DESIGNER NOTE: REFER TO CITY OF COLUMBUS STREET PAVEMENT DESIGN POLICIES AND STANDARD DRAWINGS. PAVEMENT DESIGN THICKNESS FOR WIDENING SHALL BE EQUAL TO OR GREATER THAN THE EXISTING PAVEMENT SECTION. PAVEMENT SECTION SHOULD HAVE UNIFORM PROFILE AND PROVIDE POSITIVE DRAINAGE TO DRAINAGE FACILITY.

DESIGNER NOTE: CONSULTANT TO REVIEW SCOPE DOCUMENT FOR ROADWAY CROSS-SLOPE DESIGN. WHEN MILLING AND OVERLAYING IS PROPOSED ON AN EXISTING ROADWAY, THE FINAL ROADWAY CROSS-SLOPE SHALL MATCH THE EXISTING CROSS-SLOPE UNLESS SPECIFICALLY NOTED IN SCOPING DOCUMENT OR TO FACILITATE AN ADA PEDESTRIAN ROUTE. COORDINATE WITH EXISTING UTILITIES IF A MODIFICATION IN THE CROSS-SLOPE IS PROPOSED.

DESIGNER NOTE: REFER TO CITY OF COLUMBUS STREET PAVEMENT DESIGN POLICIES AND STANDARD DRAWINGS. PAVEMENT DESIGN THICKNESS FOR WIDENING SHALL BE EQUAL TO OR GREATER THAN THE EXISTING PAVEMENT SECTION. PAVEMENT SECTION SHOULD HAVE UNIFORM PROFILE AND PROVIDE POSITIVE DRAINAGE TO DRAINAGE FACILITY.

DESIGNER NOTE: TITLES FOR DETAILS WITHIN ENTIRE PLAN TO BE CAPITALIZED

DESIGNER NOTE: TEXT FONT SHALL BE ROMANS AND TEXT HEIGHT SHALL BE 0.10" UNLESS OTHERWISE NOTED
**DESIGNER NOTE:**

AN 'AS PER PLAN' ITEM IS A STANDARD PAY ITEM WHOSE REQUIREMENTS NEED TO BE MODIFIED FROM THAT WHICH IS DEFINED IN THE CMSC OR SUPPLEMENTAL SPECIFICATIONS. EACH 'AS PER PLAN' ITEM SHALL HAVE A CORRESPONDING PLAN NOTE(S) OR PLAN DETAIL(S) OR COMBINATION. CLEARLY SPECIFY THE DEVIATIONS FROM THE STANDARD ITEM IF AN ITEM IS 'AS PER PLAN.' THE 'AS PER PLAN' TEXT SHALL BE INSERTED AT THE END OF THE ITEM DESCRIPTION.

A 'SPECIAL' ITEM IS AN ITEM THAT DOES NOT EXIST IN THE STANDARD DRAWINGS, THE CMSC, OR SUPPLEMENTAL SPECIFICATIONS. IT SHALL BE CREATED BY MEANS OF CORRESPONDING PLAN NOTES, PLAN DETAILS, OR A COMBINATION THEREOF WHICH CLEARLY SPECIFIES ALL ASPECTS OF THE ITEM. IF AN ITEM IS A 'SPECIAL' THE WORD 'SPECIAL' SHALL BE INSERTED IN THE ITEM COLUMN.

ALL SPECIAL AND AS PER PLAN ITEMS IN THE PLANS SHALL HAVE AN ACCOMPANYING NOTE IN THIS SECTION.

---

**GENERAL NOTES**

<table>
<thead>
<tr>
<th>IMPROVEMENTS OF... STREET A FROM STREET B TO STREET C</th>
<th></th>
</tr>
</thead>
</table>

---

**DESIGNER NOTE:**


**DESIGNER NOTE:**

THE NOTES SHOWN ON THIS PLAN SHEET CAN BE ORGANIZED INTO 3 OR 4 COLUMNS AT THE DESIGNER'S DISCRETION. THE NUMBER OF COLUMNS SHOULD BE CONSISTENT THROUGHOUT ALL PLAN SHEETS PROVIDED.

**DESIGNER NOTE:**

TEXT FONT SHALL BE ROMANS AND TEXT HEIGHT SHALL BE 0.10" UNLESS OTHERWISE NOTED.

---

**DESIGNER NOTE:**

TEXT FONT SHALL BE ROMANS AND TEXT HEIGHT SHALL BE 0.10" UNLESS OTHERWISE NOTED.

---

**DESIGNER NOTE:**


**DESIGNER NOTE:**

THE NOTES SHOWN ON THIS PLAN SHEET CAN BE ORGANIZED INTO 3 OR 4 COLUMNS AT THE DESIGNER'S DISCRETION. THE NUMBER OF COLUMNS SHOULD BE CONSISTENT THROUGHOUT ALL PLAN SHEETS PROVIDED.

**DESIGNER NOTE:**

TEXT FONT SHALL BE ROMANS AND TEXT HEIGHT SHALL BE 0.10" UNLESS OTHERWISE NOTED.
DESIGNER NOTE:
THIS PLAN DOCUMENT SHALL IDENTIFY THE RESPONSIBLE PARTY AND/OR PLAN FOR ALL PROPOSED CONSTRUCTION ACTIVITIES SHOWN WITHIN THE PROJECT LIMITS THAT ARE NOT TO BE PERFORMED BY THIS PLAN. THIS PLAN DOCUMENT SHALL ALSO IDENTIFY THE RESPONSIBLE PARTY AND/OR PLAN FOR ALL PROPOSED CONSTRUCTION ACTIVITIES OUTSIDE OF THE PROJECT LIMITS WHEN THOSE ACTIVITIES ARE RELATED TO THIS PROJECT AND ADDITIONAL COORDINATION IS REQUIRED.

DESIGNER NOTE:
1. TRAFFIC SYMBOLS TO BE SHOWN TO SCALE.
2. LIGHTING SYMBOLS TO BE SHOWN TO SCALE.
3. MANHOLES, CATCH BASINS, VAULTS, CASTINGS, AND DETECTABLE WARNINGS TO BE SHOWN TO SCALE.
4. SYMBOLS TO MATCH UTILITY COLOR.

DESIGNER NOTE:
TEXT FONT SHALL BE ROMANS AND TEXT HEIGHT SHALL BE 0.10" UNLESS OTHERWISE NOTED.
MAINTENANCE OF TRAFFIC GENERAL NOTES

DESIGNER NOTE:
MAINTENANCE OF TRAFFIC NOTES ILLUSTRATED ON THIS SHEET WERE CURRENT AT THE TIME OF PLAN DEVELOPMENT. THE DESIGN CONSULTANT IS REQUIRED TO OBTAIN THE MOST RECENT VERSION OF THESE NOTES FROM THE CITY OF COLUMBUS FOR USE ON INDIVIDUAL PROJECTS. NOTES MAY BE OBTAINED BY DOWNLOADING FROM HTTPS://WWW.COLUMBUS.GOV/PUBLICSERVICE/DESIGN-AND-CONSTRUCTION/DOCUMENT-LIBRARY/. ALL NOTES SHALL BE REVIEWED ON A PROJECT BY PROJECT BASIS AND ONLY NOTES APPLICABLE TO THE GIVEN PROJECT SHALL BE INCLUDED.

REQUIRED NOTE:
TRAFFIC NOTES ILLUSTRATED ON THIS SHEET WERE CURRENT AT THE TIME OF PLAN DEVELOPMENT. THE DESIGN CONSULTANT IS REQUIRED TO OBTAIN THE MOST RECENT VERSION OF THESE NOTES FROM THE CITY OF COLUMBUS FOR USE ON INDIVIDUAL PROJECTS. NOTES MAY BE OBTAINED BY DOWNLOADING FROM HTTPS://WWW.COLUMBUS.GOV/PUBLICSERVICE/DESIGN-AND-CONSTRUCTION/DOCUMENT-LIBRARY/. ALL NOTES SHALL BE REVIEWED ON A PROJECT BY PROJECT BASIS AND ONLY NOTES APPLICABLE TO THE GIVEN PROJECT SHALL BE INCLUDED.
IMPROVEMENTS OF STREET A FROM STREET B TO STREET C

MAINTENANCE OF TRAFFIC

DESIGNER NOTE:
AN HOUR RESTRICTION TABLE SHALL BE INCLUDED FOR EACH PROJECT. THIS TABLE IS INTENDED TO IDENTIFY THE ALLOWABLE WORKING HOURS FOR EACH PHASE AND SUB-PHASE OF A PROJECT.

DESIGNER NOTE:
A SEQUENCE OF CONSTRUCTION OUTLINE IS REQUIRED ON PLANS THAT HAVE MORE THAN TWO TOTAL PHASES INCLUDING SUB-PHASES. THE SEQUENCE OF CONSTRUCTION IS INTENDED TO IDENTIFY THE ORDER OF PROPOSED PHASES AND IDENTIFY IF PHASES ARE PERMITTED TO OVERLAP OR BE CONSTRUCTED CONCURRENTLY. THE SEQUENCE OF CONSTRUCTION IS NOT INTENDED TO IDENTIFY EVERY ELEMENT THAT IS CONSTRUCTED IN EACH PHASE OR IDENTIFY MEANS AND METHODS.

DESIGNER NOTE:
THE NEED FOR TEMPORARY SIGNALIZATION DETAILS SHALL BE AS IDENTIFIED IN THE CITY OF COLUMBUS TRAFFIC SIGNAL DESIGN MANUAL.


MAINTENANCE OF PEDESTRIANS


EXISTING PEDESTRIAN FACILITIES INCLUDING CROSSWALKS SHALL BE MAINTAINED WHEN PRACTICAL. IF A TEMPORARY CROSSWALK NEEDS TO BE PROVIDED TO ACCOMMODATE PEDESTRIANS IN A MAINTENANCE OF TRAFFIC SET UP, ADVANCED AUTHORIZATION IS REQUIRED BY THE TEMPORARY TRAFFIC CONTROL COORDINATOR.

DESIGNER NOTE:
THE NECESSITY OF TEMPORARY SIGNALIZATION DETAILS SHALL BE AS IDENTIFIED IN THE CITY OF COLUMBUS TRAFFIC SIGNAL DESIGN MANUAL.


MAINTENANCE OF PEDESTRIANS


EXISTING PEDESTRIAN FACILITIES INCLUDING CROSSWALKS SHALL BE MAINTAINED WHEN PRACTICAL. IF A TEMPORARY CROSSWALK NEEDS TO BE PROVIDED TO ACCOMMODATE PEDESTRIANS IN A MAINTENANCE OF TRAFFIC SET UP, ADVANCED AUTHORIZATION IS REQUIRED BY THE TEMPORARY TRAFFIC CONTROL COORDINATOR.

DROP-OFF POLICY

THE DESIGNER SHALL FOLLOW THE ODOT PAVEMENT DROP-OFF POLICY AND SHALL INCLUDE ODOT SCD MT-97.10 ON THE TITLE SHEET. ANYTIME THE ODOT POLICY IS NOT APPLICABLE (I.E. FOR ROADS LESS THAN 45 MPH), ENGINEERING JUDGEMENT SHOULD GOVERN AND THE CONSULTANT SHOULD COORDINATE WITH THE CITY OF COLUMBUS PROJECT MANAGER.


MAINTENANCE OF PEDESTRIANS


EXISTING PEDESTRIAN FACILITIES INCLUDING CROSSWALKS SHALL BE MAINTAINED WHEN PRACTICAL. IF A TEMPORARY CROSSWALK NEEDS TO BE PROVIDED TO ACCOMMODATE PEDESTRIANS IN A MAINTENANCE OF TRAFFIC SET UP, ADVANCED AUTHORIZATION IS REQUIRED BY THE TEMPORARY TRAFFIC CONTROL COORDINATOR.

LanE closure Restriction

<table>
<thead>
<tr>
<th>Phase</th>
<th>Roadway</th>
<th>Allowable Working Hours</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pre-Phase 1</td>
<td>Street A</td>
<td>8:00 am Fri. - 6:00 pm Mon.</td>
</tr>
<tr>
<td>Phase 1</td>
<td>Street A</td>
<td>Not Restricted</td>
</tr>
<tr>
<td>Phase 2</td>
<td>Street A</td>
<td>Not Restricted</td>
</tr>
</tbody>
</table>

OBTAIN CURRENT TEMPORARY SIGNAL NOTES FROM THE SIGNAL PLAN REVIEWERS.

DESIGNER NOTE:
THE SEQUENCE OF CONSTRUCTION OUTLINE IS REQUIRED ON PLANS THAT HAVE MORE THAN TWO TOTAL PHASES INCLUDING SUB-PHASES. THE SEQUENCE OF CONSTRUCTION IS INTENDED TO IDENTIFY THE ORDER OF PROPOSED PHASES AND IDENTIFY IF PHASES ARE PERMITTED TO OVERLAP OR BE CONSTRUCTED CONCURRENTLY. THE SEQUENCE OF CONSTRUCTION IS NOT INTENDED TO IDENTIFY EVERY ELEMENT THAT IS CONSTRUCTED IN EACH PHASE OR IDENTIFY MEANS AND METHODS.

DESIGNER NOTE:
A SEQUENCE OF CONSTRUCTION OUTLINE IS REQUIRED ON PLANS THAT HAVE MORE THAN TWO TOTAL PHASES INCLUDING SUB-PHASES. THE SEQUENCE OF CONSTRUCTION IS INTENDED TO IDENTIFY THE ORDER OF PROPOSED PHASES AND IDENTIFY IF PHASES ARE PERMITTED TO OVERLAP OR BE CONSTRUCTED CONCURRENTLY. THE SEQUENCE OF CONSTRUCTION IS NOT INTENDED TO IDENTIFY EVERY ELEMENT THAT IS CONSTRUCTED IN EACH PHASE OR IDENTIFY MEANS AND METHODS.

DESIGNER NOTE:
THE DESIGNER SHALL FOLLOW THE ODOT PAVEMENT DROP-OFF POLICY AND SHALL INCLUDE ODOT SCD MT-97.10 ON THE TITLE SHEET. ANYTIME THE ODOT POLICY IS NOT APPLICABLE (I.E. FOR ROADS LESS THAN 45 MPH), ENGINEERING JUDGEMENT SHOULD GOVERN AND THE CONSULTANT SHOULD COORDINATE WITH THE CITY OF COLUMBUS PROJECT MANAGER.


MAINTENANCE OF PEDESTRIANS


EXISTING PEDESTRIAN FACILITIES INCLUDING CROSSWALKS SHALL BE MAINTAINED WHEN PRACTICAL. IF A TEMPORARY CROSSWALK NEEDS TO BE PROVIDED TO ACCOMMODATE PEDESTRIANS IN A MAINTENANCE OF TRAFFIC SET UP, ADVANCED AUTHORIZATION IS REQUIRED BY THE TEMPORARY TRAFFIC CONTROL COORDINATOR.
ATTACHMENT C
PHASING OVERVIEW
Hori: 1 inch = 50 feet

IMPROVEMENTS OF STREET A FROM STREET B TO STREET C

LEGEND

Pre-Phase 1
See Sheets X - X

Phase 2
See Sheets X - X

Phase 2
See Sheets X - X
IMPROVEMENTS OF STREET A FROM STREET B TO STREET C

MAINTENANCE OF TRAFFIC DETOUR PLAN

PRE-PHASE 1

DESIGNER NOTE:
INTERSECTION DETAILS ARE NOT TYPICALLY NEEDED FOR DETOUR PLANS. HOWEVER, THEY SHOULD BE PROVIDED IF LANE MODIFICATIONS ARE NEEDED. EXAMPLES OF POSSIBLE TRIGGERS ARE LISTED BELOW:

- PARTIAL TURN LANE CLOSURES
- FULL TURN LANE CLOSURES
- THROUGH LANE CLOSURES
- LANE SHIFTS
- BIKE LANE TERMINATION
- ETC.

SPECIAL DETOUR SIGNS (F & G) SHALL BE 48" X 48" BLACK ON ORANGE FOR 4 LINES OF TEXT. FOR FIVE LINES OF TEXT, THE SIGN SIZE SHALL BE 48" X 60".

LEGEND

= Work Zone

= Temporary Sign Support

= Northbound Detour Route

= Southbound Detour Route

= Type II Barricade

Note:
During Pre-Phase 1 only, Northbound Street A may be closed between the hours of 8PM and 6AM. This phase is only for the construction of the proposed storm sewer at Street D. During weekends and non-working hours, Street A shall be re-opened to traffic. This detour shall not be used for testing or monitoring.
In this example, partial turn lane closures have been illustrated for eastbound left turn and westbound right turn traffic. Additionally, the northbound right turn lane has been shown as fully closed. These restrictions have been implemented because the north leg of the intersection remains open for access to individual properties but is closed to through traffic. These types of restrictions should be implemented in similar situations when access needs to be maintained, but through traffic is detoured.

Legend:
- Direction of Travel
- Temporary Sign Support
- Drum
- Barrier

Notes:
1. For clarity, underground utilities have not been shown. See plan and profile sheets for underground utility locations. Contractors shall contact the Ohio Utility Protective Services to have all utilities marked prior to any excavation.
IMPROVEMENTS OF STREET A FROM STREET B TO STREET C

MAINTENANCE OF TRAFFIC DETOUR PLAN
PRE-PHASE 1

Hori: 1 inch = 40 feet

LEGEND

INTERSECTION DETAIL B

Direction Of Travel
Temporary Sign Support
Drum
Baricade
Flashing Arrows Panel

Drum Spacing Chart

<table>
<thead>
<tr>
<th>Type</th>
<th>Spacing</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transit</td>
<td>20' e/a</td>
</tr>
<tr>
<td>Truck</td>
<td>10' e/a</td>
</tr>
<tr>
<td>Radi</td>
<td>8' e/a</td>
</tr>
</tbody>
</table>

1. For clarity, underground utilities have not been shown. See plan and profile sheets for underground utility locations. Contractor shall contact the Ohio Utilities Protective Service to have all utilities marked prior to any excavation.
IMPROVEMENTS OF STREET A FROM STREET B TO STREET C

MAINTENANCE OF TRAFFIC PLAN

PHASE 1

MATCHLINE 45+00 - SEE SHEET XX

LEGEND

STREET A

INTERSECTION DETAIL

STREET B

DESIGNER NOTES:

PARKING METERS

IF APPLICABLE, THE DESIGNER SHALL CLEARLY IDENTIFY THE PARKING METERS TO BE BAGGED AND INSTALL THE APPLICABLE SIGNS PER THE CITY OF COLUMBUS STANDARD CONSTRUCTION DRAWINGS.

TYPICAL SECTIONS

TYPICAL SECTIONS ARE ONLY REQUIRED IF ONE OR MORE OF THE FOLLOWING IS INCLUDED:

a. Temporary pavement is being utilized
b. Use of portable barrier
c. Profile changes resulting in elevation differences between lanes
d. Drop-off details are necessary (i.e., backfill 1:1 slope during non-working hours).

BIKE LANE CLOSURES

WHEN APPLICABLE, THE CITY OF COLUMBUS MAINTENANCE OF TRAFFIC STANDARD CONSTRUCTION DRAWING 1510 SHOULD BE USED FOR GUIDANCE ON THE CLOSURE OF DEDICATED BIKE LAINES.
IMPROVEMENTS OF STREET A FROM STREET B TO STREET C

MAINTENANCE OF TRAFFIC PLAN

PHASE 2

MATCHLINE STA. 45+00 - SEE SHEET XX

STREET A
PRIVATE
DRIVE

STREET C

STREET D

Hori: 1 inch = 30 feet

Hori: 1 inch = 10 feet

LEGEND

- Traffic Flow Arrow
- Cross
- Temporary Sign Support
- Type B Bollards
- Flashing Arrow Panel
- Channelizer Cone (42" Grabber)
- Portable Barrier
- Impact Attenuator
- Work Zone

Typical Section - Phase 2

CONSTRUCTED

WORK ZONE
DESIGNER NOTE:
- BASIC TEMPORARY SIGNAL WORK MAY BE SHOWN ON THE TYPICAL
  MIT PLAN SHEETS. DEDICATED SHEETS FOR TEMPORARY SIGNAL
  WORK ARE NOT REQUIRED.
- SIGNAL HEAD SYMBOLS SHALL DISTINGUISH BETWEEN 3-SECTION,
  5-SECTION AND 3-SECTION PROTECTED ONLY HEADS.
- SEE TRAFFIC SIGNAL DESIGN MANUAL ON THE CITY OF COLUMBUS
  WEBSITE FOR ALL REQUIREMENTS OF TEMPORARY SIGNALS.

LEGEND

- DIRECTION OF TRAVEL
- TEMPORARY SIGN SUPPORT
- TYPE B OR B BARRICADE
- FLASHING ARROW PANEL
- WORK AREA
- EXISTING Signal POLE
- EXISTING VEHICULAR SIGNAL HEAD
- EXISTING VEHICULAR SIGNAL HEAD RELOCATED
INTERMEDIATE TEMPORARY SIGNAL MODIFICATION EXAMPLE

EXISTING VEHICULAR TRAFFIC
SIGNAL HEAD CONFIGURATION
(REMAIN)

HEADS 3, 4, 6, & 7
HEAD 5

EXISTING VEHICULAR TRAFFIC
SIGNAL HEAD CONFIGURATION
(RELOCATED)

HEADS 1 & 2

EXISTING SIGNS
(REMAIN)

HEADS 1, 5, & 7

EXISTING SIGNS
(RELOCATED)

HEADS 1 & 2

LEGEND

= DIRECTION OF TRAVEL

= WORK AREA

= EXISTING SIGNAL POLE

= EXISTING SPAN MOUNTED SIGN

= EXISTING VEHICULAR SIGNAL HEAD

= EXISTING VEHICULAR SIGNAL HEAD RELOCATED

= TEMPORARY WOOD SIGNAL POLE

Radar Detection Assignments

<table>
<thead>
<tr>
<th>RANGE</th>
<th>MIN</th>
<th>MAX</th>
<th>DELAY</th>
<th>%</th>
<th>QUEUE</th>
</tr>
</thead>
<tbody>
<tr>
<td>24</td>
<td>0</td>
<td>2</td>
<td>100</td>
<td>1</td>
<td>0</td>
</tr>
<tr>
<td>500</td>
<td>0</td>
<td>100</td>
<td>80</td>
<td>2</td>
<td>0</td>
</tr>
<tr>
<td>3500</td>
<td>0</td>
<td>6</td>
<td>0</td>
<td></td>
<td>0</td>
</tr>
</tbody>
</table>

DESIGNER NOTE:
- INTERMEDIATE TEMPORARY SIGNAL WORK SHALL BE SHOWN ON ITS OWN, DEDICATED PLAN SHEET AND NOT INCORPORATED INTO THE STANDARDHT SHEETS.
- SEE TRAFFIC SIGNAL DESIGN MANUAL ON THE CITY OF COLUMBUS WEBSITE FOR ALL REQUIREMENTS OF TEMPORARY SIGNALS.
<table>
<thead>
<tr>
<th>Street</th>
<th>Station</th>
<th>Length (Ft.)</th>
<th>Average Width (Ft.)</th>
<th>Area (Sq. Ft.)</th>
<th>Quantity (Cu. Yds.)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Phale D. Hale</td>
<td>10-00-00</td>
<td>2476.87</td>
<td>36.57</td>
<td>89702.74</td>
<td>1.78</td>
</tr>
<tr>
<td>Phale D. Hale</td>
<td>10-00-03</td>
<td>2676.95</td>
<td>36.57</td>
<td>96217.69</td>
<td>1.84</td>
</tr>
</tbody>
</table>

**ILLUSTRATION:** AREAS SHOWN IN TABLE ARE TO BE OBTAINED FROM CAD FOR IRREGULAR STATION LIMITS (FROM/TO) SHOULD FOLLOW THE GENERAL GUIDELINES WITHIN THE STATION LIMITS (FROM/TO).

**DESIGNER NOTE:** A SAMPLE OF THE AREAS RECOMMENDED TO BE CALCULATED ARE ILLUSTRATED BELOW. THE STATION LIMITS (FROM/TO) SHOULD FOLLOW THE GENERAL GUIDELINES WITHIN THE ILLUSTRATION. AREAS SHOWN IN TABLE TO BE OBTAINED FROM CAD FOR IRREGULAR POLYONS AND INTERSECTION AREAS.

**DETERMINATION:**

- **DESIGNER NOTE:** TOY NUMBERS AND DESCRIPTIONS MUST MATCH THE CURRENT CONSTRUCTION AND MATERIALS SPECIFICATIONS
- **DETERMINATION:** PAVEMENT CALCULATIONS SHALL INCLUDE CALCULATIONS FOR THE FOLLOWING ITEMS:
  - ROADWAY SUBGRADE COMPACTION AND STABILIZATION
  - AGGREGATE BASE
  - GRANULAR BASE
  - ASPHALT INTERMEDIATE AND SURFACE COURSES
  - PAVER PLACING
  - THE ITEMS NOTED ABOVE SHOULD BE SEgregated INTO AN INDIVIDUAL TABLE AS ILLUSTRATED ON THE SAMPLE PLAN SHEET.
<table>
<thead>
<tr>
<th>ITEM</th>
<th>GRND NOTL</th>
<th>UNIT</th>
<th>DESCRIPTION</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**DESIGNER NOTE:**
- Office Calc to be submitted in separate cover. Calc to be included with plan submittals.
- Designs to provide the final Excel files used for all summaries and subsummaries.
- Excel files used for all Excel text font: Calibri. Excel text size: 11.
- Bold & italicized.
- Grand total.

**GENERAL SUMMARY**

- This column is used to indicate where within the plan a note, specification, or detail can be found pertaining to as per plan items, special items, or contingency items.

**DESIGNER NOTE:**
- Office Calc to be included with plan submittals.
- Designer to provide the final Excel files used for all Excel text font: Calibri. Excel text size: 11.
- Bold & italicized.

**GENERAL SUMMARY**

- This column is used to indicate where within the plan a note, specification, or detail can be found pertaining to as per plan items, special items, or contingency items.
STORMWATER POLLUTION PREVENTION PLAN NOTES

1. Stormwater pollution prevention plans are subject to the Ohio Environmental Protection Agency (OEPA) Notification and Stormwater Management Program, which requires the submission of plans to the OEPA for review and approval. The Stormwater Pollution Prevention Plans Notes document is intended to provide guidance on preparing and implementing these plans.

2. The OEPA's Stormwater Management Program defines stormwater as all precipitation that falls on the earth's surface and runs off, including rainfall, snowmelt, and other sources. Stormwater pollution prevention plans are designed to reduce the quantity and quality of stormwater runoff from landfills and other sources, thereby improving water quality and protecting aquatic ecosystems.

3. The Stormwater Pollution Prevention Plans Notes document includes guidance on preparing and implementing stormwater pollution prevention plans, as well as information on the OEPA's requirements and other relevant guidelines.

4. The document contains a comprehensive overview of the OEPA's stormwater management program, including information on the role of stormwater pollution prevention plans, the process for preparing and implementing plans, and the requirements for plan approval.

5. The document also includes guidance on selecting appropriate pollution control measures, such as best management practices (BMPs), and on monitoring and reporting plan implementation.

6. Additionally, the document provides information on the OEPA's enforcement and inspection procedures, as well as on the penalties for non-compliance.

7. The Stormwater Pollution Prevention Plans Notes document is an important resource for landowners, developers, and other stakeholders who are responsible for preparing and implementing stormwater pollution prevention plans. It is recommended that individuals review the document carefully and consult with the OEPA's Stormwater Management Program for additional guidance and assistance.
DESIGNER NOTE:

BUBBLE NUMBERS ARE SUCCESSIVE AND ASCENDING THROUGHOUT THE PLAN AND PROFILE SHEETS.

- **M** - For miscellaneous proposed items/work not specified in the above letter designations. This may include pavement quantities not in the pavement calculations, retaining walls, adjusted to grades for utility manholes.
- **DR** - Driveaway. (Driveaway removal items shall be quantified within the "DR" bubble number. The designer shall indicate the appropriate drive and apron material for both removal and proposed. The removal and proposed quantities shall reflect the appropriate material type.)
- **R** - Removals.
- **S** - Sanitary.
- **SW** - Sidewalk, shared use path, and pedestrian facilities
- **C** - Curb. This quantity bubble can also include underdrain quantities when underdrain is placed within the curb. Curb quantities are to be quantified from intersection to intersection or where transitions occur.
- **G** - Guardrail.
- **D** - Drainage/stormwater. Storm quantities are to have a separate bubble number for each storm structure and will include the downstream pipe to the next structure or outfall.

Below is a list of bubble numbers that shall be used when applicable within the plans to quantify proposed items:

<table>
<thead>
<tr>
<th>REF #</th>
<th>FROM</th>
<th>TO</th>
<th>EA</th>
<th>LF</th>
<th>LT</th>
<th>SY</th>
<th>RT</th>
<th>XX</th>
<th>XX</th>
</tr>
</thead>
</table>

**REMARKS:**

- Individual table sizes shall not exceed the characteristics described in the "Medium Plans.

Note: Refer to Location and Design Manual Volume 3 when intermediate subsummaries are needed.

Designations:
- **T** - For manual labor, small equipment, and small materials.
- **L** - For labor, large equipment, and large materials.
- **M** - Miscellaneous.
- **A** - Includes all items not otherwise described.

---

**STREET 1 PLAN & PROFILE SUBSUMMARY**

ST: 313+00 TO 318+000
DESIGNER NOTE: WHERE THE CROSS SECTION FOLLOW THE TYPICAL SECTION, SLOPES DO NOT NEED TO BE LABELED. WHERE DEVIATIONS OCCUR FROM THE TYPICAL SECTION, THESE SLOPES, ELEVATIONS, ETC. SHOULD BE LABELED.

DESIGNER NOTE: CENTERLINE PROFILES OF DRIVEWAYS ARE TO BE SHOWN ON CROSS SECTIONS. A LAYOUT OF THE DRIVEWAY ILLUSTRATING ALL EDGES OF DRIVES, CURBS, ETC. ARE TO BE ON THE DRIVEWAY DETAIL SHEETS.

DESIGNER NOTE: SHOW FULL SECTION INCLUDING PAVEMENT, UNDERDRAIN, CURB AND WALKS.
DESIGNER NOTE: INTERSECTION DETAILS SHOULD ONLY SHOW PROPOSED AND EXISTING SURFACE FEATURES THAT ARE TO BE PRESENT AT THE COMPLETION OF THE PROJECT. DO NOT SHOW ITEMS THAT ARE TO BE REMOVED BY THE PROJECT. UNDERGROUND FACILITIES ARE ALSO NOT TO BE SHOWN.

INTERSECTION DETAIL AT STREET A & STREET B

DESIGNER NOTE: ELEVATIONS ALONG CENTERLINE ARE TO BE SHOWN EVERY 25' UNLESS NOTED OTHERWISE.

DESIGNER NOTE: THE DESIGNER SHALL ENSURE THAT THE PAVEMENT OR GUTTER AT THE FACE OF CURB AT CURB RAMPS POSITIVELY FLOWS PAST CURB RAMP WHERE INTENDED. REFERENCE CURB AND GUTTER STANDARD DRAWING FOR GUTTER SLOPE TRANSITIONS AT CURB RAMPS. SLOPES AT THE FACE OF CURB SHALL NOT BE LESS THAN 0.50%.

DESIGNER NOTE: NORTH ARROW SHALL ALWAYS BE UP UNLESS THE CITY PROJECT MANAGER GRANTS A WRITTEN VARIANCE.


DESIGNER NOTE: NORTH ARROW SHALL ALWAYS BE UP UNLESS THE CITY PROJECT MANAGER GRANTS A WRITTEN VARIANCE.

DESIGNER NOTE: ALL GRADE BREAKS SHALL BE NOTED. FOR THE PAR ROUTE, THE DESIGNER SHOULD INDICATE ALL PAR LOCATIONS UNTIL THE PAR COMPLIES WITH THE TYPICAL SECTION.

DESIGNER NOTE: PAR ROUTE SHALL BE ADEQUATELY DETAILED ON THESE SHEETS. THE DESIGNER MAY EMPLOY THE USE OF DASHED LINES TO ASSIST IN DELINEATING THE PAR WHEN IT DIFFERENTIATES FROM THE TYPICAL SECTION.

DESIGNER NOTE: THE PAR ROUTE SHALL BE ADEQUATELY DETAILED ON THESE SHEETS. THE DESIGNER MAY EMPLOY THE USE OF DASHED LINES TO ASSIST IN DELINEATING THE PAR WHEN IT DIFFERENTIATES FROM THE TYPICAL SECTION.
DESIGNER NOTE:
INTERSECTION DETAILS SHOULD ONLY SHOW PROPOSED AND EXISTING SURFACE FEATURES
THAT ARE TO BE PRESENT AT THE COMPLETION OF THE PROJECT. DO NOT SHOW ITEMS THAT
ARE TO BE REMOVED BY THE PROJECT. UNDERGROUND FACILITIES ARE ALSO NOT TO BE SHOWN.

DESIGNER NOTE:
INTERSECTION DETAIL AT A AVENUE & B STREET

DESIGNER NOTE:
INTERSECTION DETAIL AT A 1"=10' SCALE UNLESS THE CITY PROJECT MANAGER GRANTS A
WRITTEN VARIANCE. CURB RAMP DETAILS TO BE AT A 1"=5' SCALE.

DESIGNER NOTE:
INTERSECTION DETAIL NOTES
The Top of Curb is 0'00' above the Edge of Pavement. Reference to the Top of Curb or elevation note to
the edge of pavement is pavement edge.
The curve data is calculated at the face of curb.
Reference notes for the northbound segment.

DESIGNER NOTE:
PAR ROUTE SHALL BE ADEQUATELY DETAILED ON THESE SHEETS. THE DESIGNER MAY EMPLOY THE USE OF
DASHED LINES TO ASSIST IN DELINEATING THE PAR WHEN IT DIFFERENTIATES FROM THE TYPICAL SECTION.

DESIGNER NOTE:
ELEVATIONS ALONG CENTERLINE ARE TO BE SHOWN EVERY 25' UNLESS NOTED OTHERWISE.

LEGEND

DESIGNER NOTE:
THE CENTERLINE OF RAMP SHALL BE SET WITH STATIONS AND OFFSETS. THE STATION AND OFFSET LABEL
SHALL BE PLACED AT THE LOCATION WHERE THE RAMP CENTERLINE AND THE FACE OF CURB LINE
INTERSECT. THE STATION AND OFFSET LABELS SHALL BE CALCULATED FROM THE ADJACENT ROAD
CENTERLINE.

DESIGNER NOTE:
THE DESIGNER SHALL ENSURE THAT THE PAVEMENT OR GUTTER AT THE FACE OF CURB AT
CURB RAMPS POSITIVELY FLOWS PAST CURB RAMP WHERE INTENDED. REDUCE CURB AND
GUTTER SLOPE TRANSITIONS AT CURB RAMPS. SLOPES AT THE FACE OF CURB SHALL NOT BE LESS THAN 0.50%.

DESIGNER NOTE:
NORTH ARROW SHALL ALWAYS BE UP UNLESS THE CITY PROJECT MANAGER GRANTS A WRITTEN VARIANCE.

DESIGNER NOTE:
PAR ROUTE SHALL BE SET WITH STATIONS AND OFFSETS. THE STATION AND OFFSET LABEL
SHALL BE PLACED AT THE LOCATION WHERE THE RAMP CENTERLINE AND THE FACE OF CURB LINE
INTERSECT. THE STATION AND OFFSET LABELS SHALL BE CALCULATED FROM THE ADJACENT ROAD
CENTERLINE.

DESIGNER NOTE:
The designer shall indicate all Par locations until the Par complies with the typical section.

DESIGNER NOTE:
ALL GRADE BREAKS SHALL BE NOTED. FOR THE PAR ROUTE, THE DESIGNER SHOULD INDICATE ALL PAR
LOCATIONS UNTIL THE PAR COMPLIES WITH THE TYPICAL SECTION.

DESIGNER NOTE:
CURB RAMP DETAIL TO BE AT A 1"=5' SCALE UNLESS THE CITY PROJECT MANAGER GRANTS A
WRITTEN VARIANCE. CURB RAMP DETAILS TO BE AT A 1"=5' SCALE.

DESIGNER NOTE:
THE DESIGNER SHOULD INDICATE ALL PAR LOCATIONS UNTIL THE PAR COMPLIES WITH THE TYPICAL SECTION.

DESIGNER NOTE:
PAR ROUTE SHALL BE ADEQUATELY DETAILED ON THESE SHEETS. THE DESIGNER MAY EMPLOY THE USE OF
DASHED LINES TO ASSIST IN DELINEATING THE PAR WHEN IT DIFFERENTIATES FROM THE TYPICAL SECTION.

DESIGNER NOTE:
THE DESIGNER SHALL ENSURE THAT THE PAVEMENT OR GUTTER AT THE FACE OF CURB AT
CURB RAMPS POSITIVELY FLOWS PAST CURB RAMP WHERE INTENDED. REDUCE CURB AND
GUTTER SLOPE TRANSITIONS AT CURB RAMPS. SLOPES AT THE FACE OF CURB SHALL NOT BE LESS THAN 0.50%.

DESIGNER NOTE:
NORTH ARROW SHALL ALWAYS BE UP UNLESS THE CITY PROJECT MANAGER GRANTS A WRITTEN VARIANCE.

DESIGNER NOTE:
PAR ROUTE SHALL BE ADEQUATELY DETAILED ON THESE SHEETS. THE DESIGNER MAY EMPLOY THE USE OF
DASHED LINES TO ASSIST IN DELINEATING THE PAR WHEN IT DIFFERENTIATES FROM THE TYPICAL SECTION.

DESIGNER NOTE:
ALL GRADE BREAKS SHALL BE NOTED. FOR THE PAR ROUTE, THE DESIGNER SHOULD INDICATE ALL PAR
LOCATIONS UNTIL THE PAR COMPLIES WITH THE TYPICAL SECTION.

DESIGNER NOTE:
CURB RAMP DETAIL TO BE AT A 1"=5' SCALE UNLESS THE CITY PROJECT MANAGER GRANTS A
WRITTEN VARIANCE. CURB RAMP DETAILS TO BE AT A 1"=5' SCALE.
Design Note:
Intersection details should only show proposed and existing surface features that are to be present at the completion of the project. Do not show items that are to be removed by the project. Underground facilities are also not to be shown.

Ramps and Drive Details at Street B

Curb Ramps

<table>
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<tr>
<th>Ramp</th>
<th>Start</th>
<th>End</th>
<th>Length</th>
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Legend:
- E: Existing
- P: Proposed
- Drv: Driveway
- Pk: Parkway
- T: Trestle
- W: Wall
- B: Barrier
- B: Bridge
- RB: Roadway Bridge
- R: Road

Ramps and Drive Details at Street B

Intersection details should only show proposed and existing surface features that are to be present at the completion of the project. Do not show items that are to be removed by the project. Underground facilities are also not to be shown.

Curb Ramp Details

Design Notes:
The Top of Curb is 0.32 above the Edge of Pavement. Elevations to the Top of Curb is critical and not to the edge of pavement in pavement details. The curve data is calculated at the face of curb. Reference cross section for individual grading details.
DESIGNER NOTE:
INTERSECTION DETAILS SHOULD ONLY SHOW PROPOSED AND EXISTING SURFACE FEATURES THAT ARE TO BE PRESENT AT THE COMPLETION OF THE PROJECT. DO NOT SHOW ITEMS THAT ARE TO BE REMOVED BY THE PROJECT. UNDERGROUND FACILITIES ARE ALSO NOT TO BE SHOWN.
DESIGNER NOTE:
ELEVATIONS TO BE PROVIDED ALONG THE STREET STATIONS AT 50 FOOT INCREMENTS AT THE CENTERLINE, EDGE OF PAVEMENT AND LOW POINTS AT A MINIMUM UNLESS OTHERWISE DIRECTED BY THE CITY.

DESIGNER NOTE:
EXISTING FEATURES (MANHOLES, LIGHTPOLES, SIGNAL POLES, FULL BOOKS, HYDRANTS, VALVES, ETC.) THAT ARE TO REMAIN SHOULD BE EVALUATED BY THE DESIGN ENGINEER TO CONFIRM IF THESE FEATURES MUST BE ADJUSTED OR RECONSTRUCTED TO FINAL GRADE. PLAN AND PROFILE SUBSUMARIES SHOULD REFLECT THE FINAL QUANTITIES REQUIRED.

DESIGNER NOTE:
WHERE SIDEWALKS ARE ADJACENT TO EXISTING BUILDINGS THAT ARE TO BE REBUILT, DESIGNER SHOULD PROVIDE SIDEWALK ELEVATIONS AND DETAIL THE PAR, DOORWAYS AND OTHER INGRESS/EGRESS ELEVATIONS. ALSO, WHERE SIDEWALKS DO NOT FOLLOW TYPICAL SECTION CROSS, SLOPES, THE PAR WILL NEED TO BE SHOWN AND DETAILED. SEPARATE DETAIL SHEETS MAY BE REQUIRED.

DESIGNER NOTE:
The scale used on the plan and all detail sheets is a 2" = 100' scale. The plan and all detail sheets are to be adapted to the Final Cross Section and Vertical Profile of the street to be improved. The Plan and Profile Subsumarines should reflect the Final Quantities Required.

PAVEMENT DETAIL NOTES:
The scale used on the plan and all detail sheets is a 2" = 100' scale. The plan and all detail sheets are to be adapted to the Final Cross Section and Vertical Profile of the street to be improved. The Plan and Profile Subsumarines should reflect the Final Quantities Required.
DESIGNER NOTE:
ELEVATIONS TO BE PROVIDED ALONG THE STREET STATIONS AT 50 FOOT INCREMENTS AT THE CENTERLINE, EDGE OF PAVEMENT AND LOW POINTS AT A MINIMUM UNLESS OTHERWISE DIRECTED BY THE CITY.

LEGEND

DESIGNER NOTE:
EXISTING FEATURES (MANHOLES, LIGHTPOLES, SIGNAL POLES, PULL BOXES, HYDRANTS, VALVES, ETC.) THAT ARE TO REMAIN SHOULD BE EVALUATED BY THE DESIGN ENGINEER TO CONFIRM IF THESE FEATURES MUST BE ADJUSTED AND/OR RECONSTRUCTED TO FINAL GRADE. PLAN AND PROFILE SUBSUMARIES SHOULD REFLECT THE FINAL QUANTITIES REQUIRED.

DESIGNER NOTE:
WHERE SIDEWALKS ARE ADJACENT TO EXISTING BUILDINGS THAT ARE TO BE REBUILT, DESIGNER SHOULD PROVIDE SIDEWALK ELEVATIONS AND DETAIL THE PAR, DOORWAYS AND OTHER INGRESS/EGRESS ELEVATIONS. ALSO, WHERE THE SIDEWALKS DO NOT FOLLOW TYPICAL SECTION CROSS SLOPES, THE PAR WILL NEED TO BE SHOWN AND DETAILS. SEPARATE DETAIL SHEETS MAY BE REQUIRED.
DESIGNER NOTE: EXISTING FEATURES (MANHOLE, LIGHTPOLES, SIGNAL POLES, PULL BOXES, HYDRANTS, VALVES, ETC.) THAT ARE TO REMAIN SHOULD BE EVALUATED BY THE DESIGN ENGINEER TO CONFIRM IF THESE FEATURES MUST BE ADJUSTED OR RECONSTRUCTED TO FINAL GRADE. PLAN AND PROFILE SUBSUMARIES SHOULD REFLECT THE FINAL QUANTITIES REQUIRED.

DESIGNER NOTE: WHERE SIDEWALKS ARE ADJACENT TO EXISTING BUILDINGS THAT ARE TO BE REBUILT, DESIGNER SHOULD PROVIDE SIDEWALK ELEVATIONS AND DETAIL THE PAR, DOORWAYS AND OTHER INGRESS/EGRESS ELEVATIONS. ALSO, WHERE SIDEWALKS DO NOT FOLLOW TYPICAL SECTION CROSS SLOPES, THE PAR WILL NEED TO BE SHOWN AND DETAILED. SEPARATE DETAIL SHEETS MAY BE REQUIRED.

DESIGNER NOTE: ELEVATIONS TO BE PROVIDED ALONG THE STREET STATIONS AT 50 FOOT INCREMENTS AT THE CENTERLINE, EDGE OF PAVEMENT AND LOW POINTS AT A MINIMUM UNLESS OTHERWISE DIRECTED BY THE CITY.
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</table>
LEGEND - PROPOSED

DESIGNER NOTE:

WATERLINE GENERAL NOTES SHOWN ARE FOR ILLUSTRATION PURPOSES ONLY. THE MOST CURRENT WATERLINE NOTES MUST BE USED FOR PLANS AND CAN BE OBTAINED FROM THE DEPARTMENT OF PUBLIC UTILITIES.

WATERLINE NOTE 1

SITES AND WATER SERVICE

WHERE NOTED ON THE PLANS THE EXISTING WATER MAIN SHALL BE ADDED AND EXTENDED TO THE POINT WHERE THE NEW WATER MAIN WILL BE PLACED. THE EXISTING WATER MAIN SHALL BE THE ONLY WATER MAIN TO BE PROVIDED.

Additional notes:
- Waterline notes must be used for plans and can be obtained from the Department of Public Utilities.
- Site improvements may include the addition of water service to the sidewalk.
- Waterline notes are for illustration purposes only.
DESIGNER NOTE: PROJECTS WITH MULTIPLE STREETS WILL INCLUDE A WATER MAIN SCHEMATIC PLAN. THE INTENT OF THIS SHEET IS TO SHOW THE OVERALL CONNECTIVITY OF THE WATER MAIN SYSTEM WITHIN THE VICINITY OF THE PROJECT.

DESIGNER NOTE: FIRE HYDRANT LEADS THAT DO NOT CROSS ANY OTHER UTILITIES DO NOT NEED TO BE PROFILED. ALL FIRE HYDRANT LEADS THAT DO CROSS ANY OTHER UTILITY WILL NEED PROFILED.
DESIGNER NOTE:
THIS PAGE IS AN EXAMPLE FOR
SPOT WATERLINE WORK.

DESIGNER NOTE:
IF A PAVEMENT RESTORATION PLAN IS NECESSARY
FOR COORDINATION WITH THE CITY PM, THE PLAN
SHALL CROSS REFERENCE THE RESTORATION
PLAN. IF A RESTORATION PLAN IS NOT NECESSARY,
PAVEMENT RESTORATION ITEMS SHALL
BE HATCHED AND INCLUDED IN THE LEGEND. REFER
TO COLUMBUS STANDARD DRAWING 1441 FOR
TRENCHING DETAILS.

WATER MAIN FIRE HYDRANT DETAILS

IMPROVEMENTS OF...
STREET A FROM STREET B TO STREET C
DESIGNER NOTE: THIS SHEET INDICATES TO THE DESIGNED HOW TO SHOW AND LABEL THE PROPOSED WATER MAIN DESIGN. PLEASE REFER TO PLAN AND PROFILE SHEETS FOR ALL OTHER LABELS.
### General Notes:

1. Contact City for current RPM standards.

### Traffic Control Estimate of Quantities

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<tr>
<th>Item</th>
<th>Description</th>
<th>Unit</th>
<th>Quantity</th>
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</tbody>
</table>

### Additional Notes:

- All items are to be completed as per the approved plans and specifications.
- All work is to be completed within the specified time frame.
- Materials and equipment shall be in accordance with the approved plans and specifications.
ITEM 630 SIGNING MISC.:
SOLAR POWERED RECTANGULAR RAPID FLASHING BEACON (RRFB) PEDESTRIAN WARNING SIGN ASSEMBLY

GENERAL REQUIREMENTS:
Each RRFB shall consist of two rigid, aluminium-alloy, rectangular, rapid-flashing yellow indicators having LED array on rigid, polycarbonate housing arranged to form a six-sided, rectangular shape. The LED array shall be arranged in a manner to ensure maximum visibility and safety for the vehicle operators and pedestrians. The RRFB shall consist of a housing, a control unit, a power supply, and a mounting base. The housing shall be designed to provide protection against weather and vandalism. The control unit shall be capable of controlling the operation of the RRFB, including the activation and deactivation of the indicators. The power supply shall be designed to provide the necessary power to the RRFB, including a solar panel and a battery. The mounting base shall be designed to provide stability and secure the RRFB in place.

ITEM 630 SIGNING MISC.:
SOLAR POWERED RECTANGULAR RAPID FLASHING BEACON (RRFB) PEDESTRIAN WARNING SIGN ASSEMBLY

Notes and Details:
4. Barriers: All barriers shall be made of durable, lightweight materials that are visually appealing and safe for use in a high-traffic environment. The barriers shall be designed to provide protection for pedestrians and vehicles, as well as to guide the flow of traffic. The barriers shall be easily adjustable to accommodate different situations.
5. Pedestrian crossings: Pedestrian crossings shall be clearly marked with reflective striping and signs. The crossing shall be designed to provide safe passage for pedestrians, while minimizing the risk of accidents with vehicles.
6. Access control: Access to the pedestrian crossing shall be controlled by a traffic signal or a crossing guard. The access control shall be designed to ensure that only authorized vehicles and pedestrians are allowed to enter the crossing area.

Footnotes:
* The text is intended as an example of special traffic control devices (RRFB, School Flashers, Inlaid Markings, rumble strips, etc.). Contact City for current notes and details. ** The text is intended as an example of special traffic control devices (RRFB, School Flashers, Inlaid Markings, rumble strips, etc.). Contact City for current notes and details.
<table>
<thead>
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<th>Street A at Street B</th>
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<td>Each Sign Support Assembly, Pole Mounted, As Per Plan</td>
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<td>Each Conduit Rear, 2&quot;, SCH 80 (Grey), 725.053</td>
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<td>Each Vehicular Signal Head, LED, 3-Section, 12&quot; Lens, 1-Way, Polycarbonate, As Per Plan</td>
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<td>4</td>
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<td>Each Vehicular Signal Head, LED, 5-Section, 12&quot; Lens, 1-Way, Polycarbonate, As Per Plan</td>
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<td>Each Pedestrian Signal Head</td>
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<td>Each Covering of Pedestrian Signal Head</td>
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<td>Each Covering of Pedestrian Pushbutton</td>
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<td>Each Signal Support Foundation</td>
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<td>Each Signal Support Foundation (24), As Per Plan</td>
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<td>Each Pedestal Support, 9&quot; Transformer Base, As Per Plan</td>
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<td>Each Strain Pole, Type 4170, Design 8, As Per Plan</td>
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<td>Each Removal Of Traffic Signal Installation, As Per Plan</td>
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<td>Each Detector Loop</td>
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<td>LF Power Cable, 3-Conductor, No. 6 AWG</td>
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<td>Each Power Service, As Per Plan</td>
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<td>Each Power Meter Cabinet, Base Mount, Witt Foundation, As Per Plan</td>
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<td>Each Signalization, Misc., Stop Line Radar Detection System</td>
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<td>Each Interconnect, Misc., Fiber Optic Splice Enclosure, Clamshell, 288 Splice</td>
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<td>Each Controller Rem., Misc., Layer 2 Ethernet Switch</td>
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<td>Each Controller Rem., Misc., Fiber Optic Ethernet Transceiver, Short Range</td>
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<td>Each Cabinet Foundation</td>
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<td>Each Controller Unit T32A2, With Cabinet 18 CH, Size 6, Ground Mounted, As Per Plan</td>
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<td>1</td>
<td>632</td>
<td>1</td>
<td>Each Controller Work Pad</td>
<td></td>
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</tbody>
</table>

* - SEE TSQ CHAPTER 2 FOR CURRENT ITEM DESCRIPTIONS.
The traffic signal removal plan sheet should be included when an entire existing traffic signal installation is being completely removed or fully replaced. The traffic signal items removed may be shown on the traffic signal plan sheet when the signal is being modified rather than being fully replaced.

1. Sheet Label
   - The traffic signal plan view sheet shall be labeled as:
     - TRAFFIC SIGNAL REMOVAL PLAN
     - TRAFFIC SIGNAL INSTALLATION PLAN (Full rebuilds or new signals)
     - TRAFFIC SIGNAL MODIFICATION PLAN
   - The intersection shall be labeled in alphabetical order (i.e., AAA Parkway at BBB Road).

2. Legend
   - For a full list of symbols, see TSDM Figure 2.1.

3. North Arrow
   - The traffic signal plan shall be oriented with north facing up or to the right.

4. Detail Blowup
   - Corner blowups should be included whenever a smaller scale is required in order to reasonably follow callout leaders or distinguish signal items and other infrastructure. Detail blowups should be 10 scale and should be on the plan view page. If necessary, the plan sheet notes should be moved to the detail sheet to make room for the detail blowup.
DESIGNER NOTES:

1. Sheet Label
   - The traffic signal plan view sheet shall be labeled as:
     - TRAFFIC SIGNAL REMOVAL PLAN
     - TRAFFIC SIGNAL INSTALLATION PLAN (Full rebuilds or new signals) or
     - TRAFFIC SIGNAL MODIFICATION PLAN
   - The intersection shall be labeled in alphabetical order (i.e. Aaa Parkway at Bbb Road)

2. Legend
   - Use the current version of the manual of standard traffic control devices (TSDM) for the list of symbols.

3. North Arrow
   - The traffic signal plan shall be oriented with north facing up or to the right.

4. Detail Blowing
   - Detail blowing should be included whenever a smaller scale is required in order to reasonably locate critical elements or distinguish signal items and other infrastructure. Detailed views should be 10 scale and should be on the plan view page. If necessary, the plan sheet notes should be moved to the detail sheet to make room for the detail blow up.

5. Plan Sheet Notes
   - Plan sheet notes should be placed on the plan sheet as space allows. If necessary, the plan sheet notes may be placed on the following detail sheet.

6. Stop Line and Detection Zone/Loop Stationing
   - The back edge of the stop line and the forward edge of the detection zone or loop shall be located on the stationing as shown (i.e. +XX').

7. Strain Pole / Span Wire
   - Use the current version of the manual of standard traffic control devices (TSDM) for the list of symbols.
DESIGNER NOTES:

7. Phasing Diagram
For new controller cabinets, the phasing diagram shall be according to TSDM Figures 15.6-15.14. When modifying existing controller cabinets, contact the signal plan reviewers to request the existing phasing and timing info.

8. Intersection Number
Contact signal plan reviewers to obtain intersection number.

9. Wiring Diagram
The wiring diagram orientation shall match the orientation of the plan view sheet. If the intersection plan view is oriented with north facing up, the details on this sheet including wiring diagram must be oriented with north facing up.

STREET A FROM STREET B TO STREET C

TRAFFIC SIGNAL DETAILS

STREET A AT STREET B

XXXX-E

STRAIN POLE / SPAN WIRE
EXEMPLARY DETAIL SHEET
DESIGNER NOTES:

10. Pole Fabrication Chart
Example pole fabrication charts from the TSDM can be downloaded from the website as .dwg files.
When a plan set contains more than one signal, the pole fabrication charts shall be combined into a single chart. This chart shall be located after the last detail sheet of the last intersection.
For projects with both mast arms and strain pole/span wire installations, a separate chart shall be used for each type of support.

11. Typical Signal Elevation
Example typical signal elevation details from the TSDM can be downloaded from the website as .dwg files.

12. Sheet Label
For plans with one signal included in the pole fabrication chart, the sheet label shall also include the intersection name.

POLE FABRICATION AND ORIENTATION DETAILS

POLE FABRICATION AND ORIENTATION DETAILS

IMPROVEMENTS OF
STREET A FROM STREET B TO STREET C
POLE FABRICATION AND ORIENTATION DETAILS

SPAN WIRE
POLE FABRICATION AND ORIENTATION DETAIL SHEET

REMARKS:

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

- Pole Fabrication Chart
  - All pole fabrication charts from the TSDM can be downloaded from the website as .dwg files.

- Typical Signal Elevation
  - All typical signal elevation details from the TSDM can be downloaded from the website as .dwg files.

- Sheet Label
  - For plans with one signal included in the pole fabrication chart, the sheet label shall also include the intersection name.

- Pole Orientation

- Pole Fabrication and Orientation Details

- Pole Orientation

- Pole Fabrication and Orientation Details

- Pole Orientation

- Pole Fabrication and Orientation Details

- Pole Orientation

- Pole Fabrication and Orientation Details

- Pole Orientation

- Pole Fabrication and Orientation Details

- Pole Orientation

- Pole Fabrication and Orientation Details

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- Pole Orientation

- Pole Fabrication and Orientation Details

- Pole Orientation

- Pole Fabrication and Orientation Details

- Pole Orientation

- Pole Fabrication and Orienta...
DESIGNER NOTES:
1. Sheet Label
   The traffic signal plan view sheet shall be labeled as:
   - TRAFFIC SIGNAL INSTALLATION PLAN (Full rebuilds or new signals)
   - TRAFFIC SIGNAL MODIFICATION PLAN
   The intersection shall be labeled in alphabetical order (i.e. Aaa Parkway at Bbb Road)

2. Legend
   Include only the symbols applicable to sheet. For a full list of symbols, see TSDM Figure 2.1.

3. North Arrow
   The traffic signal plan shall be oriented with north facing up or to the right.

4. Detail Blowup
   Corner blowups should be included whenever a smaller scale is required in order to reasonably follow callout leaders or distinguish signal items and other infrastructure. Detail blow ups should be 10 scale and should be on the plan view page. If necessary, the plan sheet notes should be moved to the detail sheet to make room for the detail blow up.

5. Plan Sheet Notes
   Plan sheet notes should be placed on the plan sheet as space allows. If necessary, the plan sheet notes may be placed on the following detail sheet.

6. Stop Line and Detection Zone/Loop Stationing
   The back edge of the stop line and the forward edge of the detection zone or loop shall be labeled with the stationing as shown (i.e. +XX')

PROPOSED VEHICULAR TRAFFIC SIGNAL HEAD CONFIGURATION

CONTACT SIGNAL PLANS REVIEWS FOR CURRENT PLAN SHEET NOTES.
DESIGNER NOTES:

7. Phasing Diagram
For new controller cabinets, the phasing diagram shall be according to TSDM Figures 15.6-15.14.
When modifying existing controller cabinets, contact the signal plan reviewers to request the existing phasing and timing info.

8. Intersection Number
Contact signal plan reviewers to obtain intersection number.

9. Wiring Diagram
The wiring diagram orientation shall match the orientation of the plan view sheet. I.E. if the intersection plan view is orientated with north facing up, the details on this sheet including wiring diagram must be oriented with north facing up.

IMPROVEMENTS OF STREET A FROM STREET B TO STREET C
TRAFFIC SIGNAL DETAILS
STREET A AT STREET C
### Designer Notes:

10. **Pole Fabrication Chart**

Example pole fabrication charts from the TSDM can be downloaded from the website as .dwg files.

When a plan set contains more than one signal, the pole fabrication charts shall be combined into a single chart. This chart shall be located after the last detail sheet of the last intersection.

For projects with both mast arms and strain pole/span wire installations, a separate chart shall be used for each type of support.

11. **Typical Signal Elevation**

Example typical signal elevation details from the TSDM can be downloaded from the website as .dwg files.

12. **Sheet Label**

For plans with one signal included in the pole fabrication chart, the sheet label shall also include the intersection name.

---

**Table: Pole Fabrication and Orientation Details**

<table>
<thead>
<tr>
<th>Intersection</th>
<th>Mast Arm Width</th>
<th>Pole Fabrication Chart (Type)</th>
<th>Pole Fabrication Orientation (Type)</th>
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<tr>
<td>Street A</td>
<td>10 ft</td>
<td>MAST ARM POLE FABRICATION AND ORIENTATION DETAIL SHEET</td>
<td></td>
</tr>
<tr>
<td>Street B</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Street C</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

* The columns may list "See Sheet A", etc. in columns containing the sheet A of the detailed elevations of the Intersections Detail and/or Mast Arm Detail Sheets.

---

**Diagram:**

- **Typical Signal Support**
  - Support details illustrated.
  - Pole elevation shown.

- **Typical Signal Elevation**
  - All angles measured clockwise.
  - Pole and signal support details shown.

- **Flow Monitor:**
  - Length per chart indicated.
  - Typical signal elevation detail shown.

---

**Design Notes:**

- Example pole fabrication charts from the TSDM can be downloaded from the website.
- When a plan set contains more than one signal, the pole fabrication charts shall be combined into a single chart. This chart shall be located after the last detail sheet of the last intersection.
- For projects with both mast arms and strain pole/span wire installations, separate charts shall be used for each type of support.

---

**Mast Arm Pole Fabrication and Orientation Detail Sheet**

- Mast arm details illustrated.
- Orientation details shown.
- Flow monitor indicated.

---
**DESIGNER NOTES:**

13. **Sheet Scale**
   - Interconnect plan sheets for underground installation shall be drawn as 20 scale.
   - Use of larger scale requires prior approval from Design and Construction.
   - Interconnect plan sheets for exclusively aerial installation may be drawn as 40 scale.

14. **Sheet Orientation**
   - The traffic signal interconnect plan shall be orientated with north facing up or to the right.

15. **Match Lines**
   - Match lines shall not be used within intersections.
   - Break lines shall not be used; all proposed conduit shall be shown in its entirety.

---

**LEGEND**

**INTERCONNECT EXAMPLE**

**PLAN VIEW SHEET 1**
STREET A IMPROVEMENTS OF STREET A FROM STREET B TO STREET C
TRAFFIC SIGNAL INTERCONNECT PLAN
STREET A STA. XX+XX TO XX+XX
STREET C STA. XX+XX TO XX+XX

Hori: 1 inch = 30 feet

CONDUIT BANK ARRANGEMENT DETAIL

INTERCONNECT
EXAMPLE
PLAN VIEW SHEET 2
TO INTERSECTION # XXXX
STREET B AT STREET C

TRAFFIC SIGNAL CABINET ASSEMBLY

ETHERNET SWITCH PORT DESTINATION:
PORT 5: INT. #XXXX STREET B AT STREET C
PORT 6: INT. #XXXX STREET B AT STREET E

TRAFFIC SIGNAL CONTROLLER

PATCH PANEL ENCLOSURE - 24 TERMINATION

BLUE TUBE
ORANGE TUBE
GREEN TUBE
BROWN TUBE
SLATE TUBE
WHITE TUBE
RED TUBE
BLACK TUBE
YELLOW TUBE
VIOLET TUBE
ROSE TUBE
AQUA TUBE

3 CABLE ENTRIES
24 PR FUSION SPLICES
11 BUFFER TUBES PASSED THROUGH UNSPLICED

INTERCONNECT EXAMPLE
COMMUNICATIONS
DIAGRAM SHEET 1

INTERSECTION # XXXX
SEE SHEET XX FOR CONSTRUCTION PLAN DETAILS
TRAFFIC SIGNAL CABINET ASSEMBLY

ETHERNET SWITCH PORT DESTINATION
PORT 5: TMC COMMUNICATION HUB
PORT 6: INT# XXXXX: STREET A AT STREET E

PATCH PANEL ENCLOSURE - 24 TERMINATION

TRAFFIC SIGNAL CONTROLLER

FIBER PATCH CABLES
1/1 CROSSOVER
CAT 5E CABLE
PATCH PANEL
EXISTING/PROPOSED FIBER
5/1 BUFFER TUBE LEFT
COILED IN SPLICE ENCLOSURE
FUSION SPlice: SINGLE FIBER
PROPOSED FUSION SPlice:
2/2 FIBER BUFFER TUBE
GBIC OPTICAL TRANSCEIVER
LH-SHORT Haul LED
25-100 LASER
8P8C CONNECTOR
6/1 STRAND SMF

INTERCONNECT EXAMPLE
COMMUNICATIONS
DIAGRAM SHEET 2

INTERSECTION # XXXX
SEE SHEET XX FOR CONSTRUCTION
PLAN DETAILS
CITY OF COLUMBUS MIS
IMPROVEMENTS OF...
STREET A FROM STREET B TO STREET C
LIGHTING

DESIGNER NOTE:
THE DESIGNER SHALL LIST THE APPROPRIATE MIS SPECIFICATIONS THAT PERTAIN TO THE PROJECT.

<table>
<thead>
<tr>
<th>ITEM NO.</th>
<th>QTY</th>
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<th>ITEM DESCRIPTION</th>
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<tbody>
<tr>
<td>1000</td>
<td>EA</td>
<td></td>
<td>13 Inch x 14 Inch Pull Box (MIS-54)</td>
</tr>
<tr>
<td>1001</td>
<td>EA</td>
<td></td>
<td>Streetlight Circuit Riser (MIS-56)</td>
</tr>
<tr>
<td>1002</td>
<td>EA</td>
<td></td>
<td>6 Street Light Foundation (MIS-201)</td>
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<tr>
<td>1003</td>
<td>EA</td>
<td></td>
<td>Pole, Aluminum, 6&quot; Bracket, T-Base, 33&quot; Mounting Height, Green Teardrop (MIS-205)</td>
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<tr>
<td>1004</td>
<td>CXT</td>
<td>IT</td>
<td>3-Wire Underground Circuit (MIS-406)</td>
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<tr>
<td>1005</td>
<td>EA</td>
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<td>3-Wire Pole to be Wired (MIS-301)</td>
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<tr>
<td>1006</td>
<td>EA</td>
<td></td>
<td>3-Wire, 480V Pad Mounted Controller (MIS-603)</td>
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<tr>
<td>1007</td>
<td>LF</td>
<td>2&quot; Conduit, Concrete Encased (MIS-700)</td>
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<tr>
<td>1008</td>
<td>LF</td>
<td>2&quot; Conduit, Jacketing, Drilling or Pushing (MIS-701)</td>
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<td>1009</td>
<td>LF</td>
<td>3-Inch Rigid Steel with 2-Inch Conduit Insert (MIS-702)</td>
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<td>1010</td>
<td>EA</td>
<td></td>
<td>Teardrop LED Luminaires, Green (MIS-803)</td>
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<tr>
<td>1011</td>
<td>EA</td>
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<td>Foundation Removal (MIS-900)</td>
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<tr>
<td>1012</td>
<td>LUNK</td>
<td></td>
<td>(Existing Underground System Removal (MIS-803))</td>
</tr>
</tbody>
</table>

Total Carried to General Summary

NON-PAYMENT MIS SPECIFICATIONS

1. Street Light Lockout/Tagout (LOT)
2. Guidelines for Inspection & Acceptance of Street Lighting Systems
3. Guidelines for Street Lighting "Materials for Approval" Submittal Packages
4. Inspection Checklist
5. Minimum Tree Clearance for Downtown, Urban, & Rural Areas

CITY OF COLUMBUS MIS

As-Built Coordinate Table

<table>
<thead>
<tr>
<th>Reference No.</th>
<th>Proposed Item</th>
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<th>As-Built Easting</th>
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<td>Street Light Pole</td>
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</tr>
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<td>B-1</td>
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<td>17&quot;</td>
</tr>
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<td>B-6</td>
<td>Pole Box</td>
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<td>17&quot;</td>
</tr>
</tbody>
</table>

AS BUILT RECORD

The Contractor shall maintain a set of project record documents. These documents shall include renewal shop drawings, change orders, equipment operating instructions, field test records, and as-built drawings. The as-built drawings shall include bill of materials, quantities of equipment and conduit installed, etc. All conduit and conduit equipment shall have locations marked at distances of at least every 25 feet and as necessary at bends. Location on a later date. Additionally, the Contractor shall follow the as-built coordinate table as shown above.

DESIGNER NOTE:
THE DESIGNER SHALL LIST THE APPROPRIATE MIS SPECIFICATIONS THAT PERTAIN TO THE PROJECT.
**Lighting Controller Schedule**

<table>
<thead>
<tr>
<th>CONTROL CENTER</th>
<th>LEG</th>
<th>LUMINARE CTY.</th>
<th>APPROX. LOAD</th>
<th>APPROX. WATTS</th>
<th>APPROX. AMPS</th>
<th>CIRCUIT PLUG</th>
<th>CIRCUIT CABLE SIZE (AWG)</th>
<th>MAINTENING AGENCY</th>
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<tr>
<td>480V PAD MOUNTED LIGHTING CONTROL CENTER</td>
<td>A</td>
<td>3</td>
<td>300</td>
<td>0.7</td>
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<tr>
<td>B</td>
<td>7</td>
<td>700</td>
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</table>

**Note to Designer:** The information listed in the table above is given for reference only. It is the responsibility of the designer to calculate new values for the specific lighting design that is proposed in a new plan.
IMPROVEMENTS OF STREET A FROM STREET B TO STREET C

LIGHTING PLAN
DEMOLITION PLAN

Hori: 1 inch = 20 feet

ROAD NAME

STREET LIGHTING LEGEND
- EXISTING LIGHTING CONDUIT (AS NOTED)
\* EX 3 WIRE CIRCUIT CABLE (AS NOTED)
○○○ EXISTING STREET LIGHT POLE (AS NOTED)
PHOTOMETRIC REQUIREMENTS

Street light pole placement for this project was based on a photometric analysis using (room design luminaire files). The results of this photometric analysis are detailed within the included photometric plan sheets. If the specified design luminaries are used for the project, no additional documentation from the Contractor is required. If one of the other manufacturers is permitted by the City of Columbus Standard Method: Specialized is selected for use by the Contractor, the following shall be submitted by the Contractor to the City for review and approval by the City.

-Photometric analysis documenting that the selected luminaries meets the minimum (minimum design requirement) and the average/minimum uniformity ratio events or exceeds the requirements listed in the Photometric Results Table ("Min/Min") and the average/minimum uniformly ratio events or exceeds the requirements listed in the Photometric Results Table, using the pole locations as detailed in the plan set.

-Calculation of the proposed luminaries indicating the standard operating wattage is equal to or less than that of the design luminaries.

The Contractor shall contact the City to receive the photometric files used by the project, if needed.
State whether the coordinates are grid or ground. If the coordinates are ground coordinates then include project scale factor and the geoid file used.
<table>
<thead>
<tr>
<th>TYPE</th>
<th>NAME &amp; ADDRESS</th>
<th>TYPE</th>
<th>NAME &amp; ADDRESS</th>
<th>TYPE</th>
<th>NAME &amp; ADDRESS</th>
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</thead>
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<td>SANITARY</td>
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<td>FIRE</td>
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<tr>
<td>CARLE</td>
<td>TRUE MARIER CARLE, 700 INTERCHANGE DRIVE, COLUMBUS, OH 43204</td>
<td>CITY</td>
<td>CITY OF WESTERVILLE, 2831 N. 17TH AVENUE, COLUMBUS, OH 43210</td>
<td>ELECTRIC</td>
<td></td>
</tr>
<tr>
<td></td>
<td>PHONE 614-841-7265, EMAIL: <a href="mailto:TRUE.MARIERCARLE@COLUMBUS.GOV">TRUE.MARIERCARLE@COLUMBUS.GOV</a></td>
<td></td>
<td>PHONE 614-567-888, EMAIL: <a href="mailto:CONTACT.WR.JEFFERSON@CITYOFWESTERVILLE.ORG">CONTACT.WR.JEFFERSON@CITYOFWESTERVILLE.ORG</a></td>
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<td>ELECTRIC</td>
<td>3800 RICHMOND AVENUE, COLUMBUS, OH 43204</td>
<td>WATER</td>
<td>910 DUNLAP ROAD, COLUMBUS, OH 43216</td>
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<td></td>
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<tr>
<td></td>
<td>PHONE 614-442-1000, EMAIL: <a href="mailto:COVE@COLUMBUS.GOV">COVE@COLUMBUS.GOV</a></td>
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<td>PHONE 614-567-888, EMAIL: <a href="mailto:CONTACT.WR.JEFFERSON@CITYOFWESTERVILLE.ORG">CONTACT.WR.JEFFERSON@CITYOFWESTERVILLE.ORG</a></td>
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<td>CITY</td>
<td>CITY OF COLUMBUS, 1700 JEFFERSON STREET, COLUMBUS, OH 43204</td>
<td>CABLE/</td>
<td>LEVEL 3 COMMUNICATIONS, 210 W. ST. CHARLES ROAD, AMBUSH, OH 43205</td>
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<td></td>
<td>PHONE 614-841-7265, EMAIL: <a href="mailto:TRUE.MARIERCARLE@COLUMBUS.GOV">TRUE.MARIERCARLE@COLUMBUS.GOV</a></td>
<td>TELEPHONE</td>
<td>PHONE 614-567-888, EMAIL: <a href="mailto:CONTACT.WR.JEFFERSON@CITYOFWESTERVILLE.ORG">CONTACT.WR.JEFFERSON@CITYOFWESTERVILLE.ORG</a></td>
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<tr>
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<td>WATER SYSTEMS WATER TREATMENT FACILITY, 10741 W. 37TH ST., COLUMBUS, OH 43220</td>
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<td></td>
<td>PHONE 614-567-888, EMAIL: <a href="mailto:WATERSYSTEMS@COLUMBUS.GOV">WATERSYSTEMS@COLUMBUS.GOV</a></td>
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<tr>
<td>TELEPHONE</td>
<td>PRIME TECH (LEVEL 3 COMMUNICATIONS), 210 W. ST. CHARLES ROAD, AMBUSH, OH 43205</td>
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</tbody>
</table>

**Utility Owners**

**Listed Above Are All Utilities Located Within The Project Construction Limits Together With Their Respective Owners.**

**Abbreviations:**

- G: Gas Line
- W: Water Line
- U: Underground Electric
- T: Telephone
- O/O: Overhead Electric & Telephone
- S: Sanitary Sewer
- I/C: Irrigation Control Valve
- (20): To be Removed
- (0): To Be Removed By Others
<table>
<thead>
<tr>
<th>PARCEL NO.</th>
<th>OWNER</th>
<th>CONSTRUCTION PLAN SHEET NO.</th>
<th>R/W PLAN SHEET NO.</th>
<th>OWNERS RECORD BOOK AND PAGE</th>
<th>AUDITOR'S PARCEL ADDRESS</th>
<th>REMARKS</th>
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<tbody>
<tr>
<td>2</td>
<td>B Polaris Way LLC</td>
<td>399, 397</td>
<td>17, 18</td>
<td>O.R. 22, 107</td>
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<td>1 curb, light, 2 misc. landscape walls, 157 of landscaping</td>
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<td>K &amp; L Polaris Parkway Construction, LLC</td>
<td>394, 394, 416, 417</td>
<td>21, 22, 43, 44</td>
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<td>1925 Polaris Pkwy, Columbus, OH 43240</td>
<td>1 monument sign, 1 flagpole, 1 sprinkler head, 21 shrubs</td>
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<td>5</td>
<td>A Polaris United Partnership</td>
<td>394, 395</td>
<td>21, 22</td>
<td>O.R. 60, 59</td>
<td>1955 Polaris Pkwy, Columbus, OH 43240</td>
<td>1 light pole, 1 concrete landscape wall</td>
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<td>394, 394, 394, 394</td>
<td>21, 22, 23, 24</td>
<td>O.R. 55</td>
<td>2001 Polaris Pkwy, Columbus, OH 43240</td>
<td>2 6x6 posts, 3 trees, 1 mon. sign, 1 sign</td>
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<td>394, 394, 417</td>
<td>21, 22, 43, 44</td>
<td>O.R. 55</td>
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<td>2 sprinkler heads</td>
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<td>14</td>
<td>MacDonald's Corporation</td>
<td>416, 417</td>
<td>43, 44</td>
<td>O.R. 627</td>
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<td>45, 46</td>
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<td>1 monument sign, 2 sprinkler heads, 5 trees, 5 shrubs, 1 flagpole, 145 of landscaping</td>
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<td>Donald H. Kennedy, Trustee</td>
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<td>45, 46</td>
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<td>415</td>
<td>O.R. 42</td>
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<td>23, 24, 27, 28</td>
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<td>W F STEAK &amp; SHAKE</td>
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<td>POLARIS NEIGHBORHOOD CENTER, LLC</td>
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<td>ATP HUNTINGTON, LLC</td>
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<td>9</td>
<td>POLARIS RO LLC</td>
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<td>W F STEAK &amp; SHAKE</td>
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</table>

**NOTE:** UNDER NO CIRCUMSTANCES ARE TEMPORARY EXEEDENTS TO BE USED FOR STORAGE OF MATERIAL OR EQUIPMENT BY THE CONTRACTORS UNLESS NOTED OTHERWISE.
<table>
<thead>
<tr>
<th>PANEL 1-T</th>
<th>PANEL 2-T</th>
<th>PANEL 3-T</th>
<th>PANEL 4-T</th>
<th>PANEL 5-T</th>
<th>PANEL 6-T</th>
<th>PANEL 7-T</th>
<th>PANEL 8-T</th>
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<td>300459.00</td>
<td>25.00'</td>
<td>C6</td>
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RIGHT OF WAY DETAIL-MEDINA AVENUE
STATION AND OFFSET TABLES