDARD LID ASSEMBLY, 32" WIDE, TYPE 1
809	182	FT	CONDUIT, 2" DIAMETER, HDPE
809	28	FT	CONDUIT, 4", MULTICELL, HDPE WITH 4 - 1" INNERDUCTS
809	1	EACH	DYNAMIC MESSAGE SIGN (DMS), FULL-SIZE WALK-IN
809	130	FT	ETHERNET CABLE, OUTDOOR-RATED
809	1	EACH	ITS CABINET - DMS
809	1	EACH	ITS DEVICE, MISC.: RELOCATION OF CCTV IP-CAMERA SYSTEM
809	1	EACH	ITS DEVICE, MISC.: REMOVAL AND DELIVERY OF DMS SIGN
809	1	EACH	ITS DEVICE, MISC.: REMOVAL OF CABINET FOUNDATION AND WORK PAD
809	1	EACH	ITS DEVICE, MISC.: REMOVAL OF DMS INSTALLATION
809	1	EACH	ITS DEVICE, MISC.: REMOVAL OF ITS CABINET



DESIGN AGENCY

HNTB

DESIGNER

JRB

REVIEWER

NRS 01/15/26

PROJECT ID

121932

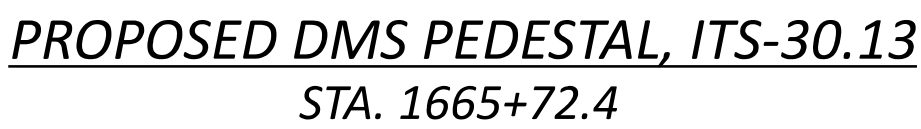
SHEET

P.182

TOTAL

P.226

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3.5' DIAMETER DRILLED SHAFT
14.5' MIN. DEPTH PER ITS-30.12

DMS ELEVATION

SITE 22 - SR-126 EB EAST OF PLAINFIELD RD. (HAM-126-31.55)

NOTE: TRANSITION FACE OF GUARDRAIL FROM BACK OF CURB
(AT TIE-IN TO EXISTING) TO FACE OF CURB (AT DMS PEDESTAL)

LEGEND

L.O.N. LENGTH OF NEED



BARRIER & DRIVEWAY DETAILS
SITE 22 - SR-126 EB EAST OF PLAINFIELD RD. (HAM-126-31.55)

DESIGN AGENCY



DESIGNER

ASEP

REVIEWER

KKP 01/15/26

PROJECT ID

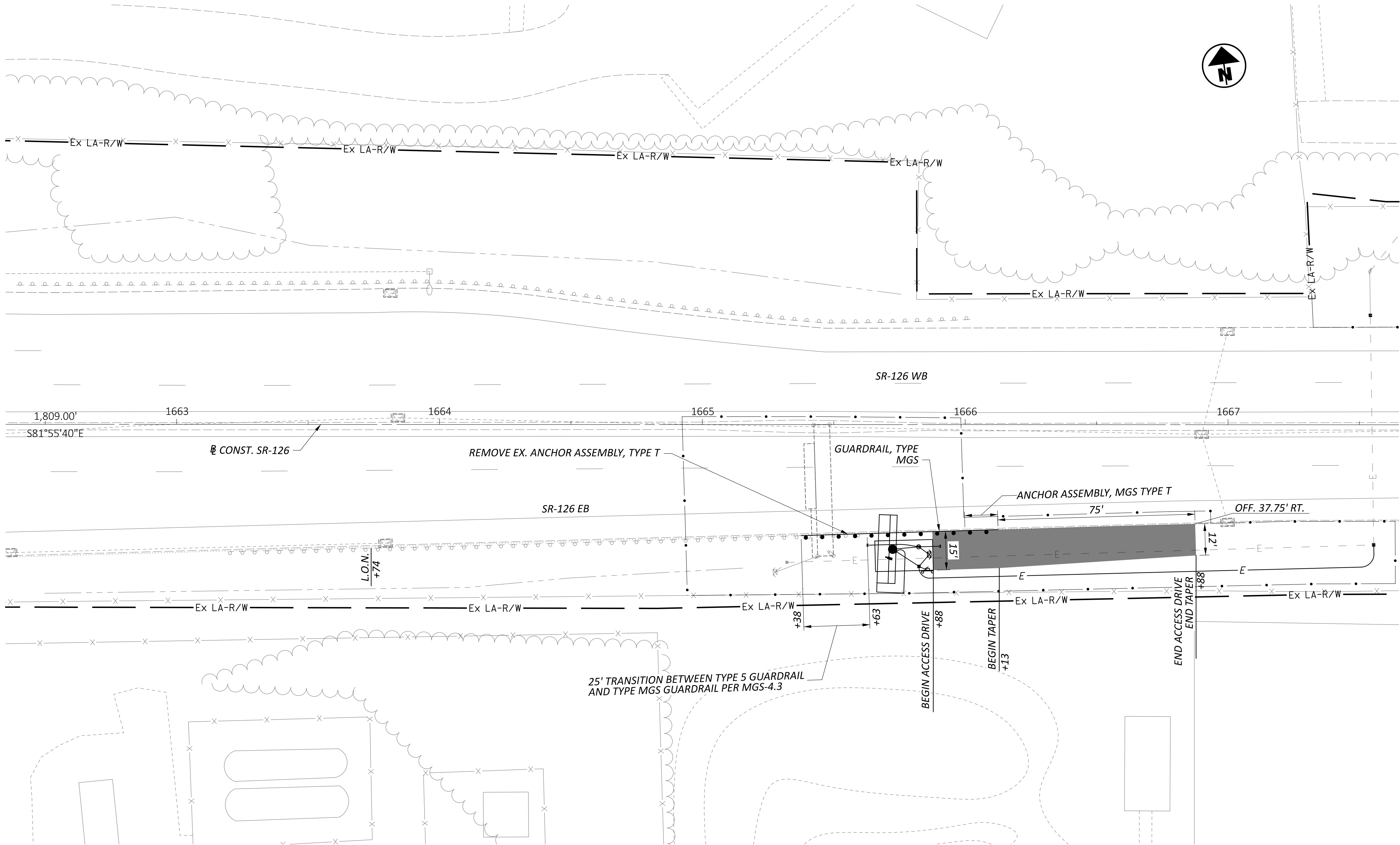
121932

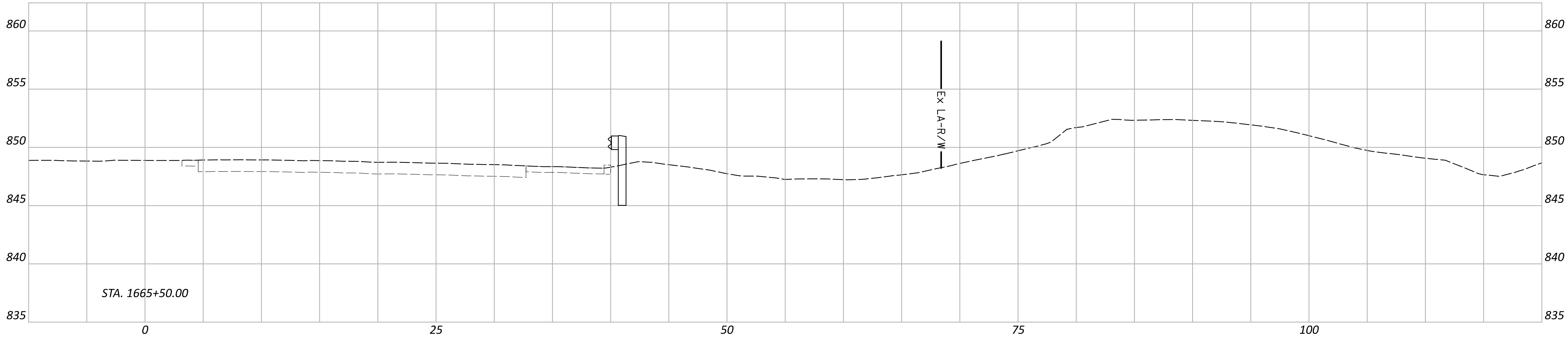
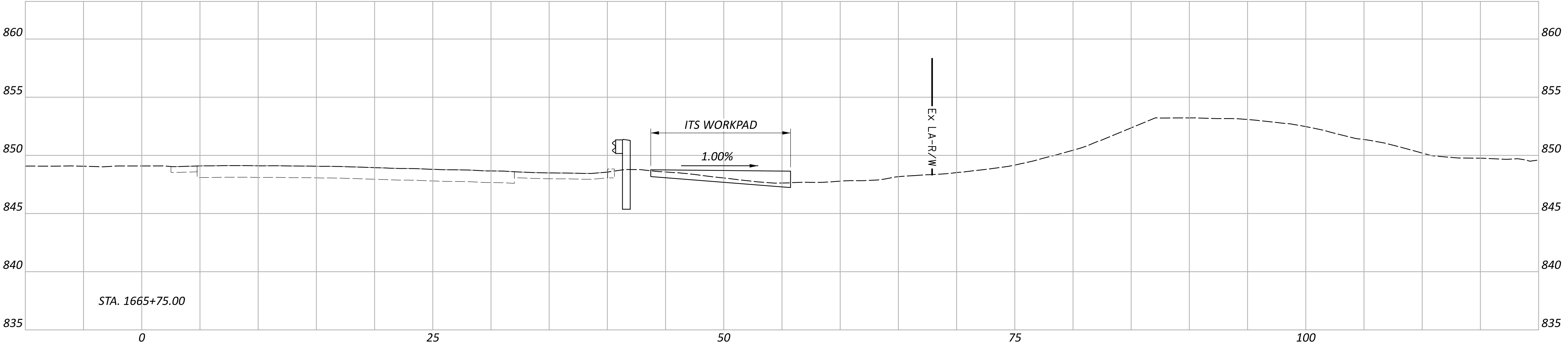
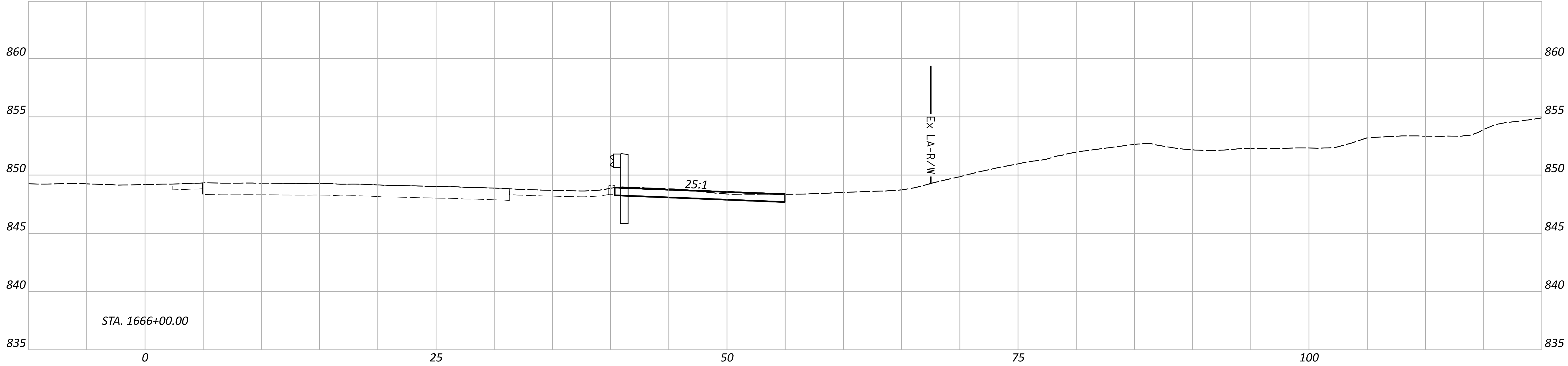
SHEET

P.184

TOTAL

P.226





CROSS SECTIONS

SITE 22 - SR-126 EB EAST OF PLAINFIELD RD. (HAM-126-31.55)

DESIGN AGENCY



DESIGNER

ASEP

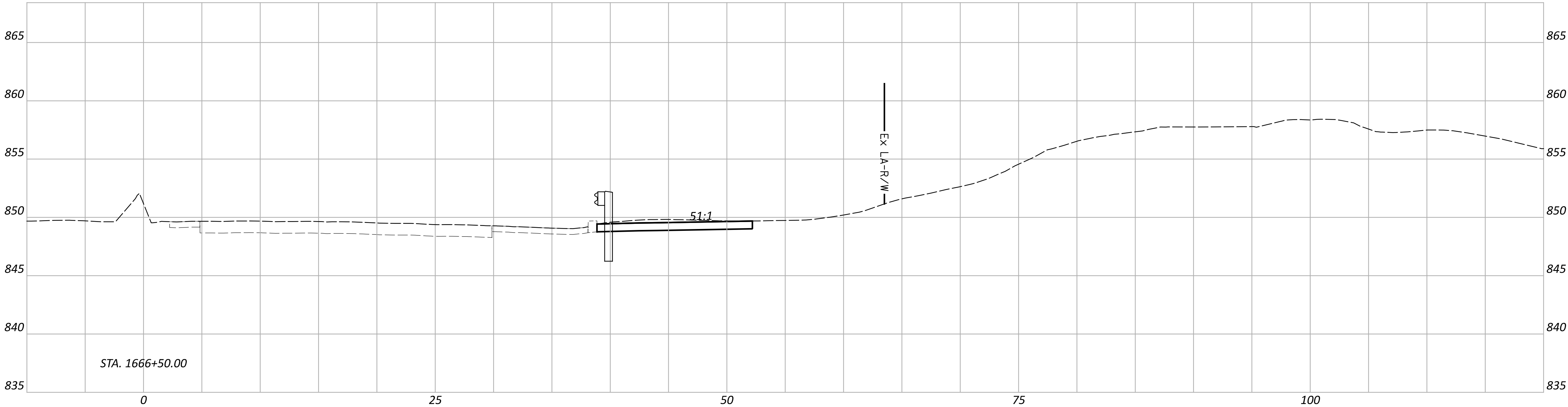
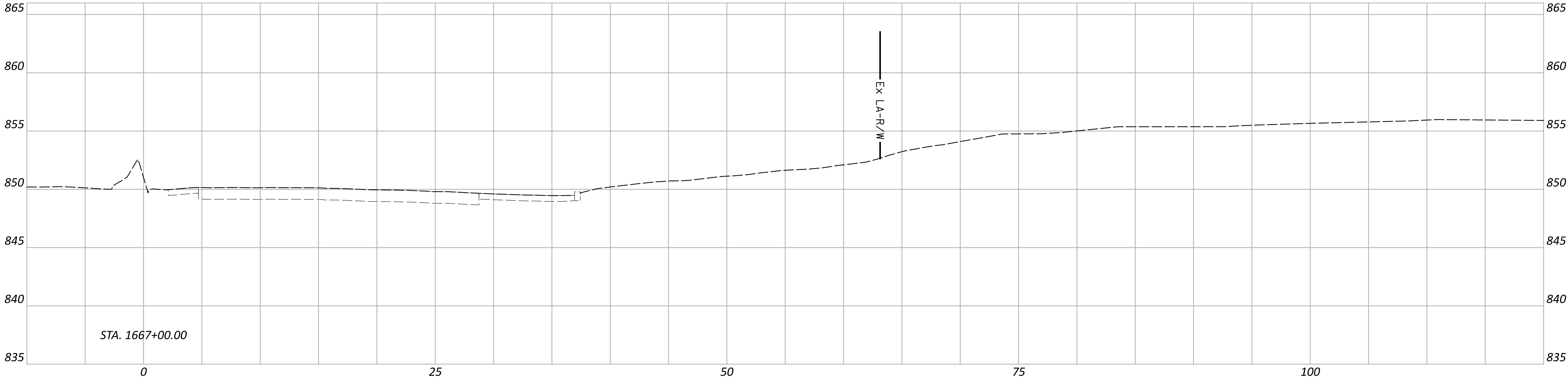
REVIEWER

KKP 01/15/26

PROJECT ID

121932

Sheet Totals			SHEET TOTAL	
Seeding	Cut	Fill	P.185	P.226



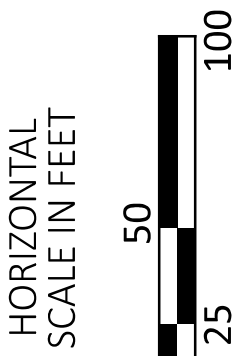
Sheet Totals			PROJECT ID	
Seeding	Cut	Fill	SHEET	TOTAL
			P.186	P.226

EARTH DISTURBED AREAS

PROJECT EARTH DISTURBED AREA:
ESTIMATED CONTRACTOR EARTH DISTURBED AREA:
NOTICE OF INTENT EARTH DISTURBED AREA:

0.06 ACRES
0.04 ACRES
N/A (NOI NOT REQUIRED)

LOCAL SITE SETTINGS			
LATITUDE:	N39°13'25"	BP FOR SP:	0,0
LONGITUDE:	W84°21'36"	COMBINED SCALE FACTOR:	0.99990612
ELLIPSOIDAL HEIGHT:	704.86	GRID TO GROUND MULTIPLIER	1.00009388
Geoid:	Geoid 18 (CONUS)	Horizontal Datum:	NAD83(2011) / OHS(3402)
NAME	GRID		GROUND
	NORTHING	EASTING	NORTHING
1	451062.95	1441419.92	451105.300
2	451033.84	1441644.71	451076.180



SCHEMATIC PLAN
SITE 23 - SR-126 WB EAST OF IR-71 (HAM-126-33.19)

DESIGN AGENCY



DESIGNER

ASEP

REVIEWER

KKP 01/15/26

PROJECT ID

121932

SHEET

P.187

TOTAL

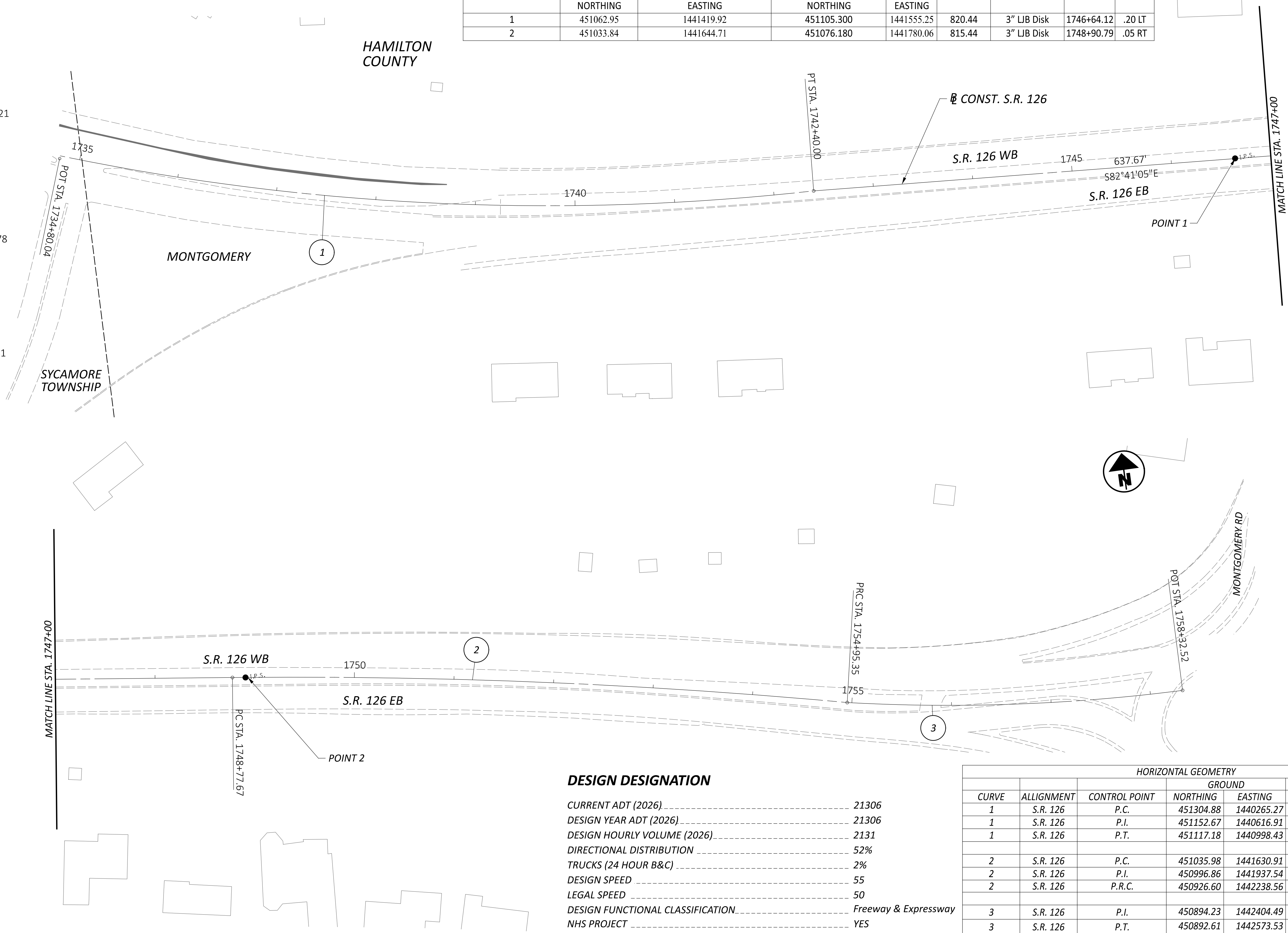
P.226

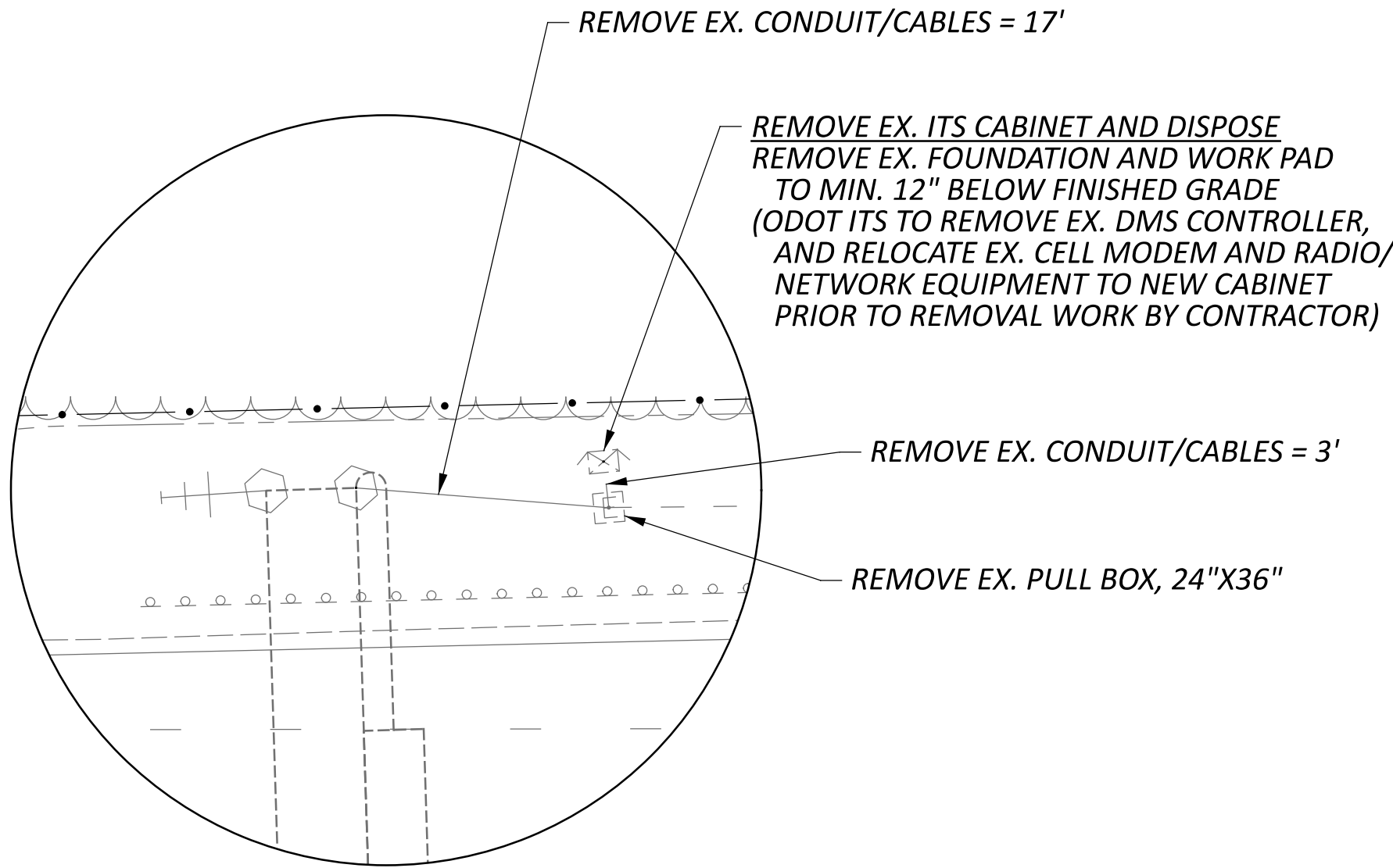
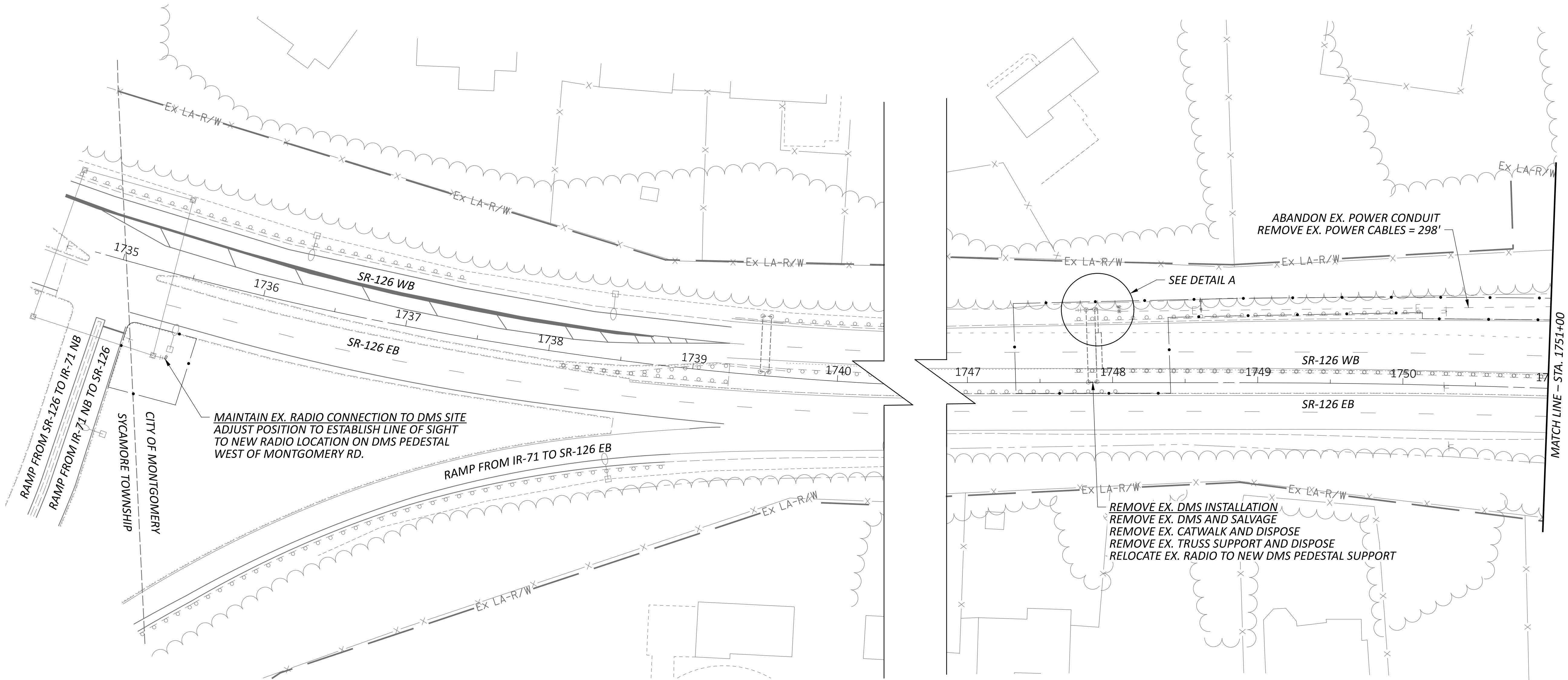
DESIGN DESIGNATION

CURRENT ADT (2026) 21306
DESIGN YEAR ADT (2026) 21306
DESIGN HOURLY VOLUME (2026) 2131
DIRECTIONAL DISTRIBUTION 52%
TRUCKS (24 HOUR B&C) 2%
DESIGN SPEED 55
LEGAL SPEED 50
DESIGN FUNCTIONAL CLASSIFICATION Freeway & Expressway
NHS PROJECT YES

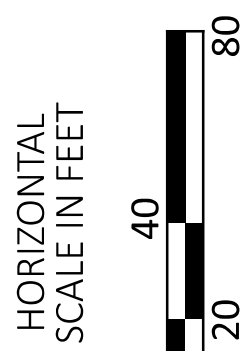
HORIZONTAL GEOMETRY

		GROUND		STATION	BEARING
CURVE	ALIGNMENT	CONTROL POINT	NORTHING	EASTING	
1	S.R. 126	P.C.	451304.88	1440265.27	1734+80.04 S66° 35' 42"E
1	S.R. 126	P.I.	451152.67	1440616.91	1738+63.21
1	S.R. 126	P.T.	451117.18	1440998.43	1742+40.00 S82° 41' 06"E
2	S.R. 126	P.C.	451035.98	1441630.91	1748+77.67 S82° 41' 06"E
2	S.R. 126	P.I.	450996.86	1441937.54	1751+86.78
2	S.R. 126	P.R.C.	450926.60	1442238.56	1754+95.35 S76° 51' 46"E
3	S.R. 126	P.I.	450894.23	1442404.49	1756+64.41
3	S.R. 126	P.T.	450892.61	1442573.53	1758+32.52 S89° 27' 00"E





DETAIL A
1" = 10' SCALE



ITS PLAN
SITE 23 - SR-126 WB EAST OF IR-71 (HAM-126-33.19)

DESIGN AGENCY



DESIGNER

JRB

REVIEWER

NRS 01/15/26

PROJECT ID

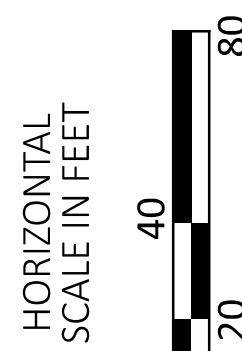
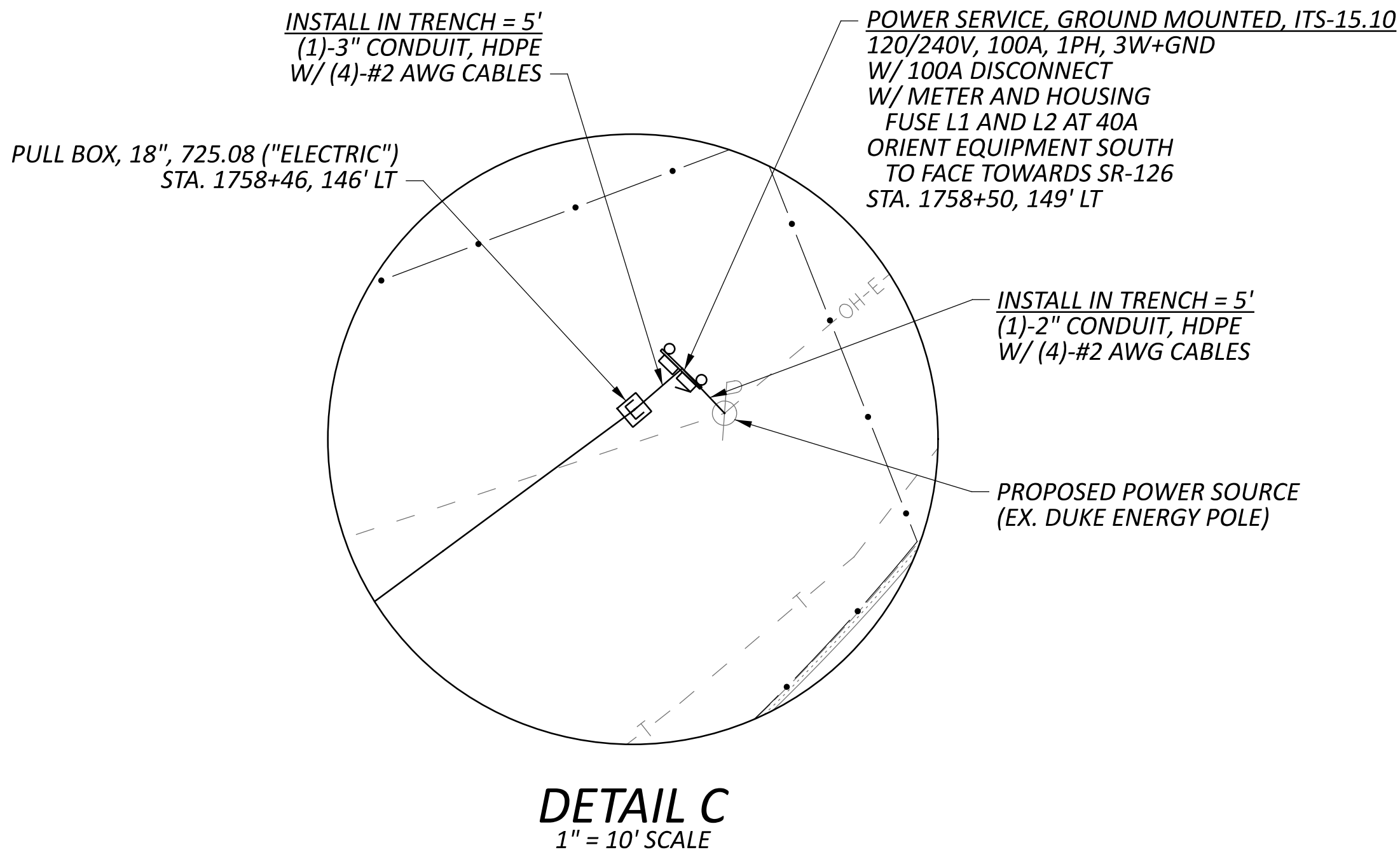
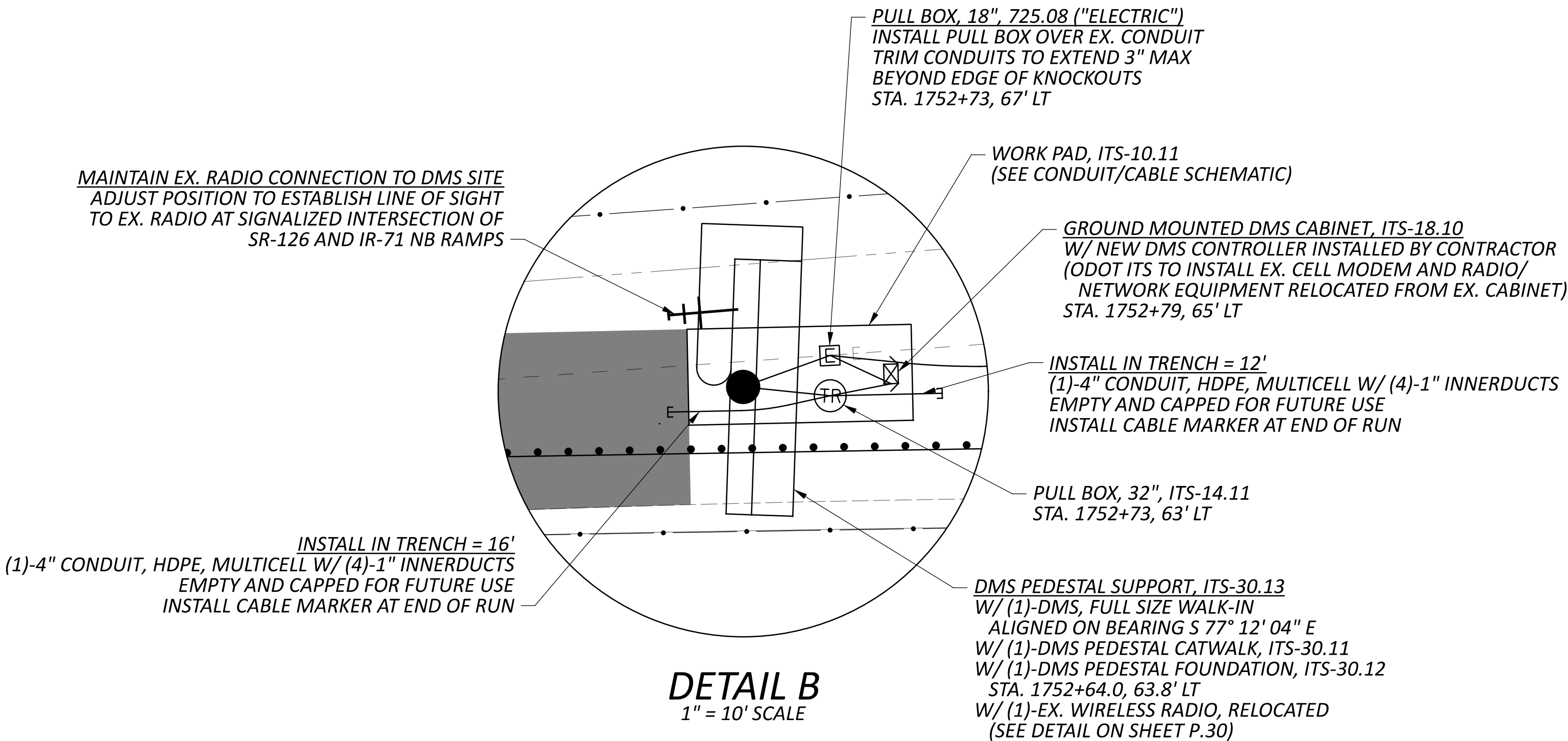
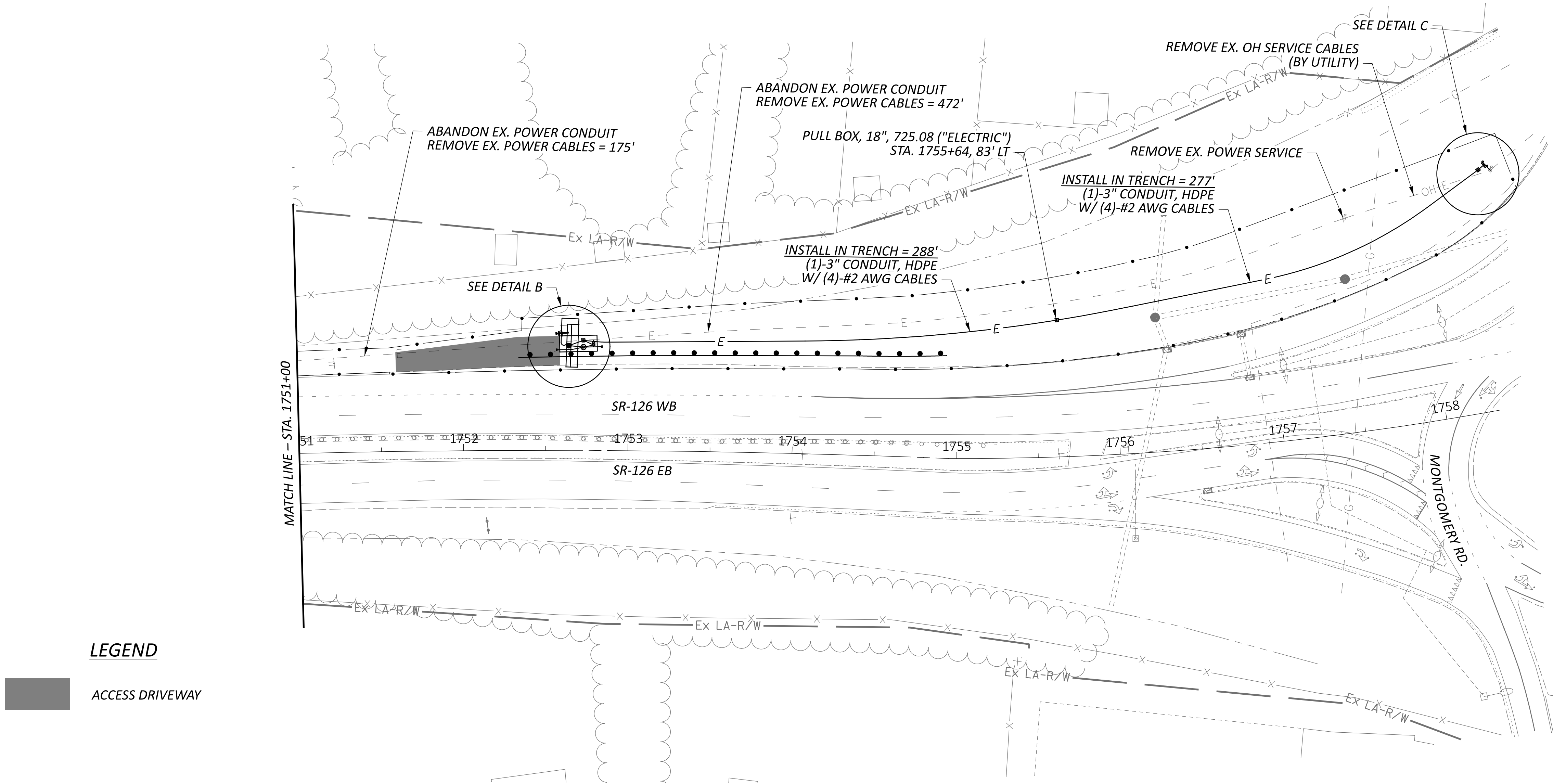
121932

SHEET

P.188

TOTAL

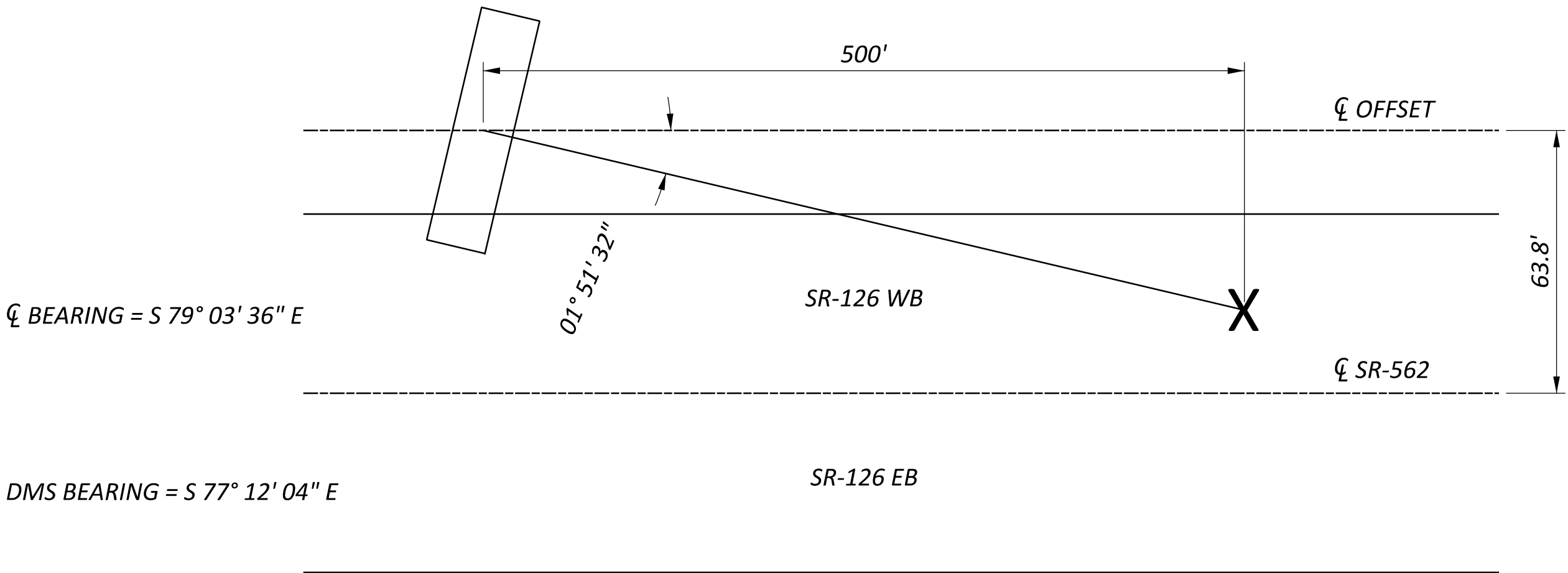
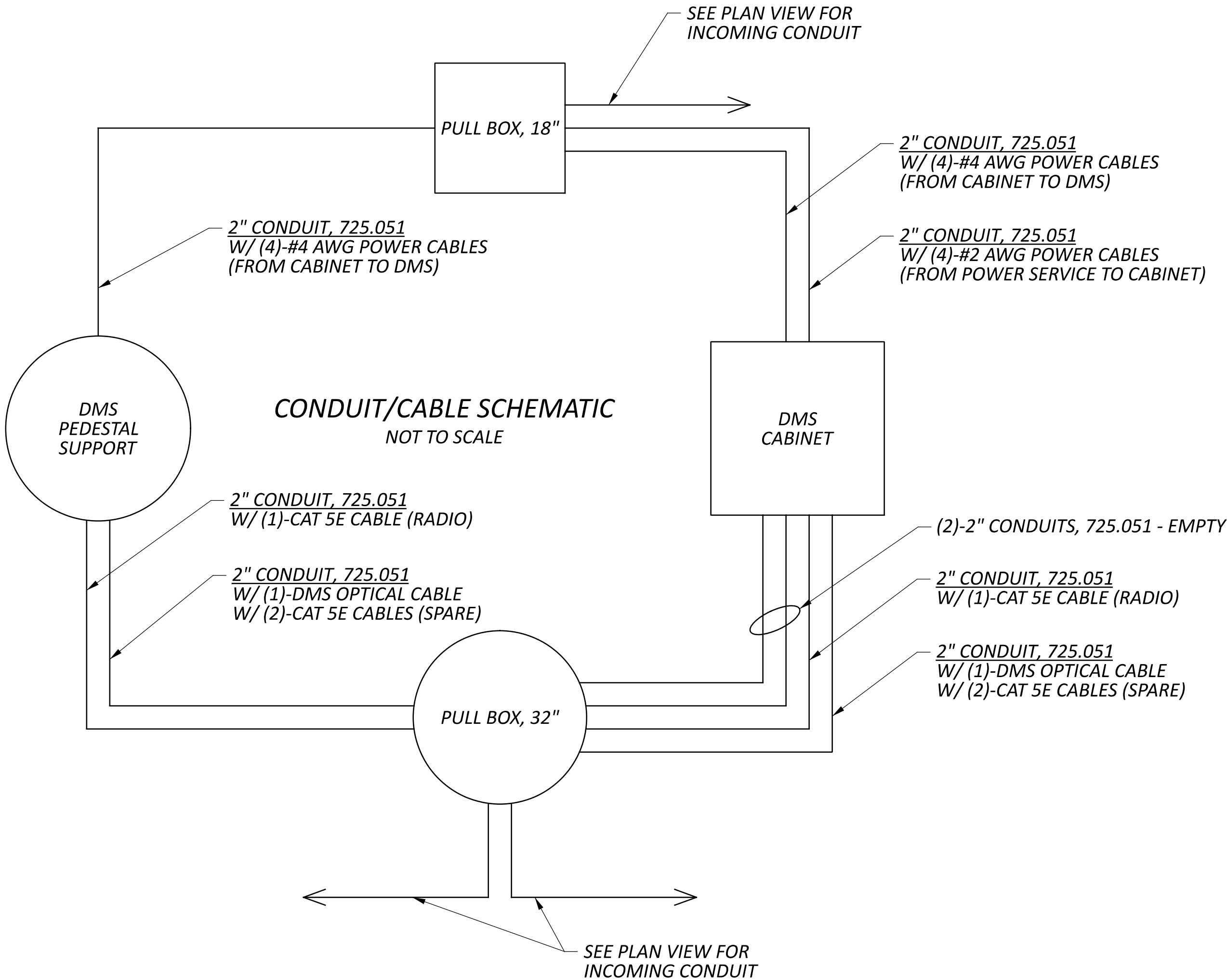
P.226



NOTES

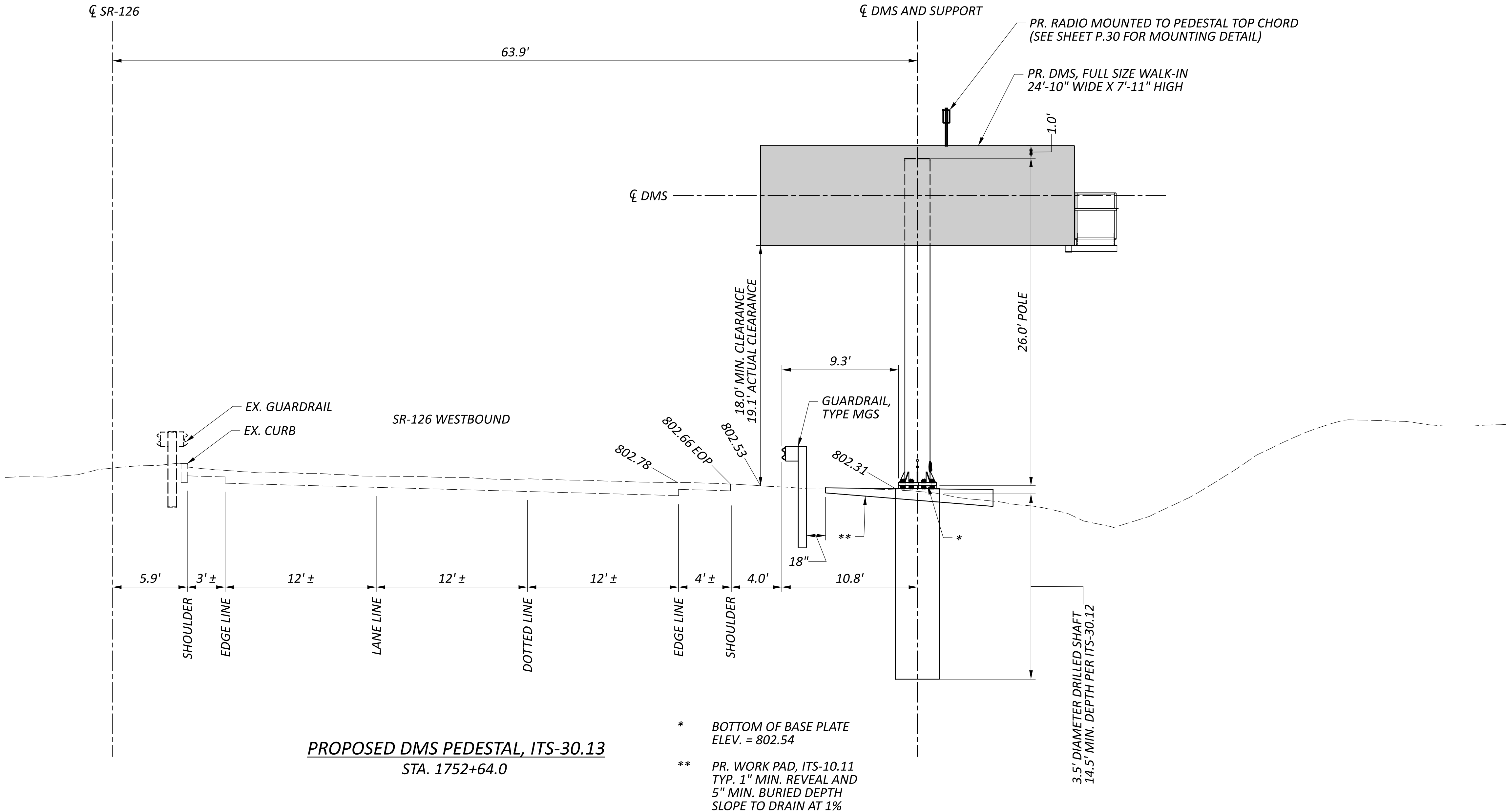
1. THE EXISTING DMS SHALL REMAIN IN OPERATION UNTIL THE NEW DMS IS INSTALLED AND IS READY TO BE MADE ACTIVE. COMPLETE SWITCHOVER FROM EXISTING TO NEW DMS WITHIN THE ALLOWABLE DEVICE DOWNTIME WINDOW PER SS 809.
2. REMOVE EXISTING FOUNDATIONS IN UNPAVED AREAS TO A MINIMUM 12" DEPTH BELOW GRADE.
3. EXISTING SITE COMMUNICATIONS ARE VIA WIRELESS RADIO. NO REMOVAL WORK SHALL TAKE PLACE WITHOUT PRIOR APPROVAL FROM ODOT ITS.
4. COORDINATION IS REQUIRED WITH A CITY OF MONTGOMERY PROJECT THAT WILL CHANGE THE EXISTING GRADE AT THIS SITE. THE PROPOSED POWER SERVICE INFRASTRUCTURE SHOWN ON THIS PLAN MAY NEED TO BE ADJUSTED BASED ON FIELD CONDITIONS. PRIOR TO BEGINNING WORK AT THIS SITE, COORDINATE WITH THE ENGINEER AND THE CITY TO ENSURE THAT ALL WORK ON OTHER PROJECTS HAS BEEN COMPLETED AND TO DETERMINE WHETHER ANY CHANGES TO THIS PLAN ARE REQUIRED.

ITEM	TOTAL	UNIT	DESCRIPTION
203	48	CY	EXCAVATION
203	1	CY	EMBANKMENT
204	154	SY	SUBGRADE COMPACTION
204	154	SY	GEOTEXTILE FABRIC
304	35	CY	AGGREGATE BASE
606	200	FT	GUARDRAIL, TYPE MGS
606	1	EACH	ANCHOR ASSEMBLY, MGS TYPE E
606	1	EACH	ANCHOR ASSEMBLY, MGS TYPE T
625	201	FT	NO. 4 AWG 2400 VOLT DISTRIBUTION CABLE
625	1,956	FT	NO. 2 AWG 2400 VOLT DISTRIBUTION CABLE
625	30	FT	CONDUIT, 2", 725.051
625	570	FT	CONDUIT, 3", 725.052, AS PER PLAN
625	20	FT	CONDUIT, MISC.: CONDUIT REMOVED
625	637	FT	TRENCH
625	3	EACH	PULL BOX, 725.08, 18"
625	1	EACH	PULL BOX REMOVED
625	6	EACH	GROUND ROD
625	637	FT	UNDERGROUND WARNING/MARKING TAPE
625	1	EACH	POWER SERVICE REMOVED
625	945	FT	DISTRIBUTION CABLE REMOVED, AS PER PLAN
626	7	EACH	BARRIER REFLECTOR, TYPE 2, ONE-WAY
630	1	EACH	OVERHEAD SIGN SUPPORT, DMS PEDESTAL
630	1	EACH	CATWALK, DMS PEDESTAL
630	1	EACH	OVERHEAD SIGN SUPPORT FOUNDATION, DMS PEDESTAL
633	1	EACH	CABINET FOUNDATION
809	1	EACH	ITS PULL BOX WITH PAD AND STANDARD LID ASSEMBLY, 32" WIDE, TYPE 1
809	5	FT	CONDUIT, 2" DIAMETER, HDPE
809	28	FT	CONDUIT, 4", MULTICELL, HDPE WITH 4 - 1" INNERDUCTS
809	1	EACH	ITS POWER SERVICE, GROUND MOUNTED, 120/240V, 100 AMP
809	1	EACH	DYNAMIC MESSAGE SIGN (DMS), FULL-SIZE WALK-IN
809	130	FT	ETHERNET CABLE, OUTDOOR-RATED
809	1	EACH	ITS CABINET - DMS
809	1	EACH	ITS DEVICE, MISC.: RELOCATION OF HIGH-SPEED ETHERNET RADIO
809	1	EACH	ITS DEVICE, MISC.: REMOVAL AND DELIVERY OF DMS SIGN
809	1	EACH	ITS DEVICE, MISC.: REMOVAL OF CABINET FOUNDATION AND WORK PAD
809	1	EACH	ITS DEVICE, MISC.: REMOVAL OF DMS INSTALLATION
809	1	EACH	ITS DEVICE, MISC.: REMOVAL OF ITS CABINET



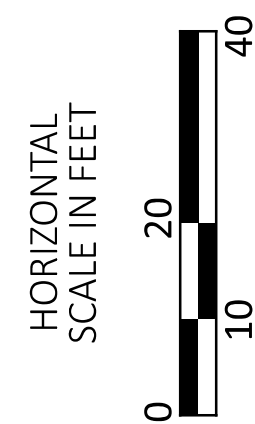
NOTE: CENTERLINE BEARING ON CURVE REPRESENTS THE BEARING OF TANGENT LINE

DMS ORIENTATION DETAIL
NOT TO SCALE



CURVE DATA
P.I. = STA. 1756+64.41
 $\Delta = 10^{\circ}29'21''$ LT
 $D_c = 03^{\circ}06'39''$
 $R = 1,841.74'$
 $T = 169.05'$
 $L = 337.17'$
 $E = 7.74'$

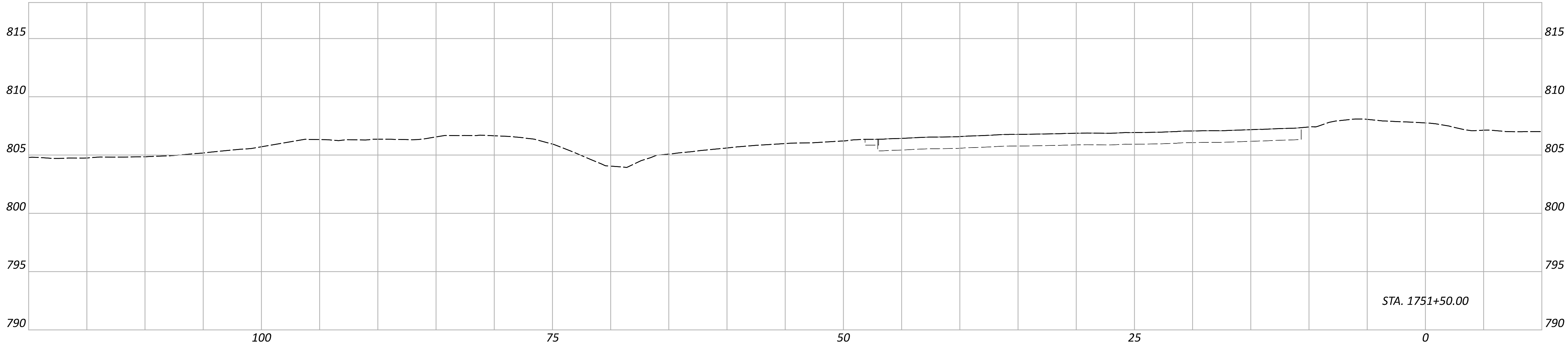
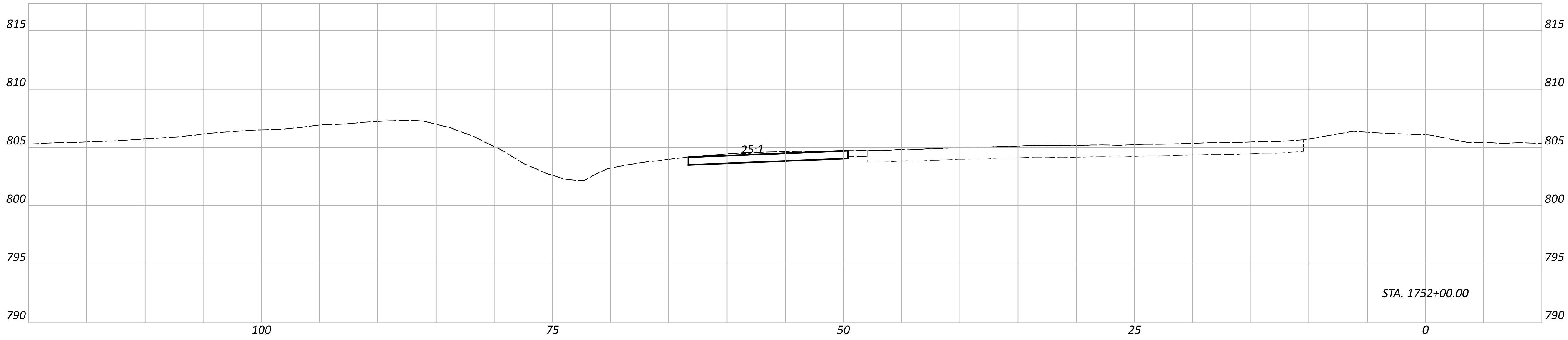
L.O.N. LENGTH OF NEED



DESIGN AGENCY



DESIGNER	
ASEP	
REVIEWER	
KKP 01/15/26	
PROJECT ID	
121932	
SHEET	TOTAL
P.193	P.226



CROSS SECTIONS
SITE 23 - SR-126 WB EAST OF IR-71 (HAM-126-33.19)

DESIGN AGENCY

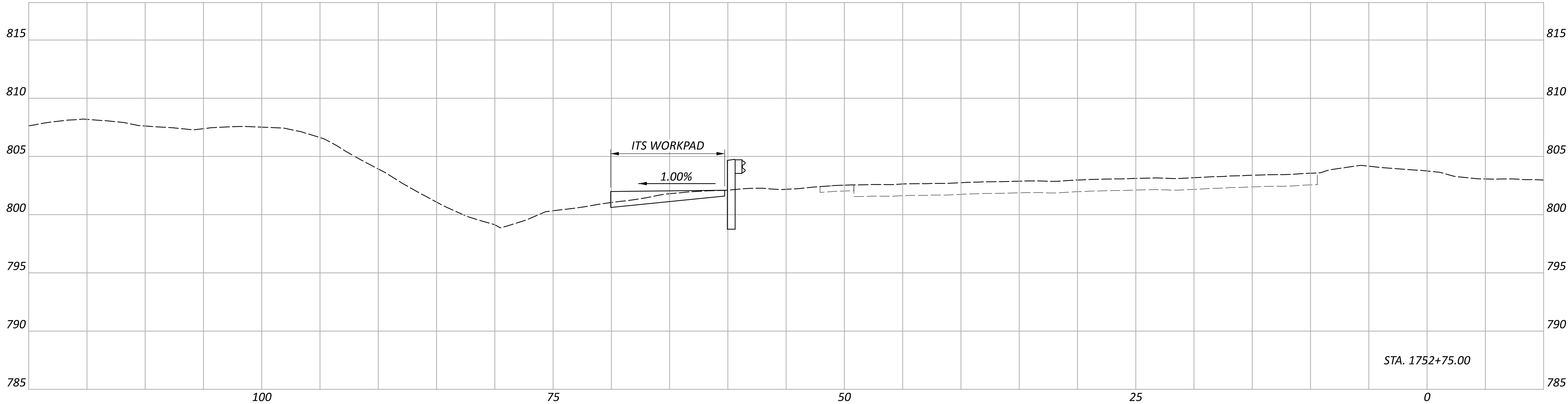
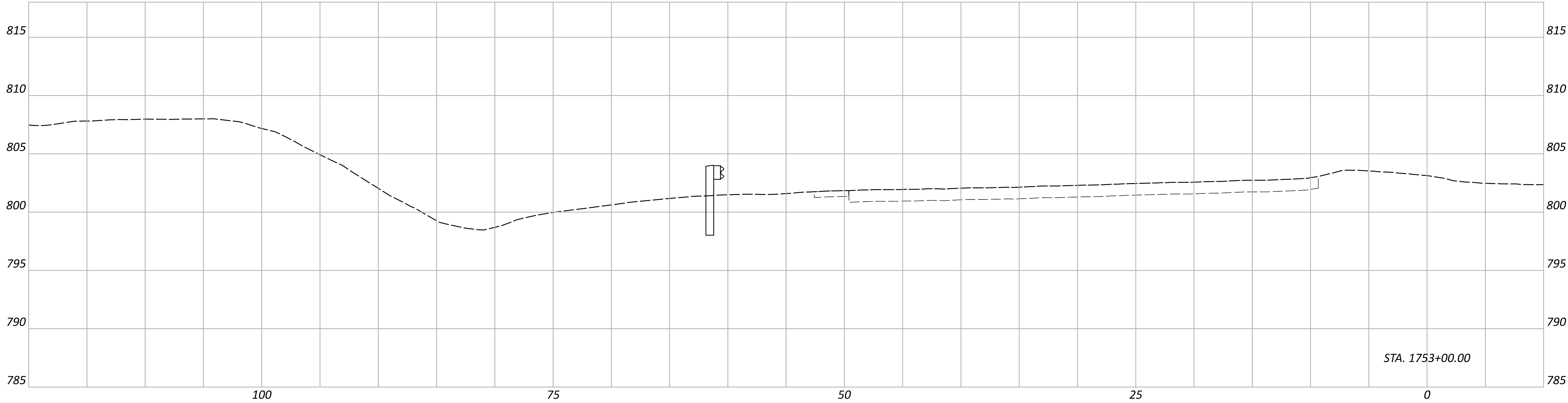


DESIGNER
ASEP

REVIEWER
KKP 01/15/26

PROJECT ID
121932

Sheet Totals			SHEET TOTAL	
Seeding	Cut	Fill	P.194	P.226



Sheet Totals			SHEET TOTAL	
Seeding	Cut	Fill	P.195	P.226

CURVE DATA
P.I. = STA. 45+20.54
 $\Delta = 10^{\circ}21'58''$ LT
 $D_c = 02^{\circ}56'09''$
 $R = 1,951.65'$
 $T = 177.03'$
 $L = 353.09'$
 $E = 8.01'$

CURVE DATA
P.I. = STA. 49+52.75
 $\Delta = 02^{\circ}33'48''$ LT
Dc = $02^{\circ}11'34''$
R = 2,612.86'
T = 58.46'
L = 116.90'
E = 0.65'

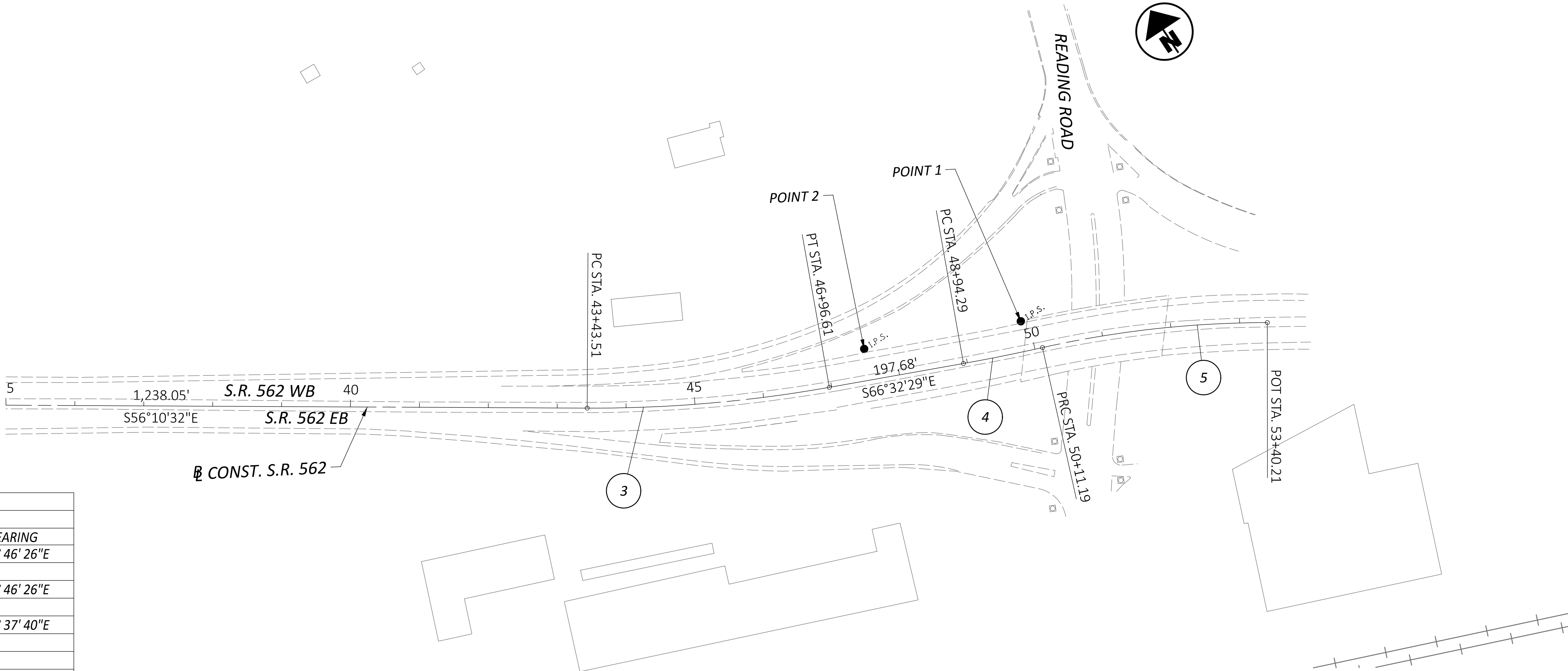
CURVE DATA
P.I. = STA. 51+76.37
 $\Delta = 12^{\circ}36'08''$ RT
Dc = 03°49'49"
R = 1,495.90'
T = 165.18'
L = 329.02'
E = 9.09'

NOTE: SITE 24 IS EAST OF SITE 28, ALIGNMENT IS A CONTINUATION

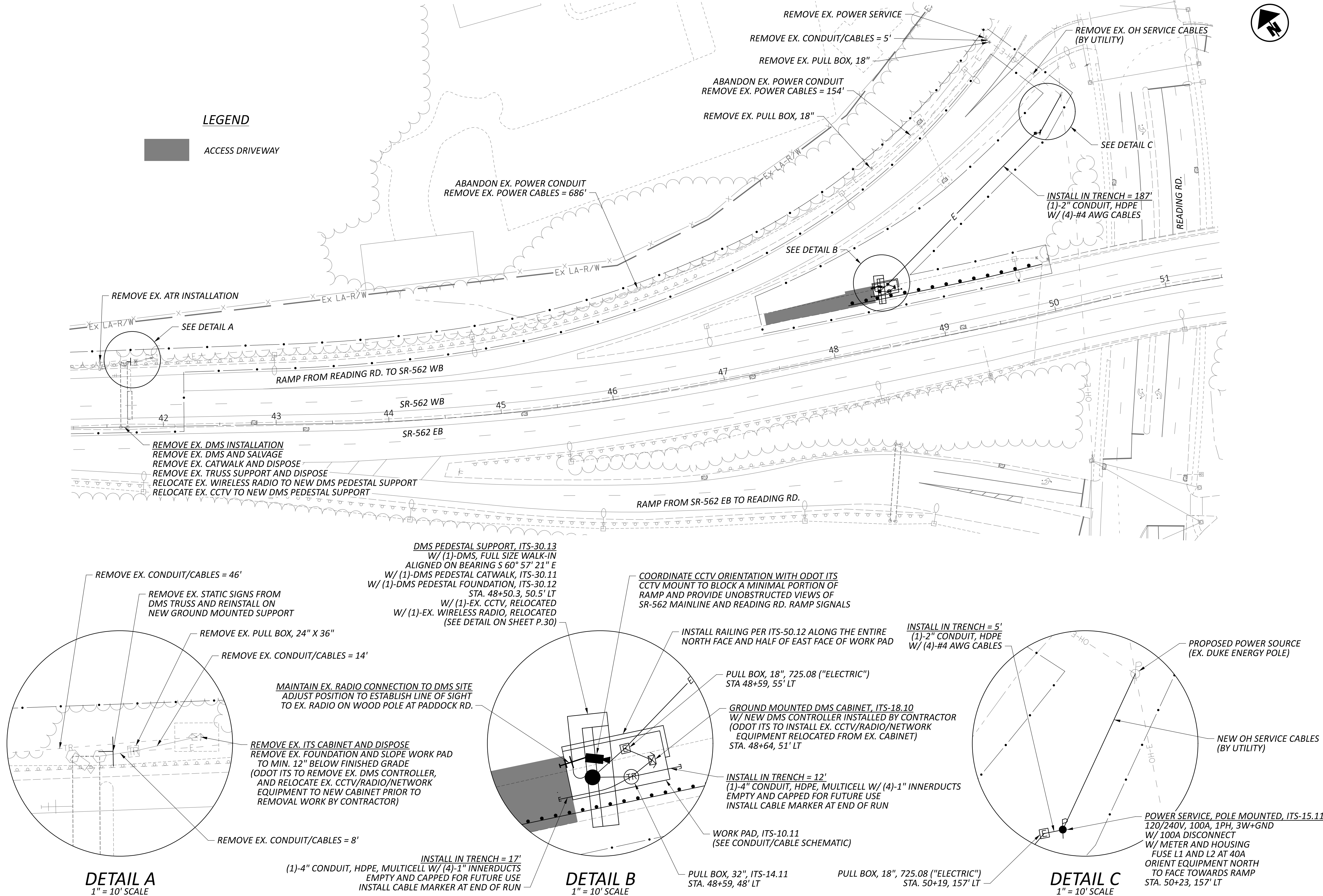
HORIZONTAL GEOMETRY						
			GROUND			
CURVE	ALIGNMENT	CONTROL POINT	NORTHING	EASTING	STATION	BEARING
	S.R. 562	P.O.T.	433691.65	1406668.99	10+56.00	S83° 46' 26"E
1	S.R. 562	P.C.	433590.95	1407591.99	19+84.48	S83° 46' 26"E
1	S.R. 562	P.I.	433590.95	1407591.99	19+84.48	
1	S.R. 562	P.C.C.	433492.66	1408024.69	24+29.18	S70° 37' 40"E
2	S.R. 562	P.I.	433379.90	1408345.39	27+69.13	
2	S.R. 562	P.T.	433190.67	1408627.80	31+05.47	S56° 10' 30"E
3	S.R. 562	P.C.	432501.51	1409656.30	43+43.51	S56° 10' 30"E
3	S.R. 562	P.I.	432402.96	1409803.37	45+20.54	
3	S.R. 562	P.T.	432332.49	1409965.77	46+96.00	S66° 32' 31"E
4	S.R. 562	P.C.	432253.80	1410147.11	48+94.29	S66° 32' 31"E
4	S.R. 562	P.I.	432230.52	1410200.74	49+52.75	
4	S.R. 562	P.R.C.	432209.67	1410255.36	50+11.19	S69° 6' 18"E
5	S.R. 562	P.I.	432150.76	1410409.67	51+76.37	
5	S.R. 562	P.T.	432059.60	1410547.42	53+40.21	S56° 30' 11"E

PROJECT EARTH DISTURBED AREA:	0.09 ACRES
ESTIMATED CONTRACTOR EARTH DISTURBED AREA:	0.04 ACRES
NOTICE OF INTENT EARTH DISTURBED AREA:	N/A (NOI NOT REQUIRED)

CURRENT ADT (2026)	64152
DESIGN YEAR ADT (2026)	64152
DESIGN HOURLY VOLUME (2026)	6415
DIRECTIONAL DISTRIBUTION	52%
TRUCKS (24 HOUR B&C)	4%
DESIGN SPEED	60
LEGAL SPEED	55
DESIGN FUNCTIONAL CLASSIFICATION	Freeway & Expressway
NHS PROJECT	YES



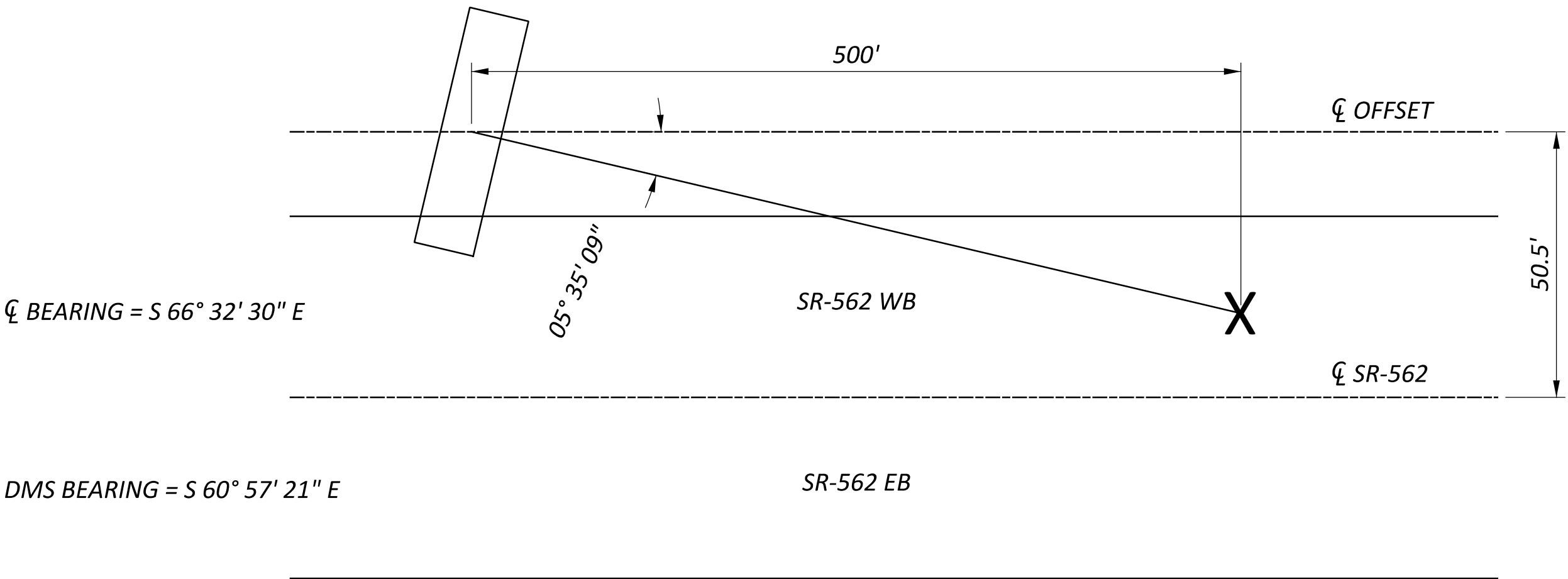
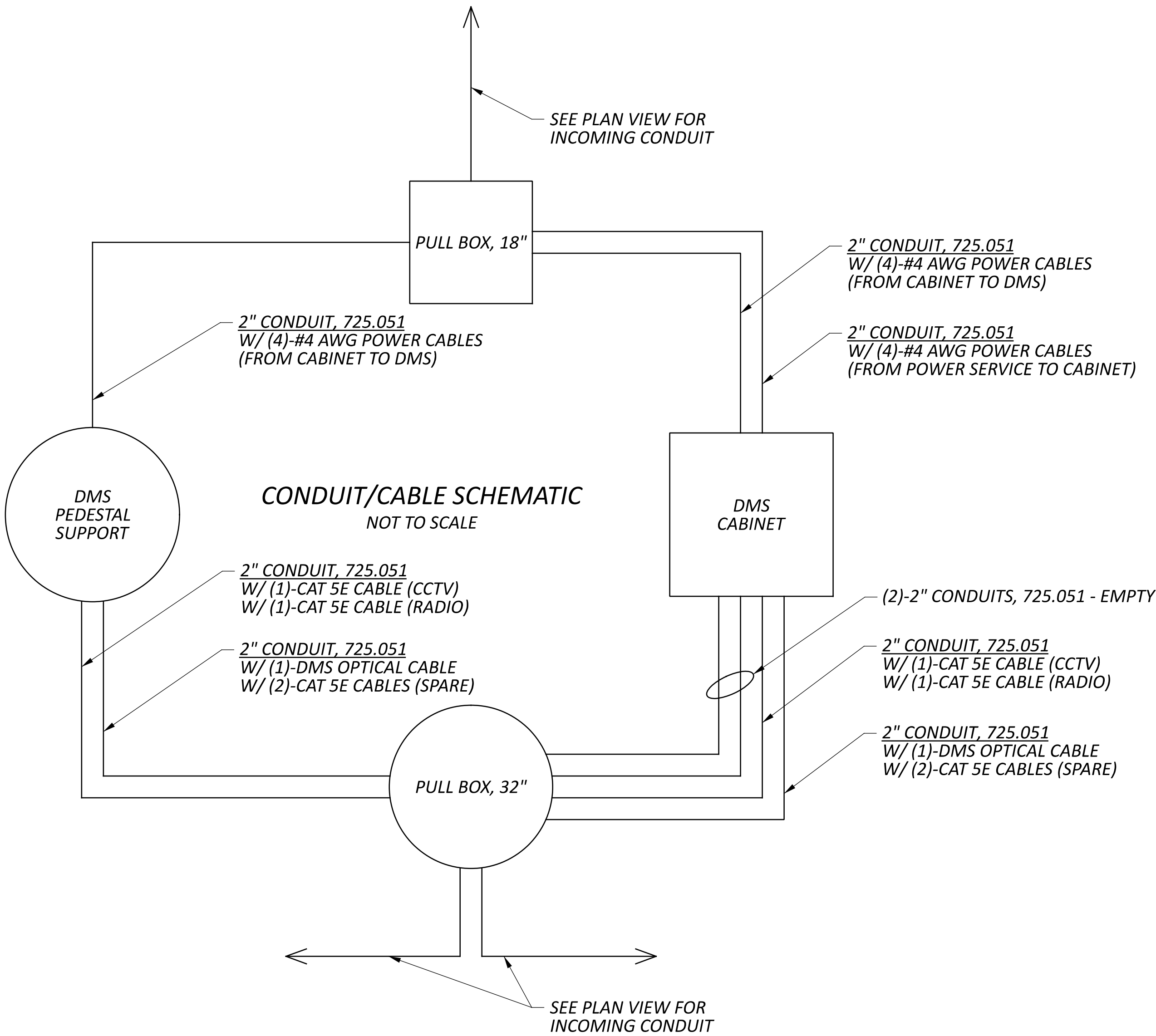
LOCAL SITE SETTINGS								
LATITUDE:	N39°10'13"	BP FOR SP:	0,0					
LONGITUDE:	W84°28'11"	COMBINED SCALE FACTOR:	0.99991958					
ELLIPSOIDAL HEIGHT:	486.70	GRID TO GROUND MULTIPLIER	1.00008042					
Geoid:	Geoid 18 (CONUS)	Horizontal Datum:	NAD83(2011) / OHS(3402)					
NAME	GRID		GROUND		ELEVATION	DESCRIPTION	STATION	OFFSET
	NORTHING	EASTING	NORTHING	EASTING				
1	432258.481	1410251.010	432293.245	1410364.428	600.27	3" LJB Disk	47+56.15	46.04 LT
2	432350.681	1410039.407	432385.453	1410152.808	597.03	3" LJB Disk	49+88.58	44.02 LT

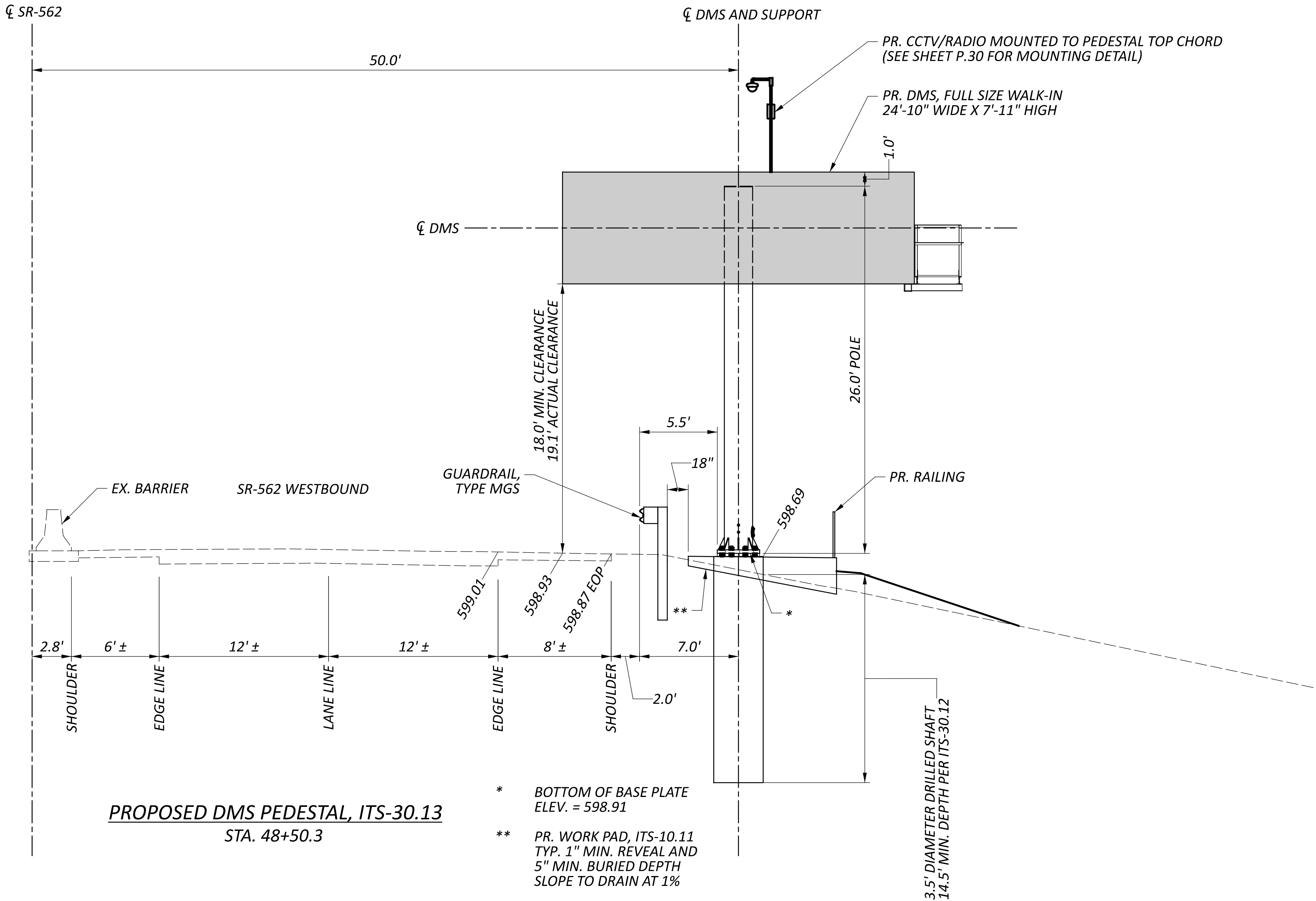


NOTES

1. THE EXISTING DMS SHALL REMAIN IN OPERATION UNTIL THE NEW DMS IS INSTALLED AND IS READY TO BE MADE ACTIVE. COMPLETE SWITCHOVER FROM EXISTING TO NEW DMS WITHIN THE ALLOWABLE DEVICE DOWNTIME WINDOW PER SS 809.
2. REMOVE EXISTING FOUNDATIONS IN UNPAVED AREAS TO A MINIMUM 12" DEPTH BELOW GRADE.
3. EXISTING MEDIAN BARRIER TAPER AND FOUNDATION TO REMAIN: CUT ANCHOR BOLTS FLUSH WITH TOP OF BARRIER.
4. EXISTING SITE COMMUNICATIONS ARE VIA CELLULAR MODEM. NO REMOVAL WORK SHALL TAKE PLACE WITHOUT PRIOR APPROVAL FROM ODOT ITS.
5. COORDINATE WITH ALTA FIBER FOR THE REMOVAL OF EXISTING TELECOM COMMUNICATIONS DROP TO EXISTING CABINET PRIOR TO REMOVAL.
6. COMMUNICATIONS FOR SITE 28 ARE VIA WIRELESS RADIO TO THIS SITE. SCHEDULE WORK IN BOTH LOCATIONS TO MINIMIZE DOWNTIME IN COORDINATION WITH ODOT ITS.

ITEM	TOTAL	UNIT	DESCRIPTION
203	35	CY	EXCAVATION
203	38	CY	EMBANKMENT
204	152	SY	SUBGRADE COMPACTION
204	152	SY	GEOTEXTILE FABRIC
304	31	CY	AGGREGATE BASE
606	150	FT	GUARDRAIL, TYPE MGS
606	1	EACH	ANCHOR ASSEMBLY, MGS TYPE T
606	1	EACH	BRIDGE TERMINAL ASSEMBLY, TYPE 2
625	888	FT	NO. 4 AWG 2400 VOLT DISTRIBUTION CABLE
625	28	FT	CONDUIT, 2", 725.051
625	73	FT	CONDUIT, MISC.: CONDUIT REMOVED
625	253	FT	TRENCH
625	2	EACH	PULL BOX, 725.08, 18"
625	3	EACH	PULL BOX REMOVED
625	5	EACH	GROUND ROD
625	253	FT	UNDERGROUND WARNING/MARKING TAPE
625	1	EACH	POWER SERVICE REMOVED
625	840	FT	DISTRIBUTION CABLE REMOVED, AS PER PLAN
626	3	EACH	BARRIER REFLECTOR, TYPE 2, ONE-WAY
630	16	FT	GROUND MOUNTED SUPPORT, NO. 3 POST
630	1	EACH	OVERHEAD SIGN SUPPORT, DMS PEDESTAL
630	1	EACH	CATWALK, DMS PEDESTAL
630	1	EACH	OVERHEAD SIGN SUPPORT FOUNDATION, DMS PEDESTAL
630	2	EACH	REMOVAL OF STRUCTURE MOUNTED SIGN AND REERECTION
633	1	EACH	CABINET FOUNDATION
809	1	EACH	ITS PULL BOX WITH PAD AND STANDARD LID ASSEMBLY, 32" WIDE, TYPE 1
809	192	FT	CONDUIT, 2" DIAMETER, HDPE
809	29	FT	CONDUIT, 4", MULTICELL, HDPE WITH 4 - 1" INNERDUCTS
809	1	EACH	ITS POWER SERVICE, POLE MOUNTED, 120/240V, 100 AMP
809	1	EACH	DYNAMIC MESSAGE SIGN (DMS), FULL-SIZE WALK-IN
809	260	FT	ETHERNET CABLE, OUTDOOR-RATED
809	1	EACH	ITS CABINET - DMS
809	1	EACH	ITS DEVICE, MISC.: ITS WORK PAD RAILING (SCD ITS-50.12)
809	1	EACH	ITS DEVICE, MISC.: RELOCATION OF HIGH-SPEED ETHERNET RADIO
809	1	EACH	ITS DEVICE, MISC.: RELOCATION OF CCTV IP-CAMERA SYSTEM
809	1	EACH	ITS DEVICE, MISC.: REMOVAL AND DELIVERY OF DMS SIGN
809	1	EACH	ITS DEVICE, MISC.: REMOVAL OF ATR INSTALLATION
809	1	EACH	ITS DEVICE, MISC.: REMOVAL OF CABINET FOUNDATION AND WORK PAD
809	1	EACH	ITS DEVICE, MISC.: REMOVAL OF DMS INSTALLATION
809	1	EACH	ITS DEVICE, MISC.: REMOVAL OF ITS CABINET



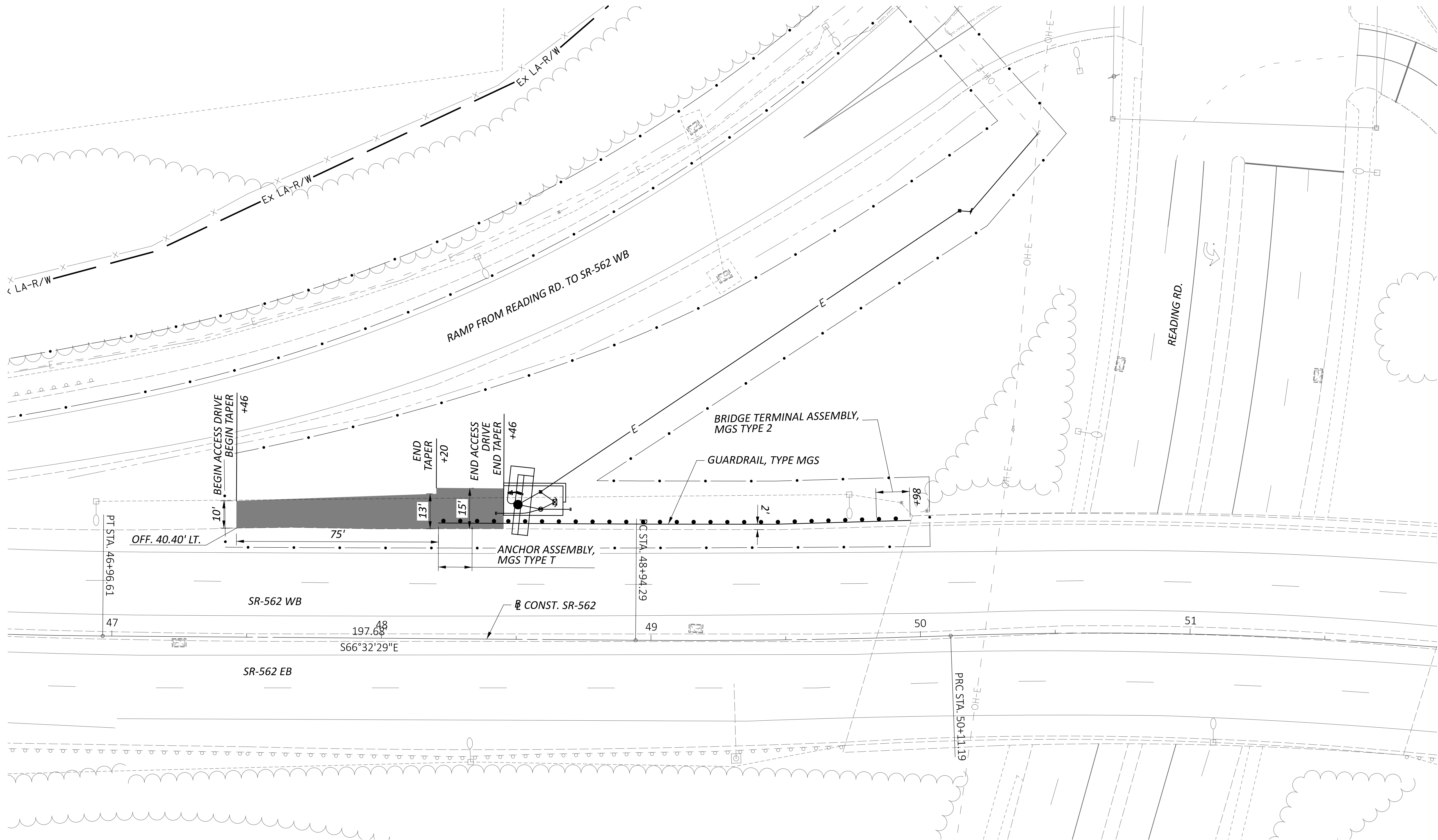


CURVE DATA
P.I. = STA. 49+52.75
 $\Delta = 02^{\circ}33'48''$ LT
Dc = $02^{\circ}11'34''$
R = 2,612.86'
T = 58.46'
L = 116.90'
E = 0.65'

CURVE DATA
P.I. = STA. 51+76.37
 $\Delta = 12^{\circ}36'08''$ RT
Dc = $03^{\circ}49'49''$
R = 1,495.90'
T = 165.18'
L = 329.02'
E = 9.09'

LEGEND

L.O.N. LENGTH OF NEED



BARRIER & DRIVEWAY DETAILS
SITE 24 - SR-562 WB WEST OF READING RD. (HAM-562-1.48)

DESIGN AGENCY

HNTB

DESIGNER

ASEP

REVIEWER

KKP 01/15/26

PROJECT ID

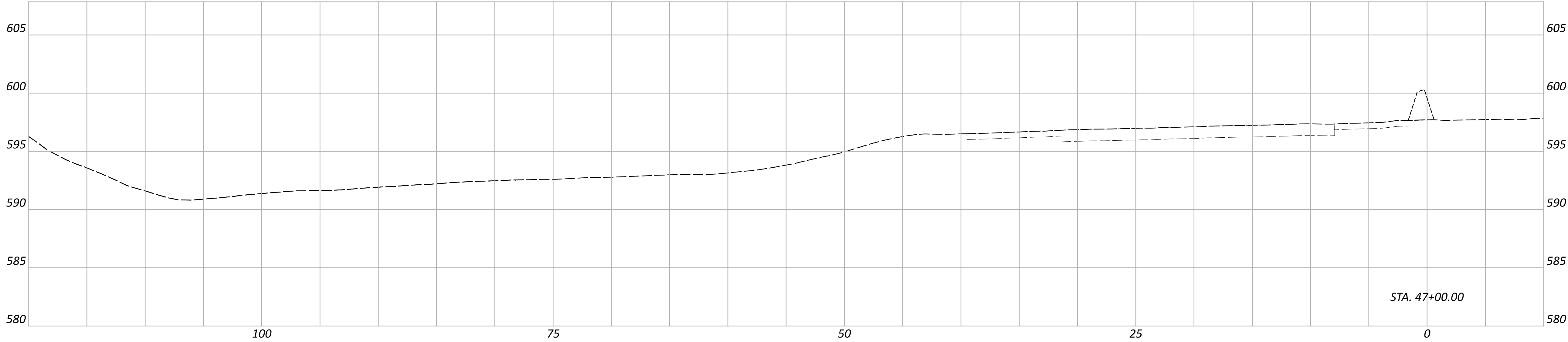
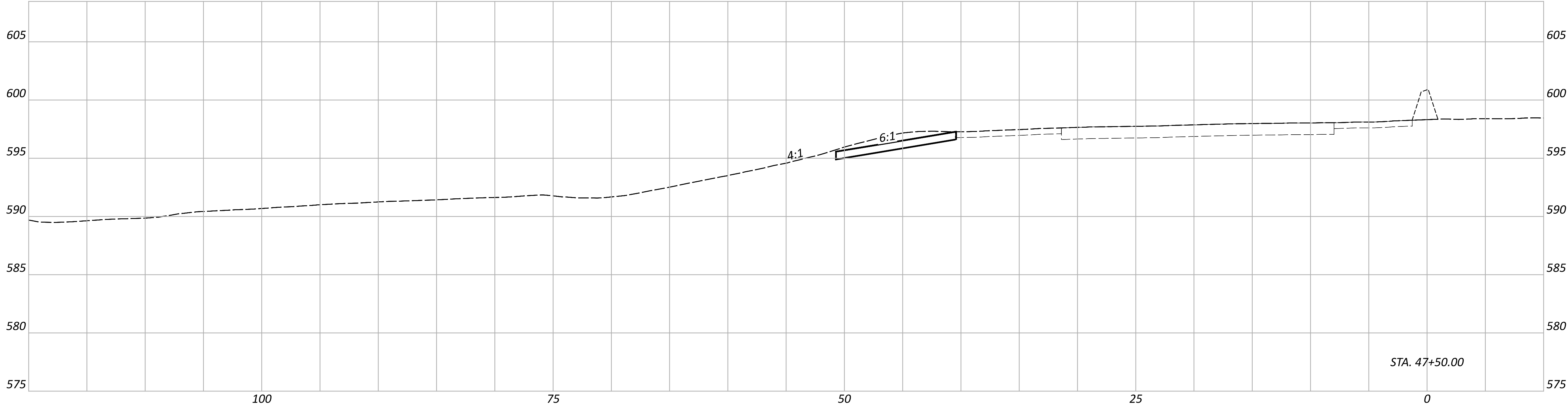
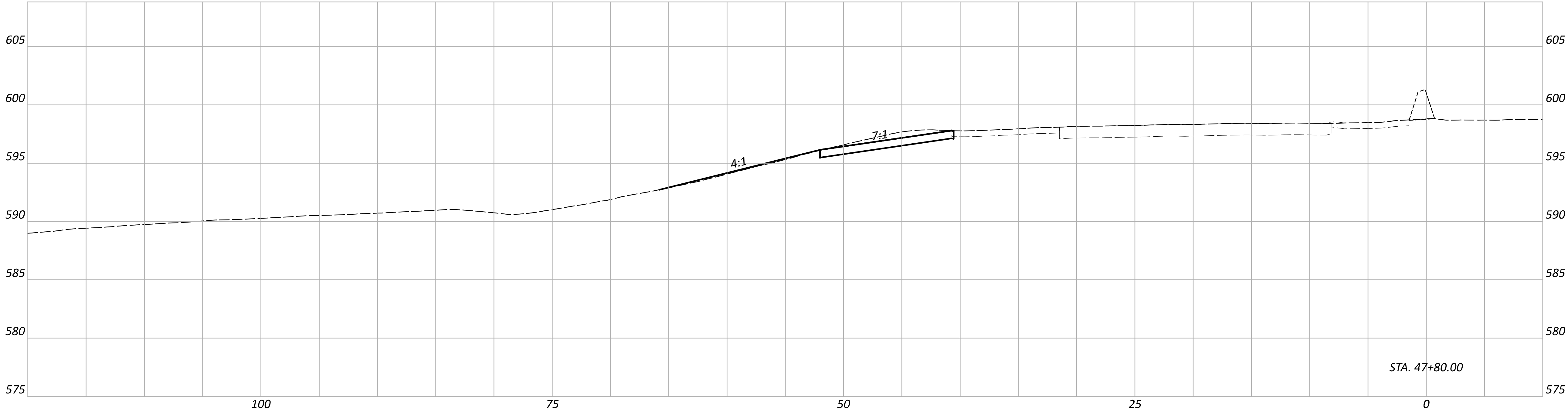
121932

SHEET

P.200

TOTAL

P.226



CROSS SECTIONS
SITE 24 - SR-562 WB WEST OF READING RD. (HAM-562-1.48)

DESIGN AGENCY



DESIGNER

ASEP

REVIEWER

KKP 01/15/26

PROJECT ID

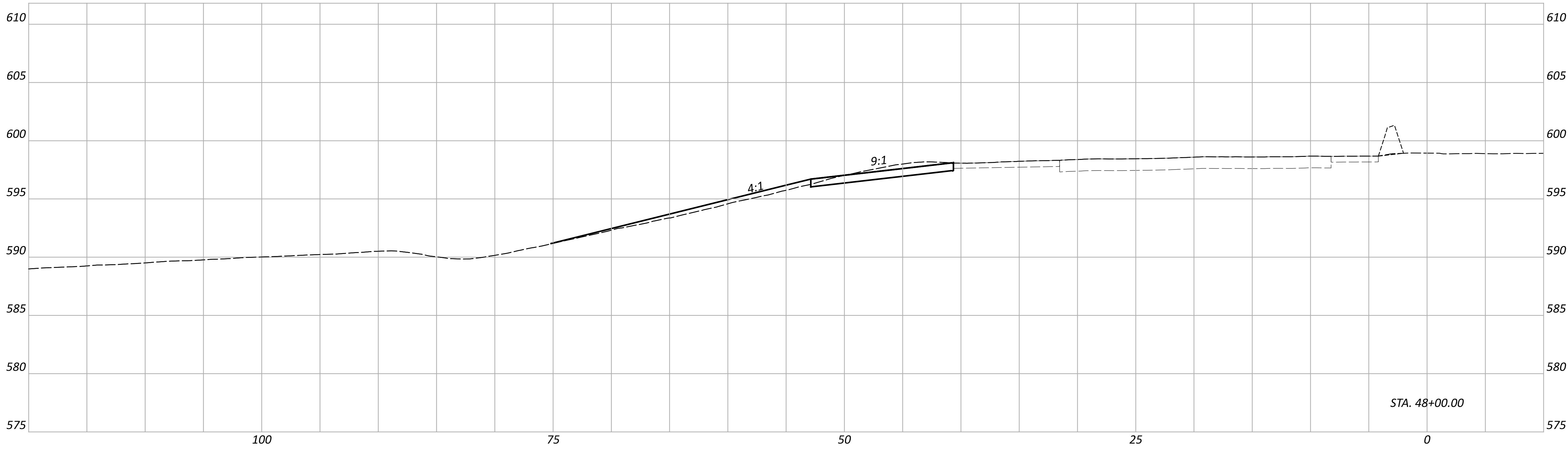
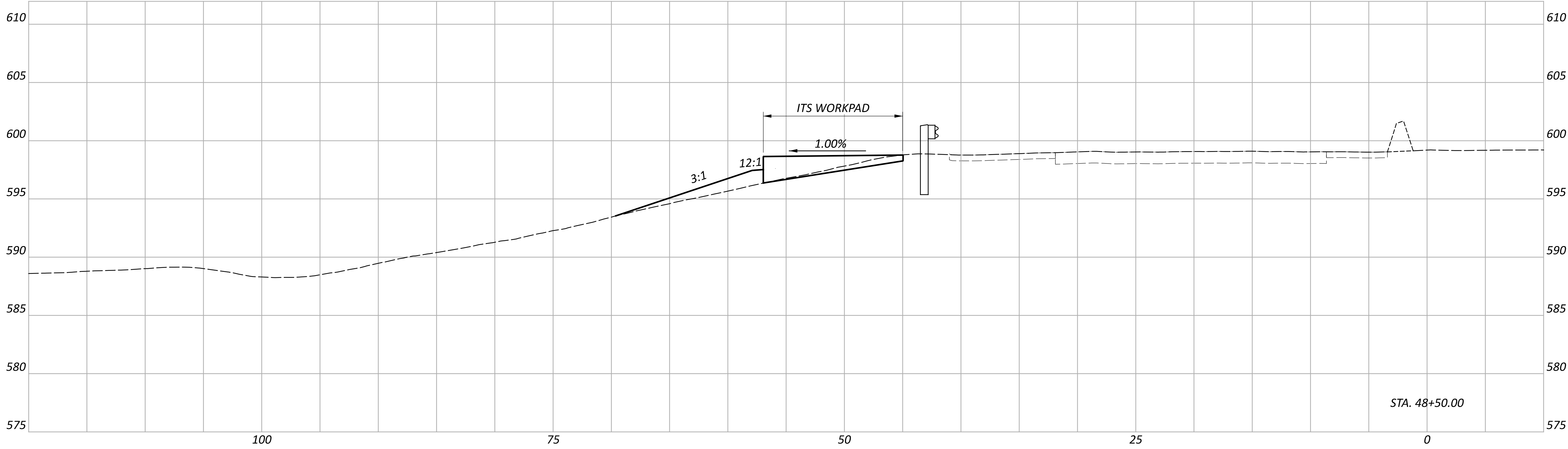
121932

Sheet Totals

Seeding Cut Fill

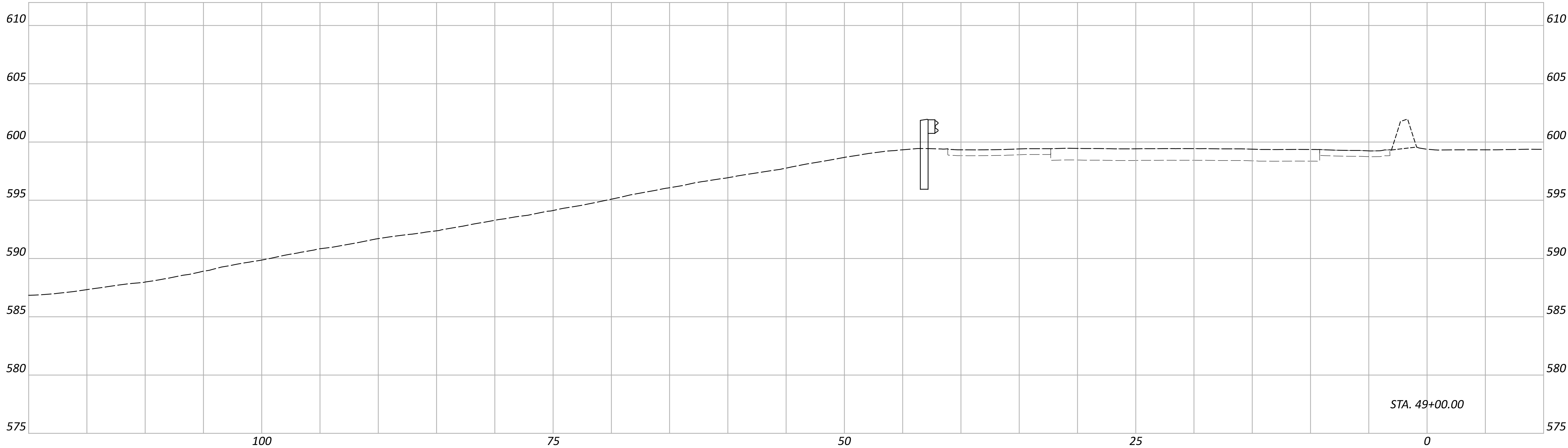
SHEET TOTAL

P.201 P.226



D08-VAR-DMS & QWS REPLACEMENT FY26

MODEL: Site 24 - 49+00.00 [Sheet] PAPER SIZE: 34x22 (in.) DATE: 1/15/2026 TIME: 7:51:15 PM USER: nseling
pw:\pw-int.hntb.org\pw\Great_Lakes\Documents\Columbus Projects\83063 D08-ITS-FY2026\PW01.121932\400-Engineering-HNTB\Roadway\Sheets\121932_XS010.dgn



Sheet Totals			PROJECT ID	
Seeding	Cut	Fill	SHEET	TOTAL
			P.203	P.226

CROSS SECTIONS
SITE 24 - SR-562 WB WEST OF READING RD. (HAM-562-1.48)

DESIGN AGENCY

DESIGNER

ASEP

REVIEWER

KKP 01/15/26

PROJECT ID

121932

HORIZONTAL GEOMETRY						
			GROUND			
CURVE	ALIGNMENT	CONTROL POINT	NORTHING	EASTING	STATION	BEARING
	S.R. 562	P.O.T.	433691.65	1406668.99	10+56.00	S83° 46' 26"E
1	S.R. 562	P.C.	433590.95	1407591.99	19+84.48	S83° 46' 26"E
1	S.R. 562	P.I.	433590.95	1407591.99	19+84.48	
1	S.R. 562	P.C.C.	433492.66	1408024.69	24+29.18	S70° 37' 40"E
2	S.R. 562	P.I.	433379.90	1408345.39	27+69.13	
2	S.R. 562	P.T.	433190.67	1408627.80	31+05.47	S56° 10' 30"E
3	S.R. 562	P.C.	432501.51	1409656.30	43+43.51	S56° 10' 30"E
3	S.R. 562	P.I.	432402.96	1409803.37	45+20.54	
3	S.R. 562	P.T.	432332.49	1409965.77	46+96.00	S66° 32' 31"E
4	S.R. 562	P.C.	432253.80	1410147.11	48+94.29	S66° 32' 31"E
4	S.R. 562	P.I.	432230.52	1410200.74	49+52.75	
4	S.R. 562	P.R.C.	432209.67	1410255.36	50+11.19	S69° 6' 18"E
5	S.R. 562	P.I.	432150.76	1410409.67	51+76.37	
5	S.R. 562	P.T.	432059.60	1410547.42	53+40.21	S56° 30' 11"E

DESIGN DESIGNATION

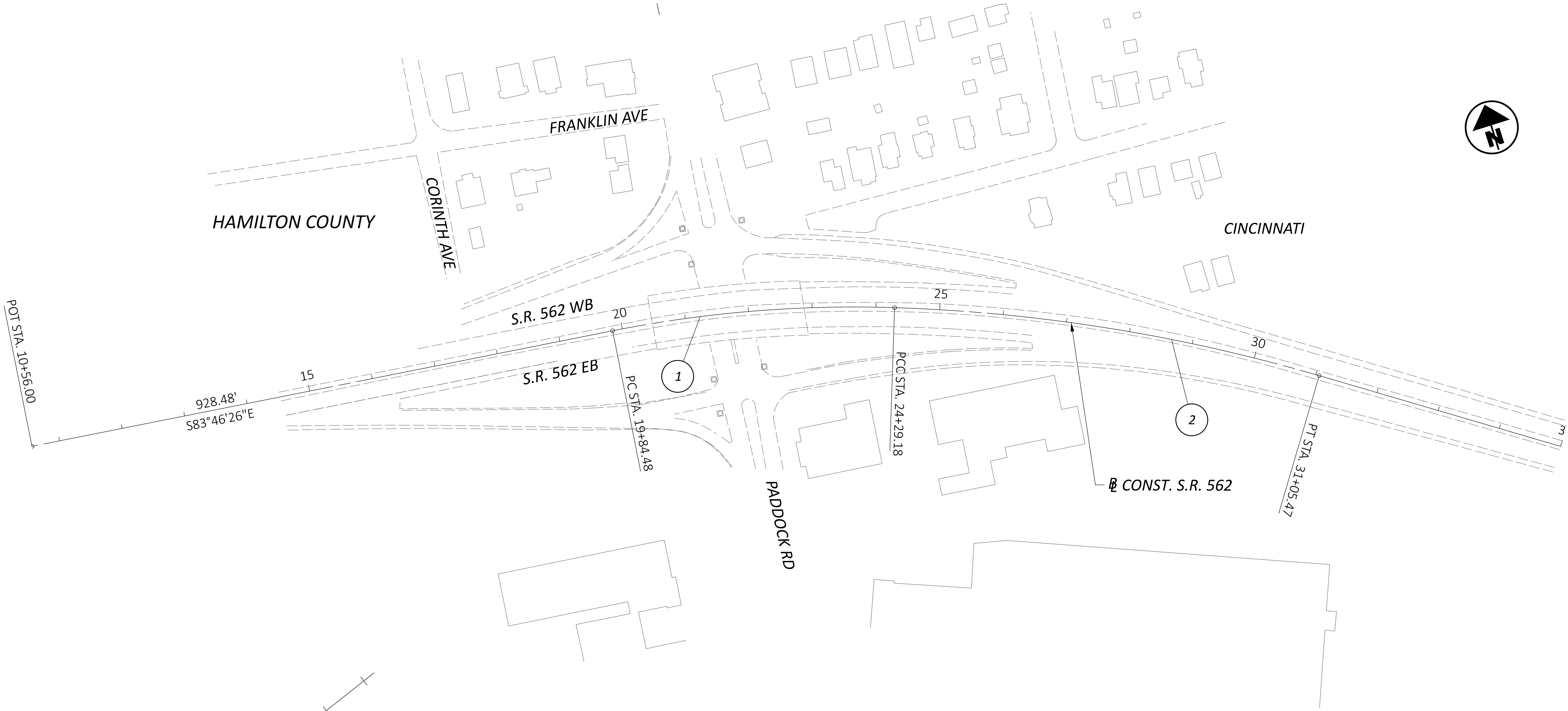
CURRENT ADT (2026)	4422
DESIGN YEAR ADT (2026)	4422
DESIGN HOURLY VOLUME (2026)	422
DIRECTIONAL DISTRIBUTION	N/A
TRUCKS (24 HOUR B&C)	7%
DESIGN SPEED	35
LEGAL SPEED	30
DESIGN FUNCTIONAL CLASSIFICATION	Freeway & Expressway
NHS PROJECT	YES

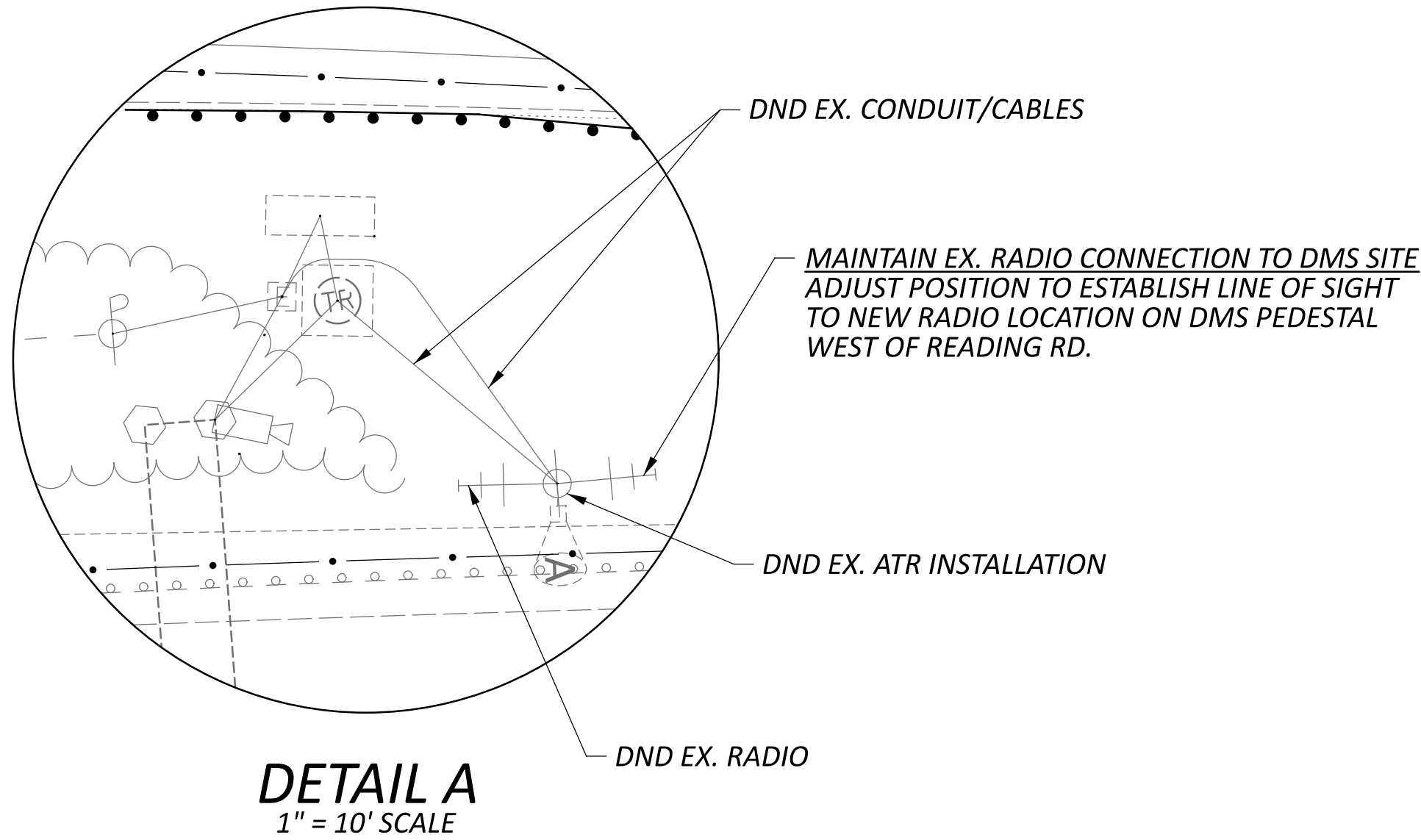
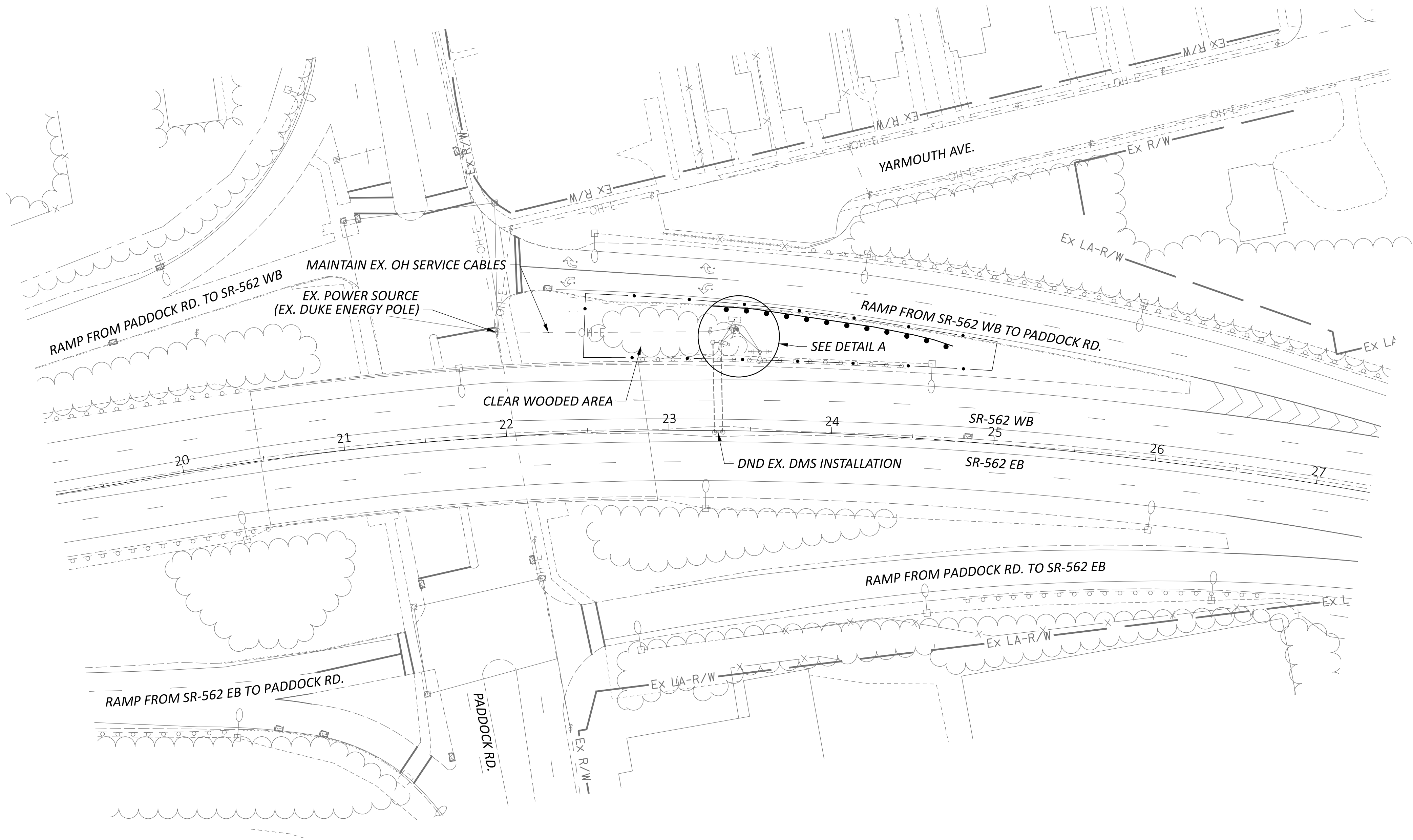
FEILD SURVEY WAS NOT PERFORMED AT THIS SITE. SEE "SURVEY LIMITS" GENERAL NOTE FOR DETAILS.

NOTE: SITE 28 IS WEST OF SITE 24, ALIGNMENT IS A CONTINUATION

EARTH DISTURBED AREAS

PROJECT EARTH DISTURBED AREA:	0.00 ACRES
ESTIMATED CONTRACTOR EARTH DISTURBED AREA:	0.04 ACRES
NOTICE OF INTENT EARTH DISTURBED AREA:	N/A (NOI NOT REQUIRED)

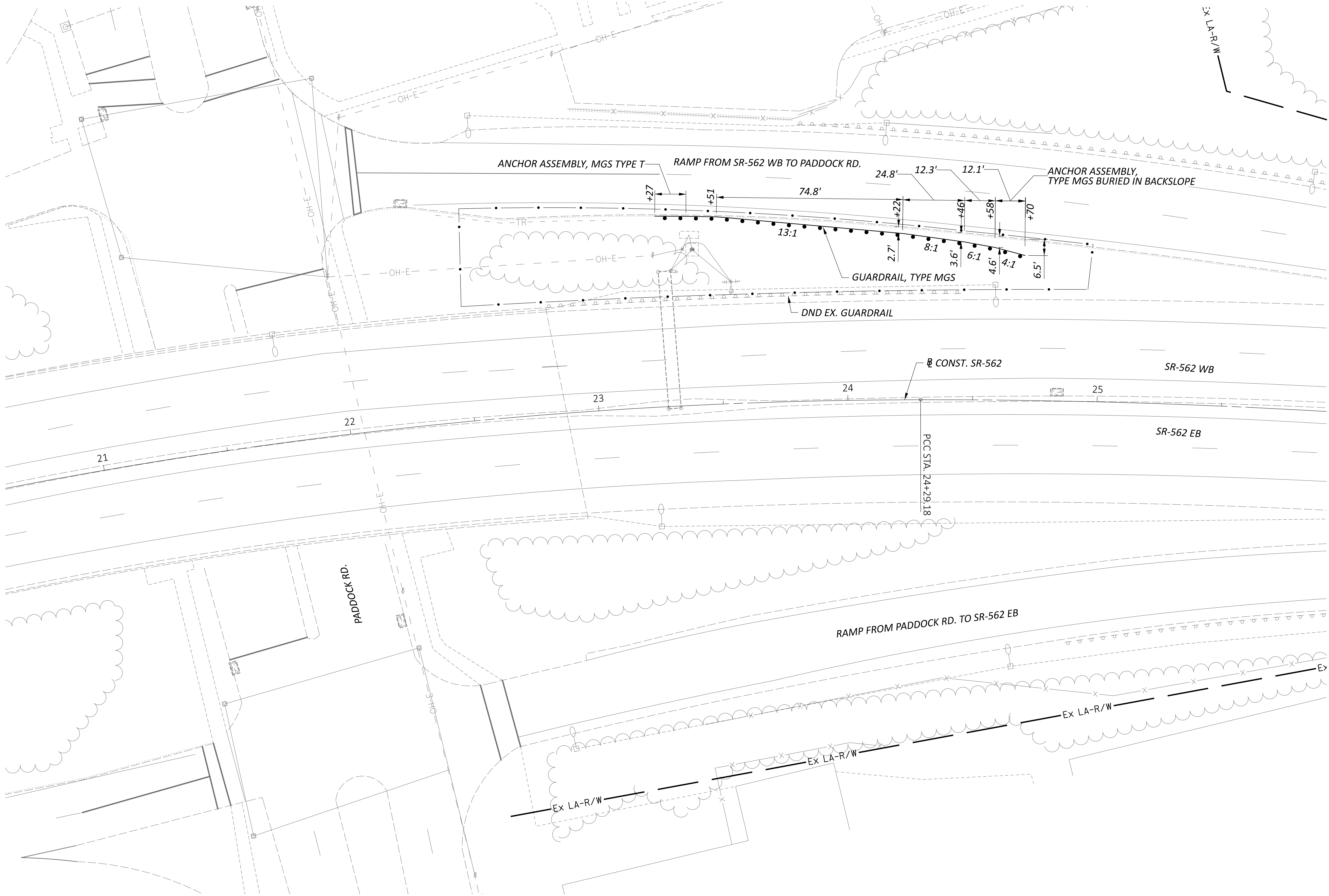




NOTES

1. EXISTING SITE COMMUNICATIONS ARE VIA WIRELESS RADIO TO SITE 24. NO REMOVAL
WORK AT SITE 24 SHALL TAKE PLACE WITHOUT PRIOR APPROVAL FROM ODOT ITS.

ITEM	TOTAL	UNIT	DESCRIPTION
606	125	FT	GUARDRAIL, TYPE MGS
606	1	EACH	ANCHOR ASSEMBLY, MGS TYPE T
606	1	EACH	ANCHOR ASSEMBLY, TYPE MGS BURIED IN BACKSLOPE
626	4	EACH	BARRIER REFLECTOR, TYPE 2, ONE-WAY



BARRIER & DRIVEWAY DETAILS
SITE 28 - SR-562 WB AT PADDOCK RD. (HAM-562-1.00)

DESIGN AGENCY



DESIGNER

ASEP

REVIEWER

KKP 01/15/26

PROJECT ID

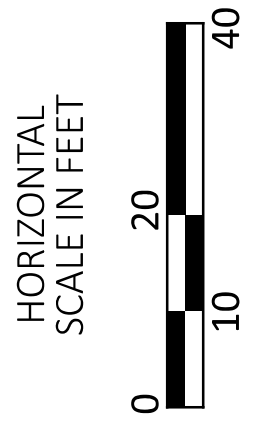
121932

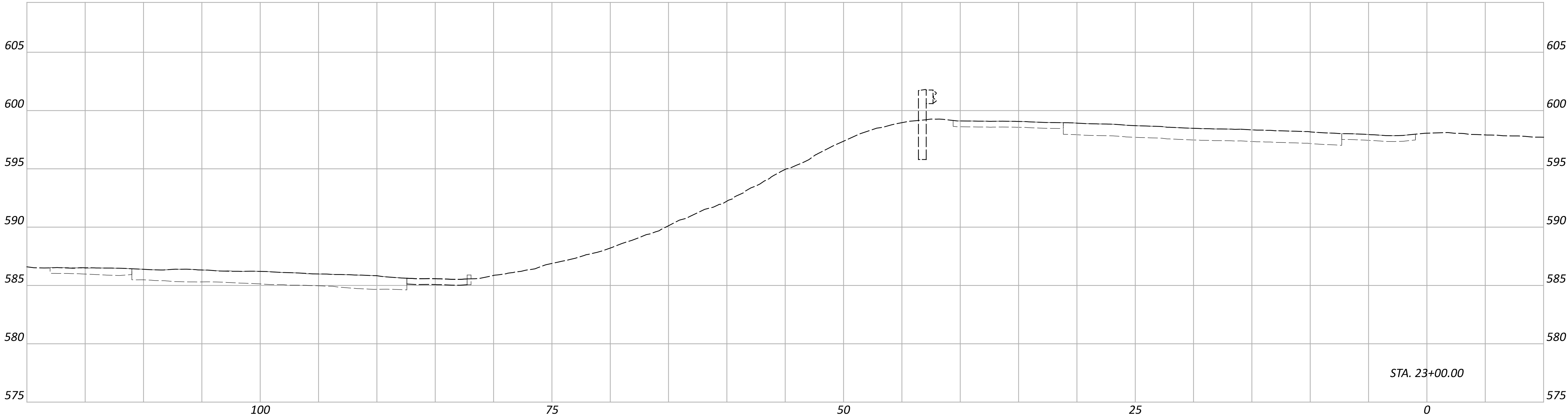
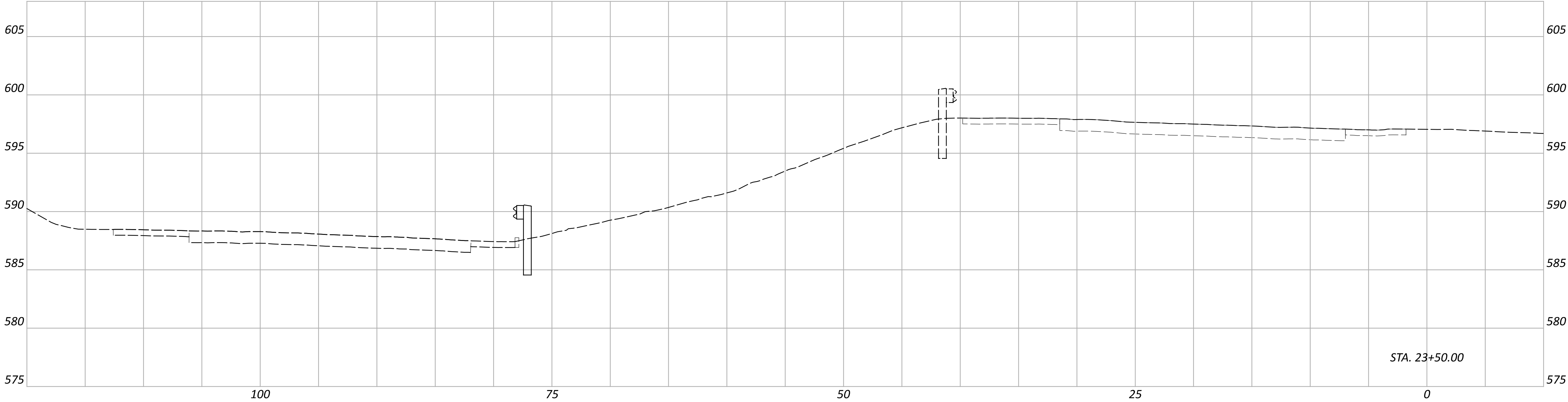
SHEET

P.207

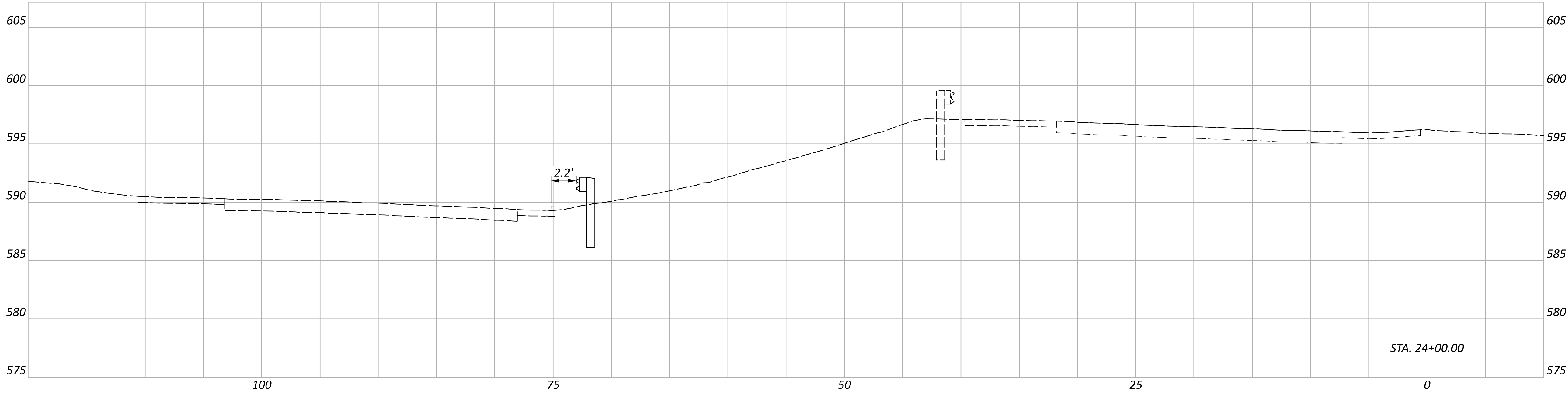
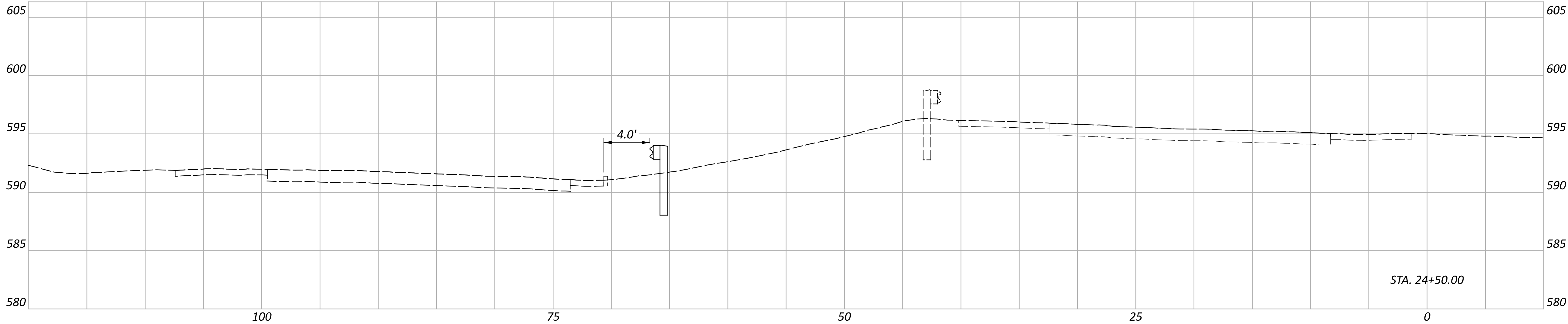
TOTAL

P.226





Sheet Totals			PROJECT ID	
Seeding	Cut	Fill	SHEET	TOTAL
			P.208	P.226



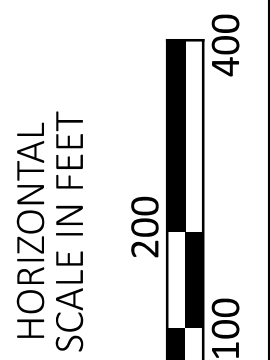
Sheet Totals			SHEET TOTAL	
Seeding	Cut	Fill	P.209	P.226

1	CURVE DATA P.I. = STA. 430+57.20 Δ = 33°48'33" LT Dc = 01°57'23" R = 2,928.76' T = 890.08' L = 1,728.21' E = 132.27'
2	CURVE DATA P.I. = STA. 443+76.42 Δ = 11°02'57" LT Dc = 01°26'43" R = 3,964.50' T = 383.45' L = 764.52' E = 18.50'

EARTH DISTURBED AREAS

PROJECT EARTH DISTURBED AREA:	0.08 ACRES
ESTIMATED CONTRACTOR EARTH DISTURBED AREA:	0.04 ACRES
NOTICE OF INTENT EARTH DISTURBED AREA:	N/A (NOI NOT REQUIRED)

LOCAL SITE SETTINGS								
LATITUDE:	N39°40'02"	BP FOR SP:	0,0					
LONGITUDE:	W84°05'57"	COMBINED SCALE FACTOR:	0.99990760					
ELLIPSOIDAL HEIGHT:	846.30	GRID TO GROUND MULTIPLIER	1.00008506					
Geoid:	Geoid 18 (CONUS)	Horizontal Datum:	NAD83(2011) / OHS(3402)					
NAME	GRID		GROUND		ELEVATION	DESCRIPTION	STATION	OFFSET
	NORTHING	EASTING	NORTHING	EASTING				
1	611378.18	1518325.65	611434.68	1518465.95	953.79	3" LJB Disk	453+29.56	79.56 LT
2	611146.71	1518341.30	611203.19	1518481.60	956.50	3" LJB Disk	450+97.56	79.49 LT

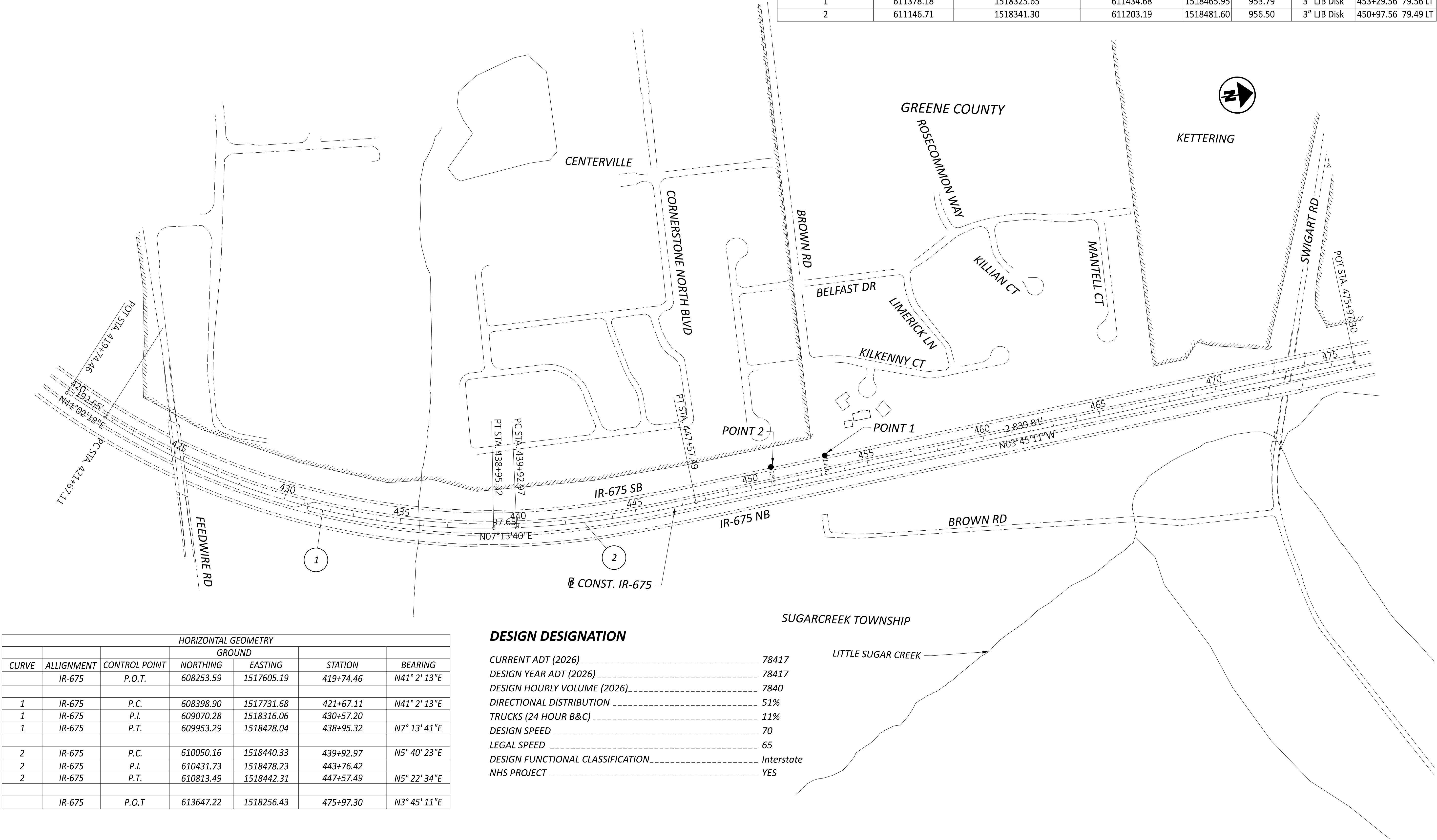


SCHEMATIC PLAN
SITE 29 - IR-675 SB NORTH OF WILMINGTON PIKE (GRE-675-8.56)

DESIGN AGENCY



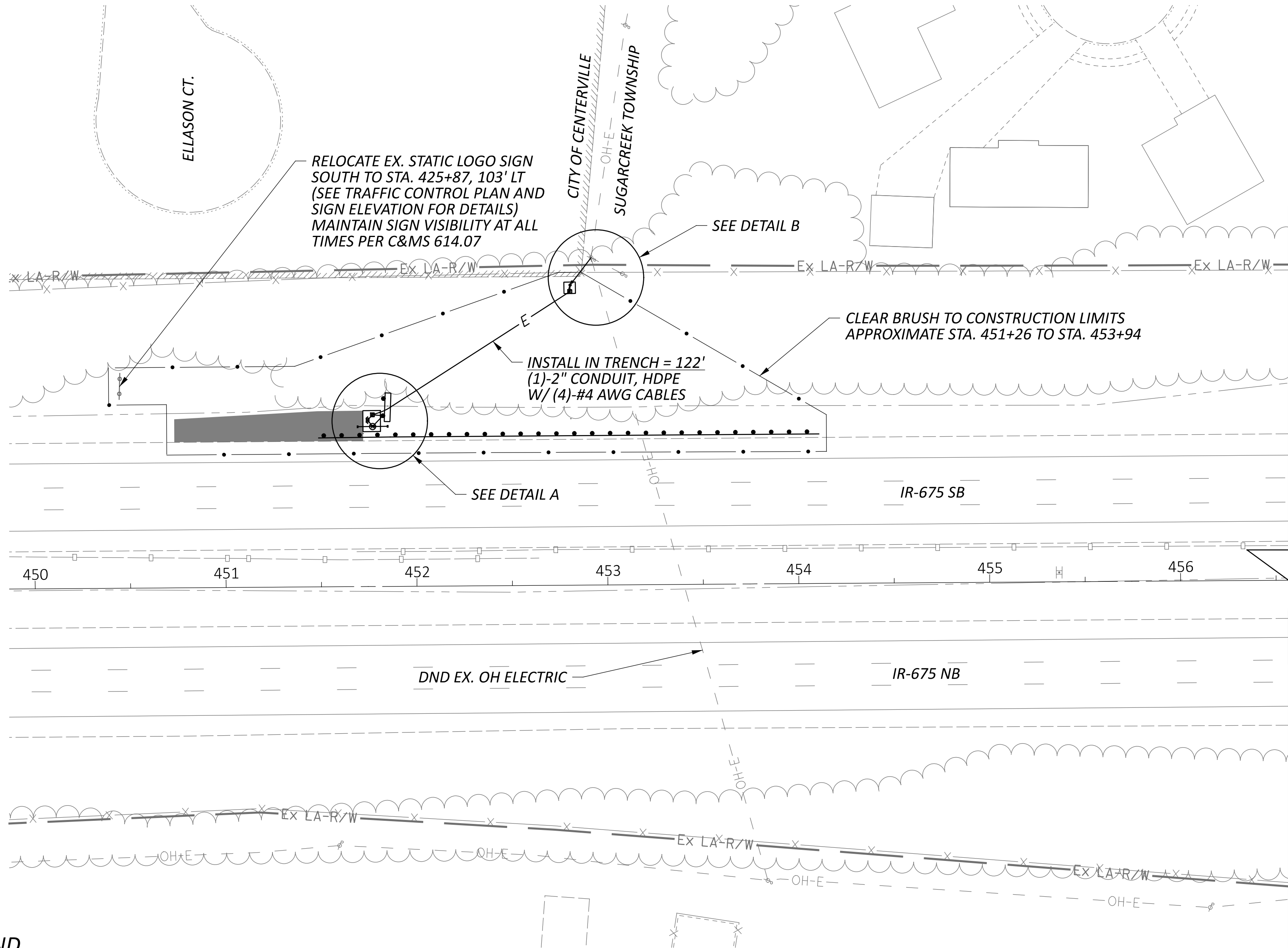
DESIGNER	ASEP
REVIEWER	KKP 01/15/26
PROJECT ID	121932
SHEET	TOTAL
P.210	P.226



HORIZONTAL GEOMETRY						
GROUND						
CURVE	ALIGNMENT	CONTROL POINT	NORTHING	EASTING	STATION	BEARING
	IR-675	P.O.T.	608253.59	1517605.19	419+74.46	N41° 2' 13"E
1	IR-675	P.C.	608398.90	1517731.68	421+67.11	N41° 2' 13"E
1	IR-675	P.I.	609070.28	1518316.06	430+57.20	
1	IR-675	P.T.	609953.29	1518428.04	438+95.32	N7° 13' 41"E
2	IR-675	P.C.	610050.16	1518440.33	439+92.97	N5° 40' 23"E
2	IR-675	P.I.	610431.73	1518478.23	443+76.42	
2	IR-675	P.T.	610813.49	1518442.31	447+57.49	N5° 22' 34"E
	IR-675	P.O.T.	613647.22	1518256.43	475+97.30	N3° 45' 11"E

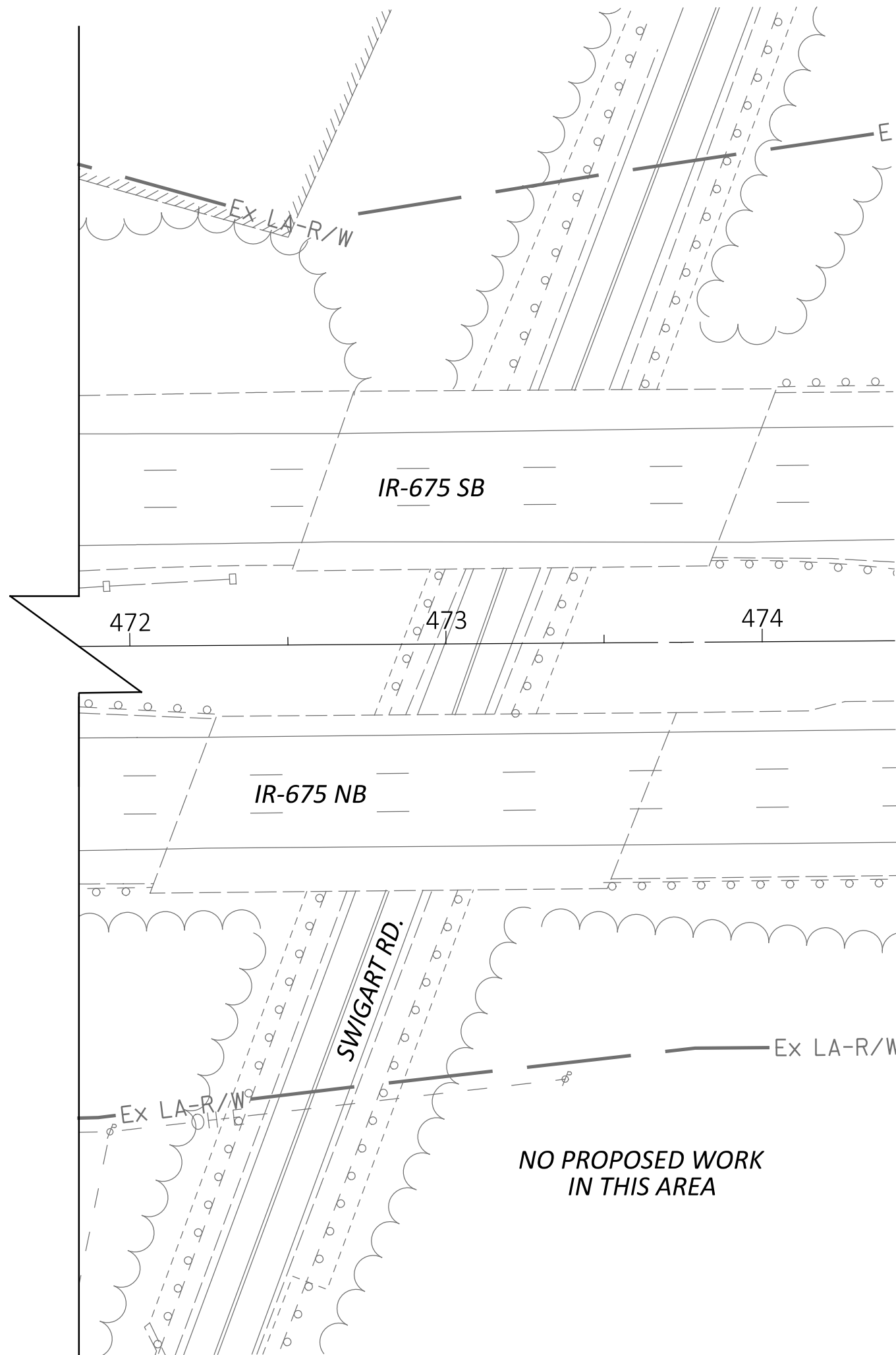
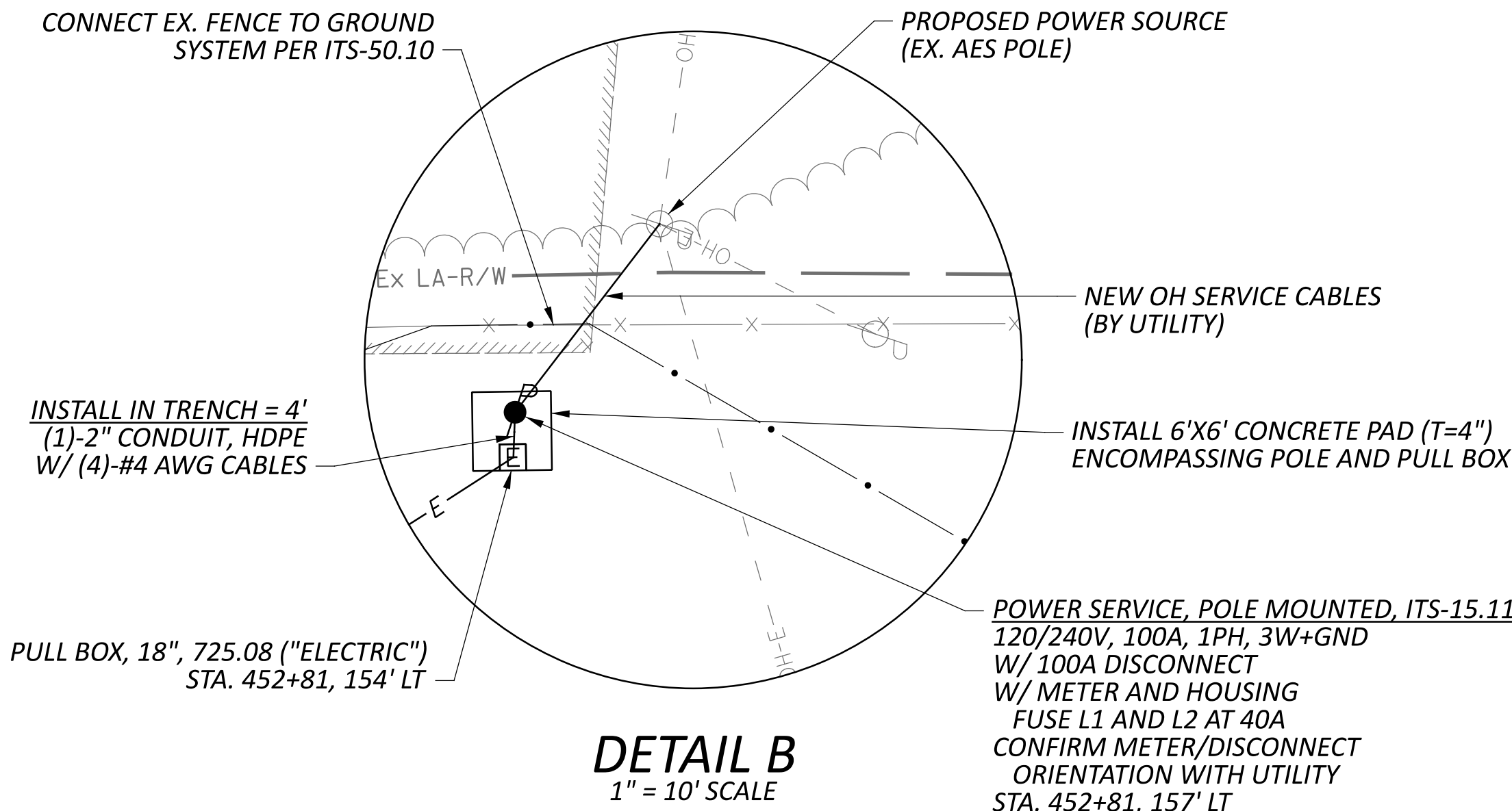
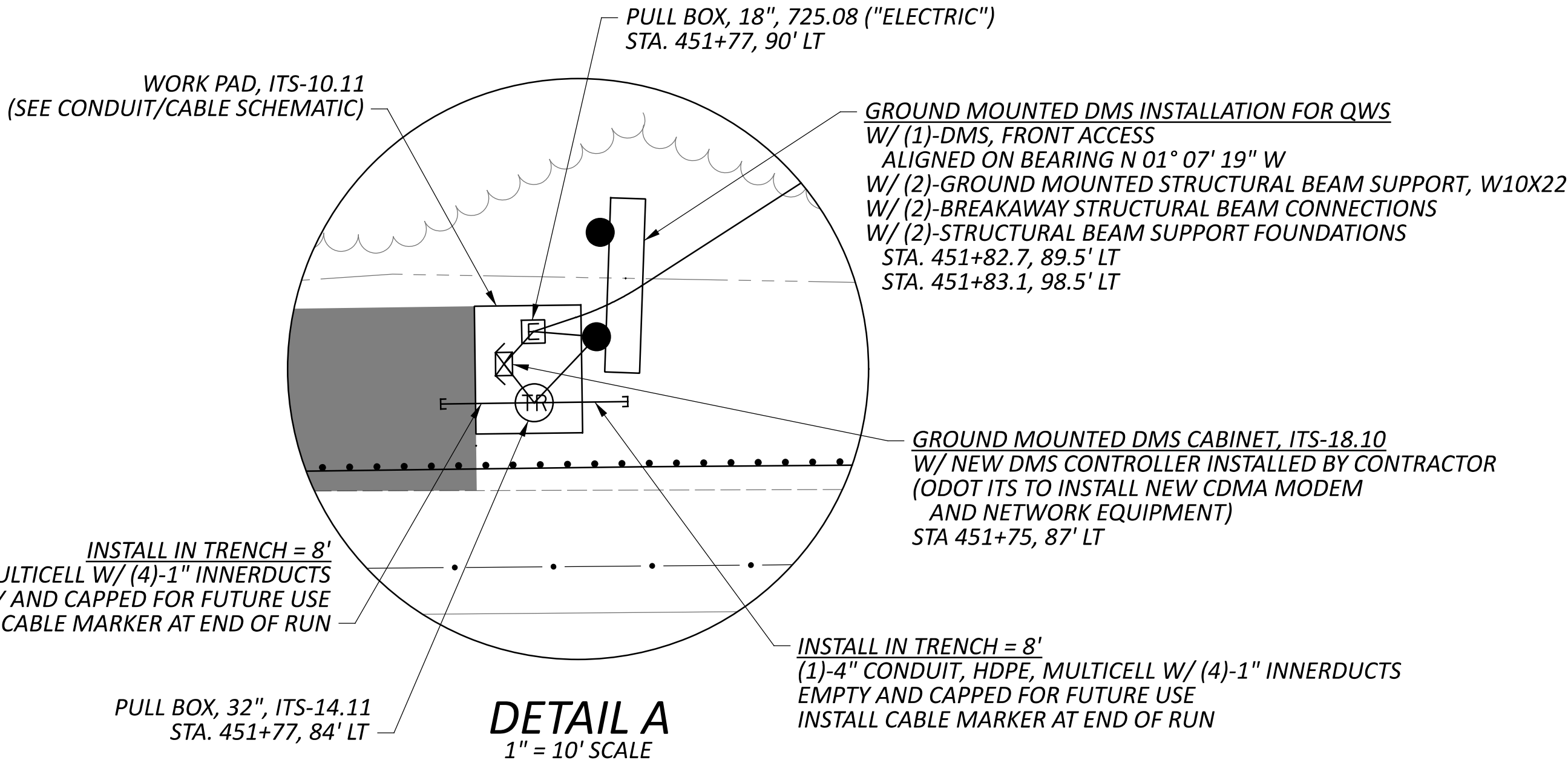
DESIGN DESIGNATION

CURRENT ADT (2026)	78417
DESIGN YEAR ADT (2026)	78417
DESIGN HOURLY VOLUME (2026)	7840
DIRECTIONAL DISTRIBUTION	51%
TRUCKS (24 HOUR B&C)	11%
DESIGN SPEED	70
LEGAL SPEED	65
DESIGN FUNCTIONAL CLASSIFICATION	Interstate
NHS PROJECT	YES



LEGEND

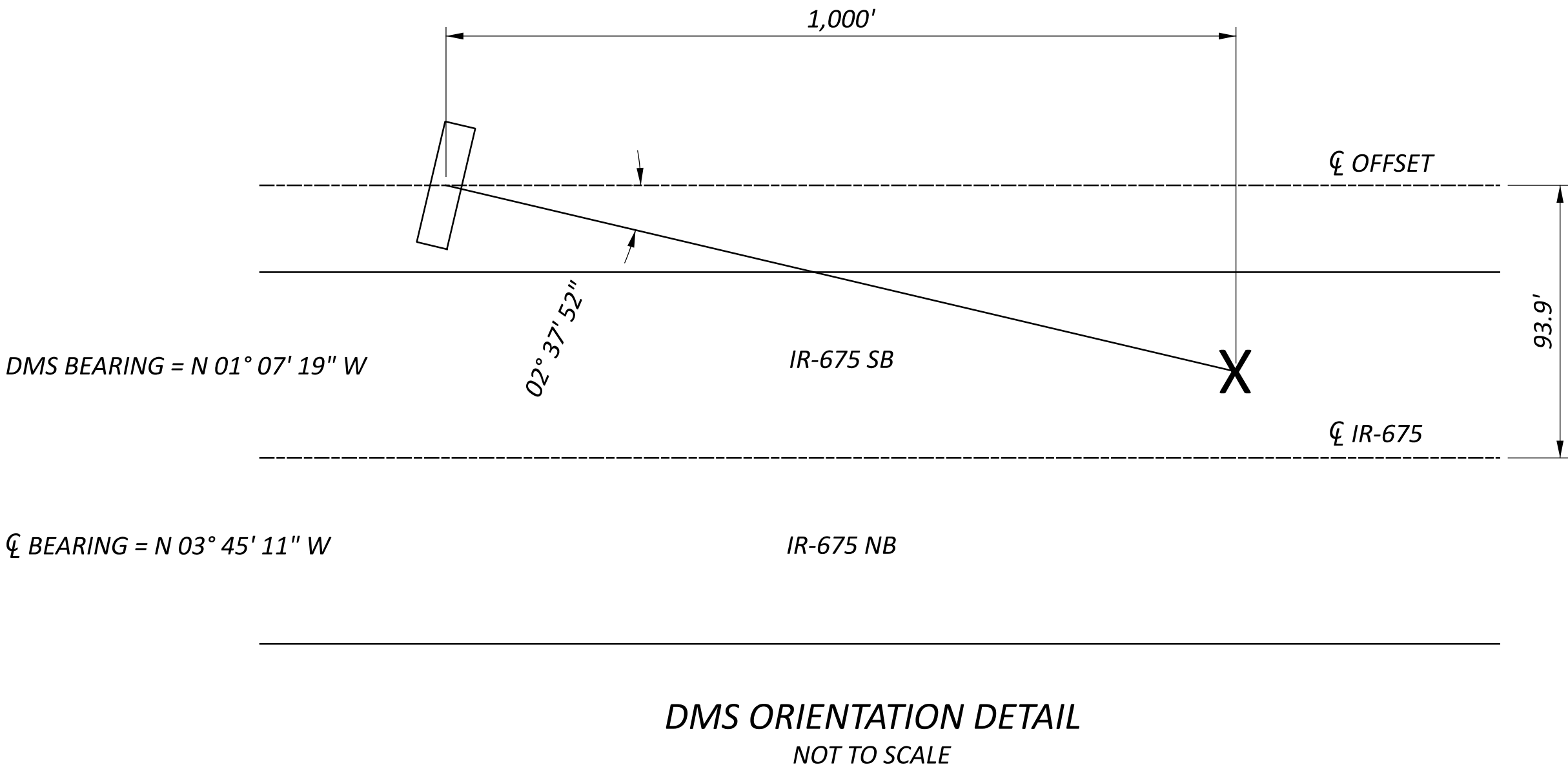
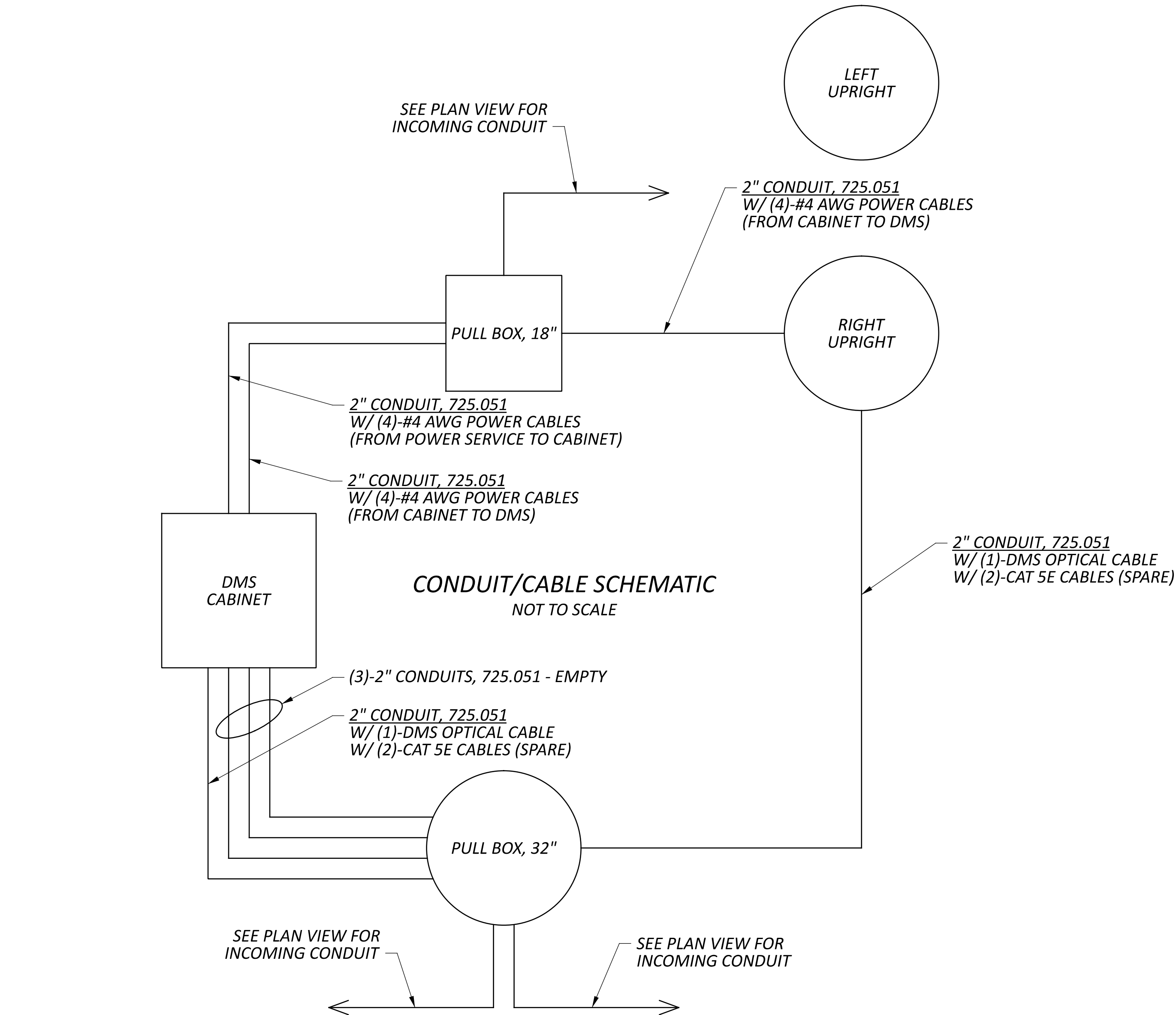
ACCESS DRIVEWAY

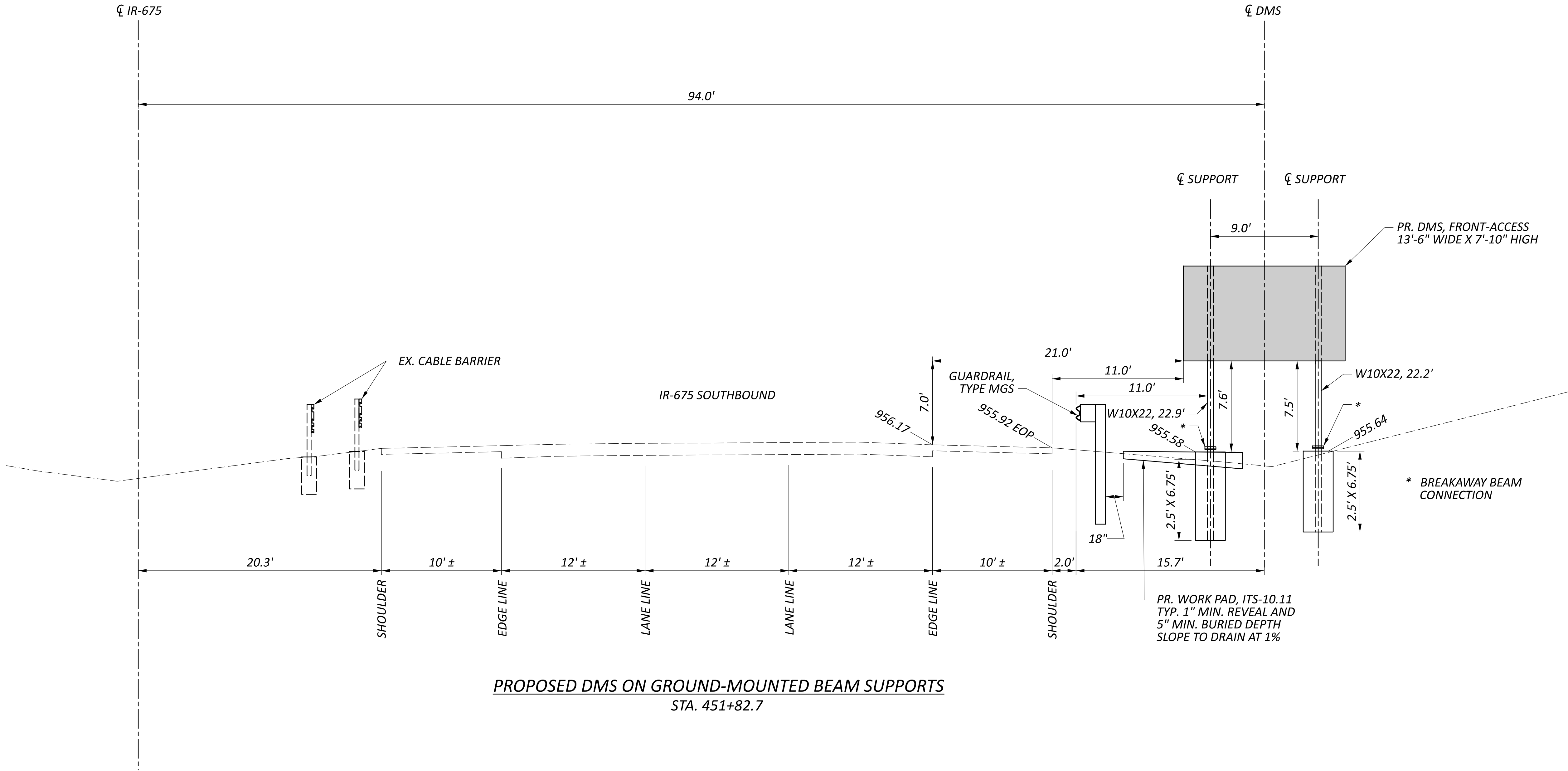


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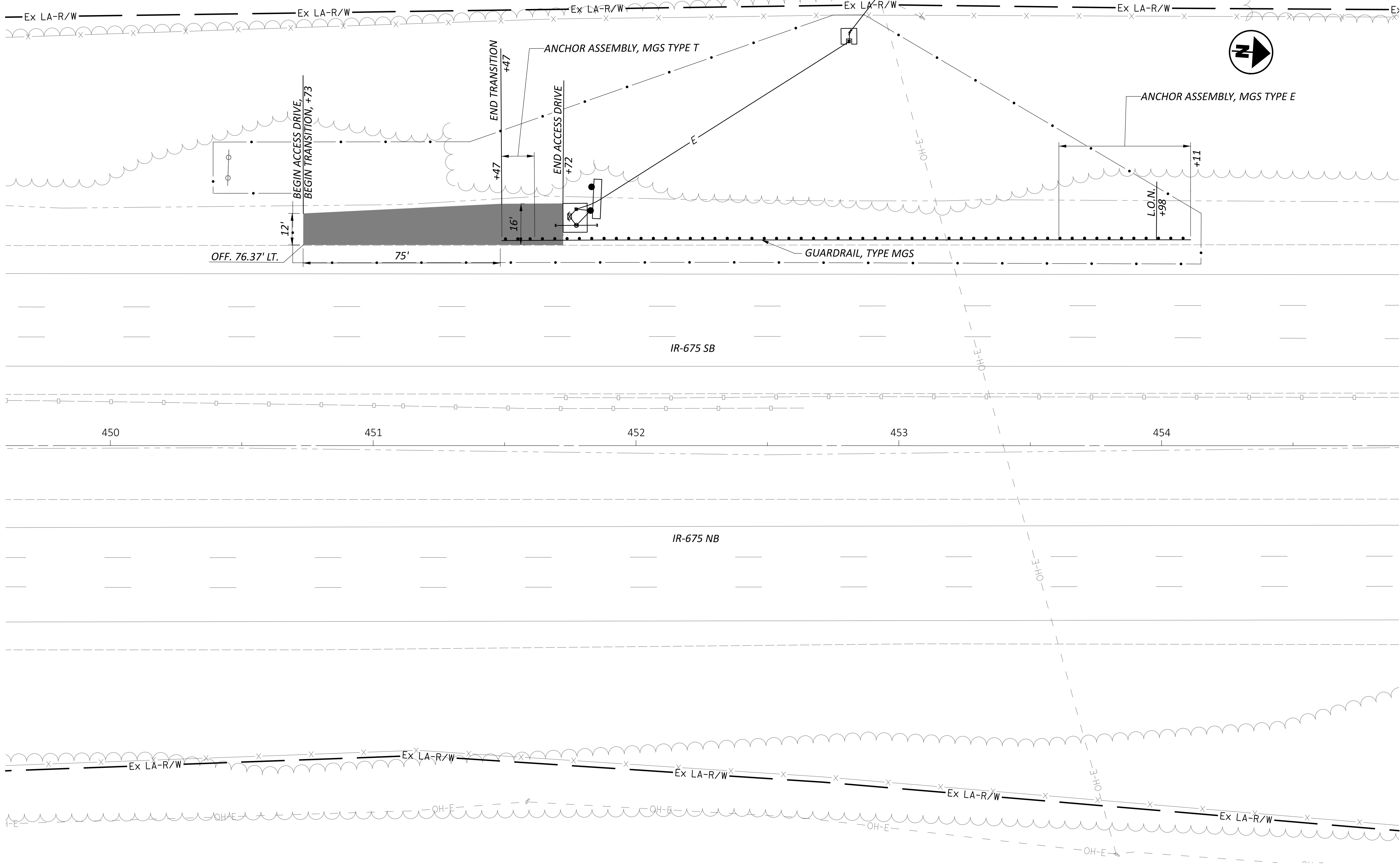
1. COORDINATE WITH ODOT ITS FOR INSTALLATION OF NEW CELLULAR MODEM FOR SITE COMMUNICATIONS.

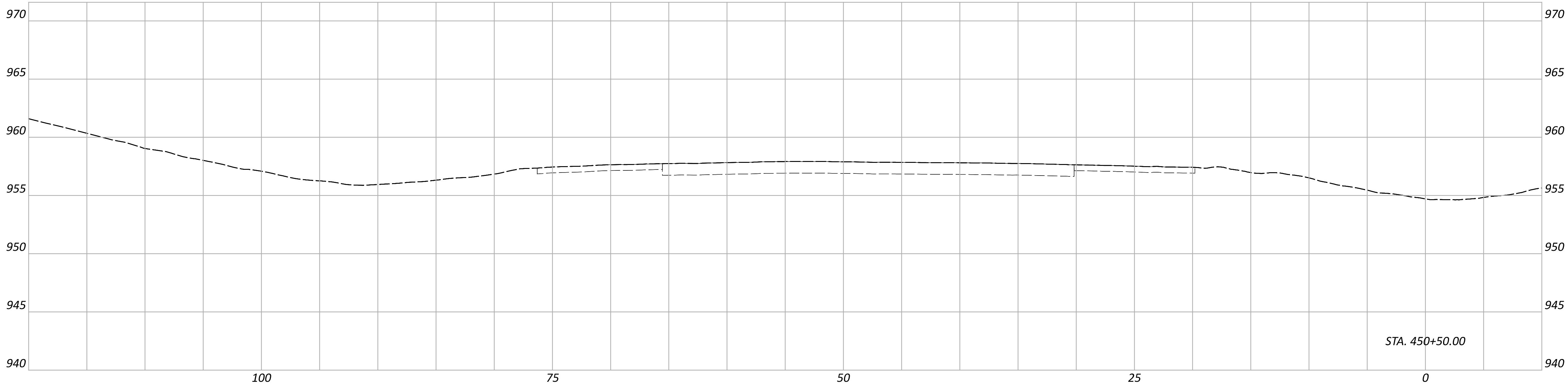
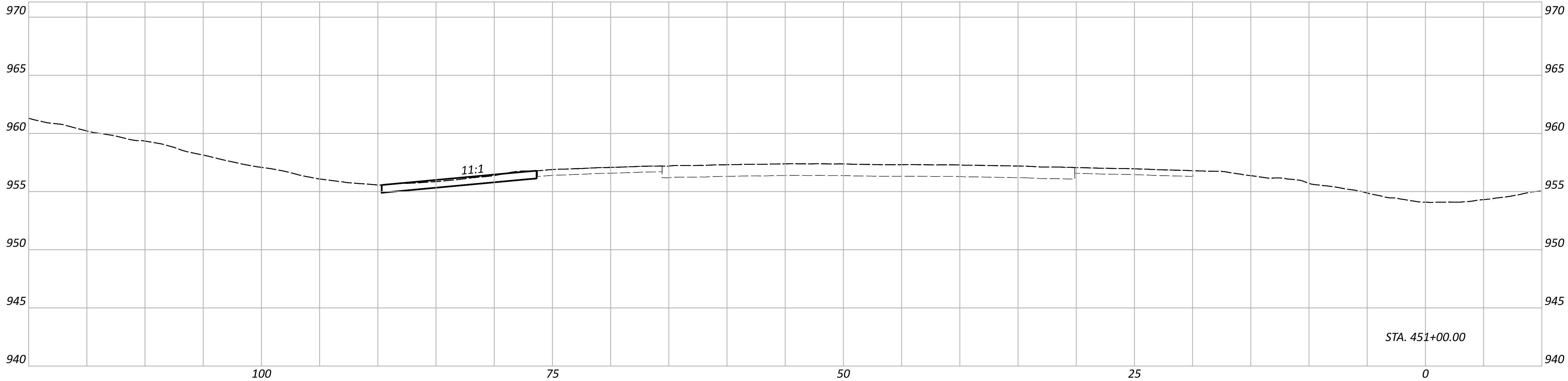
ITEM	TOTAL	UNIT	DESCRIPTION
203	29	CY	EXCAVATION
204	158	SY	SUBGRADE COMPACTION
204	158	SY	GEOTEXTILE FABRIC
304	35	CY	AGGREGATE BASE
606	200	FT	GUARDRAIL, TYPE MGS
606	1	EACH	ANCHOR ASSEMBLY, MGS TYPE E
606	1	EACH	ANCHOR ASSEMBLY, MGS TYPE T
625	588	FT	NO. 4 AWG 2400 VOLT DISTRIBUTION CABLE
625	35	FT	CONDUIT, 2", 725.051
625	165	FT	TRENCH
625	2	EACH	PULL BOX, 725.08, 18"
625	1	EACH	PULL BOX, MISC.: STANDALONE WORK PAD, 6'X6'
625	6	EACH	GROUND ROD
625	165	FT	UNDERGROUND WARNING/MARKING TAPE
626	4	EACH	BARRIER REFLECTOR, TYPE 2, ONE-WAY
630	91.4	FT	GROUND MOUNTED STRUCTURAL BEAM SUPPORT, W10X22
630	4	EACH	BREAKAWAY STRUCTURAL BEAM CONNECTION
630	4	EACH	GROUND MOUNTED STRUCTURAL BEAM SUPPORT FOUNDATION
630	1	EACH	REMOVAL OF GROUND MOUNTED MAJOR SIGN AND REERECTION
630	2	EACH	REMOVAL OF GROUND MOUNTED STRUCTURAL BEAM SUPPORT AND DISPOSAL
633	1	EACH	CABINET FOUNDATION
809	1	EACH	ITS PULL BOX WITH PAD AND STANDARD LID ASSEMBLY, 32" WIDE, TYPE 1
809	126	FT	CONDUIT, 2" DIAMETER, HDPE
809	16	FT	CONDUIT, 4", MULTICELL, HDPE WITH 4 - 1" INNERDUCTS
809	1	EACH	ITS POWER SERVICE, POLE MOUNTED, 120/240V, 100 AMP
809	1	EACH	DYNAMIC MESSAGE SIGN (DMS), FRONT-ACCESS
809	1	EACH	ITS CABINET - DMS





PROPOSED DMS ON GROUND-MOUNTED BEAM SUPPORTS
STA. 451+82.7





CROSS SECTIONS
SITE 29 - IR-675 SB NORTH OF WILMINGTON PIKE (GRE-675-8.56)

DESIGN AGENCY



DESIGNER

ASEP

REVIEWER

KKP 01/15/26

PROJECT ID

121932

Sheet Totals

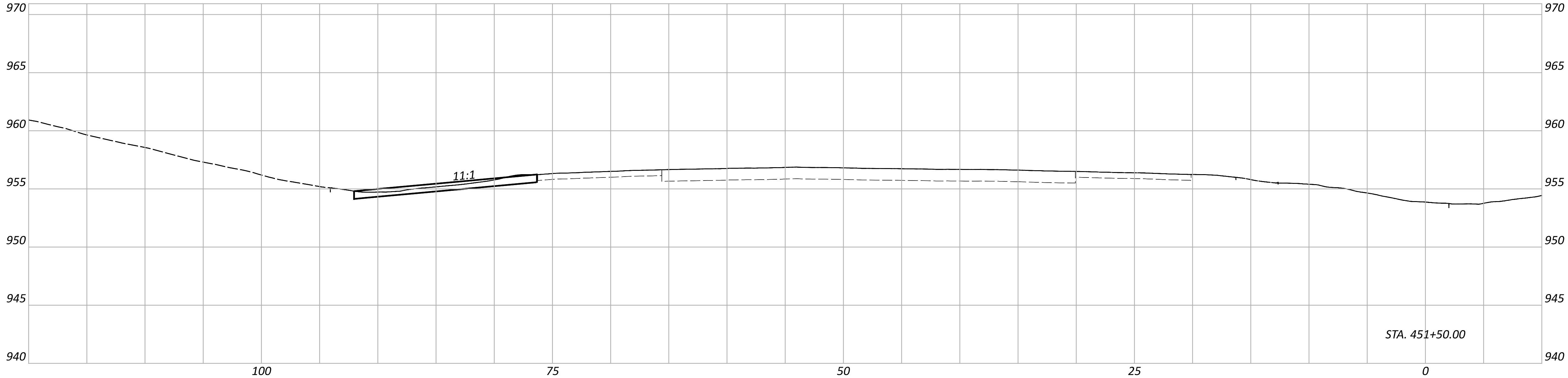
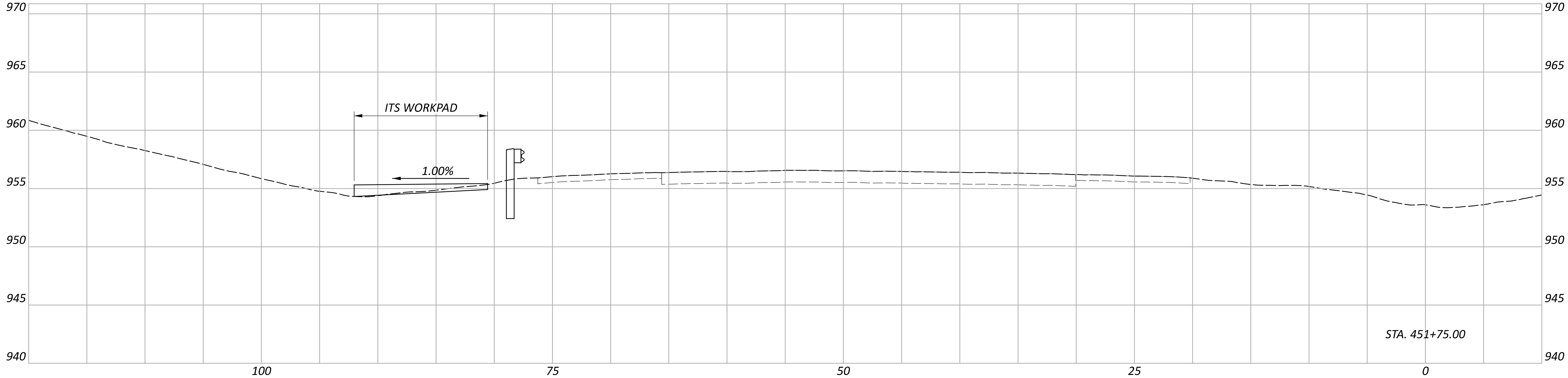
Seeding	Cut	Fill
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SHEET

P.215

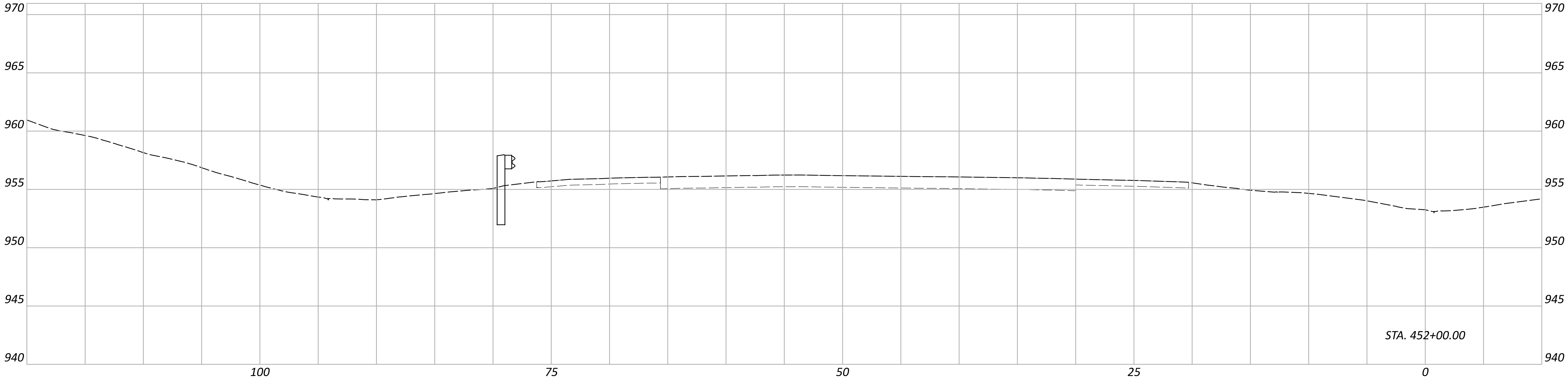
TOTAL

P.226



D08-VAR-DMS & QWS REPLACEMENT FY26

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Sheet Totals			PROJECT ID	
Seeding	Cut	Fill	SHEET	TOTAL
			P.217	P.226

CROSS SECTIONS
SITE 29 - IR-675 SB NORTH OF WILMINGTON PIKE (GRE-675-8.56)

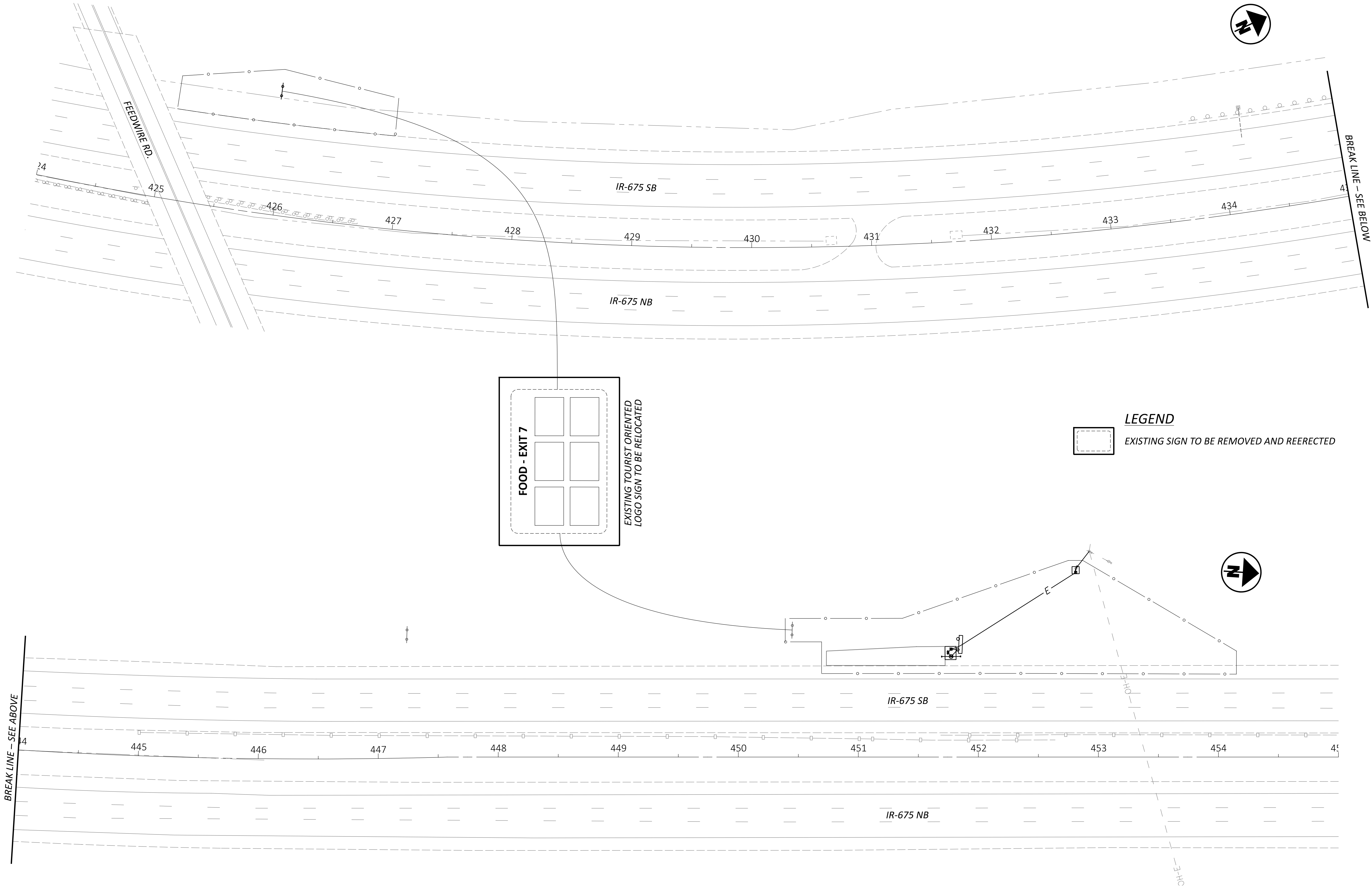
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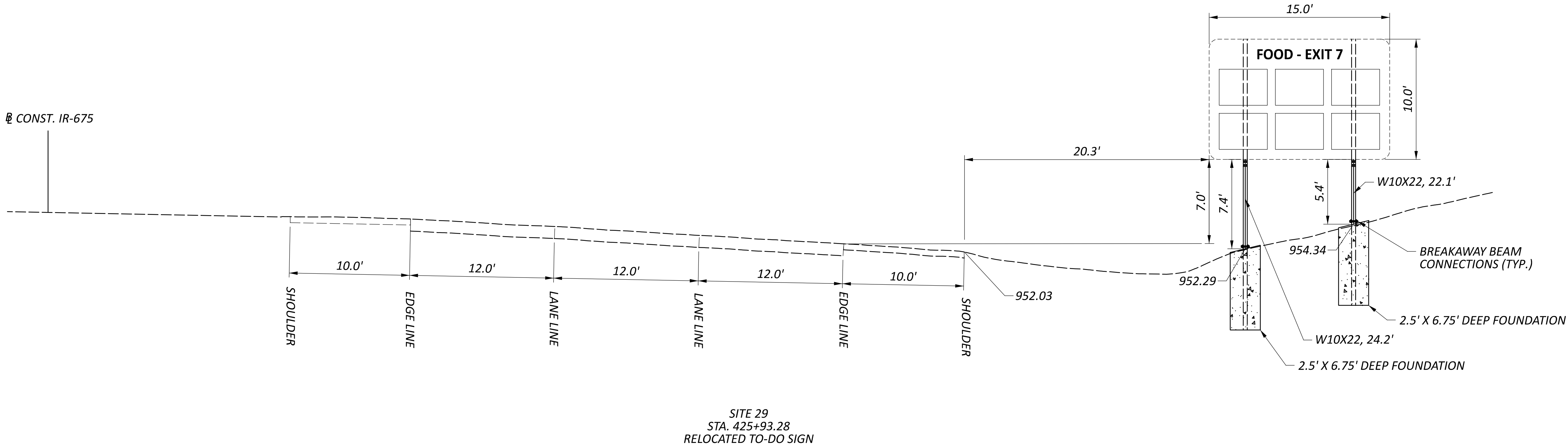


DESIGNER
ASEP

REVIEWER
KKP 01/15/26

PROJECT ID
121932





Sheet Totals			SHEET TOTAL	
Seeding	Cut	Fill	P.219	P.226

DESIGN AGENCY
HNTB
DESIGNER
ASEP
REVIEWER
NRS 01/15/26
PROJECT ID
121932

1	CURVE DATA P.I. = STA. 890+80.32 Δ = 08°03'56" RT Dc = 00°30'17" R = 11,350.03' T = 800.21' L = 1,597.77' E = 28.17'	2	CURVE DATA P.I. = STA. 2300+22.65 Δ = 00°47'48" LT Dc = 00°14'51" R = 23,137.13' T = 160.85' L = 321.69' E = 0.56'	3	CURVE DATA P.I. = STA. 2285+00.44 Δ = 01°25'50" RT Dc = 00°10'37" R = 32,394.73' T = 404.44' L = 808.83' E = 2.52'
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DESIGN DESIGNATION

CURRENT ADT (2026)	122658
DESIGN YEAR ADT (2026)	122658
DESIGN HOURLY VOLUME (2026)	12270
DIRECTIONAL DISTRIBUTION	51%
TRUCKS (24 HOUR B&C)	13%
DESIGN SPEED	65
LEGAL SPEED	60
DESIGN FUNCTIONAL CLASSIFICATION	Interstate
NHS PROJECT	YES

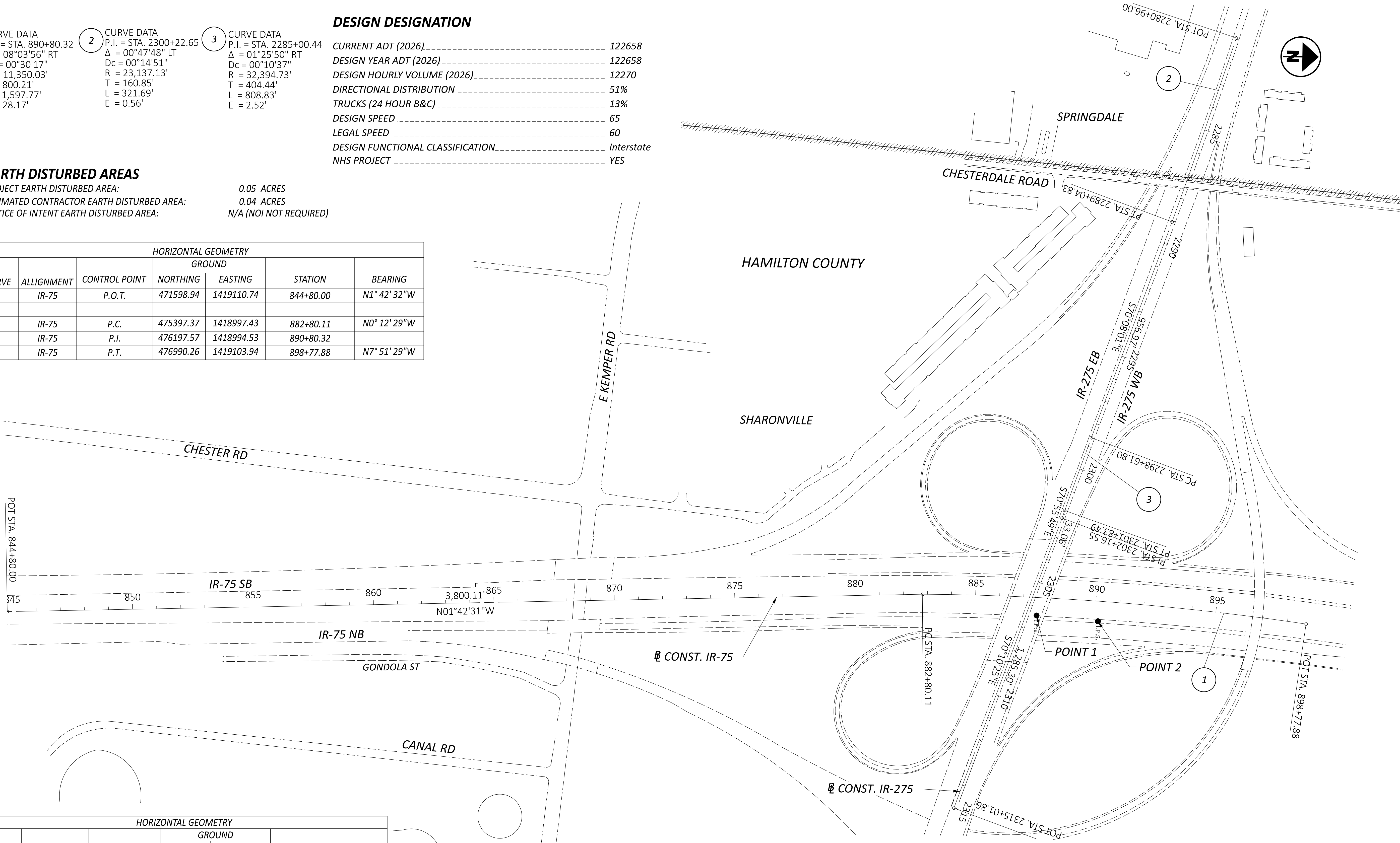
EARTH DISTURBED AREAS

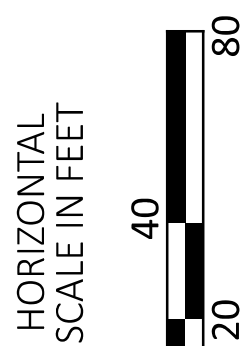
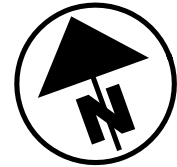
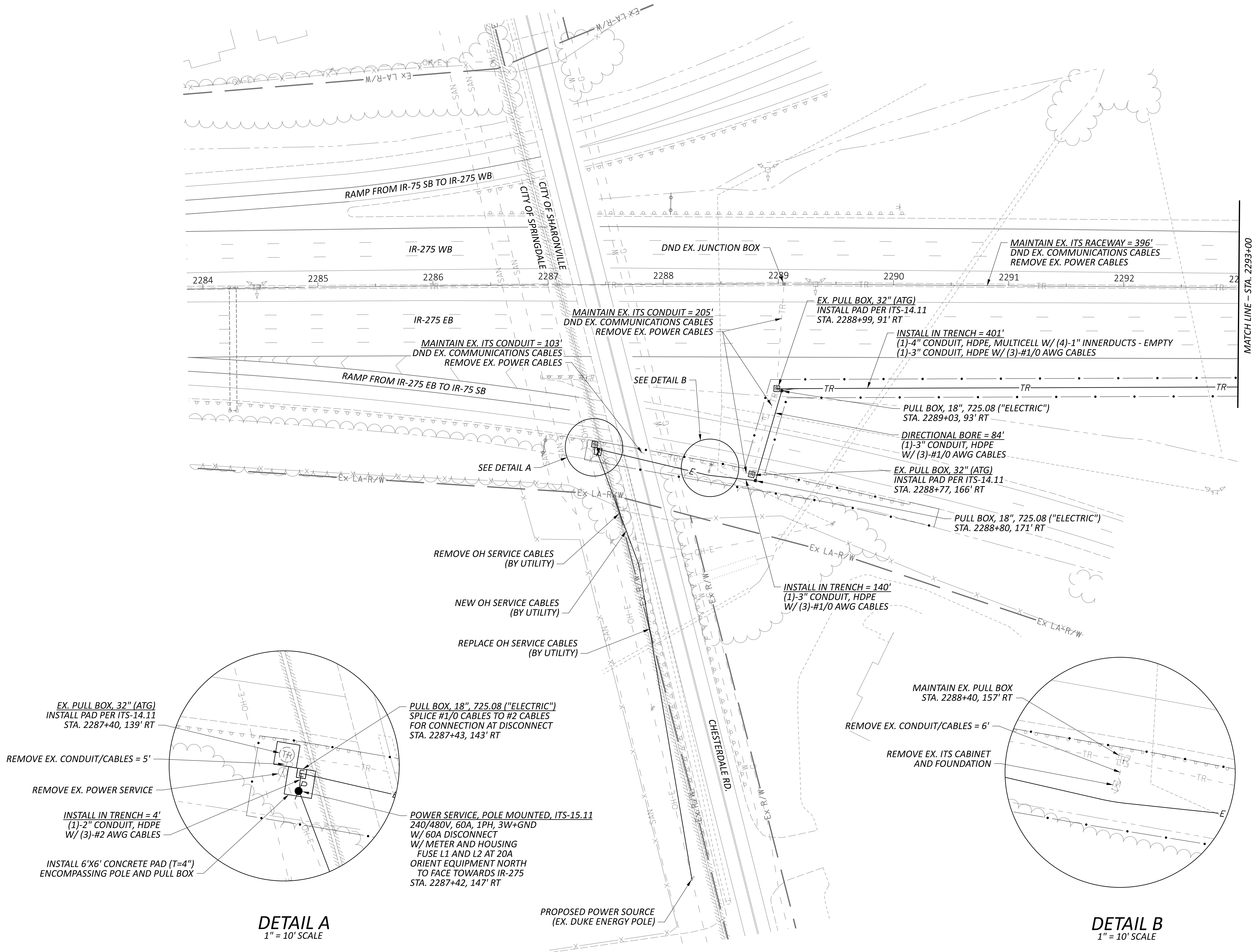
PROJECT EARTH DISTURBED AREA:	0.05 ACRES
ESTIMATED CONTRACTOR EARTH DISTURBED AREA:	0.04 ACRES
NOTICE OF INTENT EARTH DISTURBED AREA:	N/A (NOI NOT REQUIRED)

HORIZONTAL GEOMETRY						
GROUND						
CURVE	ALIGNMENT	CONTROL POINT	NORTHING	EASTING	STATION	BEARING
	IR-75	P.O.T.	471598.94	1419110.74	844+80.00	N1° 42' 32"W
1	IR-75	P.C.	475397.37	1418997.43	882+80.11	N0° 12' 29"W
1	IR-75	P.I.	476197.57	1418994.53	890+80.32	
1	IR-75	P.T.	476990.26	1419103.94	898+77.88	N7° 51' 29"W

HORIZONTAL GEOMETRY						
GROUND						
CURVE	ALIGNMENT	CONTROL POINT	NORTHING	EASTING	STATION	BEARING
2	IR-275	P.C.	476674.21	1416673.46	2280+96.00	S72° 5' 35"E
2	IR-275	P.I.	476549.86	1417058.30	2285+00.44	
2	IR-275	P.T.	476415.93	1417439.92	2289+04.83	S70° 8' 02"E
3	IR-275	P.C.	476090.64	1418340.06	2298+61.80	S70° 8' 02"E
3	IR-275	P.I.	476035.98	1418491.33	2300+22.65	
3	IR-275	P.T.	475983.43	1418643.35	2301+83.49	S70° 55' 48"E
	IR-275	P.I.	475972.64	1418674.91	2302+16.55	S70° 55' 48"E
	IR-275	P.O.T.	475536.70	1419884.03	2315+01.86	S70° 10' 26"E

LOCAL SITE SETTINGS			
LATITUDE:	N39°17'27"	BP FOR SP:	0,0
LONGITUDE:	W84°26'27"	COMBINED SCALE FACTOR:	0.99991422
ELLIPSOIDAL HEIGHT:	481.40	GRID TO GROUND MULTIPLIER	1.00008506
Geoid:	Geoid 18 (CONUS)	Horizontal Datum:	NAD83(2011) / OHS(3402)
NAME	GRID		GROUND
	NORTHING	EASTING	NORTHING
1	475911.55	1419203.07	475952.38
2	476166.50	1419224.17	476207.35





ITS PLAN
SITE 30 - IR-75 NB AT IR-275 (HAM-75-16.84)

DESIGN AGENCY

HNTB

DESIGNER

JRB

REVIEWER

NRS 01/15/26

PROJECT ID

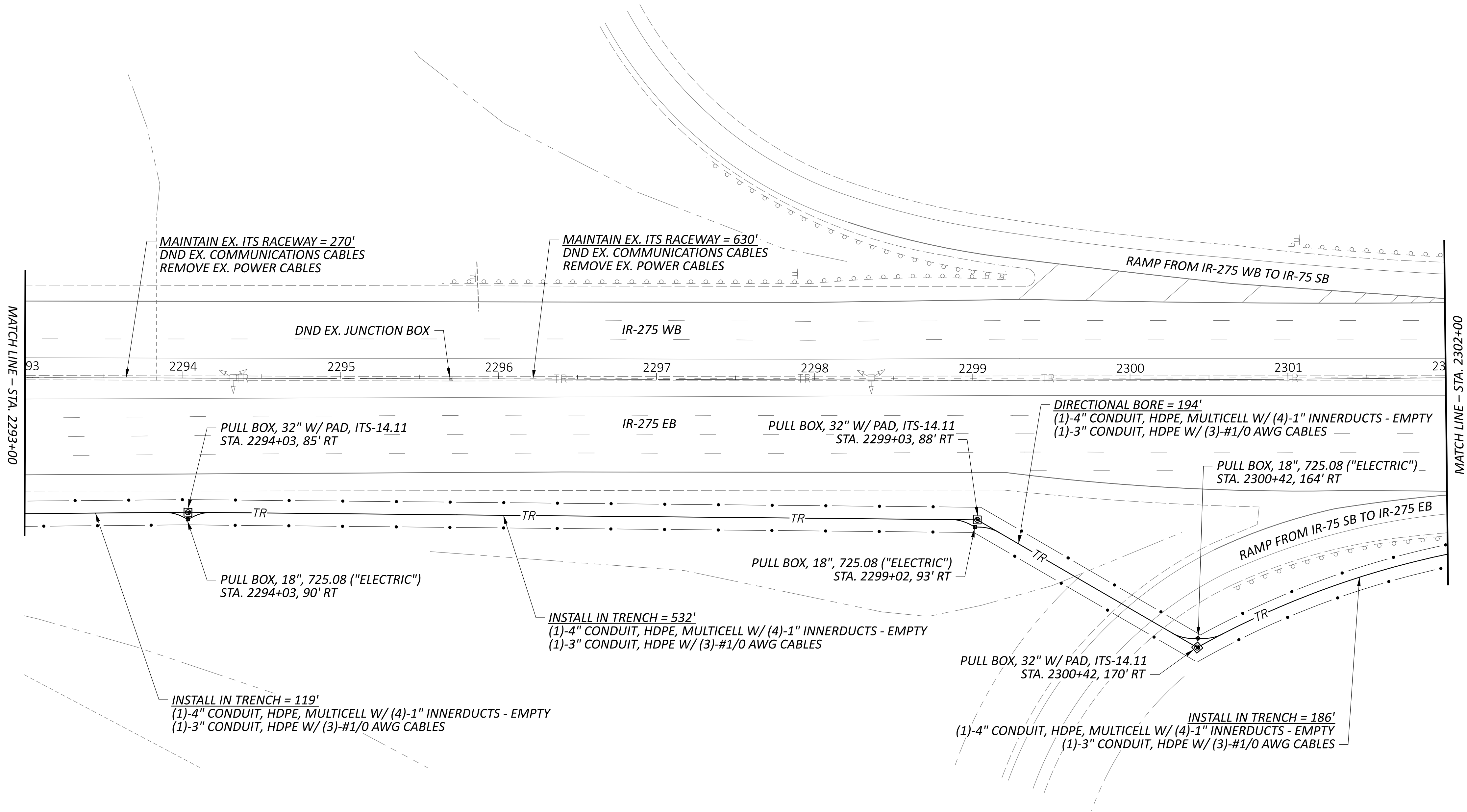
121932

SHEET

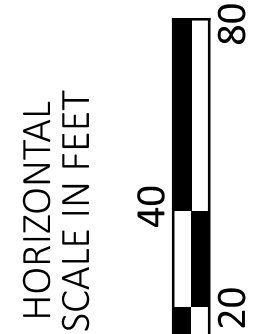
P.221

TOTAL

P.226



ITS PLAN
SITE 30 - IR-75 NB AT IR-275 (HAM-75-16.84)



DESIGN AGENCY

HNTB

DESIGNER

JRB

REVIEWER

NRS 01/15/26

PROJECT ID

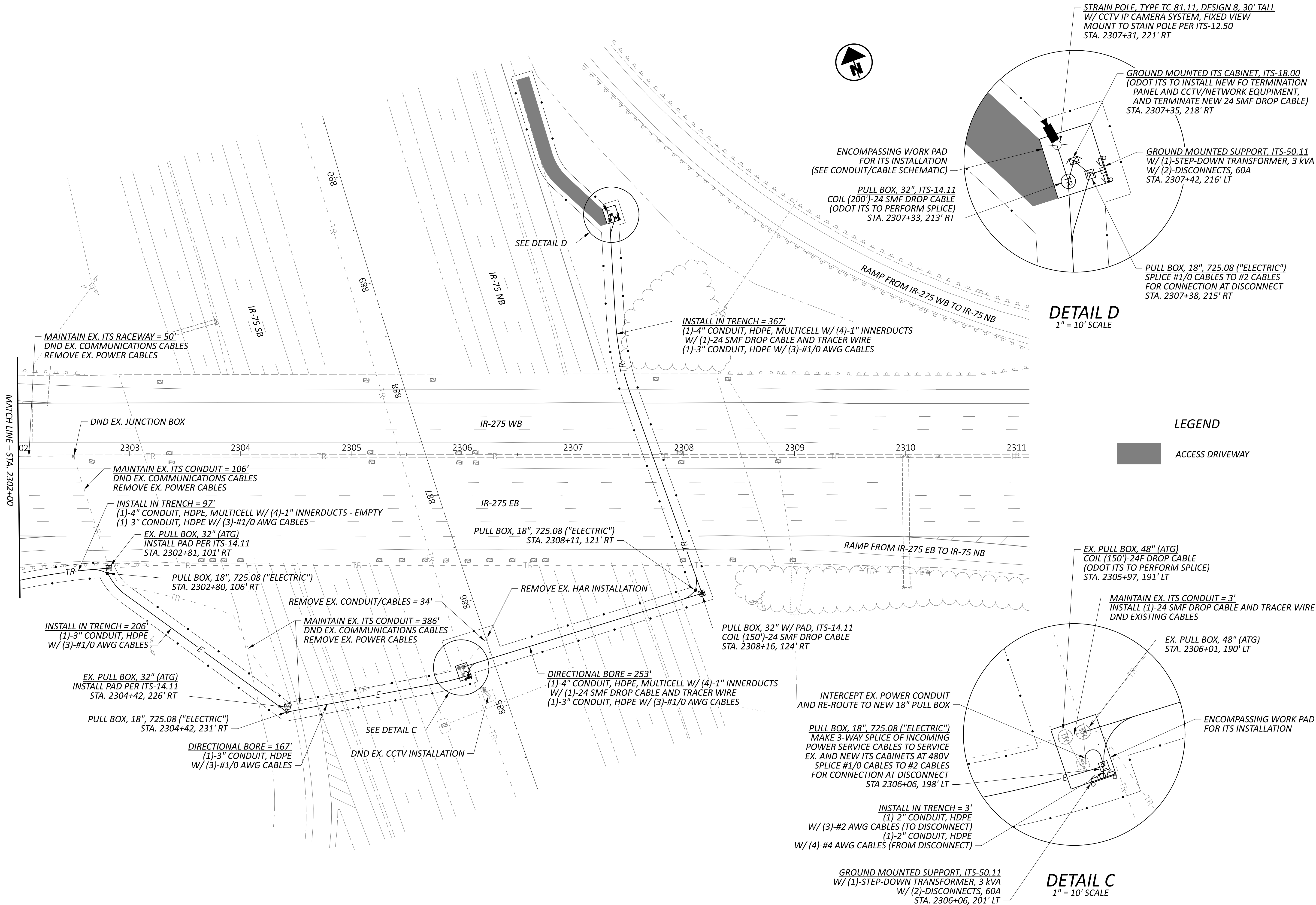
121932

SHEET

P.222

TOTAL

P.226



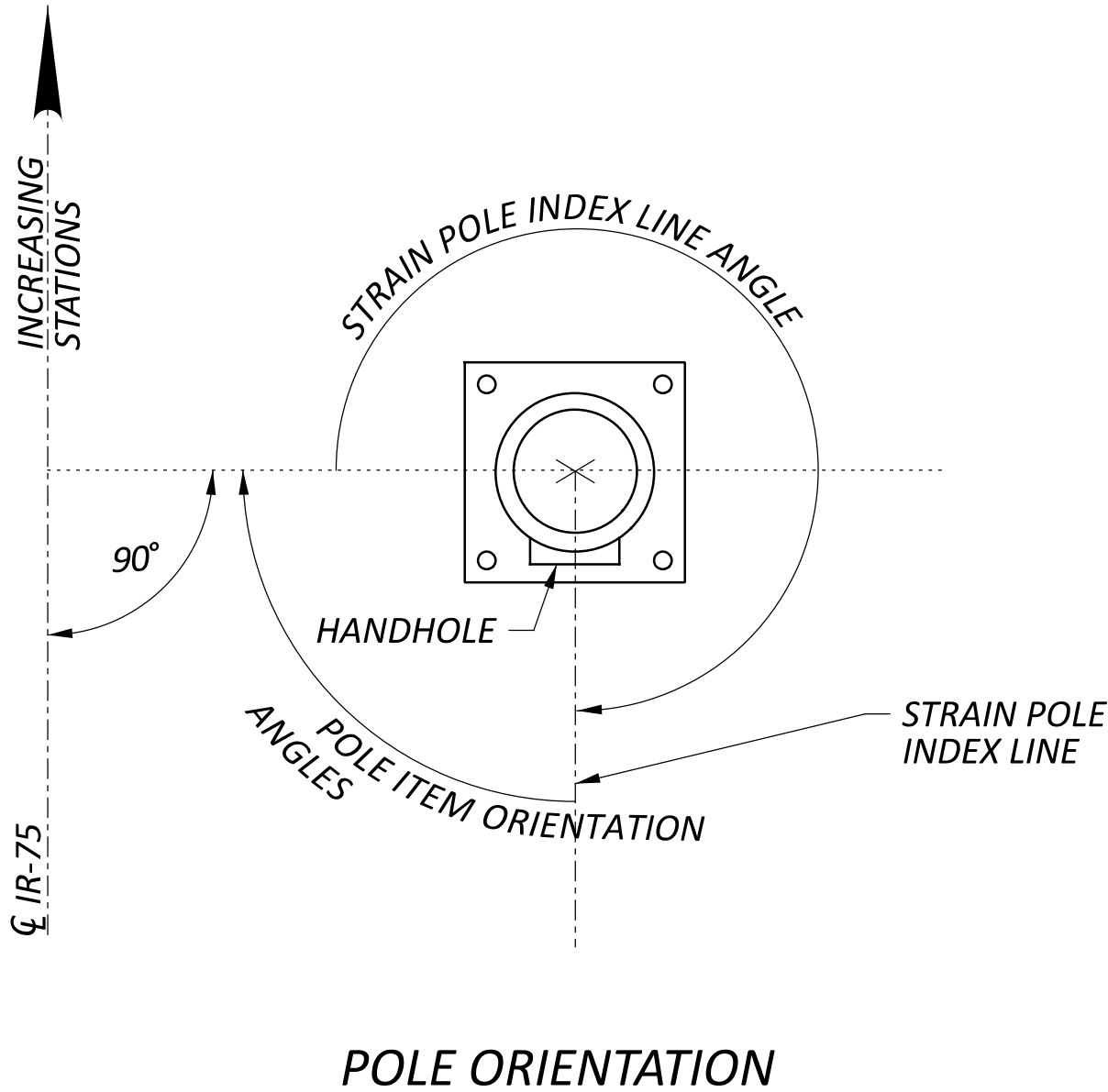
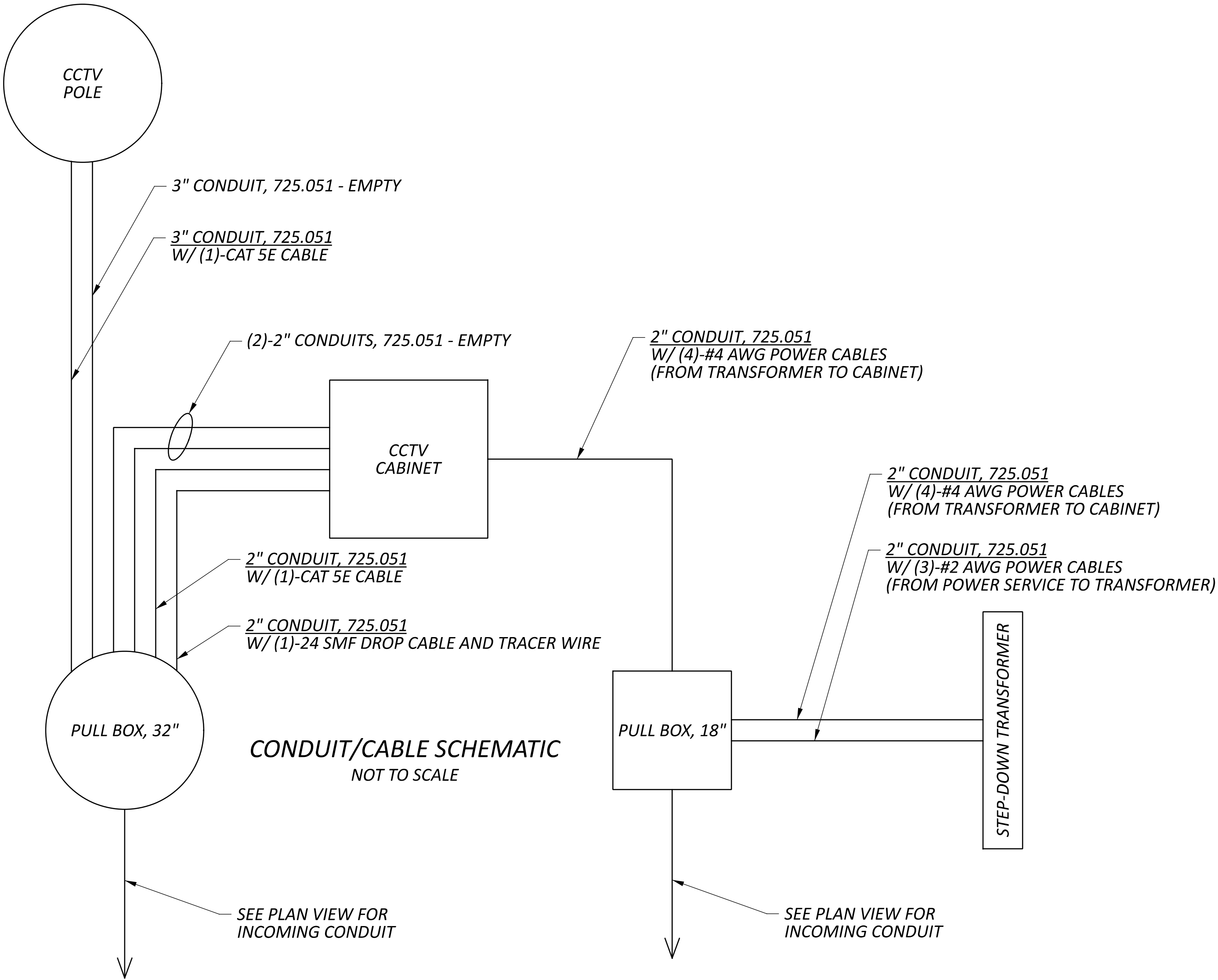
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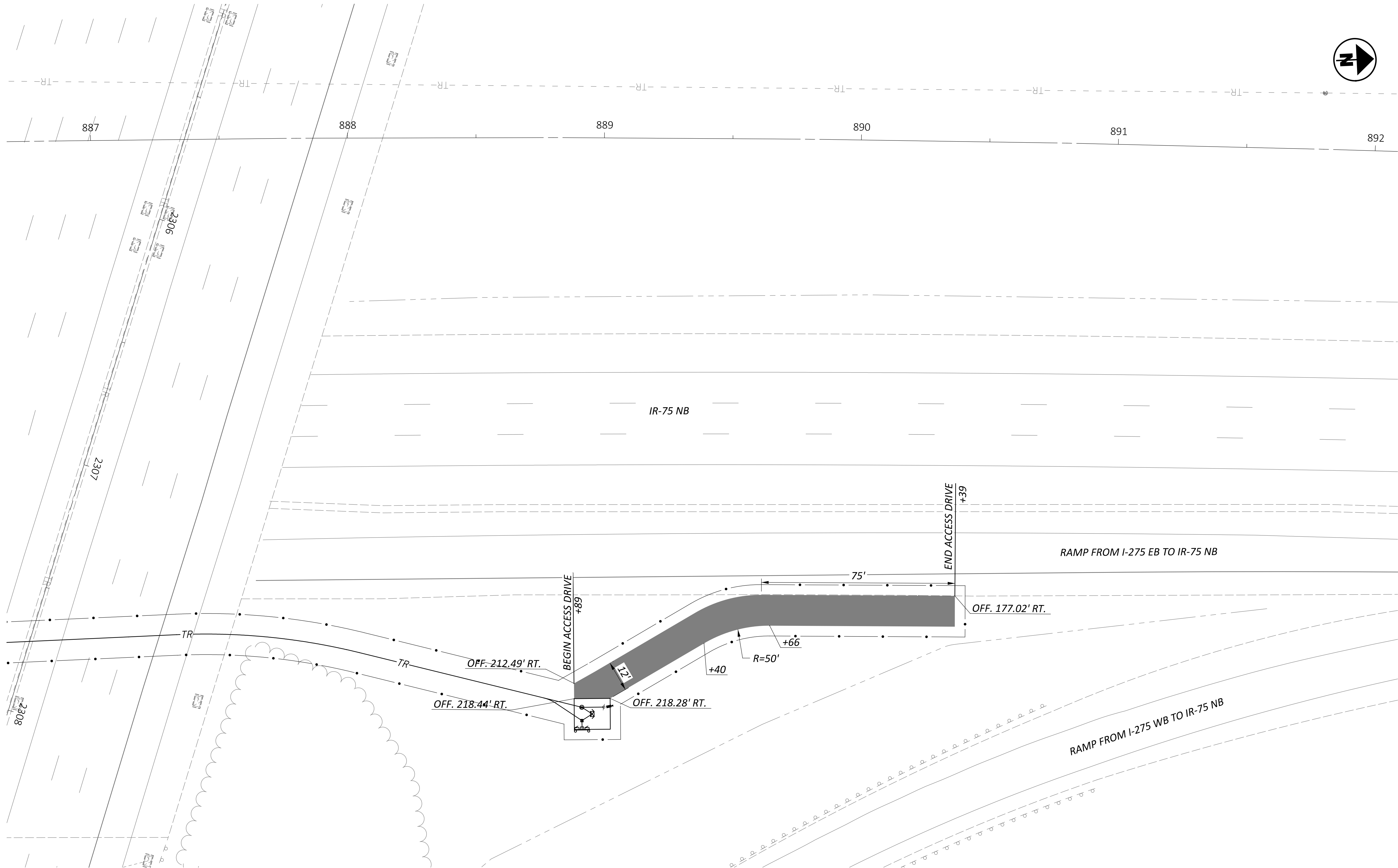
1. COORDINATE CCTV INSTALLATION LOCATION AND ORIENTATION WITH ODOT ITS.
2. ODOT ITS TO PERFORM SPLICE WORK FOR NEW DROP CABLE.

ITEM	TOTAL	UNIT	DESCRIPTION
203	45	CY	EXCAVATION
204	204	SY	SUBGRADE COMPACTION
204	204	SY	GEOTEXTILE FABRIC
304	46	CY	AGGREGATE BASE
625	8,418	FT	NO. 1/0 AWG 2400 VOLT DISTRIBUTION CABLE
625	174	FT	NO. 4 AWG 2400 VOLT DISTRIBUTION CABLE
625	126	FT	NO. 2 AWG 2400 VOLT DISTRIBUTION CABLE
625	2,048	FT	CONDUIT, 3", 725.052, AS PER PLAN
625	698	FT	CONDUIT, JACKED OR DRILLED, 725.052, AS PER PLAN, 3"
625	45	FT	CONDUIT, MISC.: CONDUIT REMOVED
625	2,110	FT	TRENCH
625	11	EACH	PULL BOX, 725.08, 18"
625	2	EACH	PULL BOX, MISC.: ENCOMPASSING WORK PAD FOR ITS INSTALLATION
625	5	EACH	PULL BOX, MISC.: ITS WORK PAD (SCD ITS-14.11)
625	7	EACH	PULL BOX, MISC.: PULL BOX ADJUSTED TO GRADE
625	1	EACH	PULL BOX, MISC.: STANDALONE WORK PAD, 6'X6'
625	14	EACH	GROUND ROD
625	2,110	FT	UNDERGROUND WARNING/MARKING TAPE
625	1	EACH	POWER SERVICE REMOVED
625	2,146	FT	DISTRIBUTION CABLE REMOVED, AS PER PLAN
632	1	EACH	STRAIN POLE FOUNDATION
632	1	EACH	STRAIN POLE, TYPE TC-81.11, DESIGN 8
633	1	EACH	CABINET FOUNDATION
804	1,235	FT	DROP CABLE, 24 FIBER
804	1	EACH	FIBER OPTIC CABLE, MISC.: FIBER TERMINATION PANEL, 24 FIBER (FURNISH ONLY)
809	5	EACH	ITS PULL BOX WITH PAD AND STANDARD LID ASSEMBLY, 32" WIDE, TYPE 1
809	10	FT	CONDUIT, 2" DIAMETER, HDPE
809	447	FT	CONDUIT, MULTICELL, JACKED OR DRILLED, 4" HDPE WITH 4 - 1" INNERDUCTS
809	1,702	FT	CONDUIT, 4", MULTICELL, HDPE WITH 4 - 1" INNERDUCTS
809	1	EACH	ITS POWER SERVICE, POLE MOUNTED, 240/480V, 60 AMP
809	1	EACH	CCTV IP-CAMERA SYSTEM, FIXED-VIEW
809	1	EACH	ITS CABINET - GROUND MOUNTED
809	2	EACH	STEP-DOWN TRANSFORMER, 3KVA
809	1	EACH	ITS DEVICE, MISC.: REMOVAL OF CABINET FOUNDATION AND WORK PAD
809	1	EACH	ITS DEVICE, MISC.: REMOVAL OF HAR INSTALLATION
809	1	EACH	ITS DEVICE, MISC.: REMOVAL OF ITS CABINET

STRAIN POLE TABLE

REFERENCE SHEET NO.	STATION	OFFSET	DESIGN NO.	POLE HEIGHT (FT.)	FOUNDATION ELEVATION	STRAIN POLE INDEX LINE ANGLE (DEG.)	ANGLES (DEG.) FROM INDEX LINE			
							CCTV IP CAMERA SYSTEM, ENHANCED	-	-	-
P.221	2307+31	221' LT	8	30.0'	591.3'	270	174	-	-	-
-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-





BARRIER & DRIVEWAY DETAILS
SITE 30 - IR-75 NB AT IR-275 (HAM-75-16.84)

DESIGN AGENCY



DESIGNER

ASEP

REVIEWER

KKP 01/15/26

PROJECT ID

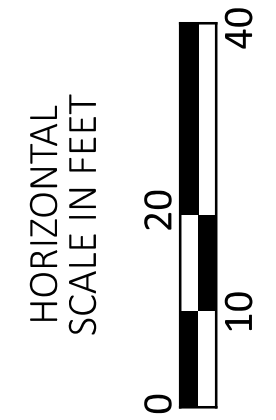
121932

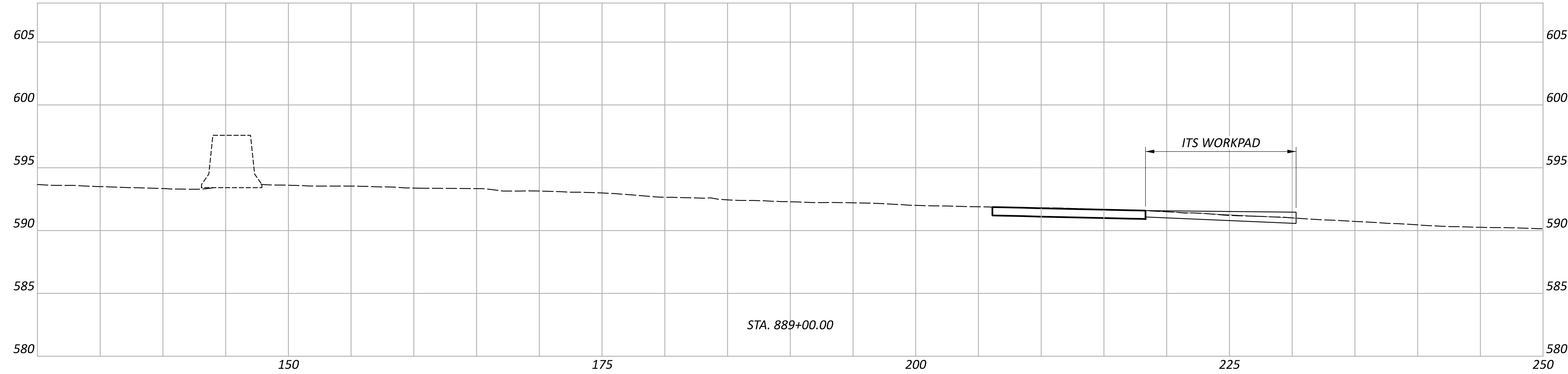
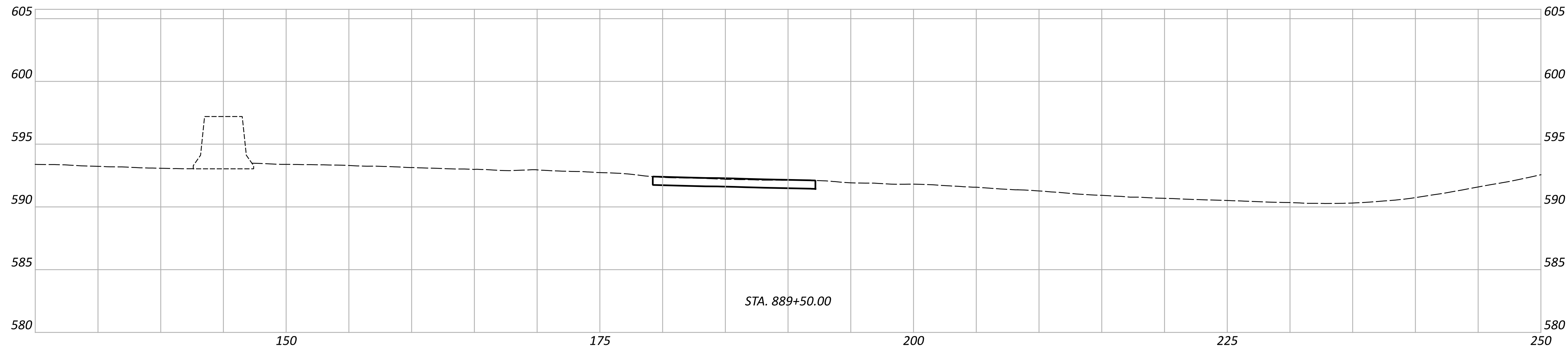
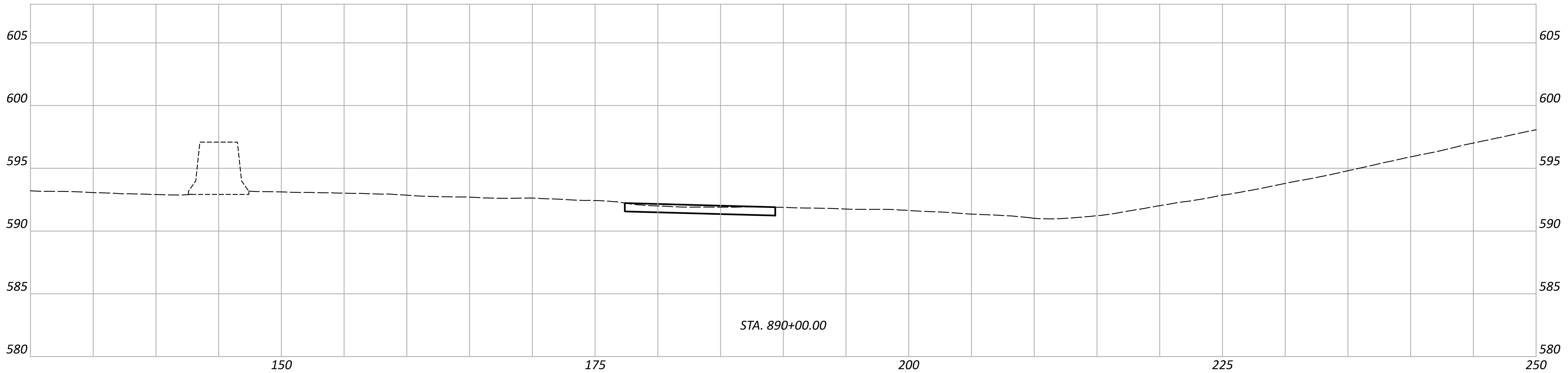
SHEET

P.225

TOTAL

P.226





Sheet Totals			SHEET TOTAL	
Seeding	Cut	Fill	P.226	P.226

CROSS SECTIONS
SITE 30 - IR-75 NB AT IR-275 (HAM-75-16.84)

DESIGN AGENCY

DESIGNER

ASEP

REVIEWER

KKP 01/15/26

PROJECT ID

121932