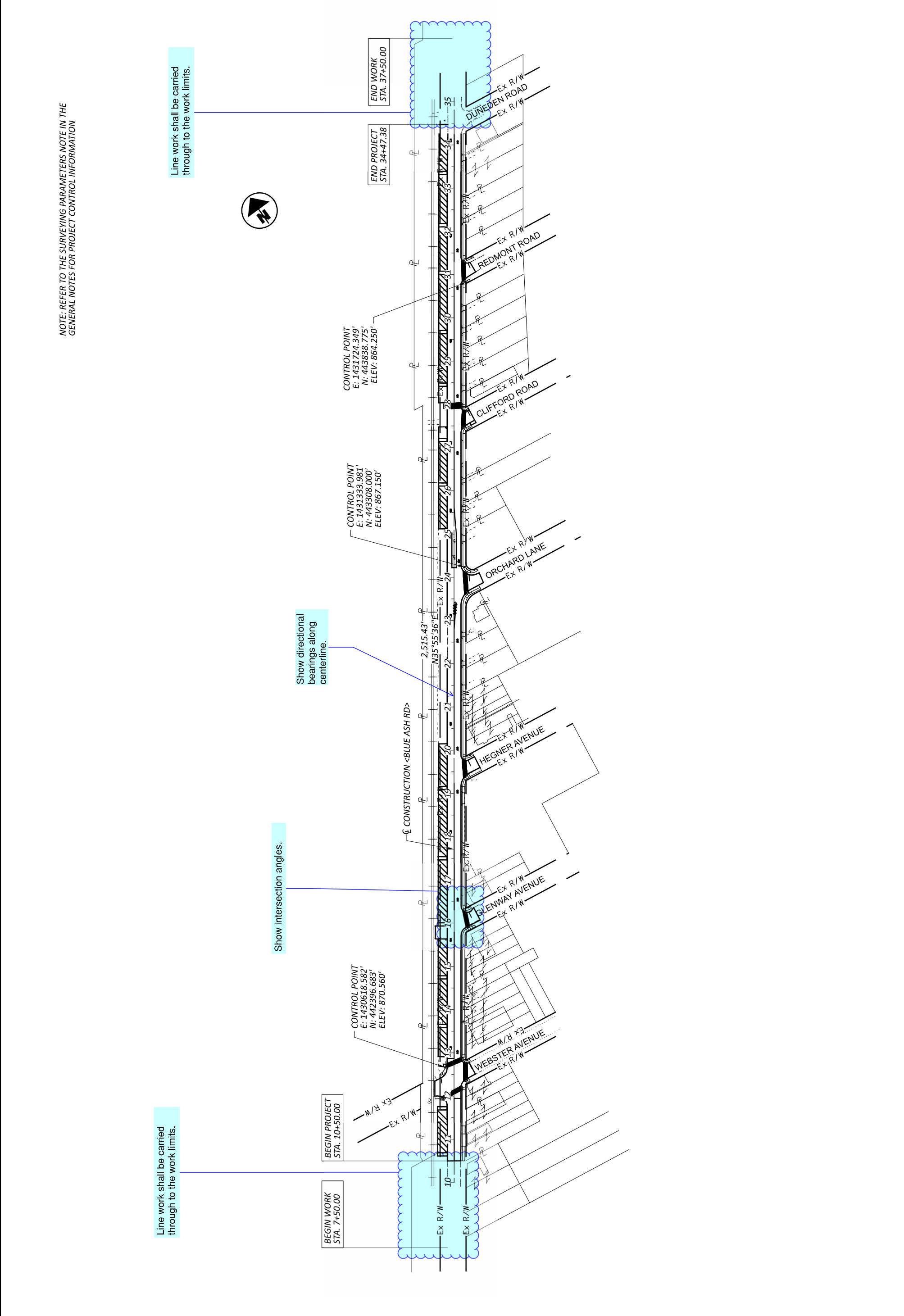


HAM CR 251 0.11 BLUE ASH ROAD PHASE 2
SCHEMATIC LAYOUT

DESIGN AGENCY	THE KLEINGERS Group
DESIGNER	KJC
REVIEWER	SEF
PROJECT ID	119069
SHEET	2
TOTAL	57



NOTE: REFER TO THE SURVEYING PARAMETERS NOTE IN THE GENERAL NOTES FOR PROJECT CONTROL INFORMATION

Why is a separation shown? Are the CL of Survey and the CL of RW different ?

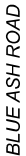
General comment: Indicate limits of variable dimensions.

Need a full depth pavement removed pay item (202E23000) that matched the balloon A dimension.

Indicate as asphalt, concrete, or composite.

202E30000 -
Walk Removed

NOTE: FULL DEPTH SAWCUT SHALL BE TWO (2) FEET MINIMUM FROM THE EXISTING EDGE OF PAVEMENT AND TO SOUND PAVEMENT. PLAN DIMENSIONS FOR THE SAWCUT LINE ARE INCLUDED FOR REFERENCE ONLY AND SHALL BE ADJUSTED IF NECESSARY



STA. 10+50.00 TO STA. 20+14.74
STA. 25+12.02 TO STA. 34+47.38

STA. 10+50.00 TO STA. 19+60.62

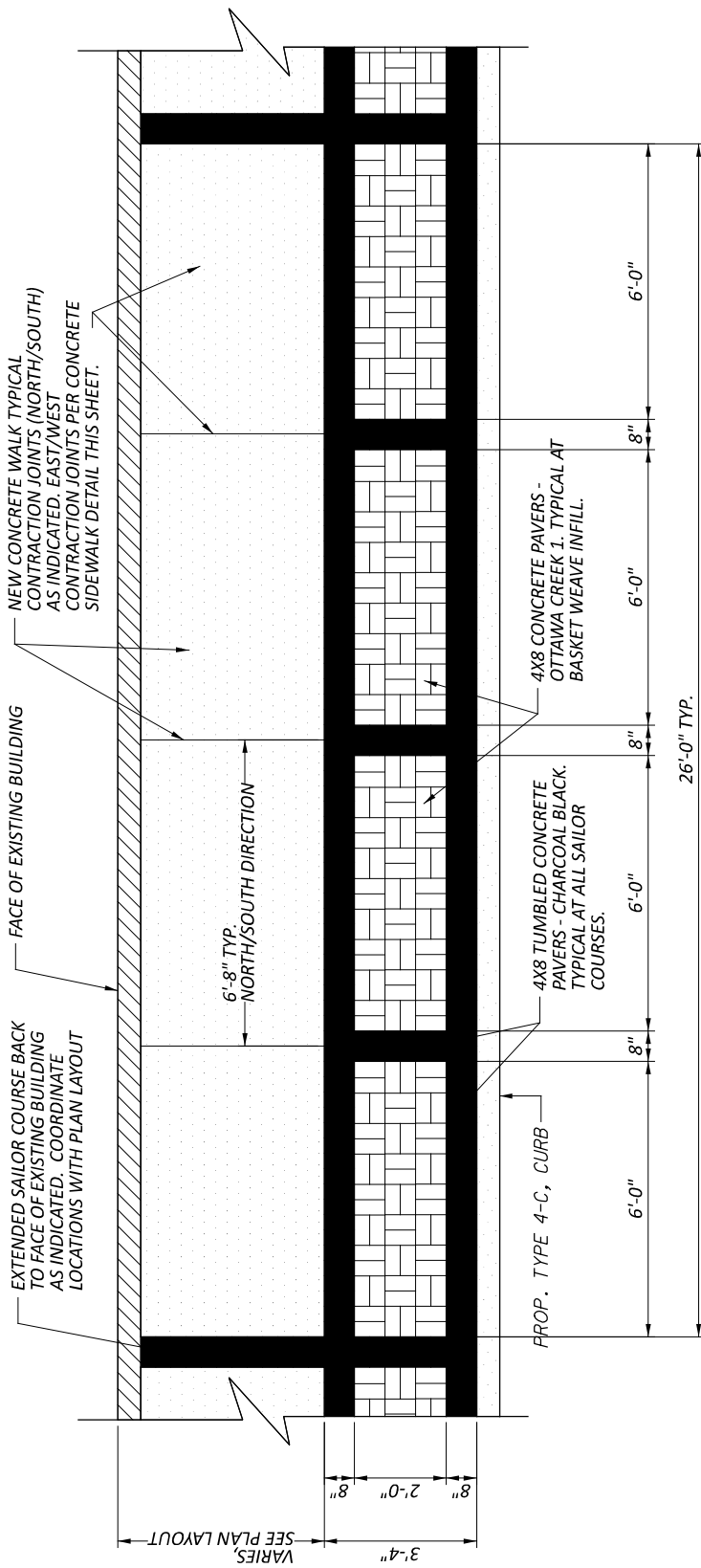
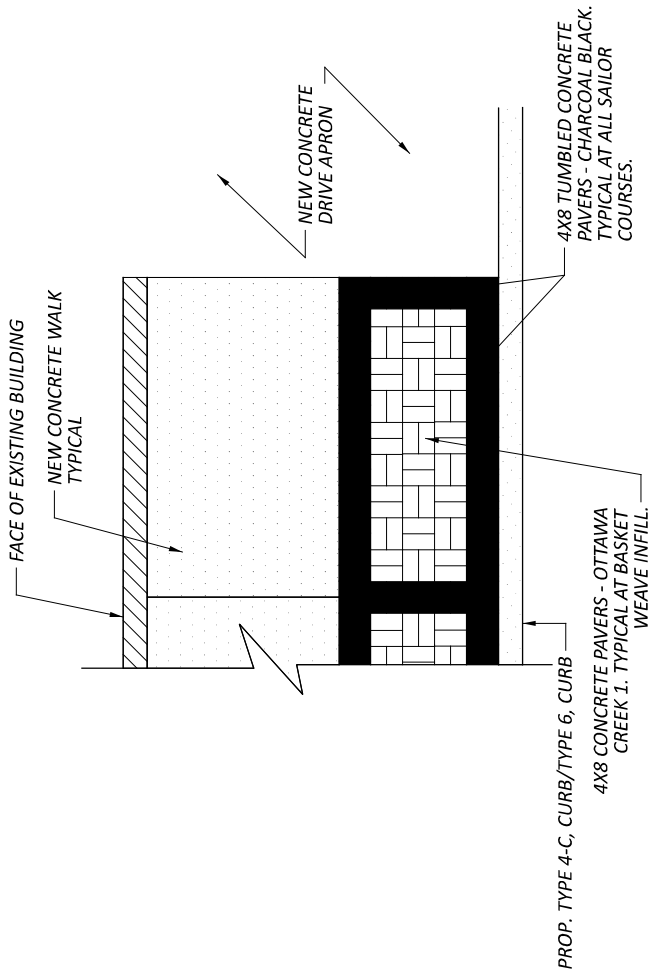
Rt.

- | | |
|----|---|
| 1 | ITEM 254 - PAVEMENT PLANING, 3" |
| 2 | ITEM 441 - 1 1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (449) PG 64-22 |
| 3 | ITEM 407 - NON-TRACKING TACK COAT |
| 4 | ITEM 441 - 1 1/2" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, (449) |
| 4A | ITEM 441 - VARIABLE DEPTH ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, (449) |
| 5 | ITEM 301 - 9" ASPHALT CONCRETE BASE, PG 64-22 (449) 2 LIFTS (APPLY ITEM 407 - NON-TRACKING TACK COAT BETWEEN LIFTS) |
| 6 | ITEM 304 - 6" AGGREGATE BASE |
| 7 | ITEM 204 - PROOF ROLLING |
| 8 | ITEM 609 - CURB, TYPE 4-C |
| 9 | ITEM 609 - CURB, TYPE 10-B |
| 10 | ITEM 605 - 6" BASE PIPE UNDERDRAINS |
| 11 | ITEM 204 - EXCAVATION OF SUBGRADE, 12" DEEP |
| 12 | ITEM 204 - GRANULAR MATERIAL, TYPE C
Indicate depth....12" |
| 13 | ITEM 204 - GEOTEXTILE FABRIC |
| 14 | ITEM 659 - SEEDING AND MULCHING, CLASS 1 |
| 15 | ITEM 659 - TOPSOIL |
| 16 | ITEM 608 - 4" CONCRETE WALK |
| 17 | ITEM 608 - WALKWAY, MISC.: BRICK PAVERS |
| A | EX PAVEMENT |
| B | EX CURB |
| C | EX WALK |
- NOTE:
FULL DEPTH SAWCUT SHALL BE TWO (2) FEET MINIMUM FROM THE EXISTING EDGE OF PAVEMENT AND TO SOUND PAVEMENT. PLAN DIMENSIONS FOR THE SAWCUT LINE ARE INCLUDED FOR REFERENCE ONLY AND SHALL BE ADJUSTED IF NECESSARY

**UTILITY POLE
BUMP-OUT DETAIL**



TYPICAL PAVER PATTERN LAYOUT



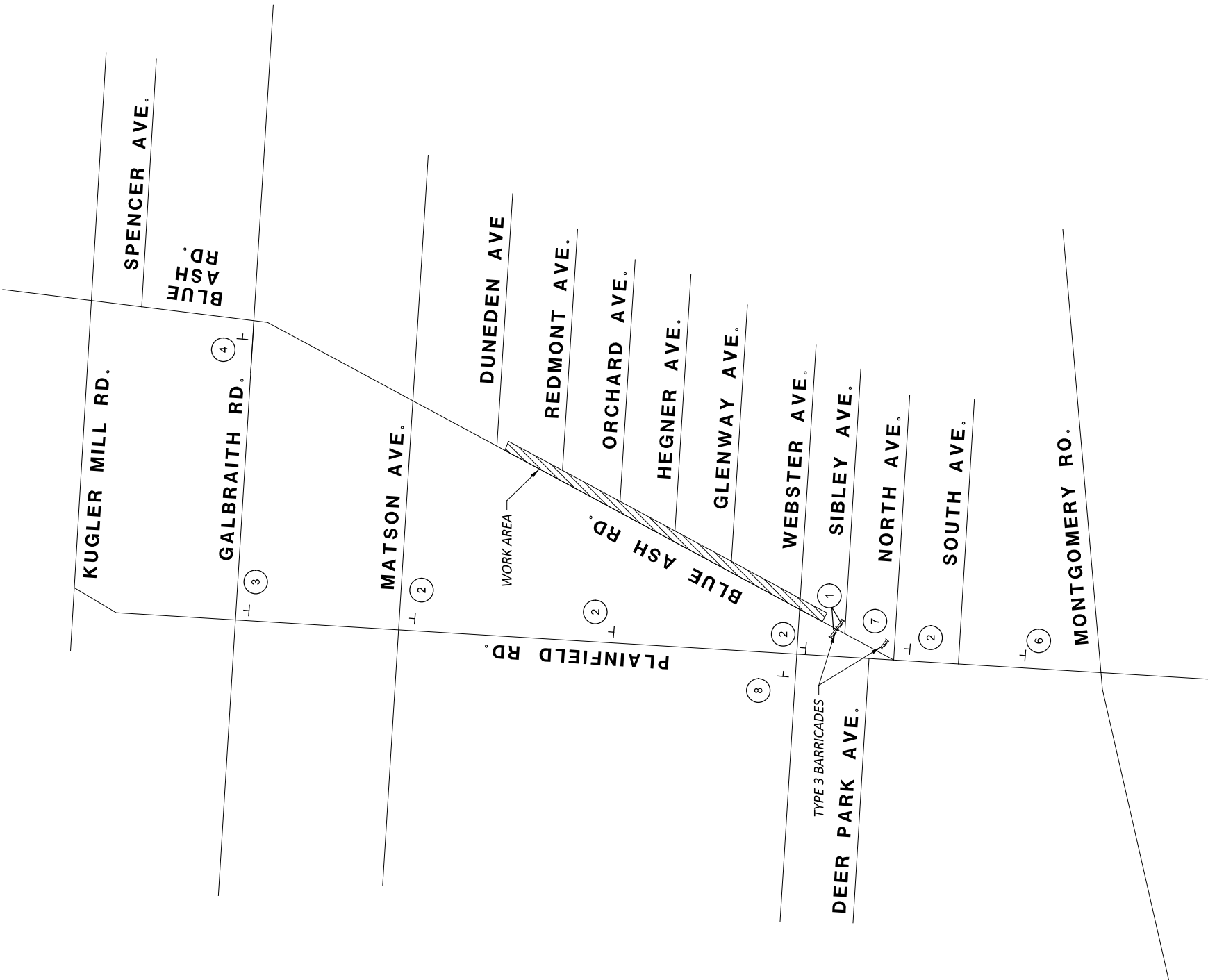
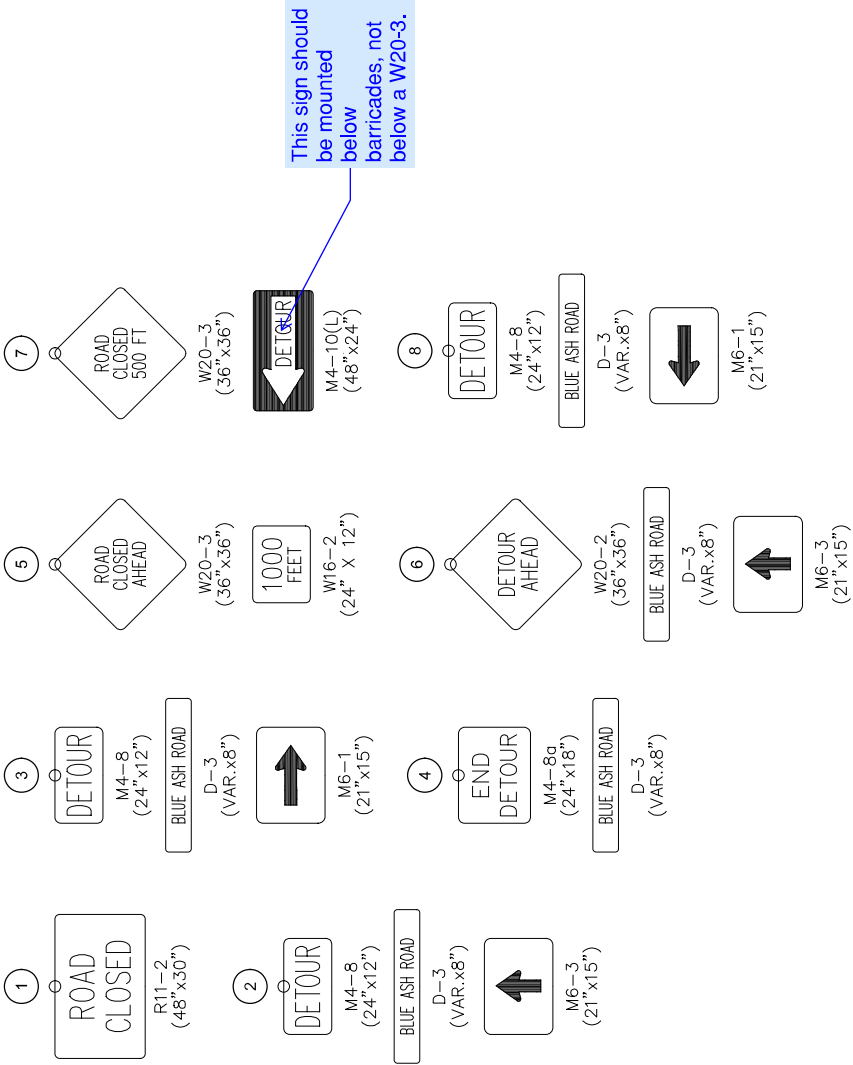
UTILITIES LISTED BELOW ARE ALL UTILITIES LOCATED WITHIN THE PROJECT CONSTRUCTION LIMITS TOGETHER WITH THEIR RESPECTIVE OWNERS: CINCINNATI BELL ALTA FIBER 221 E 4TH ST. BLDG. 121-900 CINCINNATI, OH 45201 ROADPROJECTS@CINBELL.COM ALTA FIBER.COM DUKE ENERGY GAS (DISTRIBUTION) 139 EAST 4TH ST., ROOM 460A CINCINNATI, OH 45202 OH/KYHOUSEBILL@DUKE-ENERGY.COM DUKE ENERGY GAS (TRANSMISSION) 139 EAST 4TH ST., ROOM 460A CINCINNATI, OH 45202 OH/KYHOUSEBILL@DUKE-ENERGY.COM DUKE ENERGY ELECTRIC (TRANSMISSION) 139 EAST 4TH ST., ROOM 460A CINCINNATI, OH 45202 TIM.MEYER@DUKE-ENERGY.COM DUKE ENERGY ELECTRIC 139 EAST 4TH ST., ROOM 460A CINCINNATI, OH 45202 513-488-3856 (AARON WRIGHT) AARON.WRIGHT@DUKE-ENERGY.COM 513-508-9609 (SHANE ERHART) SHANE.ERHART@DUKE-ENERGY.COM GREATER CINCINNATI WATER WORKS 4747 SPRING GROVE AVE CINCINNATI, OHIO 45232 513-591-6533 (DAN LOUIS) DAN.LOUIS@GCWW.CINCINNATI-OH.GOV SPECTRUM 11252 CORNELL PARK DR CINCINNATI, OH 45242 513-386-5483 (JIM O'REILLY) JIM.O'REILLY@TWGCABLE.COM JIM HAS RETIRED. SEND TO DL-SOUTHERN-OHIO-OUTSIDE-PLANT@CHARTER.COM METROPOLITAN SEWER DISTRICT 1600 GEST STREET CINCINNATI, OHIO 45204 513-882-8468 (ROBERT FRANKLIN) MSDUTILITYREVIEW@CINCINNATI-OH.GOV LOCATION OF UTILITIES 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.	UTILITIES NOTIFICATION AT LEAST TWO WORKING DAYS PRIOR TO COMMENCING CONSTRUCTION OPERATIONS IN AN AREA WHICH MAY INVOLVE UNDERGROUND UTILITY FACILITIES. THE CONTRACTOR SHALL NOTIFY THE ENGINEER, THE REGISTERED UTILITY PROTECTION SERVICE AND THE OWNERS OF EACH UNDERGROUND UTILITY FACILITY SHOWN ON THE PLAN. THE OWNER OF THE UNDERGROUND FACILITY SHALL, WITHIN 48 HOURS (EXCLUDING SATURDAYS, SUNDAYS AND LEGAL HOLIDAYS), MARK THE LOCATION OF THE UNDERGROUND UTILITY FACILITIES IN THE CONSTRUCTION AREA IN SUCH A MANNER AS TO INDICATE THEIR COURSE AND THE APPROXIMATE DEPTH AT WHICH THEY WERE INSTALLED. THE MARKING OR LOCATING SHALL BE COORDINATED TO STAY APPROXIMATELY TWO DAYS AHEAD OF THE PLANNED CONSTRUCTION. COOPERATION WITH UTILITY COMPANIES WHILE THE WORK OF THIS CONTRACT IS BEING PERFORMED, THE UTILITY COMPANIES MAY BE WORKING IN THE AREA ADJUSTING AND RESETTNG EXISTING FACILITIES. THE CONTRACTOR SHALL FULLY COOPERATE WITH UTILITY COMPANIES SO THAT THE ENTIRE WORK IS COMPLETED IN A MANNER CONSISTENT WITH GOOD CONSTRUCTION PRACTICES. THE CONTRACTOR, UTILITIES, AND ENGINEER SHALL DISCUSS THE NECESSARY CONSTRUCTION SCHEDULES TO COMPLETE THE PROJECT AT THE PRE-CONSTRUCTION MEETING. ALL UTILITIES WHICH ARE SHOWN OR LOCATED DURING THE COURSE OF CONSTRUCTION THAT ARE FOUND TO BE IN CONFLICT WITH THESE PLANS ARE TO BE RELOCATED OR ADJUSTED BY THE OWNER OF THE UTILITY. PROTECTING EXISTING UNDERGROUND UTILITIES THE CONTRACTOR SHALL BE RESPONSIBLE FOR STAKING, MARKING, OR OTHERWISE DESIGNATING THE LOCATIONS OF THE UNDERGROUND UTILITIES IN THE CONSTRUCTION AREAS IN SUCH A MANNER AS TO INDICATE THEIR COURSE TOGETHER WITH THE APPROXIMATE DEPTH OF WHICH THEY WERE INSTALLED. THE MARKING OR LOCATING SHALL BE COORDINATED TO STAY APPROXIMATELY TWO DAYS AHEAD OF PLANNED CONSTRUCTION. EXTREME CARE SHALL BE TAKEN IN THE VICINITY OF THE EXISTING UTILITIES. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO ISOLATE, BRACE, SUPPORT, SHEET, ETC. AND PROTECT THE EXISTING UTILITY FROM MOVING EITHER HORIZONTALLY OR VERTICALLY. IF SUCH MOVEMENT DOES OCCUR DUE TO THE CONTRACTOR'S OPERATIONS, HE SHALL REPAIR THE UTILITY AT HIS EXPENSE. THE CONTRACTOR MAY ELECT TO REMOVE AND RECONSTRUCT PORTIONS OF THE EXISTING UTILITY AT HIS OWN EXPENSE IF HE SO DESIRES. SHOULD AN UNLOCATED OR AN EXTREME VARIANCE IN LOCATION OF A UTILITY BE ENCOUNTERED DURING EXCAVATION, CONSULT THE ENGINEER IMMEDIATELY FOR DIRECTIONS. DO NOT INTERRUPT EXISTING UTILITIES SERVING FACILITIES OCCUPIED AND USED BY THE ENGINEER OR OTHERS, EXCEPT WHEN PERMITTED IN WRITING BY THE ENGINEER AND THEN ONLY AFTER ACCEPTABLE TEMPORARY UTILITY SERVICING HAS BEEN PROVIDED. COOPERATION WITH THE ENGINEER IN KEEPING RESPECTIVE SERVICES AND FACILITIES IN OPERATION IS ESSENTIAL. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO PERFORM HIS WORK IN SUCH A MANNER AS NOT TO DAMAGE OR DESTROY ANY EXISTING UTILITY. IF ANY SUCH DAMAGE DOES OCCUR DUE TO THE CONTRACTOR'S OPERATIONS, HE SHALL NOTIFY THE ENGINEER IMMEDIATELY AND REPLACE THE DAMAGED PORTION IMMEDIATELY, AND AT HIS EXPENSE.	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, THE CONTRACTOR SHALL 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, THE ENGINEER SHALL BE NOTIFIED 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, THE ENGINEER SHALL BE NOTIFIED 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 SHALL BE INCLUDED IN THE CONTRACT PRICE FOR THE PERTINENT 611 CONDUIT ITEM. PRE-CONSTRUCTION MEETING FOLLOWING THE AWARD OF THE CONTRACT AND BEFORE STARTING ANY WORK, THE CONTRACTOR AND HIS SUPERINTENDENT, SHALL MEET WITH THE ENGINEER FOR A PRE-CONSTRUCTION MEETING. THE PURPOSE OF SUCH IS FOR REVIEWING THE SITE, AND ANY RESTRICTIONS AND REGULATIONS GOVERNING THE WORK. ANY SCHEDULES, REQUESTS, PAPERS, APPROVALS, SUBMITTALS, SHOP DRAWINGS, CHANGES, ETC. AS CALLED FOR IN THE CONTRACT DOCUMENTS SHALL BE DONE AT THIS TIME UNLESS OTHERWISE DIRECTED. PERMITS, FEES, AND NOTICES THE CONTRACTOR SHALL OBTAIN, AT HIS EXPENSE, ANY AND ALL PERMITS AND INSPECTIONS REQUIRED FOR THE PROSECUTION OF THE WORK BY LOCAL LAWS, ORDINANCES, RULES AND REGULATIONS. MANHOLES AND VALVES ADJUSTED TO GRADE (PRIVATELY OWNED) ALL MANHOLES AND VALVES ENCOUNTERED IN AREAS THAT REQUIRE GRADE ADJUSTMENT WILL BE PERFORMED PRIOR TO THE APPLICATION OF THE SURFACE COURSE BY THE UTILITY OWNER. CONTACT THE UTILITY OWNER 2 WEEKS PRIOR TO WHEN THE ADJUSTMENTS ARE TO BE COMPLETED.	SURVEYING PARAMETERS PRIMARY PROJECT CONTROL MONUMENTS GOVERN ALL POSITIONING ON ODOT PROJECTS. SEE SHEET 2 OF THE PLANS FOR A TABLE CONTAINING PROJECT CONTROL INFORMATION. USE THE FOLLOWING PROJECT CONTROL. VERTICAL POSITIONING, AND HORIZONTAL POSITIONING PARAMETERS FOR ALL SURVEYING: PROJECT CONTROL POSITIONING METHOD: GPS-VRS MONUMENT TYPE: IRON PINS VERTICAL POSITIONING ORTHOMETRIC HEIGHT DATUM: NAVD 88 GEOID: GEOID 18 HORIZONTAL POSITIONING REFERENCE FRAME: US STATE PLANE 1983 ELLIPSOID: WGS 84 MAP PROJECTION: LAMPERT CONFORMAL COORDINATE SYSTEM: OHIO STATE - SOUTH ZONE COMBINED SCALE FACTOR: 1.000083048 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. EXISTING FACILITIES IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO PERFORM HIS WORK IN SUCH A MANNER AS NOT TO DAMAGE OR DESTROY ANY EXISTING FACILITY. IF ANY SUCH DAMAGE DOES OCCUR DUE TO THE CONTRACTOR'S OPERATIONS, HE SHALL REPLACE THE DAMAGED PORTION AT HIS EXPENSE AND TO THE SATISFACTION OF THE OWNER. 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.	DESIGN AGENCY  DESIGNER KIC REVIEWER SEF PROJECT ID 119069 SHEET TOTAL 6 57	GENERAL NOTES
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H:\Engineering\2007-2008\PC\080315\049 - Blue Ash Road Phase 2\119069\400-Engineering\MOT\Sheets\119069_MN001.dgn		MODEL: Sheet\Surf\ PAPER SIZE: 34x22 (in.) DATE: 2/14/2025 TIME: 3:45:17 PM USER: kco\hms		HAM-CR 251-0.11	
Adjust note accordingly.		ITEM 614, MAINTAINING TRAFFIC		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.]	
A MINIMUM OF 1 LANE OF TWO WAY TRAFFIC SHALL BE MAINTAINED WITH THE USE OF FLAGGERS FOR THE PLANING, DRAINAGE, AND MAINTENANCE OF TRAFFIC SETUP BETWEEN PHASES. WHEN FULL DEPTH PAVEMENT AT THE INTERSECTIONS WITH THE SIDE STREETS IS TO BE COMPLETED, THE SIDE STREET SHALL CLOSE FOR A MAXIMUM OF 3 DAYS. A MINIMUM OF ONE LANE OF TRAFFIC IN EACH DIRECTION SHALL BE MAINTAINED AT ALL OTHER TIMES BY USE OF EXISTING PAVEMENT.		NO WORK SHALL BE PERFORMED AND ALL EXISTING LANES SHALL BE OPEN TO TRAFFIC DURING THE FOLLOWING DESIGNATED HOLIDAYS OR SPECIAL EVENTS:		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.	
NEW YEAR'S (OBSERVED) GENERAL/REGULAR ELECTION DAY (NOV) TOTAL SOLAR ECLIPSE (4/8/24) THANKSGIVING		NOTICE OF CLOSURE SIGN TIME TABLE		DURING THE ENTIRE ADVANCE PREPARATION AND CLOSURE SEQUENCE WHERE COMPLETE BLOCKAGE OF TRAFFIC IS REQUIRED.	
MEMORIAL DAY CHRISTMAS (OBSERVED) FOURTH OF JULY (OBSERVED) (OTHER HOLIDAY OR SPECIAL EVENT) LABOR DAY		ITEM DURATION SIGN DISPLAYED OF CLOSURE TO PUBLIC		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).	
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:		RAMP & >=2 WEEKS 14 CALENDAR DAYS PRIOR TO CLOSURE		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.	
DAY OF HOLIDAY TIME ALL LANES OR SPECIAL EVENT MUST BE OPEN TO TRAFFIC		ROAD > 12 HOURS 7 CALENDAR DAYS & < 2 WEEKS PRIOR TO CLOSURE		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.	
SUNDAY 12:00N FRIDAY THROUGH 6:00 AM MONDAY MONDAY 12:00N FRIDAY THROUGH 6:00 AM TUESDAY MONDAY (TOTAL SOLAR ECLIPSE) 12:00N MONDAY THROUGH 6:00 AM WEDNESDAY TUESDAY 12:00N MONDAY THROUGH 6:00 AM WEDNESDAY TUESDAY (GEN./REG. ELECTION) 5:00 AM TUESDAY THROUGH 12:00 AM WEDNESDAY WEDNESDAY 12:00N TUESDAY THROUGH 6:00 AM THURSDAY THURSDAY 12:00N WEDNESDAY THROUGH 6:00 AM FRIDAY THURSDAY (THANKSGIVING ONLY) 6:00 AM WEDNESDAY THROUGH 6:00 AM MONDAY FRIDAY 12:00N THURSDAY THROUGH 6:00 AM MONDAY SATURDAY 12:00N FRIDAY THROUGH 6:00 AM MONDAY		CLOSURES <= 12 HOURS 2 BUSINESS DAYS PRIOR TO CLOSURE		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.	
DURING THE SAME PERIODS, MAINTAIN PEDESTRIAN ACCESS IF PEDESTRIAN ACCESS WAS PRESENT PRIOR TO CONSTRUCTION.		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.		THE LEO SHALL REPORT IN TO THE CONTRACTOR PRIOR TO THE START OF THE SHIFT, IN ORDER TO RECEIVE INSTRUCTIONS REGARDING SPECIFIC WORK ASSIGNMENTS DURING HIS/HER SHIFT. THE LEO IS EXPECTED TO STAY AT THE PROJECT SITE FOR THE ENTIRE DURATION OF HIS/HER SHIFT. THE LEO SHALL REPORT TO THE CONTRACTOR AT THE END OF HIS/HER SHIFT. SHOULD IT BE NECESSARY TO LEAVE THE PROJECT SITE, THE LEO SHALL NOTIFY THE ENGINEER. THE CONTRACTOR SHALL PROVIDE THE LEO WITH A TWO-WAY COMMUNICATION DEVICE THAT SHALL BE RETURNED TO THE CONTRACTOR AT THE END OF HIS/HER SHIFT.	
[NEWLY CONSTRUCTED LANE ADDITIONS, ONCE COMPLETED AND INITIALLY OPENED TO TRAFFIC, SHALL BE OPEN TO TRAFFIC DURING ALL SUBSEQUENT DESIGNATED HOLIDAYS AND SPECIAL EVENTS, AND RELATED PERIODS OF TIME, SPECIFIED ABOVE.]		BLUE ASH ROAD, NORTH OF DUNEDEN AVE. INTERSECTION		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.	
		BLUE ASH ROAD, NORTH OF SIBLEY AVE. INTERSECTION		ITEM 614, LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE 20 HOURS	
		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.		THE HOURS PAID SHALL INCLUDE ANY MINIMUM SHOW-UP TIME REQUIRED BY THE LAW ENFORCEMENT AGENCY INVOLVED.	
		DUST CONTROL		ANY ADDITIONAL COSTS (ADMINISTRATIVE OR OTHERWISE) INCURRED BY THE CONTRACTOR TO OBTAIN THE SERVICES OF A LEO ARE INCLUDED WITH THE BID UNIT PRICE FOR ITEM 614, LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE.	
		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 5 M. GAL.			

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H:\Engineering\2007-2008\PP\PSR\SIZE: 34x22 (in.) DATE: 2/14/2025 TIME: 3:45:17 PM USER: kcolins
HAM-CR 251-0.11

H:\Engineering\2007-2008\PI\080315\049 - Blue Ash Road Phase 2\119069\400-Engineering\MOT\Sheets\119069_MN02.dgn		MODEL: Sheet_Survey PAPER SIZE: 34x22 (in.) DATE: 2/14/2025 TIME: 3:45:18 PM USER: kcollins	
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.	
NOTIFICATION OF TRAFFIC RESTRICTIONS TIME TABLE		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.	
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 CALENDAR DAYS PRIOR TO CLOSURE	
LANE CLOSURES & RESTRICTIONS	>= 2 WEEKS	14 CALENDAR DAYS PRIOR TO CLOSURE	
	< 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.			
SEQUENCE OF CONSTRUCTION		IT IS THE INTENT OF THE FOLLOWING SEQUENCE OF CONSTRUCTION TO PROVIDE A WORK AREA FOR THE CONTRACTOR WHILE ALSO MAINTAINING TRAFFIC IN A MANNER WHICH IS SAFE FOR THE TRAVELING PUBLIC; THEREFORE, ALL PHASES SHALL HAVE STRICT ADHERENCE.	
		ALL TEMPORARY OF PERMANENT PAVEMENT MARKINGS SHALL BE IN PLACE BEFORE PAVEMENT IS OPENED TO TRAFFIC.	
		THE MAINTENANCE OF TRAFFIC DESIGN SPEED IS 25 MPH FOR BLUE ASH ROAD.	
		MINIMUM LANE WIDTHS FOR ROADWAY TYPICAL SECTIONS ARE 10 FEET FOR THRU LANES.	
		LOCAL PROPERTY OWNERS ACCESS MUST BE MAINTAINED AT ALL TIMES INCLUDING DRIVES AND BUILDING ENTRANCES.	
		VEHICLE DETECTION AND RAILROAD PREEMPTION SHALL BE MAINTAINED THROUGHOUT THE DURATION OF THE PROJECT.	
		PERFORM UTILITY RELOCATION OR INSTALLATIONS PRIOR TO ROADWAY CONSTRUCTION, BY OTHERS.	
		PERFORM STORM SEWER CONSTRUCTION PRIOR TO AND DURING ROADWAY CONSTRUCTION.	
		PERFORM WATER MAIN RELOCATION PRIOR TO AND DURING ROADWAY CONSTRUCTION.	
PHASE 1		THE CONTRACTOR SHALL PERFORM WORK ON THE EAST SIDE OF BLUE ASH ROAD INCLUDING FULL DEPTH PAVEMENT REPLACEMENT, CURB, WALK, AND PAVERS. THE WORK ZONE SHALL BE ESTABLISHED BY SHIFTING TRAFFIC TO THE WEST AS SHOWN IN THE PHASE 1 TYPICAL SECTIONS. NORTHBOUND TRAFFIC WILL BE REROUTED AS SHOWN IN THE PHASE 1 DETOUR PLAN. SOUTHBOUND TRAFFIC IS TO BE MAINTAINED AT ALL TIMES. EACH SIDE STREET SHALL BE CLOSED FOR A MAXIMUM OF 3 DAYS WHILE PAVEMENT WORK IS COMPLETED AT ALL SIDE STREET INTERSECTIONS WITH BLUE ASH ROAD.	
		THE WORK SHALL BE PERFORMED IN SECTION AS DETAILED BELOW: A: SOUTH TERMINUS TO WEBSTER AVENUE B: WEBSTER AVENUE TO GLENWAY AVENUE C: GLENWAY AVENUE TO HEGNER AVENUE D: HEGNER AVENUE TO ORCHARD LANE E: ORCHARD LANE TO CLIFFORD ROAD F: CLIFFORD ROAD TO REDMONT ROAD G: REDMONT ROAD TO DUNEDEN ROAD	
		Are multiple side streets permitted to be closed concurrently? If there is a restriction, note that in the plans.	
PHASE 2		THE CONTRACTOR SHALL PERFORM WORK ON THE WEST SIDE OF BLUE ASH ROAD INCLUDING FULL DEPTH PAVEMENT REPLACEMENT AND CURB. THE WORK ZONE SHALL BE ESTABLISHED BY SHIFTING TRAFFIC TO THE EAST AS SHOWN IN THE PHASE 2 TYPICAL SECTIONS. SOUTHBOUND TRAFFIC WILL BE REROUTED AS SHOWN IN THE PHASE 2 DETOUR PLAN. NORTHBOUND TRAFFIC IS TO BE MAINTAINED AT ALL TIMES.	
		THE WORK SHALL BE PERFORMED IN SECTION AS DETAILED BELOW: A: SOUTH TERMINUS TO WEBSTER AVENUE B: WEBSTER AVENUE TO GLENWAY AVENUE C: GLENWAY AVENUE TO HEGNER AVENUE D: HEGNER AVENUE TO ORCHARD LANE E: ORCHARD LANE TO CLIFFORD ROAD F: CLIFFORD ROAD TO REDMONT ROAD G: REDMONT ROAD TO DUNEDEN ROAD	
		PRIOR TO PHASE 3, REMOVE RPMs AND MILL (FULL WIDTH) EXISTING PAVEMENT ON BLUE ASH ROAD. A MINIMUM OF ONE (1) LANE OF TRAFFIC MUST BE MAINTAINED AT ALL TIMES.	
PHASE 3		CONTRACTOR TO CONSTRUCT FINAL COURSE, PLACE TEMPORARY PAVEMENT MARKINGS, AND PLACE SIGNAGE AND ALL PERMANENT PAVEMENT MARKINGS.	
		NOTE: THE SUGGESTED MAINTENANCE SEQUENCE OF CONSTRUCTION IS SOLELY INTENDED TO AID IN THE PLANNING OF THE ROADWAY OPERATIONS AND MAINTAINING OF TRAFFIC. ALL OTHER WORK IS TO BE PERFORMED AT THE APPROPRIATE TIMES.	

MAINTENANCE OF TRAFFIC NOTES



MAINTENANCE OF TRAFFIC
PHASE 1 DETOUR PLAN

DESIGN AGENCY	THE KLEINGERS Group
DESIGNER	KJC
REVIEWER	SEF MM-DD-YY
PROJECT ID	119069
SHEET	TOTAL
M1	57

SHEET	TOTAL
M2	57

DESIGNER	KJC
REVIEWER	SEF MM-DD-YY
PROJECT ID	119069



DESIGN AGENCY

MAINTENANCE OF TRAFFIC
PHASE 1 STA. 10+00 TO STA. 15+00

HORIZONTAL
SCALE IN FEET



LEGEND



WORK AREA



DRUMS SPACED AT 10' CENTER TO CENTER



PORTABLE BARRIER PER SCD MT-110.10



DIRECTION OF TRAFFIC



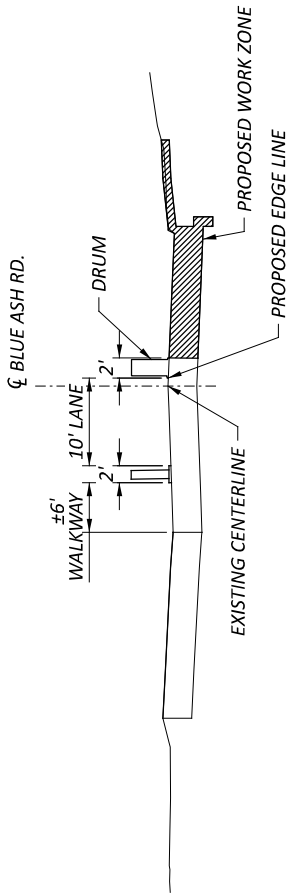
ITEM 614 - WORK ZONE EDGE LINE, CLASS 1



ITEM 614 - WORK ZONE CROSS WALK, CLASS 1



ITEM 614 - WORK ZONE STOP LINE, CLASS 1



END
ROAD WORK
G20-2-36
STA. 7+50

Is PCB proposed on both
sides of Blue Ash Rd?
Typical comment

Show WZIA. Typical
comment.

DETOUR

M4-10L-48

ONE WAY

R6-1L-36

END
ROAD WORK
G20-2-36

W20-1-30
ROAD
WORK
AHEAD



10'

6'

10

11

12

13

14

MATCH LINE STA. 15+00

ROAD
WORK
AHEAD
W20-1-30
STA. 7+50

DETOUR
M4-9b-30
R9-H9a-30
SIDEWALK
CLOSED
AHEAD

DETOUR
M4-10R-48
ONE WAY
R6-1R-36

CROSSWALK
CLOSED
R9-H12-30

WEBSTER AVENUE

CROSSWALK
CLOSED
R9-H12-30



END
ROAD WORK
G20-2-36

ROAD
WORK
AHEAD
W20-1-30

MAINTENANCE OF TRAFFIC
PHASE 1 STA. 15+00 TO STA. 20+00

DESIGN AGENCY	THE KLEINGERS Group
DESIGNER	KJC
REVIEWER	SEF MM-DD-YY
PROJECT ID	119069
SHEET	TOTAL
M3	57



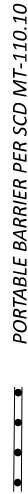
LEGEND



WORK AREA



DRUMS SPACED AT 10' CENTER TO CENTER



PORTABLE BARRIER PER SCD MT-110.10



DIRECTION OF TRAFFIC



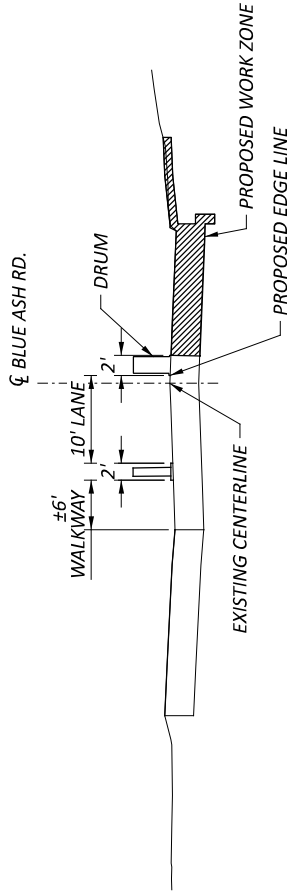
ITEM 614 - WORK ZONE EDGE LINE, CLASS 1



ITEM 614 - WORK ZONE CROSS WALK, CLASS 1



ITEM 614 - WORK ZONE STOP LINE, CLASS 1



M4-10L-48



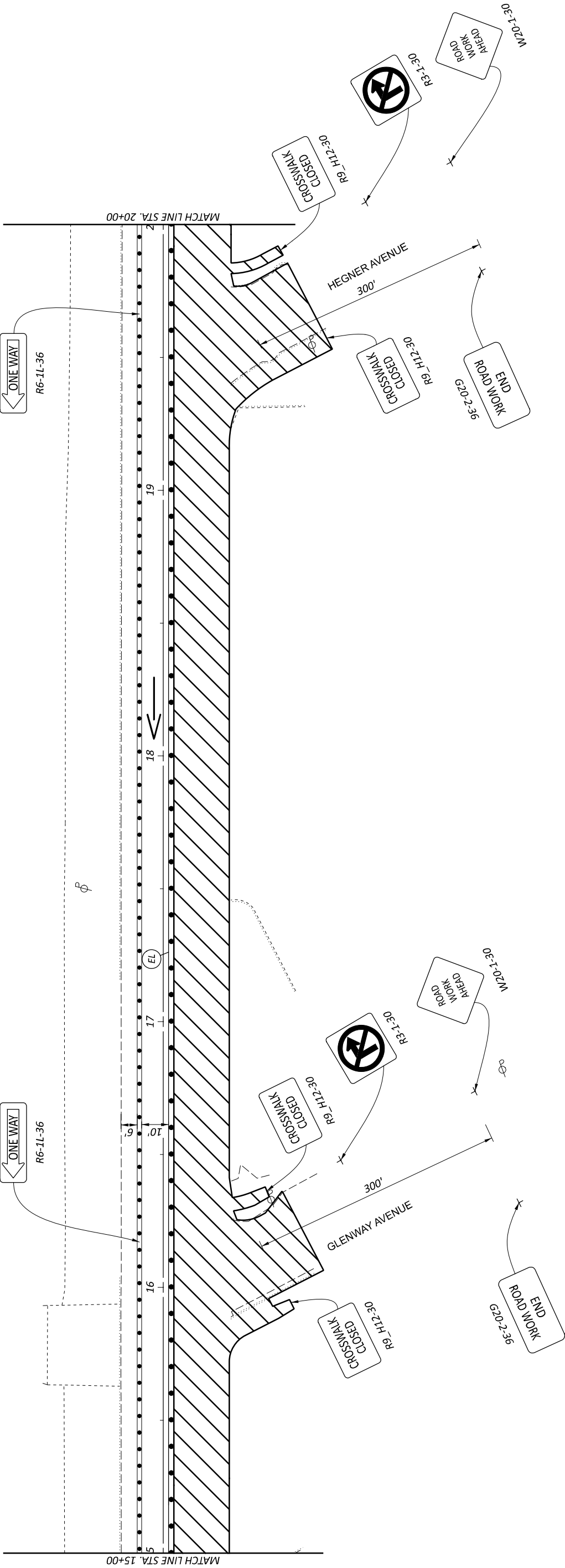
R6-1L-36



M4-10L-48

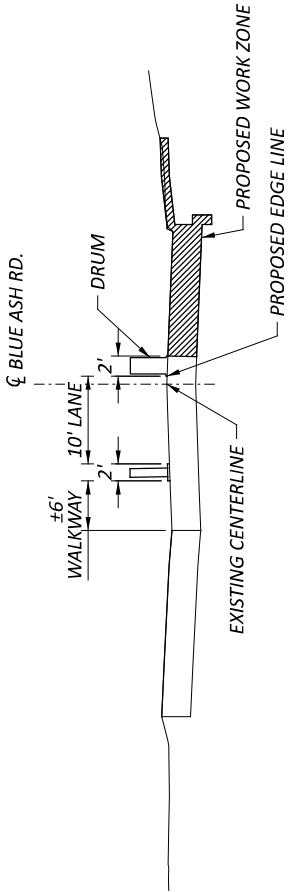
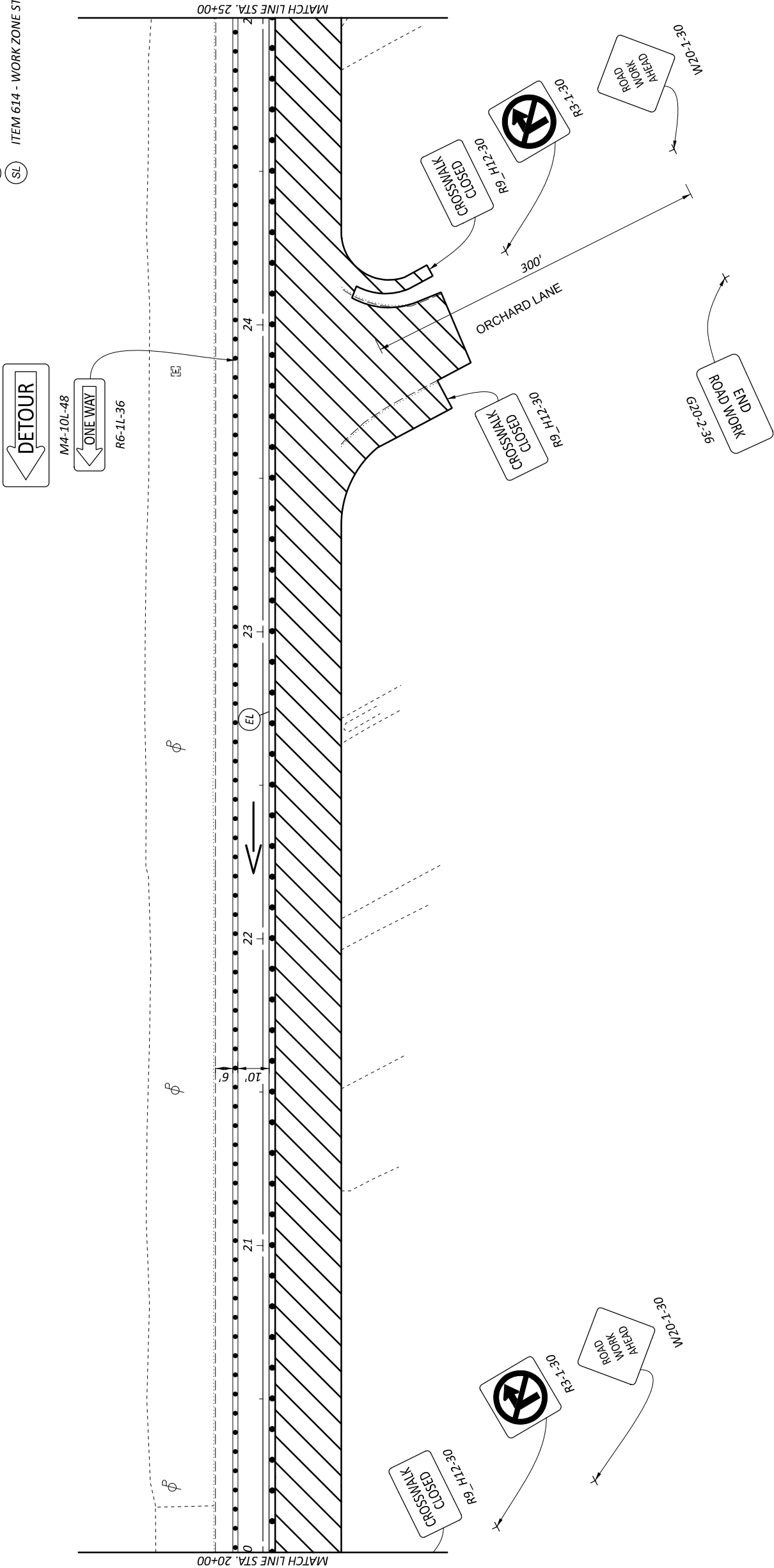


R6-1L-36



MAINTENANCE OF TRAFFIC
PHASE 1 STA. 20+00 TO STA. 25+00

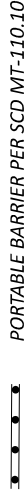
DESIGN AGENCY	THE KLEINGERS Group
DESIGNER	KJC
REVIEWER	SEF MM-DD-YY
PROJECT ID	119069
SHEET	TOTAL
M4	57



LEGEND



DRUMS SPACED AT 10' CENTER TO CENTER

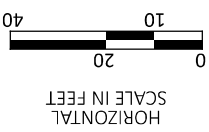


DIRECTION OF TRAFFIC

ITEM 614 - WORK ZONE EDGE LINE, CLASS 1

ITEM 614 - WORK ZONE CROSS WALK, CLASS 1

ITEM 614 - WORK ZONE STOP LINE, CLASS 1

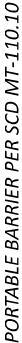
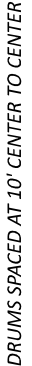


MAINTENANCE OF TRAFFIC
PHASE 1 STA. 25+00 TO STA. 30+00



DESIGN AGENCY	DESIGNER	REVIEWER	PROJECT ID	SHEET	TOTAL
	KJC	SEF MM-DD-YY	119069	M5	57

LEGEND



- ITEM 614 - WORK ZONE EDGE LINE, CLASS 1
- ITEM 614 - WORK ZONE CROSS WALK, CLASS 1
- ITEM 614 - WORK ZONE STOP LINE, CLASS 1



CLIFFORD ROAD

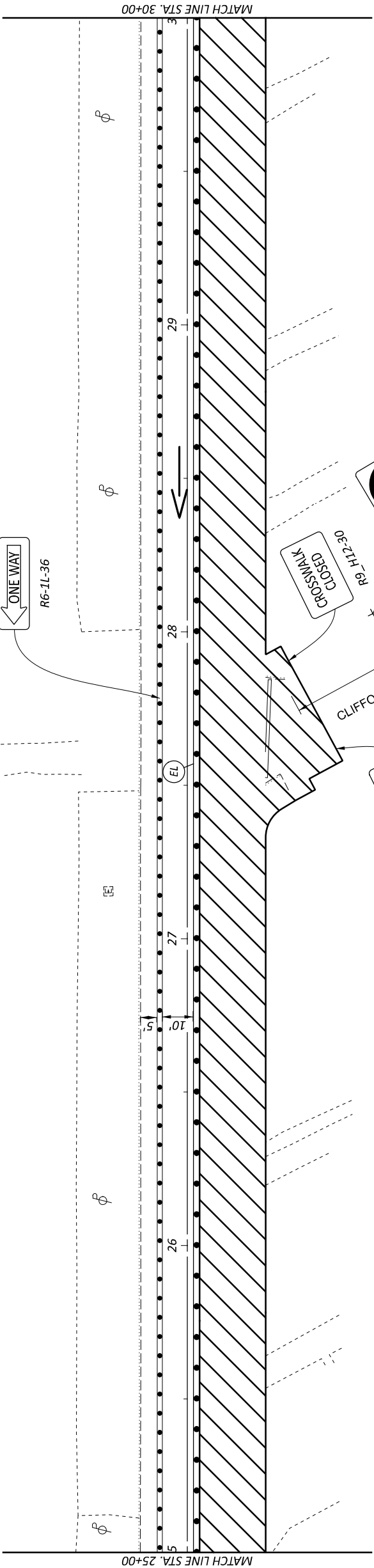
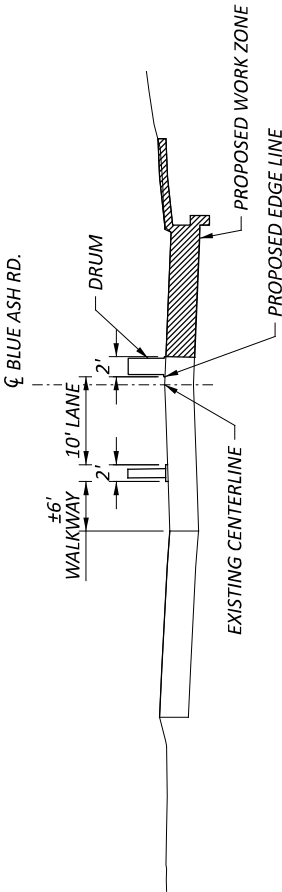


CROSSWALK CLOSED

CROSSWALK CLOSED

END WORK
ROAD WORK
G20-2-36

ROAD WORK
AHEAD
W20-T-30

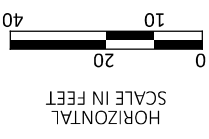


HORIZONTAL
SCALE IN FEET



MAINTENANCE OF TRAFFIC
PHASE 1 STA. 30+00 TO STA. 35+00

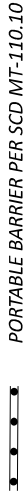
DESIGN AGENCY	THE KLEINGERS Group
DESIGNER	KJC
REVIEWER	SEF MM-DD-YY
PROJECT ID	119069
SHEET	TOTAL
M6	57



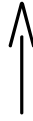
LEGEND



DRUMS SPACED AT 10' CENTER TO CENTER

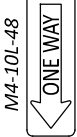


DIRECTION OF TRAFFIC



- ITEM 614 - WORK ZONE EDGE LINE, CLASS 1
- ITEM 614 - WORK ZONE CROSS WALK, CLASS 1
- ITEM 614 - WORK ZONE STOP LINE, CLASS 1

- EL
- CW
- SL



M4-10L-48

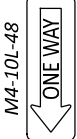
R6-1L-36



W20-1-30
STA. 37+50

END
ROAD WORK
G20-2-36
STA. 37+50

DUNEDEN ROAD

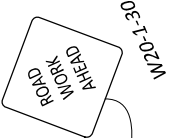


M4-10L-48

R6-1L-36



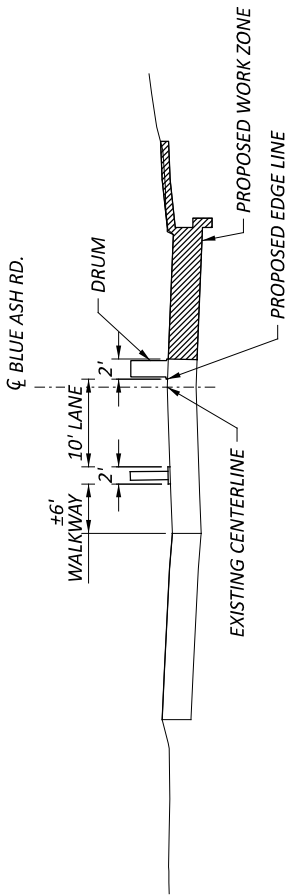
R9-H12-30
CROSSWALK
CLOSED



W20-1-30
ROAD
WORK
AHEAD

END
ROAD WORK
G20-2-36

REDMONT ROAD



MATCH LINE STA. 30+00

35

34

33

32

31

30

29

28

27

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22

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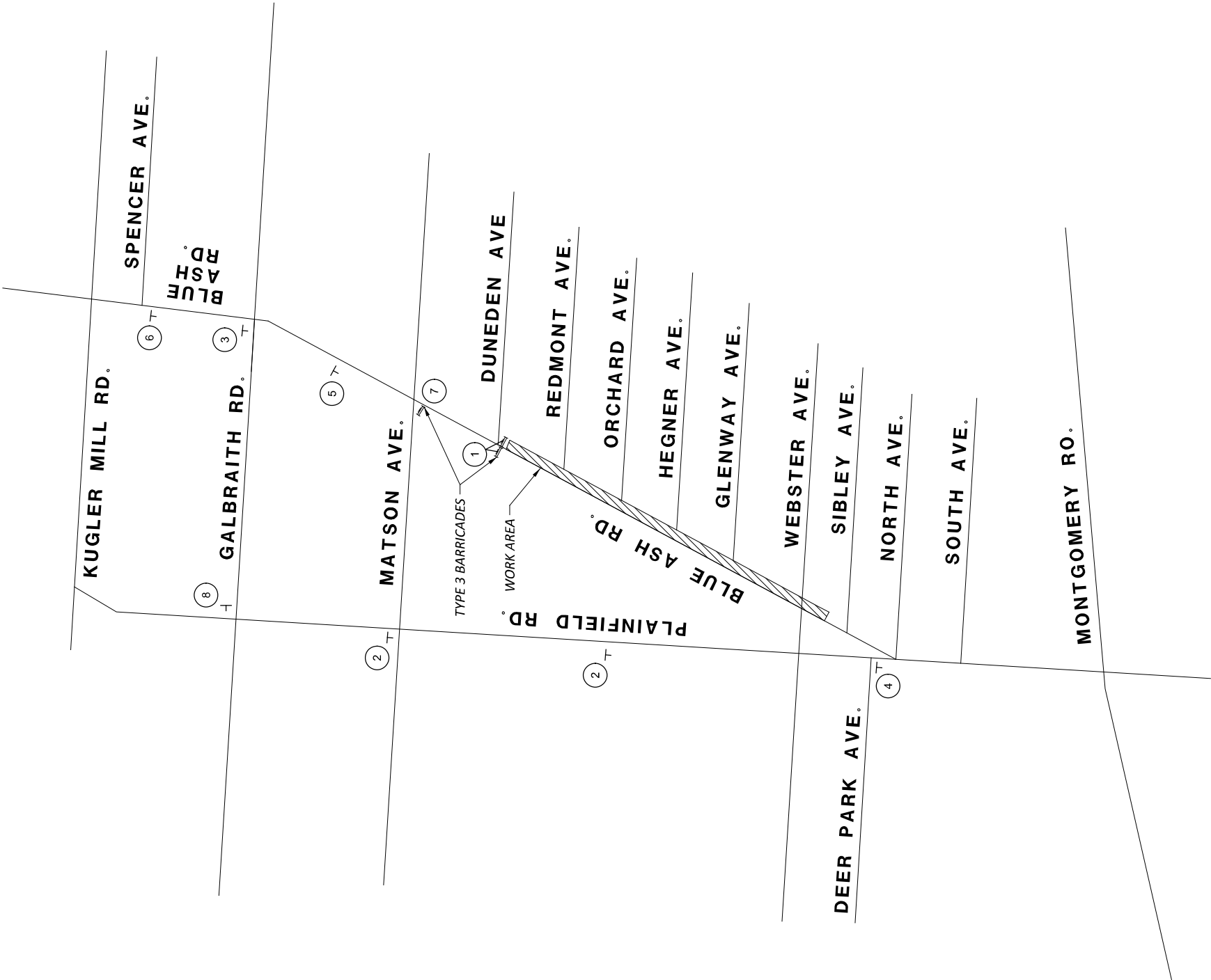
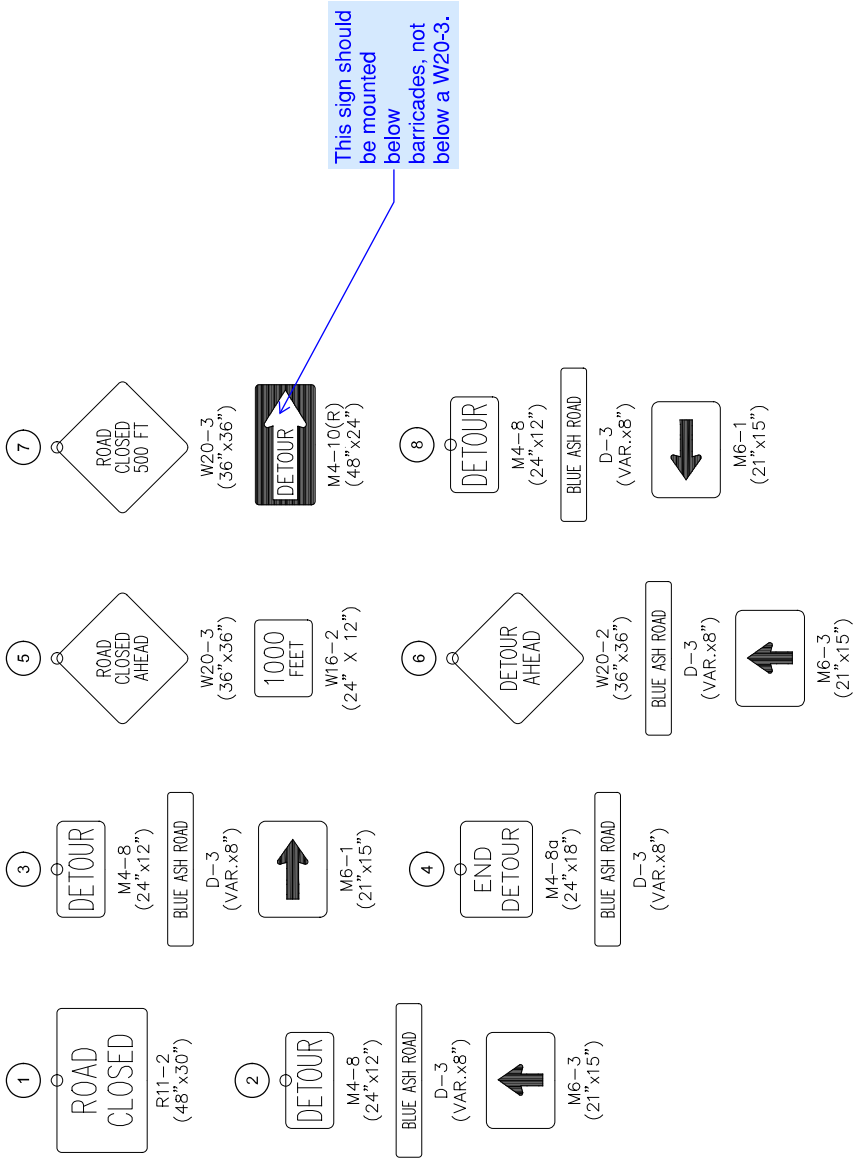
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4

3

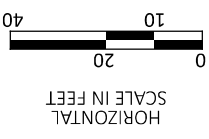
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1



MAINTENANCE OF TRAFFIC
PHASE 2 STA. 15+00 TO STA. 20+00

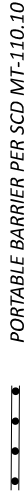
DESIGN AGENCY	THE KLEINGERS Group
DESIGNER	KJC
REVIEWER	SEF MM-DD-YY
PROJECT ID	119069
SHEET	TOTAL
M9	57



LEGEND



DRUMS SPACED AT 10' CENTER TO CENTER



DIRECTION OF TRAFFIC



ITEM 614 - WORK ZONE EDGE LINE, CLASS 1

ITEM 614 - WORK ZONE CROSS WALK, CLASS 1

ITEM 614 - WORK ZONE STOP LINE, CLASS 1

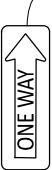
EL

CW

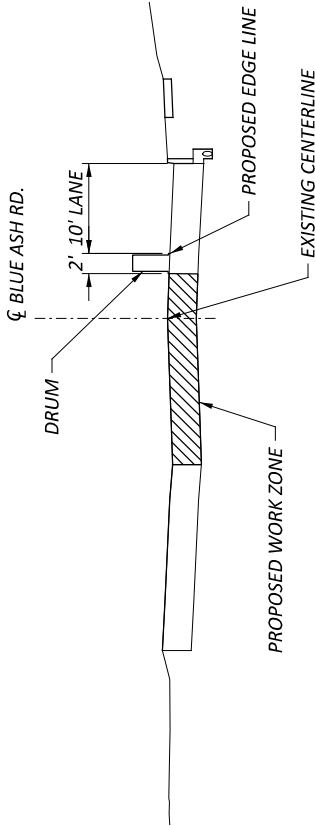
SL



M4-10R-48



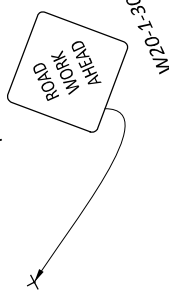
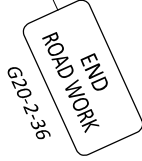
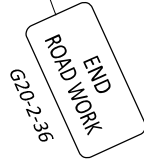
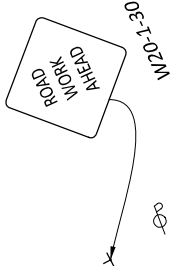
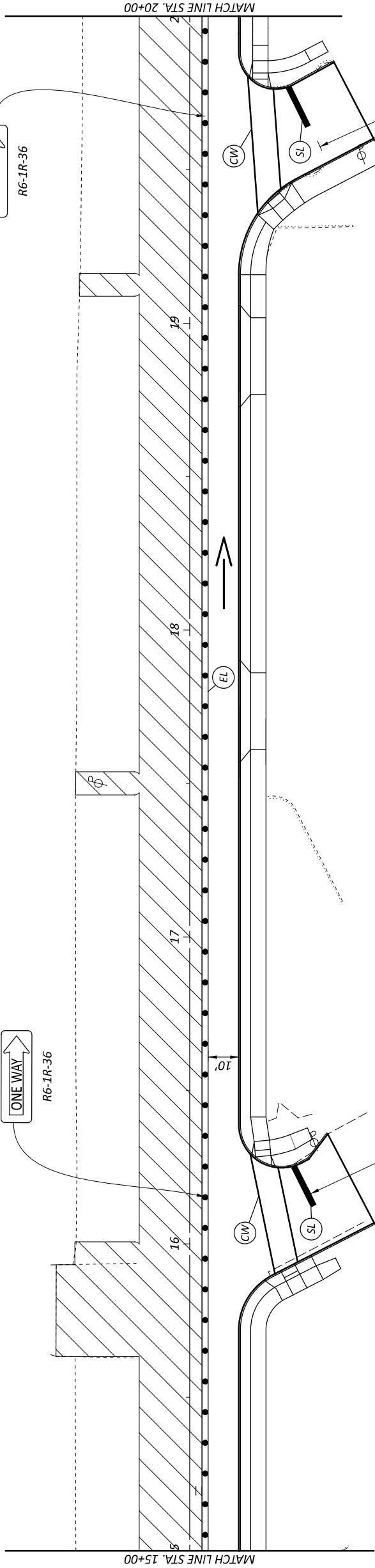
R6-1R-36



M4-10R-48

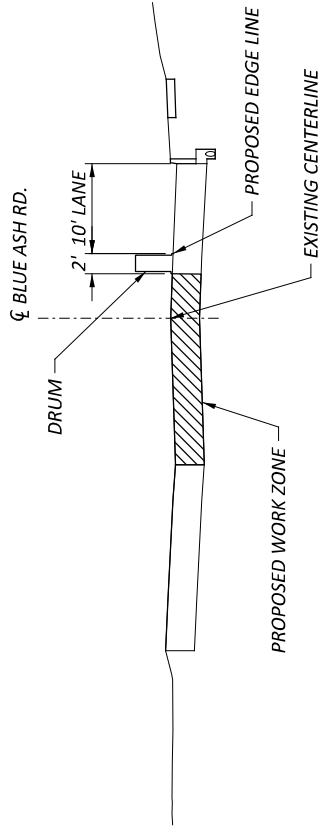
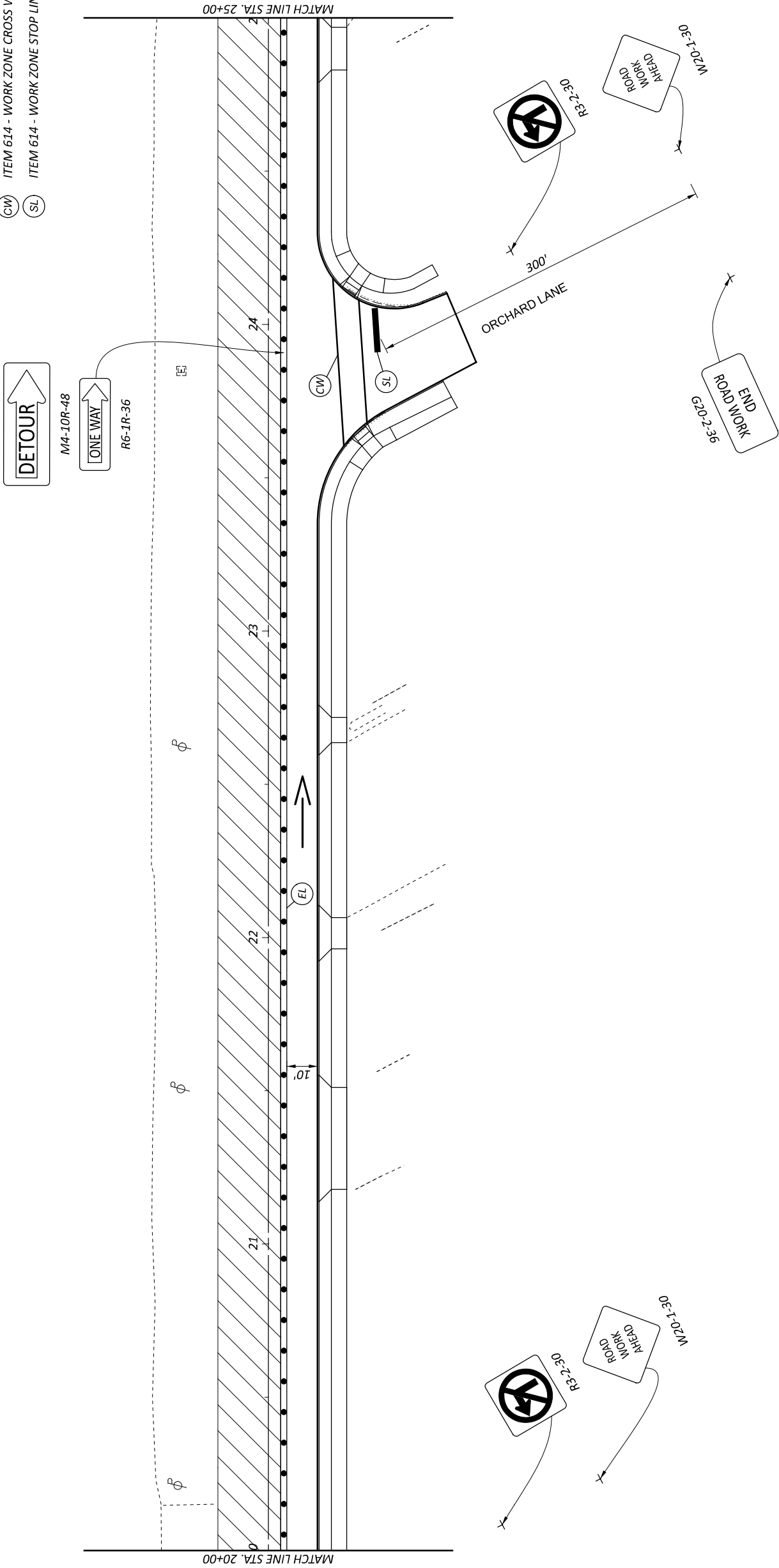


R6-1R-36



GLENWAY AVENUE
300'

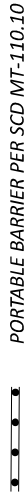
HEGNER AVENUE
300'



LEGEND



DRUMS SPACED AT 10' CENTER TO CENTER



DIRECTION OF TRAFFIC



ITEM 614 - WORK ZONE EDGE LINE, CLASS 1

ITEM 614 - WORK ZONE CROSS WALK, CLASS 1

ITEM 614 - WORK ZONE STOP LINE, CLASS 1

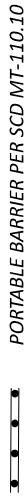
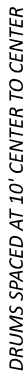


M4-10R-48



R6-1R-36

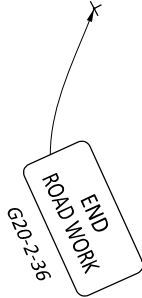
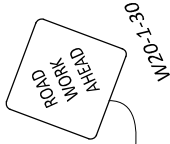
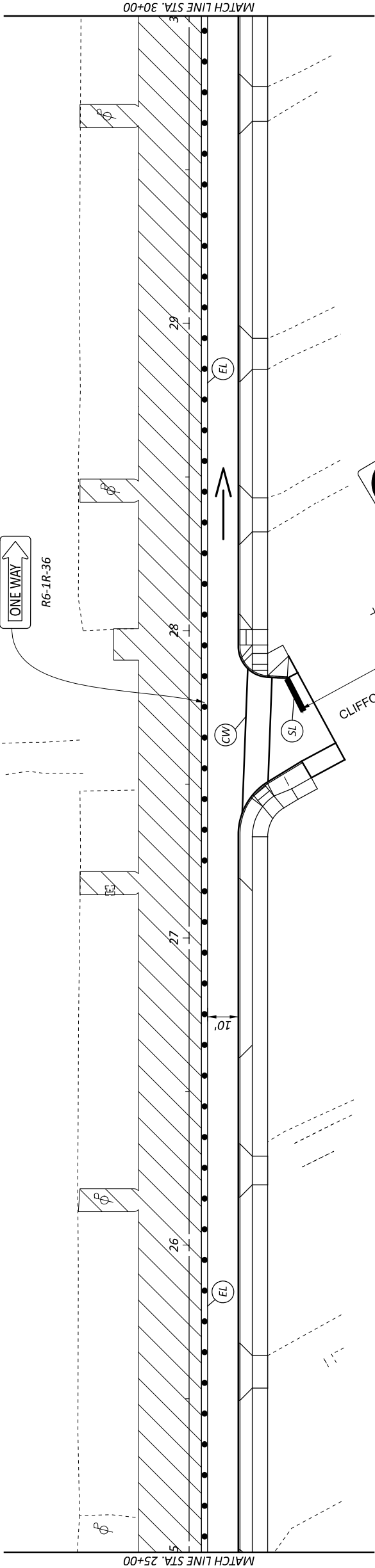




ITEM 614 - WORK ZONE EDGE LINE, CLASS 1

ITEM 614 - WORK ZONE CROSS WALK, CLASS 1

ITEM 614 - WORK ZONE STOP LINE, CLASS 1

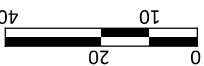


MAINTENANCE OF TRAFFIC
PHASE 2 STA. 30+00 TO STA. 35+00

DESIGN AGENCY	THE KLEINGERS Group
DESIGNER	KJC
REVIEWER	SEF MM-DD-Y
PROJECT ID	119069
SHEET	TOTAL
M12	57



HORIZONTAL
SCALE IN FEET



LEGEND



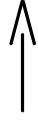
WORK AREA



DRUMS SPACED AT 10' CENTER TO CENTER



PORTABLE BARRIER PER SCD MT-110.10



DIRECTION OF TRAFFIC



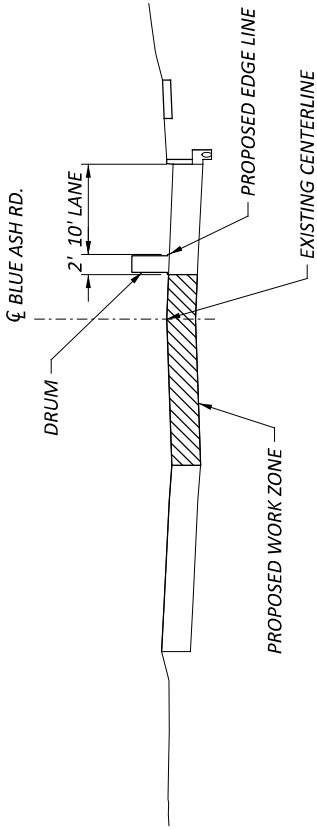
ITEM 614 - WORK ZONE EDGE LINE, CLASS 1



ITEM 614 - WORK ZONE CROSS WALK, CLASS 1



ITEM 614 - WORK ZONE STOP LINE, CLASS 1



M4-10R-48



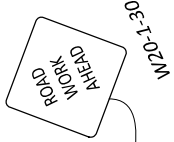
R6-1R-36



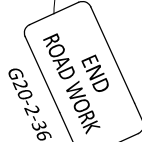
W20-1-30
STA. 37+50



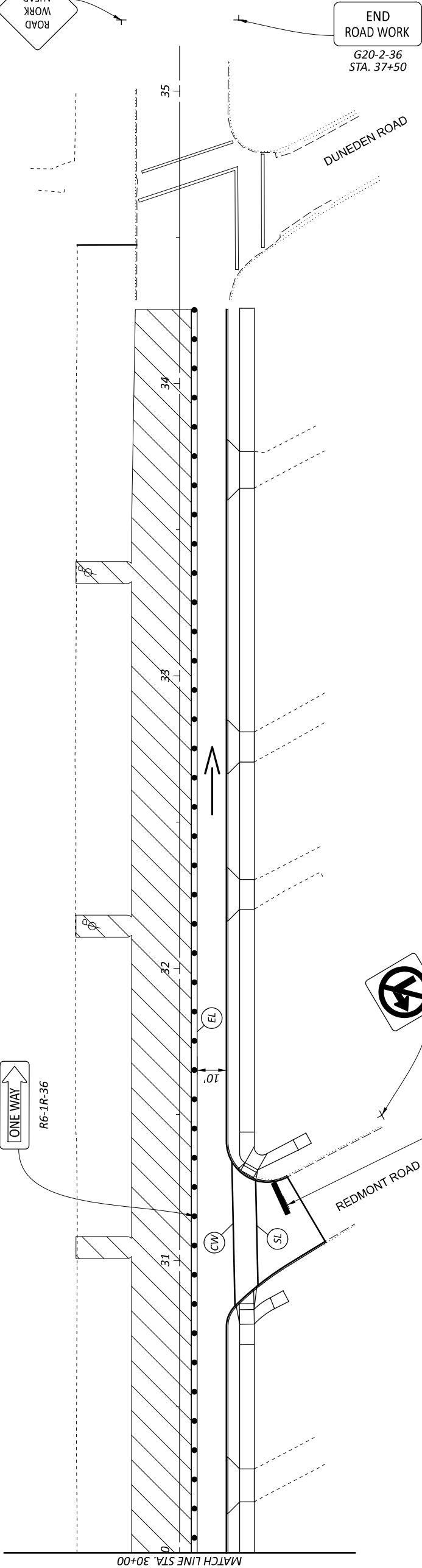
R3-2-30



W20-1-30

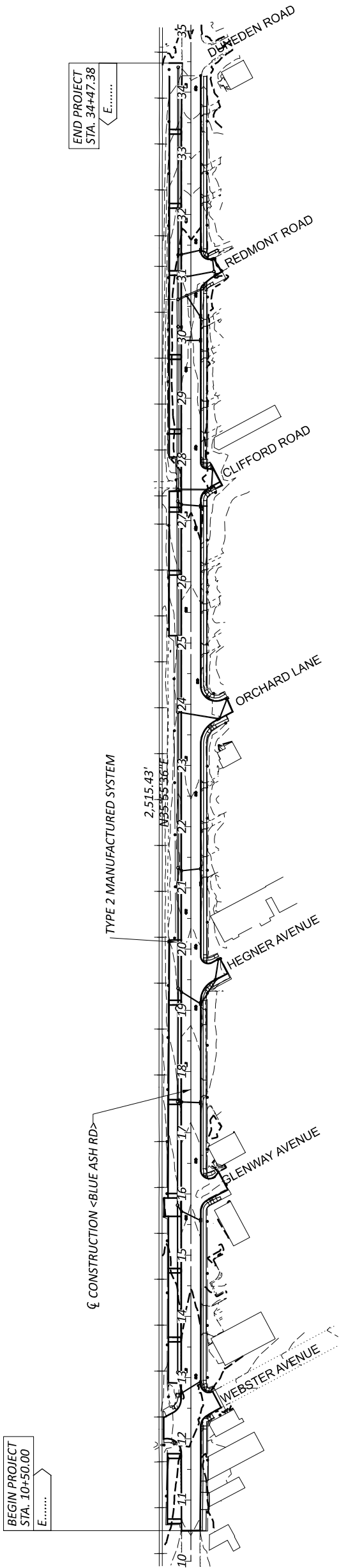


G20-2-36



PROJECT DESCRIPTION
RECONSTRUCTION OF BLUE ASH ROAD FROM SIBLEY
AVENUE TO DUNEDEN AVENUE

USGS MAP: EAST CINCINNATI, OHIO
LATITUDE: 39°12'05"
LONGITUDE: -84°23'-47"

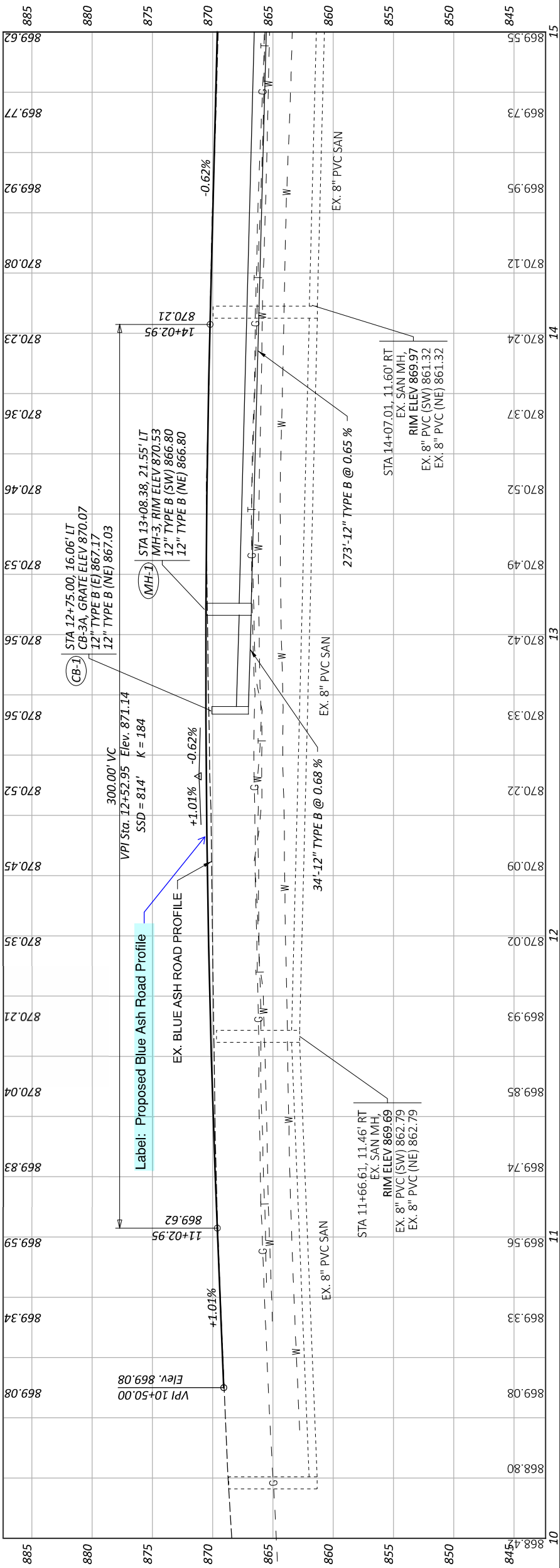


PROJECT DATA				
TOTAL AREA (RIGHT-OF WAY)	3.31 AC	RUNOFF COEFFICIENT FOR PRE-CONSTRUCTION SITE		0.86
PROJECT EATCH DISTURBED AREA	2.84 AC	RUNOFF COEFFICIENT FOR POST CONSTRUCTION SITE		0.86
ESIMATED CONTRACTOR EARTH DISTURBED AREA	0.00 AC	IMMEDIATE RECEIVING WATERS		UNNAMED TRIBUTARY
NOTICE OF INTENT EARTH DISTURBED AREA	2.83 AC	SUBSEQUENT RECEIVING WATER		N/A
IMPERVIOUS (PAVED) AREA FOR PRE-CONSTRUCTION SITE	3.26 AC			
IMPERVIOUS (PAVED) AREA FOR POST CONSTRUCTION SITE	3.27 AC			

BMP TYPE	LATITUDE/LONGITUDE		BMP WIDTH FEET	EDA TREATMENT CREDIT ACRES
	BEGIN	END		
MANUFACTURED SYSTEM TYPE 2	39.2007	-84.3971	-	1.02
	TREATMENT PROVIDED		TREATMENT REQUIRED	0.57

0.86 per Drainage Report

0.68 per Drainage Report



1 ADJUST TO GRADE 2 DO NOT DISTURB 3 ABANDON

DEPTH PAVEMENT

MILL AND OVERLAY

BRICK PAVERS

PLAN AND PROFILE

STA. 10+50 TO STA. 15+00

Show pavement width information on each P&P sheet.



Show center line bearings on each P&P sheet.

Confirm all utility relocations have sufficient R/W provided

Send all utility correspondence including utility log, conflict matrix and summary of responses to lucas.braun@dot.ohio.gov

Typical comment, construction limits outside of RW

BEGIN WORK LIMITS: STA. 7+50...provide a break line or shown on separate plan sheet depending on what is included in the work limits.

BEGIN PROJECT STA. 10+50.00 OFF 39.35' LT.

CONST. LIMITS STA. 11+67.90 OFF 38.00' LT.

CONST. LIMITS STA. 13+58.21 OFF 37.16' LT.

It is recommended per L&D Volume 2, Section 1103.7, that the catch basin should be placed 10' upstream of the ramp.

intersecting center line angles?

Does not conform to any typical curb ramps.

Curb ramp types?

Is this at the high point?

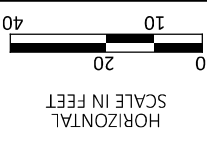
MATCH LINE STA. 15+00

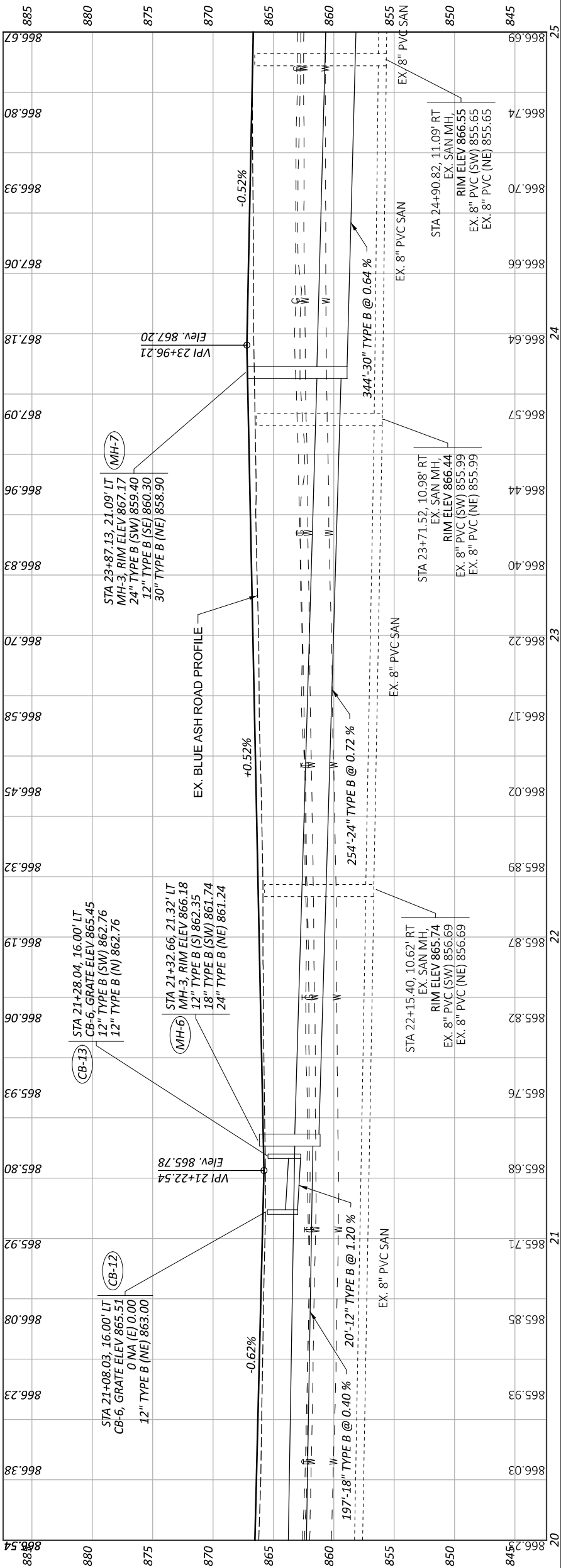
STA. 14+20.74 OFF 37.00' LT.





The reserved area must be free of utilities. As currently shown, the proposed storm conduit will conflict with the proposed WQS. Additional ROW may be needed, an alternative location may be needed, or the WQS may need to be under the pavement. Note: It is not recommended for the WQS to be under the pavement since that will require a lane closures one to two times a year to clean out the unit. One option: If you modify the storm sewer as shown in blue, you can potentially avoid the GS, the waterline, and keep most of the unit out of the lane. ROW may be needed to avoid utilities.



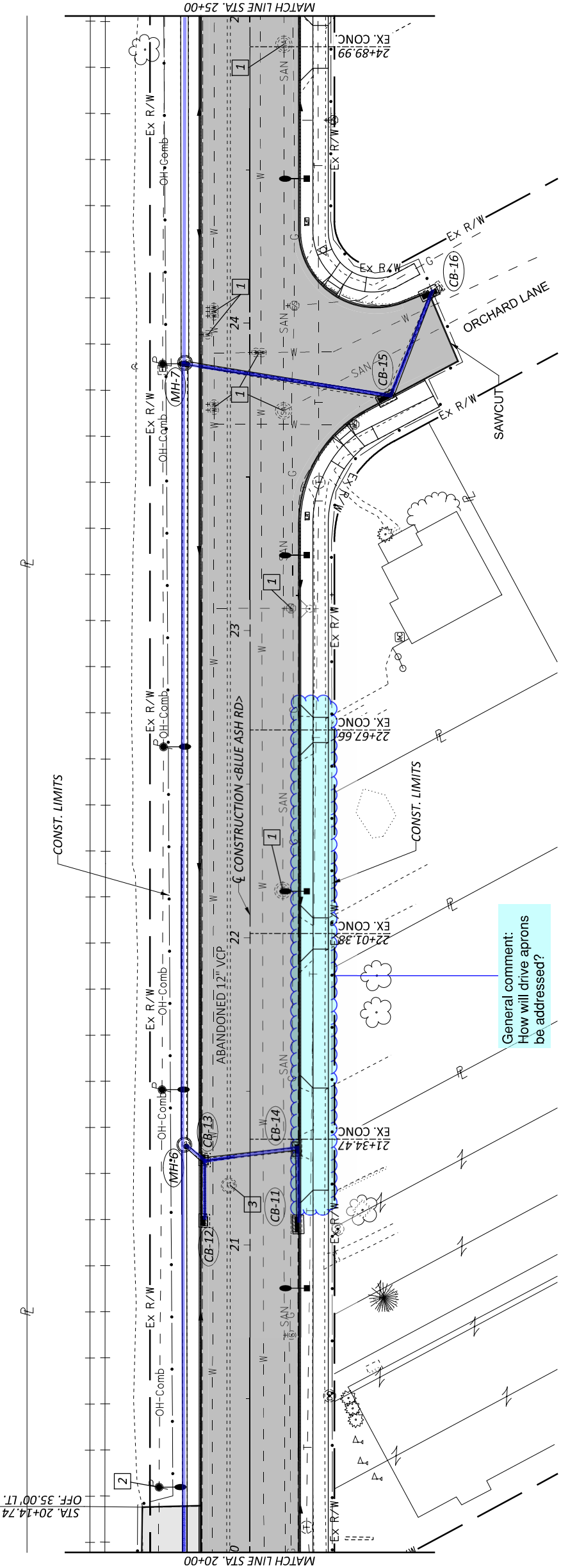


1 ADJUST TO GRADE 2 DO NOT DISTURB 3 ABANDON

DEPTH PAVEMENT

MILL AND OVERLAY

BRICK PAVERS



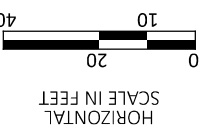
PLAN AND PROFILE

STA. 20+00 TO STA. 25+00



DESIGN AGENCY

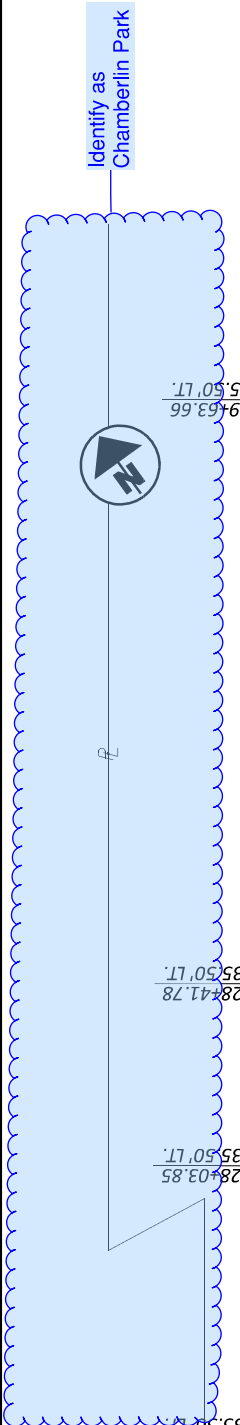
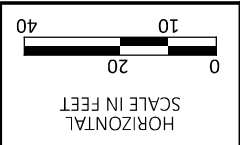
DESIGNER	KIC
REVIEWER	SEF MM-DD-Y
PROJECT ID	119069
SHEET	13
TOTAL	57



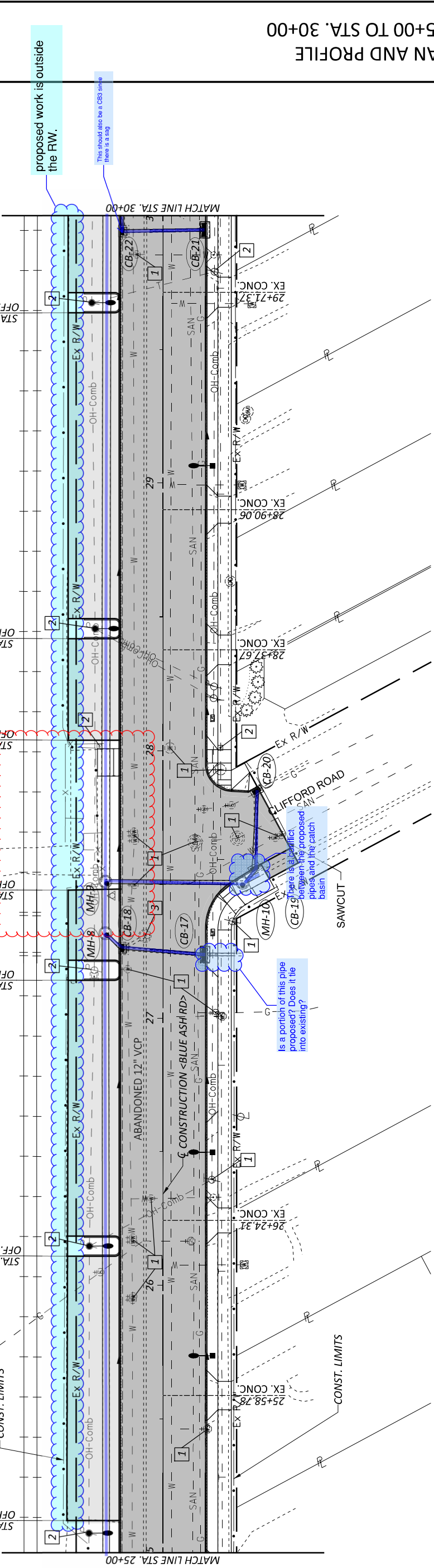
Will waterline work be relocated with the project and be included with the plans

Show utility services/laterals

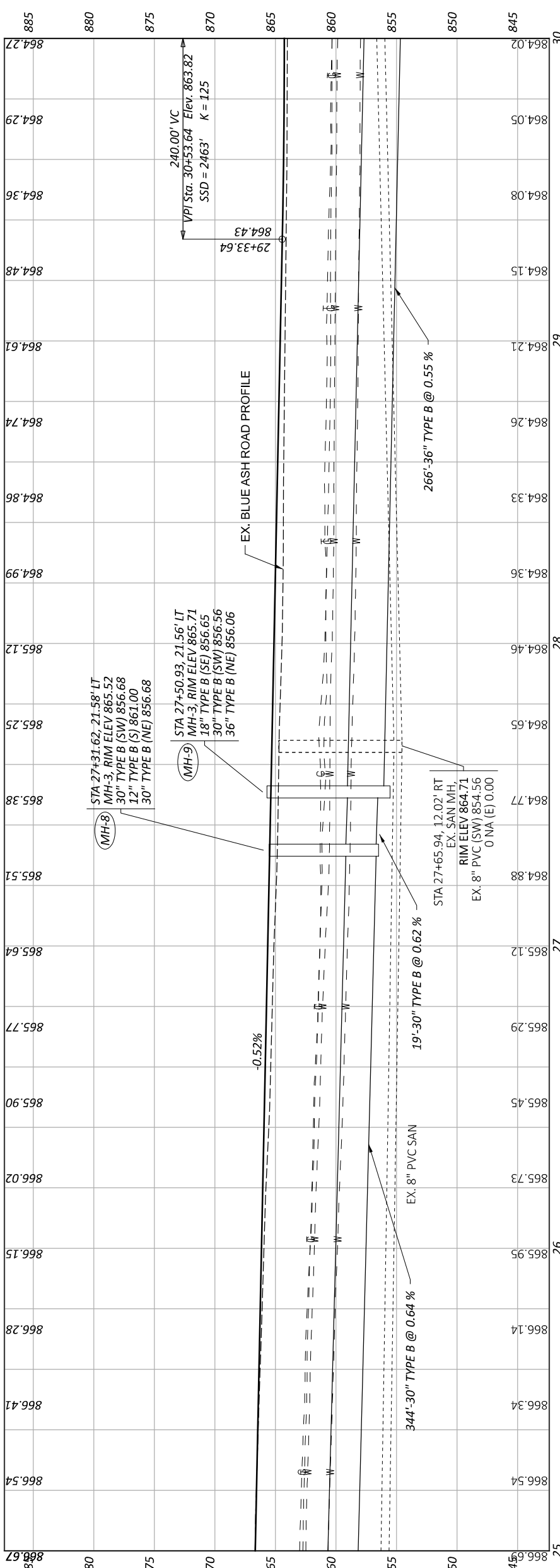
General comment:
How will drive aprons be addressed?



what about all the existing landscaping a crosswalk railing that will be disturbed during 36" pipe install? see Google maps
https://www.google.com/maps/@39.2023069,-84.3954067,3a,48.9y,315.18h,88.6t/data=!3m1!1e1!3m5!1sLIAP_INSzEdZ4Ag-_-MRQI2e0!6shttps%3F%2Fstreetviewpixels-pa.googleapis.com%2Fv1%2Fthumbna%3Fcb_client%3Dmaps_sv!acti le%26w%3D900%26h%3D600%26pitch%3D1.397314087026259%26panoid%3DLIAP_INSzEdZ4Ag-_-MRQI2e0!6shttps%3D315.183809038439571163848819215m1!1e1?entry=ttu&g_ep=EgoyMDI1MDMyMj4wKXMDSoLDEwMjExNjM5SAFQAw%3D%3D



- 1 ADJUST TO GRADE
- 2 DO NOT DISTURB
- 3 ABANDON
- DEPTH PAVEMENT
- MILL AND OVERLAY
- BRICK PAVERS



PLAN AND PROFILE

STA. 25+00 TO STA. 30+00

DESIGN AGENCY

DESIGNER
KIC

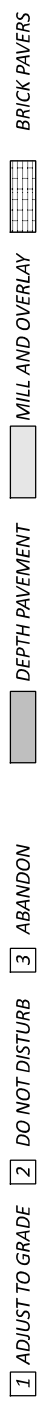
REVIEWER
SEF MM-DD-YY

PROJECT ID
119069

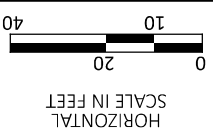
SHEET
14

TOTAL
57

STA. 30+00 TO STA. 34+47.38



Show existing cross walks and indicate as DND.



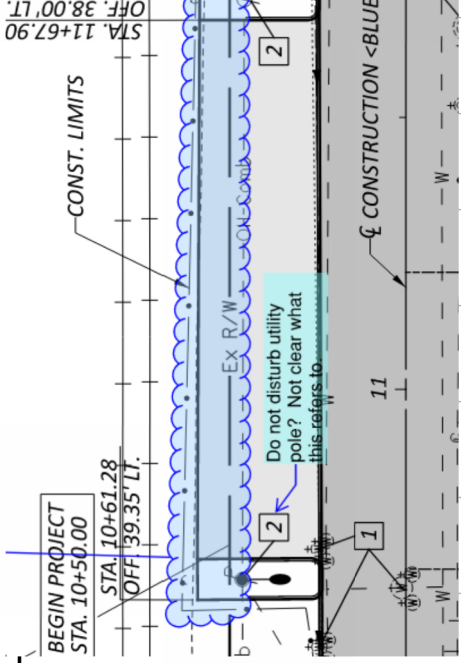
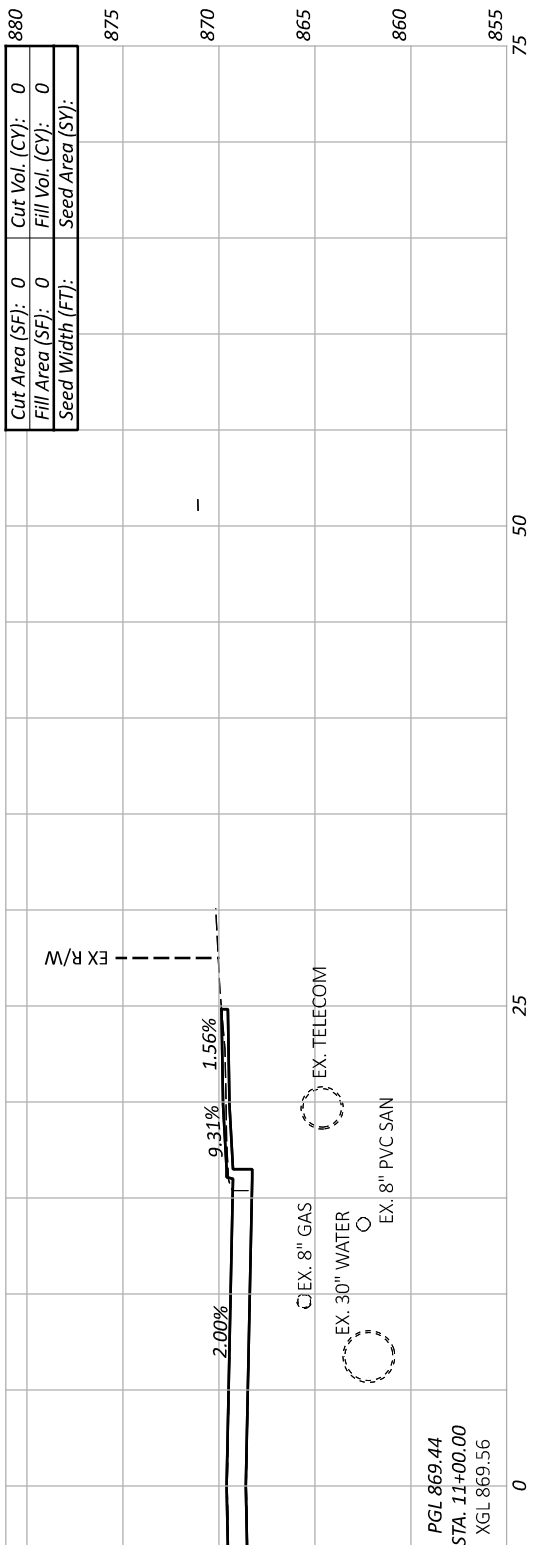
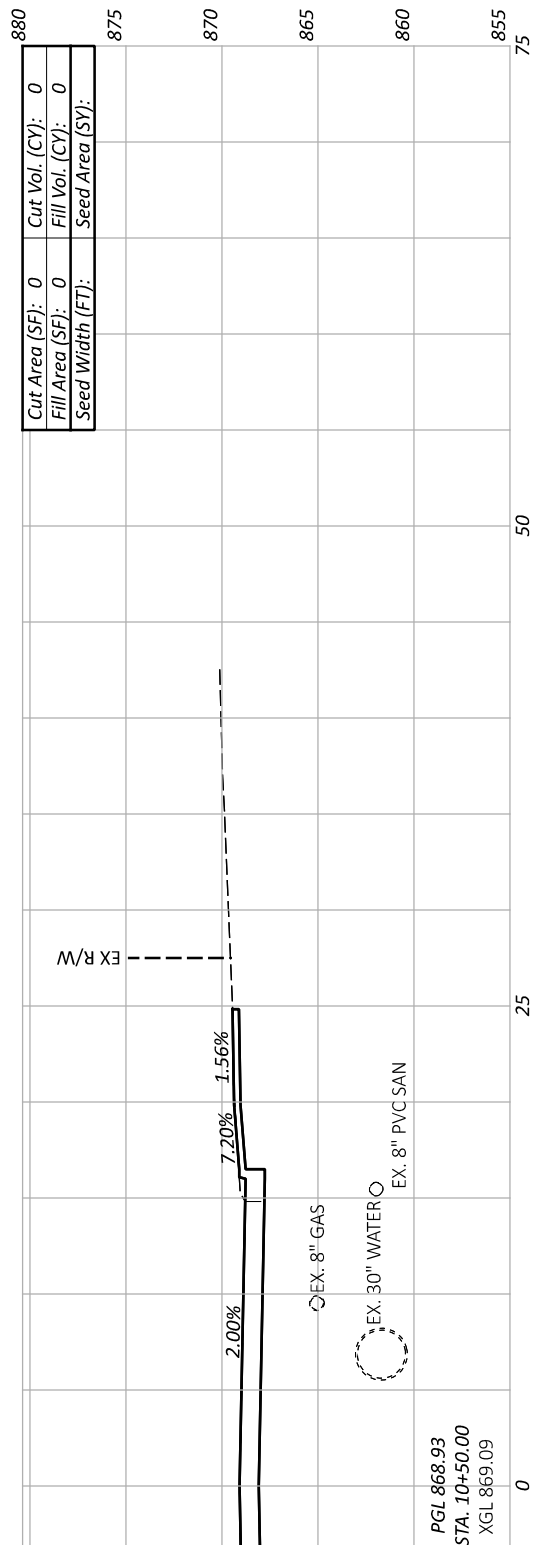


Diagram of a rectangular box with a dashed line and the text "EX R/W".

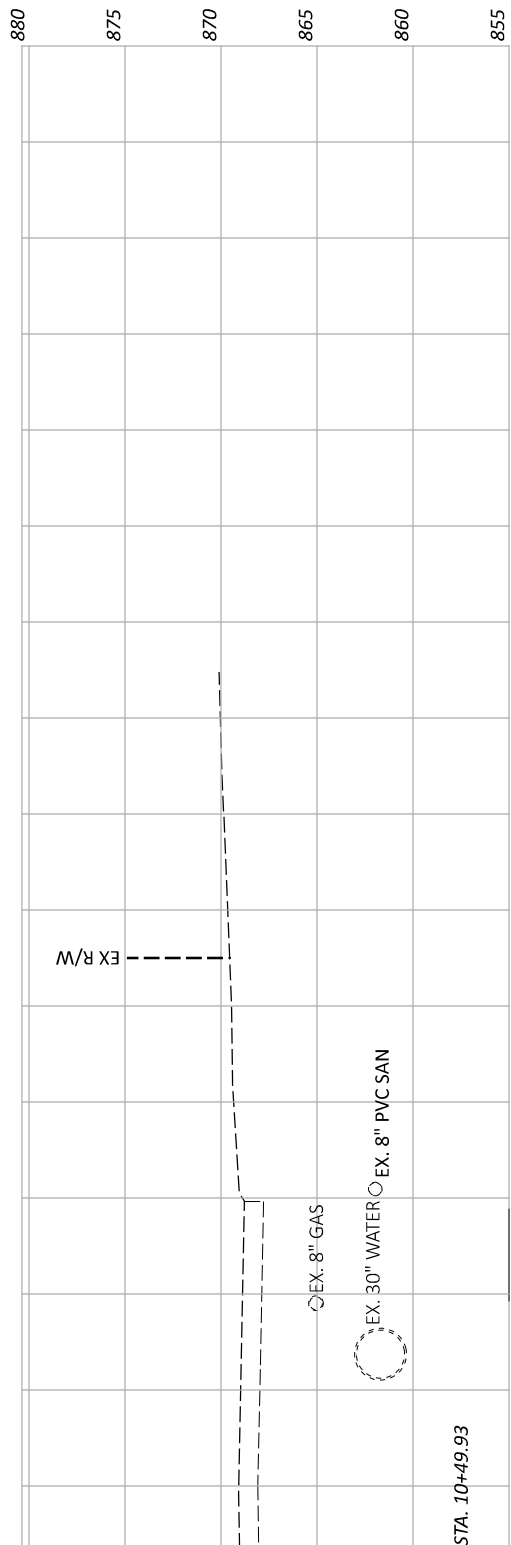


Cut Area (SF):	0	Cut Vol. (CY):	0
Fill Area (SF):	0	Fill Vol. (CY):	0
Seed Width (FT):		Seed Area (SY):	



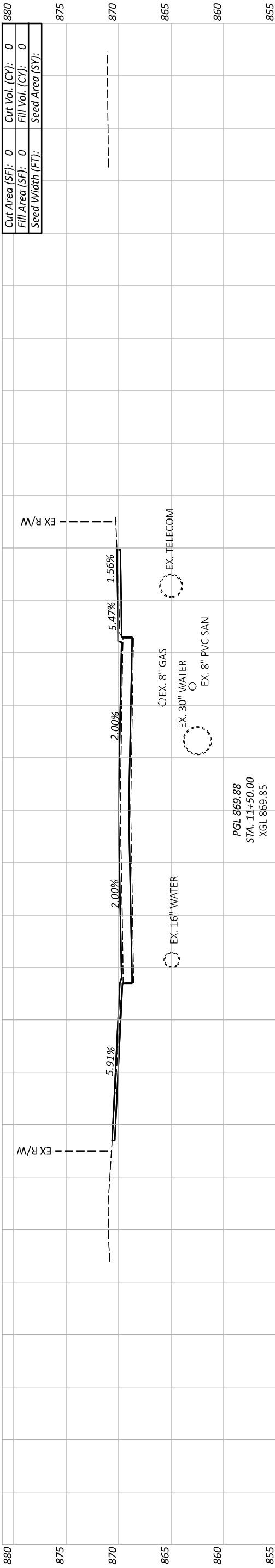
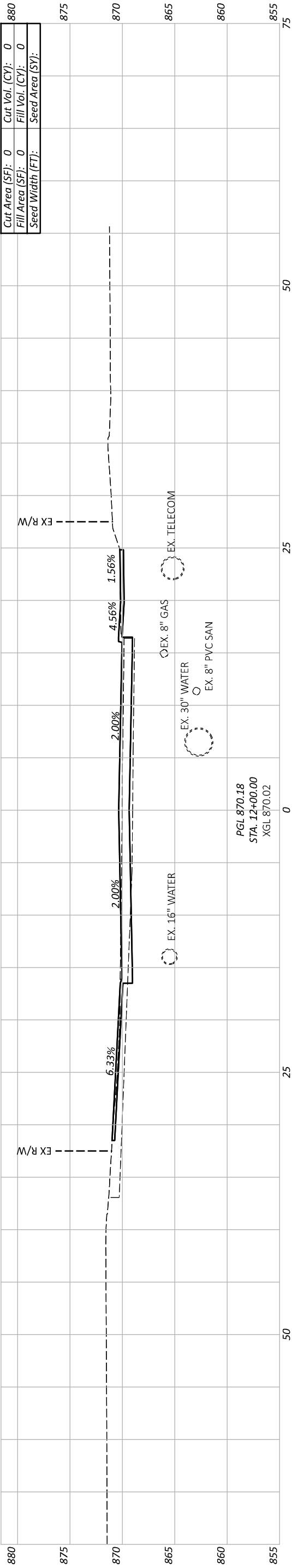
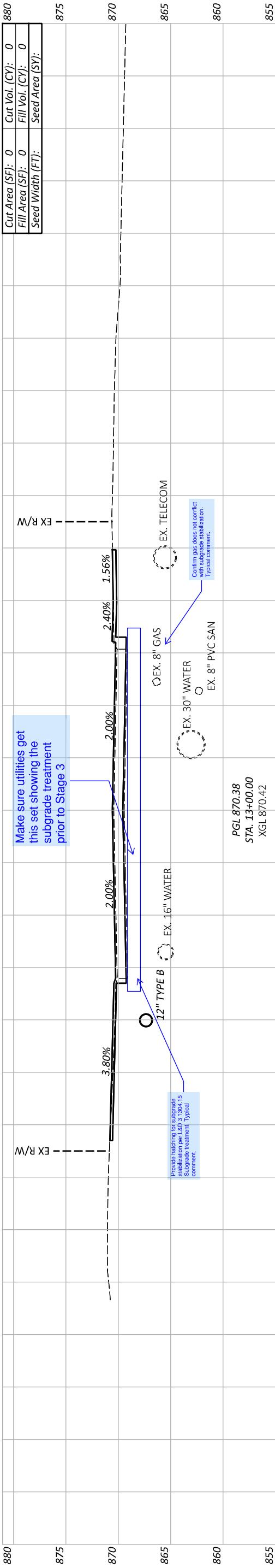
Cut Area (SF): 0	Cut Vol. (CY): 0
Fill Area (SF): 0	Fill Vol. (CY): 0
Seed Width (FT):	Seed Area (SY):

Include subgrade cut on each cross section



Sheet Totals		
Seeding	Cut	Fill

REVIEWER	SEF MM-DD-YY
PROJECT ID	119069
SHEET	16
TOTAL	57



Sheet Totals			
Seeding	Cut	Fill	TOTAL
17	17	57	

PROJECT ID	119069
SEF	MM-DD-YY
REVIEWER	KIC
DESIGNER	KIC



DESIGN AGENCY

CROSS SECTIONS

STA. 11+50 TO STA. 13+00



general comment:	provide in %.

Sheet Totals		
Seeding	Cut	Fill

DESIGN AGENCY



DESIGNER

KJC

REVIEW

SEE MM-DD-YY

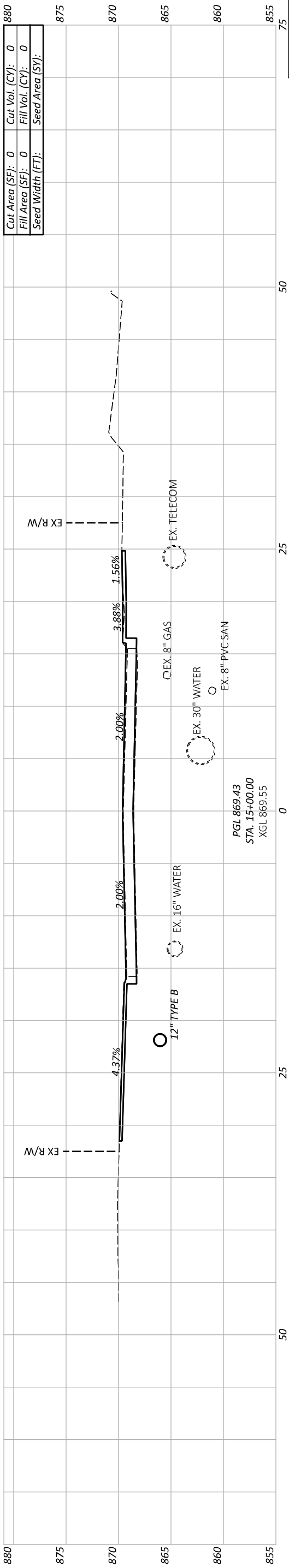
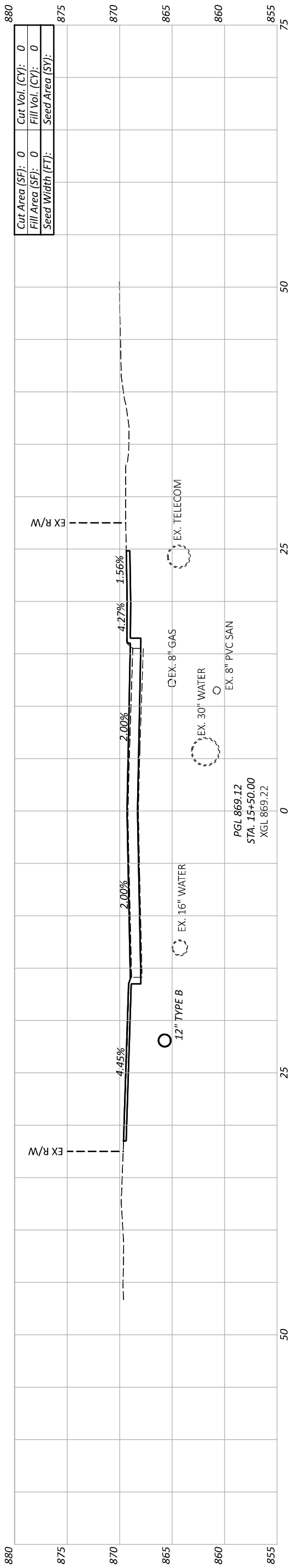
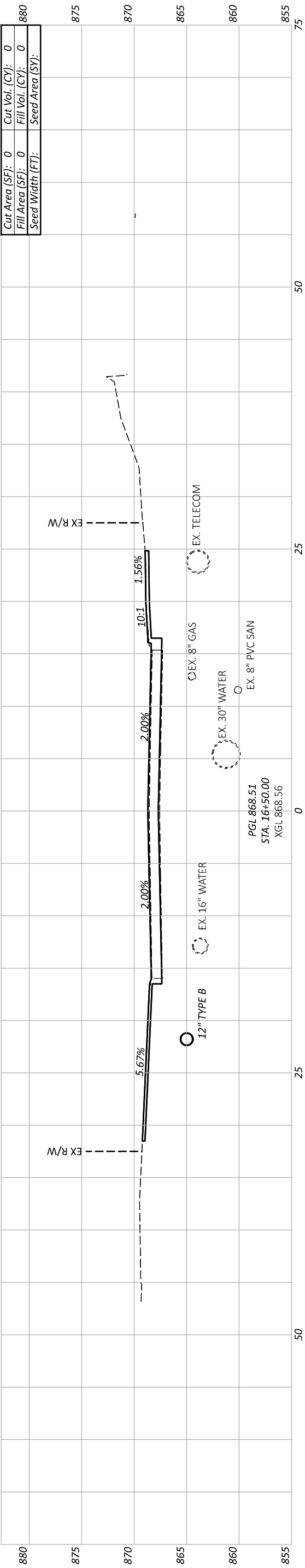
100

PROJECT ID: 11000

119069

SHEET	TOTAL
-------	-------

18 | 57



Sheet Totals		
Seeding	Cut	Fill
19	57	57

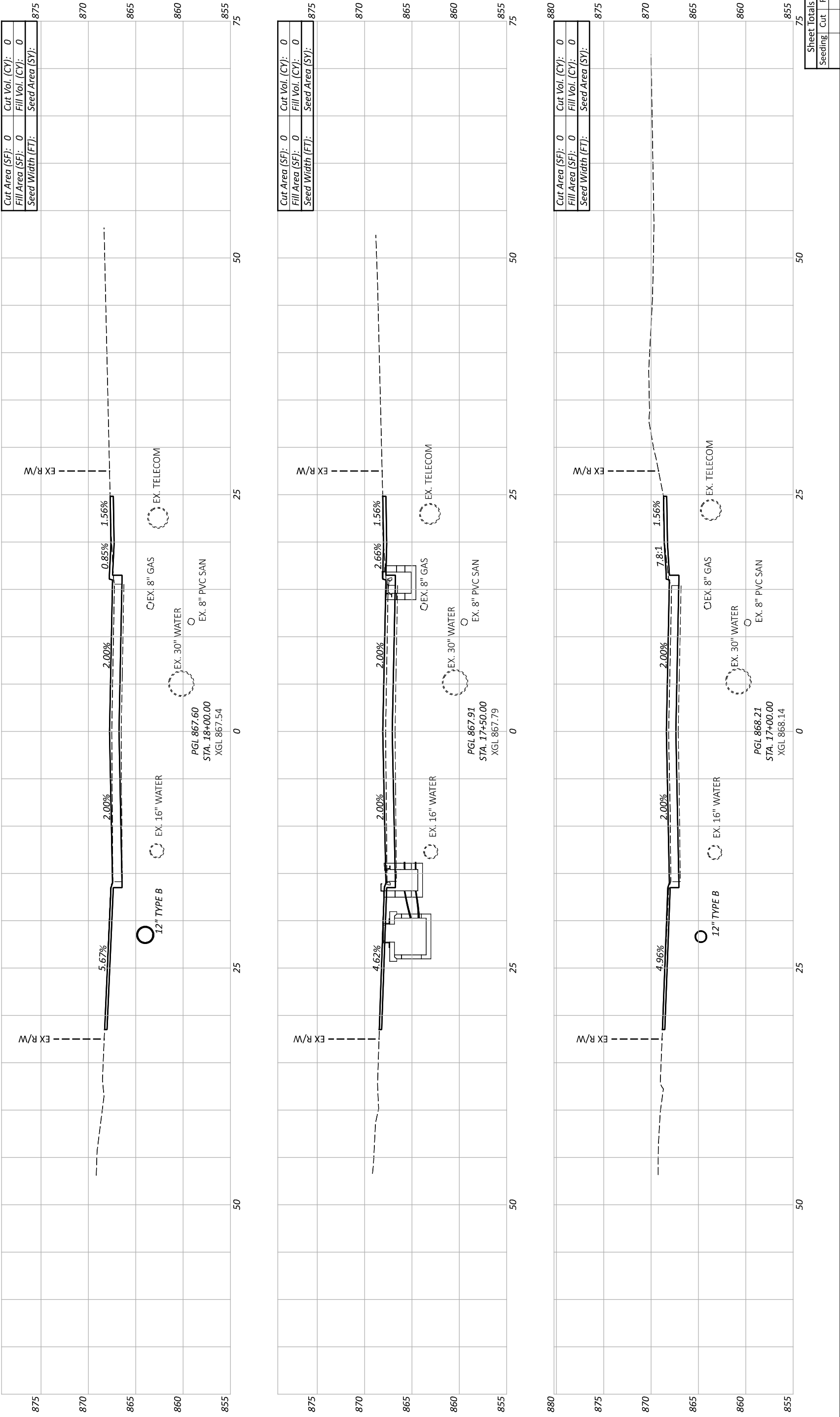
PROJECT ID	119069
SEF	MM-DD-YY
REVIEWER	KJC
DESIGNER	KJC



DESIGN AGENCY

CROSS SECTIONS

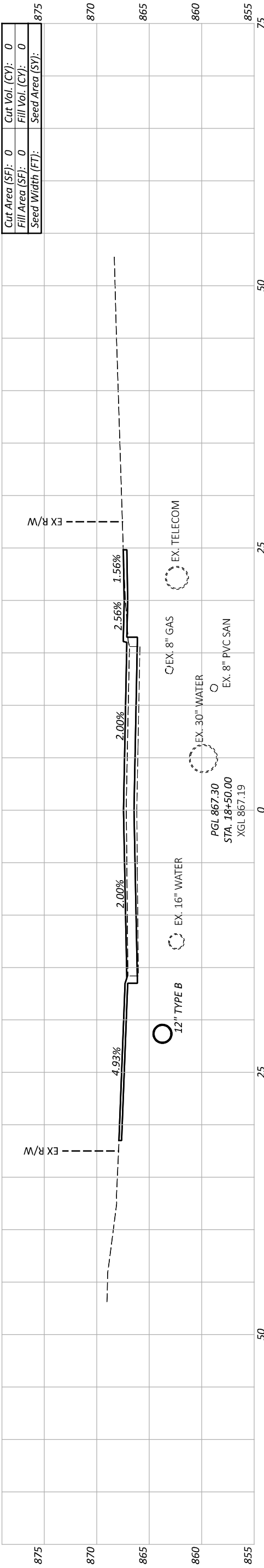
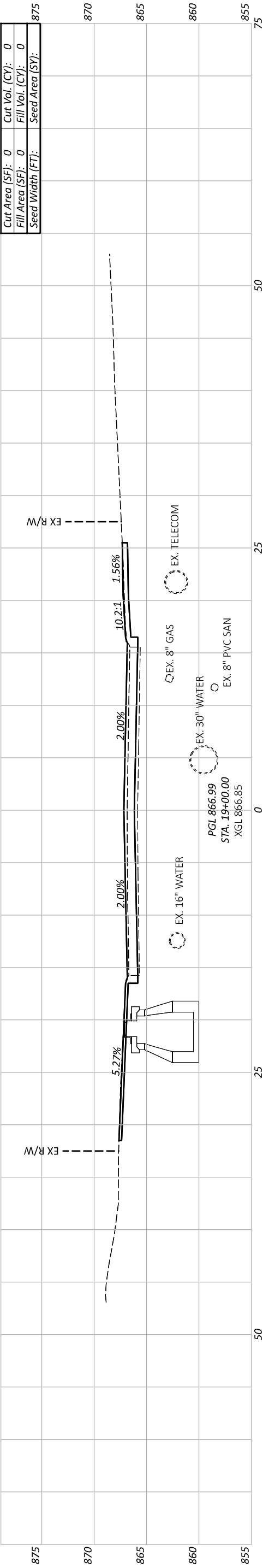
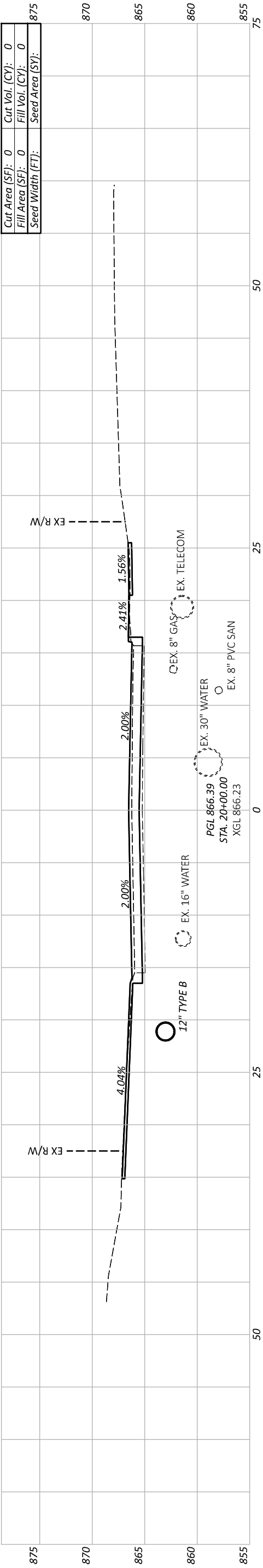
STA. 15+00 TO STA. 16+50



CROSS SECTIONS
STA. 17+00 TO STA. 18+00



DESIGN AGENCY	DESIGNER	REVIEWER	PROJECT ID
	KJC	SEF MM-DD-YY	119069
		SHEET	TOTAL
		20	57



CROSS SECTIONS
STA. 18+50 TO STA. 20+00

DESIGN AGENCY



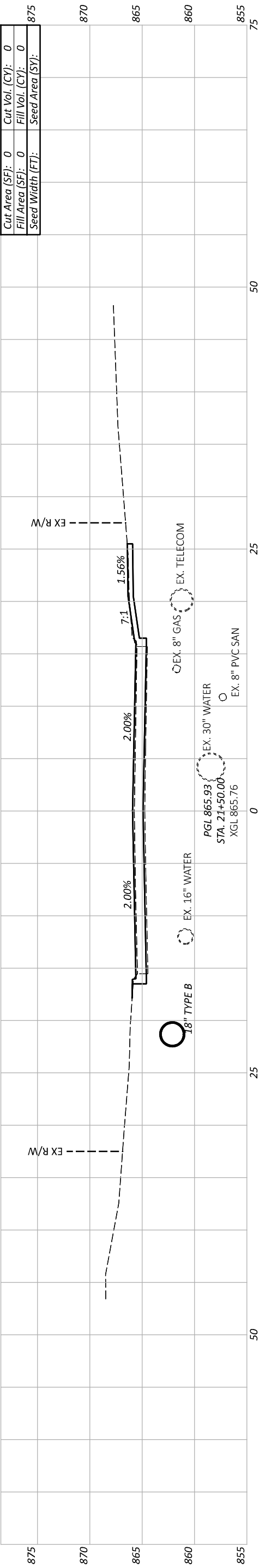
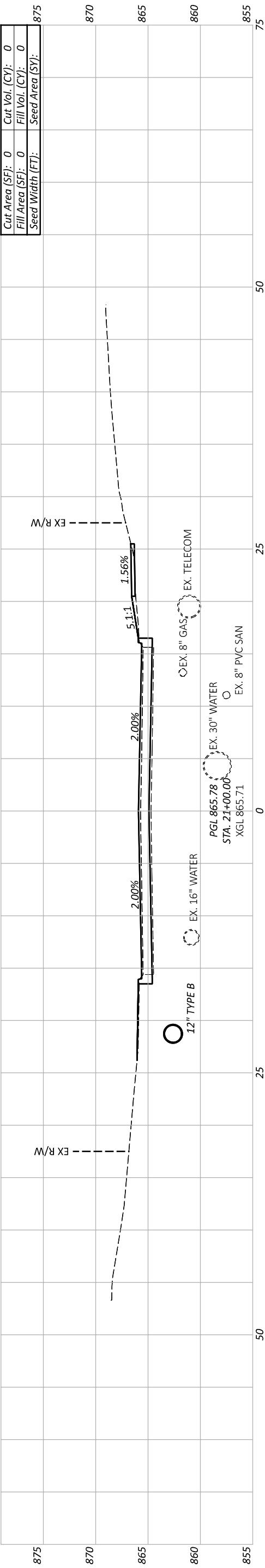
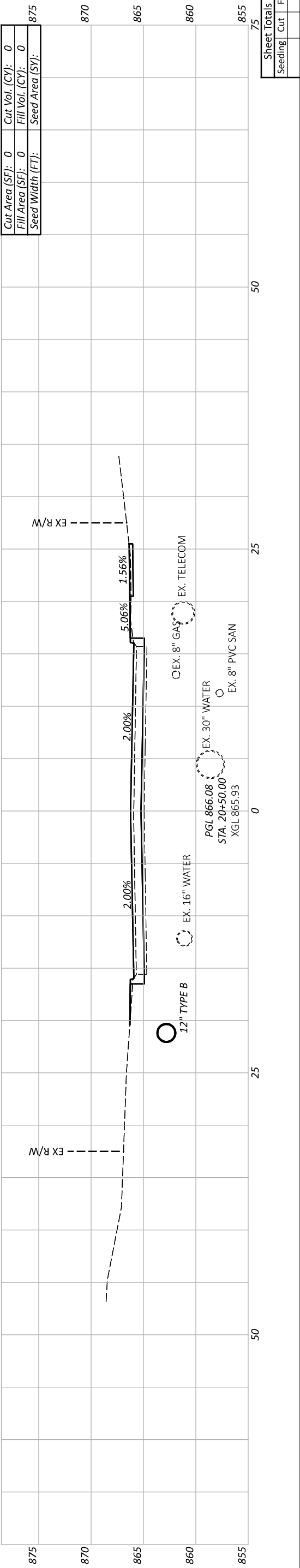
DESIGNER
KIC

REVIEWER
SEF MM-DD-YY

PROJECT ID
119069

SHEET
21

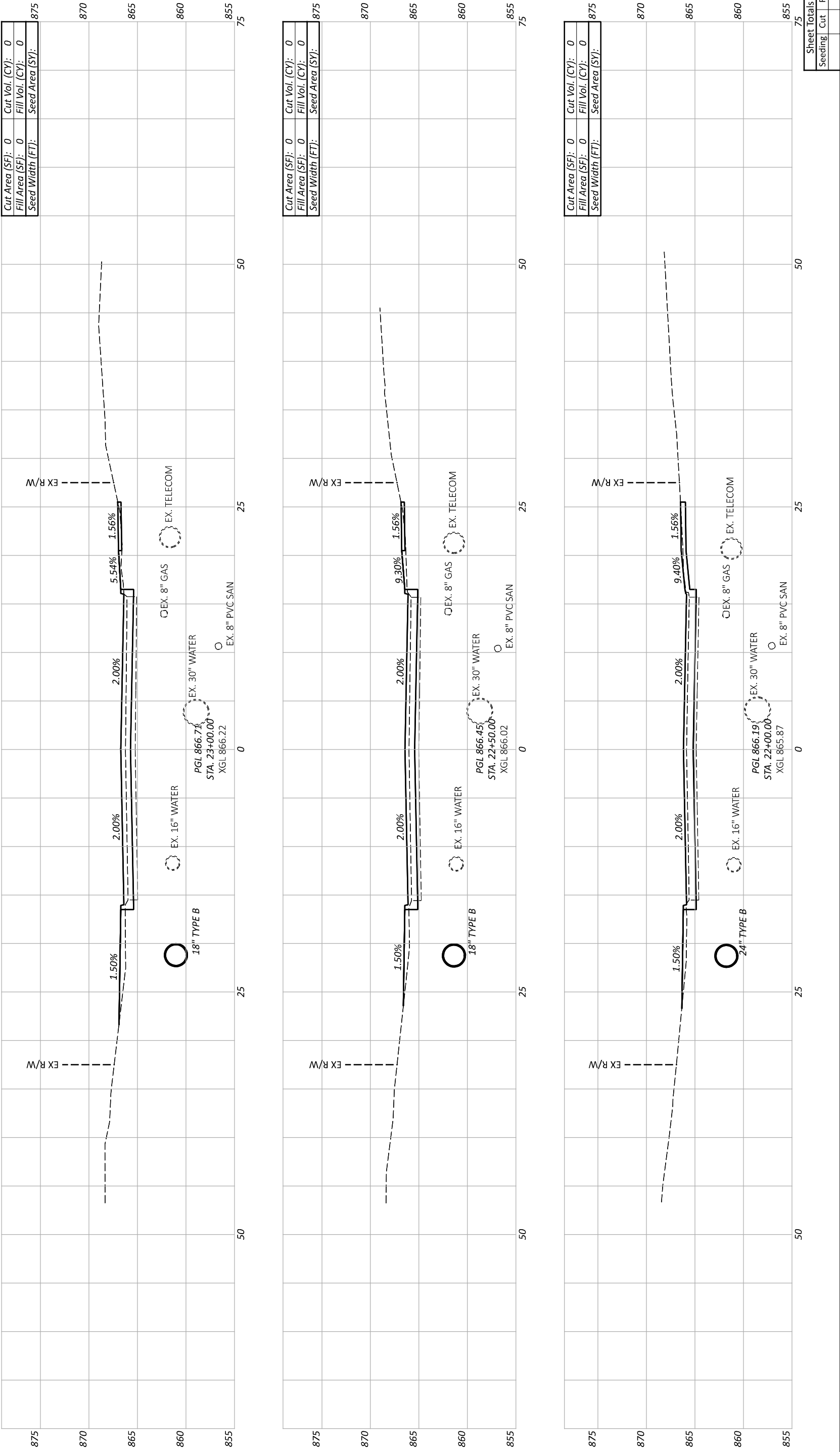
TOTAL
57



CROSS SECTIONS
STA. 20+50 TO STA. 21+50



DESIGNER	KJC
REVIEWER	SEF MM-DD-YY
PROJECT ID	119069
SHEET	22
TOTAL	57

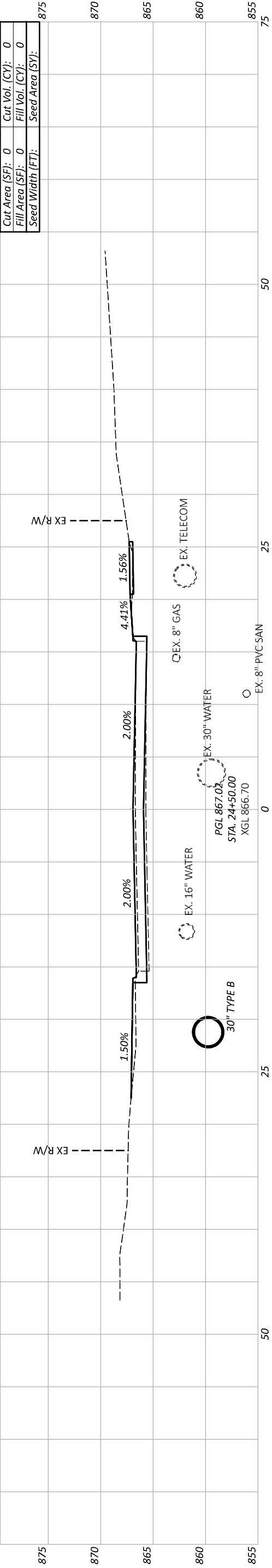
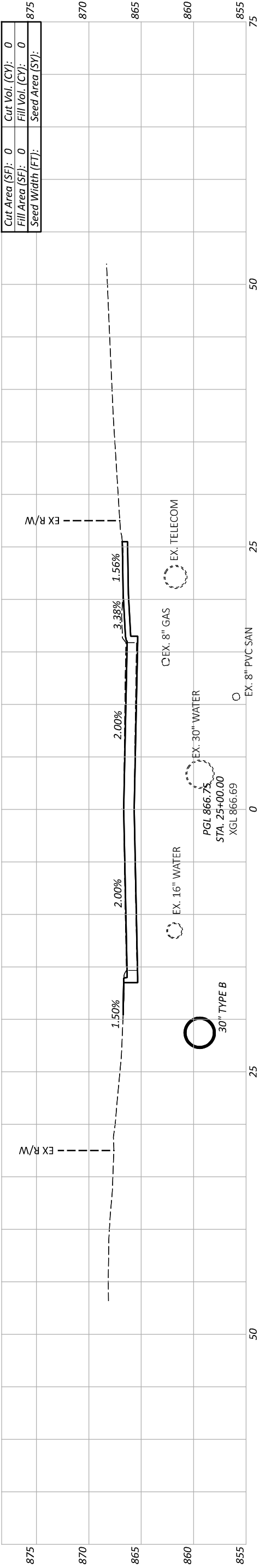


CROSS SECTIONS
STA. 22+00 TO STA. 23+00



DESIGN AGENCY

DESIGNER	KIC
REVIEWER	SEF MM-DD-Y
PROJECT ID	119069
SHEET	23
TOTAL	57

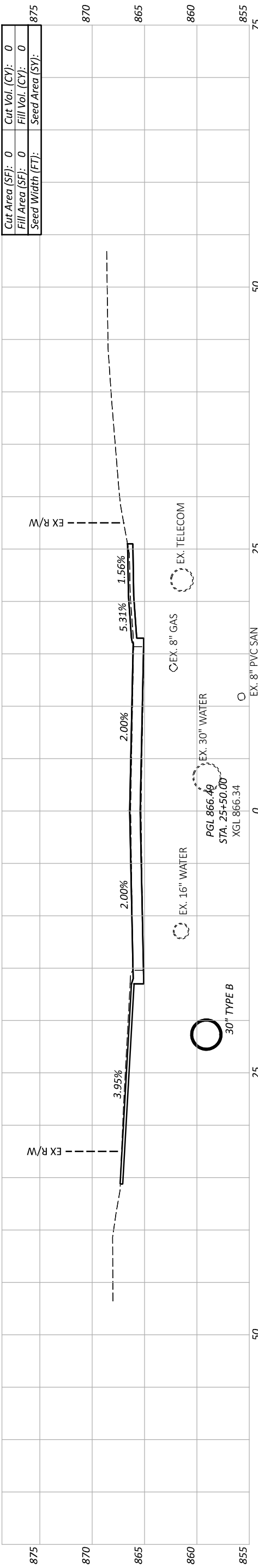


CROSS SECTIONS
STA. 24+00 TO STA. 25+00

DESIGN AGENCY



DESIGNER	KJC
REVIEWER	SEF MIM-DD-Y
PROJECT ID	119069
SHEET	24
TOTAL	57



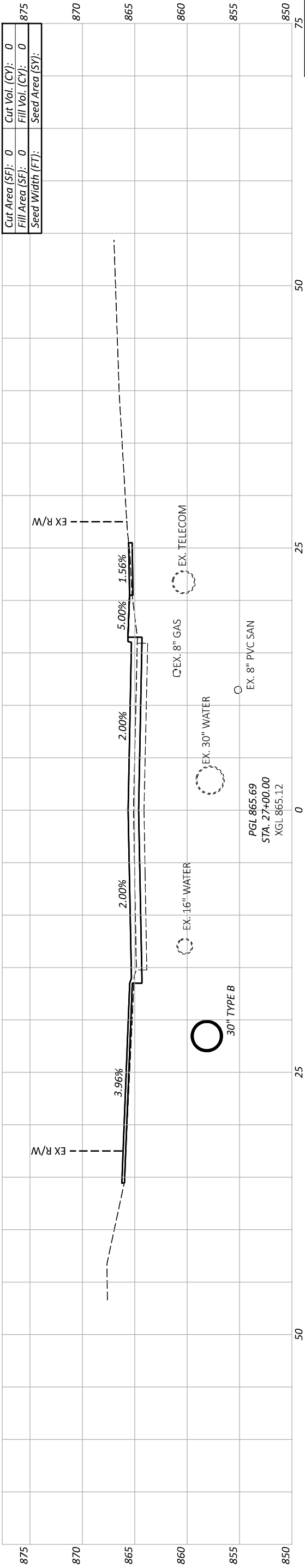
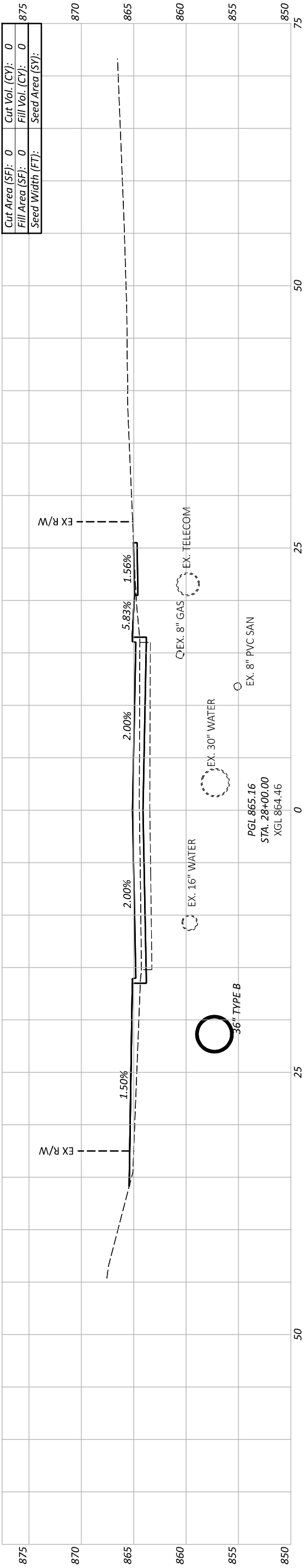
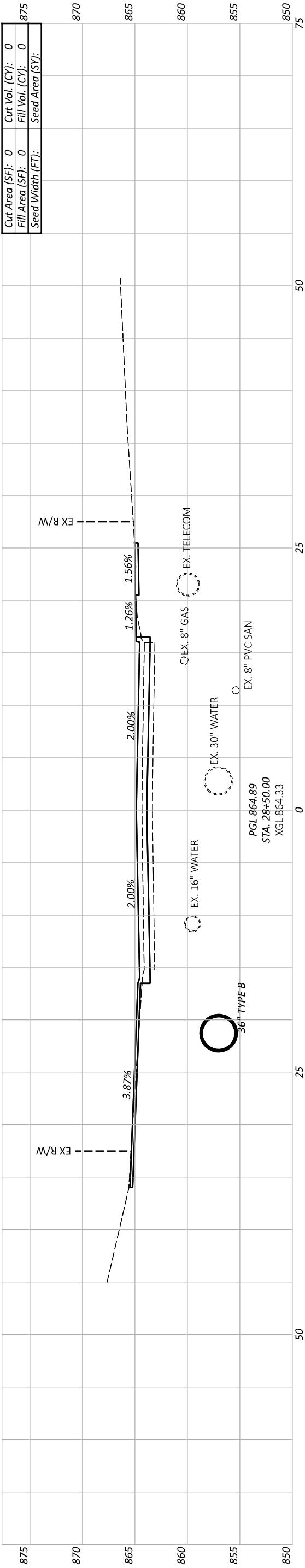
119069	SHEET	TOTAL
	25	57



DESIGN AGENCY

THE KLEINGERS GROUP

DESIGNER	KJC
REVIEWER	SEF MM-DD-YY

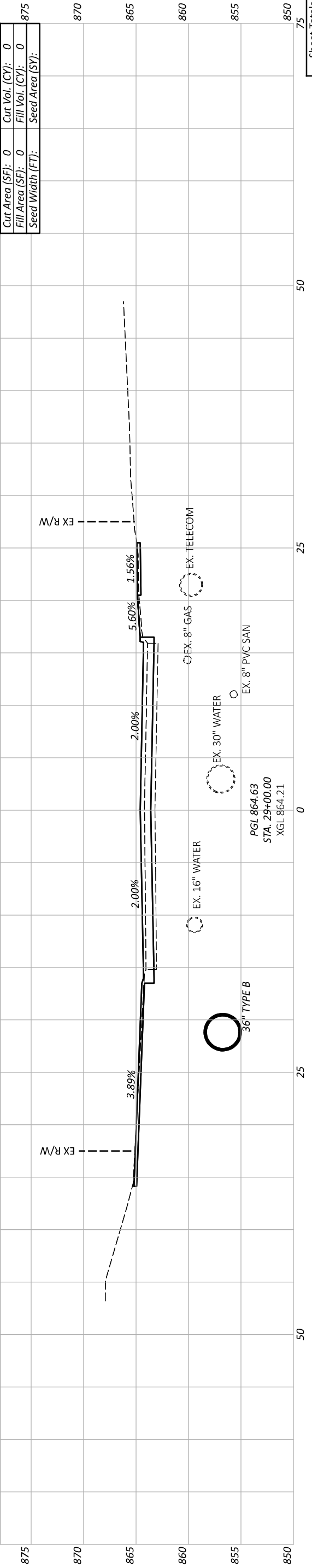
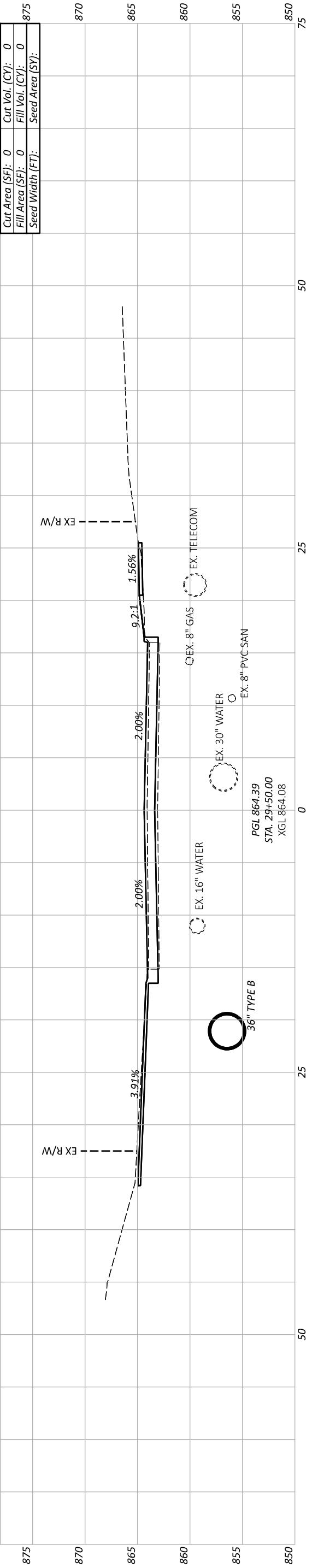
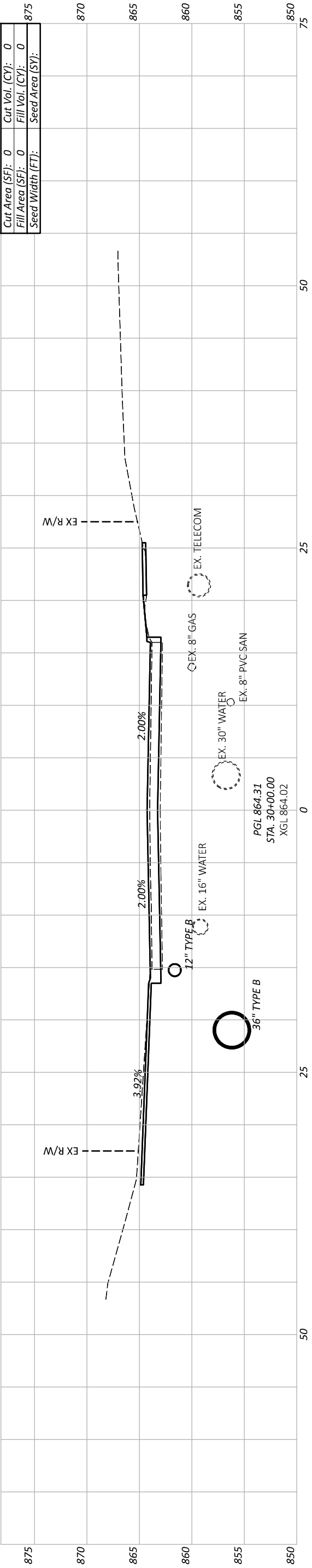


CROSS SECTIONS
STA. 27+00 TO STA. 28+50

DESIGN AGENCY



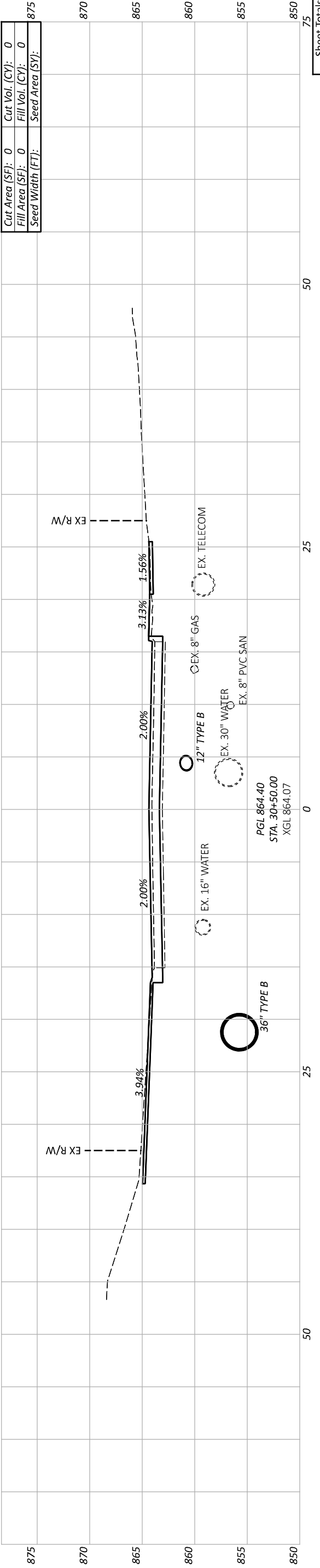
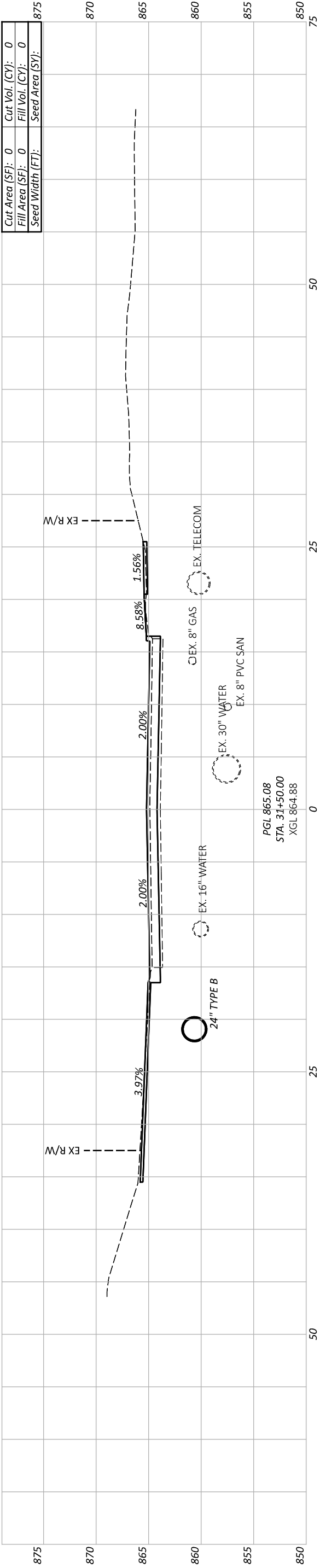
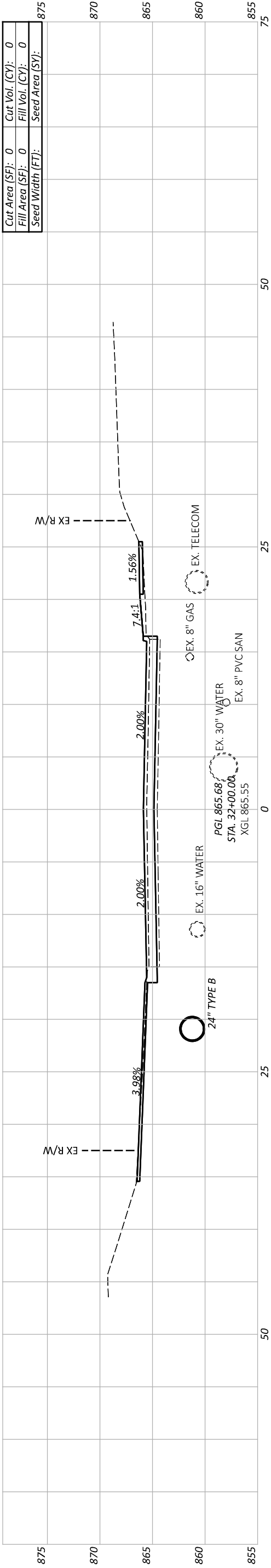
DESIGNER	KIC
REVIEWER	SEF MM-DD-YY
PROJECT ID	119069
SHEET	26
TOTAL	57



CROSS SECTIONS
STA. 29+00 TO STA. 30+00



DESIGNER	KIC
REVIEWER	SEF MM-DD-YY
PROJECT ID	119069
SHEET	27
TOTAL	57

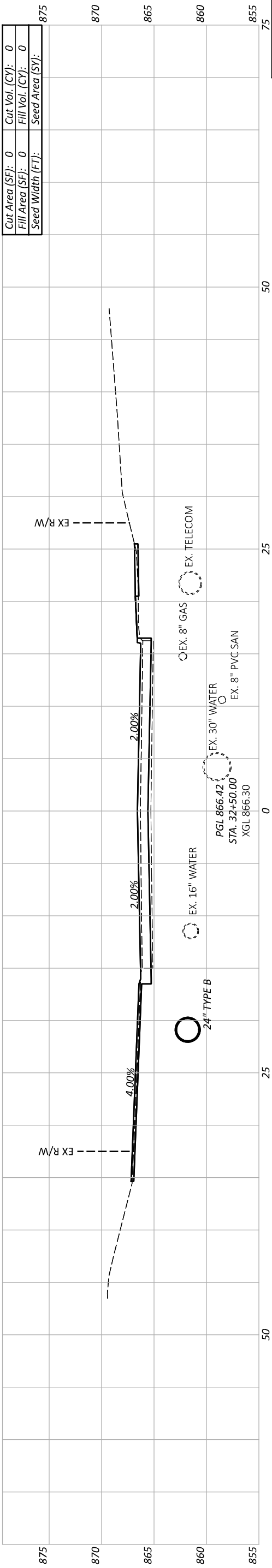
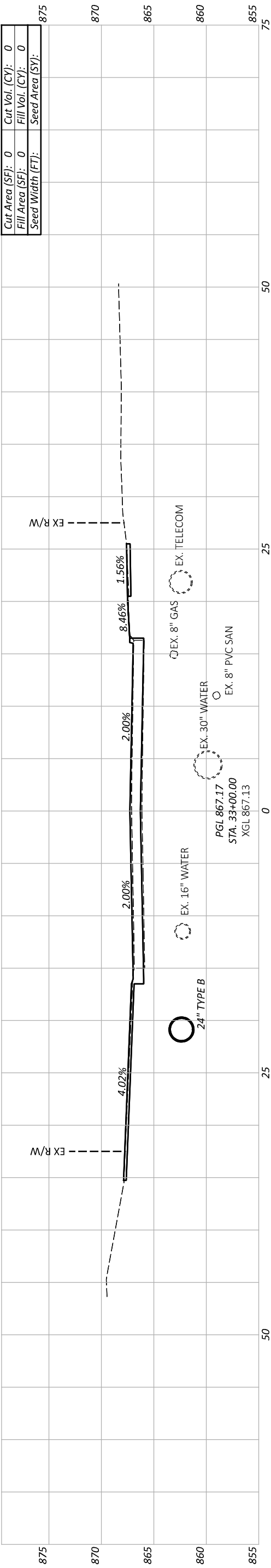
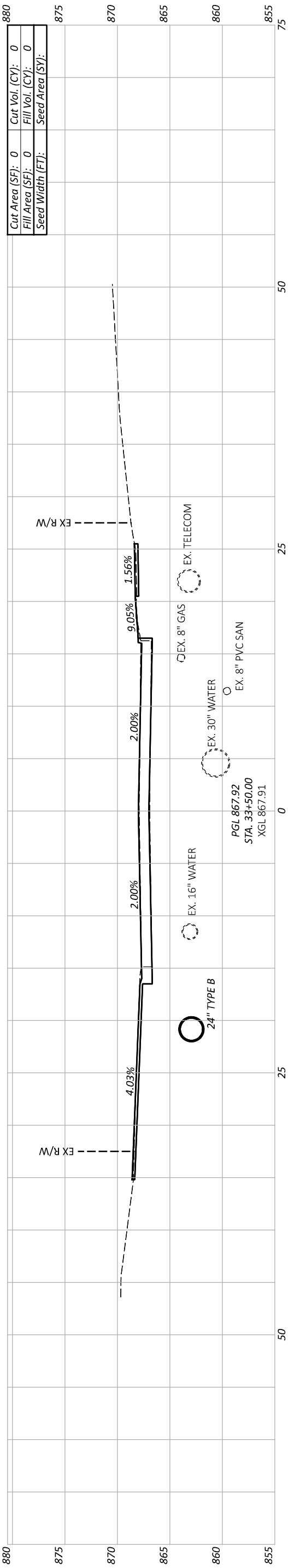


CROSS SECTIONS
STA. 30+50 TO STA. 32+00

DESIGN AGENCY



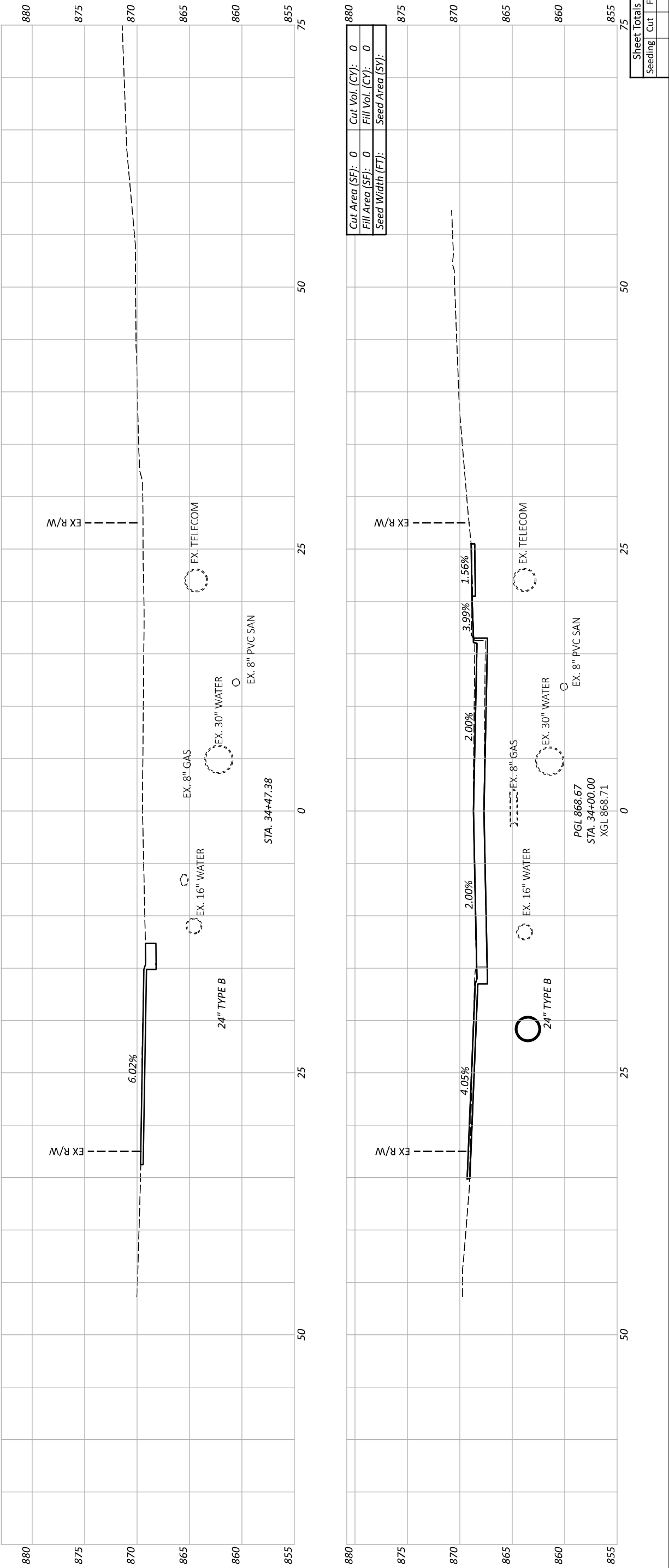
DESIGNER	KJC
REVIEWER	SEF MM-DD-YY
PROJECT ID	119069
SHEET	28
TOTAL	57



CROSS SECTIONS
STA. 32+50 TO STA. 33+50



DESIGN AGENCY	DESIGNER	REVIEWER	PROJECT ID
	KIC	SEF MM-DD-YY	119069
		SHEET	TOTAL
		29	57



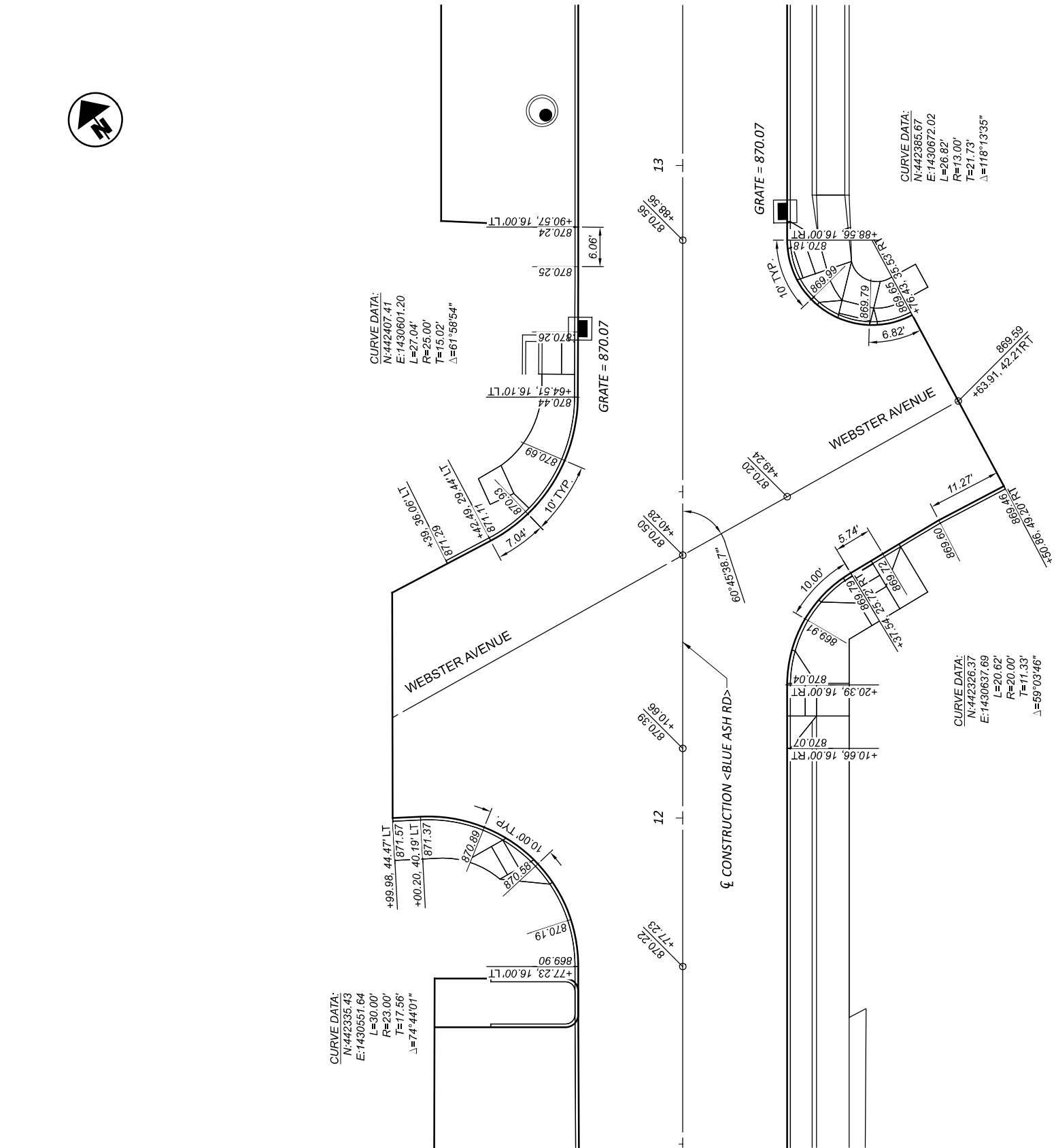
CROSS SECTIONS
STA. 34+00 TO STA. 34+47.38



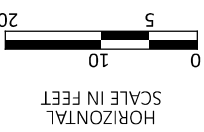
DESIGN AGENCY	DESIGNER	REVIEWER	PROJECT ID
	KIC	SEF MM-DD-YY	119069
			SHEET TOTAL
			30 57

Cut Area (SF): 0	Cut Vol. (CY): 0
Fill Area (SF): 0	Fill Vol. (CY): 0
Seed Width (FT):	Seed Area (SY):

Sheet Totals	Seeding	Cut	Fill	
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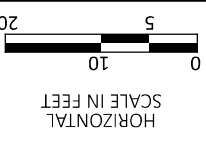


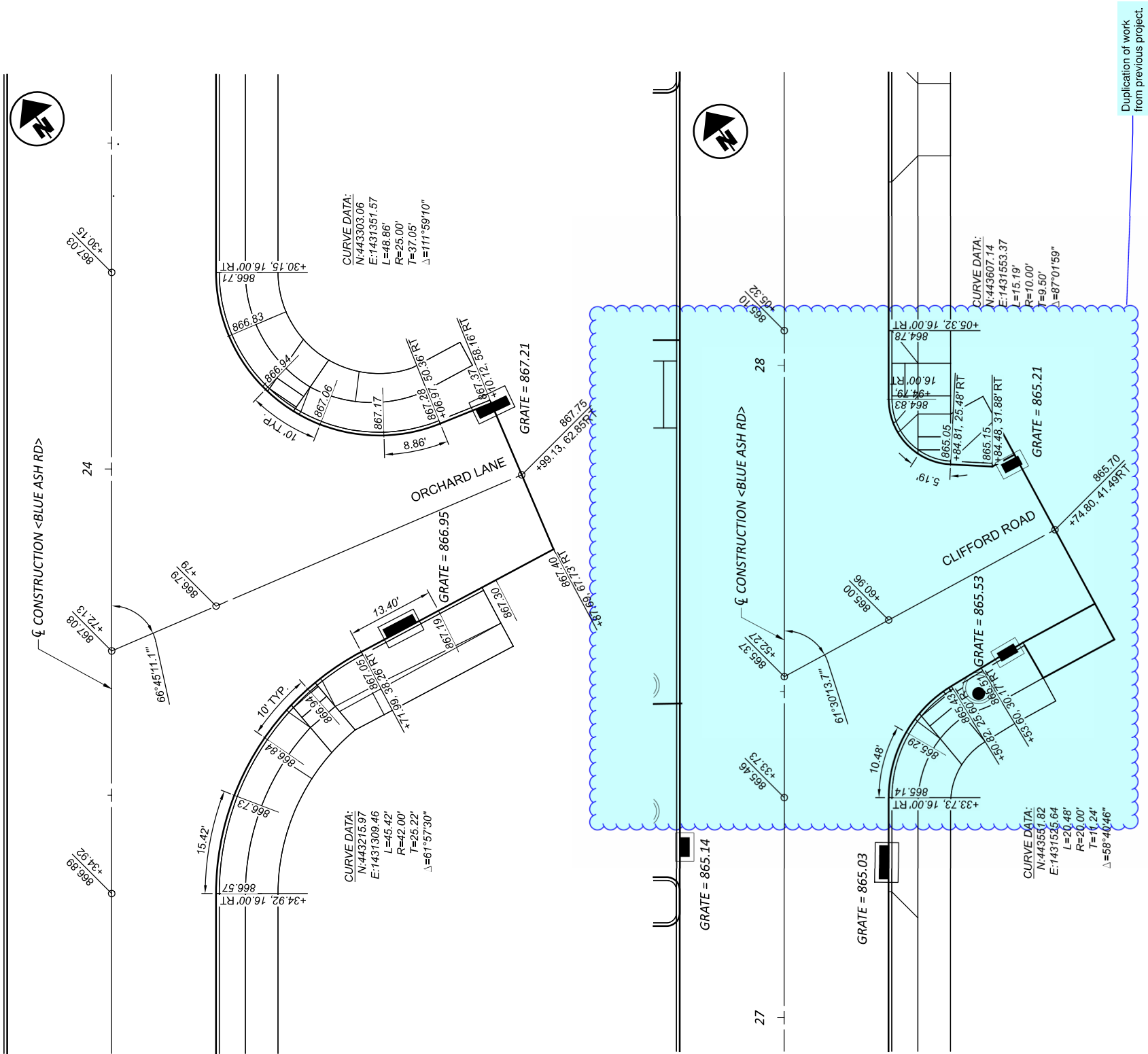
HAM CR 251 0.11 BLUE ASH ROAD PHASE 2
INTERSECTION DETAILS

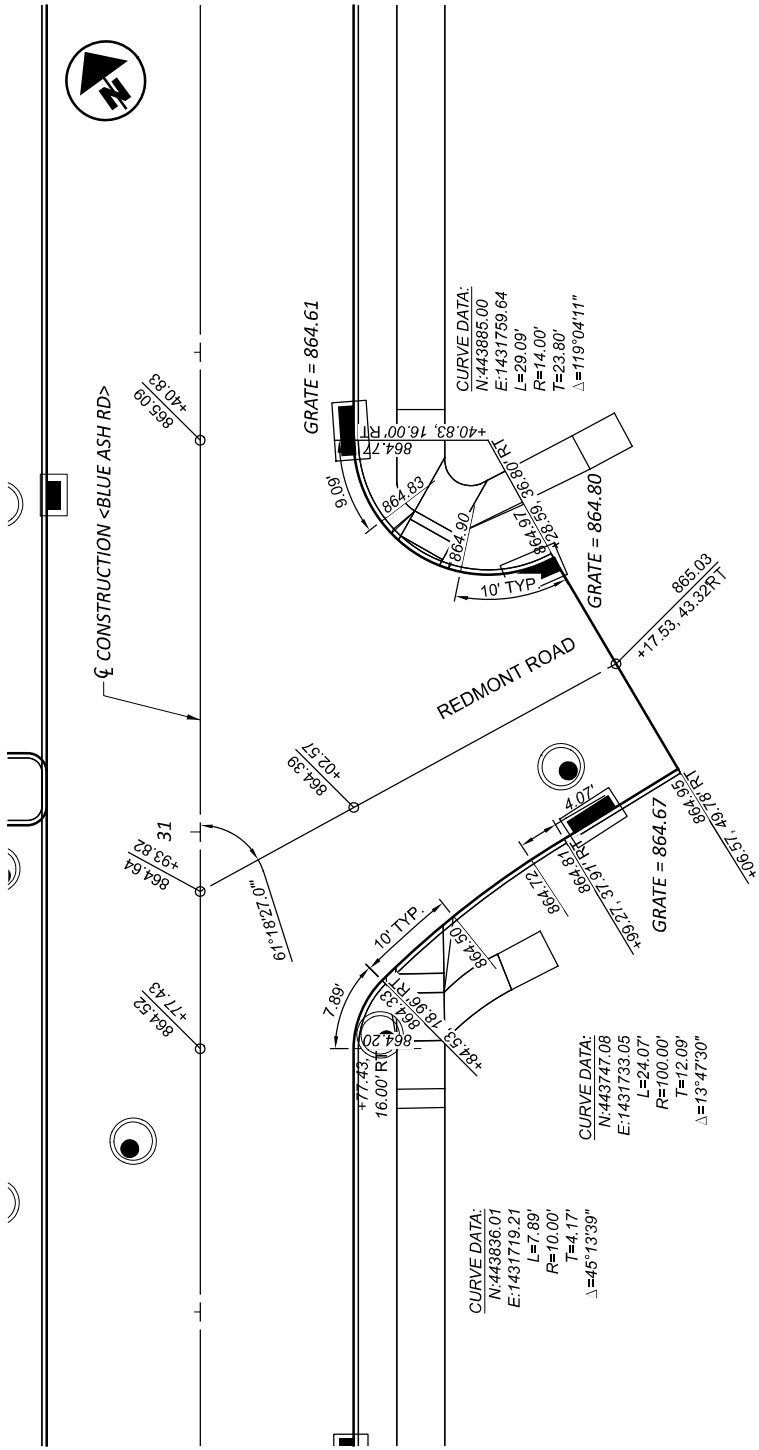


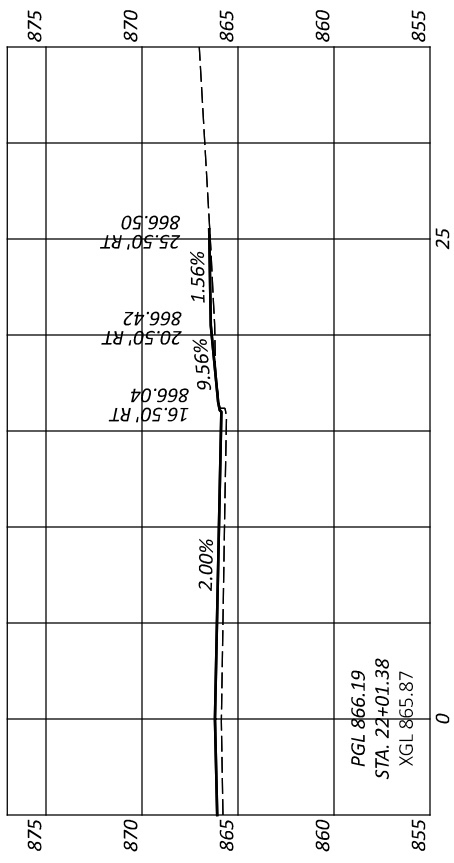
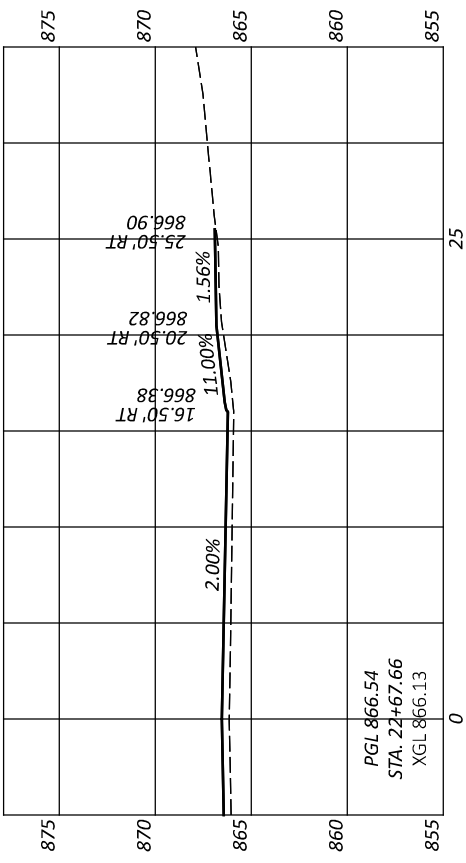
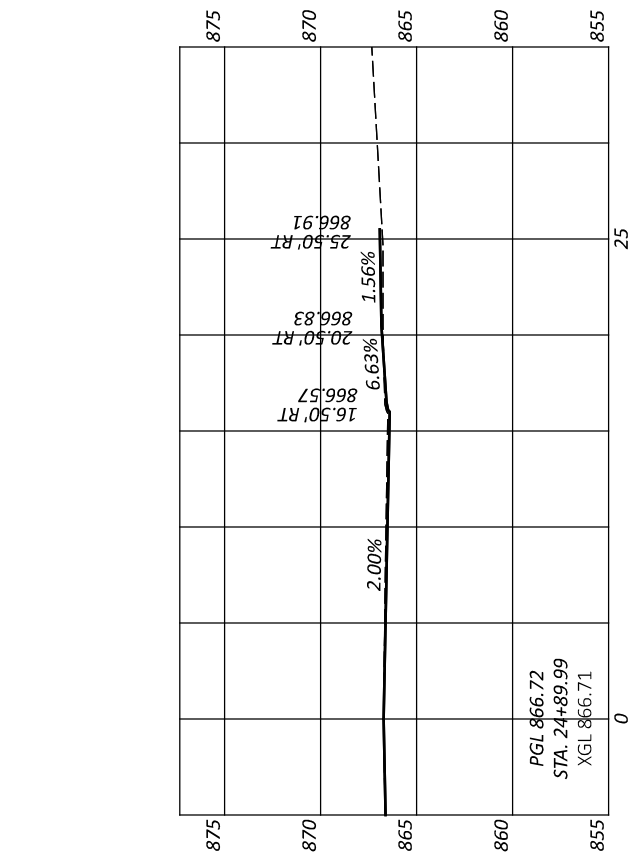
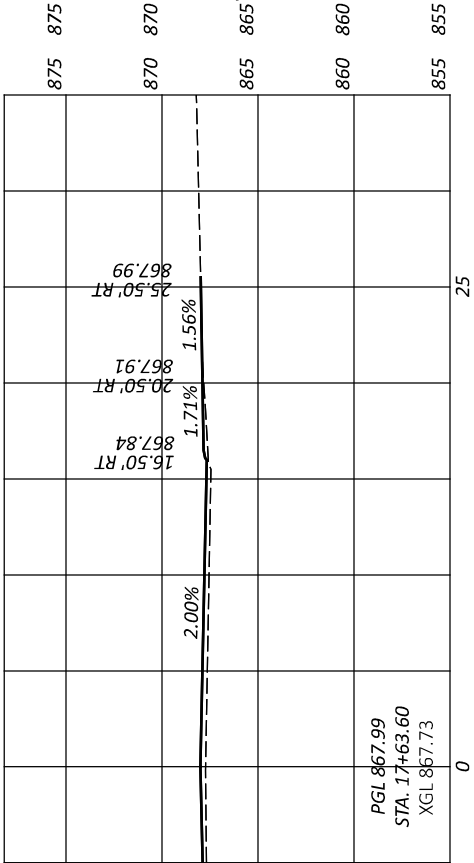
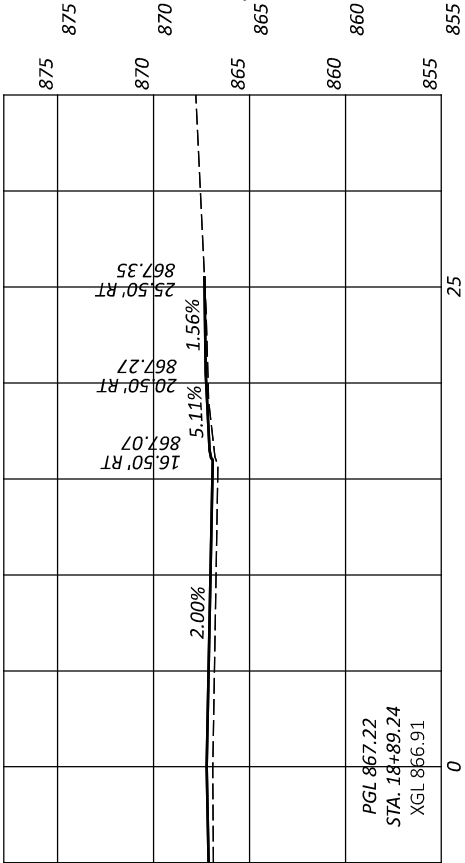
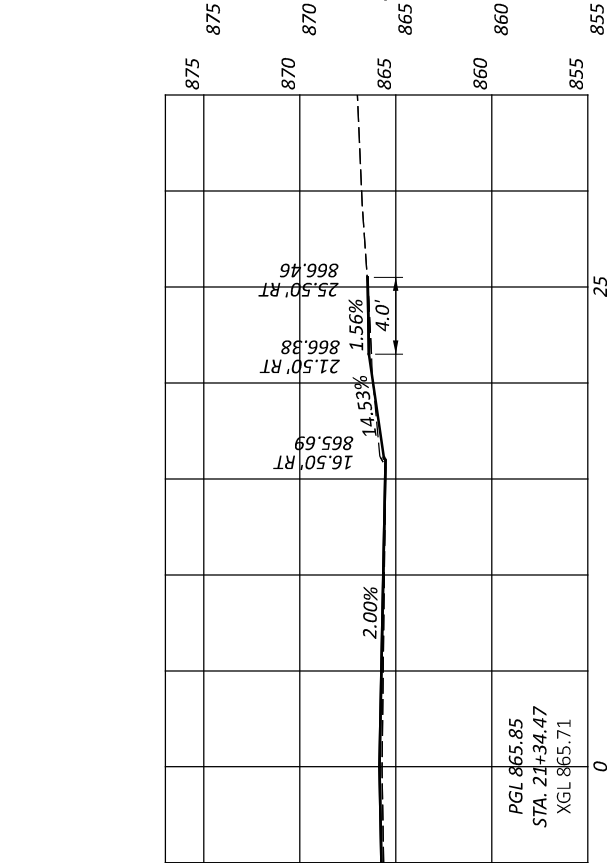
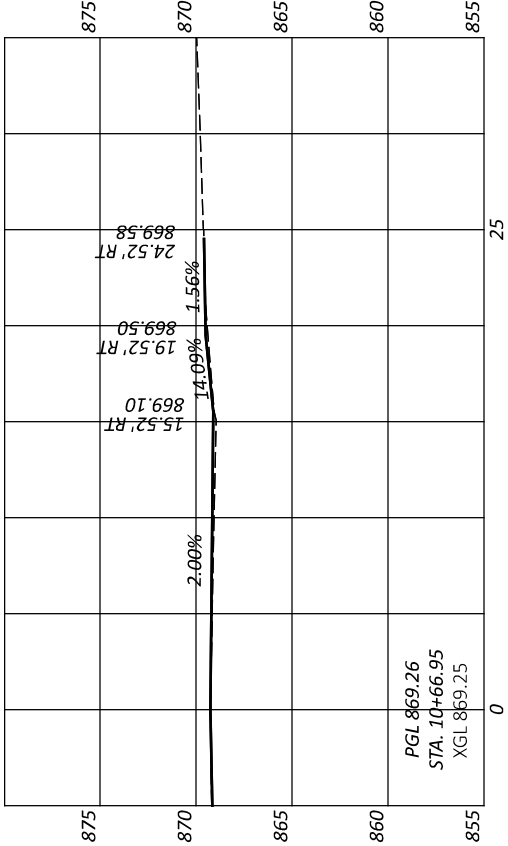
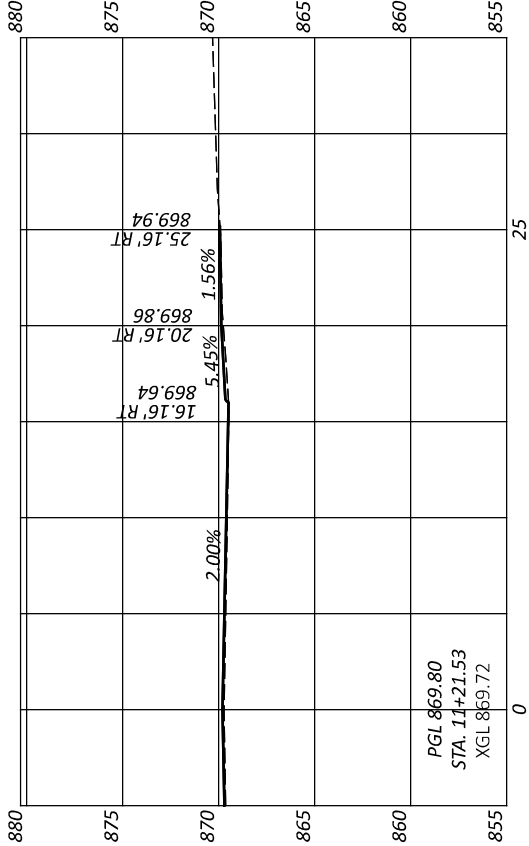
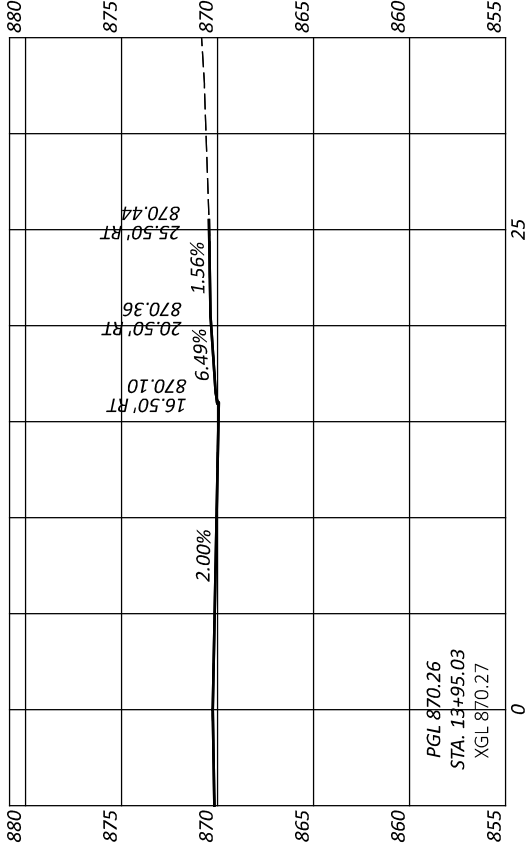
DESIGN AGENCY

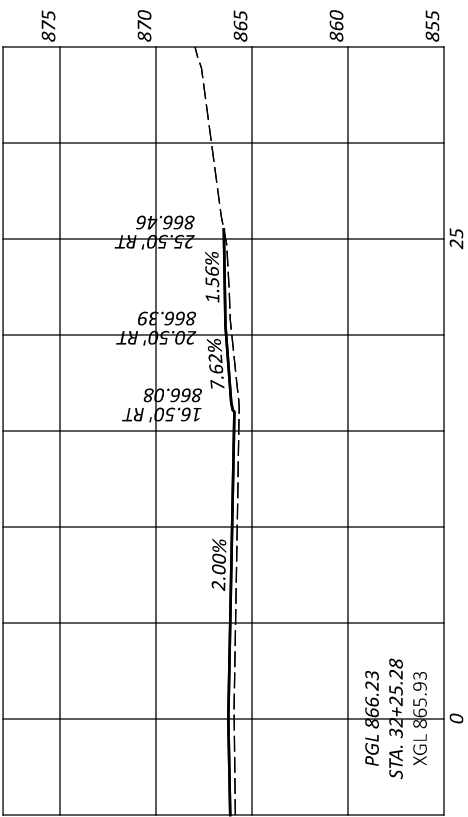
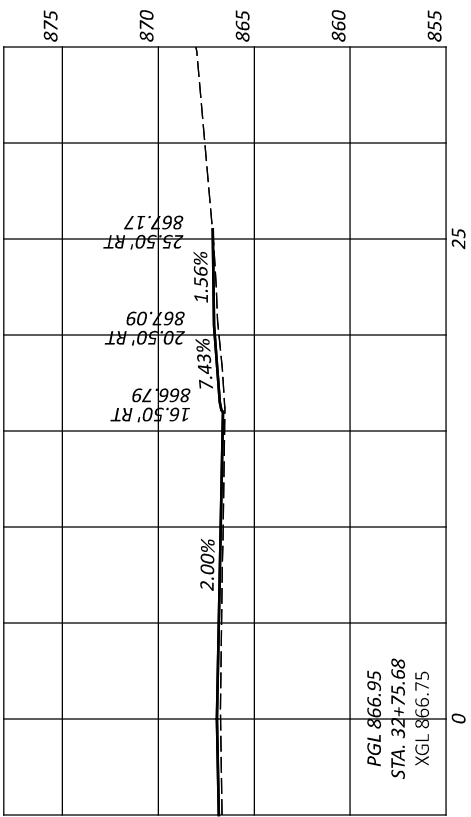
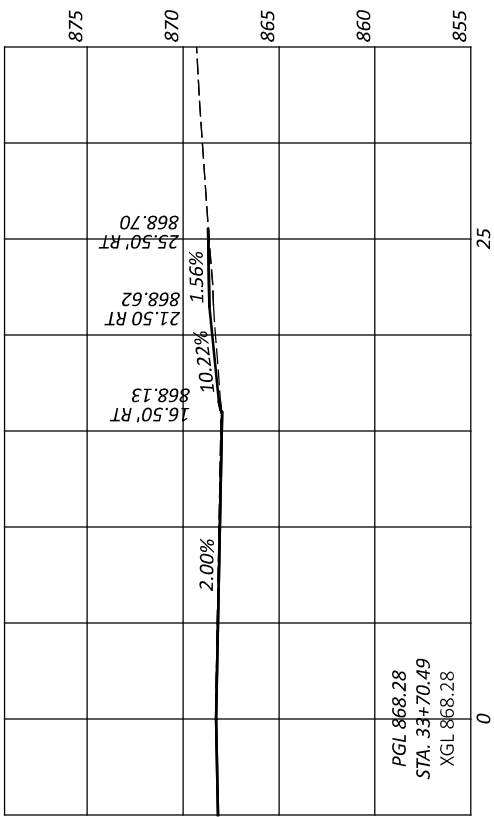
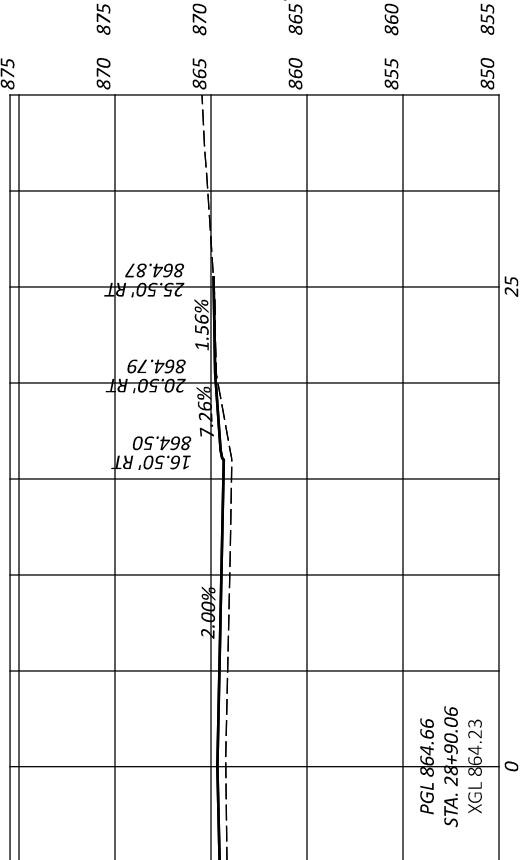
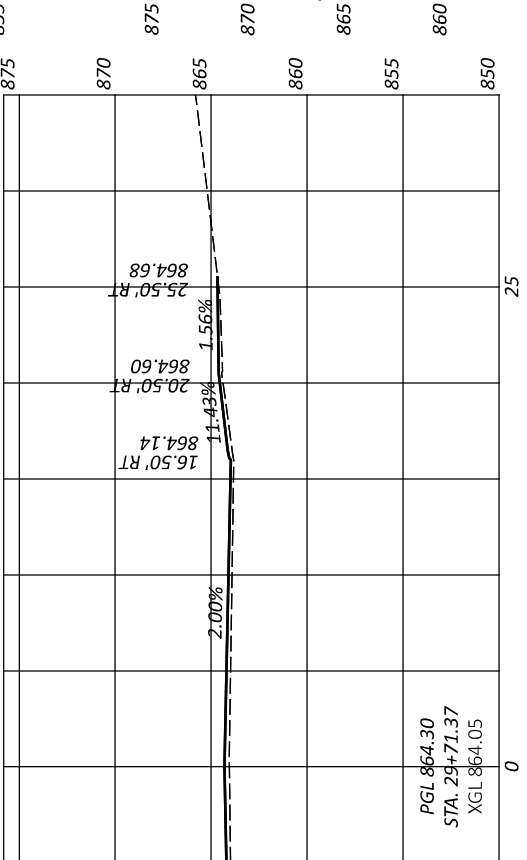
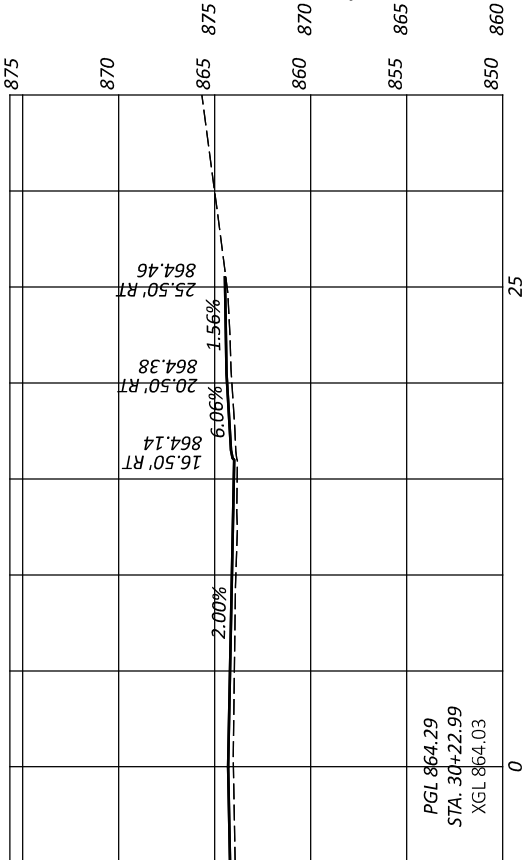
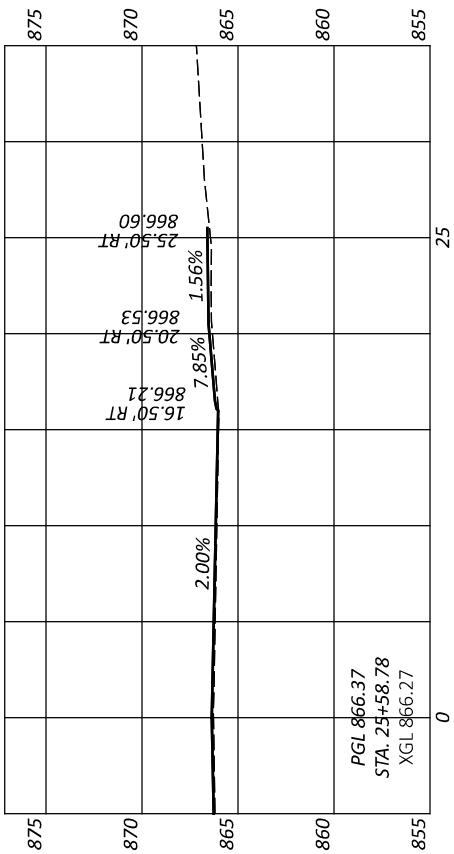
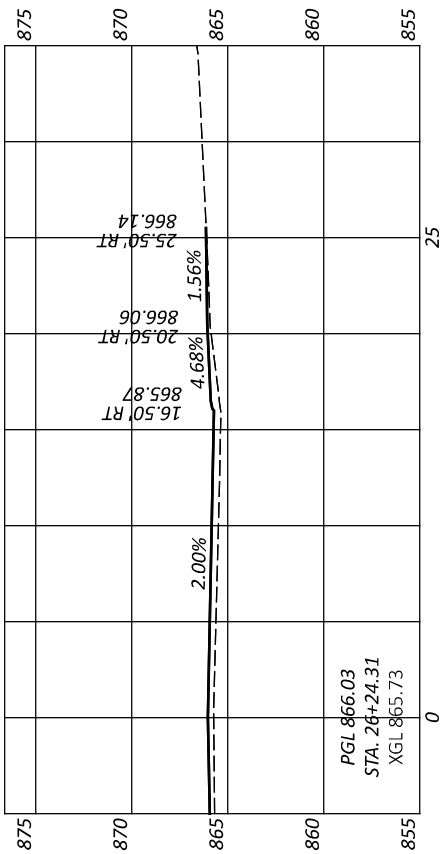
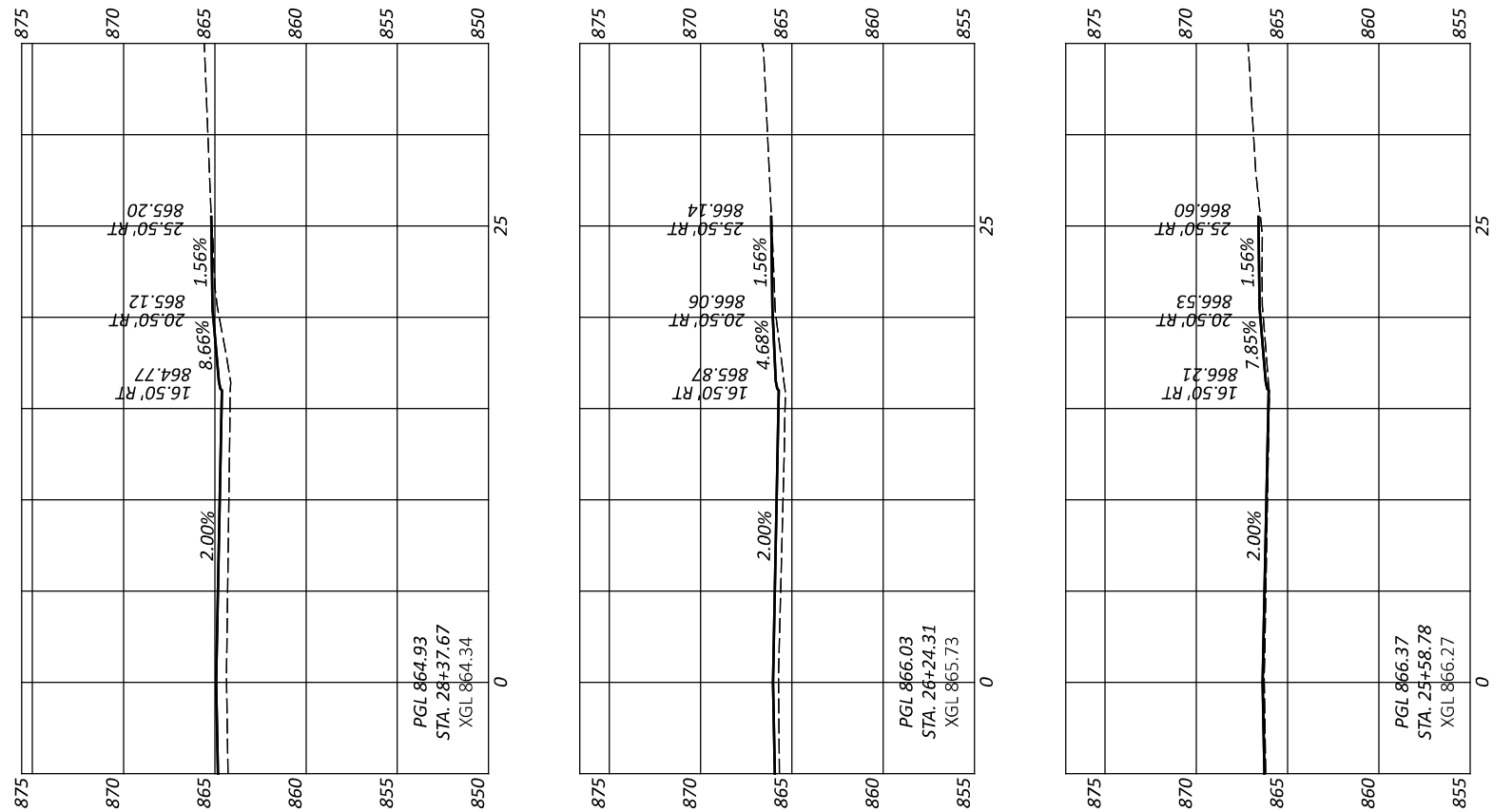
DESIGNER	KJC
REVIEWER	SEF MM-DD-YY
PROJECT ID	119069
SHEET	TOTAL
31	57

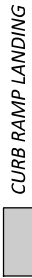


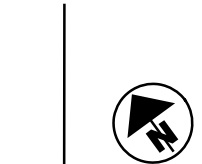
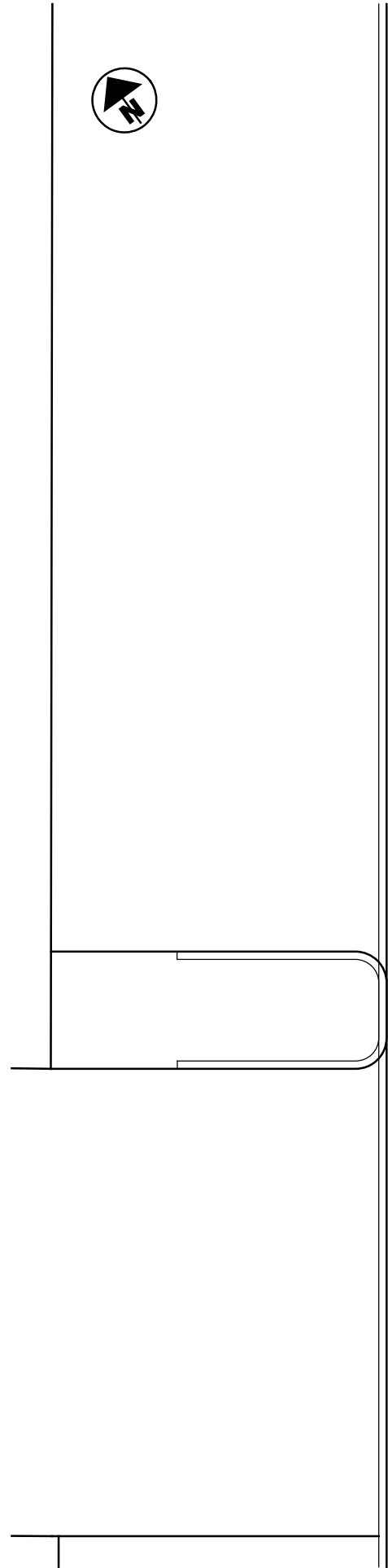
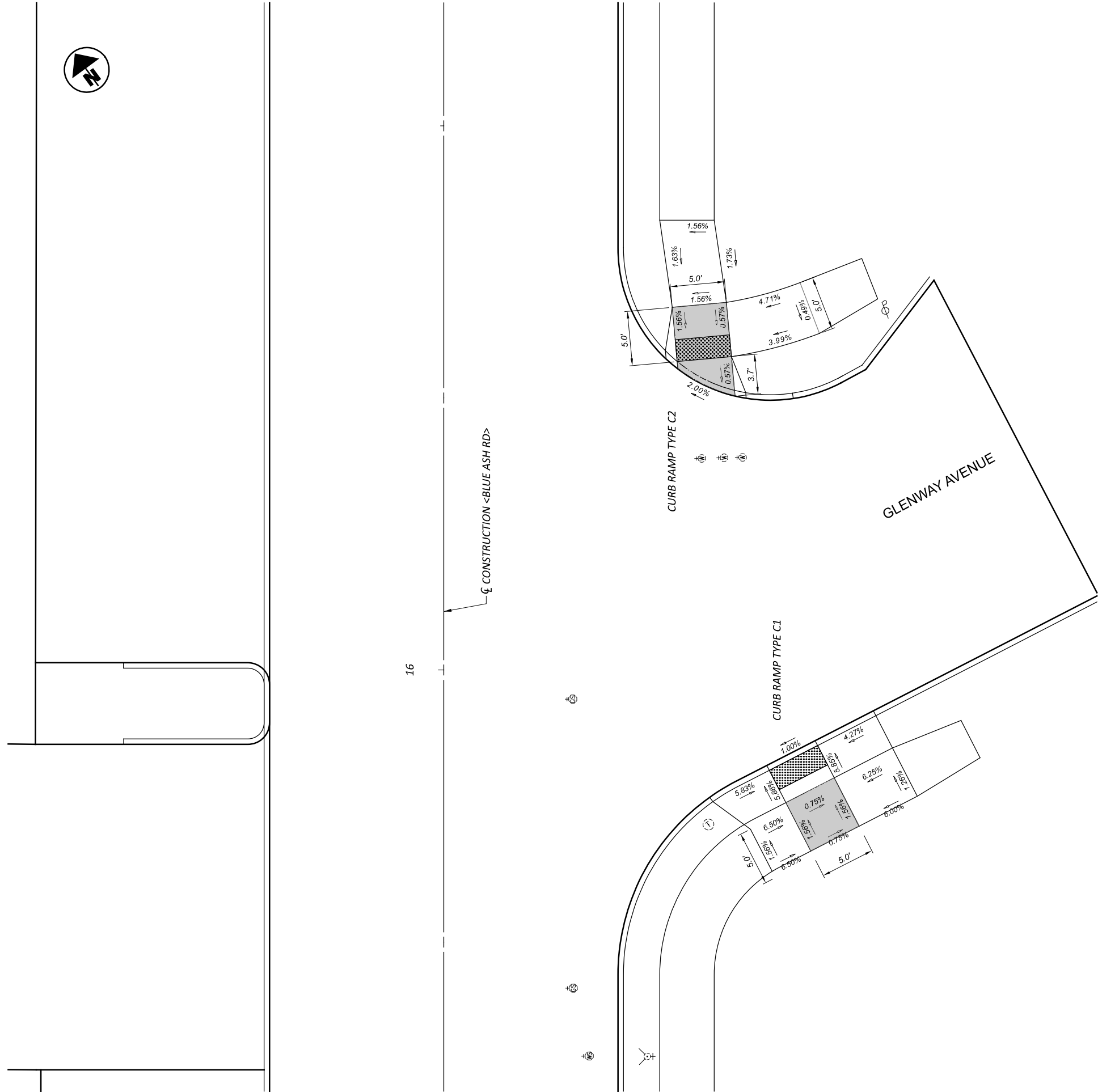








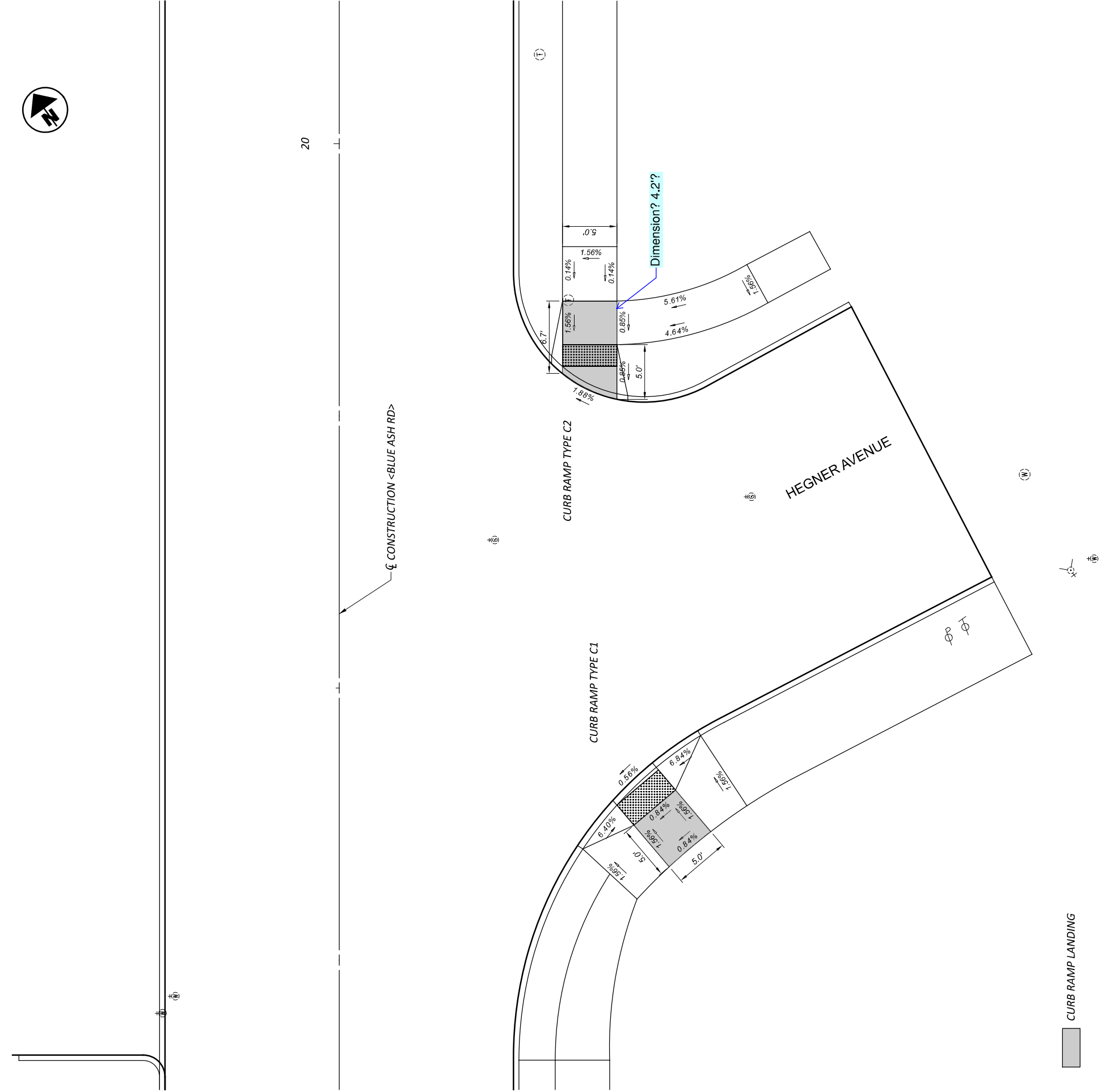
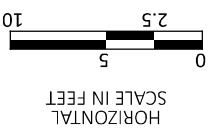


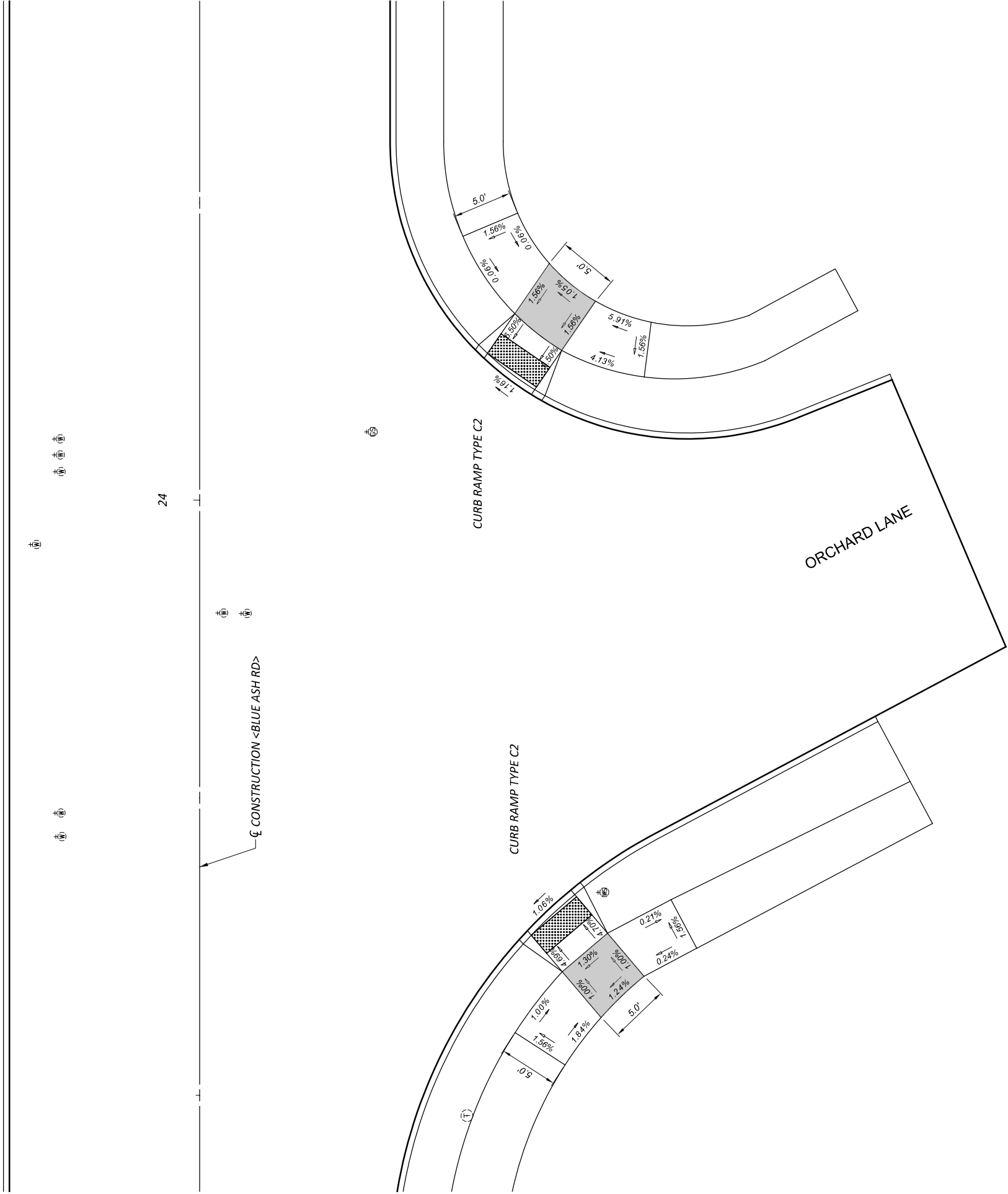


HORIZONTAL
SCALE IN FEET
0 5 10

HAM CR 251 0.11 BLUE ASH ROAD PHASE 2
CURB RAMP DETAILS

DESIGN AGENCY	THE KLEINGERS group
DESIGNER	KJC
REVIEWER	SEF MM-DD-YY
PROJECT ID	119069
SHEET	TOTAL
38	57



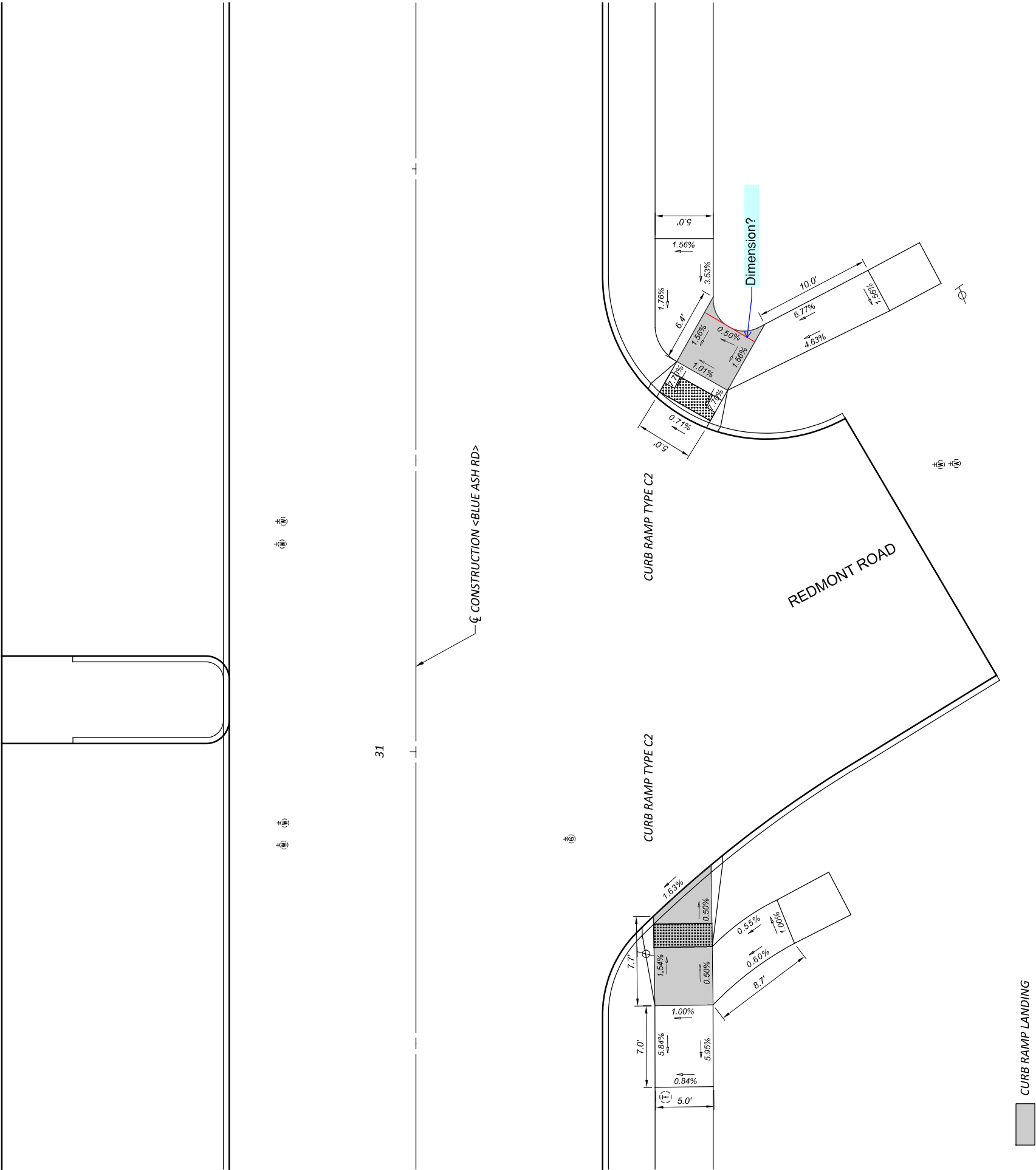
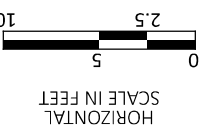




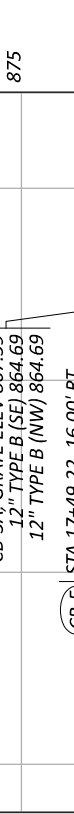
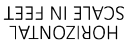
CURB RAMP LANDING

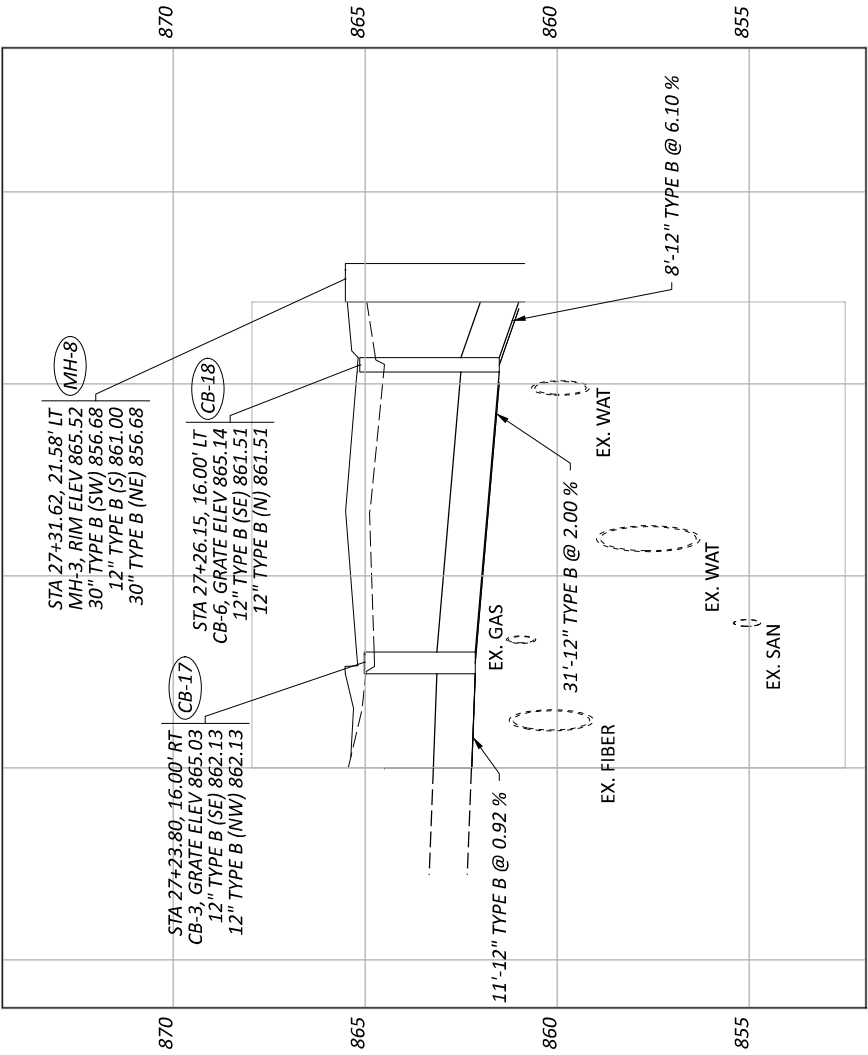
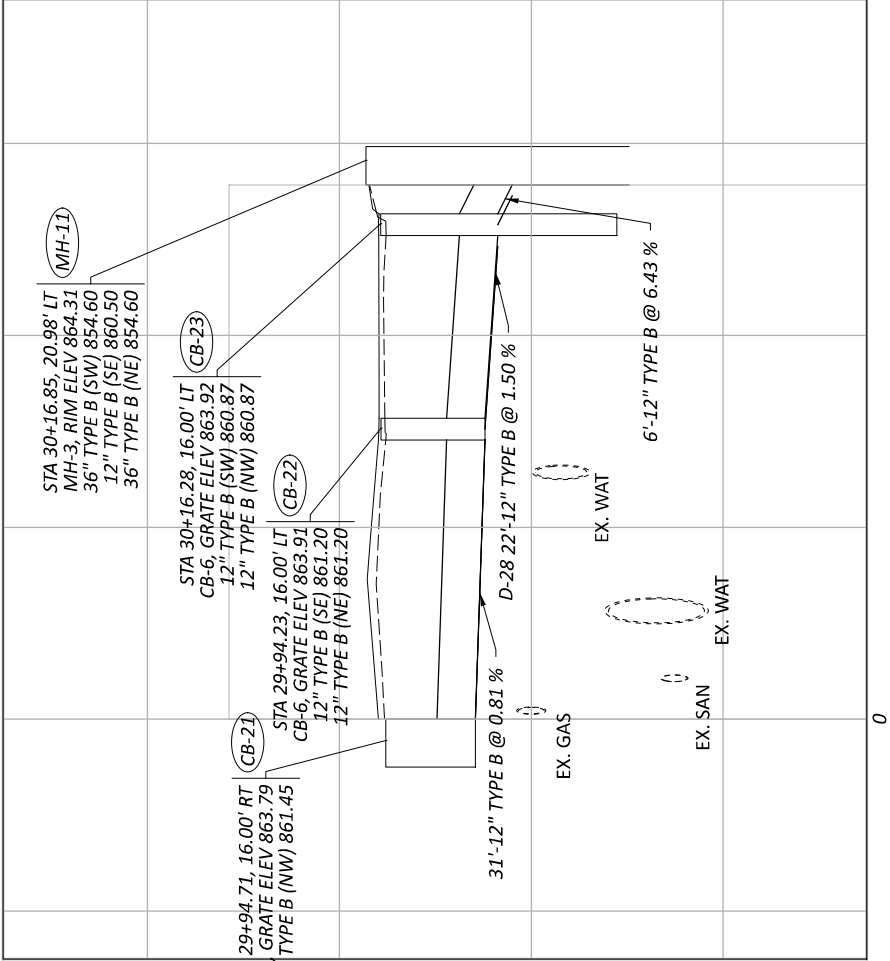
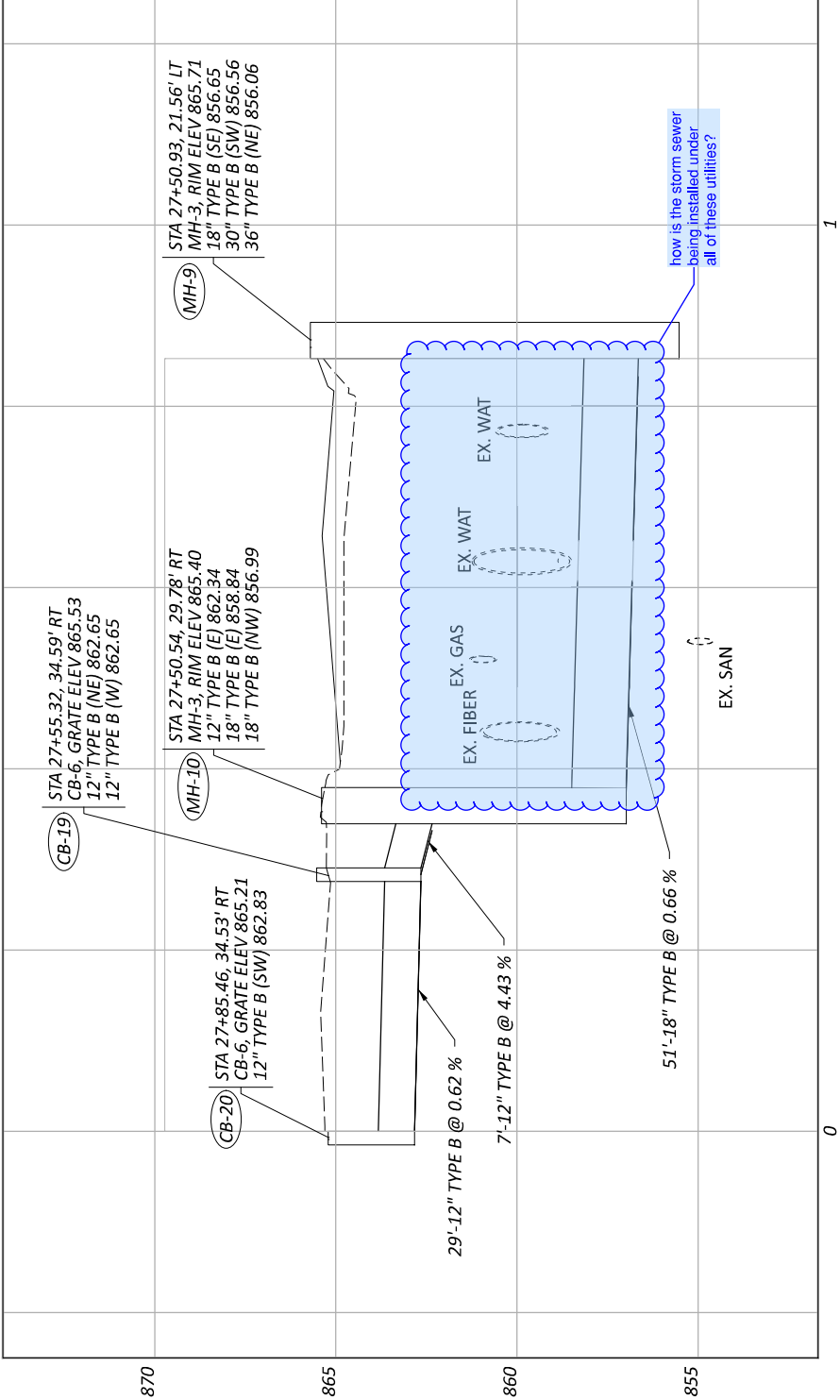
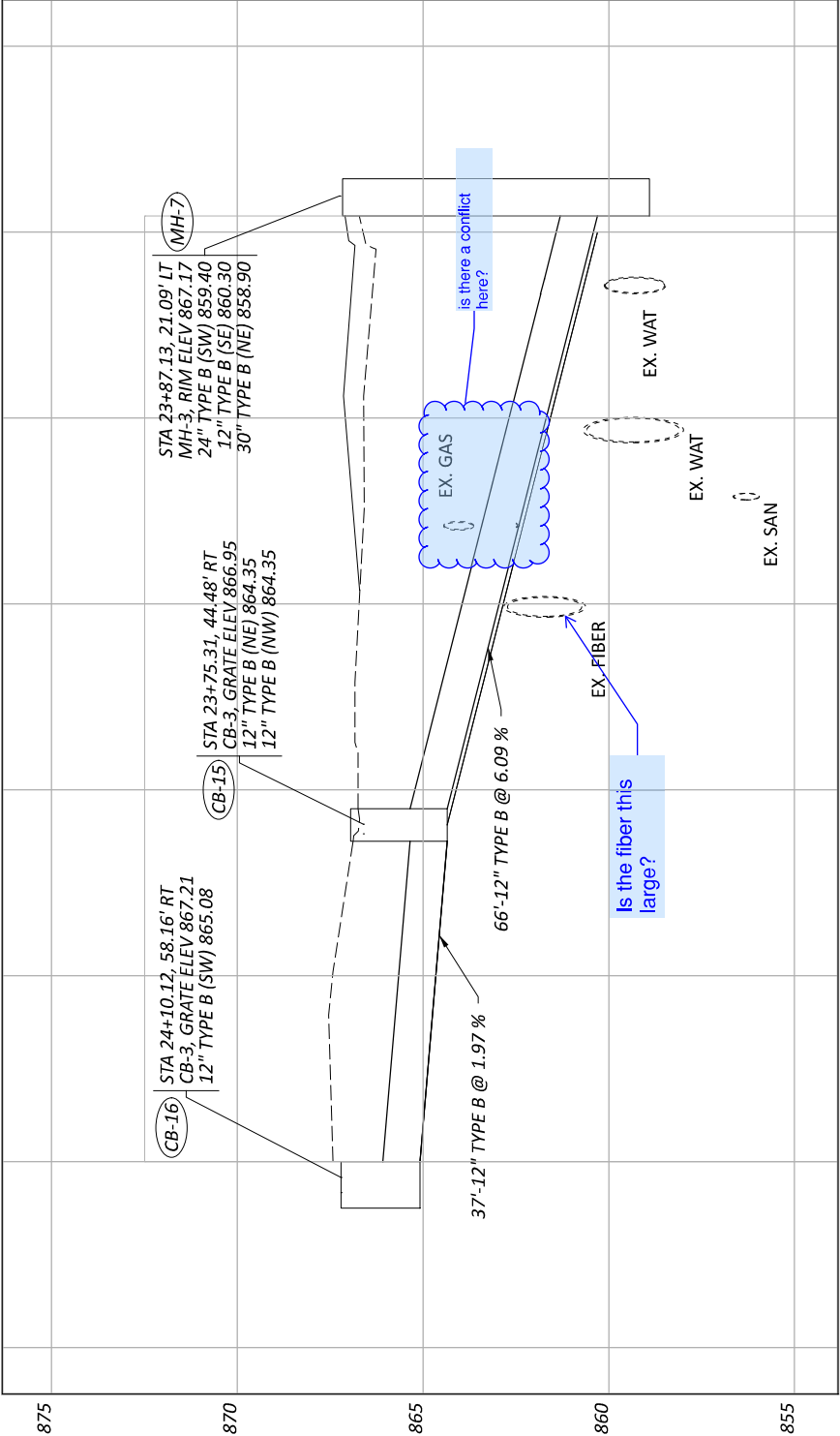
HAM CR 251 0.11 BLUE ASH ROAD PHASE 2
CURB RAMP DETAILS

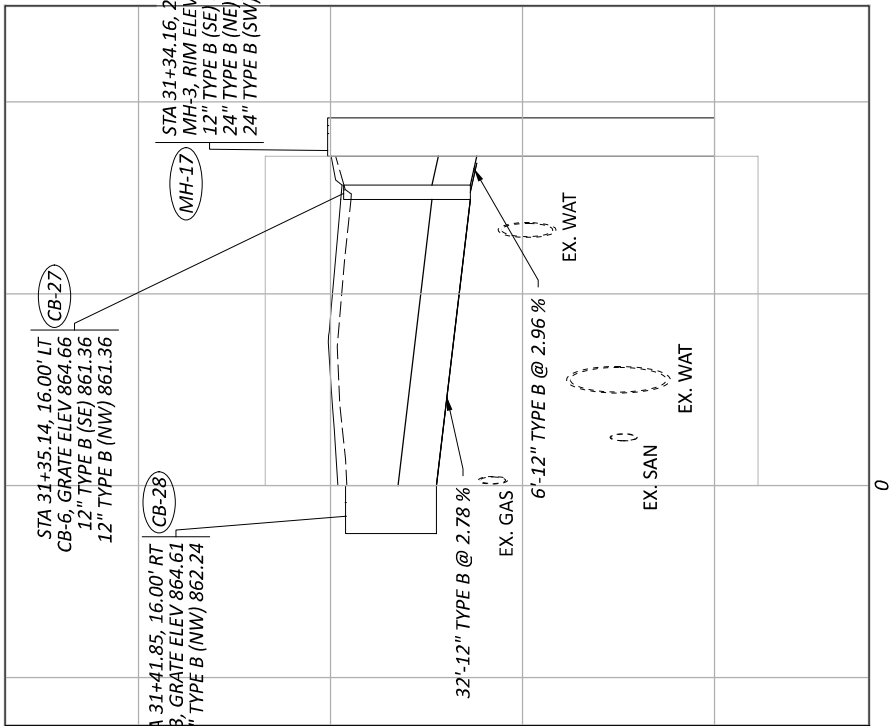
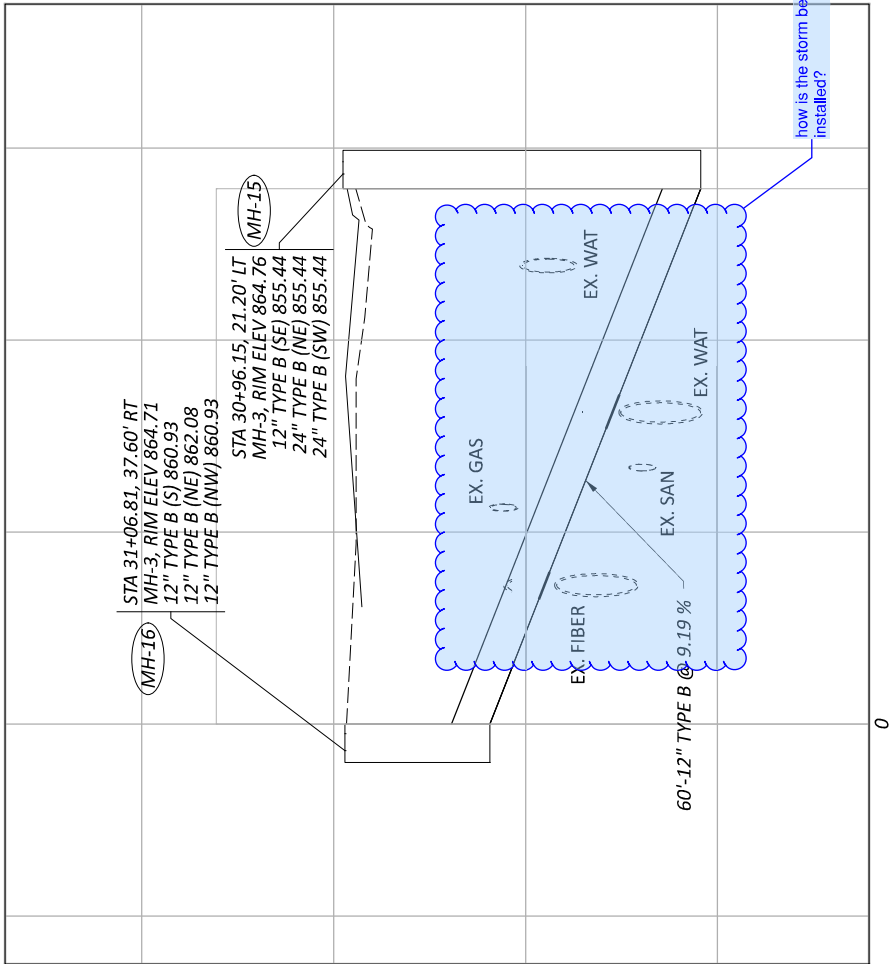
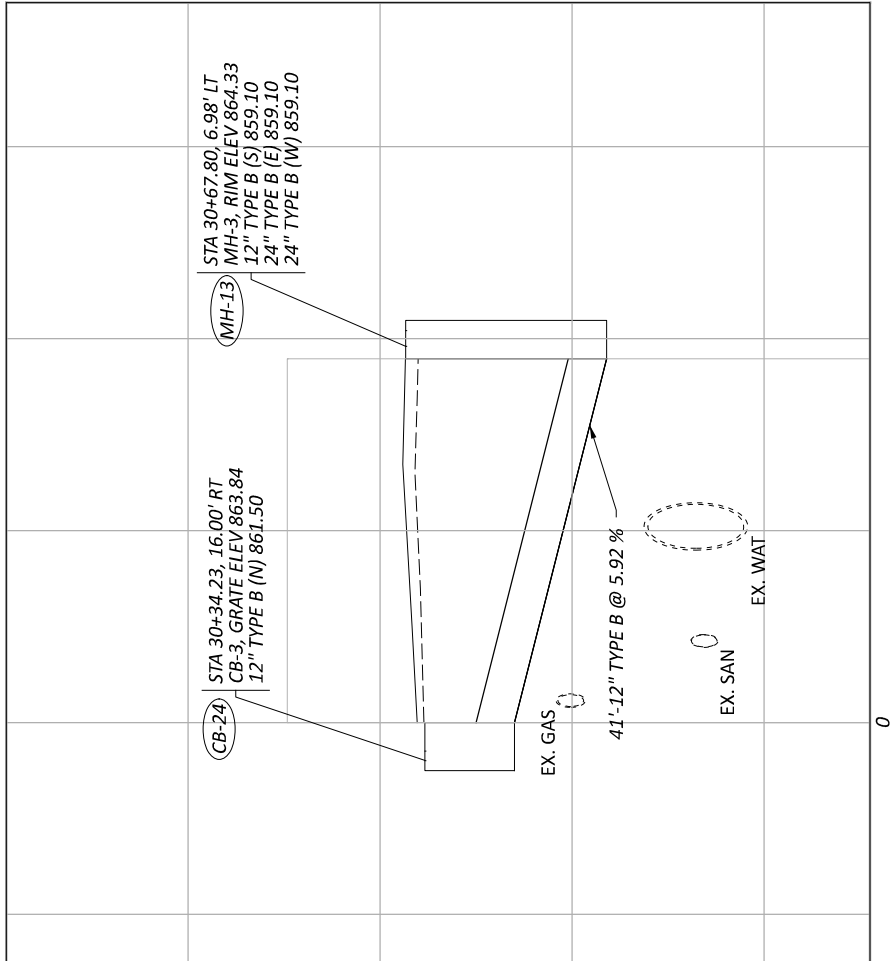
DESIGN AGENCY	THE KLEINGERS group
DESIGNER	KJC
REVIEWER	SEF MM-DD-YY
PROJECT ID	119069
SHEET	TOTAL
42	57



31
CURB CONSTRUCTION <BLUE ASH RD>

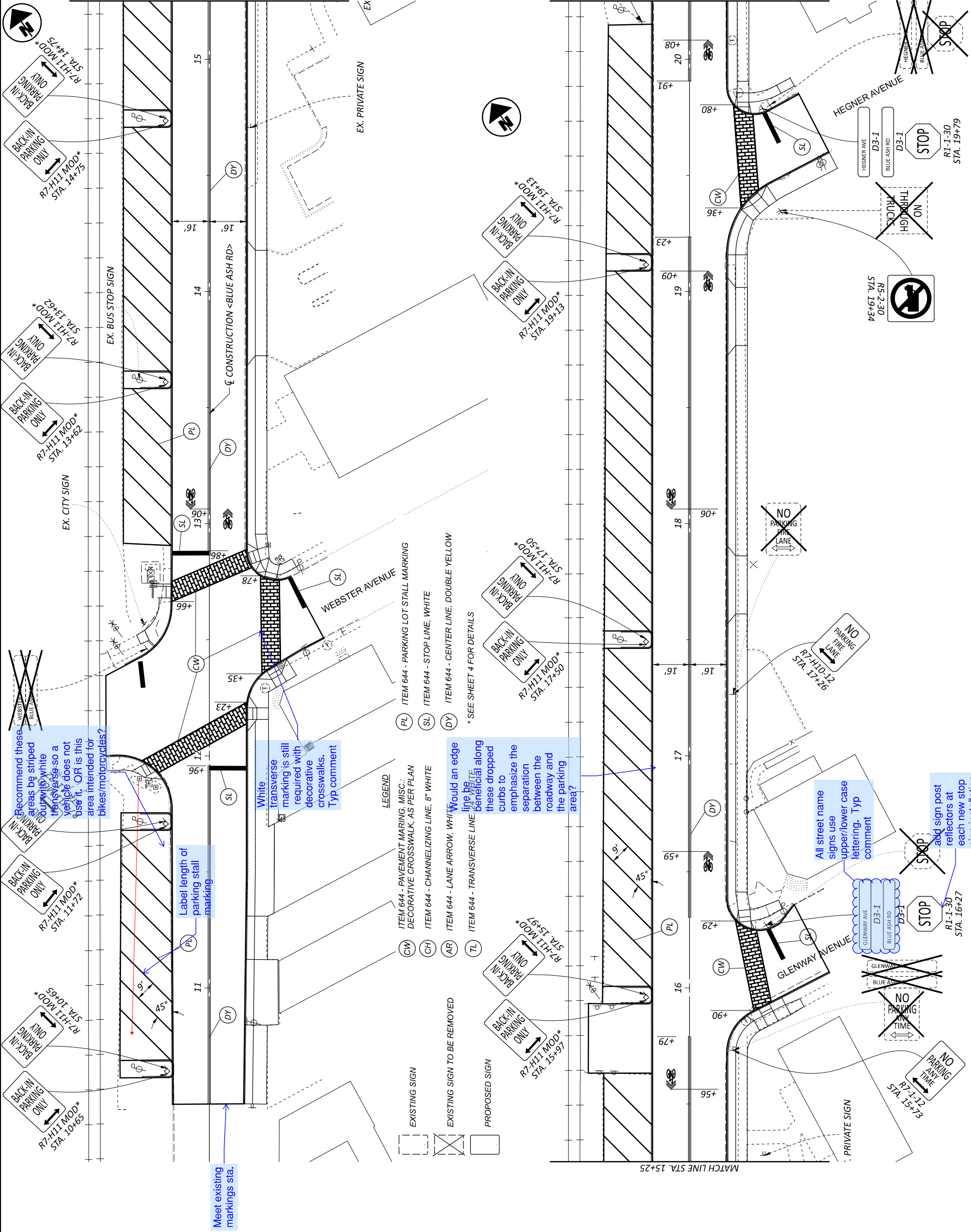
DESIGN AGENCY

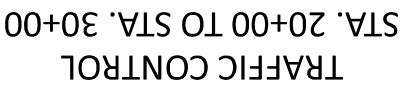




DESIGN AGENCY	
DESIGNER	KJC
REVIEWER	SEF MIM-DD-YY
PROJECT ID	119069
SHEET TOTAL	45 57

HORIZONTAL
SCALE IN FEET







Since these markings are new, will there be any signs "Bikes May Use Full Lane" installed, periodically within the project limits?

Signal warrants required
SERF required
Please submit for approval

Should there be a STOP HERE on RED sign?

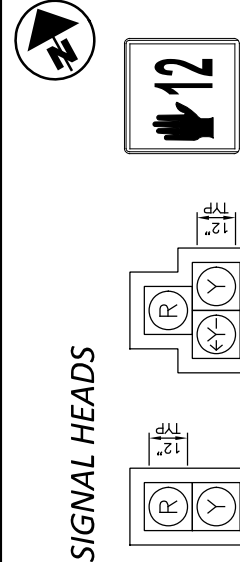
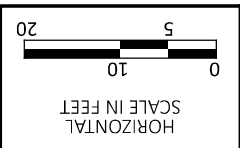
What is the distance between stop line and signal heads? Would supplemental heads be beneficial here?

How do these loops get back to the to the cabinet? Are they in with the signal cables? Should they be separated and carried directly to B1 or B2?

Is this a new wire or proposed?

Is this for the vital power loop as such?

This leader is difficult to see in line with the proposed conduit.



TYPE D2 (COUNTDOWN)
PS4A, PS4B, PS6A, PS6B, PS8A, PS8B

TRAFFIC SIGNAL SIGNS

"Blue Ash" - 8" FHWA SERIES D "Rd" - 5.33" FHWA SERIES D
D3-1 (INTERNALLY ILLUMINATED) (18"x72") S1, S5
D3-1 (INTERNALLY ILLUMINATED) (18"x72") S4, S6



POTENTIAL OVERHEAD CONFLICT W/ LIGHT

Conflict needs to be resolved prior to construction. Reduce pole height, eliminate light, move utility, etc.

Will service be relocated?

This signal and RRPE set-up is very similar to the signal and RRPE at Matson, which was rebuilt several years ago. I encourage the designer to consult with the City on some issues that were encountered in getting the RRPE to operate properly. There may be some settings/equipment/lessons learned that can be used at this location that could save some time and money.

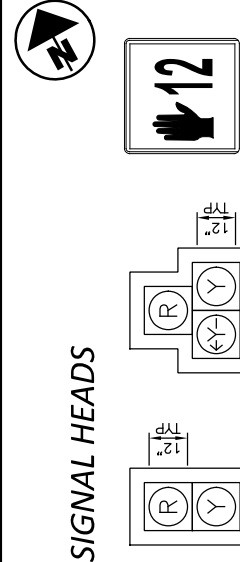
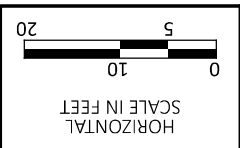
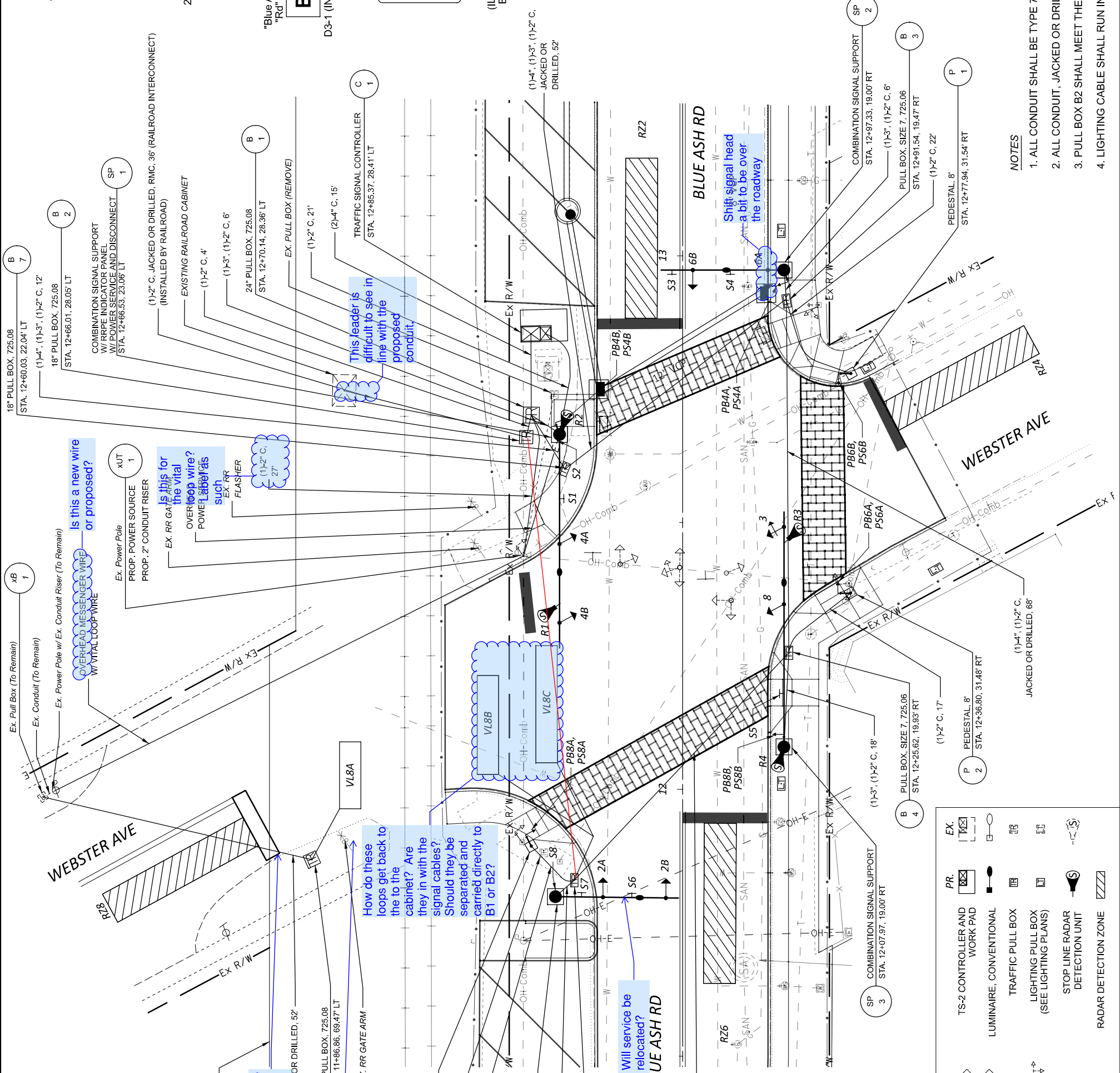
Comments will be forthcoming by ORE. I will forward once they are available.

NOTES

1. ALL CONDUIT SHALL BE TYPE 725.051, IN TRENCH UNLESS NOTED OTHERWISE.
2. ALL CONDUIT, JACKED OR DRILLED, SHALL BE TYPE 725.052 UNLESS NOTED OTHERWISE.
3. PULL BOX B2 SHALL MEET THE REQUIREMENTS OUTLINED IN ODOT SCD TC-86.10.
4. LIGHTING CABLE SHALL RUN IN 2" CONDUIT SEPARATE FROM SIGNAL CABLE.

LEGEND

PR	EX	PR	EX
TRAFFIC SIGNAL, 3 UNIT, 12"	TRAFFIC SIGNAL, 5 UNIT, 12"	TS-2 CONTROLLER AND WORK PAD	LUMINAIRE, CONVENTIONAL
SIGNAL SUPPORT POLE	PEDESTRIAN HEAD	TRAFFIC PULL BOX	LIGHTING PULL BOX (SEE LIGHTING PLANS)
PEDESTRIAN PUSH BUTTON	PEDESTAL SUPPORT	STOP LINE RADAR DETECTION UNIT	RADAR DETECTION ZONE



TYPE D2 (COUNTDOWN)
PS4A, PS4B, PS6A, PS6B, PS8A, PS8B

TRAFFIC SIGNAL SIGNS

"Blue Ash" - 8" FHWA SERIES D "Rd" - 5.33" FHWA SERIES D
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SIGNAL SUPPORT POLE	PEDESTRIAN HEAD	TRAFFIC PULL BOX	LIGHTING PULL BOX (SEE LIGHTING PLANS)
PEDESTRIAN PUSH BUTTON	PEDESTAL SUPPORT	STOP LINE RADAR DETECTION UNIT	RADAR DETECTION ZONE

ITEM 625 - LIGHTING MISC.: LUMP SUM

THE CONTRACTOR SHALL CONTACT DUKE ENERGY TO OBTAIN THE PULL BOXES FOR THESE PULL BOXES IDENTIFIED ON THE PLAN. ALL OTHER PULL BOXES SHALL BE CONTRACTOR FURNISHED. AFTER THE CONTRACTOR HAS INSTALLED THE CONDUIT AND PULLBOXES, DUKE ENERGY WILL INSTALL THE LIGHTING AS PER A SEPARATE AGREEMENT. NOTE THAT THE LIGHTS ARE SANIBEL FIXTURES WITH A 25-FT MOUNTING HEIGHT. THE CONTRACTOR SHALL PAY DUKE ENERGY TO SUPPLY AND INSTALL THE PROPOSED LIGHT FOUNDATIONS, DECORATIVE LIGHT POLES, LUMINAIRES, WIRES, AND POWER SOURCE. THIS WORK INCLUDES THE MARKUP FOR THE CONTRACTOR. COORDINATION WITH DUKE ENERGY FOR THIS WORK IS INCIDENTAL TO CONTRACT.

Which ones are contractor furnished? Do not refer to any traffic signal related pull boxes here.

ITEM 625 - CONDUITS, 725.051, 2", AS PER PLAN

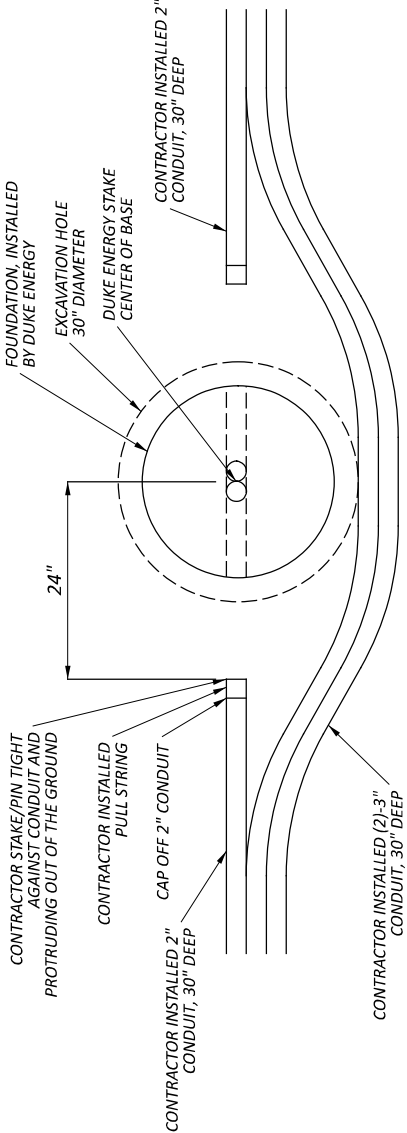
IN ADDITION TO THE REQUIREMENTS OF THE ODOT CMS, CONDUIT SHALL BE INSTALLED AT A DEPTH OF 30" TO TOP OF CONDUIT. THE CONTRACTOR SHALL INCLUDE PULL STRINGS IN THE CONDUIT. CONDUIT CAP SHALL BE INSTALLED ANYWHERE CONDUIT IS OPEN. CONTRACTOR IS RESPONSIBLE FOR THE LOCATION AND INTEGRITY OF CONDUIT UNTIL DUKE ENERGY PULLS CONDUCTOR THROUGH.

ITEM 625 - CONDUIT, JACKED OR DRILLED, 725.052, 2", AS PER PLAN

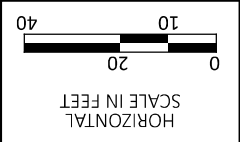
IN ADDITION TO THE REQUIREMENTS OF THE ODOT CMS, CONDUIT SHALL BE INSTALLED AT A DEPTH OF 30" TO TOP OF CONDUIT. THE CONTRACTOR SHALL INCLUDE PULL STRINGS IN THE CONDUIT. CONTRACTOR IS RESPONSIBLE FOR THE LOCATION AND INTEGRITY OF CONDUIT UNTIL DUKE ENERGY PULLS CONDUCTOR THROUGH.

ITEM 625 - PULL BOX, MISC.: DUKE PULL BOX, INSTALLATION ONLY

THE CONTRACTOR SHALL OBTAIN THE PULL BOXES FOR USE IN THE DECORATIVE LIGHTING INFRASTRUCTURE FROM DUKE ENERGY. THE CONTRACTOR SHALL INSTALL THESE PULL BOXES PER THIS PLAN AND IN COORDINATION WITH DUKE ENERGY.



CONDUIT & FOUNDATION DETAIL

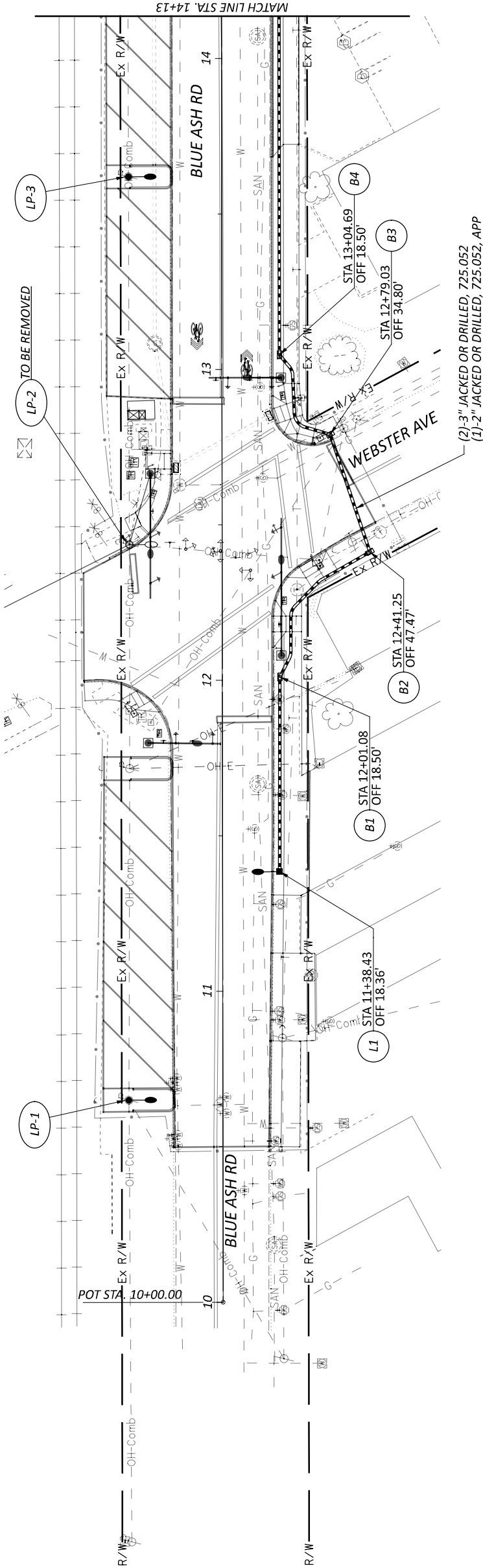


Lighting Plan
Sta. 10+00 to Sta. 14+13

DESIGN AGENCY	THE KLEINGERS group
DESIGNER	TAH
REVIEWER	MWN
PROJECT ID	02-12-25
SHEET	119069
TOTAL	52
	57

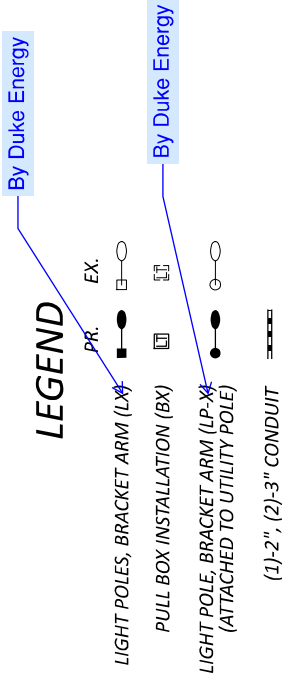
Show power service location, once known.

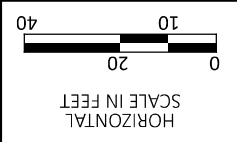
Duke plans need to be prepared in conjunction with the construction plans so that Duke's cost to install is known and can be inserted into the plans for all bidders (third party billing.)



Lighting Notes

- THIS PROJECT INCLUDES THE INSTALLATION OF CONDUIT AND PULLBOXES. THE (1)-2" CONDUIT SHALL BE FOR ROADWAY LIGHTING AND THE (2)-3" CONDUITS SHALL BE FOR FUTURE USE BY THE CITY OF DEER PARK. CONTRACTOR SHALL COORDINATE THE TIMING OF CONSTRUCTION OF ROADWAY IMPROVEMENTS WITH DUKE ENERGY, WHO WILL BE INSTALLING THE LIGHT POLE FOUNDATIONS, LIGHT POLES, LUMINAIRES, AND WIRING.
- AT PROPOSED LIGHT POLE LOCATIONS, CONTRACTOR SHALL INSTALL CONDUIT ENDS PER CONDUIT & FOUNDATION DETAIL.
- ALL 2" CONDUIT TO BE USED FOR LIGHTING SHALL ADHERE TO "ITEM 625 - CONDUITS, 725.051, 2" AS PER PLAN" IN TRENCH UNLESS NOTED OTHERWISE. THE (2)-3" CONDUITS SHALL BE TYPE 725.051, IN TRENCH, UNLESS NOTED OTHERWISE.
- PROPOSED LIGHTS MOUNTED TO POWER POLES ON THE WEST SIDE OF THE ROADWAY SHALL BE POWERED BY AERIAL CONNECTIONS. **By Duke Energy**
- PROPOSED LIGHT BRACKET ARMS ALONG THE EAST SIDE OF ROADWAY SHALL INCLUDE RECEPTACLES ON THE BRACKET ARMS. **for Duke, not the contractor**





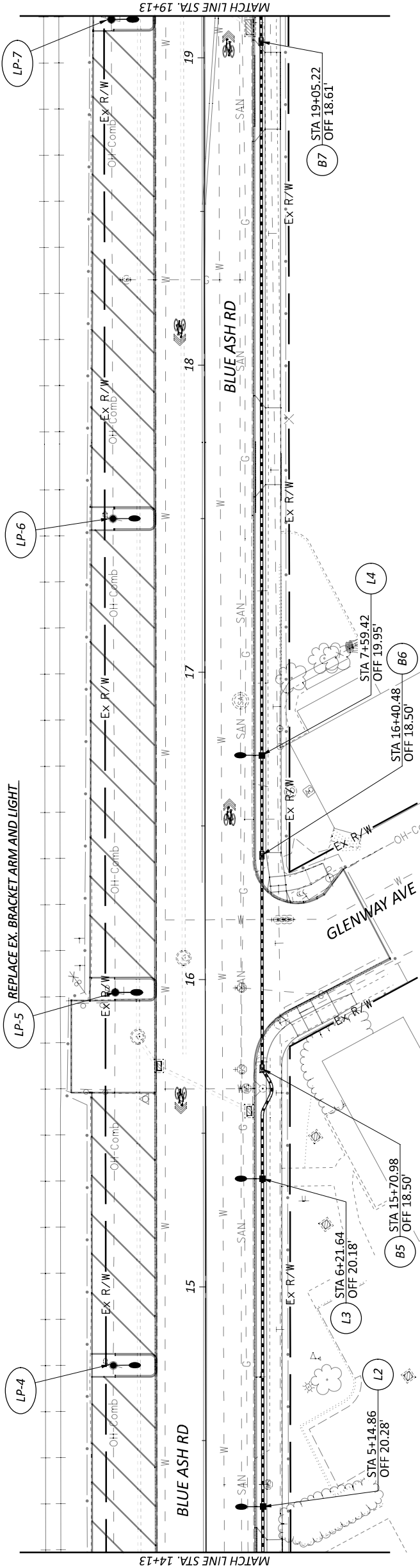
LIGHTING PLAN

STA. 14+13 TO STA. 19+13

DESIGN AGENCY	THE KLEINGERS group
DESIGNER	TAH
REVIEWER	MWN
PROJECT ID	02-12-25
SHEET	119069
TOTAL	53
	57

NOTES

1. FOR LIGHTING PLAN NOTES SEE SHEET 52.



LEGEND

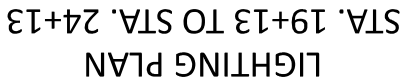
- PR. EX.
- LIGHT POLES, BRACKET ARM (LX) [Symbol]
- PULL BOX INSTALLATION (BX) [Symbol]
- LIGHT POLE, BRACKET ARM (LP-X) (ATTACHED TO UTILITY POLE) [Symbol]
- (1)-2", (2)-3" CONDUIT [Symbol]

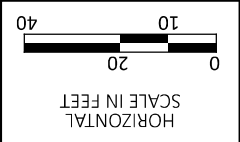


1. FOR LIGHTING PLAN NOTES SEE SHEET 52.

DESIGN AGENCY

THE KLEINGERS GROUP

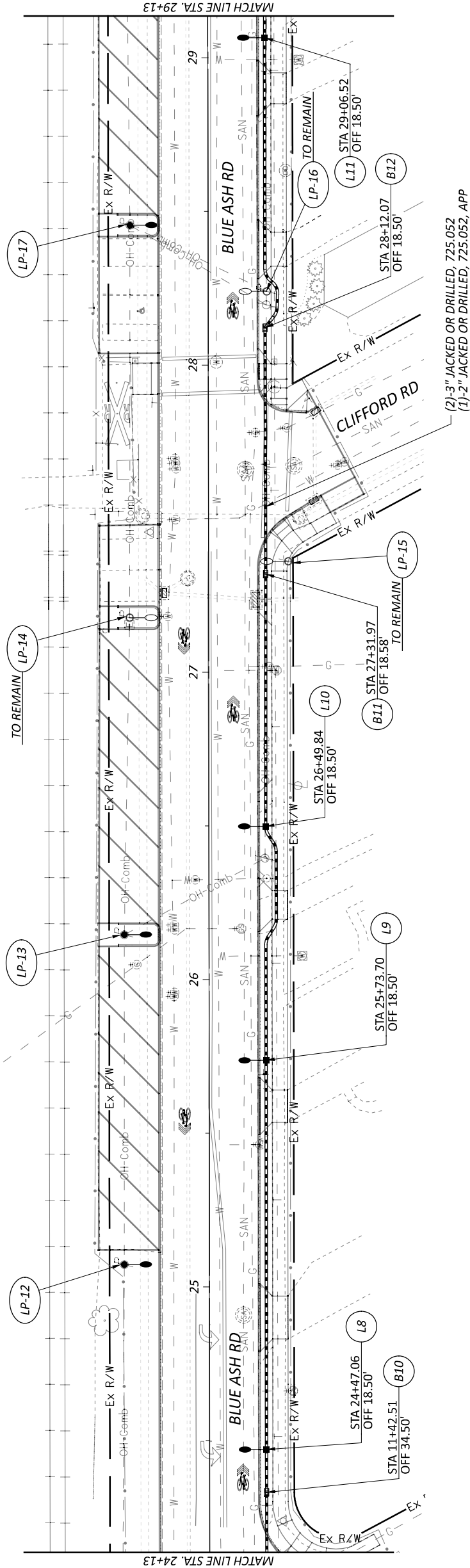




LIGHTING PLAN

STA. 24+13 TO STA. 29+13

DESIGN AGENCY	THE KLEINGERS group
DESIGNER	TAH
REVIEWER	MWN
PROJECT ID	02-12-25
SHEET	119069
TOTAL	55
	57

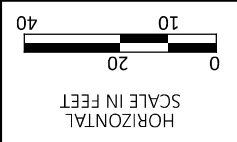


LEGEND

- PR. EX.
- LIGHT POLES, BRACKET ARM (LX)
- PULL BOX INSTALLATION (BX)
- LIGHT POLE, BRACKET ARM (LP-X)
(ATTACHED TO UTILITY POLE)
- (1)-2", (2)-3" CONDUIT

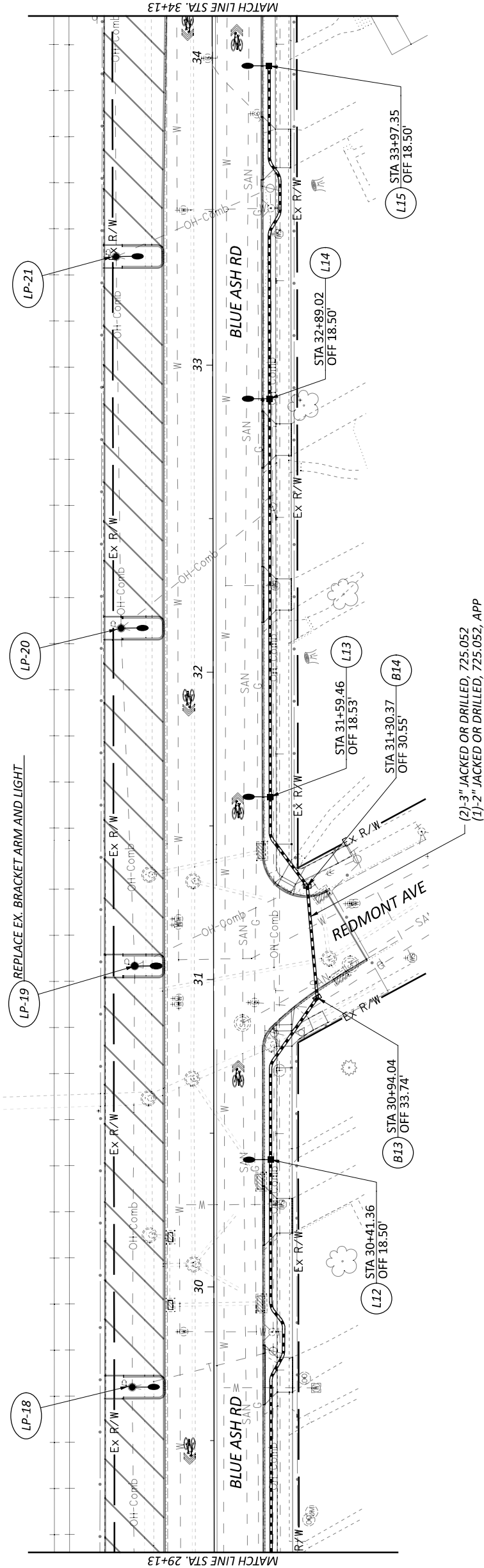
NOTES

1. FOR LIGHTING PLAN NOTES SEE SHEET 52.



LIGHTING PLAN
STA. 29+13 TO STA. 34+13

DESIGN AGENCY	THE KLEINGERS group
DESIGNER	TAH
REVIEWER	
PROJECT ID	MWN 02-12-25
SHEET	119069
TOTAL	56
	57

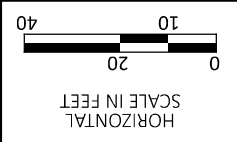


LEGEND

- LIGHT POLES, BRACKET ARM (LX) PR. EX.
- PULL BOX INSTALLATION (BX)
- LIGHT POLE, BRACKET ARM (LP-X)
(ATTACHED TO UTILITY POLE)
- (1)-2", (2)-3" CONDUIT

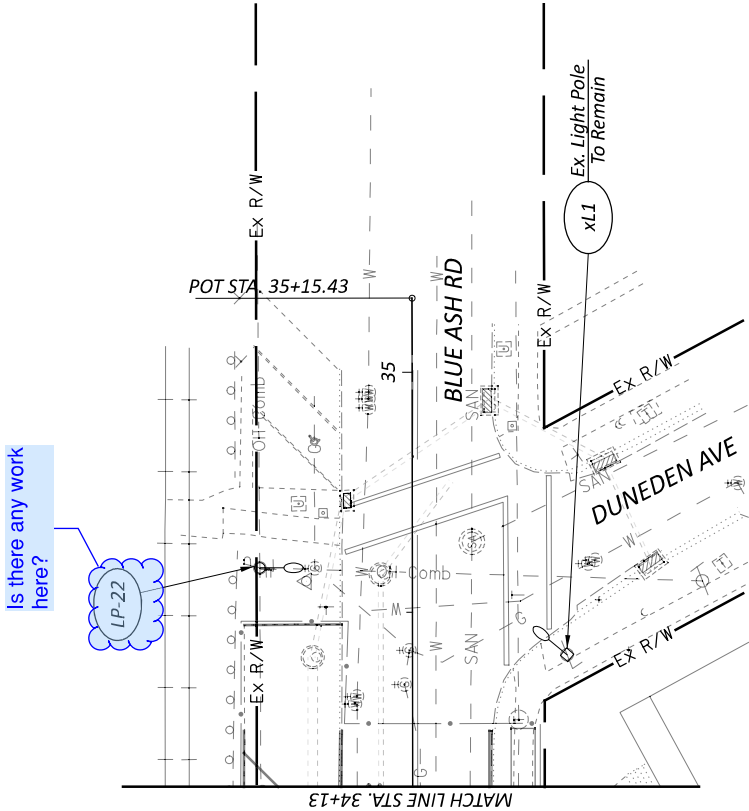
NOTES

1. FOR LIGHTING PLAN NOTES SEE SHEET 52.



LIGHTING PLAN
STA. 34+13 TO STA. 35+15

DESIGN AGENCY	THE KLEINGERS group
DESIGNER	TAH
REVIEWER	MWN
PROJECT ID	02-12-25
SHEET	119069
TOTAL	57



LEGEND

- LIGHT POLES, BRACKET ARM (LX)
PR. EX.
- PULL BOX INSTALLATION (BX)
- LIGHT POLE, BRACKET ARM (LP-X)
(ATTACHED TO UTILITY POLE)
- (1)-2", (2)-3" CONDUIT

NOTES

- FOR LIGHTING PLAN NOTES SEE SHEET 52.