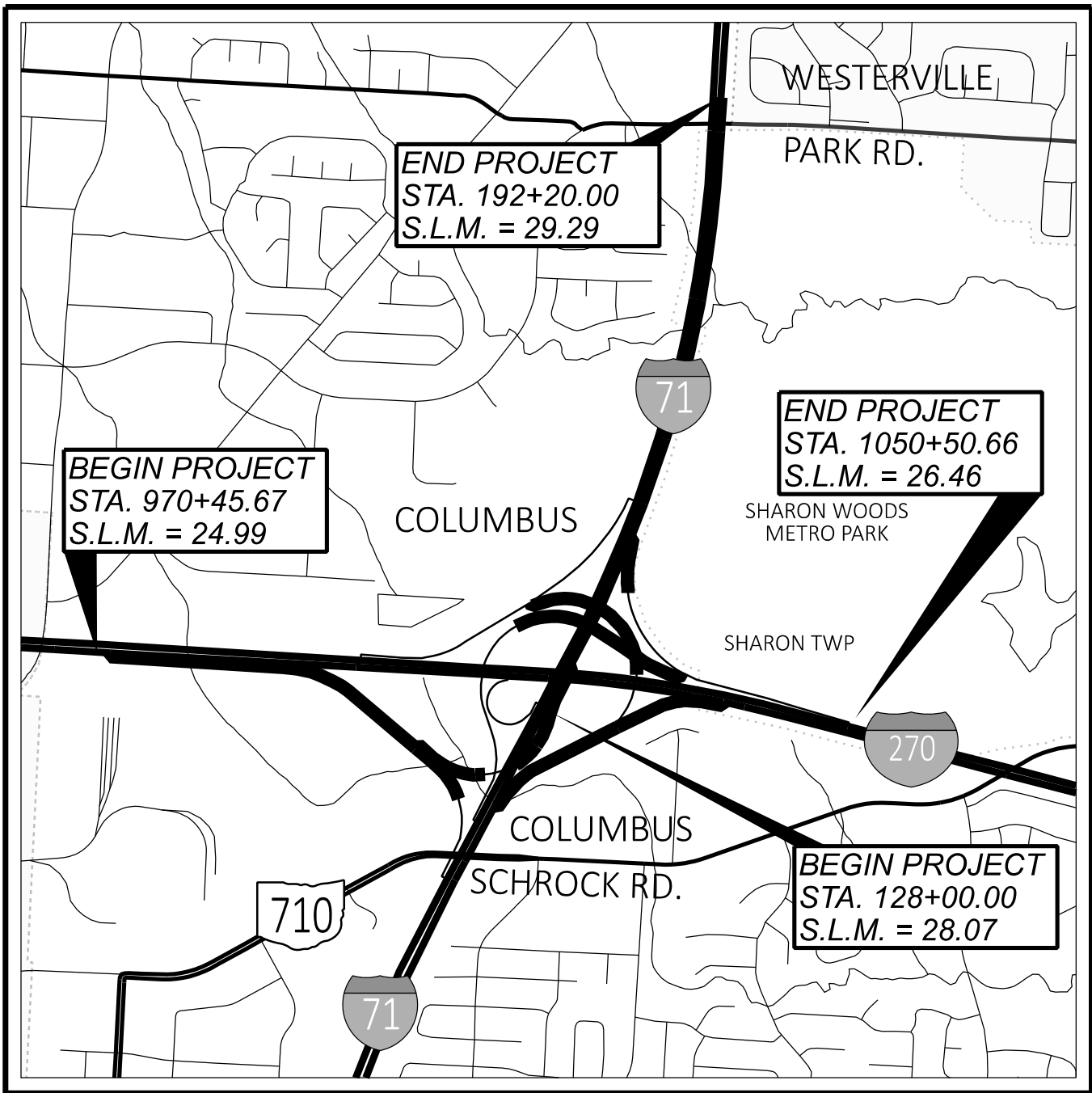


FRA-71/270-28.27/25.99A

MODEL: Sheet PAPER:SIZE: 34x22 (in.) DATE: 4/14/2025 TIME: 2:07:03 PM USER: nswhttt
pwc:\hqw\pwin01.a.e.transyscorp.com\transyscorp-pw\1\Documents\Projects_2020\CL402402200080Agency_Folders\400-Engineering\Roadway\Sheets\105435_GT001.dgn



LOCATION MAP

LATITUDE: 40°06'38" LONGITUDE: 82°58'39"



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

DESIGN DESIGNATION**

	<u>IR-270</u>	<u>IR-71</u>
CURRENT ADT (2023)	179,980	162,190
DESIGN YEAR ADT (2043)	210,980	193,790
DESIGN HOURLY VOLUME (2043)	20,790	15,800
DIRECTIONAL DISTRIBUTION	50%	52%
TRUCKS (24 HOUR B&C)	20%	20%
DESIGN SPEED	70 MPH	70 MPH
LEGAL SPEED	65 MPH	65 MPH
DESIGN FUNCTIONAL CLASSIFICATION:		
[01] INTERSTATE (URBAN)		
NHS PROJECT	YES	

DESIGN EXCEPTIONS

LOCATION	DESIGN FEATURE	APPROVAL DATE	SHEET NUMBERS
71 NB	SHOULDER WIDTH	8/26/2024	P.012, P.257
RAMP K	HORIZONTAL CURVE RADIUS	8/28/2024	P.003
RAMP P	SHOULDER WIDTH	11/18/2022	P.019, P.274, P.275
RAMP P	HORIZONTAL STOPPING SIGHT DISTANCE	9/4/2024	P.004
RAMP O	HORIZONTAL STOPPING SIGHT DISTANCE	8/30/2024	P.003
RAMP K	HORIZONTAL STOPPING SIGHT DISTANCE	8/30/2024	P.003
RAMP Q	HORIZONTAL STOPPING SIGHT DISTANCE	9/11/2024	P.003, P.004
RAMP O	HORIZONTAL CURVE RADIUS	9/10/2024	P.003

ADA DESIGN WAIVERS

NONE REQUIRED

UNDERGROUND UTILITIES

Contact Two Working Days
Before You Dig


Before You Dig

OHIO811, 8-1-1, or 1-800-362-2764
(Non members must be called directly)

PLAN PREPARED BY:
TRANSYSTEMS
1100 SUPERIOR AVE. E., STE 1000
CLEVELAND, OHIO 44114

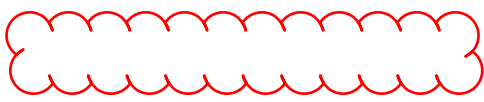
STATE OF OHIO
DEPARTMENT OF TRANSPORTATION

FRA-71/270-28.27/25.99A

CITY OF COLUMBUS
SHARON TOWNSHIP
FRANKLIN COUNTY

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**FOR RAMP DESIGN DESIGNATIONS, SEE SHEET P.002

STANDARD CONSTRUCTION DRAWINGS												SUPPLEMENTAL SPECIFICATIONS			
BP-2.1	1/21/22	F-1.1	7/19/13	RM-4.5	7/21/17	HL-30.22	1/15/21	MT-98.20	4/19/19	TC-22.20	1/17/14	800-2023	7/19/24	863	7/21/23
BP-2.2	1/15/21	F-3.3	7/19/13	RM-4.6	7/19/13	HL-50.21	7/15/22	MT-98.21	7/21/23	TC-41.10	7/19/13	804	7/19/24	878	1/21/22
BP-3.1	1/19/24			RM-4.8	7/19/24	HL-60.11	7/21/17	MT-98.28	1/17/20	TC-41.20	10/18/13	807	1/21/22	896	7/21/17
BP-5.1	7/15/22	I-3D	7/19/24			HL-60.12	7/21/23	MT-98.29	1/17/20	TC-42.10	10/18/13	809	7/19/24	904	7/15/22
BP-8.1	7/19/24	I-3E	7/19/24	AS-1-15	1/20/23	HL-60.21	7/20/18	MT-98.30	7/16/21	TC-42.20	10/18/13	813	7/21/23	909	7/19/24
BP-9.1	1/18/19			AS-2-15	7/21/23	HL-60.31	7/19/24	MT-99.60	7/19/24	TC-51.11	1/15/16	821	4/20/12	913	4/16/21
		MGS-1.1	7/16/21	GSD-1-19	7/19/24			MT-100.00	1/19/24	TC-51.12	1/15/16	832	7/19/24	921	7/19/24
CB-3A	7/19/24	MGS-2.1	1/19/18	PCB-91	7/17/20	ITS-10.11	7/19/24	MT-101.60	4/21/23	TC-52.10	10/18/13	836	1/19/24	996	7/21/23
CB-4	7/19/24	MGS-3.1	1/19/18	SBR-1-20	7/19/24	ITS-14.11	7/19/24	MT-101.70	7/19/24	TC-52.20	1/15/21	839	7/16/21		
CB-5	7/19/24	MGS-3.2	1/18/13	SICD-2-14	1/15/21	ITS-50.12	7/19/24	MT-101.75	7/21/23	TC-61.10	4/21/23	840	7/19/24		
CB-6	7/19/24	MGS-4.2	7/19/13					MT-102.10	7/21/23	TC-61.30	7/19/24	850	7/21/23		
		MGS-4.3	1/18/13	HL-10.11	7/21/23	MT-95.30	7/19/19	MT-102.20	4/19/19	TC-64.10	7/21/23				
DM-1.1	7/17/20			HL-10.13	1/20/23	MT-95.32	4/19/19			TC-65.10	1/17/14				
DM-1.2	7/16/21	MH-3	7/19/24	HL-10.31	7/15/22	MT-95.40	7/21/23	TC-12.31	4/15/22	TC-65.11	1/19/24				
DM-4.1	7/17/20			HL-20.11	7/21/23	MT-95.45	7/21/23	TC-15.116	1/19/24	TC-72.20	7/21/23				
DM-4.3	1/15/16	RM-4.2	4/17/20	HL-20.21	1/15/21	MT-95.73	7/19/24	TC-21.11	7/16/21						
DM-4.4	1/15/16	RM-4.3	1/21/22	HL-30.11	7/21/23	MT-98.10	1/17/20	TC-21.21	1/20/23						
		RM-4.4	7/19/24	HL-30.21	4/17/20	MT-98.11	1/17/20	TC-21.50	1/17/25						

FEDERAL PROJECT NUMBER

E200 (211)

RAILROAD INVOLVEMENT

NONE

PROJECT DESCRIPTION

THIS PROJECT WILL IMPROVE CAPACITY AND REHABILITATE FACILITIES IN NEED OF REPAIR OR REPLACEMENT IN THE IR-270 AND IR-071 INTERCHANGE ON THE NORTH SIDE OF COLUMBUS. THERE WILL BE THE ADDITION OF CAPACITY TO THE IR-270 EASTBOUND TO IR-071 NORTHBOUND MOVEMENT. TWO RAMP BRIDGES WILL BE REPLACED, ONE BRIDGE WILL HAVE THE SUPERSTRUCTURE AND ABUTMENTS REPLACED, AND ONE BRIDGE WILL BE RESTRIPEDED.

EARTH DISTURBED AREAS

PROJECT EARTH DISTURBED AREA: 34.53 ACRES
ESTIMATED CONTRACTOR EARTH DISTURBED AREA: 2.00 ACRES
NOTICE OF INTENT EARTH DISTURBED AREA: 36.53 ACRES
FIRM MAP OF FRANKLIN COUNTY, OHIO 39049C0176K, 6/17/2008
FLOOD ZONE X - OUTSIDE 0.2% ANNUAL CHANCE FLOODPLAIN.

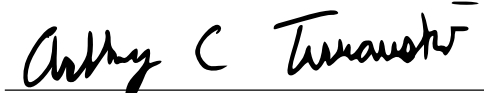
LIMITED ACCESS

THIS IMPROVEMENT IS ESPECIALLY DESIGNED FOR THROUGH TRAFFIC AND HAS BEEN DECLARED A LIMITED ACCESS HIGHWAY OR FREEWAY BY ACTION OF THE DIRECTOR IN ACCORDANCE WITH THE PROVISIONS OF SECTION 5511.02 OF THE OHIO REVISED CODE.

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 IMPROVEMENT.

I HEREBY APPROVE THESE PLANS AND DECLARE THAT THE MAKING OF THIS IMPROVEMENT WILL NOT REQUIRE THE CLOSING TO TRAFFIC OF THE HIGHWAY EXCEPT AS NOTED ON SHEETS P.031-P.033, AND THAT PROVISIONS FOR THE MAINTENANCE AND SAFETY OF TRAFFIC WILL BE AS SET FORTH ON THE PLANS AND ESTIMATES.

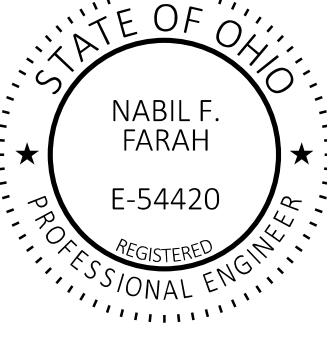

Anthony C. Turowski, P.E.
District 06 Deputy Director


Pamela Boratyn
Director, Department of Transportation

4050-E

ENGINEER'S SEAL

ROADWAY, STRUCTURES, LIGHTING, TRAFFIC CONTROL



ENGINEER'S SEAL

MAINTENANCE OF TRAFFIC, TRAFFIC SURVEILLANCE



ENGINEER'S SEAL

PROJECT SITE PLAN BMP DESIGN



DESIGN AGENCY

TRANSYSTEMS

1100 SUPERIOR AVE. E., STE 1000
CLEVELAND, OHIO 44114

DESIGNER

RJG

REVIEWER

MSW 09/06/24

PROJECT ID

105435

SHEET

P.001

TOTAL

791

TITLE SHEET

WORK ZONE INCREASED PENALTIES SIGN (R11-H5A) (CONT.)

WORK ZONE INCREASED PENALTIES SIGNS AND SUPPORTS WILL BE MEASURED AS THE NUMBER OF SIGN INSTALLATIONS, INCLUDING THE SIGN AND NECESSARY SUPPORTS. IF A SIGN AND SUPPORT COMBINATION IS REMOVED AND RE-ERECTED AT ANOTHER LOCATION AS DIRECTED BY THE ENGINEER, IT SHALL BE CONSIDERED ANOTHER UNIT.

PAYMENT FOR ACCEPTED QUANTITIES, COMPLETE, IN PLACE WILL BE MADE AT THE CONTRACT UNIT PRICE. PAYMENT SHALL BE FULL COMPENSATION FOR ALL MATERIALS, LABOR, INCIDENTALS AND EQUIPMENT FOR FURNISHING, ERECTING, MAINTAINING, COVERING DURING SUSPENSION OF WORK, AND REMOVAL OF THE SIGN AND SUPPORT.

ITEM 614, WORK ZONE INCREASED PENALTIES SIGN 4 EACH

FLOODLIGHTING

FLOODLIGHTING OF THE WORK SITE FOR OPERATIONS CONDUCTED DURING NIGHTTIME PERIODS SHALL BE ACCOMPLISHED SO THAT THE LIGHTS DO NOT CAUSE GLARE TO THE DRIVERS ON THE ROADWAY. TO ENSURE THE ADEQUACY OF THE FLOODLIGHT PLACEMENT, THE CONTRACTOR AND THE ENGINEER SHALL DRIVE THROUGH THE WORK SITE EACH NIGHT WHEN THE LIGHTING IS IN PLACE AND OPERATIVE PRIOR TO COMMENCING ANY WORK. IF GLARE IS DETECTED, THE LIGHT PLACEMENT AND SHIELDING SHALL BE ADJUSTED TO THE SATISFACTION OF THE ENGINEER BEFORE WORK PROCEEDS.

PAYMENT FOR ALL LABOR, EQUIPMENT AND MATERIALS SHALL BE INCLUDED IN THE LUMP SUM CONTRACT PRICE FOR ITEM 614, MAINTAINING TRAFFIC.

TEMPORARY DRAINAGE

TEMPORARY DRAINAGE FOR THE MAINTENANCE OF TRAFFIC PLAN WILL CONSIST OF BOTH EXISTING AND PROPOSED STRUCTURES AND CONDUITS. ANY ADDITIONAL COST FOR TEMPORARY DRAINAGE WILL BE A SUBSIDIARY OF THE ASSOCIATED 611 ITEMS.

ITEM 614 - ASPHALT CONCRETE FOR MAINTAINING TRAFFIC

THE FOLLOWING QUANTITY HAS BEEN INCLUDED IN THE PLANS AS A CONTINGENCY FOR USE AS DIRECTED FOR PLACING AN ASPHALT WEDGE FOR GRADE CHANGES AT TIE IN LOCATIONS BETWEEN MAINTENANCE OF TRAFFIC PHASES.

614E1300 ASPHALT CONCRETE FOR MAINTAINING TRAFFIC 50 CY

WORKSITE TRAFFIC SUPERVISOR

SUBJECT TO APPROVAL OF THE ENGINEER, THE CONTRACTOR SHALL EMPLOY AND IDENTIFY (SOMEONE OTHER THAN THE SUPERINTENDENT) A PRE-QUALIFIED WORK SITE TRAFFIC SUPERVISOR (WTS) BEFORE STARTING WORK IN THE FIELD. THE WTS SHALL BE TRAINED IN ACCORDANCE WITH CMS 614.03, SHALL HAVE SUCCESSFULLY COMPLETED ODOT ADMINISTERED WTS TESTING (AND RE-TESTING WHEN APPLICABLE) AND BE LISTED ON THE ODOT PRE-QUALIFIED WTS ROSTER. PRE-QUALIFICATION EXPIRES EVERY 5 YEARS. RE-TESTING SHALL BE SUCCESSFULLY REPEATED EVERY 5 YEARS TO REMAIN PRE-QUALIFIED.

THE NAME OF THE PRE-QUALIFIED WTS AND RELATED 24-HOUR CONTACT INFORMATION SHALL BE PROVIDED TO THE ENGINEER AT THE PRE-CONSTRUCTION CONFERENCE. IF THE DESIGNATED WTS WILL NOT BE AVAILABLE FULL TIME (24/7), THE CONTRACTOR MAY DESIGNATE AN ALTERNATE (SECONDARY) WTS TO BE AVAILABLE WHEN THE PRIMARY IS OFF DUTY; HOWEVER, THE PRIMARY WTS SHALL REMAIN THE POINT OF CONTACT AT ALL TIMES. ANY ALTERNATE (SECONDARY) WTS IS SUBJECT TO THE SAME TRAINING, PRE-QUALIFICATION AND OTHER REQUIREMENTS OUTLINED WITHIN THIS PLAN NOTE. AT ALL TIMES THE ENGINEER, OR ENGINEER’S REPRESENTATIVES, MUST BE INFORMED OF WHO THE PRIMARY WTS (AND SECONDARY WTS, IF APPLICABLE) IS AT THE CURRENT TIME.

THE WTS POSITION HAS THE PRIMARY RESPONSIBILITY OF IMPLEMENTING THE TRAFFIC MANAGEMENT PLAN (TMP), MONITORING THE SAFETY AND MOBILITY OF THE ENTIRE WORK ZONE, AND CORRECTING TEMPORARY TRAFFIC CONTROL (TTC) DEFICIENCIES FOR THE ENTIRE WORK ZONE. THE WTS, AND ALTERNATE WTS WHEN ON DUTY, SHALL HAVE SUFFICIENT AUTHORITY TO EFFECTIVELY CARRY OUT THE IDENTIFIED WTS RESPONSIBILITIES AND DUTIES. THE DUTIES OF THE WTS ARE AS FOLLOWS:

1. BE AVAILABLE ON A 24-HOUR PER DAY BASIS.
2. BE ON SITE FOR ALL EMERGENCY TTC NEEDS WITHIN ONE HOUR OF NOTIFICATION BY POLICE OR PROJECT STAFF, AND EFFECT CORRECTIVE MEASURES IMMEDIATELY ON EXISTING WORK ZONE TTC DEVICES.
3. ATTEND PRE-CONSTRUCTION MEETING AND ALL PROJECT MEETINGS WHERE TTC MANAGEMENT IS DISCUSSED.
4. BE AVAILABLE ON SITE FOR OTHER MEETINGS OR DISCUSSIONS WITH THE ENGINEER UPON REQUEST.
5. BE AWARE OF ALL EXISTING AND PROPOSED TTC OPERATIONS OF THE CONTRACTOR, SUBCONTRACTORS AND SUPPLIERS, AND ENSURE COORDINATION OCCURS BETWEEN THEM TO ELIMINATE CONFLICTING TEMPORARY AND/OR PERMANENT TRAFFIC CONTROL.
6. COORDINATE PROJECT ACTIVITIES WITH ALL LAW ENFORCEMENT OFFICERS (LEOS). THE WTS SHALL ALSO BE THE MAIN CONTACT PERSON WITH THE LEOS WHILE LEOS ARE ON THE PROJECT.
7. COORDINATE AND FACILITATE MEETINGS WITH ODOT PERSONNEL, LEOS AND OTHER APPLICABLE ENTITIES BEFORE EACH PLAN PHASE SWITCH TO DISCUSS THE WORK ZONE TTC FOR IMPLEMENTING THE PHASE SWITCH. SUBMIT A WRITTEN DETAIL OF MOT OPERATIONS AND SCHEDULE OF EVENTS TO IMPLEMENT THE SWITCH BETWEEN PHASE PLANS TO THE ENGINEER 5 CALENDAR DAYS PRIOR TO THIS MEETING.

WORKSITE TRAFFIC SUPERVISOR (CONT.)

8. BE PRESENT, ON SITE FOR, AND INVOLVED WITH, EACH TTC SET UP/TAKE DOWN AND EACH PHASE CHANGE IN ACCORDANCE WITH CMS 614.03.
9. ON A CONTINUAL BASIS ENSURE THAT THE TTC ZONE AND ALL RELATED DEVICES ARE INSTALLED, MAINTAINED AND REMOVED IN COMPLIANCE WITH THE CONTRACT DOCUMENTS.
10. ON A CONTINUAL BASIS FACILITATE CORRECTIVE ACTION(S) NECESSARY TO BRING DEFICIENT TTC ZONES AND ALL RELATED DEVICES INTO COMPLIANCE WITH CONTRACT DOCUMENTS IN THE TIMEFRAME DETERMINED BY THE ENGINEER.
11. INSPECT, EVALUATE, PROPOSE NECESSARY MODIFICATIONS TO, AND DOCUMENT THE EFFECTIVENESS OF, THE TTC DEVICES AND TRAFFIC OPERATIONS ON A DAILY BASIS (7 DAYS A WEEK). IN ADDITION, PERFORM ONE WEEKLY NIGHT INSPECTION OF THE WORK ZONE SETUP FOR DAYTIME WORK OPERATIONS; AND ONE DAYTIME INSPECTION PER WEEK FOR NIGHTTIME PROJECTS. THIS SHALL INCLUDE (BUT NOT BE LIMITED TO) DOCUMENTATION ON THE FOLLOWING PROJECT EVENTS:
 - A. INITIAL TTC SETUP (DAY AND NIGHT REVIEW).
 - B. DAILY TTC SETUP AND REMOVAL.
 - C. WHEN CONSTRUCTION STAGING CAUSES A CHANGE IN THE TTC SETUP.
 - D. CRASH OCCURRENCES WITHIN THE CONSTRUCTION AREA AND WITHIN THE INFLUENCE AREA(S) APPROACHING THE WORK ZONE.
 - E. REMOVAL OF TTC DEVICES AT THE END OF A PHASE OR PROJECT.
 - F. ALL OTHER EMERGENCY TTC NEEDS.

12. COMPLETE THE DEPARTMENT APPROVED (CA-D-8) WITHIN GOFORMZ AFTER EACH INSPECTION AS REQUIRED IN # 11 AND SUBMIT IT TO THE ENGINEER BY THE END OF THE WORKDAY IN WHICH THE INSPECTION OCCURRED. THE CA-D-8 INCLUDES A CHECKLIST OF ALL TTC MAINTENANCE ITEMS TO BE REVIEWED. CONTACT GOFORMZ.HELP@DOT.OHIO.GOV TO OBTAIN A USER ACCOUNT. ANY DEFICIENCIES OBSERVED SHALL BE NOTED ON THE CA-D-8, ALONG WITH RECOMMENDED OR COMPLETED CORRECTIVE ACTIONS AND THE DATES BY WHICH SUCH CORRECTIONS WERE, OR WILL BE, COMPLETED. A COPY OF THE CURRENT CA-D-8 DOCUMENT CAN BE FOUND ON THE OFFICE OF CONSTRUCTION ADMINISTRATION’S INSPECTION FORMS WEBSITE.

13. HAVE COPIES OF THE ODOT TEMPORARY TRAFFIC CONTROL MANUAL AND CONTRACT DOCUMENTS AVAILABLE AT ALL TIMES ON THE PROJECT.

THE DEPARTMENT WILL DEDUCT:

- A. THE PRORATED DAILY AMOUNT OF ITEM 614 MAINTAINING TRAFFIC FOR ANY DAY IN WHICH THE WTS FAILS TO PERFORM THE DUTIES SET FORTH ABOVE. THE PRORATED DAILY AMOUNT WILL BE EQUAL TO THE ORIGINAL BID AMOUNT FOR ITEM 614 MAINTAINING TRAFFIC DIVIDED BY THE DIFFERENCE BETWEEN THE ORIGINAL COMPLETION DATE AND THE FIRST DAY OF WORK, IN CALENDAR DAYS.
- B. 1% OF THE ORIGINAL BID AMOUNT FOR ITEM 614 MAINTAINING TRAFFIC FOR ANY DAY THAT A FAILURE TO PERFORM WTS DUTIES REOCCURS OR A TTC ISSUE IS IDENTIFIED IN THE FIELD AND IS NOT CORRECTED IN THE GIVEN TIMEFRAME PER THE ENGINEER. DEDUCTION B SHALL NOT APPLY TO SITUATIONS COVERED BY DEDUCTION C.

WORKSITE TRAFFIC SUPERVISOR (CONT.)

C. 1% OF THE ORIGINAL BID AMOUNT FOR ITEM 614 MAINTAINING TRAFFIC FOR ANY DAY THAT A LANE OR RAMP IS BLOCKED (FULLY OR PARTIALLY) WITHOUT TTC, AS DETERMINED BY THE ENGINEER. THIS DEDUCTION SHALL BE IN ADDITION TO ANY OTHER DISINCENTIVES ESTABLISHED FOR UNAUTHORIZED LANE USE.

FOR DAYS IN WHICH MORE THAN ONE DEDUCTION LISTED ABOVE OCCUR, THE HIGHEST DEDUCTION AMOUNT WILL APPLY.

IF THREE OR MORE TOTAL DAYS RESULT IN ISSUES DESCRIBED IN DEDUCTION B OR C ABOVE, THE PRIMARY WTS (AND ANY ALTERNATE WTS, IF APPLICABLE) SHALL BE IMMEDIATELY REMOVED FROM THE WORK IN ACCORDANCE WITH C&MS 108.05. UPON REMOVAL THE ENGINEER SHALL NOTIFY ODOT CENTRAL OFFICE (WTSPREQUALIFICATION@DOT.OHIO.GOV) TO REGISTER A REMOVAL AT THE PROJECT LEVEL AGAINST THE STATEWIDE PRE-QUALIFICATION FOR THE PRIMARY WTS (AND ALTERNATE WTS, IF APPLICABLE). ACCUMULATION OF THREE PROJECT LEVEL REMOVALS (FROM ANY PROJECTS STATEWIDE) SHALL CAUSE STATEWIDE DISQUALIFICATION FOR ANY FORMERLY PREQUALIFIED WTS. A WTS (AND ALTERNATE WTS, IF APPLICABLE) MAY BE IMMEDIATELY AND CONCURRENTLY REMOVED FROM THE WORK AT THE PROJECT LEVEL IN ACCORDANCE WITH C&MS 108.05 AND DISQUALIFIED STATEWIDE FROM THE ODOT PREQUALIFIED WTS ROSTER (REGARDLESS OF THE NUMBER OF PROJECT LEVEL REMOVALS), AS WELL AS BEING SUBJECT TO OTHER POTENTIAL CONSEQUENCES, IN CASES OF FALSIFIED, DISHONEST OR OTHERWISE UNETHICAL ACTIVITY OR DOCUMENTATION.

PAYMENT FOR THE ABOVE REQUIREMENTS, RESPONSIBILITIES AND DUTIES SHALL BE INCLUDED IN THE LUMP SUM PRICE BID FOR ITEM 614, MAINTAINING TRAFFIC.

TRAFFIC INCIDENT MANAGEMENT (TIM) DURING MOT

OHIO TIM IS OHIO’S TRAFFIC INCIDENT MANAGEMENT PROGRAM WHICH IS COMMITTED TO MAINTAINING THE SAFE AND EFFECTIVE FLOW OF TRAFFIC DURING EMERGENCIES AS TO PREVENT FURTHER DAMAGE, INJURY OR UNDUE DELAY OF THE MOTORING PUBLIC. IN ADDITION TO COMPLYING WITH THE PROVISION OF OMUTCD CHAPTER 6I, CONTROL OF TRAFFIC THROUGH TRAFFIC INCIDENT MANAGEMENT AREAS, THE CONTRACTOR SHALL ACTIVELY PARTICIPATE IN TIM PLANNING AND IMPLEMENTATION AS OUTLINED BELOW.

1. SUPERINTENDENT SHALL IDENTIFY THE INDIVIDUAL PERSONS ON THE PROJECT WHO WILL, OR MAY NEED TO, PERFORM THE DUTIES HEREIN. AT A MINIMUM, INCLUDE THE SUPERINTENDENT, FOREMEN AND SUPERVISORS (OR EQUIVALENT) AS WELL AS THE WORKSITE TRAFFIC SUPERVISOR (WTS; IF APPLICABLE TO THE PROJECT). THESE INDIVIDUALLY IDENTIFIED PERSONS SHALL COLLECTIVELY BE KNOWN AS CONTRACTOR TRAFFIC INCIDENT MANAGEMENT (TIM) CONTACTS. NOTIFY THE PROJECT ENGINEER OF THE CONTRACTOR TIM CONTACTS (ALONG WITH CONTACT INFORMATION FOR EACH) AT OR BEFORE THE PRECONSTRUCTION MEETING.
2. SUPERINTENDENT SHALL NOTIFY THE ENGINEER IMMEDIATELY IF ANY CONTRACTOR TIM CONTACT IS ADDED, REMOVED OR THE CONTACT INFORMATION CHANGES OVER THE COURSE OF THE PROJECT.
3. PRIOR THE FIRST DAY OF WORK IN THE FIELD, EACH CONTRACTOR TIM CONTACT ON THE PROJECT SHALL HAVE ATTENDED AND SUCCESSFULLY COMPLETED OHIO TIM TRAINING PROVIDED BY THE DEPARTMENT OR DESIGNEE. TRAINING INFORMATION CAN BE FOUND AT WWW.OHIOTIM.COM.

DESIGN AGENCY



DESIGNER

ACS

REVIEWER

JDH 09/06/24

PROJECT ID

105435

SHEET

P.028

TOTAL

791

SHEET NO.	REFERENCE NO.	STAGE	PHASE	LOCATION	STATION		SIDE	614	614	614	614	614	614	614	615	615	622	622	622	622
								WORK ZONE IMPACT ATTENUATOR, 24" WIDE HAZARDS, (UNIDIRECTIONAL)	WORK ZONE LANE LINE, CLASS I, 6" 642 PAINT	WORK ZONE EDGE LINE, CLASS I, 6" 642 PAINT (YELLOW)	WORK ZONE EDGE LINE, CLASS I, 6" 642 PAINT (WHITE)	WORK ZONE CHANNELIZING LINE, CLASS I, 8", 642 PAINT	WORK ZONE DOTTED LINE, CLASS I, 8" 642 PAINT	WORK ZONE GORE MARKING, CLASS II, 642 PAINT	PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A	PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN	DUAL PORTABLE BARRIER TRANSITION/TERMINATION	PORTABLE BARRIER, ANCHORED	PORTABLE BARRIER, UNANCHORED	BARRIER MISC.: TEMPORARY BARRIER, ANCHORED, AS PER PLAN
					EA	MILE		MILE	MILE	FT	FT	FT	SY	SY	EA	FT	FT	FT		
N/A	SR-1	PRE-STAGE		I-270	954+90	963+75	RT									985				
N/A	SR-2	PRE-STAGE		I-270	965+88	995+50	RT									3265				
N/A	SR-3	PRE-STAGE		I-71	103+50	198+50	RT									16912				
N/A	SR-J1	PRE-STAGE		J-RAMP	36+90	40+94	LT									420				
N/A	SR-K1	PRE-STAGE		K-RAMP	12+00	42+00	LT									1981				
N/A	SR-K2	PRE-STAGE		K-RAMP	11+16	17+74	RT									637				
N/A	SR-N1	PRE-STAGE		N-RAMP	138+80	154+00	RT									2763				
N/A	SR-O1	PRE-STAGE		O-RAMP	15+00	1536+50	RT									2693				
N/A	SR-O2	PRE-STAGE		O-RAMP	10+00	19+00	LT									926				
N/A	SR-P1	PRE-STAGE		P-RAMP	1001+00	1011+47	RT									717				
N/A	SR-P2	PRE-STAGE		P-RAMP	1018+17	1026+68	RT									632				
N/A	SR-Q1	PRE-STAGE		Q-RAMP	23+68	28+40	LT									165				
N/A	SR-Q2	PRE-STAGE		Q-RAMP	30+38	33+68	LT									229				
P.068, P.086	TP-K1	STAGE 1		K-RAMP	35+08	36+80	LT								43					
P.066, P.082	TP-M1	PRE-STAGE		M-RAMP	89+59	102+17	LT								1831					
P.053, P.083	TP-M2	PRE-STAGE		M-RAMP	104+93	109+43	LT								606					
P.077-P.079, P.085	TP-N1	STAGE 1		N-RAMP	140+63	153+90	RT								1104					
P.086	TP-O1	STAGE 1		O-RAMP	30+46	33+32	RT								188					
P.084	TP-Q1	STAGE 1		Q-RAMP	24+30	30+06	LT								383					
P.070, P.084	TP-Q2	STAGE 1		Q-RAMP	31+72	39+39	LT								837					
P.056-P.057	PB-1	STAGE 1	NIGHT	I-270 EB	946+00	961+00	RT											1500		
P.056-P.057	PB-2	STAGE 1	NIGHT	I-270 WB	956+00	962+50	LT											650		
P.057-P.058	PB-3	STAGE 1	NIGHT	I-270 EB	970+00	987+00	RT											1700		
P.057-P.058	PB-4	STAGE 1	NIGHT	I-270 WB	974+74	981+25	LT											651		
	PB-5	OMIT																		
	PB-7	OMIT																		
P.057	PB-M1	STAGE 1	NIGHT	M-RAMP	74+88	77+43	LT											255		
P.059	PB-M2	STAGE 1	NIGHT	M-RAMP	93+73	96+25	LT/RT											701		
P.059	PB-M3	STAGE 1	NIGHT	M-RAMP	94+23	96+25	LT											654		
	PB-M4	OMIT																		
P.056	IA-1	STAGE 1	NIGHT	I-270 EB	946+00		RT	1												
P.057	IA-2	STAGE 1	NIGHT	I-270 WB	962+50		LT	1												
P.057	IA-3	STAGE 1	NIGHT	I-270 EB	970+00		RT	1												
P.058	IA-4	STAGE 1	NIGHT	I-270 WB	981+25		LT	1												
P.057	IA-M1	STAGE 1	NIGHT	M-RAMP	74+88		LT	1												
P.059	IA-M2	STAGE 1	NIGHT	M-RAMP	93+73		LT	1												
P.059	IA-M3	STAGE 1	NIGHT	M-RAMP	94+23		LT	1												
	IA-M4	OMIT																		
P.063-P.064	CH-1	STAGE 2	PHASE 1	I-270	951+90	962+50	RT					1060								
P.063-P.064	CH-2	STAGE 2	PHASE 1	I-270	951+90	962+50	RT					1060								
P.063-P.064	CH-3	STAGE 2	PHASE 1	I-270	951+90	962+50	RT					1060								
P.063-P.064	CH-4	STAGE 2	PHASE 1	I-270	951+90	962+50	RT					1060								
P.064-P.065	CH-5	STAGE 2	PHASE 1	I-270	977+19	980+00	RT					281								
P.065-P.066	CH-6	STAGE 2	PHASE 1	I-270	987+00	996+50	RT					950								
P.065-P.066	CH-7	STAGE 2	PHASE 1	I-270	987+00	996+50	RT					950								
P.065-P.066	CH-8	STAGE 2	PHASE 1	I-270	987+00	996+50	RT					950								
P.063-P.066	ELY-1	STAGE 2	PHASE 1	I-270	954+90	993+50	RT			0.73										
P.063-P.064	ELW-1	STAGE 2	PHASE 1	I-270	947+00	970+50	RT				0.44									
P.065-P.066	ELW-2	STAGE 2	PHASE 1	I-270	980+00	993+50	RT				0.26									
P.063	DL-1	STAGE 2	PHASE 1	I-270	947+00	955+04	RT						804							
P.064	DL-2	STAGE 2	PHASE 1	I-270	962+50	970+50	RT						800							
P.064-P.065	LL-1	STAGE 2	PHASE 1	I-270	962+50	987+00	RT		0.46											
TOTALS CARRIED TO SUBSUMMARY SHEET P.042								7	0.46	0.73	0.7	7371	1604	-	4992	32325	-	-	6111	-

MAINTENANCE OF TRAFFIC
SUBSUMMARY

DESIGN AGENCY



DESIGNER

CMH

REVIEWER

JDH 09/06/24

PROJECT ID

105435

SHEET

P.034

TOTAL

791

SHEET NO.	REFERENCE NO.	STAGE	PHASE	LOCATION	STATION		SIDE	614	614	614	614	614	614	614	615	615	622	622	622	622
								WORK ZONE IMPACT ATTENUATOR, 24" WIDE HAZARDS, (UNIDIRECTIONAL)	WORK ZONE LANE LINE, CLASS I, 6" 642 PAINT	WORK ZONE EDGE LINE, CLASS I, 6" 642 PAINT (YELLOW)	WORK ZONE EDGE LINE, CLASS I, 6" 642 PAINT (WHITE)	WORK ZONE CHANNELIZING LINE, CLASS I, 8", 642 PAINT	WORK ZONE DOTTED LINE, CLASS I, 8" 642 PAINT	WORK ZONE GORE MARKING, CLASS II, 642 PAINT	PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A	PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN	DUAL PORTABLE BARRIER TRANSITION/TERMINATION	PORTABLE BARRIER, ANCHORED	PORTABLE BARRIER, UNANCHORED	BARRIER MISC.: TEMPORARY BARRIER, ANCHORED, AS PER PLAN
					EA	MILE		MILE	MILE	FT	FT	FT	SY	SY	EA	FT	FT	FT		
P.212-P.213	CH-P5	STAGE 4	PHASE 1	P-RAMP	1000+36	1006+00	LT					565								
P.207, P.212-P.213	ELY-P5	STAGE 4	PHASE 1	P-RAMP	997+00	1015+64	LT			0.35										
P.207, P.213	ELW-P6	STAGE 4	PHASE 1	P-RAMP	1006+00	1016+44	LT				0.20									
P.207, P.212-P.213	LL-P3	STAGE 4	PHASE 1	P-RAMP	997+00	1016+44	LT		0.37											
P.215	PB-J1	STAGE 4	PHASE 1	J-RAMP	33+82	36+46	LT											264		
P.203-P.204	PB-K2	STAGE 4	PHASE 1	K-RAMP	12+88	19+80	RT											689		
P.203	TBA-K3	STAGE 4	PHASE 1	K-RAMP	19+80	21+66	RT												185	
P.202-P.203, P.209, P.215	PB-K3	STAGE 4	PHASE 1	K-RAMP	21+66	36+60	RT											1495		
P.203-P.204	PB-K4	STAGE 4	PHASE 1	K-RAMP	14+17	19+93	RT											567		
P.203, P.209, P.215	PB-O3	STAGE 4	PHASE 1	O-RAMP	18+23	37+43	RT											1940		
P.215	IA-19	STAGE 4	PHASE 1	J-RAMP	33+82		LT/RT	1												
P.204	IA-20	STAGE 4	PHASE 1	K-RAMP	12+88		RT	1												
P.204	IA-21	STAGE 4	PHASE 1	K-RAMP	14+17		RT	1												
P.203	IA-22	STAGE 4	PHASE 1	O-RAMP	18+23		RT	1												
P.225-P.226	CH-60	STAGE 4	PHASE 2	I-71	126+31	134+02	LT					771								
P.227-P.228	CH-61	STAGE 4	PHASE 2	I-71	152+65	157+08	LT					442								
P.225	CH-62	STAGE 4	PHASE 2	I-71	126+31	127+81	LT					148								
P.225	CH-63	STAGE 4	PHASE 2	I-71	126+31	127+81	LT					146								
P.225-P.228	ELY-14	STAGE 4	PHASE 2	I-71	124+50	159+00	LT			0.65										
P.225	ELW-26	STAGE 4	PHASE 2	I-71	124+50	126+33	LT				0.03									
P.225-P.226	ELW-27	STAGE 4	PHASE 2	I-71	130+60	141+23	RT				0.20									
P.225-P.227	ELW-28	STAGE 4	PHASE 2	I-71	126+40	152+65	LT				0.50									
P.225-P.228	LL-36	STAGE 4	PHASE 2	I-71	124+50	159+00	LT		0.65											
P.225-P.228	LL-37	STAGE 4	PHASE 2	I-71	124+50	159+00	LT		0.65											
P.228	LL-38	STAGE 4	PHASE 2	I-71	157+00	159+00	LT		0.04											
P.228	LL-39	STAGE 4	PHASE 2	I-71	157+08	159+00	LT		0.03											
P.225	DL-15	STAGE 4	PHASE 2	I-71	124+50	126+31	LT						181							
P.226-P.228	DL-16	STAGE 4	PHASE 2	I-71	134+02	157+00	LT						2290							
P.225	ELW-P7	STAGE 4	PHASE 2	P-RAMP	1020+98	1025+00	LT			0.08										
P.225	DL-P2	STAGE 4	PHASE 2	P-RAMP	1018+75	1024+74	LT						597							
P.226	PBA-15	STAGE 4	PHASE 2	I-71	134+38	140+00	RT										565			
P.226	IA-23	STAGE 4	PHASE 2	I-71	134+38		RT	1												
P.056, P.057, P.058	ELW-29	STAGE 1	NIGHT	I-270	948+85	984+33	LT				0.60		374							
P.056, P.057, P.058	CH-64	STAGE 1	NIGHT	I-270	948+85	987+50	LT					19325								
P.056, P.057, P.058	ELY-15	STAGE 1	NIGHT	I-270	948+85	987+50	LT			0.73										
P.059A, P.059B	ELW-30	STAGE 1	N. Shoulder	I-270	952+00	963+00	LT				0.21									
P.059A, P.059B	CH-65	STAGE 1	N. Shoulder	I-270	952+00	963+00	LT					5500								
P.059A, P.059B	ELY-16	STAGE 1	N. Shoulder	I-270	952+00	963+00	LT			0.21										
P.059A, P.059B	PB-16	STAGE 1	N. Shoulder	I-270	956+00	962+50	LT											650		
P.059B	IA-23	STAGE 1	N. Shoulder	I-270	962+50		LT	1												
P.059A, P.059B	PB-17	STAGE 1	N. Shoulder	I-270	956+00	963+00	LT											700		
P.059B	IA-24	STAGE 1	N. Shoulder	I-270	963+00		LT	1												
P.059B, P.059C	PB-18	STAGE 1	N. Shoulder	I-270	974+75	981+25	LT											650		
SUBSUMMARY SHEET P.042								7	1.74	1.94	1.82	26897	3442	-	-	-	-	565	6955	185
TOTALS CARRIED FROM SUBSUMMARY SHEET P.034								7	0.46	0.73	0.7	7371	1604	-	4992	32325	-	-	6111	-
TOTALS CARRIED FROM SUBSUMMARY SHEET P.035								-	6.58	2.84	2.04	21392	4432	-	-	-	-	-	-	-
TOTALS CARRIED FROM SUBSUMMARY SHEET P.036								12	0.84	2.58	3.23	3828	337	-	-	-	-	-	-	-
TOTALS CARRIED FROM SUBSUMMARY SHEET P.037								-	0.67	0.27	1.02	7397	250	139	4978	-	-	17344	7684	770
TOTALS CARRIED FROM SUBSUMMARY SHEET P.038								3	1.67	3.04	4.32	5369	238	-	-	-	2	7499	3864	-
TOTALS CARRIED FROM SUBSUMMARY SHEET P.039								2	5.36	1.53	0.73	3007	2414	-	-	-	-	10947	2102	-
TOTALS CARRIED FROM SUBSUMMARY SHEET P.040								-	8.49	3.11	3.15	13985	2045	36	-	-	-	-	-	-
TOTALS CARRIED FROM SUBSUMMARY SHEET P.041								3	0.6	2.3	2.59	8637	3884	45	-	-	1	1690	1707	-
TOTALS CARRIED TO GENERAL SUMMARY								34	26.41	37.94		97883	18646	220	9970	32325	3	38045	28423	955

MAINTENANCE OF TRAFFIC
SUBSUMMARY

DESIGN AGENCY



DESIGNER

CMH

REVIEWER

JDH 09/06/24

PROJECT ID

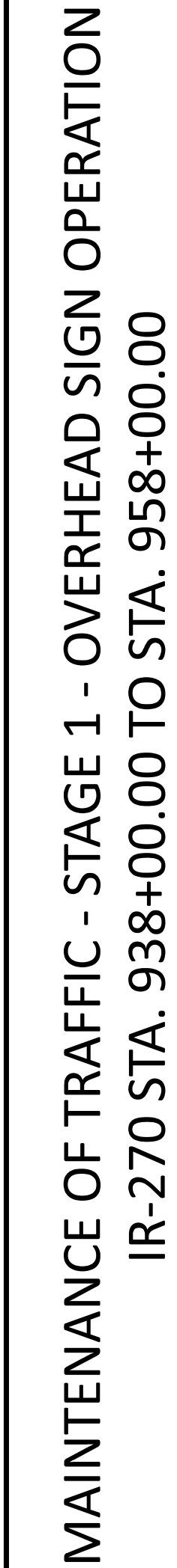
105435

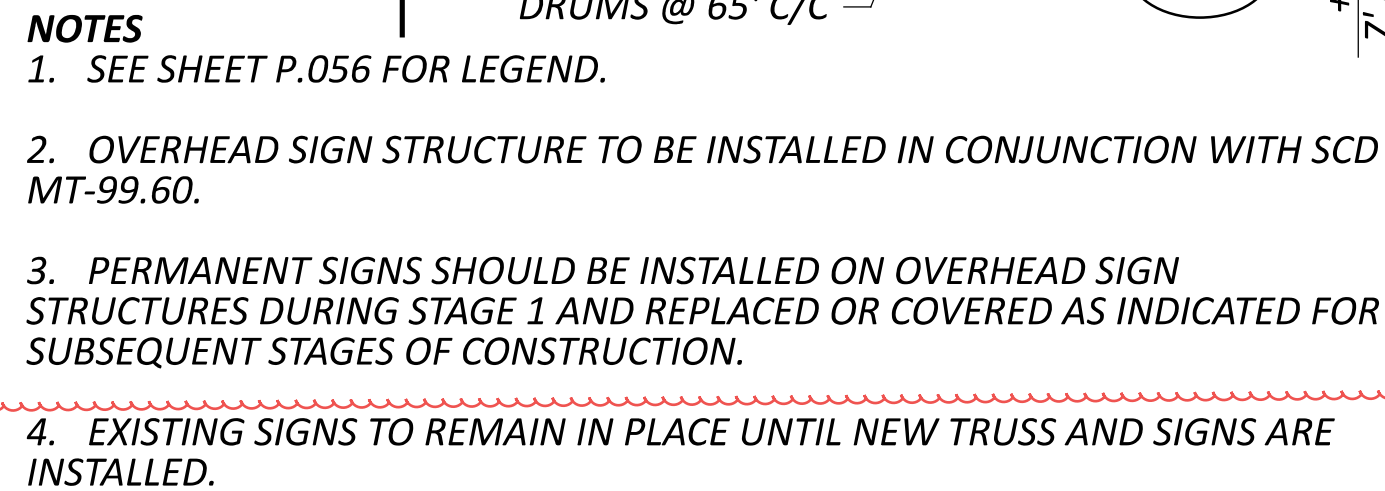
SHEET

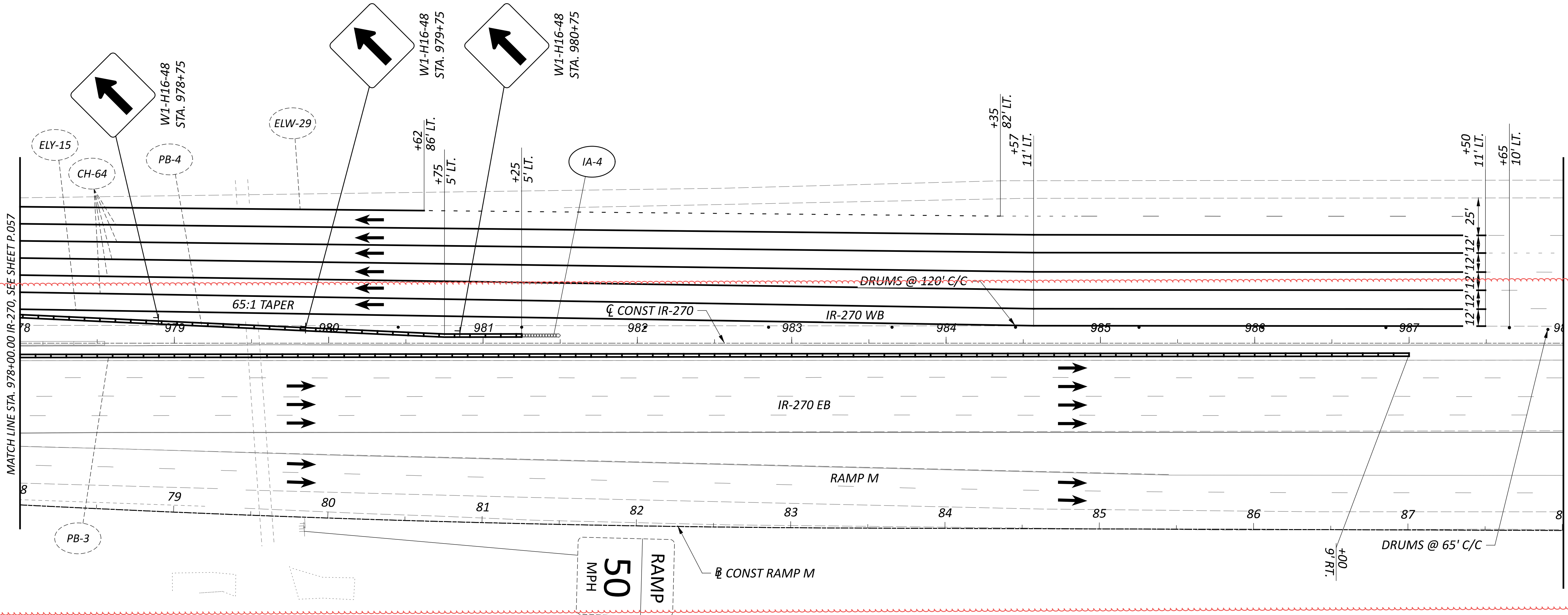
P.042

TOTAL

791







NOTES
1. SEE SHEET P.056 FOR LEGEND

MAINTENANCE OF TRAFFIC - STAGE 1 - OVERHEAD SIGN OPERATION
IR-270 STA. 968+00.00 TO STA. 988+00.00

DESIGN AGENCY



DESIGNER

ACS

REVIEWER

JDH 09/06/24

PROJECT ID

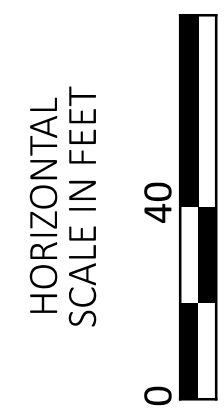
105435

SHEET

P.058

TOTAL

791



SHEET NUM.											PART.			ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
P.548	P.548A	P.570									01/IMS/21	02/IMS/10	03/IMS/13						
																		LIGHTING (CONT.)	
		4									4			625	26263	4	EACH	LUMINAIRE, HIGH MAST, SOLID STATE (LED), AS PER PLAN, ASYMETRICAL, 70-80K LUMENS, 480V	P.568
		8									8			625	27503	8	EACH	LUMINAIRE, UNDERPASS, SOLID STATE (LED), AS PER PLAN, 240V	P.568
		9,563									9,563			625	29000	9,563	FT	TRENCH	
		10									10			625	29920	10	EACH	STRUCTURE JUNCTION BOX	
		8									8			625	30706	8	EACH	PULL BOX, 725.08, 24"	
		2									2			625	31506	2	EACH	PULL BOX REMOVED AND REPLACED	
		3									3			625	31510	3	EACH	PULL BOX REMOVED	
		20									20			625	32000	20	EACH	GROUND ROD	
		2									2			625	33000	2	EACH	STRUCTURE GROUNDING SYSTEM	
		3									3			625	35010	3	EACH	REMOVE AND REERECT EXISTING LIGHT POLE	
		6									6			625	35020	6	EACH	RE-ERECT EXISTING LIGHT TOWER	
		9,369									9,369			625	36010	9,369	FT	UNDERGROUND WARNING/MARKING TAPE	
		LS									LS			625	37000	LS		SERVICE TO UNDERPASS LIGHTING	
		LS									LS			SPECIAL	62540004	LS		MAINTAIN EXISTING LIGHTING	P.567
		1									1			625	75350	1	EACH	LIGHT TOWER REMOVED	
		3									3			625	75500	3	EACH	LIGHT POLE FOUNDATION REMOVED	
		7									7			625	75540	7	EACH	LIGHT TOWER FOUNDATION REMOVED	
		6,706									6,706			625	75550	6,706	FT	DISTRIBUTION CABLE REMOVED	
		4									4			625	75800	4	EACH	DISCONNECT CIRCUIT	
		2									2			631	85010	2	EACH	DISCONNECT SWITCH, 60 AMP	
																		TRAFFIC SURVEILLANCE	
149											149			625	25400	149	FT	CONDUIT, 2", 725.04	
20											20			625	25500	20	FT	CONDUIT, 3", 725.04	
526											526			625	25600	526	FT	CONDUIT, 4", 725.04	
2,604											2,604			625	25902	2,604	FT	CONDUIT, JACKED OR DRILLED, 725.04, 3 INCH	
980											980			625	25902	980	FT	CONDUIT, JACKED OR DRILLED, 725.04, 4 INCH	
572											572			625	29010	572	FT	TRENCH, 30" DEEP	
1											1			625	30700	1	EACH	PULL BOX, 725.08, 18"	
4											4			625	31510	4	EACH	PULL BOX REMOVED	
6											6			625	32000	6	EACH	GROUND ROD	
1											1			625	75400	1	EACH	LIGHT POLE REMOVED	
4,265											4,265			632	62810	4,265	FT	INTERCONNECT CABLE, MISC.: RELOCATION OF INTERCONNECT CABLE	P.544
200											200			632	68300	200	FT	POWER CABLE, 3 CONDUCTOR, NO. 6 AWG	
100											100			632	69320	100	FT	POWER CABLE, 3 CONDUCTOR, NO. 2 AWG	
2											2			632	70400	2	EACH	CONDUIT RISER, 2" DIAMETER	
1											1			632	89300	1	EACH	WOOD POLE	
1											1			633	67100	1	EACH	CABINET FOUNDATION	
5											5			633	67201	5	EACH	CONTROLLER WORK PAD, AS PER PLAN	P.544
	2,300										2,300			804	15010	2,300	FT	FIBER OPTIC CABLE, 24 FIBER	
	2,300										2,300			804	15020	2,300	FT	FIBER OPTIC CABLE, 48 FIBER	
	6,996										6,996			804	15030	6,996	FT	FIBER OPTIC CABLE, 72 FIBER	
	1,047										1,047			804	15031	1,047	FT	FIBER OPTIC CABLE, 72 FIBER, AS PER PLAN	P.544
	7,066										7,066			804	15050	7,066	FT	FIBER OPTIC CABLE, 288 FIBER	
	1,483										1,483			804	15051	1,483	FT	FIBER OPTIC CABLE, 288 FIBER, AS PER PLAN	P.544
	1										1			804	35000	1	EACH	FUSION SPLICE	
	12										12			804	37000	12	EACH	SPLICE ENCLOSURE, BUTT STYLE	
	7,474										7,474			804	98000	7,474	FT	FIBER OPTIC CABLE, MISC.: FIBER OPTIC CABLE REMOVAL	P.544
	6										6			809	02000	6	EACH	32" ITS PULL BOX WITH PAD AND STANDARD LID ASSEMBLY	
	3										3			809	02002	3	EACH	32" ITS PULL BOX WITH PAD AND HINGED LID ASSEMBLY	
	1										1			809	02010	1	EACH	48" ITS PULL BOX WITH PAD AND HINGED LID ASSEMBLY, TYPE 2	
	24										24			809	24510	24	FT	CONDUIT, 2", MULTICELL, WITH 4 - 10/8MM INNERDUCTS	
	30										30			809	25000	30	FT	CONDUIT, MULTICELL, MISC.: 4"	P.544
	1										1			809	51100	1	EACH	ITS POWER SERVICE, GROUND MOUNTED, 120/240V, 60 AMP	
	1										1			809	60000	1	EACH	CCTV IP-CAMERA SYSTEM, PTZ	
	1										1			809	61002	1	EACH	CCTV CONCRETE POLE, 70 FEET	
	1										1			809	61090	1	EACH	CCTV LOWERING UNIT	
	1										1			809	65000	1	EACH	ITS CABINET - GROUND MOUNTED	

GENERAL SUMMARY

DESIGN AGENCY
TRANSYSYSTEMS
1100 SUPERIOR AVE. E., STE 1000
CLEVELAND, OHIO 44114

DESIGNER

RJG

REVIEWER

MSW 09/06/24

PROJECT ID

105435

SHEET

P.234

TOTAL

791

SHEET NUM.											PART.			ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
P.025	P.026	P.027	P.028	P.029	P.042	P.700					01/IMS/21	02/IMS/10	03/IMS/13						
																		STRUCTURE OVER 20 FOOT SPAN (FRA-00270-25.990A) (CONT.)	
						2							2	523	20001	2	EACH	DYNAMIC LOAD TESTING, AS PER PLAN	P.697
						2							2	523	20501	2	EACH	RESTRIKE, AS PER PLAN	P.697
						250							250	526	30010	250	SY	REINFORCED CONCRETE APPROACH SLABS WITH QC/QA (T=17")	
						100							100	526	90030	100	FT	TYPE C INSTALLATION	
						818							818	601	20000	818	SY	CRUSHED AGGREGATE SLOPE PROTECTION	
						579							579	840	23001	579	CY	SELECT GRANULAR BACKFILL, AS PER PLAN	P.709
						2,717							2,717	863	00100	2,717	SY	GEOGRID, TYPE P1	
						LS							LS	867	00100	LS		TEMPORARY WIRE FACED MECHANICALLY STABILIZED EARTH WALL	
		1,000									1,000			614	11110	1,000	hour	MAINTENANCE OF TRAFFIC LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE	
9,862											9,862			614	11630	9,862	FT	INCREASED BARRIER DELINEATION	
					34						34			614	12380	34	EACH	WORK ZONE IMPACT ATTENUATOR, 24" WIDE HAZARDS, (UNIDIRECTIONAL)	
LS											LS			614	12420	LS		DETOUR SIGNING	
			4								4			614	12484	4	EACH	WORK ZONE INCREASED PENALTIES SIGN	
		20									20			614	12500	20	EACH	REPLACEMENT SIGN	
		1,000									1,000			614	12600	1,000	EACH	REPLACEMENT DRUM	
	3										3			614	12756	3	EACH	WORK ZONE CROSSOVER LIGHTING SYSTEM	
	6,802										6,802			614	12801	6,802	EACH	WORK ZONE RAISED PAVEMENT MARKER, AS PER PLAN	P.026
											50			614	13000	50	CY	ASPHALT CONCRETE FOR MAINTAINING TRAFFIC	
1,441											1,441			614	13310	1,441	EACH	BARRIER REFLECTOR, TYPE 1 (ONE WAY)	
											152			614	13312	152	EACH	BARRIER REFLECTOR, TYPE 2 (ONE WAY)	
152											1,585			614	13350	1,585	EACH	OBJECT MARKER, ONE WAY	
1,585											48			614	18601	48	SNMT	PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN	P.027
		48				26.41					26.41			614	20110	26.41	MILE	WORK ZONE LANE LINE, CLASS I, 6", 642 PAINT	
											16.26			614	20560	16.26	MILE	WORK ZONE LANE LINE, CLASS III, 6", 642 PAINT	
														614	22110	37.94	MILE	WORK ZONE EDGE LINE, CLASS I, 6", 642 PAINT	
											37.94			614	22360	16.06	MILE	WORK ZONE EDGE LINE, CLASS III, 6", 642 PAINT	
											16.06			614	23200	97,883	FT	WORK ZONE CHANNELIZING LINE, CLASS I, 8", 642 PAINT	
											97,883			614	23680	17,128	FT	WORK ZONE CHANNELIZING LINE, CLASS III, 8", 642 PAINT	
											17,128			614	24204	18,646	FT	WORK ZONE DOTTED LINE, CLASS I, 8", 642 PAINT	
											18,646			614	24612	18,578	FT	WORK ZONE DOTTED LINE, CLASS III, 6", 642 PAINT	
											18,578			614	28200	1,571	FT	WORK ZONE GORE MARKING, CLASS II, 642 PAINT	
											1,571			615	10000	LS		ROADS FOR MAINTAINING TRAFFIC	
											9,970			615	20000	9,970	SY	PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A	
											32,325			615	20001	32,325	SY	PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN	P.030
		500									500			616	10000	500	MGAL	WATER	
											3			622	41060	3	EACH	DUAL PORTABLE BARRIER TRANSITION/TERMINATION	
											28,423			622	41100	28,423	FT	PORTABLE BARRIER, UNANCHORED	
											38,045			622	41110	38,045	FT	PORTABLE BARRIER, ANCHORED	
											955			622	90000	955	FT	BARRIER, MISC.: TEMPORARY BARRIER, ANCHORED, AS PER PLAN	P.030
	48										48			896	00010	48	SNMT	PORTABLE NON-INTRUSIVE TRAFFIC SENSOR, CLASS I	
	24										24			896	00020	24	SNMT	PORTABLE CHANGEABLE MESSAGE SIGN	
											LS			614	11000	LS		INCIDENTALS	
											24			619	16020	24	MNTH	MAINTAINING TRAFFIC	
											LS			623	10000	LS		FIELD OFFICE, TYPE C	
											LS			624	10000	LS		CONSTRUCTION LAYOUT STAKES AND SURVEYING	
																		MOBILIZATION	

GENERAL SUMMARY

DESIGN AGENCY

TRANSYSTMS
1100 SUPERIOR AVE. E. STE 1000
CLEVELAND, OHIO 44114

DESIGNER

RJG

REVIEWER

MSW 09/06/24

PROJECT ID

105435

SHEET

P.239

TOTAL

791

PROTECTION OF EXISTING ITS/CTSS FACILITIES

EXISTING ODOT AND CTSS FIBER OPTIC CABLES AND CONDUIT FACILITIES MUST BE MAINTAINED DURING ALL PHASES OF CONSTRUCTION. WHERE EXCAVATION OR OTHER WORK MAY AFFECT AREAS IN CLOSE PROXIMITY (LESS THAN 3 FEET HORIZONTAL DISTANCE) TO THESE FACILITIES, THE CONTRACTOR MUST EXPOSE, MAINTAIN, AND PROTECT THESE FACILITIES USING CONSTRUCTION METHODS APPROVED BY THE ENGINEER.

ITS DOWNTIME

THE FOLLOWING SPECIFIES THE DURATION ALLOWED FOR OUTAGES COMMUNICATIONS AND POWER FOR ITS DEVICES LOCATED WITHIN THIS PROJECT. THE CONTRACTOR SHALL BE REQUIRED TO ABIDE BY THESE MAXIMUM DOWNTIMES AND SHALL HAVE ADEQUATE MEANS TO ENSURE THAT ANY NECESSARY TEMPORARY LINES/DEVICES ARE INSTALLED PRIOR TO THE REMOVAL/DE-ENERGIZING OF ANY CABLE TO THE SPECIFIED DEVICE. THE ODOT OFFICE OF TRAFFIC OPERATIONS AND CITY OF COLUMBUS REQUIRES NOTIFICATION OF ANY OUTAGE A MINIMUM OF ONE MONTH (4 WEEKS) AND A MEETING IN ADVANCE SO THAT ANY ADDITIONAL WORK ON ODOT'S OR CITY OF COLUMBUS'S PART MAY BE COORDINATED. NOTIFICATION SHALL BE EMAILED TO CEN.ITS.LAB@DOT.OHIO.GOV. ODOT TRAFFIC OPERATIONS SHALL BE THE SOLE DETERMINING PARTY IN DEEMING IF A CIRCUMSTANCE IS UNUSUAL AND SHALL BE PERFORMED ON THE WEEKEND, UNLESS IT HAS BEEN DETERMINED OTHERWISE BY ODOT TRAFFIC OPERATIONS.

CCTV CAMERAS
CCTV CAMERAS SHALL BE LIMITED TO A DOWNTIME OF 72 HOURS. THE CONTRACTOR SHALL MAKE ARRANGEMENTS WHEN HAVING TO RELOCATE THESE DEVICES SO THAT THE NEW INFRASTRUCTURE IS IN PLACE BEFORE TAKING THE EXISTING SITE EQUIPMENT OFFLINE.

DISINCENTIVE: \$400/DAY OR \$17/HOUR - BEGINNING AFTER THE ALLOWABLE DOWNTIME.

FIBER OPTIC CABLE
ALL FIBER OPTIC CABLE DOWNTIME SHALL BE LIMITED TO THE THIRD WEEKEND OF EACH MONTH, AND ALL WORK MUST BE COMPLETED WITHIN THAT WEEKEND. ALL TEMPORARY FIBER OPTIC CABLE SHALL BE INSTALLED AND READY FOR SPLICING PRIOR TO ANY EXISTING FIBER OPTIC CABLES ON THE PROJECT BEING SEVERED. THE CONTRACTOR SHALL BE REQUIRED TO PROVIDE A TEMPORARY FIBER OPTIC CABLE HAVING THE EXACT SAME FIBER COUNT AND BUFFER TUBE ORIENTATION AS THE EXISTING, SO AS NOT TO CONFUSE ANY MAINTENANCE ACTIVITIES THAT MAY OCCUR DURING THE CONSTRUCTION PROJECT. ALL FIBERS ON THE TEMPORARY CABLE SHALL BE CORE-ALIGNED FUSION SPLICED TO THE LIKE FIBER (BUFFER-TUBE TO BUFFER-TUBE, COLOR TO COLOR) REGARDLESS IF THEY ARE ACTIVE.

DISINCENTIVE: \$400/HOUR - BEGINNING AFTER THE ALLOWABLE DOWNTIME.

ITEM 633, CONTROLLER WORK PAD, AS PER PLAN

ADJUST PULL BOXES TO GRADE AND INSTALL WORK PAD PER ITS-14.11 AND GRADE/LEVEL APPROPRIATELY.

- EXPB-5, IR-71 STA. 142+12
- EXPB-7, IR-71 STA. 176+40
- EXPB-8, IR-71 STA. 181+24
- EXPB-9, IR-71 STA. 185+84
- EXPB-11, IR-71 STA. 192+81

ITEM 804, FIBER OPTIC CABLE, AS PER PLAN

CONTRACTOR IS TO CONSTRUCT PROPOSED PULL BOX (PB-1) AT STA. 185+84. CONTRACTOR IS TO INSTALL (2) - 4" CONDUIT FROM THE PROPOSED PULL BOX (PB-1) TO THE EXISTING PULL BOX (EXPB-9) FOR THE RELOCATION OF THE 72 STRAND FIBER OPTIC CABLE. AS SHOWN ON SHEET P.563.

CONTRACTOR IS TO CONNECT AND INSTALL (2) - 4" CONDUIT FROM THE EXISTING (2) - 4" CONDUIT AT STA. 187+97 TO THE PROPOSED PULL BOX (PB-1) AT STA. 185+84 FOR THE RELOCATION OF THE EXISTING 288 STRAND AND 72 STRAND FIBER OPTIC CABLE.

CONTRACTOR IS TO CONNECT AND INSTALL (2) - 2" CONDUIT FROM THE EXISTING (2) - 2" CONDUIT AT STA. 185+60 TO THE PROPOSED PULL BOX (PB-1) AT STA. 185+84 FOR THE RELOCATION OF THE EXISTING 288 STRAND FIBER OPTIC CABLE.

EXISTING 288 STRAND FIBER OPTIC CABLE IS TO BE CUT AT THE EXISTING PULL BOX (EXPB-10) AT STA. 185+84. CONTRACTOR IS TO PULL BACK EXISTING 288 FIBER OPTIC CABLE TO THE EXISTING UPSTREAM (EXPB-8) AND DOWNSTREAM (EXPB-11) PULL BOXES AT STA. 181+24 AND STA. 192+81, RESPECTIVELY. THE EXISTING PULL BOX (EXPB-10) IS TO BE REMOVED BY THE CONTRACTOR. CONTRACTOR IS TO USE THE SLACK FROM EXPB-10 (AND UPSTREAM AND DOWNSTREAM PULL BOXES, EXPB-8 AND EXPB-11, AT STA. 181+24 AND STA. 192+81 IF NECESSARY) TO BE REINSTALLED ALONG THE PROPOSED ALIGNMENT AS SHOWN ON SHEET P.563. ADJUST TO GRADE AND ADD WORK PAD PER ITS-14.11 AND GRADE/LEVEL APPROPRIATELY. BUTT SPLICE THE 288 STRAND FIBER OPTIC CABLE AT PROPOSED PULL BOX PB-1.

EXISTING 72 STRAND FIBER OPTIC CABLE IS TO BE CUT AT THE EXISTING PULL POX (EXPB-9) AT STA. 185+84. CONTRACTOR IS TO PULL BACK EXISTING 72 STRAND FIBER OPTIC CABLE TO THE EXISTING DOWNSTREAM (EXPB-11) PULL BOX AT STA. 192+81. THE 72 STRAND FIBER OPTIC CABLE IS TO BE REINSTALLED FROM EXPB-11 TO TO EXPB-9 ALONG THE PROPOSED ALIGNMENT (PASSING THROUGH THE PROPOSED PULL BOX, PB-1, AT 185+84) USING THE SLACK FROM THE PULL BOXES AS NEEDED, AS SHOWN ON SHEET P.563. ODOT IS TO SPLICE THE 72 STRAND FIBER OPTIC CABLE.

THIS WORK IS TO BE PAID FOR AT THE UNIT PRICE BID FOR FIBER OPTIC CABLE, AS PER PLAN. THIS WORK INCLUDES THE COST OF ALL MATERIAL, EQUIPMENT, LABOR, AND ALL INCIDENTALS REQUIRED TO COMPLETE THE WORK DESCRIBED ABOVE.

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED IN THE SUBSUMMARY ON SHEET P.548 SHOULD ADEQUATE SLACK WITHIN THE UPSTREAM AND DOWNSTREAM SYSTEM NOT BE AVAILABLE AS DETERMINED BY THE ENGINEER.

ITEM 804, FIBER OPTIC CABLE, 72 FIBER, AS PER PLAN	1047 FT
ITEM 804, FIBER OPTIC CABLE, 288 FIBER, AS PER PLAN	1483 FT
ITEM 804, SPLICE ENCLOSURE, BUTT STYLE	2 EACH

ITEM 804, FIBER OPTIC CABLE (RAMP Q RELOCATION)
CONTRACTOR IS TO INSTALL PROPOSED 4" BORED CONDUIT FROM EXPB-1 AT STA. 12+97 (RAMP Q) TO THE EXISTING PULL BOX ON THE WEST SIDE OF IR-71 IN THE AREA OF STA. 113+00. INSTALL 24 SM AND 48MM FIBER OPTIC CABLE FROM EXPB-1 THROUGH THE PROPOSED BORED CONDUIT TO THE PULL BOX ON THE WEST SIDE OF IR-71 IN THE AREA OF STA. 113+00 AND THROUGH THE EXISTING 4" CONDUIT (HOUSING THE EXISTING 288 STRAND FIBER OPTIC CABLE) RUNNING NORTH ALONG THE WEST SIDE OF IR-71 TO THE EXISTING PULL BOX AT STA. 129+84. ODOT TO SPLICE USING THE EXISTING SPLICE ENCLOSURE IN THIS PULL BOX AND TO BUILD SPLICE ENCLOSURE AND SPLICE FIBER OPTIC CABLE IN EXPB-1.

AFTER THE ODOT CONFIRMS THAT THE PROPOSED FIBER OPTIC CABLE IS OPERATIONAL AND ACCEPTED, THE CONTRACTOR IS TO CUT THE EXISTING 24SM AND 48MM FIBER OPTIC CABLE AT EXPB-2 AT STA. 16+45 (RAMP Q) AND PULL BACK THE SOUTH SEGMENT TO EXPB-1 TO GAIN SPLACK FOR SPLICING.

ITEM 804, FIBER OPTIC CABLE (RAMP Q RELOCATION), CONT.

REMOVE THE NORTH SEGMENT OF THE 24SM AND 48MM FIBER OPTIC CABLE FROM THE CUT AT EXPB-2 TO THE EXISTING PULL BOX AT STA. 134+42. EXPB-3 AT STA. 20+66 (RAMP Q) IS TO BE ADJUSTED TO GRADE OUTSIDE OF THE PROPOSED WORK. EXISTING CONDUIT FROM EXPB-1 TO EXPB-3 IS TO BE ABANDONED.

FOR EXISTING DRAWINGS DEPICTING THE EXISTING ITS SYSTEM ON THE WEST SIDE OF IR-71, SEE SHEETS P.565 AND P.566.

ITEM 804, FIBER OPTIC CABLE (RAMP N RELOCATION)

CONTRACTOR IS TO INSTALL PROPOSED 4" CONDUIT FROM EXISTING PULL BOX (EXPB-5) AT STA. 142+12 TO EXISTING PULL BOX (EXPB-6) AT STA. 143+11. CONTRACTOR IS TO REPLACE EXPB-6 WITH PROPOSED 48" ITS PULL BOX WITH PAD AND HINGED LID ASSEMBLY, TYPE 2 TO ACCOMODATE CTSS. CONTRACTOR IS TO CUT THE EXISTING 288 STRAND FIBER OPTIC CABLE AT EXPB-6 AND PULL BACK TO EXPB-5 AND REINSTALL THE FIBER OPTIC CONDUIT THROUGH THE PROPOSED BORED CONDUIT AND SPLICE BACK TOGETHER AT THE POPOSED 48" PULL BOX AT THE LOCATION OF EXPB-6.

CONTRACTOR IS TO CUT THE EXISTING 72 STRAND FIBER OPTIC CABLE AT THE EXISTING PULL BOX AT STA. 150+72 (CONTAINING AN EXISTING REPAIR SPLICE) AND PULL BACK TO EXPB-5. REINSTALL THE FIBER OPTIC CONDUIT THROUGH THE PROPOSED BORED CONDUIT, PROPOSED 48" PULL BOX, AND BACK THROUGH THE EXISTING CONDUIT TO THE SPLICE ENCLOSURE AT THE EXISTING PULL BOX AT STA. 150+72. MOVE THE SLACK AROUND TO GET 150 FT ON EACH CUT END OF THE 72 STRAND FIBER OPTIC CABLE. ODOT TO SPLICE THE 72 STRAND FIBER OPTIC CABLE AT STA. 150+72.

ITEM 804, FIBER OPTIC CABLE, MISC.: FIBER OPTIC CABLE REMOVAL

THIS WORK CONSISTS OF REMOVING EXISTING 24SM AND 48MM FIBER OPTIC CABLE AS SPECIFIED IN THE PLANS. DISPOSE OF ALL FIBER. EXISTING FIBER IS NOT TO BE REMOVED UNTIL ALL PROPOSED CONDUIT AND FIBER ON THE PROJECT HAS BEEN INSTALLED BY THE CONTRACTOR AND SPLICED BY ODOT, AND IS OPERATIONAL AND ACCEPTED BY ODOT. CONTRACTOR IS RESPONSIBLE FOR ANY DAMAGE TO THE EXISTING CONDUIT AS A RESULT OF THIS REMOVAL.

ITEM 809, CONDUIT, MULTICELL, MISC.

CONTRACTOR IS TO INSTALL 4" MULTICELL CONDUIT PER ODOT SUPPLEMENTAL SPECIFICATION 809.20, AT THE LOCATIONS SPECIFIED IN THE PLANS.

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

AS SPECIFIED, CABLE SHALL BE REMOVED FROM THE EXISTING CONDUIT SYSTEM AND REINSTALLED IN THE PROPOSED CONDUIT SYSTEM. PRIOR TO RELOCATION, THE CONTRACTOR AND THE ENGINEER 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. ANY DAMAGED CABLE WILL BE REPAIRED OR REPLACED AS DIRECTED BY THE ENGINEER AT THE CONTRACTOR'S EXPENSE.

MAINTENANCE WEEKEND CUTS COORDINATION

CONTRACTOR IS TO NOTIFY THE CITY OF COLUMBUS CTSS AND DOT FOR ANY MAINTENANCE WEEKEND CUTS. THIS COORDINATION REQUIRES NOTIFICATION A MINIMUM OF TWO WEEKS PRIOR TO THE WEEKEND CUT IN ADDITION TO THE COORDINATION IDENTIFIED IN THE ITS DOWNTIME NOTE, AS SHOWN ON THESE PLANS.

CITY OF COLUMBUS NOTE 4.1.23

UNLESS A WRITTEN EXEMPTION IS ISSUED BY THE PROJECT MANAGER OR THE ENGINEER, NO DISRUPTION OF EXISTING CABLES SHALL BE PERMITTED AT ANY TIME OTHER THAT THE THIRD WEEKEND OF THE MONTH. THE WORK MUST NOT BEGIN PRIOR TO 19:00 HOURS ON THAT FRIDAY EVENING AND MUST BE COMPLETED BY 06:00 HOURS THE FOLLOWING MONDAY MORNING. NO LATER THAN FORTY-EIGHT HOURS PRIOR TO THE START OF THE MAINTENANCE WEEKEND CONTRACTOR WILL GIVE THE CITY THE ANTICIPATED TIME IN WHICH CONTRACTOR EXPECTS TO HAVE ALL THE ACTIVE CIRCUITS RESTORED AND OPERATIONAL. ONCE THE ACTIVE CIRCUITS HAVE BEEN RESTORED AND ARE VERIFIED OPERATIONAL CONTRACTOR WILL HAVE THE REMAINDER OF THE MAINTENANCE WEEKEND TO FINISH SPLICING THE REMAINING DARK/UNUSED FIBERS.

DESIGN AGENCY



DESIGNER

ACS

REVIEWER

JDH 06/19/24

PROJECT ID

105435

SHEET

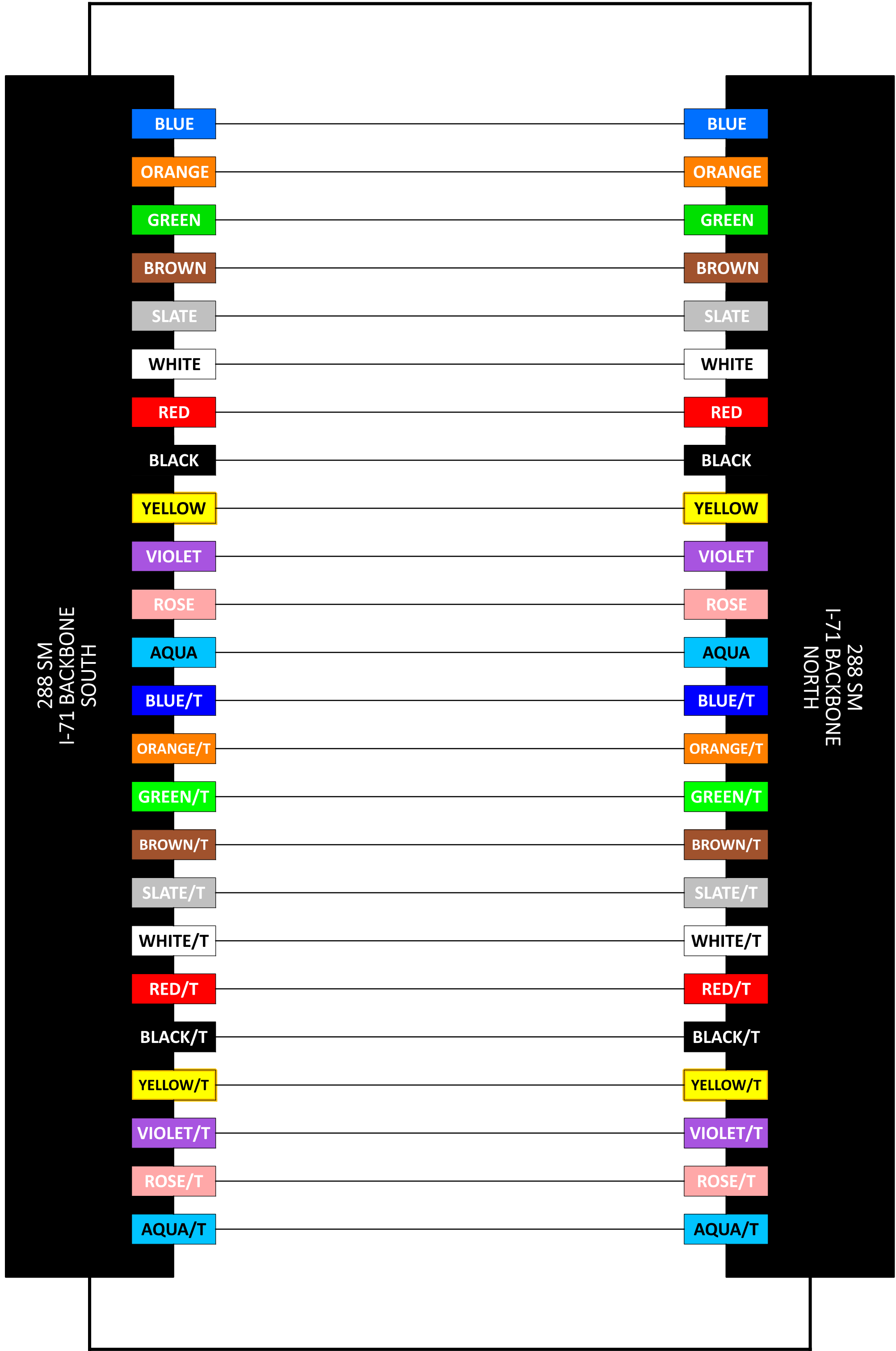
P.544

TOTAL

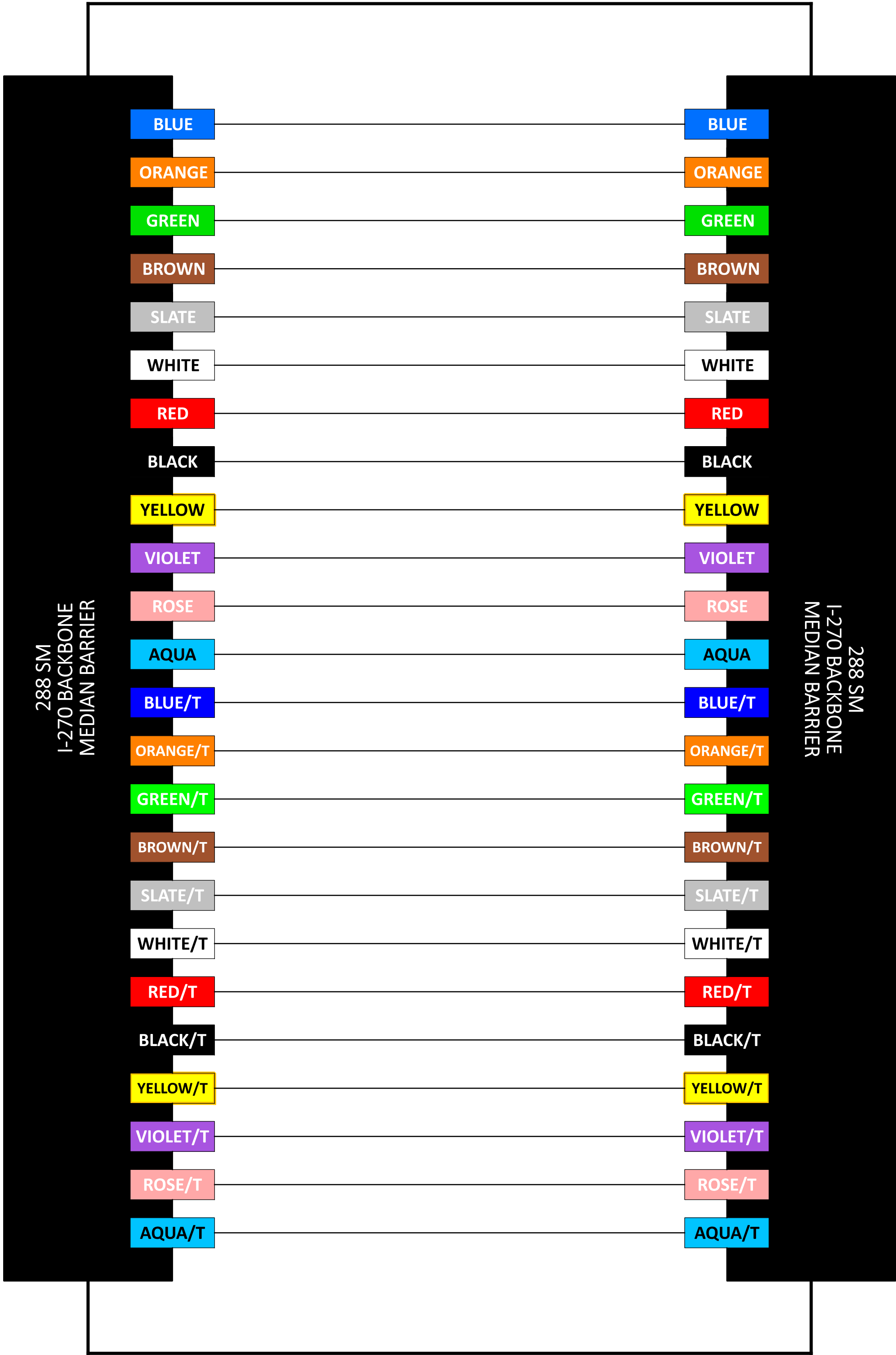
791

CITY OF COLUMBUS FIBER SPLICE ENCLOSURE TYPICAL
(EXPB-1 , RAMP Q STA. 12+97)
(EXPB-4, RAMP Q STA. 20+70)
(EXPB-6, RAMP N STA. 143+11)
(WOOD POLE/CONDUIT RISER, IR-71 STA. 176+28)
*(EXPB-8, IR-71 STA. 181+24)
(PB-3, IR-71, STA. 185+84)
*(EXPB-11, IR-71 STA. 192+82)

* INCLUDED IN THE CASE THAT THERE IS
NOT ENOUGH SLACK IN THE EXISTING
SYSTEM TO REUSE EXISTING FOC
SEE SHEET P.544



CITY OF COLUMBUS FIBER SPLICE ENCLOSURE TYPICAL
(IR-270, 946+43)
(TEMP., IR-270 946+58)
(TEMP., IR-270, 959+51)
(IR-270, 959+66)
(IR-270, 973+10)
(TEMP., IR-270, 973+25)
(TEMP., IR-270, 985+70)
(IR-270, 985+85)



REF NO.	SHEET NO.	STATION TO STATION			625	625	625	625	625	625	625	625	625	632	632	632	632	632	633	633					
					CONDUIT, 2", 725.04	CONDUIT, 3", 725.04	CONDUIT, 4", 725.04	CONDUIT, JACKED OR DRILLED, 725.04, 3"	CONDUIT, JACKED OR DRILLED, 725.04, 4"	TRENCH, 30" DEEP	PULL BOX, 725.08, 18"	PULL BOX REMOVED	GROUND ROD	LIGHT POLE REMOVED	INTERCONNECT, MISC.: RELOCATION OF INTERCONNECT CABLE	POWER CABLE, 3 CONDUCTOR, NO. 6 AWG	POWER CABLE, 3 CONDUCTOR, NO. 2 AWG	CONDUIT RISER, 2" DIAMETER	WOOD POLE	CABINET FOUNDATION	CONTROLLER WORK PAD, AS PER PLAN				
					FT	FT	FT	FT	FT	FT	EACH	EACH	EACH	EACH	FT	FT	FT	EACH	EACH	EACH	EACH				
	P.549	12+97 (RAMP Q)	TO						380																
	P.549	113+96 (IR-71)		134+42 (IR-71)											2184										
	P.550	20+66 (RAMP Q)										1													
	P.552	130+44										1													
	P.554	142+04		150+72											918										
	P.554-P.555	142+12 (RAMP N)		143+11 (RAMP N)					350	175															
	P.554	142+12 (RAMP N)																			1				
	P.555	143+11 (RAMP N)										1	1												
	P.561	176+28																2	1						
	P.561	176+28		176+31	30					15											1				
	P.562	181+24																			1				
	P.562-P.564	181+24		192+81											1163										
	P.563	185+60		185+84	70					35															
	P.563	185+84		185+84			78			39															
	P.563	185+84		187+97			448			224															
	P.563	185+84										1													
	P.563	185+84																			1				
	P.563	185+84		185+95						15															
	P.563	185+94											1												
	P.563	185+96			5	20				25			1			200				1					
	P.563	185+97											1												
	P.563	185+98									1		1												
	P.563	185+98		186+21	44					44							100								
	P.563	186+10												1											
	P.563	186+21											1												
	P.564	192+82																			1				
TEMP.	P.564A	946+43 (IR-270)		946+58 (IR-270)				16																	
TEMP.	P.564A	946+58		959+66				1295																	
TEMP.	P.564A	959+51		959+66				16																	
TEMP.	P.564B	973+10		973+25				16																	
TEMP.	P.564B	973+25		985+70				1245																	
TEMP.	P.564B	985+70		985+85				16																	
	P.564B	985+85		985+85					250																
TOTALS CARRIED TO GENERAL SUMMARY					149	20	526	2604	980	572	1	4	6	1	4265	200	100	2	1	1	5				

FRA-71/270/28.27/25.99A

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REF NO.	SHEET NO.	STATION TO STATION			804	804	804	804	804	804	804	809	809	809	809	809	809	809	809	809	809	809				
					FIBER OPTIC CABLE, 24 FIBER	FIBER OPTIC CABLE, 48 FIBER	FIBER OPTIC CABLE, 72 FIBER	FIBER OPTIC CABLE, 72 FIBER, AS PER PLAN	FIBER OPTIC CABLE, 288 FIBER	FIBER OPTIC CABLE, 288 FIBER, AS PER PLAN	FUSION SPLICE	SPLICE ENCLOSURE, BUTT STYLE	FIBER OPTIC CABLE, MISC.: FIBER OPTIC CABLE REMOVAL	32" ITS PULL BOX WITH PAD AND STANDARD LID ASSEMBLY	32" ITS PULL BOX WITH PAD AND HINGED LID ASSEMBLY	48" ITS PULL BOX WITH PAD AND HINGED LID ASSEMBLY, TYPE 2	CONDUIT, 2", MULTICELL, WITH 4 - 10/8MM INNERDUCTS	CONDUIT, MULTICELL, MISC.: 4"	ITS POWER SERVICE, POLE MOUNTED, 120/240V, 100 AMP	CCTV IP-CAMERA SYSTEM, PTZ	CCTV CONCRETE POLE, 70 FEET	CCTV LOWERING UNIT	ITS CABINET - GROUND MOUNTED			
					FT	FT	FT	FT	FT	FT	EACH	EACH	FT	EACH	EACH	EACH	FT	FT	EACH	EACH	EACH	EACH	EACH			
	P.549-P.552	112+96 (IR-71)	TO	129+84 (IR-71)	2300	2300																				
	P.549-P.552	112+96		134+42								2270														
	P.552	130+44												1												
	P.553	134+42											1													
	P.555	143+11 (RAMP N)											1		1											
	P.561	176+28											1													
	P.561	176+28		176+31				70																		
	P.544	181+24		192+82					1483																	
	P.544	181+24									1															
	P.563	185+84									1			1												
	P.563	185+84		185+95												30										
	P.544	185+84		192+82			1047																			
	P.563	185+94										1														
	P.544	192+82									1															
	P.563	185+96													24			1	1	1						
	P.563	185+97																			1					
	P.563	186+21															1									
TEMP.	P.546A	946+43 (IR-270)		959+66 (IR-270)								1325														
TEMP.	P.546A	946+43		946+58			16		16																	
TEMP.	P.546A	946+58					50		50		1		1													
TEMP.	P.546A	946+58		959+51			1295		1295																	
TEMP.	P.546A	959+51					50		50		1		1													
TEMP.	P.546A	959+51		959+66			16		16																	
	P.546A	946+43					300		300		1															
	P.546A	946+43		946+43			99		99																	
	P.546A	946+43		959+66			1325		1325			1327														
	P.546A	959+66		959+66			99		99																	
	P.546A	959+66					300		300		1															
TEMP.	P.564B	973+10		985+85								1275														
TEMP.	P.564B	973+10		973+25			16		16																	
TEMP.	P.564B	973+25					50		50		1		1													
TEMP.	P.564B	973+25		985+70			1245		1245																	
TEMP.	P.564B	985+70					50		50		1		1													
TEMP.	P.564B	985+70		985+85			16		16																	
	P.564B	973+10					300		300		1															
	P.564B	973+10		973+10			99		99																	
	P.564B	973+10		985+85			1245		1245			1277														
	P.564B	985+85		985+85			125		125																	
	P.564B	985+85					300		300																	
TOTALS CARRIED TO GENERAL SUMMARY					2300	2300	6996	1047	7066	1483	1	12	7474	6	3	1	24	30	1	1	1	1	1			

ITS SUBSUMMARY

DESIGN AGENCY



DESIGNER

ACS

REVIEWER

JDH 04/14/25

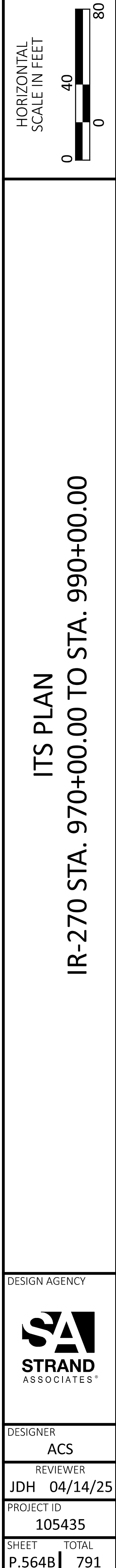
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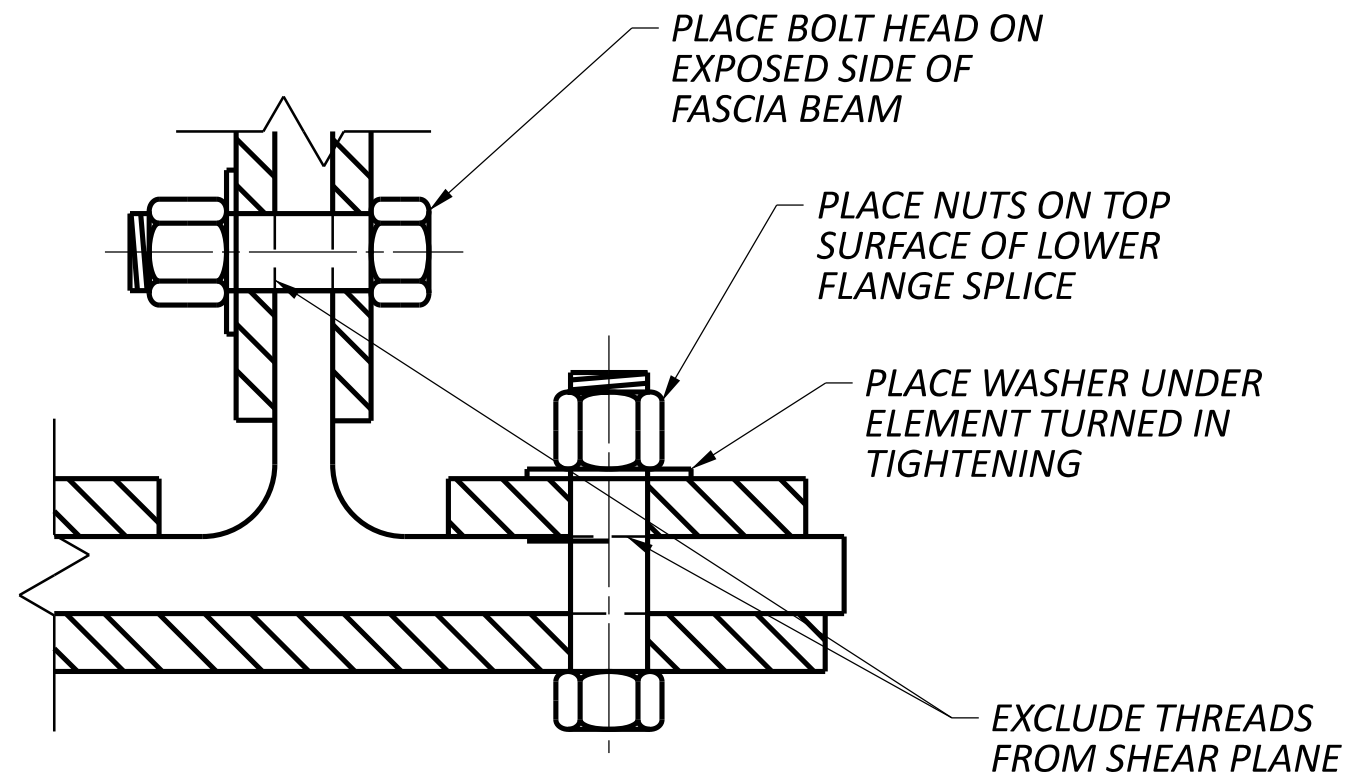
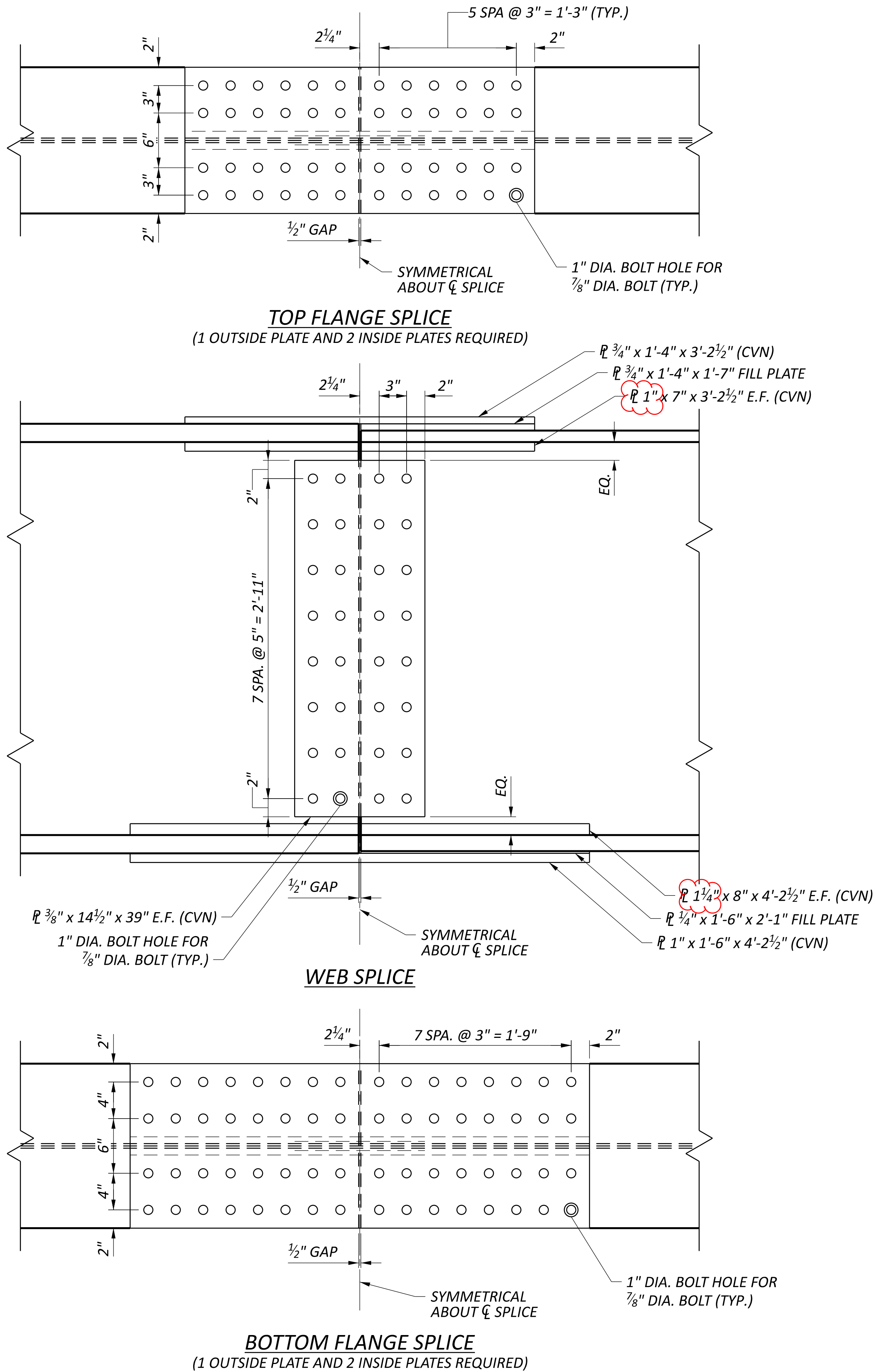
105435

SHEET

SHEET	TOTAL
P.548A	79

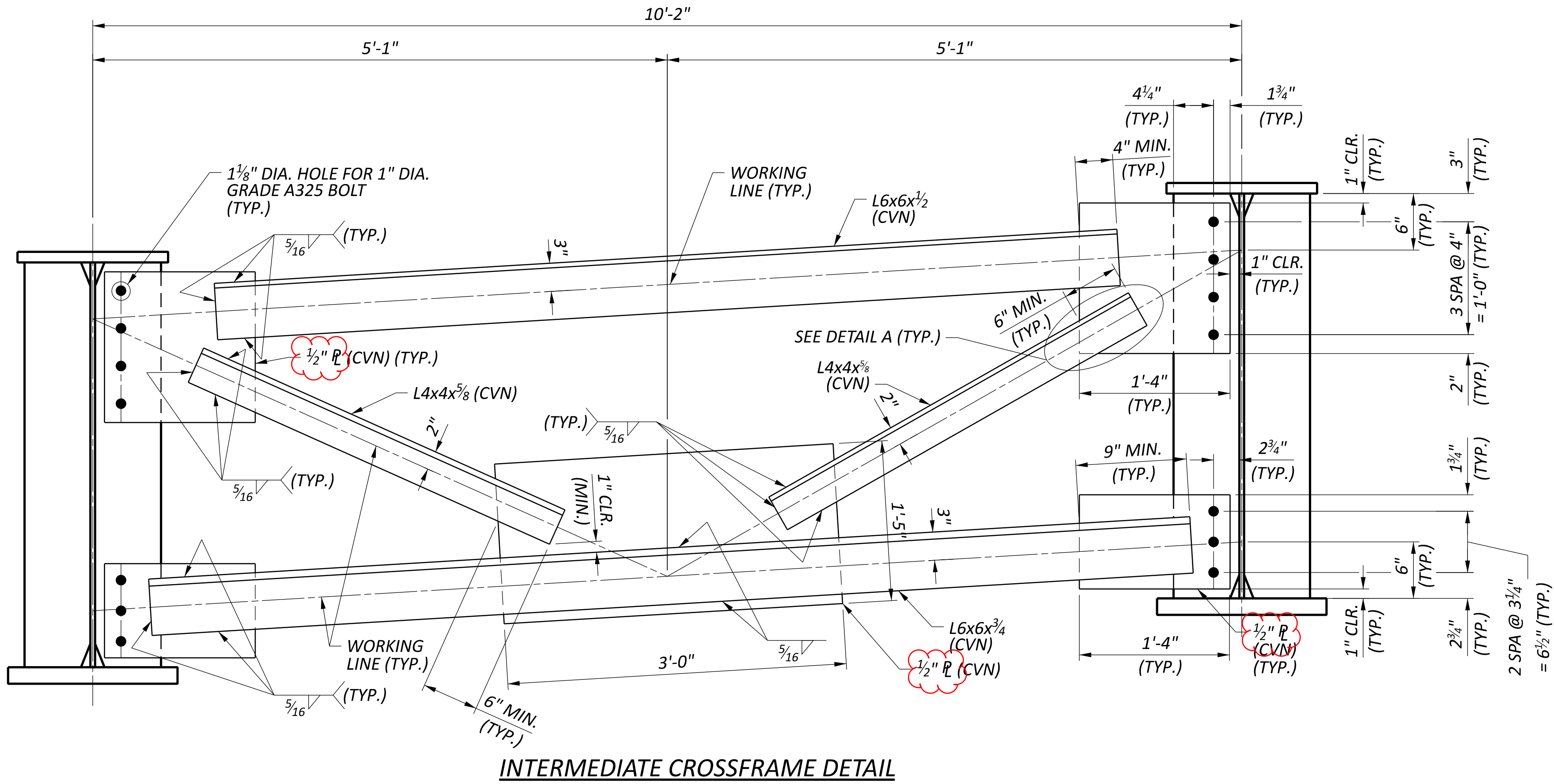
DESIGNER	
ACS	
REVIEWER	
JDH	04/14/25
PROJECT ID	
105435	
SHEET	TOTAL
P.564A	791



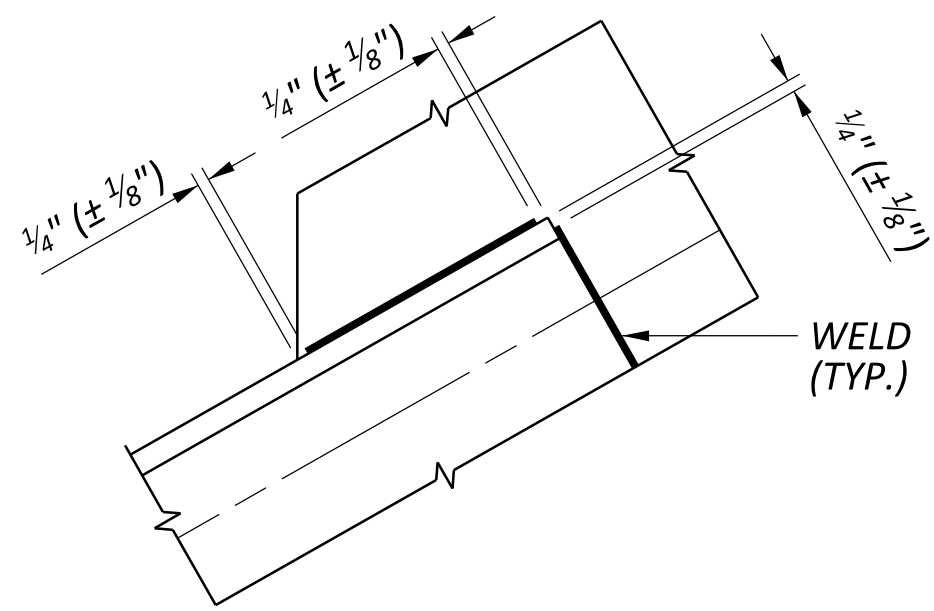


BOLT ORIENTATION DETAIL

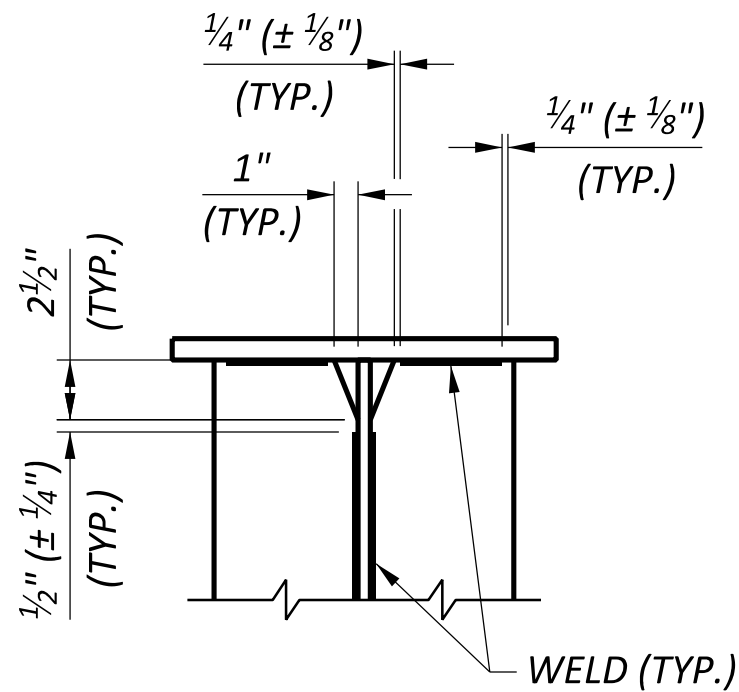
- NOTES:**
1. DETAILS FOR FIELD SPLICE 2 SHOWN. ALL OTHER FIELD SPLICES ARE SIMILAR OR OPPOSITE HAND.
 2. ALL BOLTS SHALL BE 7/8" DIA. ASTM F3125 GRADE A325, TYPE 1 WITH THREADS EXCLUDED FROM THE SHEAR PLANES.
 3. ALL SPLICE PLATES SHALL BE ASTM A709 GRADE 50.
 4. FOR GENERAL NOTES, SEE SHEETS 3 THRU 4 OF 48.
 5. FOR DEFLECTION AND CAMBER, SEE SHEET 30 OF 48.
 6. FOR FIELD SPLICE LOCATION AND ADDITIONAL FRAMING DETAILS, SEE SHEET 25 OF 48.
 7. CVN: WHERE A PLATE IS DESIGNATED (CVN), FURNISH MATERIAL THAT MEETS THE MINIMUM NOTCH TOUGHNESS REQUIREMENTS SPECIFIED IN CMS 711.01.



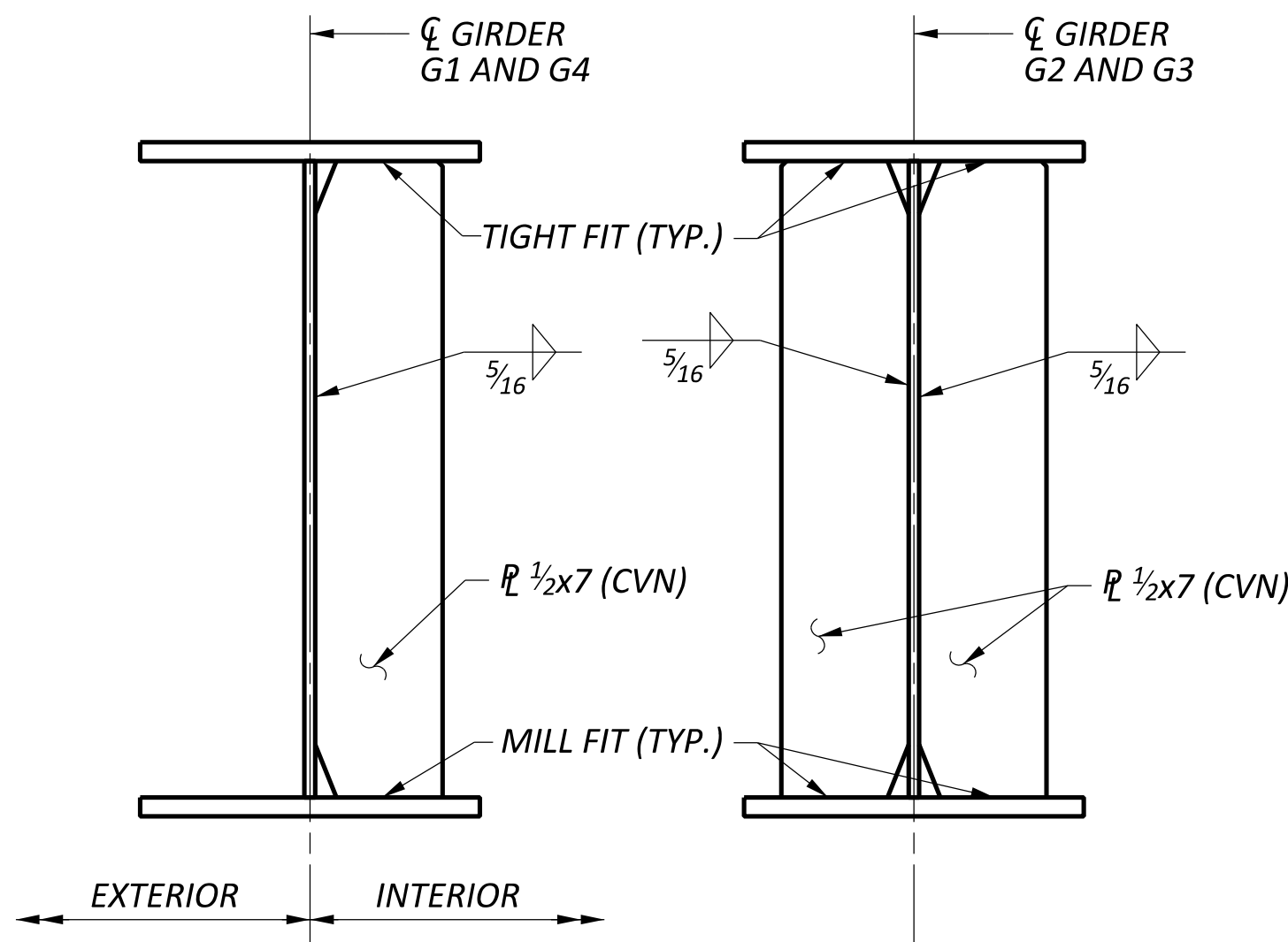
INTERMEDIATE CROSSFRAME DETAIL



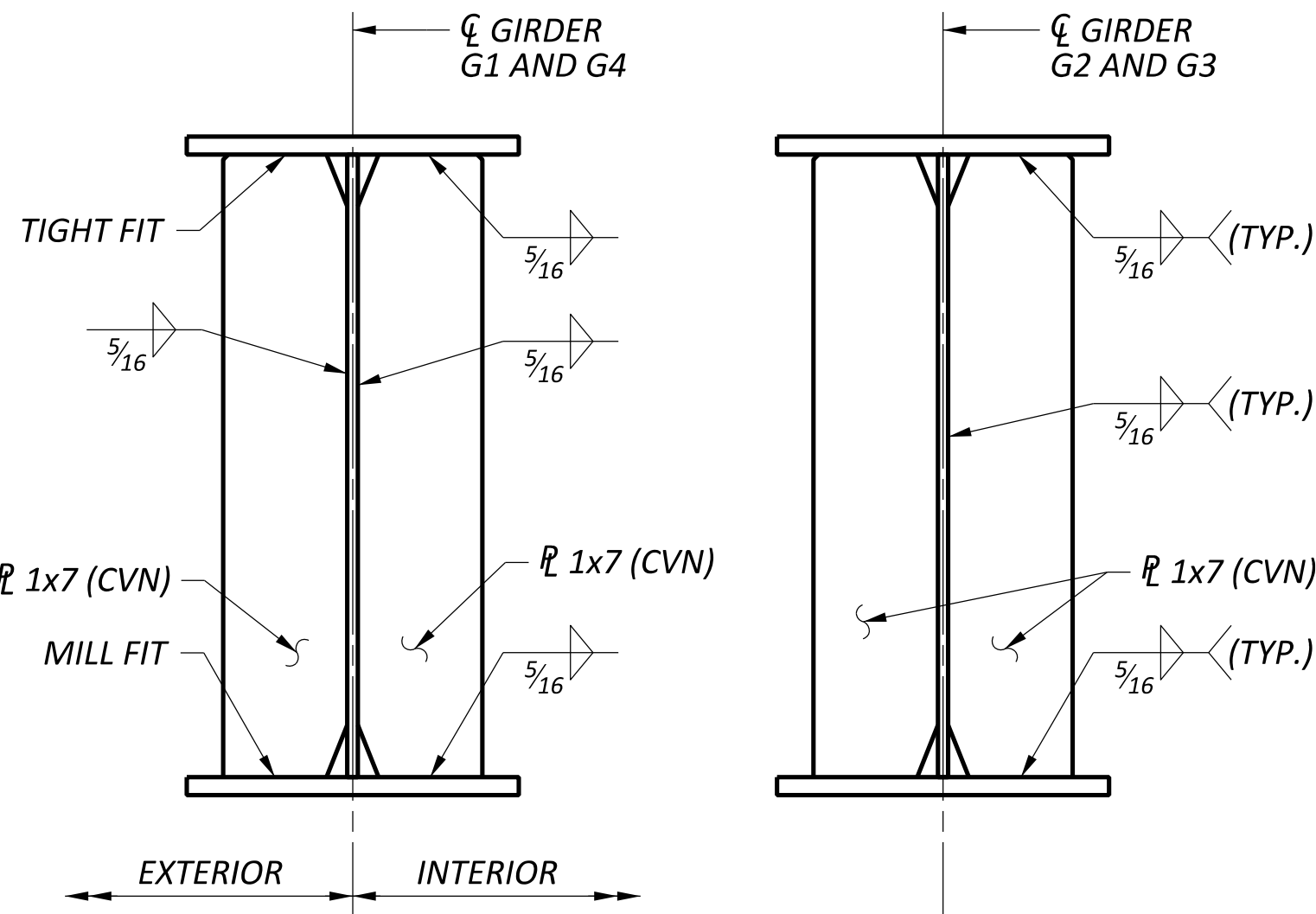
DETAIL A



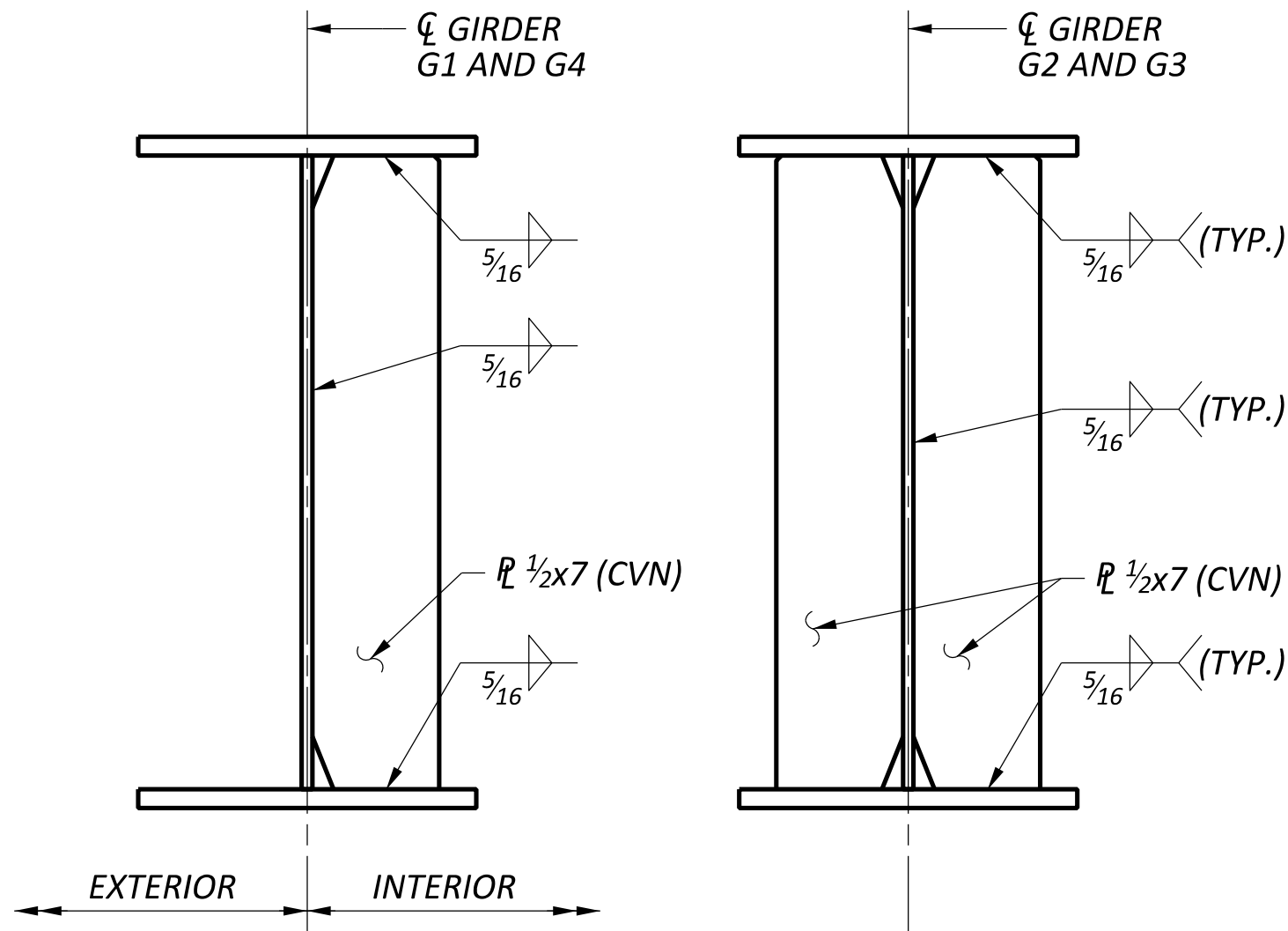
WELD TERMINATION DETAIL



INTERMEDIATE STIFFENERS

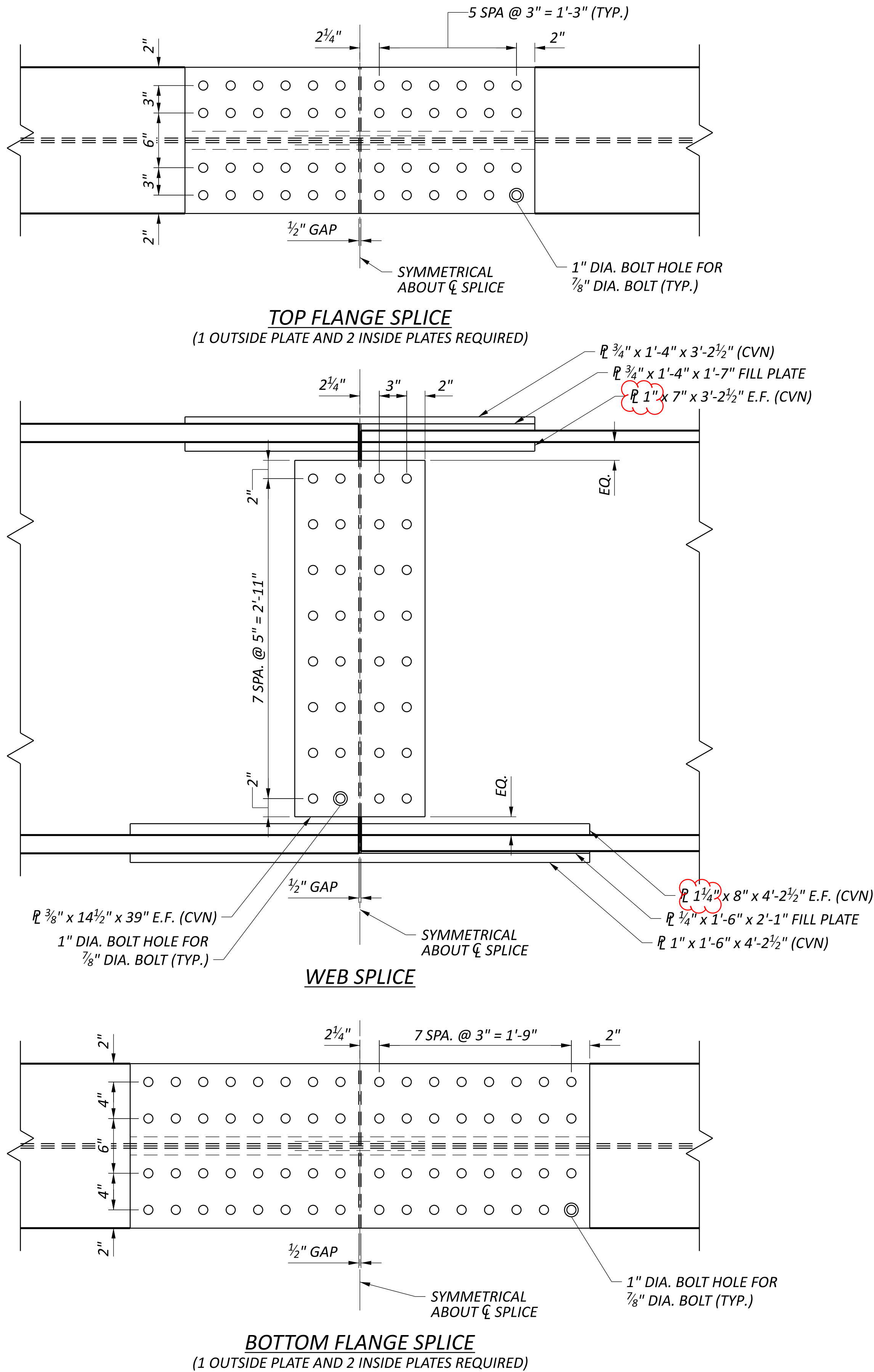


BEARING STIFFENERS/CONNECTION PLATES AT PIER
(GUSSET PLATES AND BOLTS NOT SHOWN)



STIFFENERS/CONNECTION PLATES AT INTERMEDIATE CROSSFRAMES
(GUSSET PLATES AND BOLTS NOT SHOWN)

- NOTES:
- ALL STRUCTURAL STEEL SHALL BE ASTM A709 GRADE 50, UNLESS NOTED OTHERWISE.
 - CVN: WHERE A SHAPE OR PLATE IS DESIGNATED (CVN), FURNISH MATERIAL THAT MEETS THE MINIMUM NOTCH TOUGHNESS REQUIREMENTS AS SPECIFIED IN CMS 711.01.
 - BEARING STIFFENERS SHALL BE VERTICAL UNDER FULL STEEL DEAD LOAD. INTERIOR CROSSFRAMES AND FIELD SPLICES MAY BE NORMAL TO GRADE.
 - ALL BOLTS SHALL BE 1" DIA. ASTM F3125 GRADE A325, TYPE 3 HIGH STRENGTH BOLTS.
 - FOR FRAMING PLAN, SEE SHEET 25 OF 48.



BOLT ORIENTATION DETAIL

- NOTES:**
- DETAILS FOR FIELD SPLICE 2 SHOWN. ALL OTHER FIELD SPLICES ARE SIMILAR OR OPPOSITE HAND.
 - ALL BOLTS SHALL BE 7/8" DIA. ASTM F3125 GRADE A325, TYPE 1 WITH THREADS EXCLUDED FROM THE SHEAR PLANES.
 - ALL SPLICE PLATES SHALL BE ASTM A709 GRADE 50.
 - FOR GENERAL NOTES, SEE SHEETS 3 AND 4 OF 48.
 - FOR DEFLECTION AND CAMBER, SEE SHEET 30 OF 48.
 - FOR FIELD SPLICE LOCATION AND ADDITIONAL FRAMING DETAILS, SEE SHEET 28 OF 48.
 - CVN: WHERE A PLATE IS DESIGNATED (CVN), FURNISH MATERIAL THAT MEETS THE MINIMUM NOTCH TOUGHNESS REQUIREMENTS SPECIFIED IN CMS 711.01.

