

**UTILITIES**

LISTED BELOW ARE ALL UTILITIES LOCATED WITHIN THE PROJECT CONSTRUCTION LIMITS TOGETHER WITH THEIR RESPECTIVE OWNERS:  
THE LOCATION OF THE UNDERGROUND UTILITIES SHOWN ON THE PLANS ARE AS OBTAINED FROM THE OWNERS AS REQUIRED BY SECTION 153.64 O.R.C.

**TELECOM**

FRONTIER COMMUNICATIONS  
1315 ALBERT STREET  
PORTSMOUTH, OHIO 45662  
MS. DENA MARTIN  
(740) 354-0521

CHARTER COMMUNICATIONS  
32 ENTERPRISE DRIVE  
CHILlicothe, OHIO 45601  
MR. AARON KEMPTON  
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SOCS INTERNET  
219 W. EMMITT AVENUE  
WAVERLY, OHIO 45690  
MR. PATRICK DUNHAM  
(740) 947-2409 EXT. 239

**ELECTRIC**

AMERICAN ELECTRIC POWER (DISTRIBUTION)  
38831 STATE ROUTE 7  
REEDSVILLE, OHIO 45772  
MR. CLARKE SAUNDERS  
(740) 985-3054

AMERICAN ELECTRIC POWER (TRANSMISSION)  
8600 SMITHSMILL ROAD  
NEW ALBANY, OHIO 43054  
MR. MICHAEL CARR  
(380) 205-5072

**WATER**

PIKE WATER, INC.  
P.O. BOX 191  
WAVERLY, OHIO 45690  
FARON YOUNG  
(740) 947 - 2524

**TRAFFIC**

ODOT DISTRICT 9 TRAFFIC DEPARTMENT  
650 EASTERN AVENUE  
CHILLICOTHE, OH 45601  
REX LEIST  
(740) 774-9050

**SURVEYING PARAMETERS**

PRIMARY PROJECT CONTROL MONUMENTS GOVERN ALL POSITIONING ON ODOT PROJECTS. SEE SHEET P.2 OF 123 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  
MONUMENT TYPE: SEE TABLE ON SHEET P.2 OF 123

**VERTICAL POSITIONING**

ORTHOMETRIC HEIGHT DATUM: NAVD88  
GEOID: GEOID 18

**HORIZONTAL POSITIONING**

REFERENCE FRAME: NAD83 (2011)  
ELLIPSOID: GRS80  
MAP PROJECTION: LAMBERT CONFORMAL, CONIC TWO PARALLEL  
COORDINATE SYSTEM: OHIO STATE PLANE, SOUTH ZONE  
COMBINED SCALE FACTOR: 1.00003  
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.

**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 7 PM AND 7 AM. IN ADDITION, DO NOT OPERATE AT ANY TIME ANY DEVICE IN SUCH A MANNER THAT THE NOISE CREATED SUBSTANTIALLY EXCEEDS THE NOISE CUSTOMARILY AND NECESSARILY ATTENDANT TO THE REASONABLE AND EFFICIENT PERFORMANCE OF SUCH EQUIPMENT.

**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.

**SEEDING AND MULCHING**

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

659, TOPSOIL	801 CU. YD.
659, SEEDING AND MULCHING	7202 SQ. YD.
659, REPAIR SEEDING AND MULCHING	361 SQ. YD.
659, INTER-SEEDING	361 SQ. YD.
659, COMMERCIAL FERTILIZER	1.01 TON
659, LIME	1.49 ACRES
659, WATER	41 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.

**CROSSINGS AND CONNECTIONS TO EXISTING PIPES AND UTILITIES**

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

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

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

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

**REVIEW OF DRAINAGE FACILITIES**

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

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

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

**POST CONSTRUCTION STORM WATER TREATMENT**

THIS PLAN UTILIZES STRUCTURAL BEST MANAGEMENT PRACTICES (BMP'S) FOR POST CONSTRUCTION STORM WATER TREATMENT.

**VEGETATED BIOFILTER**

THIS PLAN UTILIZES VEGETATED BIOFILTER(S) FOR POST CONSTRUCTION STORM WATER TREATMENT. PLACE ITEM 659 SEEDING AND MULCHING WITH A 4-INCH LIFT OF TOPSOIL AS SHOWN IN THE PLANS TO ANY DISTURBED AREA ON THE SHOULDER AND FORESLOPE DRAINING TO A VEGETATED BIOFILTER. THE DITCH FOR EACH VEGETATED BIOFILTER SHALL BE TRAPEZOIDAL, AS SHOWN IN THE PLAN CROSS SECTIONS. PROVIDE ITEM 670 AS SPECIFIED IN THE PLANS. THE FOLLOWING QUANITITES WILL CARRY TO THE GENERAL SUMMARY.

ITEM 670 - DITCH EROSION CONTROL	128 SY
ITEM 659 - TOPSOIL	14.5 CY

**ITEM 204 - SUBGRADE COMPACTION AND PROOF ROLLING**

CONSTRUCT THE SUBGRADE AS FOLLOWS AND IN THE FOLLOWING SEQUENCE:

1. SHAPE THE SUBGRADE TO WITHIN 0.2 FEET OF THE PLAN SUBGRADE ELEVATION.
2. EXCAVATE AND REPLACE UNSUITABLE SUBGRADE BEFORE PROOF ROLLING. UNSUITABLE SUBGRADE INCLUDES UNSUITABLE SOIL (A-4B, A-2-5, A-5, A-7-5, AND SOIL WITH A LIQUID LIMIT GREATER THAN 65) AND ANY COAL, SHALE, OR ROCK WHICH NEEDS TO BE REMOVED ACCORDING TO SECTION 204.05 OF THE CONSTRUCTION AND MATERIAL SPECIFICATIONS (C&MS).
3. IF THERE IS UNSUITABLE SUBGRADE IN A SHALLOW FILL LOCATION, EXCAVATE AND REPLACE THE UNSUITABLE SUBGRADE BEFORE CONSTRUCTING THE SHALLOW FILL AND SHAPING THE SUBGRADE.
4. COMPACT THE SUBGRADE ACCORDING TO C&MS 204.03.
5. EXCAVATE UNSTABLE SUBGRADE AS DIRECTED BY THE ENGINEER AND STABILIZE BY REPLACING WITH THE SPECIFIED MATERIALS ACCORDING TO C&MS 204.07. EXCAVATIONS WILL EXTEND 18 INCHES BEYOND THE EDGE OF THE SURFACE OF THE PAVEMENT, PAVED SHOULDERS, OR PAVED MEDIAN.
6. PROOF ROLL THE STABILIZED AREAS ACCORDING TO C&MS 204.06 TO VERIFY STABILITY.
7. FINE GRADE THE SUBGRADE TO THE SPECIFIED GRADE.

**UNSTABLE SOILS**

IT IS RECOMMENDED THAT THE ENTIRE SUBGRADE SHOULD BE PROOF-ROLLED TO EVALUATE THE SUBGRADE AND IDENTIFY ANY AREAS THAT MAY REQUIRE STABILIZATION. THE FOLLOWING ITEMS WILL BE CARRIED TO GENERAL SUMMARY AS A CONTINGENCY QUANTITY FOR USE IF AN AREA OF SUBGRADE IS DETERMINED UNSUITABLE.

ITEM 203 - GRANULAR MATERIAL, TYPE B	604 CY
ITEM 204 - EXCAVATION OF SUBGRADE	604 CY
ITEM 204 - GEOTEXTILE FABRIC	1,812 SY



DESIGNER

JML

REVIEWER

MAG 10/17/25

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DURING ALL MOT PHASES A MINIMUM OF ONE LANE OF TRAFFIC IN EACH DIRECTION ON STATE ROUTE 32 SHALL BE MAINTAINED AT ALL TIMES BY USE OF THE EXISTING PAVEMENT. TENNYSON ROAD AND GLEASON ROAD MAY BE CLOSED AND DETOURED AS SHOWN ON SHEETS P.13 - P.15.

DUE TO THE HEAVY USAGE BY TRUCKS AND THE LONG DETOUR, ALL THE WORK TO BE COMPLETED IN MOT PHASE 2 SHALL BE COMPLETED WITHIN A PERIOD NOT TO EXCEED 90 CONSECUTIVE CALENDAR DAYS. THIS PERIOD BEGINS WHEN MOT FOR THIS PHASE IS INITIALLY SET UP AND A TRAFFIC LANE RESTRICTED. THE MOT PHASE 2 DETOUR SHALL BE AS SHOWN ON SHEET 14.

A DISINCENTIVE SHALL BE ASSESSED IN THE AMOUNT OF \$5,000 PER DAY FOR EACH CALENDAR DAY THE MOT PHASE 2 TRAFFIC CONTROL RESTRICTS THE TURNING MOVEMENTS AT SR 124 / 772 INTERSECTIONS AND BOTH LANES OF SR 32 AND THE NEWLY CONSTRUCTED TURBO LANE ARE NOT OPEN TO TRAFFIC WITH ALL FINAL OR TEMPORARY PAVEMENT MARKINGS, SIGNAGE AND TRAFFIC CONTROL INSTALLED AND COMPLETE.

#### ITEM 614, MAINTAINING TRAFFIC (CLOSING PARAGRAPH FOR NOTE)

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

#### ITEM 614, MAINTAINING TRAFFIC (LANES OPEN DURING HOLIDAYS OR SPECIAL EVENTS)

NO WORK SHALL BE PERFORMED AND ALL EXISTING LANES, EXCEPT FOR LANES CLOSED BY PCB, SHALL BE OPEN TO TRAFFIC DURING THE FOLLOWING DESIGNATED HOLIDAYS OR SPECIAL EVENTS:

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

THE PERIOD OF TIME THAT THE LANES ARE TO BE OPEN DEPENDS ON THE DAY OF THE WEEK ON WHICH THE HOLIDAY OR SPECIAL EVENT FALLS. THE FOLLOWING SCHEDULE SHALL BE USED TO DETERMINE THIS PERIOD:

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

NEWLY CONSTRUCTED LANE ADDITIONS, ONCE COMPLETED AND INITIALLY OPENED TO TRAFFIC, SHALL BE OPEN TO TRAFFIC DURING ALL SUBSEQUENT DESIGNATED HOLIDAYS AND SPECIAL EVENTS, AND RELATED PERIODS OF TIME, SPECIFIED ABOVE.

SHOULD THE CONTRACTOR FAIL TO MEET ANY OF THESE REQUIREMENTS, THE CONTRACTOR SHALL BE ASSESSED A DISINCENTIVE PER THE LANE VALUE CONTRACT (PN 127).

#### ITEM 614, MAINTAINING TRAFFIC (LANE CLOSURE/REDUCTION REQUIRED)

LENGTH AND DURATION OF LANE CLOSURES AND RESTRICTIONS SHALL BE AT THE APPROVAL OF THE ENGINEER. IT IS THE INTENT TO MINIMIZE THE IMPACT TO THE TRAVELING PUBLIC. LANE CLOSURES OR RESTRICTIONS OVER SEGMENTS OF THE PROJECT IN WHICH NO WORK IS ANTICIPATED WITHIN A REASONABLE TIME FRAME, AS DETERMINED BY THE ENGINEER, SHALL NOT BE PERMITTED. THE LEVEL OF UTILIZATION OF MAINTENANCE OF TRAFFIC DEVICES SHALL BE COMMENSURATE WITH THE WORK IN PROGRESS.

#### ITEM 614, MAINTAINING TRAFFIC (NOTICE OF CLOSURE SIGN)

NOTICE OF CLOSURE SIGNS (W20-H13) SHALL BE ERECTED BY THE CONTRACTOR PRIOR TO THE SCHEDULED ROAD OR RAMP CLOSURE IN ACCORDANCE WITH THE NOTICE OF CLOSURE TIME TABLE BELOW. AT THE APPROVAL OF THE ENGINEER, PORTABLE CHANGEABLE MESSAGE SIGNS MAY BE USED IN LIEU OF THE STANDARD FLATSHEET SIGN FOR CLOSURE DURATIONS OF LESS THAN 1 WEEK.

THE SIGNS SHALL BE ERECTED ON THE RIGHT-HAND SIDE OF THE ROAD/RAMP FACING TRAFFIC. THEY SHALL BE PLACED SO AS NOT TO INTERFERE WITH THE VISIBILITY OF ANY OTHER TRAFFIC CONTROL SIGNS. ON ROADWAYS, THEY SHOULD BE ERECTED AT OR NEAR THE POINT OF CLOSURE. THE SIGNS MAY BE ERECTED ANYWHERE ON RAMPS AS LONG AS THEY ARE VISIBLE TO THE MOTORISTS USING THE RAMP. ON ENTRANCE RAMPS, THE SIGN SHALL BE ERECTED WELL IN ADVANCE OF THE MERGE AREA TO AVOID DISTRACTING MOTORISTS.

ITEM	DURATION OF CLOSURE	NOTICE OF CLOSURE SIGN TIME TABLE
RAMP &	>=2 WEEKS	14 CALENDAR DAYS PRIOR TO CLOSURE
ROAD	> 12 HOURS & < 2 WEEKS	7 CALENDAR DAYS PRIOR TO CLOSURE
CLOSURES	<= 12 HOURS	2 BUSINESS DAYS PRIOR TO CLOSURE

Tennyson WILL BE CLOSED MMM/DD FOR XX DAYS INFO: 740-774-8834

W20-H13-60

Gleason WILL BE CLOSED MMM/DD FOR XX DAYS INFO: 740-774-8834

W20-H13-60

THE SIGN SHALL DISPLAY THE DATE OF THE CLOSURE IN MMM-DD FORMAT AND THE NUMBER OF DAYS OF THE CLOSURE. THE LAST LINE OF THE W20-H13 SIGN LISTS A PHONE NUMBER WHICH A MOTORIST MAY CALL FOR ADDITIONAL INFORMATION. THIS IS TO BE A SPECIFIC OFFICE WITHIN THE DISTRICT RATHER THAN THE GENERAL SWITCHBOARD NUMBER.

#### ITEM 614, MAINTAINING TRAFFIC (ESTIMATED QUANTITIES)

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED IN THE GENERAL SUMMARY FOR USE AS DETERMINED BY THE ENGINEER FOR THE MAINTENANCE OF TRAFFIC.

ITEM 614, ASPHALT CONCRETE FOR MAINTAINING TRAFFIC	15 CU. YD.
ITEM 614, WORK ZONE IMPACT ATTENUATOR FOR 24" WIDE HAZARDS (UNIDIRECTIONAL)	4 EACH

ITEM 622, PORTABLE BARRIER, UNANCHORED	7470 FT.
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#### ITEM 614, MAINTAINING TRAFFIC (ROAD CLOSED SIGN)

THE CONTRACTOR SHALL PROVIDE, ERECT AND MAINTAIN STANDARD 48 X 30 INCH ROAD CLOSED SIGNS, SIGN SUPPORTS, BARRICADES AND LIGHTS, AS DETAILED IN SCD MT-10.60 AT THE LOCATIONS SHOWN ON SHEETS P.13 - P.15. DURING PERIODS IN WHICH THE AFFECTED ROADS ARE CLOSED TO TRAFFIC.

#### ITEM 614, MAINTAINING TRAFFIC (SIGNS AND BARRICADES)

THE CONTRACTOR SHALL PROVIDE, ERECT AND MAINTAIN SIGNS AND SIGN SUPPORTS, AS DETAILED IN THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, AND TYPE III BARRICADES AT THE LOCATIONS SHOWN ON SHEETS P.13 - P.15.

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

#### DUST CONTROL

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

ITEM 616, WATER 15 M. GAL.

#### WORK ZONE MARKINGS AND SIGNS

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY FOR USE AT LOCATIONS IDENTIFIED BY THE ENGINEER FOR WORK ZONE PAVEMENT MARKINGS AND SIGNS PER THE REQUIREMENTS OF C&MS 614.04 AND 614.11.

ITEM 614 WORK ZONE EDGE LINE, CLASS I, 6"	3.75 MILE
ITEM 614 WORK ZONE CHANNELIZING LINE, CLASS I, 12"	1561 FEET
ITEM 614 WORK ZONE LANE LINE, CLASS I, 6"	0.13 MILE
ITEM 614 WORK ZONE ARROW, CLASS I	6 EACH
ITEM 614, WORK ZONE DOTTED LINE, CLASS I	3791 FEET

#### RESTORATION OF EXISTING MARKINGS

THE FOLLOWING ESTIMATED QUANTITIES ARE FORWARDED TO THE GENERAL SUMMARY FOR RESTORATION OF EXISTING MARKINGS BEYOND THE LIMITS OF THE TRAFFIC CONTROL PLANS.

#### STATE ROUTE 32, PHASE 1:

ITEM 807 WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, LANE LINE, 6"	0.79 MILE
ITEM 807 WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, EDGE LINE, 6"	1.58 MILE
ITEM 850 GROOVING FOR 6" RECESSED PAVEMENT MARKING, ASPHALT	2.37 MILE
621 RPM REFLECTOR	53 EACH

#### STATE ROUTE 32, PHASE 2 AND 3:

ITEM 807 WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, LANE LINE, 6"	0.90 MILE
ITEM 807 WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, EDGE LINE, 6"	1.80 MILE
ITEM 850 GROOVING FOR 6" RECESSED PAVEMENT MARKING, ASPHALT	2.70 MILE
621 RPM REFLECTOR	61 EACH



DESIGNER  
AJS  
REVIEWER  
LAS 10/17/25  
PROJECT ID  
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#### LANE VALUE CONTRACT TABLE

DESCRIPTION OF CRITICAL LANE/RAMP TO BE MAINTAINED	RESTRICTED TIME PERIOD	TIME UNIT	DISINCENTIVE \$ PER TIME UNIT PER LANE
ONE LANE OF SR 32	ALL TIMES, EXCEPT AS NOTED	PER LANE PER MINUTE	\$30
ONE LANE OF SR 32	HOLIDAYS AS SPECIFIED IN NOTES	PER LANE PER MINUTE	\$30

**ITEM 614, WORK ZONE IMPACT ATTENUATOR FOR 24" WIDE HAZARDS (UNIDIRECTIONAL)**

THIS ITEM SHALL CONSIST OF FURNISHING AND INSTALLING A NON-GATING IMPACT ATTENUATOR. FURNISH AN IMPACT ATTENUATOR FROM THE OFFICE OF ROADWAY ENGINEERING'S APPROVED LIST FOR WORK ZONE IMPACT ATTENUATORS, FROM THE ROADWAY STANDARDS APPROVED PRODUCTS WEB PAGE.

INSTALLATION SHALL BE AT THE LOCATIONS SPECIFIED IN THE PLANS IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS.

THE CONTRACTOR SHALL REPAIR OR REPLACE A DAMAGED UNIT WITHIN 24 HOURS OF A DAMAGING IMPACT.

WHEN GATING IMPACT ATTENUATORS ARE DESIRED, THE CONTRACTOR SHALL SUBMIT DOCUMENTATION TO THE ENGINEER FOR ACCEPTANCE.

THE COST FOR THE ADDITIONAL BARRIER REQUIRED FOR A GATING IMPACT ATTENUATOR SHALL BE INCLUDED IN THE COST OF THE GATING IMPACT ATTENUATOR.

PAYMENT FOR THE ABOVE WORK SHALL BE MADE AT THE UNIT PRICE BID AND SHALL INCLUDE ALL LABOR, TOOLS, EQUIPMENT AND MATERIALS NECESSARY TO CONSTRUCT AND MAINTAIN A COMPLETE AND FUNCTIONAL IMPACT ATTENUATOR SYSTEM, INCLUDING ALL RELATED BACKUPS, TRANSITIONS, LEVELING PADS, HARDWARE AND GRADING, NOT SEPARATELY SPECIFIED, AS REQUIRED BY THE MANUFACTURER.

**ITEM 614, PORTABLE CHANGEABLE MESSAGE SIGNS, AS PER PLAN**

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

EACH SIGN SHALL BE TRAILER-MOUNTED AND EQUIPPED WITH A FUNCTIONAL DIMMING MECHANISM, TO DIM THE SIGN DURING DARKNESS, AND A TAMPER AND VANDAL PROOF ENCLOSURE. EACH SIGN SHALL BE PROVIDED WITH APPROPRIATE TRAINING AND OPERATION INSTRUCTIONS TO ENABLE ON-SITE PERSONNEL TO OPERATE AND TROUBLESHOOT THE UNIT. THE SIGN SHALL ALSO BE CAPABLE OF BEING POWERED BY AN ELECTRICAL SERVICE DROP FROM A LOCAL UTILITY COMPANY. THE PCMS SHALL BE DELINEATED IN ACCORDANCE WITH C&MS 614.03.

THE PROBABLE PCMS LOCATIONS AND WORK LIMITS FOR THOSE LOCATIONS ARE SHOWN ON SHEETS P.13-15 OF THE PLAN. PLACEMENT, OPERATION, MAINTENANCE AND ALL ACTIVATION OF THE SIGNS BY THE CONTRACTOR SHALL BE AS DIRECTED BY THE ENGINEER. THE PCMS SHALL BE LOCATED IN A HIGHLY VISIBLE POSITION YET PROTECTED FROM TRAFFIC. THE CONTRACTOR SHALL, AT THE DIRECTION OF THE ENGINEER, RELOCATE THE PCMS TO IMPROVE VISIBILITY OR ACCOMMODATE CHANGED CONDITIONS. WHEN NOT IN USE, THE PCMS SHALL BE TURNED OFF. ADDITIONALLY, WHEN NOT IN USE FOR EXTENDED PERIODS OF TIME, THE PCMS SHALL BE TURNED AWAY FROM ALL TRAFFIC.

THE ENGINEER SHALL BE PROVIDED ACCESS TO EACH SIGN UNIT AND SHALL BE PROVIDED WITH APPROPRIATE TRAINING AND OPERATION INSTRUCTIONS TO ENABLE ODOT PERSONNEL TO OPERATE AND TROUBLESHOOT THE UNIT, AND TO REVISE SIGN MESSAGES, IF NECESSARY.

ALL MESSAGES TO BE DISPLAYED ON THE SIGN WILL BE PROVIDED BY THE ENGINEER. A LIST OF ALL REQUIRED PRE-PROGRAMMED MESSAGES WILL BE GIVEN TO THE CONTRACTOR AT THE PROJECT PRECONSTRUCTION CONFERENCE. THE SIGN SHALL HAVE THE CAPABILITY TO STORE UP TO 99 MESSAGES. MESSAGE MEMORY OR PRE-PROGRAMMED DISPLAYS SHALL NOT BE LOST AS A RESULT OF POWER FAILURES TO THE ON-BOARD COMPUTER. THE SIGN LEGEND SHALL BE CAPABLE OF BEING CHANGED IN THE FIELD. THREE-LINE PRESENTATION FORMATS WITH UP TO SIX MESSAGE PHASES SHALL BE SUPPORTED. PCMS FORMAT SHALL PERMIT THE COMPLETE MESSAGE FOR EACH PHASE TO BE READ AT LEAST TWICE.

THE PCMS SHALL CONTAIN AN ACCURATE CLOCK AND PROGRAMMING LOGIC WHICH WILL ALLOW THE SIGN TO BE ACTIVATED, DEACTIVATED OR MESSAGES CHANGED AUTOMATICALLY AT DIFFERENT TIMES OF THE DAY FOR DIFFERENT DAYS OF THE WEEK.

THE PCMS UNIT SHALL BE MAINTAINED IN GOOD WORKING ORDER BY THE CONTRACTOR IN ACCORDANCE WITH THE PROVISIONS OF C&MS 614.07. THE CONTRACTOR SHALL, PRIOR TO ACTIVATING THE UNIT, MAKE ARRANGEMENTS, WITH AN AUTHORIZED SERVICE AGENT FOR THE PCMS, TO ASSURE PROMPT SERVICE IN THE EVENT OF FAILURE. ANY FAILURE SHALL NOT RESULT IN THE SIGN BEING OUT OF SERVICE FOR MORE THAN 12 HOURS, INCLUDING WEEKENDS. FAILURE TO COMPLY MAY RESULT IN AN ORDER TO STOP WORK AND OPEN ALL TRAFFIC LANES AND/OR IN THE DEPARTMENT TAKING APPROPRIATE ACTION TO SAFELY CONTROL TRAFFIC. THE ENTIRE COST TO CONTROL TRAFFIC, ACCRUED BY THE DEPARTMENT DUE TO THE CONTRACTOR'S NONCOMPLIANCE, WILL BE DEDUCTED FROM MONEYS DUE, OR TO BECOME DUE THE CONTRACTOR ON HIS CONTRACT.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR 24-HOUR-PER-DAY OPERATION AND MAINTENANCE OF THESE SIGNS ON THE PROJECT FOR THE DURATION OF THE PHASES WHEN THE PLAN REQUIRES THEIR USE.

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

**ITEM 614, PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN 18 SIGN MONTH ASSUMING 3 PCMS SIGN(S) FOR 6 MONTH(S)****DELINeATION OF PORTABLE AND PERMANENT BARRIER**

BARRIER REFLECTORS AND OBJECT MARKERS SHALL BE INSTALLED ON ALL PORTABLE BARRIER (PB) USED FOR TRAFFIC CONTROL; AND, ON PERMANENT CONCRETE BARRIER LOCATED WITHIN 5 FEET OF THE EDGE OF THE ADJACENT TRAVEL LANE.

BARRIER REFLECTORS SHALL CONFORM TO C&MS 626, EXCEPT THAT THE SPACING SHALL BE AS PER TRAFFIC SCD MT-101.70. OBJECT MARKERS AND THEIR INSTALLATION SHALL CONFORM TO C&MS 614.03 AND SCD MT-101.70. WHEN THE PB CONTAINS GLARE SCREEN, ONE SET OF THREE VERTICAL STRIPES OF SHEETING SHALL BE CONSIDERED EQUIVALENT TO AN OBJECT MARKER, ONE-WAY.

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED IN THE PLANS AND CARRIED TO THE GENERAL SUMMARY:

ITEM 614, BARRIER REFLECTOR, TYPE 1, ONE-WAY 150 EACH

ITEM 614, OBJECT MARKER, ONE-WAY 150 EACH

PAYMENT SHALL BE FULL COMPENSATION FOR ALL MATERIAL, LABOR, INCIDENTALS AND EQUIPMENT NECESSARY FOR FURNISHING, INSTALLING, MAINTAINING AND REMOVING EACH OF THE ABOVE ITEMS.

**WORK ZONE SPEED ZONES (WZSZS)**

THE FOLLOWING WORK ZONE SPEED ZONE (WZSZ) SPEED LIMIT REVISION(S) HAVE BEEN APPROVED FOR USE ON THIS PROJECT WHEN WORK ZONE CONDITIONS AND FACTORS ARE MET AS DESCRIBED BELOW:

WZSZ REVISION NUMBER(S) COUNTY-ROUTE-SECTION(S) DIRECTION(S)

WZ-50459 PIK-32-9.00 EASTBOUND AND WESTBOUND

PIK-32-9.76

WZ-50459 PIK-32-9.70 EASTBOUND AND WESTBOUND

PIK-32-10.66

POTENTIAL WZSZ LOCATIONS SHALL HAVE AN ORIGINAL (PRE-CONSTRUCTION) POSTED SPEED LIMIT OF 55 MPH OR GREATER, A QUALIFYING WORK ZONE CONDITION OF AT LEAST 0.5 MILE IN LENGTH, AN EXPECTED WORK DURATION OF AT LEAST THREE HOURS, AND A WORK ZONE CONDITION IN PLACE THAT REDUCES THE EXISTING FUNCTIONALITY OF THE TRAVEL LANES OR SHOULDERS (I.E., LANE CLOSURE, LANE SHIFT, CROSSOVER, CONTRAFLOW AND/OR SHOULDER CLOSURE). THE LENGTH OF THE WORK ZONE CONDITION IS MEASURED FROM THE BEGINNING OF THE TAPER FOR THE SUBJECT WORK ZONE CONDITION IMPACTING THE TRAVEL LANES AND/OR SHOULDER TO THE END OF THE DOWNSTREAM TAPER, WHERE DRIVERS ARE RETURNED TO TYPICAL ALIGNMENT. AN EXPECTED WORK DURATION OF AT LEAST THREE HOURS IS REQUIRED TO BALANCE THE ADDITIONAL EXPOSURE CREATED BY INSTALLING AND REMOVING WZSZ SIGNING WITH THE TIME NEEDED TO COMPLETE THE WORK.

IF THE WORK ZONE MEETS THESE MINIMUM CRITERIA, IT SHALL BE ANALYZED FURTHER USING TABLE 1 BELOW TO DETERMINE IF AND WHEN IT QUALIFIES FOR A SPEED LIMIT REDUCTION. DEPENDING ON THE ORIGINAL POSTED SPEED LIMIT, THE TYPE OF TEMPORARY TRAFFIC CONTROL USED, AND WHETHER OR NOT WORKERS ARE PRESENT, A WARRANTED WZSZ WILL VARY IN THE APPROVED SPEED LIMIT TO BE POSTED OVER TIME.

C&MS ITEM 614, PARAGRAPH 614.02(B), INDICATES THAT TWO DIRECTIONS OF A DIVIDED HIGHWAY ARE CONSIDERED SEPARATE HIGHWAY SECTIONS. THEREFORE, IF THE WORK ON A MULTI-LANE DIVIDED HIGHWAY IS LIMITED TO ONLY ONE DIRECTION, A SPEED LIMIT REDUCTION IN THE DIRECTION OF THE WORK DOES NOT AUTOMATICALLY CONSTITUTE A SPEED LIMIT REDUCTION IN THE OPPOSITE DIRECTION. EACH DIRECTION SHALL BE ANALYZED INDEPENDENTLY FROM EACH OTHER.

ALL WZSZS FLUCTUATE BETWEEN TWO APPROVED REDUCED SPEED LIMITS OR BETWEEN AN APPROVED REDUCED SPEED LIMIT AND THE ORIGINAL POSTED SPEED LIMIT. ONLY ONE OF TWO SIGNING STRATEGIES SHALL BE USED TO IMPLEMENT A WZSZ.

WZSZS USING DSL SIGN ASSEMBLIES SHALL BE IN ACCORDANCE WITH THIS NOTE, APPROVED LIST, SUPPLEMENTAL SPECIFICATIONS (SS) 808 AND 908, AND TRAFFIC SCD MT-104.10.

ONLY ONE WARRANTED SPEED LIMIT APPLIES AT ANY ONE TIME; SPEED LIMIT REDUCTIONS ARE NOT CUMULATIVE. WZSZS SHALL NOT BE USED FOR MOVING/MOBILE ACTIVITIES, AS DEFINED IN OMUTCD PART 6.

WHEN LOOKING UP THE WARRANTED WORK ZONE SPEED LIMITS, ALWAYS USE THE ORIGINAL, PRECONSTRUCTION, POSTED SPEED LIMIT. DO NOT USE A PRIOR OR CURRENT WORK ZONE SPEED LIMIT AS A LOOK UP VALUE IN THE TABLE. POSITIVE PROTECTION IS GENERALLY REGARDED AS PORTABLE BARRIER OR OTHER RIGID BARRIER IN USE ALONG THE WORK AREA WITHIN THE SUBJECT WARRANTED WORK ZONE CONDITION. WITHOUT POSITIVE PROTECTION IS GENERALLY REGARDED AS USING DRUMS, CONES, SHADOW VEHICLE, ETC., ALONG THE WORK AREA WITHIN THE SUBJECT WARRANTED WORK ZONE CONDITION. WORKERS ARE CONSIDERED AS BEING PRESENT WHEN ON-SITE, WORKING WITHIN THE SUBJECT WARRANTED WORK ZONE CONDITION. WHEN THE WORK ZONE CONDITION REDUCING THE EXISTING FUNCTIONALITY OF THE TRAVEL LANES OR SHOULDERS IS REMOVED, THE SPEED LIMIT DISPLAYED SHALL RETURN TO THE ORIGINAL POSTED SPEED LIMIT.

TABLE 1: WARRANTED WORK ZONE SPEED LIMITS (MPH)  
FOR WORK ZONES ON HIGH-SPEED (55 MPH OR GREATER) MULTI-LANE HIGHWAYS

ORIGINAL POSTED SPEED LIMIT	WITH POSITIVE PROTECTION		WITHOUT POSITIVE PROTECTION	
	WORKERS PRESENT	WORKERS NOT PRESENT	WORKERS PRESENT	WORKERS NOT PRESENT
70	60	65	55	65
65	55	60	50	60
60	55	60	50	60
55	50	55	45	55

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY.

ITEM 808, DIGITAL SPEED LIMIT (DSL) SIGN ASSEMBLY  
36 SIGN MINTH  
ASSUMING 6 DSL SIGN ASSEMBLY(IES) FOR  
6 MONTH(S)



DESIGNER

AJS

REVIEWER

LAS

10/17/25

PROJECT ID

118121

SHEET

P.9

TOTAL

P.126

**SEQUENCE OF CONSTRUCTION****PHASE 1**

CONSTRUCT TURN LANE IMPROVEMENTS AT THE INTERSECTION OF STATE ROUTE 32 AND GLEASON ROAD. COMPLETE PHASE 1 WORK FIRST AND BEFORE BEGINNING OTHER PHASES OF WORK UNLESS APPROVED BY THE ENGINEER. THE INTENT IS TO COMPLETE THE WORK AT SR 32/GLEASON RD BEFORE SETTING UP MOT FOR PHASE 2 OR 3.

A. ERECT THE DETOURS FOR LEFT TURNS AT THE GLEASON ROAD & STATE ROUTE 32 INTERSECTION AS SHOWN ON SHEET P.13.

B. CLOSE THE LEFT LANES OF TRAVEL FOR BOTH DIRECTIONS OF STATE ROUTE 32 FROM STATION 475+96 TO STATION 878+75 (EASTBOUND) AND STATION 487+48 TO STATION 890+00 (WESTBOUND) BY PLACING PORTABLE BARRIER AND DRUMS USING MT-95.40. USE A SPEED LIMIT OF 60 MPH AND A DESIGN SPEED OF 65 MPH AS SHOWN IN THE DETAILED MAINTENANCE OF TRAFFIC PLANS.

C. CONSTRUCT THE DRAINAGE, EARTHWORK AND PAVEMENT ON STATE ROUTE 32.

D. REMOVE THE PORTABLE BARRIER, REMOVE THE DETOURS, AND OPEN ALL LANES AT THE GLEASON ROAD & STATE ROUTE 32 INTERSECTION FOR TRANSITION TO PHASE 2. COMPLETE ALL OF THE PAVEMENT FOR THE NEW WORK AND RESURFACING, PAVEMENT MARKINGS AND SIGNAGE USING SCD MT-95.30. DUE TO AN OVERLAP IN MOT ZONES, REPLACE PERMANENT MARKINGS IN THIS PHASE THAT DO NOT CONFLICT WITH PHASE 2 MOT PAVEMENT ZONES.

**PHASE 2**

CONSTRUCT MEDIAN INTERSECTION IMPROVEMENTS AT THE STATE ROUTE 32 & STATE ROUTE 124 / 772 AND TENNYSON ROAD INTERSECTION WITH OUTSIDE LANE TRAFFIC PATTERN.

A. ERECT THE DETOURS FOR THE EASTBOUND STATE ROUTE 32 LEFT TURN AND THE SOUTHBOUND STATE ROUTE 124 LEFT TURN AT THE STATE ROUTE 32 & STATE ROUTE 124 / 772 AND TENNYSON ROAD INTERSECTION AS SHOWN ON SHEET P.14.

B. MAINTAIN RIGHT-IN RIGHT-OUT ACCESS AT SR 32 AND SR 124 / 772.

C. ERECT PERMANENT TRAILBLAZING ROUTE MARKERS FOR THE MOVEMENTS REMOVED FROM THE STATE ROUTE 32 & STATE ROUTE 124 / 772 AND TENNYSON ROAD INTERSECTION USING SCD TC-42.20.

D. CONSTRUCT THE DIVIDERS AND ISLANDS, TURN LANES, DRAINAGE, PAVEMENT, AND EARTHWORK IN MEDIAN OF STATE ROUTE 32. PERMANENT LIGHTING FOR THE NEW TURBO LANE SHALL BE OPERATIONAL BEFORE NEW TURBO LANE IS OPENED TO TRAFFIC.

E. REMOVE THE PORTABLE BARRIER, REMOVE THE DETOURS, AND TRANSITION INTO PHASE 3 TRAFFIC PATTERN ON STATE ROUTE 32.

**PHASE 3**

CONSTRUCT INTERSECTION IMPROVEMENTS AT THE STATE ROUTE 32 AND TENNYSON ROAD INTERSECTION WITH INSIDE LANE TRAFFIC PATTERN.

A. ERECT THE DETOURS FOR THE EASTBOUND STATE ROUTE 32 RIGHT TURN AT THE STATE ROUTE 32 & STATE ROUTE 124 / 772 AND TENNYSON ROAD INTERSECTION AS SHOWN ON SHEET P.15.

B. CLOSE THE SOUTH APPROACH OF THE STATE ROUTE 32 & AND TENNYSON ROAD INTERSECTION USING SCD MT-101.60.

C. ERECT PERMANENT TRAILBLAZING ROUTE MARKERS FOR THE MOVEMENTS REMOVED FROM THE STATE ROUTE 32 AND TENNYSON ROAD INTERSECTION USING SCD TC-42.20.

D. CONSTRUCT THE ISLANDS, DRAINAGE, PAVEMENT, AND EARTHWORK OF THE STATE ROUTE 32 AND TENNYSON ROAD INTERSECTION.

E. PLACE FINAL PAVEMENT MARKINGS AND SIGNING ALONG STATE ROUTE 32.

F. REMOVE THE PORTABLE BARRIER, REMOVE THE DETOURS, AND OPEN ALL LANES ON STATE ROUTE 32. COMPLETE PAVING OPERATIONS USING SCD MT-95.30.

**PHASE 4**

A. PERFORM THE REMAINING WORK ITEMS, PAVEMENT PLANNING AND RESURFACING USING SCD MT-95.30.



DESIGN AGENCY

AJS

DESIGNER

LAS 10/17/25

REVIEWER

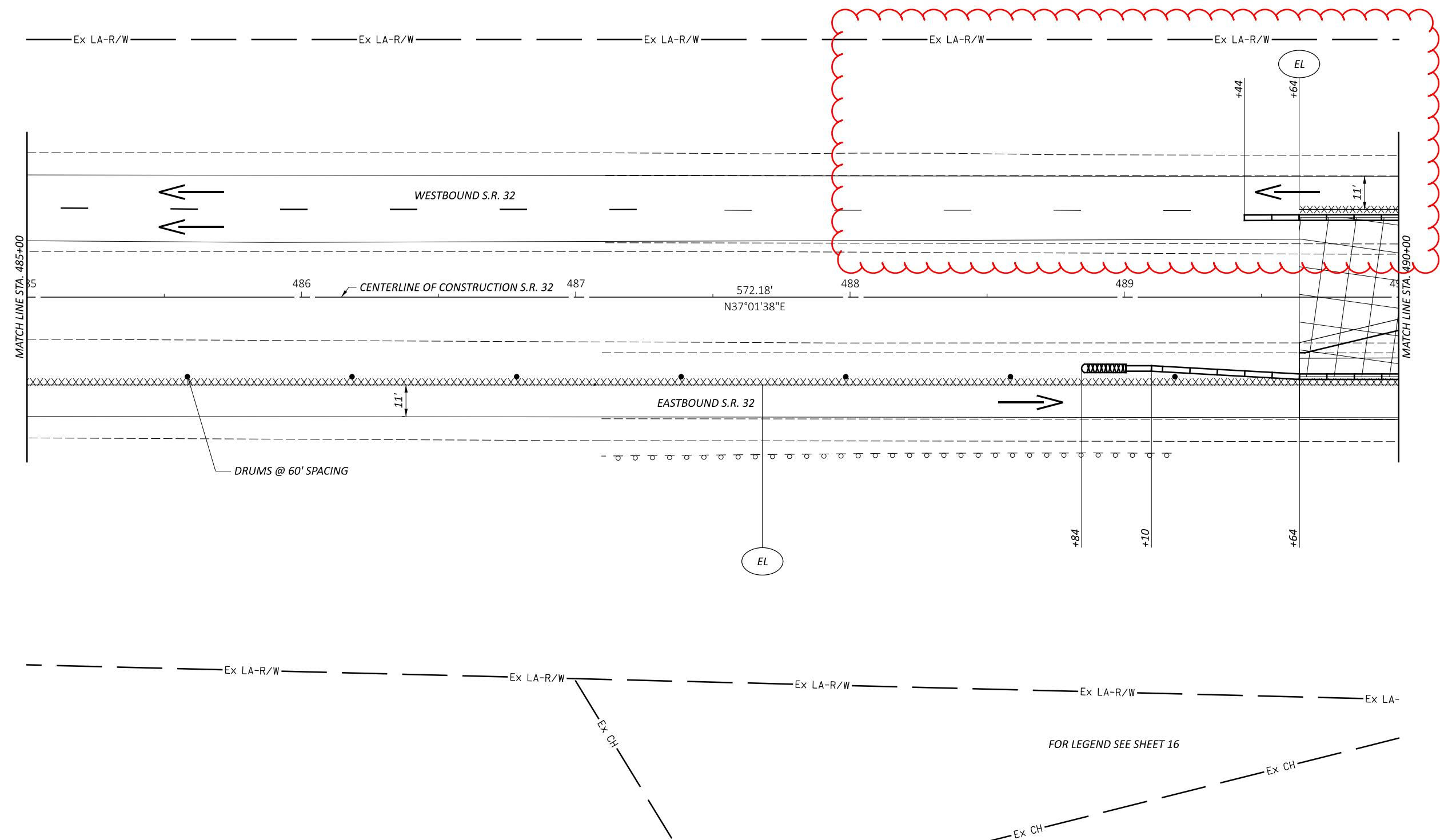
PROJECT ID

118121

SHEET TOTAL

P.11 P.126





**MAINTENANCE OF TRAFFIC PLAN - PHASE 1  
STA. 485+00.00 TO STA. 490+00.00**

SCALE IN FEET

IGN AGENCY



IGNER

SKB

REVIEWER

SECRET ID

OBJECT ID  
118121

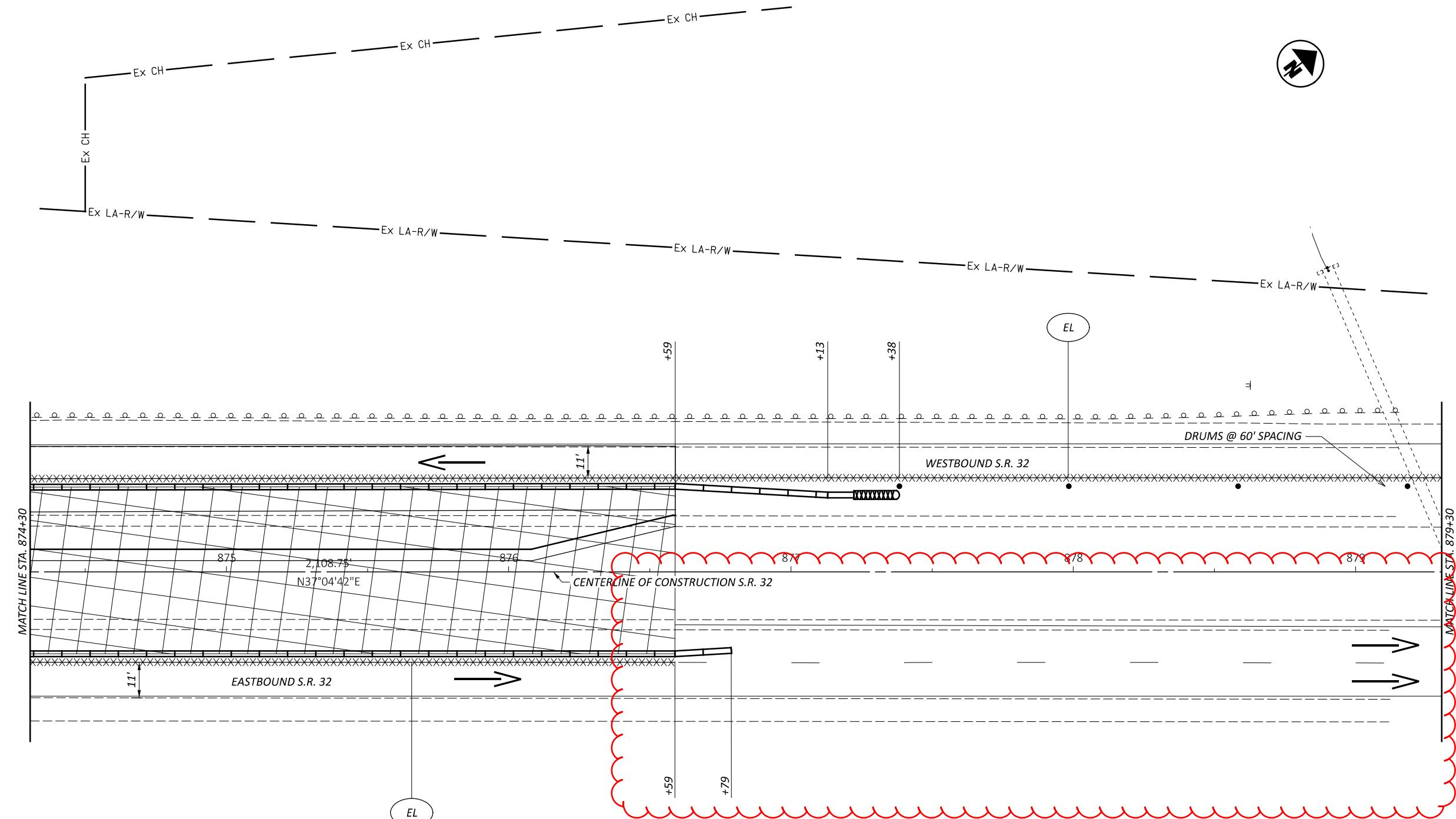
ET TOTAL

.19 | P.12

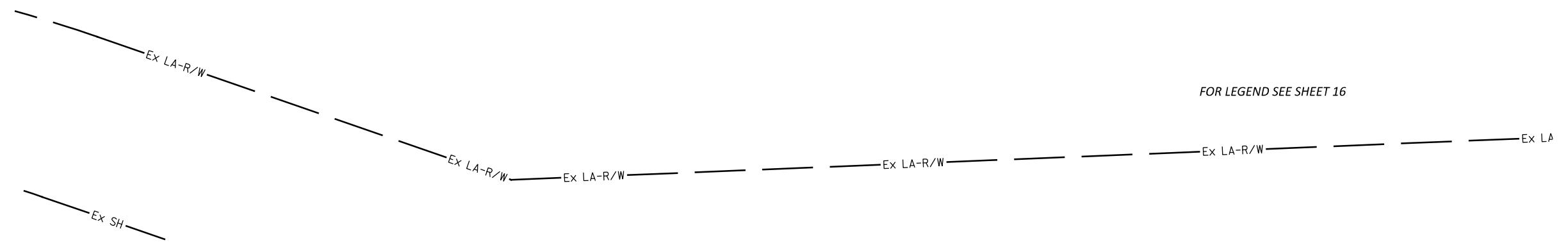
1

FOR LEGEND SEE SHEET 16

DESIGN AGENCY  
**Jjb**  
DESIGNER  
SKB  
REVIEWER  
AS 10/17/  
PROJECT ID  
118121  
SHEET TOTAL  
P.21 P.12



FOR LEGEND SEE SHEET 16



Maintainance of Traffic Plan - Phase 1  
STA. 874+30.00 to STA. 879+30.00



DESIGN AGENCY

SKB

REVIEWER

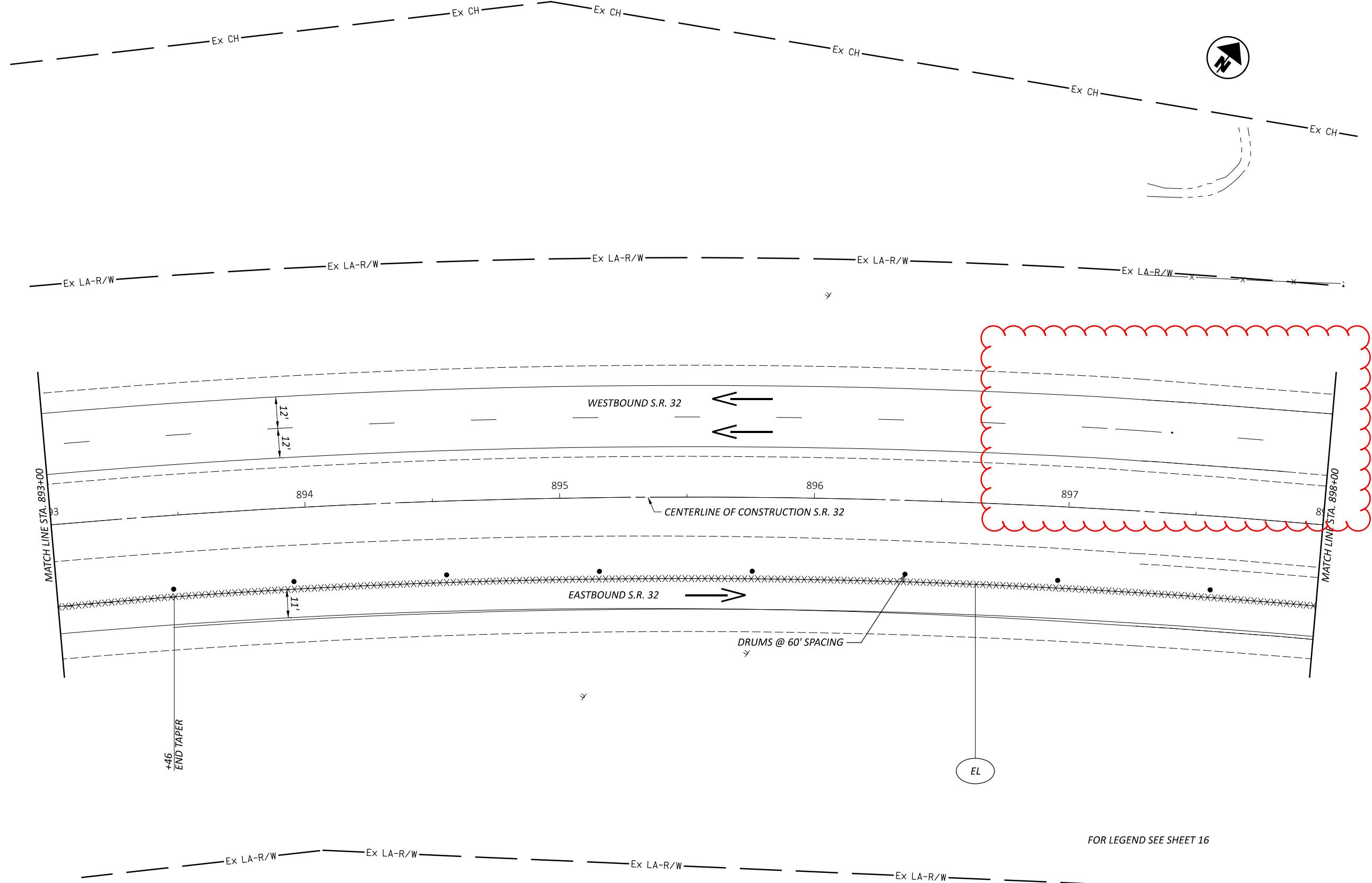
LAS 10/17/25

PROJECT ID

118121

SHEET TOTAL

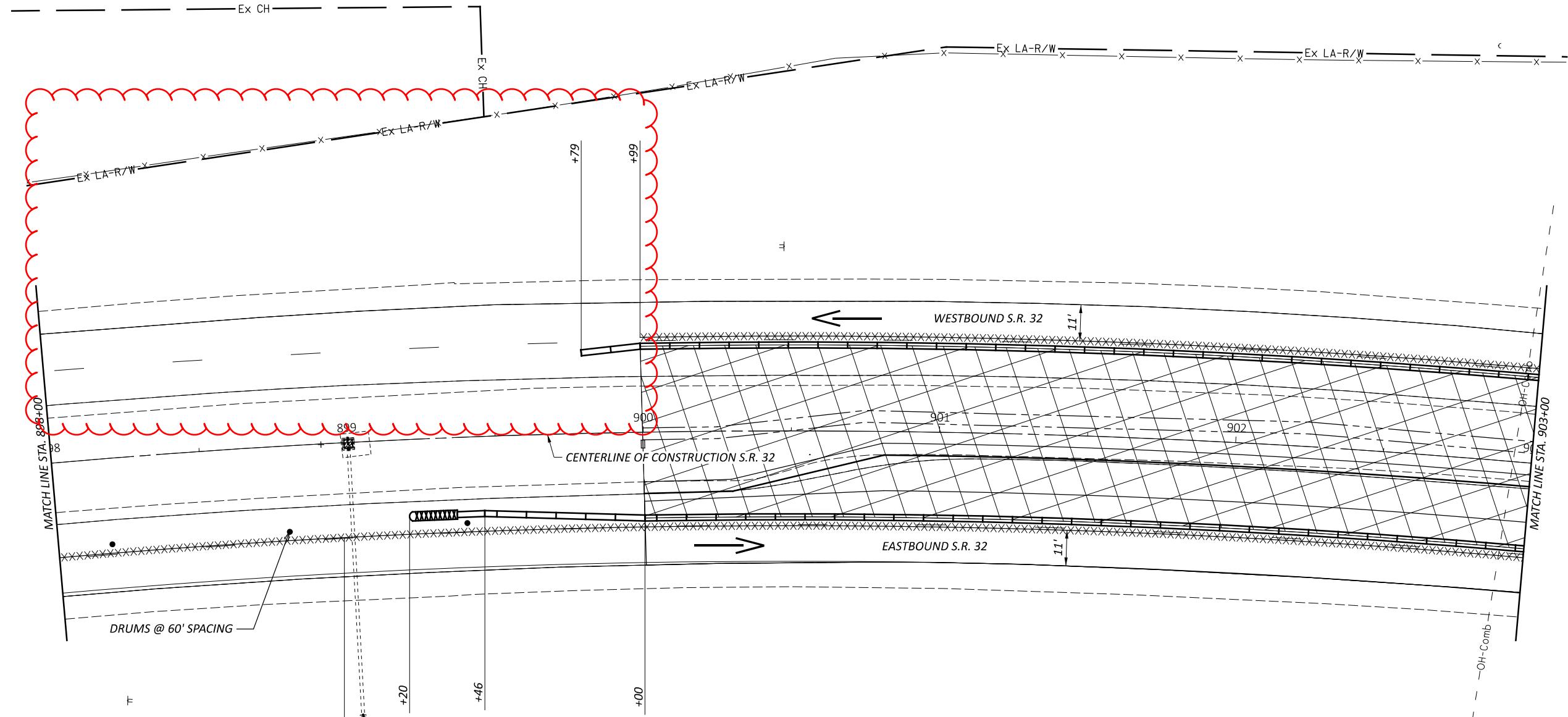
P.22 P.126



MAINTENANCE OF TRAFFIC PLAN - PHASE 2  
STA. 893+00.00 TO STA. 898+00.00



DESIGN AGENCY	SKB
DESIGNER	SKB
REVIEWER	LAS 10/17/25
PROJECT ID	118121
SHEET	TOTAL
P.30	P.126



FOR LEGEND SEE SHEET 16



MAINTENANCE OF TRAFFIC PLAN - PHASE 2  
STA. 898+00.00 TO STA. 903+00.00

HORIZONTAL  
SCALE IN FEET



0 10 20

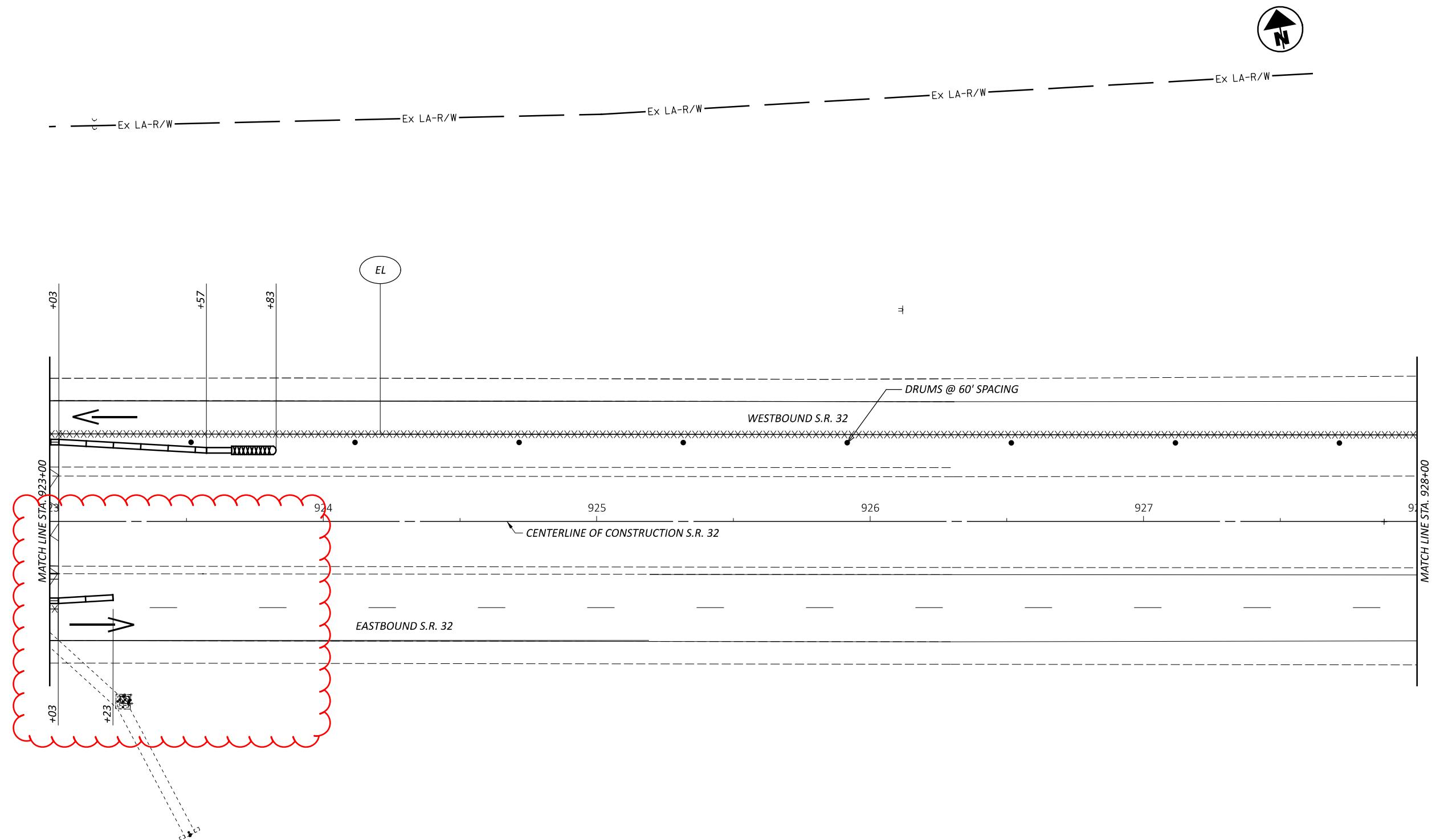
DESIGN AGENCY

DESIGNER  
SKB  
REVIEWER  
LAS 10/17/  
PROJECT ID  
118121  
HEET TOTAL  
P 31 P 12

PIK-32-9.27/9.96

MODEL: CLX 5032 - Plan 56 PAPER SIZE: 17x11 (in) DATE: 12/31/2025 TIME: 2:14:02 PM USER: srahim

ANSWER



FOR LEGEND SEE SHEET 16

DESIGN AGENCY

DESIGNER  
SKB  
REVIEWER  
LAS 10/17/25  
PROJECT ID  
118121  
SHEET TOTAL  
P 36 | P 126

OFFICE CALCS	SHEET NUMBER							PART.	ITEM 01/NHS	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
	P.7	P.10	P.48	P.49	P.100									
ROADWAY														
4,900								4,900	202	23000	4,900	SY	PAVEMENT REMOVED	
		241						241	202	35100	241	FT	PIPE REMOVED, 24" DIAMETER AND UNDER	
		7						7	202	58100	7	EACH	CATCH BASIN REMOVED	
3,888								3,888	203	10000	3,888	CY	EXCAVATION	
948								948	203	20000	948	CY	EMBANKMENT	
	604							604	203	35110	604	CY	GRANULAR MATERIAL, TYPE B	
10,137								10,137	204	10000	10,137	SY	SUBGRADE COMPACTION	
	604							604	204	13000	604	CY	EXCAVATION OF SUBGRADE	
4								4	204	45000	4	HOUR	PROOF ROLLING	
	1,812							1,812	204	50000	1,812	SY	GEOTEXTILE FABRIC	
								1	878	25000	LS		INSPECTION AND COMPACTION TESTING OF UNBOUND MATERIALS	
EROSION CONTROL														
815.5								815.5	659	00300	815.5	CY	TOPSOIL	
7,202								7,202	659	10000	7,202	SY	SEEDING AND MULCHING	
361								361	659	14000	361	SY	REPAIR SEEDING AND MULCHING	
361								361	659	15000	361	SY	INTER-SEEDING	
1.01								1.01	659	20000	1.01	TON	COMMERCIAL FERTILIZER	
1.49								1.49	659	31000	1.49	ACRE	LIME	
41								41	659	35000	41	MGAL	WATER	
128								128	670	00700	128	SY	DITCH EROSION PROTECTION	
								1	832	15000	LS		STORM WATER POLLUTION PREVENTION PLAN	
								1	832	15002	LS		STORM WATER POLLUTION PREVENTION INSPECTIONS	
								1	832	15010	LS		STORM WATER POLLUTION PREVENTION INSPECTION SOFTWARE	
								50,000	832	30000	50,000	EACH	EROSION CONTROL	
DRAINAGE														
	125							125	605	13300	125	FT	6" UNCLASSIFIED PIPE UNDERDRAINS	
3,893								3,893	605	14000	3,893	FT	6" BASE PIPE UNDERDRAINS	
60								60	611	00510	60	FT	6" CONDUIT, TYPE F FOR UNDERDRAIN OUTLETS	
189								189	611	04400	189	FT	12" CONDUIT, TYPE B	
244								244	611	04600	244	FT	12" CONDUIT, TYPE C	
33								33	611	10600	33	FT	24" CONDUIT, TYPE C	
1								1	611	98450	1	EACH	CATCH BASIN, NO. 2-2A	
5								5	611	98510	5	EACH	CATCH BASIN, NO. 2-3	
2								2	611	99574	2	EACH	MANHOLE, NO. 3	
1								1	611	99710	1	EACH	PRECAST REINFORCED CONCRETE OUTLET	
PAVEMENT														
13,444								13,444	254	01000	13,444	SY	PAVEMENT PLANNING, ASPHALT CONCRETE, 1.5"	
2,729	60							2,789	301	56000	2,789	CY	ASPHALT CONCRETE BASE, PG64-22, (449)	
1,690	60							1,750	304	20000	1,750	CY	AGGREGATE BASE	
	60							60	407	10000	60	GAL	TACK COAT	
2,412		60						2,411	407	20000	2,412	GAL	NON-TRACKING TACK COAT	
	30							60	408	10000	60	GAL	PRIME COAT	
938								30	441	50000	30	CY	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), PG64-22	
630								938	442	10000	938	CY	ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (446)	
	475							630	442	10100	630	CY	ASPHALT CONCRETE INTERMEDIATE COURSE, 19 MM, TYPE A (446)	
								475	609	70000	475	SY	4" CONCRETE MEDIAN	
LIGHTING														
	28							28	625	00450	28	EACH	CONNECTION, FUSED PULL APART	
	6							6	625	00480	6	EACH	CONNECTION, UNFUSED PERMANENT	
	14							14	625	10490	14	EACH	LIGHT POLE, CONVENTIONAL, AT15B40	
	14							14	625	14100	14	EACH	LIGHT POLE FOUNDATION, 24" X 8' DEEP	
	8,796							8,796	625	23200	8,796	FT	NO. 4 AWG 2400 VOLT DISTRIBUTION CABLE	
	1,820							1,820	625	23400	1,820	FT	NO. 10 AWG POLE AND BRACKET CABLE	
	2,363							2,363	625	25408	2,363	FT	CONDUIT, 2", 725.051	
	215							215	625	25504	215	FT	CONDUIT, 3", 725.051	
	14							14	625	26253	14	EACH	LUMINAIRE, CONVENTIONAL, SOLID STATE (LED), AS PER PLAN, TYPE III, 240 VOLT	P.100
	2,363							2,363	625	29000	2,363	FT	TRENCH	
	215							215	625	29400	215	FT	TRENCH IN PAVED AREA	
	4							4	625	30700	4	EACH	PULL BOX, 725.08, 18"	
	14							14	625	32000	14	EACH	GROUND ROD	
	2							2	625	34001	2	EACH	POWER SERVICE, AS PER PLAN	P.100

