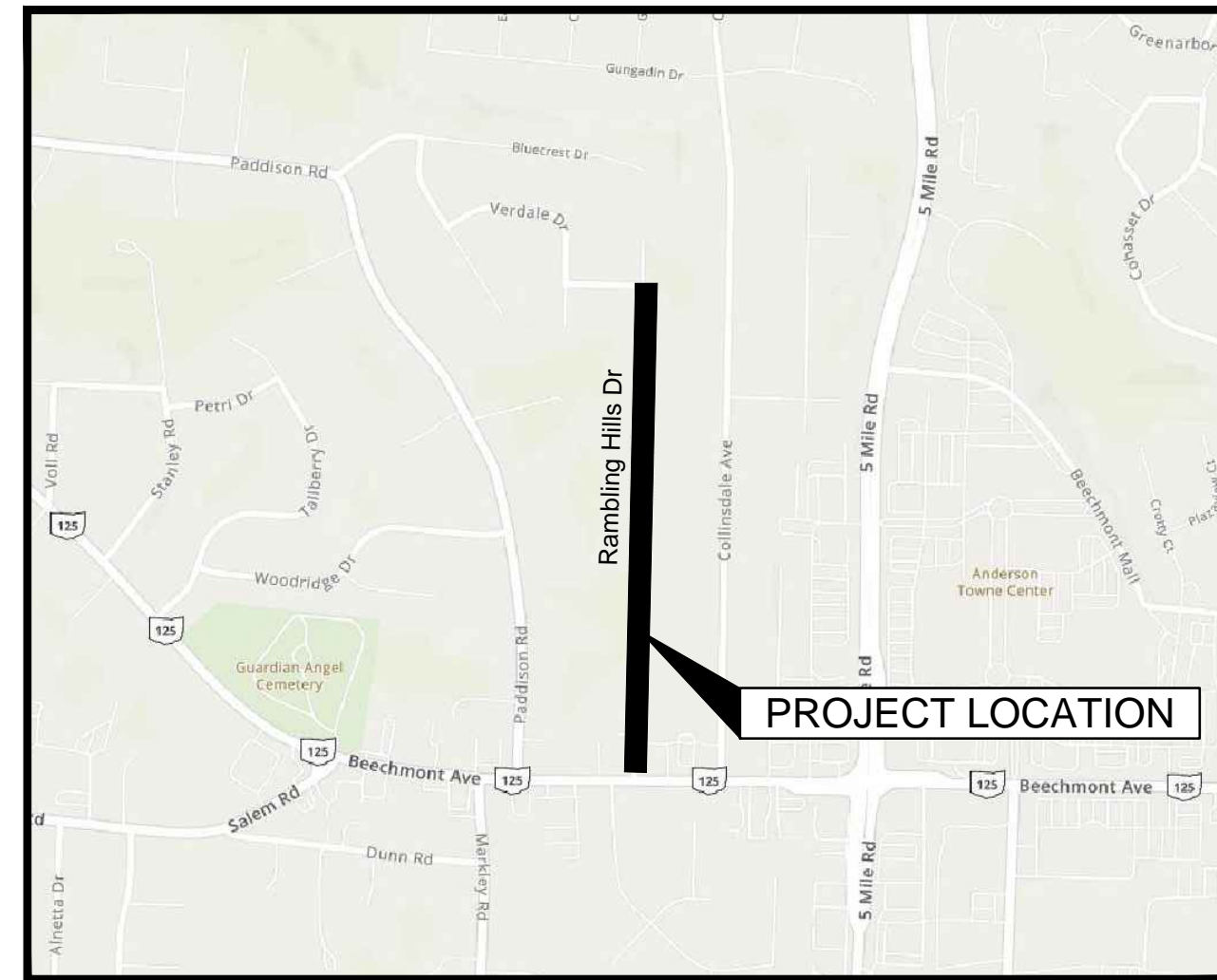


RAMBLING HILLS SIDEWALK

ANDERSON TOWNSHIP HAMILTON COUNTY, OHIO



VICINITY MAP
NOT TO SCALE

PROJECT DESCRIPTION

THIS PROJECT INCLUDES CONSTRUCTION OF APPROXIMATELY 2500' OF SIDEWALK ON RAMBLING HILLS DRIVE IN ANDERSON TOWNSHIP, OHIO. ASSOCIATED IMPROVEMENTS INCLUDE ADDITIONAL PAVEMENT MARKINGS AND SIGNAGE.

2019 SPECIFICATIONS

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

PROJECT EARTH DISTURBED AREA:	0.82 ACRES
ESTIMATED CONTRACTOR EARTH DISTURBED AREA:	0.00 ACRES
NOTICE OF INTENT EARTH DISTURBED AREA:	N/A ACRES

INDEX OF SHEETS

TITLE SHEET	1
SCHEMATIC LAYOUT	2
TYPICAL SECTION	3
GENERAL NOTES	4-5
PLAN AND PROFILE	6-10
CROSS SECTIONS	11-23
TRAFFIC CONTROL	24-26

LEGEND

- LIGHT POLE
- UTILITY POLE
- GUY WIRE
- ELECTRIC MANHOLE
- ELECTRICAL BOX
- TRAFFIC SIGNAL POLE
- GAS VALVE
- FIRE HYDRANT
- WATER VALVE
- WATER METER
- WATER MANHOLE
- TELEPHONE BOX
- TRAFFIC SIGNAL BOX
- SIGN (1 POST)
- SIGN (2 POST)
- TREE
- BUSH
- MAILBOX
- GUARD POST
- FENCE LINE
- WATERLINE
- UNDERGROUND GASLINE
- FIBER OPTIC
- OVERHEAD UTILITY
- UNDERGROUND ELECTRIC
- UNDERGROUND TELECOM
- SWALE
- FLOW ARROW
- CONSTRUCTION LIMITS

UNDERGROUND UTILITIES

Contact Two Working Days
Before You Dig



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

STANDARD CONSTRUCTION DRAWINGS

STANDARD CONSTRUCTION DRAWINGS		SUPPLEMENTAL SPECIFICATIONS	
BP-3.1	1/21/22	800	5/2/2022
BP-4.1	1/19/13	832	10/19/2018
BP-7.1	1/21/22		
MT-101.90	7/17/20		
MT-105.10	1/17/20		
TC-41.20	10/18/13		
TC-41.30	10/18/13		
TC-42.20	10/18/13		
TC-52.20	1/15/21		
TC-74.10	1/21/22		

PLAN INSERT SHEETS

ENGINEER'S SEAL: ROADWAY

PLANS PREPARED BY:



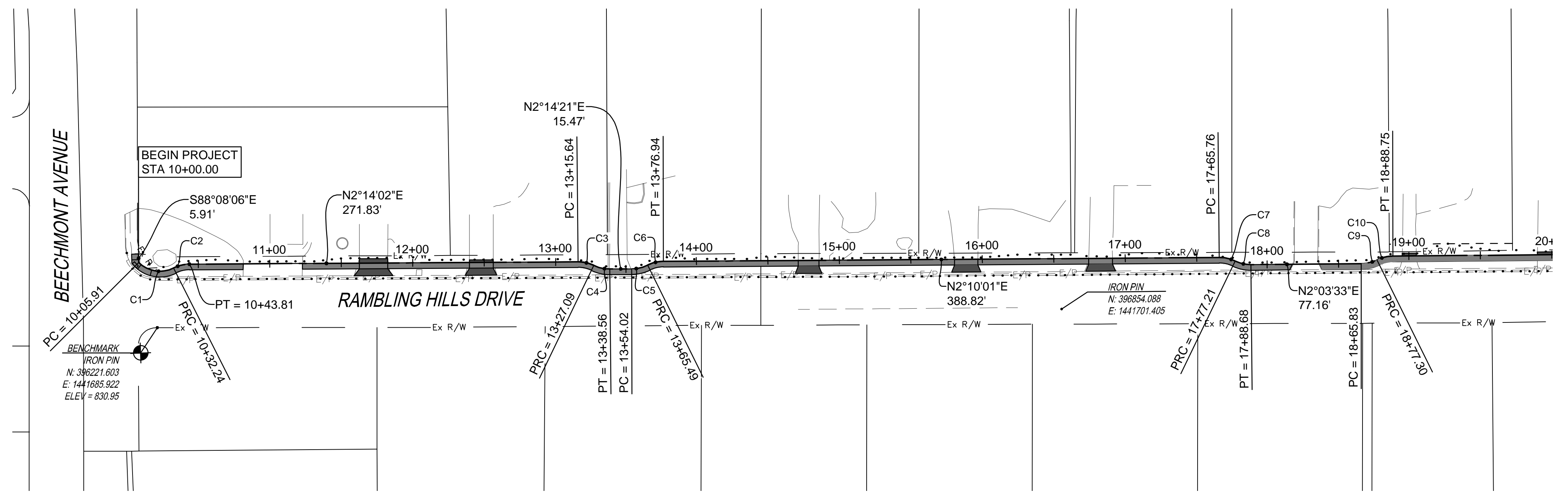
CIVIL ENGINEERING SURVEYING LANDSCAPE ARCHITECTURE
www.kleingers.com
6219 Centre Park Dr.
West Chester, OH 45069
513.779.7851

RAMBLING HILLS SIDEWALK
TITLE SHEET

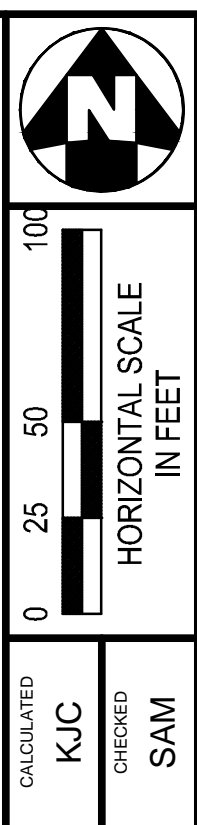
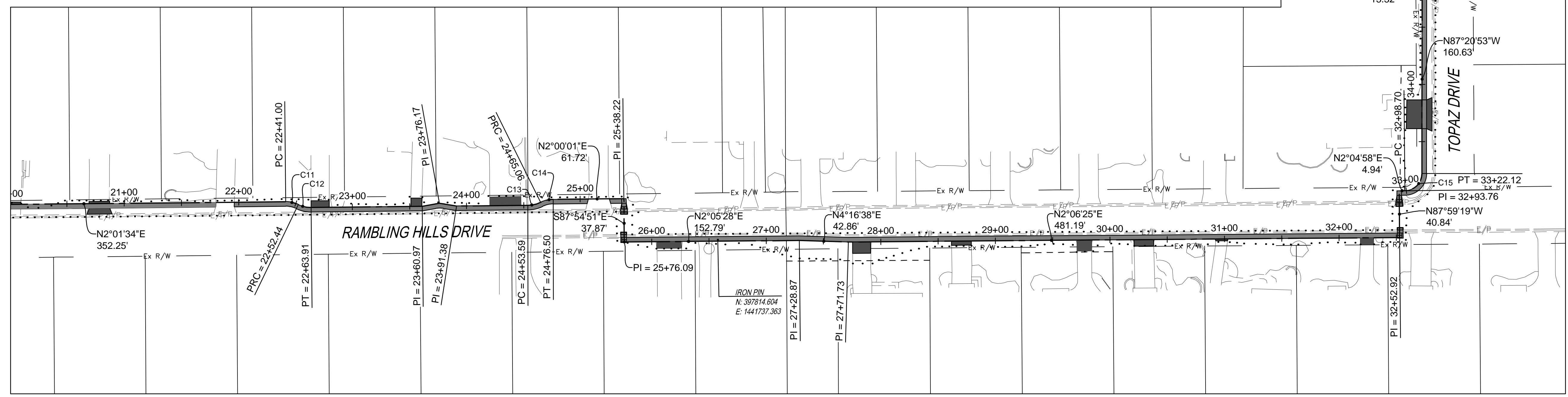
210108.000

1
26

BL CONSTRUCTION RAMBLING HILLS			
STATION	DESCRIPTION	NORTHING	EASTING
10+00.00	BEGIN PROJECT	396210.85	1441633.87
10+05.91	PC	396210.65	1441639.78
10+32.24	PRC	396234.78	1441644.75
10+43.81	PT	396246.04	1441642.56
13+15.64	PC	396517.66	1441653.16
13+27.09	PRC	396528.61	1441656.13
13+38.56	PT	396539.59	1441659.09
13+54.02	PT	396555.04	1441659.70
13+65.49	PR	396566.22	1441657.60
13+76.94	PT	396577.37	1441655.50
17+65.76	PC	396965.91	1441670.21
17+77.21	PRC	396976.86	1441673.17
17+88.68	PT	396987.84	1441676.14
18+65.83	PC	397064.95	1441678.91
18+77.30	PRC	397076.12	1441676.82
18+88.75	PT	397087.27	1441674.73
22+41.00	PC	397439.30	1441687.18
22+52.44	PRC	397450.25	1441690.15
22+63.92	PT	397461.23	1441693.12
23+60.97	PI	397558.22	1441696.49
23+76.17	PI	397573.30	1441694.51
23+91.38	PI	397588.20	1441697.53
24+53.59	PC	397650.37	1441699.69
24+65.06	PRC	397661.55	1441697.60
24+76.50	PT	397672.70	1441695.50
25+38.22	PI	397734.38	1441697.66
25+75.09	PI	397733.00	1441735.50
27+28.87	PI	397885.69	1441741.07
27+71.73	PI	397928.42	1441744.27
32+52.92	PI	398409.29	1441761.96
32+93.76	PI	398410.72	1441721.14
33+22.12	PT	398431.19	1441707.02
34+82.75	PI	398438.62	1441546.56
34+96.07	END PROJECT	398437.36	1441533.30

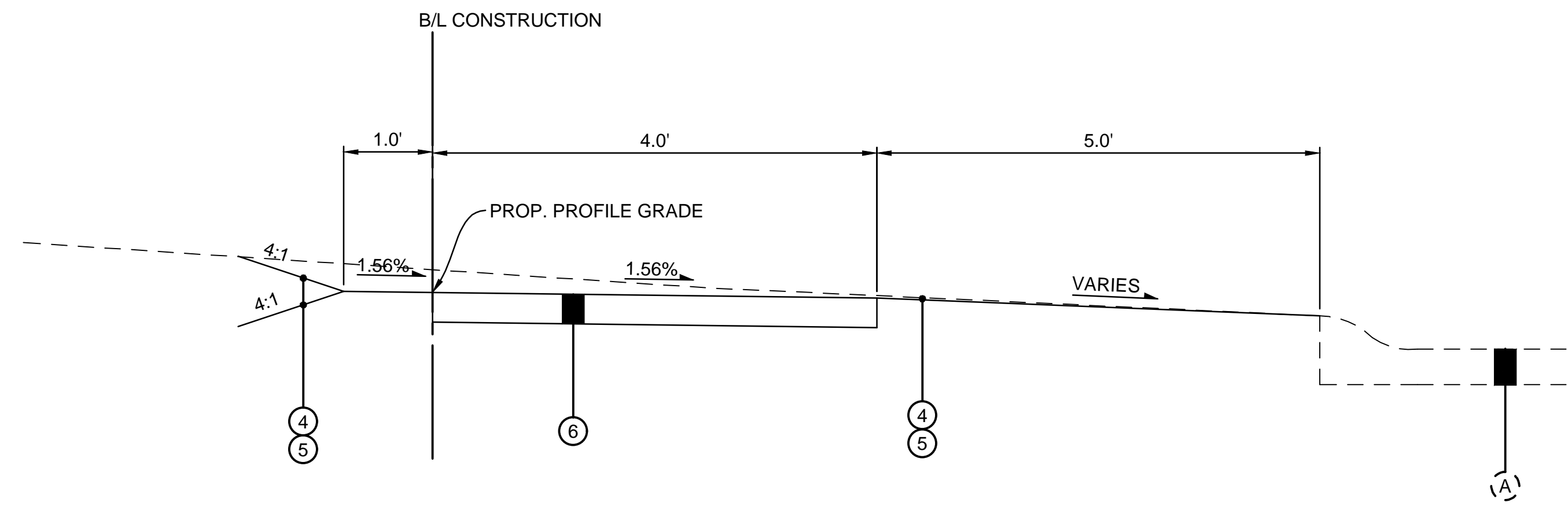


CURVE DATA C1: N:396226.15 E:1441625.61 L=26.33' R=21.00' T=15.21' =71°49'32"	CURVE DATA C2: N:396245.06 E:1441667.54 L=11.57' R=25.00' T=5.89' =26°30'30"	CURVE DATA C3: N:396516.77 E:1441678.14 L=11.45' R=25.00' T=5.83' =26°14'04"	CURVE DATA C4: N:396540.46 E:1441634.11 L=11.47' R=25.00' T=5.84' =26°17'18"	CURVE DATA C5: N:396556.14 E:1441634.72 L=11.47' R=25.00' T=5.84' =26°17'18"	CURVE DATA C6: N:396576.30 E:1441680.48 L=11.45' R=25.00' T=5.83' =26°14'04"	CURVE DATA C7: N:396965.02 E:1441695.19 L=11.45' R=25.00' T=5.83' =26°14'04"	CURVE DATA C8: N:396988.71 E:1441651.16 L=11.47' R=25.00' T=5.84' =26°17'18"
CURVE DATA C9: N:397066.05 E:1441653.94 L=11.47' R=25.00' T=5.84' =26°17'18"	CURVE DATA C10: N:397086.19 E:1441699.70 L=11.45' R=25.00' T=5.83' =26°14'04"	CURVE DATA C11: N:397438.41 E:1441712.16 L=11.45' R=25.00' T=5.83' =26°14'04"	CURVE DATA C12: N:397462.10 E:1441668.13 L=11.47' R=25.00' T=5.84' =26°17'18"	CURVE DATA C13: N:397651.47 E:1441674.72 L=11.47' R=25.00' T=5.84' =26°17'18"	CURVE DATA C14: N:397671.62 E:1441720.48 L=11.45' R=25.00' T=5.83' =26°14'04"	CURVE DATA C15: N:398416.20 E:1441706.33 L=23.41' R=15.00' T=14.85' =89°25'52"	



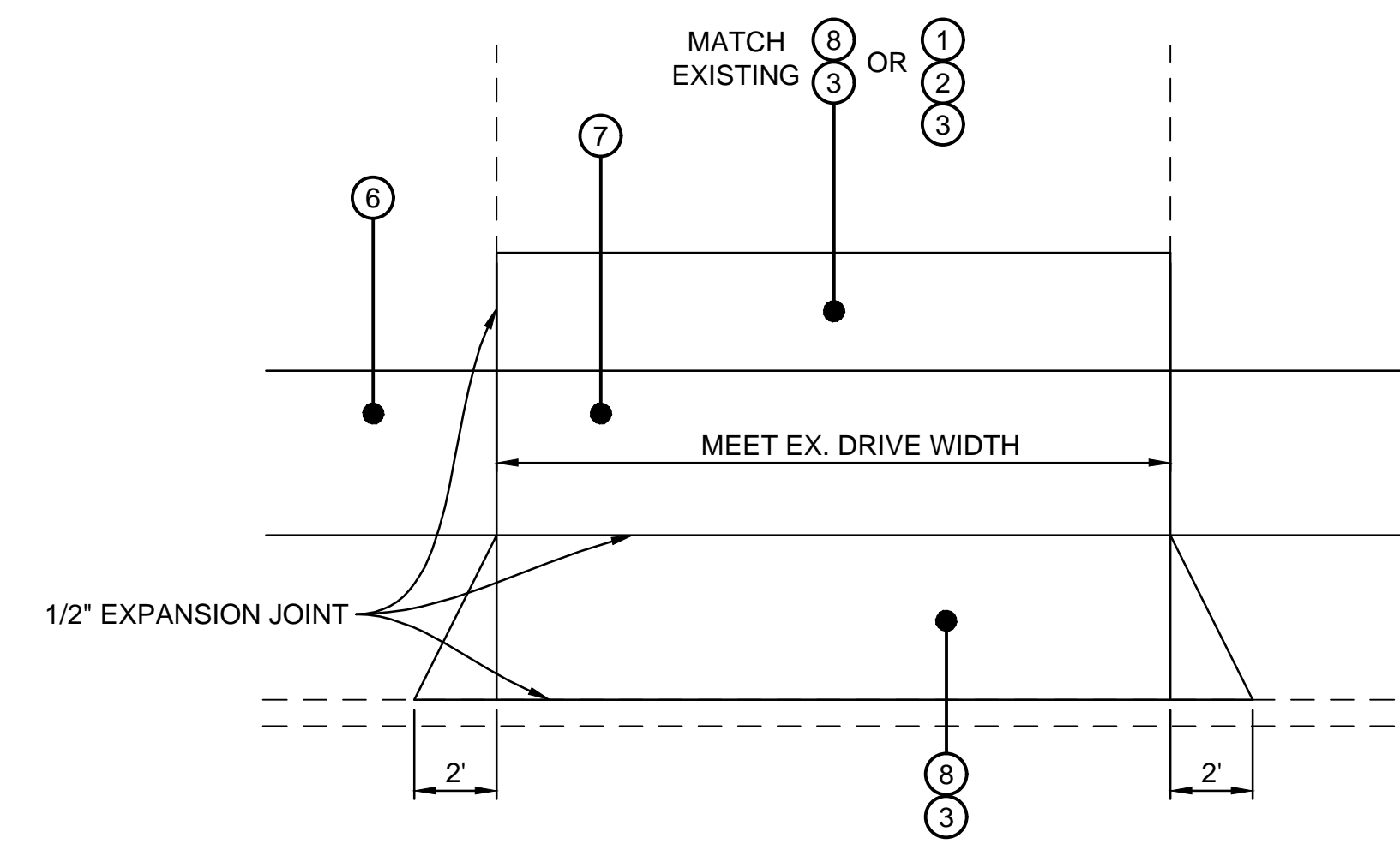
RAMBLING HILLS SIDEWALK
 SCHEMATIC LAYOUT



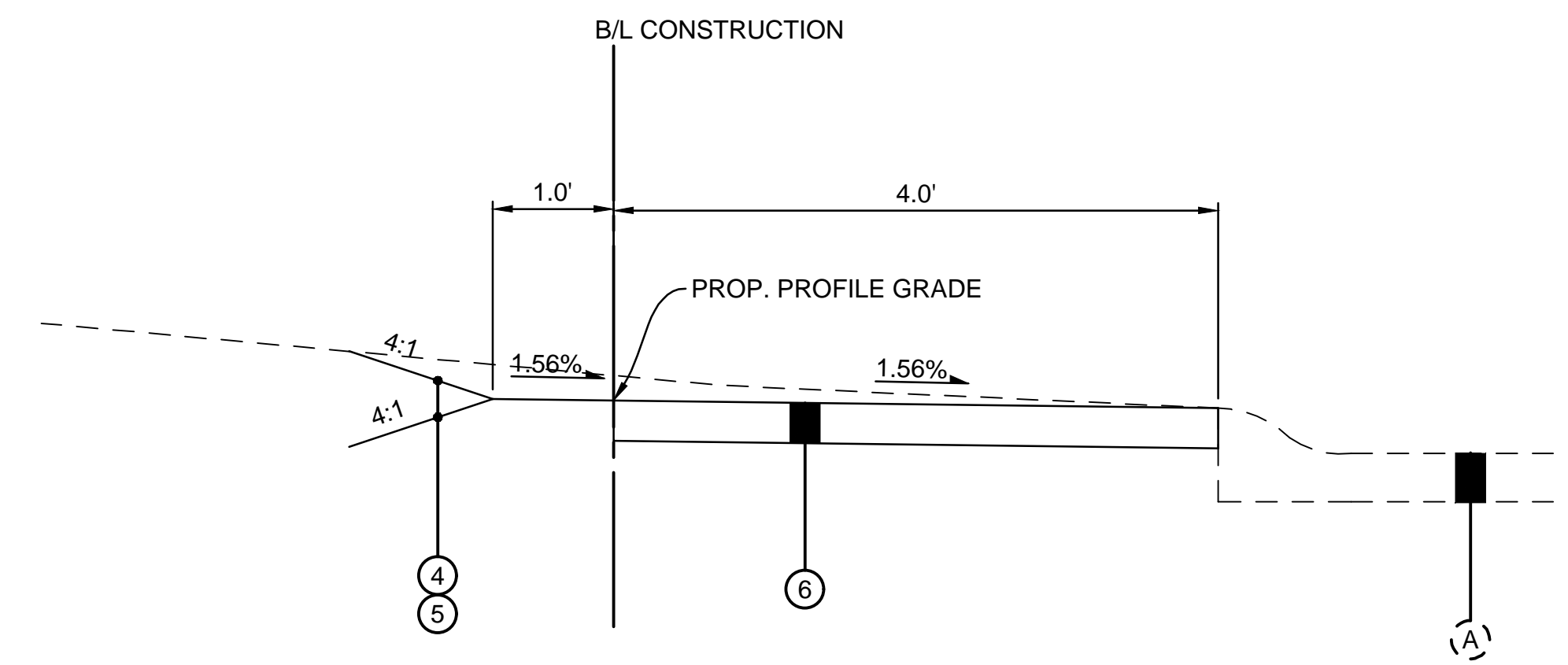


US 42 SIDEWALK

STA. 10+43.81 TO STA. 13+15.64 = 271.83 L.F.
 STA. 13+76.94 TO STA. 17+65.76 = 388.82 L.F.
 STA. 18+88.75 TO STA. 22+41.00 = 352.25 L.F.
 STA. 24+76.50 TO STA. 25+38.22 = 61.72 L.F.
 STA. 32+93.76 TO STA. 34+96.07 = 202.31 L.F.

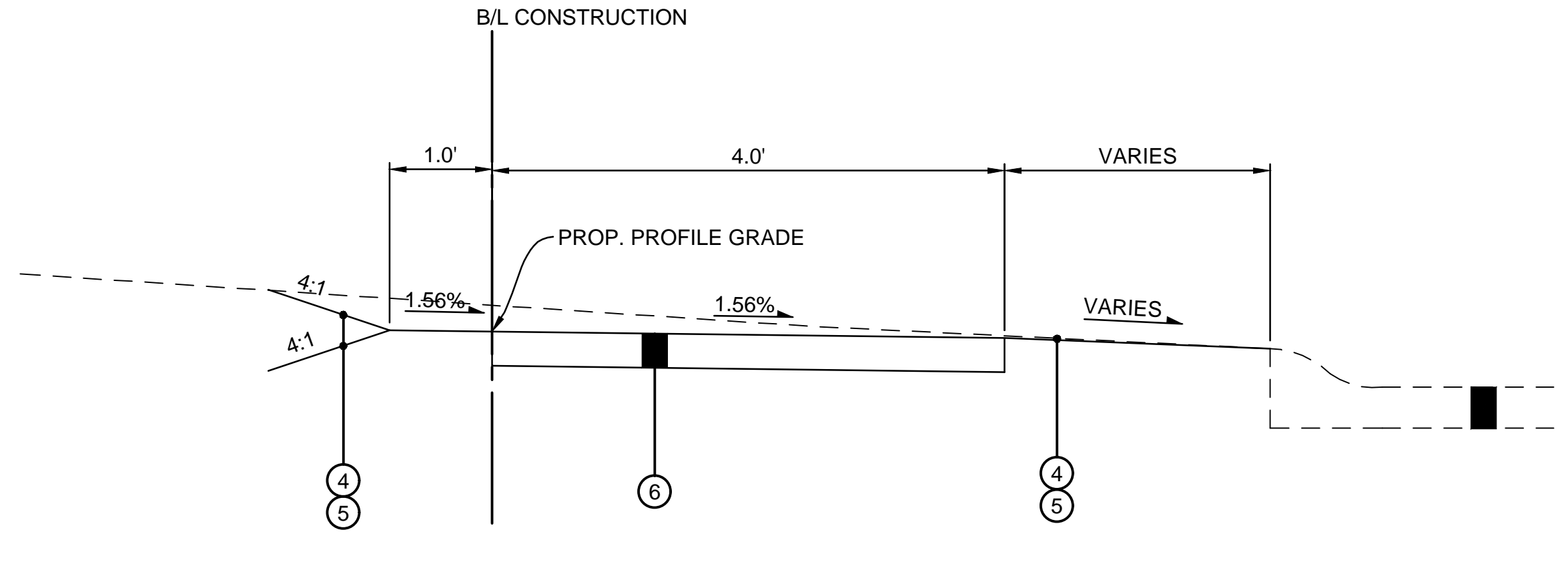


DRIVE DETAIL



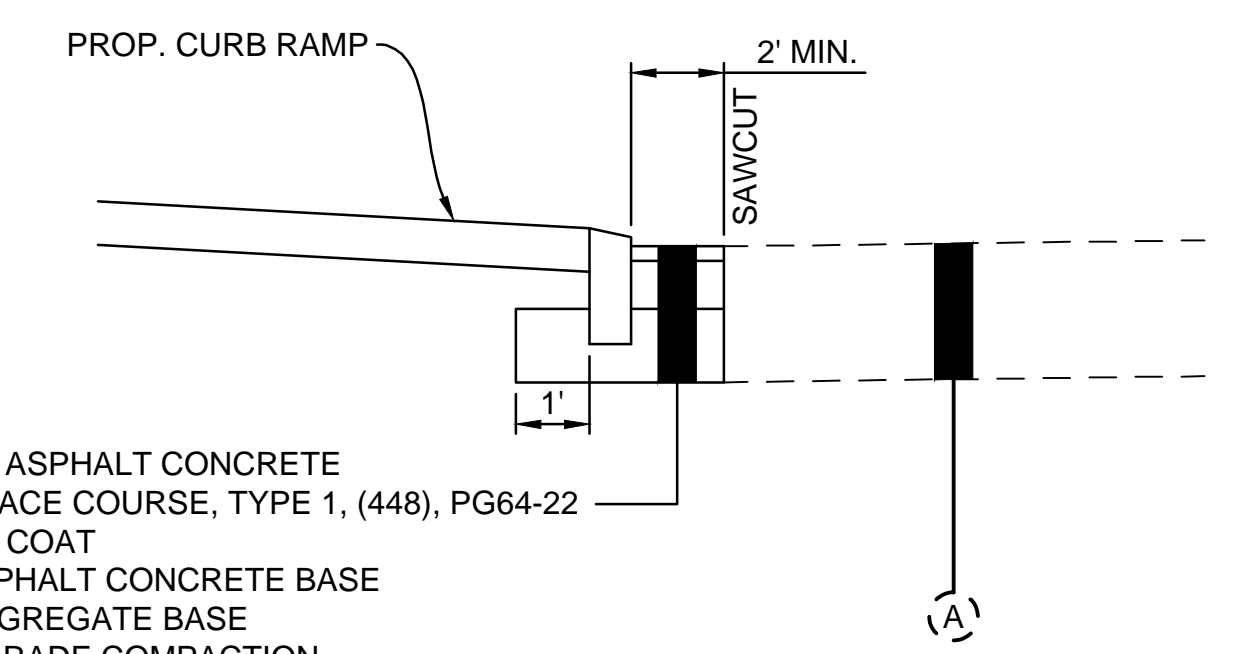
US 42 SIDEWALK

STA. 10+00.00 TO STA. 10+19.06 = 19.06 L.F.
 STA. 13+38.56 TO STA. 13+54.02 = 15.46 L.F.
 STA. 17+88.68 TO STA. 18+65.83 = 77.15 L.F.
 STA. 22+63.91 TO STA. 24+53.59 = 189.68 L.F.



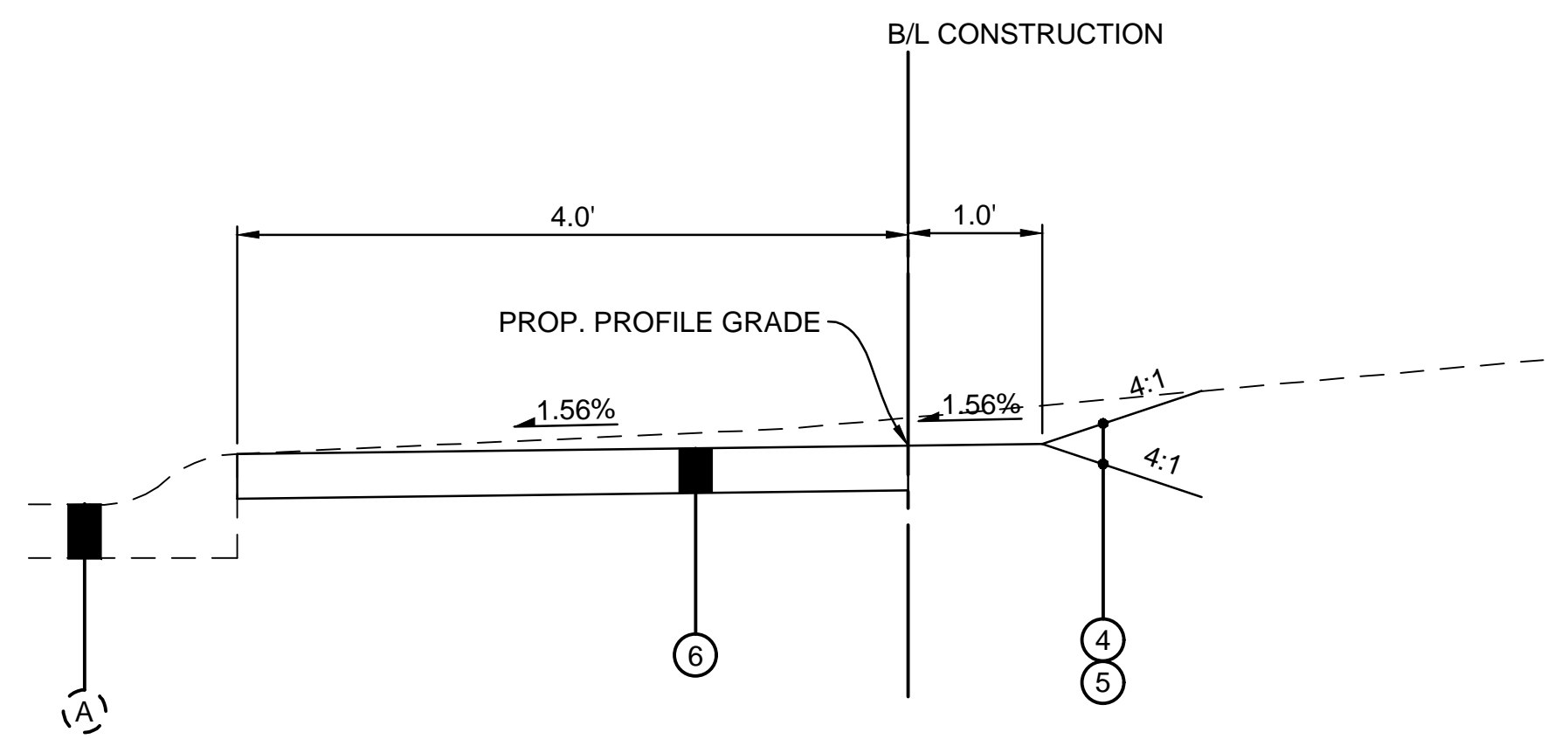
US 42 SIDEWALK TRANSITIONS

STA. 10+19.06 TO STA. 10+43.81 = 24.75 L.F.
 STA. 13+15.64 TO STA. 13+38.55 = 22.91 L.F.
 STA. 13+54.02 TO STA. 13+76.94 = 22.92 L.F.
 STA. 17+65.76 TO STA. 17+88.68 = 22.92 L.F.
 STA. 18+65.83 TO STA. 18+88.75 = 22.92 L.F.
 STA. 22+41.00 TO STA. 22+63.91 = 22.91 L.F.
 STA. 24+53.59 TO STA. 24+76.50 = 22.91 L.F.



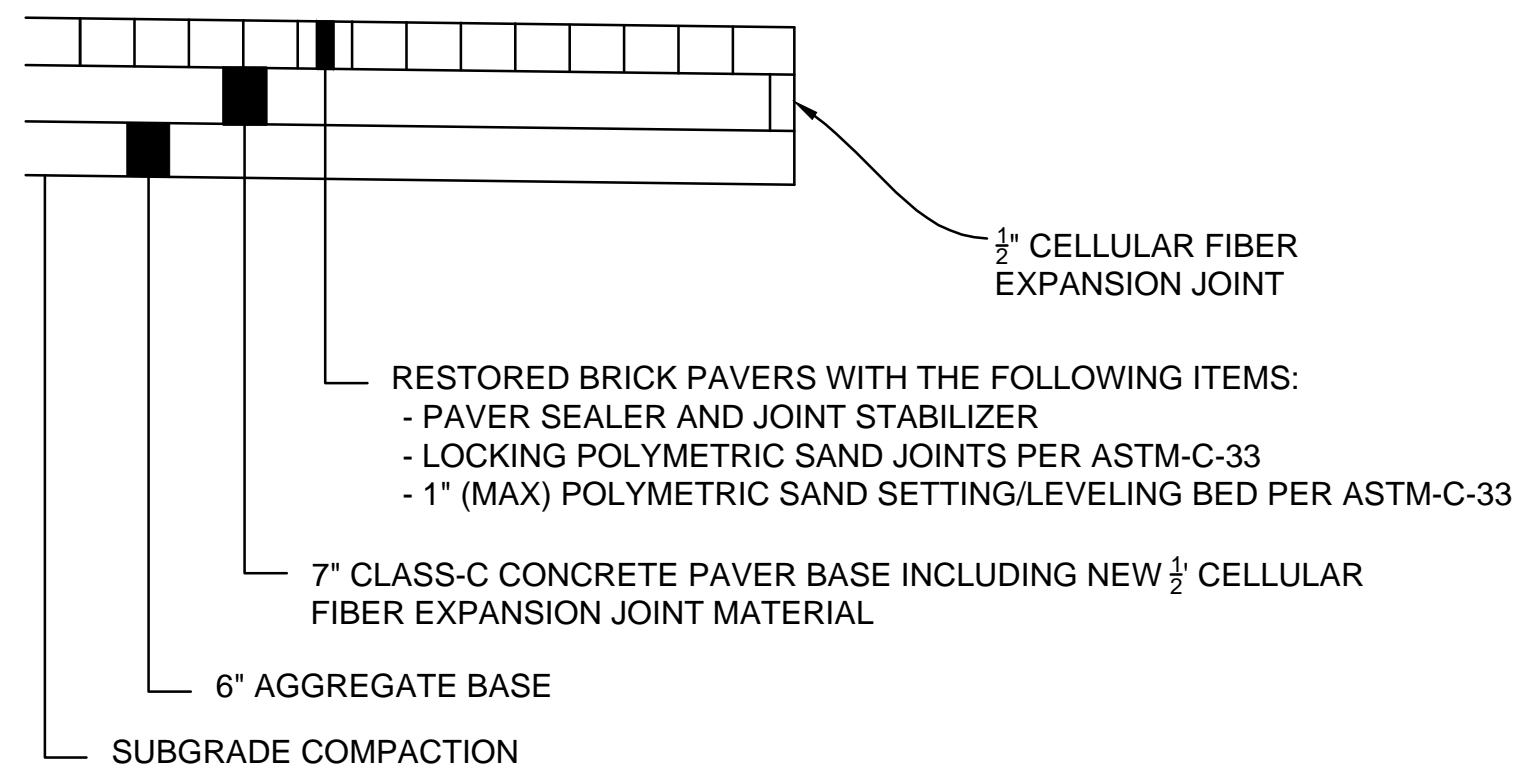
ITEM 441 - 1-1/4" ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), PG64-22
 ITEM 407 - TACK COAT
 ITEM 301 - 5" ASPHALT CONCRETE BASE
 ITEM 304 - 6" AGGREGATE BASE
 ITEM 204 - SUBGRADE COMPACTION

CURB RAMP, AS PER PLAN



US 42 SIDEWALK

STA. 25+76.09 TO STA. 32+52.92 = 676.83 L.F.



PAVEMENT REPAIR, AS PER PLAN

- ① ITEM 411 2" ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (449), PG64-22
- ② ITEM 304 6" AGGREGATE BASE
- ③ ITEM 204 SUBGRADE COMPACTION
- ④ ITEM 659 SEEDING AND MULCHING
- ⑤ ITEM 653 TOPSOIL FURNISHED AND PLACED (3" MIN.)
- ⑥ ITEM 609 4" CONCRETE WALK
- ⑦ ITEM 609 6" CONCRETE WALK
- ⑧ ITEM 453 6" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC 1P

(A) EXISTING ASPHALT PAVEMENT

MAINTENANCE OF TRAFFIC, GENERAL REQUIREMENTS

THE REQUIRED WORK SHALL BE PERFORMED IN A MANNER THAT CAUSES THE LEAST INCONVENIENCE TO AND THAT PROVIDES THE MAXIMUM SAFETY FOR THE TRAVELING PUBLIC AND THE CONTRACTOR. THE REQUIREMENTS FOR MAINTAINING TRAFFIC AS INDICATED IN THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS (REFERRED TO AS THE "OMUTCD"), CURRENT EDITION, AND PERTINENT ITEMS IN THE ODOT SPECIFICATIONS 614, AND AS REQUESTED BY THE ENGINEER SHALL APPLY IN ADDITION TO THE FOLLOWING NOTES.

SHOULD ANY PAVED AREAS NOT DESIGNATED FOR RESURFACING BECOME DAMAGED OR DESTROYED DURING CONSTRUCTION DUE TO THE CONTRACTOR'S NEGLIGENCE OR FAILURE TO PROVIDE ADEQUATE SIGNS, BARRICADES, DRUMS, FLAGGERS OR OTHER TRAFFIC CONTROL DEVICES, THE RESTORATION OF THE PAVED AREAS SHALL BE AT THE EXPENSE OF THE CONTRACTOR AND TO THE SATISFACTION OF THE ENGINEER.

TEMPORARY PAVEMENT MARKINGS (REMOVABLE TYPE) SHALL BE IN PLACE PRIOR TO A STAGE OF CONSTRUCTION BEING OPENED TO TRAFFIC.

DRUMS SHALL BE REFLECTORIZED, AND USED IN ACCORDANCE WITH ITEM 614.03 AND THE OMUTCD. DRUMS SHALL BE SPACED AT A MAXIMUM INTERVAL OF 25 FEET CENTER TO CENTER UNLESS SHOWN OTHERWISE ON THESE PLANS OR AS DIRECTED BY THE ENGINEER. DRUMS SHALL BE SPACED AT 10 FOOT INTERVALS ALONG ALL CURB RADII. THE CONTRACTOR SHALL ADJUST THE SPACING ON ALL DRUMS AS DIRECTED BY THE ENGINEER TO ALLOW ACCESS AS REQUIRED, WHILE MAINTAINING SAFETY DURING CONSTRUCTION.

THE CONTRACTOR WILL BE REQUIRED TO PROVIDE, ERECT, MAINTAIN (PROPER POSITION, KEPT CLEAN AND LEGIBLE, AND IN GOOD WORKING CONDITION), AND REMOVE LIGHTS, SIGNS, DRUMS, AND ALL OTHER TRAFFIC CONTROL DEVICES NECESSARY FOR THE MAINTENANCE OF TRAFFIC. ALL SIGNS SHALL BE REFLECTORIZED OR ILLUMINATED. PLACEMENT OF ALL TRAFFIC CONTROL DEVICES SHALL START AND PROCEED IN THE DIRECTION OF THE FLOW OF TRAFFIC. REMOVAL OF TRAFFIC CONTROL DEVICES SHALL BEGIN AT THE END OF THE CONSTRUCTION AREA AND PROCEED TOWARD ONCOMING TRAFFIC. THE CONTRACTOR SHALL PROVIDE FOR THE INSTALLATION OF ALL NECESSARY TRAFFIC CONTROL DEVICES BEFORE BEGINNING WORK AND IMMEDIATELY REMOVE THESE DEVICES WHEN WORK IS SUSPENDED OR COMPLETE.

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.

THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL LOCAL DRIVES, PRIVATE OR PUBLIC, WITHIN THE PROJECT LIMITS THROUGHOUT CONSTRUCTION.

BEFORE THE WORK BEGINS, THE CONTRACTOR WILL PROVIDE THE ENGINEER WITH THE NAMES AND TELEPHONE NUMBERS OF TWO (2) PERSONS WHO CAN BE CONTACTED 24 HOURS A DAY BY THE ENGINEER, AFFECTED PUBLIC AGENCIES, AND ALL INTERESTED POLICE AGENCIES, TO REPAIR AND/OR REPLACE THE TRAFFIC CONTROL DEVICES AS NEEDED TO MAINTAIN THE SAFETY OF THE TRAVELED PAVEMENT.

ALL WORK AND TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH ITEM 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 614, MAINTAINING TRAFFIC.

DURING THE CONSTRUCTION OF THE UNDERGROUND FACILITIES AND/OR THE CONSTRUCTION OF THE ROADWAY WIDENING AND ASPHALT COURSES, THE CONTRACTOR SHALL MAINTAIN TRAFFIC ON A TWO-WAY BASIS THROUGH THE PROJECT AT ALL TIMES (DURING BOTH WORKING AND NON-WORKING HOURS). THE TRAFFIC SHALL BE MAINTAINED AT ALL TIMES IN A SAFE AND CONVENIENT MANNER OF A PAVED SURFACE.

DURING THE COURSE OF A NORMAL WORKING DAY, THE CONTRACTOR SHALL INSURE THE SAFETY OF THE PUBLIC OF PROVIDING A SUFFICIENT NUMBER OF FLAGMEN TO ASSIST THE TRAFFIC FLOW THROUGH THE CONSTRUCTION AREA, AS REQUIRED.

IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO STRICTLY ADHERE TO ALL APPLICABLE SECTIONS FOR THE MAINTENANCE OF TRAFFIC, PUBLIC SAFETY AND PUBLIC CONVENIENCE AS SET FORTH IN THE C&MS AND THE "OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS". THE CONTRACTOR WILL NOT BE PERMITTED TO BEGIN ANY PHASE OF WORK UNTIL THE REQUIRED STANDARD BARRICADES, WARNING SIGNS, ETC., ARE IN THE PROPER POSITION. THE DEVICES PROVIDED FOR THIS REQUIREMENT MUST BE IN FIRST CLASS CONDITION.

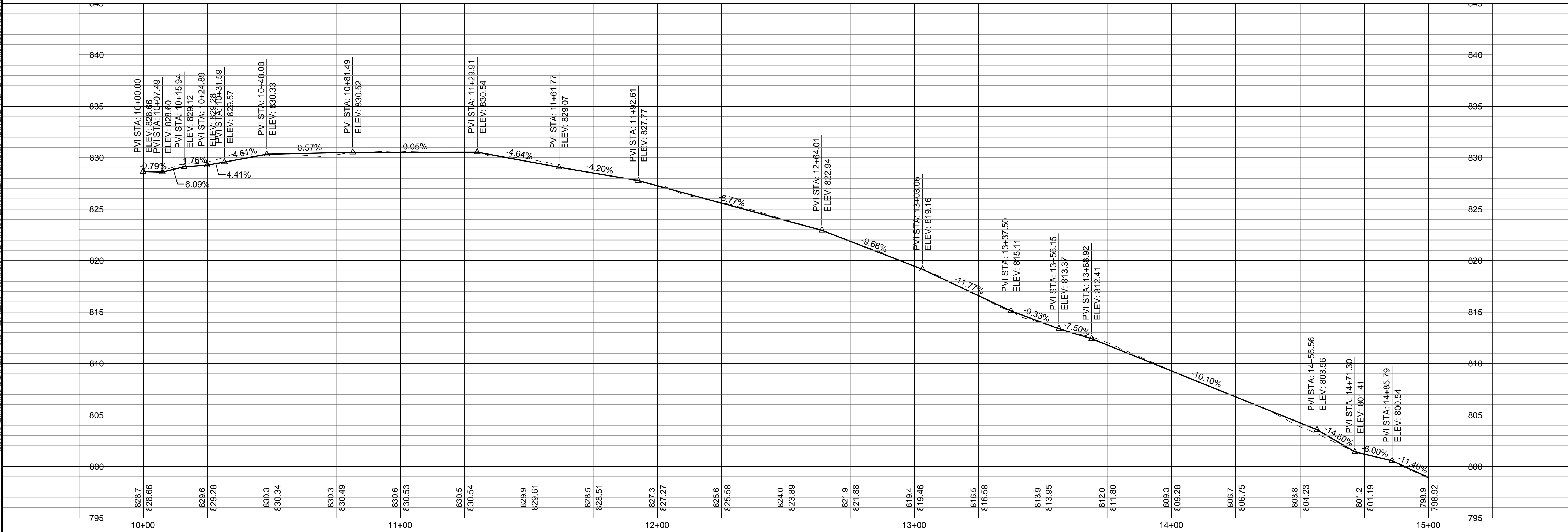
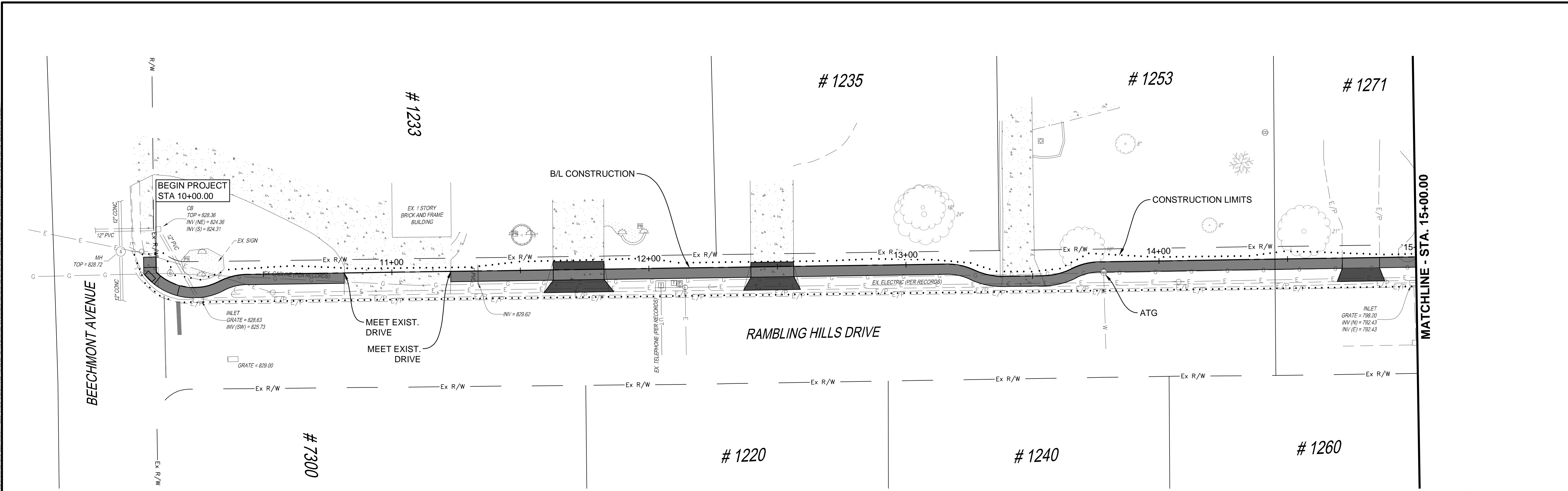
AT ALL TIMES, THE CONTRACTOR SHALL ADEQUATELY MARK, THROUGH THE USE OF BARRELS, FLASHING LIGHTS, PORTABLE GATES AND/OR OTHER DEVICES APPROVED BY THE ENGINEER, THE LIMITS OF THE PROJECT AREA AND THOSE AREAS OF THE SITE THAT ARE TEMPORARILY CLOSED TO TRAFFIC

DURING THE VARIOUS PHASES OF CONSTRUCTION AND MAINTENANCE OF TRAFFIC, THE CONTRACTOR SHALL ALSO BE RESPONSIBLE FOR COVERING ANY EXISTING TRAFFIC SIGNS WHICH ARE TO REMAIN IN PLACE AND WHICH WOULD INDICATE INFORMATION TO THE TRAVELING PUBLIC WHICH WOULD CONTRADICT THE TRAFFIC FLOWS STIPULATED ON THE MAINTENANCE OF TRAFFIC PLANS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE COVERING OF THESE SIGNS AS DIRECTED BY THE ENGINEER AND SHALL BE SUBJECT AT ALL TIMES TO THE APPROVAL OF THE ENGINEER.

THE CONTRACTOR SHALL ALSO CONTINUALLY MONITOR ALL PAVEMENT SURFACES USED FOR THE MAINTENANCE OF TRAFFIC TO KEEP IT CLEAR OF DIRT, DUST AND DEBRIS.

CONTRACTOR SHALL MAINTAIN A MINIMUM OF TWO LANES OF TRAFFIC AT ALL TIMES.

CONTRACTOR SHALL SUBMIT A MAINTENANCE OF TRAFFIC PLAN TO THE TOWNSHIP FOR THEIR REVIEW AND APPROVAL PRIOR TO STARTING CONSTRUCTION.



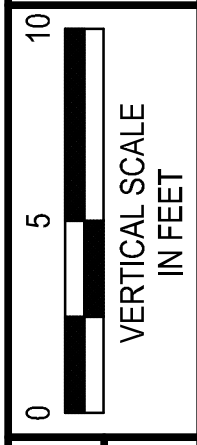
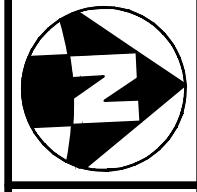
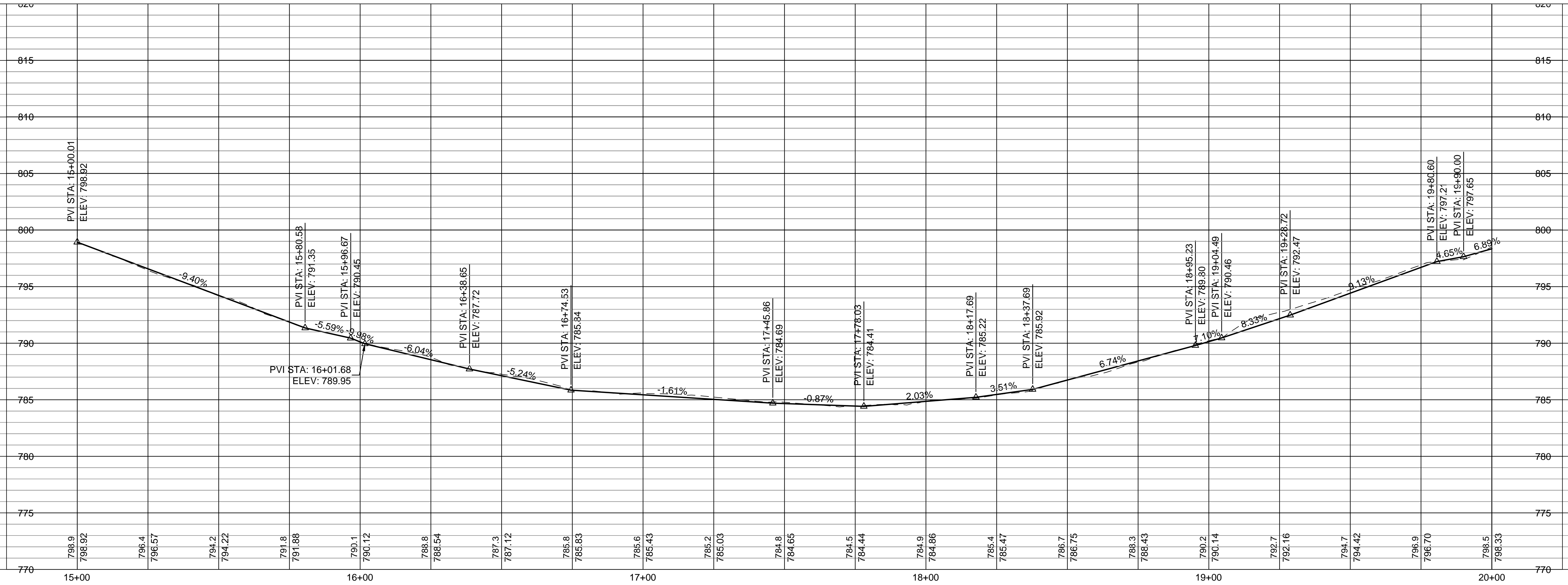
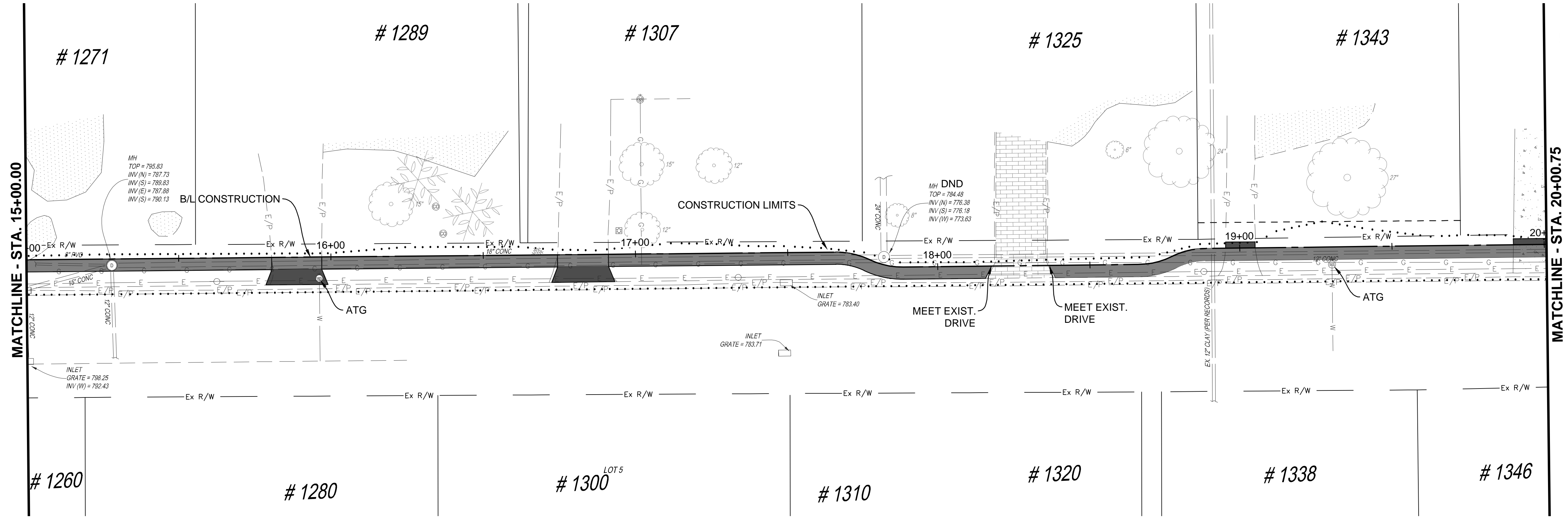
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RAMBLING HILLS SIDEWALK

PLAN AND PROFILE - STA 10+00.00 TO STA 15+00.00

6

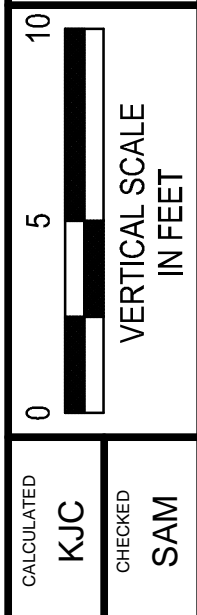
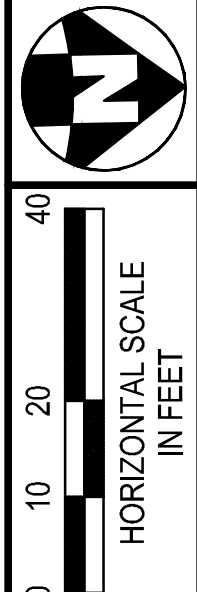
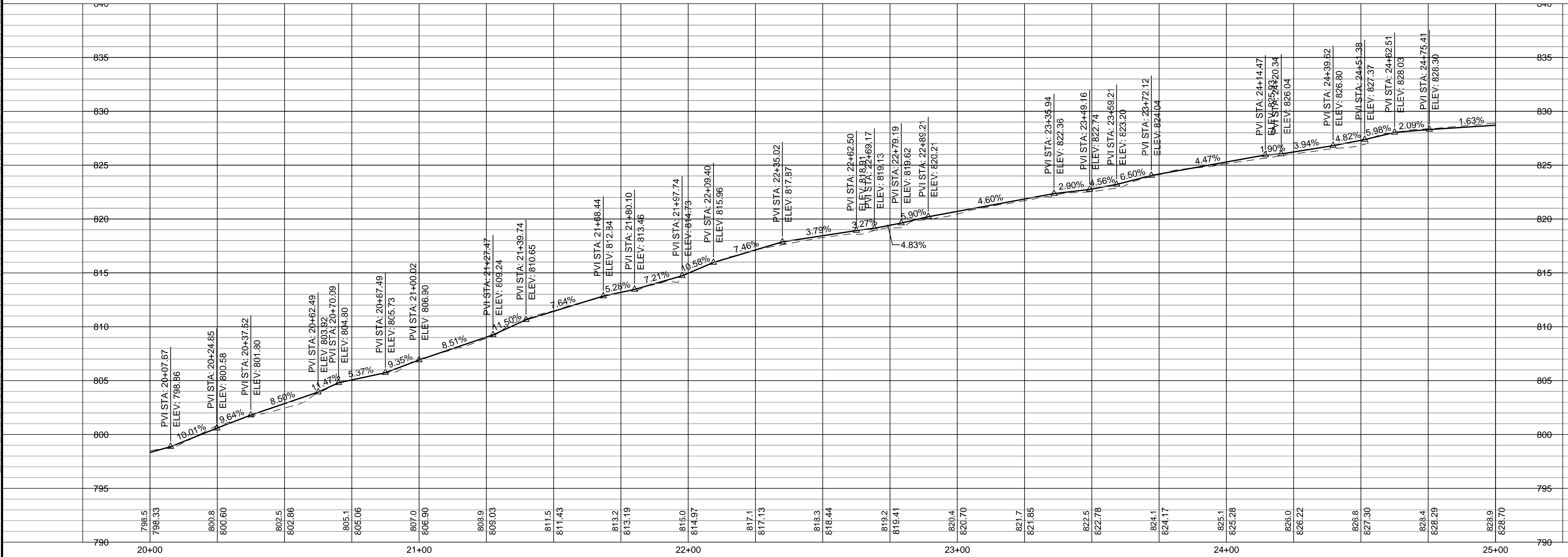
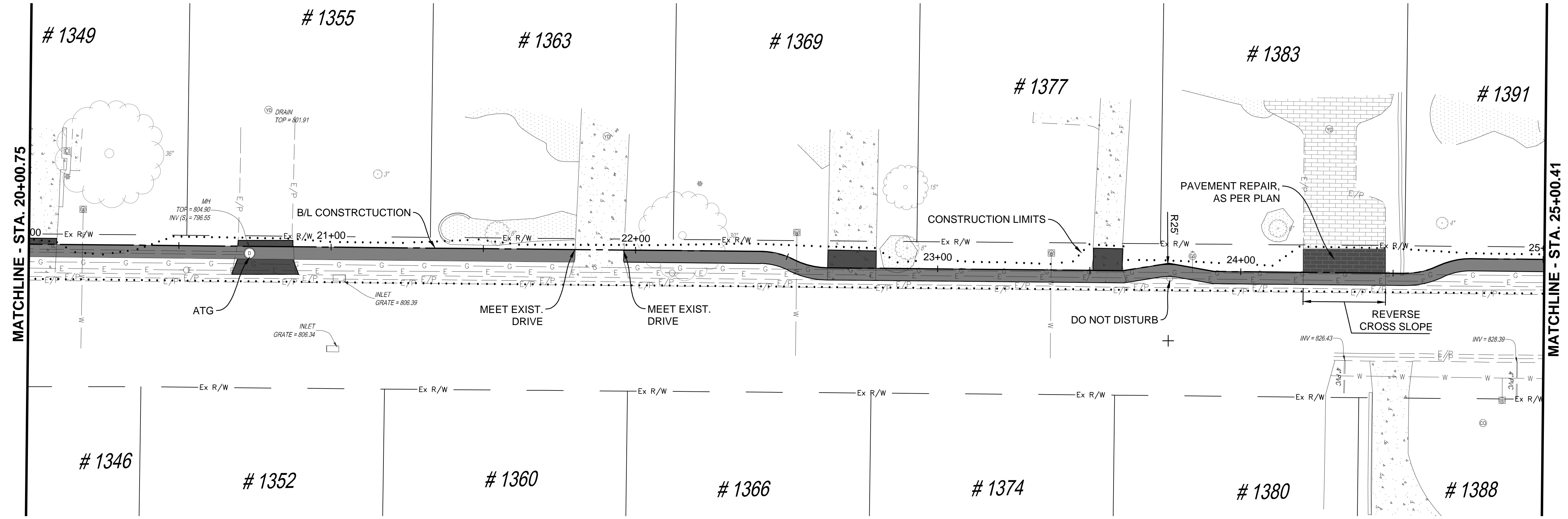
26



CALCULATED
KJC
CHECKED
SAM

RAMBLING HILLS SIDEWALK
PLAN AND PROFILE - STA 15+00.00 TO STA 20+00.00

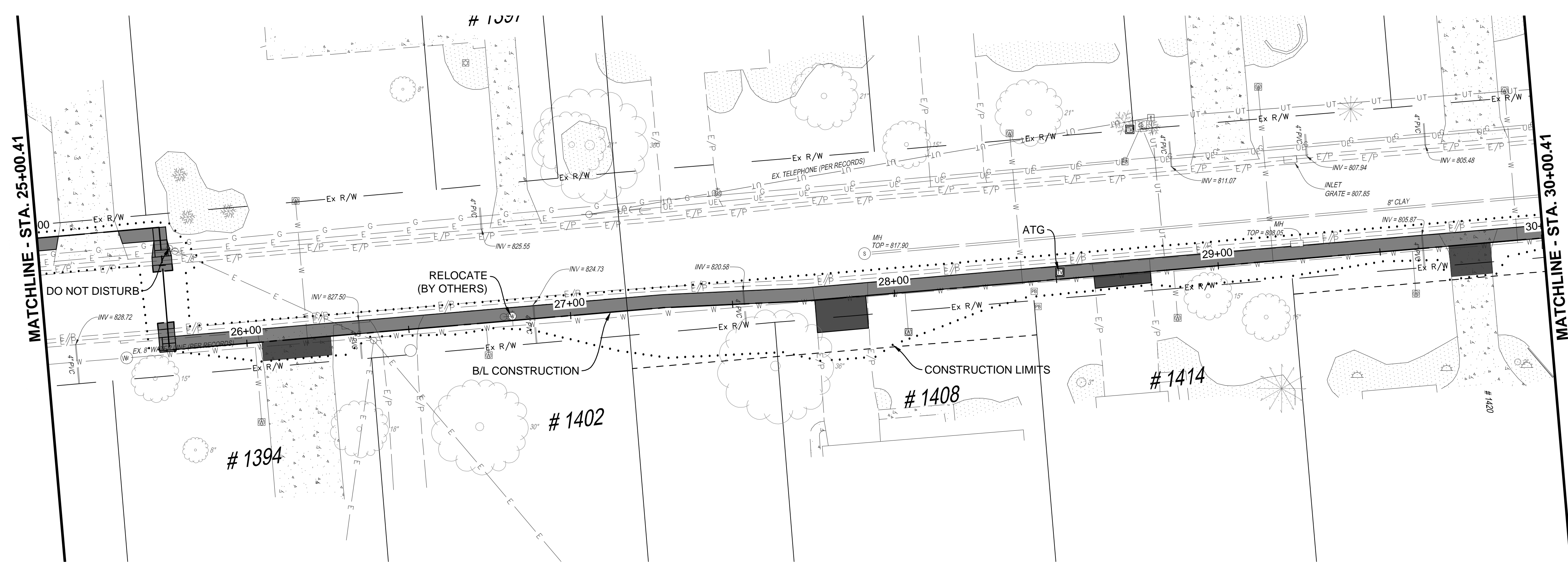
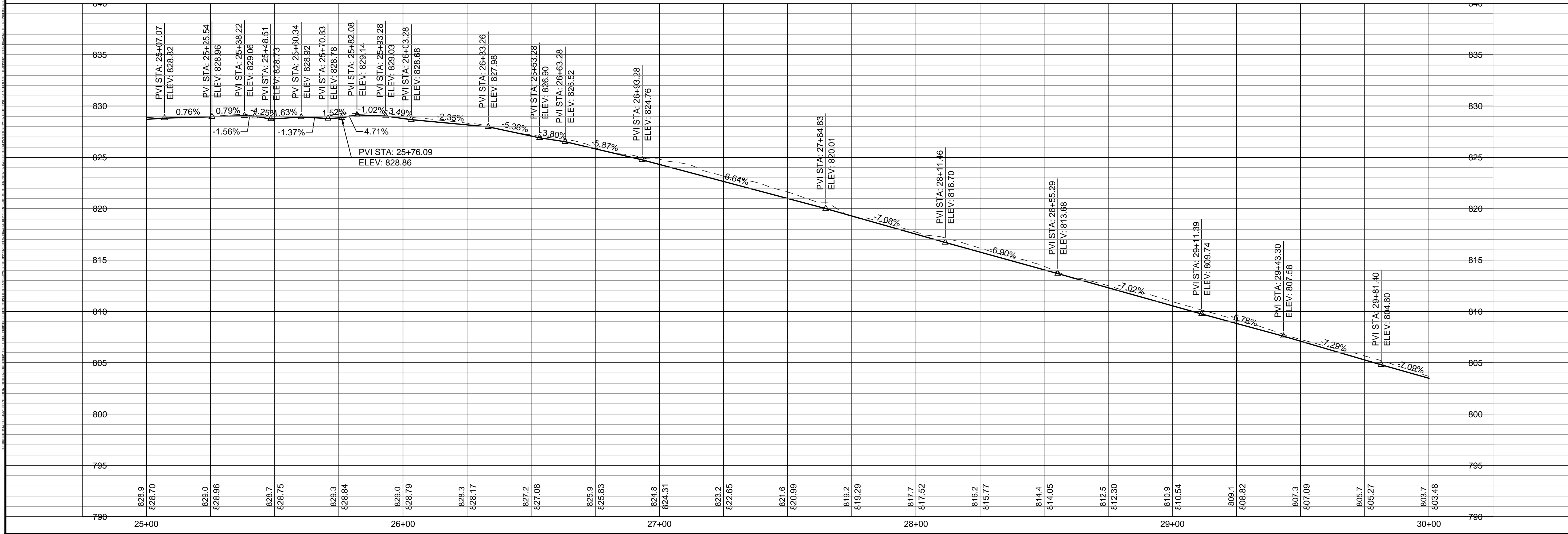


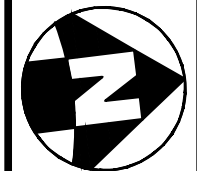


CALCULATED
KJC
CHECKED
SAM

RAMBLING HILLS SIDEWALK
PLAN AND PROFILE - STA 20+00.00 TO STA 25+00.00








40
20
0
10
HORIZONTAL SCALE
IN FEET

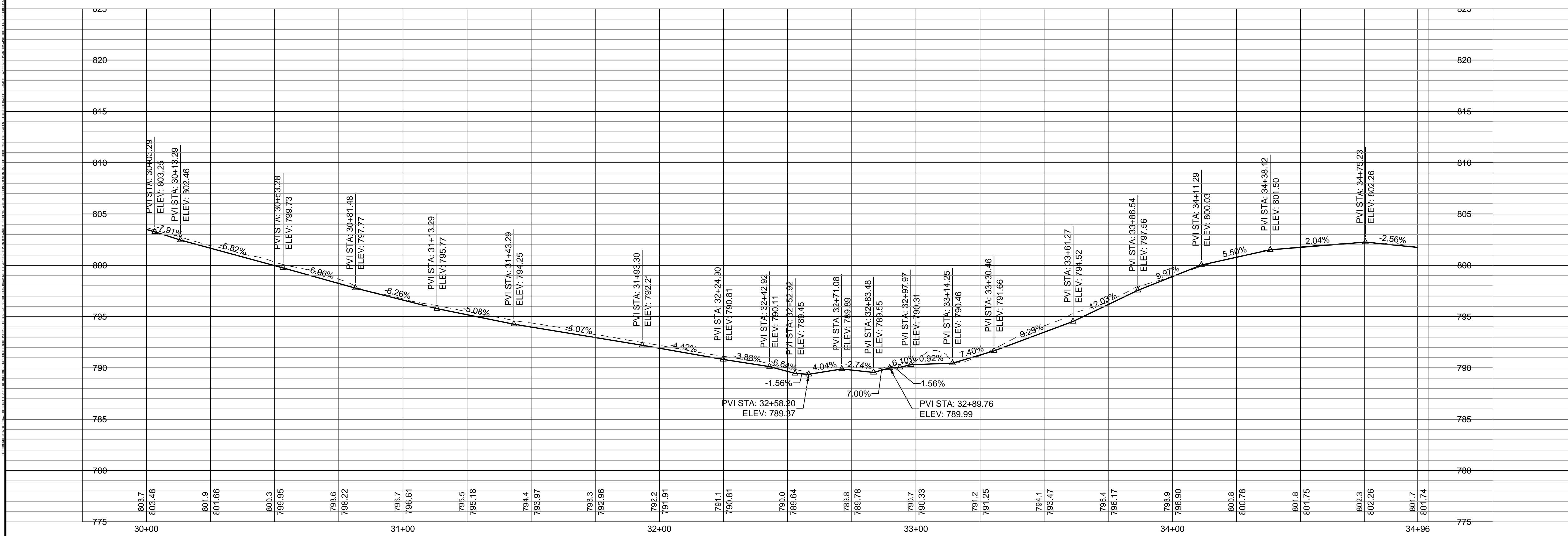
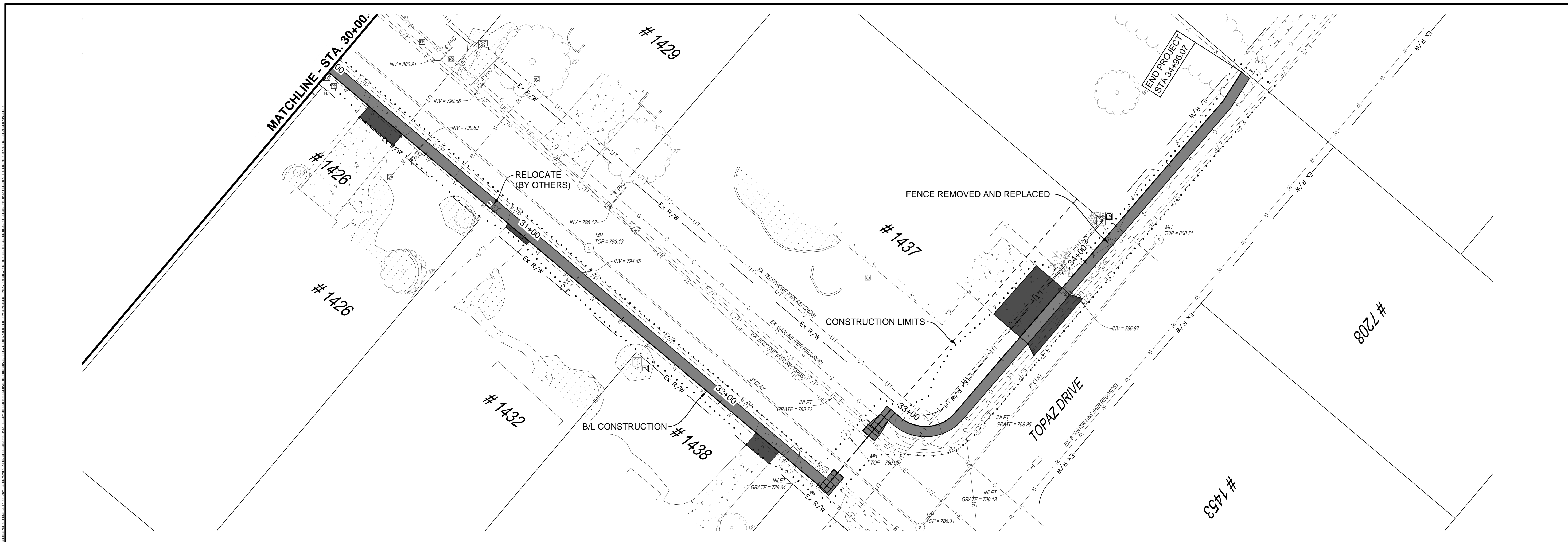
5
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VERTICAL SCALE
IN FEET

CALCULATED: KJC
CHECKED: SAM

RAMBLING HILLS SIDEWALK
PLAN AND PROFILE - STA 25+00.00 TO STA 30+00.00



9
26



HORIZONTAL SCALE
IN FEET

VERTICAL SCALE
IN FEET

CALCULATED
KJC

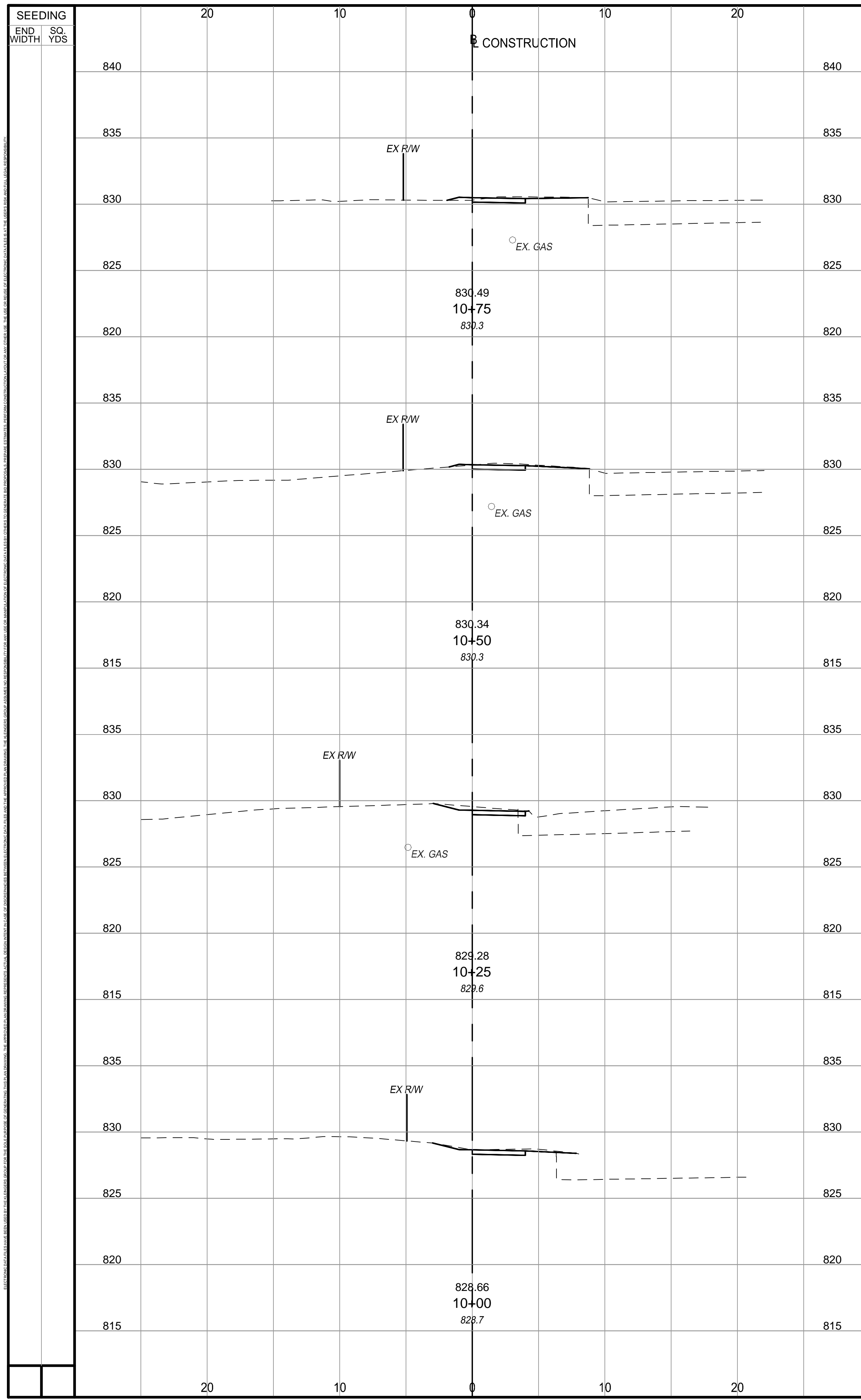
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SAM

RAMBLING HILLS SIDEWALK

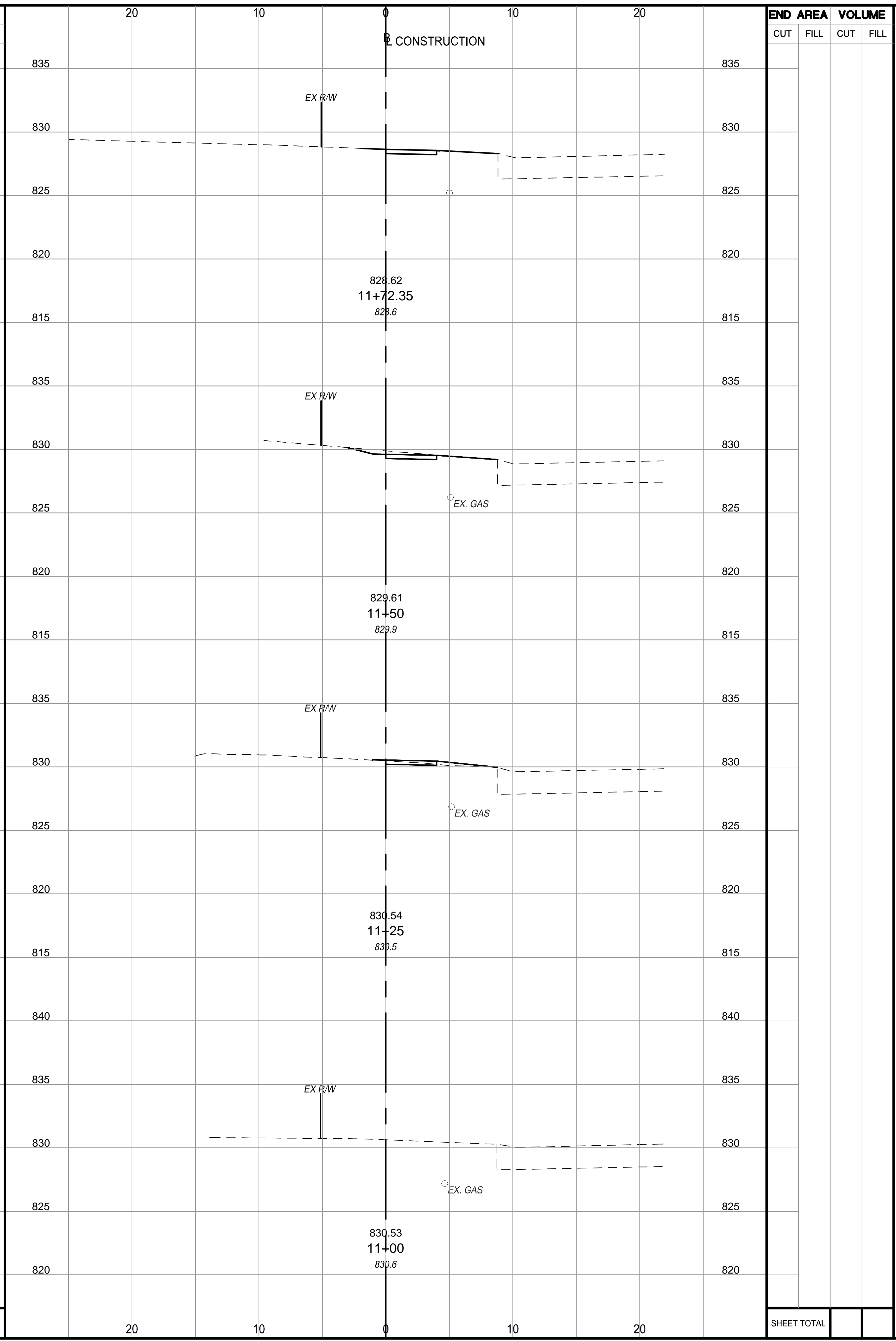
PLAN AND PROFILE - STA 30+00.00 TO STA 34+95.66

10

26



END AREA		VOLUME		SEEDING	
CUT	FILL	CUT	FILL	END WIDTH	SQ. YDS.
SHEET TOTAL					



END AREA		VOLUME	
CUT	FILL	CUT	FILL
SHEET TOTAL			

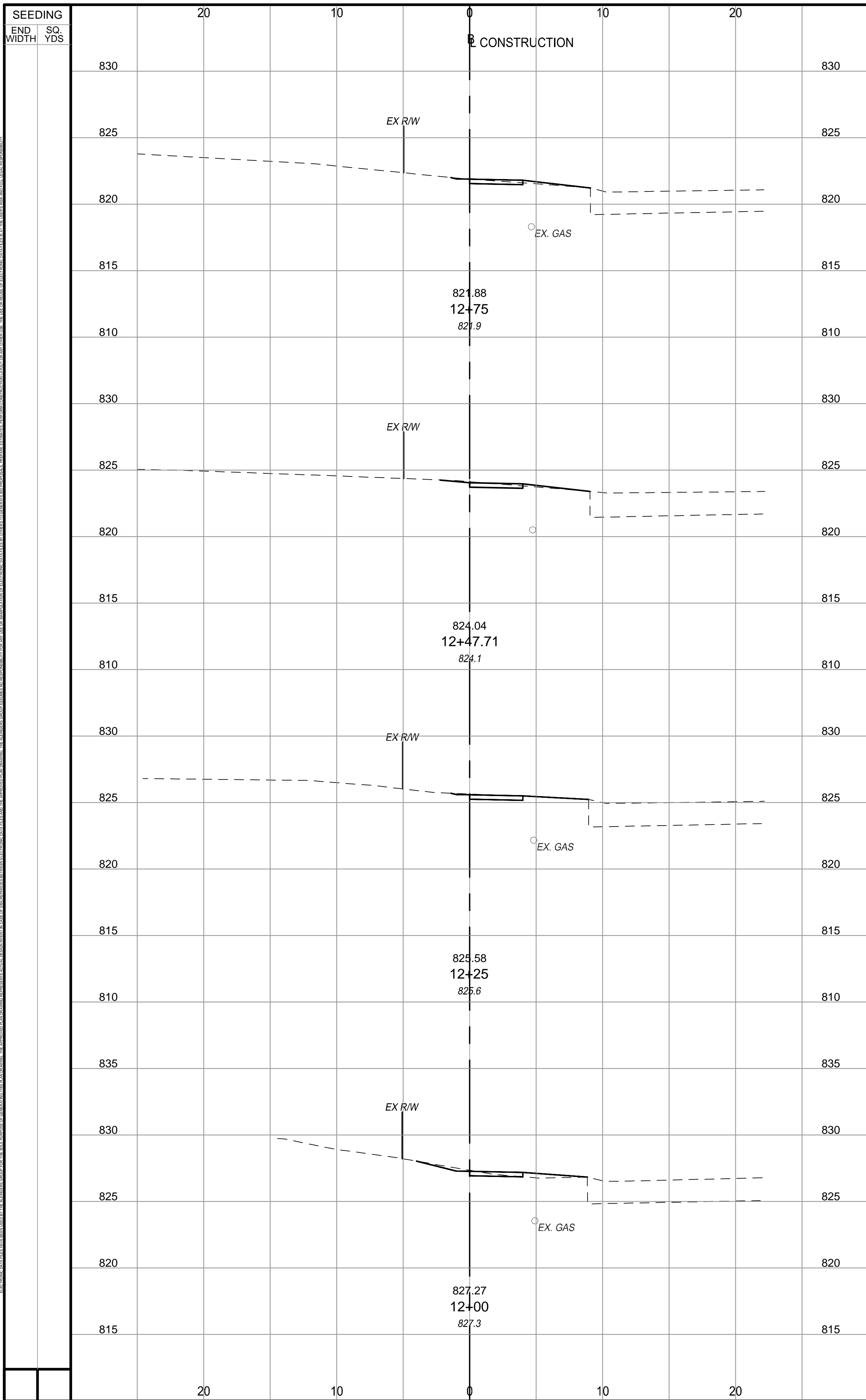
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0 5 10
 HORIZONTAL SCALE IN FEET

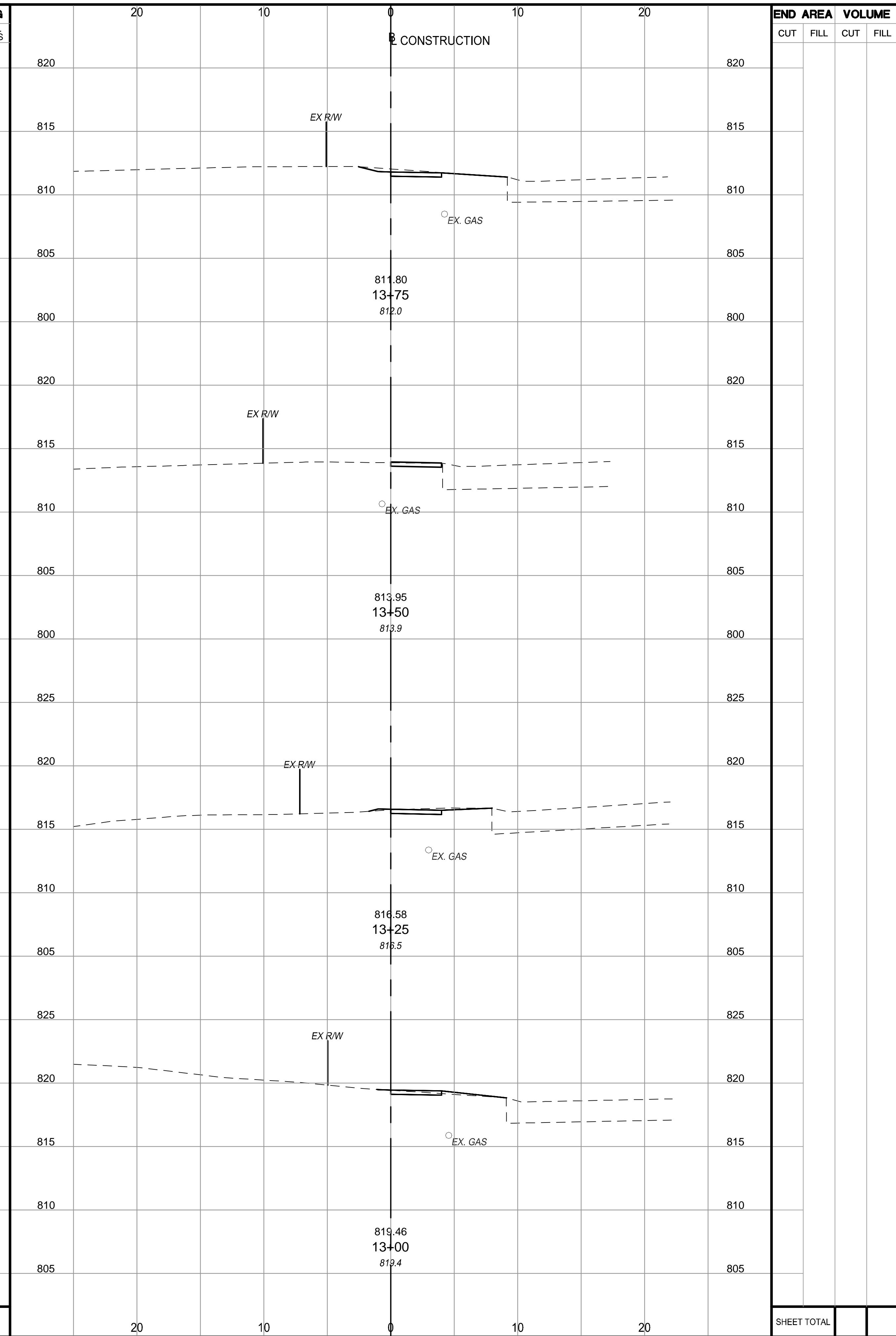
0 5 10
 VERTICAL SCALE IN FEET

RAMBLING HILLS SIDEWALK
 CROSS SECTIONS - STA. 10+00 TO STA. 11+75

THE KLEINGERS GROUP
 11
 26



SEEDING		20		10		0		10		20		END AREA CUT FILL	VOLUME CUT FILL	SEEDING		
END WIDTH	SQ. YDS.													END WIDTH	SQ. YDS.	
820		CONSTRUCTION										820				
815		EX RW										815				
810		EX GAS										810				
805		811.80 13+75 812.0										805				
800		813.95 13+50 813.9										800				
820		EX RW										820				
815		EX RW										815				
810		EX GAS										810				
805		816.58 13+25 816.5										805				
825		EX RW										825				
820		EX RW										820				
815		EX GAS										815				
810		819.46 13+00 819.4										810				
805												805				
SHEET TOTAL																



CALCULATED	KJC
CHECKED	SAM

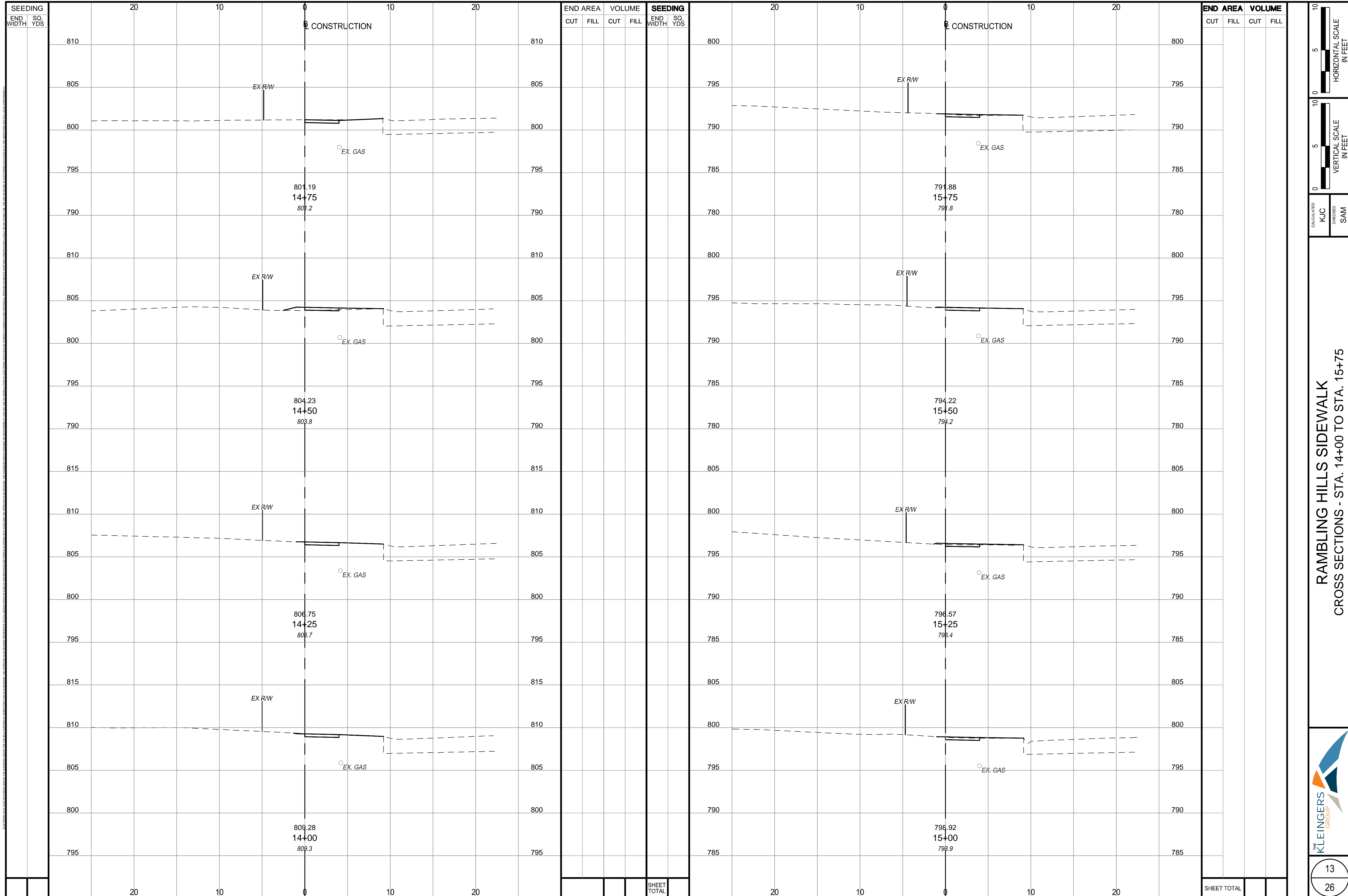
HORIZONTAL SCALE
IN FEET

VERTICAL SCALE
IN FEET

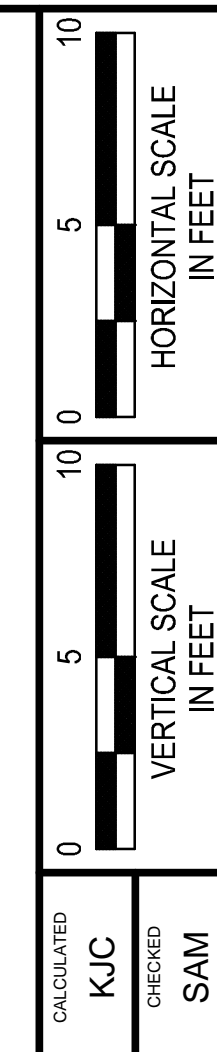
RAMBLING HILLS SIDEWALK
CROSS SECTIONS - STA. 12+00 TO STA. 13+75

12

26



SEEDING	END WIDTH	SQ. YDS.

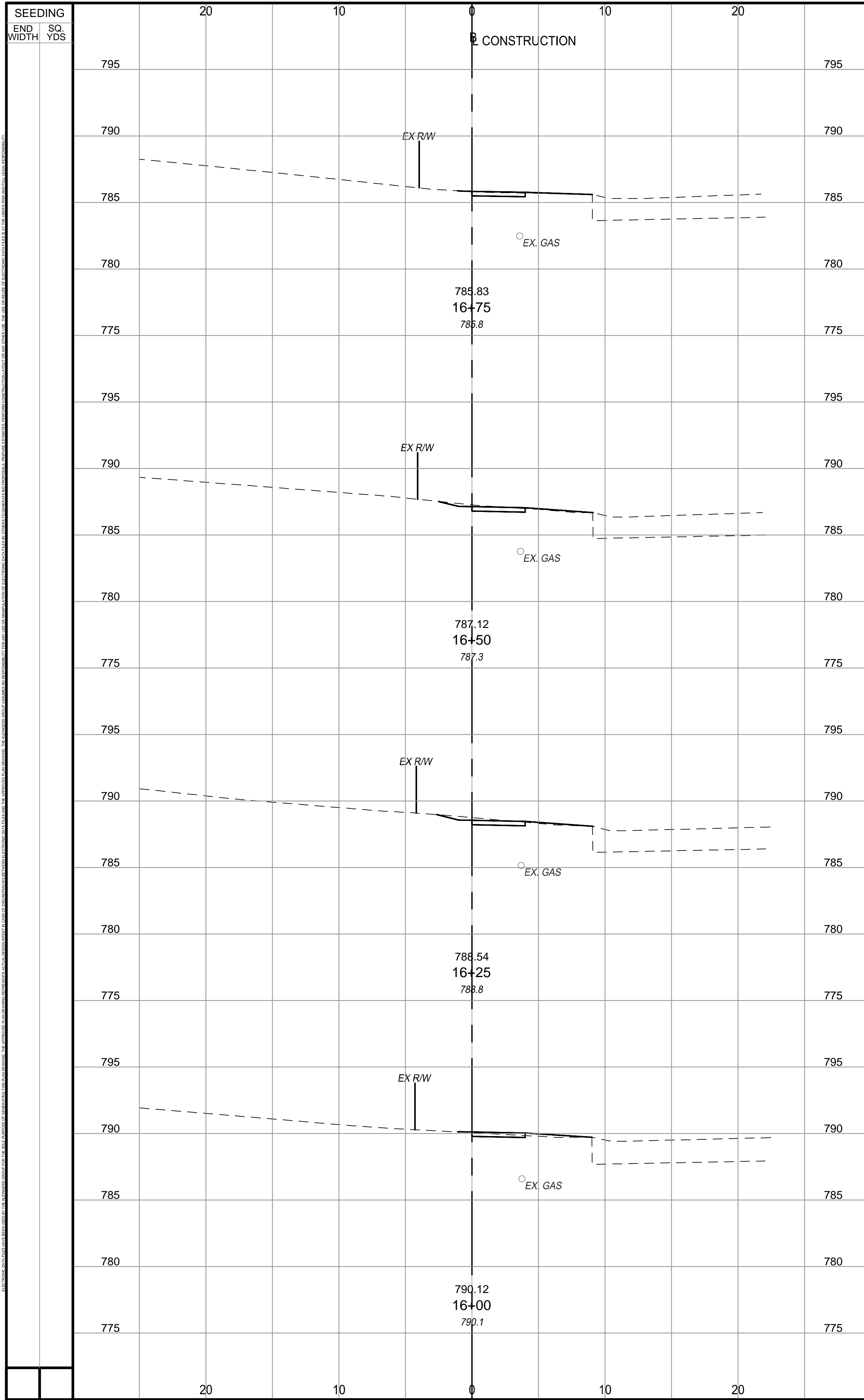


RAMBLING HILLS SIDEWALK
CROSS SECTIONS - STA. 14+00 TO STA. 15+75

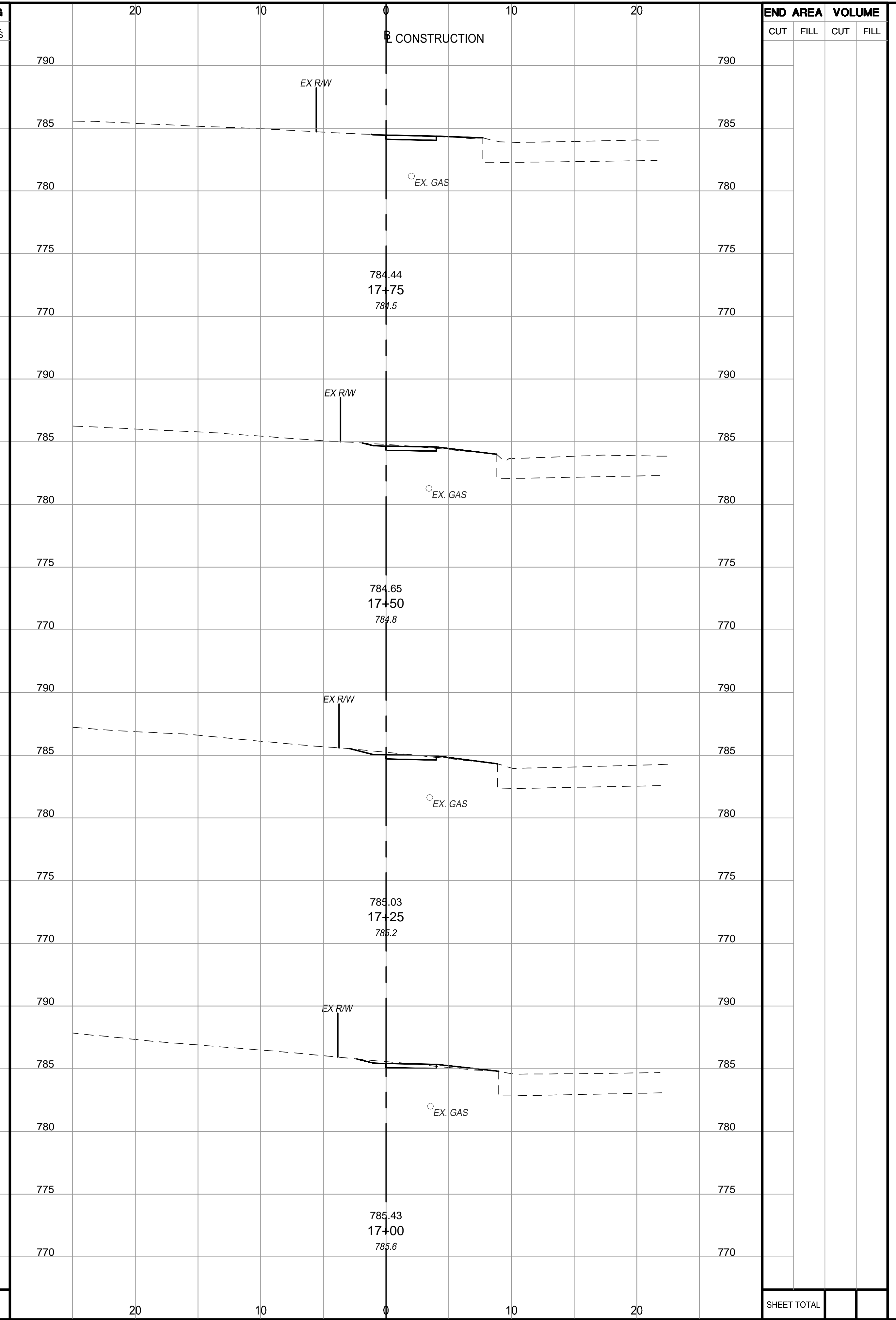
CALCULATED KJC	CHECKED SAM
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13
26

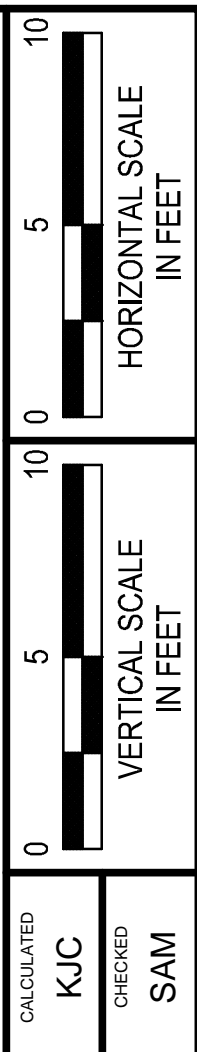




END AREA		VOLUME		SEEDING	
CUT	FILL	CUT	FILL	END WIDTH	SQ. YDS.
SHEET TOTAL					



END AREA		VOLUME	
CUT	FILL	CUT	FILL
SHEET TOTAL			



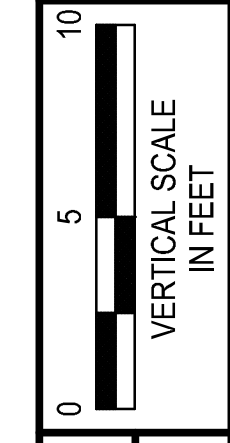
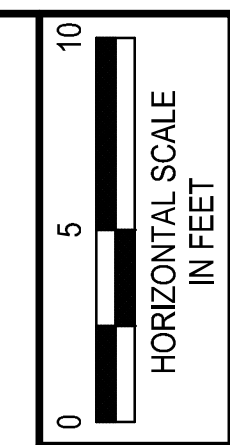
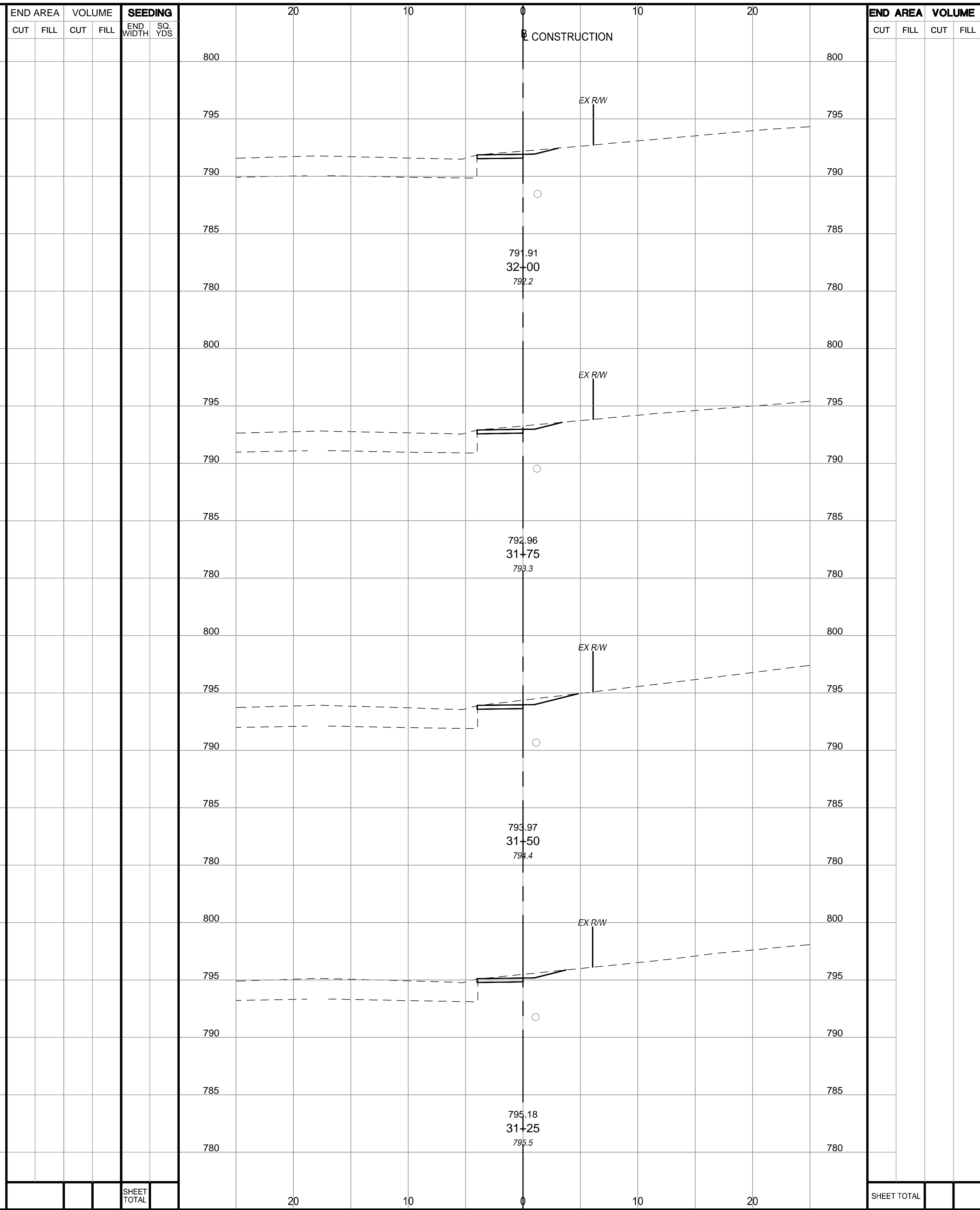
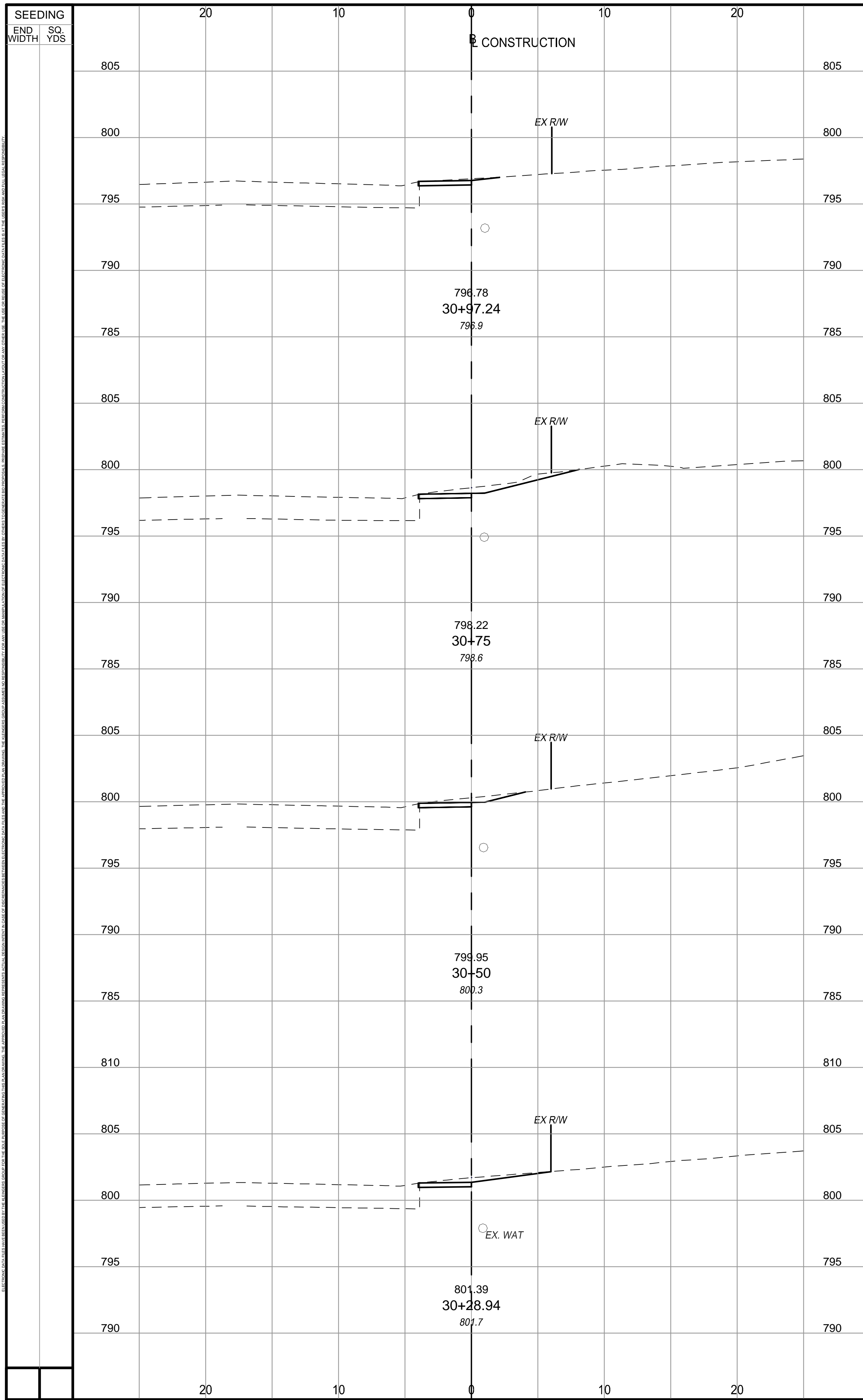
CALCULATED: KJC
 CHECKED: SAM

RAMBLING HILLS SIDEWALK
 CROSS SECTIONS - STA. 16+00 TO STA. 17+75

THE KLEINGERS GROUP

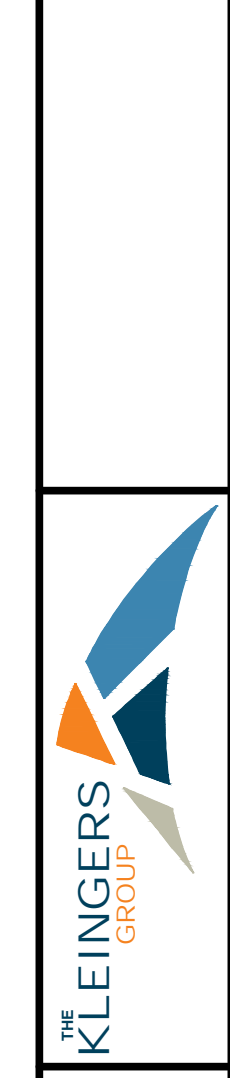
14

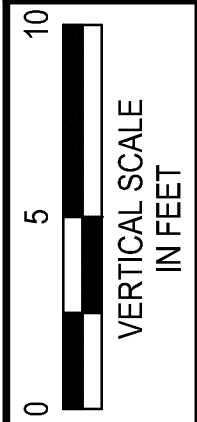
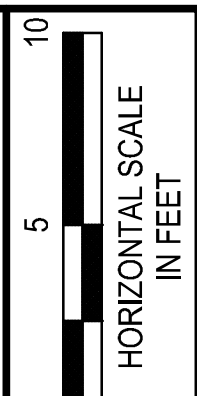
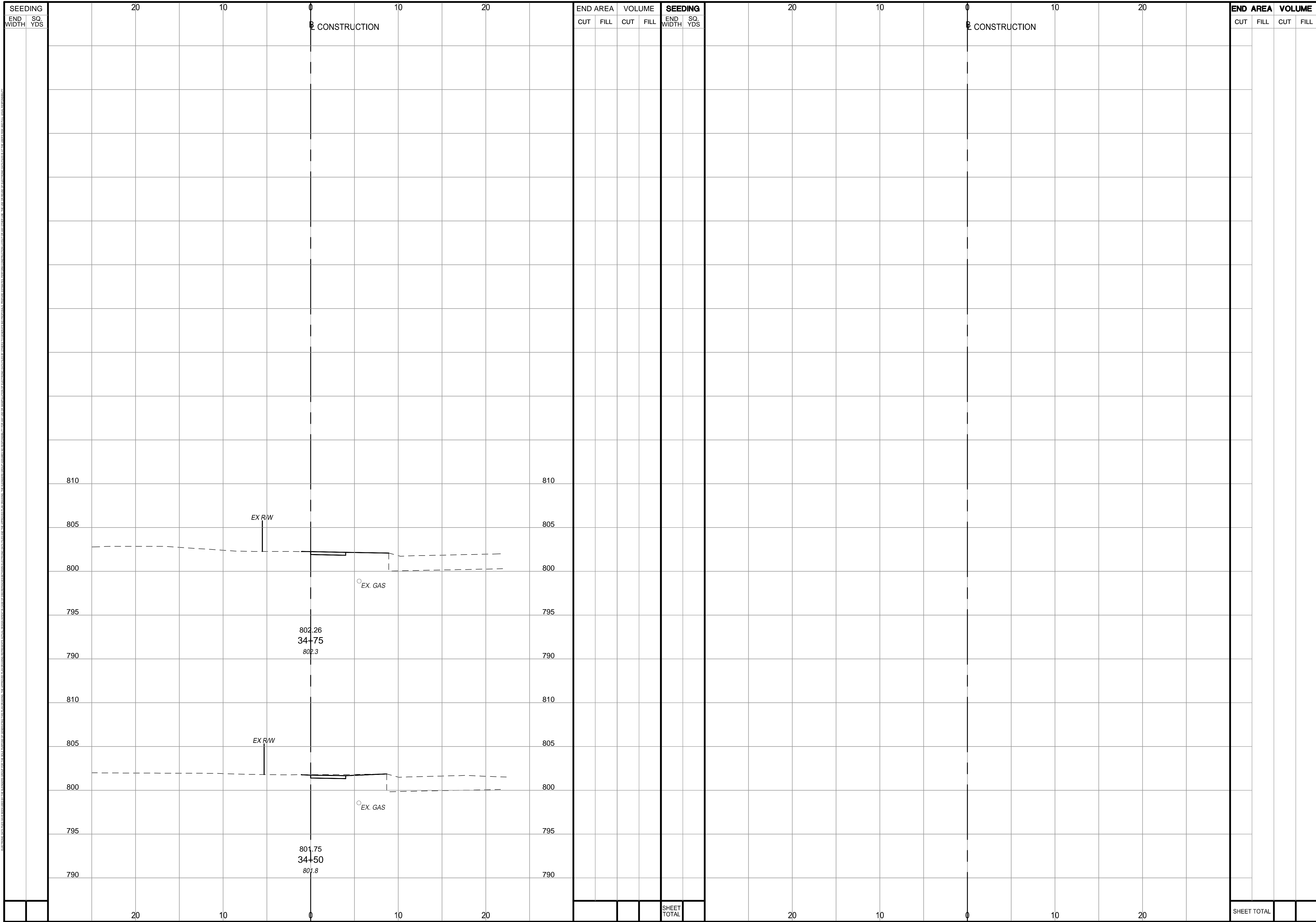
26



CALCULATED
KJC
CHECKED
SAM

RAMBLING HILLS SIDEWALK
CROSS SECTIONS - STA. 30+25 TO STA. 32+00

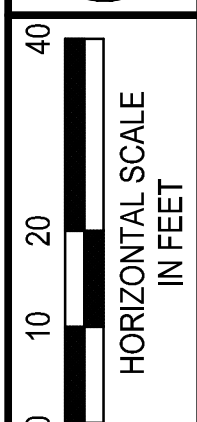




CALCULATED
KJC
CHECKED
SAM

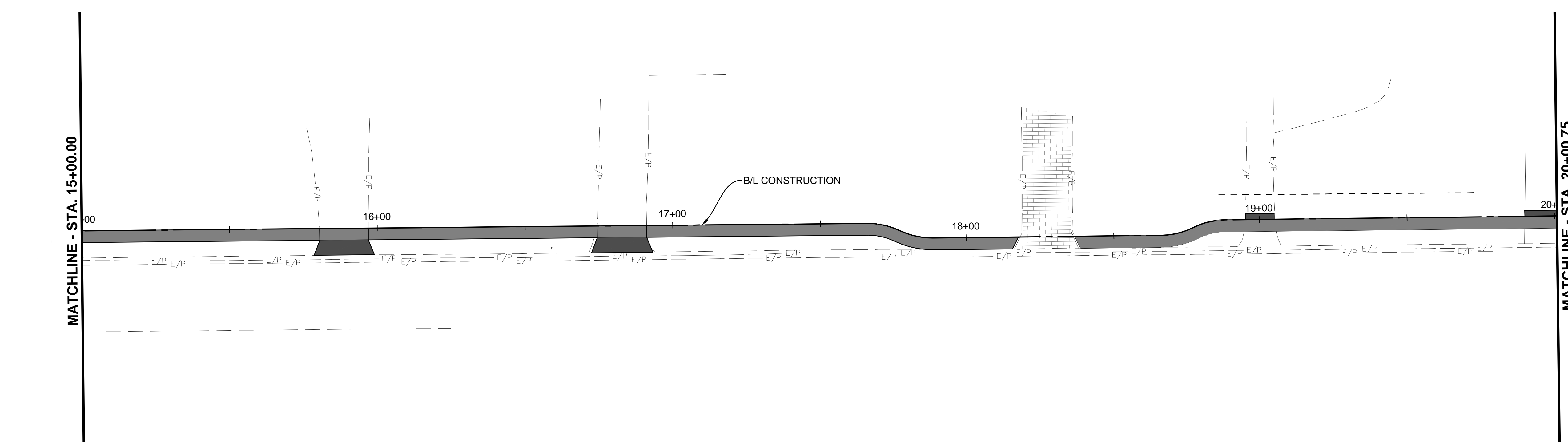
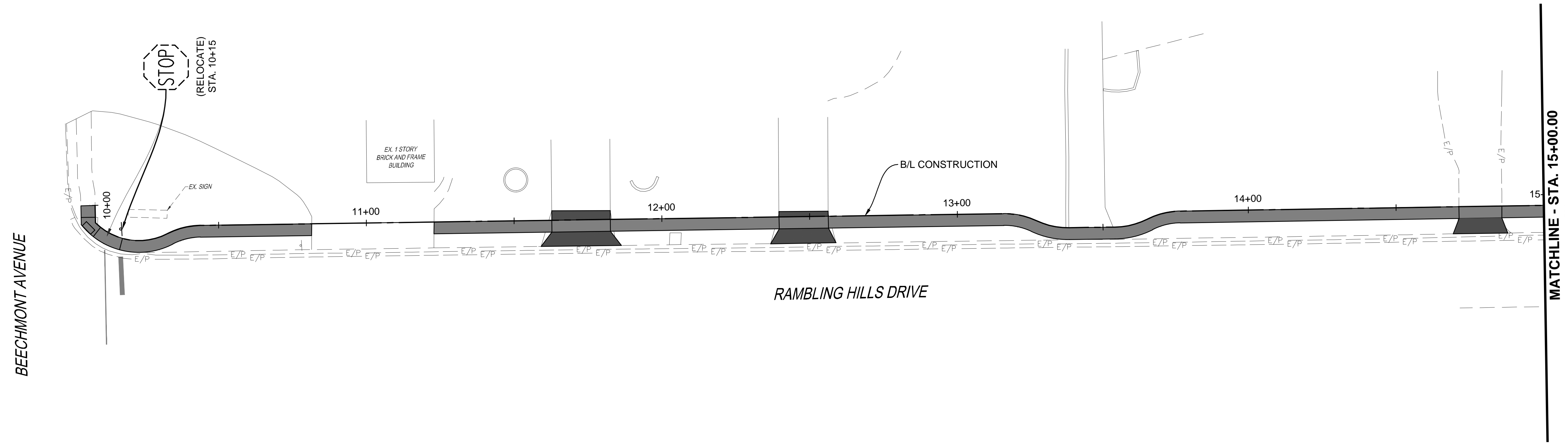
RAMBLING HILLS SIDEWALK
CROSS SECTIONS - STA. 34+50 TO STA. 34+75





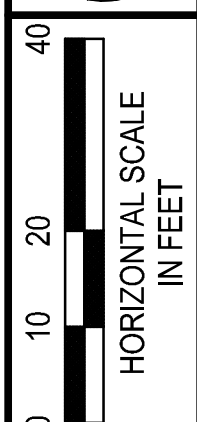
CALCULATED
CHECKED

RAMBLING HILLS SIDEWALK
TRAFFIC CONTROL - STA 10+00.00 TO STA 20+00



- PROPOSED SIGN
- RELOCATED SIGN
- EXISTING SIGN TO BE REMOVED
- EXISTING SIGN

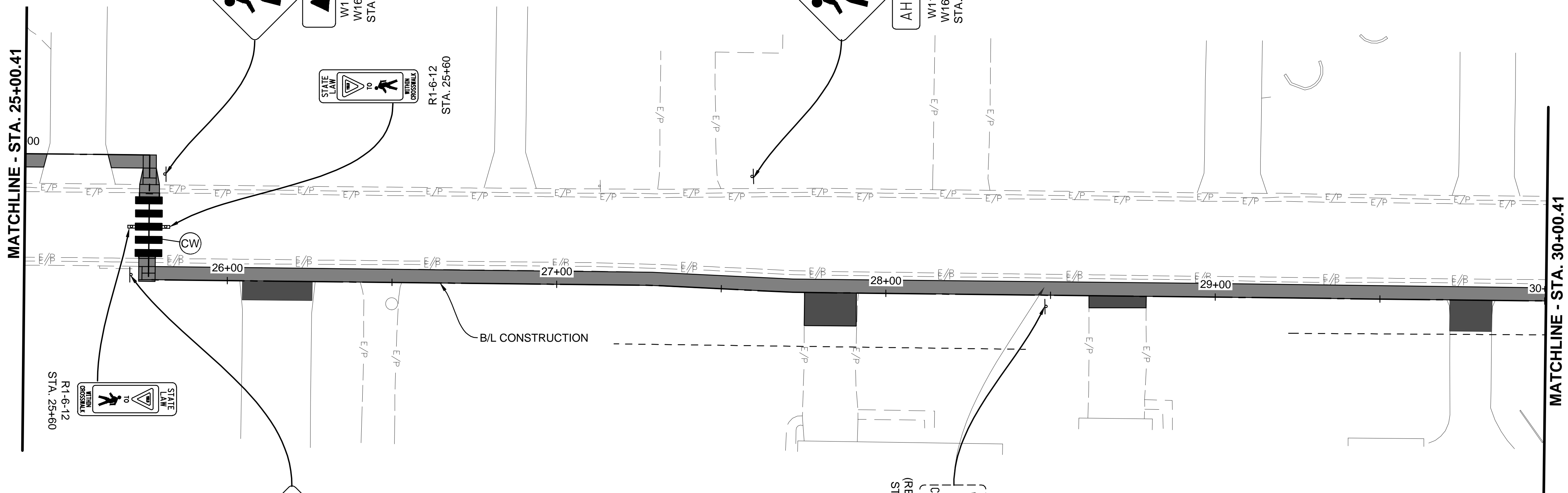
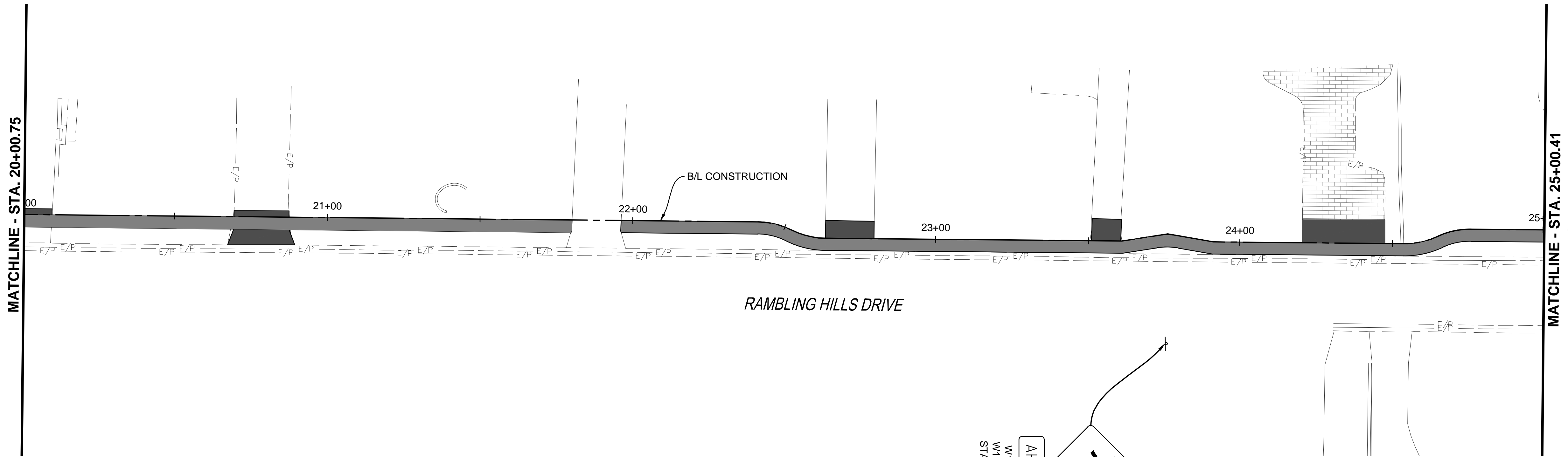
- ITEM 644 - CROSSWALK LINE, WHITE, 24"
- ITEM 644 - STOP LINE, WHITE



CALCULATED
CHECKED

RAMBLING HILLS SIDEWALK

TRAFFIC CONTROL - STA 20+00.00 TO STA 30+00.00



- PROPOSED SIGN
- RELOCATED SIGN
- EXISTING SIGN TO BE REMOVED
- EXISTING SIGN

R1-6-12
STA. 25+60

W11-2-30
W16-9P-24
STA. 25+75

W11-2-30
W16-7P-24
STA. 25+44

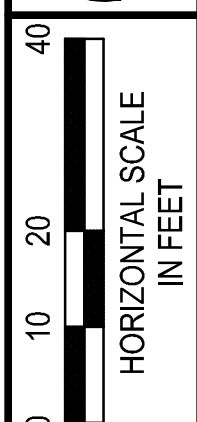
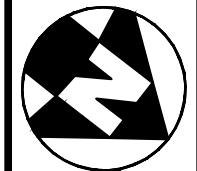
R1-6-12
STA. 25+60

WATCH
FOR
CHILDREN
(RELOCATE)
STA. 28+48

AHEAD
W11-2-30
W16-9P-24
STA. 27+60

AHEAD
W11-2-30
W16-9P-24
STA. 23+75





- ITEM 644 - CROSSWALK LINE, WHITE, 24"
- ITEM 644 - STOP LINE, WHITE





CALCULATED
CHECKED

RAMBLING HILLS SIDEWALK
TRAFFIC CONTROL - STA 30+00.00 TO STA 34+95.66



-  - PROPOSED SIGN
-  - RELOCATED SIGN
-  - EXISTING SIGN TO BE REMOVED
-  - EXISTING SIGN

-  ITEM 644 - CROSSWALK LINE, WHITE, 24"
-  ITEM 644 - STOP LINE, WHITE

