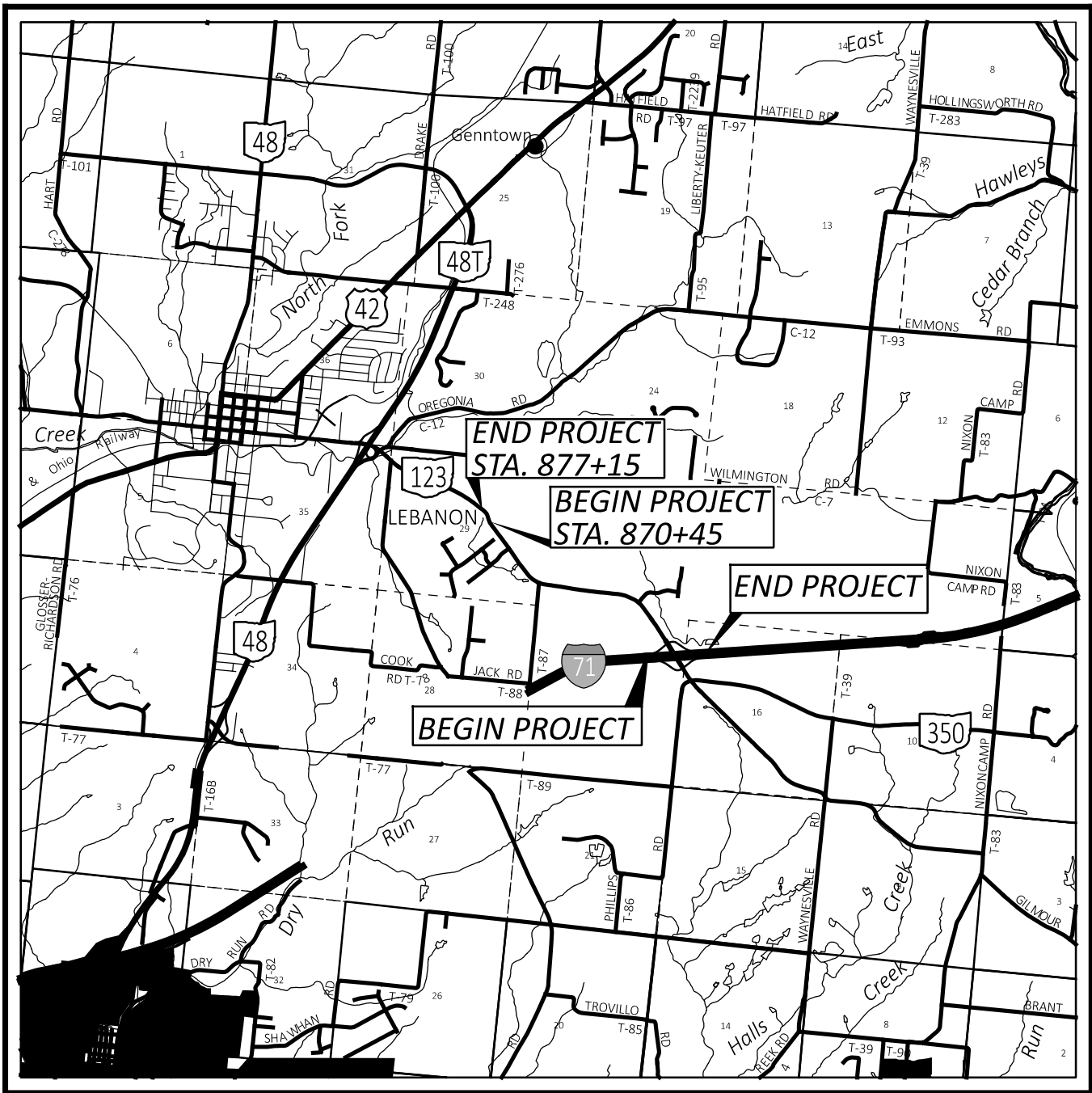




LOCATION MAP

SR-123: LATITUDE: 39°25'40" LONGITUDE: 84°10'45"
RAMPS: LATITUDE: 39°24'45" LONGITUDE: 84°09'10"



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

DESIGN DESIGNATION

	WAR 123 16.79-16.85	RAMP A	RAMP B	RAMP C	RAMP D
CURRENT ADT (2026)	9,200	3,200	2,600	3,600	3,100
DESIGN YEAR ADT (2046)	10,000	3,200	2,900	4,400	3,400
DESIGN HOURLY VOLUME (2046)	1,100	600	300	550	350
DIRECTIONAL DISTRIBUTION	0.59	1.00	1.00	1.00	1.00
TRUCKS (24 HOUR B&C)	7%	17%	20%	14%	23%
DESIGN SPEED	45 MPH	60 MPH	60 MPH	60 MPH	60 MPH
LEGAL SPEED	45 MPH	55 MPH	55 MPH	55 MPH	55 MPH
DESIGN FUNCTIONAL CLASSIFICATION:	05- MAJOR COLLECTOR (URBAN)		01- INTERSTATE (RURAL)		
NHS PROJECT	NO	YES	YES	YES	YES

DESIGN EXCEPTIONS

NONE REQUIRED

ADA DESIGN WAIVERS

NONE REQUIRED

UNDERGROUND UTILITIES

Contact Two Working Days
Before You Dig


Before You Dig

OHIO 811, 8-1-1, or 1-800-362-2764
(Non members must be called directly)

PLAN PREPARED BY:
FISHBECK
1 E. CAMPUSVIEW BLVD., SUITE 310
COLUMBUS, OH 43235

STATE OF OHIO
DEPARTMENT OF TRANSPORTATION

WAR-123-16.79

TURTLE CREEK TOWNSHIP

WARREN COUNTY

INDEX OF SHEETS:

TITLE SHEET	P.1
SCHEMATIC PLAN	P.2
TYPICAL SECTIONS	P.3-P.4
GENERAL NOTES	P.5
MAINTENANCE OF TRAFFIC	P.6-P.10
GENERAL SUMMARY	P.11
PAVEMENT SUBSUMMARY	P.12
PLAN AND PROFILE	P.13-P.18
CROSS SECTIONS	P.19-P.24
SUPERELEVATION TABLE	P.25
TRAFFIC CONTROL	P.26-P.32

FEDERAL PROJECT NUMBER

RAILROAD INVOLVEMENT

NONE

PROJECT DESCRIPTION

THIS PROJECT WILL CORRECT IMPROPER SUPERELEVATION ON SR-123 BY MEANS OF FULL-DEPTH RECONSTRUCTION AND PAVEMENT RESURFACING. THE SECOND PART OF THIS PROJECT WILL CONSIST OF RESURFACING THE RAMPS AT THE SR-123/I-71 INTERCHANGE.

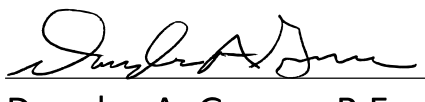
EARTH DISTURBED AREAS

PROJECT EARTH DISTURBED AREA:	0.75 ACRES
ESTIMATED CONTRACTOR EARTH DISTURBED AREA:	0.125 ACRES
NOTICE OF INTENT EARTH DISTURBED AREA:	N/A (NOI NOT REQUIRED)

2023 SPECIFICATIONS

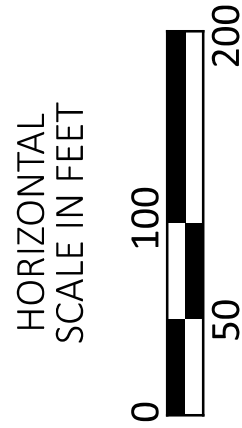
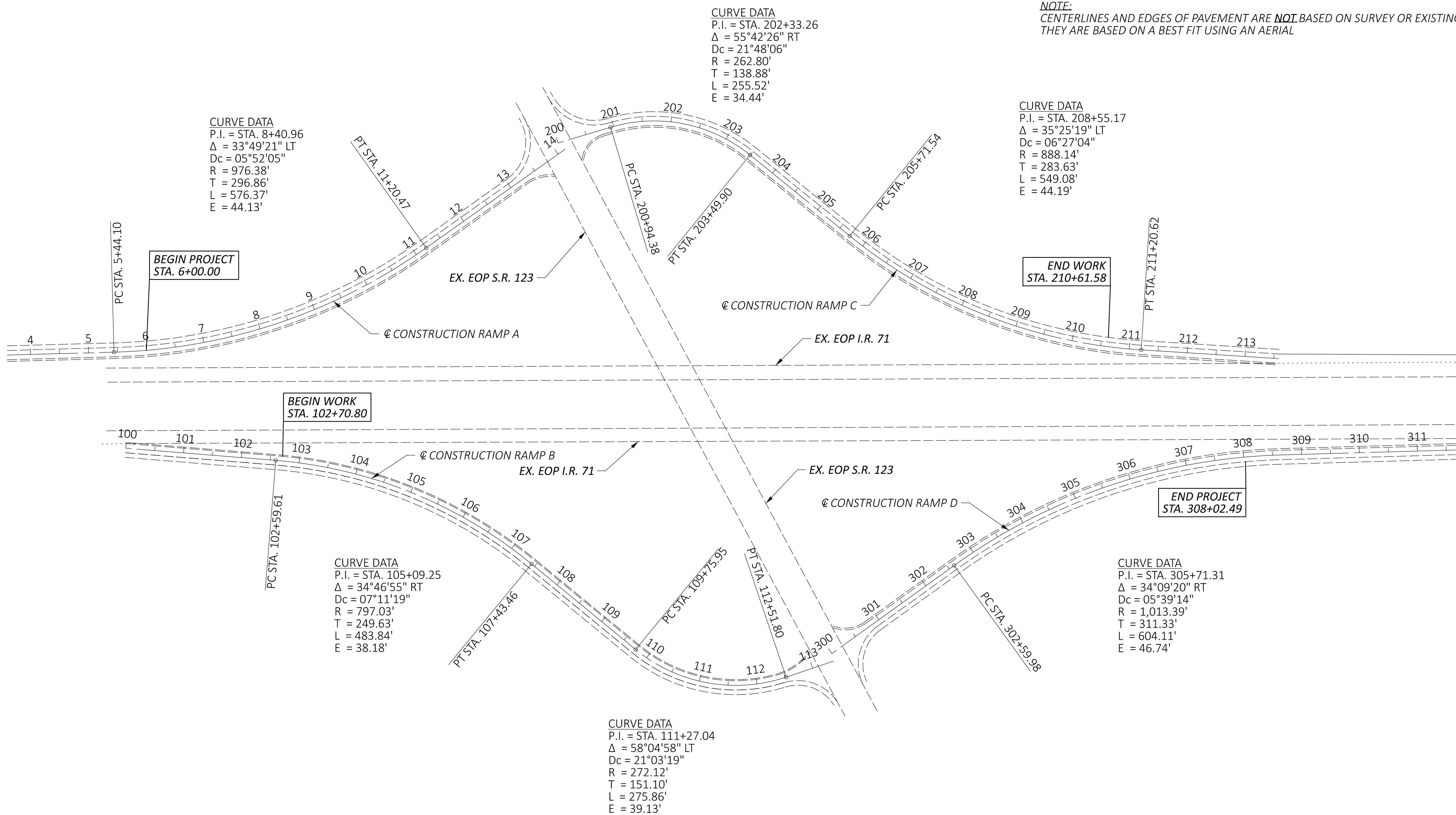
THE STANDARD SPECIFICATIONS OF THE STATE OF OHIO, DEPARTMENT OF TRANSPORTATION, INCLUDING SUPPLEMENTAL SPECIFICATIONS LISTED IN THE PLANS AND CHANGES LISTED IN THE PROPOSAL SHALL GOVERN THIS IMPROVEMENT.

I HEREBY APPROVE THESE PLANS AND DECLARE THAT THE MAKING OF THIS IMPROVEMENT WILL REQUIRE THE CLOSING TO TRAFFIC OF THE HIGHWAY AND THAT DETOURS WILL BE PROVIDED AS INDICATED ON SHEET .


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

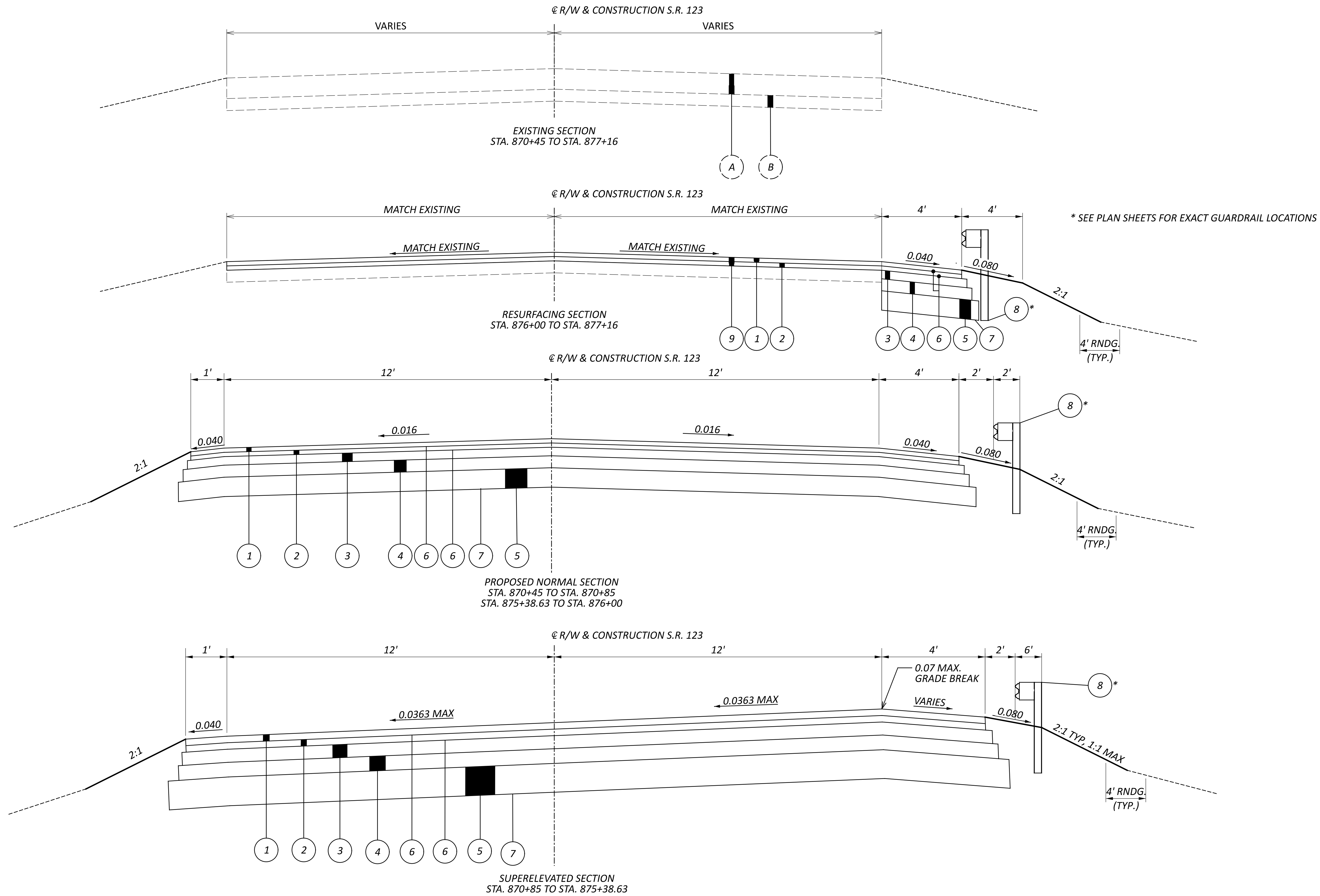

Pamela Boratyn
Director, Department of Transportation

STANDARD CONSTRUCTION DRAWINGS					SUPPLEMENTAL SPECIFICATIONS	SPECIAL PROVISIONS
BP-3.1	1/19/24				800	7/18/25
BP-6.1	7/19/13					
MGS-2.1	7/18/25					
MGS-2.3	7/18/25					
MGS-4.1	7/18/25					
MT-98.10	1/17/20					
MT-98.20	4/19/19					
MT-99.20	4/19/19					
TC-41.20	10/18/13					
TC-41.30	4/21/23					
TC-42.10	10/18/13					



Schematic Plan
SR 123/IR 71 Interchange Ramps

DESIGN AGENCY	
fishbeck	
DESIGNER	
IAV	
REVIEWER	
JES	09/11/25
PROJECT ID	
122838	
SHEET	TOTAL
P.2	32

**LEGEND**

- | | | | |
|----------------------------------|---|---|---|
| (A) EX. ASPHALT CONCRETE (12" ±) | (1) ITEM 441 - ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG64-22 (449) [T=1.25"] | (5) ITEM 203 - GRANULAR MATERIAL, TYPE B OR C [T=12"] | (9) ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE, T=3" |
| (B) EX. AGGREGATE BASE (6"±) | (2) ITEM 441 - ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, (449) [T=1.75"] | (6) ITEM 407 - NON-TRACKING TACK COAT | |
| | (3) ITEM 301 - ASPHALT CONCRETE BASE, PG64-22 (449) [T=6"] | (7) ITEM 204 - GEOTEXTILE FABRIC | |
| | (4) ITEM 304 - AGGREGATE BASE [T=6"] | (8) ITEM 606 - GUARDRAIL, TYPE MGS WITH LONG POSTS | |

- LEGEND
- 1

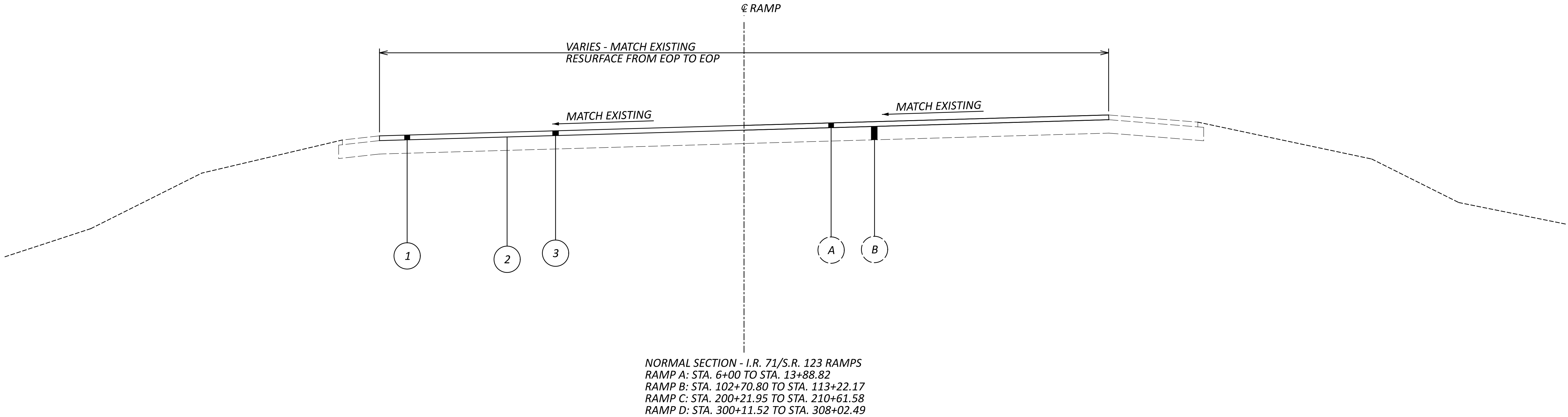
ITEM 442 - ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A, (448) [T=2"]
- 2

ITEM 407 - NON-TRACKING TACK COAT
- 3

ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE [T=2"]
- A

EX. ASPHALT SURFACE
- B

EX. BASE



UTILITIES

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

ALTA FIBER
221 E 4TH STREET (BUILDING 121-900)
CINCINNATI, OH 45202
ROADPROJECTS@ALTA FIBER.COM

DUKE ENERGY - ELECTRIC (DISTRIBUTION)
2010 DANA AVE
CINCINNATI, OH 45207
513-514-8209 (CHRIS TEPE)
CHRIS.TEPE@DUKE-ENERGY.COM

DUKE ENERGY GAS
139 EAST 4TH ST., ROOM 460A
CINCINNATI, OH 45202
OH/KYHOUSEBILL@DUKE-ENERGY.COM

WESTERN WATER COMPANY
1775 S.R. 28
GOSHEN, OH 45122
513-899-3211 EXT. 22 (KURT MEEKER)
KMEEKER@WESTERN-H2O.COM

CITY OF LEBANON WATER, WASTEWATER, & STORM SEWER
50 S BROADWAY
LEBANON, OH 45036
DARREN OWENS, DIRECTOR OF PUBLIC WORKS
DOWENS@CI.LEBANON.OH.US
513-228-3701

DUKE ENERGY
TROY DITTMER
513-514-8210
TROY.DITTMER@DUKE-ENERGY.COM
GORDON THOMPSON
GORDON.THOMPSON@DUKE-ENERGY.COM
MIDWESTDESIGN TICKETS@DUKE-ENERGY.COM

LITTLE MIAMI GIG
MIKAYLA COLLINS
937-725-2103
MIKAYLA.COLLINS@LITTLEMIAMIGIG.COM

SURVEYING PARAMETERS - OHIO COUNTY COORDINATE SYSTEM (OCCS)

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: _____
MONUMENT TYPE: _____

VERTICAL POSITIONING
ORTHOMETRIC HEIGHT DATUM: _____
GEOID: _____

HORIZONTAL POSITIONING
REFERENCE FRAME: _____
ELLIPSOID: _____
COORDINATE SYSTEM: _____
MAP PROJECTION: _____
CENTRAL LATITUDE: _____
CENTRAL LONGITUDE: _____
FALSE NORTHING: _____
FALSE EASTING: _____
PROJECTION SCALE FACTOR: _____

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.

CONNECTION BETWEEN EXISTING AND PROPOSED GUARDRAIL

WHEN IT IS NECESSARY TO SPLICE PROPOSED GUARDRAIL TO EXISTING GUARDRAIL, ONLY THE EXISTING GUARDRAIL SHALL BE CUT, DRILLED, OR PUNCHED. THE CONNECTION SHALL BE MADE USING A W-BEAM, BEAM SPLICE AS SHOWN IN AASHTO M 180, EXCEPT THE BEAM WASHERS ARE NOT TO BE USED. PAYMENT SHALL BE INCLUDED IN THE CONTRACT PRICE FOR THE RESPECTIVE GUARDRAIL ITEMS.

EXISTING SUBSURFACE DRAINAGE

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

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

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED IN THE GENERAL SUMMARY FOR THE WORK NOTED ABOVE:

ITEM 601, TIED CONCRETE BLOCK MAT, TYPE 1	5 SY
ITEM 605, AGGREGATE DRAINS	25 FT
ITEM 611, 4" CONDUIT, TYPE F	25 FT
ITEM 611, PRECAST REINFORCED CONCRETE OUTLET	2 EACH
ITEM 605, 4" UNCLASSIFIED PIPE UNDERDRAINS	25 FT

SEEDING AND MULCHING

THE FOLLOWING QUANTITIES ARE PROVIDED TO PROMOTE GROWTH AND CARE OF PERMANENT SEEDED AREAS:

659, TOPSOIL	41 CY
659, SEEDING AND MULCHING	370 SY
659, REPAIR SEEDING AND MULCHING	19 SY
659, INTER-SEEDING	19 SY
659, COMMERCIAL FERTILIZER	0.05 TON
659, LIME	0.08 ACRES
659, WATER	2 MGAL

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. QUANTITY CALCULATIONS FOR SEEDING AND MULCHING ARE BASED ON THESE LIMITS.

ROUNDING

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

CONSTRUCTION NOISE

ACTIVITIES AND LAND USE ADJACENT TO THIS PROJECT MAY BE AFFECTED BY CONSTRUCTION NOISE. IN ORDER TO MINIMIZE ANY ADVERSE CONSTRUCTION NOISE IMPACTS, DO NOT OPERATE POWER-OPERATED CONSTRUCTION-TYPE DEVICES BETWEEN THE HOURS OF 7 PM AND 7 AM. IN ADDITION, DO NOT OPERATE AT ANY TIME ANY DEVICE IN SUCH A MANNER THAT THE NOISE CREATED SUBSTANTIALLY EXCEEDS THE NOISE CUSTOMARILY AND NECESSARILY ATTENDANT TO THE REASONABLE AND EFFICIENT PERFORMANCE OF SUCH EQUIPMENT.

ITEM 605 - AGGREGATE DRAINS

AGGREGATE DRAINS SHALL BE INSTALLED ON THE LEFT SIDE BEGINNING AT STA. 870+45, AND ON THE RIGHT SIDE BEGINNING AT STA. 870+70. THEY SHALL BE INSTALLED AT 50' INTERVALS THROUGH THE END OF THE FULL-DEPTH PAVEMENT REPLACEMENT LIMITS.

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN INCLUDED IN THE GENERAL SUMMARY FOR THE WORK NOTED ABOVE:

ITEM 605, AGGREGATE DRAINS	220 FT
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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.

ITEM 614, MAINTAINING TRAFFIC

A MINIMUM OF ONE LANE OF TRAFFIC IN EACH DIRECTION SHALL BE MAINTAINED AT ALL TIMES ON EACH RAMP BY USE OF THE EXISTING PAVEMENT AND THE COMPLETED PAVEMENT.

A MINIMUM OF ONE LANE OF TRAFFIC IN EACH DIRECTION SHALL BE MAINTAINED ON STATE ROUTE 123 AT ALL TIMES, EXCEPT FOR A PERIOD NOT TO EXCEED 3 CONSECUTIVE CALENDAR DAYS, WHEN THROUGH TRAFFIC MAY BE DETOURED AS SHOWN ON SHEET 9. A DISINCENTIVE SHALL BE ASSESSED IN THE AMOUNT OF \$100.00 PER MINUTE FOR EACH MINUTE THE ROADWAY REMAINS CLOSED TO TRAFFIC BEYOND THE SPECIFIED LIMIT.

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

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

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

DAY OF HOLIDAY	TIME ALL LANES
OR SPECIAL EVENT	MUST BE OPEN TO TRAFFIC

SUNDAY	12:00N FRIDAY THROUGH 6:00 AM MONDAY
MONDAY	12:00N FRIDAY THROUGH 6:00 AM TUESDAY
TUESDAY	12:00N MONDAY THROUGH 6:00 AM WEDNESDAY
TUESDAY	(GEN./REG. ELECTION)
	5:00 AM TUESDAY THROUGH 12:00 AM WEDNESDAY
WEDNESDAY	12:00N TUESDAY THROUGH 6:00 AM THURSDAY
THURSDAY	12:00N WEDNESDAY THROUGH 6:00 AM FRIDAY
THURSDAY	(THANKSGIVING ONLY)
	6:00 AM WEDNESDAY THROUGH 6:00 AM MONDAY
FRIDAY	12:00N THURSDAY THROUGH 6:00 AM MONDAY
SATURDAY	12:00N FRIDAY THROUGH 6:00 AM MONDAY

DURING THE SAME PERIODS, MAINTAIN PEDESTRAIN ACCESS IF PEDESTRIAN ACCESS WAS PRESENT PRIOR TO CONSTRUCTION.

SHOULD THE CONTRACTOR FAIL TO MEET ANY OF THESE REQUIREMENTS, THE CONTRACTOR SHALL BE ASSESSED A DISINCENTIVE PER THE LANE VALUE CONTRACT (PN 127).

LANE VALUE CONTRACT TABLE

DESCRIPTION OF CRITICAL LANE/RAMP TO BE MAINTAINED	RESTRICTED TIME PERIOD	TIME UNIT	DISINCENTIVE \$ PER TIME UNIT
ONE LANE OF TWO-WAY TRAFFIC ON SR 123	3 PM TO 7 PM	EACH MINUTE	\$100
RAMP A (SB ENTRANCE)	5 AM TO 10 PM	EACH MINUTE	\$40
RAMP B (NB EXIT)	5 AM TO 10 PM	EACH MINUTE	\$40
RAMP C (NB ENTRANCE)	5 AM TO 10 PM	EACH MINUTE	\$40
RAMP D (SB EXIT)	5 AM TO 10 PM	EACH MINUTE	\$35

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

SR 123 WILL BE
CLOSED MMM-DD
FOR 3 DAYS
INFO: 513-933-6583

W20-H13-60

NOTICE OF CLOSURE SIGNS (W20-H13) SHALL BE ERECTED BY THE CONTRACTOR PRIOR TO THE SCHEDULED ROAD OR RAMP CLOSURE IN ACCORDANCE WITH THE NOTICE OF CLOSURE TIME TABLE BELOW. AT THE APPROVAL OF THE ENGINEER, PORTABLE CHANGEABLE MESSAGE SIGNS MAY BE USED IN LIEU OF THE STANDARD FLATSHEET SIGN FOR CLOSURE DURATIONS OF LESS THAN 1 WEEK.

THE SIGNS SHALL BE ERECTED ON THE RIGHT-HAND SIDE OF THE ROAD/RAMP FACING TRAFFIC. THEY SHALL BE PLACED SO AS NOT TO INTERFERE WITH THE VISIBILITY OF ANY OTHER TRAFFIC CONTROL SIGNS. ON ROADWAYS, THEY SHOULD BE ERECTED AT OR NEAR THE POINT OF CLOSURE. THE SIGNS MAY BE ERECTED ANYWHERE ON RAMPS AS LONG AS THEY ARE VISIBLE TO THE MOTORISTS USING THE RAMP. ON ENTRANCE RAMPS, THE SIGN SHALL BE ERECTED WELL IN ADVANCE OF THE MERGE AREA TO AVOID DISTRACTING MOTORISTS.

ITEM	NOTICE OF CLOSURE SIGN TIME TABLE	
	DURATION OF CLOSURE	SIGN DISPLAYED TO PUBLIC
RAMP &	>=2 WEEKS	14 CALENDAR DAYS PRIOR TO CLOSURE
ROAD	> 12 HOURS & < 2 WEEKS	7 CALENDAR DAYS PRIOR TO CLOSURE
CLOSURES	<= 12 HOURS	2 BUSINESS DAYS PRIOR TO CLOSURE

THE SIGN SHALL DISPLAY THE DATE OF THE CLOSURE IN MMM-DD FORMAT AND THE NUMBER OF DAYS OF THE CLOSURE. THE LAST LINE OF THE W20-H13 SIGN LISTS A PHONE NUMBER WHICH A MOTORIST MAY CALL FOR ADDITIONAL INFORMATION. THIS IS TO BE A SPECIFIC OFFICE WITHIN THE DISTRICT RATHER THAN THE GENERAL SWITCHBOARD NUMBER.

THE CONTRACTOR SHALL PROVIDE, ERECT AND MAINTAIN SIGNS AND SIGN SUPPORTS, AS DETAILED IN THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, AND TYPE III BARRICADES OF THE TYPE AND LOCATION AS FOLLOWS:

I-71	NB W20-1-48	1 MILE SOUTH OF EXIT RAMP
	NB G20-2-48	1 MILE NORTH OF ENTRANCE RAMP
I-71	SB W20-1-48	1 MILE NORTH OF EXIT RAMP
	SB G20-2-48	1 MILE SOUTH OF ENTRANCE RAMP
SR 123 INTRCHG	SB W20-1-36	1500 FEET NORTH OF RAMP
	SB G20-2-36	1500 FEET SOUTH OF RAMP
	NB W20-1-36	1500 FEET SOUTH OF RAMP
	NB G20-2-36	1500 FEET NORTH OF RAMP
SR 123 N SECTION	SB W20-1-36	1500 FEET NORTH OF BEGIN PROJECT
	SB G20-2-36	1500 FEET SOUTH OF END PROJECT
	NB W20-1-36	1500 FEET SOUTH OF END PROJECT
	NB G20-2-36	1500 FEET NORTH OF BEGIN PROJECT
CEDAR TRACE DR	NB W20-1-36	500 FEET SOUTH OF SR 123
	SB G20-2-36	500 FEET SOUTH OF SR 123

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

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.

OVERNIGHT TRENCH CLOSING

THE BASE WIDENING SHALL BE COMPLETED TO A DEPTH OF NO MORE THAN 3 INCHES BELOW THE EXISTING PAVEMENT BY THE END OF EACH WORK DAY. NO TRENCH SHALL BE LEFT OPEN OVERNIGHT EXCEPT FOR A SHORT LENGTH (25 FEET OR LESS) OF A WORK SECTION AT THE END OF THE TRENCH. IN CASE WORK MUST BE SUSPENDED BECAUSE OF INCLEMENT WEATHER OR OTHER REASONS, THE TRENCH FOR THE UNCOMPLETED BASE WIDENING SHALL BE BACKFILLED AT THE DIRECTION OF THE ENGINEER.

WORK ZONE MARKINGS AND SIGNS

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY FOR USE AT LOCATIONS IDENTIFIED BY THE ENGINEER FOR WORK ZONE PAVEMENT MARKINGS AND SIGNS PER THE REQUIREMENTS OF C&MS 614.04 AND 614.11.

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.

ITEM 254 PAVEMENT PLANING

DO NOT ALLOW TRAFFIC ON MILLED SURFACES FOR MORE THAN 48 HOURS.

DESIGN AGENCY



DESIGNER

SKB

REVIEWER

LAS 09/12/25

PROJECT ID

122838

SHEET

P.6

TOTAL

32

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.

THE PROBABLE PCMS LOCATIONS AND WORK LIMITS FOR THOSE LOCATIONS ARE SHOWN ON SHEET 10 OF THE PLAN. PLACEMENT, OPERATION, MAINTENANCE AND ALL ACTIVATION OF THE SIGNS BY THE CONTRACTOR SHALL BE AS DIRECTED BY THE ENGINEER. THE PCMS SHALL BE LOCATED IN A HIGHLY VISIBLE POSITION YET PROTECTED FROM TRAFFIC. THE CONTRACTOR SHALL, AT THE DIRECTION OF THE ENGINEER, RELOCATE THE PCMS TO IMPROVE VISIBILITY OR ACCOMMODATE CHANGED CONDITIONS. WHEN NOT IN USE, THE PCMS SHALL BE TURNED OFF. ADDITIONALLY, WHEN NOT IN USE FOR EXTENDED PERIODS OF TIME, THE PCMS SHALL BE TURNED AWAY FROM ALL TRAFFIC.

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

(THE CONTRACTOR SHALL IMPLEMENT A SYSTEM WHEREBY CHANGEABLE MESSAGES WILL BE IMPLEMENTED WITHIN 1 HOUR FOLLOWING TELEPHONE NOTIFICATION FROM THE PROJECT ENGINEER TO A DESIGNATED PHONE.)

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

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

(THE PCMS SHALL CONTAIN A CELLULAR TELEPHONE DATA LINK WHICH WILL (IN ACTIVE CELLULAR PHONE AREAS) ALLOW REMOTE SIGN ACTIVATION, MESSAGE CHANGES, MESSAGE ADDITIONS AND REVISIONS TO TIME OF DAY PROGRAMS. THE SYSTEM SHALL ALSO PERMIT VERIFICATION OF CURRENT AND PROGRAMMED MESSAGES. ONE REMOTE DATA INPUT DEVICE (LAPTOP COMPUTER PLUS MODEM OR EQUIVALENT) SHALL BE FURNISHED FOR USE BY THE DISTRICT TRAFFIC ENGINEER, OR EQUIVALENT, AND SHALL BE INSURED AGAINST THEFT.) THE

PCMS UNIT SHALL BE MAINTAINED IN GOOD WORKING ORDER BY THE CONTRACTOR IN ACCORDANCE WITH THE PROVISIONS OF C&MS 614.07. THE CONTRACTOR SHALL, PRIOR TO ACTIVATING THE UNIT, MAKE ARRANGEMENTS, WITH AN AUTHORIZED SERVICE AGENT FOR THE PCMS, TO ASSURE PROMPT SERVICE IN THE EVENT OF FAILURE. ANY FAILURE SHALL NOT RESULT IN THE SIGN BEING OUT OF SERVICE FOR MORE THAN 12 HOURS, INCLUDING WEEKENDS. FAILURE TO COMPLY MAY RESULT IN AN ORDER TO STOP WORK AND OPEN ALL TRAFFIC LANES AND/OR IN THE DEPARTMENT TAKING APPROPRIATE ACTION TO SAFELY CONTROL TRAFFIC. THE ENTIRE COST TO CONTROL TRAFFIC, ACCRUED BY THE DEPARTMENT DUE TO THE CONTRACTOR'S NONCOMPLIANCE, WILL BE DEDUCTED FROM MONEYS DUE, OR TO BECOME DUE THE CONTRACTOR ON HIS CONTRACT.

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

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

ITEM 614, PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN 4 SIGN-MONTH ASSUMING 2 PCMS SIGNS FOR 2 MONTHS

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

USE OF LAW ENFORCEMENT OFFICERS (LEOS) BY CONTRACTORS OTHER THAN THE USES SPECIFIED BELOW SHALL NOT BE PERMITTED AT PROJECT COST NOR TIME COMPENSATION. LEOS SHOULD NOT BE USED WHERE THE OMUTCD INTENDS THAT FLAGGERS BE USED.

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

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

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

DURING PERIODS WHERE TRAFFIC NEEDS TO BE DIRECTED CONTRARY TO A TRAFFIC CONTROL DEVICE (FLAGGER, SIGN [E.G. STOP SIGN, STREET OR HIGHWAY SIGNS, ETC], SIGNAL OR OTHER DEVICE USED TO REGULATE, WARN OR GUIDE TRAFFIC). TRAFFIC IN THIS INSTANCE INCLUDES VEHICULAR, PEDESTRIAN AND/OR SHARED USE PATH USERS.

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

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

- CRITERIA
- . ON A MULTI-LANE DIVIDED INTERSTATE, OTHER FREEWAY OR EXPRESSWAY; AND
 - . AN AUTHORIZED SPEED LIMIT OF 45 MPH OR GREATER THAT IS IN EFFECT AT THE TIME OF THE OPERATION; AND,
 - . AADT OF 50,000 (OR AADT OF 30,000 WITH 25% OR HIGHER PERCENT TRUCKS)

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

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

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

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

THE LEO SHALL REPORT IN TO THE CONTRACTOR PRIOR TO THE START OF THE SHIFT, IN ORDER TO RECEIVE INSTRUCTIONS REGARDING SPECIFIC WORK ASSIGNMENTS DURING HIS/HER SHIFT. THE SHIFT DURATION SHALL NOT BE LESS THAN THE LEO'S MINIMUM SHOW-UP TIME REQUIRED BY THEIR LAW ENFORCEMENT AGENCY.THE LEO IS EXPECTED TO STAY AT THE PROJECT SITE FOR THE ENTIRE DURATION OF HIS/HER SHIFT. THE LEO SHALL REPORT TO THE CONTRACTOR AT THE END OF HIS/HER SHIFT.SHOULD IT BE NECESSARY TO LEAVE THE PROJECT SITE, THE LEO SHALL NOTIFY THE ENGINEER. THE CONTRACTOR SHALL PROVIDE THE LEO WITH A TWO-WAY COMMUNICATION DEVICE THAT SHALL BE RETURNED TO THE CONTRACTOR AT THE END OF HIS/HER SHIFT.

LEOS (WITH PATROL CAR) REQUIRED BY THE TRAFFIC MAINTENANCE TASKS ABOVE SHALL BE PAID FOR ON A UNIT PRICE (HOURLY) BASIS UNDER ITEM 614, LAW ENFORCEMENT OFFICER (WITH PATROL CAR) FOR ASSISTANCE. THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY.

ITEM 614, LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE 40 HOURS

THE HOURS PAID SHALL INCLUDE ANY MINIMUM SHOW-UP TIME REQUIRED BY THE LAW ENFORCEMENT AGENCY INVOLVED.

ANY ADDITIONAL COSTS (ADMINISTRATIVE OR OTHERWISE) INCURRED BY THE CONTRACTOR TO OBTAIN THE SERVICES OF A LEO ARE INCLUDED WITH THE BID UNIT PRICE FOR ITEM 614, LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE.

NOTIFICATION OF TRAFFIC RESTRICTIONS

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

INFORMATION SHOULD INCLUDE, BUT IS NOT LIMITED TO, ALL CONSTRUCTION ACTIVITIES THAT IMPACT OR INTERFERE WITH TRAFFIC AND SHALL LIST THE SPECIFIC LOCATION, TYPE OF WORK, ROAD STATUS, DATE AND TIME OF RESTRICTION, DURATION OF RESTRICTION, NUMBER OF LANES MAINTAINED, NUMBER OF LANES CLOSED, MINIMUM VERTICAL CLEARANCE, MINIMUM WIDTH OF DRIVABLE PAVEMENT, DETOUR ROUTES, IF APPLICABLE, AND ANY OTHER INFORMATION REQUESTED BY THE PROJECT ENGINEER.

NOTIFICATION OF TRAFFIC RESTRICTIONS TIME TABLE		
ITEM	DURATION OF CLOSURE	NOTICE DUE TO PERMITS & PIO
RAMP & ROAD CLOSURES	>= 2 WEEKS	21 CALENDAR DAYS PRIOR TO CLOSURE
	> 12 HOURS & < 2 WEEKS	14 CALENDAR DAYS PRIOR TO CLOSURE
	<= 12 HOURS	4 CALENDAR DAYS PRIOR TO CLOSURE
LANE CLOSURES & RESTRICTIONS	>= 2 WEEKS	14 CALENDAR DAYS PRIOR TO CLOSURE
	< 2 WEEKS	5 BUSINESS DAYS PRIOR TO CLOSURE
START OF CONSTRUCTION & TRAFFIC PATTERN CHANGES	N/A	14 CALENDAR DAYS PRIOR TO IMPLEMENTATION

ANY UNFORESEEN CONDITIONS NOT SPECIFIED IN THE PLANS REQUIRING TRAFFIC RESTRICTIONS SHALL ALSO BE REPORTED TO THE PROJECT ENGINEER USING THE NOTIFICATION TIME TABLE.

DESIGN AGENCY



DESIGNER

SKB

REVIEWER

LAS 09/12/25

PROJECT ID

122838

SHEET

P.7

TOTAL

32

SEQUENCE OF CONSTRUCTION

PHASE 1
RESURFACING OF WAR IR-71 & SR-123 INTERCHANGE:
LANE CLOSURES ON SR 123 AND RAMPS ARE PERMITTED IN
ACCORDANCE WITH THE LANE VALUE CONTRACT TABLE.

-ONE LANE OF TWO WAY TRAFFIC ON SR 123 IS RESTRICTED FROM 3 PM
TO 7 PM

-RAMP CLOSURES ARE RESTRICTED FROM 5 AM TO 10 PM.

-BOTH NORTHBOUND RAMPS MAY BE CLOSED AT THE SAME TIME; BOTH
SOUTHBOUND RAMPS MAY BE CLOSED AT THE SAME TIME.

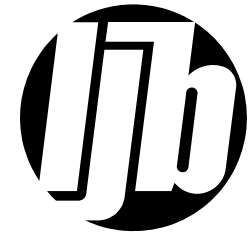
MAINTAIN TRAFFIC ON I-71 THROUGH THE APPLICATION OF MT-98.22
AND MT-98.29.

PHASE 2
ROADSIDE IMPROVEMENT OF WAR-123:
ONE LANE OF TWO-WAY TRAFFIC MAY BE MAINTAINED DURING
WORKING HOURS USING FLAGGERS IN ACCORDANCE WITH THE LANE
VALUE CONTRACT TABLE.

A THREE DAY FULL CLOSURE WILL BE PERMITTED FOR FULL DEPTH
PAVEMENT REPLACEMENT. DETOUR WILL BE AS SHOWN ON SHEET 9.

CLOSE SR 123 THROUGH THE APPLICATION OF MT-101.60.

DESIGN AGENCY



DESIGNER

SKB

REVIEWER

LAS 09/12/25

PROJECT ID

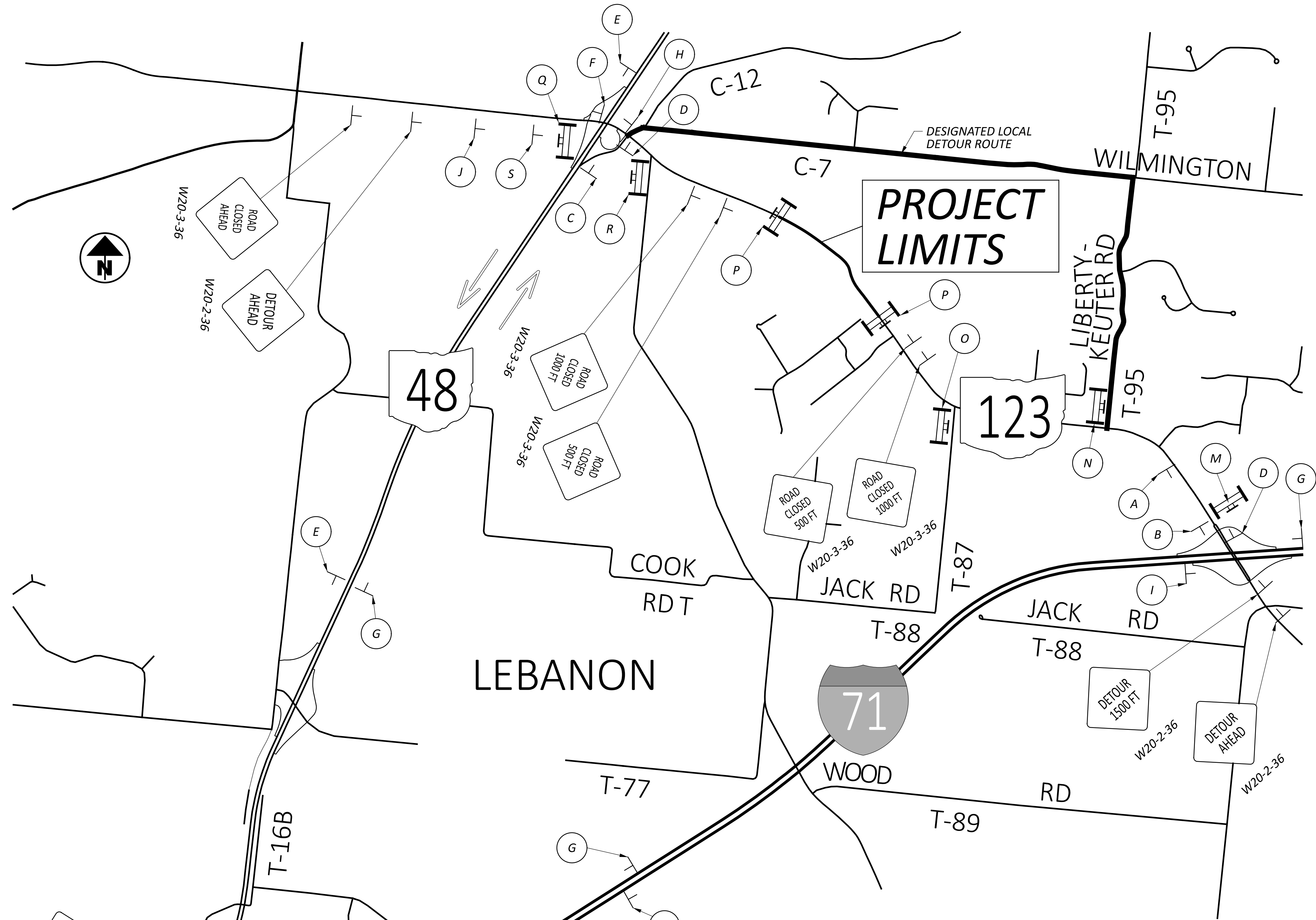
122838

SHEET

P.8

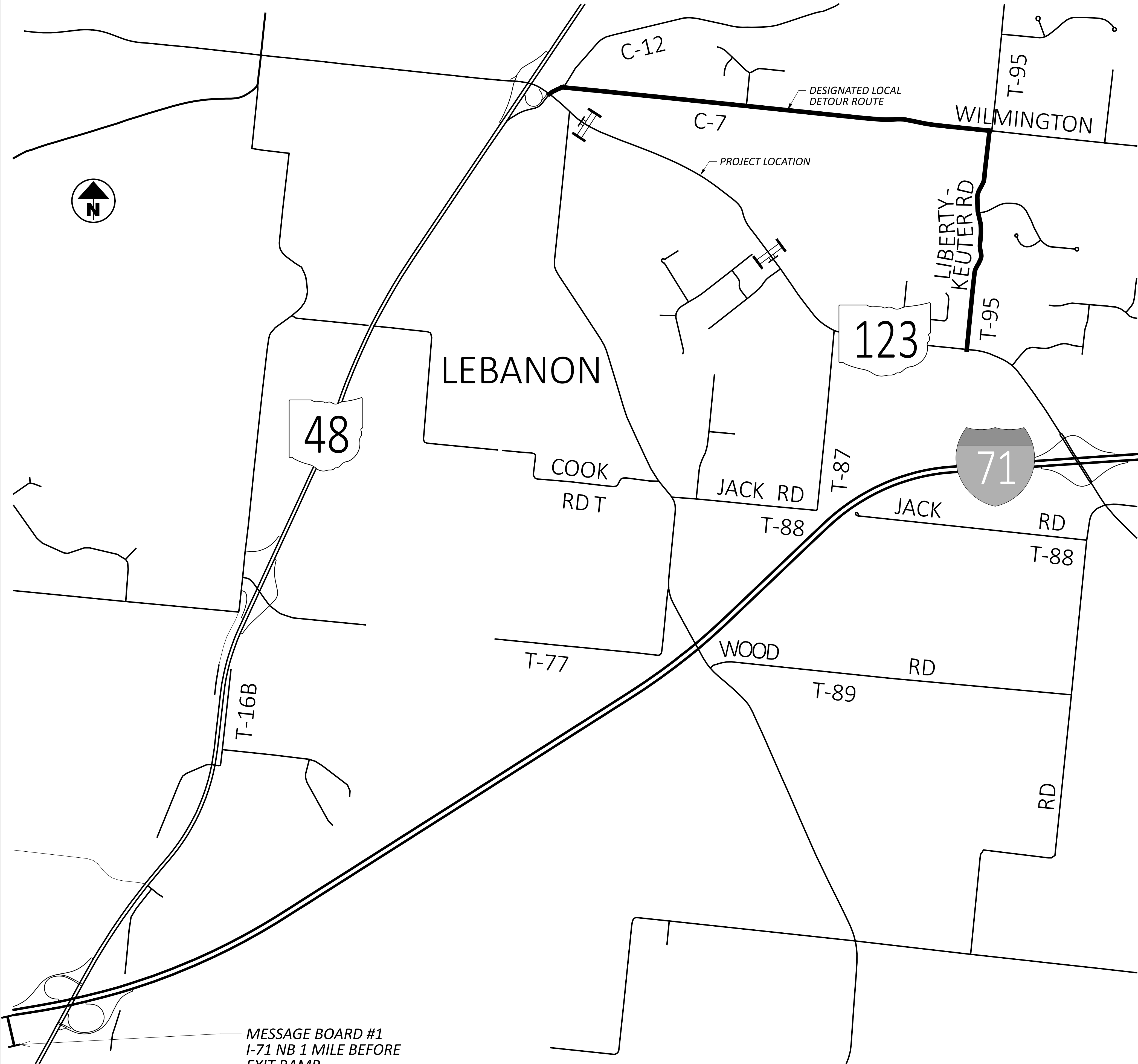
TOTAL

32



DETOUR ROUTE SIGN LEGEND

DETOUR NORTH 123 A M4-8-24 M3-1-24 M1-5-30-3 M5-1-21	DETOUR NORTH 123 B M4-8-24 M3-1-24 M1-5-30-3 M6-1-21	DETOUR NORTH 123 C M4-8-30 M3-1-36 M1-5-36-3 M6-2-30	DETOUR NORTH 123 D M4-8-24 M3-1-24 M1-5-30-3 M6-1-21
DETOUR SOUTH 123 E M4-8-30 M3-3-36 M1-5-36-3 M6-3-30	DETOUR SOUTH 123 F M4-8-24 M3-3-24 M1-5-30-3 M6-1-21	DETOUR NORTH 123 G M4-8-30 M3-1-36 M1-5-36-3 M6-3-30	DETOUR SOUTH 123 H M4-8-24 M3-3-24 M1-5-30-3 M5-1-21
DETOUR SOUTH 123 I M4-8-30 M3-3-36 M1-5-36-3 M6-2-30	DETOUR SOUTH 123 J M4-8-24 M3-3-24 M1-5-30-3 M5-1-21	DETOUR SOUTH 123 K M4-8-24 M3-3-24 M1-5-30-3 M6-1-21	DETOUR SOUTH 123 L M4-8-24 M3-3-24 M1-5-30-3 M6-1-21
ROAD CLOSED 1.7 MILES AHEAD LOCAL TRAFFIC ONLY M TYPE B FLASHING WARNING LIGHTS TYPE III BARRICADE R11-3A-60 M4-10L-48	ROAD CLOSED 1 MILES AHEAD LOCAL TRAFFIC ONLY N TYPE B FLASHING WARNING LIGHTS TYPE III BARRICADE R11-3A-60	ROAD CLOSED 1/2 MILES AHEAD LOCAL TRAFFIC ONLY O TYPE B FLASHING WARNING LIGHTS TYPE III BARRICADE R11-3A-60	ROAD CLOSED P R11-2-48 TYPE III BARRICADE TYPE B FLASHING WARNING LIGHTS
ROAD CLOSED 0.8 MILES AHEAD LOCAL TRAFFIC ONLY Q TYPE B FLASHING WARNING LIGHTS TYPE III BARRICADE R11-3A-60 M4-10R-48	ROAD CLOSED 0.7 MILES AHEAD LOCAL TRAFFIC ONLY R TYPE B FLASHING WARNING LIGHTS TYPE III BARRICADE R11-3A-60		



PCMS LEGENDS

MESSAGE #1	N SR 123 CLOSED WEST OF 71
MESSAGE #2	FOLLOW DETOUR



PORTABLE CHANGEABLE
MESSAGE SIGN



MESSAGE BOARD #2
I-71 SB 1 MILE BEFORE
EXIT RAMP



SHEET NUMBER												PART.		ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
P.5	P.7	P.12	P.13	P.14	P.26	P.27					OFFICE CALCS	01/SAF/21	02/SAF/21						
												LS		201	11000	LS		ROADWAY	
		1,789										1,789		202	23000	1,789	SY	CLEARING AND GRUBBING	
			355	67								422		202	38000	422	FT	PAVEMENT REMOVED	
											89	89		203	10000	89	CY	GUARDRAIL REMOVED	
											193	193		203	20000	193	CY	EXCAVATION	
																		EMBANKMENT	
				355	282.5							637.5		606	15100	637.5	FT	GUARDRAIL, TYPE MGS WITH LONG POSTS	
				1								1		606	26550	1	EACH	ANCHOR ASSEMBLY, MGS TYPE T	
5												5		601	21050	5	SY	EROSION CONTROL	
																		TIED CONCRETE BLOCK MAT WITH TYPE 1 UNDERLAYMENT	
41												41		659	00300	41	CY	TOPSOIL	
370												370		659	10000	370	SY	SEEDING AND MULCHING	
19												19		659	14000	19	SY	REPAIR SEEDING AND MULCHING	
19												19		659	15000	19	SY	INTER-SEEDING	
0.05												0.05		659	20000	0.05	TON	COMMERCIAL FERTILIZER	
0.08												0.08		659	31000	0.08	ACRE	LIME	
2												2		659	35000	2	MGAL	WATER	
																		EROSION CONTROL	
25												25		605	05200	25	FT	4" UNCLASSIFIED PIPE UNDERDRAINS	
245												245		605	31100	245	FT	AGGREGATE DRAINS	
25												25		611	00406	25	FT	4" CONDUIT, TYPE F	
2												2		611	99710	2	EACH	PRECAST REINFORCED CONCRETE OUTLET	
																		PAVEMENT	
			655									655		203	35110	655	CY	GRANULAR MATERIAL, TYPE B	
			655									655		204	13000	655	CY	EXCAVATION OF SUBGRADE	
			1,964									1,964		204	50000	1,964	SY	GEOTEXTILE FABRIC	
			7,099										7,099	254	01000	7,099	SY	PAVEMENT PLANING, ASPHALT CONCRETE, T=2"	
			307										307	254	01000	307	SY	PAVEMENT PLANING, ASPHALT CONCRETE, T=3"	
			318											301	56000	318	CY	ASPHALT CONCRETE BASE, PG64-22, (449)	
			330											304	20000	330	CY	AGGREGATE BASE	
			627									236	391	407	20000	627	GAL	NON-TRACKING TACK COAT	
			73									73		441	70000	73	CY	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (449), PG64-22	
			102									102		441	70300	102	CY	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, (449)	
			395										395	442	20000	395	CY	ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (448)	
						9						9		620	31200	9	EACH	TRAFFIC CONTROL	
																		REMOVAL OF DELINEATOR	
						70						70		630	03100	70	FT	GROUND MOUNTED SUPPORT, NO. 3 POST	
						5						5		630	08600	5	EACH	SIGN POST REFLECTOR	
						5						5		630	84900	5	EACH	REMOVAL OF GROUND MOUNTED SIGN AND DISPOSAL	
						5						5		630	86002	5	EACH	REMOVAL OF GROUND MOUNTED POST SUPPORT AND DISPOSAL	
						2						2		630	97700	2	EACH	SIGNING, MISC.:LED FLASHER REINSTALLATION	P.28
					2							1	1	644	00104	2	MILE	EDGE LINE, 6"	
					1							1		644	00300	1	MILE	CENTER LINE	
					114								114	644	00500	114	FT	STOP LINE	
																		MAINTENANCE OF TRAFFIC	
	40												40	614	11110	40	HOURL	LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE	
												LS		614	12420	LS		DETOUR SIGNING	
	4												4	614	18601	4	SNMT	PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN	P.10
																		INCIDENTALS	
														614	11000	LS		MAINTAINING TRAFFIC	
												4		619	16000	4	MNTH	FIELD OFFICE, TYPE A	
														623	10000	LS		CONSTRUCTION LAYOUT STAKES AND SURVEYING	
														624	10000	LS		MOBILIZATION	

GENERAL SUMMARY

DESIGN AGENCY



DESIGNER

JBT

REVIEWER

JES 09/11/25

PROJECT ID

122838

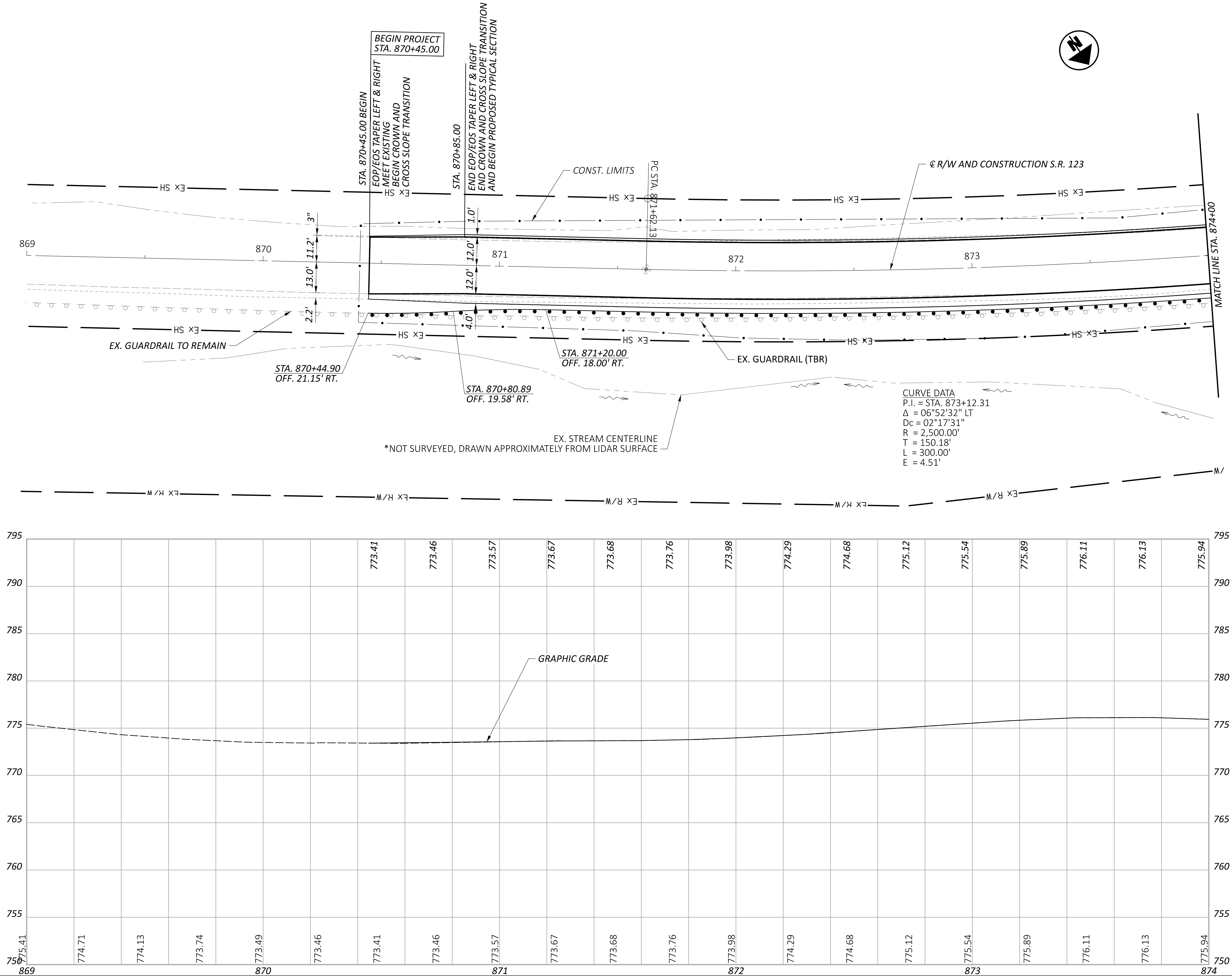
SHEET

P.11

TOTAL

32

PAVEMENT SUBSUMMARY	
	
DESIGNER JBT	
REVIEWER JES 09/11/25	
PROJECT ID 122838	
SHEET P.12	TOTAL 32



PLAN & PROFILE - SR 123
BEGIN PROJECT TO STA. 874+00

DESIGN AGENCY



DESIGNER

JBT

REVIEWER

JES 09/11/25

PROJECT ID

122838

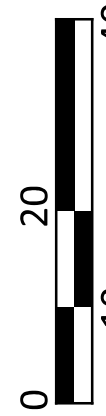
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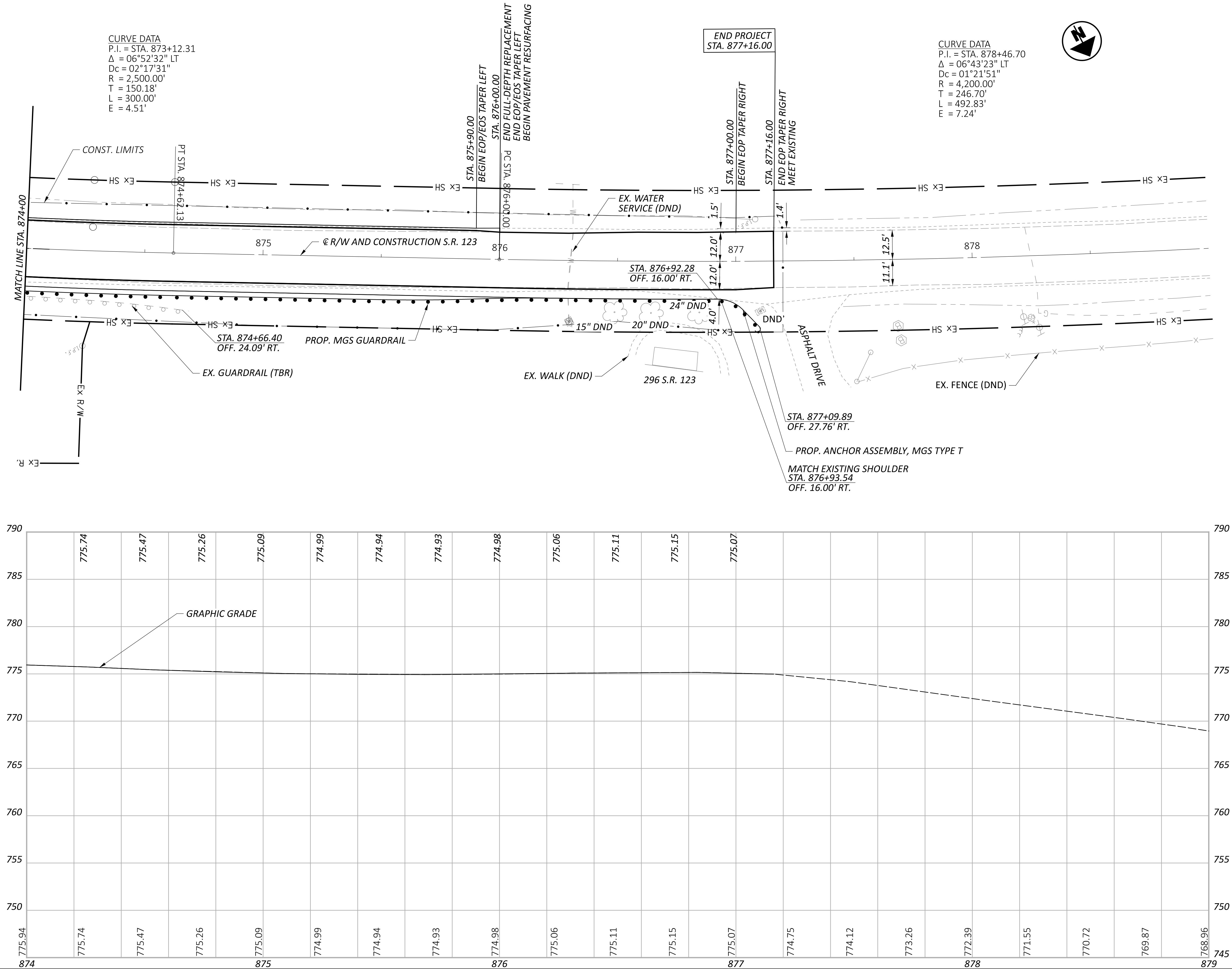
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TOTAL

32

HORIZONTAL
SCALE IN FEET





PLAN & PROFILE - SR 123
STA. 874+00 TO END PROJECT

DESIGN AGENCY

fishbeck

DESIGNER

JBT

REVIEWER

JES 09/11/25

PROJECT ID

122838

SHEET

P.14

TOTAL

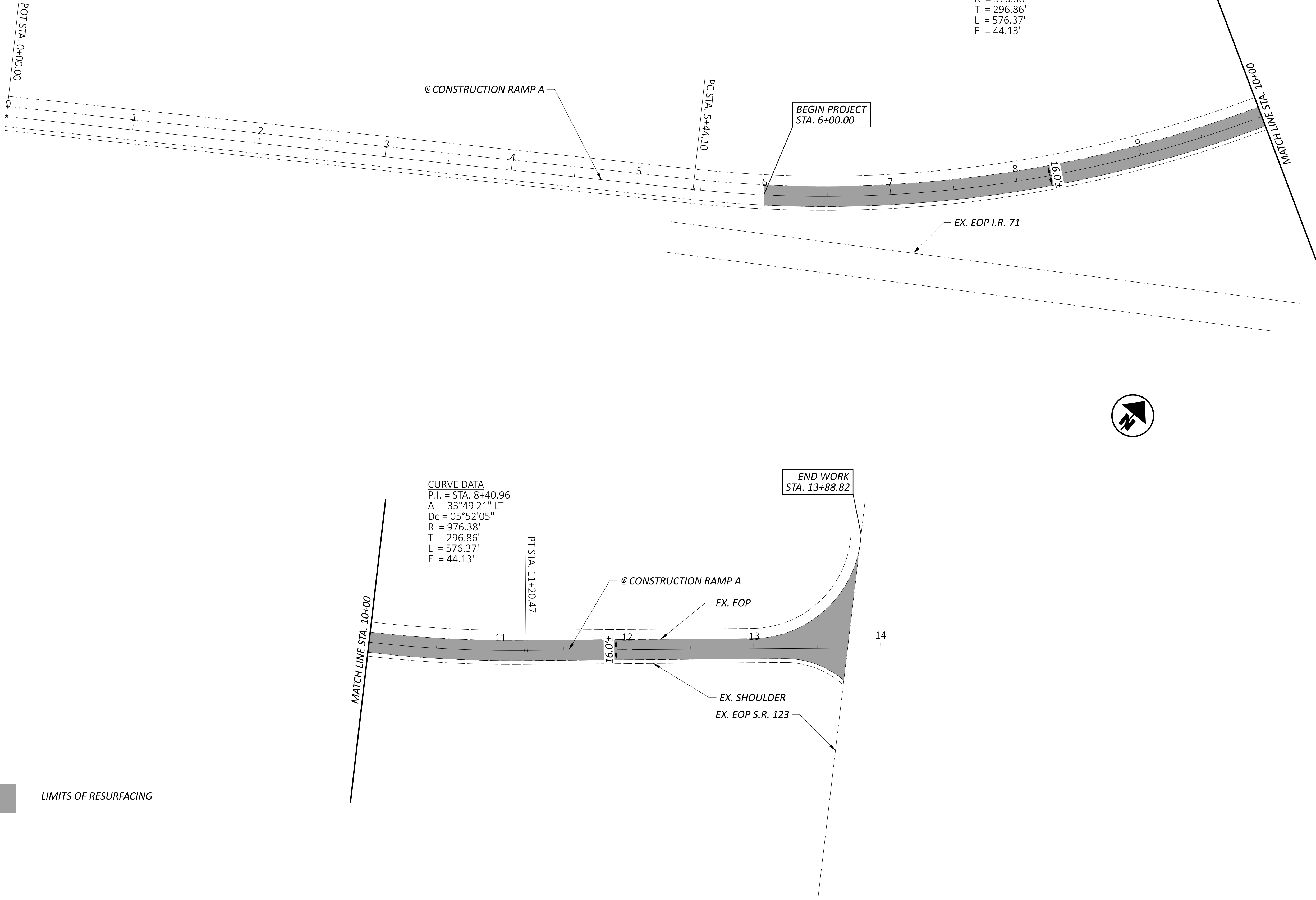
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HORIZONTAL
SCALE IN FEET

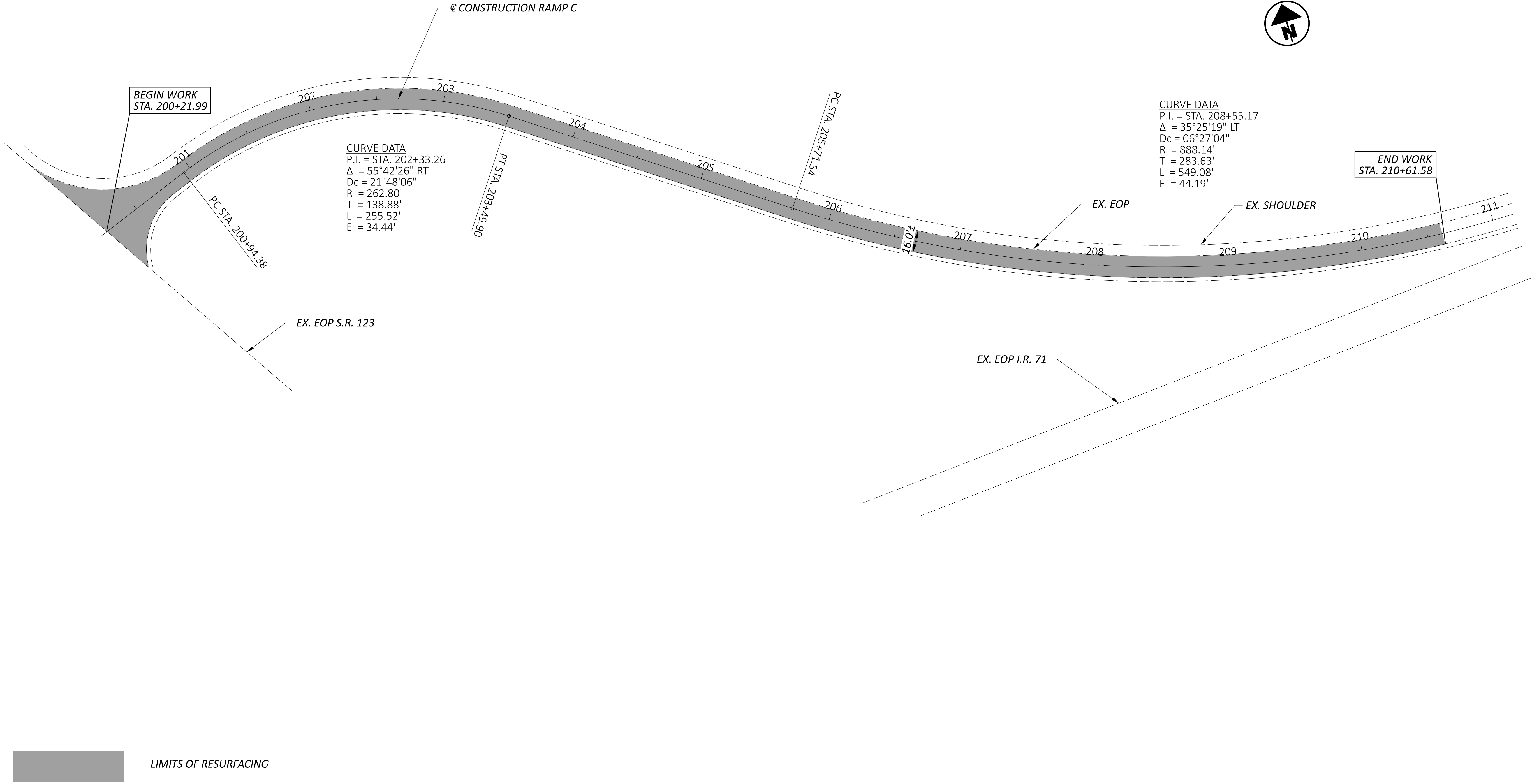




LIMITS OF RESURFACING







PLAN SHEET
RAMP C

DESIGN AGENCY



DESIGNER

IAV

REVIEWER

JES 09/11/25

PROJECT ID

122838

SHEET

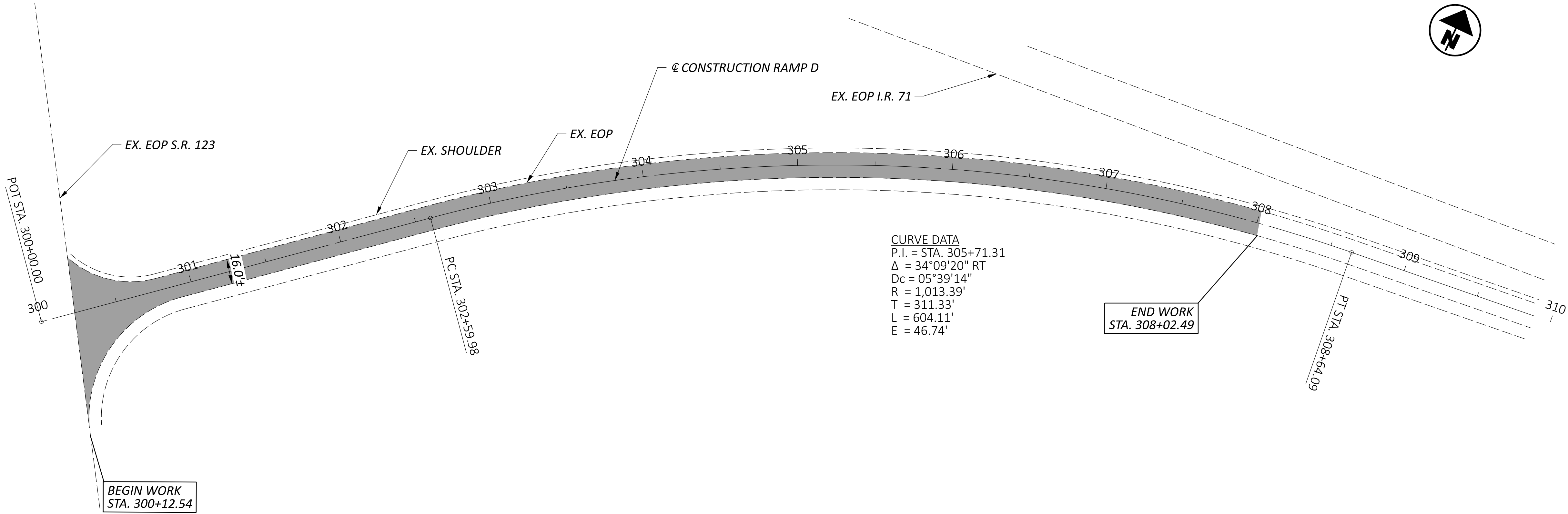
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TOTAL

32

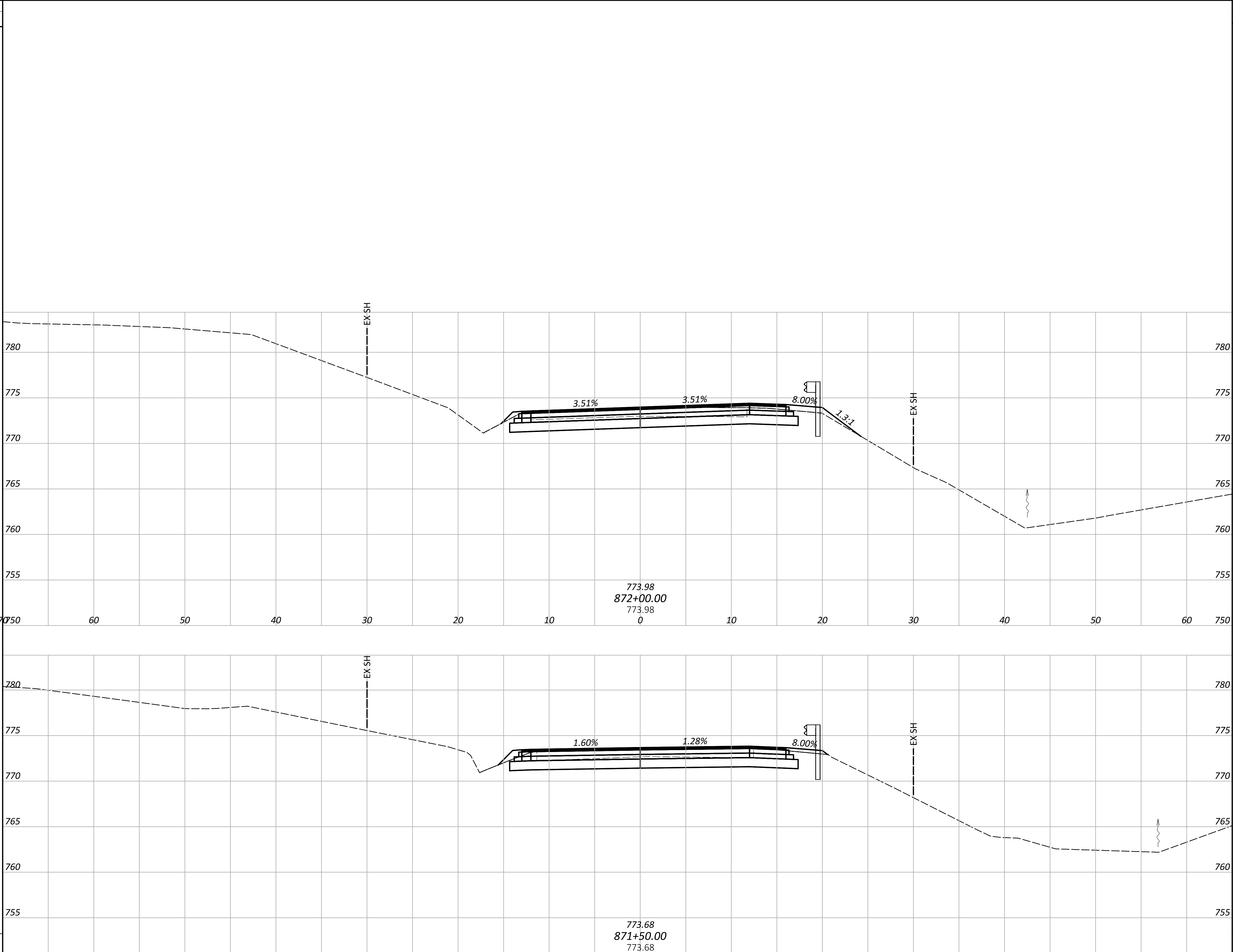


LIMITS OF RESURFACING



SEEDING		END AREA		VOLUME		CROSS SECTIONS - SR 123 STA. 870+00 TO STA. 871+00			
END WIDTH	SQ. YDS.	CUT	FILL	CUT	FILL				
7	36			36	1	67	1		
18	36			36	0	33	0		
7	36			0	0	0	0		
SHEET TOTAL		36		SHEET TOTALS		100	1	SHEET TOTAL P.19 32	

SEEDING	
END WIDTH	SQ. YDS.
12	
34	
8	
22	
SHEET TOTAL	56



END AREA		VOLUME	
CUT	FILL	CUT	FILL
33	4		
61	5		
33	2	64	3
SHEET TOTALS		125	8

CROSS SECTIONS - SR 123
STA. 871+50 TO STA. 872+00

DESIGN AGENCY
fishbeck

DESIGNER
IAV

REVIEWER
JES 09/11/25

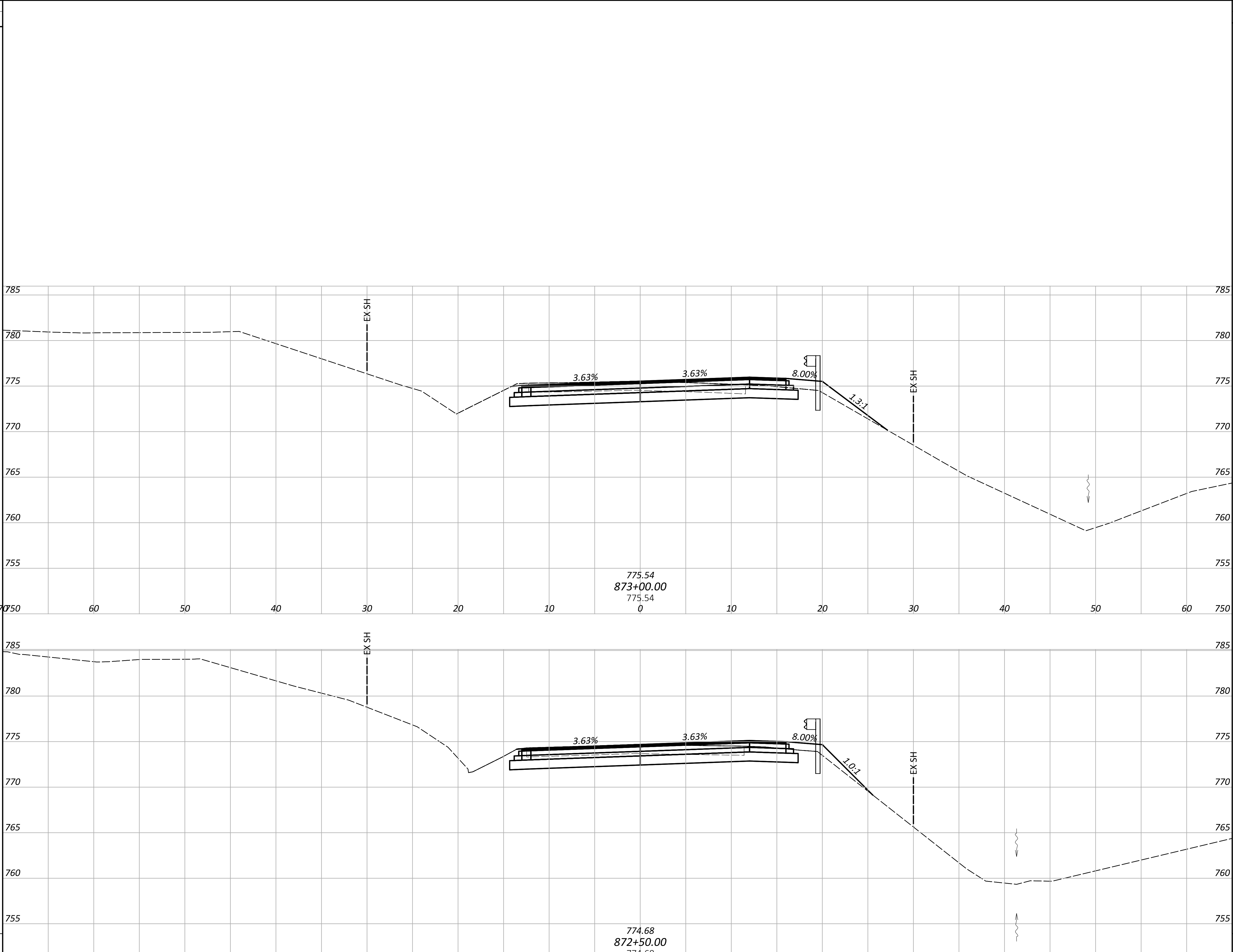
PROJECT ID
122838

SHEET
P.20

TOTAL
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SEEDING	
END WIDTH	SQ. YDS.
14	
39	
12	
34	
SHEET TOTAL	73



END AREA		VOLUME	
CUT	FILL	CUT	FILL
31	8		
		58	13
32	6	60	9
SHEET TOTALS		118	22

CROSS SECTIONS - SR 123
STA. 872+50 TO STA. 873+00

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IAV

REVIEWER

JES 09/11/25

PROJECT ID

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SHEET

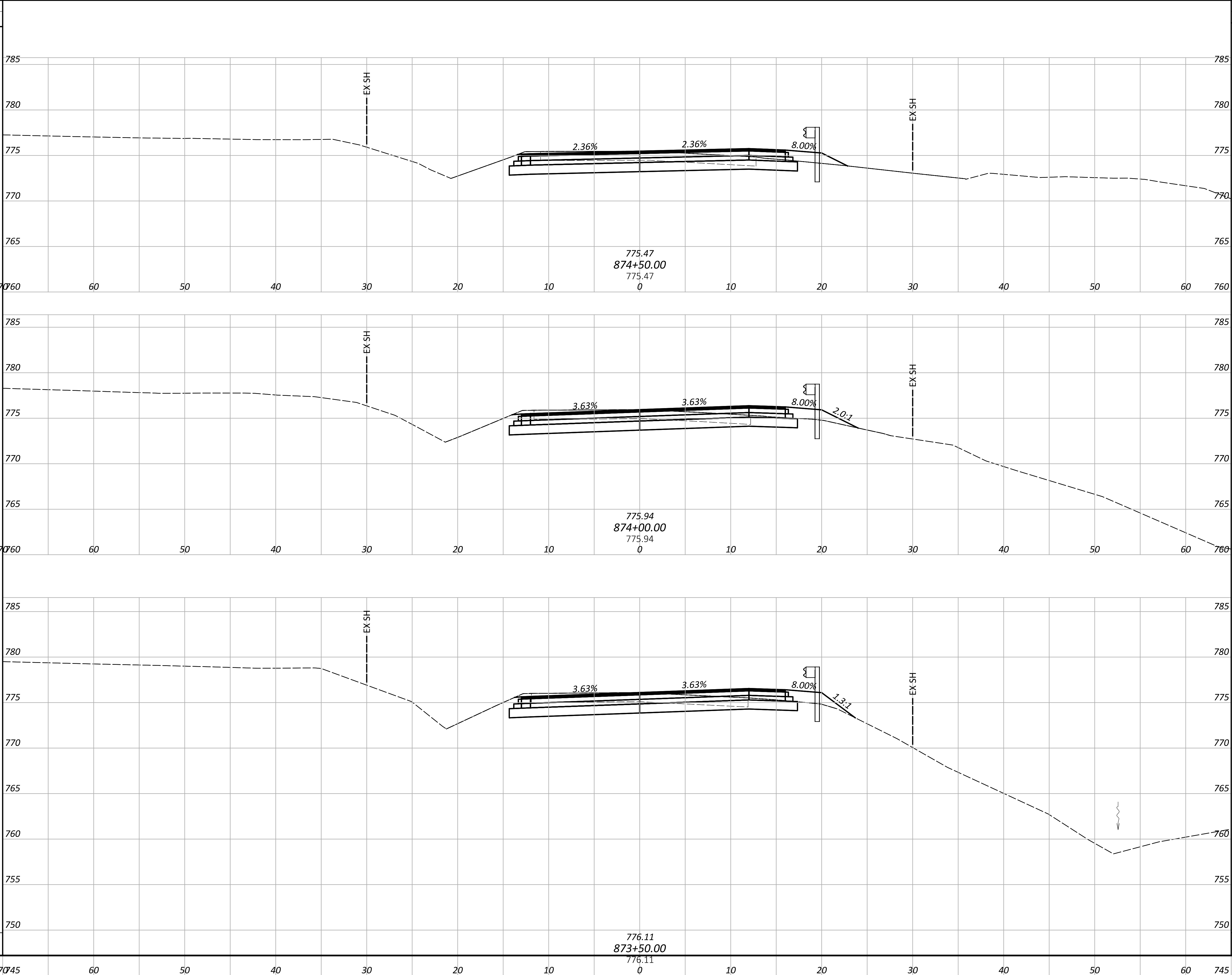
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TOTAL

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SEEDING	
END WIDTH	SQ. YDS.
8	
21	
10	
26	
9	
26	
SHEET TOTAL	73



END AREA		VOLUME	
CUT	FILL	CUT	FILL
30	5		
		55	10
30	6		
		54	11
29	6		
		55	13
SHEET TOTALS		164	34

CROSS SECTIONS - SR 123
STA. 873+50 TO STA. 874+50

DESIGN AGENCY

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DESIGNER

IAV

REVIEWER

JES 09/11/25

PROJECT ID

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SHEET

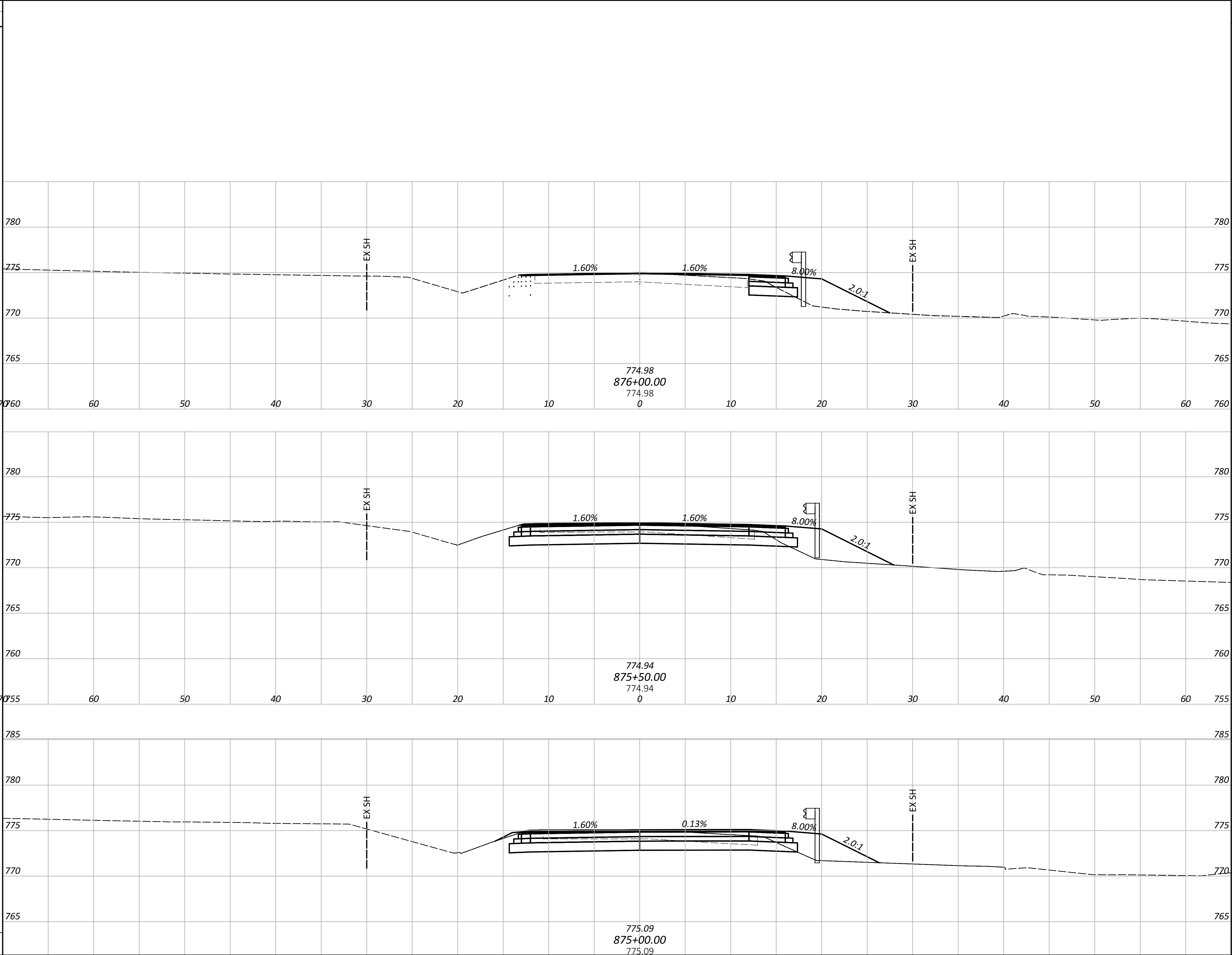
P.22

TOTAL

32

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SEEDING	
END WIDTH	SQ. YDS.
13	
35	
36	
14	
39	
SHEET TOTAL	110



END AREA		VOLUME	
CUT	FILL	CUT	FILL
3	23	32	44
31	24	57	40
31	18	57	22
SHEET TOTALS	146	106	

CROSS SECTIONS - SR 123
STA. 875+00 TO STA. 876+00

DESIGN AGENCY
fishbeck

DESIGNER
IAV

REVIEWER
JES 09/11/25

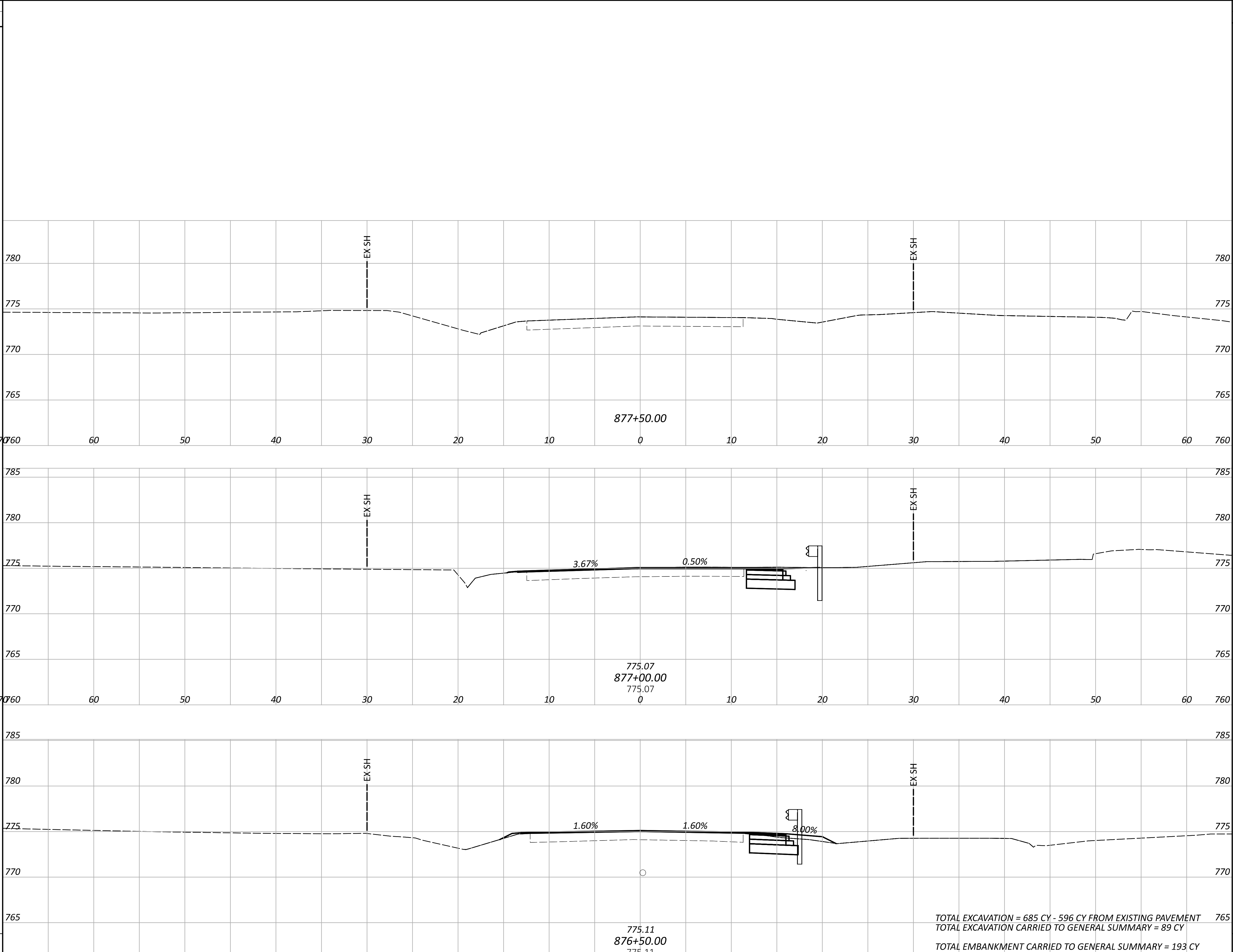
PROJECT ID
122838

SHEET P.23 TOTAL 32

WAR-123-16.79

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SEEDING	
END WIDTH	SQ. YDS.
8	22
SHEET TOTAL	22



END AREA		VOLUME	
CUT	FILL	CUT	FILL
0	0	10	1
11	1	16	1
6	0	9	22
SHEET TOTALS		32	22

CROSS SECTIONS - SR 123 STA. 876+50 TO STA. 877+50	
	
DESIGNER IAV	
REVIEWER JES 09/11/25	
PROJECT ID 122838	
SHEET P.24	TOTAL 32

SUPERELEVATION TABLE												
P.I. STATION 873+12.31							Dc = 2° 17'31"					
LEFT SIDE					CENTERLINE CONTROL		RIGHT SIDE					REMARKS
EDGE ELEVATION	TRANSITION RATE	ELEVATION CORRECTION	CROSS SLOPE	WIDTH	STATION	PROFILE GRADE	WIDTH	CROSS SLOPE	ELEVATION CORRECTION	TRANSITION RATE	EDGE ELEVATION	
773.31		-0.19	-0.0160	12.00	870+85.00	773.50	12.00	-0.0160	-0.19		773.31	
773.50			-0.0160	12.00	870+85.63	773.50	12.00	-0.0157	-0.19		773.31	N.C.
773.38		-0.19	-0.0160	12.00	871+00.00	773.57	12.00	-0.0094	-0.11		773.46	
773.47		-0.19	-0.0160	12.00	871+21.42	773.66	12.00	0.0000	0.00		773.66	HALF FLAT
773.48		-0.19	-0.0160	12.00	871+25.00	773.67	12.00	0.0016	0.02		773.69	
773.49		-0.19	-0.0160	12.00	871+50.00	773.68	12.00	0.0128	0.15		773.83	
773.49	526:1	-0.19	-0.0160	12.00	871+57.22	773.68	12.00	0.0160	0.19	103:1	773.87	
773.48		-0.22	-0.0182	12.00	871+62.13	773.70	12.00	0.0182	0.22		773.92	P.C.
773.47		-0.29	-0.0239	12.00	871+75.00	773.76	12.00	0.0239	0.29		774.05	
773.56		-0.42	-0.0351	12.00	872+00.00	773.98	12.00	0.0351	0.42		774.40	
773.57		-0.44	-0.0363	12.00	872+02.63	774.01	12.00	0.0363	0.44		774.45	F.S
773.85		-0.44	-0.0363	12.00	872+25.00	774.29	12.00	0.0363	0.44		774.73	
774.24		-0.44	-0.0363	12.00	872+50.00	774.68	12.00	0.0363	0.44		775.12	
774.68		-0.44	-0.0363	12.00	872+75.00	775.12	12.00	0.0363	0.44		775.56	
775.10		-0.44	-0.0363	12.00	873+00.00	775.54	12.00	0.0363	0.44		775.98	
775.45		-0.44	-0.0363	12.00	873+25.00	775.89	12.00	0.0363	0.44		776.33	
775.67		-0.44	-0.0363	12.00	873+50.00	776.11	12.00	0.0363	0.44		776.55	
775.69		-0.44	-0.0363	12.00	873+75.00	776.13	12.00	0.0363	0.44		776.57	
775.50		-0.44	-0.0363	12.00	874+00.00	775.94	12.00	0.0363	0.44		776.38	
775.32	182:1	-0.44	-0.0363	12.00	874+21.63	775.76	12.00	0.0363	0.44	81:1	776.20	F.S.
775.31		-0.43	-0.0355	12.00	874+25.00	775.74	12.00	0.0348	0.42		776.16	
775.12		-0.35	-0.0292	12.00	874+50.00	775.47	12.00	0.0236	0.28		775.75	
775.05		-0.31	-0.0262	12.00	874+62.13	775.36	12.00	0.0182	0.22		775.58	P.T.
775.02		-0.30	-0.0249	12.00	874+67.04	775.32	12.00	0.0160	0.19		775.51	
774.98		-0.28	-0.0230	12.00	874+75.00	775.26	12.00	0.0124	0.15		775.41	
774.89		-0.20	-0.0167	12.00	875+00.00	775.09	12.00	0.0013	0.02		775.11	
774.88		-0.19	-0.0160	12.00	875+02.84	775.07	12.00	0.0000	0.00		775.07	HALF FLAT
774.80		-0.19	-0.0160	12.00	875+25.00	774.99	12.00	-0.0099	-0.12		774.87	
774.76		-0.19	-0.0160	12.00	875+38.63	774.95	12.00	-0.0160	-0.19		774.76	N.C.

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[illegible]

TRAFFIC CONTROL SUBSUMMARY

DESIGN AGENCY



DESIGNER

AJS

REVIEWER

LAS 09/12/25

PROJECT ID
122838

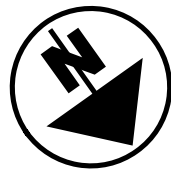
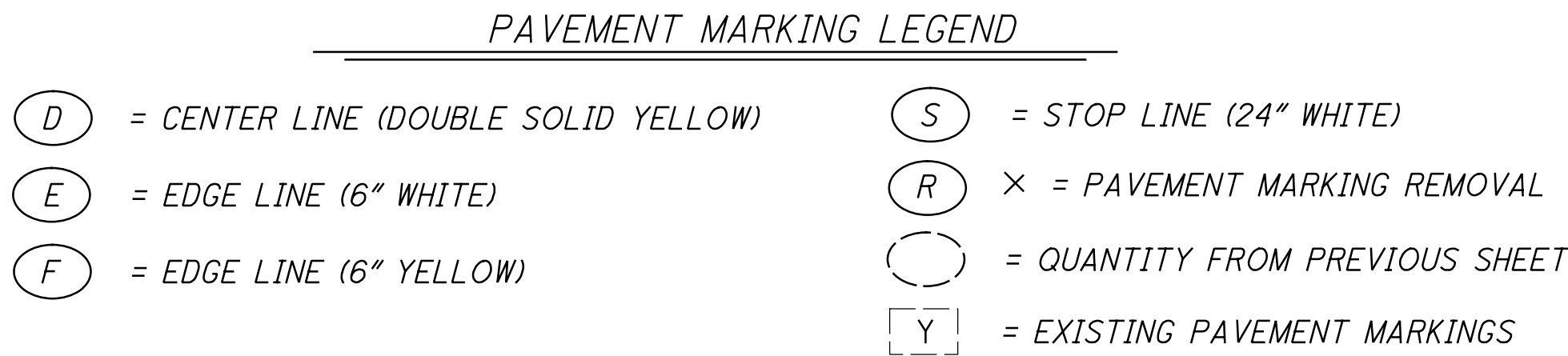
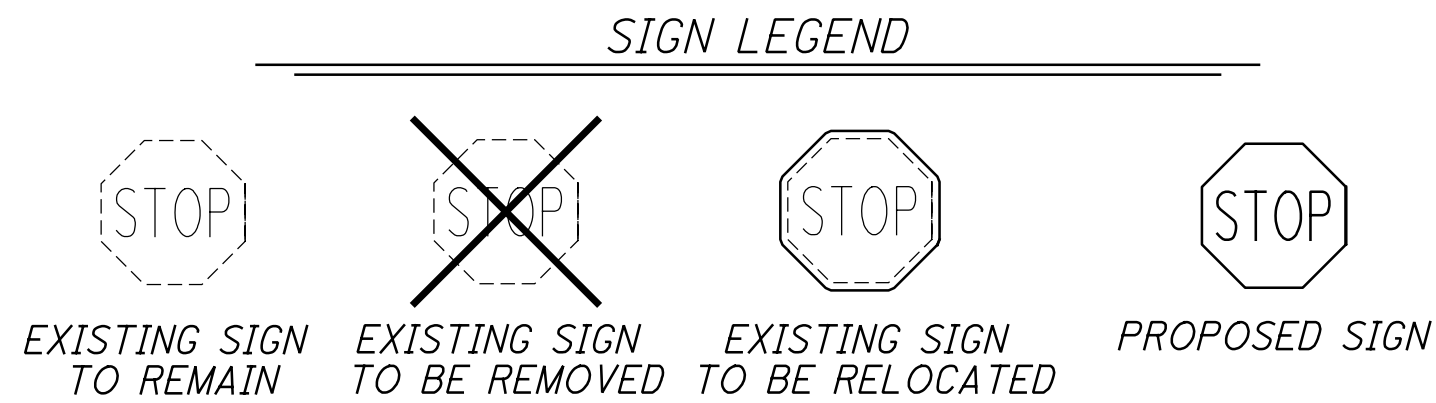
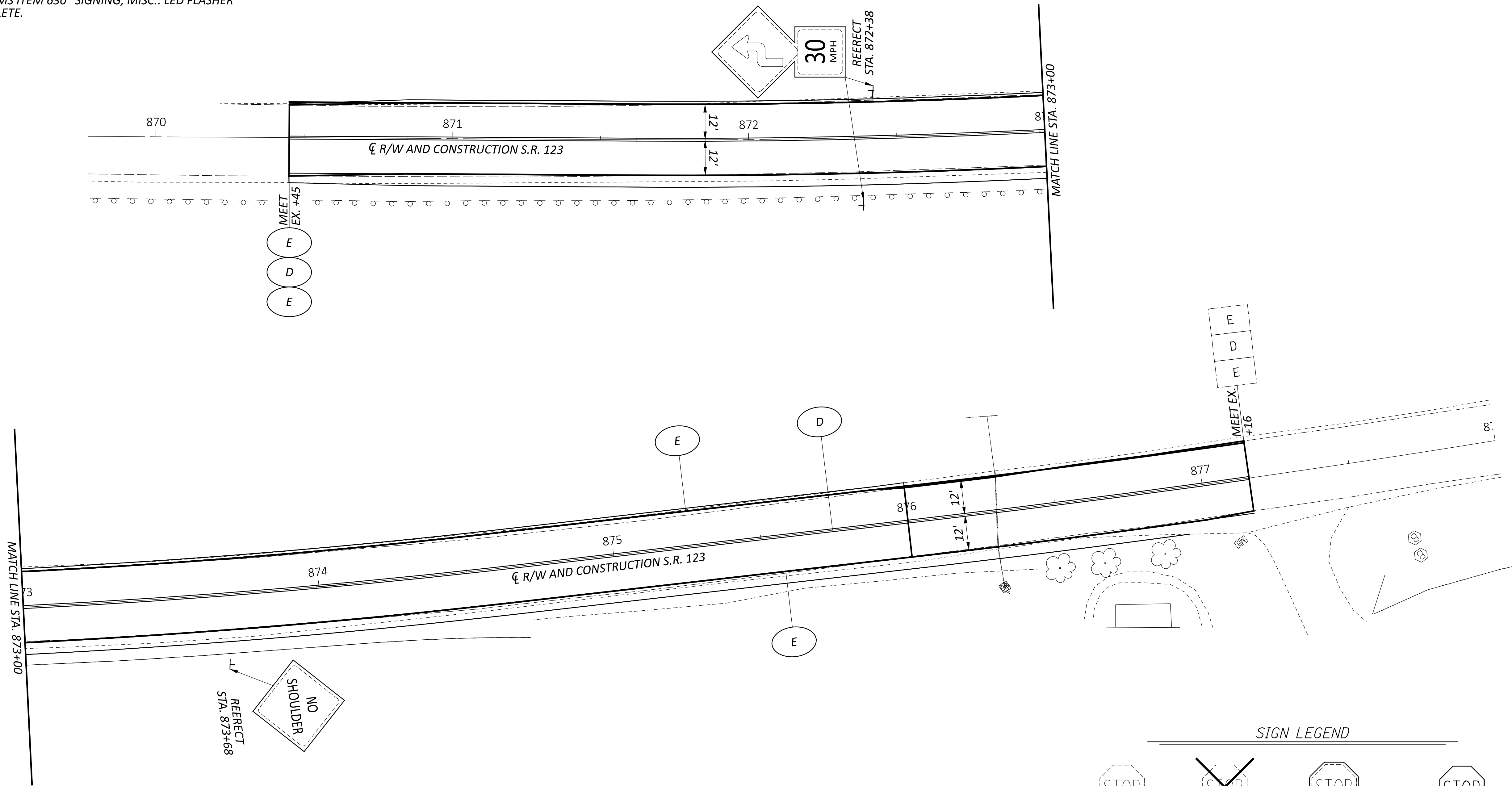
SHEET	TOTAL
P.26	3

REF NO.	SHEET NO.	LOCATION	STATION	SIDE	CODE	SIZE (INCHES)	630	630	630		630	630		620											
							GROUND MOUNTED SUPPORT, NO. 3 POST	SIGN POST REFLECTOR	SIGNING, MISC.: LED FLASHER REINSTALLATION		REMOVAL OF GROUND MOUNTED SIGN AND REERECTION	REMOVAL OF GROUND MOUNTED POST SUPPORT AND DISPOSAL		REMOVAL OF DELINEATOR											
							FT	EACH	EACH		EACH	EACH		EACH											
	P.28	SR 123	873+68.00	RIGHT	W8-23		14	1			1	1													
	P.28	SR 123	872+38.00	LEFT	W1-3R W13-1P		28	2	1		1 1	2													
	P.28	SR 123	872+38.00	RIGHT	W1-3R W13-1P		28	2	1		1 1	2													
	P.28	SR 123	874+00 TO 876+49	LEFT										9											
TOTALS CARRIED TO GENERAL SUMMARY							70	5	2		5	5		9											

ITEM 630 SIGNING, MISC.: LED FLASHER REINSTALLATION

IN ADDITION TO ODOT ITEM 630, THE CONTRACTOR SHALL REMOVE THE EXISTING POST MOUNTED LED FLASHER AS SHOWN ON THE PLANS AND REERECT THE FLASHER ON A NEW GROUND-MOUNTED SUPPORT. SEPARATE PAY ITEMS ARE INCLUDED FOR THE GROUND MOUNTED SUPPORT, SIGN POST REFLECTORS, REMOVAL OF THE SIGN AND REERECTION, AND REMOVAL AND DISPOSAL OF THE EXISTING POST.

PAYMENT FOR REERECTION OF THE FLASHER WILL BE MADE AT THE CONTRACT UNIT PRICE BID PER EACH OF CMS ITEM 630 "SIGNING, MISC.: LED FLASHER REINSTALLATION", COMPLETE.



TRAFFIC CONTROL PLAN
SR 123

DESIGN AGENCY



DESIGNER

AJS

REVIEWER

LAS 09/12/25

PROJECT ID

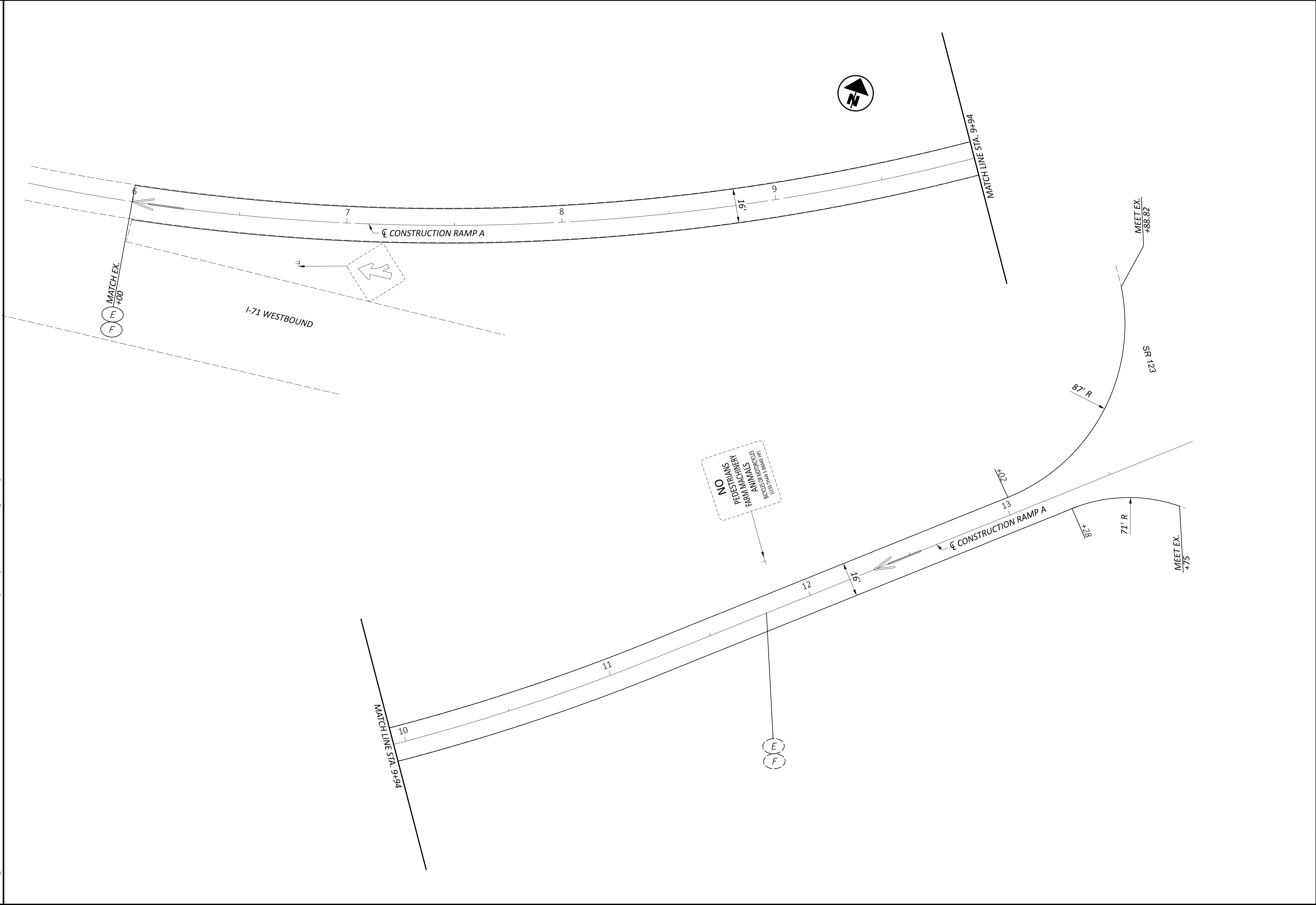
122838

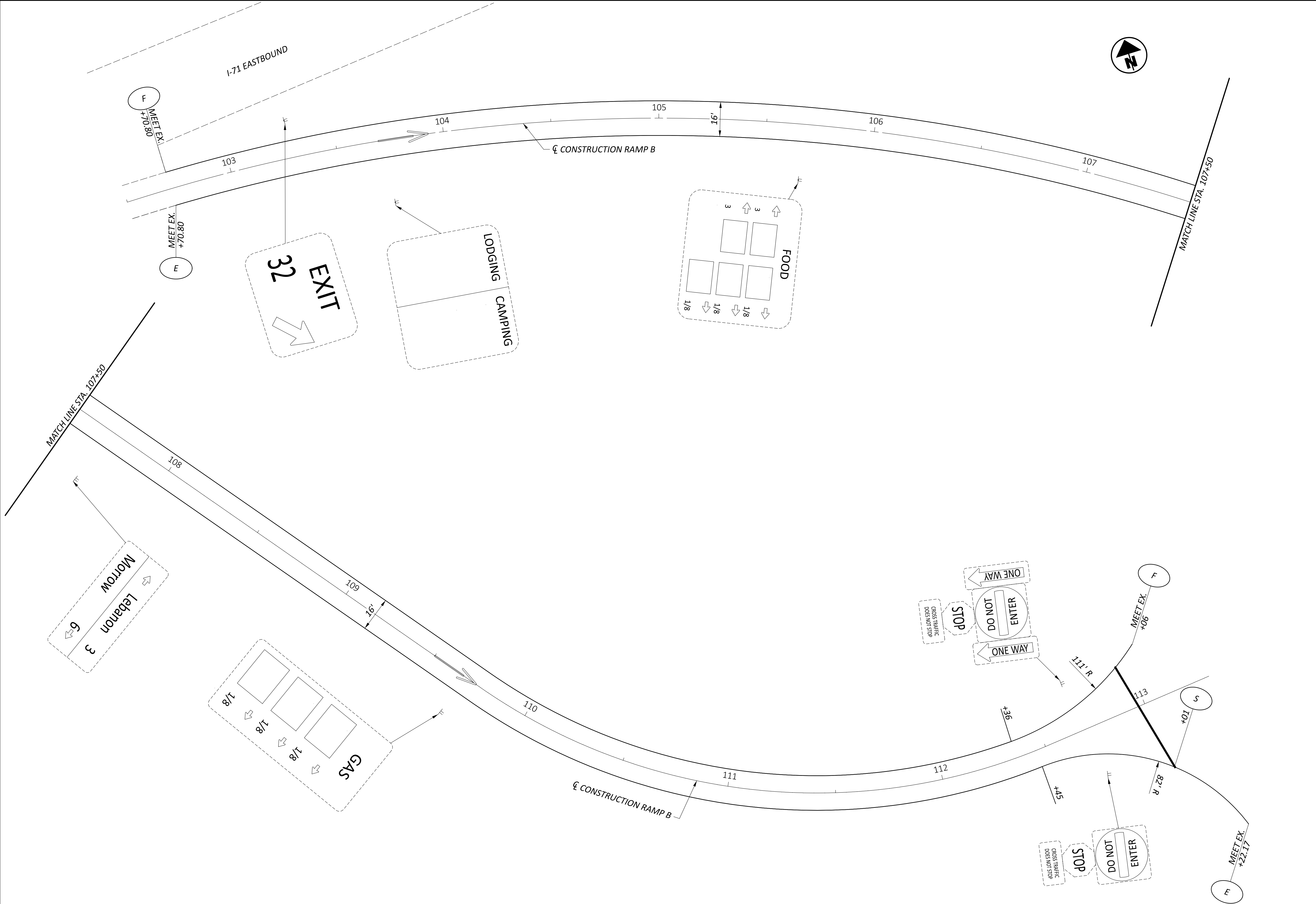
SHEET

P.28

TOTAL

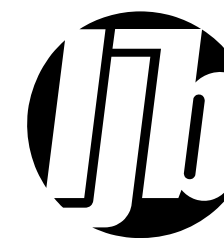
32





TRAFFIC CONTROL PLAN
RAMP B

DESIGN AGENCY



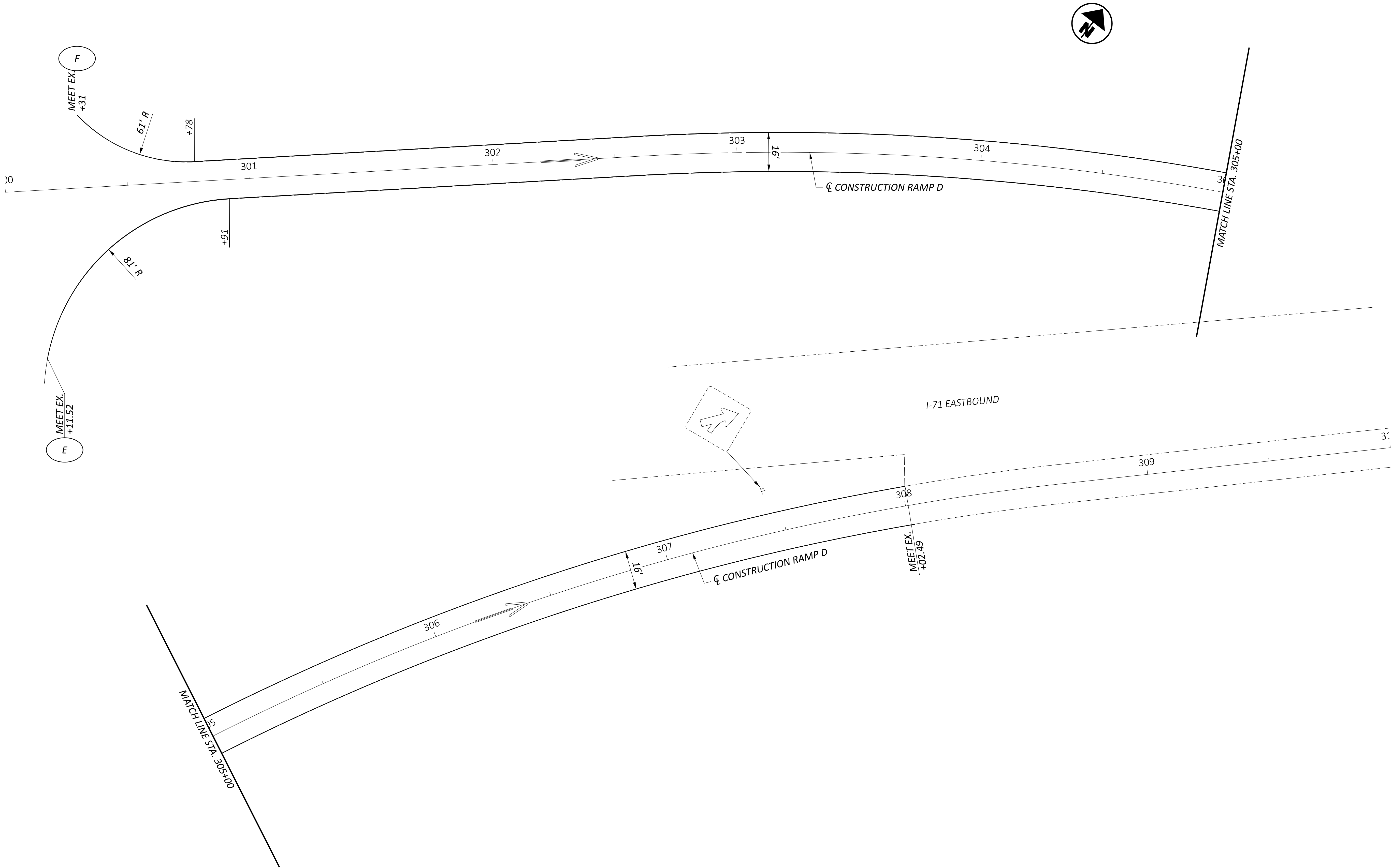
DESIGNER
AJS

REVIEWER
LAS 09/12/25

PROJECT ID
122838

SHEET TOTAL
P.30 32





TRAFFIC CONTROL PLAN
RAMP D

DESIGN AGENCY



DESIGNER

AJS

REVIEWER

LAS 09/12/25

PROJECT ID

122838

SHEET

P.32

TOTAL

32