RELEASED FOR CONSTRUCTION 10/01/2026

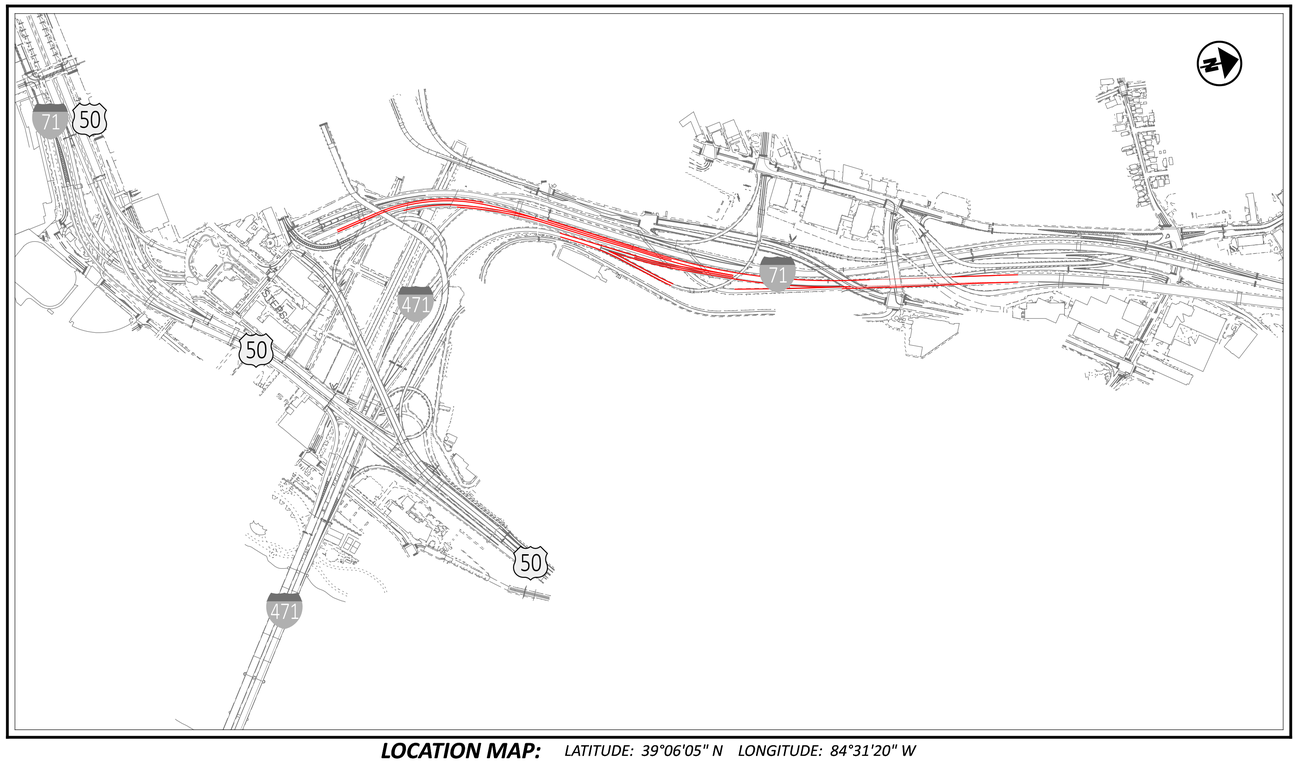
PLANS ARE CHECKED AND READY FOR REVIEW.

STATE OF OHIO
DEPARTMENT OF TRANSPORTATION

BRENT SPENCE BRIDGE CORRIDOR

KYTC ITEM NO. 6-17
ODOT PID 116649

BUILDABLE UNIT MOT025 - OH - MAINTENANCE OF TRAFFIC - NB 471 IMPROVEMENTS



LOCATION MAP: *LATITUDE: 39°06'05" N LONGITUDE: 84°31'20" W*

UNDERGROUND UTILITIES
Contact Two Working Days Before You Dig
OHIO811.org Before You Dig
OHIO811, 8-1-1, or 1-800-362-2764
(Non members must be called directly)

PLAN PREPARED BY:
Jacobs
2 CROWNE POINT COURT
SUITE 100
CINCINNATI, OHIO 45241

DESIGN EXCEPTIONS

NONE

ADA DESIGN WAIVERS

NONE

FEDERAL PROJECT NUMBER

E220165

RAILROAD INVOLVEMENT

CSX TRANSPORTATION
CENTRAL RAILROAD OF INDIANA

STANDARD CONSTRUCTION DRAWINGS						*SUPPLEMENTAL SPECIFICATIONS*		*SPECIAL PROVISIONS*
MT-95.30	*7/19/19*					*807*	*01/17/25*	
MT-95.31	*7/19/19*					*850*	*07/21/23*	
MT-95.32	*4/19/19*							
MT-97.10	*4/19/19*							
MT-97.12	*1/20/17*							
MT-98.28	*1/17/20*							
MT-98.29	*1/17/20*							
MT-98.30	*7/16/21*							
MT-99.30	*1/17/20*							
MT-99.50	*7/21/23*							
MT-101.60	*4/21/23*							
MT-101.70	*4/21/23*							
MT-101.75	*4/21/23*							
MT-101.90	*7/17/20*							
MT-102.20	*4/19/19*							
MT-105.10	*1/17/20*							

ENGINEER'S SEAL:

STATE OF OHIO
CRAIG M. KETRON
E-61924
REGISTERED PROFESSIONAL ENGINEER

SIGNED: Craig M. Ketron
DATE:

HAM-71/75-0.06

TITLE SHEET - BUILDABLE UNIT MOT025 - NB 471 IMPROVEMENTS

ISSUE RECORD			
NO.	*DATE*	*DESCRIPTION*	
1	*10/09/26*	*RFC*	

DESIGN AGENCY
Walsh Kokosing
AECOM
Jacobs

DESIGNER	CJJ
REVIEWER	CEA 08/22/26
PROJECT ID	116649
SHEET	P.01
TOTAL	15

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 9/11/2026 TIME: 12:03:16 PM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_PenC.tbl USER: Craig.Ketron@jacobs.com WORKSPACE: OHDOTCE_Standards24.0 WORKSET: 116649 PRODUCT: OpenRoadsDesigner 24.00.02.25
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RELEASED FOR CONSTRUCTION 10/01/2026

ISSUE NO.	ISSUE DATE	SHEET NO.	SHEET TITLE
1	10-9-26	P.01	TITLE SHEET - BUILDABLE UNIT MOT025 - NB 471 IMPROVEMENTS
1	10-9-26	P.02	INDEX OF SHEETS BU MOT025 - NB 471 IMPROVEMENTS
1	10-9-26	P.03	BU MOT025 - MAINTENANCE OF TRAFFIC GENERAL NOTES
1	10-9-26	P.04	BU MOT025 - MAINTENANCE OF TRAFFIC GENERAL NOTES
1	10-9-26	P.05	BU MOT025 - MAINTENANCE OF TRAFFIC GENERAL NOTES
1	10-9-26	P.06	BU MOT025 - MAINTENANCE OF TRAFFIC GENERAL NOTES
1	10-9-26	P.07	BU MOT025 - MAINTENANCE OF TRAFFIC GENERAL NOTES
1	10-9-26	P.08	BU MOT025 - MAINTENANCE OF TRAFFIC TYPICAL SECTION NB 471 IMPROVEMENTS
1	10-9-26	P.09	BU MOT025 - SIGNING AND MARKING PLAN NB 471 IMPROVEMENTS - STA. 200+00 TO 223+50
1	10-9-26	P.10	BU MOT025 - SIGNING AND MARKING PLAN NB 471 IMPROVEMENTS - STA. 223+50 TO 248+50
1	10-9-26	P.11	BU MOT025 - SIGNING AND MARKING PLAN NB 471 IMPROVEMENTS - STA. 248+50 TO 273+50
1	10-9-26	P.12	BU MOT025 - GUIDE SIGNING PLAN NB 471 IMPROVEMENTS
1	10-9-26	P.13	BU MOT025 - GUIDE SIGNING PLAN NB 471 IMPROVEMENTS
1	10-9-26	P.14	BU MOT025 - DETOUR SIGN DETAILS
1	10-9-26	P.15	BU MOT025 - GENERAL SUMMARY

ISSUE NO.	ISSUE DATE	SHEET NO.	SHEET TITLE

INDEX OF SHEETS
BU MOT025 - NB 471 IMPROVEMENTS

ISSUE RECORD

NO.	DATE	DESCRIPTION
1	10/09/26	RFC

DESIGN AGENCY

Walsh Kokosing
AECOM
Jacobs

DESIGNER
CJJ

REVIEWER
CEA 08/22/26

PROJECT ID
116649

SHEET P.02 TOTAL 15

HAM-71/75-0.06

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TRAFFIC CONTROL GENERAL NOTES:

1. TRAFFIC SHALL BE MAINTAINED IN ACCORDANCE WITH THE TRAFFIC MANAGEMENT PLAN (TMP); THE PLANS; THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD); THE KYTC STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION OR THE ODOT CONSTRUCTION AND MATERIAL SPECIFICATIONS, AS APPLICABLE; AND THE STANDARD DRAWINGS, RELEASED BEFORE OCTOBER 2, 2023.

2. ANY TEMPORARY TRAFFIC CONTROL ITEMS, DEVICES, MATERIALS, AND INCIDENTALS SHALL REMAIN THE PROPERTY OF THE CONTRACTOR WHEN NO LONGER NEEDED. ALL TEMPORARY SIGNS, MARKINGS, AND DEVICES SHALL BE MAINTAINED DURING CONSTRUCTION.

3. THE CONTRACTOR SHALL MAINTAIN REASONABLE MEANS OF INGRESS AND EGRESS TO ALL PROPERTIES WITHIN THE PROJECT LIMITS. ACCESS TO FIRE HYDRANTS MUST ALSO BE MAINTAINED AT ALL TIMES.

4. THE CONTRACTOR SHALL COMPLETELY COVER ANY SIGNS, EITHER EXISTING, PERMANENT OR TEMPORARY, WHICH DO NOT PROPERLY APPLY TO THE CURRENT TRAFFIC PHASING, AND SHALL MAINTAIN THE COVERING UNTIL THE SIGNS ARE APPLICABLE OR ARE REMOVED. ALL TEMPORARY SIGNS SHALL BE MAINTAINED DURING CONSTRUCTION.

5. IN GENERAL, ALL TRAFFIC CONTROL DEVICES SHALL BE PLACED STARTING AND PROCEEDING IN THE DIRECTION OF THE FLOW OF TRAFFIC AND REMOVED STARTING AND PROCEEDING IN THE DIRECTION OPPOSITE THE FLOW OF TRAFFIC.

6. THE ENGINEER AND THE CONTRACTOR, OR THEIR AUTHORIZED REPRESENTATIVES, SHALL REVIEW THE SIGNING BEFORE TRAFFIC IS ALLOWED TO USE ANY LANE CLOSURES, CROSSOVERS OR DETOURS. ALL SIGNING SHALL BE APPROVED BY THE ENGINEER BEFORE WORK CAN BE STARTED BY THE CONTRACTOR.

7. ON LOCAL ROADS, THE CONTRACTOR SHALL MAINTAIN MINIMUM LANE WIDTHS AS SHOWN IN THE PLANS. DURING OFF-PEAK WORKING HOURS, THE CONTRACTOR MAY USE FLAGGING TO MAINTAIN ONE LANE OF BI-DIRECTIONAL TRAFFIC ON TWO-LANE ROADS.

8. IF TRAFFIC SHOULD BE STOPPED DUE TO CONSTRUCTION OPERATIONS AND AN EMERGENCY VEHICLE ON AN OFFICIAL EMERGENCY RUN ARRIVES AT THE SCENE, THE CONTRACTOR SHALL MAKE THE PROVISIONS NECESSARY FOR THE SAFE PASSAGE OF THAT VEHICLE AS QUICKLY AS POSSIBLE.

9. ALL SIGNS NECESSARY FOR A MARKED DETOUR WILL BE PROVIDED BY THE CONTRACTOR AS REQUIRED BY THE PLANS, THE STANDARD DRAWINGS AND THE MUTCD.

10. IF THE CONTRACTOR DESIRES TO DEVIATE FROM THE TRAFFIC CONTROL SCHEME AND CONSTRUCTION SCHEDULE OUTLINED IN THESE PLANS, THEY SHALL PREPARE AN ALTERNATE PLAN AND PRESENT IT IN WRITING TO THE ENGINEER. THIS ALTERNATE PLAN MUST BE APPROVED IN ACCORDANCE WITH THE FIELD DESIGN CHANGE PROCESS.

WORKSITE TRAFFIC SUPERVISOR (WTS) / PROJECT TRAFFIC COORDINATOR (PTC)

SEE TMP FOR REQUIREMENTS.

TRAFFIC INCIDENT MANAGEMENT (TIM) DURING MOT

SEE INCIDENT MANAGEMENT PLAN (IMP) FOR REQUIREMENTS.

MAINTENANCE OF TRAFFIC POLICY EXCEPTIONS

APPROVED LANE CLOSURES, NOTIFICATIONS, DURATION AND DISINCENTIVES ARE LISTED IN THE TMP. SEE APPENDIX S: MOT CLOSURE REQUEST - APPROVED ROADWAY CLOSURES FOR REQUIREMENTS.

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

SEE TMP FOR REQUIREMENTS.

PLANNED LANE CLOSURES AND CONSTRUCTION INITIATED CLOSURES

TRAFFIC CONTROL PLANS DEPICT LANE CONFIGURATIONS DURING CONSTRUCTION. PLANNED ROADWAY, RAMP, AND LOCAL CLOSURES ARE LISTED IN THE LONG TERM CLOSURE LIST OR PRE-APPROVED BY MOTEC. MOTEC CLOSURES INCLUDE: SHORT TERM, OVERNIGHT, WEEKEND, AND LONG TERM. SEE THE TMP FOR THE LIST AND REQUIREMENTS OF PLANNED CLOSURES.

FOR CONTRACTOR INITIATED CLOSURES, INCLUDING MAINTENANCE, CONSTRUCTION ACCESS, TRAFFIC CONTROL SETUP OR REMOVAL, LANES SHALL BE OPEN TO TRAFFIC DURING DESIGNATED HOLIDAYS OR SPECIAL EVENTS. 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.

SEE TMP APPENDIX N: HOLIDAYS AND SPECIAL EVENTS AND APPENDIX U: SHORT TERM LANE CLOSURE HOURS - OHIO & KENTUCKY FOR DAYS AND HOURS.

THE ENGINEER MAY ADD ADDITIONAL DAYS AND HOURS FOR SPECIAL EVENTS OR OTHER OCCASIONS WHEN TRAFFIC CONGESTION IS ANTICIPATED.

DURING THE SAME PERIODS, MAINTAIN PEDESTRIAN ACCESS IF PEDESTRIAN WAS PRESENT PRIOR TO CONSTRUCTION. SHOULD THE CONTRACTOR FAIL TO MEET ANY OF THESE REQUIREMENTS, THE CONTRACTOR SHALL BE ASSESSED A DISINCENTIVE PER EXHIBIT S: THE LANE VALUE CONTRACT OF THE PROJECT DESIGN BUILD CONTRACT.

SEE TMP APPENDIX B: PUBLIC INFORMATION PLAN AND MAINTENANCE OF TRAFFIC COMMUNICATION FLOWCHARTS AND TMP APPENDIX T: COMMUNICATIONS PROCESS MEMORANDUM (TRAFFIC ADVISORIES) FOR REQUIREMENTS REGARDING THE LANE CLOSURE NOTIFICATION AND APPROVAL PROCESS.

MAINTAINING TRAFFIC (NOTICE OF CLOSURE SIGN)

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

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

NOTICE OF CLOSURE SIGN TIME TABLE

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

THE SIGN SHALL DISPLAY THE DATE OF THE CLOSURE IN MMM-DD FORMAT AND THE NUMBER OF DAYS OF THE CLOSURE. THE LAST LINE OF THE W20-H13 SIGN LISTS A WEBSITE WHICH A MOTORIST MAY CONTACT FOR ADDITIONAL INFORMATION.

OVERNIGHT TRENCH CLOSING

THIS NOTE APPLIES TO TRENCH(S) IN THE TRAVELED WAY CONSTRUCTION ONLY. ELEVATION DIFFERENCES ADJACENT TO TRAFFIC SHALL FOLLOW DROP OFF REQUIREMENTS OF THE DROP OFFS IN WORK ZONES' STANDARD DRAWING.

THE BASE WIDENING SHALL BE COMPLETED TO A DEPTH OF NO MORE THAN 1.5 INCHES BELOW THE EXISTING PAVEMENT BY THE END OF EACH WORK DAY. NO TRENCH SHALL BE LEFT OPEN OVERNIGHT EXCEPT FOR A SHORT LENGTH (25 FEET OR LESS) OF A WORK SECTION AT THE END OF THE TRENCH. IN SITUATIONS WHEN WORK MUST BE SUSPENDED BECAUSE OF INCLEMENT WEATHER OR OTHER REASONS, THE TRENCH FOR THE UNCOMPLETED BASE WIDENING SHALL BE BACKFILLED AT THE DIRECTION OF THE ENGINEER.

TRAFFIC CONTROL DEVICES

TRAFFIC CONTROL DEVICES USED ON THIS PROJECT MAY BE NEW, OR USED IN LIKE NEW CONDITION AT THE BEGINNING OF THE WORK AND MAINTAINED IN LIKE NEW CONDITION UNTIL COMPLETION OF THE WORK. THE CONTRACTOR WILL BE RESPONSIBLE FOR THE CONTINUOUS MAINTENANCE AND UPKEEP OF ALL TRAFFIC CONTROL DEVICES. TRAFFIC CONTROL DEVICES WILL CONFORM TO CURRENT MUTCD AND ALL TEMPORARY TRAFFIC CONTROL DEVICES SHALL CONFORM TO THE ODOT QUALITY STANDARDS FOR TEMPORARY TRAFFIC CONTROL DEVICES AND ACCEPTABLE DELINEATION METHODS FOR VEHICLES.

DUST CONTROL

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

PORTABLE BARRIER

PORTABLE BARRIER (ODOT) INCLUDES BOTH PORTABLE CONCRETE BARRIER (PCB) AND PORTABLE STEEL BARRIER. TEMPORARY CONCRETE BARRIER (KYTC) INCLUDES ONLY PORTABLE CONCRETE BARRIER. NEITHER STATE INCLUDES PORTABLE WATER-FILLED BARRIER. ALL WORK ON THE I-71/I-75 INTERSTATE, EXCEPT FOR TRAFFIC CONTROL OPERATIONS, JOINTED CONCRETE PAVEMENT REPAIR, PARTIAL DEPTH PATCHING, AND FINAL PAVEMENT MARKINGS SHALL BE CONDUCTED BEHIND TEMPORARY/PORTABLE BARRIER WALL AS IDENTIFIED IN THE DRAWINGS.

TEMPORARY/PORTABLE BARRIER WALL WILL NOT BE PERMITTED TO BE PLACED WITH TRAFFIC ADJACENT AND WILL REQUIRE A LANE CLOSURE FOR SEPARATION DURING PLACEMENT. CONSTRUCTION OPERATIONS AND SHOULDER CLOSURES WITHOUT TEMPORARY CONCRETE BARRIER WALL ARE PROHIBITED UNLESS THEY ARE LESS THAN ONE WORK SHIFT IN DURATION, AND POSITIVE SEPARATION OF AT LEAST 11 FEET IS PROVIDED.

FURNISH, MAINTAIN AND REMOVE PORTABLE BARRIER AT THE LOCATIONS SHOWN ON THE PLANS. SEE STANDARD DRAWINGS RM-4.1, RM-4.2, AND PCB-91 (ODOT) AND RBM-135 (KYTC) FOR DETAILS.

SEE ALSO KENTUCKY JURISDICTION NOTE REGARDING APPROVED BARRIER ALTERNATIVES.

FLOODLIGHTING / NIGHT WORK

NIGHT WORK IS REQUIRED ON THIS PROJECT. NIGHT WORK INCLUDES, BUT IS NOT LIMITED TO, CONCRETE PAVEMENTS, PAVING, SAWCUTTING AND SEALING, DIAMOND GRINDING, ETC. ALL NIGHT OPERATIONS MUST BE WELL LIT IN ACCORDANCE WITH PROJECT SPECIFICATIONS.

OBTAIN APPROVAL FROM THE ENGINEER FOR THE METHOD AND USE OF TEMPORARY AND/OR MOVEABLE LIGHTING PRIOR TO USE. THE LIGHTING SYSTEM SHALL BE DESIGNED AND OPERATED SO AS TO AVOID GLARE THAT INTERFERES WITH TRAFFIC, WORKERS, OR INSPECTION PERSONNEL. LIGHTING SYSTEMS WITH FLOOD, SPOT, OR STADIUM TYPE LUMINAIRES

FLOODLIGHTING / NIGHT WORK (CONT'D)

SHALL BE AIMED DOWNWARD AT THE WORK AND ROTATED OUTWARD NO GREATER THAN 30 DEGREES FROM NADIR (STRAIGHT DOWN). BALLOON LIGHTS SHALL BE POSITIONED AT LEAST 12 FEET ABOVE THE ROADWAY. SPECIAL ATTENTION MUST BE MADE TO SHIELD OR AVOID LIGHT ONTO RESIDENTIAL STRUCTURES. THE HEADLIGHTS OF CONSTRUCTION VEHICLES AND EQUIPMENT SHALL NOT BE OPERATED WITHIN THE WORK ZONE EXCEPT AS ALLOWED FOR SPECIFIC CONSTRUCTION OPERATIONS. HEADLIGHTS SHALL NEVER BE USED WHEN FACING ONCOMING TRAFFIC.

THE CONTRACTOR AND ENGINEER SHALL DRIVE THROUGH THE WORK SITE AT THE BEGINNING OF EACH NIGHT THE LIGHTING IS IN PLACE AND OPERATIONAL TO CONFIRM THAT NO UNAPPROVED GLARE IS PRESENT. LIGHT PLACEMENT AND SHIELDING SHALL BE ADJUSTED TO THE SATISFACTION OF THE ENGINEER BEFORE WORK PROCEEDS.

MOBILE LIGHT STATIONS OR EQUIVALENT MUST BE PROVIDED TO ADEQUATELY LIGHT ALL AREAS OF THE WORK. MODIFICATION OF OVERHEAD SIGNS ON EXISTING SIGN TRUSSES SHALL OCCUR AT NIGHT. MODIFICATIONS ARE NOT PERMITTED OVER LIVE TRAFFIC.

PATCHING RUMBLE STRIPS

TRAFFIC WILL NOT BE PERMITTED TO RUN ON SHOULDERS WITH EXISTING RUMBLE STRIPS UNTIL THE EXISTING RUMBLE STRIPS ARE REMOVED OR FILLED TO REDUCE THE RUMBLE EFFECT. IF RUMBLE STRIPS ARE LOCATED IN THE CENTER OF A TEMPORARY LANE THE RUMBLE STRIPS MAY REMAIN. RUMBLE STRIPS WITHIN 2 FEET OF A LIKELY WHEEL PATH MUST BE ELIMINATED.

IN ASPHALT SHOULDERS, THE CONTRACTOR SHALL MILL THE EXISTING RUMBLE STRIPS A WIDTH OF 3 FEET AND 1½ INCH DEPTH AND PAVE WITH 1½ INCH ASPHALT CONCRETE SURFACE COURSE, AS APPROVED BY THE ENGINEER.

IN CONCRETE SHOULDERS, THE CONTRACTOR SHALL FILL THE DEPRESSIONS WITH SUITABLE ASPHALT MATERIAL, OR SUBMIT AN APPROPRIATE METHOD FOR APPROVAL BY THE ENGINEER PRIOR TO USE.

WHERE RUMBLE STRIPS ARE FILLED, THE CONTRACTOR MUST MAINTAIN THE FILL THROUGHOUT THE DURATION OF THE APPLICABLE TRAFFIC PATTERN AND REFILL ANY RUMBLES STRIP WITHIN 48 HOURS OF DAMAGE.

PAYMENT SHALL BE INCLUDED UNDER ITEM 614, MAINTAINING TRAFFIC.

PORTABLE CHANGEABLE MESSAGE SIGNS (PCMS)

THE CONTRACTOR SHALL FURNISH, INSTALL, MAINTAIN AND REMOVE WHEN NO LONGER NEEDED, CHANGEABLE MESSAGE SIGNS. THE SIGNS SHALL BE OF A TYPE SHOWN ON A LIST OF APPROVED PCMS UNITS MAINTAINED BY THE RELEVANT STATE AGENCY. BOTH LISTS STIPULATE UNITS WITH A MINIMUM LEGIBILITY DISTANCES OF 800 FEET AND 650 FEET, DEPENDING ON TYPE AND PLACEMENT.

EACH SIGN SHALL BE TRAILER-MOUNTED AND EQUIPPED WITH A FUNCTIONAL DIMMING MECHANISM, TO DIM THE SIGN DURING DARKNESS, AND A TAMPER AND VANDAL-PROOF ENCLOSURE. EACH SIGN SHALL BE PROVIDED WITH APPROPRIATE TRAINING AND OPERATION INSTRUCTIONS TO ENABLE ON-SITE PERSONNEL TO OPERATE AND TROUBLESHOOT THE UNIT. THE SIGN SHALL ALSO BE CAPABLE OF BEING POWERED BY AN ELECTRICAL SERVICE DROP FROM A LOCAL UTILITY COMPANY. THE PCMS SHALL BE DELINEATED IN ACCORDANCE WITH C&MS 614.03.

PLACEMENT, OPERATION, MAINTENANCE AND ALL ACTIVATION OF THE SIGNS BY THE CONTRACTOR SHALL BE IN ADVANCE OF AND WITHIN THE PROJECT AS INDICATED IN THE PLANS OR AT LOCATIONS DETERMINED 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

BU MOT025 - MAINTENANCE OF TRAFFIC
GENERAL NOTES

ISSUE RECORD

NO.	DATE	DESCRIPTION
1	10/09/26	RFC

DESIGN AGENCY
Walsh Kokosing
AECOM
Jacobs

DESIGNER CJJ
REVIEWER CEA 08/22/26
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SHEET P.03 TOTAL 15

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PORTABLE CHANGEABLE MESSAGE SIGNS (PCMS) (CONT'D)

USE, THE PCMS SHALL BE TURNED OFF. ADDITIONALLY, WHEN NOT IN *USE FOR EXTENDED PERIODS OF TIME, THE PCMS SHALL BE TURNED AWAY FROM ALL TRAFFIC.*

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

ALL MESSAGES TO BE DISPLAYED ON THE SIGN WILL BE PROVIDED BY THE ENGINEER. A LIST OF ALL REQUIRED PRE-PROGRAMMED MESSAGES WILL BE GIVEN TO THE CONTRACTOR AT THE PROJECT PRECONSTRUCTION CONFERENCE. THE SIGN SHALL HAVE THE CAPACITY 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 AND/OR 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) OR A WEBSITE LINK SHALL BE FURNISHED FOR USE BY THE DISTRICT TRAFFIC ENGINEER, OR EQUIVALENT, AND SHALL BE INSURED AGAINST THEFT.

EACH PCMS UNIT SHALL BE MAINTAINED IN GOOD WORKING ORDER BY THE CONTRACTOR IN ACCORDANCE WITH THE PROVISIONS OF C&MS 614.07 OR SECTION 112 (KYTC). PORTABLE CHANGEABLE MESSAGE SIGNS WILL BE IN OPERATION WHENEVER IN PLACE, THE CONTRACTOR SHALL HAVE AT LEAST ONE (1) SPARE PCMS AVAILABLE AT ALL TIMES. IN THE EVENT OF DAMAGE OR MECHANICAL/ELECTRICAL FAILURE, THE CONTRACTOR WILL REPLACE THE FAILED PCMS WITHIN 4 HOURS. THE CONTRACTOR SHALL 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 SPARE SIGN BEING OUT OF SERVICE FOR MORE THAN 12 HOURS, INCLUDING WEEKENDS. FAILURE TO COMPLY MAY RESULT IN AN ORDER TO STOP WORK AND/OR IN THE ENGINEER TAKING APPROPRIATE ACTION TO SAFELY CONTROL TRAFFIC.

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.

PLACEMENT OF DRUMS

DRUMS TO BE SPACED AS INDICATED ON THE PLANS AND STANDARD DRAWINGS. DRUMS SHALL BE OFFSET 2 FEET FROM THE LANE LINE OR EDGE OF PAVEMENT UNLESS OTHERWISE NOTED ON THE PLANS.

WORK ZONE PAVEMENT MARKING

PERMANENT AND TEMPORARY STRIPING SHALL BE IN ACCORDANCE WITH ODOT C&MS 614.11, 614.12 OR KYTC SSRBC SECTIONS 112, 713, 831, 839, AND 842 EXCEPT THAT:

1. TEMPORARY STRIPING SHALL BE 6 INCHES IN WIDTH, FOR MAINLINE, *AND RAMPS, EXCEPT 12-INCH WIDTHS IN GORE AREAS.*

WORK ZONE PAVEMENT MARKING (CONT'D)

2. IF THE CONTRACTOR'S OPERATIONS OR PHASING REQUIRES TEMPORARY MARKINGS WHICH MUST BE SUBSEQUENTLY REMOVED FROM THE PERMANENT PAVEMENT, AN APPROVED TAPE OR PAINT SHALL BE USED.

3. EDGE LINES ARE REQUIRED FOR TEMPORARY STRIPING.

4. EXISTING, TEMPORARY, OR PERMANENT STRIPING SHALL BE IN PLACE BEFORE A LANE IS OPEN FOR TRAFFIC.

5. WHERE FUTURE PHASING WILL NOT CHANGE THE PERMANENT CONFIGURATION, PLACE PERMANENT STRIPING ON PERMANENT PAVEMENT WITHIN THE PROJECT LIMITS.

DELINEATION OF PORTABLE AND PERMANENT BARRIER

BARRIER REFLECTORS AND OBJECT MARKERS SHALL BE INSTALLED ON ALL PORTABLE BARRIER (PB) OR TEMPORARY CONCRETE BARRIER (TCB) USED FOR TRAFFIC CONTROL; AND, ON PERMANENT CONCRETE BARRIER (INCLUDING BRIDGE PARAPETS) LOCATED WITHIN 5 FEET OF THE EDGE OF THE ADJACENT TRAVEL LANE.

BARRIER REFLECTORS SHALL CONFORM TO C&MS 626 OR KYTC SSRBC 509.02.07, EXCEPT THAT THE SPACING SHALL BE AS PER TRAFFIC SCD MT-101.70 OR RBM-135; SHEET 012. OBJECT MARKERS AND THEIR INSTALLATION SHALL CONFORM TO C&MS 614.03 AND SCD MT-101.70. WHEN THE PB OR PERMANENT BARRIER (INCLUDING BRIDGE PARAPETS) CONTAINS GLARE SCREEN, ONE SET OF THREE VERTICAL STRIPES OF SHEETING SHALL BE CONSIDERED EQUIVALENT TO AN OBJECT MARKER, ONE-WAY.

INCREASED BARRIER DELINEATION, AS SPECIFIED HEREIN, SHALL BE INSTALLED ON ALL PB, TCB AND PERMANENT CONCRETE BARRIER LOCATED WITHIN 5 FEET OF THE EDGE OF THE TRAVELED LANE UNDER EITHER OF THE FOLLOWING CONDITIONS: ALONG TAPERS AND TRANSITION AREAS; OR ALONG CURVES (OUTSIDE ONLY) WITH DEGREES OF CURVATURE GREATER THAN OR EQUAL TO 3 DEGREES.

KENTUCKY
IN KENTUCKY, THE INCREASED BARRIER DELINEATION SHALL CONFORM TO THE SPACING INDICATED IN RBM-135, SHEET 012.

OHIO
IN OHIO, SPACING SHALL BE AS PER TRAFFIC SCD MT-101.70. THE INCREASED BARRIER DELINEATION SHALL CONSIST OF EITHER DELINEATION PANELS OR THE TRIPLE STACKING OF WORK ZONE BARRIER REFLECTORS.

DELINEATION PANELS SHALL CONSIST OF PANELS OF DELINEATION, APPROXIMATELY 34 INCHES LONG AND 6 INCHES WIDE AND SHALL BE "CRIMPED". PANELS SHALL BE INSTALLED AND SPACED PER TRAFFIC SCD MT-101.70.

TRIPLE-STACKED BARRIER REFLECTORS SHALL CONSIST OF ALIGNING THREE BARRIER REFLECTORS VERTICALLY, AT LOCATIONS WHERE A SINGLE BARRIER REFLECTOR WOULD BE OTHERWISE ATTACHED. THERE SHALL BE NO OPEN SPACE BETWEEN THE ADJACENT BARRIER REFLECTORS. THE TRIPLE-STACKED BARRIER REFLECTORS SHALL CONFORM TO C&MS 626, EXCEPT THAT THEY SHALL BE SPACED AND ALIGNED PER TRAFFIC SCD MT-101.70.

GUARDRAIL

EXISTING GUARDRAIL IS NOT BE REMOVED UNTIL THE AREA IS ADEQUATELY PROTECTED. PROTECTION MAY INCLUDE BUT IS NOT LIMITED TO PORTABLE BARRIER, BARRELS, LANE CLOSURES, AND PROVIDING PROPER CLEAR ZONE DISTANCES. THESE MEASURES CANNOT BE REMOVED UNTIL THE GUARDRAIL IS REPLACED, OR OTHER MEANS OF PROTECTION HAVE BEEN IMPLEMENTED.

GUARDRAIL (CONT'D)

UPON NOTICE TO PROCEED, ALL EXISTING GUARDRAIL MUST BE MAINTAINED AS LONG AS THE GUARDRAIL IS REQUIRED. IF REPAIRS ARE MADE BY KYTC OR ODOT AFTER NTP, THE CONTRACTOR WILL MAINTAIN THOSE SEGMENTS AND THE CONDITION OF THE NEW REPAIR.

ALL GUARDRAIL USED AS A TEMPORARY BARRIER IN MAINTENANCE OF TRAFFIC APPLICATIONS SHALL CONFORM TO THE SAME STANDARDS REQUIRED FOR PERMANENT GUARDRAIL. GUARDRAIL SHOULD BE AS DETAILED IN THE CURRENT ROADWAY STANDARD CONSTRUCTION DRAWINGS.

DELINEATION OF TEMPORARY AND PERMANENT GUARDRAIL

BARRIER REFLECTORS SHALL BE INSTALLED ON ALL TEMPORARY GUARDRAIL USED FOR TRAFFIC CONTROL; AND, ON ALL PERMANENT GUARDRAIL LOCATED WITHIN 5 FEET OF THE EDGE OF THE ADJACENT TRAVEL LANE. BARRIER REFLECTORS SHALL CONFORM TO C&MS 626 (ODOT) OR RBR-055-01 (KYTC) AND THE SPACING SHALL BE APPROXIMATELY 50 FEET.

OBJECT MARKERS SHALL BE INSTALLED ON ALL TEMPORARY AND PERMANENT GUARDRAIL LOCATED WITHIN 5 FEET OF THE EDGE OF THE ADJACENT TRAVEL LANE. GUARDRAIL-MOUNTING OF OBJECT MARKERS SHALL BE MADE BY INSTALLING THE OBJECT MARKERS ON THE EXTENSION BLOCKS RATHER THAN DIRECTLY ONTO THE GUARDRAIL ITSELF. OBJECT MARKERS SHALL CONFORM TO C&MS 614.03 (ODOT) OR RBR-060-00 (KYTC) AND THE SPACING SHALL BE APPROXIMATELY 50 FEET WITH A 25 FOOT OFFSET FROM THE BARRIER REFLECTORS.

ROADWAY LIGHTING

ROADWAY AND ROUNDABOUT LIGHTING SHALL BE IN OPERATION WHEN THE ROADWAY OR ROUNDABOUT IS PLACED INTO TEMPORARY, INTERIM, OR PERMANENT SERVICE.

DROP-OFF IN WORK ZONES

SEE ODOT SCD MT-101.90.

TRAFFIC CONTROL DEVICES

TRAFFIC CONTROL DEVICES USED ON THIS PROJECT MAY BE NEW, OR USED IN LIKE NEW CONDITION AT THE BEGINNING OF THE WORK AND MAINTAINED IN LIKE NEW CONDITION UNTIL COMPLETION OF THE WORK. THE CONTRACTOR WILL BE RESPONSIBLE FOR THE CONTINUOUS MAINTENANCE AND UPKEEP OF ALL TRAFFIC CONTROL DEVICES. TRAFFIC CONTROL DEVICES WILL CONFORM TO CURRENT MUTCD AND ALL TEMPORARY TRAFFIC CONTROL DEVICES SHALL CONFORM TO THE ODOT QUALITY STANDARDS FOR TEMPORARY TRAFFIC CONTROL DEVICES AND ACCEPTABLE DELINEATION METHODS FOR VEHICLES.

WORK ZONE INCREASED PENALTIES SIGN (R11-H5A)

R11-H5A-48 SIGNS SHALL BE FURNISHED, ERECTED, AND MAINTAINED IN GOOD CONDITION AND/OR REPLACED AS NECESSARY AND SUBSEQUENTLY REMOVED BY THE CONTRACTOR. SIGNS SHALL BE MOUNTED AT THE APPROPRIATE OFFSETS AND ELEVATIONS AS PRESCRIBED BY THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES. THEY SHALL BE MAINTAINED ON SUPPORTS MEETING CURRENT SAFETY CRITERIA.

THE SIGNS MAY BE ERECTED OR UNCOVERED NO MORE THAN FOUR HOURS BEFORE THE ACTUAL START OF WORK. THE SIGNS SHALL BE REMOVED OR COVERED NO LATER THAN FOUR HOURS FOLLOWING RESTORATION OF ALL LANES TO TRAFFIC WITH NO RESTRICTIONS, OR SOONER AS DIRECTED BY THE ENGINEER. TEMPORARY SIGN COVERING AND UNCOVERING DUE TO TEMPORARY LANE RESTORATIONS SHALL BE GUIDED BY THE FOUR-HOUR LIMITATIONS STATED ABOVE. SUCH LANE RESTORATIONS SHOULD BE EXPECTED TO REMAIN IN EFFECT FOR 30 OR MORE CONSECUTIVE CALENDAR DAYS, SUCH AS DURING WINTER SHUT-DOWNS.

WORK ZONE INCREASE PENALTIES SIGN (R11-H5A) (CONT'D)

IN OHIO, THE SIGNS ON THE MAINLINE SHALL BE DUAL MOUNTED UNLESS NOT PHYSICALLY POSSIBLE. THE FIRST SIGN SHALL BE PLACED BETWEEN THE ROAD WORK AHEAD (W20-1) SIGN AND THE NEXT SIGN IN THE SEQUENCE. SIGNS SHALL BE ERECTED ON EACH ENTRANCE RAMP AND EVERY 2 MILES THROUGH THE CONSTRUCTION WORK LIMITS. SIGNS ON THE MAINLINE SHALL BE R11-H5A-48. SIGNS USED ON THE RAMPS SHALL BE R11-H5A-24. R11-H5A-24 SIGNS MAY BE USED IN THE MEDIAN IN LIEU OF R11-H5A-48 SIGNS IF IT IS NOT PHYSICALLY POSSIBLE TO PROVIDE R11-H5A-48 SIGNS IN THE MEDIAN.

THE R11-H5A-48 SIGNS SHALL BE MOUNTED ON 2 NO. 3 POSTS WHEN LOCATED WITHIN CLEAR ZONES.

THE CONTRACTOR MAY USE SIGNS AND SUPPORTS IN USED, BUT GOOD CONDITION PROVIDED THE SIGNS MEET CURRENT ODOT SPECIFICATIONS.

ITEM 622, WORK ZONE IMPACT ATTENUATOR FOR 24" WIDE HAZARDS (UNIDIRECTIONAL OR BIDIRECTIONAL)

THIS ITEM SHALL CONSIST OF FURNISHING AND INSTALLING A NON-GATING IMPACT ATTENUATOR. FURNISH AN IMPACT ATTENUATOR. FROM THE OFFICE OF ROADWAY ENGINEERING'S APPROVED LIST FOR WORK ZONE IMPACT ATTENUATORS, FROM THE ROADWAY STANDARDS APPROVED PRODUCTS WEB PAGE.

INSTALLATION SHALL BE AT THE LOCATIONS SPECIFIED IN THE PLANS IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS.

THE CONTRACTOR SHALL REPAIR OR REPLACE A DAMAGED UNIT WITHIN 24 HOURS OF A DAMAGING IMPACT.

WHEN BIDIRECTIONAL DESIGNS ARE SPECIFIED, THE CONTRACTOR SHALL SUPPLY APPROPRIATE TRANSITIONS.

WHEN GATING IMPACT ATTENUATORS ARE DESIRED, THE CONTRACTOR SHALL SUBMIT DOCUMENTATION TO THE ENGINEER FOR ACCEPTANCE.

ITEM 614, WORK ZONE RAISED PAVEMENT MARKERS, AS PER PLAN

REMOVE OR COVER THE LENSES OF RAISED PAVEMENT MARKERS THAT CONFLICT WITH WORK ZONE PAVEMENT MARKINGS.

WORK ZONE RAISED PAVEMENT MARKERS, AS PER PLAN, AND THEIR INSTALLATION SHALL CONFORM TO C&MS 614 OR C&MS 621 AS SPECIFIED HEREIN.

- *RAISED PAVEMENT MARKERS IN USE DURING THE SNOW-PLOWING SEASON SHALL CONFORM TO 621.*
- *RAISED PAVEMENT MARKERS IN USE DURING THE NON SNOW-PLOW SEASON SHALL CONFORM TO EITHER 614 OR 621.*

IN OHIO, THE SNOW-PLOWING SEASON SHALL RUN FROM OCTOBER 15 THROUGH APRIL 1.

WHEN THE WORK EXTENDS INTO THE SNOW-PLOWING SEASON, THE CONTRACTOR SHALL BE RESPONSIBLE FOR REPLACING WORK ZONE RAISED PAVEMENT MARKERS (WZRPMS) CONFORMING TO C&MS 614, WITH RAISED PAVEMENT MARKERS CONFORMING TO 621, AS DETERMINED BY THE ENGINEER.

THIS ITEM SHALL INCLUDE INSTALLATION AND REMOVAL OF ITEM 614 WORK ZONE RAISED PAVEMENT MARKER, AS PER PLAN, INCLUDING FILLING OF ANY DEPRESSIONS CREATED IN THE PAVEMENT AS PER C&MS 621.08.

PROJECT ENVIRONMENTAL COMMITMENTS

CONTRACTOR SHALL CONSULT AND FOLLOW THE PROJECT ENVIRONMENTAL COMMITMENT PLAN NOTES LOCATED IN THE GENERAL NOTES IN BU RDW008.

BU MOT025 - MAINTENANCE OF TRAFFIC
GENERAL NOTES

ISSUE RECORD

NO.	DATE	DESCRIPTION
1	10/09/26	RFC

DESIGN AGENCY
Walsh Kokosing
AECOM
Jacobs

DESIGNER CJJ
REVIEWER CEA 08/22/26
PROJECT ID 116649
SHEET P.04 TOTAL 15

HAM-71/75-0.06

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RELEASED FOR CONSTRUCTION 10/01/2026

ITEM 614, WORK ZONE RAISED PAVEMENT MARKERS ON PAVEMENT CONCRETE SURFACES

RAISED PAVEMENT MARKERS IN WORK ZONES, INSTALLED ON PERMANENT CONCRETE SURFACES SHALL BE ITEM 614 WORK ZONE RAISED PAVEMENT MARKERS, WZRPMS ARE INTENDED FOR USE ONLY DURING THE NON-SNOW-PLOWING SEASON, WZRPMS SHALL NOT BE PROVIDED DURING THE SNOW-PLOWING SEASON.

IN OHIO, THE SNOW-PLOWING SEASON SHALL RUN FROM OCTOBER 15 THROUGH APRIL 1.

WHERE A TEMPORARY ALIGNMENT WILL REMAIN IN USE THROUGH THE WINTER, THE WZRPMS SHALL BE REMOVED PRIOR TO THE BEGINNING OF THE SNOW-PLOWING SEASON AND REPLACED APPROXIMATELY APRIL 1, OR AS OTHERWISE DETERMINED BY THE ENGINEER.

THIS ITEM SHALL INCLUDE INSTALLATION AND REMOVAL OF ITEM 614 WORK ZONE RAISED PAVEMENT MARKERS.

ITEM 614, WORK ZONE SPEED LIMIT SIGN

THE CONTRACTOR SHALL FURNISH, INSTALL, MAINTAIN, COVER DURING SUSPENSION OF WORK, AND SUBSEQUENTLY REMOVE WORK ZONE SPEED LIMIT (R2-1) (45 MPH SPEED LIMIT) SIGNS AND SUPPORTS WITHIN THE WORK LIMITS IN ACCORDANCE WITH THE FOLLOWING REQUIREMENTS:

THIS WZSZ WILL BE IDENTIFIED AS SPEED ZONE REVISION NUMBER WZ-45130 (ODOT). THE WZSZ SHALL BE TRACKED, SEE AN EXAMPLE TRACKING REPORT, AND PROVIDED TO THE ODOT ON A MONTHLY BASIS BEGINNING WITH IMPLEMENTATION OF THE WZSZ AND CONCLUDING AFTER THE REMOVAL OF THE WZSZ. THE TRACKING REPORT SHALL BE MADE AVAILABLE WITHIN 24 HOURS OF THE DEPARTMENT'S REQUEST.

THE CONTRACTOR SHALL COVER OR REMOVE ANY EXISTING SPEED LIMIT SIGNS WITHIN THE REDUCED SPEED ZONE(S). THESE SIGNS SHALL BE RESTORED DURING SUSPENSION OR TERMINATION OF THE REDUCED SPEED LIMIT.

SIGNING REQUIREMENTS FOR THE WZSZ IN OHIO:

- *DUAL MOUNTED SPEED REDUCTION (W3-5-48, 45 MPH) SIGNS SPACED B/2 BEFORE THE WARRANTING FEATURE (LANE SHIFT, LONG-TERM LANE CLOSURE, CROSSOVER).*
- *DUAL MOUNTED WORK ZONE SPEED LIMIT (R2-1-36X48, 45 MPH SIGNS SHALL BE SPACED A/2 BEFORE THE WARRANTING FEATURE.*
- *DUAL MOUNTED RESUMPTION OF EXISTING SPEED LIMIT (R2-1-36X48, 55 MPH) SIGNS SHALL BE SPACED AT THE END OF THE DOWNSTREAM TAPER)*
- *THE WORK ZONE SPEED LIMIT (R2-1) SIGNS AND THE SPEED REDUCTION (W3-5) MAY BE ERECTED OR UNCOVERED NO MORE THAN 4 HOURS BEFORE A LANE REDUCTION OR RESTRICTION IS PRESENT. THE R2-1 SIGNS AND W3-5 SIGNS SHALL BE REMOVED OR COVERED NO MORE THAN 4 HOURS FOLLOWING RESTORATION OR ALL LANES TO TRAFFIC WITH NO RESTRICTIONS.*
- *DUAL MOUNTED WORK ZONE SPEED LIMIT SIGNS SHALL BE REPEATED THROUGHOUT THE SPEED ZONE AT 1 MILE INTERVALS AND SHALL BE LOCATED AFTER EACH ENTRANCE RAMP.*
- *SPEED REDUCTION WARNING SIGNS SHALL BE PLACED ALONG EACH ENTRANCE RAMP.*

THE SPEED LIMIT REDUCTION SHALL BE LIMITED TO ONLY THE PORTION OF THE PROJECT AND THE WORK THAT WARRANTED THE WORK ZONE SPEED LIMIT REDUCTION.

A SIGN(S) TO INDICATE THE RESUMPTION OF THE STATUTORY SPEED LIMIT SHALL BE ERECTED AT THE END OF ANY REDUCED SPEED ZONE. THE CONTRACTOR MAY USE SIGNS AND SUPPORTS IN USED, BUT GOOD CONDITION, PROVIDED THE SIGNS MEET CURRENT ODOT SPECIFICATIONS. SIGN FACES SHALL BE RETROREFLECTORIZED WITH TYPE G SHEETING COMPLYING WITH THE REQUIREMENTS OF C&MS 730.19 (ODOT). WORK

ITEM 614, WORK ZONE SPEED LIMIT SIGN (CONT'D)

ZONE SPEED LIMIT SIGNS SHALL BE MOUNTED ON TWO ITEM 630, GROUND MOUNTED SUPPORTS, NO. 3 POSTS, UNLESS MOUNTED ON A TEMPORARY SIGN SUPPORT PER SCD MT 105.10. WORK ZONE SPEED LIMIT AND RELATED SIGN SIZES, PLACEMENT, SUPPORTS, ETC. SHALL BE PER THE OMUTCD, WITH TWO EXCEPTIONS; 1) EXPRESSWAY SIZE SPEED LIMIT SIGNS MAY BE PLACED ON FREEWAYS AND EXPRESSWAYS, IF NECESSARY; 2) THE HEIGHT OF SIGNS MOUNTED ON PORTABLE SUPPORTS SHOULD BE THE HEIGHT REQUIRED FOR GROUND-MOUNTED SIGNS BUT SHALL NOT BE MORE THAN 1 FOOT LOWER THAN THE HEIGHT REQUIRED BY THE OMUTCD, OR AS DIRECTED BY THE ENGINEER. PORTABLE SUPPORTS SHOULD NOT BE USED FOR A DURATION OF MORE THAN 3 DAYS.

CITY OF CINCINNATI DOTE

° 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 DOTE'S GENERAL PERMIT TO BE APPLIED FOR.

° 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: HTTPS://WWW.CINCINNATI-OH.GOV/POLICE/SPECIAL-EVENTS-PERMITS-REGULATIONS-AUCTIONS/SPECIAL-EVENT-PERMITS/.

COORDINATION AND COOPERATION BETWEEN CONTRACTORS

COORDINATE AND COOPERATE FULLY WITH THE OHIO DEPARTMENT OF TRANSPORTATION (ODOT), LOCAL AGENCIES, AND CONTRACTORS ON ALL ADJACENT AND OVERLAPPING PROJECTS. EXPECT COORDINATION EFFORTS TO EXCEED TYPICAL PRACTICE DUE TO THE NUMBER AND COMPLEXITY OF CONCURRENT ACTIVITIES IN THE AREA. THE DEPARTMENT WILL PROVIDE CONTACT INFORMATION FOR ALL ADJACENT CONTRACTS AT THE PRE-CONSTRUCTION MEETING.

AT ANY TIME, THE DEPARTMENT MAY CONTRACT FOR ADDITIONAL WORK ON OR NEAR THE PROJECT. CONDUCT ALL WORK WITHOUT INTERFERING WITH, HINDERING THE PROGRESS OF, OR PREVENTING THE COMPLETION OF WORK ON THIS OR ANY OTHER PROJECT. COOPERATE WITH OTHER CONTRACTORS AND WITH THE ENGINEER TO PREVENT AND MITIGATE IMPACTS ACROSS ALL AFFECTED PROJECTS.

ACTIVELY ENGAGE IN PLANNING AND COMMUNICATION TO AVOID CONFLICTS INVOLVING ADVANCE WARNINGS SIGNAGE, DETOUR ROUTES, LANE CLOSURES, OR ANY OTHER ACTIVITY THAT MAY DISRUPT THE SAFE AND EFFICIENT EXECUTION OF WORK. THIS LIST IS NOT EXHAUSTIVE - IDENTIFY AND RESOLVE ALL POTENTIAL CONFLICTS THROUGH PROACTIVE COORDINATION.

COORDINATE WITH THE DEPARTMENT TO IMPLEMENT ALL NECESSARY MITIGATION MEASURES, INCLUDING BUT NOT LIMITED TO RE-SEQUENCING, RE-TIMING, OR RE-PHASING OR WORK. DOCUMENT ALL COORDINATION EFFORTS AND MITIGATION ACTIONS.

IF UNAVOIDABLE CONFLICTS ARISE DESPITE ACTIVE COORDINATION, AND THE ENGINEER DETERMINES THAT DELAYS ARE BEYOND THE CONTRACTOR'S CONTROL, SUCH DELAYS WILL BE CONSIDERED EXCUSABLE FOR THE PURPOSES OF MILESTONE INCENTIVES. IF THE ENGINEER DETERMINES THAT MITIGATION EFFORTS HAVE RESULTED IN DEMONSTRABLE ADDITIONAL COSTS AND WERE NECESSARY DUE TO COORDINATION REQUIREMENTS, THE DEPARTMENT MAY COMPENSATE THOSE COSTS.

HOWEVER, FAILURE TO PERFORM ACTIVE COORDINATION, COMPLY WITH REQUIRED NOTIFICATION PROCEDURES, OR COMPLY WITH NOTIFICATION TIME FRAME TABLE WILL RESULT IN DELAYS BEING DEEMED NON-EXCUSABLE AND NON-COMPENSABLE.

COORDINATION AND COOPERATION BETWEEN CONTRACTORS (CONT'D)

ATTEND ALL DEPARTMENT-REQUESTED TRAFFIC COORDINATION MEETINGS INVOLVING ADJACENT PROJECTS. ENSURE THAT THE PROJECTS SUPERINTENDENT AND WORKSITE TRAFFIC SUPERVISOR (WTS/PTC) ARE PRESENT. PARTICIPATING IN THESE MEETINGS IS MANDATORY AND SHALL BE CONSIDERED INCIDENTAL TO THE LUMP SUM MAINTENANCE OF TRAFFIC PAY ITEM.

THE PROJECTS REQUIRING COORDINATION AND COOPERATION, INCLUDE BUT ARE NOT LIMITED TO:

- *° BSB HAM-IR 75-1.05*
  - *▫ LINN ST - BRIDGE CLOSURE MARCH 2026 TO SEPTEMBER 2027*
    - *° FIBER OPTIC UTILITY RELOCATION MIGHT BE A PROBLEM WITH SCHEDULE*
  - *▫ WINCHELL AVE - CLOSURE BEGINNING MARCH 26 UNTIL THIS BSB OPENS*
  - *▫ FREEMAN TO WINCHELL - CLOSED OCTOBER 2027 TO NOVEMBER 2027*
- *° LINN ST ROAD DIET PROJECT (CITY) - BEGINNING MARCH 2027*
  - *▫ CINCINNATI TO SETUP MEETING TO GO OVER CONSTRUCTION MILESTONE DATES BEFORE PROJECT GOES OUT TO BID*
- *° MSD DROP SHAFT (WESTERN AVE AND GEST) - MARCH 2026 TO 2028*
  - *▫ INCLUDES LONG-TERM LANE CLOSURE OF WESTERN AVENUE INSIDE LANE AND I-75 SB TO FREEMAN AVENUE OFF RAMP RIGHT-SIDE LANE. BOTH HAVE BEEN INCORPORATED INTO HAM-IR 75-1.05 PROJECT*
- *° HAM-75 TUNNEL PROJECT - 2028 THROUGH 2029*
  - *▫ BEGINS AFTER DROP SHAFT IS COMPLETE*
- *° DUKE ENERGY CONVENTION CENTER TRANSFORMATION AND REDESIGN - REOPENING MID-JANUARY 2026*
- *° HOTEL CONSTRUCTION AT W 5TH ST AND RACE ST - SCHEDULE UNKNOWN*
- *° HOTEL CONSTRUCTION ADJACENT TO W 5TH ST BETWEEN PLUM ST AND ELM ST - START MID-JANUARY 2026*
  - *▫ STREET LANE CLOSURES WILL NOT BE PERMITTED DURING BSB DETOURS.*
  - *▫ BSB CONTRACTOR TO PROVIDE DETOUR DATES.*
- *° WESTERN HILLS VIADUCT (CITY COUNTY)/ SB RAMP CLOSURE: SCHEDULE UNKNOWN*
- *° MILL CREEK EXPRESSWAY PHASE 8/ PID 121447 (I-75 TO SR 562)*
  - *▫ ANTICIPATED TO SELL BETWEEN OCTOBER 2026 AND JANUARY 2027*
  - *▫ BEGIN CONSTRUCTION MARCH 1, 2027. COMPLETION OCTOBER 1, 2030*
  - *▫ PHASE 1 AND 2: SB I-75 TO EB SR 562 AND WB SR 562 TO NB I-75 CLOSURES EARLY 2027 EXTENDING INTO 2028*
  - *▫ PHASE 3: WB SR 562 TO NB I-75 LATER IN THE PROJECT*
- *° 119803 HAM 126: RIDGE AVE AT 126 AND PLAINFIELD RD AT 126, CLOSURES AT THE EXITS - 2028?*

TEMPORARY DRAINAGE

THE CONTRACTOR IS TO MAINTAIN POSITIVE DRAINAGE AT ALL TIMES THROUGHOUT THE WORK ZONES IN THESE PLANS BY THE TEMPOARY DRAINAGE MEASURES SHOWN OR ADDITIONAL MEASURES NOT SHOWN.

DRIVE ENTRANCES

MAINTAIN ACCESS TO ADJACENT PROPERTIES AT ALL TIMES.

MAINTENANCE OF TRAFFIC SIGNING

THE CONTRACTOR SHALL REMOVE OR COVER CONFLICTING SIGNING. THE SIGNING SHALL BE RESTORED FOLLOWING THE CONSTRUCTION STAGE, UNLESS OTHERWISE SHOWN IN THE PLANS.

IF ANY SIGNAGE THAT IS TO BE REPLACED AND IS DAMAGED DURING CONSTRUCTION, IT SHALL BE REPLACED WITH A NEW SIGN.

IN AREAS ADJACENT TO A SIDEWALK, THE CONTRACTOR SHALL INSTALL SIGN SUPPORTS THAT PERMITS A 4' (MINIMUM) CLEAR WALKING PATH. SIGNS MOUNTED OVER A WALKING PATH SHALL PROVIDE A 7' HIGH MINIMUM CLEARANCE OVER THE PATH.

ALL MATERIALS, EQUIPMENT, AND LABOR TO PLACE, REMOVE, COVER, UNCOVER, REPLACE, OR MOVE SIGNS SHALL BE INCLUDED IN THE PAY ITEM 614 - MAINTAINING TRAFFIC.

CONFLICTING PAVEMENT MARKINGS

THE CONTRACTOR SHALL REMOVE CONFLICTING PAVEMENT MARKINGS. THE PAVEMENT MARKINGS SHALL BE RESTORED FOLLOWING THE CONSTRUCTION STAGE, UNLESS OTHERWISE SHOWN IN THE PLANS.

ALL MATERIALS, EQUIPMENT, AND LABOR TO REMOVE AND RESTORE THE PAVEMENT MARKINGS SHALL BE INCLUDED IN THE PAY ITEM 614 - MAINTAINING TRAFFIC.

BU MOT025 - MAINTENANCE OF TRAFFIC
GENERAL NOTES

ISSUE RECORD

NO.	DATE	DESCRIPTION
1	10/09/26	RFC

DESIGN AGENCY
Walsh Kokosing
AECOM
Jacobs

DESIGNER CJJ
REVIEWER CEA 08/22/26
PROJECT ID 116649
SHEET P.05 TOTAL 15

HAM-71/75-0.06

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RELEASED FOR CONSTRUCTION 10/01/2026

DETOUR LEGEND

- DETOUR ROUTE
- TYPE 3 BARRICADE WITH SIGN(S)
- TYPE 1 BARRICADE WITH SIGN
- WORK ZONE THAT IS CLOSED TO TRAFFIC
- DIRECTION OF DETOURED TRAFFIC
- X — SIGN REFERENCE NUMBER

HATCH PATTERN LEGEND

	CRITICAL CONSTRUCTION THIS PHASE	AVAILABLE CONSTRUCTION THIS PHASE
PERMANENT ROADWAY		
PERMANENT BRIDGE		
TEMPORARY ROADWAY		
TEMPORARY BRIDGE		
BRIDGE REMOVAL		

MOT PLAN LEGEND

- TEMPORARY WALL (AS CALLED OUT IN PLAN)
- WORK ZONE THAT IS CLOSED TO TRAFFIC
- TYPE 3 BARRICADE WITH SIGN(S)
- TYPE 1 BARRICADE WITH SIGN
- WORK ZONE IMPACT ATTENUATOR
- DRUMS (SPACING AS SPECIFIED)
- DIRECTION OF TRAVEL
- PORTABLE BARRIER
- FLASHING ARROW PANEL
- SIGN RELOCATED
- SIGN REMOVED
- PROPOSED SIGN
- PROPOSED SIGN WITH TYPE A WARNING LIGHT

BALLOON CALL-OUT LEGEND

- ELW — WORK ZONE EDGE LINE, WHITE (SEE NOTE 2)
- ELY — WORK ZONE EDGE LINE, YELLOW (SEE NOTE 2)
- LL — WORK ZONE LANE LINE (SEE NOTE 2)
- CH — WORK ZONE CHANNELIZING LINE (SEE NOTE 2)
- DLW — WORK ZONE DOTTED LINE, WHITE (SEE NOTE 2)
- TLW — WORK ZONE TRANSVERSE LINE, WHITE
- TLY — WORK ZONE TRANSVERSE LINE, YELLOW
- CL — WORK ZONE CENTER LINE, DOUBLE SOLID YELLOW
- SL — WORK ZONE STOP LINE
- CW — WORK ZONE CROSS WALK LINE (12")
- AR — WORK ZONE PAVEMENT MARKING ARROW
- PB — PORTABLE BARRIER, UNANCHORED
- PB-A — PORTABLE BARRIER, ANCHORED
- WFPB — WATER-FILLED PORTABLE BARRIER

PAVEMENT MARKING NOTES:

1. *ALL MARKINGS SHALL BE CLASS 1.*
2. *FOR SURFACE STREETS, NON-AUXILLARY MARKINGS SHALL BE 4" WIDE, CHANNELIZING LINES SHALL BE 8" WIDE, AND DOTTED LINES SHALL BE 4" WIDE. FOR FREEWAYS, EXPRESSWAYS, AND RAMPS, NON-AUXILLARY MARKINGS SHALL BE 6" WIDE, CHANNELIZING LINES SHALL BE 12" WIDE, AND DOTTED LINES SHALL BE 6" WIDE.*

LONG TERM CLOSURES

SEE TMP APPENDIX S FOR ADDITIONAL INFORMATION CONCERNING LONG TERM CLOSURES. THE TABLE BELOW LISTS THE AGREED UPON CLOSURE DURATIONS AND DISCENTIVES PER DAY IF THE CONTRACTOR EXCEEDS THE CLOSURE DURATION.

Exhibit S Long Term Closures

Number	Schedule Activity ID	Closure	MOTPE*	Begins Phase / Stage	Through Phase / Stage	Comments	Closure Duration (Days)	Disincentive (Per Day)
7	O.R5.MT.11790	I-71 NB Ramp to W 2nd St	N/A	1A Stage 1	1B Stage 2	Closure all of 1A and 1B	850	$1,500
19	O.R5.MT.52220	US 50 EB to I-75 SB	N/A	1A Stage 2	1A Stage 2	Closed for Temp I-75 SB bridge widening	112	$10,000
20	O.5N.MT.17620	W 6th St	N/A	1A Stage 3	1B Stage 1		596	$2,500
21	O.5N.MT.17630	W 7th St	N/A	1A Stage 3	1B Stage 1		596	$2,500
22	O.R5.MT.70550	W 9th St Ramp to I-75 SB	N/A	1A Stage 3	2A Stage 2		1304	$1,500
23	O.R5.MT.70560	I-75 SB Ramp to W 7th St	N/A	1A Stage 3	1B Stage 2		601	$1,500
24	O.R5.MT.15720	W 2nd St	N/A	1B Stage 1	1B Stage 1		480	$2,500
25	O.R5.MT.15710	I-71 NB (to I-71 NB/ FWW EB/ US 50 EB)	1.1	1B Stage 1	1B Stage 2		692	$16,800
26	O.R5.MT.15850	US 50 EB (Ramp to I-71 NB/ FWW EB/ US 50 EB)	1.4 & 1.6	1B Stage 1	3B Stage 1		2186	$10,000
27	O.R5.MT.70570	I-75 SB Ramp to I-71 NB/ FWW EB/ US 50 EB	N/A	1B Stage 1	3B Stage 1		2186	$10,000
28	O.5N.MT.17220	I-71 SB/ FWW WB/ US 50 WB Ramp to I-75 NB	N/A	1B Stage 1	1B Stage 2	Movement via Grid St at end of Phase 1B	775	$16,800
32	O.R5.MT.70580	W 8th St to Gest St SB	N/A	1B Stage 1	2A Stage 1		775	$1,000
33		Clay Wade Bailey Bridge	N/A	1B Stage 1	1B Stage 1	Overnight and weekends for deck removal. 1 week steel demo. 4 week closure for girder erection continuing through future phases. Intermittent nightly or weekend closures for other overhead work	35	$2,500
35	O.5N.MT.33590	W 9th St	N/A	1B Stage 2	2A Stage 2	Closed at end of 1B to complete CD road construction and ramp	686	$2,500
36	O.R5.MT.35690	US 50 WB/ I-71 SB to US 50 WB (First Closure/Grid St tie-in)	1.5	1B Stage 2	1B Stage 2		65	$10,000
37	O.R5.MT.70600	I-75 NB to US 50 WB ramp (Grid St tie-in)	N/A	1B Stage 2	1B Stage 2		71	$10,000
40	O.R5.MT.70610	US 50 EB Ramp to I-75 SB/ I-71 SB	N/A	2A Stage 1	4A		1717	$10,000
42	O.5N.MT.39890	US 50 EB Ramp to W 5th St	N/A	2A Stage 2	3B Stage 2		1611	$1,500
43	O.R5.MT.70620	I-75 SB Ramp to W 3rd St	N/A	2A Stage 2	3B Stage 2		1723	$1,500
44	O.R5.MT.70630	W 3rd St Ramp to I-71 SB/ I-75 SB	N/A	2B Stage 1	4A Stage1		1343	$1,500
45	O.R5.MT.42280	I-71 SB/ FWW WB/ US 50 WB Ramp to I-71 SB/ I-75 SB	1.2 & 1.3	2B Stage 1	3B Stage 2		1201	$16,800
46	O.R5.MT.42590	US 50 WB/ I-71 SB to US 50 WB via Grid St	1.6	2B Stage 2	3B Stage 1		827	$10,000
47	O.R5.MT.42580	I-71 SB/ FWW WB/ US 50 WB Ramp to I-75 NB	N/A	2B Stage 2	3B Stage 2		1165	$10,000
48	O.R5.MT.70640	Central Ave at W 3rd St	N/A	3A Stage 1	3B Stage 2		744	$1,000
49	O.R5.MT.52210	W 3rd St	N/A	3A Stage 1	3B Stage 2	24 months east of Central. 2 month additional closure of 3rd between Central and CWB	1172	$1,000
51	O.R5.MT.70650	I-75 NB to US 50 WB ramp (Grid St tie-in)	N/A	3A Stage 2	3A Stage 2		59	$10,000
52	O.R5.MT.70660	I-75 NB Ramp to W 5th St	N/A	3B Stage 1	4A Stage 2	Temporary connection to Grid Street at 6th Intersection	422	$1,500
53	O.R5.MT.52200	I-71 NB to I-71 NB/ FWW EB/ US 50 EB	1.3	3B Stage 1	3B Stage 2		683	$16,800
54	O.R5.MT.70670	I-71 NB Ramp to W 2nd St	N/A	3B Stage 1	3B Stage 2		683	$1,500
55	O.R5.MT.70680	I-75 NB Ramp to W 5th St	N/A	4A Stage 1	4A Stage 2		136	$1,500
55	O.R5.MT.70690	I-75 NB Ramp to US 50 WB	N/A	4A Stage 1	4A Stage 2		130	$10,000
56	O.R5.MT.70700	I-75 NB CD	N/A	POST SC	POST SC	Long term lane closures of 1 or 2 lanes and shoulders on I-75 NB CD for Painting of Bridge 129 half at a time (OH Approach to EB, Lower Deck)	107	$2,500

* = MOTEC Septmber 2026 Update.

BU MOT025 - MAINTENANCE OF TRAFFIC
GENERAL NOTES

ISSUE RECORD

NO.	DATE	DESCRIPTION
1	10/09/26	RFC

DESIGN AGENCY
Walsh Kokosing
AECOM
Jacobs

DESIGNER CJJ
REVIEWER CEA 08/22/26
PROJECT ID 116649
SHEET P.06 TOTAL 15

HAM-71/75-0.06

MODEL: Sheet 4 PAPERSIZE: 34x22 (in.) DATE: 8/26/2026 TIME: 11:32:28 PM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen.tbl USER: Martin.Pierce@jacobs.com WORKSPACE: OHDOTCE_Standards24.0 WORKSET: 116649 PRODUCT: OpenRoadsDesigner 24.00.02.25
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RELEASED FOR CONSTRUCTION 10/01/2026

SEQUENCE OF CONSTRUCTION

PHASE 1B STAGE 1
- CLOSE NB I-71 AT THE I-75 SPLIT
- ADD ONE LANE TO NB I-71 FROM E 2ND ST, KEEPING THE LEFT TWO LANES ON NB I-71 CLOSED, AS SHOWN ON THE PLANS
- AFTER THE LYTLE TUNNEL, SHIFT THE NB LANE FOR E 2ND ST TO THE MEDIAN AND ADD A SECOND NB LANE WITH THE ENTRANCE RAMP FROM E 5TH ST AS SHOWN IN THE PLANS
- CONVERT THE RAMP ENTRANCE FROM I-471 TO A 2-LANE RAMP WHICH JOINS WITH THE 2 NB MAINLINE LANES TO CREATE A 4-LANE SECTION AS SHOWN IN THE PLANS
- THE ON-RAMP FROM GILBERT AVE WILL MERGE WITH THE 4 NB LANES AS SHOWN ON THE PLANS

PHASE 2A STAGE 1
- UNDER A NIGHTLY CLOSURE, RESTRIPE I-71 NB AND I-471 NB TO EXISTING CONDITIONS AND REMOVE SIGNING OVERLAYS

PHASE 3B STAGE 1
- FOLLOW STEPS FOR PHASE 1B STAGE 1
- USE PLAN SHEETS FOR NB 471 IMPROVEMENTS
- BEFORE I-71 NB IS OPENED ON THE COMPANION BRIDGE, MILL AND OVERLAY (ASPHALT ONLY) LOCATIONS SHOWN IN THESES PLANS WHERE THE PAVEMENT HAS BEEN SCARRED FROM THE REMOVAL OF PAVEMENT MARKINGS.

BU MOT025 - MAINTENANCE OF TRAFFIC
GENERAL NOTES

ISSUE RECORD

NO.	DATE	DESCRIPTION
1	10/09/26	RFC

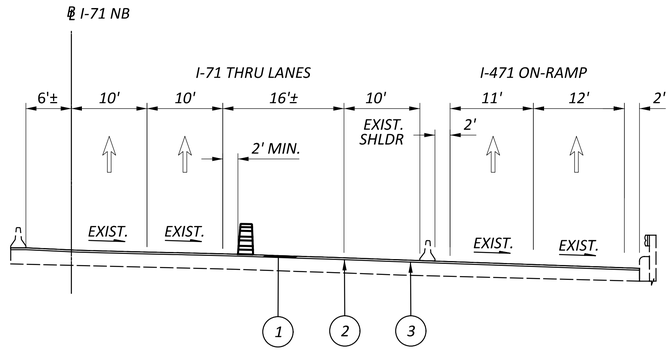
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Walsh Kokosing
AECOM
Jacobs

DESIGNER CJJ
REVIEWER CEA 08/22/26
PROJECT ID 116649
SHEET P.07 TOTAL 15

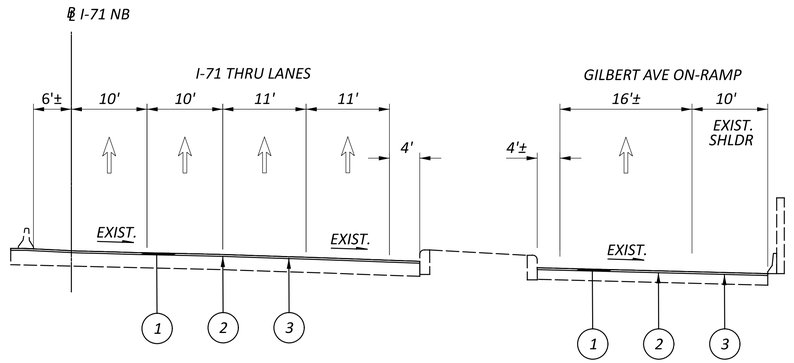
HAM-71/75-0.06

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RELEASED FOR CONSTRUCTION 10/01/2026



I-71 NB AT I-471 ON-RAMP
SECTION A-A
STA. 236+50



I-71 NB AT GILBERT AVE ON-RAMP
SECTION B-B
STA. 246+50
NOT TO SCALE

PROPOSED LEGEND

1. *ITEM 442 - 1.5" ASPHALT CONCRETE SURFACE COURSE, 12.5mm, TYPE A (447)*
2. *ITEM 407 - NON-TRACKING TACK COAT*
3. *ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE*

NOTES
1. *MILL AND OVERLAY THE ASPHALT PAVEMENT SHALL BE PERFORMED AFTER PHASE 3B STAGE 2 ONLY.*

HAM-71/75-0.06

MODEL: Sheet - I-71 NB PAPERSIZE: 34x22 (in.) DATE: 8/26/2026 TIME: 11:43:31 PM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen.tbl USER: Martin.Pierce@jacobs.com WORKSPACE: OHDOTCE_Standards24.0 WORKSET: 116649 PRODUCT: OpenRoadsDesigner 24.00.02.25
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BU MOT025 - MAINTENANCE OF TRAFFIC TYPICAL SECTION
NB 471 IMPROVEMENTS

ISSUE RECORD

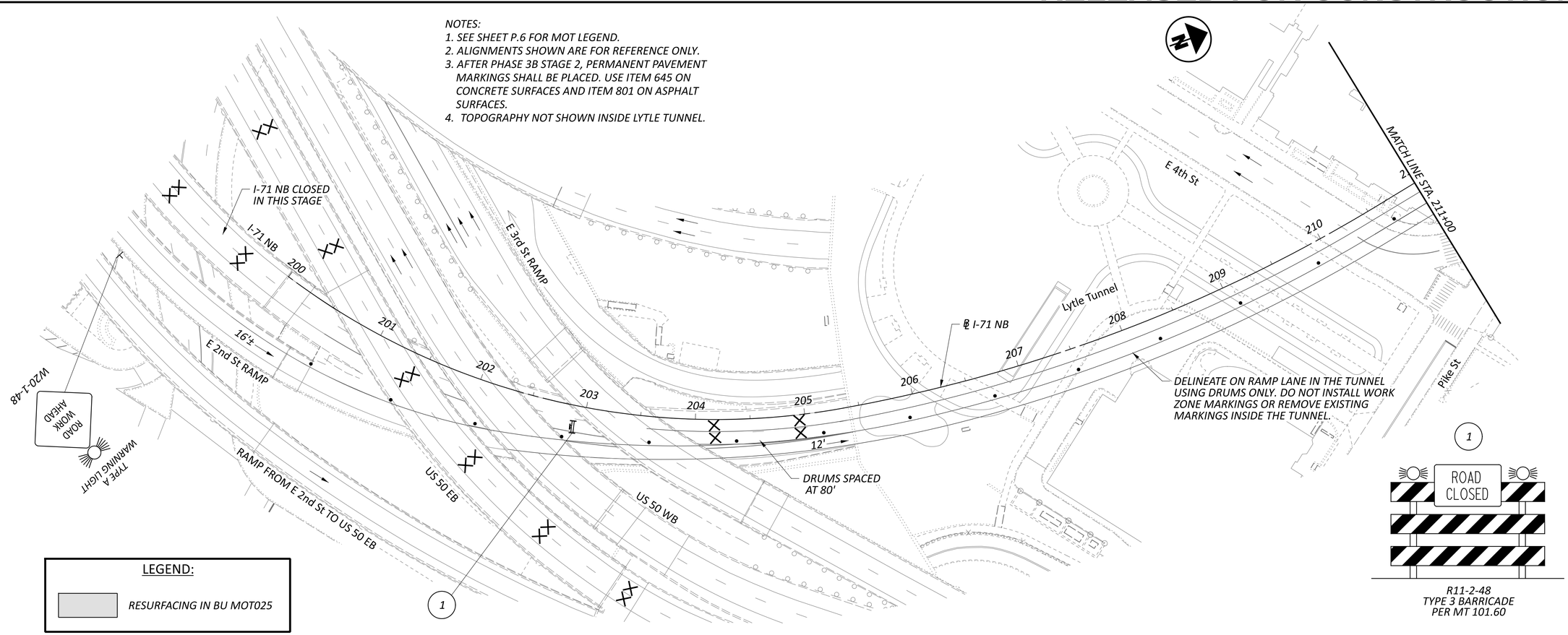
NO.	DATE	DESCRIPTION
1	10/09/26	RFC

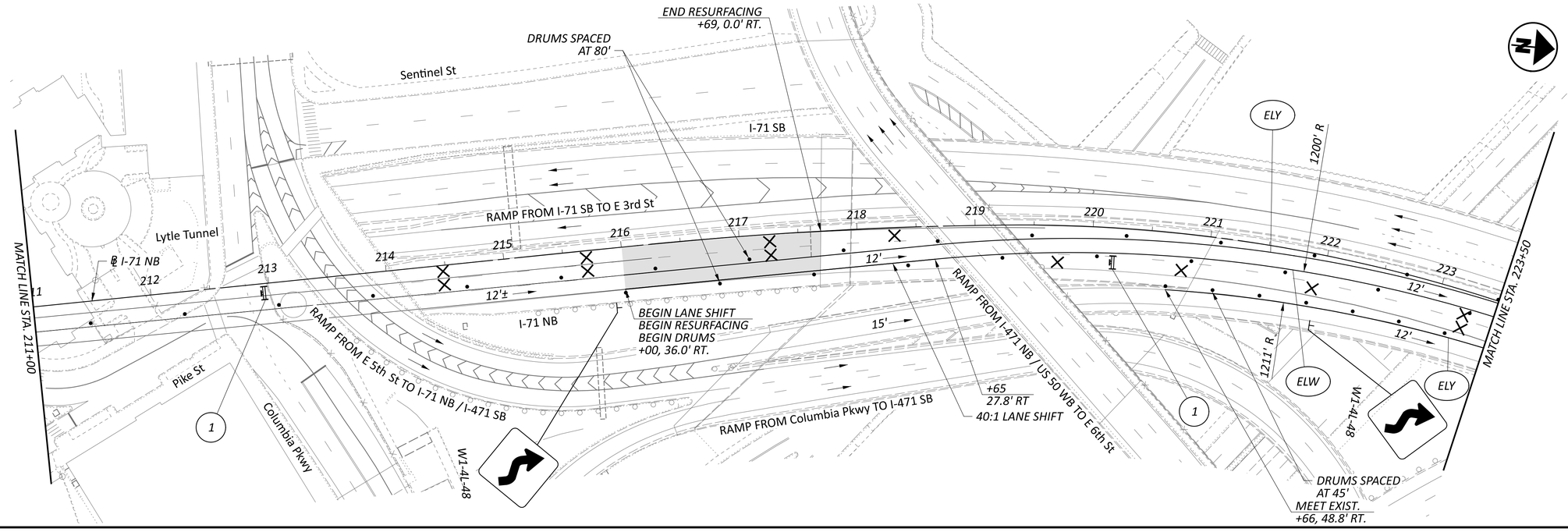
DESIGN AGENCY
Walsh Kokosing
AECOM
Jacobs

DESIGNER CJJ
REVIEWER CEA 08/22/26
PROJECT ID 116649
SHEET P.08 TOTAL 15

RELEASED FOR CONSTRUCTION 10/01/2026

NOTES:
1. SEE SHEET P.6 FOR MOT LEGEND.
2. ALIGNMENTS SHOWN ARE FOR REFERENCE ONLY.
3. AFTER PHASE 3B STAGE 2, PERMANENT PAVEMENT MARKINGS SHALL BE PLACED. USE ITEM 645 ON CONCRETE SURFACES AND ITEM 801 ON ASPHALT SURFACES.
4. TOPOGRAPHY NOT SHOWN INSIDE LYTLE TUNNEL.





HORIZONTAL SCALE IN FEET
0 25 50 100

BU MOT025 - SIGNING AND MARKING PLAN
NB 471 IMPROVEMENTS - STA. 200+00 TO 223+50

ISSUE RECORD

NO.	DATE	DESCRIPTION
1	10/09/26	RFC

DESIGN AGENCY
Walsh Kokosing
AECOM
Jacobs

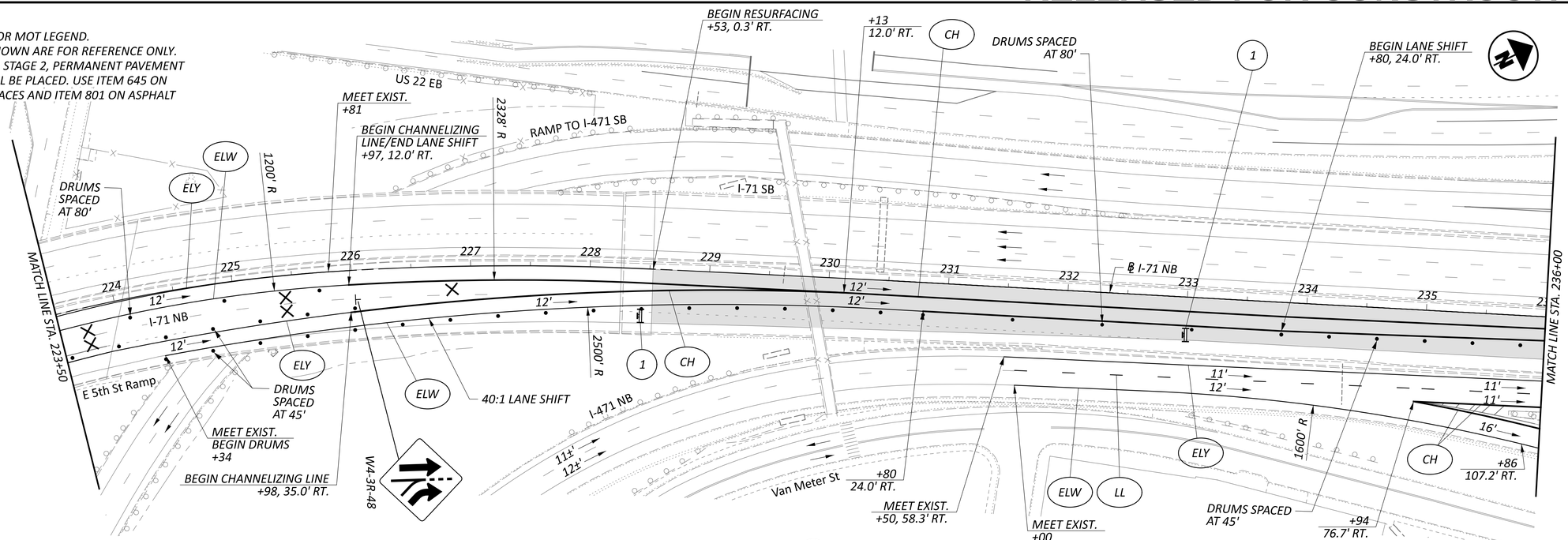
DESIGNER CJJ
REVIEWER CEA 08/22/26
PROJECT ID 116649
SHEET P.09 TOTAL 15

HAM-71/75-0.06

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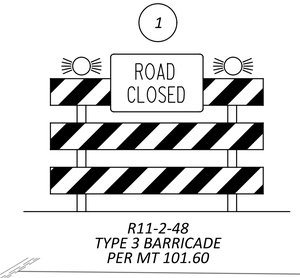
RELEASED FOR CONSTRUCTION 10/01/2026

NOTES:
1. SEE SHEET P.6 FOR MOT LEGEND.
2. ALIGNMENTS SHOWN ARE FOR REFERENCE ONLY.
3. AFTER PHASE 3B STAGE 2, PERMANENT PAVEMENT MARKINGS SHALL BE PLACED. USE ITEM 645 ON CONCRETE SURFACES AND ITEM 801 ON ASPHALT SURFACES.

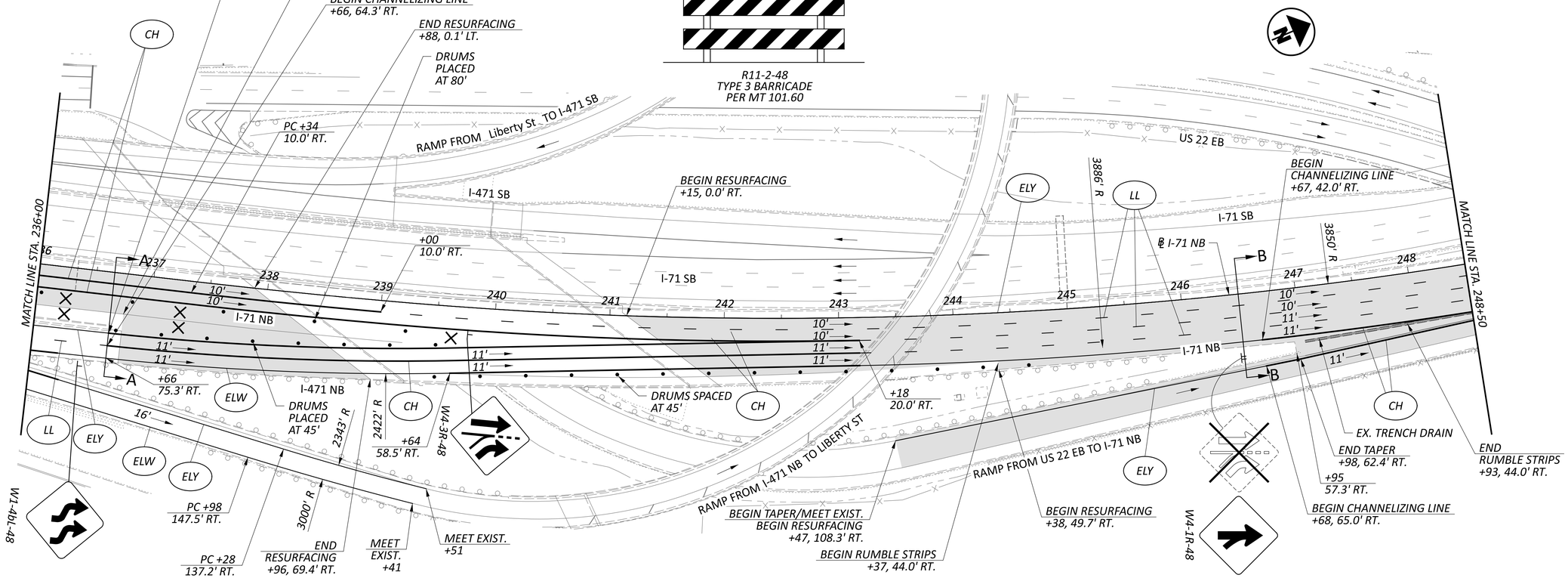


LEGEND:

RESURFACING IN BU MOT025



R11-2-48
TYPE 3 BARRICADE
PER MT 101.60



HORIZONTAL SCALE IN FEET
0 25 50 100

BU MOT025 - SIGNING AND MARKING PLAN
NB 471 IMPROVEMENTS - STA. 223+50 TO 248+50

ISSUE RECORD

NO.	DATE	DESCRIPTION
1	10/09/26	RFC

DESIGN AGENCY
Walsh Kokosing
AECOM
Jacobs

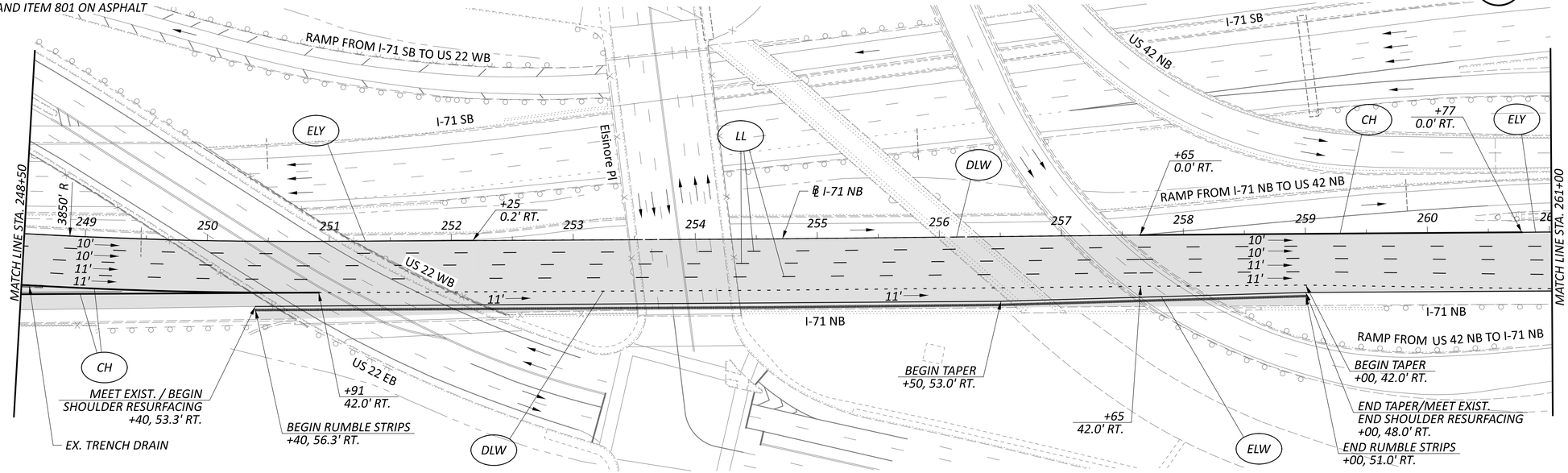
DESIGNER CJJ
REVIEWER CEA 08/22/26
PROJECT ID 116649
SHEET P.10 TOTAL 15

HAM-71/75-0.06

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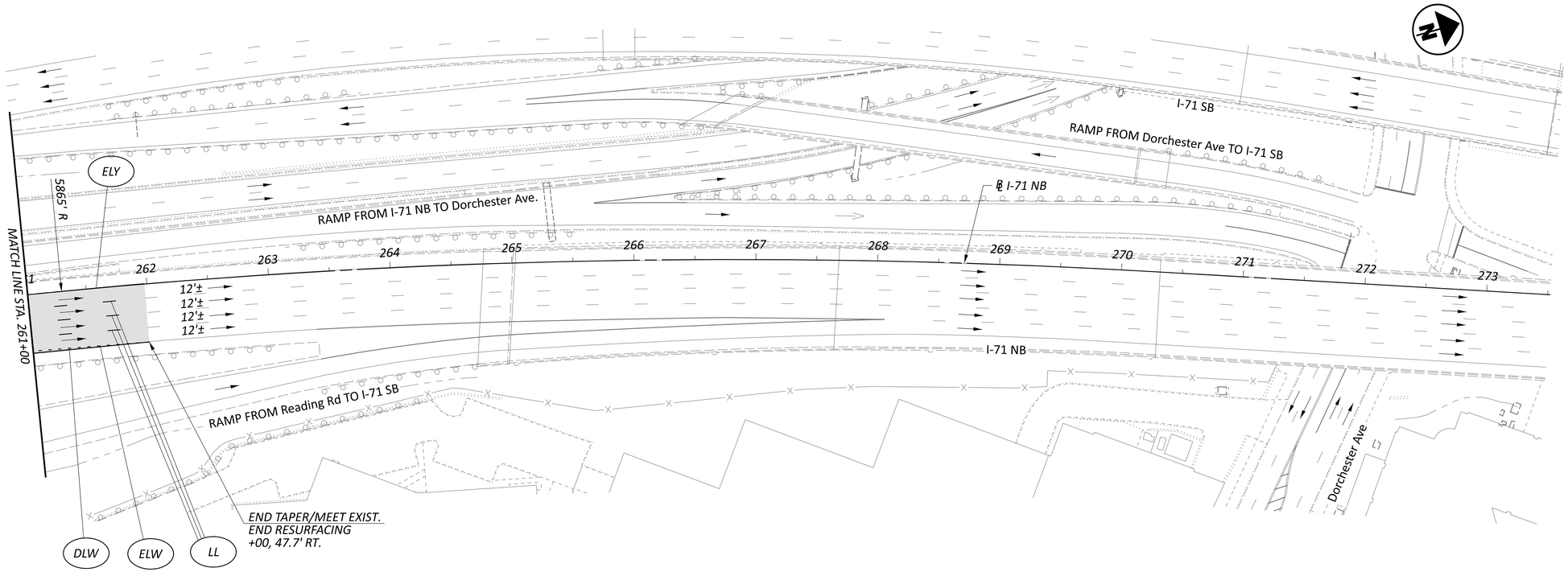
RELEASED FOR CONSTRUCTION 10/01/2026

NOTES:
1. SEE SHEET P.6 FOR MOT LEGEND.
2. ALIGNMENTS SHOWN ARE FOR REFERENCE ONLY.
3. AFTER PHASE 3B STAGE 2, PERMANENT PAVEMENT MARKINGS SHALL BE PLACED. USE ITEM 645 ON CONCRETE SURFACES AND ITEM 801 ON ASPHALT SURFACES.



LEGEND:

RESURFACING IN BU MOT025



HORIZONTAL SCALE IN FEET
0 25 50 100

BU MOT025 - SIGNING AND MARKING PLAN
NB 471 IMPROVEMENTS - STA. 248+50 TO 273+50

ISSUE RECORD

NO.	DATE	DESCRIPTION
1	10/09/26	RFC

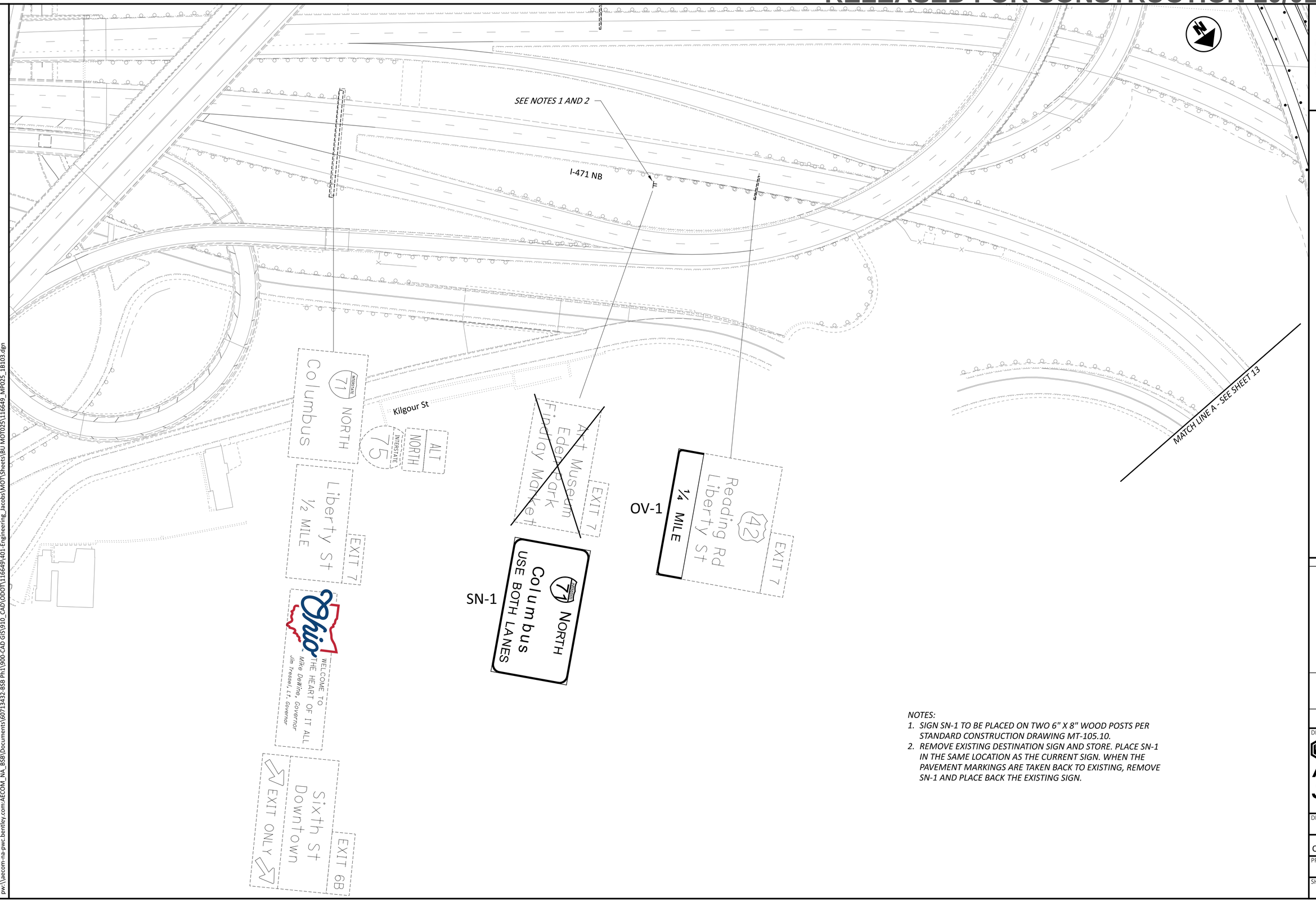
DESIGN AGENCY
Walsh Kokosing
AECOM
Jacobs

DESIGNER CJJ
REVIEWER CEA 08/22/26
PROJECT ID 116649
SHEET P.11 TOTAL 15

HAM-71/75-0.06

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RELEASED FOR CONSTRUCTION 10/01/2026



NOTES:

1. *SIGN SN-1 TO BE PLACED ON TWO 6" X 8" WOOD POSTS PER STANDARD CONSTRUCTION DRAWING MT-105.10.*
2. *REMOVE EXISTING DESTINATION SIGN AND STORE. PLACE SN-1 IN THE SAME LOCATION AS THE CURRENT SIGN. WHEN THE PAVEMENT MARKINGS ARE TAKEN BACK TO EXISTING, REMOVE SN-1 AND PLACE BACK THE EXISTING SIGN.*

HORIZONTAL SCALE IN FEET
0 25 50 100

BU MOT025 - GUIDE SIGNING PLAN
NB 471 IMPROVEMENTS

ISSUE RECORD

NO.	DATE	DESCRIPTION
1	10/9/26	RFC

DESIGN AGENCY
Walsh Kokosing
AECOM
Jacobs

DESIGNER
CJJ

REVIEWER
CEA 08/22/26

PROJECT ID
116649

SHEET P.12 | TOTAL 15

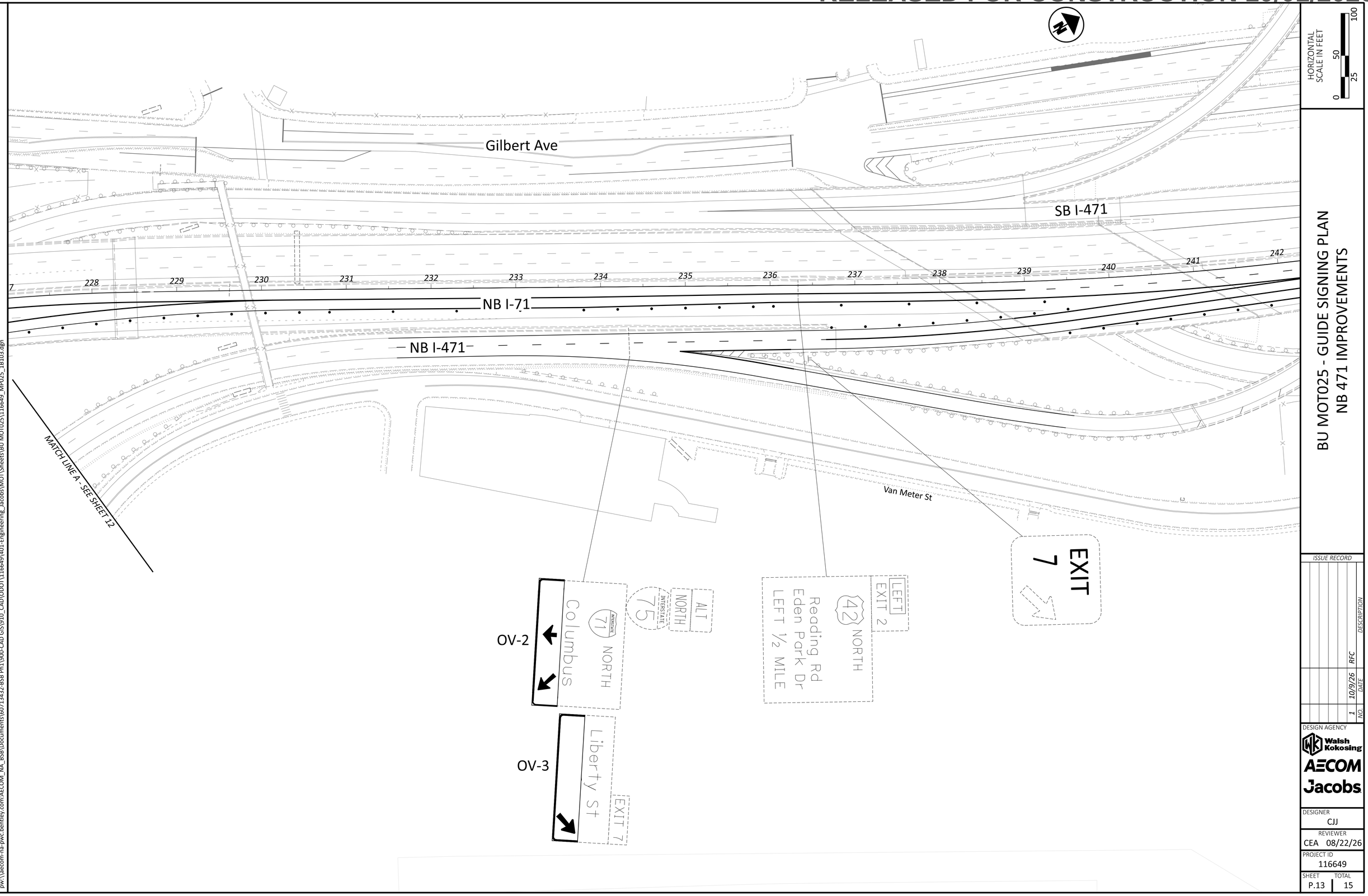
HAM-71/75-0.06

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RELEASED FOR CONSTRUCTION 10/01/2026

MODEL: I-71 and I-471 NB Signing - Sheet 2 PAPERSIZE: 34x22 (in.) DATE: 8/26/2026 TIME: 11:33:38 PM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen.tbl USER: Martin.Pierce@jacobs.com WORKSPACE: OHDOTCE_Standards24.0 WORKSET: 116649 PRODUCT: OpenRoadsDesigner 24.00.02.25
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HAM-71/75-0.06



HORIZONTAL SCALE IN FEET
0 25 50 100

BU MOT025 - GUIDE SIGNING PLAN
NB 471 IMPROVEMENTS

ISSUE RECORD

NO.	DATE	DESCRIPTION
1	10/9/26	RFC

DESIGN AGENCY
Walsh Kokosing
AECOM
Jacobs

DESIGNER
CJJ

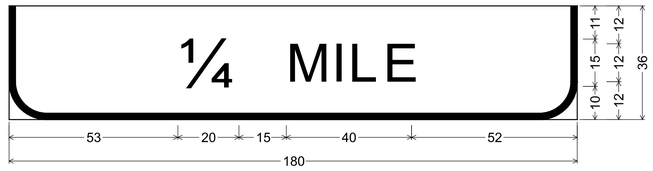
REVIEWER
CEA 08/22/26

PROJECT ID
116649

SHEET P.13 TOTAL 15

RELEASED FOR CONSTRUCTION 10/01/2026

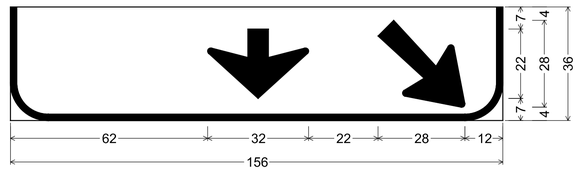
OV-1



12" Radius, 2" Border, Black on Orange;
" ¼ MILE", E 2K;

NOTE:
OVERLAY SIZES ARE ESTIMATED. EXISTING SIGN SIZES TO BE VERIFIED.

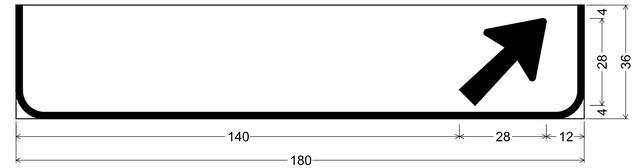
OV-2



12" Radius, 2" Border, Black on Orange;
Down Arrow C-1 - 22" 270°; Arrow A-0 - 35" 315°;

NOTE:
OVERLAY SIZES ARE ESTIMATED. EXISTING SIGN SIZES TO BE VERIFIED.

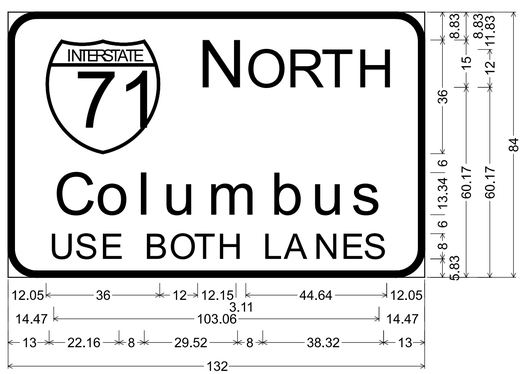
OV-3



9" Radius, 2" Border, Black on Orange;
Arrow A-0 - 35" 45°;

NOTE:
OVERLAY SIZES ARE ESTIMATED. EXISTING SIGN SIZES TO BE VERIFIED.

SN-1



9.00" Radius, 2.00" Border, Black on Orange;
Interstate 71 M1-1; "NORTH", E 2K; "Columbus", E Mod 2K;
"USE BOTH LANES", E 2K;

BU MOT025 - DETOUR SIGN DETAILS

ISSUE RECORD

NO.	DATE	DESCRIPTION
1	10/09/26	RFC

DESIGN AGENCY
Walsh Kokosing
AECOM
Jacobs

DESIGNER
CJJ

REVIEWER
CEA 08/22/26

PROJECT ID
116649

SHEET P.14 | TOTAL 15

HAM-71/75-0.06

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RELEASED FOR CONSTRUCTION 10/01/2026

SHEET NUMBER	PART. 02/IMS	ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
						PAVEMENT	
	19,053	*254*	*01000*	*19,053*	*SY*	*PAVEMENT PLANING, ASPHALT CONCRETE*	
	1,620	*407*	*20000*	*1,620*	*GAL*	*NON-TRACKING TACK COAT*	
	794	*442*	*10300*	*794*	*CY*	*ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (447)*	
	1,510	*618*	*40100*	*1,510*	*FT*	*RUMBLE STRIPS, SHOULDER (ASPHALT CONCRETE)*	
						MAINTENANCE OF TRAFFIC	
	4.41	*614*	*20056*	*4.41*	*MILE*	*WORK ZONE LANE LINE, CLASS I, 6", 807 PAINT*	
	5.97	*614*	*22056*	*5.97*	*MILE*	*WORK ZONE EDGE LINE, CLASS I, 6", 807 PAINT*	
	14,470	*614*	*23110*	*14,470*	*FT*	*WORK ZONE CHANNELIZING LINE, CLASS I, 12", 807 PAINT*	
	4,989	*614*	*24102*	*4,989*	*FT*	*WORK ZONE DOTTED LINE, CLASS I, 6", 807 PAINT*	
	100	*614*	*25200*	*100*	*FT*	*WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS I, 642 PAINT*	
						TRAFFIC CONTROL	
	88	*621*	*00100*	*88*	*EACH*	*RPM*	
	328	*644*	*00404*	*328*	*FT*	*CHANNELIZING LINE, 12"*	
	50	*644*	*00700*	*50*	*FT*	*TRANSVERSE/DIAGONAL LINE*	
	1,180	*644*	*01510*	*1,180*	*FT*	*DOTTED LINE, 6"*	
	1,446	*646*	*10310*	*1,446*	*FT*	*CHANNELIZING LINE, 12"*	
	501	*646*	*20504*	*501*	*FT*	*DOTTED LINE, 6"*	
	1.25	*807*	*12010*	*1.25*	*MILE*	*WET REFLECTIVE EPOXY PAVEMENT MARKING, EDGE LINE, 6"*	
	1.52	*807*	*12110*	*1.52*	*MILE*	*WET REFLECTIVE EPOXY PAVEMENT MARKING, LANE LINE, 6"*	
	0.53	*807*	*13010*	*0.53*	*MILE*	*WET REFLECTIVE SPRAY THERMOPLASTIC PAVEMENT MARKING, EDGE LINE, 6"*	
	0.87	*807*	*13110*	*0.87*	*MILE*	*WET REFLECTIVE SPRAY THERMOPLASTIC PAVEMENT MARKING, LANE LINE, 6"*	
	2.77	*850*	*10010*	*2.77*	*MILE*	*GROOVING FOR 6" RECESSED PAVEMENT MARKING, (ASPHALT)*	
	1.4	*850*	*20010*	*1.4*	*MILE*	*GROOVING FOR 6" RECESSED PAVEMENT MARKING, (CONCRETE)*	
						INCIDENTALS	
		614	*11000*	*LS*		*MAINTAINING TRAFFIC*	

ISSUE RECORD

NO.	DATE	DESCRIPTION
1	10/09/26	RFC

DESIGN AGENCY

Walsh Kokosing
AECOM
Jacobs

DESIGNER CJJ

REVIEWER CEA 08/22/26

PROJECT ID 116649

SHEET P.15 TOTAL 15

HAM-71/75-0.06

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 9/11/2026 TIME: 11:55:13 AM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen.tbl USER: Craig.Ketron@jacobs.com WORKSPACE: OHDOTCE_Standards24.0 WORKSET: 116649 PRODUCT: OpenRoadsDesigner 24.00.02.25
pw:\\aecom-na-pwc.bentley.com:AECOM_NA_BSB\Documents\60713432-BSB Ph1\900-CAD GIS\910_CAD\OHDOT\116649\401-Engineering_Jacobs\MOT\Sheets\BU MOT025\116649_GS025_0001.dgn