

COORDINATION WITH ADJACENT PROJECTS

A UTILITY PROJECT TO REPLACE/REPAIR WATERMAIN AND SANITARY SEWER ALONG ACME STREET IS PLANNED WITHIN THE LIMITS OF THE WAS-SR 26-0.160 (PID 111436) PROJECT. THE UTILITY PROJECT IS ANTICIPATED TO OCCUR IN THE SUMMER AND FALL OF 2026. **THE CONTRACTOR FOR THE PID 111436 PROJECT SHALL NOT COMMENCE WORK UNTIL 3/1/2027, UNLESS OTHERWISE AUTHORIZED BY THE DEPARTMENT.** THE CONTRACTOR SHALL COORDINATE WORK WITH ODOT AND THE CONTRACTORS ON THE ADJACENT PROJECT.

UTILITIES

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

ELECTRIC: AEP OHIO 38831 SR 7 REEDSVILLE, OHIO 45769 CLARKE M SAUNDERS CELL: 614-312-5807 CMSAUNDERS@AEP.COM
TELECOM: HORIZON (GLO FIBER) 1123 GOODALE BOULEVARD, SUITE 550 COLUMBUS, OH 43212 STACIE STEARNS CELL: 614-570-4323 STACIE.STEARNS@GLOFIBER.COM

WATER: CITY OF MARIETTA P.O. BOX 774 304 PUTNAM STREET MARIETTA, OH 45750 STEVE EDDY OFFICE: 740-374-6864
TELECOM: AT&T 160 NORTH SIXTH STREET ZANESVILLE, OH 43701 BARRETT TAMASOVICH CELL: 740-454-3552 BT2187@ATT.COM

STORM: CITY OF MARIETTA P.O. BOX 774 304 PUTNAM STREET MARIETTA, OH 45750 KIMBERLY NOHE OFFICE: 740-373-3515
TELECOM: CAS CABLE 1525 DUPONT ROAD PARKERSBURG, WV 26101 KEITH LEONARD OFFICE: 304-488-6146 KLEONARD@CASCABLE.COM

SANITARY: CITY OF MARIETTA P.O. BOX 774 304 PUTNAM STREET MARIETTA, OH 45750 RYAN BOLEY OFFICE: 740-373-3858
TELECOM: OPTIMUM (SUDDENLINK COMM) 1737 EAST SEVENTH STREET PARKERSBURG, WV 26101 WILLIAM BROWN OFFICE: 304-865-4067 WILLIAM.BROWN@ALTICEUSA.COM

GAS: ENBRIDGE GAS (DOMINION) 320 SPRINGSIDE DRIVE AKRON, OH 44333 ADAM KEARNS OFFICE: 330-620-9127 ADAM.J.KEARNS@ENBRIDGE.COM

CONTRACTOR SHALL MEET WITH ENBRIDGE GAS ONSITE TO FIELD LOCATE THE GAS MAIN PRIOR TO CONSTRUCTING SIGNAL POLE FOUNDATIONS.

UTILITY SERVICES

THERE ARE UNDERGROUND UTILITY SERVICE LINES NOT SHOWN ON THIS PLAN. THE NATURE OF THE WORK REQUIRED BY THIS PROJECT MAY AFFECT UTILITY SERVICE LINES THAT EXIST UNDER OR ADJACENT TO THE WORK AREA. CONTRACTOR SHALL FIELD VERIFY EXISTING SERVICE LOCATIONS PRIOR TO START OF WORK.

CONTRACTOR WILL BE REQUIRED TO CALL OUPS AND PROVIDE PROOF OF TICKET. MARKINGS WILL NEED TO BE REMARKED AFTER 4 WEEKS.

WORK LIMITS

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

SURVEYING PARAMETERS - OHIO STATE PLANE (SOUTH)

PRIMARY PROJECT CONTROL MONUMENTS GOVERN ALL POSITIONING ON ODOT PROJECTS. SEE SHEETS P.2 - P.3 OF THE PLANS FOR A TABLE CONTAINING PROJECT CONTROL INFORMATION.

USE THE FOLLOWING PROJECT CONTROL, VERTICAL POSITIONING, AND HORIZONTAL POSITIONING PARAMETERS FOR ALL SURVEYING:

PROJECT CONTROL POSITIONING METHOD: ODOT VRS - DERIVED GNSS OBSERVATION MONUMENT TYPE: B

VERTICAL POSITIONING ORTHOMETRIC HEIGHT DATUM: NAVD88 GEOID: GEOID 18

HORIZONTAL POSITIONING REFERENCE FRAME: NAD83 (2011) ELLIPSOID: GRS80 COORDINATE SYSTEM: OHIO STATE PLANE, SOUTH ZONE MAP PROJECTION: LAMBERT CONFORMAL CONIC 2 STANDARD PARALLEL PROJECT ADJUSTMENT FACTOR: 1.000088 ORIGIN OF COORDINATE SYSTEM: 0,0

USE THE POSITIONING METHODS AND MONUMENT TYPE USED IN THE ORIGINAL SURVEY TO RESTORE ALL MONUMENTS RELATED TO PRIMARY PROJECT CONTROL THAT ARE DAMAGED OR DESTROYED BY CONSTRUCTION ACTIVITIES. RESTORE THE DAMAGED OR DESTROYED MONUMENTS IN ACCORDANCE WITH CMS 623.

UNITS ARE IN U.S. SURVEY FEET.

CONTRACTOR'S USE OF ODOT RIGHT-OF-WAY

HIRE AN ECOLOGICAL ENVIRONMENTAL CONSULTANT TO CERTIFY THAT THE PROPOSED BORROW AND WASTE OPERATIONS WILL NOT IMPACT "THE WATERS OF THE UNITED STATES", OR AN ISOLATED WETLAND(S), OR TO OBTAIN AN U.S. ARMY CORPS OF ENGINEERS 404 PERMIT AND AN OHIO EPA 401 PERMIT, PER THE REQUIREMENTS OF CONSTRUCTION AND MATERIAL SPECIFICATIONS 105.16.

CONTRACTOR'S USE OF CITY RIGHT-OF-WAY

THE WASTE AND BORROW AREAS SHOWN ON THE PLANS ARE WITHIN FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA) FLOODPLAIN ZONE. WORK WITH ODOT DISTRICT OFFICE TO OBTAIN THE REQUIRED APPROVAL FROM THE LOCAL FLOODPLAIN COORDINATOR BEFORE WORKING IN THESE AREAS.

CLEARING AND GRUBBING

REMOVE ALL TREES AND STUMPS SPECIFICALLY MARKED FOR REMOVAL WITHIN THE CONSTRUCTION LIMITS UNDER THE LUMP SUM BID FOR ITEM 201, CLEARING AND GRUBBING.

SAWCUT TO SOUND PAVEMENT

THE EXISTING PAVEMENT EDGES SHALL BE SAW CUT TO LOCATE A SOUND PAVEMENT EDGE. PAYMENT FOR THIS WORK SHALL BE INCLUDED IN ITEM 202 - PAVEMENT REMOVED.

MASONRY COLLAR

MASONRY COLLAR TO BE PROVIDED WHEN PROPOSED STORM SEWER CONDUIT IS CONNECTED TO EXISTING PER ODOT STANDARD CONSTRUCTION DRAWING DM- 1.1.

PAYMENT FOR LABOR, MATERIALS, EQUIPMENT NECESSARY FOR THIS WORK SHALL BE INCIDENTAL TO ITEM 611, CONDUIT.

ENDANGERED BAT HABITAT REMOVAL

THIS PROJECT IS LOCATED WITHIN THE KNOWN HABITAT RANGES OF THE FEDERALLY LISTED AND PROTECTED INDIANA BAT, AND NORTHERN LONG-EARED BAT. NO TREES SHALL BE REMOVED UNDER THIS PROJECT FROM APRIL 1 THROUGH SEPTEMBER 30. ALL NECESSARY TREE REMOVAL SHALL OCCUR FROM OCTOBER 1 THROUGH MARCH 31. THIS REQUIREMENT IS NECESSARY TO AVOID AND MINIMIZE IMPACTS TO THESE SPECIES AS REQUIRED BY THE ENDANGERED SPECIES ACT (ESA). FOR THE PURPOSES OF THIS NOTE, A TREE IS DEFINED AS: A LIVE, DYING, OR DEAD WOODY PLANT, WITH A TRUNK 3 INCHES OR GREATER IN DIAMETER AT A HEIGHT OF 4.5 FEET ABOVE THE GROUND SURFACE, AND WITH A MINIMUM HEIGHT OF 13 FEET.

CONSTRUCTION NOISE

ACTIVITIES AND LAND USE ADJACENT TO THIS PROJECT MAY BE AFFECTED BY CONSTRUCTION NOISE. IN ORDER TO MINIMIZE ANY ADVERSE CONSTRUCTION NOISE IMPACTS, DO NOT OPERATE POWER-OPERATED CONSTRUCTION-TYPE DEVICES BETWEEN THE HOURS OF 8PM AND 7AM. IN ADDITION, DO NOT OPERATE AT ANY TIME ANY DEVICE IN SUCH A MANNER THAT THE NOISE CREATED SUBSTANTIALLY EXCEEDS THE NOISE CUSTOMARILY AND NECESSARILY ATTENDANT TO THE REASONABLE AND EFFICIENT PERFORMANCE OF SUCH EQUIPMENT.

SEEDING AND MULCHING

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

659, TOPSOIL	466 CU. YD.
659, SEEDING AND MULCHING	1397 SQ. YD.
659, COMMERCIAL FERTILIZER	0.13 TON
659, LIME	0.29 ACRES
659, WATER	3.77 M.GAL

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

ITEM 255 - FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS QC1, TYPE 1

AN ESTIMATED QUANTITY OF 900 SQ YDS OF ITEM 255 FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, TYPE 1, CLASS QC1 IS INCLUDED IN THE BID QUANTITIES TO BE USED AS DIRECTED BY THE ENGINEER. THIS OPERATION SHALL BE PERFORMED BEFORE PAVEMENT OVERLAY OF THE ROAD.

EXISTING DETERIORATED ASPHALT SHALL BE REMOVED TO A DEPTH EQUAL TO THE EXISTING PAVEMENT OR AS DIRECTED BY THE ENGINEER AND REPLACED IN ACCORDANCE WITH SECTION 255 OF THE ODOT CMS. THE LOCATION AND SIZE OF THE REPAIRS SHALL BE DETERMINED BY THE ENGINEER.

ITEM 632 - DETECTOR LOOP, AS PER PLAN

THIS ITEM SHALL INCLUDE THE COST OF ALL LABOR, MATERIALS, AND EQUIPMENT NECESSARY TO INSTALL DETECTOR LOOPS ON ACME STREET FOR THE INTERSECTION OF ACME STREET AND GREENE STREET AS PER ODOT SCD, TC-82.10. THIS INCLUDES THE USE OF LOOP DETECTOR LEAD-IN CABLE, DIRECT BURIAL FOR RECONNECTION TO THE EXISTING SIGNAL.

DETECTOR LOOPS SHALL BE INSTALLED IN THE PROPOSED NORTHBOUND TRAVEL LANE ON ACME STREET, APPROACHING GREENE STREET.

ITEM 202 - WEARING COURSE REMOVED

THIS ITEM SHALL INCLUDE THE COST OF ALL LABOR, MATERIALS, AND EQUIPMENT NECESSARY TO REMOVE THE ASPHALT ON TOP OF THE ORIGINAL CONCRETE PAVEMENT. BASED ON ASPHALT CORES FOR THIS SECTION, THE DEPTH OF THE ASPHALT IS ESTIMATED BETWEEN 2.5" AND 4.5".

ITEM 609 - COMBINATION CURB AND GUTTER, TYPE 2, AS PER PLAN, 1 FT GUTTER WIDTH

THIS ITEM SHALL INCLUDE THE COST OF ALL LABOR, MATERIALS, AND EQUIPMENT NECESSARY TO INSTALL COMBINATION CURB AND GUTTER, TYPE 2. CONTRACTOR SHALL INSTALL CURB AND GUTTER WITH SECTION 609 OF THE ODOT CMS AND SHALL BE CONSTRUCTED WITH A GUTTER PLATE WIDTH OF 12" AND A GUTTER PLATE THICKNESS OF 9.75" AS SHOWN IN DETAIL D ON THE TYPICAL SECTIONS, SEE SHEET P.6.

GUTTER SLOPE SHALL TRANSITION TO -2.00% FROM STA. 21+41.82 TO STA. 22+27.74.

GUTTER WIDTH SHALL TRANSITION FROM 12" TO MATCH EXISTING ON GREENE STREET, AS SHOWN ON P.24

ITEM 609 - COMBINATION CURB AND GUTTER, TYPE 2, AS PER PLAN, 2 FT GUTTER WIDTH

THIS ITEM SHALL INCLUDE THE COST OF ALL LABOR, MATERIALS, AND EQUIPMENT NECESSARY TO INSTALL COMBINATION CURB AND GUTTER, TYPE 2. CONTRACTOR SHALL INSTALL CURB AND GUTTER WITH SECTION 609 OF THE ODOT CMS AND SHALL BE CONSTRUCTED WITH A GUTTER PLATE WIDTH OF 24" AND A GUTTER PLATE THICKNESS OF 9.75" AS SHOWN IN DETAIL B ON THE TYPICAL SECTIONS, SEE SHEET P.5.

CURB HEIGHT SHALL TAPER FROM 0" TO 6" FROM STA. 9+73.50 TO STA. 9+83.50, FROM THE TERMINI OF DR-1 TO CATCH BASIN D-2, AS SHOWN ON SHEET P.20.

ITEM 441 - ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, (449), AS PER PLAN

THIS ITEM SHALL BE USED TO FILL VOIDS IN THE EXISTING PORTLAND CEMENT CONCRETE INCLUDING, BUTT NOT LIMITED TO: TRANSVERSE JOINTS, LONGITUDINAL JOINTS AND SPALLS.

PAYMENT FOR THE ASPHALT CONCRETE SHALL INCLUDE PREPARING THE JOINTS FOR PAVING. PREPARATION SHALL INCLUDE REMOVING ANY REMAINING JOINT SEALS AND CLEANING VOIDS AS SPECIFIED IN C&MS 423.03 AND 423.05 AND APPLYING SMB TACK COAT TO THE CONTACT SURFACE BEFORE APPLICATION OF THE ASPHALT CONCRETE.

ITEM 441 - ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, (449), AS PER PLAN 10 CU. YD.

VEGETATED FILTER STRIP

THIS PLAN UTILIZES VEGETATED FILTER STRIP(S) FOR POST CONSTRUCTION STORM WATER TREATMENT. PLACE ITEM 659 SEEDING AND MULCHING WITH A 4" LIFT OF ITEM 659 TOPSOIL AND ITEM 670 SLOPE EROSION PROTECTION TO ALL DISTURBED AREAS DESIGNATED AS VEGETATED FILTER STRIPS.

ITEM 659 - TOPSOIL	84 CU. YD.
ITEM 670 - SLOPE EROSION PROTECTION	750 SQ. YD.

EARTHWORK

THE FOLLOWING QUANTITIES ARE PROVIDED FOR THE EARTH DISTURBED AREA AS PART OF THIS PROJECT, AS SHOWN ON SHEET P.42.

ITEM 203 - EXCAVATION	850 CY
ITEM 203 - EMBANKMENT	292 CY

DESIGN AGENCY



DESIGNER ACS

REVIEWER JDH 01/13/26

PROJECT ID 111436

SHEET TOTAL P.7 81

ITEM 452 - 8" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC 1P, AS PER PLAN

THIS WORK SHALL CONSIST OF CONSTRUCTING THE CONCRETE INCLUDING A STAIN COLORING AND STAMPED BRICK PATTERN FOR THE TREE LAWN AT THE SOUTHEAST CORNER OF ACME STREET AND GREENE STREET BETWEEN THE BACK OF CURB AND PROPOSED SHARED USE PATH, AS SHOWN ON SHEET P.24.

MATERIALS:

- A. CONCRETE SHALL BE IN ACCORDANCE WITH THE PLANS AND SECTION 452 OF THE ODOT STANDARD SPECIFICATIONS. DO NOT COMPLY WITH THE REQUIREMENTS OF 451.14. CONCRETE SHALL BE CLASS QC 1P.
- B. THE CONCRETE COLOR SHALL BE "BRICK RED" AS MANUFACTURED BY BOMANITE OR APPROVED EQUAL; PHONE 303-369-1115, E-MAIL INFO@BOMANITE.COM OR WWW.BOMANITE.COM.
- C. COLORED CONCRETE WILL BE AN INTEGRAL COLORING APPLICATION, WITH COLORING ADDITIVES MIXED IN ACCORDANCE WITH MANUFACTURER'S INSTRUCTIONS. MIX UNTIL COLOR ADDITIVES ARE UNIFORMLY DISPERSED THROUGHOUT MIXTURE. COLOR SHALL BE UNIFORM THROUGHOUT CONCRETE.
- D. CURING COMPOUND FOR COLORED CONCRETE: CURING COMPOUND SHALL COMPLY WITH ASTM C309 AND BE APPROVED BY COLOR ADDITIVE MANUFACTURER FOR USE WITH COLORED CONCRETE. PROVIDE JS CLEAR COAT SEALER OR APPROVED EQUAL ON ALL SURFACES.
- E. ADMIXTURES: DO NOT USE CALCIUM CHLORIDE ADMIXTURES.

CONSTRUCTION REQUIREMENTS:

- A. PREPARE SUBGRADE AND INSTALL COLORED CONCRETE IN ACCORDANCE WITH THE PLANS AND SECTION 452 OF THE ODOT STANDARD SPECIFICATIONS, EXCEPT AS NOTED HERIN.
- B. FINISH: COLORED CONCRETE SHALL BE STAMPED WITH A FLEXIBLE URETHANE TYPE AND SHALL SIMULATE A BRICK TEXTURE. THE BRICKS SHALL BE 10" X 4-3/4".
- C. CURING: APPLY CURING COMPOUND FOR COLORED CONCRETE IN ACCORDANCE WITH THE MAUFACTURER'S INSTRUCTIONS. APPLY CURING COMPOUND AT CONSISTENT TIME FOR EACH POUR TO MAINTAIN CLOSE COLOR CONSISTENCY.
- D. PROTECT ADJACENT FINISHED SURFACES FROM SPLATTERS.
- E. DO NOT ADD WATER TO CONCRETE AT JOB SITE. FOG OR SPRAY SURFACE WITH WATER, OR PUT INTO PUMPS OR ONTO TOOLS OR BROOMS.
- F. DO NOT APPLY COLOR ADDITIVES MEANT FOR INTEGRAL COLORING TO SURFACE OF CONCRETE.

ALL EQUIPMENT, MATERIALS, LABOR AND INCIDENTALS REQUIRED TO PERFORM CONSTRUCTION OF THIS MODIFIED STAMPED BRICK CONCRETE SHALL BE PAID FOR UNDER ITEM 452 - 8" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC 1P, AS PER PLAN.

ITEM 690 - SPECIAL, MISC.: UTILITY TEST HOLE

PRIOR TO BEGINNING WORK RELATED TO SIGNAL POLE FOUNDATIONS THE CONTRACTOR SHALL FIELD VERIFY THE LOCATION AND DEPTH OF THE EXISTING UTILITIES AS DESCRIBED IN THE PLANS. IN PARTICULAR, THE GAS LINE DESCRIBED ON SHEET P.21.

IF IT IS DETERMINED THAT A PROPOSED SIGNAL POLE FOUNDATION WILL INTERSECT AN EXISTING UTILITY IF CONSTRUCTED AS SHOWN ON THE PLANS, THE ENGINEER SHALL BE NOTIFIED BEFORE STARTING CONSTRUCTION OF ANY PORTION OF THE TRAFFIC SIGNAL WHICH WOULD BE AFFECTED BY THE INTERFERENCE WITH AN EXISTING UTILITY.

BACKFILL AND COMPACT THE HOLES AND RESTORE THE SURFACE AREAS WHEN DIRECTED BY THE ENGINEER. THE CONTRACTOR IS RESPONSIBLE FOR UTILITY DAMAGE BY TEST HOLE ACTIVITIES AS DETERMINED BY THE ENGINEER.

PAYMENT FOR UTILITY TEST HOLES INDCLUDES THE COST OF LABOR, MATERIALS, EQUIPMENT, TOOLS, AND OTHER INCIDENTALS INCLUDING BACKFILL, COMPACTING, AND SURFACE RESTORATION.

ITEM 690 - SPECIAL, MISC.: UTILITY TEST HOLE 2 EACH

GENERAL NOTES

DESIGN AGENCY



DESIGNER

ACS

REVIEWER

JDH 01/16/26

PROJECT ID

111436

SHEET


P.8A

TOTAL

81

SHEET NUMBER								PART.				ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
P.7	P.8	P.9	P.14	P.15	P.16	P.58		01/S5K	02/S5K	03/SAF	04/S5K						
								LS				201	11000	LS	CLEARING AND GRUBBING	P.7	
					2,023	1,286		3,309				202	23000	3,309	SY	PAVEMENT REMOVED	
					5,139						5,139	202	23500	5,139	SY	WEARING COURSE REMOVED	
					11,830			11,830				202	30000	11,830	SF	WALK REMOVED	
					2,939			2,939				202	32000	2,939	FT	CURB REMOVED	
					1,122			1,122				202	32500	1,122	FT	CURB AND GUTTER REMOVED	
			18					18				202	35100	18	FT	PIPE REMOVED, 24" DIAMETER AND UNDER	
			5					5				202	58100	5	EACH	CATCH BASIN REMOVED	
			1					1				202	98100	1	EACH	REMOVAL MISC.: ROCK	P.23
			189					189				202	98200	189	FT	REMOVAL MISC.: QUIK CURB DELINEATORS	P.18
850								850				203	10000	850	CY	EXCAVATION	
292								292				203	20000	292	CY	EMBANKMENT	
					1,999	1,465		3,464				204	10000	3,464	SY	SUBGRADE COMPACTION	
	6							6				204	45000	6	HOUR	PROOF ROLLING	
					5,388						5,388	254	01000	5,388	SY	PAVEMENT PLANING, ASPHALT CONCRETE, 1.5"	
900									900			255	11000	900	SY	FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, TYPE 1, CLASS QC1	P.7
					17,830			17,830				608	12000	17,830	SF	5" CONCRETE WALK	
					16			16				608	41000	16	FT	CONCRETE STEPS, TYPE B	
					1,553			772		781		608	52000	1,553	SF	CURB RAMP	
			32					32				608	53020	32	SF	DETECTABLE WARNING	
					2,007			2,007				609	12001	2,007	FT	COMBINATION CURB AND GUTTER, TYPE 2, AS PER PLAN, 2 FT GUTTER WIDTH	P.7
					3,236			3,236				609	12001	3,236	FT	COMBINATION CURB AND GUTTER, TYPE 2, AS PER PLAN, 1 FT GUTTER WIDTH	P.7
					167	337		504				609	26000	504	FT	CURB, TYPE 6	
					139					139		609	28000	139	FT	CURB, TYPE 7	
			3					3				SPECIAL	61199700	3	EACH	GAS VALVE BOX ADJUSTED TO GRADE	P.24
				5				5				621	54000	5	EACH	RAISED PAVEMENT MARKER REMOVED	
				4				4				625	31510	4	EACH	PULL BOX REMOVED	
				3				3				625	31600	3	EACH	PULL BOX, MISC.: ADJUST TO GRADE	P.8
				5				5				638	10400	5	EACH	FIRE HYDRANT ADJUSTED TO GRADE	
				1				1				638	10600	1	EACH	FIRE HYDRANT AND GATE VALVE REMOVED AND RESET	
				10				10				638	10800	10	EACH	VALVE BOX ADJUSTED TO GRADE	
				7				7				638	10900	7	EACH	SERVICE BOX ADJUSTED TO GRADE	
										2		SPECIAL	69098000	2	EACH	SPECIAL, MISC.: UTILITY TEST HOLE	P.8A
								LS				878	25000	LS		INSPECTION AND COMPACTION TESTING OF UNBOUND MATERIALS	
																EROSION CONTROL	
550								550				659	00300	550	CY	TOPSOIL	
1,397								1,397				659	10000	1,397	SY	SEEDING AND MULCHING	
0.13								0.13				659	20000	0.13	TON	COMMERCIAL FERTILIZER	
0.29								0.29				659	31000	0.29	ACRE	LIME	
3.77								3.77				659	35000	3.77	MGAL	WATER	
750								750				670	00500	750	SY	SLOPE EROSION PROTECTION	
								LS				832	15000	LS		STORM WATER POLLUTION PREVENTION PLAN	
								LS				832	15002	LS		STORM WATER POLLUTION PREVENTION INSPECTIONS	
								LS				832	15010	LS		STORM WATER POLLUTION PREVENTION INSPECTION SOFTWARE	
								73,000				832	30000	73,000	EACH	EROSION CONTROL	
																DRAINAGE	
				86				86				611	04400	86	FT	12" CONDUIT, TYPE B	
	85							85				611	97400	85	FT	CONDUIT, MISC.: PIPE REMOVED AND REPLACED	P.8
				1				1				611	98150	1	EACH	CATCH BASIN, NO. 3	
				5				5				611	98151	5	EACH	CATCH BASIN, NO. 3, AS PER PLAN	P.8
				1				1				611	98370	1	EACH	CATCH BASIN, NO. 6	
												611	98390	1	EACH	CATCH BASIN, NO. 7	
				4				4				611	98634	4	EACH	CATCH BASIN RECONSTRUCTED TO GRADE	
				1				1				611	99574	1	EACH	MANHOLE, NO. 3	
				2				2				611	99654	2	EACH	MANHOLE ADJUSTED TO GRADE	
				1				1				611	99660	1	EACH	MANHOLE RECONSTRUCTED TO GRADE	
																PAVEMENT	
					121	8		129				301	56000	129	CY	ASPHALT CONCRETE BASE, PG64-22, (449)	
		150			761			911				304	20000	911	CY	AGGREGATE BASE	
					678						678	407	13900	678	GAL	TACK COAT, 702.13	

GENERAL SUMMARY

DESIGN AGENCY

 DESIGNER
 ACS
 REVIEWER
 JDH 01/13/26
 PROJECT ID
 111436
 SHEET TOTAL
 P.11 | 81

REF. NO.	SHEET NO.	STATION TO STATION	SIDE	611																	
				12" CONDUIT, TYPE B	CATCH BASIN, NO. 3	CATCH BASIN, NO. 3, AS PER PLAN	CATCH BASIN, NO. 6	CATCH BASIN, NO. 7	CATCH BASIN RECONSTRUCTED TO GRADE	MANHOLE, NO. 3	MANHOLE ADJUSTED TO GRADE	MANHOLE RECONSTRUCTED TO GRADE									
				FT	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH									
D-1	P.20	09+54	09+86	RT	50																
D-2	P.20	09+86		RT		1															
D-3	P.20	10+15		LT							1										
D-4	P.20	12+40		LT							1										
D-5	P.20	14+40		RT									1								
D-6	P.20	14+40		LT							1										
D-7	P.21	14+90		LT							1										
D-8	P.21	15+40		RT			1														
D-9	P.21	16+67		RT				1													
D-10	P.21	16+88		RT									1								
D-11	P.23	24+53		RT				1													
D-12	P.23	25+45	25+45	LT				1													
D-13	P.23	25+45	25+45	LT	17																
D-14	P.23	25+45		LT					1												
D-15	P.23	26+75		RT										1							
D-16	P.23	28+72	28+73	LT	11																
D-17	P.23	28+73		LT				1													
D-18	P.23	28+75		RT				1													
D-19	P.23	28+75	28+75	RT	8																
D-20	P.23	28+75		RT								1									
FOR INFORMATION ONLY																					
					GRATE ELE.	INVERT ELE.															
D-1A	P.20	09+54		RT	615.20	605.20 (NW)	599.63 (NE, EX.)	609.22 (SE, EX.)	602.60 (SW, EX.)												
D-2	P.20	09+86		RT	614.57	612.07 (SE)															
D-3	P.20	10+15		LT	612.85	608.74 (W, EX.)															
D-4	P.20	12+40		LT	611.71	M.E.															
D-6	P.20	14+40		LT	610.86	606.93 (N, EX.)															
D-7	P.21	14+90		LT	610.94	605.70 (W, EX.)															
D-8	P.21	15+40		RT	611.78	606.87 (E, EX.)															
D-9	P.21	16+67		RT	616.06	613.17 (S, EX.)															
D-11	P.23	24+53		RT	638.66	634.76 (S, EX.)	634.88 (NE, EX.)														
D-12	P.23	25+45		LT	639.26	636.76 (W)															
D-14	P.23	25+45		LT	638.80	635.45 (W, EX.)	635.45 (E)														
D-17	P.23	28+73		LT	642.25	639.11 (SW, M.E.)	639.11 (NE, M.E.)														
D-18	P.23	28+75		RT	642.36	639.63 (SW, M.E.)	639.63 (NE, M.E.)														
D-20	P.23	28+75		RT	642.42	639.79 (SW, EX.)	640.80 (SE, EX.)	639.92 (NE, EX.)													
TOTALS CARRIED TO GENERAL SUMMARY					86	1	5	1	1	4	1	2	1								

DRAINAGE SUBSUMMARY

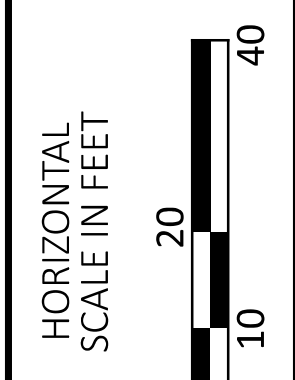
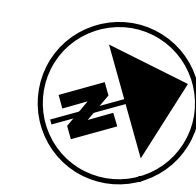
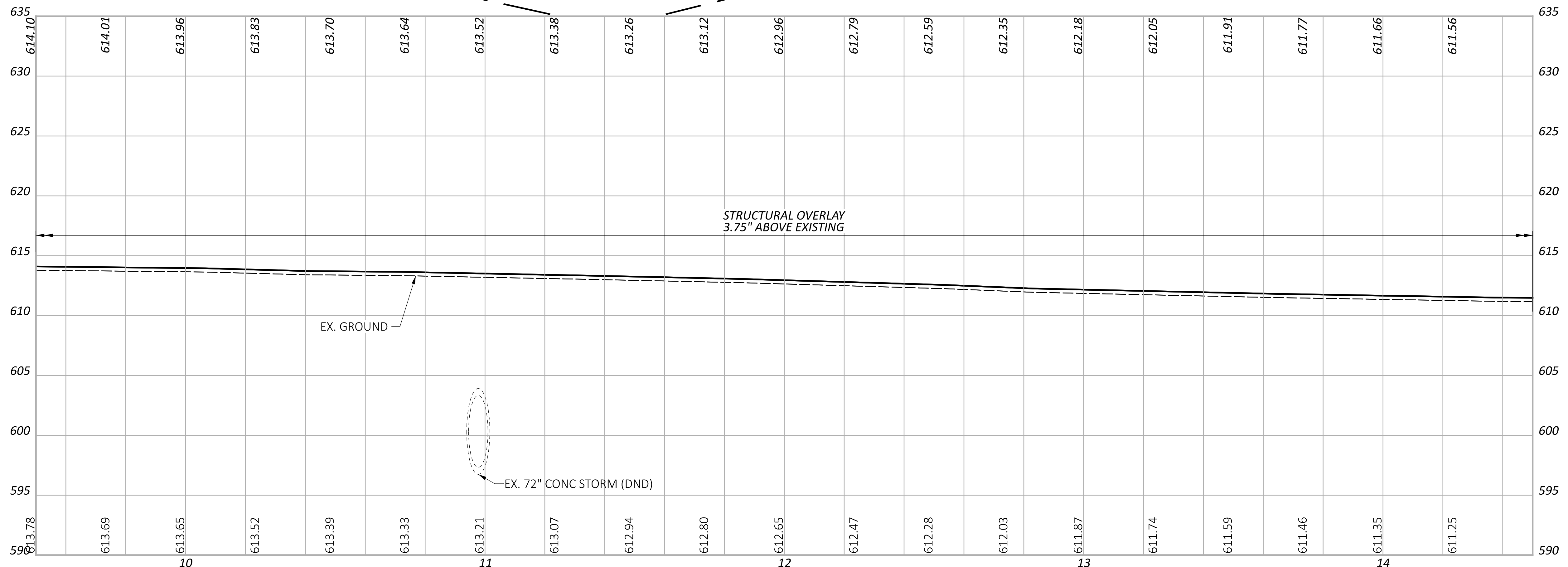
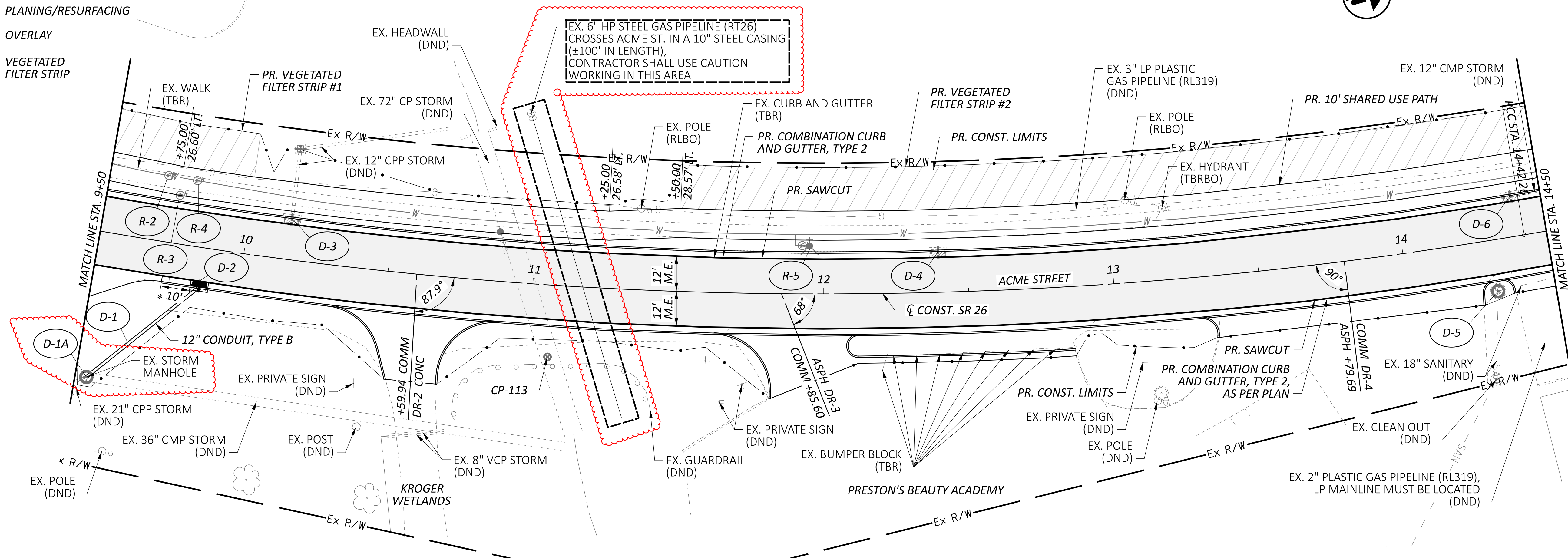
DESIGN AGENCY

 DESIGNER
 ACS
 REVIEWER
 JDH 01/13/26
 PROJECT ID
 111436
 SHEET TOTAL
 P.15 | 81

LEGEND

- DND DO NOT DISTURB
- TBR TO BE REMOVED
- RLBO TO BE RELOCATED BY OTHERS
- TBRO TO BE REMOVED BY OTHERS IN PREVIOUS PROJECT
- PLANING/RESURFACING
- OVERLAY
- VEGETATED FILTER STRIP

* NOTE: CURB HEIGHT SHALL TAPER FROM 0" TO 6"



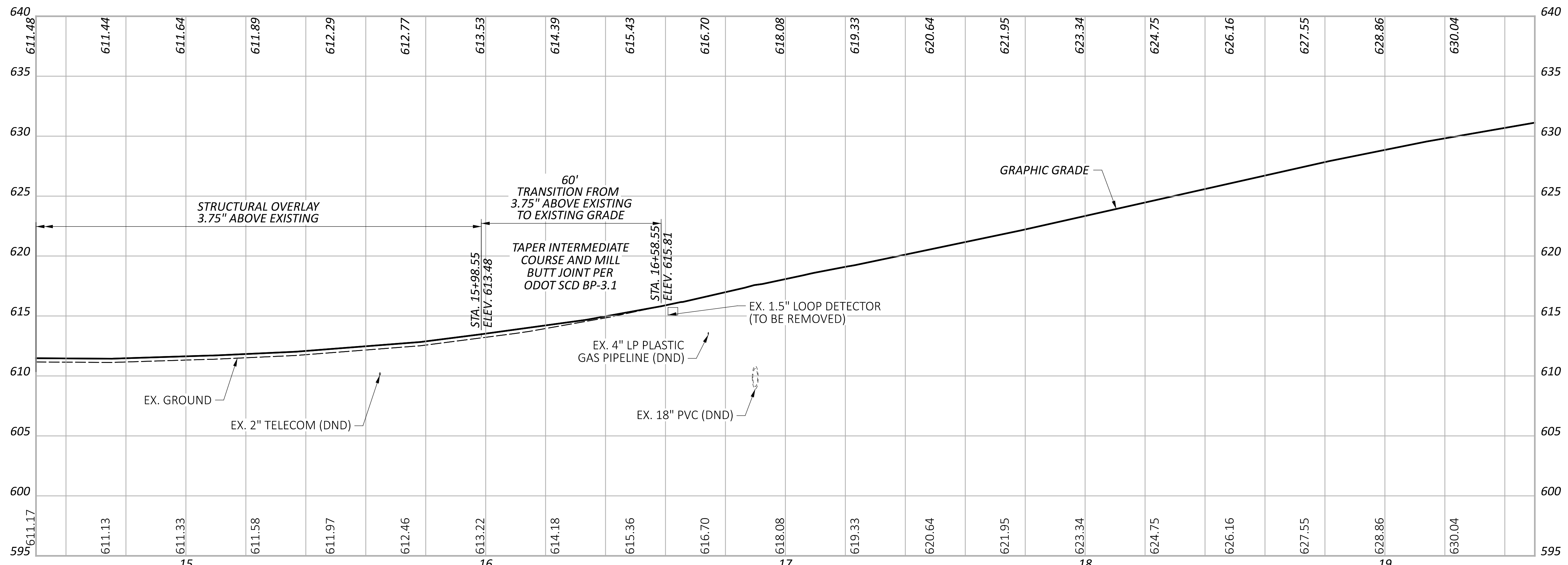
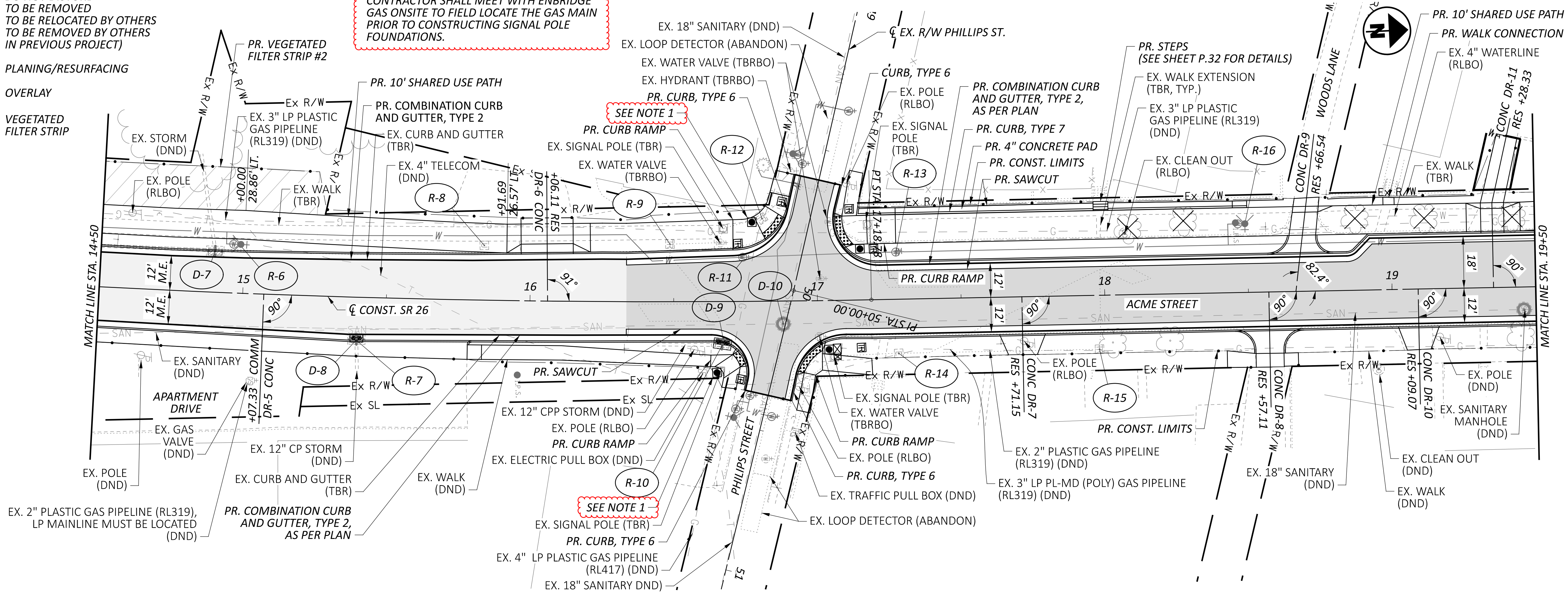
PLAN AND PROFILES
STA. 9+50 TO STA. 14+50

DESIGN AGENCY	STRAND ASSOCIATES
DESIGNER	ACS
REVIEWER	JDH 01/13/26
PROJECT ID	111436
SHEET TOTAL	P.20 81

LEGEND

- DND DO NOT DISTURB
- TBR TO BE REMOVED
- RLBO TO BE RELOCATED BY OTHERS
- TBRO TO BE REMOVED BY OTHERS IN PREVIOUS PROJECT
- PLANNING/RESURFACING
- OVERLAY
- VEGETATED FILTER STRIP

NOTE 1:
 CONTRACTOR SHALL MEET WITH ENBRIDGE GAS ONSITE TO FIELD LOCATE THE GAS MAIN PRIOR TO CONSTRUCTING SIGNAL POLE FOUNDATIONS.



PLAN AND PROFILES
 STA. 14+50 TO STA. 19+50

DESIGN AGENCY



DESIGNER	ACS
REVIEWER	JDH 01/13/26
PROJECT ID	111436
SHEET	P.21
TOTAL	81

POWER SUPPLY FOR TRAFFIC SIGNALS

ELECTRIC POWER SHALL BE OBTAINED FROM THE AMERICAN ELECTRIC POWER AT THE LOCATION INDICATED ON THE PLANS. POWER SUPPLIED SHALL BE 120 VOLTS.

WORK INSPECTION

THE CONTRACTOR SHALL PROVIDE THE PROJECT ENGINEER AND DISTRICT TRAFFIC ENGINEER WITH 72-HOUR NOTICE OF ANY SIGNAL WORK TO BE PERFORMED AT THE INTERSECTION SITE(S) SO THAT INSPECTION SERVICES CAN BE SUPPLIED.

SIGNAL ACTIVATION

PRIOR TO ACTIVATING THE NEW TRAFFIC SIGNAL TO STOP-AND-GO MODE AND/OR REMOVING THE EXISTING TRAFFIC SIGNAL FROM SERVICE, ALL ITEMS IN THE PROPOSED SIGNAL PLAN SHALL BE FULLY COMPLETED, (I.E., VEHICLE DETECTION, PEDESTRIAN SIGNAL HEADS, ETC.) IF THERE ARE CONSTRUCTABILITY ISSUES (I.E., ROADWAY WIDENING, ETC.) THAT PREVENT THE SIGNAL FROM BEING COMPLETED PRIOR TO ACTIVATION, IT SHALL BE BROUGHT TO THE ATTENTION OF THE PROJECT ENGINEER AND DISTRICT TRAFFIC ENGINEER. THE DISTRICT TRAFFIC ENGINEER WILL THEN REVIEW, APPROVE OR REJECT PROPOSALS TO ACTIVATE THE TRAFFIC SIGNAL PRIOR TO COMPLETION.

THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER AND DISTRICT TRAFFIC ENGINEER AT LEAST 10 WORKING DAYS PRIOR TO SCHEDULING THE FINAL INSPECTION OF THE SIGNAL INSTALLATION. FINAL INSPECTION IS NOT CONSIDERED COMPLETE UNTIL DESIGNATED DISTRICT TRAFFIC PERSONNEL INSPECT THE TRAFFIC SIGNAL AND ISSUE WRITTEN APPROVAL. IF ISSUES ARE FOUND DURING THE FINAL INSPECTION THAT EFFECT THE SAFETY OF THE TRAVELING PUBLIC AND/OR THE EFFICIENCY OF THE INTERSECTION, THE SIGNAL SHALL NOT BE ACTIVATED ON THE PROPOSED DATE. ANY PUNCH LIST ITEMS THAT ARE FOUND SHALL BE CORRECTED AND REINSPECTED BY DISTRICT TRAFFIC PERSONNEL PRIOR TO FINAL ACCEPTANCE. ODOT FORCES SHALL ONLY ASSUME DAY TO DAY MAINTENANCE OF THE TRAFFIC SIGNAL AFTER FINAL WRITTEN ACCEPTANCE HAS BEEN ISSUED.

632 REMOVAL OF TRAFFIC SIGNAL INSTALLATION

TRAFFIC SIGNAL INSTALLATIONS, INCLUDING SIGNAL HEADS, CABLE, MESSENGER WIRE, SIGNAL SUPPORTS, CABINET(S), CONTROLLER, ETC., SHALL BE REMOVED IN ACCORDANCE WITH C&MS 632.26 AND AS INDICATED ON THE PLANS. UNLESS NOTED, POWER SERVICES SHALL BE REMOVED IN ACCORDANCE WITH C&MS 625.21.F. REMOVED ITEMS SHALL BE STORED ON THE PROJECT FOR SALVAGE BY THE MARIETTA PUBLIC WORKS DEPARTMENT IN ACCORDANCE WITH THE LISTING GIVEN HEREIN.

EXISTING SIGNAL POLES
EXISTING SIGNAL HEADS
EXISTING SIGNAL CONTROLLER CABINET

REMOVED ITEMS SHALL BE DELIVERED TO THE NEAREST CITY OF MARIETTA FACILITY WHOSE ADDRESS IS LISTED BELOW:

CITY OF MARIETTA, ATTN: CHRIS HESS (740-373-1616)

300 ALDERMAN STREET
MARIETTA, OH 45750

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

DETECTION MAINTENANCE

IF VEHICLE DETECTION BECOMES UNEXPECTEDLY DISABLED, REQUIRES MODIFICATION, OR IS SCHEDULED TO BE TEMPORARILY REMOVED DURING THE CONSTRUCTION PROJECT, THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE PROJECT ENGINEER AND DISTRICT TRAFFIC ENGINEER.

IF THE LOSS OF VEHICLE DETECTION IS KNOWN PRIOR TO THE START OF CONSTRUCTION, IT SHALL BE DISCUSSED AT THE PRECONSTRUCTION MEETING. AT SUCH TIME, THE DISTRICT TRAFFIC ENGINEER SHALL ADVISE THE PROJECT ENGINEER AND CONTRACTOR ON THE APPROPRIATE ACTION TO RECTIFY ANY LOSS OF VEHICLE DETECTION. THIS MAY INCLUDE PLACING THE TRAFFIC SIGNAL ON MINIMUM OR MAXIMUM RECALL, MODIFYING THE MINIMUM GREEN TIMES, AND REMOVING THE MALFUNCTIONING DETECTION FROM SERVICE. WHERE NON-INTRUSIVE DETECTION (I.E. VIDEO, RADAR) ALREADY EXISTS, THE CONTRACTOR SHALL INSURE THAT DETECTION IS OPERATING AND MAINTAINED BY RECONFIGURING THE DETECTION UNITS ACCORDINGLY DURING ALL CONSTRUCTION PHASES. THIS IS TO AVOID THE SIGNAL FROM MAXING OUT THE EFFECTED SIGNAL PHASE AND CREATING UNNECESSARY DELAYS.

LOCATIONS WHERE NON-INTRUSIVE DETECTION IS PROPOSED AND THE EXISTING VEHICLE DETECTION IS TO BE ABANDON, THE NON-INTRUSIVE VEHICLE DETECTION SHALL BE INSTALLED, CONFIGURED AND MADE FULLY FUNCTIONAL PRIOR TO THE EXISTING DETECTION BEING DISABLED. THE CONTRACTOR SHALL CONTINUE TO MAINTAIN AND MODIFY THE DETECTION UNTIL FINAL ACCEPTANCE OF THE TRAFFIC SIGNAL. THIS IS TO ENSURE VEHICLE DETECTION REMAINS FULLY FUNCTIONAL THROUGHOUT CONSTRUCTION.

WORK INSPECTION

THE CONTRACTOR SHALL PROVIDE THE PROJECT ENGINEER AND DISTRICT TRAFFIC ENGINEER WITH 72-HOUR NOTICE OF ANY SIGNAL WORK TO BE PERFORMED AT THE INTERSECTION SITE(S) SO THAT INSPECTION SERVICES CAN BE SUPPLIED.

GUARANTEE

THE CONTRACTOR SHALL GUARANTEE THAT THE TRAFFIC CONTROL SYSTEM INSTALLED AS PART OF THIS CONTRACT SHALL OPERATE SATISFACTORILY FOR A PERIOD OF 30 DAYS FOLLOWING COMPLETION OF THE 10-DAY PERFORMANCE TEST. IN THE EVENT OF UNSATISFACTORY OPERATION, THE CONTRACTOR SHALL CORRECT FAULTY INSTALLATIONS, MAKE REPAIRS AND REPLACE DEFECTIVE PARTS WITH NEW PARTS OF EQUAL OR BETTER QUALITY.

EQUIPMENT, MATERIAL AND LABOR COSTS INCURRED IN CORRECTING AN UNSATISFACTORY OPERATION SHALL BE BORNE BY THE CONTRACTOR.

THE GUARANTEE SHALL COVER THE FOLLOWING ITEMS OF THE TRAFFIC CONTROL SYSTEM: CONTROLLER, CABINET, UNINTERRUPTIBLE POWER SUPPLY, VEHICLE DETECTION EQUIPMENT, LED LAMP UNITS, NETWORK AND COMMUNICATION/ INTERCONNECT EQUIPMENT.

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

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

633 CABINET, TYPE TS-2, AS PER PLAN

THE CABINET & CONTROLLER SHALL BE FURNISHED AND INSTALLED ACCORDING TO CMS 633 AND 733 AND BE LISTED ON THE TRAFFIC AUTHORIZED PRODUCTS LIST (TAP).

THE GROUND-MOUNTED CABINET SHALL BE A NEMA TS-2, TYPE 1, CABINET SIZE 7 WITH 16 LOAD SWITCH BAYS, LED UNDER-SHELF LIGHTING, POWER HARNESSSES FOR BOTH TS2 TYPE 1 AND TYPE 2 CONTROLLERS AND SHALL HAVE A MINIMUM OF THREE SHELVES.

EACH CABINET SHALL COME EQUIPPED WITH TWO 16-CHANNEL CABINET DETECTOR RACKS (CDR) INCLUDING BUS INTERFACE UNITS (BIU). THE LOOP DETECTOR TERMINATION PANEL FOR THE SECOND DETECTOR RACK SHALL BE OMITTED.

THE CABINET SHALL BE FURNISHED WITH AN EDI MMU AS ALLOWED ON THE TAP/APPROVED PRODUCTS LIST. THE CONTROLLER SHALL BE NEMA INTELIGHT CONTROLLER WITH MAXTIME.

PAYMENT FOR ITEM 633 CABINET, TYPE TS-2, AS PER PLAN WILL BE AT THE CONTRACT BID PRICE PER EACH COMPLETE AND IN PLACE INCLUDING THE CABINET, CONTROLLER, AND ALL CONNECTIONS TESTED AND ACCEPTED.

GROUNDING AND BONDING

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

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

COMPATIBLE FOR USE WITH COPPER WIRE. THREADED OR COMPRESSION TYPE BUSHINGS MAY BE USED.

- B. THE 725.05 CONDUIT SHALL HAVE THE INSIDE AND OUTSIDE DIAMETERS OF THE CONDUIT DEBURRED AT ALL TERMINATION POINTS.
 - C. BOTH ENDS OF METALLIC CONDUIT SHALL BE BONDED TO THE EQUIPMENT GROUNDING CONDUCTOR.
 - D. METALLIC CONDUIT MAY BE BONDED TO METALLIC BOXES THROUGH THE USE OF CONDUIT FITTINGS UL APPROVED FOR THIS TYPE OF CONNECTION, WITH THE BOX BONDED TO THE EQUIPMENT GROUNDING CONDUCTOR.
3. WIRE FOR GROUNDING AND BONDING.
- A. USE INSULATED, COPPER WIRE FOR THE EQUIPMENT GROUNDING CONDUCTOR. BONDING JUMPERS IN BOXES AND ENCLOSURES MAY BE BARE OR INSULATED COPPER WIRE. WIRE SIZE SHALL BE AS FOLLOWS:
 - I. USE 4 AWG BETWEEN THE POWER SERVICE AND SUPPORTS, POLES, PEDESTALS, CONTROLLER OR FLASHER CABINETS.
 - II. USE A MINIMUM 8 AWG BETWEEN LOOP DETECTOR PULL BOXES AND THE FIRST CONDUIT THAT REQUIRES A LARGER SIZE AS SPECIFIED IN 3.A.I ABOVE.
 - III. USE A MINIMUM 8 AWG BETWEEN THE "PREPARE TO STOP WHEN FLASHING" INSTALLATION (INCLUDING SUPPORT) AND THE FIRST CONDUIT THAT REQUIRES A LARGER SIZE AS SPECIFIED IN 3.A.I ABOVE.
 - IV. THE INSULATION SHALL BE GREEN OR GREEN WITH YELLOW STRIPE(S). FOR 4 AWG OR LARGER, INSULATION MAY ALSO BE BLACK WITH GREEN TAPE/LABELS INSTALLED AT ALL ACCESS POINTS.
 - B. IN A HIGHWAY LIGHTING SYSTEM, THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE THE SAME WIRE SIZE AS THE DUCT CABLE OR DISTRIBUTION CABLE CIRCUIT CONDUCTORS, WITH THE MINIMUM CONDUCTOR SIZE OF 4 AWG. BONDING JUMPERS WILL BE MINIMUM SIZE 4 AWG.
4. GROUND ROD.
- A. A 3/4-INCH SCHEDULE 40 PVC CONDUIT WILL BE USED IN FOUNDATIONS AND CONCRETE WALLS FOR THE GROUNDING CONDUCTOR (GROUND WIRE) RACEWAY TO THE GROUND ROD. SHOULD METALLIC CONDUIT BE USED, BOTH ENDS OF THE CONDUIT SHALL BE BONDED TO THE GROUNDING CONDUCTOR.
 - B. THE TYPICAL GROUNDING CONDUCTOR (GROUND WIRE) SHALL BE 4 AWG INSULATED, COPPER.
5. THE GREEN CONDUCTOR IN SIGNAL CABLES (CONDUCTOR #4) SHALL NOT BE USED TO SUPPLY POWER TO A SIGNAL INDICATION. IT WILL BE CONNECTED TO THE SIGNAL BODY AS AN EQUIPMENT GROUND IN ALUMINUM HEADS AND IT WILL BE UNUSED IN PLASTIC HEADS. UNUSED CONDUCTORS SHALL BE GROUNDED IN THE CABINET. TYPICAL USE OF CONDUCTORS IS AS FOLLOWS:

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

