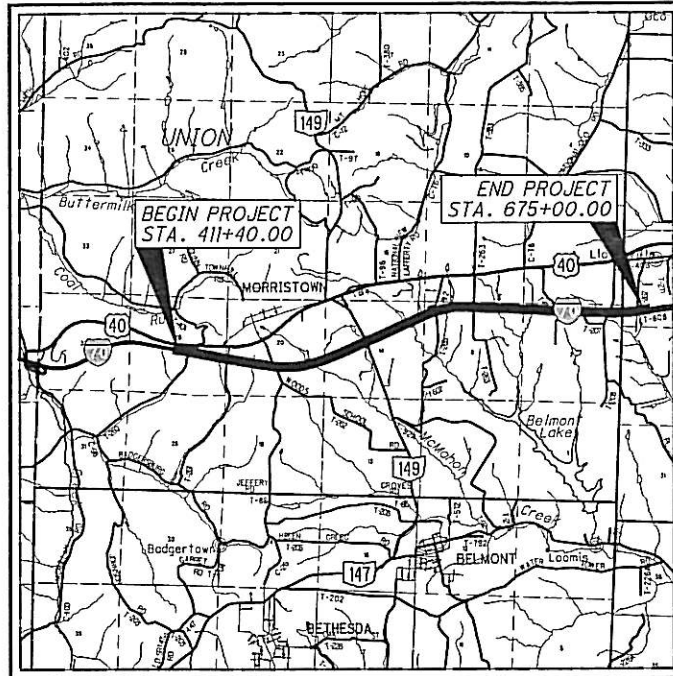


STATE OF OHIO
DEPARTMENT OF TRANSPORTATION

BEL-70-7.61

RICHLAND AND UNION TOWNSHIPS BELMONT COUNTY



LOCATION MAP

LATITUDE: 40°03'41" LONGITUDE: 81°02'55"



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

DESIGN DESIGNATION

CURRENT ADT (2010)	-----	35870
DESIGN YEAR ADT (2030)	-----	46890
DESIGN HOURLY VOLUME (2030)	-----	4220
DIRECTIONAL DISTRIBUTION	-----	0.55
TRUCKS (24 HOUR B&C)	-----	0.50
DESIGN SPEED	-----	70 MPH
LEGAL SPEED	-----	65 MPH
DESIGN FUNCTIONAL CLASSIFICATION:		
RURAL INTERSTATE		
NHS PROJECT	-----	YES

DESIGN EXCEPTIONS

GRADED SHOULDER WIDTH 3/24/2009

UNDERGROUND UTILITIES
CONTACT BOTH SERVICES
CALL TWO WORKING DAYS
BEFORE YOU DIG

CALL
1-800-362-2764
(TOLL FREE)

OHIO UTILITIES PROTECTION SERVICE
NON-MEMBERS
MUST BE CALLED DIRECTLY

OIL & GAS PRODUCERS PROTECTIVE
SERVICE CALL: **1-800-925-0988**

PLAN PREPARED BY:



INDEX OF SHEETS:

TITLE SHEET	1
SCHEMATIC PLAN	2-4
BENCHMARKS	5
CENTERLINE REFERENCES	6
GENERAL NOTES	7
REST AREA PLANS	8-9
PAVEMENT DETAIL	10

BUILDABLE UNIT 5

ENGINEERS SEAL:	STANDARD CONSTRUCTION DRAWINGS				SUPPLEMENTAL SPECIFICATIONS	
	NO.	DATE				
<p>SIGNED: <i>B. Downing</i> DATE: 05/02/2011</p>	BP-2.1	7/18/08			800	10/16/09
	BP-2.2	7/18/08			888	4/18/08
	BP-7.1	10/16/09				
	F-1.1	7/16/04				
	F-2.1	7/28/00				
	F-3.1	7/28/00				
	F-3.3	7/28/00				
	F-3.4	7/28/00				
	MT-98.29	7/17/09				
	TC-71.10	1/16/09				
	HL-50.11	1/19/07				

PROJECT DESCRIPTION

THE PROJECT INCLUDES THE CONCRETE OVERLAY OF 5.0 MILES OF IR 70 INCLUDING THE SR 149 RAMPS. OTHER ITEMS INCLUDE THE REHABILITATION OF TWO SETS OF MAINLINE STRUCTURES, GUARDRAIL REPLACEMENT, TRAFFIC CONTROL, AND DRAINAGE.

PROJECT EARTH DISTURBED AREA: 100 ACRES
ESTIMATED CONTRACTOR EARTH DISTURBED AREA: 42 ACRES
NOTICE OF INTENT EARTH DISTURBED AREA: 142 ACRES

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.

2008 SPECIFICATIONS

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

UNDER AUTHORITY OF SECTION 4511.21, DIVISION (H) OF THE OHIO REVISED CODE, THE REVISED PRIMA FACIE SPEED LIMITS AS INDICATED HEREIN ARE DETERMINED TO BE REASONABLE AND SAFE, AND ARE HEREBY ESTABLISHED FOR THE DURATION OF THIS PROJECT. THE PRIMA FACIE SPEED LIMIT OR LIMITS HEREBY ESTABLISHED SHALL BECOME EFFECTIVE WHEN APPROPRIATE SIGNS GIVING NOTICE THEREOF ARE ERECTED.

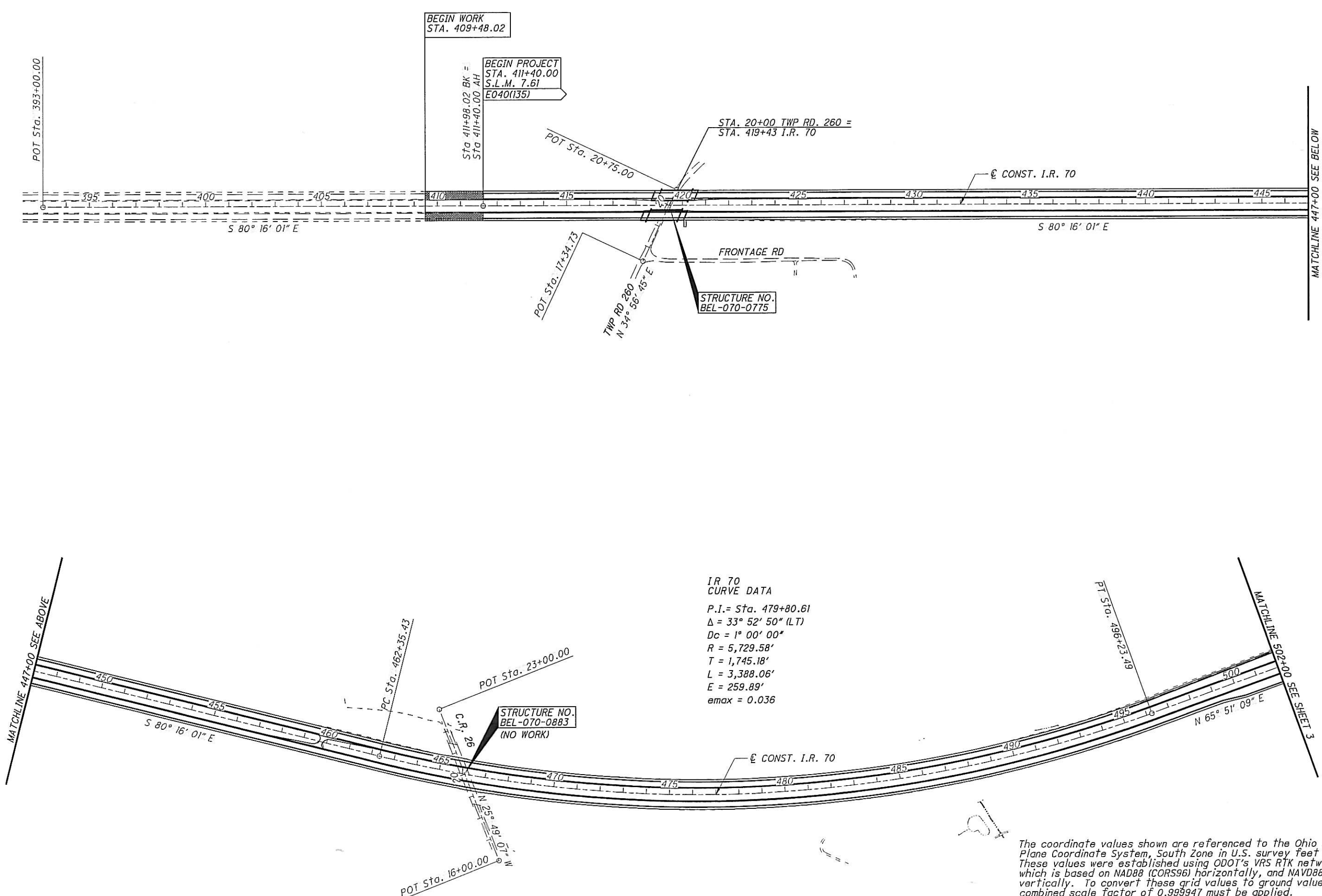
APPROVED _____
DATE _____ DISTRICT DEPUTY DIRECTOR

APPROVED _____
DATE _____ DIRECTOR, DEPARTMENT OF TRANSPORTATION

APPROVED FOR CONSTRUCTION - 5/2/2011

FEDERAL PROJECT NO.	E040(135)
CONSTRUCTION PROJECT NO.	093005
RAILROAD INVOLVEMENT	NONE
PID NO.	76825
BEL-70-7.61	
1/10	

P:\76825\roadway\sheets\76825GT005.dgn 4/28/2011 8:21:08 AM mcornett



APPROVED FOR CONSTRUCTION - 5/2/2011

SCHEMATIC PLAN

BEL-70-7.61

The coordinate values shown are referenced to the Ohio State Plane Coordinate System, South Zone in U.S. survey feet units. These values were established using ODOT's VRS RTK network which is based on NAD88 (CORS96) horizontally, and NAVD88 vertically. To convert these grid values to ground values a combined scale factor of 0.999947 must be applied.



0 100 200 400
HORIZONTAL
SCALE IN FEET

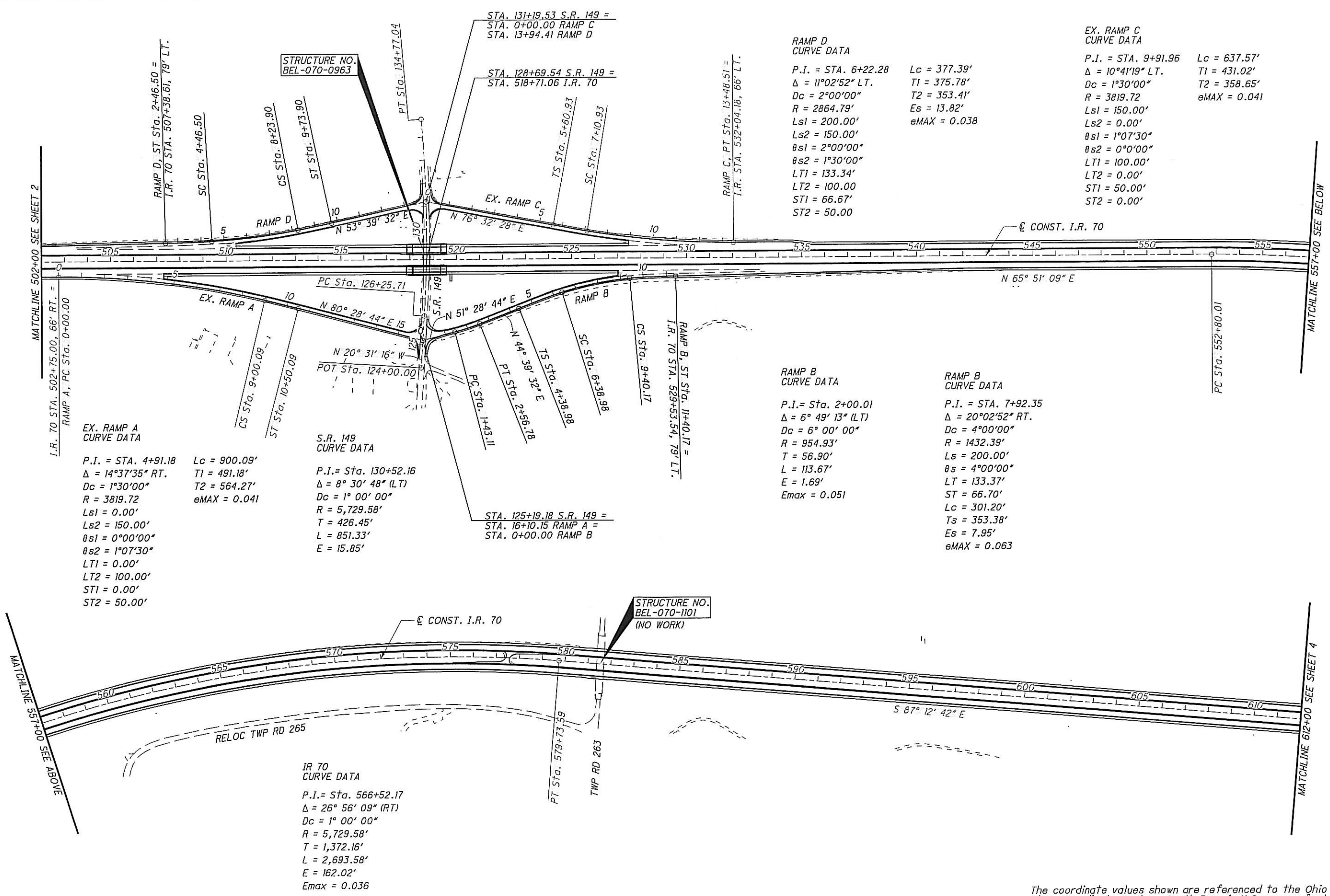
APPROVED FOR CONSTRUCTION - 5/2/2011

SCHEMATIC PLAN

BEL-70-7.61

3
10

P:\76825\roadway\sheets\76825GB502.dgn 4/13/2011 5:22:48 PM mcornett



MATCHLINE 502+00 SEE SHEET 2

MATCHLINE 557+00 SEE BELOW

MATCHLINE 551+00 SEE ABOVE

MATCHLINE 612+00 SEE SHEET 4

**EX. RAMP A
CURVE DATA**

P.I. = STA. 4+91.18 Lc = 900.09'
 $\Delta = 14^\circ 37' 35''$ RT. T1 = 491.18'
Dc = $1^\circ 30' 00''$ T2 = 564.27'
R = 3819.72 eMAX = 0.041
Ls1 = 0.00'
Ls2 = 150.00'
 $\theta s1 = 0^\circ 00' 00''$
 $\theta s2 = 1^\circ 07' 30''$
LT1 = 0.00'
LT2 = 100.00'
ST1 = 0.00'
ST2 = 50.00'

**S.R. 149
CURVE DATA**

P.I. = Sta. 130+52.16
 $\Delta = 8^\circ 30' 48''$ (LT)
Dc = $1^\circ 00' 00''$
R = 5,729.58'
T = 426.45'
L = 851.33'
E = 15.85'

STA. 125+19.18 S.R. 149 =
STA. 16+10.15 RAMP A =
STA. 0+00.00 RAMP B

**RAMP B
CURVE DATA**

P.I. = Sta. 2+00.01
 $\Delta = 6^\circ 49' 13''$ (LT)
Dc = $6^\circ 00' 00''$
R = 954.93'
T = 56.90'
L = 113.67'
E = 1.69'
Emax = 0.051

**RAMP B
CURVE DATA**

P.I. = STA. 7+92.35
 $\Delta = 20^\circ 02' 52''$ RT.
Dc = $4^\circ 00' 00''$
R = 1432.39'
Ls = 200.00'
 $\theta s = 4^\circ 00' 00''$
LT = 133.37'
ST = 66.70'
Lc = 301.20'
Ts = 353.38'
Es = 7.95'
eMAX = 0.063

**RAMP D
CURVE DATA**

P.I. = STA. 6+22.28 Lc = 377.39'
 $\Delta = 11^\circ 02' 52''$ LT. T1 = 375.78'
Dc = $2^\circ 00' 00''$ T2 = 353.41'
R = 2864.79' Es = 13.82'
Ls1 = 200.00' eMAX = 0.038
Ls2 = 150.00'
 $\theta s1 = 2^\circ 00' 00''$
 $\theta s2 = 1^\circ 30' 00''$
LT1 = 133.34'
LT2 = 100.00'
ST1 = 66.67'
ST2 = 50.00'

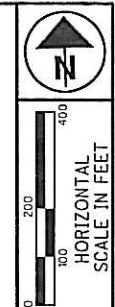
**EX. RAMP C
CURVE DATA**

P.I. = STA. 9+91.96 Lc = 637.57'
 $\Delta = 10^\circ 41' 19''$ LT. T1 = 431.02'
Dc = $1^\circ 30' 00''$ T2 = 358.65'
R = 3819.72 eMAX = 0.041
Ls1 = 150.00'
Ls2 = 0.00'
 $\theta s1 = 1^\circ 07' 30''$
 $\theta s2 = 0^\circ 00' 00''$
LT1 = 100.00'
LT2 = 0.00'
ST1 = 50.00'
ST2 = 0.00'

**IR 70
CURVE DATA**

P.I. = Sta. 566+52.17
 $\Delta = 26^\circ 56' 09''$ (RT)
Dc = $1^\circ 00' 00''$
R = 5,729.58'
T = 1,372.16'
L = 2,693.58'
E = 162.02'
Emax = 0.036

The coordinate values shown are referenced to the Ohio State Plane Coordinate System, South Zone in U.S. survey feet units. These values were established using ODOT's VRS RTK network which is based on NAD88 (CORSS96) horizontally, and NAVD88 vertically. To convert these grid values to ground values a combined scale factor of 0.999947 must be applied.



APPROVED FOR CONSTRUCTION - 5/2/2011

SCHEMATIC PLAN

BEL-70-7.61

4/10

REST AREA
EX. CURVE DATA (2)

P.I. = Sta. 7+62.27
 $\Delta = 38^\circ 24' 19''$ (LT)
 $Dc = 19^\circ 05' 55''$
 $R = 300.00'$
 $T = 104.49'$
 $L = 201.09'$
 $E = 17.68'$

REST AREA
EX. CURVE DATA (3)

P.I. = Sta. 9+29.92
 $\Delta = 45^\circ 21' 54''$ (RT)
 $Dc = 33^\circ 42' 12''$
 $R = 170.00'$
 $T = 71.05'$
 $L = 134.60'$
 $E = 14.25'$

REST AREA
CURVE DATA (4)

P.I. = Sta. 17+69.91
 $\Delta = 24^\circ 00' 22''$ (RT)
 $Dc = 34^\circ 06' 17''$
 $R = 168.00'$
 $T = 35.72'$
 $L = 70.39'$
 $E = 3.76'$

REST AREA
CURVE DATA (5)

P.I. = Sta. 19+84.23
 $\Delta = 14^\circ 44' 32''$ (LT)
 $Dc = 19^\circ 05' 55''$
 $R = 300.00'$
 $T = 38.81'$
 $L = 77.19'$
 $E = 2.50'$
 $E_{max} = 0.032$

REST AREA
CURVE DATA (6)

P.I. = Sta. 23+75.94
 $\Delta = 10^\circ 08' 04''$ (LT)
 $Dc = 1^\circ 30' 00''$
 $R = 3,819.72'$
 $T = 338.69'$
 $L = 675.62'$
 $E = 14.99'$
 $E_{max} = 0.032$ (EX.)

REST AREA
CURVE DATA (7)

P.I. = Sta. 2+77.02
 $\Delta = 8^\circ 17' 46''$ (RT)
 $Dc = 1^\circ 30' 00''$
 $R = 3,819.72'$
 $T = 277.02'$
 $L = 553.07'$
 $E = 10.03'$
 $E_{max} = 0.035$ (EX.)

REST AREA
CURVE DATA (8)

P.I. = Sta. 5+96.18
 $\Delta = 11^\circ 21' 23''$ (RT)
 $Dc = 11^\circ 27' 33''$
 $R = 500.00'$
 $T = 49.71'$
 $L = 99.10'$
 $E = 2.47'$

REST AREA
CURVE DATA (9)

P.I. = Sta. 8+57.12
 $\Delta = 19^\circ 39' 06''$ (LT)
 $Dc = 34^\circ 06' 17''$
 $R = 168.00'$
 $T = 29.10'$
 $L = 57.62'$
 $E = 2.50'$

REST AREA
CURVE DATA (10)

P.I. = Sta. 15+36.68
 $\Delta = 45^\circ 11' 50''$ (LT)
 $Dc = 33^\circ 42' 12''$
 $R = 170.00'$
 $T = 70.76'$
 $L = 134.10'$
 $E = 14.14'$

REST AREA
CURVE DATA (11)

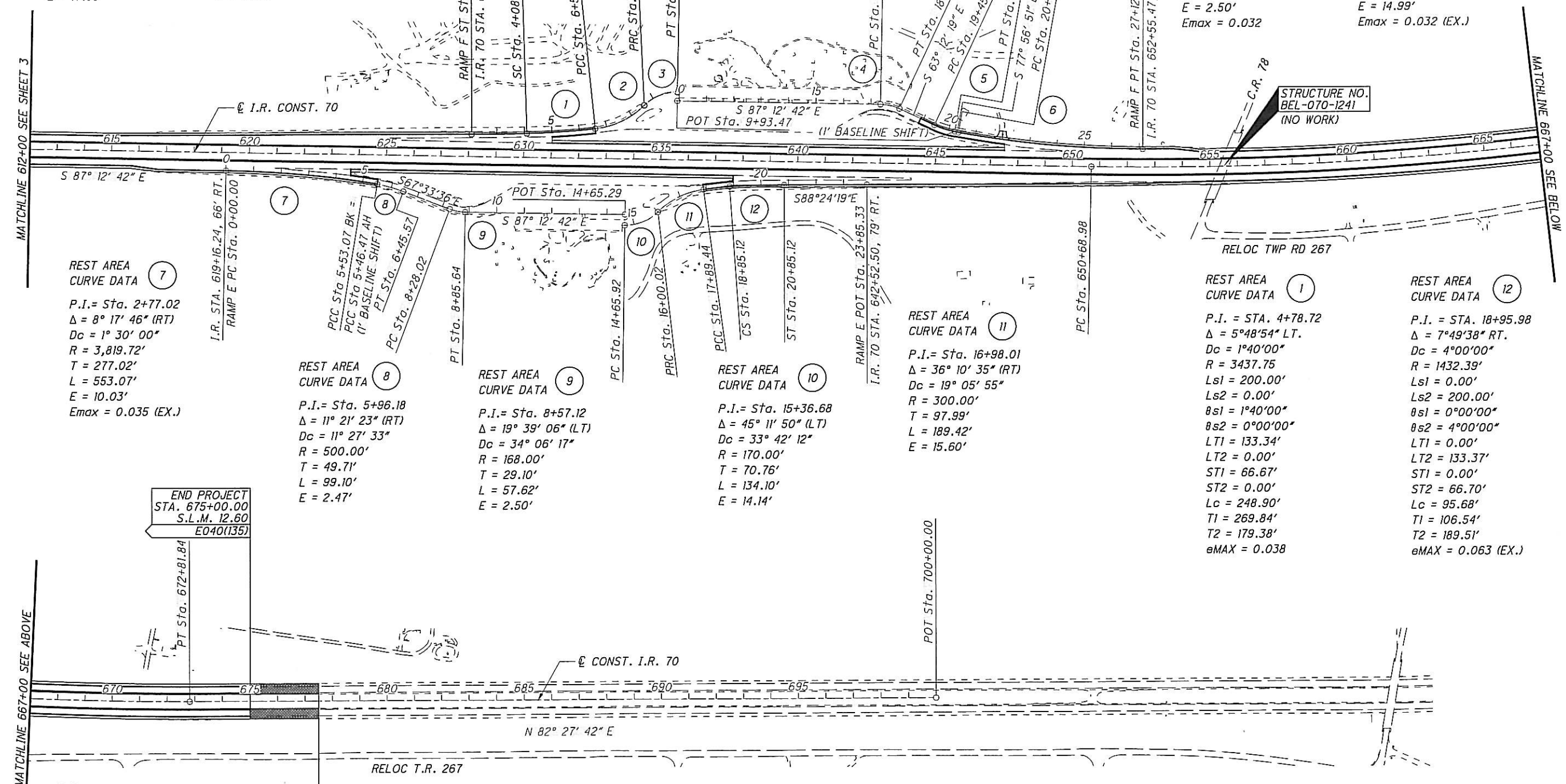
P.I. = Sta. 16+98.01
 $\Delta = 36^\circ 10' 35''$ (RT)
 $Dc = 19^\circ 05' 55''$
 $R = 300.00'$
 $T = 97.99'$
 $L = 189.42'$
 $E = 15.60'$

REST AREA
CURVE DATA (1)

P.I. = STA. 4+78.72
 $\Delta = 5^\circ 48' 54''$ LT.
 $Dc = 1^\circ 40' 00''$
 $R = 3437.75$
 $Ls1 = 200.00'$
 $Ls2 = 0.00'$
 $\theta s1 = 1^\circ 40' 00''$
 $\theta s2 = 0^\circ 00' 00''$
 $LT1 = 133.34'$
 $LT2 = 0.00'$
 $ST1 = 66.67'$
 $ST2 = 0.00'$
 $Lc = 248.90'$
 $T1 = 269.84'$
 $T2 = 179.38'$
 $eMAX = 0.038$

REST AREA
CURVE DATA (12)

P.I. = STA. 18+95.98
 $\Delta = 7^\circ 49' 38''$ RT.
 $Dc = 4^\circ 00' 00''$
 $R = 1432.39'$
 $Ls1 = 0.00'$
 $Ls2 = 200.00'$
 $\theta s1 = 0^\circ 00' 00''$
 $\theta s2 = 4^\circ 00' 00''$
 $LT1 = 0.00'$
 $LT2 = 133.37'$
 $ST1 = 0.00'$
 $ST2 = 66.70'$
 $Lc = 95.68'$
 $T1 = 106.54'$
 $T2 = 189.51'$
 $eMAX = 0.063$ (EX.)



END PROJECT
STA. 675+00.00
S.L.M. 12.60
E040(I35)

END WORK
STA. 677+50.00

IR 70
CURVE DATA

P.I. = Sta. 661+78.41
 $\Delta = 10^\circ 19' 36''$ (LT)
 $Dc = 0^\circ 28' 00''$
 $R = 12,277.67'$
 $T = 1,109.43'$
 $L = 2,212.86'$
 $E = 50.02'$
 $E_{max} = 0.018$

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BENCHMARK	ALIGNMENT	STATION	OFFSET	NORTHING	EASTING	ELEVATION	FEATURE
13	I.R. 70	415+99.86	0.02	753,010.0100	2,363,636.2800	1255.63	CENTERLINE MONUMENT FOUND
1397	I.R. 70	420+92.94	-192.26	753,116.1570	2,364,154.7680	1245.95	PK NAIL FOUND
12	I.R. 70	423+99.59	0.01	752,874.8200	2,364,424.5000	1253.64	CENTERLINE MONUMENT FOUND
11	I.R. 70	430+99.51	-0.05	752,756.5500	2,365,114.3500	1249.16	CENTERLINE MONUMENT FOUND
10	I.R. 70	439+99.32	-0.03	752,604.4100	2,366,001.2100	1247.78	CENTERLINE MONUMENT FOUND
9	I.R. 70	446+99.96	-0.09	752,486.0200	2,366,691.7700	1263.04	CENTERLINE MONUMENT FOUND
8	I.R. 70	453+00.11	-0.27	752,384.7300	2,367,283.3100	1275.01	CENTERLINE MONUMENT FOUND
7	I.R. 70	457+99.74	-0.20	752,300.2000	2,367,775.7400	1280.08	CENTERLINE MONUMENT FOUND
6	I.R. 70	462+35.29	-0.14	752,226.5100	2,368,205.0100	1279.65	CENTERLINE MONUMENT FOUND
14	I.R. 70	468+00.09	0.01	752,158.4300	2,368,765.4600	1272.63	CENTERLINE MONUMENT FOUND
15	I.R. 70	473+99.73	0.23	752,146.8300	2,369,364.7200	1256.91	CENTERLINE MONUMENT FOUND
16	I.R. 70	479+99.36	0.48	752,197.8600	2,369,961.9400	1239.44	CENTERLINE MONUMENT FOUND
17	I.R. 70	486+00.04	0.35	752,311.6300	2,370,551.5100	1221.55	CENTERLINE MONUMENT FOUND
18	I.R. 70	490+99.91	-0.06	752,453.2200	2,371,030.7600	1213.36	CENTERLINE MONUMENT FOUND
19	I.R. 70	496+24.39	0.15	752,645.4700	2,371,518.5400	1216.14	CENTERLINE MONUMENT FOUND
20	I.R. 70	506+00.60	0.14	753,044.8300	2,372,409.3200	1223.58	CENTERLINE MONUMENT FOUND
21	I.R. 70	512+00.68	0.16	753,290.3000	2,372,956.9000	1226.57	CENTERLINE MONUMENT FOUND
22	I.R. 70	524+00.62	0.14	753,781.2000	2,374,051.8300	1213.74	CENTERLINE MONUMENT FOUND
23	I.R. 70	530+00.46	0.00	754,026.7100	2,374,599.1300	1197.51	CENTERLINE MONUMENT FOUND
24	I.R. 70	537+00.00	0.00	754,312.8800	2,375,237.4600	1177.52	CENTERLINE MONUMENT FOUND
25	I.R. 70	543+99.52	0.04	754,599.0100	2,375,875.7800	1162.02	CENTERLINE MONUMENT FOUND
26	I.R. 70	552+80.55	0.09	754,959.3800	2,376,679.7400	1176.99	CENTERLINE MONUMENT FOUND
27	I.R. 70	558+00.19	0.03	755,150.1900	2,377,162.8800	1191.86	CENTERLINE MONUMENT FOUND
28	I.R. 70	564+98.42	-0.03	755,336.1900	2,377,835.4300	1211.44	CENTERLINE MONUMENT FOUND
29	I.R. 70	571+99.86	-0.09	755,439.3400	2,378,528.8100	1226.17	CENTERLINE MONUMENT FOUND
44	I.R. 70	579+74.16	0.00	755,453.8000	2,379,302.3900	1229.10	CENTERLINE MONUMENT FOUND
43	I.R. 70	586+99.95	0.05	755,418.4400	2,380,027.3200	1218.94	CENTERLINE MONUMENT FOUND
30	I.R. 70	593+99.92	0.10	755,384.3400	2,380,726.4600	1200.53	CENTERLINE MONUMENT FOUND
31	I.R. 70	599+99.40	-0.01	755,355.2800	2,381,325.2400	1186.09	CENTERLINE MONUMENT FOUND
32	I.R. 70	606+99.44	0.01	755,321.2100	2,382,024.4500	1182.86	CENTERLINE MONUMENT FOUND
33	I.R. 70	614+99.47	0.03	755,282.2700	2,382,823.5300	1189.58	CENTERLINE MONUMENT FOUND
34	I.R. 70	621+00.84	-0.01	755,253.0500	2,383,424.1900	1194.85	CENTERLINE MONUMENT FOUND
35	I.R. 70	627+00.46	0.02	755,223.8600	2,384,023.1000	1199.97	CENTERLINE MONUMENT FOUND
36	I.R. 70	633+00.13	0.02	755,194.6800	2,384,622.0600	1203.07	CENTERLINE MONUMENT FOUND
37	I.R. 70	639+00.09	-0.16	755,165.6800	2,385,221.3200	1200.23	CENTERLINE MONUMENT FOUND
38	I.R. 70	645+00.94	-0.24	755,136.5300	2,385,821.4600	1191.52	CENTERLINE MONUMENT FOUND
39	I.R. 70	650+69.91	-0.43	755,109.0400	2,386,389.7600	1182.31	CENTERLINE MONUMENT FOUND
40	I.R. 70	658+01.00	-0.30	755,095.1500	2,387,120.5900	1178.14	CENTERLINE MONUMENT FOUND
41	I.R. 70	665+00.81	-0.14	755,122.5900	2,387,819.7600	1184.50	CENTERLINE MONUMENT FOUND
42	I.R. 70	672+82.49	0.05	755,200.2700	2,388,597.4300	1193.69	CENTERLINE MONUMENT FOUND
965	S.R. 149	126+29.97	0.88	753,342.5200	2,373,658.1900	1196.07	PK NAIL FOUND
1694	S.R. 149	126+29.99	0.92	753,342.5460	2,373,658.2180	1196.04	PK NAIL FOUND
1695	S.R. 149	130+36.48	0.97	753,717.8390	2,373,502.0790	1205.01	PK NAIL FOUND
1398	T.R. 260	18+22.80	-22.52	752,819.6680	2,363,854.5170	1226.70	PK NAIL FOUND
1779	T.R. 260	18+22.80	-22.52	752,819.6680	2,363,854.5170	1226.70	IRON PIN FOUND
1766	T.R. 260	20+75.00	53.76	753,116.1570	2,364,154.7680	1245.95	PK NAIL FOUND

APPROVED FOR CONSTRUCTION - 5/2/2011

BEL-70-7.61

BENCHMARKS

REFERENCE POINT	STATION	NORTHING	EASTING
-----------------	---------	----------	---------

CONST. I.R. 70			
P.O.T.	393+00.00	753,408.6500	2,361,312.3400
P.O.T. (STA. EQ.)	411+98.02	753,087.7700	2,363,183.0400
	411+40.00		
P.C.	462+35.43	752,226.3400	2,368,205.1300
P.T.	496+23.49	752,645.2400	2,371,517.6600
P.C.	552+80.00	754,959.2400	2,376,679.2100
P.T.	579+73.59	755,453.8200	2,379,301.8300
P.C.	650+68.98	755,108.6500	2,386,388.8100
P.T.	672+81.84	755,200.2300	2,388,596.7800
P.O.T.	700+00.00	755,556.8200	2,391,291.4500

EX. CONST. RAMP A			
P.C.	0+00.00	752,851.5400	2,372,139.1600
C.S.	9+00.09	753,120.0300	2,372,996.0900
S.T.	10+50.09	753,145.8100	2,373,143.8600
P.O.T.	16+10.15	753,238.4500	2,373,696.2000

EX. CONST. RAMP B			
P.O.T.	0+00.00	753,238.4500	2,373,696.2000
P.C.	1+43.11	753,327.5800	2,373,808.1700
P.T.	2+56.78	753,403.4900	2,373,892.6800
T.S.	4+21.53	753,520.6800	2,374,008.4800
S.C.	6+21.53	753,659.6000	2,374,152.3000
C.S.	9+21.53	753,832.8200	2,374,396.5700
S.T.	11+21.53	753,922.5800	2,374,575.2500
P.O.T.	14+21.50	754,050.9700	2,374,846.3600

EX. CONST. RAMP C			
P.O.T.	0+00.00	753,792.6800	2,373,466.0400
T.S.	5+60.94	753,923.2400	2,374,011.5700
S.C.	7+10.94	753,959.1000	2,374,157.2200
P.T.	13+48.51	754,170.2700	2,374,758.0200

EX. CONST. RAMP D			
P.O.T.	0+00.00	753,072.4600	2,372,277.4900
T.S.	3+00.00	753,200.8600	2,372,548.6200
S.C.	4+50.00	753,266.2400	2,372,683.6200
C.S.	8+50.00	753,471.1400	2,373,026.7800
S.T.	10+00.00	753,558.9600	2,373,148.3700
P.O.T.	13+94.39	753,792.6800	2,373,466.0400

EX. CONST. RAMP E (OFF)			
P.C.	0+00.00	755,196.1200	2,383,236.6000
P.C.C. (STA. EQ.)	5+53.07	755,129.3900	2,383,785.1500
P.C.C. (1' @ SHIFT)	5+46.47	755,128.4100	2,383,784.9500
P.T.	6+45.57	755,099.8800	2,383,879.6900
P.C.	8+28.02	755,030.2300	2,384,048.3300
P.T.	8+85.64	755,017.7100	2,384,104.2800
P.O.T.	14+65.29	754,989.5100	2,384,683.2500

REFERENCE POINT	STATION	NORTHING	EASTING
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EX. CONST. RAMP E (ON)			
P.C.	14+65.92	754,950.5300	2,384,681.3500
P.R.C.	16+00.02	754,994.8100	2,384,804.2700
P.C.C.	17+89.44	755,071.5300	2,384,974.0200
C.S.	18+85.12	755,078.8300	2,385,069.4100
S.T.	20+85.12	755,077.8200	2,385,269.3700
P.O.T.	23+85.33	755,069.4700	2,385,569.4600

EX. CONST. RAMP F (ON)			
P.O.T.	0+00.00	754,950.5300	2,384,681.3500
T.S.	3+00.00	754,994.8100	2,384,804.2700
S.C.	5+00.00	755,071.5300	2,384,974.0200
P.C.C. (STA. EQ.)	6+88.40	755,078.8300	2,385,069.4100
	6+57.78		
P.R.C.	8+58.87	755,077.8200	2,385,269.3700
P.T.	9+93.47	755,069.4700	2,385,569.4600

EX. CONST. RAMP E (OFF)			
P.O.T.	9+93.47	755,396.0100	2,374,887.8000
P.C.	17+34.19	755,359.9800	2,385,627.6400
P.T.	18+04.58	755,342.1400	2,385,695.2000
P.C.	19+45.42	755,278.6500	2,385,820.9200
P.T.	20+22.61	755,253.0500	2,385,893.5100
P.O.T. (1' @ SHIFT)	20+22.61	755,252.0700	2,385,893.3000
P.C.	20+37.25	755,249.0200	2,385,907.6200
P.T.	27+12.87	755,166.9600	2,386,577.3500

PR. CONST. RAMP B			
P.O.T.	0+00.00	753,238.4500	2,373,696.2030
P.C.	1+43.11	753,327.5790	2,373,808.1690
P.T.	2+56.78	753,403.4930	2,373,892.6840
T.S.	4+38.98	753,533.0900	2,374,020.7480
S.C.	6+38.98	753,672.0110	2,374,164.5660
C.S.	9+40.17	753,845.8130	2,374,409.8780
S.T.	11+40.17	753,935.4280	2,374,588.6290

PR. CONST. RAMP D			
T.S.	2+46.50	753,173.5070	2,372,502.8870
S.C.	4+46.50	753,261.0510	2,372,682.6970
C.S.	8+23.90	753,455.6600	2,373,005.7240
S.T.	9+73.90	753,543.4880	2,373,127.3170
P.O.T.	13+94.41	753,792.6820	2,373,466.0430

PR. CONST. RAMP F (ON)			
T.S.	2+08.88	755,299.7480	2,384,136.2770
S.C.	4+08.88	755,295.9540	2,384,336.2340
P.C.C.	6+57.78	755,305.0650	2,384,584.9150
P.R.C.	8+58.87	755,383.3620	2,384,766.0650
P.T.	9+93.47	755,427.9790	2,384,889.3520

APPROVED FOR CONSTRUCTION - 5/2/2011

UTILITIES

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

AEP OHIO POWER COMPANY
P.O. BOX 99
47687 NATIONAL ROAD
ST. CLAIRSVILLE, OHIO 43950
ATTN: JEFF TURNER
(740) 699-7845

SOUTH-CENTRAL POWER COMPANY
37801 BARNESVILLE-BETHESDA ROAD
BARNESVILLE, OHIO 43713
ATTN: JEFF LEWIS
(740) 425-4018

ATT OHIO
3935 NORTHPOINTE ROAD
ZANESVILLE, OHIO 43701
ATTN: SANDI RANDOLPH
(740) 454-3455

BELMONT COUNTY
SANITARY SEWER DISTRICT
P.O. BOX 457
ST. CLAIRSVILLE, OHIO 43950
ATTN: MARK ESPOSITO
(740) 695-3144

WINDSTREAM
32699 OLD NATIONAL ROAD
BARNESVILLE, OHIO 43713
ATTN: GREG KUHNASH
(740) 758-5818

COMCAST
100 WELDAY AVENUE, SUITE A
WINTERSVILLE, OHIO 43953
ATTN: CRAIG TACY
(740) 346-2250

OHIO DEPARTMENT OF TRANSPORTATION
2201 REISER AVENUE, SE
NEW PHILADELPHIA, OHIO 44663
ATTN: TODD MOORE
(330) 339-6633

COLUMBIA GAS OF OHIO, INC.
300 LURAY DRIVE
WINTERSVILLE, OHIO 43953
ATTN: TIM SEECH
(740) 266-4282

COLUMBIA GAS TRANSMISSION
11296 EAST PIKE ROAD
CAMBRIDGE, OHIO 43725
ATTN: BRENT NEUHART
(740) 432-1600

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.

ELEVATION DATUM

ALL ELEVATIONS ARE ORTHOMETRIC HEIGHTS USING THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD 88) AND THE GEOID03 GEOID. HORIZONTAL POSITIONS ARE BASED ON THE OHIO STATE PLANE SOUTH ZONE, A LAMBERT CONFORMAL CONIC MAP PROJECTION, THE NORTH AMERICAN DATUM OF 1983 ADJUSTED TO THE NATIONAL SPATIAL REFERENCE SYSTEM OF 2007 (NAD 83 (NSRS 2007)), AND THE GRS80 ELLIPSOID.

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.

CONTRACTION AND/OR EXPANSION JOINTS

ALTHOUGH SPECIFIC LOCATIONS OF CERTAIN CONTRACTION AND EXPANSION JOINTS HAVE BEEN DETAILED ON THIS PLAN, NO WAIVER OF THE SPECIFICATIONS IS INTENDED. IN ALL CASES, THE PROVISION OF EXPANSION JOINTS AT ALL MAJOR STRUCTURES INCLUDING THE MAXIMUM SPACING BETWEEN CONTRACTION JOINTS IS IN ACCORDANCE WITH STANDARD CONSTRUCTION DRAWING BP-2.2 AND THE SPECIFICATIONS.

ITEM 646 EPOXY PAVEMENT MARKINGS

ALL PAVEMENT MARKINGS DETAILED IN THE PLANS SHALL BE MEET THE REQUIREMENTS OF ITEM 646 EPOXY PAVEMENT MARKINGS.

HANDICAP SYMBOL MARKING

WORK SHALL CONSIST OF THE PLACEMENT OF A HANDICAP SYMBOL MARKING TO CONFORM WITH THE FOLLOWING:

1. THE SYMBOL OF ACCESSIBILITY PLACED ON THE PARKING SPACE SHALL BE AS SHOWN IN THE FIGURE 3B-19 OF THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, 2005 EDITION, WITH THE EXCEPTION THAT A BLUE BACKGROUND/WHITE BORDER SHALL NOT BE USED.
2. THE HEIGHT OF THE SYMBOL SHALL BE 41 INCHES, THE WIDTH SHALL BE 36 INCHES, AND THE STROKE WIDTH SHALL BE 4 INCHES.

FENCE LENGTHS

THE LENGTHS OF FENCE SHOWN IN THE PLANS ARE HORIZONTAL DIMENSIONS. MEASUREMENTS OF THE FINAL QUANTITIES WILL BE IN ACCORDANCE WITH ITEM 607.

SEQUENCE OF CONSTRUCTION

INSTALL ALL PAVEMENT, PAVEMENT MARKINGS, AND TRUNCATED DOMES AS DETAILED IN THESE PLANS. THE REST AREA SHALL REMAIN CLOSED PER THE DETAILS PROVIDED ON SCD MT-98.29 AND THE BUILDABLE UNIT 4 PLANS. THE REST AREA SHALL BE OPENED TO TRAFFIC FOLLOWING THE COMPLETION OF BUILDABLE UNIT 4 OR 5, WHICHEVER OCCURS LAST.

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CALCULATED
MJC
CHECKED
BBD

GENERAL NOTES

BEL-70-7.61

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CALCULATED MJC CHECKED BBD

APPROVED FOR CONSTRUCTION - 5/2/2011

I.R. 70 EB & WB REST AREA - PLAN

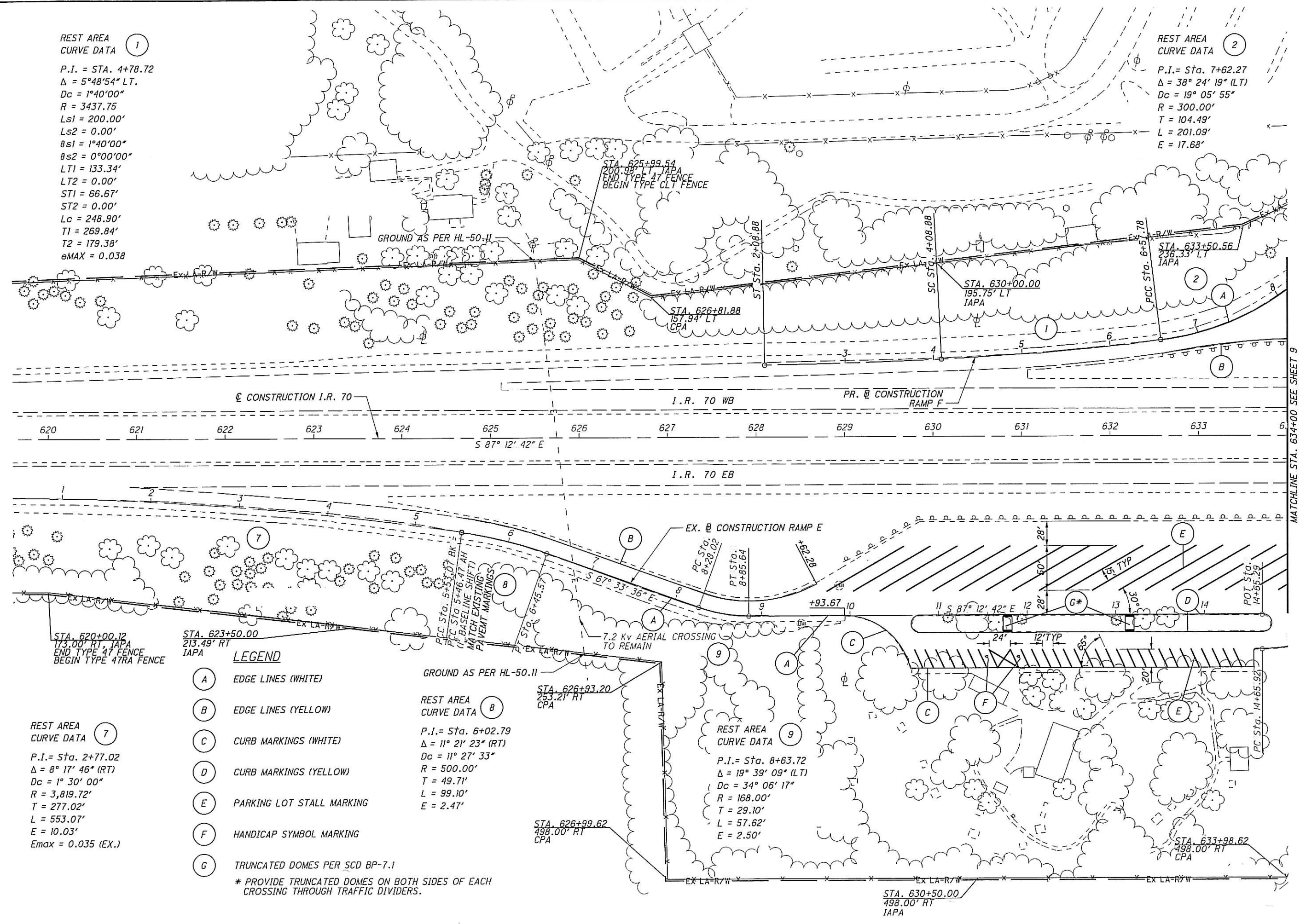
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REST AREA CURVE DATA (1)

P.I. = STA. 4+78.72
 $\Delta = 5^\circ 48' 54''$ LT.
 $Dc = 1^\circ 40' 00''$
 $R = 3437.75$
 $Ls1 = 200.00'$
 $Ls2 = 0.00'$
 $\theta s1 = 1^\circ 40' 00''$
 $\theta s2 = 0^\circ 00' 00''$
 $LT1 = 133.34'$
 $LT2 = 0.00'$
 $ST1 = 66.67'$
 $ST2 = 0.00'$
 $Lc = 248.90'$
 $T1 = 269.84'$
 $T2 = 179.38'$
 $eMAX = 0.038$

REST AREA CURVE DATA (2)

P.I. = Sta. 7+62.27
 $\Delta = 38^\circ 24' 19''$ (LT)
 $Dc = 19^\circ 05' 55''$
 $R = 300.00'$
 $T = 104.49'$
 $L = 201.09'$
 $E = 17.68'$



LEGEND

- (A) EDGE LINES (WHITE)
- (B) EDGE LINES (YELLOW)
- (C) CURB MARKINGS (WHITE)
- (D) CURB MARKINGS (YELLOW)
- (E) PARKING LOT STALL MARKING
- (F) HANDICAP SYMBOL MARKING
- (G) TRUNCATED DOMES PER SCD BP-7.1

* PROVIDE TRUNCATED DOMES ON BOTH SIDES OF EACH CROSSING THROUGH TRAFFIC DIVIDERS.

REST AREA CURVE DATA (7)

P.I. = Sta. 2+77.02
 $\Delta = 8^\circ 17' 46''$ (RT)
 $Dc = 1^\circ 30' 00''$
 $R = 3,819.72'$
 $T = 277.02'$
 $L = 553.07'$
 $E = 10.03'$
 $E_{max} = 0.035$ (EX.)

REST AREA CURVE DATA (8)

P.I. = Sta. 6+02.79
 $\Delta = 11^\circ 21' 23''$ (RT)
 $Dc = 11^\circ 27' 33''$
 $R = 500.00'$
 $T = 49.71'$
 $L = 99.10'$
 $E = 2.47'$

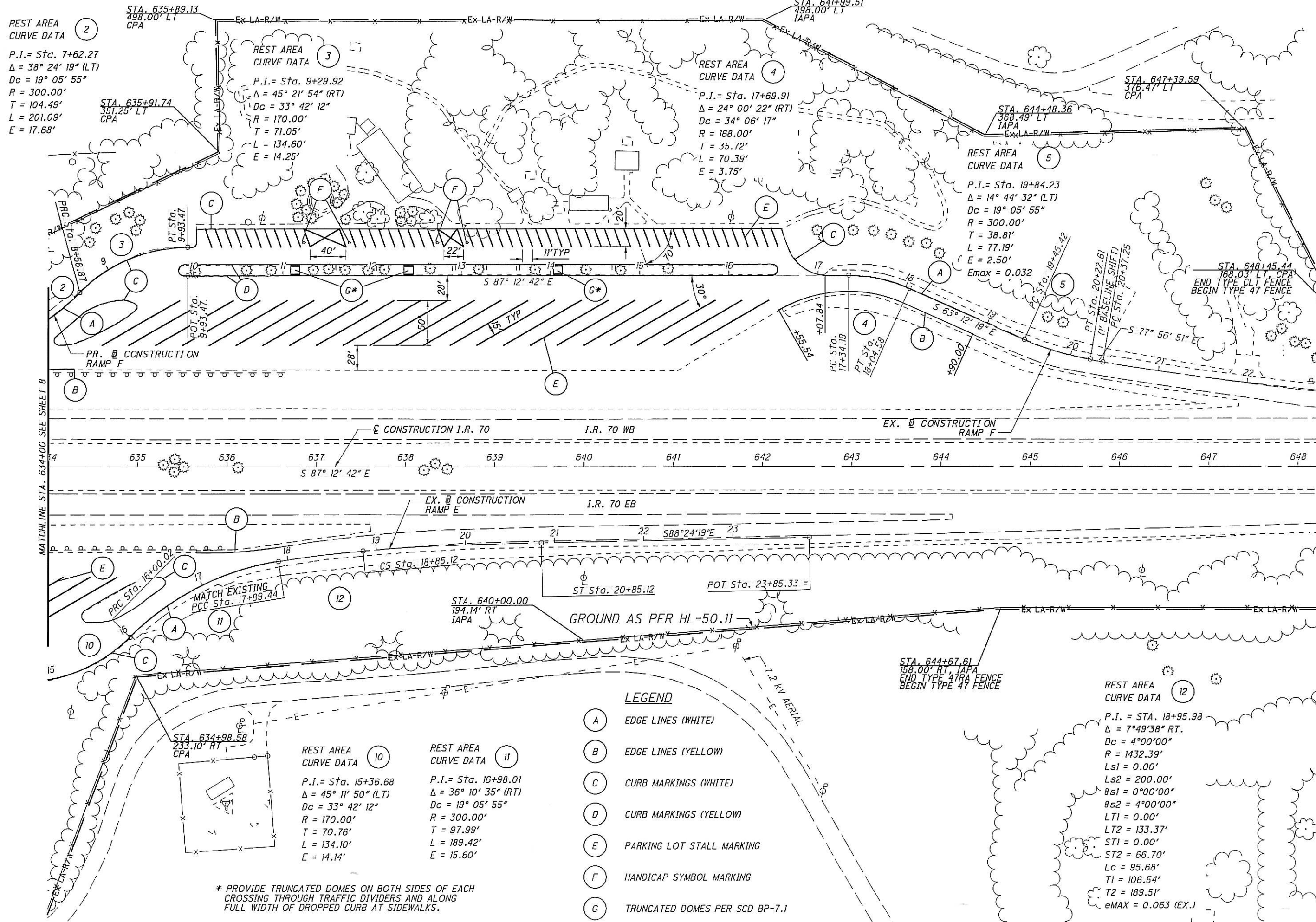
REST AREA CURVE DATA (9)

P.I. = Sta. 8+63.72
 $\Delta = 19^\circ 39' 09''$ (LT)
 $Dc = 34^\circ 06' 17''$
 $R = 168.00'$
 $T = 29.10'$
 $L = 57.62'$
 $E = 2.50'$

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MATCHLINE STA. 634+00 SEE SHEET 9

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REST AREA CURVE DATA (2)
 P.I. = Sta. 7+62.27
 $\Delta = 38^\circ 24' 19''$ (LT)
 $Dc = 19^\circ 05' 55''$
 $R = 300.00'$
 $T = 104.49'$
 $L = 201.09'$
 $E = 17.68'$

REST AREA CURVE DATA (3)
 P.I. = Sta. 9+29.92
 $\Delta = 45^\circ 21' 54''$ (RT)
 $Dc = 33^\circ 42' 12''$
 $R = 170.00'$
 $T = 71.05'$
 $L = 134.60'$
 $E = 14.25'$

REST AREA CURVE DATA (4)
 P.I. = Sta. 17+69.91
 $\Delta = 24^\circ 00' 22''$ (RT)
 $Dc = 34^\circ 06' 17''$
 $R = 168.00'$
 $T = 35.72'$
 $L = 70.39'$
 $E = 3.75'$

REST AREA CURVE DATA (5)
 P.I. = Sta. 19+84.23
 $\Delta = 14^\circ 44' 32''$ (LT)
 $Dc = 19^\circ 05' 55''$
 $R = 300.00'$
 $T = 38.81'$
 $L = 77.19'$
 $E = 2.50'$
 $E_{max} = 0.032$

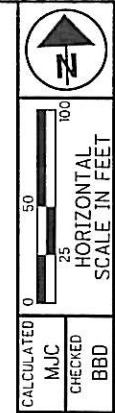
REST AREA CURVE DATA (10)
 P.I. = Sta. 15+36.68
 $\Delta = 45^\circ 11' 50''$ (LT)
 $Dc = 33^\circ 42' 12''$
 $R = 170.00'$
 $T = 70.76'$
 $L = 134.10'$
 $E = 14.14'$

REST AREA CURVE DATA (11)
 P.I. = Sta. 16+98.01
 $\Delta = 36^\circ 10' 35''$ (RT)
 $Dc = 19^\circ 05' 55''$
 $R = 300.00'$
 $T = 97.99'$
 $L = 189.42'$
 $E = 15.60'$

REST AREA CURVE DATA (12)
 P.I. = STA. 18+95.98
 $\Delta = 7^\circ 49' 38''$ RT.
 $Dc = 4^\circ 00' 00''$
 $R = 1432.39'$
 $Ls1 = 0.00'$
 $Ls2 = 200.00'$
 $\theta s1 = 0^\circ 00' 00''$
 $\theta s2 = 4^\circ 00' 00''$
 $LT1 = 0.00'$
 $LT2 = 133.37'$
 $ST1 = 0.00'$
 $ST2 = 66.70'$
 $Lc = 95.68'$
 $T1 = 106.54'$
 $T2 = 189.51'$
 $e_{MAX} = 0.063$ (EX.)

- LEGEND**
- (A) EDGE LINES (WHITE)
 - (B) EDGE LINES (YELLOW)
 - (C) CURB MARKINGS (WHITE)
 - (D) CURB MARKINGS (YELLOW)
 - (E) PARKING LOT STALL MARKING
 - (F) HANDICAP SYMBOL MARKING
 - (G) TRUNCATED DOMES PER SCD BP-7.1

* PROVIDE TRUNCATED DOMES ON BOTH SIDES OF EACH CROSSING THROUGH TRAFFIC DIVIDERS AND ALONG FULL WIDTH OF DROPPED CURB AT SIDEWALKS.



APPROVED FOR CONSTRUCTION 5/2/2011

I.R. 70 EB & WB REST AREA - PLAN

BEL-70-7.61

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WESTBOUND LANES

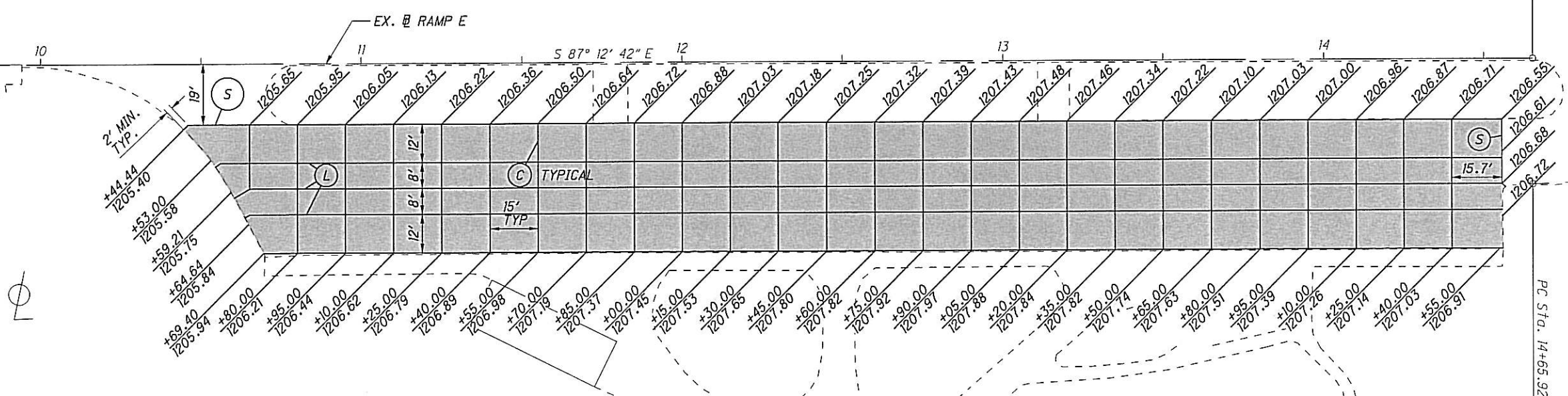
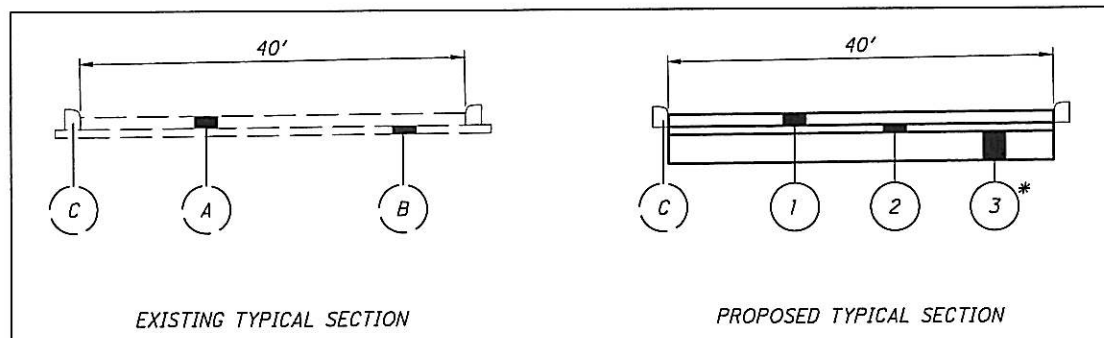
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CONST. I.R. 70


EASTBOUND LANES

APPROVED FOR CONSTRUCTION 5/2/2011
 I.R. 70 EB REST AREA - PAVEMENT DETAIL

EASTBOUND REST AREA
TRUCK PARKING



LEGEND

- | | | |
|--|---|---|
| (A) EXISTING 9" REINFORCED CONCRETE PAVEMENT | (1) ITEM 888 - PORTLAND CEMENT CONCRETE PAVEMENT, 6" THICK (NON-REINFORCED PER 452) | (S) LONGITUDINAL JOINT WITHOUT TIE BARS AS PER STD. DWG. BP-2.1 |
| (B) EXISTING SUBBASE | (2) ITEM 304 - 4" AGGREGATE BASE | (L) STANDARD LONGITUDINAL JOINT AS PER STD. DWG. BP-2.1 |
| (C) EXISTING CURB | (3)* ITEM 204 - EXCAVATION OF SUBGRADE, 2' DEEP | (C) TRANSVERSE CONTRACTION JOINT AS PER STD. DWG. BP-2.2 |
-  REMOVE EXISTING CONCRETE PAVEMENT AND REPLACE

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