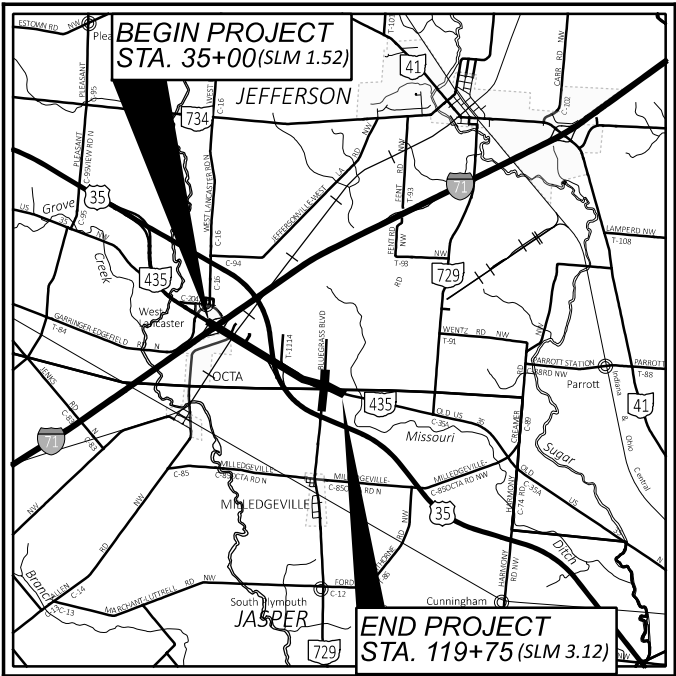




LOCATION MAP

LATITUDE: 39°36'52" N LONGITUDE: 83°35'50" W



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

DESIGN DESIGNATION

FOR DESIGN DESIGNATIONS, REFER TO SHEET P. 2

DESIGN EXCEPTIONS

DESIGN FEATURE	APPROVAL DATE	SHEET NUMBERS
----------------	---------------	---------------

NONE REQUIRED FOR BU-4

ADA DESIGN WAIVERS

NONE REQUIRED

UNDERGROUND UTILITIES

Contact Two Working Days
Before You Dig

OHIO811.org
Before You Dig

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

PLAN PREPARED BY:



ENGINEER'S SEAL

Digitally signed by Daniel P. Ficker
Date: 2024.03.12 11:00:59-04'00'

INDEX OF SHEETS:

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GENERAL NOTES	P.7
MAINTENANCE OF TRAFFIC	P.8 - P.25
PROJECT SITE PLAN (BU-4)	P.26
PLAN AND PROFILE (S.R. 435)	P.27 - P.31
PLAN AND PROFILE (I-71 RAMPS)	P.32 - P.37
CROSS SECTIONS (S.R. 435)	P.38 - P.54
CROSS SECTIONS (I-71 RAMPS)	P.55 - P.70
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STANDARD CONSTRUCTION DRAWINGS						SUPPLEMENTAL SPECIFICATIONS		SPECIAL PROVISIONS
BP-1.1	7/28/00	MH-3	1/19/24	MT-101.70	4/21/23	800-2023	4/21/2023	FAY-117955-SP
BP-2.1	1/21/22			MT-101.75	1/17/20	821	4/20/12	8/16/23
BP-2.2	1/15/21	RM-4.2	4/17/20	MT-101.90	7/17/20	832	7/15/22	
BP-4.1	7/19/13			MT-102.20	4/19/19	921	4/20/12	
BP-5.1	7/15/22	HW-1.1	7/20/18					
		HW-2.1	7/15/22					
CB-2-3, 2-4	1/20/23							
CB-2-5, 2-6	7/16/21	MT-95.30	7/19/19					
CB-3	7/16/21	MT-95.31	7/19/19					
CB-4A, 5A, 8A	7/16/21	MT-95.32	4/19/19					
		MT-95.45	1/17/20					
DM-1.1	7/17/20	MT-95.50	7/21/17					
DM-1.2	7/16/21	MT-98.10	1/17/20					
DM-4.3	1/15/16	MT-98.28	1/17/20					
DM-4.4	1/15/16	MT-98.29	1/17/20					
		MT-98.30	7/16/21					

STATE OF OHIO
DEPARTMENT OF TRANSPORTATION
FAY-435-1.52
I-71/SR 435 WEST (BU-4)
VILLAGE OF OCTA
JEFFERSON TOWNSHIP
JASPER TOWNSHIP
FAYETTE COUNTY

FEDERAL PROJECT NUMBER

NON-FEDERAL

RAILROAD INVOLVEMENT

NONE

PROJECT DESCRIPTION

THE PROJECT WILL MAKE IMPROVEMENTS TO SR-435, I-71 INTERCHANGE RAMPS AT SR-435, AND THE US-35 EXIT RAMP AT SR-435 IN FAYETTE COUNTY WITH PAVEMENT WIDENING, RESURFACING, AND OTHER WORK AS REQUIRED.

REMOVE, REDESIGN, AND REPLACE THE EXISTING SIGNALS AT SR-435/I-71 SB RAMPS, SR-435/I-71 NB RAMPS, AND SR-435/ALLEN RD. DESIGN AND INSTALL A NEW SIGNAL AT SR-435/US-35 WB EXIT RAMP TO SR-435.

REMOVE THE TEMPORARY SIGNAL AT THE AT SR-435/BUEGRASS BLVD/SR-729 INTERSECTION. DESIGN AND CONSTRUCT A ROUNDABOUT INTERSECTION.

EARTH DISTURBED AREAS (BU-4)

PROJECT EARTH DISTURBED AREA:	3.5 ACRES
ESTIMATED CONTRACTOR EARTH DISTURBED AREA:	0.5 ACRES
NOTICE OF INTENT EARTH DISTURBED AREA:	4.0 ACRES

NOTICE OF INTENT EARTH DISTURBED AREA: 24.0 ACRES
(TOTAL PROJECT BU-4/BU-5)

LIMITED ACCESS

THIS IMPROVEMENT IS ESPECIALLY DESIGNED FOR THROUGH TRAFFIC AND I-71 HAS BEEN DECLARED A LIMITED ACCESS HIGHWAY OR FREEWAY BY ACTION OF THE DIRECTOR IN ACCORDANCE WITH THE PROVISIONS OF SECTION 5511.02 OF THE OHIO REVISED CODE.

2023 SPECIFICATIONS

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

I HEREBY APPROVE THESE PLANS AND DECLARE THAT THE MAKING OF THIS IMPROVEMENT WILL NOT REQUIRE THE CLOSING TO TRAFFIC OF THE HIGHWAY EXCEPT AS NOTED ON SHEET P. 9 , AND THAT PROVISIONS FOR THE MAINTENANCE AND SAFETY OF TRAFFIC WILL BE AS SET FORTH ON THE PLANS AND ESTIMATES.

Anthony C. Turowski, P.E.
District 06 Deputy Director

Jack Marchbanks, PhD
Director, Department of Transportation

BU-4 RFC
3/12/2024

BU-4 - I-71/SR 435 WEST		
NO.	DATE	DESCRIPTION
ISSUE RECORD		

TITLE SHEET

DESIGN AGENCY



DESIGNER

DPF

REVIEWER

DCJ 03/08/24

PROJECT ID

117955

SHEET

P. 1

TOTAL

81

DESIGN DESIGNATION

DESIGN DESIGNATION - SR-435 FROM PROJECT BEGINNING TO STA. 86+00

LOCATION:	SR-435
CURRENT ADT (2024):	18,680
DESIGN YEAR ADT (2044):	24,590
DESIGN HOURLY VOLUME:	3,580
DIRECTIONAL DISTRIBUTION:	68%
TRUCKS:	27%
DESIGN SPEED:	35 MPH (FROM BEGIN PROJECT TO STA. 63+78) 60 MPH (FROM STA. 63+78 TO 86+00)
LEGAL SPEED:	35 MPH (FROM BEGIN PROJECT TO STA. 63+78) 55 MPH (FROM STA. 63+78 TO 86+00)
DESIGN FUNCTIONAL CLASSIFICATION:	05 – MAJOR COLLECTOR (RURAL)
NHS:	NO

DESIGN DESIGNATION - SR-435 FROM STA. 86+00 TO END PROJECT

LOCATION:	SR-435
CURRENT ADT (2024):	8,110
DESIGN YEAR ADT (2044):	12,830
DESIGN HOURLY VOLUME:	2,280
DIRECTIONAL DISTRIBUTION:	68%
TRUCKS:	12%
DESIGN SPEED:	60 MPH
LEGAL SPEED:	55 MPH
DESIGN FUNCTIONAL CLASSIFICATION:	05 – MAJOR COLLECTOR (RURAL)
NHS:	NO

DESIGN DESIGNATION – US-35 WB EXIT RAMP TO SR-435 (RAMP D)

LOCATION:	US-35 WB EXIT RAMP TO SR-435 (RAMP D)
CURRENT ADT (2024):	4,240
DESIGN YEAR ADT (2044):	7,280
DESIGN HOURLY VOLUME:	840
DIRECTIONAL DISTRIBUTION:	-
TRUCKS:	31%
DESIGN SPEED:	REFER TO L&D VOLUME 1 SECTION 503.2
LEGAL SPEED:	
DESIGN FUNCTIONAL CLASSIFICATION:	02 – OTHER FREEWAYS OR EXPRESSWAYS (RURAL)
NHS:	YES

DESIGN DESIGNATION – I-71 SB EXIT RAMP TO SR-435 (RAMP EN)

LOCATION:	I-71 SB EXIT RAMP TO SR-435 (RAMP EN)
CURRENT ADT (2024):	4,340
DESIGN YEAR ADT (2044):	5,150
DESIGN HOURLY VOLUME:	670
DIRECTIONAL DISTRIBUTION:	-
TRUCKS:	29%
DESIGN SPEED:	REFER TO L&D VOLUME 1 SECTION 503.2
LEGAL SPEED:	
DESIGN FUNCTIONAL CLASSIFICATION:	01 – INTERSTATE (RURAL)
NHS:	YES

DESIGN DESIGNATION – I-71 NB EXIT RAMP TO SR-435 (RAMP WS)

LOCATION:	I-71 NB EXIT RAMP TO SR-435 (RAMP WS)
CURRENT ADT (2024):	4,570
DESIGN YEAR ADT (2044):	5,250
DESIGN HOURLY VOLUME:	590
DIRECTIONAL DISTRIBUTION:	-
TRUCKS:	29%
DESIGN SPEED:	REFER TO L&D VOLUME 1 SECTION 503.2
LEGAL SPEED:	
DESIGN FUNCTIONAL CLASSIFICATION:	01 – INTERSTATE (RURAL)
NHS:	YES

DESIGN DESIGNATION – SR-435 TO I-71 SB ENTRANCE RAMP (RAMP NW)

LOCATION:	SR-435 TO I-71 SB ENTRANCE RAMP (RAMP NW)
CURRENT ADT (2024):	4,040
DESIGN YEAR ADT (2044):	4,350
DESIGN HOURLY VOLUME:	760
DIRECTIONAL DISTRIBUTION:	-
TRUCKS:	26%
DESIGN SPEED:	REFER TO L&D VOLUME 1 SECTION 503.2
LEGAL SPEED:	
DESIGN FUNCTIONAL CLASSIFICATION:	01 – INTERSTATE (RURAL)
NHS:	YES

DESIGN DESIGNATION – SR-729

LOCATION:	SR-729
CURRENT ADT (2024):	1,190
DESIGN YEAR ADT (2044):	3,090
DESIGN HOURLY VOLUME:	290
DIRECTIONAL DISTRIBUTION:	63%
TRUCKS:	16%
DESIGN SPEED:	60 MPH
LEGAL SPEED:	55 MPH
DESIGN FUNCTIONAL CLASSIFICATION:	05 – MAJOR COLLECTOR (RURAL)
NHS:	NO

DESIGN DESIGNATION – BLUEGRASS BLVD

LOCATION:	BLUEGRASS BLVD
CURRENT ADT (2024):	8,280
DESIGN YEAR ADT (2044):	16,370
DESIGN HOURLY VOLUME:	2,380
DIRECTIONAL DISTRIBUTION:	73%
TRUCKS:	5%
DESIGN SPEED:	60 MPH
LEGAL SPEED:	55 MPH
DESIGN FUNCTIONAL CLASSIFICATION:	07 – LOCAL ROAD (RURAL)
NHS:	NO

DESIGN AGENCY



DESIGNER

DPF

REVIEWER

DCJ 03/08/24

PROJECT ID

117955

SHEET

P. 2

TOTAL

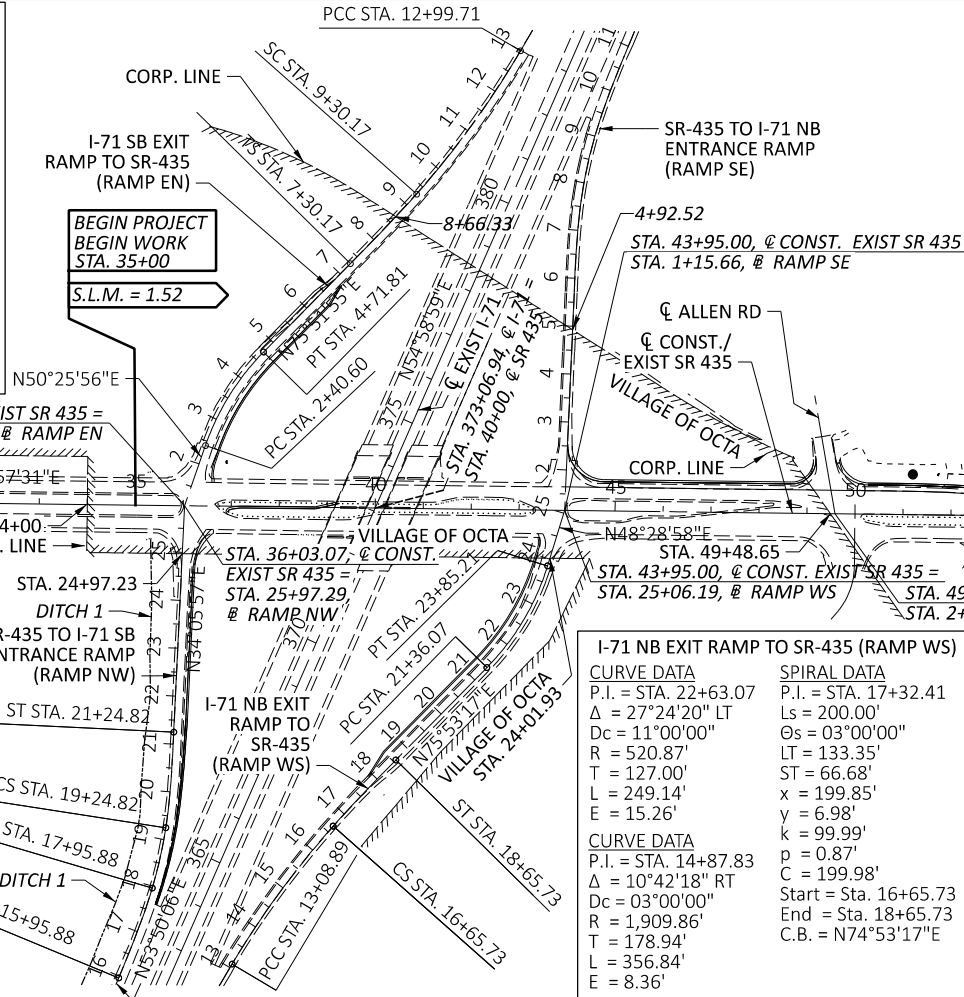
81

I-71 SB EXIT RAMP TO SR-435 (RAMP EN)
CURVE DATA
P.I. = STA. 3+58.14
Δ = 25°25'59" RT
Dc = 11°00'00"
R = 520.87'
T = 117.54'
L = 231.21'
E = 13.1'
CURVE DATA
P.I. = STA. 11+15.52
Δ = 11°05'10" LT
Dc = 03°00'00"
R = 1,909.86'
T = 185.35'
L = 369.54'
E = 8.97'

SPIRAL DATA
P.I. = STA. 8+63.52
Ls = 200.00'
Os = 03°00'00"
LT = 133.35'
ST = 66.68'
x = 199.95'
y = 3.49'
k = 99.99'
p = 0.87'
C = 199.98'
Start = Sta. 7+30.17
End = Sta. 9+30.17
C.B. = N74°51'55"E

SR-435 TO I-71 SB ENTRANCE RAMP (RAMP NW)
CURVE DATA
P.I. = STA. 18+60.45
Δ = 07°44'11" LT
Dc = 06°00'00"
R = 954.93'
T = 64.57'
L = 128.94'
E = 2.18'
SPIRAL DATA
P.I. = STA. 17+29.29
Ls = 200.00'
Os = 06°00'00"
LT = 133.41'
ST = 66.74'
x = 199.78'
y = 6.98'
k = 99.96'
p = 1.74'
C = 199.90'
Start = Sta. 15+95.88
End = Sta. 17+95.88
C.B. = N51°50'07"E

SPIRAL DATA
P.I. = STA. 19+91.56
Ls = 200.00'
Os = 06°00'00"
LT = 133.41'
ST = 66.74'
x = 199.42'
y = 13.95'
k = 99.96'
p = 1.74'
C = 199.90'
Start = Sta. 19+24.82
End = Sta. 21+24.82
C.B. = N36°05'56"E



CONST./EXIST SR 435
CURVE DATA
P.I. = STA. 55+02.22
Δ = 01°25'00" LT
Dc = 00°16'00"
R = 21,485.94'
T = 265.64'
L = 531.25'
E = 1.64'

I-71 NB EXIT RAMP TO SR-435 (RAMP WS)
CURVE DATA
P.I. = STA. 22+63.07
Δ = 27°24'20" LT
Dc = 11°00'00"
R = 520.87'
T = 127.00'
L = 249.14'
E = 15.26'
CURVE DATA
P.I. = STA. 14+87.83
Δ = 10°42'18" RT
Dc = 03°00'00"
R = 1,909.86'
T = 178.94'
L = 356.84'
E = 8.36'

SPIRAL DATA
P.I. = STA. 17+32.41
Ls = 200.00'
Os = 03°00'00"
LT = 133.35'
ST = 66.68'
x = 199.85'
y = 6.98'
k = 99.99'
p = 0.87'
C = 199.98'
Start = Sta. 16+65.73
End = Sta. 18+65.73
C.B. = N74°53'17"E

PARTICIPATION	
FUND	LOCATION
01/SAF/21	I-71 RAMP EN/RAMP WS/RAMP NW; US 35 RAMP D
02/SAF/21	SR 435/ROUNDAABOUT/BLUEGRASS/SR729

US-35 WB ENTRANCE RAMP TO SR-435 (RAMP C)
CURVE DATA
P.I. = STA. 227+20.87
Δ = 19°21'51" RT
Dc = 06°45'00"
R = 848.83'
T = 144.82'
L = 286.88'
E = 12.27'

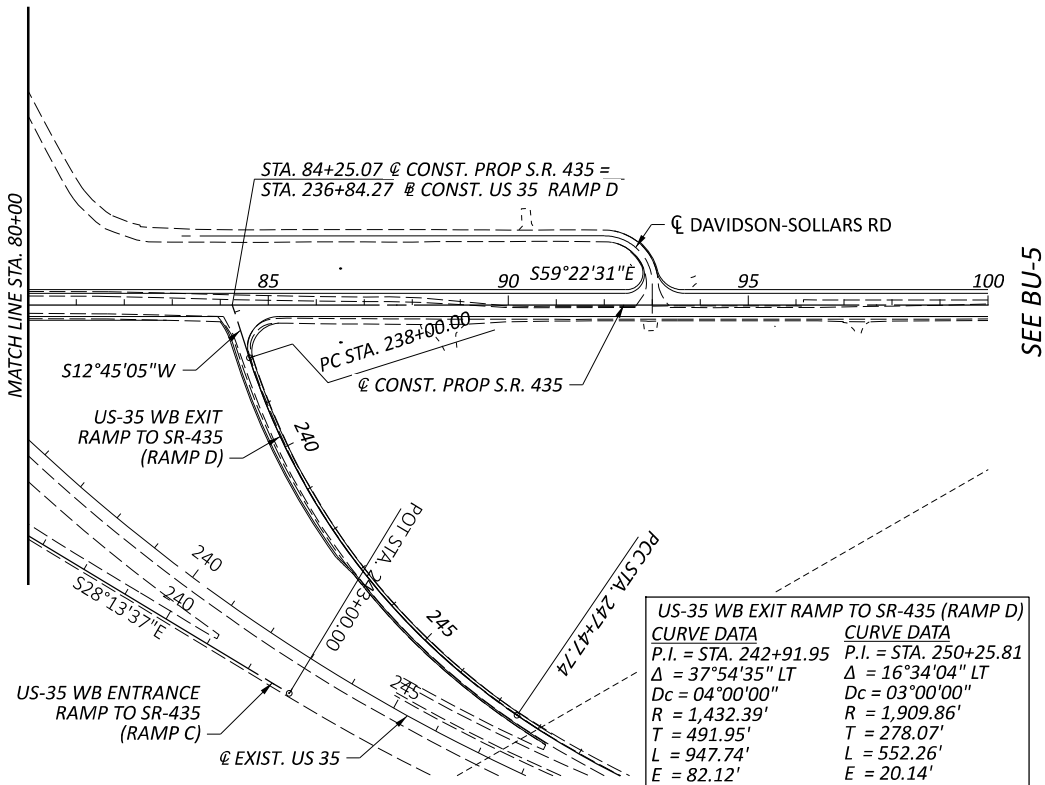
CURVE DATA
P.I. = STA. 229+61.48
Δ = 11°47'03" RT
Dc = 06°00'00"
R = 954.93'
T = 98.55'
L = 196.4'
E = 5.07'

PROJECT CONTROL POINTS

CONTROL POINT	NORTHING (GROUND)	EASTING (GROUND)	NORTHING (GRID)	EASTING (GRID)	ELEV	DESC	ALIGNMENT	STATION	OFFSET
100	589060.598	1661179.587	589000.873	1661011.160	1057.826	CNPT	CL EX. SR 435 EAST	93+50.16	35.424 LT
101	589227.624	1660770.483	589167.882	1660602.097	1058.615	CNPT	CL EX. SR 435 EAST	89+13.03	29.249 RT
102	591593.362	1657195.501	591533.380	1657027.478	1062.200	IPINS	CL EX. SR 435 WEST	46+28.56	126.827 LT
103	591770.163	1656878.193	591710.163	1656710.202	1055.282	IPINS	CL EX. SR 435 WEST	42+65.79	108.354 LT
104	591527.048	1657208.523	591467.073	1657040.499	1052.667	IPINS	CL EX. SR 435 WEST	46+74.78	77.523 LT
105	591011.712	1657962.657	590951.789	1657794.556	1057.412	IPINS	CL EX. SR 435 WEST	55+88.08	37.911 LT
106	587860.255	1664814.690	587800.652	1664645.894	1042.538	IPINS	CL EX. SR 435 EAST	132+41.19	19.8 LT
107	587750.060	1665287.998	587690.468	1665119.154	1043.693	IPINS	CL EX. SR 435 EAST	137+27.16	19.544 LT
108	592043.049	1656226.559	591983.022	1656058.634	1050.967	IPINS	CL EX. SR 435 WEST	35+68.65	6.042 RT
109	591734.331	1656733.798	591674.335	1656565.822	1053.921	CUT	CL EX. SR 435 WEST	41+62.41	1.374 LT
110	591819.274	1656582.369	591759.269	1656414.408	1053.016	CUT	CL EX. SR 435 WEST	39+88.98	6.96 RT
111	591875.533	1656482.875	591815.523	1656314.924	1052.677	CUT	CL EX. SR 435 WEST	38+74.80	12.056 RT
112	589720.142	1659871.972	589660.350	1659703.678	1060.310	MAGS	CL EX. SR 435 EAST	78+88.81	75.137 RT
113	589934.807	1659829.666	589874.994	1659661.376	1060.872	MAGS	CL EX. SR 435 EAST	77+43.06	88.036 LT
114	588716.808	1661757.924	588657.118	1661589.438	1051.835	IPID	CL EX. SR 435 EAST	100+23.09	34.174 LT
115	588621.386	1661814.142	588561.706	1661645.651	1052.643	MAGS	CL EX. SR 435 EAST	101+19.17	21.304 RT

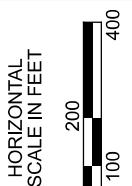
PROJECT BENCHMARKS

BM	NORTHING (GROUND)	EASTING (GROUND)	NORTHING (GRID)	EASTING (GRID)	ELEV	DESC	ALIGNMENT	STATION	OFFSET
44217	591805.548	1656899.944	591745.545	1656731.951	1056.868	X-NOTCH IN CONC. BASE OF LIGHT POLE	CL EX. SR 435 WEST	42+65.46	149.9 LT
44218	589492.600	1660734.726	589432.831	1660566.344	1057.766	X-NOTCH ON CONC. PAD	CL EX. SR 435 EAST	87+47.28	180.6 LT
44223	589194.015	1660806.208	589134.277	1660637.819	1059.161	SPIKE IN POWER POLE	CL EX. SR 435 EAST	89+60.89	39.97 RT
44228	591352.006	1657508.258	591292.049	1657340.203	1057.081	X-NOTCH ON CONC. PAD	CL EX. SR 435 WEST	50+21.72	88.17 LT
45100	588528.210	1662146.140	588468.539	1661977.615	1049.862	ARROW BOLT ON FH	CL EX. SR 435 EAST	104+60.40	35.05 LT
46786	588688.868	1662621.578	588629.181	1662453.005	1048.534	X-NOTCH ON TOP OF HEADWALL	CL EX. SR 435 EAST	108+93.99	330.8 LT
48608	592018.586	1656552.286	591958.561	1656384.328	1051.464	X-NOTCH IN CONC. BASE OF LIGHT POLE	CL EX. SR 435 WEST	38+57.74	146 LT



US-35 WB EXIT RAMP TO SR-435 (RAMP D)
CURVE DATA
P.I. = STA. 242+91.95
Δ = 37°54'35" LT
Dc = 04°00'00"
R = 1,432.39'
T = 491.95'
L = 947.74'
E = 82.12'

CURVE DATA
P.I. = STA. 250+25.81
Δ = 16°34'04" LT
Dc = 03°00'00"
R = 1,909.86'
T = 278.07'
L = 552.26'
E = 20.14'



SCHEMATIC PLAN - BUILDABLE UNIT (BU-4)

DESIGN AGENCY

Palmer
ENGINEERING
8350 E. KEMPER RD.
SUITE B
CINCINNATI, OH 45249
513-469-1600

DESIGNER

REVIEWER

DCJ 03/08/24

PROJECT ID

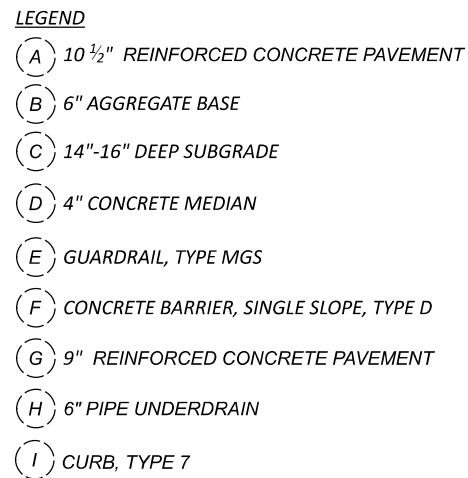
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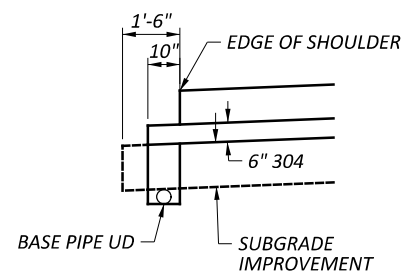
SHEET

P. 3

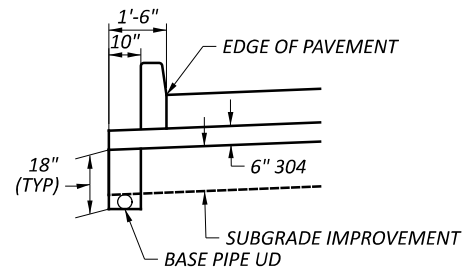
TOTAL

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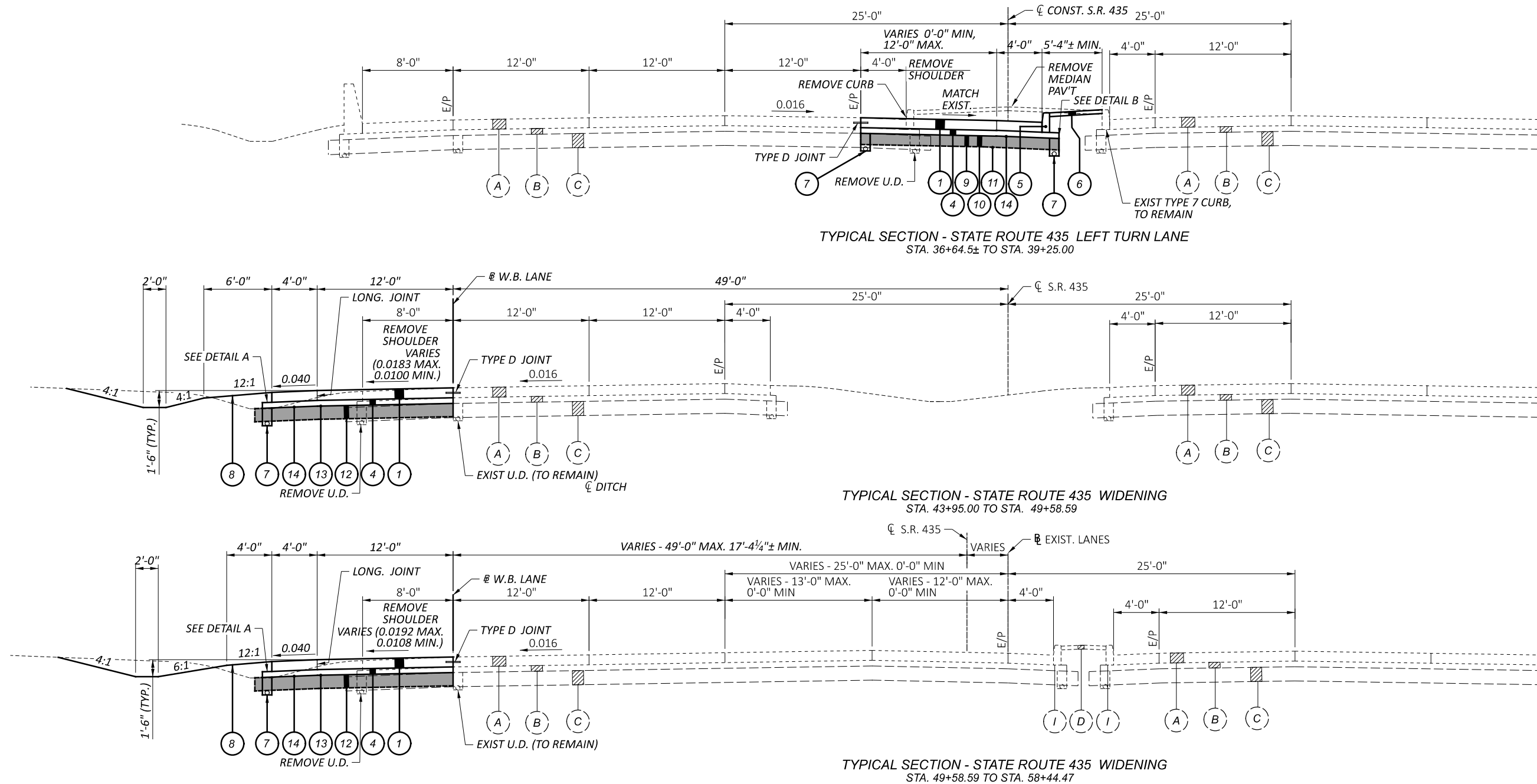




DETAIL A



DETAIL B



PROPOSED ITEM LEGEND

- | | | | |
|---|--|----|--|
| 1 | ITEM 452 – 10 ½" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC 1P | 9 | ITEM 204 - EXCAVATION OF SUBGRADE, 12" |
| 2 | ITEM 451 – 9" REINFORCED CONCRETE PAVEMENT, CLASS QC 1P | 10 | ITEM 204 - GRANULAR MATERIAL, TYPE B |
| 3 | ITEM 452 – 9" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC 1P | 11 | ITEM 204 - GEOTEXTILE FABRIC |
| 4 | ITEM 304 - 6" AGGREGATE BASE | 12 | ITEM 206 - CEMENT STABILIZED SUBGRADE, 14" |
| 5 | ITEM 609 - CURB, TYPE 7 | 13 | ITEM 206 - CURING COAT |
| 6 | ITEM 609 - 4" CONCRETE MEDIAN | 14 | ITEM 204 - PROOF ROLLING |
| 7 | ITEM 605 - 6" BASE PIPE UNDERDRAIN (18" DEEP) | | |
| 8 | ITEM 659 - SEEDING & MULCHING | | |

SUBGRADE STABILIZATION LIMITS

EXISTING ITEM LEGEND (SEE SHEET P. 4)

DESIGN AGENCY

Palmer
 ENGINEERING

8350 E. KEMPER RD.
 SUITE B
 CINCINNATI, OH 45249
 513-469-1600

DESIGNER

DPF

REVIEWER

DCJ 03/08/24

PROJECT ID

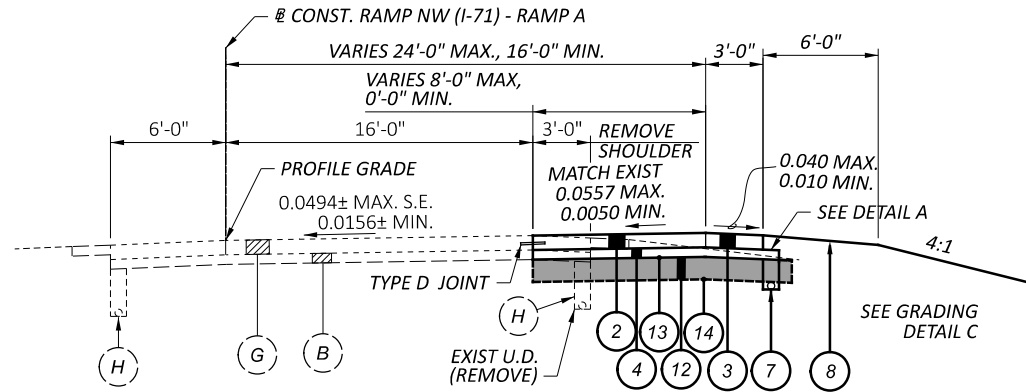
117955

SHEET TOTAL

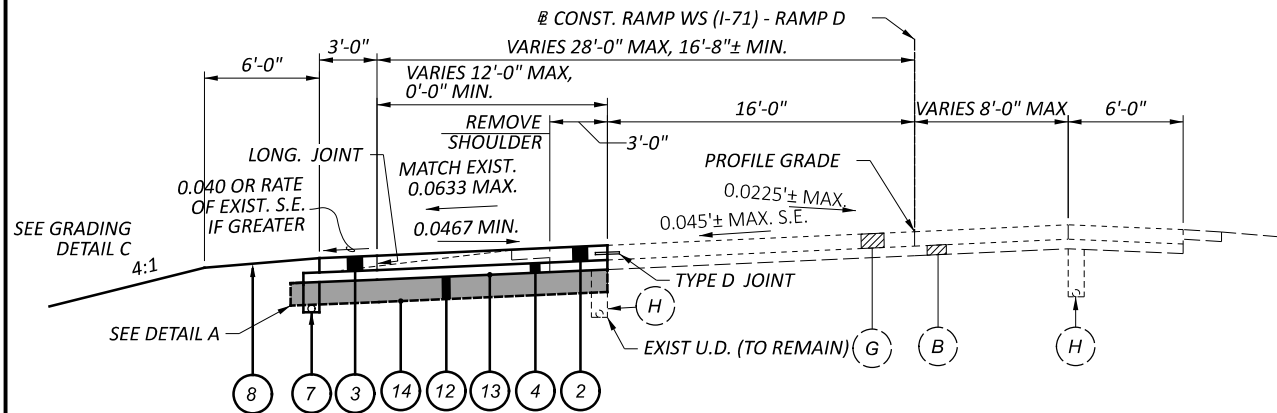
P. 5 81

PROPOSED ITEM LEGEND (SEE SHEET P. 5)

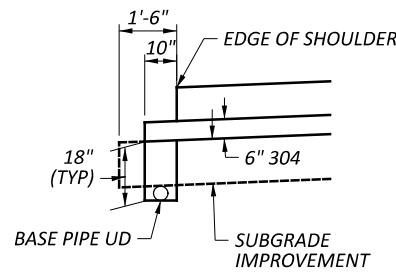
EXISTING ITEM LEGEND (SEE SHEET P. 4)



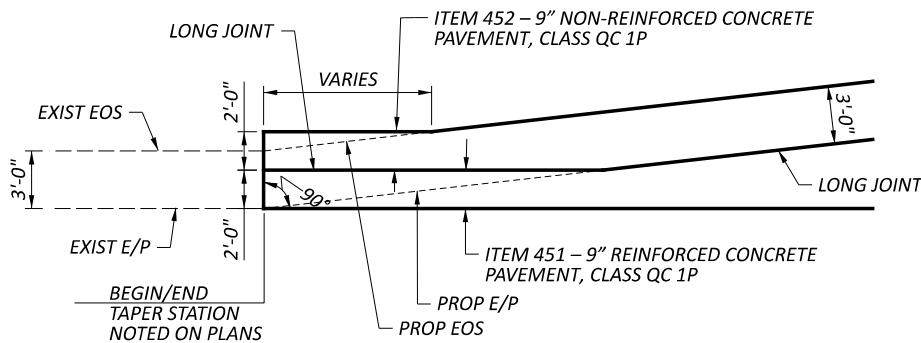
TYPICAL SECTION - RAMP NW (I-71) - RAMP A
STA. 17+65.21 TO STA. 25+89.84



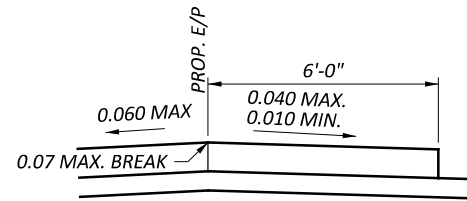
TYPICAL SECTION - RAMP WS (I-71) - RAMP D
STA. 17+90.00 TO STA. 24+46.54



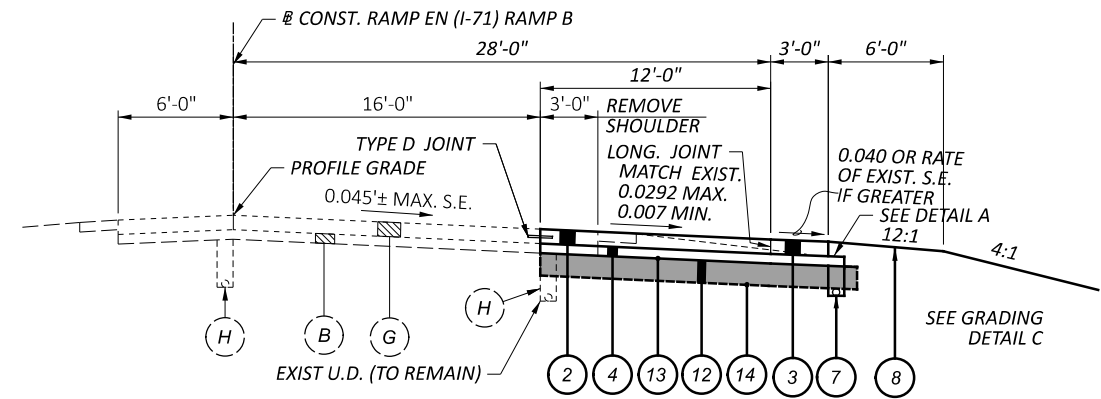
DETAIL A



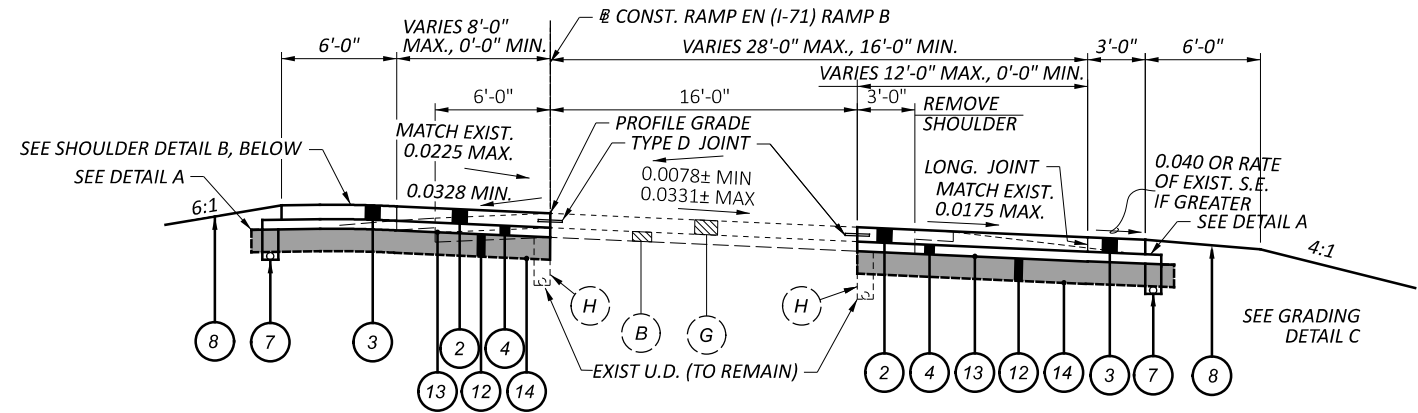
DETAIL - PLAN VIEW
RAMP WIDENING TIE-IN



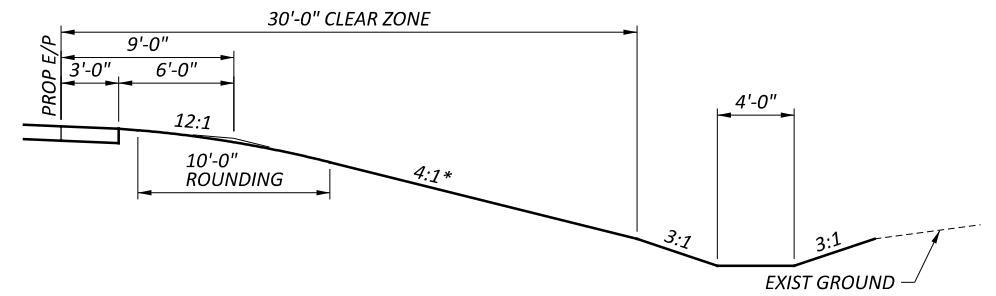
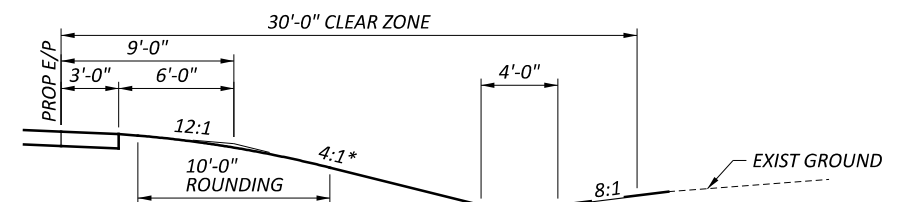
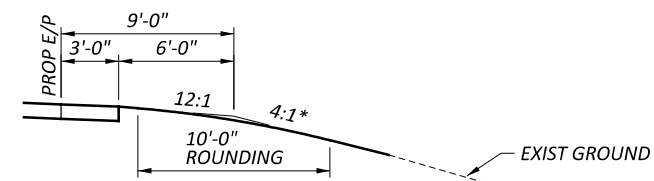
SHOULDER DETAIL B



TYPICAL SECTION - RAMP EN (I-71) RAMP B
STA. 1+67.19 TO STA. 4+71.64



TYPICAL SECTION - RAMP EN (I-71) RAMP B
STA. 4+71.64 TO STA. 6+85.00 LT
STA. 2+40.60 TO STA. 6+85.00 RT



GRADING DETAIL C
(SEE CROSS SECTIONS)
* 6:1 WHERE NOTED WITH VFS ON RAMP WS (RAMP D)

ROUNDING

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

UTILITIES

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

TRAFFIC SIGNALS AND LIGHTING:
OHIO DEPARTMENT OF TRANSPORTATION – DISTRICT 6
DAVID CARLIN
DAVID.CARLIN@DOT.OHIO.GOV
740-833-8198

WATER AND SANITARY SEWER:
FAYETTE COUNTY ENGINEER’S OFFICE
WATER & SEWER DEPARTMENT
STEVE LUEBBE
STEVE.LUEBBE@FAYETTE-CO-OH.COM
740-333-3538

TELECOMMUNICATIONS:
AT&T
SCOTT ECKLEY
SE1236@ATT.COM
937-965-9839

TELECOMMUNICATIONS:
SPECTRUM/CHARTER
JIM OREBAUGH
JIM.OREBAUGH@CHARTER.COM
740-253-2122

ELECTRIC:
AES
BILL WARD
WILLIAM.WARD@AES.COM

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

WORK LIMITS

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

SEEDING AND MULCHING

SEEDING AND MULCHING SHALL BE APPLIED TO ALL AREAS OF EXPOSED SOIL BETWEEN THE RIGHT-OF-WAY LINES, AND WITHIN THE CONSTRUCTION LIMITS FOR AREAS OUTSIDE THE RIGHT-OF-WAY LINES COVERED BY WORK AGREEMENT OR SLOPE EASEMENT.

CLEARING AND GRUBBING

THE PLANS DO NOT IDENTIFY INDIVIDUAL TREES AND STUMPS FOR REMOVAL. UNLESS SPECIFICALLY DESIGNATED AS "DO NOT DISTURB" IN THE PLANS, REMOVE ALL TREES AND STUMPS WITHIN THE CONSTRUCTION LIMITS

SURVEYING PARAMETERS

PRIMARY PROJECT CONTROL MONUMENTS GOVERN ALL POSITIONING ON ODOT PROJECTS. SEE SHEET P. 3 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: NGS OPUS
MONUMENT TYPE: VARIOUS SET BY ODOT, SEE TABLE SHEET P.3

VERTICAL POSITIONING

ORTHOMETRIC HEIGHT DATUM: NAVD88
GEOID: GEOID 18

HORIZONTAL POSITIONING

REFERENCE FRAME: NAD83 (2011) EPOCH 2010.0
ELLIPSOID: GRS80
MAP PROJECTION: LAMBERT CONFORMAL CONIC
COORDINATE SYSTEM: OHIO STATE PLANE COORDINATE SYSTEM, SOUTH ZONE
COMBINED SCALE FACTOR: 0.99989861 (GROUND TO GRID)
PROJECT SCALE FACTOR: 1.00010140 (GRID TO GROUND)
ORIGIN OF COORDINATE SYSTEM: GRID COORDINATES SCALED ABOUT 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.

PROTECTION OF RIGHT-OF-WAY LANDSCAPING

PRIOR TO BEGINNING WORK, THE CONTRACTOR, THE PROJECT ENGINEER, AND A REPRESENTATIVE OF THE MAINTAINING AGENCY WILL REVIEW AND RECORD ALL LANDSCAPING ITEMS WITHIN THE RIGHT-OF-WAY (BOTH WITHIN AND OUTSIDE THE CONSTRUCTION LIMITS). A RECORD OF THIS REVIEW WILL BE KEPT IN THE PROJECT ENGINEER’S FILES. PRIOR TO FINAL ACCEPTANCE, A FINAL REVIEW OF LANDSCAPING ITEMS WILL BE MADE.

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

SUBMIT A WRITTEN REQUEST TO THE PROJECT ENGINEER TO USE ANY AREA OUTSIDE THESE LIMITS. THE DOCUMENT SUBMITTED MUST CLEARLY IDENTIFY THE AREA AND EXPLAIN THE PROPOSED USE AND RESTORATION OF THE AREA. EXCEPT AS INDICATED ON SHEET P. 3, USE OF THESE AREAS FOR DISPOSAL OF WASTE MATERIAL AND CONSTRUCTION DEBRIS, EXCAVATION OF BORROW MATERIAL AND PLACEMENT OF PORTABLE PLANTS IS PROHIBITED. THE REQUEST MUST BE APPROVED, IN WRITING, BEFORE THE CONTRACTOR HAS PERMISSION TO USE THE AREA.

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

CROSSINGS AND CONNECTIONS TO EXISTING PIPES AND UTILITIES

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

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

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

DRAINAGE DISCHARGE CONTINUANCE

FURNISH A DRAINAGE DISCHARGE CONTINUANCE FOR ANY DRAINAGE DISCHARGE DISTURBED BY THE WORK AND NOT SHOWN IN THE PLANS. THE LOCATION, TYPE (CONDUIT OR SWALE), SIZE AND GRADE OF THE DRAINAGE DISCHARGE CONTINUANCE WILL BE AGREED TO BY THE ENGINEER

FURNISH AN INSPECTION WELL AT THE RIGHT OF WAY LINE IN ACCORDANCE WITH SCD DM-3.1 FOR EACH DRAINAGE DISCHARGE THAT OUTLETS THROUGH A CURB OPENING, OR INTO A STORM SEWER OR DRAINAGE STRUCTURE.

FURNISH A WELL GRADED TRANSITION BETWEEN THE DITCH AND THE SWALE WHEN OUTLETTING A SWALE TO A DITCH.

FURNISH AN EROSION CONTROL PAD AS SHOWN IN SCD DM-1.1 WHEN OUTLETTING A CONDUIT TO A DITCH.

FURNISH A DRILLED HOLE OR A CURB SECTION WITH A HOLE WHEN OUTLETTING A CONDUIT THROUGH A CURB OPENING.

FURNISH A DRILLED CORE HOLE WHEN OUTLETTING INTO A STORM SEWER OR DRAINAGE STRUCTURE. .

DOCUMENTATION
THE CONTRACTOR SHALL FURNISH WRITTEN DOCUMENTATION TO THE ENGINEER AND TO THE DISTRICT R/W PERMIT OFFICE. THE DOCUMENTATION INCLUDES THE CONSTRUCTION PROJECT NUMBER, PID, COUNTY, ROUTE, SECTION, LATITUDE AND LONGITUDE OF THE DRAINAGE DISCHARGE AT THE R/W, THE NAME OF PROPERTY OWNER WITH ADDRESS, THE DATE THE DRAINAGE DISCHARGE WAS LOCATED, THE DATE THE DRAINAGE DISCHARGE CONTINUANCE WAS FURNISHED, A DETAILED DESCRIPTION OF THE WORK AND PICTURES OF THE DRAINAGE DISCHARGE CONTINUANCE (IN PDF OR JPEG FORMAT).

DRAINAGE DISCHARGE CONTINUANCE REMOVAL
THE ENGINEER MAY REQUIRE THE NEWLY INSTALLED DRAINAGE DISCHARGE CONTINUANCE TO BE REMOVED.

REMOVE THE NEWLY INSTALLED CONDUIT AND ANY EXISTING CONDUIT TO THE RIGHT OF WAY LINE. FOR CONDUIT THAT OUTLETS THROUGH THE CURB RESTORE THE CURB BY FILLING THE HOLE WITH CLASS QC 1 CONCRETE OR REPLACE THE CURB SECTION. FOR STRUCTURE THAT OUTLETS TO A STORM SEWER OR DRAINAGE STRUCTURE LEAVE 6 INCHES PROTRUDING OUTSIDE OF THE STRUCTURE. PLUG THE PROTRUDING CONDUIT WITH EITHER A MANUFACTURED CAP OR CLASS QC 1 CONCRETE. FOR CONDUIT THAT OUTLETS TO THE DITCH REMOVE THE EROSION CONTROL PAD. RESTORE ALL AREAS AS REQUIRED. PLUG THE EXISTING CONDUIT REGARDLESS OF SIZE AT THE RIGHT OF WAY LINE WITH CLASS QC 1 CONCRETE AND RESTORE ALL AREAS AS REQUIRED.

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.

EXISTING SUBSURFACE DRAINAGE

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

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

POST CONSTRUCTION STORM WATER TREATMENT

THIS PLAN UTILIZES STRUCTURAL BEST MANAGEMENT PRACTICES (BMP'S) FOR POST CONSTRUCTION STORM WATER TREATMENT.

VEGETATED FILTER STRIP

THIS PLAN UTILIZES VEGETATED FILTER STRIP(S) FOR POST CONSTRUCTION STORM WATER TREATMENT. PLACE EITHER ITEM 660 SODDING OR ITEM 659 SEEDING AND MULCHING WITH A 4-INCH LIFT OF TOPSOIL AND ITEM 670, SLOPE EROSION PROTECTION TO ALL DISTURBED AREAS DESIGNATED AS VEGETATED FILTER STRIPS, THE EDGE OF SHOULDER, AND THE FORESLOPE AS SPECIFIED IN THE PLANS.

EMBANKMENT OVER EXISTING DITCHES

WHERE EMBANKMENT IS PROPOSED TO PLACED IN EXISTING DITCHES, THE CONTRACTOR SHALL EXCAVATE AND REPLACE UNSUITABLE MATERIAL BEFORE PLACING EMBANKMENTS. EXCAVATE THE UNSUITABLE MATERIAL TO A NOMINAL DEPTH OF 2 FEET BELOW THE EXISTING ELEVATION OF THE DITCH BOTTOM, THE LIMITS OF WHICH SHALL BE THE WIDTH OF THE DITCH. SHAPE AND COMPACT THE SUBGRADE AFTER REMOVAL OF UNSUITABLE MATERIAL PRIOR TO PLACING THE EMBANKMENT.

ITEM 614, MAINTAINING TRAFFIC

SR-435 – WESTBOUND WIDENING

THE EXTENDED LANE CLOSURES FOR SR-435 WB NOTED BELOW AND SR-435 WB PHASES 1,2 AND 3 SHALL NOT OCCUR CONCURRENTLY

SR-435 W.B. - PHASE 1
SHIFT TRAFFIC ON SR-435 WB BETWEEN THE ON-RAMP TO I-71 NB AND FACTORY SHOPS BLVD AS SHOWN ON SHEETS P. 17-P. 19. CONSTRUCT DRAINAGE AND PAVEMENT WIDENING BETWEEN ALLEN RD AND FACTORY SHOPS BLVD.

THE DRIVEWAYS SHALL BE RECONSTRUCTED AND ACCESS MAINTAINED AS NOTED:

- STA. 52+22, LT. (STARBUCKS/CHIPOTLE/SUBWAY): ALLOW ONE-WAY ACCESS IN AND CONSTRUCT PART-WIDTH. FULL ACCESS WILL BE MAINTAINED TO THE DRIVEWAY ACCESS ON ALLEN ROAD AT ALL TIMES
- STA. 52+98, LT. (TACO BELL): CLOSE DRIVE AND CONSTRUCT FULL-WIDTH WHILE MAINTAINING FULL ACCESS AT 54+40, LT
- STA. 54+40, LT. (TACO BELL/KFC): CLOSE DRIVE AND CONSTRUCT FULL WIDTH WHILE MAINTAINING FULL ACCESS AT 52+98 LT.
- STA. 56+39, LT. (KFC): ALLOW ONE-WAY ACCESS IN OR OUT AND CONSTRUCT PART-WIDTH. FULL ACCESS WILL BE MAINTAINED TO THE DRIVEWAY ACCESS ON FACTORY SHOPS BLVD. AT ALL TIMES

UTILIZE A SR-435 W.B. RIGHT-LANE CLOSURE FOR CONCRETE PAVING. THE RIGHT LANE CLOSURE SHALL BE PERMITTED FOR 30 CONSECUTIVE CALENDAR DAYS. A DISINCENTIVE SHALL BE ASSESSED IN THE AMOUNT OF \$5000 PER DAY FOR EACH CALENDAR DAY THE LANE REMAINS CLOSED TO TRAFFIC BEYOND THE SPECIFIED LIMIT.

SR-435 W.B. - PHASE 2
MAINTAIN THE SHIFTED TRAFFIC ON SR435 WB BETWEEN THE ON-RAMP TO I-71 NB AND FACTORY SHOPS BLVD AS SHOWN ON SHEETS P. 20-P. 22. CONSTRUCT DRAINAGE AND PAVEMENT WIDENING BETWEEN THE SR-435/I-71 NB RAMPS INTERSECTION AND ALLEN ROAD

UTILIZE A SR-435 W.B. RIGHT-LANE CLOSURE FOR CONCRETE PAVING. THE RIGHT LANE CLOSURE SHALL BE PERMITTED FOR 25 CONSECUTIVE CALENDAR DAYS. A DISINCENTIVE SHALL BE ASSESSED IN THE AMOUNT OF \$5000 PER DAY FOR EACH CALENDAR DAY THE LANE REMAINS CLOSED TO TRAFFIC BEYOND THE SPECIFIED LIMIT.

SR-435 W.B. - PHASE 3
REMOVE TRAFFIC SHIFT AND INSTALL PAVEMENT MARKINGS IN THEIR FINAL LOCATION ON SR-435 WB BETWEEN THE ON-RAMP TO I-71 NB AND FACTORY SHOPS BLVD. OPEN THE RIGHT TURN LANE TO THE I-71 NB RAMP. CLOSE THE EXISTING WESTBOUND LEFT TURN LANE TO I-71 SB. THE WB DIRECTION SHALL BE MODIFIED SO THAT THE EXISTING LEFTMOST THRU LANE WILL BE A DEDICATED LEFT-TURN LANE TO I-71 SB SO THAT THE CONFIGURATIONS WILL BE 1 THRU LANE AND ONE LEFT-TURN LANE IN THE WESTBOUND DIRECTION. (SEE SHEETS P. 23-P. 25) CONSTRUCT DRAINAGE AND PAVEMENT WIDENING FOR THE DUAL LEFT TURN LANES FOR THE SR-435 WB TO I-71 SB ENTRANCE RAMP. PHASE 3 SHALL BE PERMITTED FOR A DURATION OF 25 CONSECUTIVE CALENDAR DAYS. A DISINCENTIVE SHALL BE ASSESSED IN THE AMOUNT OF \$5000 PER DAY FOR EACH CALENDAR DAY THE LANE REMAINS CLOSED TO TRAFFIC BEYOND THE SPECIFIED LIMIT

RAMP WS (RAMP D) – NB I-71 OFF-RAMP

RAMP WS (RAMP D) – PHASE 1
SHIFT TRAFFIC ON RAMP WS (RAMP D) TO THE OUTSIDE AS SHOWN ON SHEET P. 16 AND CONSTRUCT PAVEMENT WIDENING ON THE INSIDE OF THE RAMP. PROVIDE SIGNAGE ON N.B. I-71 AS PER SCD MT-98.28 UTILIZE A SHORT-DURATION RIGHT LANE CLOSURE AS PER S.C.D. MT-95.30 ALONG E.B. SR 435 DURING WORKING HOURS TO COMPLETE CONSTRUCTION AT THE INTERSECTION OF THE RAMP WITH SR-435 W.B. RIGHT LANE CLOSURE NOT ALLOWED BETWEEN THE HOURS OF 6AM - 9AM AND 4PM - 6PM.

RAMP WS (RAMP D) - PHASE 1 SHALL BE PERMITTED FOR 30 CONSECUTIVE CALENDAR DAYS. A DISINCENTIVE SHALL BE ASSESSED IN THE AMOUNT OF \$5000 PER DAY FOR EACH CALENDAR DAY THE LANE REMAINS CLOSED TO TRAFFIC BEYOND THE SPECIFIED LIMIT.

RAMP EN (RAMP B) – SB I-71 OFF-RAMP

RAMP EN (RAMP B) - PHASE 1
SHIFT TRAFFIC ON RAMP EN (RAMP B) TO THE INSIDE AS SHOWN ON SHEET P. 14 AND CONSTRUCT PAVEMENT WIDENING ON THE OUTSIDE OF THE RAMP. PROVIDE SIGNAGE ON S.B. I-71 AS PER SCD MT-98.28.

RAMP EN (RAMP B) - PHASE 2
SHIFT TRAFFIC ON RAMP EN (RAMP B) TO THE OUTSIDE AS SHOWN ON SHEET P. 15 AND CONSTRUCT PAVEMENT WIDENING ON THE INSIDE OF THE RAMP. PROVIDE SIGNAGE ON S.B. I-71 AS PER SCD MT-98.28 UTILIZE A SHORT-DURATION RIGHT LANE CLOSURE AS PER S.C.D. MT-95.30 ALONG W.B. SR 435 DURING WORKING HOURS TO COMPLETE CONSTRUCTION AT THE INTERSECTION OF THE RAMP WITH SR-435 W.B. RIGHT LANE CLOSURE NOT ALLOWED BETWEEN THE HOURS OF 6AM - 9AM AND 4PM - 6PM.

RAMP EN (RAMP B) - PHASES 1 AND 2 SHALL BE PERMITTED FOR A TOTAL DURATION OF 45 CONSECUTIVE CALENDAR DAYS. A DISINCENTIVE SHALL BE ASSESSED IN THE AMOUNT OF \$5000 PER DAY FOR EACH CALENDAR DAY THE LANE REMAINS CLOSED TO TRAFFIC BEYOND THE SPECIFIED LIMIT.

RAMP NW (RAMP A) – SB I-71 ON-RAMP

RAMP NW (RAMP A) – PHASE 1
SHIFT TRAFFIC ON RAMP NW (RAMP A) TO THE INSIDE AS SHOWN ON SHEET P. 13 AND CONSTRUCT PAVEMENT WIDENING ON THE OUTSIDE OF THE RAMP. PROVIDE SIGNAGE ON S.B. I-71 AS PER SCD MT-95.45 FOR SHOULDER CLOSURE. UTILIZE A SHORT-DURATION RIGHT LANE CLOSURE AS PER S.C.D. MT-95.30 ALONG SR 435 E.B. DURING WORKING HOURS TO COMPLETE CONSTRUCTION AT THE INTERSECTION OF THE RAMP WITH SR-435 W.B. RIGHT LANE CLOSURE NOT ALLOWED BETWEEN THE HOURS OF 6AM - 9AM AND 4PM - 6PM.

RAMP NW (RAMP A) - PHASE 1 SHALL BE PERMITTED FOR 30 CONSECUTIVE CALENDAR DAYS. A DISINCENTIVE SHALL BE ASSESSED IN THE AMOUNT OF \$5000 PER DAY FOR EACH CALENDAR DAY THE LANE REMAINS CLOSED TO TRAFFIC BEYOND THE SPECIFIED LIMIT.

RAMP B – EXISTING SIGNAL CONTROLLER PROTECTION

AFTER THE WIDENING OF RAMP B IS CONSTRUCTED AND OPEN TO TRAFFIC, THE CONTRACTOR SHALL PROVIDE PROTECTION FOR THE EXISTING SIGNAL CONTROLLER IN THE NORTHEAST QUADRANT OF THE INTERSECTION WITH A PORTABLE BARRIER PLACED ON THE RAMP INSIDE SHOULDER. THE BARRIER SHALL BE REMOVED ONCE THE PROPOSED SIGNAL IS IN OPERATION AND THE EXISTING SIGNAL IS REMOVED.

NO WORK SHALL BE PERFORMED AND THE SAME NUMBER OF LANES AS WERE AVAILABLE AT THE START OF THE PROJECT SHALL BE OPEN TO TRAFFIC DURING THE FOLLOWING DESIGNATED HOLIDAYS OR SPECIAL EVENTS:

HOLIDAYS :	
NEW YEAR’S (OBSERVED)	LABOR DAY
TOTAL SOLAR ECLIPSE (4/8/24)	GENERAL/REGULAR ELECTION DAY (NOV.)
MEMORIAL DAY	THANKSGIVING
FOURTH OF JULY (OBSERVED)	CHRISTMAS (OBSERVED)

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

DAY OF HOLIDAY OR SPECIAL EVENT	TIMES ALL LANES MUST BE OPEN TO TRAFFIC
SUNDAY	12:00 NOON FRIDAY THROUGH 6:00 AM MONDAY
MONDAY	12:00 NOON FRIDAY THROUGH 6:00 AM TUESDAY
MONDAY (TOTAL SOLAR ECLIPSE)	12:00 NOON MONDAY THROUGH 6:00 AM WEDNESDAY
TUESDAY	5:00 AM TUESDAY THROUGH 12:00 AM WEDNESDAY
TUESDAY (GEN./REG.ELECTION)	12:00 NOON TUESDAY THROUGH 6:00 AM THURSDAY
WEDNESDAY	12:00 NOON WEDNESDAY THROUGH 6:00 AM FRIDAY
THURSDAY	6:00 AM WEDNESDAY THROUGH 6:00 AM MONDAY
THANKSGIVING	12:00 NOON THURSDAY THROUGH 6:00 AM MONDAY
FRIDAY	12:00 NOON THURSDAY THROUGH 6:00 AM MONDAY
SATURDAY	12:00 NOON FRIDAY THROUGH 6:00 AM MONDAY

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. NO EXTENSIONS OF TIME SHALL BE GRANTED FOR DELAYS IN MATERIAL DELIVERIES, UNLESS SUCH DELAYS ARE INDUSTRY WIDE, OR FOR LABOR STRIKES, UNLESS SUCH STRIKES ARE AREA WIDE. SHOULD THE CONTRACTOR FAIL TO MEET ANY OF THESE REQUIREMENTS, THE CONTRACTOR SHALL BE ASSESSED A DISINCENTIVE PER THE LANE VALUE CONTRACT TABLE ON SHEET P. 9.

LENGTH AND DURATION OF LANE CLOSURES AND RESTRICTIONS SHALL BE AT THE APPROVAL OF THE ENGINEER. IT IS THE INTENT TO MINIMIZE THE IMPACT TO THE TRAVELING PUBLIC. LANE CLOSURES OR RESTRICTIONS OVER SEGMENTS OF THE PROJECT IN WHICH NO WORK IS ANTICIPATED WITHIN A REASONABLE TIME FRAME, AS DETERMINED BY THE ENGINEER, SHALL NOT BE PERMITTED. THE LEVEL OF UTILIZATION OF MAINTENANCE OF TRAFFIC DEVICES SHALL BE COMMENSURATE WITH THE WORK IN PROGRESS.

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

COORDINATION BETWEEN CONTRACTORS

COORDINATION WILL BE REQUIRED WITH ADJACENT ODOT PROJECTS. ODOT WILL HAVE MULTIPLE ONGOING PROJECTS IN THE AREA, INCLUDING BUT NOT LIMITED TO:

FAY-71-0.00, PID 112747
CLI-729-2.85 AND VARIOUS, PID 77922

THE CONTRACTOR MUST COORDINATE FULL-CLOSURES AND SIGNIFICANT MOT IMPACTS WITH THE ENGINEER & CONTRACTOR(S) FOR ALL ADJACENT PROJECTS.

NOTIFICATION OF TRAFFIC RESTRICTIONS

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

NOTIFICATION TIME FRAME TABLE			
ITEM	DURATION OF CLOSURE	NOTIFICATION DUE TO DISTRICT 6 PIO	SIGN DISPLAYED TO PUBLIC
RAMP & ROAD CLOSURES	>=2 WEEKS	21 CALENDAR DAYS PRIOR TO CLOSURE	14 CALENDAR DAYS PRIOR TO CLOSURE
	> 12 HOURS &< 2 WEEKS	14 CALENDAR DAYS PRIOR TO CLOSURE	7 CALENDAR DAYS PRIOR TO CLOSURE
	<=12 HOURS	4 CALENDAR DAYS PRIOR TO CLOSURE	2 CALENDAR DAYS PRIOR TO CLOSURE
LANE CLOSURES & RESTRICTIONS	>=2 WEEKS	14 CALENDAR DAYS PRIOR TO CLOSURE	
	< 2 WEEKS	5CALENDAR DAYS PRIOR TO CLOSURE	
START OF CONSTRUCTION & TRAFFIC PATTERN CHANGES	N/A	14 CALENDAR DAYS PRIOR TO IMPLEMENTATION	

WRECKER AND EMERGENCY VEHICLE ACCESS

THE DBT SHALL MAKE PROVISIONS TO ASSIST IN THE ACCESS OF WRECKERS AND EMERGENCY VEHICLES THROUGHOUT THE WORK ZONE. THIS MAY INCLUDE, BUT NOT LIMITED TO, PROVIDING FLAGGERS OR REMOVING SECTIONS OF BARRIER TO ALLOW EMERGENCY VEHICLES AND WRECKER TO MOVE THROUGH PORTIONS OF THE WORK ZONE TO REACH ACCIDENTS AND/OR BREAKDOWNS. THE INTENT IS TO MINIMIZE EXTENDED DELAYS TO THE TRAVELLING PUBLIC AND TO PROVIDE QUICKER RESPONSE TIMES FOR WRECKERS AND EMERGENCY VEHICLES.

NOTIFICATION OF CONSTRUCTION INITIATION

AT LEAST FOURTEEN DAYS PRIOR TO STARTING INITIAL CONSTRUCTION ACTIVITIES, THE DBT SHALL ADVISE THE DISTRICT 6 PUBLIC INFORMATION OFFICE VIA EMAIL AT D06.PIO@DOT.OHIO.GOV, THE DISTRICT WORK ZONE TRAFFIC MANAGER VIA EMAIL AT D06.MOT@DOT.OHIO.GOV AND THE CENTRAL OFFICE SPECIAL HAUL PERMITS SECTION BY FAX AT (614)728-4099 OF THE ANTICIPATED START DATE OF ANY CONSTRUCTION ACTIVITIES INCLUDING BUT NOT LIMITED TO THE PLACING OF WORK ZONE SIGNS. THE NOTIFICATION SHALL ALSO INCLUDE THE PROJECT NUMBER, PID, NAME AND PHONE NUMBER OF THE DBT, A POINT OF CONTACT AND THE ANTICIPATED IMPACT ON TRAFFIC. THE DBT WILL IMMEDIATELY INFORM THE DISTRICT PUBLIC INFORMATION OFFICE AND THE DISTRICT WORK ZONE TRAFFIC MANAGER OF ANY AND ALL DELAYS AND/OR CHANGES REGARDING THE CONSTRUCTION INITIATION DATE.

DESIGN AGENCY	
 8350 E. KEMPER RD. SUITE B CINCINNATI, OH 45249 513-469-1600	
DESIGNER	DPF
REVIEWER	DCJ
PROJECT ID	03/08/24
SHEET	117955
P. 8	TOTAL 81

SHORT DURATION RAMP CLOSURES

FOR THE PURPOSE OF PERFORMING THE REQUIRED WORK, RAMPS MAY BE CLOSED FOR SHORT DURATIONS AND DETOURED IN ACCORDANCE WITH THE RAMP CLOSURE TABLE IF APPROVED BY THE ENGINEER. RAMP CLOSURES ARE SUBJECT TO A DISINCENTIVE OF \$50 PER MINUTE FOR EACH MINUTE EXCEEDING THE ALLOWABLE CLOSURE DURATION.

FOR ALL RAMP CLOSURES LASTING MORE THAN 12 HOURS BUT LESS THAN 60 HOURS, THE CONTRACTOR SHALL PROVIDE THE FOLLOWING:

-A MINIMUM OF TWO PORTABLE CHANGEABLE MESSAGE SIGNS (PCMS) PLACED, AS DIRECTED BY THE ENGINEER, TO WARN DRIVERS OF THE CLOSURE AND TO PROVIDE THE DESIGNATED DETOUR ROUTE.

-POSITIVE GUIDANCE ALONG THE DETOUR ROUTE WITH DETOUR SIGNS (M4-9 SERIES).

FOR ALL SERVICE RAMP CLOSURES LASTING LESS THAN 12 HOURS, THE CONTRACTOR SHALL PROVIDE THE FOLLOWING:

-A MINIMUM OF TWO PORTABLE CHANGEABLE MESSAGE SIGNS (PCMS) PLACED, AS DIRECTED BY THE ENGINEER, TO WARN DRIVERS OF THE CLOSURE AND TO PROVIDE THE DESIGNATED DETOUR ROUTE. WHEN CLOSING ENTRANCE RAMPS, CORRESPONDING LEAD

RAMP CLOSURES FOR CONCRETE PAVEMENT TIE-IN

THE CONTRACTOR SHALL BE PERMITTED ONE “WEEKEND” CLOSURE PER RAMP BEING RECONSTRUCTED OR WIDENED WITH CONCRETE PAVEMENT (RAMP EN, NW, WS, AND D) TO TIE INTO THE MAINLINE PAVEMENT. “WEEKEND” CLOSURE IS DEFINED AS A FULL CLOSURE OF THE RAMP FROM 10PM FRIDAY TO 5AM MONDAY (55 HOURS TOTAL).

RAMP CLOSURE RESTRICTIONS

INTERSTATE ROUTE 71 IN FAYETTE COUNTY					
Secondary Route: State Route 435 SLM along 71:					
RAMP DESIGNATION	MOVEMENT	NO CLOSURES ALLOWED		DETOUR ROUTES	
		MON-FRI	SAT-SUN	PRIMARY DETOUR ROUTE	SECONDARY DETOUR ROUTE
EN	I-71 SB to SR-435	6AM-10PM	6AM-10PM	I-71 SB to SR-72 S to I-71 NB to SR-435 (Ramp WS)	
NW	SR-435 to I-71 SB	5AM-10PM	6AM-10PM	I-71 NB (Ramp SE) to SR-41 W to I-71 SB)to SR-435 (Ramp EN)	
SE	SR-435 to I-71 NB	5AM-10PM	6AM-10PM	SR-435 to I-71 SB (Ramp NW) to SR-72 S to I-71 NB to SR-435 (Ramp WS)	
WS	I-71 NB to SR-435	5AM-10PM	6AM-10PM	I-71 NB to SR-41-N to I-71 SB to SR-435 (Ramp EN)	I-71 NB to SR-41-N to SR-734W to SR-35

RAMP NAME	RESTRICTED ACTIVITY	ALLOWABLE DURATION	DISINCENTIVE (AMOUNT PER CALENDAR DAY THE RESTRICTION REMAINS IN PLACE BEYOND ALLOWABLE DURATION SPECIFIED
RAMP D	LANE & SHOULDER WIDTH REDUCTION	60 DAYS	\$5,000/DAY
RAMP EN	LANE & SHOULDER WIDTH REDUCTION	45 DAYS	\$5,000/DAY
RAMP NW	LANE & SHOULDER WIDTH REDUCTION	30 DAYS	\$5,000/DAY
RAMP WS	LANE & SHOULDER WIDTH REDUCTION	30 DAYS	\$5,000/DAY

LANE CLOSURE RESTRICTIONS

LANE VALUE CONTRACT TABLE						
SECTION (SLM)	EXISTING NUMBER OF LANES PER DIRECTION	LANE CLOSURES ARE <u>NOT</u> PERMITTED:				DISINCENTIVE AMOUNTS PER MINUTE
		Lane Reduction	Mon to Fri	Sat	Sun	
FAY-435						
US 35 (0.00) to West Lancaster Road (1.38)	2	2 to 1	No Restriction	No Restriction	No Restriction	
West Lancaster Road (1.38) to Factory Shops Blvd (1.96)	2	2 to 1	6AM-9AM & 4PM-6PM	6AM-9AM & 4PM-6PM	6AM-9AM & 4PM-6PM	\$105
Factory Shops Blvd (1.96) to US 35 (2.48) Westbound	2	2 to 1	No Restriction	No Restriction	No Restriction	
I-71						
Green County line (0.00) to SR41 (9.45) Northbound	3	3 TO 2	No Restriction	No Restriction	No Restriction	
		3 TO 1	9AM-7PM	7AM-7PM	9AM-10PM	\$160
Green County line (0.00) to SR41 (9.45) Northbound	3	3 TO 2	No Restriction	No Restriction	No Restriction	
		3 TO 1	9AM-7PM	7AM-10PM	9AM-7PM	\$160

TRENCH FOR WIDENING

TRENCH EXCAVATION FOR BASE WIDENING SHALL BE ONLY ON ONE SIDE OF THE PAVEMENT AT A TIME. THE OPEN TRENCH SHALL BE ADEQUATELY MAINTAINED AND PROTECTED WITH DRUMS OR BARRICADES AT ALL TIMES. PLACEMENT OF PROPOSED SUBBASE AND BASE MATERIAL SHALL FOLLOW AS CLOSELY AS POSSIBLE BEHIND EXCAVATION OPERATIONS. THE LENGTH OF WIDENING TRENCH WHICH IS OPEN AT ANY ONE TIME SHALL BE HELD TO A MINIMUM AND SHALL AT ALL TIMES BE SUBJECT TO APPROVAL OF THE ENGINEER.

MAINTENANCE OF TRAFFIC (SIGNAL/FLASHER INSTALLATION)

THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING TRAFFIC SIGNAL/FLASHER INSTALLATIONS WITHIN THE PROJECT UNDER THE FOLLOWING CONDITIONS:

- EXISTING SIGNAL/FLASHER INSTALLATIONS WHICH THE APPROVED PLANS REQUIRE THE CONTRACTOR TO ADJUST, MODIFY, ADD ONTO OR REMOVE, OR WHICH THE CONTRACTOR ACTUALLY ADJUSTS, MODIFIES OR OTHERWISE DISTURBS: THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE ENTIRE INSTALLATION (AT AN INTERSECTION) FROM THE TIME THE CONTRACTOR’S OPERATIONS FIRST DISTURB THE INSTALLATION UNTIL THE INSTALLATION HAS BEEN SUBSEQUENTLY REMOVED OR MODIFIED AND THE WORK IS ACCEPTED.
- NEW OR REUSED SIGNAL/FLASHER INSTALLATIONS OR DEVICES INSTALLED BY THE CONTRACTOR: THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTENANCE OF THESE FROM THE TIME OF INSTALLATION UNTIL THE WORK IS ACCEPTED.

THE CONTRACTOR SHALL CORRECT AS QUICKLY AS POSSIBLE ALL OUTAGES OR MALFUNCTIONS. THE CONTRACTOR SHALL PROVIDE THE MAINTAINING AGENCY AND THE PROJECT ENGINEER SUCH ADDRESSES AND PHONE NUMBERS WHERE HIS MAINTENANCE FORCES CAN BE CONTACTED. THE CONTRACTOR SHALL PROVIDE ONE OR MORE PERSONS TO RECEIVE ALL CALLS AND DISPATCH THE NECESSARY MAINTENANCE FORCES TO CORRECT OUTAGES. SUCH A PERSON OR PERSONS MAY BE USED TO PERFORM OTHER DUTIES AS LONG AS PROMPT ATTENTION IS GIVEN TO THESE CALLS AND A PERSON IS READILY AVAILABLE CONTINUOUSLY 24 HOURS A DAY, 7 DAYS A WEEK. ALL LAMP OUTAGES, CABLE OUTAGES, ELECTRICAL FAILURES, EQUIPMENT MALFUNCTIONS AND MISALIGNED SIGNAL HEADS SHALL BE CORRECTED TO THE SATISFACTION OF THE ENGINEER WITH THE SIGNAL BACK TO SERVICE WITHIN FOUR HOURS AFTER THE CONTRACTOR HAS BEEN NOTIFIED OF THE OUTAGE.

IN THE EVENT NEW SIGNALS ARE DAMAGED PRIOR TO ACCEPTANCE, ALL DAMAGED EQUIPMENT EXCEPT POLES AND CONTROL EQUIPMENT SHALL BE REPLACED BY THE CONTRACTOR TO THE SATISFACTION OF THE ENGINEER WITH THE SIGNAL BACK IN SERVICE WITHIN 8 HOURS AFTER THE CONTRACTOR’S NOTIFICATION OF THE OUTAGE. THE CONTRACTOR SHALL ARRANGE FOR FULL TRAFFIC CONTROL UNTIL THE SIGNAL IS BACK IN OPERATION. IF POLES AND/OR CONTROL EQUIPMENT ARE DAMAGED AND MUST BE REPLACED, THE CONTRACTOR SHALL MAKE TEMPORARY REPAIRS AS NECESSARY TO BRING THE SIGNAL BACK INTO FULL OPERATION WITHIN THE ALLOWED 8-HOUR PERIOD AND SHALL MAKE PERMANENT REPAIRS OR REPLACEMENT AS SOON THEREAFTER AS POSSIBLE.

NONE OF THE ABOVE SHALL BE CONSTRUED AS COLLECTIVE OR CONSECUTIVE OUTAGE TIME PERIODS AT ANY ONE LOCATION. THAT IS, WHERE MORE THAN ONE OUTAGE OCCURS AT ANY ONE LOCATION THEN THE ALLOTTED TIME LIMIT SHALL BE FOR THE WORST SINGLE OUTAGE.

WHERE OUTAGES ARE THE DIRECT RESULT OF A VEHICLE ACCIDENT THE RESPONSE OF THE CONTRACTOR SHALL BE AS OUTLINED ABOVE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR COLLECTION OF ANY COMPENSATION FOR THIS WORK FROM THOSE PARTIES RESPONSIBLE FOR THE DAMAGE.

WHERE THE CONTRACTOR HAS FAILED TO, OR CANNOT RESPOND TO, AN OUTAGE OR SIGNAL EQUIPMENT MALFUNCTION, AT THESE LOCATIONS WITHIN HIS RESPONSIBILITY, WITHIN PERIODS AS SPECIFIED ABOVE, THE ENGINEER MAY INVOKE THE PROVISIONS OF SECTION 105.15 AND ANY SUBSEQUENT BILLINGS TO THE STATE OR APPROPRIATE MUNICIPALITY FOR POLICE SERVICES AND MAINTENANCE SERVICES BY STATE (OR MUNICIPAL) FORCES SHALL BE DEDUCTED FROM MONIES DUE OR TO BECOME DUE THE CONTRACTOR IN ACCORDANCE WITH PROVISIONS OF SECTION 105.15.

ANY VEHICULAR TRAFFIC SIGNAL HEAD, EITHER NEW OR EXISTING WHICH WILL BE OUT OF OPERATION SHALL BE COVERED IN THE MANNER DESCRIBED IN CMS 632.25.

THE CONTRACTOR SHALL MAINTAIN COMPLETE RECORDS OF MALFUNCTIONS INCLUDING:

TIME OF NOTIFICATION OF MALFUNCTION;

TIME OF WORK CREWS ARRIVAL TO CORRECT THE MALFUNCTION;

ACTIONS TAKEN TO CORRECT THE MALFUNCTION, INCLUDING A LIST OF PARTS REPAIRED OR REPLACED;

A DIAGNOSIS OF REASON FOR THE MALFUNCTION AND PROBABILITY OF REOCCURRENCE;

TIME OF COMPLETION OF THE REPAIR AND SYSTEM RESTORED TO FULL SERVICE.

A COPY OF THESE RECORDS SHALL BE PROVIDED TO THE ENGINEER WITHIN THREE (3) WORKING DAYS FOLLOWING COMPLETION OF EACH REPAIR.

TEMPORARY SIGNAL VEHICLE DETECTION AND MAINTENANCE

THE CONTRACTOR SHALL PROVIDE VEHICLE DETECTION IN ALL M.O.T. PHASES AT THE EXISTING TRAFFIC SIGNALS. THE CONTRACTOR SHALL ENSURE THAT THE EXISTING DETECTION IS OPERATING AND MAINTAINED BY RECONFIGURING THE DETECTION UNITS ACCORDINGLY DURING ALL CONSTRUCTION PHASES. RADAR VEHICLE DETECTION EXISTS AT THE EXISTING SIGNALS. IF VEHICLE DETECTION BECOMES UNAVOIDABLY OR UNEXPECTEDLY DISABLED OR IS SCHEDULED TO BE TEMPORARILY REMOVED DURING THE CONSTRUCTION PROJECT, THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE ENGINEER.

DESIGN AGENCY

Palmer
ENGINEERING
8350 E. KEMPER RD.
SUITE B
CINCINNATI, OH 45249
513-469-1600

DESIGNER

DPF

REVIEWER

DCJ 03/08/24

PROJECT ID

117955

SHEET

P. 9

TOTAL

81

WORKSITE TRAFFIC SUPERVISOR

SUBJECT TO APPROVAL OF THE ENGINEER, THE CONTRACTOR SHALL EMPLOY AND IDENTIFY (SOMEONE OTHER THAN THE SUPERINTENDENT) A PREQUALIFIED WORKSITE TRAFFIC SUPERVISOR (WTS) BEFORE STARTING WORK IN THE FIELD. THE WTS SHALL BE TRAINED IN ACCORDANCE WITH CMS 614.03, SHALL HAVE SUCCESSFULLY COMPLETED ODOT ADMINISTERED WTS TESTING (AND RE-TESTING WHEN APPLICABLE) AND BE LISTED ON THE ODOT PREQUALIFIED WTS ROSTER. PREQUALIFICATION EXPIRES EVERY 5 YEARS. RE-TESTING SHALL BE SUCCESSFULLY REPEATED EVERY 5 YEARS TO REMAIN PREQUALIFIED.

THE NAME OF THE PREQUALIFIED WTS AND RELATED 24-HOUR CONTACT INFORMATION SHALL BE PROVIDED TO THE ENGINEER AT THE PRECONSTRUCTION CONFERENCE. IF THE DESIGNATED WTS WILL NOT BE AVAILABLE FULL TIME (24/7), THE CONTRACTOR MAY DESIGNATE AN ALTERNATE (SECONDARY) WTS TO BE AVAILABLE WHEN THE PRIMARY IS OFF DUTY; HOWEVER, THE PRIMARY WTS SHALL REMAIN THE POINT OF CONTACT AT ALL TIMES. ANY ALTERNATE (SECONDARY) WTS IS SUBJECT TO THE SAME TRAINING, PREQUALIFICATION AND OTHER REQUIREMENTS OUTLINED WITHIN THIS PLAN NOTE. AT ALL TIMES THE ENGINEER, OR ENGINEER'S REPRESENTATIVES, MUST BE INFORMED OF WHO THE PRIMARY WTS (AND SECONDARY WTS, IF APPLICABLE) IS AT THE CURRENT TIME.

THE WTS POSITION HAS THE PRIMARY RESPONSIBILITY OF IMPLEMENTING THE TRAFFIC MANAGEMENT PLAN (TMP), MONITORING THE SAFETY AND MOBILITY OF THE ENTIRE WORK ZONE, AND CORRECTING TEMPORARY TRAFFIC CONTROL (TTC) DEFICIENCIES FOR THE ENTIRE WORK ZONE. THE WTS, AND ALTERNATE WTS WHEN ON DUTY, SHALL HAVE SUFFICIENT AUTHORITY TO EFFECTIVELY CARRY OUT THE IDENTIFIED WTS RESPONSIBILITIES AND DUTIES. THE DUTIES OF THE WTS ARE AS FOLLOWS:

1. BE AVAILABLE ON A 24-HOUR PER DAY BASIS.
2. BE ON SITE FOR ALL EMERGENCY TTC NEEDS WITHIN ONE HOUR OF NOTIFICATION BY POLICE OR PROJECT STAFF, AND EFFECT CORRECTIVE MEASURES IMMEDIATELY ON EXISTING WORK ZONE TTC DEVICES.
3. ATTEND PRECONSTRUCTION MEETING AND ALL PROJECT MEETINGS WHERE TTC MANAGEMENT IS DISCUSSED.
4. BE AVAILABLE ON SITE FOR OTHER MEETINGS OR DISCUSSIONS WITH THE ENGINEER UPON REQUEST.
5. BE AWARE OF ALL EXISTING AND PROPOSED TTC OPERATIONS OF THE CONTRACTOR, SUBCONTRACTORS AND SUPPLIERS, AND ENSURE COORDINATION OCCURS BETWEEN THEM TO ELIMINATE CONFLICTING TEMPORARY AND/OR PERMANENT TRAFFIC CONTROL.
6. COORDINATE PROJECT ACTIVITIES WITH ALL LAW ENFORCEMENT OFFICERS (LEOS). THE WTS SHALL ALSO BE THE MAIN CONTACT PERSON WITH THE LEOS WHILE LEOS ARE ON THE PROJECT.
7. COORDINATE AND FACILITATE MEETINGS WITH ODOT PERSONNEL, LEOS AND OTHER APPLICABLE ENTITIES BEFORE EACH PLAN PHASE SWITCH TO DISCUSS THE WORK ZONE TTC FOR IMPLEMENTING THE PHASE SWITCH. SUBMIT A WRITTEN DETAIL OF MOT OPERATIONS AND SCHEDULE OF EVENTS TO IMPLEMENT THE SWITCH BETWEEN PHASE PLANS TO THE ENGINEER 5 CALENDAR DAYS PRIOR TO THIS MEETING.

8. BE PRESENT, ON SITE FOR, AND INVOLVED WITH, EACH TTC SET UP/TAKE DOWN AND EACH PHASE CHANGE IN ACCORDANCE WITH CMS 614.03.
 9. ON A CONTINUAL BASIS ENSURE THAT THE TTC ZONE AND ALL RELATED DEVICES ARE INSTALLED, MAINTAINED AND REMOVED IN COMPLIANCE WITH THE CONTRACT DOCUMENTS.
 10. ON A CONTINUAL BASIS FACILITATE CORRECTIVE ACTION(S) NECESSARY TO BRING DEFICIENT TTC ZONES AND ALL RELATED DEVICES INTO COMPLIANCE WITH CONTRACT DOCUMENTS IN THE TIMEFRAME DETERMINED BY THE ENGINEER.
 11. INSPECT, EVALUATE, PROPOSE NECESSARY MODIFICATIONS TO, AND DOCUMENT THE EFFECTIVENESS OF, THE TTC DEVICES AND TRAFFIC OPERATIONS ON A DAILY BASIS (7 DAYS A WEEK). IN ADDITION, PERFORM ONE WEEKLY NIGHT INSPECTION OF THE WORK ZONE SETUP FOR DAYTIME WORK OPERATIONS; AND ONE DAYTIME INSPECTION PER WEEK FOR NIGHTTIME PROJECTS. THIS SHALL INCLUDE (BUT NOT BE LIMITED TO) DOCUMENTATION ON THE FOLLOWING PROJECT EVENTS:
 - A. INITIAL TTC SETUP (DAY AND NIGHT REVIEW).
 - B. DAILY TTC SETUP AND REMOVAL.
 - C. WHEN CONSTRUCTION STAGING CAUSES A CHANGE IN THE TTC SETUP.
 - D. CRASH OCCURRENCES WITHIN THE CONSTRUCTION AREA AND WITHIN THE INFLUENCE AREA(S) APPROACHING THE WORK ZONE.
 - E. REMOVAL OF TTC DEVICES AT THE END OF A PHASE OR PROJECT.
 - F. ALL OTHER EMERGENCY TTC NEEDS.
 12. COMPLETE THE DEPARTMENT APPROVED (CA-D-8) WITHIN GOFORMZ AFTER EACH INSPECTION AS REQUIRED IN # 11 AND SUBMIT IT TO THE ENGINEER BY THE END OF THE WORKDAY IN WHICH THE INSPECTION OCCURRED. THE CA-D-8 INCLUDES A CHECKLIST OF ALL TTC MAINTENANCE ITEMS TO BE REVIEWED. CONTACT GOFORMZ.HELP@DOT.OHIO.GOV TO OBTAIN A USER ACCOUNT. ANY DEFICIENCIES OBSERVED SHALL BE NOTED ON THE CA-D-8, ALONG WITH RECOMMENDED OR COMPLETED CORRECTIVE ACTIONS AND THE DATES BY WHICH SUCH CORRECTIONS WERE, OR WILL BE, COMPLETED. A COPY OF THE CURRENT CA-D-8 DOCUMENT CAN BE FOUND ON THE OFFICE OF CONSTRUCTION ADMINISTRATION'S INSPECTION FORMS WEBSITE.
 13. HAVE COPIES OF THE ODOT TEMPORARY TRAFFIC CONTROL MANUAL AND CONTRACT DOCUMENTS AVAILABLE AT ALL TIMES ON THE PROJECT.
- THE DEPARTMENT WILL DEDUCT:
- A. THE PRORATED DAILY AMOUNT OF ITEM 614 MAINTAINING TRAFFIC FOR ANY DAY IN WHICH THE WTS FAILS TO PERFORM THE DUTIES SET FORTH ABOVE. THE PRORATED DAILY AMOUNT WILL BE EQUAL TO THE ORIGINAL BID AMOUNT FOR ITEM 614 MAINTAINING TRAFFIC DIVIDED BY THE DIFFERENCE BETWEEN THE ORIGINAL COMPLETION DATE AND THE FIRST DAY OF WORK, IN CALENDAR DAYS.
 - B. 1% OF THE ORIGINAL BID AMOUNT FOR ITEM 614 MAINTAINING TRAFFIC FOR ANY DAY THAT A FAILURE TO PERFORM WTS DUTIES REOCCURS OR A TTC ISSUE IS IDENTIFIED IN THE FIELD AND IS NOT CORRECTED IN THE GIVEN TIMEFRAME PER THE ENGINEER. DEDUCTION B SHALL NOT APPLY TO SITUATIONS COVERED BY DEDUCTION C.

- C. 1% OF THE ORIGINAL BID AMOUNT FOR ITEM 614 MAINTAINING TRAFFIC FOR ANY DAY THAT A LANE OR RAMP IS BLOCKED (FULLY OR PARTIALLY) WITHOUT TTC, AS DETERMINED BY THE ENGINEER. THIS DEDUCTION SHALL BE IN ADDITION TO ANY OTHER DISINCENTIVES ESTABLISHED FOR UNAUTHORIZED LANE USE.
- FOR DAYS IN WHICH MORE THAN ONE DEDUCTION LISTED ABOVE OCCUR, THE HIGHEST DEDUCTION AMOUNT WILL APPLY.
- IF THREE OR MORE TOTAL DAYS RESULT IN ISSUES DESCRIBED IN DEDUCTION B OR C ABOVE, THE PRIMARY WTS (AND ANY ALTERNATE WTS, IF APPLICABLE) SHALL BE IMMEDIATELY REMOVED FROM THE WORK IN ACCORDANCE WITH C&MS 108.05. UPON REMOVAL THE ENGINEER SHALL NOTIFY ODOT CENTRAL OFFICE (WTSPREQUALIFICATION@DOT.OHIO.GOV) TO REGISTER A REMOVAL AT THE PROJECT LEVEL AGAINST THE STATEWIDE PREQUALIFICATION FOR THE PRIMARY WTS (AND ALTERNATE WTS, IF APPLICABLE). ACCUMULATION OF THREE PROJECT LEVEL REMOVALS (FROM ANY PROJECTS STATEWIDE) SHALL CAUSE STATEWIDE DISQUALIFICATION FOR ANY FORMERLY PREQUALIFIED WTS. A WTS (AND ALTERNATE WTS, IF APPLICABLE) MAY BE IMMEDIATELY AND CONCURRENTLY REMOVED FROM THE WORK AT THE PROJECT LEVEL IN ACCORDANCE WITH C&MS 108.05 AND DISQUALIFIED STATEWIDE FROM THE ODOT PREQUALIFIED WTS ROSTER (REGARDLESS OF THE NUMBER OF PROJECT LEVEL REMOVALS), AS WELL AS BEING SUBJECT TO OTHER POTENTIAL CONSEQUENCES, IN CASES OF FALSIFIED, DISHONEST OR OTHERWISE UNETHICAL ACTIVITY OR DOCUMENTATION.
- PAYMENT FOR THE ABOVE REQUIREMENTS, RESPONSIBILITIES AND DUTIES SHALL BE INCLUDED IN THE LUMP SUM PRICE BID FOR ITEM 614, MAINTAINING TRAFFIC.

ITEM 614, WORK ZONE RAISED PAVEMENT MARKER, AS PER PLAN

- WORK ZONE RAISED PAVEMENT MARKERS, AS PER PLAN, AND THEIR INSTALLATION SHALL CONFORM TO C&MS 614 OR C&MS 621 AS SPECIFIED HEREIN.
- RAISED PAVEMENT MARKERS IN USE DURING THE SNOW-PLOWING SEASON SHALL CONFORM TO 621.
- RAISED PAVEMENT MARKERS IN USE DURING THE NON-SNOW-PLOW SEASON SHALL CONFORM TO EITHER 614 OR TO 621.
- THE SNOW-PLOWING SEASON SHALL RUN FROM OCTOBER 31 THROUGH APRIL 1.
- IF PROJECT DELAYS, NOT THE FAULT OF ODOT, CAUSE THE WORK TO EXTEND INTO THE SNOW-PLOWING SEASON, THE CONTRACTOR SHALL BE RESPONSIBLE FOR REPLACING WORK ZONE RAISED PAVEMENT MARKERS (WZRPMS) CONFORMING TO C&MS 614, WITH RAISED PAVEMENT MARKERS CONFORMING TO 621, AS DETERMINED BY THE ENGINEER, AT THE CONTRACTOR'S EXPENSE.
- ITEM 614, WORK ZONE RAISED PAVEMENT MARKERS ON PERMANENT CONCRETE SURFACES**
- RAISED PAVEMENT MARKERS IN WORK ZONES, INSTALLED ON PERMANENT CONCRETE SURFACES, SHALL BE ITEM 614 WORK ZONE RAISED PAVEMENT MARKERS. WZRPMS ARE INTENDED FOR USE ONLY DURING THE NON-SNOW-PLOWING SEASON. WZRPMS SHALL NOT BE PROVIDED DURING THE SNOW- PLOWING SEASON.
- THE SNOW-PLOWING SEASON SHALL RUN FROM OCTOBER 31 THROUGH APRIL 1.
- WHERE A TEMPORARY ALIGNMENT WILL REMAIN IN USE THROUGH THE WINTER, THE WZRPMS SHALL BE REMOVED PRIOR TO THE BEGINNING OF THE SNOW-PLOWING SEASON AND REPLACED APPROXIMATELY APRIL 1, OR AS OTHERWISE DETERMINED BY THE ENGINEER.
- THIS ITEM SHALL INCLUDE PURCHASE, INSTALLATION AND REMOVAL OF ITEM 614 WORK ZONE RAISED PAVEMENT MARKERS.

ITEM 614, WORK ZONE IMPACT ATTENUATOR FOR 24" WIDE HAZARDS (UNIDIRECTIONAL OR BIDIRECTIONAL)

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

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

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

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

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

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

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

ITEM 614, PORTABLE CHANGEABLE MESSAGE SIGNS, AS PER PLAN

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

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

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

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

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

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

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

THE CONTRACTOR SHALL MAINTAIN AT LEAST 4 PCMS FOR THE DURATION OF THE PROJECT.

DELINEATION OF PORTABLE AND PERMANENT BARRIER

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

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

DELINEATION OF TEMPORARY AND PERMANENT GUARDRAIL

BARRIER REFLECTORS SHALL BE INSTALLED ON ALL TEMPORARY GUARDRAIL USED FOR TRAFFIC CONTROL; AND, ON ALL PERMANENT GUARDRAIL LOCATED WITHIN 5 FEET OF THE EDGE OF THE ADJACENT TRAVEL LANE. BARRIER REFLECTORS SHALL CONFORM TO C&MS 626 AND THE SPACING SHALL BE APPROXIMATELY 50 FEET.

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

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

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

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

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

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

FOR LANE CLOSURES: DURING INITIAL SET-UP PERIODS, TEAR DOWN PERIODS, SUBSTANTIAL SHIFTS OF A CLOSURE POINT OR WHEN NEW LANE CLOSURE ARRANGEMENTS ARE INITIATED FOR LONG-TERM LANE CLOSURES/SHIFTS (FOR THE FIRST AND LAST DAY OF MAJOR CHANGES IN TRAFFIC CONTROL SETUP).

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

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

IF MULTIPLE ACTIVE LOCALIZED QUALIFYING WORK AREAS OCCUR WITHOUT POSITIVE PROTECTION, PER MAINLINE TRAFFIC DIRECTION, PROVIDE A UNIFORMED LEO AND OFFICIAL PATROL CAR IN ADVANCE OF:
THE FIRST ACTIVE WORK AREA THAT DRIVERS WILL ENCOUNTER; OR
THE ACTIVE WORK AREA Laterally CLOSEST TO THE OPEN TRAVELED LANE; OR
OTHER LOCATION AS APPROVED BY THE ENGINEER.
THE UNIFORMED LEO AND OFFICIAL PATROL CAR MAY RELOCATE AMONG THE LISTED LOCATIONS AS APPROPRIATE AS THE OPERATIONS PROCEED IN THE LOCALIZED QUALIFYING WORK AREAS.

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

LEOS SHOULD NOT FORGO THEIR TRAFFIC CONTROL RESPONSIBILITIES TO APPREHEND MOTORISTS FOR ROUTINE TRAFFIC VIOLATIONS. HOWEVER, IF A MOTORIST'S ACTIONS ARE CONSIDERED TO BE RECKLESS, THEN PURSUIT OF THE MOTORIST IS APPROPRIATE.

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

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

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

DESIGN AGENCY



Palmer
ENGINEERING

8350 E. KEMPER RD.
SUITE B
CINCINNATI, OH 45249
513-469-1600

DESIGNER

DPF

REVIEWER

DCJ 03/08/24

PROJECT ID

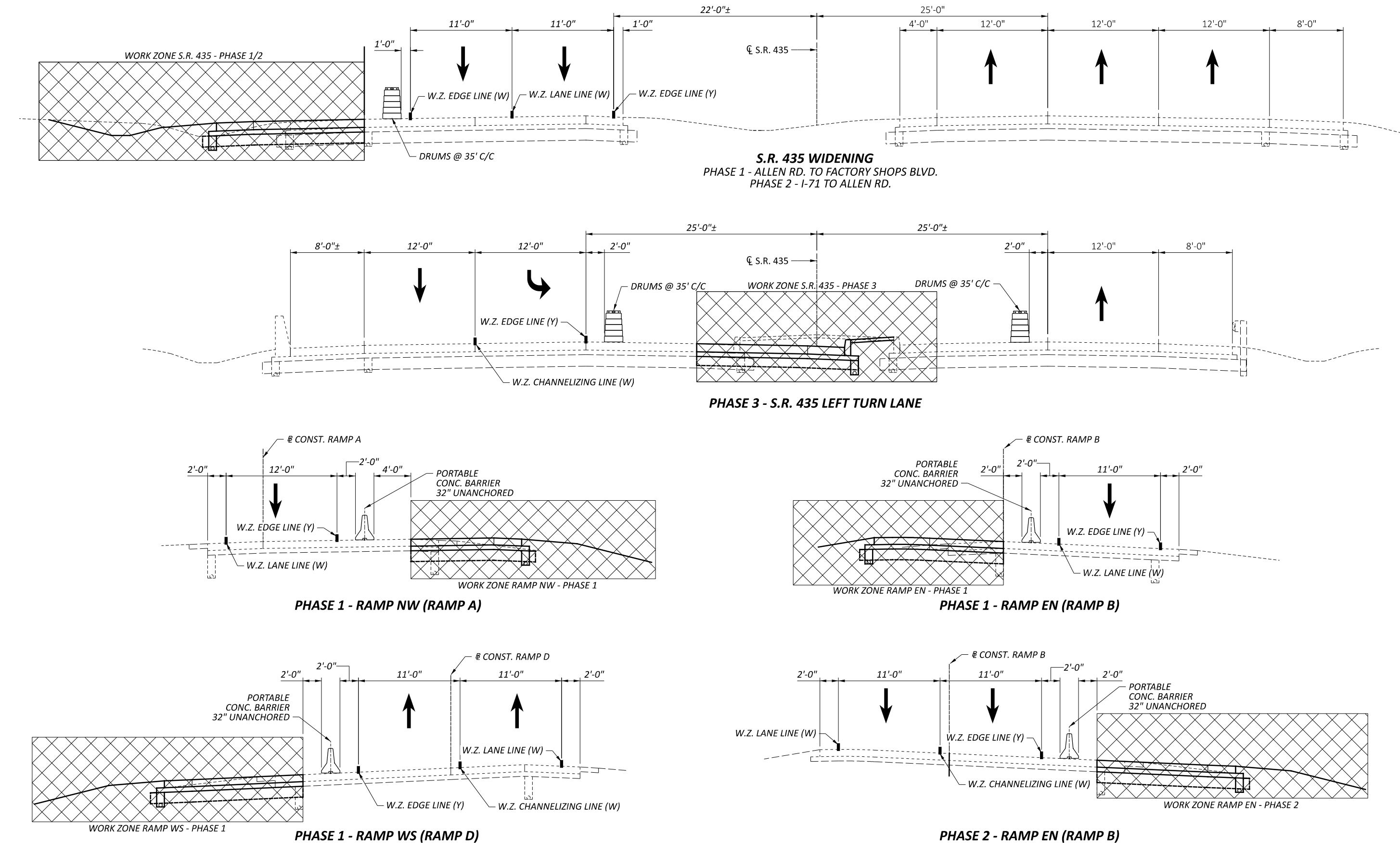
117955

SHEET

P. 11

TOTAL

81



NOTES

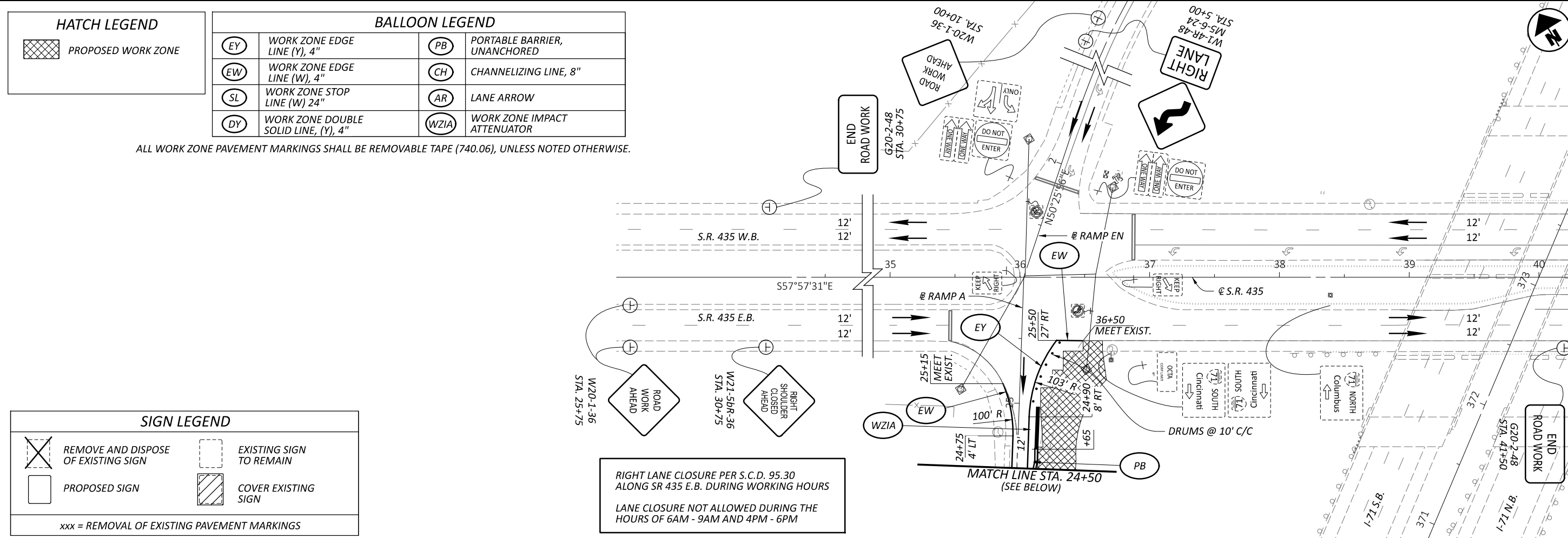
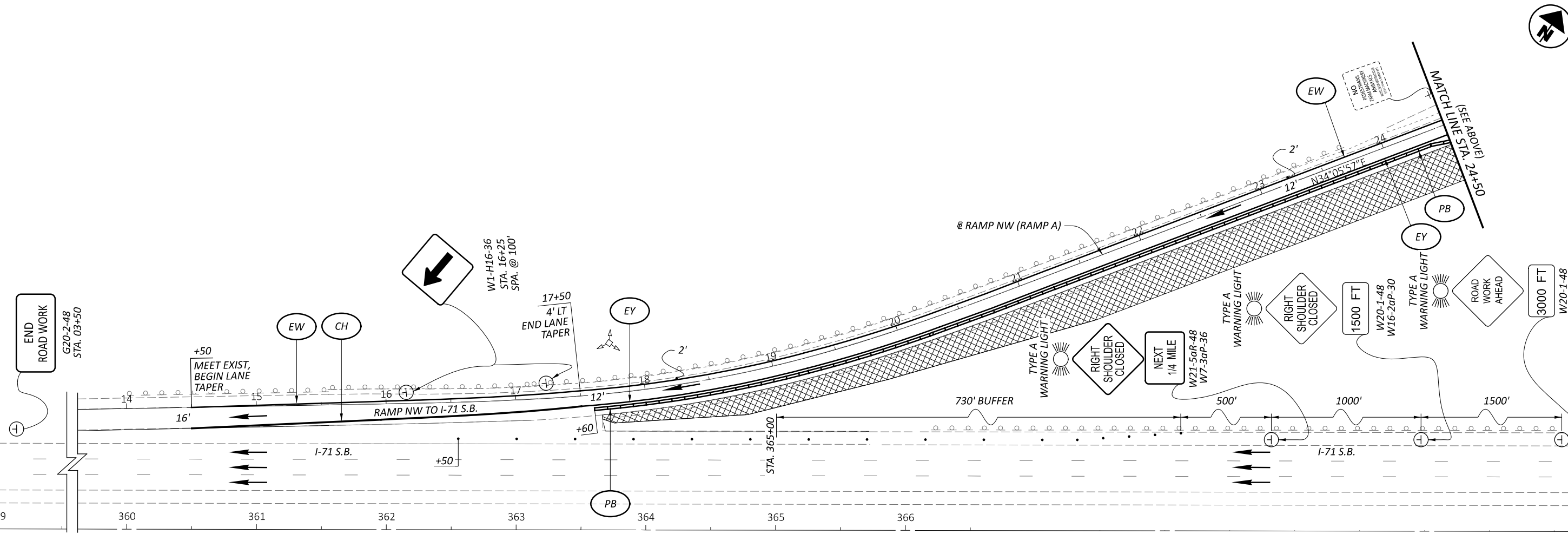
- 1) SHORT TERM LEFT LANE CLOSURE FOR S.R. 435 E.B. DURING WORKING HOURS.
- 2) RAMP NW, RAMP WS AND RAMP EN (PHASE 2 WORK NEAR S.R. 435 WILL BE DONE ON SHORT-TERM RIGHT LANE CLOSURES ON S.R. 435.
- 3) ALL WORK ZONE PAVEMENT MARKINGS ON CONCRETE SURFACES SHALL BE REMOVABLE TAPE (740.06 (TYPE 1)).

LEGEND

WORK ZONE

FAY-435-1.52

MP001.dgn



MAINTENANCE OF TRAFFIC (BU-4)
PHASE 1 - RAMP NW (RAMP A)

DESIGN AGENCY



Palmer
ENGINEERING

8350 E. KEMPER RD.
SUITE B
CINCINNATI, OH 4524
513-469-1600

DESIGNER

DPF

REVIEWER
DCJ 03/08/24

PROJECT ID
117955

SHEET	TOTAL
P. 13	8

SHEET	TOTAL
P. 13	8



MAINTENANCE OF TRAFFIC (BU-4)
PHASE 1 - RAMP EN (RAMP B)

DESIGN AGENCY



8350 E. KEMPER RD.
SUITE B
CINCINNATI, OH 45249
513-469-1600

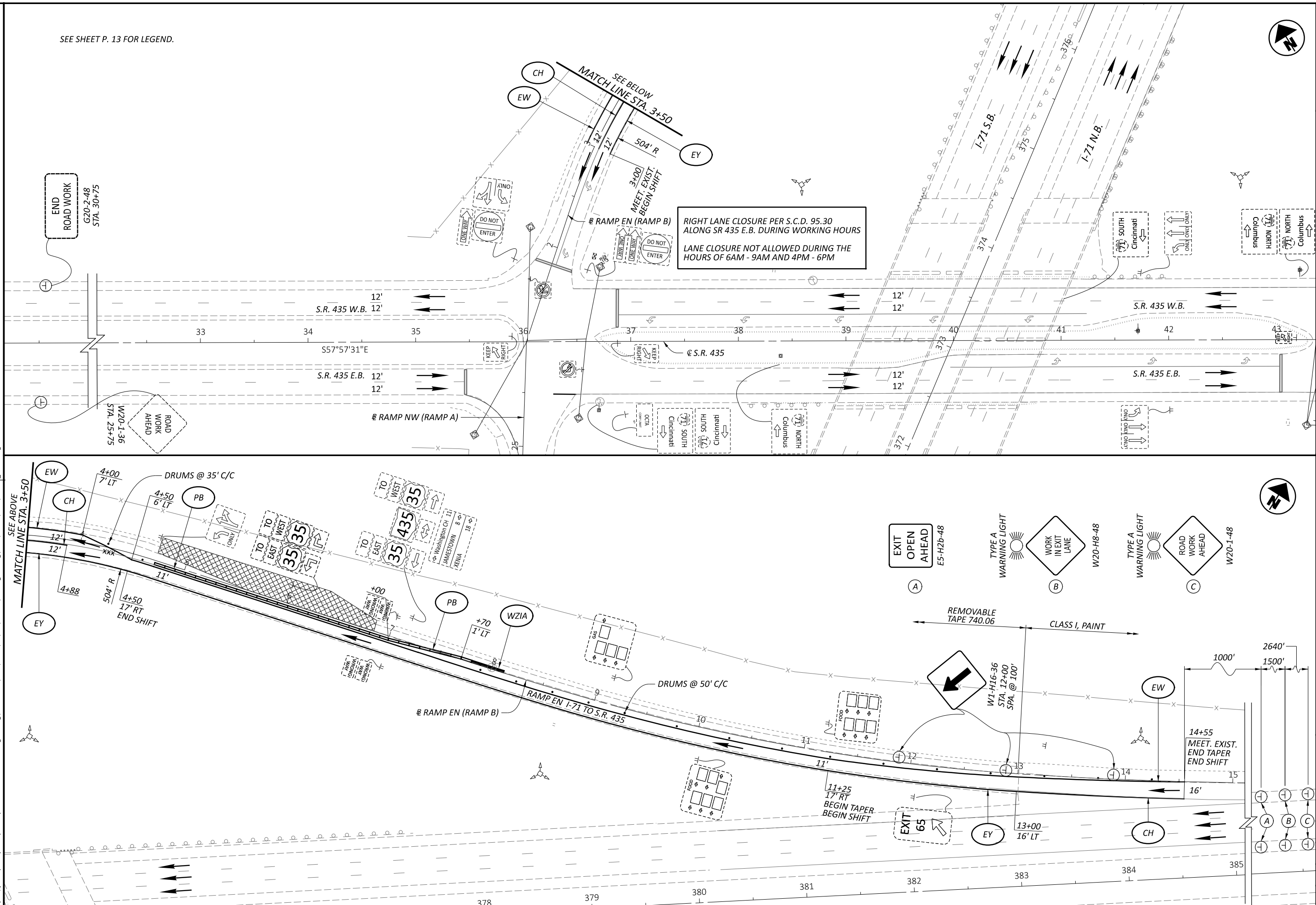
DESIGNER

DPF
REVIEWER

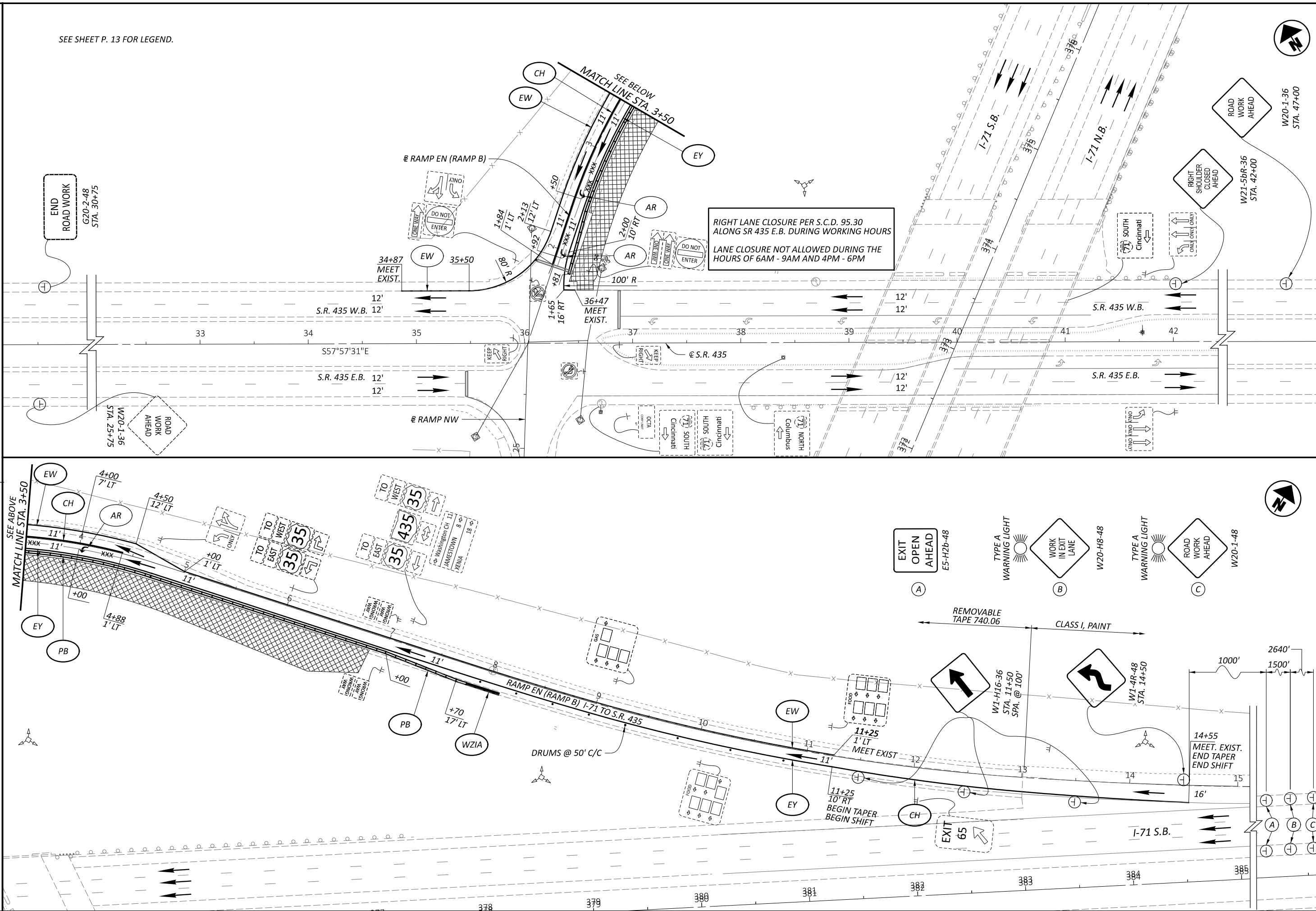
DCJ 03/08/24

PROJECT ID
117955

SHEET	TOTAL
P. 14	81



SEE SHEET P. 13 FOR LEGEND.



MAINTENANCE OF TRAFFIC (BU-4)
PHASE 2 - RAMP EN (RAMP B)

DESIGN AGENCY

Palmer
ENGINEERING
8350 E. KEMPER RD.
SUITE B
CINCINNATI, OH 45249
513-469-1600

DESIGNER	
DPF	
REVIEWER	
DCJ	03/08/24
PROJECT ID	
117955	
SHEET	TOTAL
P. 15	81

HORIZONTAL
SCALE IN FEET

40

A horizontal scale bar with alternating black and white segments, labeled 'HORIZONTAL SCALE IN FEET' and '40'.

0

10

20

30

40

50

60

70

80

90

100

110

120

130

140

150

160

0

10

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30

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70

80

90

100

110

120

130

140

150

160

170

0

10

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30

40

50

60

70

80

90

100

110

120

130

140

150

160

170

0

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20

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40

50

60

70

80

90

100

110

120

130

140

150

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170

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130

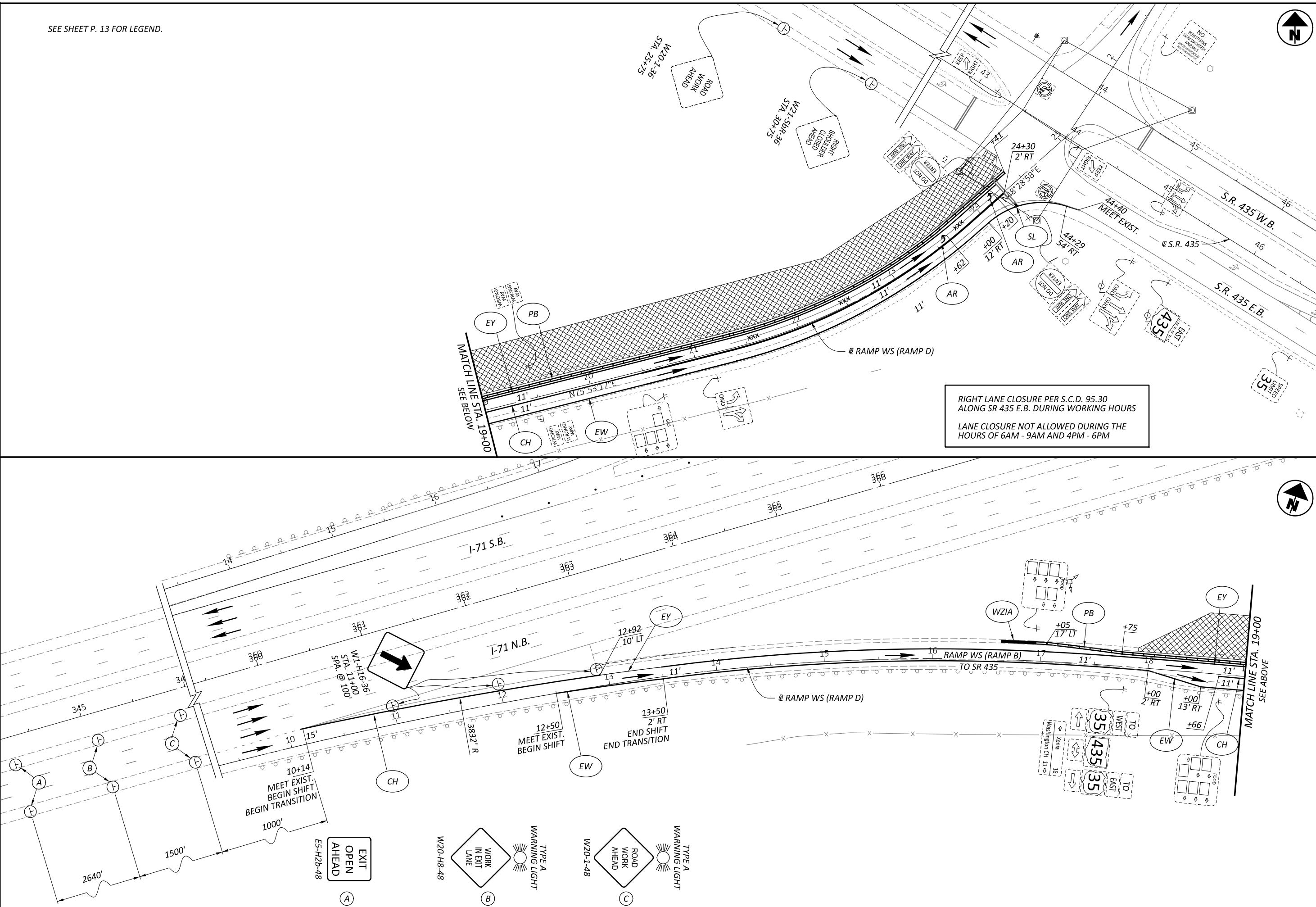
140

150

160

170

SEE SHEET P. 13 FOR LEGEND.



MAINTENANCE OF TRAFFIC (BU-4)
PHASE 1 - RAMP WS (RAMP D)

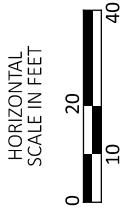
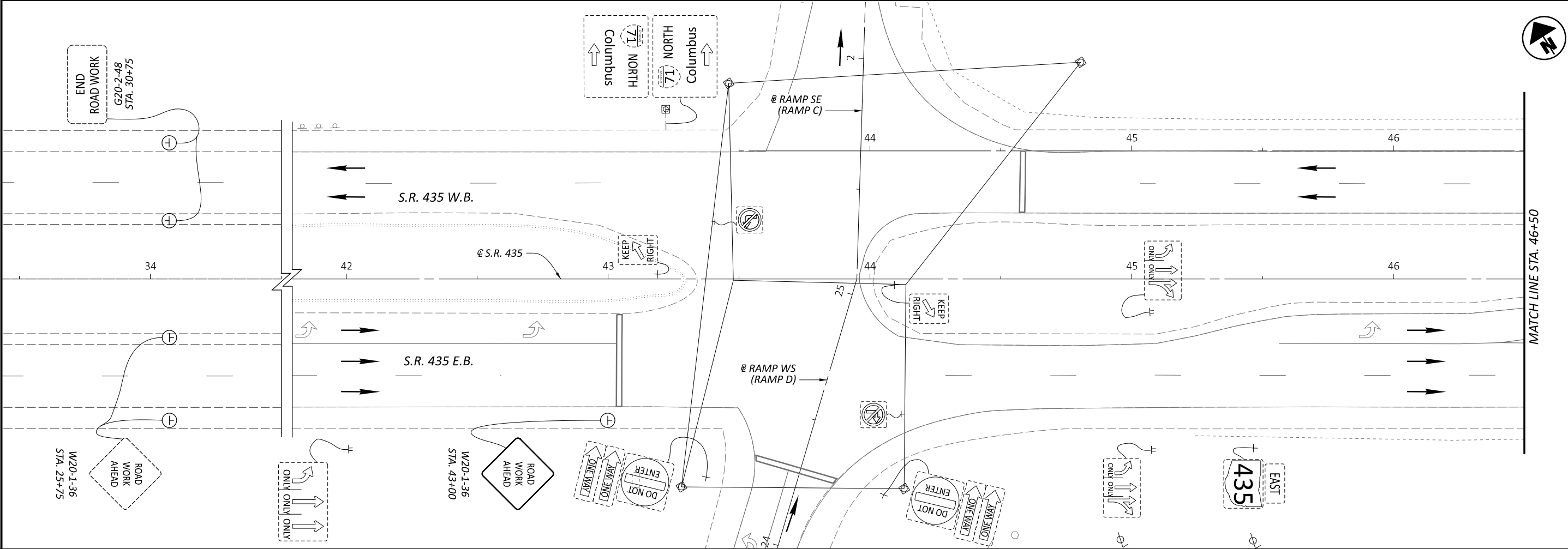


DESIGN AGENCY	
Palmer ENGINEERING	
8350 E. KEMPER RD. SUITE B CINCINNATI, OH 45249 513-469-1600	
DESIGNER	
DPF	
REVIEWER	
DCJ 03/08/24	
PROJECT ID	
117955	
SHEET	
P. 16	TOTAL 81

HATCH LEGEND	
	PROPOSED WORK ZONE

BALLOON LEGEND			
	WORK ZONE EDGE LINE (Y), 4"		CHANNELIZING LINE, 8"
	WORK ZONE EDGE LINE (W), 4"		LANE ARROW
	WORK ZONE STOP LINE (W) 24"		WORK ZONE DOTTED LINE, (W), 4"
	WORK ZONE DOUBLE SOLID LINE, (Y), 4"		WORK ZONE IMPACT ATTENUATOR
	WORK ZONE LANE LINE (W) 6"		PORTABLE BARRIER, UNANCHORED

SIGN LEGEND			
	REMOVE AND DISPOSE OF EXISTING SIGN		EXISTING SIGN TO REMAIN
	PROPOSED SIGN		COVER EXISTING SIGN
xxx = REMOVAL OF EXISTING PAVEMENT MARKINGS			



MAINTENANCE OF TRAFFIC (BU-4)
PHASE 1 - S.R. 435 STA. 34+00 - STA. 46+50

DESIGN AGENCY

Palmer
ENGINEERING
8350 E. KEMPER RD.
SUITE B
CINCINNATI, OH 45249
513-469-1600

DESIGNER

DPF

REVIEWER

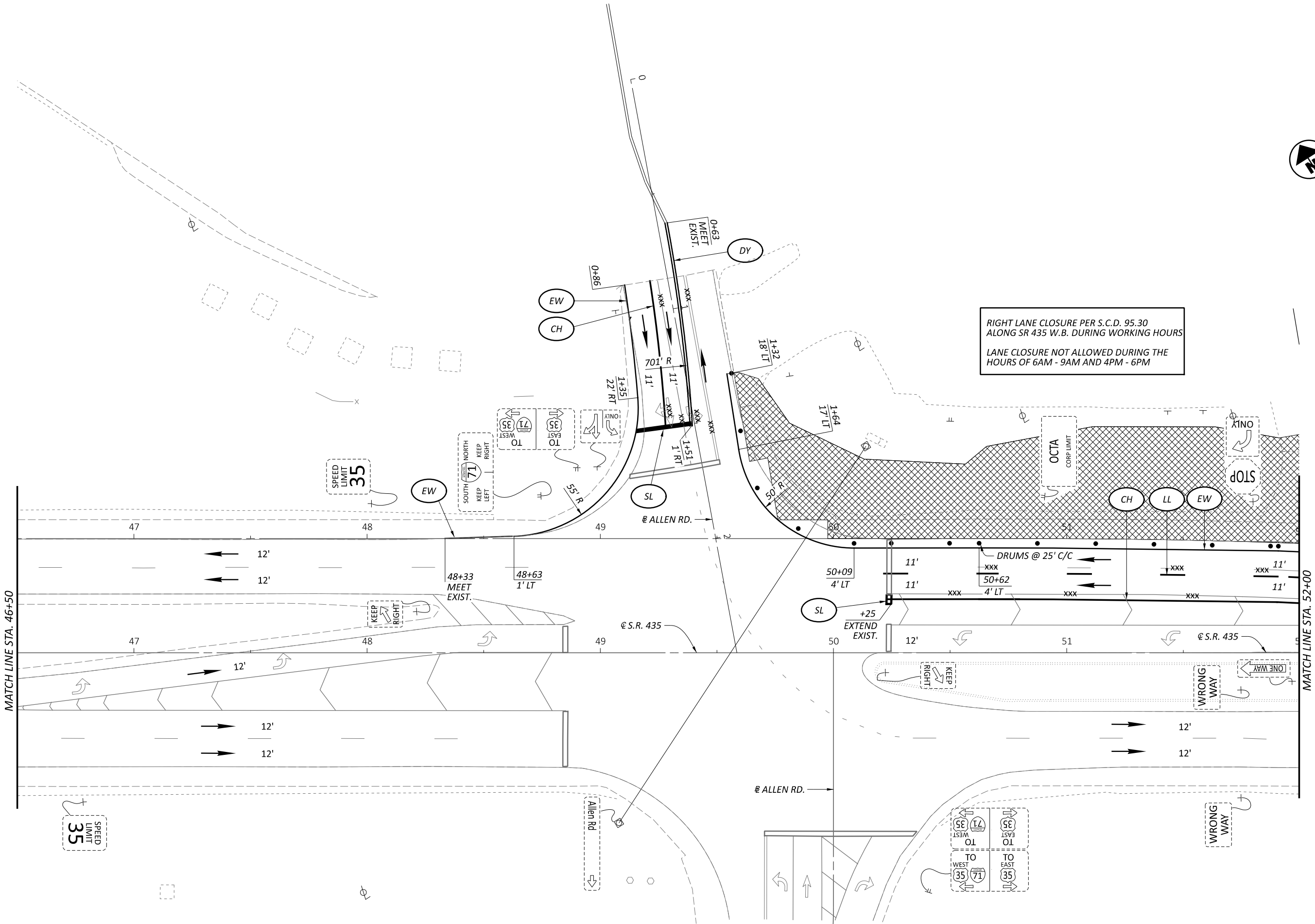
DCJ 03/08/24

PROJECT ID

117955

SHEET TOTAL

P. 17 81



SEE SHEET P. 17 FOR LEGEND.



MAINTENANCE OF TRAFFIC (BU-4)
PHASE 1 - S.R. 435 STA. 46+50 - STA. 52+00

DESIGN AGENCY

Palmer
ENGINEERING
8350 E. KEMPER RD.
SUITE B
CINCINNATI, OH 45249
513-469-1600

DESIGNER

DPF

REVIEWER

DCJ 03/08/24

PROJECT ID

117955

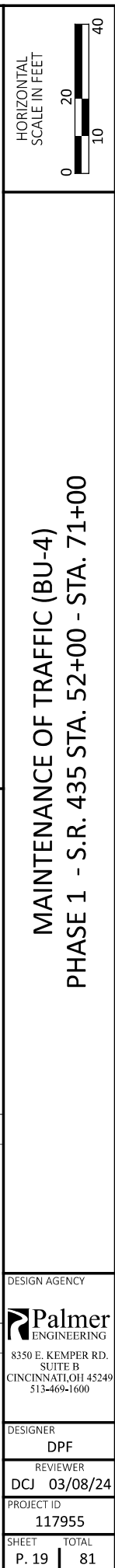
SHEET

P. 18

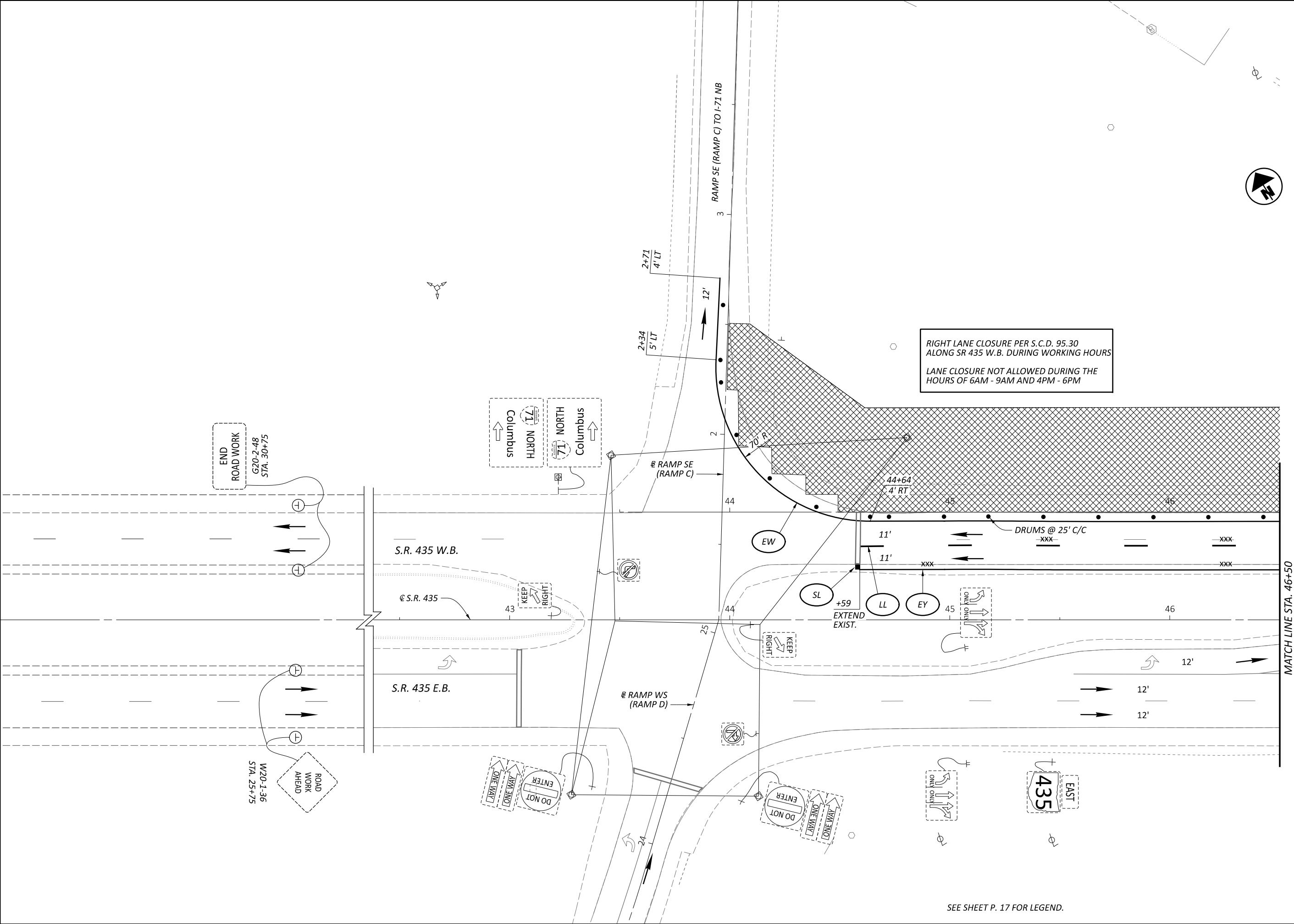
TOTAL

81





SEE SHEET P. 17 FOR LEGEND.



MAINTENANCE OF TRAFFIC (BU-4)
PHASE 2 - S.R. 435 STA. 34+005 - STA. 46+50



DESIGN AGENCY

Palmer
ENGINEERING
8350 E. KEMPER RD.
SUITE B
CINCINNATI, OH 45249
513-469-1600

DESIGNER

DPF

REVIEWER

DCJ 03/08/24

PROJECT ID

117955

SHEET TOTAL

P. 20 81



HORIZONTAL
SCALE IN FEET



0 20 40

10

MAINTENANCE OF TRAFFIC (BU-4)
PHASE 2 - S.R. 435 STA. 46+50 - STA. 52+00

DESIGN AGENCY



8350 E. KEMPER RD.
SUITE B
CINCINNATI, OH 45249
513-469-1600

DESIGNER
DPF

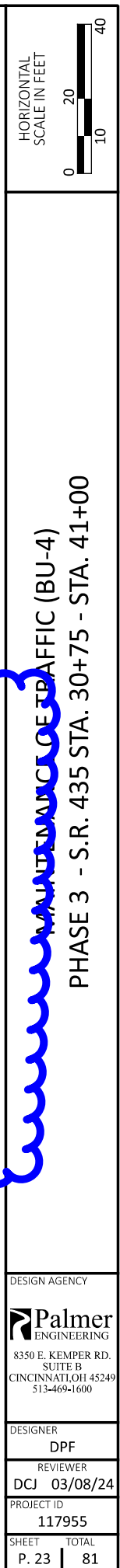
REVIEWER
DCJ 03/08/24

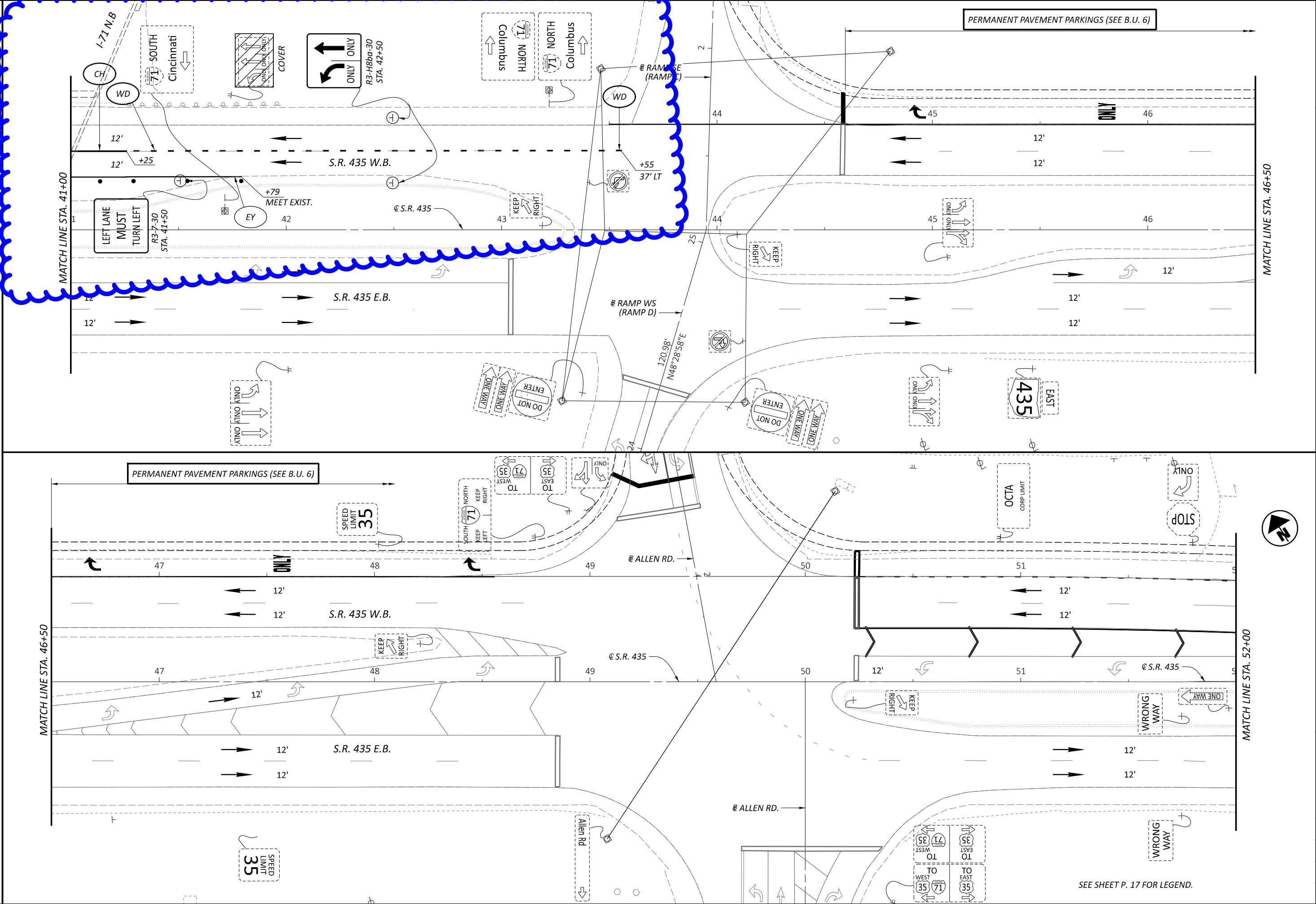
PROJECT ID
117955

SHEET	TOTAL
P. 21	81

SEE SHEET P. 17 FOR LEGEND.







MAINTENANCE OF TRAFFIC (BU-4)
PHASE 3 - S.R. 435 STA. 41+00 - STA. 52+00

DESIGN AGENCY

Palmer
ENGINEERING
8350 E. KEMPER RD.
SUITE B
CINCINNATI, OH 45249
513-469-1600

DESIGNER

DPF

REVIEWER

DCJ 03/08/24

PROJECT ID

117955

SHEET

P. 24

TOTAL

81

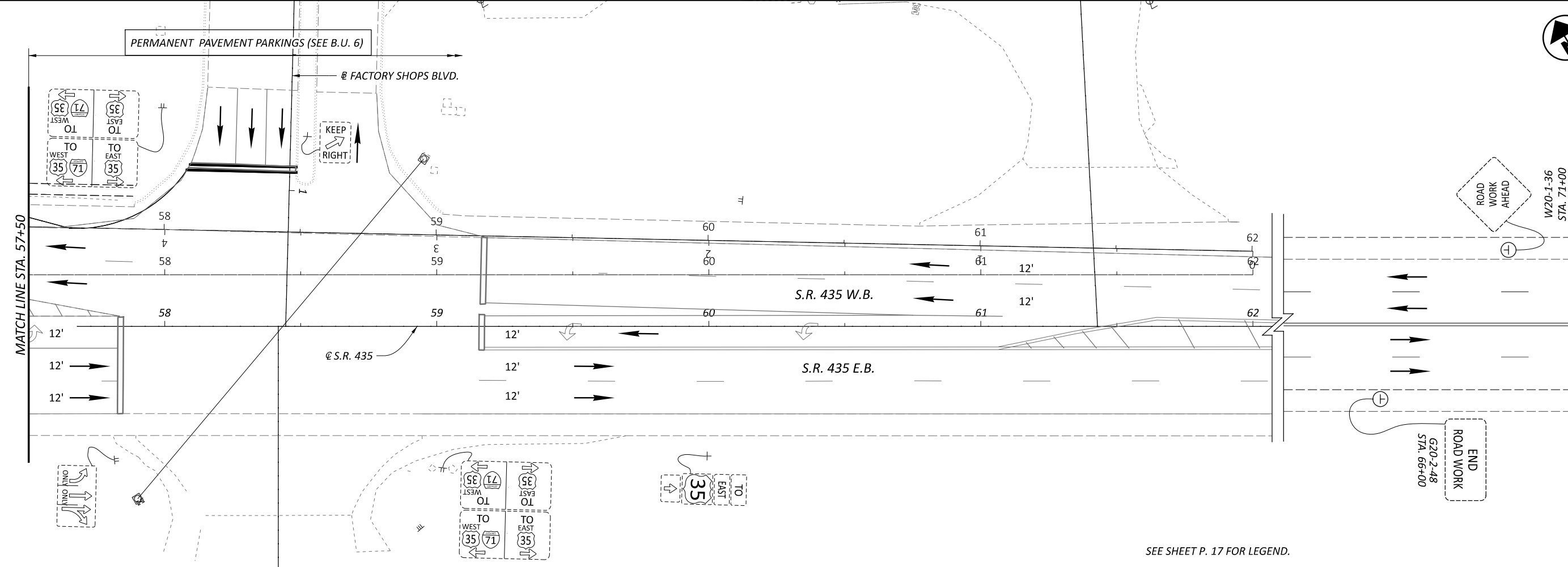
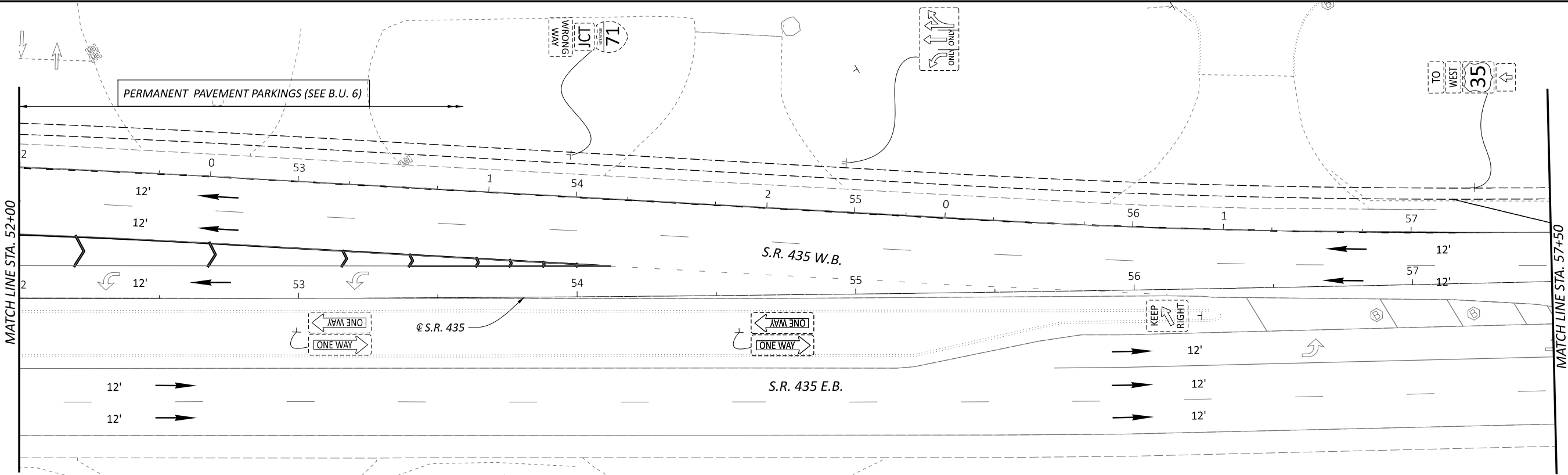
HORIZONTAL
SCALE IN FEET

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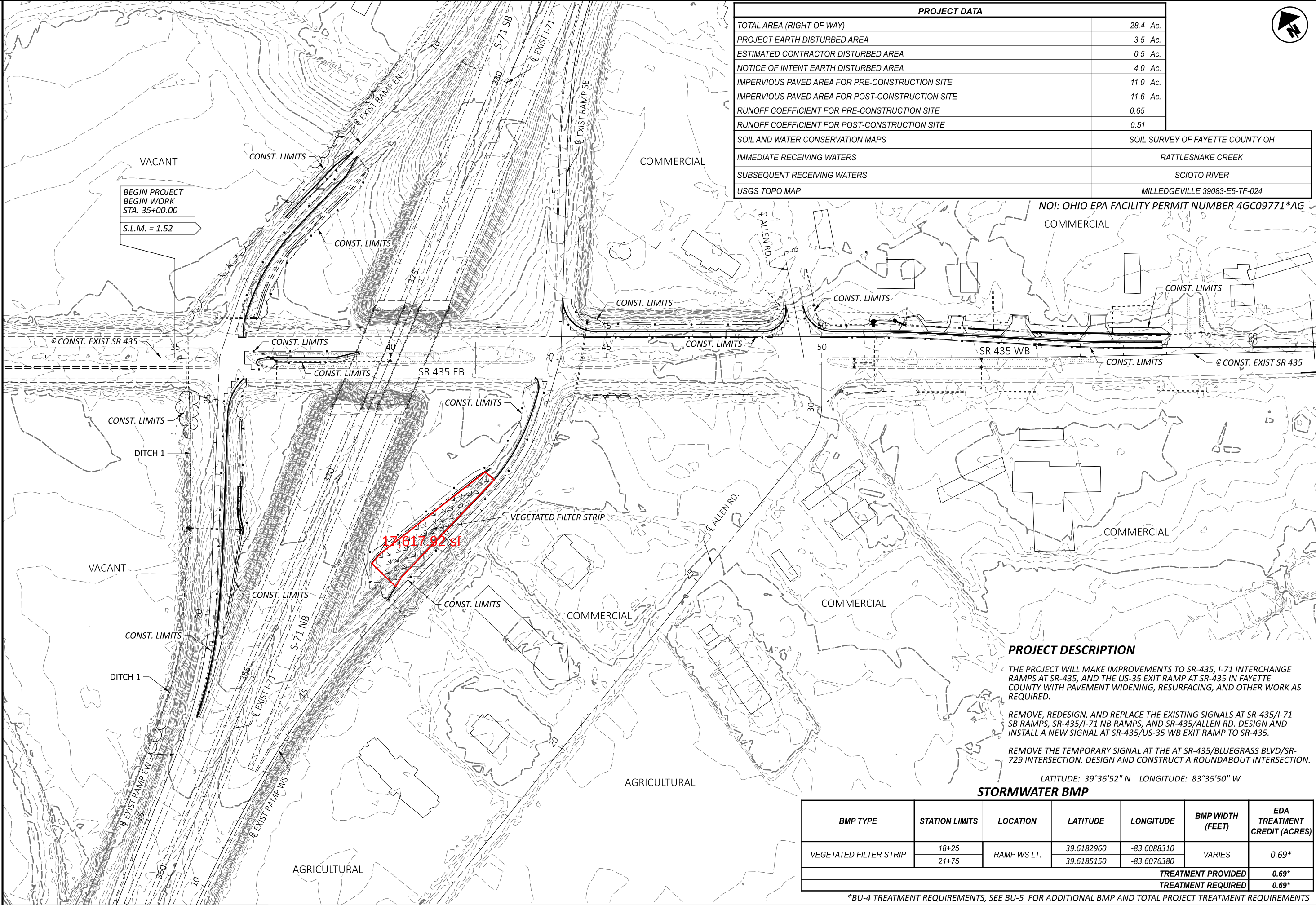
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SEE SHEET P. 17 FOR LEGEND.

MAINTENANCE OF TRAFFIC (BU-4)
PHASE 3 - S.R. 435 STA. 52+00 - STA. 71+00

DESIGN AGENCY	
Palmer ENGINEERING	
8350 E. KEMPER RD. SUITE B CINCINNATI, OH 45249 513-469-1600	
DESIGNER	
DPF	
REVIEWER	
DCJ 03/08/24	
PROJECT ID	
117955	
SHEET	TOTAL
P. 25	81



PROJECT DATA	
TOTAL AREA (RIGHT OF WAY)	28.4 Ac.
PROJECT EARTH DISTURBED AREA	3.5 Ac.
ESTIMATED CONTRACTOR DISTURBED AREA	0.5 Ac.
NOTICE OF INTENT EARTH DISTURBED AREA	4.0 Ac.
IMPERVIOUS PAVED AREA FOR PRE-CONSTRUCTION SITE	11.0 Ac.
IMPERVIOUS PAVED AREA FOR POST-CONSTRUCTION SITE	11.6 Ac.
RUNOFF COEFFICIENT FOR PRE-CONSTRUCTION SITE	0.65
RUNOFF COEFFICIENT FOR POST-CONSTRUCTION SITE	0.51
SOIL AND WATER CONSERVATION MAPS	SOIL SURVEY OF FAYETTE COUNTY OH
IMMEDIATE RECEIVING WATERS	RATTLESNAKE CREEK
SUBSEQUENT RECEIVING WATERS	SCIOTO RIVER
USGS TOPO MAP	MILLEDGEVILLE 39083-E5-TF-024

NOI: OHIO EPA FACILITY PERMIT NUMBER 4GC09771*AG

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PROJECT DESCRIPTION

THE PROJECT WILL MAKE IMPROVEMENTS TO SR-435, I-71 INTERCHANGE RAMP AT SR-435, AND THE US-35 EXIT RAMP AT SR-435 IN FAYETTE COUNTY WITH PAVEMENT WIDENING, RESURFACING, AND OTHER WORK AS REQUIRED.

REMOVE, REDESIGN, AND REPLACE THE EXISTING SIGNALS AT SR-435/I-71 SB RAMP, SR-435/I-71 NB RAMP, AND SR-435/ALLEN RD. DESIGN AND INSTALL A NEW SIGNAL AT SR-435/US-35 WB EXIT RAMP TO SR-435.

REMOVE THE TEMPORARY SIGNAL AT THE AT SR-435/BUEGRASS BLVD/SR-729 INTERSECTION. DESIGN AND CONSTRUCT A ROUNDABOUT INTERSECTION.

LATITUDE: 39°36'52" N LONGITUDE: 83°35'50" W

STORMWATER BMP

BMP TYPE	STATION LIMITS	LOCATION	LATITUDE	LONGITUDE	BMP WIDTH (FEET)	EDA TREATMENT CREDIT (ACRES)
VEGETATED FILTER STRIP	18+25	RAMP WS LT.	39.6182960	-83.6088310	VARIES	0.69*
	21+75		39.6185150	-83.6076380		
TREATMENT PROVIDED						0.69*
TREATMENT REQUIRED						0.69*

*BU-4 TREATMENT REQUIREMENTS, SEE BU-5 FOR ADDITIONAL BMP AND TOTAL PROJECT TREATMENT REQUIREMENTS

HORIZONTAL SCALE IN FEET

1" = 200.00'

50 200

PROJECT SITE PLAN

SR435 AT I-71 (BU-4)

DESIGN AGENCY

Palmer ENGINEERING

8350 E. KEMPER RD.
SUITE B
CINCINNATI, OH 45249
513-469-1600

DESIGNER

DPF

REVIEWER

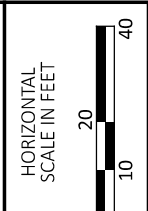
DCJ 03/08/24

PROJECT ID

117955

SHEET TOTAL

P. 26 81

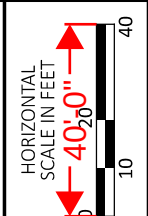


DESIGN AGENCY	
Palmer ENGINEERING 8350 E. KEMPER RD. SUITE B CINCINNATI, OH 45249 513-469-1600	
DESIGNER	
DPF	
REVIEWER	
DCJ 03/08/24	
PROJECT ID	
117955	
SHEET	TOTAL
P. 27	81

MODEL: CLX_SR_435 West-1 [Sheet] PAPER SIZE: 17x11 (in.) DATE: 3/8/2024 TIME: 4:12:38 PM USER: dan-f
pw:\pewinpw04.pewin.private.palmernet.com:Palmer_Engineering\Documents\Ohio\ODOT\ID6\FA\117955\400-Engineering\Roadway\Sheets\BU-4\117955_GP001.dgn

PAVEMENT WIDENING:
ITEM 452: 10½" NON-REINFORCED CONC.
PAVEMENT CLASS QC 1P
ITEM 304: 6" AGGREGATE BASE
SUBGRADE TREATMENT PER SCOPE

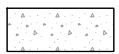
COMMERCIAL DRIVEWAYS
ITEM 452:
8" NON-REINFORCED
CONC. PAVEMENT



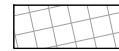
PLAN AND PROFILE (BU-4)
S.R. 435 STA 40+00 TO STA 45+00

DESIGN AGENCY	
 Palmer ENGINEERING 8350 E. KEMPER RD. SUITE B CINCINNATI, OH 45249 513-469-1600	
DESIGNER	
DPF	
REVIEWER	
DCJ 03/08/24	
PROJECT ID	
117955	
SHEET	TOTAL
P. 28	81

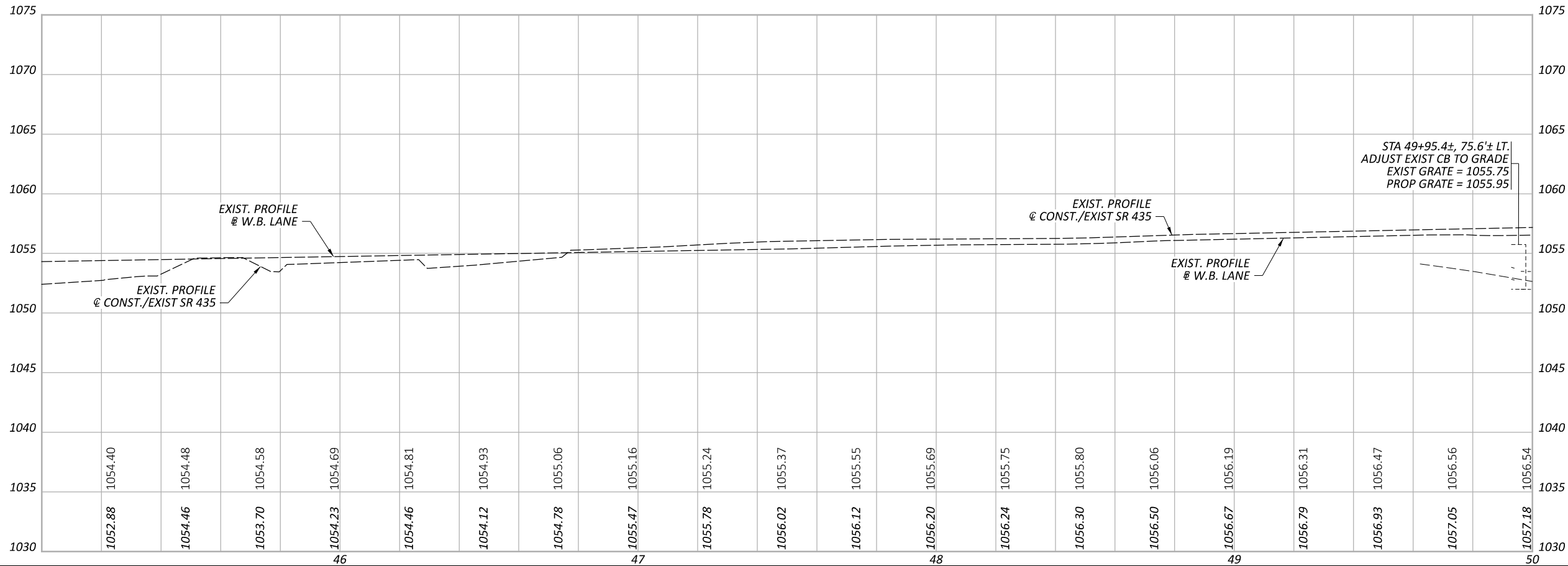
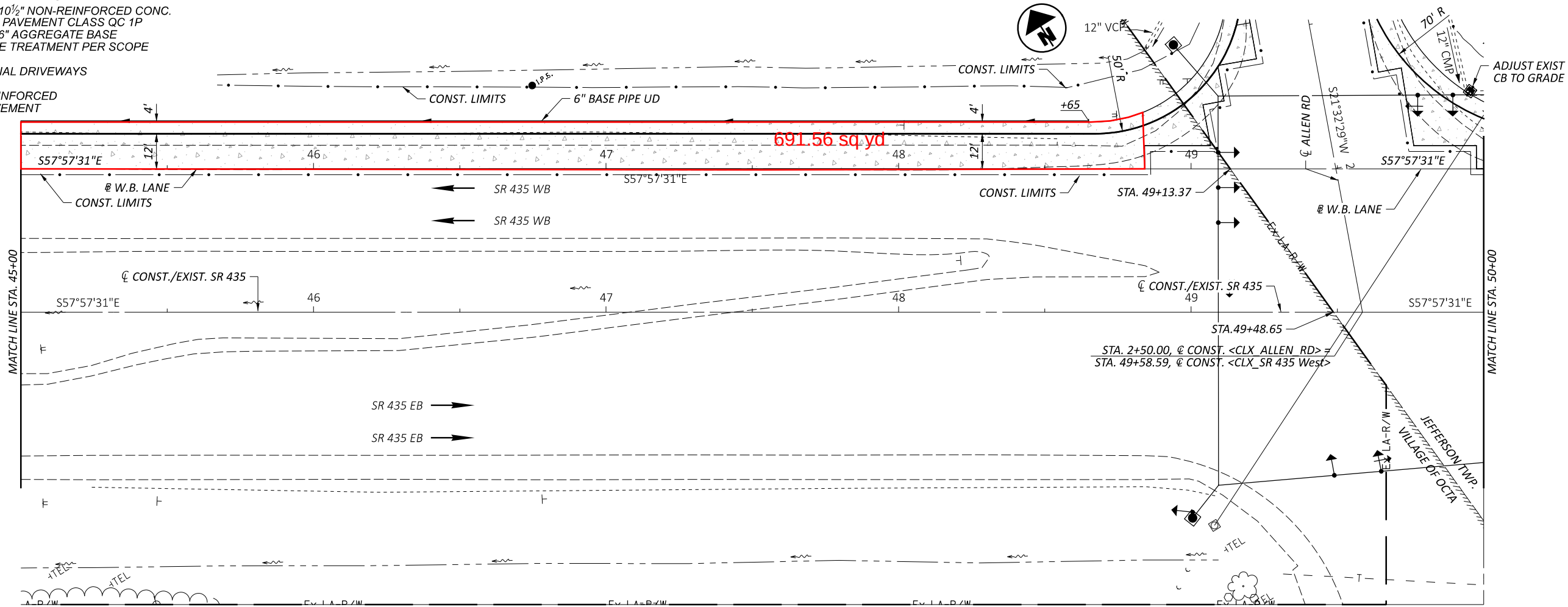
LEGEND



PAVEMENT WIDENING:
ITEM 452: 10 1/2" NON-REINFORCED CONC.
PAVEMENT CLASS QC 1P
ITEM 304: 6" AGGREGATE BASE
SUBGRADE TREATMENT PER SCOPE



COMMERCIAL DRIVEWAYS
ITEM 452:
8" NON-REINFORCED
CONC. PAVEMENT



PLAN AND PROFILE (BU-4)
S.R. 435 STA 45+00 TO STA 50+00

DESIGN AGENCY

Palmer
ENGINEERING
8350 E. KEMPER RD.
SUITE B
CINCINNATI, OH 45249
513-469-1600

DESIGNER

DPF

REVIEWER

DCJ 03/08/24

PROJECT ID

117955

SHEET

P. 29

TOTAL

81

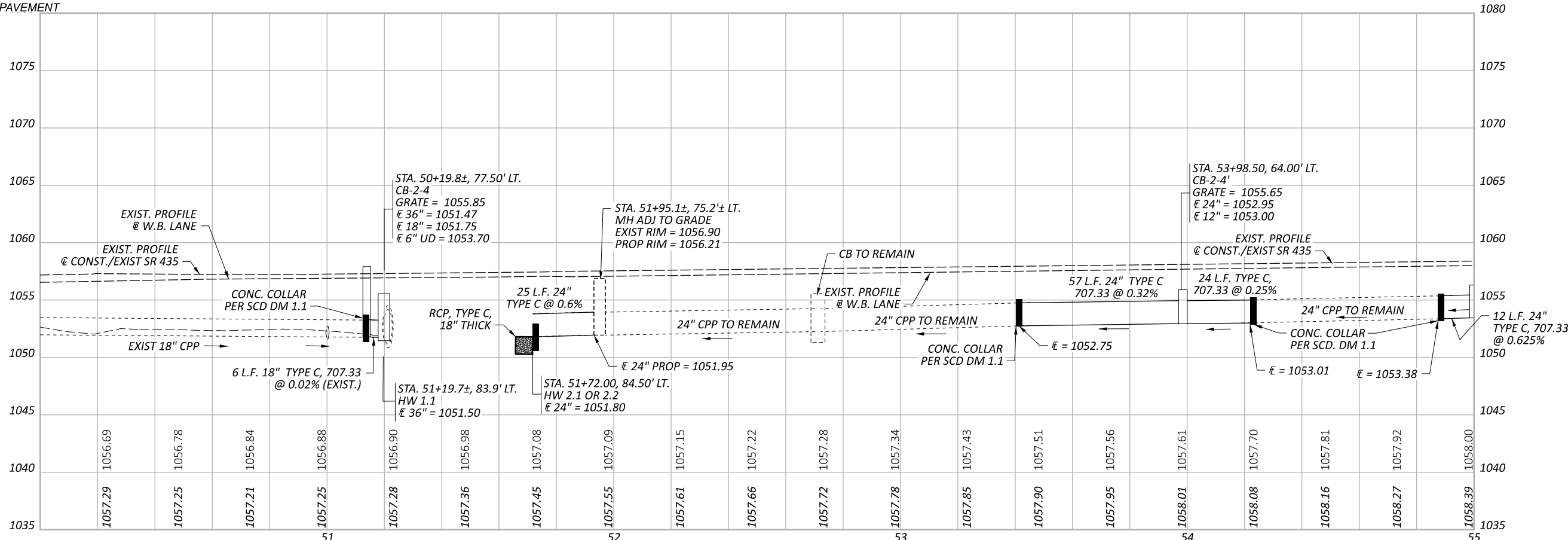
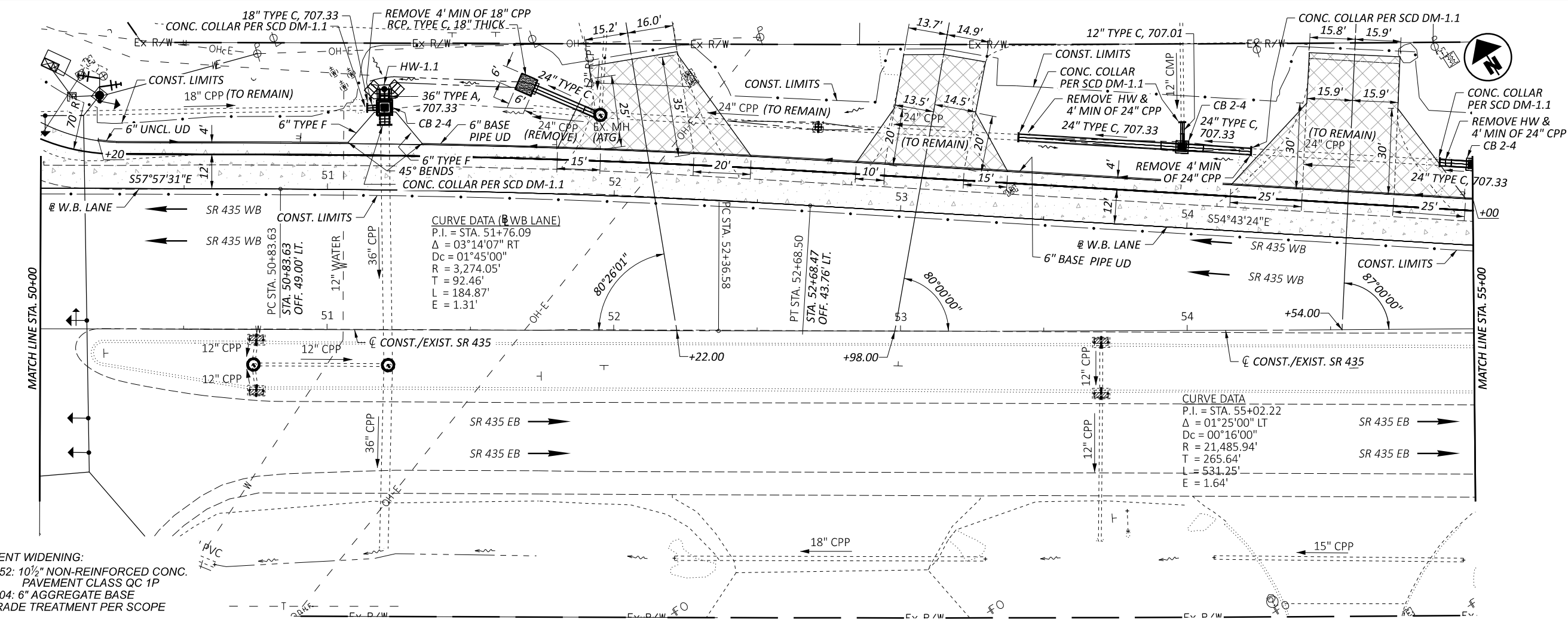
LEGEND



PAVEMENT WIDENING:
ITEM 452: 10 1/2" NON-REINFORCED CONC.
PAVEMENT CLASS QC 1P
ITEM 304: 6" AGGREGATE BASE
SUBGRADE TREATMENT PER SCOPE



COMMERCIAL DRIVEWAYS
ITEM 452:
8" NON-REINFORCED
CONC. PAVEMENT



PLAN AND PROFILE (BU-4)
S.R. 435 STA 50+00 TO STA 55+00

DESIGN AGENCY

Palmer
ENGINEERING
8350 E. KEMPER RD.
SUITE B
CINCINNATI, OH 45249
513-469-1600

DESIGNER

DPF

REVIEWER

DCJ 03/08/24

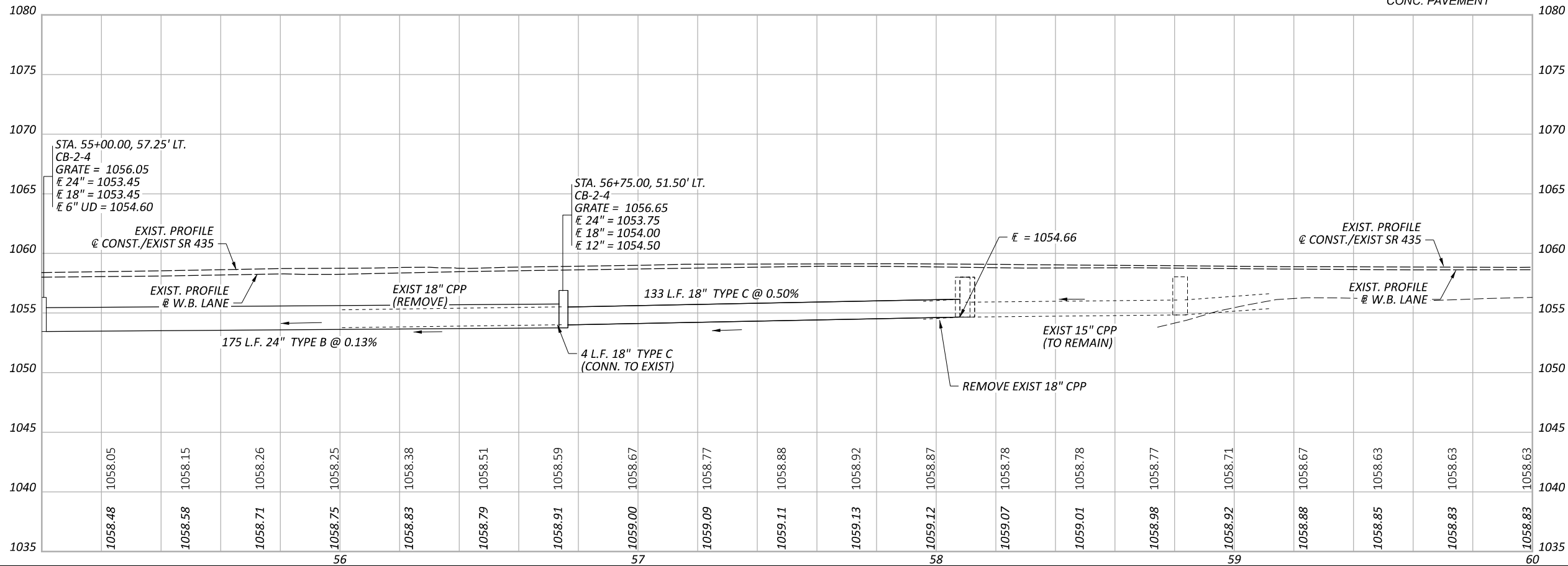
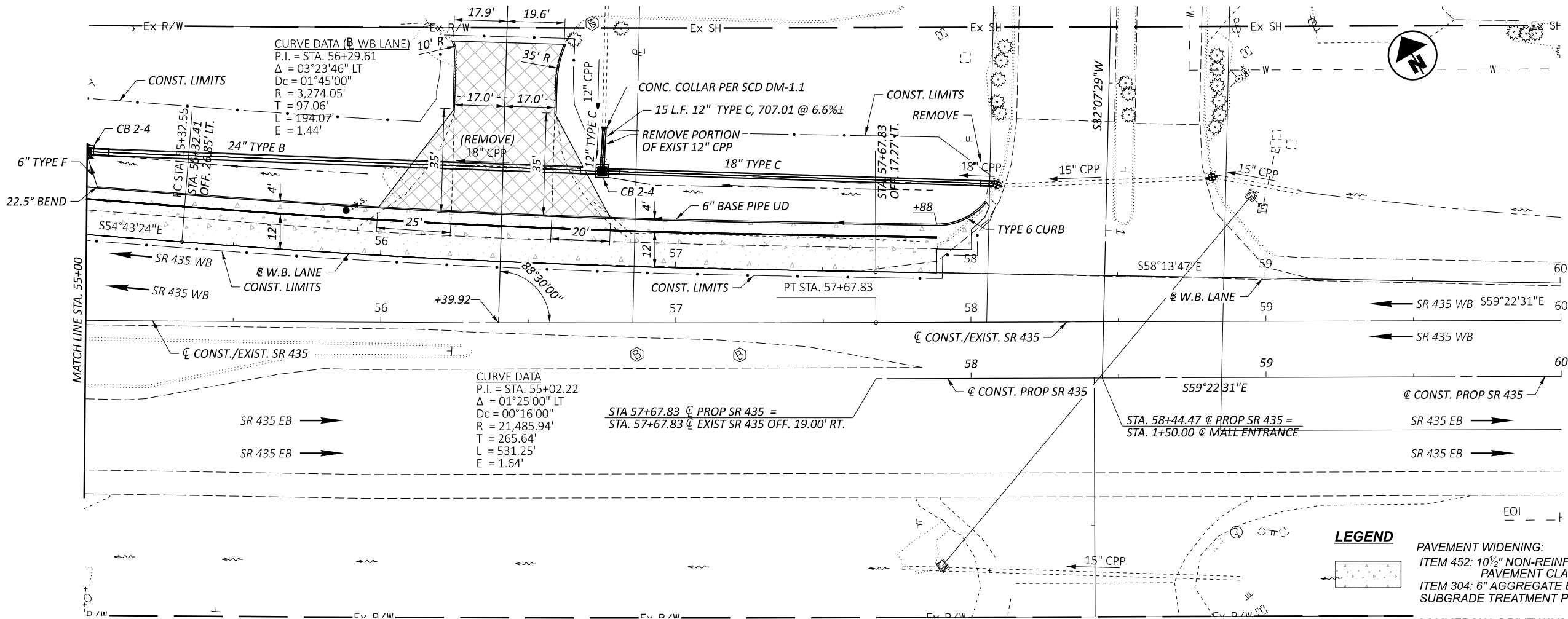
PROJECT ID

117955

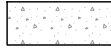
SHEET

P.30

TOTAL
81



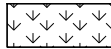
LEGEND



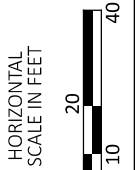
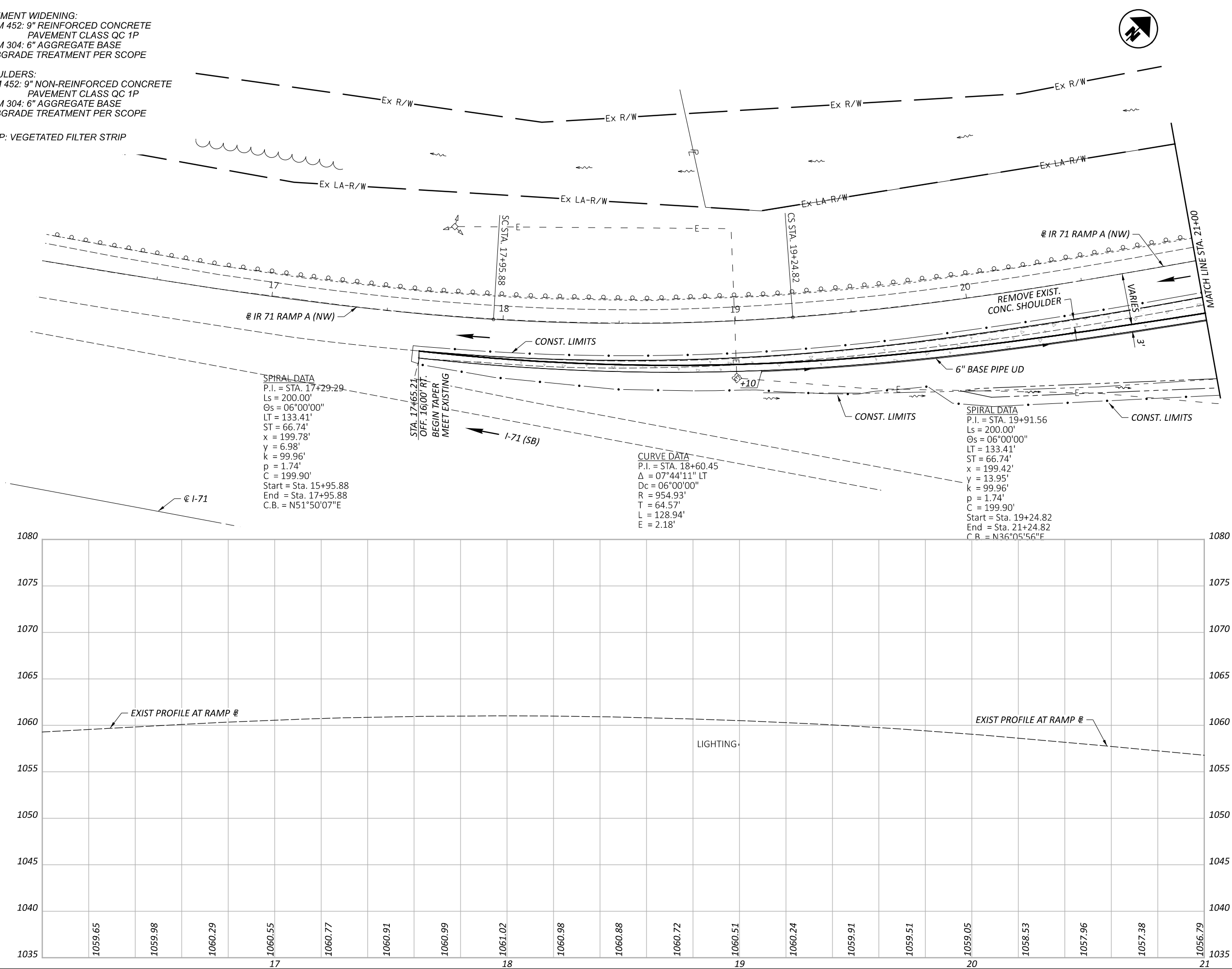
PAVEMENT WIDENING:
ITEM 452: 9" REINFORCED CONCRETE
PAVEMENT CLASS QC 1P
ITEM 304: 6" AGGREGATE BASE
SUBGRADE TREATMENT PER SCOPE



SHOULDERS:
ITEM 452: 9" NON-REINFORCED CONCRETE
PAVEMENT CLASS QC 1P
ITEM 304: 6" AGGREGATE BASE
SUBGRADE TREATMENT PER SCOPE



BMP: VEGETATED FILTER STRIP



PLAN AND PROFILE (BU-4)
I-71 RAMP A (RAMP NW) STA 16+00 TO STA 21+00

DESIGN AGENCY

Palmer
ENGINEERING
8350 E. KEMPER RD.
SUITE B
CINCINNATI, OH 45249
513-469-1600

DESIGNER

DPF

REVIEWER

DCJ 03/08/24

PROJECT ID

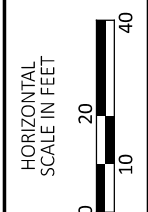
117955

SHEET

P. 32

TOTAL

81



PLAN AND PROFILE (BU-4)
I-71 RAMP A (RAMP NW) STA 21+00 TO STA 25+97.27

DESIGN AGENCY



8350 E. KEMPER RD.
SUITE B
CINCINNATI, OH 45249
513-469-1600

DESIGNER

DPF

REVIEWER

DCI 03/08/24

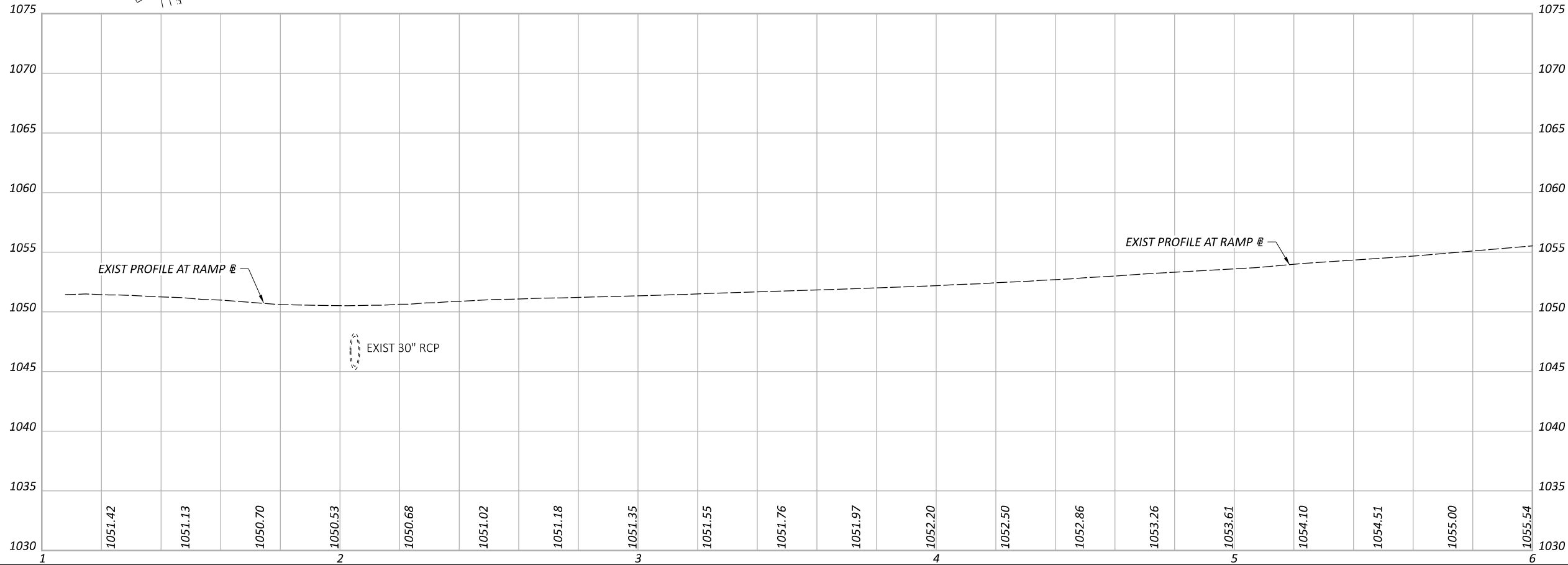
PROJECT ID:

PROJECT ID
1170EE

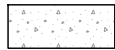
117955

SHEET	TOTAL
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3 | 8



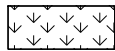
LEGEND



PAVEMENT WIDENING:
ITEM 452: 9" REINFORCED CONCRETE
PAVEMENT CLASS QC 1P
ITEM 304: 6" AGGREGATE BASE
SUBGRADE TREATMENT PER SCOPE



SHOULDERS:
ITEM 452: 9" NON-REINFORCED CONCRETE
PAVEMENT CLASS QC 1P
ITEM 304: 6" AGGREGATE BASE
SUBGRADE TREATMENT PER SCOPE



BMP: VEGETATED FILTER STRIP

PLAN AND PROFILE (BU-4)
I-71 RAMP B (RAMP EN) STA 1+07.90 TO STA 6+00

DESIGN AGENCY



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SUITE B
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PROJECT ID

117955

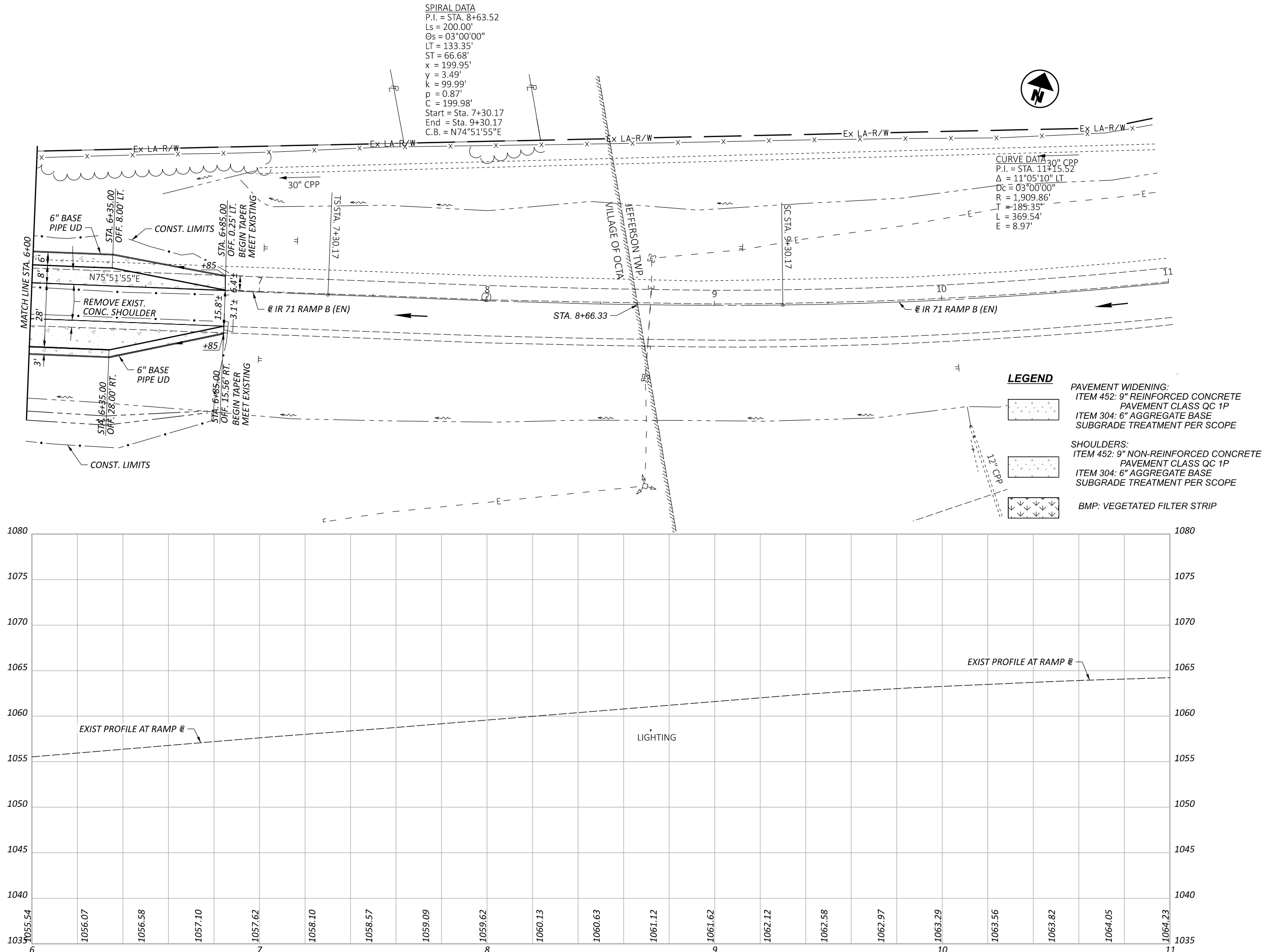
SHEET

P. 34

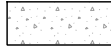
TOTAL

81





LEGEND



PAVEMENT WIDENING:
ITEM 452: 9" REINFORCED CONCRETE
PAVEMENT CLASS QC 1P
ITEM 304: 6" AGGREGATE BASE
SUBGRADE TREATMENT PER SCOPE

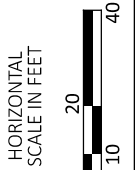
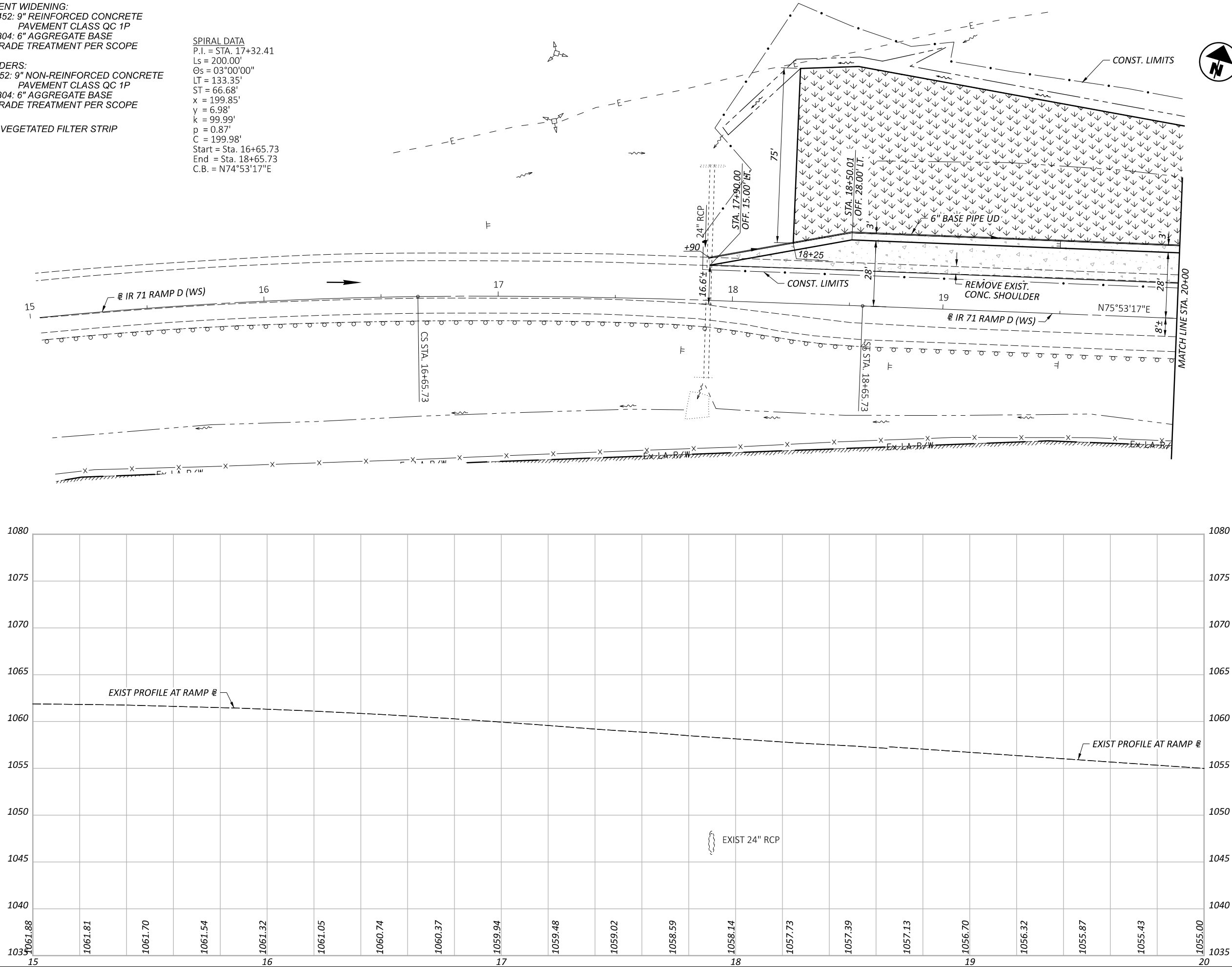


SHOULDERS:
ITEM 452: 9" NON-REINFORCED CONCRETE
PAVEMENT CLASS QC 1P
ITEM 304: 6" AGGREGATE BASE
SUBGRADE TREATMENT PER SCOPE



BMP: VEGETATED FILTER STRIP

SPIRAL DATA
P.I. = STA. 17+32.41
Ls = 200.00'
Os = 03°00'00"
LT = 133.35'
ST = 66.68'
x = 199.85'
y = 6.98'
k = 99.99'
p = 0.87'
C = 199.98'
Start = Sta. 16+65.73
End = Sta. 18+65.73
C.B. = N74°53'17"E



PLAN AND PROFILE (BU-4)
I-71 RAMP D (RAMP WS) STA 15+00 TO STA 20+00

DESIGN AGENCY

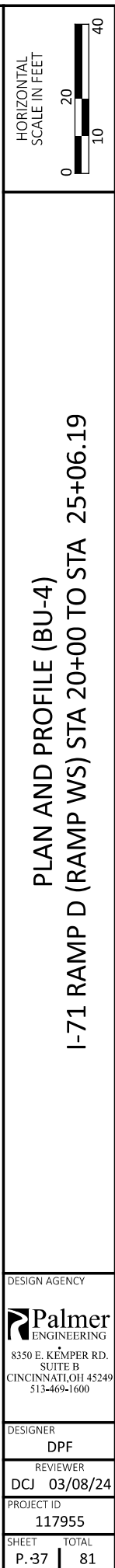
Palmer
ENGINEERING
8350 E. KEMPER RD.
SUITE B
CINCINNATI, OH 45249
513-469-1600

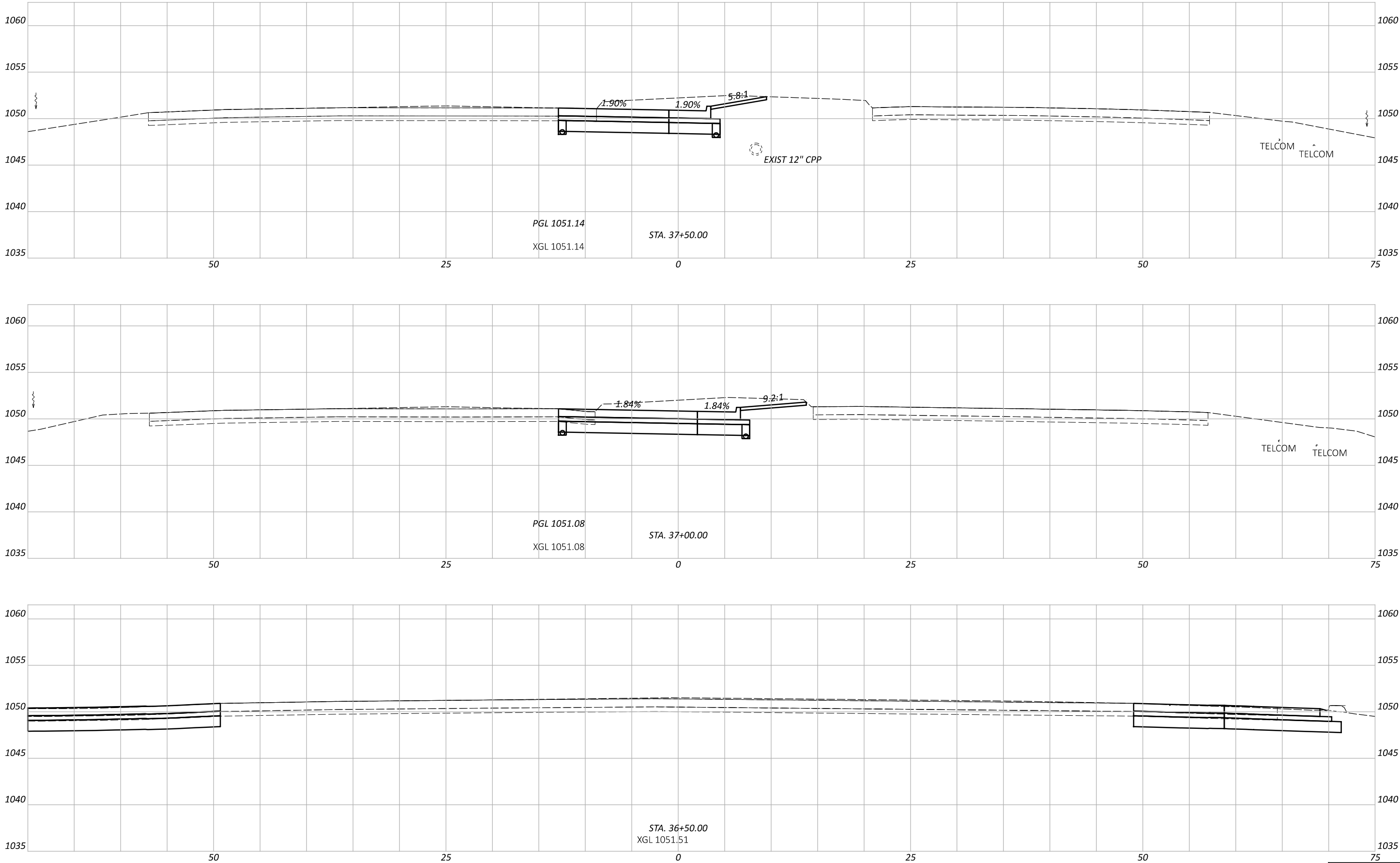
DESIGNER
DPF

REVIEWER
DCJ 03/08/24

PROJECT ID
117955

SHEET TOTAL
P. 36 81





CROSS SECTIONS (BU 4) - SR 435
STA. 36+50 - STA. 37+50

DESIGN AGENCY

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SUITE B
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DESIGNER

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REVIEWER

DCJ 03/08/24

PROJECT ID

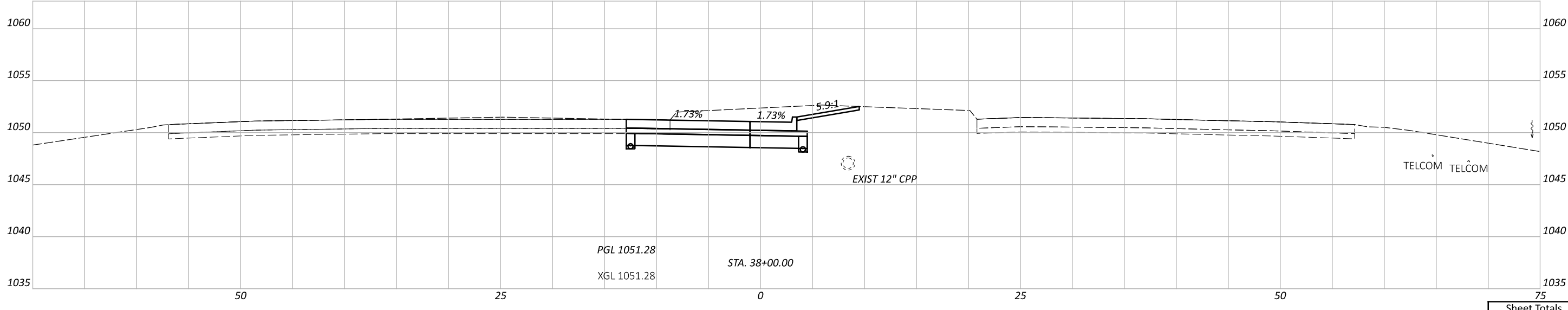
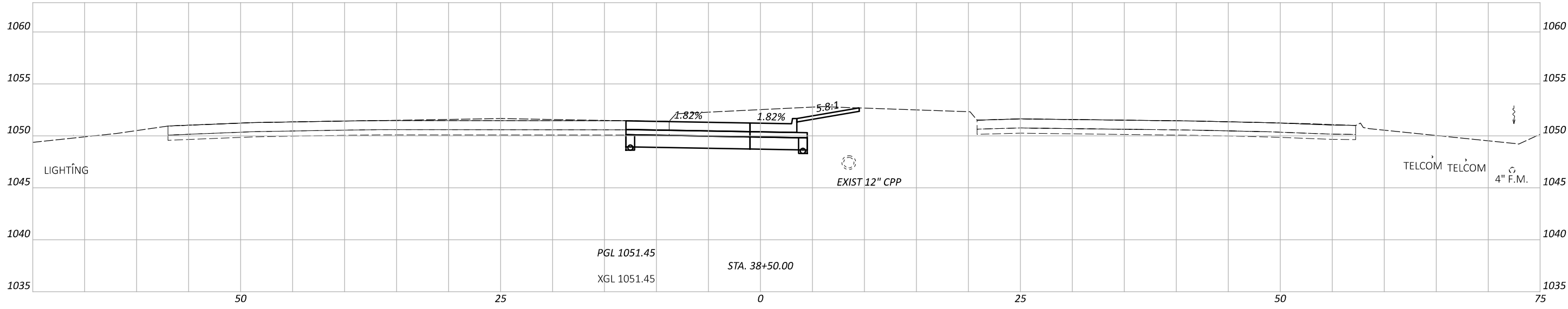
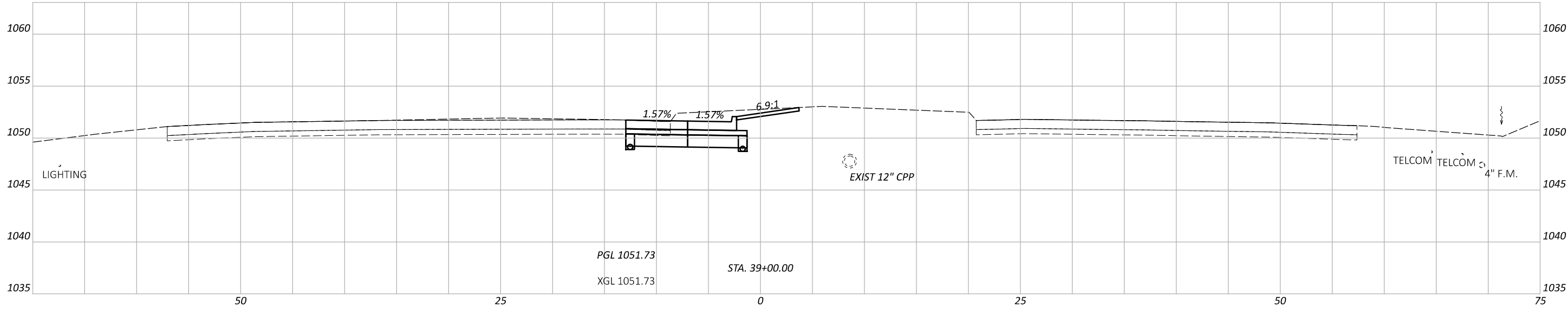
117955

Sheet Totals

Seeding Cut Fill

SHEET TOTAL

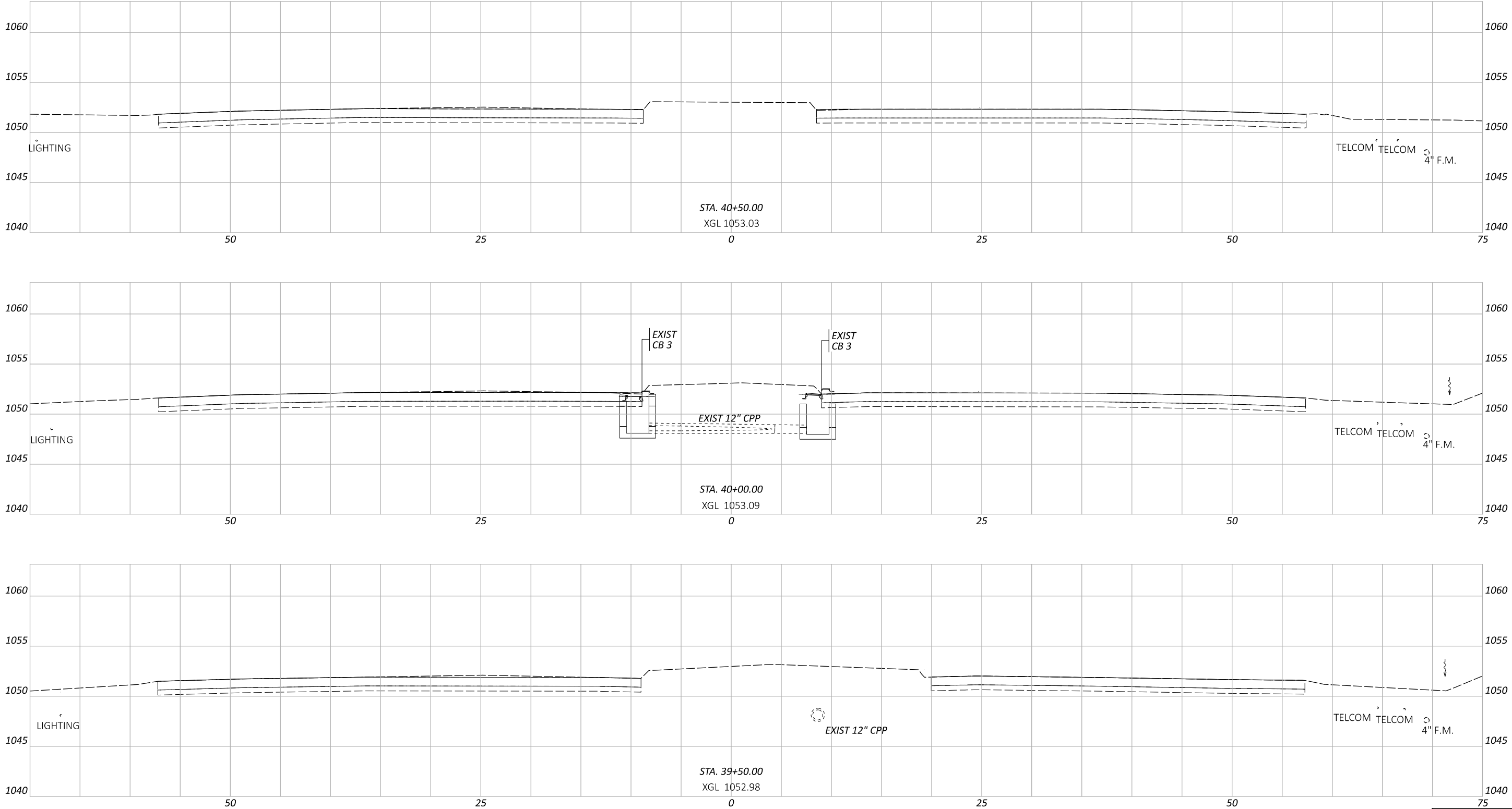
P. 38 81



CROSS SECTIONS (BU 4) - SR 435
STA. 38+00 - STA. 39+00

DESIGN AGENCY	
 8350 E. KEMPER RD. SUITE B CINCINNATI, OH 45249 513-469-1600	
DESIGNER	
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REVIEWER	
DCJ 03/08/24	
PROJECT ID	
117955	
SHEET TOTAL	
P. 39	81

Sheet Totals		
Seeding	Cut	Fill



Sheet Totals		
Seeding	Cut	Fill

CROSS SECTIONS (BU 4) - SR 435
STA. 39+50 - STA. 40+50

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PROJECT ID

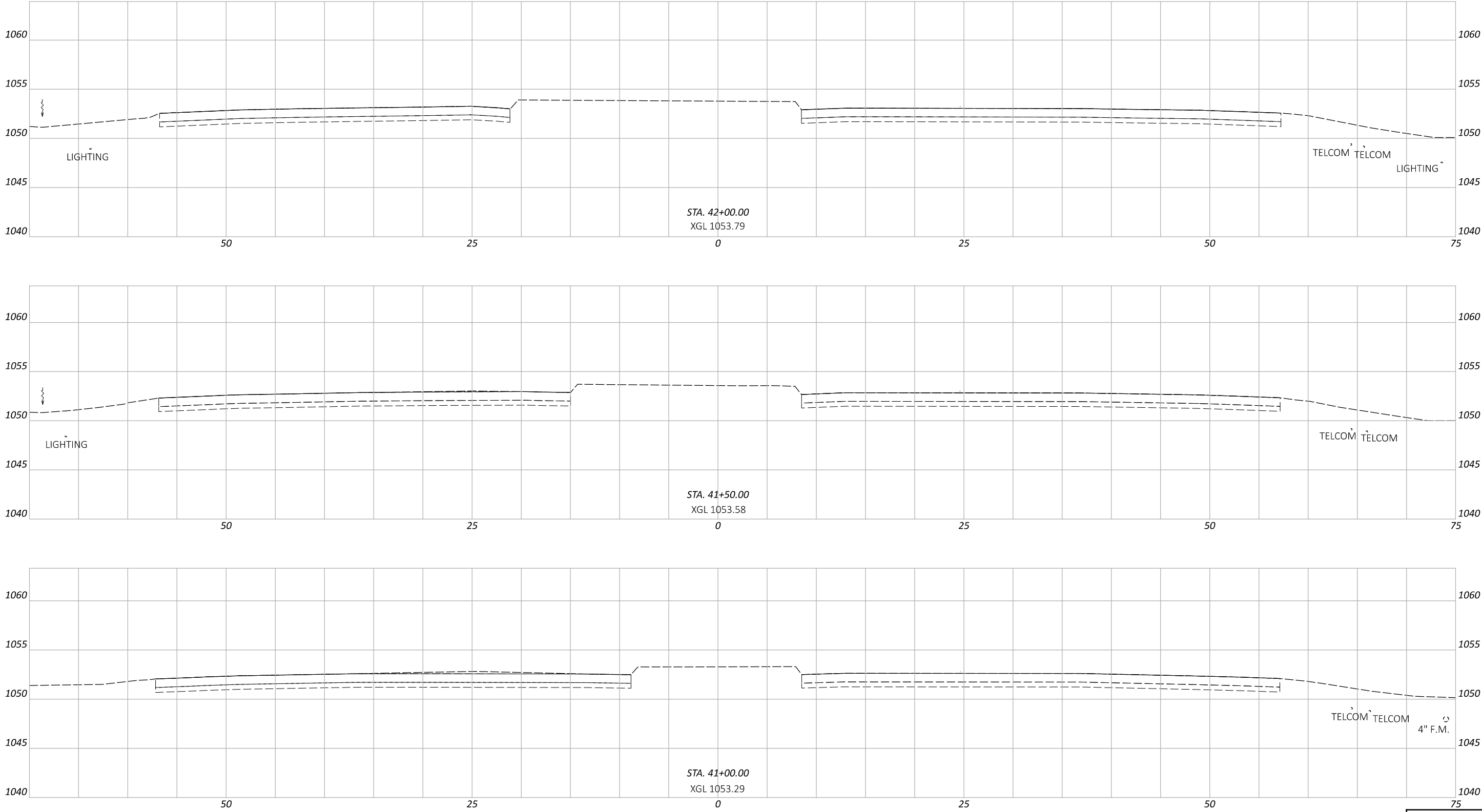
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SHEET

P. 40

TOTAL

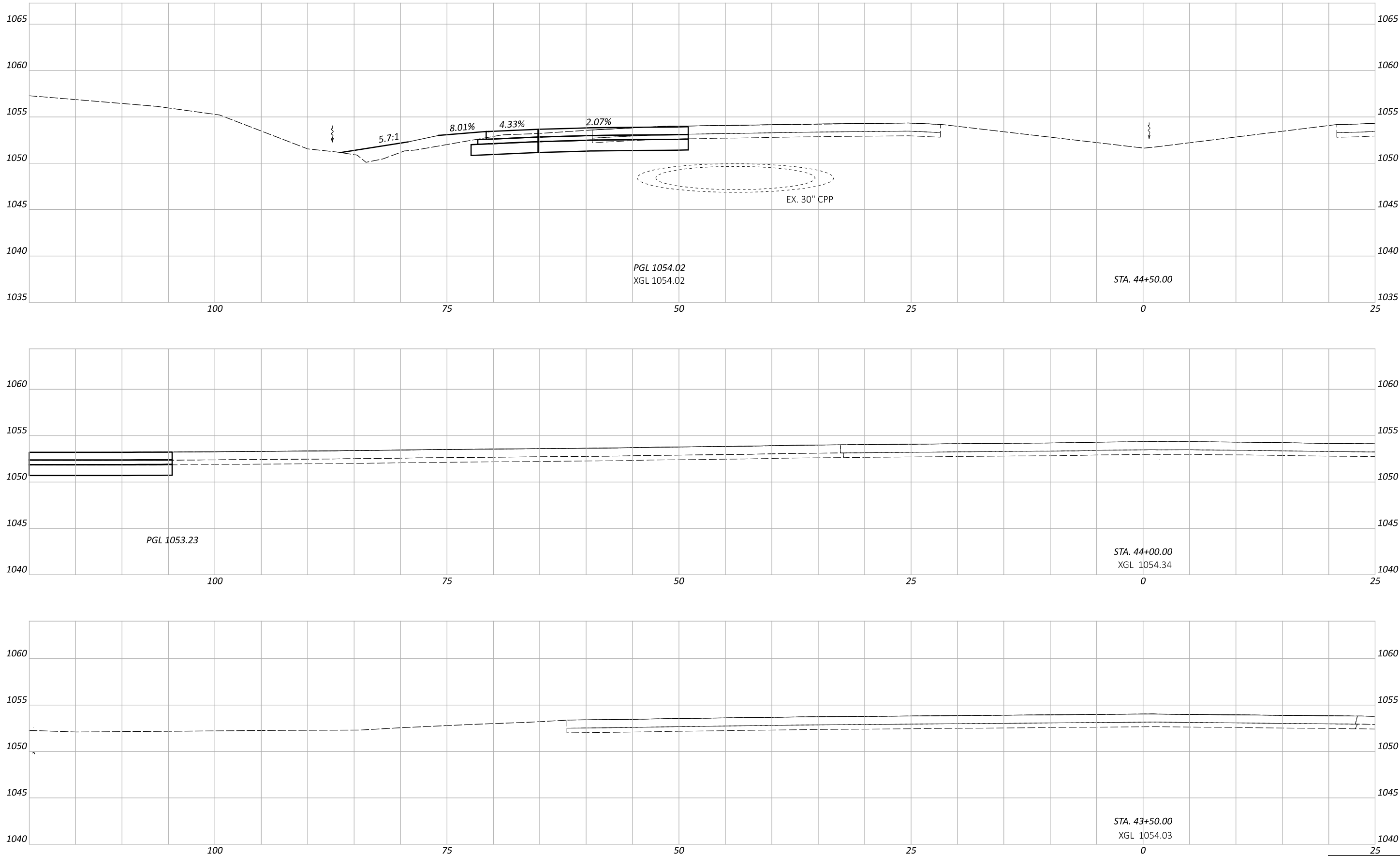
81



CROSS SECTIONS (BU 4) - SR 435
STA. 41+00 - STA. 42+00

DESIGN AGENCY	
 8350 E. KEMPER RD. SUITE B CINCINNATI, OH 45249 513-469-1600	
DESIGNER	
DPF	
REVIEWER	
DCJ 03/08/24	
PROJECT ID	
117955	
SHEET TOTAL	
P. 41	81

Sheet Totals		
Seeding	Cut	Fill



Sheet Totals		
Seeding	Cut	Fill

DESIGN AGENCY



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REVIEWER

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PROJECT ID

117955

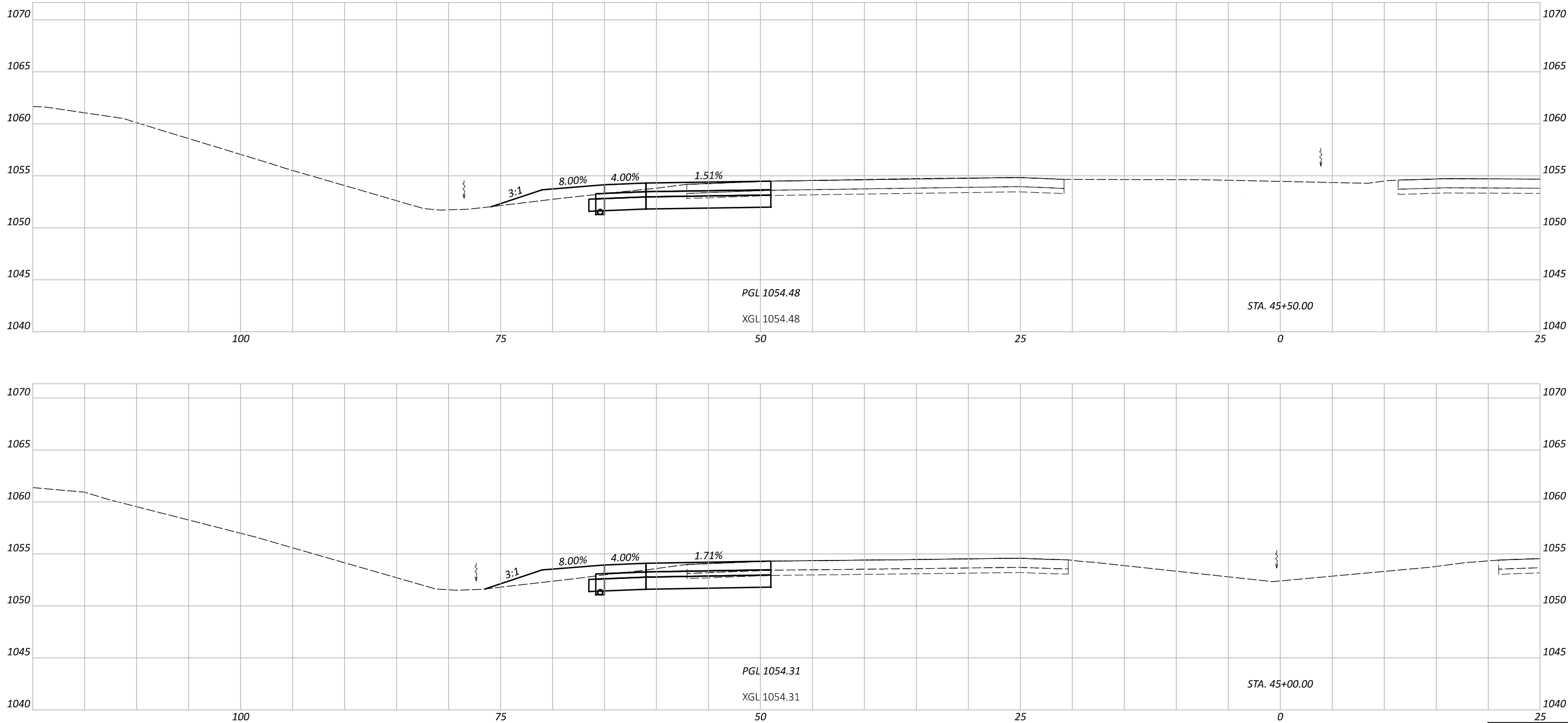
SHEET

TOTAL

P. 42

81

CROSS SECTIONS (BU 4) - SR 435
STA. 43+50 - STA. 44+50



Sheet Totals		
Seeding	Cut	Fill

DESIGN AGENCY



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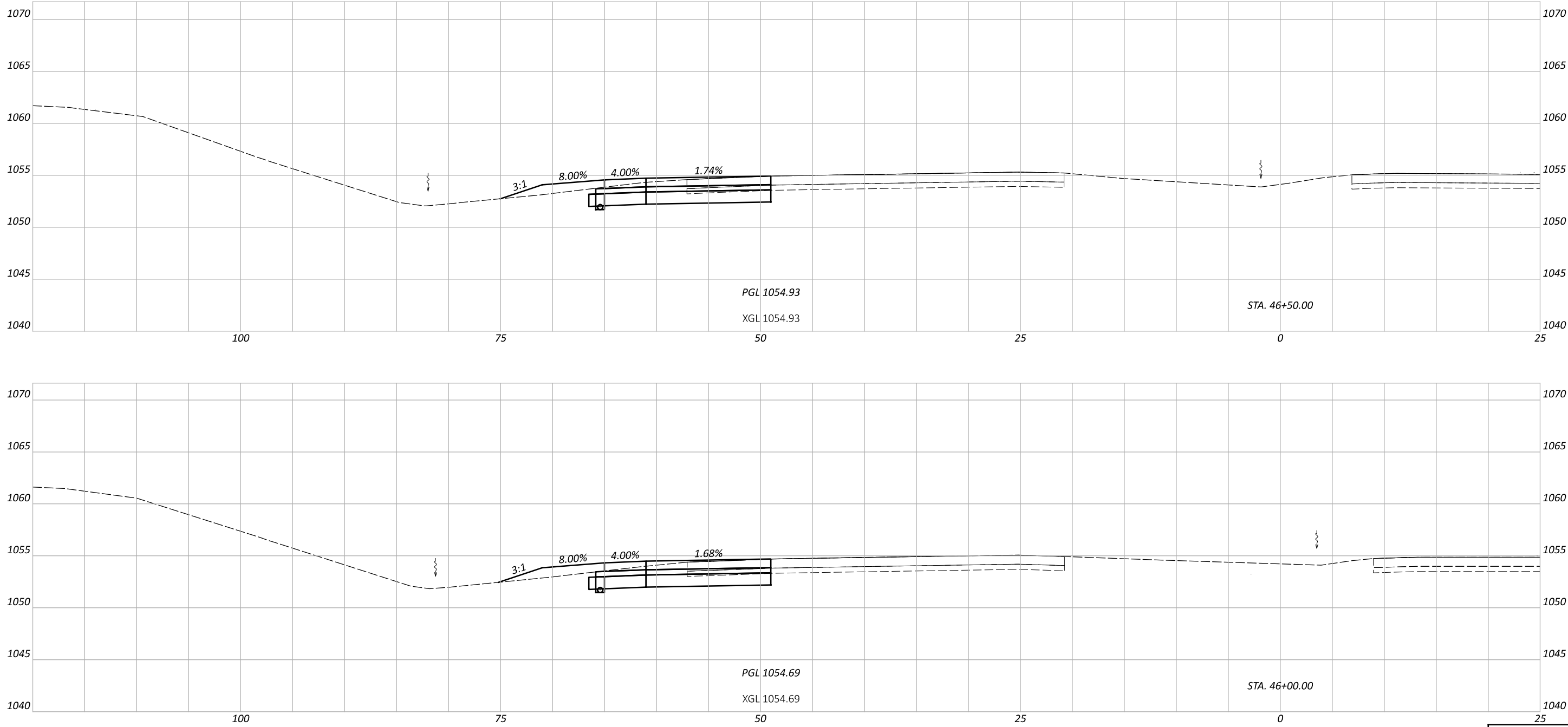
117955

SHEET

P. 43

TOTAL

81



CROSS SECTIONS (BU 4) - SR 435
STA. 46+00 - STA. 46+50

DESIGN AGENCY



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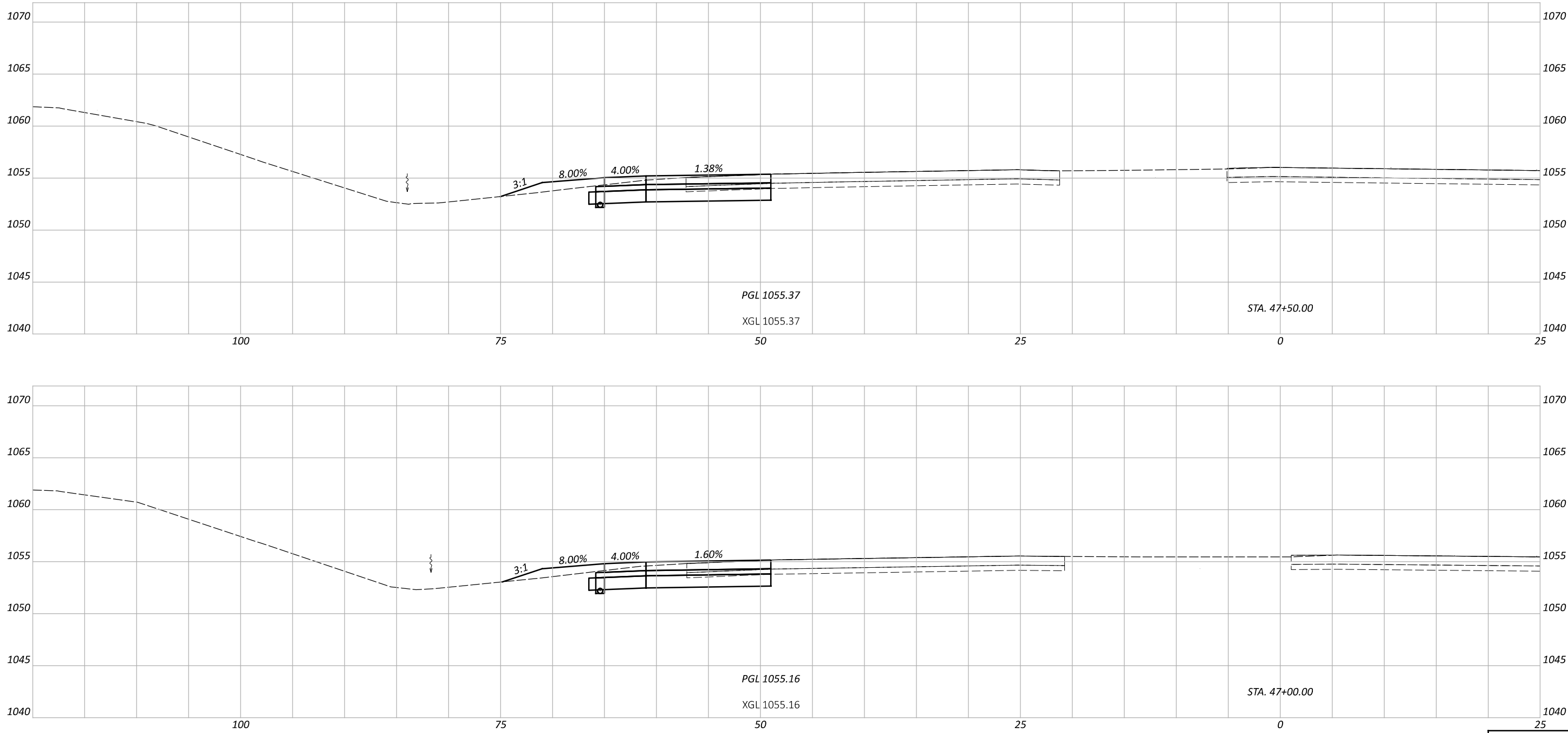
PROJECT ID

117955

Sheet Totals

Seeding	Cut	Fill

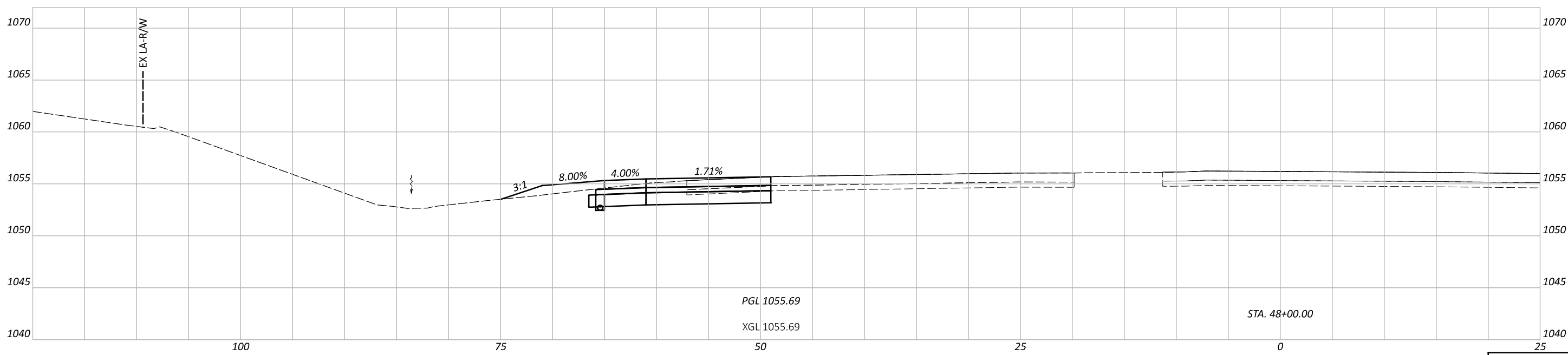
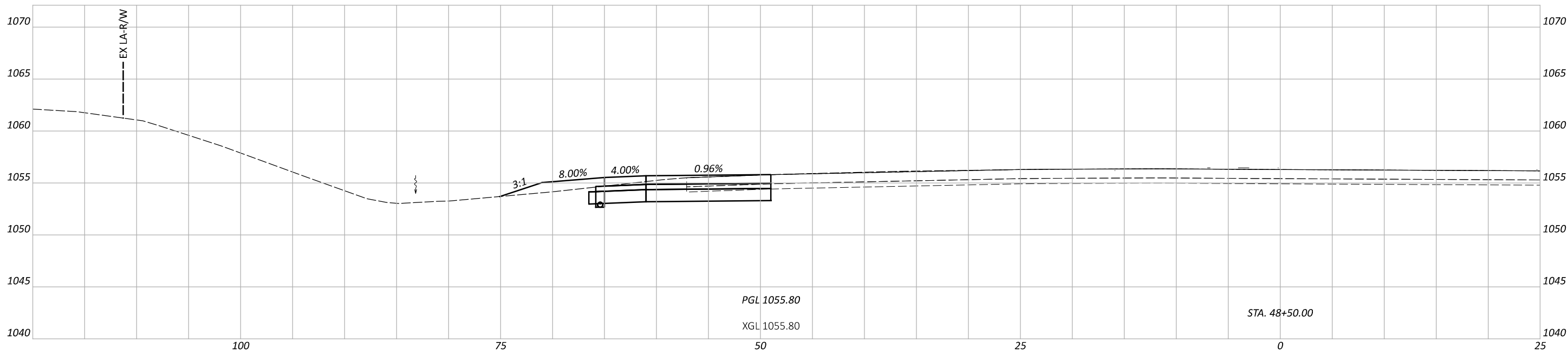
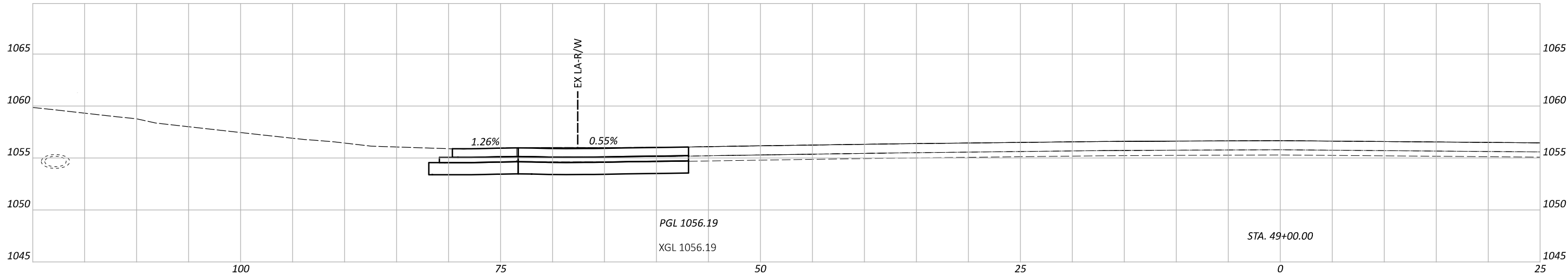
SHEET	TOTAL
P. 44	81



CROSS SECTIONS (BU 4) - SR 435
STA. 47+00 - STA. 47+50

DESIGN AGENCY	
 ENGINEERING 8350 E. KEMPER RD. SUITE B CINCINNATI, OH 45249 513-469-1600	
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DPF	
REVIEWER	
DCJ 03/08/24	
PROJECT ID	
117955	
SHEET TOTAL	
P. 45	81

Sheet Totals		
Seeding	Cut	Fill



Sheet Totals			PROJECT ID	
Seeding	Cut	Fill	SHEET	TOTAL
			P. 46	81

CROSS SECTIONS (BU 4) - SR 435
STA. 48+00 - STA. 49+00

DESIGN AGENCY

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8350 E. KEMPER RD.
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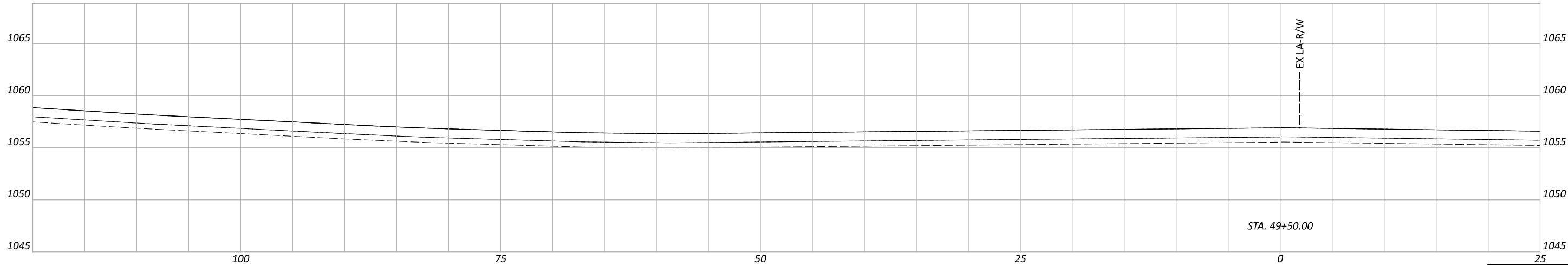
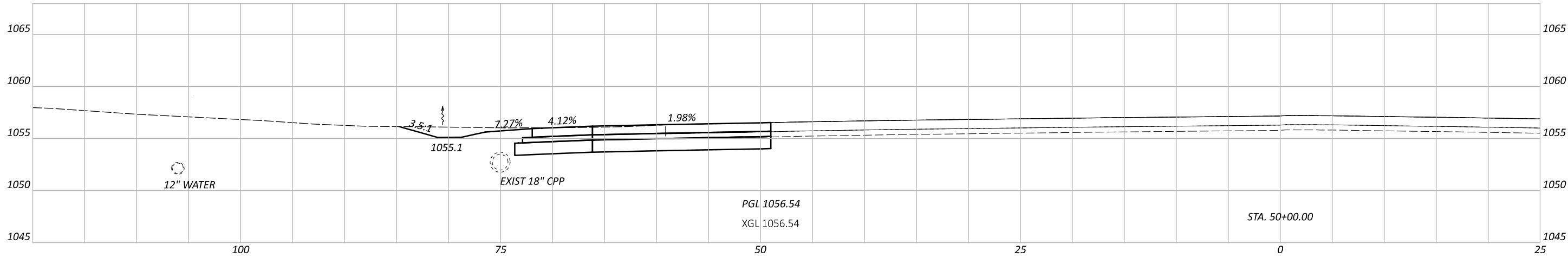
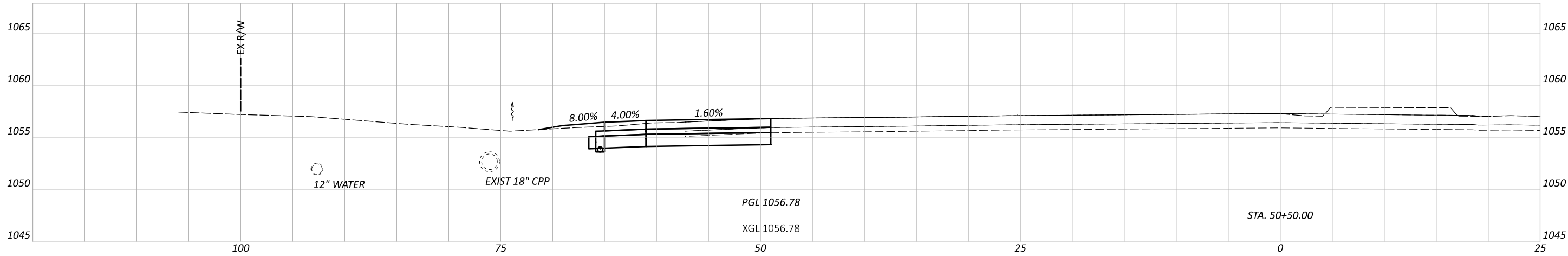
DPF

REVIEWER

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PROJECT ID

117955



CROSS SECTIONS (BU 4) - SR 435
STA. 49+50 - STA. 50+50

DESIGN AGENCY

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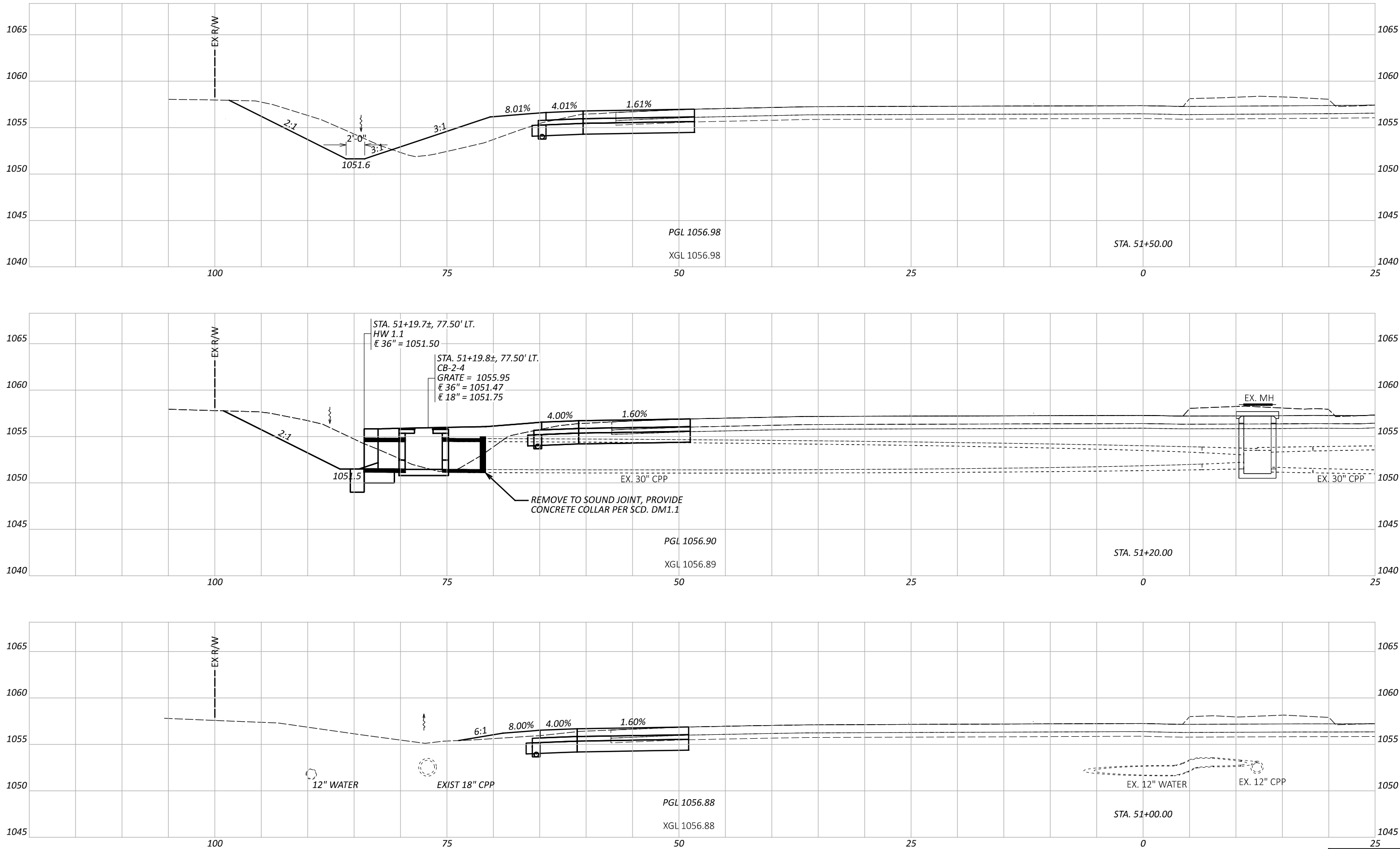
PROJECT ID

117955

Sheet Totals

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SHEET	TOTAL
P. 47	81



Sheet Totals			117955	
Seeding	Cut	Fill	SHEET	TOTAL
			P. 48	81

CROSS SECTIONS (BU 4) - SR 435
STA. 51+00 - STA. 51+50

DESIGN AGENCY



ENGINEERING
8350 E. KEMPER RD.
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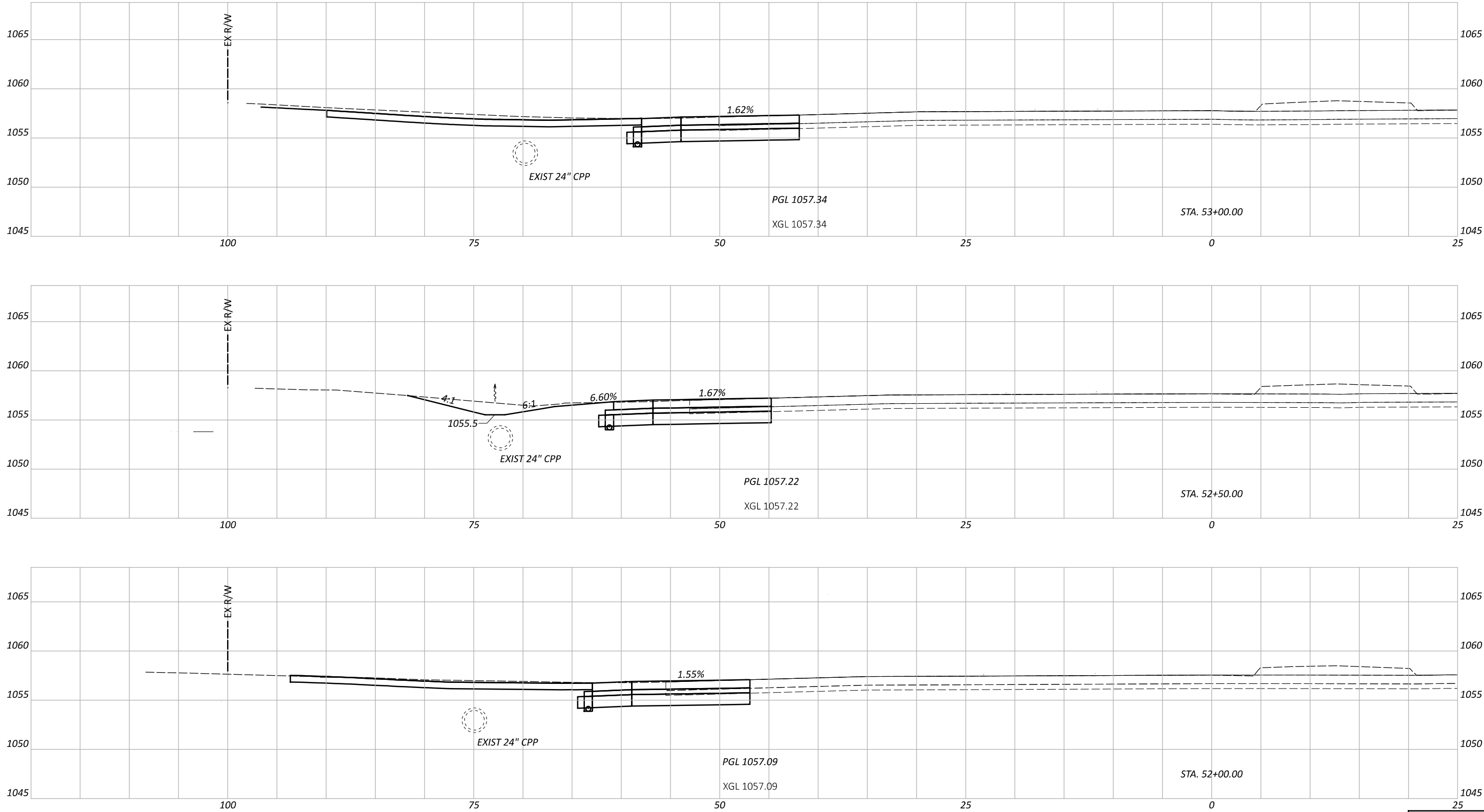
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REVIEWER

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PROJECT ID

117955



Sheet Totals			PROJECT ID	
Seeding	Cut	Fill	SHEET	TOTAL
			P. 49	81

CROSS SECTIONS (BU 4) - SR 435
STA. 52+00 - STA. 53+00

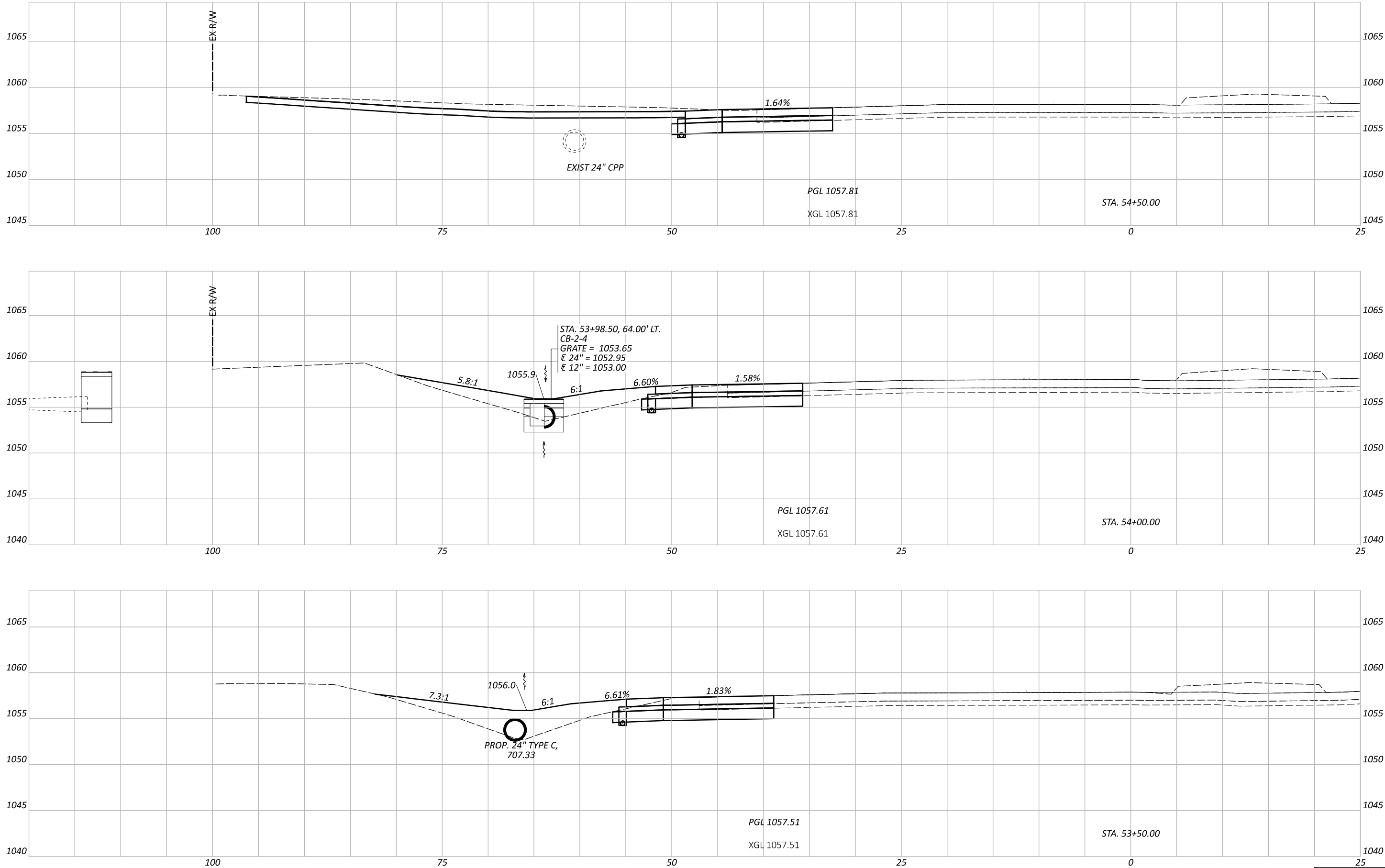
DESIGN AGENCY

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8350 E. KEMPER RD.
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117955



CROSS SECTIONS (BU 4) - SR 435
STA. 53+50 - STA. 54+50

DESIGN AGENCY

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8350 E. KEMPER RD.
SUITE B
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DESIGNER

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PROJECT ID

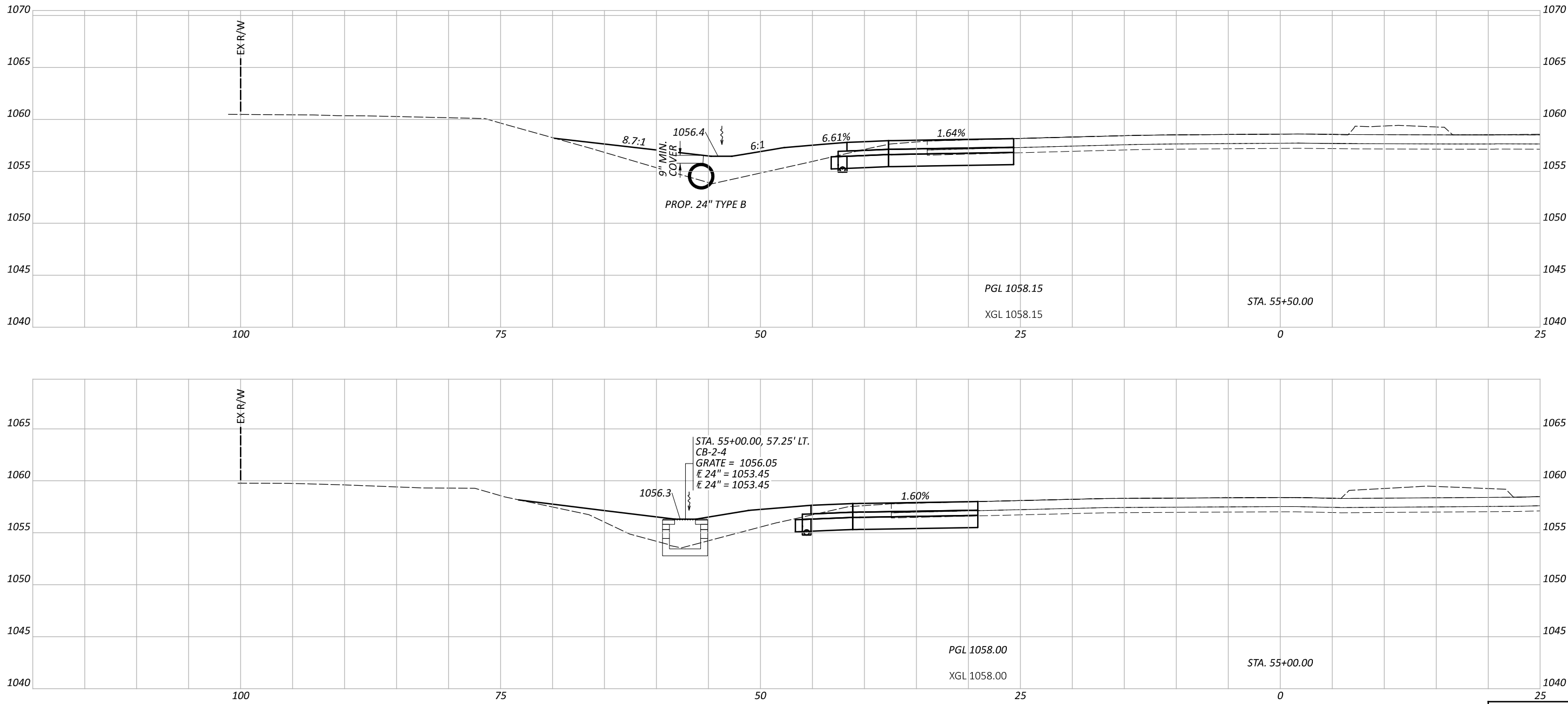
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Sheet Totals

Seeding Cut Fill

SHEET TOTAL

P. 50 81



CROSS SECTIONS (BU 4) - SR 435
STA. 55+00 - STA. 55+50

DESIGN AGENCY

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8350 E. KEMPER RD. SUITE B
CINCINNATI, OH 45249
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DESIGNER

DPF

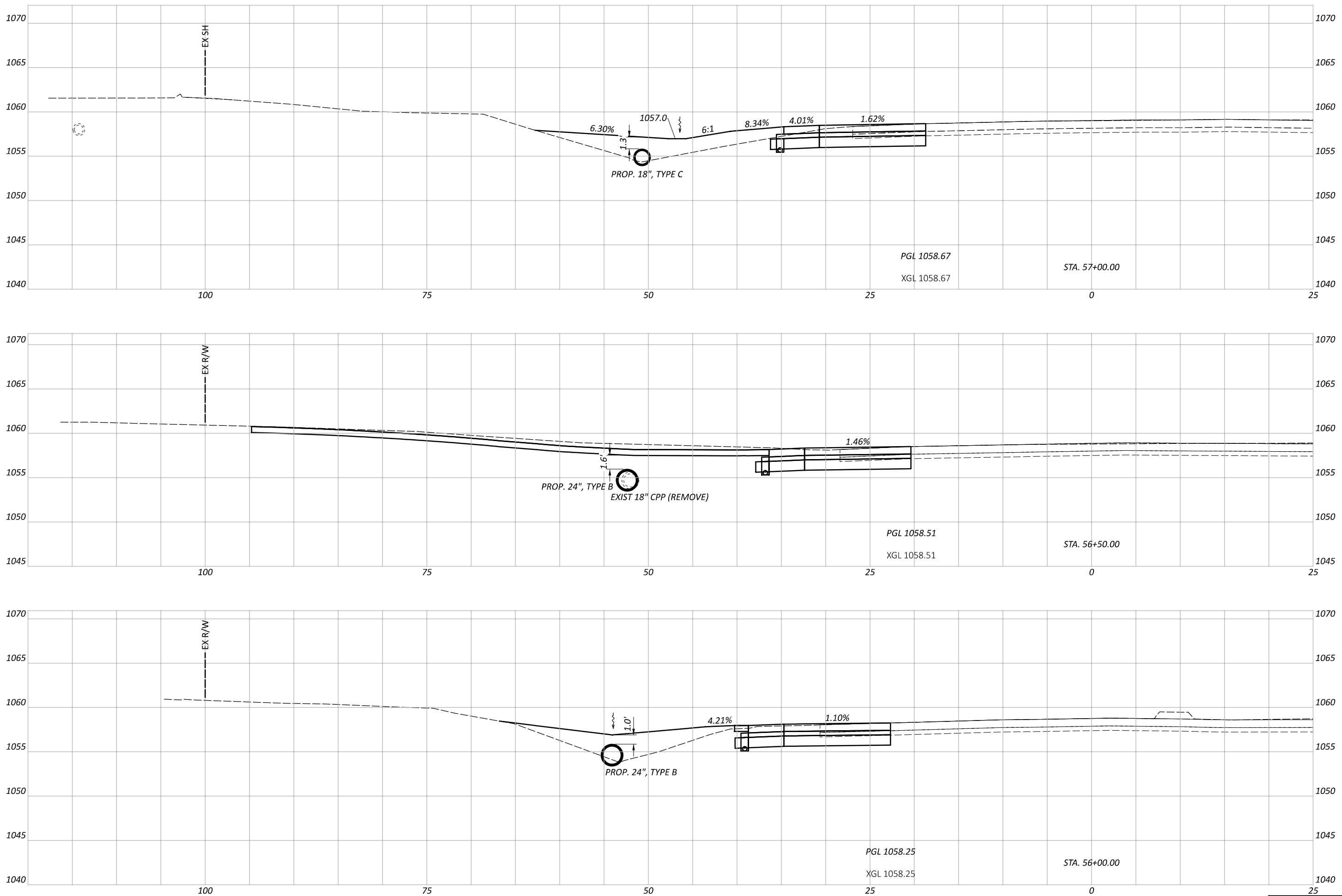
REVIEWER

DCJ 03/08/24

PROJECT ID

117955

Sheet Totals			SHEET	TOTAL
Seeding	Cut	Fill		
P. 51				81



CROSS SECTIONS (BU 4) - SR 435
STA. 56+00 - STA. 57+00

DESIGN AGENCY

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8350 E. KEMPER RD.
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PROJECT ID

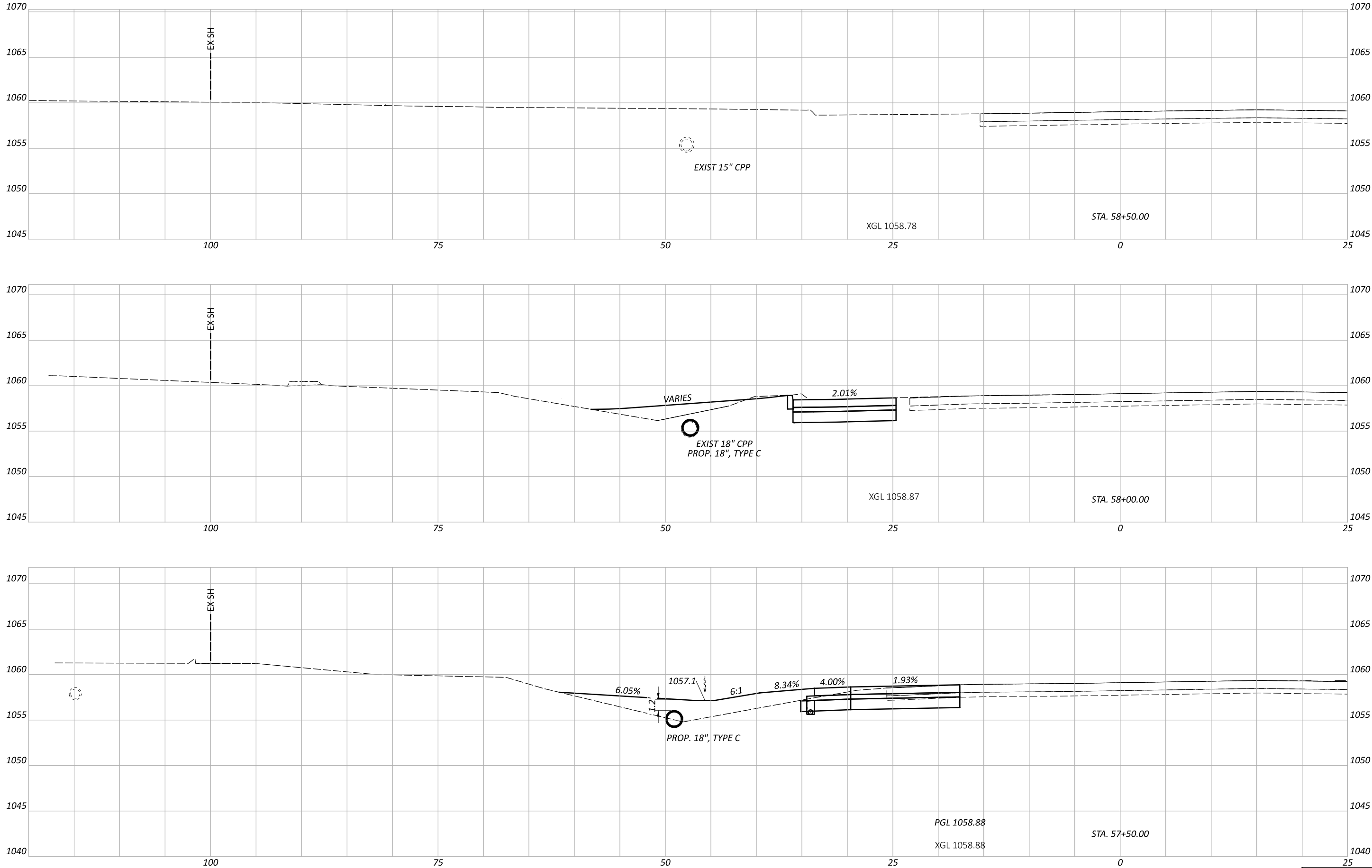
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Sheet Totals

Seeding Cut Fill

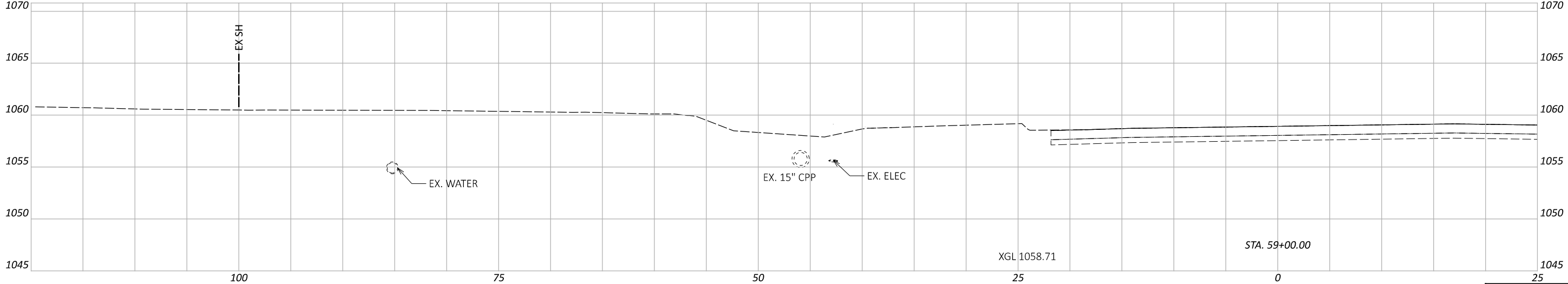
SHEET TOTAL

P. 52 81



CROSS SECTIONS (BU 4) - SR 435
STA. 57+50 - STA. 58+00

DESIGN AGENCY	
 8350 E. KEMPER RD. SUITE B CINCINNATI, OH 45249 513-469-1600	
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REVIEWER	
DCJ 03/08/24	
PROJECT ID	
117955	
SHEET TOTAL	
P. 53	81



Sheet Totals		
Seeding	Cut	Fill

DESIGN AGENCY



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8350 E. KEMPER RD.
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DESIGNER

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DCJ 03/08/24

PROJECT ID

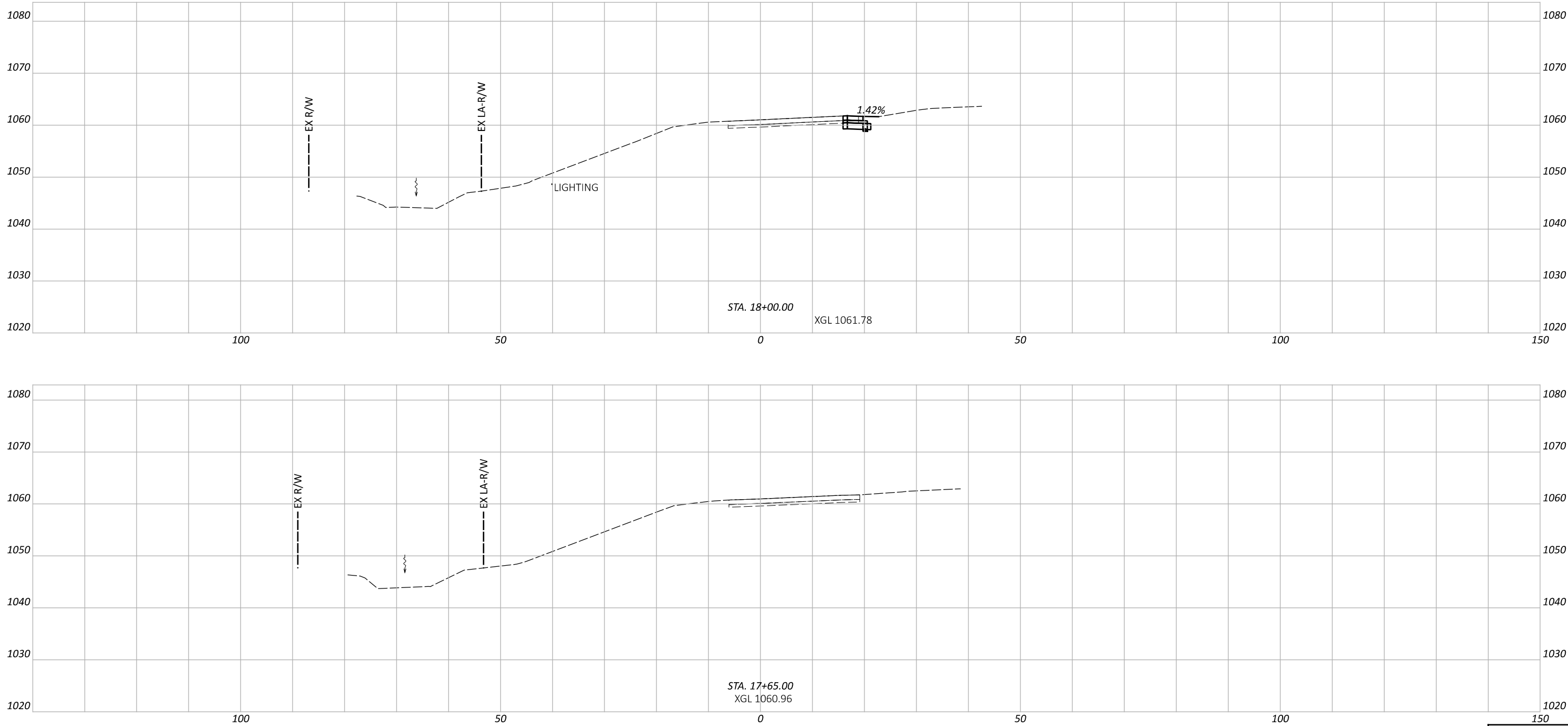
117955

SHEET

P. 54

TOTAL

81



CROSS SECTIONS (BU 4) - I-71 RAMP A (RAMP NW)
STA. 17+65 - STA. 18 + 00

DESIGN AGENCY



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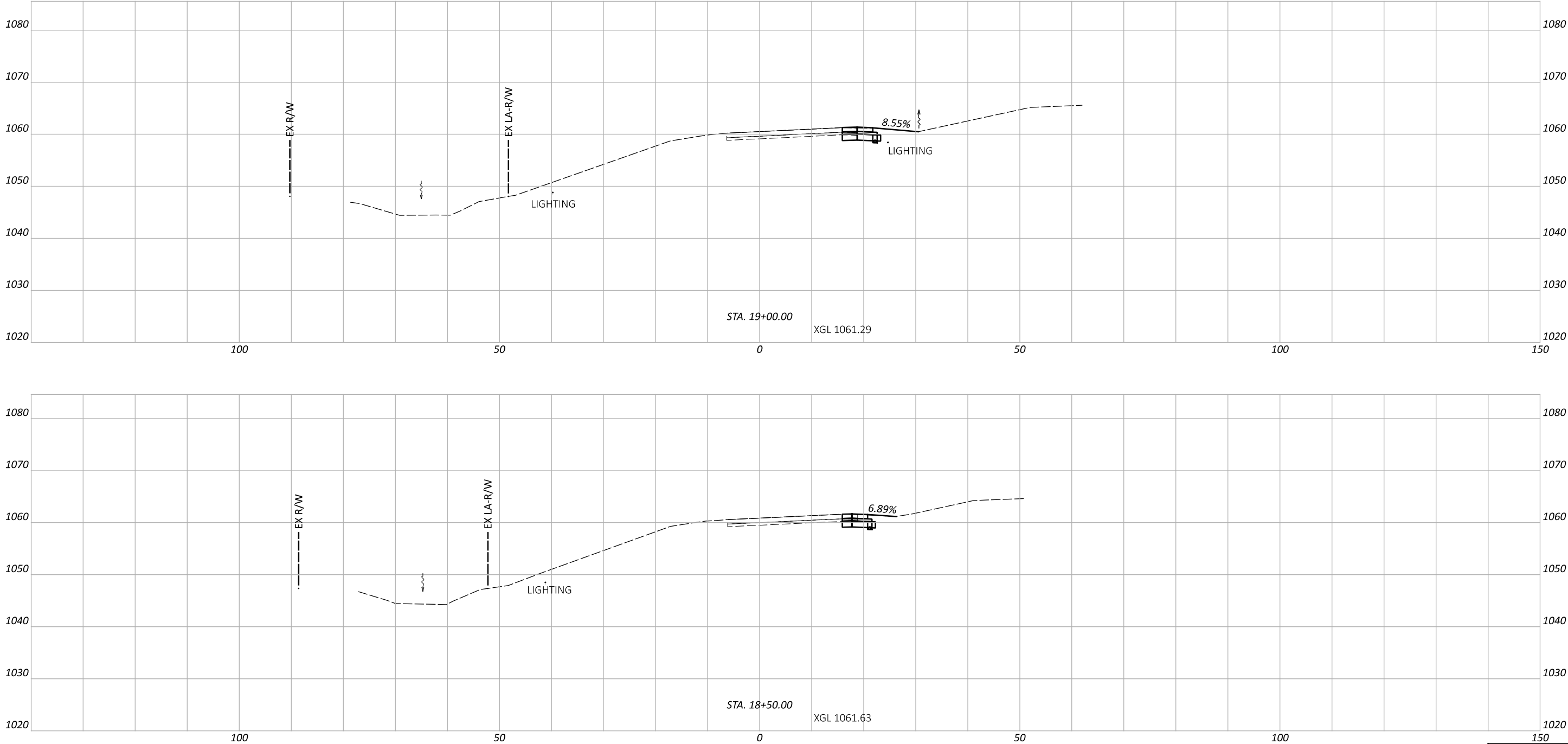
PROJECT ID

117955

Sheet Totals

Seeding	Cut	Fill

SHEET	TOTAL
P. 55	81



Sheet Totals		
Seeding	Cut	Fill

DESIGN AGENCY

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8350 E. KEMPER RD.
SUITE B
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DESIGNER

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REVIEWER

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PROJECT ID

117955

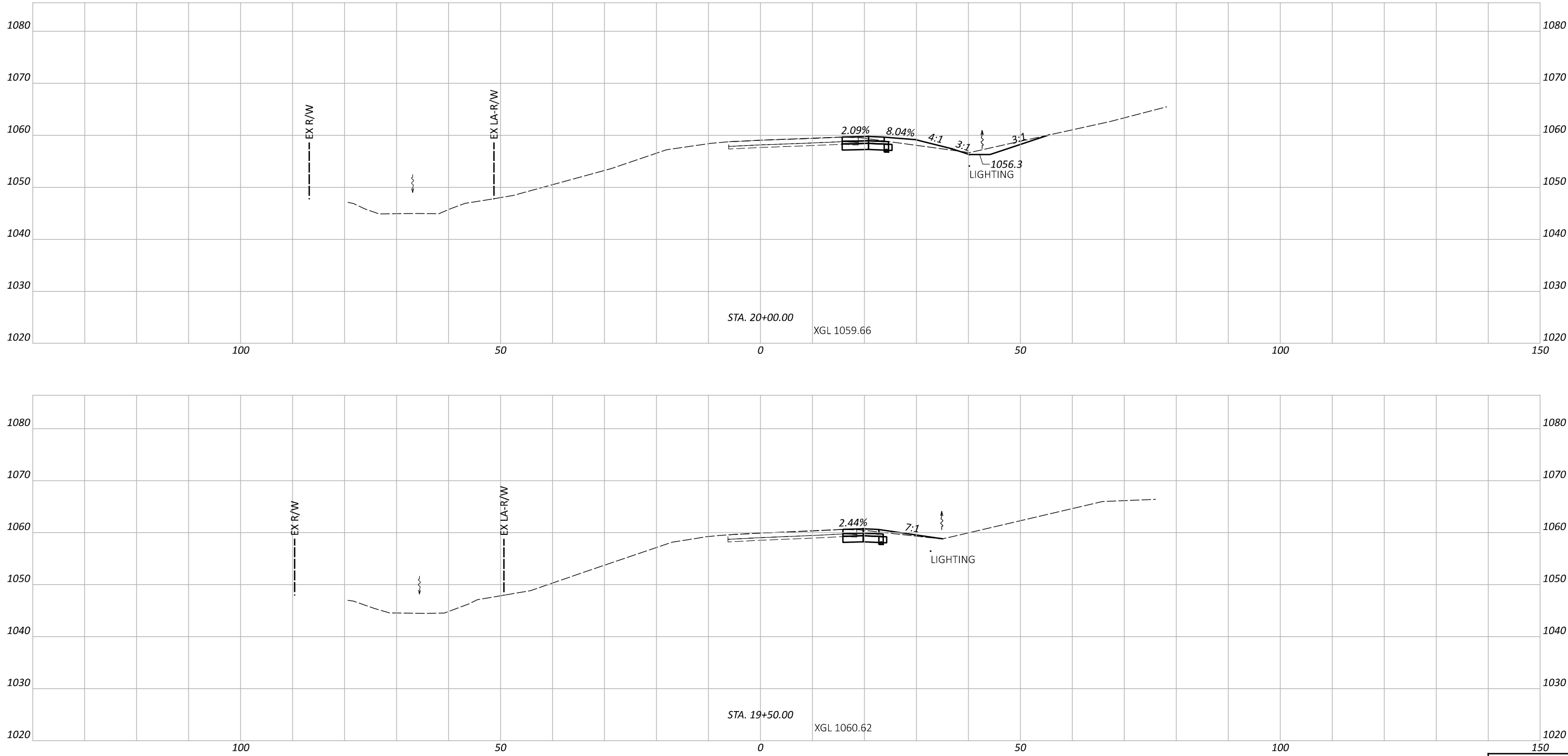
SHEET

P. 56

TOTAL

81

CROSS SECTIONS (BU 4) - I-71 RAMP A (RAMP NW)
STA. 18+50 - STA. 19+00



Sheet Totals		
Seeding	Cut	Fill

DESIGN AGENCY



ENGINEERING
8350 E. KEMPER RD.
SUITE B
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DESIGNER

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REVIEWER

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PROJECT ID

117955

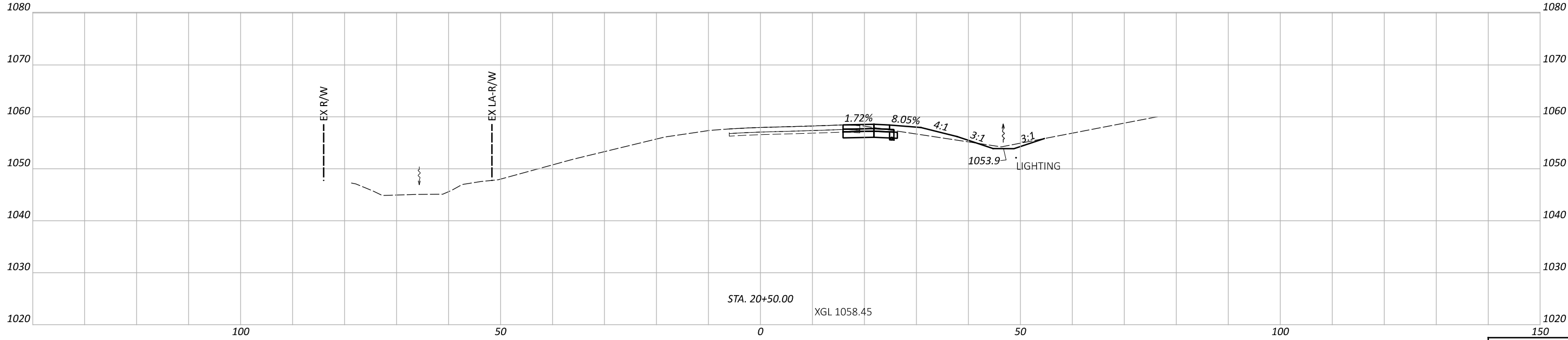
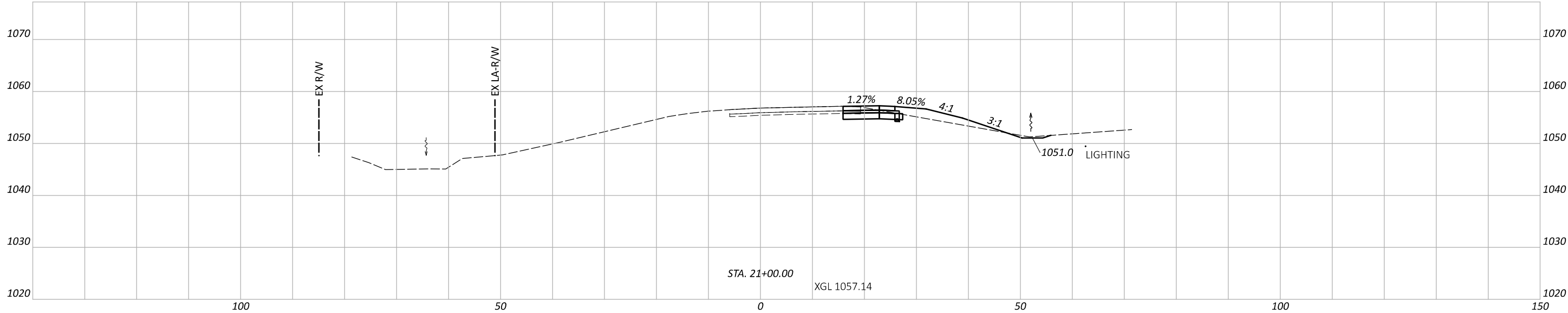
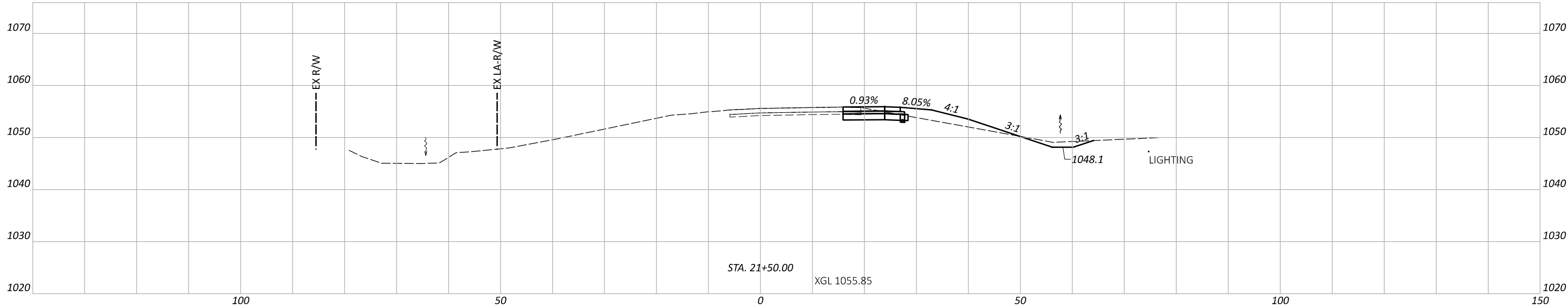
SHEET

P. 57

TOTAL

81

CROSS SECTIONS (BU 4) - I-71 RAMP A (RAMP NW)
STA. 19+50 - STA. 20+00



Sheet Totals			117955	
Seeding	Cut	Fill	SHEET	TOTAL
			P. 58	81

CROSS SECTIONS (BU 4) - I-71 RAMP A (RAMP NW)
STA. 20+50 - STA. 21+50

DESIGN AGENCY


ENGINEERING
8350 E. KEMPER RD.
SUITE B
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DESIGNER

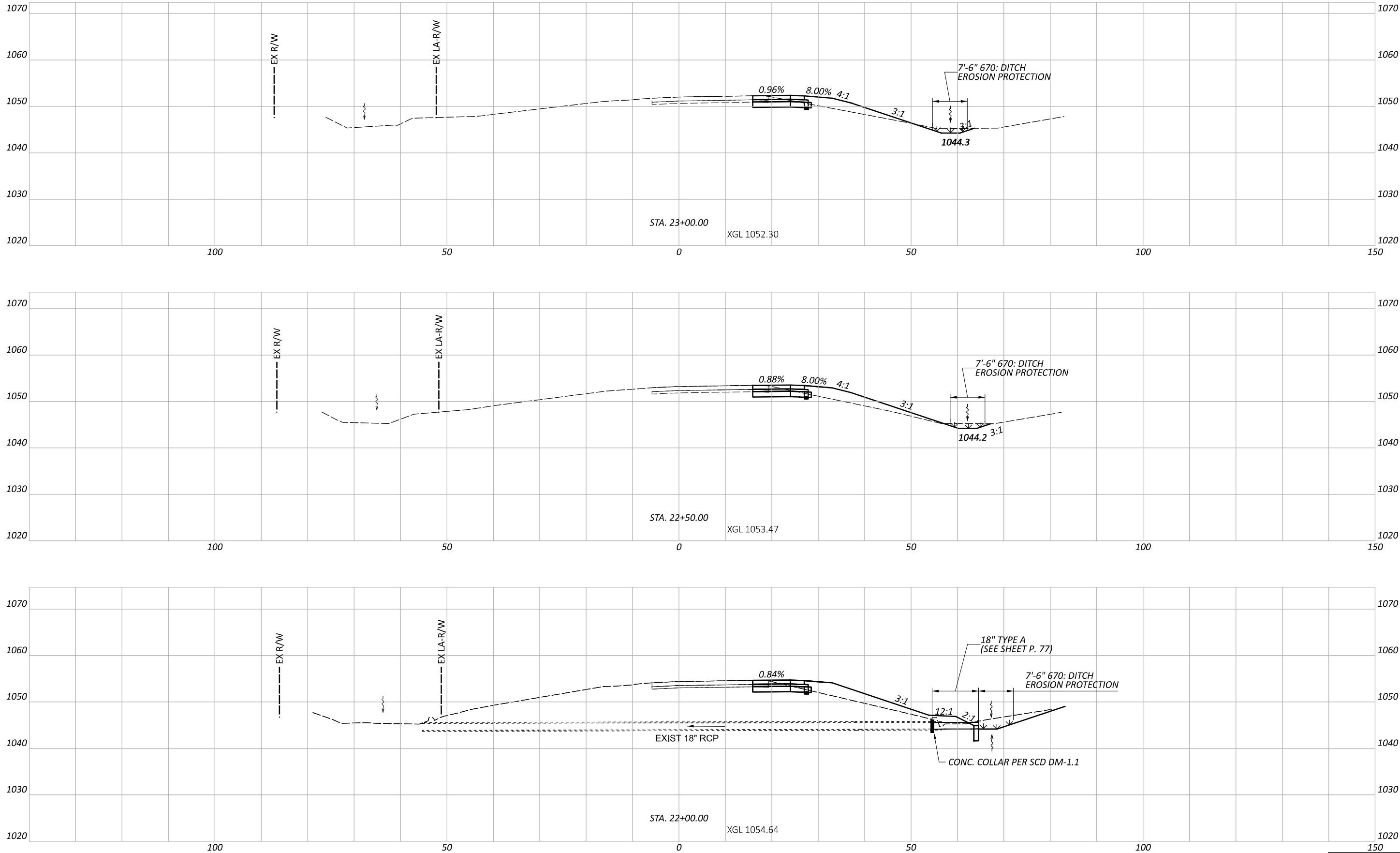
DPF

REVIEWER

DCJ 03/08/24

PROJECT ID

117955



CROSS SECTIONS (BU 4) - I-71 RAMP A (RAMP NW)
STA. 22+00 - STA. 23+00

DESIGN AGENCY

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PROJECT ID

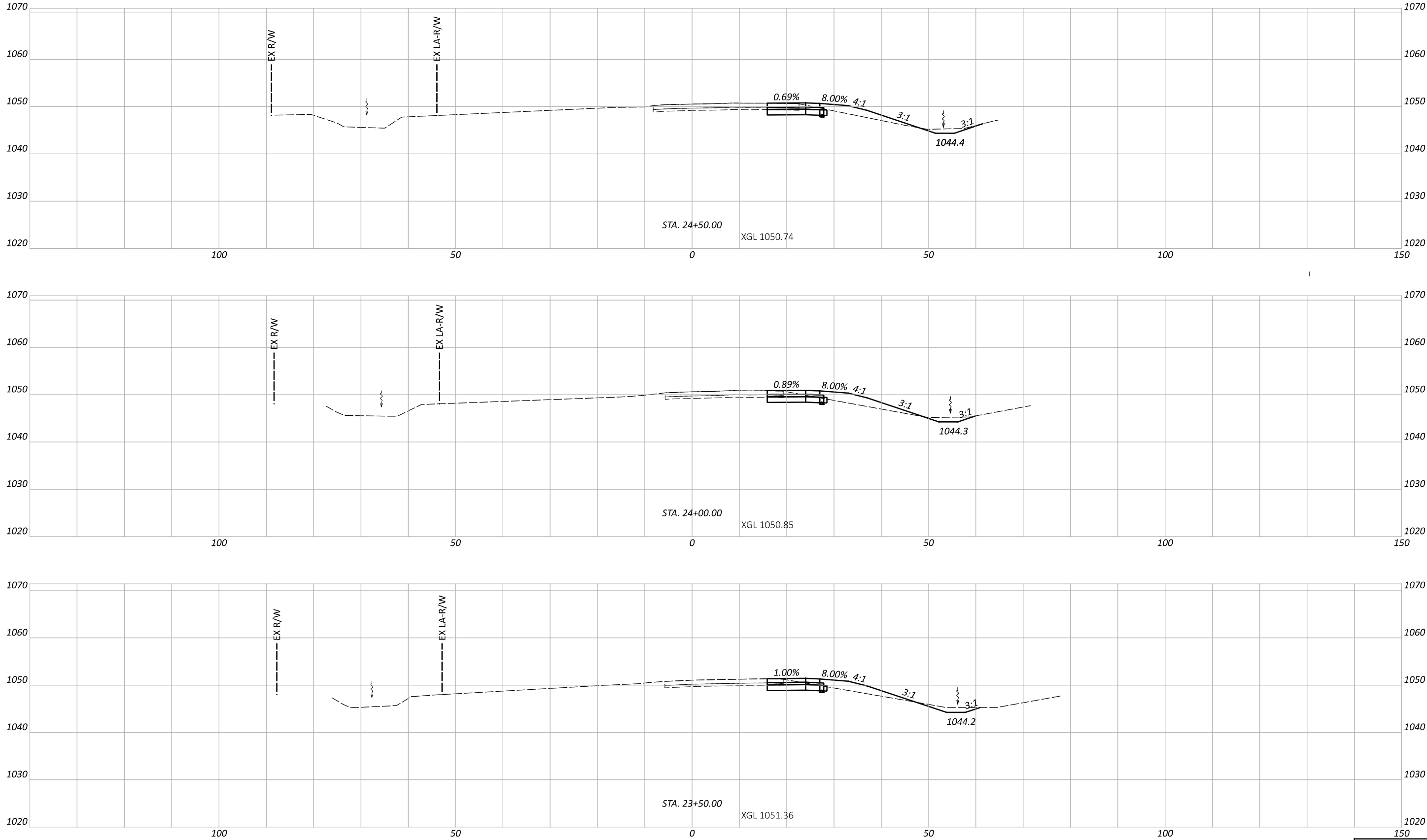
117955

Sheet Totals

Seeding Cut Fill

SHEET TOTAL

P. 59 81



CROSS SECTIONS (BU 4) - I-71 RAMP A (RAMP NW)
STA. 23+50 - STA. 24+50

DESIGN AGENCY

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DESIGNER

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REVIEWER

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PROJECT ID

117955

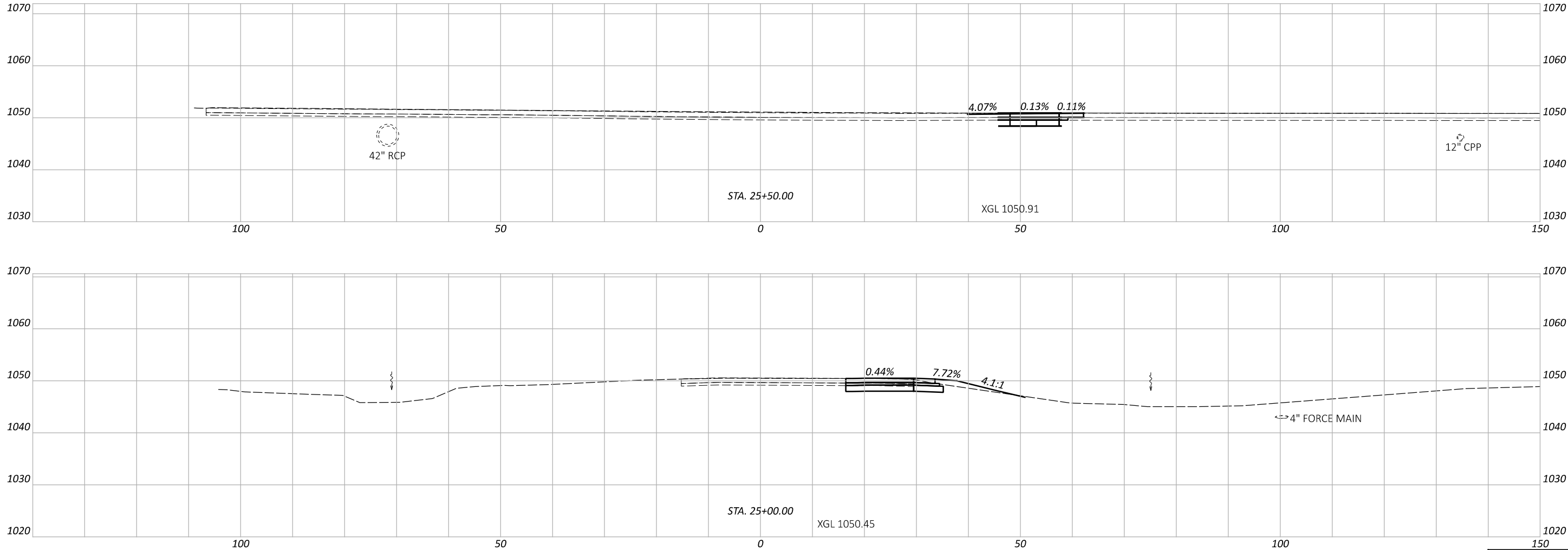
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Seeding Cut Fill

SHEET TOTAL

P. 60 81

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Sheet Totals		
Seeding	Cut	Fill

DESIGN AGENCY

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ENGINEERING

8350 E. KEMPER RD.
SUITE B
CINCINNATI, OH 45249
513-469-1600

DESIGNER

DPF

REVIEWER

DCJ 03/08/24

PROJECT ID

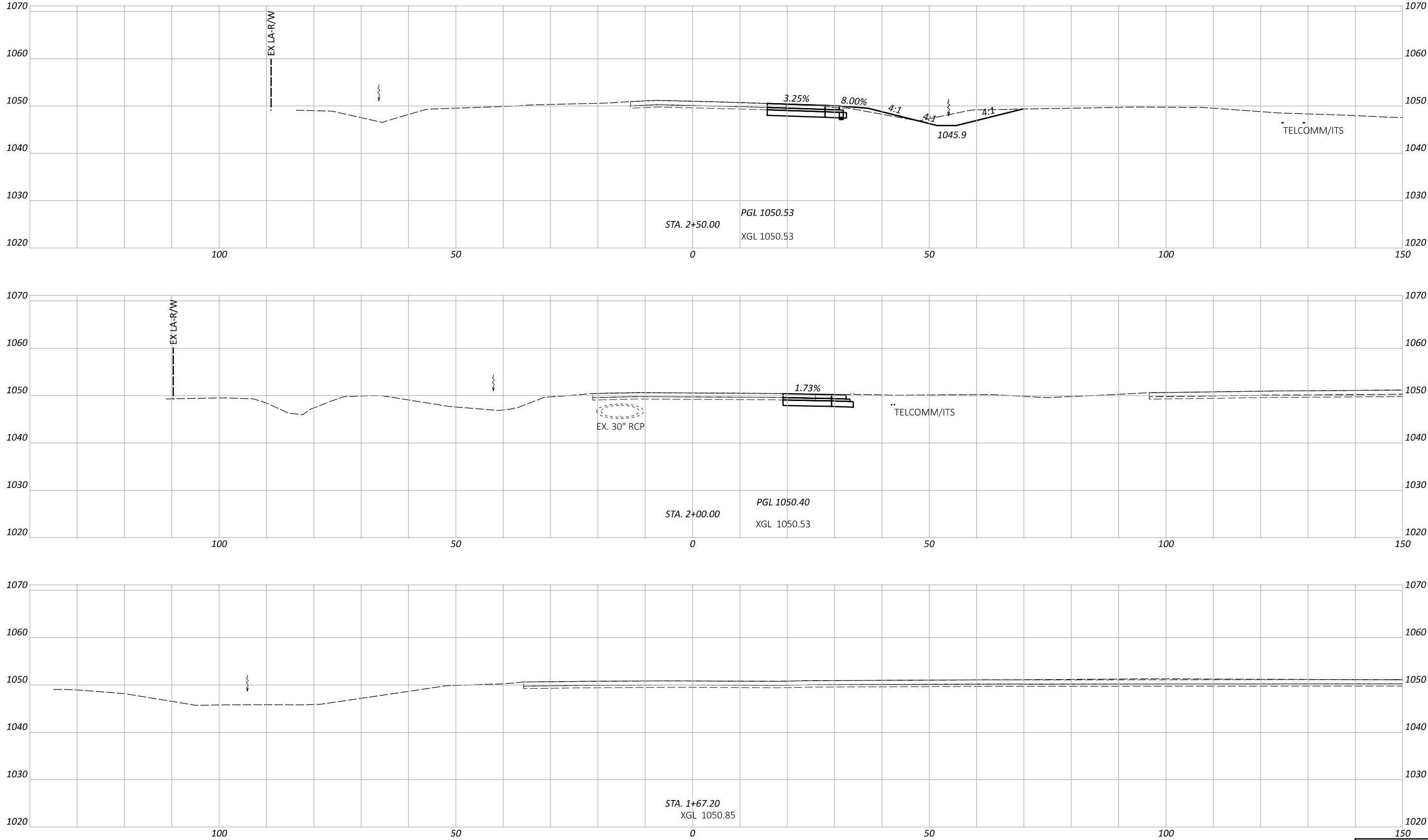
117955

SHEET

P. 61

TOTAL

81



Sheet Totals			117955	
Seeding	Cut	Fill	SHEET	TOTAL
			P. 62	81

CROSS SECTIONS (BU 4) - I-71 RAMP B (RAMP EN)
STA. 1+67.20 - STA. 2+50

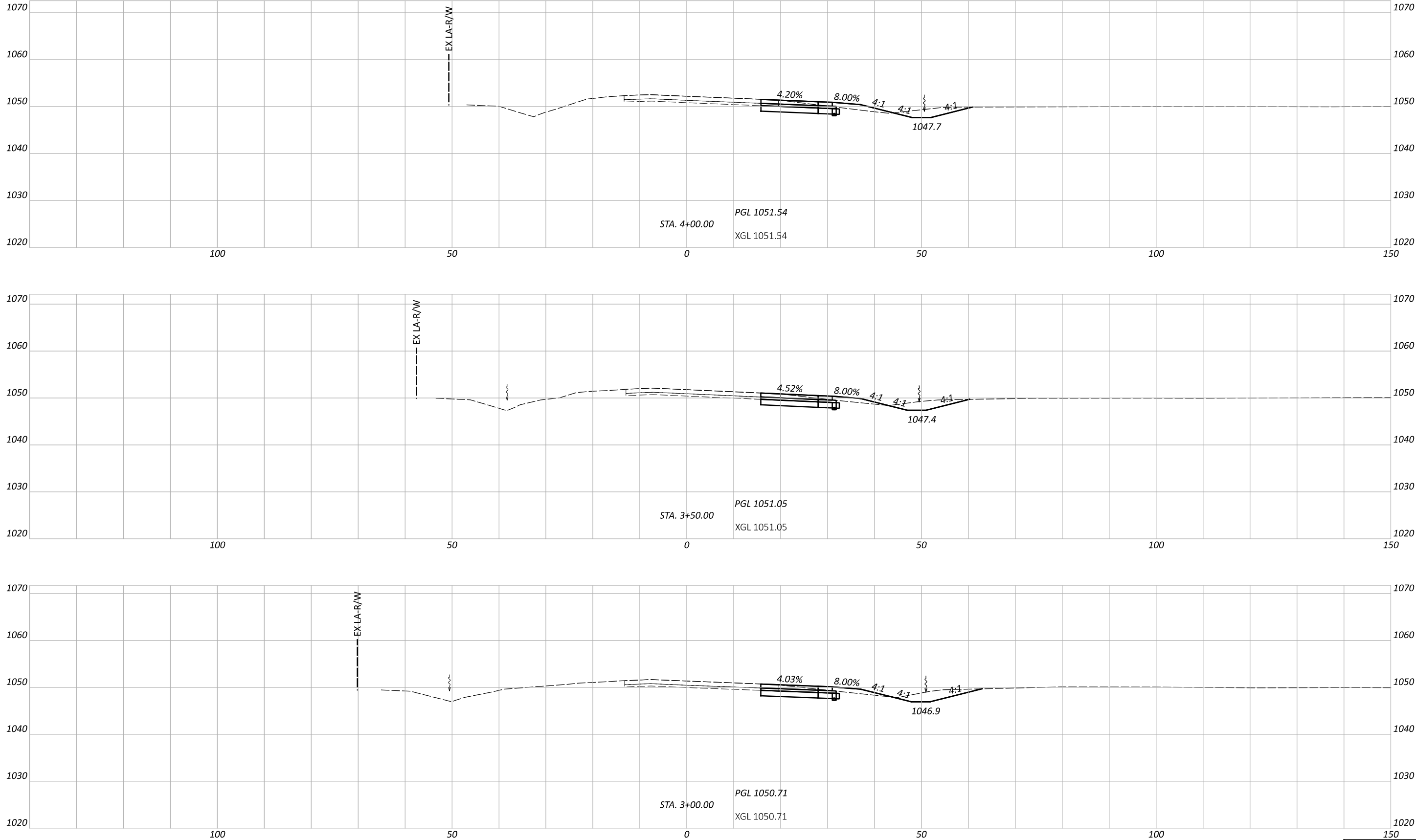
DESIGN AGENCY

Palmer
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SUITE B
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513-469-1600

DESIGNER
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CROSS SECTIONS (BU 4) - I-71 RAMP B (RAMP EN)
STA. 3+00 - STA. 4+00

DESIGN AGENCY

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DESIGNER

DPF

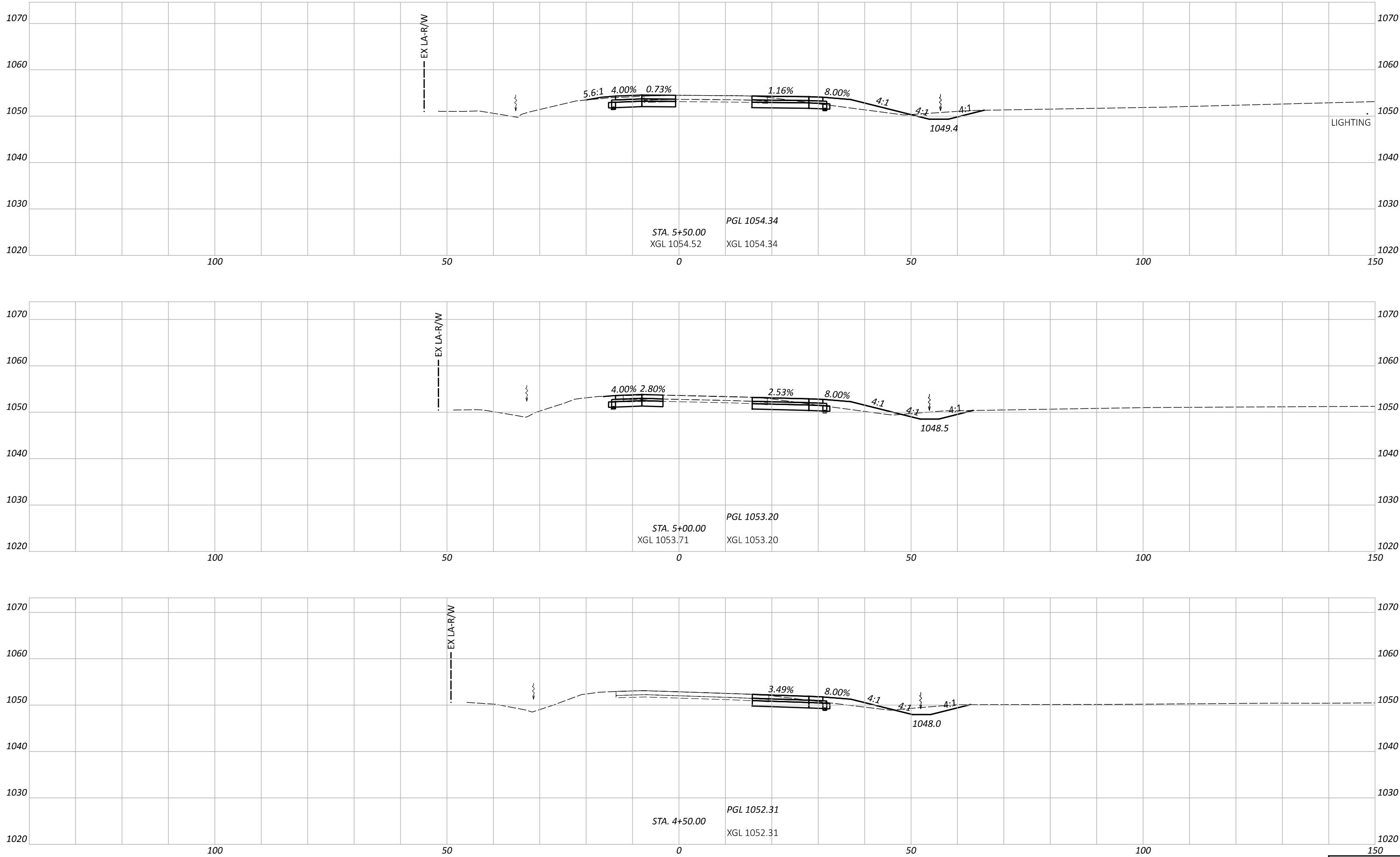
REVIEWER

DCJ 03/08/24

PROJECT ID

117955

Sheet Totals		
Seeding	Cut	Fill
P. 63	81	



CROSS SECTIONS (BU 4) - I-71 RAMP B (RAMP EN)
STA. 4+50 - STA. 5+50

DESIGN AGENCY

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REVIEWER

DCJ 03/08/24

PROJECT ID

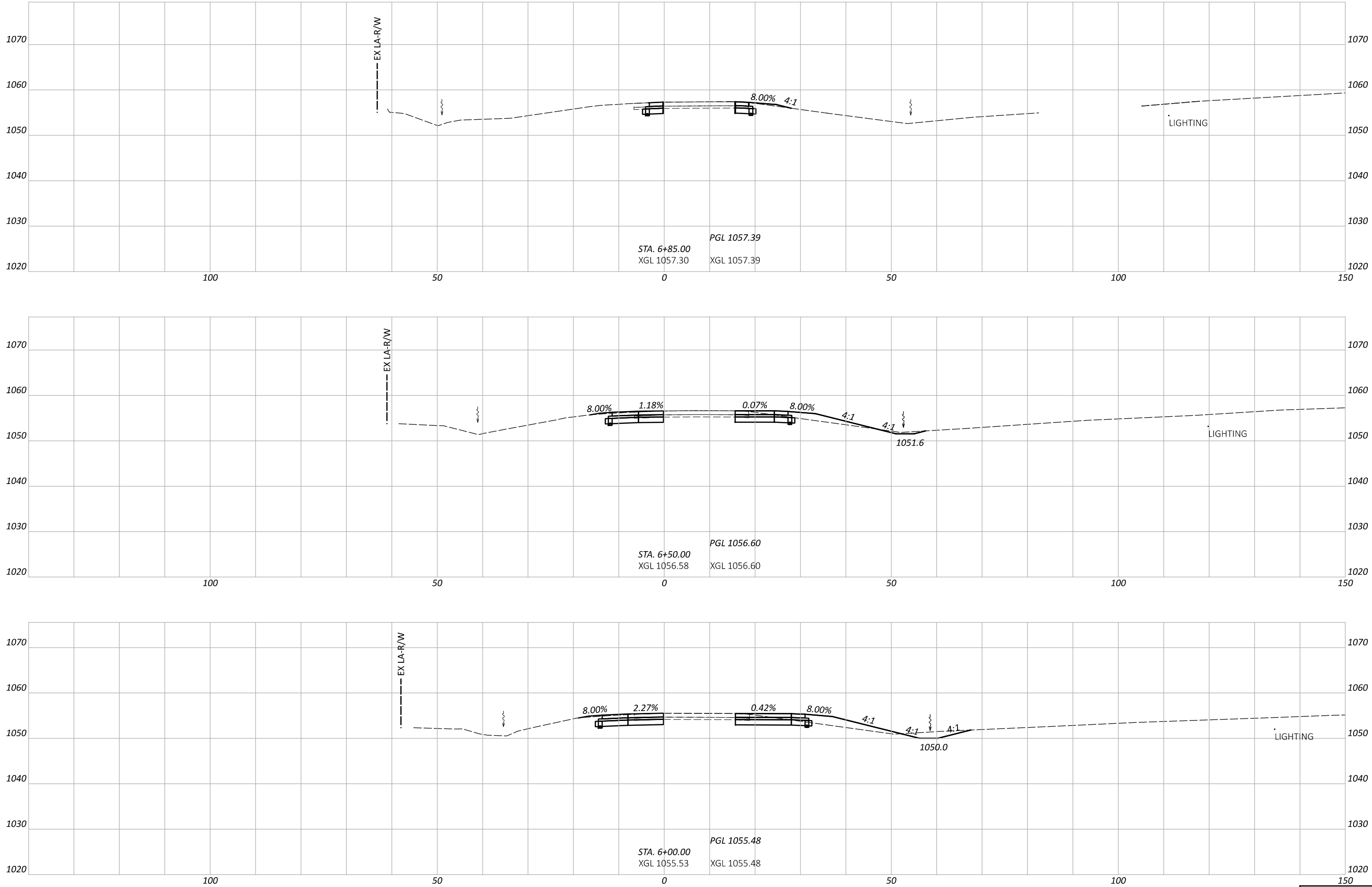
117955

Sheet Totals

Seeding Cut Fill

SHEET TOTAL

P. 64 81



CROSS SECTIONS (BU 4) - I-71 RAMP B (RAMP EN)
STA. 6+00 - STA. 6+84.75

DESIGN AGENCY



DESIGNER

DPF

REVIEWER

DCJ 03/08/24

PROJECT ID

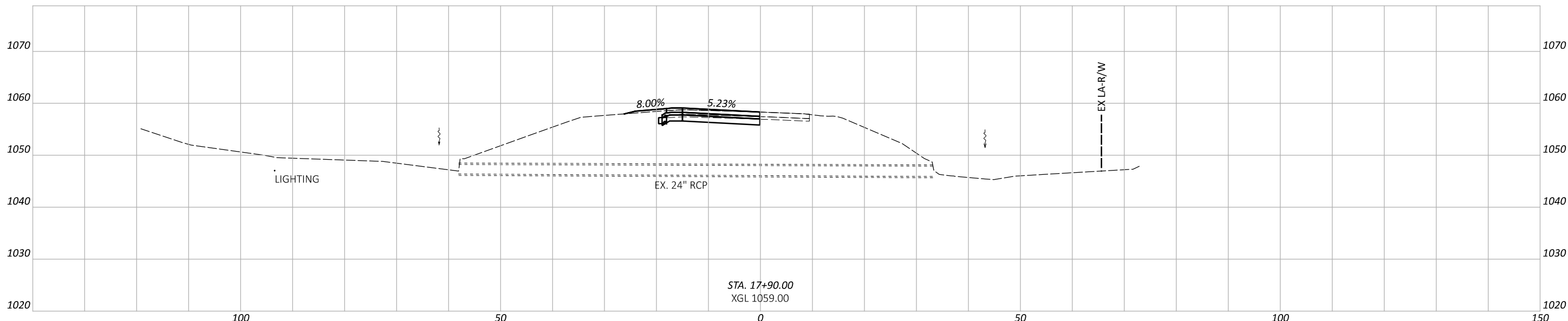
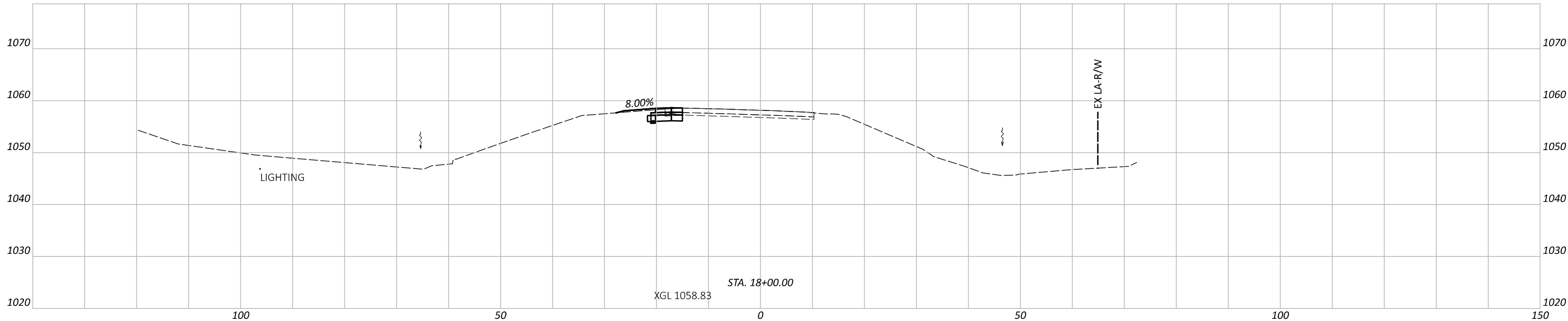
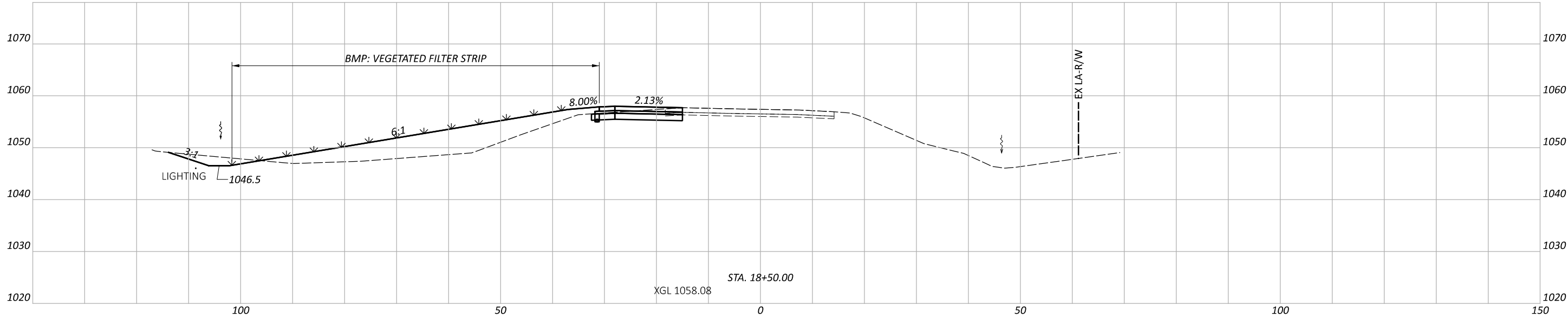
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Sheet Totals

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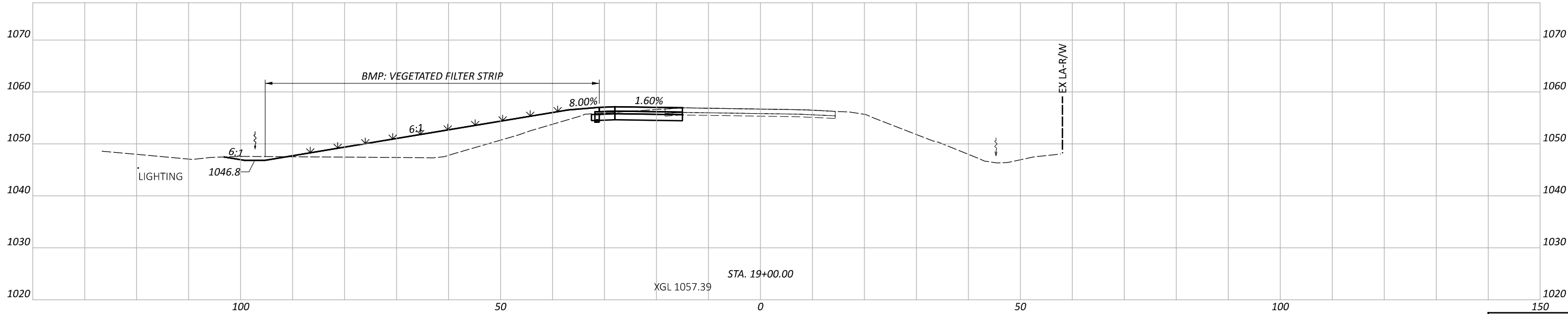
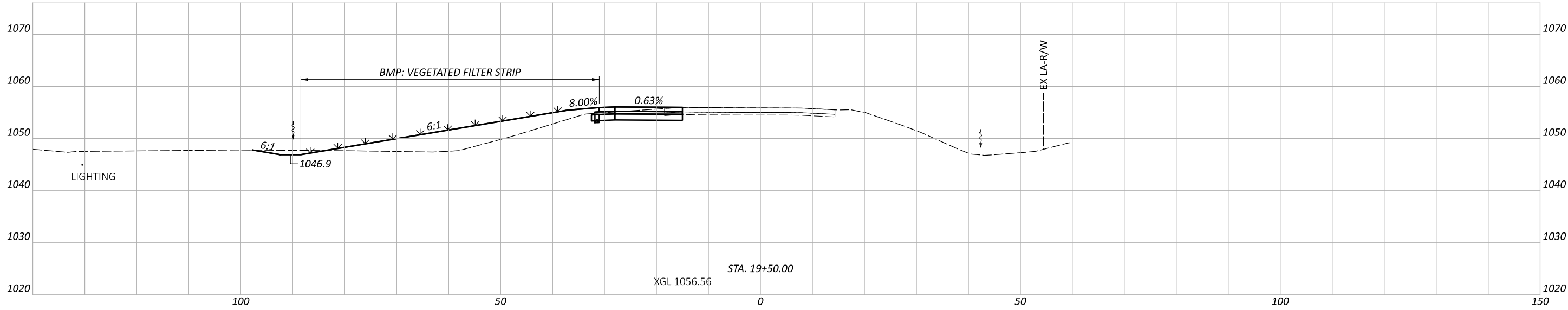
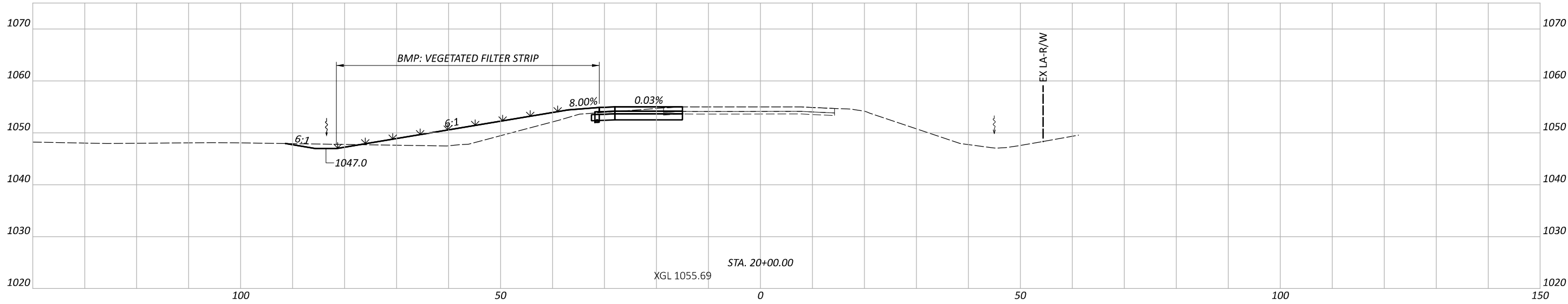
SHEET TOTAL

P. 65 81



CROSS SECTIONS (BU 4) I-71 RAMP D (RAMP WS)
STA. 17+90 - STA. 18+50

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PROJECT ID	
117955	
SHEET TOTAL	
P. 66	81



Sheet Totals			PROJECT ID	
Seeding	Cut	Fill	117955	
			SHEET	TOTAL
P. 67				81

CROSS SECTIONS (BU 4) - I-71 RAMP D (RAMP WS)
STA. 19+00 - STA. 20+00

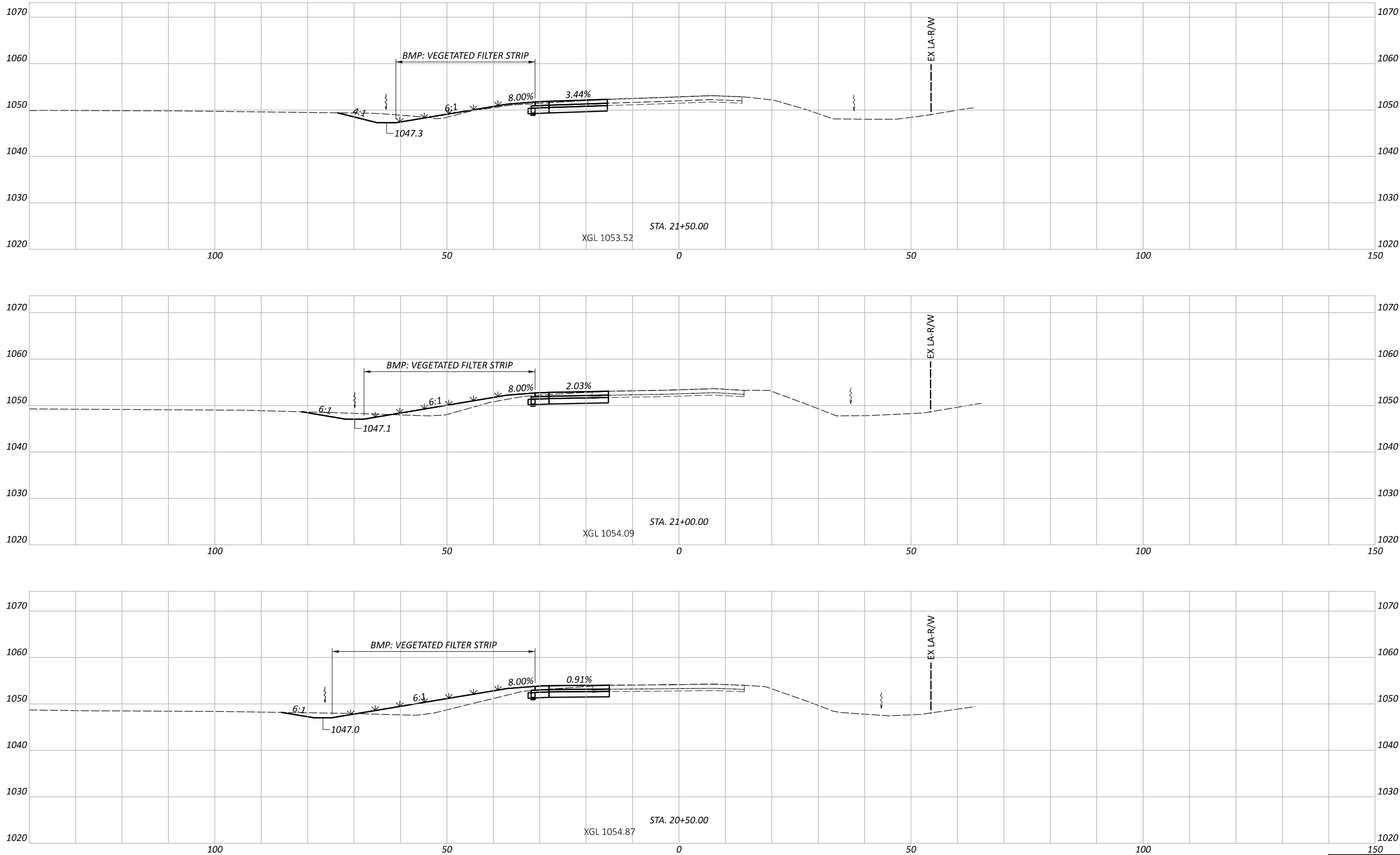
DESIGN AGENCY

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Sheet Totals			117955	
Seeding	Cut	Fill	SHEET	TOTAL
			P. 68	81

CROSS SECTIONS (BU 4) - I-71 RAMP D (RAMP WS)
STA. 20+50 - STA. 21+50

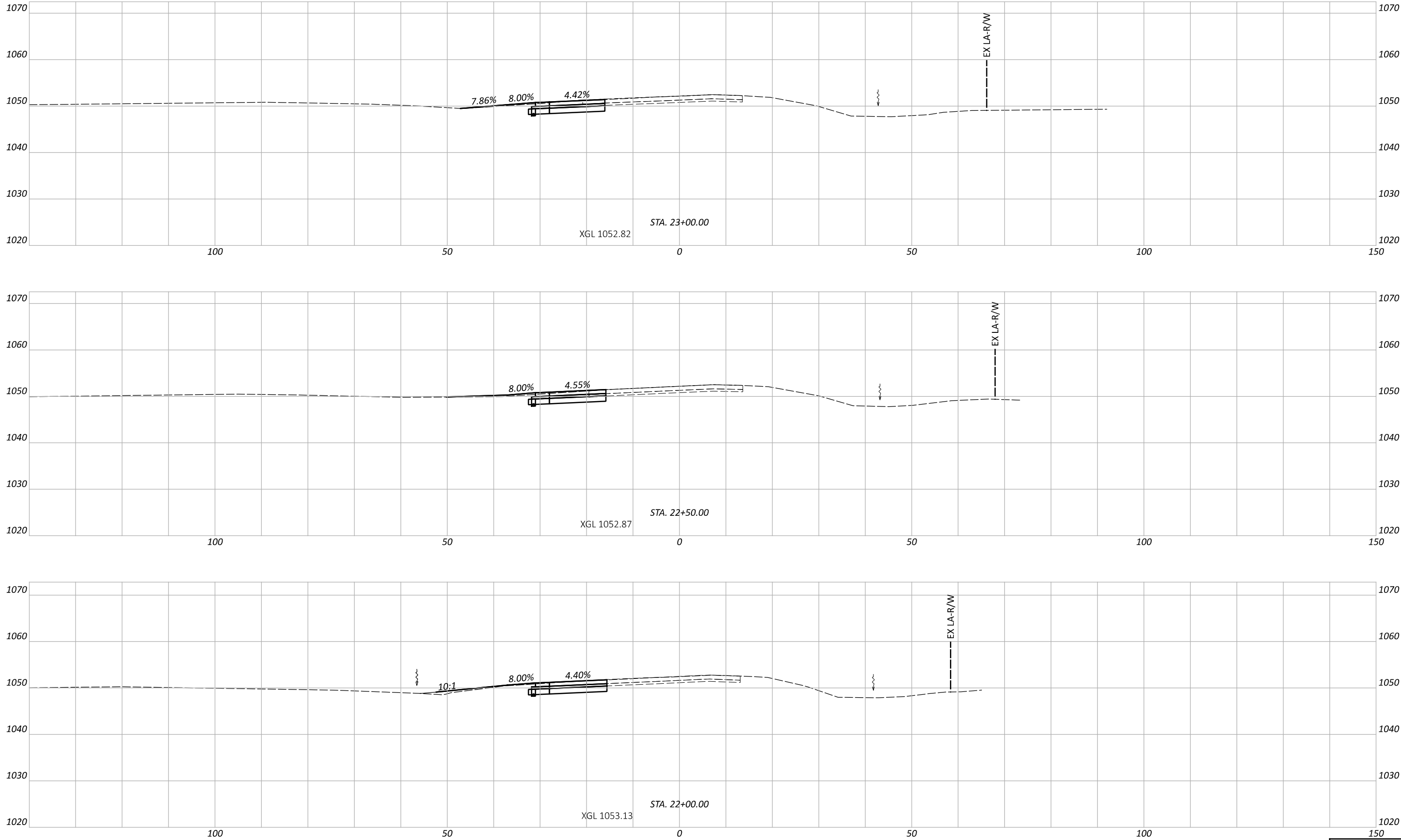
DESIGN AGENCY

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Sheet Totals		
Seeding	Cut	Fill

PROJECT ID	
117955	
SHEET TOTAL	
P. 69	81

DESIGN AGENCY



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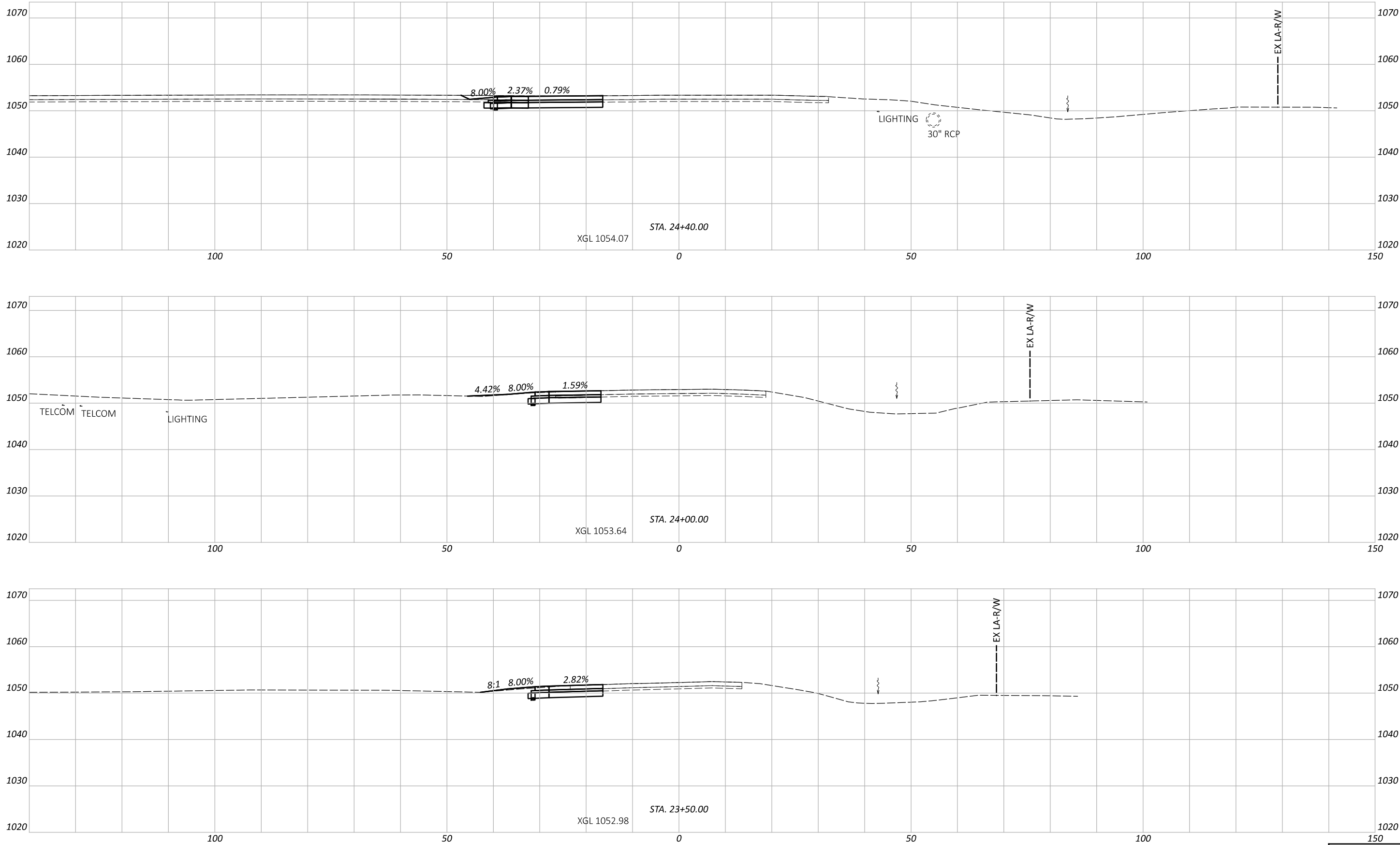
DESIGNER

DPF

REVIEWER

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CROSS SECTIONS (BU 4) - I-71 RAMP D (RAMP WS)
STA. 22+00 - STA. 23+00



Sheet Totals			117955	
Seeding	Cut	Fill	SHEET	TOTAL
			P. 70	81

CROSS SECTIONS (BU 4) - I-71 RAMP D (RAMP WS)
STA. 23+50 - STA. 24+40

DESIGN AGENCY



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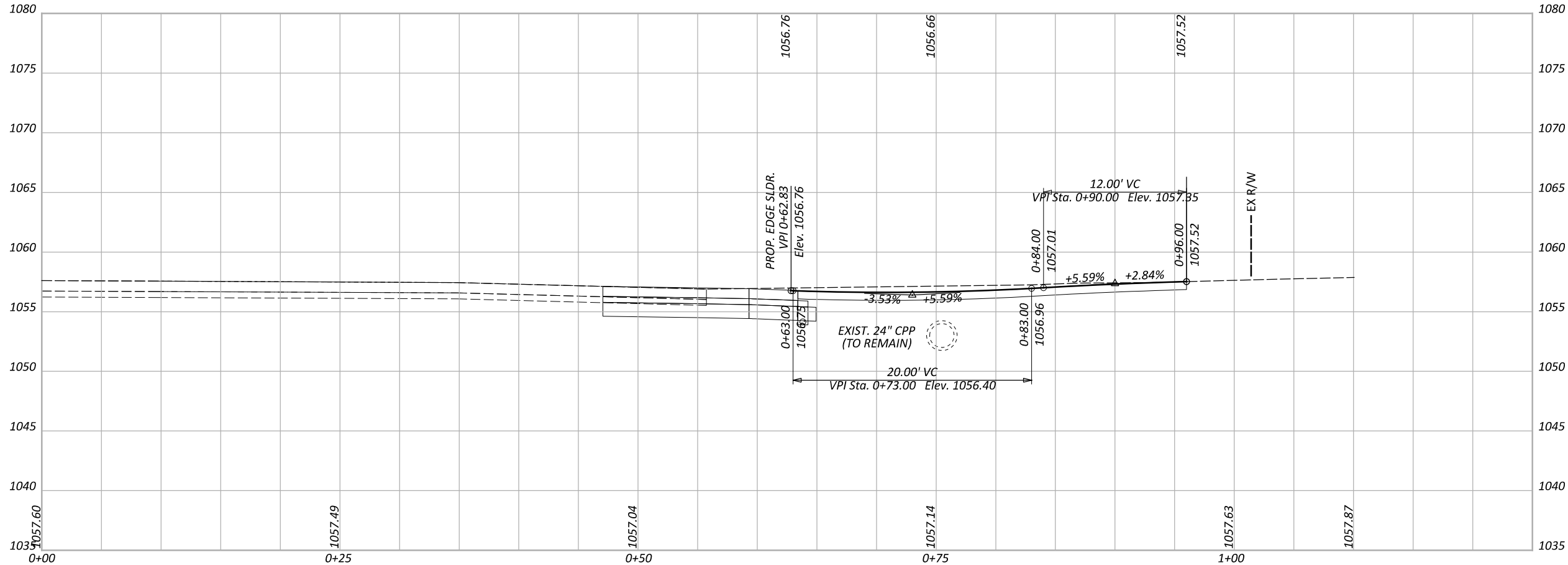
DPF

REVIEWER

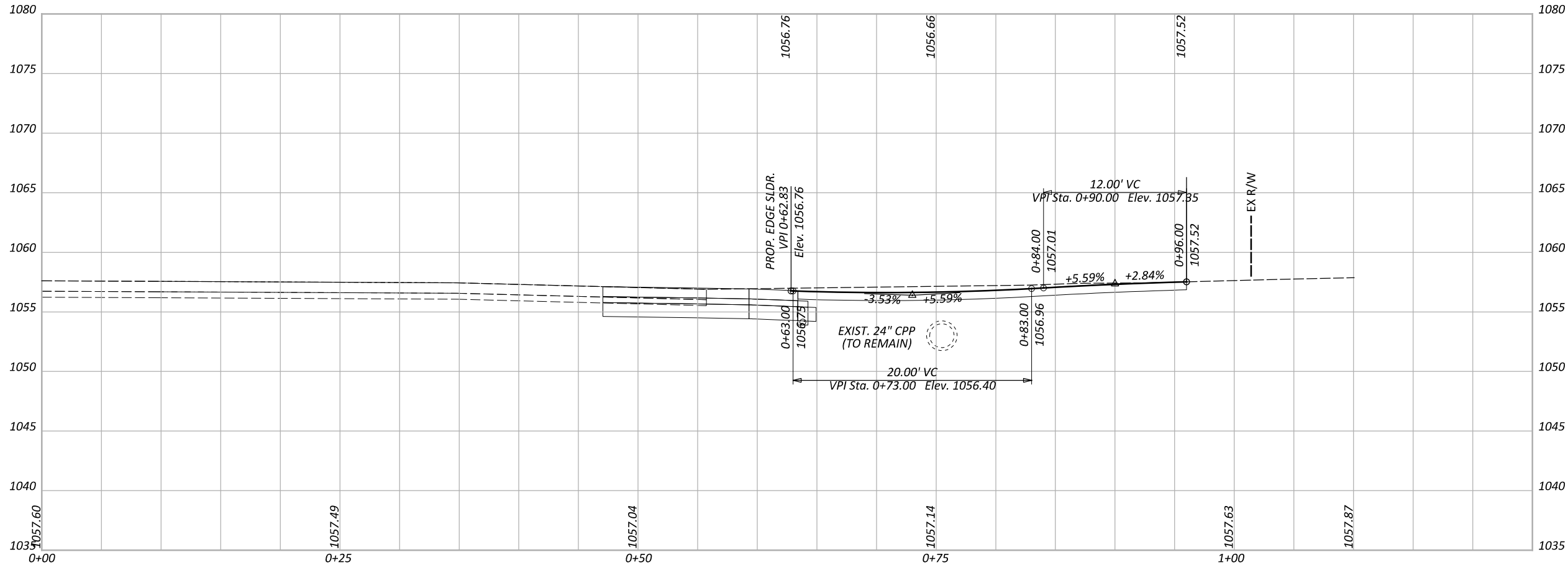
DCJ 03/08/24

PROJECT ID

117955

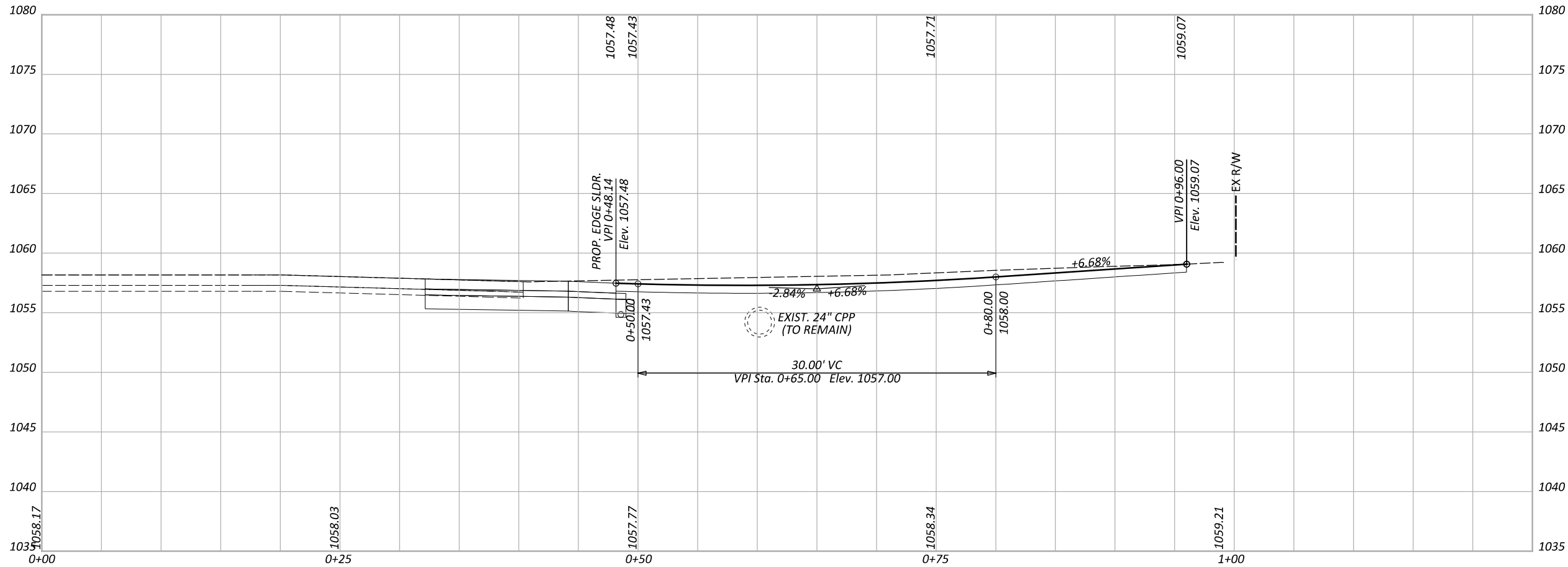


COMMERCIAL DRIVE - STA 52+22.00 - LEFT

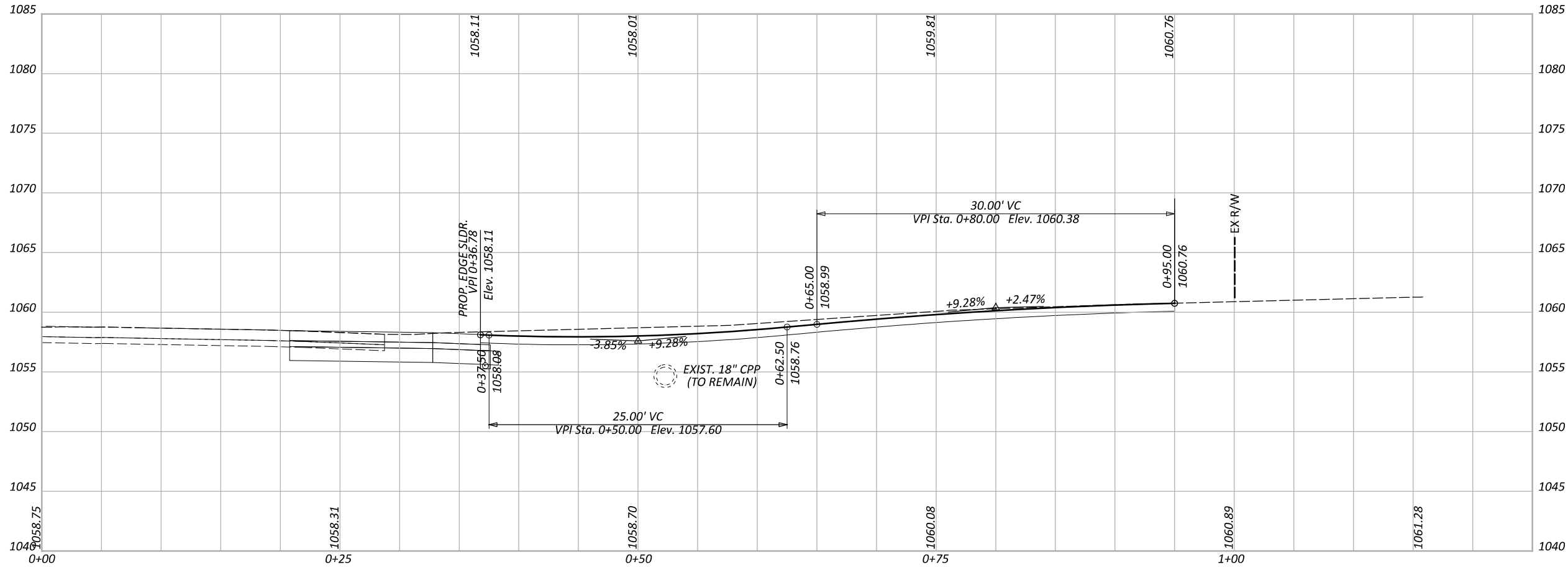


COMMERCIAL DRIVE - STA 52+98.00 - LEFT

DRIVE PROFILES
STA. 52+22.00 LT - STA 52+98.00 LT



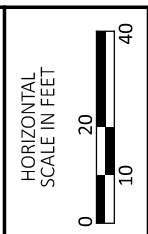
COMMERCIAL DRIVE - STA 54+54.00 - LEFT



COMMERCIAL DRIVE - STA 56+39.92 - LEFT

DRIVE PROFILES
STA. 54+54.00 LT - STA. 56+39.92 LT

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PROJECT ID	
117955	
SHEET	TOTAL
P. 72	81



PAVEMENT AND INTERSECTION DETAILS
SR 435



MODEL: RAMPS - RAMP-A1 [Sheet] PAPER SIZE: 17x11 (in.) DATE: 3/10/2024 TIME: 10:36:06 AM USER: dan-f
www://pawinpw04.pewin.private.palmermet.com:Palmer Engineering Documents (Ohio) (ODOT) (D6) (FAN) (117955) 400-Engineering (Roadway) (Sheets) (BU-A) (117955_G100).dgn

DESIGNER	DPF
REVIEWER	DCJ 03/08
PROJECT ID	117955
SHEET	TOTAL
P. 75	8



HORIZONTAL
SCALE IN FEET



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

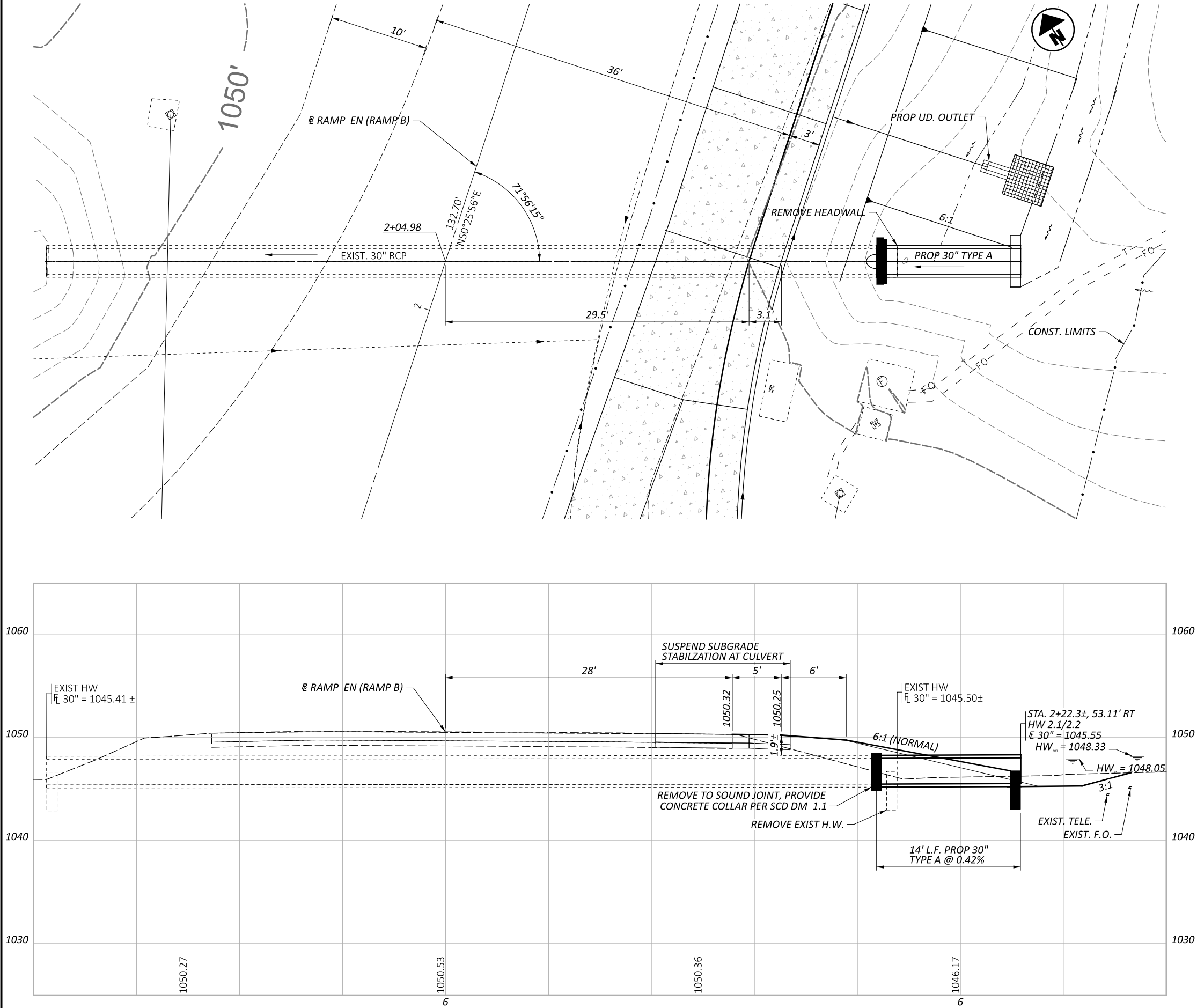
DESIGN AGENCY



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117955

SHEET	TOTAL
P. 76	8



HYDRAULIC DATA		
DRAINAGE AREA =	9.0 ACRES	
Q (25) =	20.3 CFS	V (25) = 6.5 FT/S
Q (100) =	23.9 CFS	V (100) = 5.0 FT/S
ORDINARY HIGH WATER MARK:	1047.11	
DESIGN SERVICE LIFE:	75 YEARS	
ABRASION LEVEL:	NON-ABRASIVE	
pH:	7.5	
HW (25) =	1047.9 FT	
HW (100) =	1048.2 FT	

EXISTING CULVERT
TYPE: REINFORCED CONCRETE PIPE CULVERT
SIZE: 30"
SKEW: 71° 56' 15" RF
ALIGNMENT: TANGENT
DATE BUILT: 2016
CONDITION: GOOD
CFN: 1983401

PROPOSED CULVERT
TYPE: 30" TYPE A (706.02) EXTENSION
SKEW: 71° 56' 15" RF (EXISTING).
ALIGNMENT: TANGENT
CFN: 1983401

HORIZONTAL
SCALE IN FEET
0 5 10

CULVERT PLAN AND PROFILE
RAMP EN (RAMP B) STA. 2+04.98 (FAY-24009-0.349)

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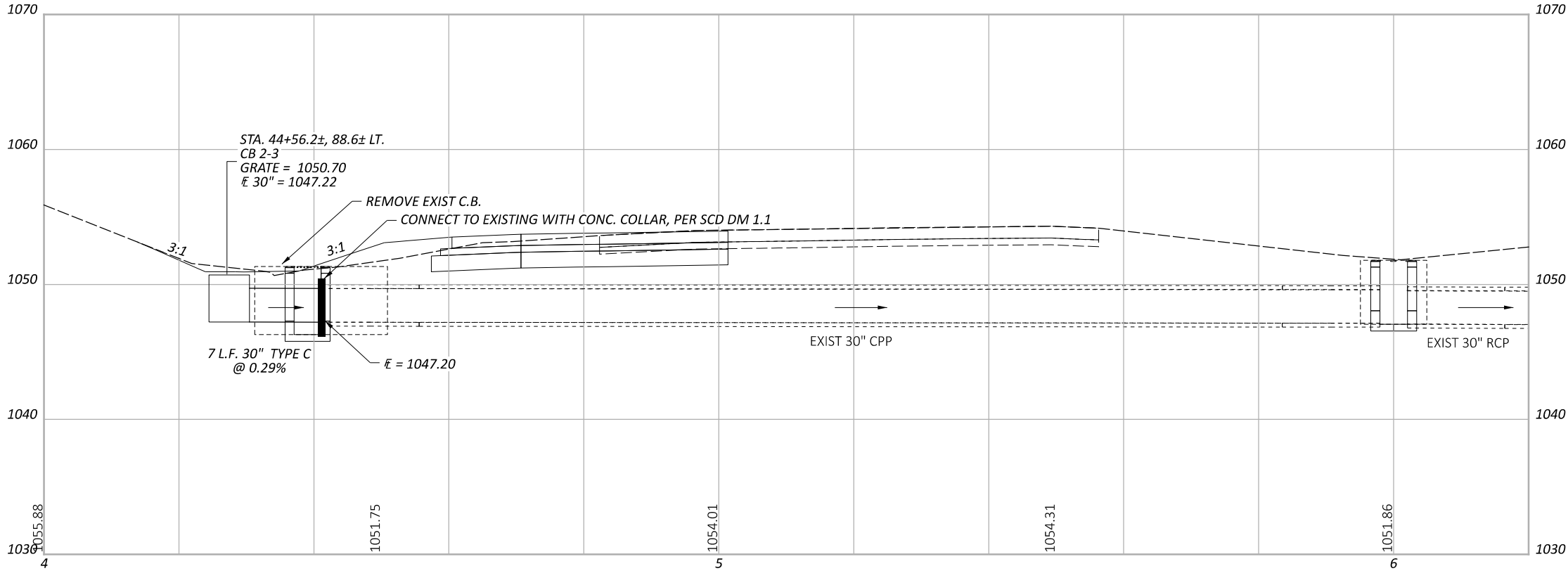
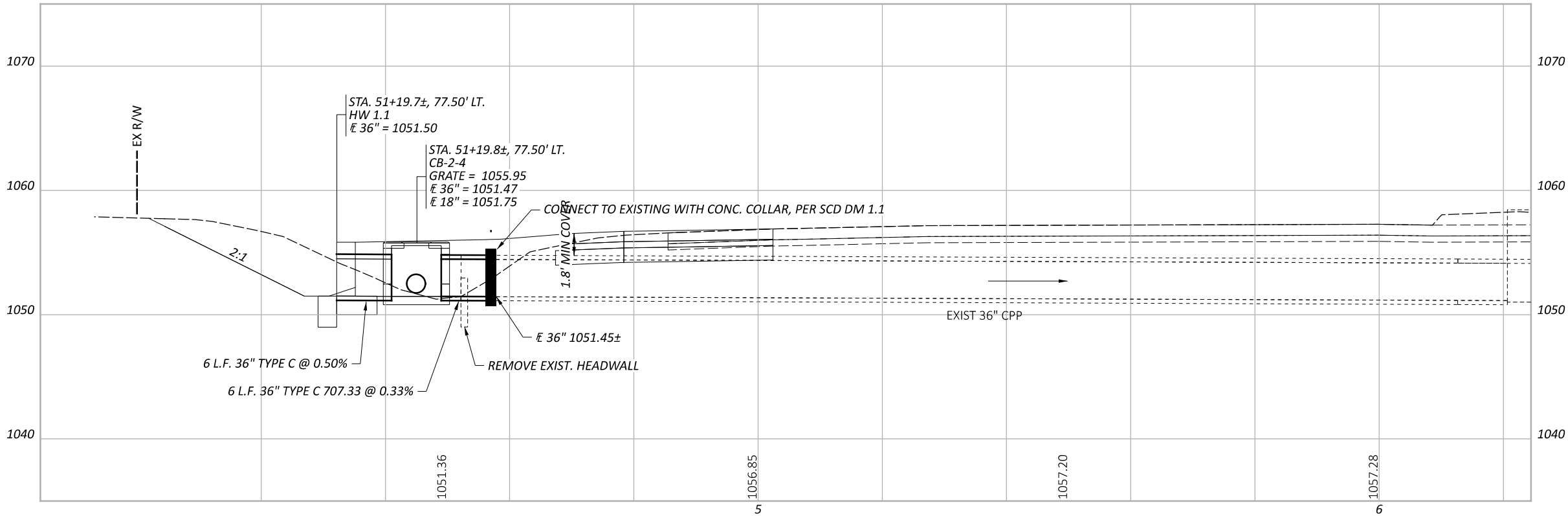
PROJECT ID
117955

SUBSET
1

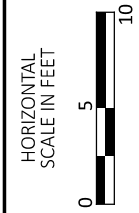
TOTAL
1

SHEET
P.79

TOTAL
81



DRAINAGE PROFILES
STA 44+56 LT - STA 51+20 LT.



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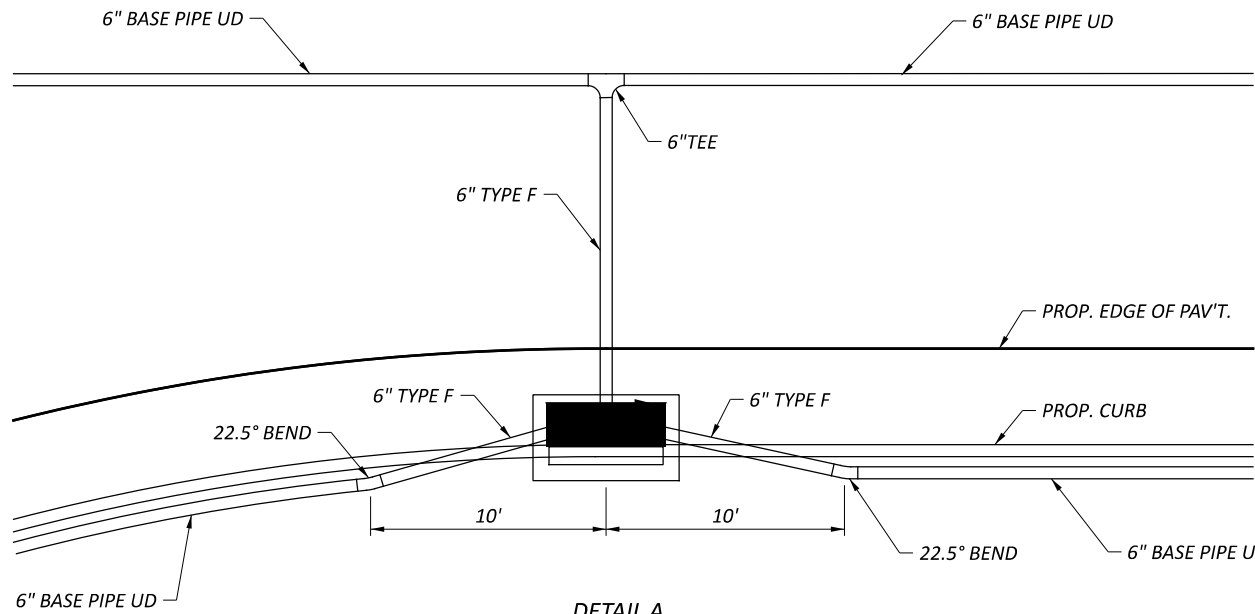
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SUBSET TOTAL

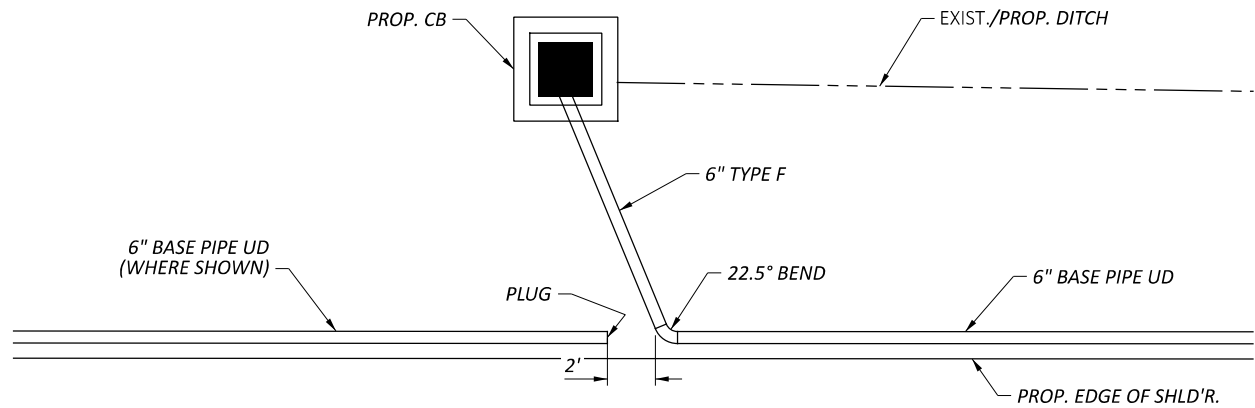
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SHEET TOTAL

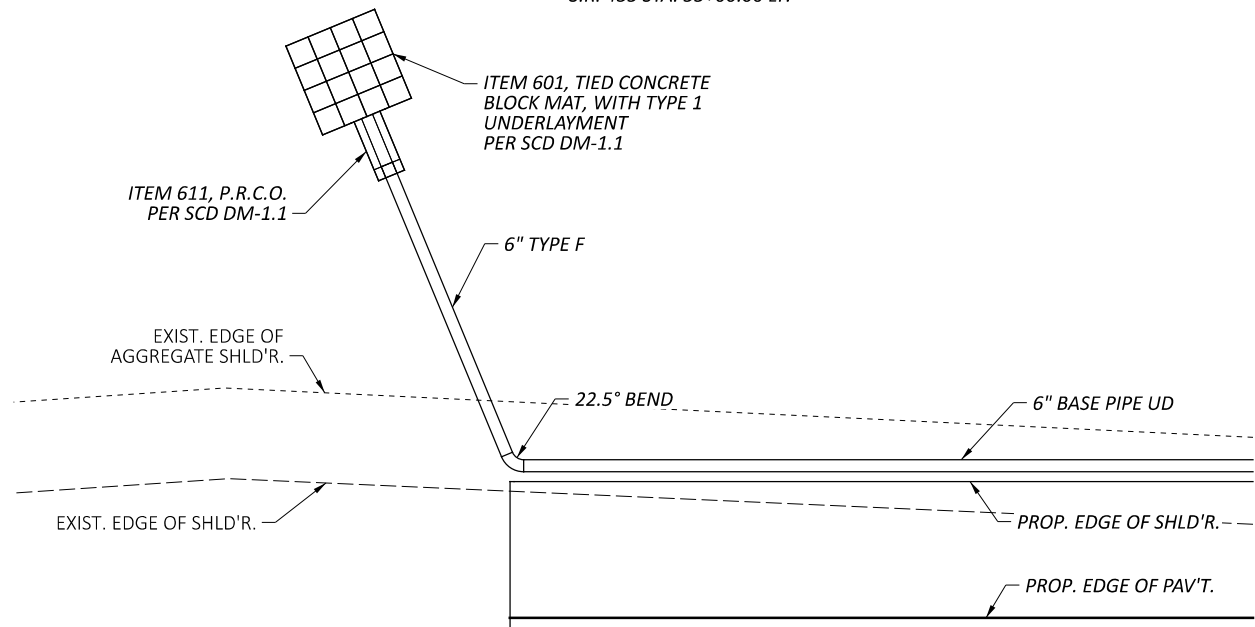
P. 80 81



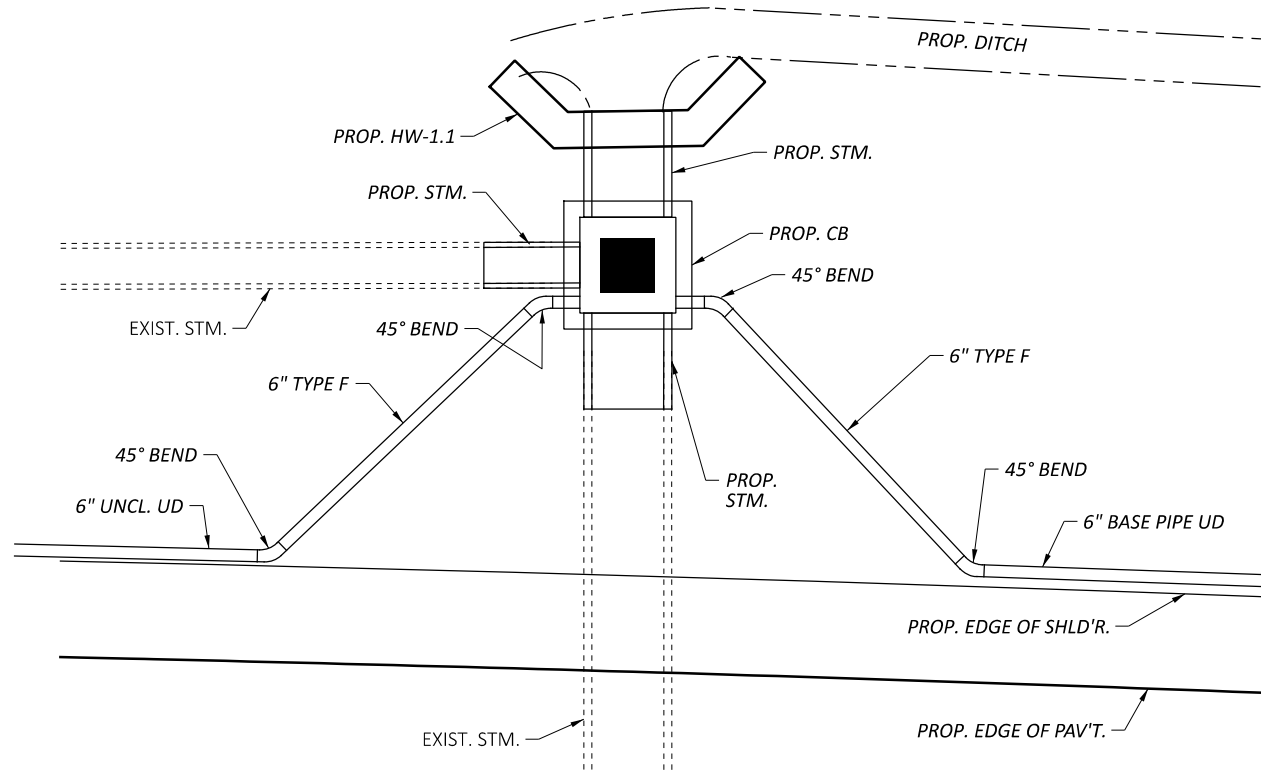
DETAIL A
S.R. 435 STA. 37+25.00 C



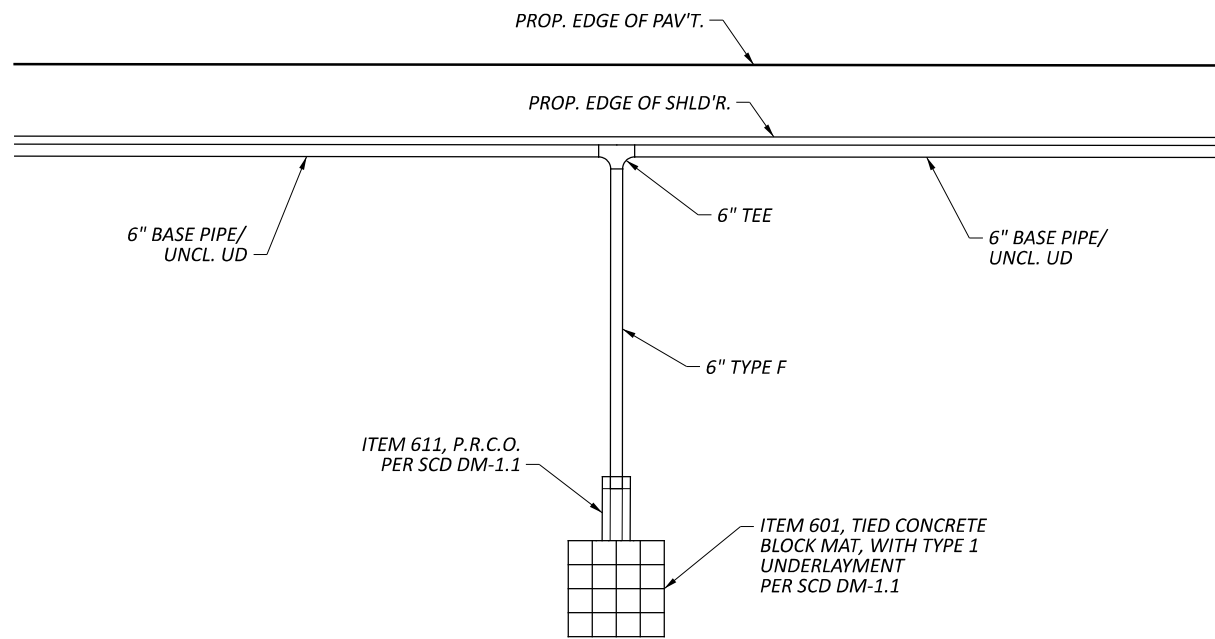
DETAIL C
S.R. 435 STA. 44+56.20 LT.
S.R. 435 STA. 55+00.00 LT.



DETAIL E
RAMP B (EN) STA. 4+71.00 LT.



DETAIL B
S.R. 435 STA. 50+19.80 LT.



DETAIL D
RAMP A (NW) STA. 21+90.00 RT.
RAMP A (NW) STA. 24+00.00 RT.
RAMP B (EN) STA. 2+30.00 LT.
RAMP D (WS) STA. 21+50.00 LT.