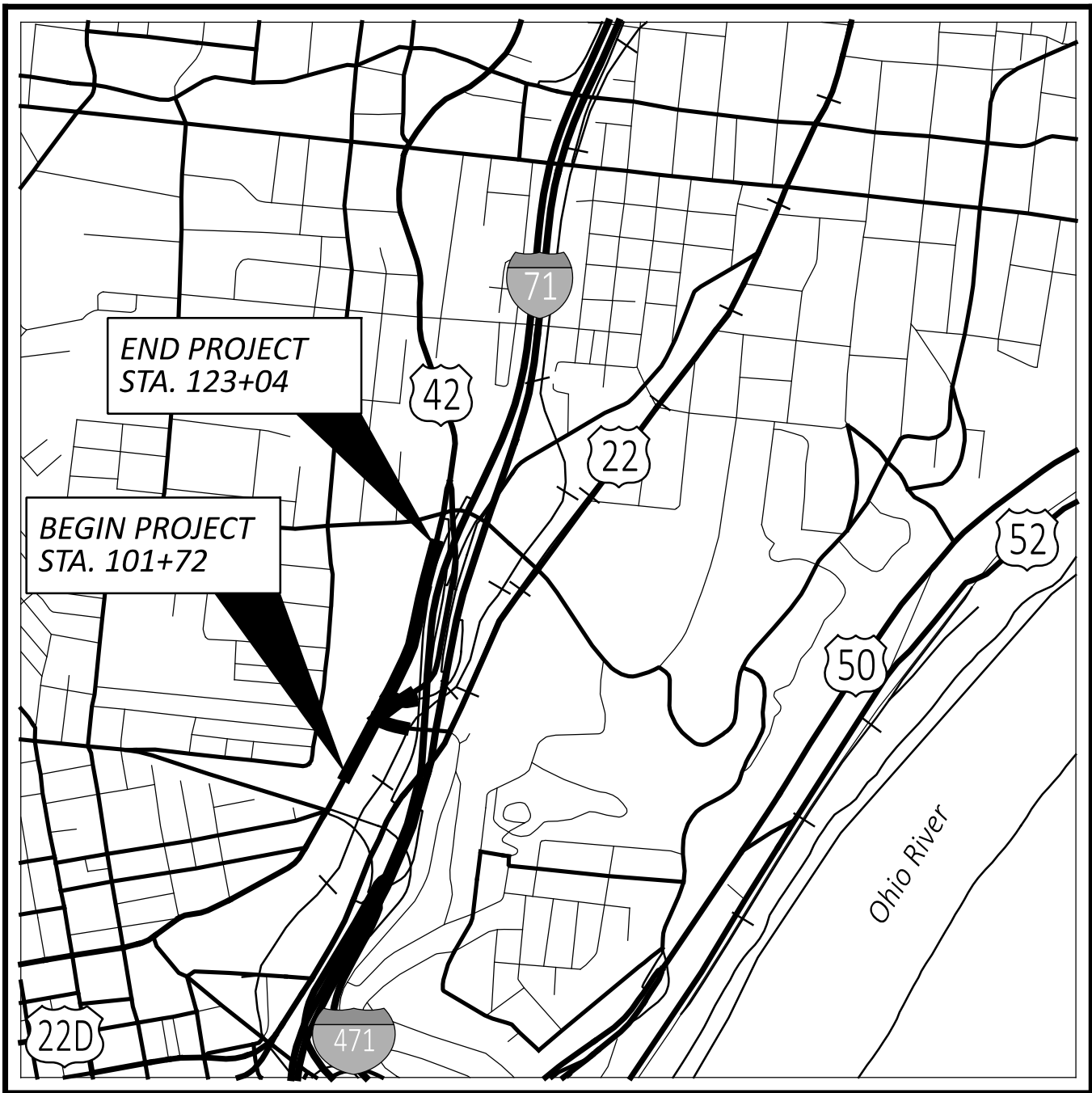




LOCATION MAP

LATITUDE: 39°06'48" LONGITUDE: -84°30'08"



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

DESIGN DESIGNATION

US-42	
CURRENT ADT (2027)	22000
DESIGN YEAR ADT (2047)	22000
DESIGN HOURLY VOLUME (2047)	3100
DIRECTIONAL DISTRIBUTION	62%
TRUCKS (24 HOUR B&C)	4%
DESIGN SPEED	35 MPH
LEGAL SPEED	30 MPH
DESIGN FUNCTIONAL CLASSIFICATION:	
US-42: 03 PRINCIPAL ARTERIAL (URBAN)	
ELSINORE PLACE: 04 MINOR ARTERIAL (URBAN)	
I-71 NB RAMP: 01 INTERSTATE (URBAN)	
NHS PROJECT	YES

DESIGN EXCEPTIONS

NONE REQUIRED

ADA DESIGN WAIVERS

NONE REQUIRED

Notify
OHIO811.org
Before You Dig

Notify online using Remote Ticket Entry
To call dial 8-1-1 or 800-362-2764

PLAN PREPARED BY:



STATE OF OHIO
DEPARTMENT OF TRANSPORTATION

HAM-42-2.20 - Pt. 1

CITY OF CINCINNATI

HAMILTON COUNTY

INDEX OF SHEETS:

TITLE SHEET	P.1
TYPICAL SECTIONS	P.2
GENERAL NOTES	P.3
MAINTENANCE OF TRAFFIC	P.4 - P.13
GENERAL SUMMARY	P.14 - P.15
SUBSUMMARIES	P.16 - P.17
ROADWAY PLAN	P.18
INTERSECTION DETAILS	P.19 - P.20
CURB RAMP DETAILS	P.21
STORM SEWER PROFILES	P.22
TRAFFIC CONTROL	P.23 - P.47
LIGHTING DETAILS	P.48 - P.50

FEDERAL PROJECT NUMBER

E240973

RAILROAD INVOLVEMENT

NONE

PROJECT DESCRIPTION

RECONSTRUCTION OF INTERSECTION BETWEEN US-42, ELSINORE PLACE AND I-71 ENTRANCE RAMP. WORK INCLUDES RESURFACING, EXPANSION OF LANDSCAPED ISLAND, NEW CONCRETE MEDIAN, CURB RAMP RECONSTRUCTION, STORM SEWER RELOCATION, SIGNING AND PAVEMENT MARKINGS, AND LIGHT POLE RELOCATION.

EARTH DISTURBED AREAS

PROJECT EARTH DISTURBED AREA:	0.19 ACRES
ESTIMATED CONTRACTOR EARTH DISTURBED AREA:	0.00 ACRES
NOTICE OF INTENT EARTH DISTURBED AREA:	N/A

LIMITED ACCESS

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

2023 SPECIFICATIONS

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

I HEREBY APPROVE THESE PLANS AND DECLARE THAT THE MAKING OF THIS IMPROVEMENT WILL REQUIRE THE CLOSING TO TRAFFIC OF THE HIGHWAY EXCEPT AS NOTED ON SHEET P.04, AND THAT DETOURS WILL BE PROVIDED AS INDICATED ON THE PLANS.

District Deputy Director

Director, Department of Transportation

STANDARD CONSTRUCTION DRAWINGS								SUPPLEMENTAL SPECIFICATIONS	SPECIAL PROVISIONS
BP-2.1	1/21/22	MT-095.30	7/17/26	TC-22.20	7/18/25			800-2023 7/16/26	
BP-2.2	1/16/26	MT-095.31	7/17/26	TC-41.20	10/18/13			821 4/20/12	
BP-3.1	1/19/24	MT-095.32	7/17/26	TC-41.30	4/21/23			832 7/16/26	
		MT-097.10	7/18/25	TC-41.41	7/19/19			921 7/19/24	
RD-5.1	7/17/26	MT-098.30	7/18/25	TC-42.20	10/18/13				
RD-7.1	7/17/26	MT-101.60	1/17/25	TC-51.11	7/17/26				
		MT-101.90	7/17/20	TC-51.12	7/17/26				
CB-03	7/17/26	MT-103.20	1/16/26	TC-52.10	10/18/13				
CB-03A	7/17/26	MT-105.10	1/17/20	TC-52.20	7/17/26				
		MT-110.10	7/19/13	TC-65.11	7/17/26				
DM-1.1	7/17/26			TC-71.10	7/17/26				
DM-1.2	1/17/25	HL-10.13	7/17/26	TC-73.20	1/16/26				
DM-4.3	1/15/16	HL-20.11	1/16/26	TC-74.10	1/16/26				
DM-4.4	1/15/16	HL-30.11	7/17/26						
		HL-30.22	1/17/25						
RM-3.1	7/20/18								

DESIGN AGENCY



DESIGNER

MJP

REVIEWER

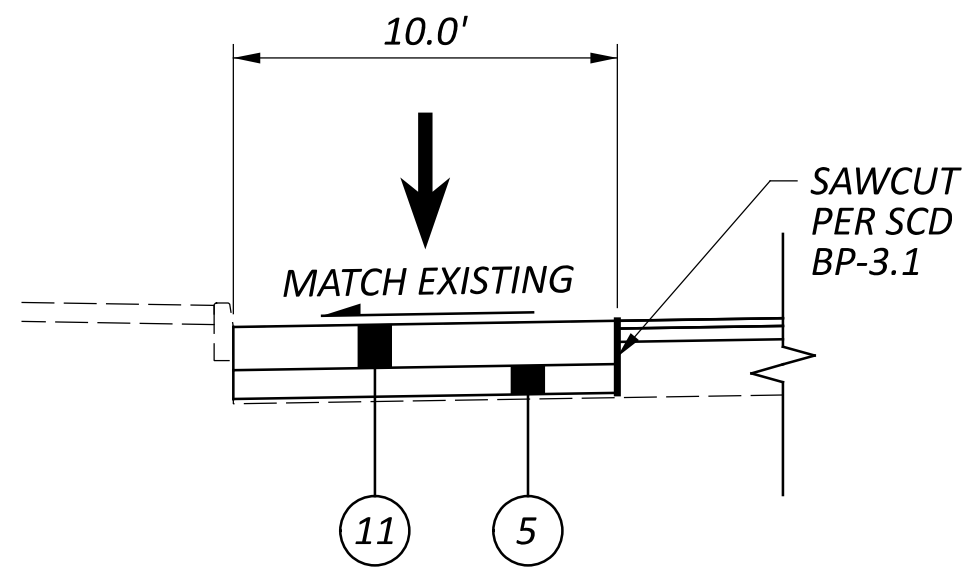
SJB 09/28/26

PROJECT ID

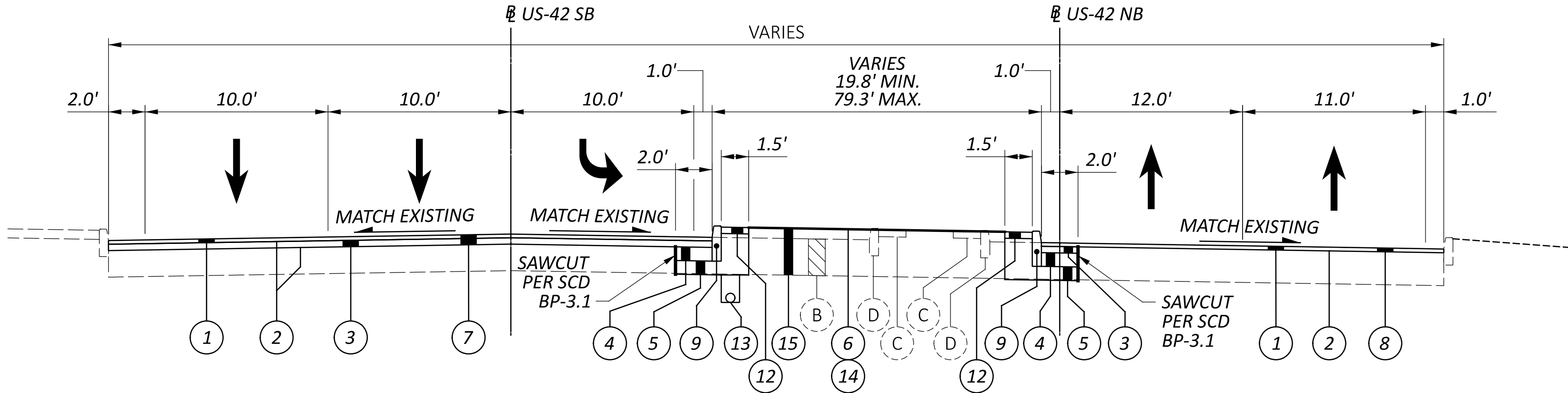
121997

SHEET

P.1 TOTAL 50



CONCRETE BUS PAD
STA. 108+70 TO STA. 109+50



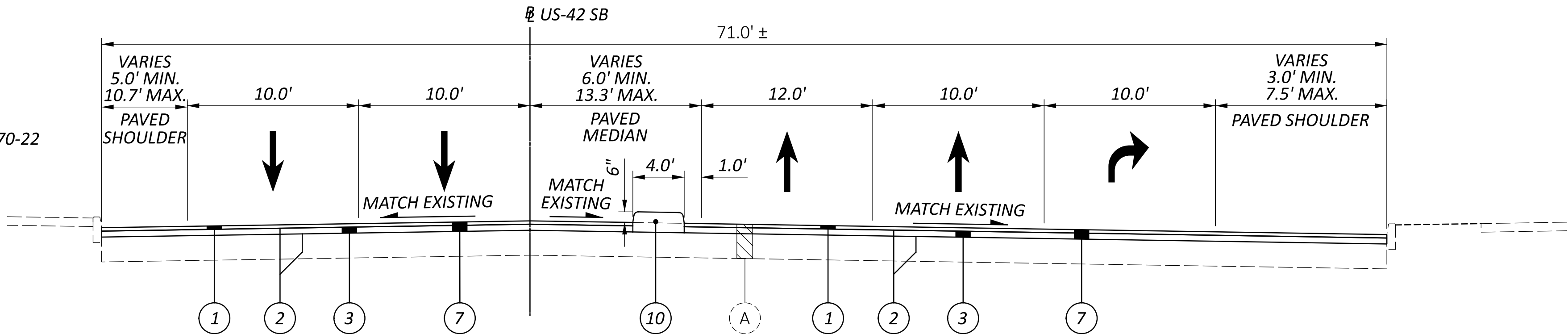
NOTE:
3.25" PAVEMENT RESURFACING ENDS AT STA. 110+51.46

US-42
STA. 108+65 TO STA. 110+52

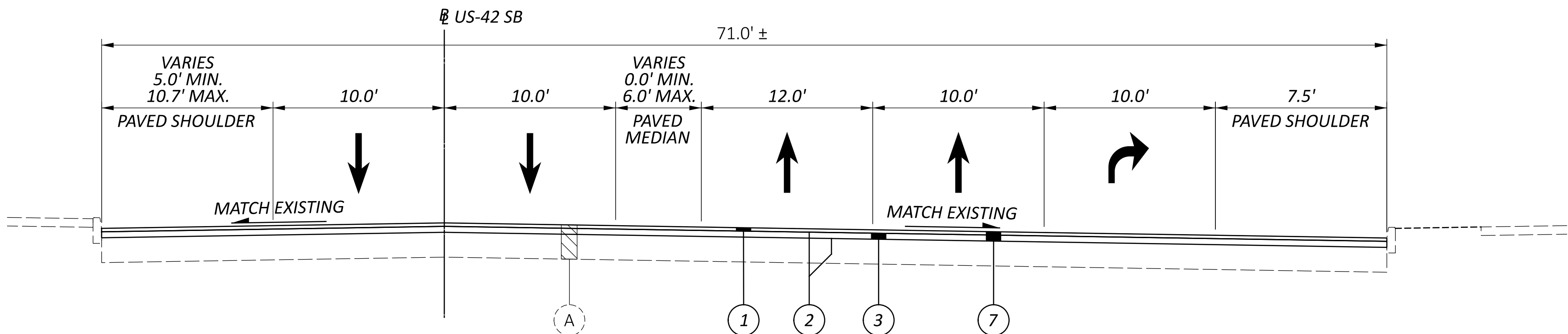
NOTE:
1.5" PAVEMENT RESURFACING STARTS AT 302+65.53
AND ENDS AT STA. 305+00.00

LEGEND

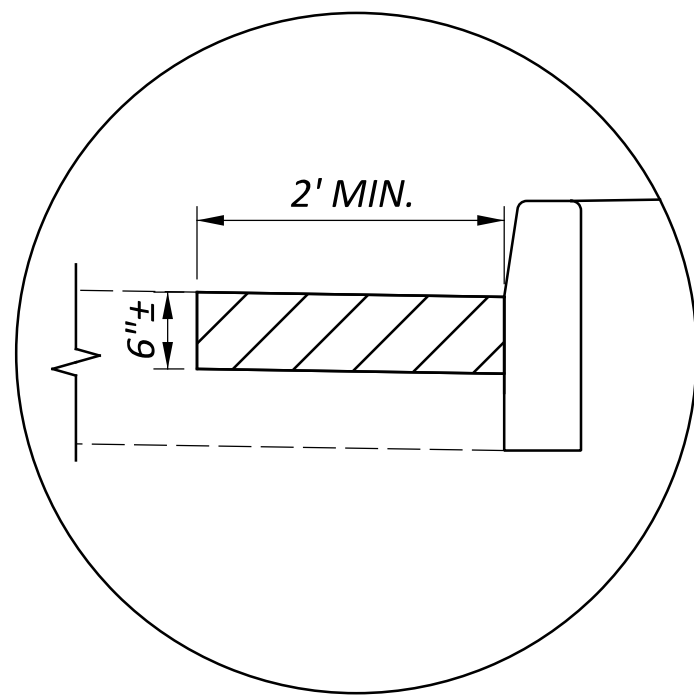
- 1 ITEM 442 - 1.5" ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A (446)
- 2 ITEM 407 - NON-TRACKING TACK COAT
- 3 ITEM 442 - 1.75" ASPHALT CONCRETE INTERMEDIATE COURSE, 12.5MM, TYPE A (446)
- 4 ITEM 301 - 6" ASPHALT CONCRETE BASE, (449), AS PER PLAN, PG70-22
- 5 ITEM 304 - 6" AGGREGATE BASE
- 6 ITEM 659 - SEEDING AND MULCHING
- 7 ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE, 3.25"
- 8 ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE, 1.5"
- 9 ITEM 609 - CURB, TYPE 6
- 10 ITEM 609 - CONCRETE MEDIAN
- 11 ITEM 452 - 8" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC-1P
- 12 ITEM 608 - 4" CONCRETE WALK
- 13 ITEM 605 - 6" BASE PIPE UNDERDRAINS
- 14 ITEM 659 - TOPSOIL, 4"
- 15 ITEM 203 - EMBANKMENT
- A EX. PAVEMENT (ASPHALT)
- B EX. PAVEMENT (ASPHALT) (TO BE REMOVED)
- C EX. CONCRETE SIDEWALK (TO BE REMOVED)
- D EX. CONCRETE CURB (TO BE REMOVED)



US-42
STA. 106+65 TO STA. 107+63



US-42
STA. 105+45 TO STA. 106+65
STA. 107+63 TO STA. 108+65



PAVEMENT REPAIR DETAIL

TYPICAL SECTIONS

UTILITIES

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

ELECTRIC	DUKE ENERGY SHANE ERHART 2010 DANA AVE CINCINNATI, OH 45207 513-508-9609 SHANE.ERHART@DUKE-ENERGY.COM
GAS	DUKE ENERGY (GAS) ANDY MCNICHOLS 513-384-4731 ANDREW.MCNICHOLS@DUKE-ENERGY.COM
COMMUNICATIONS	MCI/VERIZON CYNTHIA MARTINEZ 5400 DUFF DRIVE CINCINNATI, OH 45246 757-799-8038 CYNTHIA.MARTINEZ@VERIZON.COM CHARTER COMM (SPECTRUM/TIME WARNER) FRANK BOWEN 10920 KENWOOD ROAD BLUE ASH, OHIO 45242 513-836-0812 FRANK.BOWEN@CHARTER.COM CROWN CASTLE CRAIG WHEELER 10188 INTERNATIONAL BOULEVARD CINCINNATI, OHIO 45246 614-506-2846 CRAIG.WHEELER@CROWNCastle.COM LUMEN RYAN BIRDSALL 3235 INTERTECH DRIVE, SUITE 600 BROOKFIELD, WISCONSIN 53045 608-444-2493 RYAN.BIRDSALL@LUMEN.COM
WATER	CITY OF CINCINNATI WATER EARL GREG BRATFISH JR. 4747 SPRING GROVE AVENUE CINCINNATI, OHIO 45232 513-591-6533 EARL.BRATFISH@GCWW.CINCINNATI-OH.GOV
STORMWATER	CINCINNATI STORMWATER MANAGEMENT UTILITY JEFF OXENHAM, PE 225 WEST GALBRAITH ROAD CINCINNATI, OHIO 45215 513-503-1616 JEFF.OXENHAM@CINCINNATI-OH.GOV

UTILITIES (CONT.)

SEWER	METROPOLITAN SEWER DISTRICT ROB FRANKLIN 1600 GEST STREET CINCINNATI , OHIO 45204 513-557-7188 MSDUTILITYREVIEW@CINCINNATI-OH.GOV
TRAFFIC	CITY OF CINCINNATI TRAFFIC ODOT DISTRICT 8 TERI SCANLON 505 SOUTH SR 741 LEBANON, OHIO 45306 513-933-6620 TERI.SCANLON@DOT.OHIO.GOV ODOT OFFICE OF TSMO - ITS SECTION 1606 WEST BROAD STREET COLUMBUS, OH 43223 614-387-4113 CEN.ITS.LAB@DOT.OHIO.GOV

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.

SURVEYING PARAMETERS - OHIO STATE PLANE (NORTH/SOUTH)

PRIMARY PROJECT CONTROL MONUMENTS GOVERN ALL POSITIONING ON ODOT PROJECTS. SEE SHEET P.3 OF THE PLANS FOR A TABLE CONTAINING PROJECT CONTROL INFORMATION.

USE THE FOLLOWING PROJECT CONTROL, VERTICAL POSITIONING, AND HORIZONTAL POSITIONING PARAMETERS FOR ALL SURVEYING:

PROJECT CONTROL	
POSITIONING METHOD:	ODOT VRS
MONUMENT TYPE:	3" LJB DISK/CUTS

VERTICAL POSITIONING	
ORTHOMETRIC HEIGHT DATUM:	NAVD88
GEOID:	GEOID 18

HORIZONTAL POSITIONING	
REFERENCE FRAME:	NAD 83
ELLIPSOID:	GRS80
COORDINATE SYSTEM:	LDP
MAP PROJECTION:	LCC
COORDINATE SYSTEM:	LDP
SCALE FACTOR:	1.000026

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.

PRIMARY PROJECT CONTROL INFORMATION							
POINT NUMBER	STATION	OFFSET	SIDE	NORTHING	EASTING	ELEVATION	DESCRIPTION
1	111+75.02	29.14	LT	333292.4770	191889.985	617.479	CUT CROSS "X"
2	202+11.87	39.95	RT	332849.0860	191941.544	605.038	3" LJB DISK
8	106+06.89	24.28	LT	332785.8330	191633.101	601.605	CUT CROSS "X"

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.

MASONRY COLLAR

WHenever a proposed conduit is to be connected to an existing conduit, the existing conduit should be removed to a manufactured joint. The proposed conduit should match the existing conduit material. Connect the two conduits at bell and spigot joints. The masonry collar per DM-1.1 should encase the joint to ensure a stable connection.

PROTECTION OF RIGHT-OF-WAY LANDSCAPING

Prior to beginning work, the contractor, the project engineer, and a representative of the maintaining agency will review and record all landscaping items within the right-of-way (both within and outside the construction limits). A record of this review will be kept in the project engineer's files. Prior to final acceptance, a final review of landscaping items will be made.

Constrict all activities, equipment storage, and staging to within the construction limits. Unless otherwise identified in the plans or proposal, the construction limits are identified as 30 feet from the edge of pavement.

Submit a written request to the project engineer to use any area outside these limits. The document submitted must clearly identify the area and explain the proposed use and restoration of the area. Except as indicated on sheet ___, 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.

ITEM 301 - ASPHALT CONCRETE BASE, (449), AS PER PLAN

Item 301 - Asphalt concrete base, (449), as per plan shall follow the specifications except for the asphalt binder. The asphalt binder used in this asphalt mix shall be PG70-22.

SEEDING AND MULCHING

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

659, TOPSOIL	68 CY
659, SEEDING AND MULCHING	609 SY
659, REPAIR SEEDING AND MULCHING	31 SY
659, COMMERCIAL FERTILIZER	0.10 TON
659, LIME	0.13 ACRES
659, WATER	4 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.

GENERAL NOTES

DESIGN AGENCY



DESIGNER

MJP

REVIEWER

SJB 09/28/26

PROJECT ID

121997

SHEET

P.3

TOTAL

50

MODEL: Sheet PAPER:SIZE: 34x22 (in.) DATE: 9/24/2026 TIME: 1:30:45 PM PLTDRV: OHDOT_PDF.pltctg PENTBL: OHDOT_Pen.tbl USER: HBankhalaf@jblinc.com WORKSPACE: OHDOTCEV02 WORKSET: 121997 PRODUCT: OpenRoadsDesigner 24.00.00.205 pwc:\ohdot\dot-pw-bentley.com:ohdot-pw-02\Documents\01 Active Projects\District 08\Hamilton\121997402-Engineering_L\BIM\OT\Sheets\121997_MN002.dgn

ITEM 614, MAINTAINING TRAFFIC

MAINTAIN ALL EXISTING/PROPOSED LANES OF TRAFFIC AT ALL TIMES BY USE OF THE EXISTING PAVEMENT AND THE COMPLETED PAVEMENT AS DESCRIBED IN THE SEQUENCE OF CONSTRUCTION. SHORT TERM LANE/RAMP CLOSURES WILL BE PERMITTED ACCORDING TO THE LANE VALUE CONTRACT TABLE. LONG TERM RAMP/ROAD CLOSURES ARE PERMITTED ACCORDING TO THE LANE VALUE CONTRACT TABLE AND AS DESCRIBED IN THE SEQUENCE OF CONSTRUCTION.

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	FLYING PIG MARATHON
	QUEEN BEE HALF MARATHON

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 (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	6:00 AM WEDNESDAY THROUGH 6:00 AM MONDAY (THANKSGIVING ONLY)
FRIDAY	12:00N THURSDAY THROUGH 6:00 AM MONDAY
SATURDAY	12:00N FRIDAY THROUGH 6:00 AM MONDAY

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

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.

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 PER LANE
US 42 AND ELSINORE PI: SHORT-TERM LANE CLOSURES	7 AM TO 10 AM AND 3 PM TO 6 PM	1 MINUTE	\$100
SOUTHBOUND I-71 EXIT RAMP TO US 42: SHORT-TERM RAMP CLOSURE	6 AM TO 9 PM	1 MINUTE	\$130
US 42 RAMP TO NORTHBOUND I-71: PHASE 1 RAMP CLOSURE	30 DAYS	1 DAY	\$7,500
NORTHBOUND US 42: PHASE 2 ROAD CLOSURE	30 DAYS	1 DAY	\$5,500
RIDGE/ALAMO RAMP TO SOUTHBOUND I-71: PHASE 4 RAMP CLOSURE	30 DAYS	1 DAY	\$12,900

NOTE: SHORT-TERM RAMP/LANE ARE NOT PERMITTED 2 HOURS BEFORE TO 2 HOURS AFTER EVENTS AT GREAT AMERICAN BALL PARK, PAUL BROWN STADIUM, OR HERITAGE BANK CENTER. THIS RESRICTION ALSO APPLIES TO ANY OTHER LOCAL VENUE GENERATING AN EVENT ATTENDANCE OF 15,000 OR MORE.

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.

NOTICE OF CLOSURE SIGNS (W20-H14) 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 FLAT SHEET 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.

NOTICE OF CLOSURE SIGN TIME TABLE		
ITEM	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-H14 SIGN LISTS THE APPLICABLE AGENCY NAME IN WHICH A MOTORIST MAY CONTACT FOR ADDITIONAL INFORMATION. THE CONTRACTOR SHALL PROVIDE, ERECT AND MAINTAIN STANDARD 48 X 30 INCH ROAD CLOSED SIGNS, SIGN SUPPORTS, BARRICADES AND LIGHTS, AS DETAILED IN SCD MT-101.60. DURING PERIODS IN WHICH THE AFFECTED ROADS ARE CLOSED TO TRAFFIC.

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 AT THE LOCATIONS SHOWN ON SHEET P.7 - P.13.

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.

DUST CONTROL

THE CONTRACTOR SHALL FURNISH AND APPLY WATER FOR DUST CONTROL AS DIRECTED BY THE ENGINEER. THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED FOR DUST CONTROL PURPOSES:

ITEM 616, WATER 1 M. GAL.

CITY OF CINCINNATI DOTE

IF PROJECT ACTIVITIES ARE PERFORMED IN CITY OF CINCINNATI RIGHT OF WAY, OR WILL IMPACT LOCAL ROADS, THEN THE CONTRACTORS MUST APPLY FOR CITY PERMIT.

PERMITS: A CITY OF CINCINNATI DOTE PERMIT IS REQUIRED PRIOR TO THE ODOT CONTRACTOR COMMENCING WORK INSIDE THE CITY'S RIGHT OF WAY. PERMITS WILL BE AT "NO COST" AND REQUIRE AN APPLICATION ([HTTPS://WWW.CINCINNATI-OH.GOV/DOTE/PERMITS-LICENSES/DOTE-RESOURCE-PAGE/ACCESSING-THE-RIGHT-OF-WAY-PERMITS/GENERAL-PERMIT/](https://www.cincinnati-oh.gov/dote/permits-licenses/dote-resource-page/accessing-the-right-of-way-permits/general-permit/)) TO BE COMPLETED, OR CALL 513-352-3463.

THE CITY OF CINCINNATI'S CITIZENS AND BUSINESSES HOST MANY MAJOR EVENTS THAT MAY AFFECT TRANSPORTATION ASSETS WITHIN THE PROJECT LIMITS. CITY ISSUED PERMITS MAY REQUIRE MAJOR EVENT WORK RESTRICTIONS ON THE CONTRACTOR'S ACTIVITIES. THE CITY MAINTAINS A LIST OF KNOWN MAJOR EVENTS AT THE FOLLOWING WEBSITE: [HTTP://CINCINNATI-OH.GOV/POLICE/SPECIAL-EVENTS-REGULATIONS-AUCTIONS/EVENT-PERMITS/](http://cincinnati-oh.gov/police/special-events-regulations-auctions/event-permits/).

MAINTAINING TRANSIT OPERATIONS

TRANSIT FACILITIES ARE LOCATED WITHIN THE PROJECT LIMITS AND ARE AFFECTED BY THE PROPOSED WORK AND/OR THE MAINTENANCE OF TRAFFIC. TRANSIT OPERATIONS SHALL BE MAINTAINED AT ALL TIMES. INVITE THE BELOW LISTED TRANSIT SORTA/METRO CONTACT(S) TO THE PRECONSTRUCTION MEETING AND PROVIDE THEM WITH THE PROJECT SCHEDULE INCLUDING UPDATES RELATIVE TO TRANSIT IMPACTS. BRIAN MESSER: BMESSER@GO-METRO.COM KIM WYATT: KWYATT@GO-METRO.COM PAUL JOHNSON: PJOHNSON@GO-METRO.COM SCHEDULING@GO-METRO.COM BUSSTOPS@GO-METRO.COM

COORDINATION WITH THE TRANSIT AGENCY IS REQUIRED. PROVIDE NOTIFICATION AT LEAST 14 CALENDAR DAYS IN ADVANCE TO ALLOW THE TRANSIT AGENCY TO IMPLEMENT ANY CHANGES TO THE TRANSIT OPERATIONS AS DESCRIBED BELOW: METRO - PHASE 1, RELOCATE BUS STOP SIGN AT 108+70

DESIGN AGENCY



DESIGNER

HBK

REVIEWER

JRE 09/22/26

PROJECT ID

121997

SHEET

P.4

TOTAL

50

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(S) 7-13 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 2 HOURS 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 18 SIGN MONTH ASSUMING 3 PCMS SIGN(S) FOR 6 MONTH(S)

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 &	>= 2 WEEKS ROAD CLOSURES	21 CALENDAR DAYS PRIOR TO CLOSURE
	> 12 HOURS & < 2 WEEKS	14 CALENDAR DAYS PRIOR TO CLOSURE
	<= 12 HOURS	4 CALENDAR DAYS PRIOR TO CLOSURE
LANE CLOSURES & RESTRICTIONS	>= 2 WEEKS	14 CALENDAR DAYS PRIOR TO CLOSURE
	< 2 WEEKS	5 BUSINESS DAYS PRIOR TO CLOSURE
START OF CONSTRUCTION & TRAFFIC PATTERN CHANGES	N/A	14 CALENDAR DAYS PRIOR TO IMPLEMENTATION

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

SEQUENCE OF CONSTRUCTION

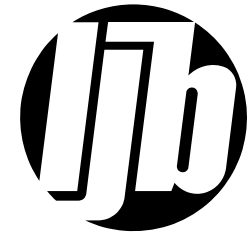
- PHASE 1
1. CLOSE THE RIGHT LANE OF SOUTHBOUND US 42 PER MT-95.31.
 2. CONSTRUCT THE BUS PAD AND CURB RAMP ALONG THE SOUTHBOUND US 42 SIDEWALK.
 3. DETOUR NORTHBOUND ENTRANCE RAMP TO I-71 FROM US 42 (READING ROAD) AND ELSINORE PLACE AND CLOSE THE I-71 NORTHBOUND ENTRANCE RAMP.
 4. DETOUR PEDESTRIANS ALONG ELSINORE PLACE AS SHOWN IN THE PLANS. CLOSE THE WESTBOUND TURN LANE TO I-71 NORTHBOUND AND THE NORTHERN THROUGH LANE ALONG ELSINORE PLACE.
 5. MODIFY THE EXISTING TRAFFIC ISLAND AT THE NORTHEAST CORNER OF US 42 (READING ROAD) AND ELSINORE PLACE.
 6. PERFORM BRIDGE WORK ON THE BRIDGE OF I-71 ALONG THE RAMP FROM US 42 (READING ROAD) TO I-71 NORTHBOUND.
 7. OPEN I-71 NORTHBOUND RAMP TO TRAFFIC.

- PHASE 2
1. SWITCH TRAFFIC INTO THE FINAL CONFIGURATION SHOWN ON PAGES 28 TO 33 USING WORK ZONE PAVEMENT MARKINGS AND PERMANENT PAVEMENT MARKINGS ON EXISTING PAVEMENT AND PROPOSED PAVEMENT.
 2. DETOUR NORTHBOUND US 42 (READING ROAD).
 3. CLOSE THE SOUTHBOUND US 42 LEFT THRU LANE PER MT-95.32 AND MAINTAIN THE LEFT TURN TO ELSINORE PI SIMILAR TO MUTCD 6P.23 ACCORDING TO THE LANE VALUE CONTRACT TABLE.
 4. CLOSE THE ACCESS FROM SOUTHBOUND US 42 (READING ROAD) TO NORTHBOUND US 42 (READING ROAD).
 5. CONSTRUCT THE PORTION OF THE PROPOSED ISLAND AND ASSOCIATED DRAINAGE ITEMS ADJACENT THE SOUTHBOUND LEFT TURN LANE.
 6. UTILIZE THE EXISTING STRIPED SHOULDER AND CLOSED NORTHBOUND US 42 (READING ROAD) RAMP LANE TO MODIFY THE EXISTING TRAFFIC ISLAND ALONG THE NORTHBOUND US 42 (READING ROAD) RAMP.
 7. PERFORM BRIDGE WORK ON THE BRIDGE ALONG NORTHBOUND US 42 (READING ROAD) OVER I-71.
 8. CLOSE THE LEFT LANE IN BOTH DIRECTIONS OF US 42 PER MT-95.32 ACCORDING TO THE LANE VALUE CONTRACT TABLE.
 9. CONSTRUCT THE MEDIAN CURB AND ASSOCIATED DRAINAGE ITEMS SOUTH OF ELSINORE PI.
 10. OPEN ALL LANES TO TRAFFIC.

- PHASE 3
- 1.CLOSE LANES ON US 42 AND ELSINORE PI ACCORDING TO THE LANE VALUE CONTRACT TABLE.
 2. CLOSE SOUTHBOUND US 42 (READING ROAD) EXIT FROM I-71 ACCORDING TO THE LANE VALUE CONTRACT TABLE.
 3. PERFORM PAVEMENT RESURFACING AND MARKINGS.
 4. OPEN ALL LANES TO TRAFFIC.

- PHASE 4
1. DETOUR SOUTHBOUND ENTRANCE RAMP TO I-71 FROM RIDGE ROAD AND ALAMO AVENUE.
 2. PERFORM BRIDGE WORK ON THE RAMP'S BRIDGE OVER NORTHBOUND I-71.
 3. OPEN ALL LANES TO TRAFFIC.

DESIGN AGENCY



DESIGNER

HBK

REVIEWER

JRE 09/22/26

PROJECT ID

121997

SHEET

TOTAL

P.5

50

HAM-42-2.20

MODEL: Sheet PAPER: 34x22 (in.) DATE: 9/24/2026 TIME: 1:31:02 PM PLTDRV: OHDOT_PDF.plt PENTBL: OHDOT Pen.tbl USER: H8ani.khalaf@ibjinc.com WORKSPACE: OHDOTCev02 WORKSET: 121997 PRODUCT: OpenRoadsDesigner 24.00.00.2025
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02 Documents\\01 Active Projects\\District 08\\Hamilton\\121997\\402-Engineering_LB\\MOT\\Sheets\\121997_MS001.dgn

[illegible]

MAINTENANCE OF TRAFFIC SUBSUMMARY

DESIGN AGENCY



DESIGNER

HBK

REVIEWER

JRE 09/22/26

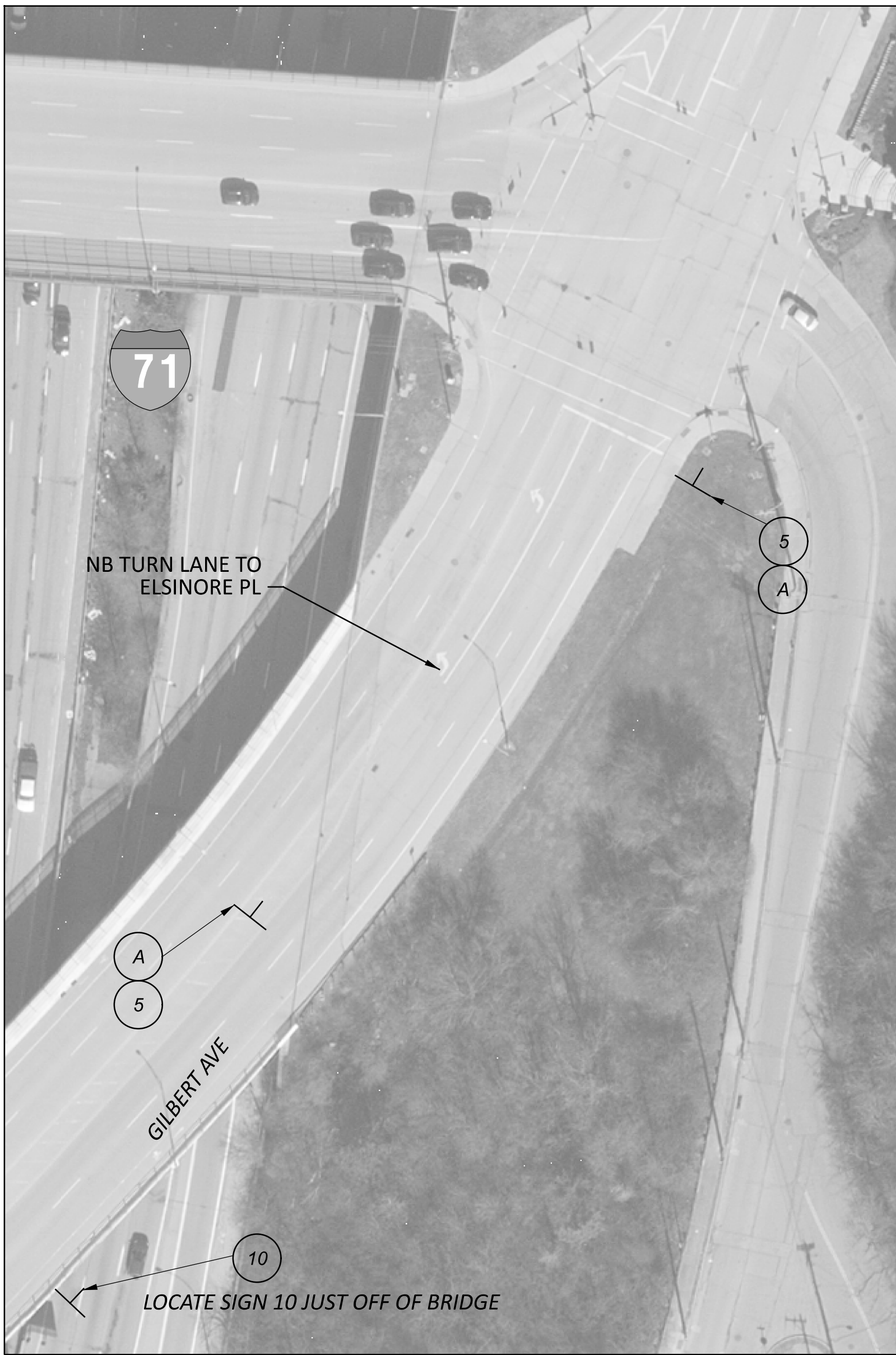
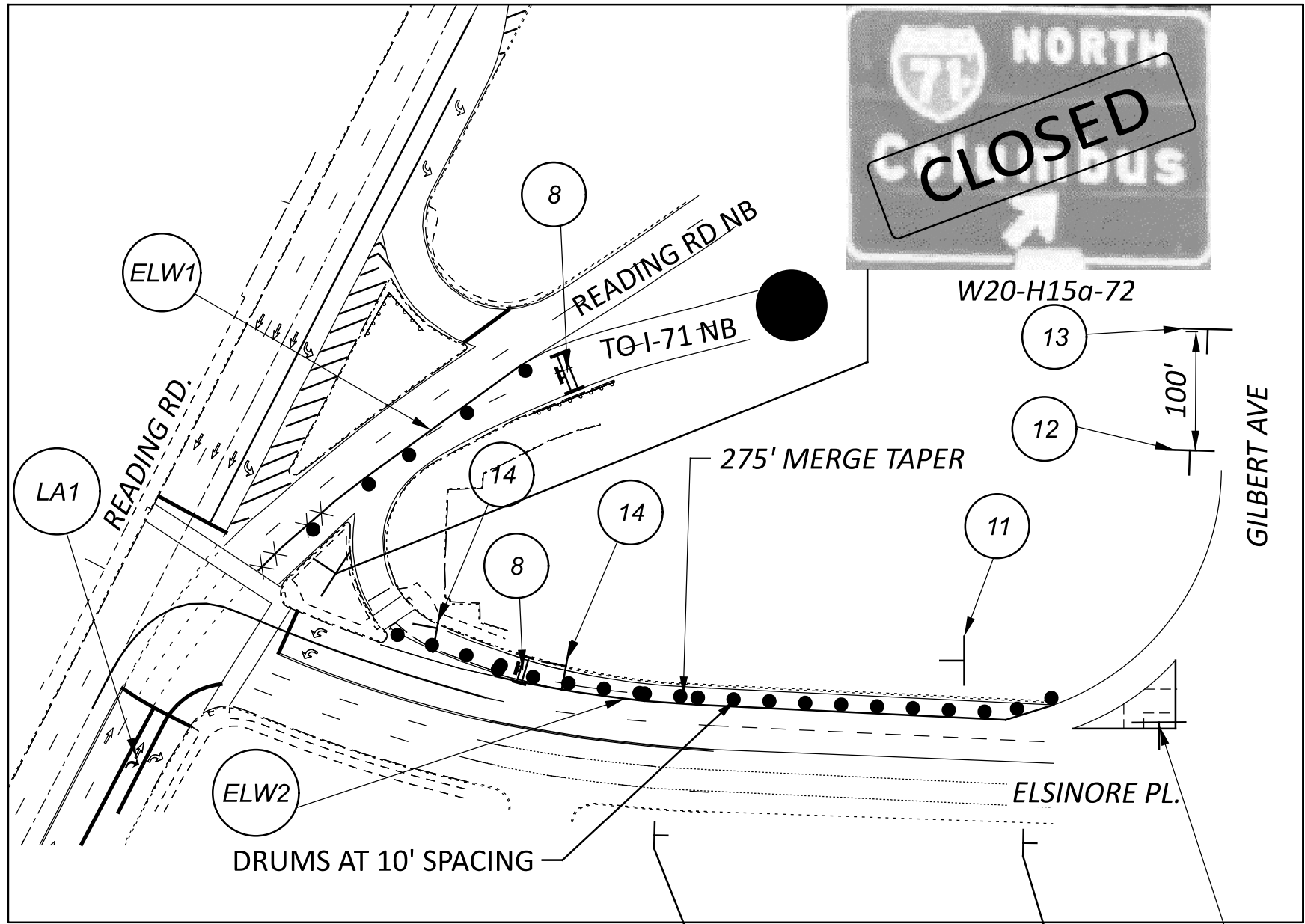
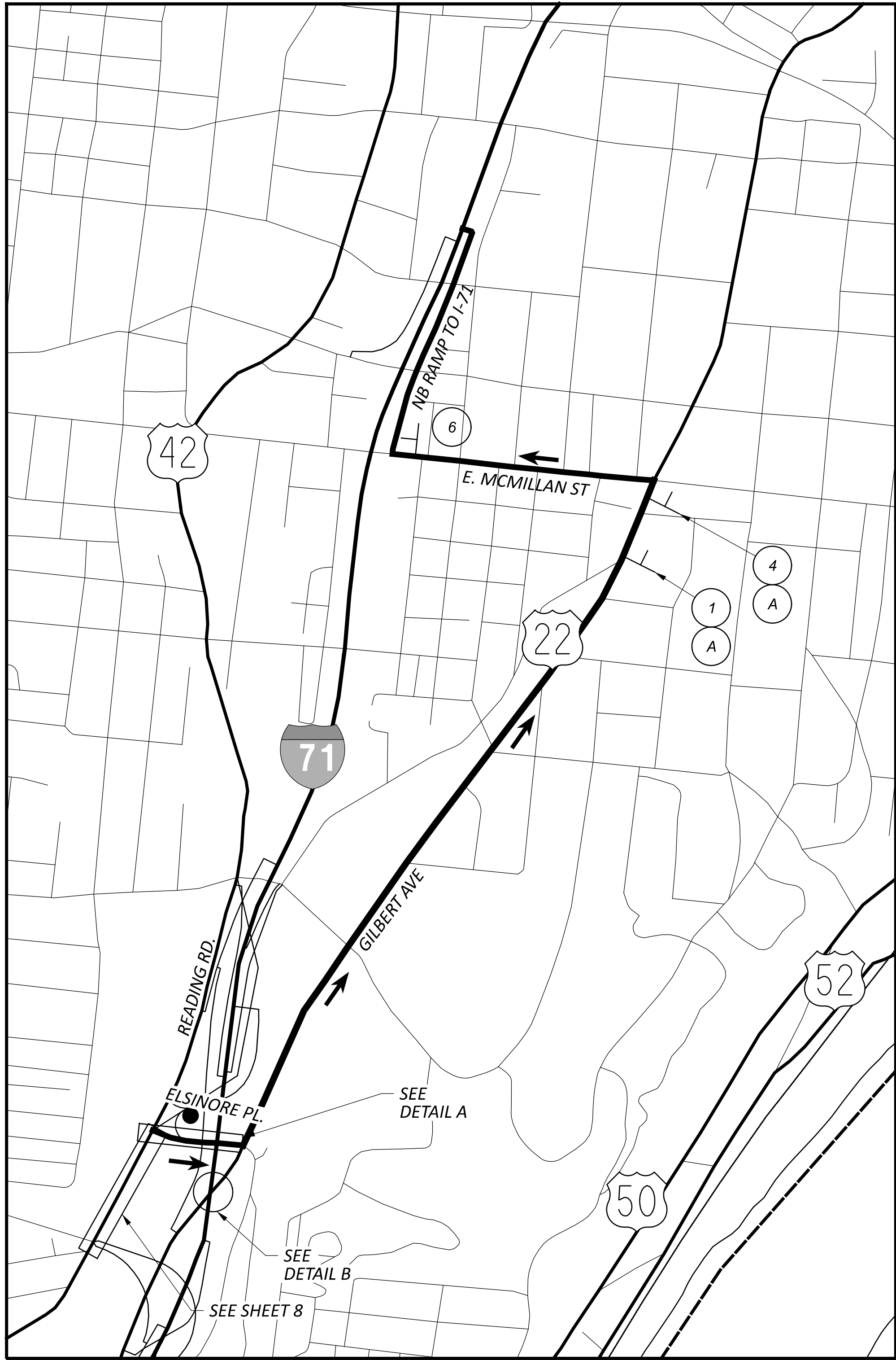
PROJECT ID

121997

SHEET TOTAL

P.6 | 5

TOTAL
50



LEGEND

- SIGN
- TYPE III BARRICADE
- DRUMS
- DETOUR ROUTE
- POINT OF CLOSURE
- XXX = ITEM 644 REMOVAL OF EX. PVMT. MARKINGS
- ELW = ITEM 614, WORK ZONE EDGE LINE (WHITE), CLASS 1, 6"
- DL = ITEM 614, WORK ZONE DOTTED LINE, 6"

1

DETOUR

M4-8-24

INTERSTATE

71

M1-1-24-2

M5-1-21

2

DETOUR

M4-8-24

INTERSTATE

71

M1-1-24-2

M5-1-21

3

DETOUR

M4-8-24

INTERSTATE

71

M1-1-24-2

M6-1-21

4

DETOUR

M4-8-24

INTERSTATE

71

M1-1-24-2

M6-1-21

5

DETOUR

M4-8-24

INTERSTATE

71

M1-1-24-2

M6-3-21

6

END

DETOUR

M4-8a-24

9

DETOUR

700 FT

W20-2-36

7 *

NO

OUTLET

W14-2-36

10

DETOUR

AHEAD

W20-2-36

8 *

ROAD

CLOSED

R11-2-48

MAINTAIN A MINIMUM SPACING OF 350' BETWEEN SIGNS WHERE APPLICABLE.

* PLACE ON TYPE III BARRICADE

A

NORTH

M3-1-30

B

EAST

M3-2-30

C

SOUTH

M3-3-30

D

WEST

M3-4-30

11

Type A

Warning Light

RAMP

CLOSED

E5-H2e-48

12

Type A

Warning Light

RAMP

CLOSED

AHEAD

E5-H2f-48

13

Type A

Warning Light

ROAD

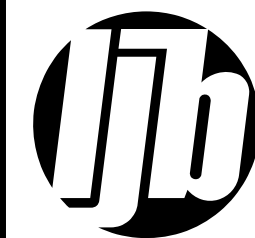
WORK

AHEAD

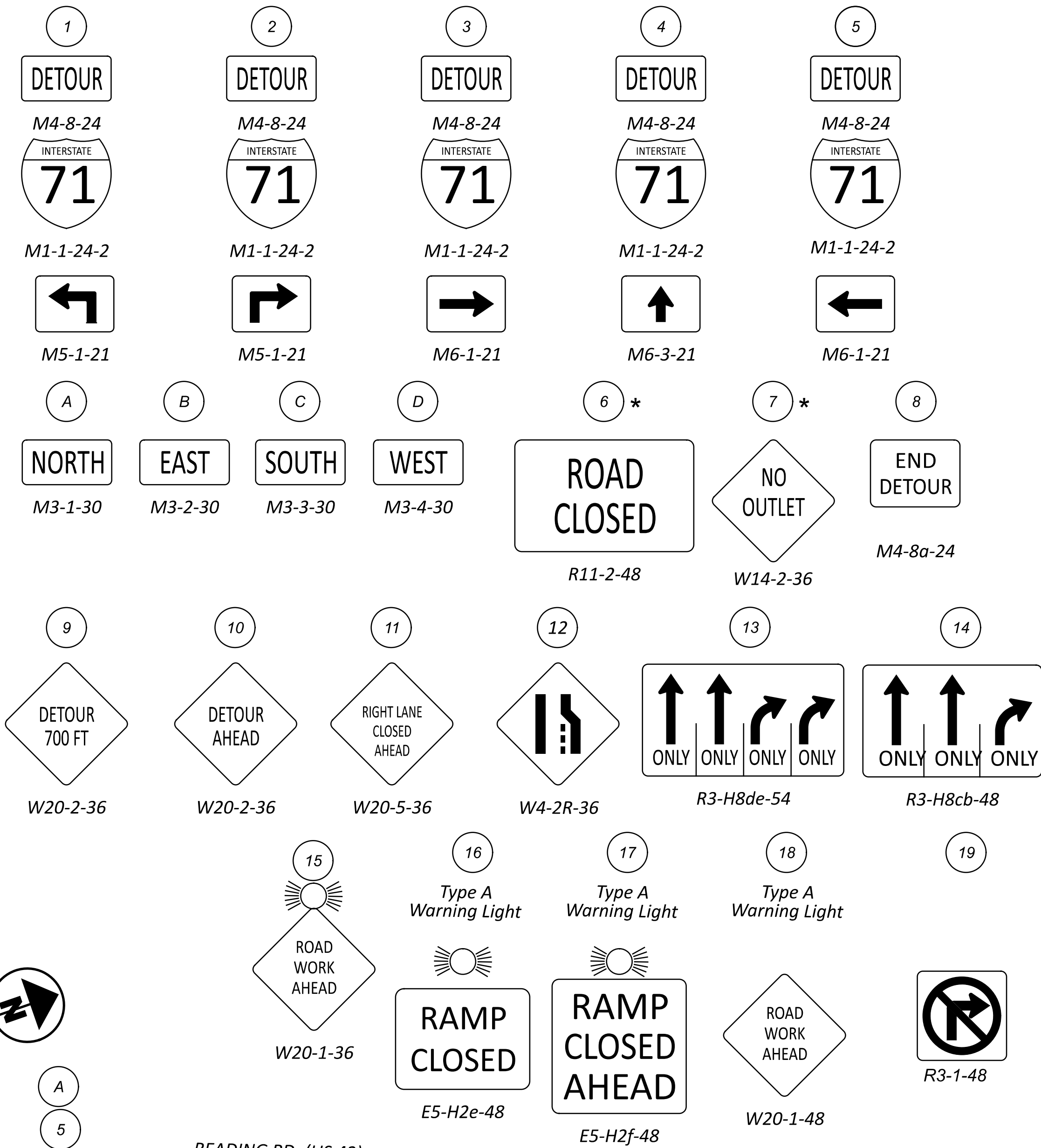
W20-1-48

14

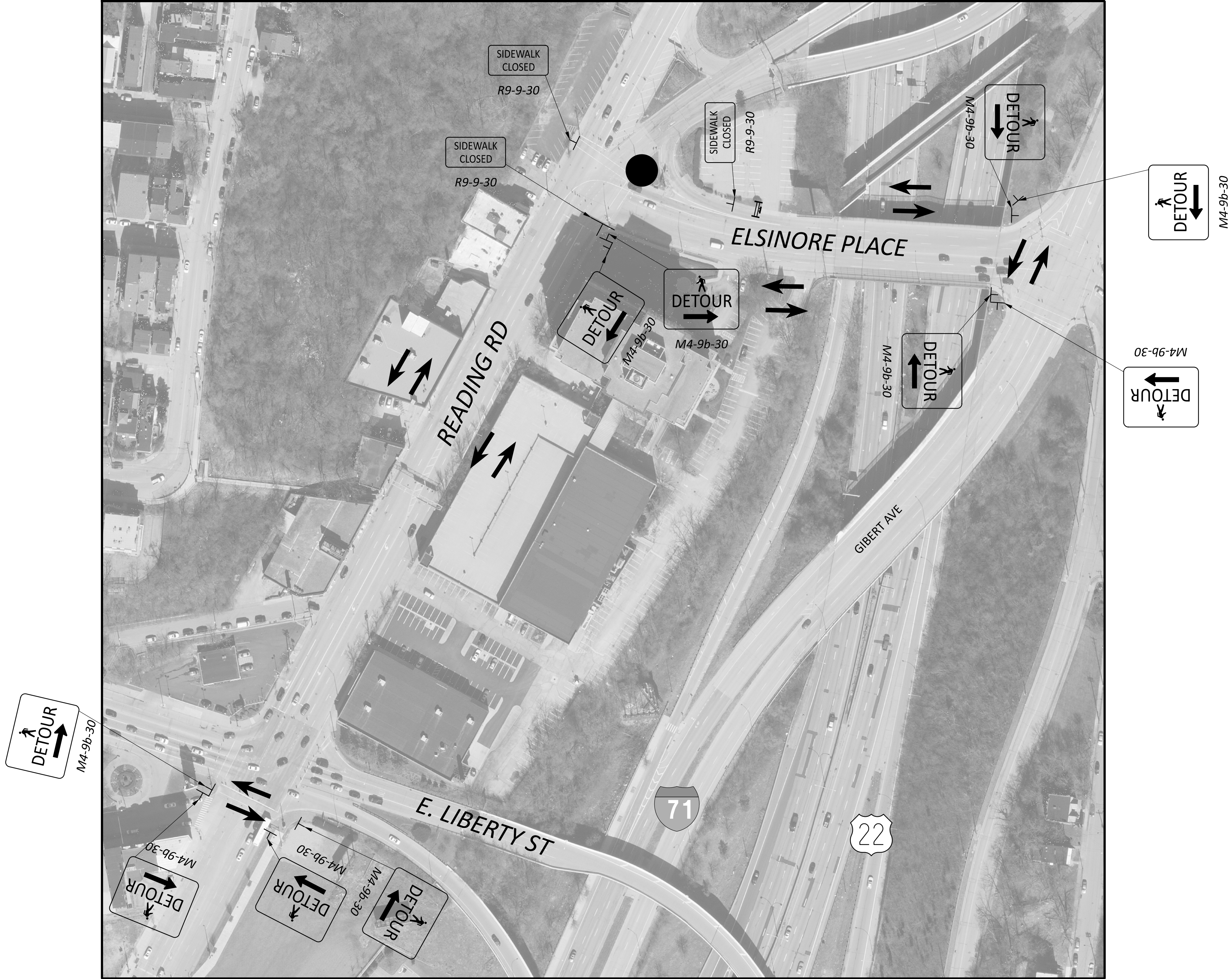
R3-1-48



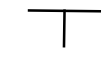
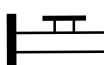
(CH) = ITEM 614, WORK ZONE CHANNELIZING LINE, 6" ST

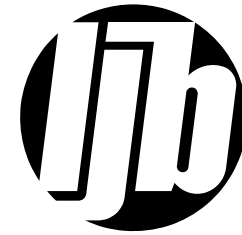


DETOUR PLAN - NB I-71 ENTRANCE RAMP (PHASE 1)



LEGEND

-  SIGN
-  TYPE III BARRICADE
-  DETOUR ROUTE
-  POINT OF CLOSURE



7 *
NO OUTLET
W14-2-36

8
END DETOUR
M4-8a-24

9
DETOUR 700 FT
W20-2-36

10
DETOUR AHEAD
W20-2-36

11

R3-2-48

A
NORTH
M3-1-30

B
EAST
M3-2-30

C
SOUTH
M3-3-30

D
WEST
M3-4-30

1
DETOUR
M4-8-24

M1-4-24-2

M5-1-21

2
DETOUR
M4-8-24

M1-4-24-2

M5-1-21

3
DETOUR
M4-8-24

M1-4-24-2

M6-1-21

4
DETOUR
M4-8-24

M1-4-24-2

M6-3-21

5
DETOUR
M4-8-24

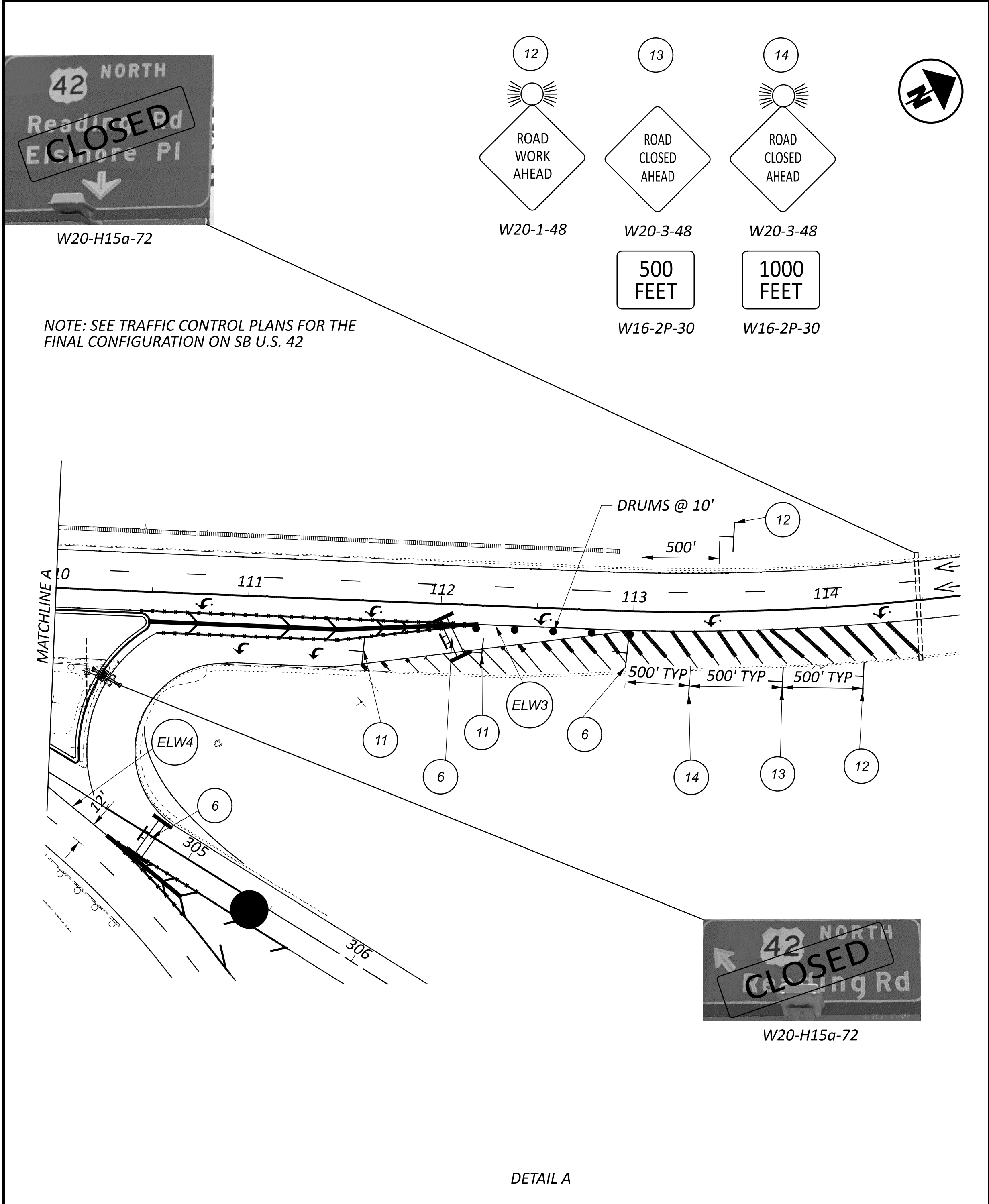
M1-4-24-2

M6-1-21

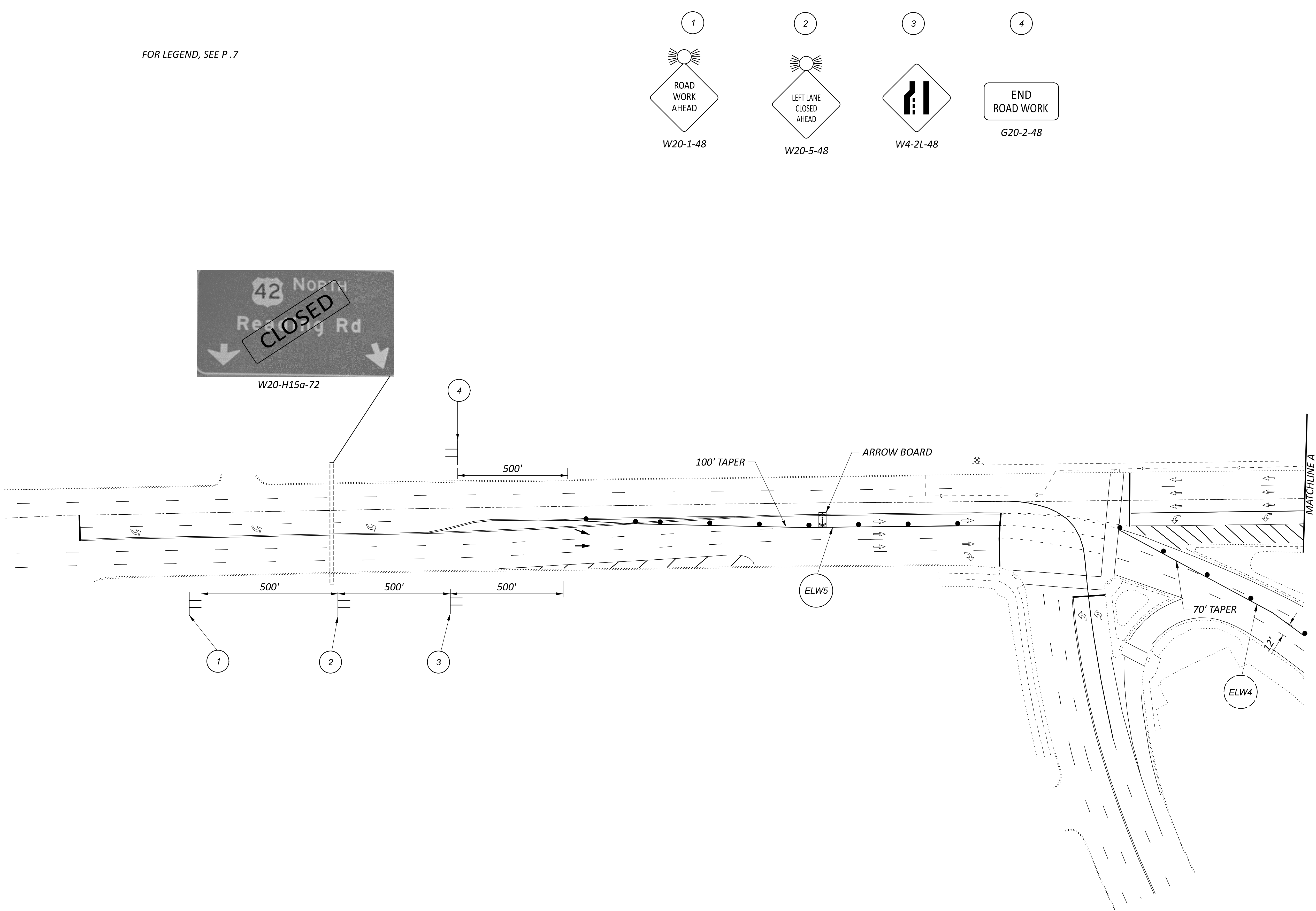
6 *
ROAD CLOSED
R11-2-48



MAINTAIN A MINIMUM SPACING OF 350' BETWEEN
SIGNS WHERE APPLICABLE.
FOR LEGEND, SEE P. 7



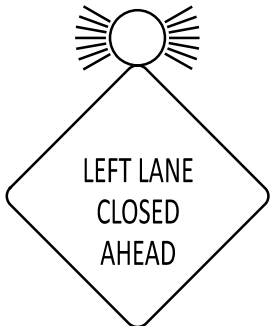
FOR LEGEND, SEE P. 7



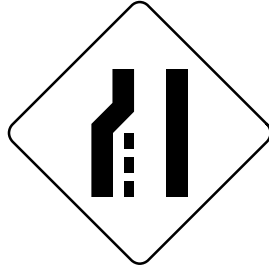
1


W20-1-48

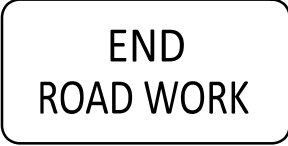
2


W20-5-48

3


W4-2L-48

4


G20-2-48

LEGEND

- SIGN
- TYPE III BARRICADE
- DRUMS
- DETOUR ROUTE
- POINT OF CLOSURE
- PLACE ON TYPE III BARRICADE
- = ITEM 644 REMOVAL OF EX. PVMT. MARKINGS
- = ITEM 614, WORK ZONE EDGE LINE, CLASS 1, 6"
- = ITEM 614, WORK ZONE CHANNELIZING LINE, CLASS I, 8"

1 *

R11-2-48

2 *

W14-2-36

3

W20-1-48

4

W20-5-48

5

FLASHING ARROW BOARD (60")

6

W20-2-36

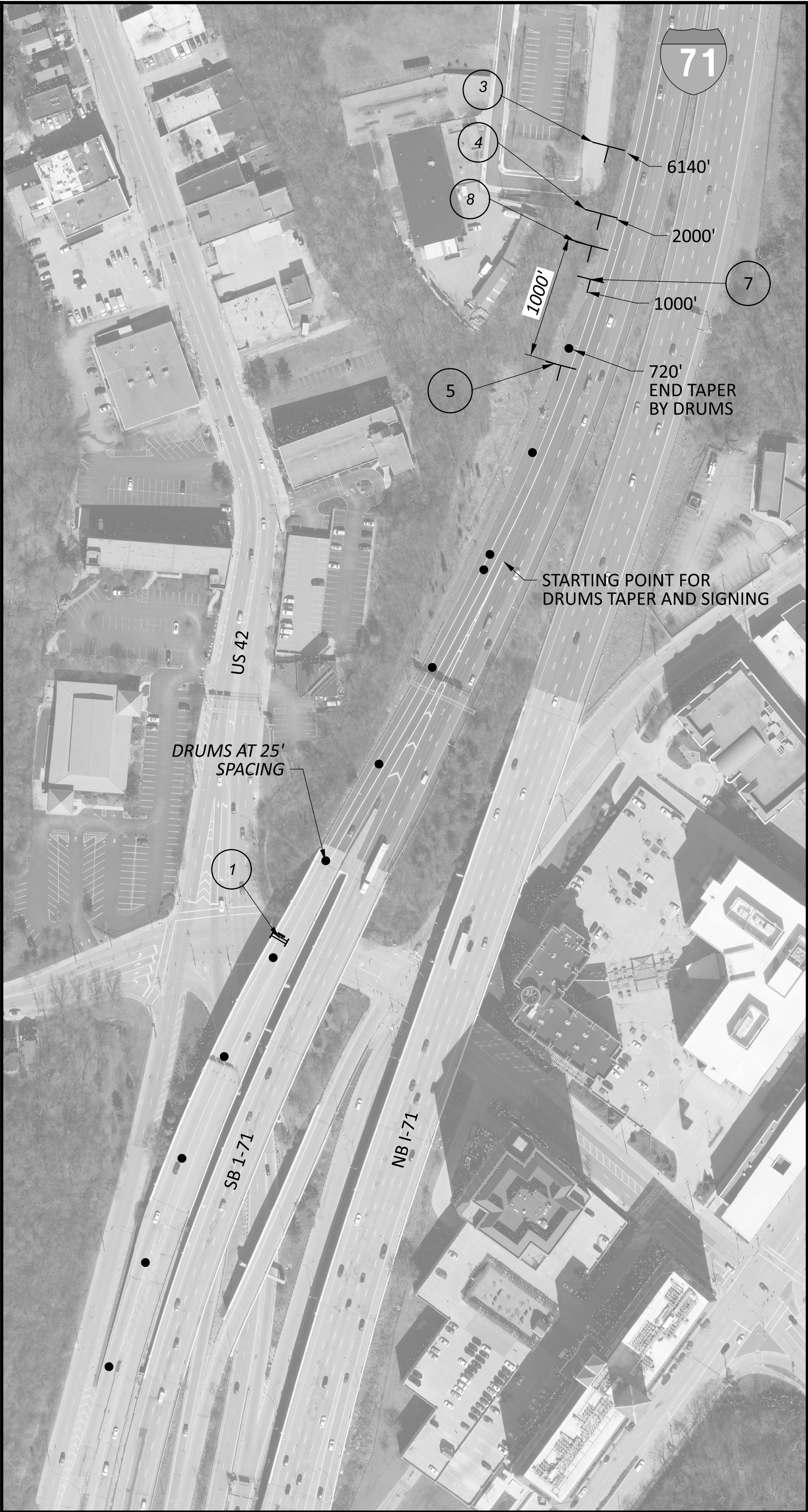
7

E5-2A-48

8

W4-2R-30

* MAINTAIN A MINIMUM SPACING OF 350' BETWEEN SIGNS WHERE APPLICABLE.



CLOSURE PLAN - I-71 SB EXIT TO SB READING RD. (PHASE 3)

DESIGN AGENCY



DESIGNER

HKB

REVIEWER

JRE 03/20/26

PROJECT ID

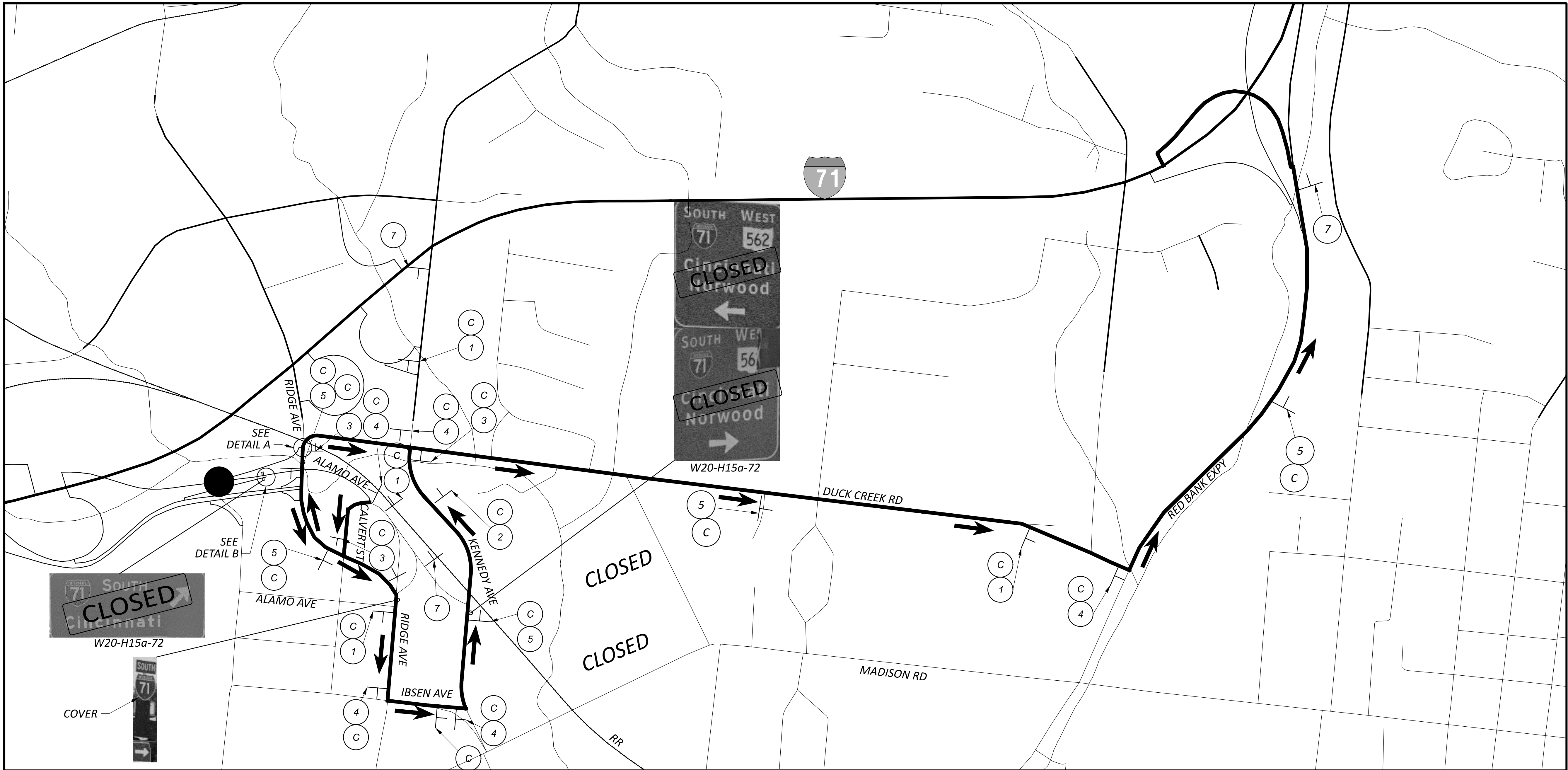
121997

SHEET

P.12

TOTAL

50



1
DETOUR
M4-8-24
INTERSTATE
71
M1-1-24-2
M5-1-21

2
DETOUR
M4-8-24
INTERSTATE
71
M1-1-24-2
M5-1-21

3
DETOUR
M4-8-24
INTERSTATE
71
M1-1-24-2
M6-1-21

4
DETOUR
M4-8-24
INTERSTATE
71
M1-1-24-2
M6-1-21

5
DETOUR
M4-8-24
INTERSTATE
71
M1-1-24-2
M6-3-21

A
NORTH
M3-1-30

B
EAST
M3-2-30

C
SOUTH
M3-3-30

D
WEST
M3-4-30

6 *
ROAD CLOSED
R11-2-48
9
RAMP CLOSED AHEAD
E5-H2f-48

7 *
DETOUR AHEAD
W20-2-36
10
RAMP CLOSED
E5-H2e-48

8
END DETOUR
M4-8a-24

11
ROAD WORK AHEAD
W20-1-48

12
R3-1-48

LEGEND

T SIGN

TYPE III BARRICADE

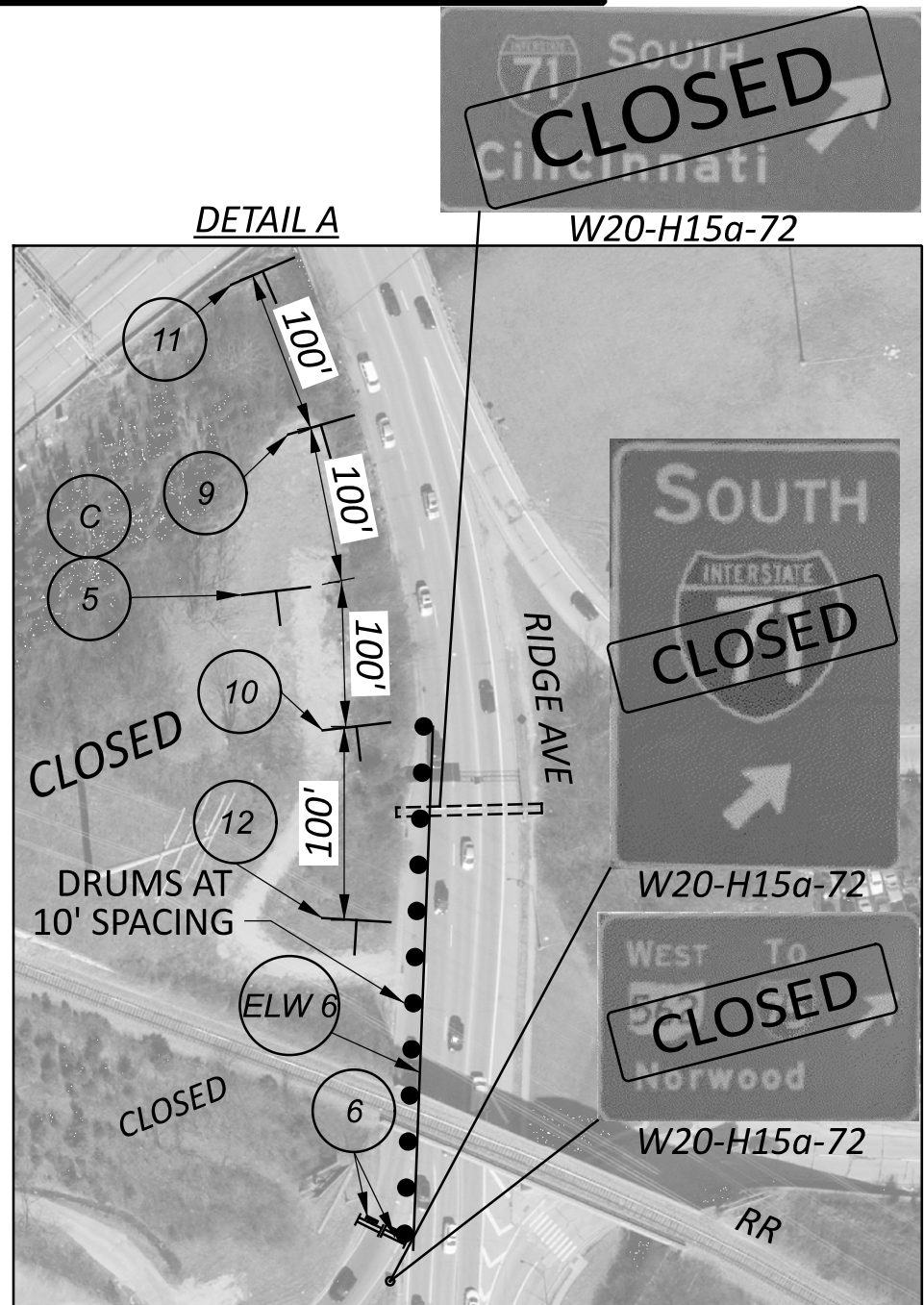
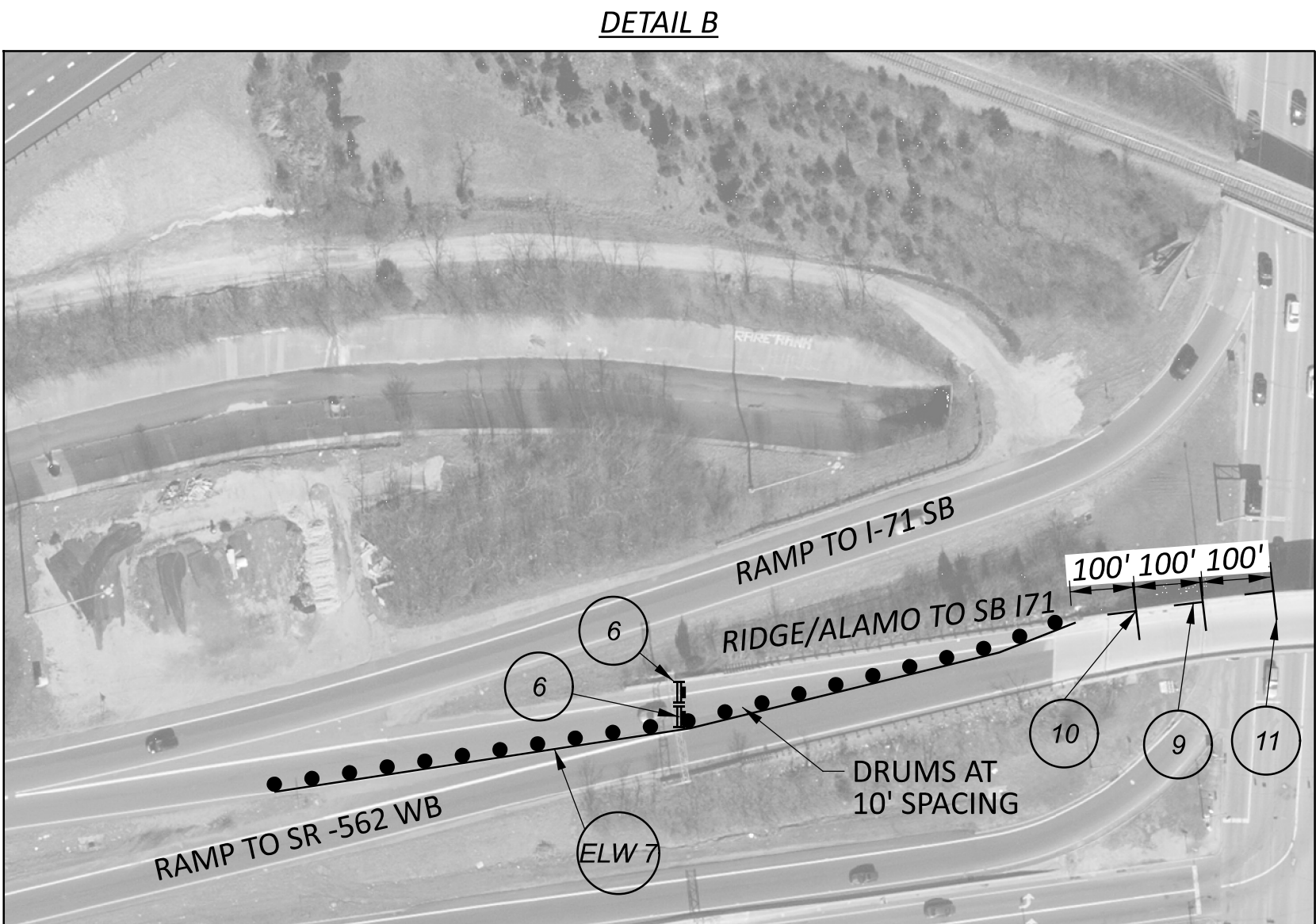
DRUMS

DETOUR ROUTE

POINT OF CLOSURE

MAINTAIN A MINIMUM SPACING OF 350' BETWEEN SIGNS WHERE APPLICABLE.

* PLACE ON TYPE III BARRICADE



SHEET NUMBER													PART.	ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
OFFICE CALC	P.3	P.16	P.17	P.49															
																		ROADWAY	
		720												202	23000	720	SY	PAVEMENT REMOVED	
		1,172												202	30000	1,172	SF	WALK REMOVED	
		396												202	32000	396	FT	CURB REMOVED	
		27												202	35100	27	FT	PIPE REMOVED, 24" DIAMETER AND UNDER	
		57												202	38000	57	FT	GUARDRAIL REMOVED	
242		2												202	58100	2	EACH	CATCH BASIN REMOVED	
														203	20000	242	CY	EMBANKMENT	
		827												608	10000	827	SF	4" CONCRETE WALK	
		510												608	52000	510	SF	CURB RAMP	
		1												625	31510	1	EACH	PULL BOX REMOVED	
		2												625	31600	2	EACH	PULL BOX, MISC.: ADJUST TO GRADE	
		1												638	10800	1	EACH	VALVE BOX ADJUSTED TO GRADE	
																		EROSION CONTROL	
	68													659	00300	68	CY	TOPSOIL	
	609													659	10000	609	SY	SEEDING AND MULCHING	
	31													659	14000	31	SY	REPAIR SEEDING AND MULCHING	
	0.1													659	20000	0.1	TON	COMMERCIAL FERTILIZER	
	0.13													659	31000	0.13	ACRE	LIME	
	4													659	35000	4	MGAL	WATER	
														832	30000	12,599	EACH	EROSION CONTROL	
																		DRAINAGE	
					216									605	14000	216	FT	6" BASE PIPE UNDERDRAINS	
					30									611	00510	30	FT	6" CONDUIT, TYPE F FOR UNDERDRAIN OUTLETS	
					61									611	04400	61	FT	12" CONDUIT, TYPE B	
					5									611	05900	5	FT	15" CONDUIT, TYPE B	
					1									611	98150	1	EACH	CATCH BASIN, NO. 3	
					2									611	98180	2	EACH	CATCH BASIN, NO. 3A	
					2									611	99654	2	EACH	MANHOLE ADJUSTED TO GRADE	
					5									253	02000	5	CY	PAVEMENT REPAIR	
					1,301									254	01000	1,301	SY	PAVEMENT PLANING, ASPHALT CONCRETE, 1.5"	
					3,330									254	01000	3,330	SY	PAVEMENT PLANING, ASPHALT CONCRETE, 3.25"	
					28									301	56001	28	CY	ASPHALT CONCRETE BASE, (449), AS PER PLAN, PG70-22	P.3
					78									304	20000	78	CY	AGGREGATE BASE	
					210									407	20000	210	GAL	NON-TRACKING TACK COAT, 0.06 GAL/SY	
					432									407	20000	432	GAL	NON-TRACKING TACK COAT, 0.09 GAL/SY	
					167									442	10000	167	CY	ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (446)	
					170									442	10080	170	CY	ASPHALT CONCRETE INTERMEDIATE COURSE, 12.5 MM, TYPE A (446)	
					89									452	12010	89	SY	8" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC 1P	
		465												609	26000	465	FT	CURB, TYPE 6	
		390												609	71000	390	SF	CONCRETE MEDIAN	
																		LIGHTING	
					2									625	00450	2	EACH	CONNECTION, FUSED PULL APART	
					1									625	00460	1	EACH	CONNECTION, UNFUSED PULL APART	
					3									625	00480	3	EACH	CONNECTION, UNFUSED PERMANENT	
					1									625	14100	1	EACH	LIGHT POLE FOUNDATION, 24" X 8' DEEP	
					48									625	23200	48	FT	NO. 4 AWG 2400 VOLT DISTRIBUTION CABLE	
					130									625	23400	130	FT	NO. 10 AWG POLE AND BRACKET CABLE	
					30									625	25408	30	FT	CONDUIT, 2", 725.051	
					30									625	29000	30	FT	TRENCH	
					1									625	30700	1	EACH	PULL BOX, 725.08, 18"	
					1									625	32000	1	EACH	GROUND ROD	
					1									625	35000	1	EACH	REERECT EXISTING LIGHT POLE	
					1									625	35100	1	EACH	REERECT EXISTING LUMINAIRE	
					30									625	36010	30	FT	UNDERGROUND WARNING MARKING TAPE	
					1									625	75500	1	EACH	LIGHT POLE FOUNDATION REMOVED	

GENERAL SUMMARY

DESIGN AGENCY



DESIGNER

MJP

REVIEWER

SJB 09/28/26

PROJECT ID

121997

SHEET

P.14

TOTAL

50

GENERAL SUMMARY

REF NO.	SHEET NO.	STATION TO STATION					202	202	202	202	202	202	625															
							PAVEMENT REMOVED	WALK REMOVED	CURB REMOVED	PIPE REMOVED, 24" AND UNDER	GUARDRAIL REMOVED	CATCH BASIN REMOVED		PULL BOX REMOVED														
R-1	P.18	106+73	RT	TO	106+83	RT	9																					
R-2	P.18	301+67	RT	TO	301+91	RT	6	238	26																			
R-3	P.18	108+35	LT	TO	108+72	LT	8	269	36																			
R-4	P.18	302+55	RT	TO	302+71	RT	7	150	28																			
R-5	P.18	108+65	RT	TO	110+52	RT	601																					
R-6	P.18	108+70	LT	TO	109+50	LT	89																					
R-7	P.18	109+18	RT	TO	109+20	RT				13		1																
R-8	P.18	109+11	RT	TO	110+34	RT			306																			
R-9	P.18	109+12	RT	TO	110+33	RT		515																				
R-10	P.18	109+99	RT	TO	110+27	RT				57																		
R-11	P.18	110+21	RT	TO	110+36	RT				14		1																
R-12	P.18	109+36					RT					1																
TOTALS CARRIED TO GENERAL SUMMARY							720	1172	396	27	57	2	1															

REF NO.	SHEET NO.	STATION TO STATION					608	608		609	609	625	638															
							CURB RAMP	4" CONCRETE WALK		CURB, TYPE 6	CONCRETE MEDIAN		PULL BOX, MISC.: ADJUST TO GRADE		VALVE BOX ADJUSTED TO GRADE													
M-1	P.18	106+65	RT	TO	107+63	RT					390																	
C-1	P.18	108+35	LT	TO	108+71	LT				12																		
C-2	P.18	302+58	RT	TO	302+71	RT				10																		
C-3	P.18	108+67	RT	TO	110+50	RT				443																		
W-1	P.18	301+62	RT	TO	301+90	RT	228	25																				
W-2	P.18	108+35	LT	TO	108+71	LT	192	84																				
W-3	P.18	302+58	RT	TO	302+71	RT	90	65																				
W-4	P.18	108+68	RT	TO	110+49	RT		653																				
A-1	P.18	108+76					RT						1															
A-2	P.18	108+56					LT					1																
A-3	P.18	302+66					RT					1																
TOTALS CARRIED TO GENERAL SUMMARY							510	827		465	390	2	1															

REMOVALS & ROADWAY SUBSUMMARY

DESIGN AGENCY



DESIGNER

MJP

REVIEWER

SJB 09/28/26

PROJECT ID

121997

SHEET TOTAL

P.16 50

HAM-42-2.20

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 9/29/2026 TIME: 8:52:48 PM PLTDRV: OHDOT_PDF.plt PENTBL: OHDOT_Pen.tbl USER: Max.Pathroff@woolpert.com WORKSPACE: OHDOTCE02 WORKSET: 121997 PRODUCT: OpenRoadsDesigner 24.00.02.25
 www\ohidot-pw.bentley.com\ohidot-pw-02\Documents\01 Active Projects\District 08\Hamilton\121997\401-Engineering Woolpert\Roadway\Sheets\121997 GS102.dgn

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 9/29/2026 TIME: 8:52:48 PM PLTDRV: OHDOT_PDF.pltjob PENTBL: OHDOT_Pen.tbl USER: Max.Pathnoff@woolpert.com
 www.lvhohdot-pw-bentley.com:ohdot-pw-02/Documents/01 Active Projects/District 08/Hamilton/121997401-Engineering Woolpert/Roadway/Sheets/121997 GS102.dgn

REF NO.	SHEET NO.	STATION TO STATION					605		611	611	611	611	611	611													
							6" BASE PIPE UNDERDRAINS		6" CONDUIT, TYPE F FOR UNDERDRAIN OUTLETS	12" CONDUIT, TYPE B	15" CONDUIT, TYPE B	CATCH BASIN, NO. 3	CATCH BASIN, NO. 3A	MANHOLE ADJUSTED TO GRADE													
							FT		FT	FT	FT	EACH	EACH	EACH													
D-1	P.18	106+77	RT	TO	106+81	RT				13			1														
D-2	P.18	108+80	RT	TO	109+17	RT				38			1														
D-3	P.18	109+19												1													
D-4	P.18	109+83												1													
D-5	P.18	110+21	RT	TO	110+36	RT				10	5	1															
UD-1	P.18	108+80	RT	TO	110+45	RT	155		10																		
UD-2	P.18	110+14	RT	TO	110+26	RT	37		10																		
UD-3	P.18	110+26	RT	TO	110+47	RT	24		10																		
TOTALS CARRIED TO GENERAL SUMMARY							216		30	61	5	1	2	2													
STATION RANGE		TYPICAL SECTION	SIDE	DISTANCE (D)	AVERAGE WIDTH (W)	SURFACE AREA (A) A=DxW/9	CADD GENERATED AREA	PAVEMENT REPAIR		PAVEMENT PLANING, ASPHALT CONCRETE, 1.5"	PAVEMENT PLANING, ASPHALT CONCRETE, 3.25"		ASPHALT CONCRETE BASE, (449), AS PER PLAN, PG70-22	AGGREGATE BASE			NON-TRACKING TACK COAT, 0.06 GAL/SY	NON-TRACKING TACK COAT, 0.09 GAL/SY		ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (446)	ASPHALT CONCRETE INTERMEDIATE COURSE, 12.5 MM, TYPE A (446)		8" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC 1P				
				FT	FT	SY	SY	CY		SY	SY		CY	CY		GAL	GAL		CY	CY		SY					
US-42 & US-42 NB RESURFACING																											
105+45.00 TO 110+51.46			LT & RT			3329.11				3329.11							199.75	299.62		115.59	161.83						
US-42 NB & 1-71 NB RESURFACING																											
302+65.53 TO 305+00.00			LT & RT			1300.67				1300.67								117.06		45.16							
FULL DEPTH AROUND ISLAND																											
108+65.34 TO 110+51.46 BEHIND CURB			RT			166.11							27.69	27.69 34.77			9.97	14.95		5.77	8.07						
CONCRETE BUS PAD																											
108+70.10 TO 109+50.10			LT			88.89								14.81										88.89			
PAVEMENT REPAIR																											
CATCH BASIN & PIPE		106+77.00			RT		8.33	1.39																			
CURB RAMPS					LT & RT		20.22	3.37																			
SUBTOTALS								4.76		1300.67	3329.11		27.69	77.27			209.71	431.63		166.52	169.91		88.89				
TOTALS CARRIED TO GENERAL SUMMARY								5		1301	3330		28	78			210	432		167	170		89				

DRAINAGE & PAVEMENT SUBSUMMARY

DESIGN AGENCY



DESIGNER
MJP

REVIEWER
SJB 09/28/26

PROJECT ID	121997
------------	--------

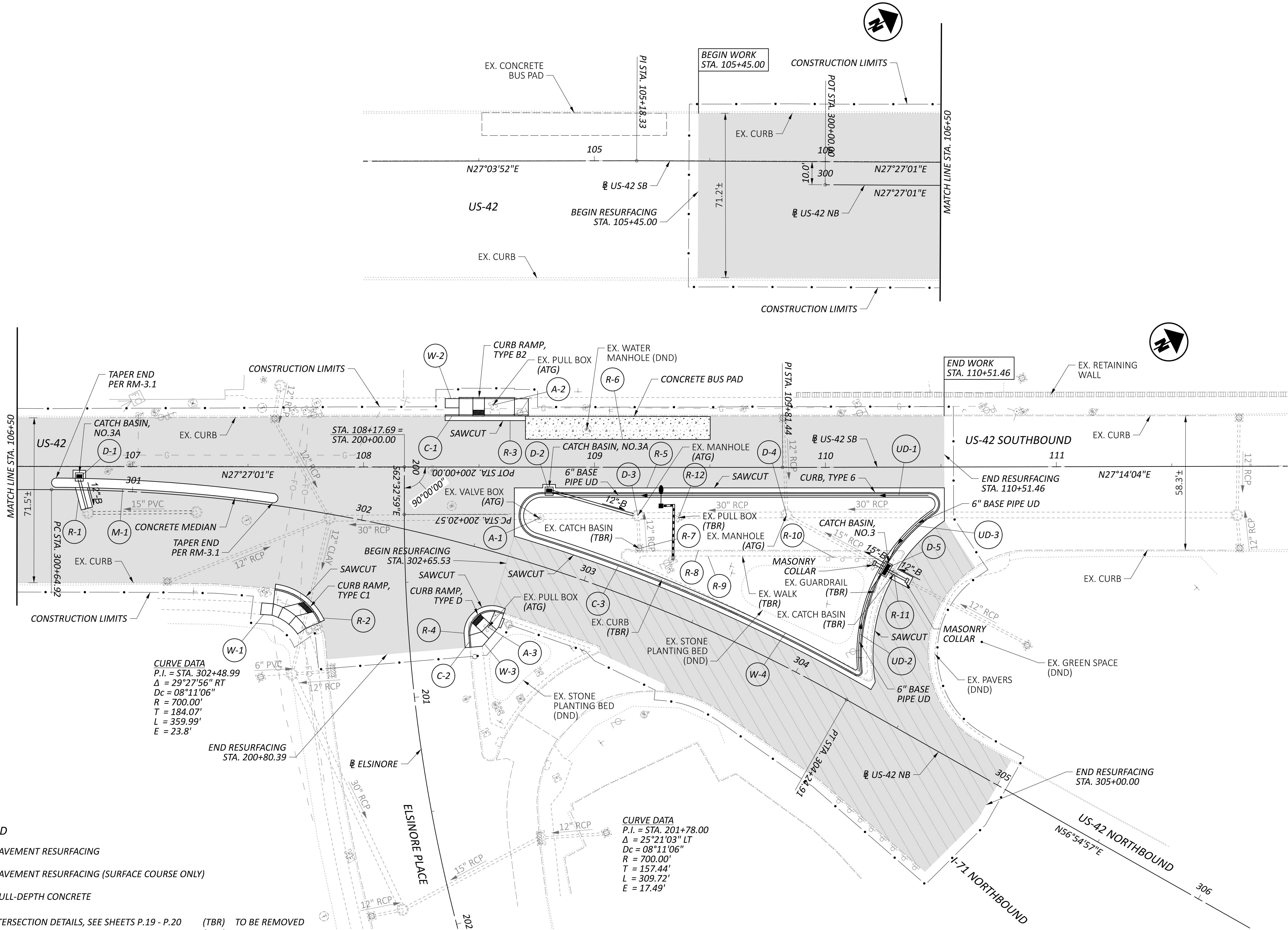
SHEET	TOTAL
P.17	5

LEGEND

- PAVEMENT RESURFACING
- PAVEMENT RESURFACING (SURFACE COURSE ONLY)
- FULL-DEPTH CONCRETE

FOR INTERSECTION DETAILS, SEE SHEETS P.19 - P.20
FOR CURB RAMP DETAILS, SEE SHEET P.21
FOR STORM SEWER PROFILES, SEE SHEET P.22

(TBR) TO BE REMOVED
(ATG) ADJUST TO GRADE
(DND) DO NOT DISTURB



HORIZONTAL SCALE IN FEET

0 10 20 40

ROADWAY PLAN

STA. 104+00 TO STA. 112+00

DESIGN AGENCY

WOOLPERT

DESIGNER

MJP

REVIEWER

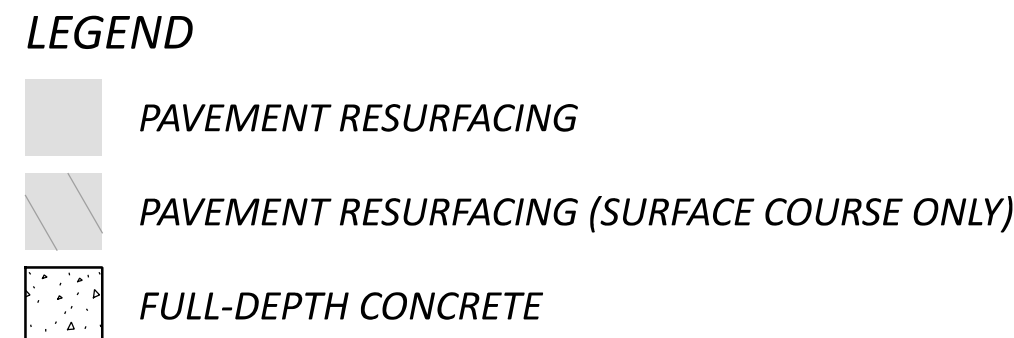
SJB 09/28/26

PROJECT ID

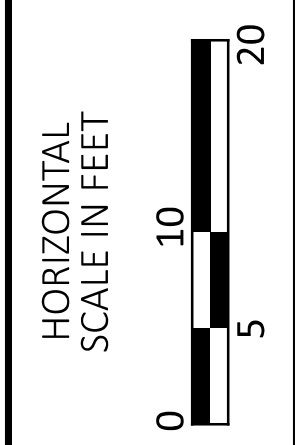
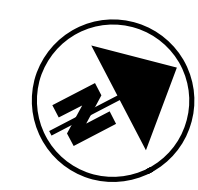
121997

SHEET TOTAL

P.18 50

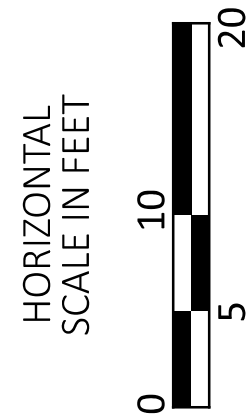
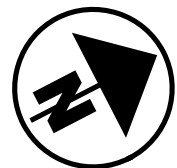
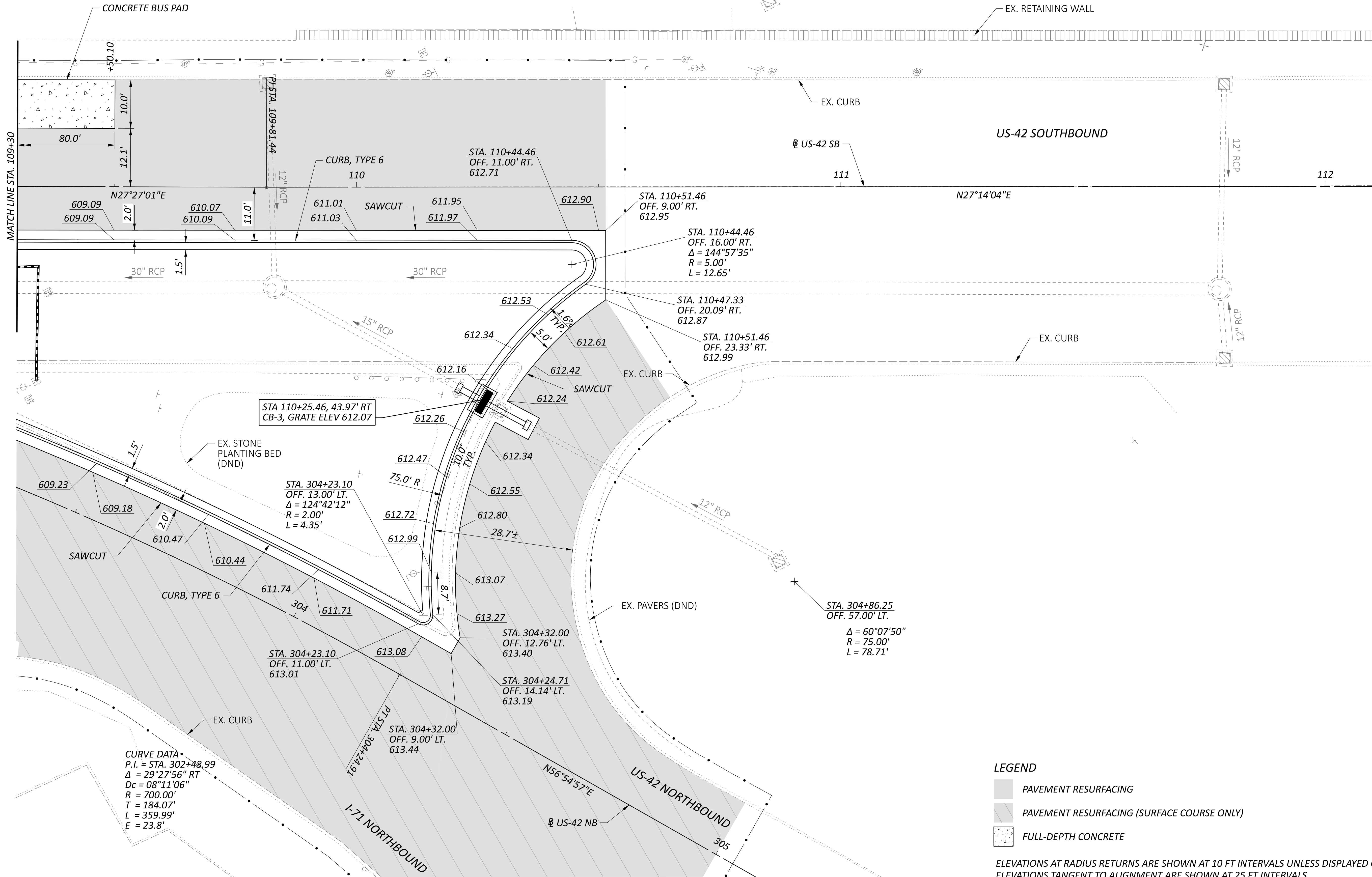


ELEVATIONS AT RADIUS RETURNS ARE SHOWN AT 10 FT INTERVALS UNLESS DISPLAYED OTHERWISE.
ELEVATIONS TANGENT TO ALIGNMENT ARE SHOWN AT 25 FT INTERVALS.
ELEVATIONS DETAIL THE EDGE OF PAVEMENT UNLESS OTHERWISE NOTED.



INTERSECTION DETAILS
STA. 106+50 TO STA. 109+30

DESIGN AGENCY	
	
DESIGNER	
MJP	
REVIEWER	
SJB	09/28/26
PROJECT ID	
121997	
SHEET	TOTAL
P.19	50



INTERSECTION DETAILS
STA. 109+30 TO STA. 112+10

DESIGN AGENCY	
DESIGNER	MJP
REVIEWER	SJB
PROJECT ID	09/28/26
SHEET	121997
TOTAL	50



**HORIZONTAL
SCALE IN FEET**

A horizontal scale bar with alternating black and white segments. The segments are labeled 0, 2.5, 5, and 10. The bar is 10 feet long in total.

DESIGN AGENCY



DESIGNER

MJP

REVIEWER

SIR 09/28/26

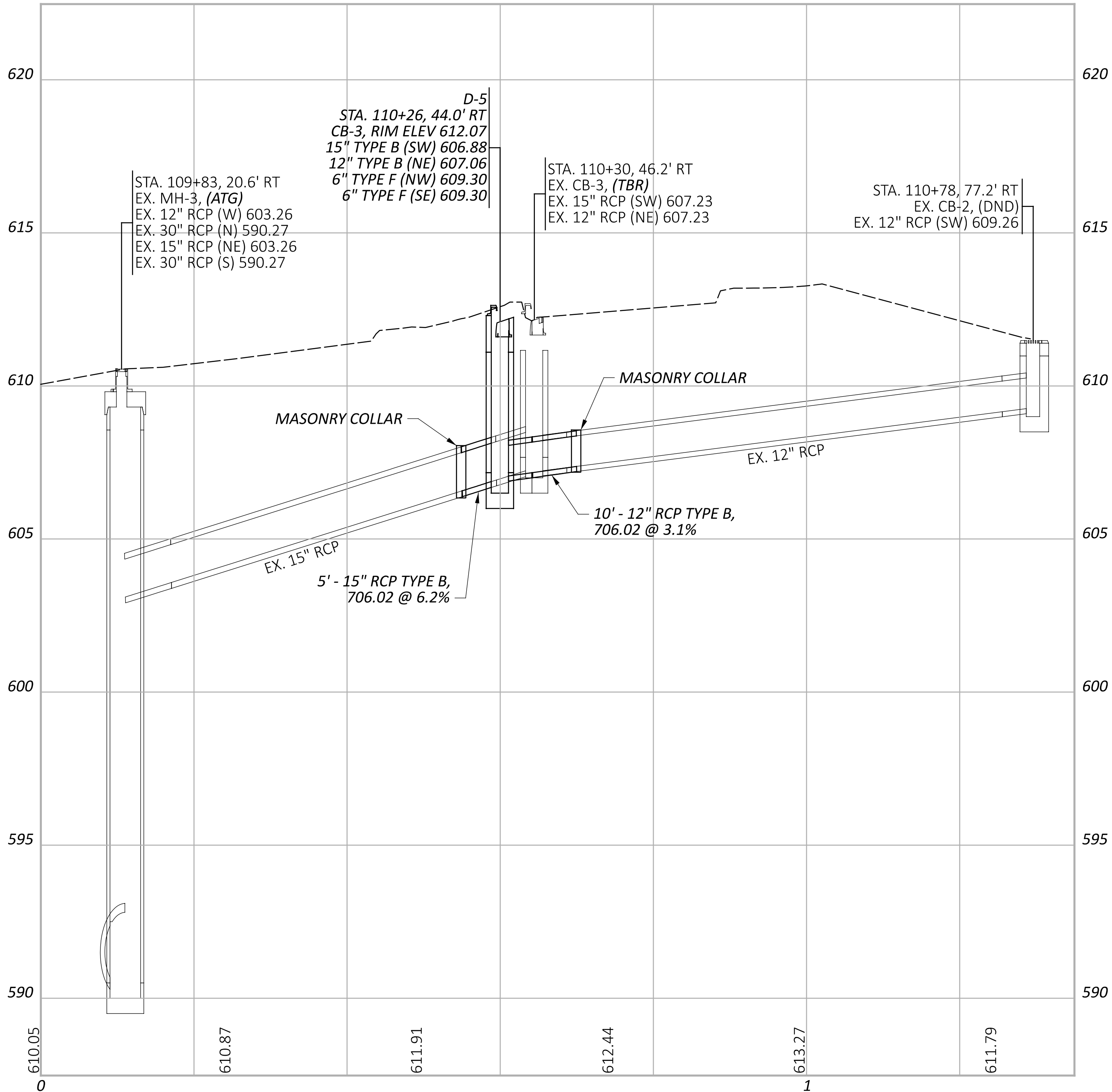
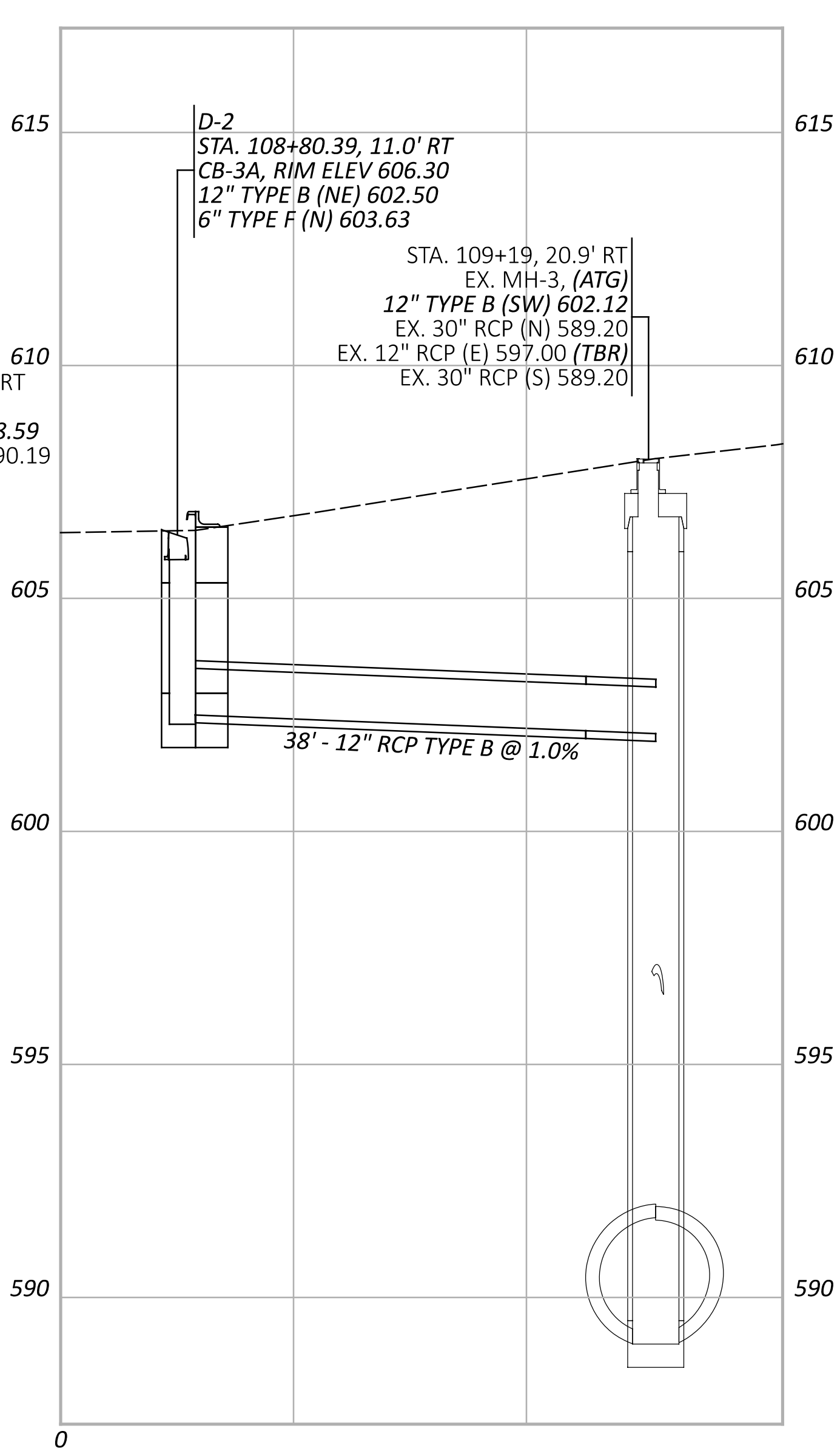
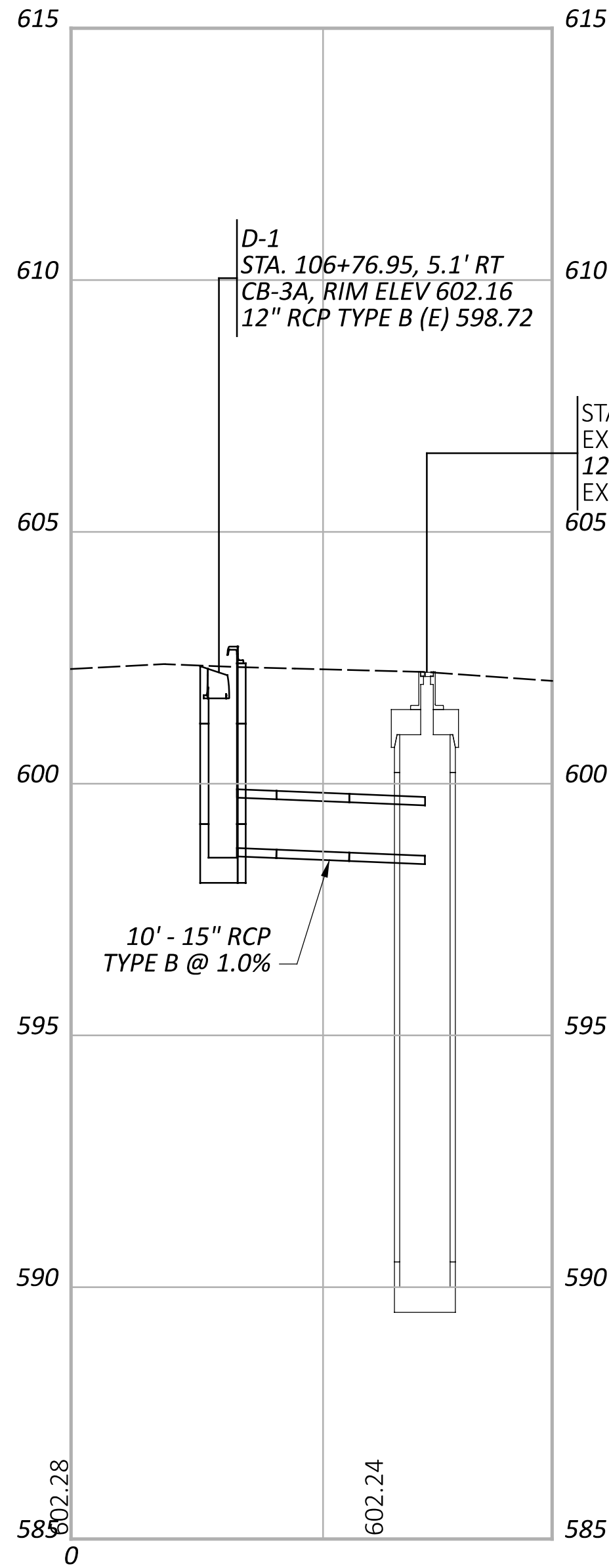
PROJECT ID:

PROJECT ID
121007

121997

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

1 | 5



STORM SEWER PROFILES

DESIGN AGENCY	
	
DESIGNER	
MJP	
REVIEWER	
SJB 09/28/26	
PROJECT ID	
121997	
SHEET	TOTAL
P.22	50

NONE



DESIGN AGENCY

DESIGNER

SKB

REVIEWER

LAS 09/28/26

PROJECT ID

121997

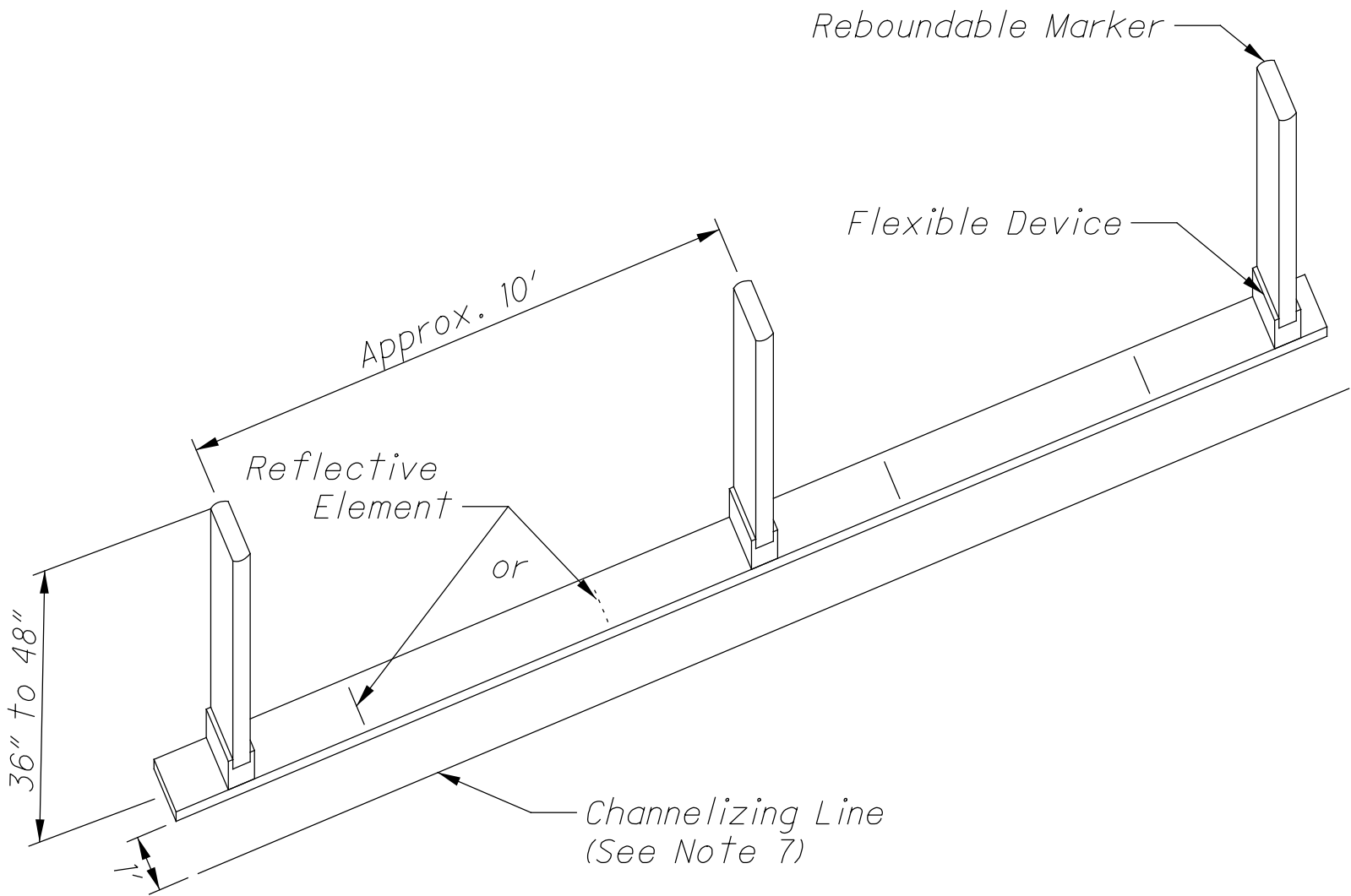
SHEET

P.23

TOTAL

50

TRAFFIC CONTROL GENERAL NOTES



LONGITUDINAL CHANNELIZER DETAIL

- NOTES:
1. THE DESIGN OF THE LONGITUDINAL CHANNELIZER MAY VARY FROM MANUFACTURER TO MANUFACTURER. IT SHALL CONSIST OF TWO MAIN COMPONENTS - A BASE COMPONENT CONSISTING OF INTERLOCKING UNITS AND A VERTICAL REBOUNDABLE MARKER/CHANNELIZER COMPONENT. THE SHAPE OF THE VERTICAL COMPONENT MAY VARY FROM MANUFACTURER TO MANUFACTURER. THE WIDTH SHALL BE APPROXIMATELY 8" TO 9" FOR ELLIPTICAL DESIGNS AND 4" TO 6" FOR ROUND (TUBULAR) DESIGNS. THE HEIGHT OF THE VERTICAL COMPONENT SHALL BE WITHIN THE RANGE OF 36" MINIMUM TO 48" MAXIMUM.
 2. THE LONGITUDINAL CHANNELIZER SHALL BE NCHRP 350 COMPLIANT.
 3. THE VERTICAL COMPONENT SHALL BE EQUIPPED WITH RETROREFLECTIVE SHEETING OR WITH RETROREFLECTIVE STRIPES. WHERE STRIPES ARE USED, THE STRIPES SHALL CONSIST OF TWO 3" WIDE BANDS PLACED A MAXIMUM OF 2" FROM THE TOP WITH A MAXIMUM OF 6" BETWEEN THE BANDS.
 4. THE BASE COMPONENT SHALL BE EQUIPPED WITH REFLECTORS.
 5. THE COLOR OF THE BASE COMPONENT, INCLUDING THE ATTACHED REFLECTORS, AND OF THE RETROREFLECTIVE SHEETING OR BANDS FOR THE VERTICAL COMPONENTS SHALL BE IN CONFORMANCE WITH THE PAVEMENT MARKING COLORS ESTABLISHED IN THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES.
 6. WHERE CHANNELIZING LINE IS PROVIDED ADJACENT TO THE LONGITUDINAL CHANNELIZER, THE CHANNELIZING LINE SHOULD BE LOCATED 1' FROM THE LONGITUDINAL CHANNELIZER.
 7. WHERE EDGE LINE IS PROVIDED ADJACENT TO THE LONGITUDINAL CHANNELIZER, THE EDGE LINE SHOULD BE LOCATED 1' FROM THE LONGITUDINAL CHANNELIZER. THE EDGE LINE SHOULD BE PROVIDED IF THE RESULTING LANE WIDTH WOULD BE 11' OR GREATER.

[illegible]

MODEL: Sheet PAPER:SIZE: 34x22 (in.) DATE: 9/30/2026 TIME: 10:25:51 AM PLTDRV: OHDOT_PDF.pltGIG PENTBL: OHDOT_Pen.tbl USER: awidmeier@jlbinc.com WORKSPACE: OHDOTCEv02 WORKSET: 121997 PRODUCT: OpenRoadsDesigner 24.00.00.205

pw:\ohdot\cpw.bentley.com\ohdot\cpw-02\Documents\01 Active Projects\District 08\Hamilton\121997\402-Engineering_L\B\Traffic\Sheets\121997_TS002.dgn

REF NO.	SHEET NO.	STATION TO STATION				644	644	644	644	644	644		644	644		644	644		644		644	644	644			
						EDGE LINE, 6" (YELLOW)	EDGE LINE, 6" (WHITE)	LANE LINE, 6"	CENTER LINE	CHANNELIZING LINE, 12"	STOP LINE	CROSSWALK LINE, 12"		TRANSVERSE/DIAGONAL LINE (YELLOW)	TRANSVERSE/DIAGONAL LINE (WHITE)		PARKING LOT STALL MARKING	LANE ARROW		WORD ON PAVEMENT, 72"		DOTTED LINE, 6" (WHITE)	REMOVAL OF PAVEMENT MARKING	CROSSWALK LINE, 24"		
						MILE	MILE	MILE	MILE	FT	FT	FT		FT	FT		FT	EACH		EACH		FT	FT	FT		
			TO																							
E1	P.29	101+73.00	SB		102+23.00		0.01																			
J1	P.29	101+73.00	SB		102+23.00																					
R1	P.29-30	101+73.00	SB		105+45.00														50		372					
E3	P.29	102+23.00	SB		102+39.00		0.01																			
P1	P.29	102+39.00	SB		103+35.00											55										
E4	P.29-30	103+35.00	SB		105+45.00		0.04																			
D1	P.29-30	103+52.00	SB		105+45.00			0.04																		
L2	P.29-30	103+75.00	SB		105+45.00			0.04																		
TW1	P.29-30	103+64.00	SB		107+45.00									199												
J2	P.29	101+73.00	SB		103+51.00																178					
E2	P.29	101+73.00	SB		103+51.00		0.04																			
R2	P.29-30	101+73.00	SB		105+45.00																		372			
TY1	P.29-30	103+14.00	SB		105+45.00							85														
L1	P.29-30	103+51.00	SB		105+45.00			0.04																		
J3	P.29-30	103+51.00	SB		104+66.00																115					
E5	P.29-30	103+51.00	SB		105+45.00		0.04																			
R3	P.29-30	103+51.00	SB		105+45.00																		194			
R4	P.29-30	103+60.00	SB		105+45.00																		185			
D2	P.29-30	104+38.00	SB		105+45.00				0.03																	
C1	P.29-30	104+66.00	SB		105+45.00					79																
A1	P.29	104+86.00	SB		-																					
R5	P.29-30	103+52.00	SB		105+45.00																		193			
R6	P.29-30	104+38.00	SB		105+45.00																		107			
E6	P.30	105+45.00	SB		107+45.00		0.04																			
L3	P.30	105+45.00	SB		107+65.00			0.05																		
D3	P.30	105+45.00	SB		107+31.00				0.04																	
TY2	P.30	105+57.00	SB		107+91.00							92														
F1	P.30	106+68.00	SB		107+62.00	0.02																				
D4	P.30	107+31.00	SB		107+91.00				0.06																	
E7	P.30	105+45.00	SB		107+75.00		0.05																			
X1	P.30	108+45.00	SB		108+55.00						30	164												270		
S2	P.30	108+67.00	SB		-																					
E9	P.30-32	108+67.00	SB		115+85.00		0.14																			
L5	P.30-31	108+67.00	SB		111+46.00			0.06																		
C3	P.30-31	108+67.00	SB		111+46.00					279																
F2	P.30-31	108+67.00	SB		110+45.00	0.04																				
A4	P.30	107+50.00	SB		-																					
A5	P.30	107+52.00	SB		-																					
H1	P.30	107+34.00	SB		108+33.00																		148			
L4	P.30	105+45.00	SB		107+62.00			0.05																		
C2	P.30	105+45.00	SB		107+62.00					217																
W1	P.30	105+52.00	SB		-																					
TW2	P.30	105+45.00	SB		107+75.00									45												
A2	P.30	106+17.00	SB		-																					
W2	P.30	106+84.00	SB		-																					
A3	P.30	107+49.00	SB		-																					
S1	P.30	107+62.00	SB		-						33															
H2	P.30	107+62.00	SB		108+45.00																		85			
D5	P.30	107+62.00	SB		107+91.00				0.01																	
A6	P.30	108+97.00	SB		-																					
A7	P.30	109+86.00	SB		-																					
E8	P.30	107+45.00	SB		107+91.00		0.01																			
D6	P.30	105+45.00	SB		106+68.00				0.03																	
TOTALS CARRIED TO GENERAL SUMMARY						0.06	0.38	0.24	0.21	575	63	164		177	244		55	7		2		576	1423	270		

TRAFFIC CONTROL SUBSUMMARY

DESIGN AGENCY



DESIGNER

SKB

REVIEWER

LAS 09/28/26

PROJECT ID

121997

SHEET

P.26

TOTAL

50

HAM-42-2.20

MODEL: Sheet PAPER: 34x22 (in.) DATE: 9/30/2026 TIME: 10:25:58 AM PLTDRV: OHDOT_PDF.plt PENTBL: OHDOT_Pen.tbl USER: awidmeller@blinc.com WORKSPACE: OHDOTCE.v02 WORKSET: 121997 PRODUCT: OpenRoadsDesigner 24.00.00.2005
pw:\ohdotd-pw.bentley.com\ohdotd-pw-02\Documents\01 Active Projects\District 08\Hamilton\121997402-Engineering_LJB\TrafficSheets\121997_TS003.dgn

REF NO.	SHEET NO.	STATION TO STATION			644	644	644		644		644					644	644	644	644	644	644		614		
					EDGE LINE, 6" (YELLOW)	EDGE LINE, 6" (WHITE)	LANE LINE, 6"		CHANNELIZING LINE, 12"		CHEVRON MARKING (WHITE)		TRANSVERSE/DIAGONAL LINE (YELLOW)				LANE ARROW	LANE REDUCTION ARROW	WRONG WAY ARROW	DOTTED LINE, 6" (WHITE)	REMOVAL OF PAVEMENT MARKING	REMOVAL OF PAVEMENT MARKING		LONGITUDINAL CHANNELIZER	
LC1	P.31	110+52.00	TO	112+19.00																		167			
E10	P.31	110+18.00		-		0.02																			
A8	P.31	110+73.00		-												1									
A9	P.31	110+93.00		-												1									
A10	P.31	111+32.00		-												1									
L6	P.31	111+46.00		112+77.00			0.03																		
C4	P.31	110+52.00		111+46.00				94																	
C5	P.31	110+44.00		112+19.00				175																	
C6	P.31	111+46.00		112+19.00				73																	
F4	P.31	111+46.00		112+99.00	0.03																				
A11	P.31	111+61.00		-												1									
J4	P.31	112+19.00		112+99.00														80							
A12	P.31	112+49.00		-												1									
L7	P.31-32	112+77.00		116+86.00			0.08																		
C7	P.31	111+46.00		114+77.00				331																	
F5	P.31-32	112+99.00		115+63.00	0.05																				
A13	P.31	113+37.00		-												1									
A14	P.31	114+25.00		-												1									
WW1	P.31	114+57.00		-														1							
WW2	P.31	114+57.00		-														1							
F3	P.31	110+95.00		111+46.00	0.01																				
TY3	P. 31	111+61.00		111+93.00							10														
TY4	P.31	112+32.00		120+73.00							641														
R7	P.31-33	111+59.00		123+04.00																	1146				
R8	P.31-33	111+59.00		123+04.00																	1123				
R9	P.31-32	111+59.00		117+62.00																	605				
R10	P.31-33	111+60.00		120+60.00																	908				
R11	P.31	114+57.00		-														1							
R15	P.31-32	119+13.00		119+99.00																	86				
R12	P.31	114+57.00		-														1							
R13	P.31	114+63.00		-														1							
R14	P.31	114+63.00		-														1							
C8	P.32-33	116+86.00		120+30.00				344																	
C9	P.32-33	116+86.00		118+00.00				114																	
CH2	P.32-33	116+86.00		120+30.00					346																
F6	P.32	115+63.00		116+62.00	0.02																				
F7	P.32-33	116+62.00		121+43.00	0.1																				
F8	P.33	120+30.00		123+04.00																					
TY5	P.33	120+30.00		123+04.00							154														
A16	P.33	123+13.00		-													1								
A17	P.33	124+54.00		-													1								
J5	P.33	120+30.00		123+04.00															274						
CH1	P.33	110+72.00		112+19.00				74																	
TOTALS CARRIED TO GENERAL SUMMARY					0.21	0.02	0.11		1131		420		805			7	2	2	354	4	3868		167		

TRAFFIC CONTROL SUBSUMMARY

DESIGN AGENCY



DESIGNER

SKB

REVIEWER

LAS 09/28/2

PROJECT ID
121997

SHEET	TOTAL
P.27	5

HAM-42-2.20

MODEL: Sheet PAPER: 34x22 (in.) DATE: 9/30/2026 TIME: 10:26:06 AM PLTDRV: OHDOT_PDF.plt PENTBL: OHDOT_Pen.tbl USER: awdmeier@blinc.com WORKSPACE: OHDOTCEV02 WORKSET: 121997 PRODUCT: OpenRoadsDesigner 24.00.00.2005
pw:\ohdotd-pw.bentley.com\ohdotd-pw-02\Documents\01 Active Projects\District 08\Hamilton\121997402-Engineering_LJB\TrafficSheets\121997_TS004.dgn

[illegible]

TRAFFIC CONTROL SUBSUMMARY

DESIGN AGENCY



DESIGNER

SKB

REVIEWER

LAS 09/28/26

PROJECT ID
121997

SHEET	TOTAL
P.28	5

- A

=

ARROW ON PAVEMENT (96" WHITE)

C

=

CHANNELIZING LINE (8" WHITE)

D

=

CENTER LINE (DOUBLE SOLID YELLOW)

E

=

EDGE LINE (4" WHITE)

F

=

EDGE LINE (4" YELLOW)

H

=

DOTTED LINE, (8" WHITE, 2' LINE 6' GAP)

J

=

DOTTED LINE, (8" WHITE, 3' LINE 9' GAP)

L

=

LANE LINE (4" WHITE)

CH

=

CHEVRON LINE

LC

=

LONGITUDINAL CHANNELIZER
- Y

=

YIELD LINE (36" HIGH X 24" BASE)

P

=

PARKING STALL LINE (4" WHITE)

S

=

STOP LINE (24" WHITE)

TW

=

TRANSVERSE LINE (24" WHITE)

TY

=

TRANSVERSE LINE (24" YELLOW)

X

=

CROSSWALK LINE (12" WHITE)

W

=

WORD ON PAVEMENT (96" WHITE)

WW

=

WRONG WAY ARROW

R

×

PAVEMENT MARKING REMOVAL

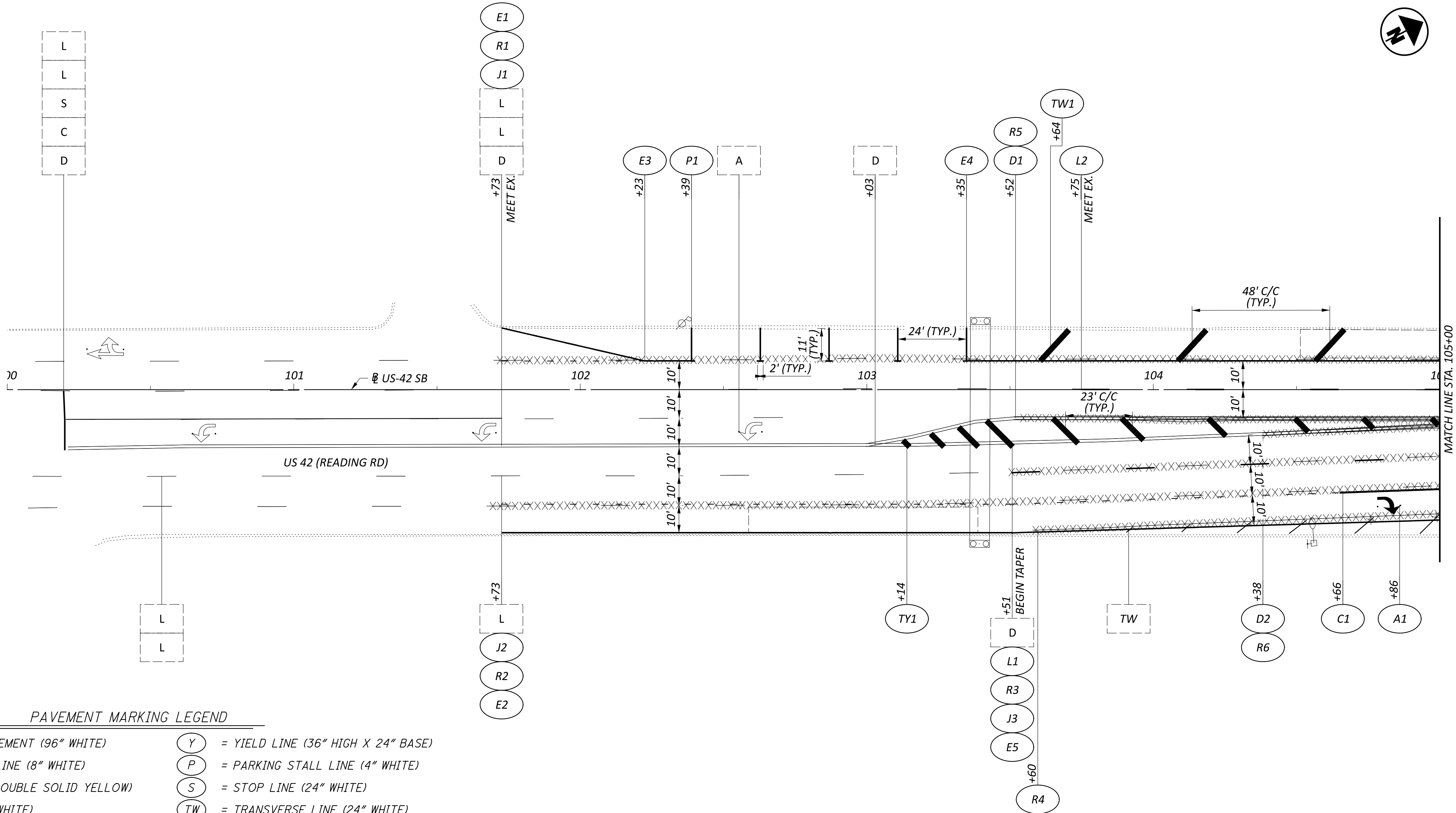
=

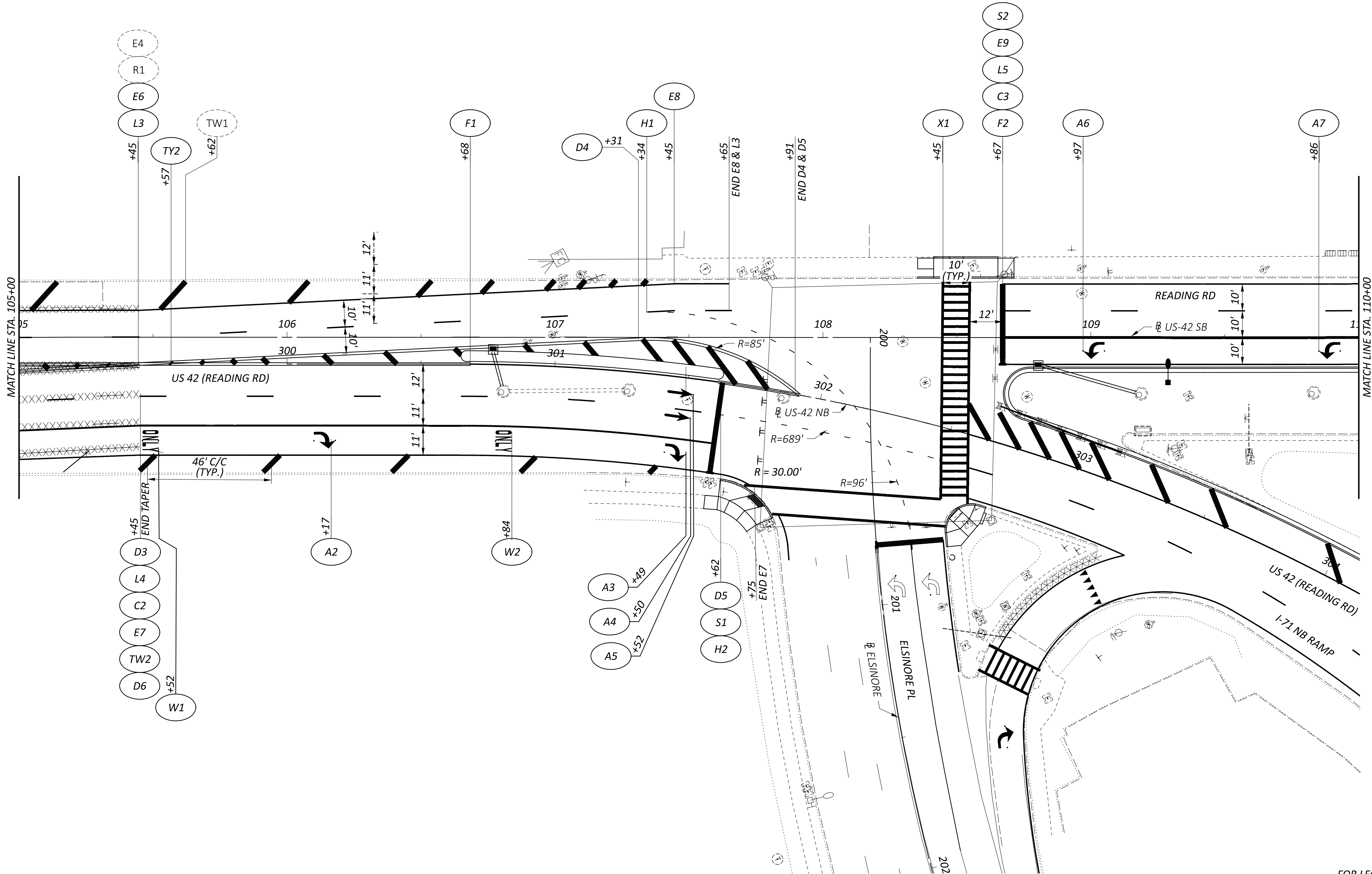
QUANTITY FROM PREVIOUS SHEET

Y

=

EXISTING PAVEMENT MARKINGS





FOR LEGEND, SEE SHEET 29



TRAFFIC CONTROL PLAN - US 42
STA. 105+00.00 TO STA. 110+00.00

DESIGN AGENCY



DESIGNER

SKB

REVIEWER

LAS 09/28/26

PROJECT ID

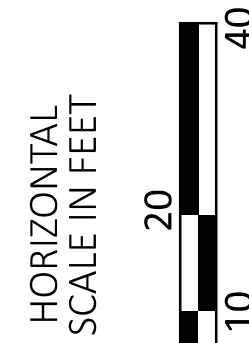
121997

SHEET

P.30

TOTAL

50



MODEL: 121997_TP203 PAPER SIZE: 34x22 (in.) DATE: 9/30/2026 TIME: 10:27:00 AM PLTDRIVER: OHDOT_PDF.pltGFX: PENTBL: OHDOT Pen.tbl USER: awidmeier@qjibnc.com WORKSPACE: OHDOTCEv02 WORKSET: 121997_PRODUCT: OpenRoadsDesigner 24.00.00.205
pw:\johndot-pw.bentley.com:ohidot-pw-02\Documents\01 Active Projects\District 08\Hamilton\121997\402-Engineering_LU8\Traffic\Sheets\121997_TP203.dgn



DESIGN AGENCY



DESIGNER

SKB

REVIEWER

LAS 09/28/26

PROJECT ID:

121997

SHEET

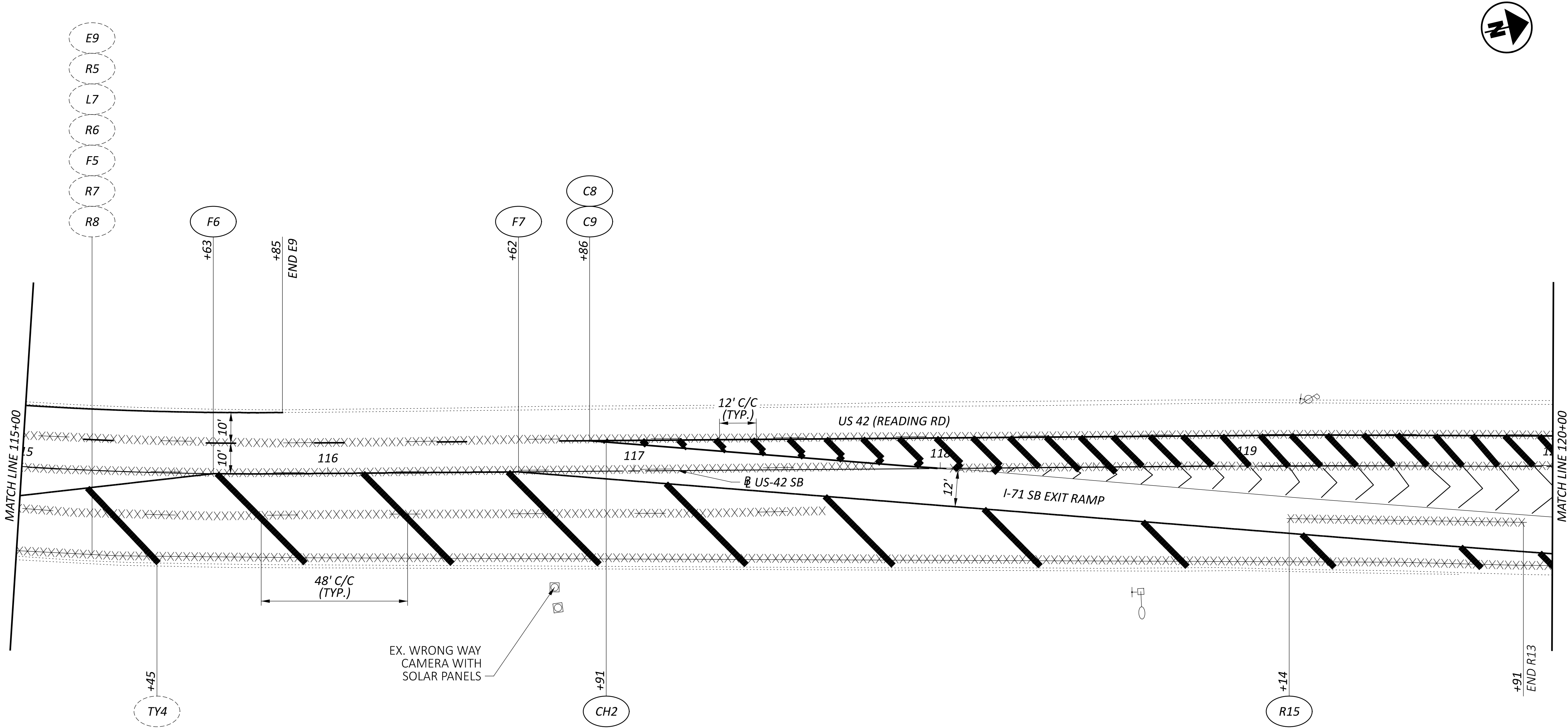
P.3

TOTAL

5

TRAFFIC CONTROL PLAN - US 42
STA. 110+00.00 TO STA. 115+00.00





FOR LEGEND, SEE SHEET 29

DESIGN AGENCY



DESIGNER

SKB

REVIEWER

LAS 09/28/26

PROJECT ID

121997

SHEET

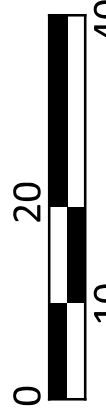
P.32

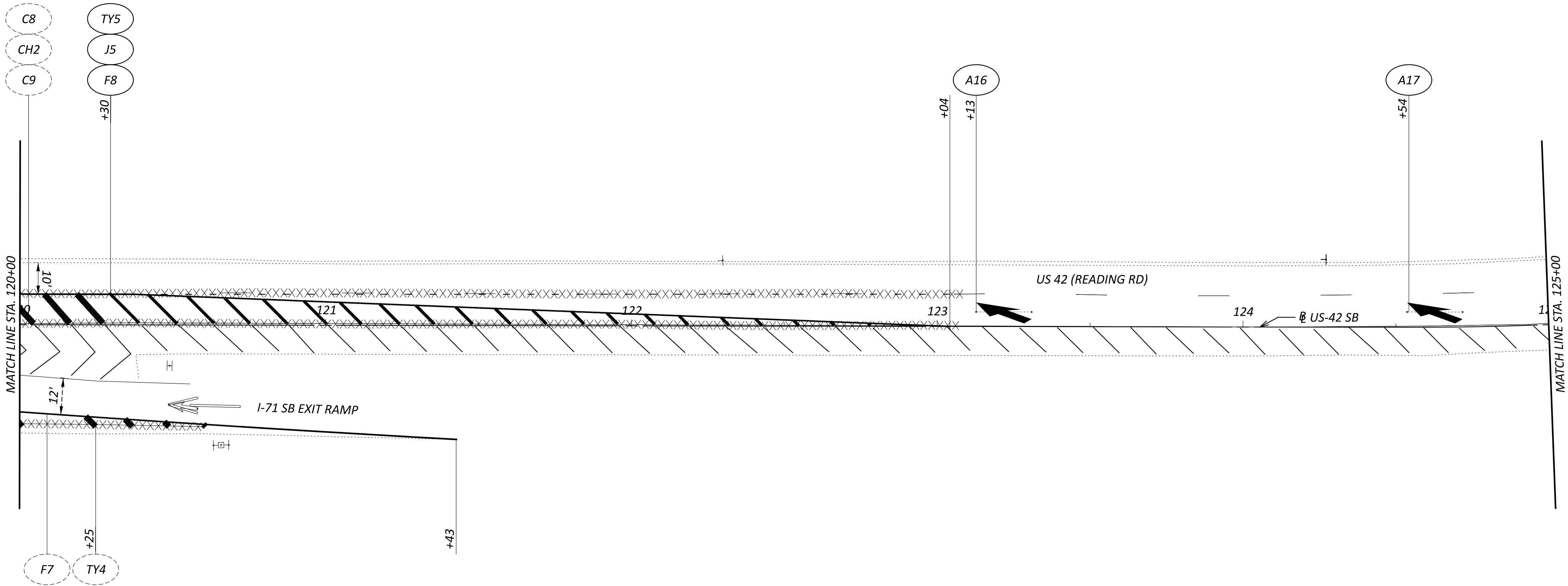
TOTAL

50

TRAFFIC CONTROL PLAN - US 42
STA. 115+00.00 TO STA. 120+00.00

HORIZONTAL
SCALE IN FEET



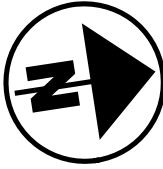
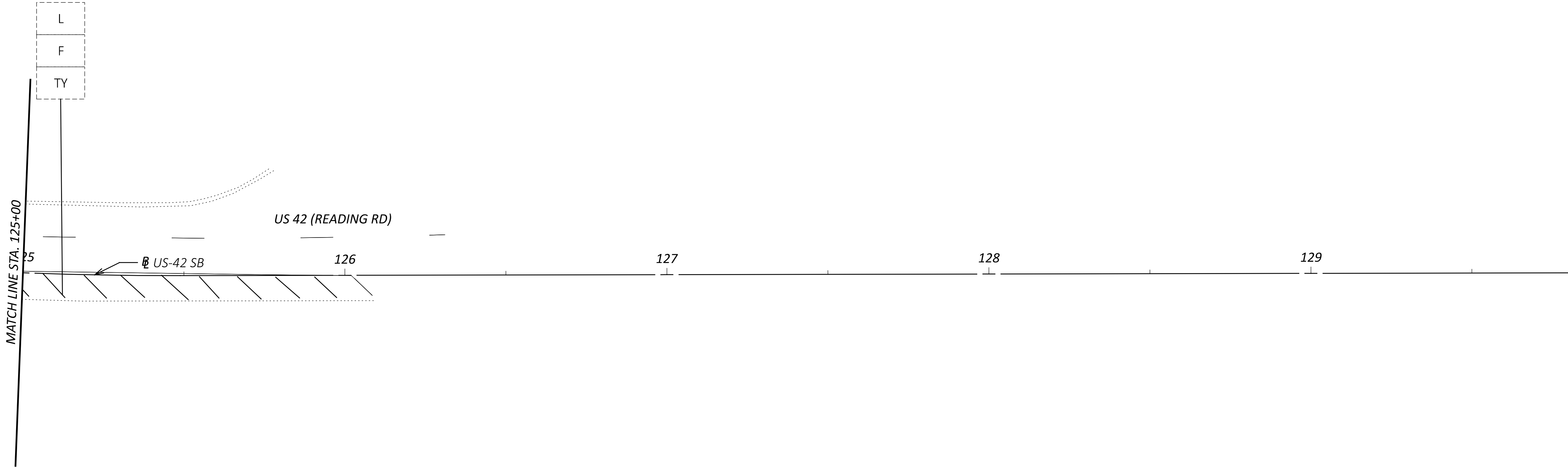


FOR LEGEND, SEE SHEET 29

DESIGN AGENCY	
	
DESIGNER	
SKB	
REVIEWER	
LAS 09/28/26	
PROJECT ID	
121997	
SHEET	TOTAL
P.33	50

TRAFFIC CONTROL PLAN - US 42
STA. 120+00.00 TO STA. 125+00.00





FOR LEGEND, SEE SHEET 29

DESIGN AGENCY



DESIGNER

SKB

REVIEWER

LAS 09/28/26

PROJECT ID

121997

SHEET

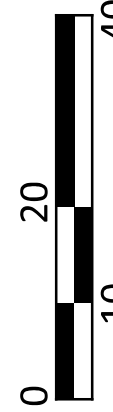
P.34

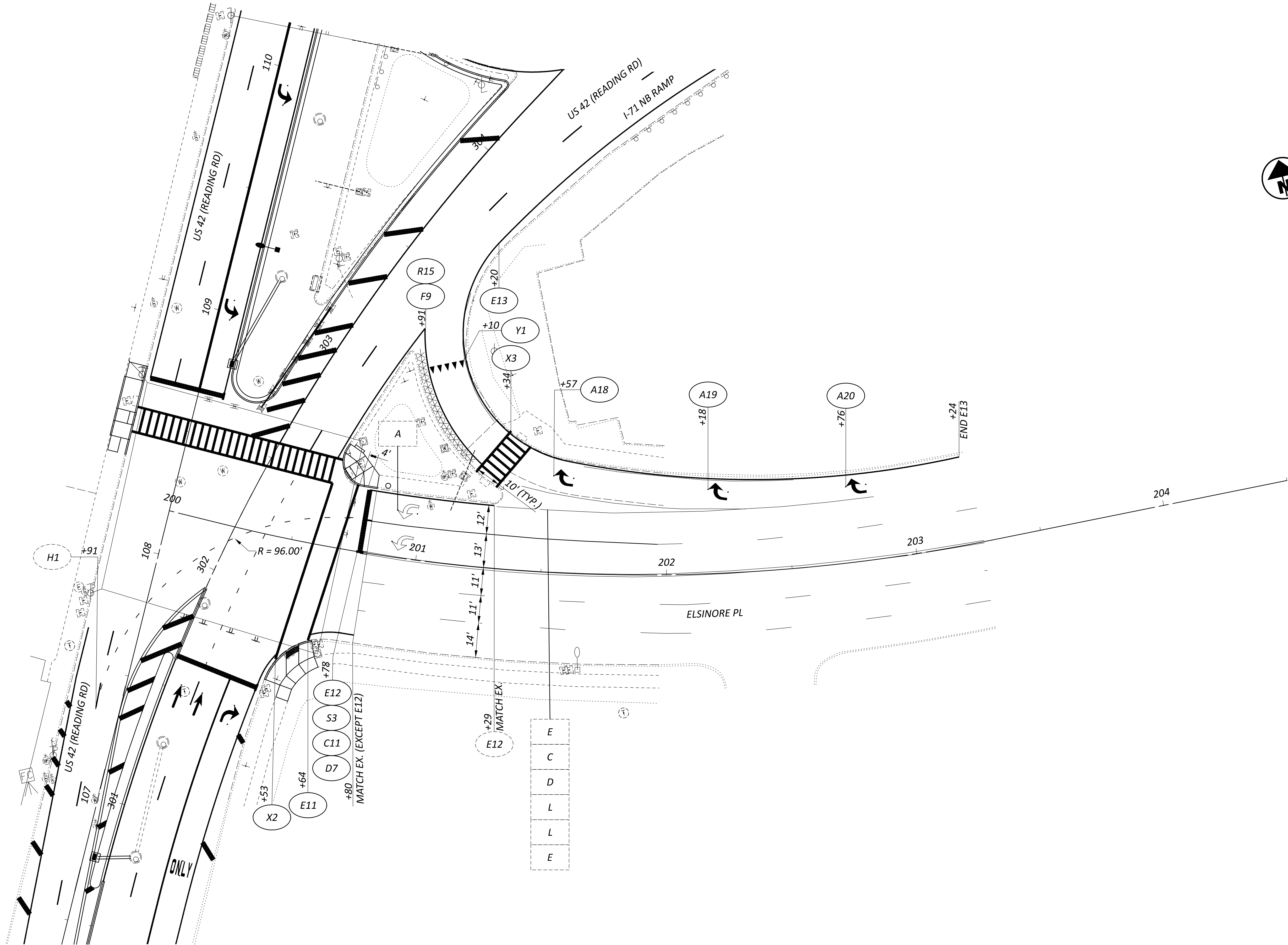
TOTAL

50

TRAFFIC CONTROL PLAN - US 42
STA. 125+00.00 TO STA. 130+00.00

HORIZONTAL
SCALE IN FEET





FOR LEGEND, SEE SHEET 29

TRAFFIC CONTROL PLAN - ELSINORE PLACE
STA. 200+00.00 TO STA. 205+00.00

DESIGN AGENCY



DESIGNER

SKB

REVIEWER

LAS 09/28/26

PROJECT ID

121997

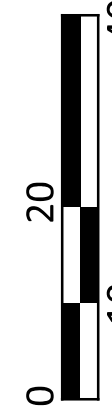
SHEET

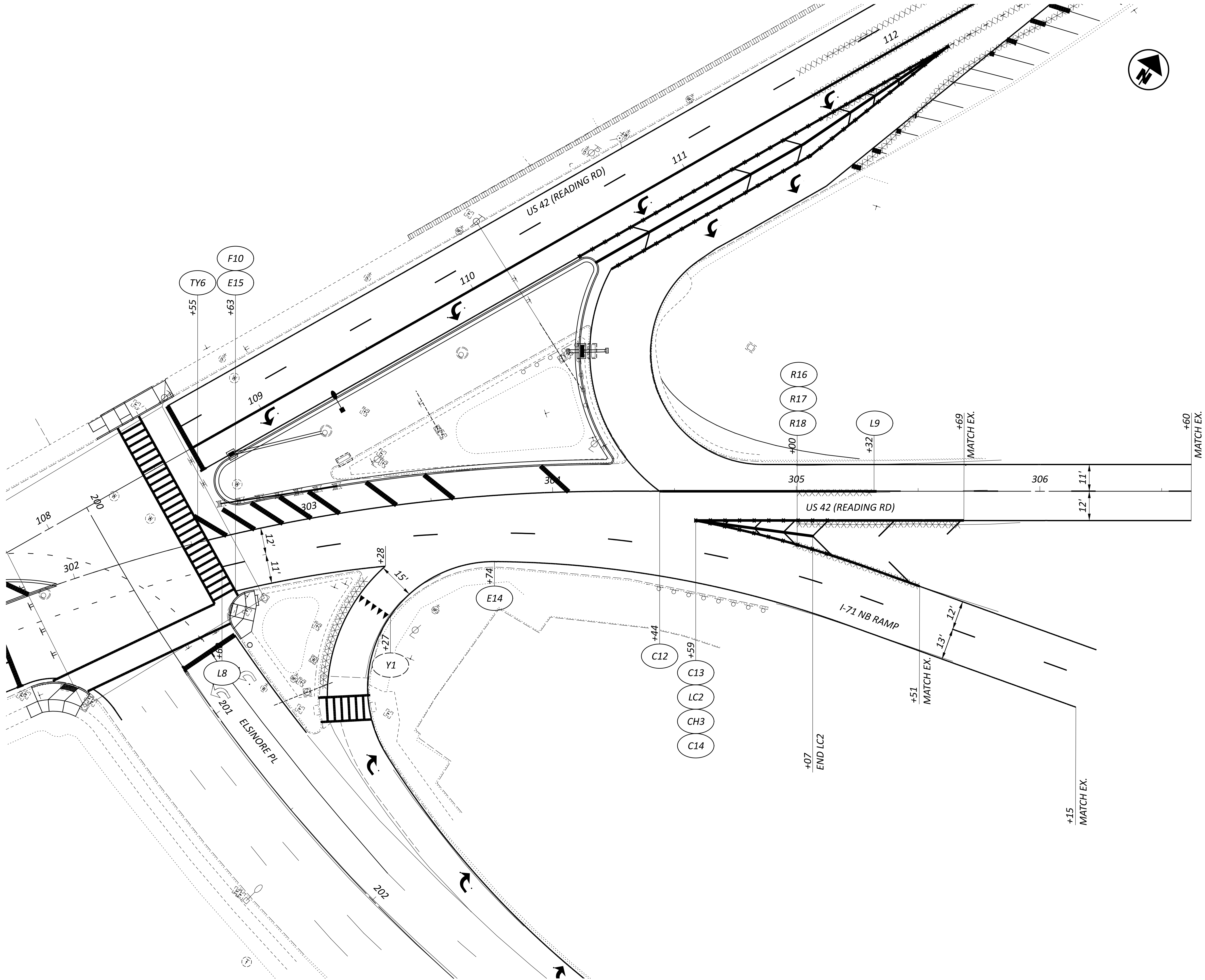
P.35

TOTAL

50

HORIZONTAL
SCALE IN FEET

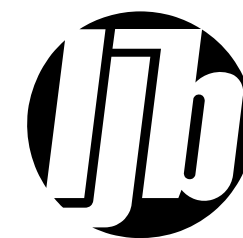




FOR LEGEND, SEE SHEET 29

TRAFFIC CONTROL PLAN - READING RD/I-71 RAMP
STA. 301+70.07 TO STA. 306+60.00

DESIGN AGENCY



DESIGNER

SKB

REVIEWER

LAS 09/28/26

PROJECT ID

121997

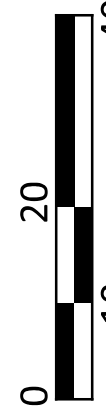
SHEET

P.36

TOTAL

50

HORIZONTAL
SCALE IN FEET



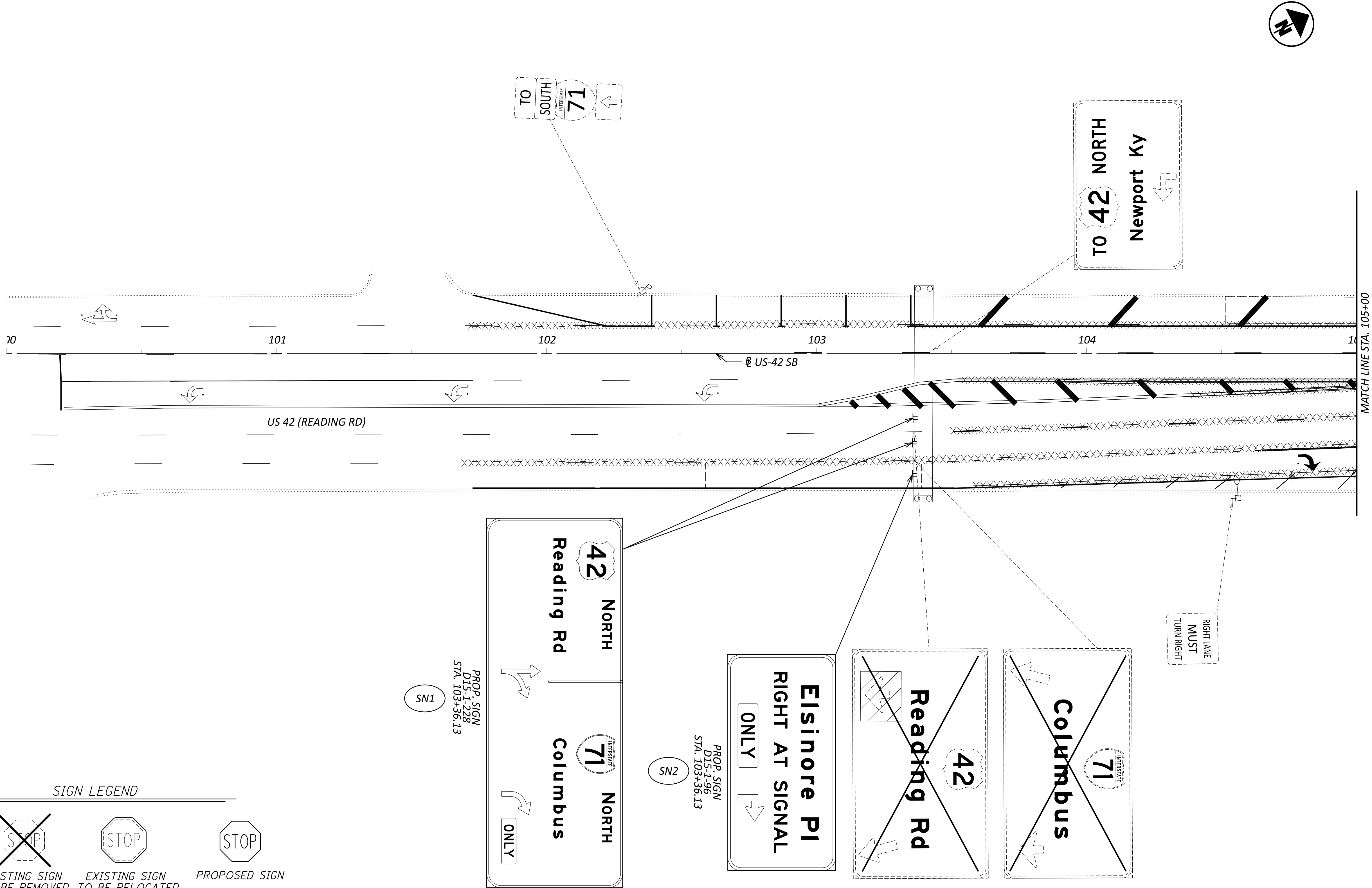

EXISTING SIGN
TO REMAIN

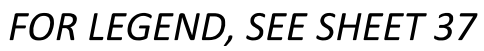

EXISTING SIGN
TO BE REMOVED

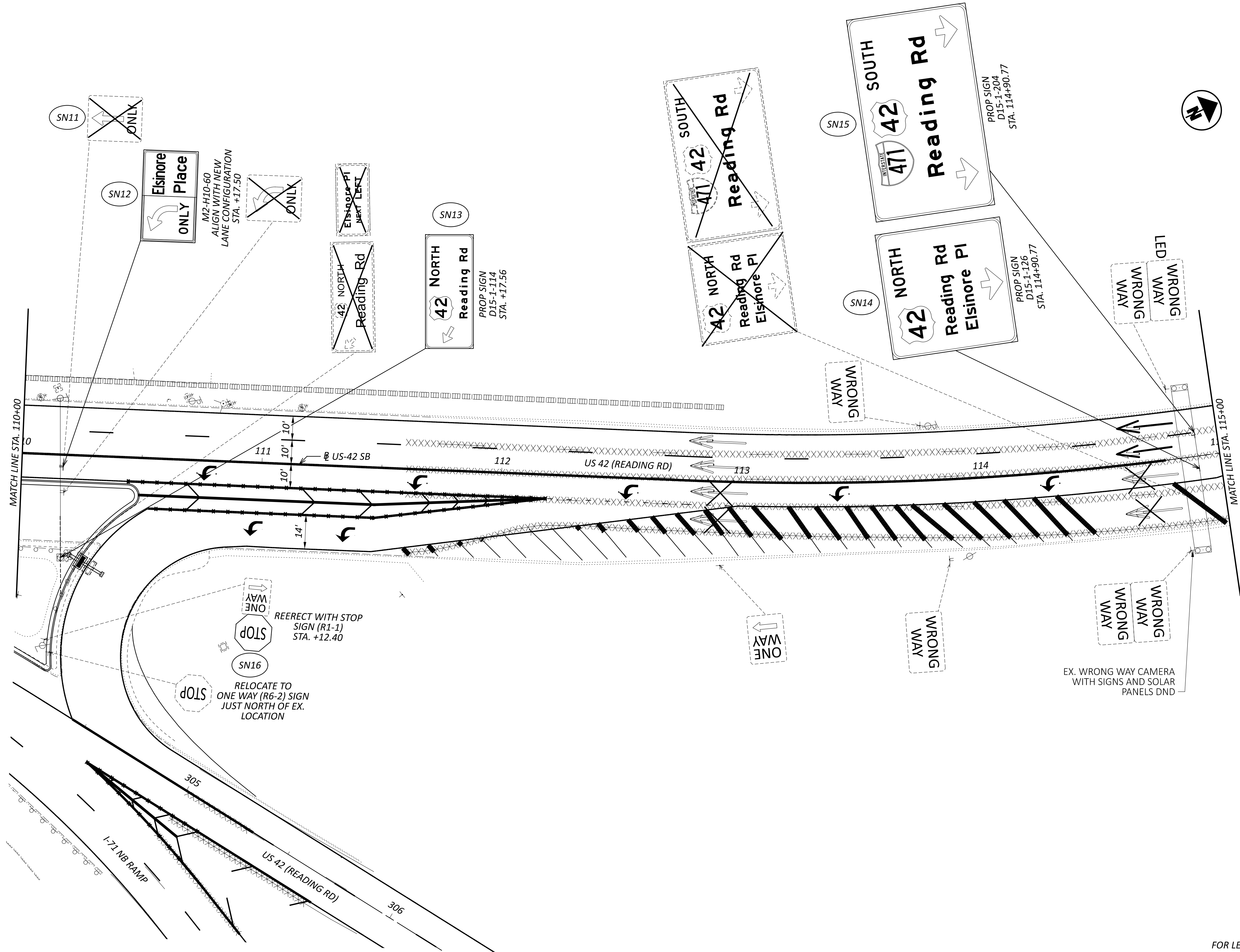

EXISTING SIGN
TO BE RELOCATED


PROPOSED SIGN

SIGN LEGEND



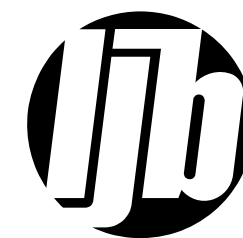




FOR LEGEND, SEE SHEET 37

TRAFFIC CONTROL PLAN - US 42
STA. 110+00.00 TO STA. 115+00.00

DESIGN AGENCY



DESIGNER

SKB

REVIEWER

LAS 09/28/26

PROJECT ID

121997

SHEET

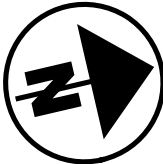
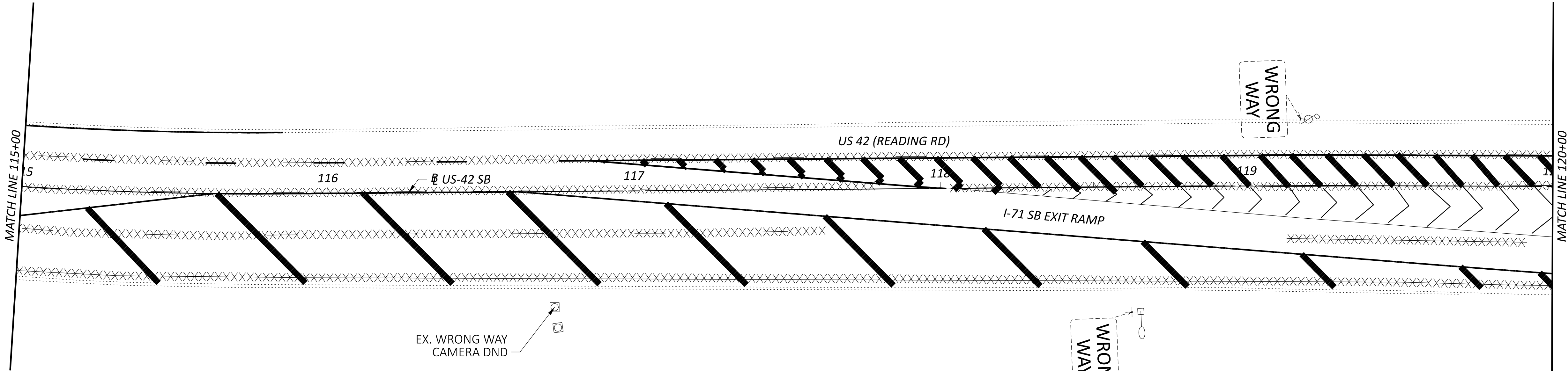
P.39

TOTAL

50

HORIZONTAL
SCALE IN FEET





DESIGN AGENCY



DESIGNER

SKB

REVIEWER

LAS 09/28/26

PROJECT ID

121997

SHEET

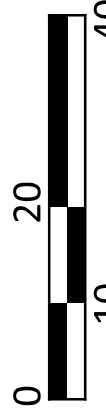
P.40

TOTAL

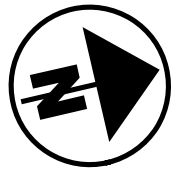
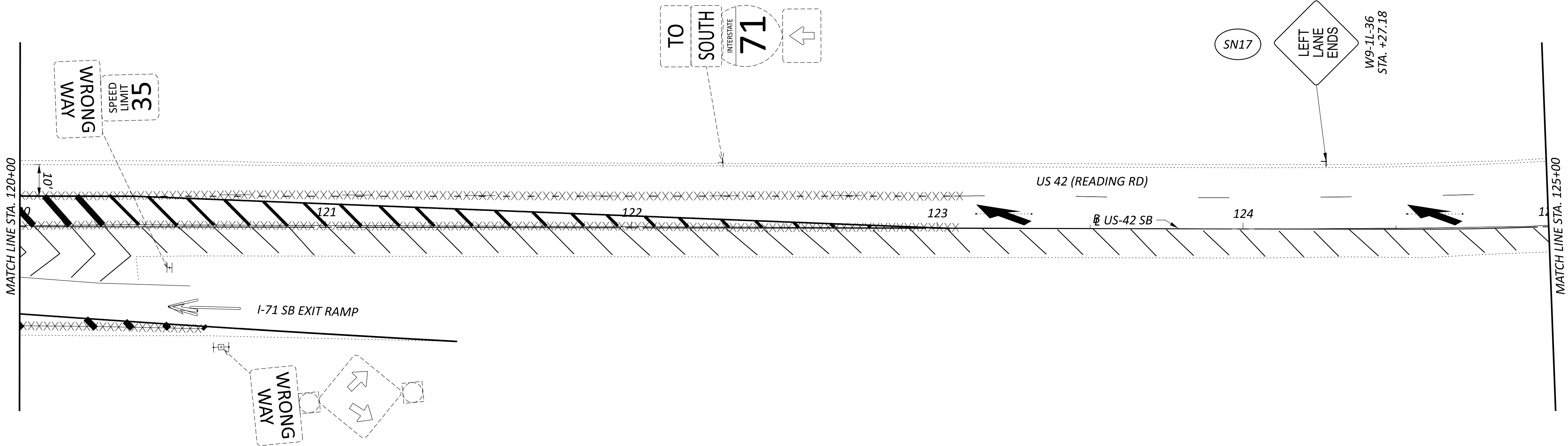
50

TRAFFIC CONTROL PLAN - US 42
STA. 115+00.00 TO STA. 120+00.00

HORIZONTAL
SCALE IN FEET



FOR LEGEND, SEE SHEET 37



DESIGN AGENCY



DESIGNER

SKB

REVIEWER

LAS 09/28/26

PROJECT ID

121997

SHEET

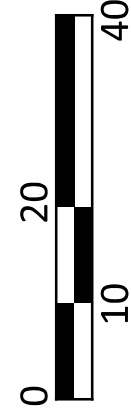
P.41

TOTAL

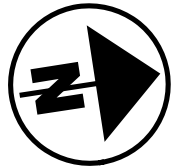
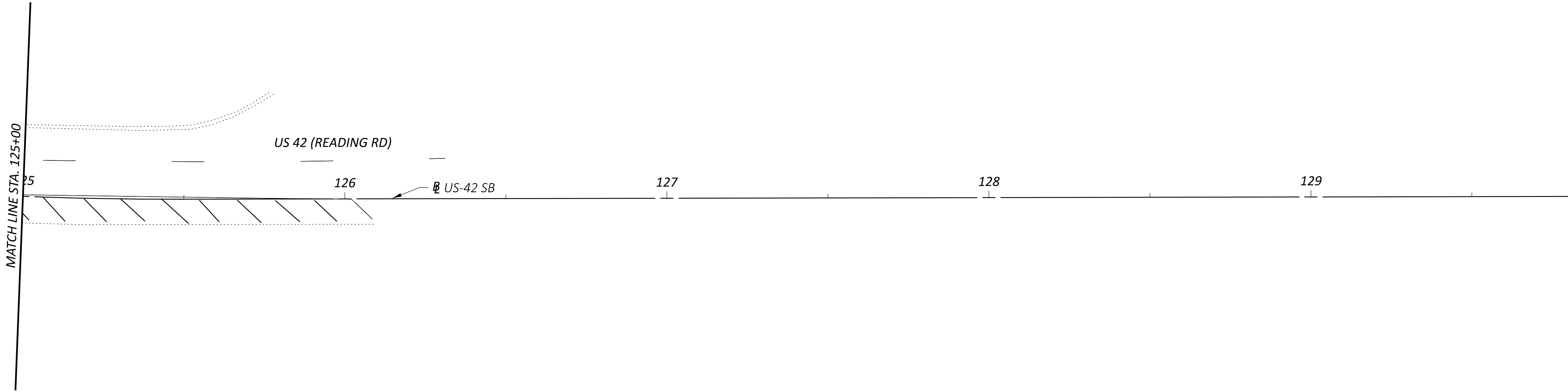
50

TRAFFIC CONTROL PLAN - US 42
STA. 120+00.00 TO STA. 125+00.00

HORIZONTAL
SCALE IN FEET



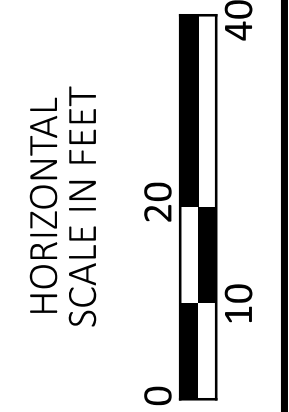
FOR LEGEND, SEE SHEET 37

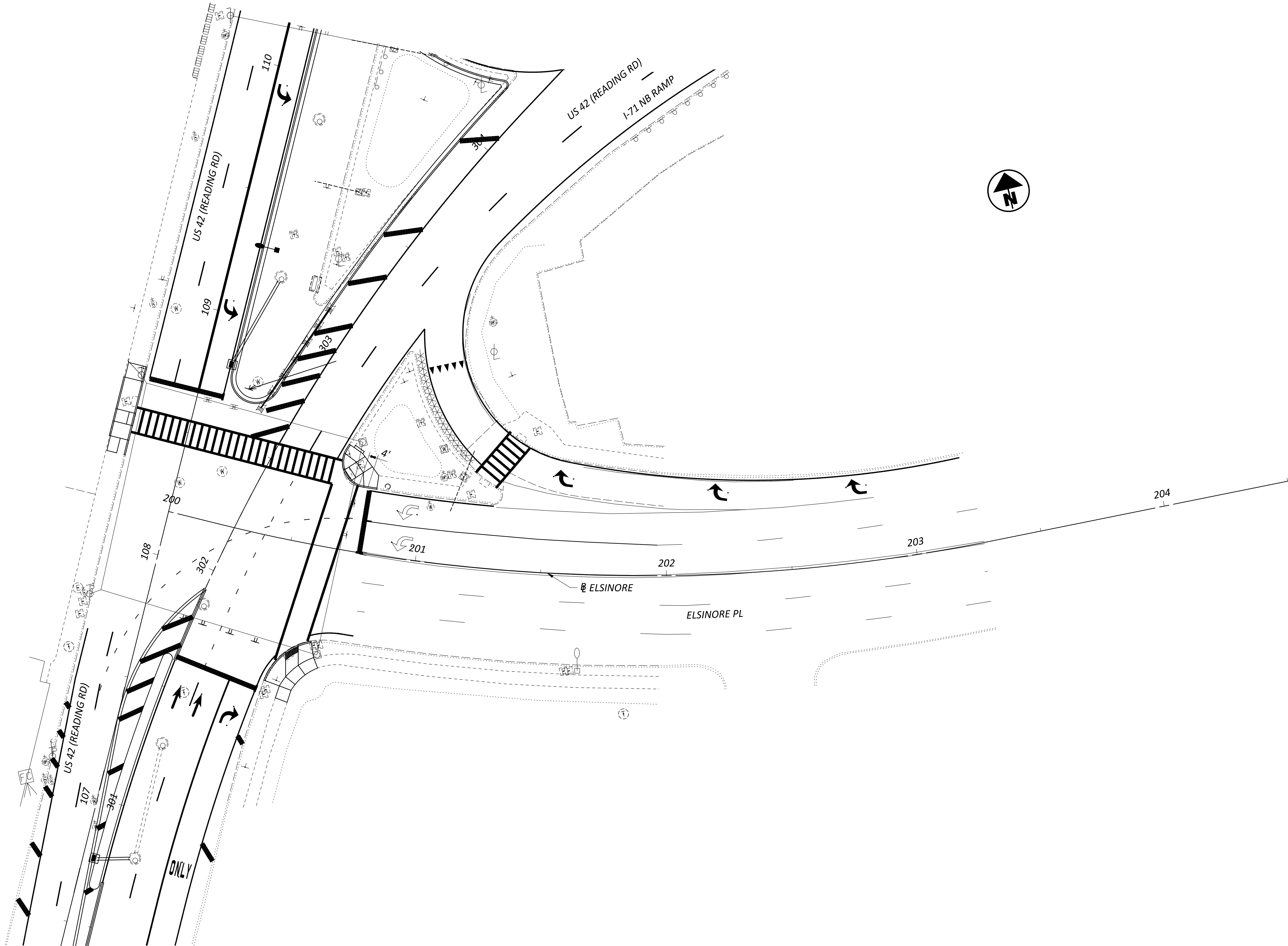


FOR LEGEND, SEE SHEET 37

DESIGN AGENCY	
DESIGNER	
SKB	
REVIEWER	
LAS 09/28/26	
PROJECT ID	
121997	
SHEET	TOTAL
P.42	50

TRAFFIC CONTROL PLAN - US 42
STA. 125+00.00 TO STA. 130+00.00

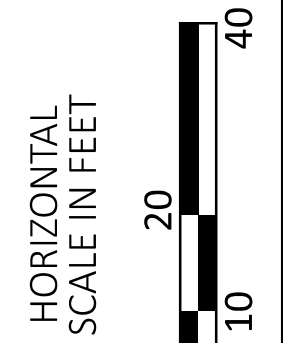


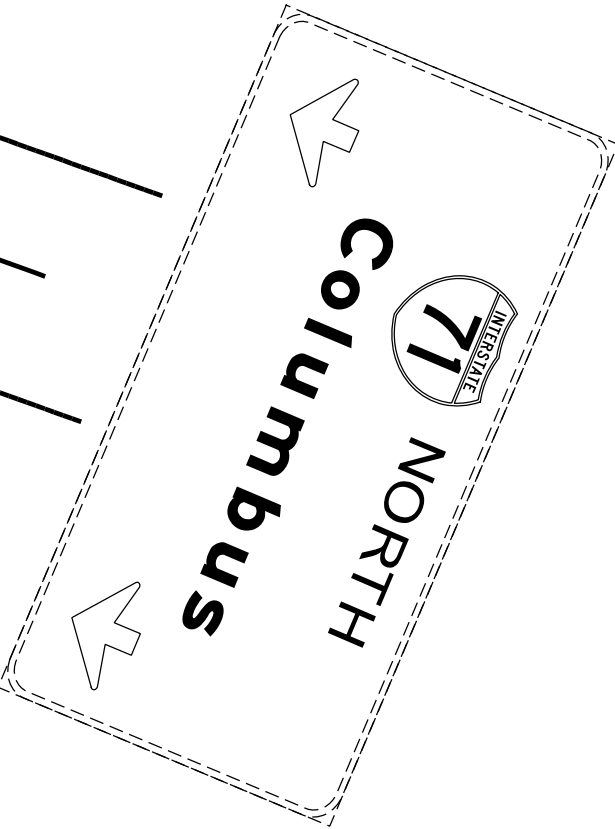
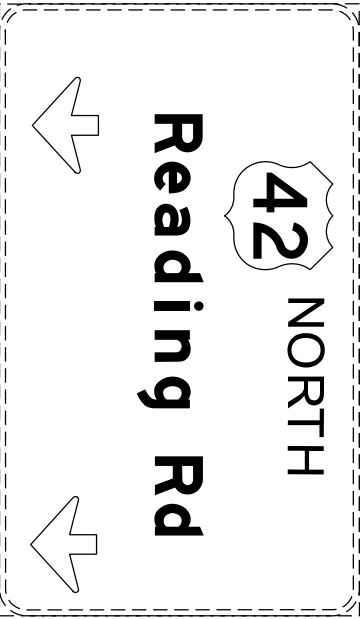
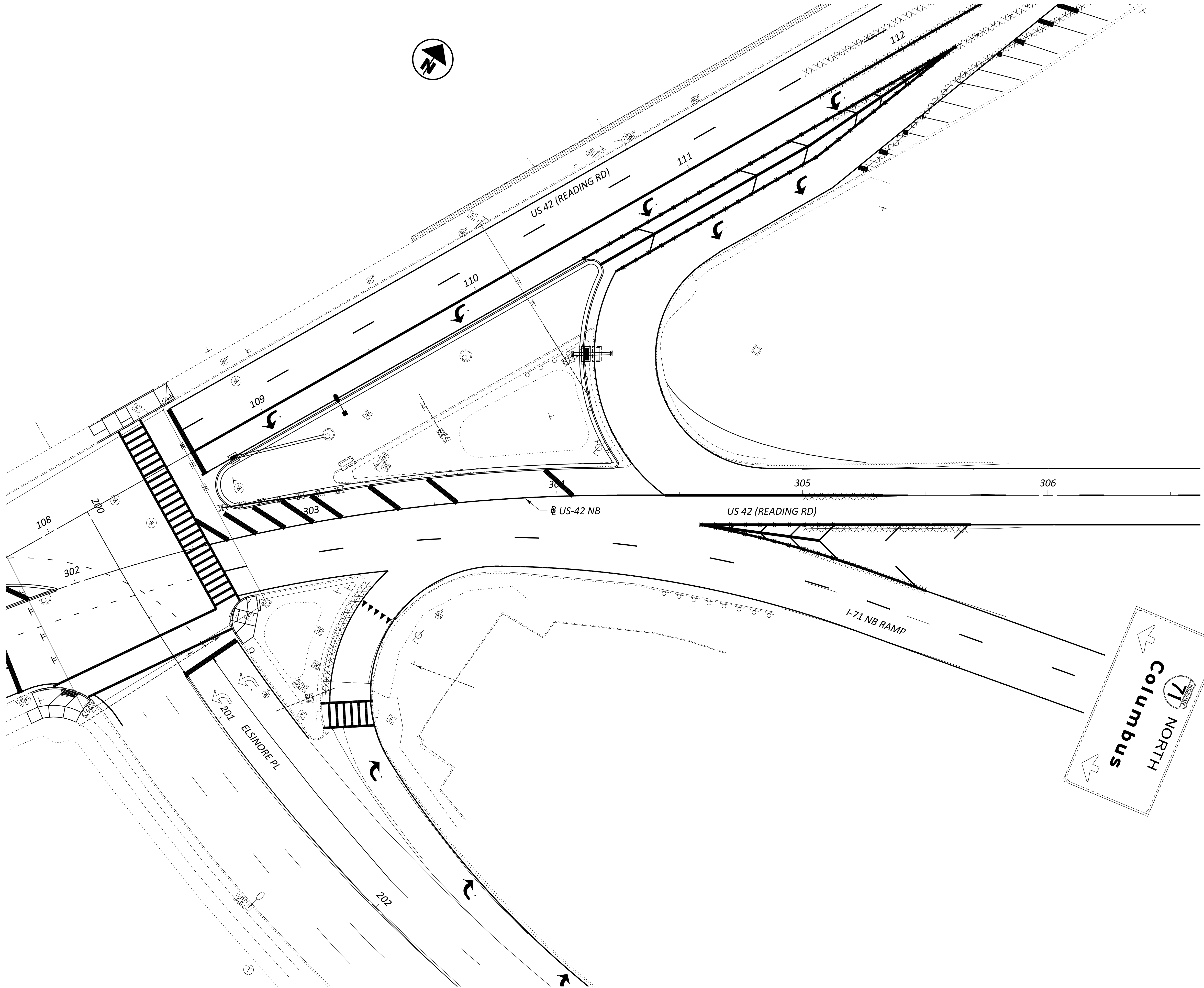


FOR LEGEND, SEE SHEET 37

DESIGN AGENCY	
	
DESIGNER	SKB
REVIEWER	LAS
PROJECT ID	09/28/26
SHEET	121997
P.43	TOTAL 50

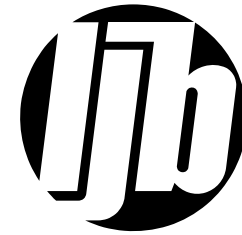
TRAFFIC CONTROL PLAN - ELSINORE PLACE
STA. 200+00.00 TO STA. 205+00.00





TRAFFIC CONTROL PLAN - READING RD/I-71 RAMP
STA. 301+70.07 TO STA. 306+60.00

DESIGN AGENCY



DESIGNER

SKB

REVIEWER

LAS 09/28/26

PROJECT ID

121997

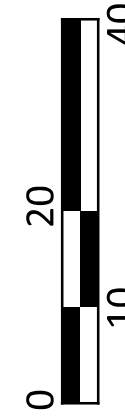
SHEET

P.44

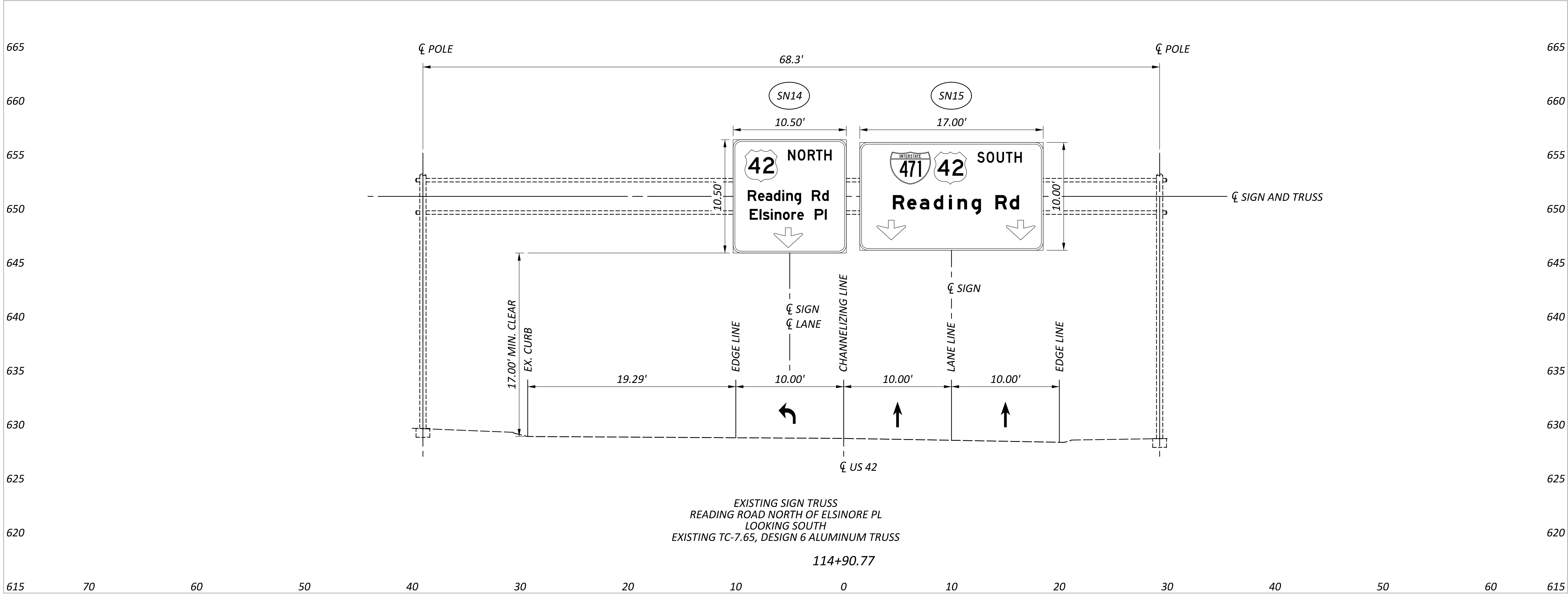
TOTAL

50

HORIZONTAL
SCALE IN FEET







SIGN ELEVATION VIEW
STA. 114+91

DESIGN AGENCY



DESIGNER

ARW

REVIEWER

LAS 09/28/26

PROJECT ID

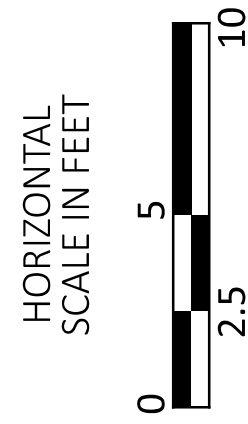
121997

SHEET

P.46

TOTAL

50



DESIGN AGENCY



ARW

REVIEWER
LAS 09/28/26

PROJECT ID
121997

SHEET	TOTAL
P.47	50

GROUNDING AND BONDING

THE REQUIREMENTS OF THE CONSTRUCTION AND MATERIAL SPECIFICATIONS (C&MS) AND THE TC SERIES OF STANDARD CONSTRUCTION DRAWINGS ARE MODIFIED AS FOLLOWS:

1. ALL METALLIC PARTS CONTAINING ELECTRICAL CONDUCTORS SHALL BE PERMANENTLY JOINED TO FORM AN EFFECTIVE GROUND FAULT CURRENT PATH BACK TO THE GROUNDED CONDUCTOR IN THE POWER SERVICE DISCONNECT SWITCH.
- A. PROVIDE AN EQUIPMENT GROUNDING CONDUCTOR IN METALLIC CONDUITS (725.04) IN ADDITION TO THE CONDUCTORS SPECIFIED AND BOND THE CONDUIT TO THIS GROUNDING CONDUCTOR.

B. WHEN AN EQUIPMENT GROUNDING CONDUCTOR IS REQUIRED IN PLASTIC CONDUIT (725.05), THE INSTALLATION SHALL INCLUDE A SEPARATE EQUIPMENT GROUNDING CONDUCTOR IN ADDITION TO THE CONDUCTORS SPECIFIED.

C. METALLIC CONDUIT CARRYING THE LOOP WIRES FROM IN THE PAVEMENT TO THE PULL BOX SPLICE LOCATION WILL ONLY BE BONDED AT THE PULL BOX END, AND WILL NOT CONTAIN AN EQUIPMENT GROUNDING CONDUCTOR.

D. IF MULTIPLE CONDUIT RUNS BEGIN AND END AT THE SAME POINTS, ONLY ONE EQUIPMENT GROUNDING CONDUCTOR IS REQUIRED.

E. IF AN EQUIPMENT GROUNDING CONDUCTOR IS NEEDED IN CONDUIT BETWEEN SIGNALIZED INTERSECTIONS FOR UNDERGROUND INTERCONNECT CABLE, THE GROUNDING SYSTEM FOR EACH SIGNALIZED INTERSECTION WILL BE SEPARATED ABOUT MIDWAY BETWEEN THE INTERSECTIONS.

F. THE MESSENGER WIRE AT SIGNALIZED INTERSECTIONS WILL BE USED AS THE CONDUCTIVE PATH FROM CORNER TO CORNER IF CONDUIT IS NOT PROVIDED UNDER THE ROADWAY. WHEN CONDUIT CONNECTS THE CORNERS OF AN INTERSECTION, AN EQUIPMENT GROUNDING CONDUCTOR SHALL BE USED IN THE CONDUIT.

2. CONDUITS.

- A. THE 725.04 CONDUIT SHALL HAVE GROUNDING BUSHINGS INSTALLED AT ALL TERMINATION POINTS. THE BUSHING MATERIAL SHALL BE COMPATIBLE WITH GALVANIZED STEEL CONDUIT AND THE GROUNDING LUG MATERIAL SHALL BE COMPATIBLE FOR USE WITH COPPER WIRE. THREADED OR COMPRESSION TYPE BUSHINGS MAY BE USED.

B. THE 725.05 CONDUIT SHALL HAVE THE INSIDE AND OUTSIDE DIAMETERS OF THE CONDUIT DEBURRED AT ALL TERMINATION POINTS.

C. BOTH ENDS OF METALLIC CONDUIT SHALL BE BONDED TO THE EQUIPMENT GROUNDING CONDUCTOR.

D. METALLIC CONDUIT MAY BE BONDED TO METALLIC BOXES THROUGH THE USE OF CONDUIT FITTINGS UL APPROVED FOR THIS TYPE OF CONNECTION, WITH THE BOX BONDED TO THE EQUIPMENT GROUNDING CONDUCTOR.

3. WIRE FOR GROUNDING AND BONDING.

- A. USE INSULATED, COPPER WIRE FOR THE EQUIPMENT GROUNDING CONDUCTOR. BONDING JUMPERS IN BOXES AND ENCLOSURES MAY BE BARE OR INSULATED COPPER WIRE. WIRE SIZE SHALL BE AS FOLLOWS:

- I. USE 4 AWG BETWEEN THE POWER SERVICE AND SUPPORTS, POLES, PEDESTALS, CONTROLLER OR FLASHER CABINETS.

II. USE A MINIMUM 8 AWG BETWEEN LOOP DETECTOR PULL BOXES AND THE FIRST CONDUIT THAT REQUIRES A LARGER SIZE AS SPECIFIED IN 3.A.I ABOVE.

III. USE A MINIMUM 8 AWG BETWEEN THE "PREPARE TO STOP WHEN FLASHING" INSTALLATION (INCLUDING SUPPORT) AND THE FIRST CONDUIT THAT REQUIRES A LARGER SIZE AS SPECIFIED IN 3.A.I ABOVE.

IV. THE INSULATION SHALL BE GREEN OR GREEN WITH YELLOW STRIPE(S). FOR 4 AWG OR LARGER, INSULATION MAY ALSO BE BLACK WITH GREEN TAPE/LABELS INSTALLED AT ALL ACCESS POINTS.

- B. IN A HIGHWAY LIGHTING SYSTEM, THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE THE SAME WIRE SIZE AS THE DUCT CABLE OR DISTRIBUTION CABLE CIRCUIT CONDUCTORS, WITH THE MINIMUM CONDUCTOR SIZE OF 4 AWG. BONDING JUMPERS WILL BE MINIMUM SIZE 4 AWG.

4. GROUND ROD.

- A. A 3/4-INCH SCHEDULE 40 PVC CONDUIT WILL BE USED IN FOUNDATIONS AND CONCRETE WALLS FOR THE GROUNDING CONDUCTOR (GROUND WIRE) RACEWAY TO THE GROUND ROD. SHOULD METALLIC CONDUIT BE USED, BOTH ENDS OF THE CONDUIT SHALL BE BONDED TO THE GROUNDING CONDUCTOR.

B. THE TYPICAL GROUNDING CONDUCTOR (GROUND WIRE) SHALL BE 4 AWG INSULATED, COPPER.

5. THE GREEN CONDUCTOR IN SIGNAL CABLES (CONDUCTOR #4) SHALL NOT BE USED TO SUPPLY POWER TO A SIGNAL INDICATION. IT WILL BE CONNECTED TO THE SIGNAL BODY AS AN EQUIPMENT GROUND IN ALUMINUM HEADS AND IT WILL BE UNUSED IN PLASTIC HEADS. UNUSED CONDUCTORS SHALL BE GROUNDED IN THE CABINET. TYPICAL USE OF CONDUCTORS IS AS FOLLOWS:

COND.

NO.	COLOR	VEHICLE SIGNAL	PEDESTRIAN SIGNAL
1	BLACK	GREEN BALL	#1 WALK
2	WHITE	AC NEUTRAL	AC NEUTRAL
3	RED	RED BALL	#1 DW/FDW
4	GREEN	EQUIPMENT GROUND	EQUIPMENT GROUND
5	ORANGE	YELLOW BALL	#2 DW/FDW
6	BLUE	GREEN ARROW	#2 WALK
7	WHITE/BLACK STRIPE	YELLOW ARROW	NOT USED

6. POWER SERVICE AND DISCONNECT SWITCH.

- A. AT THE POWER SERVICE LOCATION, THE GROUNDING CONDUCTOR (GROUND WIRE) FROM THE DISCONNECT SWITCH NEUTRAL (AC-) BAR TO THE GROUND ROD SHALL BE A CONTINUOUS, UNSPLICED CONDUCTOR. IF SPLICED, IT SHALL BE AN EXOTHERMIC WELD BUTT SPLICE.

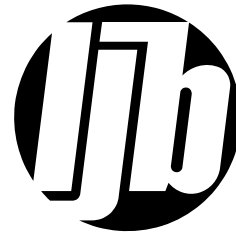
B. THE SERVICE NEUTRAL (AC-) SHALL ONLY BE CONNECTED TO GROUND AT THE PRIMARY POWER SERVICE DISCONNECT SWITCH.

- I. NEMA CONTROLLER CABINETS: IF A POWER SERVICE DISCONNECT SWITCH IS LOCATED BEFORE THE CONTROLLER CABINET, THE NEUTRAL (AC-) AND THE GROUNDING BARS IN THE CONTROLLER CABINET SHALL NOT BE CONNECTED TOGETHER AS SHOWN IN NEMA TS-2, FIGURE 5-4.

- II. IF SECONDARY DISCONNECT SWITCHES ARE CONNECTED AFTER THE PRIMARY DISCONNECT SWITCH, THE NEUTRAL (AC-) SHALL ONLY BE GROUNDED AT THE PRIMARY SWITCH. EQUIPMENT GROUNDING CONDUCTORS SHALL BE BROUGHT TO THE PRIMARY SWITCH, BUT SHALL BE GROUNDED AT BOTH SECONDARY AND PRIMARY SWITCHES.

7. PAYMENT - ALL MATERIALS AND WORK REQUIRED TO COMPLETE THE EFFECTIVE GROUND FAULT CURRENT PATH SYSTEM ARE INCIDENTAL TO THE CONDUCTORS INSTALLED BY CONTRACT.

DESIGN AGENCY



DESIGNER

SKB

REVIEWER

LAS 09-28-26

PROJECT ID

121997

SHEET

P.48

TOTAL

50

HAM-42-2.20

MODEL: Sheet PAPER/size: 34x22 (in.) DATE: 9/28/2026 TIME: 12:02:02 PM PLTDRV: OHDOT_PDF.pltG PENTBL: OHDOT_Pen.tbl USER: awidmeier@lbhinc.com WORKSPACE: OHDOTCE02 WORKSET: 121997 PRODUCT: OpenRoads Designer 24.00.00.205
 pw:\ohiodot-pw.bentley.com\ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\121997402-Engineering_LJBL\Lighting\Sheets\121997_LS001.dgn

[illegible]

LIGHTING SUB-SUMMARY

DESIGN AGENCY



DESIGNER

SKB

REVIEWER

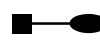
LAS 09-28

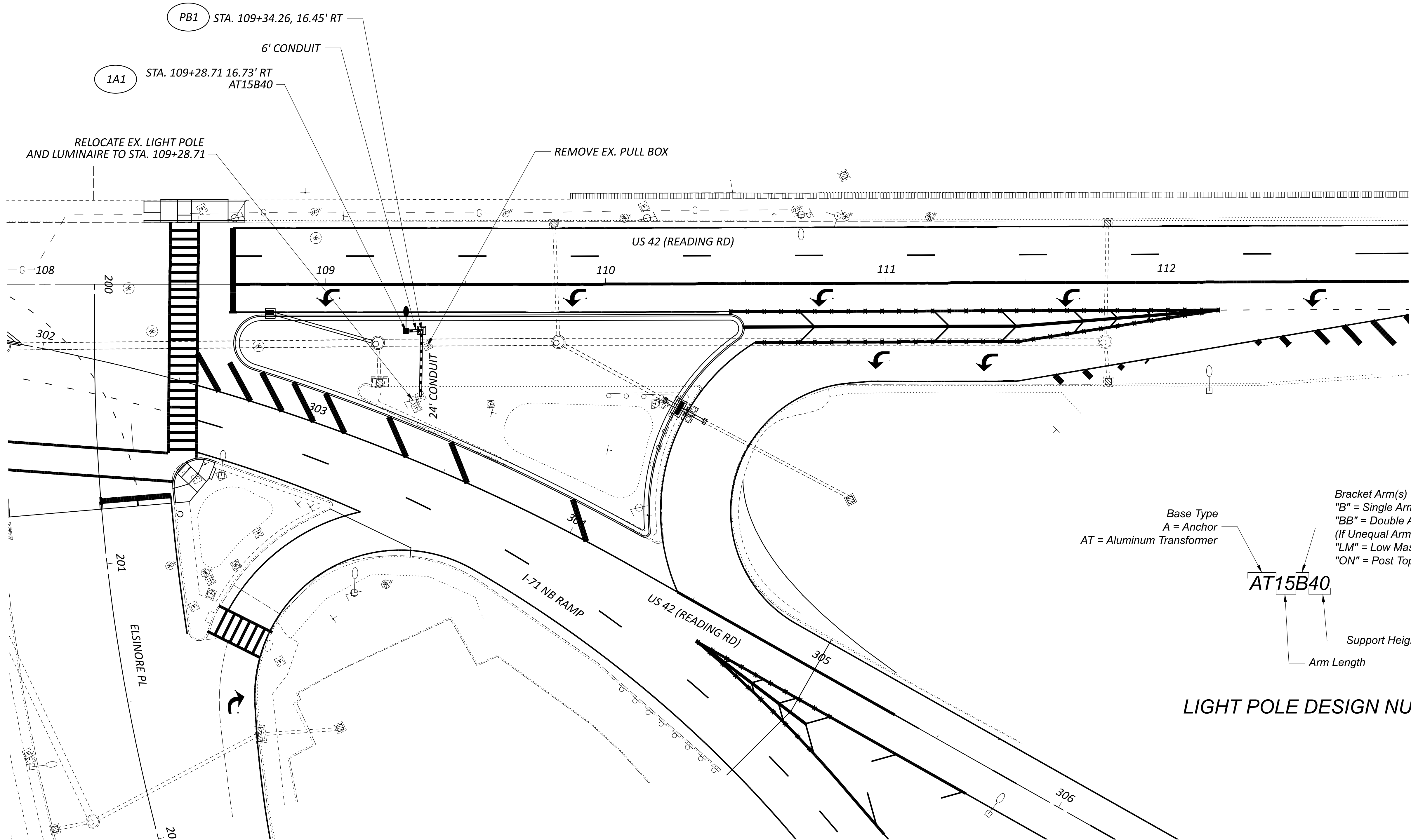
PROJECT ID

121997

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

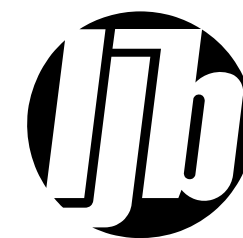
P 49 | 5

EXIST.	PROP.	ITEM
		RELOCATED CONVENTIONAL LIGHT POLE, W/L LED LUMINAIRE
		18" PULL BOX
		2" CONDUIT, 725.051 WITH NO.4 AWG 2400 VOLT DISTRIBUTION CABLE



LIGHTING PLAN - US 42
STA. 107+86.50 TO STA. 110+86.50

DESIGN AGENCY



DESIGNER

SKB

REVIEWER

LAS 09-28-26

PROJECT ID

121997

SHEET

P.50

TOTAL

50