

STATE OF OHIO
DEPARTMENT OF TRANSPORTATION
FRA-70-22.85
CITY OF COLUMBUS
CITY OF REYNOLDSBURG
FRANKLIN COUNTY

PROJECT DESCRIPTION

THIS IS THE SECOND CONSTRUCTION PROJECT FROM THE FAR EAST FREEWAY STUDY (PID# 76997). PHASE 2 & 3 INCLUDE RESURFACING AND FULL DEPTH WIDENING OF IR-70 WESTBOUND FROM EAST OF THE BRICE ROAD INTERCHANGE TO WEST OF THE IR-270 INTERCHANGE. BRICE ROAD AND IR-270 INTERCHANGES WILL BE PARTIALLY RECONFIGURED, INCLUDING A COLLECTOR-DISTRIBUTOR ROAD. THIS WILL ALSO INCLUDE CONSTRUCTION AND RECONSTRUCTION OF STRUCTURES AT THE INTERCHANGES. BRICE ROAD WILL ALSO INCLUDE RESURFACING AND FULL DEPTH WIDENING FROM SOUTH OF SCARBOROUGH BLVD/TUSSING RD TO NORTH OF THE INTERCHANGE. OTHER NECESSARY RECONSTRUCTION TO ADJACENT LOCAL ROADS WILL BE INCLUDED IN THE PROJECT. PROPOSED DRAINAGE, PROPOSED TRAFFIC CONTROL, PROPOSED PEDESTRIAN FACILITIES, PROPOSED DRIVE RECONSTRUCTION, PROPOSED LIGHTING, PROPOSED LANDSCAPING, PROPOSED BMPS, AND PROPOSED NOISEWALLS WILL ALSO BE INCLUDED WITH THE PROJECT.

EARTH DISTURBED AREAS

PROJECT EARTH DISTURBED AREA: 68.4 ACRES
ESTIMATED CONTRACTOR EARTH DISTURBED AREA: 4.0 ACRES
NOTICE OF INTENT EARTH DISTURBED AREA: 72.4 ACRES
PRE-CONSTRUCTION IMPERVIOUS AREA 48.08 ACRES
POST-CONSTRUCTION IMPERVIOUS AREA 61.53 ACRES

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.

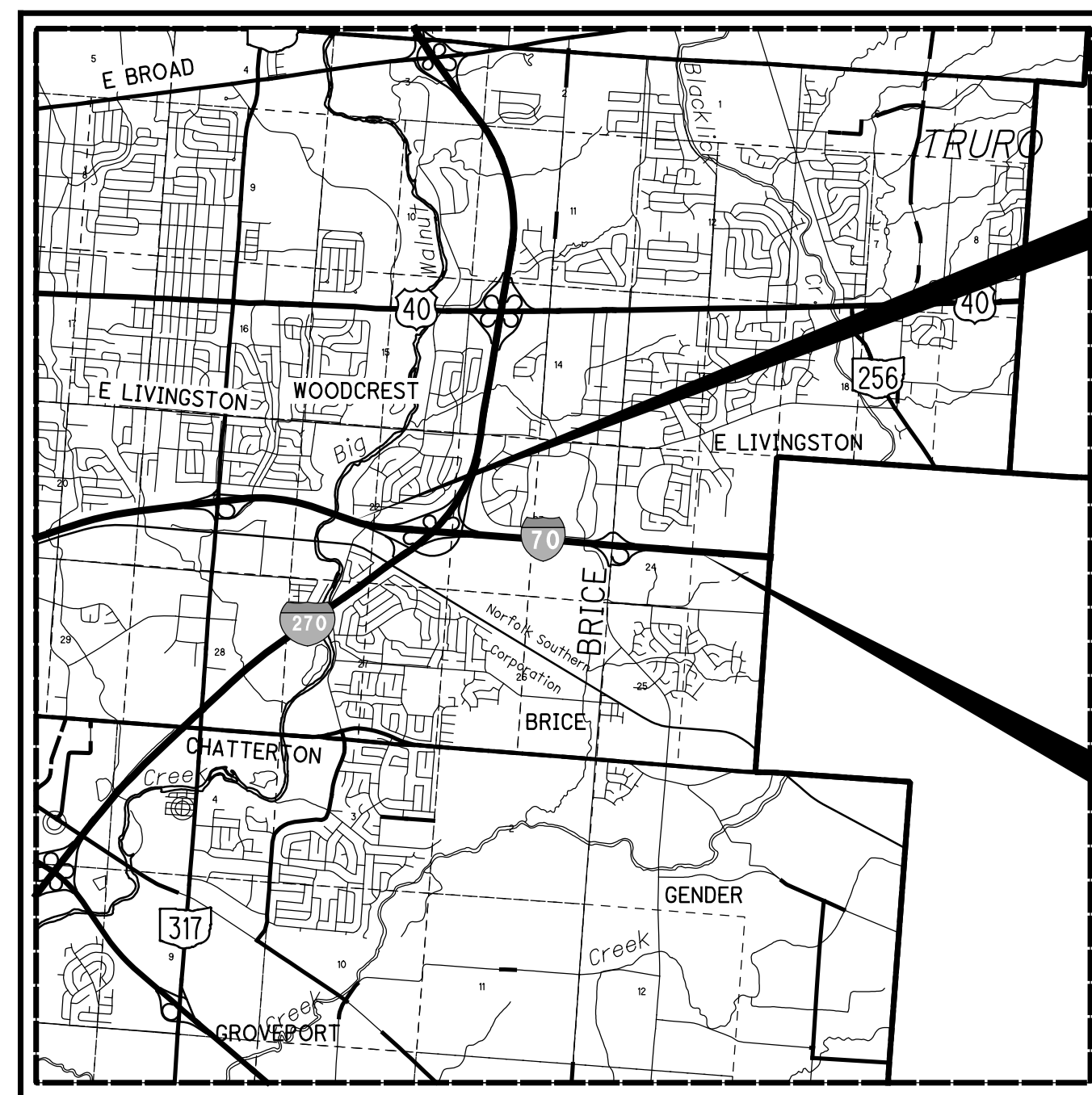
2023 SPECIFICATIONS

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 SHEET 70 - 72, AND THAT PROVISIONS FOR THE MAINTENANCE AND SAFETY OF TRAFFIC WILL BE AS SET FORTH ON THE PLANS AND ESTIMATES.

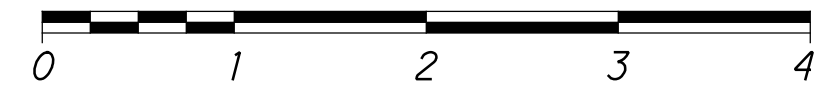
Anthony C. Turowski
Anthony C. Turowski, P.E.
District 06 Deputy Director

Jack Marchbanks
Jack Marchbanks, PhD
Director, Department of Transportation



LOCATION MAP

LATITUDE: 39°56'00" N LONGITUDE: 82°50'30" W
SCALE IN MILES



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

FOR CITY OF COLUMBUS SIGNATURES, SEE SEPARATE SIGNATURE PAGE

DOW#21-015

DESIGN EXCEPTIONS: NONE REQUIRED
ADA DESIGN WAIVERS: NONE REQUIRED
FOR DESIGN DESIGNATIONS, SEE SHEET 3.
FOR ENGINEERS SEAL, SEE SHEET 3.

ASSOCIATED PLANS

- FEMA FLOOD ZONE X
- BIG WALNUT CREEK
- FIRM: 39049C0353K 06/17/2008
- FIRM: 39049C0361K 06/17/2008
- FIRM: 39049C0362K 06/17/2008
- FIRM: 39049C0366K 06/17/2008

BASE FLOOD ELEVATION: 750.2
WORK PERMITTED: NO FILL TO BE PLACED IN FLOODWAY AND FLOOD ZONE X.

PLAN PREPARED BY:



Evans, Mechwart, Hambleton & Tilton, Inc.
Engineers • Surveyors • Planners • Scientists
5500 New Albany Road, Columbus, OH 43054
Phone: 614.775.4500 Toll Free: 888.775.3648
emht.com

UNDERGROUND UTILITIES
Contact Two Working Days Before You Dig



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

STANDARD CONSTRUCTION DRAWINGS										CITY OF COLUMBUS STANDARD CONSTRUCTION DRAWINGS										SUPPLEMENTAL SPECIFICATIONS																
AS-1-15	1/20/23	EXJ-2-81	7/15/22	MT-101.90	7/17/20	TC-42.20	10/18/13	ITS-10.10	1/20/23	L-1001	9/21/22	2179	7/1/21	MIS-1	1/1/18	800-2023	7/21/23	AS-2-15	7/21/23	EXJ-4-87	7/21/23	MT-102.10	7/21/23	TC-51.11	1/15/16	ITS-10.11	1/20/23	L-1003	1/26/18	2185	7/1/22	MIS-2	1/1/18	804	1/20/23	
BP-2.1	1/21/22	F-1.1	7/19/13	MT-103.10	1/21/22	TC-52.10	10/18/13	ITS-12.10	7/15/22	L-1004	1/26/18	2310	7/1/22	MIS-3	1/1/18	807	1/21/22	BP-2.2	1/15/21	F-3.1	7/19/13	MT-104.10	4/21/23	TC-52.20	1/15/21	ITS-14.11	1/20/23	L-1701A	9/21/22	2319	7/1/22	MIS-4	1/1/18	808	1/18/19	
BP-2.5	1/21/22	F-3.4	7/19/13	MT-105.10	1/17/20	TC-61.30	7/19/19	ITS-15.10	1/20/23	L-1701B	9/21/22	4000	8/10/17	MIS-54	1/1/18	809	7/21/23	BP-3.1	1/21/22			MT-105.10	1/17/20	TC-65.10	1/17/14	ITS-15.11	1/20/23	L-2201A	9/21/22	4001	8/1/15	MIS-58	1/1/18	811	7/15/22	
BP-4.1	7/19/13	GSD-1-19	1/15/21	PCB-91	7/17/20	TC-65.11	7/15/22	ITS-18.00	7/16/21	L-2201B	9/21/22	4002	5/1/14	MIS-202	1/1/18	813	7/21/23	BP-5.1	7/15/22			MT-105.10	1/17/20	TC-71.10	4/21/23	ITS-18.10	7/16/21	L-4104	8/10/17	4020	5/1/14	MIS-301	1/1/18	814	7/15/16	
BP-6.1	7/19/13	MGS-1.1	7/16/21	RM-1.1	1/20/23	TC-72.20	7/21/23	ITS-35.11	4/16/21	L-4160	10/01/18	4021	7/1/20	MIS-302	1/1/18	821	4/20/12	BP-7.1	7/21/23	MGS-2.1	1/19/18	RM-4.1	7/21/17	TC-74.10	7/21/23	ITS-35.12	7/15/22	L-4170	9/21/22	4022	7/1/20	MIS-404	1/1/18	829	1/20/17	
BP-9.1	1/18/19	MGS-3.1	1/19/18	RM-4.2	4/17/20	TC-81.11	1/20/23	ITS-35.13	7/15/22	L-6306	1/26/18	4023	7/1/20	MIS-501	1/1/18	832	7/21/23	BR-2-15	1/21/22	MGS-3.2	1/18/13	RM-4.3	1/21/22	TC-83.20	7/15/22	ITS-50.11	4/21/23	L-6309A	9/21/22	4051	5/1/14	MIS-700	1/1/18	836	1/19/18	
CB-2-2A	1/20/23	MGS-4.2	7/19/13	RM-4.4	7/21/23	HL-10.11	7/21/23	ITS-50.12	7/15/22	L-6309B	9/21/22	4101	8/10/17	MIS-701	1/1/18	840	7/21/23	CB-2-2B	1/20/23	MGS-4.3	1/18/13	RM-4.5	7/21/17	HL-10.12	7/21/23	ITS-50.12	7/15/22	L-6309E	9/21/22	4102	8/10/17	MIS-800	1/1/18	850	7/21/23	
CB-2-2C	1/20/23	MGS-6.2	7/19/19	RM-4.6	7/19/13	HL-10.12	7/21/23			L-6310	1/26/18	4104	8/10/17	MIS-900	1/1/18	851	1/21/22	CB-3	7/16/21	MT-95.30	7/19/19	RM-5.2	7/21/23	HL-10.13	1/20/23			L-6311	1/26/18	4105	8/10/17	MIS-902	1/1/18	866	4/21/17	
CB-3A	7/16/21	MT-95.40	7/21/23	SBR-1-20	7/21/23	HL-10.31	7/15/22			L-6312	1/26/18	4110	10/1/18			867	4/15/22	CB-4	7/16/21	MT-95.45	7/21/23			HL-20.11	7/21/23			L-6316A	1/26/18	4120	10/1/18	SPECIAL PROVISIONS		872	1/21/22	
CB-4A	7/16/21	MT-95.50	7/21/17	VPF-1-90	7/21/23	HL-20.21	1/15/21			L-6324	1/26/18	4122	10/1/18	WATERWAY PERMIT 8/24/23		873	4/16/21	CB-5	7/16/21	MT-96.11	7/21/23			HL-20.24	1/15/21			L-6409A	9/21/22	4160	10/1/18			878	1/21/22	
CB-5	7/16/21	MT-96.20	7/21/23	TC-9.31	7/21/23	HL-30.11	7/21/23			L-6473A	9/21/22	4161	8/1/15			880	1/21/22	CB-6	1/21/22	MT-96.20	7/21/23	TC-9.31	7/21/23	HL-30.21	4/17/20			L-6640	9/21/22	4162	7/1/20			902	7/19/19	
CB-6	1/21/22	MT-98.10	1/17/20	TC-12.31	4/15/22	HL-30.21	4/17/20			L-7102A	1/26/18	4163	7/1/21	SOIL NAIL		904	7/15/22	CB-8	7/16/21	MT-98.11	1/17/20	TC-15.116	7/21/23	HL-30.22	1/15/21			L-7102B	1/26/18	4164	10/1/20	RETAINING WALL		908	10/20/17	
CB-8A	7/16/21	MT-98.20	4/19/19	TC-17.11	7/21/23	HL-30.31	7/21/23			L-7102C	1/26/18	4170	7/1/21			909	7/21/23	DM-1.1	7/17/20	MT-98.21	7/21/23	TC-21.11	7/16/21	HL-30.32	4/17/20			L-7401	9/21/22	4200	8/1/15			913	4/16/21	
DM-1.2	7/16/21	MT-98.28	1/17/20	TC-21.21	1/20/23	HL-30.33	1/21/22			L-7601	9/21/22	4202	8/10/17			914	7/15/16	DM-2.1	1/18/13	MT-98.29	1/17/20	TC-21.50	4/17/20	HL-30.41	1/21/22			L-8502	9/21/22	4205	5/1/14			921	4/20/12	
DM-2.1	1/18/13	MT-99.20	4/19/19	TC-22.20	1/17/14	HL-40.20	7/21/23			L-9901	9/21/22	4230	10/1/18			929	7/21/23	DM-4.1	7/17/20	MT-99.30	1/17/20	TC-41.10	7/19/13	HL-50.11	1/16/15					4253	5/1/14			940	4/17/15	
I-3C1	7/15/22	MT-101.60	4/21/23	TC-41.30	4/21/23	HL-50.21	7/15/22					4330	8/10/17			961	4/17/20	I-3D	7/15/22	MT-101.70	4/21/23	TC-41.40	10/18/13	HL-60.11	7/21/17					4331	5/1/14			STD 1500		
MH-3	7/21/23	MT-101.75	7/21/23	TC-41.41	7/19/19	HL-60.21	7/20/18					4600	7/1/20			STD 1510				MT-101.80	1/17/20	TC-42.10	10/18/13	HL-60.31	7/21/23					4601	7/1/20			COC 1611	2/1/13	
												4602	7/1/20			COC 1620	9/10/18														4603	7/1/20			COC 1630	1/1/23

FEDERAL PROJECT NO. E171372

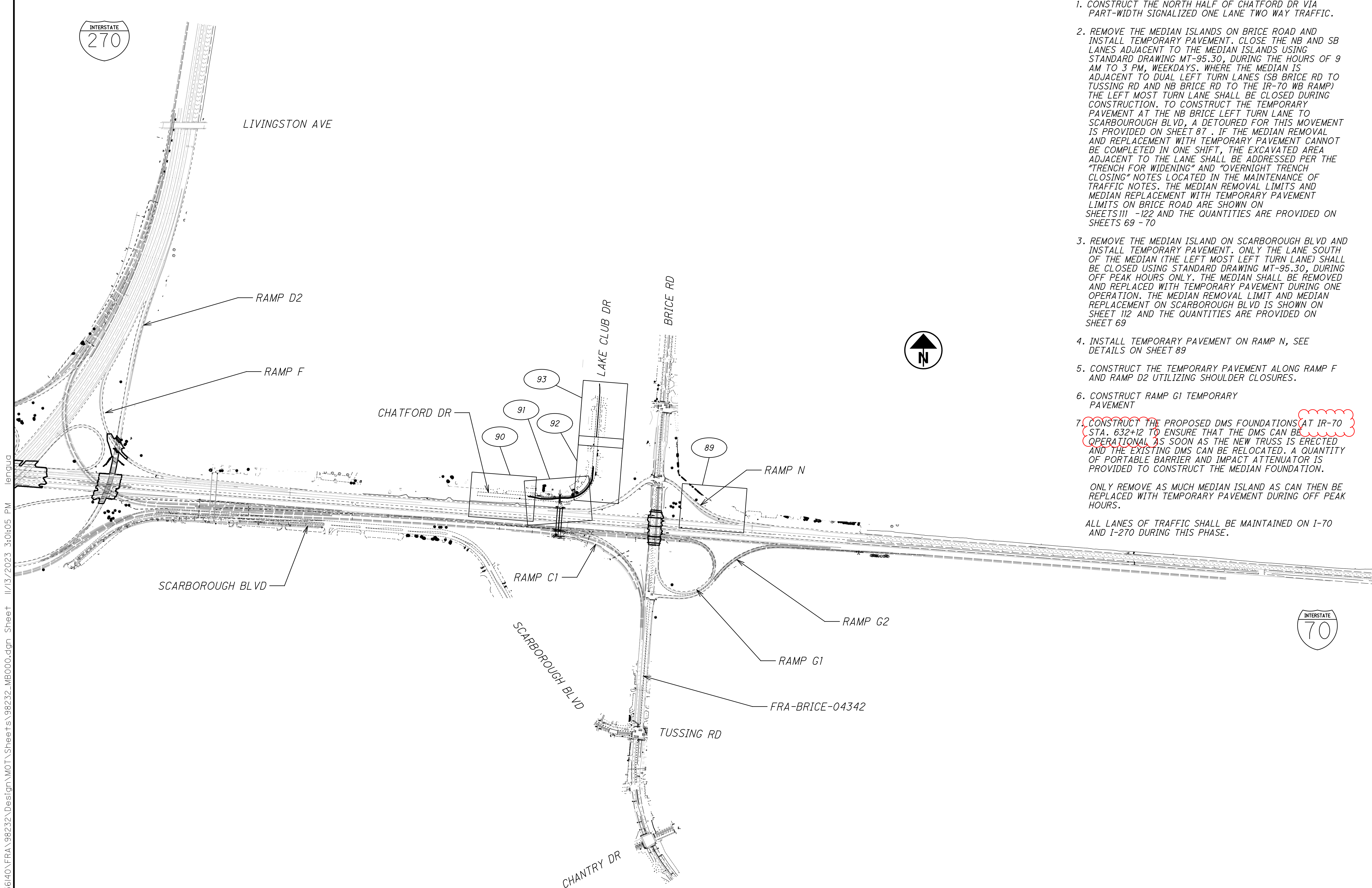
PID NO. 98232

CONSTRUCTION PROJECT NO.

RAILROAD INVOLVEMENT NONE

FRA-70-22.85

1 356



MOT PRE-PHASE 1 SEQUENCE OF CONSTRUCTION

1. CONSTRUCT THE NORTH HALF OF CHATFORD DR VIA PART-WIDTH SIGNALIZED ONE LANE TWO WAY TRAFFIC.
2. REMOVE THE MEDIAN ISLANDS ON BRICE ROAD AND INSTALL TEMPORARY PAVEMENT. CLOSE THE NB AND SB LANES ADJACENT TO THE MEDIAN ISLANDS USING STANDARD DRAWING MT-95.30, DURING THE HOURS OF 9 AM TO 3 PM, WEEKDAYS. WHERE THE MEDIAN IS ADJACENT TO DUAL LEFT TURN LANES (SB BRICE RD TO TUSSING RD AND NB BRICE RD TO THE IR-70 WB RAMP) THE LEFT MOST TURN LANE SHALL BE CLOSED DURING CONSTRUCTION. TO CONSTRUCT THE TEMPORARY PAVEMENT AT THE NB BRICE LEFT TURN LANE TO SCARBOROUGH BLVD, A DETOURED FOR THIS MOVEMENT IS PROVIDED ON SHEET 87. IF THE MEDIAN REMOVAL AND REPLACEMENT WITH TEMPORARY PAVEMENT CANNOT BE COMPLETED IN ONE SHIFT, THE EXCAVATED AREA ADJACENT TO THE LANE SHALL BE ADDRESSED PER THE "TRENCH FOR WIDENING" AND "OVERNIGHT TRENCH CLOSING" NOTES LOCATED IN THE MAINTENANCE OF TRAFFIC NOTES. THE MEDIAN REMOVAL LIMITS AND MEDIAN REPLACEMENT WITH TEMPORARY PAVEMENT LIMITS ON BRICE ROAD ARE SHOWN ON SHEETS 111 - 122 AND THE QUANTITIES ARE PROVIDED ON SHEETS 69 - 70
3. REMOVE THE MEDIAN ISLAND ON SCARBOROUGH BLVD AND INSTALL TEMPORARY PAVEMENT. ONLY THE LANE SOUTH OF THE MEDIAN (THE LEFT MOST LEFT TURN LANE) SHALL BE CLOSED USING STANDARD DRAWING MT-95.30, DURING OFF PEAK HOURS ONLY. THE MEDIAN SHALL BE REMOVED AND REPLACED WITH TEMPORARY PAVEMENT DURING ONE OPERATION. THE MEDIAN REMOVAL LIMIT AND MEDIAN REPLACEMENT ON SCARBOROUGH BLVD IS SHOWN ON SHEET 112 AND THE QUANTITIES ARE PROVIDED ON SHEET 69
4. INSTALL TEMPORARY PAVEMENT ON RAMP N, SEE DETAILS ON SHEET 89
5. CONSTRUCT THE TEMPORARY PAVEMENT ALONG RAMP F AND RAMP D2 UTILIZING SHOULDER CLOSURES.
6. CONSTRUCT RAMP G1 TEMPORARY PAVEMENT
7. CONSTRUCT THE PROPOSED DMS FOUNDATIONS AT IR-70 STA. 632+12 TO ENSURE THAT THE DMS CAN BE OPERATIONAL AS SOON AS THE NEW TRUSS IS ERECTED AND THE EXISTING DMS CAN BE RELOCATED. A QUANTITY OF PORTABLE BARRIER AND IMPACT ATTENUATOR IS PROVIDED TO CONSTRUCT THE MEDIAN FOUNDATION.
ONLY REMOVE AS MUCH MEDIAN ISLAND AS CAN THEN BE REPLACED WITH TEMPORARY PAVEMENT DURING OFF PEAK HOURS.
ALL LANES OF TRAFFIC SHALL BE MAINTAINED ON I-70 AND I-270 DURING THIS PHASE.

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CALCULATED
JZM
CHECKED
EMK

**MAINTENANCE OF TRAFFIC
PRE-PHASE 1 SCHEMATIC**

FRA-70-22.85

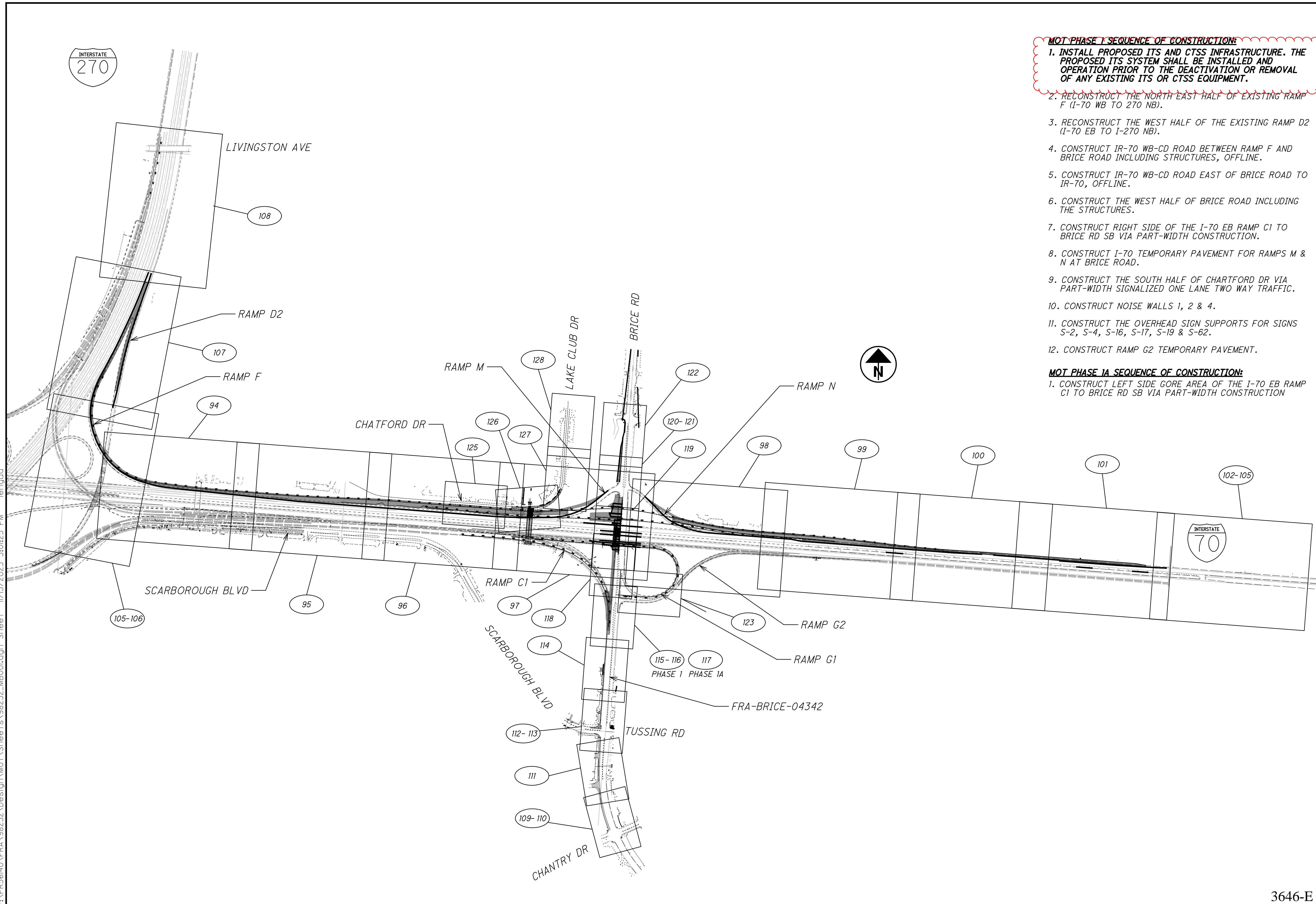
80
1356

MOT PHASE 1 SEQUENCE OF CONSTRUCTION:

1. INSTALL PROPOSED ITS AND CTSS INFRASTRUCTURE. THE PROPOSED ITS SYSTEM SHALL BE INSTALLED AND OPERATION PRIOR TO THE DEACTIVATION OR REMOVAL OF ANY EXISTING ITS OR CTSS EQUIPMENT.
2. RECONSTRUCT THE NORTH EAST HALF OF EXISTING RAMP F (I-70 WB TO 270 NB).
3. RECONSTRUCT THE WEST HALF OF THE EXISTING RAMP D2 (I-70 EB TO I-270 NB).
4. CONSTRUCT IR-70 WB-CD ROAD BETWEEN RAMP F AND BRICE ROAD INCLUDING STRUCTURES, OFFLINE.
5. CONSTRUCT IR-70 WB-CD ROAD EAST OF BRICE ROAD TO IR-70, OFFLINE.
6. CONSTRUCT THE WEST HALF OF BRICE ROAD INCLUDING THE STRUCTURES.
7. CONSTRUCT RIGHT SIDE OF THE I-70 EB RAMP C1 TO BRICE RD SB VIA PART-WIDTH CONSTRUCTION.
8. CONSTRUCT I-70 TEMPORARY PAVEMENT FOR RAMPS M & N AT BRICE ROAD.
9. CONSTRUCT THE SOUTH HALF OF CHARTFORD DR VIA PART-WIDTH SIGNALIZED ONE LANE TWO WAY TRAFFIC.
10. CONSTRUCT NOISE WALLS 1, 2 & 4.
11. CONSTRUCT THE OVERHEAD SIGN SUPPORTS FOR SIGNS S-2, S-4, S-16, S-17, S-19 & S-62.
12. CONSTRUCT RAMP G2 TEMPORARY PAVEMENT.

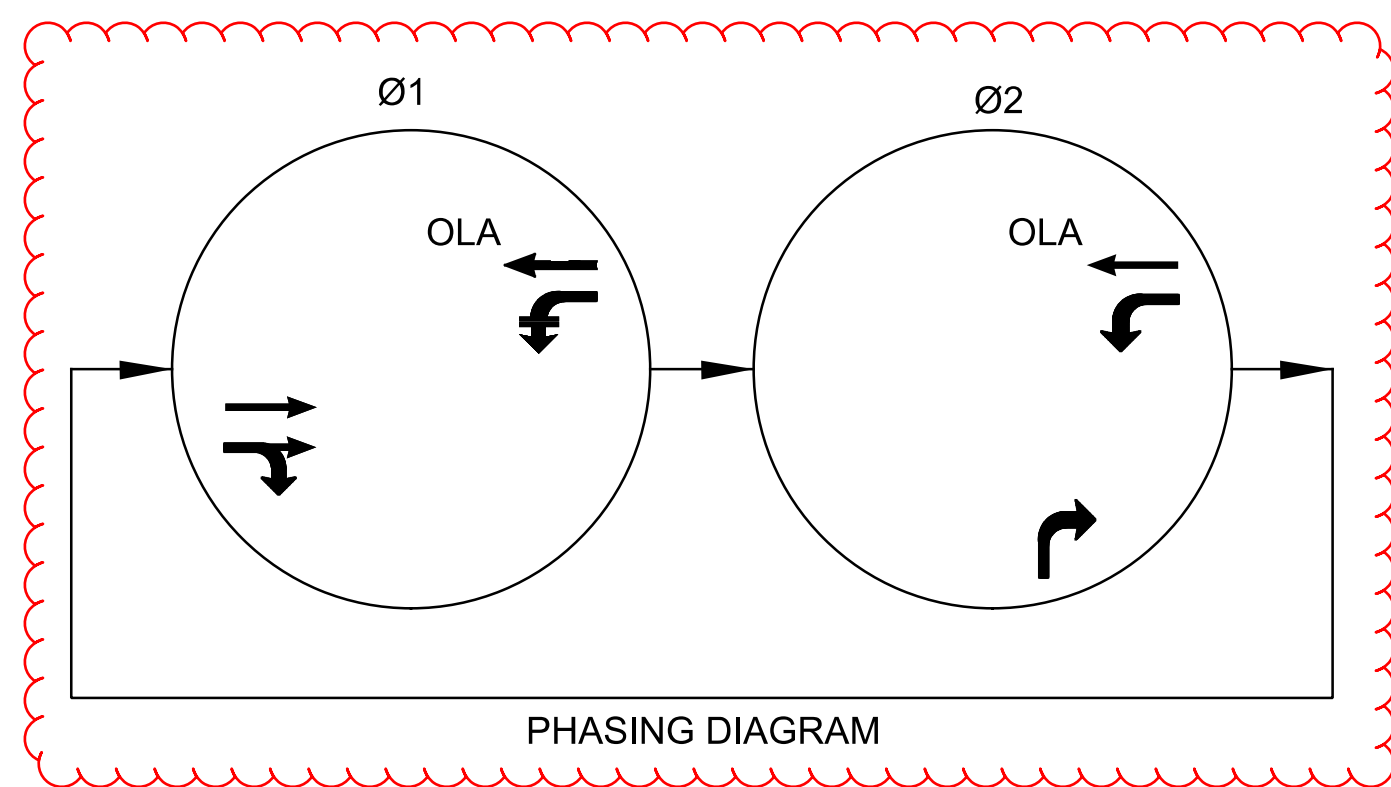
MOT PHASE 1A SEQUENCE OF CONSTRUCTION:

1. CONSTRUCT LEFT SIDE GORE AREA OF THE I-70 EB RAMP C1 TO BRICE RD SB VIA PART-WIDTH CONSTRUCTION



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TIMING CHART		
MOVEMENT	N & S	SBLT
PHASE	Ø1	Ø2
MIN INITIAL	20	7
WALK	-	-
PED CHANGE	-	-
PASS / EXT	3.7	3.7
YELLOW	4.1	4.1
RED CLR	1	2.2
MAX GRN 1	80	8
MAX GRN 2	-	48
PED RECALL	OFF	OFF
VEH RECALL	ON	OFF
MEMORY	ON	OFF

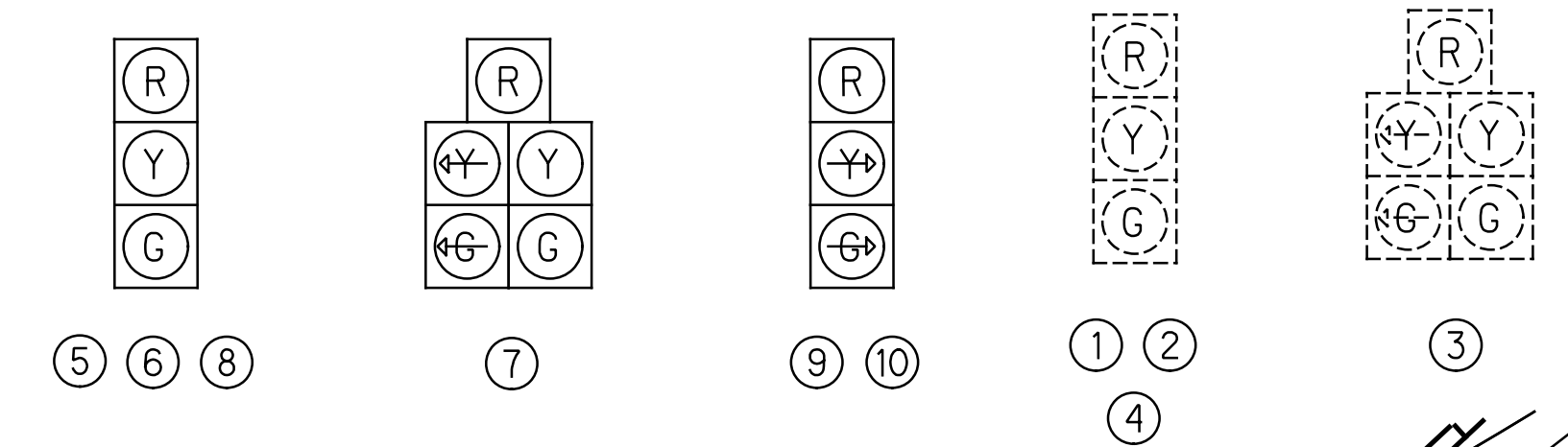


TEMPORARY SIGNAL INDICATIONS
ALL LENSES 12" LED

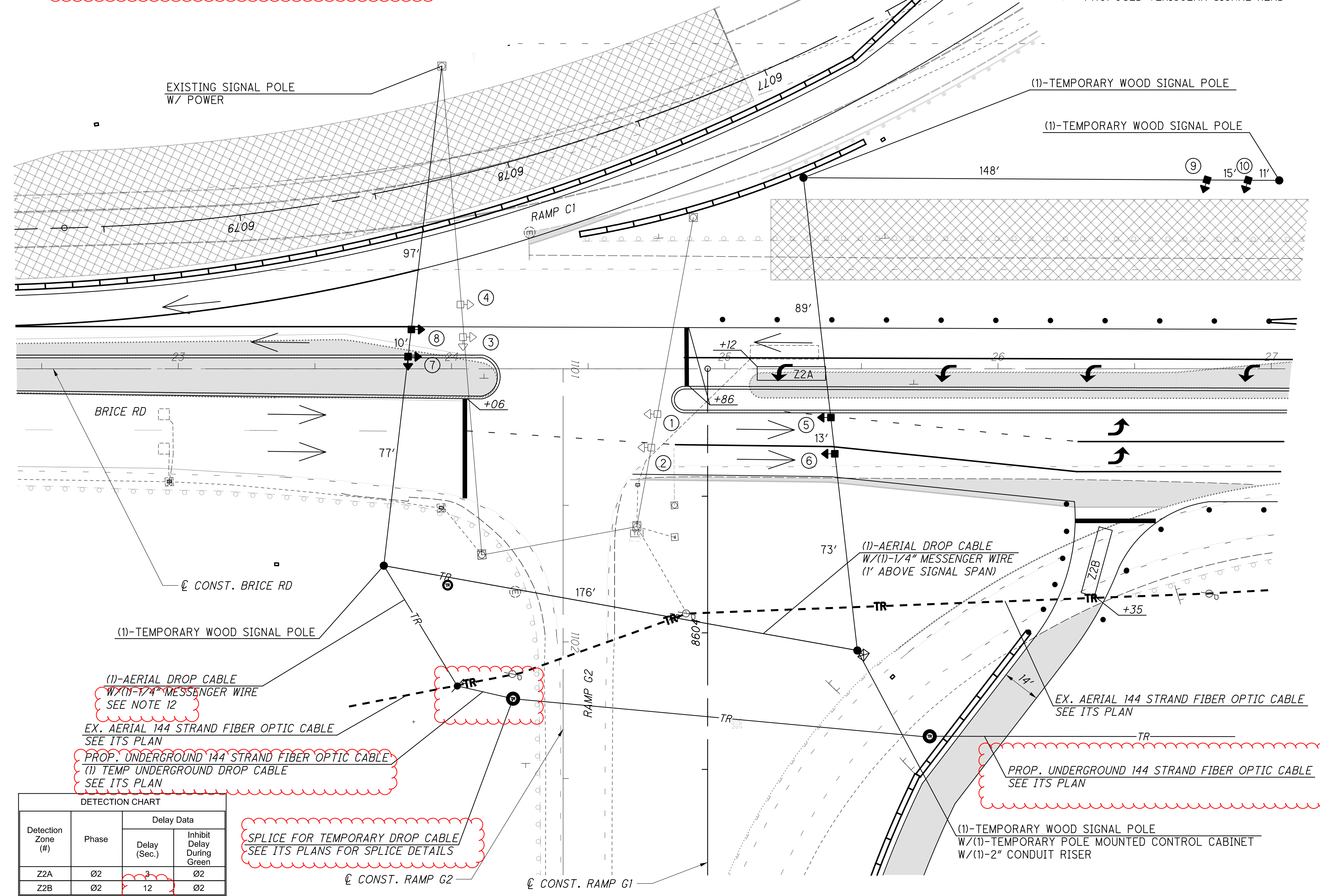
EXISTING SIGNAL INDICATIONS
TO BE REMOVED

LEGEND

- DIRECTION OF TRAVEL
- ▨ WORK AREA
- EXISTING SIGNAL POLE
- EXISTING VEHICULAR SIGNAL HEAD
- ▣ PROPOSED STOP LINE RADAR DETECTION
- TEMPORARY WOOD SIGNAL POLE
- DETECTION ZONE
- ➔ PROPOSED VEHICULAR SIGNAL HEAD



- NOTES:
- 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
 - OR ONE HOUR BEFORE SUNSET THROUGH ONE-HALF HOUR AFTER SUNRISE, WHICHEVER IS THE LONGEST DURATION.
 - 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.
 - 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.
 - SIGNS SHALL BE ALIGNED PER THE PLANS. EXISTING SIGNS IN CONFLICT WITH THE PROPOSED TEMPORARY TRAFFIC CONTROL SETUP SHALL BE COVERED OR TEMPORARILY REMOVED.
 - WEATHERPROOF SPLICES MAY BE INTRODUCED INTO SIGNAL CABLE IN ORDER TO RELOCATE EXISTING VEHICULAR SIGNAL HEADS.
 - 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 ALIGNMENT. WHEN TEMPORARY RADAR DETECTION IS USED, DILEMMA ZONE DETECTION SHALL BE PROVIDED FOR APPROACHES WITH SPEEDS GREATER THAN 40 MPH.
 - 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 AS A PEDESTRIAN PATH IS PROVIDED ALONG THE TOP SIDE OF THE INTERSECTION.
 - 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.
 - TEMPORARY WOOD SIGNAL POLES SHALL BE SIZED AND THE TEMPORARY SIGNAL SPAN SHALL BE ADJUSTED SUCH THAT THE MINIMUM ROADWAY CLEARANCE TO THE BOTTOM OF THE LOWEST SIGNAL HEAD IS 16.5' MINIMUM AND THE HIGHEST SIGNAL HEAD IS 19' MAXIMUM.
 - WHEN TEMPORARY TRAFFIC SIGNAL CABINETS ARE USED, BASE MOUNTED CABINETS SHALL BE MOUNTED ON A STURDY FOUNDATION SECURE FROM ANIMALS AND WEATHER. POLE MOUNTED CABINETS SHALL BE POSITIONED TO PREVENT AN OVERHANG GREATER THAN 4 IN. INTO A PEDESTRIAN PATHWAY.
 - THE CONTRACTOR IS RESPONSIBLE FOR LOCATING, COORDINATING AND PAYING FOR POWER SERVICE AS NEEDED FOR MAINTENANCE OF TRAFFIC PHASES.
 - SIGNAL SHALL REMAIN CONNECTED TO THE CTSS THROUGHOUT CONSTRUCTION. SEE 'ITEM 809 MAINTAINING ITS DURING CONSTRUCTION' ON THE ITS PLAN FOR ADDITIONAL REQUIREMENTS.
 - SEE PERMANENT SIGNAL PLANS FOR REMOVAL OF EXISTING SIGNAL ITEMS.



DETECTION CHART			
Detection Zone (#)	Phase	Delay Data	
		Delay (Sec.)	Inhibit Delay During Green
Z2A	Ø2	3	Ø2
Z2B	Ø2	12	Ø2

SPLICE FOR TEMPORARY DROP CABLE
SEE ITS PLANS FOR SPLICE DETAILS

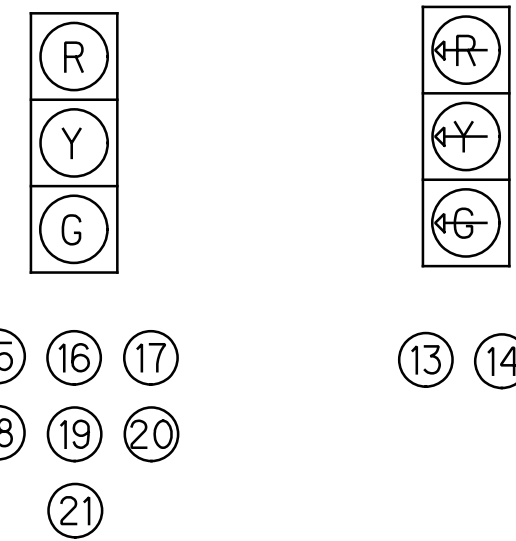
LEGEND

- DIRECTION OF TRAVEL
- ▨ WORK AREA
- ⊠ EXISTING SIGNAL POLE
- ⊠ EXISTING VEHICULAR SIGNAL HEAD
- ⊠ PROPOSED STOP LINE RADAR DETECTION
- TEMPORARY WOOD SIGNAL POLE
- ▭ DETECTION ZONE
- ➔ PROPOSED VEHICULAR SIGNAL HEAD

TIMING CHART			
MOVEMENT	N-S	NB	WB
PHASE	Ø1	Ø2	Ø3
MIN INITIAL	20	7	10
WALK			
PED CHANGE	-	-	-
PASS / EXT	3.7	3.7	3.7
YELLOW	4.1	4.1	4.1
RED CLR	1.4	2.3	2.0
MAX GRN 1	80	50	25
MAX GRN 2			
PED RECALL			
VEH RECALL	MIN	OFF	OFF
MEMORY	ON	OFF	OFF

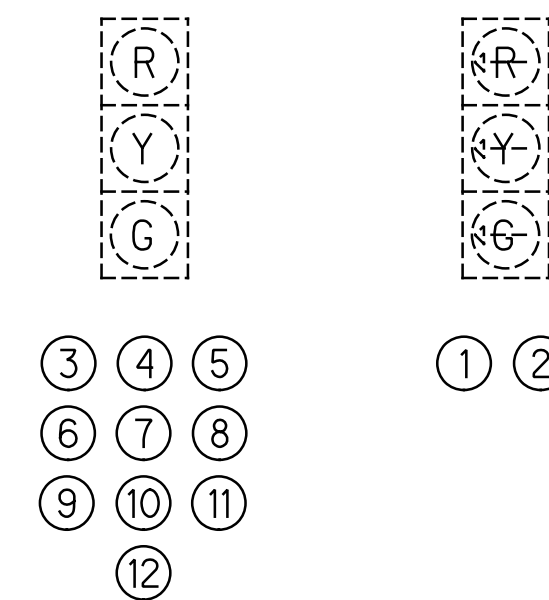
TEMPORARY SIGNAL INDICATIONS

ALL LENSES 12" LED



EXISTING SIGNAL INDICATIONS

(TO BE REMOVED)

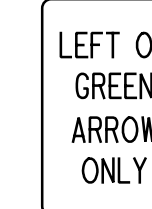


TEMPORARY SIGNING



R9-3-3Ø

(A)

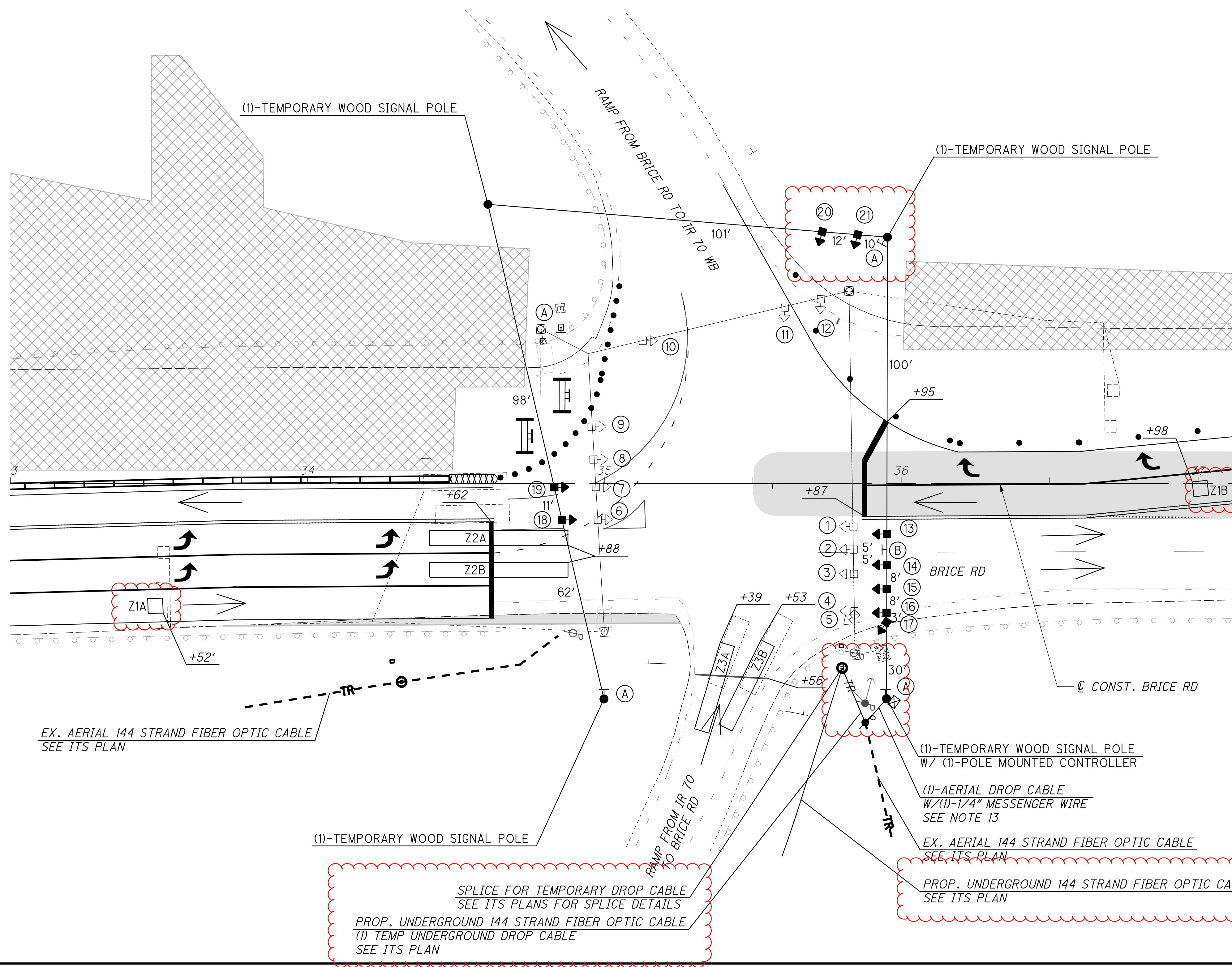


R1Ø-5-3Ø

(B)

NOTES:

1. AN EXISTING TRAFFIC SIGNAL, OR ANY PART THEREOF, SHALL NOT BE TAKEN OUT OF SERVICE UNLESS ALTERNATE MEANS OF TRAFFIC CONTROL ARE IN PLACE AND OPERATIONAL. UNLESS DIRECTED BY THE CITY OF COLUMBUS, CITY ENGINEER OR APPOINTED DESIGNEE EXISTING TRAFFIC SIGNALS SHALL NOT BE TAKEN OUT OF SERVICE BETWEEN THE HOURS OF:
 - 7:00 AM TO 9:00 AM MONDAY THROUGH FRIDAY AND
 - 4:00 PM TO 6:00 PM MONDAY THROUGH FRIDAY
 - OR ONE HOUR BEFORE SUNSET THROUGH ONE-HALF HOUR AFTER SUNRISE, WHICHEVER IS THE LONGEST DURATION.
2. ANY UNUSED SIGNAL HEAD, PEDESTRIAN SIGNAL HEAD, PEDESTRIAN PUSHBUTTON, OR POLE OR SPAN/ARM MOUNTED SIGN SHALL BE COVERED AND DISCONNECTED. VEHICULAR SIGNAL HEADS AND PEDESTRIAN SIGNAL HEADS SHALL BE COVERED PER THE REQUIREMENTS OF CMSC 632.25.
3. VEHICULAR SIGNAL HEADS SHALL BE ALIGNED PER THE PLAN. NO TWO VEHICULAR SIGNAL HEADS SHALL BE LOCATED WITHIN EIGHT FEET OF ONE ANOTHER, MEASURED PERPENDICULAR TO THE TRAVEL LANE.
4. SIGNS SHALL BE ALIGNED PER THE PLANS. EXISTING SIGNS IN CONFLICT WITH THE PROPOSED TEMPORARY TRAFFIC CONTROL SETUP SHALL BE COVERED OR TEMPORARILY REMOVED.
5. WEATHERPROOF SPLICES MAY BE INTRODUCED INTO SIGNAL CABLE IN ORDER TO RELOCATE EXISTING VEHICULAR SIGNAL HEADS.
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 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.
10. TEMPORARY WOOD SIGNAL POLES SHALL BE SIZED AND THE TEMPORARY SIGNAL SPAN SHALL BE ADJUSTED SUCH THAT THE MINIMUM ROADWAY CLEARANCE TO THE BOTTOM OF THE LOWEST SIGNAL HEAD IS 16.5' MINIMUM AND THE HIGHEST SIGNAL HEAD IS 19' MAXIMUM.
11. WHEN TEMPORARY TRAFFIC SIGNAL CABINETS ARE USED, BASE MOUNTED CABINETS SHALL BE MOUNTED ON A STURDY FOUNDATION SECURE FROM ANIMALS AND WEATHER. POLE MOUNTED CABINETS SHALL BE POSITIONED TO PREVENT AN OVERHANG GREATER THAN 4 IN. INTO A PEDESTRIAN PATHWAY.
12. THE CONTRACTOR IS RESPONSIBLE FOR LOCATING, COORDINATING AND PAYING FOR POWER SERVICE AS NEEDED FOR MAINTENANCE OF TRAFFIC PHASES.
13. SIGNAL SHALL REMAIN CONNECTED TO THE CTSS THROUGHOUT CONSTRUCTION. THE CONTRACTOR SHALL INSTALL A TEMPORARY DROP CABLE OR RELOCATE THE EXISTING DROP CABLE TO THE TEMPORARY CABINET.
14. SEE PERMANENT SIGNAL PLANS FOR REMOVAL OF EXISTING SIGNAL ITEMS.



DETECTION CHART			
Detection Zone (#)	Phase	Delay Data	
		Delay (Sec.)	Inhibit Delay During Green
Z1A	Ø1	-	-
Z1B	Ø1	-	-
Z2A	Ø2	3	Ø2
Z2B	Ø2	3	Ø2
Z3A	Ø3	3	Ø3
Z3B	Ø3	12	Ø3

SPLICE FOR TEMPORARY DROP CABLE
SEE ITS PLANS FOR SPLICE DETAILS
PROP. UNDERGROUND 144 STRAND FIBER OPTIC CABLE
(1) TEMP UNDERGROUND DROP CABLE
SEE ITS PLAN

PROP. UNDERGROUND 144 STRAND FIBER OPTIC CABLE
SEE ITS PLAN

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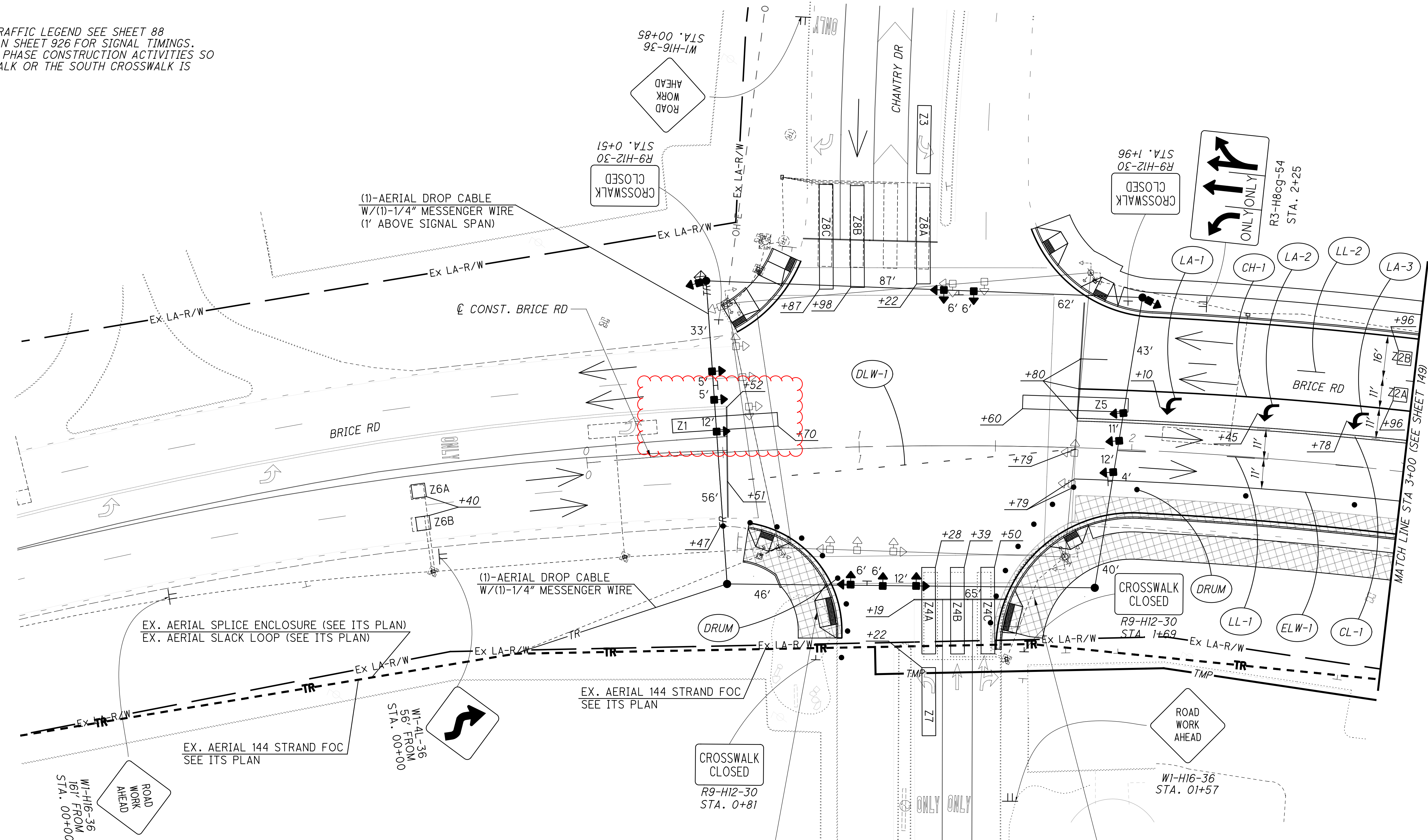
NOTES:
 1. FOR MAINTENANCE OF TRAFFIC LEGEND SEE SHEET 88
 2. SEE TRAFFIC SIGNAL PLAN SHEET 926 FOR SIGNAL TIMINGS.
 3. THE CONTRACTOR SHALL PHASE CONSTRUCTION ACTIVITIES SO EITHER THE NORTH CROSSWALK OR THE SOUTH CROSSWALK IS MAINTAINED AT ALL TIMES.

CALCULATED RML CHECKED JTP

0 20 40
 HORIZONTAL SCALE IN FEET

MAINTENANCE OF TRAFFIC PLAN - PHASE 2
 BEGIN WORK TO STA. 3+00

FRA-70-22.85



COMPLETE THIS CURB RETURN WORK WITHIN ONE WEEKEND (9PM FRI - 6AM MON). CLOSURE OF THE ADJACENT LANE WITH DRUMS IS PERMITTED DURING THIS TIME ONLY. DO NOT DO WORK SIMULTANEOUSLY WHILE NORTHEAST CORNER IS BEING CONSTRUCTED

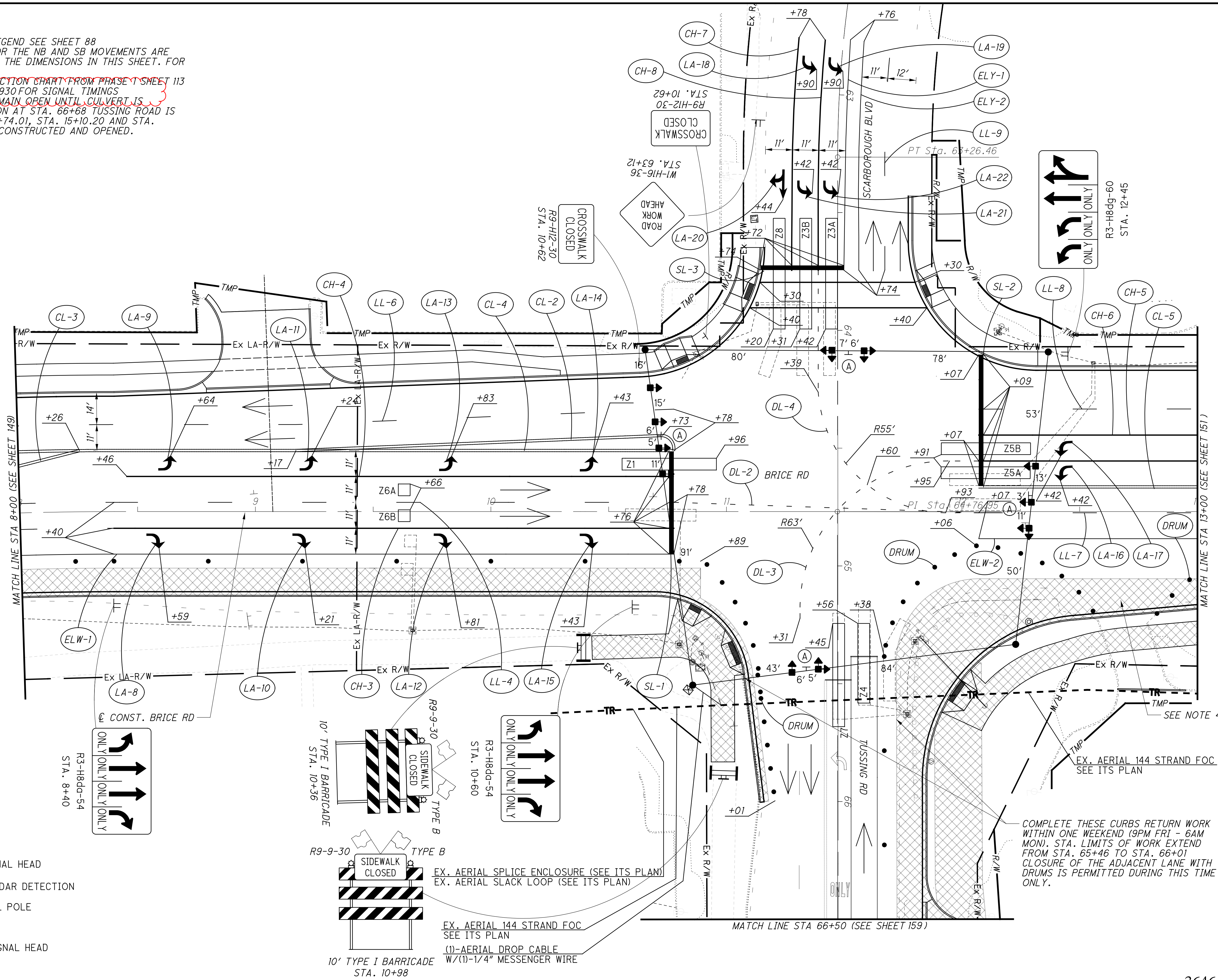
COMPLETE THIS CURB RETURN WORK WITHIN ONE WEEKEND (9PM FRI - 6AM MON). CLOSURE OF THE ADJACENT LANE WITH DRUMS IS PERMITTED DURING THIS TIME ONLY. DO NOT DO WORK SIMULTANEOUSLY WHILE SOUTHEAST CORNER IS BEING CONSTRUCTED.

LEGEND

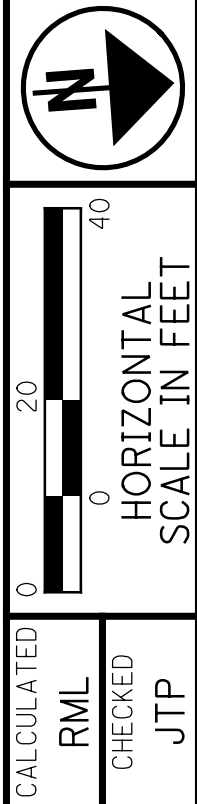
- DIRECTION OF TRAVEL
- ▨ WORK AREA
- EXISTING SIGNAL POLE
- ◻ EXISTING VEHICULAR SIGNAL HEAD
- ⊠ PROPOSED STOP LINE RADAR DETECTION
- TEMPORARY WOOD SIGNAL POLE
- ▭ DETECTION ZONE
- ➡ PROPOSED VEHICULAR SIGNAL HEAD

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- NOTES:
- FOR MAINTENANCE OF TRAFFIC LEGEND SEE SHEET 88
 - THE TEMPORARY SIGNAL HEADS FOR THE NB AND SB MOVEMENTS ARE SHIFTED FROM PHASE 1 AS SHOWN BY THE DIMENSIONS IN THIS SHEET. FOR PHASE 1 DETAILS, SEE SHEET 113
 - CONTRACTOR SHALL UTILIZE DETECTION CHART FROM PHASE 1 SHEET 113
 - SEE TRAFFIC SIGNAL PLAN SHEET 930 FOR SIGNAL TIMINGS
 - DRIVE TO GAS STATION SHALL REMAIN OPEN UNTIL CULVERT IS REPLACED AND DRIVE TO GAS STATION AT STA. 66+68 TUSSING ROAD IS OPENED AND THE DRIVES AT STA. 13+74.01, STA. 15+10.20 AND STA. 16+68.95 ALONG BRICE ROAD ARE RECONSTRUCTED AND OPENED.



- LEGEND**
- DIRECTION OF TRAVEL
 - WORK AREA
 - EXISTING SIGNAL POLE
 - EXISTING VEHICULAR SIGNAL HEAD
 - PROPOSED STOP LINE RADAR DETECTION
 - TEMPORARY WOOD SIGNAL POLE
 - DETECTION ZONE
 - PROPOSED VEHICULAR SIGNAL HEAD



**MAINTENANCE OF TRAFFIC PLAN - PHASE 2
STA. 8+00 TO STA. 13+00**

FRA-70-22.85

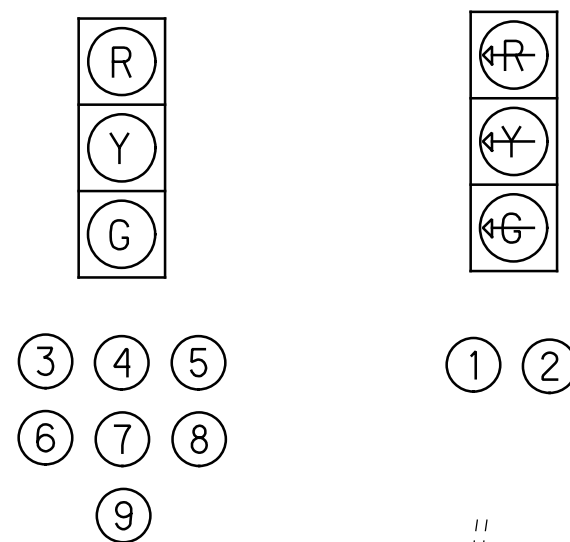
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LEGEND

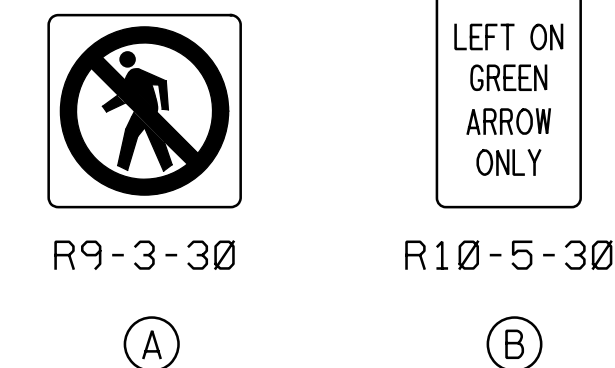
- DIRECTION OF TRAVEL
- ▨ WORK AREA
- ⊠ EXISTING SIGNAL POLE
- ⊠ EXISTING VEHICULAR SIGNAL HEAD
- ⊠ PROPOSED STOP LINE RADAR DETECTION
- TEMPORARY WOOD SIGNAL POLE
- ▭ DETECTION ZONE
- ➔ PROPOSED VEHICULAR SIGNAL HEAD

TIMING CHART			
MOVEMENT	N-S	NB	WB
PHASE	Ø1	Ø2	Ø3
MIN INITIAL	20	7	10
WALK	-	-	-
PED CHANGE	-	-	-
PASS / EXT	3.7	3.7	3.7
YELLOW	4.1	4.1	4.1
RED CLR	1.4	2.3	3.5
MAX GRN 1	80	50	25
MAX GRN 2			
PED RECALL			
VEH RECALL	MIN	OFF	OFF
MEMORY	ON	OFF	OFF

TEMPORARY SIGNAL INDICATIONS
ALL LENSES 12" LED

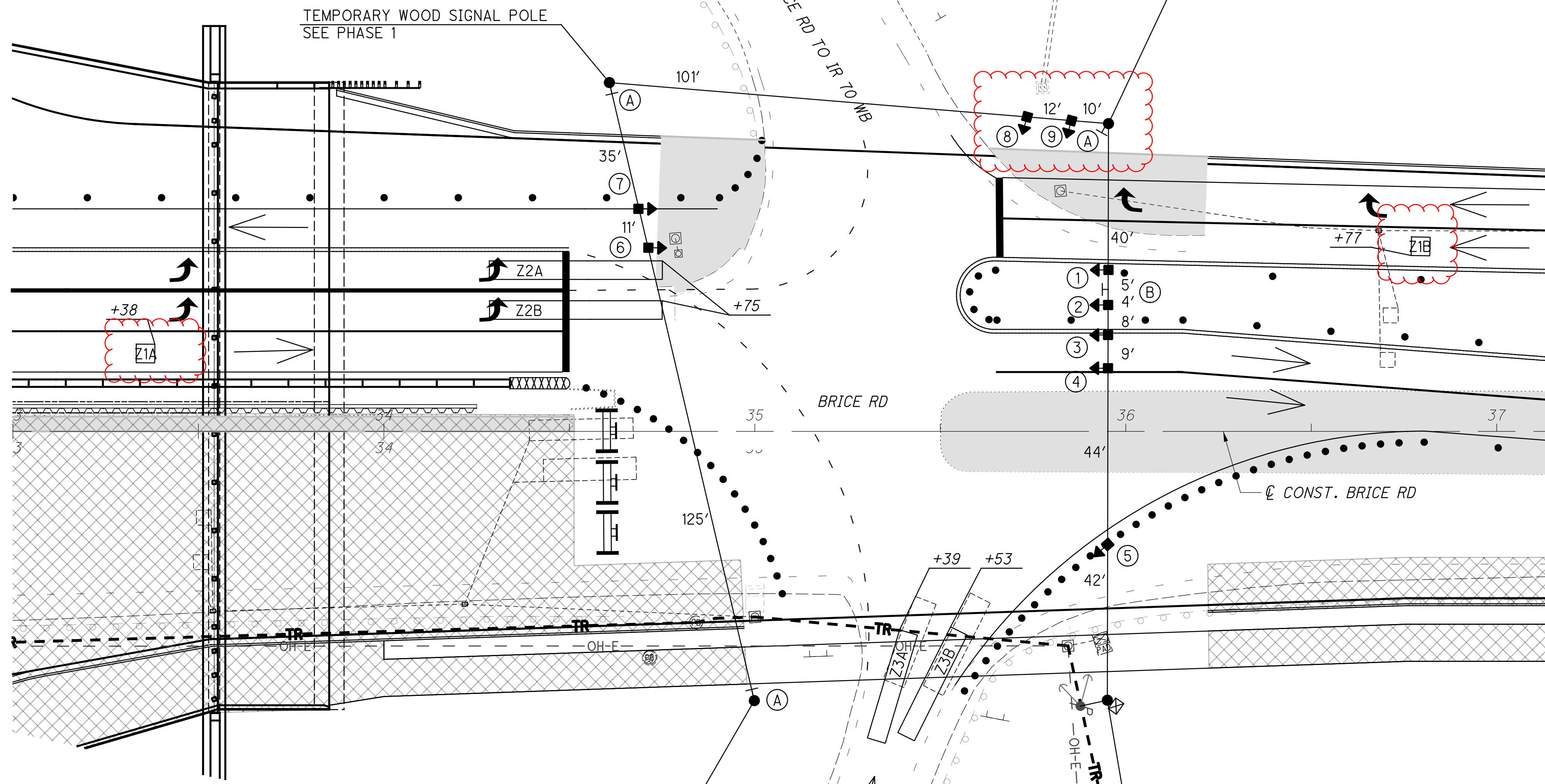


TEMPORARY SIGNING



NOTES:

1. AN EXISTING TRAFFIC SIGNAL, OR ANY PART THEREOF, SHALL NOT BE TAKEN OUT OF SERVICE UNLESS ALTERNATE MEANS OF TRAFFIC CONTROL ARE IN PLACE AND OPERATIONAL. UNLESS DIRECTED BY THE CITY OF COLUMBUS, CITY ENGINEER OR APPOINTED DESIGNEE EXISTING TRAFFIC SIGNALS SHALL NOT BE TAKEN OUT OF SERVICE BETWEEN THE HOURS OF:
 - 7:00 AM TO 9:00 AM MONDAY THROUGH FRIDAY AND
 - 4:00 PM TO 6:00 PM MONDAY THROUGH FRIDAY
 - OR ONE HOUR BEFORE SUNSET THROUGH ONE-HALF HOUR AFTER SUNRISE, WHICHEVER IS THE LONGEST DURATION.
2. ANY UNUSED SIGNAL HEAD, PEDESTRIAN SIGNAL HEAD, PEDESTRIAN PUSHBUTTON, OR POLE OR SPAN/ARM MOUNTED SIGN SHALL BE COVERED AND DISCONNECTED. VEHICULAR SIGNAL HEADS AND PEDESTRIAN SIGNAL HEADS SHALL BE COVERED PER THE REQUIREMENTS OF CMSC 632.25.
3. VEHICULAR SIGNAL HEADS SHALL BE ALIGNED PER THE PLAN. NO TWO VEHICULAR SIGNAL HEADS SHALL BE LOCATED WITHIN EIGHT FEET OF ONE ANOTHER, MEASURED PERPENDICULAR TO THE TRAVEL LANE.
4. SIGNS SHALL BE ALIGNED PER THE PLANS. EXISTING SIGNS IN CONFLICT WITH THE PROPOSED TEMPORARY TRAFFIC CONTROL SETUP SHALL BE COVERED OR TEMPORARILY REMOVED.
5. WEATHERPROOF SPLICES MAY BE INTRODUCED INTO SIGNAL CABLE IN ORDER TO RELOCATE EXISTING VEHICULAR SIGNAL HEADS.
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 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 1/2 TOP SIDE 1/2 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.
10. TEMPORARY WOOD SIGNAL POLES SHALL BE SIZED AND THE TEMPORARY SIGNAL SPAN SHALL BE ADJUSTED SUCH THAT THE MINIMUM ROADWAY CLEARANCE TO THE BOTTOM OF THE LOWEST SIGNAL HEAD IS 16.5' MINIMUM AND THE HIGHEST SIGNAL HEAD IS 19' MAXIMUM.
11. WHEN TEMPORARY TRAFFIC SIGNAL CABINETS ARE USED, BASE MOUNTED CABINETS SHALL BE MOUNTED ON A STURDY FOUNDATION SECURE FROM ANIMALS AND WEATHER. POLE MOUNTED CABINETS SHALL BE POSITIONED TO PREVENT AN OVERHANG GREATER THAN 4 IN. INTO A PEDESTRIAN PATHWAY.
12. THE CONTRACTOR IS RESPONSIBLE FOR LOCATING, COORDINATING AND PAYING FOR POWER SERVICE AS NEEDED FOR MAINTENANCE OF TRAFFIC PHASES.
13. SIGNAL SHALL REMAIN CONNECTED TO THE CTSS THROUGHOUT CONSTRUCTION. THE CONTRACTOR SHALL INSTALL A TEMPORARY DROP CABLE OR RELOCATE THE EXISTING DROP CABLE TO THE TEMPORARY CABINET.
14. SEE PERMANENT SIGNAL PLANS FOR REMOVAL OF EXISTING SIGNAL ITEMS.



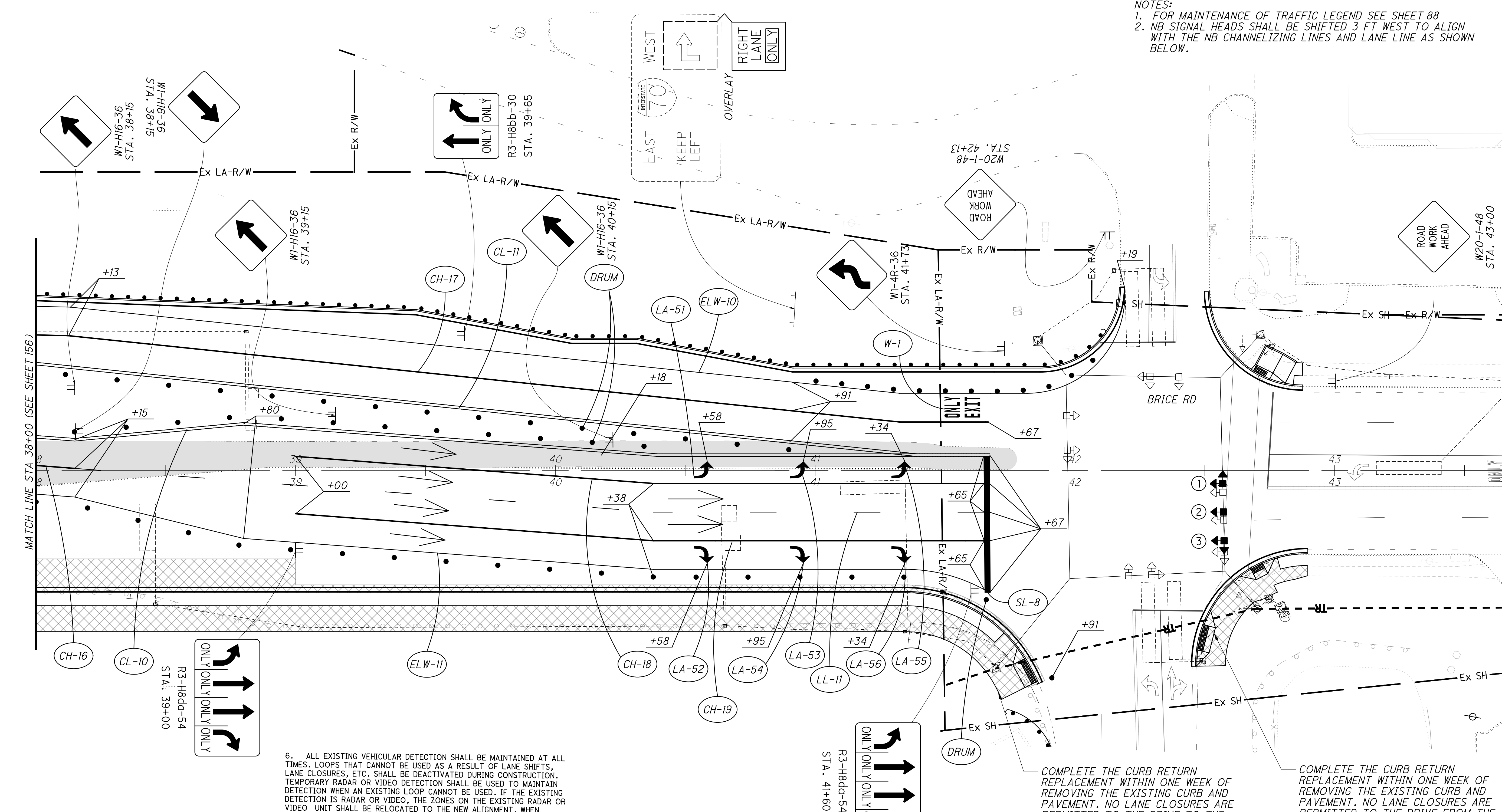
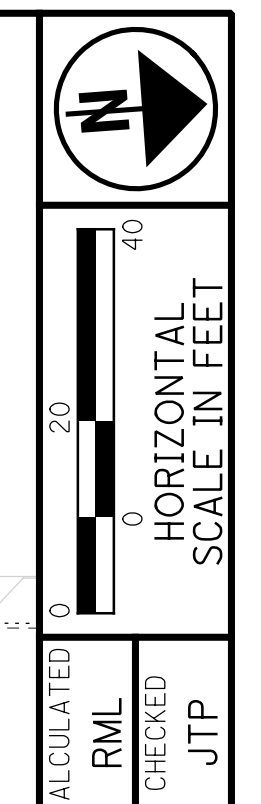
DETECTION CHART			
Detection Zone (#)	Phase	Delay Data	
		Delay (Sec.)	Inhibit Delay During Green
Z1A	Ø1	-	-
Z1B	Ø1	-	-
Z2A	Ø2	3	Ø2
Z2B	Ø2	3	Ø2
Z3A	Ø4	3	Ø3
Z3B	Ø4	12	Ø3

CALCULATED JZM CHECKED JTP
 HORIZONTAL SCALE IN FEET
 0 20 40
 TEMPORARY TRAFFIC SIGNAL PLAN - PHASE 2
 BRICE ROAD & I-70 WB RAMPS
 FRA-70-22.85
 157
 1356

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NOTES:
 1. FOR MAINTENANCE OF TRAFFIC LEGEND SEE SHEET 88
 2. NB SIGNAL HEADS SHALL BE SHIFTED 3 FT WEST TO ALIGN WITH THE NB CHANNELIZING LINES AND LANE LINE AS SHOWN BELOW.



- NOTES:
- 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 DESIGNER 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
 - OR ONE HOUR BEFORE SUNSET THROUGH ONE-HALF HOUR AFTER SUNRISE, WHICHEVER IS THE LONGEST DURATION.
 - 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.
 - 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.
 - SIGNS SHALL BE ALIGNED PER THE PLANS. EXISTING SIGNS IN CONFLICT WITH THE PROPOSED TEMPORARY TRAFFIC CONTROL SETUP SHALL BE COVERED OR TEMPORARILY REMOVED.
 - WEATHERPROOF SPLICES MAY BE INTRODUCED INTO SIGNAL CABLE IN ORDER TO RELOCATE EXISTING VEHICULAR SIGNAL HEADS.

- 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 ALIGNMENT. WHEN TEMPORARY RADAR DETECTION IS USED, DILEMMA ZONE DETECTION SHALL BE PROVIDED FOR APPROACHES WITH SPEEDS GREATER THAN 40 MPH.
- 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 AS PEDESTRIAN PATH IS PROVIDED ALONG THE TOP SIDE OF THE INTERSECTION.
- UNLESS NOTED IN THE PLANS, THE TRAFFIC SIGNAL SHALL UTILIZE THE EXISTING TIMING AND PHASING.
- 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.

COMPLETE THE CURB RETURN REPLACEMENT WITHIN ONE WEEK OF REMOVING THE EXISTING CURB AND PAVEMENT. NO LANE CLOSURES ARE PERMITTED TO THE DRIVE TO THE HOME DEPOT.

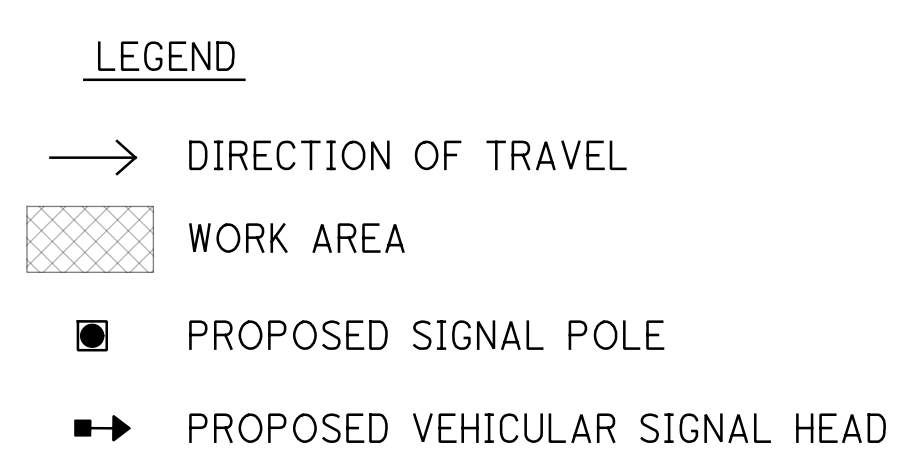
COMPLETE THE CURB RETURN REPLACEMENT WITHIN ONE WEEK OF REMOVING THE EXISTING CURB AND PAVEMENT. NO LANE CLOSURES ARE PERMITTED TO THE DRIVE FROM THE HOME DEPOT.

CONSTRUCT THE CURB RETURN IN THIS CORNER PRIOR TO BEGINNING THE CURB RETURN ON THE NORTHEAST CORNER.

CONSTRUCT THE CURB RETURN IN THIS CORNER AFTER THE CURB RETURN ON THE SOUTHEAST CORNER HAS BEEN CONSTRUCTED.

COMPLETE SIDEWALK AFTER THE PROPOSED SIGNAL IS INSTALLED.

COMPLETE SIDEWALK AFTER THE PROPOSED SIGNAL IS INSTALLED.



MAINTENANCE OF TRAFFIC PLAN - PHASE 2
 STA. 38+00 TO END WORK
 FRA-70-22.85

LEGEND

- DIRECTION OF TRAVEL
- ▨ WORK AREA
- EXISTING SIGNAL POLE
- EXISTING VEHICULAR SIGNAL HEAD
- ▣ PROPOSED STOP LINE RADAR DETECTION
- TEMPORARY WOOD SIGNAL POLE
- DETECTION ZONE
- ➡ PROPOSED VEHICULAR SIGNAL HEAD

TEMPORARY SIGNING

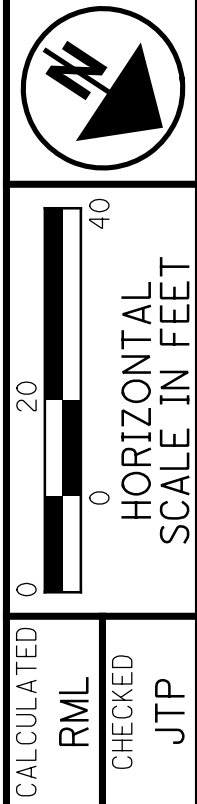
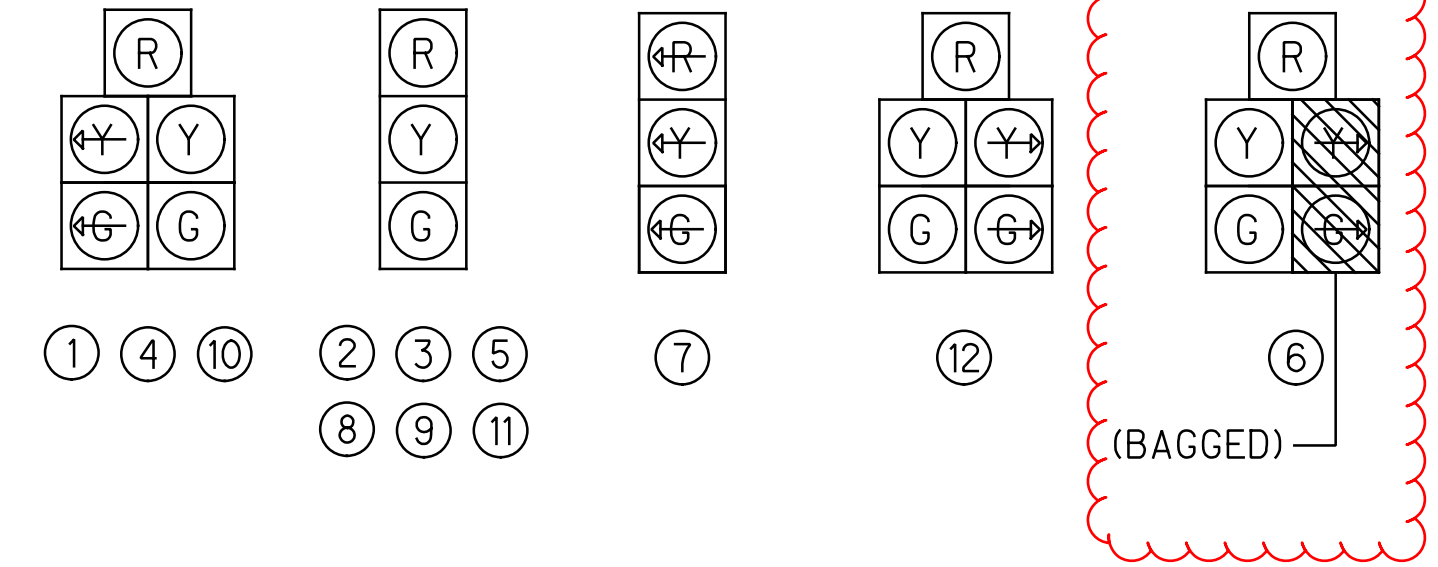
SIGNAL OPERATION CHANGED

W23-H2b-30

(A)

TEMPORARY SIGNAL INDICATIONS

ALL LENSES 12" LED

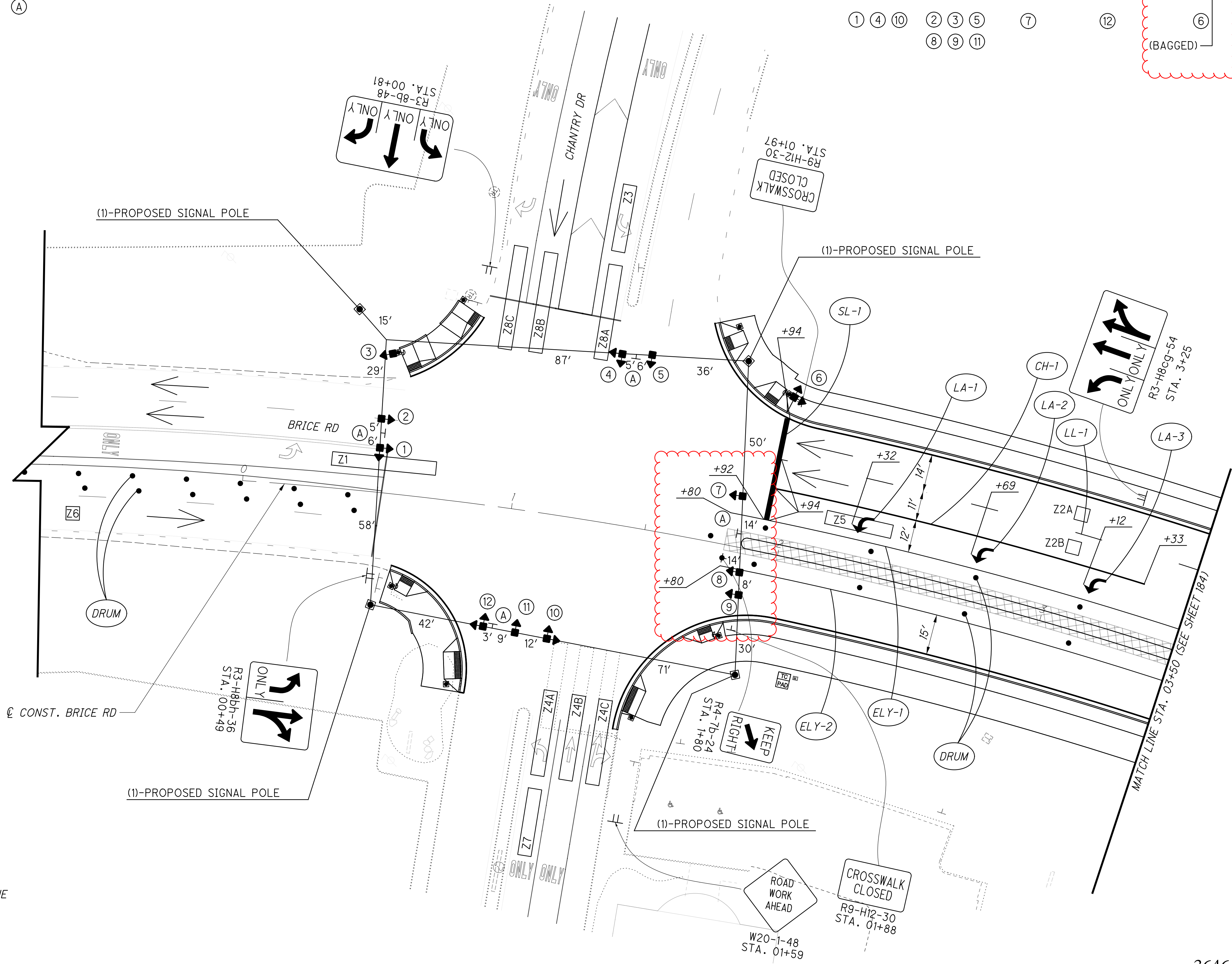
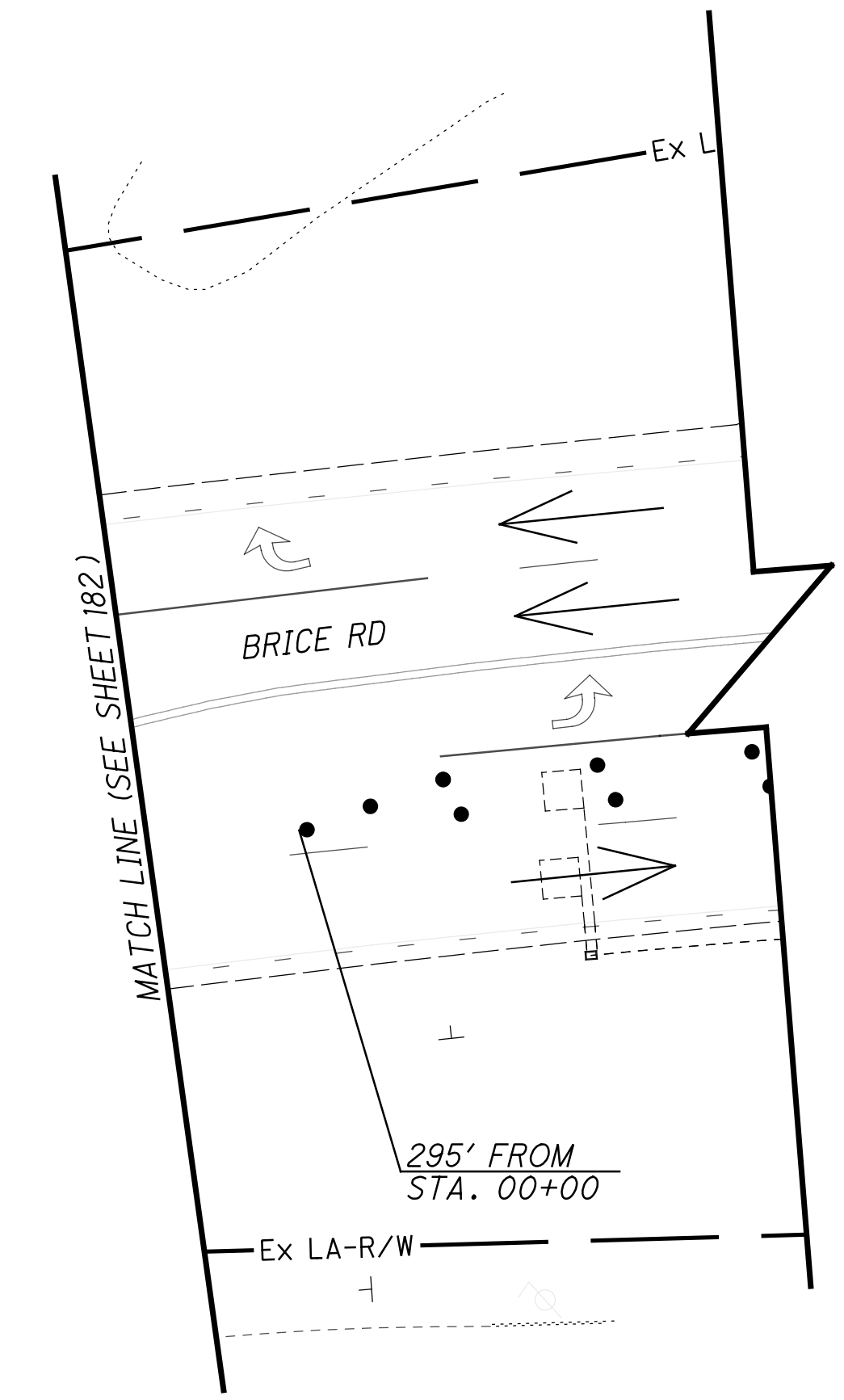


MAINTENANCE OF TRAFFIC PLAN - PHASE 3
 BEGIN WORK TO STA. 02+50

FRA-70-22.85

183
 1356

3646-E



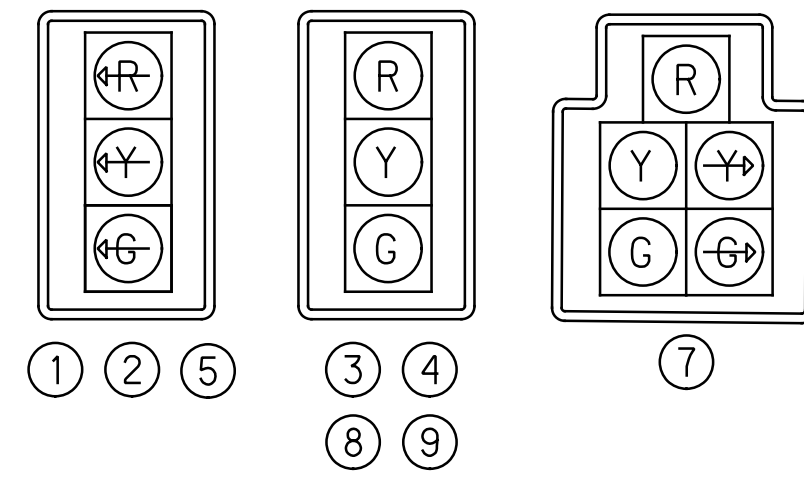
NOTES:
 1. FOR MAINTENANCE OF TRAFFIC LEGEND SEE SHEET 88
 2. SEE TRAFFIC SIGNAL PLAN SHEET 926 FOR SIGNAL TIMINGS. THE SOUTHBOUND LEFT TURN OVERLAP IS NOT INCLUDED AS PART OF THIS MOT PHASE.
 3. SEE THE TEMPORARY SIGNAL PLAN (PHASE 1) FOR ADDITIONAL NOTES.

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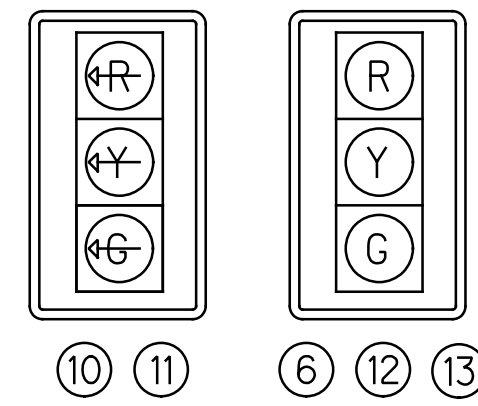
LEGEND

- DIRECTION OF TRAVEL
- ▨ WORK AREA
- EXISTING SIGNAL POLE
- ⊠ PROPOSED STOP LINE RADAR DETECTION
- DETECTION ZONE
- ➔ PROPOSED VEHICULAR SIGNAL HEAD
- ⊙ PERMANENT VEHICULAR SIGNAL HEAD
- ⊙ TEMPORARY LOCATION

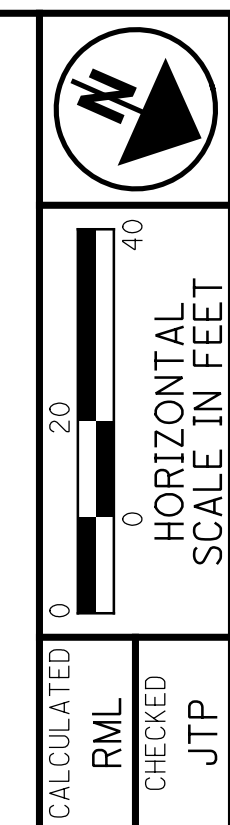
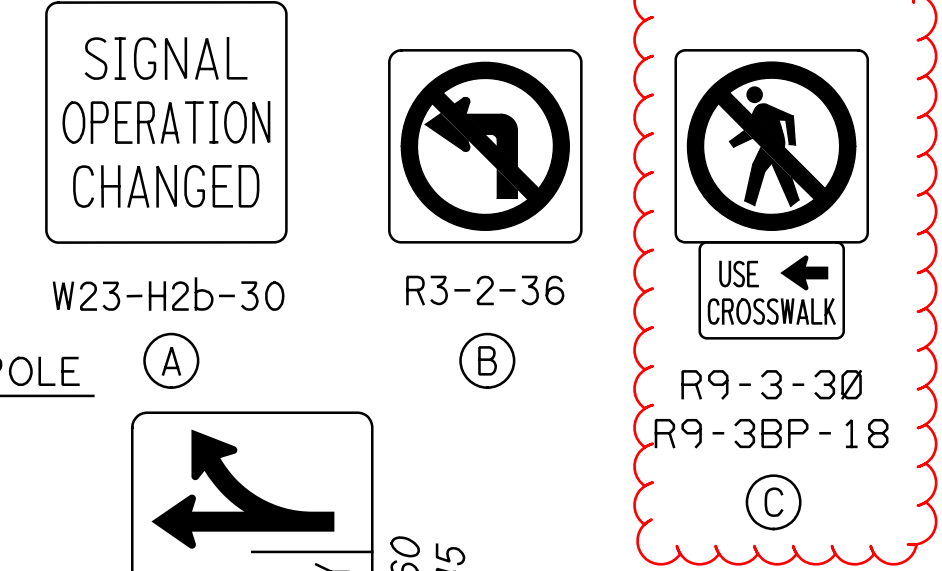
**PERMANENT SIGNAL INDICATIONS
TEMPORARILY RELOCATED**
ALL LENSES 12" LED



PERMANENT SIGNAL INDICATIONS
ALL LENSES 12" LED



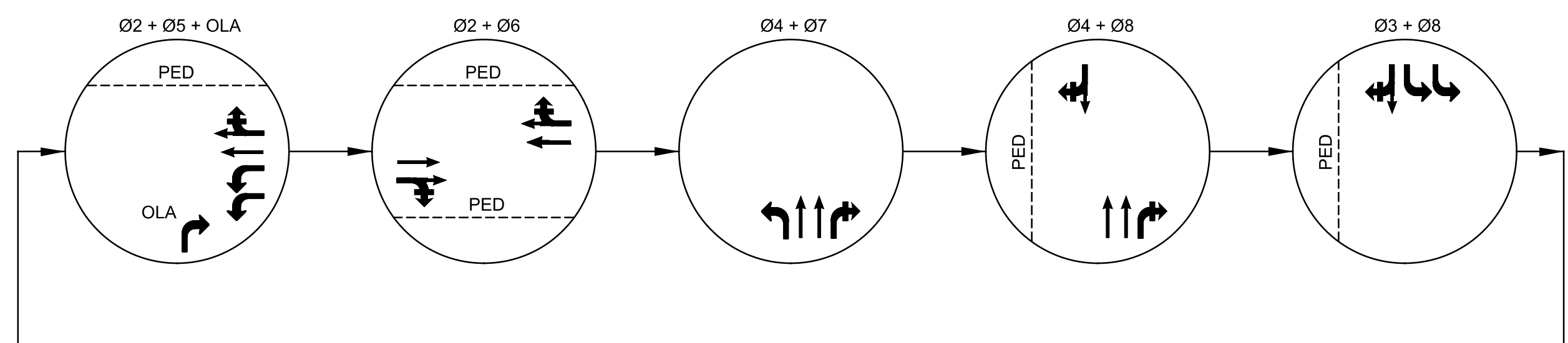
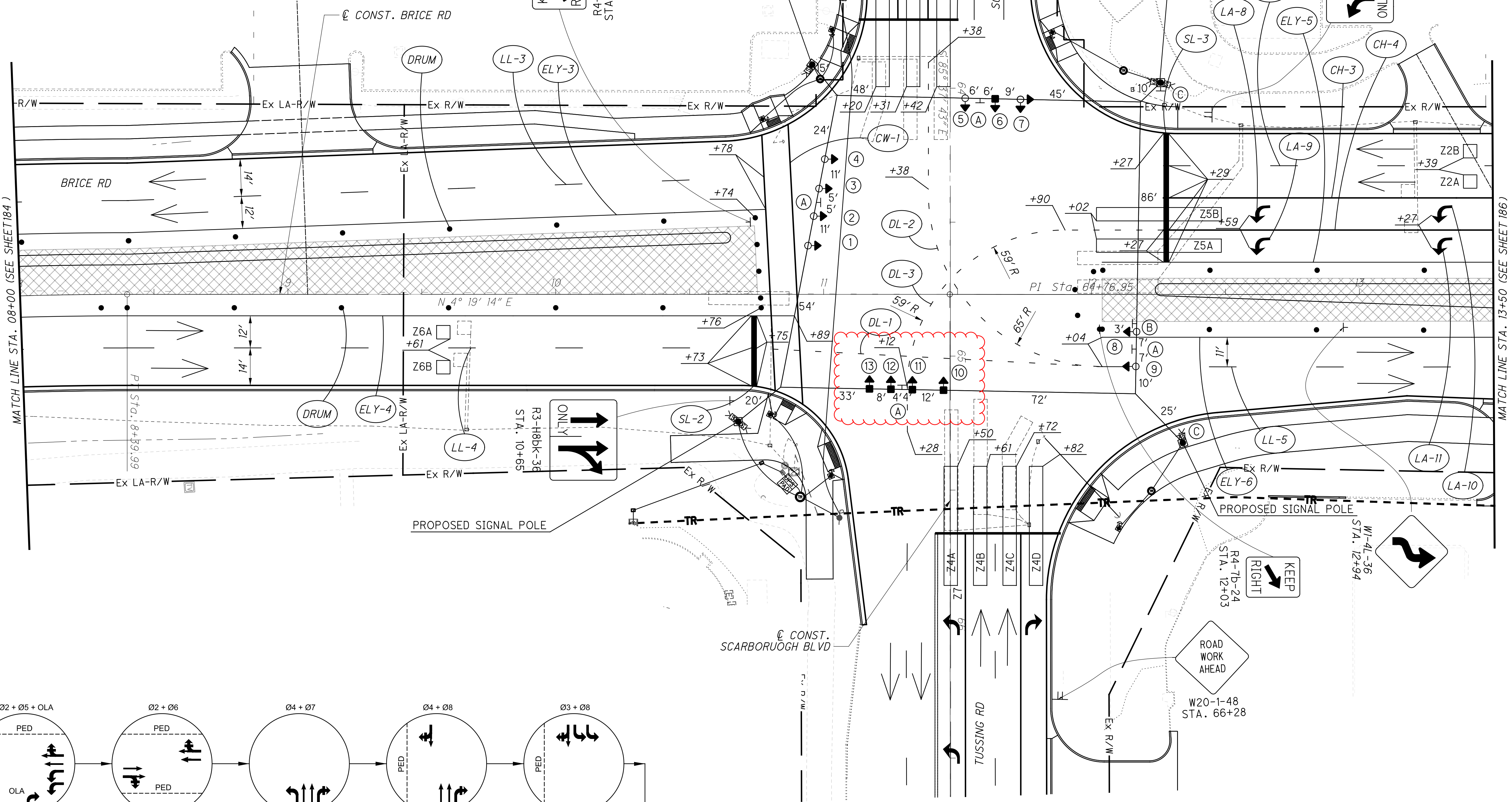
TEMPORARY SIGNING



MAINTENANCE OF TRAFFIC PLAN - PHASE 3
STA. 07+50 TO STA. 13+50

FRA-70-22.85

185
 1356

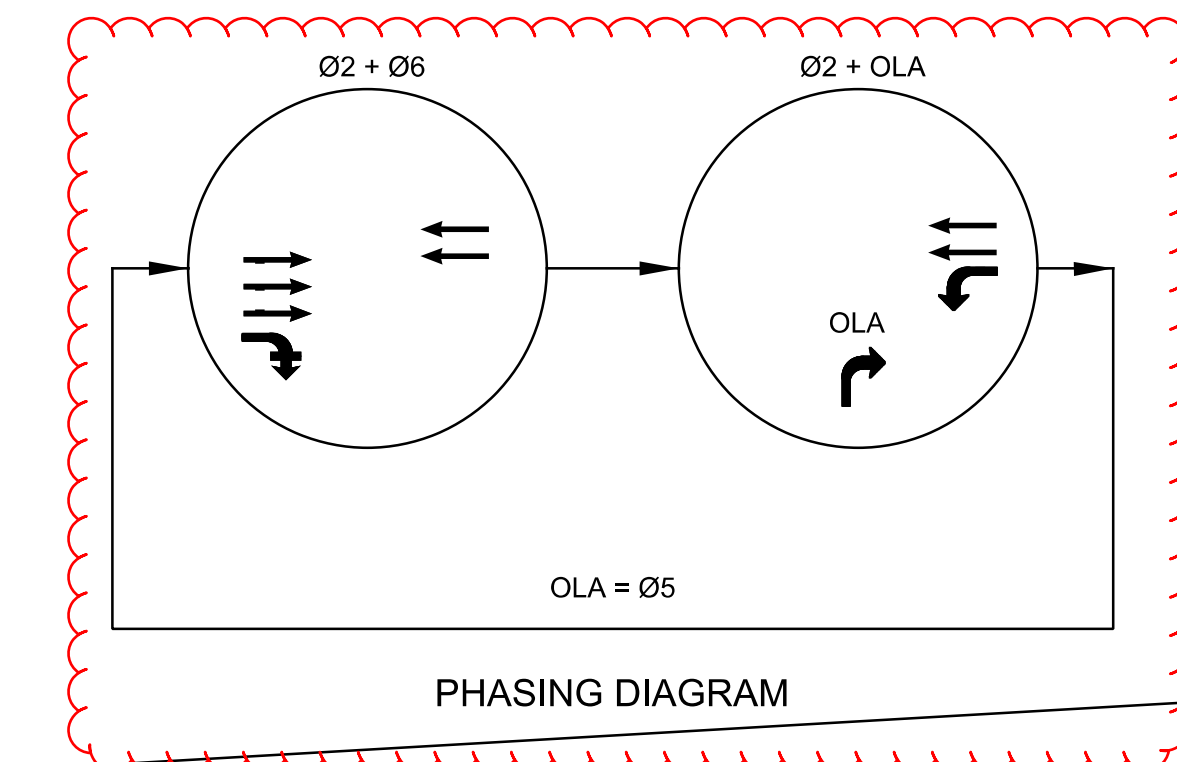


PHASING DIAGRAM

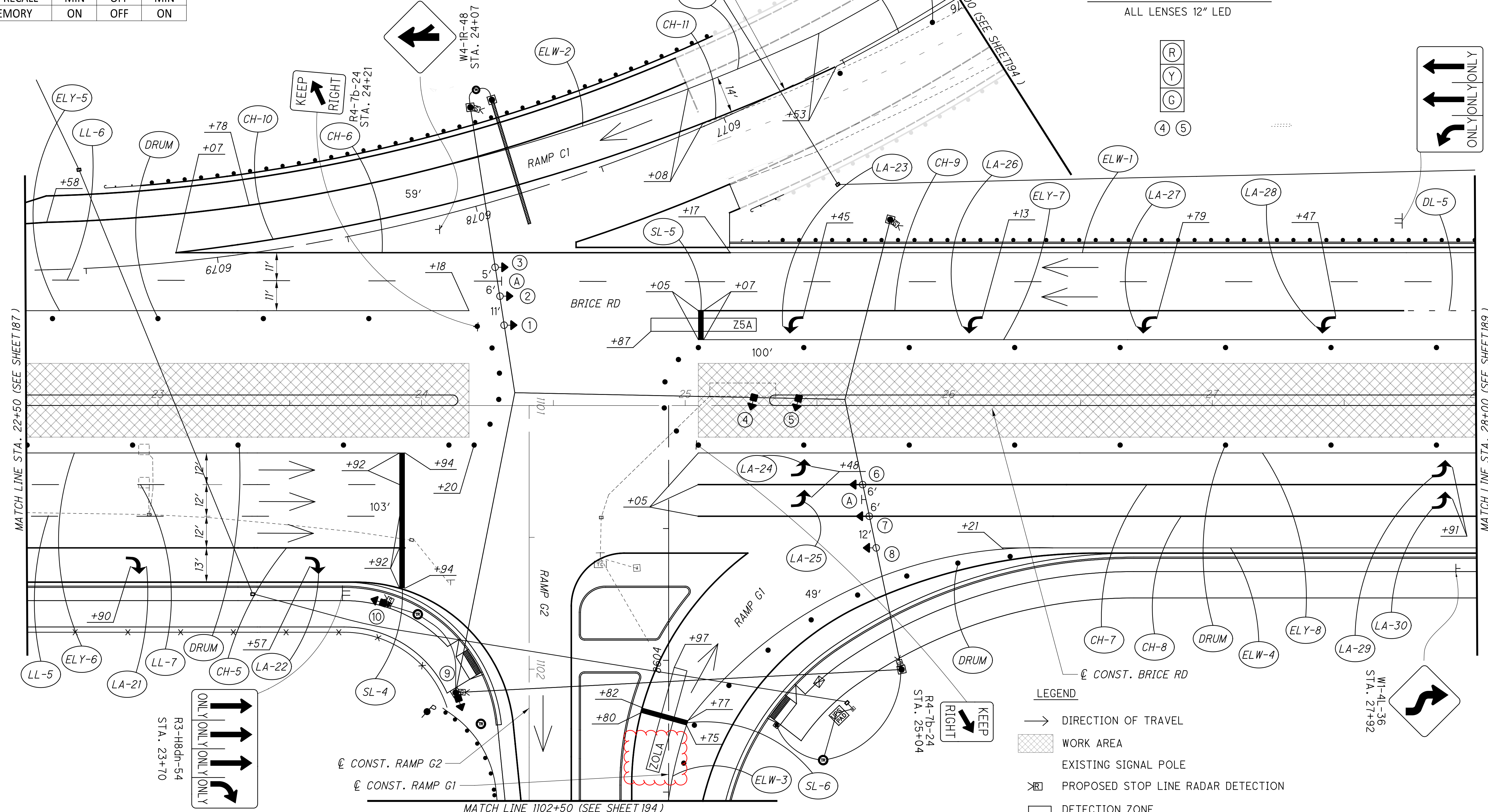
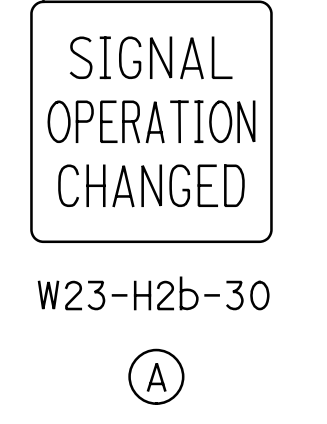
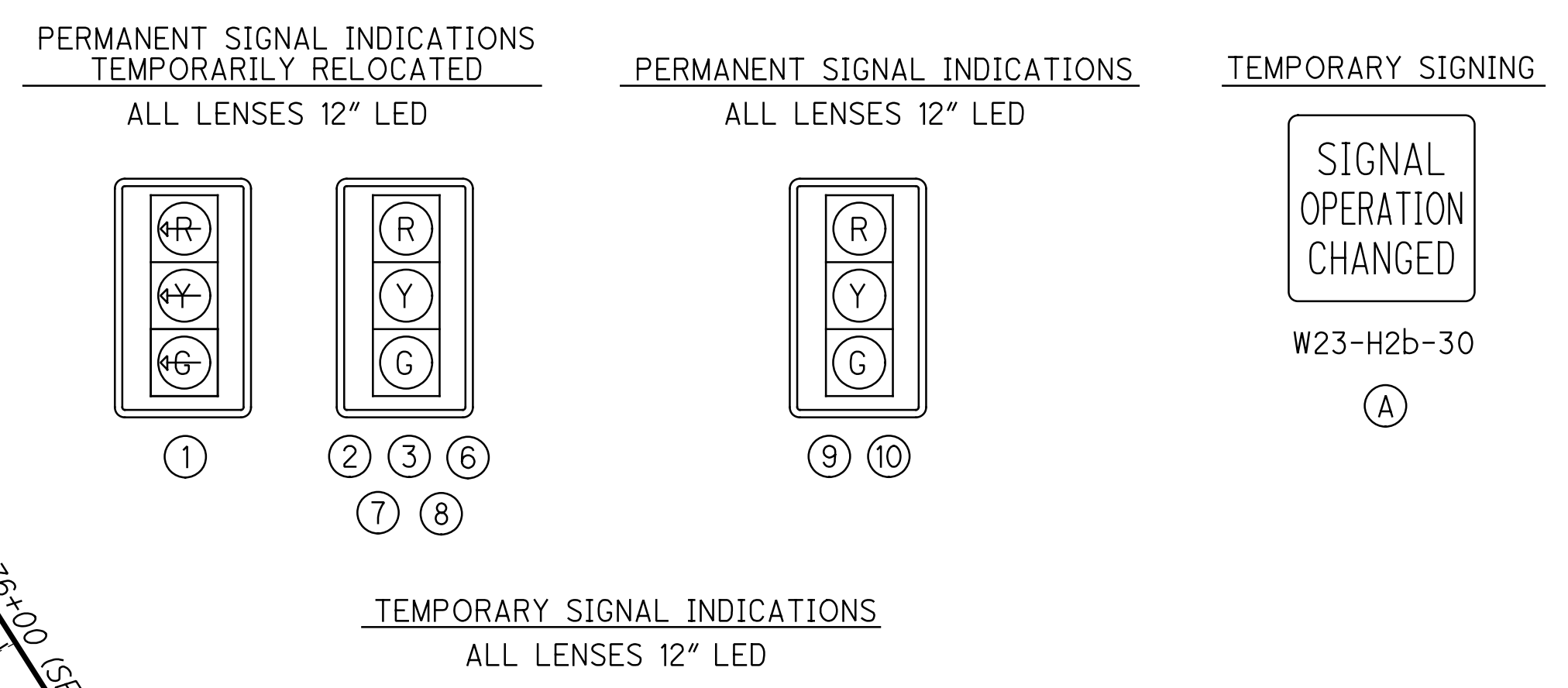
NOTES:
 1. FOR MAINTENANCE OF TRAFFIC LEGEND, SEE SHEET 88
 2. SEE TRAFFIC SIGNAL PLAN SHEET 931 FOR SIGNAL TIMINGS.
 3. SEE THE TEMPORARY SIGNAL PLAN (PHASE 1) FOR ADDITIONAL NOTES.

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TIMING CHART			
MOVEMENT	SB	WB	NB
PHASE	Ø2	OLA	Ø6
MIN INITIAL	40	10	40
WALK	-	-	9
PED CHANGE	-	-	31
PASS / EXT	3.7	3.7	3.7
YELLOW	4.2	3.2	4.2
RED CLR	2.3	2.1	2.3
MAX GRN 1	60	30	60
MAX GRN 2	60	30	60
PED RECALL	OFF	OFF	ON
VEH RECALL	MIN	OFF	MIN
MEMORY	ON	OFF	ON



DETECTION CHART			
Detection Zone (#)	Phase	Delay Data	
		Delay (Sec.)	Inhibit Delay During Green
Z5A	Ø5	3	Ø2
Z-OLA	OLA	12	OLA

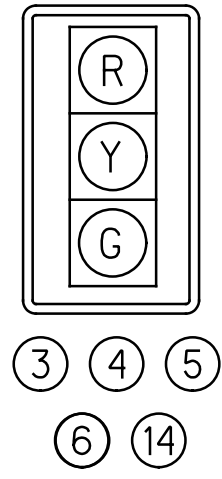


- LEGEND**
- DIRECTION OF TRAVEL
 - ▨ WORK AREA
 - EXISTING SIGNAL POLE
 - ⊠ PROPOSED STOP LINE RADAR DETECTION
 - DETECTION ZONE
 - ➔ TEMPORARY VEHICULAR SIGNAL HEAD
 - PERMANENT VEHICULAR SIGNAL HEAD
 - TEMPORARY LOCATION

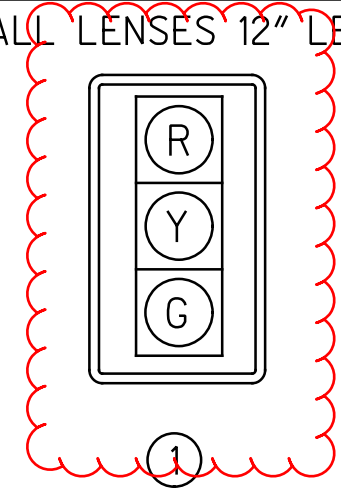
NOTES:
 1. FOR MAINTENANCE OF TRAFFIC LEGEND SEE SHEET 88
 2. SEE TRAFFIC SIGNAL PLAN SHEET 934 FOR PERMANENT SIGNAL ITEMS.
 3. SEE THE TEMPORARY SIGNAL PLAN (PHASE 1) FOR ADDITIONAL NOTES.

FRA-70-22.85
MAINTENANCE OF TRAFFIC PLAN - PHASE 3
STA. 22+50 TO STA. 28+00

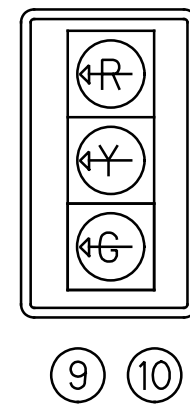
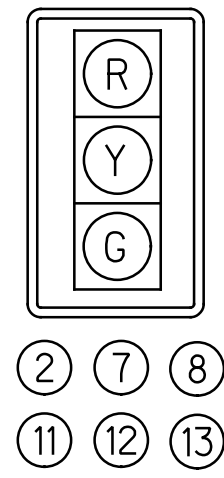
PROPOSED SIGNAL INDICATIONS TO BE COVERED



TEMPORARY SIGNAL INDICATIONS ALL LENSES 12" LED



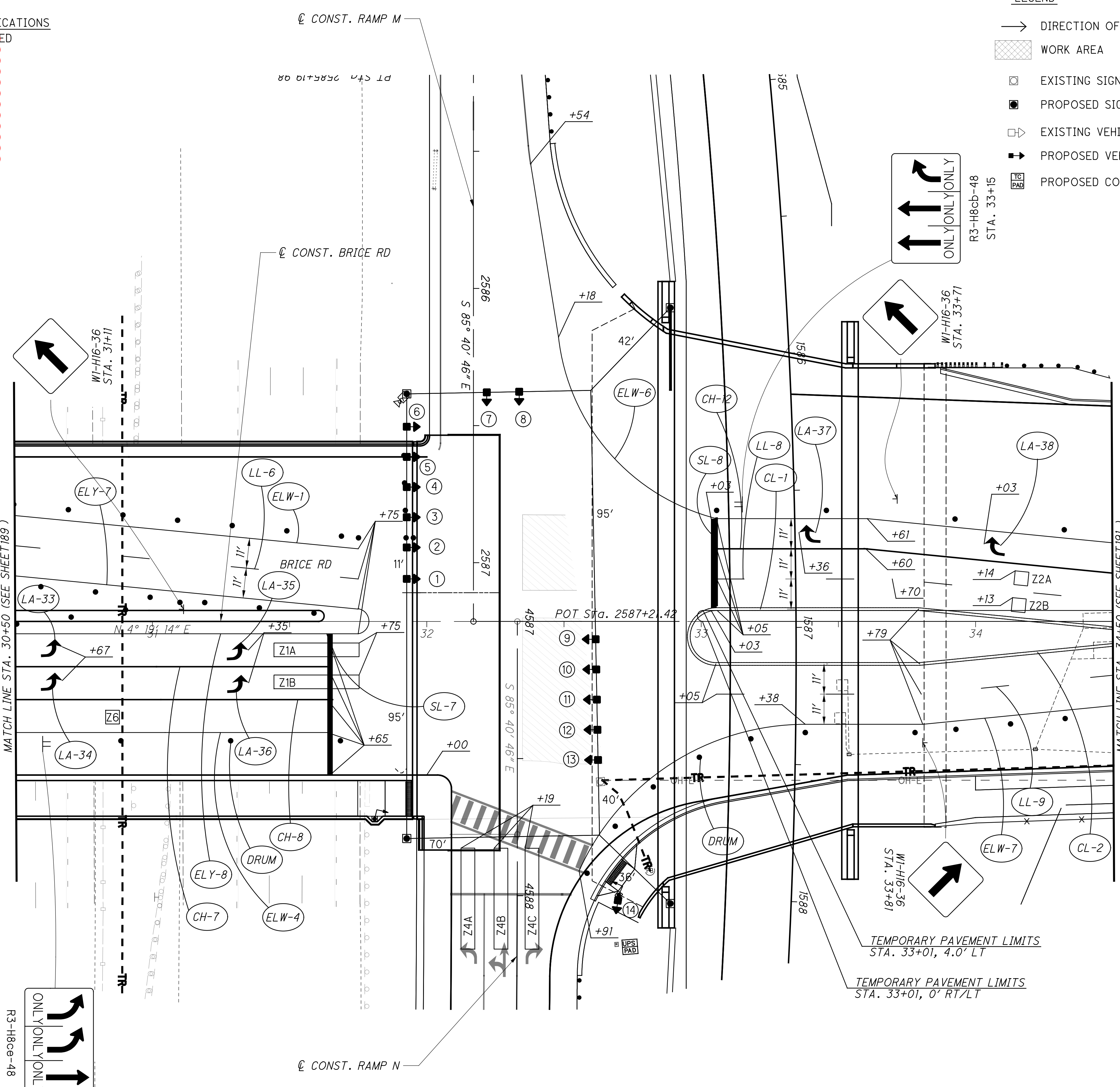
PROPOSED SIGNAL INDICATIONS ALL LENSES 12" LED



DETECTION CHART			
Detection Zone (#)	Phase	Delay Data	
		Delay (Sec.)	Inhibit Delay During Green
Z1A	Ø1	3	Ø1
Z1B	Ø1	3	Ø1
Z2A	Ø2	-	-
Z2B	Ø2	-	-
Z4A	Ø4	-	-
Z4B	Ø4	-	-
Z4C	Ø4	12	Ø4
Z6	Ø6	-	-

- NOTES:
- FOR MAINTENANCE OF TRAFFIC LEGEND SEE SHEET 88
 - SEE TRAFFIC SIGNAL PLAN SHEET 937 FOR PERMANENT SIGNAL ITEMS.
 - SEE THE TEMPORARY SIGNAL PLAN (PHASE 1) FOR ADDITIONAL NOTES.

R3-H8cb-48
STA. 30+60



LEGEND

- DIRECTION OF TRAVEL
- ▨ WORK AREA
- EXISTING SIGNAL POLE
- PROPOSED SIGNAL POLE
- EXISTING VEHICULAR SIGNAL HEAD
- ➔ PROPOSED VEHICULAR SIGNAL HEAD
- ▣ PROPOSED CONTROLLER

CALCULATED RML CHECKED JTP

0 20 40 HORIZONTAL SCALE IN FEET

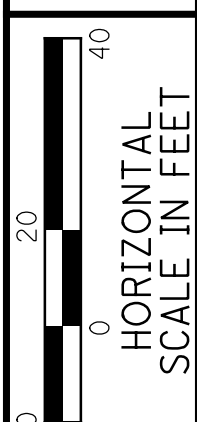
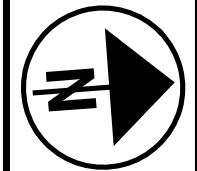
MAINTENANCE OF TRAFFIC PLAN - PHASE 3
STA. 30+50 TO STA. 34+50

FRA-70-22.85

NOTES:
 1. FOR MAINTENANCE OF TRAFFIC LEGEND SEE SHEET 88
 2. PERMANENT SIGNALS SHALL BE IN OPERATION FOR THIS PHASE. SEE SHEETS 943 - 945.

LEGEND

- DIRECTION OF TRAVEL
- ▨ WORK AREA
- PROPOSED SIGNAL POLE
- ➔ PROPOSED VEHICULAR SIGNAL HEAD

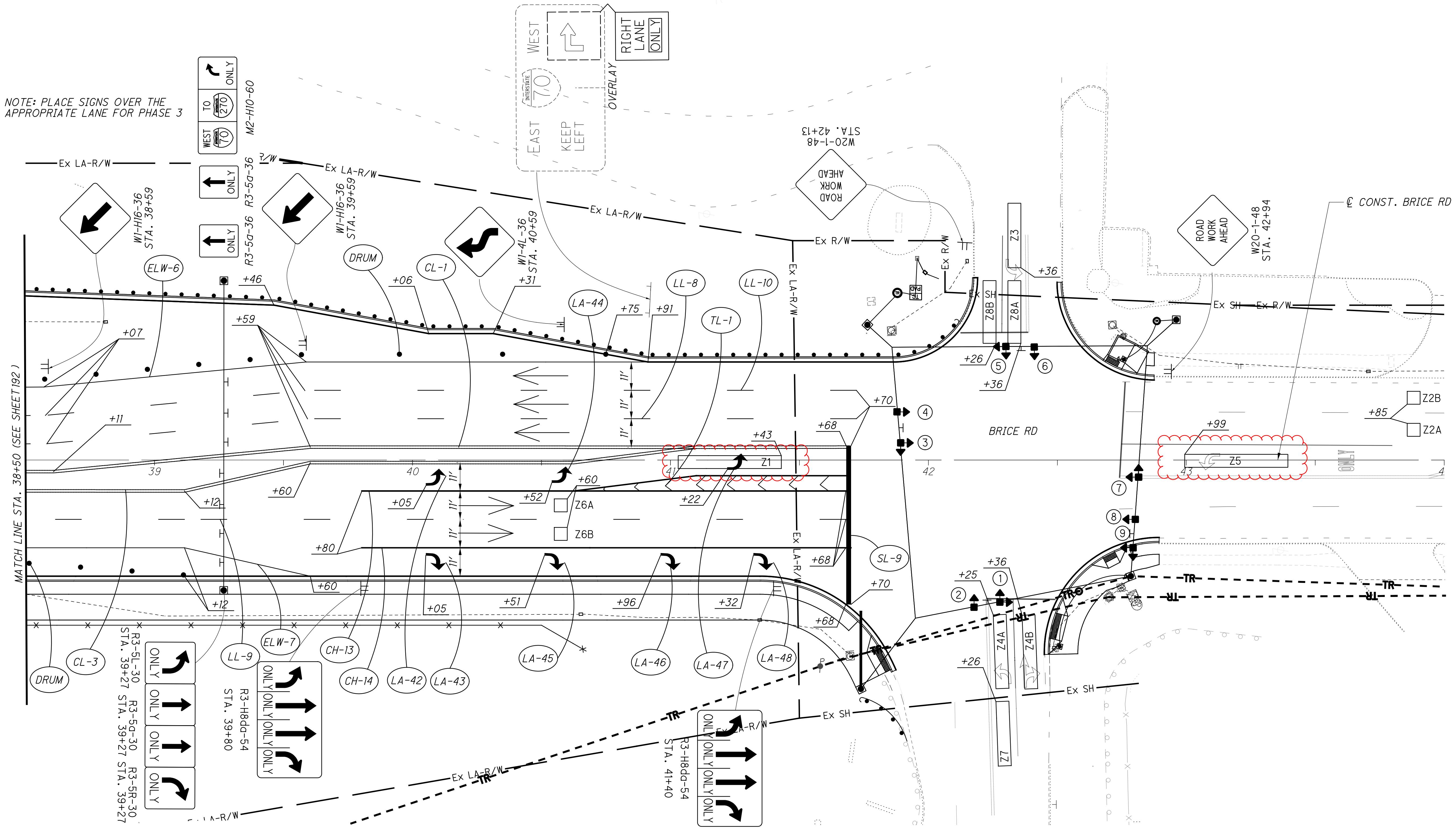


CALCULATED RML CHECKED JTP

MAINTENANCE OF TRAFFIC PLAN - PHASE 3
 STA. 38+50 TO END WORK

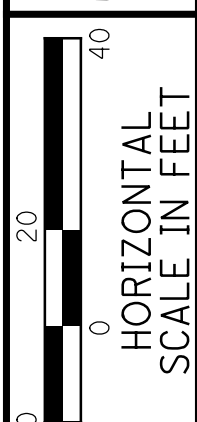
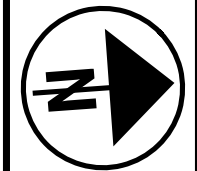
FRA-70-22.85

192
 1356



NOTE: PLACE SIGNS OVER THE APPROPRIATE LANE FOR PHASE 3

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CALCULATED RML CHECKED JTP

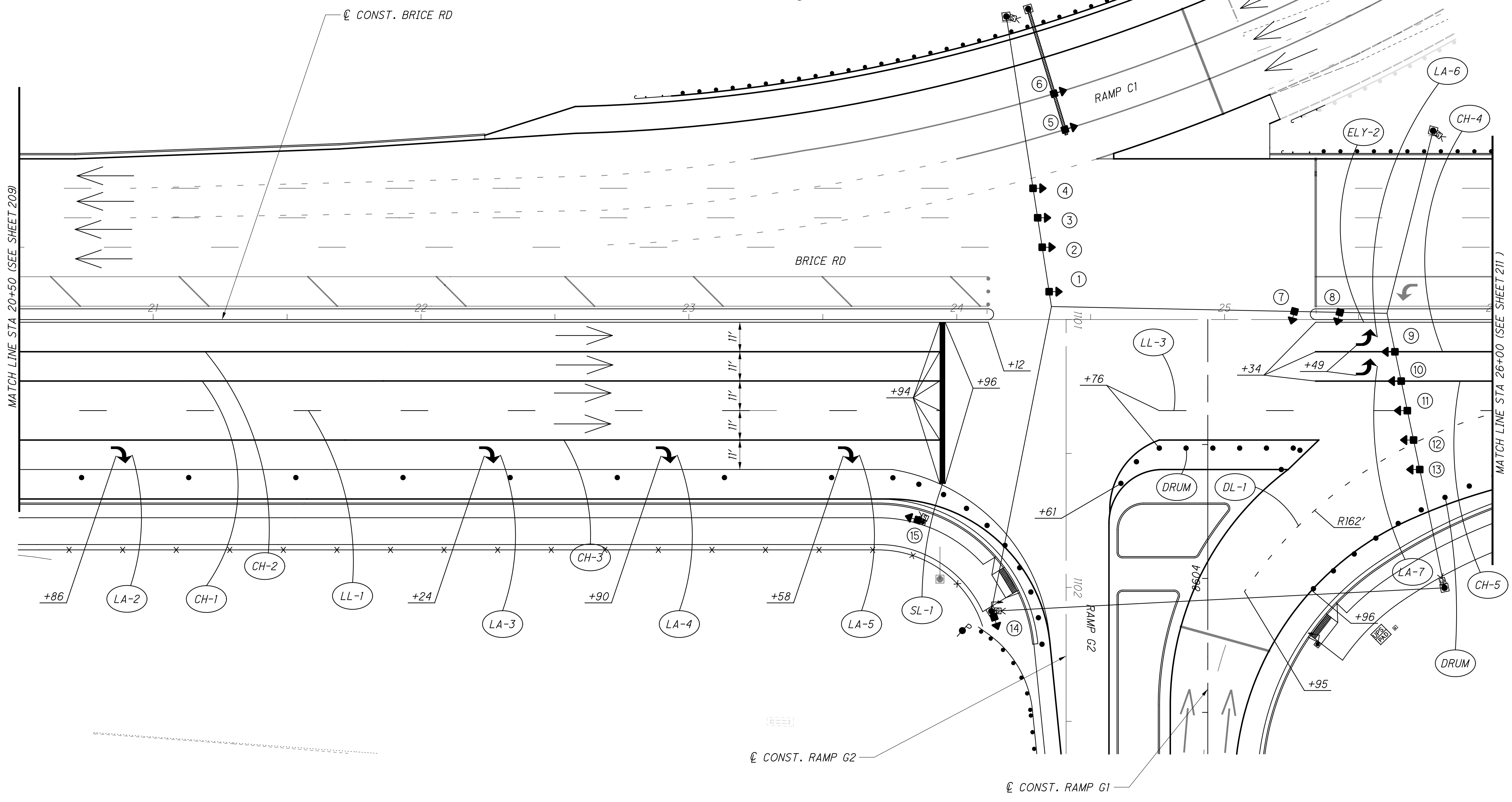
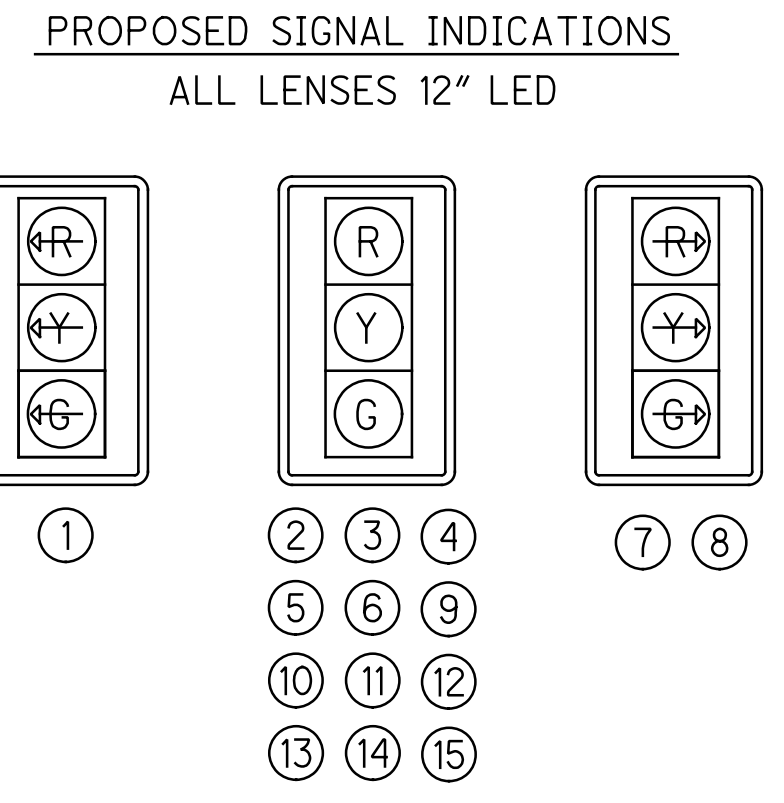
MAINTENANCE OF TRAFFIC PLAN - PHASE 4
STA. 20+00 TO STA. 25+00

FRA-70-22.85

210
1356

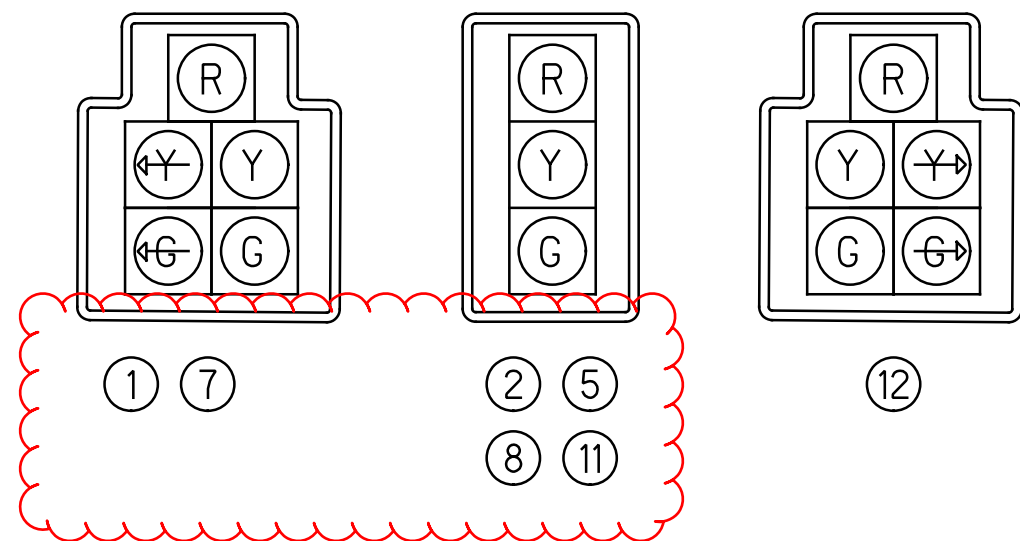
NOTES:
1. FOR MAINTENANCE OF TRAFFIC LEGEND SEE SHEET 88
2. SEE TRAFFIC SIGNAL PLAN SHEET 934 FOR PERMANENT SIGNAL ITEMS.

- LEGEND**
- DIRECTION OF TRAVEL
 - ▨ WORK AREA
 - PROPOSED SIGNAL POLE
 - ➡ PROPOSED VEHICULAR SIGNAL HEAD
 - Ⓜ PROPOSED CONTROLLER

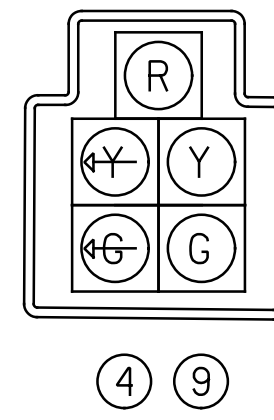


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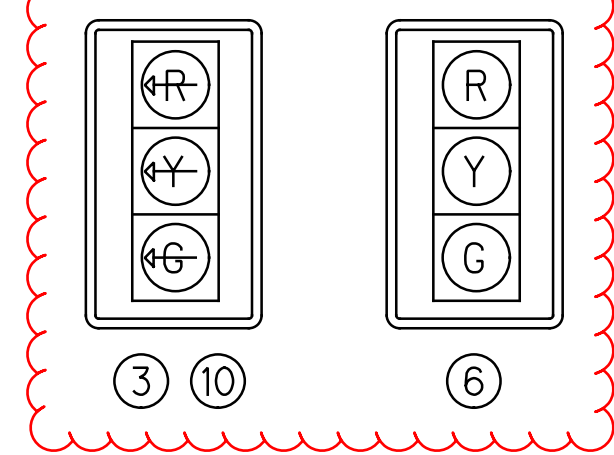
PROPOSED SIGNAL INDICATIONS
ALL LENSES 12" LED



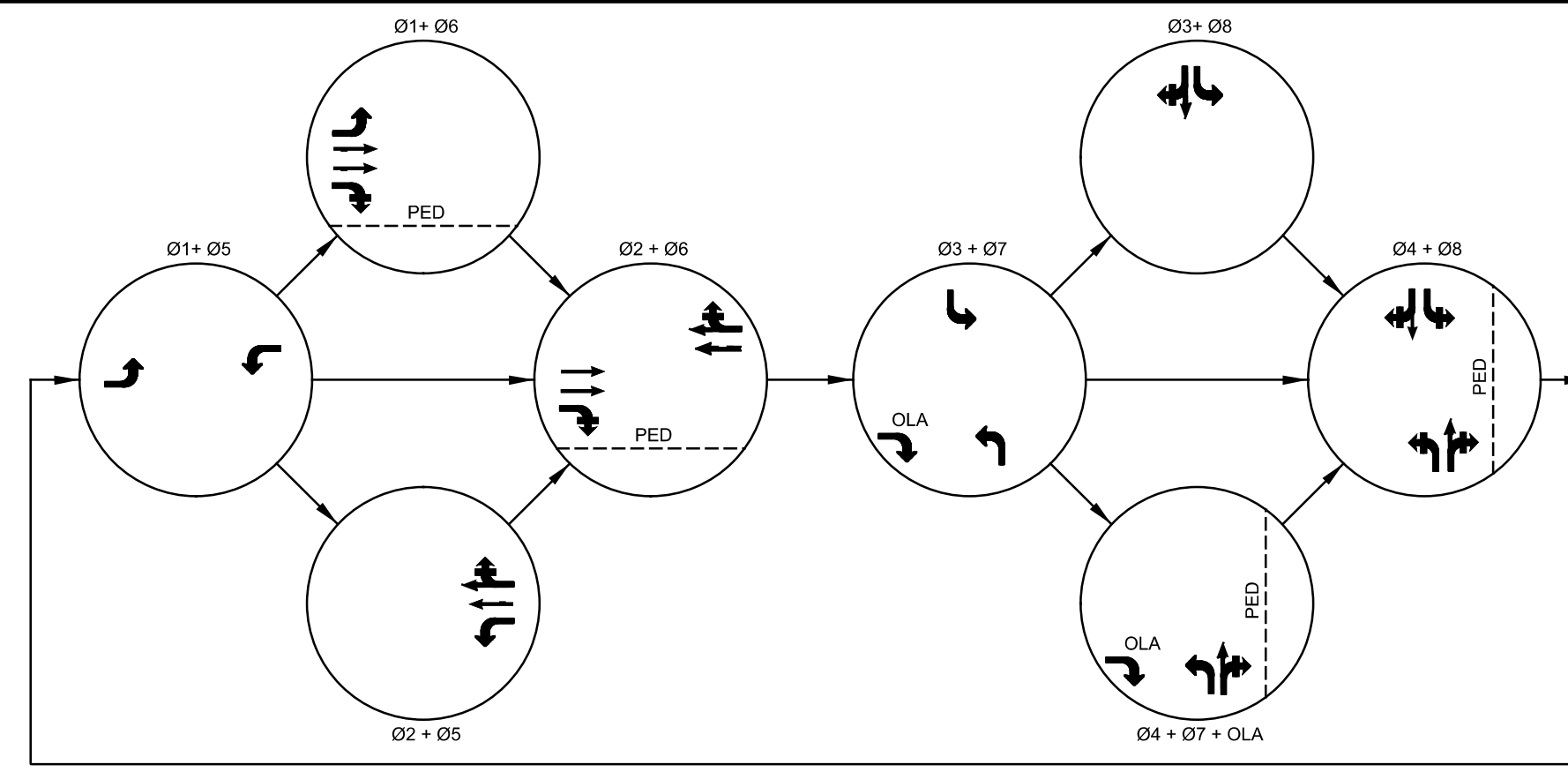
PROPOSED SIGNAL INDICATIONS
TO BE COVERED



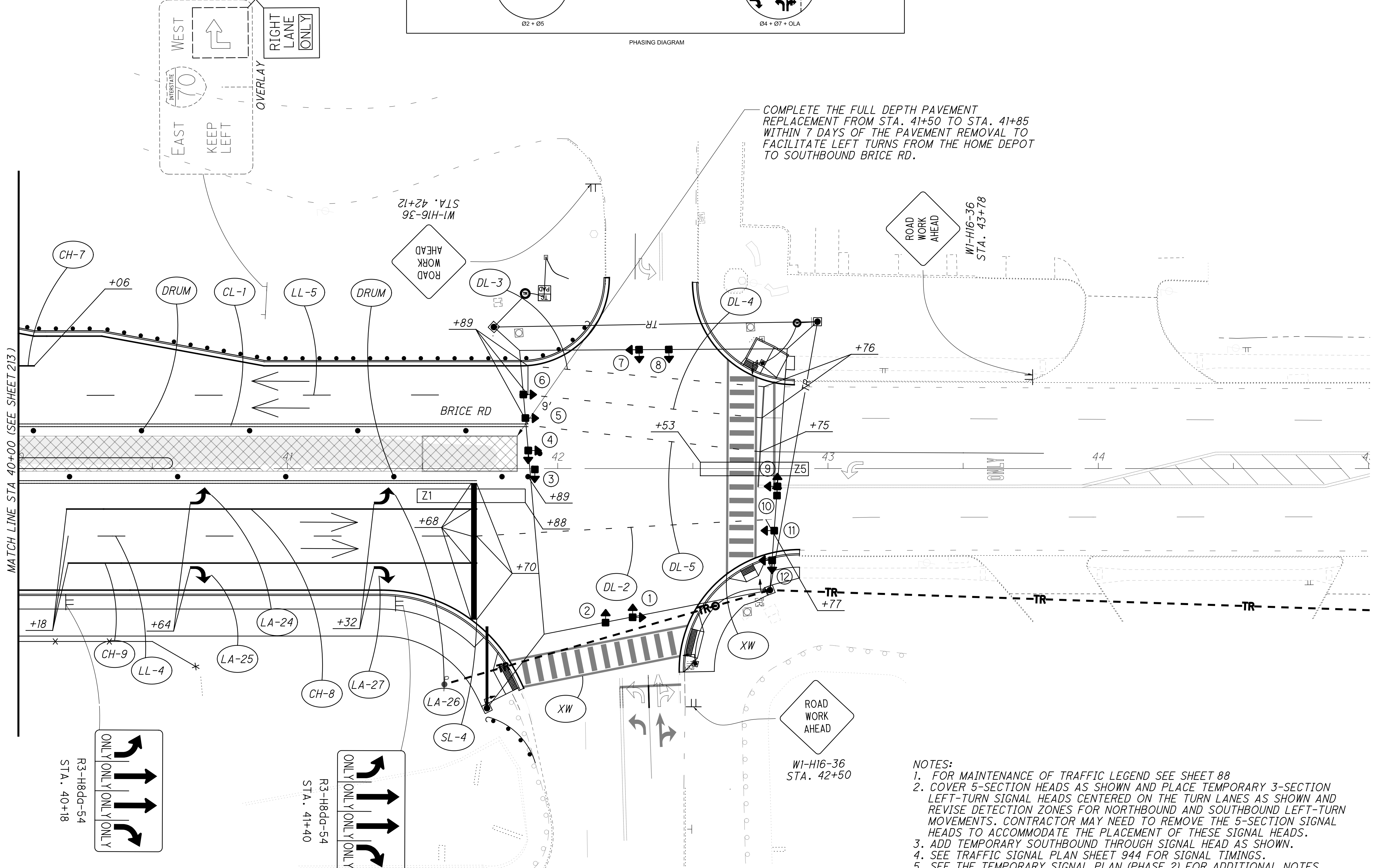
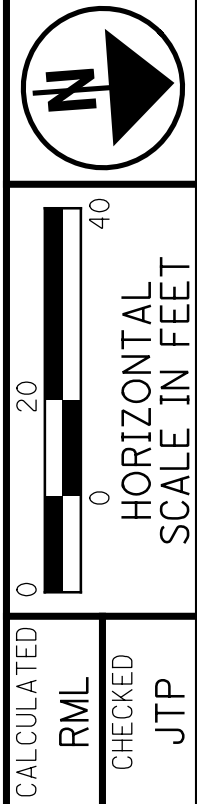
TEMPORARY SIGNAL INDICATIONS
ALL LENSES 12" LED



- LEGEND**
- DIRECTION OF TRAVEL
 - ▨ WORK AREA
 - PROPOSED SIGNAL POLE
 - ➡ PROPOSED VEHICULAR SIGNAL HEAD



Detection Zone (#)	Phase	Delay Data	
		Delay (Sec.)	Inhibit Delay During Green
Z1	Ø1	3	Ø1
Z5	Ø5	3	Ø5



COMPLETE THE FULL DEPTH PAVEMENT REPLACEMENT FROM STA. 41+50 TO STA. 41+85 WITHIN 7 DAYS OF THE PAVEMENT REMOVAL TO FACILITATE LEFT TURNS FROM THE HOME DEPOT TO SOUTHBOUND BRICE RD.

- NOTES:**
1. FOR MAINTENANCE OF TRAFFIC LEGEND SEE SHEET 88
 2. COVER 5-SECTION HEADS AS SHOWN AND PLACE TEMPORARY 3-SECTION LEFT-TURN SIGNAL HEADS CENTERED ON THE TURN LANES AS SHOWN AND REVISE DETECTION ZONES FOR NORTHBOUND AND SOUTHBOUND LEFT-TURN MOVEMENTS. CONTRACTOR MAY NEED TO REMOVE THE 5-SECTION SIGNAL HEADS TO ACCOMMODATE THE PLACEMENT OF THESE SIGNAL HEADS.
 3. ADD TEMPORARY SOUTHBOUND THROUGH SIGNAL HEAD AS SHOWN.
 4. SEE TRAFFIC SIGNAL PLAN SHEET 944 FOR SIGNAL TIMINGS.
 5. SEE THE TEMPORARY SIGNAL PLAN (PHASE 2) FOR ADDITIONAL NOTES.

MAINTENANCE OF TRAFFIC PLAN - PHASE 4
STA. 40+00 TO END WORK

FRA-70-22.85

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SHEET NUM.													PART.			ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.		
56	58	234	235	237	238	244	245	246	247	248	724	827	01/NHS/03	03/IMS/04	06/S2/03								
														LS	LS		201	11000	LS		ROADWAY		
							2	6						2	6		202	20010	8	EACH	CLEARING AND GRUBBING		
											1			1			202	20011	1	EACH	HEADWALL REMOVED		
					69,518									51,320		18,198	202	23000	69,518	SY	HEADWALL REMOVED, AS PER PLAN	723	
		5,508														5,508	202	30000	5,508	SF	PAVEMENT REMOVED		
																	202	30600	1,469	SY	WALK REMOVED		
		1,469															202	30700	1,469	SY	CONCRETE MEDIAN REMOVED		
		1,585															202	30800	1,585	FT	CONCRETE BARRIER REMOVED		
		72															202	32000	72	SY	TRAFFIC ISLAND REMOVED		
		5,137															202	32500	5,137	FT	CURB REMOVED		
		641															202	32500	641	FT	CURB AND GUTTER REMOVED		
								910		277	267			926		1,837	202	35100	2,763	FT	PIPE REMOVED, 24" AND UNDER		
								142		80				372		628	202	35200	1,000	FT	PIPE REMOVED, OVER 24"		
														4,113		3,409	202	38000	7,522	FT	GUARDRAIL REMOVED		
		7,522												461			202	38300	461	FT	GUARDRAIL REMOVED, BARRIER DESIGN		
		461												19		5	202	42206	24	EACH	ANCHOR ASSEMBLY REMOVED		
		24															202	47000	3	EACH	BRIDGE TERMINAL ASSEMBLY REMOVED		
		3															202	47800	1	EACH	IMPACT ATTENUATOR REMOVED		
		1															202	48000	3,118	FT	CABLE BARRIER REMOVED		
		3,118												3,118			202	58000	5	EACH	MANHOLE REMOVED		
																	202	58100	20	EACH	CATCH BASIN REMOVED		
							8	9	1	3				8		12	202	58100	20	EACH	CATCH BASIN REMOVED		
																	202	75000	10,022	FT	FENCE REMOVED		
							10,022										202	75250	5	EACH	GATE REMOVED		
							5										202	75610	8	EACH	VALVE BOX REMOVED		
												8					202	98000	LS		REMOVAL MISC.: PRIVATE IRRIGATION	58	
																	202	98000	LS		REMOVAL MISC.: BLOCK WALL	58	
1																	202	98100	1	EACH	REMOVAL MISC.: COMMERCIAL SIGN INCLUDING POWER SERVICE	56	
		9															202	98100	9	EACH	REMOVAL MISC.: BOULDER	58	
																	202	98100	1	EACH	REMOVAL MISC.: GATE	58	
																	202	98100	2	EACH	REMOVAL MISC.: LIGHT POLE	58	
																	202	98100	3	EACH	REMOVAL MISC.: COMMUNITY IDENTIFICATION SIGN	56	
																	203	10000	104,198	CY	EXCAVATION		
																	203	20000	94,342	CY	EMBANKMENT		
																	204	10000	137,329	SY	SUBGRADE COMPACTION		
																	204	13000	2,408	CY	EXCAVATION OF SUBGRADE		
																	204	30020	2,408	CY	GRANULAR MATERIAL, TYPE C		
																	204	45000	69	hour	PROOF ROLLING		
																	204	50000	6,877	SY	GEOTEXTILE FABRIC	55	
																	517	74000	1,330	FT	RAILING, TIMBER		
																	606	15050	7,633	FT	GUARDRAIL, TYPE MGS		
																	606	15150	100	FT	GUARDRAIL, TYPE MGS HALF POST SPACING		
																	606	15250	38	FT	GUARDRAIL, TYPE MGS QUARTER POST SPACING		
																	606	15550	483	FT	GUARDRAIL, BARRIER DESIGN, TYPE MGS		
																	606	26150	14	EACH	ANCHOR ASSEMBLY, MGS TYPE E (MASH 2016)	54	
																	606	26550	10	EACH	ANCHOR ASSEMBLY, MGS TYPE T		
																	606	35002	15	EACH	MGS BRIDGE TERMINAL ASSEMBLY, TYPE 1		
																	606	35004	3	EACH	BRIDGE TERMINAL ASSEMBLY, TYPE 1, BARRIER DESIGN		
																	606	35102	7	EACH	MGS BRIDGE TERMINAL ASSEMBLY, TYPE 2		
																	SPECIAL	60655010	2,125	FT	CABLE BARRIER WITH CONCRETE LINE POST FOUNDATION (SOCKETED)	54	
																	SPECIAL	60655150	1	EACH	CABLE BARRIER, ANCHOR ASSEMBLY TENSION CABLE ANCHOR TERMINAL	54	
																	606	60022	3	EACH	IMPACT ATTENUATOR, TYPE 2 (UNIDIRECTIONAL), 70 MPH DESIGN SPEED, 24" WIDE HAZARD	54	
																	606	60028	3	EACH	IMPACT ATTENUATOR, TYPE 2 (BIDIRECTIONAL), 70 MPH DESIGN SPEED, 24" WIDE HAZARD	54	
																	607	23000	7,654	FT	FENCE, TYPE CLT		
																	607	61200	6	EACH	GATE, TYPE CLT		
																	607	70000	7,654	FT	FENCELINE SEEDING AND MULCHING		

GENERAL SUMMARY

FRA-70-22.85

CALCULATED
TGW
CHECKED
SUBJ

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SHEET NUM.												PART.		ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.	
56	58	235	237	238	244	245	246	247	248	254	724	01/NHS/03	06/S>2/03							
			3,854										3,854	608	10000	3,854	SF	4" CONCRETE WALK		
			5,339	2,393									7,732	608	15000	7,732	SF	8" CONCRETE WALK		
			2,017										2,017	608	52000	2,017	SF	CURB RAMP		
			332										332	608	52001	332	SF	CURB RAMP, AS PER PLAN	57	
			8,576										8,576	609	12001	8,576	FT	COMBINATION CURB AND GUTTER, TYPE 2, AS PER PLAN	56	
			2,009										625	1,384	609	26000	2,009	FT	CURB, TYPE 6	
			2,456										470	1,986	609	72000	2,456	SY	CONCRETE MEDIAN	
	2												2		SPECIAL	69050350	2	EACH	MAILBOX REMOVED AND RESET	58
		222											222		622	10060	222	FT	CONCRETE BARRIER, SINGLE SLOPE, TYPE B	
		572											572		622	10100	572	FT	CONCRETE BARRIER, SINGLE SLOPE, TYPE B1	
		4,546											4,546		622	10120	4,546	FT	CONCRETE BARRIER, SINGLE SLOPE, TYPE C	
		1,278											1,278		622	10140	1,278	FT	CONCRETE BARRIER, SINGLE SLOPE, TYPE C1	
		2,262	25										2,262	25	622	10160	2,287	FT	CONCRETE BARRIER, SINGLE SLOPE, TYPE D	
		1											1		622	24840	1	EACH	CONCRETE BARRIER END SECTION, TYPE B	
		4											4		622	24850	4	EACH	CONCRETE BARRIER END SECTION, TYPE B1	
		1											1		622	24860	1	EACH	CONCRETE BARRIER END SECTION, TYPE C1	
		16	2										16	2	622	25000	18	EACH	CONCRETE BARRIER END SECTION, TYPE D	
		6											6		622	25004	6	EACH	CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE B	
		1											1		622	25006	1	EACH	CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE B1	
		45											45		622	25008	45	EACH	CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE C	
		2											2		622	25009	2	EACH	CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE C, AS PER PLAN	848
		12											12		622	25014	12	EACH	CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE C1	
		1											1		622	25015	1	EACH	CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE C1, AS PER PLAN	848
		17											17		622	25050	17	EACH	CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE D	
		1											1		622	25051	1	EACH	CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE D, AS PER PLAN	848
	1												1		623	38500	1	EACH	MONUMENT ASSEMBLY, TYPE A	58
	4												4		623	38500	4	EACH	MONUMENT ASSEMBLY, TYPE C	58
	44												44		623	40520	44	EACH	RIGHT-OF-WAY MONUMENT, TYPE B	58
					37								37		625	32000	37	EACH	GROUND ROD	
		945											945		SPECIAL	69098300	945	SY	MOW STRIP	58
													LS		878	25000	LS		INSPECTION AND COMPACTION TESTING OF UNBOUND MATERIALS	
																			EROSION CONTROL	
					93			2	4				95	4	601	11000	99	SY	RIPRAP, TYPE D	
							50				20		20	50	601	11001	70	SY	RIPRAP, TYPE D, AS PER PLAN	723
	2									6			8		601	21050	8	SY	TIED CONCRETE BLOCK MAT WITH TYPE 1 UNDERLAYMENT	
							45							45	601	32000	45	CY	ROCK CHANNEL PROTECTION, TYPE A WITH FILTER	
					4		7	2	37				11	39	601	32200	50	CY	ROCK CHANNEL PROTECTION, TYPE C WITH FILTER	
	2												1	1	659	00100	2	EACH	SOIL ANALYSIS TEST	
	11,673												8,844	4,085	659	00300	12,929	CY	TOPSOIL	
					105,159								68,363	36,796	659	10000	105,159	SY	SEEDING AND MULCHING	
		5,258											3,418	1,840	659	14000	5,258	SY	REPAIR SEEDING AND MULCHING	
		5,258											3,418	1,840	659	15000	5,258	SY	INTER-SEEDING	
													15.4	8.3	659	20000	23.7	TON	COMMERCIAL FERTILIZER	
													14.1	7.6	659	31000	21.7	ACRE	LIME	
													388	208	659	35000	596	MGAL	WATER	
													154	83	659	40000	237	MSF	MOWING	
													9,771		670	00560	9,771	SY	SLOPE EROSION PROTECTION MAT, TYPE F	
													436		671	15000	436	SY	EROSION CONTROL MAT, TYPE A	
													334		671	15010	334	SY	EROSION CONTROL MAT, TYPE B	
													3,765		671	15050	3,765	SY	EROSION CONTROL MAT, TYPE F	
													LS	LS	832	15000	LS		STORM WATER POLLUTION PREVENTION PLAN	
													LS	LS	832	15002	LS		STORM WATER POLLUTION PREVENTION INSPECTIONS	
													LS	LS	832	15010	LS		STORM WATER POLLUTION PREVENTION INSPECTION SOFTWARE	
													376,675	81,687	832	30000	458,362	EACH	EROSION CONTROL	
													1,588		836	10000	1,588	SY	SEEDING AND EROSION CONTROL WITH TURF REINFORCING MAT, TYPE 1	

GENERAL SUMMARY

FRA-70-22.85

216
1356

3646-E

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SHEET NUM.											PART.		ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
56	245	246	247	248	253	724	01/NHS/03	06/S>2/03										
						LS			LS		503	11100	LS		COFFERDAMS AND EXCAVATION BRACING			
						68			68		503	21100	68	CY	UNCLASSIFIED EXCAVATION			
						4,611			4,611		509	10000	4,611	LB	EPOXY COATED STEEL REINFORCEMENT			
						34			34		510	09950	34	EACH	DOWEL HOLES WITH CEMENT GROUT			
						12			12		511	46010	12	CY	CLASS QCI CONCRETE, RETAINING/WINGWALL NOT INCLUDING FOOTING			
						18			18		511	46510	18	CY	CLASS QCI CONCRETE, FOOTING			
						1			1		511	46610	1	CY	CLASS QCI CONCRETE, HEADWALL			
						23			23		512	10100	23	SY	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)			
						131			131		512	33000	131	SY	TYPE 2 WATERPROOFING			
						15			15		516	13600	15	SF	1" PREFORMED EXPANSION JOINT FILLER			
						7			7		518	21200	7	CY	POROUS BACKFILL WITH GEOTEXTILE FABRIC			
	43	51		11					94	11	602	20000	105	CY	CONCRETE MASONRY			
			2	1					3		602	20001	3	CY	CONCRETE MASONRY, AS PER PLAN	849		
20					8,525				8,525		605	05100	8,525	FT	4" SHALLOW PIPE UNDERDRAINS (18" DEEP)			
					134				154		605	05200	154	FT	4" UNCLASSIFIED PIPE UNDERDRAINS			
					41,654				41,654		605	11100	41,654	FT	6" SHALLOW PIPE UNDERDRAINS (18" DEEP)			
					31,901				31,901		605	11100	31,901	FT	6" SHALLOW PIPE UNDERDRAINS (30" DEEP)			
40					2,364				2,404		605	13300	2,404	FT	6" UNCLASSIFIED PIPE UNDERDRAINS			
					83				83	83	611	00410	83	FT	4" CONDUIT, TYPE F FOR UNDERDRAIN OUTLET			
					1,788				1,788		611	00510	1,788	FT	6" CONDUIT, TYPE F FOR UNDERDRAIN OUTLETS			
40									40		611	01500	40	FT	6" CONDUIT, TYPE F			
			34						34		611	02000	34	FT	8" CONDUIT, TYPE C, 706.02			
			10						10		611	02000	10	FT	8" CONDUIT, TYPE C, 707.01			
				30					30		611	02000	30	FT	8" CONDUIT, TYPE C, 707.33			
				15					15		611	03300	15	FT	10" CONDUIT, TYPE C, 706.02			
				10					10		611	03300	10	FT	10" CONDUIT, TYPE C, 707.01			
				10					10		611	03300	10	FT	10" CONDUIT, TYPE C, 707.33			
17			269	411					697		611	04400	697	FT	12" CONDUIT, TYPE B			
			64	10					74		611	04400	74	FT	12" CONDUIT, TYPE B, 706.02			
			49	254					303		611	04600	303	FT	12" CONDUIT, TYPE C			
			12	15					27		611	04600	27	FT	12" CONDUIT, TYPE C, 706.02			
				11					11		611	04600	11	FT	12" CONDUIT, TYPE C, 707.01			
				95					95		611	05200	95	FT	12" CONDUIT, TYPE F			
	2,111	626	260	685					2,737	945	611	05900	3,682	FT	15" CONDUIT, TYPE B			
	274		10						274	10	611	05900	284	FT	15" CONDUIT, TYPE B, 706.02			
	230	377	93	252					607	345	611	06100	952	FT	15" CONDUIT, TYPE C			
			143						143		611	06100	143	FT	15" CONDUIT, TYPE C, CONCRETE ENCASEMENT	849		
	15	274	43						289	43	611	06100	332	FT	15" CONDUIT, TYPE C, 706.02			
				90					90		611	06700	90	FT	15" CONDUIT, TYPE F			
	458	409		183					867	183	611	07400	1,050	FT	18" CONDUIT, TYPE B			
			61						61		611	07400	61	FT	18" CONDUIT, TYPE B, CONCRETE ENCASEMENT	849		
	44		40	11					44	51	611	07400	95	FT	18" CONDUIT, TYPE B, 706.02			
		469	64						469	64	611	07600	533	FT	18" CONDUIT, TYPE C			
			160						160		611	08900	160	FT	21" CONDUIT, TYPE B			
	10								10		611	08900	10	FT	21" CONDUIT, TYPE B, 707.33			
			7	145					152		611	10400	152	FT	24" CONDUIT, TYPE B			
			24						24		611	10600	24	FT	24" CONDUIT, TYPE C			
		6							6		611	10600	6	FT	24" CONDUIT, TYPE C, 706.02			
				157					157		611	13400	157	FT	30" CONDUIT, TYPE B			
				108					108		611	13400	108	FT	30" CONDUIT, TYPE B, 706.02, JOINTS PER 706.11			
	9			93					9	93	611	13400	102	FT	30" CONDUIT, TYPE B, 706.02			
	77								77		611	13600	77	FT	30" CONDUIT, TYPE C, 707.33			
			320						320		611	16400	320	FT	36" CONDUIT, TYPE B			
			168						168		611	19400	168	FT	42" CONDUIT, TYPE B			
			80						80		611	19400	80	FT	42" CONDUIT, TYPE B, 706.02			
				132					132		611	21100	132	FT	48" CONDUIT, TYPE C			
				10					10		611	21100	10	FT	48" CONDUIT, TYPE C, 706.02			
	12								12		611	26200	12	FT	72" CONDUIT, TYPE B, 706.02			
		43							43		611	28000	43	FT	84" CONDUIT, TYPE A, 706.02			
	80								80		611	28200	80	FT	84" CONDUIT, TYPE B			
	10								10		611	28200	10	FT	84" CONDUIT, TYPE B, 706.02			
				38					38		611	94939	38	FT	9' X 5' CONDUIT, TYPE A, 706.05, AS PER PLAN	723		

GENERAL SUMMARY

FRA-70-22.85

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SHEET NUM.										PART.			ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
56	238	245	246	247	248	253	724	827		01/NHS/03	03/IMS/04	06/S>2/03						
DRAINAGE CONT.																		
				5	6							11	611	98150	11	EACH	CATCH BASIN, NO. 3, AS PER PLAN	847
				12	13							13	611	98180	13	EACH	CATCH BASIN, NO. 3A	
		2	5		12					7		24	611	98181	24	EACH	CATCH BASIN, NO. 3A, AS PER PLAN	847
										1			611	98300	7	EACH	CATCH BASIN, NO. 5	
		5	2							7			611	98341	1	EACH	CATCH BASIN, NO. 5A	
		2								2			611	98370	7	EACH	CATCH BASIN, NO. 6	
		4								4			611	98410	2	EACH	CATCH BASIN, NO. 8	
													611	98411	4	EACH	CATCH BASIN, NO. 8, AS PER PLAN	850
				1	2							3	611	98451	3	EACH	CATCH BASIN, NO. 2-2A, AS PER PLAN	849
3										3			611	98630	3	EACH	CATCH BASIN ADJUSTED TO GRADE	
		14	2							16			611	99110	16	EACH	INLET, NO. 3 FOR SINGLE SLOPE BARRIER, TYPE C1	
		6	8							14			611	99114	14	EACH	INLET, NO. 3 FOR SINGLE SLOPE BARRIER, TYPE D	
		1								1			611	99115	1	EACH	INLET, NO. 3 FOR SINGLE SLOPE BARRIER, TYPE D, AS PER PLAN	851
		14	3		2					17		2	611	99574	19	EACH	MANHOLE, NO. 3	
				16	9							25	611	99575	25	EACH	MANHOLE, NO. 3, AS PER PLAN	849
3										3			611	99654	3	EACH	MANHOLE ADJUSTED TO GRADE	
2						33				33		2	611	99710	35	EACH	PRECAST REINFORCED CONCRETE OUTLET	
							132			132			613	41200	132	CY	LOW STRENGTH MORTAR BACKFILL	
PAVEMENT																		
	124,026										97,311	26,715	254	01000	124,026	SY	PAVEMENT PLANING, ASPHALT CONCRETE, VARIABLE DEPTH	
	33,524									27,746		5,778	301	56000	33,524	CY	ASPHALT CONCRETE BASE, PG64-22, (449)	
	26,995									20,260		6,735	304	20000	26,995	CY	AGGREGATE BASE	
	37,896									17,063	13,110	7,723	407	20000	37,896	GAL	NON-TRACKING TACK COAT	
	108											108	441	70000	108	CY	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (449), PG64-22, (SHARED-USE PATH)	
	151											151	441	70300	151	CY	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, (449), (SHARED-USE PATH)	
	9											9	441	70500	9	CY	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (449), (DRIVEWAYS)	
	12											12	441	70700	12	CY	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, (449), (DRIVEWAYS)	
	48									48			441	70800	48	CY	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, (449), (UNDER GUARDRAIL)	
	16,491									8,037	8,454		442	00100	16,491	CY	ANTI-SEGREGATION EQUIPMENT	55
	7,016									3,114	3,902		442	10001	7,016	CY	ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (446), AS PER PLAN, PG70-22M	55
	552									552			442	10001	552	CY	ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (446), AS PER PLAN, PG76-22M	55
	10,997									4,371	4,552	2,074	442	10080	10,997	CY	ASPHALT CONCRETE INTERMEDIATE COURSE, 12.5 MM, TYPE A (446)	
	2,074											2,074	442	20000	2,074	CY	ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (448)	
	1,354											1,354	452	12010	1,354	SY	8" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC 1P	
	9,974									9,974			452	13010	9,974	SY	9" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC 1P	
4.31										4.31			618	40600	4.31	MILE	RUMBLE STRIPS, SHOULDER (ASPHALT CONCRETE)	56
17,026										17,026			SPECIAL	69012060	17,026	SY	PAVEMENT OVERLAY FABRIC COMPOSITE	56
37,000										37,000			872	10000	37,000	FT	VOID REDUCING ASPHALT MEMBRANE (VRAM)	56
WATER WORK																		
								566			566		SPECIAL	63820046	566	FT	6" WATER MAIN DIP CLASS 52 PUSH ON JOINTS AND FITTINGS, COC 801	
								99			99		SPECIAL	63820086	99	FT	8" WATER MAIN DIP CLASS 52 PUSH ON JOINTS AND FITTINGS, COC 806	
								1,183			1,183		SPECIAL	63820168	1,183	FT	12" WATER MAIN DIP CLASS 52 MECHANICAL JOINTS AND FITTINGS, COC 801	
								384			384		SPECIAL	63820464	384	FT	24" STEEL PIPE ENCASMENT, BORED OR JACKED, COC 806	
								1			1		SPECIAL	63820498	1	EACH	VALVE BOX, COC 802	
								8			8		SPECIAL	63820500	8	EACH	VALVE BOX ADJUSTED TO GRADE, COC 807	
								5			5		SPECIAL	63820538	5	EACH	6" GATE VALVE WITH VALVE BOX, COC 802	
								1			1		SPECIAL	63820554	1	EACH	8" GATE VALVE WITH VALVE BOX, COC 802	
								3			3		SPECIAL	63820596	3	EACH	12" CUTTING IN SLEEVE, COC 801	
								7			7		SPECIAL	63820706	7	EACH	12" X 6" TAPPING SLEEVE, VALVE AND VALVE BOX, COC 803	
								1			1		SPECIAL	63820742	1	EACH	1" AIR RELEASE VALVE WITH VALVE BOX, COC 812	
								5			5		SPECIAL	63820750	5	EACH	6" FIRE HYDRANT, COC 809	
								1			1		SPECIAL	63820754	1	EACH	FIRE HYDRANT REMOVED AND RESET, COC 809	
								5			5		SPECIAL	63820760	5	EACH	FIRE HYDRANT REMOVED AND DISPOSED OF, COC 809	
								23			23		SPECIAL	63820796	23	FT	RETAP, RECONNECT AND EXTEND 3/4" COPPER WATER SERVICE CONNECTION, COC 808	
								94			94		SPECIAL	63820836	94	FT	RETAP, RECONNECT AND EXTEND 1 1/2" COPPER WATER SERVICE CONNECTION, COC 808	
								45			45		SPECIAL	63820860	45	FT	LOWER AND EXTEND 2" COPPER WATER SERVICE CONNECTION, COC 808	
								18			18		SPECIAL	63820866	18	FT	RETAP, RECONNECT AND EXTEND 2" POLYETHYLENE WATER SERVICE CONNECTION, COC 808	
								1			1		SPECIAL	63820896	1	EACH	1 1/2" CORPORATION STOP, COC 803	
								1			1		SPECIAL	63820902	1	EACH	SERVICE BOX ADJUSTED TO GRADE, COC 807	
								2			2		638	98000	2	EACH	WATER WORK, MISC.: DRY STAND PIPE	827

GENERAL SUMMARY

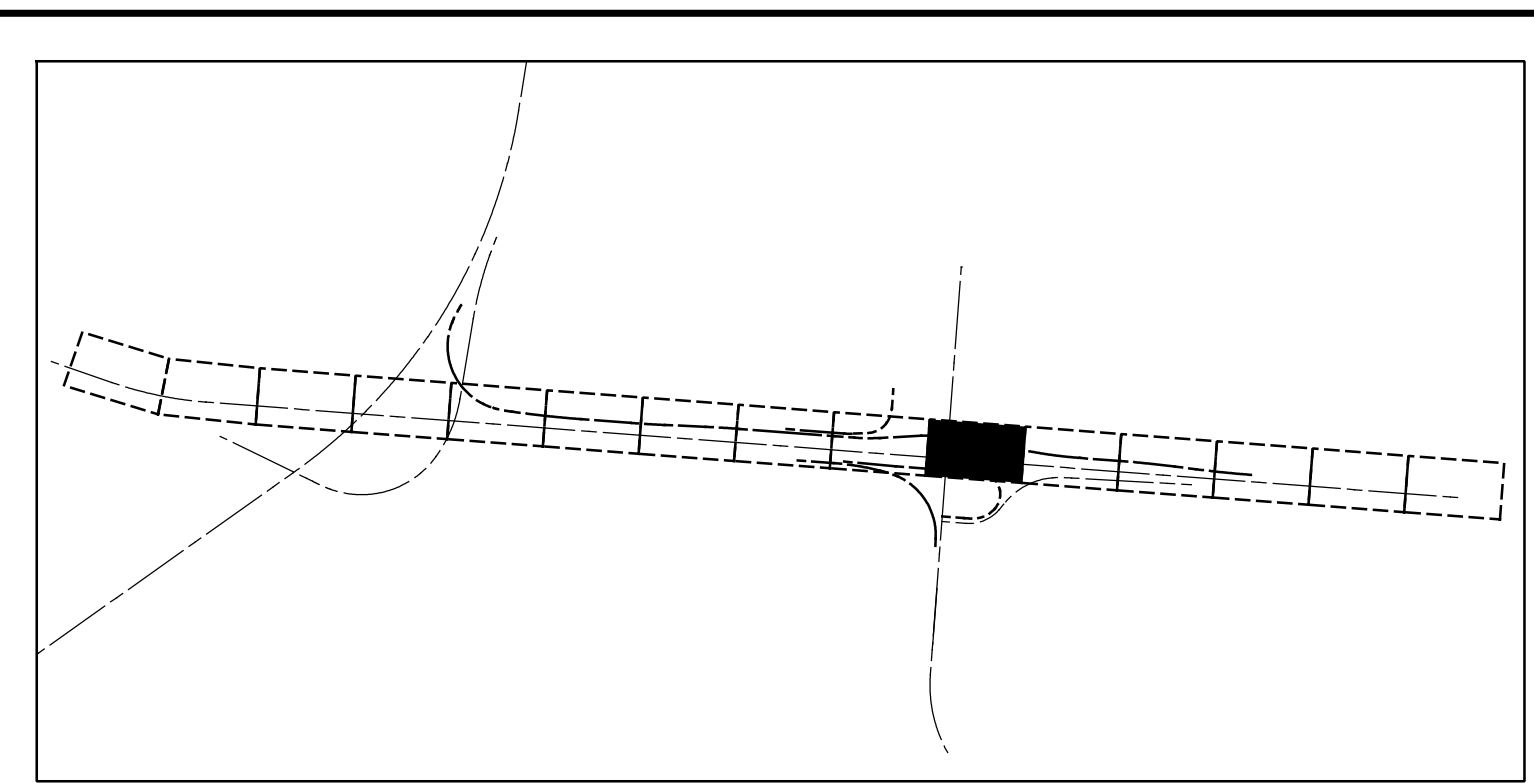
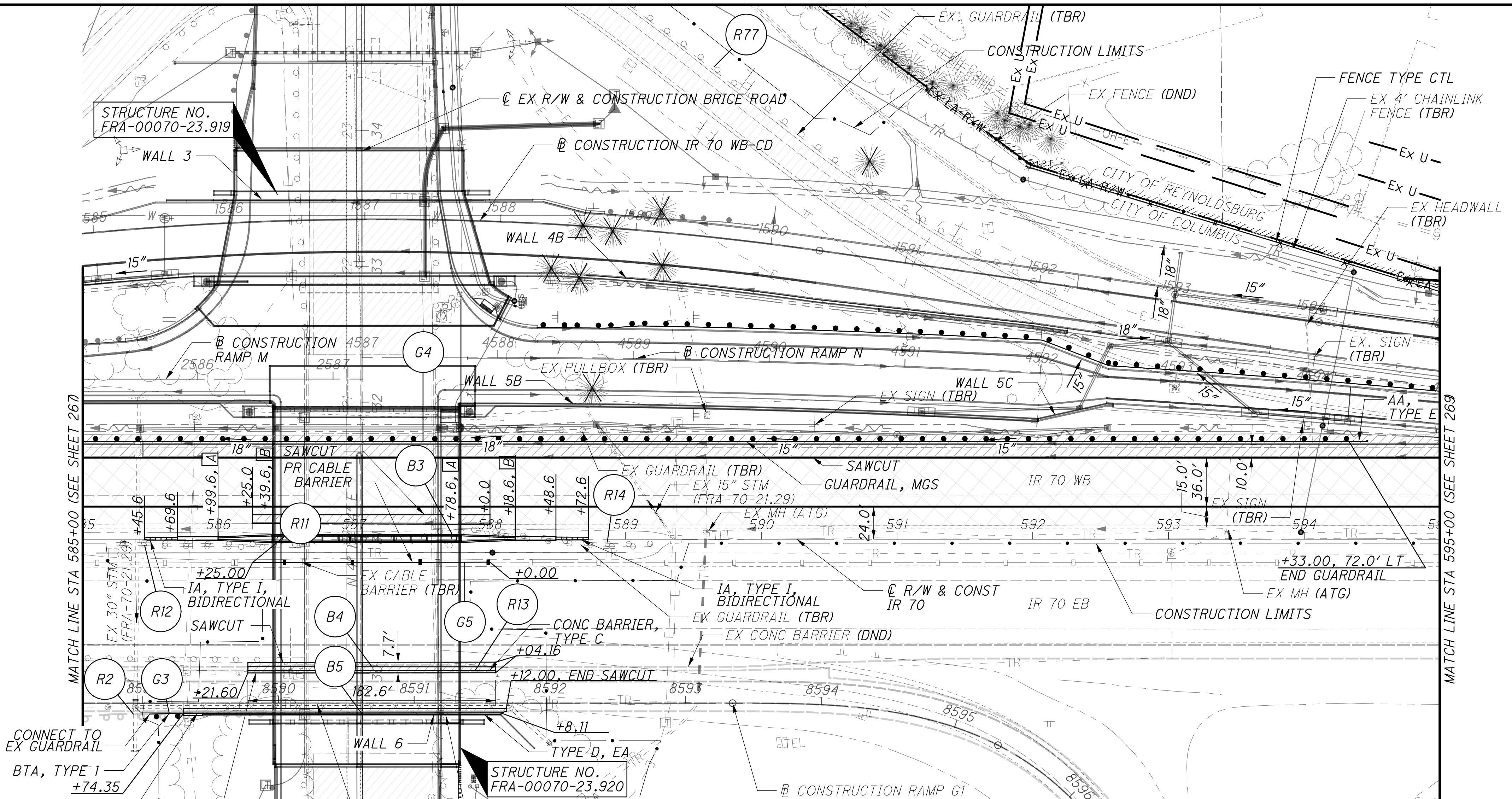
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REF NO.	SHEET NO.	STATION TO STATION	SIDE	202	202	202	202	601	601	602	611	611	611	611	611	611	611	611	611	611	611	611	611	611	611	611	611	611	611	611		
				HEADWALL REMOVED	PIPE REMOVED, 24" AND UNDER	PIPE REMOVED, OVER 24"	CATCH BASIN REMOVED	RIPRAP, TYPE D	ROCK CHANNEL PROTECTION, TYPE C WITH FILTER	CONCRETE MASONRY	12" CONDUIT, TYPE B	15" CONDUIT, TYPE B	15" CONDUIT, TYPE B, 706.02	15" CONDUIT, TYPE C	15" CONDUIT, TYPE C, 706.02	18" CONDUIT, TYPE B	18" CONDUIT, TYPE B, 706.02	21" CONDUIT, TYPE B, 707.33	30" CONDUIT, TYPE B, 707.33	30" CONDUIT, TYPE C, 707.33	72" CONDUIT, TYPE B, 706.02	84" CONDUIT, TYPE B	84" CONDUIT, TYPE B, 706.02	CATCH BASIN, NO. 5	CATCH BASIN, NO. 6	CATCH BASIN, NO. 8	CATCH BASIN, NO. 8, AS PER PLAN	INLET, NO. 3 FOR SINGLE SLOPE BARRIER, TYPE C1	INLET, NO. 3 FOR SINGLE SLOPE BARRIER, TYPE D	INLET, NO. 3 FOR SINGLE SLOPE BARRIER, TYPE D, AS PER PLAN	MANHOLE, NO. 3	
I-70 & C/D ROAD				EACH	FT	FT	EACH	SY	CY	CY	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	
D-101	659	506+00.00		RT		19	1																									
D-102	659	508+49.87		LT		17	1																									
D-103	659	508+50.00	TO	508+49.87	RT/LT									7																		
D-104	659	514+00.00		RT		20	1																									
D-106	660	519+00.00		LT		20	1																									
D-108	660	523+00.00		CL		10	10																									
D-110A	661	528+99.45		LT		20									10																	
D-110	661	529+02.97	TO	528+99.45	RT/LT	10					17																					
D-111	662	537+00.00	TO	1535+66.21	LT																											
D-112	662	537+00.01	TO	537+00.00	LT																											
D-114	662	537+60.00	TO	537+59.97	RT		840	2																								
D-116	662	1541+90.18	TO	1542+00.00	LT					1.3	0.27			109																		
D-117	662	1544+02.17	TO	1544+02.59	LT	1		10		41.5	17.1																					
D-119	663	1546+87.42	TO	1546+80.00	RT/LT					1.3	0.27																					
D-121	663	1552+00.00	TO	1552+00.00	RT/LT					1.3	0.27																					
D-124	664	1561+79.69	TO	1561+79.81	RT	1		46																								
D-125	664	1561+80.95	TO	1561+79.69	LT/RT					51.1	24.6																					
D-126	664	1561+99.97	TO	1561+79.69	RT																											
D-127	664	1562+00.00	TO	1561+99.97	LT/RT																											
D-128	664-665	1564+99.97	TO	1561+99.97	RT																											
D-601	664	1558+99.88	TO	1561+79.69	RT																											
D-602	664	1558+08.97	TO	1558+99.88	RT																											
D-603	664	1557+01.05	TO	1558+08.97	RT																											
D-604	664	1557+00.00	TO	1557+01.05	RT																											
D-605	664	1559+00.00	TO	1558+99.88	RT																											
D-606	664	1558+09.09	TO	1558+08.97	RT																											
D-185	664	1555+24.05	TO	1555+20.47	LT		30																									
RAMP M AND C/D ROAD																																
D-130	666	2577+53.28	TO	2577+97.75	LT																											
D-131	666	2576+82.02	TO	2577+53.28	LT																											
D-132	666	2576+17.27	TO	2576+82.02	LT																											
D-133	666	2575+75.00	TO	2576+17.27	LT																											
D-134	666	2575+75.00	TO	2575+75.00	LT																											
D-135	666	1574+90.00	TO	2575+75.00	LT																											
D-136	666	1577+25.00	TO	2577+53.28	RT/LT																											
D-137	666	1576+90.00	TO	1577+25.00	RT																											
D-138	666	1576+49.02	TO	2576+82.02	LT																											
D-139	666	1575+89.27	TO	2576+17.27	LT																											
D-140	666	1575+89.27	TO	1575+89.27	LT/RT																											
D-141	665-666	2572+75.00	TO	2575+75.00	RT/LT																											
RAMP M																																
D-143	666	2577+50.00	TO	2577+97.00	RT																											
D-144	666	2576+77.02	TO	2577+50.00	RT																											
D-145	666	2575+80.00	TO	576+00.00	RT/LT																											
D-145A	666	576+00.00	TO	2576+77.02	LT																											
D-147	666	2580+00.00	TO	2578+44.42	LT																											
D-148	666	2581+30.00	TO	2580+00.00	LT																											
D-149	666	2584+00.00	TO	2581+30.00	LT																											
D-150	666	2584+00.00	TO	2584+00.00	RT/LT																											
D-151	666	2580+00.00	TO	2580+00.00	RT/LT																											
D-152	666	2581+30.00	TO	2581+30.00	RT/LT																											
D-153	666	2581+35.00	TO	2581+30.00	LT																											
RAMP F AND C/D ROAD																																
D-182	674	1535+87.97	TO	1536+35.59	LT																											
TOTALS CARRIED TO GENERAL SUMMARY																																

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CROSS REFERENCES	
SHEET NO.	DESCRIPTION
4 - 10	☉ REFERENCE & BENCHMARKS
620 - 632	RAMP TERMINAL DETAILS
658 - 688	DRAINAGE PLANS
274 - 362	IR 70 CROSS SECTIONS
403 - 431	IR 70 WB-CD PLAN & PROFILE
432 - 478	IR 70 WB-CD CROSS SECTIONS
504 - 509	RAMP M PLAN & PROFILE
510 - 518	RAMP M CROSS SECTIONS
519 - 522	RAMP N PLAN & PROFILE
523 - 529	RAMP N CROSS SECTIONS
542 - 559	BRICE ROAD PLAN & PROFILE
560 - 591	BRICE ROAD CROSS SECTIONS

LEGEND

- = PAVEMENT PLANING AND RESURFACING
- = PAVEMENT REMOVED

[A] BEGIN CONC. BARRIER TYPE B1, TRANSITION PER SCD RM-4.4
 [B] END CONC. BARRIER TYPE B1, TRANSITION PER SCD RM-4.4



CALCULATED
 GGW
 CHECKED
 SJB

0 50 100
 HORIZONTAL
 SCALE IN FEET

**PLAN AND PROFILE - IR 70
STA 585+00 TO STA 595+00**

FRA-70-22.85

268
1356

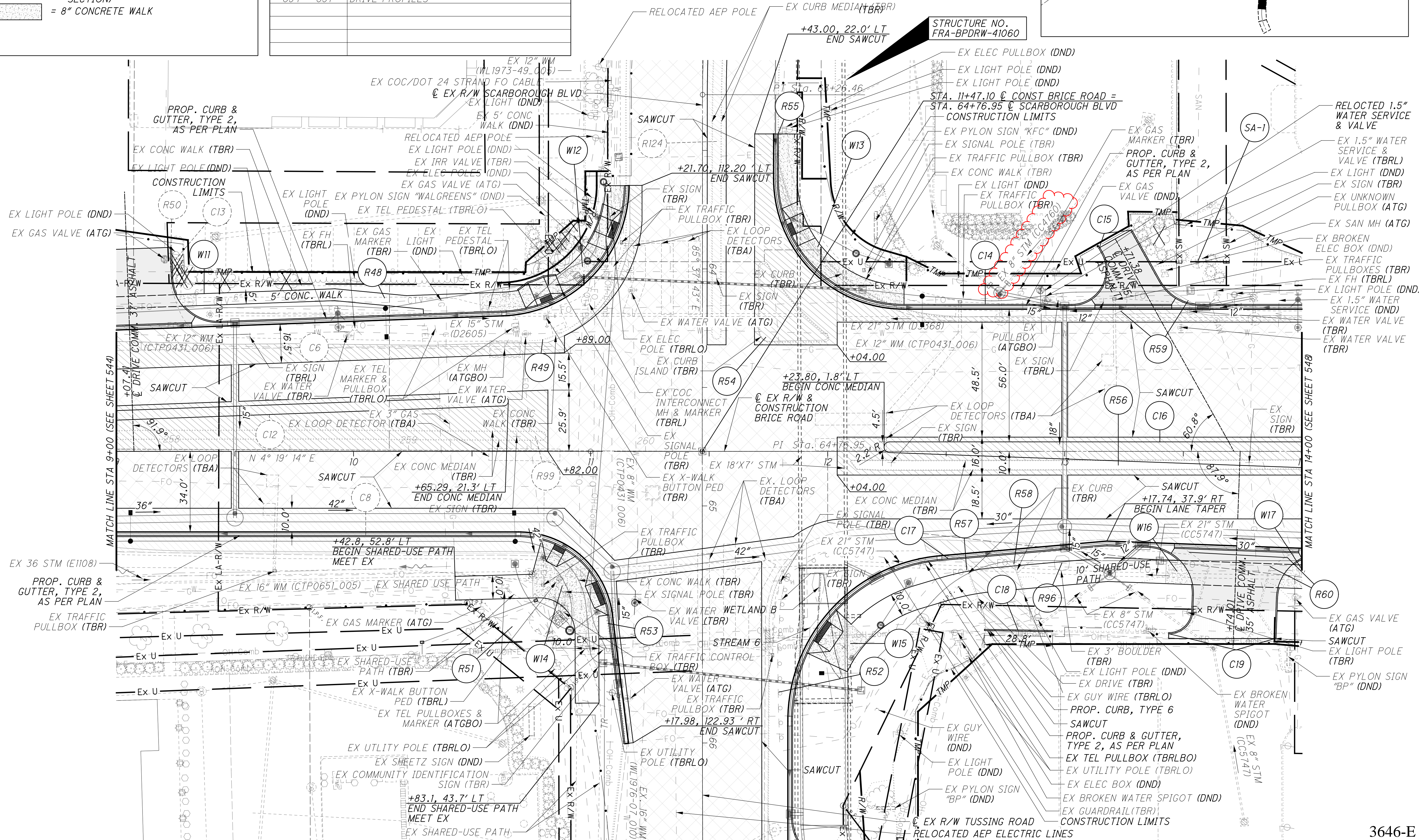
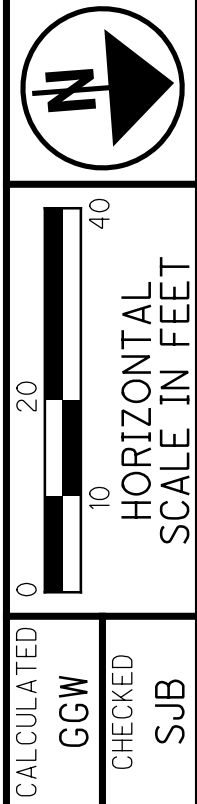
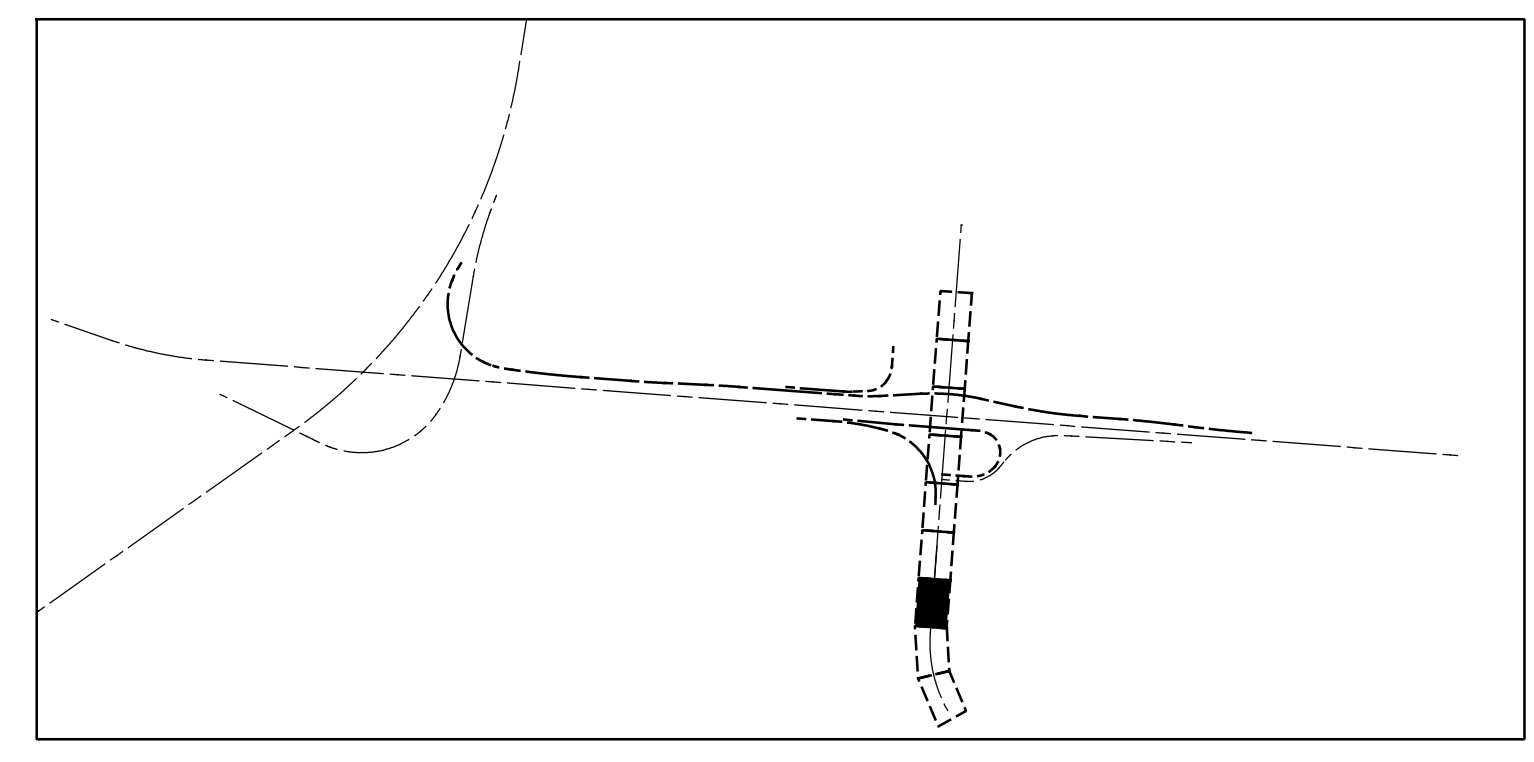
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LEGEND

	= PAVEMENT PLANING AND RESURFACING
	= PAVEMENT REMOVED
	= PAVEMENT REMOVED, COMMERCIAL DRIVE AND PARKING LOT
	= PARKING LOT REPAIR
	= CONCRETE DRIVEWAY APRON (SEE TYPICALS FOR DRIVEWAY PAVEMENT SECTION)
	= 8" CONCRETE WALK

CROSS REFERENCES

SHEET NO.	DESCRIPTION
4 - 10	REFERENCE & BENCHMARKS
620 - 632	RAMP TERMINAL DETAILS
658 - 688	DRAINAGE PLANS
560 - 591	BRICE ROAD CROSS SECTIONS
593 - 596	SCARBOROUGH & TUSSING PLAN & PROFILE
597 - 604	SCARBOROUGH & TUSSING CROSS SECTIONS
633 - 637	INTERSECTION DETAILS
654 - 657	DRIVE PROFILES



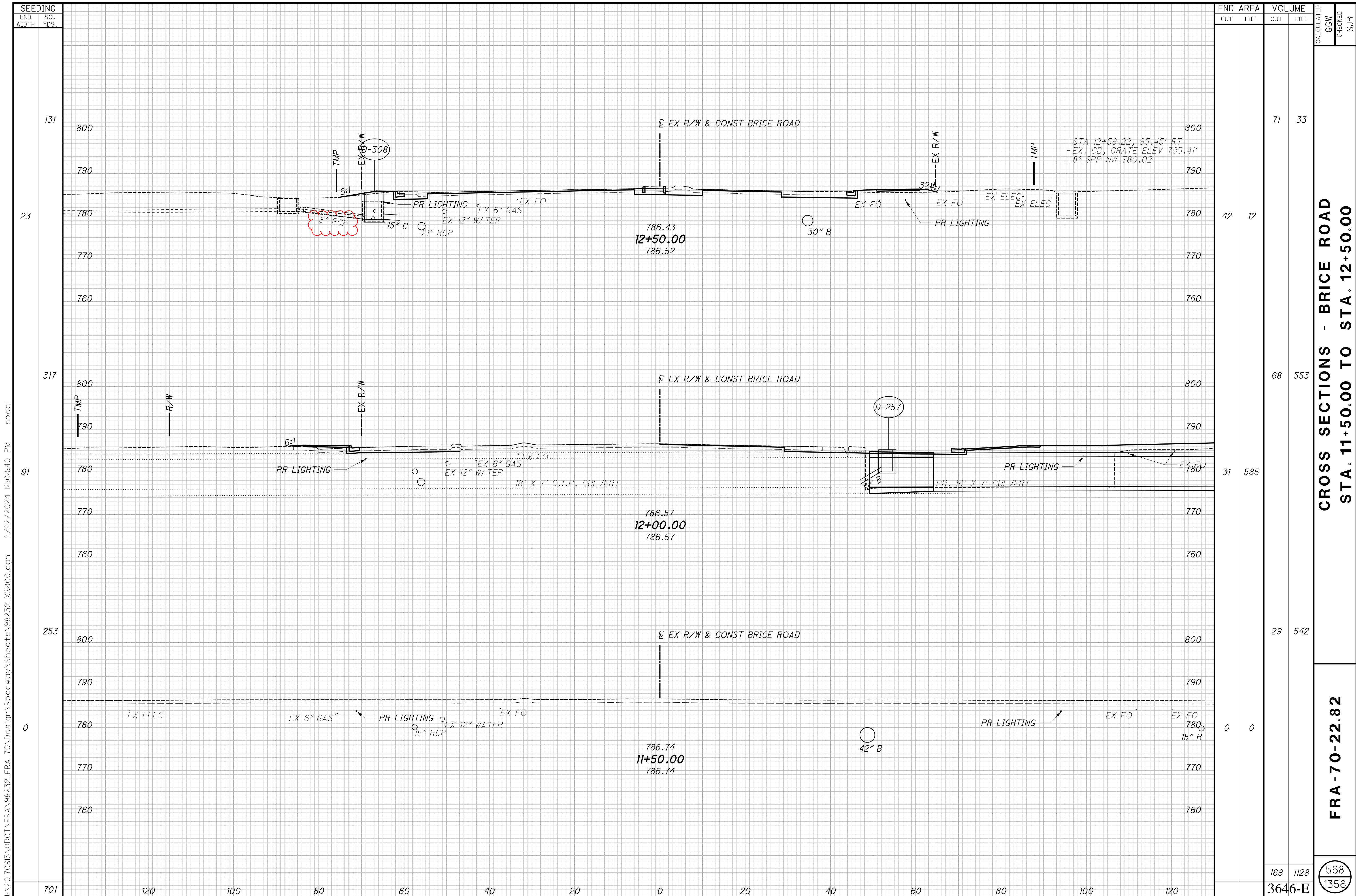
PLAN - BRICE ROAD
STA 9+00 TO STA 14+00

FRA-70-22.85

546
1356

3646-E

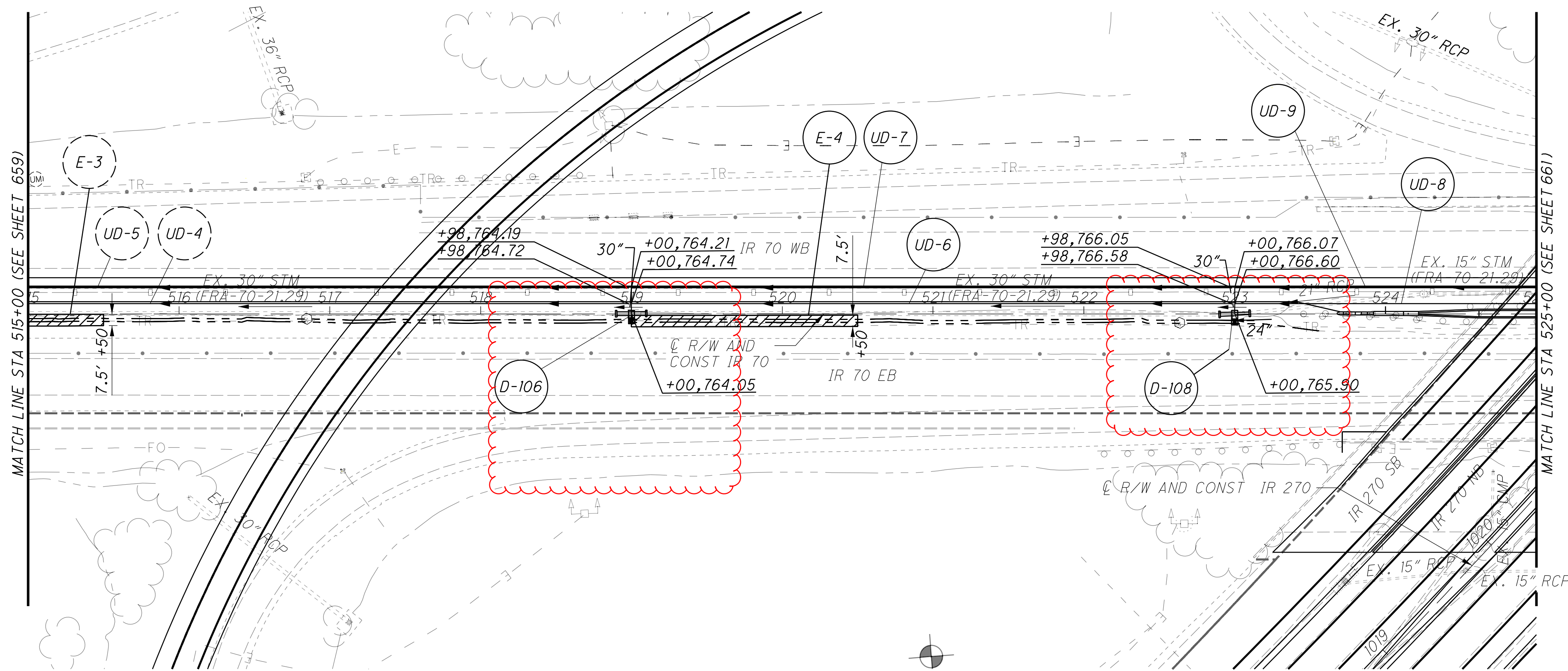
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CROSS SECTIONS - BRICE ROAD
STA. 11+50.00 TO STA. 12+50.00

FRA -70-22.82

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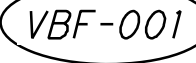
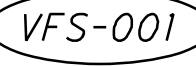
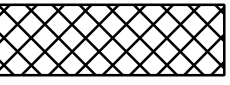
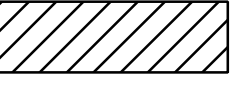

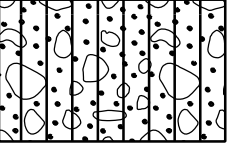
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HORIZONTAL SCALE IN FEET

DRAINAGE PLAN - IR 70
STA 515+00 TO STA 525+00

FRA-70-22.85

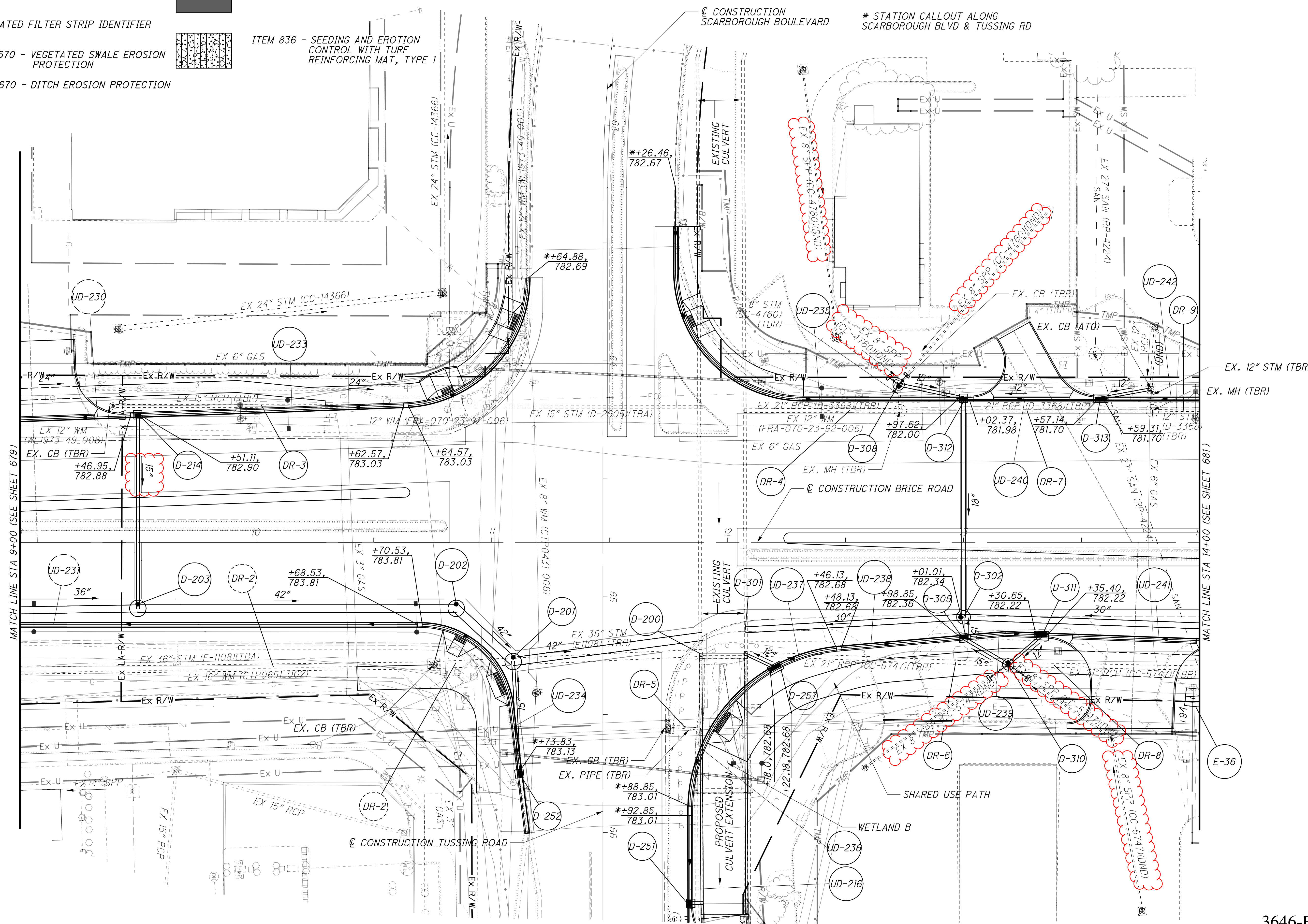
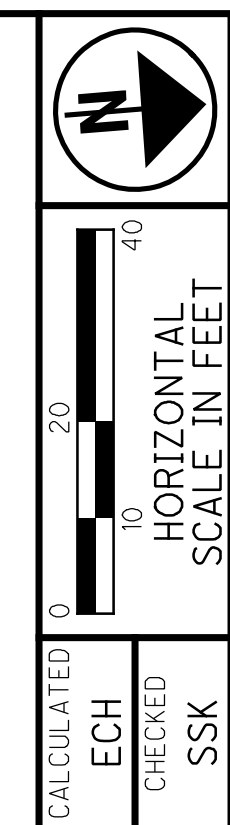
660
1356

LEGEND

-  **VBF-001** VEGETATED BIOFILTER IDENTIFIER
-  **VFS-001** VEGETATED FILTER STRIP IDENTIFIER
-  **ITEM 670 - VEGETATED SWALE EROSION PROTECTION**
-  **ITEM 670 - DITCH EROSION PROTECTION**
-  **VEGETATED FILTER STRIP**
-  **ITEM 836 - SEEDING AND EROSION CONTROL WITH TURF REINFORCING MAT, TYPE 1**

LEGEND

- VBF-001 VEGETATED BIOFILTER IDENTIFIER
- VFS-001 VEGETATED FILTER STRIP IDENTIFIER
- ITEM 670 - VEGETATED SWALE EROSION PROTECTION
- ITEM 670 - DITCH EROSION PROTECTION
- VEGETATED FILTER STRIP
- ITEM 836 - SEEDING AND EROSION CONTROL WITH TURF REINFORCING MAT, TYPE I



DRAINAGE PLAN - BRICE ROAD
STA 9+00 TO STA 14+00


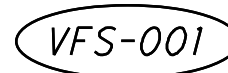



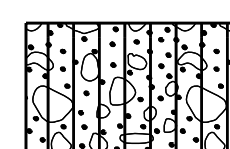
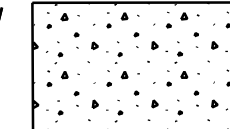
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LEGEND

-  VBF-001 VEGETATED BIOFILTER IDENTIFIER
-  VFS-001 VEGETATED FILTER STRIP IDENTIFIER
-  ITEM 670 - VEGETATED SWALE EROSION PROTECTION
-  ITEM 670 - DITCH EROSION PROTECTION
-  VEGETATED FILTER STRIP
-  ITEM 836 - SEEDING AND EROSION CONTROL WITH TURF REINFORCING MAT, TYPE 1
-  ITEM 601 - RIPRAP APRON

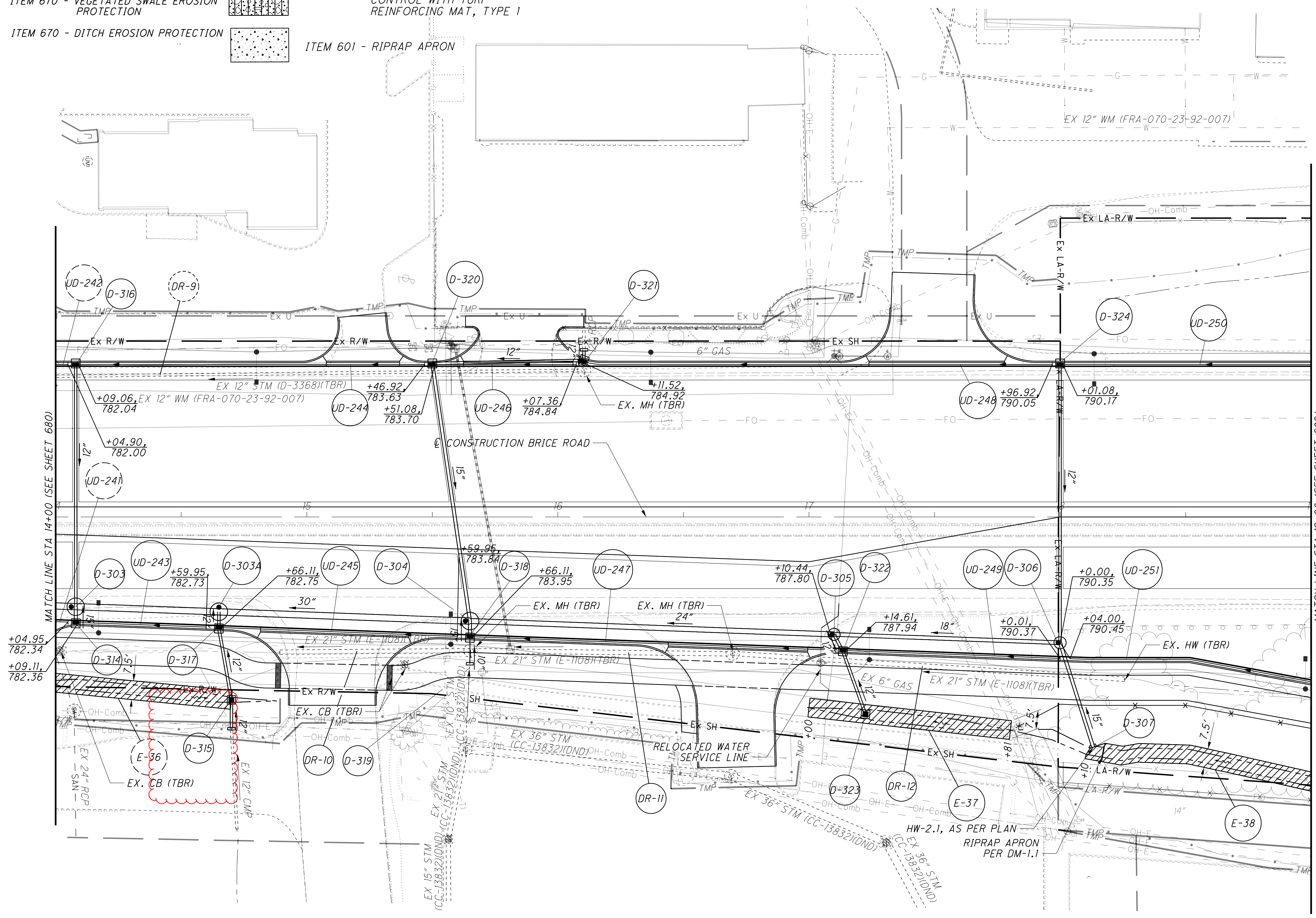
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HORIZONTAL SCALE IN FEET

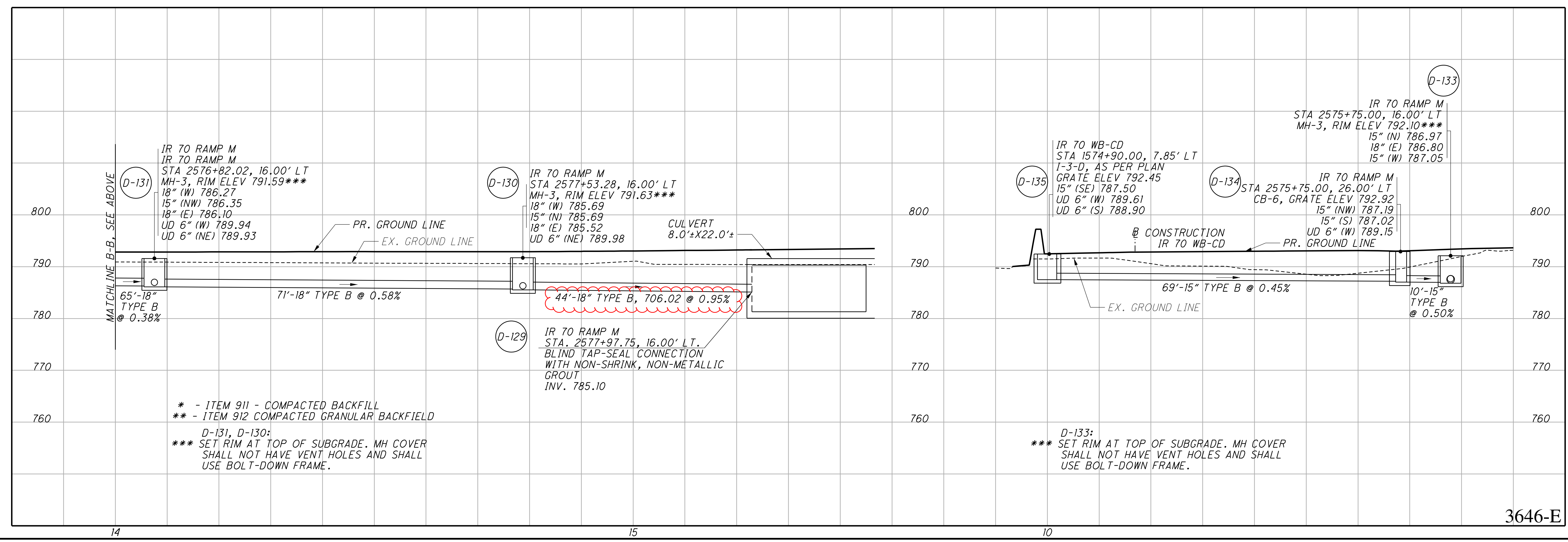
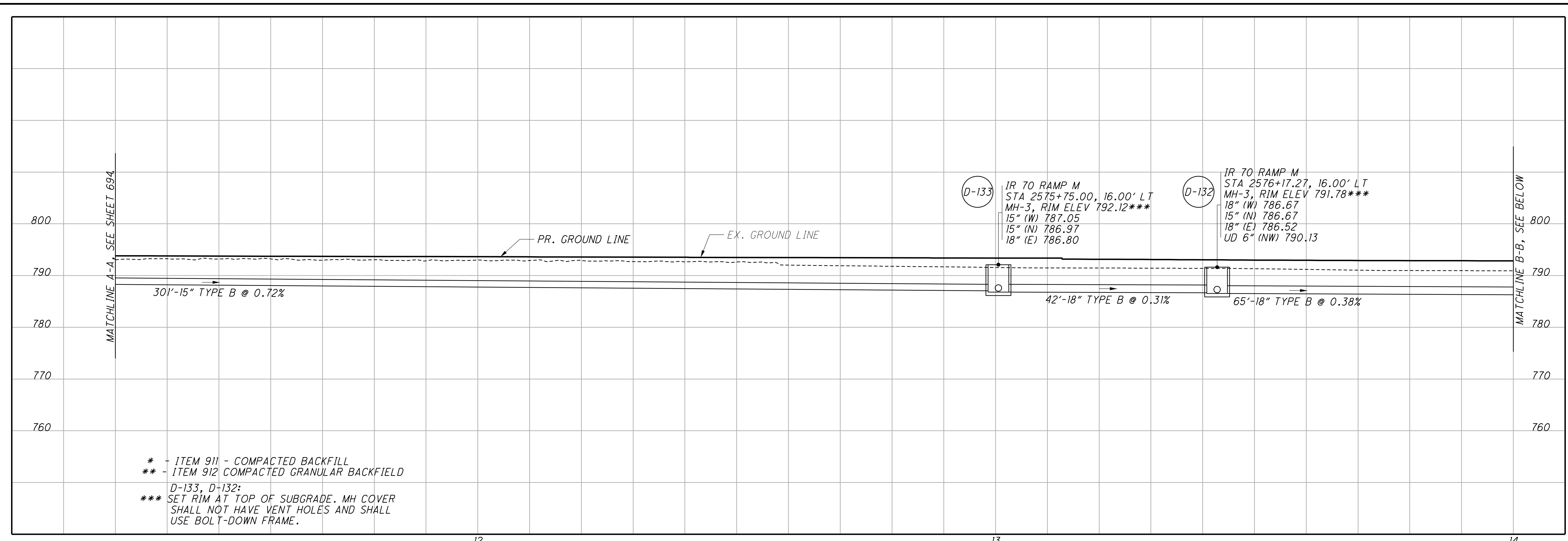
DRAINAGE PLAN - BRICE ROAD
STA 14+00 TO STA 19+00

FRA-70-22.85

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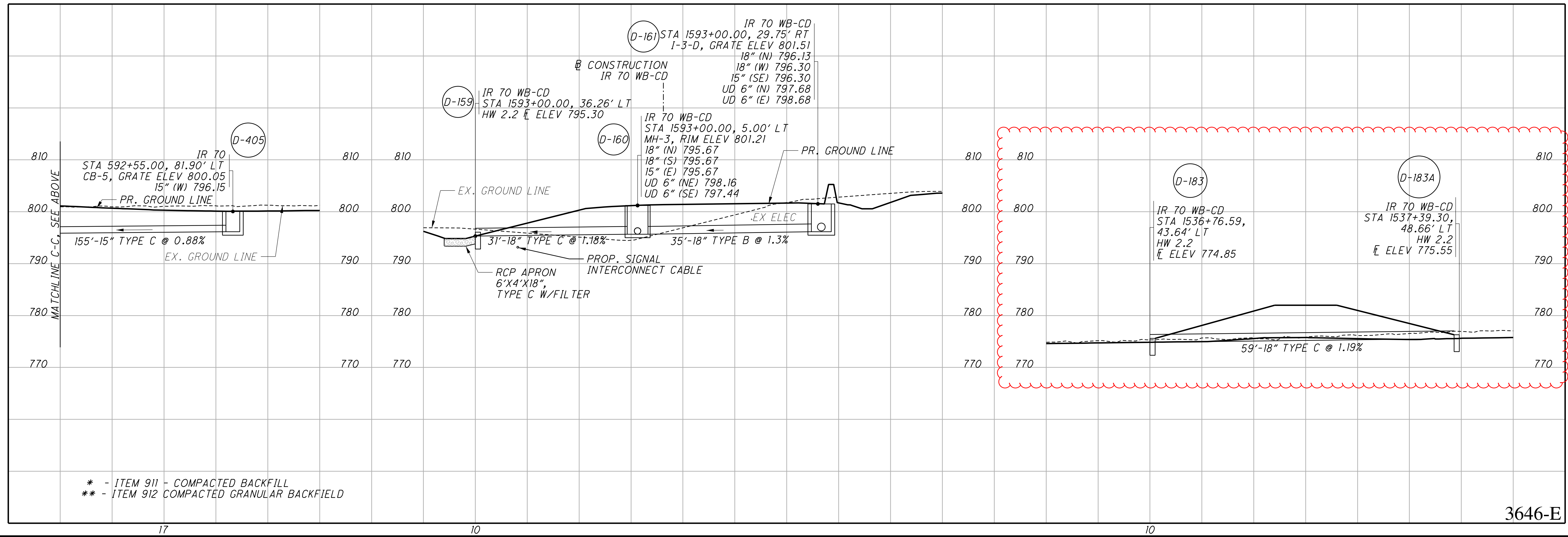
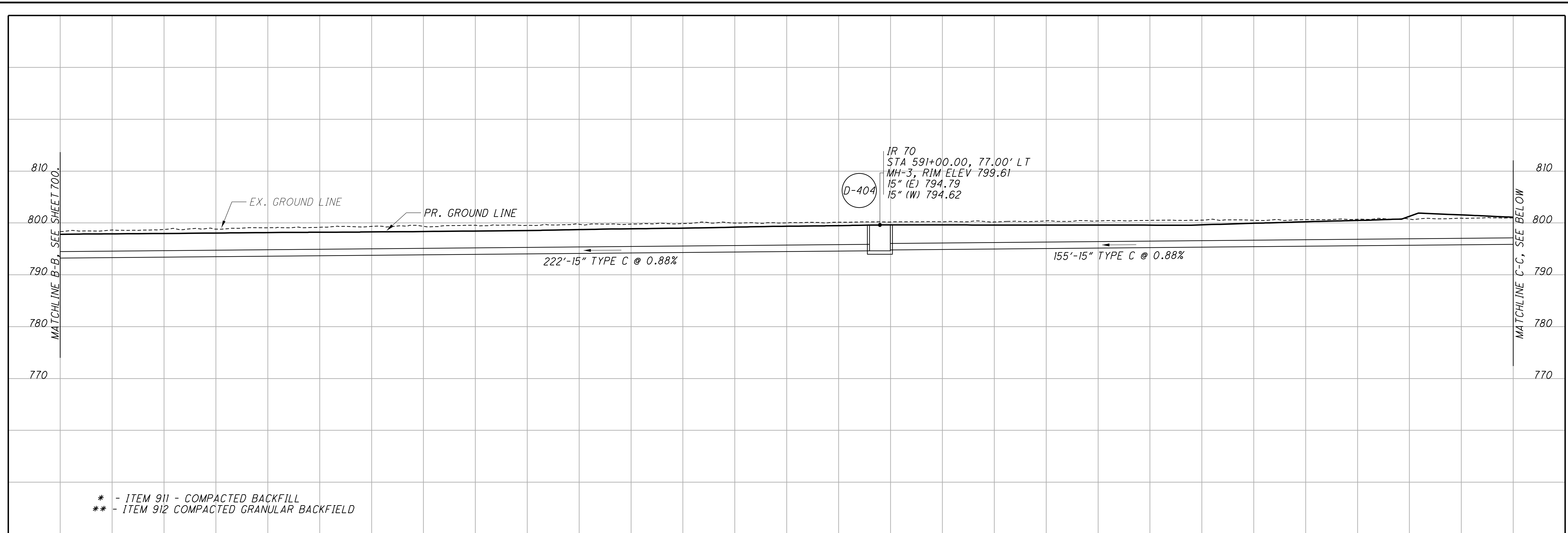


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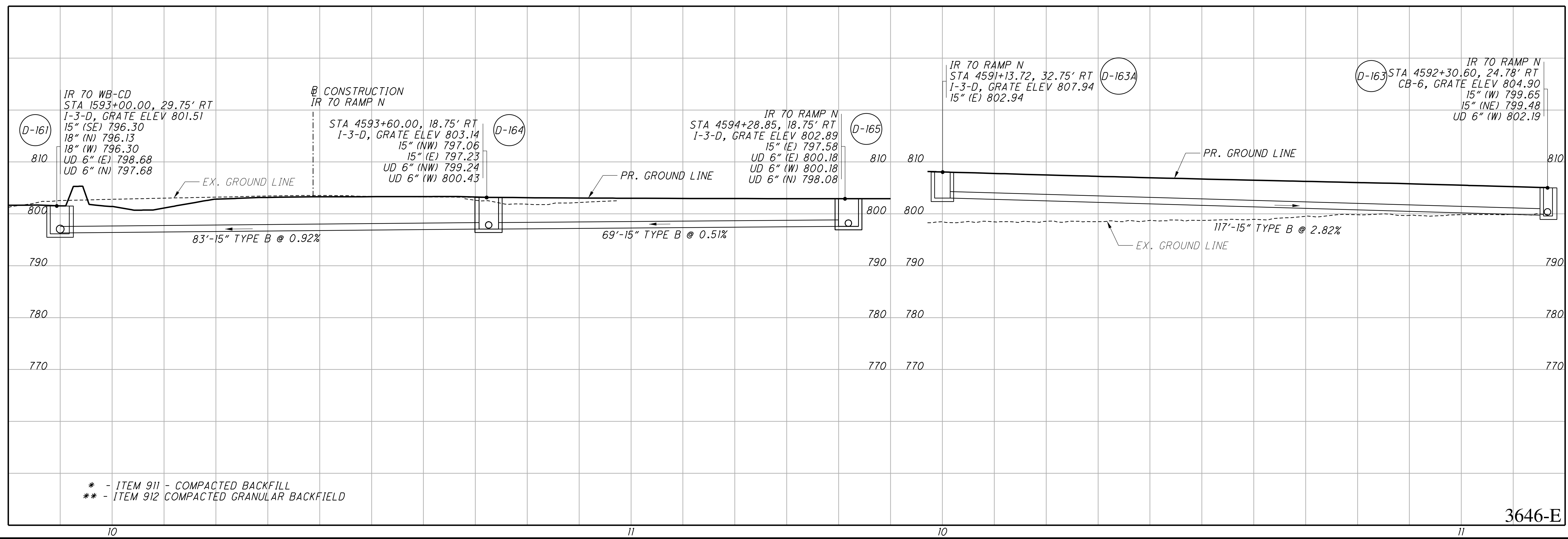
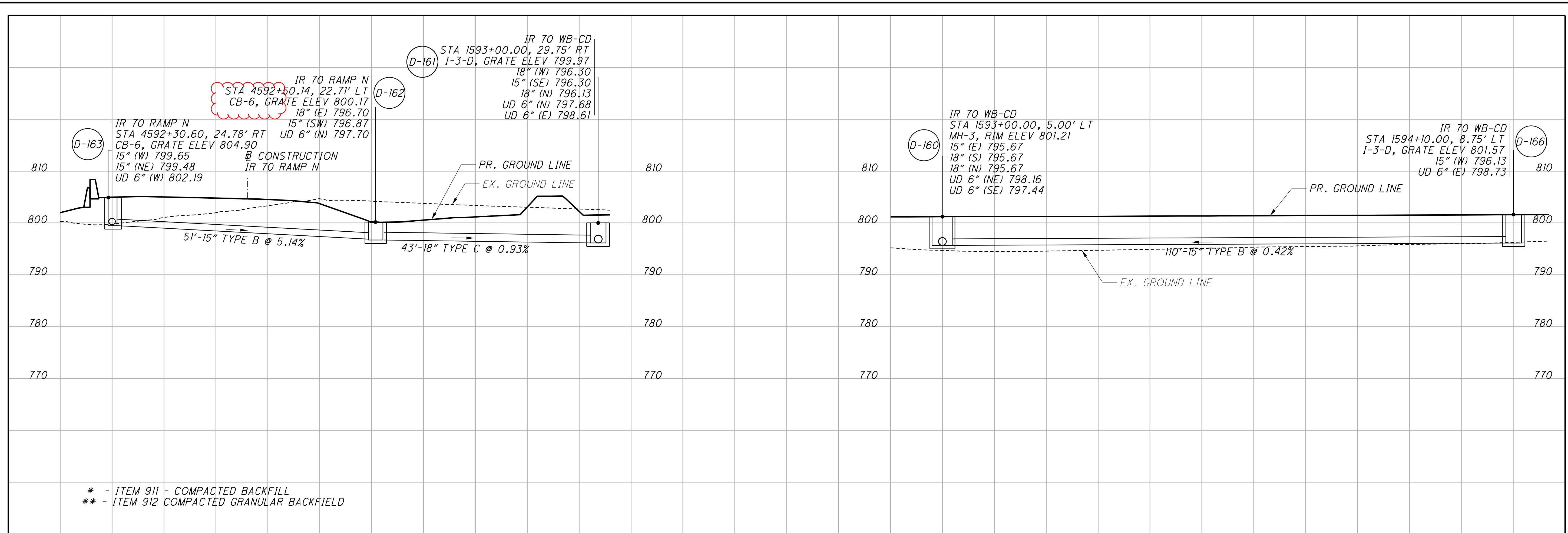
STORM SEWER PROFILE - IR 70

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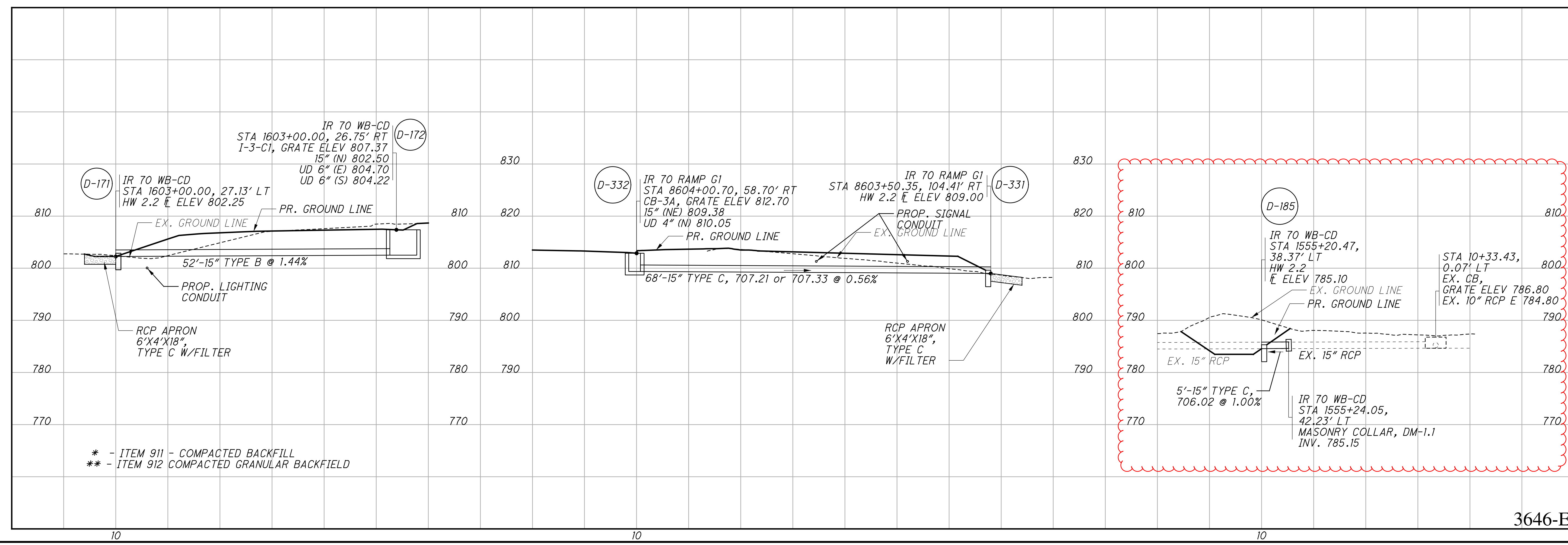
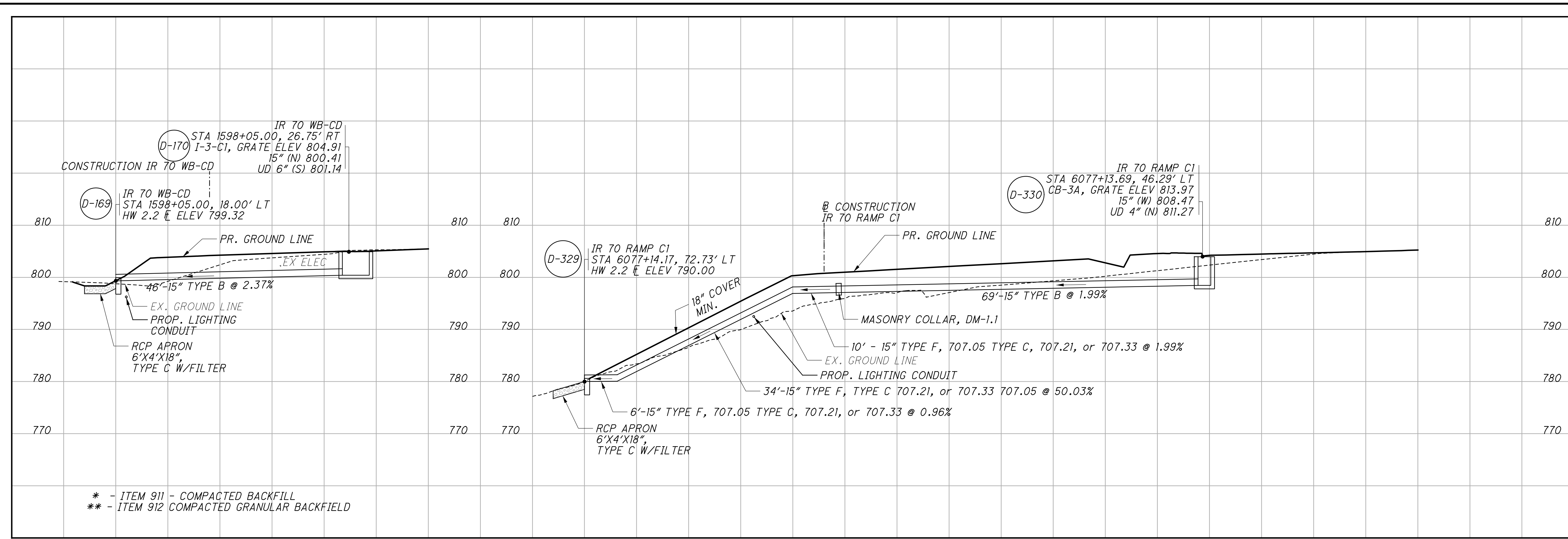
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STORM SEWER PROFILE - IR 70

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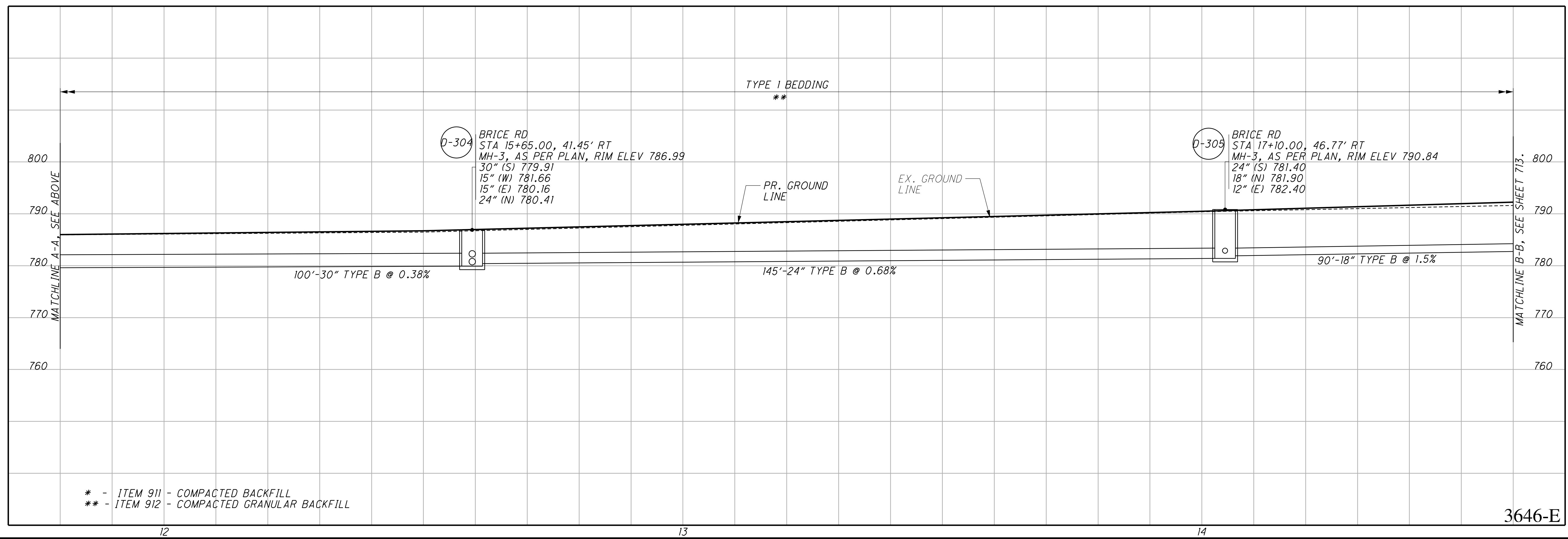
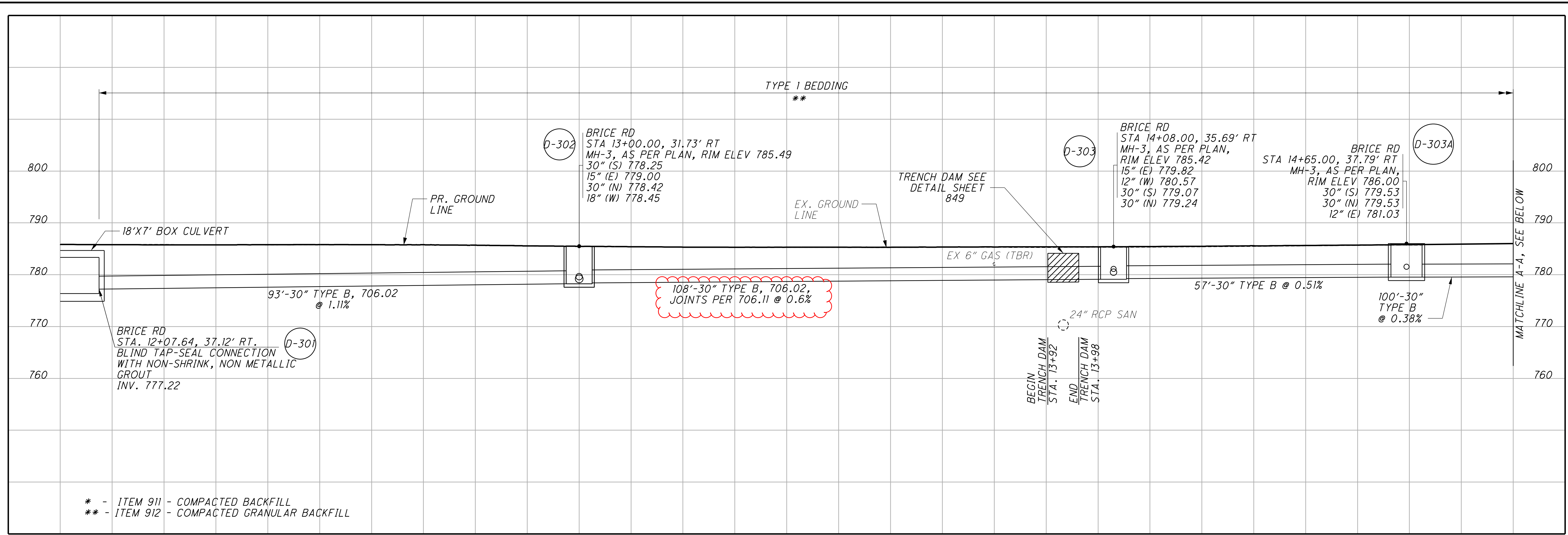
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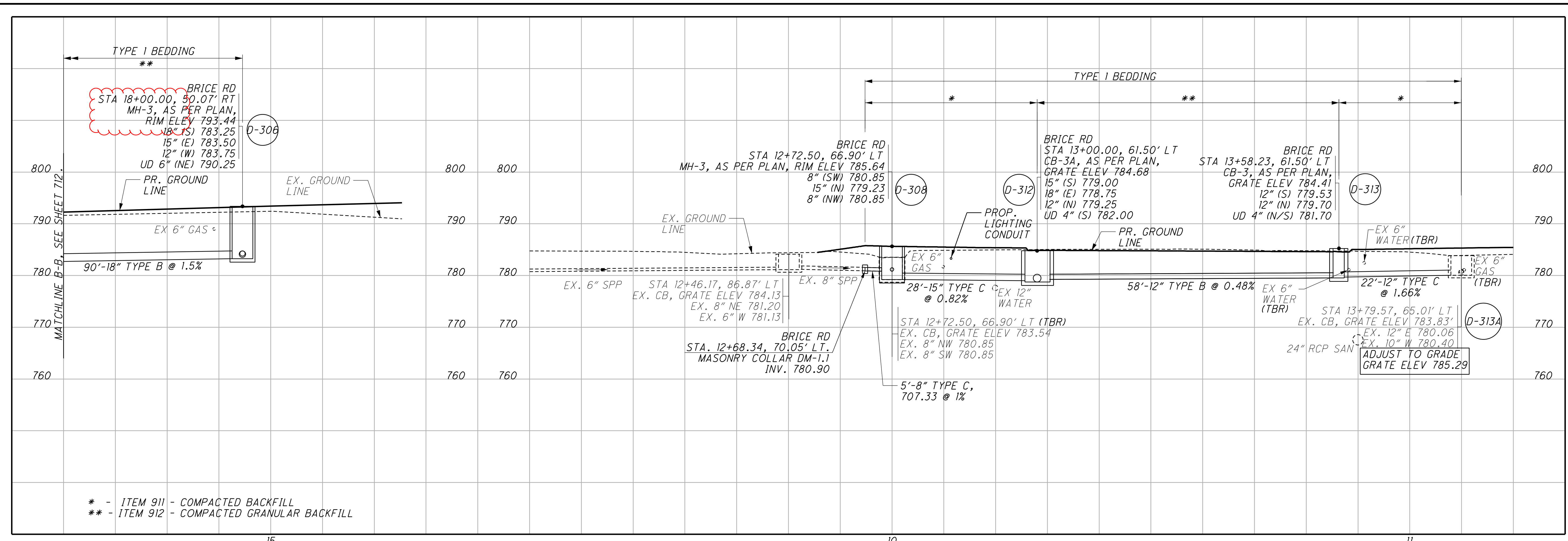
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STORM SEWER PROFILE - BRICE RD

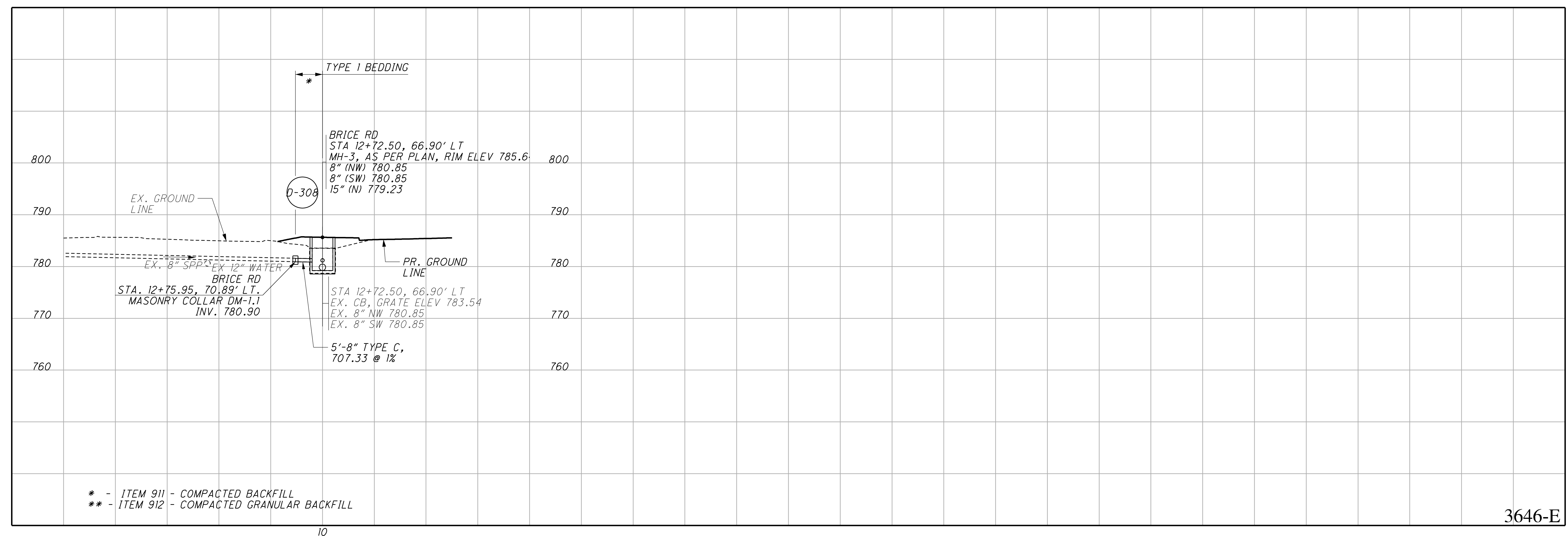
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3646-E



* - ITEM 911 - COMPACTED BACKFILL
 ** - ITEM 912 - COMPACTED GRANULAR BACKFILL



* - ITEM 911 - COMPACTED BACKFILL
 ** - ITEM 912 - COMPACTED GRANULAR BACKFILL

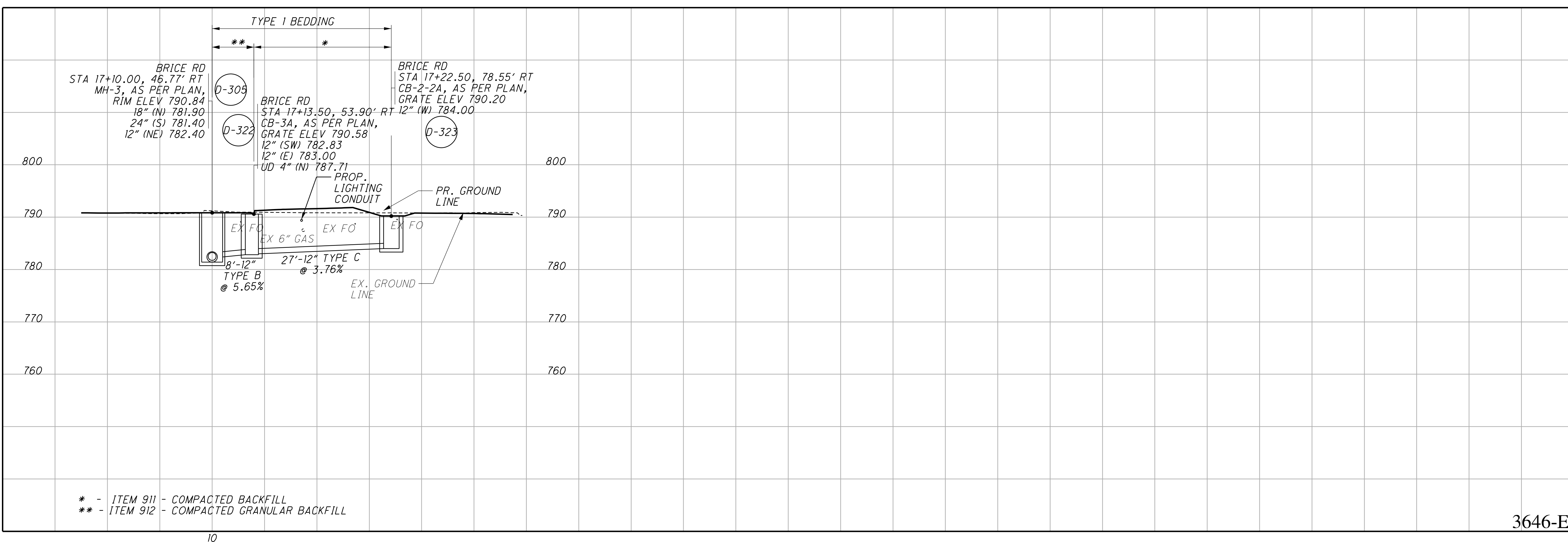
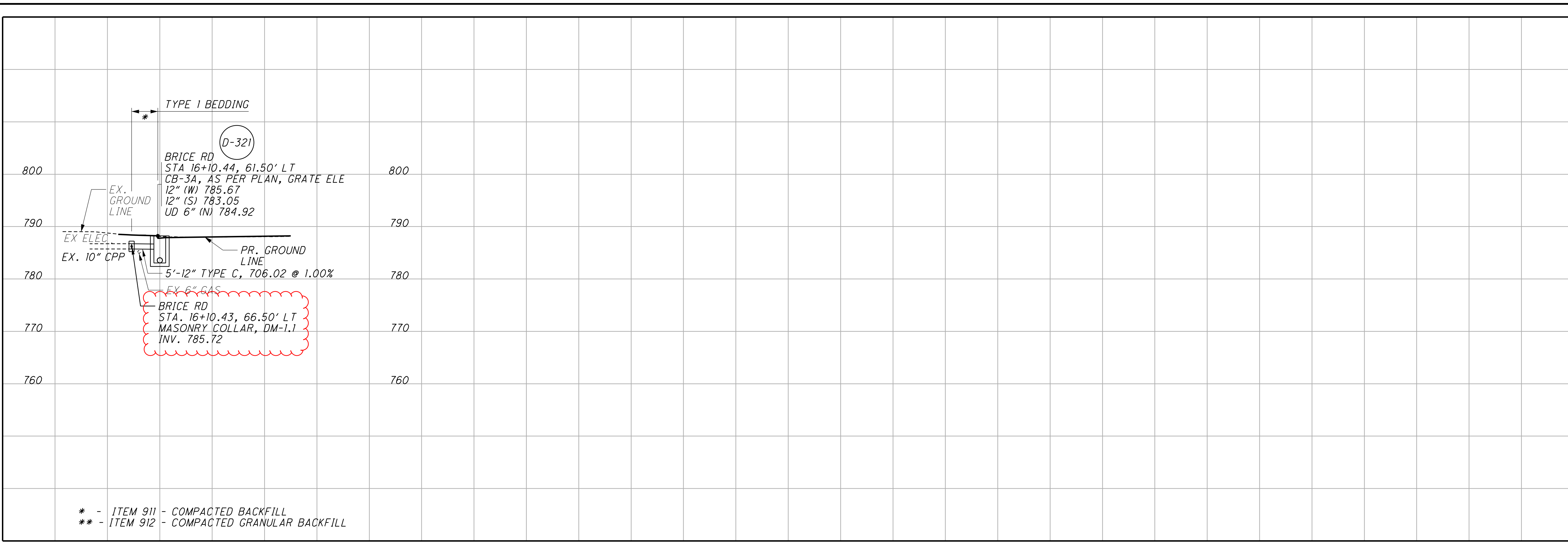
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STORM SEWER PROFILE - BRICE RD

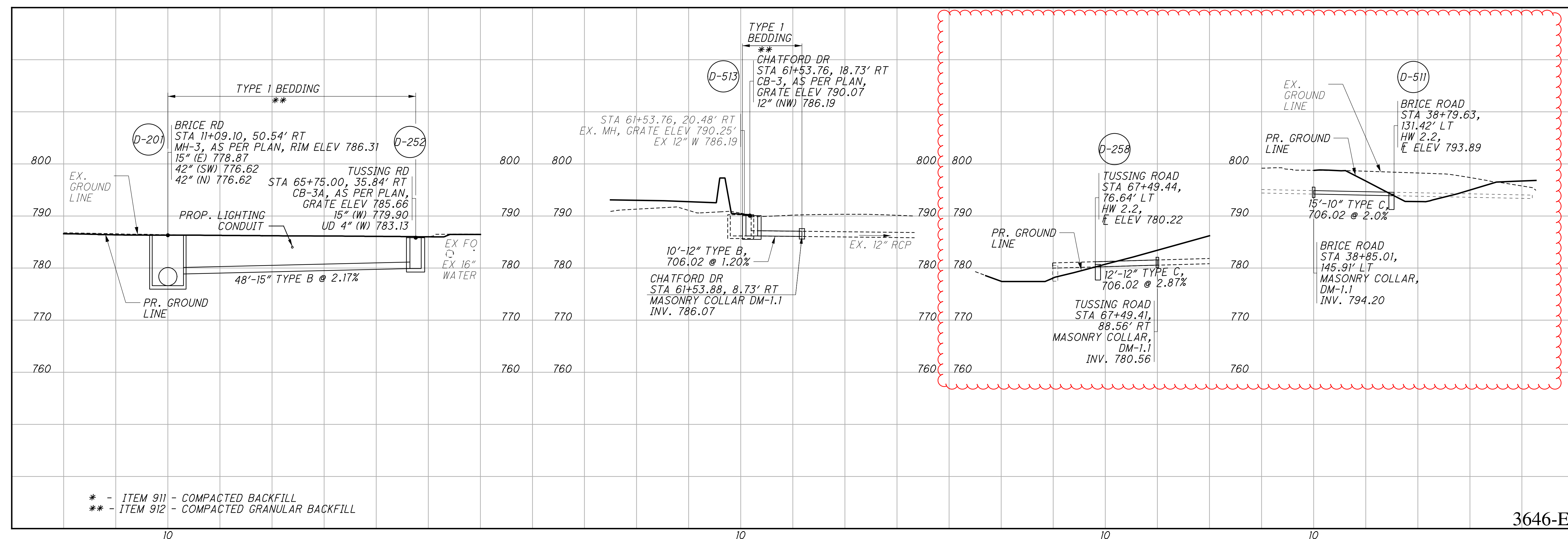
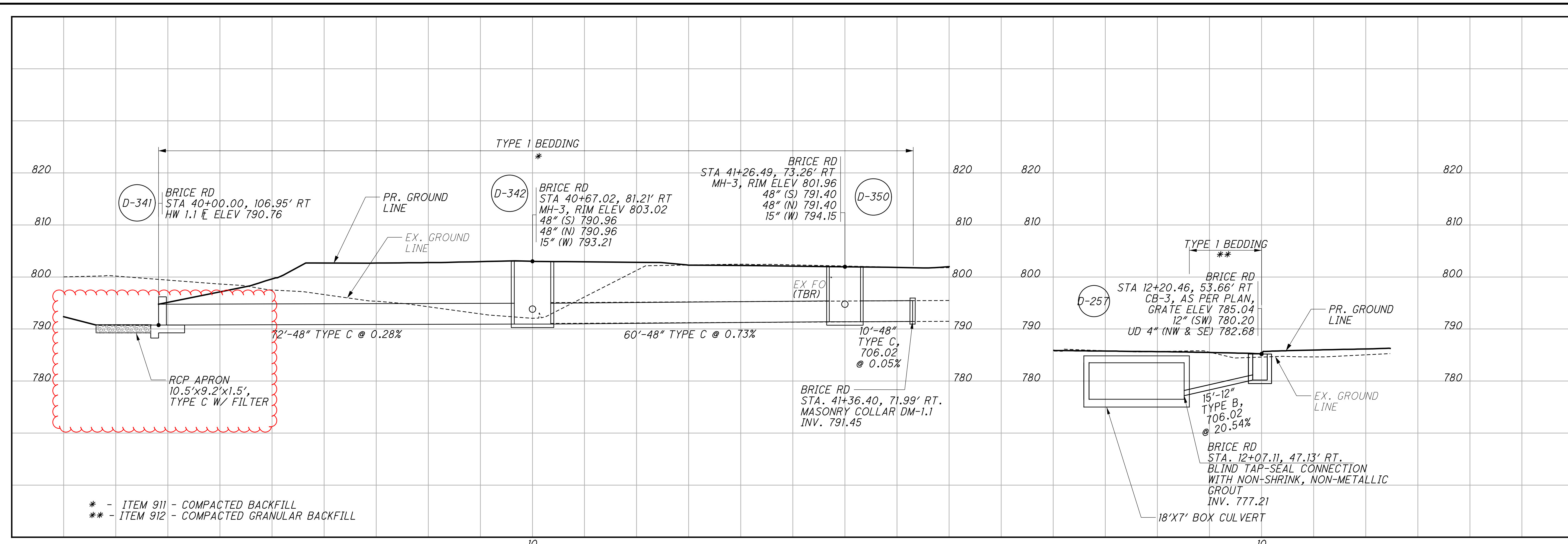
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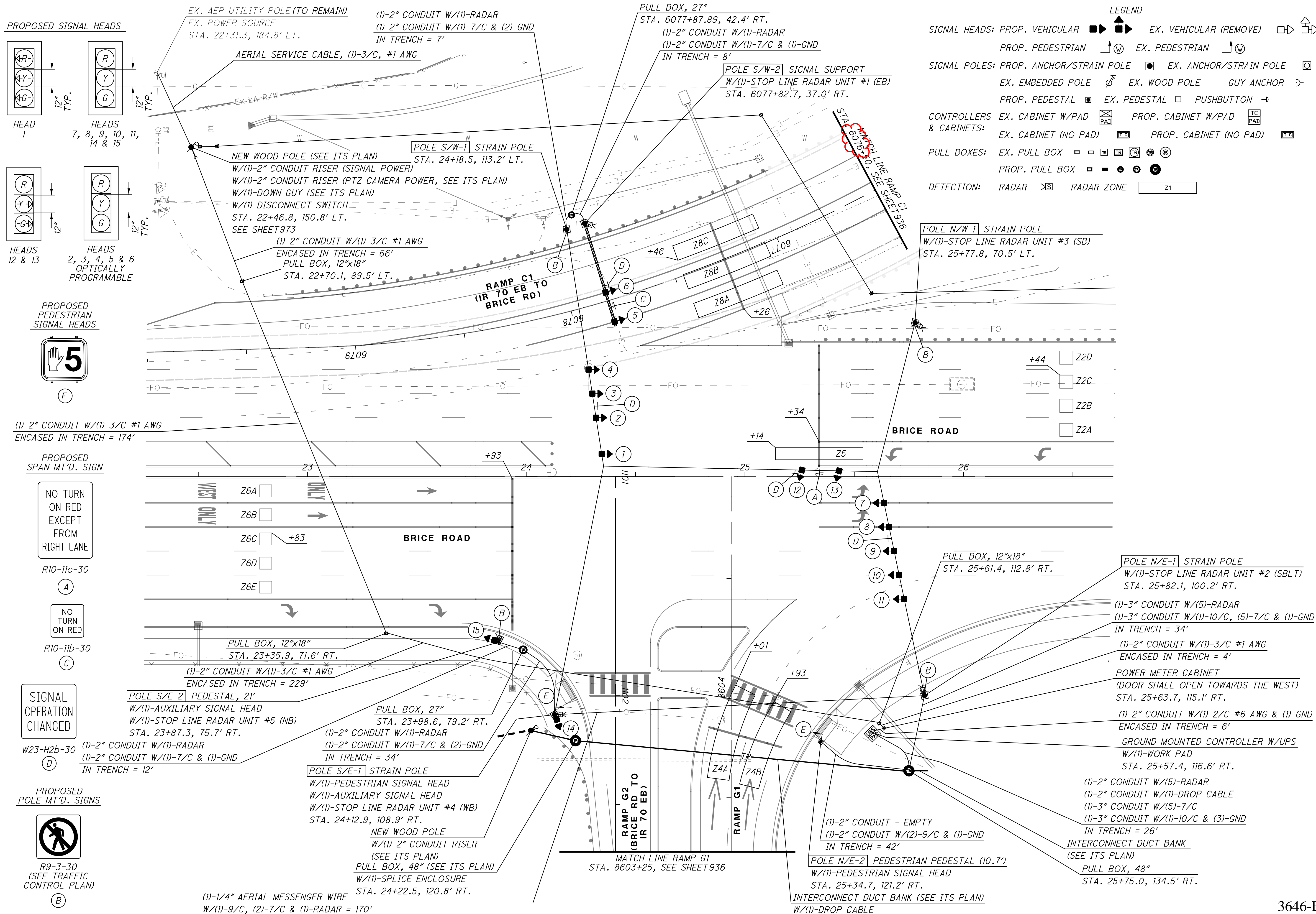
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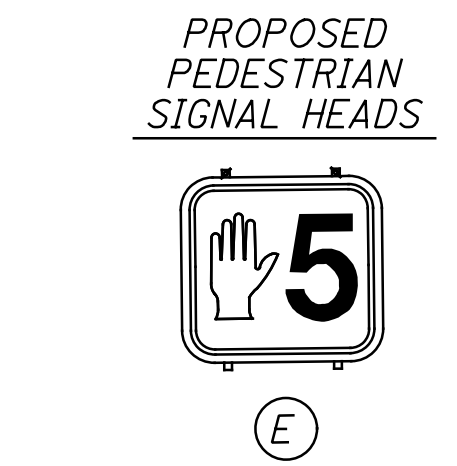
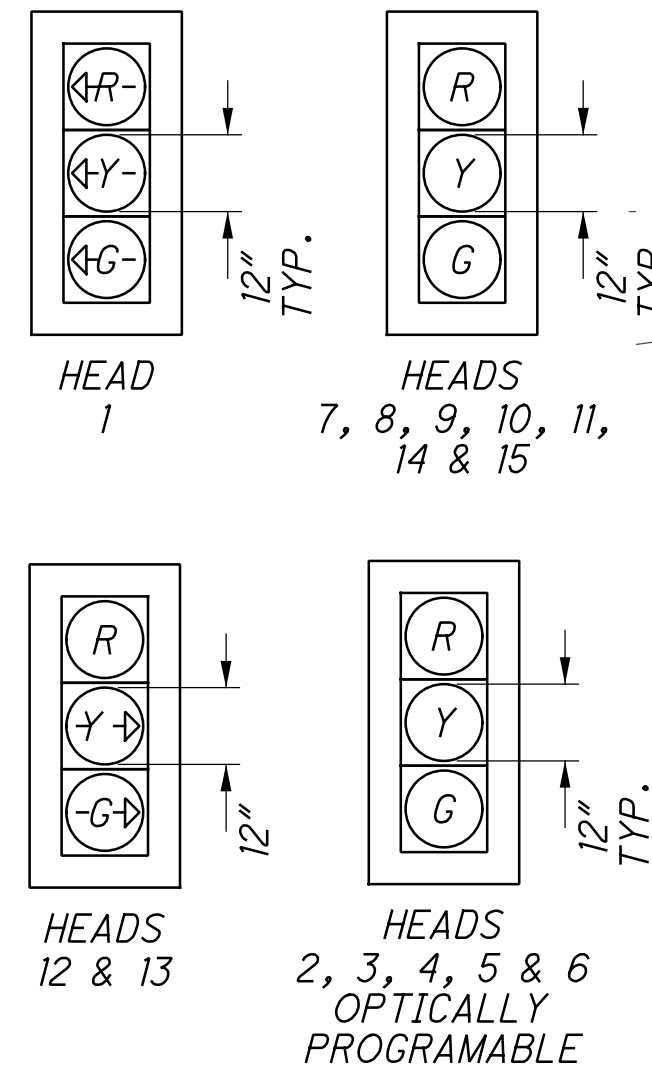


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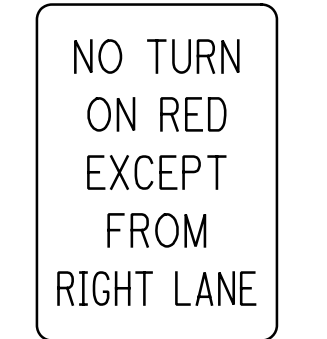


PROPOSED SIGNAL HEADS

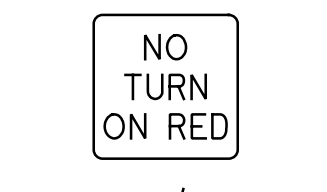


(1)-2" CONDUIT W/(1)-3/C #1 AWG ENCASED IN TRENCH = 174'

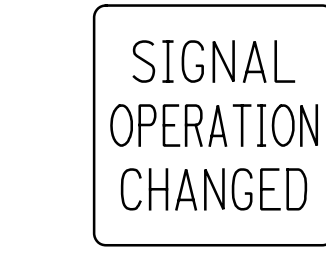
PROPOSED SPAN MT'D. SIGN



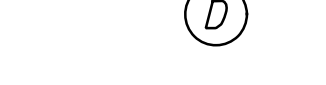
R10-11c-30



R10-11b-30



W23-H2b-30



PROPOSED POLE MT'D. SIGNS



R9-3-30 (SEE TRAFFIC CONTROL PLAN)



EX. AEP UTILITY POLE (TO REMAIN)
EX. POWER SOURCE
STA. 22+31.3, 184.8' LT.

(1)-2" CONDUIT W/(1)-RADAR
(1)-2" CONDUIT W/(1)-7/C & (2)-GND
IN TRENCH = 7'

AERIAL SERVICE CABLE, (1)-3/C, #1 AWG

NEW WOOD POLE (SEE ITS PLAN)
W/(1)-2" CONDUIT RISER (SIGNAL POWER)
W/(1)-2" CONDUIT RISER (PTZ CAMERA POWER, SEE ITS PLAN)
W/(1)-DOWN GUY (SEE ITS PLAN)
W/(1)-DISCONNECT SWITCH
STA. 22+46.8, 150.8' LT.
SEE SHEET 973

(1)-2" CONDUIT W/(1)-3/C #1 AWG
ENCASED IN TRENCH = 66'
PULL BOX, 12"x18"
STA. 22+70.1, 89.5' LT.

POLE S/W-1 STRAIN POLE
STA. 24+18.5, 113.2' LT.

PULL BOX, 27"
STA. 6077+87.89, 42.4' RT.

(1)-2" CONDUIT W/(1)-RADAR
(1)-2" CONDUIT W/(1)-7/C & (1)-GND
IN TRENCH = 8'

POLE S/W-2 SIGNAL SUPPORT
W/(1)-STOP LINE RADAR UNIT #1 (EB)
STA. 6077+82.7, 37.0' RT.

RAMP C1
(IR 70 EB TO BRICE RD)

STA. 6076.0
MATCH LINE RAMP C1
SEE SHEET 936

POLE N/W-1 STRAIN POLE
W/(1)-STOP LINE RADAR UNIT #3 (SB)
STA. 25+77.8, 70.5' LT.

BRICE ROAD

PULL BOX, 12"x18"
STA. 25+61.4, 112.8' RT.

POLE N/E-1 STRAIN POLE
W/(1)-STOP LINE RADAR UNIT #2 (SBLT)
STA. 25+82.1, 100.2' RT.

(1)-3" CONDUIT W/(5)-RADAR
(1)-3" CONDUIT W/(1)-10/C, (5)-7/C & (1)-GND
IN TRENCH = 34'

(1)-2" CONDUIT W/(1)-3/C #1 AWG
ENCASED IN TRENCH = 4'

POWER METER CABINET
(DOOR SHALL OPEN TOWARDS THE WEST)
STA. 25+63.7, 115.1' RT.

(1)-2" CONDUIT W/(1)-2/C #6 AWG & (1)-GND
ENCASED IN TRENCH = 6'

GROUND MOUNTED CONTROLLER W/UPS
W/(1)-WORK PAD
STA. 25+57.4, 116.6' RT.

(1)-2" CONDUIT W/(5)-RADAR
(1)-2" CONDUIT W/(1)-DROP CABLE
(1)-3" CONDUIT W/(5)-7/C
(1)-3" CONDUIT W/(1)-10/C & (3)-GND
IN TRENCH = 26'

INTERCONNECT DUCT BANK
(SEE ITS PLAN)
PULL BOX, 48"
STA. 25+75.0, 134.5' RT.

(1)-2" CONDUIT - EMPTY
(1)-2" CONDUIT W/(2)-9/C & (1)-GND
IN TRENCH = 42'

POLE N/E-2 PEDESTRIAN PEDESTAL (10.7')
W/(1)-PEDESTRIAN SIGNAL HEAD
STA. 25+34.7, 121.2' RT.

INTERCONNECT DUCT BANK (SEE ITS PLAN)
W/(1)-DROP CABLE

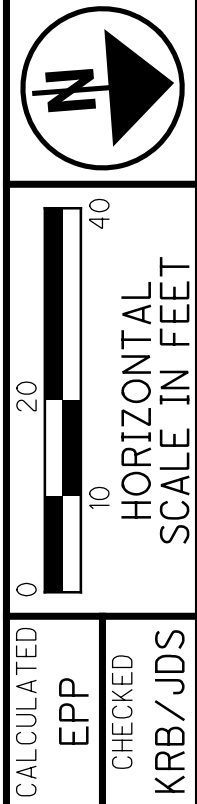
RAMP G2 TO
(BRICE RD TO IR 70 EB)
STA. 8603+25, SEE SHEET 936

POLE S/E-1 STRAIN POLE
W/(1)-PEDESTRIAN SIGNAL HEAD
W/(1)-AUXILIARY SIGNAL HEAD
W/(1)-STOP LINE RADAR UNIT #4 (WB)
STA. 24+12.9, 108.9' RT.

NEW WOOD POLE
W/(1)-2" CONDUIT RISER
(SEE ITS PLAN)
PULL BOX, 48" (SEE ITS PLAN)
W/(1)-SPlice ENCLOSURE
STA. 24+22.5, 120.8' RT.

(1)-1/4" AERIAL MESSENGER WIRE
W/(1)-9/C, (2)-7/C & (1)-RADAR = 170'

- LEGEND
- SIGNAL HEADS: PROP. VEHICULAR [Symbol] EX. VEHICULAR (REMOVE) [Symbol]
 - PROP. PEDESTRIAN [Symbol] EX. PEDESTRIAN [Symbol]
 - SIGNAL POLES: PROP. ANCHOR/STRAIN POLE [Symbol] EX. ANCHOR/STRAIN POLE [Symbol]
 - EX. EMBEDDED POLE [Symbol] EX. WOOD POLE [Symbol] GUY ANCHOR [Symbol]
 - PROP. PEDESTAL [Symbol] EX. PEDESTAL [Symbol] PUSHBUTTON [Symbol]
 - CONTROLLERS & CABINETS: EX. CABINET W/PAD [Symbol] PROP. CABINET W/PAD [Symbol]
 - EX. CABINET (NO PAD) [Symbol] PROP. CABINET (NO PAD) [Symbol]
 - PULL BOXES: EX. PULL BOX [Symbol] PROP. PULL BOX [Symbol]
 - DETECTION: RADAR [Symbol] RADAR ZONE [Symbol]



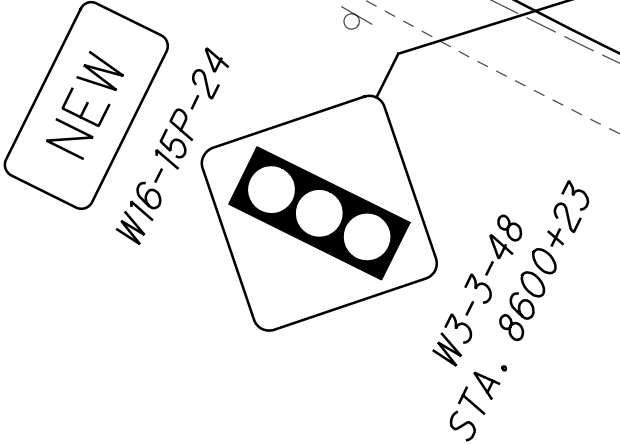
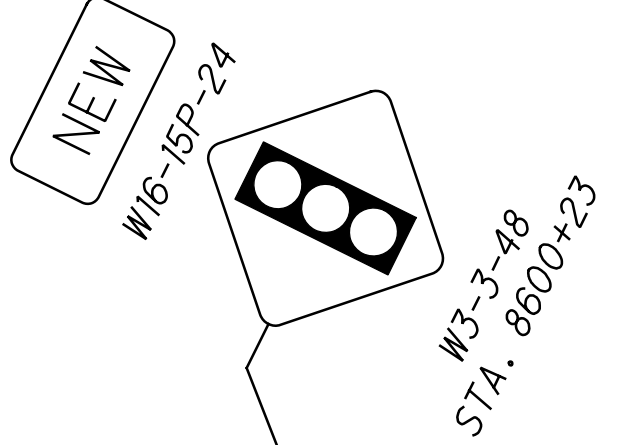
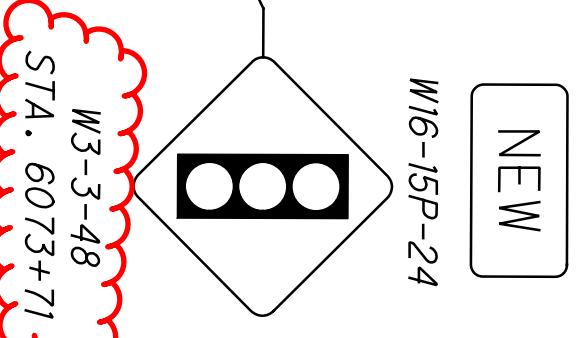
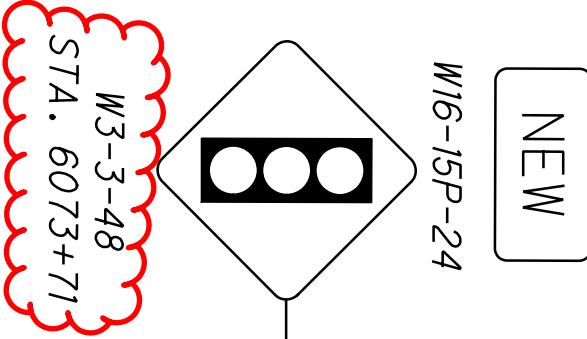
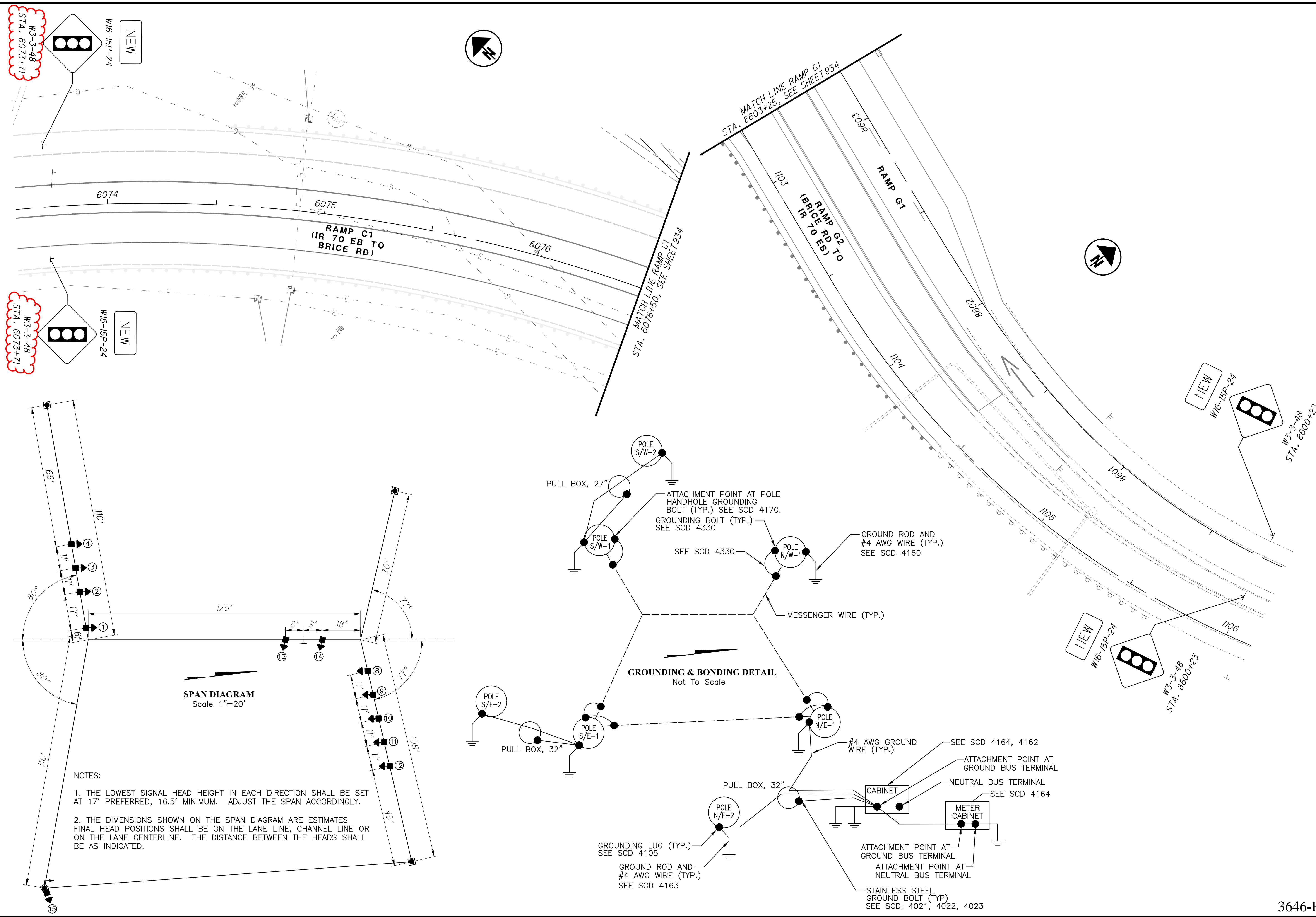
TRAFFIC SIGNAL PLAN
BRICE RD & I-70 EB RAMPS

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SPAN DIAGRAM
Scale 1"=20'

NOTES:

1. THE LOWEST SIGNAL HEAD HEIGHT IN EACH DIRECTION SHALL BE SET AT 17' PREFERRED, 16.5' MINIMUM. ADJUST THE SPAN ACCORDINGLY.
2. THE DIMENSIONS SHOWN ON THE SPAN DIAGRAM ARE ESTIMATES. FINAL HEAD POSITIONS SHALL BE ON THE LANE LINE, CHANNEL LINE OR ON THE LANE CENTERLINE. THE DISTANCE BETWEEN THE HEADS SHALL BE AS INDICATED.

GROUNDING & BONDING DETAIL
Not To Scale

CALCULATED	EPP	CHECKED	KRB/JDS
HORIZONTAL SCALE IN FEET			

TRAFFIC SIGNAL DETAILS
BRICE RD & I-70 EB RAMP

FRA-70-22.85

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3646-E

GENERAL

THESE SPECIFICATIONS, TOGETHER WITH THE ACCOMPANYING PLANS ARE INTENDED TO DESCRIBE THE TYPE, SIZE AND LOCATION OF THE PRODUCTS AND MATERIALS TO BE PROVIDED AND INSTALLED UNDER THE VARIOUS BID ITEMS RELATED TO ITS. THE CONTRACTOR SHALL FURNISH AND INSTALL ITS DEVICES AND RELATED MATERIALS IN COMPLIANCE WITH THESE PLANS AND SPECIFICATIONS, AS WELL AS:

- 2023 OHIO DEPARTMENT OF TRANSPORTATION CONSTRUCTION AND MATERIAL SPECIFICATIONS AND SUPPLEMENTAL SPECIFICATIONS
- STANDARD CONSTRUCTION DRAWINGS ISSUED BY THE OHIO DEPARTMENT OF TRANSPORTATION
- STANDARD CONSTRUCTION DRAWINGS ISSUED BY THE CITY OF COLUMBUS

THESE SPECIFICATIONS SET FORTH THE MINIMUM PERFORMANCE AND OPERATING REQUIREMENTS OF THE ITS ITEMS REFERRED TO HEREIN.

PROTECTION OF CITY/COUNTY/ODOT TRAFFIC SIGNALS AND INTERCONNECT INFRASTRUCTURE

PROTECTION OF THE EXISTING CITY OF COLUMBUS DPS TRAFFIC SIGNAL FACILITIES, FRANKLIN COUNTY ENGINEER'S OFFICE, AND ODOT INFRASTRUCTURE DURING CONSTRUCTION ACTIVITIES IS CRITICALLY IMPORTANT FOR THE SAFETY OF CONSTRUCTION WORKERS AND THE GENERAL PUBLIC.

ANY DAMAGE TO THIS CRITICAL INFRASTRUCTURE SHALL BE REPORTED IMMEDIATELY BY THE CONTRACTOR TO THE ENGINEER AND REPAIRED THE SAME DAY UNLESS APPROVED BY THE OWNER, AT THE SOLE DISCRETION OF THE ENGINEER. ALL COSTS OF THE EMERGENCY REPAIRS FOR THE DAMAGE SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR REGARDLESS OF WHO DOES THE REPAIR. THE ENGINEER SHALL DETERMINE ACCEPTABLE TIME PERIODS FOR COMPLETION OF REPAIRS. FOR INSTANCES WHERE THE CONTRACTOR CANNOT PERFORM THE REPAIR WORK WITHIN THIS TIME PERIOD, THE CITY, COUNTY AND ODOT RESERVES THE RIGHT TO USE THEIR INTERNAL FORCES OR OUTSOURCES TO COMPLETE THE WORK AND MAY BILL THE CONTRACTOR BASED ON TIME AND MATERIAL COSTS.

ANY AND ALL EXISTING FIELD EQUIPMENT, INCLUDING VEHICLE DETECTION, SURVEILLANCE, INTERCONNECT, OR SIGNAL EQUIPMENT DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED OR REPLACED AT THE DIRECTION OF THE ENGINEER AND SHALL BE SUBJECT TO INSPECTION AND REQUIRE FINAL APPROVAL OF THE RESPECTIVE OWNER AGENCY. DOWNTIME TO THE CTSS NETWORK CAUSED BY DAMAGE TO CTSS FIBER OPTIC CABLE SHALL BE CHARGED TO THE CONTRACTOR AT A RATE OF \$400 PER HOUR. 4/28/16

DOWNTIME FOR FIBER OPTIC CABLE AND NODE COMMUNICATIONS

THE CONTRACTOR SHALL MAINTAIN ALL PREEXISTING OR NEWLY INSTALLED PERMANENT ITS/TRAFFIC DEVICES AND INFRASTRUCTURE DURING CONSTRUCTION ACCORDING TO ODOT SUPPLEMENTAL SPECIFICATION 809 AND CITY OF COLUMBUS SUPPLEMENTAL SPECIFICATION 1620.

ADDITIONALLY, DOWNTIME FOR ALL FIBER OPTIC CABLE AND NODE CABINET COMMUNICATIONS SHALL BE LIMITED TO THE THIRD WEEKEND OF EACH MONTH FROM 9:00 PM FRIDAY TO 5:00 AM MONDAY, AND ALL WORK MUST BE COMPLETED WITHIN 24 HOURS. **ALL PROPOSED FIBER OPTIC CABLE SHALL BE INSTALLED AND READY FOR SPLICING PRIOR TO ANY EXISTING FIBER OPTIC CABLES ON THE PROJECT BEING SEVERED.**

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

CONTRACTOR QUALIFICATIONS

ANY CONTRACTOR WHO ENTERS IN AN EXISTING SPLICE ENCLOSURE TO MAKE SPLICES OR INSTALLS A NEW SPLICE ENCLOSURE INTO FIBER OPTIC CABLE MAINTAINED BY THE CITY SHALL BE QUALIFIED TO DO ODOT TYPE 56 WORK. THE CONTRACTOR SHALL ALSO BE A CERTIFIED MEMBER IN GOOD STANDING OF THE CORNING OPTICAL COMMUNICATIONS NETWORK OF PREFERRED INSTALLERS. PROOF OF THESE CERTIFICATIONS SHALL BE PRESENTED AT THE PRECONSTRUCTION MEETING AND THE CONTRACTOR SHALL BE ABLE TO PRESENT PROOF AT ANY TIME DURING THE CONSTRUCTION PERIOD. 3/4/16

TRACING WIRE

TRACING WIRE SHALL BE NO SMALLER THAN #10 AWG WIRE. THE WIRE SHALL BE INSULATED, ORANGE IN COLOR, AND CONSTRUCTED OF COPPER CLAD STEEL (STRANDED). TRACING WIRE JACKET SHALL BE HDPE OR HMWPE. TRACING WIRE SHALL BE INSTALLED THROUGH ALL CONDUITS AND DUCT BANKS WHICH CONTAIN FIBER OPTIC CABLE BUT ARE NON-METALLIC AND CONTAIN NO METALLIC OR OTHERWISE "TRACEABLE" COMPONENTS.

TRACING WIRE SHALL BE INSTALLED ALONG WITH FIBER OPTIC CABLE IN THE FOLLOWING LOCATIONS:

1. THROUGH A 1-1/2 INCH CONDUIT WITHIN IN A DUCT BANK
2. THROUGH A SINGLE NEWLY INSTALLED COMMUNICATIONS CONDUIT, GIVEN CONDUIT IS NOT PART OF A DUCT BANK AND IS 2" OR GREATER DIAMETER
3. THROUGH EXISTING CONDUIT PATH WHERE NEW FIBER IS BEING INSTALLED AS PART OF THIS PROJECT, EXCLUDING LOCATIONS WITH EXISTING FUNCTIONAL TRACING WIRE AS DETERMINED BY THE ENGINEER.

APPROXIMATELY 10 FT. OF SLACK OF THE TRACING WIRE SHALL BE LEFT INSIDE THE ADJACENT PULL-BOXES CONNECTING THE CONDUIT RUNS.

IN SITUATIONS WHERE A TYPE 2 FIBER OPTIC CABLE MARKER IS TO BE INSTALLED IN CONJUNCTION WITH THE TRACING WIRE, THE TRACING WIRE SHALL BE RUN THROUGH THE MARKER AND CONNECTED TO TERMINALS AT THE TOP OF THE MARKER.

LABEL AND TERMINATE TRACING WIRE TO TERMINAL BLOCKS IN PULL BOXES APPROXIMATELY EVERY 1000 FT. (MAX). MOISTURE DISPLACEMENT CONNECTORS SHALL BE USED AT ALL CONNECTION POINTS. 3M DBR CONNECTORS, COPPERHEAD SNAKEBITE CONNECTORS, OR APPROVED EQUAL SHALL BE USED. AFTER ALL CONNECTIONS ARE COMPLETED THE CONTRACTOR SHALL CONTACT THE ENGINEER FOR A LOCATE OR CONDUCTIVITY TEST.

THE TRACING WIRE SHALL ENTER A PULL BOX ON ONE SIDE AND BE ROUTED AROUND THE INSIDE PERIMETER OF THE PULL BOX TO THE OTHER SIDE AND THEN EXIT THE OPPOSING SIDE. THE TRACING WIRE SHALL BE CONTINUOUSLY RUN BETWEEN PULL BOXES (ABSOLUTELY NO SPLICES EXCEPT IN A PULL BOX). CONDUIT THAT BRANCHES OFF THE MAIN CONDUIT RUN SHALL HAVE ITS TRACING WIRE TERMINATED IN A PULL BOX OR CONTROLLER CABINET. THE WIRE SHALL BE TAGGED AS "TRACING WIRE", COILED (10 FEET IN LENGTH) AND LEFT DISCONNECTED AT EACH END (OPEN CIRCUIT).

IF RIGID GALVANIZED STEEL CONDUIT IS USED TO JACK UNDER A ROADWAY, TRACING WIRE SHALL BE CONNECTED TO EACH END OF THE CONDUIT USING A HEAVY DUTY WIRE LUG BUSHING APPROVED BY ENGINEER SO THE CONDUIT WILL ACT AS A CONDUCTOR COMPLETING THE TRACING WIRE CIRCUIT.

PAYMENT FOR ALL TRACING WIRE SHALL BE INCLUDED IN THE CONDUIT AND FIBER BID ITEMS. 9/1/15-MOD

GROUNDING

ALL ITS EQUIPMENT SHALL BE GROUNDED PER ITS-50.10. PAYMENT FOR SITE GROUNDING SHALL BE INCIDENTAL TO THE CONDUCTORS SUPPLIED BY THE PROJECT, UNLESS OTHERWISE NOTED.

CITY OF COLUMBUS CTSS CABLE WRAPS

THE CONTRACTOR IS REQUIRED TO PLACE A UV-RESISTANT CABLE OWNER IDENTIFICATION WRAP ON EVERY INSTALLED CABLE, AT EVERY POLE, PULL BOX, MEDIAN JUNCTION BOX, AND CABINET LOCATION. THESE PRE-COILED, SNAP -ON WRAP-AROUND MARKERS WILL BE FOUR (4) INCHES IN HORIZONTAL LENGTH FOR UNDERGROUND INSTALLATIONS AND EIGHT (8) INCHES IN HORIZONTAL LENGTH FOR AERIAL INSTALLATIONS. THE ENGINEER WILL DIRECT THE CONTRACTOR ON THE LOCATIONS OF EACH TYPE OF CABLE MARKER DEPENDENT ON MAINTAINING AGENCY. THEY SHALL BE MADE OF 0.015 MIL SOLID COLOR THROUGHOUT VINYL WITH BLACK HEAT-SEALED INK PRINTING. THE WORDING SHALL INCLUDE NO ADVERTISING LOGO OR MESSAGE. COLOR AND TEXT SHALL BE AS FOLLOWS:

SHOCKING PINK BACKGROUND WITH BLACK PRINT TEXT "TRAFFIC, CITY OF COLUMBUS, 614-645-7393".

THE MANUFACTURER AND SPECIFIED PRODUCT WILL BE APPROVED BY THE PROJECT ENGINEER BEFORE ANY MARKERS ARE ORDERED. CABLE WRAPS SHALL BE CONSIDERED INCIDENTAL TO FIBER OPTIC CABLE PAY ITEMS. 8/26/15

ODOT COMMUNICATION CABLE MARKER

THE CONTRACTOR SHALL FURNISH AND INSTALL THIS ITEM ACCORDING TO ODOT SUPPLEMENTAL SPECIFICATIONS 804/904.

**REUSE OF THE EXISTING FIBER OPTIC SPLICE ENCLOSURES
FIBER OPTIC CABLE SPLICES SHALL BE PERFORMED IN EXISTING SPLICE ENCLOSURES AS SHOWN ON THE PLANS**

CONTRACTOR SHALL ADVISE THE ENGINEER IN THE EVENT THAT CABLES CANNOT ENTER SPLICE ENCLOSURE PERPENDICULARLY TO CABLE PORT ENTRY PLATE, OR IF CABLE BENDS EXCEED MINIMUM INSTALLATION BEND RADIUS RATING AT THE ENCLOSURE ENTRY DUE TO EXISTING FIELD CONDITIONS SUCH AS INADEQUATE SPACE IN PULL BOX OR OTHER OBSTRUCTIONS. NO MORE THAN TWELVE (12) SPLICES SHALL OCCUR IN A SINGLE TRAY. ADDITIONALLY, CONTRACTOR SHALL ADVISE THE ENGINEER PRIOR TO BEGINNING SPLICING IF PLANNED NUMBER OF SPLICES CANNOT BE NEATLY AND SECURELY CONTAINED IN THE EXISTING ENCLOSURE.

FOR UNDERGROUND INSTALLATION, SPLICE ENCLOSURE AND SLACK CABLE MUST FIT WITHIN PULL BOX TO AVOID DAMAGE TO THE ENCLOSURE OR CABLE UPON CLOSING THE PULL BOX LID.

FOR AERIAL INSTALLATION, CABLE ENTRIES SHALL REMAIN PERPENDICULAR AND SECURELY FASTENED TO THE PORT ENTRY PLATE. AERIAL MOUNTED SLACK STORAGE RACKS ARE TO BE USED FOR ALL INSTALLATIONS WHERE CABLES ARE LOOPED OR BENT 180 DEGREES.

ALL BUFFER TUBES NOT SHOWN AS BEING SPLICED IN THE PLANS ARE TO BE SECURELY COILED WITHIN THE SPLICE ENCLOSURE.

PLUG KITS AND BRACKETS SHALL BE INCIDENTAL TO ITEM 1620 FIBER OPTIC FUSION SPLICE.

UNDERGROUND WARNING/MARKING TAPE

THE CONTRACTOR SHALL FURNISH AND INSTALL THIS ITEM ACCORDING TO ODOT SUPPLEMENTAL SPECIFICATIONS 804/904 AND CMS 725.22.

REMOVAL OF EQUIPMENT AND CABLE

ALL EXISTING TRAFFIC SURVEILLANCE EQUIPMENT THAT IS TO BE REMOVED AS SHOWN IN THE PLANS SHALL BE TURNED OVER TO THE ODOT ITS ENGINEER UNLESS OTHERWISE SPECIFIED IN THE PLANS. THE CONTRACTOR SHALL SECURELY STORE THE EQUIPMENT AND CONTACT THE ODOT ITS ENGINEER (CEN.ITS.LAB@DOT.OHIO.GOV) TO SCHEDULE DELIVERY. THE ODOT ITS ENGINEER SHALL PROVIDE THE CONTRACTOR WITH WRITTEN DOCUMENTATION OF ANY ITEMS THAT ARE TO BE DISPOSED OF BY THE CONTRACTOR.

ALL FIBER OPTIC CABLE THAT IS REMOVED FROM THE PROJECT SHALL BE DISPOSED OF BY THE CONTRACTOR.

BEFORE ANY EQUIPMENT IS REMOVED, THE CONTRACTOR SHALL REVIEW THE ITS DOWNTIME NOTES IN THESE PLANS TO ENSURE THAT THEY ARE IN COMPLIANCE WITH THE NOTIFICATION REQUIREMENTS.

CALCULATED
JCR
CHECKED
JDS

ITS GENERAL NOTES

FRA-70-22.85

949
1356

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ITEM 625 PULL BOX REMOVED, AS PER PLAN

THE CONTRACTOR SHALL REMOVE EXISTING PULL BOXES AS SHOWN ON THE PLANS OR AT THE DIRECTION OF THE ENGINEER UNDER THIS ITEM.

FOR PULL BOXES IN THE BRICE ROAD CORRIDOR AND PULL BOXES WITH CTSS CABLE, THE CONTRACTOR SHALL REMOVE THE EXISTING LID, FRAME, AND CONCRETE PULL BOX. UNLESS OTHERWISE INDICATED IN THE PLANS, THE CONTRACTOR SHALL SALVAGE AND DELIVER THE LID, FRAME, AND CONCRETE PULL BOX TO THE CITY OF COLUMBUS DIVISION OF TRAFFIC MANAGEMENT AT 1820 E. 17TH AVE., COLUMBUS, OHIO. THE CONTRACTOR SHALL CONTACT THE CITY OF COLUMBUS, DIVISION OF TRAFFIC MANAGEMENT TRAFFIC OPERATIONS MANAGER (645-7393) SEVENTY-TWO (72) HOURS, EXCLUDING SATURDAY AND SUNDAY, IN ADVANCE TO SCHEDULE DELIVERY. NO ITEMS WILL BE ACCEPTED WITHOUT FOLLOWING THIS PROCEDURE. THE TRAFFIC OPERATIONS MANAGER SHALL INSPECT THE CONDITION OF ALL SALVAGED ITEMS BEING PRESENTED FOR DELIVERY. NO ITEM DAMAGED BY THE CONTRACTOR WILL BE ACCEPTED, AND NO ITEM SHALL BE CONSIDERED DELIVERED UNTIL THE TRAFFIC OPERATIONS MANAGER ISSUES A RECEIPT TO THE CONTRACTOR ACKNOWLEDGING ACCEPTANCE OF DELIVERY.

REMOVED PULL BOXES NEAR THE DMS ON I-70, APPROXIMATELY 4,500 FEET EAST OF BRICE ROAD, SHALL BE TURNED OVER TO THE ODOT ITS ENGINEER UNLESS OTHERWISE SPECIFIED IN THE PLANS. THE CONTRACTOR SHALL SECURELY STORE THE EQUIPMENT AND CONTACT THE ODOT ITS ENGINEER (CEN.ITS.LAB@DOT.OHIO.GOV) TO SCHEDULE DELIVERY. THE ODOT ITS ENGINEER SHALL PROVIDE THE CONTRACTOR WITH WRITTEN DOCUMENTATION OF ANY ITEMS THAT ARE TO BE DISPOSED OF BY THE CONTRACTOR.

WHERE APPLICABLE, THE VOID LEFT BY THE REMOVED PULL BOX SHALL BE PROPERLY BACKFILLED. BACKFILLING THE VOID SHALL BE CONSIDERED INCIDENTAL TO THE COST OF THIS ITEM.

WHERE APPLICABLE, CAUTION SHALL BE USED TO AVOID DAMAGING EXISTING CONDUITS AND CABLES IN THE PULL BOX. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE REPLACEMENT OF ANY DAMAGED CONDUIT OR CABLE, AS DETERMINED BY THE ENGINEER.

THE WORK AS DESCRIBED WILL BE MEASURED AS A SINGLE UNIT AND WILL INCLUDE ALL DESCRIBED ITEMS AND INCIDENTAL COSTS ASSOCIATED WITH REMOVAL, DELIVERY OR DISPOSAL OF THE PULL BOX, AND REMEDIATION OF EXCAVATED AREAS IF APPLICABLE.
11/18/15-MOD

ITEM 625 LIGHTING, MISC.: STEP-DOWN TRANSFORMER AND SUPPORT

THE CONTRACTOR SHALL FURNISH AND INSTALL ALL MATERIALS NECESSARY FOR A POWER SERVICE PER ODOT CONSTRUCTION AND MATERIAL SPECIFICATION SECTION 625.15. A 240/480V POWER SERVICE SHALL PROVIDE 480 VOLTS TO THE RELATED ITS SITE, WHERE IT WILL BE STEPPED DOWN TO 120VOLTS VIA A SEPARATE PAY ITEM.

A 3.0 KVA, 480 VOLT TO 120/240 VOLT TRANSFORMER SHALL BE INCIDENTAL TO THIS PAY ITEM. AN EQUIPMENT STAND SHALL ALSO BE INCLUDED AND SHALL HAVE THE TRANSFORMER AND DISCONNECT MOUNTED UPON IT. THIS ITEM SHALL BE INSTALLED PER STANDARD CONSTRUCTION DRAWING ITS-50.11. THIS ITEM SHALL ALSO INCLUDE ALL CONDUIT AND MATERIALS NECESSARY TO RUN POWER WIRING OUT/IN THE NEAREST 18 INCH ELECTRIC PULL BOX, IN ORDER TO PROVIDE 120 VOLT POWER TO THE ITS CABINET AND A COMPLETE AND FUNCTIONAL POWER SERVICE.

THE CCTV RELATED POWER SERVICES SHALL BE MARKED WITH "ITS". SEPARATE DISCONNECT SWITCHES SHALL BE FUSIBLE, RATED FOR 60 AMPS WITH NEMA 4X ENCLOSURE, AND SHALL BE FUSED AT 30 AMPS. THIS SERVICE SHALL PROVIDE 120 VOLTS TO EACH RELATED SITE.

ITEM 630 OVERHEAD SIGN SUPPORT, DMS TRUSS, 115', AS PER PLAN

IN ADDITION TO THE REQUIREMENTS OF CMS 630.06 AND 809, THE DYNAMIC MESSAGE SIGN TRUSS SHALL CONFORM TO THE REQUIREMENTS OF ODOT STANDARD DRAWING ITS-35.13. THE TRUSS SHALL ALSO MATCH THE LENGTH SPECIFIED IN THESE PLANS.

THE CONTRACTOR SHALL FURNISH SHOP DRAWINGS TO THE PROJECT ENGINEER FOR APPROVAL. THE DRAWINGS SHALL BE STAMPED BY A PROFESSIONAL ENGINEER FROM THE MANUFACTURER. THE ITEM SHALL NOT BE RELEASED FOR CONSTRUCTION UNTIL APPROVED BY THE OFFICE OF TRAFFIC OPERATIONS.

ALL COSTS RESULTING FROM THE ABOVE REQUIREMENTS SHALL BE INCLUDED IN THE UNIT PRICE BID PER EACH FOR ITEM 630 OVERHEAD SIGN SUPPORT, DMS TRUSS, 115', AS PER PLAN.

ITEM 630 CATWALK, DMS TRUSS, AS PER PLAN

IN ADDITION TO THE REQUIREMENTS OF CMS 630.06, THE CATWALK FOR THE DYNAMIC MESSAGE SIGN TRUSS SHALL CONFORM TO THE REQUIREMENTS CONTAINED IN THESE PLANS AND ODOT STANDARD DRAWING ITS-35.11.

ALL COSTS RESULTING FROM THE ABOVE REQUIREMENTS SHALL BE INCLUDED IN THE UNIT PRICE BID PER EACH FOR ITEM 630 CATWALK, DMS TRUSS, AS PER PLAN.

ITEM 632 REMOVAL OF MISCELLANEOUS TRAFFIC SIGNAL ITEM: CCTV POLE, CAMERA, AND CABINET ASSEMBLY STATION

CCTV POLE, CAMERA, AND CABINET SHALL BE DELIVERED TO THE CITY OF COLUMBUS DIVISION OF TRAFFIC MANAGEMENT, TRAFFIC MAINTENANCE SHOP AT 1820 EAST 17TH AVENUE COLUMBUS, OHIO 43219. THE CONTRACTOR SHALL CONTACT THE TRAFFIC OPERATIONS MANAGER (614-345-7393) TWENTY-FOUR (24) HOURS IN ADVANCE, NOT INCLUDING SATURDAY AND SUNDAY, TO SCHEDULE DELIVERY.

BEFORE ANY EQUIPMENT IS REMOVED THE CONTRACTOR SHALL REVIEW THE ITS DOWNTIME NOTES IN THESE PLANS TO ENSURE THAT THEY ARE IN COMPLIANCE WITH THE NOTIFICATION REQUIREMENTS.

FOUNDATION REMOVAL SHALL BE CONSIDERED INCIDENTAL TO THIS ITEM OF WORK. PAYMENT SHALL BE PER EACH STATION REMOVED.

ITEM 632 SIGNALIZATION, MISC.: REMOVE EXISTING ITS CONDUIT

EXISTING ITS CONDUIT THAT IS CALLED OUT FOR REMOVAL SHALL BE COMPLETELY REMOVED AND PROPERLY DISPOSED OF BY THE CONTRACTOR ONLY AFTER IT IS NO LONGER NEEDED TO MAINTAIN COMMUNICATIONS DURING CONSTRUCTION, OR AFTER THE PROPOSED PERMANENT CONDUIT AND CABLE IS IN PLACE, TESTED, AND ACCEPTED. REFERENCE IS MADE TO ITEM 809 MAINTAINING ITS DURING CONSTRUCTION.

PAYMENT FOR THIS ITEM SHALL BE AT THE UNIT PRICE BID PER FOOT.

ITEM 632 SIGNALIZATION, MISC.: CONDUIT RISER, 2", 725.04, MODIFIED

IN ADDITION TO THE REQUIREMENTS OF 632 AND 725, THE CONDUIT RISER FOR FIBER OPTIC CABLES SHALL BE AS DETAILED ON CITY OF COLUMBUS STANDARD DRAWING 4602. 6/22/21

ITEM 632 MESSENGER WIRE, 7-STRAND, 1/4" 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, PREFORMED 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 CLEAVES 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 MIDSPAN LASHING. THE LASHED CABLE REQUIRES SUPPORT WHEN IT EXTENDS BEYOND THE POINTS OF TERMINATION 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 MAINTAIN 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.

THE WORK AS DESCRIBED WILL BE MEASURED 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 INCLUDE FURNISHING ALL MATERIALS, EQUIPMENT, LABOR AND INCIDENTALS NECESSARY TO COMPLETE THE WORK SPECIFIED.
8/26/15

ITEM 632 POWER SERVICE, AS PER PLAN

POWER SERVICE FOR ITS DEVICES SHALL BE OBTAINED FROM AMERICAN ELECTRIC POWER AT THE LOCATIONS AS SHOWN ON THE PLANS OR AN ALTERNATIVE LOCATION AS DETERMINED BY AEP. THE CONTRACTOR SHALL COORDINATE WITH AEP FOR THE FINAL LOCATION OF POWER SOURCES. POWER SUPPLIED SHALL BE 120/240 VOLTS, OR 240/480V WITH CURRENT TRANSFORMERS IF REQUIRED, AND SHALL BE METERED.

THE POWER SERVICE FOR ITS EQUIPMENT SHALL BE PER THE DETAILS FURNISHED IN ODOT STANDARD CONSTRUCTION DRAWING ITS 15.10 AND ITS-15.11. FOR 120/240V POWER SERVICE, THE DISCONNECT SWITCH AND METER SHALL BE MOUNTED ON THE POWER SERVICE POLE PER ITS 15.10. FOR 240/480V POWER SERVICE, CONTRACTOR SHALL INSTALL THE METER, DISCONNECT SWITCH, AND CURRENT TRANSFORMERS ON A GROUND MOUNTED EQUIPMENT STAND. GROUND MOUNTED EQUIPMENT STAND SHALL BE PER ITS-15.10, EXCEPT THAT IT SHALL INCLUDE A CURRENT TRANSFORMER CABINET PER HL-40.20 WHEN REQUIRED BY THE POWER COMPANY FOR METERING.

THE ODOT CONTRACTOR IS REQUIRED TO CONTACT PAUL PAXTON FROM AEP TO SCHEDULE A FIELD SITE VISIT PRIOR TO COMPLETING ANY FIELD WORK FOR POWER SERVICE FOR ITS.

PAUL PAXTON
614.833.6831
PTPAXTON@AEP.COM

A MINIMUM OF 100 DAYS PRIOR TO NEEDING POWER SERVICE OR A POWER METER AT ANY LOCATION IN THE FIELD, THE ODOT CONTRACTOR IS REQUIRED TO CONTACT THE AEP SOLUTIONS CENTER AT 1.800.277.2177 TO REQUEST A WORK ORDER FOR A SERVICE REQUEST. THE ODOT CONTRACTOR IS REQUIRED TO FOLLOW ALL REQUIREMENTS AND GUIDELINES AS OUTLINED IN THE AEP GUIDE FOR ELECTRIC SERVICE AND METER INSTALLATIONS GUIDE.

THIS ITEM OF WORK SHALL INCLUDE FURNISHING AND INSTALLING WOOD POLES AS NEEDED TO RECEIVE POWER COMPANY CIRCUITS. SEPARATE PAYMENT FOR WOOD POLES WILL NOT BE MADE.

THE CCTV RELATED POWER SERVICES SHALL BE MARKED WITH "ITS". DISCONNECT SWITCHES SHALL BE FUSIBLE, RATED FOR 60 AMPS WITH NEMA 4X ENCLOSURE, AND SHALL BE FUSED AT 30 AMPS.

THE DMS RELATED POWER SERVICES SHALL BE MARKED WITH "ITS". DISCONNECT SWITCHES ARE EXISTING AND INTENDED FOR REUSE.

PAYMENT FOR THIS ITEM SHALL BE AT THE UNIT PRICE BID FOR EACH, COMPLETE AND IN PLACE, AFTER ALL CONNECTIONS HAVE BEEN TESTED AND ACCEPTED.

CALCULATED
JCR
CHECKED
JDS

ITS GENERAL NOTES

FRA-70-22.85

950
1356

ITEM 809 AS-BUILT CONSTRUCTION PLANS
 PRIOR TO THE FINAL ACCEPTANCE OF THE PROJECT,
 PROVIDE AS-BUILT PLANS OF THE ENTIRE ITS PORTION
 OF THE PROJECT TO THE DEPARTMENT ITS ENGINEER IN
 THE FOLLOWING FORMATS: DGN FILES AND PDF FILE.
 INCLUDED WITH THE PDF IS ACTUAL FIELD DATA OF ALL
 SITES. THIS DATA INCLUDES THE FOLLOWING:

- A. ITS ASSET INVENTORY USING DEPARTMENT ITS
 ASSET FIELD MAPS APPLICATION. ESTABLISH A
 MYODOT ACCOUNT FOR ACCESS TO THE
 DEPARTMENT ESRI ARCGIS FIELD MAPS
 APPLICATION FOR THE ITS ASSET INVENTORY
 (HTTPS://MYODOT.DOT.STATE.OH.US/SSL/MAIN.ASPX;
 HTTPS://EXTRANET.DOT.STATE.OH.US/AMLT/
 COLLECTORPROGRAM/PAGES/HOME.ASPX). USE A
 DATA COLLECTION DEVICE COMPATIBLE WITH THE
 DEPARTMENT ESRI ARCGIS FIELD MAPS
 APPLICATION FOR THE COLLECTION EFFORTS.
 COMPATIBLE DEVICES INCLUDE AT LEAST APPLE
 AND ANDROID TABLETS AND PHONES. PROVIDE
 OTHER SURVEY EQUIPMENT NECESSARY TO
 COLLECT THE REQUIRED ATTRIBUTES. COLLECT AT
 LEAST THE FOLLOWING ITEMS INSTALLED IN THE
 AS-BUILT LOCATIONS AS OUTLINED IN THE
 DEPARTMENT'S ITS DATA COLLECTION MODELS
 USING THE DEPARTMENT ITS ASSET FIELD MAPS
 APPLICATION:
1. POWER SERVICE ATTRIBUTES.
 2. CABINET ATTRIBUTES.
 3. DEVICE ATTRIBUTES.
 4. PULL BOX ATTRIBUTES WITH CABLE TYPES.
 5. LINE ATTRIBUTES (POWER/ COMMUNICATIONS)

TAKE PICTURES OF EACH ASSET AND STORE IN THE
 DEPARTMENT ITS ASSET FIELD MAPS APPLICATION.
 NAME EACH PICTURE UNIQUELY SO EACH ASSET CAN
 BE IDENTIFIED BY LOCATION. INCLUDE PICTURES
 OF THE OVERALL AREA, POWER SERVICE AND
 UTILITY POWER, INSIDE CABINET, OUTSIDE
 CABINET, ENTIRE SUPPORT, EACH DEVICE FRONT
 AND BACK, PULL BOXES LOOKING UPSTREAM AND
 DOWNSTREAM, POWER SERVICE DISCONNECTS,
 POWER AND COMMUNICATION LINE LOCATIONS AND
 OTHER PICTURES THAT HELP IDENTIFY THE ASSET.
 WHEN TAKING PICTURES OF UNDERGROUND POWER
 AND COMMUNICATION LINES, FIRST MARK THE
 LOCATIONS WITH FLAGS OR PAINT.

COLLECT THE UNDERGROUND POWER AND
 COMMUNICATION LINES, INCLUDING FIBER OPTIC
 CABLE, INSTALLED WITH THE PROJECT IN THE
 AS-BUILT LOCATIONS. THE LOCATION OF
 UNDERGROUND POWER AND COMMUNICATION LINES
 MUST MEET THE ACCURACY REQUIREMENTS FOR A
 CLASS II PLANIMETRIC FEATURE AS FOUND IN THE
 DEPARTMENT SURVEY AND MAPPING SPECIFICATION
 MANUAL.

COORDINATION WITH THE DEPARTMENT OFFICE OF
 ASSET INVENTORY AND SYSTEM INTEGRATION
 PERSONNEL MAY BE NECESSARY TO ENSURE
 APPLICATION ACCESS AND PERMISSIONS, ASSET
 COLLECTION METHODS, AND INTEGRATION OF DATA
 INTO THE DEPARTMENT ENVIRONMENT.

THIS WORK IS PAID UNDER ITEM 809 AS-BUILT
 CONSTRUCTION PLANS AND CARRIED TO THE ITS
 SUBSUMMARY.

- B. METER NUMBERS AND UTILITY PROVIDER OF ALL
 POWER SERVICES WITH THEIR SERVICE LOCATIONS.

ITEM 809 MAINTAINING ITS DURING CONSTRUCTION

****ALL PROPOSED ITS AND CTSS INFRASTRUCTURE SHALL BE
 INSTALLED AND OPERATIONAL PRIOR TO THE DEACTIVATION
 OR REMOVAL OF ANY EXISTING ITS OR CTSS EQUIPMENT.****

IT IS THE CONTRACTOR'S RESPONSIBILITY TO MAINTAIN AND
 RESTORE AS NECESSARY THE FUNCTIONALITY OF ALL ITS
 EQUIPMENT WITHIN THE PROJECT AREA FOR THE DURATION
 OF THE PROJECT.

THE ITS SYSTEM, (AS DEFINED BY ALL EQUIPMENT OWNED AND
 MAINTAINED BY THE ODOT, COLUMBUS CTSS AND COLUMBUS
 DEPARTMENT OF TECHNOLOGY), SHALL BE OPERATIONAL AT
 ALL TIMES. EXISTING I-70 MAINLINE LOOP DETECTORS DO
 NOT NEED TO BE MAINTAINED. THE EXISTING ITS CAMERAS
 SHALL BE MAINTAINED AT ALL TIMES.

THE CONTRACTOR SHALL REVIEW THE ITS DOWNTIME
 REQUIREMENTS PRIOR TO THE REMOVAL OF ANY ITS
 EQUIPMENT.

* THE CITY OF COLUMBUS, DEPARTMENT OF PUBLIC SERVICE,
 DIVISION OF DESIGN AND CONSTRUCTION REQUIRES
 NOTIFICATION OF ANY ANTICIPATED SYSTEM DISRUPTION A
 MINIMUM OF FORTY-FIVE (45) CALENDAR DAYS IN ADVANCE
 OF WORK AT THE SITE.

NOTIFICATION:
 CITY OF COLUMBUS
 DEPARTMENT OF PUBLIC SERVICE
 DIVISION OF DESIGN AND CONSTRUCTION
 FIBER CONSTRUCTION COORDINATOR
 614-645-0444
 FIBERCOORDINATOR@COLUMBUS.GOV

THE MAINTAINING AGENCY WILL PAY FOR ELECTRICAL ENERGY
 CONSUMED BY EXISTING POWER SERVICES AND BY PROPOSED
 PERMANENT POWER SERVICES AFTER ACCEPTANCE OF THE ITS
 WORK. THE CONTRACTOR WILL PAY FOR ELECTRICAL ENERGY,
 INSTALLATION, REMOVAL AND MAINTENANCE OF ANY
 TEMPORARY POWER SERVICES.

DOWNTIME
 THE CONTRACTOR SHALL REVIEW THE ITS DOWNTIME
 REQUIREMENTS PRIOR TO REMOVAL OR DEACTIVATION OF
 ANY ITS, (ODOT, CTSS OR CDOT EQUIPMENT). SEE ODOT
 SUPPLEMENTAL SPECIFICATION 809 AND CITY OF COLUMBUS
 SUPPLEMENTAL SPECIFICATION 1620 FOR DOWN TIME
 REQUIREMENTS AND LIMITATIONS. IN ADDITION TO THESE
 SUPPLEMENTAL SPECIFICATIONS, THE FOLLOWING DOWNTIME
 LIMITATIONS SHALL APPLY.

* THE CONTRACTOR SHALL BE CAPABLE OF TAKING THE
 APPROPRIATE ACTIONS NECESSARY TO MAINTAIN
 FUNCTIONALITY OF SYSTEM DEVICES, INCLUDING BUT NOT
 LIMITED TO THE INSTALLATION OF TEMPORARY
 COMMUNICATIONS AND POWER SERVICES.

* THE CITY OF COLUMBUS, DEPARTMENT OF PUBLIC SERVICE
 AND DEPARTMENT OF TECHNOLOGY, AND ODOT SHALL BE THE
 DETERMINING PARTIES IN DEEMING IF A CIRCUMSTANCE IS
 UNUSUAL ENOUGH TO WARRANT ADDITIONAL DOWNTIME.

* ALL WORK THAT WILL DISRUPT SYSTEM DEVICES OR
 INFRASTRUCTURE SHALL BE LIMITED TO THE THIRD WEEKEND
 OF EACH MONTH, UNLESS IT HAS BEEN SPECIFICALLY
 PERMITTED IN THE PLANS OR OTHERWISE DIRECTED BY CITY
 DIVISION OF TRAFFIC MANAGEMENT. THE THIRD WEEKEND OF
 THE MONTH INCLUDES THE HOURS OF 9 PM FRIDAY THROUGH
 5 AM MONDAY.

* THE CONTRACTOR SHALL MAKE ARRANGEMENTS SO THAT
 THESE DEVICES HAVE NEW (PERMANENT) INFRASTRUCTURE
 IN PLACE BEFORE TAKING ACTIONS THAT RESULT IN THE
 EXISTING SITE EQUIPMENT GOING OFFLINE LONGER THAN
 THE ALLOWABLE DOWNTIME AS REFERENCED. IN THE
 EVENT THAT DOWNTIME OF A SPECIFIC SITE EXCEEDS
 THE ALLOWABLE LIMIT, A DISINCENTIVE PENALTY MAY
 BE CHARGED TO THE CONTRACTOR.

THE LUMP SUM PRICE BID FOR ITEM 809 MAINTAINING ITS
 DURING CONSTRUCTION SHALL INCLUDE PAYMENT FOR
 ALL LABOR, EQUIPMENT, MATERIALS AND INCIDENTALS
 NECESSARY TO MAINTAIN THE EXISTING ITS AS
 SPECIFIED HEREIN.

**ITEM 809 ITS DEVICE, MISC.:
 CCTV CAMERA REMOVED AND RELOCATED**

THE CONTRACTOR SHALL RELOCATE THE EXISTING CCTV
 CAMERA FROM THE EXISTING DMS TRUSS TO THE NEW DMS
 TRUSS SUPPORT AS SHOWN IN THE PLANS. THE CAMERA SHALL
 BE MOUNTED IN THE SAME RELATIVE LOCATION AS EXISTING
 CONDITIONS. THE CONTRACTOR SHALL ADHERE TO THE
 SPECIFIED DOWNTIME REQUIREMENTS AS NOTED HEREIN. THE
 CONTRACTOR SHALL FURNISH, INSTALL AND RELOCATE THIS
 ITEM ACCORDING TO ODOT SUPPLEMENTAL SPECIFICATION
 809 AND 909, AS WELL AS THE STANDARD CONSTRUCTION
 DRAWINGS NOTED HEREIN.

THE CONTRACTOR AND THE ENGINEER SHALL INSPECT THE
 EXISTING CCTV CAMERA PRIOR TO THE REMOVAL AND
 RELOCATION PROCESS FOR THE PURPOSE OF DOCUMENTING
 ANY EXISTING DAMAGE TO THE EQUIPMENT. ANY DENTS,
 SCRATCHES OR OTHER DAMAGE IDENTIFIED AFTER THE SIGNS
 HAVE BEEN RELOCATED AND NOT DOCUMENTED PRIOR, WILL
 BE PRESUMED TO HAVE BEEN CAUSED BY THE CONTRACTOR.
 THE CONTRACTOR WILL BE REQUIRED TO REPAIR OR REPLACE
 THE DAMAGED EQUIPMENT AT THE OPTION OF THE ENGINEER
 AT THE CONTRACTOR'S EXPENSE.

THIS ITEM OF WORK SHALL INCLUDE FURNISHING AND
 INSTALLING ALL NEW CCTV WIRING, MOUNTING HARDWARE AND
 CONDUIT NEEDED TO PROVIDE A COMPLETE, FULLY
 FUNCTIONING CCTV CAMERA SYSTEM. ALL WORK AND
 MATERIALS TO BE USED IN THE RELOCATION AND
 RESTORATION OF THE CCTV CAMERA UNIT SHALL BE EQUAL
 OR ABOVE THAT OF THE INITIAL INSTALLATION.

THE COST OF ALL, WIRING, MOUNTING HARDWARE,
 CONNECTIONS, LABOR EQUIPMENT AND MATERIALS NEEDED TO
 COMPLETE THIS WORK SHALL BE INCIDENTAL TO THE UNIT
 BID PRICE FOR THIS ITEM.

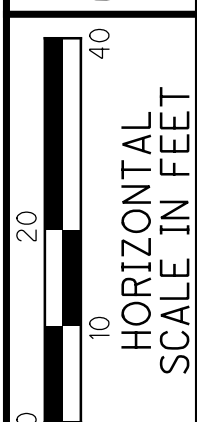
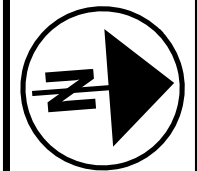
**ITEM 809 ITS DEVICE MISC.: REMOVAL OF DMS
 TRUSS AND FOUNDATIONS**

DMS TRUSS AND FOUNDATIONS SHALL BE REMOVED BY THE
 CONTRACTOR AS SPECIFIED IN THE PLANS. REMOVED
 EQUIPMENT SHALL BE TURNED OVER TO THE ODOT ITS
 ENGINEER UNLESS OTHERWISE SPECIFIED BY THE ENGINEER.
 THE CONTRACTOR SHALL SECURELY STORE THE EQUIPMENT
 AND CONTACT THE ODOT ITS ENGINEER
 (CEN.ITS.LAB@DOT.OHIO.GOV) TO SCHEDULE DELIVERY. THE
 ODOT ITS ENGINEER SHALL PROVIDE THE CONTRACTOR WITH
 WRITTEN DOCUMENTATION OF ANY ITEMS THAT ARE TO BE
 DISPOSED OF BY THE CONTRACTOR.

BEFORE ANY EQUIPMENT IS REMOVED THE CONTRACTOR
 SHALL REVIEW THE ITS DOWNTIME NOTES IN THESE PLANS TO
 ENSURE THAT THEY ARE IN COMPLIANCE WITH THE
 NOTIFICATION REQUIREMENTS.

IF SECIFIED IN THE PLAN, EXISTING FOUNDATIONS AND
 CONCRETE WORK PADS SHALL BE REMOVED AND DISPOSED OF
 BY THE CONTRACTOR. REMOVE THE FOUNDATIONS A MINIMUM
 OF ONE FOOT (0.3 M) BELOW FINISHED GRADE OR CLEAR OF
 PROPOSED CONSTRUCTION, BACKFILL THE RESULTANT
 DEPRESSION WITH COMPACTED SOIL AND RESTORE THE
 DISTURBED AREA.

FOUNDATION REMOVAL SHALL BE CONSIDERED INCIDENTAL TO
 THIS ITEM OF WORK. PAYMENT SHALL BE PER EACH DMS
 TRUSS STATION REMOVED.



CALCULATED MSJ
CHECKED KRB/JDS

ITS PLAN - BRICE RD
STA. 23+50 TO STA. 28+50

FRA-70-22.85

973
1356

MATCH LINE STA. 28+00, SEE SHEET 966

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Ex. AEP Utility Pole (REMAIN)
Ex. Signal 120/240V Power Source (REMAIN)
W/ NEW 240/480V POWER SOURCE FOR CTSS CAMERA
STA. 22+31.3, 184.8' LT.

AERIAL SERVICE CABLE, (1)-3/C #4 AWG = 37' (1)
NEW WOOD POLE
W/(1)-2" CONDUIT RISER (SIGNAL POWER, SEE SIGNAL PLAN)
W/(1)-2" CONDUIT RISER (PTZ CAMERA POWER)
W/(1)-DOWN GUY
STA. 22+46.8, 150.8' LT (2)

PULL BOX, 18"x18"
STA. 25+07.4, 165.5' LT (8)

(1)-2" CONDUIT W/(1)-3/C #4 AWG POWER CABLE & (1)-GND
ENCASED IN TRENCH = 249' (7)

(1)-2" CONDUIT W/(1)-4/C #4 AWG POWER CABLE & (1)-GND
JACKED OR DRILLED = 96' (9)

GROUND MOUNTED POWER SERVICE
W/METER & DISCONNECT SWITCH (SCD ITS-15.10)
W/CT CABINET (SCD HL-40.20)
STA. 22+58.6, 151.2' LT (6)

PULL BOX, 18"x18"
STA. 25+58.0, 83.9' LT (10)

(1)-2" CONDUIT W/(1)-4/C #4 AWG POWER CABLE & (1)-GND
ENCASED IN TRENCH (SEE SHEET 966)

RAMP C1
(IR 70 EB TO BRICE RD SB)

(1)-2" CONDUIT W/(1)-3/C #4 AWG POWER CABLE
ENCASED IN TRENCH = 8' (5)

Ex. Aerial Drop Cable (REMOVE)

PULL BOX, 18"x18"
STA. 22+50.8, 150.9' LT (4)

Ex. Wood Pole (REMOVE)
STA. 24+85.9, 89.6' RT. (11)

(1)-2" CONDUIT W/(1)-3/C #4 AWG POWER CABLE
ENCASED IN TRENCH = 4' (3)

Ex. FOC Slack Loop
and Splice Enclosure (REMOVE) (12)
STA. 24+96.0, 88.8' RT.

SEE SIGNAL PLAN

Ex. Signal Pole (REMOVE)
(See Signal Plan)

BRICE ROAD

SIGNAL POLE (SEE SIGNAL PLAN)

Ex. Aerial 144 Strand FOC
(REMAIN)

Ex. Wood Pole (REMOVE) (21)
STA. 26+77.3, 82.3' RT.

(13) WOOD POLE
W/(1)-DOWN GUY
W/(1)-2" MODIFIED CONDUIT RISER
STA. 24+02.1, 116.1' RT.
INTERCEPT EX. AERIAL 144 STRAND FOC

(14) (1)-2" CONDUIT W/(1)-REROUTED 144 STRAND FOC
ENCASED IN TRENCH = 20'

(17) PULL BOX, 48"
W/NEW SPLICE ENCLOSURE (SEE SHEET 981)
W/200' OF CABLE SLACK COILED IN PULL BOX
FOR CTSS 144 FIBER
STA. 24+22.5, 120.8' RT.

RAMP G1
(BRICE RD TO IR 70 EB)

POWER METER CABINET
(SEE SIGNAL PLAN)

Ex. Aerial 144 Strand FOC (REMOVE)
Ex. Aerial 144 Strand FOC (REMOVE)

(19) PULL BOX, 48"
W/200' OF CABLE SLACK COILED IN PULL BOX
FOR CTSS 144 FIBER
STA. 27+37.8, 134.7' RT.

(1)-4" CONDUIT, MULTICELL, 725.20, EPC-80 W/(1)-144 STRAND FIBER OPTIC CABLE (20)
(1)-4" CONDUIT, MULTICELL, 725.20, EPC-80 - EMPTY
DIRECTIONALLY BORED = 162'

PULL BOX, 48" (SEE SIGNAL PLAN)
W/200' OF CABLE SLACK COILED IN PULL BOX FOR CTSS 144 FIBER (18)

(2)-3" CONDUITS & (2)-2" CONDUITS
W/(1)-24 STRAND FIBER OPTIC DROP CABLE
(SEE SIGNAL PLAN)

(1)-4" CONDUIT, MULTICELL, 725.20, EPC-80 W/(1)-144 STRAND FIBER OPTIC CABLE
& W/(1)-24 STRAND FIBER OPTIC DROP CABLE (16)
(1)-4" CONDUIT, MULTICELL, 725.20, EPC-80 - EMPTY
DIRECTIONALLY BORED = 153'

Ex. Aerial 144 Strand FOC
REROUTE TO NEW SPLICE ENCLOSURE

Ex. Wood Pole (REMOVE) (15)
STA. 24+22.3, 111.7' RT.