

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 DESIGNATIONS

FAY-435-1.52

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DESIGN AGENCY



DESIGNER

DPF

REVIEWER

DCJ 01/12/24

PROJECT ID

117955

SHEET TOTAL

P 2 | 79

I-71 SB EXIT RAMP TO SR-435 (RAMP EN)
 CURVE DATA
 P.I. = STA. 3+58.14
 $\Delta = 25^{\circ}25'59''$ RT
 $Dc = 11^{\circ}00'00''$
 $R = 520.87'$
 $T = 117.54'$
 $L = 231.21'$
 $E = 13.1'$

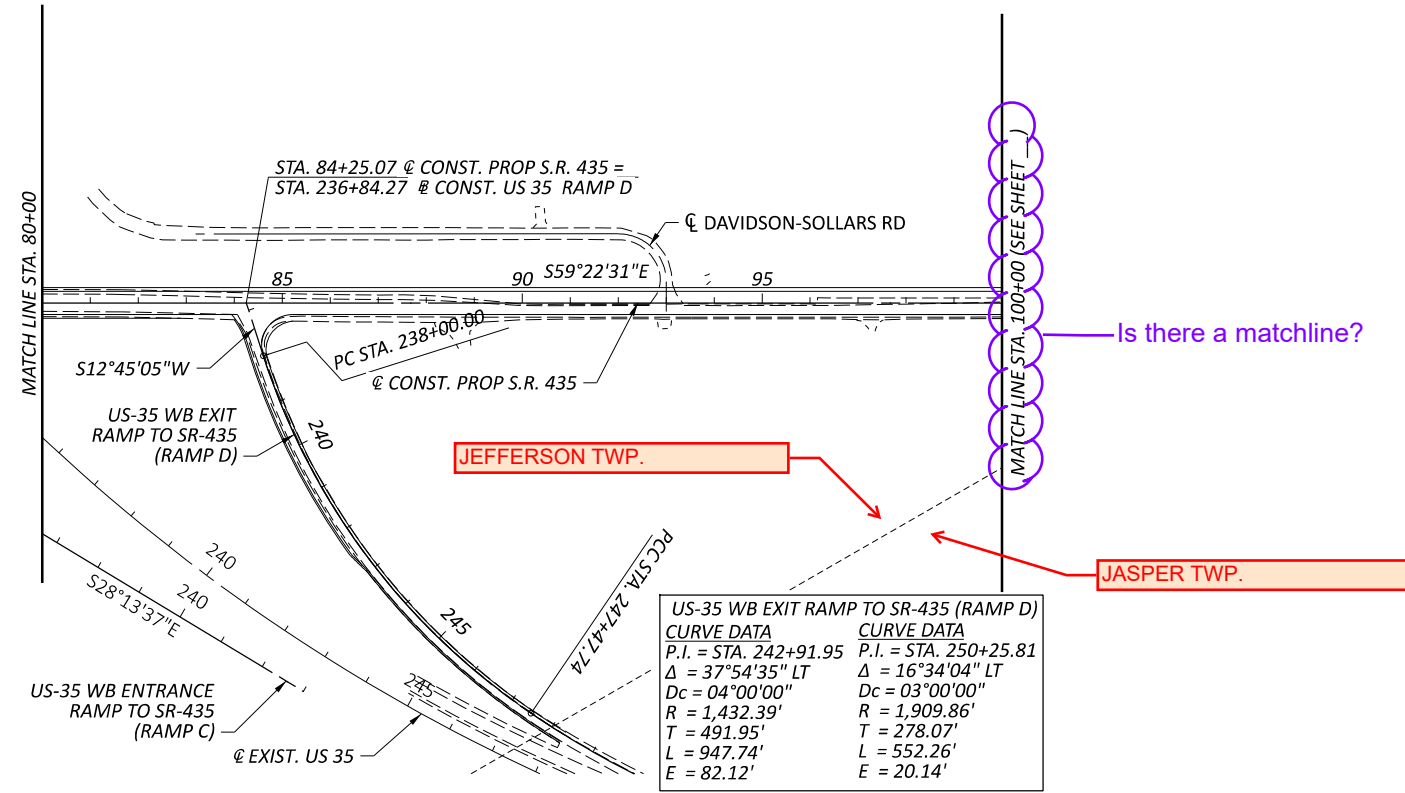
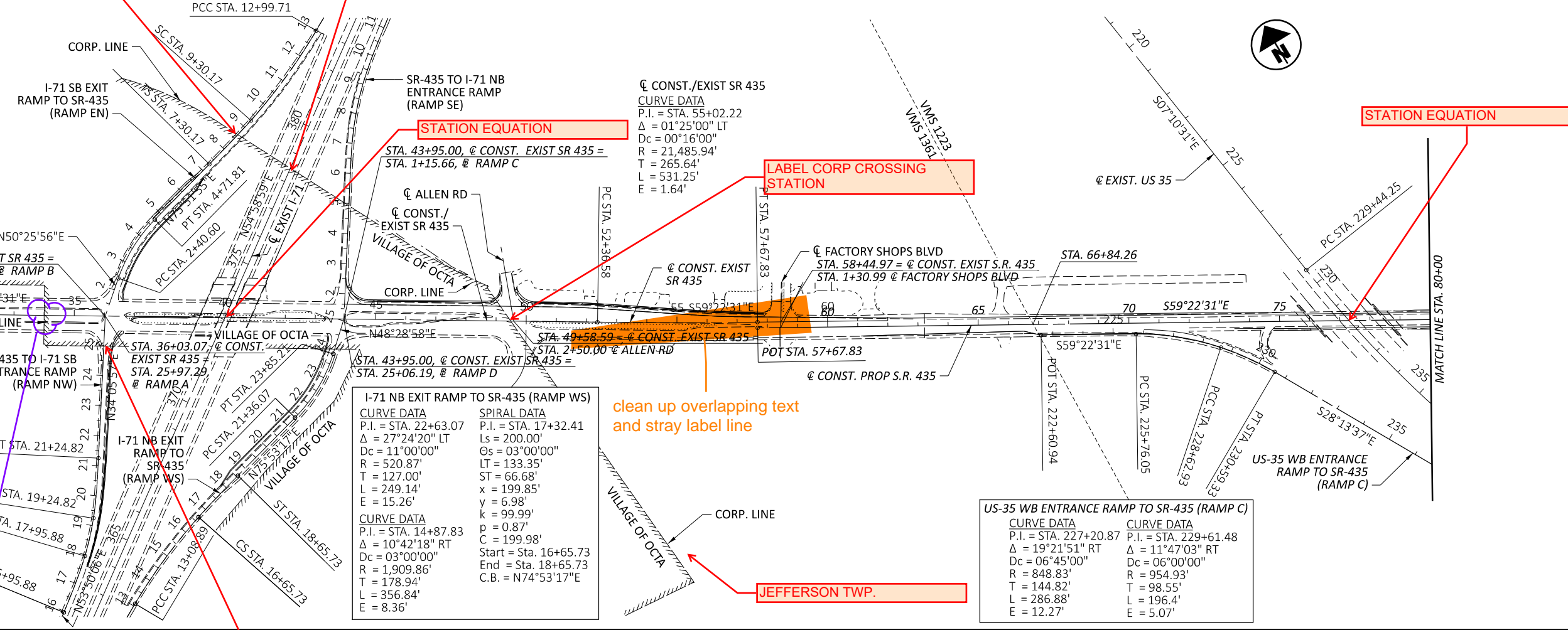
SPIRAL DATA
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 $Os = 03^{\circ}00'00''$
 $LT = 133.35'$
 $ST = 66.68'$
 $x = 199.95'$
 $y = 3.49'$
 $k = 99.99'$
 $p = 0.87'$
 $C = 199.98'$

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
 $\Delta = 07^{\circ}44'11''$ LT
 $Dc = 06^{\circ}00'00''$
 $R = 954.93'$
 $T = 64.57'$
 $L = 128.94'$
 $E = 2.18'$

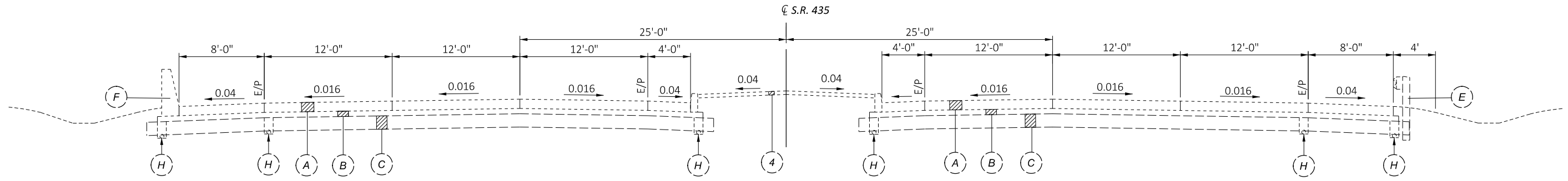
SPIRAL DATA
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 $Os = 06^{\circ}00'00''$
 $LT = 133.41'$
 $ST = 66.74'$
 $x = 199.78'$
 $y = 6.98'$
 $k = 99.96'$
 $p = 1.74'$
 $C = 199.90'$

Start = Sta. 15+95.88
 End = Sta. 17+95.88
 C.B. = N51°50'07"E

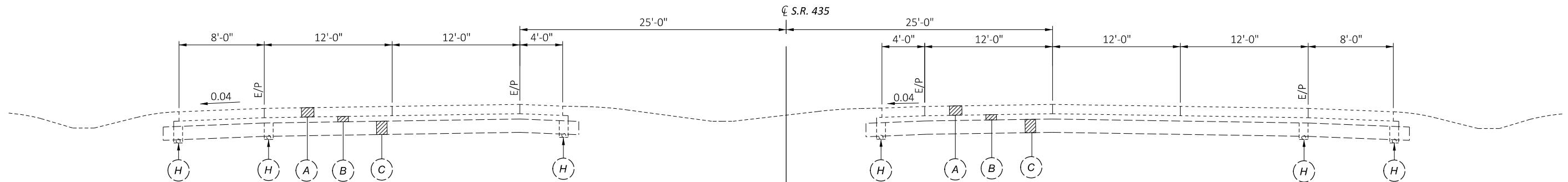


SCHEMATIC PLAN - BUILDABLE UNIT (BU-4)

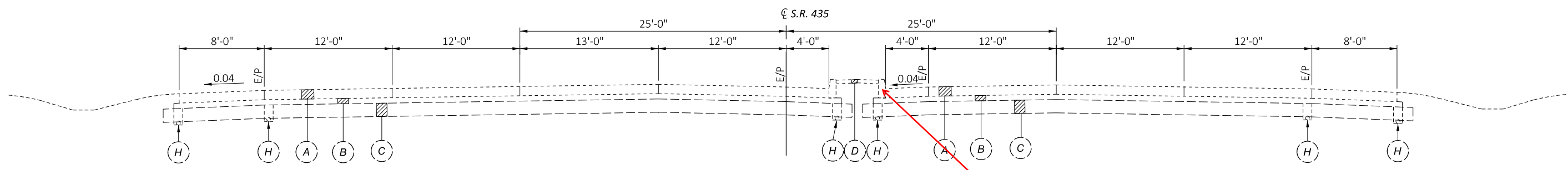
DESIGN AGENCY	Palmer ENGINEERING
DESIGNER	DPF
REVIEWER	DCJ
PROJECT ID	01/12/24
SHEET	117955
TOTAL	99



EXISTING TYPICAL SECTION - STATE ROUTE 435
STA. 36+03.70± TO STA. 43+95.00±



EXISTING TYPICAL SECTION - STATE ROUTE 435
STA. 43+95.00± TO STA. 49+58.59±



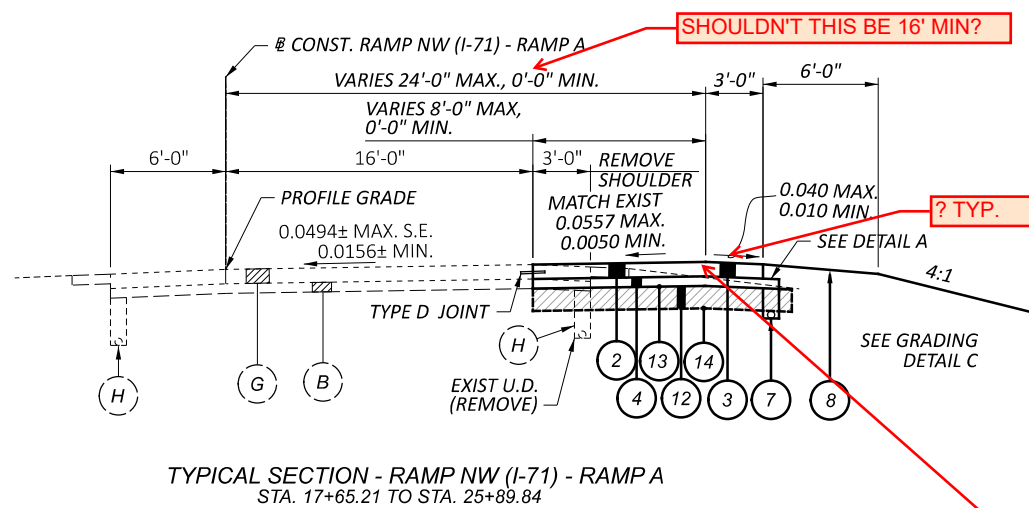
EXISTING TYPICAL SECTION - STATE ROUTE 435
STA. 49+58.59± TO STA. 58+44.97±

LEGEND

- (A) 10 1/2" REINFORCED CONCRETE PAVEMENT
- (B) 6" AGGREGATE BASE
- (C) 14"-16" DEEP SUBGRADE
- (D) 4" CONCRETE MEDIAN
- (E) GUARDRAIL, TYPE MGS
- (F) CONCRETE BARRIER, SINGLE SLOPE, TYPE D
- (G) 9" REINFORCED CONCRETE PAVEMENT
- (H) 6" PIPE UNDERDRAIN

IDENTIFY EX. CURB TYPES IN
LEGEND. TYP.
TYPE 7 PER SCOPE

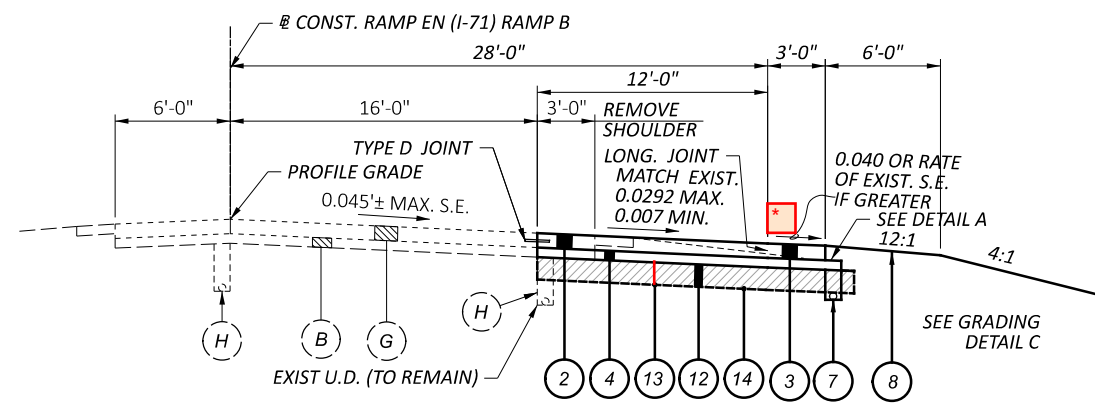
PROPOSED ITEM LEGEND (SEE SHEET P 5)
EXISTING ITEM LEGEND (SEE SHEET P 4)



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

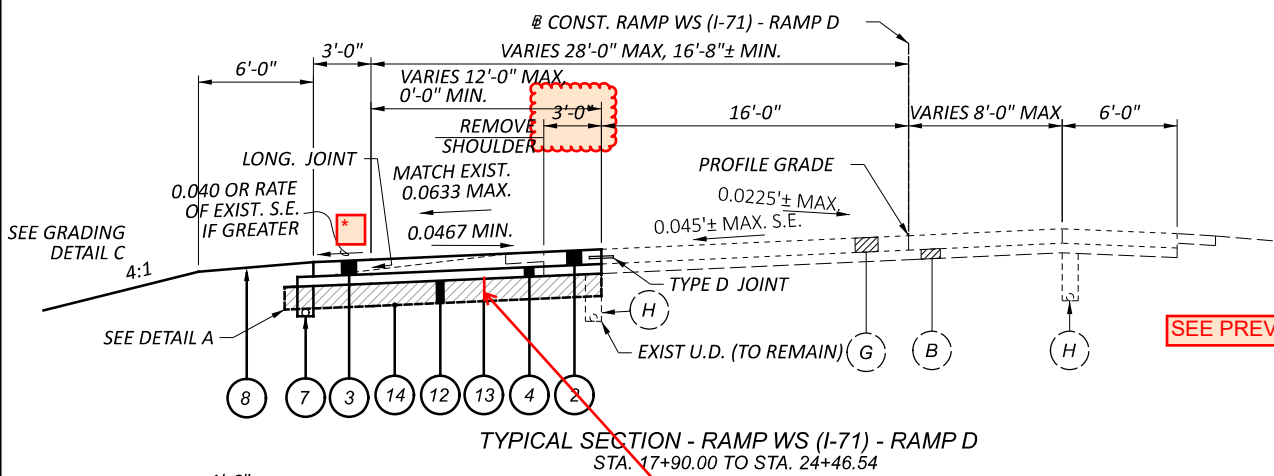
MATCH RAMP NAMES TO SCHEMATIC PLAN/SCOPE TYPICAL THROUGHOUT PLANS

? TYP.

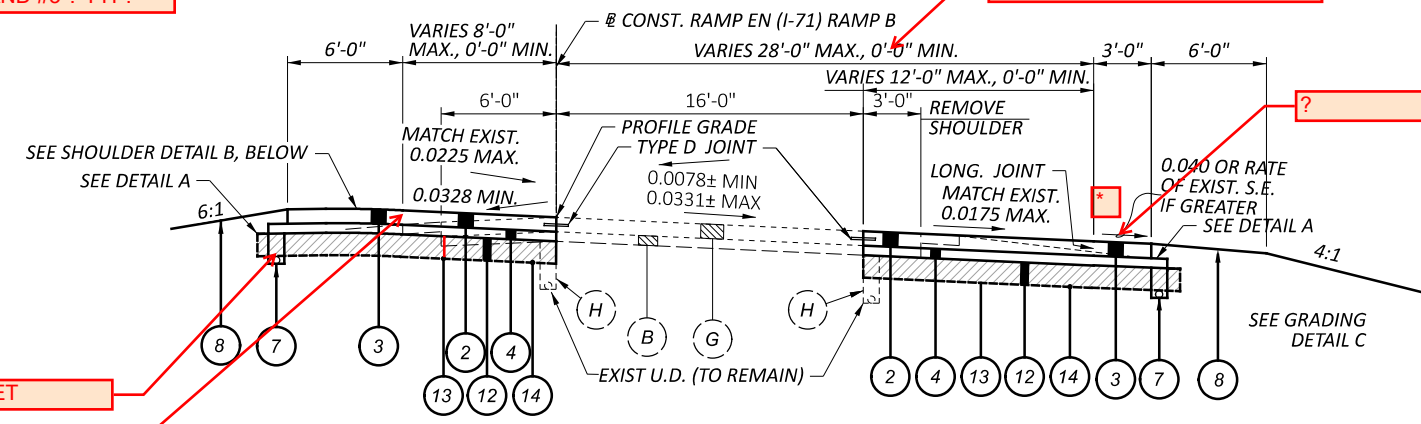


TYPICAL SECTION - RAMP EN (I-71) RAMP B
STA. 1+67.19 TO STA. 4+71.64

SHOULD THERE BE A JOINT BETWEEN #2 AND #3 ? TYP.



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



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

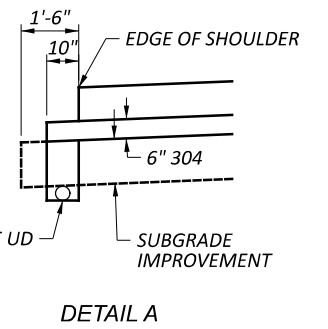
LEFT AND RIGHT APPLY TO DIFFERENT STATION LIMITS

SHOULD THERE BE A JOINT BETWEEN #2 AND #3 ? TYP.

SEE PREVIOUS SHEET

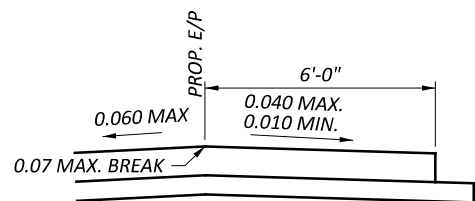
16' MIN?

? TYP.

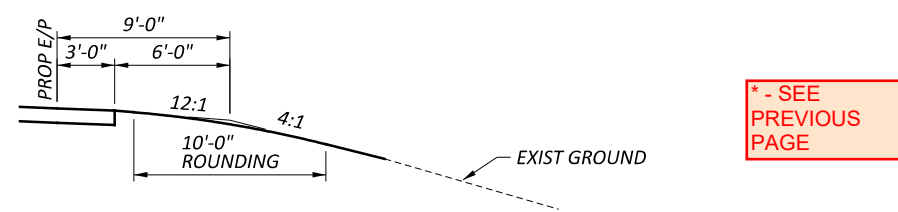


DETAIL A

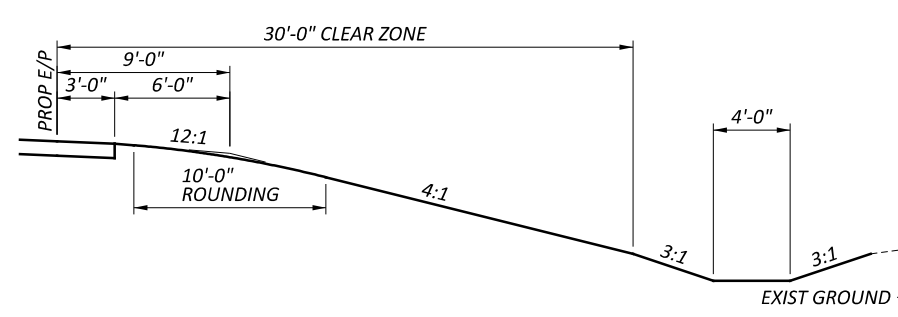
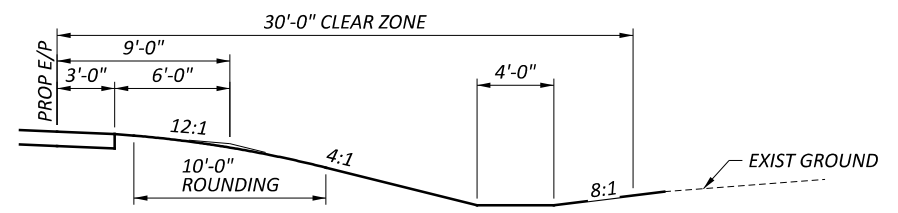
CURING COAT SHOULD BE PLACED ON TOP. TYP.



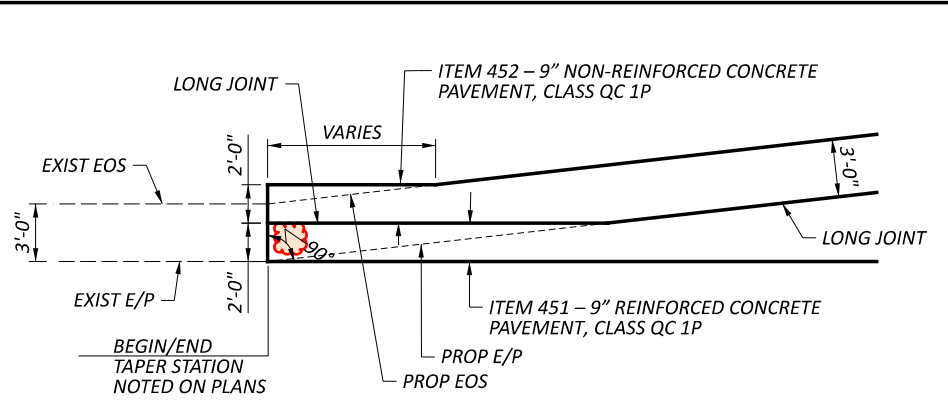
SHOULDER DETAIL B



* - SEE PREVIOUS PAGE



GRADING DETAIL C
(SEE CROSS SECTIONS)



DETAIL - PLAN VIEW
RAMP WIDENING TIE-IN

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 ___ 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

VERTICAL POSITIONING

ORTHOMETRIC HEIGHT DATUM: NAVD88 GEOD: GEOD 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.

CONSTRUCT 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 ___, 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 SPACE

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 CONDUIT THAT OUTLETS TO A STORM SEWER OR DRAINAGE STRUCTURE LEAVE 6 INCHES PROTRUDING OUTSIDE OF THE CONDUIT. 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.

ON SHEET ___

SPACE

SPACE

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 _ . CONSTRUCT DRAINAGE AND PAVEMENT WIDENING BETWEEN ALLEN RD AND FACTORY SHOPS BLVD.

WHICH ONE. FIX THROUGHOUT PLANS

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 SHOPPES 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 _ . 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 _). 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

THIS PARAGRAPH SHOULD CLOSE OUT THE "ITEM 614, MAINTAINING TRAFFIC" NOTE - MOVE AS INDICATED

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 SHEETS _ . 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 WS (RAMP A) TO THE INSIDE AS SHOWN ON SHEETS _ . AND CONSTRUCT PAVEMENT WIDENING ON THE OUTSIDE OF THE RAMP. PROVIDE SIGNAGE ON S.B. I-71 AS PER SCD MT-98.28

VERIFY

RAMP EN (RAMP B) - PHASE 2
SHIFT TRAFFIC ON RAMP EN (RAMP B) TO THE OUTSIDE AS SHOWN ON SHEETS _ . 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 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.

SB

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 WS (RAMP A) TO THE OUTSIDE AS SHOWN ON SHEETS _ . AND CONSTRUCT PAVEMENT WIDENING ON THE INSIDE 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.

INSIDE

OUTSIDE

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.

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.

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 (PN 127).

ADD TO MOT NOTES PER TEM 642-6

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 TRAVELLING 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.

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	5 CALENDAR 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.

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 NOT 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	

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.

DUST CONTROL

THE CONTRACTOR SHALL FURNISH AND APPLY WATER FOR DUST CONTROL AS DIRECTED BY THE ENGINEER.

FLOODLIGHTING

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

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

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.

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.

DESIGN AGENCY



DESIGNER
DPF

REVIEWER
DCJ 01/12/24

PROJECT ID
117955

SHEET TOTAL
P 10 | 79

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 OMTCD INTENDS THAT FLAGGERS BE USED.

IN ADDITION TO THE REQUIREMENTS OF C&MS 614 AND THE OMTCD, 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 OMTCD, 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

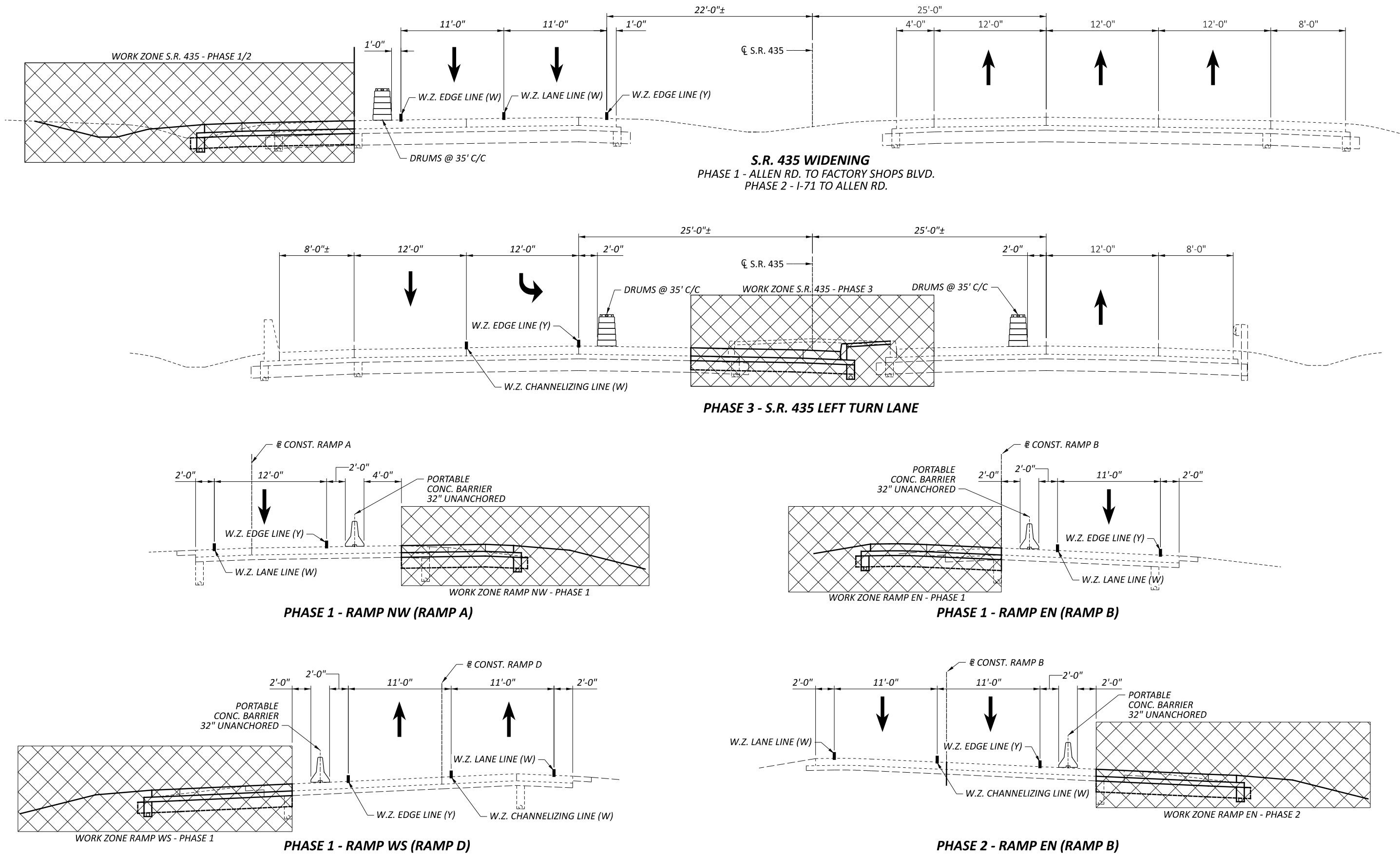


DESIGNER
DPF

REVIEWER
DCJ 01/12/24

PROJECT ID
117955

SHEET TOTAL
P 11 | 79



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



HATCH LEGEND

	PROPOSED WORK ZONE
--	--------------------

BALLOON LEGEND

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

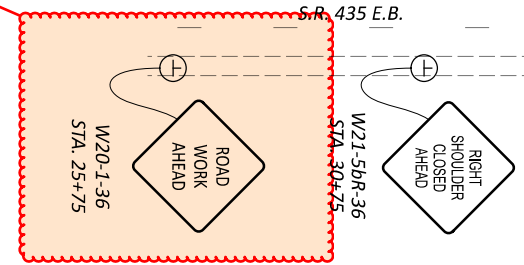
ALL WORK ZONE PAVEMENT MARKINGS SHALL BE REMOVABLE TAPE (740.06), UNLESS NOTED OTHERWISE.

SIGN LEGEND

	REMOVE AND DISPOSE OF EXISTING SIGN		EXISTING SIGN TO REMAIN
	PROPOSED SIGN		COVER EXISTING SIGN

xxx = REMOVAL OF EXISTING PAVEMENT MARKINGS

PROVIDE SIGNS ON BOTH SIDES OF DIVIDED ROADWAY (TYPICAL)

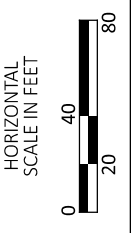
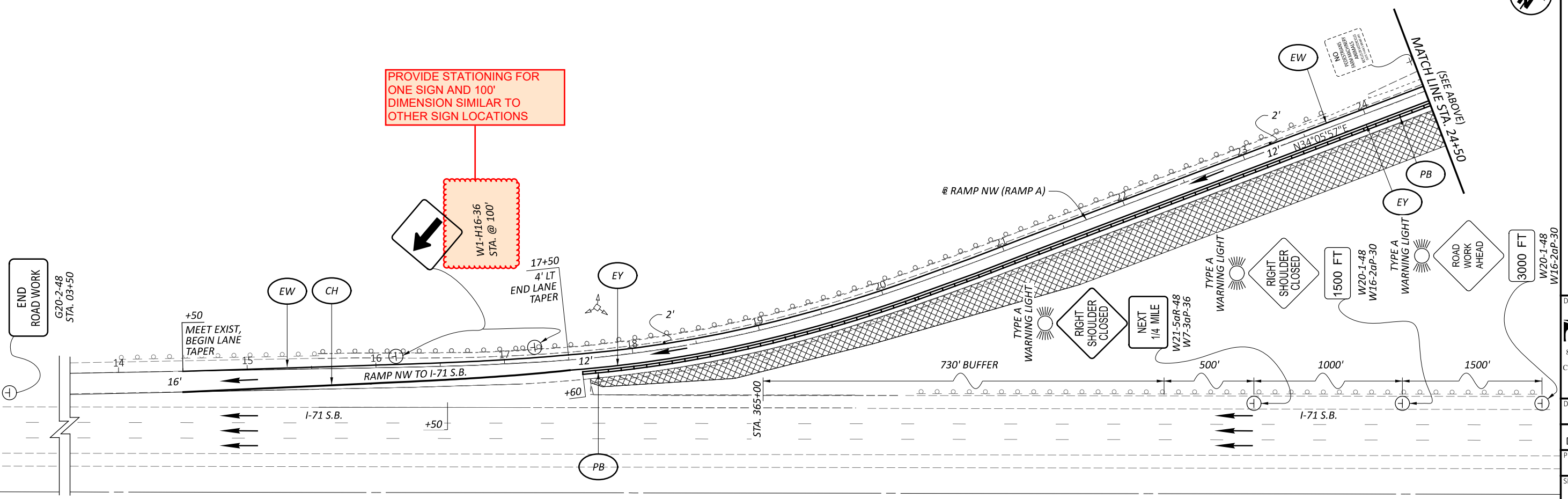
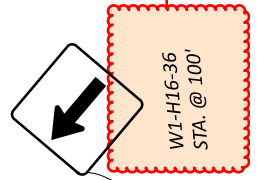


RIGHT LANE CLOSURE PER S.C.D. 95.30 ALONG SR 435 E.B. DURING WORKING HOURS
 LANE CLOSURE NOT ALLOWED DURING THE HOURS OF 6AM - 9AM AND 4PM - 6PM

PROVIDE ADVANCED SIGNING FOR THRU MOVEMENT

FLARE THE PORTABLE BARRIER, IF POSSIBLE, PER TABLE 2 OF ODOT SCD

PROVIDE STATIONING FOR ONE SIGN AND 100' DIMENSION SIMILAR TO OTHER SIGN LOCATIONS



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

DESIGN AGENCY

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

DESIGNER: DPF
 REVIEWER: DCJ 01/12/24
 PROJECT ID: 117955
 SHEET: P 13 TOTAL: 79

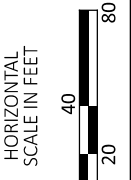
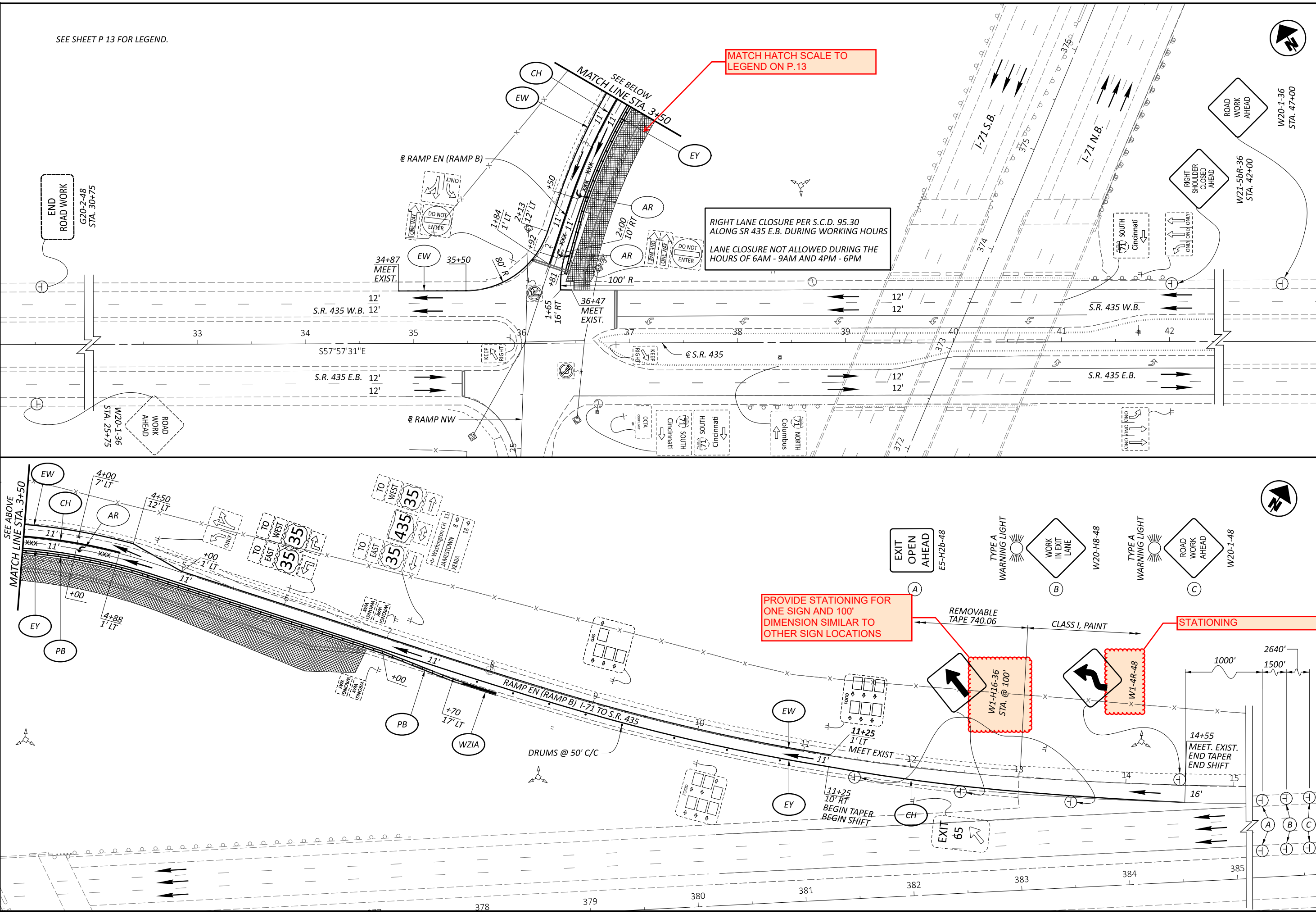
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SEE SHEET P.13 FOR LEGEND.

MATCH HATCH SCALE TO LEGEND ON P.13

RIGHT LANE CLOSURE PER S.C.D. 95.30
ALONG SR 435 E.B. DURING WORKING HOURS
LANE CLOSURE NOT ALLOWED DURING THE
HOURS OF 6AM - 9AM AND 4PM - 6PM

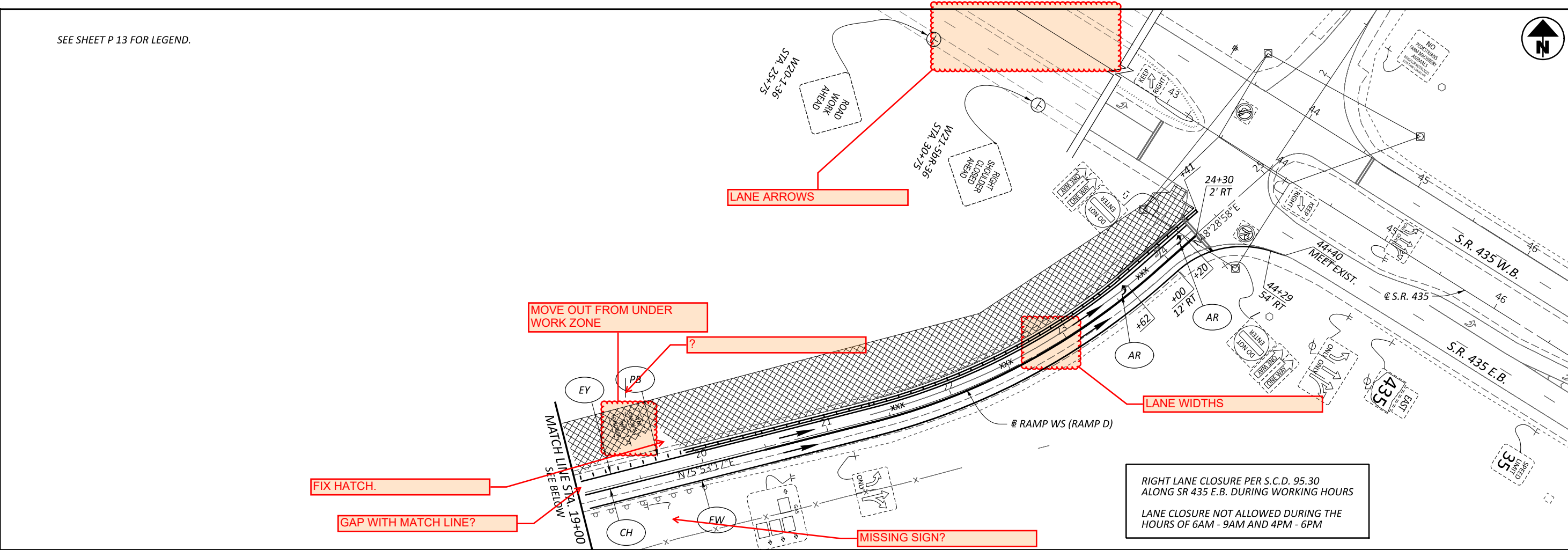
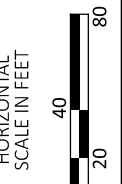
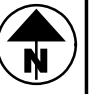
PROVIDE STATIONING FOR
ONE SIGN AND 100'
DIMENSION SIMILAR TO
OTHER SIGN LOCATIONS



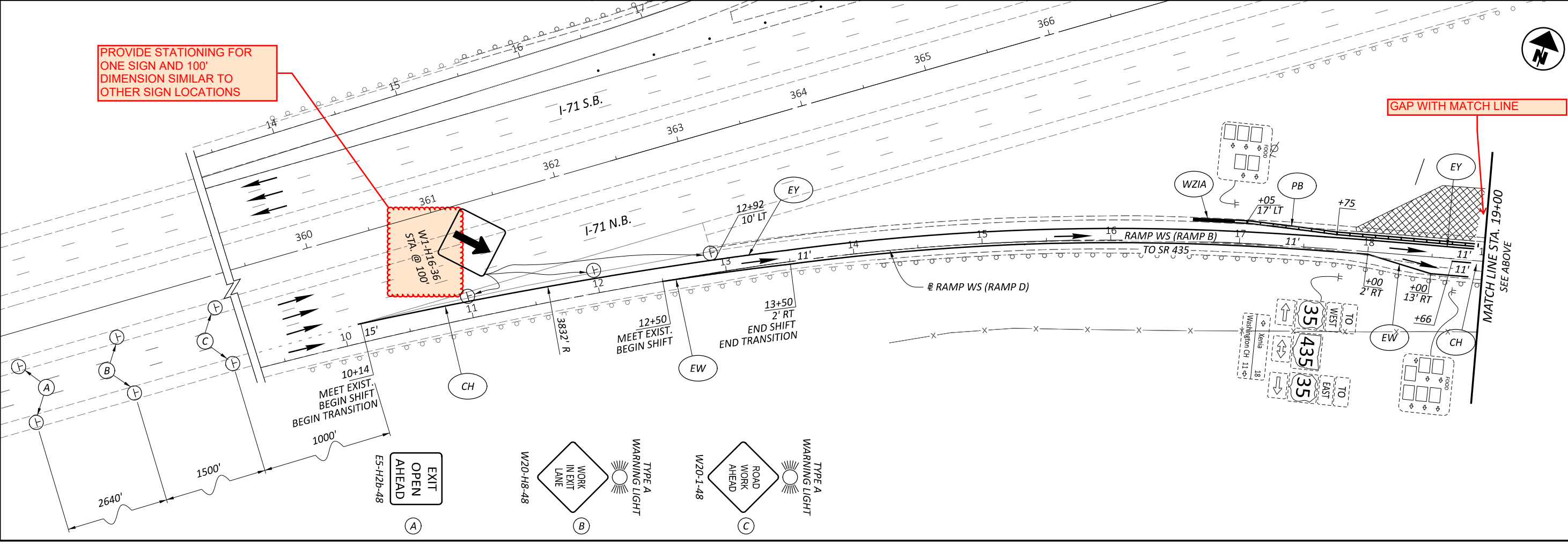
MAINTENANCE OF TRAFFIC (BU-4)
PHASE 2 - RAMP EN (RAMP B)

DESIGN AGENCY	
Palmer ENGINEERING	
8350 E. KEMPER RD. SUITE B CINCINNATI, OH 45249 513-469-1600	
DESIGNER	
DPF	
REVIEWER	
DCJ 01/12/24	
PROJECT ID	
117955	
SHEET	TOTAL
P 15	79

SEE SHEET P 13 FOR LEGEND.



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



FAY-435-1.52

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

DESIGNER
DPF
REVIEWER
DCJ 01/12/24
PROJECT ID
117955
SHEET TOTAL
P 16 79

HATCH LEGEND

	PROPOSED WORK ZONE
	PAVEMENT FOR M.O.T., CLASS A

BALLOON LEGEND

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

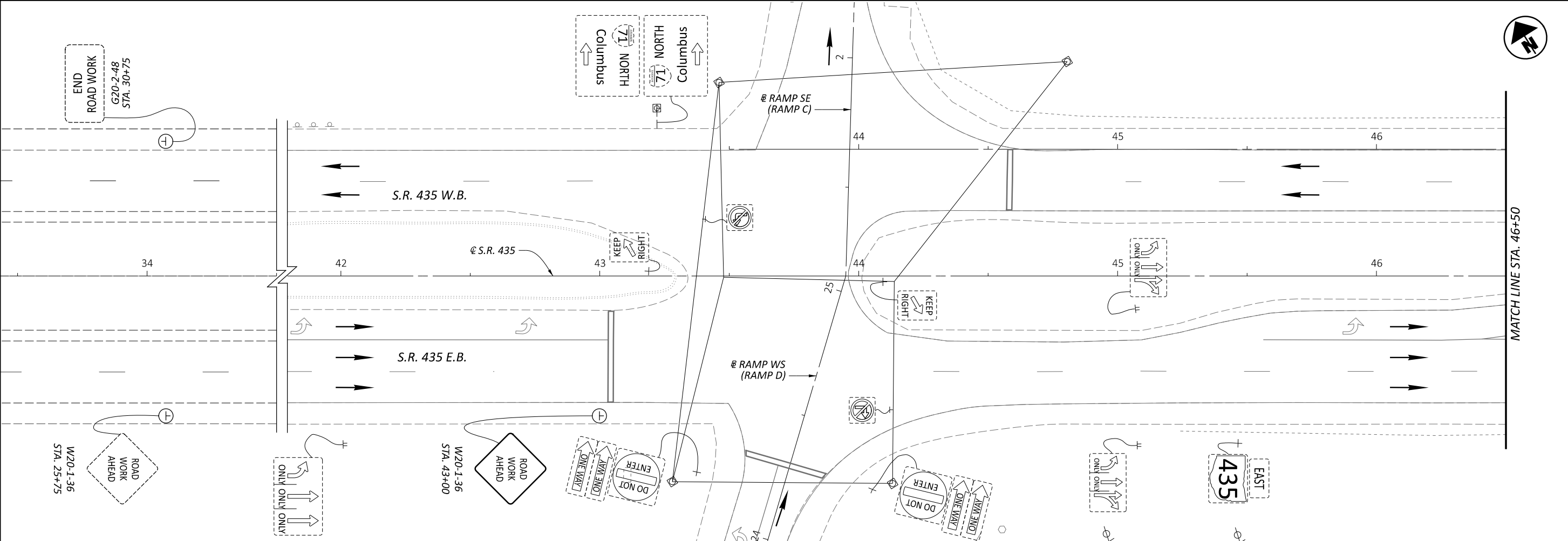
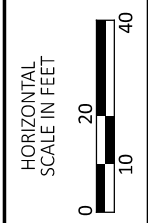
SIGN LEGEND

	REMOVE AND DISPOSE OF EXISTING SIGN		EXISTING SIGN TO REMAIN
	PROPOSED SIGN		COVER EXISTING SIGN

xxx = REMOVAL OF EXISTING PAVEMENT MARKINGS

ADD THE FOLLOWING TO LEGEND:
 TRANSVERSE LINES/CHEVRONS
 LL
 DL
 ALSO NEED TO DISTINGUISH WZ (PH. 1 AND 2) FROM PERMANENT (PH. 3) STRIPING

IS THIS CORRECT?



MAINTENANCE OF TRAFFIC (BU-4)
 PHASE 1 - S.R. 435 STA. 41+00 - STA. 46+50

DESIGN AGENCY

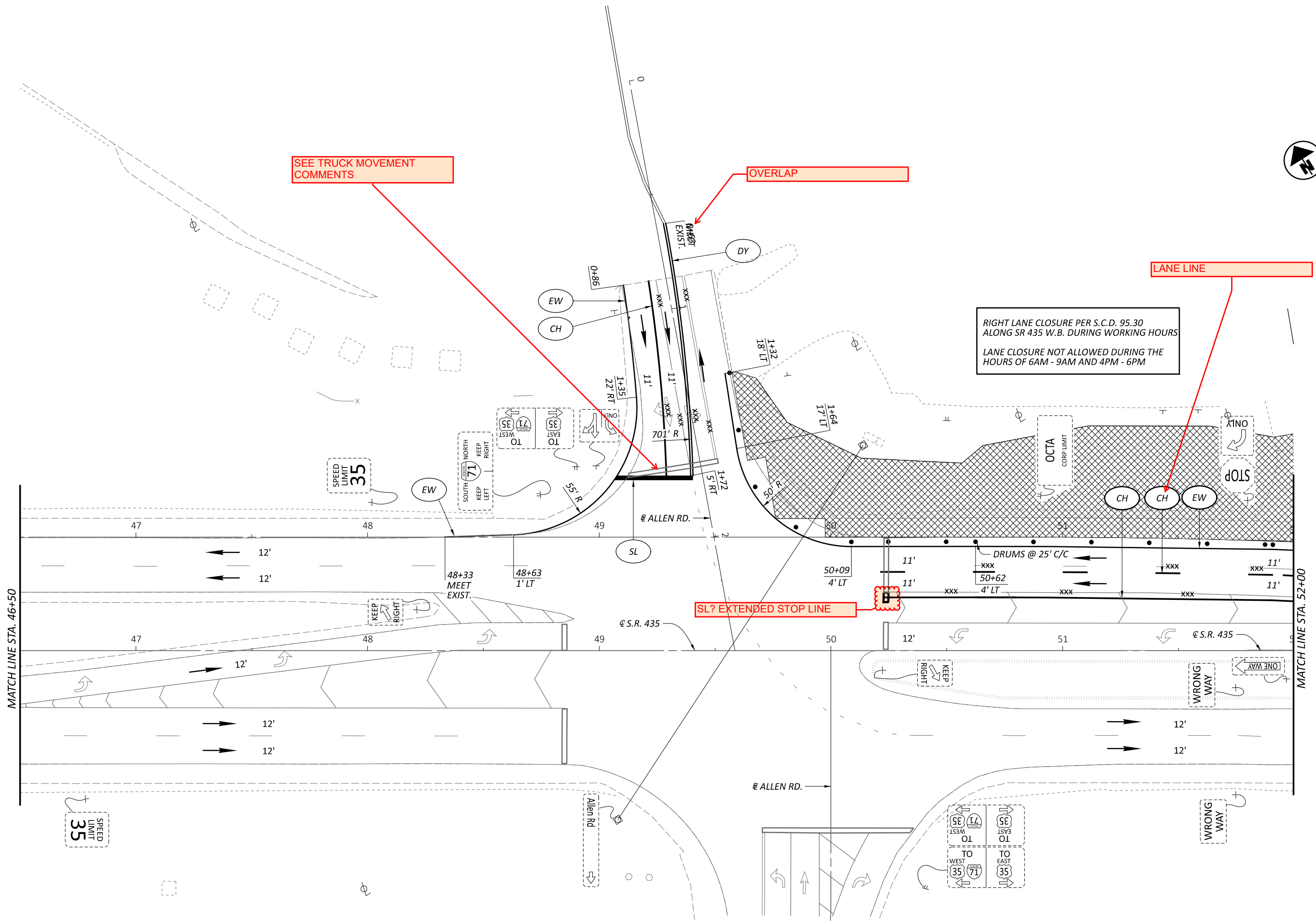
Palmer
 ENGINEERING
 8350 E. KEMPER RD.
 SUITE B
 CINCINNATI, OH 45249
 513-469-1600

DESIGNER
 DPF

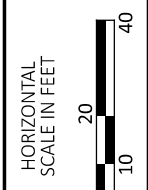
REVIEWER
 DCJ 01/12/24

PROJECT ID
 117955

SHEET TOTAL
 P 17 79

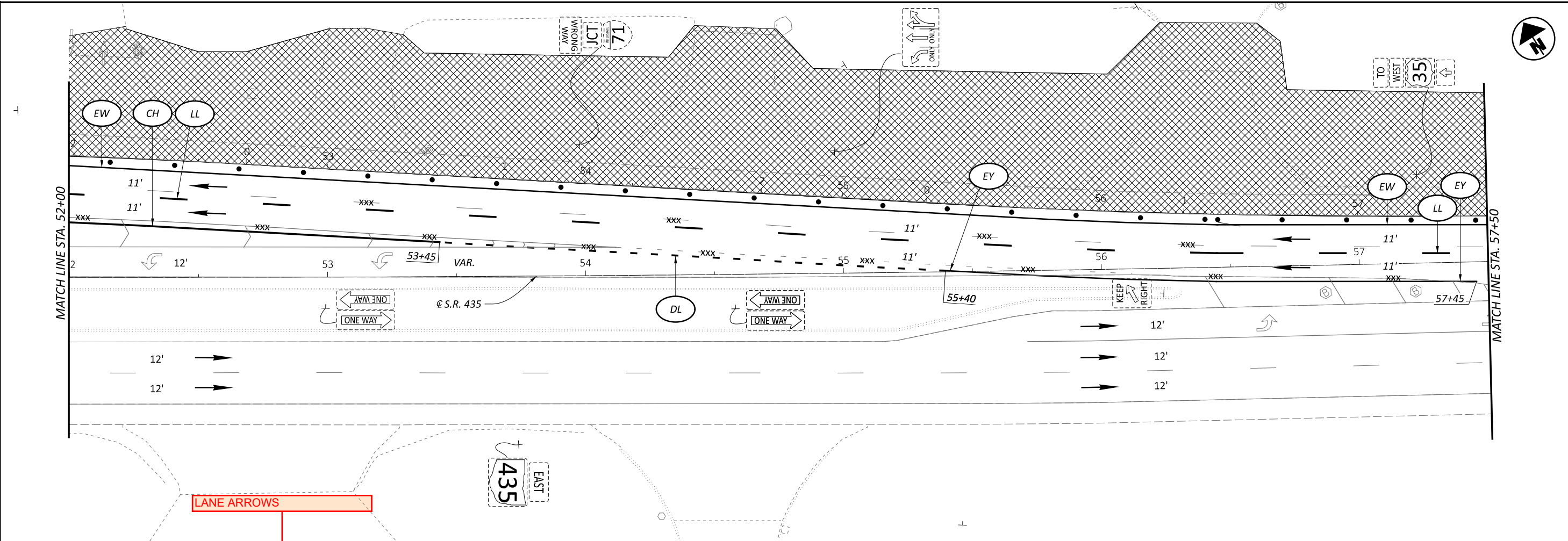


SEE SHEET P 17 FOR LEGEND.



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

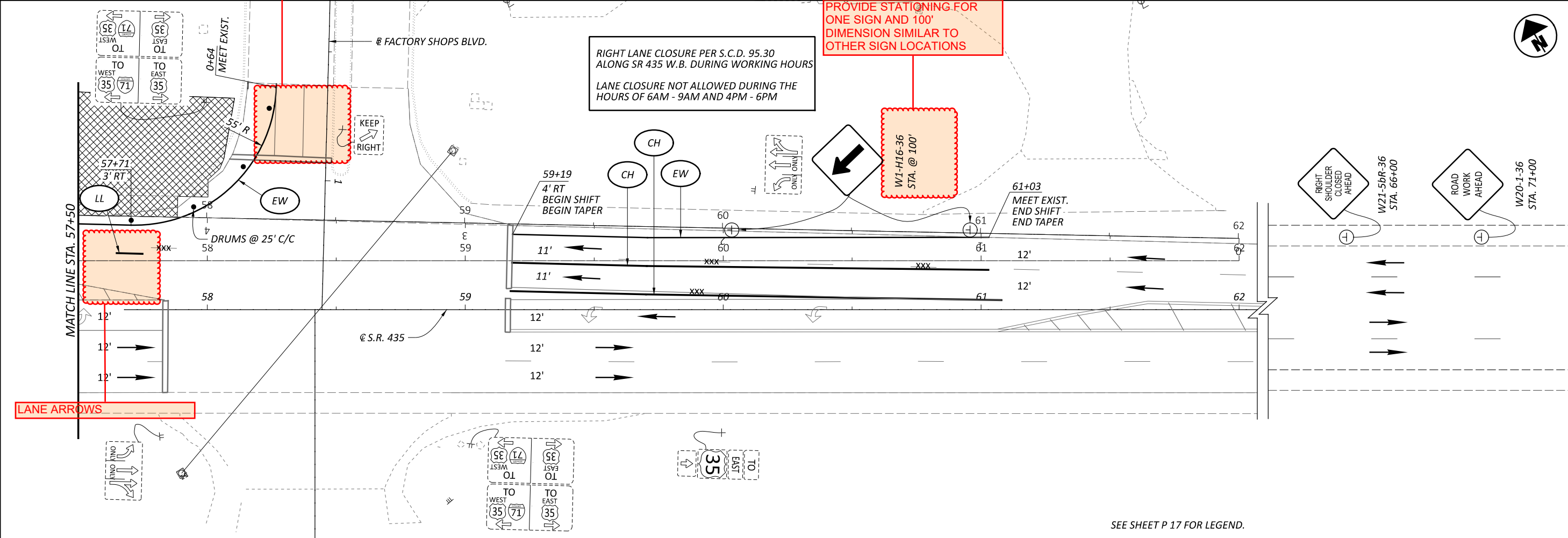
DESIGN AGENCY	
8350 E. KEMPER RD. SUITE B CINCINNATI, OH 45249 513-469-1600	
DESIGNER	
DPF	
REVIEWER	
DCJ 01/12/24	
PROJECT ID	
117955	
SHEET	TOTAL
P 18	79



LANE ARROWS



LANE ARROWS

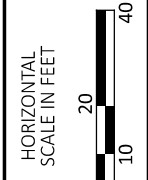


RIGHT LANE CLOSURE PER S.C.D. 95.30
ALONG SR 435 W.B. DURING WORKING HOURS
LANE CLOSURE NOT ALLOWED DURING THE
HOURS OF 6AM - 9AM AND 4PM - 6PM

PROVIDE STATIONING FOR
ONE SIGN AND 100'
DIMENSION SIMILAR TO
OTHER SIGN LOCATIONS

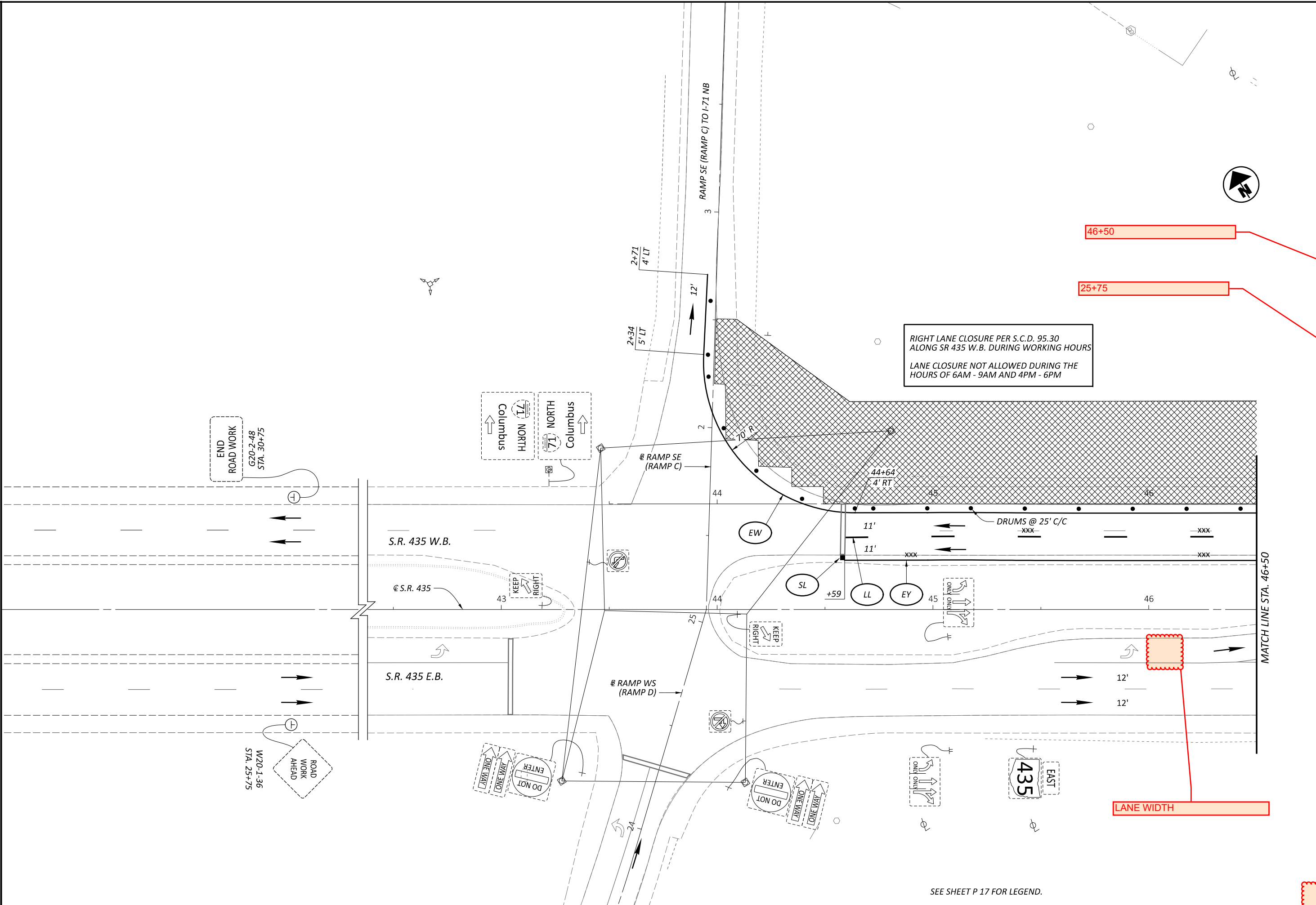


SEE SHEET P 17 FOR LEGEND.

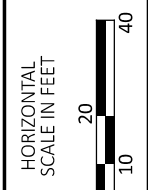


MAINTENANCE OF TRAFFIC (BU-4)
PHASE 1 - S.R. 435 STA. 52+00 - STA. 71+00

DESIGN AGENCY	
Palmer ENGINEERING	
8350 E. KEMPER RD. SUITE B CINCINNATI, OH 45249 513-469-1600	
DESIGNER	
DPF	
REVIEWER	
DCJ 01/12/24	
PROJECT ID	
117955	
SHEET	TOTAL
P 19	79



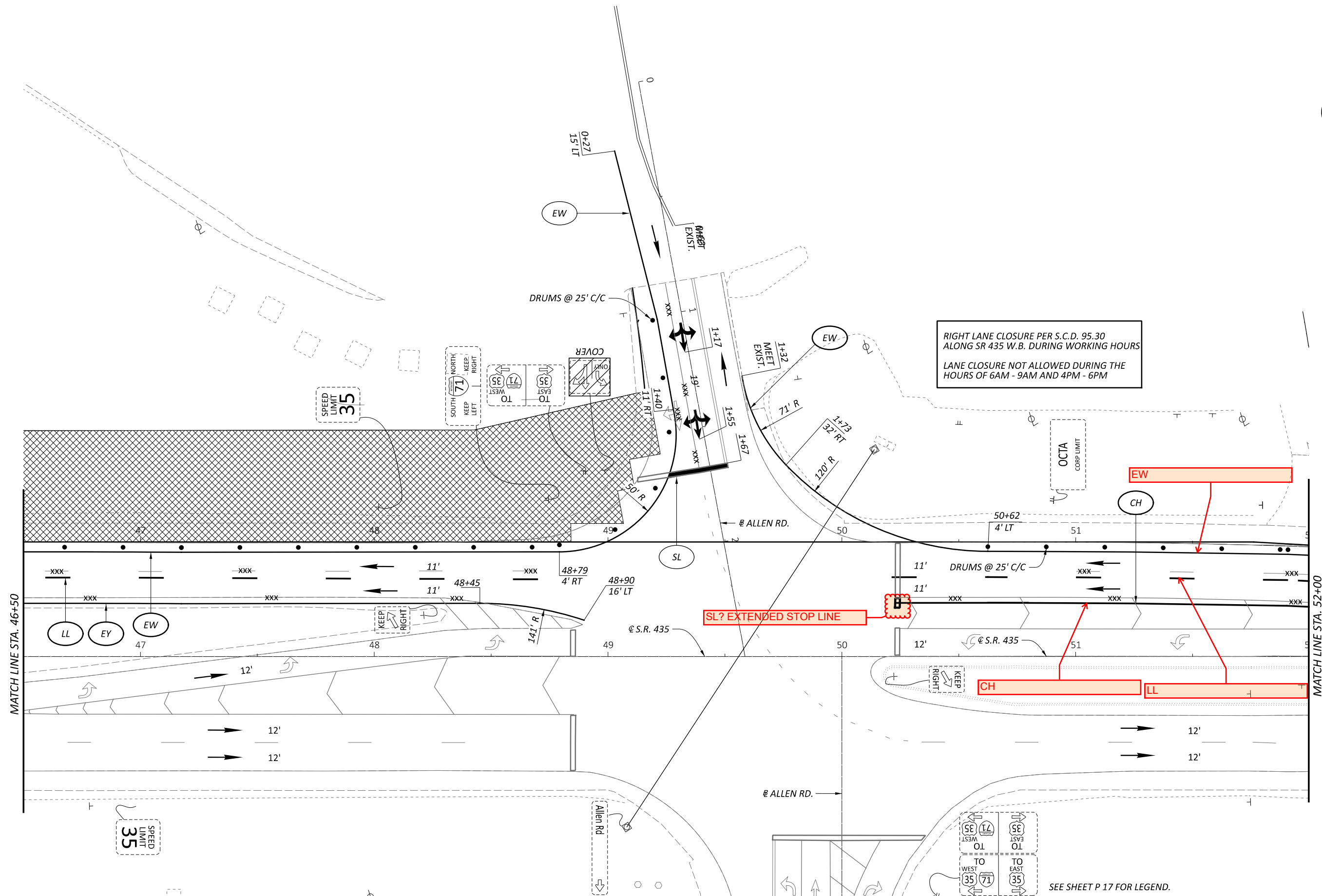
SEE SHEET P 17 FOR LEGEND.



MAINTENANCE OF TRAFFIC (BU-4)
 PHASE 2 - S.R. 435 STA. 39+00 - STA. 52+00

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

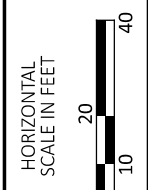
DESIGNER
 DPF
 REVIEWER
 DCJ 01/12/24
 PROJECT ID
 117955
 SHEET TOTAL
 P 22 79



RIGHT LANE CLOSURE PER S.C.D. 95.30
 ALONG SR 435 W.B. DURING WORKING HOURS
 LANE CLOSURE NOT ALLOWED DURING THE
 HOURS OF 6AM - 9AM AND 4PM - 6PM

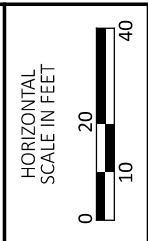
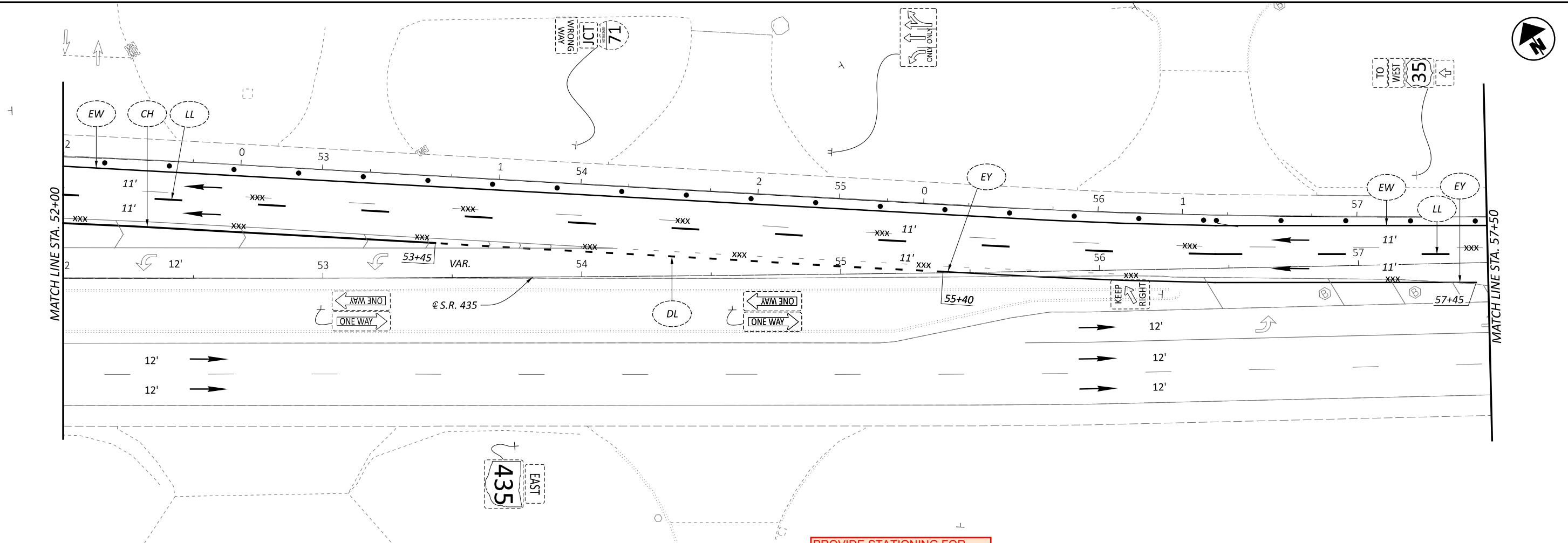
SL? EXTENDED STOP LINE

SEE SHEET P 17 FOR LEGEND.



MAINTENANCE OF TRAFFIC (BU-4)
 PHASE 2 - 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 01/12/24	
PROJECT ID	
117955	
SHEET	TOTAL
P 21	79

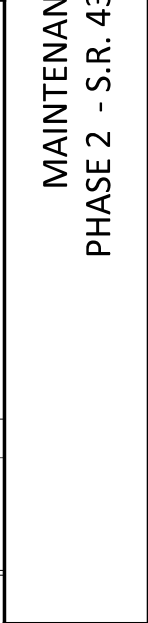
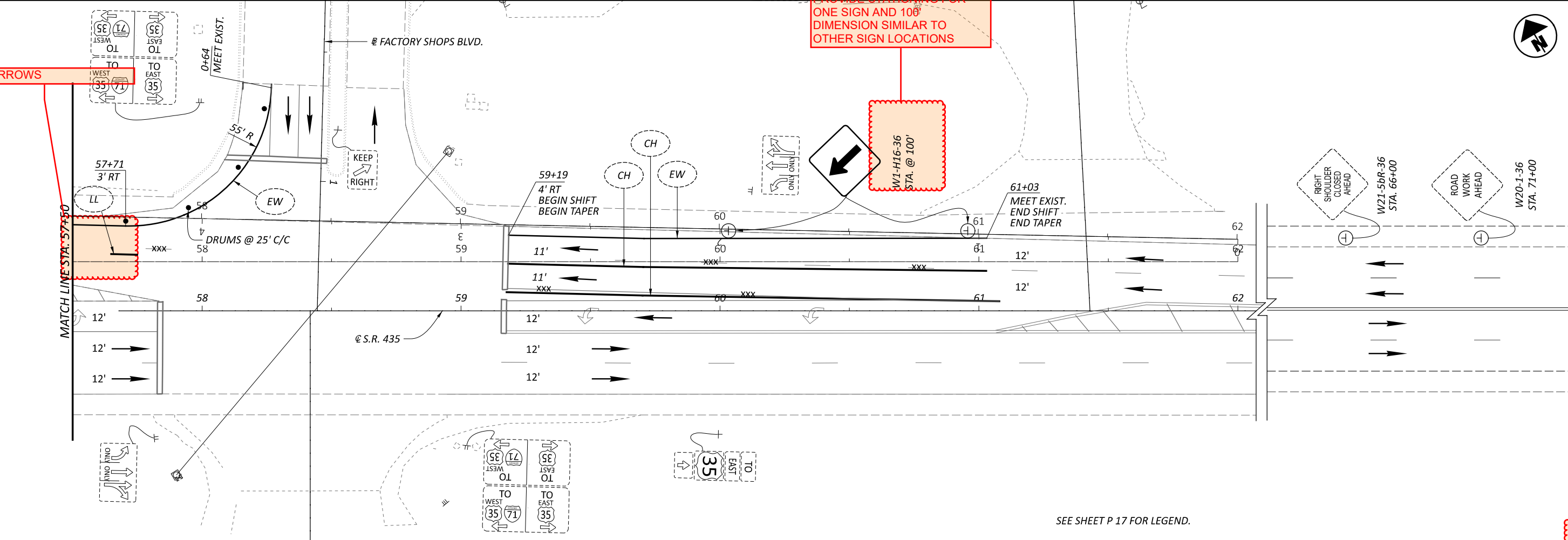


MAINTENANCE OF TRAFFIC (BU-4)
 PHASE 2 - S.R. 435 STA. 52+00 - STA. 71+00

LANE ARROWS

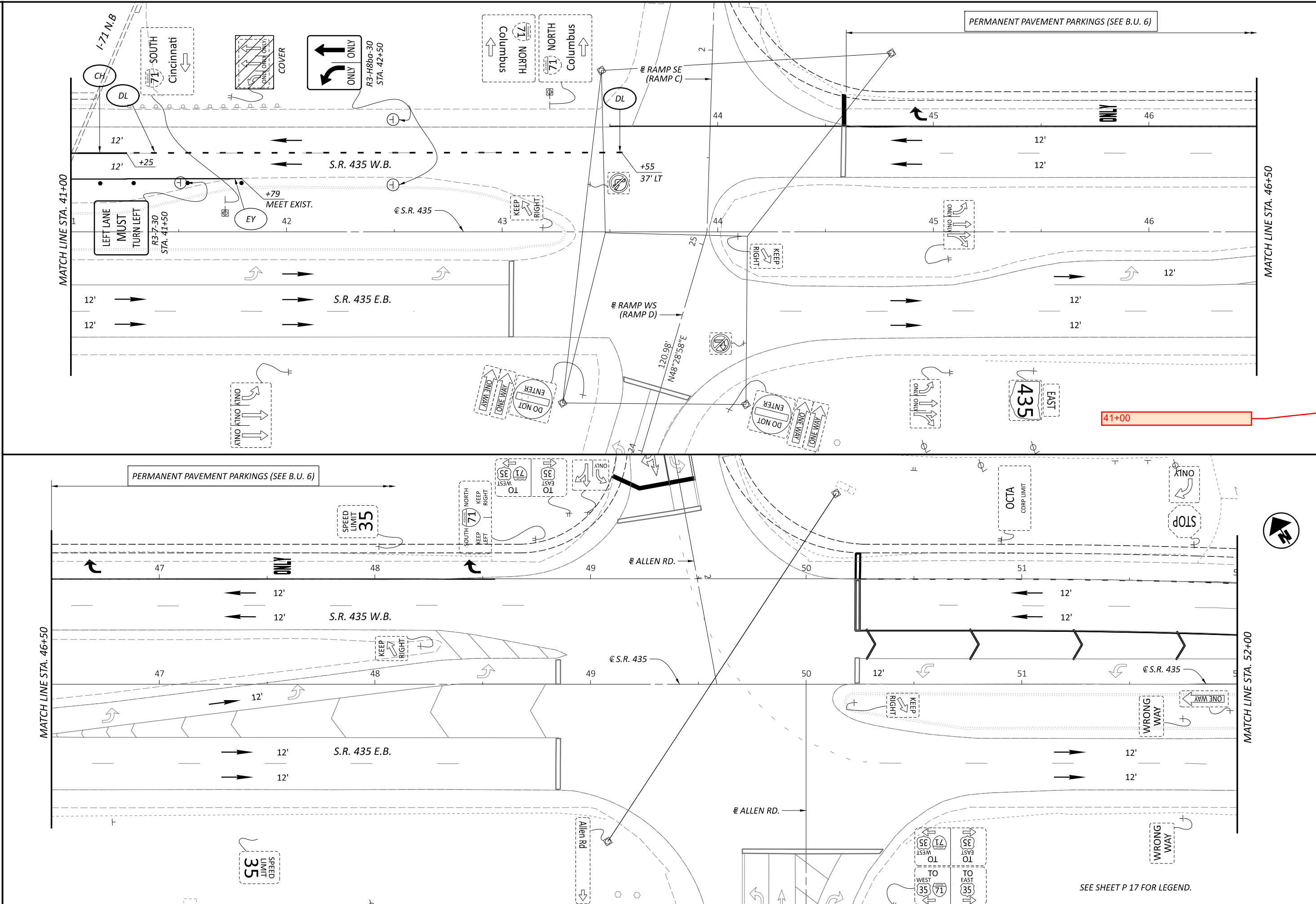
PROVIDE STATIONING FOR ONE SIGN AND 100' DIMENSION SIMILAR TO OTHER SIGN LOCATIONS

W1-H16-36
STA. @ 100'

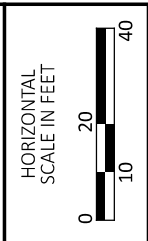


DESIGN AGENCY	Palmer ENGINEERING
DESIGNER	DPF
REVIEWER	DCJ
DATE	01/12/24
PROJECT ID	117955
SHEET TOTAL	P. 20 79

SEE SHEET P 17 FOR LEGEND.

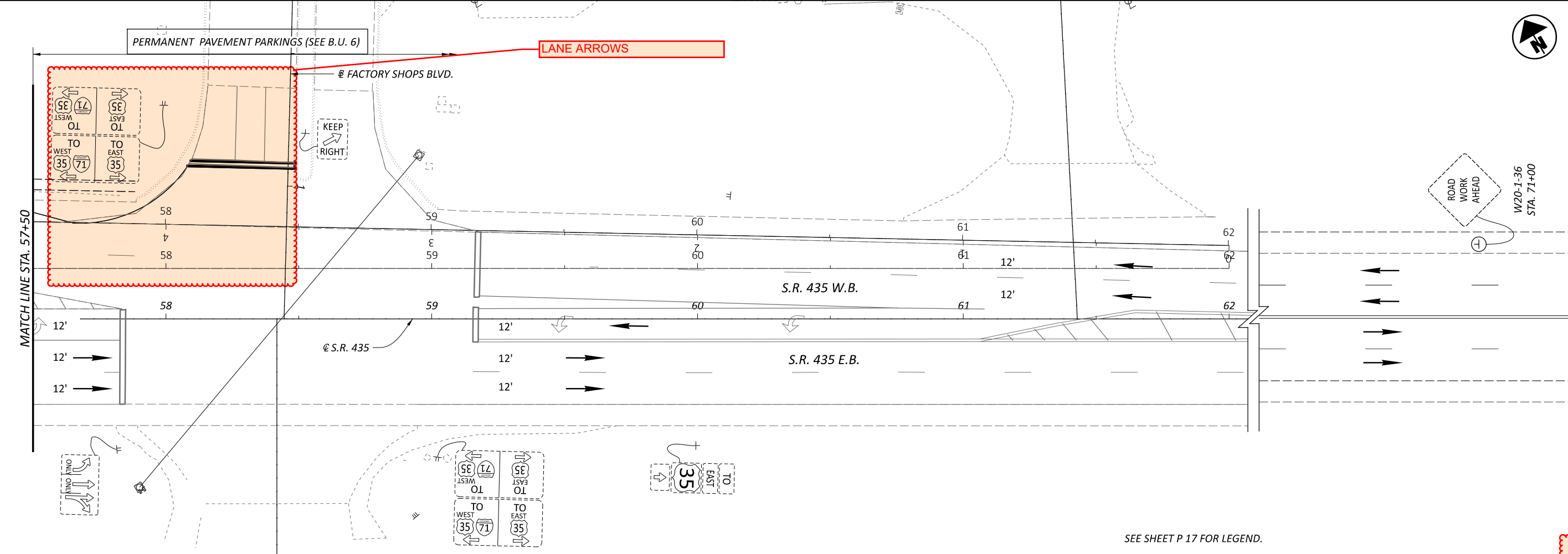
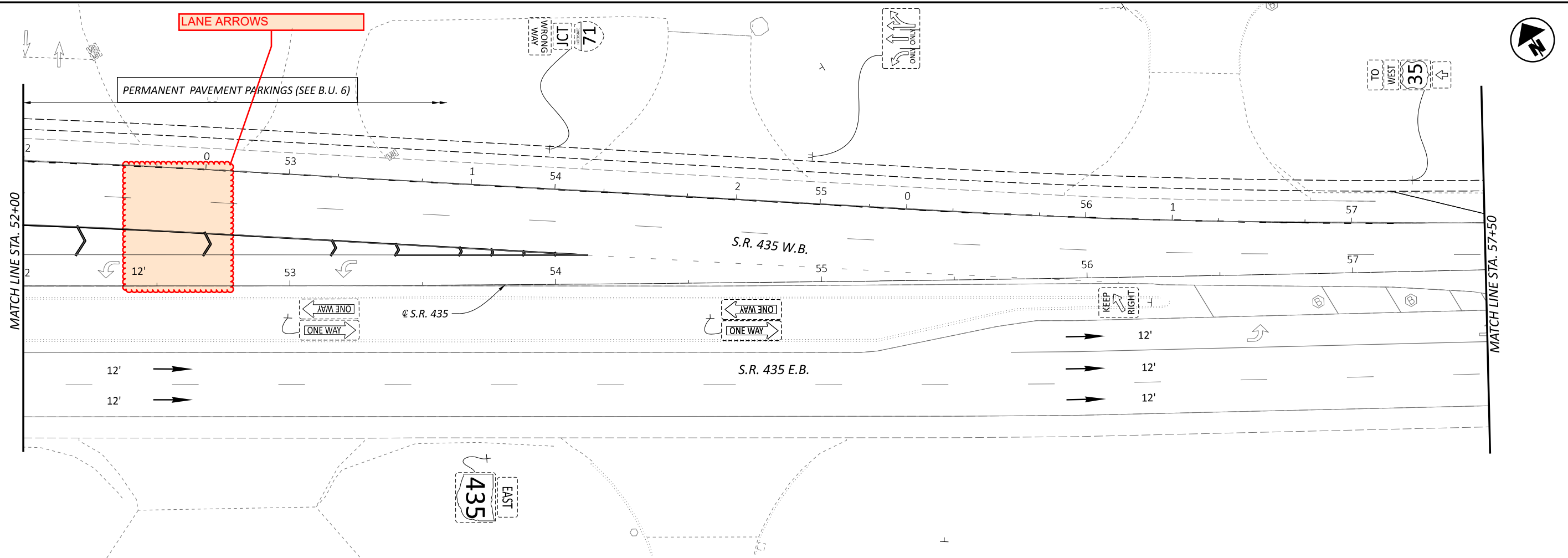


SEE SHEET P 17 FOR LEGEND.

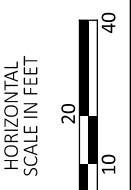


MAINTENANCE OF TRAFFIC (BU-4)
 PHASE 3 - S.R. 435 STA. 46+50 - STA. 52+00

DESIGN AGENCY	Palmer ENGINEERING
8350 E. KEMPER RD. SUITE B CINCINNATI, OH 45249 513-469-1600	
DESIGNER	DPF
REVIEWER	DCJ
DATE	01/12/24
PROJECT ID	117955
SHEET	TOTAL
P 24	79



SEE SHEET P 17 FOR LEGEND.





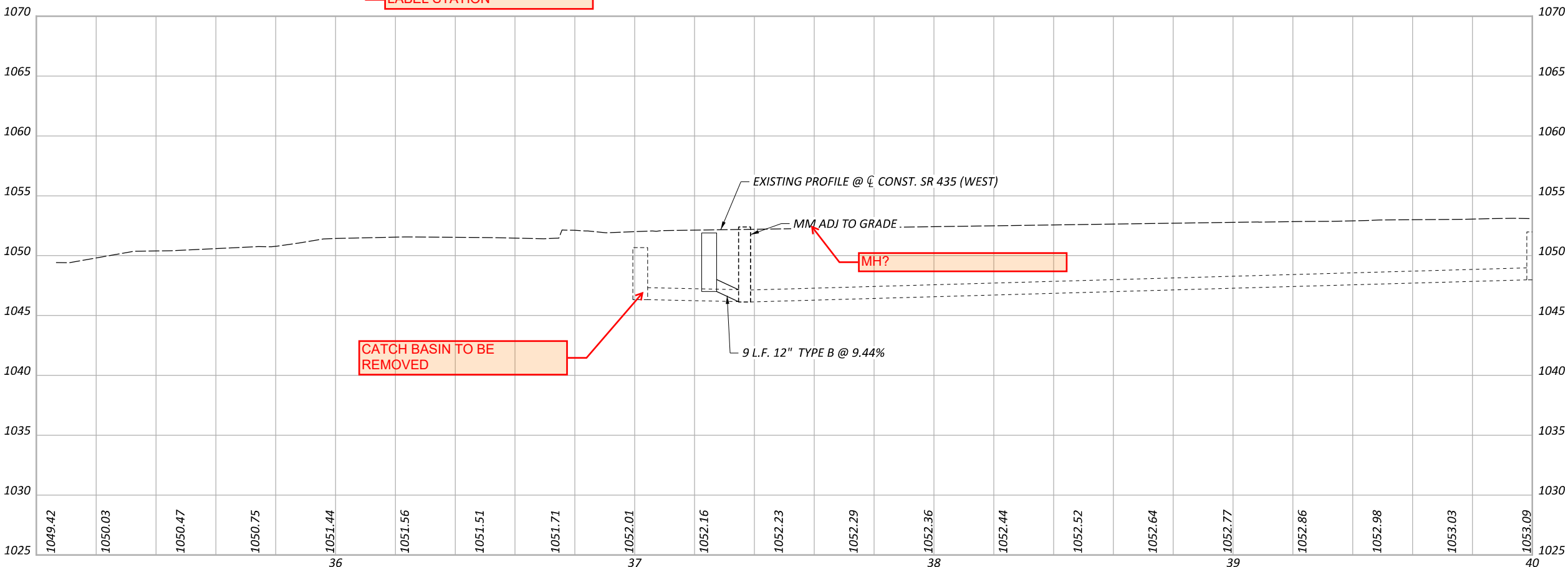
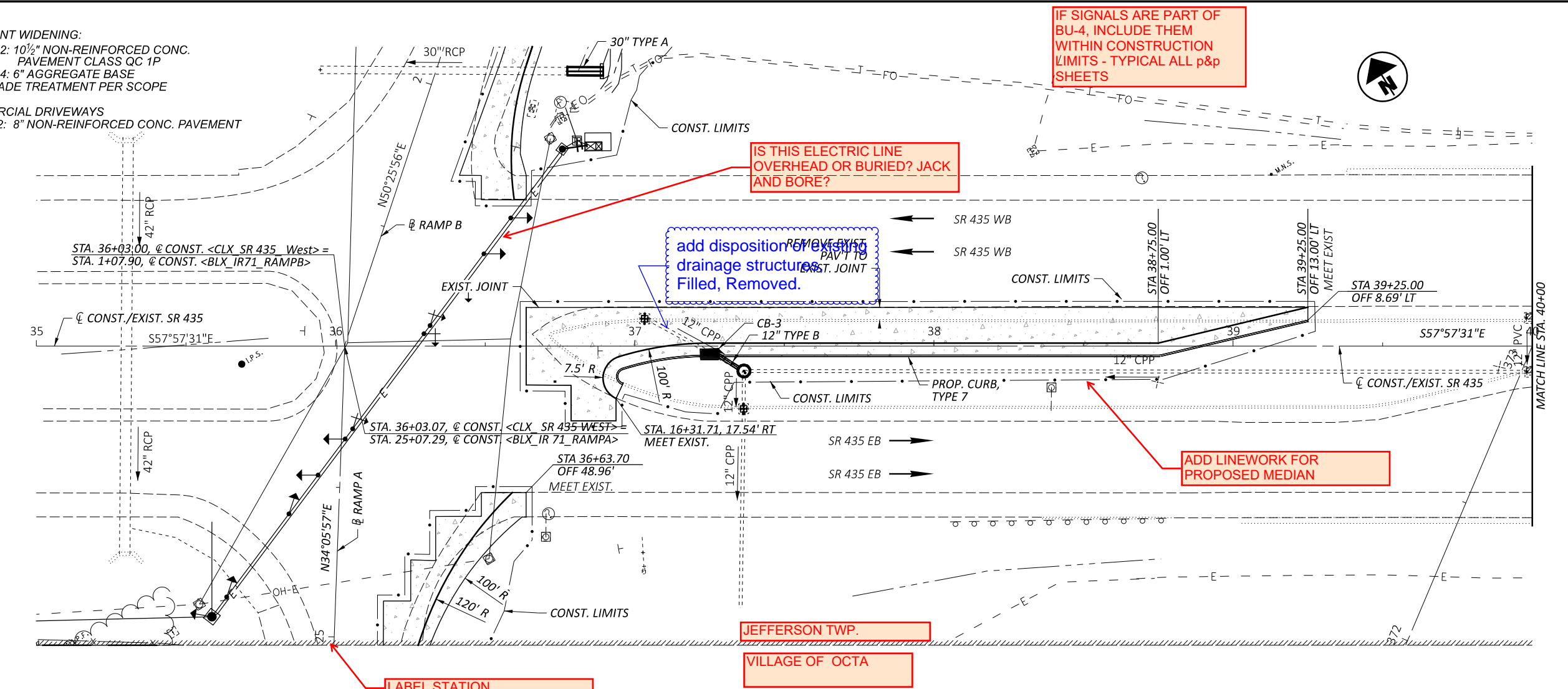
MAINTENANCE OF TRAFFIC (BU-4)
PHASE 3 - S.R. 435 STA. 52+00 - STA. 71+00

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

DESIGNER
DPF
 REVIEWER
DCJ 01/12/24
 PROJECT ID
117955

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



IF SIGNALS ARE PART OF BU-4, INCLUDE THEM WITHIN CONSTRUCTION LIMITS - TYPICAL ALL p&p SHEETS

IS THIS ELECTRIC LINE OVERHEAD OR BURIED? JACK AND BORE?

add disposition of existing drainage structures Filled, Removed.

ADD LINework FOR PROPOSED MEDIAN

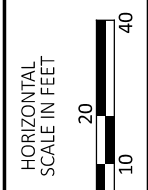
LABEL STATION

JEFFERSON TWP.

VILLAGE OF OCTA

MH?

CATCH BASIN TO BE REMOVED



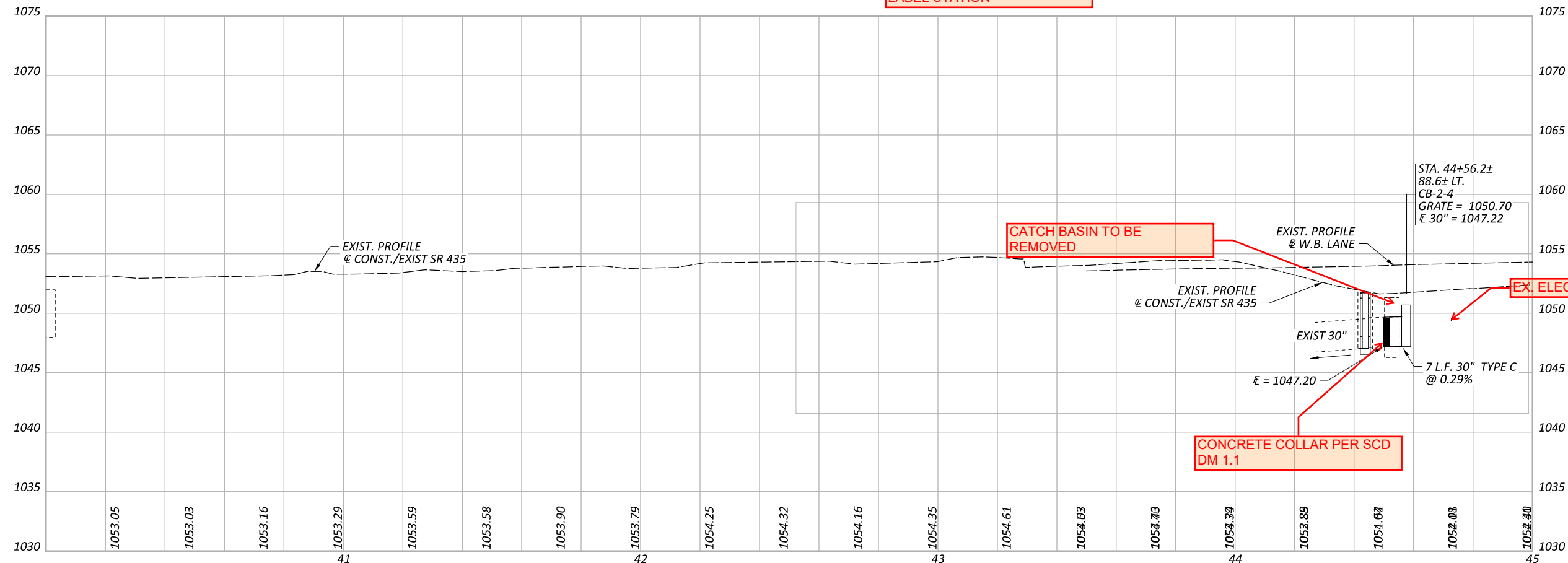
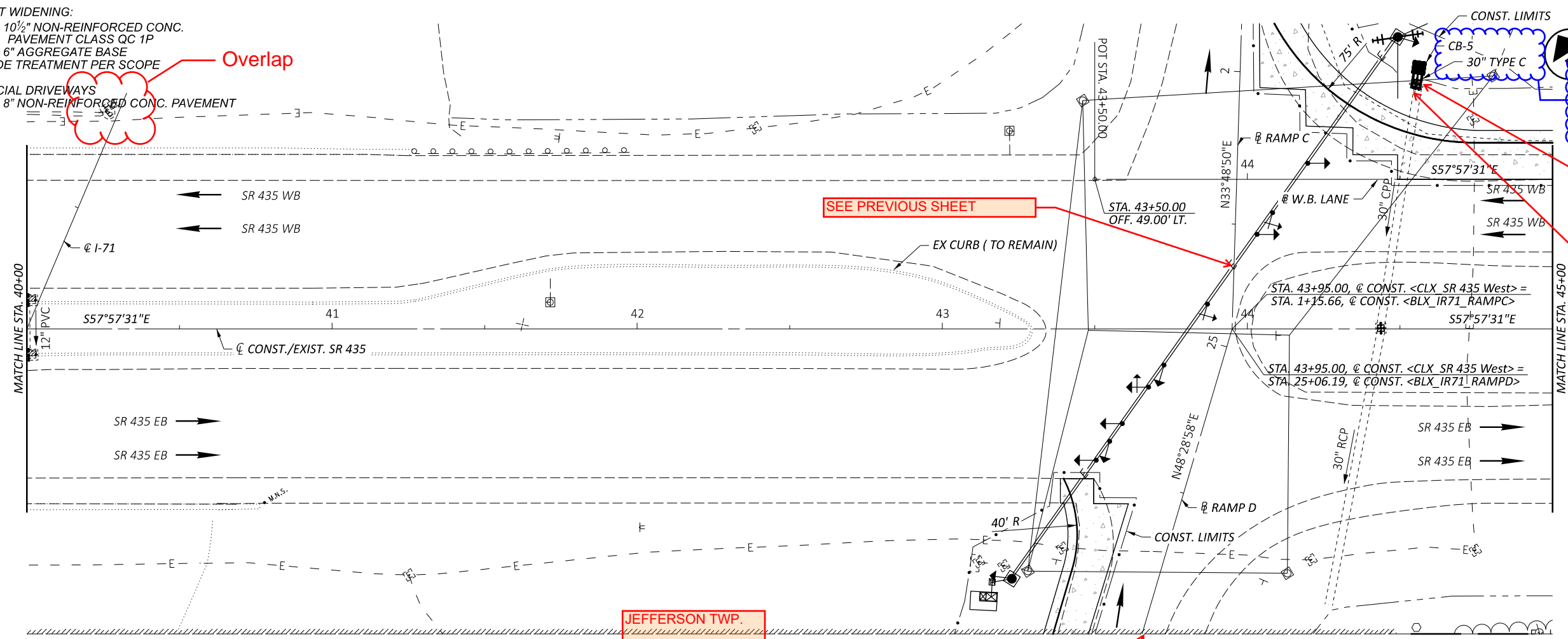
PLAN AND PROFILE (BU-4)
S.R. 435 STA 35+00 TO STA 40+00

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

DESIGNER	DPF
REVIEWER	DCJ 01/12/24
PROJECT ID	117955
SHEET	TOTAL
P 26	79

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



confirm a 30" conduit is can connect to a CB-5 or change to CB-5A

SEE PREVIOUS SHEET

THIS SHOULD LINE UP

EX. CB TO BE REMOVED

VILLAGE OF OCTA

JEFFERSON TWP.

LABEL STATION

CATCH BASIN TO BE REMOVED

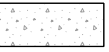

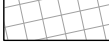
EX ELECTRIC

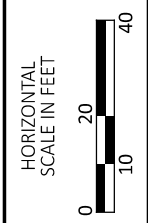
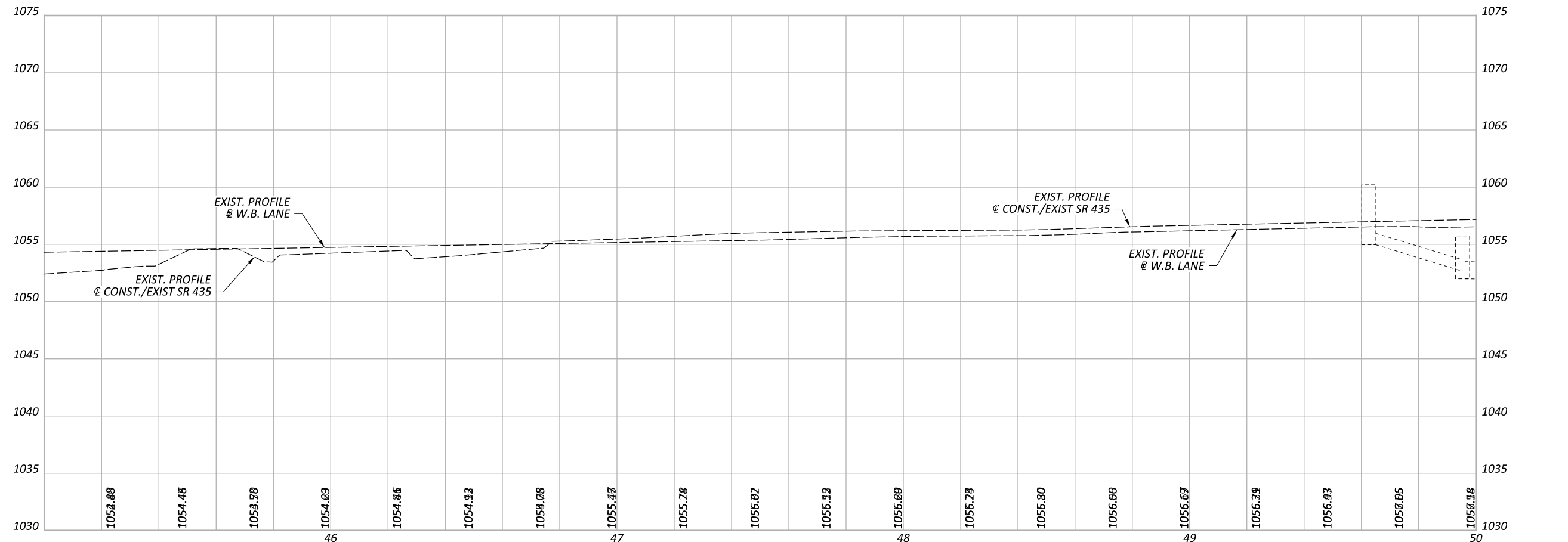
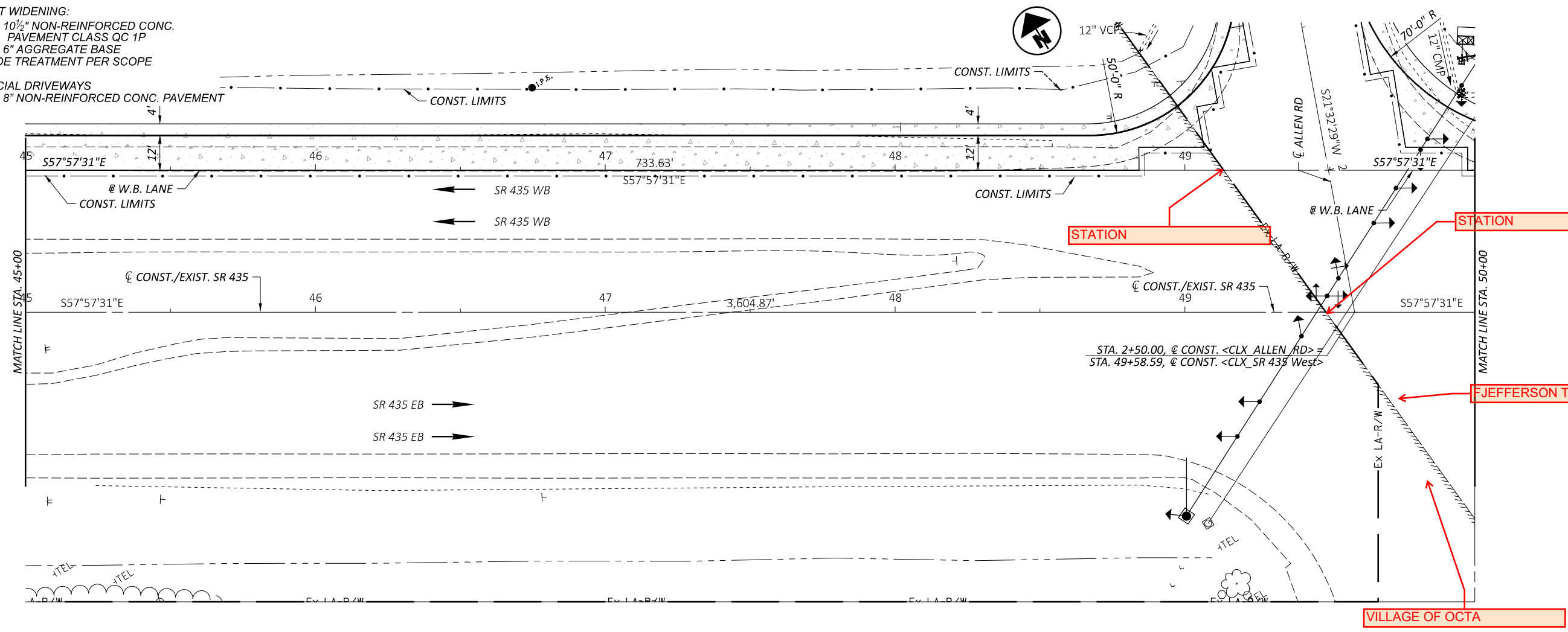
CONCRETE COLLAR PER SCD DM 1.1

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

DESIGN AGENCY	Palmer ENGINEERING
DESIGNER	DPF
REVIEWER	DCJ 01/12/24
PROJECT ID	117955
SHEET	TOTAL
P 27	79

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
DESIGNER	DPF
REVIEWER	DCJ 01/12/24
PROJECT ID	117955
SHEET	P 28
TOTAL	79

WHERE IS 12" WATER FROM CROSS SECTIONS

add rock channel protection

TYPE D

label structure

Pr ditch elev at 52+50 = 1053.5 confirm existing CB don't need adjusting

Keep as type C conduit since ODOT doesn't want to allow 707.01/707.02 material

OVERLAP

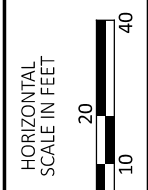
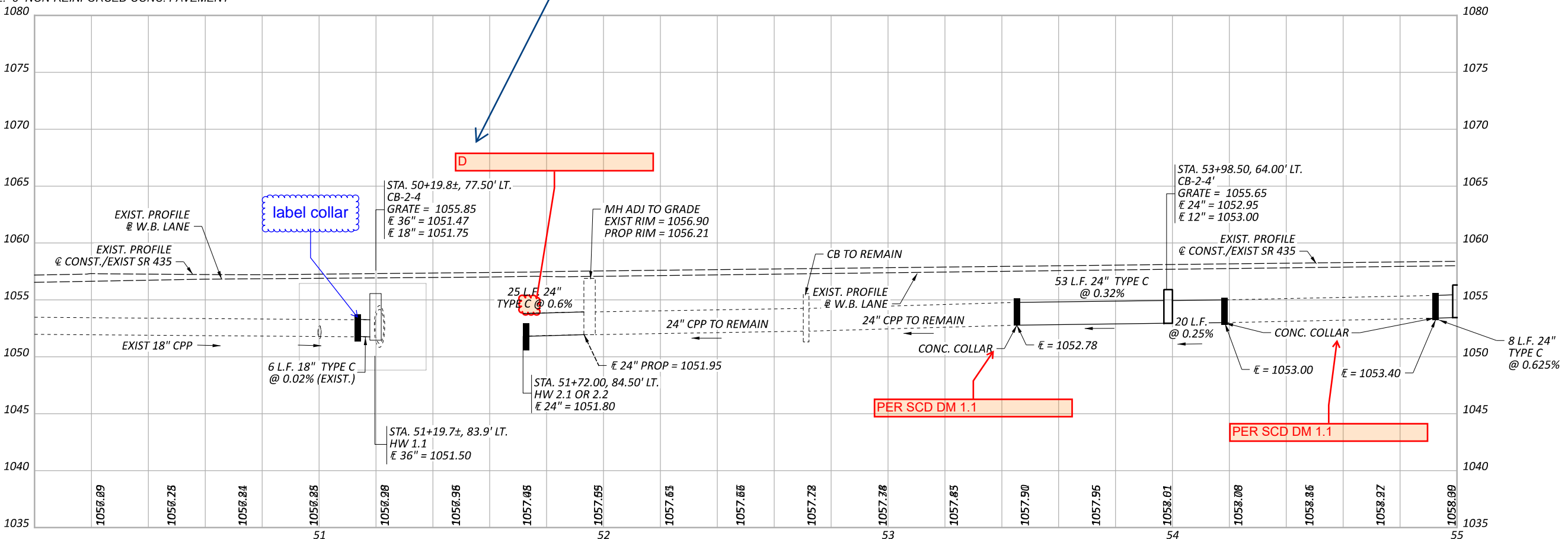
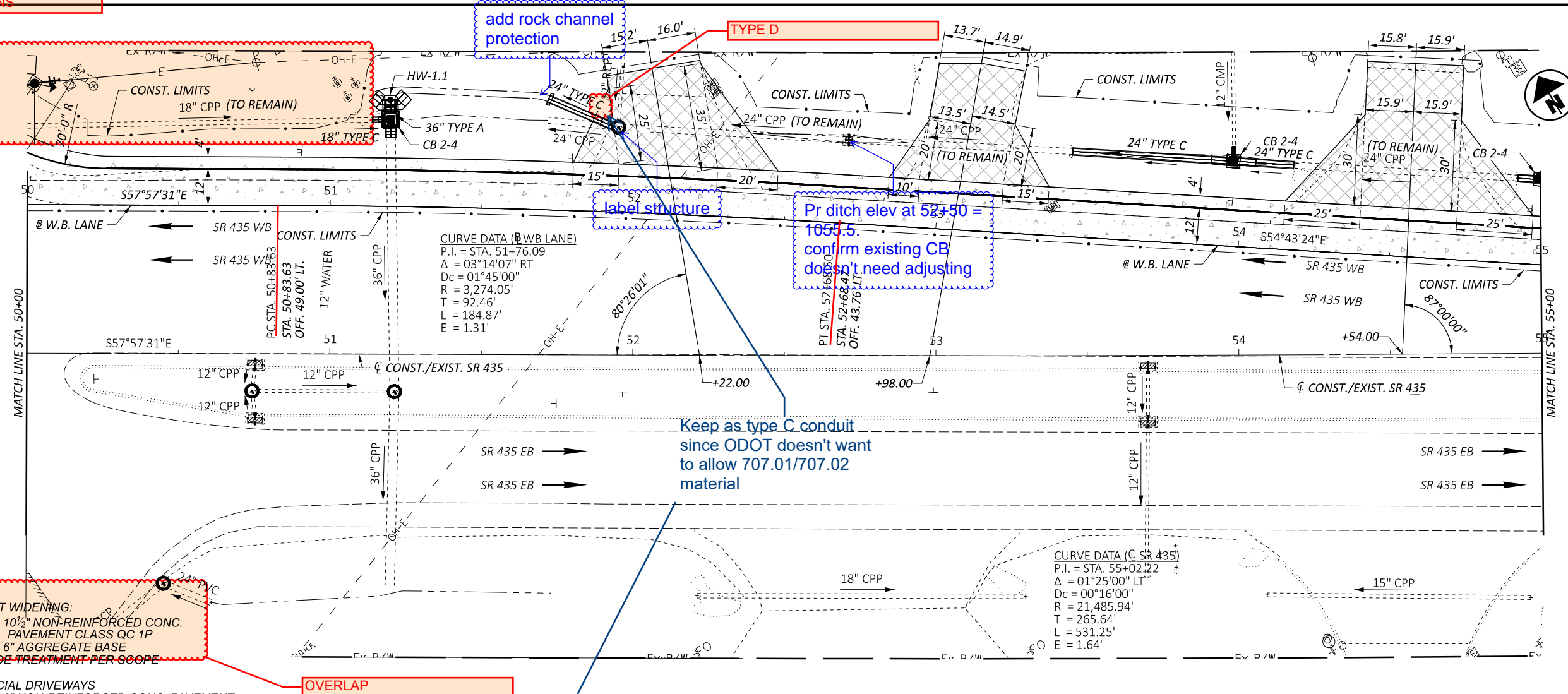
label collar

PER SCD DM 1.1

PER SCD DM 1.1

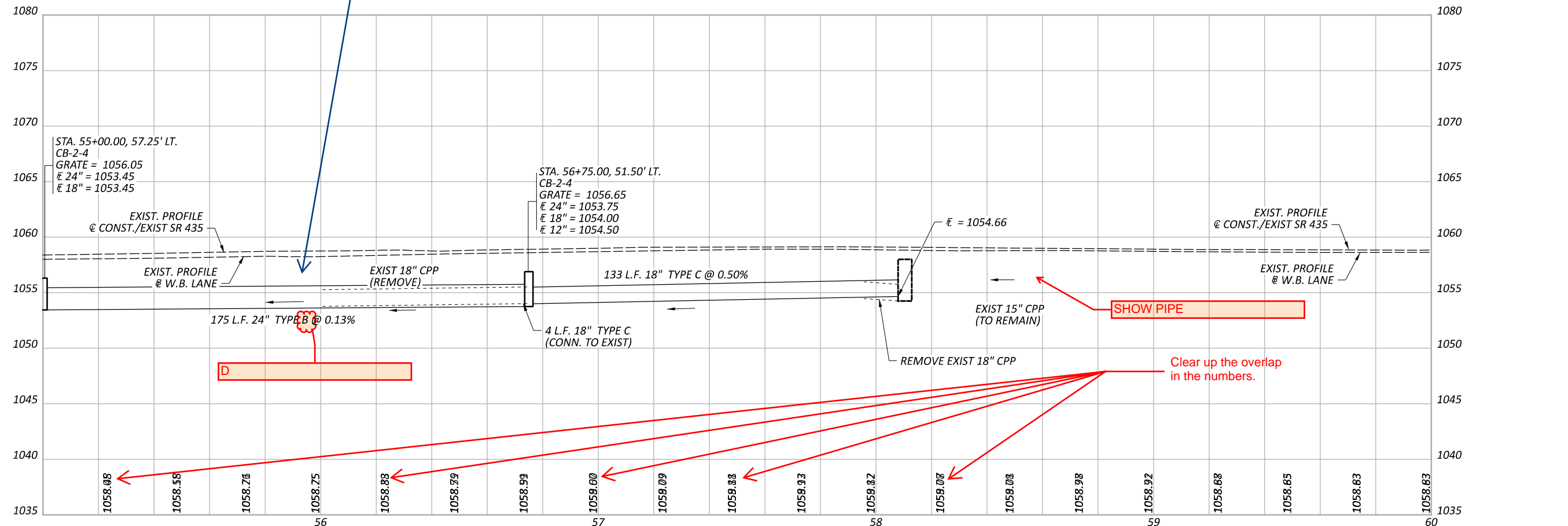
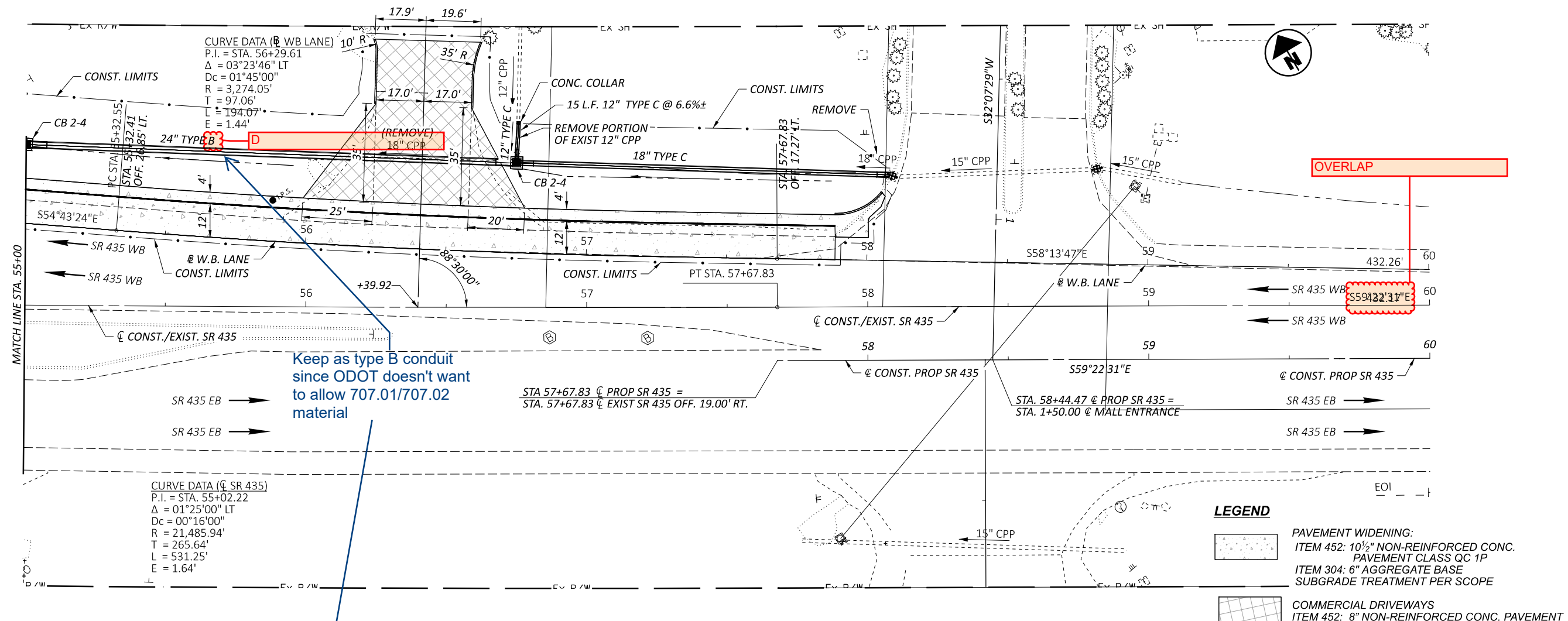
LEGEND

- 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

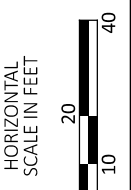
DESIGN AGENCY	Palmer ENGINEERING
DESIGNER	DPF
REVIEWER	DCJ
DATE	01/12/24
PROJECT ID	117955
SHEET	P 29
TOTAL	79



Keep as type B conduit since ODOT doesn't want to allow 707.01/707.02 material

SHOW PIPE

Clear up the overlap in the numbers.

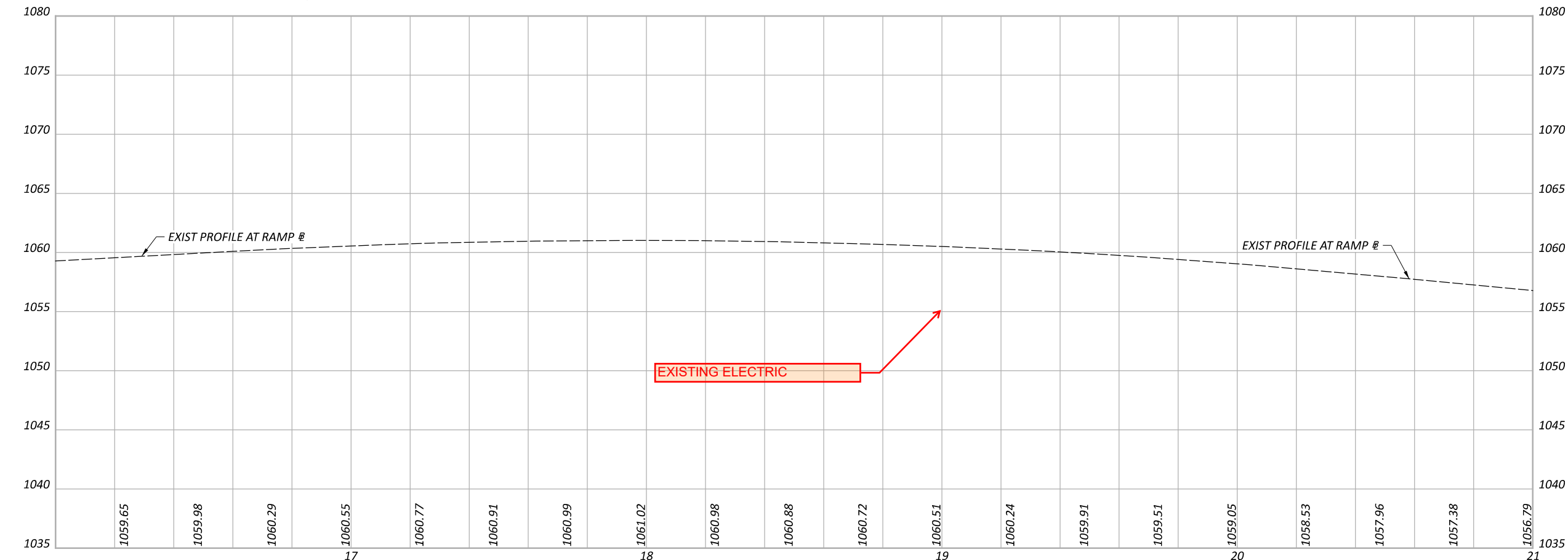
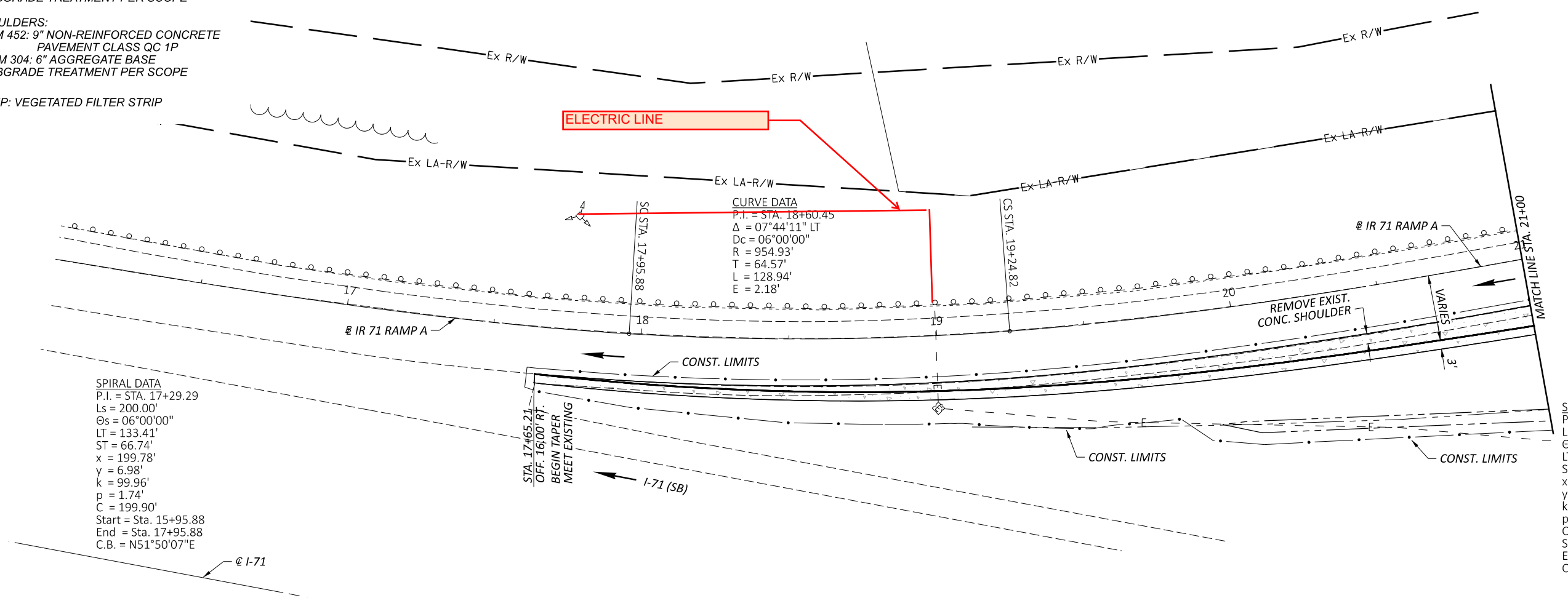
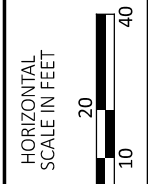


PLAN AND PROFILE (BU-4)
 S.R. 435 STA 55+00 TO STA 60+00

DESIGN AGENCY	Palmer ENGINEERING
DESIGNER	DPF
REVIEWER	DCJ 01/12/24
PROJECT ID	117955
SHEET	P 30
TOTAL	79

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 01/12/24

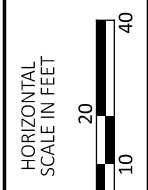
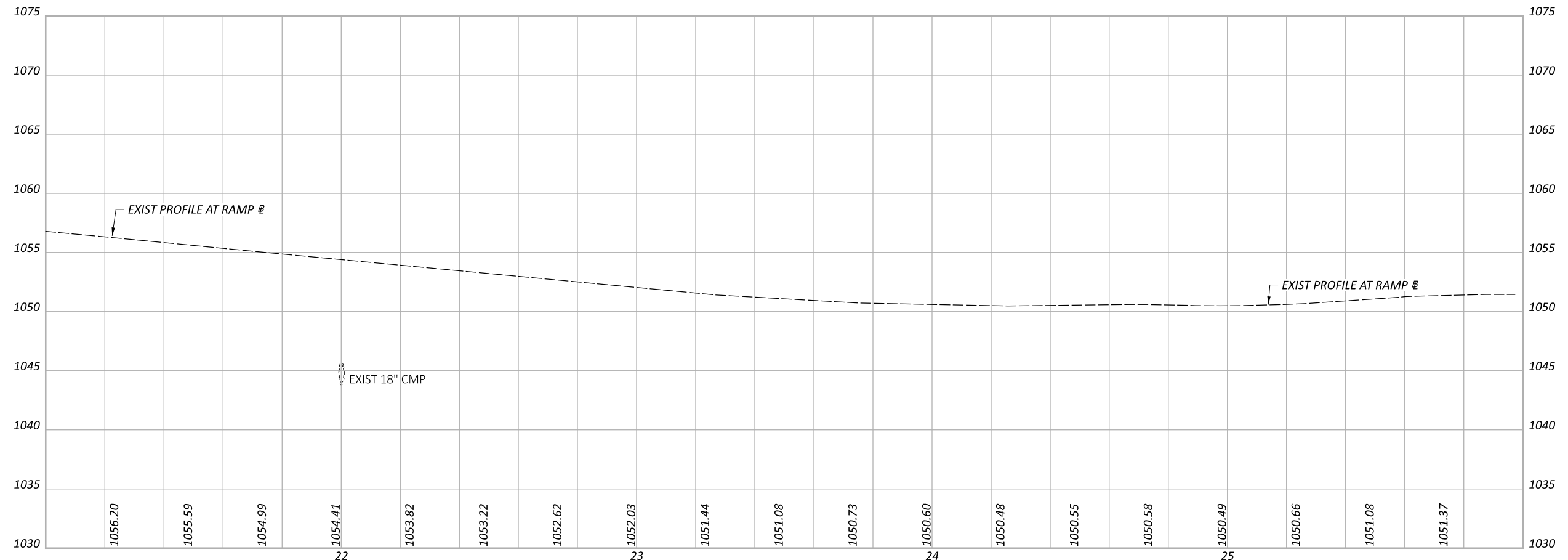
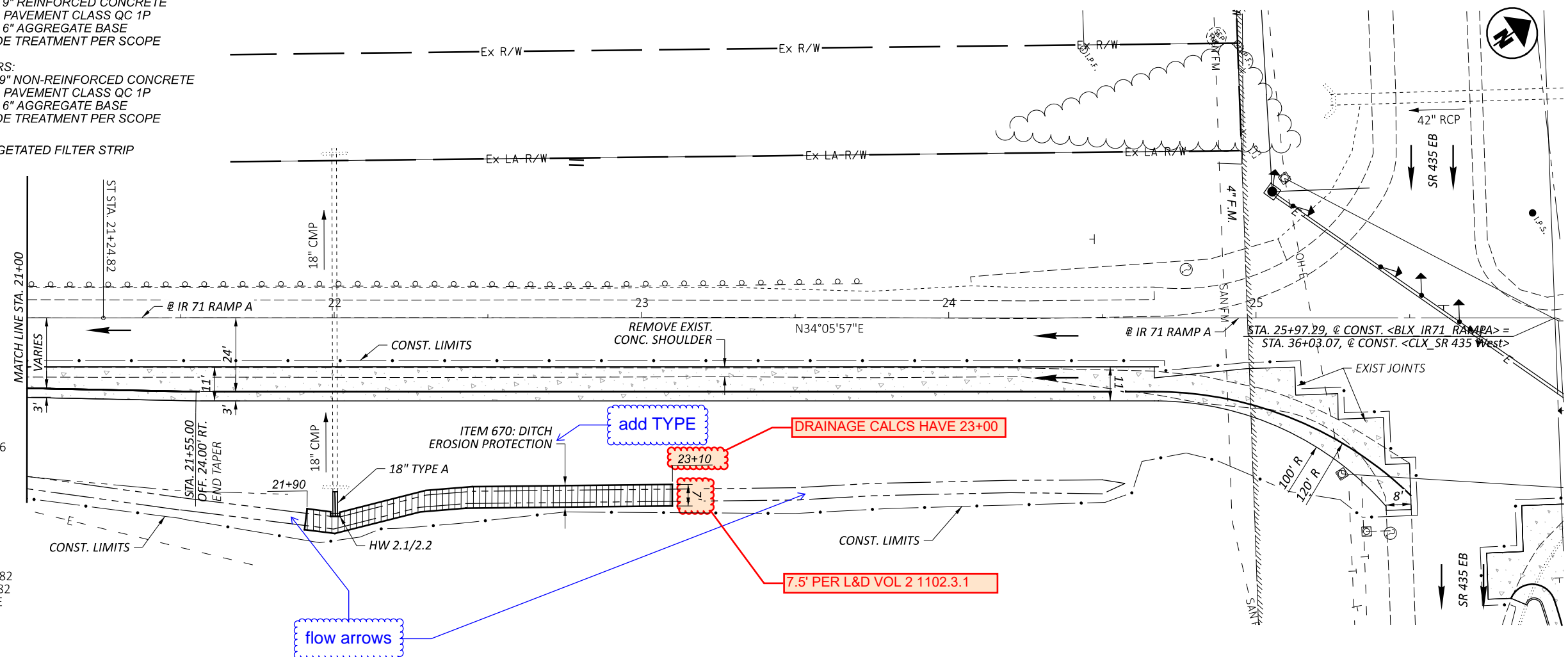
PROJECT ID
117955

SHEET TOTAL
 P 31 | 79

LEGEND

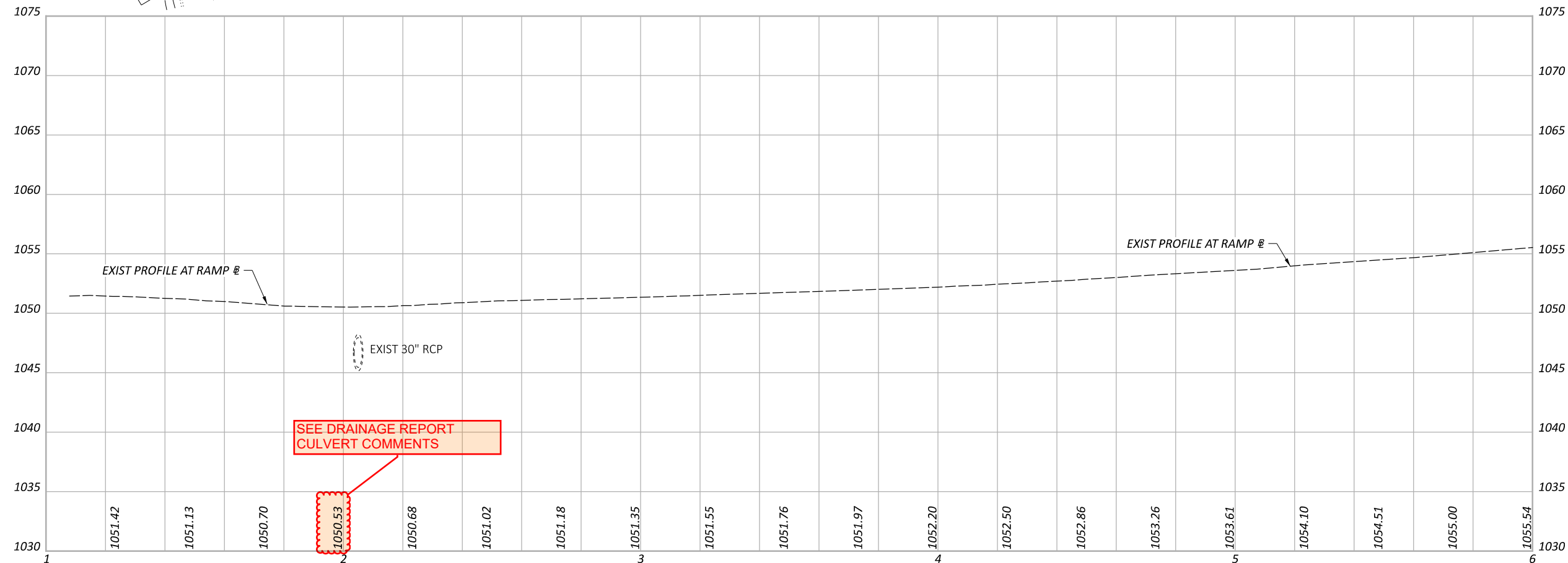
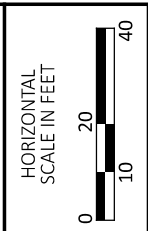
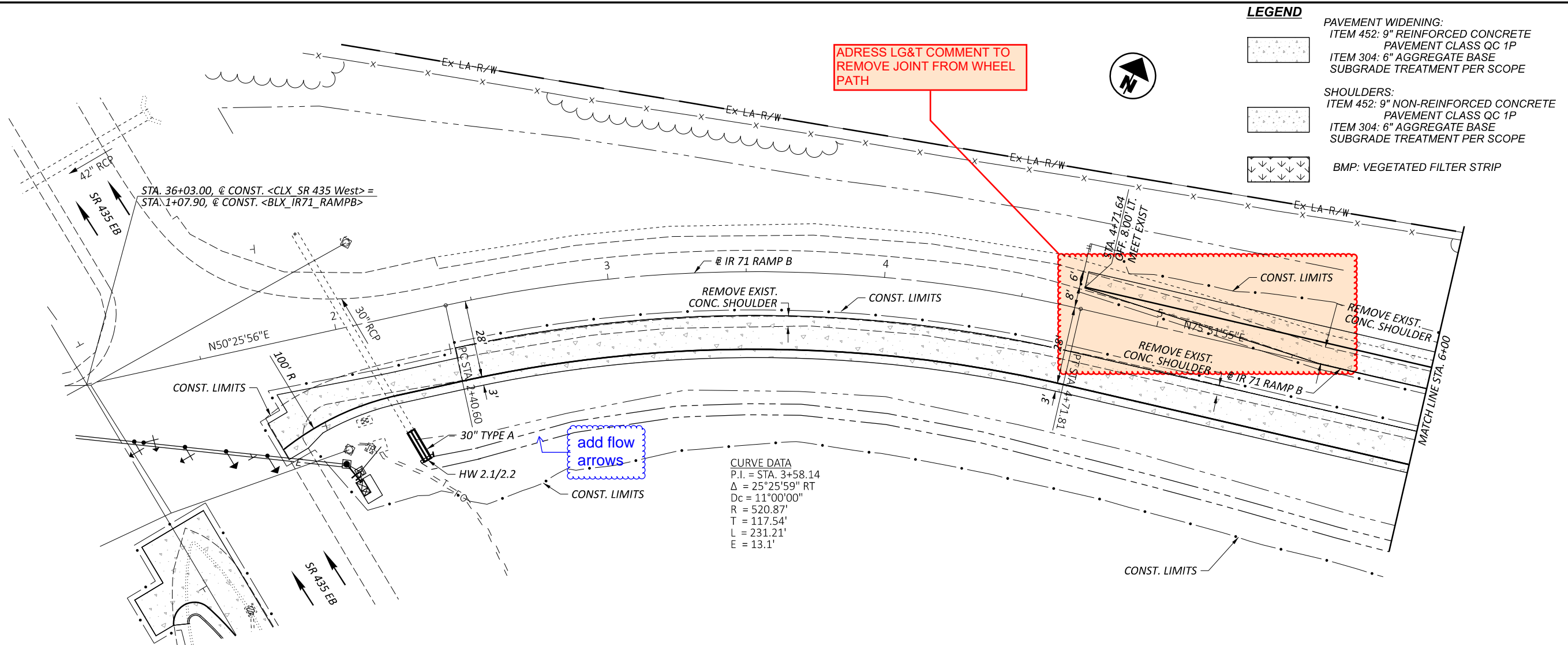
- PAVEMENT WIDENING:**
 ITEM 452: 9" REINFORCED CONCRETE
 PAVEMENT CLASS QC 1P
 ITEM 304: 6" AGGREGATE BASE
 SUBGRADE TREATMENT PER SCOPE
- SHOULDERS:**
 ITEM 452: 9" NON-REINFORCED CONCRETE
 PAVEMENT CLASS QC 1P
 ITEM 304: 6" AGGREGATE BASE
 SUBGRADE TREATMENT PER SCOPE
- BMP: VEGETATED FILTER STRIP**

SPIRAL DATA
 P.I. = STA. 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



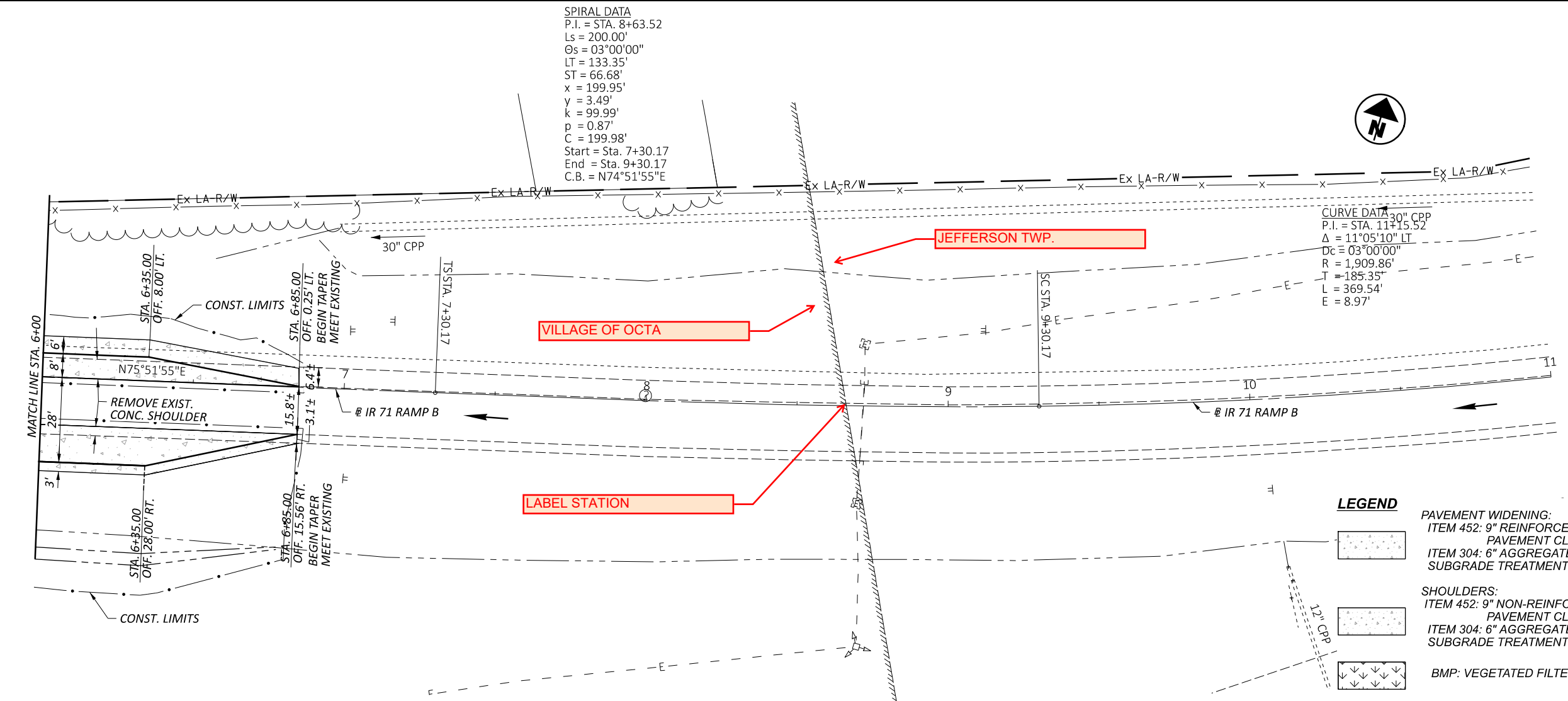
PLAN AND PROFILE (BU-4)
I-71 RAMP A (RAMP NW) STA 21+00 TO STA 25+97.27

DESIGN AGENCY	
 8350 E. KEMPER RD. SUITE B CINCINNATI, OH 45249 513-469-1600	
DESIGNER	DPF
REVIEWER	DCJ 01/12/24
PROJECT ID	117955
SHEET	TOTAL
P 32	79



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

DESIGN AGENCY	
 8350 E. KEMPER RD. SUITE B CINCINNATI, OH 45249 513-469-1600	
DESIGNER	
DPF	
REVIEWER	
DCJ	01/12/24
PROJECT ID	
117955	
SHEET	TOTAL
P 33	79

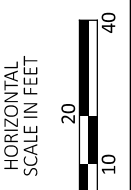
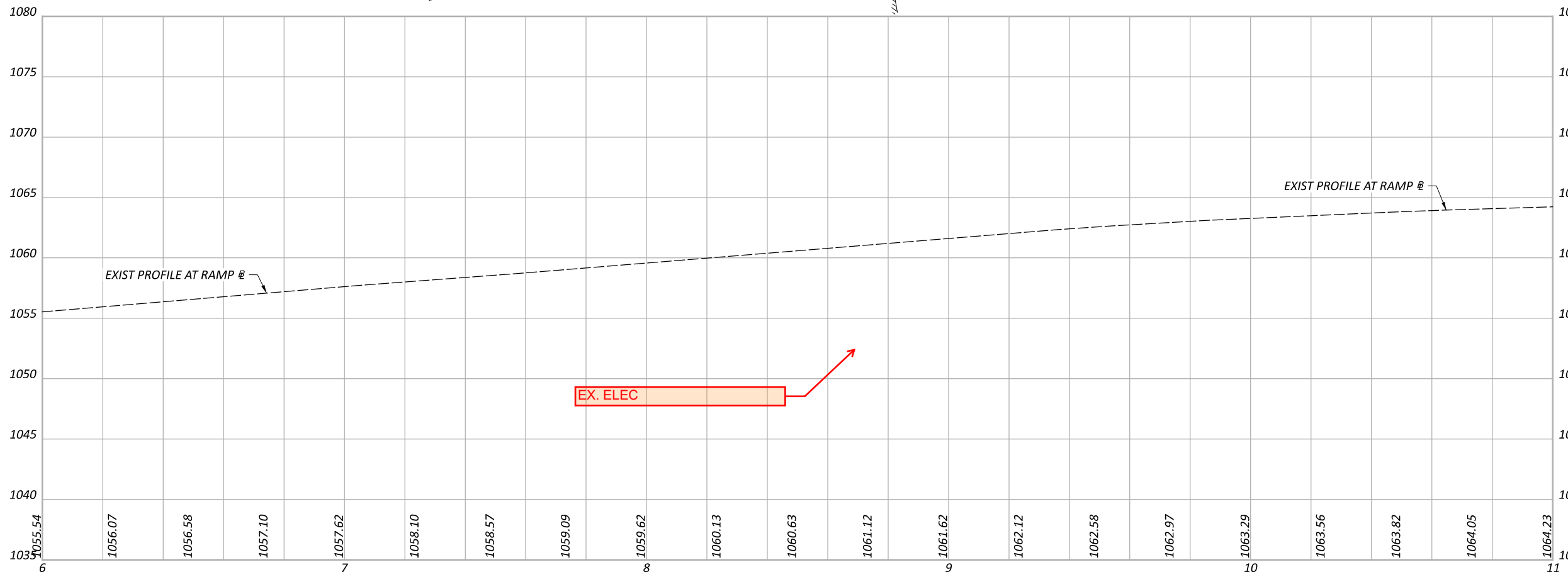


SPIRAL DATA
 P.I. = STA. 8+63.52
 Ls = 200.00'
 Os = 03°00'00"
 LT = 133.35'
 ST = 66.68'
 x = 199.95'
 y = 3.49'
 k = 99.99'
 p = 0.87'
 C = 199.98'
 Start = Sta. 7+30.17
 End = Sta. 9+30.17
 C.B. = N74°51'55"E

CURVE DATA
 30" CPP
 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'

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

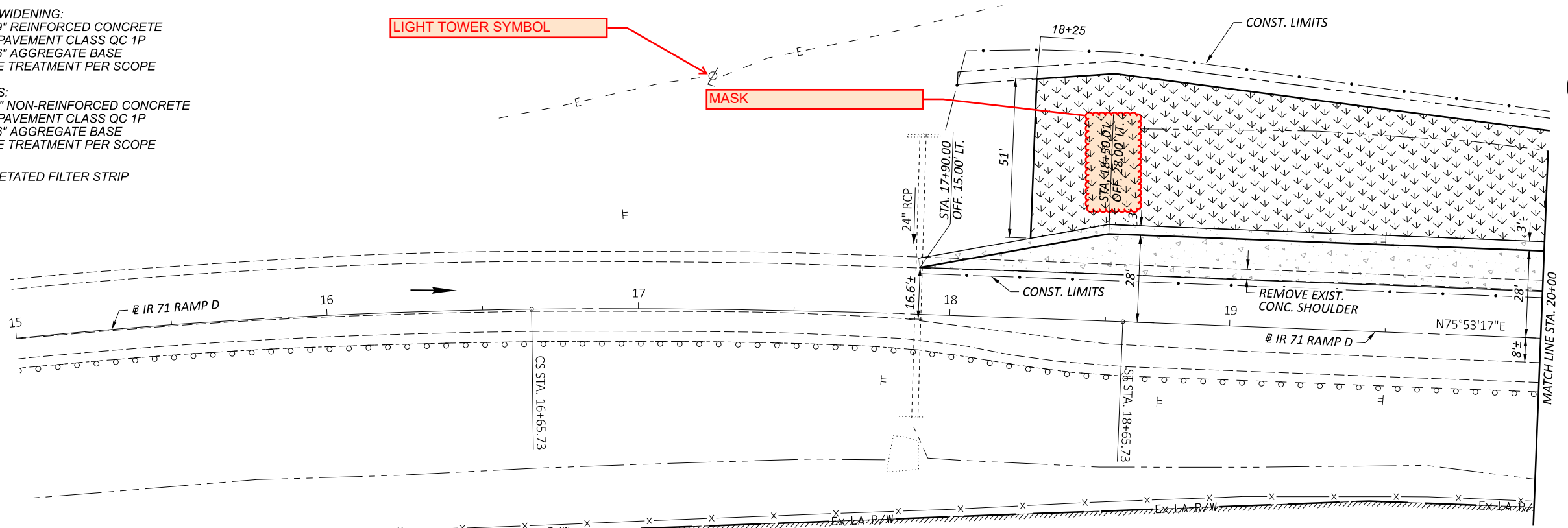


PLAN AND PROFILE (BU-4)
I-71 RAMP B (RAMP EN) STA 6+00 TO STA 11+00

DESIGN AGENCY	Palmer ENGINEERING
DESIGNER	DPF
REVIEWER	DCJ
PROJECT ID	01/12/24
SHEET	117955
TOTAL	34
PAGE	79

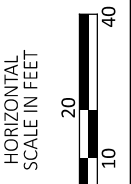
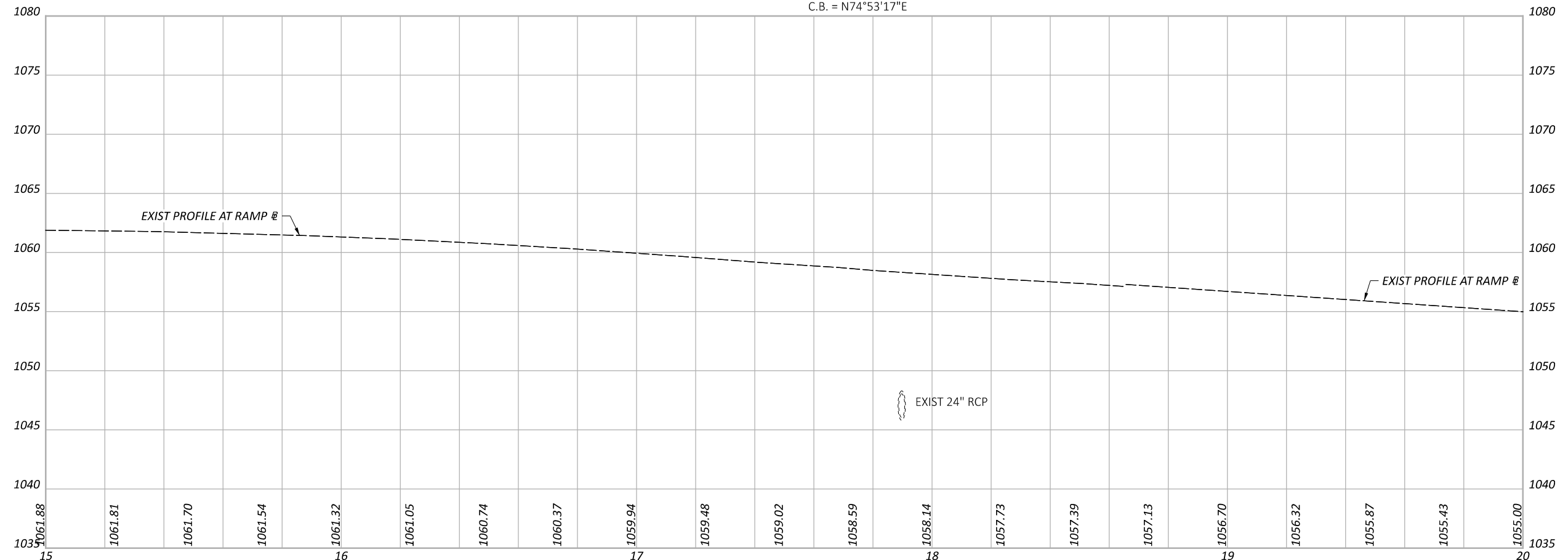
LEGEND

-  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



CURVE DATA
 P.I. = STA. 14+87.83
 $\Delta = 10^{\circ}42'18''$ RT
 $D_c = 03^{\circ}00'00''$
 $R = 1,909.86'$
 $T = 178.94'$
 $L = 356.84'$
 $E = 8.36'$

SPIRAL DATA
 P.I. = STA. 17+32.41
 $L_s = 200.00'$
 $\Theta_s = 03^{\circ}00'00''$
 $LT = 133.35'$
 $ST = 66.68'$
 $x = 199.85'$
 $y = 6.98'$
 $k = 99.99'$
 $p = 0.87'$
 $C = 199.98'$
 Start = Sta. 16+65.73
 End = Sta. 18+65.73
 C.B. = $N74^{\circ}53'17''E$



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

DESIGN AGENCY

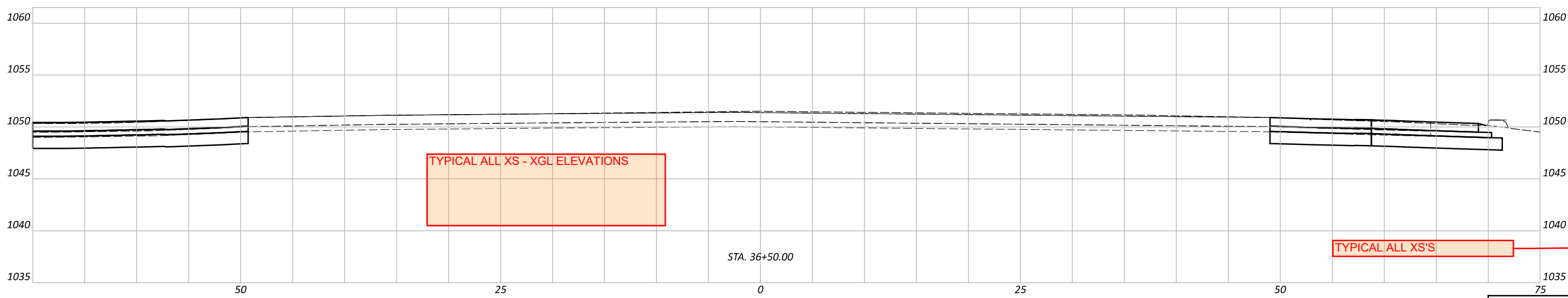
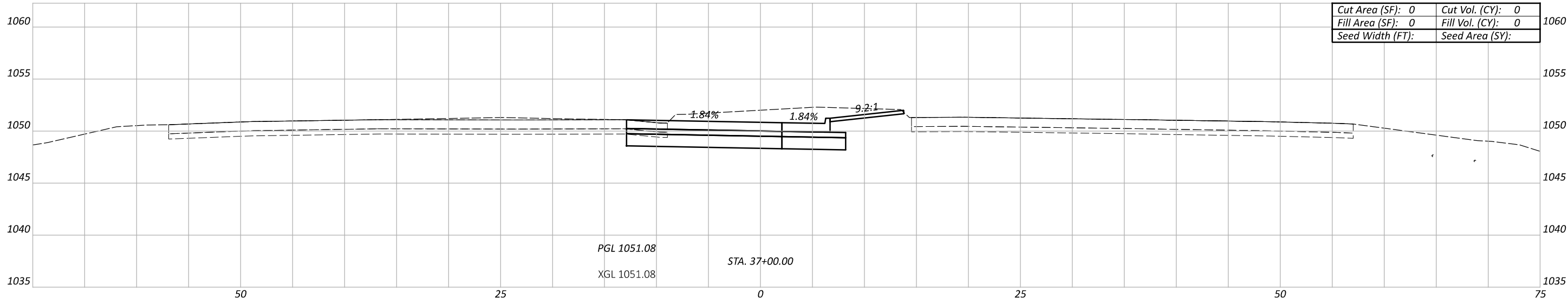
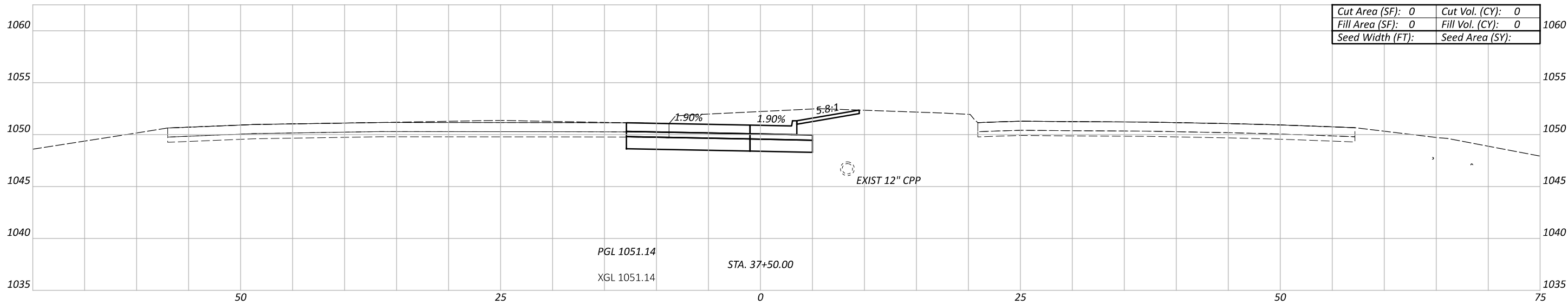


DESIGNER
DPF

REVIEWER
 DCJ 01/12/24

PROJECT ID
 117955

SHEET TOTAL
 P 35 79



TYPICAL ALL XS - XGL ELEVATIONS

TYPICAL ALL XS'S

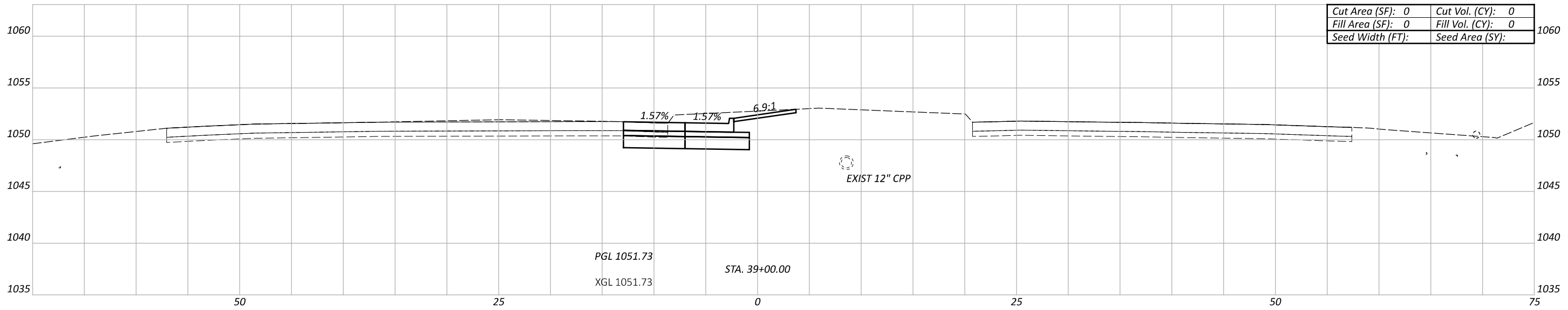
CROSS SECTIONS (BU 4) - SR 435
 STA. 36+50 - STA. 37+50

DESIGN AGENCY

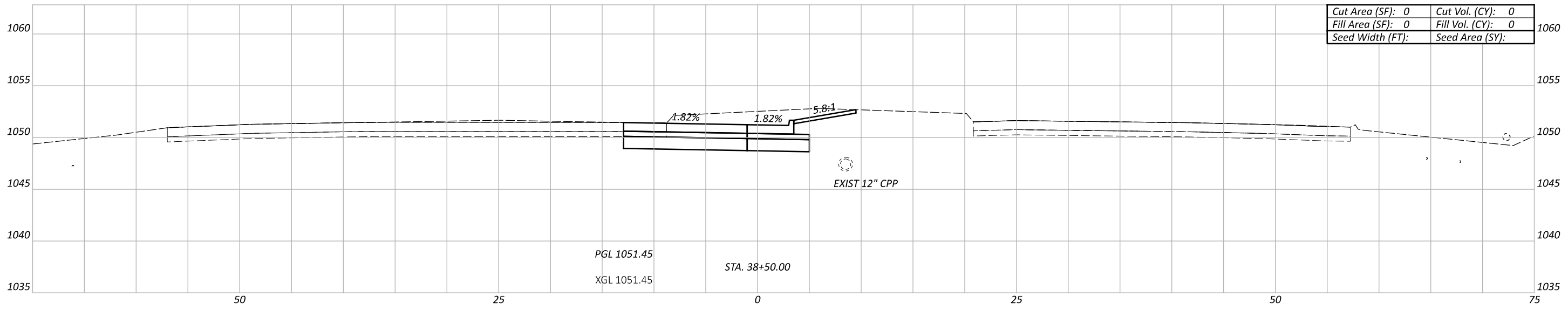
Palmer
 ENGINEERING
 8350 E. KEMPER RD.
 SUITE B
 CINCINNATI, OH 45249
 513-469-1600

DESIGNER: XXX
 REVIEWER: DPF
 PROJECT ID: 117955
 DATE: 01/12/24

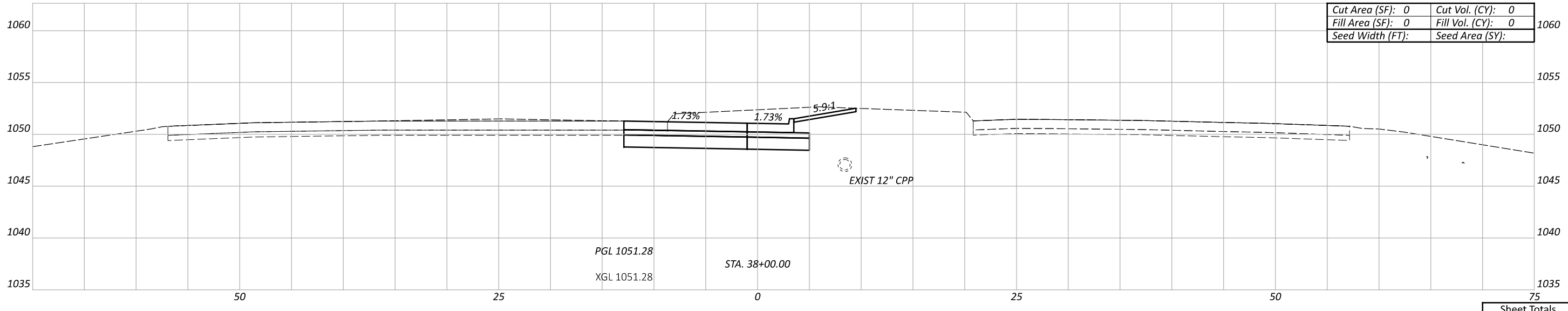
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Seeding	Cut	Fill
SHEET TOTAL		
P 37		79



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Seed Width (FT):		Seed Area (SY):	



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

DESIGN AGENCY

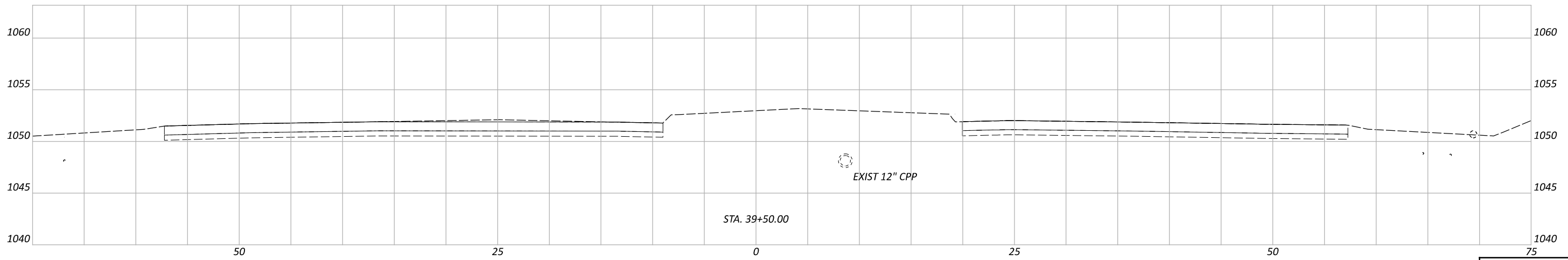
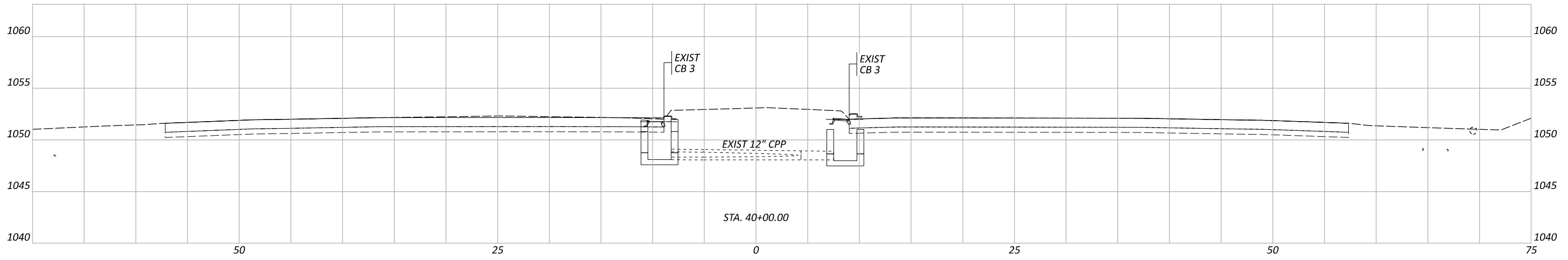
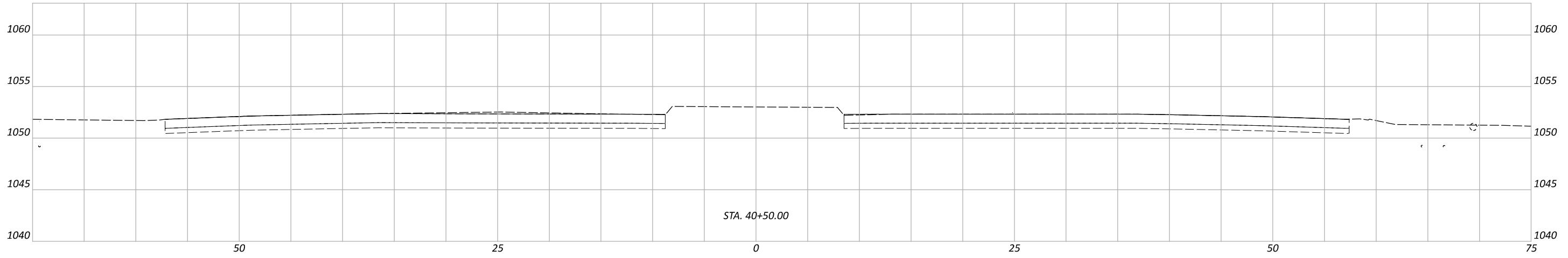


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PROJECT ID
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Sheet Totals			117955
Seeding	Cut	Fill	TOTAL
P 38			79



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

DESIGN AGENCY



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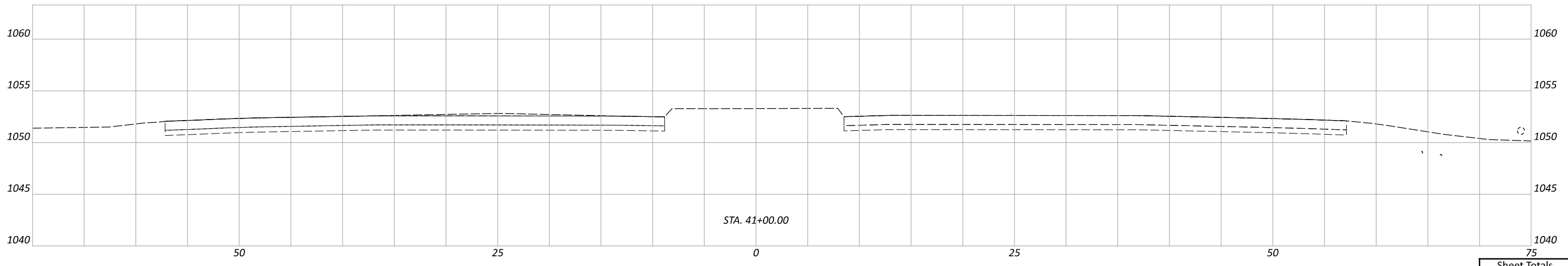
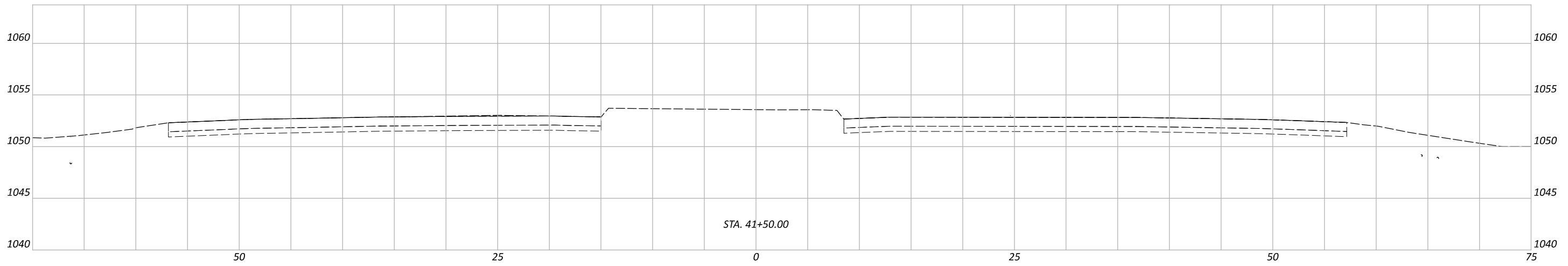
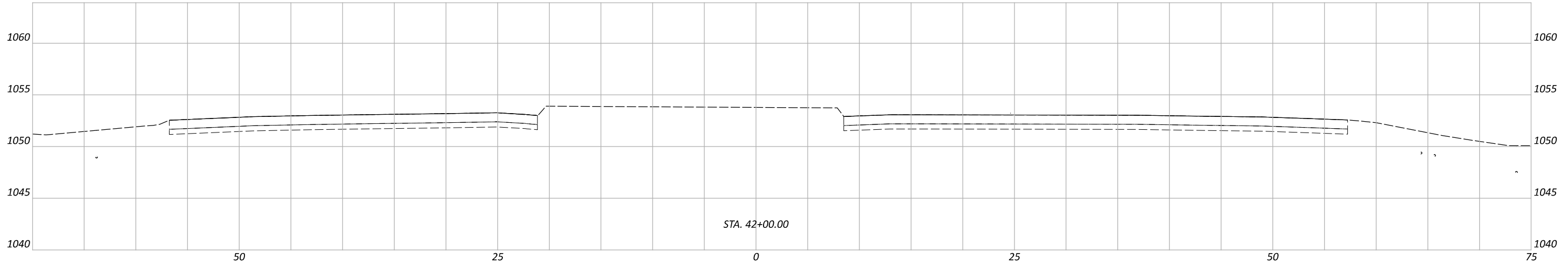
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Sheet Totals			TOTAL	
Seeding	Cut	Fill	SHEET	TOTAL
			P 39	79



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

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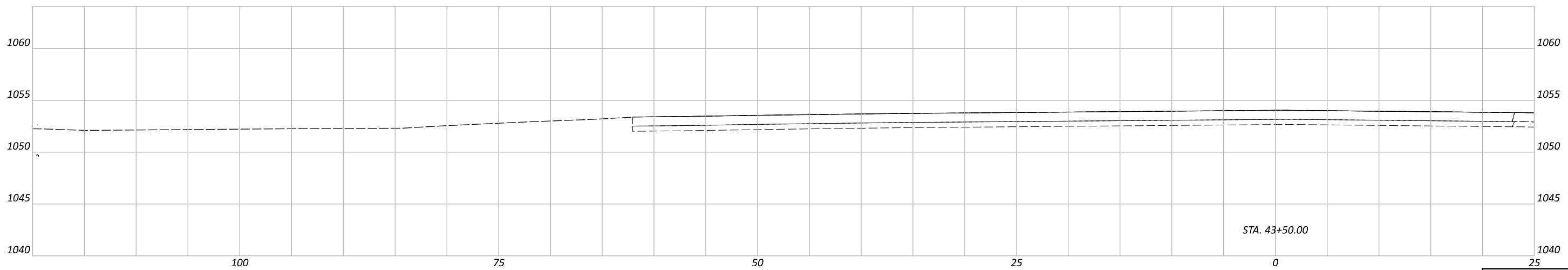
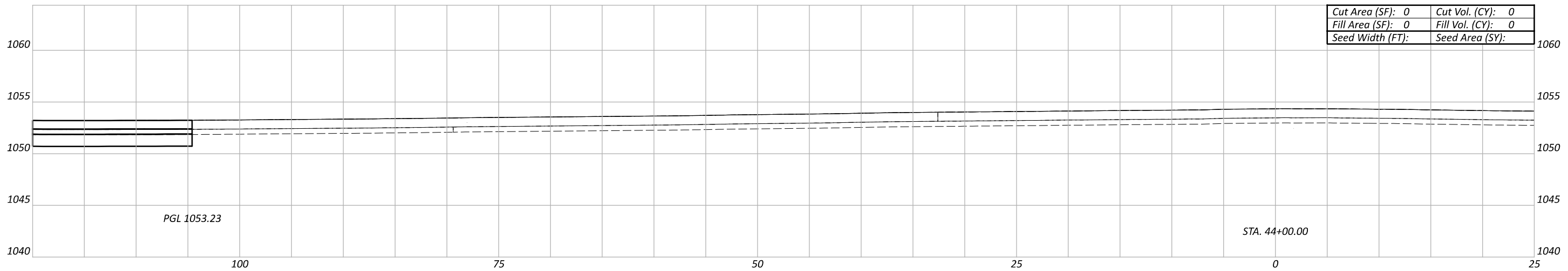
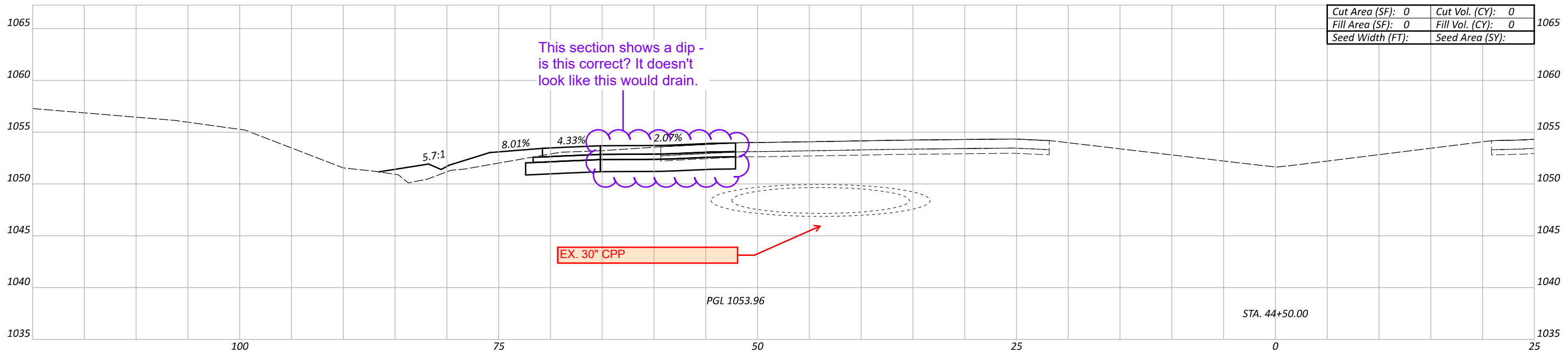
PROJECT ID

117955

Sheet Totals

Seeding	Cut	Fill	TOTAL
			P 40 79

P 40 | 79

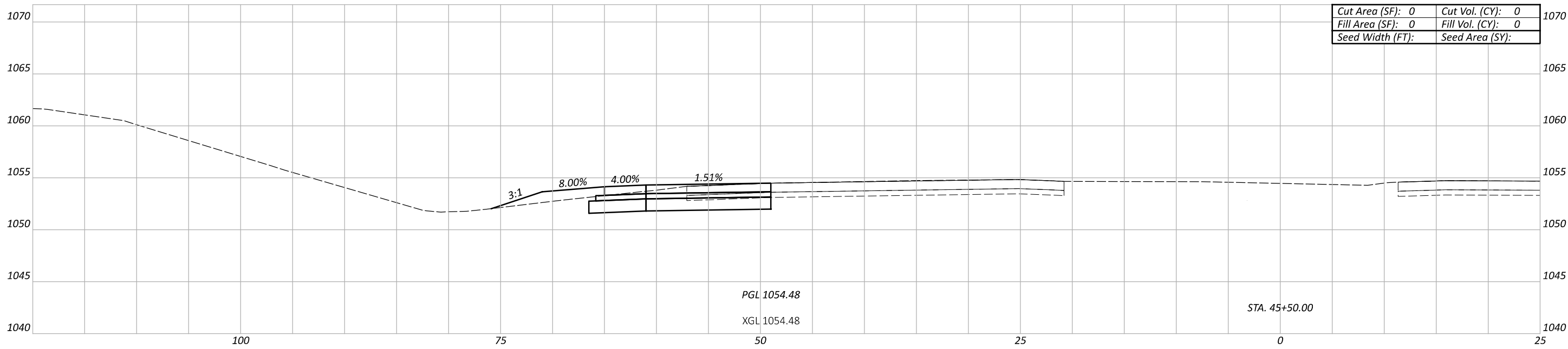


CROSS SECTIONS (BU 4) - SR 435
 STA. 43+50 - STA. 44+50

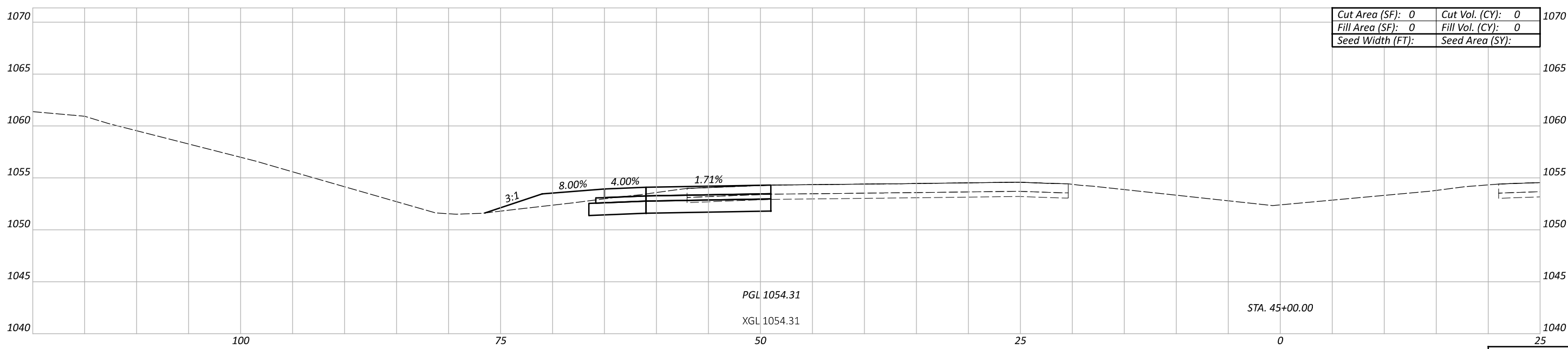
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Sheet Totals			117955
Seeding	Cut	Fill	SHEET TOTAL
			P 41 79



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Seed Width (FT):		Seed Area (SY):	



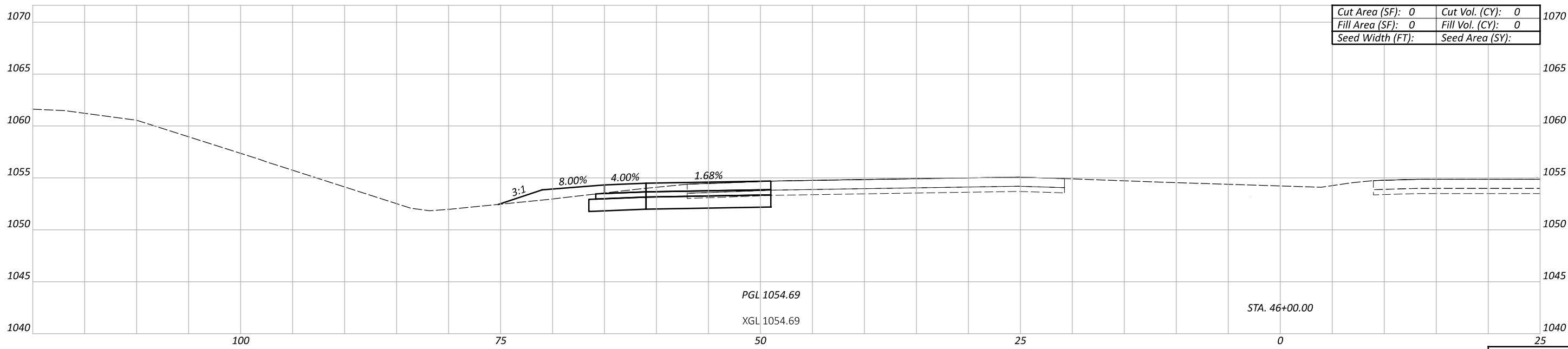
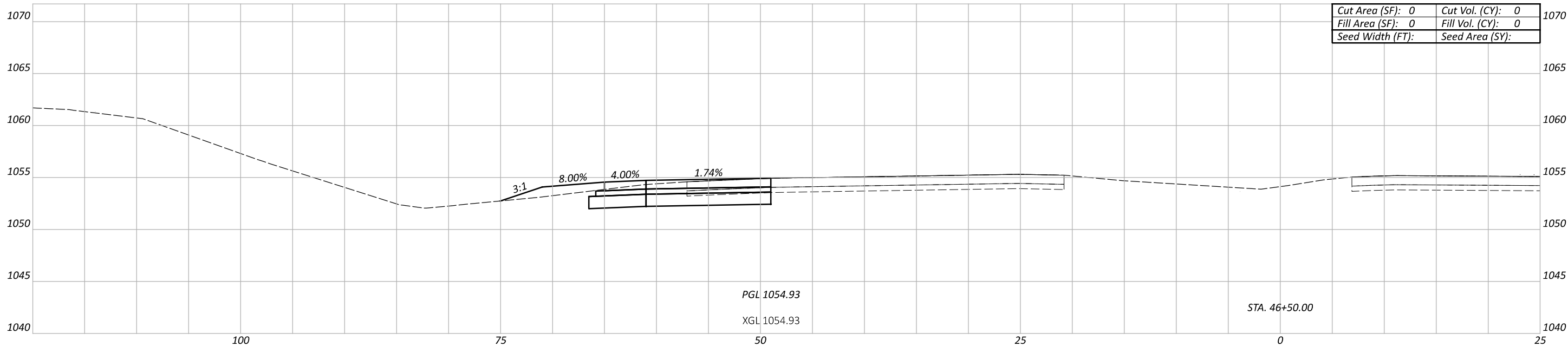
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CROSS SECTIONS (BU 4) - SR 435
 STA. 45+00 - STA. 45+50

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Sheet Totals			117955
Seeding	Cut	Fill	TOTAL
			P 42 79



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

DESIGN AGENCY



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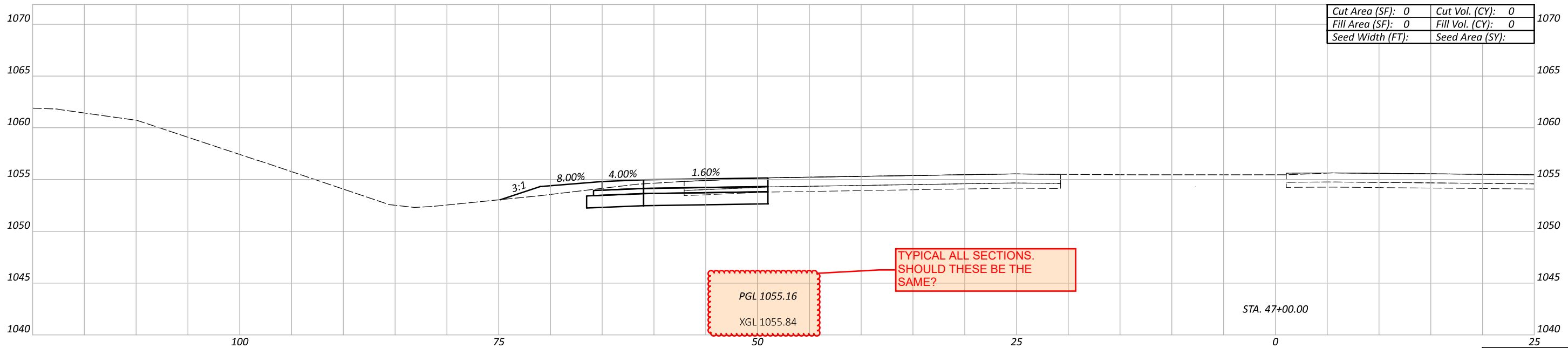
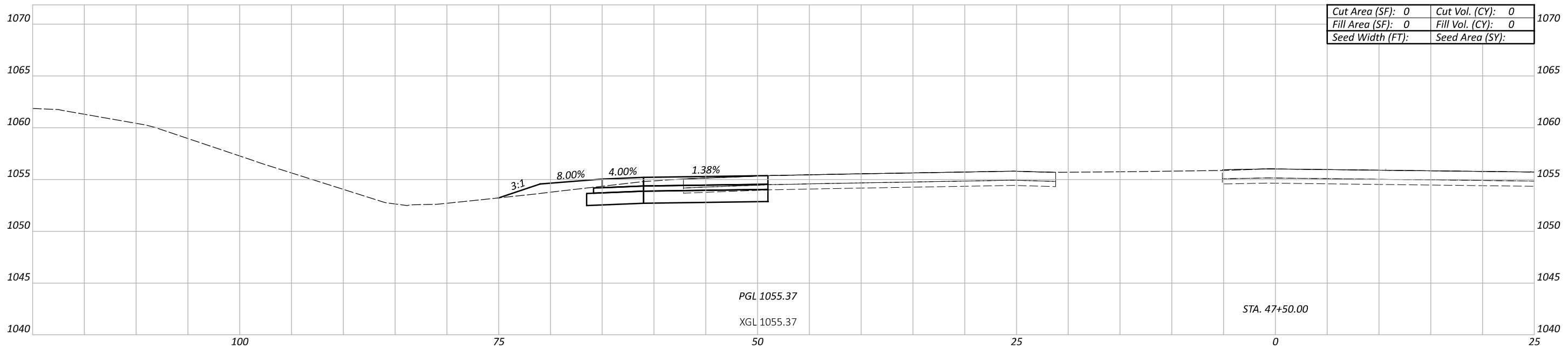
DPF 01/12/24

PROJECT ID

117955

Sheet Totals		
Seeding	Cut	Fill

SHEET	TOTAL
P 43	79



TYPICAL ALL SECTIONS.
SHOULD THESE BE THE
SAME?

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

DESIGN AGENCY



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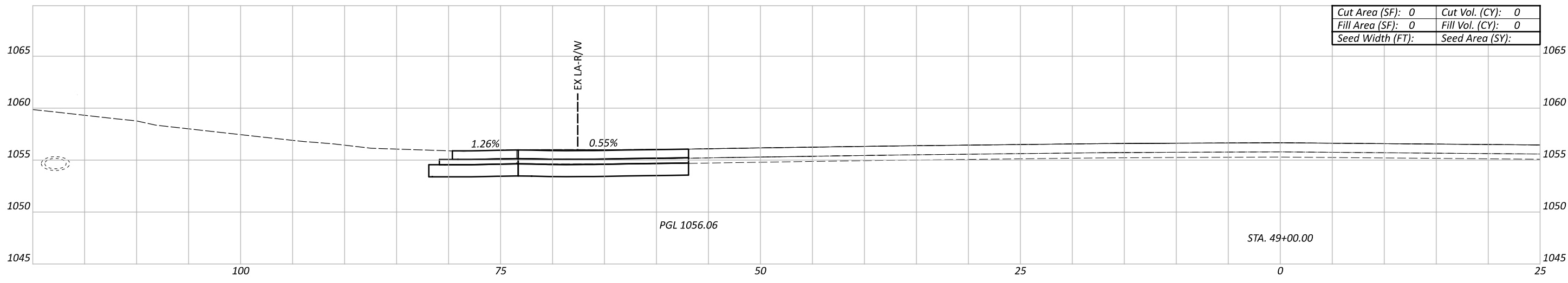
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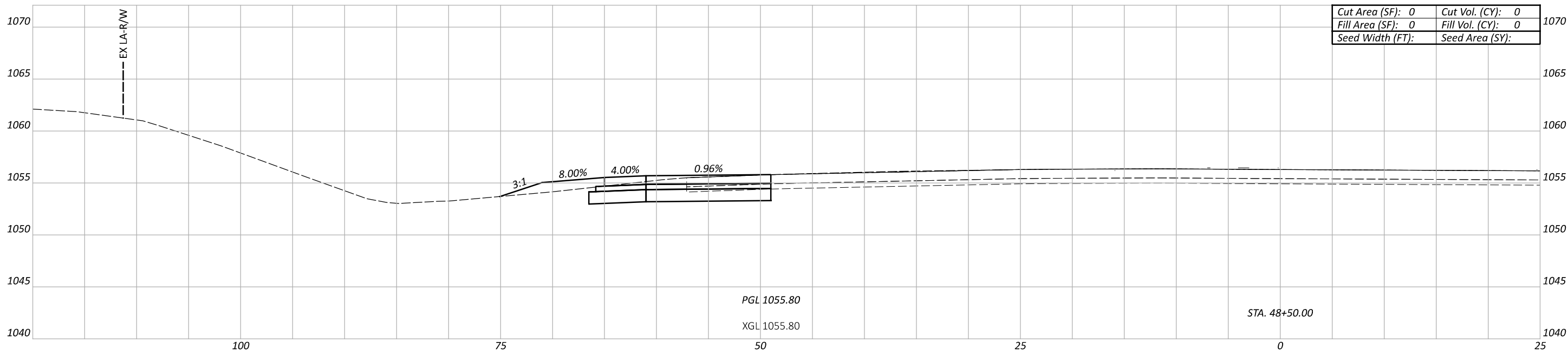
117955

Sheet Totals		
Seeding	Cut	Fill

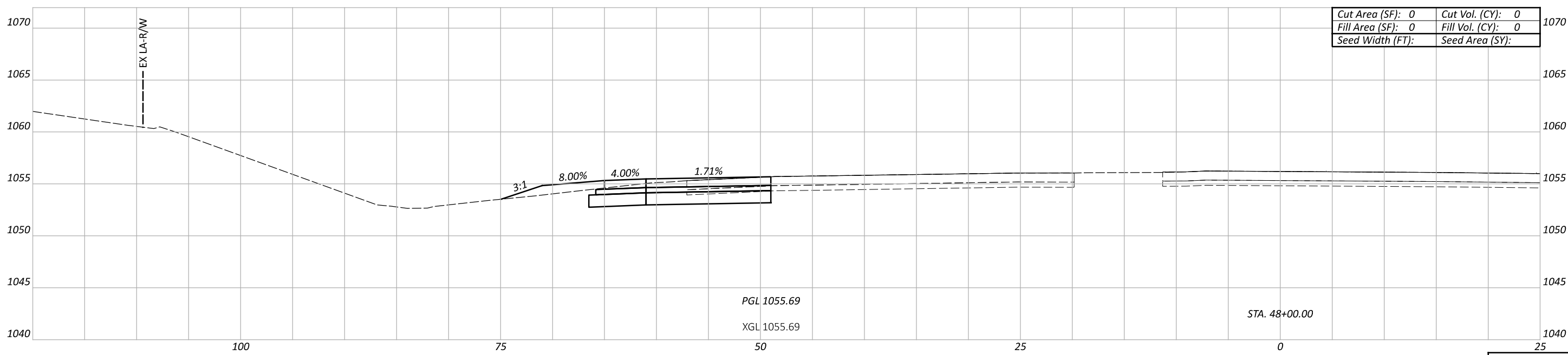
SHEET	TOTAL
P 44	79



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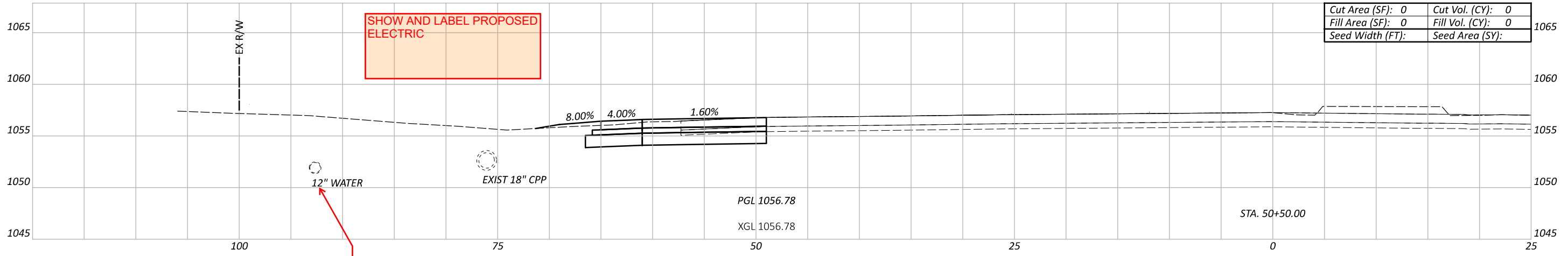
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CROSS SECTIONS (BU 4) - SR 435
 STA. 48+00 - STA. 49+00

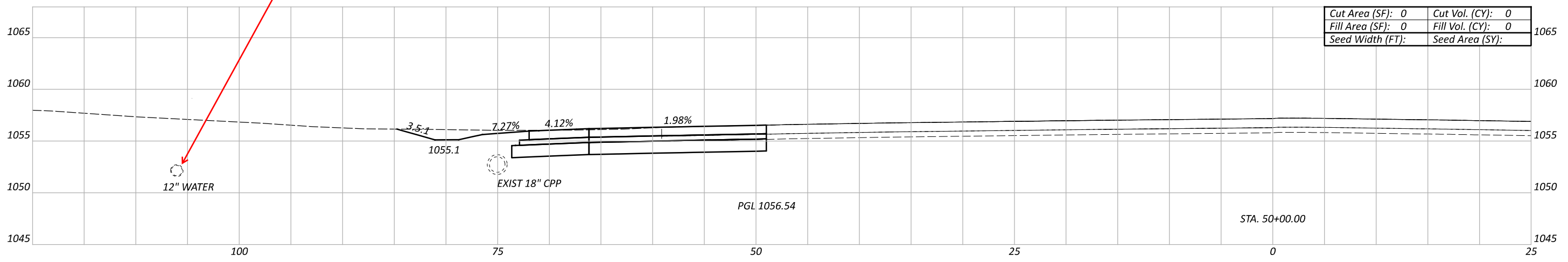
DESIGN AGENCY	Palmer ENGINEERING
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REVIEWER	DPF
PROJECT ID	117955

SHEET	TOTAL
P 45	79

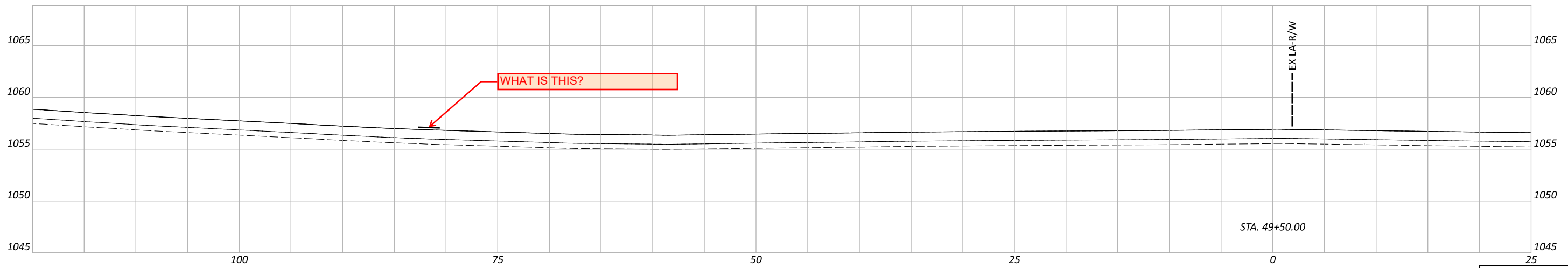
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Seeding	Cut	Fill



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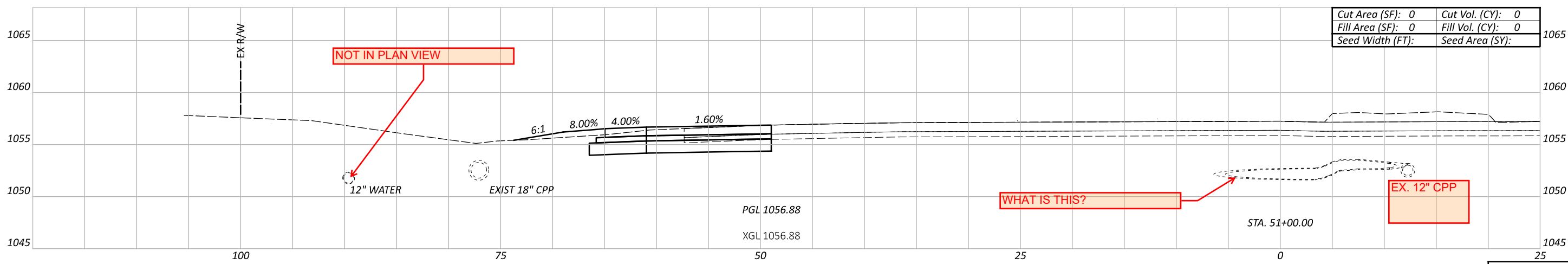
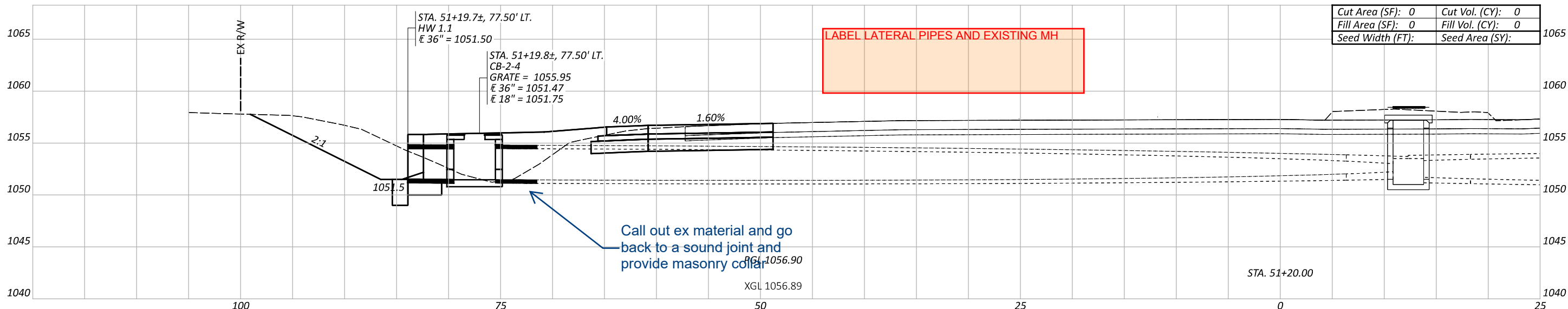
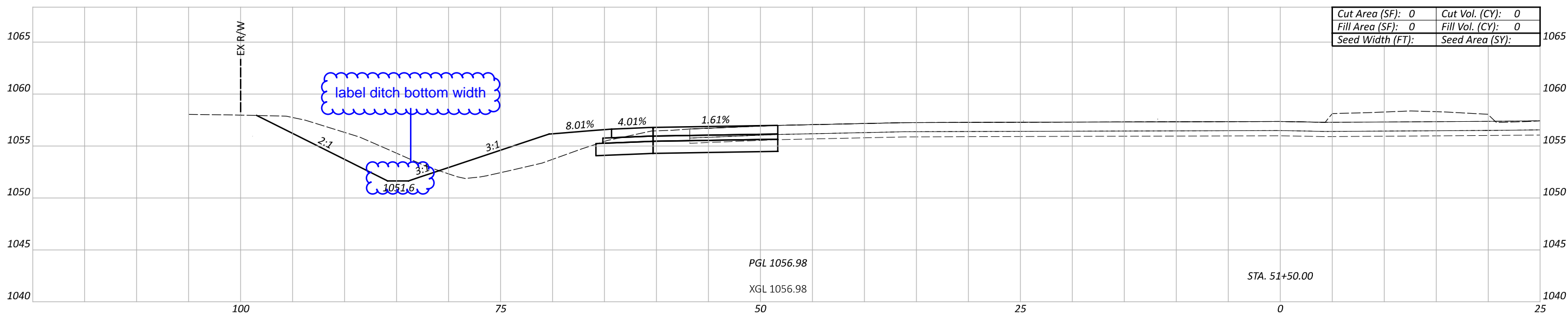


Sheet Totals			117955
Seeding	Cut	Fill	TOTAL
P 46			79

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

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

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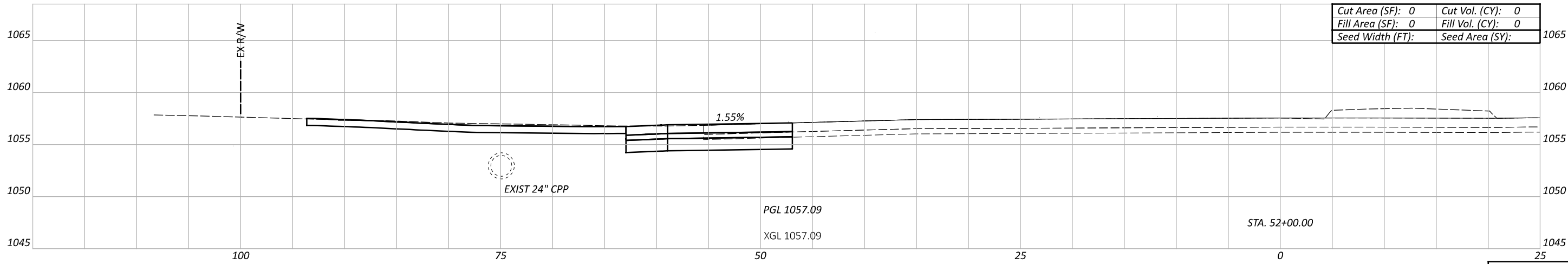
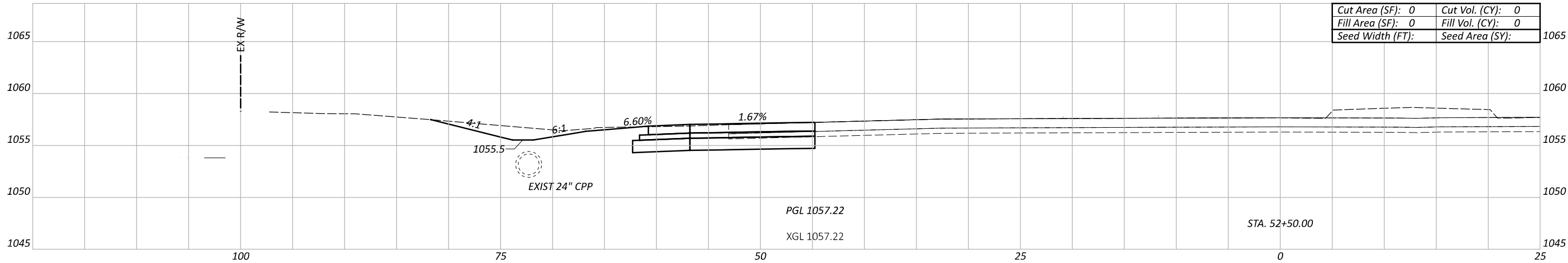
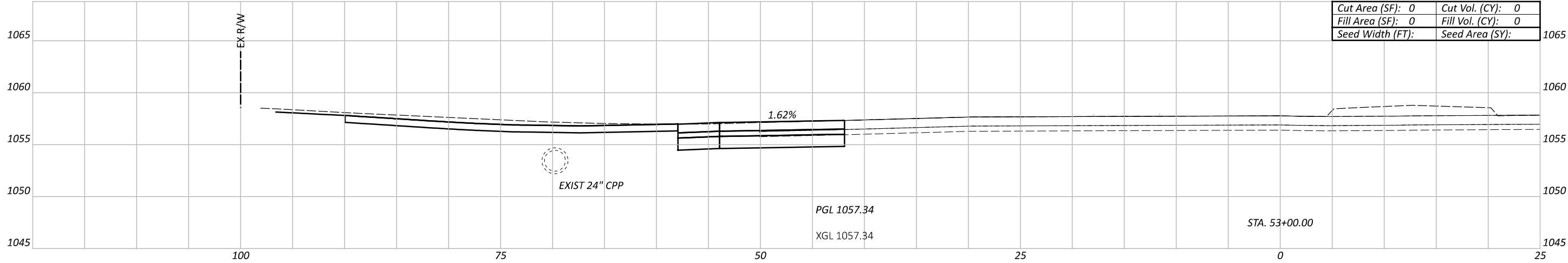
DESIGNER
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PROJECT ID
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Seeding	Cut	Fill

SHEET TOTAL
 P 47 TOTAL 79

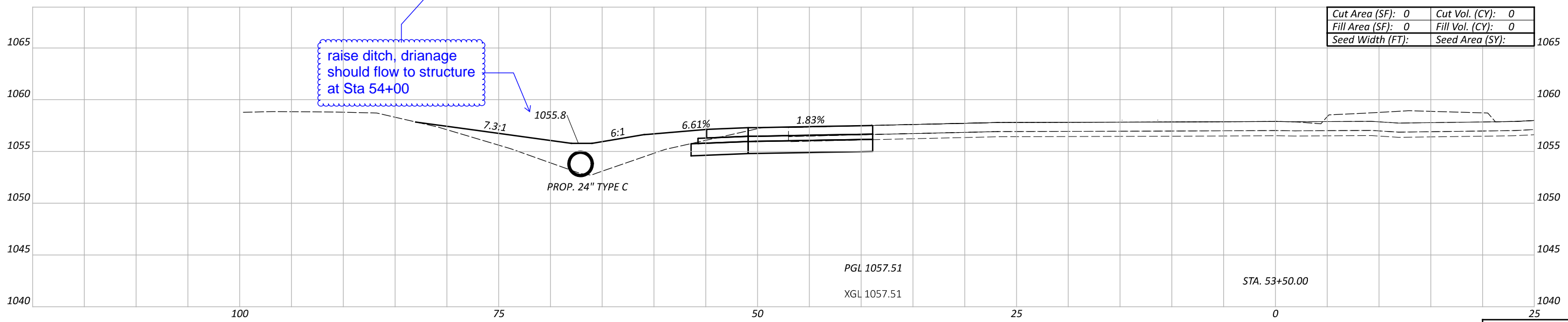
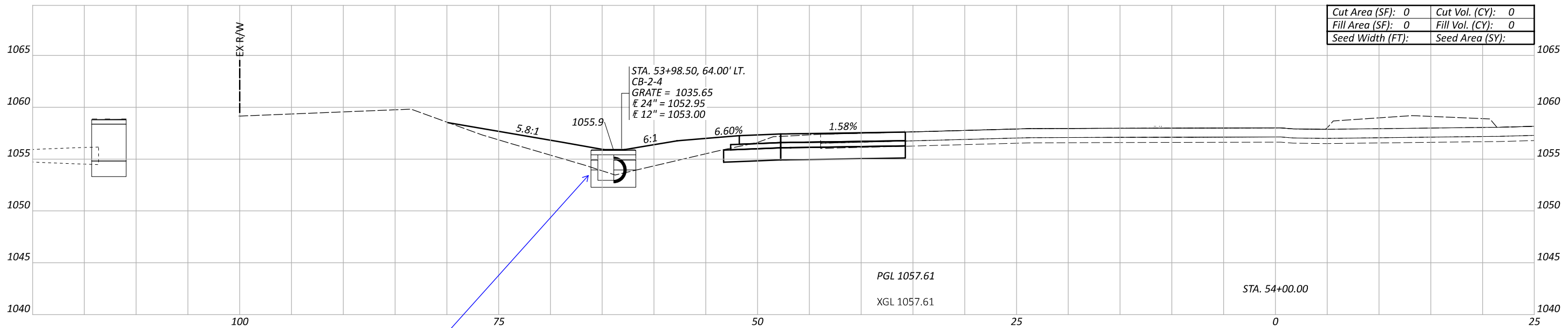
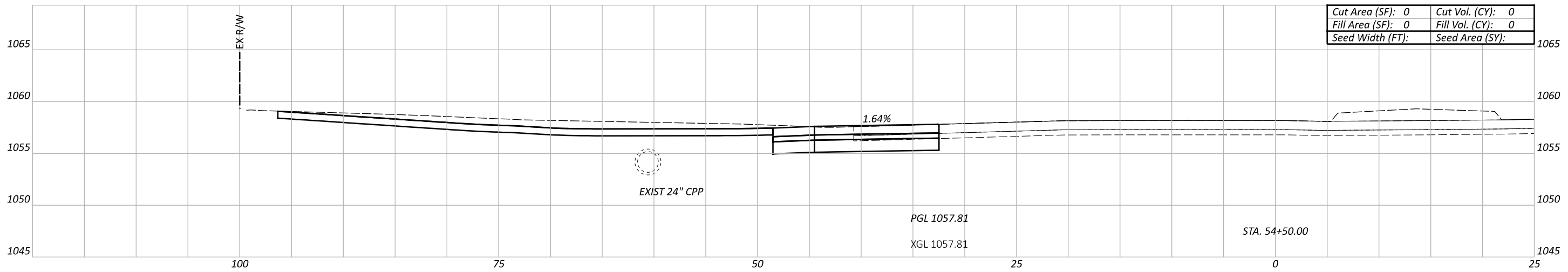


CROSS SECTIONS (BU 4) - SR 435
 STA. 52+00 - STA. 53+00

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Sheet Totals			117955
Seeding	Cut	Fill	TOTAL
P 48			79

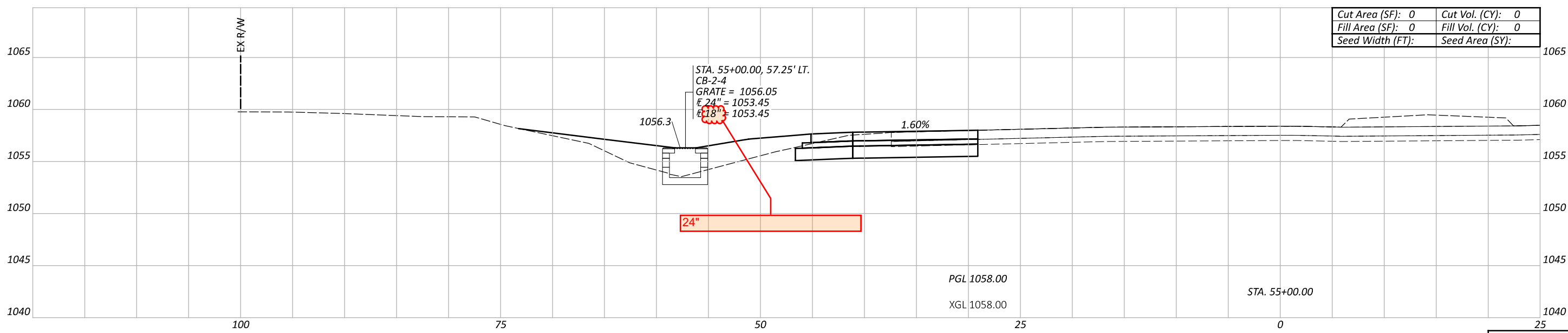
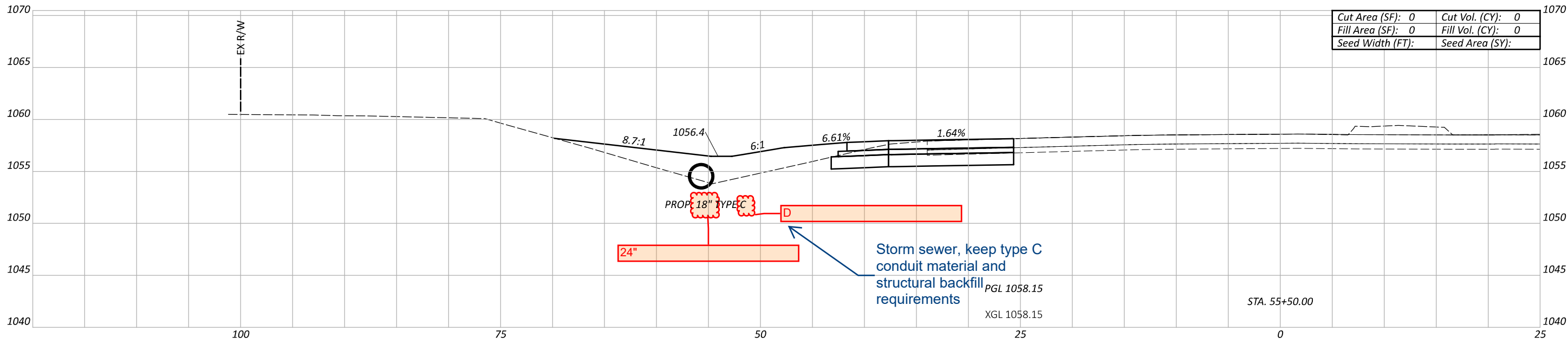


CROSS SECTIONS (BU 4) - SR 435
STA. 53+50 - STA. 54+50

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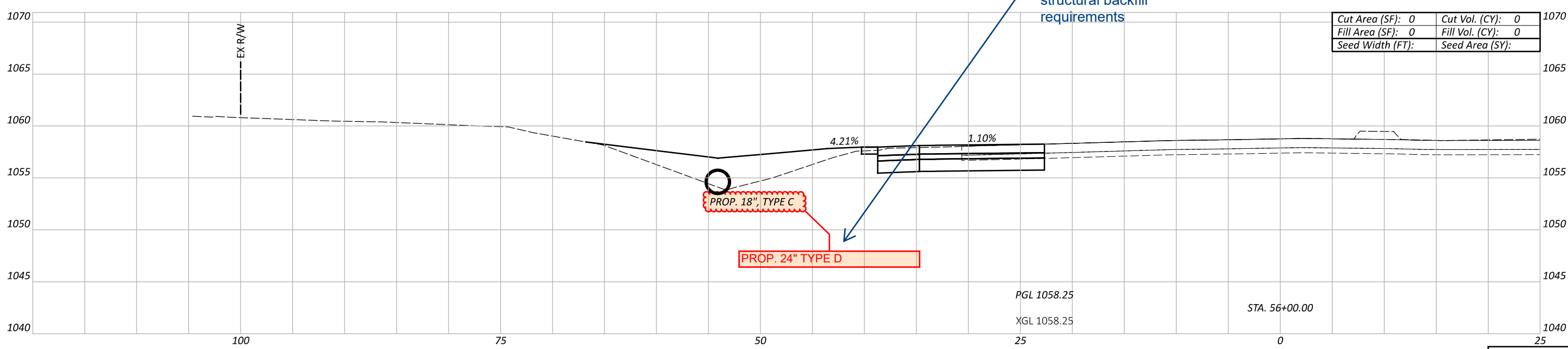
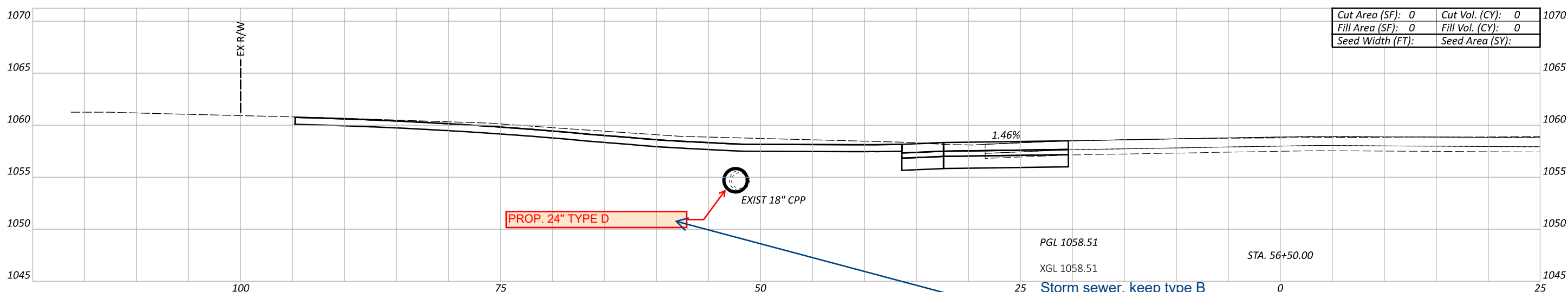
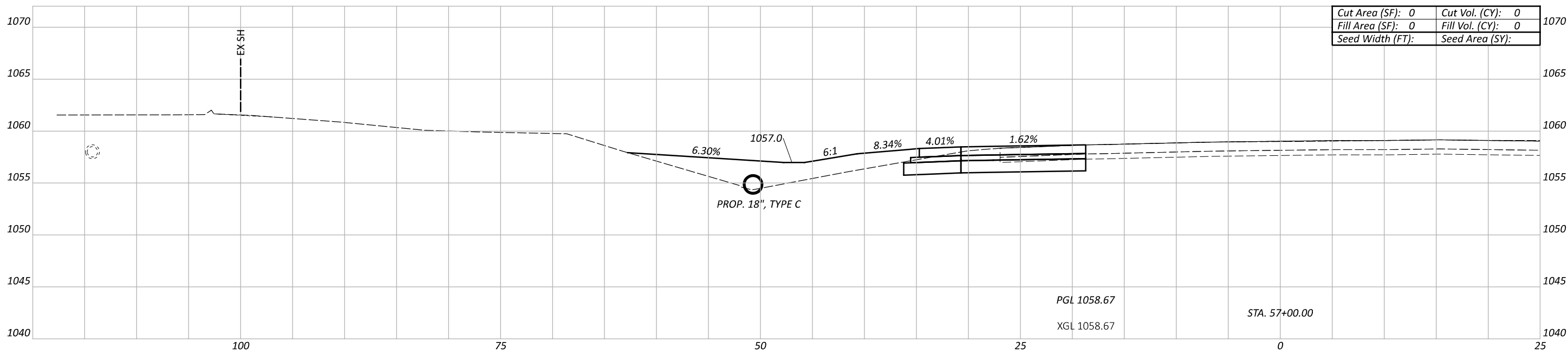
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Seeding	Cut	Fill	SHEET TOTAL
			P 49 79



STA. 55+00.00, 57.25' LT.
 CB-2-4
 GRATE = 1056.05
 E 24" = 1053.45
 E 18" = 1053.45

Storm sewer, keep type C
 conduit material and
 structural backfill
 requirements

Sheet Totals			TOTAL	
Seeding	Cut	Fill	P 50	79



Storm sewer, keep type B or C conduit material and structural backfill requirements

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

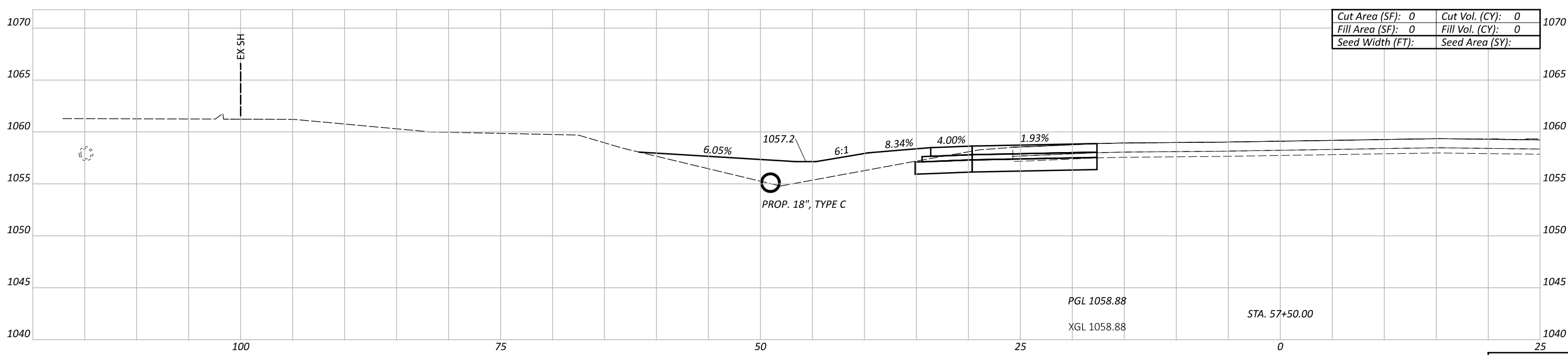
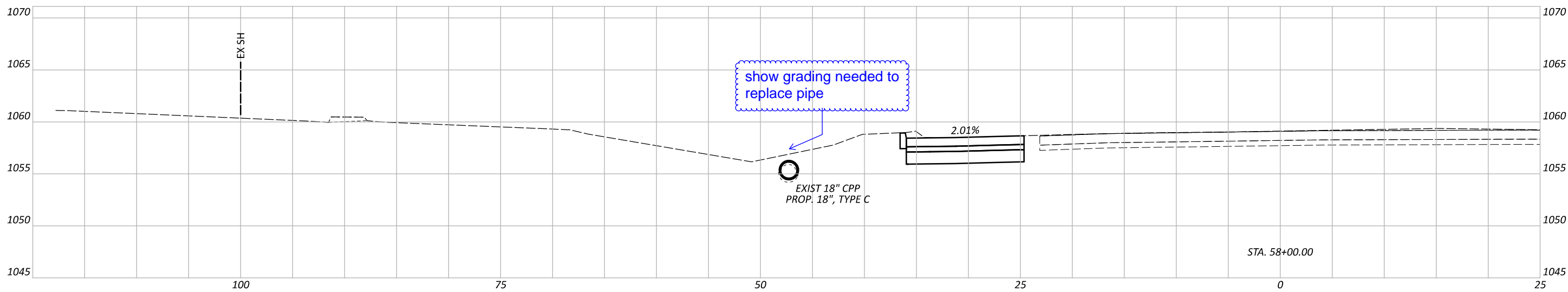
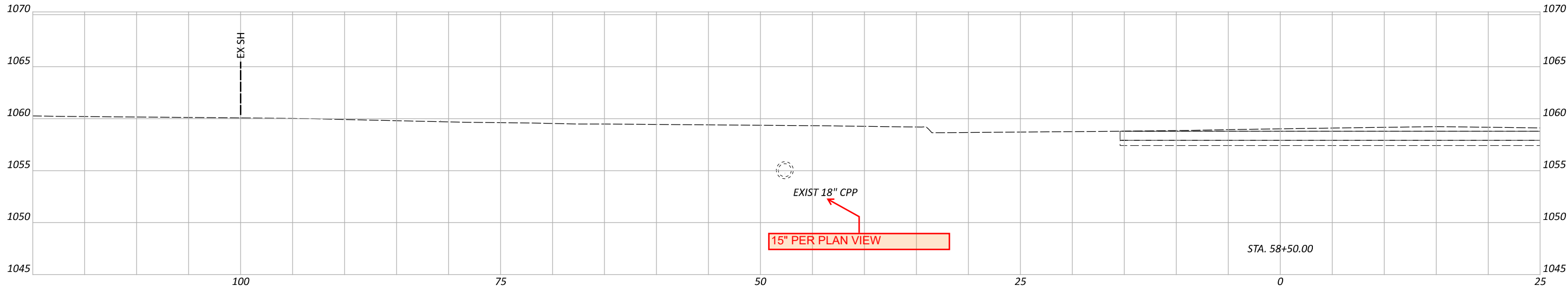
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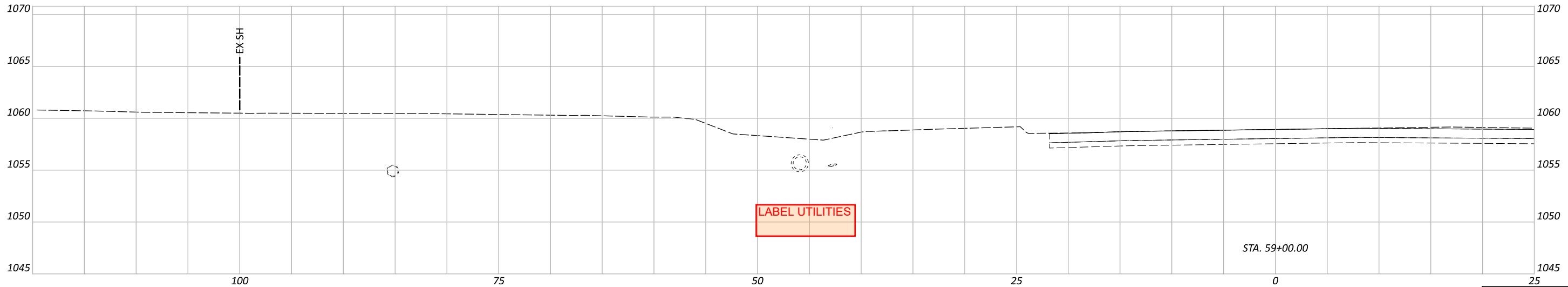
PROJECT ID
 117955

Sheet Totals			TOTAL	
Seeding	Cut	Fill	SHEET	TOTAL
			P 51	79



Sheet Totals		
Seeding	Cut	Fill

SHEET	TOTAL
P 52	79



Sheet Totals		
Seeding	Cut	Fill

CROSS SECTIONS (BU 4) - SR 435
STA. 59+00

DESIGN AGENCY

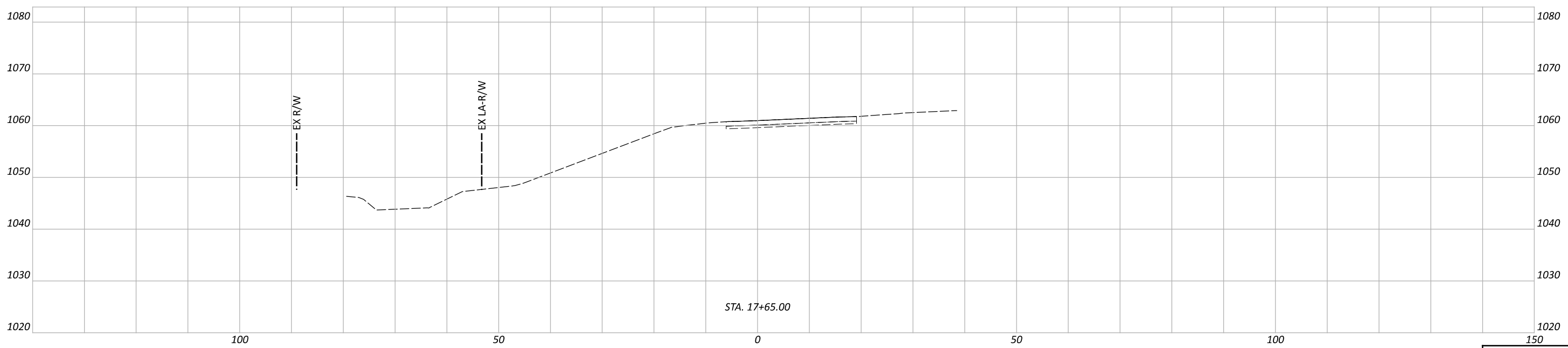
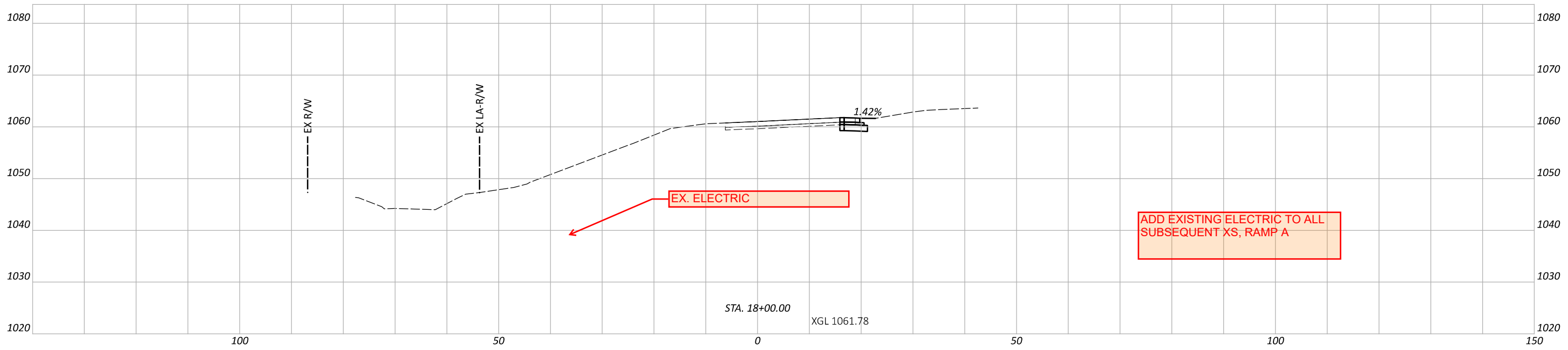


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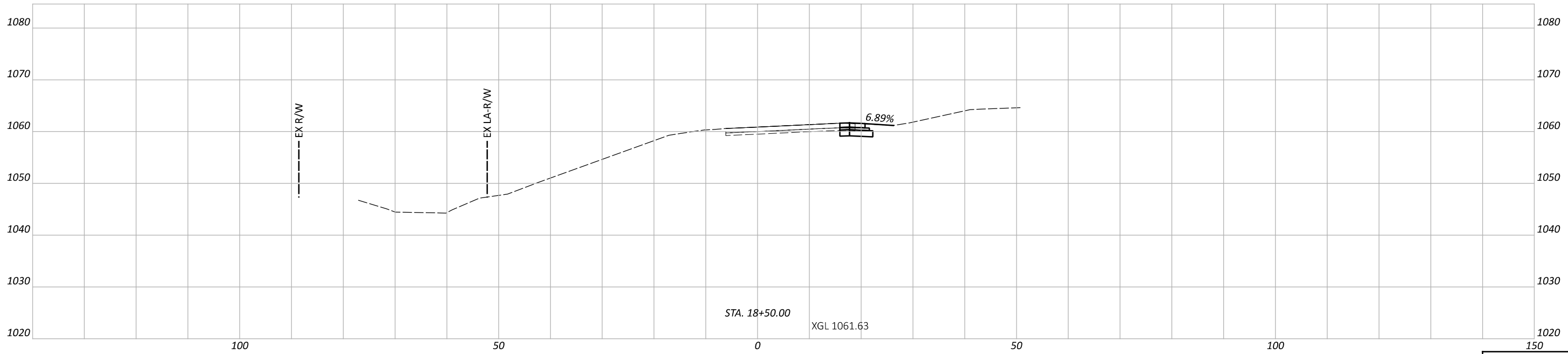
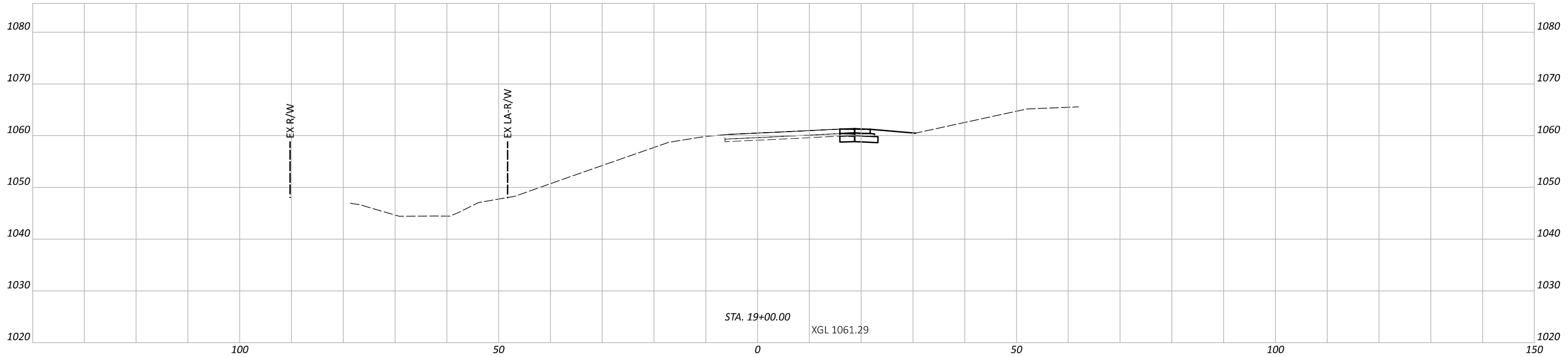
SHEET TOTAL
P 53 79



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

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SHEET	P 54
TOTAL	79

Sheet Totals		
Seeding	Cut	Fill



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

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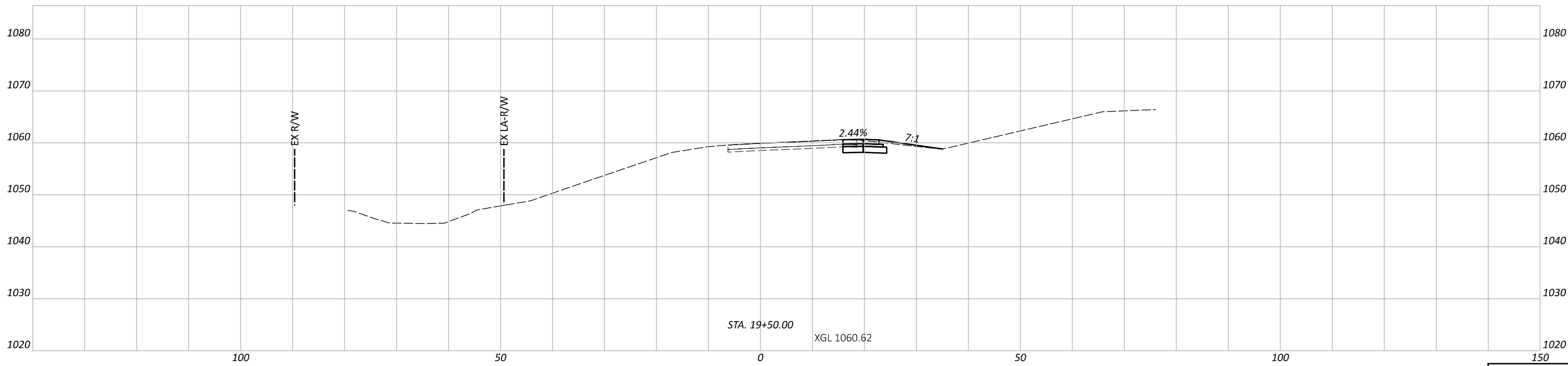
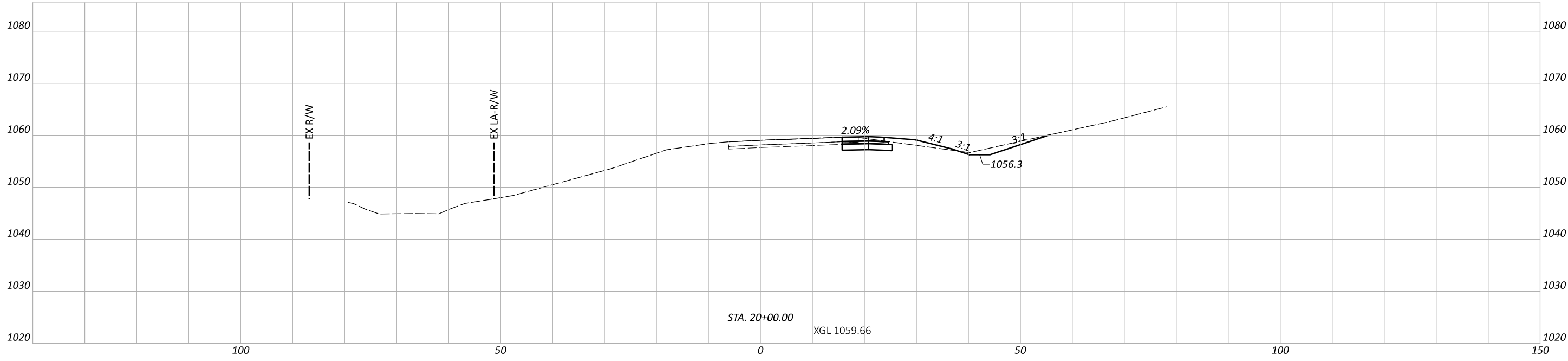
DESIGNER
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Sheet Totals		
Seeding	Cut	Fill

SHEET	TOTAL
P 55	79



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

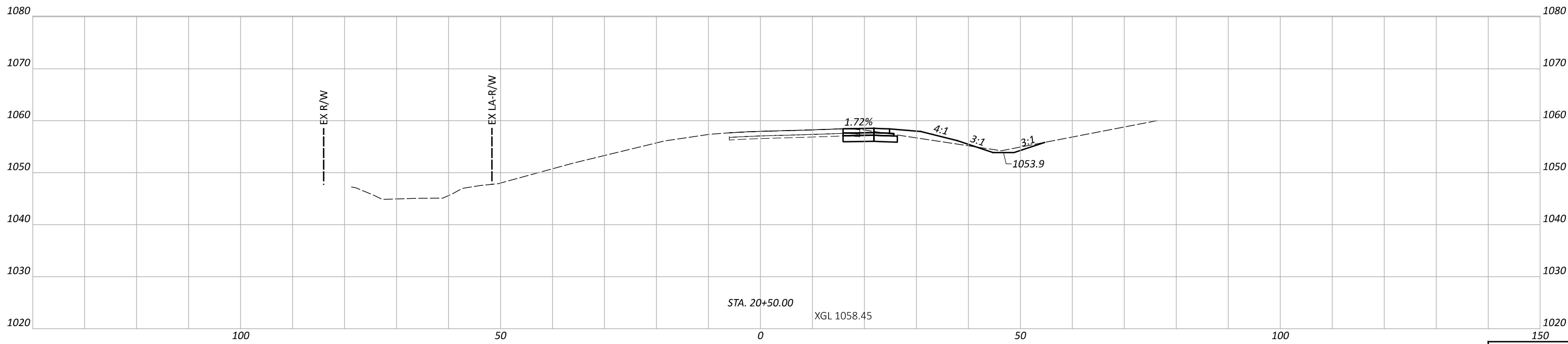
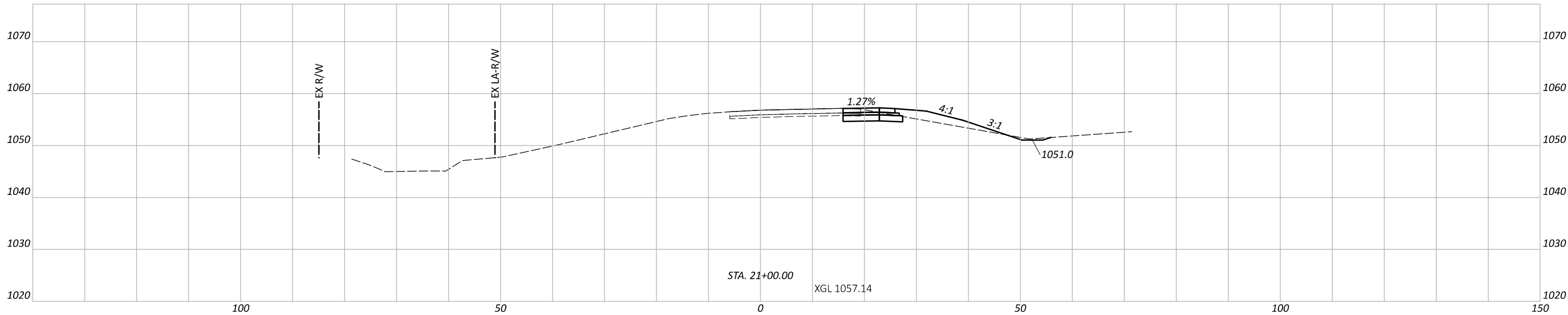
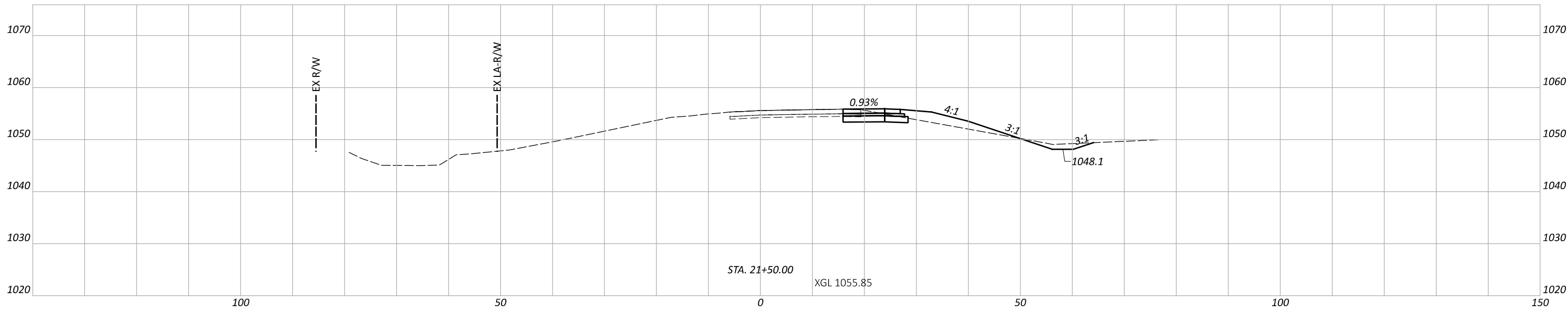
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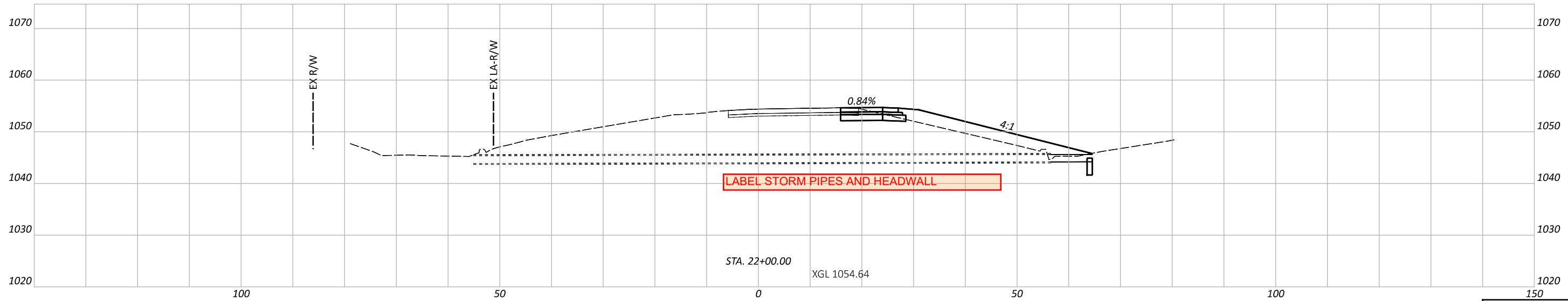
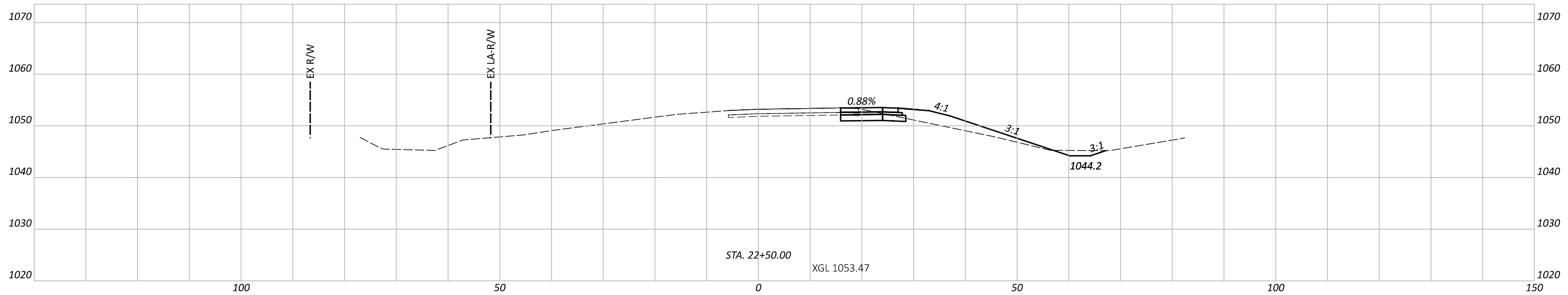
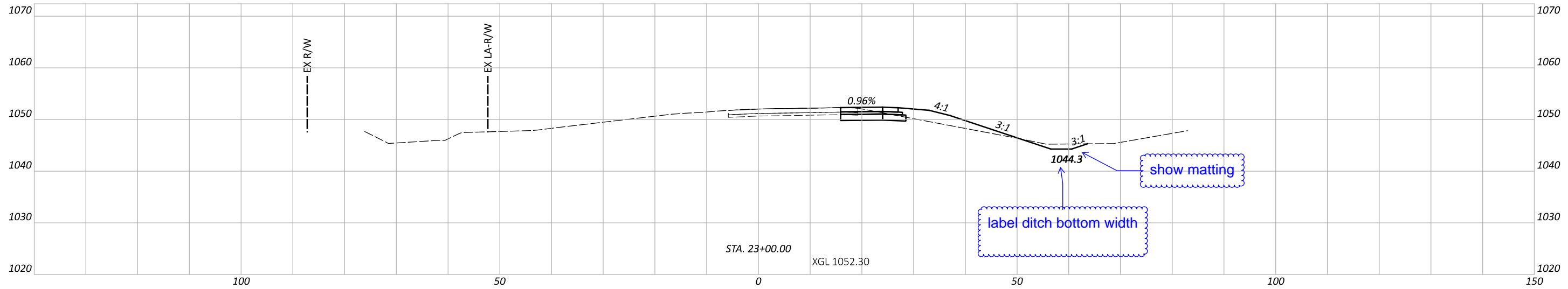
PROJECT ID
 117955

Sheet Totals		
Seeding	Cut	Fill
SHEET	TOTAL	
P 56	79	



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

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DESIGNER	RQ									
REVIEWER	DPF									
PROJECT ID	117955									
DATE	01/12/24									
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Sheet Totals										
Seeding	Cut	Fill								
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SHEET	TOTAL									
P 57	79									



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

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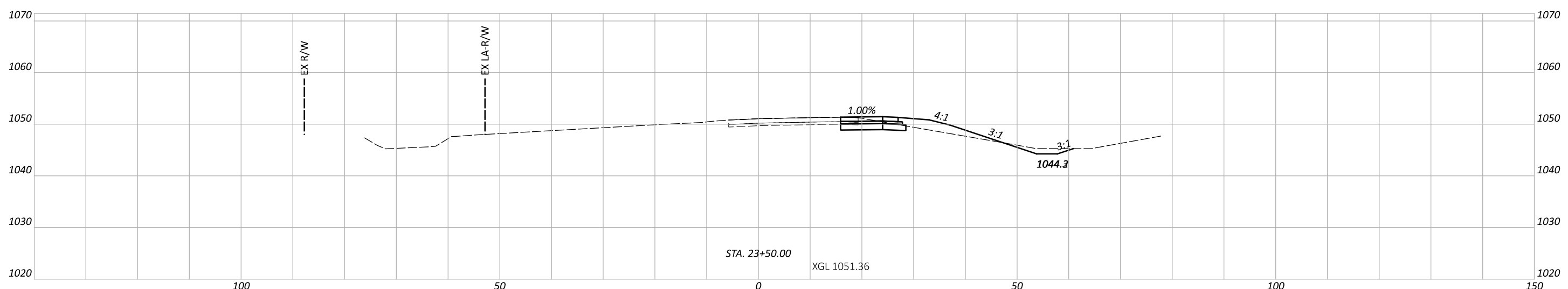
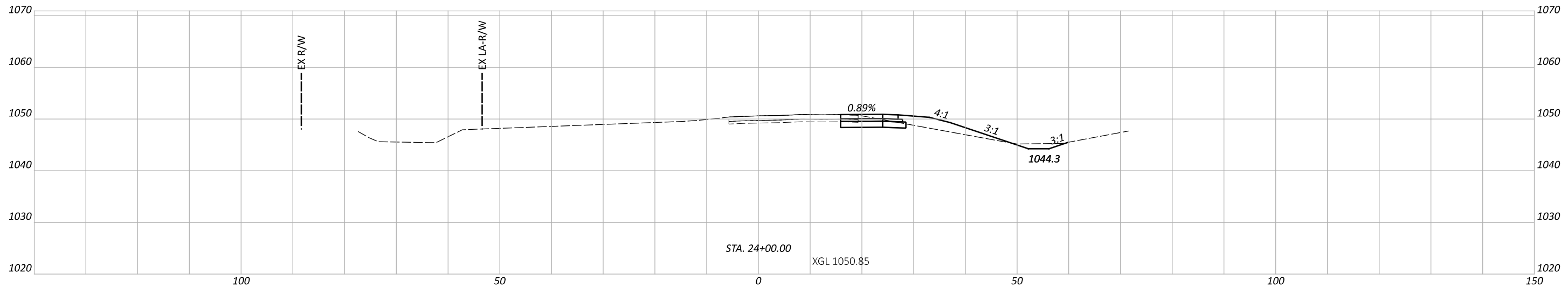
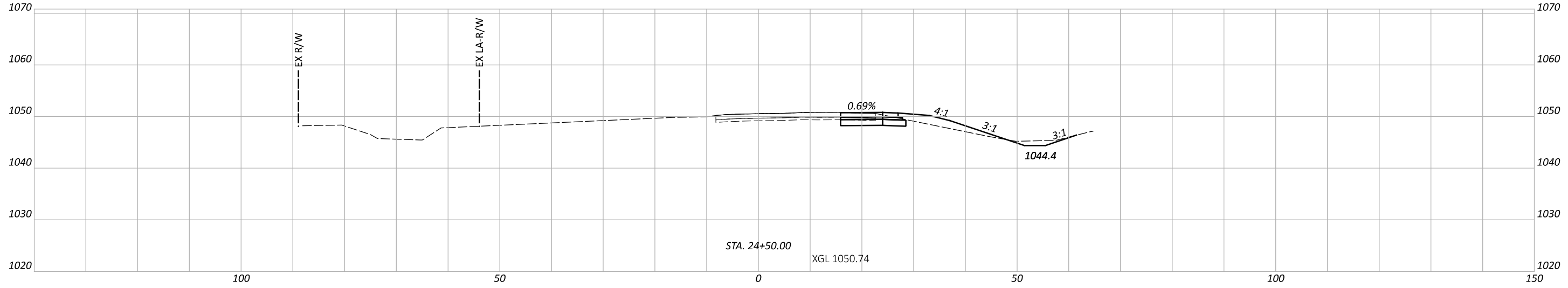


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Sheet Totals			TOTAL	
Seeding	Cut	Fill	SHEET	TOTAL
			P 58	79



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

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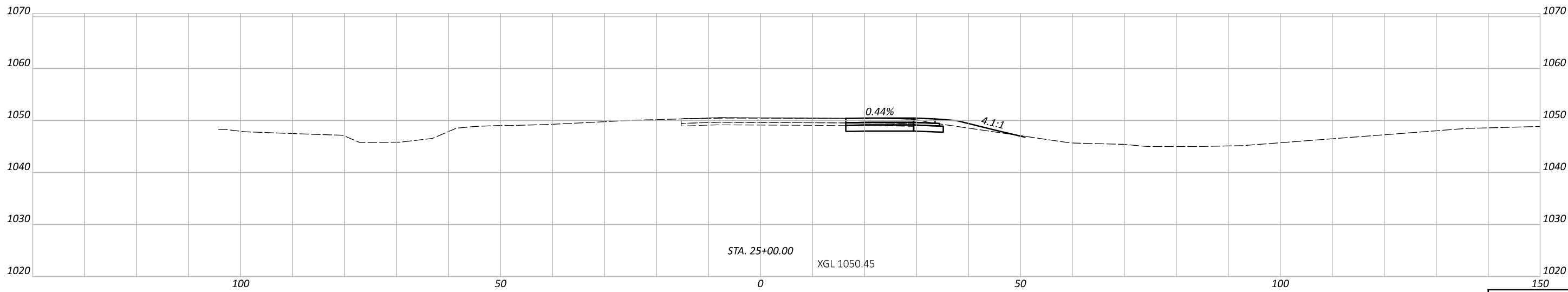
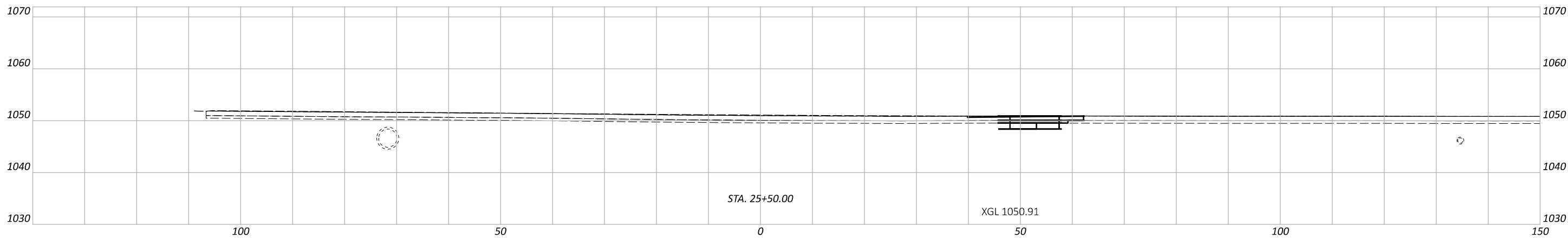


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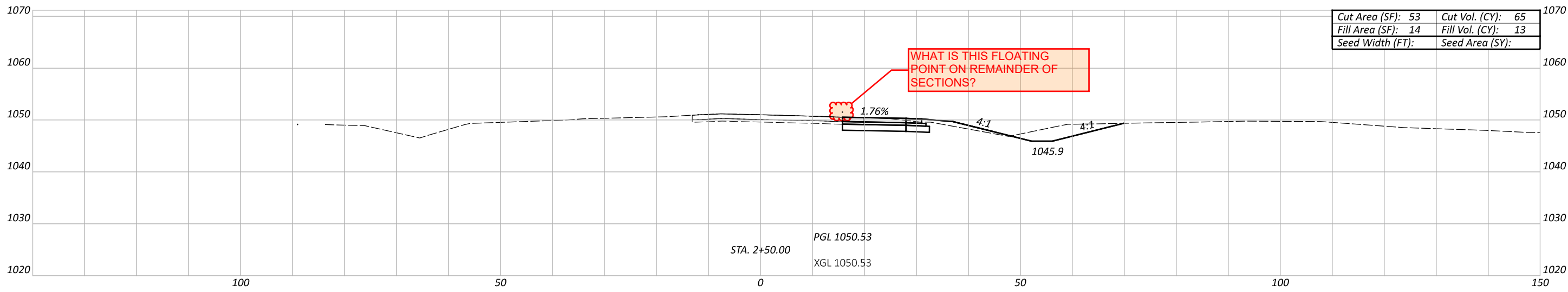
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Seeding	Cut	Fill	SHEET	TOTAL
			P 59	79



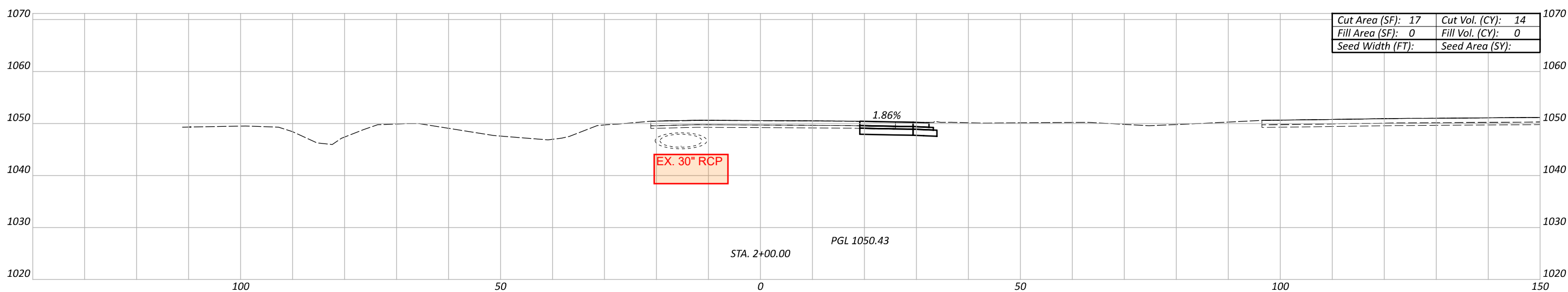
CROSS SECTIONS (BU 4) - I-71 RAMP A (RAMP NW)
 STA. 25+00 - STA. 25+50

DESIGN AGENCY	Palmer ENGINEERING
DESIGNER	RQ
REVIEWER	DPF
PROJECT ID	117955
SHEET	P 60
TOTAL	79

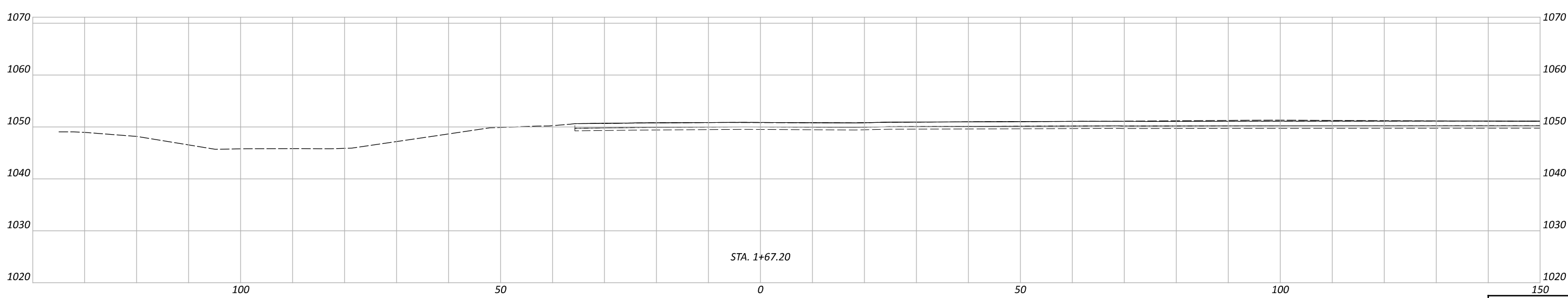
Sheet Totals		
Seeding	Cut	Fill



WHAT IS THIS FLOATING POINT ON REMAINDER OF SECTIONS?



EX. 30" RCP

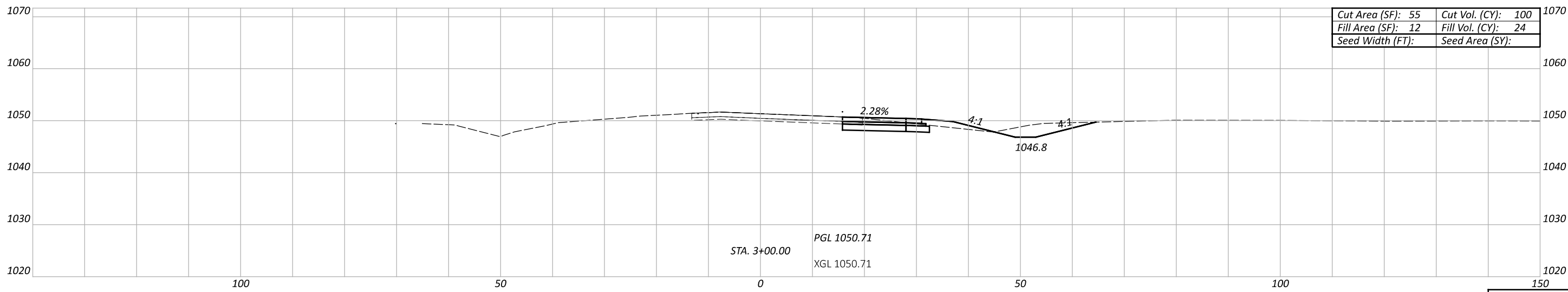
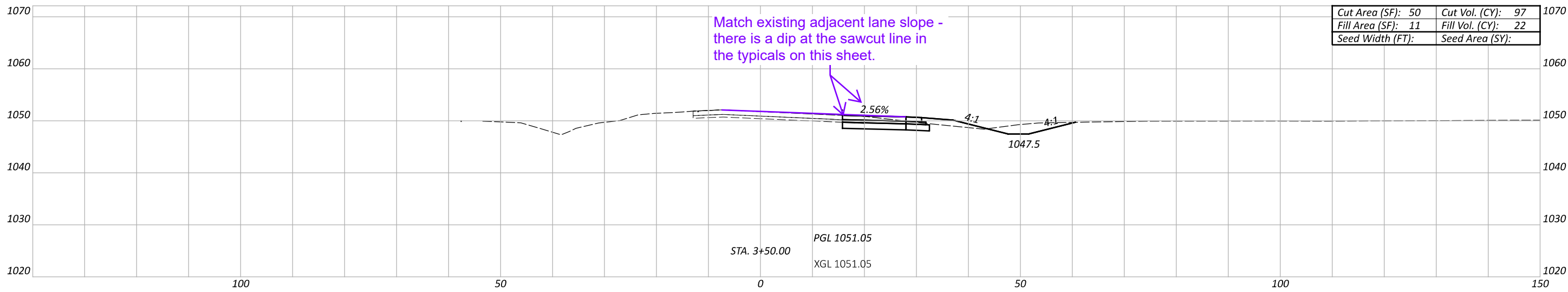
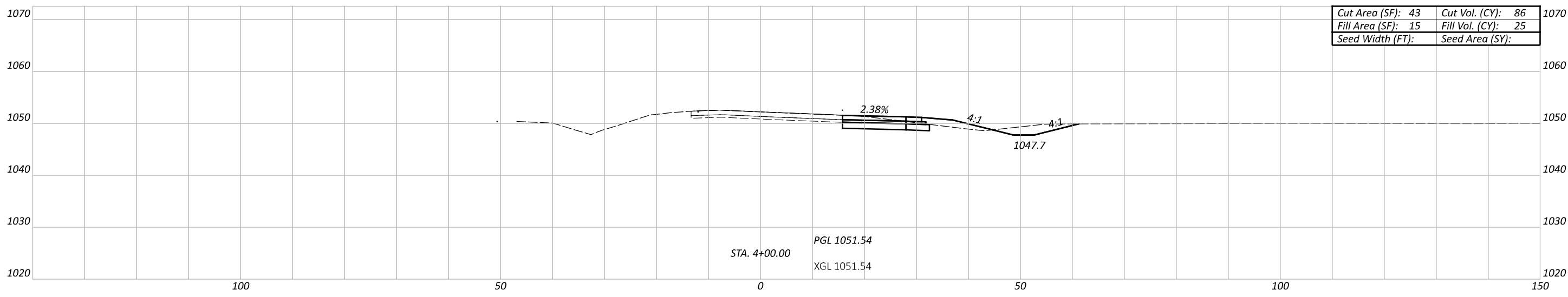


CROSS SECTIONS (BU 4) - I-71 RAMP B (RAMP EN)
 STA. 1+67.20 - STA. 2+50

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 PROJECT ID
 117955

Sheet Totals			TOTAL	
Seeding	Cut	Fill	SHEET	TOTAL
			P 61	79



Sheet Totals			117955
Seeding	Cut	Fill	TOTAL
P 62			79

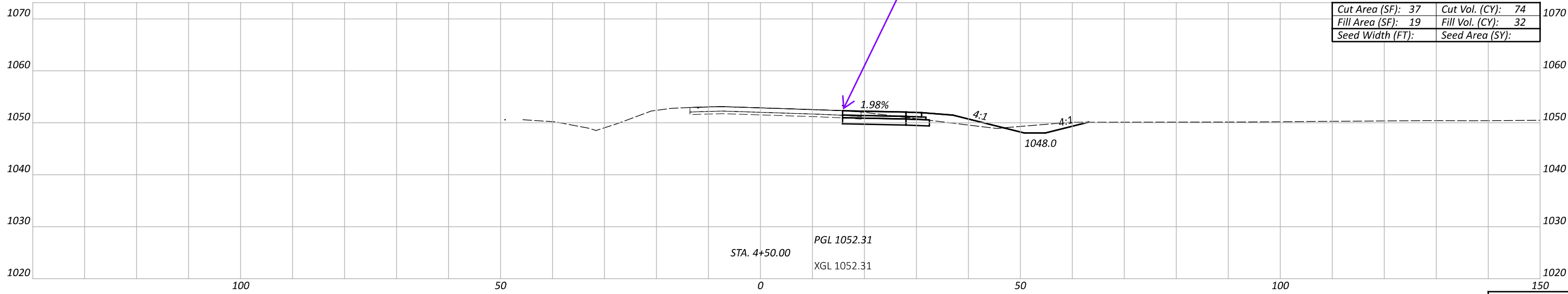
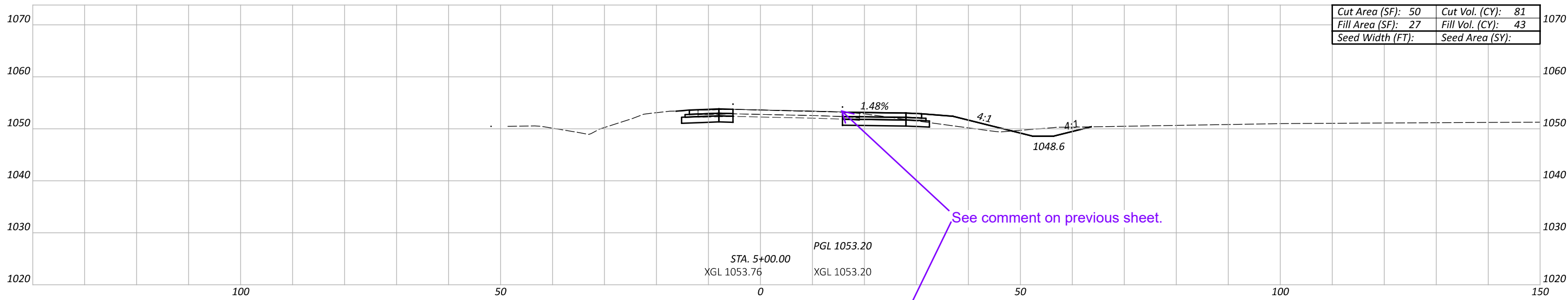
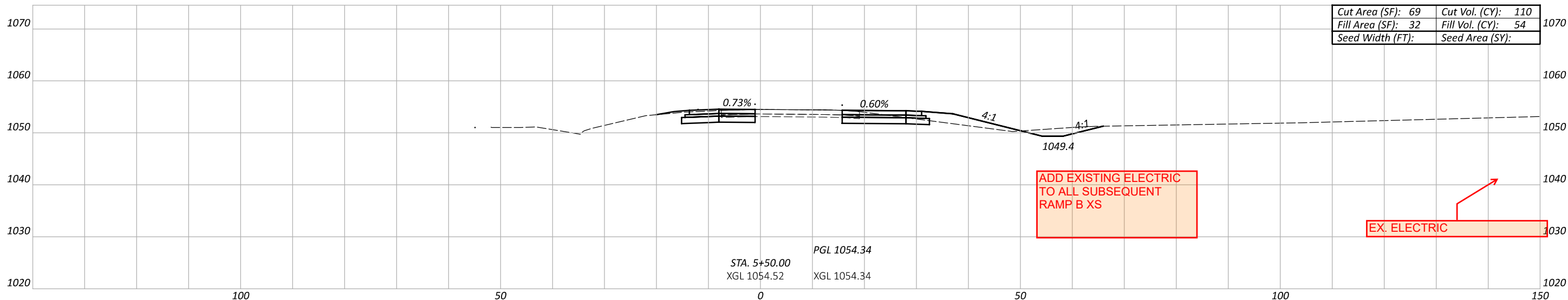
CROSS SECTIONS (BU 4) - I-71 RAMP B (RAMP EN)
 STA. 3+00 - STA. 4+00

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PROJECT ID
 117955



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

DESIGN AGENCY

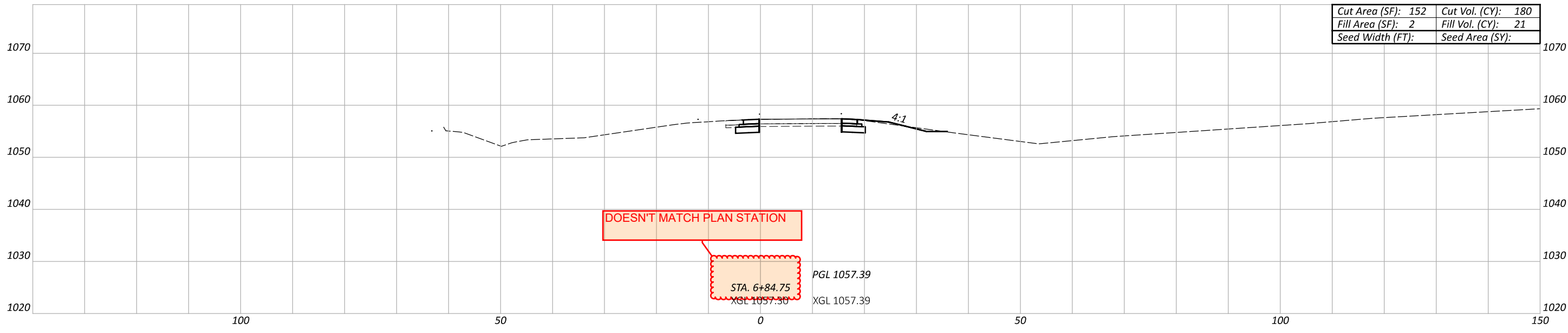
 8350 E. KEMPER RD.
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DESIGNER
 RQ

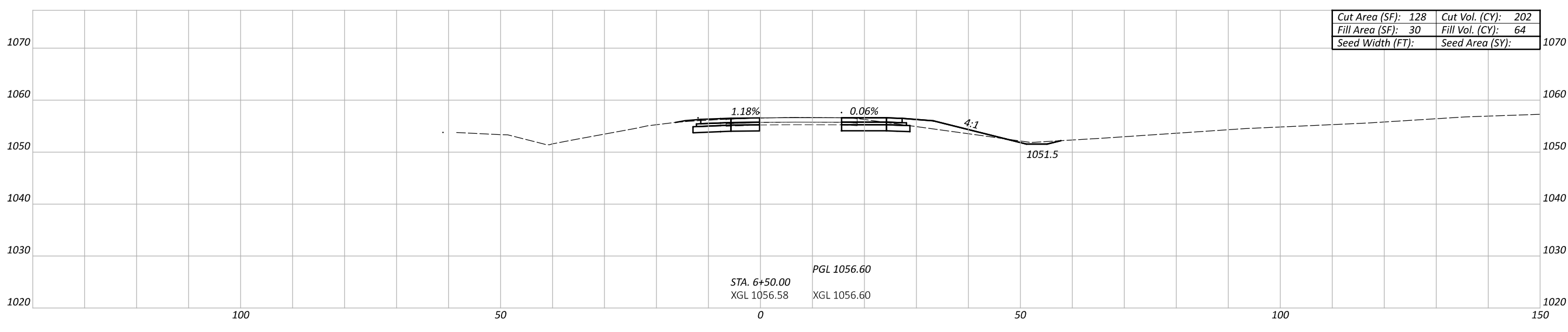
REVIEWER
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PROJECT ID
 117955

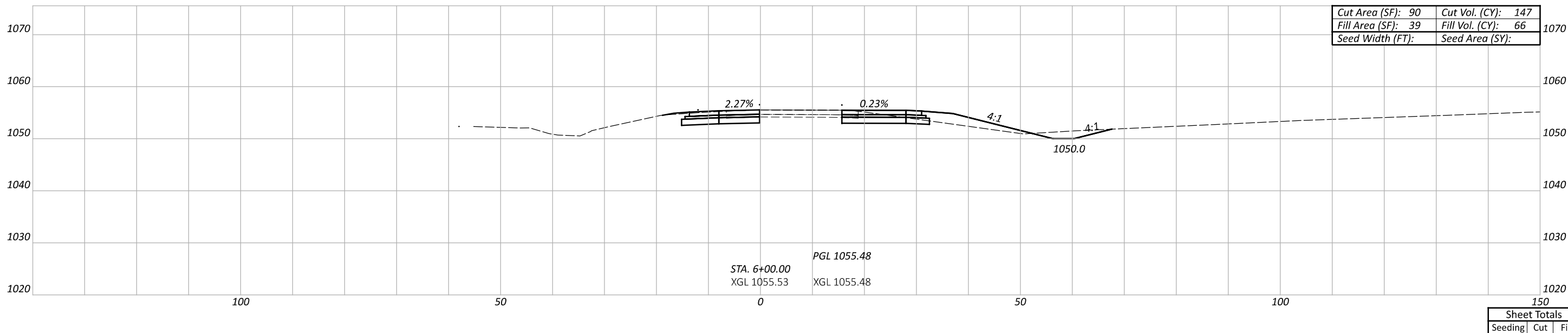
Sheet Totals			117955
Seeding	Cut	Fill	SHEET TOTAL
			P 63 79



Cut Area (SF):	152	Cut Vol. (CY):	180
Fill Area (SF):	2	Fill Vol. (CY):	21
Seed Width (FT):		Seed Area (SY):	



Cut Area (SF):	128	Cut Vol. (CY):	202
Fill Area (SF):	30	Fill Vol. (CY):	64
Seed Width (FT):		Seed Area (SY):	



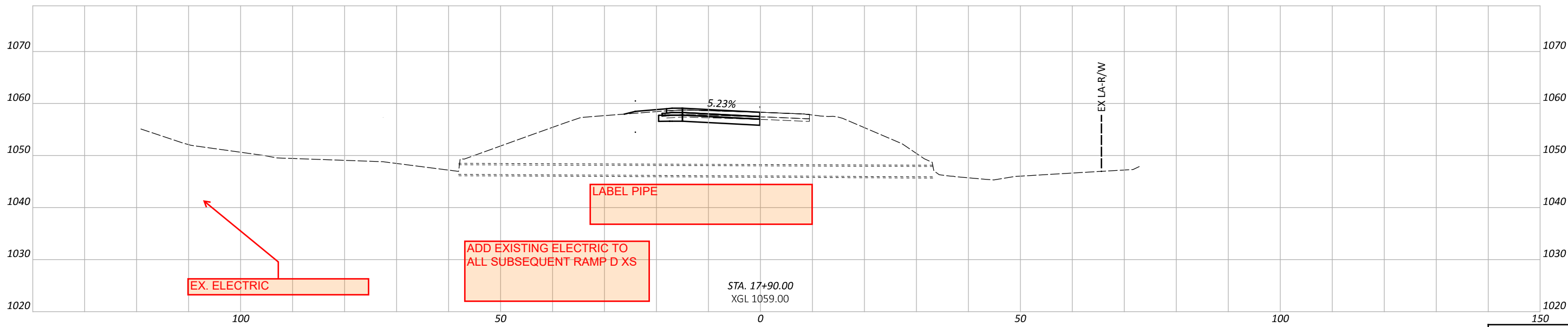
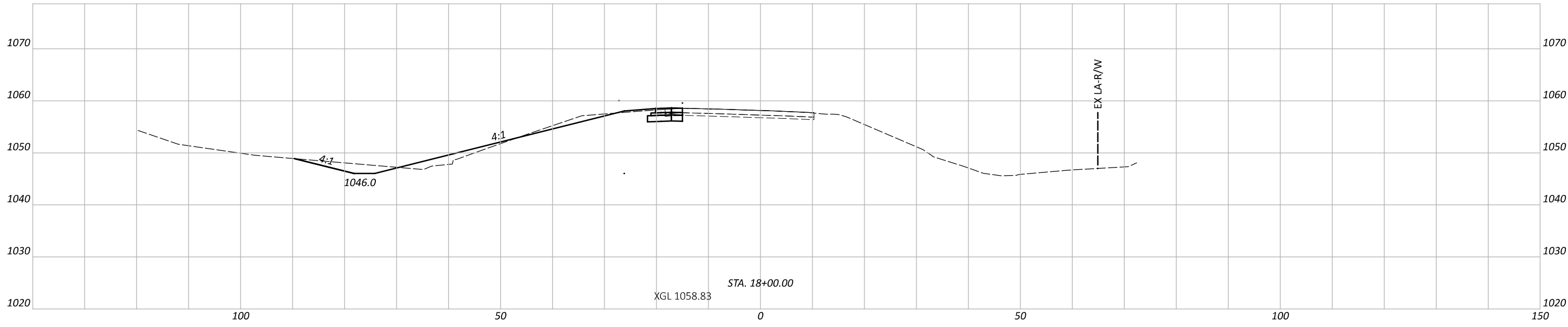
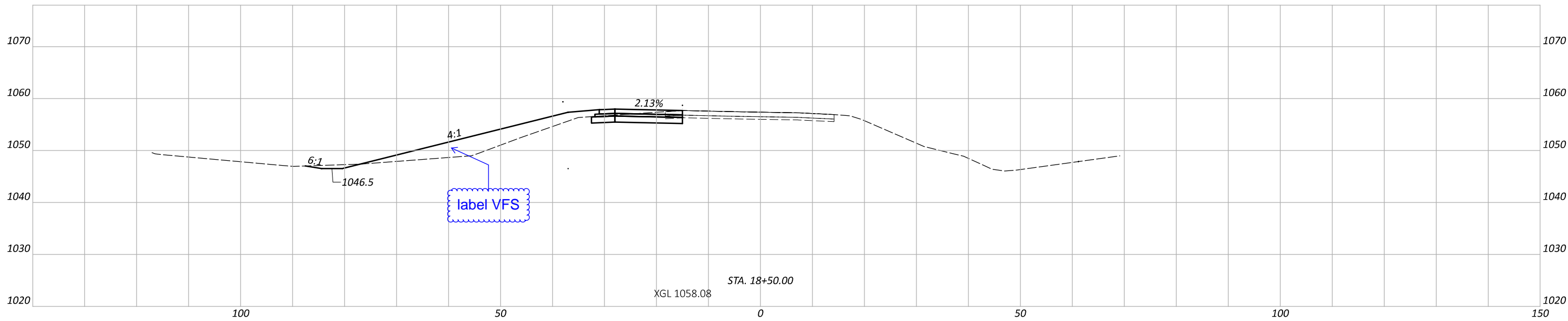
Cut Area (SF):	90	Cut Vol. (CY):	147
Fill Area (SF):	39	Fill Vol. (CY):	66
Seed Width (FT):		Seed Area (SY):	

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

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 PROJECT ID
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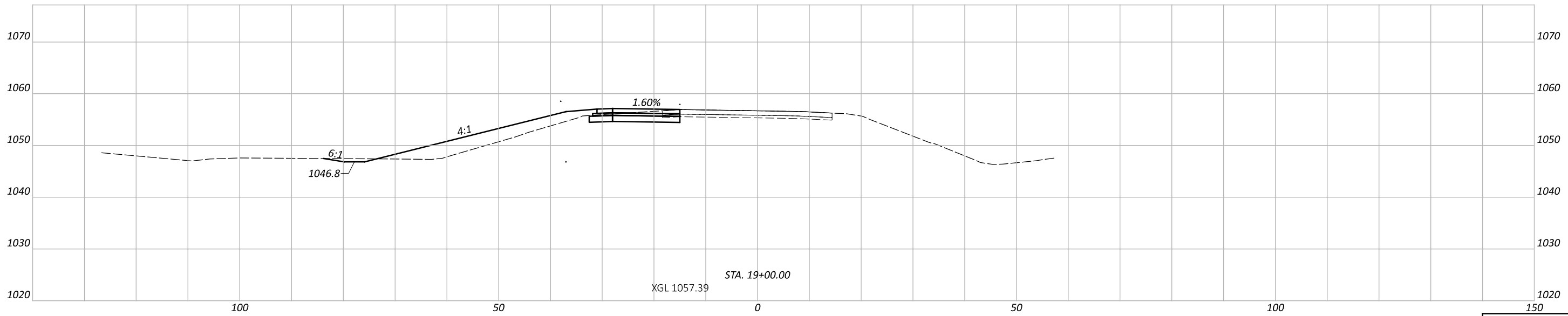
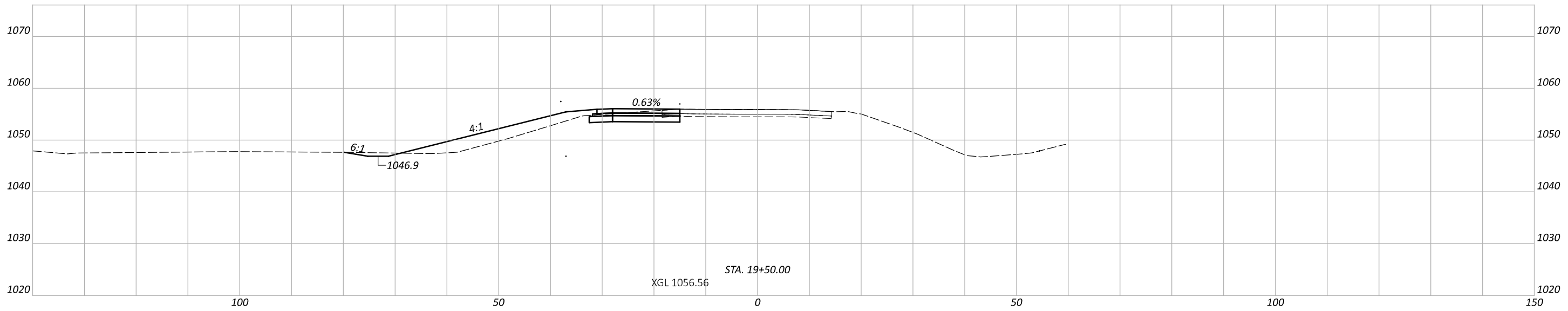
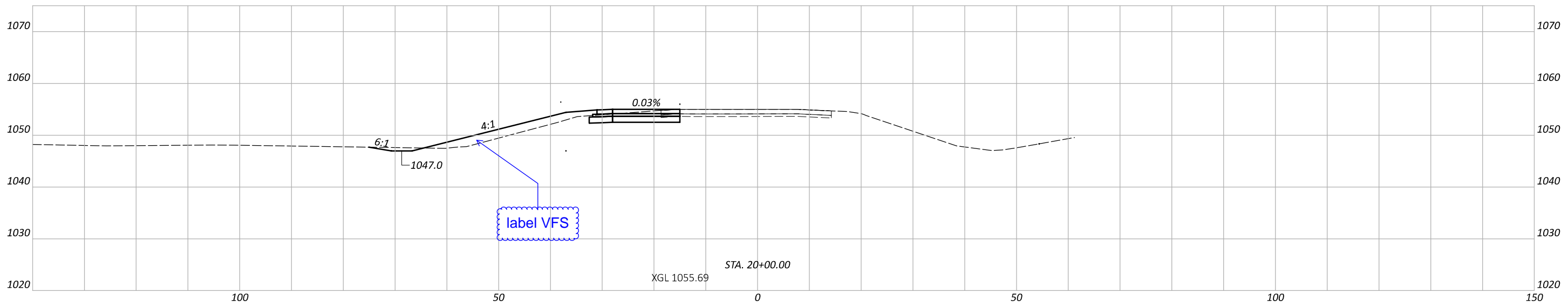
Sheet Totals			117955
Seeding	Cut	Fill	SHEET TOTAL
			P 64 79



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

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DESIGNER	
RQ	
REVIEWER	
DPF 01/12/24	
PROJECT ID	
117955	
SHEET TOTAL	
Seeding	TOTAL
P 65	79

Sheet Totals		
Seeding	Cut	Fill

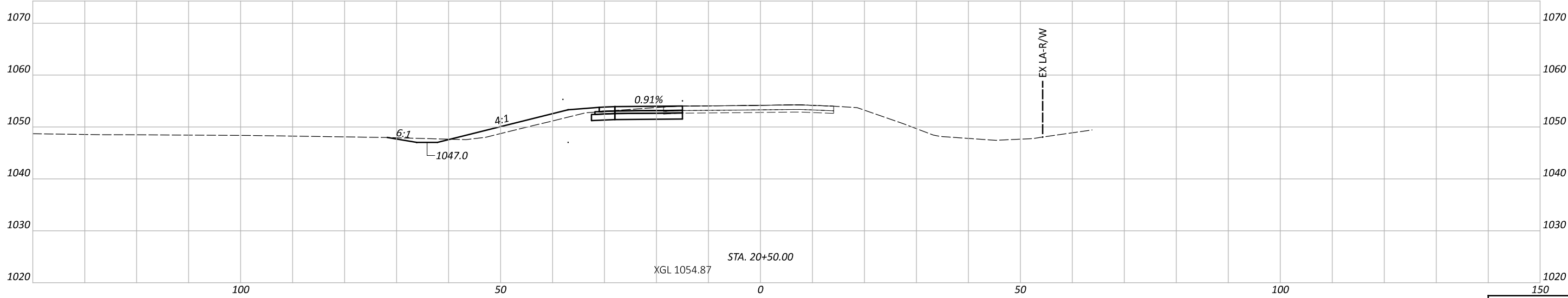
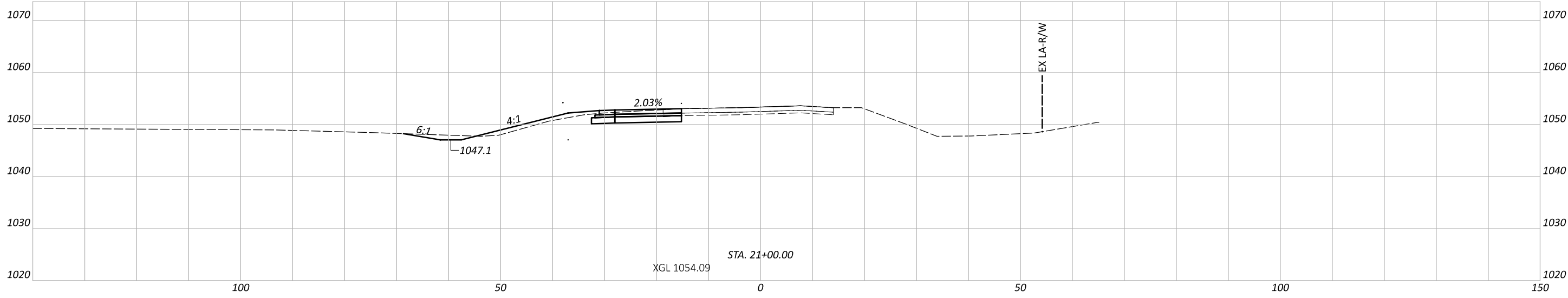
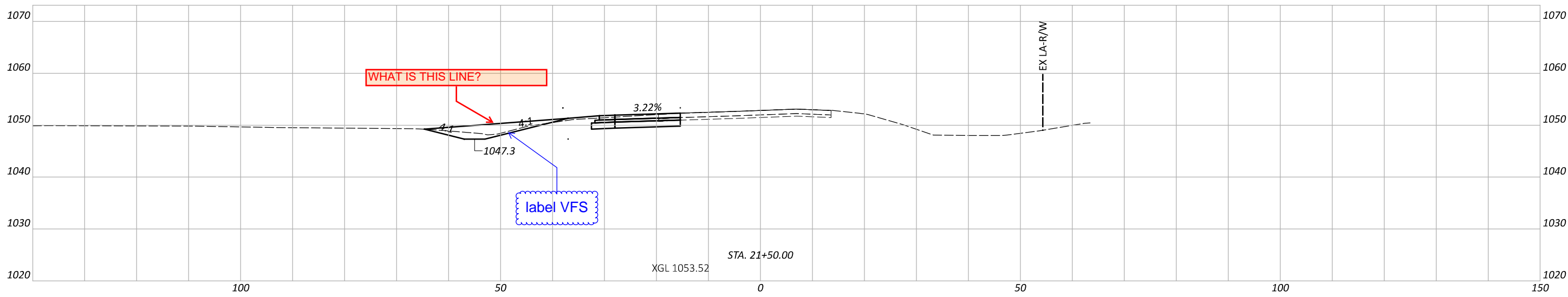


CROSS SECTIONS (BU 4) - I-71 RAMP D (RAMP WS)
 STA. 19+00 - STA. 20+00

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 PROJECT ID
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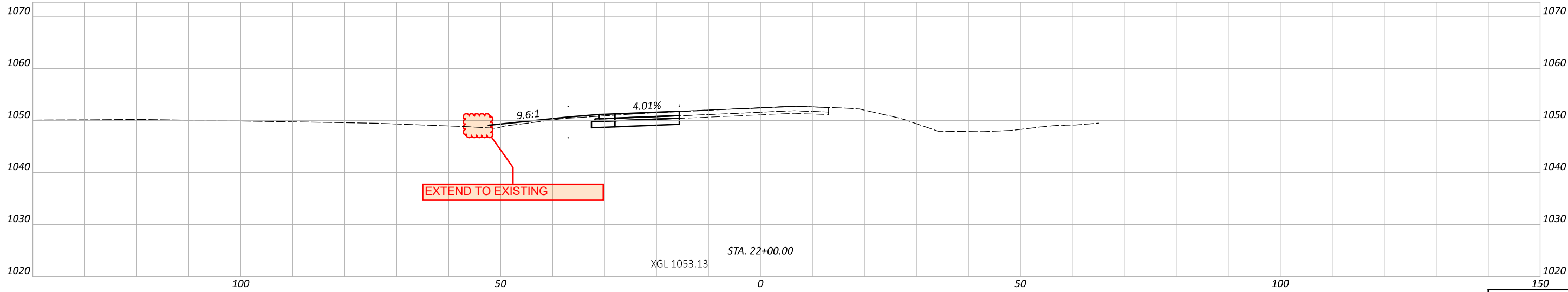
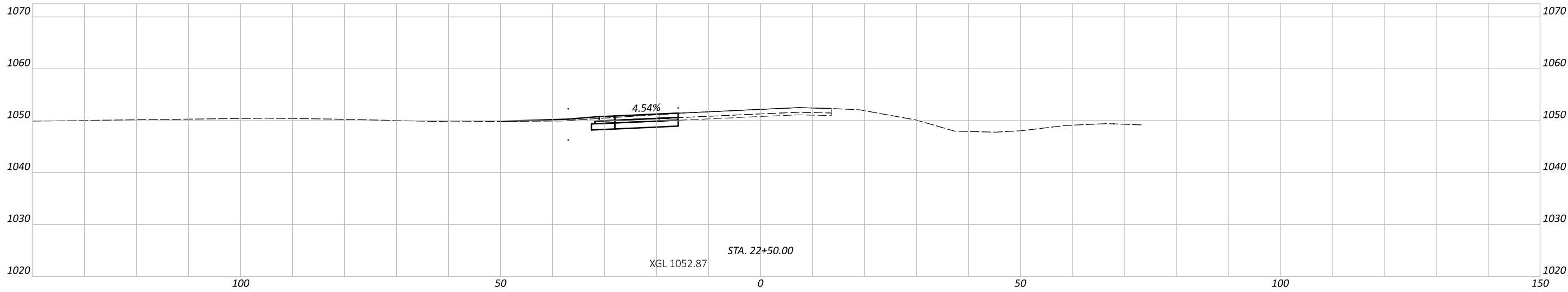
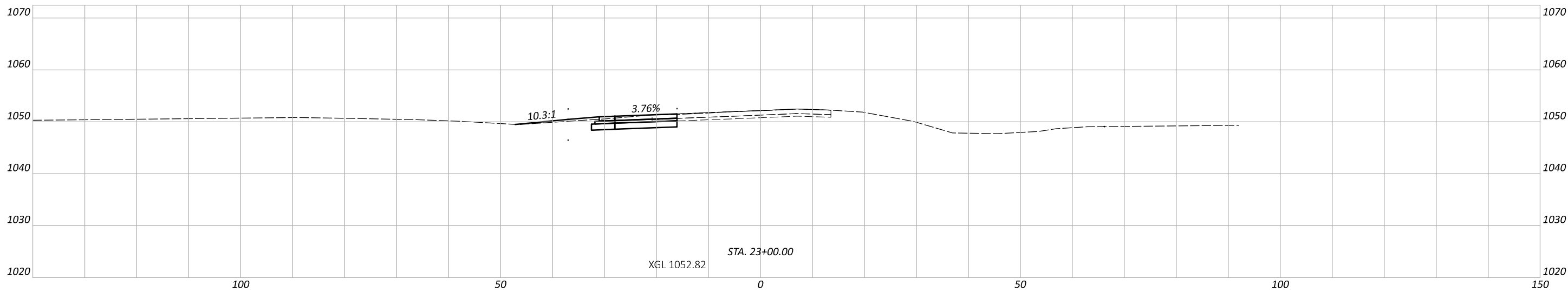
Sheet Totals			TOTAL	
Seeding	Cut	Fill	SHEET	TOTAL
			P 66	79



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

DESIGN AGENCY	Palmer ENGINEERING
DESIGNER	RQ
REVIEWER	DPF
PROJECT ID	117955
SHEET	P 67
TOTAL	79

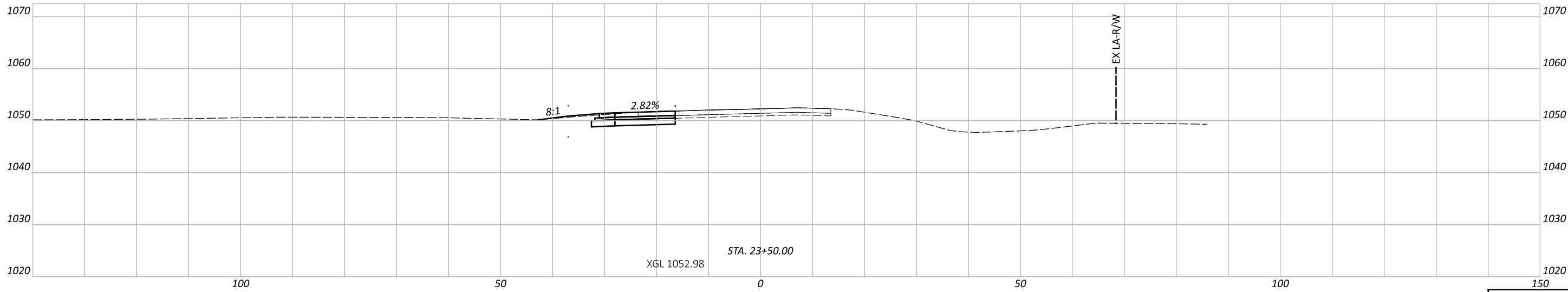
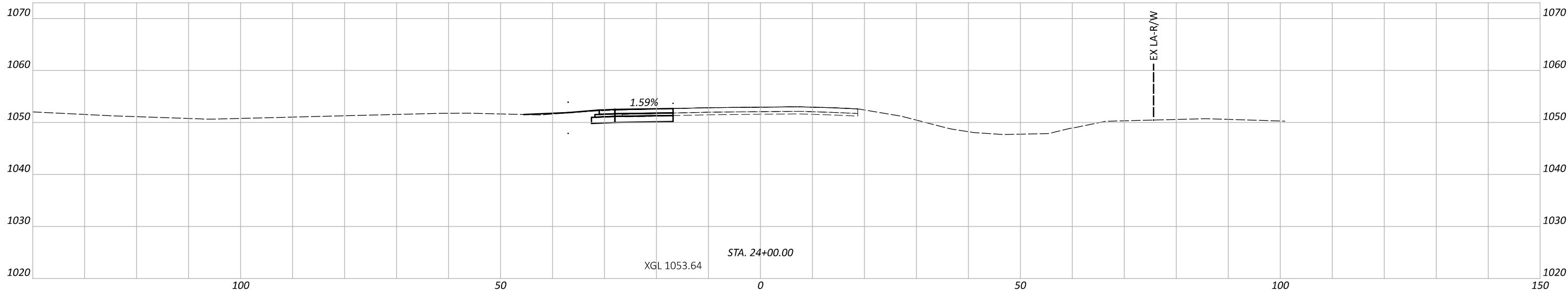
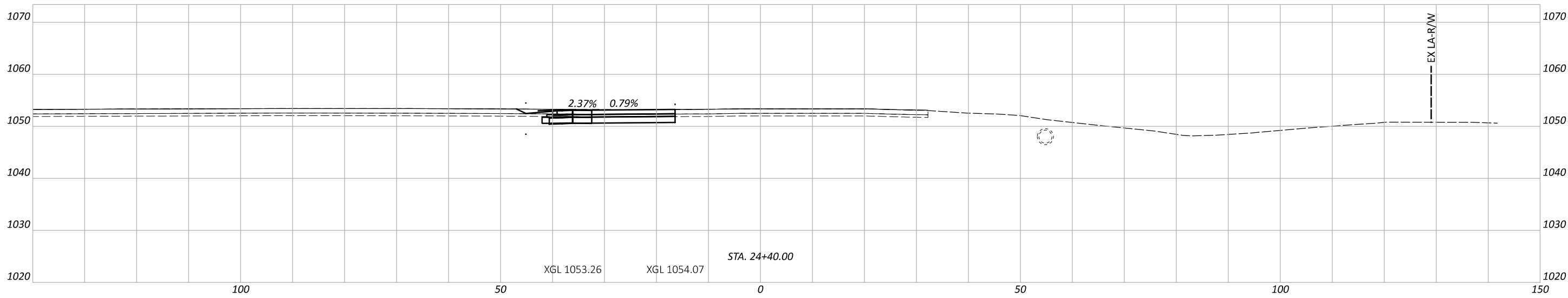
Sheet Totals		
Seeding	Cut	Fill



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

DESIGN AGENCY	Palmer ENGINEERING
DESIGNER	RQ
REVIEWER	DPF 01/12/24
PROJECT ID	117955
SHEET	P 68
TOTAL	79

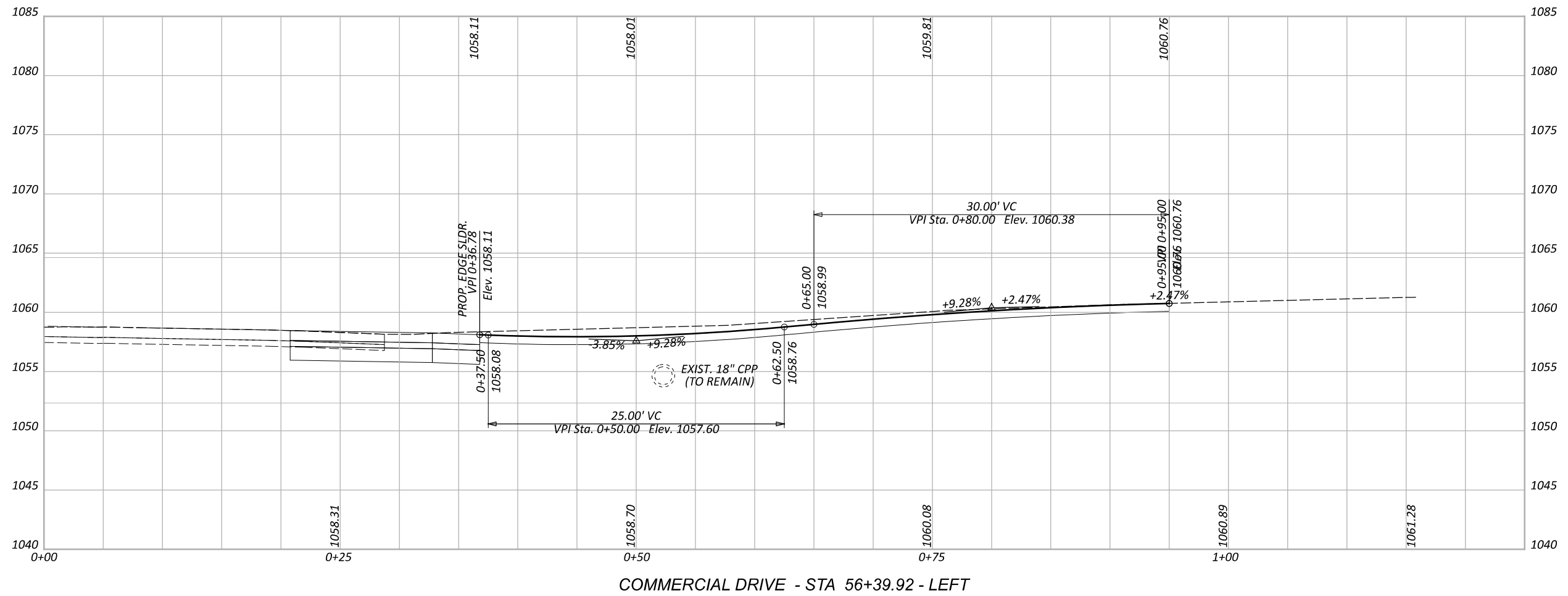
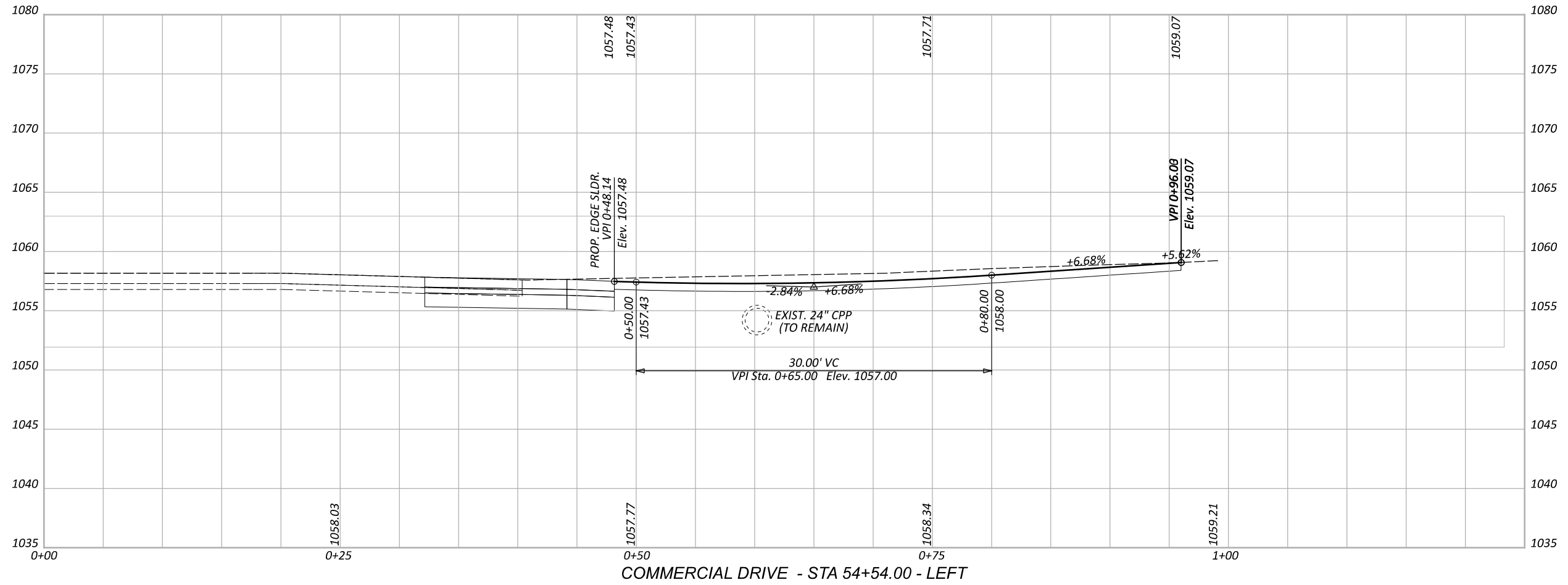
Sheet Totals		
Seeding	Cut	Fill



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

DESIGN AGENCY	Palmer ENGINEERING
DESIGNER	RQ
REVIEWER	DPF 01/12/24
PROJECT ID	117955
SHEET	P 69
TOTAL	79

Sheet Totals		
Seeding	Cut	Fill



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

DESIGN AGENCY

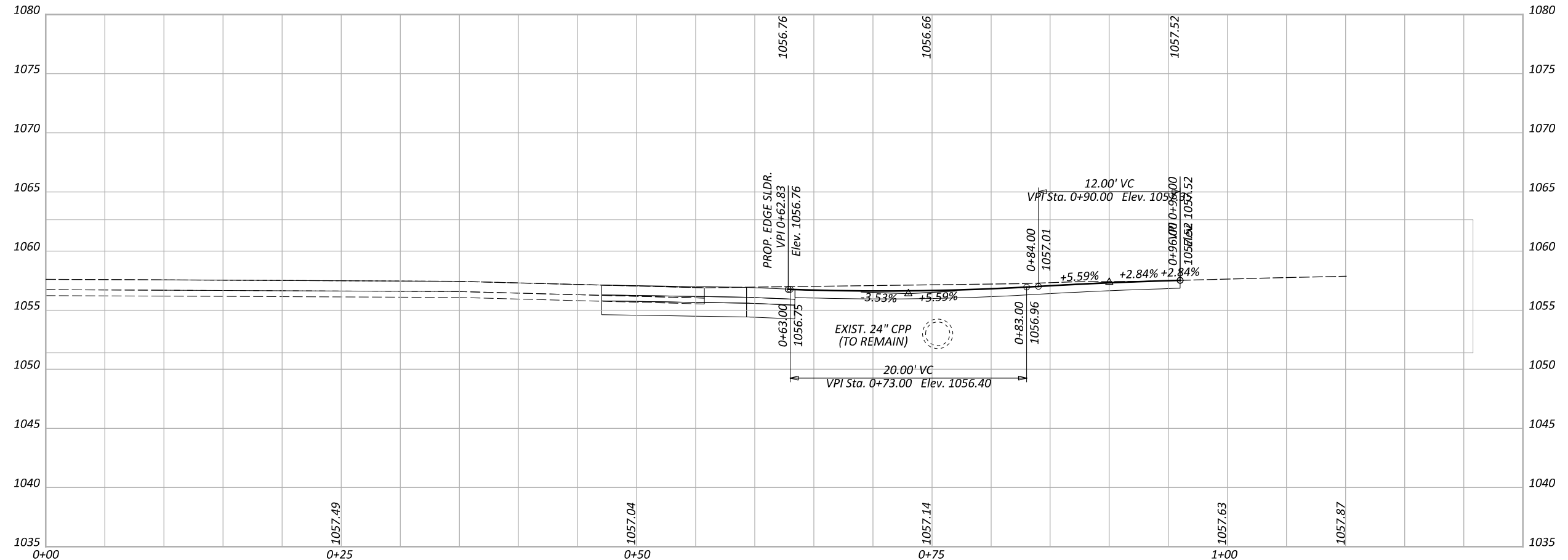


DESIGNER
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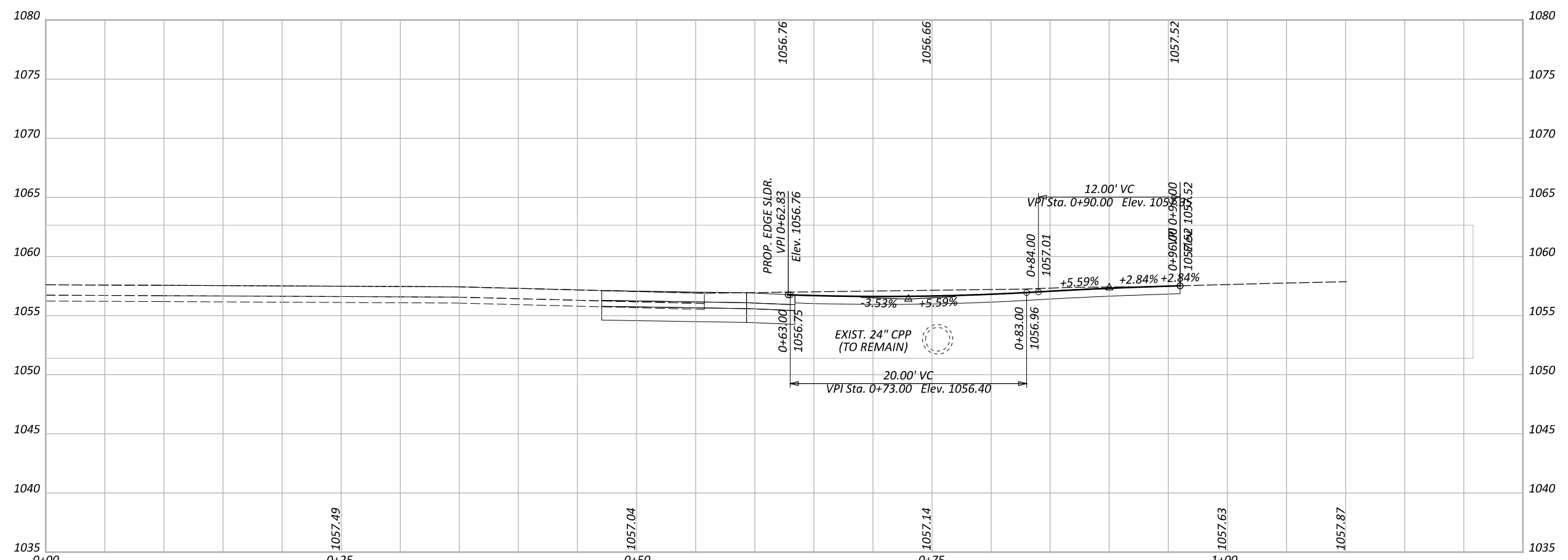
REVIEWER
 XXX 01/12/24

PROJECT ID
 117955

SHEET TOTAL
 P 70 79



COMMERCIAL DRIVE - STA 52+22.00 - LEFT

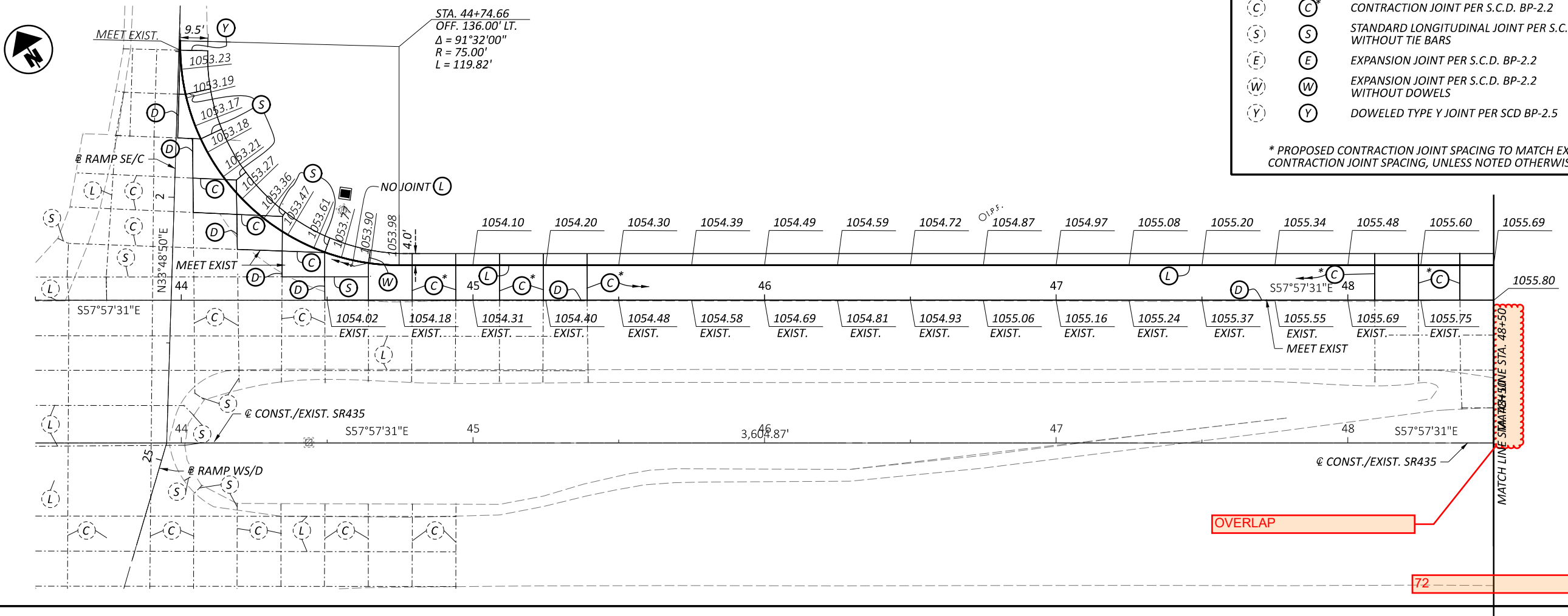
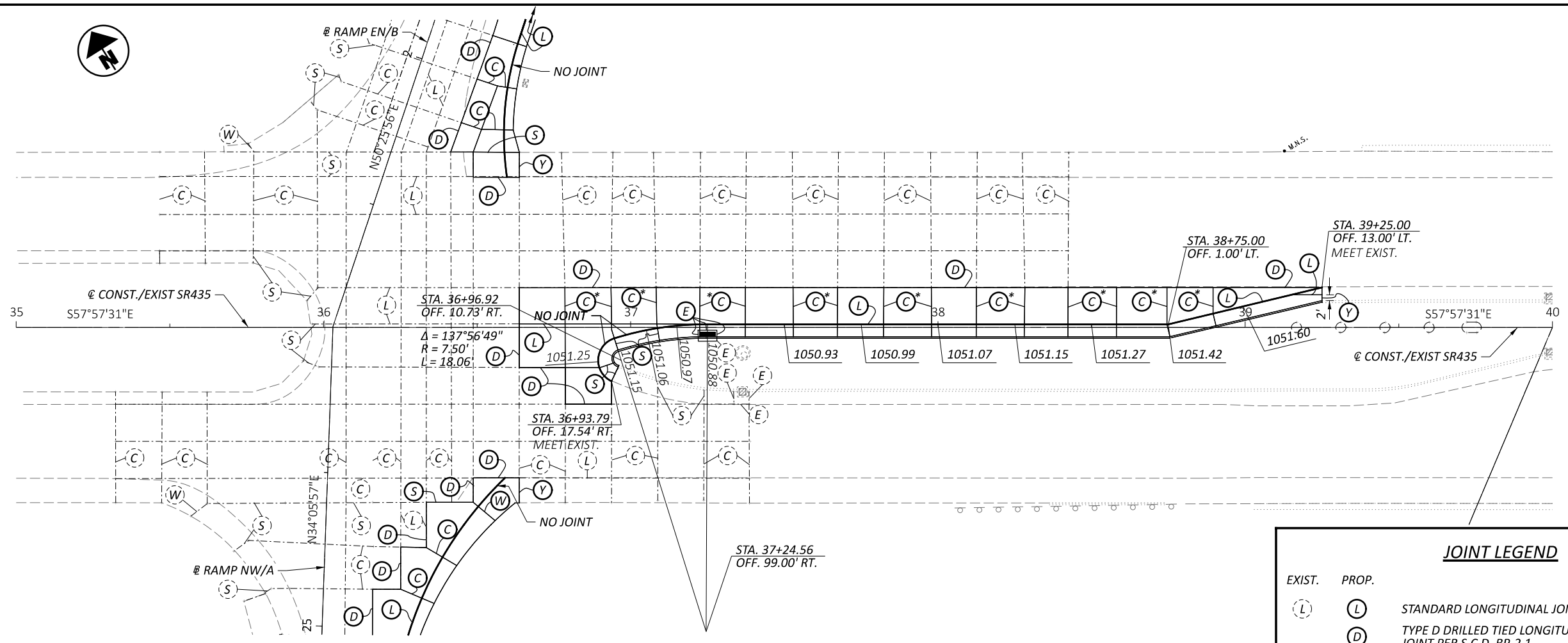


COMMERCIAL DRIVE - STA 52+98.00 - LEFT

71

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

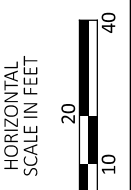
DESIGN AGENCY	Palmer ENGINEERING
DESIGNER	XXX
REVIEWER	XXX 01/12/24
PROJECT ID	117955
SHEET TOTAL	P 70 0



JOINT LEGEND

EXIST.	PROP.	DESCRIPTION
(L)	(L)	STANDARD LONGITUDINAL JOINT PER S.C.D. BP-2.1
(D)	(D)	TYPE D DRILLED TIED LONGITUDINAL JOINT PER S.C.D. BP-2.1
(C)	(C*)	CONTRACTION JOINT PER S.C.D. BP-2.2
(S)	(S)	STANDARD LONGITUDINAL JOINT PER S.C.D. BP-2.1 WITHOUT TIE BARS
(E)	(E)	EXPANSION JOINT PER S.C.D. BP-2.2
(W)	(W)	EXPANSION JOINT PER S.C.D. BP-2.2 WITHOUT DOWELS
(Y)	(Y)	DOWELED TYPE Y JOINT PER SCD BP-2.5

* PROPOSED CONTRACTION JOINT SPACING TO MATCH EXISTING CONTRACTION JOINT SPACING, UNLESS NOTED OTHERWISE



PAVEMENT AND INTERSECTION DETAILS
SR 435

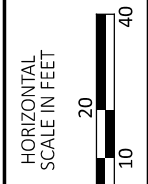
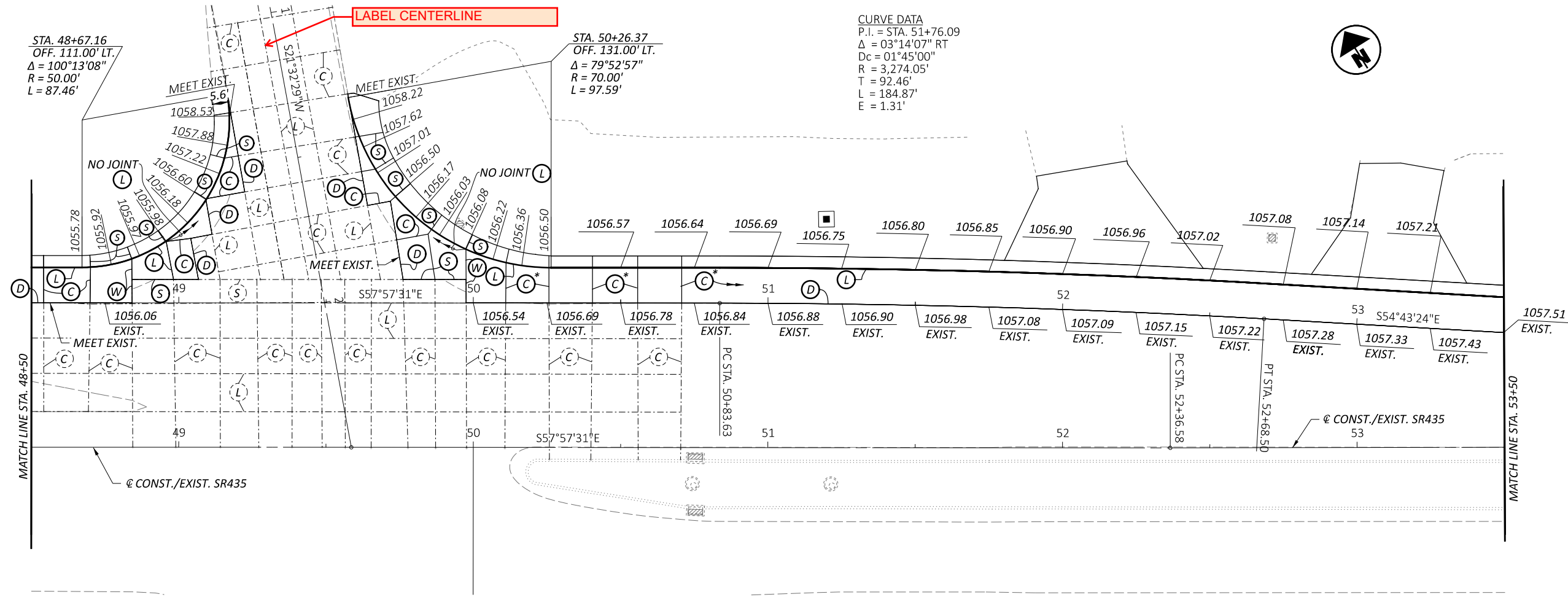
DESIGN AGENCY
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 8350 E. KEMPER RD.
 SUITE B
 CINCINNATI, OH 45249
 513-469-1600

DESIGNER
 DPF

REVIEWER
 DCJ 01/12/24

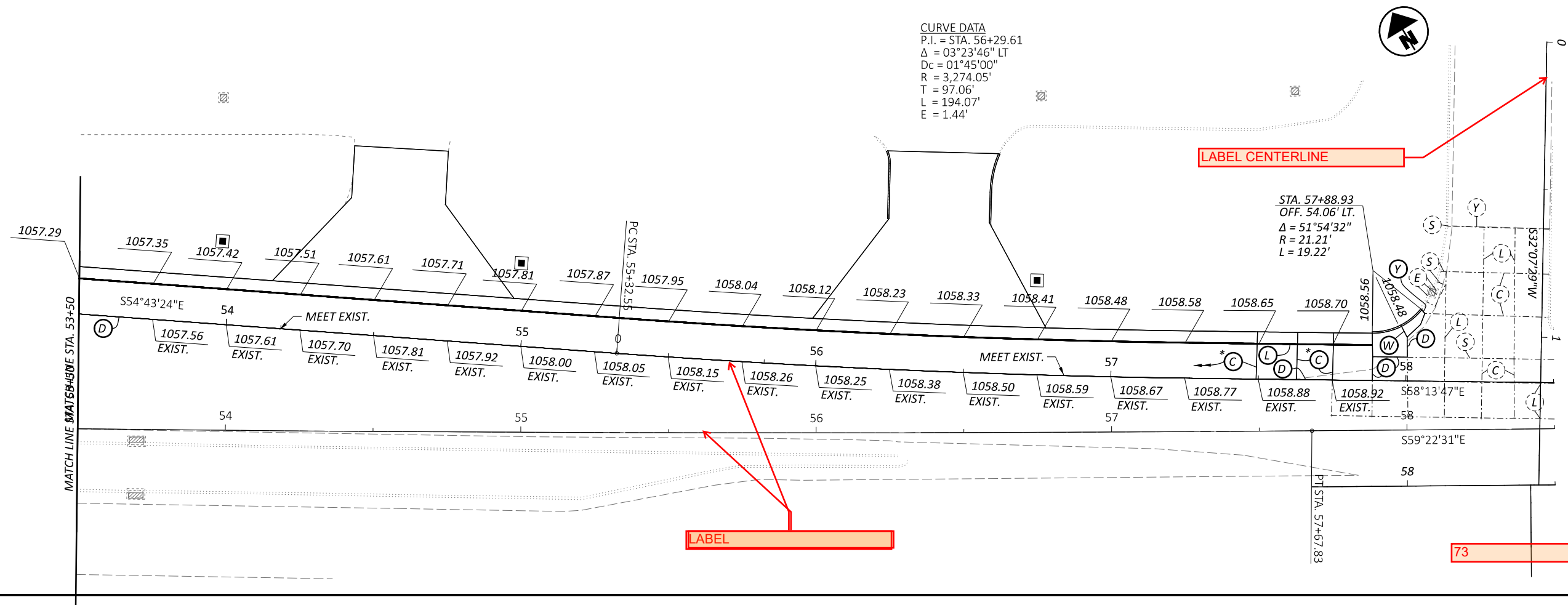
PROJECT ID
 117955

SHEET TOTAL
 P 73 79



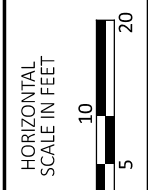
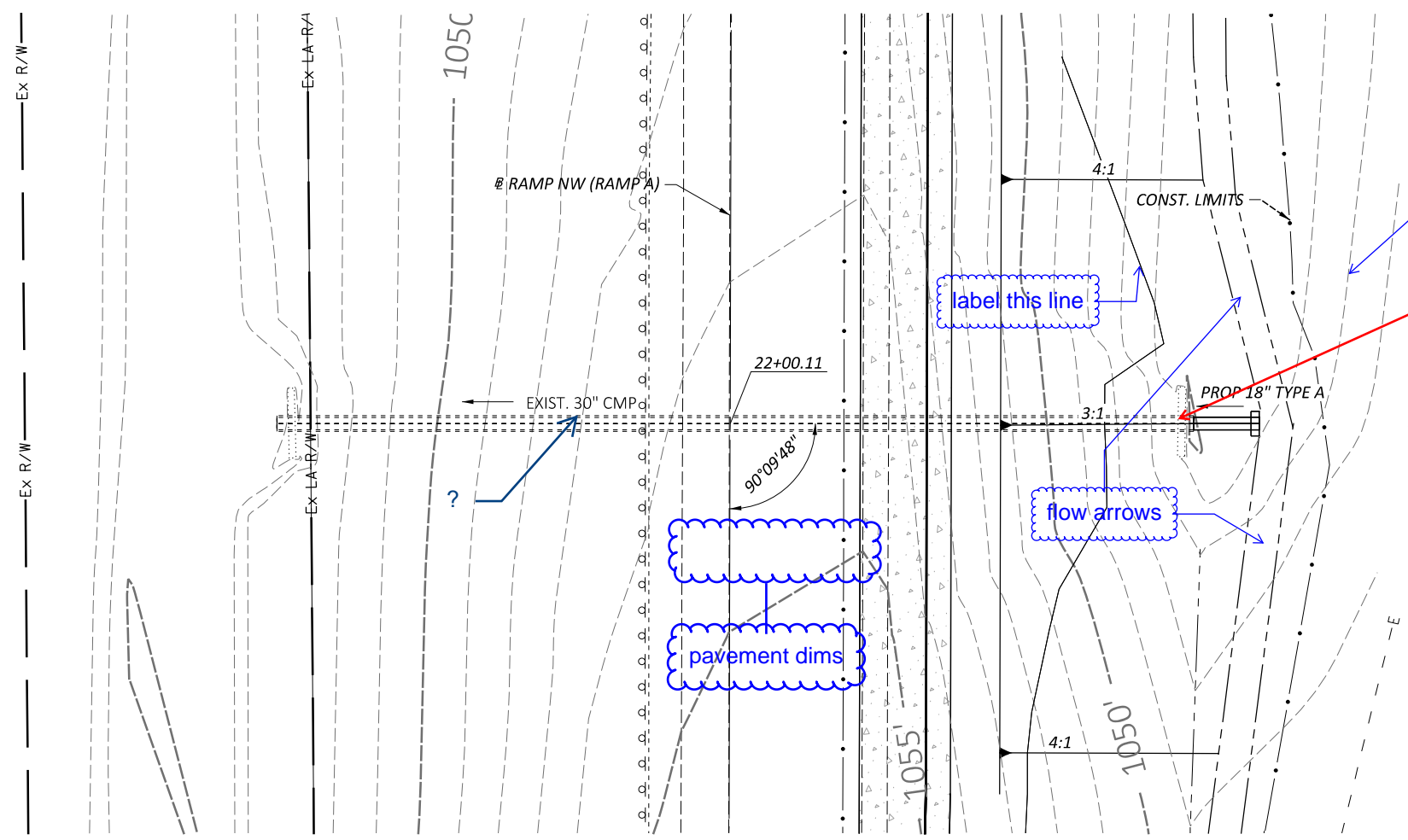
PAVEMENT AND INTERSECTION DETAILS
 SR 435

DESIGN AGENCY	Palmer ENGINEERING
8350 E. KEMPER RD. SUITE B CINCINNATI, OH 45249 513-469-1600	
DESIGNER	DPF
REVIEWER	DCJ
DATE	01/12/24
PROJECT ID	117955
SHEET TOTAL	79
PAGE	72



LABEL

73

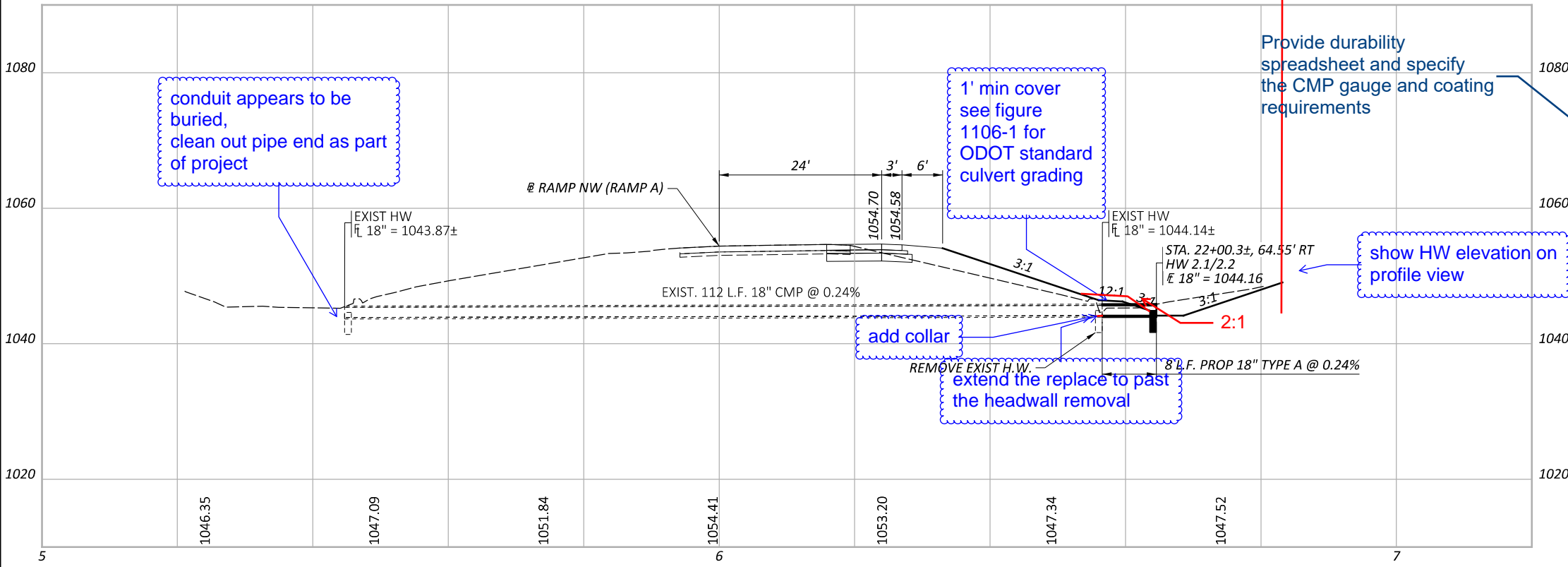


CULVERT PLAN AND PROFILE
 RAMP NW (RAMP A) STA. 22+00.11 (FAY-240111-0.067)

HYDRAULIC DATA		
DRAINAGE AREA =	3.6 ACRES	
Q (25) =	9.7 CFS	V (25) = 6.4 FT/S
Q (100) =	12.1 CFS	V (100) = 7.4 FT/S
ORDINARY HIGH WATER MARK:	1045.2	HW (25) = 1046.6 FT
DESIGN SERVICE LIFE:	75 YEARS	HW (100) = 1047.4 FT
ABRASION LEVEL:	NON-ABRASIVE	
pH:	7.5	

EXISTING STRUCTURE	
TYPE:	CORRUGATED METAL PIPE
SIZE:	18"
SKEW:	90° 09' 48" R.F.
ALIGNMENT:	TANGENT
DATE BUILT:	
CONDITION:	
CFN:	1983405

PROPOSED STRUCTURE	
TYPE:	18" TYPE A - EXTENSION
SKEW:	90° 09' 48" R.F. (EXIST.)
ALIGNMENT:	TANGENT
CFN:	1983405



DESIGN AGENCY

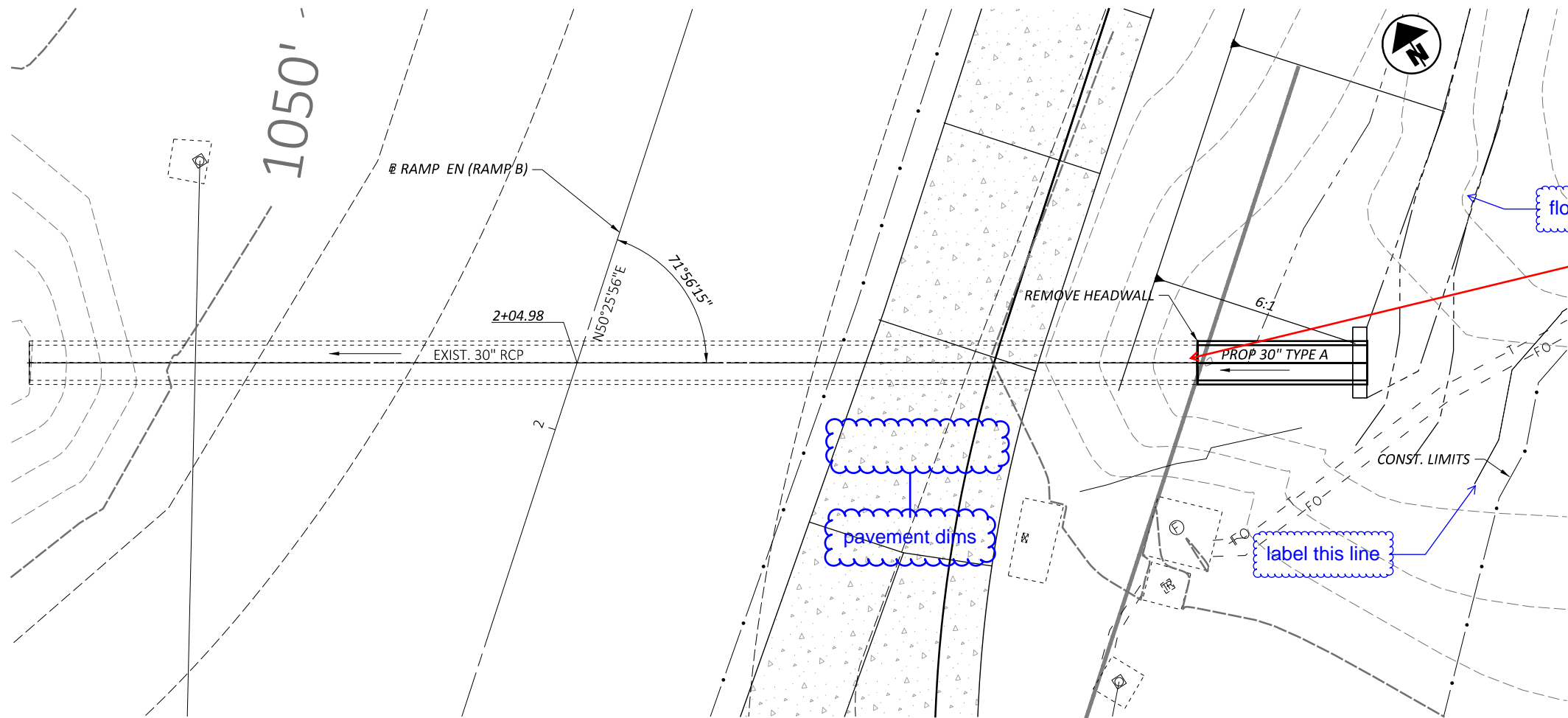
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REVIEWER
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PROJECT ID
 117955

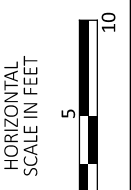
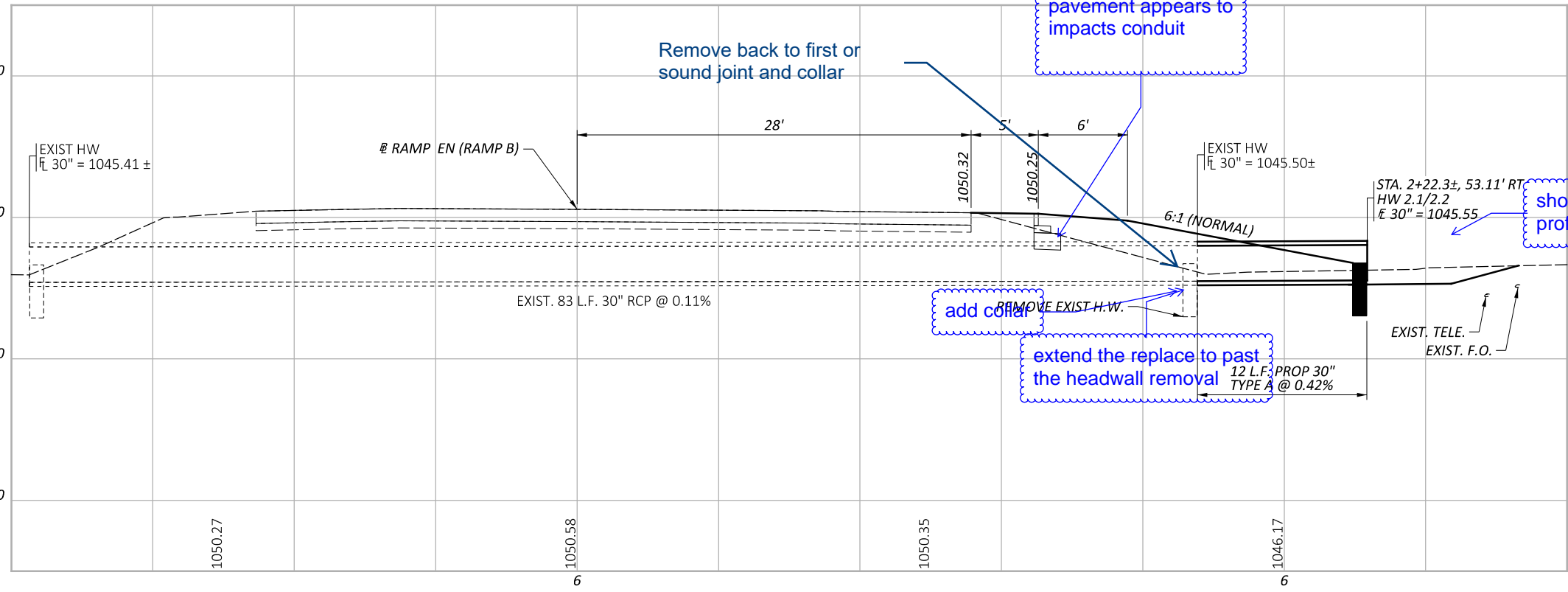
SUBSET	TOTAL
1	1
SHEET	TOTAL
P 77	79



HYDRAULIC DATA		
DRAINAGE AREA =	9.0 ACRES	
Q (25) =	21.1 CFS	V (25) = 6.1 FT/S
Q (100) =	30.2 CFS	V (100) = 7.6 FT/S
ORDINARY HIGH WATER MARK:	1047.11	
DESIGN SERVICE LIFE:	75 YEARS	
ABRASION LEVEL:	NON-ABRASIVE	
pH:	7.5	

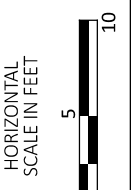
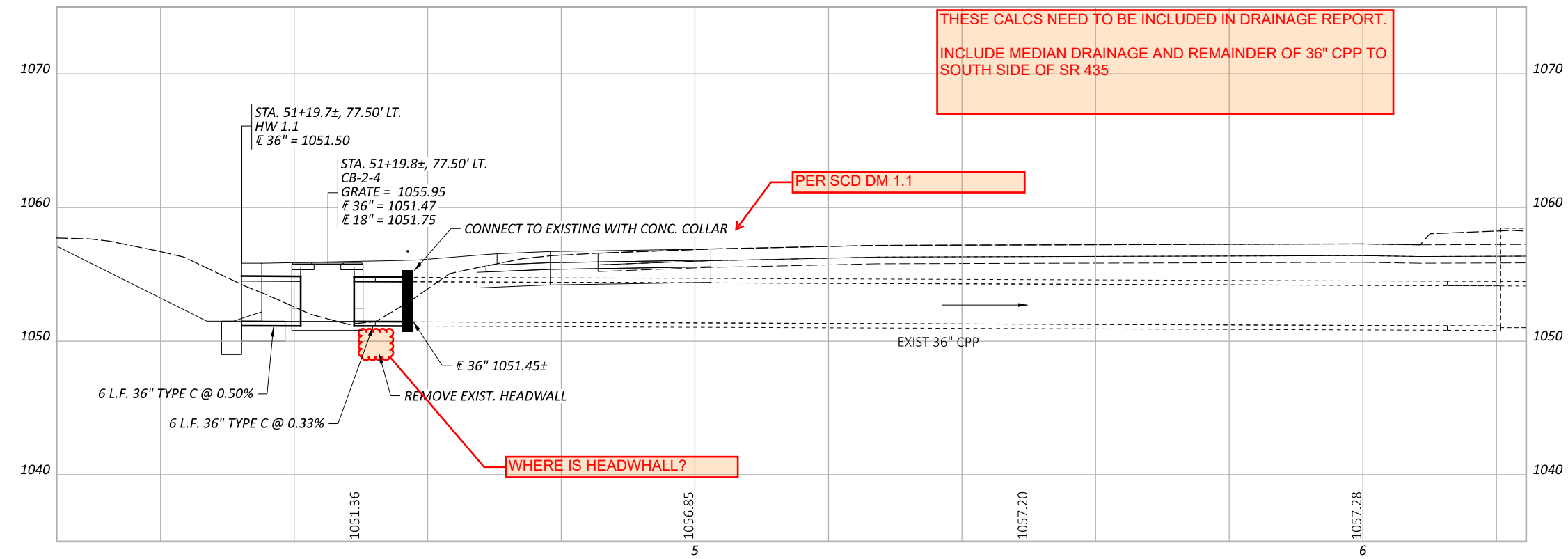
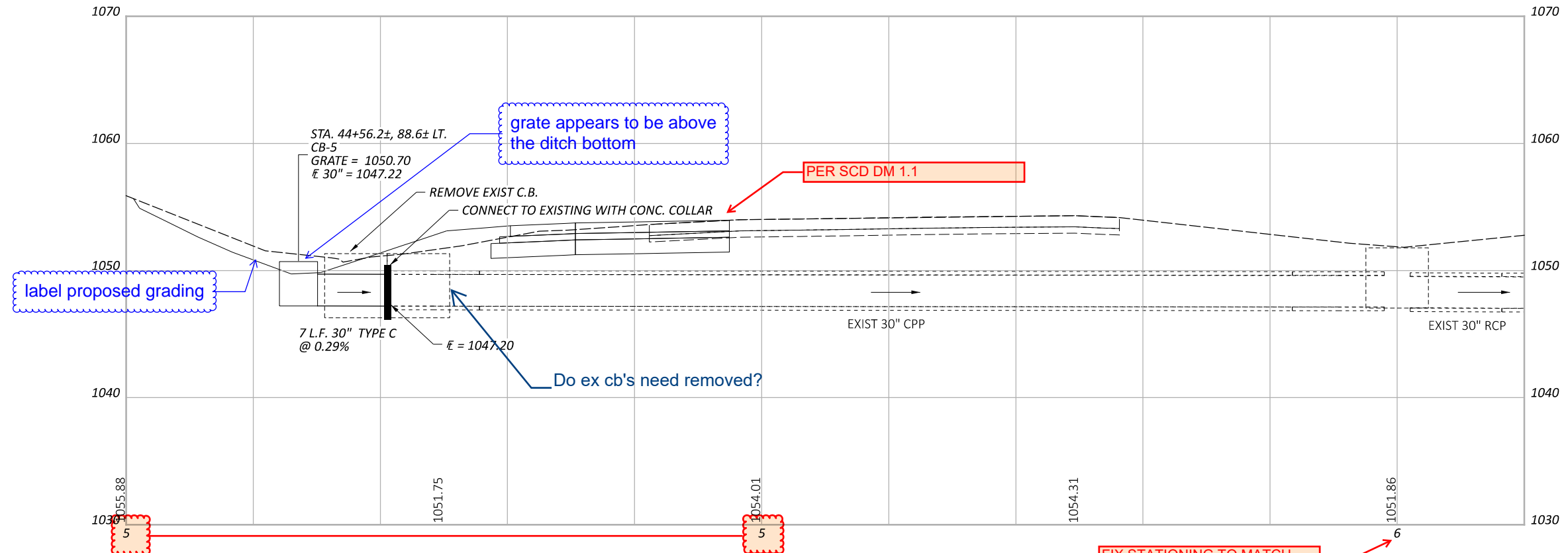
EXISTING STRUCTURE	
TYPE:	REINFORCED CONCRETE PIPE CULVERT
SIZE:	30"
SKEW:	71° 56' 15" RF
ALIGNMENT:	TANGENT
DATE BUILT:	2016
CONDITION:	GOOD
CFN:	1983401

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



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

DESIGN AGENCY	
8350 E. KEMPER RD. SUITE B CINCINNATI, OH 45249 513-469-1600	
DESIGNER	XXX
REVIEWER	XXX
DATE	01/12/24
PROJECT NO.	117955
SUBSET	TOTAL
1	1
SHEET	TOTAL
P 78	79



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

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DESIGNER
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 REVIEWER
 XXX 01/12/24

PROJECT ID		117955	
SUBSET	TOTAL	1	1
SHEET	TOTAL	P 79	79