January 16, 2023

Mr. Mark Seger, P.E.

Transportation Engineer

ODOT – District 6

400 East William Street

Delaware, Ohio 43015

Re: Airway/Highway Clearance Analysis FRA-270-32.92, PID: 113663

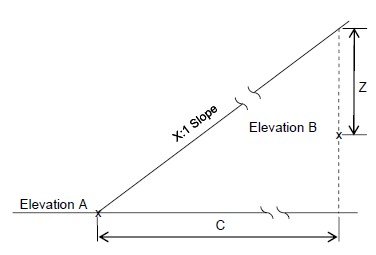
Dear Mr. Seger,

We have reviewed the above mentioned project and have determined that the project will encroach into the (X:1) notification surface for the following conditions:

Project Point Closest to John Glenn International Airport:

Per Section 1407.1.2, using a (100:1) notification surface.

This determination is based on an airport elevation of (A) 809 feet, a project elevation of (B) 865 feet plus a traverse way adjustment of 17 feet, per section 1407.1.3, with a distance of (C) 16,365 feet between the airport and the project locations. The attached diagram will provide a detailed analysis of the study. The study has also determined that a height of (Z) 90 feet exists between the (X:1) notification surface and the project. This allows for the 50 foot maximum operating height of a cherry picker for traffic signal work as described in Reference Section 1407-1.5.

 Z = C + (A-B)

X

X:1 – Notification Slope [100:1 per Section 1404.1.2]

1. – Airport Elevation (809 feet)
2. – Project Elevation (865 +17 = 882feet)
3. – Distance between Project and Heliport (16365 feet)

Z – A positive value of Z is the amount of clearance*.* (90 feet)

Therefore, based on these heights and the heights from Figure 1407-3, plan note G118B will be required for John Glenn International Airport since the construction equipment does not penetrate the notification surface of a public-use airport runway.

Respectfully,



Abby Cueva, PE

Project Manager

Enclosure: Elevation Calculation Attachment

