

**COORDINATION WITH ADJACENT PROJECTS**

THE CONTRACTOR SHALL COORDINATE WORK WITH ODOT AND THE CONTRACTORS ON THE ADJACENT PROJECTS INCLUDING BUT NOT LIMITED TO:

- PID 98232 - FRA-70-22.85
- PID 105734 - FRA-16-8.24
- PID 108154 - FRA-317-15.97
- PID 112798 - FRA-270-43.18
- PID 113986 - FRA-270-37.00
- BIG WALNUT TRAIL - SECTION 8 (GAHANNA)

COORDINATION SHALL BE MADE TO PREVENT CONFLICTING ADVANCE WARNING SIGNS, CONFLICTING DETOUR ROUTES, OVERLAPING/CONFLICTING LANE CLOSURES, AND TO ENSURE THAT A MINIMUM DISTANCE OF 2 MILES BETWEEN ADJACENT LANE CLOSURES IS MAINTAINED. THIS IS NOT AN EXHAUSTIVE LIST OF COORDINATION ITEMS THAT MAY NEED TO BE RESOLVED BETWEEN PROJECTS. THE DEPARTMENT RESERVES THE RIGHT TO DECIDE WHICH PROJECT'S ACTIVITIES TAKE PRECEDENCE. PROJECTS THAT HAVE ACTIVITIES DELAYED DUE TO CONFLICTS WILL CONSIDER THIS AN EXCUSABLE, NON-COMPENSABLE DELAY PER 108.06.B. ON PROJECTS THAT HAVE ACTIVITIES DELAYED DUE TO CONFLICTS WHERE THE CONTRACTOR FAILED TO MEET THE NOTIFICATION REQUIREMENTS, THE DELAYS SHALL NOT BE CONSIDERED EXCUSABLE OR COMPENSABLE.

ATTENDANCE AT DEPARTMENT ORDERED TRAFFIC COORDINATION MEETINGS BETWEEN ADJACENT PROJECTS SHALL BE CONSIDERED MANDATORY FOR EACH PROJECT'S SUPERINTENDENT AND WORKSITE TRAFFIC SUPERVISOR (WTS)\*, AND INCIDENTAL TO THE LUMP SUM MAINTENANCE OF TRAFFIC PAYMENT ITEM

**NOTIFICATION OF CONSTRUCTION INITIATION**

AT LEAST FOURTEEN DAYS PRIOR TO STARTING INITIAL CONSTRUCTION ACTIVITIES, THE CONTRACTOR SHALL ADVISE THE DISTRICT OFFICE OF COMMUNICATIONS VIA EMAIL AT D06.PIO@DOT.OHIO.GOV, THE DISTRICT WORK ZONE TRAFFIC MANAGER VIA EMAIL AT D06.MOT@DOT.OHIO.GOV AND THE CENTRAL OFFICE SPECIAL HAUL PERMITS SECTION VIA EMAIL AT HAULING.PERMITS@DOT.OHIO.GOV OF THE ANTICIPATED START DATE OF ANY CONSTRUCTION ACTIVITIES INCLUDING BUT NOT LIMITED TO THE PLACING OF WORK ZONE SIGNS. THE NOTIFICATION SHALL ALSO INCLUDE THE PROJECT NUMBER, PID, NAME AND PHONE NUMBER OF THE CONTRACTOR, A POINT OF CONTACT AND THE ANTICIPATED IMPACT ON TRAFFIC. THE CONTRACTOR WILL IMMEDIATELY INFORM THE DISTRICT OFFICE OF COMMUNICATIONS AND THE DISTRICT WORK ZONE TRAFFIC MANAGER OF ANY AND ALL DELAYS AND/OR CHANGES REGARDING THE CONSTRUCTION INITIATION DATE.

**PRE-MAINTENANCE OF TRAFFIC MEETING**

A PRE-MAINTENANCE OF TRAFFIC MEETING SHALL BE HELD (MINIMUM 14 WORK DAYS) PRIOR TO WORK BEGINNING OR ANY CHANGE OF PHASING. THIS MEETING SHALL INCLUDE THE DISTRICT WORK ZONE TRAFFIC MANAGER (D06.MOT@DOT.OHIO.GOV) AS WELL AS THE CONTRACTOR AND ANY OF HIS SUB-CONTRACTORS INVOLVED WITH TEMPORARY TRAFFIC CONTROL. FOR COLUMBUS SECTIONS OF ROADWAY, ALSO INCLUDE THE TEMPORARY CONTROL COORDINATOR (614-645-6269 OR 614-645-5845) FROM THE CITY OF COLUMBUS TRANSPORTATION DIVISION.

**WEEKLY MAINTENANCE OF TRAFFIC MEETING**

AFTER THE INITIAL PRE-MAINTENANCE OF TRAFFIC MEETING, THE CONTRACTOR SHALL MEET WITH THE PROJECT ENGINEER ON A WEEKLY BASIS TO GO OVER A DETAILED MAINTENANCE OF TRAFFIC REPORT OF AT LEAST 7 CALENDAR DAYS. THIS MEETING SHOULD BE HELD ON THE SAME DAY AND TIME OF EACH WEEK.

THE CONTRACTOR WILL PROVIDE TO THE PROJECT ENGINEER A WRITTEN DETAIL OF THE INFORMATION REQUIRED BY THE NOTIFICATION OF TRAFFIC RESTRICTIONS NOTE PRIOR TO THE MEETING.

IN ADDITION TO THE DETAILED MAINTENANCE OF TRAFFIC REPORT THE CONTRACTOR SHALL GIVE A GENERAL LOOK AHEAD OF AN ADDITIONAL 2 WEEKS OF UPCOMING WORK ACTIVITIES. THIS WILL INCLUDE ANY NOTIFICATION REQUIREMENTS FOR RESTRICTIONS THAT HAVE A DURATION GREATER THAN 12 HOURS.

**APPROVED MAINTENANCE OF TRAFFIC (MOT) POLICY EXCEPTION**

PORTIONS OF THE MOT PLANS AS DESCRIBED BELOW HAVE APPROVED MOT EXCEPTION(S) PER TRAFFIC MANAGEMENT IN WORK ZONES POLICY (21-008(P)) AND STANDARD PROCEDURE (123-001(SP)).

APPROVED MOT EXCEPTION(S) INCLUDE:

I-270 EB (SHEETS 36-42 & 48-55)

LANE REDUCTION FROM 5 LANES TO 3 LANES FOR 2 WEEKENDS (8PM FRIDAY TO 5AM TUESDAY) FOR APPROACH SLAB AND ABUTMENT WORK.

LANE REDUCTION FROM 5 LANES TO 3 LANES FOR 2 WEEKENDS (8PM FRIDAY TO 5AM MONDAY) FOR BRIDGE DECK HYDRO DEMOLITION AND OVERLAY WORK.

QUEUE DETECTION SHALL BE USED DURING THESE WEEKENDS

I-270 WB (SHEETS 36-42 & 48-55)

LANE REDUCTION FROM 4 LANES TO 3 LANES FOR 2 WEEKENDS (8PM FRIDAY TO 5AM TUESDAY) FOR APPROACH SLAB AND ABUTMENT WORK.

A MAINTENANCE OF TRAFFIC MEETING SHALL BE HELD A MINIMUM OF 30 CALENDAR DAYS PRIOR TO IMPLEMENTATION OF EACH APPROVED MOT EXCEPTION. THIS MEETING SHALL INCLUDE THE DISTRICT WORK ZONE TRAFFIC MANAGER AND GAHANNA AS WELL AS THE CONTRACTOR, WORKSITE TRAFFIC SUPERVISOR (WTS) AND ANY SUBCONTRACTORS INVOLVED WITH TEMPORARY TRAFFIC CONTROL.

IN ADDITION TO ANY NOTIFICATIONS REQUIRED IN OTHER NOTES, THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER AT LEAST 3 BUSINESS DAYS IN ADVANCE OF IMPLEMENTATION OF THE APPROVED MOT EXCEPTION(S) REFERENCED ABOVE SO THAT THE PROJECT ENGINEER CAN SEND EMAIL NOTIFICATION TO THE OFFICE OF ROADWAY ENGINEERING, STATEWIDE TMC, DWZTM AND SPECIAL HAULING PERMITS AT LEAST 2 BUSINESS DAYS IN ADVANCE OF THE IMPLEMENTATION OF THE APPROVED MOT EXCEPTION(S) REFERENCED ABOVE. REFERENCE EXCEPTION REQUEST APPROVAL DATED 02/15/2023 FOR PID 86067 IN THE NOTIFICATION AND OTHER CORRESPONDENCE.

**APPROVED MAINTENANCE OF TRAFFIC (MOT) POLICY EXCEPTION CONT'D**

ANY CHANGES TO THE MOT THAT IMPACT THE PREVIOUSLY APPROVED MOT EXCEPTION(S) LISTED ABOVE SHALL BE APPROVED IN WRITING BY THE MOT EXCEPTION COMMITTEE (MOTEC). IN THE EVENT THAT SUCH CHANGES ARE PROPOSED, THE REQUEST SHALL BE COORDINATED THROUGH THE DISTRICT WORK ZONE TRAFFIC MANAGER (DWZTM) A MINIMUM OF 30 CALENDAR DAYS PRIOR TO THE DESIRED IMPLEMENTATION DATE. IF THE DISTRICT AGREES WITH THE PROPOSED CHANGES THE DWZTM SHALL SEEK APPROVAL FROM THE MOTEC. IN THE EVENT THE PROPOSED CHANGES ARE APPROVED IN WRITING, THE CLOSURES ARE STILL SUBJECT TO NOTIFICATION REQUIREMENTS WITHIN THIS NOTE PRIOR TO IMPLEMENTATION.

NOTIFICATIONS DURING CLOSURE REQUIRED  
A DESIGNATED ON-SITE POINT OF CONTACT SHOULD COMMUNICATE WITH THE TMC AS THE STATUS OF THE CLOSURE CHANGES.

CONTACT THE TMC:

1. IF THE CLOSURE IS POSTPONED OR CANCELLED
2. AT THE TIME THE CLOSURE IS IMPLEMENTED
3. AT THE TIME THE CLOSURE IS REMOVED AND ALL LANES RESTORED
4. IF THE CLOSURE WILL NOT BE OPENING ON TIME

CONTACT CAN BE MADE WITH THE TMC IN THE FOLLOWING WAYS:

1. PHONE: 1-614-387-2438 OR 1-800-884-4030
2. EMAIL: STATEWIDETMC@DOT.OHIO.GOV
3. RADIO: XDOT MAIN



CONSTRUCTION OF APPROACH SLABS FOR THE I-270 BRIDGE (FRA-270-3694 L&R) OVER BIG WALNUT CREEK HAS BEEN DIVIDED INTO TWO (2) MAJOR STAGES. STAGE 1 IS THE CLOSING OF THE OUTSIDE LANES AND STAGE 2 IS THE CLOSING OF THE INSIDE LANES. FIVE LANES OF TRAFFIC SHALL BE MAINTAINED DURING BOTH STAGES FOR BOTH DIRECTIONS ON WEEKDAYS. 3 LANES OF TRAFFIC IN EACH DIRECTION SHALL BE PERMITTED ON WEEKENDS (SEE APPROVED MAINTENANCE OF TRAFFIC POLICY EXCEPTION NOTE ON SHEET 11).

CONSTRUCTION OF THE BRIDGE DECK FOR HAMILTON RD (SR 317) HAS BEEN DIVIDED INTO TWO (2) MAJOR STAGES. STAGE 1 IS THE CLOSING OF THE WEST SIDE OF SR 317, MAINTAINING 2 LANES OF NORTHBOUND TRAFFIC AND 1 LANE OF SOUTHBOUND TRAFFIC. STAGE 2 IS THE CLOSING OF THE EAST SIDE OF SR 317, MAINTAINING 2 LANES OF TRAFFIC NORTHBOUND AND 1 LANE SOUTHBOUND.

FOR THE PURPOSE OF CONSTRUCTION, WINTER TIME DEFINES STARTING OCTOBER 15TH AND ENDING APRIL 1ST OF THE FOLLOWING YEAR.

**RAMP LEGEND**

- RAMP A - SR 317 SB TO IR 270 NB
- RAMP E - IR 270 SB TO SR 317 SB
- RAMP H - SR 317 SB TO IR 270 SB
- RAMP N - SR 317 NB TO IR 270 NB
- RAMP L - IR 270 NB TO SR 317 NB
- RAMP T317 - SR 317 NB TO IR 270 SB

**IR 270 BRIDGE (FRA-270-3694 L&R) CONSTRUCTION SEQUENCE**

PRE STAGE 1  
CONSTRUCTION:

1. INSIDE IR 270 NORTHBOUND TEMPORARY PAVEMENT
2. INSIDE IR 270 SOUTHBOUND TEMPORARY PAVEMENT AND TEMPORARY PAVEMENT ON LEFT SIDE OF RAMP E

STAGE 1 (PHASE 1, 2, AND 5. SEE PHASING SCHEMATIC BELOW)  
CONSTRUCTION:

1. OUTSIDE IR 270 NORTHBOUND EAST SIDE APPROACH SLAB
2. OUTSIDE IR 270 NORTHBOUND WEST SIDE APPROACH SLAB
3. OUTSIDE IR 270 SOUTHBOUND WEST SIDE APPROACH SLAB
4. OUTSIDE IR 270 SOUTHBOUND EAST SIDE APPROACH SLAB
5. DURING THE WEEK (5AM MONDAY TO 8PM FRIDAY) THE CONTRACTOR CAN PERFORM PAVEMENT, APPROACH SLAB, ABUTMENT, AND HYDRO DEMOLITION/OVERLAY WORK WITHIN THE WORK ZONE FOR THE 5-LANE SECTION SHOWN ON SHEET 33

TRAFFIC:

1. SHIFT IR 270 NORTHBOUND AND SOUTHBOUND LANES TO INSIDE ONTO TEMPORARY PAVEMENT AND TAPER LANES FROM EXISTING WIDTH TO THE LANE WIDTHS SHOWN ON SHEET 33.
2. MAINTAIN SOUTHBOUND EXIT TO RAMP E
3. SHIFT RAMP A TRAFFIC ONTO GORE AND TAPER LANE TO 11' THEN MERGE INTO NORTHBOUND LANES
4. SHIFT SOUTHBOUND AND NORTHBOUND TRAFFIC BACK TO EXISTING PAVEMENT AND TAPER LANES FROM TYPICAL SECTION WIDTH SHOWN TO EXISTING WIDTH
5. TRAFFIC WILL BE REDUCED TO 3 LANES IN EACH DIRECTION ON WEEKENDS ONLY AS SHOWN ON SHEETS 36-42 (SEE APPROVED MAINTENANCE OF TRAFFIC POLICY EXCEPTION NOTE ON SHEET 11).

PRE STAGE 2  
CONSTRUCTION:

1. OUTSIDE IR 270 NORTHBOUND TEMPORARY PAVEMENT AND TEMPORARY PAVEMENT ON LEFT SIDE OF RAMP A
2. OUTSIDE IR 270 SOUTHBOUND TEMPORARY PAVEMENT

STAGE 2 (PHASE 3, 4, AND 6. SEE PHASING SCHEMATIC BELOW)  
CONSTRUCTION:

1. INSIDE IR 270 NORTHBOUND EAST SIDE APPROACH SLAB
2. INSIDE IR 270 NORTHBOUND WEST SIDE APPROACH SLAB
3. INSIDE IR 270 SOUTHBOUND WEST SIDE APPROACH SLAB
4. INSIDE IR 270 SOUTHBOUND EAST SIDE APPROACH SLAB
5. DURING THE WEEK (5AM MONDAY TO 8PM FRIDAY) THE CONTRACTOR CAN PERFORM PAVEMENT, APPROACH SLAB, ABUTMENT, AND HYDRO DEMOLITION/OVERLAY WORK WITHIN THE WORK ZONE FOR THE 5-LANE SECTION SHOWN ON SHEET 45

TRAFFIC:

1. SHIFT IR 270 NORTHBOUND AND SOUTHBOUND LANES TO INSIDE ONTO TEMPORARY PAVEMENT AND TAPER LANES FROM EXISTING WIDTH TO THE LANE WIDTHS SHOWN ON SHEET 45.
2. MAINTAIN SOUTHBOUND EXIT TO RAMP E
3. SHIFT RAMP A TRAFFIC ONTO GORE AND TAPER LANE TO 10' THEN MERGE INTO NORTHBOUND LANES
4. SHIFT SOUTHBOUND AND NORTHBOUND TRAFFIC BACK TO EXISTING PAVEMENT AND TAPER LANES FROM TYPICAL SECTION WIDTH SHOWN TO EXISTING WIDTH
5. TRAFFIC WILL BE REDUCED TO 3 LANES IN EACH DIRECTION ON WEEKENDS ONLY AS SHOWN ON SHEETS 48-55 (SEE APPROVED MAINTENANCE OF TRAFFIC POLICY EXCEPTION NOTE ON SHEET 11).

**HAMILTON RD BRIDGE (FRA-317-1720) CONSTRUCTION SEQUENCE**

STAGE 1

CONSTRUCTION:

1. REMOVE FIBER OPTIC FROM RAISED MEDIAN.
2. PARTIALLY REMOVE SR 317 RAISED MEDIAN BETWEEN RAMP E AND RAMP N
3. TEMPORARY PAVEMENT ON NORTH-WEST SIDE OF SR 317 BRIDGE
4. TEMPORARY PAVEMENT ON SOUTH-WEST SIDE OF SR 317 BRIDGE

TRAFFIC:

1. MAINTAIN TRAFFIC OVER SR 317 BRIDGE PER SCD MT-95.30 & MT-95.32 PER THE LANE VALUE CONTRACT TABLE

STAGE 2

CONSTRUCTION:

1. EAST SIDE
2. PROPOSED FIBER OPTIC

TRAFFIC:

1. RAMP N CLOSED
2. RESTRICT SOUTHBOUND TRAFFIC TO ONE LANE
3. SHIFT SOUTHBOUND TRAFFIC ALONG WEST SIDE OF THE BRIDGE
4. CROSSOVER TWO NORTHBOUND LANES TO SOUTHBOUND SIDE

STAGE 3

CONSTRUCTION

1. WEST SIDE

TRAFFIC:

1. RAMP H CLOSED
2. SHIFT NORTHBOUND TRAFFIC ALONG EAST SIDE OF THE BRIDGE
3. RESTRICT SOUTHBOUND TRAFFIC TO ONE LANE
4. CROSSOVER ONE SOUTHBOUND LANE TO NORTHBOUND SIDE

**IR 270 MOT FOR HAMILTON RD BRIDGE (FRA-317-1720) CONSTRUCTION SEQUENCE**

EXTERIOR BRIDGE DEMOLITION (NORTH AND SOUTH ENDS)

TRAFFIC:

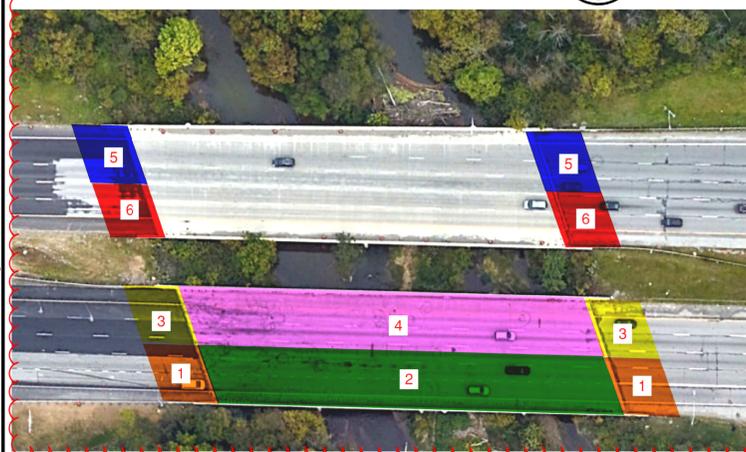
1. CLOSE 2 OUTSIDE LANES OF IR 270 NORTHBOUND AND SOUTHBOUND
2. SHIFT IR 270 TRAFFIC ONTO INSIDE LANES
3. SHIFT IR 270 TRAFFIC BACK TO EXISTING PAVEMENT. DEMOLITION SHALL BE DONE IN ACCORDANCE WITH LANE VALUE CONTRACT TABLE

INTERIOR BRIDGE DEMOLITION (MIDDLE OF BRIDGE)

TRAFFIC:

1. CLOSE 2 INSIDE LANES OF IR 270 NORTHBOUND AND SOUTHBOUND
2. SHIFT IR 270 TRAFFIC ONTO OUTSIDE LANES
3. SHIFT IR 270 TRAFFIC BACK TO EXISTING PAVEMENT. DEMOLITION SHALL BE DONE IN ACCORDANCE WITH LANE VALUE CONTRACT TABLE

FRA-270-3694 L&R  
WEEKEND PHASING SCHEMATIC



REVISIONS	
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2/20/24	3 - NOTES REVISED

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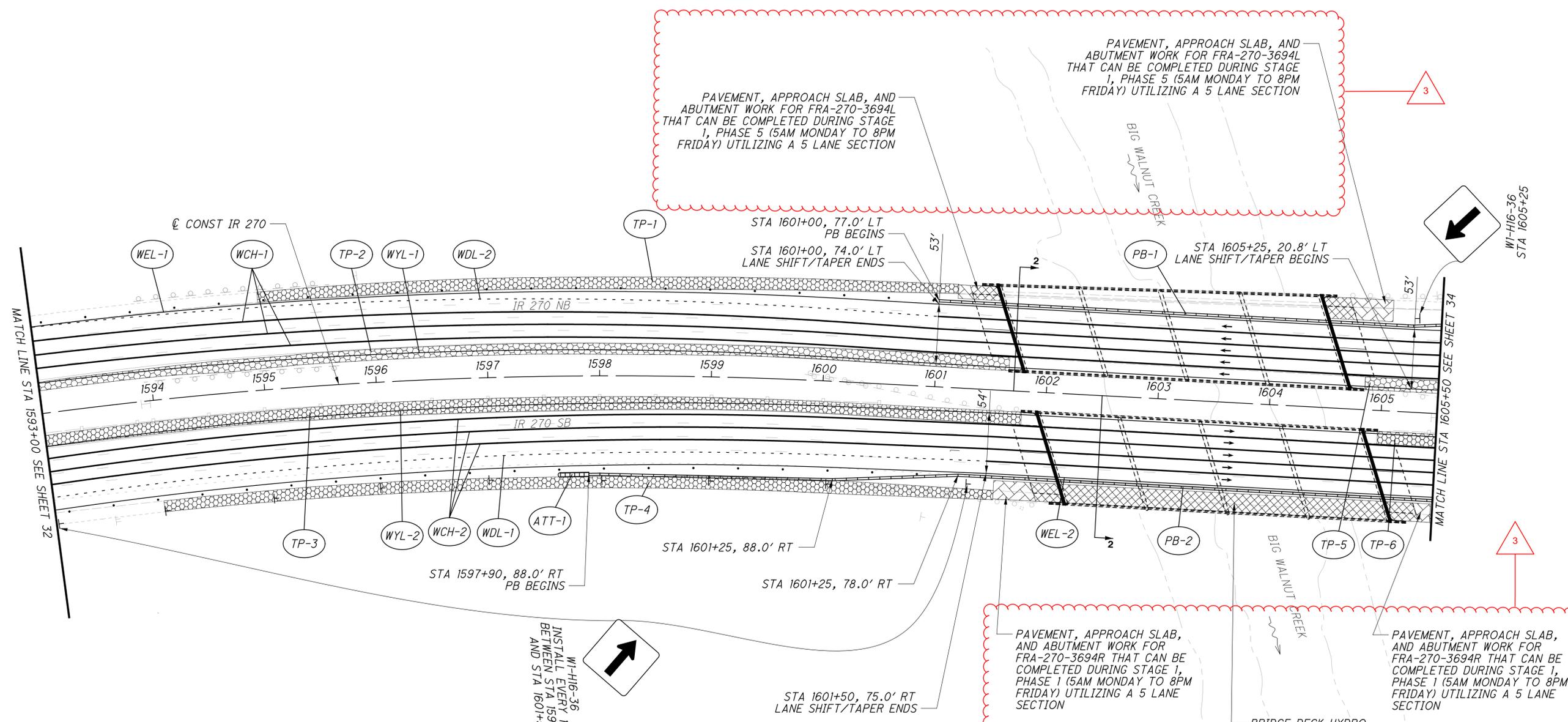
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**MAINTENANCE OF TRAFFIC - I-270 STAGE 1  
5-LANE SECTION STA 1593+00 TO STA 1605+50**

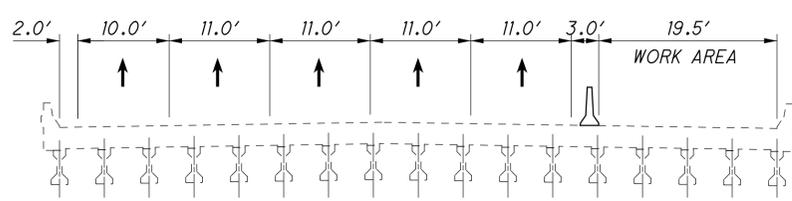
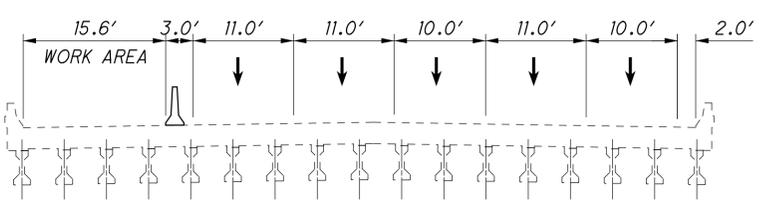
**FRA-270-36.94**



PAVEMENT, APPROACH SLAB, AND ABUTMENT WORK FOR FRA-270-3694L THAT CAN BE COMPLETED DURING STAGE 1, PHASE 5 (5AM MONDAY TO 8PM FRIDAY) UTILIZING A 5 LANE SECTION

PAVEMENT, APPROACH SLAB, AND ABUTMENT WORK FOR FRA-270-3694R THAT CAN BE COMPLETED DURING STAGE 1, PHASE 1 (5AM MONDAY TO 8PM FRIDAY) UTILIZING A 5 LANE SECTION

BRIDGE DECK HYDRO DEMOLITION AND OVERLAY WORK FOR FRA-270-3694R THAT CAN BE COMPLETED DURING STAGE 1, PHASE 2 (5AM TUESDAY TO 8PM FRIDAY) UTILIZING A 5 LANE SECTION



PHASE 1 - 5 LANE SECTION 2-2  
BRIDGE OVER BIG WALNUT CREEK

- NOTES:
1. FOR MOT LEGEND SEE SHEET 25.
  2. ALL STATIONING FROM C CONST IR 270 UNLESS OTHERWISE NOTED.
  3. MATCH TEMPORARY PAVEMENT SLOPE WITH EXISTING, 2% MINIMUM.
  4. ANCHOR PORTABLE BARRIER 5' BEYOND THE LIMITS OF REMOVAL TO END OF APPROACH SLAB. FOUR ANCHORS ARE REQUIRED PER BARRIER SEGMENT. ANCHOR HOLES FOR ANCHORED PCB SHALL BE GROUTED AND SEALED WITH HMWM SEALER.

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2/20/24	3 - HATCHING REVISED



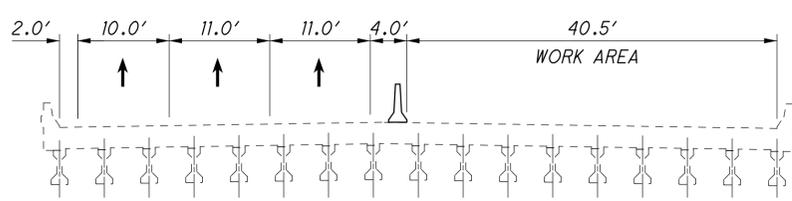
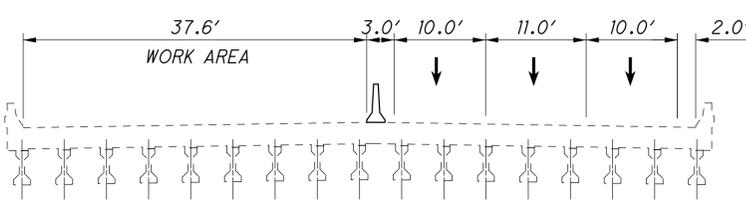
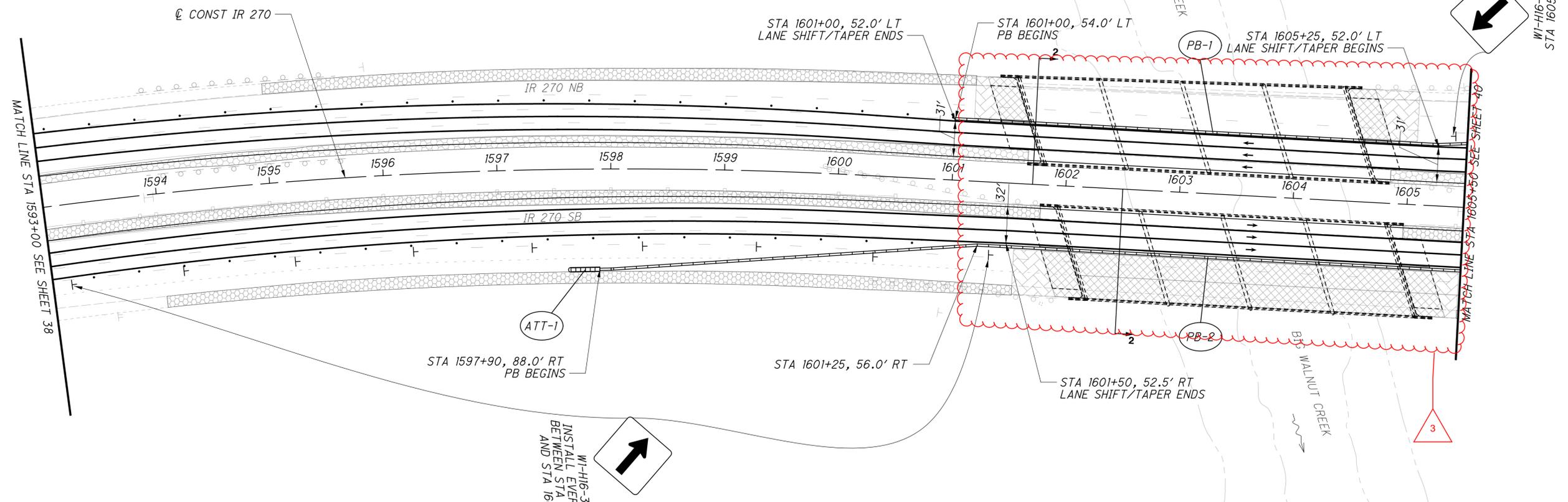
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**MAINTENANCE OF TRAFFIC - I-270 STAGE 1**  
**3-LANE SECTION STA 1593+00 TO STA 1605+50**

**FRA - 270 - 36 . 94**

39  
208



PHASE 1 - 3 LANE SECTION 2-2  
BRIDGE OVER BIG WALNUT CREEK

- NOTES:
1. FOR MOT LEGEND SEE SHEET 25.
  2. ALL STATIONING FROM  $\text{\O}$  CONST IR 270 UNLESS OTHERWISE NOTED.
  3. MATCH TEMPORARY PAVEMENT SLOPE WITH EXISTING, 2% MINIMUM.
  4. ANCHOR PORTABLE BARRIER 5' BEYOND THE LIMITS OF REMOVAL TO END OF APPROACH SLAB. FOUR ANCHORS ARE REQUIRED PER BARRIER SEGMENT. ANCHOR HOLES FOR ANCHORED PCB SHALL BE GROUTED AND SEALED WITH HMWM SEALER.
  5. SEE MOTEC RESTRICTIONS SHEET 11

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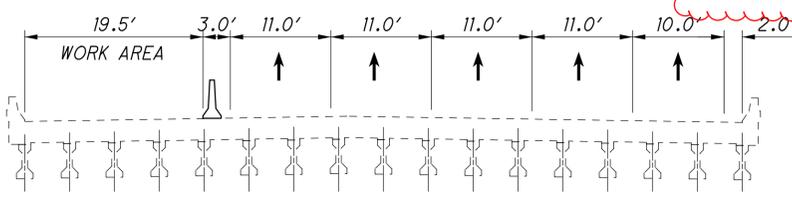
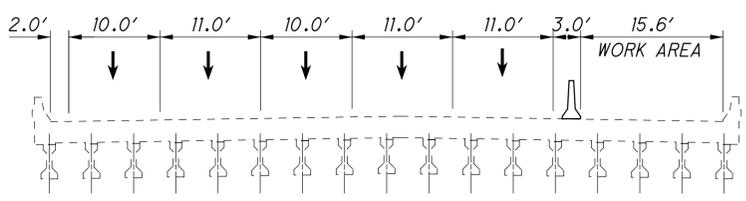
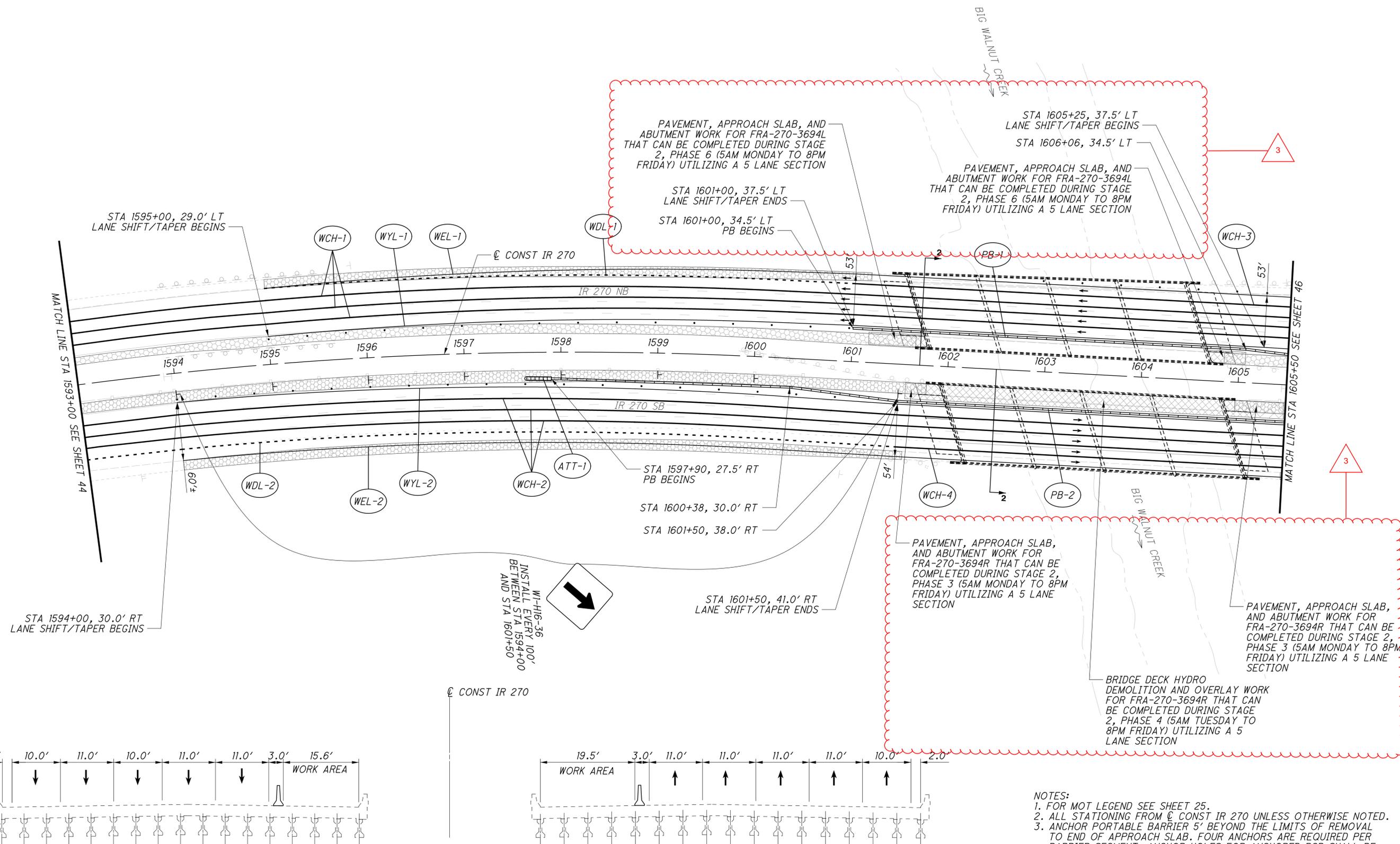


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**MAINTENANCE OF TRAFFIC - I-270 STAGE 2**

**5-LANE SECTION STA 1593+00 TO STA 1605+50**

**FRA-270-36.94**



PHASE 2 - 5 LANE SECTION 2-2  
BRIDGE OVER BIG WALNUT CREEK

- NOTES:
- FOR MOT LEGEND SEE SHEET 25.
  - ALL STATIONING FROM  $\text{C}$  CONST IR 270 UNLESS OTHERWISE NOTED.
  - ANCHOR PORTABLE BARRIER 5' BEYOND THE LIMITS OF REMOVAL TO END OF APPROACH SLAB. FOUR ANCHORS ARE REQUIRED PER BARRIER SEGMENT. ANCHOR HOLES FOR ANCHORED PCB SHALL BE GROUTED AND SEALED WITH HMWM SEALER.

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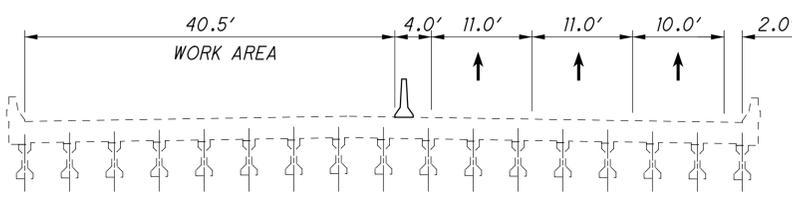
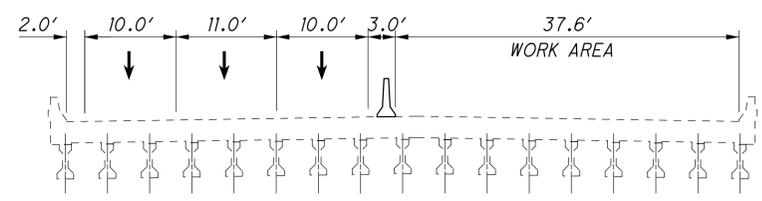
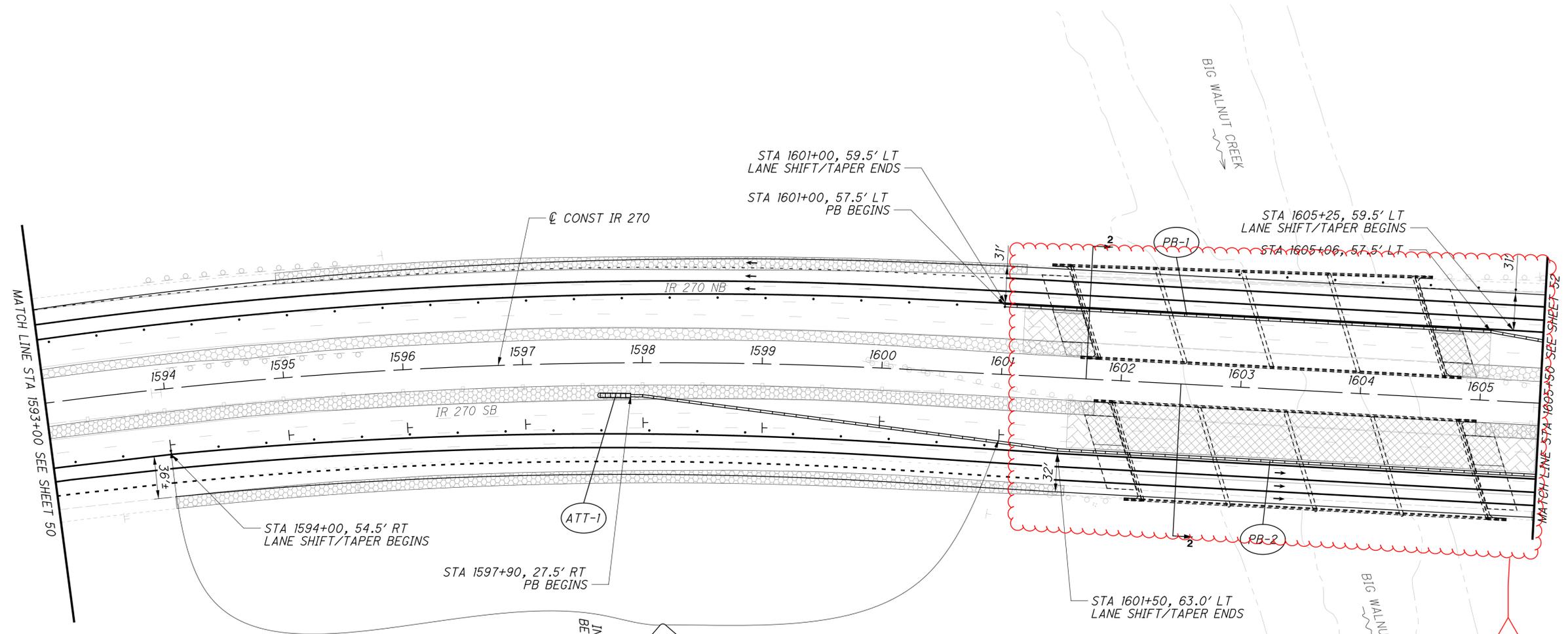
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**MAINTENANCE OF TRAFFIC - I-270 STAGE 2**  
**3-LANE SECTION STA 1593+00 TO STA 1605+50**

**FRA - 270 - 36.94**

51  
208



PHASE 2 - 3 LANE SECTION 2-2  
BRIDGE OVER BIG WALNUT CREEK

- NOTES:
1. FOR MOT LEGEND SEE SHEET 25.
  2. ALL STATIONING FROM  $\text{C}$  CONST IR 270 UNLESS OTHERWISE NOTED.
  3. ANCHOR PORTABLE BARRIER 5' BEYOND THE LIMITS OF REMOVAL TO END OF APPROACH SLAB. FOUR ANCHORS ARE REQUIRED PER BARRIER SEGMENT. ANCHOR HOLES FOR ANCHORED PCB SHALL BE GROUTED AND SEALED WITH HMWM SEALER.
  4. SEE MOTEC RESTRICTIONS SHEET 11

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SHEET NUM.										PART.		ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
78	99	108	110	126	144					01/IMS/14	02/IMS/14/GAH						
<b>TRAFFIC CONTROL CONT.</b>																	
			0.11							0.11		646	10010	0.11	MILE	EDGE LINE, 6"	
			0.11							0.11		646	10110	0.11	MILE	LANE LINE, 6"	
			0.16							0.16		646	10200	0.16	MILE	CENTER LINE	
			610							610		646	10310	610	FT	CHANNELIZING LINE, 12"	
		0.26								0.26		807	12010	0.26	MILE	WET REFLECTIVE EPOXY PAVEMENT MARKING, EDGE LINE, 6"	
		0.37								0.37		807	12110	0.37	MILE	WET REFLECTIVE EPOXY PAVEMENT MARKING, LANE LINE, 6"	
		287								287		807	12310	287	FT	WET REFLECTIVE EPOXY PAVEMENT MARKING, CHANNELIZING LINE, 12"	
		2.31								2.31		807	14010	2.31	MILE	WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, EDGE LINE, 6"	
		2.87								2.87		807	14110	2.87	MILE	WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, LANE LINE, 6"	
		1,782								1,782		807	14310	1,782	FT	WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, CHANNELIZING LINE, 12"	
		1,323								1,323		807	14410	1,323	FT	WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, DOTTED LINE, 6"	
		5.18								5.18		850	10010	5.18	MILE	GROOVING FOR 6" RECESSED PAVEMENT MARKING, (ASPHALT)	
		1,323								1,323		850	10110	1,323	FT	GROOVING FOR 6" RECESSED PAVEMENT MARKING, (ASPHALT)	
		1,782								1,782		850	10130	1,782	FT	GROOVING FOR 12" RECESSED PAVEMENT MARKING, (ASPHALT)	
		0.63								0.63		850	20010	0.63	MILE	GROOVING FOR 6" RECESSED PAVEMENT MARKING, (CONCRETE)	
		287								287		850	20130	287	FT	GROOVING FOR 12" RECESSED PAVEMENT MARKING, (CONCRETE)	
<b>TRAFFIC SIGNALS</b>																	
				42						42		625	25402	42	FT	CONDUIT, 2", 725.05	
				70						70		625	25500	70	FT	CONDUIT, 3", 725.04	
				6						6		625	25502	6	FT	CONDUIT, 3", 725.05	
928										928		625	25606	928	FT	CONDUIT, 4", 725.052, EPEC-80 HDPE	
644				46						690		625	29000	690	FT	TRENCH	
				1						1		625	30510	1	EACH	PULL BOX, 725.06, SIZE 4	
	5			2						7		625	31510	7	EACH	PULL BOX REMOVED	
5				1						6		625	31600	6	EACH	PULL BOX, MISC.:725.08, 32"	125
				3						3		625	32000	3	EACH	GROUND ROD	
644				46						690		625	36010	690	FT	UNDERGROUND WARNING/MARKING TAPE	
				457						457		632	40500	457	FT	SIGNAL CABLE, 5 CONDUCTOR, NO. 14 AWG	
				432						432		632	43300	432	FT	SIGNAL CABLE, MISC.:VIDEO DETECTION CABLE	125
				2						2		632	64010	2	EACH	SIGNAL SUPPORT FOUNDATION	
				1						1		632	90100	1	EACH	REMOVAL OF TRAFFIC SIGNAL INSTALLATION	
				2						2		632	90104	2	EACH	REUSE OF TRAFFIC CONTROL ITEM, VIDEO DETECTION SYSTEM	
				4						4		632	90200	4	EACH	REUSE OF VEHICULAR SIGNAL HEAD	
				2						2		632	90206	2	EACH	REUSE OF SIGNAL SUPPORT	
				1						1		632	90212	1	EACH	REUSE OF CONTROLLER	
				1						1		633	67200	1	EACH	CONTROLLER WORK PAD	
1,678										1,678		804	15040	1,678	FT	FIBER OPTIC CABLE, 144 FIBER	
				1						1		804	35000	1	EACH	FUSION SPLICE	
<b>STRUCTURE OVER 20 FOOT SPAN (FRA-270-3694 L)</b>																	
				LS						LS		202	11203	LS		PORTIONS OF STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN	142
				341						341		202	22900	341	SY	APPROACH SLAB REMOVED	
				341						341		202	23500	341	SY	WEARING COURSE REMOVED	
				LS						LS		503	11100	LS		COFFERDAMS AND EXCAVATION BRACING	
				11,107						11,107		509	10000	11,107	LB	EPOXY COATED STEEL REINFORCEMENT	
				100						100		509	20001	100	LB	CONCRETE REINFORCEMENT, REPLACEMENT OF EXISTING CONCRETE REINFORCEMENT, AS PER PLAN	142
				16						16		511	34447	16	CY	CLASS QC2 CONCRETE WITH QC/QA, BRIDGE DECK, AS PER PLAN	144
				2						2		511	34451	2	CY	CLASS QC2 CONCRETE WITH QC/QA, BRIDGE DECK (PARAPET), AS PER PLAN	144
				26						26		511	45711	26	CY	CLASS QC1 CONCRETE, ABUTMENT, AS PER PLAN	144
				1,130						1,130		512	10100	1,130	SY	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)	
				110						110		512	33000	110	SY	TYPE 2 WATERPROOFING	
				170						170		516	12300	170	FT	STRIP SEAL EXPANSION JOINT ANCHORED WITH ELASTOMERIC CONCRETE	
				34						34		516	45305	34	EACH	REFURBISH BEARING DEVICE, AS PER PLAN	142
				LS						LS		516	47001	LS		JACKING AND TEMPORARY SUPPORT OF SUPERSTRUCTURE, AS PER PLAN	142
				18						18		518	12701	18	EACH	SCUPPER, VERTICAL EXTENSION, AS PER PLAN	142
				27						27		518	21200	27	CY	POROUS BACKFILL WITH GEOTEXTILE FABRIC	
				50						50		519	11101	50	SF	PATCHING CONCRETE STRUCTURE, AS PER PLAN	142
				424						424		526	25011	424	SY	REINFORCED CONCRETE APPROACH SLABS WITH QC/QA (T=15'), AS PER PLAN	144
				153						153		526	90010	153	FT	TYPE A INSTALLATION	
				1						1		630	80100	1	SF	SIGN, FLAT SHEET	
				68						68		846	00110	68	CF	POLYMER MODIFIED ASPHALT EXPANSION JOINT SYSTEM	

CALCULATED  
 CHECKED  
 GENERAL SUMMARY  
 FRA - 270 - 36 - 94  
 74  
 208

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REVISIONS	
DATE	REVISED
2/13/24	1 - ITEM DESCRIPTION REVISED
2/15/24	2 - ITEMS ADDED AND QUANTITIES REVISED
2/20/24	3 - ITEMS ADDED AND QUANTITIES REVISED

**ITEM 625 - PULL BOX, MISC.: 725.08, 32"**

THE PULL BOXES SHALL BE SUPPLIED WITH A STEEL LID WITH THE WORD "TRAFFIC" ON THE SURFACE OF THE LID.

ALL COSTS RESULTING FROM THE ABOVE REQUIREMENTS SHALL BE INCLUDED IN THE UNIT PRICE BID PER EACH FOR ITEM 625 - PULL BOX, MISC.: 725.08, 32"

**ITEM 632 - REMOVAL OF TRAFFIC SIGNAL INSTALLATION**

TRAFFIC SIGNAL INSTALLATIONS, INCLUDING SIGNAL HEADS, CABLE, MESSENGER WIRE, SIGNAL SUPPORTS, CABINET(S), CONTROLLER, ETC., SHALL BE REMOVED IN ACCORDANCE WITH C&MS 632.26 AND AS INDICATED ON THE PLANS. UNLESS NOTED, POWER SERVICES SHALL BE REMOVED IN ACCORDANCE WITH C&MS 625.21.F. REMOVED ITEMS SHALL BE REUSED AS PART OF A NEW INSTALLATION ON THE PROJECT OR STORED ON THE PROJECT FOR SALVAGE BY THE CITY OF GAHANNA IN ACCORDANCE WITH THE LISTING GIVEN HEREIN.

- ITEM 632 - REUSE OF TRAFFIC CONTROL ITEM, VIDEO DETECTION SYSTEM
- ITEM 632 - REUSE OF VEHICULAR SIGNAL HEAD
- ITEM 632 - REUSE OF SIGNAL SUPPORT
- ITEM 632 - REUSE OF CONTROLLER

IN THE EVENT THE ITEMS STORED ON THE PROJECT FOR SALVAGE BY THE LOCAL AGENCY ARE NOT REMOVED, THE CONTRACTOR SHALL, WHEN DIRECTED BY THE ENGINEER IN WRITING, REMOVE AND DISPOSE OF THE ITEMS AT NO ADDITIONAL COST TO THE PROJECT.

**ITEM 632 - SIGNAL CABLE, MISC.: VIDEO DETECTION CABLE**

THE CONTRACTOR SHALL PROVIDE VIDEO DETECTION CABLE TO THE EXISTING VIDEO DETECTION CAMERAS AT THE PROPOSED LOCATIONS DETAILED IN THE TRAFFIC SIGNAL PLANS. THE CABLE SHALL BE AS RECOMMENDED BY THE MANUFACTURER OF THE EXISTING VIDEO DETECTION SYSTEM. THE CONTRACTOR SHALL RUN ALL CABLES SERVING THE CAMERAS UNSPLICED BETWEEN THE CAMERA AND THE CONTROLLER CABINET WITH TEN FEET OF SLACK PROVIDED IN THE CONTROLLER CABINET.

PAYMENT SHALL INCLUDE ALL LABOR, MATERIALS, AND EQUIPMENT NECESSARY TO PROVIDE FULLY OPERATIONAL VIDEO DETECTION CAMERAS IN PLACE, INCLUDING ALL CONNECTIONS TESTED AND ACCEPTED.

**GUARANTEE**

THE CONTRACTOR SHALL GUARANTEE THAT THE TRAFFIC CONTROL SYSTEM INSTALLED AS PART OF THIS CONTRACT SHALL OPERATE SATISFACTORILY FOR A PERIOD OF 90 DAYS FOLLOWING COMPLETION OF THE 10-DAY PERFORMANCE TEST. IN THE EVENT OF UNSATISFACTORY OPERATION THE CONTRACTOR SHALL CORRECT FAULTY INSTALLATIONS, MAKE REPAIRS AND REPLACE DEFECTIVE PARTS WITH NEW PARTS OF EQUAL OR BETTER QUALITY. EQUIPMENT, MATERIAL AND LABOR COSTS INCURRED IN CORRECTING AN UNSATISFACTORY OPERATION SHALL BE BORNE BY THE CONTRACTOR.

THE GUARANTEE SHALL COVER THE FOLLOWING ITEMS OF THE TRAFFIC CONTROL SYSTEM: CONTROLLERS AND ASSOCIATED EQUIPMENT, DETECTOR UNITS, INTERCONNECTION ITEMS AND MASTER CONTROL EQUIPMENT.

CUSTOMARY MANUFACTURER'S GUARANTEES FOR THE FOREGOING ITEMS SHALL BE TURNED OVER TO THE STATE OR THE MAINTAINING AGENCY FOLLOWING ACCEPTANCE OF THE EQUIPMENT.

**GUARANTEE (CONTINUED)**

THE COST OF GUARANTEEING THE TRAFFIC CONTROL SYSTEM WILL BE INCIDENTAL TO AND INCLUDED IN THE CONTRACT UNIT PRICE OF THE VARIOUS ITEMS MAKING UP THE SYSTEM.

**GROUNDING AND BONDING**

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

1. ALL METALLIC PARTS CONTAINING ELECTRICAL CONDUCTORS SHALL BE PERMANENTLY JOINED TO FORM AN EFFECTIVE GROUND FAULT CURRENT PATH BACK TO THE GROUNDED CONDUCTOR IN THE POWER SERVICE DISCONNECT SWITCH.
  - A. PROVIDE AN EQUIPMENT GROUNDING CONDUCTOR IN METALLIC CONDUITS (725.04) IN ADDITION TO THE CONDUCTORS SPECIFIED AND BOND THE CONDUIT TO THIS GROUNDING CONDUCTOR.
  - B. WHEN AN EQUIPMENT GROUNDING CONDUCTOR IS REQUIRED IN PLASTIC CONDUIT (725.05), THE INSTALLATION SHALL INCLUDE A SEPARATE EQUIPMENT GROUNDING CONDUCTOR IN ADDITION TO THE CONDUCTORS SPECIFIED.
  - C. METALLIC CONDUIT CARRYING THE LOOP WIRES FROM IN THE PAVEMENT TO THE PULL BOX SPLICE LOCATION WILL ONLY BE BONDED AT THE PULL BOX END, AND WILL NOT CONTAIN AN EQUIPMENT GROUNDING CONDUCTOR.
  - D. IF MULTIPLE CONDUIT RUNS BEGIN AND END AT THE SAME POINTS, ONLY ONE EQUIPMENT GROUNDING CONDUCTOR IS REQUIRED.
  - E. IF AN EQUIPMENT GROUNDING CONDUCTOR IS NEEDED IN CONDUIT BETWEEN SIGNALIZED INTERSECTIONS FOR UNDERGROUND INTERCONNECT CABLE, THE GROUNDING SYSTEM FOR EACH SIGNALIZED INTERSECTION WILL BE SEPARATED ABOUT MIDWAY BETWEEN THE INTERSECTIONS.
  - F. THE MESSENGER WIRE AT SIGNALIZED INTERSECTIONS WILL BE USED AS THE CONDUCTIVE PATH FROM CORNER TO CORNER IF CONDUIT IS NOT PROVIDED UNDER THE ROADWAY. WHEN CONDUIT CONNECTS THE CORNERS OF AN INTERSECTION, AN EQUIPMENT GROUNDING CONDUCTOR SHALL BE USED IN THE CONDUIT.
2. CONDUITS.
  - A. THE 725.04 CONDUIT SHALL HAVE GROUNDING BUSHINGS INSTALLED AT ALL TERMINATION POINTS. THE BUSHING MATERIAL SHALL BE COMPATIBLE WITH GALVANIZED STEEL CONDUIT AND THE GROUNDING LUG MATERIAL SHALL BE COMPATIBLE FOR USE WITH COPPER WIRE. THREADED OR COMPRESSION TYPE BUSHINGS MAY BE USED.
  - B. THE 725.05 CONDUIT SHALL HAVE THE INSIDE AND OUTSIDE DIAMETERS OF THE CONDUIT DEBURRED AT ALL TERMINATION POINTS.
  - C. BOTH ENDS OF METALLIC CONDUIT SHALL BE BONDED TO THE EQUIPMENT GROUNDING CONDUCTOR.
  - D. METALLIC CONDUIT MAY BE BONDED TO METALLIC BOXES THROUGH THE USE OF CONDUIT FITTINGS UL APPROVED FOR THIS TYPE OF CONNECTION, WITH THE BOX BONDED TO THE EQUIPMENT GROUNDING CONDUCTOR.



**GROUNDING AND BONDING (CONTINUED)**

3. WIRE FOR GROUNDING AND BONDING.
  - A. USE INSULATED, COPPER WIRE FOR THE EQUIPMENT GROUNDING CONDUCTOR. BONDING JUMPERS IN BOXES AND ENCLOSURES MAY BE BARE OR INSULATED COPPER WIRE. WIRE SIZE SHALL BE AS FOLLOWS:
    - I. USE 4 AWG BETWEEN THE POWER SERVICE AND SUPPORTS, POLES, PEDESTALS, CONTROLLER OR FLASHER CABINETS.
    - II. USE A MINIMUM 8 AWG BETWEEN LOOP DETECTOR PULL BOXES AND THE FIRST CONDUIT THAT REQUIRES A LARGER SIZE AS SPECIFIED IN 3.A.I ABOVE.
    - III. USE A MINIMUM 8 AWG BETWEEN THE "PREPARE TO STOP WHEN FLASHING" INSTALLATION (INCLUDING SUPPORT) AND THE FIRST CONDUIT THAT REQUIRES A LARGER SIZE AS SPECIFIED IN 3.A.I ABOVE.
    - IV. THE INSULATION SHALL BE GREEN OR GREEN WITH YELLOW STRIPE(S). FOR 4 AWG OR LARGER, INSULATION MAY ALSO BE BLACK WITH GREEN TAPE/LABELS INSTALLED AT ALL ACCESS POINTS.
  - B. IN A HIGHWAY LIGHTING SYSTEM, THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE THE SAME WIRE SIZE AS THE DUCT CABLE OR DISTRIBUTION CABLE CIRCUIT CONDUCTORS, WITH THE MINIMUM CONDUCTOR SIZE OF 4 AWG. BONDING JUMPERS WILL BE MINIMUM SIZE 4 AWG.
4. GROUND ROD.
  - A. A 3/4 INCH SCHEDULE 40 PVC CONDUIT WILL BE USED IN FOUNDATIONS AND CONCRETE WALLS FOR THE GROUNDING CONDUCTOR (GROUND WIRE) RACEWAY TO THE GROUND ROD. SHOULD METALLIC CONDUIT BE USED, BOTH ENDS OF THE CONDUIT SHALL BE BONDED TO THE GROUNDING CONDUCTOR.
  - B. THE TYPICAL GROUNDING CONDUCTOR (GROUND WIRE) SHALL BE 4 AWG INSULATED, COPPER.
5. THE GREEN CONDUCTOR IN SIGNAL CABLES (CONDUCTOR #4) SHALL NOT BE USED TO SUPPLY POWER TO A SIGNAL INDICATION. IT WILL BE CONNECTED TO THE SIGNAL BODY AS AN EQUIPMENT GROUND IN ALUMINUM HEADS AND IT WILL BE UNUSED IN PLASTIC HEADS. UNUSED CONDUCTORS SHALL BE GROUNDED IN THE CABINET. TYPICAL USE OF CONDUCTORS IS AS FOLLOWS:

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

**GROUNDING AND BONDING (CONTINUED)**

6. POWER SERVICE AND DISCONNECT SWITCH.
  - A. AT THE POWER SERVICE LOCATION, THE GROUNDING CONDUCTOR (GROUND WIRE) FROM THE DISCONNECT SWITCH NEUTRAL (AC-) BAR TO THE GROUND ROD SHALL BE A CONTINUOUS, UNSPLICED CONDUCTOR. IF SPLICED, IT SHALL BE AN EXOTHERMIC WELD BUTT SPICE.
  - B. THE SERVICE NEUTRAL (AC-) SHALL ONLY BE CONNECTED TO GROUND AT THE PRIMARY POWER SERVICE DISCONNECT SWITCH.
    - I. NEMA CONTROLLER CABINETS: IF A POWER SERVICE DISCONNECT SWITCH IS LOCATED BEFORE THE CONTROLLER CABINET, THE NEUTRAL (AC-) AND THE GROUNDING BARS IN THE CONTROLLER CABINET SHALL NOT BE CONNECTED TOGETHER AS SHOWN IN NEMA TS-2, FIGURE 5-4.
    - II. IF SECONDARY DISCONNECT SWITCHES ARE CONNECTED AFTER THE PRIMARY DISCONNECT SWITCH, THE NEUTRAL (AC-) SHALL ONLY BE GROUNDED AT THE PRIMARY SWITCH. EQUIPMENT GROUNDING CONDUCTORS SHALL BE BROUGHT TO THE PRIMARY SWITCH, BUT SHALL BE GROUNDED AT BOTH SECONDARY AND PRIMARY SWITCHES.
7. PAYMENT - ALL MATERIALS AND WORK REQUIRED TO COMPLETE THE EFFECTIVE GROUND FAULT CURRENT PATH SYSTEM ARE INCIDENTAL TO THE CONDUCTORS INSTALLED BY CONTRACT.

**CONTRACTOR COORDINATION WITH COLUMBUS FIBERNET**

COLUMBUS FIBERNET HAS DISCONNECTED THE EXISTING 144 STRAND FIBER OPTIC CABLE ALONG HAMILTON ROAD (SR 317) AS SHOWN IN SHEETS 83 & 84 FROM THE EXISTING SYSTEM. THE CONTRACTOR IS TO COORDINATE WITH COLUMBUS FIBERNET ON EXACT DISCONNECT LOCATIONS ON THIS SYSTEM. THE CONTRACTOR SHALL REMOVE THE DISCONNECTED FIBER, CONDUIT, AND PULL BOXES, AND CONSTRUCT NEW CONDUIT, PULL BOXES, AND FIBER AS SHOWN IN THE PLAN. ONCE INSTALLATION IS COMPLETE, THE CONTRACTOR SHALL COORDINATE WITH COLUMBUS FIBERNET, AND COLUMBUS FIBERNET WILL CONNECT THE NEW 144-STRAND FIBER OPTIC CABLE TO THE EXISTING SYSTEM. ALL COORDINATION TIME AND EFFORT SHALL BE CONSIDERED INCIDENTAL TO THE FIBER OPTIC PAY ITEMS.

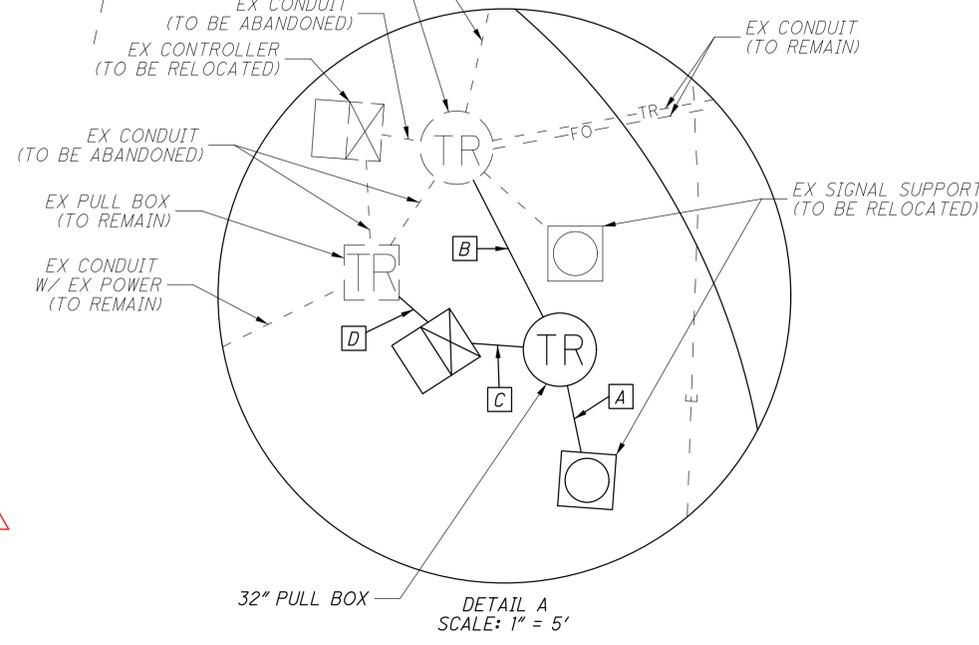
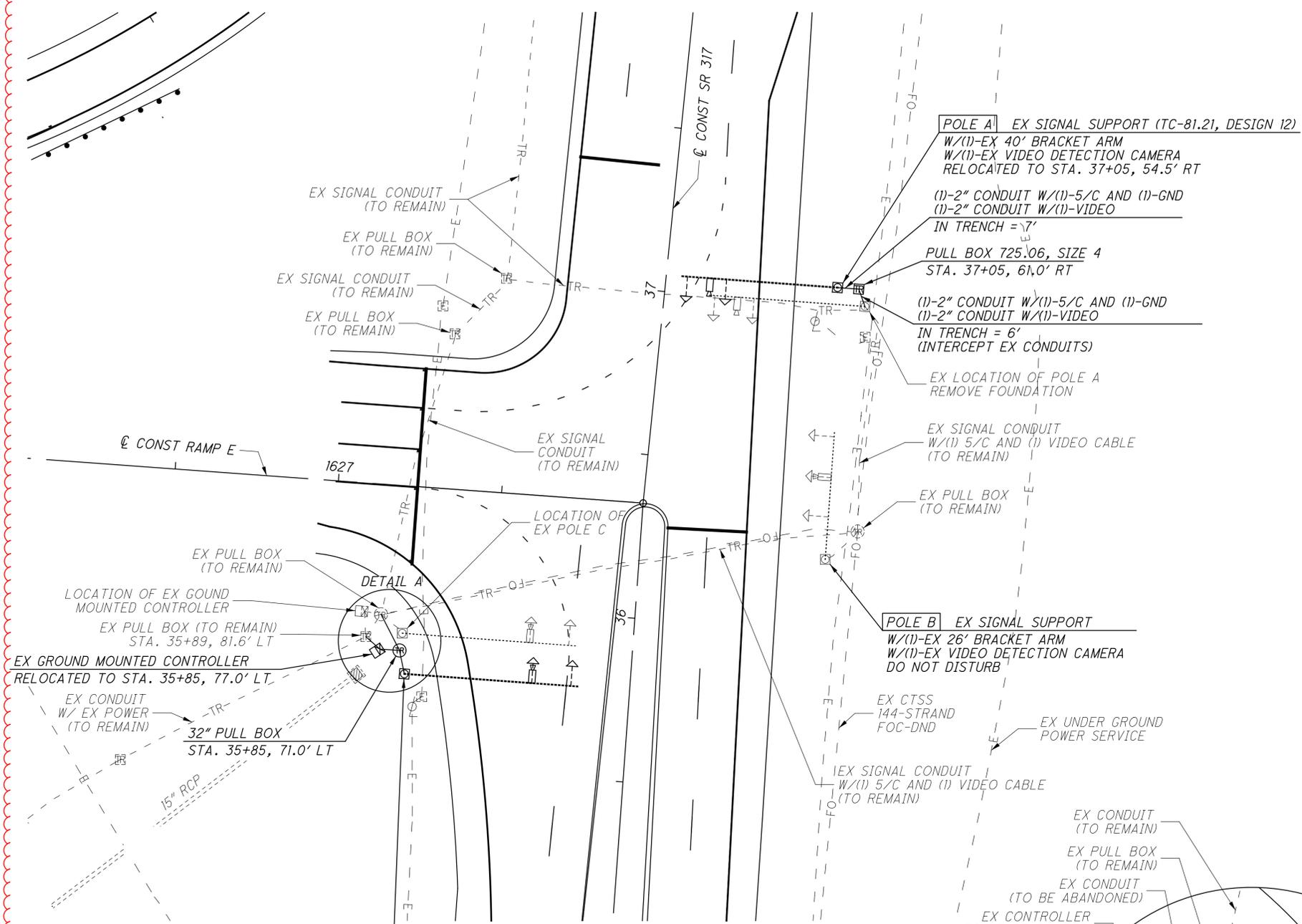
REVISIONS	
DATE	REVISED
2/15/24	2 - COORDINATION NOTE ADDED
2/20/24	3 - NOTES REVISED

**NOTES**

1. THE EXISTING TRAFFIC SIGNAL POWER CABLE SERVING THE HAMILTON ROAD/RAMP E INTERSECTION IS LOCATED AT THE EXISTING PULL BOX AT STA. 35+89, 81.6' LT. THE CONTRACTOR SHALL COORDINATE WITH THE UTILITY OWNER AND ADJUST THE ROUTING OF THE POWER CONDUIT AND FINAL CONNECTION POINT FOR THE POWER SERVICE.
2. ALL STATIONING OFF OF THE  $\varnothing$  CONST SR 317 UNLESS OTHERWISE NOTED.
3. CLEARANCE FROM SIGNAL HEAD TO CENTERLINE OF ROADWAY TO BE 16 FEET MINIMUM AND 18 FEET MAXIMUM.
4. EXISTING SIGNAL PHASE, TIMING AND DISPLAY SHALL REMAIN UNCHANGED FOLLOWING RELOCATION OF ASSOCIATED SIGNAL ITEMS.
5. FOR TRAFFIC SIGNAL NOTES, SEE TRAFFIC SIGNAL GENERAL NOTES ON SHEET 125. FOR TRAFFIC SIGNAL MAINTENANCE OF TRAFFIC NOTES, SEE MAINTENANCE OF TRAFFIC GENERAL NOTES ON SHEETS 10 - 16.

SUBSUMMARY OF TRAFFIC SIGNAL ITEMS					
ITEM	ITEM EXT.	QUANTITY	UNIT	ITEM DESCRIPTION	REF.
625	25402	42	FT	CONDUIT, 2", 725.05	
625	25500	70	FT	CONDUIT, 3", 725.04	
625	25502	6	FT	CONDUIT, 3" 725.05	
625	29000	46	FT	TRENCH	
625	30510	1	EACH	PULL BOX, 725.06, SIZE 4	
625	31600	1	EACH	PULL BOX, MISC.: 725.08, 32"	125
625	31510	2	EACH	PULL BOX REMOVED	
625	32000	3	EACH	GROUND ROD	
625	36010	46	FT	UNDERGROUND WARNING/MARKING TAPE	
632	40500	457	FT	SIGNAL CABLE, 5 CONDUCTOR, NO. 14 AWG	
632	43300	432	FT	SIGNAL CABLE, MISC.: VIDEO DETECTION CABLE	125
632	64010	2	EACH	SIGNAL SUPPORT FOUNDATION	
632	90100	1	EACH	REMOVAL OF TRAFFIC SIGNAL INSTALLATION	125
632	90104	2	EACH	REUSE OF TRAFFIC CONTROL ITEM, VIDEO DETECTION SYSTEM	
632	90200	4	EACH	REUSE OF VEHICULAR SIGNAL HEAD	
632	90206	2	EACH	REUSE OF SIGNAL SUPPORT	
632	90212	1	EACH	REUSE OF CONTROLLER	
633	67200	1	EACH	CONTROLLER WORK PAD	
804	35000	1	EACH	FUSION SPLICE	

ALL SPECIFICATIONS ARE ODOT CMS 2023.



- A** (1)-2" CONDUIT W/(1)-5/C AND (1)-GND  
(1)-2" CONDUIT W/(1)-VIDEO  
IN TRENCH = 8'
- B** (1)-3" CONDUIT W/(2)-FIBER OPTIC INTERCONNECT  
(1)-3" CONDUIT W/(2)-VIDEO  
(1)-3" CONDUIT W/(2)-5/C  
(1)-3" CONDUIT  
IN TRENCH = 13'
- C** (1)-3" CONDUIT W/(2)-FIBER OPTIC INTERCONNECT  
(1)-3" CONDUIT W/(3)-VIDEO  
(1)-3" CONDUIT W/(3)-5/C AND (1)-GND  
IN TRENCH = 6'
- D** (1)-3" CONDUIT (725.04) W/(1)- EX POWER AND (1)-GND  
IN TRENCH = 6'

**LEGEND**

- > EX VEHICULAR SIGNAL HEAD (3 SECTION) IN PROP LOCATION
- > EX VEHICULAR SIGNAL HEAD (3 SECTION) IN EX LOCATION
- EX VIDEO DETECTION CAMERA IN PROP LOCATION
- EX VIDEO DETECTION CAMERA IN EX LOCATION
- EX SIGNAL POLE IN PROP LOCATION
- EX SIGNAL POLE IN EX LOCATION
- EX GROUND MOUNTED CONTROLLER IN EX LOCATION
- EX GROUND MOUNTED CONTROLLER IN PROP LOCATION
- PROP CONDUIT
- TR- EX CONDUIT
- PULL BOX (725.06), SIZE 4
- EX 24" PULL BOX
- ⊕ 32" PULL BOX
- ⊕ EX 32" PULL BOX

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