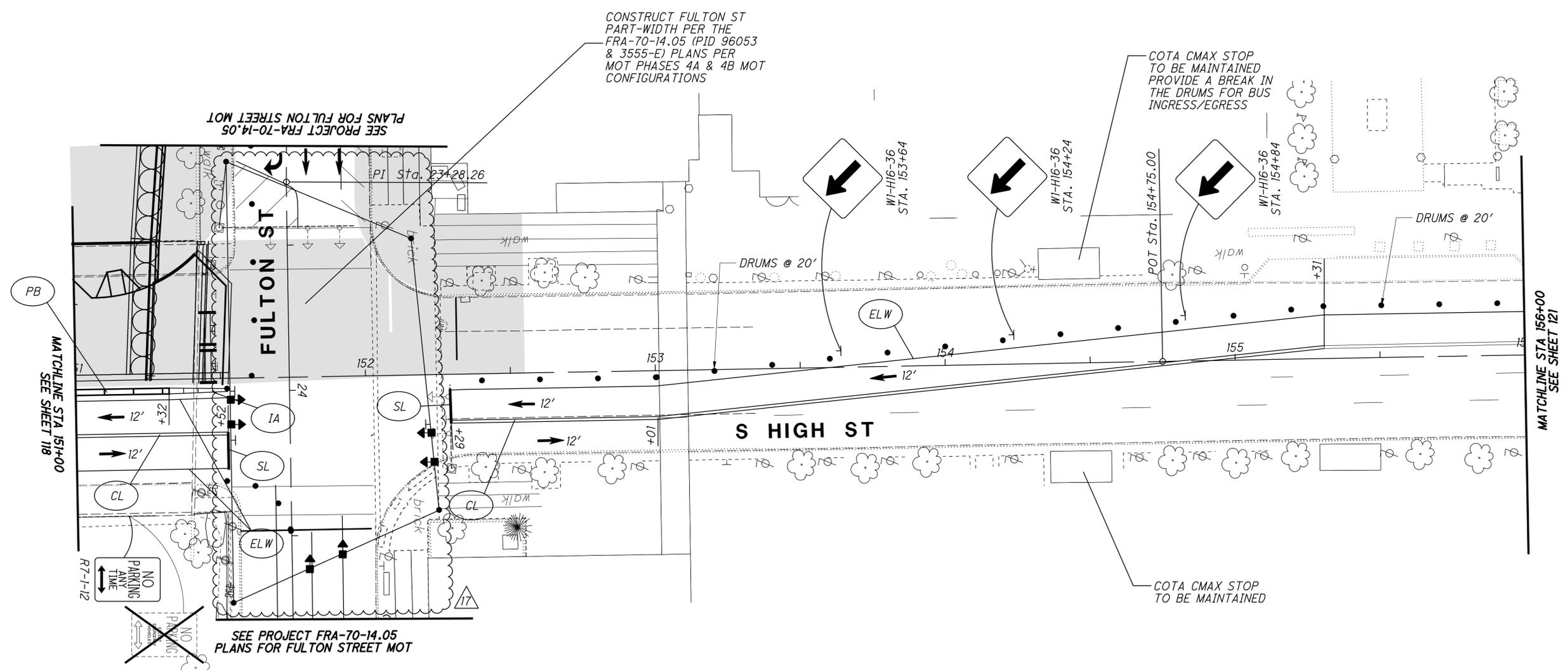


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NO.	DESCRIPTION	REV. BY	DATE
17	UPDATED TEMP POLE LOCATIONS	RPD	1-15-2024

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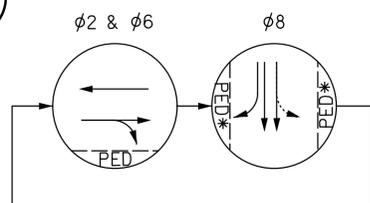
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HORIZONTAL SCALE IN FEET

**MAINTENANCE OF TRAFFIC PHASE 2A
CENTRAL BUSINESS DISTRICT DETAILS**

FRA-70-13.11



SIGNAL PHASING



INT #0087

* ONE OF THESE CROSSWALKS SHALL BE MAINTAINED AT ALL TIMES.

SIGNAL INDICATIONS



ALL LENSES SHALL BE 12" LED

EXISTING SIGNAL INDICATIONS TO BE REMOVED



EXISTING SIGN LEGEND TO BE RELOCATED



A

B



C

NOTE: SEE THE FRA-70-14.05C (3524-E) PLANS FOR SPlicing DIAGRAM DETAILS.

DETECTION CHART			
Detection Zone (#)	Phase	Delay Data	
		Delay (Sec.)	Inhibit Delay During Green
Z8A	8	-	8
Z8B	8	-	8
Z8C	8	-	8

LEGEND

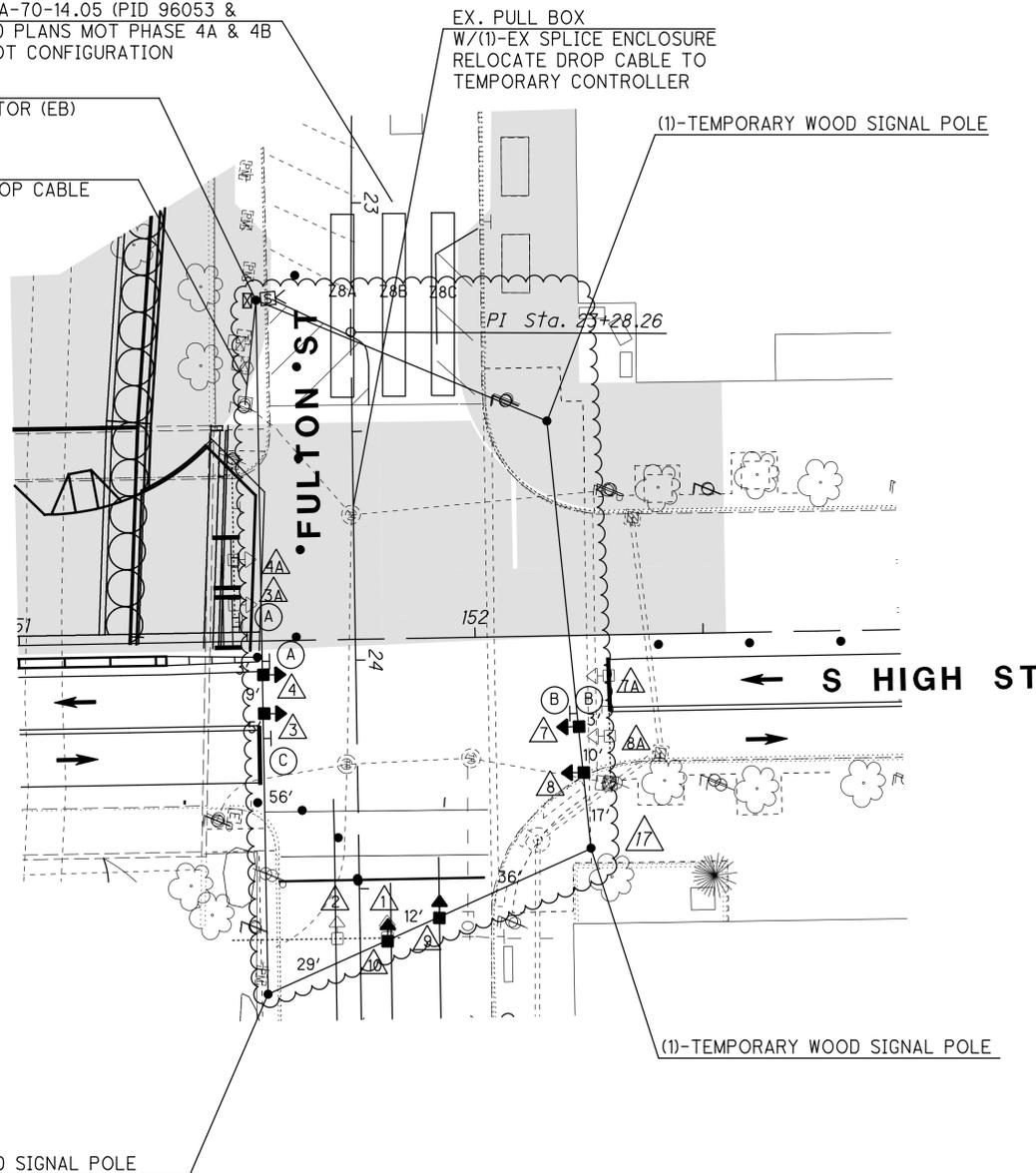
- PROPOSED RADAR DETECTOR
- PROPOSED VEHICULAR SIGNAL HEAD
- TEMPORARY WOOD SIGNAL POLE
- DETECTION ZONE

- (1)-TEMPORARY WOOD SIGNAL POLE
- W/(1)-TEMPORARY STOP LINE RADAR DETECTOR (EB)
- W/(1)-POLE MOUNTED CONTROLLER

- (1)-2" CONDUIT
- W/(1)-RELOCATED DROP CABLE

SEE FRA-70-14.05 (PID 96053 & 3555-E) PLANS MOT PHASE 4A & 4B FOR MOT CONFIGURATION

EX. PULL BOX W/(1)-EX SPLICE ENCLOSURE RELOCATE DROP CABLE TO TEMPORARY CONTROLLER



NOTES:

1. AN EXISTING TRAFFIC SIGNAL, OR ANY PART THEREOF, SHALL NOT BE TAKEN OUT OF SERVICE UNLESS ALTERNATE MEANS OF TRAFFIC CONTROL ARE IN PLACE AND OPERATIONAL. UNLESS DIRECTED BY THE CITY OF COLUMBUS, CITY ENGINEER OR APPOINTED DESIGNEE EXISTING TRAFFIC SIGNALS SHALL NOT BE TAKEN OUT OF SERVICE BETWEEN THE HOURS OF: -7:00 AM TO 9:00 AM MONDAY THROUGH FRIDAY AND -4:00 PM TO 6:00 PM, MONDAY THROUGH FRIDAY (3:30 PM 6:00 PM FOR THE DOWNTOWN BUSINESS DISTRICT) -OR ONE HOUR BEFORE SUNSET THROUGH ONE-HALF HOUR AFTER SUNRISE, WHICHEVER IS THE LONGEST DURATION.

2. ANY UNUSED SIGNAL HEAD, PEDESTRIAN SIGNAL HEAD, PEDESTRIAN PUSHBUTTON, OR POLE OR SPAN/ARM MOUNTED SIGN SHALL BE COVERED AND DISCONNECTED. VEHICULAR SIGNAL HEADS AND PEDESTRIAN SIGNAL HEADS SHALL BE COVERED PER THE REQUIREMENTS OF CMSC 632.25.

3. VEHICULAR SIGNAL HEADS SHALL BE ALIGNED PER THE PLAN. NO TWO VEHICULAR SIGNAL HEADS SHALL BE LOCATED WITHIN EIGHT FEET OF ONE ANOTHER, MEASURED PERPENDICULAR TO THE TRAVEL LANE. SOME ADJUSTMENT TO THE FINAL HEAD PLACEMENTS FOR THE VARIOUS MOT PHASES MAY BE NECESSARY BY THE CONTRACTOR AS DIRECTED BY THE ENGINEER (WITH INPUT FROM THE COC DIVISION OF TRAFFIC MANAGEMENT).

4. SIGNS SHALL BE ALIGNED PER THE PLANS. EXISTING SIGNS IN CONFLICT WITH THE PROPOSED TEMPORARY TRAFFIC CONTROL SETUP SHALL BE COVERED OR TEMPORARILY REMOVED

5. WEATHERPROOF SPLICES MAY BE INTRODUCED INTO SIGNAL CABLE IN ORDER TO RELOCATE EXISTING VEHICULAR SIGNAL HEADS. NO SPLICES SHALL REMAIN IN THE CABLE WHEN THE SIGNAL HEADS ARE RETURNED TO THEIR ORIGINAL POSITION.

6. ALL EXISTING VEHICULAR DETECTION SHALL BE MAINTAINED AT ALL TIMES. LOOPS THAT CANNOT BE USED AS A RESULT OF LANE SHIFTS, LANE CLOSURES, ETC. SHALL BE DEACTIVATED DURING CONSTRUCTION. TEMPORARY RADAR OR VIDEO DETECTION SHALL BE USED TO MAINTAIN DETECTION WHEN AN EXISTING LOOP CANNOT BE USED. IF THE EXISTING DETECTION IS RADAR OR VIDEO, THE ZONES ON THE EXISTING RADAR OR VIDEO UNIT SHALL BE RELOCATED TO THE NEW LANE ALIGNMENT. WHEN TEMPORARY RADAR DETECTION IS USED, DILEMMA ZONE DETECTION SHALL BE PROVIDED FOR APPROACHES WITH SPEEDS GREATER THAN 40 MPH.

7. EXISTING PEDESTRIAN PUSHBUTTONS, PUSHBUTTON SIGNS, AND SIGNAL HEADS SHALL BE MAINTAINED FOR ALL CROSSWALKS THAT REMAIN OPEN DURING CONSTRUCTION. TEMPORARY PUSHBUTTONS AND SIGNS OR RELOCATED PUSHBUTTONS AND SIGNS SHALL BE POSITIONED ACCORDING TO THE CITY OF COLUMBUS ADA RULES AND REGULATIONS. RELOCATED PEDESTRIAN SIGNAL HEADS SHALL BE POSITIONED SUCH THAT THE HEAD IS AIMED AT THE CENTER OF THE CROSSWALK AREA (NOT THE CURB RAMP) THAT IS OPPOSITE THE UNIT. A MINIMUM OF ONE CROSSWALK TO CROSS EACH STREET AT A SIGNALIZED INTERSECTION SHALL BE MAINTAINED AT ALL TIMES. FOR SIGNALIZED INTERSECTIONS WITH THREE LEGS, THE CROSSWALK TO CROSS THE DEAD END STREET MAY BE CLOSED AS LONG A PEDESTRIAN PATH IS PROVIDED ALONG THE "TOP SIDE" OF THE INTERSECTION.

8. N/A

9. IF ANY CHANGES ARE MADE TO THE SIGNAL OPERATION INCLUDING PHASING CHANGES, PHASE OMISSIONS, TIMING CHANGES, ETC., SIGNAL OPERATION CHANGED SIGNS (W23-H2B) SHALL BE INSTALLED ON THE SPAN OR ARM FOR ALL DIRECTIONS. CENTER THE SIGN OVER THE APPROACH. SIGN SHALL BE LEFT IN PLACE NO LONGER THAN THE DURATION SPECIFIED UNDER ITEM 630 SIGNING, MISC.: TRAFFIC SIGNAL SIGNS.

10. TEMPORARY WOOD SIGNAL POLES SHALL BE SIZED AND THE TEMPORARY SIGNAL SPAN SHALL BE ADJUSTED SUCH THAT THE MINIMUM ROADWAY CLEARANCE TO THE BOTTOM OF THE LOWEST SIGNAL HEAD IS 16.5' MINIMUM AND THE HIGHEST SIGNAL HEAD IS 19' MAXIMUM.

11. WHEN TEMPORARY TRAFFIC SIGNAL CABINETS ARE USED, BASE MOUNTED CABINETS SHALL BE MOUNTED ON A STURDY FOUNDATION SECURE FROM ANIMALS AND WEATHER. POLE MOUNTED CABINETS SHALL BE POSITIONED TO PREVENT AN OVERHANG GREATER THAN 4 IN. INTO A PEDESTRIAN PATHWAY.

12. THE CONTRACTOR IS RESPONSIBLE FOR LOCATING, COORDINATION, AND PAYING FOR POWER SERVICE AS NEEDED FOR THE MAINTENANCE OF TRAFFIC PHASES.

13. SIGNAL SHALL REMAIN CONNECTED TO THE CTSS THROUGHOUT CONSTRUCTION. THE CONTRACTOR SHALL INSTALL A TEMPORARY DROP CABLE OR RELOCATE THE EXISTING DROP CABLE TO THE TEMPORARY CABINET.

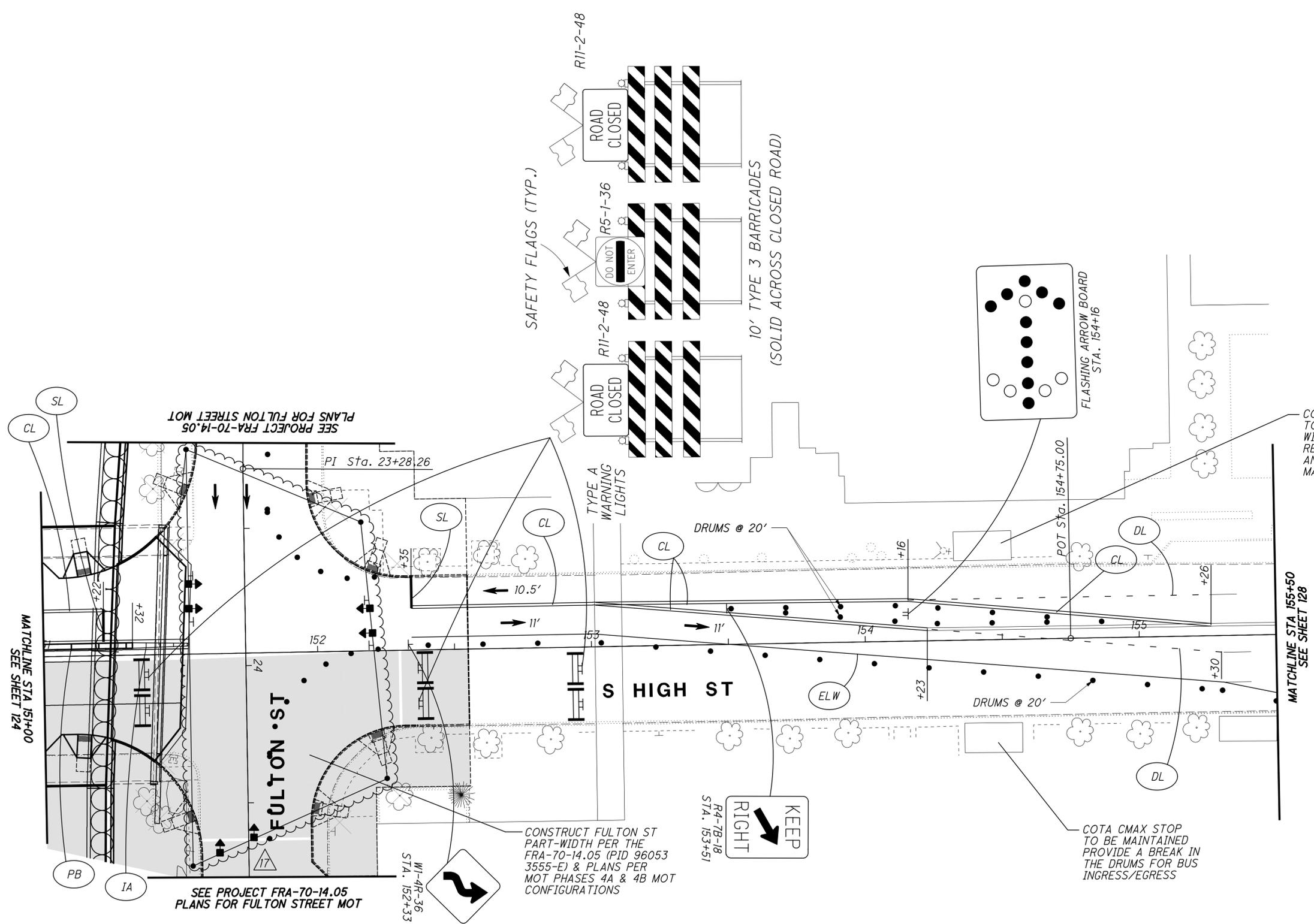
14. SEE PERMANENT SIGNAL PLANS IN FRA-70-14.05C (3524-E) PLANS FOR REMOVAL OF EXISTING SIGNAL ITEMS.

SIGNAL TIMING IN SECONDS				
TIMING INTERVAL	06	08	02	04
	NB	EB	SB	WB
MINIMUM INITIAL	60	38	60	-
PASS / EXT	3.7	3.7	3.7	-
MAX GREEN	EX	48	EX	-
YELLOW	EX	EX	EX	-
ALL RED	EX	EX	EX	-
VEHICLE RECALL	MIN	OFF	MIN	-
PED RECALL	ON	-	-	-

NO.	DESCRIPTION	REV. BY	DATE
17	UPDATED TEMP POLE LOCATIONS	RPD	1-15-2024

EX = EXISTING TIMING SHALL BE TRANSFERRED TO THE TEMPORARY CONTROLLER.

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NO.	DESCRIPTION	REV. BY	DATE
17	UPDATED TEMP POLE LOCATIONS	RPD	1-15-2024

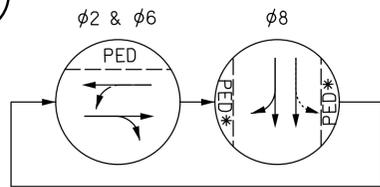
CALCULATED KSC
 CHECKED EMW

MAINTENANCE OF TRAFFIC PHASE 2B
CENTRAL BUSINESS DISTRICT DETAILS

FRA-70-13.11



SIGNAL PHASING



INT #0087

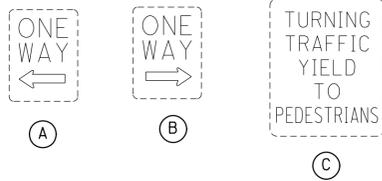
* ONE OF THESE CROSSWALKS SHALL BE MAINTAINED AT ALL TIMES.

SIGNAL INDICATIONS



ALL LENSES SHALL BE 12" LED

SIGN LEGEND



NOTE: SEE THE FRA-70-14.05C (3524-E) PLANS FOR SPLICING DIAGRAM DETAILS.

DETECTION CHART			
Detection Zone (#)	Phase	Delay Data	
		Delay (Sec.)	Inhibit Delay During Green
Z8A	8	-	8
Z8B	8	-	8

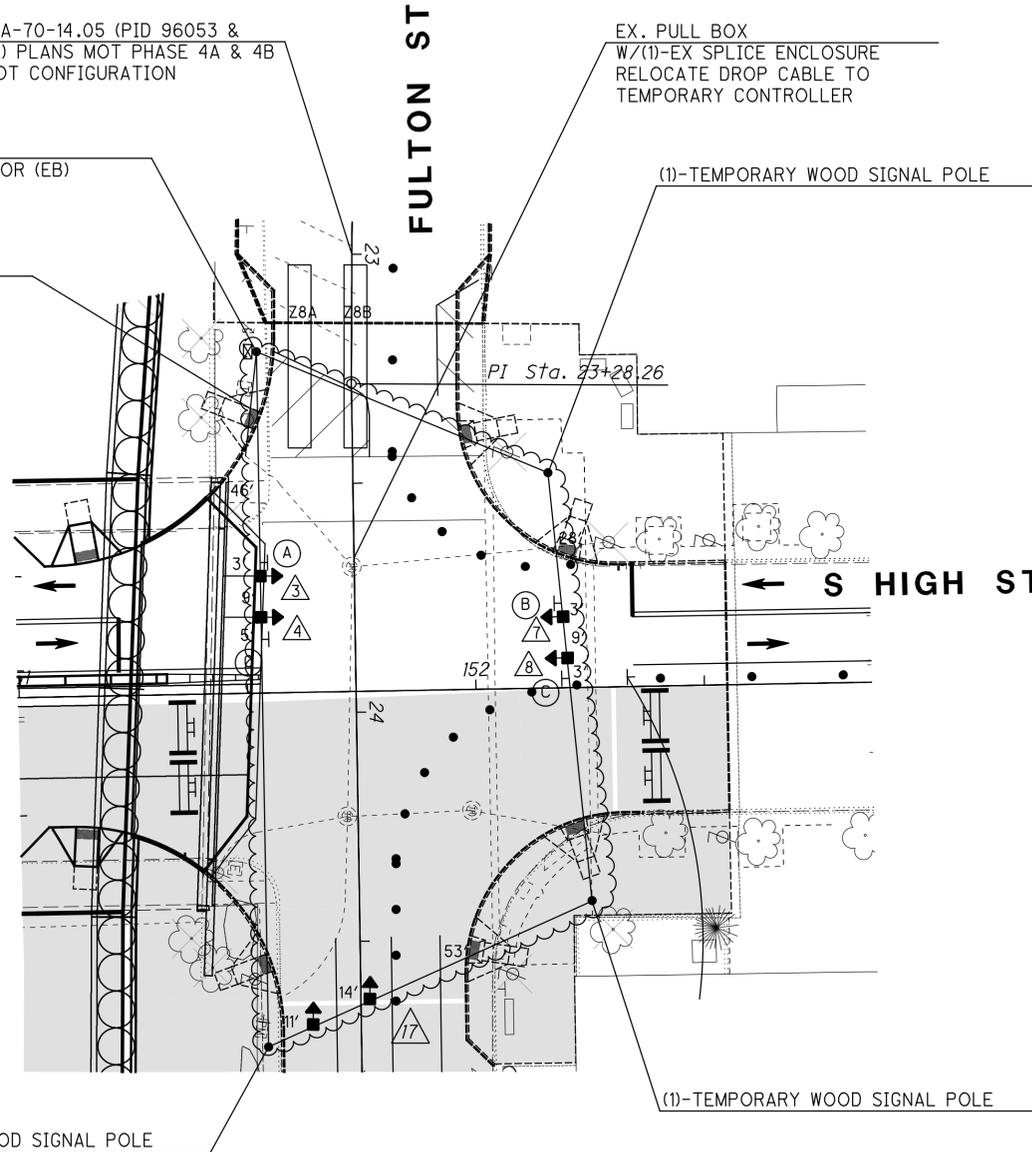
LEGEND

- PROPOSED RADAR DETECTOR
- PROPOSED VEHICULAR SIGNAL HEAD
- TEMPORARY WOOD SIGNAL POLE
- DETECTION ZONE

SEE FRA-70-14.05 (PID 96053 & 3555-E) PLANS MOT PHASE 4A & 4B FOR MOT CONFIGURATION

- (1)-TEMPORARY WOOD SIGNAL POLE
- W/(1)-TEMPORARY STOP LINE RADAR DETECTOR (EB)
- W/(1)-POLE MOUNTED CONTROLLER

- (1)-2" CONDUIT
- W/(1)-RELOCATED DROP CABLE



(1)-TEMPORARY WOOD SIGNAL POLE

SIGNAL TIMING IN SECONDS				
TIMING INTERVAL	Ø6	Ø8	Ø2	Ø4
	NB	EB	SB	WB
MINIMUM INITIAL	60	38	60	-
PASS / EXT	3.7	3.7	3.7	-
MAX GREEN	EX	48	EX	-
YELLOW	EX	EX	EX	-
ALL RED	EX	EX	EX	-
VEHICLE RECALL	MIN	OFF	MIN	-
PED RECALL	-	-	ON	-

EX = EXISTING TIMING SHALL BE TRANSFERRED TO THE TEMPORARY CONTROLLER.

NO.	DESCRIPTION	REV. BY	DATE
17	UPDATED TEMP POLE LOCATIONS	RPD	1-15-2024

NOTES:

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14. SEE PERMANENT SIGNAL PLANS IN FRA-70-14.05C (3524-E) PLANS FOR REMOVAL OF EXISTING SIGNAL ITEMS.



CALCULATED BY KSC CHECKED BY EMW

TEMPORARY TRAFFIC SIGNAL PLAN - PHASE 2B
FULTON ST AT HIGH ST

FRA-70-13.11

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PHASE 2 SEQUENCE OF CONSTRUCTION

PHASE 2 (SHEETS 127 - 152)

1) CLOSE THE RAMP FROM 315 SB TO I-70 EB AND DETOUR TRAFFIC. DETOUR TRAFFIC USING I-670 EB TO I-71 SB TO I-70 EB TO COMPLETE THE DETOUR.

2) CLOSE RAMP TO I-70 EB FROM W. MOUND STREET, AND DETOUR TRAFFIC. TRAFFIC SHALL BE DETOURED USING CENTRAL AVE. TO SULLIVANT AVE.

3) CREATE MERGE CONDITION FROM W. BROAD STREET TO I-70 EB, AND SHIFT EB TRAFFIC TO THE TEMPORARY TRAFFIC PATTERN AND PLACE PORTABLE BARRIER.

4) CLOSE RAMP FROM I-70 WB TO SR 315 NB AND DETOUR TRAFFIC USING I-71 NB TO I-670 WB TO S.R. 315 NB TO COMPLETE THE DETOUR. MAXIMUM DURATION OF THE CLOSURE SHALL BE 360 DAYS.

5) CLOSE RAMP FROM I-70 WB TO RICH/TOWN ST AND DETOUR TRAFFIC USING EXIT 98A TOWARDS CENTRAL AVE./SULLIVANT AVE., THEN LEFT ON CENTRAL AVE. TO RICH ST. TO COMPLETE THE DETOUR. MAXIMUM DURATION OF THE CLOSURE SHALL BE 360 DAYS.

6) CLOSE THE RIGHT LANE OF I-71 SB. SHIFT I-71 SB ONTO THE SHOULDER. PLACE PORTABLE BARRIER AND SHIFT I-70 WB TRAFFIC TO CROSSOVERS AND ONTO THE EXISTING I-70 EB ROADWAY

7) BEGIN CONSTRUCTION ON I-70 WB BRIDGES AND APPROACHES.

8) CONSTRUCT THE I-70 WB TO SR-315 NB CONTRAFLOW CROSSOVER.

9) CLOSE AND DETOUR SHORT ST. FOR CONSTRUCTION.

10) PRIOR TO PROCEEDING TO PHASE 2A, COMPLETE THE I-70 WB MOT ROADWAY TIE-IN WITH A NIGHT TIME CLOSURE AND DETOUR OF I-71 SB ACCORDING TO THE TYPICAL DETOUR ON SHEET 99.

PHASE 2A (SHEETS 153 - 156)

1) MAINTAIN THE TRAFFIC PATTERNS FROM PHASE 2 EXCEPT AS DETAILED BELOW.

2) SHIFT I-71 SB ONTO THE PORTION OF THE ROADWAY COMPLETED IN PHASE 2 AND CONSTRUCT THE REMAINING HALF OF I-71 SB.

PHASE 2B (SHEETS 156A - 156F)

1) MAINTAIN THE TRAFFIC PATTERNS FROM PHASE 2 EXCEPT AS DETAILED BELOW.

2) OPEN RAMP BC IN THE CONTRAFLOW DIRECTION (I-70 WB TO SR-315 NB) UTILIZING THE SR-315 CROSSOVER CONSTRUCTED IN PHASE 2.

PHASE 2C (SHEETS 156G - 156L)

1) MAINTAIN THE TRAFFIC PATTERNS FROM PHASE 2B EXCEPT AS DETAILED BELOW.

2) WHEN I-70 WB IS COMPLETE AND READY TO BE OPENED, CLOSE THE CONTRAFLOW RAMP BC IN ORDER TO REMOVE THE CROSSOVER INSTALLED ON SR-315.

DISINCENTIVE AMOUNTS FOR TYPICAL ROAD CLOSURES AND LANE RESTRICTIONS						
ACTIVITY	AFFECTED ROADWAY(S)	RESTRICTION TYPE	SHEET	RESTRICTION TIME	TIMES	DISINCENTIVE
RAMP BC BRIDGE REMOVAL AND RAMP CONSTRUCTION. SR 315 CROSSOVER CONSTRUCTION	SR 315 SB TO I-70 EB RAMP*	ROAD CLOSURE	127	SEE SHEET 53 IN PART 1 4A		
SR 315 CROSSOVER REMOVAL						
I-70 WB CONSTRUCTION	W. MOUND ST. TO I-70 EB RAMP	ROAD CLOSURE	128	540 CALENDAR DAYS	1	\$9,000 PER DAY
I-70 WB CONSTRUCTION	I-70 WB TO SR 315 NB RAMP **	ROAD CLOSURE	132	180 CALENDAR DAYS	1	\$5,000 PER DAY
I-70 WB CONSTRUCTION	W. MOUND ST. TO I-70 WB RAMP	ROAD CLOSURE	132A	540 CALENDAR DAYS	1	\$9,000 PER DAY
SHORT STREET CONSTRUCTION	SHORT STREET FROM MOUND ST. TO LIBERTY ST.	ROAD CLOSURE	152	60 CALENDAR DAYS	1	\$1,500 PER DAY

* RAMP WILL BE UTILIZED FOR I-70 WB TO SR 315 NB TRAFFIC BETWEEN CLOSURES.
** APPLIES TO DIRECTIONAL MOVEMENT

ALL CLOSURES ARE TO BE CONSECUTIVE DAYS. CLOSURES MAY NOT BE SPLIT INTO SEPARATE CLOSURES.

NOTE: SEE SHEET 53 FOR DISINCENTIVE AMOUNTS ASSOCIATED WITH ANY MAINLINE ROADWAY OR SYSTEM RAMP OVERNIGHT CLOSURE REQUIRED IN THIS PHASE.

SPECIAL HAUL NOTIFICATIONS FOR PHASE RESTRICTIONS

I-70 EB TO I-71 SB
LANE WIDTH: 11'
AVAILABLE PAVEMENT WIDTH: 13.0'

I-70 WB TO I-71 SB
LANE WIDTH: 11'
AVAILABLE PAVEMENT WIDTH: 12.6'

I-71 SB MAINLINE
LANE WIDTH: 11'
AVAILABLE PAVEMENT WIDTH: 13.0'

SEE SHEET 45 FOR NOTIFICATION OF TRAFFIC RESTRICTIONS NOTE AND TABLE.

PROPOSED ROADWAY DESCRIPTIONS	
ROAD NAME	DESCRIPTION
TRANS RAMP D3 N	I-71 SB TO RICH & TOWN
TRANS RAMP D3 W	I-70 WB (WEST SIDE)
TRANS I-70 WB (WEST)	I-70 WB TO SR 315 NB
TRANS I-70 WB (EAST)	I-70 WB (EAST SIDE)
RAMP D7	W. MOUND STREET TO I-70 WB

TEMPORARY ROADWAY DESCRIPTIONS	
PLAN VIEW LABEL	DESCRIPTION
TR-ID	TEMP CROSSOVER (WEST END)
TR-IE	TEMP CROSSOVER (EAST END)

NO.	DESCRIPTION	REV. BY	DATE
14	NOTE AND TABLE REVISED	JML	12/20/23
17	NOTE AND TABLE REVISED	ACW	1/12/24
18	NOTE AND TABLE REVISED	ACW	1/16/24

CALCULATED TAG CHECKED JML

PHASE 2 - SEQUENCE OF CONSTRUCTION

FRA-70-13.10

126
702