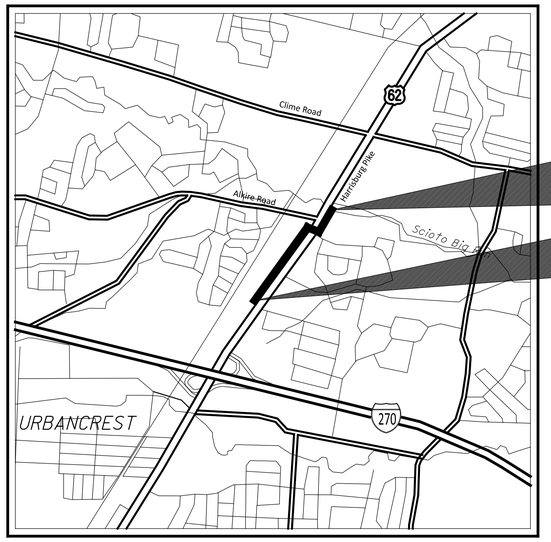
STATE OF OHIO
DEPARTMENT OF TRANSPORTATION



LOCATION MAP

LATITUDE: 39°54'42.18" LONGITUDE: -83°4''7.71"

FRA-62-08.91

CITY OF COLUMBUS

FRANKLIN TOWNSHIP

FRANKLIN COUNTY

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

DESIGN DESIGNATION

CURRENT ADT (2026)	20,000
DESIGN YEAR ADT (2046)	22,000
DESIGN HOURLY VOLUME (2026)	2,200
DIRECTIONAL DISTRIBUTION	52%
TRUCKS (24 HOUR B&C)	5%
DESIGN SPEED	45 MPH
LEGAL SPEED	40/45 MPH

DESIGN FUNCTIONAL CLASSIFICATION:
03 PRINCIPAL ARTERIAL (URBAN)

NHS PROJECT ____ NO

DESIGN EXCEPTIONS

NONE REQUIRED

ADA DESIGN WAIVERS

NONE REQUIRED

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:
Dynotec, Inc.
2931 E Dublin Granville Road
Suite 200
Columbus OH 43231

INDEX OF SHEETS:

FEDERAL PROJECT NUMBER

E210(044)

RAILROAD INVOLVEMENT

NONE

PROJECT DESCRIPTION

REPLACEMENT OF THE EXISTING STORM DRAINAGE ALONG US-62 FROM BLUE ROCK BLVD. TO SCIOTO BIG RUN CREEK. PROJECT INCLUDES GAS LINE RELOCATION AND SHOULDER WIDENING ON WEST SIDE OF 62.

EARTH DISTURBED AREAS

PROJECT EARTH DISTURBED AREA:	0.85 ACRES
ESTIMATED CONTRACTOR EARTH DISTURBED AREA:	0.1 ACRES
NOTICE OF INTENT EARTH DISTURBED AREA:	N/A (NOI NOT REQUIRED)

CITY OF COLUMBUS EARTH DISTURBED AREA: 15,000 SF

CITY OF COLUMBUS IMPERVIOUS DISTURBED: 7,200 SF

CITY OF COLUMBUS NEW IMPERVIOUS AREA: 800 SF

FEMA NOTE:
ACCORDING TO THE FEDERAL EMERGENCY MANAGEMENT AGENCY'S FLOOD INSURANCE RATE MAP (DATED 6/17/2008), THE PROJECT IS LOCATED IN WITHIN:
FLOOD ZONES AE AND X ON FIRM 39049C0312K.

THE BASE FLOOD ELEVATION FOR SCIOTO BIG RUN AT US 62 (HARRISBURG PIKE) IS 743.0.

THIS PROJECT DOES NOT INCLUDE ANY FILL WITHIN THE 100-YEAR FLOODPLAIN.

2023 SPECIFICATIONS

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

I HERBY APPROVED THESE PLANS AND DECLARE THAT THE MAKING OF THIS IMPROVEMENT WILL NOT REQUIRE THE CLOSING OF THE TRAFFIC OF THE HIGHWAY AND THAT PROVISIONS FOR THE MAINTENANCE AND SAFETY OF TRAFFIC WILL BE AS SET FORTH ON THE PLANS AND ESTIMATES.

Anthony C. Turowski, P.E.
06

Pamela Boratyn

Matthew Baxendell
Digitally signed by Matthew Baxendell
DN: C=US, E=mbaxendell@dynotecinc.com, O=Dynotec Inc, CN=Matthew Baxendell
Date: 2025.07.03 13:58:15-04'00'

ENGINEER'S SEAL

STATE OF OHIO
MATTHEW P BAXENDELL
E-77990
REGISTERED PROFESSIONAL ENGINEER

STANDARD CONSTRUCTION DRAWINGS

CB-2-3, 2-4	7/19/24	MT-97.10	4/19/19			COC-1441	7/1/24	800-2023	1/17/25	NWP #7	10/3/24
CB-2-5, 2-6	7/19/24	MT-101.90	7/17/20			COC-2010	7/1/21	832	7/19/24		
CB-3	7/19/24	MT-105.10	1/17/20			COC-2171	4/30/18	895	4/18/14		
CB-3A	7/19/24					COC-2201	7/1/22				
		TC-41.10	7/19/13			COC-2202	7/1/23				
DM-1.1	1/17/25	TC-42.20	10/18/13			COC-2319	7/1/24				
DM-1.2	1/17/25	TC-52.10	10/18/13			COC-4163	7/1/24				
DM-4.3	1/15/16	TC-52.20	1/15/21			COC-4600	7/1/20				
DM-4.4	1/15/16	TC-71.10	4/21/23								
		TC-74.10	7/21/23								
MH-3	7/19/24										
HW-1.1	7/19/24										
HW-2.1	7/15/22										
HW-2.2	7/20/18										

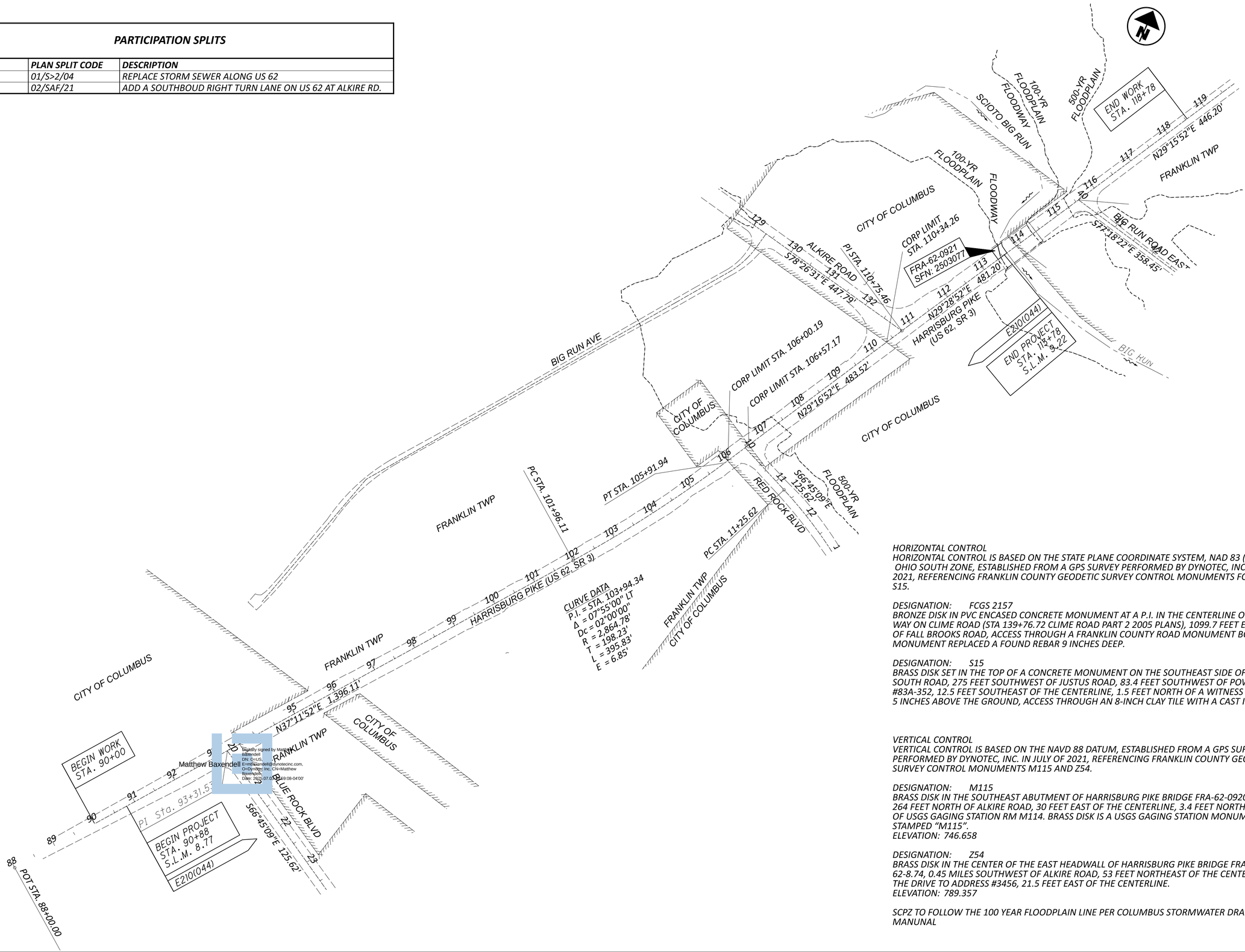
TITLE SHEET

COLUMBUS PID	3808-E
DESIGN AGENCY	DYNOTEC
DESIGNER	JLS
REVIEWER	MPB 03/17/25
PROJECT ID	114103
SHEET	P. 01
TOTAL	P. 50

FRA-62-08.91

MODEL: Title Sheet PAPERSIZE: 34x22 (in.) DATE: 6/27/2025 TIME: 1:49:21 PM USER: jschnipke
N:\Jobs\2021\2100029-01-20-0- ODOT District 6 FRA-62 Storm Repairs\1141103\400-Engineering\Roadway\Sheets\1141103_GT001.dgn

PARTICIPATION SPLITS		
SPLIT #	**PLAN SPLIT CODE**	**DESCRIPTION**
1	01/S>2/04	REPLACE STORM SEWER ALONG US 62
2	02/SAF/21	ADD A SOUTHBOUD RIGHT TURN LANE ON US 62 AT ALKIRE RD.



HORIZONTAL CONTROL
HORIZONTAL CONTROL IS BASED ON THE STATE PLANE COORDINATE SYSTEM, NAD 83 (CORS 2007), OHIO SOUTH ZONE, ESTABLISHED FROM A GPS SURVEY PERFORMED BY DYNOTEC, INC. IN JULY OF 2021, REFERENCING FRANKLIN COUNTY GEODETIC SURVEY CONTROL MONUMENTS FCGS 2157 AND S15.

DESIGNATION: FCGS 2157
BRONZE DISK IN PVC ENCASED CONCRETE MONUMENT AT A P.I. IN THE CENTERLINE OF RIGHT OF WAY ON CLIME ROAD (STA 139+76.72 CLIME ROAD PART 2 2005 PLANS), 1099.7 FEET EAST OF FALL BROOKS ROAD, ACCESS THROUGH A FRANKLIN COUNTY ROAD MONUMENT BOX. MONUMENT REPLACED A FOUND REBAR 9 INCHES DEEP.

DESIGNATION: S15
BRASS DISK SET IN THE TOP OF A CONCRETE MONUMENT ON THE SOUTHEAST SIDE OF BIG RUN SOUTH ROAD, 275 FEET SOUTHWEST OF JUSTUS ROAD, 83.4 FEET SOUTHWEST OF POWER POLE #83A-352, 12.5 FEET SOUTHEAST OF THE CENTERLINE, 1.5 FEET NORTH OF A WITNESS POST, 5 INCHES ABOVE THE GROUND, ACCESS THROUGH AN 8-INCH CLAY TILE WITH A CAST IRON LID.

VERTICAL CONTROL
VERTICAL CONTROL IS BASED ON THE NAVD 88 DATUM, ESTABLISHED FROM A GPS SURVEY PERFORMED BY DYNOTEC, INC. IN JULY OF 2021, REFERENCING FRANKLIN COUNTY GEODETIC SURVEY CONTROL MONUMENTS M115 AND Z54.

DESIGNATION: M115
BRASS DISK IN THE SOUTHEAST ABUTMENT OF HARRISBURG PIKE BRIDGE FRA-62-0920, 264 FEET NORTH OF ALKIRE ROAD, 30 FEET EAST OF THE CENTERLINE, 3.4 FEET NORTHWEST OF USGS GAGING STATION RM M114. BRASS DISK IS A USGS GAGING STATION MONUMENT STAMPED "M115".
ELEVATION: 746.658

DESIGNATION: Z54
BRASS DISK IN THE CENTER OF THE EAST HEADWALL OF HARRISBURG PIKE BRIDGE FRA 62-8.74, 0.45 MILES SOUTHWEST OF ALKIRE ROAD, 53 FEET NORTHEAST OF THE CENTER OF THE DRIVE TO ADDRESS #3456, 21.5 FEET EAST OF THE CENTERLINE.
ELEVATION: 789.357

SCPZ TO FOLLOW THE 100 YEAR FLOODPLAIN LINE PER COLUMBUS STORMWATER DRAINAGE MANUNAL

HORIZONTAL SCALE IN FEET
0 50 100 200

SCHEMATIC PLAN
STA. 88+00 TO 120+00

FRA-62-08.91

MODEL: CLP_6 - Plan 1 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 6/27/2025 TIME: 1:49:33 PM USER: jschnipke
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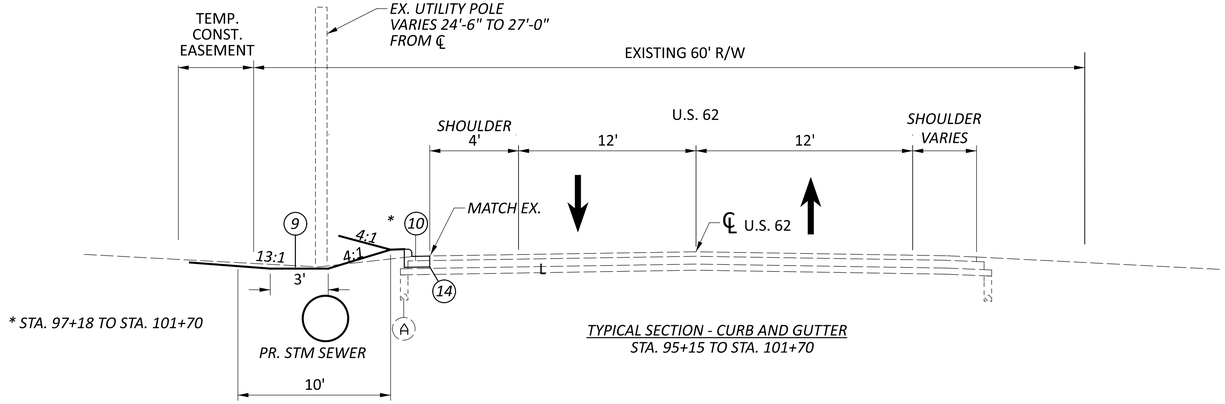
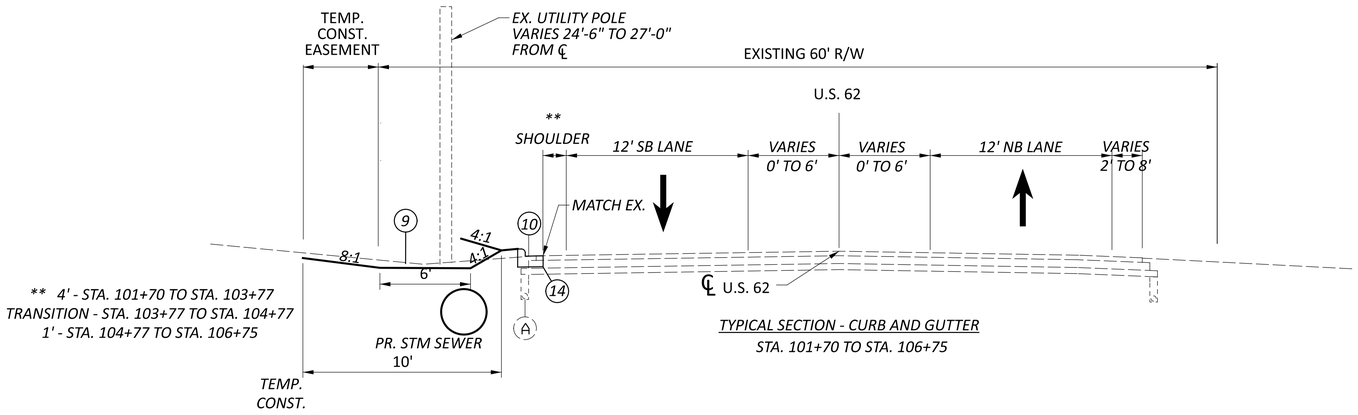
COLUMBUS PID	3808-E
DESIGN AGENCY	DYNOTEC
DESIGNER	JLS
REVIEWER	MPB 03/17/25
PROJECT ID	114103
SHEET	P. 02
TOTAL	P. 50



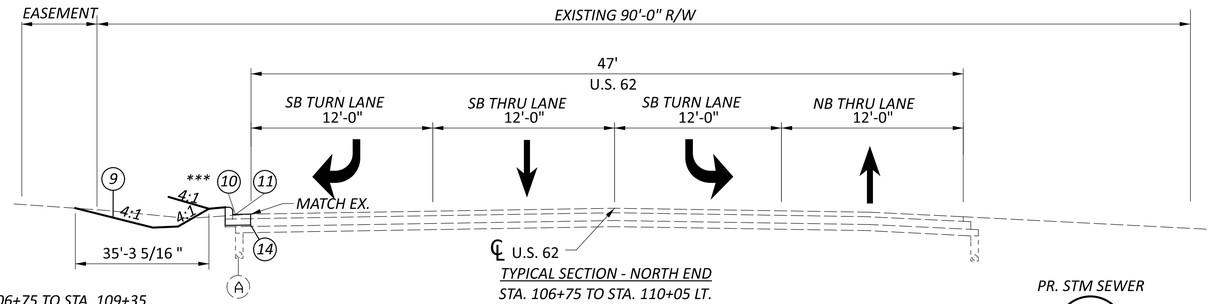
* STA. 97+18 TO STA. 101+70

TYPICAL SECTION - CURB AND GUTTER
STA. 95+15 TO STA. 101+70



** 4' - STA. 101+70 TO STA. 103+77
TRANSITION - STA. 103+77 TO STA. 104+77
1' - STA. 104+77 TO STA. 106+75

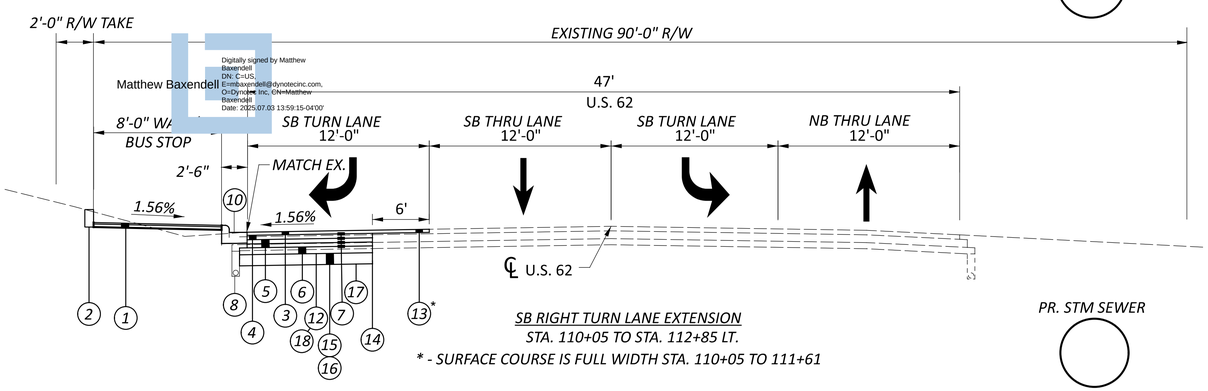
TYPICAL SECTION - CURB AND GUTTER
STA. 101+70 TO STA. 106+75



*** STA. 106+75 TO STA. 109+35

TYPICAL SECTION - NORTH END
STA. 106+75 TO STA. 110+05 LT.
STA. 112+85 TO STA. 113+50 LT.

PR. STM SEWER



SB RIGHT TURN LANE EXTENSION
STA. 110+05 TO STA. 112+85 LT.

* - SURFACE COURSE IS FULL WIDTH STA. 110+05 TO 111+61

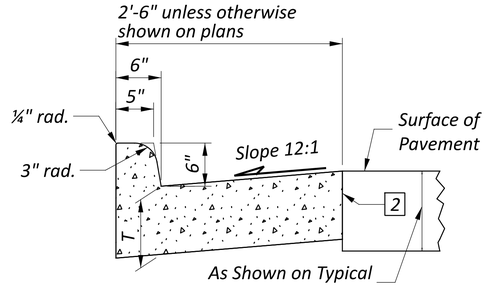
PR. STM SEWER

LEGEND

1. ITEM 608 - 4" CONCRETE WALK, AS PER PLAN
2. ITEM 608 - CURB WALL TYPE 7
3. ITEM 442 - 1.5" ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG64-22
4. ITEM 442 - 1.75" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, PG64-22
5. ITEM 301 - 9" ASPHALT CONCRETE BASE, PG64-22, (449) (2 LIFTS)
6. ITEM 304 - 8" AGGREGATE BASE
7. ITEM 407 - TACK COAT
8. ITEM 605 - UNDERDRAIN, 4" DEPTH PER ODOT 205.1
9. ITEM 659 - SEEDING AND MULCHING
10. ITEM 609 - COMBINATION CURB & GUTTER, TYPE 2
11. ITEM 609 - COMBINATION CURB & GUTTER, COC
12. ITEM 204 - SUBGRADE COMPACTION
13. ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN (T = 1 1/2")
14. ITEM 409 - SAWCUT
15. ITEM 204 - EXCAVATION OF SUBGRADE, 12" DEPTH
16. ITEM 204 - GRANULAR MATERIAL, TYPE B, 12" DEPTH
17. ITEM 204 - PROOF ROLLING
18. ITEM 204 - GEOTEXTILE FABRIC

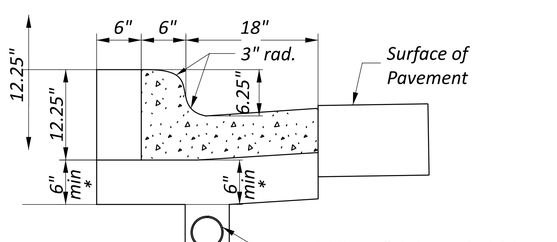
Ⓐ EXISTING UNDERDRAIN

COMBINATION CURB & GUTTER, TYPE 2:



STA. 101+70 TO STA. 109.89

COMBINATION CURB & GUTTER, COC STD. 2010:



STA. 109.89 TO END

TYPICAL SECTIONS

COLUMBUS PID	3808-E
DESIGN AGENCY	DYNOTEC
DESIGNER	JLS
REVIEWER	MPB 03/17/25
PROJECT ID	114103
SHEET	P. 03
TOTAL	P. 50

FRA-62-08.91

MODEL: Typical Sections PAPERSIZE: 34x22 (in.) DATE: 6/27/2025 TIME: 1:49:38 PM USER: jschnipke
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ROUNDING

THE ROUNDING AT SLOPE BREAKPOINTS SHOWN ON THE TYPICAL SECTIONS APPLIES TO ALL CROSS-SECTIONS EVEN THOUGH OTHERWISE SHOWN.

UTILITIES

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

ELECTRIC:
AMERICAN ELECTRIC POWER
ATTN: JOEL B. TRAD
700 MORRISON ROAD
GAHANNA, OH 43230
OFFICE: 614-883-6831
JTRAD@AEP.COM

GAS:
COLUMBIA GAS OF OHIO
ATTN: ROB CALDWELL
3550 JOHNNY APPLESEED CT.
COLUMBUS, OH 43231
OFFICE: 614-818-2104
CELL: 614-370-1906
rcaldwell@nisource.com

WATER:
CITY OF COLUMBUS
WATER DEPARTMENT
910 DUBLIN ROAD
COLUMBUS, OHIO 43215
OFFICE: 614-645-8276
ATTN: BRIAN HAEMMERLE

CATV:
CHARTER COMMUNICATION
ATTN: JOEY VLOCK
3760 INTERCHANGE ROAD
COLUMBUS, OH 43204
OFFICE: 614-827-7974
CELL: 614-332-2337
joey.vlock@charter.com

CATV:
CHARTER COMMUNICATIONS
SPECTRUM
ATTN: JOEY VLOCK
3760 INTERCHANGE ROAD
COLUMBUS, OHIO 43204
OFFICE: 614-481-5047
CELL: 614-348-2966
joey.vlock@charter.com

SANITATION:
FRANKLIN COUNTY
WATER & SANITARY
ATTN: STEPHEN RENNER
280 E BROAD STREET, 2ND FLOOR
COLUMBUS, OHIO 43215
OFFICE: 614-525-3940

THE LOCATION OF THE UNDERGROUND UTILITIES SHOWN ON THE PLANS ARE AS OBTAINED FROM THE OWNERS AS REQUIRED BY SECTION 153.64 O.R.C.

SURVEYING PARAMETERS

HORIZONTAL CONTROL: HORIZONTAL
CONTROL IS BASED ON RAPID-STATIC GPS OBSERVATIONS, WITH NGS OPUS RESOLUTIONS, PERFORMED IN JUNE OF 2021 BY DYNOTEC, INC.
VERTICAL CONTROL: VERTICAL
CONTROL IS BASED ON THE NAVD88 (GEOID18) DATUM AS ESTABLISHED AS PART OF STATIC GPS OBSERVATIONS, PERFORMED IN JUNE OF 2021 BY DYNOTEC, INC.

HORIZONTAL POSITIONING
REFERENCE FRAME: NAD83(2011)
COORDINATE SYSTEM: OHIO STATE PLANE, SOUTH ZONE
COMBINED SCALE FACTOR: 0.99994737
ORIGIN OF COORDINATE SYSTEM: NORTHING EASTING, ELEVATION (Y,X, Z): 0, 0, 0

WORK LIMITS

THE WORK LIMITS SHOWN ON THESE PLANS ARE FOR PHYSICAL CONSTRUCTION ONLY. PROVIDE THE INSTALLATION AND OPERATION OF ALL WORK ZONE TRAFFIC CONTROL AND WORK ZONE TRAFFIC CONTROL DEVICES REQUIRED BY THESE PLANS WHETHER INSIDE OR OUTSIDE THESE WORK LIMITS.

PROFILE AND ALIGNMENT

THE PROPOSED PAVEMENT RESURFACING SHALL FOLLOW THE ALIGNMENT AND PROFILE OF THE EXISTING PAVEMENT.

PERMITS

WHEN EXCAVATING WITHIN COLUMBUS PUBLIC RIGHT OF WAY LIMITS, THE CONTRACTOR SHALL OBTAIN AN EXCAVATION PERMIT FROM CITY OF COLUMBUS, DEPARTMENT OF PUBLIC SERVICE-PERMIT OFFICE BETWEEN THE HOURS OF 7:30 AM AND 4:00 PM MONDAY THROUGH FRIDAY. PHONE (614) 645-7497; FAX: (614) 645-1876; E-MAIL COLSPERMITS@COLUMBUS.GOV

PLANED SURFACES

THE CONTRACTOR SHALL SCHEDULE THEIR OPERATIONS SUCH THAT THE PROPOSED ASPHALT INTERMEDIATE COURSE IS PLACED WITHIN SEVEN (7) CALENDAR DAYS OF PAVEMENT PLANING ON ARTERIAL AND COLLECTOR ROADS AND WITHIN FOURTEEN (14) CALENDAR DAYS ON LOCAL ROADS.

SAWCUTS AND ASPHALT CONCRETE JOINTS

THE COST OF SAWCUTS, BUTT JOINTS AND SEALING THESE JOINTS THAT ARE NOT SEPARATELY ITEMIZED IN THE PLANS SHALL BE CONSIDERED INCIDENTAL TO THE PAVING ITEMS. ALL JOINTS BETWEEN EXISTING AND PROPOSED ASPHALT CONCRETE PAVEMENT SHALL BE SEALED WITH HOT APPLIED JOINT SEALER (ODOT 705.04).

PAVEMENT RESTORATION FOR PIPE INSTALLATION AND/OR REMOVALS

THE FOLLOWING QUANTITIES HAVE BEEN PROVIDED FOR PAVEMENT RESTORATION FOLLOWING INSTALLATION AND/OR REMOVAL OF PIPES.

ITEM 301 - ASPHALT CONCRETE BASE, PG64-22 45 CU. YDS.
ITEM 441 - ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (446) PG64-22 12 CU. YDS.
ITEM 441 - ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1 (448) -22 12 CU. YDS.

THE ABOVE QUANTITY IS BASED ON A 301 THICKNESS OF 3" AND A PAVEMENT RESTORATION WIDTH THAT INCLUDES THE TRENCH WIDTH PLUS TWO FEET ON EACH SIDE OF THE TRENCH. REFER TO CITY OF COLUMBUS STD DRAWING 1441.

PROVIDE ANY MATERIALS USED OUTSIDE THE LIMITS STATED ABOVE AT NO ADDITIONAL COST.

CLEARING AND GRUBBING

ALTHOUGH THERE ARE NO TREES AND STUMPS SPECIFICALLY MARKED FOR REMOVAL WITHIN THE LIMITS OF THE PROJECT, A LUMP SUM QUANTITY IS INCLUDED IN THE GENERAL SUMMARY FOR ITEM 201, CLEARING AND GRUBBING. ALL PROVISIONS AS SET FORTH IN THE SPECIFICATIONS UNDER THIS ITEM ARE INCLUDED IN THE LUMP SUM PRICE BID FOR ITEM 201, CLEARING AND GRUBBING.

UNSUITABLE SUBGRADE SOILS

IF UNSUITABLE SOILS ARE ENCOUNTERED IN THE AREAS OF THE PROPOSED ROADBED, REMOVE AND REPLACE WITH SUITABLE MATERIAL MEETING THE REQUIREMENTS OF 203.02.R, OR WHEN REQUIRED BY THE ENGINEER, USE GRANULAR MATERIAL MEETING THE SPECIFICATIONS OF 703.16.C TYPE B GRANULAR MATERIAL (304/411/617 WITH 0 TO 20 PERCENT PASSING THE NO. 200 SIEVE). THE LOCATIONS AND DIMENSIONS SHALL BE AS DETERMINED BY THE ENGINEER.

THE QUANTITIES FOR EXCAVATING THE UNSUITABLE SUBGRADE AND UNSTABLE SUBGRADE ARE BOTH PAID UNDER ITEM 204 - EXCAVATION OF SUBGRADE

ITEM 659 - TOPSOIL, AS PER PLAN

PROVIDE PULVERIZED TOPSOIL THAT IS FERTILE, LOOSE, FRIABLE AND LOAMY AT LOCATIONS SHOWN IN THE PLANS OR AS DIRECTED BY THE ENGINEER. TOPSOIL SHALL BE FURNISHED FROM COMMERCIAL SOURCES (TOPSOIL SUPPLIERS) OR SHALL BE FURNISHED FROM STOCKPILES THAT ARE APPROVED BY THE DEPARTMENT.

IN ADDITION TO THE REQUIREMENTS OF 650, TOPSOIL SHALL CONTAIN BETWEEN 6 PERCENT AND 20 PERCENT ORGANIC MATERIAL. TOPSOIL SHALL NOT CONTAIN MORE THAN 18% MOISTURE AND SHALL BE FREE OF WEEDS AND OTHER DELETERIOUS MATERIAL. TOPSOIL SHALL NOT CONTAIN MORE THAN 5 PERCENT OF MATERIAL NOT PASSING THE 1/2-INCH SIEVE, OR ANY MATERIAL 1-INCH OR LARGER IN ANY DIMENSION. FOR TOPSOIL TO BE CONSIDERED LOAMY, ENSURE THAT THE FRACTION PASSING THE NO. 10 SIEVE DOES NOT CONTAIN MORE THAN40 PERCENT CLAY. TEST FOR ACIDITY OR ALKALINITY AND ENSURE THAT THE PH IS BETWEEN 6 AND 7. TEST TOPSOIL ACCORDING TO SUPPLEMENT 1016.

CONSTRUCTION NOISE

ACTIVITIES AND LAND USE ADJACENT TO THIS PROJECT MAY BE AFFECTED BY CONSTRUCTION NOISE. IN ORDER TO MINIMIZE ANY ADVERSE CONSTRUCTION NOISE IMPACTS, DO NOT OPERATE POWER-OPERATED CONSTRUCTION-TYPE DEVICES BETWEEN THE HOURS OF 8 PM AND 6:30 AM. IN ADDITION, DO NOT OPERATE AT ANY TIME ANY DEVICE IN SUCH A MANNER THAT THE NOISE CREATED SUBSTANTIALLY EXCEEDS THE NOISE CUSTOMARILY AND NECESSARILY ATTENDANT TO THE REASONABLE AND EFFICIENT PERFORMANCE OF SUCH EQUIPMENT.

SEEDING AND MULCHING

THE FOLLOWING QUANTITIES ARE PROVIDED TO PROMOTE GROWTH AND CARE OF PERMANENT SEEDED AREAS:

659, SOIL ANALYSIS TEST 2 EACH
659, TOPSOIL, AS PER PLAN 200 CU. YD.
659, SEEDING AND MULCHING CLASS 1 1,800 SQ. YD.
659, REPAIR SEEDING AND MULCHING 180 SQ. YD
659, INTER-SEEDING 180 SQ. YD.
659, COMMERCIAL FERTILIZER 0.17 LBS
659, WATER 10 M GAL.

SEEDING AND MULCHING SHALL BE APPLIED TO ALL AREAS OF EXPOSED SOIL BETWEEN THE RIGHT-OF-WAY LINES, AND WITHIN THE CONSTRUCTION LIMITS FOR AREAS OUTSIDE THE RIGHT-OF-WAY LINES COVERED BY WORK AGREEMENT OR SLOPE EASEMENT. QUANTITY CALCULATIONS FOR SEEDING AND MULCHING ARE BASED ON THESE LIMITS.

TEMPORARY SHORING NEAR TRAFFIC SIGNAL SUPPORTS

THE CONTRACTOR SHALL ERECT TEMPORARY SHORING TO PROTECT THE EXISTING TRAFFIC SIGNAL SUPPORT DURING EXCAVATION WHICH WILL TAKE PLACE WITHIN 5' OF THE SUPPORT. THE EXCAVATION AREA SHALL BE BACKFILLED WITH CONTROLLED DENSITY FILL (CDF) UPON COMPLETION OF THE WORK.

THE CONTRACTOR SHALL SUBMIT DETAILED SHORING PLANS AND CDF FILL CALCULATIONS SEALED BY A LICENSED PROFESSIONAL ENGINEER IN THE STATE OF OHIO TO THE DEPARTMENT OF PUBLIC SERVICE AT LEAST 14 CALENDAR DAYS IN ADVANCE OF THE EXCAVATION ACTIVITY REQUIRING SHORING. THE DEPARTMENT OF PUBLIC SERVICE WILL NOT PROVIDE ANY GEOTECHNICAL OR STRUCTURAL REVIEW OF THE PROPOSED SHORING OR CDF DESIGN.

IF THE EXCAVATION CAUSES THE SIGNAL SUPPORT TO LEAN OR BECOME UNSTABLE AT ANY POINT DURING OR AFTER EXCAVATION, THE CONTRACTOR SHALL TAKE IMMEDIATE ACTION TO RETURN THE SUPPORT TO ITS ORIGINAL VERTICAL POSITION. THE SIGNAL SUPPORT FOUNDATION WILL THEN BE REQUIRED TO BE REPLACED AT THE CONTRACTOR'S EXPENSE

PETROLEUM CONTAMINATED SOILS

ENVIRONMENTAL STUDIES INDICATED THAT PETROLEUM CONTAMINATED SOIL (PCS) AND ORPHAN UNDERGROUND STORAGE TANK(S) (UST) COULD BE ENCOUNTERED DURING EXCAVATIONS WITHIN THE PROJECT LIMITS FROM STA 107+50 TO STA 111+00. ENVIRONMENTAL STUDIES ARE AVAILABLE AT ODOT DISTRICT 6. THE CONTRACTOR MUST DETERMINE APPROPRIATE PERSONAL PROTECTIVE EQUIPMENT FOR THOSE WHO CONDUCT WORK WITHIN THE LIMITS OF THE PCS. ALL EXCAVATED PCS THAT CANNOT BE REUSED AS PROJECT FILL PER CMS 203.03(J)., SHALL BE MANAGED AND DISPOSED OF AT A LICENSED LANDFILL. THE ENGINEER MAY PERMIT THE CONTRACTOR TO DIRECT LOAD THE EXCAVATED PCS INTO TRUCKS FOR TRANSPORT AND DISPOSAL. AS AN ALTERNATE, THE ENGINEER MAY PERMIT THE CONTRACTOR TO TEMPORARILY STOCKPILE THE EXCAVATED PCS ON AN IMPERMEABLE MEMBRANE, IN AN AREA PROVIDE BY THE CONTRACTOR AND APPROVED BY THE ENGINEER. THE STOCKPILE SHOULD BE SURROUNDED BY STRAW BALES TO REDUCE RUNOFF. THE CONTRACTOR WILL PROVIDE COMPLETED LOG FORMS AND MANIFESTS FOR TRANSPORT AND DISPOSAL TO THE ENGINEER FOR SIGNATURE. THE CONTRACTOR IS RESPONSIBLE FOR ANY ADDITIONAL TESTING THAT THE LANDFILL MAY REQUIRE FOR DISPOSAL. NO USTS WERE CONFIRMED TO BE PRESENT DURING PROJECT DEVELOPMENT, BUT ORPHAN TANKS MAY BE PRESENT AND ANY ORPHAN TANKS DISCOVERED SHALL FOLLOW CMS 202.08 FOR PROPER PERMITTING, REMOVAL, AND DISPOSAL OF THOSE TANKS. THE CONTRACTOR IS RESPONSIBLE FOR ALL PERMITTING, SOIL AND GROUNDWATER DISPOSAL, TANK PREPARATION, REMOVAL AND DISPOSAL, INSPECTIONS, SAMPLING, AND REPORTING. ALL TANK REMOVAL ACTIVITIES MUST BE CONDUCTED BY A CERTIFIED TANK INSTALLER. IF EXCAVATIONS WITHIN THE PCS REQUIRE DEWATERING FOR CONSTRUCTION PURPOSES, THE CONTRACTOR SHALL DEWATER, CONTAINERIZE AND DISPOSE OF WATERS BY METHOD APPROVED BY THE ENGINEER. THE CONTRACTOR SHALL OBTAIN ALL THE NECESSARY PERMITS NEEDED TO STORE, TRANSPORT AND DISPOSE OF WATER IN ACCORDANCE WITH APPLICABLE LOCAL, STATE AND FEDERAL REGULATIONS. THE CONTRACTOR IS RESPONSIBLE FOR ANY ADDITIONAL TESTING REQUIRED FOR DISPOSAL. ALL EXCAVATED AREAS SHALL BE BACKFILLED WITH SUITABLE MATERIAL IN ACCORDANCE WITH PROJECT PLANS, APPLICABLE ODOT SPECIFICATIONS OR AS DIRECTED BY THE ENGINEER. THE CONTRACTOR SHALL FURNISH ALL THE LABOR, EQUIPMENT AND MATERIALS NECESSARY TO PROPERLY MANAGE, STORE (IF NECESSARY), TEST FOR DISPOSAL, TRANSPORT AND DISPOSE OF REGULATED MATERIALS, INCLUDING ANY REQUIRED PERMITS OR FEES WITHIN THE IDENTIFIED LIMITS. PAYMENT FOR THIS WORK SHALL BE MADE AT THE CONTRACT PRICE BID. THE FOLLOWING ESTIMATED QUANTITY HAS BEEN INCLUDED IN THE GENERAL SUMMARY. 690E65000 WORK INVOLVING NON-REGULATED MATERIAL ___280____ TON 690E65016 WORK INVOLVING PCS ____140___ TON

DRAINAGE DISCHARGE CONTINUANCE

FURNISH A DRAINAGE DISCHARGE CONTINUANCE FOR ANY DRAINAGE DISCHARGE DISTURBED BY THE WORK AND NOT SHOWN IN THE PLANS. THE LOCATION, TYPE (CONDUIT OR SWALE), SIZE AND GRADE OF THE DRAINAGE DISCHARGE CONTINUANCE WILL BE AGREED TO BY THE ENGINEER.

FURNISH AN INSPECTION WELL AT THE RIGHT OF WAY LINE IN PER STANDARD CONSTRUCTION DRAWING DM-3.1 FOR EACH DRAINAGE DISCHARGE THAT OUTLETS THROUGH A CURB OPENING OR INTO A STORM SEWER OR DRAINAGE STRUCTURE. THE COST IS INCLUDED IN ITEM 611, INSPECTION WELL.

FURNISH A WELL GRADED TRANSITION BETWEEN THE DITCH AND THE SWALE WHEN OUTLETTING A SWALE TO A DITCH. THE COST FOR THE GRADED TRANSITION IS INCLUDED IN ITEM 203, EMBANKMENT, AS PER PLAN.

FURNISH AN EROSION CONTROL PAD AS SHOWN IN STANDARD CONSTRUCTION DRAWING DM-1.1 WHEN OUTLETTING A CONDUIT TO A DITCH. THE COST FOR THE EROSION CONTROL PAD IS INCLUDED IN ITEM 611, CONDUIT, MISC TYPE C FOR DRAINAGE DISCHARGE CONTINUANCE.

FURNISH A DRILLED HOLE OR A CURB SECTION WHEN OUTLETTING A CONDUIT THROUGH A CURB OPENING. THE COST OF DRILLING OR FURNISHING THE CURB SECTION WITH HOLE IS INCLUDED IN ITEM 611, CONDUIT, MISC TYPE C FOR DRAINAGE DISCHARGE CONTINUANCE.

FURNISH A DRILLED CORE HOLE WHEN OUTLETTING INTO A STORM SEWER OR DRAINAGE STRUCTURE. THE COST OF THE DRILLED CORE HOLE IS INCLUDED IN ITEM 611, CONDUIT, MISC TYPE C FOR DRAINAGE DISCHARGE CONTINUANCE.

DOCUMENTATION

PROVIDE WRITTEN DOCUMENTATION TO THE ENGINEER AND TO THE DISTRICT R/W PERMIT OFFICE. THE DOCUMENTATION INCLUDES THE CONSTRUCTION PROJECT NUMBER, PID, COUNTY, ROUTE, SECTION, LATITUDE AND LONGITUDE OF THE DRAINAGE DISCHARGE AT THE R/W, THE NAME OF PROPERTY OWNER WITH ADDRESS, THE DATE THE DRAINAGE DISCHARGE WAS LOCATED, THE DATE THE DRAINAGE DISCHARGE CONTINUANCE WAS FURNISHED, A DETAILED DESCRIPTION OF THE WORK AND PICTURES OF THE DRAINAGE DISCHARGE CONTINUANCE (IN PDF OR JPEG FORMAT). THE DOCUMENTATION IS INCLUDED IN ITEM 611, CONDUIT, MISC TYPE C FOR DRAINAGE DISCHARGE CONTINUANCE OR ITEM 203, EMBANKMENT, AS PER PLAN

DRAINAGE DISCHARGE CONTINUANCE REMOVAL

THE ENGINEER MAY REQUIRE THE NEWLY INSTALLED DRAINAGE DISCHARGE CONTINUANCE TO BE REMOVED.

REMOVE THE NEWLY INSTALLED CONDUIT AND ANY EXISTING CONDUIT TO THE RIGHT OF WAY LINE. FOR CONDUIT THAT OUTLETS THROUGH THE CURB, RESTORE THE CURB BY FILLING THE HOLE WITH CLASS QC 1 CONCRETE OR REPLACE THE CURB SECTION. FOR CONDUIT THAT OUTLETS TO A STORM SEWER OR DRAINAGE STRUCTURE LEAVE 6 INCHES PROTRUDING OUTSIDE OF THE CONDUIT. PLUG THE PROTRUDING CONDUIT WITH EITHER A MANUFACTURED CAP OR CLASS QC 1 CONCRETE. FOR CONDUIT THAT OUTLETS TO THE DITCH REMOVE THE EROSION CONTROL PAD. RESTORE ALL AREAS AS REQUIRED. PLUG THE EXISTING CONDUIT REGARDLESS OF SIZE AT THE RIGHT OF WAY LINE WITH CLASS QC 1 CONCRETE AND RESTORE ALL AREAS AS REQUIRED. ALL COSTS ARE INCLUDED IN ITEM 202, REMOVAL MISC.: CONDUIT.

DAM THE SWALE THAT OUTLETS TO THE DITCH AT THE R/W AS DIRECTED BY THE ENGINEER. ALL COSTS ARE INCLUDED IN ITEM 203, EMBANKMENT AS PER PLAN REMOVE THE INSPECTION WELL AND RESTORE ALL AREAS AS REQUIRED. THE COST IS INCLUDED IN ITEM 202, REMOVAL MISC.: INSPECTION WELL.

CONDUIT MATERIAL TYPES

THE FOLLOWING CONDUIT MATERIAL TYPES ARE PERMITTED: 707.33, 707.41 NONPERFORATED, 707.42, 707.43, 707.45, 707.46, 707.47 AND 707.51.

PAY ITEMS

EACH OF THE PAY ITEMS LISTED BELOW FOR CONDUIT MISCELLANEOUS TYPES B, C, E AND F FOR DRAINAGE DISCHARGE CONTINUANCE INCLUDE CONDUIT SIZES 2 INCH TO 10 INCH. THERE IS NO COST DIFFERENTIATION FOR SIZE IN THESE PAY ITEMS.

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED IN THE GENERAL SUMMARY FOR USE AS DIRECTED BY THE ENGINEER IN MAKING THE ABOVE DRAINAGE DISCHARGE CONTINUANCE:

ITEM 611, MANHOLE 3	1	EACH
ITEM 611, INSPECTION WELL	2	EACH
ITEM 611, CONDUIT, MISC.: TYPE C FOR DRAINAGE DISCHARGE CONTINUANCE	20	FT
ITEM 202, REMOVAL MISC.: CONDUIT	40	FT
ITEM 202, REMOVAL MISC.: INSPECTION WELL	2	EACH
ITEM 203, EMBANKMENT, AS PER PLAN	10	CY

NOTE

NO NON-RUBBER TIRE VEHICLE SHALL BE MOVED ON STATE OR COUNTY ROADS. EXCEPTIONS MAY BE GRANTED BY AN AUTHORIZED STATE OR COUNTY OFFICAL WHERE SHORT DISTANCES AND SPECIAL CIRCUMSTANCES ARE INVOLVED. GRANTING OF EXCEPTIONS MUST BE IN WRITING AND ANY RESULTING DAMAGE MUST BE REPAIRED FOR THE SATISFACTION OF THE STATE OR COUNTY.

Matthew Baxendell
Digitally signed by Matthew Baxendell
DN: C=US, E=mbaxendell@dynotecinc.com, O=Dynotec Inc, CN=Matthew Baxendell
Date: 2025.07.03 13:59:22-04'00'

GENERAL NOTES

COLUMBUS PID
3808-E

DESIGN AGENCY
DYNOTEC

DESIGNER
JLS

REVIEWER
MPB 03/17/25

PROJECT ID
114103

SHEET P. 04 TOTAL P. 50

FRA-62-08.91

MODEL: Notes 1 PAPERSIZE: 34x22 (in.) DATE: 6/27/2025 TIME: 1:49:42 PM USER: jschnipke
N:\Jobs\2021\210029-01-20-0- ODOT District 6 FRA-62 Storm Repairs\114103\400-Engineering\Roadway\Sheets\114103_GN001.dgn

ASPHALT CONCRETE SURFACE COURSE SEALING REQUIREMENTS

THE CONTRACTOR SHALL SEAL ALL GUTTERS AND LOCATIONS MENTIONED BELOW PER THE GOVERNING REGULATIONS WITH A CERTIFIED PG BINDER PER C&MS 702.01. THE SEALANT SHALL BE APPLIED AT A UNIFORM RATE AND UNIFORM WIDTH OF 3 INCHES, WITHOUT EXCESS MATERIAL LEFT ON THE SURFACE. THE SEALANT SHALL BE APPLIED AT A TEMPERATURE BETWEEN 300 AND 350 DEGREES FAHRENHEIT IMMEDIATELY UPON COMPLETION OF THE SURFACE COURSE.

IN ADDITION TO GUTTER SEALING THE CONTRACTOR SHALL SEAL ALL CASTINGS WITHIN PAVEMENT INCLUDING MONUMENTS, MANHOLES, VALVES, CATCH BASINS AND CURB INLETS. THE CONTRACTOR SHALL ALSO SEAL ALL BUTT AND FEATHER JOINTS, AND THE PERIMETER OF ALL PAVEMENT REPAIRS OR OTHER PAVEMENT INLAYS WHEN PAVEMENT REPAIRS /INLAYS ARE NOT OVERLAID WITH AN ASPHALT CONCRETE SURFACE COURSE.

ITEM 608 CURB RAMPS

ALL CURB RAMPS PROVIDED BY THE CONTRACTOR SHALL MEET ALL ADA REQUIREMENTS AND THE FOLLOWING:
TRUNCATED DOME TILES TINTED RED AS MANUFACTURED BY ENGINEERED PLASTICS, INC., TRUNCATED DOME TACTILE SYSTEMS AS MANUFACTURED BY ADA SOLUTIONS INC., OR APPROVED EQUAL SHALL BE INSTALLED AT ALL CURB RAMPS.

CURB RAMPS SHALL CONFORM TO O.D.O.T. CURB RAMPS STANDARD DRAWINGS.

CURB RAMPS SITUATED IN COLUMBUS SHALL MEET CITY OF COLUMBUS SCDS AND CITY OF COLUMBUS CONSTRUCTION AND MATERIAL SPECIFICATIONS ITEM 608.

THICKNESS OF THE CURB RAMP WALK AND CONCRETE BASE BENEATH THE TRUNCATED DOMES SHALL BE A MINIMUM OF 8 INCHES. IN ADDITION, (A 2 INCH COMPACTED SCREENINGS BED THAT MEETS THE REQUIREMENTS OF C&MS 703.10 (LIMITED TO CRUSHED STONE) SHALL BE FURNISHED AND PLACED BENEATH ALL CURB RAMP AREAS).

ITEM 608 CONCRETE SIDEWALK, AS PER PLAN

ALL SIDEWALKS SHALL CONFORM TO THE FOLLOWING:
PER 608.03(C), IT IS REQUIRED THAT 1/2 INCH THICK EXPANSION JOINT MATERIAL (C&MS 703.05) IS INSTALLED BETWEEN THE WALK AND THE BACK OF CURB AND 1/2 INCH THICK FOR ANY OTHER FIXED OBJECT. IN ADDITION TO THE LOCATIONS SPECIFIED UNDER C&MS 608.03(C), TRANSVERSE EXPANSION JOINTS SHALL BE CONSTRUCTED AT INTERVALS OF NOT MORE THAN 25 TO 30 FEET UNLESS OTHERWISE DIRECTED. THE EXPANSION JOINT FILLER C&MS 705.03 SHALL BE PLACED AT THE TRANSVERSE EXPANSION JOINTS FOR THE FULL DEPTH/WIDTH OF THE CONCRETE WALK AND SHALL BE TRULY NORMAL TO GRADE. THE TOP 1/2 INCH OF THE EXPANSION JOINT PLACED BETWEEN THE WALK AND BACK OF CURB SHALL BE SEALED WITH C&MS 705.04 JOINT SEALER.

FINAL SURFACE FINISH OF WALKS SHALL BE IN ACCORDANCE WITH APPLICABLE MUNICIPAL STANDARDS/ORDINANCES. IN ADDITION, A 2 INCH COMPACTED SCREENINGS BED THAT MEETS THE REQUIREMENTS OF C&MS 703.10 (LIMITED TO CRUSHED STONE) SHALL BE FURNISHED AND PLACED BENEATH ALL SIDEWALK AREAS.

PAVEMENT RESTORATION FOR DRAINAGE STRUCTURE INSTALLATIONS

THE FOLLOWING QUANTITY IS PROVIDED FOR PAVEMENT RESTORATION FOLLOWING INSTALLATION OF ITEM 611, DRAINAGE STRUCTURES.

ITEM 301, ASPHALT CONCRETE BASE, PG64-22 20 CU. YDS.

THE ABOVE QUANTITY IS BASED ON A 301 THICKNESS OF 6 INCHES (3 LIFTS) AND A WIDTH OF TWO FEET AROUND THE PERIMETER OF THE DRAINAGE STRUCTURE.

PROVIDE ANY MATERIALS USED OUTSIDE THE LIMITS STATED ABOVE AT NO ADDITIONAL COST.

ITEM SPECIAL - PIPE CLEANOUT

THIS WORK SHALL CONSIST OF REMOVING SEDIMENT AND DEBRIS FROM THE EXISTING DRAINAGE CONDUITS SPECIFIED IN THE PLANS. ALL MATERIAL REMOVED SHALL BE DISPOSED OF AS PER 105.16 AND 105.17. ALL SEWERS SHALL BE CLEANED OUT TO THE SATISFACTION OF THE ENGINEER. CLEANOUT OF THE PIPE SHALL BE PAID FOR AT THE UNIT PRICE BID FOR ITEM SPECIAL - PIPE CLEANOUT. THIS PRICE SHALL INCLUDE THE COST FOR MATERIAL, EQUIPMENT, LABOR, AND ALL INCIDENTALS REQUIRED TO COMPLETE THE CLEANOUT.

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN INCLUDED IN THE GENERAL SUMMARY FOR THE ABOVE NOTED WORK:

SPECIAL, PIPE CLEANOUT, 24" AND UNDER 95 FEET

CROSSING AND CONNECTIONS TO EXISTING PIPES AND UTILITIES

WHERE PLANS PROVIDE FOR A PROPOSED CONDUIT TO BE CONNECTED TO, OR CROSS OVER OR UNDER AN EXISTING SEWER OR UNDERGROUND UTILITY, LOCATE THE EXISTING PIPES OR UTILITIES BOTH AS TO LINE AND GRADE BEFORE STARTING TO LAY THE PROPOSED CONDUIT.

IF IT IS DETERMINED THAT THE ELEVATION OF THE EXISTING CONDUIT, OR EXISTING APPURTENANCE TO BE CONNECTED, DIFFERS FROM THE PLAN ELEVATION OR RESULTS IN A CHANGE IN THE PLAN CONDUIT SLOPE, NOTIFY THE ENGINEER BEFORE STARTING CONSTRUCTION OF ANY PORTION OF THE PROPOSED CONDUIT WHICH WILL BE AFFECTED BY THE VARIANCE IN THE EXISTING ELEVATIONS.

IF IT IS DETERMINED THAT THE PROPOSED CONDUIT WILL INTERSECT AN EXISTING SEWER OR UNDERGROUND UTILITY IF CONSTRUCTED AS SHOWN ON THE PLAN, NOTIFY THE ENGINEER BEFORE STARTING CONSTRUCTION OF ANY PORTION OF THE PROPOSED CONDUIT WHICH WOULD BE AFFECTED BY THE INTERFERENCE WITH AN EXISTING FACILITY.

PAYMENT FOR ALL THE OPERATIONS DESCRIBED ABOVE IS INCLUDED IN THE CONTRACT PRICE FOR THE PERTINENT 611 CONDUIT ITEM.

ITEM SPECIAL - FILL AND PLUG EXISTING CONDUIT

THIS ITEM SHALL CONSIST OF THE CONSTRUCTION OF BULKHEADS IN EXISTING CONDUITS AND FILLING THE INSIDE AREA TO SEAL THE CONDUITS OFF WITH ITEM 613, SAND OR OTHER MATERIAL APPROVED BY THE ENGINEER.

BULKHEADS SHALL BE LOCATED AT THE LIMITS OF THE AREA TO BE FILLED AS INDICATED ON THE PLANS. THE BULKHEADS SHALL CONSIST OF BRICK OR CONCRETE MASONRY WITH A MINIMUM THICKNESS OF 12 INCHES.

THE FILL MATERIAL SHALL BE PUMPED INTO PLACE, OR PLACED BY OTHER MEANS APPROVED BY THE ENGINEER, SO THAT, AFTER SETTLEMENT, AT LEAST 90 PERCENT OF THE CROSS SECTIONAL AREA OF THE CONDUIT, FOR ITS ENTIRE LENGTH, SHALL BE FILLED. THE LENGTH OF FILLED AND PLUGGED CONDUIT TO BE PAID FOR SHALL BE THE ACTUAL NUMBER OF FEET (MEASURED ALONG THE CENTERLINE OF EACH CONDUIT FROM OUTER FACE TO OUTER FACE OF BULKHEADS) FILLED AND PLUGGED AS DESCRIBED ABOVE.

REVIEW OF DRAINAGE FACILITIES

PRIOR TO THE START OF WORK AND AGAIN BEFORE FINAL ACCEPTANCE, PERFORM AN INSPECTION WITH REPRESENTATIVES OF THE DEPARTMENT, CONTRACTOR AND LOCALS OF ALL EXISTING DRAINAGE FACILITIES THAT ARE TO REMAIN IN SERVICE WHICH MAY BE AFFECTED BY THE WORK. THE CONDITION OF THE EXISTING CONDUITS AND THEIR APPURTENANCES IS DETERMINED FROM FIELD OBSERVATIONS. RECORDS OF THE INSPECTION ARE MAINTAINED BY THE DEPARTMENT.

CONFIRM ALL EXISTING SEWERS INSPECTED INITIALLY BY THE ABOVE-MENTIONED PARTIES ARE MAINTAINED AND LEFT IN A CONDITION COMPARABLE TO THAT DETERMINED BY THE ORIGINAL INSPECTION. THE CONTRACTOR IS RESPONSIBLE TO CORRECT ANY CHANGE IN THE CONDITION RESULTING FROM THEIR OPERATIONS AS DIRECTED AND APPROVED BY THE ENGINEER.

PAYMENT FOR ALL OPERATIONS DESCRIBED ABOVE IS INCLUDED IN THE CONTRACT PRICE FOR THE PERTINENT 611 CONDUIT ITEMS.

EXISTING SUBSURFACE DRAINAGE

PROVIDE UNOBSTRUCTED OUTLETS FOR ALL EXISTING UNDERDRAINS OR AGGREGATE DRAINS ENCOUNTERED DURING CONSTRUCTION.

PROVIDE AN OUTLET PER STANDARD CONSTRUCTION DRAWING DM-1.1 FOR ALL UNDERDRAINS THAT OUTLET TO A SLOPE. UNDERDRAINS THAT CAN BE CONNECTED TO THE NEW OR EXISTING UNDERDRAINS AT THE END OF THE PROJECT LIMITS AS WELL AS ALL NECESSARY BENDS OR BRANCHES REQUIRED FOR CONNECTION ARE INCLUDED IN THE BASIS OF PAYMENT FOR UNCLASSIFIED PIPE UNDERDRAINS.

ITEM SPECIAL- MAILBOX SUPPORT

THIS WORK SHALL CONSIST OF FURNISHING AND ERECTING MAILBOX SUPPORTS AND ANY ASSOCIATED MOUNTING HARDWARE IN ACCORDANCE WITH PLAN DETAILS, AND ATTACHING AN OWNER-SUPPLIED MAILBOX AT LOCATIONS SPECIFIED IN THE PLAN, OR OTHERWISE ESTABLISHED BY THE ENGINEER.

WOOD POSTS SHALL BE NOMINAL 4 INCHES BY 4 INCHES SQUARE OR 4.5 INCHES DIAMETER ROUND, AND CONFORM TO 710.14.

STEEL POSTS SHALL BE NOMINAL PIPE SIZE 2 INCHES I.D., AND CONFORM TO AASHTO M 181. ALL HARDWARE INCLUDING BUT NOT LIMITED TO PLATES, SCREWS, BOLTS, AND ETC. SHALL BE COMMERCIAL-GRADE GALVANIZED STEEL. POSTS SHALL BE SET PER THE FIRST PARAGRAPH OF 606.03, AND SHALL IN NO INSTANCE BE ENCASED IN CONCRETE.

SUPPORT HARDWARE SHALL ACCOMMODATE EITHER A SINGLE OR A DOUBLE MAILBOX INSTALLATION, AND NO MORE THAN TWO BOXES MAY BE MOUNTED ON A SINGLE POST.

THE MAILBOX SHALL BE SECURELY AND NEATLY ATTACHED BY THE CONTRACTOR TO THE NEW SUPPORT. THE CONTRACTOR SHALL FURNISH ALL NECESSARY ATTACHMENT HARDWARE (NUTS, BOLTS, PLATES, SPACERS, AND WASHERS) AS NECESSARY TO ACCOMMODATE THE COMPLETE INSTALLATION.

IN THE ABSENCE OF A NEW BOX SUPPLIED BY THE OWNER, THE CONTRACTOR SHALL SALVAGE THE EXISTING BOX AND PLACE IT ON THE NEW SUPPORT. DUE CARE SHALL BE EXERCISED IN SUCH AN OPERATION, AND THE CONTRACTOR SHALL BE RESPONSIBLE FOR REPAIRING OR REPLACING ANY BOX DAMAGED BY IMPROPER HANDLING ON HIS PART, AS JUDGED AND DIRECTED BY THE ENGINEER.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING WITH THE LOCAL POST MASTER REGARDING THE TIMING OF THE MOVEMENT OF ANY MAILBOX TO A NEW LOCATION.

PAYMENT UNDER THIS ITEM SHALL BE LIMITED TO FINAL PERMANENT INSTALLATIONS, TEMPORARY INSTALLATIONS SHALL BE IN ACCORDANCE WITH 107.10. HOWEVER, THE SAME MATERIAL AND SIZE LIMITATIONS AS FOR PERMANENT INSTALLATIONS SHALL APPLY.

MAILBOX SUPPORTS, COMPLETE IN PLACE, WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER EACH, FOR ITEM SPECIAL MAILBOX SUPPORT SYSTEM, SINGLE. THE FOLLOWING ESTIMATED QUANTITY HAS BEEN INCLUDED IN THE GENERAL SUMMARY FOR THE ABOVE NOTED WORK:

SPECIAL, MAILBOX SUPPORT SYSTEM, SINGLE 11 EACH

CITY OF COLUMBUS WATER NOTES

ALL WATER MAIN MATERIALS AND INSTALLATIONS SHALL BE IN ACCORDANCE WITH THE CURRENT RULES AND REGULATIONS OF THE CITY OF COLUMBUS, DIVISION OF WATER. ALL CITY OF COLUMBUS, DIVISION OF WATER STANDARD DRAWINGS SHALL APPLY TO THE PROJECT, UNLESS OTHERWISE NOTED.

CITY OF COLUMBUS GENERAL NOTES

EROSION AND SEDIMENT CONTROL: LAND DISTURBANCE AREAS LESS THAN ONE ACRE AND NOT PART OF A LARGER COMMON PLAN OF DEVELOPMENT ARE NOT REQUIRED TO SUBMIT TO THE CITY OF COLUMBUS A FULL SCALE EROSION AND SEDIMENT CONTROL PLAN FOR APPROVAL. HOWEVER, THE PROPOSED LAND DISTURBING ACTIVITIES MUST COMPLY WITH ALL OF THE PROVISIONS OF THE DIVISION OF SEWERAGE AND DRAINAGE EROSION AND SEDIMENT CONTROL REGULATION. ALL LAND DISTURBING ACTIVITIES SHALL BE SUBJECT TO INSPECTION AND SITE INVESTIGATION BY THE CITY OF COLUMBUS TO DETERMINE COMPLIANCE WITH CITY STANDARDS AND REGULATIONS. FAILURE TO COMPLY WITH THESE REGULATIONS MAY SUBJECT THE SITE TO ENFORCEMENT ACTION BY THE CITY. QUESTIONS REGARDING EROSION AND S EDIMENT CONTROL MAY BE REFERRED TO THE STORMWATER MANAGEMENT OFFICE AT 645-6311.

ON-SITE CONTACT: MATTHEW BAXENDELL
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FAX: 614-880-7324
E-MAIL: mbaxendell@dynotecinc.com
SITE IS TRIBUTARY TO: SCIORO BIG RUN

CRPD TREE PRESERVATION AND PROTECTION NOTES

ALL PUBLIC TREES AND THE GROUND BELOW THEIR RESPECTIVE DRIP LINES, WHETHER SHOWN OR NOT SHOWN ON THE PLANS, ARE TO BE PRESERVED UNLESS APPROVAL TO REMOVE OR PRUNE IS GIVEN IN WRITING BY COLUMBUS RECREATION & PARKS (CRPD)/CITY FORESTER OR IF THE PUBLIC TREE REMOVAL HAS BEEN DESIGNATED ON THE APPROVED FINAL SITE COMPLIANCE PLAN. TREES APPROVED FOR REMOVAL BY CRPD/CITY FORESTER SHALL BE PAID FOR UNDER CMSC ITEM 201, CLEARING AND GRUBBING, UNLESS OTHERWISE PROVIDED FOR BY UNIT PRICE BID UNDER ITEM 201. THE CONTRACTOR SHALL PROTECT TREES NEAR OR ADJACENT TO THE WORK AREA TO AVOID DAMAGE TO ALL TREES THAT ARE TO REMAIN. ALL TREES REMOVED SHALL INCLUDE STUMP REMOVAL TO EIGHTEEN (18) INCHES BELOW GRADE. ALL CLEARING AND GRUBBING PERFORMED ON CRPD PROPERTY, RIGHT-OF-WAY, OR ANY CITY OF COLUMBUS PROPERTY SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR. HEAVY EQUIPMENT WILL NOT BE ALLOWED TO COMPACT THE SOIL OVER THE ROOT ZONE OF EXISTING PUBLIC TREES. RESTRICTED EQUIPMENT ACCESS ROUTES SHALL BE COORDINATED WITH CRPD INSPECTOR, KEITH MAY, AT KAMAY@COLUMBUS.GOV BEFORE WORK IS BEGINS. TEMPORARY PAVING MATERIALS, SUCH AS PLYWOOD, LUMBER OR RUBBER MATTING, SPREAD OVER THE ROOT ZONE OF PUBLIC TREES MAY BE REQUIRED TO PREVENT COMPACTION. IF A PUBLIC TREE NEEDS TO BE REMOVED, THE CONTRACTOR SHALL PROVIDE A TREE MITIGATION PLAN TO THE CITY FORESTRY SECTION [(614) 724-1276] AND REFER TO THE CRPD TREE MITIGATION PLAN GUIDANCE, ANSI A300 AND/OR CITY OF COLUMBUS EXECUTIVE ORDER 2015-01FOR TREE REPLACEMENT STANDARDS.

A TREE PROTECTION PLAN WITH A DRAWING OF ANY WORK LOCATED WITHIN THE DRIP LINE OF A PUBLIC TREE SHALL BE INCLUDED IN THE APPROVED FINAL SITE COMPLIANCE PLAN (FSCP). REFER TO CRPD STANDARD DRAWING FOR TREE PROTECTION. CONSTRUCTION MATERIALS, EXCAVATION DEBRIS, FUEL, EQUIPMENT, OR VEHICLES ARE NOT TO BE STOCKPILED, STORED, DUMPED, OR PARKED WITHIN THE DRIP LINE OF PUBLIC TREES. ALL TREES MUST BE PROTECTED AGAINST INJURY OR DAMAGE TO BRANCHES, TRUNKS, OR ROOTS FROM CONSTRUCTION AND EXCAVATION, AS DESCRIBED IN THE "BEST MANAGEMENT PRACTICES MANAGING TREES DURING CONSTRUCTION" A COMPANION PUBLICATION TO ANSI A300 PART 5. IF THERE IS A QUESTION WHETHER A TREE OR NOT NEEDS TO BE PROTECTED, THE CONTRACTOR MUST CONTACT THE CITY FORESTRY SECTION AT (614) 724-1276. FAILURE TO CONTACT THE CITY FORESTRY REPRESENTATIVE IN ADVANCE OF CONSTRUCTION WILL RESULT IN THE CONTRACTOR REIMBURSING CITY FORESTRY FOR THE COST OF ANY AND ALL DAMAGE AS DETERMINED BY THE CURRENT ANSI A300/CITY OF COLUMBUS EXECUTIVE ORDER 2015-01 FOR TREE PROTECTION AND REPLACEMENT.

EROSION AND SEDIMENT CONTROL MEASURES SPECIFIC TO THIS SITE ARE TO BE PROVIDED BY ODOT SS-832. THE PROPOSED LAND DISTURBING ACTIVITIES WITHIN THE CITY OF COLUMBUS MUST COMPLY WITH ALL OF THE PROVISIONS OF THE DIVISION OF SEWERAGE AND DRAINAGE EROSION AND SEDIMENT CONTROL REGULATION. ALL LAND DISTURBING ACTIVITIES SHALL BE SUBJECT TO INSPECTION AND SITE INVESTIGATION BY THE CITY OF COLUMBUS TO DETERMINE COMPLIANCE WITH CITY STANDARDS AND REGULATIONS. FAILURE TO COMPLY WITH THESE REGULATIONS MAY SUBJECT THE SITE TO ENFORCEMENT ACTION BY THE CITY. QUESTIONS REGARDING EROSION AND SEDIMENT CONTROL MAY BE REFERRED TO THE STORMWATER MANAGEMENT OFFICE AT 645-6311.

ON SITE CONTACT: CITY OF COLUMBUS
PHONE: (CONTRACTOR TO COORDINATE CONTACT ON-SITE)
FAX: (CONTRACTOR TO COORDINATE CONTACT ON-SITE)
E-MAIL: (CONTRACTOR TO COORDINATE CONTACT ON-SITE)
OEPA NPDES GENERAL PERMIT NOI NUMBER: N/A
SITE TRIBUTARY TO: SCIOTO BIG RUN

CITY OF COLUMBUS DEMOLITION NOTE:

ANY EXISTING STORM INLETS IMPACTED BY THE NEW CONSTRUCTION ACTIVITY WILL NEED THE APPROPRIATE INLET PROTECTION FOR SEDIMENT CONTROL.

GENERAL NOTES

COLUMBUS PID 3808-E
DESIGN AGENCY DYNOTEC
DESIGNER JLS
REVIEWER MPB 03/17/25
PROJECT ID 114103
SHEET P. 05 TOTAL P. 50

FRA-62-08.91
MODEL: Notes 2 PAPERSIZE: 34x22 (in.) DATE: 6/27/2025 TIME: 1:49:47 PM USER: jschnipke
N:\Jobs\2021\210029-01-20-0- ODOT District 6 FRA-62 Storm Repairs\114103\400-Engineering\Roadway\Sheets\114103_GN002.dgn

CITY OF COLUMBUS WATER NOTES

THE CITY OF COLUMBUS, CONSTRUCTION AND MATERIAL SPECIFICATIONS, 2018 EDITION AND ALL REVISIONS, INCLUDING ALL SUPPLEMENTS THERETO, SHALL GOVERN ALL CONSTRUCTION ITEMS THAT ARE A PART OF THIS PLAN, UNLESS OTHERWISE NOTED.

ALL WATER MAIN MATERIALS AND INSTALLATIONS SHALL BE IN ACCORDANCE WITH THE CURRENT RULES AND REGULATIONS OF THE CITY OF COLUMBUS, DIVISION OF WATER. ALL CITY OF COLUMBUS, DIVISION OF WATER STANDARD DRAWINGS SHALL APPLY TO THE PROJECT, UNLESS OTHERWISE NOTED.

FOR ANY EMERGENCIES INVOLVING THE WATER DISTRIBUTION SYSTEM, PLEASE CONTACT THE DIVISION OF WATER DISTRIBUTION MAINTENANCE OFFICE AT 614-645-7788.

ALL BRASS FITTINGS ASSOCIATED WITH WATER WORK, INCLUDING REPAIRS TO THE EXISTING SYSTEM, SHALL CONFORM TO THE REVISED ALLOWABLE LEAD EXTRACTION LIMIT PER THE UPDATED NSF/ANSI 61 STANDARD. THE DIVISION OF WATER'S APPROVED MATERIALS LIST HAS BEEN UPDATED TO REFLECT THIS REQUIREMENT.

IT SHALL BE UNLAWFUL FOR ANY PERSON TO PERFORM ANY WORK ON CITY OF COLUMBUS WATER MAIN SYSTEMS WITHOUT FIRST SECURING LICENSE TO ENGAGE IN SUCH WORK, AS INDICATED IN COLUMBUS CITY CODE SECTION 1103.02 AND 1103.06. THIS WORK INCLUDES ANY ATTACHMENTS, ADDITIONS TO OR ALTERATIONS IN ANY CITY SERVICE PIPE OR APPURTENANCES (INCLUDING WATER SERVICE LINES AND TAPS). THIS REQUIREMENT MAY BE MET BY UTILIZATION OF A SUBCONTRACTOR WHO HOLDS A CITY OF COLUMBUS WATER CONTRACTOR LICENSE OR A COMBINED WATER/SEWER CONTRACTOR LICENSE TO PERFORM THIS WORK. UTILIZATION OF A SUBCONTRACTOR MUST MEET THE LICENSING REQUIREMENTS OF CITY OF COLUMBUS BUILDING CODE, IN PARTICULAR SECTION 4114.119 AND 4114.529.

NO PERSON SHALL BEGIN CONSTRUCTION OR INSTALLATION OF A PUBLIC WATER MAIN UNTIL PLANS HAVE BEEN APPROVED BY THE STATE OF OHIO ENVIRONMENTAL PROTECTION AGENCY (OEPA).

THE CONTRACTOR SHALL OBTAIN THE PROPER HYDRANT PERMIT(S), AND PAY ANY APPLICABLE FEES, FOR ANY APPROVED HYDRANT USAGE DEEMED NECESSARY FOR WORK UNDER THIS IMPROVEMENT. PERMITS MAY BE OBTAINED THROUGH THE DIVISION OF WATER PERMIT OFFICE (645-7330). THE CONTRACTOR SHALL ADHERE TO ALL RULES & REGULATIONS GOVERNING SAID PERMIT AND MUST HAVE THE ORIGINAL PERMIT ON SITE ANYTIME IN WHICH THE HYDRANT IS IN USE. PERMITS MAY BE OBTAINED BY ACCESSING HTTP://PORTAL.COLUMBUS.GOV/PERMITS/. COST TO BE INCLUDED IN THE VARIOUS BID ITEMS.

THESE DESIGN PLANS HAVE ASSUMED DUCTILE IRON AS THE BASELINE PIPE MATERIAL FOR DESIGN. ALL FITTINGS, DEFLECTIONS, AND OTHER DESIGN ELEMENTS ARE BASED OFF OF THE DUCTILE IRON STANDARDS. IF PVC PIPING IS TO BE UTILIZED IN THE PERMITTED LOCATIONS FOR CONSTRUCTION, A FORMAL PLAN REVISION SHALL BE SUBMITTED FOR REVIEW AND APPROVAL REGARDING ANY CHANGES TO THE DESIGN PLANS.

ALL WATER MAINS SHALL BE CLEANED AND FLUSHED, AND ANY WATER MAIN 12-INCH AND LARGER MUST BE PROPERLY PIGGED, IN ACCORDANCE WITH SECTION 801.15 OF THE CITY OF COLUMBUS, CONSTRUCTION AND MATERIAL SPECIFICATIONS.

ALL WATER MAINS SHALL BE PRESSURE TESTED IN ACCORDANCE WITH SECTION 801.16 OF THE CITY OF COLUMBUS, CONSTRUCTION AND MATERIAL SPECIFICATIONS. THE CITY MAY NOT APPROVE ANY TEST LASTING LESS THAN TWO HOURS, REGARDLESS OF THE AMOUNT OF LEAKAGE.

ALL WATER MAINS SHALL BE DISINFECTED IN ACCORDANCE WITH SECTION 801.17 OF THE CITY OF COLUMBUS, CONSTRUCTION AND MATERIAL SPECIFICATIONS. SPECIAL ATTENTION IS DIRECTED TO APPLICABLE SECTIONS OF A.W.W.A. C-651. WHEN THE WATER MAINS ARE READY FOR DISINFECTION, THE INSPECTOR SHALL SUBMIT A WRITTEN REQUEST FOR CHLORINATION OF THE MAINS THAT NEED DISINFECTED, THREE (3) SETS OF "AS-BUILT" PLANS (FULL SIZE SHEETS ONLY), THE AS-BUILT SURVEY COORDINATES, WATER SERVICE REPORTS AND A PRESSURE TEST TO THE CITY OF COLUMBUS, DIVISION OF WATER. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL COSTS ASSOCIATED WITH THE DISINFECTION OF ALL WATER MAINS CONSTRUCTED UNDER THIS PLAN.

THE CONTRACTOR SHALL PROVIDE CHLORINATION TAPS AND BLOWOFFS AS PER THE REQUIREMENTS OF SECTION 801.17 OF THE CITY OF COLUMBUS, CONSTRUCTION AND MATERIAL SPECIFICATIONS. IN ADDITION TO THE BLOWOFF LOCATIONS NOTED IN 801.17, THE CONTRACTOR SHALL ALSO INSTALL BLOWOFFS AT EVERY 1,100 LINEAR FEET OF THE WATER MAIN INSTALLED FOR SAMPLING.

ANY SECTION OF WATER MAIN THAT IS LONGER THAN 20 FEET IN LENGTH SHALL BE CHLORINATED. HAND SWABBING METHODS WILL ONLY BE PERMITTED FOR SECTIONS LESS THAN OR EQUAL TO 20 FEET IN LENGTH. USE UNSCENTED HOUSEHOLD BLEACH FOR HAND SWABBING OF PIPE AND FITTINGS. PLEASE NOTE THAT CUT-IN-TEES, SLEEVES, AND ANY OTHER REQUIRED FITTINGS OR PIPING SHALL BE TAKEN INTO ACCOUNT AND ARE INCLUDED IN THE TOTAL LENGTH OF THE SECTION (CUT TO CUT).

ONLY ONE CONNECTION TO AN EXISTING WATER MAIN IS PERMITTED BEFORE DISINFECTION OF A NEW WATER MAIN HAS BEEN COMPLETED. ALL OTHER CONNECTIONS MUST BE MADE AFTER THE MAIN HAS BEEN DISINFECTED.

ALL WATER METERS ASSOCIATED WITH THIS PROJECT SHALL BE INSTALLED INSIDE THE PROPOSED STRUCTURE UNLESS A METER PIT IS APPROVED BY THE ADMINISTRATOR OF THE DIVISION OF WATER. ALL METER PITS MUST BE APPROVED PRIOR TO THE ISSUING OF ANY SERVICE PERMITS AND MUST CONFORM TO STANDARD DRAWING L-7103 FOR 5/8" THROUGH 1" METERS, OR L-6317 A, B, C, D, & E FOR 1-1/2" OR LARGER METERS.

NO WATER SERVICE CONNECTION PERMITS SHALL BE ISSUED OR CONNECTIONS MADE TO ANY WATER TAPS UNTIL WATER MAINS HAVE BEEN DISINFECTED BY THE CITY OF COLUMBUS, DIVISION OF WATER. WHEN A 3-INCH OR LARGER TAP IS TO OCCUR ON A 20-INCH OR LARGER WATER MAIN, THE CONTRACTOR SHALL NOTIFY THE DIVISION OF WATER OPERATIONS CONTROL CENTER AT (614)-645-7168 TWENTY-FOUR (24) HOURS IN ADVANCE OF PERFORMING THE TAP.

WHERE LONG WATER SERVICE LINE TRANSFERS ARE SPECIFIED, I.E., WATER SERVICE LINES ARE ON THE OPPOSITE SIDE OF THE STREET FROM THE PROPOSED WATER MAIN, THE TAPS SHALL BE INSTALLED BY TRENCHLESS METHODS UNLESS OTHERWISE APPROVED BY THE ENGINEER. WHEN WATER TAPS ARE INSTALLED BY TRENCHLESS METHODS AND CROSS AN EXISTING STORM AND/OR SANITARY SEWER, THE CONTRACTOR SHALL VERIFY THE CONDITION OF THE SEWER(S) BY VIDEO INSPECTION METHODS FOLLOWING THE TAP INSTALLATIONS. COSTS ASSOCIATED WITH THE VIDEO INSPECTION WORK SHALL BE INCLUDED IN THE COSTS OF THE BID ITEM FOR WATER SERVICE LINE TRANSFER OR WATER TAP INSTALLATION. FOR WATER SERVICE LINE TRANSFERS SPECIFIED AS SHORT, THE TAPS MAY BE INSTALLED BY OPEN-CUT METHODS. ALL WORK REQUIRED TO INSTALL THE WATER TAPS AND PERFORM THE WATER SERVICE LINE TRANSFERS SHALL REMAIN WITHIN THE RIGHT-OF-WAY. THE CONTRACTOR SHALL FLUSH EACH WATER TAP PRIOR TO MAKING THE SERVICE LINE TRANSFER.

WATER SERVICE BOXES SHALL BE PLACED 1' FROM THE EDGE OF THE PROPOSED OR EXISTING SIDEWALK BETWEEN THE SIDEWALK AND THE CURB, OR 2 FEET INSIDE THE RIGHT-OF-WAY OR EASEMENT LINE WHEN NO SIDEWALK IS PRESENT OR PROPOSED. REFER TO STANDARD DRAWING L-9901 FOR ADDITIONAL INFORMATION.

WHEN PERFORMING WATER SERVICE LINE TRANSFERS, THE CONTRACTOR SHALL FLUSH THE WATER TAP PRIOR TO CONNECTING TO THE EXISTING SERVICE LINE

ALL FIRE HYDRANTS TO BE INSTALLED IN THE CITY OF COLUMBUS SHALL BE PAINTED WITH THE COLOR "SAFETY ORANGE". THE FIRE HYDRANTS SHALL BE PROVIDED WITH TWO COATS IN A GLOSS ENAMEL OF THE "SAFETY ORANGE" COLOR FOR THE ENTIRE HYDRANT. THE TOPS OF THE FIRE HYDRANTS ARE NO LONGER REQUIRED TO BE PAINTED BLACK. AFTER INSTALLATION OF FIRE HYDRANTS, THE CONTRACTOR IS RESPONSIBLE TO APPLY TOUCH UP PAINT TO ANY DAMAGE TO THE FACTORY APPLIED HYDRANT PAINT. HYDRANTS WILL NOT BE ACCEPTED UNTIL ANY PAINT DAMAGE FROM SHIPPING OR INSTALLATION HAS BEEN REPAIRED. USE HYDRANT TOUCH UP PAINT IN ACCORDANCE WITH THE APPROVED MATERIALS LIST.

ALL FIRE HYDRANTS, WHETHER NEW OR RELOCATED, SHALL BE INSPECTED AND APPROVED BY THE DIVISION OF FIRE PRIOR TO BEING PUT INTO SERVICE. THE CONTRACTOR SHALL CONTACT THE DIVISION OF FIRE AT 645-7642 EXT. 75658 TO SCHEDULE THE INSPECTION OF THE NEW OR RELOCATED FIRE HYDRANTS. THE CITY WILL PROVIDE THE CONTRACTOR "OUT OF SERVICE" RINGS THAT SHALL BE PLACED ON ALL NEW OR RELOCATED FIRE HYDRANTS TO CLEARLY IDENTIFY THEM AS INACTIVE. AFTER WRITTEN NOTIFICATION OF ACCEPTANCE HAS BEEN RECEIVED AND FINAL WATER MAIN CONNECTIONS HAVE OCCURRED, THE CONTRACTOR SHALL REMOVE THE "OUT OF SERVICE" RINGS FROM THE FIRE HYDRANTS. ALL "OUT OF SERVICE" RINGS SHALL BE RETURNED TO THE CITY. ALL COORDINATION AND WORK REQUIRED TO TEST AND ACCEPT THE FIRE HYDRANTS SHALL BE INCLUDED IN THE PRICE BID ITEM 809.

MAINTAIN EIGHTEEN (18) INCHES VERTICAL AND TEN (10) FEET HORIZONTAL SEPARATION BETWEEN ANY SANITARY OR STORM SEWER PIPING AND ALL PROPOSED WATER MAINS.

WHEN CROSSING THE EXISTING WATER MAIN, AND LOW STRENGTH MORTAR (ITEM 613) IS TO BE USED AS BACKFILL, THE CONTRACTOR SHALL PROVIDE SIZE NO. 57 CRUSHED CARBONATE STONE (CCS) 1 FOOT BELOW TO 1 FOOT ABOVE THE EXISTING WATER MAIN.

IF DURING EXCAVATION, THE POLYETHYLENE ENCASEMENT ON THE EXISTING WATER MAIN BECOMES DAMAGED, THE CONTRACTOR SHALL REPAIR THE POLYETHYLENE ENCASEMENT PER MANUFACTURER'S SPECIFICATIONS AND DOW STANDARD DRAWINGS L-1003 AND L-1004, AT THEIR OWN EXPENSE. ENSURE THAT THE ENTIRE EXPOSED AREA IS COVERED WITH NEW POLYETHYLENE ENCASEMENT AND SECURELY TAPED, PRIOR TO BACKFILLING.

CONTRACTOR SHALL ADHERE TO THE REQUIREMENTS OF THE OHIO ADMINISTRATIVE CODE CHAPTER 3745-83-02 WATER DISRUPTION OF SERVICE RULE. EXCAVATE PITS SUFFICIENTLY BELOW THE AREA TO BE CONNECTED TO IN ORDER TO MAINTAIN WATER LEVELS BELOW THE WATER MAIN. IF WATER FROM THE PIT ENTERS THE EXISTING MAIN, CONTACT DIVISION OF WATER IMMEDIATELY. ENSURE THAT SUFFICIENTLY SIZED PUMPS ARE UTILIZED TO REMOVE WATER FROM THE TRENCH AND BACKUP PUMPS ARE KEPT ON SITE FOR REDUNDANCY.

PETROLEUM CONTAMINATED SOILS

ENVIRONMENTAL STUDIES INDICATED THAT PETROLEUM CONTAMINATED SOIL (PCS) AND ORPHAN UNDERGROUND STORAGE TANK(S) (UST) COULD BE ENCOUNTERED DURING EXCAVATIONS WITHIN THE PROJECT LIMITS FROM STA 107+50 TO STA 111+00. ENVIRONMENTAL STUDIES ARE AVAILABLE AT ODOT DISTRICT 6. THE CONTRACTOR MUST DETERMINE APPROPRIATE PERSONAL PROTECTIVE EQUIPMENT FOR THOSE WHO CONDUCT WORK WITHIN THE LIMITS OF THE PCS. ALL EXCAVATED PCS THAT CANNOT BE REUSED AS PROJECT FILL PER CMS 203.03(J)., SHALL BE MANAGED AND DISPOSED OF AT A LICENSED LANDFILL. THE ENGINEER MAY PERMIT THE CONTRACTOR TO DIRECT LOAD THE EXCAVATED PCS INTO TRUCKS FOR TRANSPORT AND DISPOSAL. AS AN ALTERNATE, THE ENGINEER MAY PERMIT THE CONTRACTOR TO TEMPORARILY STOCKPILE THE EXCAVATED PCS ON AN IMPERMEABLE MEMBRANE, IN AN AREA PROVIDE BY THE CONTRACTOR AND APPROVED BY THE ENGINEER. THE STOCKPILE SHOULD BE SURROUNDED BY STRAW BALES TO REDUCE RUNOFF. THE CONTRACTOR WILL PROVIDE COMPLETED LOG FORMS AND MANIFESTS FOR TRANSPORT AND DISPOSAL TO THE ENGINEER FOR SIGNATURE. THE CONTRACTOR IS RESPONSIBLE FOR ANY ADDITIONAL TESTING THAT THE LANDFILL MAY REQUIRE FOR DISPOSAL. NO USTS WERE CONFIRMED TO BE PRESENT DURING PROJECT DEVELOPMENT, BUT ORPHAN TANKS MAY BE PRESENT AND ANY ORPHAN TANKS DISCOVERED SHALL FOLLOW CMS 202.08 FOR PROPER PERMITTING, REMOVAL, AND DISPOSAL OF THOSE TANKS. THE CONTRACTOR IS RESPONSIBLE FOR ALL PERMITTING, SOIL AND GROUNDWATER DISPOSAL, TANK PREPARATION, REMOVAL AND DISPOSAL, INSPECTIONS, SAMPLING, AND REPORTING. ALL TANK REMOVAL ACTIVITIES MUST BE CONDUCTED BY A CERTIFIED TANK INSTALLER. IF EXCAVATIONS WITHIN THE PCS REQUIRE DEWATERING FOR CONSTRUCTION PURPOSES, THE CONTRACTOR SHALL DEWATER, CONTAINERIZE AND DISPOSE OF WATERS BY METHOD APPROVED BY THE ENGINEER. THE CONTRACTOR SHALL OBTAIN ALL THE NECESSARY PERMITS NEEDED TO STORE, TRANSPORT AND DISPOSE OF WATER IN ACCORDANCE WITH APPLICABLE LOCAL, STATE AND FEDERAL REGULATIONS. THE CONTRACTOR IS RESPONSIBLE FOR ANY ADDITIONAL TESTING REQUIRED FOR DISPOSAL. ALL EXCAVATED AREAS SHALL BE BACKFILLED WITH SUITABLE MATERIAL IN ACCORDANCE WITH PROJECT PLANS, APPLICABLE ODOT SPECIFICATIONS OR AS DIRECTED BY THE ENGINEER. THE CONTRACTOR SHALL FURNISH ALL THE LABOR, EQUIPMENT AND MATERIALS NECESSARY TO PROPERLY MANAGE, STORE (IF NECESSARY), TEST FOR DISPOSAL, TRANSPORT AND DISPOSE OF REGULATED MATERIALS, INCLUDING ANY REQUIRED PERMITS OR FEES WITHIN THE IDENTIFIED LIMITS.

PAYMENT FOR THIS WORK SHALL BE MADE AT THE CONTRACT PRICE BID. THE FOLLOWING ESTIMATED QUANTITY HAS BEEN INCLUDED IN THE GENERAL SUMMARY.

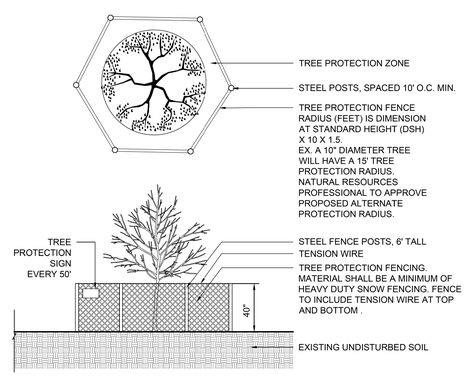
ITEM 690, WORK INVOLVING NON-REGULATED MATERIAL - 280 TON
ITEM 690, WORK INVOLVING PCS - 140 TON

ENDANGERED BAT HABITAT REMOVAL

THE PROJECT IS LOCATED WITHIN THE KNOWN HABITAT RANGES OF THE FEDERALLY LISTED AND PROTECTED INDIANA BAT AND NORTHERN LONG-EARED BAT. NO TREES SHALL BE REMOVED UNDER THIS PROJECT FROM APRIL 1 THROUGH SEPTEMBER 30. ALL NECESSARY TREE REMOVAL SHALL OCCUR FROM OCTOBER 1 THROUGH MARCH 31. THIS REQUIREMENT IS NECESSARY TO AVOID AND MINIMIZE IMPACTS TO THESE SPECIES AS REQUIRED BY THE ENDANGERED SPECIES ACT. FOR THE PURPOSES OF THIS NOTE, A TREE IS DEFINED AS A LIVE, DYING, OR DEAD WOODY PLANT, WITH A TRUNK THREE INCHES OR GREATER IN DIAMETER AT A HEIGHT OF 4.5 FEET ABOVE THE GROUND SURFACE, AND WITH A MINIMUM HEIGHT OF 13 FEET.

GENERAL NOTES:

1. FOR GROUPS OF TREES PLACE BARRICADES BETWEEN TREES AND CONSTRUCTION ACTIVITY AT THE EDGE OF THE TREES CRITICAL ROOT ZONE.
2. TREE PROTECTION IS REQUIRED WHEN CONSTRUCTION ACTIVITY ENCROACHES ON THE CRITICAL ROOT ZONE OF A TREE.
3. SEE COLUMBUS TREE TECHNICAL MANUAL FOR ADDITIONAL TREE PROTECTION REQUIREMENTS.



1 TREE PROTECTION
SECTION NTS

STANDARD DRAWINGS	PLANTING	DATE DRAWN	SHEET
THE CITY OF COLUMBUS RECREATION AND PARKS	TREE PROTECTION	07/2024	1 OF 1
		STANDARD DRAWING	
		600-604	

PUBLIC TREE PRESERVATION NOTE

ALL PUBLIC TREES AND THE GROUND BELOW THEIR RESPECTIVE DRIP LINES, WHETHER SHOWN OR NOT SHOWN ON THE PLANS, ARE TO BE PRESERVED UNLESS APPROVAL TO REMOVE OR PRUNE IS GIVEN IN WRITING BY COLUMBUS RECREATION & PARKS (CRPD)/CITY FORESTER OR IF THE PUBLIC TREE REMOVAL HAS BEEN DESIGNATED ON THE APPROVED FINAL SITE COMPLIANCE PLAN. TREES APPROVED FOR REMOVAL BY CRPD/CITY FORESTER SHALL BE PAID FOR UNDER CMSC ITEM 201, CLEARING AND GRUBBING, UNLESS OTHERWISE PROVIDED FOR BY UNIT PRICE BID UNDER ITEM 201. THE CONTRACTOR SHALL PROTECT TREES NEAR OR ADJACENT TO THE WORK AREA TO AVOID DAMAGE TO ALL TREES THAT ARE TO REMAIN. ALL TREES REMOVED SHALL INCLUDE STUMP REMOVAL TO EIGHTEEN (18) INCHES BELOW GRADE. ALL CLEARING AND GRUBBING PERFORMED ON CRPD PROPERTY, RIGHT-OF-WAY, OR ANY CITY OF COLUMBUS PROPERTY SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR. HEAVY EQUIPMENT WILL NOT BE ALLOWED TO COMPACT THE SOIL OVER THE ROOT ZONE OF EXISTING PUBLIC TREES. RESTRICTED EQUIPMENT ACCESS ROUTES SHALL BE COORDINATED WITH CRPD FORESTRY AT FORESTRY@COLUMBUS.GOV BEFORE WORK IS BEGINS. TEMPORARY PAVING MATERIALS, SUCH AS PLYWOOD, LUMBER OR RUBBER MATTING, SPREAD OVER THE ROOT ZONE OF PUBLIC TREES MAY BE REQUIRED TO PREVENT COMPACTION. IF A PUBLIC TREE NEEDS TO BE REMOVED, THE CONTRACTOR SHALL PROVIDE A TREE MITIGATION PLAN TO THE CITY FORESTRY SECTION AT FORESTRY@COLUMBUS.GOV AND REFER TO THE CRPD TREE MITIGATION PLAN GUIDANCE, ANSI A300 AND/OR CITY OF COLUMBUS EXECUTIVE ORDER 2015-01 FOR TREE REPLACEMENT STANDARDS.

PUBLIC TREE PROTECTION NOTE

A TREE PROTECTION PLAN WITH A DRAWING OF ANY WORK LOCATED WITHIN THE DRIP LINE OF A PUBLIC TREE SHALL BE INCLUDED IN THE APPROVED FINAL SITE COMPLIANCE PLAN (FSCP). REFER TO CRPD STANDARD DRAWING FOR TREE PROTECTION. CONSTRUCTION MATERIALS, EXCAVATION DEBRIS, FUEL, EQUIPMENT, OR VEHICLES ARE NOT TO BE STOCKPILED, STORED, DUMPED, OR PARKED WITHIN THE DRIP LINE OF PUBLIC TREES. ALL TREES MUST BE PROTECTED AGAINST INJURY OR DAMAGE TO BRANCHES, TRUNKS, OR ROOTS FROM CONSTRUCTION AND EXCAVATION, AS DESCRIBED IN THE "BEST MANAGEMENT PRACTICES – MANAGING TREES DURING CONSTRUCTION" A COMPANION PUBLICATION TO ANSI A300 PART 5. IF THERE IS A QUESTION WHETHER A TREE OR NOT NEEDS TO BE PROTECTED, THE CONTRACTOR MUST CONTACT THE CITY FORESTRY SECTION AT FORESTRY@COLUMBUS.GOV. FAILURE TO CONTACT THE CITY FORESTRY REPRESENTATIVE IN ADVANCE OF CONSTRUCTION WILL RESULT IN THE CONTRACTOR REIMBURSING CITY FORESTRY FOR THE COST OF ANY AND ALL DAMAGE AS DETERMINED BY THE CURRENT ANSI A300/CITY OF COLUMBUS EXECUTIVE ORDER 2015-01 FOR TREE PROTECTION AND REPLACEMENT.

CITY OF COLUMBUS STANDARD CONSTRUCTION DRAWINGS

THE FOLLOWING STANDARD CONSTRUCTION DRAWINGS ARE TO BE REFERENCED FOR CITY OF COLUMBUS ITEMS:

COC-1441 *COC-2171* *COC-2202* *COC-4163*
COC-2010 *COC-2201* *COC-2319* *COC-4600*

GENERAL NOTES:

1. FOR GROUPS OF TREES: PLACE BARRICADES AT THE TREE PROTECTION ZONE AROUND THE GROUPS PERIMETER.
2. INSTALLATION OF TREE PROTECTION BARRICADES SHALL BE PERFORMED BEFORE ANY SITE DEVELOPMENT OR SITE DEMOLITION ACTIVITY TAKES PLACE.
3. THE TREE PROTECTION BARRICADES SHALL REMAIN IN PLACE THROUGHOUT THE CONSTRUCTION PHASE AND UNTIL ALL SITE DEVELOPMENT ACTIVITIES ARE FULLY COMPLETE. ALL TREE PROTECTION FENCING AND WOOD CHIP MULCH SHALL BE REMOVED AT THE COMPLETION OF THE PROJECT. ANY REMOVAL OF CHIPS MUST BE DONE BY HAND.
4. ANY DAMAGE THAT MAY OCCUR TO THE BARRICADES SHALL BE REPAIRED OR REPLACED TO THE ORIGINAL SPECIFICATIONS WITHIN 24 HOURS OF THE DAMAGE OCCURRING.
5. THE AREA WITHIN THE TREE PROTECTION BARRICADES SHALL NOT BE USED FOR THE STORAGE OF ANY MATERIALS, SUPPLIES OR DEBRIS OR THE DISPOSAL OF ANY SOLID, LIQUID OR GASEOUS MATERIALS THAT COULD CAUSE HARM TO THE TREES.
6. PUBLIC TREES THAT ARE DAMAGED DUE TO IMPROPER OR INSUFFICIENT TREE PROTECTION ARE WARRANTED FOR 1 YEAR POST-CONSTRUCTION AND ARE SUBJECT TO TREE MITIGATION .
7. MONETARY TREE VALUE SHALL BE DETERMINED BY USING THE GUIDE FOR PLANT APPRAISAL, PUBLISHED BY THE INTERNATIONAL SOCIETY OF THE ARBORICULTURE OR OTHER SOURCES AS DETERMINED BY THE CITY FORESTER.
8. BARRICADES ARE REQUIRED TO BE IN PLACE AROUND ALL TREES TO REMAIN BEFORE CONSTRUCTION ACTIVITIES COMMENCE.
9. ANY PROPOSED UNDERGROUND UTILITIES SHALL BE ROUTED AROUND PROTECTED TREES TO THE OUTSIDE OF THE TREE'S DRIPLINE. IF THIS IS NOT FEASIBLE, AS DETERMINED BY THE COUNTY, A SLEEVE MAY BE USED UNDER THE TREE, PROVIDED THAT ALL ACCEPTABLE HORTICULTURAL/ARBORICULTURAL PRACTICES ARE ADHERED TO. ANY WORK WITHIN THE TREE PROTECTION ZONE MUST BE APPROVED VIA A FORESTRY PERMIT.

STANDARD DRAWINGS	PLANTING	DATE DRAWN	SHEET
THE CITY OF COLUMBUS RECREATION AND PARKS	NOTES	07/2024	1 OF 1
		STANDARD DRAWING	
		00000	

GENERAL NOTES

COLUMBUS PID	3808-E
DESIGN AGENCY	DYNOTEC
DESIGNER	JLS
REVIEWER	MPB 03/17/25
PROJECT ID	114103
SHEET	P. 06
TOTAL	P. 50

FRA-62-08.91

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 6/27/2025 TIME: 1:49:52 PM USER: jschnipke
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GENERL NOTES & LEGEND

PAVEMENT CUTTING, SAWING AND EXCAVATION OPERATIONS NOTE:

ALL PUBLIC AGENCIES AND PRIVATE CONTRACTORS PERFORMING PAVEMENT-CUTTING OPERATIONS ON CITY OF COLUMBUS STREETS AND ROADWAYS SHALL PROTECT THE ENVIRONMENT FROM DISCHARGES CREATED BY THEIR PAVEMENT CUTTING OPERATIONS. NOTE THAT COLUMBUS CITY CODE 1145 PROHIBITS NON-STORMWATER DISCHARGE INTO THE CITY OF COLUMBUS SEWER SYSTEM, CURB INLETS AND ANY PART OF ITS MS4 (MUNICIPAL SEPARATE STORM SEWER SYSTEM).

THE REQUIREMENT INCLUDES BUT IS NOT LIMITED TO WET OR DRY SAW-CUTTING, JACK HAMMERING, EXCAVATION EQUIPMENT USE, ETC. THE PUBLIC AGENCY AND/OR PRIVATE CONTRACTOR WORK CREWS SHALL RECOVER AND DISPOSE OF DETRITUS, POLLUTED WATERS, OR OTHER SUCH DISCHARGES RESULTING FROM THEIR PAVEMENT CUTTING OPERATIONS AND PROTECT ALL STORM SEWER INLETS FROM RECEIVING ANY DISCHARGES FROM THE CONSTRUCTION OPERATIONS. THE AGENCY OR CONTRACTOR RESPONSIBLE FOR EACH PAVEMENT CUTTING ACTIVITY SHALL BE SOLELY LIABLE FOR NOTICE OF VIOLATIONS (NOV/S) AND FINES ISSUED BY CITY OF COLUMBUS AND/OR STATE OF OHIO AUTHORITIES.

EQUIPMENT, MATERIALS AND METHODS SHALL BE PROVIDED BY THE RESPONSIBLE PUBLIC AGENCY AND/OR PRIVATE CONTRACTOR TO WORK CREWS PERFORMING THE PAVEMENT CUTTING ACTIVITY AND MADE AVAILABLE TO WORK CREWS FOR USE IN CLEANING UP DISCHARGES RESULTING FROM SUCH CUTTING ACTIVITIES AND PREVENTING RUNOFF. ALL WORK CREWS SHALL BE TRAINED TO EXERCISE AND EMPLOY EQUIPMENT, MATERIALS, AND ENVIRONMENTAL PROTECTIVE MEASURES TO PREVENT POLLUTED DISCHARGES FROM ENTERING THE CITY OF COLUMBUS STORM SEWER SYSTEM AND WATERS OF THE STATE OF OHIO.

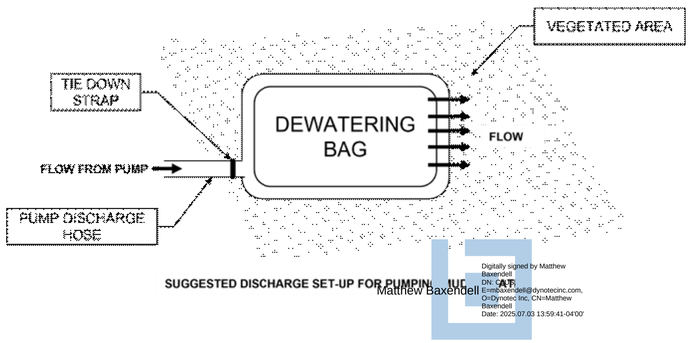
THE PUBLIC AGENCY AND/OR PRIVATE CONTRACTOR IS SOLELY RESPONSIBLE FOR ENSURING THAT THE INLET PROTECTION IS ADEQUATE. THE MOST STRINGENT PROJECT PLANS, NOTES AND/OR DRAWINGS INCLUDING STORMWATER POLLUTION PREVENTION PLAN (SWP3) OR SPILL PREVENTION/REMEDIATION PLAN SHALL APPLY TO ALL PAVEMENT CUTTING, SAWING OR EXCAVATION OPERATIONS.

SEDIMENT PUMPING NOTES AND DIAGRAM

NOTICE
THE PUMPING OR DIRECT DISCHARGE OF SEDIMENT-LADEN (MUDDY) WATER TO THE CITY'S SEWER SYSTEM OR A RECEIVING STREAM IS A VIOLATION OF OHIO EPA AND CITY OF COLUMBUS REGULATIONS.

ALL INLETS RECEIVING FLOW FROM RUNOFF, PUMPING ACTIVITIES, OR OTHER DIRECT DISCHARGES SHALL BE FITTED WITH AN INLET PROTECTION DEVICE THAT IS PROPERLY SIZED AND SECURED TO REDUCE THE DISCHARGE OF SEDIMENT INTO THE STORM SEWER SYSTEM AND RECEIVING STREAM. INLET PROTECTION IS REQUIRED ON ALL INLETS RECEIVING DISCHARGE REGARDLESS OF WHETHER OR NOT THE INLET IS TRIBUTARY TO ANY DOWNSTREAM EROSION AND SEDIMENT CONTROLS.

DISCHARGE HOSES USED DURING PUMPING ACTIVITIES SHALL BE FITTED WITH SEDIMENT BAGS THAT ARE PROPERLY SIZED AND MAINTAINED PER THE MANUFACTURER'S RECOMMENDATIONS REGARDLESS OF WHAT OTHER SEDIMENT CONTROLS ARE IN PLACE FURTHER DOWNSTREAM. SEDIMENT BAGS MUST BE PROPERLY SECURED TO THE DISCHARGE HOSE AND PLACED OVER VEGETATED AREAS, WHERE FEASIBLE, DURING DISCHARGE. SEE DETAIL BELOW OF A TYPICAL SEDIMENT BAG INSTALLATION.



SUGGESTED DISCHARGE SET-UP FOR PUMPING

Matthew Baxendell
Digitally signed by Matthew Baxendell
DN: C=US, E=mbaxendell@dynotecinc.com, O=Dynotec Inc, CN=Matthew Baxendell
Date: 2025.07.03 13:59:41-04'00'

ACCRONYMS

DND	DO NOT DISTURB
EX.	EXISTING
PR.	PROPOSED
EOP	EDGE OF PAVEMENT
B.M.	BENCHMARK
C.I.P.	CAST IRON PIPE
D.I.	DUCTILE IRON PIPE
℄	CENTER LINE
R/W	RIGHT-OF-WAY
TBR	TO BE REMOVED
PVC	POLYVINYL CHLORIDE PIPE
RC	REINFORCED CONCRETE
NRC	NON REINFORCED CONCRETE
WTR	WATER
TEL	TELECOMMUNICATIONS
TOW	TOP OF WALL
BOW	BOTTOM OF WALL
TC	TOP OF CURB
BC	BOTTOM OF CURB
NB	NORTHBOUND
SB	SOUTHBOUND
TBRL	TO BE RELOCATED

EXISTING LEGEND AND SYMBOLS

Ex SH	EXISTING STANDARD HIGHWAY EASEMENT
Ex R/W	EXISTING RIGHT OF WAY
Ex SW	EXISTING EASEMENT
E	EXISTING ELECTRICAL
T	EXISTING TELECOM
FO	EXISTING FIBER OPTIC
G	EXISTING GAS MAIN
OH-E	EXISTING OVERHEAD ELECTRICAL
SAN	EXISTING SANTIARY SEWER
W	EXISTING WATER MAIN
	EXISTING STORM SEWER
	EXISTING DITCH
	EXISTING SHRUB/BUSHES
	EXISTING WALL
X	EXISTING FENCE
	EXISTING ROADWAY SHOULDER
	EXISTING SIDEWALK
	EXISTING EDGE OF PAVEMENT
	EXISTING DRIVEWAY
	EXISTING CURB
900	EXISTING MAJOR CONTOUR
901	EXISTING MINOR CONTOUR

X"	EXISTING TREE
	EXISTING SIGN
I.P.F.	EXISTING IRON PIN FOUND
	EXISTING IRON PIN FOUND
	EXISTING FIRE HYDRANT
	EXISTING WATER VALVE
	EXISTING GAS VALVE
	EXISTING CURB INLET
	EXISTING CATCH BASIN
	EXISTING STORM MANHOLE
	EXISTING SANITARY MANHOLE
	EXISTING UTILITY POLE
	EXISTING LIGHT POLE
	EXISTING POWER POLE
TR	EXISTING TRAFFIC BOX
	EXISTING SIGNAL POLE
	EXISTING PEDESTRIAN PUSH BUTTON
	EXISTING ELECTRICAL BOX
	EXISTING TRAFFIC BOX

PROPOSED LEGEND AND SYMBOLS

SW	PROPOSED EASEMENT
G	PROPOSED GAS MAIN
W	PROPOSED WATER MAIN
	PROPOSED STORM SEWER
	PROPOSED DITCH
	PROPOSED SIDEWALK
	PROPOSED EDGE OF PAVEMENT
	PROPOSED DRIVEWAY
	PROPOSED CURB

	PROPOSED FIRE HYDRANT
	PROPOSED WATER VALVE
	PROPOSED CURB INLET
	PROPOSED CATCH BASIN
	PROPOSED STORM MANHOLE
	PROPOSED HEADWALL
	PROPOSED PAVEMENT PLANING
	CONCRETE SIDEWALK. 8"

COLUMBUS PID
3808-E

DESIGN AGENCY
DYNOTEC

DESIGNER
JLS

REVIEWER
MPB 03/17/25

PROJECT ID
114103

SHEET P. 07 TOTAL P. 50

FRA-62-08.91

MODEL: Legend PAPERSIZE: 34x22 (in.) DATE: 6/27/2025 TIME: 1:50:29 PM USER: jschnipke
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ITEM 614, MAINTAINING TRAFFIC

THE CONTRACTOR SHALL NOTIFY THE ENGINEER AT LEAST 48 HOURS IN ADVANCE (EXCLUSIVE OF SATURDAY, SUNDAY AND HOLIDAYS) OF HIS INTENT TO DIVERT TRAFFIC TWO WEEKS IN ADVANCE OF A DETOUR.

THERE SHALL BE NO CHANGE IN TRAFFIC PATTERNS DURING PEAK HOURS, 6:00 A.M. TO 9:00 A.M. AND 4:00 P.M. TO 6:00 P.M. MONDAY THROUGH FRIDAY. ACCESS TO THE PARKING LOTS AT 2140 AND 2180 HARRISBURG PIKE SHALL BE MAINTAINED SUCH THAT THE DRIVE TO 2140 COULD BE CLOSED WHEN ACCES IS OPEN TO RED ROCK BOULEVARD AND THE 2180 DRIVE AND RED ROCK BOULEVARD COULD ONLY BE CLOSED WHEN ACCESS TO 2180 IS AVAILABLE FROM THE 2140 DRIVE. THE CONTRACOR SHALL BE RESPONSIBLE FOR POSTING SIGNS FOR THESE TEMPROARY DIVERSIONS. ONLY ONE OF THE DRIVES MAY BE CLOSED AT ANY ONE TIME.

U.S. 62-TWO-LANE, TWO-WAY TRAFFIC SHALL BE MAINTAINED DURING PEAK HOURS AND AT ALL OTHER TIMES EXCEPT AS FOLLOWS:
DURING WORK HOURS TRAFFIC ON U.S. 62 TRAFFIC SETUPS FOR ONE LANE, TWO WAY TRAFFIC WILL BE PERMITTED IN ACCORDANCE WITH S.C.D. MT-97.10. DURING CERTAIN MAINTENANCE OF TRAFFIC SETUPS, DRIVEWAYS AND/OR SIDEROADS MAY BE CLOSED DURING WORKING HOURS. THE CONTRACTOR SHALL MAINTAIN PEDESTRIAN TRAFFIC THROUGH THE PROJECT FROM BLUE ROCK BLVD. TO RED ROCK BLVD. ON THE WEST SIDE OF U.S. 62 DURING PHASES 1, 2A AND 2B. PEDESTRIAN TRAFFIC BETWEEN BLUE ROCK BLVD. AND RED ROCK BLVD. SHALL BE MAINTAINED DURING ALL PHASES AND MAINTAINED BETWEEN RED ROCK BLVD. AND ALKIRE ROAD DURING PHASES 2B AND 3. NO WORK SHALL BE PERFORMED AND ALL AND THE SAME NUMBER OF LANES AS WERE AVAILABLE AT THE START OF THE PROJECT SHALL BE OPEN TO TRAFFIC DURING THE FOLLOWING DESIGNATED HOLIDAYS OR SPECIAL EVENTS:

NEW YEAR'S (OBSERVED)	GENERAL/REGULAR ELECTION DAY (NOV)
THANKSGIVING	MEMORIAL DAY
CHRISTMAS (OBSERVED)	FOURTH OF JULY (OBSERVED)
LABOR DAY	

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. THE FOLLOWING SCHEDULE SHALL BE USED TO DETERMINE THIS PERIOD:

DAY OF HOLIDAY OR SPECIAL EVENT	TIME ALL LANES MUST BE OPEN TO TRAFFIC
SUNDAY	12:00N FRIDAY THROUGH 6:00 AM MONDAY
MONDAY	12:00N FRIDAY THROUGH 6:00 AM TUESDAY
TUESDAY	12:00N MONDAY THROUGH 6:00 AM WEDNESDAY
TUESDAY (GEN./REG. ELECTION)	5:00 AM TUESDAY THROUGH 12:00 AM WEDNESDAY
WEDNESDAY	12:00N TUESDAY THROUGH 6:00 AM THURSDAY
THURSDAY	12:00N THURSDAY THROUGH 6:00 AM MONDAY
THURSDAY (THANKSGIVING ONLY)	6:00 AM WEDNESDAY THROUGH 6:00 AM MONDAY
FRIDAY	12:00N WEDNESDAY THROUGH 6:00 AM FRIDAY
SATURDAY	12:00N FRIDAY THROUGH 6:00 AM MONDAY

DURING THE SAME PERIODS, MAINTAIN PEDESTRIAN ACCESS IF PEDESTRIAN ACCESS WAS PRESENT PRIOR TO CONSTRUCTION.

NO EXTENSIONS OF TIME SHALL BE GRANTED FOR DELAYS IN MATERIAL DELIVERIES, UNLESS SUCH DELAYS ARE INDUSTRY WIDE, OR FOR LABOR STRIKES, UNLESS SUCH STRIKES ARE AREA WIDE.

SHOULD THE CONTRACTOR FAIL TO MEET ANY OF THESE REQUIREMENTS, THE CONTRACTOR SHALL BE ASSESSED A DISINCENTIVE IN THE AMOUNT OF $100 FOR EACH MINUTE THE ABOVE DESCRIBED LANE CLOSURE RESTRICTIONS ARE VIOLATED.

NOTICE OF CLOSURE SIGNS (W20-H13) SHALL BE ERECTED BY THE CONTRACTOR PRIOR TO THE SCHEDULED ROAD 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 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.

NOTICE OF CLOSURE SIGN TIMETABLE

ITEM	DURATION OF CLOSURE	SIGN DISPLAYED TO PUBLIC
ROAD	> 2 WEEKS	14 CALENDAR DAYS TO CLOSURE
CLOSURES	> 12 HOURS & < 2 WEEKS	7 CALENDAR DAYS PAIOR 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 PHONE NUMBER WHICH A MOTORIST MAY CALL FOR ADDITIONAL INFORMATION. THIS IS TO BE A SPECIFIC OFFICE WITHIN THE DISTRICT RATHER THAN THE GENERAL SWITCHBOARD NUMBER.

THE CONTRACTOR SHALL PROVIDE, ERECT AND MAINTAIN STANDARD 48 X 30 INCH ROAD CLOSED SIGNS, SIGN SUPPORTS, BARRICADES AND LIGHTS, AS DETAILED IN TRAFFIC SCD MT-101.60 AT THE FOLLOWING LOCATIONS DURING PERIODS IN WHICH THE AFFECTED ROADS ARE CLOSED TO TRAFFIC. RED ROCK BLVD. FROM HARRISBURG PIKE TO THE DRIVEWAY TO 2180 HARRISBURG PIKE. DRIVEWAY TO CAR LOT AT 2140 HARRISBURG PIKE (OPPOSITE ALKIRE ROAD) AND THE CONNECTING DRIVE TO 2180 HARRISBURG PIKE.

ALL WORK AND TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH C&MS 614 AND OTHER APPLICABLE PORTIONS OF THE SPECIFICATIONS, AS WELL AS THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES. PAYMENT FOR ALL LABOR, EQUIPMENT AND MATERIALS SHALL BE INCLUDED IN THE LUMP SUM CONTRACT PRICE FOR ITEM 614, MAINTAINING TRAFFIC, UNLESS SEPARATELY ITEMIZED IN THE PLAN.

TRENCH FOR WIDENING

TRENCH EXCAVATION FOR BASE WIDENING SHALL BE ONLY ON ONE SIDE OF THE PAVEMENT AT A TIME. THE OPEN TRENCH SHALL BE ADEQUATELY MAINTAINED AND PROTECTED WITH DRUMS OR BARRICADES AT ALL TIMES. PLACEMENT OF PROPOSED SUBBASE AND BASE MATERIAL SHALL FOLLOW AS CLOSELY AS POSSIBLE BEHIND EXCAVATION OPERATIONS. THE LENGTH OF WIDENING TRENCH WHICH IS OPEN AT ANY ONE TIME SHALL BE HELD TO A MINIMUM AND SHALL AT ALL TIMES BE SUBJECT TO APPROVAL OF THE ENGINEER.

DRUM/CONE REQUIREMENTS

IN ADDITION TO THE REQUIREMENTS OF THE PLANS, SPECIFICATION AND PROPOSAL, DRUMS / CONES FURNISHED BY THE CONTRACTOR SHALL BE NEW AND UNUSED AT THE TIME OF ARRIVAL ON THE PROJECT. ANY DRUMS BROUGHT ON THE PROJECT, WHICH HAVE PREVIOUSLY BEEN USED ELSEWHERE, WILL NOT BE ACCEPTED. PAYMENT FOR DRUMS / CONES SHALL BE INCLUDED IN THE LUMP SUM PRICE BID FOR MAINTAINING TRAFFIC UNLESS SEPARATELY ITEMIZED.

DUST CONTROL

THE CONTRACTOR SHALL FURNISH AND APPLY WATER FOR DUST CONTROL AS DIRECTED BY THE ENGINEER. THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED FOR DUST CONTROL PURPOSES:

ITEM 616, WATER 5 M. GAL.

ITEM 614, PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN

THE CONTRACTOR SHALL FURNISH, INSTALL, MAINTAIN AND REMOVE, WHEN NO LONGER NEEDED, A CHANGEABLE MESSAGE SIGN. THE SIGN SHALL BE OF A TYPE SHOWN ON A LIST OF APPROVED PCMS UNITS AVAILABLE ON THE OFFICE OF MATERIALS MANAGEMENT WEB PAGE. THE LIST CONTAINS CLASS A AND B UNITS WITH MINIMUM LEGIBILITY DISTANCES OF 800 FEET AND 650 FEET, RESPECTIVELY.

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.

THE PROBABLE PCMS LOCATIONS AND WORK LIMITS FOR THOSE LOCATIONS ARE SHOWN ON SHEET(S) OF THE PLAN. PLACEMENT, OPERATION, MAINTENANCE AND ALL ACTIVATION OF THE SIGNS BY THE CONTRACTOR SHALL BE AS DIRECTED 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 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.

(THE CONTRACTOR SHALL IMPLEMENT A SYSTEM WHEREBY CHANGEABLE MESSAGES WILL BE IMPLEMENTED WITHIN 6 HOURS FOLLOWING TELEPHONE NOTIFICATION FROM THE PROJECT ENGINEER TO A DESIGNATED PHONE.)

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 CAPABILITY 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 FOR 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) SHALL BE FURNISHED FOR USE BY THE DISTRICT TRAFFIC ENGINEER, OR EQUIVALENT, AND SHALL BE INSURED AGAINST THEFT.)THE PCMS UNIT SHALL BE MAINTAINED IN GOOD WORKING ORDER BY THE CONTRACTOR IN ACCORDANCE WITH THE PROVISIONS OF C&MS 614.07. THE CONTRACTOR SHALL, PRIOR TO ACTIVATING THE UNIT, 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 SIGN BEING OUT OF SERVICE FOR MORE THAN 12 HOURS, INCLUDING WEEKENDS. FAILURE TO COMPLY MAY RESULT IN AN ORDER TO STOP WORK AND OPEN ALL TRAFFIC LANES AND/OR IN THE DEPARTMENT TAKING APPROPRIATE ACTION TO SAFELY CONTROL TRAFFIC. THE ENTIRE COST TO CONTROL TRAFFIC, ACCRUED BY THE DEPARTMENT DUE TO THE CONTRACTOR'S NONCOMPLIANCE, WILL BE DEDUCTED FROM MONEYS DUE, OR TO BECOME DUE THE CONTRACTOR ON HIS CONTRACT.

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. PAYMENT FOR THE ABOVE DESCRIBED ITEM SHALL BE AT THE CONTRACT UNIT PRICE. PAYMENT SHALL INCLUDE ALL LABOR, MATERIALS, EQUIPMENT, FUELS, LUBRICATING OILS, SOFTWARE, HARDWARE AND INCIDENTALS TO PERFORM THE ABOVE DESCRIBED WORK.

ITEM 614, PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN 6 SIGN MONTH

ITEM 614, BUSINESS ENTRANCE (M4-H15) SIGN, AS PER PLAN

THE BUSINESS ENTRANCE (M4-H15) SIGN SHOULD BE PROVIDED AT EACH TEMPORARILY RELOCATED COMMERCIAL DRIVEWAY FOR WHICH THE RELOCATION IS NOT OBVIOUS TO THE MOTORIST. THE PROJECT ENGINEER SHALL DETERMINE WHETHER OR NOT THE DRIVEWAY RELOCATION IS, OR IS NOT, OBVIOUS AND WHETHER OR NOT A SIGN SHOULD BE PROVIDED. ONLY ONE SIGN PER BUSINESS SHALL BE PERMITTED. THE SIGN SHALL BE 36 INCH X 48 INCH IN SIZE WITH TYPE G OR TYPE H ORANGE RETROREFLECTIVE SHEETING. THE SIGN LEGEND SHALL BE PLACED ON BOTH SIDES OF THE SIGN (BACK-TO-BACK). THE SIGN SHALL HAVE THE STANDARD M4-H15 LEGEND WITH THE WORD "BUSINESS" ON THE TOP LINE, EXCEPT UNDER UNUSUAL CIRCUMSTANCES WHERE IT MAY NOT BE INTUITIVE THAT A DRIVEWAY SERVES A SPECIFIC BUSINESS. IN SUCH UNUSUAL CASES, THE ACTUAL BUSINESS NAME MAY BE SUBSTITUTED FOR THE WORD "BUSINESS".

THE SIGN SHALL BE MOUNTED ON TWO #3 POSTS OR ON TEMPORARY POSTS IN ACCORDANCE WITH SCD MT-105.10 AND IN ACCORDANCE WITH THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, LATEST EDITION. THE SIGN SHALL BE CLEARLY VISIBLE AND SHALL CLEARLY IDENTIFY DIRECTION OF TRAFFIC. THE SIGN MAY NEED TO BE MOVED FOR EACH PHASE OF THE MAINTENANCE OF TRAFFIC OPERATIONS.

PAYMENT FOR ALL COSTS ASSOCIATED WITH MANUFACTURING, MOUNTING, RELOCATING, AND REMOVING THE SIGN, INCLUDING ALL LABOR, MATERIALS AND EQUIPMENT SHALL BE INCLUDED IN THE CONTRACT PRICE PER EACH FOR ITEM 614-BUSINESS ENTRANCE SIGN.

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY FOR THIS ITEM.

ITEM 614, BUSINESS ENTRANCE SIGN 2 EACH

TEMPORARY SHORING NEAR TRAFFIC SIGNAL SUPPORTS

THE CONTRACTOR SHALL ERECT TEMPORARY SHORING TO PROTECT THE EXISTING TRAFFIC SIGNAL SUPPORT DURING EXCAVATION WHICH WILL TAKE PLACE WITHIN 5' OF THE SUPPORT. THE EXCAVATION AREA SHALL BE BACKFILLED WITH CONTROLLED DENSITY FILL (CDF) UPON COMPLETION OF THE WORK.

THE CONTRACTOR SHALL SUBMIT DETAILED SHORING PLANS AND CDF FILL CALCULATIONS SEALED BY A LICENSED PROFESSIONAL ENGINEER IN THE STATE OF OHIO TO THE DEPARTMENT OF PUBLIC SERVICE AT LEAST 14 CALENDAR DAYS IN ADVANCE OF THE EXCAVATION ACTIVITY REQUIRING SHORING. THE DEPARTMENT OF PUBLIC SERVICE WILL NOT PROVIDE ANY GEOTECHNICAL OR STRUCTURAL REVIEW OF THE PROPOSED SHORING OR CDF DESIGN.

IF THE EXCAVATION CAUSES THE SIGNAL SUPPORT TO LEAN OR BECOME UNSTABLE AT ANY POINT DURING OR AFTER EXCAVATION, THE CONTRACTOR SHALL TAKE IMMEDIATE ACTION TO RETURN THE SUPPORT TO ITS ORIGINAL VERTICAL POSITION. THE SIGNAL SUPPORT FOUNDATION WILL THEN BE REQUIRED TO BE REPLACED AT THE CONTRACTOR'S EXPENSE. 6/16/22

TEMPORARY SIGNAL MODIFICATIONS

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 TO 6:00 PM FOR THE DOWNTOWN BUSINESS DISTRICT)
- OR ONE HOUR BEFORE SUNSET THROUGH ONE-HALF HOUR AFTER SUN RISE, 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.

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

MAINTENANCE OF TRAFFIC NOTES

COLUMBUS PID 3808-E

DESIGN AGENCY DYNOTEC

DESIGNER JLS

REVIEWER MPB 03/17/25

PROJECT ID 114103

SHEET P. 08 TOTAL P. 50

FRA-62-08.91

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 6/27/2025 TIME: 1:50:39 PM USER: jschnipke
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TEMPORARY SIGNAL MODIFICATIONS (CONTINUED)

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. UNLESS NOTED IN THE PLANS, THE TRAFFIC SIGNAL SHALL UTILIZE THE EXISTING TIMING AND PHASING.

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.

ITEM 614, LAW ENFORCEMENT OFFICER (WITH PATROL CAR)
FOR ASSISTANCE DURING CONSTRUCTION OPERATIONS

USE OF LAW ENFORCEMENT OFFICERS (LEOS) BY CONTRACTORS OTHER THAN THE USES SPECIFIED BELOW WILL NOT BE PERMITTED AT PROJECT COST. LEOS SHOULD NOT BE USED WHERE THE OMUTCD INTENDS THAT FLAGGERS BE USED.
IN ADDITION TO THE REQUIREMENTS OF C&MS 614 AND THE OMUTCD, A UNIFORMED LEO WITH AN OFFICIAL PATROL CAR (CAR WITH TOP-MOUNTED EMERGENCY FLASHING LIGHTS AND COMPLETE MARKINGS OF THE APPROPRIATE LAW ENFORCEMENT AGENCY) SHALL BE PROVIDED FOR THE FOLLOWING TRAFFIC CONTROL TASKS:

- DURING THE ENTIRE ADVANCE PREPARATION AND CLOSURE SEQUENCE WHERE COMPLETE BLOCKAGE OF TRAFFIC IS REQUIRED.

- DURING A TRAFFIC SIGNAL INSTALLATION WHEN IMPACTING THE NORMAL FUNCTION OF THE SIGNAL OR THE FLOW OF TRAFFIC, OR WHEN TRAFFIC NEEDS TO BE DIRECTED THROUGH AN ENERGIZED TRAFFIC SIGNAL CONTRARY TO THE SIGNAL DISPLAY (E.G., DIRECTING MOTORISTS THROUGH A RED LIGHT).
IN ADDITION TO THE REQUIREMENT OF C&MS 614 AND THE OMUTCD, A UNIFORMED LEO WITH AN OFFICIAL PATROL CAR (CAR WITH TOP-MOUNTED EMERGENCY FLASHING LIGHTS AND COMPLETE MARKINGS OF THE APPROPRIATE LAW ENFORCEMENT AGENCY) SHOULD BE PROVIDED FOR THE FOLLOWING TRAFFIC CONTROL TASKS AS APPROVED BY THE ENGINEER:

- FOR LANE CLOSURES: DURING INITIAL SET-UP PERIODS, TEAR DOWN PERIODS, SUBSTANTIAL SHIFTS OF A CLOSURE POINT OR WHEN NEW LANE CLOSURE ARRANGEMENTS ARE INITIATED FOR LONG-TERM LANE CLOSURES/SHIFTS (FOR THE FIRST AND LAST DAY OF MAJOR CHANGES IN TRAFFIC CONTROL SETUP).

Matthew Baxendell

FOR OPERATIONS WITHOUT POSITIVE PROTECTION OCCURRING WITHIN 10 FEET OF AN OPEN TRAVELED LANE THAT MEET ALL FOLLOWING CRITERIA:

-ON A MULTI-LANE DIVIDED INTERSTATE, OTHER FREEWAY OR EXPRESSWAY; AND

-AN AUTHORIZED SPEED LIMIT OF 45 MPH OR GREATER THAT IS IN EFFECT AT THE TIME OF THE OPERATION; AND,

-AADT OF 50,000 (OR AADT OF 30,000 WITH 25% OR HIGHER PERCENT TRUCKS)

IF MULTIPLE ACTIVE LOCALIZED QUALIFYING WORK AREAS OCCUR WITHOUT POSITIVE PROTECTION, PER MAINLINE TRAFFIC DIRECTION, PROVIDE A UNIFORMED LEO AND OFFICIAL PATROL CAR IN ADVANCE OF:

-THE FIRST ACTIVE WORK AREA THAT DRIVERS WILL ENCOUNTER; OR

-THE ACTIVE WORK AREA LATERALLY CLOSEST TO THE OPEN TRAVELED LANE; OR

-OTHER LOCATION AS APPROVED BY THE ENGINEER.

THE UNIFORMED LEO AND OFFICIAL PATROL CAR MAY RELOCATE AMONG THE LISTED LOCATIONS AS APPROPRIATE AS THE OPERATIONS PROCEED IN THE LOCALIZED QUALIFYING WORK AREAS.

IN GENERAL, LEOS SHOULD BE POSITIONED IN ADVANCE OF AND ON THE SAME SIDE AS THE LANE RESTRICTION (OR AT THE POINT OF ROAD CLOSURE), AND TO MANUALLY CONTROL TRAFFIC MOVEMENTS THROUGH SIGNALIZED INTERSECTIONS IN WORK ZONES.

LEOS SHOULD NOT FORGO THEIR TRAFFIC CONTROL RESPONSIBILITIES TO APPREHEND MOTORISTS FOR ROUTINE TRAFFIC VIOLATIONS. HOWEVER, IF A MOTORIST'S ACTIONS ARE CONSIDERED TO BE RECKLESS, THEN PURSUIT OF THE MOTORIST IS APPROPRIATE.

THE LEOS WORK AT THE DIRECTION OF THE CONTRACTOR. THE CONTRACTOR IS RESPONSIBLE FOR SECURING THE SERVICES OF THE LEOS WITH THE APPROPRIATE AGENCIES AND COMMUNICATING THE INTENTIONS OF THE PLANS WITH RESPECT TO DUTIES OF THE LEOS. THE ENGINEER SHALL HAVE FINAL CONTROL OVER THE LEOS'S DUTIES AND PLACEMENT, AND WILL RESOLVE ANY ISSUES THAT MAY ARISE BETWEEN THE TWO PARTIES.

ENSURE PROVIDED LEOS HAVE BEEN TRAINED APPROPRIATE TO THE JOB DECISIONS THEY ARE REQUIRED TO MAKE WHILE ON THE PROJECT, IN ACCORDANCE WITH C&MS 614.03.
THE LEO SHALL REPORT IN TO THE CONTRACTOR PRIOR TO THE START OF THE SHIFT, IN ORDER TO RECEIVE INSTRUCTIONS REGARDING SPECIFIC WORK ASSIGNMENTS DURING HIS/HER SHIFT. THE LEO IS EXPECTED TO STAY AT THE PROJECT SITE FOR THE ENTIRE DURATION OF HIS/HER SHIFT. THE LEO SHALL REPORT TO THE CONTRACTOR AT THE END OF HIS/HER SHIFT. SHOULD IT BE NECESSARY TO LEAVE THE PROJECT SITE, THE LEO SHALL NOTIFY THE ENGINEER. THE CONTRACTOR SHALL PROVIDE THE LEO WITH A TWO-WAY COMMUNICATION DEVICE THAT SHALL BE RETURNED TO THE CONTRACTOR AT THE END OF HIS/HER SHIFT.

LEOS (WITH PATROL CAR) REQUIRED BY THE TRAFFIC MAINTENANCE TASKS ABOVE SHALL BE PAID FOR ON A UNIT PRICE (HOURLY) BASIS UNDER ITEM 614, LAW ENFORCEMENT OFFICER (WITH PATROL CAR) FOR ASSISTANCE. THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY.

ITEM 614, LAW ENFORCEMENT OFFICER W/ PATROL CAR FOR ASSISTANCE 50 HOURS

THE HOURS PAID SHALL INCLUDE ANY MINIMUM SHOW-UP TIME REQUIRED BY THE LAW ENFORCEMENT AGENCY INVOLVED.

ANY ADDITIONAL COSTS (ADMINISTRATIVE OR OTHERWISE) INCURRED BY THE CONTRACTOR TO OBTAIN THE SERVICES OF AN LEO ARE INCLUDED WITH THE BID UNIT PRICE FOR ITEM 614, LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE.

NOTIFICATION OF TRAFFIC RESTRICTIONS

THROUGHOUT THE DURATION OF THE PROJECT, THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER IN WRITING OF ALL TRAFFIC RESTRICTIONS AND UPCOMING MAINTENANCE OF TRAFFIC CHANGES. THE CONTRACTOR SHALL ENSURE THE WRITTEN NOTIFICATION IS SUBMITTED IN A TIMELY MANNER TO ALLOW THE PROJECT ENGINEER TO MEET THE REQUIRED TIME FRAMES SET FORTH IN THE TABLE BELOW TO INFORM THE SPECIAL HAULING PERMITS SECTION (HAULING.PERMITS@DOT.OHIO.GOV) AND THE DISTRICT PUBLIC INFORMATION OFFICE (PIO). THIS NOTIFICATION SHALL BE RECEIVED BY THE PROJECT ENGINEER PRIOR TO THE PHYSICAL SETUP OF ANY APPLICABLE SIGNS OR MESSAGE BOARDS.

INFORMATION SHOULD INCLUDE, BUT IS NOT LIMITED TO, ALL CONSTRUCTION ACTIVITIES THAT IMPACT OR INTERFERE WITH TRAFFIC AND SHALL LIST THE SPECIFIC LOCATION, TYPE OF WORK, ROAD STATUS, DATE AND TIME OF RESTRICTION, DURATION OF RESTRICTION, NUMBER OF LANES MAINTAINED, NUMBER OF LANES CLOSED, MINIMUM VERTICAL CLEARANCE, MINIMUM WIDTH OF DRIVABLE PAVEMENT, DETOUR ROUTES, IF APPLICABLE, AND ANY OTHER INFORMATION REQUESTED BY THE PROJECT ENGINEER.

NOTIFICATION OF TRAFFIC RESTRICTIONS TIME TABLE

ITEM	DURATION OF CLOSURE	NOTICE DUE TO PERMITS & PIO
ROAD CLOSURES	> 2 WEEKS	21 CALENDAR DAYS PRIOR TO
	> 12 HOURS & < 2 WEEKS	14 CALENDAR DAYS PRIOR TO
	< 12 HOURS	4 BUSINESS DAYS PRIOR TO
LANE CLOSURES & RESTRICTIONS	> 2 WEEKS	14 CALENDAR DAYS PRIOR TO
	< 2 WEEKS	5 BUSINESS DAYS PRIOR TO
START OF CONSTRUCTION TRAFFIC PATTERN CHANGES	N/A	14 CALENDAR DAYS PRIOR TO IMPLEMENTATION

ANY UNFORESEEN CONDITIONS NOT SPECIFIED IN THE PLANS REQUIRING TRAFFIC RESTRICTIONS SHALL ALSO BE REPORTED TO THE PROJECT ENGINEER USING THE NOTIFICATION TIMETABLE.

SEQUENCE OF CONSTRUCTION

PHASE 1

DURING THIS PHASE, THE CONTRACTOR SHALL MAINTAIN 2-WAY, 2-LANE TRAFFIC ON U.S. 62 AT ALL TIMES. AS STATED PREVIOUSLY, ALL LANES SHALL BE OPEN TO TRAFFIC DURING PEAK HOURS. WORK TO BE COMPLETED THROUGH THE FIRST PHASE OF CONSTRUCTION WILL INCLUDE CONSTRUCTION OF THE NEW STORM SEWER TRUNK LINE FROM THE OUTLET OF THE SEWER, NEAR STA. 113+50 BACK TO THE PROPOSED MANHOLE NEAR STA. 107+20. DURING PART OF THIS PHASE THE DRIVEWAY TO 2140 HARRISBURG PIKE WILL BE CLOSED AND ACCESS WILL BE DIVERTED THROUGH THE PARKING LOT FOR 2180 HARRISBURG PIKE, BY WAY OF RED ROCK BOULEVARD. WHEN WORK IS COMPLETED IN THE AREA OF THE DRIVEWAY, THE DRIVE TO 2140 HARRISBURG PIKE MAY BE REOPENED TO TRAFFIC.

PHASE 2A

AFTER PHASE 1 WORK IS COMPLETE, THE CONTRACTOR SHALL BEGIN PHASE 2A AND THE PART WIDTH CROSSING OF U.S. 62. THE CONTRACTOR SHALL CONSTRUCT THE SEWER UNDER THE EASTERN HALF OF THE ROADWAY AND MAINTAIN 2-WAY, 1-LANE TRAFFIC ON THE WEST SIDE OF THE ROADWAY WITH THE USE OF FLAGGERS, AS SHOWN IN STANDARD CONSTRUCTION DRAWING MT-97.10. DURING THIS PHASE, ACCESS TO AND FROM RED ROCK BOULEVARD FROM U.S. 62 WILL BE CLOSED AND ACCESS TO THE BUSINESS AT 2180 HARRISBURG PIKE WILL BE DIVERTED TO THE COMPLETED DRIVE AT 2140 HARRISBURG DRIVE. DURING PEAK HOURS, ALL LANES WILL BE OPEN WITH THE USE OF STEEL PLATES OVER OPEN TRENCH CUTS.

PHASE 2B

UPON COMPLETING THE PHASE 2A PORTION OF THE SEWER AND RESTORING THE PAVEMENT TO GRADE, THE CONTRACTOR CAN BEGIN CONSTRUCTION ON THE WEST HALF OF THE ROADWAY CROSSING. AGAIN, 2-WAY, 1-LANE TRAFFIC WILL BE USED DURING NON-PEAK HOURS ON U.S. 62 USING FLAGGERS PER S.C.D. MT-97.10, WITH A THIRD FLAGGER IN PLACE AT RED ROCK BOULEVARD TO MAINTAIN ACCESS TO AND FROM THE SIDE ROAD.

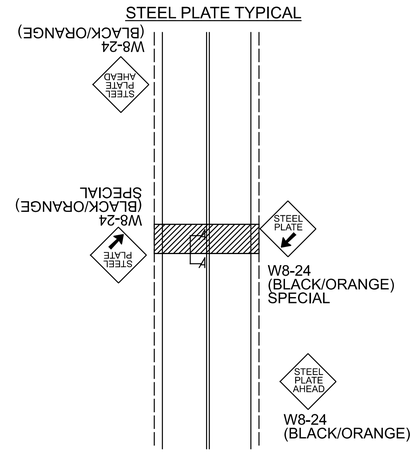
PHASE 3

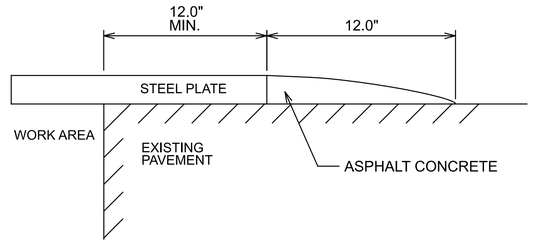
UPON COMPLETION OF PHASE 2B, INCLUDING THE SEWER CROSSING OF THE ROADWAY, THE CONTRACTOR CAN BEGIN THE CONSTRUCTION OF THE SEWER GOING SOUTH ALONG THE WEST SIDE OF THE U.S. 62 ROADWAY. THE CONSTRUCTION OF THE REST OF THE STORM SEWER SHOULD PROGRESS TO THE SOUTH IN STEPS TO MINIMIZE THE LENGTH OF THE CLOSURES AND THE IMPACTS TO RESIDENTIAL ACCESS. THE CONTRACTOR MUST MAINTAIN 2-WAY, 1-LANE TRAFFIC ON U.S. 62 USING FLAGGERS PER S.C.D. MT-97.10. ACCESS TO RED ROCK BOULEVARD SHOULD ALSO BE MAINTAINED AT ALL TIMES.
UPON COMPLETION OF THE STORM SEWER WORK AND ANY REPAIRS REQUIRED TO THE ROADWAY AND SHOULDER, THE CONTRACTOR WILL RESTORE ANY PAVEMENT MARKINGS AND TRAFFIC SIGNS DISTURBED DURING CONSTRUCTION.

OVERNIGHT TRENCH CLOSING

ANY OVERNIGHT TRENCH SHALL BE COMPLETELY BACKFILLED TO ADJACENT PAVEMENT SURFACE GRADE BY THE END OF EACH WORK DAY OR SHALL BE SECURELY PLATED OVER. THIS REQUIREMENT MAY BE MET BY TEMPORARILY PLACING SUB-BASE AND BASE MATERIAL TO MATCH THE EXISTING GRADE ADJACENT TO THE TRAVELED LANE. WHEN STEEL PLATES ARE USED THEY SHALL FOLLOW THE DIAGRAM BELOW:

STEEL PLATE TYPICAL





SECTION A-A

SIGNS ARE TO BE 36" x 36" FOR RESIDENTIAL AND DOWNTOWN AREAS AND 48" x 48" ON MULTI-LANE, HIGH SPEED (45 MPH OR GREATER ROADWAYS).

SIGN W8-24 SPECIAL (R/L) IS REQUIRED AT ALL PLATE LOCATIONS, SIGN W8-24 IS REQUIRED WHEN POSTED SPEED IS 35 MPH OR GREATER. SIGN W8-24 SHALL BE PLACED 100 FEET FROM STEEL PLATE.

SIGNS SHOULD BE PLACED IN ALL DIRECTIONS THAT ARE AFFECTED.

SIGNS SHOULD BE DUAL MOUNTED ON MULTI-LANE, ONE-WAY ROADWAYS.

ALL SIGNS SHALL BE MOUNTED IN ACCORDANCE WITH THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (OMUTCD).

THE ASPHALT CONCRETE USED SHALL BE AT THE APPROVAL OF THE PROJECT ENGINEER/MANAGER.

THE USAGE OF STEEL PLATES FOR OVERNIGHT TRENCH CLOSING IS PROHIBITED ON ROADWAYS WITH POSTED SPEEDS OF 55 MPH OR GREATER. NO TRENCHES SHALL BE LEFT OPEN OVERNIGHT. IN CASE WORK MUST BE SUSPENDED BECAUSE OF INCLEMENT WEATHER OR OTHER REASONS, THE TRENCH FOR THE UNCOMPLETED BASE WIDENING SHALL BE BACKFILLED OR SECURELY PLATED AT THE DIRECTION OF THE ENGINEER.

MAINTENANCE OF TRAFFIC NOTES

COLUMBUS PID 3808-E
DESIGN AGENCY DYNOTEC
DESIGNER JLS
REVIEWER MPB 03/17/25
PROJECT ID 114103
SHEET P. 09 TOTAL P. 50

FRA-62-08.91

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 6/27/2025 TIME: 1:50:42 PM USER: jschnipke
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ACCESS TO PRIVATE PROPERTY

ACCESS TO DRIVES SHALL BE MAINTAINED VIA EXISTING PAVEMENT, TEMPORARY PAVEMENT.

IN THE EVENT THAT A DRIVE CANNOT BE MAINTAINED AND A CLOSURE IS NEEDED THE CONTRACTOR WILL COORDINATE WITH THE PROPERTY OWNER TO MINIMIZE THE IMPACT TO THE OWNER.

COMMERCIAL PROPERTY WITH MULTIPLE DRIVES MAY HAVE ONE DRIVE CLOSED WHEN WORKING IN THE AREA OF THE DRIVE. COMMERCIAL PROPERTY WITH ONLY ONE DRIVEWAY OR DRIVEWAYS WITH ONE DIRECTION TRAFFIC USE WILL BE CONSTRUCTED PART WIDTH. THE CONTRACTOR WILL COORDINATE WITH THE PROPERTY OWNER TO MINIMIZE THE IMPACT TO THE OWNER.

MAINTAIN ACCESS TO RESIDENTIAL PROPERTIES AT ALL TIMES. WHEN A RESIDENTIAL DRIVE IS CLOSED FOR CONSTRUCTION, MAINTAIN ALTERNATE ACCESS TO THE PROPERTY. IT MAY BE REQUIRED FOR THE CONTRACTOR TO MAINTAIN ONE PASSABLE LANE WITHIN A CLOSURE IN ORDER FOR VEHICLES TO ACCESS RESIDENCY WITH A VEHICLE.

UNLESS CALLED OUT IN THE PLANS THE CONTRACTOR WILL COORDINATED ANY CLOSURES WITH PROPERTY OWNERS AND BE RESPONSIBLE FOR ANY AND ALL PROPERTY USE AGREEMENTS FOR ALTERNATIVE ACCESS.

SUCCESSFULLY NOTIFY THE OCCUPANTS/OWNERS OF COMMERCIAL OR RESIDENTIAL DRIVES TO BE CLOSED AND COORDINATE THE CLOSURE AT LEAST 48 HOURS BEFORE THE CLOSURE BEGINS (SIMPLY LEAVING A WRITTEN NOTICE OR PHONE MESSAGE IS NOT SUFFICIENT). COORDINATE ALTERNATE ACCESS TO RESIDENTIAL PROPERTIES WITH THE OWNER/OCCUPANT.

PAYMENT FOR ALL LABOR, EQUIPMENT, LAW ENFORCEMENT OFFICERS AND MATERIALS SHALL BE INCLUDED IN THE LUMP SUM CONTRACT PRICE FOR ITEM 614, MAINTAINING TRAFFIC UNLESS ITEMIZED SEPARATELY.

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 ACTIVITES. THIS WILL INCLUDE ANY NOTIFICATION REQUIREMENTS FOR RESTRICTIONS THAT HAVE A DURATION GREATER THAN 12 HOURS.

Matthew Baxendell

Digitally signed by Matthew Baxendell
DN: C=US, E=mbaxendell@dynotecinc.com, O=Dynotec Inc, CN=Matthew Baxendell
Date: 2025.07.03 14:00:01-04'00'

MAINTENANCE OF TRAFFIC NOTES

COLUMBUS PID
3808-E

DESIGN AGENCY
DYNOTEC

DESIGNER
JLS

REVIEWER
MPB 03/17/25

PROJECT ID
114103

SHEET P. 09A | TOTAL P. 50

FRA-62-08.91

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 6/27/2025 TIME: 1:50:45 PM USER: jschnipke
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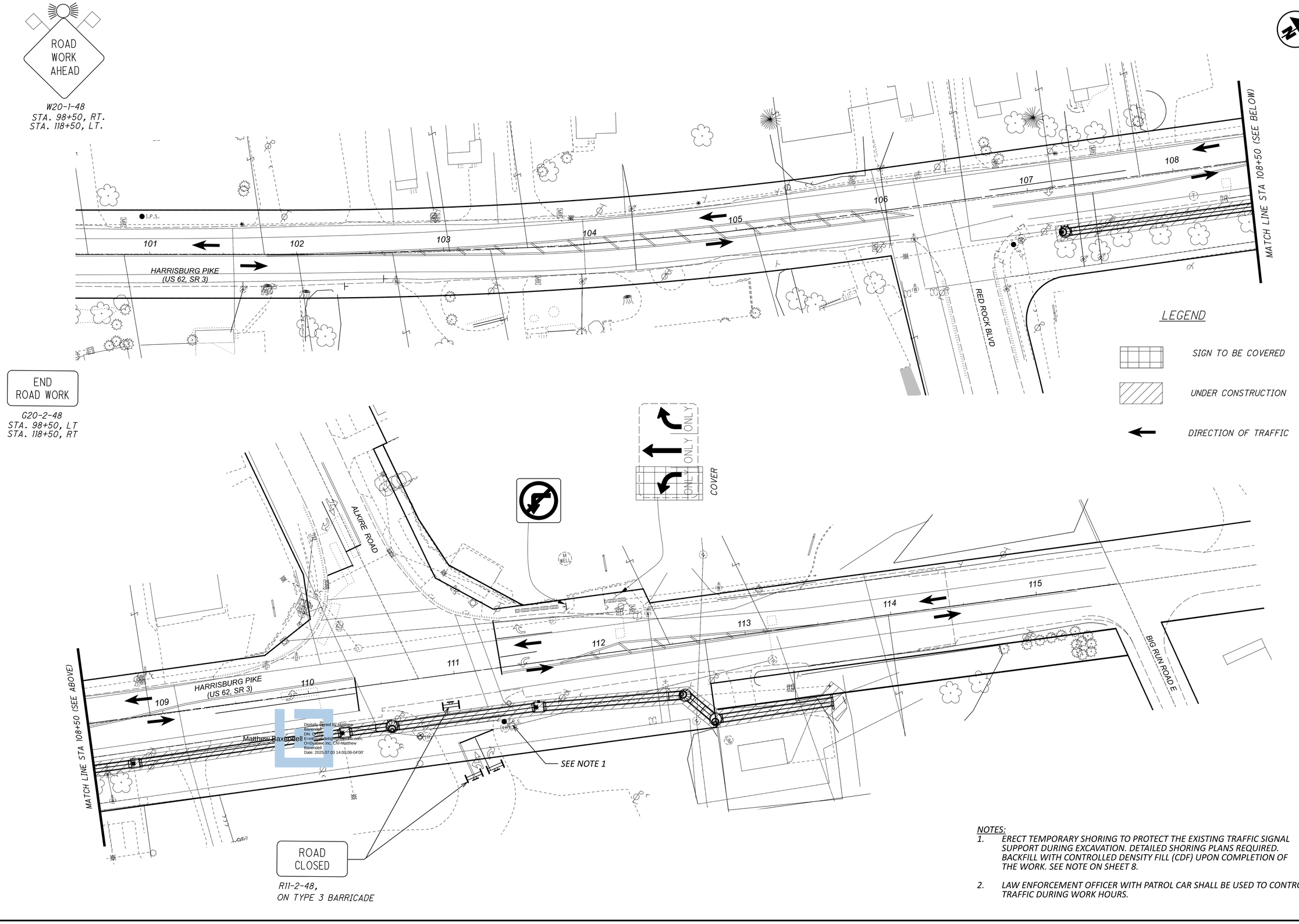

HORIZONTAL SCALE IN FEET
0 15 30 60

MAINTENANCE OF TRAFFIC PHASE 1
100+50 TO STA. 116+50

NOTES:

1. *ERECT TEMPORARY SHORING TO PROTECT THE EXISTING TRAFFIC SIGNAL SUPPORT DURING EXCAVATION. DETAILED SHORING PLANS REQUIRED. BACKFILL WITH CONTROLLED DENSITY FILL (CDF) UPON COMPLETION OF THE WORK. SEE NOTE ON SHEET 8.*
2. *LAW ENFORCEMENT OFFICER WITH PATROL CAR SHALL BE USED TO CONTROL TRAFFIC DURING WORK HOURS.*

Digitally signed by Matthew Baxendell
DN: C=US, E=matthew.baxendell@dynotec.com, O=Dynotec Inc, CN=Matthew Baxendell
Date: 2025.07.03 14:00:08-04'00'

COLUMBUS PID	3808-E
DESIGN AGENCY	DYNOTEC
DESIGNER	JLS
REVIEWER	MPB 03/17/25
PROJECT ID	114103
SHEET	P. 10
TOTAL	P. 50

FRA-62-8.91

MODEL: Title Sheet PAPERSIZE: 34x22 (in.) DATE: 6/27/2025 TIME: 1:50:49 PM USER: jschnipke
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FRA-62-8.91

MODEL: Title Sheet PAPERSIZE: 34x22 (in.) DATE: 6/27/2025 TIME: 1:50:58 PM USER: jschnipke
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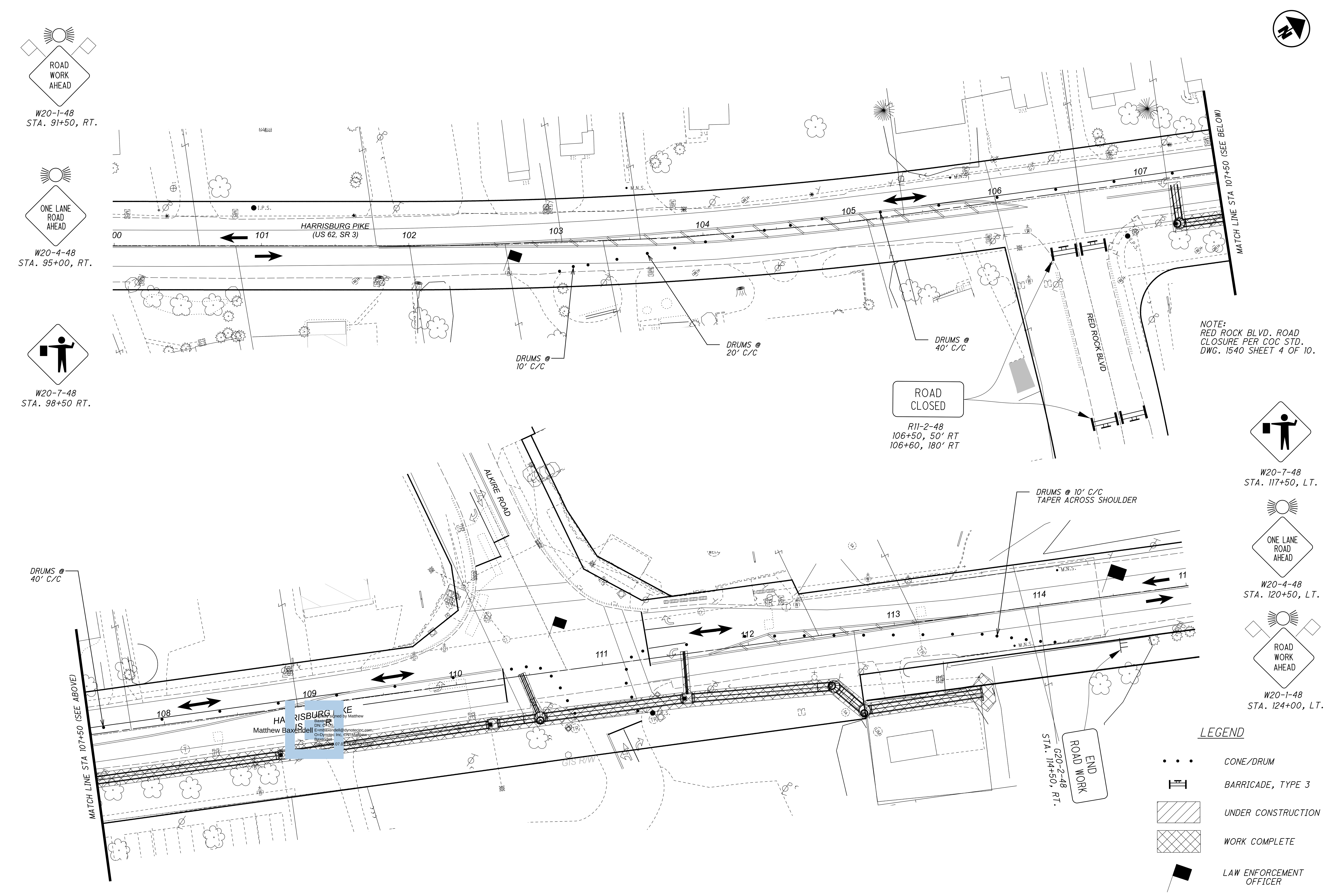
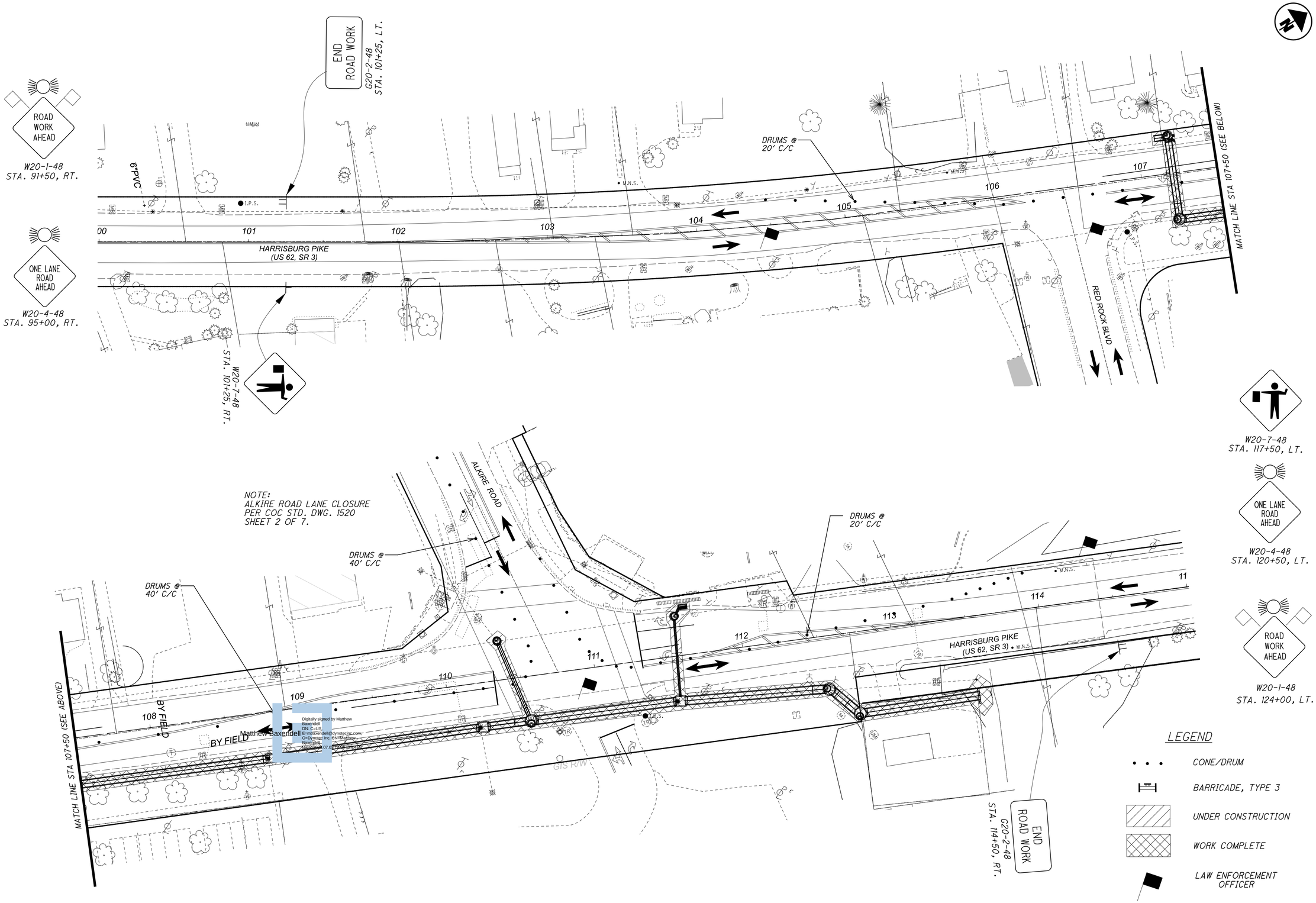


HORIZONTAL SCALE IN FEET
0 15 30 60

MAINTENANCE OF TRAFFIC PHASE 2A
100+00 TO STA. 115+00

COLUMBUS PID	3808-E
DESIGN AGENCY	DYNOTEC
DESIGNER	JLS
REVIEWER	MPB 03/17/25
PROJECT ID	114103
SHEET	P. 11
TOTAL	P. 50



HORIZONTAL SCALE IN FEET
0 15 30 60

MAINTENANCE OF TRAFFIC PHASE 2B
100+00 TO STA. 115+00

FRA-62-8.91

MODEL: Title Sheet PAPERSIZE: 34x22 (in.) DATE: 6/27/2025 TIME: 1:51:03 PM USER: jschnipke
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COLUMBUS PID
3808-E

DESIGN AGENCY
DYNOTEC

DESIGNER
JLS

REVIEWER
MPB 03/17/25

PROJECT ID
114103

SHEET P. 12 | TOTAL P. 50

SHEET NUM.								PART.		ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
P. 04	P. 05	P. 06	P.15	P.16	P.17	P.18	P. 25	01/S>2/04	02/SAF/21						
														ROADWAY	
LUMP								LUMP		201	11000	LS		CLEARING AND GRUBBING	
				4				4		201	21800	4	EACH	TREE REMOVED, 18"	
				1				1		201	23000	1	EACH	TREE REMOVED, 30"	
				1				1		201	24800	1	EACH	TREE REMOVED, 48"	
			223					223		202	23000	223	SY	PAVEMENT REMOVED	
				20					20	202	30000	20	SF	WALK REMOVED	
				12				12		202	53100	12	EACH	MAILBOX REMOVED	
				2				2		202	58100	2	EACH	CATCH BASIN REMOVED	
				213				213		202	75000	213	FT	FENCE REMOVED	
			6					6		202	75610	6	EACH	VALVE BOX REMOVED	
				3				3		202	98100	3	EACH	REMOVAL MISC.:BOLLARD	P. 23
				30					30	202	98200	30	FT	REMOVAL MISC.:TRENCH DRAIN	P. 23
							3,448	3,448		203	10000	3,448	CY	EXCAVATION	
10							2,556	2,566		203	20000	2,566	CY	EMBANKMENT	
			91					91		203	35110	91	CY	GRANULAR MATERIAL, TYPE B	
			271					271		204	10000	271	SY	SUBGRADE COMPACTION	
			91					91		204	13000	91	CY	EXCAVATION OF SUBGRADE	
			271					271		204	50000	271	SY	GEOTEXTILE FABRIC	
				460					460	608	10000	460	SF	4" CONCRETE WALK	
				208					208	608	52000	208	SF	CURB RAMP	
				40					40	608	53020	40	SF	DETECTABLE WARNING	
	11							11		SPECIAL	69050100	11	EACH	MAILBOX SUPPORT SYSTEM, SINGLE	P .05
		280						280		SPECIAL	69065000	280	TON	WORK INVOLVING NON-REGULATED MATERIALS	P .06
		140						140		SPECIAL	69065016	140	TON	WORK INVOLVING PETROLEUM CONTAMINATED SOIL	P .06
														EROSION CONTROL	
						20		20		601	32200	20	CY	ROCK CHANNEL PROTECTION, TYPE C WITH FILTER	
2								2		659	00100	2	EACH	SOIL ANALYSIS TEST	
200								200		659	00301	200	CY	TOPSOIL, AS PER PLAN	P. 04
1,800								1,800		659	00500	1,800	SY	SEEDING AND MULCHING, CLASS 1	
180								180		659	14000	180	SY	REPAIR SEEDING AND MULCHING	
180								180		659	15000	180	SY	INTER-SEEDING	
0.17								0.17		659	20000	0.17	TON	COMMERCIAL FERTILIZER	
10								10		659	35000	10	MGAL	WATER	
						5		56,012		832	30000	56,012	EACH	EROSION CONTROL	
														DRAINAGE	
	95							95		SPECIAL	20270110	95	FT	PIPE CLEANOUT, 24" AND UNDER	P. 05
2								2		202	98100	2	EACH	REMOVAL MISC.:INSPECTION WELL	P. 04
40				20				60		202	98200	60	FT	REMOVAL MISC.:CONDUIT	P. 04
					2	2		4		602	20000	4	CY	CONCRETE MASONRY	
						152			152	605	05100	152	FT	4" SHALLOW PIPE UNDERDRAINS	
					170	125		295		611	04400	295	FT	12" CONDUIT, TYPE B	
					24	85		109		611	04600	109	FT	12" CONDUIT, TYPE C	
						58		58		611	07400	58	FT	18" CONDUIT, TYPE B	
					11			11		611	10400	11	FT	24" CONDUIT, TYPE B	
					103			103		611	13600	103	FT	30" CONDUIT, TYPE C	
					282			282		611	16600	282	FT	36" CONDUIT, TYPE C	
					818			818		611	19600	818	FT	42" CONDUIT, TYPE C	
						56		56		611	21100	56	FT	48" CONDUIT, TYPE C	
						331		331		611	22600	331	FT	54" CONDUIT, TYPE C	
						308		308		611	24000	308	FT	60" CONDUIT, TYPE C	
20								20		611	97400	20	FT	CONDUIT, MISC.:TYPE C FOR DRAINAGE DISCHARGE CONTINUANCE	P. 04
					7	3		10		611	98150	10	EACH	CATCH BASIN, NO. 3	
						1		1		611	98510	1	EACH	CATCH BASIN, NO. 2-3	
					2			2		611	98540	2	EACH	CATCH BASIN, NO. 2-4	
					3			3		611	98570	3	EACH	CATCH BASIN, NO. 2-5	
						3		3		611	98600	3	EACH	CATCH BASIN, NO. 2-6	
					7	9		16		611	99574	16	EACH	MANHOLE, NO. 3	
2								2		611	99720	2	EACH	INSPECTION WELL	

GENERAL SUMMARY

COLUMBUS PID 3808-E

DESIGN AGENCY DYNOTEC

DESIGNER JLS

REVIEWER MPB 03/17/25

PROJECT ID 114103

SHEET P. 13 | TOTAL P. 50

FRA-62-08.91
MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 6/27/2025 TIME: 1:51:08 PM USER: jschnipke
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SHEET NUM.								PART.		ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
P. 04	P. 08	P. 09	P.15	P.16	P. 48	P. 49	P. 50	01/S>2/04	02/SAF/21						
														PAVEMENT	
			890					890		254	01000	890	SY	PAVEMENT PLANING, ASPHALT CONCRETE 1.5"	
45			90					135		301	46000	135	CY	ASPHALT CONCRETE BASE, PG64-22	
			161					161		304	20000	161	CY	AGGREGATE BASE	
			127					127		407	10000	127	GAL	TACK COAT	
			1,822					1,822		409	30000	1,822	FT	SAWING AND SEALING ASPHALT CONCRETE PAVEMENT JOINTS	
12			57					69		441	10000	69	CY	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (446), PG64-22	
12			28					40		441	50200	40	CY	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, (448)	
			203					203		452	12050	203	SY	8" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC MS	
			1,271					1,271		609	12000	1,271	FT	COMBINATION CURB AND GUTTER, TYPE 2	
			108					108		609	98000	108	FT	CURB, MISC.:COMBINATION CURB AND GUTTER, (COLUMBUS SCD 2010)	P. 06
				39					39	609	98000	39	FT	CURB, MISC.:CURB, BACK OF WALK (COLUMBUS SCD 2001)	P. 06
														WATER WORK	
			1					1		SPECIAL	63820754	1	EACH	FIRE HYDRANT REMOVED AND RESET(COLUMBUS SCD L-8502)	P. 06
			247					247		SPECIAL	63820766	247	FT	¾" COPPER WATER SERVICE LINE(COLUMBUS SCD L-7102B)	P. 06
			95					95		SPECIAL	63820770	95	FT	1" COPPER WATER SERVICE LINE(COLUMBUS SCD L-7102B)	P. 06
			4					4		SPECIAL	63820892	4	EACH	¾" CORPORATION STOP (COLUMBUS SCD L-1001)	P. 06
			1					1		SPECIAL	63820894	1	EACH	1" CORPORATION STOP (COLUMBUS SCD L-1001)	P. 06
														TRAFFIC CONTROL	
					39			39		621	00100	39	EACH	RPM	
				84				56	28	630	03100	84	FT	GROUND MOUNTED SUPPORT, NO. 3 POST	
				6				4	2	630	85100	6	EACH	REMOVAL OF GROUND MOUNTED SIGN AND REERECTION	
				6				4	2	630	86002	6	EACH	REMOVAL OF GROUND MOUNTED POST SUPPORT AND DISPOSAL	
					0.26			0.26		644	00100	0.26	MILE	EDGE LINE, 4"	
					0.18			0.18		644	00300	0.18	MILE	CENTER LINE	
					395			395		644	00404	395	FT	CHANNELIZING LINE, 12"	
					37			37		644	00500	37	FT	STOP LINE	
					78			78		644	00700	78	FT	TRANSVERSE/DIAGONAL LINE	
					5			5		644	01300	5	EACH	LANE ARROW	
					24			24		647	18060	24	FT	STOP LINE, TYPE B90	
					111			111		647	20010	111	FT	CROSSWALK LINE, TYPE B90	
														TRAFFIC SIGNALS	
						218		218		625	25408	218	FT	CONDUIT, 2", 725.051	
						198		198		625	29000	198	FT	TRENCH	
						1		1		625	31600	1	EACH	PULL BOX, MISC.:725.06, 12"X18" (TRAFFIC)	P. 06
						1		1		625	32000	1	EACH	GROUND ROD	
							2	2		630	89812	2	EACH	REMOVAL OF WOOD POLE AND DISPOSAL	
						1		1		632	26500	1	EACH	DETECTOR LOOP	
							410	410		632	29901	410	FT	MESSENGER WIRE, 7 STRAND, ¼" DIAMETER WITH ACCESSORIES, AS PER PLAN	P. 50
							LUMP	LUMP		632	62830	LS		INTERCONNECT, MISC.:RELOCATION OF FIBER OPTIC CABLE	P. 50
						1		1		632	64020	1	EACH	PEDESTAL FOUNDATION	
							2	2		632	89300	2	EACH	WOOD POLE	
						1		1		632	90010	1	EACH	PEDESTAL, MISC.:REUSE OF PEDESTIRAN PEDESTAL	P. 49
						1		1		632	90100	1	EACH	REMOVAL OF TRAFFIC SIGNAL INSTALLATION	
						2		2		632	90203	2	EACH	REUSE OF PEDESTRIAN SIGNAL HEAD, AS PER PLAN	P. 49
						1		1		632	90211	1	EACH	REUSE OF PEDESTRIAN PUSHBUTTON, AS PER PLAN	P. 49
						LUMP		LUMP		632	90300	LS		SIGNALIZATION, MISC.:RELOCATED LOOP LEAD-IN CABLE	P. 49
														MAINTENANCE OF TRAFFIC	
		50						50		614	11110	50	HOUR	LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE	
	6							6		614	18601	6	SNMT	PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN	P. 08
	2							2		614	40050	2	EACH	BUSINESS ENTRANCE SIGN	
	5							5		616	10000	5	MGAL	WATER	
														INCIDENTALS	
								LUMP		614	11000	LS		MAINTAINING TRAFFIC	
								4		619	16010	4	MNTH	FIELD OFFICE, TYPE B	
								LUMP		623	10000	LS		CONSTRUCTION LAYOUT STAKES AND SURVEYING	
								LUMP		624	10000	LS		MOBILIZATION	

Matthew Baxendell

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Date: 2025.07.03 14:40:35-04'00'

GENERAL SUMMARY

DESIGN AGENCY
DYNOTEC

DESIGNER
JLS

REVIEWER
MPB 03/17/25

PROJECT ID
114103

SHEET P. 14 | TOTAL P. 50

FRA-62-08.91

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 6/27/2025 TIME: 1:51:10 PM USER: jschnipke
N:\Jobs\2021\210029-01-20-0- ODOT District 6 FRA-62 Storm Repairs\114103\400-Engineering\Roadway\Sheets\114103_GG002.dgn

REF NO.	SHEET NO.	STATION TO STATION					202 VALVE BOX REMOVED EACH	202 PAVEMENT REMOVED SY	203 GRANULAR MATERIAL, TYPE B CY	204 SUBGRADE COMPACTION SY	204 EXCAVATION OF SUBGRADE CY	204 GEOTEXTILE FABRIC SY	254 PAVEMENT PLANING, ASPHALT CONCRETE 1.5" SY	301 ASPHALT CONCRETE BASE, PG64-22 CY	304 AGGREGATE BASE CY	407 TACK COAT GAL	409 SAWING AND SEALING ASPHALT CONCRETE PAVEMENT JOINTS FT	441 ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (446), PG64-22 CY	441 ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, (448) CY	452 8" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC MS SY	609 COMBINATION CURB AND GUTTER, TYPE 2 FT	609 CURB, MISC.;COMBINATION CURB AND GUTTER, (COLUMBUS SCD 2010) FT	SPECIAL ¾" COPPER WATER SERVICE LINE(COLUMBUS SCD L-7102B) FT	SPECIAL 1" COPPER WATER SERVICE LINE(COLUMBUS SCD L-7102B) FT	SPECIAL ¾" CORPORATION STOP (COLUMBUS SCD L-1001) EACH	SPECIAL 1" CORPORATION STOP (COLUMBUS SCD L-1001) EACH	SPECIAL FIRE HYDRANT RELOCATED(COLUMBUS SCD L-8502) EACH
P-1	P.19	90+88.00	LT	TO	91+32.00	LT									2.3												
P-2	P.20	92+37.00	LT	TO	93+21.00	LT									4.7												
P-3	P.20-P.21	96+20.00	LT	TO	97+18.00	LT			15.9	47.7	15.9	47.7		11.9	10.6	5.2	87	2	2.3								
P-4	P.20	96+33.00	LT												3.2												
P-5	P.21	97+06.00	LT												6												
P-6	P.21	97+18.00	LT	TO	102+00.00	LT											482					482					
P-7	P.21	99+27.00	LT											3.2	2.9	2.8		1.1	1.4								
P-8	P.21	100+58.00	LT											4.6	4.1	4.1		1.5	2.1								
P-9	P.22	102+45.00	LT											3.5	3.1	3.1		1.2	1.5								
P-10	P.22	103+44.00	LT											6.6	5.9	5.8		2.2	3								
P-11	P.22	102+00.00	LT	TO	107+00.00	LT											500					500					
P-12	P.22	106+58.00	LT												5.5												
P-13	P.23	107+21.00	LT/RT					34.8	11.6	34.8	11.6	34.8		8.7	7.7	3.8	82	1.4	1.7								
P-14	P.23	107+73.00	LT											1.7	1.5	1.5		0.6	0.8								
P-15	P.23	108+63.00	LT												3.7					22.2							
P-16	P.23	107+00.00	LT	TO	109+89.00	LT											289					289					
P-17	P.23	109+20.80	LT												3.7					22.2							
P-18	P.23	109+15.00	RT												4.8												
P-19	P.23	110+36.00	LT/RT	TO	110+55.00	LT/RT		101.4	33.8	101.4	33.8	101.4		25.4	22.5	11.2	123	4.2	4.9								
P-20	P.23	110+48.00	RT	TO	111+27.00	RT									35.2					158.3							
P-21	P.23	110+05.00	LT/RT	TO	111+61.00	LT/RT							770			65		32									
P-22	P.23	111+53.00	LT/RT	TO	111+59.00	LT/RT		31.7	10.6	31.7	10.6	31.7				3.5	96	1.3	1.5								
P-23	P.23	111+26.00	LT	TO	112+00.00	LT		55	18.3	55	18.3	55		13.8	12.2	6.1	73	2.3	2.7			75					
P-24	P.24	112+00.00	LT	TO	112+85.00	LT								9.9	8.8	4.4	90	1.6	1.9			33					
P-25	P.24	111+61.00	LT	TO	112+83.00	LT							120			10		5	3.7								
P-26	P.24	112+92.00	RT												12												
W-1	P.20	96+55.00	25.9' LT				1																65		1		
W-2	P.22	104+34.00	23.0' LT				1																48		1		
W-3	P.22	106+08.00	22.6' LT				1																51		1		
W-4	P.23	107+36.00	46.9' RT				1																83		1		
W-5	P.24	112+41.00	24.5' RT				1																				1
W-6	P.24	112+91.00	32.8' LT				1																	95		1	
TOTALS CARRIED TO GENERAL SUMMARY							6	223	91	271	91	271	890	90	161	127	1822	57	28	203	1271	108	247	95	4	1	1

Matthew Baxendell
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DN: C=US, E=mbaxendell@dynotecinc.com, O=Dynotec Inc, CN=Matthew Baxendell
Date: 2025.07.03 14:00:42-04'00'

ROADWAY SUBSUMMARY

FRA-62-08.91

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 6/27/2025 TIME: 1:51:12 PM USER: jschnipke
N:\Jobs\2021\210029-01-20-0- ODOT District 6 FRA-62 Storm Repairs\114103\400-Engineering\Roadway\Sheets\114103_GS001.dgn

COLUMBUS PID
3808-E

DESIGN AGENCY
DYNOTEC

DESIGNER
JLS

REVIEWER
MPB 03/17/25

PROJECT ID
114103

SHEET P. 15 | TOTAL P. 50

REF NO.	SHEET NO.	STATION TO STATION				201 TREE REMOVED, 18" EACH	201 TREE REMOVED, 30" EACH	201 TREE REMOVED, 48" EACH	202 WALK REMOVED SF	202 MAILBOX REMOVED EACH	202 CATCH BASIN REMOVED EACH	202 FENCE REMOVED FT	202 REMOVAL MISC.:TRENCH DRAIN FT	202 REMOVAL MISC.:CONDUIT FT	202 REMOVAL MISC.:BOLLARD EACH	608 4" CONCRETE WALK SF	608 CURB RAMP SF	608 DETECTABLE WARNING SF	609 CURB, MISC.:CURB, BACK OF WALK (COLUMBUS SCD 2001) FT	630 REMOVAL OF GROUND MOUNTED SIGN AND REERECTION EACH	630 REMOVAL OF GROUND MOUNTED POST SUPPORT AND DISPOSAL EACH	630 GROUND MOUNTED SUPPORT, NO. 3 POST FT
R-1	P.20	95+31	LT	TO			1															
R-2	P.20	96+18	LT								1			10								
R-3	P.20	96+46	LT							1												
R-4	P.20	96+87	LT			1																
R-5	P.21	97+79	LT							1												
R-6	P.21	99+09	LT							1												
R-7	P.21	100+09	LT							1												
R-8	P.21	100+82	LT							1												
R-9	P.22	102+94	LT		102+96 LT					2												
R-10	P.22	103+81	LT							1												
R-11	P.22	104+81	LT																	1	1	14
R-12	P.22	105+31	LT																	1	1	14
R-13	P.22	105+82	LT							1												
R-14	P.22	106+81	LT							1												
R-15	P.22	106+81	LT					1														
R-16	P.23	107+48	LT							1												
R-17	P.23	108+06	RT																	1	1	14
R-18	P.23	111+47	LT		111+77 LT								30									
R-19	P.23	111+68	RT																	1	1	14
R-20	P.23	111+82	LT												1					1	1	14
R-25	P.23	110+69	RT			3																
R-21	P.24	112+26	LT							1					2							
R-22	P.24	112+58	RT																	1	1	14
R-23	P.24	112+39	LT								1			10								
R-24	P.24	112+73	RT									213										
CR-1	P.23	110+67	RT		110+77.5 RT				5								50	8				
CR-2	P.23	111+22	RT		111+39 RT				15								158	32				
SW-1	P.23	111+23	LT		111+79 LT											460			39			
TOTALS CARRIED TO GENERAL SUMMARY						4	1	1	20	12	2	213	30	20	3	460	208	40	39	6	6	84

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Date: 2025.07.03 14:00:49-04'00'

ROADWAY SUBSUMMARY

FRA-62-08.91

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 6/27/2025 TIME: 1:51:14 PM USER: jschnipke
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COLUMBUS PID
3808-E

DESIGN AGENCY
DYNOTEC

DESIGNER
JLS

REVIEWER
MPB 03/17/25

PROJECT ID
114103

SHEET P. 16 | TOTAL P. 50

REF NO.	SHEET NO.	STATION TO STATION					602 CONCRETE MASONRY CY	605 4" SHALLOW PIPE UNDERDRAINS FT	611 12" CONDUIT, TYPE B FT	611 12" CONDUIT, TYPE C FT	611 18" CONDUIT, TYPE B FT	611 24" CONDUIT, TYPE B FT	611 30" CONDUIT, TYPE C FT	611 36" CONDUIT, TYPE C FT	611 42" CONDUIT, TYPE C FT	611 48" CONDUIT, TYPE C FT	611 54" CONDUIT, TYPE C FT	611 60" CONDUIT, TYPE C FT	611 CATCH BASIN, NO. 3 EACH	611 CATCH BASIN, NO. 2-3 EACH	611 CATCH BASIN, NO. 2-4 EACH	611 CATCH BASIN, NO. 2-5 EACH	611 CATCH BASIN, NO. 2-6 EACH	611 MANHOLE, NO. 3 EACH	601 TIED CONCRETE BLOCK MAT, TYPE 1 SY	601 ROCK CHANNEL PROTECTION, TYPE C WITH FILTER CY
D-38	P. 19	90+88.00	LT		91+32.00	LT			44																	
D-37	P. 20	92+37.00	LT		93+21.00	LT			84																	
DS-37	P. 20	95+15.	LT				1																			
D-36	P. 20	95+15.	LT		59+15.	LT						11														
DS-20	P. 20	95+15.	LT																		1					
D-19	P. 20	95+15.	LT		96+18.	LT							103													
DS-19	P. 20	96+18.	LT																					1		
D-18	P. 20	96+18.	LT		96+66.	LT								52												
DS-18	P. 20	96+66.	LT																		1					
D-17	P.20-P.21	96+66.	LT		98+10.0	LT								140												
DS-17	P. 21	98+10.	LT																					1		
D-16	P. 21	98+10.	LT		99+00.	LT								90												
DS-16	P. 21	99+00.	LT																			1				
D-15	P. 21	99+00.	LT		100+30.	LT									130											
DS-15	P. 21	100+30.	LT																			1				
D-14	P. 21	100+30.	LT		101+56.	LT									130											
DS-14	P. 21	101+56.	LT																					1		
D-13	P.21-P.22	101+56.	LT		102+75.	LT									115											
DS-36	P. 21	98+10.	LT				1																			
D-35	P. 21	98+10.	LT		98+10.	LT			12																	
DS-35	P. 21	98+22.	LT																	1						
D-34	P. 21	98+22.	LT		98+10.	LT			12																	
DS-34	P. 21	99+00.	LT																	1						
D-33	P. 21	99+00.	LT		99+00.	LT			6																	
DS-33	P. 21	100+30.	LT																	1						
D-32	P. 21	100+30.	LT		100+30.	LT			6																	
DS-32	P. 21	101+60.	LT																	1						
D-31	P. 21	101+60.	LT		101+56.	LT			6																	
DS-13	P. 22	102+75.	LT																				1			
D-12	P. 22	102+75.	LT		103+89.5	LT									113											
DS-12	P. 22	103+89.5	LT																					1		
D-11	P. 22	103+89.5	LT		104+79.	LT									89											
DS-11	P. 22	104+79.	LT																					1		
D-10	P. 22	104+79.	LT		106+16.	LT									136											
DS-10	P. 22	106+16.	LT																					1		
D-9	P.22-P.23	106+16.	LT		107+21.										105											
DS-31	P. 22	102+75.	LT																	1						
D-30	P. 22	102+75.	LT		102+75.					6																
DS-30	P. 22	103+90.	LT																					1		
D-29	P. 22	103+90.	LT		103+89.5	LT				6																
DS-29	P. 22	104+80.	LT																	1						
D-28	P. 22	104+80	LT		104+79.	LT				6																
DS-28	P. 22	106+22.	LT																	1						
D-27	P. 22	103+22.	LT		106+16.	LT				6																
TOTALS CARRIED TO GENERAL SUMMARY							2		170	24		11	103	282	818				7		2	3		7		

DRAINAGE SUBSUMMARY

FRA-62-08.91

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 6/27/2025 TIME: 1:51:16 PM USER: jschnipke
N:\Jobs\2021\210029-01-20-\- ODOT District 6 FRA-62 Storm Repairs\114103\400-Engineering\Drainage\Sheets\114103_DS001.dgn

COLUMBUS PID
3808-E

DESIGN AGENCY
DYNOTEC

DESIGNER
JLS

REVIEWER
MPB 03/17/25

PROJECT ID
114103

SHEET P. 17 | TOTAL P. 50

REF NO.	SHEET NO.	STATION TO STATION					602 CONCRETE MASONRY	605 4" SHALLOW PIPE UNDERDRAINS	611 12" CONDUIT, TYPE B	611 12" CONDUIT, TYPE C	611 18" CONDUIT, TYPE B	611 24" CONDUIT, TYPE B	611 30" CONDUIT, TYPE C	611 36" CONDUIT, TYPE C	611 42" CONDUIT, TYPE C	611 48" CONDUIT, TYPE C	611 54" CONDUIT, TYPE C	611 60" CONDUIT, TYPE C	611 CATCH BASIN, NO. 3	611 CATCH BASIN, NO. 2-3	611 CATCH BASIN, NO. 2-4	611 CATCH BASIN, NO. 2-5	611 CATCH BASIN, NO. 2-6	611 MANHOLE, NO. 3	601 TIED CONCRETE BLOCK MAT, TYPE 1	601 ROCK CHANNEL PROTECTION, TYPE C WITH FILTER	
							CY	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	EACH	EACH	EACH	EACH	EACH	EACH	SY	CY	
DS-9	P. 23	107+21.	LT																					1			
D-8	P. 23	107+21.	LT		107+21.5	RT										56											
DS-8	P. 23	107+21.5	RT																					1			
D-7	P. 23	107+21.5	RT		107+77.	RT											155										
DS-7	P. 23	108+77.	RT																				1				
D-6	P. 23	108+77.	RT		110+21.	RT											144										
DS-6	P. 23	110+21.	RT																				1				
D-5	P. 23	110+21.	RT		110+53.	RT											32										
DS-5	P. 23	110+53.	RT																					1			
D-4	P. 23	110+53.	RT		111+54.	RT												101									
DS-4	P. 23	111+54.	RT																				1				
D-3	P.23-P.24	111+54.	RT		112+54.	RT												100									
DS-23	P. 23	111+54.	LT																1								
D-22	P. 23	111+54.	LT		111+57.	LT				8																	
DS-22	P. 23	111+57	LT																					1			
D-21	P. 23	111+54.	LT		111+57.	RT				57																	
DS-21	P. 23	110+53.	LT																					1			
D-20	P. 23	110+38.	LT		110+53.	RT					58																
DS-24	P. 23	108+40.	LT																					1			
D-23	P. 23	107+21.	LT		108+40.	LT			119																		
DS-25	P. 23	108+44.	LT																1								
D-24	P. 23	108+40.	LT		108+44.	LT			6																		
DS-26	P. 23	107+28.	LT																1								
D-25	P. 23	107+21.	LT		107+28.	LT				10																	
DS-27	P. 23	107+21.5	LT																	1							
D-26	P. 23	107+21.	LT		107+21.5	LT				10																	
DS-3	P. 24	112+54	RT																					1			
D-2	P. 24	112+54.	RT		112+72.	RT												26									
DS-2	P. 24	112+72.	RT																					1			
D-1	P. 24	112+72.	RT		113+53.	RT												81									
DS-1	P. 44	113+53.	RT				2																		5	20	
																								1			
UD-1	P.23-P.24	111+33.00	LT		112+85.00	LT		152.00																			
TOTALS CARRIED TO GENERAL SUMMARY							2	152	125	85	58					56	331	308	3	1			3	9	5	20	

Matthew Baxendell
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DN: C=US, E=mbaxendell@dynoteicinc.com, O=Dynotec Inc, CN=Matthew Baxendell
Date: 2025.07.03 14:01:02-04'00'

DRAINAGE SUBSUMMARY

COLUMBUS PID
3808-E

DESIGN AGENCY
DYNOTEC

DESIGNER
JLS

REVIEWER
MPB 03/17/25

PROJECT ID
114103

SHEET P. 18 | TOTAL P. 50

FRA-62-08.91

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 6/27/2025 TIME: 1:51:18 PM USER: jschnipke
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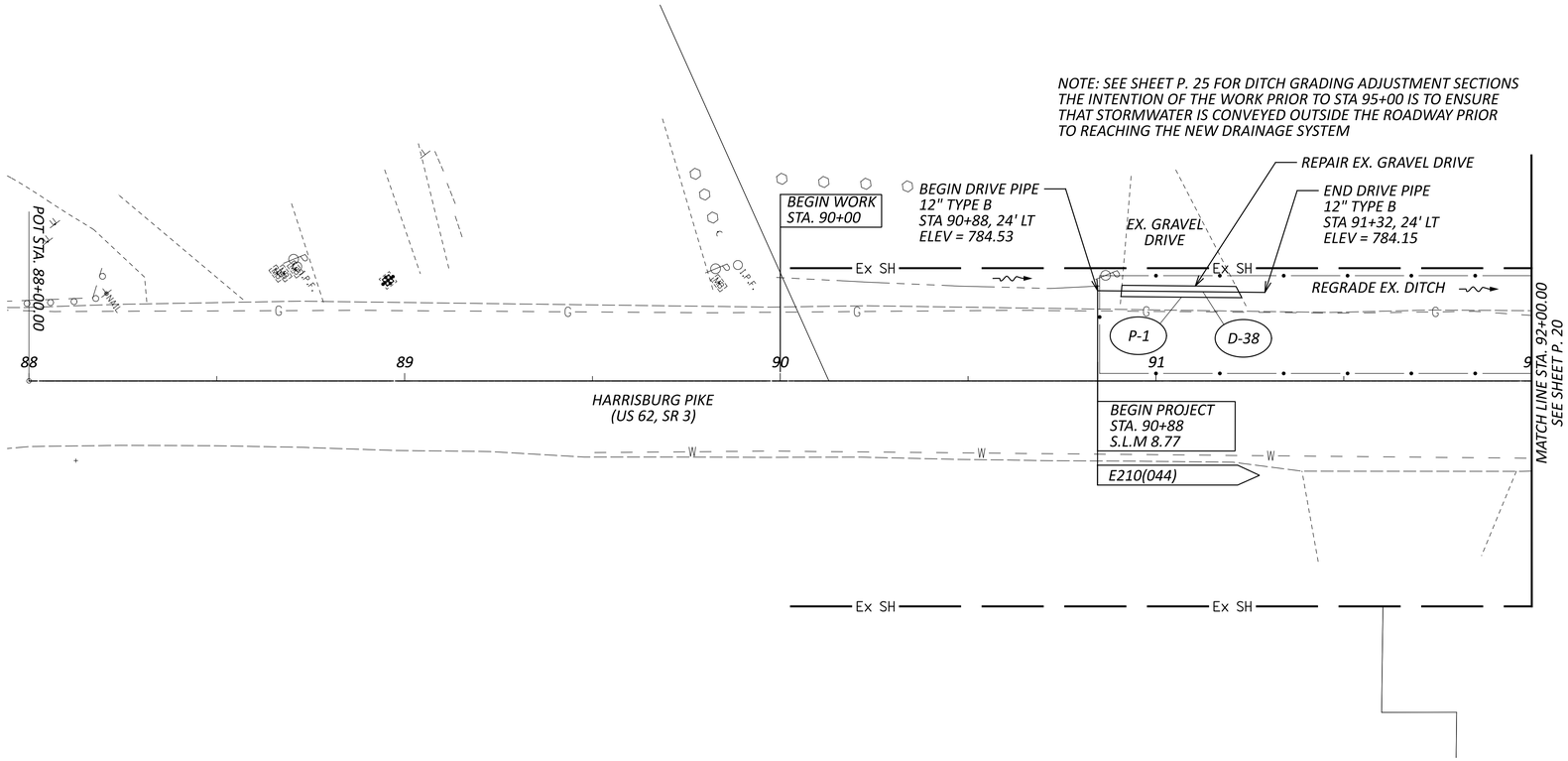


HORIZONTAL
SCALE IN FEET
0 10 20 40

US 62 PLAN VIEW
STA 88+00 TO STA 92+00

Matthew Baxendell
Digitally signed by Matthew Baxendell
DN: C=US, E=mbaxendell@dynotecinc.com, O=Dynotec Inc, CN=Matthew Baxendell
Date: 2025.07.03 14:01:10-04'00'

FRA-62-08.91

MODEL: CLP_6 - Plan 6 PAPERSIZE: 34x22 (in.) DATE: 6/27/2025 TIME: 1:51:26 PM USER: jschnipke
N:\Jobs\2021\210029-01-20-0- ODOT District 6 FRA-62 Storm Repairs\114103\400-Engineering\Roadway\Sheets\CLP_6 - Plan 6.dgn

COLUMBUS PID
3808-E

DESIGN AGENCY
DYNOTEC

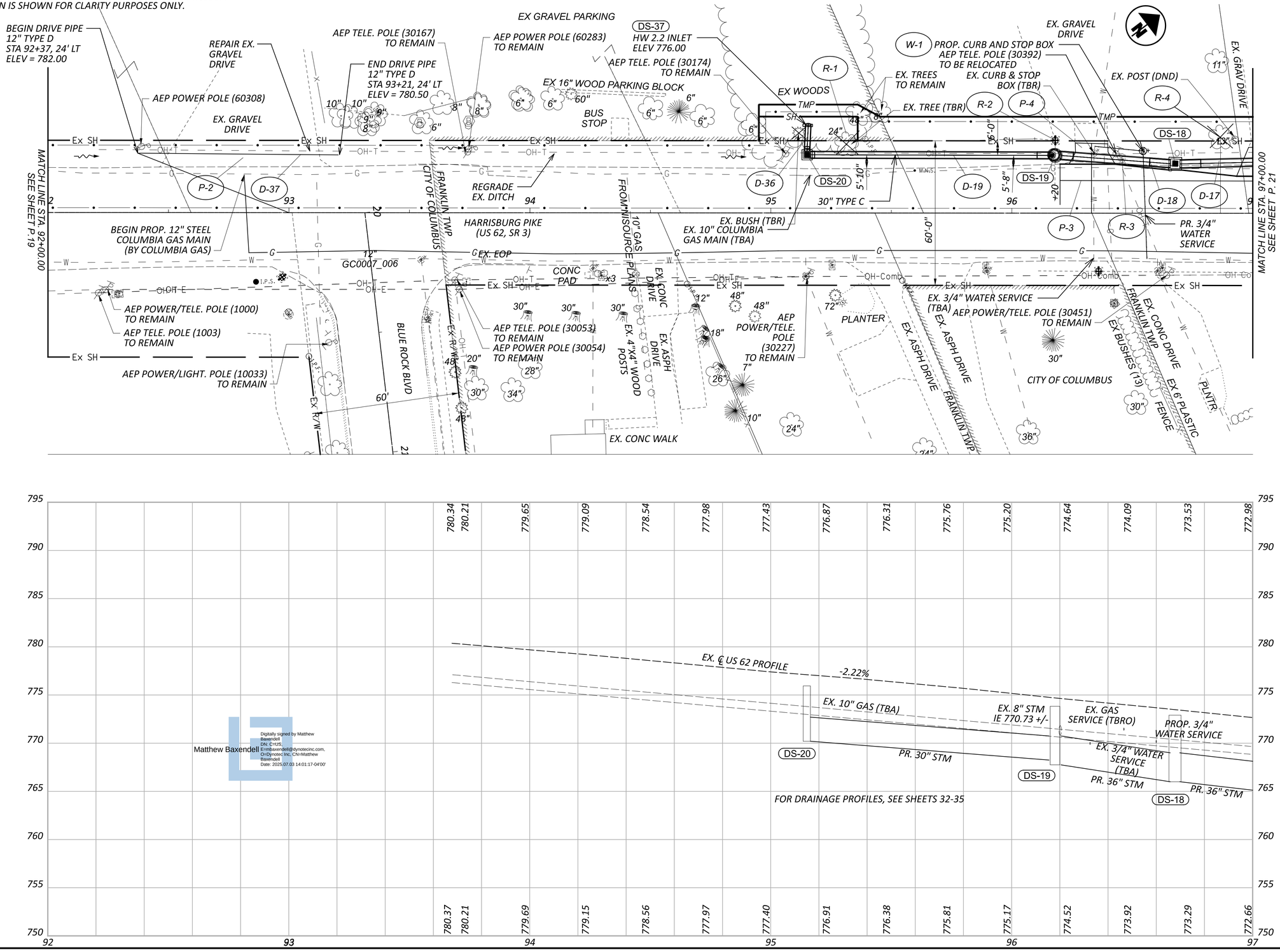
DESIGNER
JLS

REVIEWER
MPB 03/17/25

PROJECT ID
111403

SHEET P. 19 | TOTAL P. 50

NOTE: THE EXISTING 10" COLUMBIA GAS MAIN ON THE WEST SIDE OF US-62 WILL BE ABANDONED SOUTH OF STA 93+00 AND REPLACED BY COLUMBIA GAS PRIOR TO CONSTRUCTION OF THIS PROJECT ON THE EAST SIDE OF THE ROAD AS SHOWN ON THIS PLAN SET. RELOCATION OF GAS MAIN WILL NOT BE PERFORMED AS PART OF THIS PROJECT. NEW GAS MAIN IS SHOWN FOR CLARITY PURPOSES ONLY.



Matthew Baxendell
Digitally signed by Matthew Baxendell
DN: C=US, E=mbaxendell@dynotecinc.com, O=Dynotec Inc, CN=Matthew Baxendell
Date: 2025.07.03 14:01:17-04'00'

HORIZONTAL SCALE IN FEET
0 10 20 40

US 62 PLAN AND PROFILE STA 92+00 TO 97+00

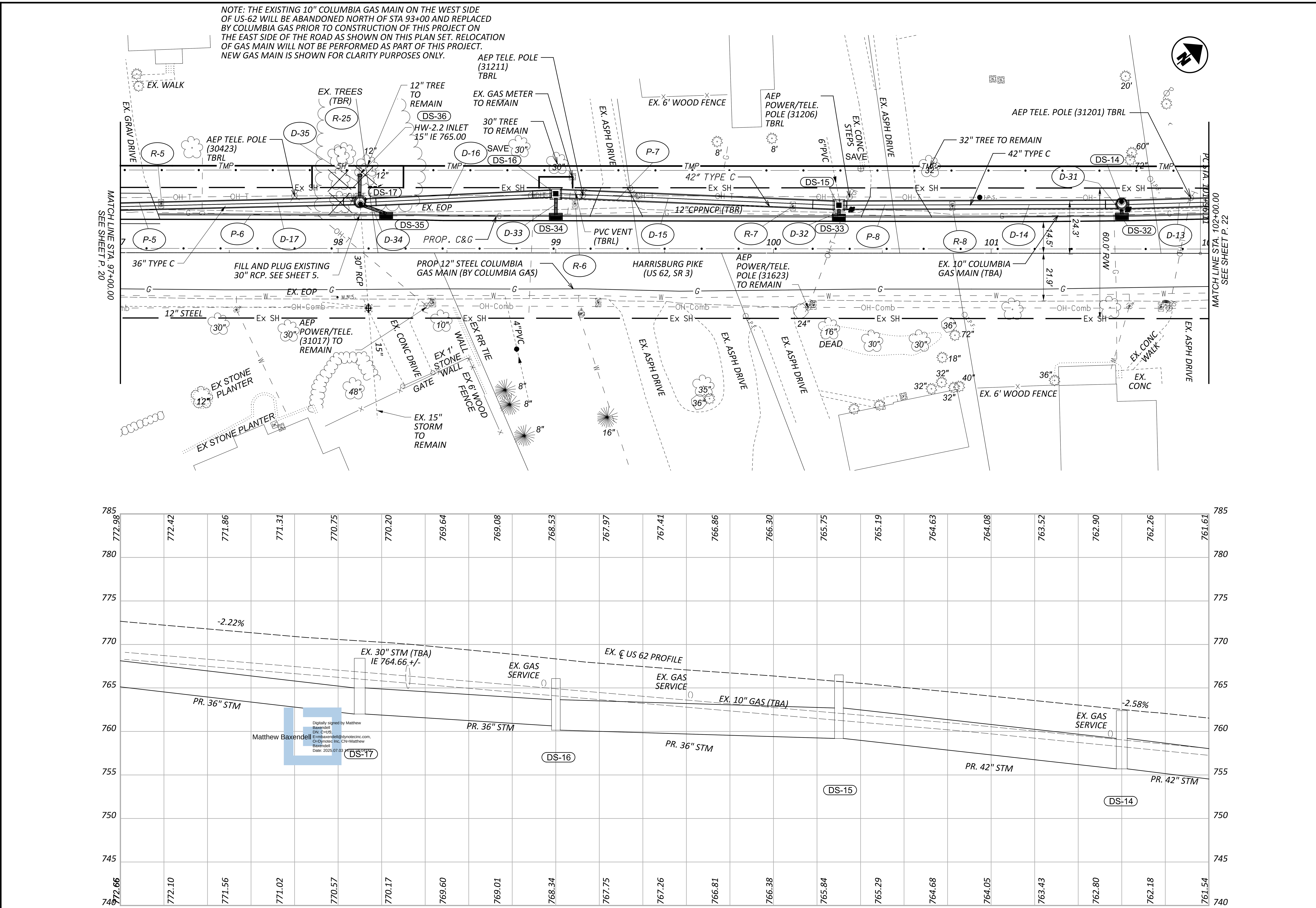
FRA-62-08.91

MODEL: CLP_5 - Plan | PAPERSIZE: 34x22 (in.) DATE: 6/27/2025 TIME: 5:32 PM USER: jschnipke
N:\Jobs\2021\20029-01-20-0- ODOT District 6 FRA-62 Storm Repairs\Il403\400-Engineering\Roadway\Sheets\Il403_GP001.dgn

COLUMBUS PID 3808-E
DESIGN AGENCY DYNOTEC
DESIGNER JLS
REVIEWER MPB 03/17/25
PROJECT ID 114103
SHEET P. 20 TOTAL P. 50

FRA-62-08.91

MODEL: CLP_5 - Plan 2 PAPERSIZE: 34x22 (in.) DATE: 6/27/2025 TIME: 1:51:37 PM USER: jschripke
N:\Jobs\2021\20029-01-20-0- ODOT District 6 FRA-62 Storm Repairs\114103\400-Engineering\Roadway\Sheets\114103_GP002.dgn



NOTE: THE EXISTING 10" COLUMBIA GAS MAIN ON THE WEST SIDE OF US-62 WILL BE ABANDONED NORTH OF STA 93+00 AND REPLACED BY COLUMBIA GAS PRIOR TO CONSTRUCTION OF THIS PROJECT ON THE EAST SIDE OF THE ROAD AS SHOWN ON THIS PLAN SET. RELOCATION OF GAS MAIN WILL NOT BE PERFORMED AS PART OF THIS PROJECT. NEW GAS MAIN IS SHOWN FOR CLARITY PURPOSES ONLY.
HORIZONTAL SCALE IN FEET
0
10
20
40
EX. WALK
EX. GRAV DRIVE
EX. TREES (TBR)
R-25
D-35
R-5
AEP TELE. POLE (30423) TBRL
12" TREE TO REMAIN
DS-36
HW-2.2 INLET 15" IE 765.00
AEP TELE. POLE (31211) TBRL
EX. GAS METER TO REMAIN
30" TREE TO REMAIN
D-16
SAVE
DS-16
DS-17
EX. ASPH DRIVE
EX. 6' WOOD FENCE
P-7
AEP POWER/TELE. POLE (31206) TBRL
EX. CONC STEPS
SAVE
6"PVC
EX. ASPH DRIVE
42" TYPE C
DS-15
32" TREE TO REMAIN
42" TYPE C
AEP TELE. POLE (31201) TBRL
D-31
DS-14
EX. EOP
12"CPPNCP (TBR)
DS-35
P-5
P-6
D-17
D-34
PROP. C&G
D-33
DS-34
PVC VENT (TBRL)
D-15
R-7
D-32
DS-33
P-8
R-8
D-14
DS-32
D-13
MATCH LINE STA. 97+00.00 SEE SHEET P. 20
MATCH LINE STA. 102+00.00 SEE SHEET P. 22
36" TYPE C
FILL AND PLUG EXISTING 30" RCP. SEE SHEET 5.
30" RCP
PROP 12" STEEL COLUMBIA GAS MAIN (BY COLUMBIA GAS)
R-6
HARRISBURG PIKE (US 62, SR 3)
AEP POWER/TELE. POLE (31623) TO REMAIN
EX. 10" COLUMBIA GAS MAIN (TBA)
60.0' R/W
24.3'
14.5'
21.9'
EX. EOP
12" STEEL
AEP POWER/TELE. POLE (31017) TO REMAIN
EX. CONC DRIVE
EX 1' STONE WALL
EX RR TIE WALL
EX 6' WOOD FENCE
4"PVC
GATE
EX STONE PLANTER
EX STONE PLANTER
EX. 15" STORM TO REMAIN
EX. ASPH DRIVE
EX. ASPH DRIVE
EX. ASPH DRIVE
16" DEAD
EX. 6' WOOD FENCE
EX. CONC WALK
EX. CONC
EX. ASPH DRIVE
-2.22%
EX. 30" STM (TBA) IE 764.66 +/-
EX. GAS SERVICE
EX. ℄ US 62 PROFILE
EX. GAS SERVICE
EX. 10" GAS (TBA)
-2.58%
EX. GAS SERVICE
PR. 36" STM
PR. 36" STM
PR. 36" STM
PR. 42" STM
PR. 42" STM
DS-17
DS-16
DS-15
DS-14
Matthew Baxendell
Digitally signed by Matthew Baxendell
DN: C=US, E=mbaxendell@dynotecinc.com, O=Dynotec Inc, CN=Matthew Baxendell
Date: 2025.07.03
97
98
99
100
101
102

US 62 PLAN AND PROFILE
STA 97+00 TO 102+00

COLUMBUS PID
3808-E

DESIGN AGENCY
DYNOTEC

DESIGNER
JLS

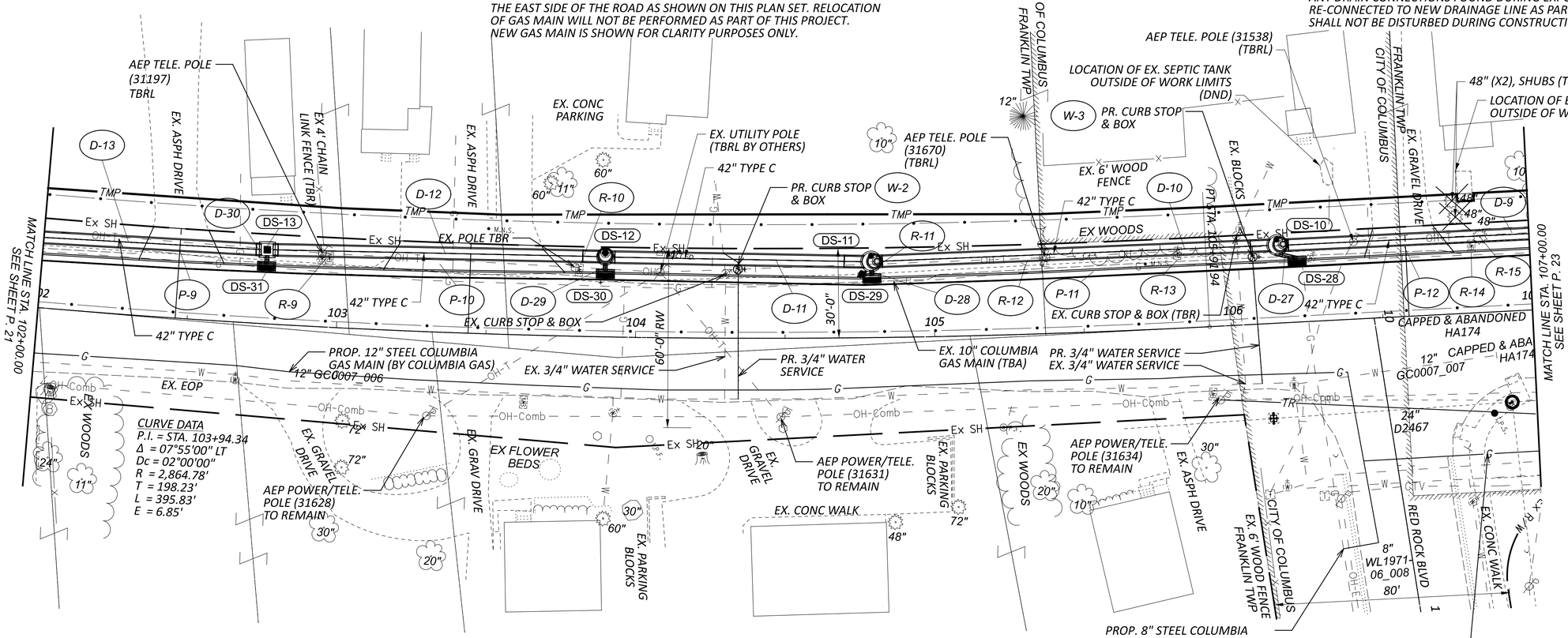
REVIEWER
MPB 03/17/25

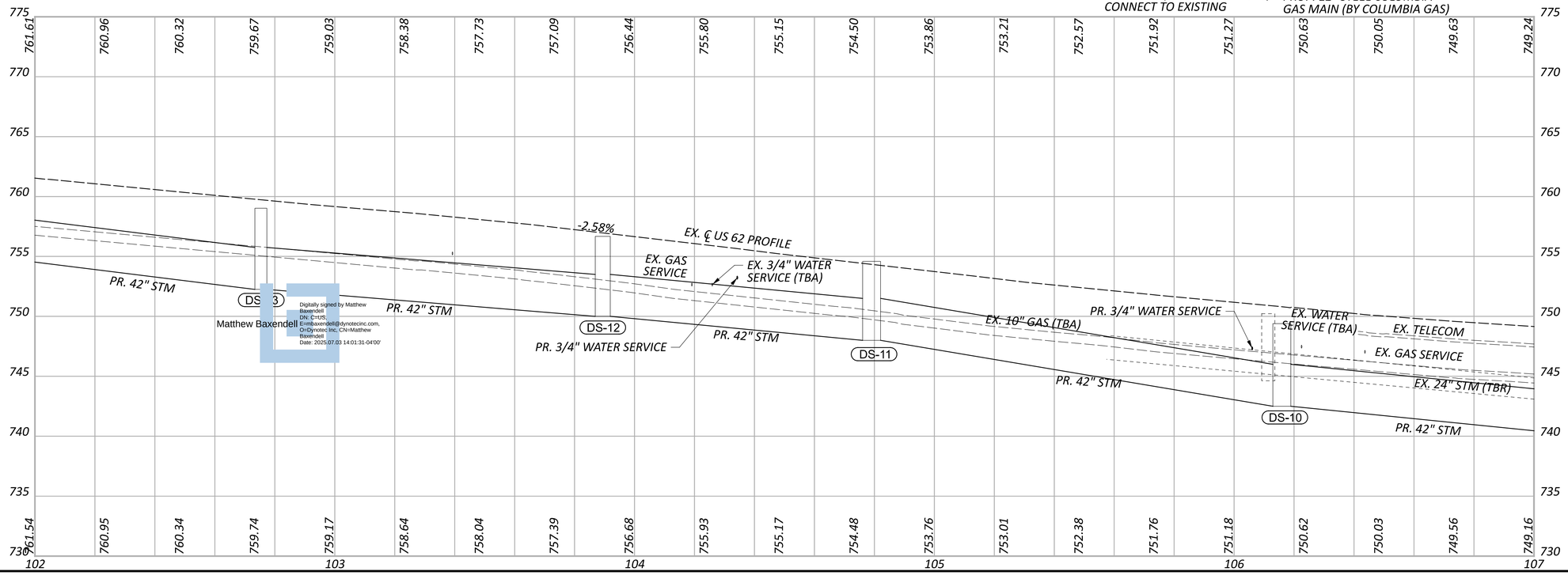
PROJECT ID
114103

SHEET P. 21
TOTAL P. 50

NOTE: THE EXISTING 10" COLUMBIA GAS MAIN ON THE WEST SIDE OF US-62 WILL BE ABANDONED NORTH OF STA 93+00 AND REPLACED BY COLUMBIA GAS PRIOR TO CONSTRUCTION OF THIS PROJECT ON THE EAST SIDE OF THE ROAD AS SHOWN ON THIS PLAN SET. RELOCATION OF GAS MAIN WILL NOT BE PERFORMED AS PART OF THIS PROJECT. NEW GAS MAIN IS SHOWN FOR CLARITY PURPOSES ONLY.

NOTE: EXISTING SEPTIC TANKS IN FRONT YARDS AS SHOWN BELOW SHALL BE LOCATED AND EXPOSED BY CONTRACTOR PRIOR TO DIGGING. ANY DRAIN CONNECTIONS FOUND DURING EXPOSURE SHALL BE RE-CONNECTED TO NEW DRAINAGE LINE AS PART OF WORK. TANKS SHALL NOT BE DISTURBED DURING CONSTRUCTION.





HORIZONTAL SCALE IN FEET
0 10 20 40

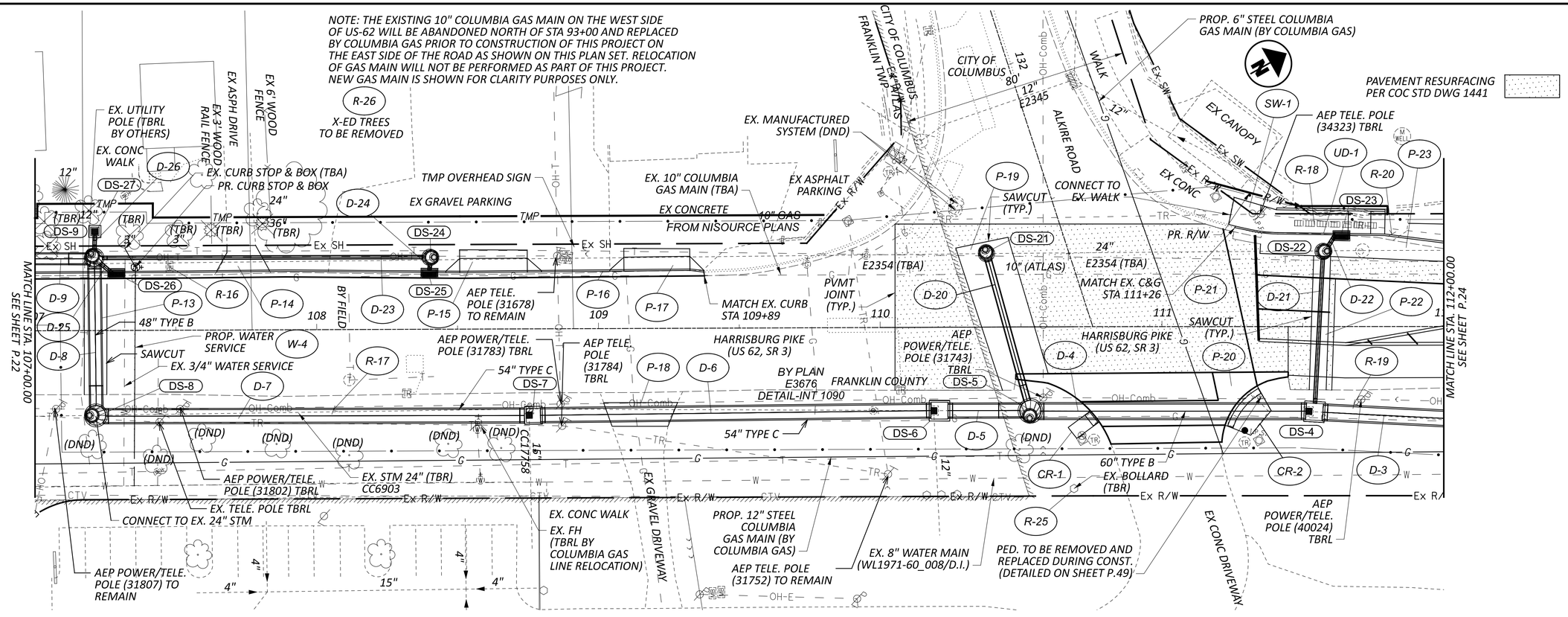
US 62 PLAN AND PROFILE STA 102+00 TO 107+00

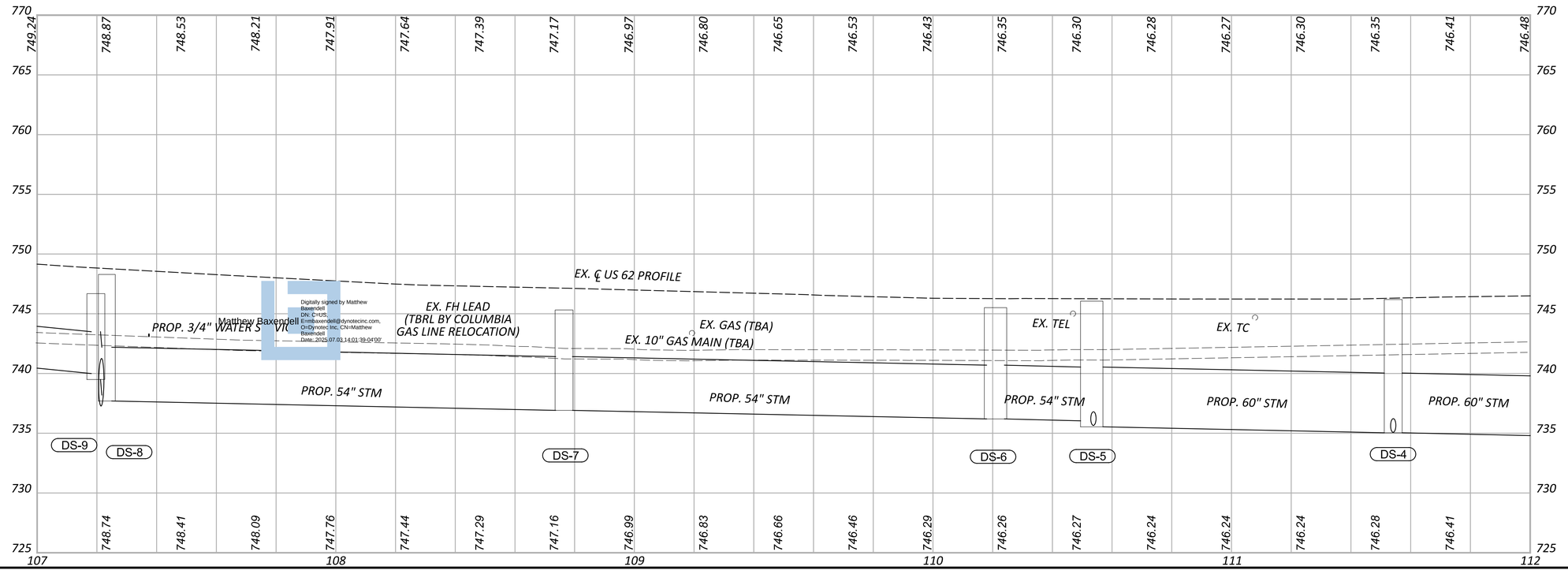
COLUMBUS PID	3808-E
DESIGN AGENCY	DYNOTEC
DESIGNER	JLS
REVIEWER	MPB 03/17/25
PROJECT ID	114103
SHEET	P. 22
TOTAL	P. 50

FRA-62-08.91

MODEL: CLP_5 - Plan 3 PAPERSIZE: 34x22 (in.) DATE: 6/27/2025 TIME: 1:51:43 PM USER: Jschnipke
N:\Jobs\2021\20029-01-20-0- ODOT District 6 FRA-62 Storm Repairs\114103\400-Engineering\Roadway\Sheets\114103_GP003.dgn

NOTE: THE EXISTING 10" COLUMBIA GAS MAIN ON THE WEST SIDE OF US-62 WILL BE ABANDONED NORTH OF STA 93+00 AND REPLACED BY COLUMBIA GAS PRIOR TO CONSTRUCTION OF THIS PROJECT ON THE EAST SIDE OF THE ROAD AS SHOWN ON THIS PLAN SET. RELOCATION OF GAS MAIN WILL NOT BE PERFORMED AS PART OF THIS PROJECT. NEW GAS MAIN IS SHOWN FOR CLARITY PURPOSES ONLY.





Digitally signed by Matthew Baxendell
DN: C=US, E=mbaxendell@dynotecinc.com, O=Dynotec Inc, CN=Matthew Baxendell
Date: 2025.07.03 14:01:39-04'00'

HORIZONTAL SCALE IN FEET
0 10 20 40

US 62 PLAN AND PROFILE STA 107+00 TO 112+00

FRA-62-08.91

COLUMBUS PID 3808-E
DESIGN AGENCY DYNOTEC
DESIGNER JLS
REVIEWER MPB 03/17/25
PROJECT ID 114103
SHEET P. 23 TOTAL P. 50

MODEL: CLP_5 - Plan 4 PAPERSIZE: 34x22 (in.) DATE: 6/27/2025 TIME: 15:49 PM USER: jschnipke
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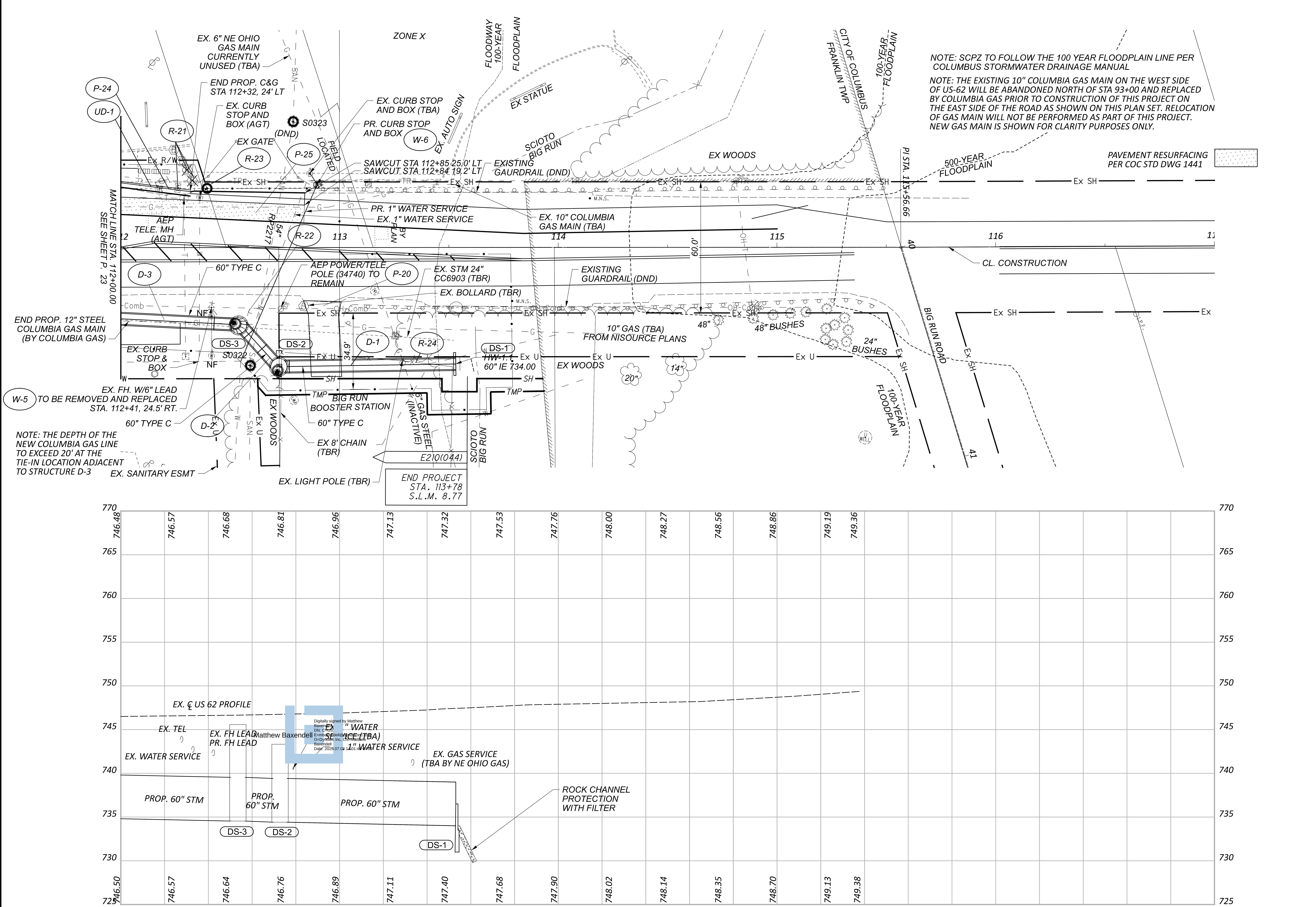

Matthew Baxendell — Digitally signed by Matthew Baxendell, O=Dynotec Inc., Date: 2025.07.02

HORIZONTAL SCALE IN FEET 0 10 20 40

US 62 PLAN AND PROFILE STA 112+00 TO END

COLUMBUS PID 3808-E

DESIGN AGENCY: DYNOTEC

DESIGNER: JLS

REVIEWER: MPB 03/17/25

PROJECT ID: 114103

SHEET P. 24 | TOTAL P. 50

FRA-62-08.91

MODEL: CLP_5 - Plan 5 PAPERSIZE: 34x22 (in.) DATE: 6/27/2025 TIME: 1:51:54 PM USER: jschnipke
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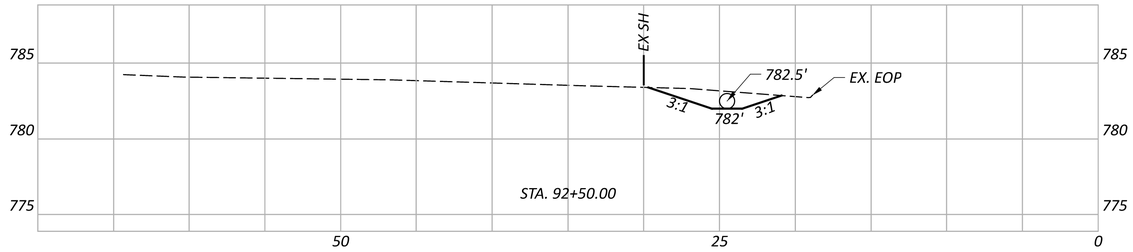

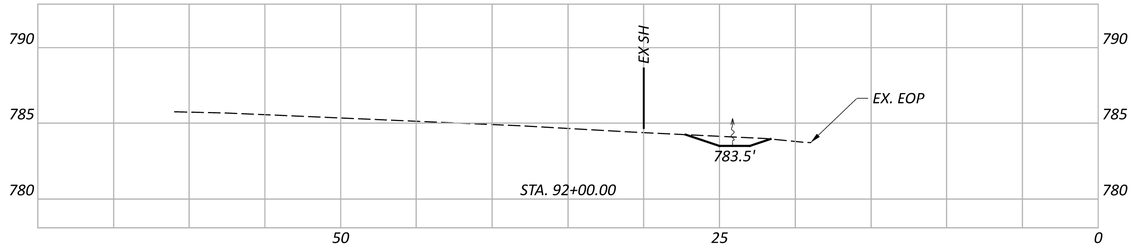

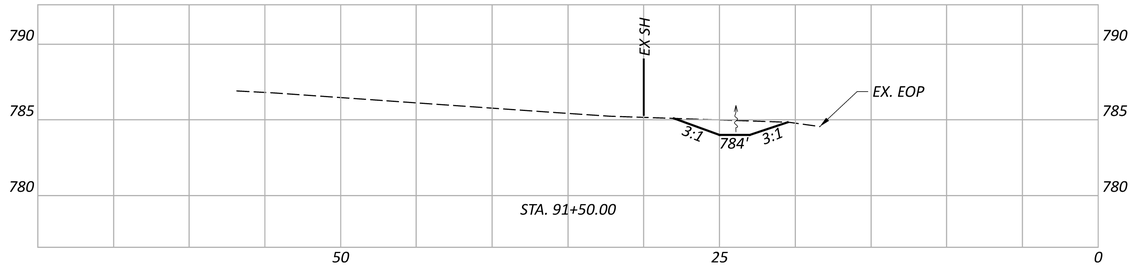

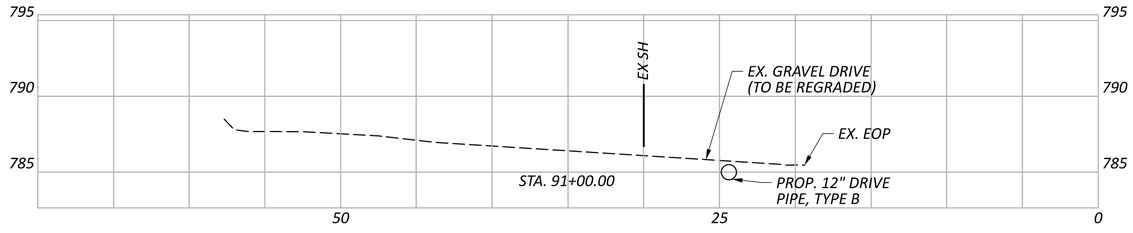

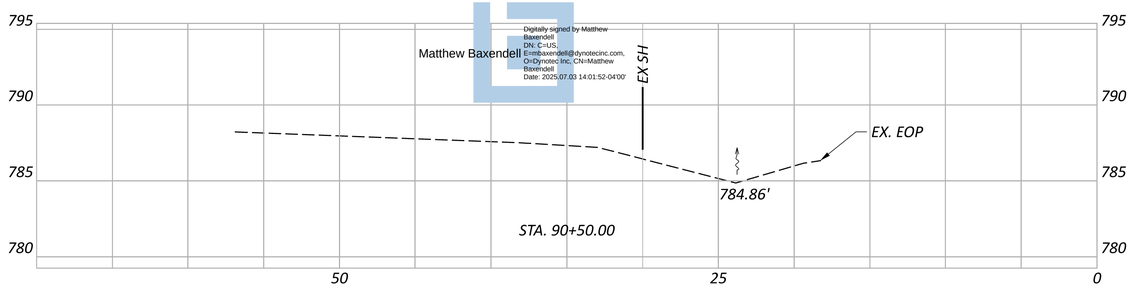

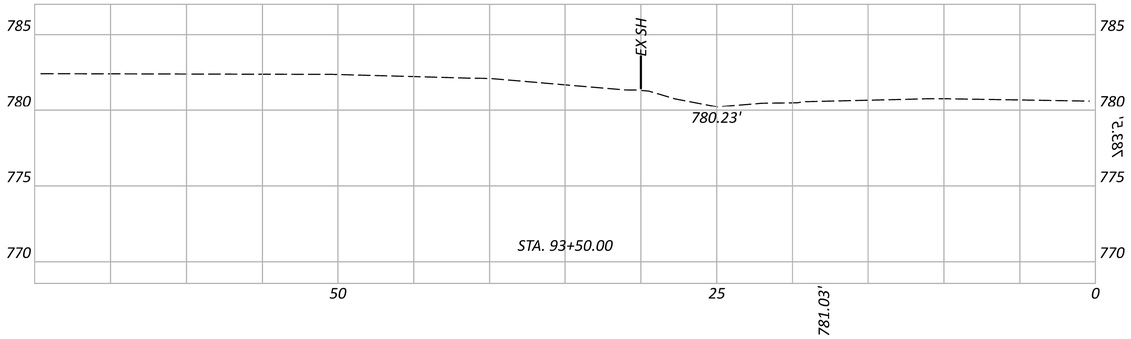

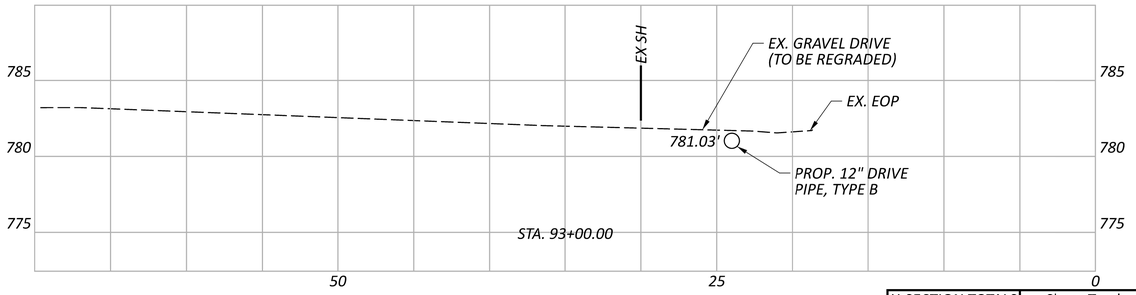

X-SECTION TOTALS		Sheet Totals		
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US 62 CROSS SECTIONS
STA. 90+50 TO STA. 93+50.00

DESIGNER
3808-E

DESIGN AGENCY
DYNOTEC

DESIGNER
JLS

REVIEWER
MPB 03/17/25

PROJECT ID
114103

SHEET P. 25 | TOTAL P. 50

FRA-62-08.91

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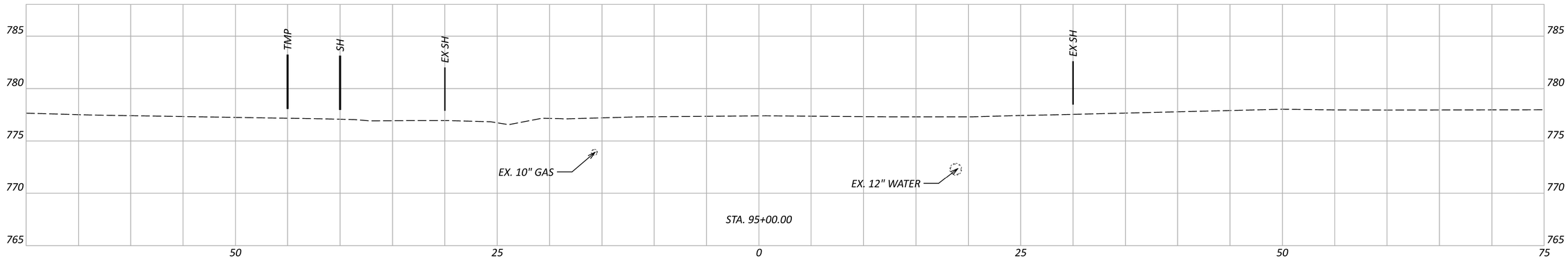

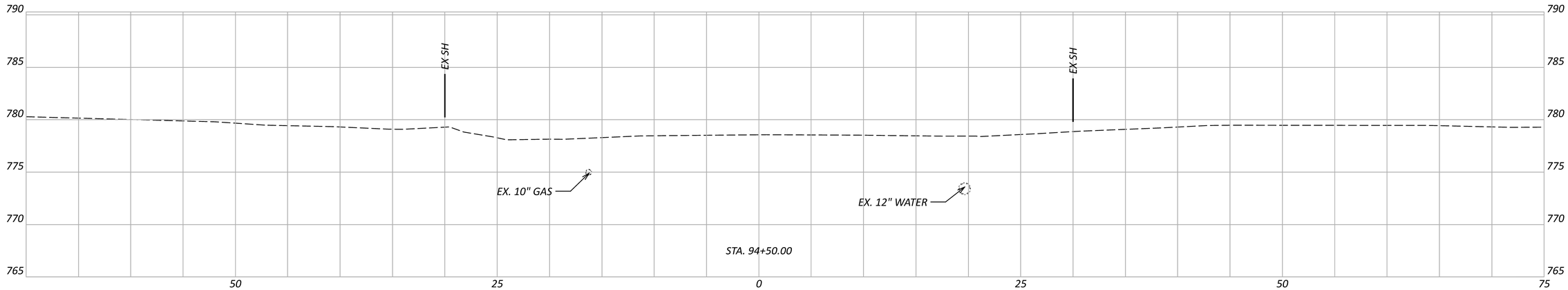

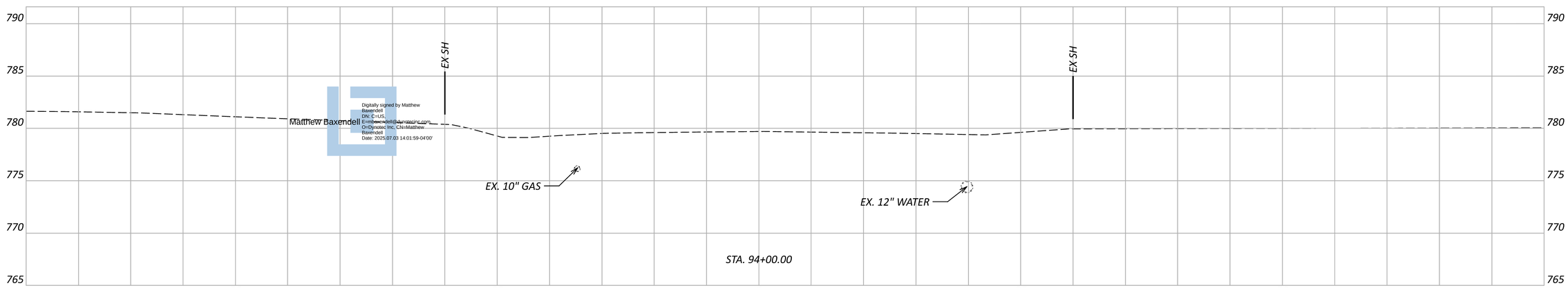

Matthew Baxendell
Digitally signed by Matthew Baxendell
DN: C=US, E=mbaxendell@dynotecinc.com, O=Dynotec Inc, CN=Matthew Baxendell
Date: 2025.07.03 14:01:59-04'00'

US 62 CROSS SECTIONS
STA. 94+00 TO STA. 95+00

DESIGNER	3808-E
DESIGN AGENCY	DYNOTEC
DESIGNER	JLS
REVIEWER	MPB 03/17/25
PROJECT ID	114103
SHEET	P. 26
TOTAL	P. 50

Sheet Totals		
Seeding	Cut	Fill

FRA-62-08.91

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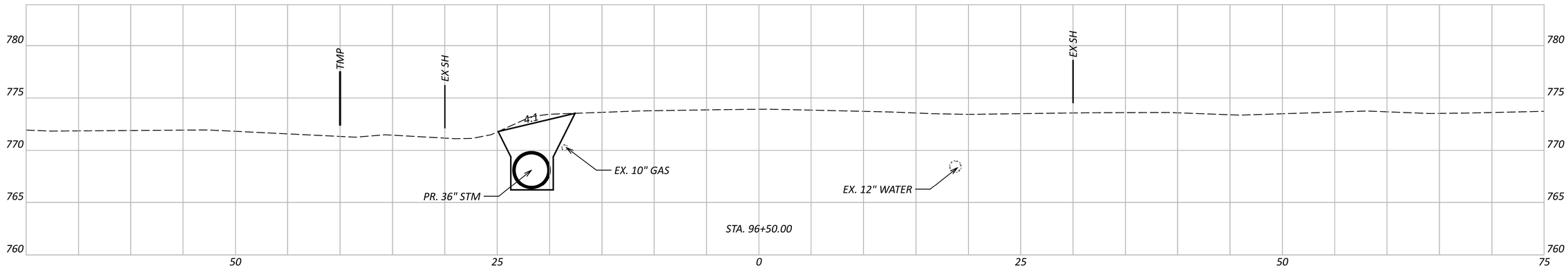

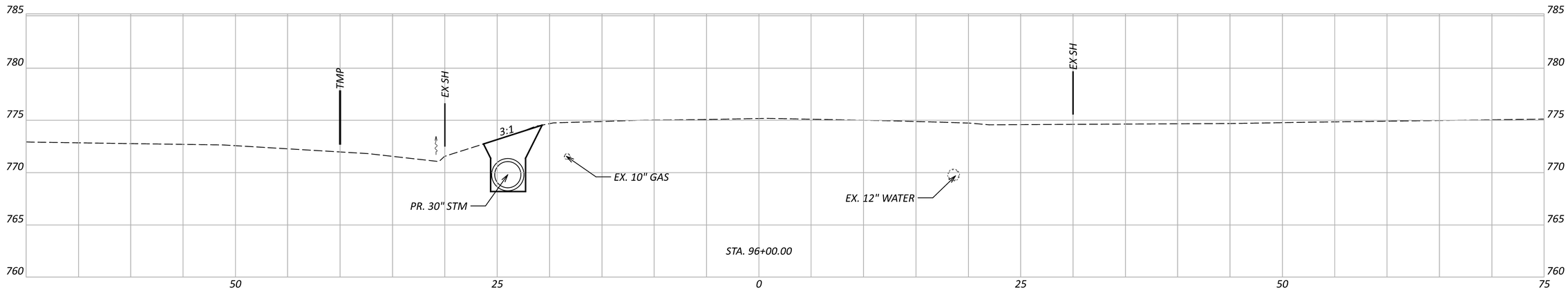

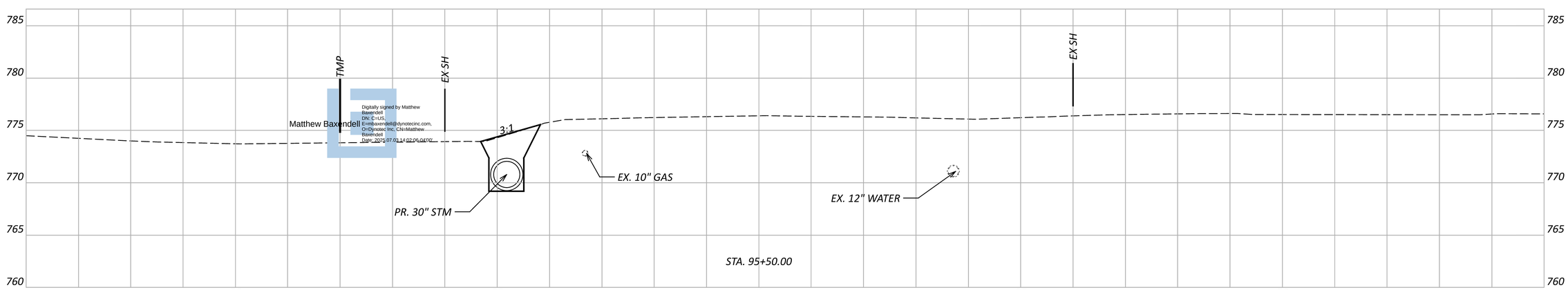

US 62 CROSS SECTIONS
STA. 95+50 TO STA. 96+50

Sheet Totals		
Seeding	Cut	Fill
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DESIGNER 3808-E

DESIGN AGENCY

DYNOTEC

DESIGNER JLS

REVIEWER MPB 03/17/25

PROJECT ID 114103

SHEET P. 27 | TOTAL P. 50

FRA-62-08.91

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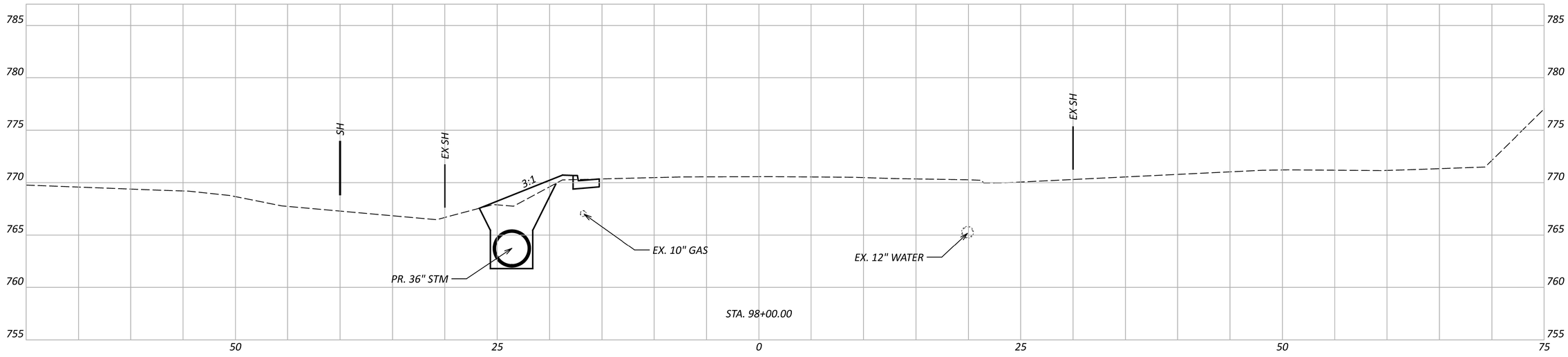

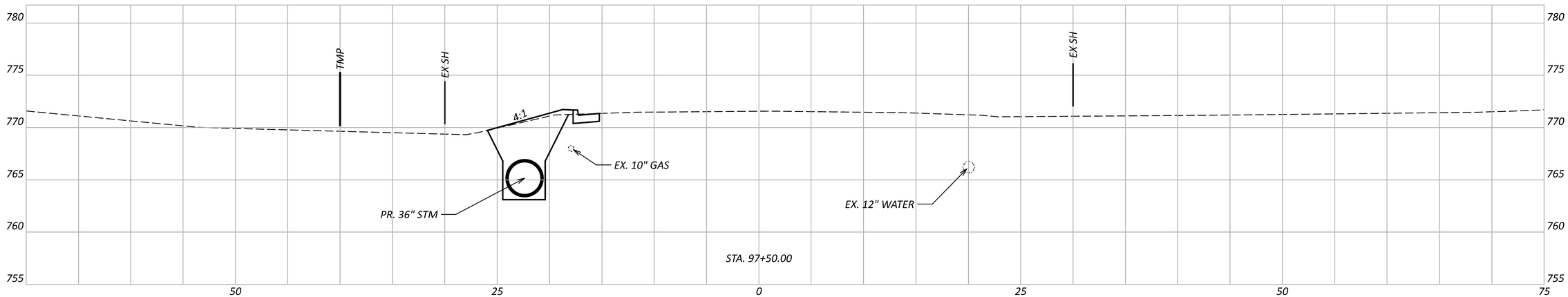

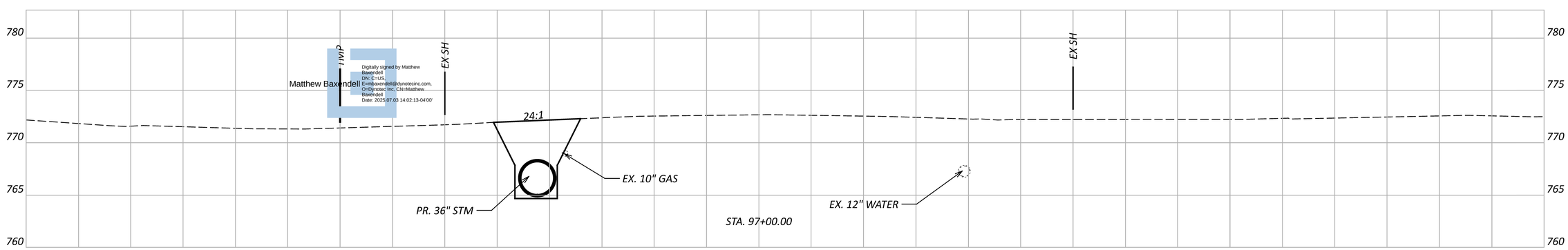

US 62 CROSS SECTIONS
STA. 97+00 TO STA. 98+00

Sheet Totals		
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	199.1	147.2

DESIGNER 3808-E
DESIGN AGENCY DYNOTEC
DESIGNER JLS
REVIEWER MPB 03/17/25
PROJECT ID 114103
SHEET P. 28 TOTAL P. 50

FRA-62-08.91

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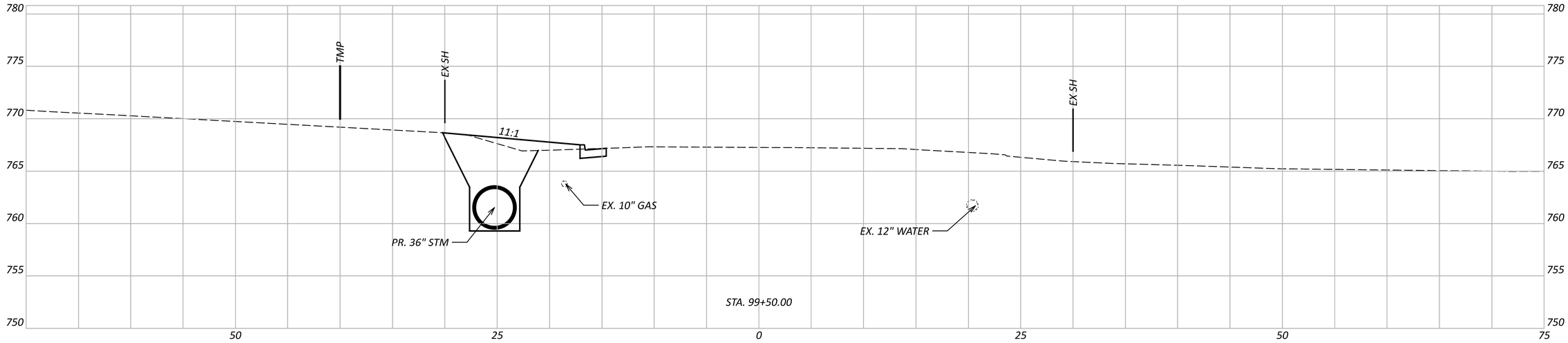

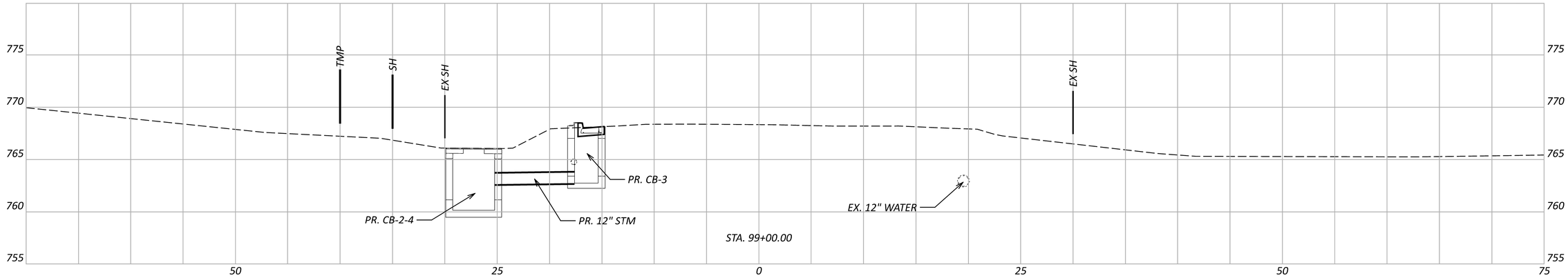

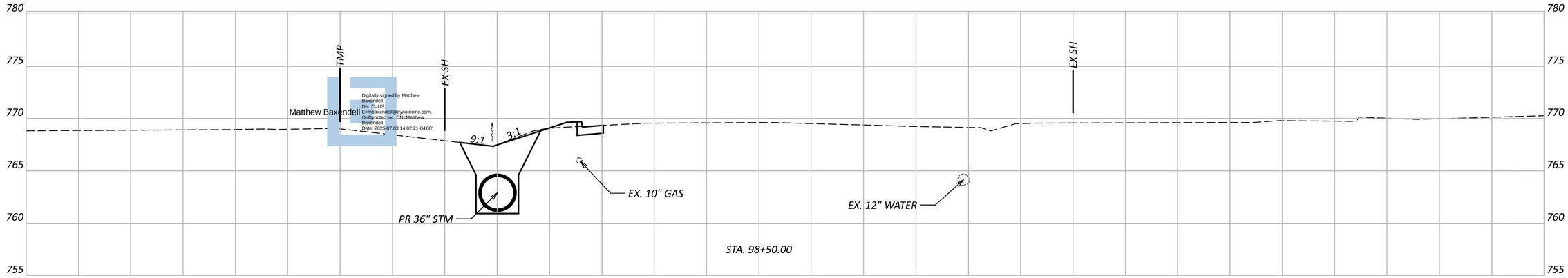

Matthew Baxendell
Digitally signed by Matthew Baxendell
DN: C=US, E=mbaxendell@dynotecinc.com, O=Dynotec Inc, CN=Matthew Baxendell
Date: 2025.07.03 14:02:21-04'00'

US 62 CROSS SECTIONS
STA. 98+50 TO STA. 99+50

Sheet Totals		
Seeding	Cut	Fill
	186.1	142.6

DESIGNER 3808-E
DESIGN AGENCY DYNOTEC
DESIGNER JLS
REVIEWER MPB 03/17/25
PROJECT ID 114103
SHEET P. 29 | TOTAL P. 50

FRA-62-08.91

MODEL: CLP_6 - 98+50.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 6/27/2025 TIME: 1:55:15 PM USER: jschnipke
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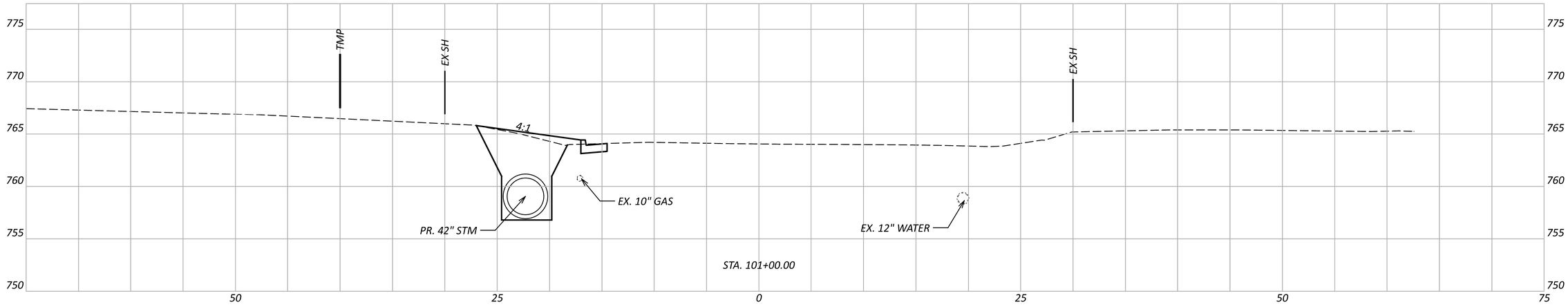

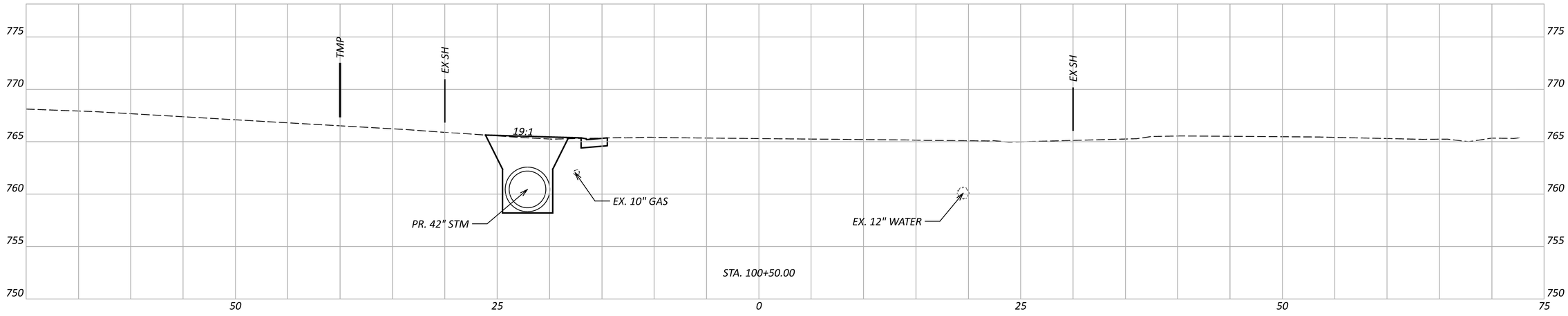

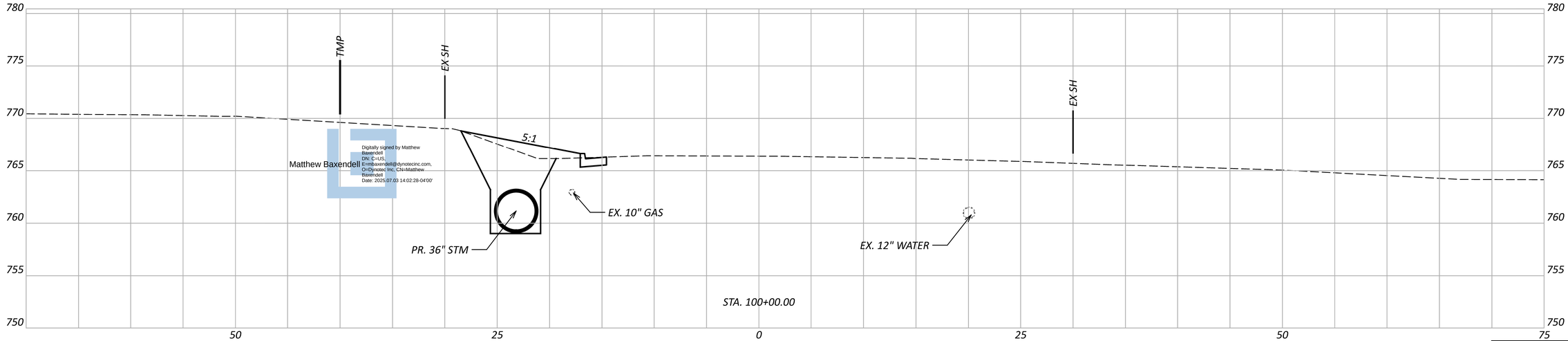

Matthew Baxendell
Digitally signed by Matthew Baxendell
DN: C=US, E=mbaxendell@dynotecinc.com, O=Dynotec Inc, CN=Matthew Baxendell
Date: 2025.07.03 14:02:28-04'00'

US 62 CROSS SECTIONS
STA. 100+00 TO STA. 101+00

Sheet Totals		
Seeding	Cut	Fill
	255.6	213.9

DESIGNER 3808-E
DESIGN AGENCY DYNOTEC
DESIGNER JLS
REVIEWER MPB 03/17/25
PROJECT ID 114103
SHEET P. 30 TOTAL P. 50

FRA-62-08.91

MODEL: CLP_6 - 100+00.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 6/27/2025 TIME: 1:56:01 PM USER: jschnipke
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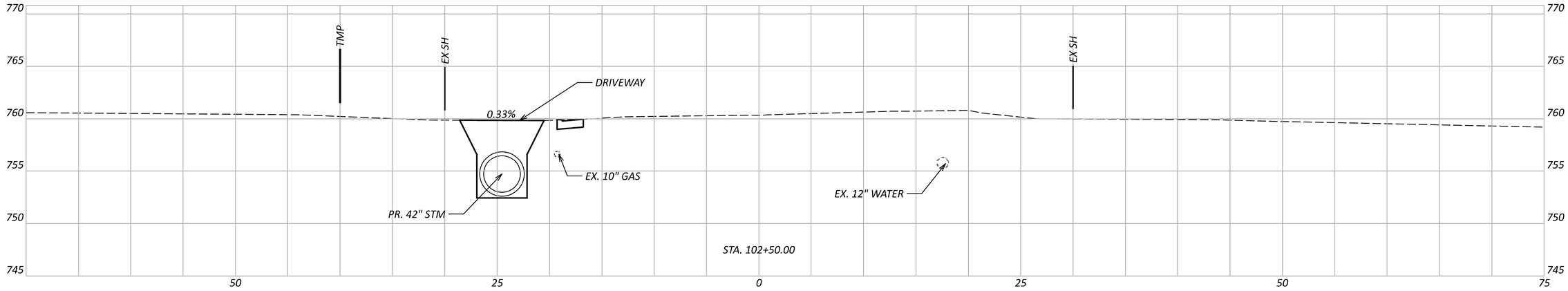

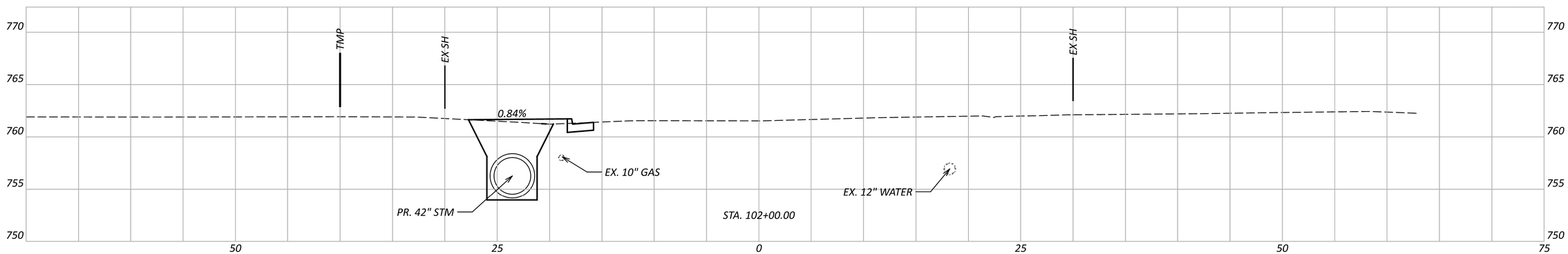

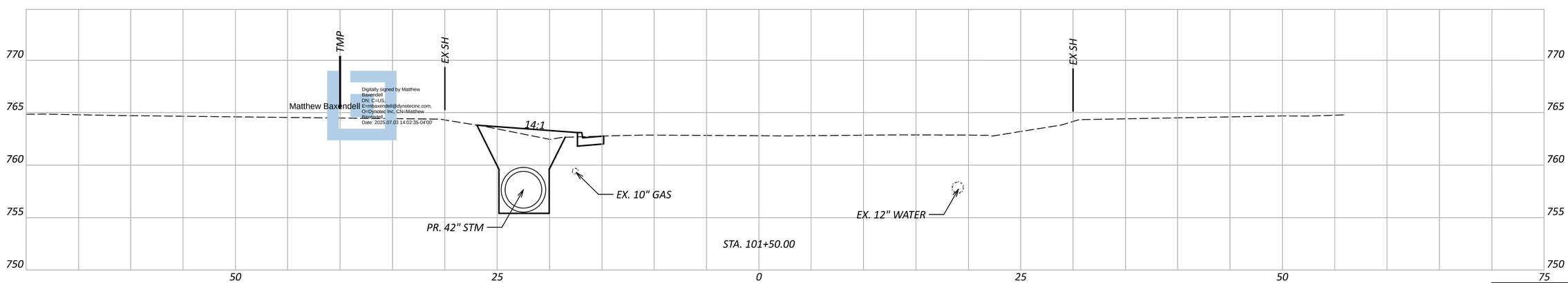

US 62 CROSS SECTIONS
STA. 101+50 TO STA. 102+50

Sheet Totals		
Seeding	Cut	Fill
	238	194.4

DESIGNER
3808-E

DESIGN AGENCY
DYNOTEC

DESIGNER
JLS

REVIEWER
MPB 03/17/25

PROJECT ID
114103

SHEET P. 31 | TOTAL P. 50

FRA-62-08.91

MODEL: CLP_6 - 101+50.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 6/27/2025 TIME: 1:56:47 PM USER: jschnipke
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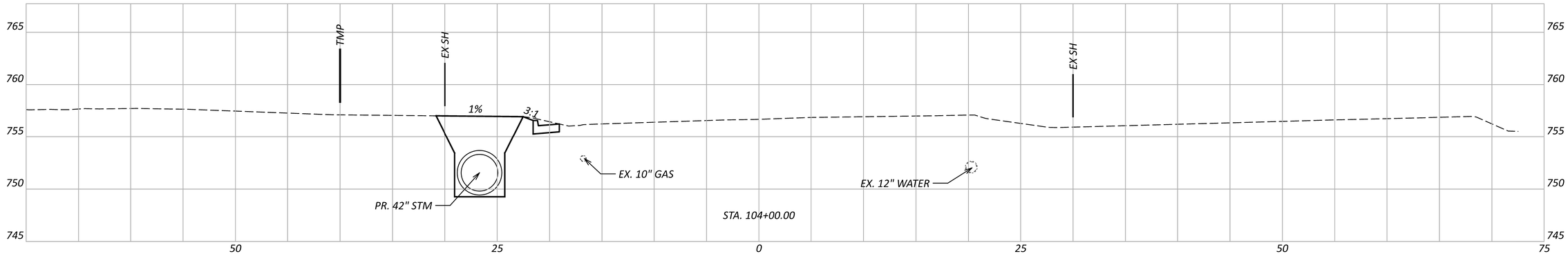

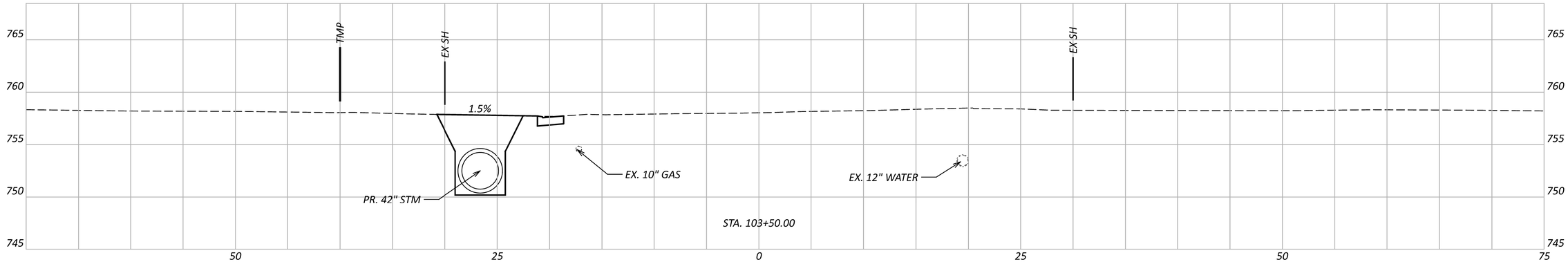

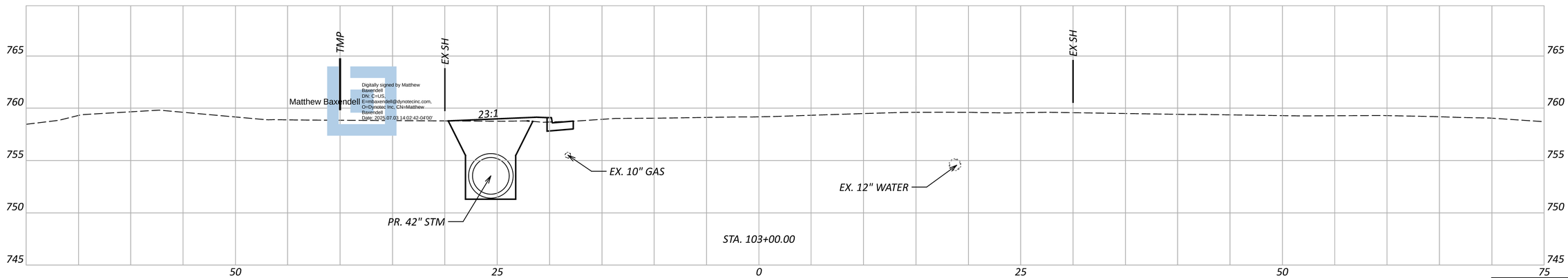

US 62 CROSS SECTIONS
STA. 103+00 TO STA. 104+00

Sheet Totals		
Seeding	Cut	Fill
	231.5	177.8

DESIGNER 3808-E
DESIGN AGENCY DYNOTEC
DESIGNER JLS
REVIEWER MPB 03/17/25
PROJECT ID 114103
SHEET P. 32 TOTAL P. 50

FRA-62-08.91

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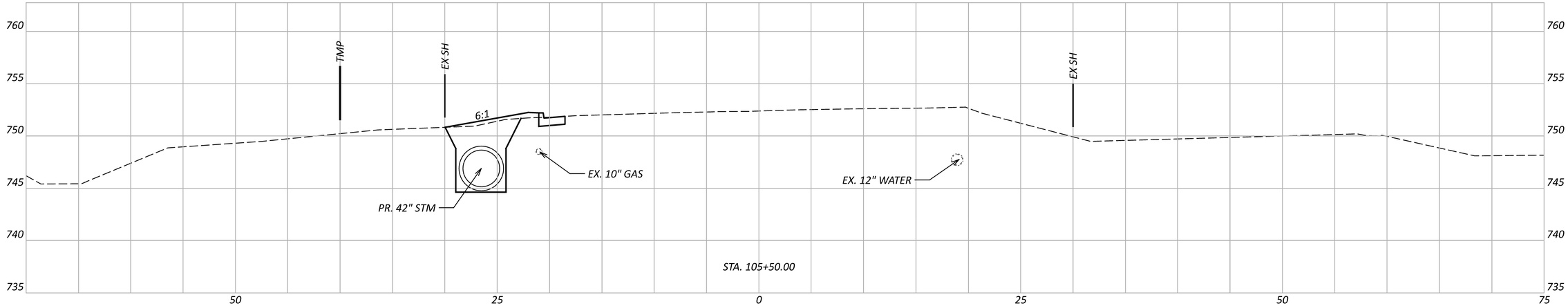

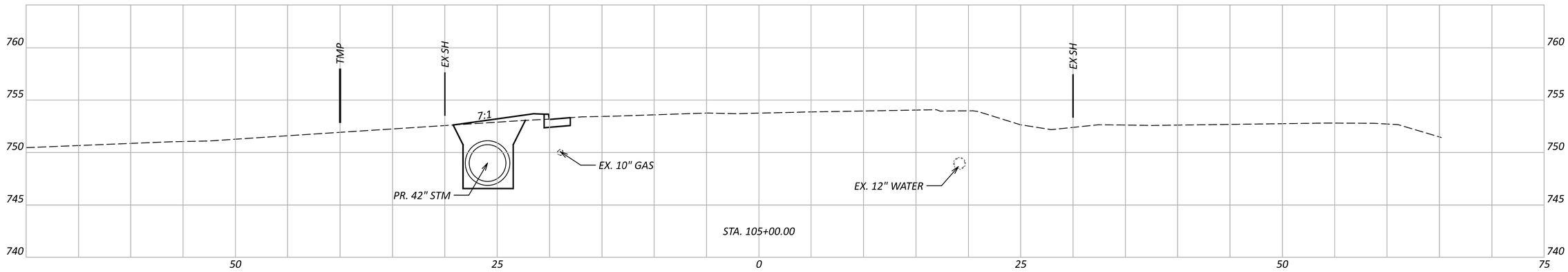

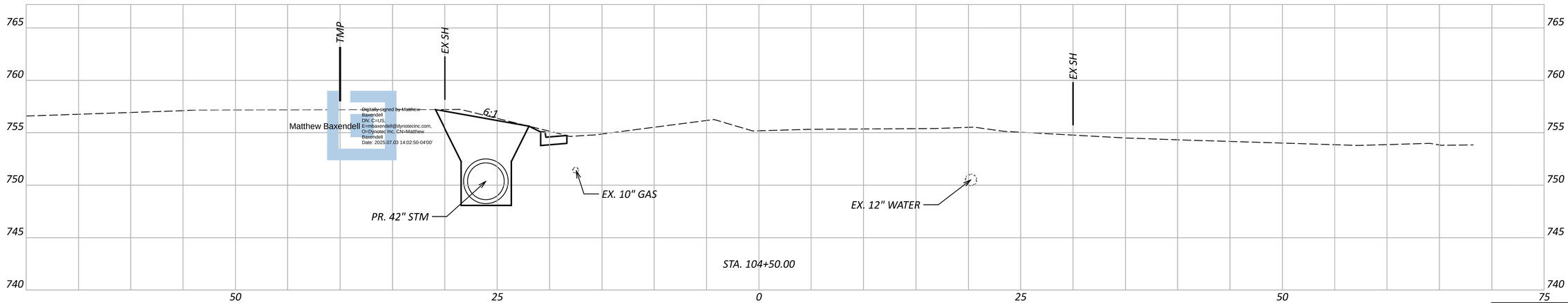

Digitally signed by Matthew Baxendell
DN: C=US, E=mbaxendell@dynotecinc.com, O=Dynotec Inc, CN=Matthew Baxendell
Date: 2025.07.03 14:02:50-04'00'

Matthew Baxendell

US 62 CROSS SECTIONS
STA. 104+50 TO STA. 105+50

Sheet Totals		
Seeding	Cut	Fill
	212	169.4

DESIGNER 3808-E

DESIGN AGENCY DYNOTEC

DESIGNER JLS

REVIEWER MPB 03/17/25

PROJECT ID 114103

SHEET P. 33 | TOTAL P. 50

FRA-62-08.91

MODEL: CLP_6 - 104+50.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 6/27/2025 TIME: 1:58:11 PM USER: jschnipke
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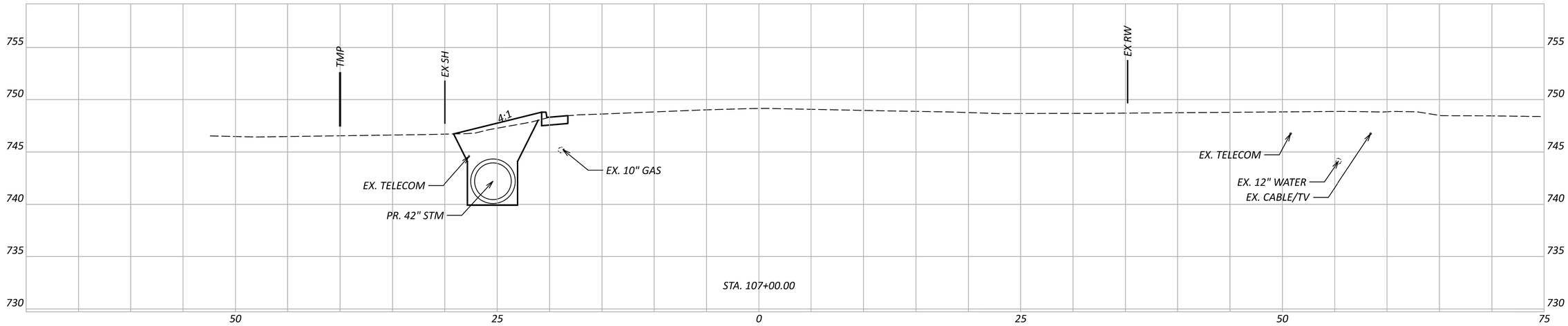

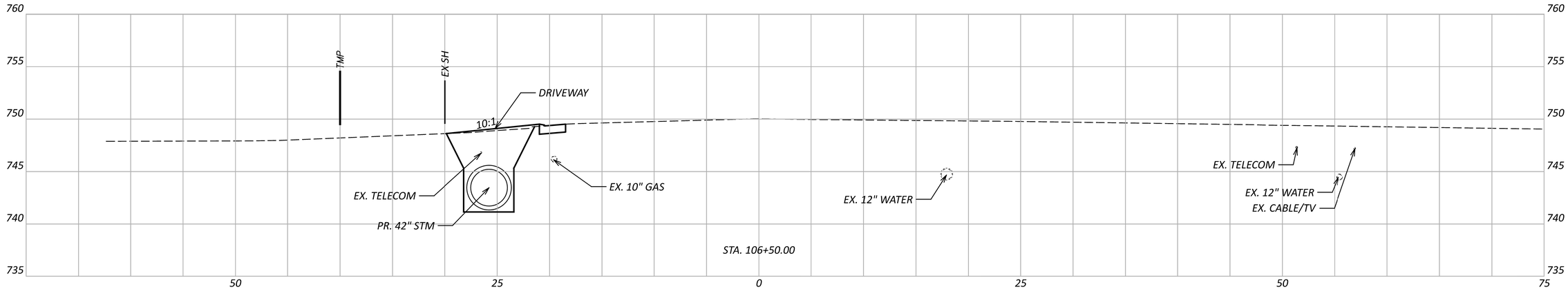

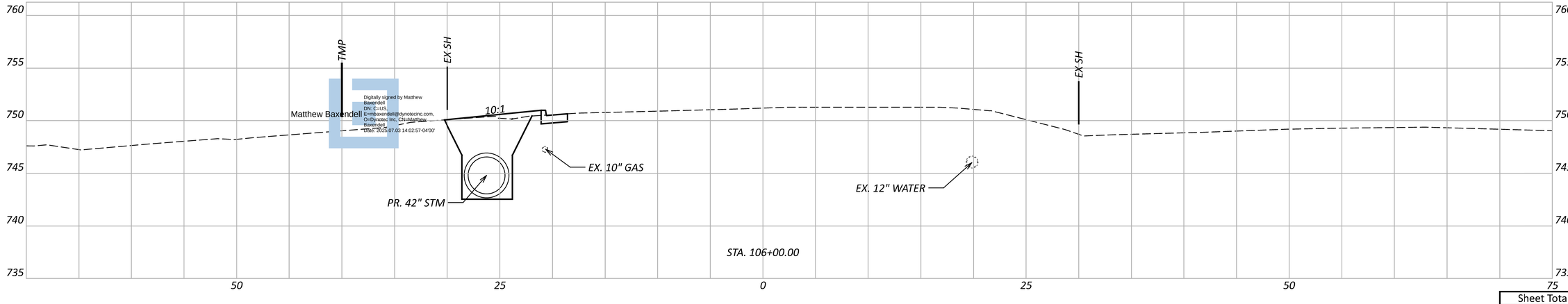

FRA-62-08.91

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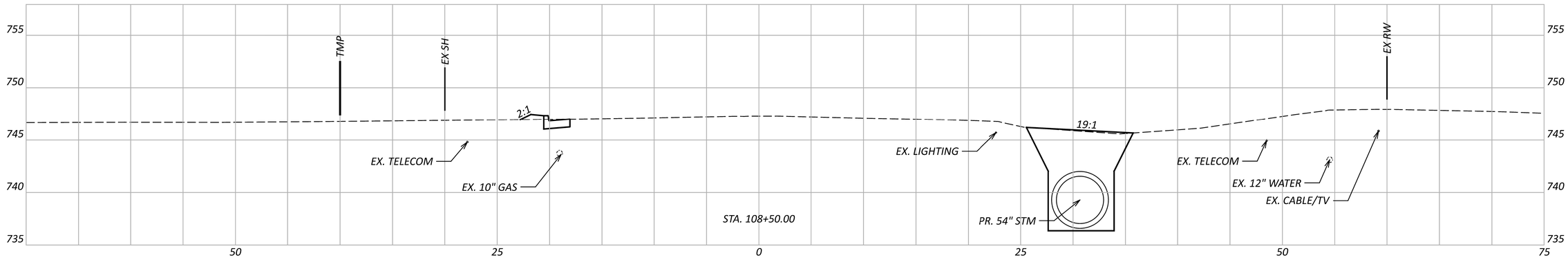
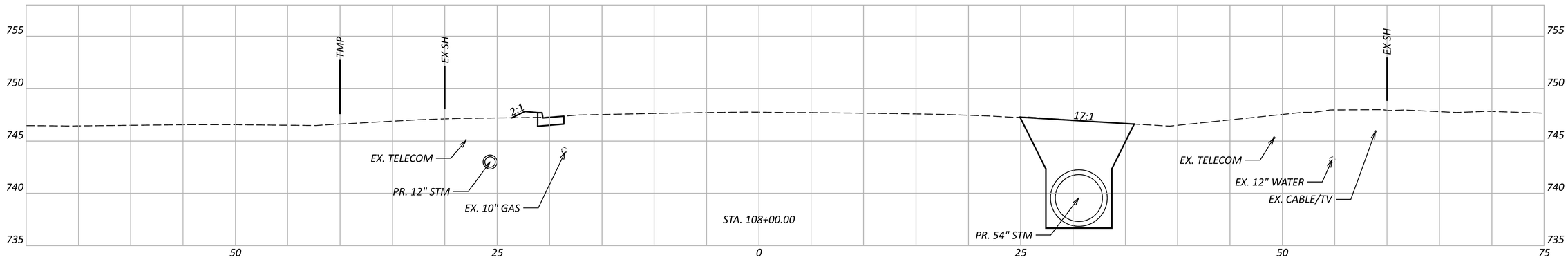
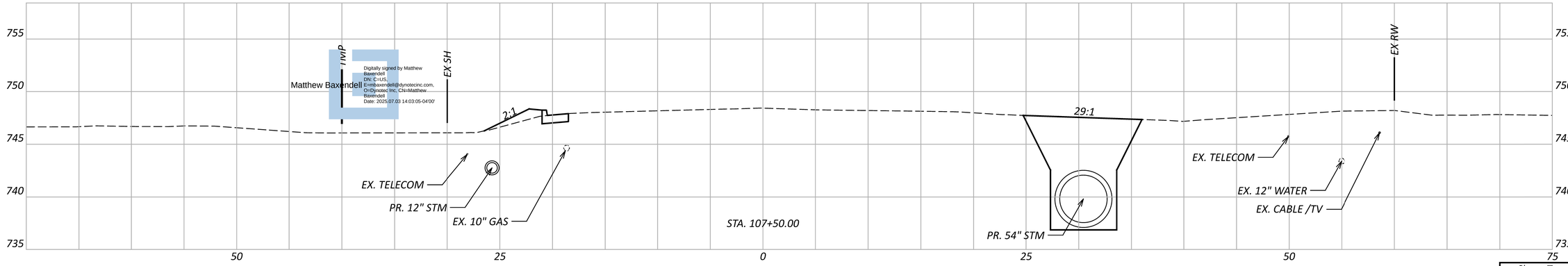
US 62 CROSS SECTIONS
STA. 106+00 TO STA. 107+00

Sheet Totals		
Seeding	Cut	Fill
	233.3	187

DESIGNER 3808-E
DESIGN AGENCY
DYNOTEC
DESIGNER JLS
REVIEWER MPB 03/17/25
PROJECT ID 114103
SHEET P. 34
TOTAL P. 50







Matthew Baxendell
Digitally signed by Matthew Baxendell
DN: C=US, E=mbaxendell@dynotecinc.com, O=Dynotec Inc, CN=Matthew Baxendell
Date: 2025.07.03 14:03:05-04'00'

US 62 CROSS SECTIONS
STA. 107+50 TO STA. 108+50

Sheet Totals		
Seeding	Cut	Fill
	388.9	294.4

DESIGNER 3808-E

DESIGN AGENCY DYNOTEC

DESIGNER JLS

REVIEWER MPB 03/17/25

PROJECT ID 114103

SHEET P. 35 | TOTAL P. 50

FRA-62-08.91

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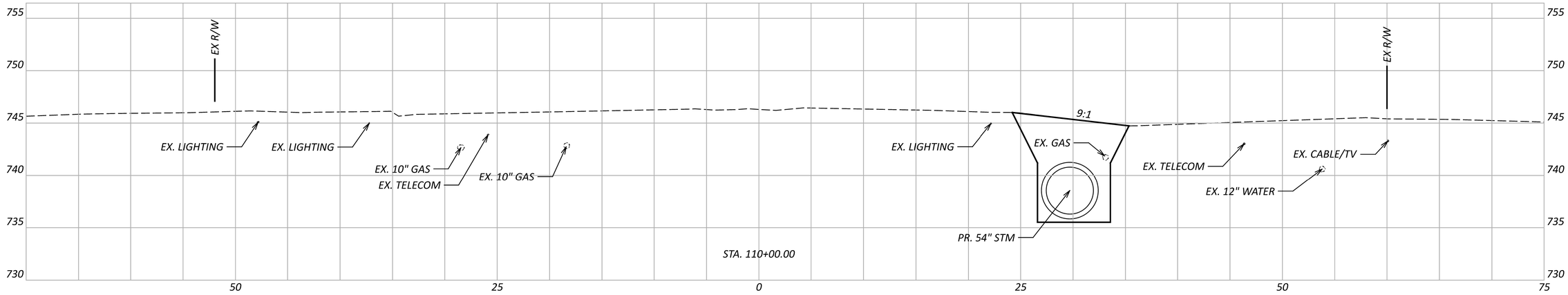

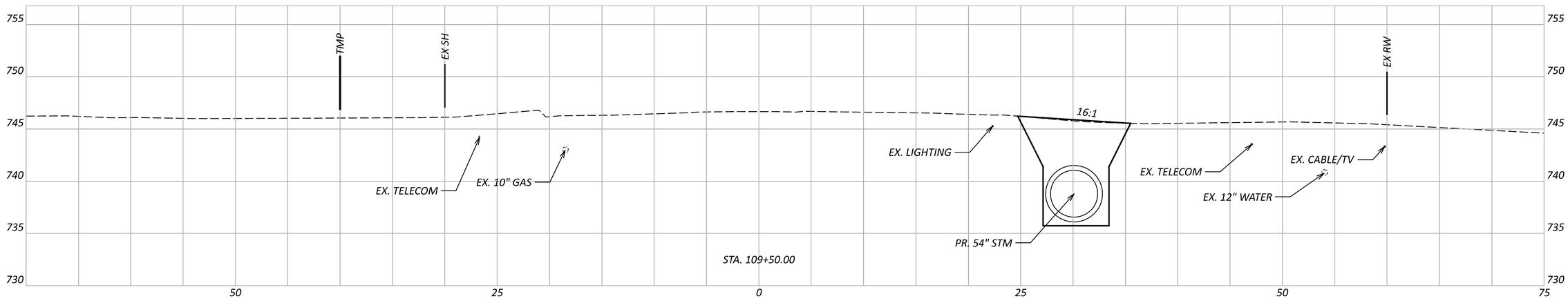

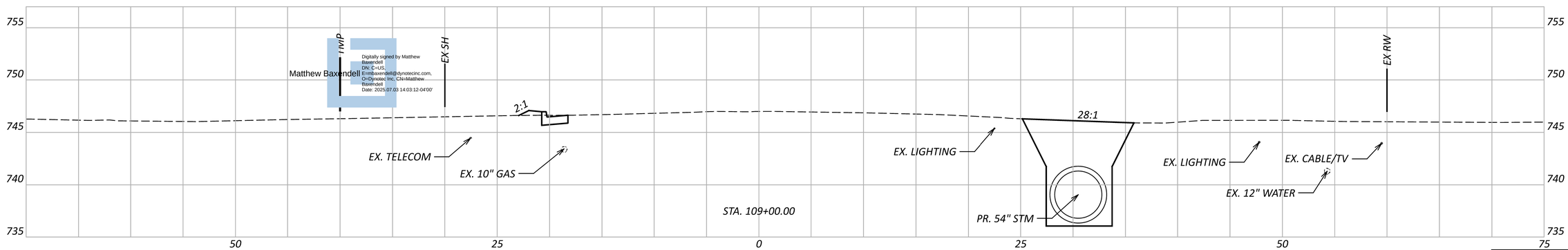

US 62 CROSS SECTIONS
STA. 109+00 TO STA. 110+00

Sheet Totals		
Seeding	Cut	Fill
	405.6	277.8

DESIGNER 3808-E

DESIGN AGENCY DYNOTEC

DESIGNER JLS

REVIEWER MPB 03/17/25

PROJECT ID 114103

SHEET P. 36 | TOTAL P. 50

FRA-62-08.91

MODEL: CLP_6 - 109+00.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 6/27/2025 TIME: 2:00:17 PM USER: jschnipke
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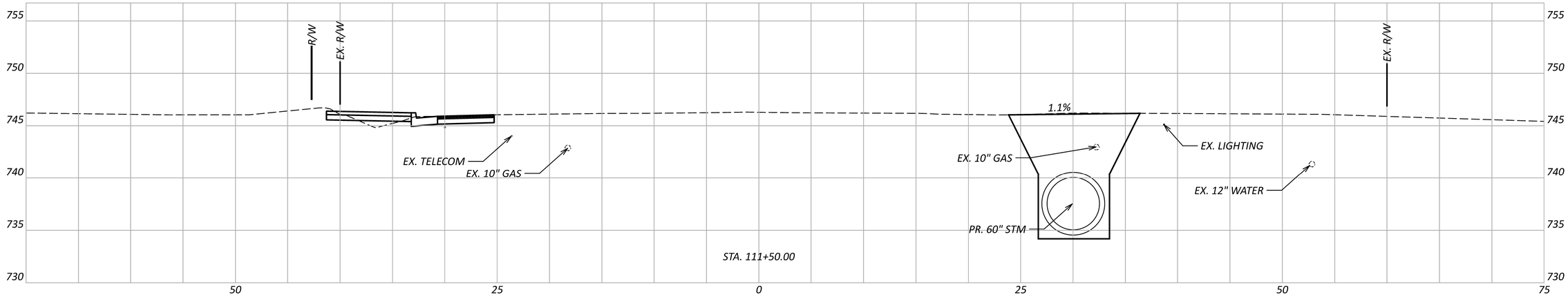

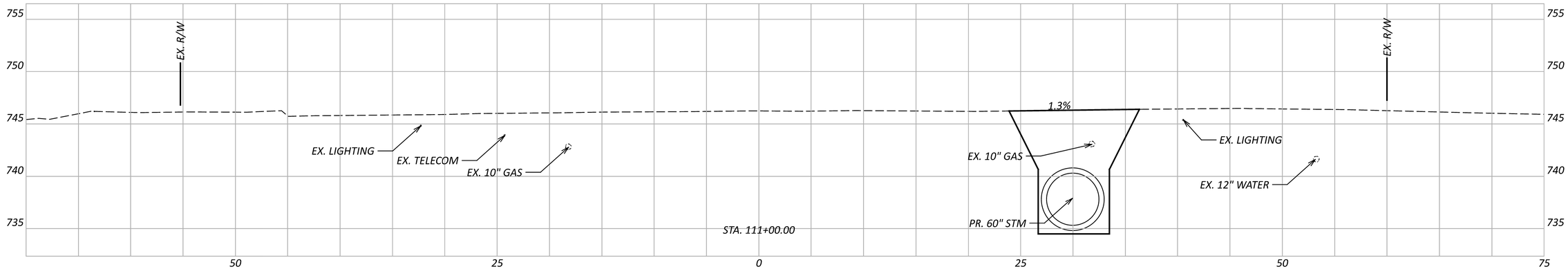

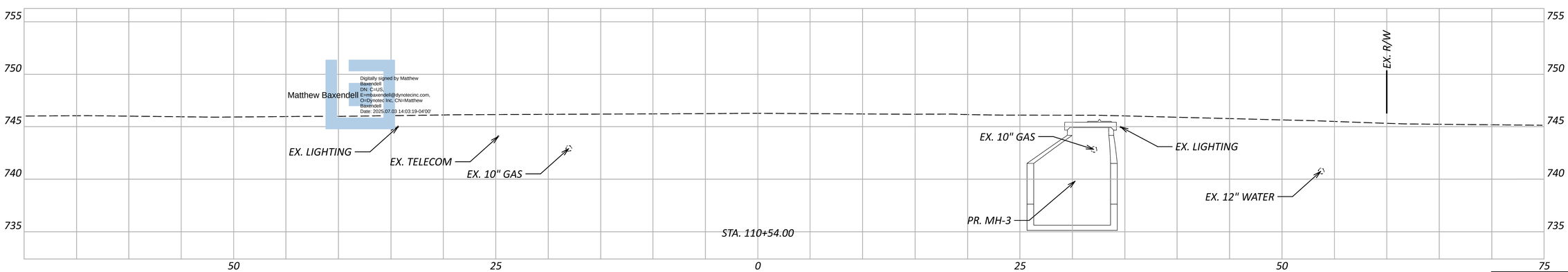

US 62 CROSS SECTIONS
STA. 110+54 TO STA. 111+50

Sheet Totals		
Seeding	Cut	Fill
	464.8	326.9

DESIGNER 3808-E
DESIGN AGENCY DYNOTEC
DESIGNER JLS
REVIEWER MPB 03/17/25
PROJECT ID 114103
SHEET P. 37 TOTAL P. 50

FRA-62-08.91

MODEL: CLP_6 - 110+54.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 6/27/2025 TIME: 2:00:58 PM USER: jschnipke
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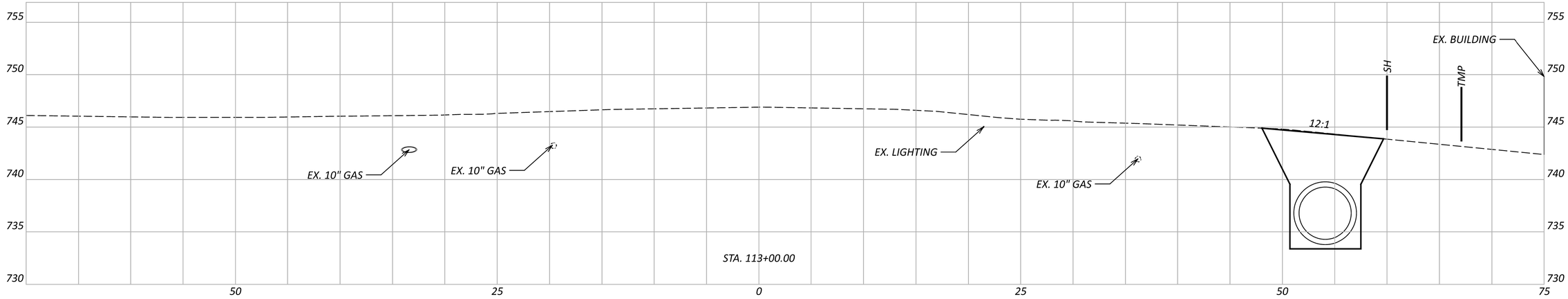

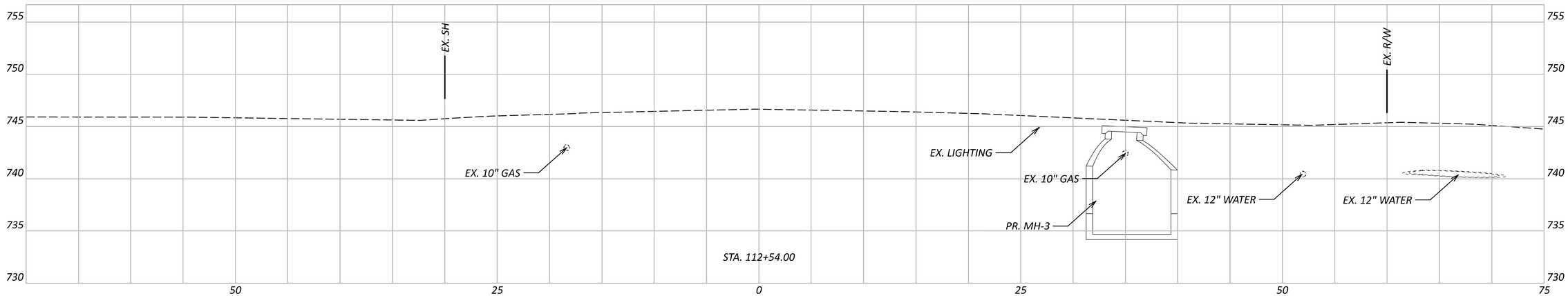

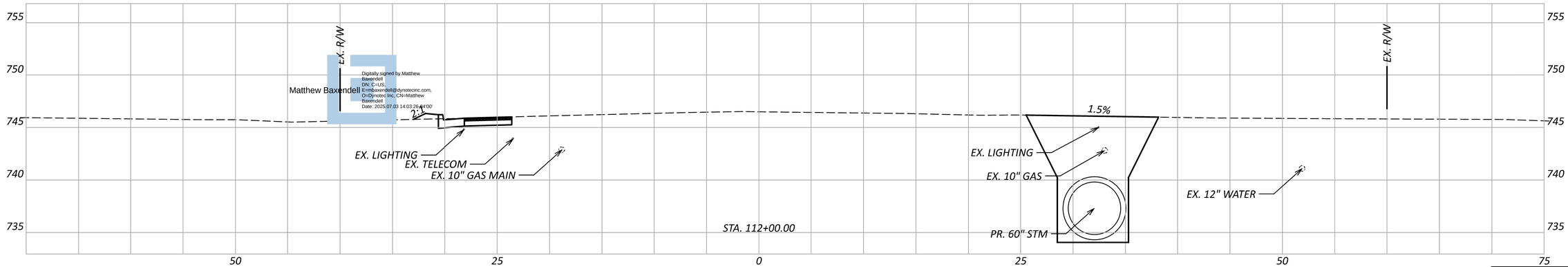

US 62 CROSS SECTIONS
STA. 112+00 TO STA. 113+00

Sheet Totals		
Seeding	Cut	Fill
	472.2	333.3

DESIGNER 3808-E

DESIGN AGENCY DYNOTEC

DESIGNER JLS

REVIEWER MPB 03/17/25

PROJECT ID 114103

SHEET P. 38 TOTAL P. 50

FRA-62-08.91

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FRA-62-08.91

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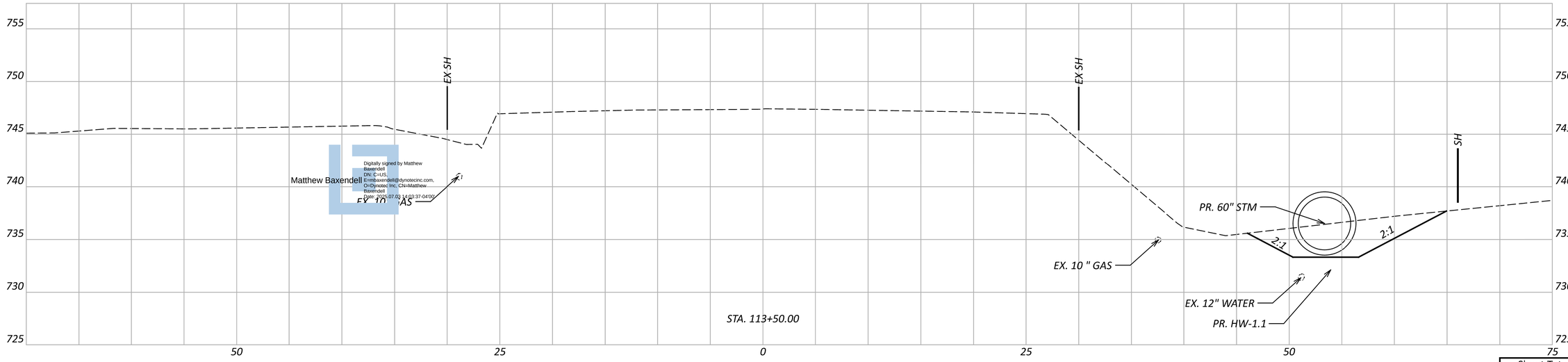
US 62 CROSS SECTIONS
STA. 113+50



Sheet Totals		
Seeding	Cut	Fill
	34.3	30.6

DESIGNER
3808-E

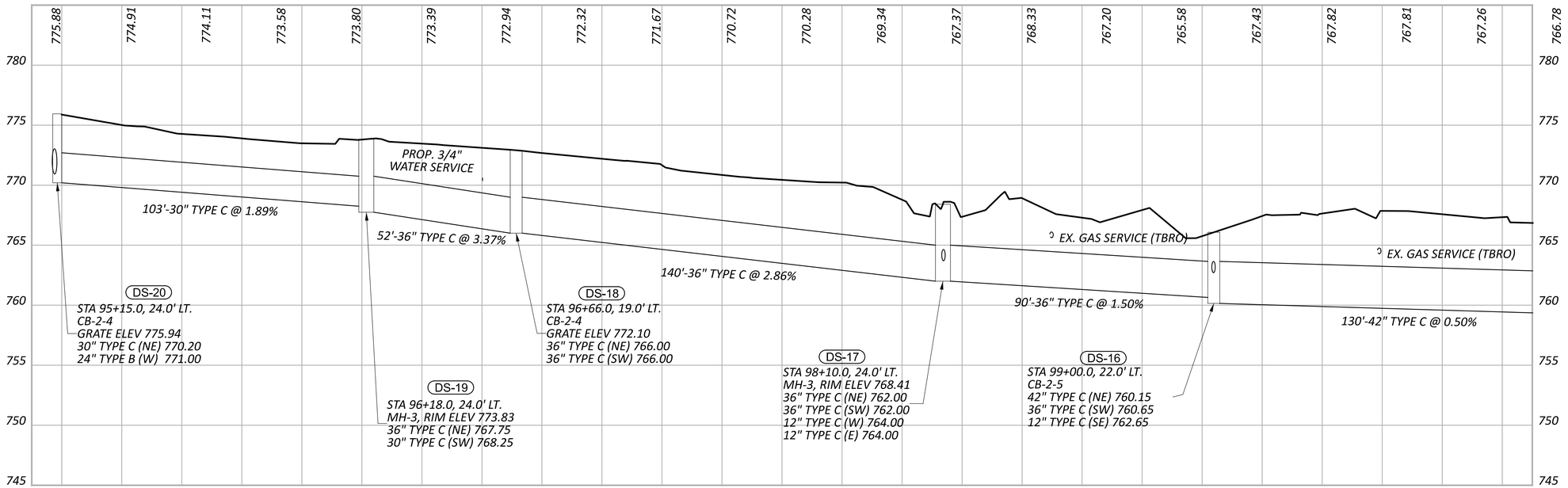
DESIGN AGENCY
DYNOTEC

DESIGNER
JLS

REVIEWER
MPB 03/17/25

PROJECT ID
114103

SHEET P. 39 | TOTAL P. 50



FRA-62-08.91

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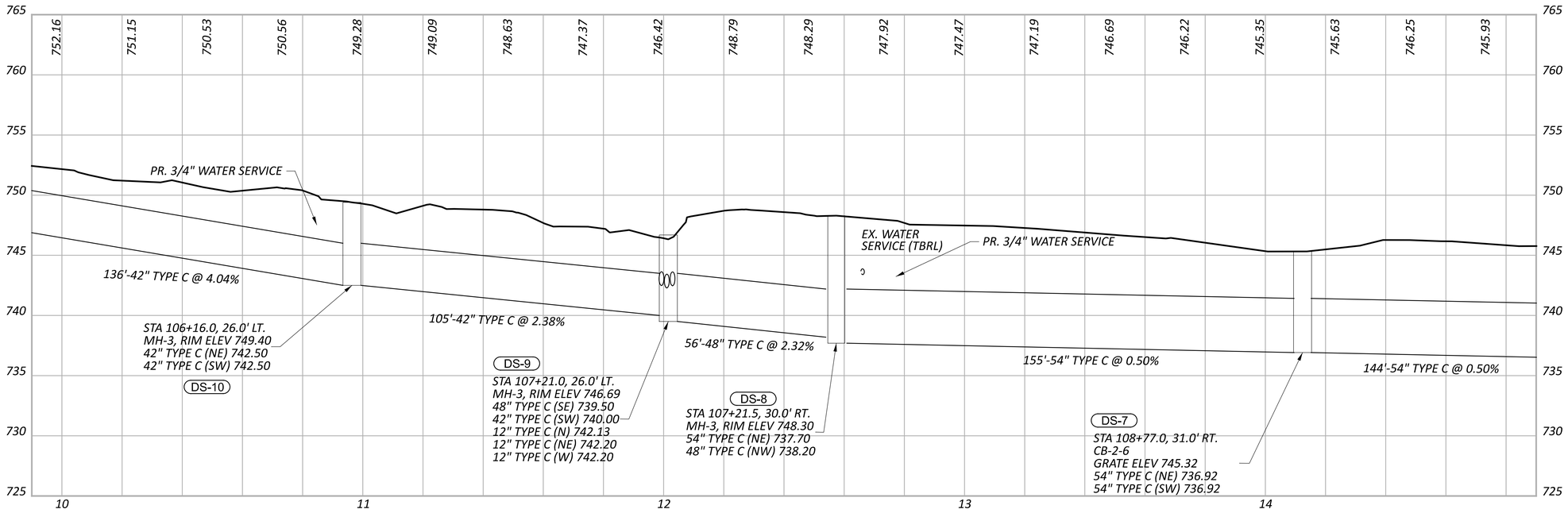
FRA-62-08.91
DRAINAGE PROFILES

DESIGNER 3808-E
DESIGN AGENCY DYNOTEC
DESIGNER JLS
REVIEWER MPB 03/17/25
PROJECT ID 114103
SHEET P. 40 TOTAL P. 50



FRA-62-08.91

DRAINAGE PROFILES

DESIGNER	3808-E
DESIGN AGENCY	DYNOTEC
DESIGNER	JLS
REVIEWER	MPB 03/17/25
PROJECT ID	114103
SHEET	P. 41
TOTAL	P. 50

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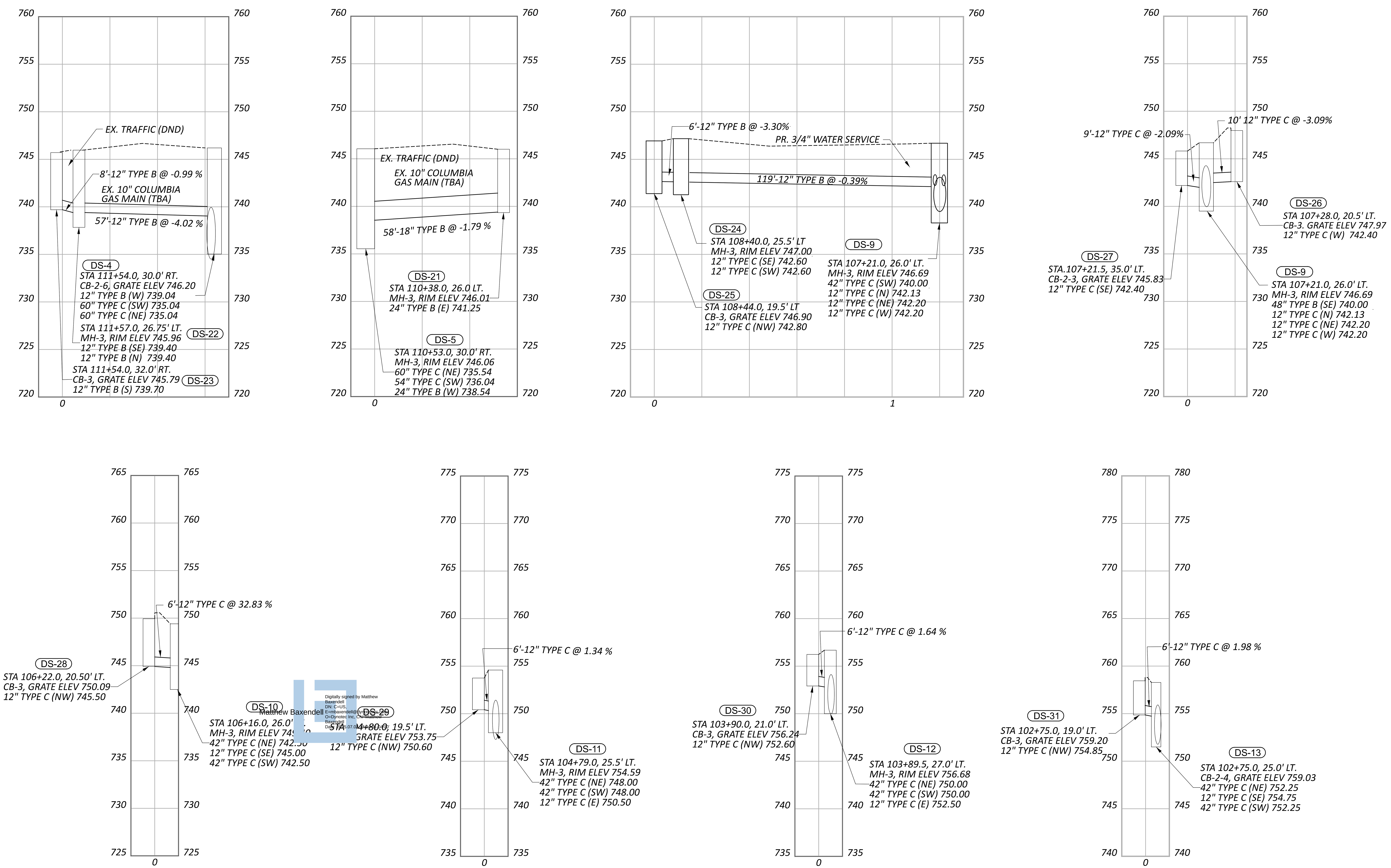

Matthew Baxendell — Digitally signed by Matthew Baxendell

FRA-62-08.91
DRAINAGE PROFILES

DESIGNER 3808-E
DESIGN AGENCY DYNOTEC
DESIGNER JLS
REVIEWER MPB 03/17/25
PROJECT ID 114103
SHEET P. 42 TOTAL P. 50

FRA-62-08.91

MODEL: Small Runs Sheet 1 PAPERSIZE: 34x22 (in.) DATE: 6/27/2025 TIME: 2:03:06 PM USER: jschnipke
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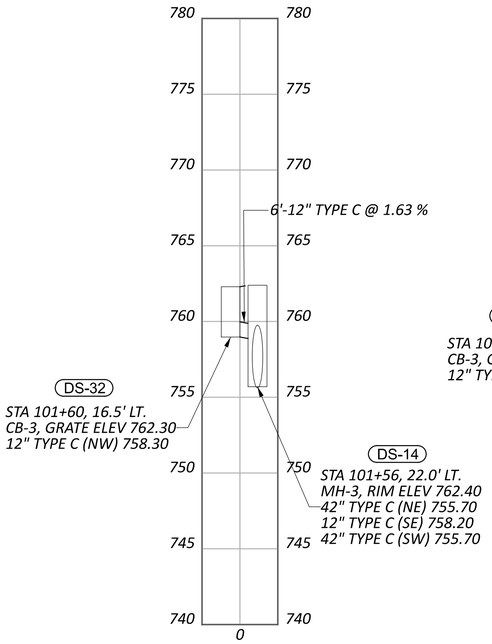

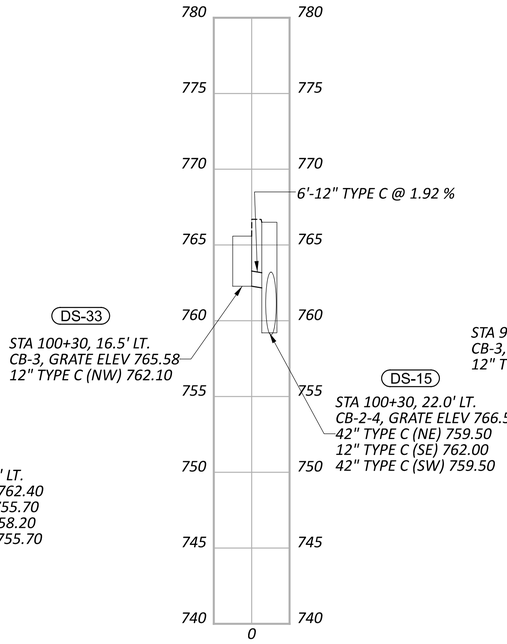

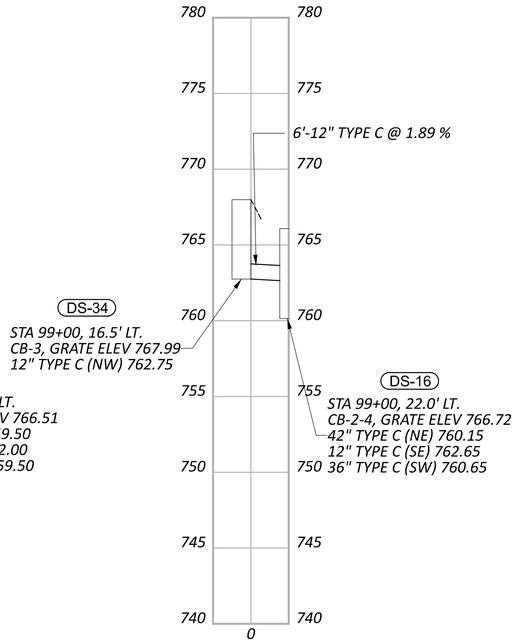

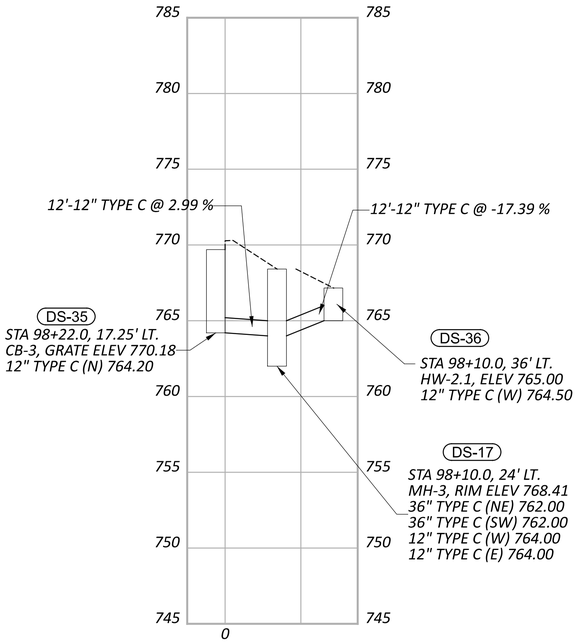

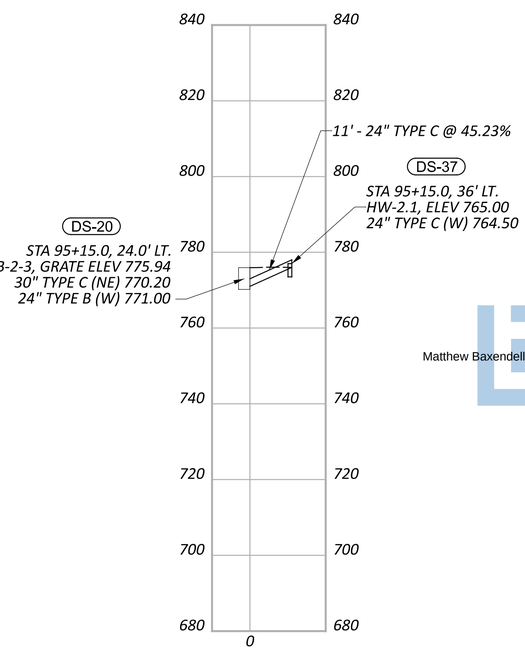

Matthew Baxendell
Digitally signed by Matthew Baxendell
DN: C=US, E=mbaxendell@dynotecinc.com, O=Dynotec Inc, CN=Matthew Baxendell
Date: 2025.07.03 14:04:08-04'00'

FRA-62-08.91

DRAINAGE PROFILES

MODEL: Small Runs Sheet 2 PAPERSIZE: 34x22 (in.) DATE: 6/27/2025 TIME: 2:03:08 PM USER: jschnipke
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DESIGNER
3808-E

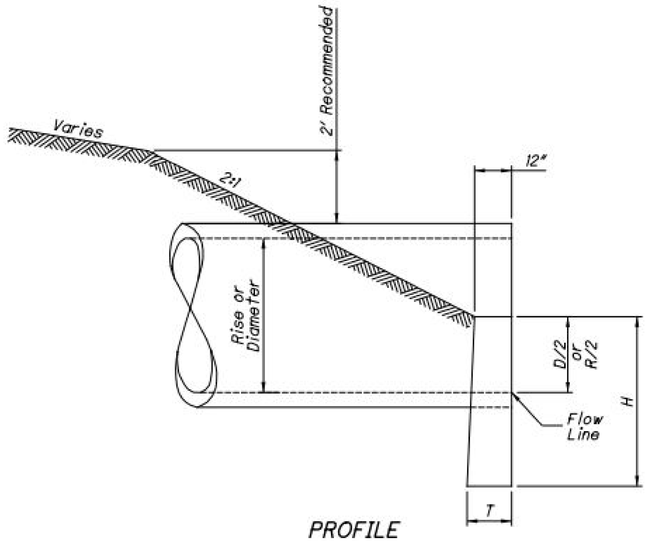
DESIGN AGENCY
DYNOTEC

DESIGNER
JLS

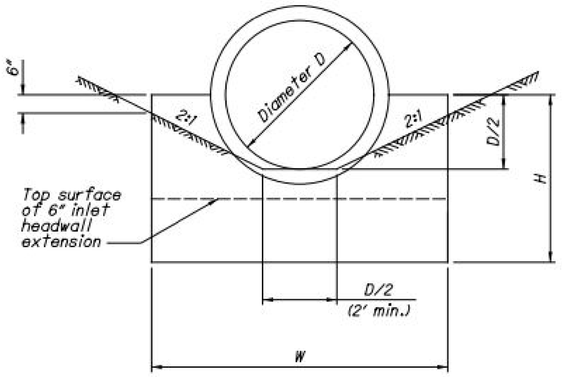
REVIEWER
MPB 03/17/25

PROJECT ID
114103

SHEET P. 43 | TOTAL P. 50

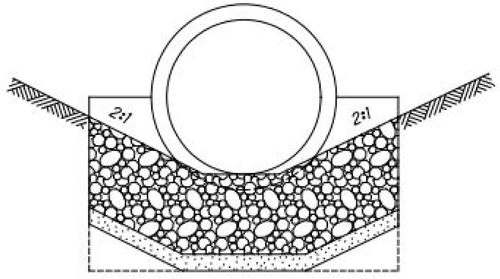


PROFILE



CIRCULAR

CONCRETE PIPE



Riprap and rock channel protection width equal to headwall width unless otherwise shown on the plans. (Minimum width 4'-0".)

NOTES

GENERAL: Provide a riprap reinforced concrete slab according to SCD DM-1.1 if the pipe is depressed or it is specified in the plan. Payment for the slab is made per square yard of **Item 601 Riprap Using 6" Reinforced Concrete** Slab and includes the cost of the cutoff wall.

This drawing is for cast in place half-height concrete headwalls. Precast half-height headwalls are only approved for round conduits with a maximum conduit diameter of 78".

CONCRETE: Use 4000 psi compressive strength concrete for headwalls.

Concrete quantities are based on headwalls without the 6" extension under the channel protection.

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DN: C=US, E=mbaxendell@dynotecinc.com, O=Dynotec Inc, CN=Matthew Baxendell
Date: 2025.07.03 14:04:15-04'00'

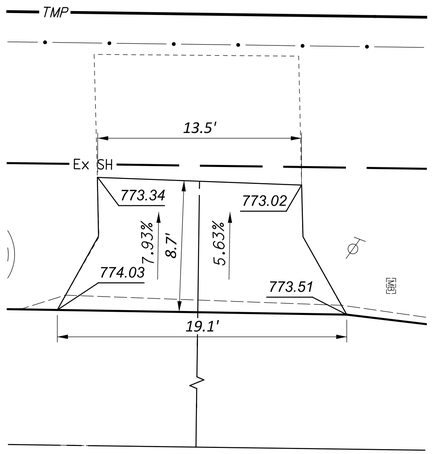
HALF-HEIGHT HEADWALLS FOR CONCRETE PIPE

D	W	H	T	CONC. CY
24"	4'-0"	3'-6"	12"	0.43
60"	10'-6"	5'-6"	16"	1.93

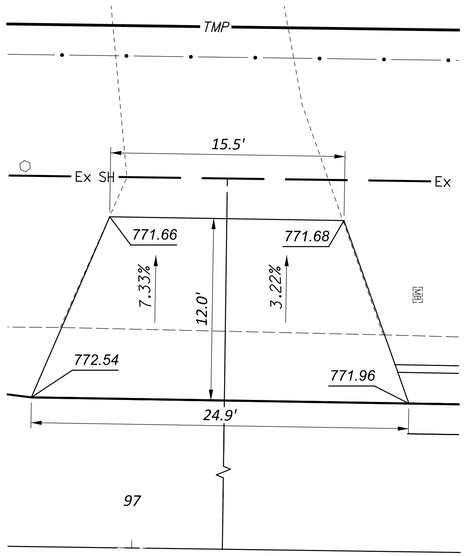
DRAINAGE DETAILS

COLUMBUS PID 3808-E
DESIGN AGENCY DYNOTEC
DESIGNER JSL
REVIEWER MPB 03/17/25
PROJECT ID 114103
SHEET P. 44 TOTAL P. 50

FRA-62-8.91



DRIVE @ 2279 HARRISBURG PIKE
STA. 96+34.2, LT
RESIDENTIAL



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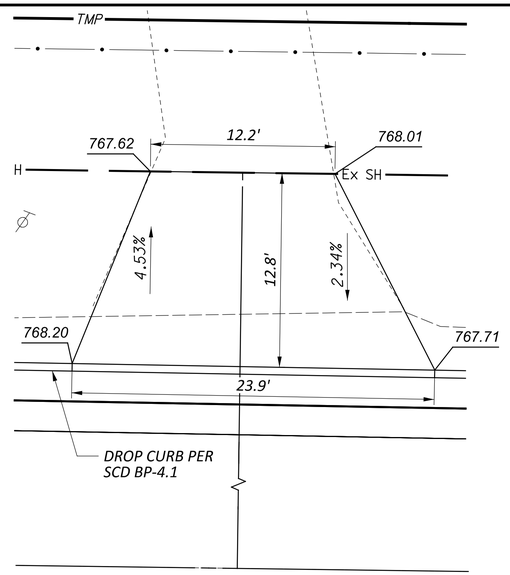
RESIDENTIAL



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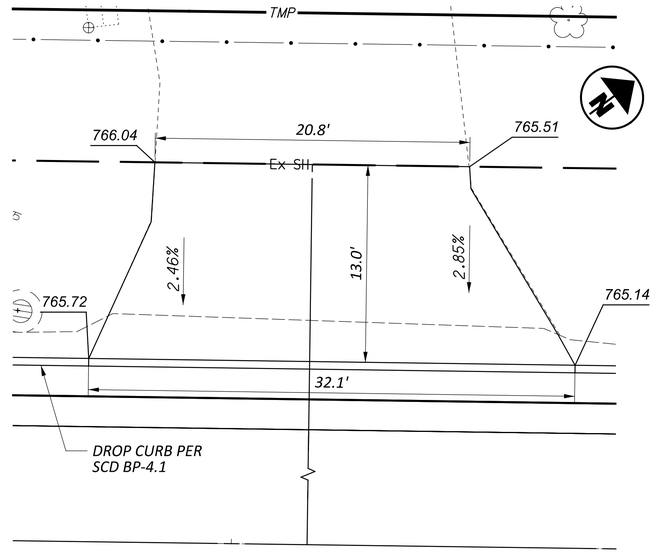
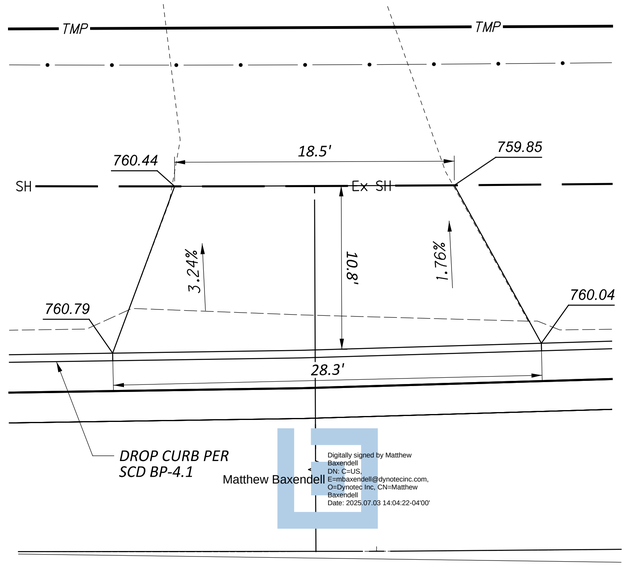
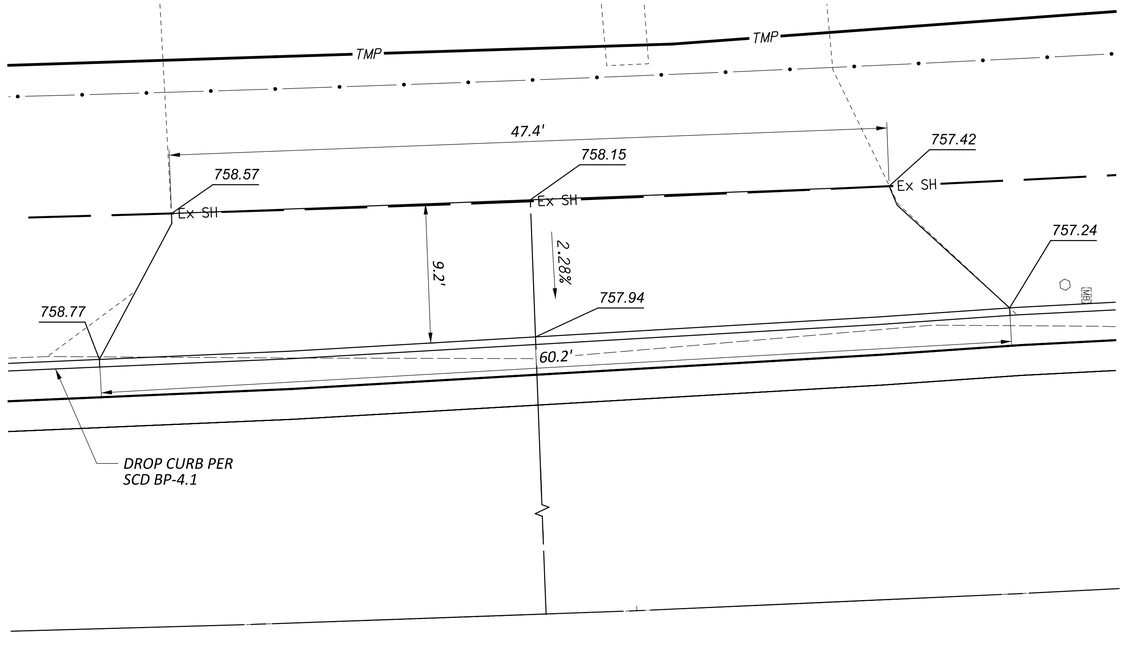
STA. 99+32.6, LT
RESIDENTIAL



DRIVE @ 2255 & 2243 HARRISBURG PIKE
STA. 100+59.9, LT
RESIDENTIAL



DRIVE @ 2219 HARRISBURG PIKE
STA. 102+49.3, LT
RESIDENTIAL



DRIVE @ 2209 & 2205 HARRISBURG PIKE
STA. 103+45.7, LT
RESIDENTIAL

NOTE: FOR DRIVEWAY BUILDUP, SEE:
SCD 2201 - RESIDENTIAL DRIVEWAY
SCD 2202 - NON-RESIDENTIAL DRIVEWAY

HORIZONTAL SCALE IN FEET
0 2.5 5 10

US 62
DRIVEWAY DETAILS

COLUMBUS PID
3808-E

DESIGN AGENCY
DYNOTEC

DESIGNER
JLS

REVIEWER
MPB 03/17/25

PROJECT ID
114103

SHEET P. 45 | TOTAL P. 50

FRA-62-08.91

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 6/27/2025 TIME: 2:04:01 PM USER: jschnipke
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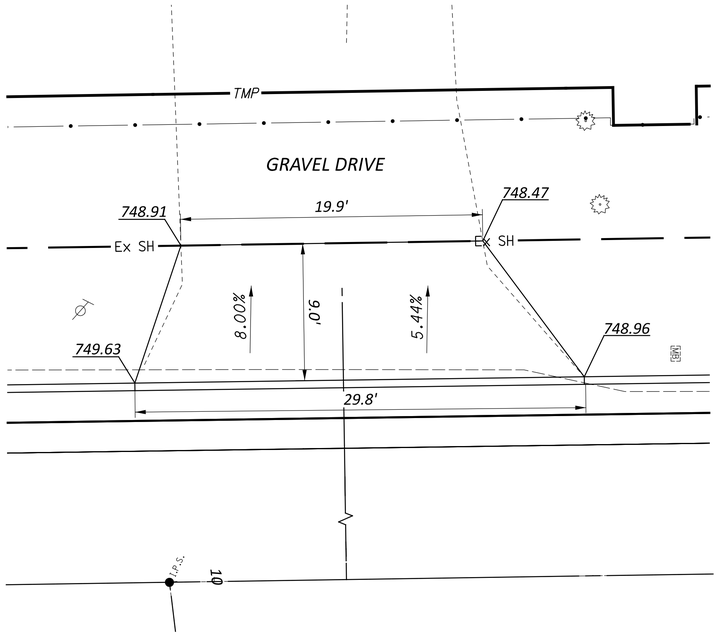
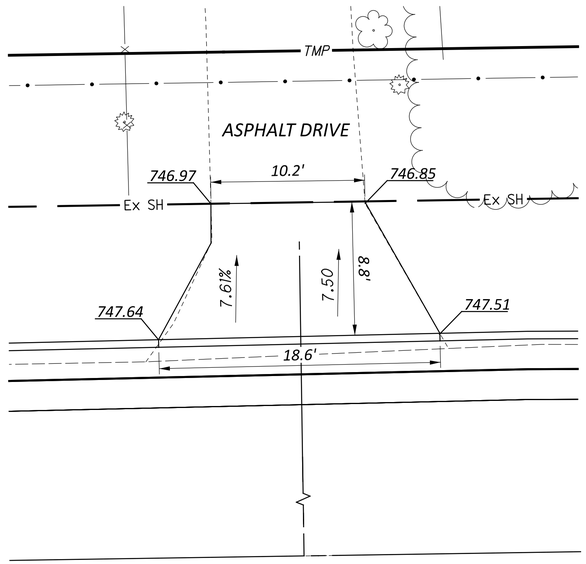
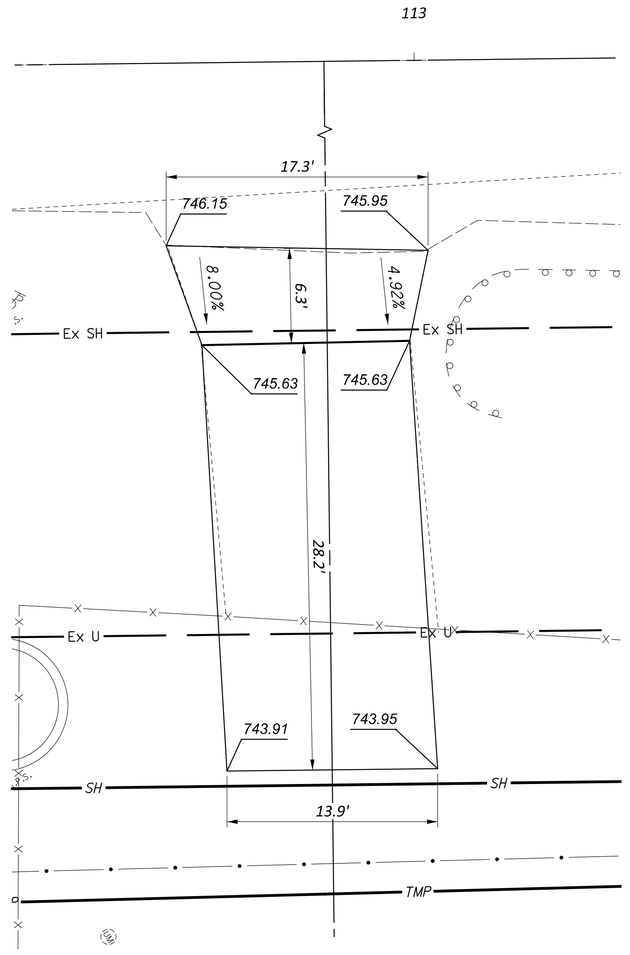


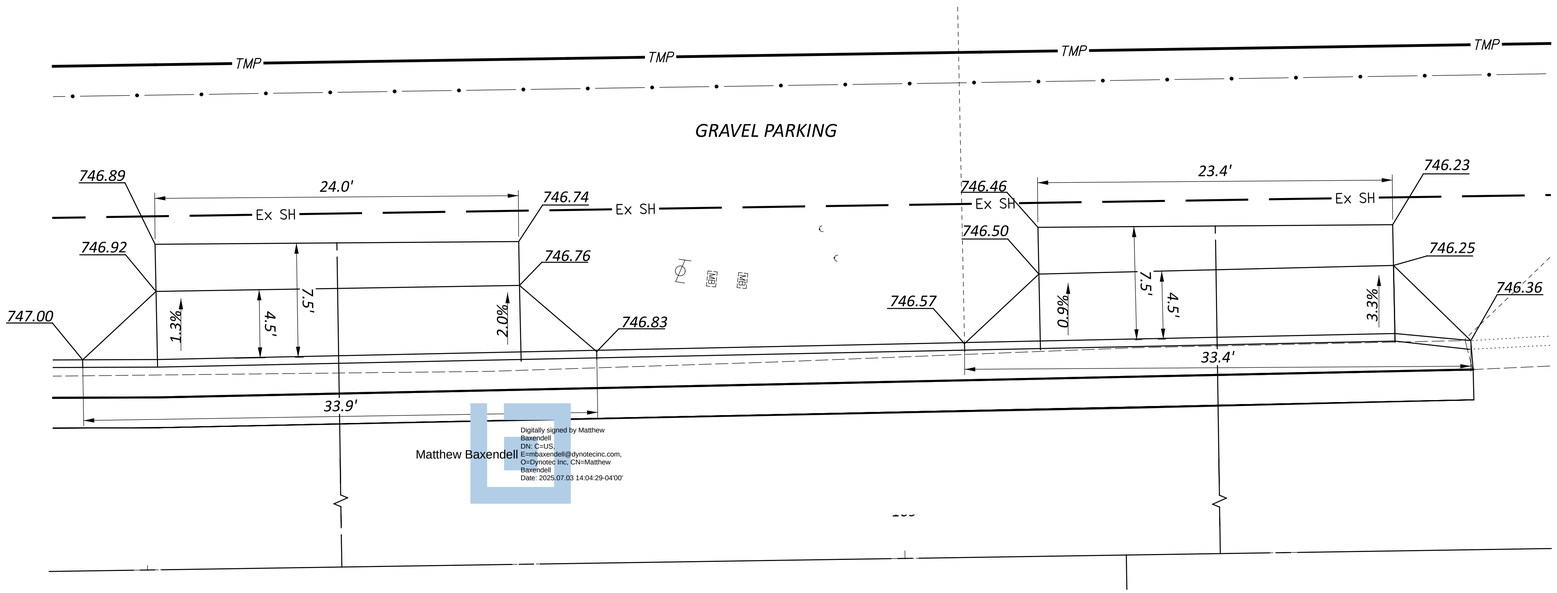
DRIVE @ 2185 & 2189 HARRISBURG PIKE
STA. 106+60.4, LT
RESIDENTIAL



DRIVE @ 2179 HARRISBURG PIKE
STA. 107+74.3, LT
RESIDENTIAL



DRIVE @ 2120 HARRISBURG PIKE
STA. 112+90.0, RT
RESIDENTIAL



DRIVE @ 2159 & 2189 HARRISBURG PIKE
STA. 108+62.8, LT
COMMERCIAL

DRIVE @ 2155 & 2189 HARRISBURG PIKE
STA. 109+20.7, LT
COMMERCIAL

NOTE: FOR DRIVEWAY BUILDUP, SEE:
SCD 2201 - RESIDENTIAL DRIVEWAY
SCD 2202 - NON-RESIDENTIAL DRIVEWAY

HORIZONTAL SCALE IN FEET
0 2.5 5 10

US 62
DRIVEWAY DETIALS

COLUMBUS PID
3808-E

DESIGN AGENCY
DYNOTEC

DESIGNER
JLS

REVIEWER
MPB 03/17/25

PROJECT ID
114103

SHEET P. 46 TOTAL P. 50

FRA-62-08.91

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 6/27/2025 TIME: 2:04:20 PM USER: jschnipke
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INTERSECTION DETAILS

HORIZONTAL SCALE IN FEET
0 5 10 20

ALKIRE ROAD

Ex R/W
Ex R/W
Ex R/W
Ex R/W
Ex SL
Ex SL
Ex R/W
Ex R/W
Ex R/W
Ex R/W

747.15 TC
746.65 BC
746.95 TC
746.35 BC
746.75 TC
746.25 BC
746.18
R/W
8.1'
746.30
746.06 EP
745.40 EP
745.55 EP
745.65 EP
745.90 EP
MATCH EX.

M WELL

PI STA 110+75.46
107.9°
72.3°

110
111
112

HARRISBURG PIKE (U.S. 62)

FRANKLIN TWP

CITY OF COLUMBUS

96.6'
746.13 746.18 746.18 746.18 746.17 746.16 746.18
746.20
746.25
746.24
746.40
746.23
746.33
746.37
746.40
746.36
746.42
746.49
746.44
746.43
746.42
746.46
10.4'
24.9'
6.6'
39.4'
10'
10'
R35'
R25'
1.56%
ROW

CURB RAMP DETAIL

DETECTABLE WARNING 4.7' x 2'
746.31
STA 110+76.27
31.78' RT
746.38
746.37
10.0'
0.60%
1.56%
5.0'
746.44

Matthew Baxendell
Digitally signed by Matthew Baxendell
DN: C=US, E=mbaxendell@dynotecinc.com, O=Dynotec Inc, CN=Matthew Baxendell
Date: 2025.07.03 14:04:37-04'00'

LEGEND

CONCRETE SIDEWALK. 8"

CURB RAMP DETAIL

STA 111+33.8
21.0' RT.
746.18
18.5'
10.0'
1.50%
1.29%
746.33
DETECTABLE WARNING 18.2' x 2'
STA. 111+22.4
35.0' RT.
746.42
0.07%
1.56%
10.5'
10.0'
746.49

FRA-62-8.91

MODEL: Design PAPERSIZE: 34x22 (in.) DATE: 6/27/2025 TIME: 2:04:26 PM USER: jschnipke
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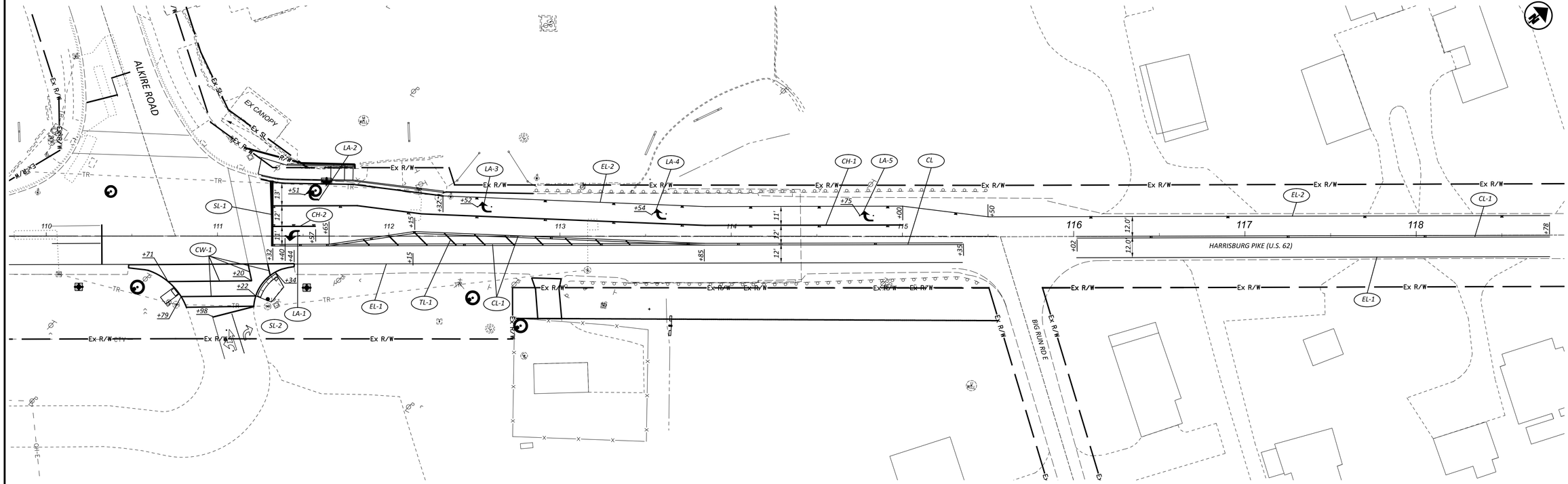
COLUMBUS PID
3808-E
DESIGN AGENCY
DYNOTEC
DESIGNER
JLS
REVIEWER
MPB 03/17/25
PROJECT ID
114103
SHEET P. 47
TOTAL P. 50



HORIZONTAL SCALE IN FEET
0 15 30 60

PAVEMENT MARKING PLAN

LEGEND

- (SL) - *STOP LINE, 24", WHITE*
- (LA) - *LANE ARROW*
- (CH) - *CHANNELIZING LINE, 12", WHITE*
- (CL) - *CENTER LINE, DOUBLE SOLID, YELLOW*
- (TL) - *TRANSVERSE LINE, 24", YELLOW*
- (EL) - *EDGE LINE, 4", WHITE*
- (CW) - *CROSSWALK, 12", WHITE*
- ▪ - *RAISED PAVEMENT MARKER (RPM) - 2-WAY REFLECTOR*
- ▪ - *RAISED PAVEMENT MARKER (RPM) - 1 WAY DETECTOR*

NOTES:

1. *THE CONTRACTOR SHALL REMOVE ALL EXISTING PAVEMENT MARKINGS ON HARRISBURG PIKE FROM STA. 111+32 TO 118+78. A QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMATY FOR THIS ITEM.*

Matthew Baxendell
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DN: C=US, E=mbaxendell@dynotecinc.com, O=Dynotec Inc, CN=Matthew Baxendell
Date: 2025.07.03 14:04:44-04'00'

REF NO.	STATION TO STATION					621 RPM EACH	644 EDGE LINE, 4" MILE	644 CENTER LINE MILE	644 CHANNELIZING LINE, 12" FT	644 STOP LINE FT	644 TRANSVERSE/DIAGONAL LINE FT	644 LANE ARROW EACH	647 STOP LINE, TYPE B90 FT	647 CROSSWALK LINE, TYPE B90 FT
SL-1	111+32	LT/RT								37				
SL-2	110+98	RT											24	
CH-1	111+32	LT	TO	115+00	LT	10			370					
CH-2	111+32	LT	TO	111+57	LT	3			25					
CL-1	111+32	LT/RT	TO	118+78	LT	14		0.18						
CW-1	110+71	RT	TO	111+31	LT									111
EL-1	111+44	RT	TO	118+78	LT		0.14							
EL-2	112+32	LT	TO	118+78	LT	12	0.12							
TL-1	111+65	LT/RT	TO	113+85	LT						78			
LA-1	111+40	CL										1		
LA-2	111+51	LT										1		
LA-3	112+52	LT										1		
LA-4	113+54	LT										1		
LA-5	114+75	LT										1		
TOTALS CARRIED TO GENERAL SUMMARY						39	0.26	0.18	395	37	78	5	24	111

FRA-62-8.91

MODEL: Design PAPERSIZE: 34x22 (in.) DATE: 6/27/2025 TIME: 2:04:29 PM USER: jschnipke
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COLUMBUS PID
3808-E

DESIGN AGENCY
DYNOTEC

DESIGNER
JLS

REVIEWER
MPB 03/17/25

PROJECT ID
114103

SHEET P. 48 | TOTAL P. 50

LEGEND

SIGNAL HEADS:	EX. VEHICULAR	
	EX. PEDESTRIAN	
SIGNAL POLES:	EX. STRAIN POLE	
	EX. PEDESTAL	
CABINET:	EX. CABINET	
PUSHBUTTON:	EX. PUSHBUTTON	
DETECTION:	EX. LOOP DETECTOR	
PULL BOX:	EX. PULL BOX	
CONDUIT:	EX. CONDUIT	– – – – – – –TR
SIGNAL HEADS:	REUSED PEDESTRIAN	
SIGNAL POLES:	PR. PEDESTAL	
PUSHBUTTON:	REUSED PUSHBUTTON	
DETECTION:	PR. LOOP DETECTOR	
PULL BOX:	PR. PULL BOX	
CONDUIT:	PR. CONDUIT	

PLAN SHEET NOTES:

1. *CENTER ALL LOOPS OR DETECTION ZONES IN THE CENTER OF THEIR LANE, UNLESS SPECIFIED OTHERWISE. INSTALL LOOPS AFTER THE ASPHALT SURFACE COURSE IS LAID.*
2. *DO NOT ENCASE THE GROUND ROD, THE GROUNDING WIRE, OR THE CONDUIT ENDS IN CONCRETE THAT FALL OUTSIDE OF THE FOUNDATION. FULL ACCESS TO THESE ITEMS MUST BE MAINTAINED AT ALL TIMES. PERMANENTLY MARK THE TOP OF FOUNDATION CONCRETE, WITH A MARKER OR SYMBOL SO THE ROD LOCATION CAN BE IDENTIFIED BY OTHERS.*
3. *THE CONTRACTOR SHALL NOT INSTALL POLE FOUNDATIONS UNTIL THE POLE LOCATION AREA IS AT FINISHED GRADE.*
4. *EXPANSION MATERIAL SHALL BE USED BETWEEN ALL FOUNDATIONS AND ADJACENT SIDEWALKS.*
5. *UNDERGROUND CONDUIT AND TRENCH THAT ARE UNDER PROPOSED SIDEWALK OR ROADWAY AREAS SHALL BE INSTALLED PRIOR TO THE PLACEMENT OF SIDEWALKS OR ANY ASPHALT OR CONCRETE ROADWAY COURSE.*
6. *N/A*
7. *N/A*
8. *N/A*
9. *TAGGING OF CABLE IN THE PULL BOX IMMEDIATELY ADJACENT TO THE CONTROLLER CABINET IS NOT REQUIRED EXCEPT FOR TAGGING OF CERTAIN CABLE AS DIRECTED BY THE PROJECT ENGINEER, OR AS PER PLAN.*
10. *ALL CABLES, UNLESS SPECIFIED IN THE PLANS, ARE TO BE ROUTED INSIDE THE ANCHOR BASE SIGNAL SUPPORT POLE OR PEDESTAL. CABLES NOT SERVING A GIVEN POLE OR PEDESTAL SHALL NOT BE ROUTED THROUGH THE POLE.*
11. *USE A SEPARATE CONDUIT FOR EACH GROUPING OF CABLES UNLESS OTHERWISE INDICATED: ONE CONDUIT FOR 120VAC SIGNAL CABLE (3/C, 7/C, 9/C); ONE CONDUIT FOR POWER; ONE CONDUIT FOR 2 CONDUCTOR CABLE (LOOP & PUSHBUTTON); AND ONE CONDUIT FOR INTERCONNECT/COMMUNICATIONS CABLE (FIBER OPTIC, CAT 5E, ETC.). OTHER LOW VOLTAGE CABLE NOT SPECIFIED ABOVE CAN BE PLACED IN THE 2 CONDUITS OF CABLE CONDUIT. POWER CABLE MUST BE PLACED IN ITS OWN CONDUIT.*
12. *UNLESS OTHERWISE SPECIFIED THE FOLLOWING SHALL APPLY. A PREFORMED PVC CONDUIT ELBOW SHALL BE USED TO CHANGE THE PVC CONDUIT DIRECTION BEYOND WHAT ITS NATURAL BENDING FLEX WOULD YIELD. RIGID METAL CONDUIT CAN BE BENT TO FORM AN ELBOW OR ANY OTHER BENDING ANGLE REQUIRED ONLY IF A PROPER CONDUIT BENDING MACHINE IS USED. THE ELBOW RADIUS FOR ANY NON-INTERCONNECT CONDUIT SHALL BE 24"OR LARGER WHEN USED IN A HORIZONTAL OR VERTICAL MANNER. ANY TYPE OF ELBOW USED FOR INTERCONNECT CONDUIT SHALL HAVE A RADIUS OF 36"OR LARGER WHEN USED IN A HORIZONTAL DIRECTION OR IN A VERTICAL DIRECTION WHEN THE TRENCH IS 36" OR DEEPER. IF THE TRENCH IS LESS THAN 36"THEN THE VERTICAL ELBOW RADIUS SHALL BE 24".*
13. *ALL CLAMPS AND BANDING MATERIAL SHALL BE PAINTED TO MATCH THE SIGNAL SUPPORTS.*

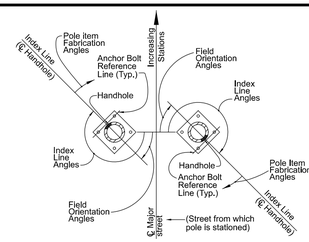
ITEM 632 SIGNALIZATION, MISC. : RELOCATE LOOP LEAD-IN CABLE
UNDER THIS ITEM OF WORK, THE CONTRACTOR SHALL REMOVE, RELOCATE, AND REINSTALL EXISTING LOOP LEAD-IN CABLE FROM EXISTING CONDUIT TO PROPOSED CONDUIT AS SHOWN ON THE PLAN.

PRIOR TO RELOCATION, THE CONTRACTOR AND THE ENGINEER SHALL INSPECT THE EXISTING CABLE TO DOCUMENT ANY EXISTING DAMAGE. ANY DAMAGE IDENTIFIED AFTER THE RELOCATION PROCESS AND NOT PREVIOUSLY DOCUMENTED WILL BE PRESUMED TO HAVE BEEN CAUSED BY THE CONTRACTOR. ANY DAMAGED EQUIPMENT OR CABLE WILL BE REPAIRED OR REPLACED AS DIRECTED BY THE ENGINEER AT THE CONTRACTOR'S EXPENSE.

THIS ITEM OF WORK ALSO INCLUDES SPLICING OF RELOCATED/REINSTALLED LOOP LEAD-IN CABLETO EXISTING LOOPS IN EXISTING PULL BOXES AS CALLED OUT ON THE PLAN.

PAYMENT SHALL BE LUMP SUM FOR ALL LEAD-IN CABLE RELOCATED AND REINSTALLED AND SPLICED AND SHALL INCLUDE ALL LABOR, MATERIALS, EQUIPMENT, AND INCIDENTALS TO COMPLETE THE WORK.

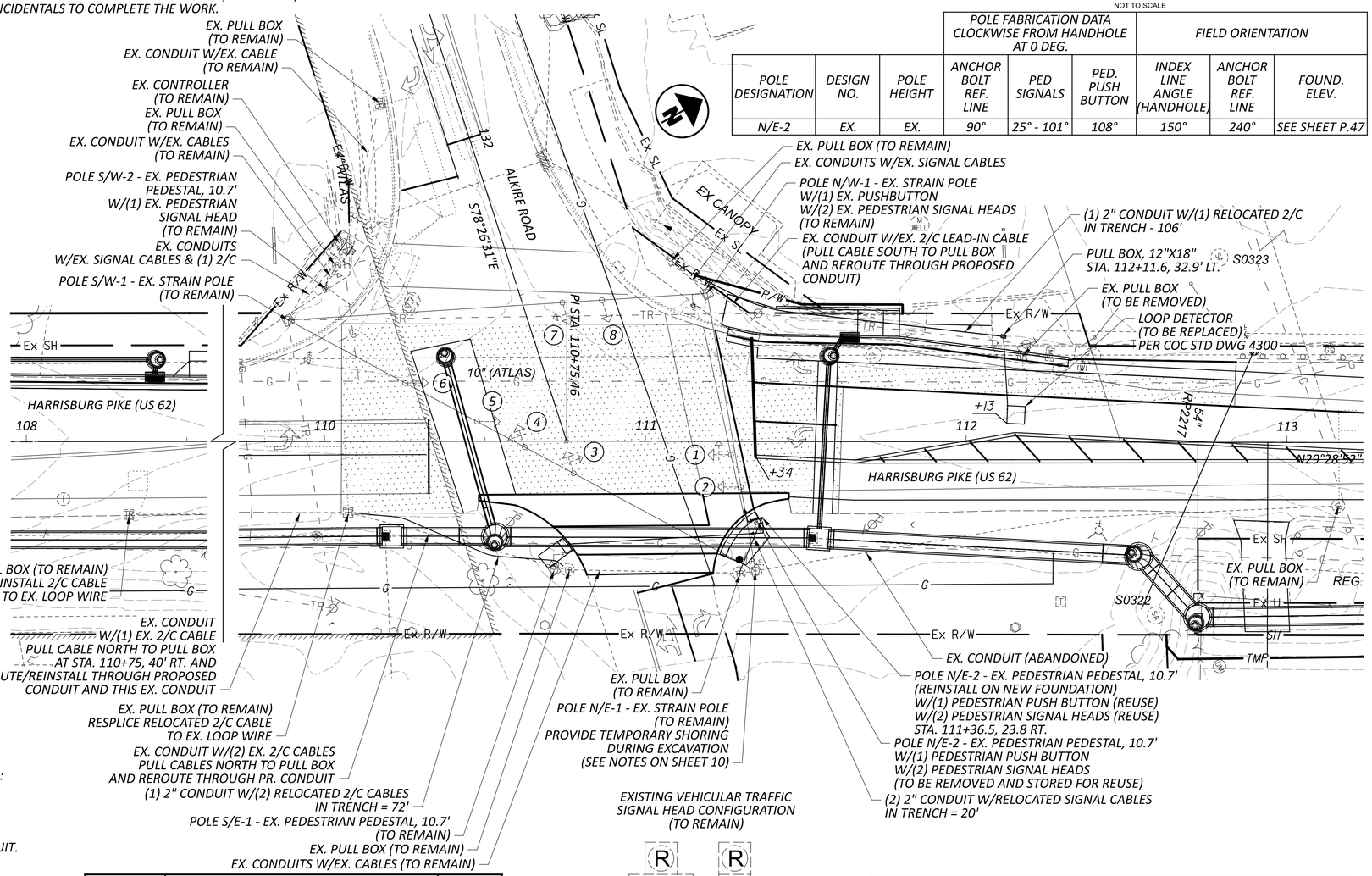
ITEM 632 PEDESTAL MISC.: REUSE OF PEDESTRIAN PEDESTAL
ITEM 632 REUSE OF PEDESTRIAN PUSHBUTTON, AS PER PLAN
ITEM 632 REUSE OF PEDESTRIAN SIGNAL HEAD, AS PER PLAN
THE CONTRACTOR SHALL REMOVE THE EXISTING PEDESTRIAN PEDESTAL AND THE ATTACHED EQUIPMENT FROM THE EXISTING FOUNDATION. PRIOR TO THE REMOVAL OF PEDESTAL, THE EXISTING SIGNAL CABLES SHALL BE DISCONNECTED FROM THE PUSHBUTTON AND PEDESTRIAN SIGNAL HEADS AND COILED IN THE EXISTING PULL BOX ADJACENT TO THE EXISTING STRAIN SUPPORT, N/E-1. THE PEDESTAL SUPPORT AND PEDESTRIAN EQUIPMENT SHALL BE STORED OFFSITE TO AVOID DAMAGE DURING CONSTRUCTION. PRIOR TO REINSTALLING THE PEDESTAL ON THE NEW FOUNDATION. THE CONTRACTOR SHALL CONTACT THE CITY OF COLUMBUS, DIVISION OF TRAFFIC MANAGEMENT, TRAFFIC OPERATIONS MANAGER (614) 645-7393 TEN (10) WORKING DAYS IN ADVANCE OF THE INSTALLATION TO INSPECT THE CONDITION OF THE PEDESTAL AND PEDESTRIAN EQUIPMENT. THE DIVISION OF TRAFFIC MANAGEMENT SHALL DETERMINE IF ANY DAMAGE HAS OCCURRED WHETHER THE PEDESTAL OR EQUIPMENT IS TO BE REPLACED AT THE CONTRACTOR'S EXPENSE.



NOTES:
All angles measured clockwise.
Index line goes through the center of the handhole.

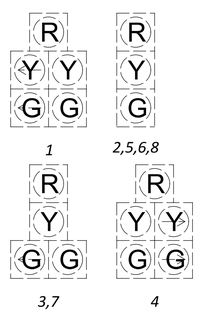
TYPICAL PEDESTAL ORIENTATION DETAIL
NOT TO SCALE

POLE DESIGNATION	DESIGN NO.	POLE HEIGHT	POLE FABRICATION DATA CLOCKWISE FROM HANDHOLE AT 0 DEG.			FIELD ORIENTATION		
			ANCHOR BOLT REF. LINE	PED SIGNALS	PED. PUSH BUTTON	INDEX LINE ANGLE (HANDHOLE)	ANCHOR BOLT REF. LINE	FOUND. ELEV.
N/E-2	EX.	EX.	90°	25° - 101°	108°	150°	240°	SEE SHEET P.47



QUANTITY	REMOVED ITEM DESCRIPTION	DISPOSED OF BY PROJECT
LUMP	SIGNAL CABLE AND CONDUIT	X
1	PEDESTRIAN PEDESTAL FOUNDATION	
1	PULL BOX (POLY-CONCRETE)	

EXISTING VEHICULAR TRAFFIC SIGNAL HEAD CONFIGURATION (TO REMAIN)



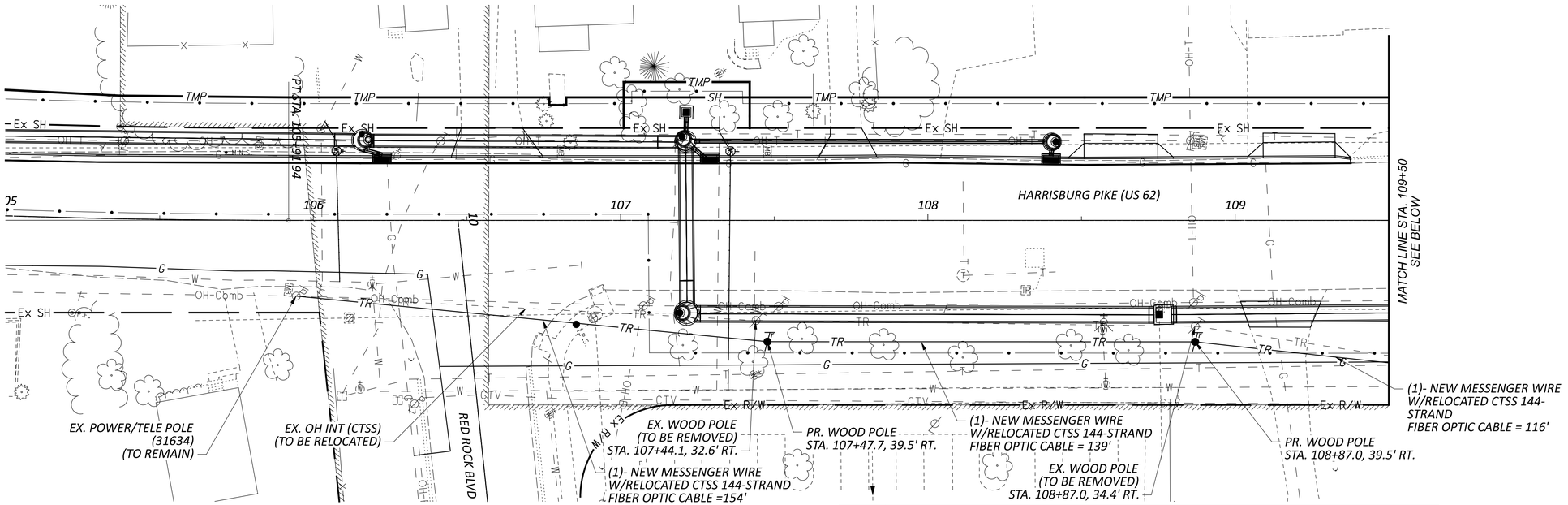
QTY.	ITEM	UNIT	DESCRIPTION
1	625	EACH	GROUND ROD
1	625	EACH	PULL BOX, 725.06, 12"X18" (TRAFFIC)
198	625	FT	TRENCH
218	625	FT	CONDUIT, 2", 725.051
1	632	EACH	DETECTOR LOOP
1	632	EA	PEDESTAL FOUNDATION
1	632	EACH	REMOVAL OF TRAFFIC SIGNAL INSTALLATION
1	632	EACH	PEDESTAL MISC.: REUSE OF PEDESTRIAN PEDESTAL
1	632	EACH	REUSE OF PEDESTRIAN PUSHBUTTON, AS PER PLAN
2	632	EACH	REUSE OF PEDESTRIAN SIGNAL HEAD, AS PER PLAN
LUMP	632	-	SIGNALIZATION, MISC.: RELOCATE LOOP LEAD-IN CABLE

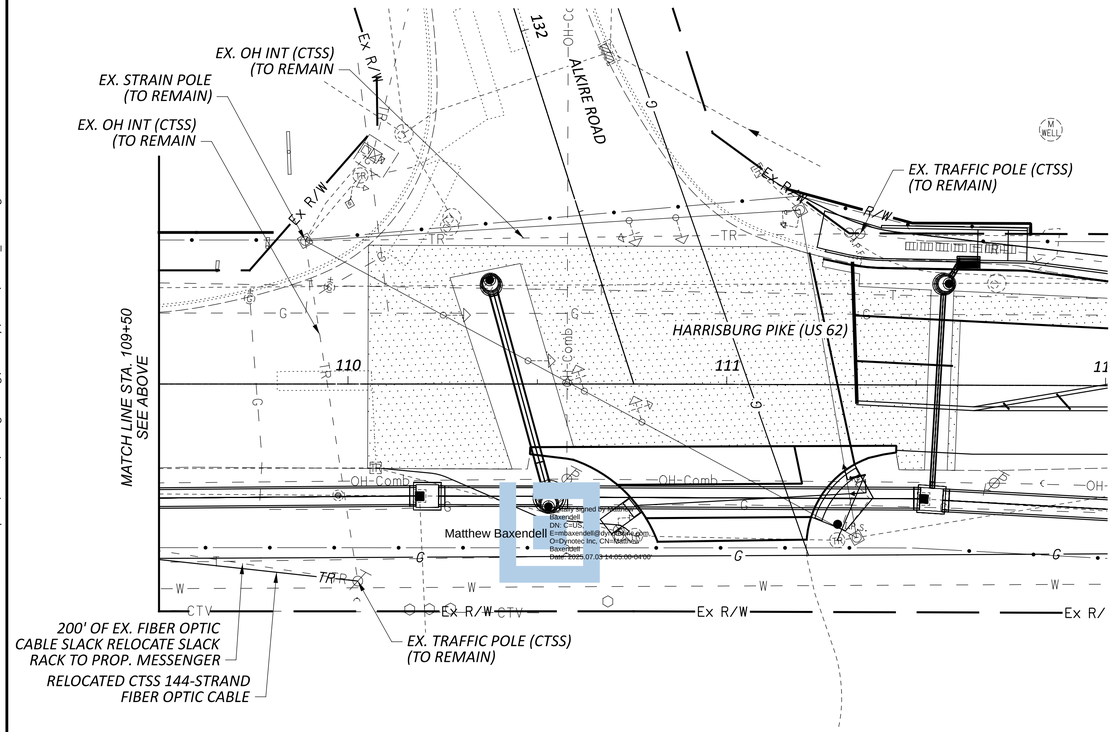
HORIZONTAL SCALE IN FEET
0 10 20 40

TRAFFIC SIGNAL MODIFICATION
ALKIRE ROAD & HARRISBURG PIKE (US 62)

COLUMBUS PID 3808-E
DESIGN AGENCY DYNOTEC
DESIGNER MPB
REVIEWER SMM 03/17/25
PROJECT ID 114103
SHEET P.49 | TOTAL P. 50

FRA-62-08.91





QTY.	ITEM	UNIT	DESCRIPTION
2	630	EACH	REMOVAL OF WOOD POLE AND DISPOSAL
410	632	FT	MESSENGER WIRE, 7 STRAND, 0.25 INCH DIA. WITH ACCESSORIES, AS PER PLAN
LUMP	632	-	INTERCONNECT, MISC.: RELOCATION OF FIBER OPTIC CABLE
2	632	EACH	WOOD POLE

ITEM 632 MESSENGER WIRE, 7-STRAND, 0.25-IN. DIAMETER WITH ACCESSORIES, AS PER PLAN

IN ADDITION TO THE REQUIREMENTS OF 632.22, THE CONTRACTOR SHALL FURNISH AND INSTALL MESSENGER WIRE AS SHOWN IN THE PLANS TO SUPPORT THE FIBER OPTIC CABLE SYSTEM. MESSENGER WIRE SHALL BE RATED AS EXTRA-HIGH STRENGTH AND MEET THE REQUIREMENTS OF 732.18. ACCESSORIES USED WITH MESSENGER WIRE SHALL INCLUDE THRU BOLTS, EYE BOLTS, SUSPENSION HANGERS, THIMBLES, PRE¬FORMED GUY GRIPS, POLE CLAMPS, DEAD-ENDS, AND THREE BOLT CLAMPS AS SHOWN ON THE PLANS. THE MESSENGER WIRE SHALL BE DEAD-ENDED ON BOTH SIDES OF A STREET CROSSING. MESSENGER WIRE SHALL BE ATTACHED USING THIMBLES TO THE CLEVISES OF STRAIN POLE SPAN WIRE CLAMPS AND TO EYE BOLTS. ALL ACCESSORIES SHALL HAVE A RATED LOADING STRENGTH EQUAL TO OR GREATER THAN THE MESSENGER WIRE MINIMUM BREAKING STRENGTH AND SHALL BE CONSIDERED INCIDENTAL TO THIS ITEM.

FOR THE AERIAL INSTALLATION OF FIBER OPTIC CABLE, THE CABLE SHALL BE ATTACHED TO THE MESSENGER WIRE BY DOUBLE 0.045-INCH TYPE 316 STAINLESS STEEL LASHING WIRES, HAVING AN AVERAGE OF ONE WRAP PER LINEAR FOOT OF MESSENGER WIRE. LASHING WIRE SHALL MAINTAIN A CONSISTENT SPIRAL THROUGHOUT THE ENTIRE SPAN, WITHOUT EXCEPTION, AND MUST MAINTAIN A MINIMUM OF 40 LB. OF PULL DURING AND AFTER INSTALLATION. THERE SHALL BE NO VISIBLE SEPARATION OF MESSENGER WIRE AND CABLE IN MID SPAN LASHING. THE LASHED CABLE REQUIRES SUPPORT WHEN IT EXTENDS BEYOND THE POINTS OF TER¬MINATION OF THE LASHING WIRE. THIS SUPPORT IS NECESSARY TO KEEP THE CABLE IN PLACE AND TO MAINTAIN CLEARANCES BETWEEN THE CABLE SHEATH AND VARIOUS ITEMS OF HARDWARE. A POLYPROPYLENE AERIAL SUPPORT TIE WITH AN INTEGRAL 0.50-IN. SPACER SHALL BE USED TO FASTEN THE CABLE TO THE SUPPORTING MESSENGER WIRE AND MAIN¬TAIN SEPARATION BETWEEN THE CABLE AND MESSENGER WIRE.

WHEN ATTACHING CABLE TO THE MESSENGER WIRE FOR DISTANCES OF 100 FEET OR LESS, THE METHOD OF ATTACHMENT SHALL BE GALVANIZED STEEL HELICAL LASHING RODS OF 5 OR 6 FOOT LENGTHS OF A PROPER INTERNAL DIAMETER TO TIGHTLY SECURE THE CABLE TO THE MESSENGER WIRE. THIS METHOD MAY ALSO BE USED AT LOCATIONS AS REQUESTED BY THE CONTRACTOR AND APPROVED BY THE ENGINEER.

ITEM 632 MESSENGER WIRE, 7-STRAND, 0.25-IN. DIAMETER WITH ACCESSORIES, AS PER PLAN (CONTINUED)

THE WORK AS DESCRIBED WILL BE MEAUSRED AS THE NUMBER OF LINEAR FEET INSTALLED OF MESSENGER WIRE DOUBLE LASHED TOGETHER WITH CABLES INSTALLED COMPLETE.

MESSENGER WIRE WILL BE PAID FOR PER LINEAR FOOT, AND WILL INCLUDED FURNISHING ALL MATERIALS, EQUIPMENT, LABOR , AND INCIDENTALS NECESSARY TO COMPLETE THE WORK SPECIFIED.

ITEM 632 INTERCONNECT, MISC.: RELOCATION OF FIBER OPTIC CABLE

UNDER THIS ITEM OF WORK, THE CONTRACTOR SHALL RELOCATE THE EXISTING AERIAL CTSS FIBER OPTIC INTERCONNECT CABLE FROM THE EXISTING WOOD POLES TO PROPOSED POLES AS SHOWN ON THE PLANS.

PRIOR TO RELOCATION, THE CONTRACTOR AND THE CITY'S FIBER CONSTRUCTION COORDINATOR SHALL INSPECT THE CABLE TO DOCUMENT ANY EXISTING DAMAGE. ANY DAMAGE IDENTIFIED AFTER THE RELOCATION PROCESS AND NOT PREVIOUSLY DOCUMENTED WILL BE PRESUMED TO HAVE BEEN CAUSED BY THE CONTRACTOR.

IF CABLES ARE DAMAGED, AS DETERMINED BY THE FIBER CONSTRUCTION COORDINATOR, THE CONTRACTOR SHALL REPLACE THE ENTIRE RUN OF CABLE BETWEEN EXISTING TERMINATION POINTS AT THE CONTRACTOR'S EXPENSE. NO SPLICES WILL BE PERMITTED EXCEPT WHERE NOTED IN THE PLANS.

MAINTAINING AND/OR REESTABLISHING FULL COMMUNICATION CAPABILITIES FOR EACH RELOCATED CABLE SHALL BE CONSIDERED INCIDENTAL TO THIS ITEM OF WORK. RELOCATED CABLE SHALL BE SUBJECT TO THE TESTING REQUIREMENTS LISTED IN CITY OF COLUMBUS SUPPLEMENTAL SPECIFICATION 1620.

PAYMENT SHALL BE AT THE LUMP SUM BID AMOUNT FOR ALL CABLE RELOCATED, TESTED, AND ACCEPTED AND SHALL INCLUDE ALL MATERIALS, LABOR, EQUIPMENT, AND INCIDENTALS NECESSARY TO COMPLETE THE WORK.

HORIZONTAL
SCALE IN FEET
0 10 20 40

INTERCONNECT PLAN
ALKIRE ROAD & HARRISBURGH PIKE (US 62)

COLUMBUS PID
3808-E

DESIGN AGENCY
DYNOTEC

DESIGNER
MPB

REVIEWER
SMM 03/17/25

PROJECT ID
114103

SHEET P. 50 | TOTAL P. 50

FRA-62-08.91

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 6/27/2025 TIME: 2:04:41 PM USER: jschnipke
N:\Jobs\2021\210029-01-20-0- ODOT District 6 FRA-62 Storm Repairs\114103\400-Engineering\Roadway\Sheets\114103_GP007.dgn