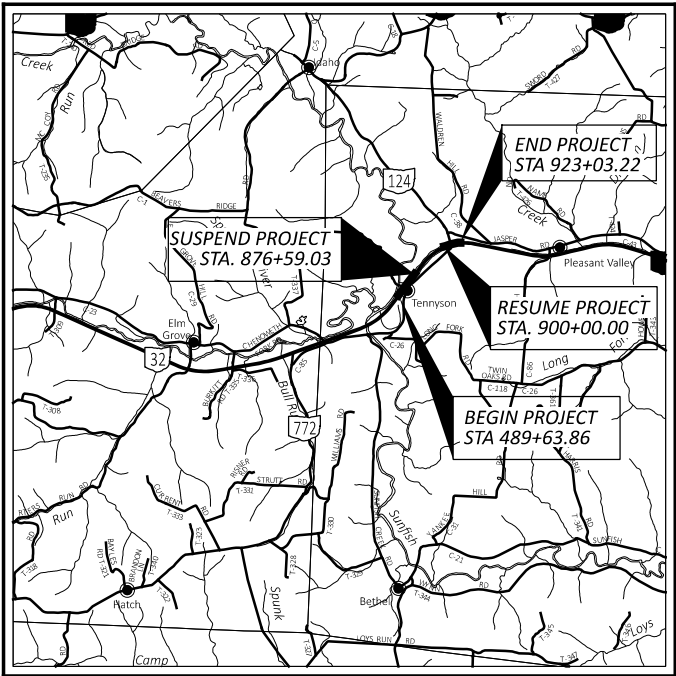




LOCATION MAP

LATITUDE: 39°3'40.72" LONGITUDE: -83°6'50.93"

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

DESIGN DESIGNATION	SR 32	TENNYSON RD (CR 85)	GLEASON RD (TR 338)
CURRENT ADT (2025)	9,900	3345	400
DESIGN YEAR ADT (2045)	12,000	N/A	N/A
DESIGN HOURLY VOLUME (2045)	1300	N/A	N/A
DIRECTIONAL DISTRIBUTION	58.8	N/A	N/A
TRUCKS (24 HOUR B&C)	22	18	N/A
DESIGN SPEED	60	45	55
LEGAL SPEED	60	45	55
DESIGN FUNCTIONAL CLASSIFICATION:	PRINCIPAL ARTERIAL OTHER (RURAL)	MINOR COLLECTOR (RURAL)	LOCAL (RURAL)

NHS PROJECT

DESIGN EXCEPTIONS

NONE

ADA DESIGN WAIVERS

NONE

UNDERGROUND UTILITIES

Contact Two Working Days
Before You Dig


Before You Dig

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

PLAN PREPARED BY:



LJB Inc.
2500 Newmark Drive
Miamisburg, OH 45342
(866) 552-3536 | LJBinc.com

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ENGINEER'S SEAL

ROADWAY
SHEET #1-108



SIGNED: _____
DATE: 01/06/2026

ENGINEER'S SEAL

TRAFFIC CONTROL
SHEET #109-123



SIGNED: _____
DATE: 01/05/2026

STANDARD CONSTRUCTION DRAWINGS								SUPPLEMENTAL SPECIFICATIONS	SPECIAL PROVISIONS
BP-3.1	1/19/24	HL-10.11	07/21/23	MT-101.75	7/21/23			800-2023 7/18/25	
BP-9.1	1/18/19	HL-10.12	07/21/23	MT-101.80	1/17/20			807 1/17/25	
		HL-10.13	01/20/23	MT-104.10	1/19/24			808 7/19/24	
CB-2-3, 2-4	7/19/24	HL-20.11	07/18/25	MT-105.10	1/17/20			832 7/18/25	
CB-2-2A		HL-30.11	07/21/23					850 7/21/23	
2-2B, 2-2C	7/19/24	HL-30.21	04/17/20	TC-41.20	10/18/13			878 1/21/22	
		HL-30.22	01/17/25	TC-41.30	4/21/23			905 1/17/25	
DM-1.1	1/17/25	HL-40.10	07/19/24	TC-41.50	10/18/13			908 1/17/25	
DM-1.2	1/17/25	HL-60.11	07/21/17	TC-42.20	10/18/13				
		HL-60.31	07/19/24	TC-64.10	7/21/23				
MH-3	7/19/24			TC-65.10	1/17/24				
		MT-95.30	7/19/19	TC-65.11	1/17/25				
RM-1.1	7/18/25	MT-95.40	7/21/23						
RM-3.1	7/20/18	MT-97.12	1/20/17						
RM-4.1	1/17/20	MT-101.60	4/21/23						
RM-4.2	7/18/25	MT-101.70	7/19/24						

STATE OF OHIO
DEPARTMENT OF TRANSPORTATION

PIK-32-9.27/9.96

NEWTON TOWNSHIP

PIKE COUNTY

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GEOTECHNICAL	P.124 - P.126

FEDERAL PROJECT NUMBER

E230564

RAILROAD INVOLVEMENT

NONE

PROJECT DESCRIPTION

THIS PROJECT WILL CONSTRUCT A TURBO LANE FOR THE INTERSECTION OF SR-32 AND SR-124. THE SOUTHERN LEG OF THIS INTERSECTION, AT THE TENNYSON ROAD ACCESS, WILL BE RESTRICTED TO RIGHT-IN/RIGHT-OUT. AN EASTBOUND AND WESTBOUND LEFT TURN LANE ALONG SR-32 WILL BE CONSTRUCTED AT THE GLEASON ROAD AND SR-32 INTERSECTION.

EARTH DISTURBED AREAS

PROJECT EARTH DISTURBED AREA:	
SITE 1 (GLEASON INTERSECTION):	0.95 ACRES
SITE 2 (TENNYSON INTERSECTION):	1.92 ACRES
ESTIMATED CONTRACTOR EARTH DISTURBED AREA:	0.45 ACRES
NOTICE OF INTENT EARTH DISTURBED AREA:	3.32 ACRES

LIMITED ACCESS

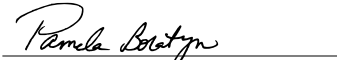
THIS IMPROVEMENT IS ESPECIALLY DESIGNED FOR THROUGH TRAFFIC AND HAS BEEN DECLARED A LIMITED ACCESS HIGHWAY OR FREEWAY BY ACTION OF THE DIRECTOR IN ACCORDANCE WITH THE PROVISIONS OF SECTION 5511.02 OF THE OHIO REVISED CODE.

2023 SPECIFICATIONS

THE STANDARD SPECIFICATIONS OF THE STATE OF OHIO, DEPARTMENT OF TRANSPORTATION, INCLUDING SUPPLEMENTAL SPECIFICATIONS LISTED IN THE PLANS AND CHANGES LISTED IN THE PROPOSAL SHALL GOVERN THIS IMPROVEMENT.

I HEREBY APPROVE THESE PLANS AND DECLARE THAT THE MAKING OF THIS IMPROVEMENT WILL NOT REQUIRE THE CLOSING TO TRAFFIC OF THE HIGHWAY EXCEPT FOR THE SIDE ROADS AS DESCRIBED ON SHEETS P.13 - P.15 OF 123 AND THAT PROVISIONS FOR THE MAINTENANCE AND SAFETY OF TRAFFIC WILL BE AS SET FORTH ON THE PLANS AND ESTIMATES.


Michael G. Dombrowski
District 09 Deputy Director


Pamela Boratyn
Director, Department of Transportation

ENGINEER'S SEAL

GEOTECHNICAL
SHEET #124-126



SIGNED: _____
DATE: 01/06/2026

TITLE SHEET

DESIGN AGENCY



DESIGNER

JML

REVIEWER

MAG 10/17/25

PROJECT ID

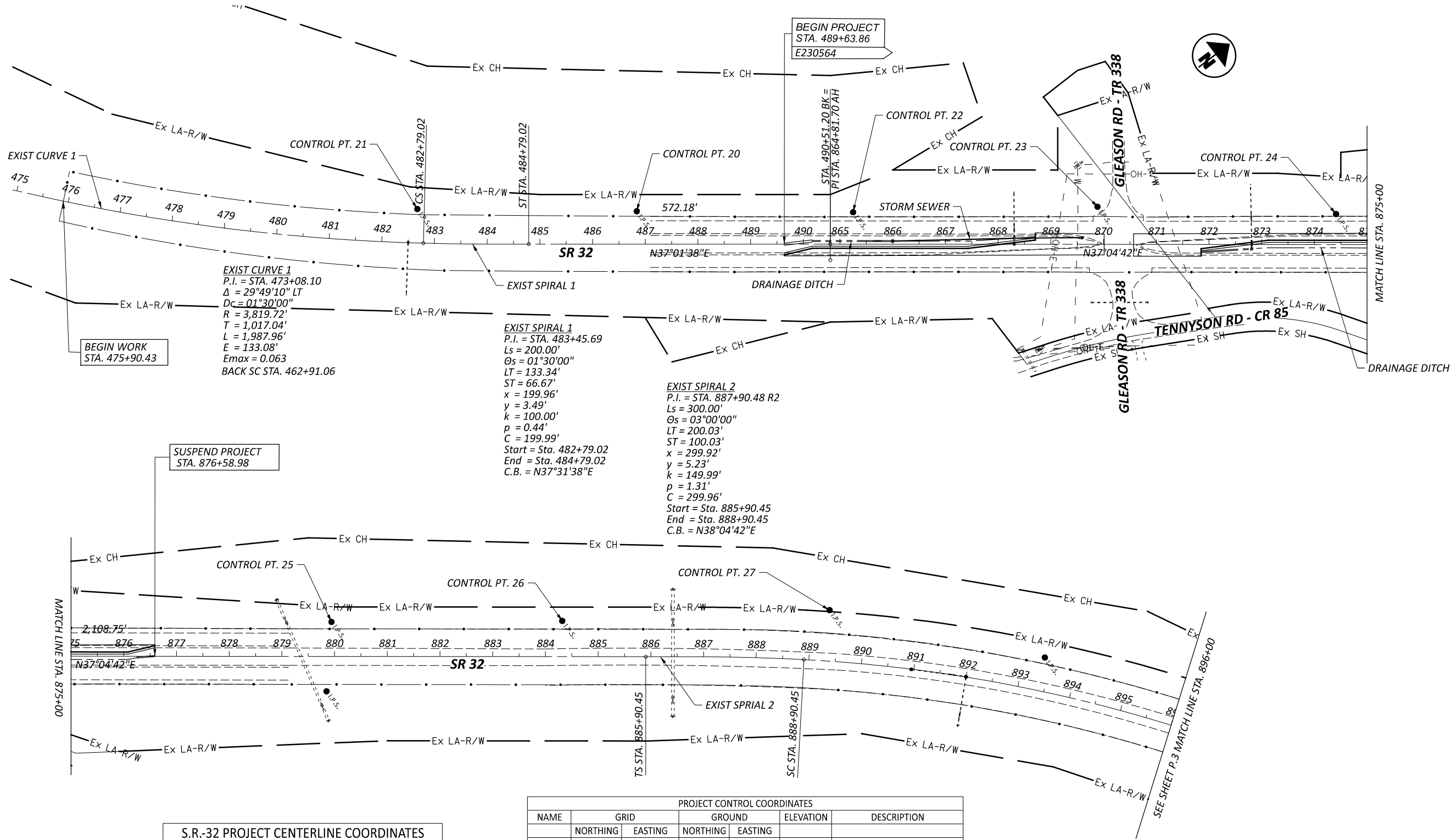
118121

SHEET

TOTAL

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P.126



S.R.-32 PROJECT CENTERLINE COORDINATES			
NORTHING	EASTING	STATION	DESCRIPTION
492389.76	128286.1	482+79.02	CS
492442.24	128327.2	483+45.69	PI
492548.37	128407.9	484+79.02	ST
493005.17	128752.5	86481.70	PI
494687.61	130023.9	885+90.45	TS
494846.2	130145.7	887+90.48	PI
494923.69	130208.9	888+90.45	SC
495799.59	131502.8	904+72.99	PI
495916.76	132795.2	917+82.12	CS
495901.45	132894.1	918+82.15	PI
495865.12	133090.7	920+82.12	ST

PROJECT CONTROL COORDINATES					
NAME	GRID		GROUND		DESCRIPTION
	NORTHING	EASTING	NORTHING	EASTING	
21	492419.65	128227.47	492419.65	128227.47	IPINS--PRIMARY AZ
20	492749.36	128481.54	492749.36	128481.54	IPINS--PRIMARY
22	493076.03	128730.15	493076.03	128730.15	IPINS--SECONDARY
23	493452.39	129001.03	493452.39	129001.03	IPINS--PRIMARY
24	493805.48	129284.72	493805.48	129284.72	IPINS--SECONDARY
25	494251.23	129612.05	494251.23	129612.05	IPINS--PRIMARY
26	494601.92	129874.20	494601.92	129874.20	IPINS--SECONDARY
27	495019.16	130163.29	495019.16	130163.29	IPINS--SECONDARY--TARGET 2
28	495291.03	130481.01	495291.03	130481.01	IPINS--SECONDARY
29	495493.28	130741.74	495493.28	130741.74	IPINS--PRIMARY
30	495732.74	131125.94	495732.74	131125.94	IPINS--SECONDARY
37	495869.75	131496.84	495869.75	131496.84	IPID--ODOT PACK AZ
31	495902.00	131571.92	495902.00	131571.92	IPINS--PRIMARY
32	495942.71	132191.07	495942.71	132191.07	IPINS--SECONDARY
33	495925.89	132777.50	495925.89	132777.50	IPINS--SECONDARY
34	495822.96	133355.09	495822.96	133355.09	IPINS--SECONDARY
35	495767.36	133638.75	495767.36	133638.75	IPINS--PRIMARY
36	495714.06	133922.67	495714.06	133922.67	IPINS--PRIMARY AZ

THERE ARE NO EXISTING LANDSCAPED AREAS WITHIN THE WORK LIMITS



SCHEMATIC PLAN

DESIGN AGENCY



DESIGNER

JML

REVIEWER

MAG 10/17/25

PROJECT ID

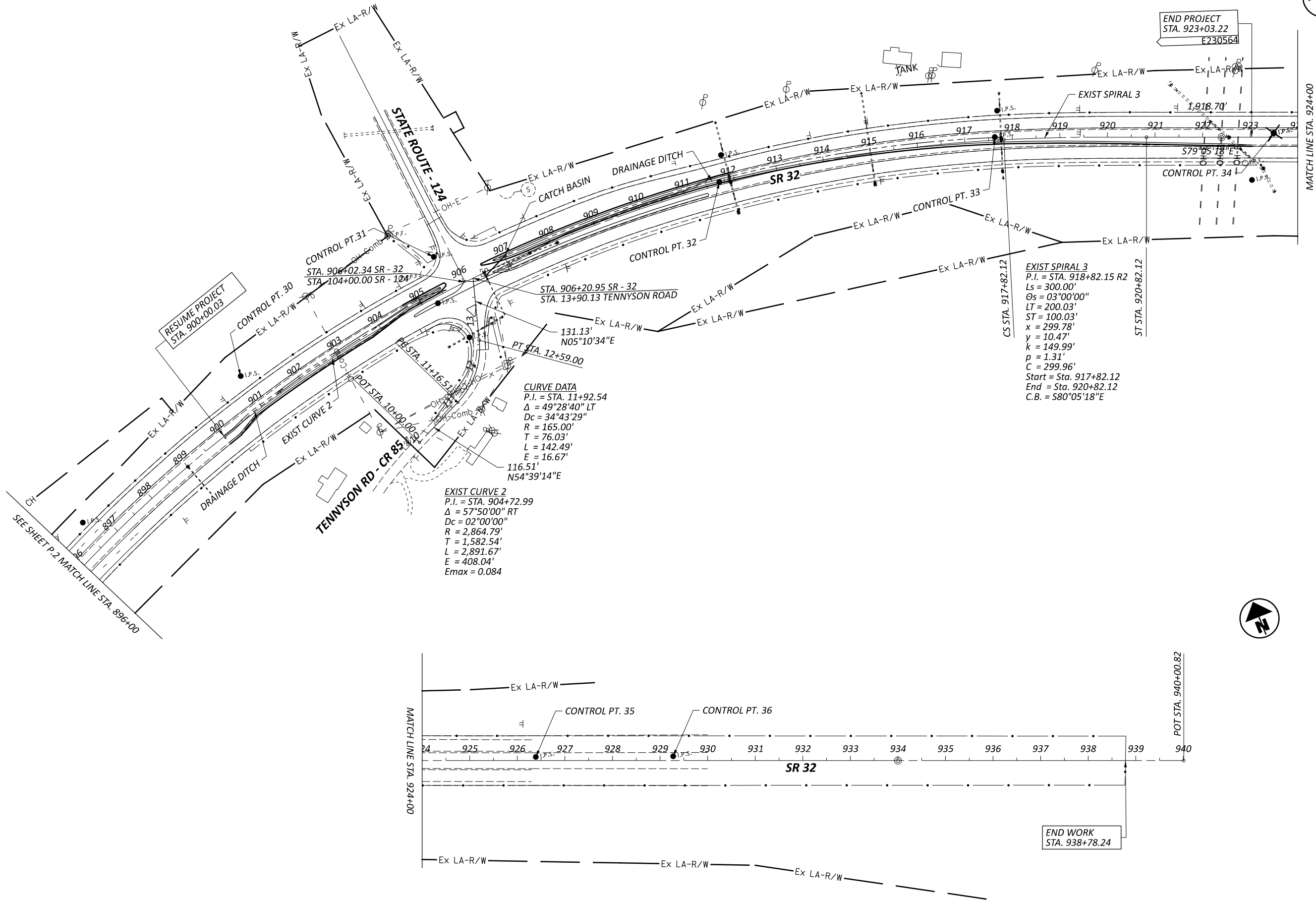
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P.2

TOTAL

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SCHEMATIC PLAN

DESIGN AGENCY



DESIGNER

JML

REVIEWER

MAG 10/17/25

PROJECT ID

118121

SHEET

P.3

TOTAL

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LEGEND

- | | | |
|---|---|---|
| 1 ITEM 442 - 1.5" ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (446) | 7 ITEM 254-PAVEMENT PLANING (T=1.5") | 13 ITEM 203 - GRANULAR MATERIAL, TYPE B (T=12") |
| 2 ITEM 442 - 2.5" ASPHALT CONCRETE INTERMEDIATE COURSE, 19 MM, TYPE A (446) | 8 ITEM 605 - 6" BASE PIPE UNDERDRAINS (18" TYP.) | A EXISTING ASPHALT PAVEMENT |
| 3 ITEM 301 - 10" (EQUAL 5" LIFTS) ASPHALT CONCRETE BASE, (449), PG64-22 | 9 ITEM 407 - NON- TRACKING TACK COAT (APPLIED AT 0.085 GAL/SY) | B EXISTING SHOULDER |
| 4 ITEM 407 - NON- TRACKING TACK COAT (APPLIED AT 0.055 GAL/SY) | 10 ITEM 609 - 4" CONCRETE MEDIAN (PER ODOT SCD RM-3.1) | |
| 5 ITEM 304 - 6" AGGREGATE BASE | 11 ITEM 204 - EXCAVATION OF SUBGRADE (T=12") | |
| 6 ITEM 204 - SUBGRADE COMPACTION | 12 ITEM 204 - GEOTEXTILE FABRIC | |

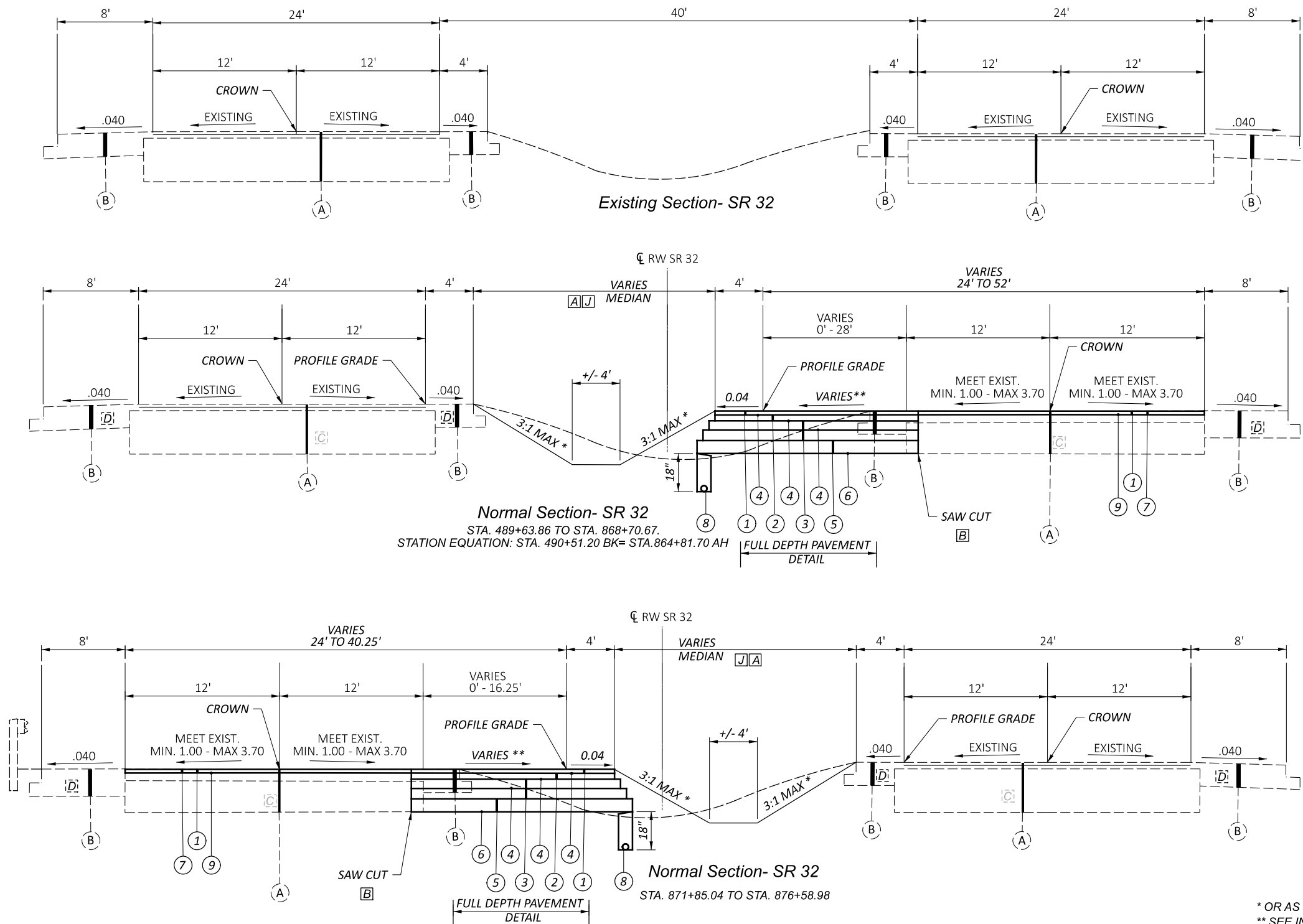
A VARIES 32' TO 4'
 STA. 489+63.86 TO STA. 868+70.67
 STA. 871+85.04 TO STA. 876+58.98

B THE EXISTING PAVEMENT EDGES
 SHALL BE SAW CUT INTO THE
 EXISTING PAVEMENT TO LOCATE
 A SOUND PAVEMENT EDGE.

C ASPHALT CONCRETE VARIES
 T = 14.5" TO 20"

D ASPHALT CONCRETE PAVEMENT
 T = 1.5"
 AGGREGATE BASE T = 8"

J SEE INTERSECTION DETAILS
 STA. 868+70.67 TO STA. 871+85.04



* OR AS SHOWN IN CROSS SECTIONS ON SHEETS P.62 - P.90
 ** SEE INTERSECTION DETAILS ON SHEETS P.92 - P.97
 ***SEE FULL DEPTH PAVEMENT DETAIL

TYPICAL SECTION

DESIGN AGENCY



DESIGNER

SHH

REVIEWER

MAG 10/17/25

PROJECT ID

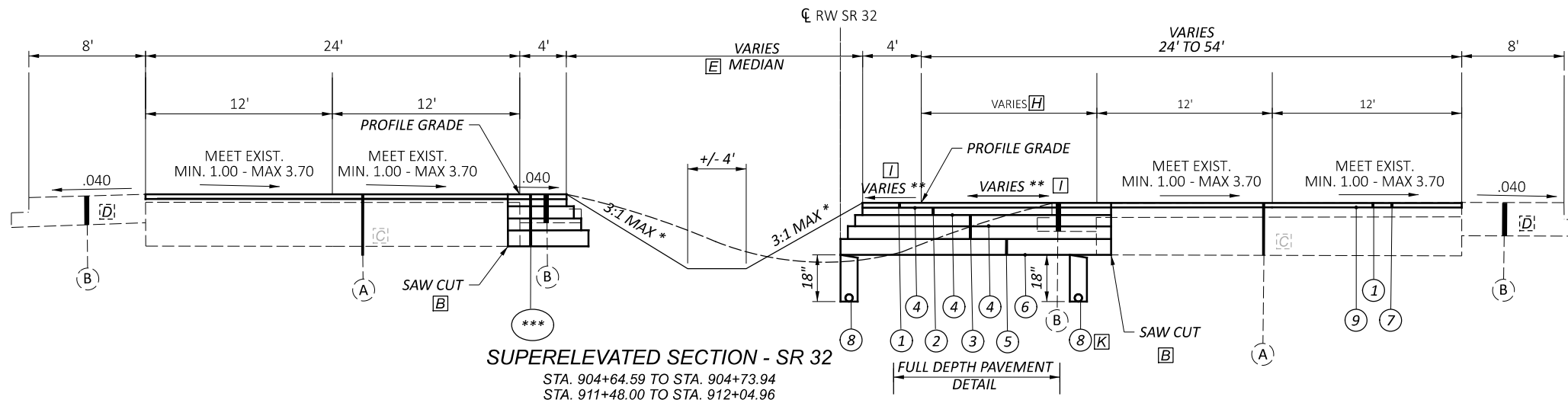
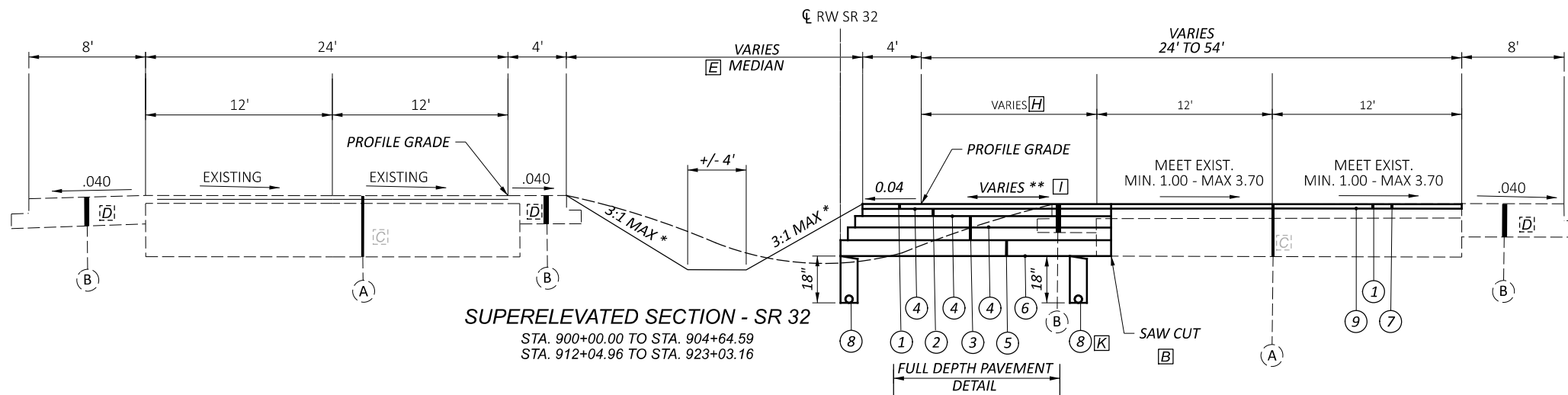
118121

SHEET

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TOTAL

P.126



- [E] VARIES 32' TO 4'
 STA. 900+00.00 TO STA. 905+50.89
 STA. 906+75.10 TO STA. 923+03.16
 FULL DEPTH PAVEMENT (SEE INT. DETAILS)
 STA. 905+50.89 TO STA. 906+75.10
- [F] BEGIN MEDIAN CONSTRUCTION
 STA. 904+73.94
- [H] VARIES 0' TO 30'
 STA. 900+00.00 TO STA. 905+50.89
 STA. 906+75.10 TO STA. 923+03.16
- [I] SEE SUPERELEVATION TABLE
 STA. 911+50.00 TO STA. 923+03.16
- [K] SEE PLAN & PROFILE SHEETS FOR
 HORIZONTAL LAYOUT
 STA. 907+43.70 TO STA. 913+47.34

* OR AS SHOWN IN CROSS SECTIONS ON SHEETS P.62 - P.90
 ** SEE INTERSECTION DETAILS ON SHEETS P.92 - P.97
 ***SEE FULL DEPTH PAVEMENT DETAIL

TYPICAL SECTION

DESIGN AGENCY

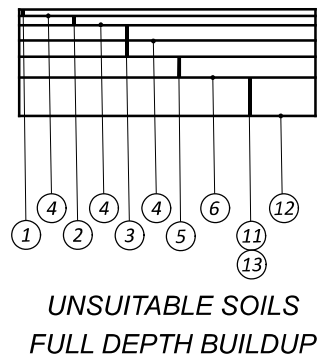
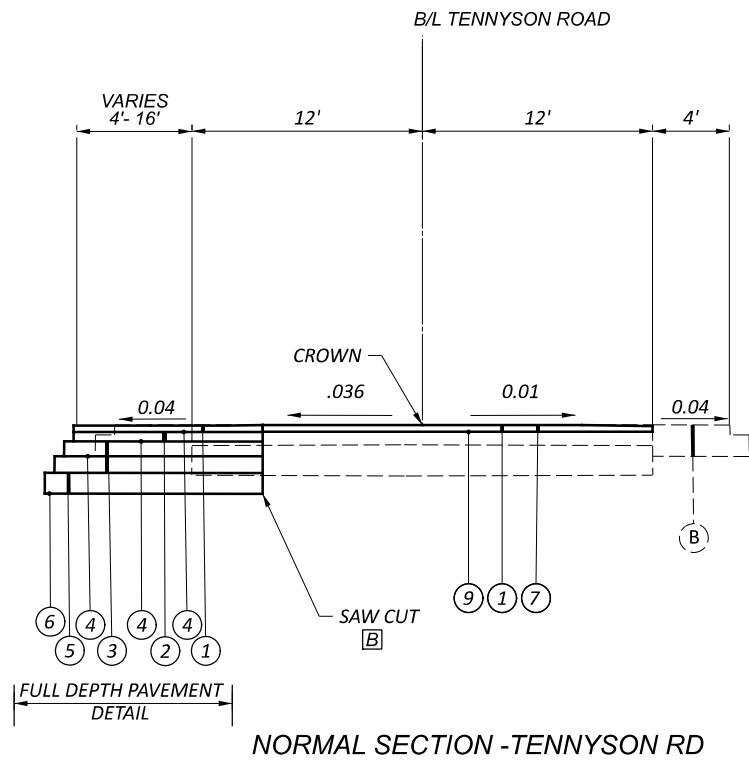
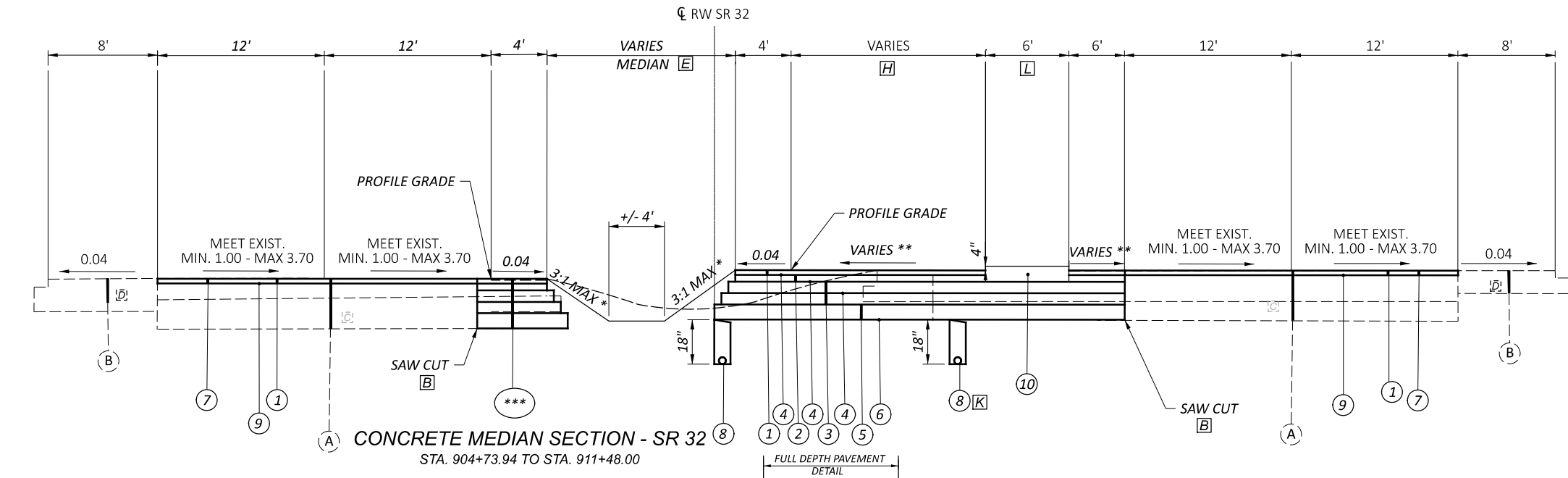


DESIGNER
 SHH

REVIEWER
 MAG 10/17/25

PROJECT ID
 118121

SHEET TOTAL
 P.5 P.126



- E** VARIES 32' TO 4'
 STA. 900+00.00 TO STA. 905+50.89
 STA. 906+75.10 TO STA. 923+03.16
 FULL DEPTH PAVEMENT (SEE INT. DETAILS)
 STA. 905+50.89 TO STA. 906+75.10
- H** VARIES 0' TO 30'
 STA. 900+00.00 TO STA. 905+50.89
 STA. 906+75.10 TO STA. 923+03.16
- K** SEE PLAN & PROFILE SHEETS FOR
 HORIZONTAL LAYOUT
 STA. 907+43.70 TO STA. 913+47.34
- L** VARIES 6' TO 19'
 STA. 905+69.69 TO STA. 906+36.12

* OR AS SHOWN IN CROSS SECTIONS ON SHEETS P.62 - P.90
 ** SEE INTERSECTION DETAILS ON SHEETS P.92 - P.97
 ***SEE FULL DEPTH PAVEMENT DETAIL

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
(740) 648-3091

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.

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:

- SHAPE THE SUBGRADE TO WITHIN 0.2 FEET OF THE PLAN SUBGRADE ELEVATION.
- 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).

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.
- COMPACT THE SUBGRADE ACCORDING TO C&MS 204.03.
- PROOF ROLL THE COMPACTED SUBGRADE ACCORDING TO C&MS 204.06.
- 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 MEDIANS.
- PROOF ROLL THE STABILIZED AREAS ACCORDING TO C&MS 204.06 TO VERIFY STABILITY.
- 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 QUANTITIY 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

DESIGN AGENCY



DESIGNER

JML

REVIEWER

MAG 10/17/25

PROJECT ID

118121

SHEET

P.7

TOTAL

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ITEM 614, MAINTAINING TRAFFIC

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.

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

NOTICE OF CLOSURE SIGN TIME TABLE		
ITEM	DURATION OF CLOSURE	SIGN DISPLAYED TO PUBLIC
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
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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-101.60 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.
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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

DESIGN AGENCY



DESIGNER

AJS

REVIEWER

LAS 10/17/25

PROJECT ID

118121

SHEET

TOTAL

P.8

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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 MNTH
ASSUMING 6 DSL SIGN ASSEMBLY(IES) FOR 6 MONTH(S)

DESIGN AGENCY



DESIGNER

AJS

REVIEWER

LAS 10/17/25

PROJECT ID

118121

SHEET

TOTAL

P.9

P.126

ITEM 614, LAW ENFORCEMENT OFFICER (WITH PATROL CAR) FOR ASSISTANCE DURING CONSTRUCTION OPERATIONS

USE OF LAW ENFORCEMENT OFFICERS (LEOS) BY CONTRACTORS OTHER THAN THE USES SPECIFIED BELOW WILL NOT BE PERMITTED AT PROJECT COST. LEOS SHOULD NOT BE USED WHERE THE OMUTCD INTENDS THAT FLAGGERS BE USED.

IN ADDITION TO THE REQUIREMENTS OF C&MS 614 AND THE OMUTCD, A UNIFORMED LEO WITH AN OFFICIAL PATROL CAR (CAR WITH TOP-MOUNTED EMERGENCY FLASHING LIGHTS AND COMPLETE MARKINGS OF THE APPROPRIATE LAW ENFORCEMENT AGENCY) SHALL BE PROVIDED FOR THE FOLLOWING TRAFFIC CONTROL TASKS AS APPROVED BY THE ENGINEER:

DURING THE ENTIRE ADVANCE PREPARATION AND CLOSURE SEQUENCE WHERE COMPLETE BLOCKAGE OF TRAFFIC IS REQUIRED.

DURING A TRAFFIC SIGNAL INSTALLATION WHEN IMPACTING THE NORMAL FUNCTION OF THE SIGNAL OR THE FLOW OF TRAFFIC, OR WHEN TRAFFIC NEEDS TO BE DIRECTED THROUGH AN ENERGIZED TRAFFIC SIGNAL CONTRARY TO THE SIGNAL DISPLAY (E.G., DIRECTING MOTORISTS THROUGH A RED LIGHT).

FOR LANE CLOSURES: DURING INITIAL SET-UP PERIODS, TEAR DOWN PERIODS, SUBSTANTIAL SHIFTS OF A CLOSURE POINT OR WHEN NEW LANE CLOSURE ARRANGEMENTS ARE INITIATED FOR LONG-TERM LANE CLOSURES/SHIFTS (FOR THE FIRST AND LAST DAY OF MAJOR CHANGES IN TRAFFIC CONTROL SETUP).

FOR OPERATIONS WITHOUT POSITIVE PROTECTION OCCURRING WITHIN 10 FEET OF AN OPEN TRAVELED LANE THAT MEET ALL OF THE FOLLOWING CRITERIA:

- ON A MULTI-LANE DIVIDED INTERSTATE, OTHER FREEWAY OR EXPRESSWAY; AND
- AN AUTHORIZED SPEED LIMIT OF 45 MPH OR GREATER THAT IS IN EFFECT AT THE TIME OF THE OPERATION; AND,
- AADT OF 50,000 (OR AADT OF 30,000 WITH 25% OR HIGHER PERCENT TRUCKS)

"WITHOUT POSITIVE PROTECTION" MEANS USE OF DRUMS, CONES, SHADOW VEHICLE, ETC, WITHOUT PROTECTION FROM PORTABLE BARRIER OR OTHER RIGID BARRIER ALONG THE WORK AREA. THIS PHRASE DOES NOT APPLY TO CASES WHERE POSITIVE PROTECTION IS REQUIRED. MOBILE OPERATIONS ARE REGARDED AS "WITHOUT POSITIVE PROTECTION". FOR WORK ZONES USING A COMBINATION OF BARRIER AND TEMPORARY TRAFFIC CONTROL DEVICES (CONES, DRUMS, ETC), THE DESIGNATION SHALL BE BASED UPON THE TYPE OF DEVICES USED IN THE AREA THAT WORKERS ARE LOCATED.

IF MULTIPLE ACTIVE LOCALIZED QUALIFYING WORK AREAS OCCUR WITHOUT POSITIVE PROTECTION, PER MAINLINE TRAFFIC DIRECTION, PROVIDE A UNIFORMED LEO AND OFFICIAL PATROL CAR IN ADVANCE OF:

- THE FIRST ACTIVE WORK AREA THAT DRIVERS WILL ENCOUNTER; OR
- THE ACTIVE WORK AREA Laterally CLOSEST TO THE OPEN TRAVELED LANE; OR
- OTHER LOCATION AS APPROVED BY THE ENGINEER.

THE UNIFORMED LEO AND OFFICIAL PATROL CAR MAY RELOCATE AMONG THE LISTED LOCATIONS AS APPROPRIATE AS THE OPERATIONS PROCEED IN THE LOCALIZED QUALIFYING WORK AREAS.

IN GENERAL, LEOS SHOULD BE POSITIONED IN ADVANCE OF AND ON THE SAME SIDE AS THE LANE RESTRICTION (OR AT THE POINT OF ROAD CLOSURE), AND TO MANUALLY CONTROL TRAFFIC MOVEMENTS THROUGH SIGNALIZED INTERSECTIONS IN WORK ZONES.

LEOS SHOULD NOT FORGO THEIR TRAFFIC CONTROL RESPONSIBILITIES TO APPREHEND MOTORISTS FOR ROUTINE TRAFFIC VIOLATIONS. HOWEVER, IF A MOTORIST'S ACTIONS ARE CONSIDERED TO BE RECKLESS, THEN PURSUIT OF THE MOTORIST IS APPROPRIATE.

THE LEOS WORK AT THE DIRECTION OF THE CONTRACTOR. THE CONTRACTOR IS RESPONSIBLE FOR SECURING THE SERVICES OF THE LEOS WITH THE APPROPRIATE AGENCIES AND COMMUNICATING THE INTENTIONS OF THE PLANS WITH RESPECT TO DUTIES OF THE LEOS. THE ENGINEER SHALL HAVE FINAL CONTROL OVER THE LEOS' DUTIES AND PLACEMENT, AND WILL RESOLVE ANY ISSUES THAT MAY ARISE BETWEEN THE TWO PARTIES.

ENSURE PROVIDED LEOS HAVE BEEN TRAINED APPROPRIATE TO THE JOB DECISIONS THEY ARE REQUIRED TO MAKE WHILE ON THE PROJECT, IN ACCORDANCE WITH C&MS 614.03.

THE LEO SHALL REPORT IN TO THE CONTRACTOR PRIOR TO THE START OF THE SHIFT, IN ORDER TO RECEIVE INSTRUCTIONS REGARDING SPECIFIC WORK ASSIGNMENTS DURING HIS/HER SHIFT. THE LEO IS EXPECTED TO STAY AT THE PROJECT SITE FOR THE ENTIRE DURATION OF HIS/HER SHIFT. THE LEO SHALL REPORT TO THE CONTRACTOR AT THE END OF HIS/HER SHIFT. SHOULD IT BE NECESSARY TO LEAVE THE PROJECT SITE, THE LEO SHALL NOTIFY THE ENGINEER. THE CONTRACTOR SHALL PROVIDE THE LEO WITH A TWO-WAY COMMUNICATION DEVICE THAT SHALL BE RETURNED TO THE CONTRACTOR AT THE END OF HIS/HER SHIFT.

LEOS (WITH PATROL CAR) REQUIRED BY THE TRAFFIC MAINTENANCE TASKS ABOVE SHALL BE PAID FOR ON A UNIT PRICE (HOURLY) BASIS UNDER ITEM 614, LAW ENFORCEMENT OFFICER (WITH PATROL CAR) FOR ASSISTANCE. THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY.

ITEM 614, LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE 40 HOURS

THE HOURS PAID SHALL INCLUDE ANY MINIMUM SHOW-UP TIME REQUIRED BY THE LAW ENFORCEMENT AGENCY INVOLVED.

ANY ADDITIONAL COSTS (ADMINISTRATIVE OR OTHERWISE) INCURRED BY THE CONTRACTOR TO OBTAIN THE SERVICES OF A LEO ARE INCLUDED WITH THE BID UNIT PRICE FOR ITEM 614, LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE.

NOTIFICATION OF TRAFFIC RESTRICTIONS

THROUGHOUT THE DURATION OF THE PROJECT, THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER IN WRITING OF ALL TRAFFIC RESTRICTIONS AND UPCOMING MAINTENANCE OF TRAFFIC CHANGES. THE CONTRACTOR SHALL ENSURE THE WRITTEN NOTIFICATION IS SUBMITTED IN A TIMELY MANNER TO ALLOW THE PROJECT ENGINEER TO MEET THE REQUIRED TIME FRAMES SET FORTH IN THE TABLE BELOW TO INFORM THE SPECIAL HAULING PERMITS SECTION (HAULING.PERMITS@DOT.OHIO.GOV) AND THE DISTRICT PUBLIC INFORMATION OFFICE (PIO). THIS NOTIFICATION SHALL BE RECEIVED BY THE PROJECT ENGINEER PRIOR TO THE PHYSICAL SETUP OF ANY APPLICABLE SIGNS OR MESSAGE BOARDS.

INFORMATION SHOULD INCLUDE, BUT IS NOT LIMITED TO, ALL CONSTRUCTION ACTIVITIES THAT IMPACT OR INTERFERE WITH TRAFFIC AND SHALL LIST THE SPECIFIC LOCATION, TYPE OF WORK, ROAD STATUS, DATE AND TIME OF RESTRICTION, DURATION OF RESTRICTION, NUMBER OF LANES MAINTAINED, NUMBER OF LANES CLOSED, MINIMUM VERTICAL CLEARANCE, MINIMUM WIDTH OF DRIVABLE PAVEMENT, DETOUR ROUTES, IF APPLICABLE, AND ANY OTHER INFORMATION REQUESTED BY THE PROJECT ENGINEER.

NOTIFICATION OF TRAFFIC RESTRICTIONS TIME TABLE		
ITEM	DURATION OF CLOSURE	NOTICE DUE TO PERMITS & PIO
RAMP & ROAD CLOSURES	>= 2 WEEKS	21 CALENDAR DAYS PRIOR TO CLOSURE
	> 12 HOURS & < 2 WEEKS	14 CALENDAR DAYS PRIOR TO CLOSURE
	<= 12 HOURS	4 CALENDAR DAYS PRIOR TO CLOSURE
LANE CLOSURES & RESTRICTIONS	>= 2 WEEKS	14 CALENDAR DAYS PRIOR TO CLOSURE
	< 2 WEEKS	5 BUSINESS DAYS PRIOR TO CLOSURE
START OF CONSTRUCTION & TRAFFIC PATTERN CHANGES	N/A	14 CALENDAR DAYS PRIOR TO IMPLEMENTATION

ANY UNFORESEEN CONDITIONS NOT SPECIFIED IN THE PLANS REQUIRING TRAFFIC RESTRICTIONS SHALL ALSO BE REPORTED TO THE PROJECT ENGINEER USING THE NOTIFICATION TIME TABLE.

DESIGNATED LOCAL DETOUR ROUTE

IN ADDITION TO THE OFFICIAL, SIGNED DETOUR ROUTE, A LOCAL ROUTE (WALDREN HILL RD AND JASPER RD) HAS BEEN DETERMINED TO BE THE SECONDARY, UNSIGNED DETOUR ROUTE OR "DESIGNATED LOCAL DETOUR ROUTE." THIS ROUTE IS SHOWN ON SHEET NO. P.14. DURING THE TIME THAT TRAFFIC IS DETOURED, THE CONTRACTOR SHALL MAINTAIN THIS ROUTE IN A CONDITION WHICH IS REASONABLY SMOOTH AND FREE FROM HOLES, RUTS, RIDGES, BUMPS, DUST AND STANDING WATER. ONCE THE DETOUR IS REMOVED AND TRAFFIC RETURNED TO ITS NORMAL PATTERN, THE DESIGNATED LOCAL DETOUR ROUTE SHALL BE RESTORED TO A CONDITION THAT IS EQUIVALENT TO THAT WHICH EXISTED PRIOR TO ITS USE FOR THIS PURPOSE. ALL SUCH WORK SHALL BE PERFORMED WHEN AND AS DETERMINED BY THE ENGINEER.

THE FOLLOWING ESTIMATED QUANTITIES ARE PROVIDED FOR USE AS DETERMINED BY THE ENGINEER TO MAINTAIN AND SUBSEQUENTLY RESTORE THE DESIGNATED LOCAL DETOUR ROUTE.

ITEM 301, ASPHALT CONCRETE BASE, PG 64-22	60 CU. YD.
ITEM 304, AGGREGATE BASE	60 CU. YD.
ITEM 448, ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG 64-22	30 CU. YD.
ITEM 407, TACK COAT	60 GAL.
ITEM 408, PRIME COAT	60 GAL.
ITEM 614, ASPHALT CONCRETE FOR MAINTAINING TRAFFIC	20 CU. YD.
ITEM 616, WATER	20 M. GAL.
ITEM 617, COMPACTED AGGREGATE, TYPE A	120 CU. YD.
ITEM 642, CENTER LINE	1.00 MILE

DESIGN AGENCY



DESIGNER

AJS

REVIEWER

LAS 10/17/25

PROJECT ID

118121

SHEET

P.10

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 PLANING AND RESURFACING USING SCD MT-95.30.

DESIGN AGENCY



DESIGNER

AJS

REVIEWER

LAS 10/17/25

PROJECT ID

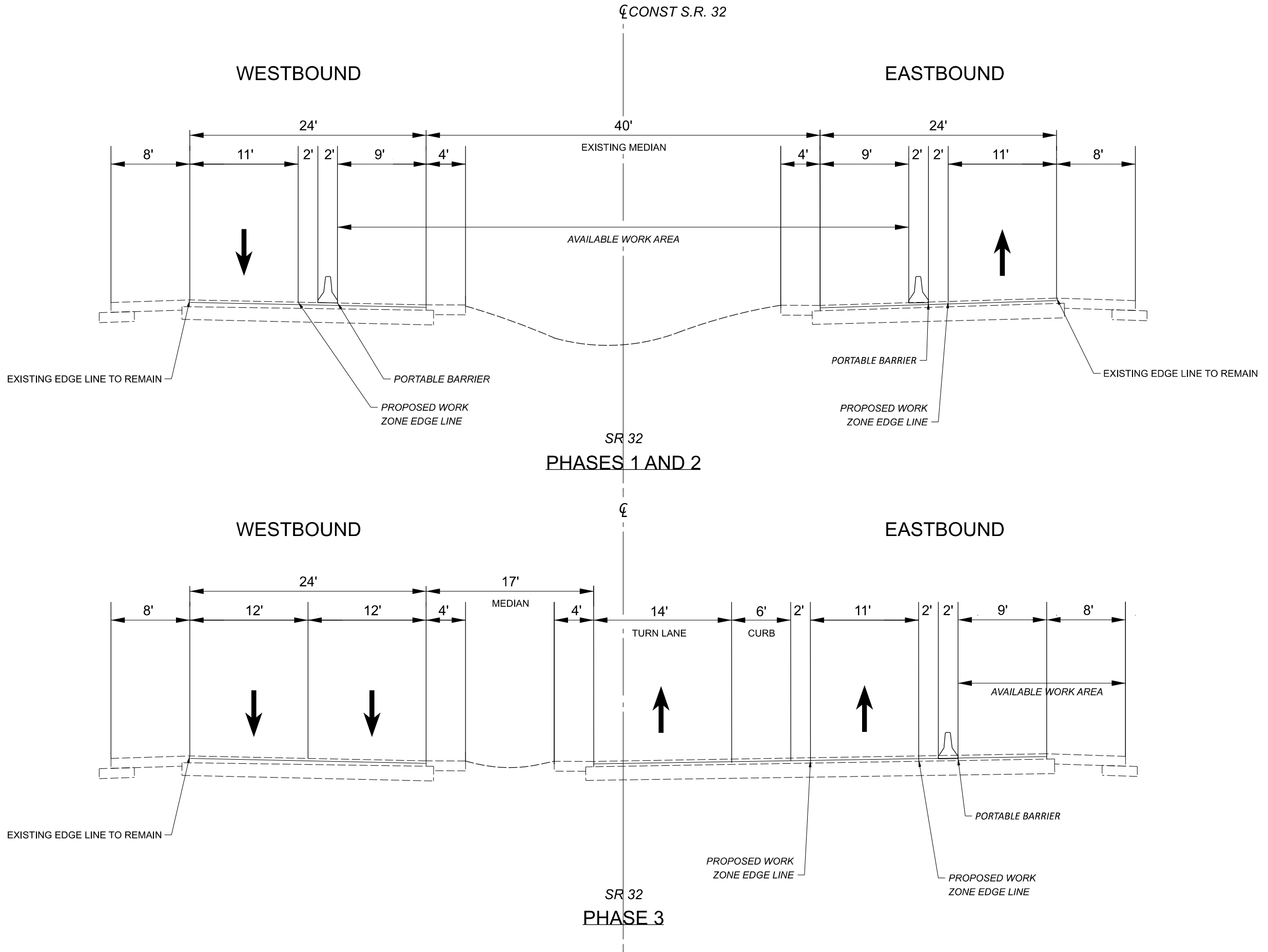
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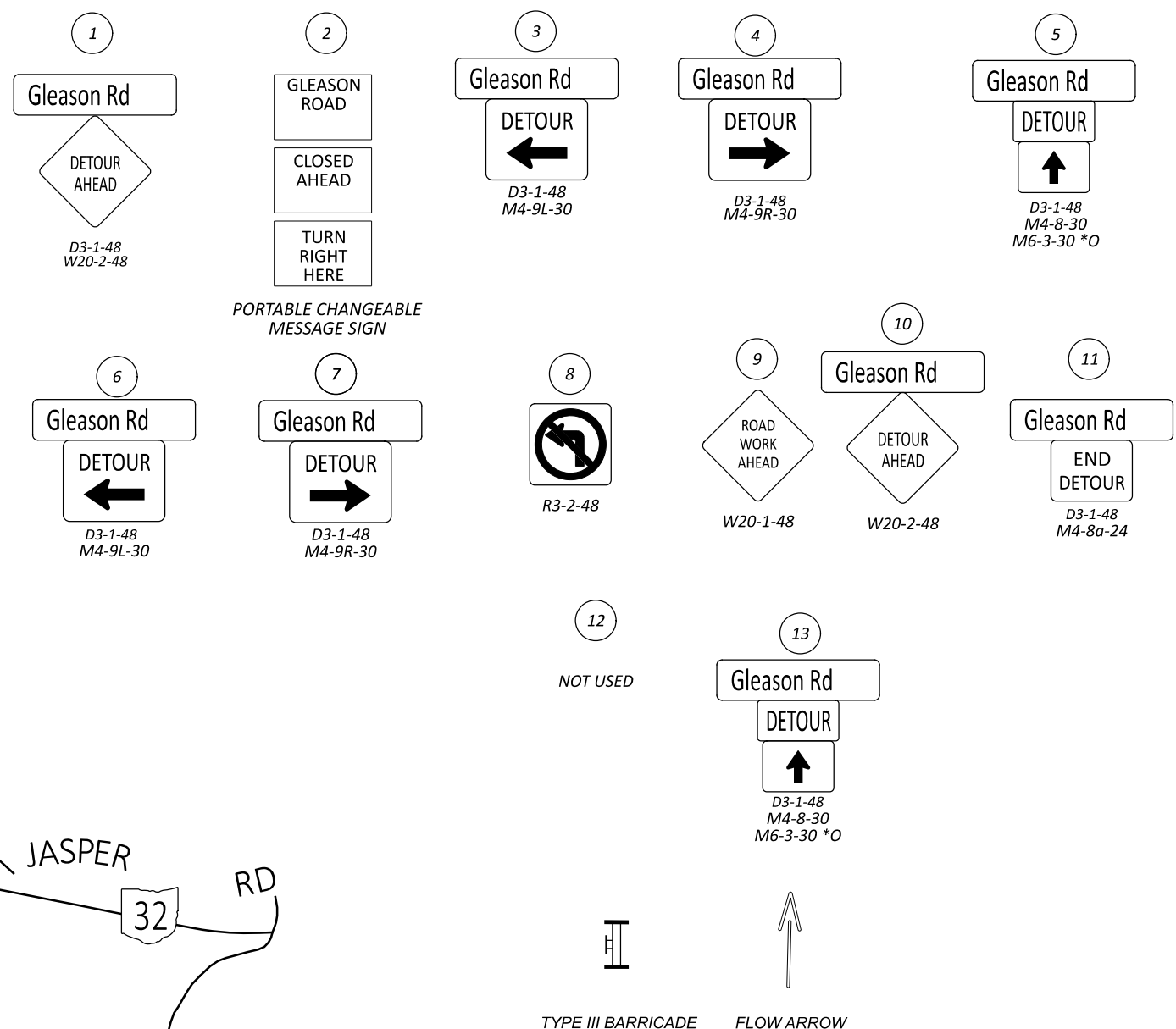
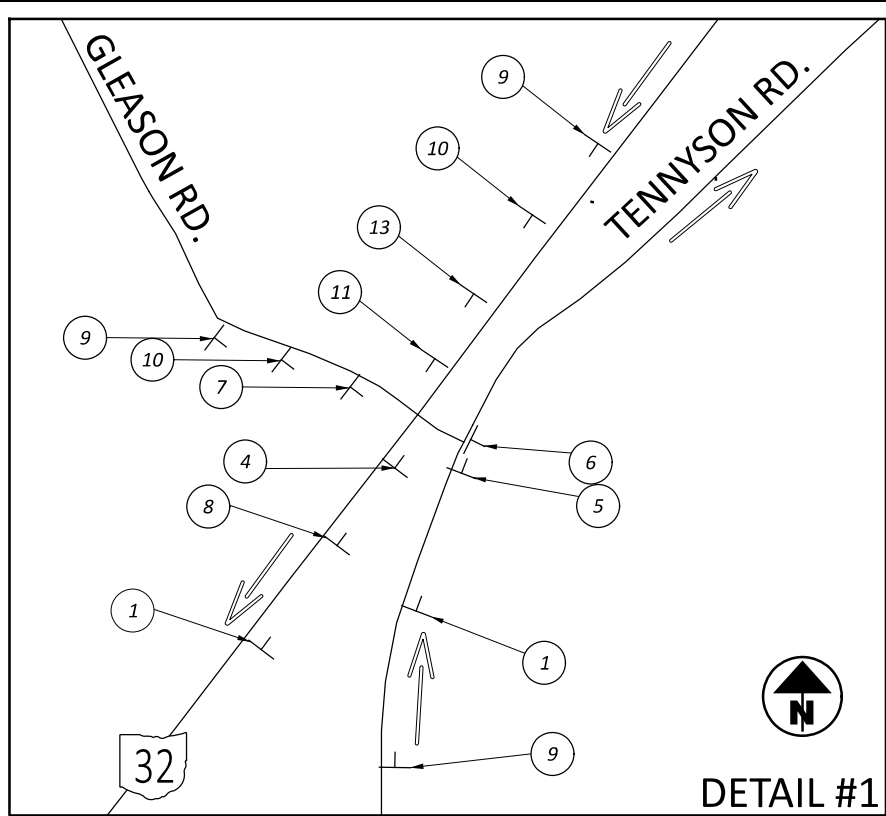
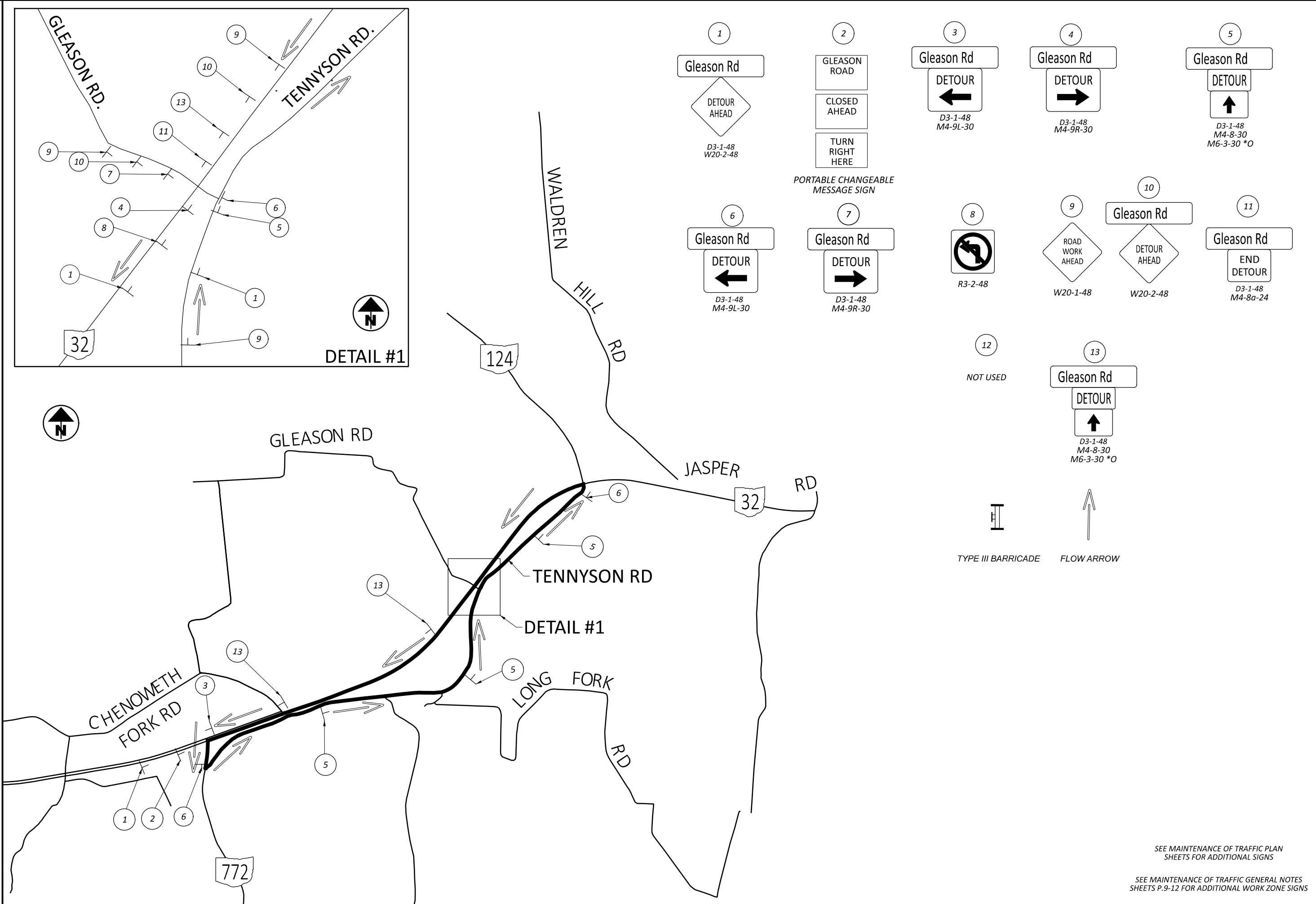
SHEET

P.11

TOTAL

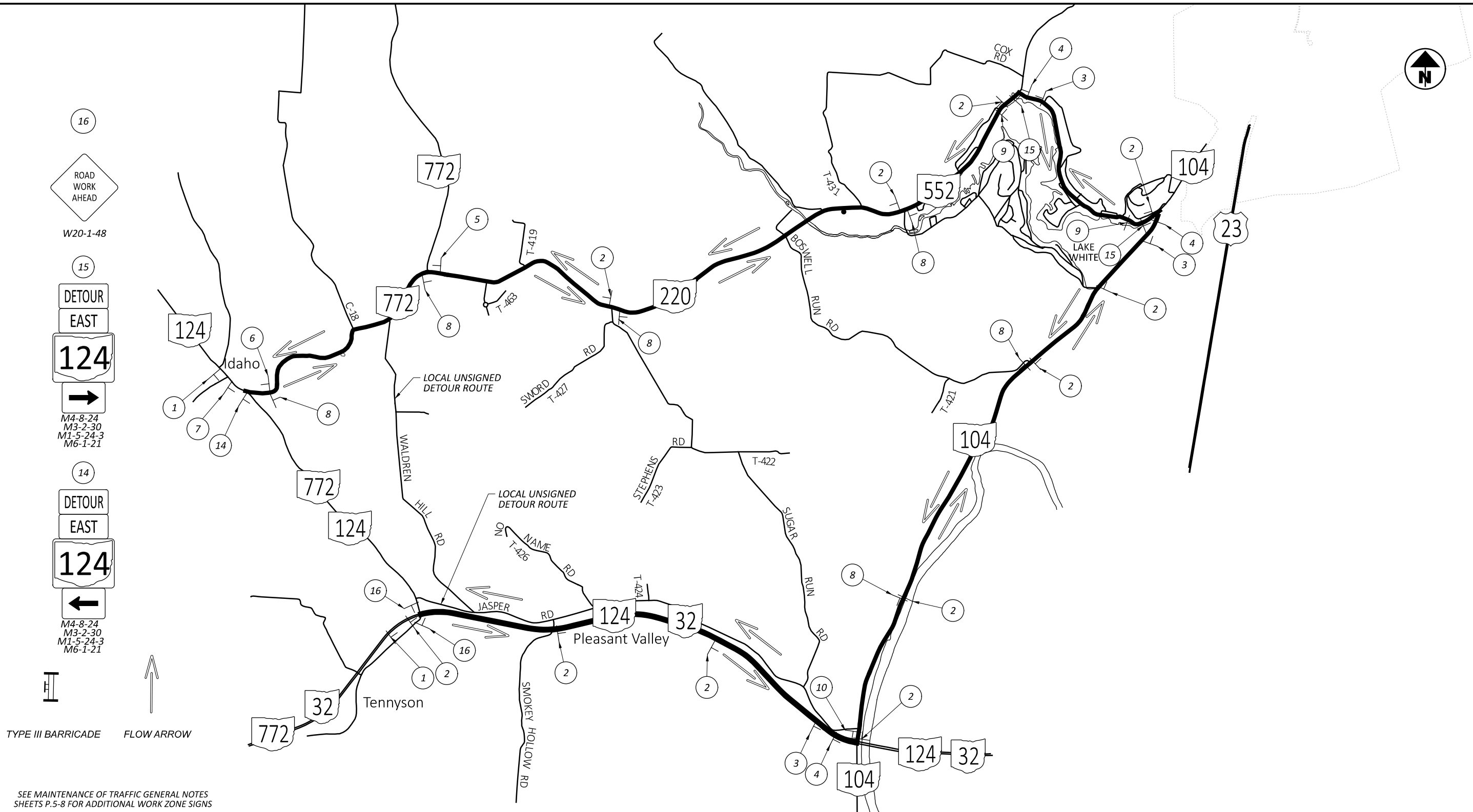
P.126





DETOUR PLAN
PHASE 1 - GLEASON RD.

SEE MAINTENANCE OF TRAFFIC PLAN
SHEETS FOR ADDITIONAL SIGNS
SEE MAINTENANCE OF TRAFFIC GENERAL NOTES
SHEETS P.9-12 FOR ADDITIONAL WORK ZONE SIGNS



16

ROAD WORK AHEAD

W20-1-48

15

DETOUR EAST

124

→

M4-8-24
M3-2-30
M1-5-24-3
M6-1-21

14

DETOUR EAST

124

←

M4-8-24
M3-2-30
M1-5-24-3
M6-1-21

TYPE III BARRICADE

↑ FLOW ARROW

SEE MAINTENANCE OF TRAFFIC GENERAL NOTES
SHEETS P.5-8 FOR ADDITIONAL WORK ZONE SIGNS

1

DETOUR AHEAD

D3-1-48
W20-2-48

2

DETOUR WEST

124

↑

M4-8-24
M3-4-30
M1-5-24-3
M6-3-21 *O

2

DETOUR NORTH

772

↑

M4-8-24
M3-1-30
M1-5-24-3
M6-3-21 *O

3

DETOUR WEST

124

↙

M4-8-24
M3-4-30
M1-5-24-3
M5-1L-21 *O

3

DETOUR NORTH

772

↙

M4-8-24
M3-1-30
M1-5-24-3
M5-1L-21 *O

4

DETOUR WEST

124

←

M4-8-24
M3-4-30
M1-5-24-3
M6-1-21 *O

4

DETOUR NORTH

772

←

M4-8-24
M3-1-30
M1-5-24-3
M6-1-21 *O

5

DETOUR WEST

124

↑

M4-8-24
M3-4-30
M1-5-24-3
M6-3-21 *O

5

END DETOUR NORTH

772

M4-8a-24
M3-1-30
M1-5-24-3

6

END DETOUR WEST

124

M4-8a-24
M3-4-30
M1-5-24-3

7

DETOUR EAST

124

↗

M4-8-24
M3-2-30
M1-5-24-3
M5-1L-21 *O

8

DETOUR EAST

124

↑

M4-8-24
M3-2-30
M1-5-24-3
M6-3-21 *O

9

DETOUR EAST

124

↘

M4-8-24
M3-2-30
M1-5-24-3
M5-1R-21 *O

10

END DETOUR EAST

124

M4-8a-24
M3-2-30
M1-5-24-3

11

NOT USED

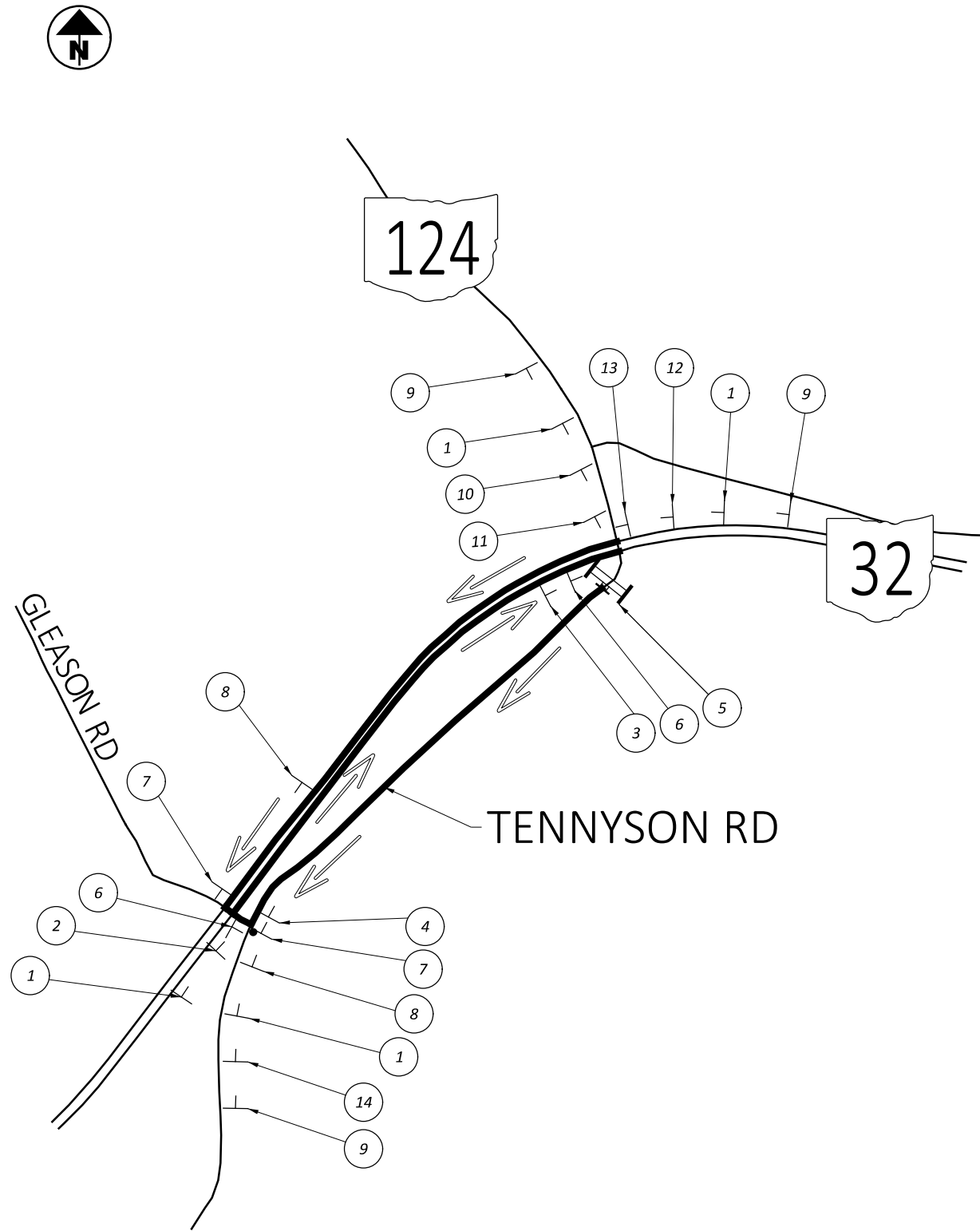
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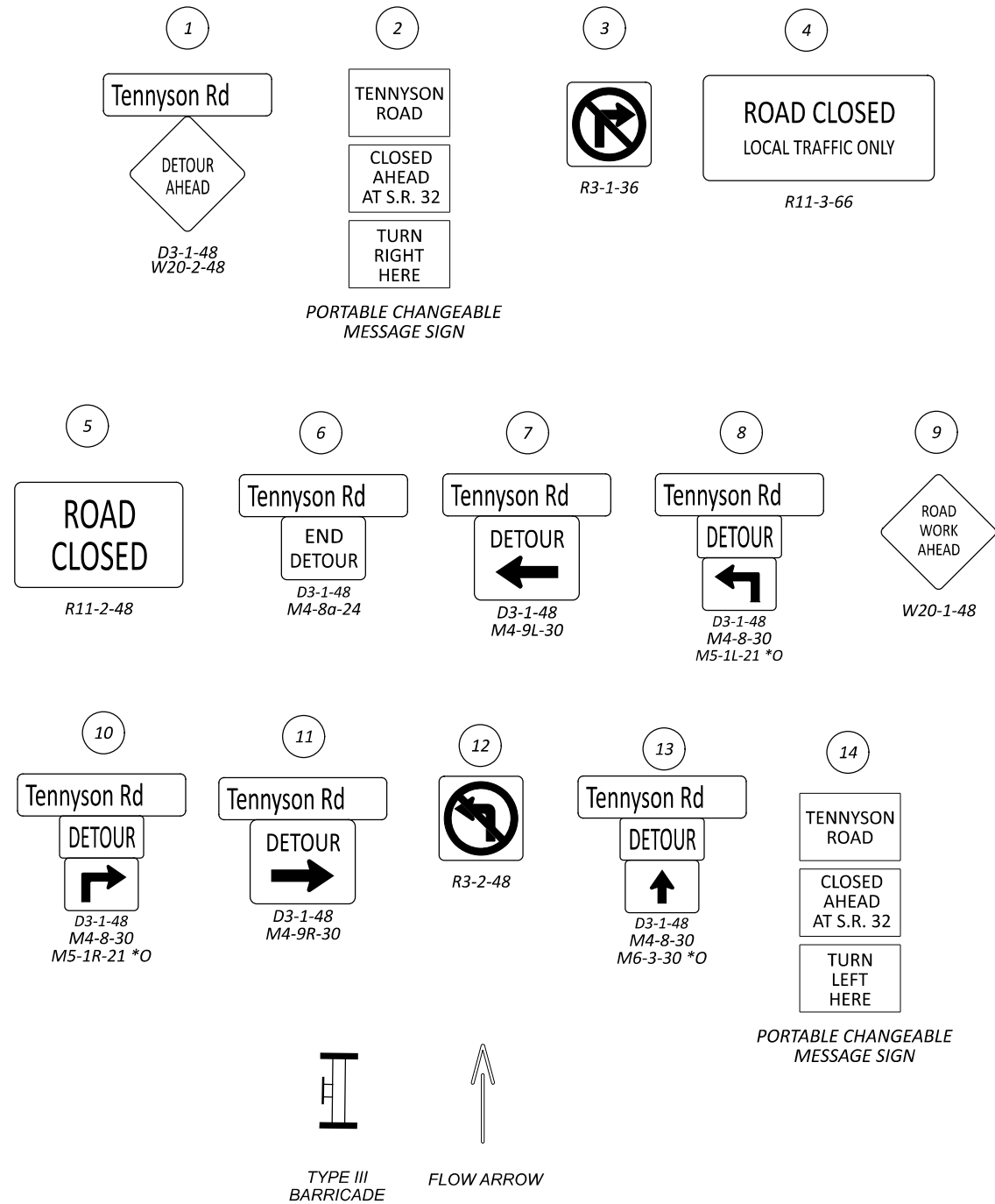
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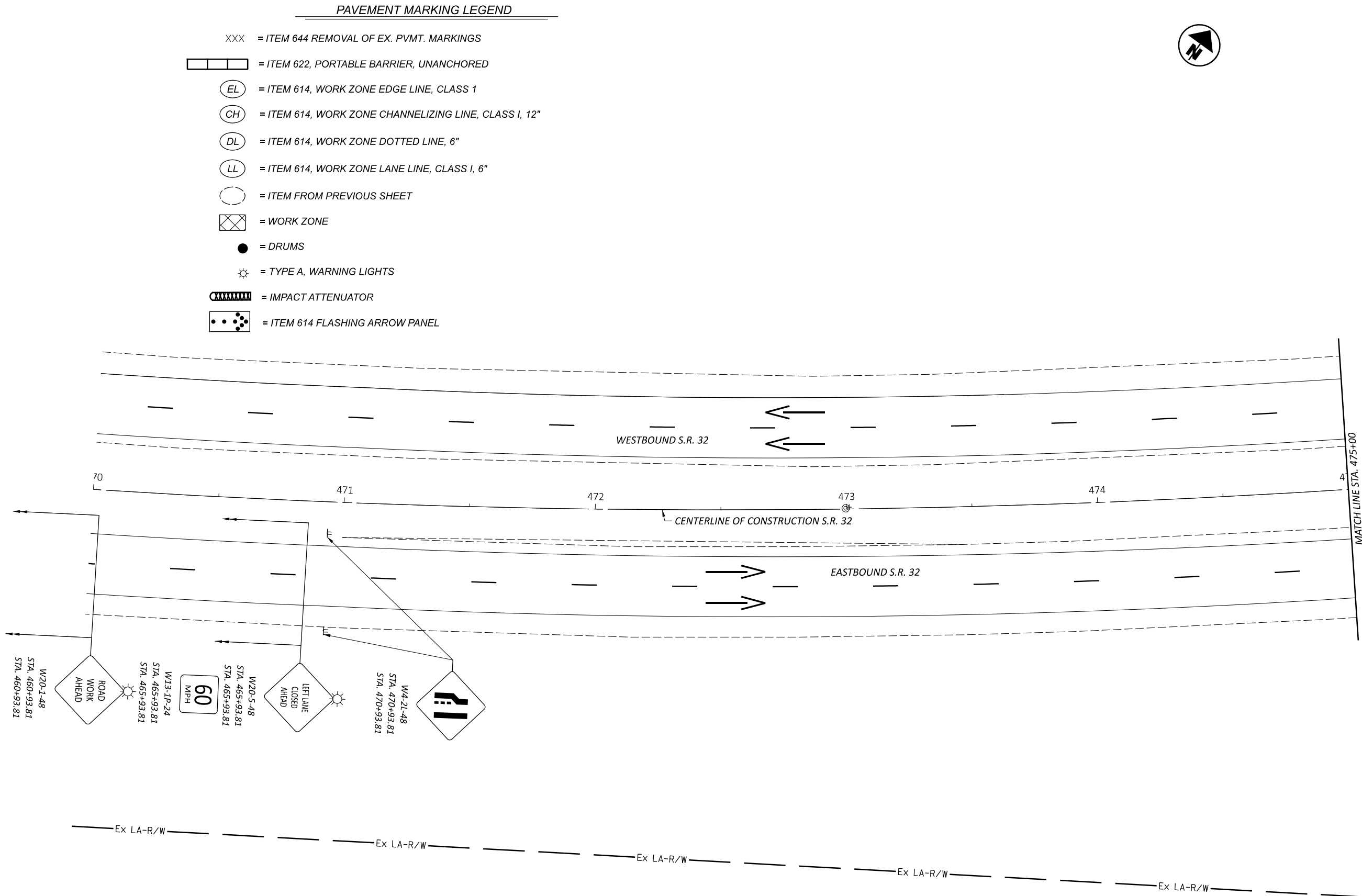
NOT USED

DETOUR PLAN
PHASE 2 - SR 124 / 772 & TENNYSON RD.



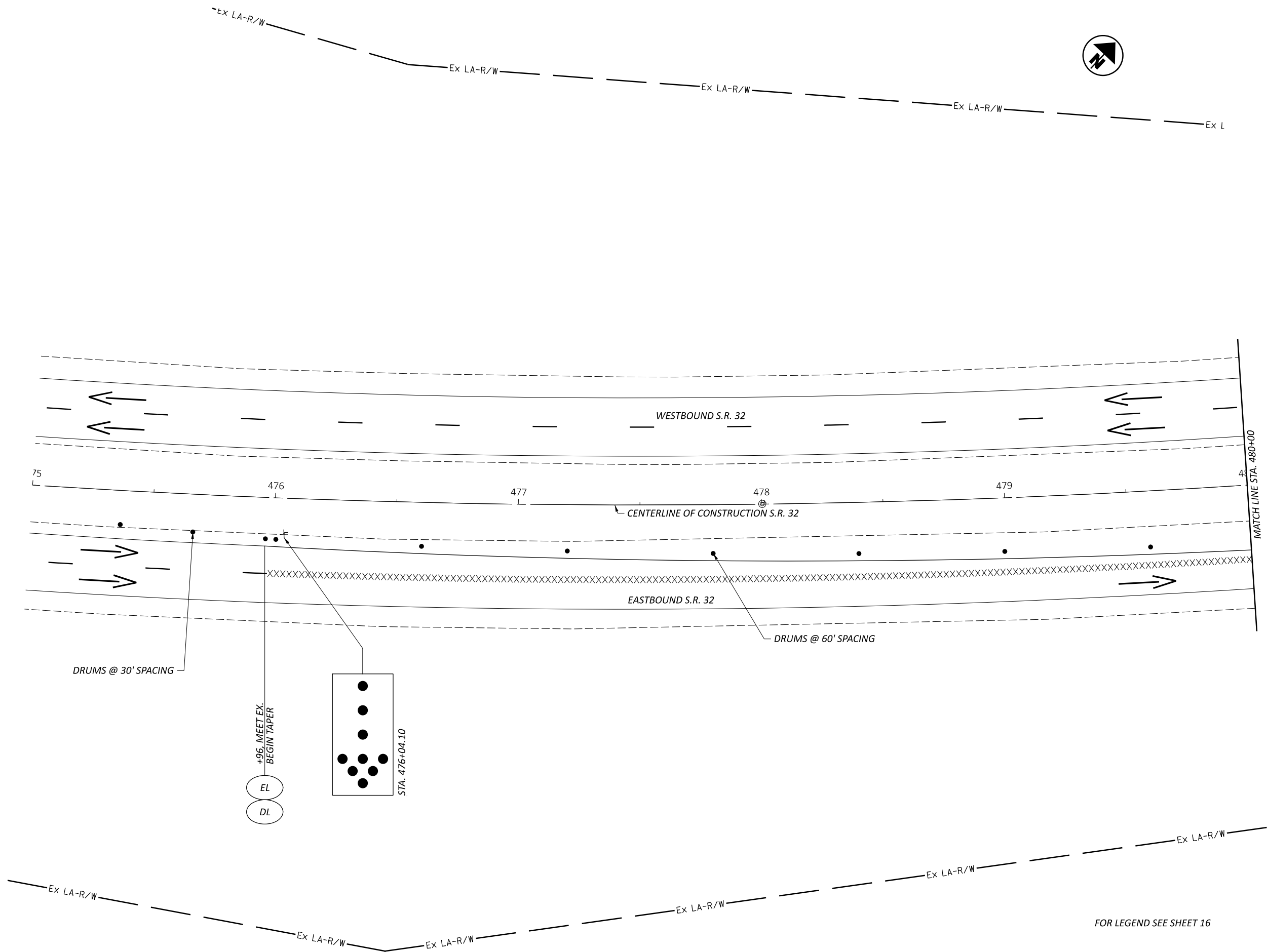
SEE MAINTENANCE OF TRAFFIC GENERAL NOTES
SHEETS P.5-8 FOR ADDITIONAL WORK ZONE SIGNS



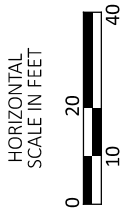


PAVEMENT MARKING LEGEND

- XXX = ITEM 644 REMOVAL OF EX. PVMT. MARKINGS
- [] = ITEM 622, PORTABLE BARRIER, UNANCHORED
- (EL) = ITEM 614, WORK ZONE EDGE LINE, CLASS 1
- (CH) = ITEM 614, WORK ZONE CHANNELIZING LINE, CLASS I, 12"
- (DL) = ITEM 614, WORK ZONE DOTTED LINE, 6"
- (LL) = ITEM 614, WORK ZONE LANE LINE, CLASS I, 6"
- () = ITEM FROM PREVIOUS SHEET
- [X] = WORK ZONE
- = DRUMS
- ☼ = TYPE A, WARNING LIGHTS
- [|||||] = IMPACT ATTENUATOR
- [•••••] = ITEM 614 FLASHING ARROW PANEL



FOR LEGEND SEE SHEET 16



MAINTENANCE OF TRAFFIC PLAN - PHASE 1
STA. 475+00.00 TO STA. 480+00.00

DESIGN AGENCY



DESIGNER

SKB

REVIEWER

LAS 10/17/25

PROJECT ID

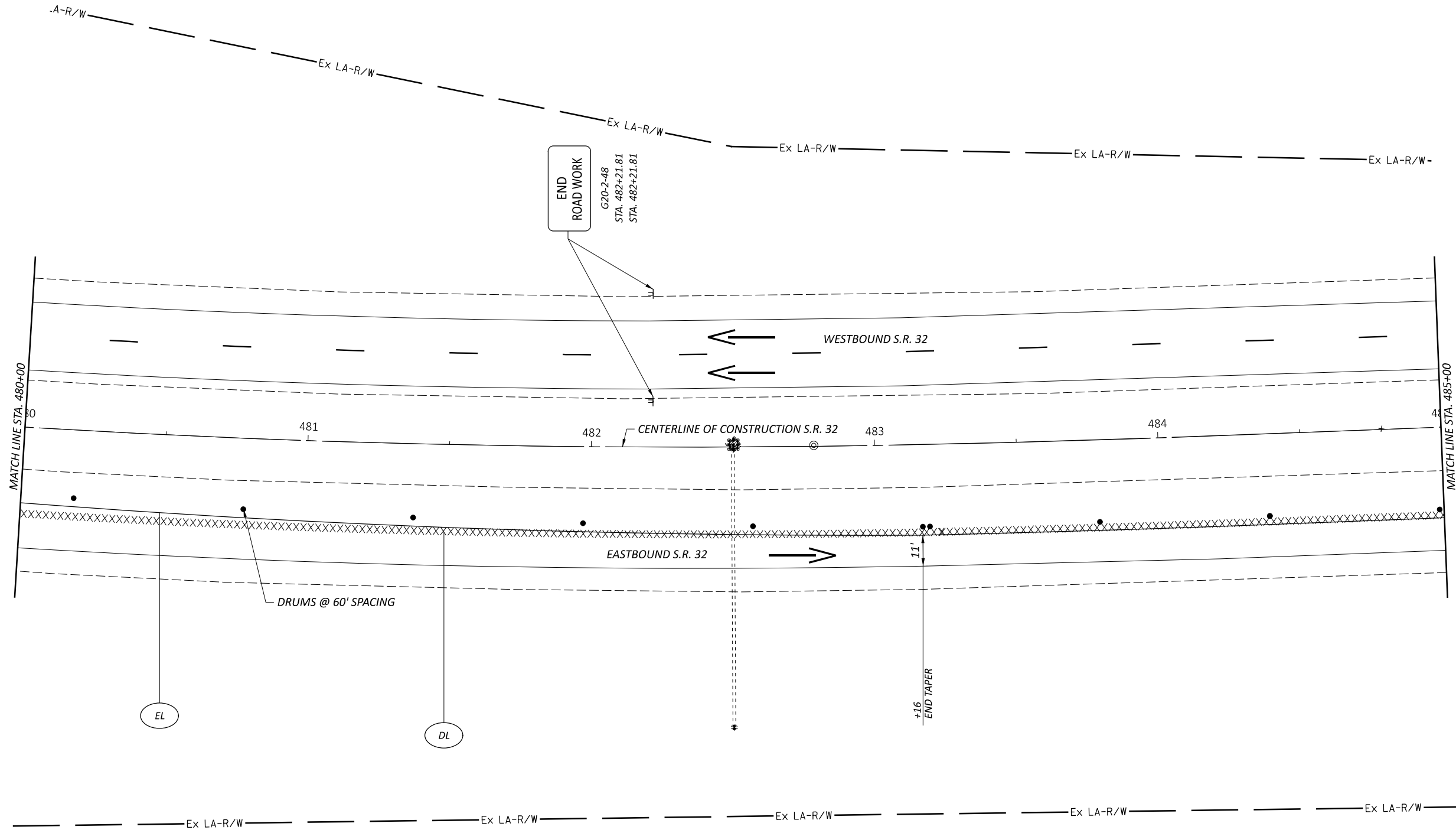
118121

SHEET

P.17

TOTAL

P.126



FOR LEGEND SEE SHEET 16

MAINTENANCE OF TRAFFIC PLAN - PHASE 1
STA. 480+00.00 TO STA. 485+00.00

DESIGN AGENCY



DESIGNER

SKB

REVIEWER

LAS 10/17/25

PROJECT ID

118121

SHEET

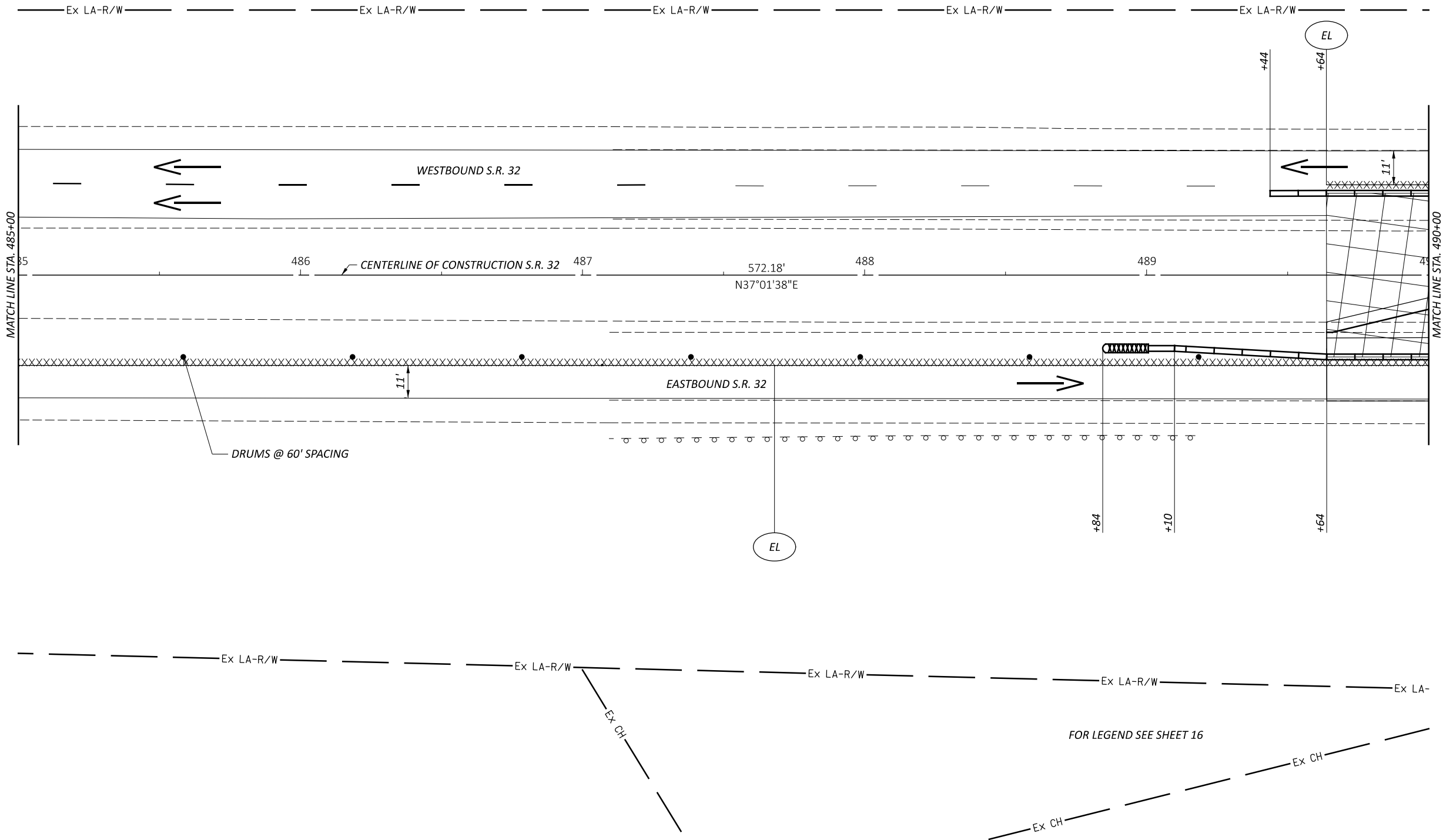
P.18

TOTAL

P.126

HORIZONTAL
SCALE IN FEET





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

DESIGN AGENCY



DESIGNER

SKB

REVIEWER

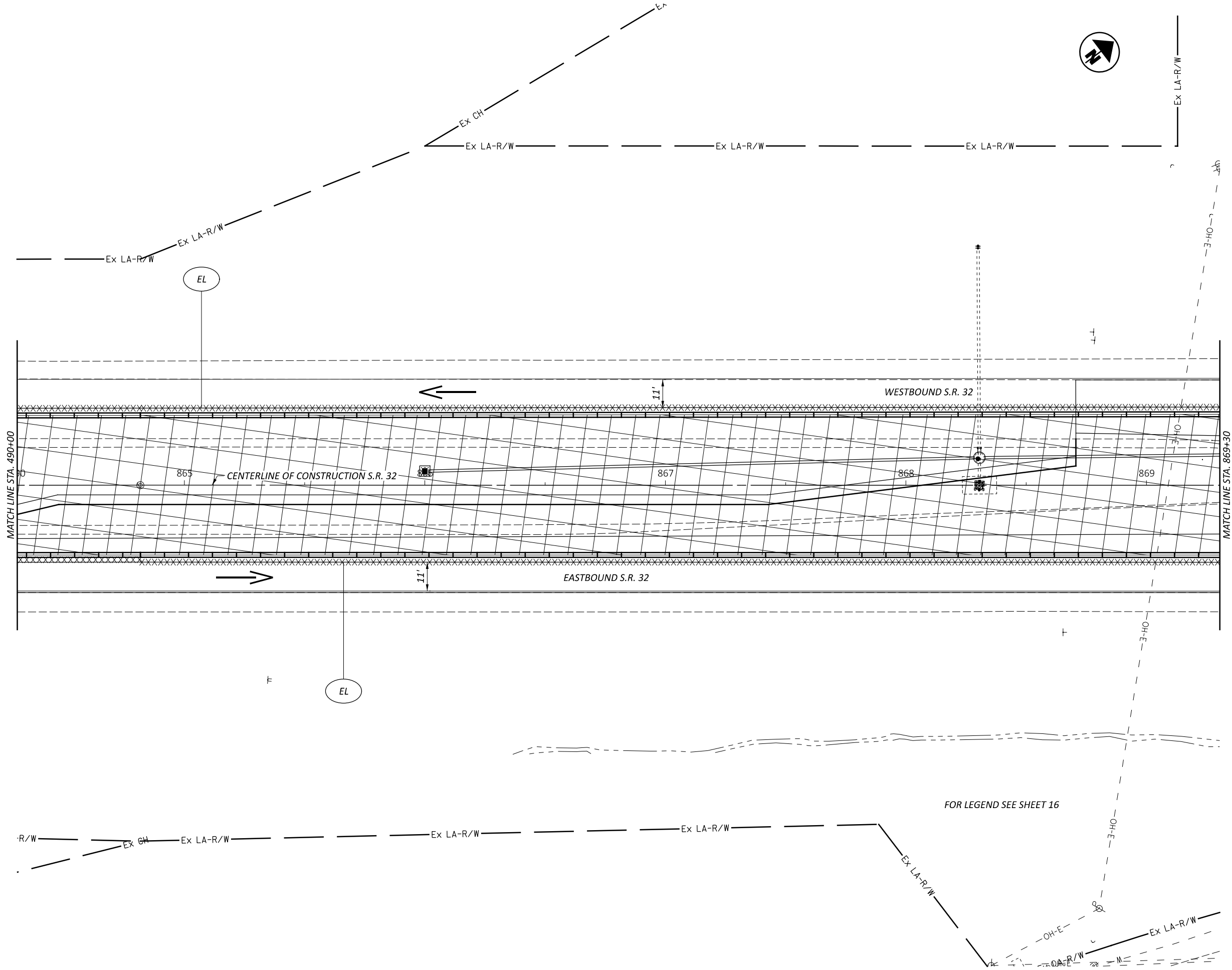
LAS 10/17/25

PROJECT ID

118121

SHEET TOTAL

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FOR LEGEND SEE SHEET 16

MAINTENANCE OF TRAFFIC PLAN - PHASE 1
STA. 490+00.00 TO STA. 869+30.00

DESIGN AGENCY



DESIGNER

SKB

REVIEWER

LAS 10/17/25

PROJECT ID

118121

SHEET

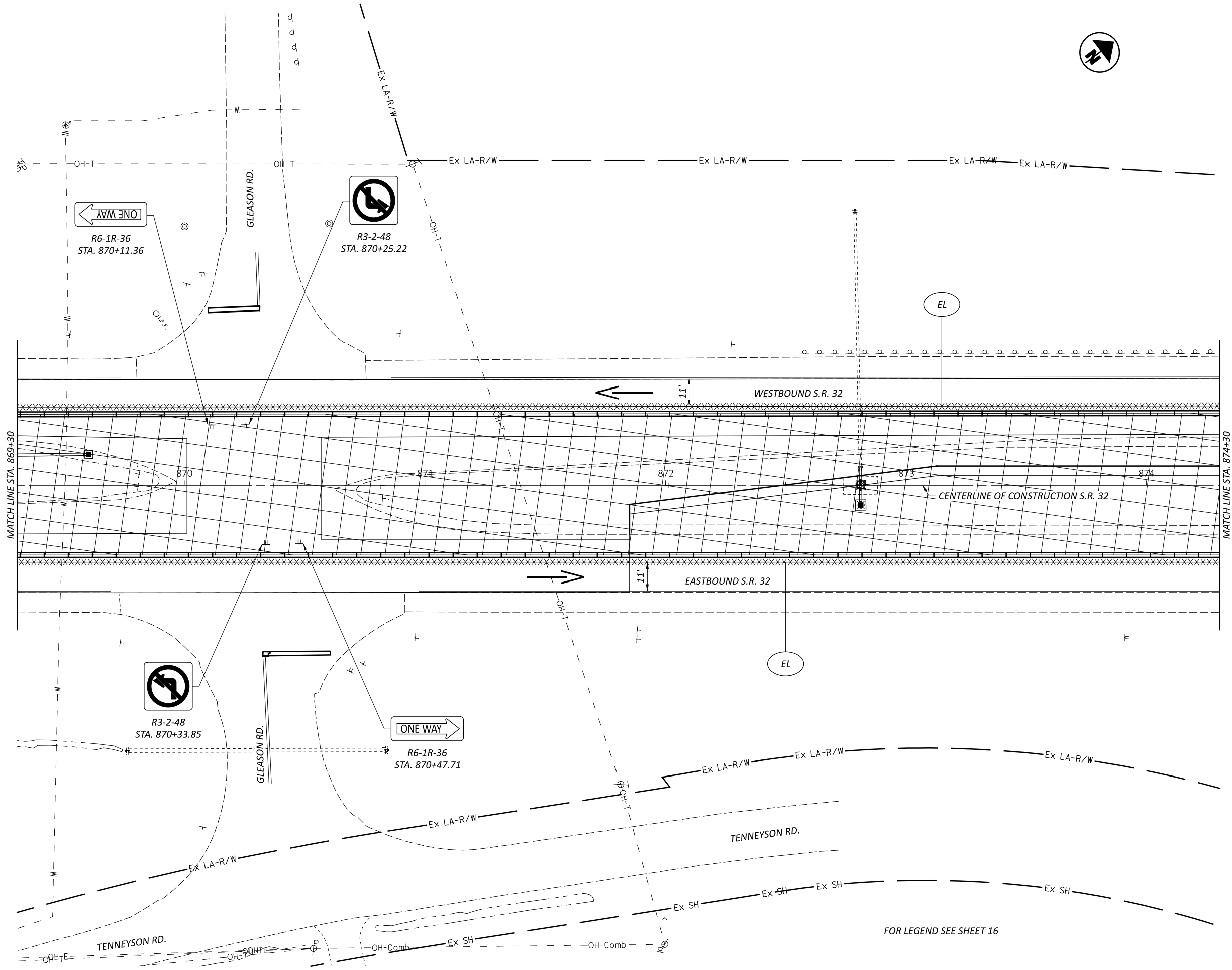
P.20

TOTAL

P.126

HORIZONTAL
SCALE IN FEET





FOR LEGEND SEE SHEET 16

MAINTENANCE OF TRAFFIC PLAN - PHASE 1
STA. 869+30.00 TO STA. 874+30.00

DESIGN AGENCY



DESIGNER

SKB

REVIEWER

LAS 10/17/25

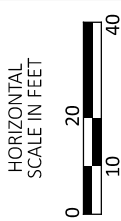
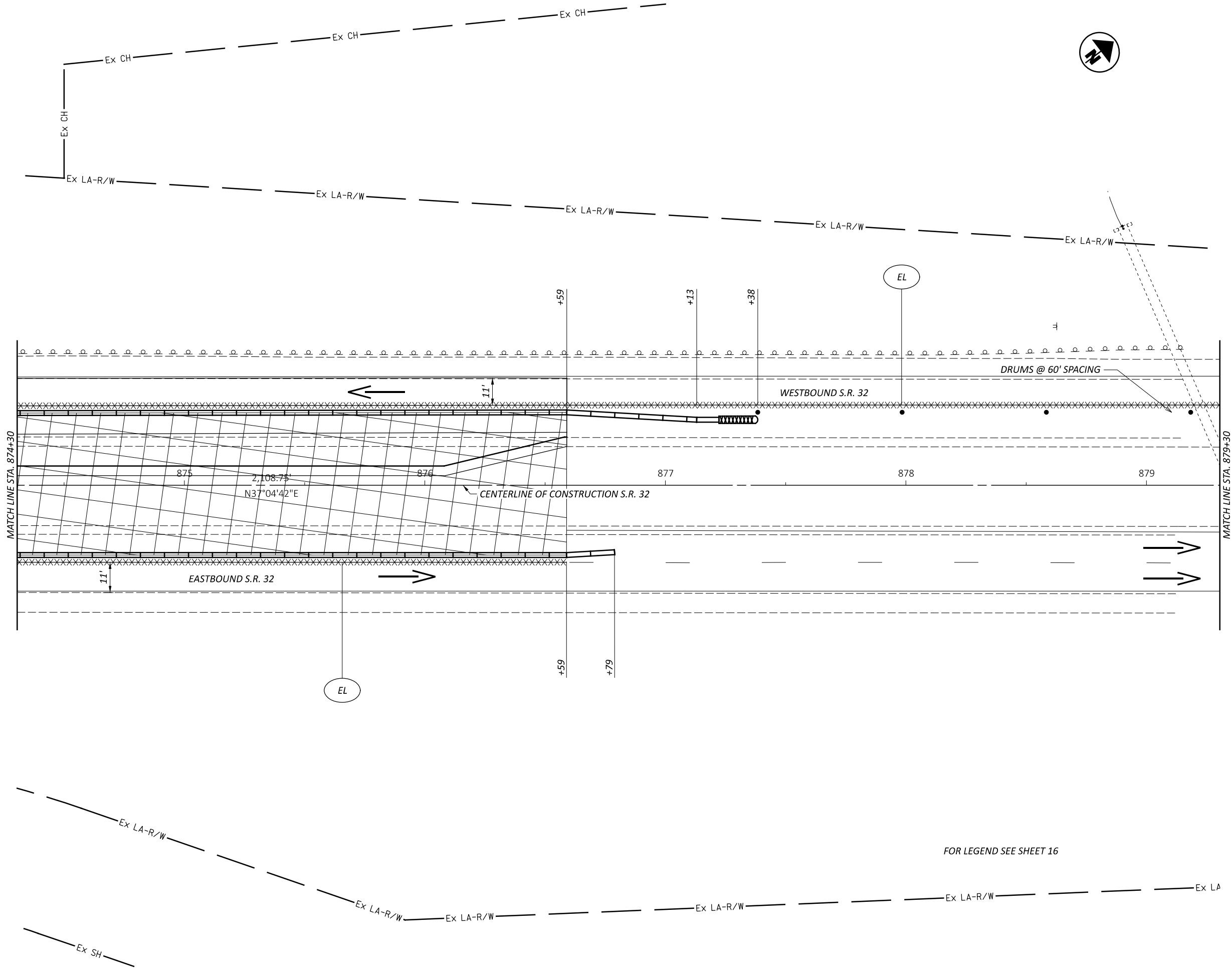
PROJECT ID

118121

SHEET TOTAL

P.21 P.126





MAINTENANCE OF TRAFFIC PLAN - PHASE 1
STA. 874+30.00 TO STA. 879+30.00

DESIGN AGENCY

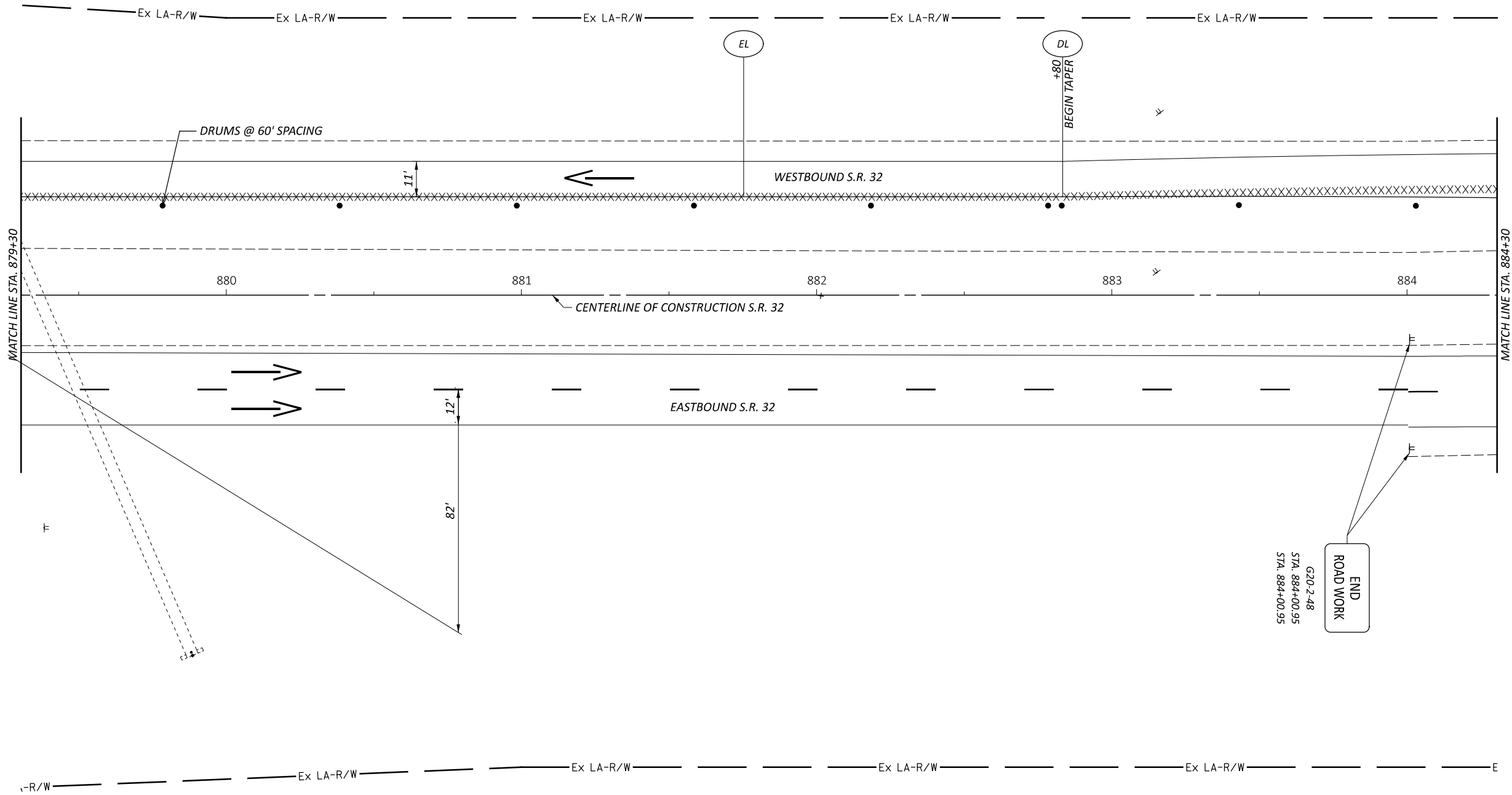


DESIGNER
SKB

REVIEWER
LAS 10/17/25

PROJECT ID
118121

SHEET TOTAL
P.22 P.126



FOR LEGEND SEE SHEET 16

MAINTENANCE OF TRAFFIC PLAN - PHASE 1
STA. 879+30.00 TO STA. 884+30.00

DESIGN AGENCY



DESIGNER

SKB

REVIEWER

LAS 10/17/25

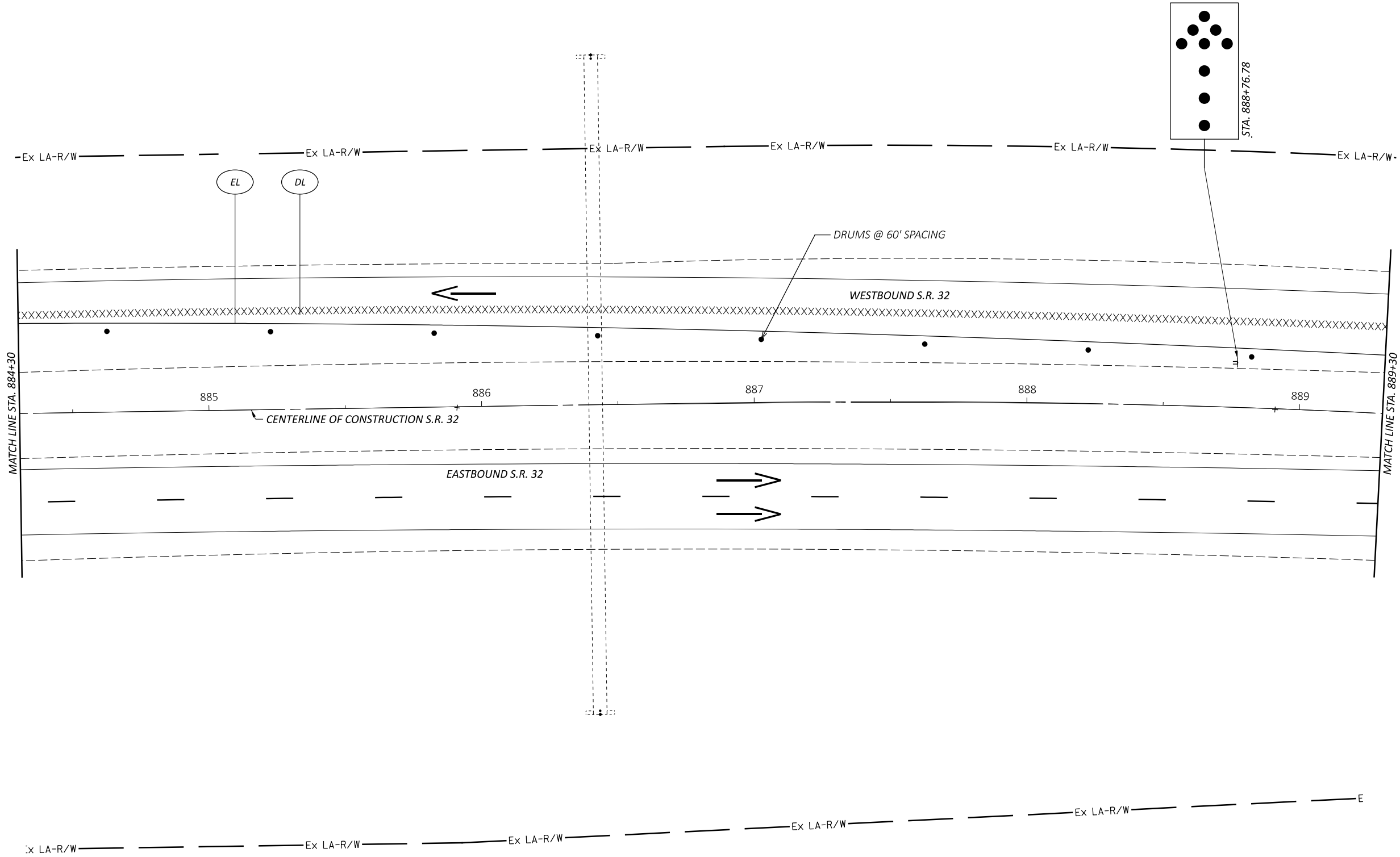
PROJECT ID

118121

SHEET TOTAL

P.23 P.126





FOR LEGEND SEE SHEET 16

MAINTENANCE OF TRAFFIC PLAN - PHASE 1
STA. 884+30.00 TO STA. 889+30.00

DESIGN AGENCY



DESIGNER

SKB

REVIEWER

LAS 10/17/25

PROJECT ID

118121

SHEET

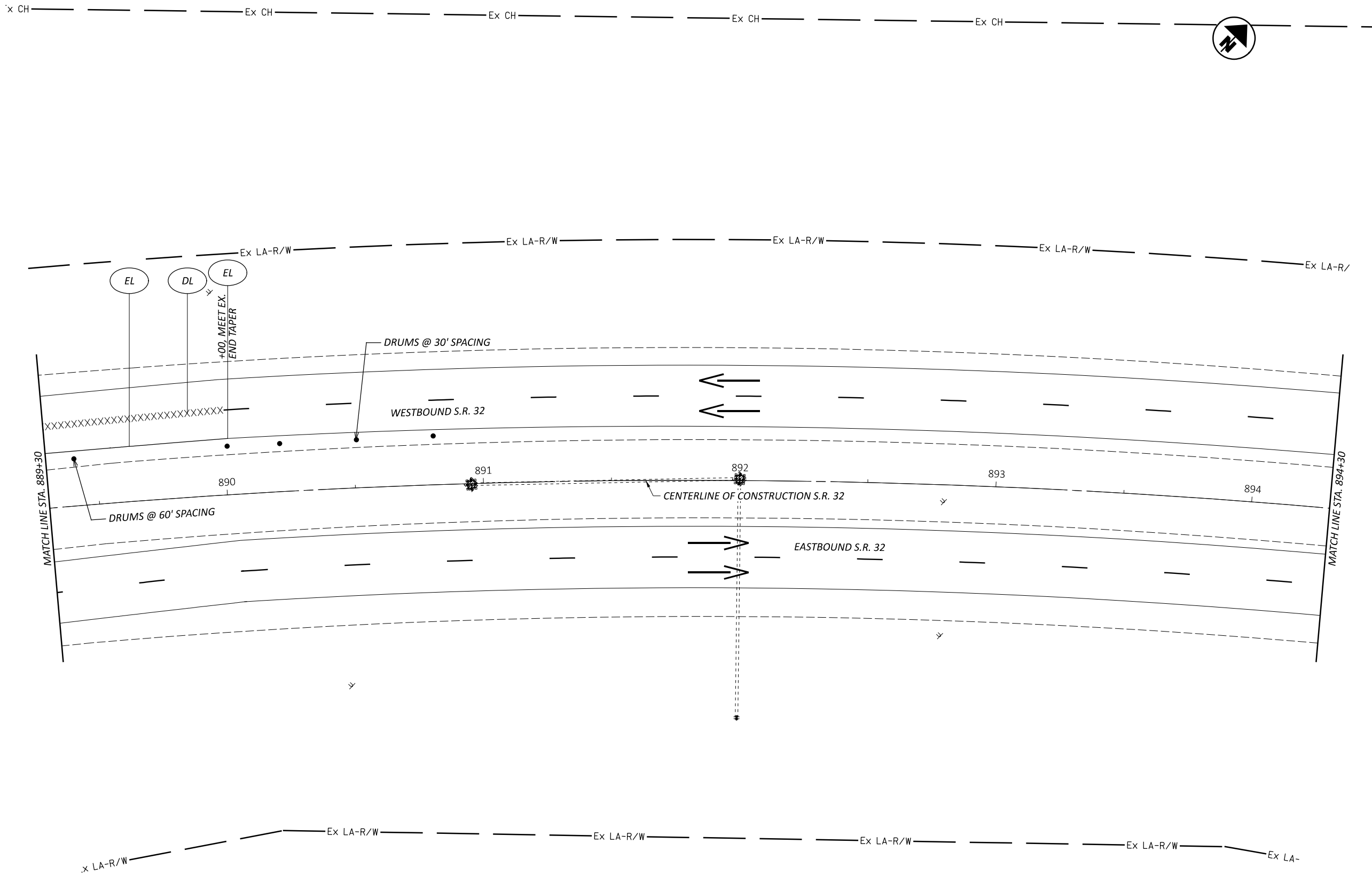
P.24

TOTAL

P.126

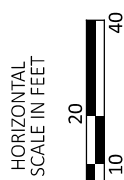
HORIZONTAL
SCALE IN FEET





FOR LEGEND SEE SHEET 16

MAINTENANCE OF TRAFFIC PLAN - PHASE 1
STA. 889+30.00 TO STA. 894+30.00



DESIGN AGENCY



DESIGNER

SKB

REVIEWER

LAS 10/17/25

PROJECT ID

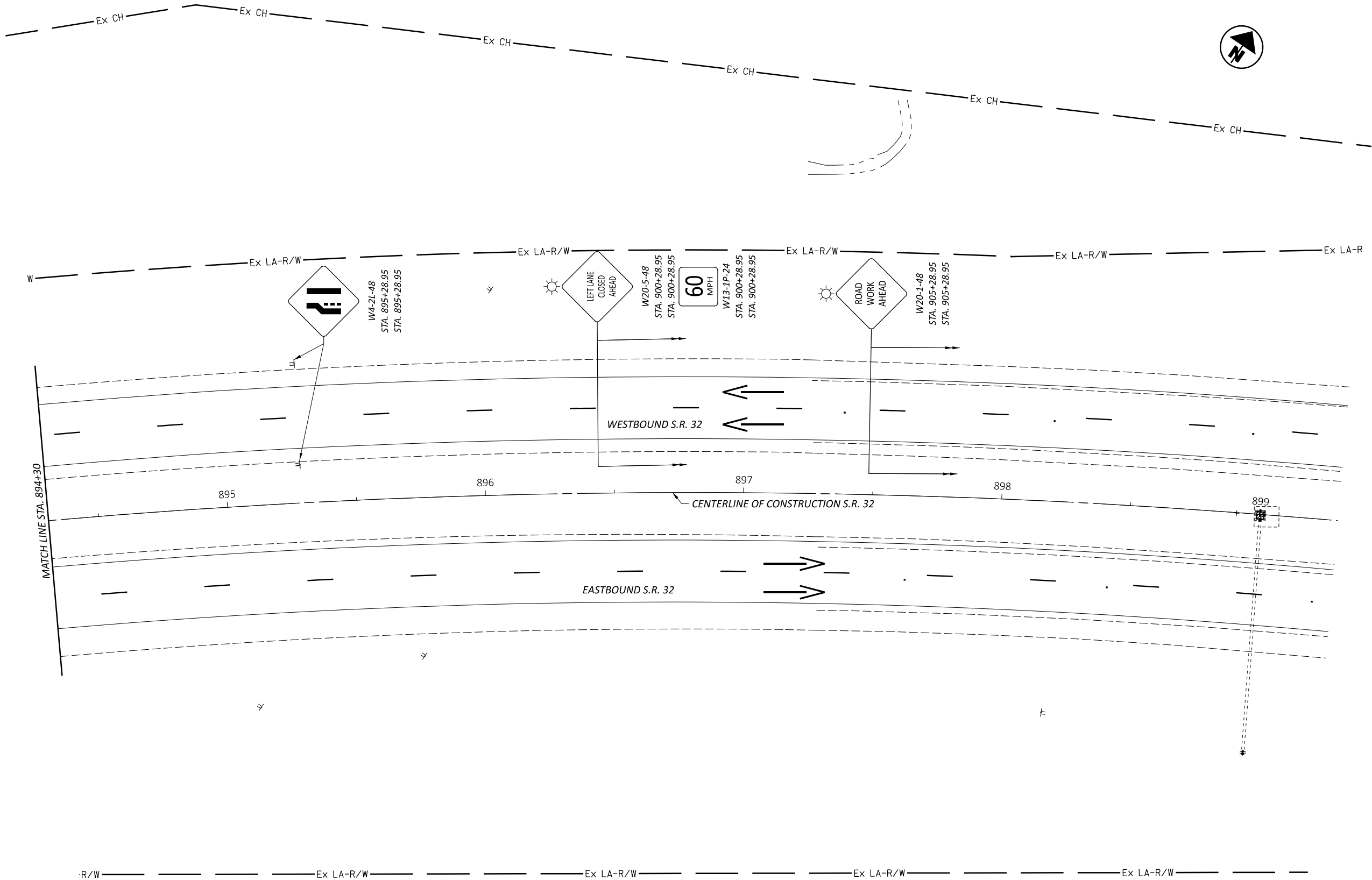
118121

SHEET

P.25

TOTAL

P.126



FOR LEGEND SEE SHEET 16

MAINTENANCE OF TRAFFIC PLAN - PHASE 1
STA. 894+30.00 TO STA. 899+30.00

DESIGN AGENCY



DESIGNER

SKB

REVIEWER

LAS 10/17/25

PROJECT ID

118121

SHEET

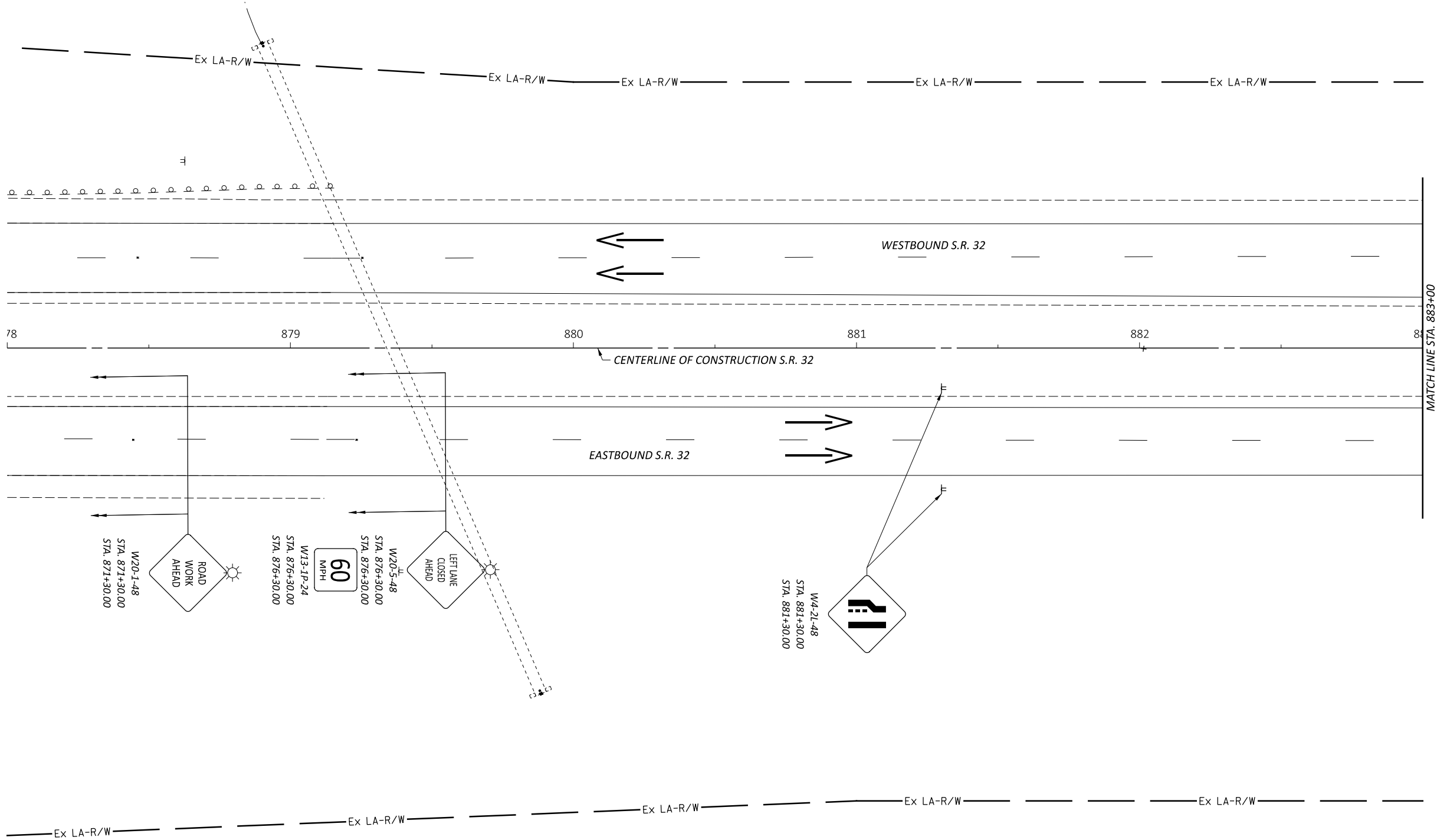
P.26

TOTAL

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HORIZONTAL
SCALE IN FEET





FOR LEGEND SEE SHEET 16

MAINTENANCE OF TRAFFIC PLAN - PHASE 2
STA. 878+00.00 TO STA. 883+00.00

DESIGN AGENCY



DESIGNER

SKB

REVIEWER

LAS 10/17/25

PROJECT ID

118121

SHEET

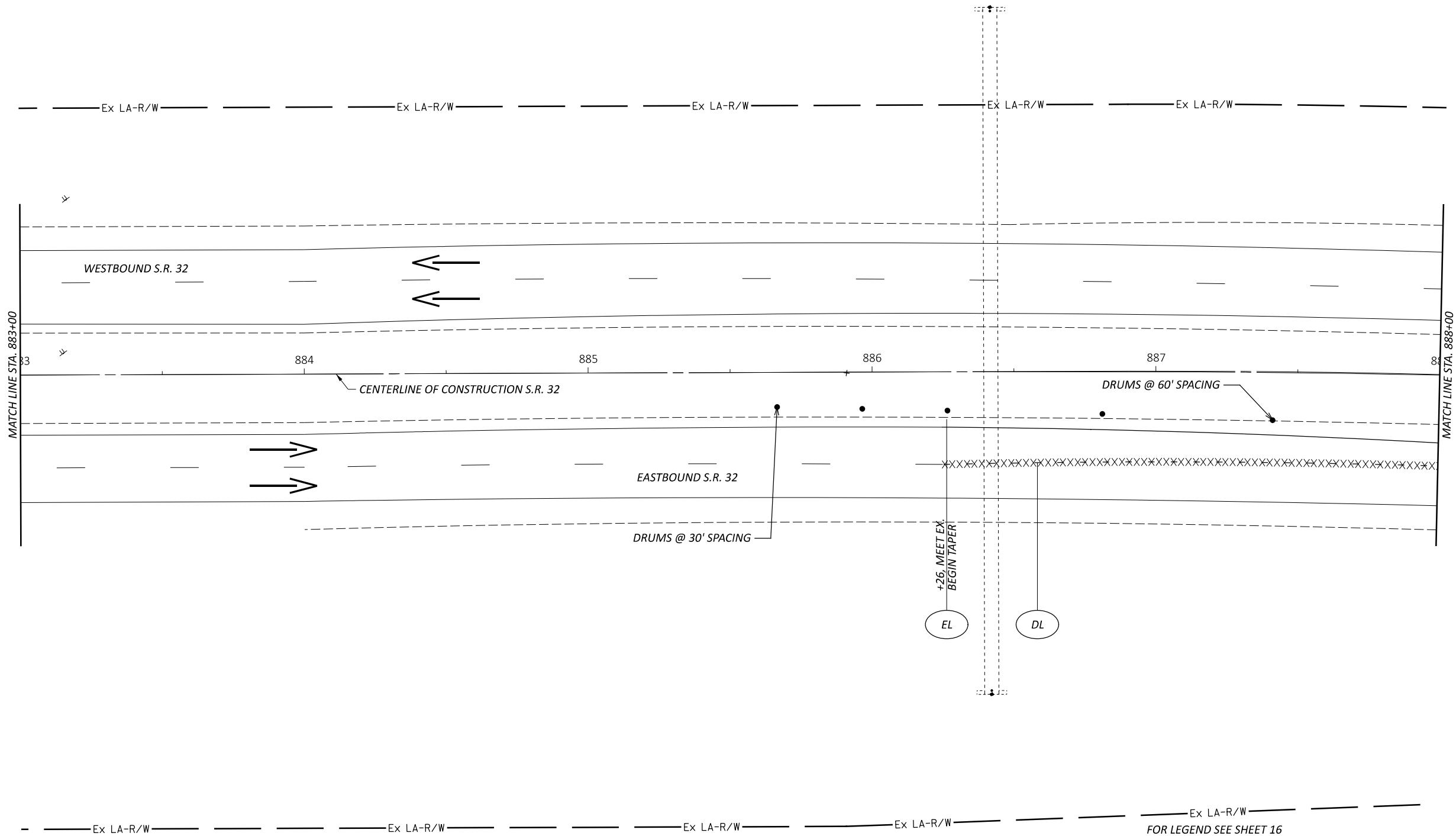
P.27

TOTAL

P.126

HORIZONTAL
SCALE IN FEET





MAINTENANCE OF TRAFFIC PLAN - PHASE 2
STA. 883+00.00 TO STA. 888+00.00

DESIGN AGENCY



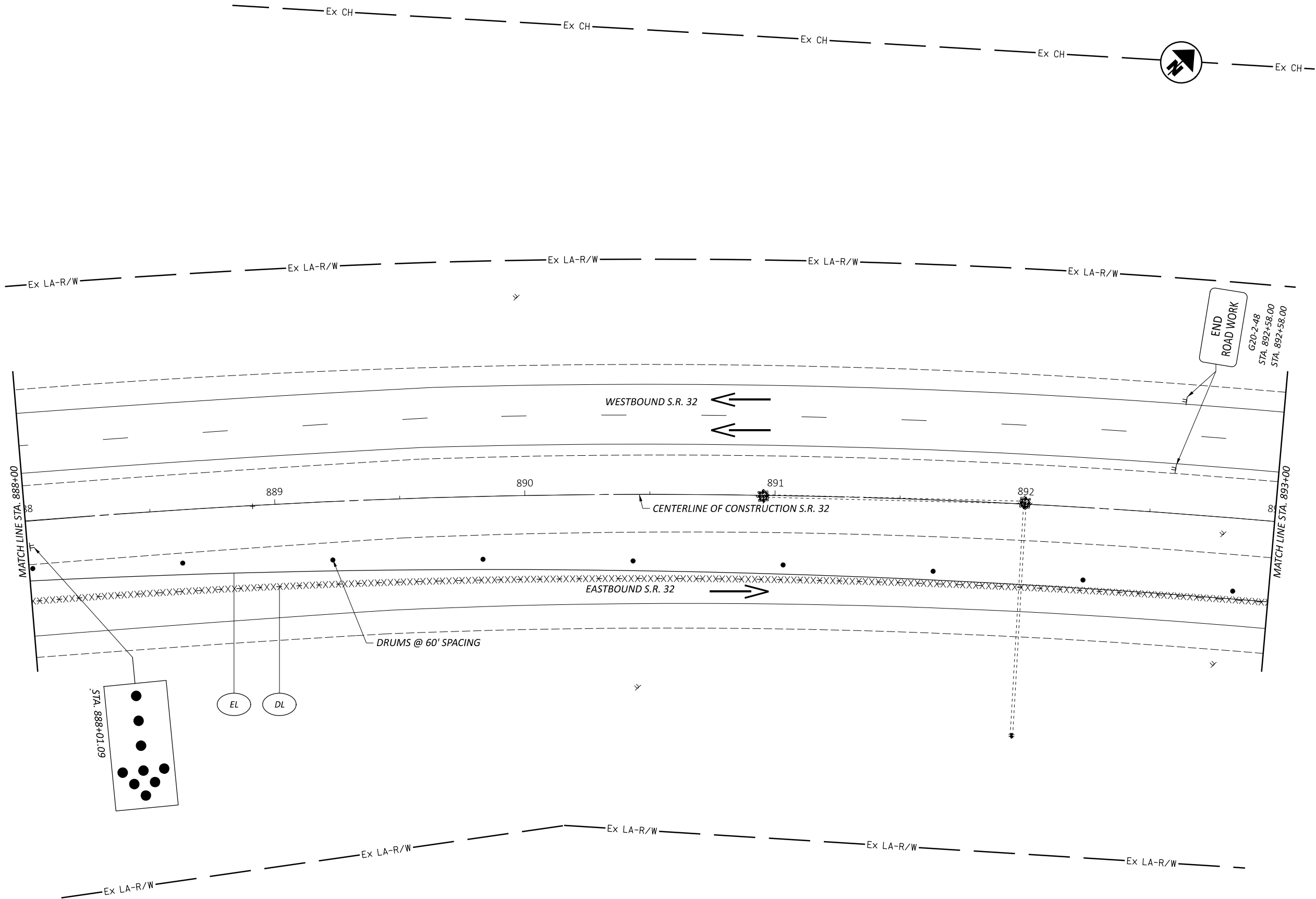
DESIGNER
SKB

REVIEWER
LAS 10/17/25

PROJECT ID
118121

SHEET TOTAL
P.28 P.126





MAINTENANCE OF TRAFFIC PLAN - PHASE 2
STA. 888+00.00 TO STA. 893+00.00

DESIGN AGENCY



DESIGNER

SKB

REVIEWER

LAS 10/17/25

PROJECT ID

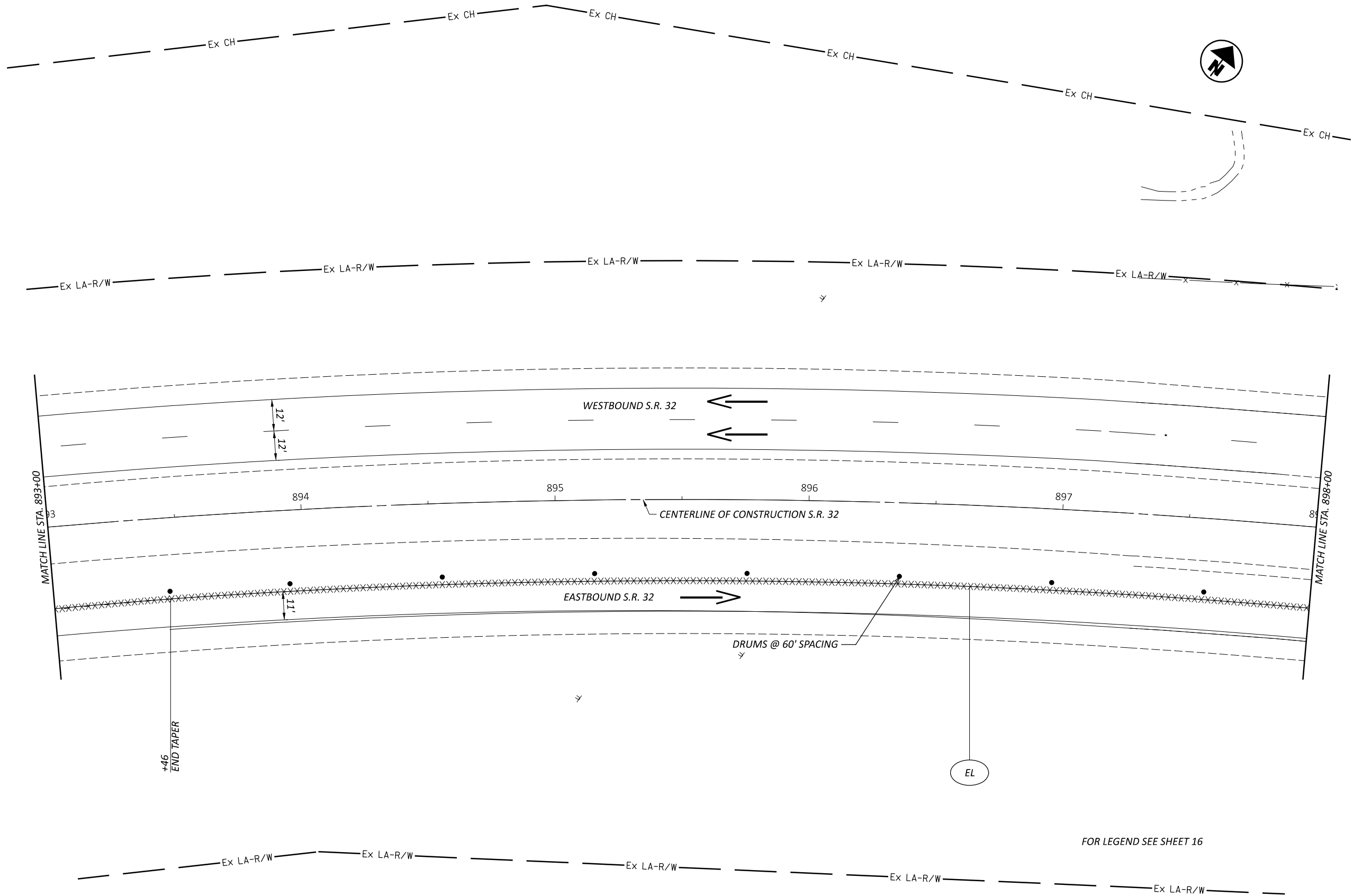
118121

SHEET

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TOTAL

P.126



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

DESIGN AGENCY



DESIGNER

SKB

REVIEWER

LAS 10/17/25

PROJECT ID

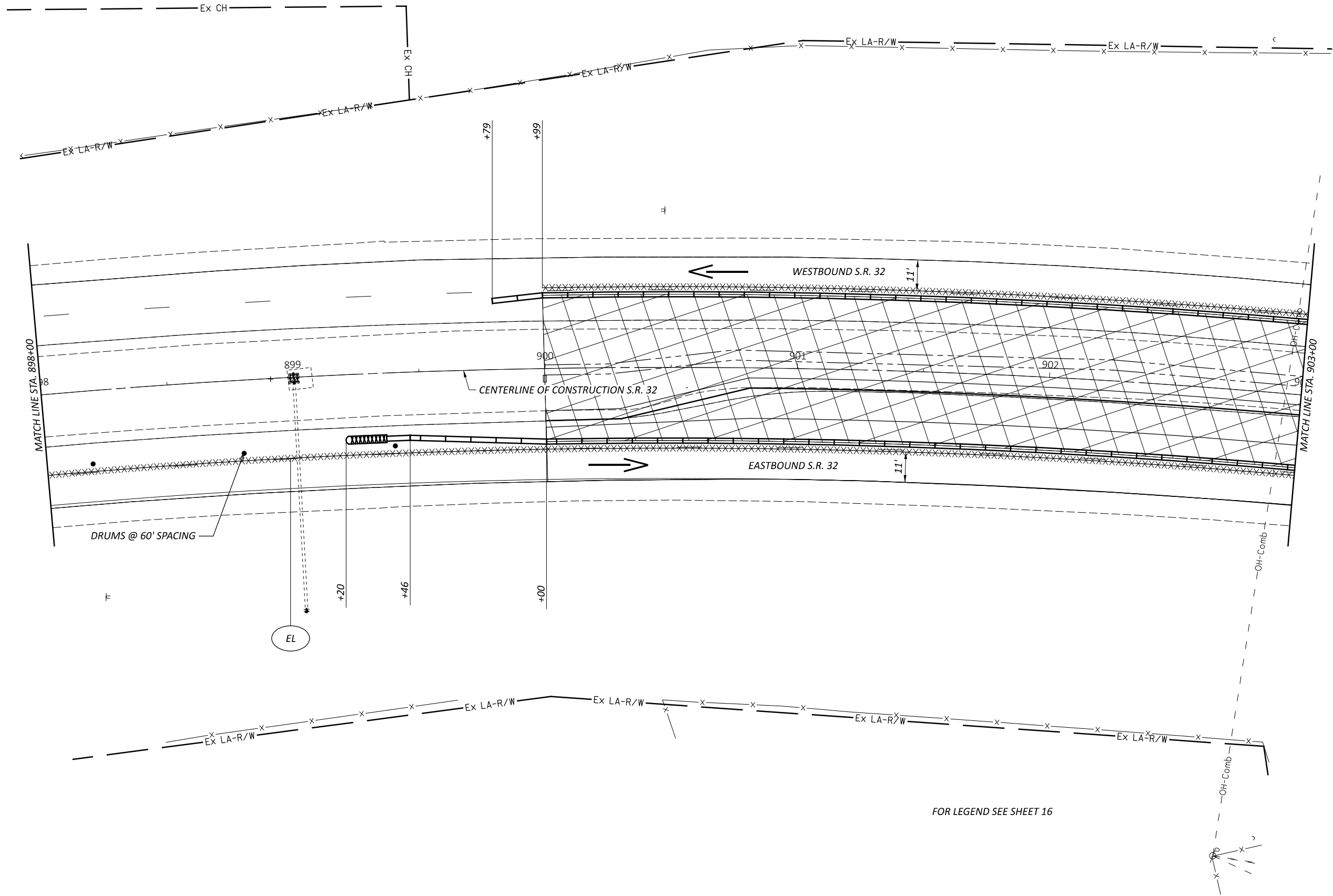
118121

SHEET

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TOTAL

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

DESIGN AGENCY



DESIGNER

SKB

REVIEWER

LAS 10/17/25

PROJECT ID

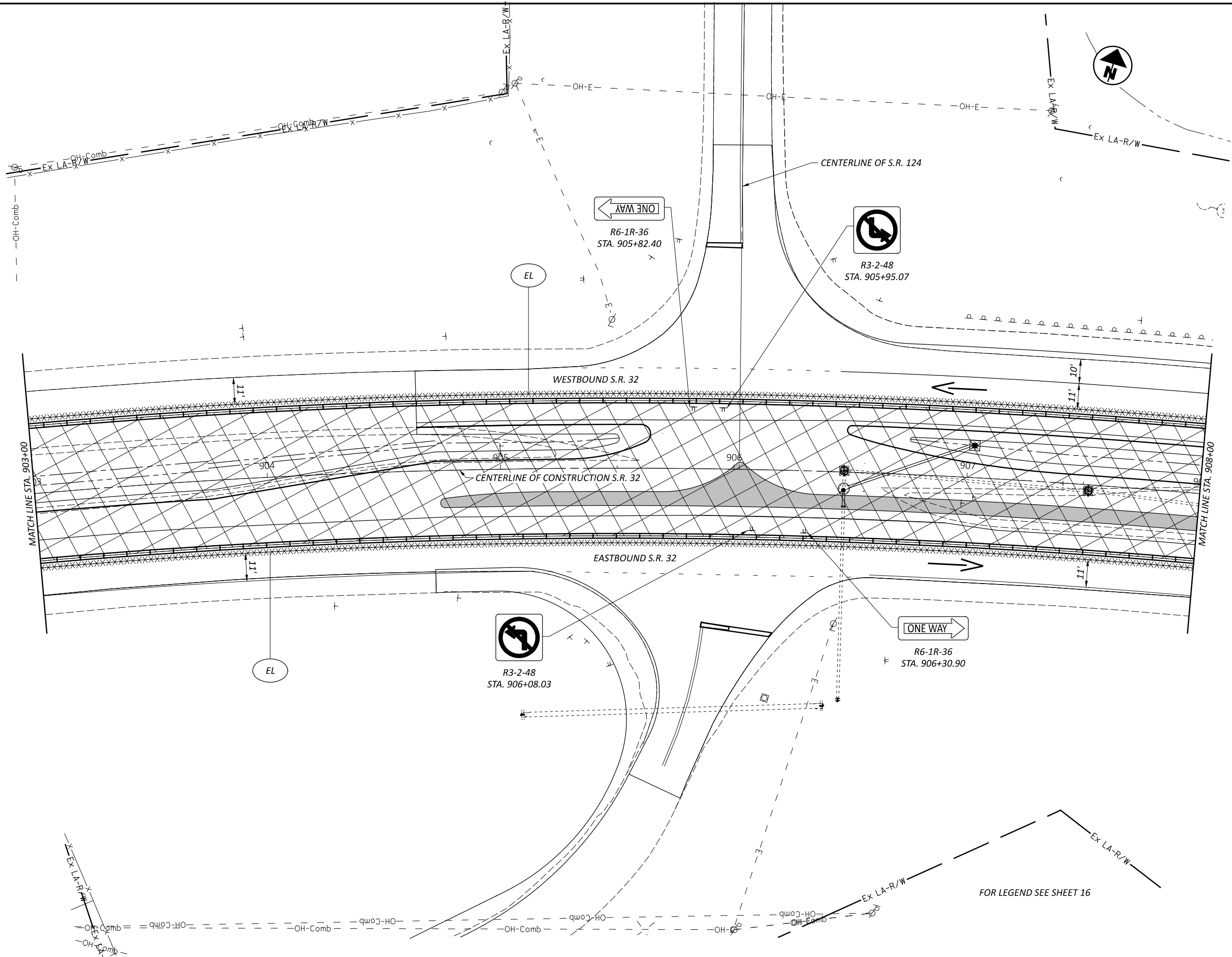
118121

SHEET

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TOTAL

P.126



MAINTENANCE OF TRAFFIC PLAN - PHASE 2
STA. 903+00.00 TO STA. 908+00.00

DESIGN AGENCY



DESIGNER

SKB

REVIEWER

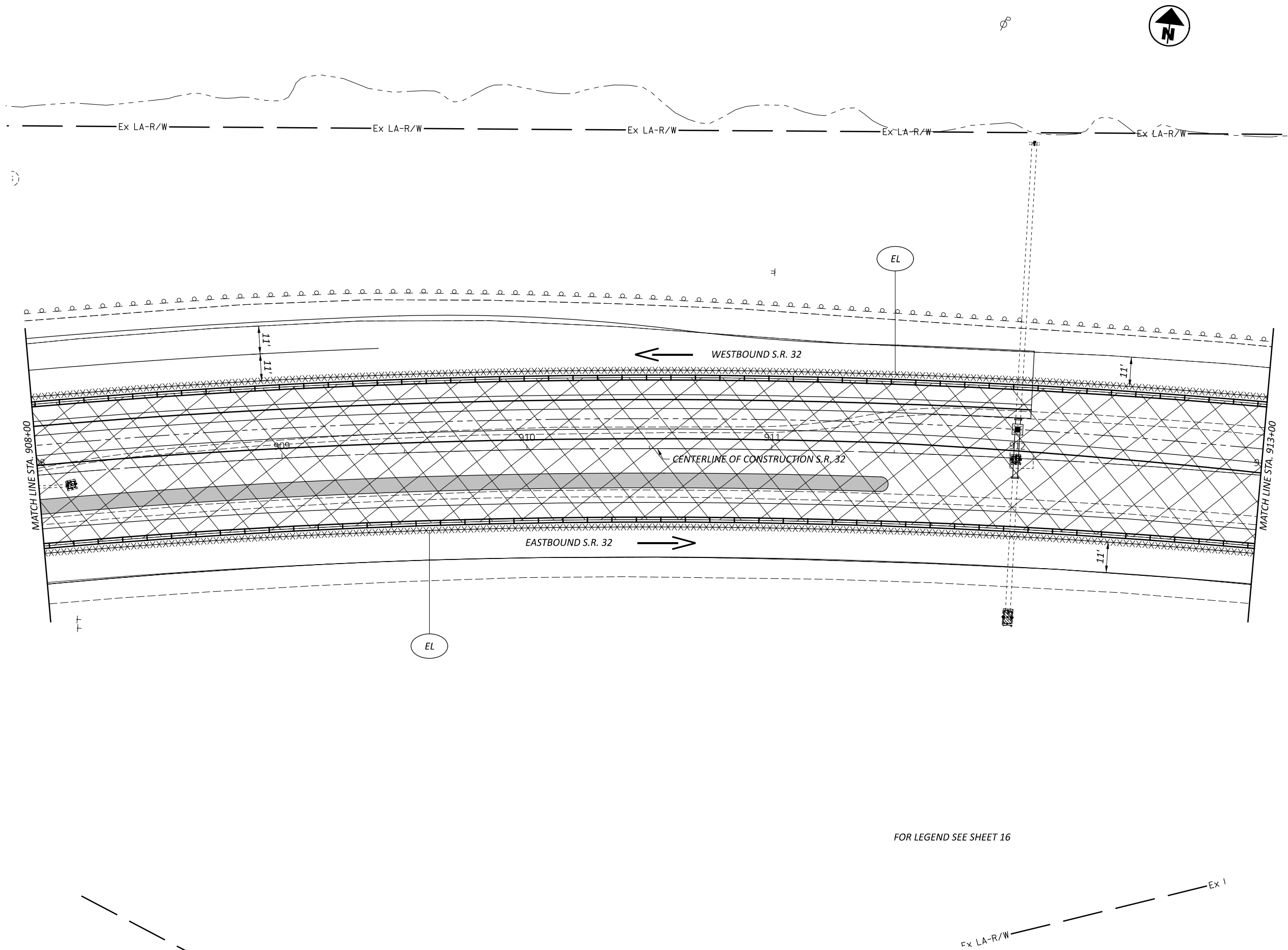
LAS 10/17/25

PROJECT ID

118121

SHEET TOTAL

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FOR LEGEND SEE SHEET 16

MAINTENANCE OF TRAFFIC PLAN - PHASE 2
STA. 908+00.00 TO STA. 913+00.00

DESIGN AGENCY



DESIGNER

SKB

REVIEWER

LAS 10/17/25

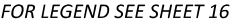
PROJECT ID

118121

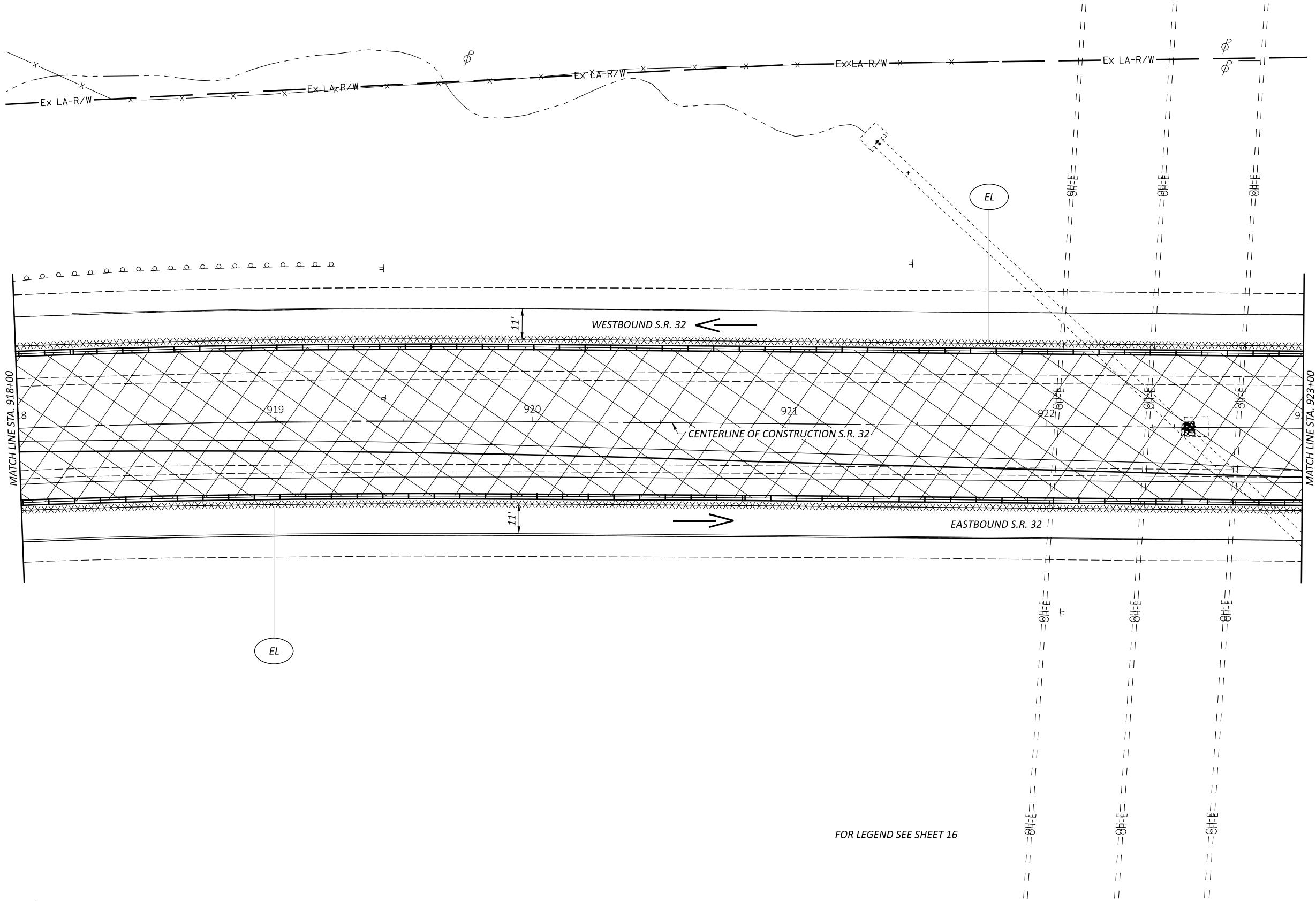
SHEET TOTAL

P.33 P.126

MODEL: CLX_S032 - Plan 54 PAPER SIZE: 17x11 (in.) DATE: 12/31/2025 TIME: 1:34:00 PM USER: sbrahim
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SHEET TOTAL



FOR LEGEND SEE SHEET 16

MAINTENANCE OF TRAFFIC PLAN - PHASE 2
STA. 918+00.00 TO STA. 923+00.00

DESIGN AGENCY



DESIGNER

SKB

REVIEWER

LAS 10/17/25

PROJECT ID

118121

SHEET

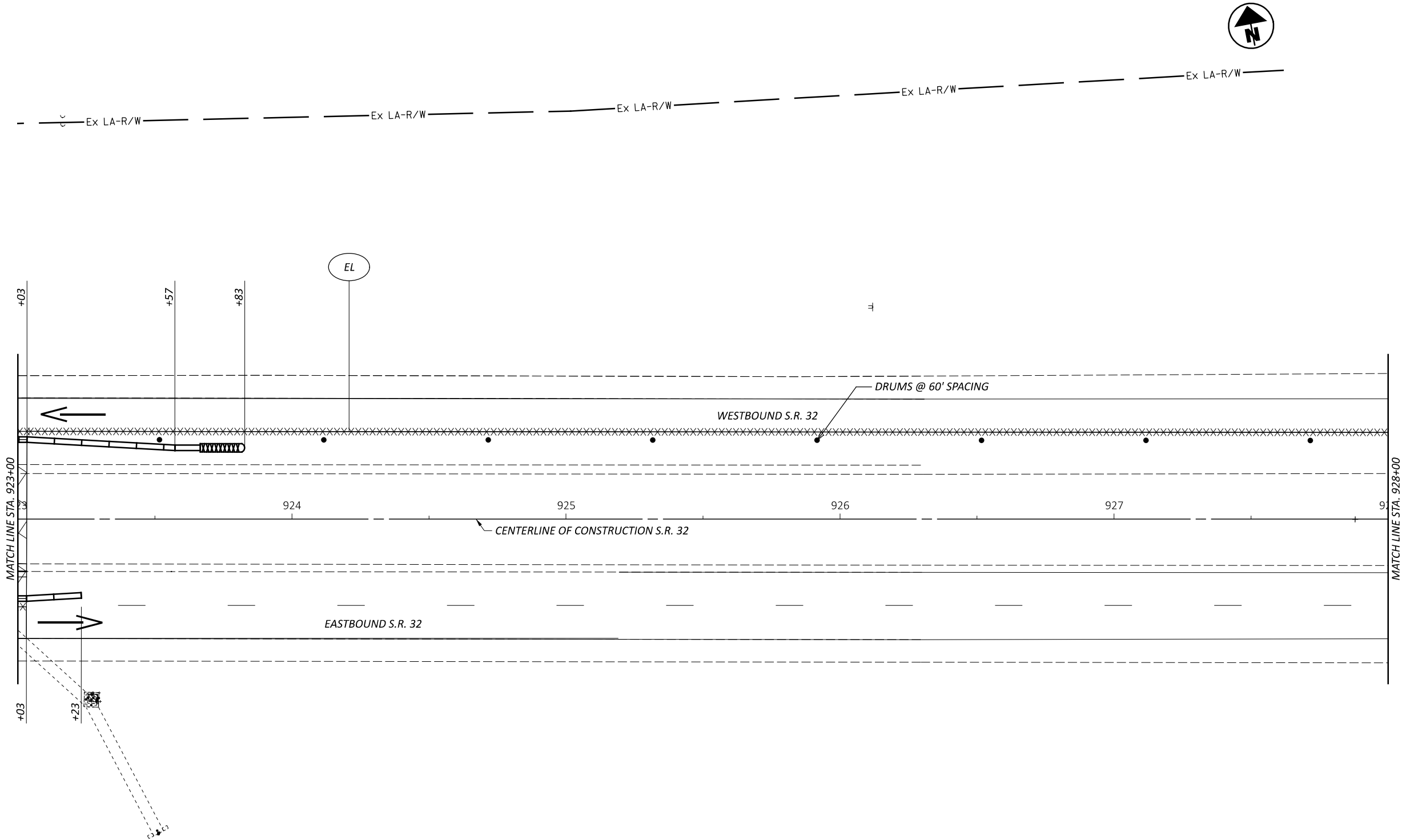
P.35

TOTAL

P.126

HORIZONTAL
SCALE IN FEET





MAINTENANCE OF TRAFFIC PLAN - PHASE 2
STA. 923+00.00 TO STA. 928+00.00

DESIGN AGENCY



DESIGNER

SKB

REVIEWER

LAS 10/17/25

PROJECT ID

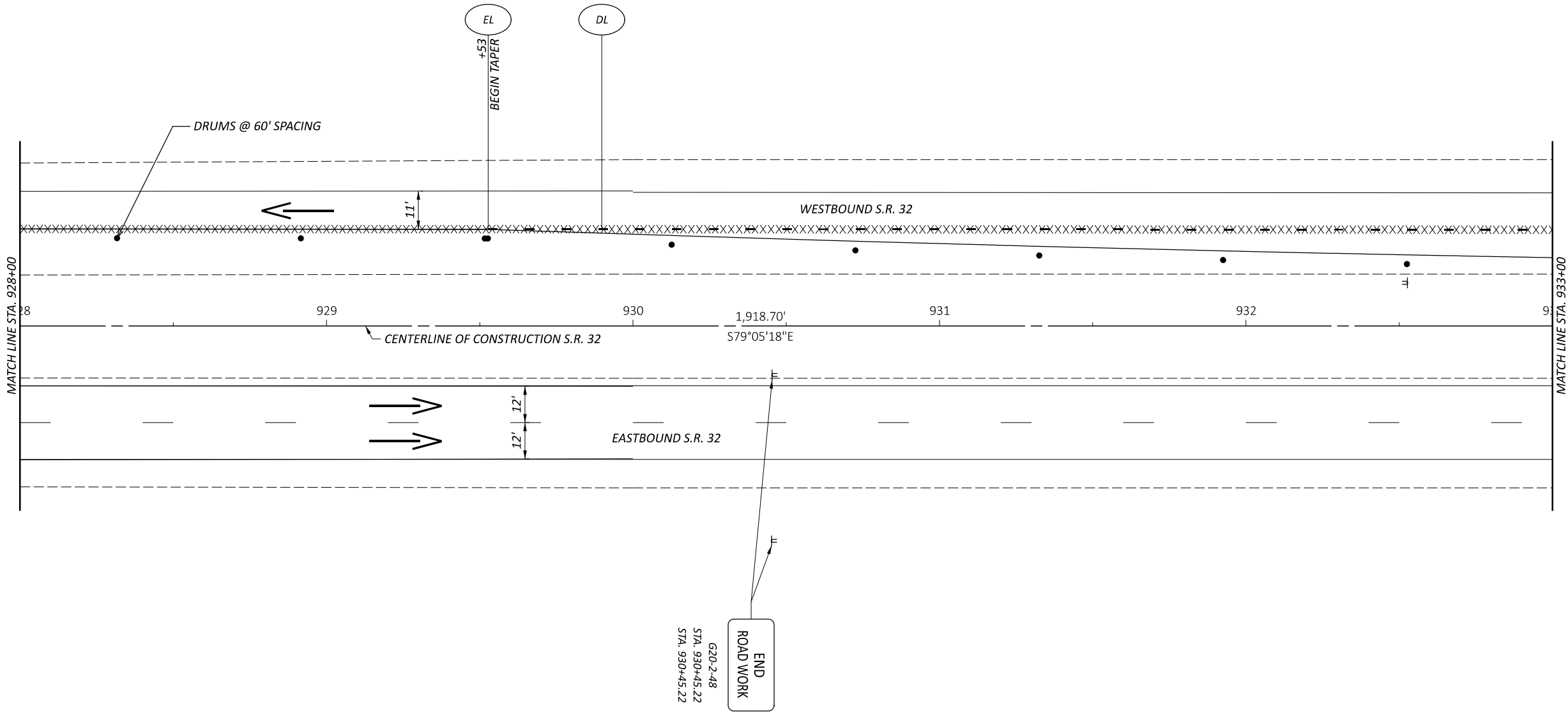
118121

SHEET

P.36

TOTAL

P.126



FOR LEGEND SEE SHEET 16

MAINTENANCE OF TRAFFIC PLAN - PHASE 2
STA. 928+00.00 TO STA. 933+00.00

DESIGN AGENCY



DESIGNER

SKB

REVIEWER

LAS 10/17/25

PROJECT ID

118121

SHEET

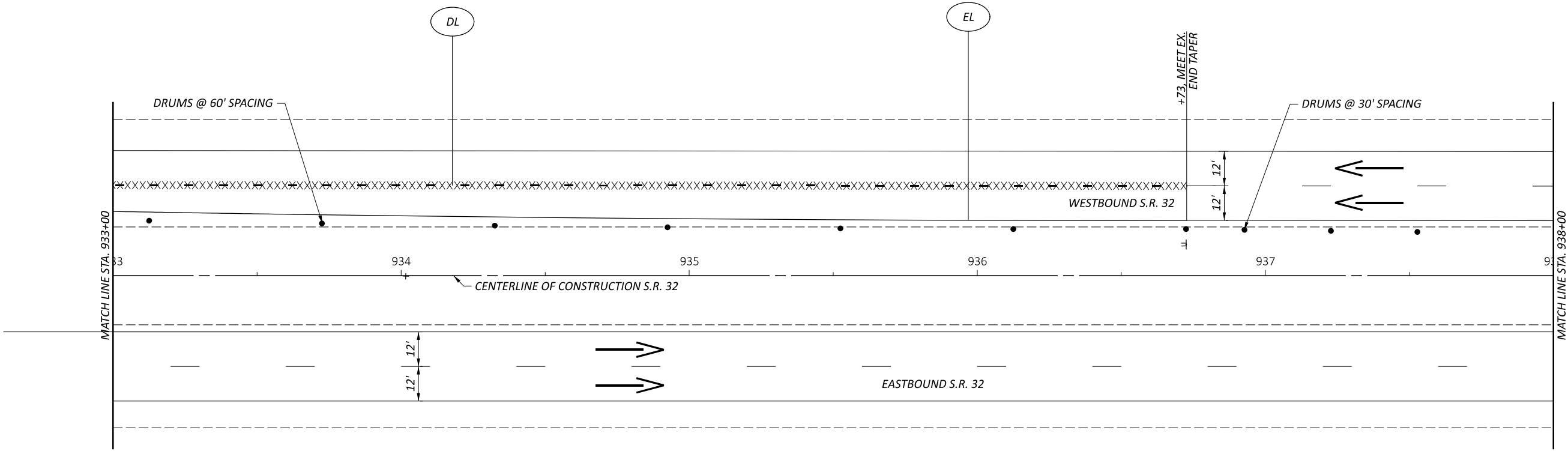
P.37

TOTAL

P.126

HORIZONTAL
SCALE IN FEET





FOR LEGEND SEE SHEET 16

MAINTENANCE OF TRAFFIC PLAN - PHASE 2
STA. 933+00.00 TO STA. 938+00.00

DESIGN AGENCY



DESIGNER

SKB

REVIEWER

LAS 10/17/25

PROJECT ID

118121

SHEET

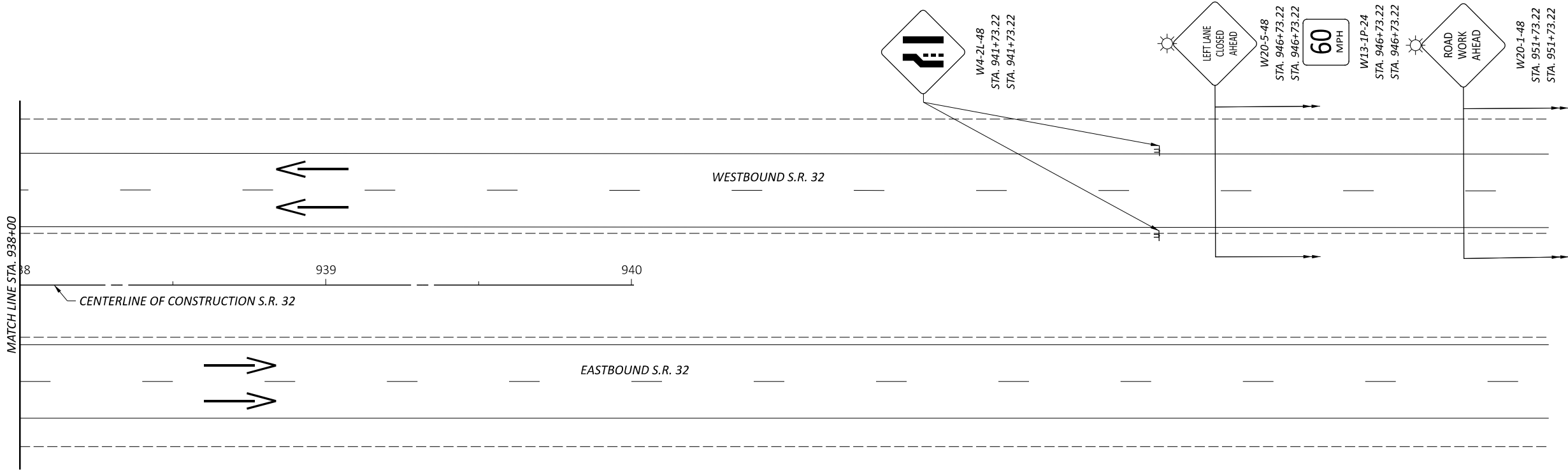
P.38

TOTAL

P.126

HORIZONTAL
SCALE IN FEET





FOR LEGEND SEE SHEET 16

MAINTENANCE OF TRAFFIC PLAN - PHASE 2
STA. 938+00.00 TO STA. 940+00.00

DESIGN AGENCY



DESIGNER

SKB

REVIEWER

LAS 10/17/25

PROJECT ID

118121

SHEET

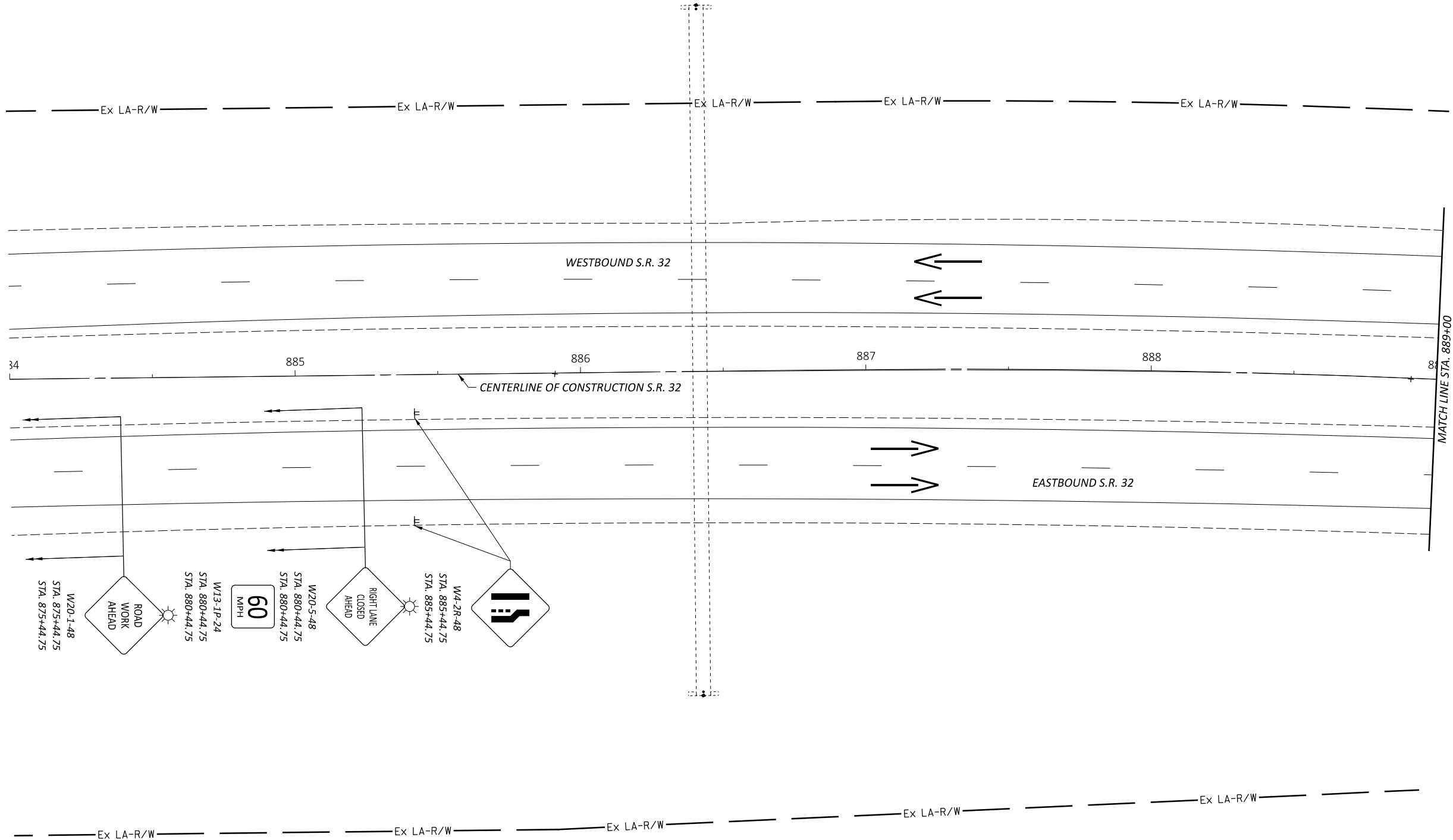
P.39

TOTAL

P.126

HORIZONTAL
SCALE IN FEET





FOR LEGEND SEE SHEET 16

MAINTENANCE OF TRAFFIC PLAN - PHASE 3
STA. 884+00.00 TO STA. 889+00.00

DESIGN AGENCY



DESIGNER

SKB

REVIEWER

LAS 10/17/25

PROJECT ID

118121

SHEET

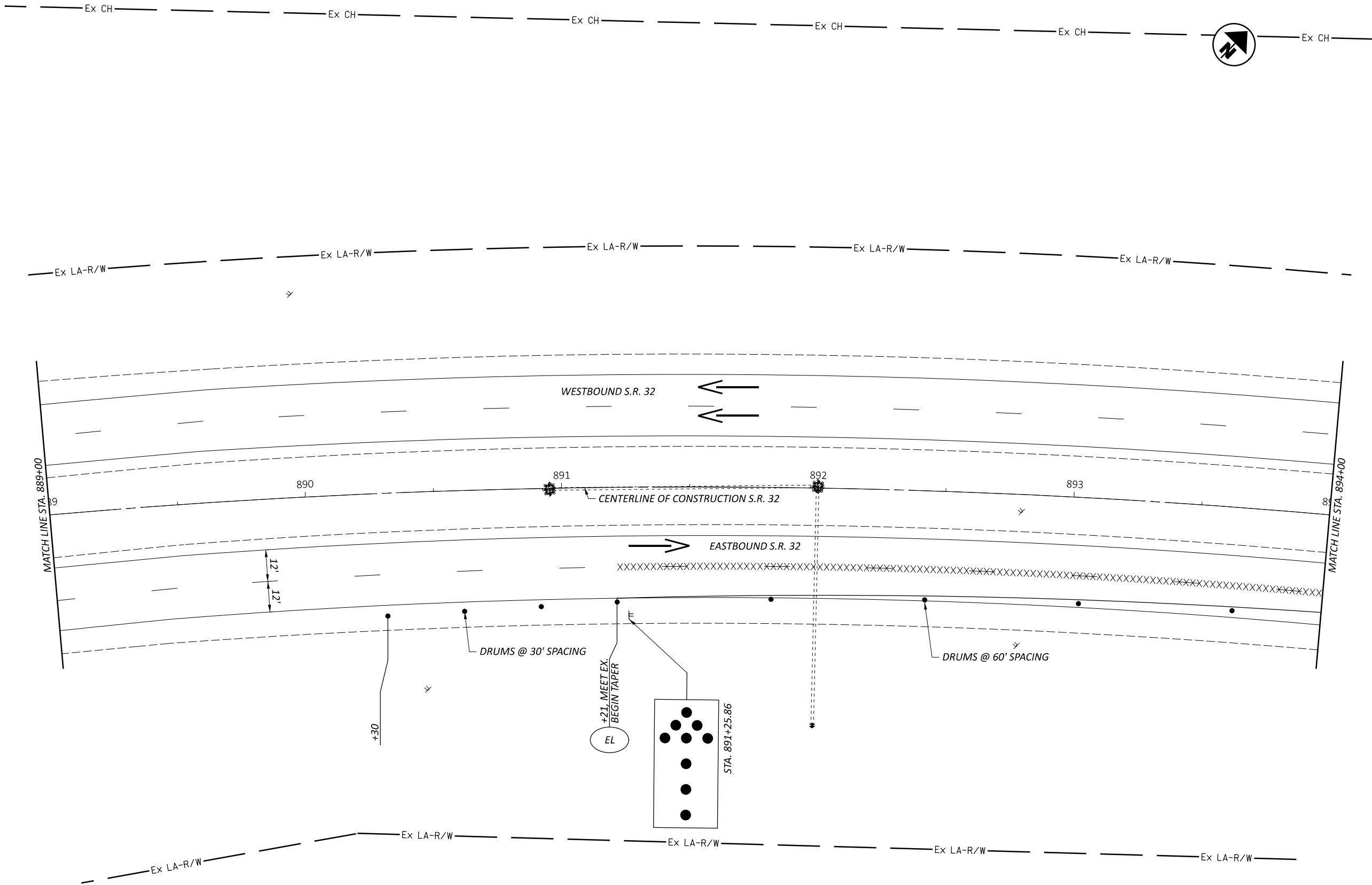
P.40

TOTAL

P.126

HORIZONTAL
SCALE IN FEET





MAINTENANCE OF TRAFFIC PLAN - PHASE 3
STA. 889+00.00 TO STA. 894+00.00

DESIGN AGENCY



DESIGNER

SKB

REVIEWER

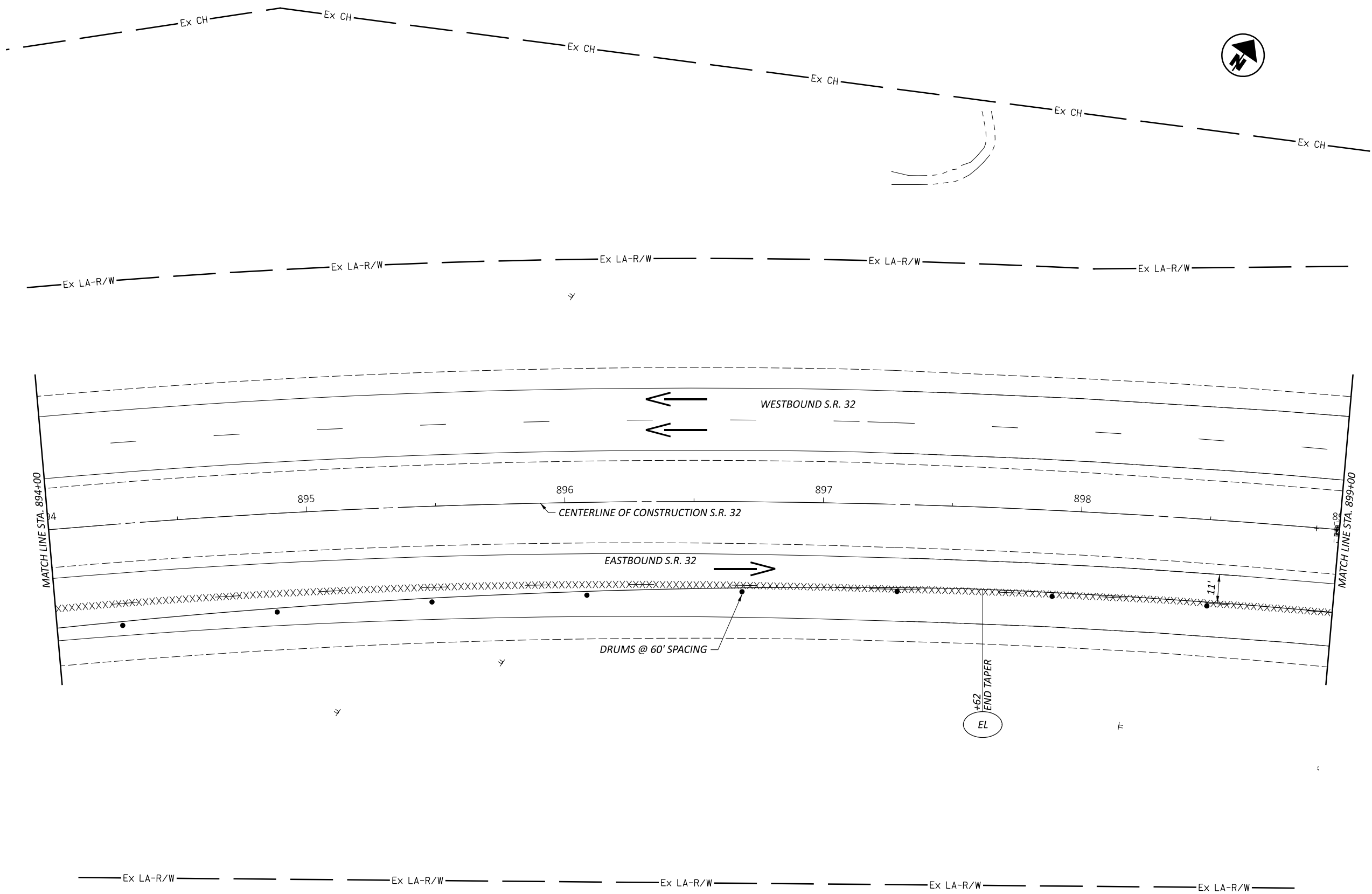
LAS 10/17/25

PROJECT ID

118121

SHEET TOTAL

P.41 P.126



MAINTENANCE OF TRAFFIC PLAN - PHASE 3
STA. 894+00.00 TO STA. 899+00.00

DESIGN AGENCY



DESIGNER

SKB

REVIEWER

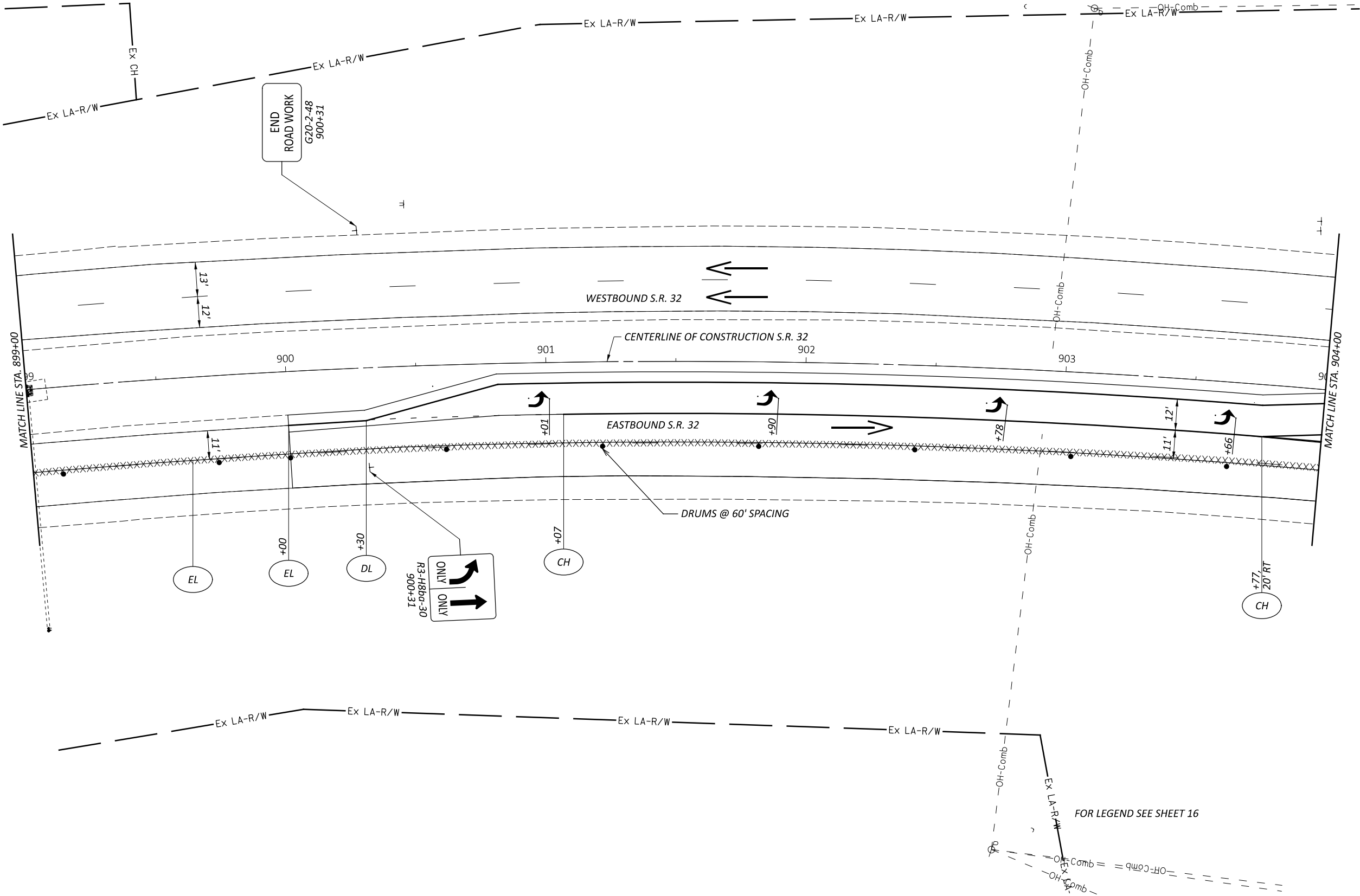
LAS 10/17/25

PROJECT ID

118121

SHEET TOTAL

P.42 P.126



MAINTENANCE OF TRAFFIC PLAN - PHASE 3
STA. 899+00.00 TO STA. 904+00.00

DESIGN AGENCY



DESIGNER

SKB

REVIEWER

LAS 10/17/25

PROJECT ID

118121

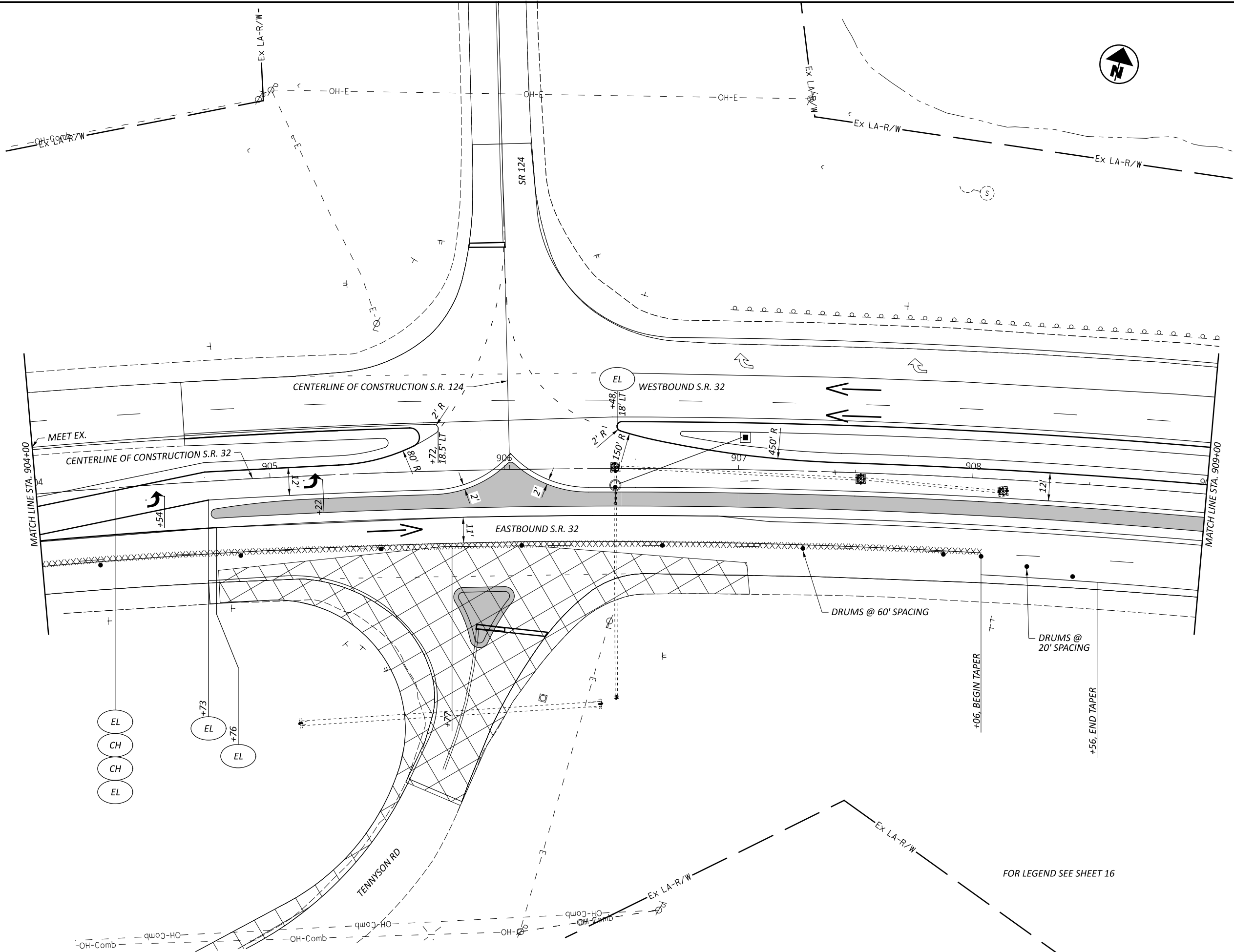
SHEET

P.43

TOTAL

P.126





FOR LEGEND SEE SHEET 16

MAINTENANCE OF TRAFFIC PLAN - PHASE 3
STA. 904+00.00 TO STA. 909+00.00

DESIGN AGENCY



DESIGNER

SKB

REVIEWER

LAS 10/17/25

PROJECT ID

118121

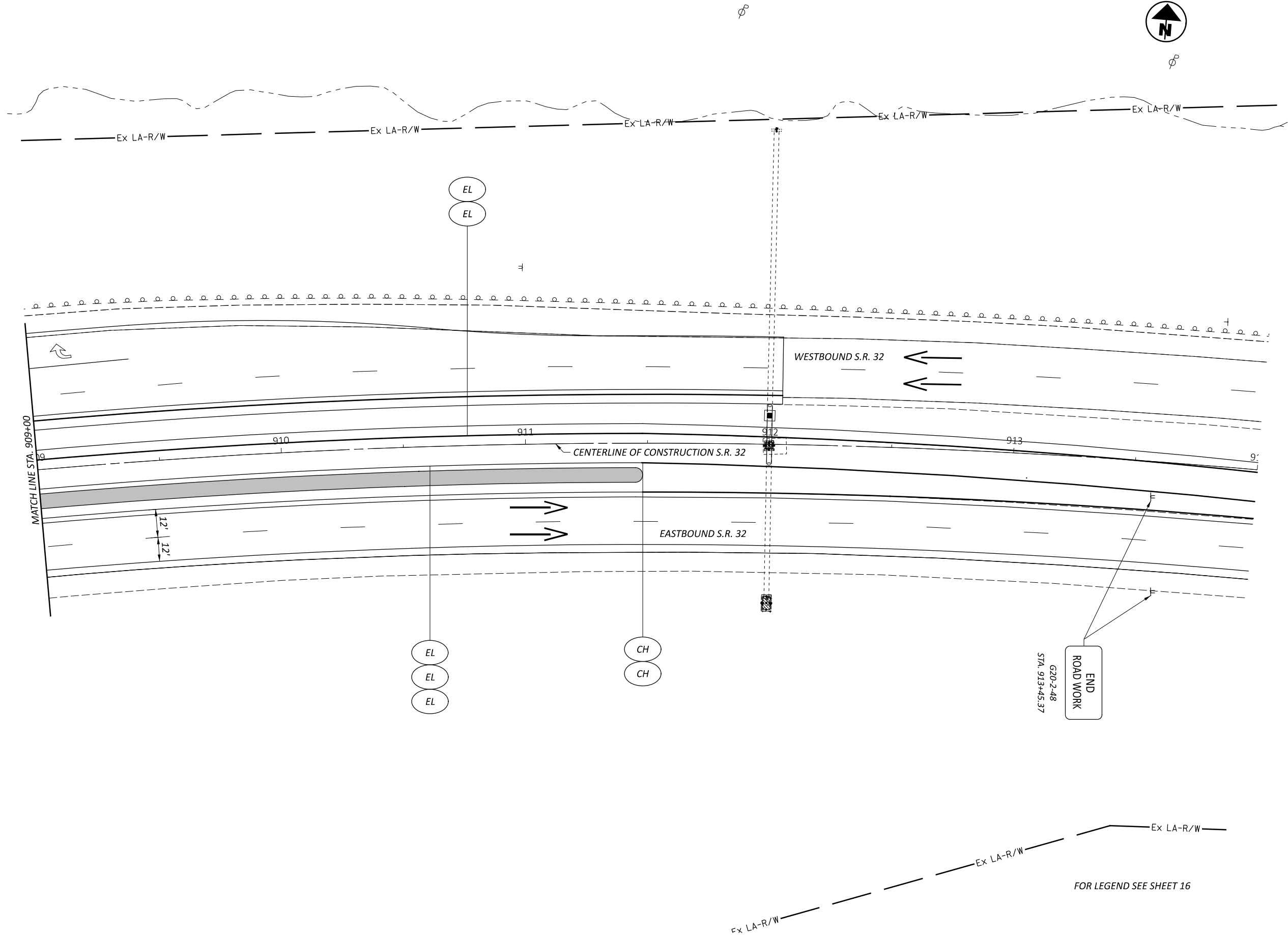
SHEET

P.44

TOTAL

P.126





DESIGN AGENCY



DESIGNER

SKB

REVIEWER

LAS 10/17/25

PROJECT ID

118121

SHEET

P.45

TOTAL

P.126

SHEET NUMBER													PART.	ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
OFFICE CALCS		P.7		P.10		P.48	P.49		P.100				01/NHS						
																		ROADWAY	
4,900						241							4,900	202	23000	4,900	SY	PAVEMENT REMOVED	
						7							241	202	35100	241	FT	PIPE REMOVED, 24" DIAMETER AND UNDER	
													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	605	13300	125	FT	6" UNCLASSIFIED PIPE UNDERDRAINS	
													3,893	605	14000	3,893	FT	6" BASE PIPE UNDERDRAINS	
													60	611	00510	60	FT	6" CONDUIT, TYPE F FOR UNDERDRAIN OUTLETS	
													189	611	04400	189	FT	12" CONDUIT, TYPE B	
													244	611	04600	244	FT	12" CONDUIT, TYPE C	
													33	611	10600	33	FT	24" CONDUIT, TYPE C	
													1	611	98450	1	EACH	CATCH BASIN, NO. 2-2A	
													5	611	98510	5	EACH	CATCH BASIN, NO. 2-3	
													2	611	99574	2	EACH	MANHOLE, NO. 3	
													1	611	99710	1	EACH	PRECAST REINFORCED CONCRETE OUTLET	
																		PAVEMENT	
13,444													13,444	254	01000	13,444	SY	PAVEMENT PLANING, 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													2,411	407	20000	2,412	GAL	NON-TRACKING TACK COAT	
				60									60	408	10000	60	GAL	PRIME COAT	
				30									30	441	50000	30	CY	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), PG64-22	
938													938	442	10000	938	CY	ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (446)	
630													630	442	10100	630	CY	ASPHALT CONCRETE INTERMEDIATE COURSE, 19 MM, TYPE A (446)	
						475							475	609	70000	475	SY	4" CONCRETE MEDIAN	
																		LIGHTING	
													28	625	00450	28	EACH	CONNECTION, FUSED PULL APART	
													6	625	00480	6	EACH	CONNECTION, UNFUSED PERMANENT	
													14	625	10490	14	EACH	LIGHT POLE, CONVENTIONAL, AT15B40	
													14	625	14100	14	EACH	LIGHT POLE FOUNDATION, 24" X 8' DEEP	
													8,796	625	23200	8,796	FT	NO. 4 AWG 2400 VOLT DISTRIBUTION CABLE	
													1,820	625	23400	1,820	FT	NO. 10 AWG POLE AND BRACKET CABLE	
													2,363	625	25408	2,363	FT	CONDUIT, 2", 725.051	
													215	625	25504	215	FT	CONDUIT, 3", 725.051	
													14	625	26253	14	EACH	LUMINAIRE, CONVENTIONAL, SOLID STATE (LED), AS PER PLAN, TYPE III, 240 VOLT	P.100
													2,363	625	29000	2,363	FT	TRENCH	
													215	625	29400	215	FT	TRENCH IN PAVED AREA	
													4	625	30700	4	EACH	PULL BOX, 725.08, 18"	
													14	625	32000	14	EACH	GROUND ROD	
													2	625	34001	2	EACH	POWER SERVICE, AS PER PLAN	P.100

GENERAL SUMMARY

DESIGN AGENCY



DESIGNER

ASN

REVIEWER

MAG 10/17/25

PROJECT ID

118121

SHEET

TOTAL

P.46

P.126

SHEET NUMBER													PART.	ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
OFFICE CALCS		P.8	P.9	P.10		P.100		P.110	P.111	P.112	P.113		01/NHS						
																		LIGHTING	
						2,578							2,578	625	36010	2,578	FT	UNDERGROUND WARNING/MARKING TAPE	
						2							2	625	75400	2	EACH	LIGHT POLE REMOVED	
						2							2	625	75500	2	EACH	LIGHT POLE FOUNDATION REMOVED	
						2							2	625	75506	2	EACH	LUMINAIRE REMOVED	
						2							2	625	75510	2	EACH	POWER SERVICE REMOVED	
						25							25	632	69600	25	FT	SERVICE CABLE, 2 CONDUCTOR, NO. 4 AWG	
																		TRAFFIC CONTROL	
										145			145	620	60001	145	EACH	DELINEATOR, POST SURFACE MOUNTED, AS PER PLAN	P.109
								49	54	78			181	621	00100	181	EACH	RPM, (2-WAY WHITE/RED)	
		114											114	621	00300	114	EACH	RPM REFLECTOR	
											401		401	630	03100	401	FT	GROUND MOUNTED SUPPORT, NO. 3 POST	
											14		14	630	08004	14	FT	ONE WAY SUPPORT, NO. 3 POST	
											3		3	630	08600	3	EACH	SIGN POST REFLECTOR	
											251		251	630	80100	251	SF	SIGN, FLAT SHEET	
											25		25	630	84900	25	EACH	REMOVAL OF GROUND MOUNTED SIGN AND DISPOSAL	
											2		2	630	85100	2	EACH	REMOVAL OF GROUND MOUNTED SIGN AND REERECTION	
											18		18	630	86002	18	EACH	REMOVAL OF GROUND MOUNTED POST SUPPORT AND DISPOSAL	
											1		1	630	97700	1	EACH	SIGNING, MISC.:SIGNING, MISC.: REMOVE AND REERECT SIGN SUPPORT WITH SOLAR FLASHER	P.109
											1		1	632	64020	1	EACH	PEDESTAL FOUNDATION	
				1									1	643	00300	1	MILE	CENTER LINE	
								1.36	0.63				1.98	644	00104	1.99	MILE	EDGE LINE, 6"	
									0.87				0.87	644	00204	0.87	MILE	LANE LINE, 6"	
										0.04			0.04	644	00300	0.04	MILE	CENTER LINE	
										3,438			3,438	644	00404	3,438	FT	CHANNELIZING LINE, 12"	
										84			84	644	00500	84	FT	STOP LINE	
										314			314	644	00700	314	FT	TRANSVERSE/DIAGONAL LINE	
										233			233	644	00720	233	FT	CHEVRON MARKING	
									24				24	644	01300	24	EACH	LANE ARROW	
										2			2	644	01350	2	EACH	LANE REDUCTION ARROW	
								1,568		188			1,756	644	01510	1,756	FT	DOTTED LINE, 6"	
		3.38											3.38	807	14010	3.38	MILE	WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, EDGE LINE, 6"	
		1.69											1.69	807	14110	1.69	MILE	WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, LANE LINE, 6"	
		5.07											5.07	850	10010	5.07	MILE	GROOVING FOR 6" RECESSED PAVEMENT MARKING, (ASPHALT)	
																		MAINTENANCE OF TRAFFIC	
				40									40	614	11110	40	HOURL	LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE	
		4											4	614	12380	4	EACH	WORK ZONE IMPACT ATTENUATOR, 24" WIDE HAZARDS, (UNIDIRECTIONAL)	
		15		20									35	614	13000	35	CY	ASPHALT CONCRETE FOR MAINTAINING TRAFFIC	
			150										150	614	13310	150	EACH	BARRIER REFLECTOR, TYPE 1, ONE-WAY	
			150										150	614	13350	150	EACH	OBJECT MARKER, ONE WAY	
			18										18	614	18601	18	SNMT	PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN	P.9
		0.13											0.13	614	20010	0.13	MILE	WORK ZONE LANE LINE, CLASS I, 6"	
		3.75											3.75	614	22010	3.75	MILE	WORK ZONE EDGE LINE, CLASS I, 6"	
		1,561											1,561	614	23010	1,561	FT	WORK ZONE CHANNELIZING LINE, CLASS I, 12"	
		3,791											3,791	614	24000	3,791	FT	WORK ZONE DOTTED LINE, CLASS I	
		6											6	614	30000	6	EACH	WORK ZONE ARROW, CLASS I	
		15		20									35	616	10000	35	MGAL	WATER	
				120									120	617	10101	120	CY	COMPACTED AGGREGATE, AS PER PLAN	P.10
		7,470											7,470	622	41100	7,470	FT	PORTABLE BARRIER, UNANCHORED	
			36										36	808	18700	36	SNMT	DIGITAL SPEED LIMIT (DSL) SIGN ASSEMBLY	
																		INCIDENTALS	
													1	614	11000	LS		MAINTAINING TRAFFIC	
													1	623	10000	LS		CONSTRUCTION LAYOUT STAKES AND SURVEYING	
													1	624	10000	LS		MOBILIZATION	

GENERAL SUMMARY

DESIGN AGENCY



DESIGNER

ASN

REVIEWER

MAG 10/17/25

PROJECT ID

118121

SHEET

P.47

TOTAL

P.126

MODEL: Sheet_SurFT PAPER SIZE: 17x11 (in.) DATE: 11/7/2025 TIME: 8:31:42 AM USER: anuussingh
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[illegible]

DRAINAGE SUBSUMMARY

DESIGN AGENCY



DESIGNER

SML

REVIEWER

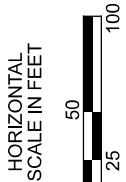
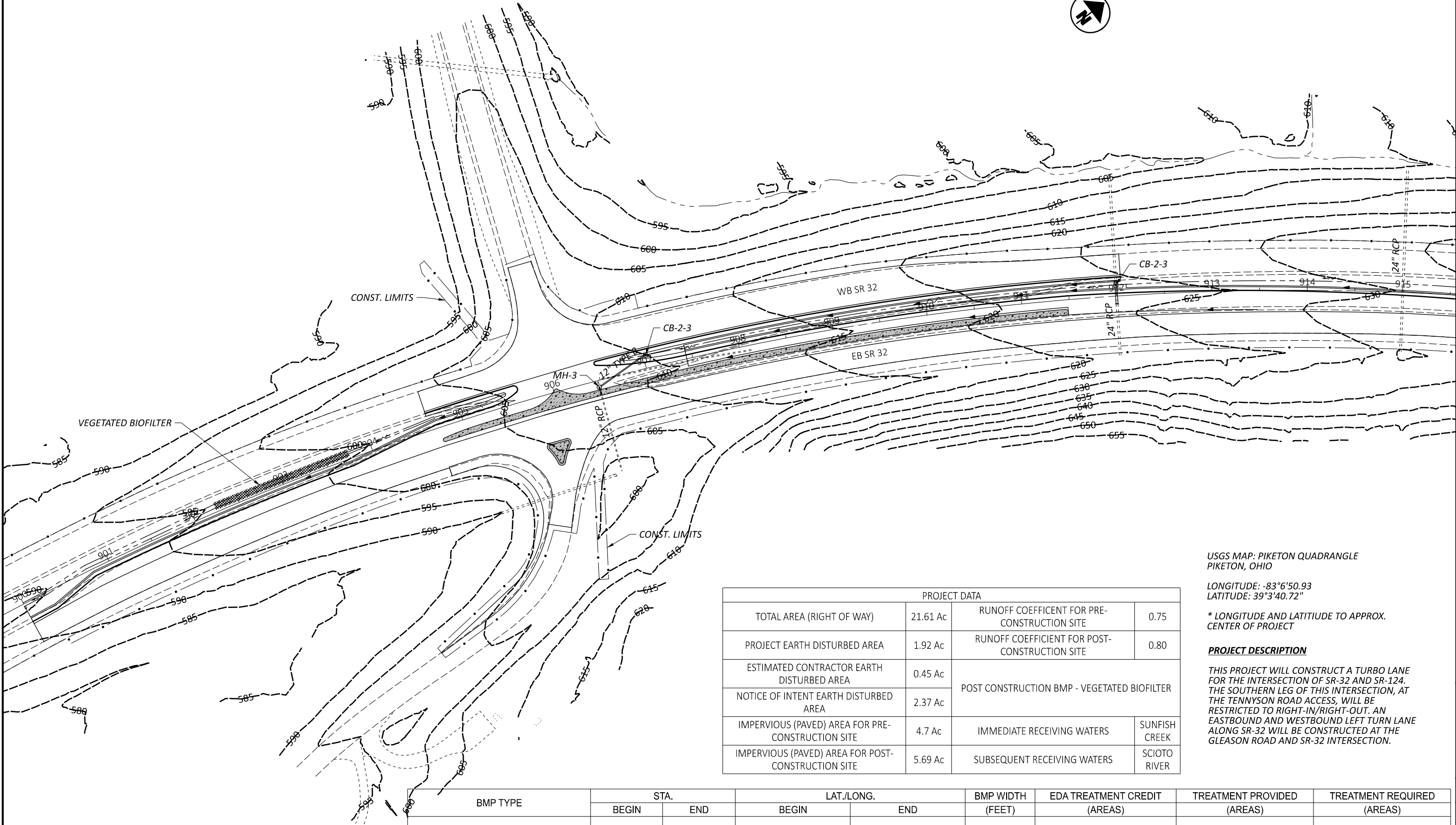
MAG 10/17/25

PROJECT ID

118121

SHEET	TOTAL
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P.49 | P.126



PROJECT SITE PLAN

USGS MAP: PIKETON QUADRANGLE
PIKETON, OHIO

LONGITUDE: -83°6'50.93
LATITUDE: 39°3'40.72"

* LONGITUDE AND LATITUDE TO APPROX.
CENTER OF PROJECT

PROJECT DESCRIPTION

THIS PROJECT WILL CONSTRUCT A TURBO LANE FOR THE INTERSECTION OF SR-32 AND SR-124. THE SOUTHERN LEG OF THIS INTERSECTION, AT THE TENNYSON ROAD ACCESS, WILL BE RESTRICTED TO RIGHT-IN/RIGHT-OUT. AN EASTBOUND AND WESTBOUND LEFT TURN LANE ALONG SR-32 WILL BE CONSTRUCTED AT THE GLEASON ROAD AND SR-32 INTERSECTION.

PROJECT DATA			
TOTAL AREA (RIGHT OF WAY)	21.61 Ac	RUNOFF COEFFICIENT FOR PRE-CONSTRUCTION SITE	0.75
PROJECT EARTH DISTURBED AREA	1.92 Ac	RUNOFF COEFFICIENT FOR POST-CONSTRUCTION SITE	0.80
ESTIMATED CONTRACTOR EARTH DISTURBED AREA	0.45 Ac	POST CONSTRUCTION BMP - VEGETATED BIOFILTER	
NOTICE OF INTENT EARTH DISTURBED AREA	2.37 Ac		
IMPERVIOUS (PAVED) AREA FOR PRE-CONSTRUCTION SITE	4.7 Ac	IMMEDIATE RECEIVING WATERS	SUNFISH CREEK
IMPERVIOUS (PAVED) AREA FOR POST-CONSTRUCTION SITE	5.69 Ac	SUBSEQUENT RECEIVING WATERS	SCIOTO RIVER

BMP TYPE	STA.		LAT./LONG.		BMP WIDTH (FEET)	EDA TREATMENT CREDIT (AREAS)	TREATMENT PROVIDED (AREAS)	TREATMENT REQUIRED (AREAS)
	BEGIN	END	BEGIN	END				
VEGETATED BIOFILTER	902+25, 6.29' LT	903+75, 6.34' LT	39°57'4.7" -82°59'43.4"	39°57'6.5" -82°59'37.7"	4	1.92	1.48	0.38

DESIGN AGENCY



DESIGNER

SML

REVIEWER

MAG 10/17/25

PROJECT ID

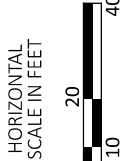
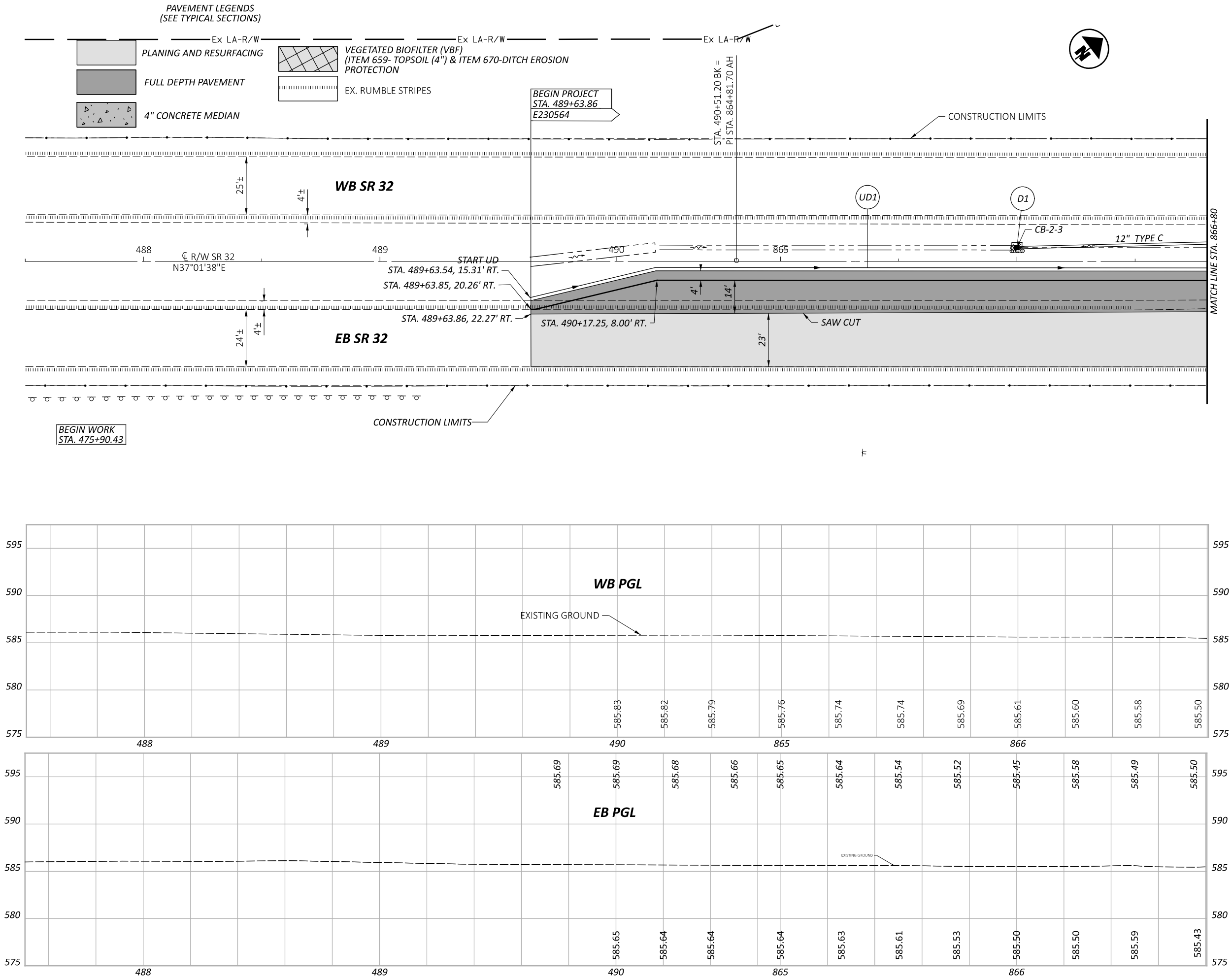
118121

SHEET

P.50

TOTAL

P.126



PLAN AND PROFILE (SR 32)
STA. 487+50.00 TO STA. 866+80.00

DESIGN AGENCY



DESIGNER

SHH

REVIEWER

MAG 10/17/25

PROJECT ID

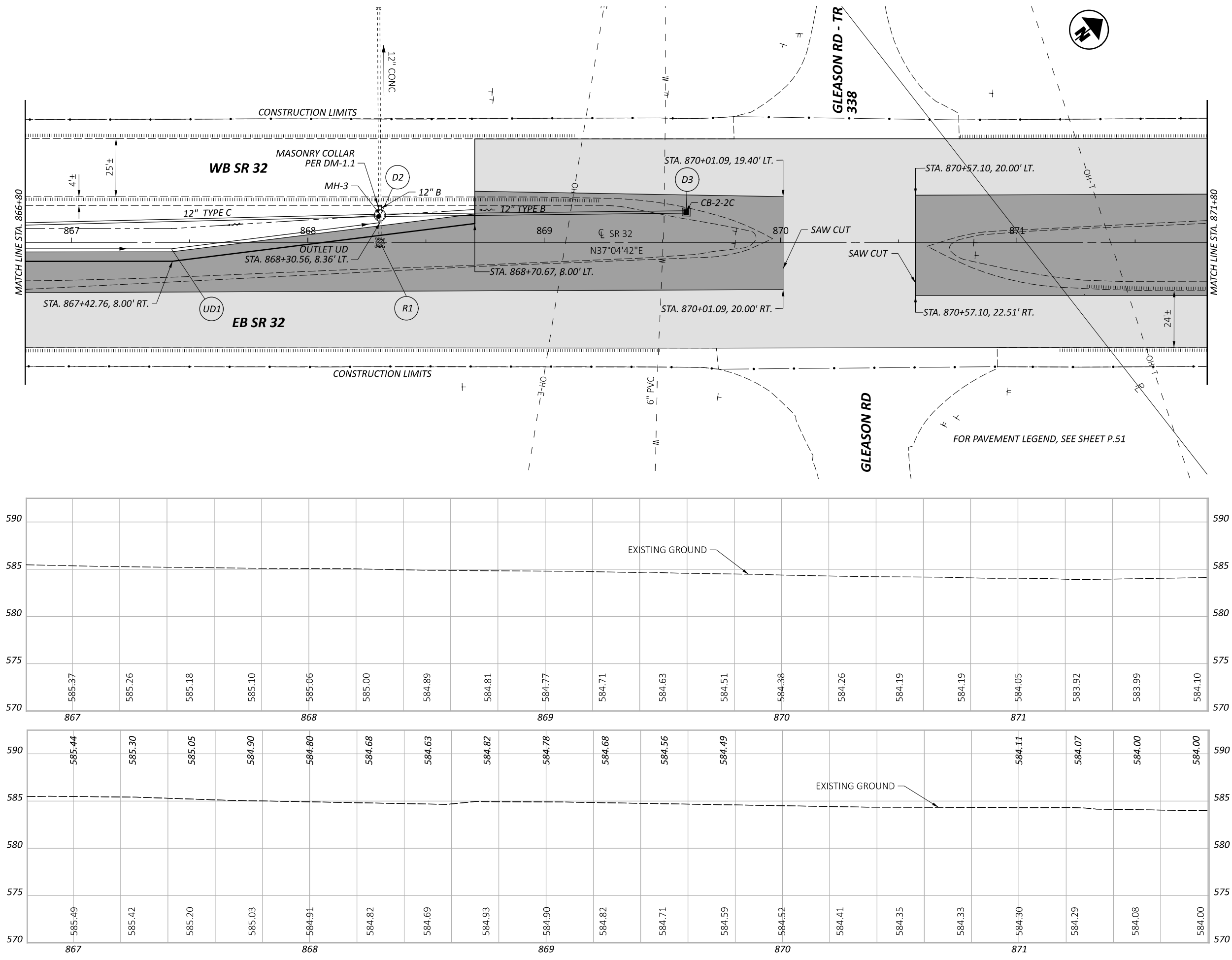
118121

SHEET

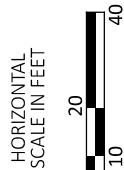
P.51

TOTAL

P.126



PLAN AND PROFILE (SR 32)
STA. 866+80.00 TO STA. 871+80.00



DESIGN AGENCY



DESIGNER

SHH

REVIEWER

MAG 10/17/25

PROJECT ID

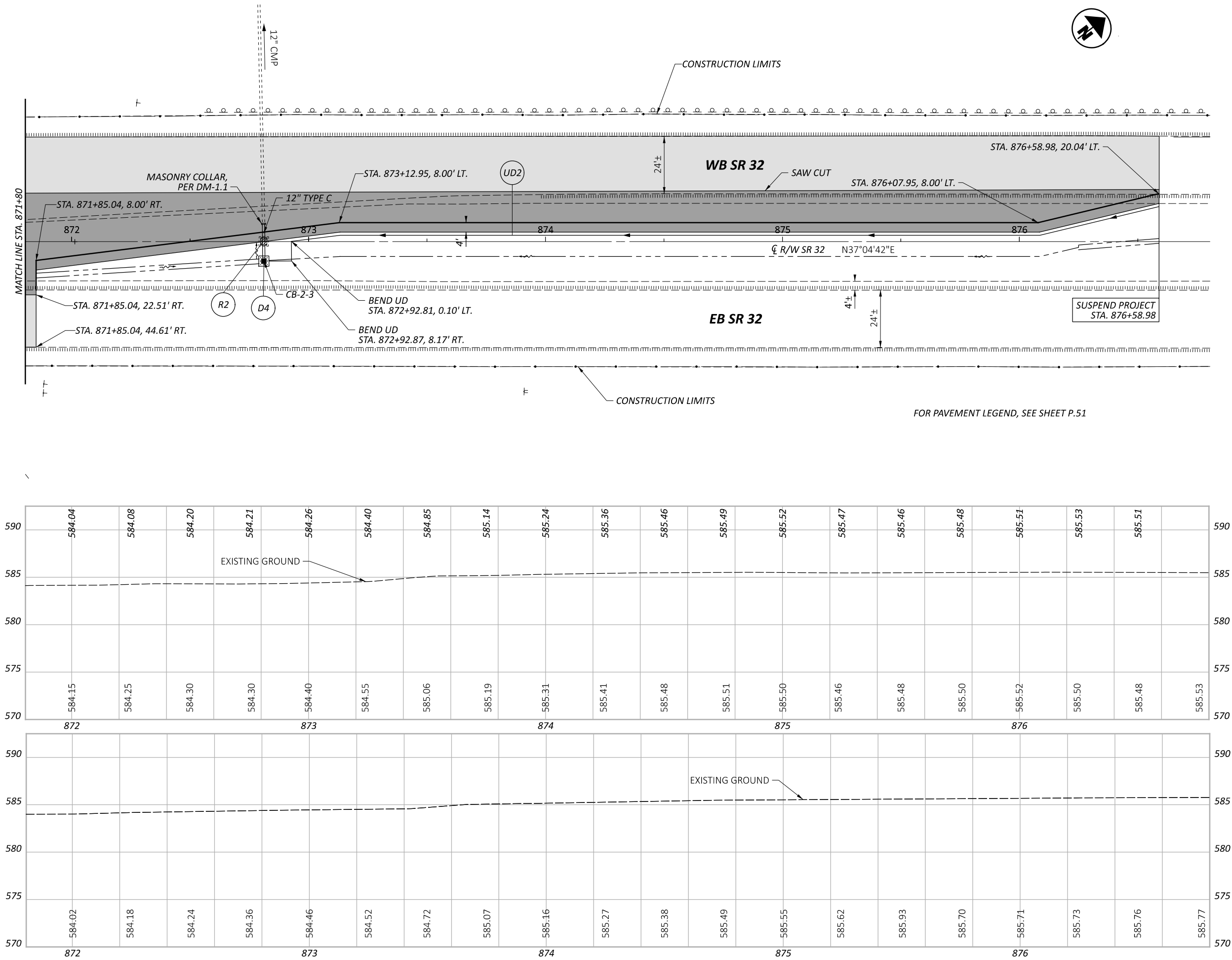
118121

SHEET

P.52

TOTAL

P.126



PLAN AND PROFILE (SR 32)
STA. 871+80.00 TO STA. 876+80.00



DESIGN AGENCY



DESIGNER

SHH

REVIEWER

MAG 10/17/25

PROJECT ID

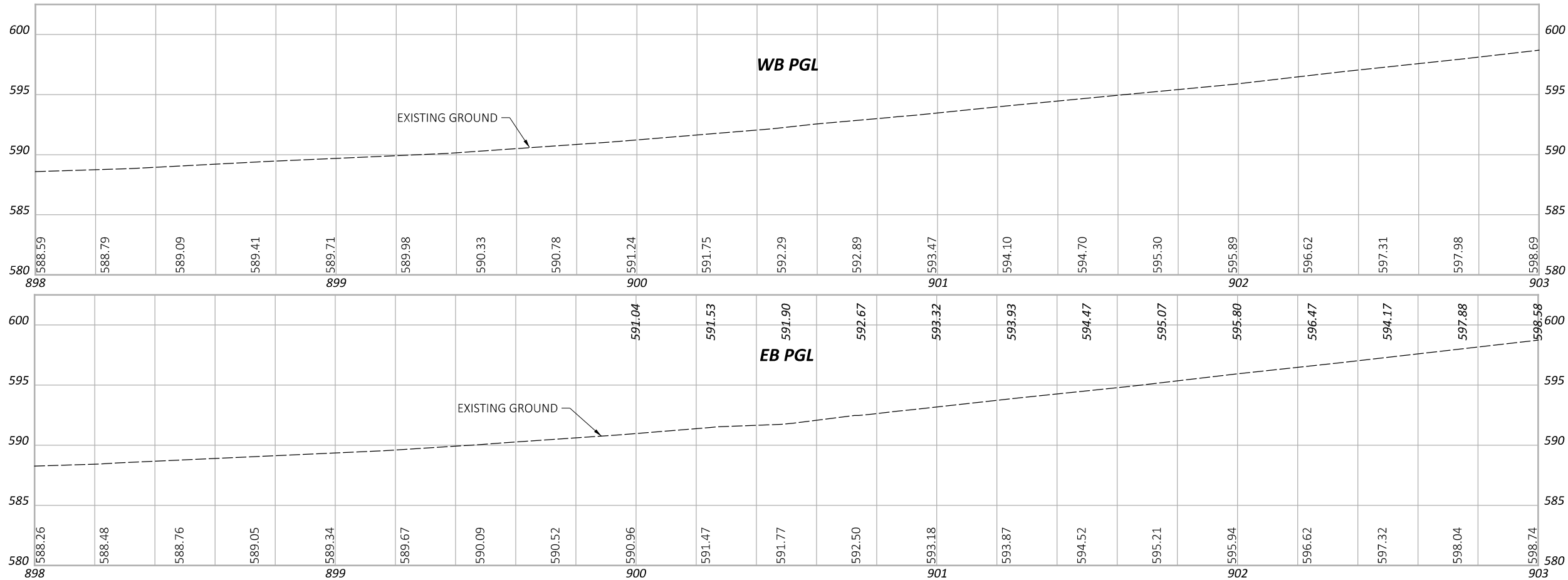
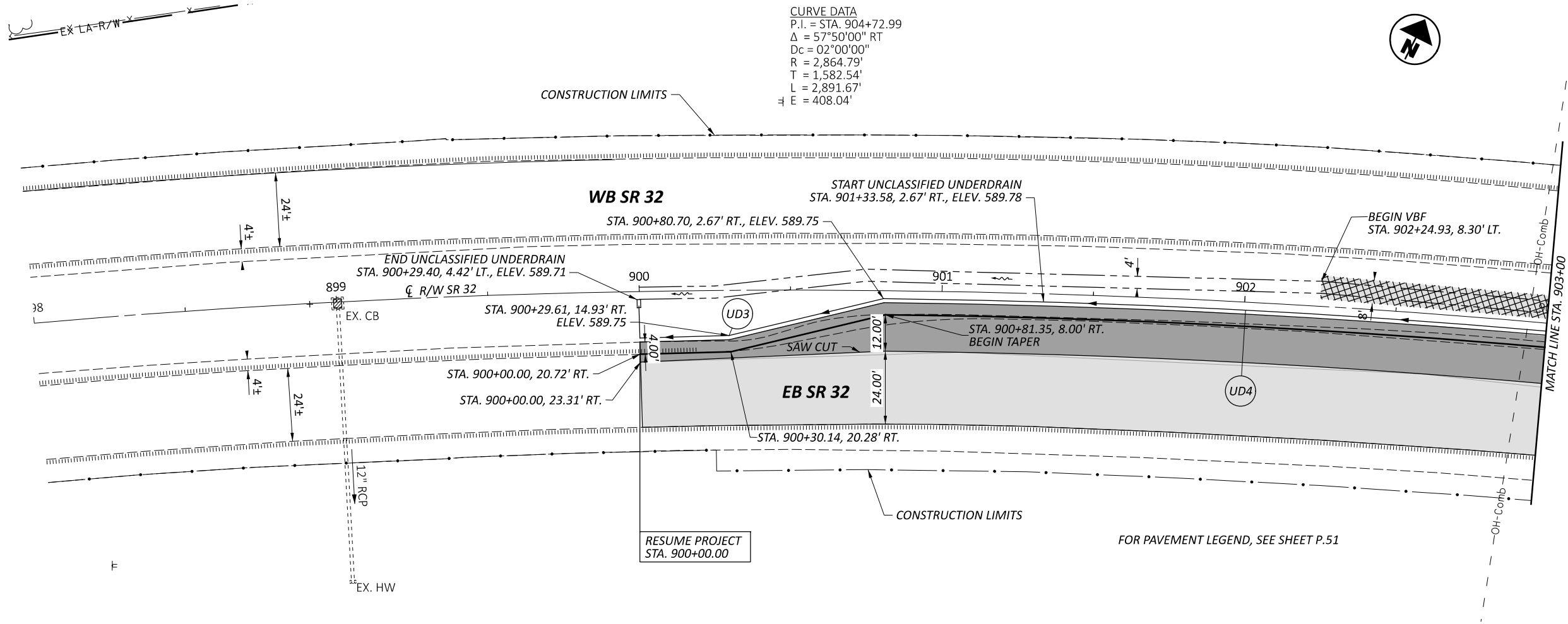
118121

SHEET

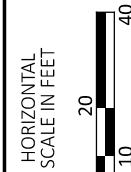
P.53

TOTAL

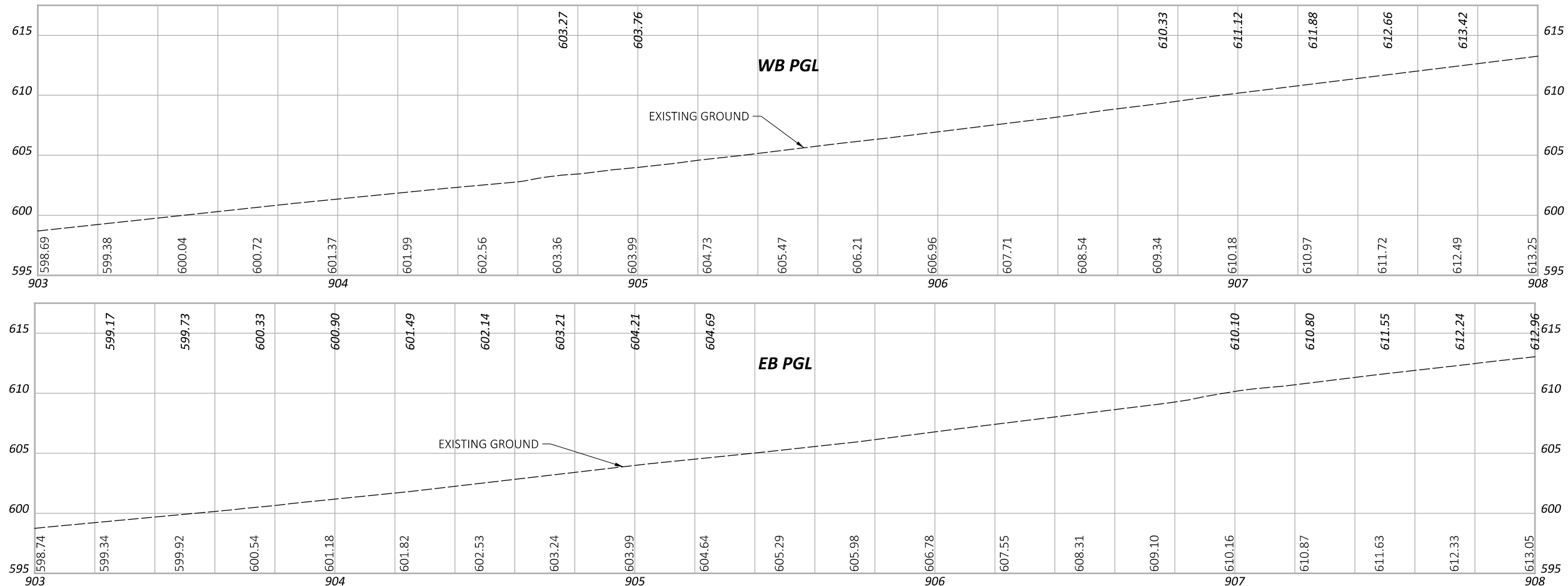
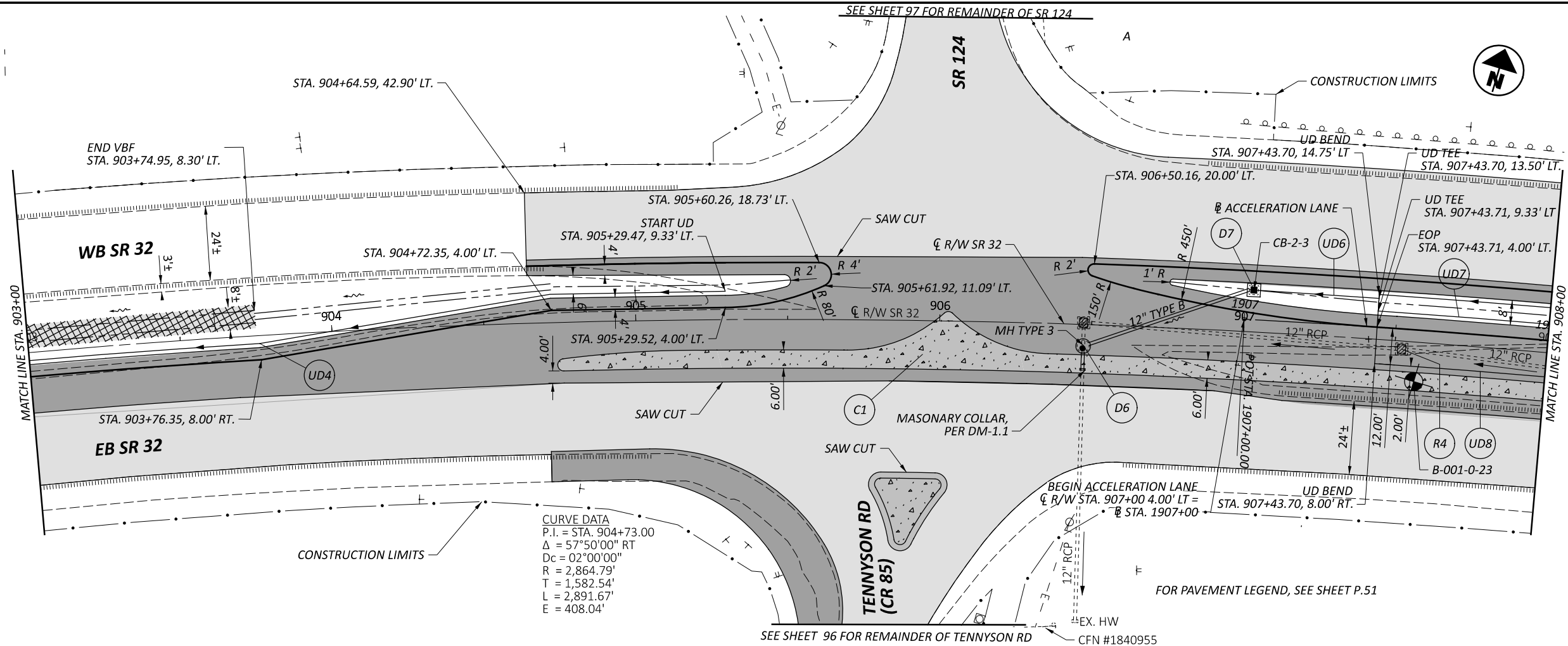
P.126

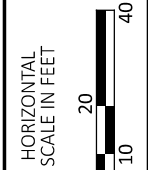


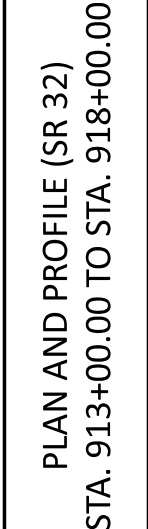
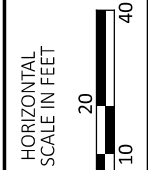
PLAN AND PROFILE (SR 32)
STA. 898+00.00 TO STA. 903+00.00

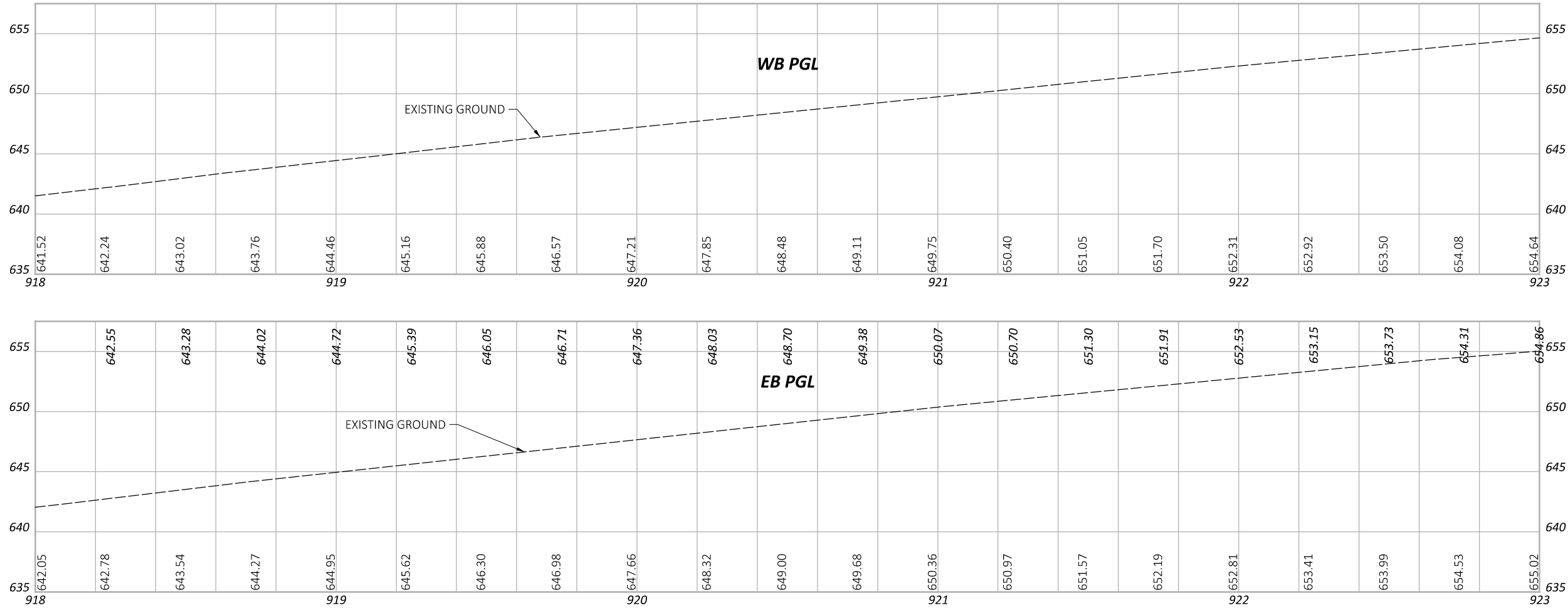


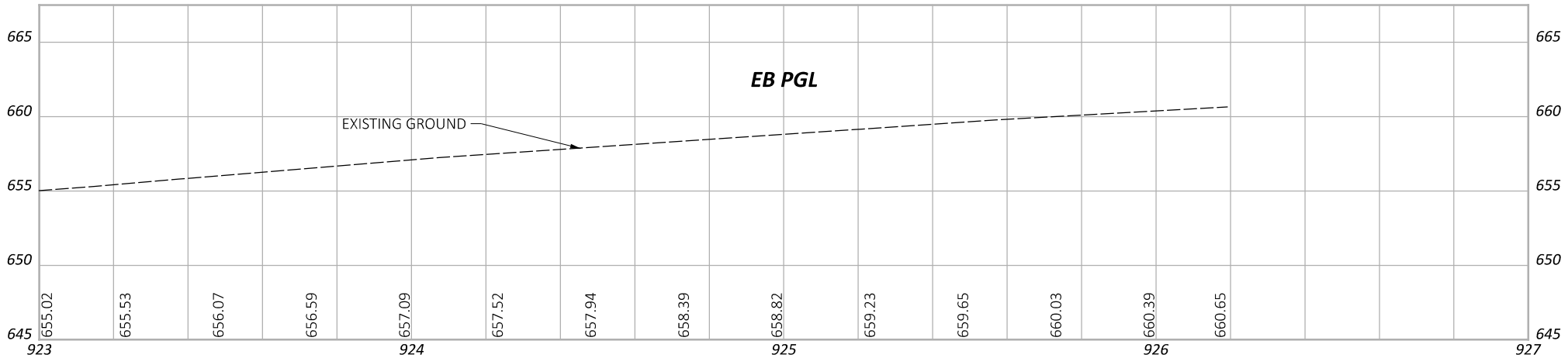
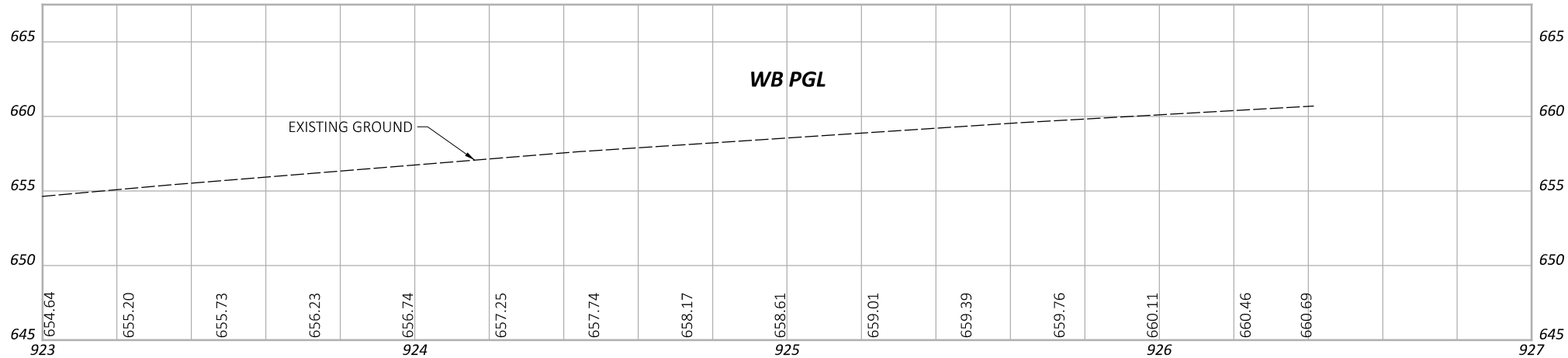
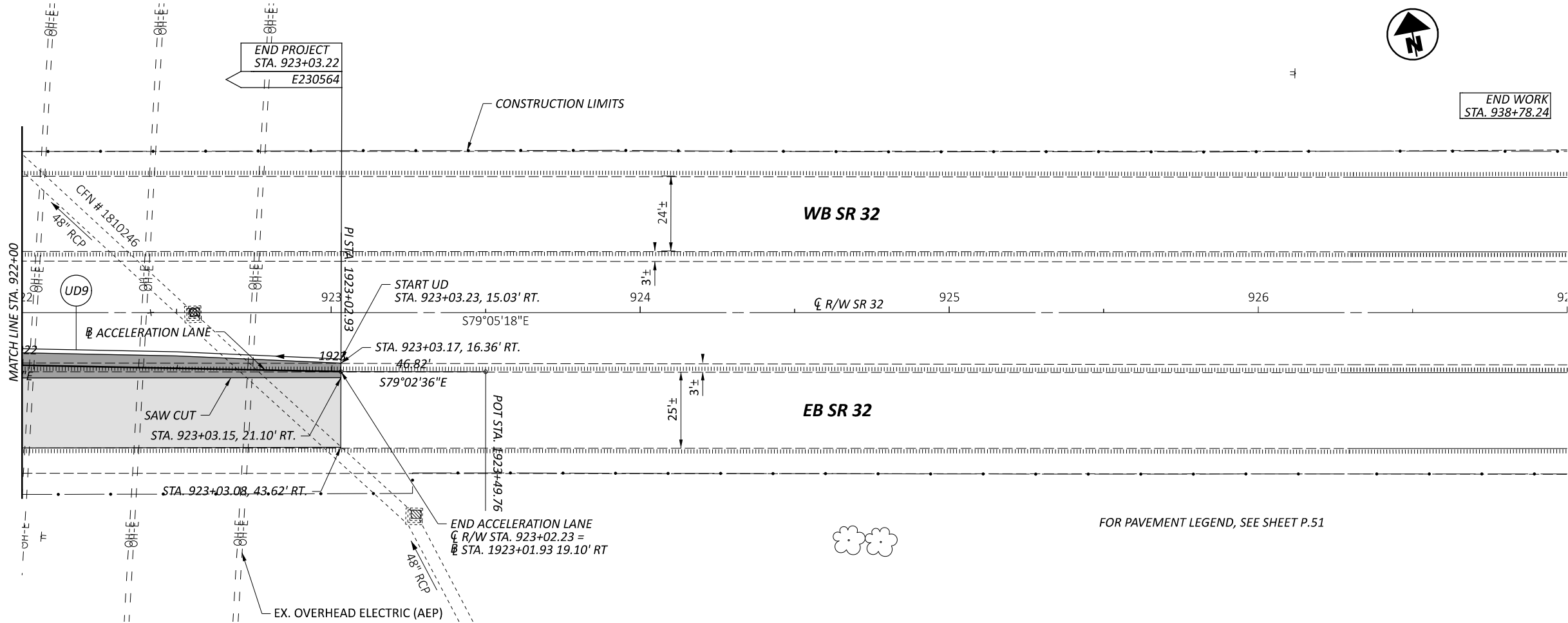
DESIGNER	SHH
REVIEWER	MAG
PROJECT ID	118121
SHEET	P.54
TOTAL	P.126





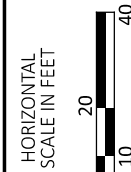






END WORK
STA. 938+78.24

PLAN AND PROFILE (SR 32)
STA. 922+00.00 TO STA. 927+00.00



DESIGN AGENCY



DESIGNER

SHH

REVIEWER

MAG 10/17/25

PROJECT ID

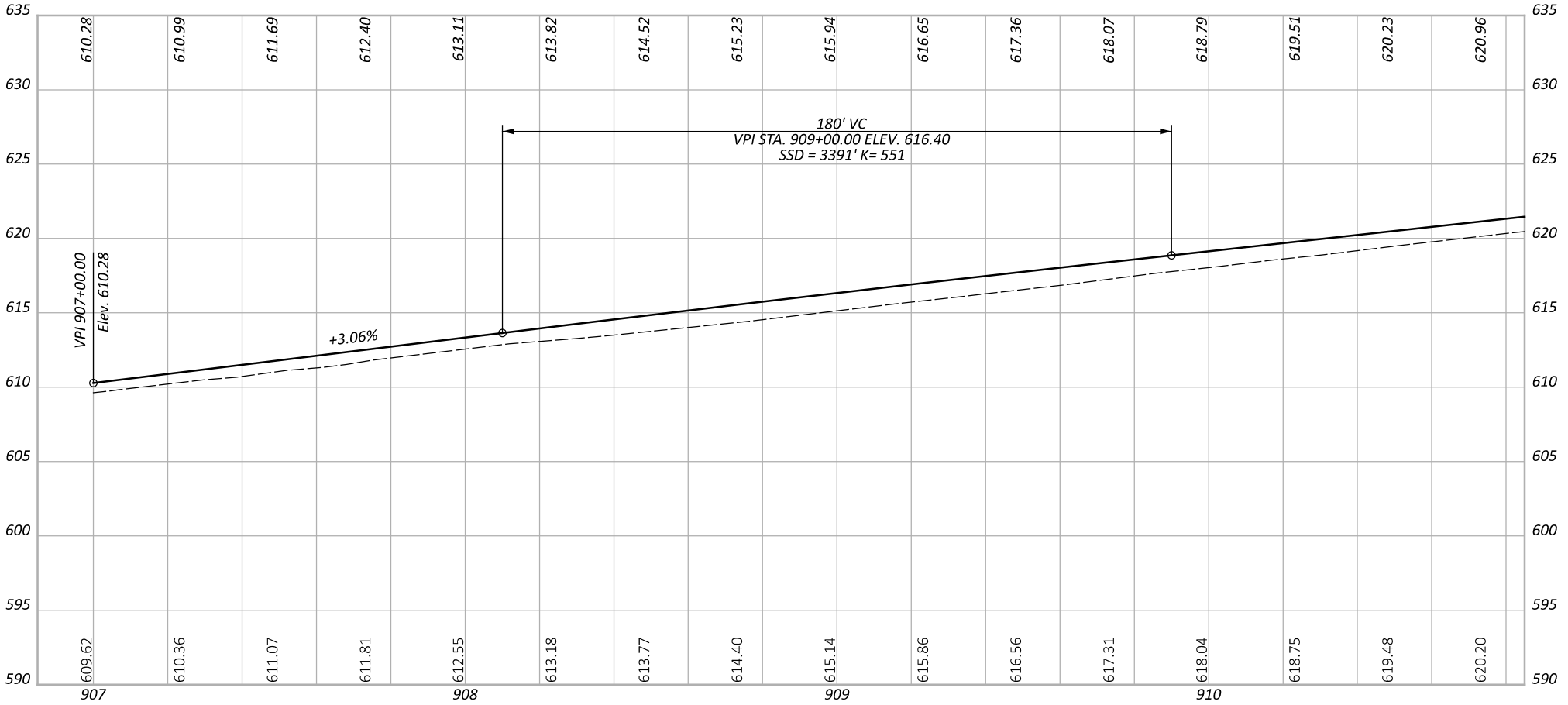
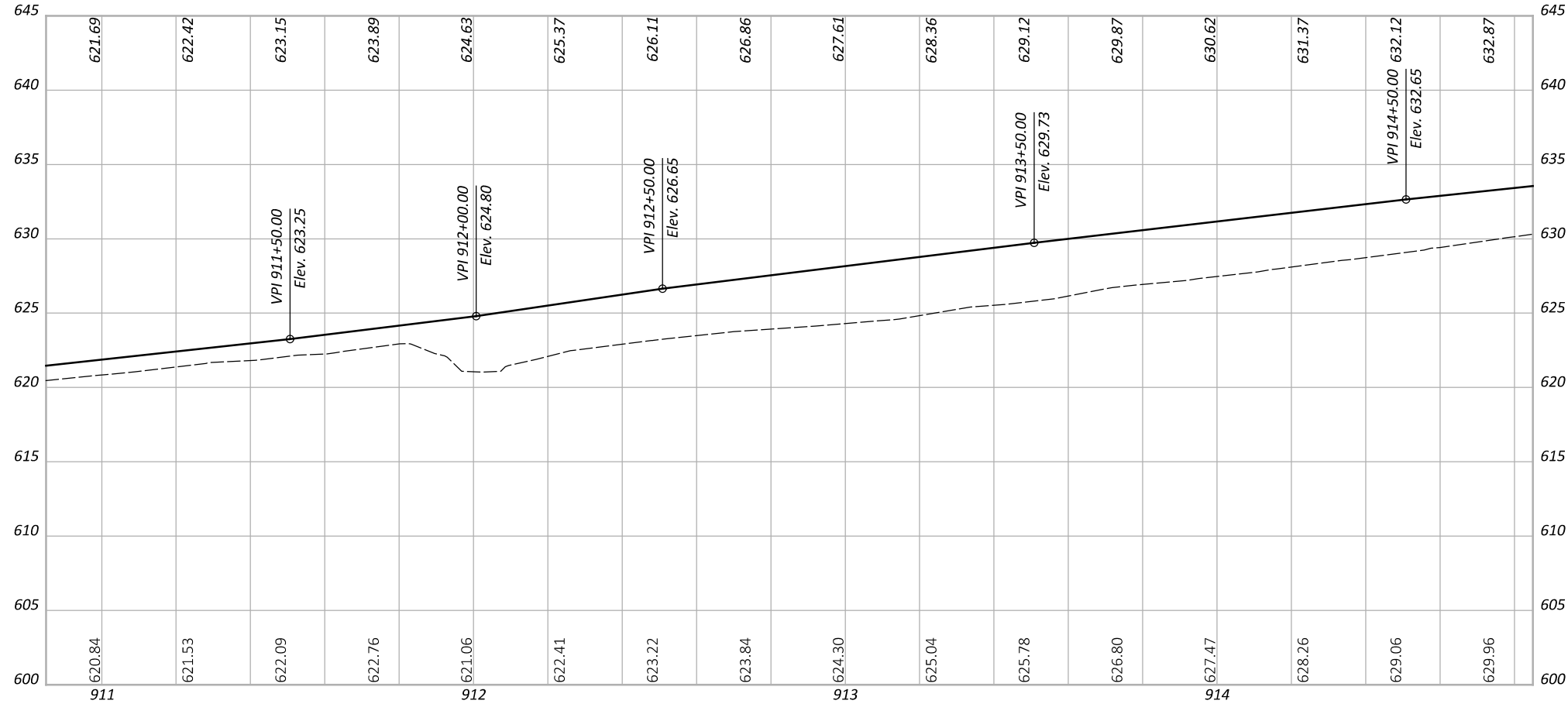
118121

SHEET

P.59

TOTAL

P.126



DESIGN AGENCY

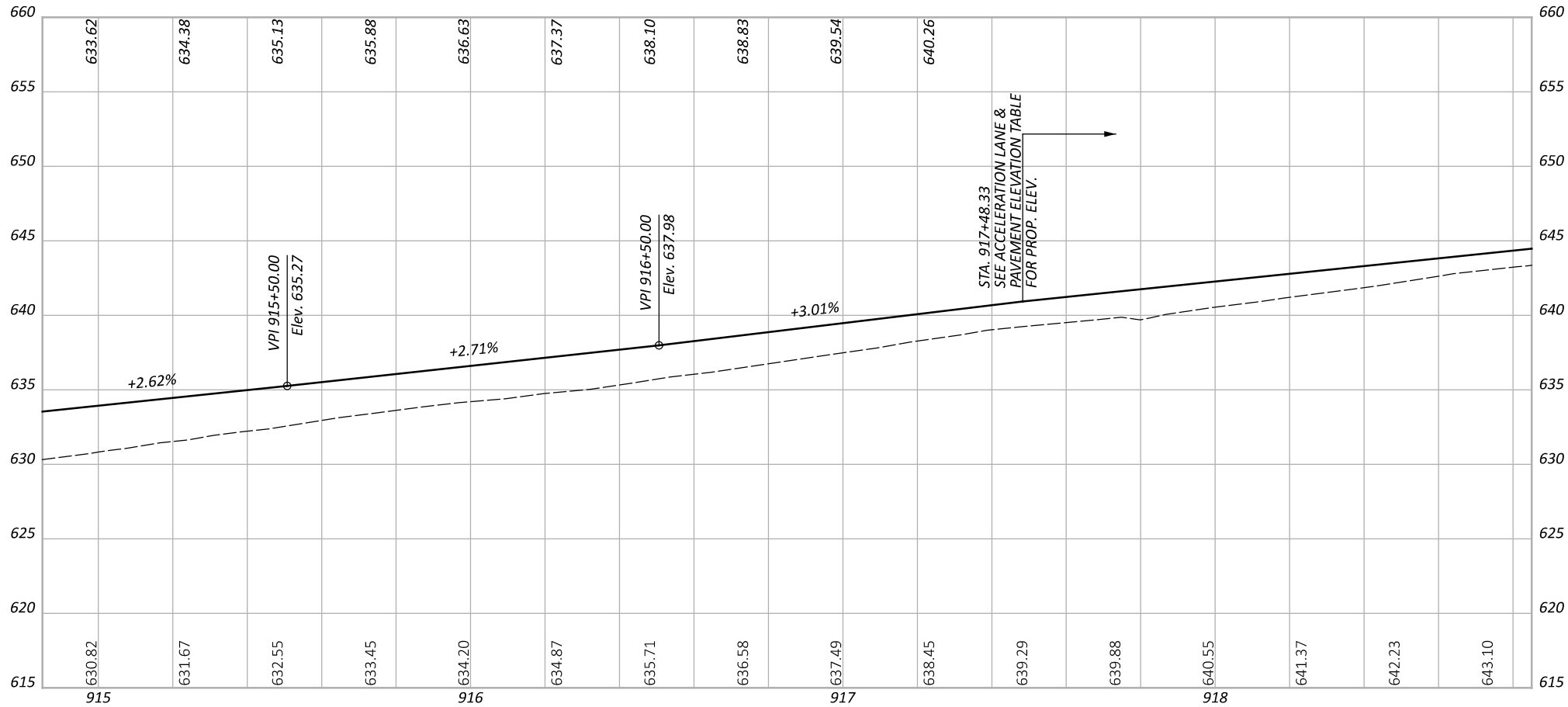
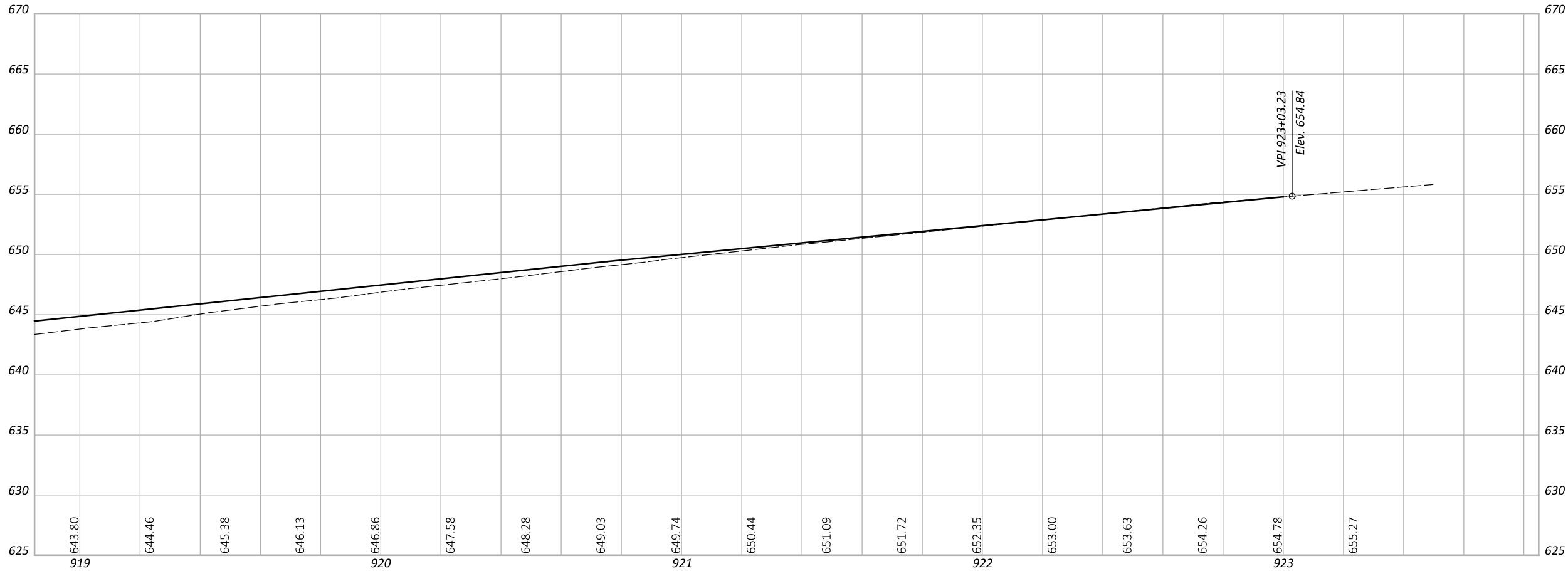
DESIGNER
ASN

REVIEWER
MAG 10/17/25

PROJECT ID
118121

SHEET	TOTAL
P.60	P.126

ACCELERATION LANE PROFILE



DESIGN AGENCY

DESIGNER
ASN

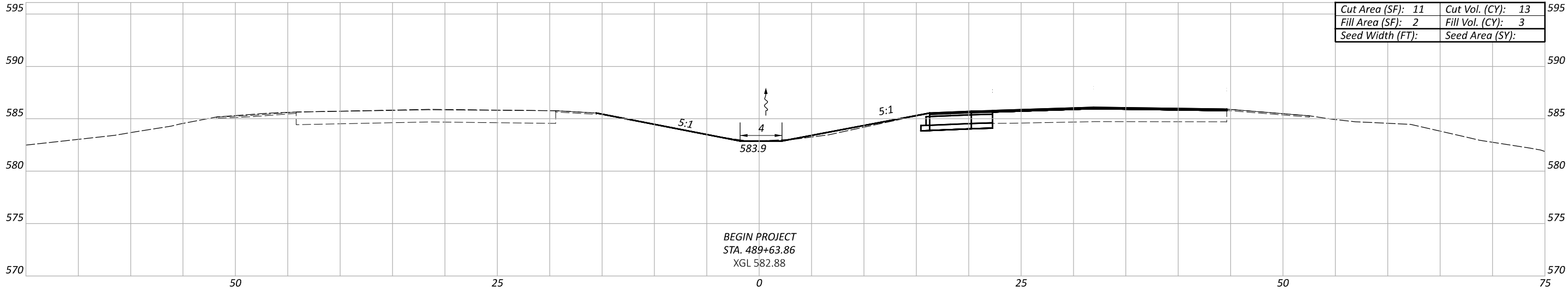
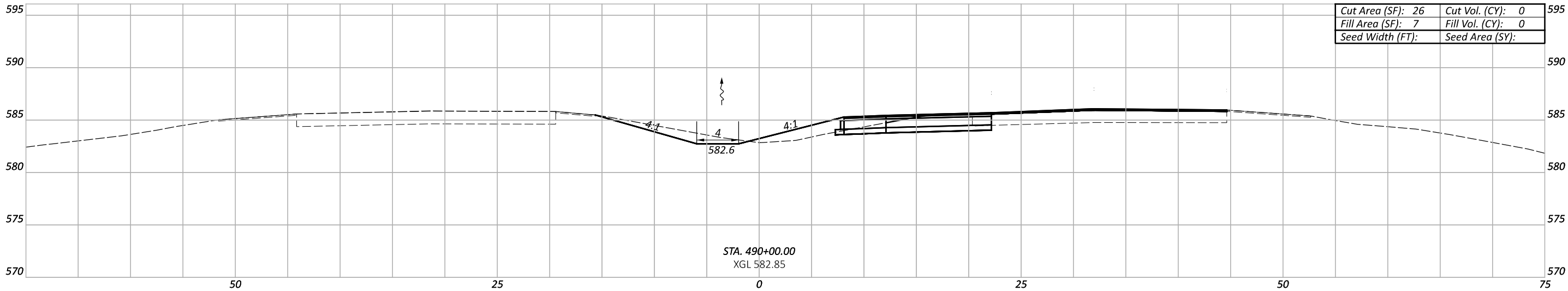
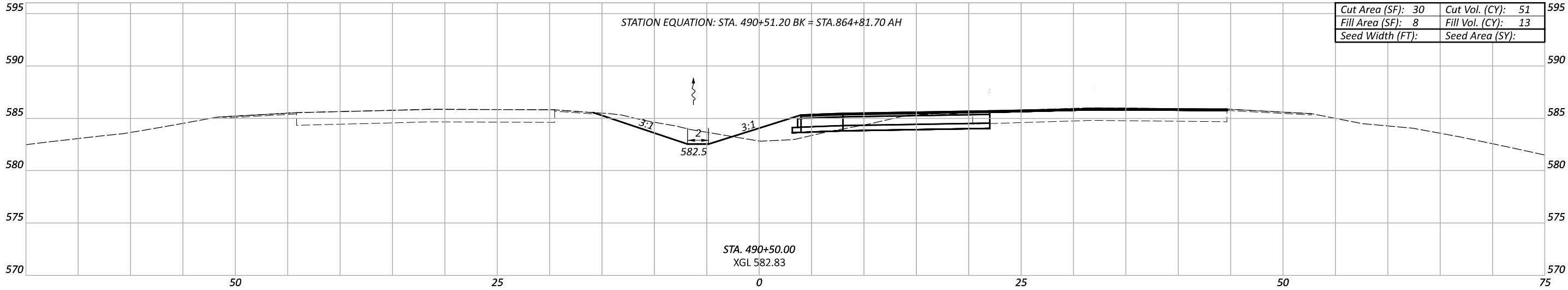
REVIEWER
MAG 10/17/25

PROJECT ID
118121

SHEET TOTAL
P.61 P.126

ACCELERATION LANE PROFILE

NOTE: FOR PGL SEE PLAN AND PROFILE SHEETS



CROSS SECTIONS-SR 32
STA. 489+63.86 TO STA. 490+50.00

DESIGN AGENCY



DESIGNER

SHH

REVIEWER

MAG 10/17/25

PROJECT ID

118121

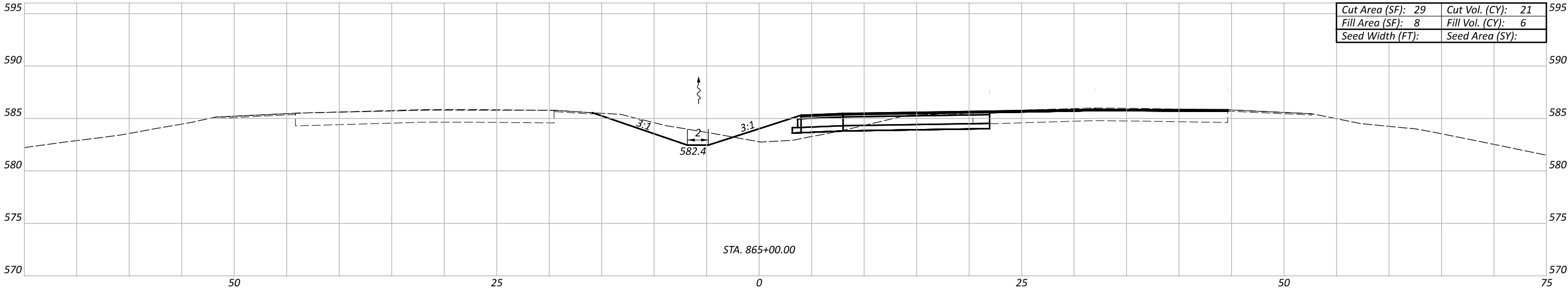
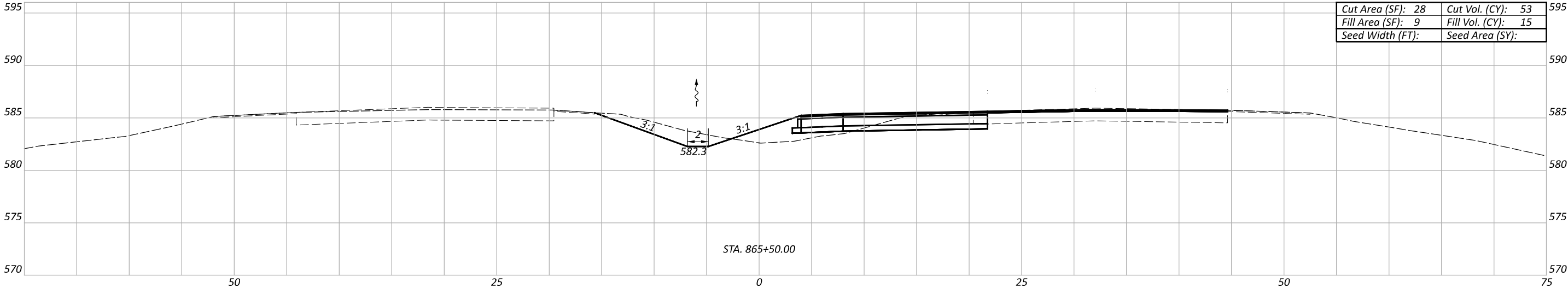
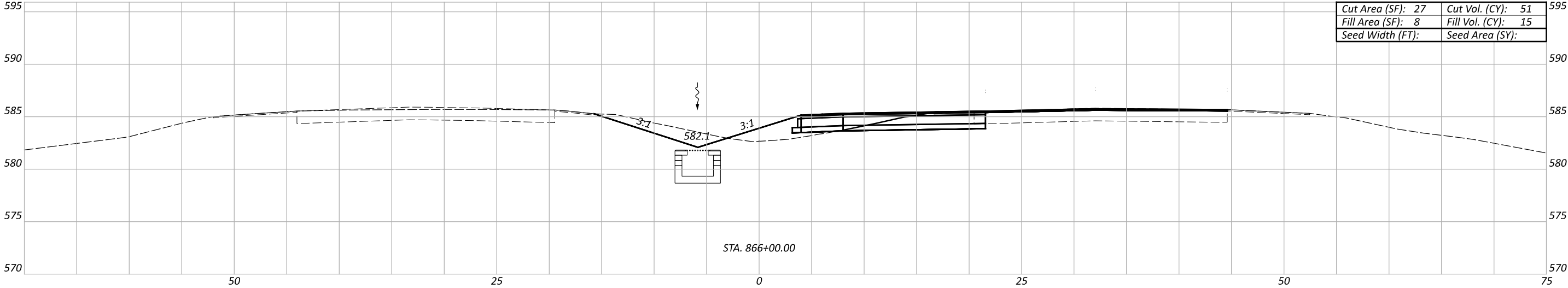
Sheet Totals

Seeding Cut Fill

SHEET TOTAL

P.62 P.126

NOTE: FOR PGL SEE PLAN AND PROFILE SHEETS



Sheet Totals			PROJECT ID	
Seeding	Cut	Fill	118121	
P.63			SHEET	TOTAL
			P.63	P.126

CROSS SECTIONS-SR 32
STA. 865+00.00 TO STA. 866+00

DESIGN AGENCY



DESIGNER

SHH

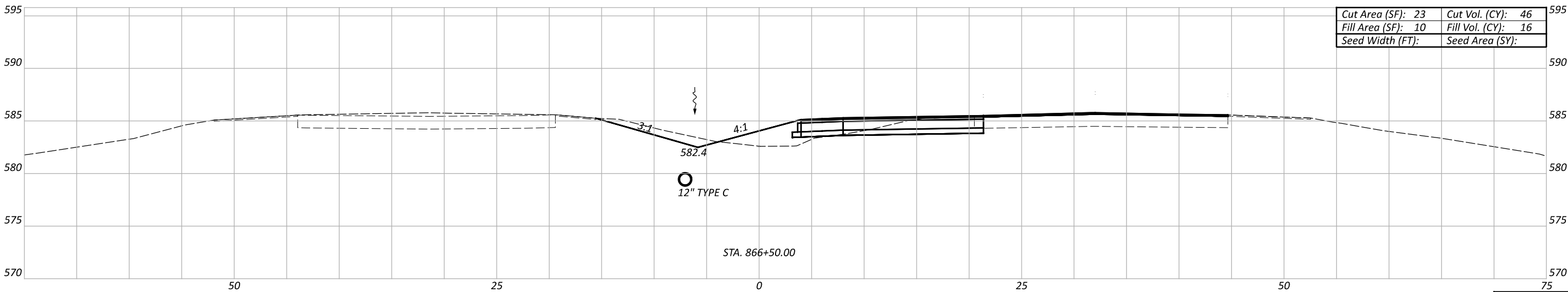
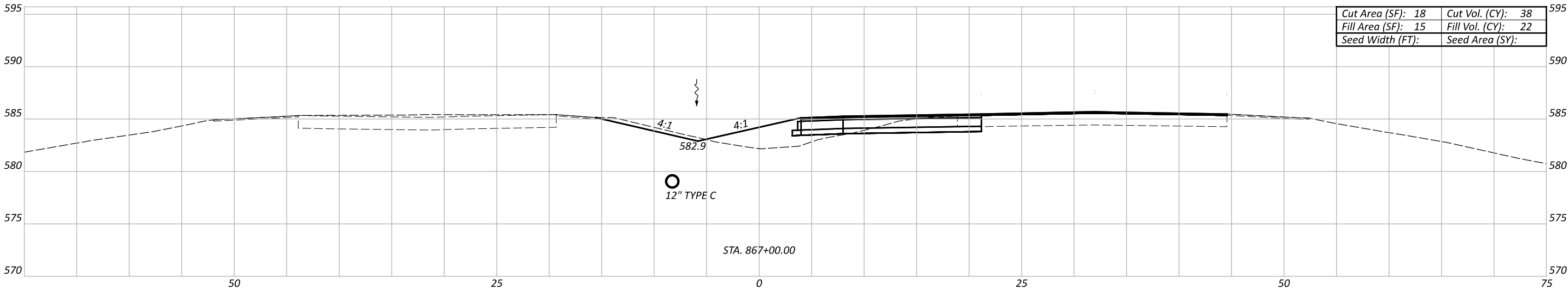
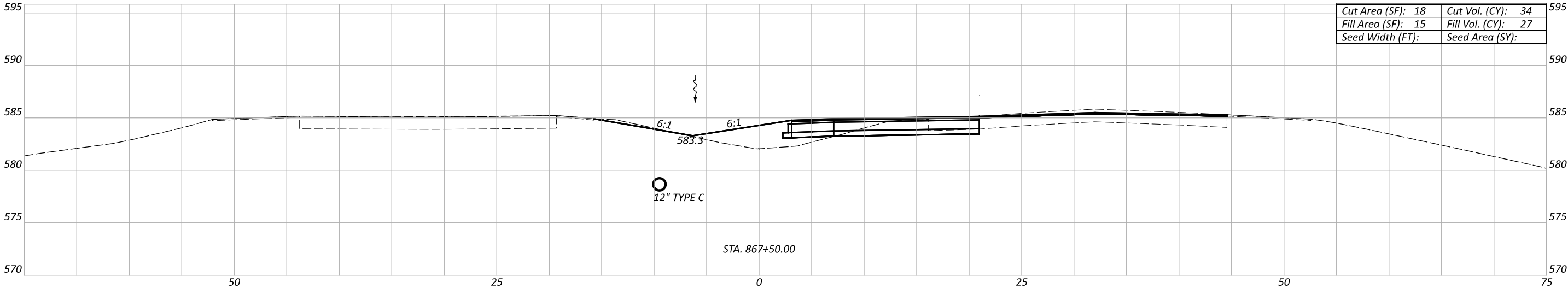
REVIEWER

MAG 10/17/25

PROJECT ID

118121

NOTE: FOR PGL SEE PLAN AND PROFILE SHEETS



Sheet Totals			SHEET TOTAL	
Seeding	Cut	Fill	P.64	P.126

CROSS SECTIONS-SR 32
STA. 866+50.00 TO STA. 867+50.00

DESIGN AGENCY



DESIGNER

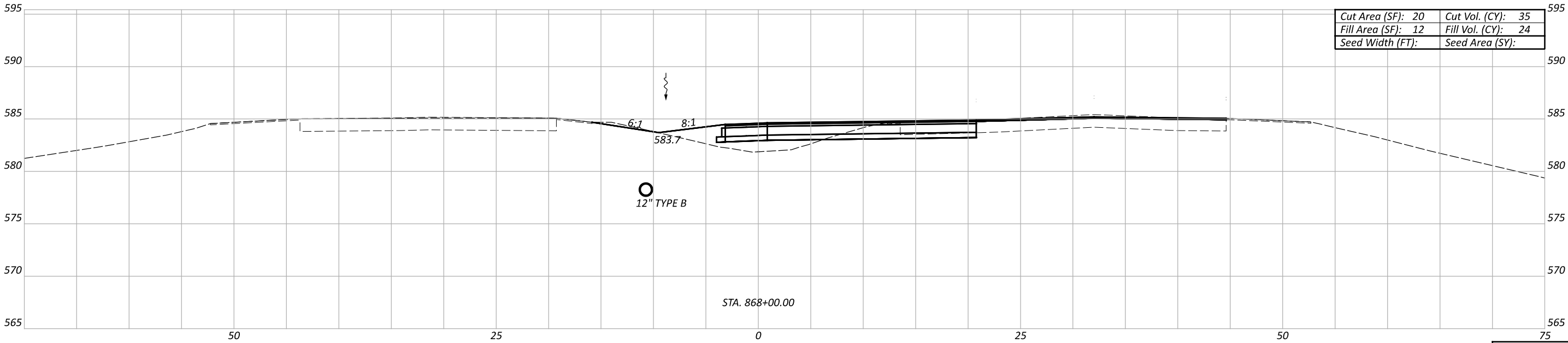
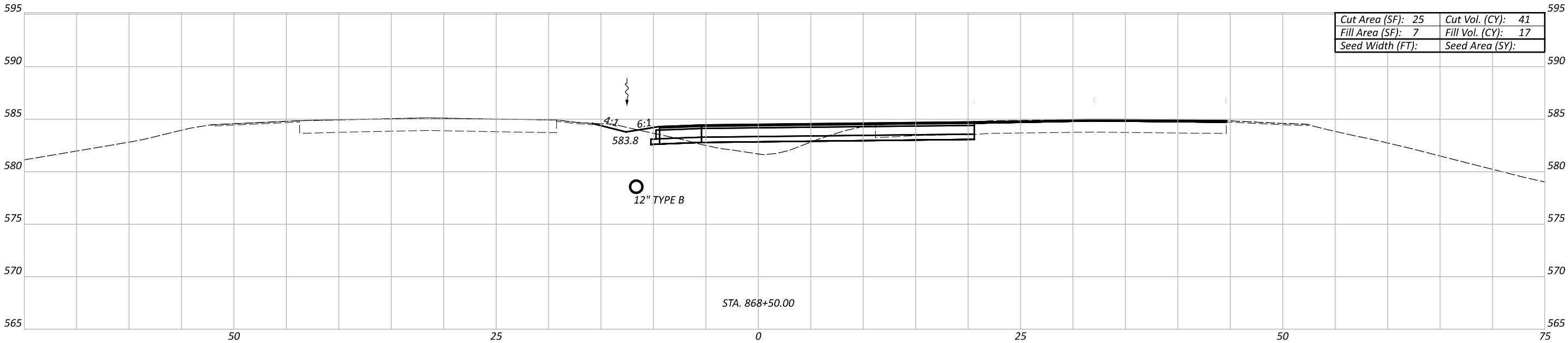
SHH

REVIEWER

MAG 10/17/25

PROJECT ID

118121



Sheet Totals			PROJECT ID	
Seeding	Cut	Fill	118121	
P.65	P.126			

CROSS SECTIONS-SR 32
STA. 868+00.00 +STA. 868+50.00

DESIGN AGENCY

DESIGNER

SHH

REVIEWER

MAG 10/17/25

PROJECT ID

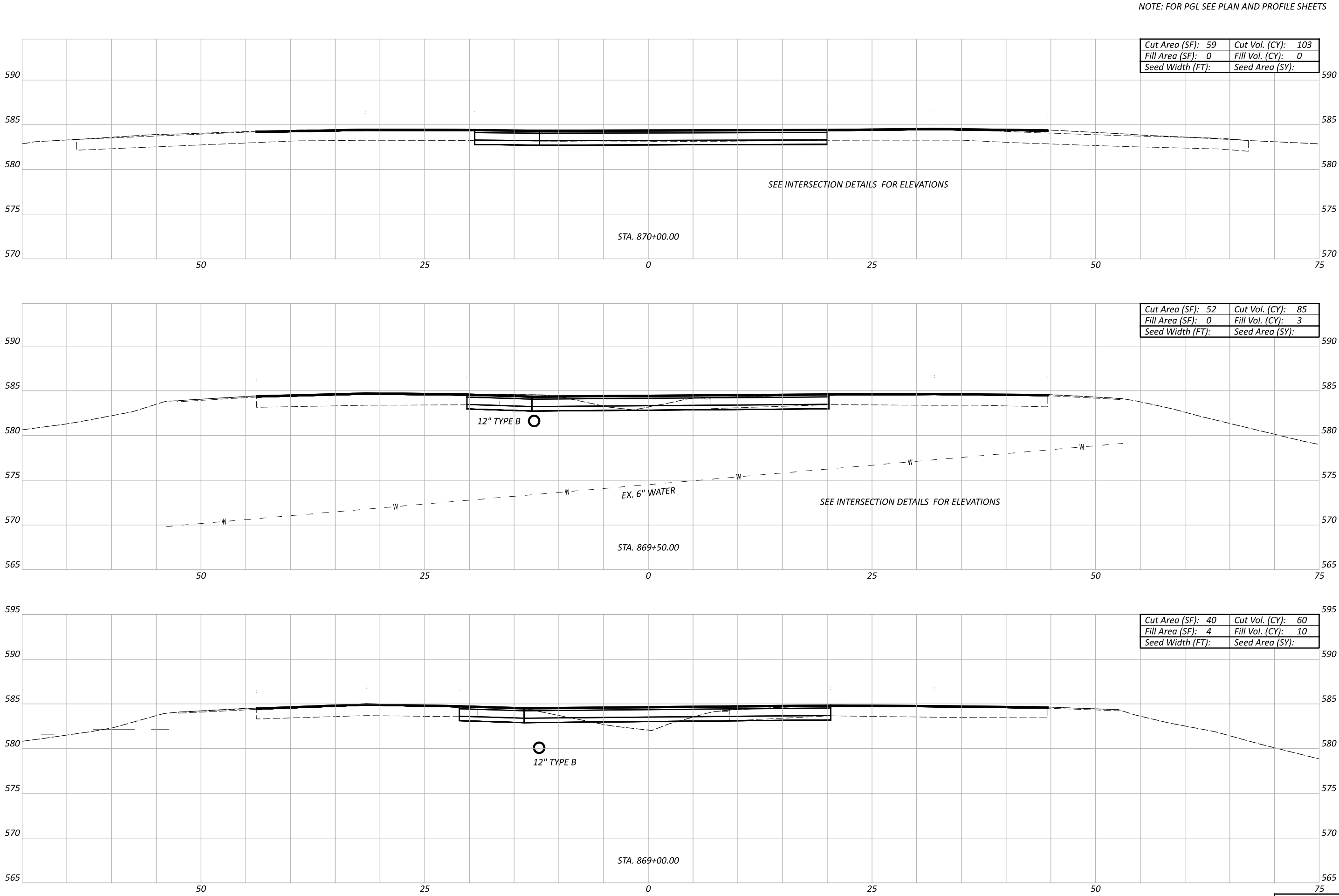
118121

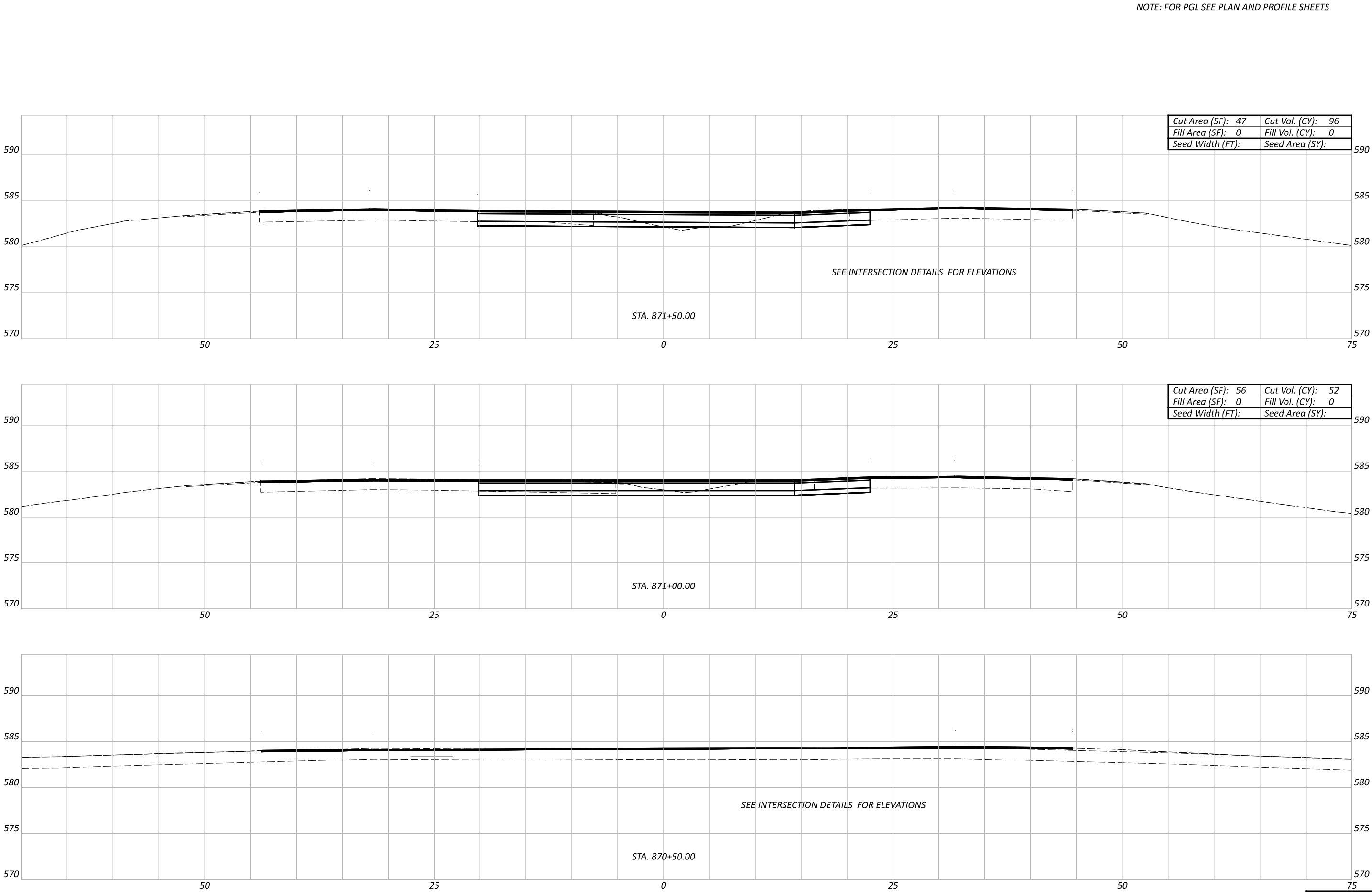
SHEET

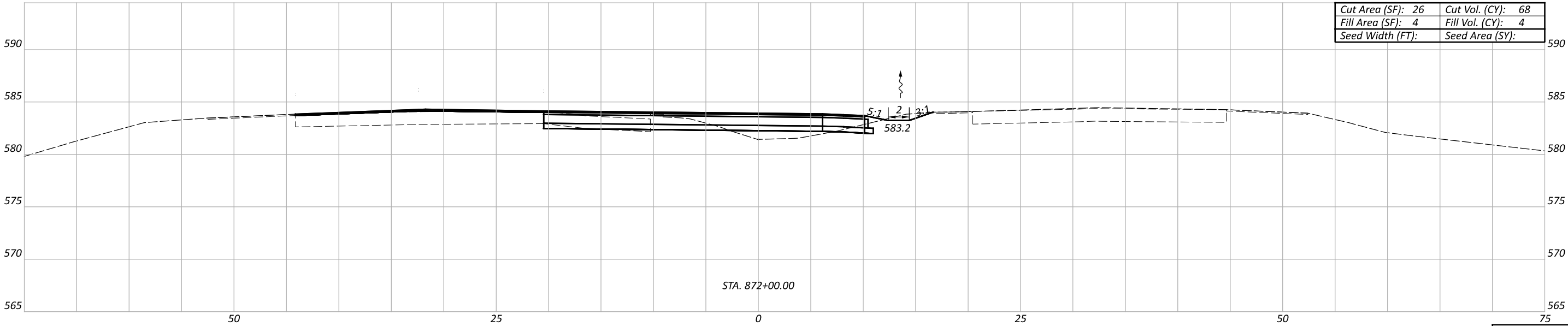
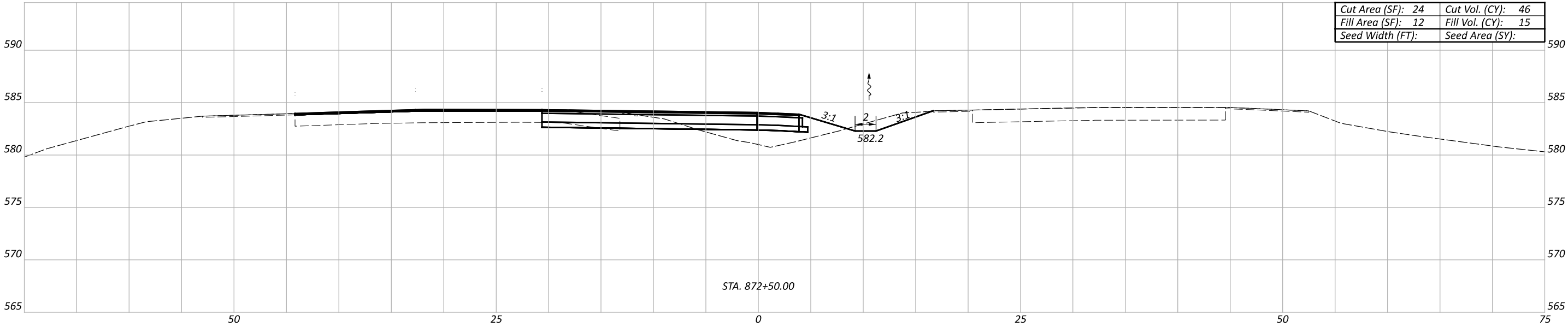
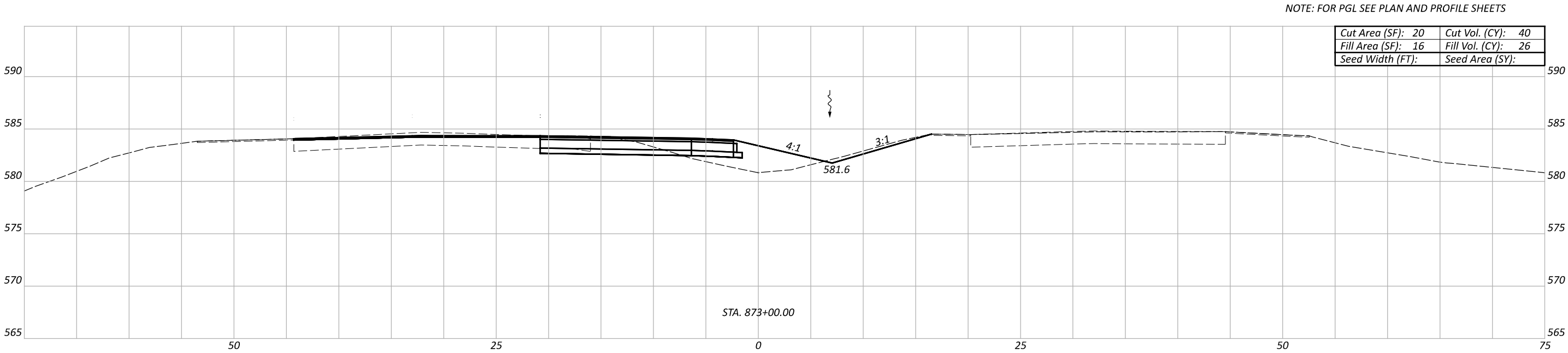
P.65

TOTAL

P.126







Sheet Totals			PROJECT ID	
Seeding	Cut	Fill	118121	
			SHEET	TOTAL
			P.68	P.126

CROSS SECTIONS-SR 32
STA. 872+00.00 TO STA. STA. 873+00.00

DESIGN AGENCY



DESIGNER

SHH

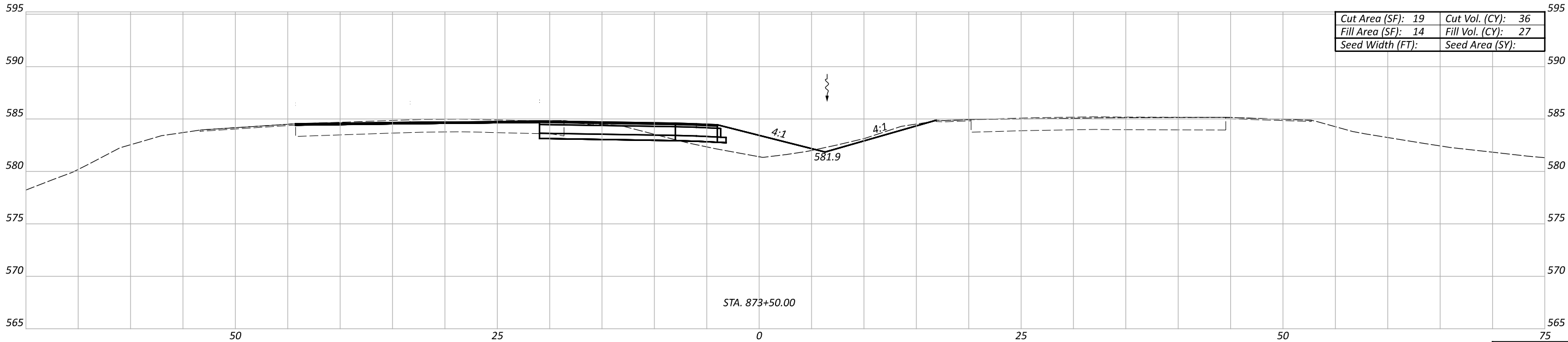
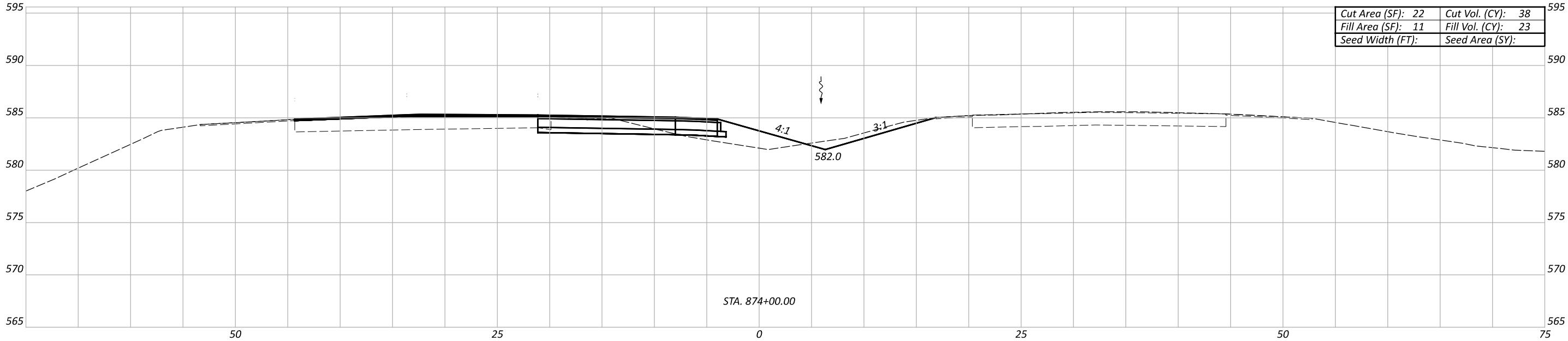
REVIEWER

MAG 10/17/25

PROJECT ID

118121

NOTE: FOR PGL SEE PLAN AND PROFILE SHEETS



Sheet Totals			PROJECT ID	
Seeding	Cut	Fill	118121	118121
			SHEET	TOTAL
			P.69	P.126

CROSS SECTIONS-SR 32
STA. 873+50.00 TO STA. 874+00.00

DESIGN AGENCY



DESIGNER

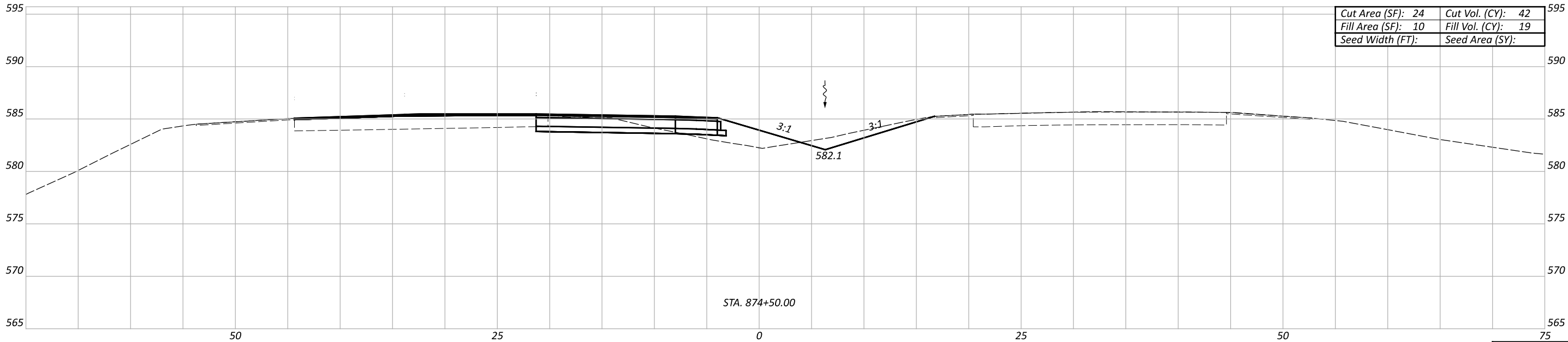
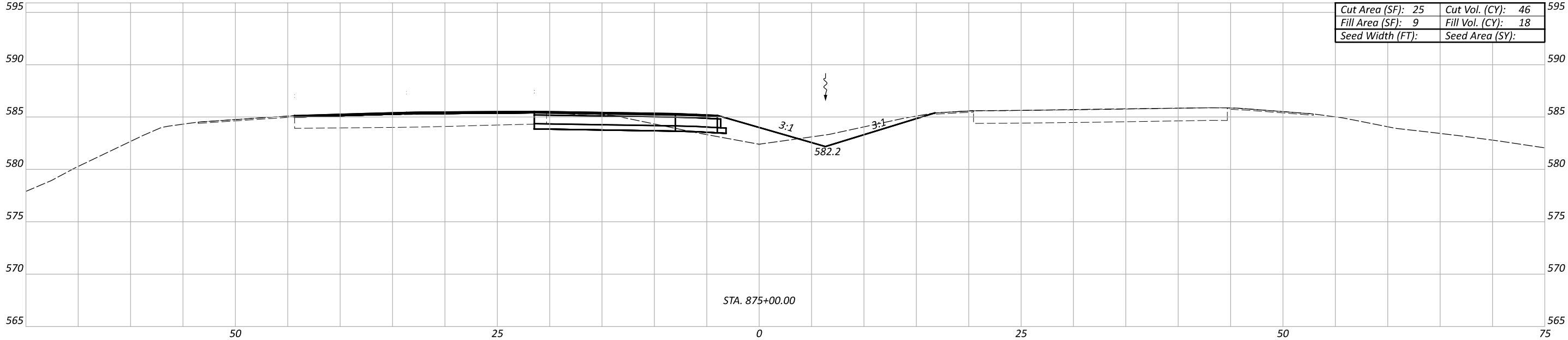
SHH

REVIEWER

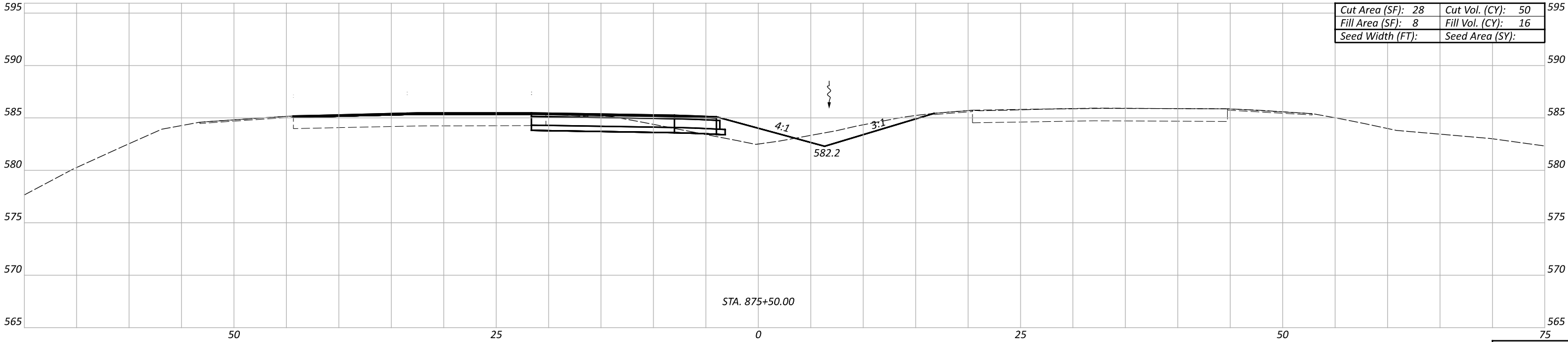
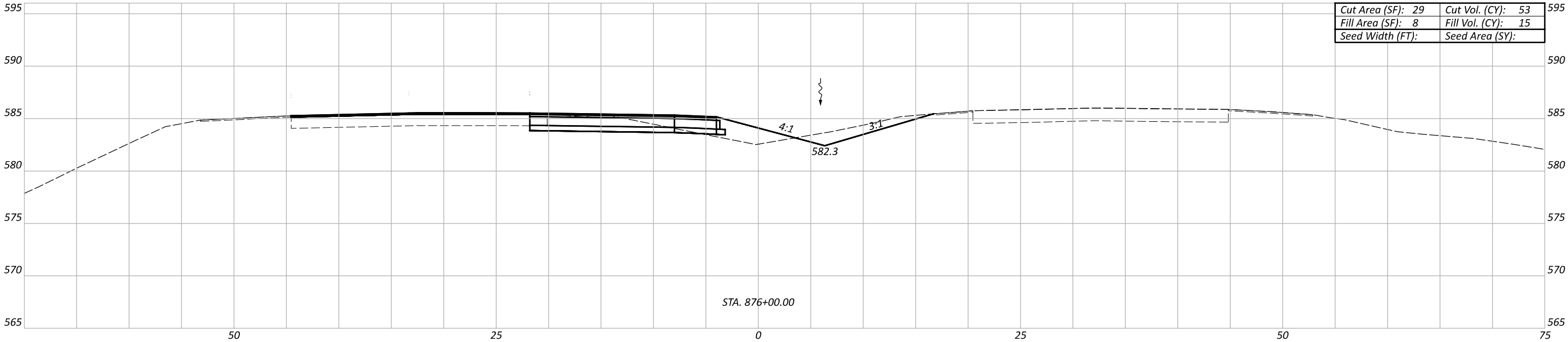
MAG 10/17/25

PROJECT ID

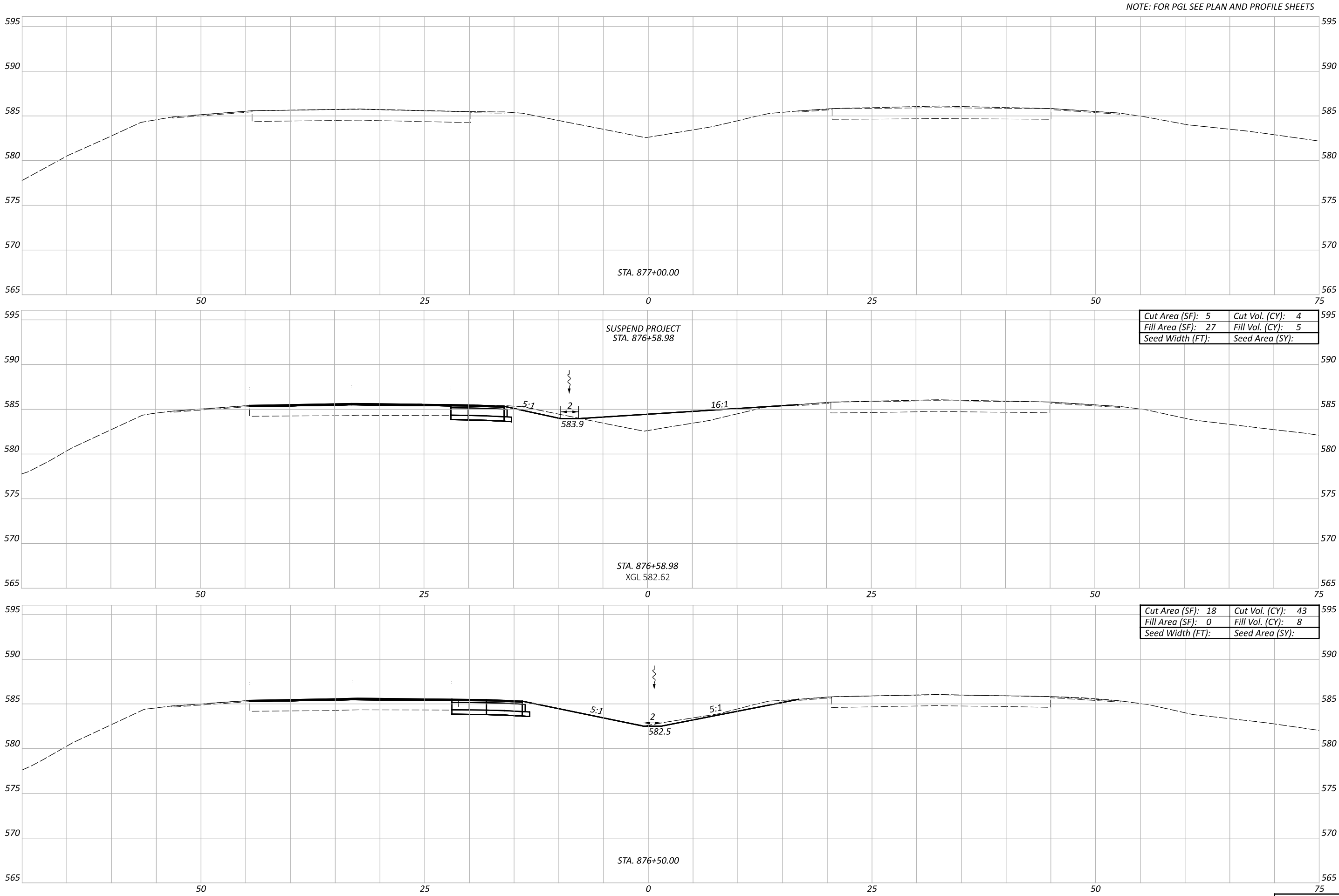
118121



Sheet Totals			PROJECT ID	
Seeding	Cut	Fill	118121	
			SHEET	TOTAL
			P.70	P.126



Sheet Totals			PROJECT ID	
Seeding	Cut	Fill	SHEET	TOTAL
			P.71	P.126



CROSS SECTIONS-SR 32
STA. 876+50.00 TO STA. 877+00.00

DESIGN AGENCY



DESIGNER

SHH

REVIEWER

MAG 10/17/25

PROJECT ID

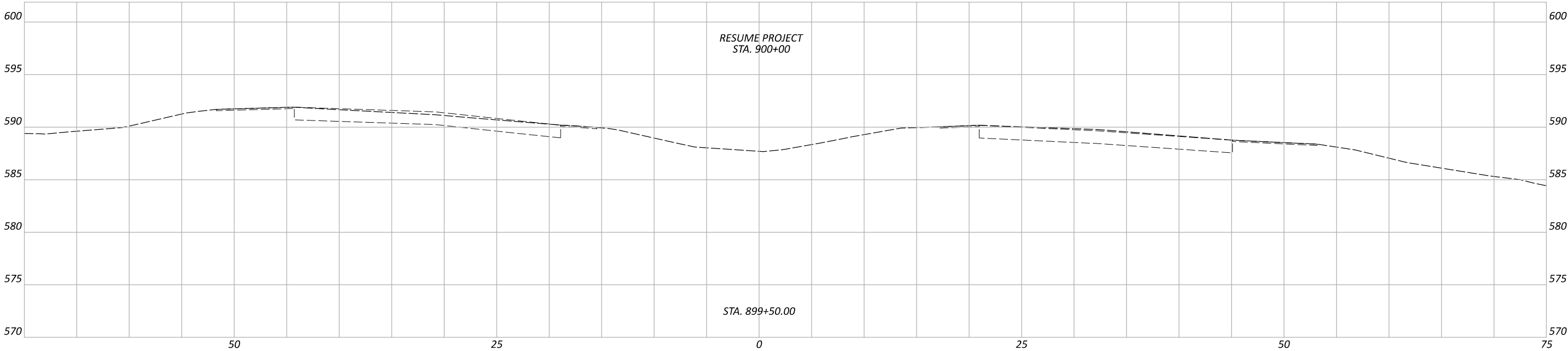
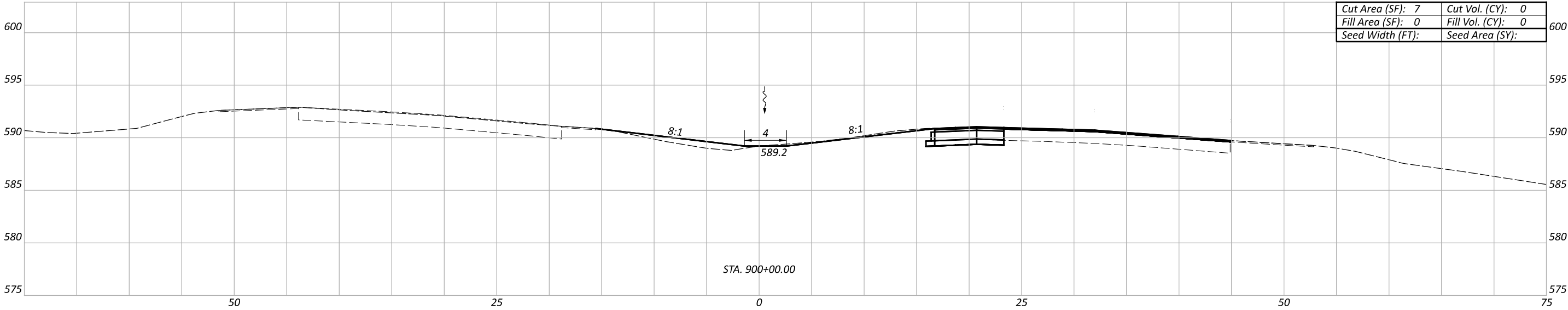
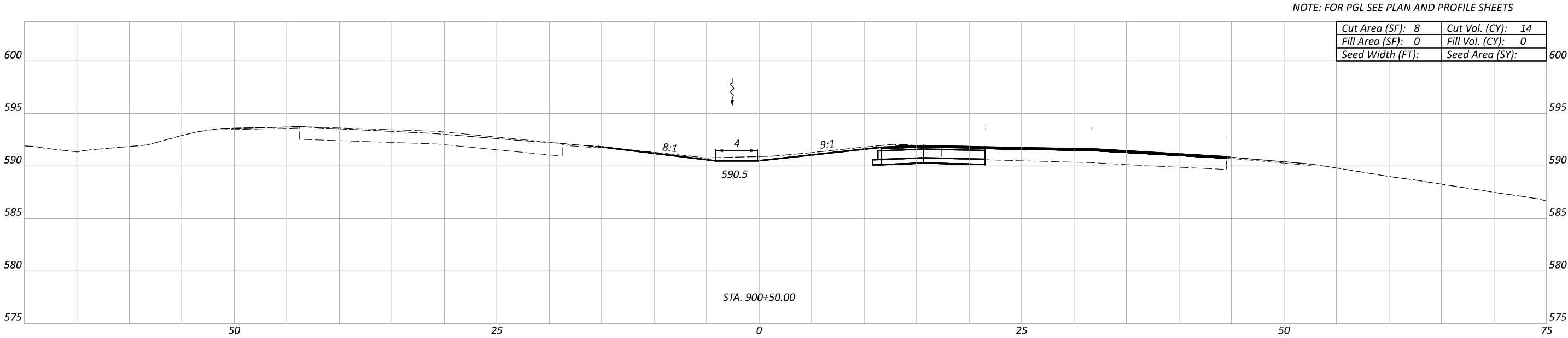
118121

Sheet Totals

Seeding	Cut	Fill
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SHEET	TOTAL
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P.72	P.126
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CROSS SECTIONS-SR 32
STA. 900+50.00 TO STA. 900+50.00

DESIGN AGENCY



DESIGNER

SHH

REVIEWER

MAG 10/17/25

PROJECT ID

118121

Sheet Totals

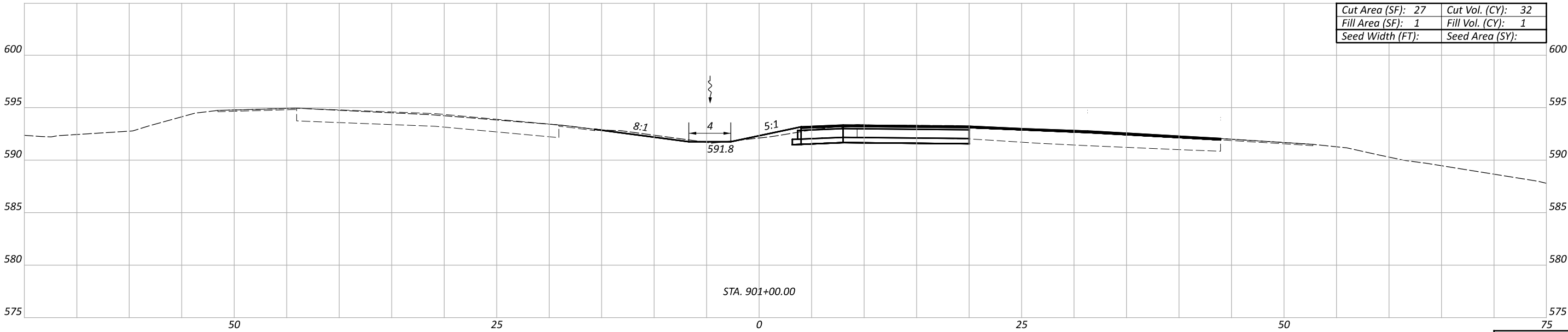
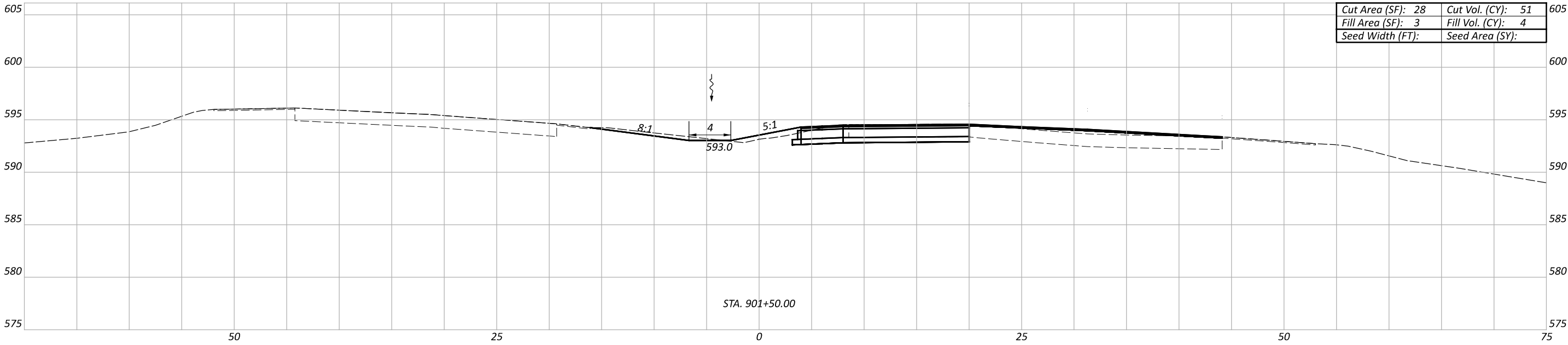
Seeding Cut Fill

SHEET

P.73

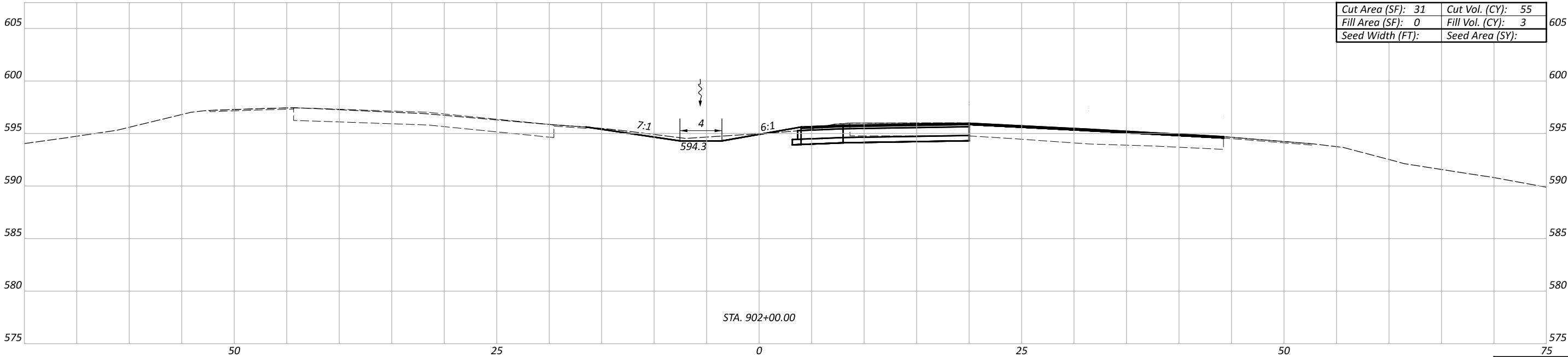
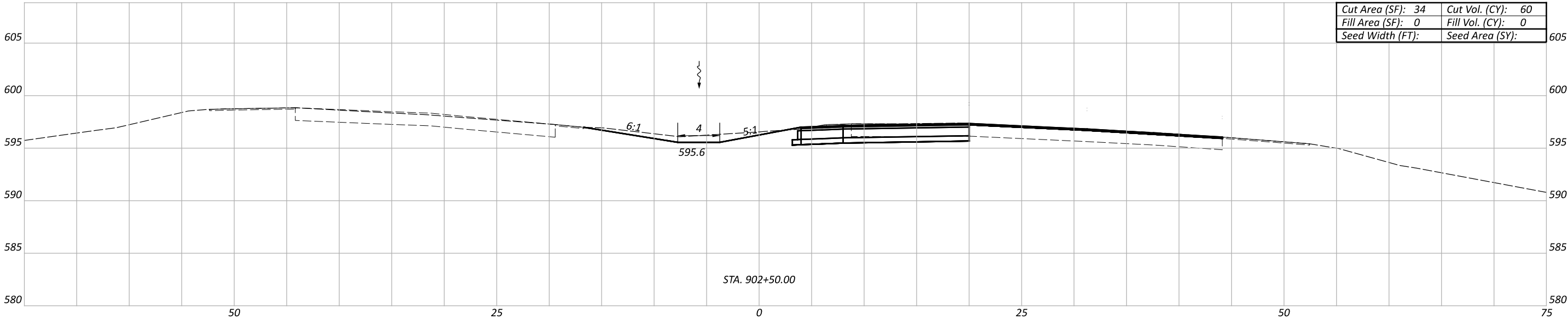
TOTAL

P.126



Sheet Totals			SHEET TOTAL	
Seeding	Cut	Fill	P.74	P.126

NOTE: FOR PGL SEE PLAN AND PROFILE SHEETS



Sheet Totals			SHEET TOTAL	
Seeding	Cut	Fill	P.75	P.126

CROSS SECTIONS-SR 32
STA. 902+00.00 TO STA. 902+50.00

DESIGN AGENCY



DESIGNER

SHH

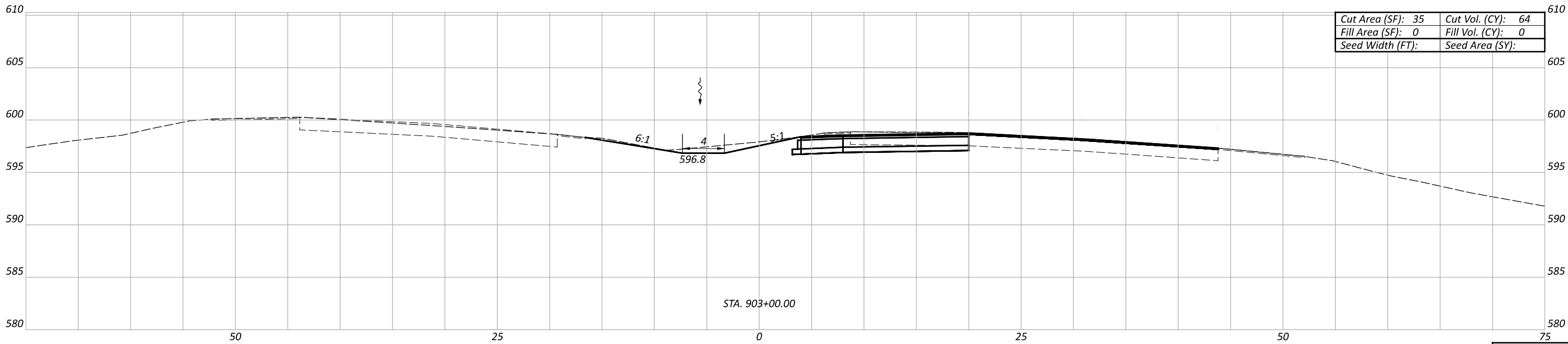
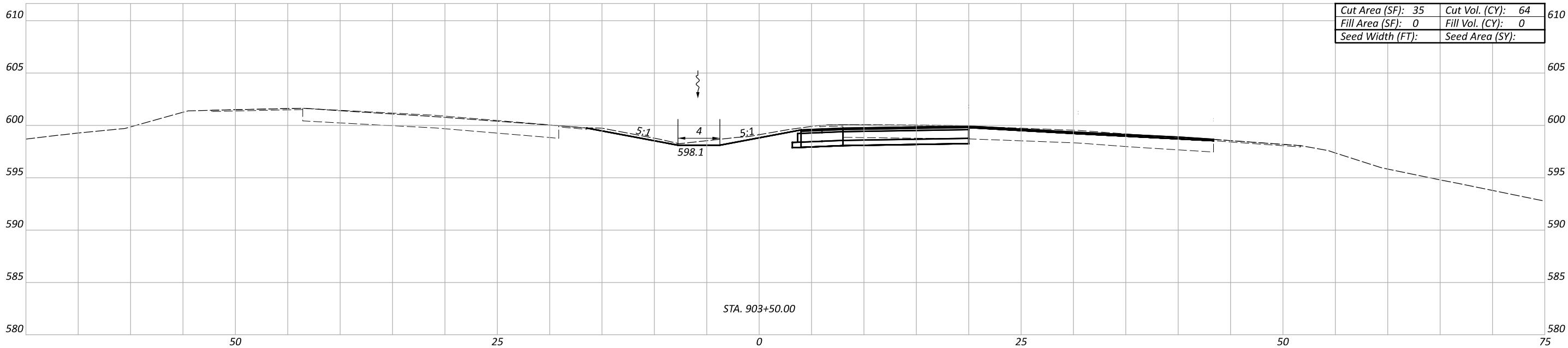
REVIEWER

MAG 10/17/25

PROJECT ID

118121

NOTE: FOR PGL SEE PLAN AND PROFILE SHEETS



Sheet Totals			PROJECT ID	
Seeding	Cut	Fill	118121	
P.76	P.126			

DESIGN AGENCY

DESIGNER

SHH

REVIEWER

MAG 10/17/25

PROJECT ID

118121

SHEET

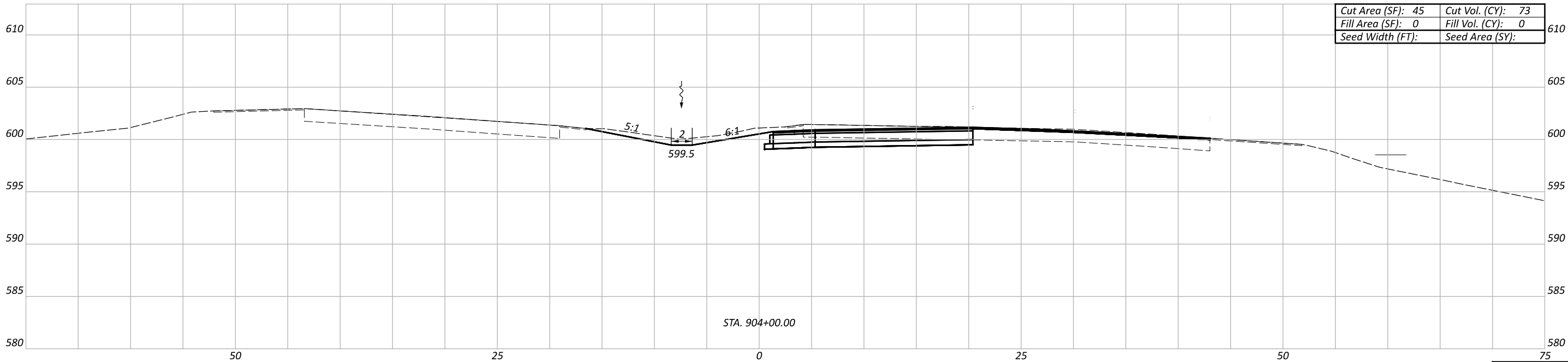
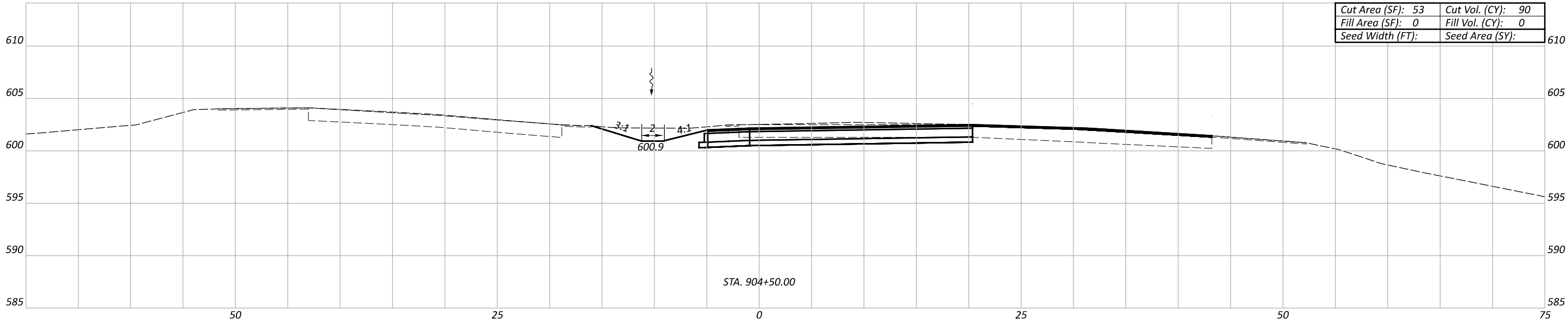
TOTAL

P.76

P.126

CROSS SECTIONS-SR 32
STA. 903+00.00 TO STA. 903+50.00

NOTE: FOR PGL SEE PLAN AND PROFILE SHEETS



Sheet Totals			PROJECT ID	
Seeding	Cut	Fill	118121	
P.77			SHEET	TOTAL
			P.77	P.126

CROSS SECTIONS-SR 32
STA. 904+00.00 TO STA. 904+50.00

DESIGN AGENCY



DESIGNER

SHH

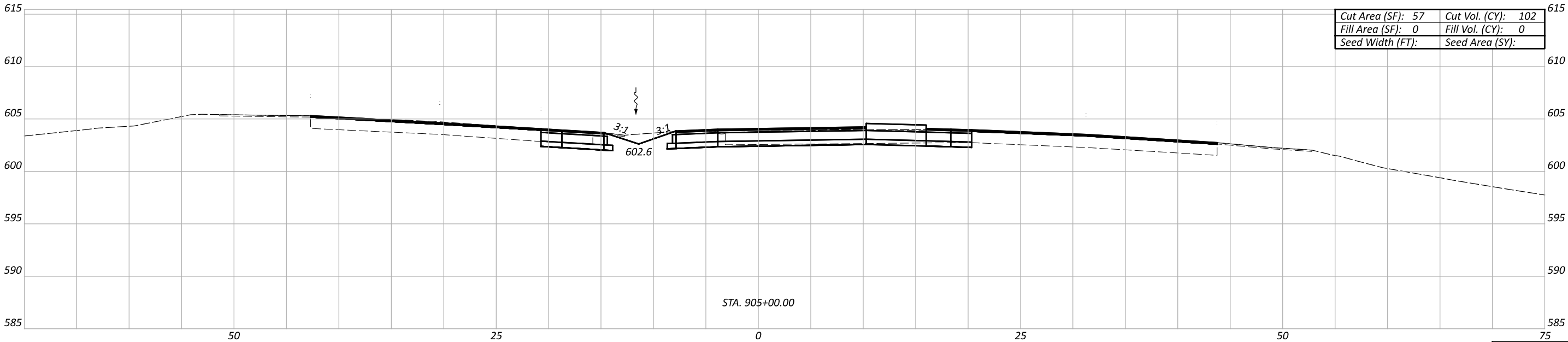
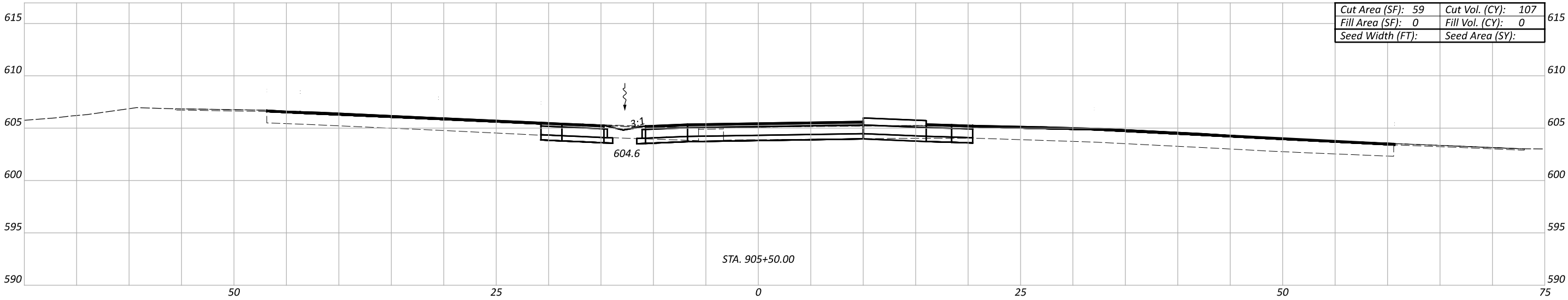
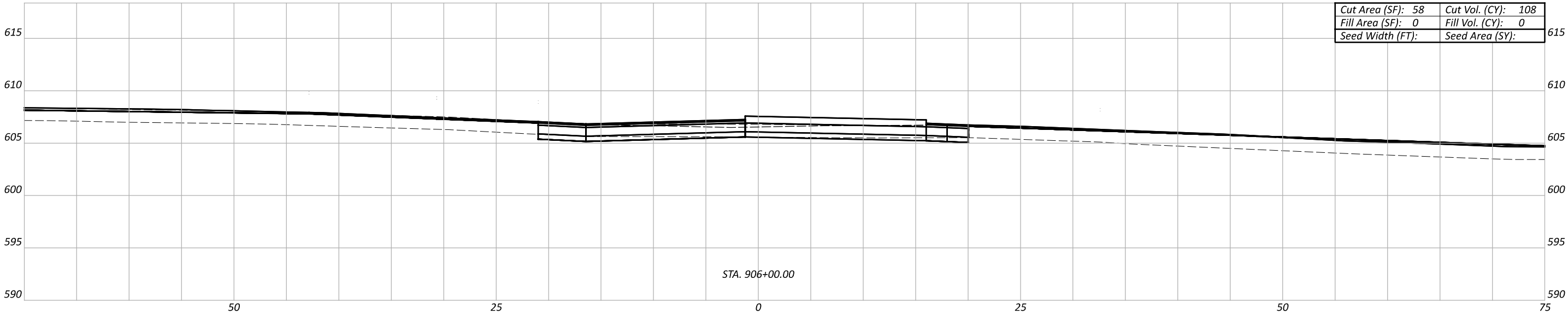
REVIEWER

MAG 10/17/25

PROJECT ID

118121

NOTE: FOR PGL SEE PLAN AND PROFILE SHEETS



Sheet Totals			118121	
Seeding	Cut	Fill	SHEET	TOTAL
	P.78	P.126		

CROSS SECTIONS-SR 32
STA. 905+00.00 TO STA. 906+00.00

DESIGN AGENCY



DESIGNER

SHH

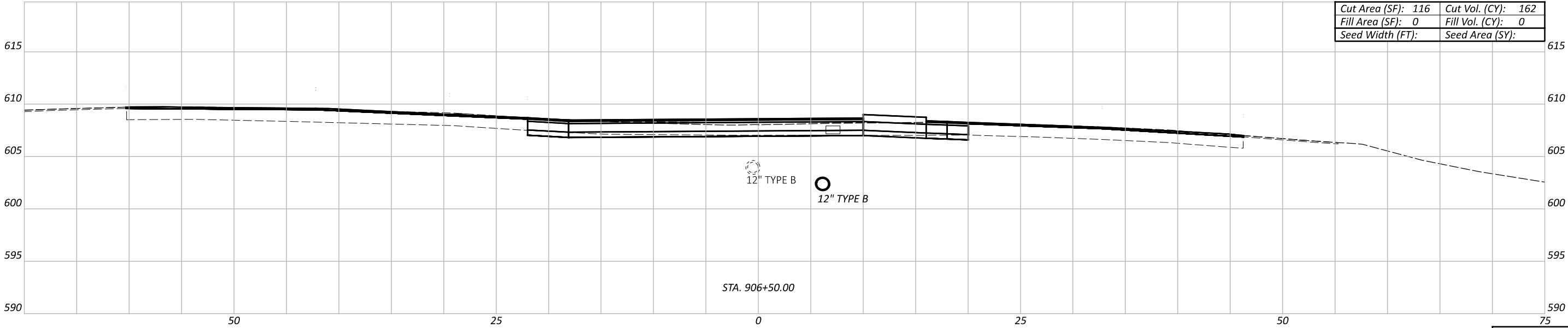
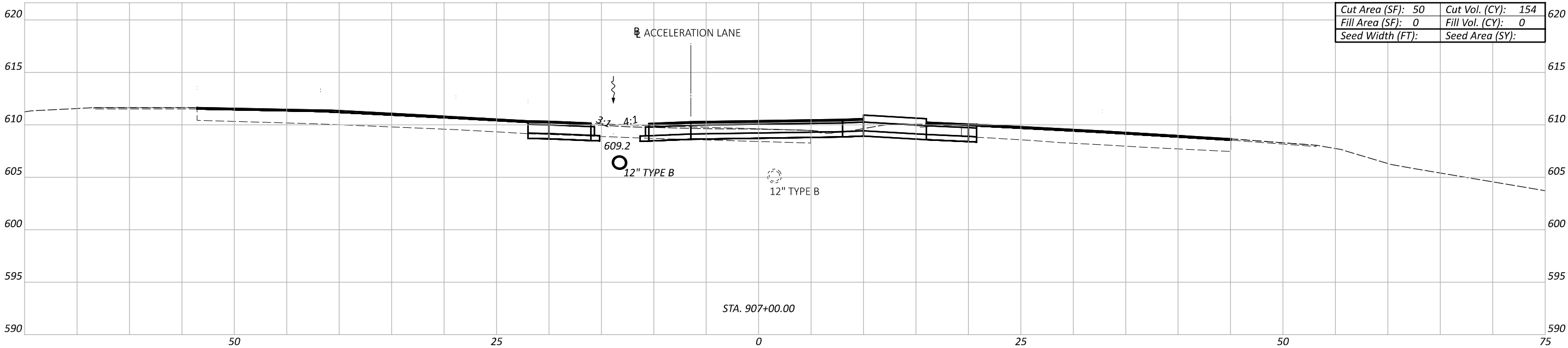
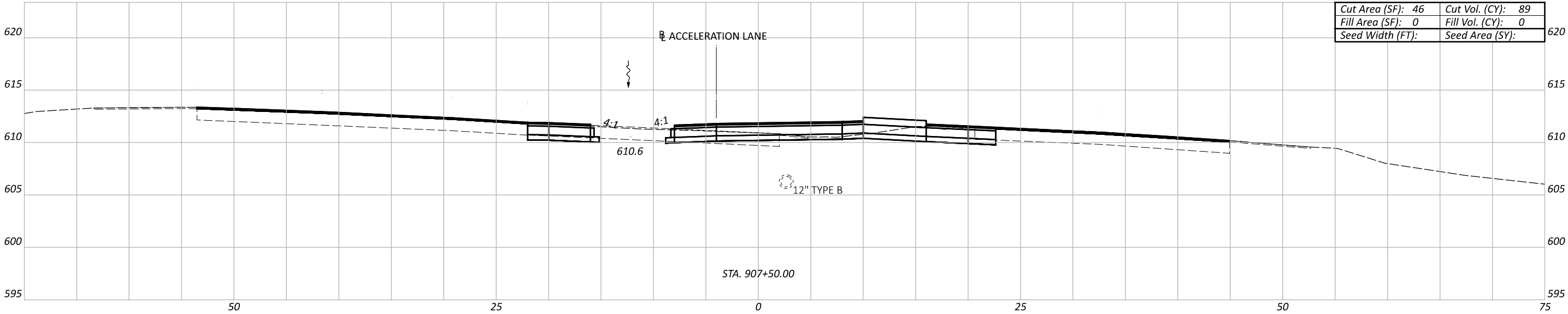
REVIEWER

MAG 10/17/25

PROJECT ID

118121

NOTE: FOR PGL SEE PLAN AND PROFILE SHEETS



CROSS SECTIONS-SR 32
STA. 906+50.00 TO STA. 908+50.00

DESIGN AGENCY



DESIGNER

SHH

REVIEWER

MAG 10/17/25

PROJECT ID

118121

Sheet Totals

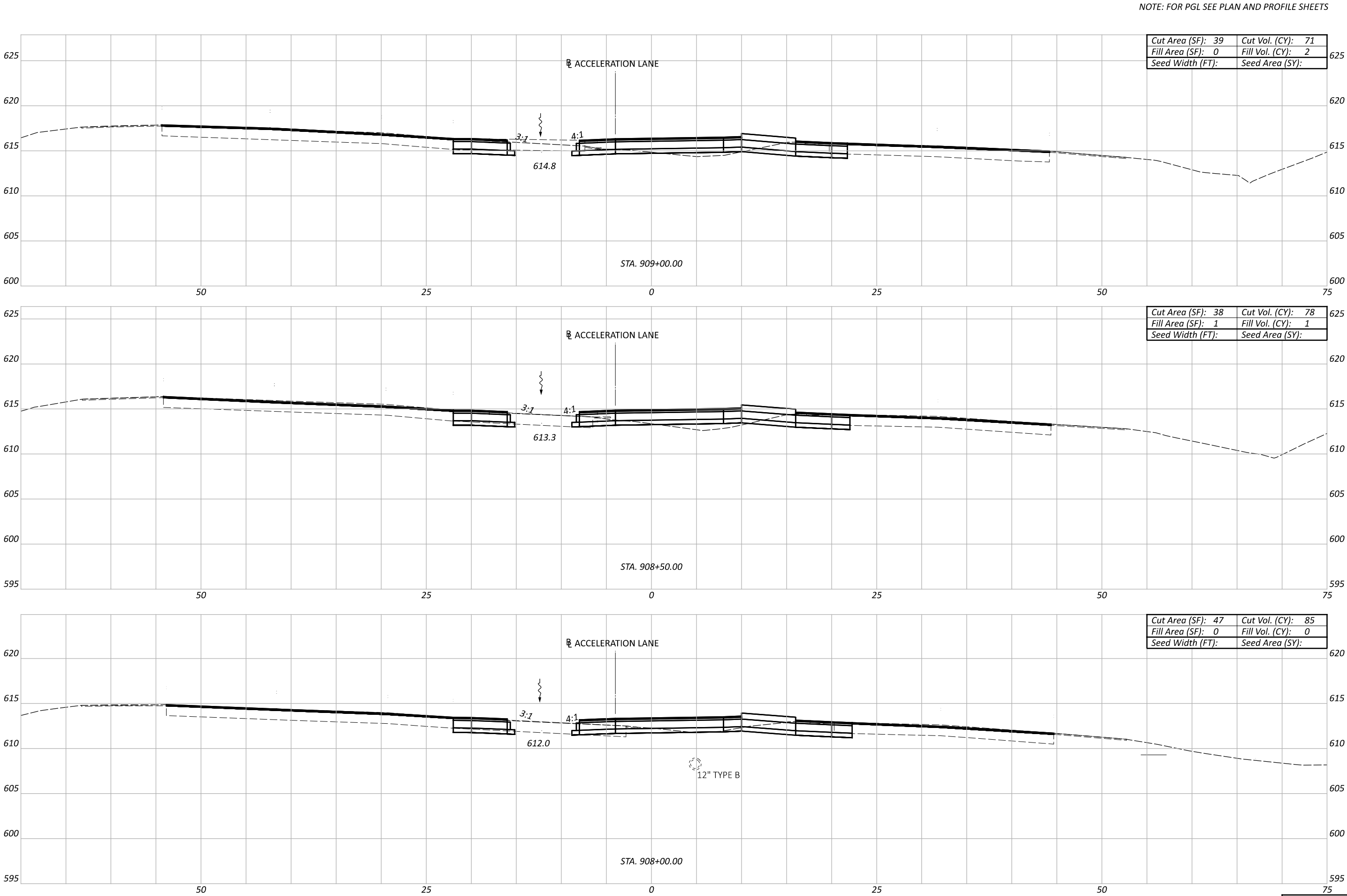
Seeding Cut Fill

SHEET

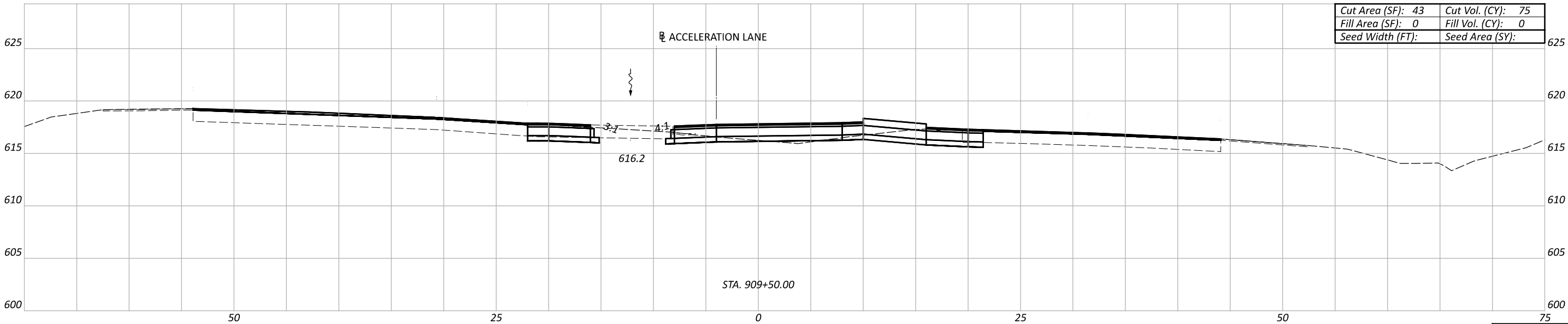
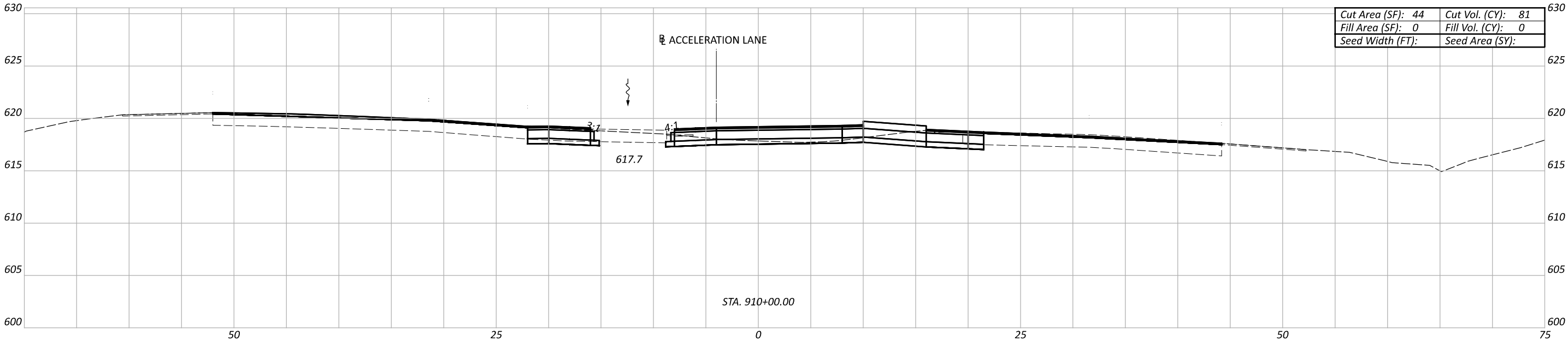
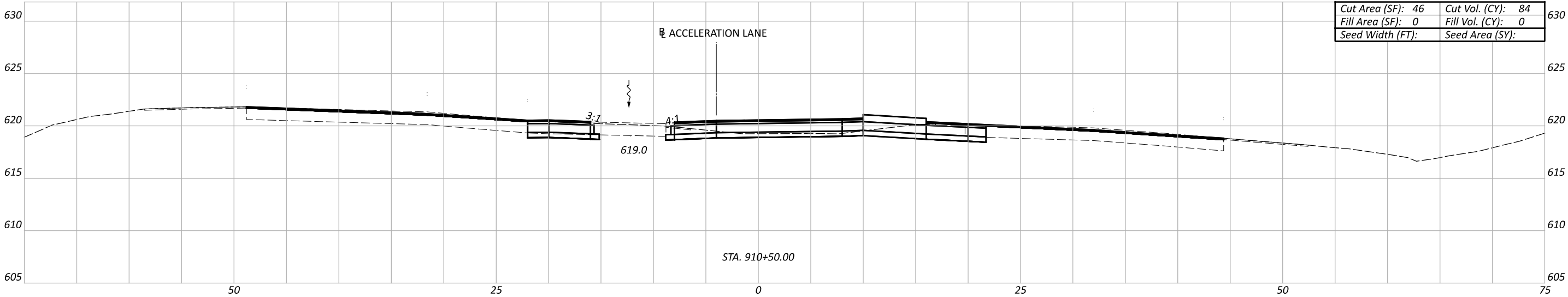
P.79

TOTAL

P.126



NOTE: FOR PGL SEE PLAN AND PROFILE SHEETS



Sheet Totals			118121	
Seeding	Cut	Fill	SHEET	TOTAL
			P.81	P.126

CROSS SECTIONS-SR 32
STA. 909+50.00 TO STA. 910+50.00

DESIGN AGENCY



DESIGNER

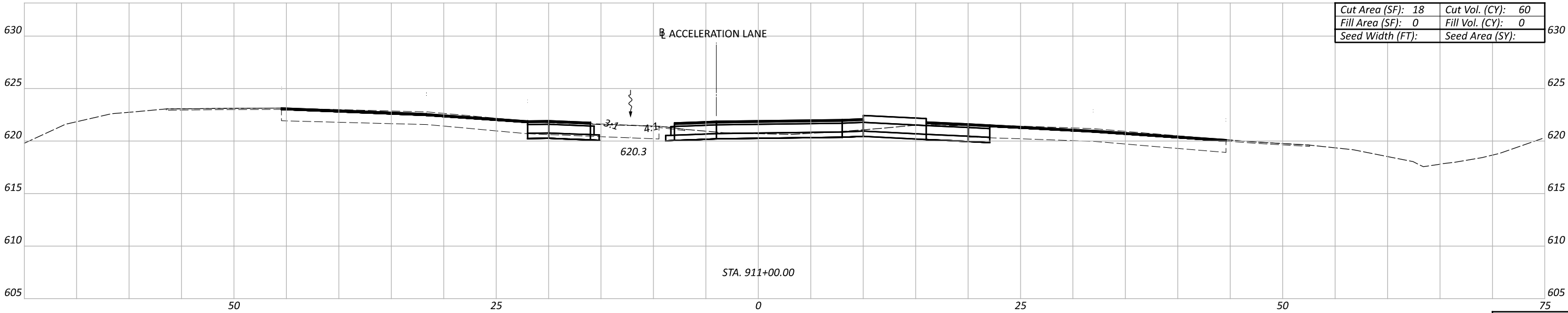
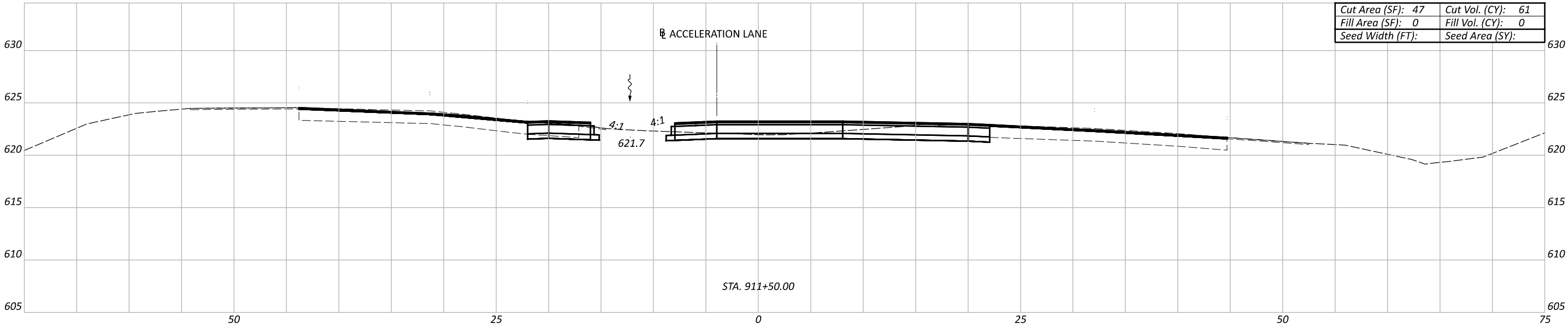
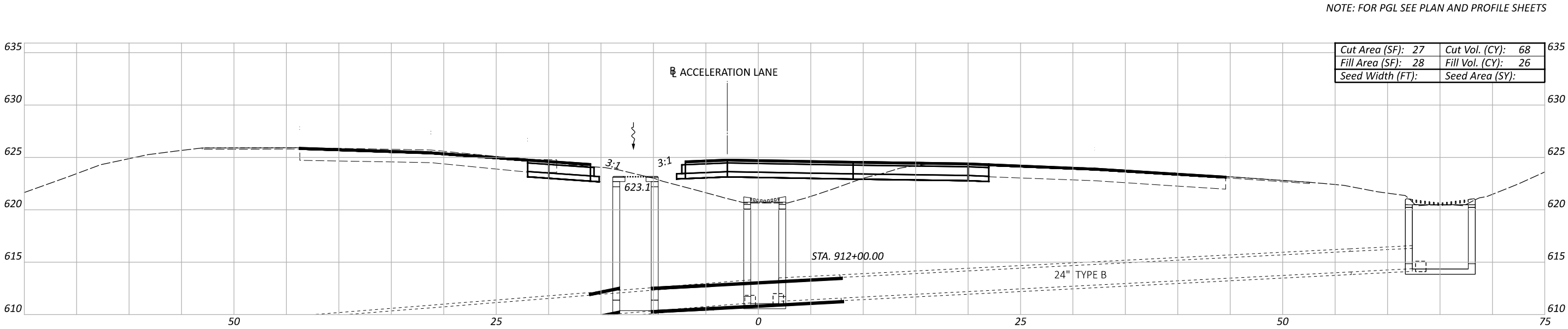
SHH

REVIEWER

MAG 10/17/25

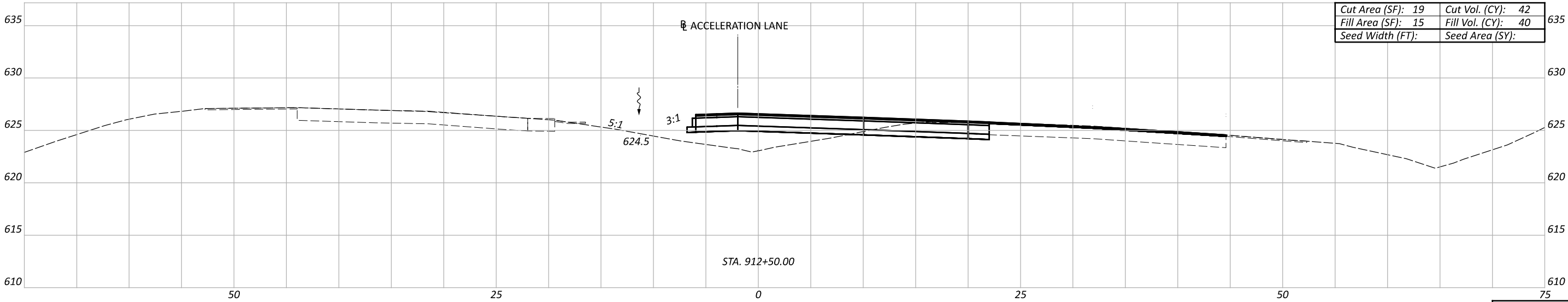
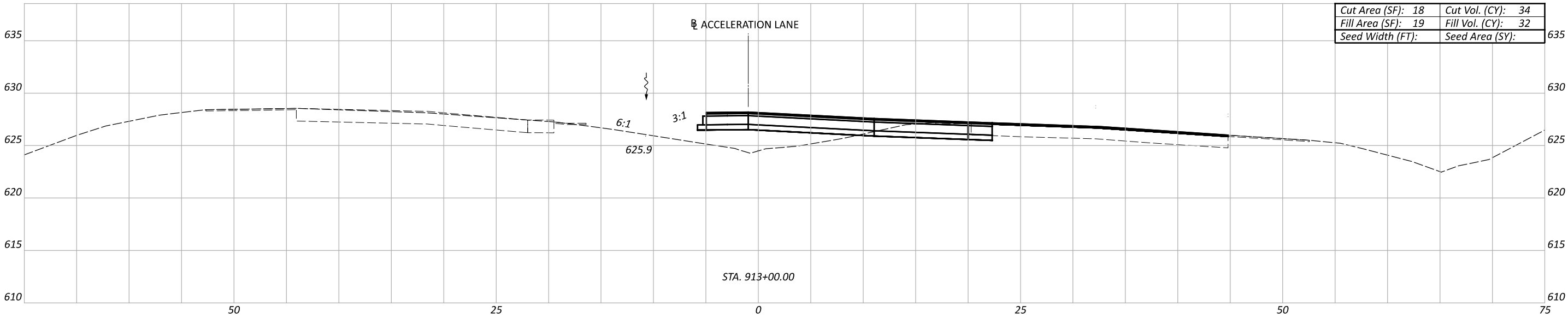
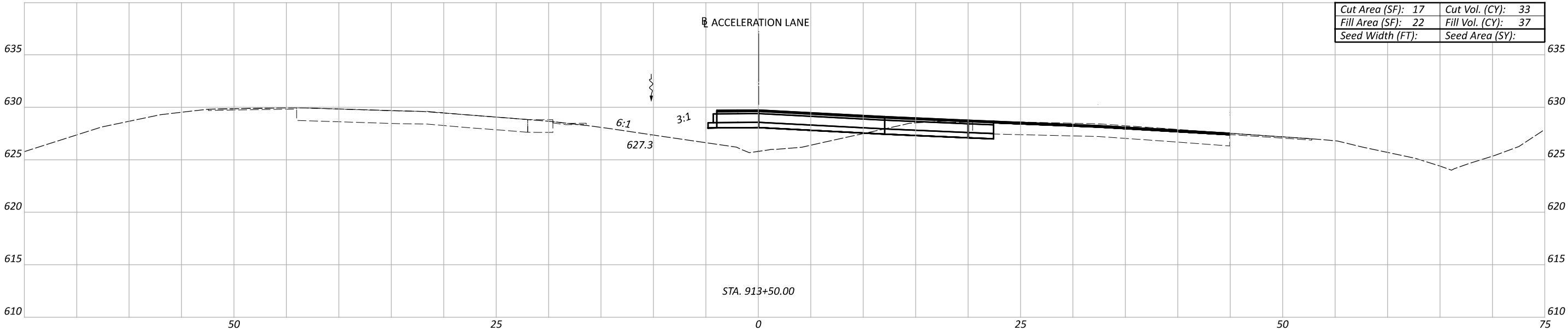
PROJECT ID

118121



Sheet Totals			SHEET	TOTAL
Seeding	Cut	Fill		
			P.82	P.126

NOTE: FOR PGL SEE PLAN AND PROFILE SHEETS



Sheet Totals			118121	
Seeding	Cut	Fill	SHEET	TOTAL
			P.83	P.126

CROSS SECTIONS-SR 32
STA. 912+50.00 TO STA. 913+50.00

DESIGN AGENCY



DESIGNER

SHH

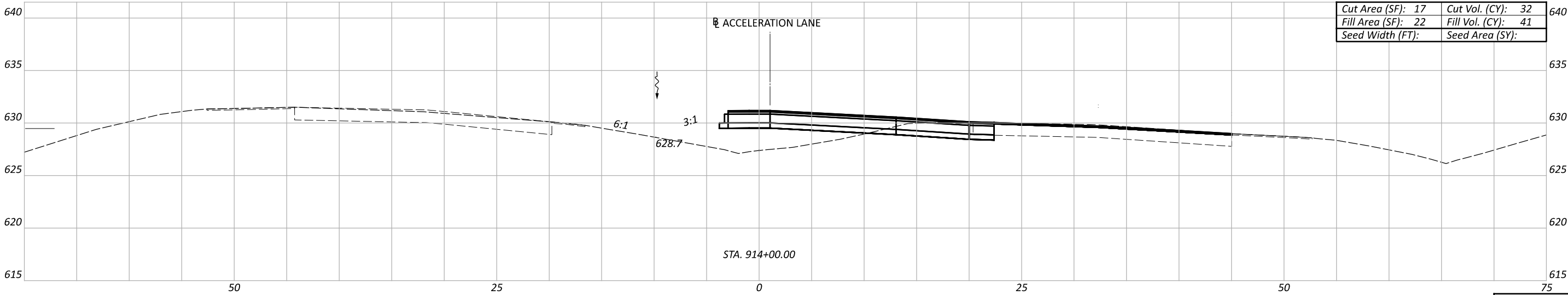
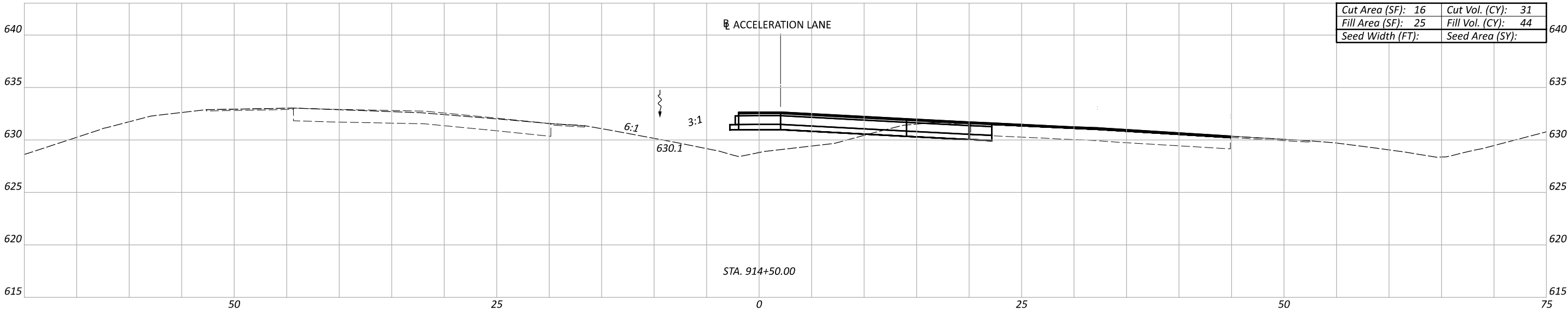
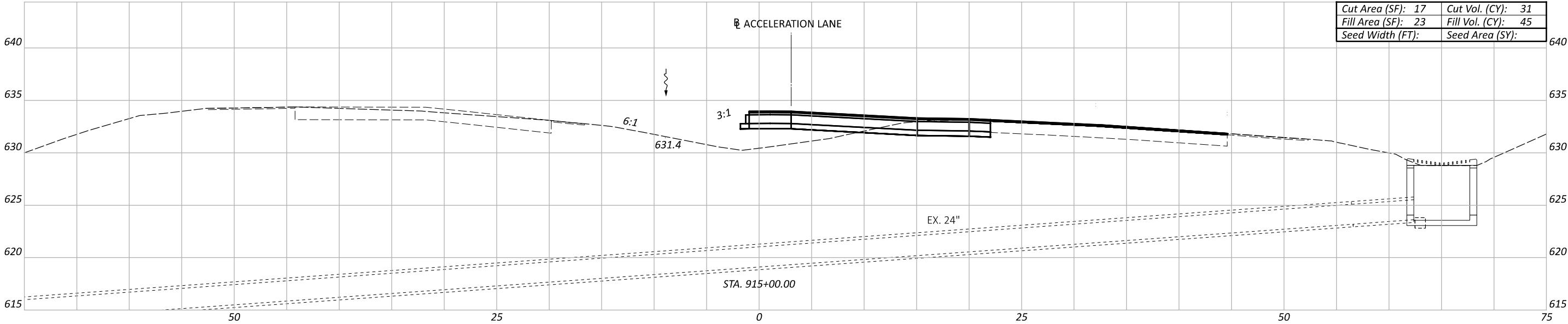
REVIEWER

MAG 10/17/25

PROJECT ID

118121

NOTE: FOR PGL SEE PLAN AND PROFILE SHEETS



Sheet Totals			PROJECT ID	
Seeding	Cut	Fill	118121	
P.84			SHEET	TOTAL
			P.84	P.126

CROSS SECTIONS-SR 32
STA. 914+00.00 TO STA. 915+00.00

DESIGN AGENCY



DESIGNER

SHH

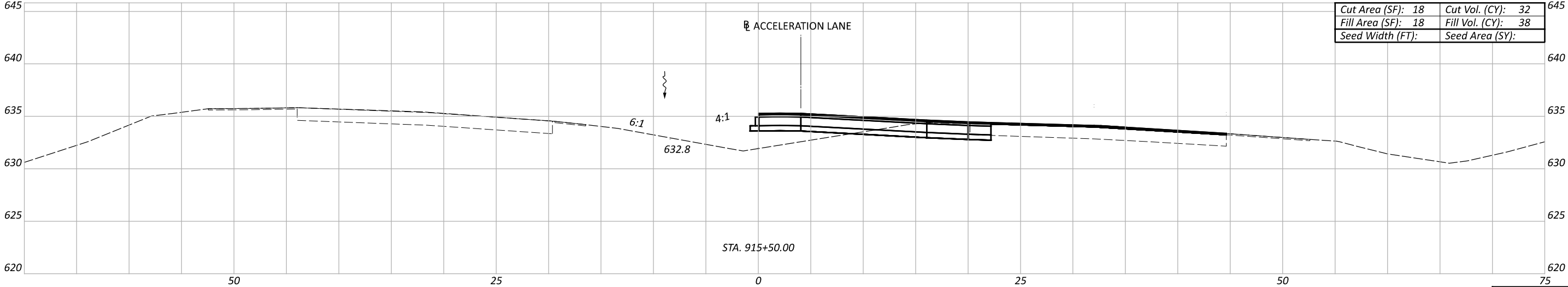
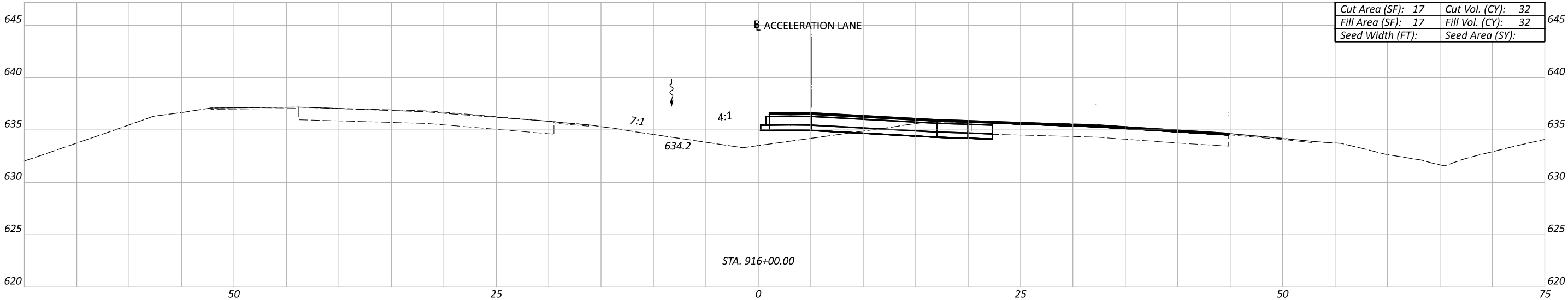
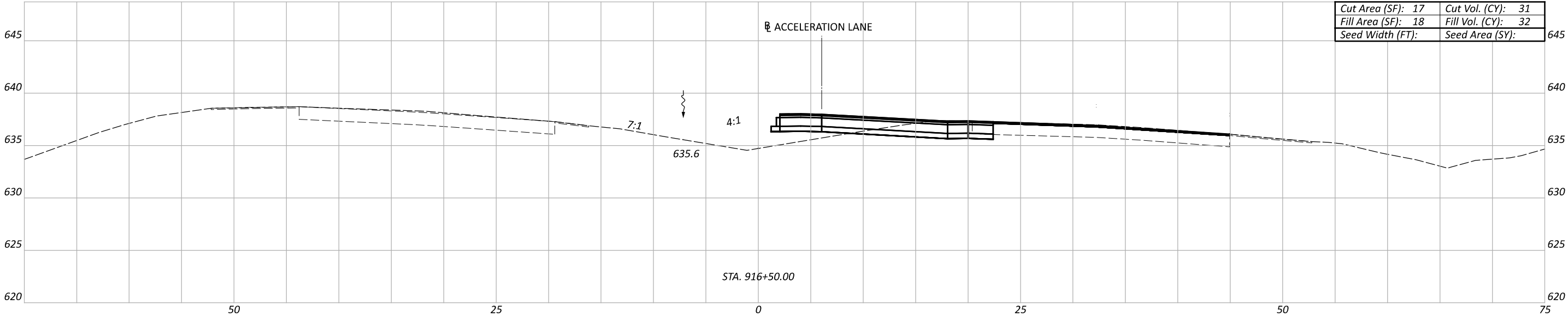
REVIEWER

MAG 10/17/25

PROJECT ID

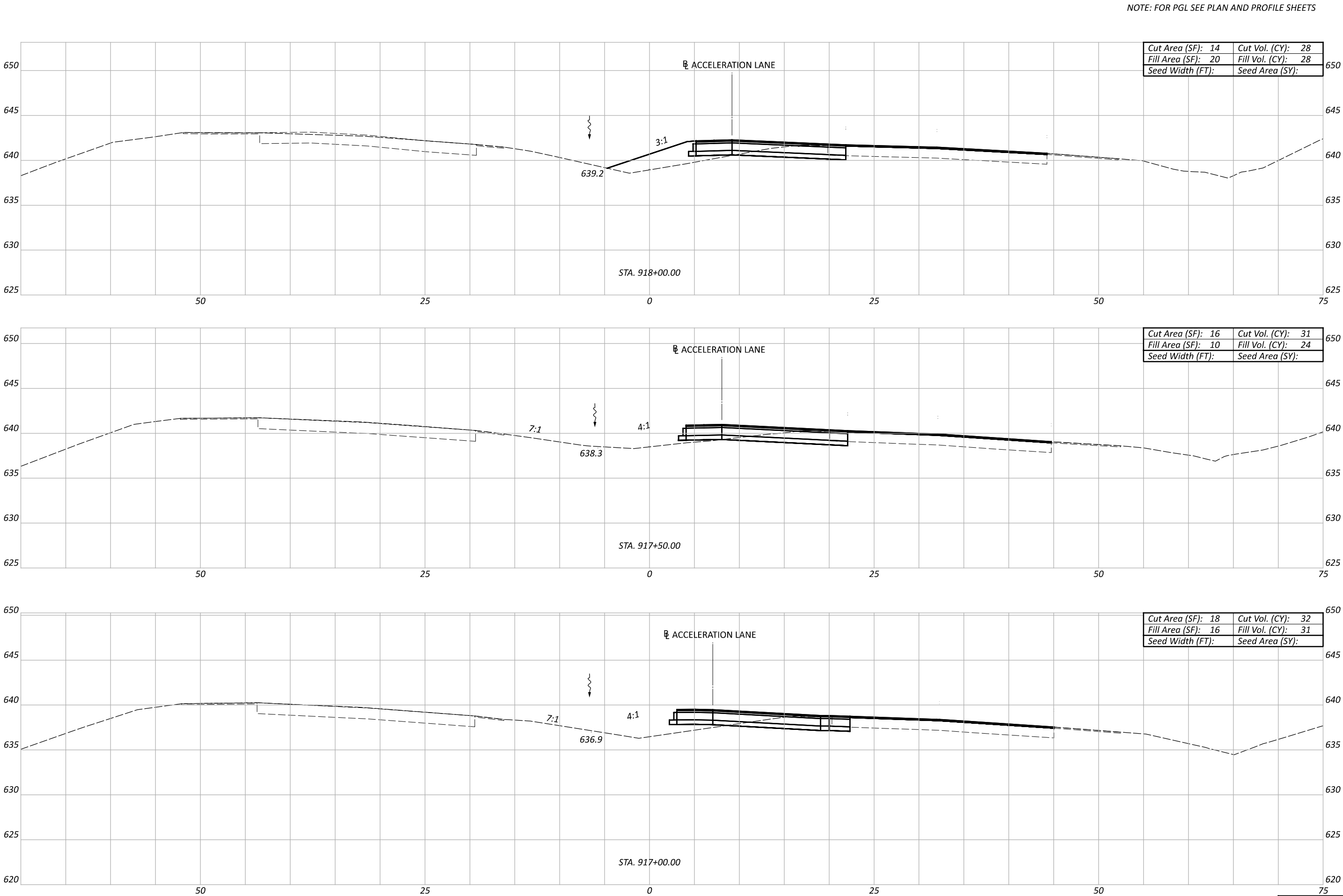
118121

NOTE: FOR PGL SEE PLAN AND PROFILE SHEETS



Sheet Totals			PROJECT ID	
Seeding	Cut	Fill	118121	
P.85	P.85	P.126		





CROSS SECTIONS-SR 32
STA. 917+00.00 TO STA. 918+00.00

DESIGN AGENCY



DESIGNER

SHH

REVIEWER

MAG 10/17/25

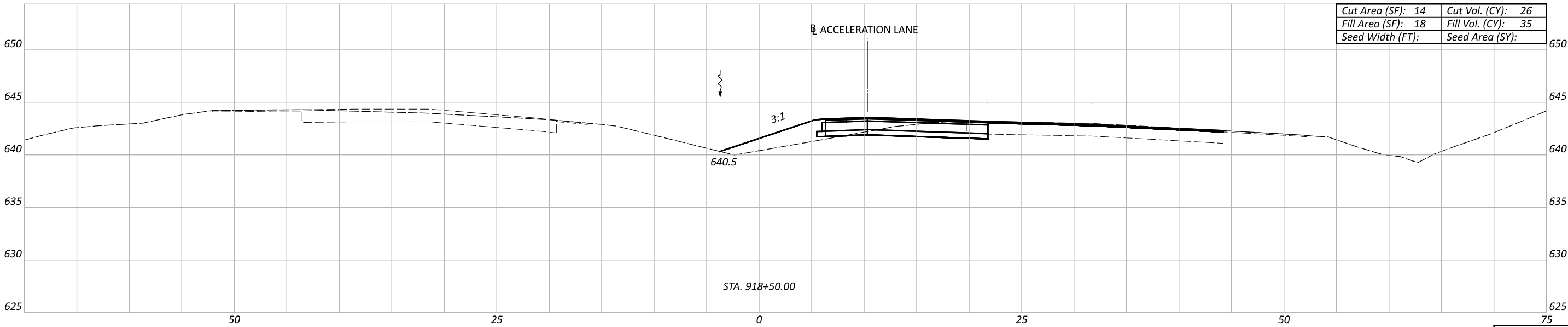
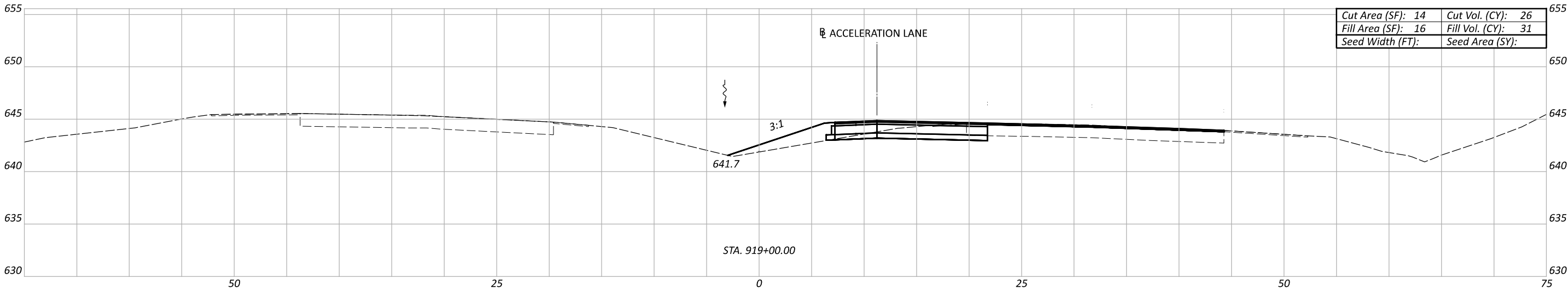
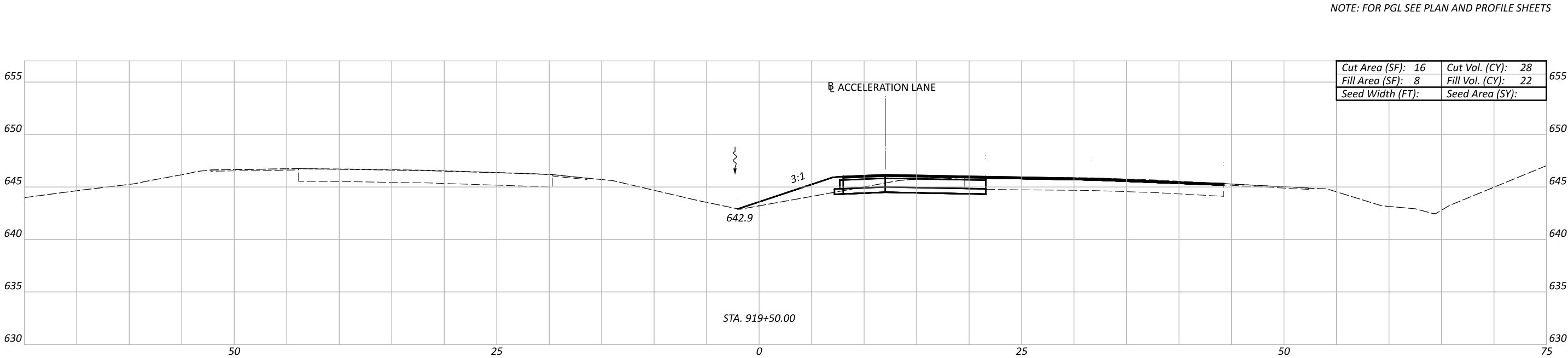
PROJECT ID

118121

Sheet Totals

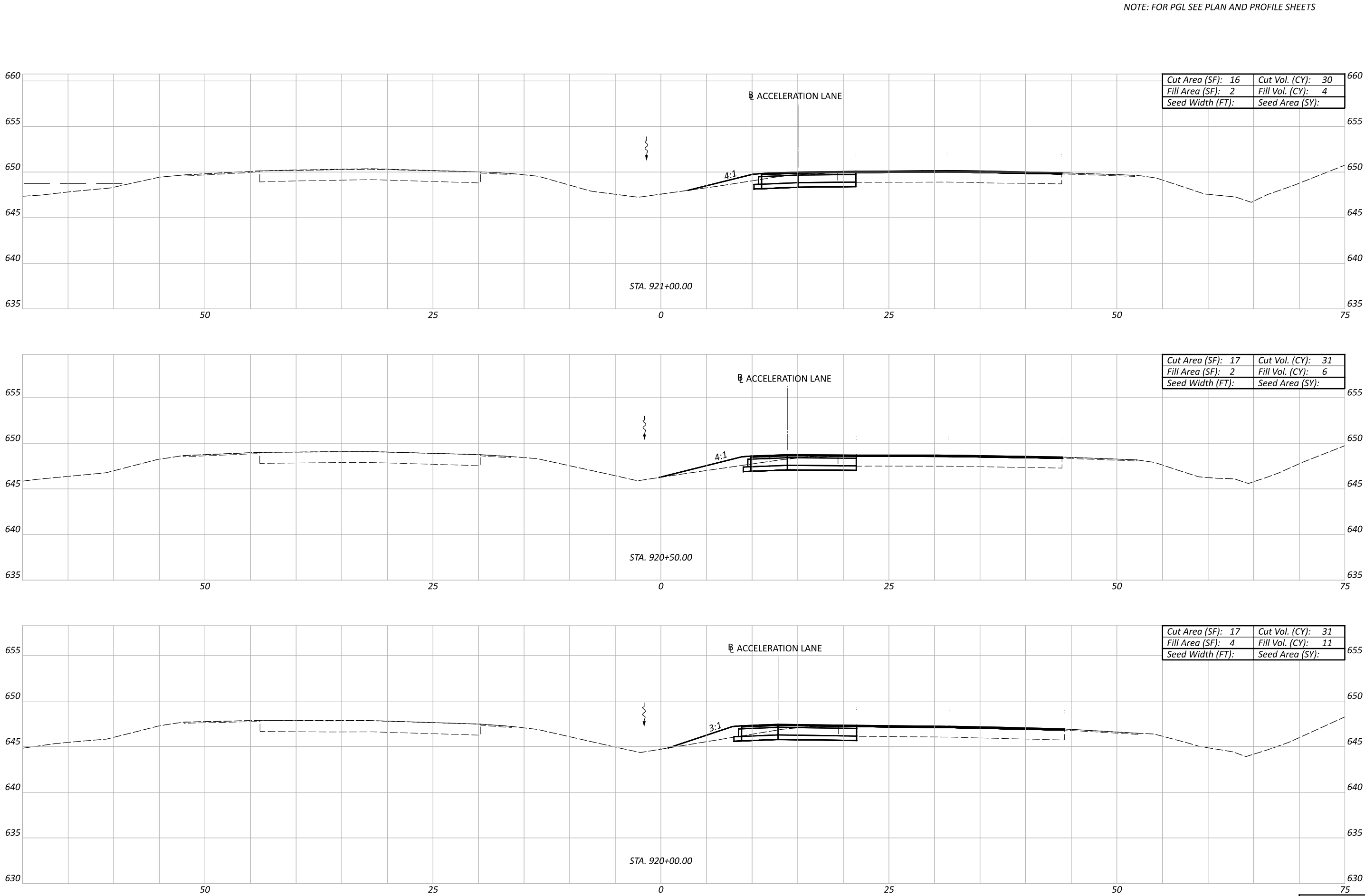
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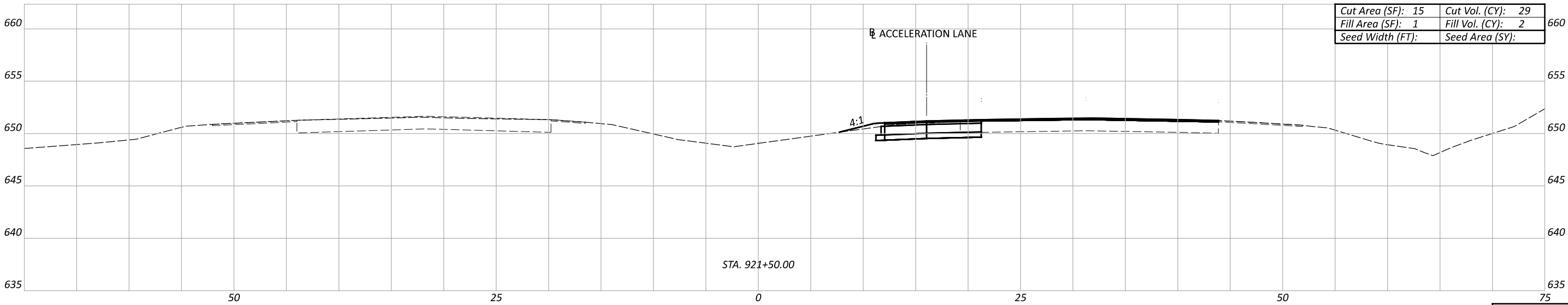
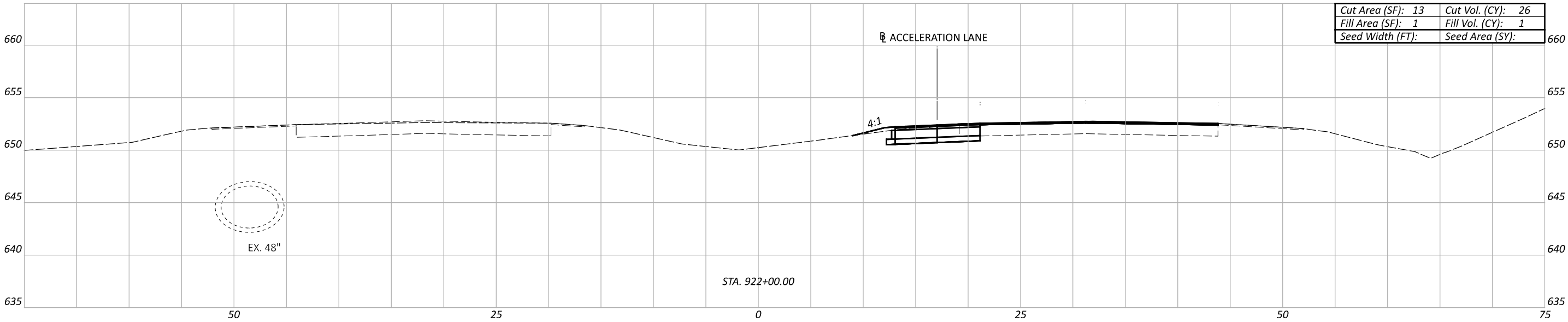
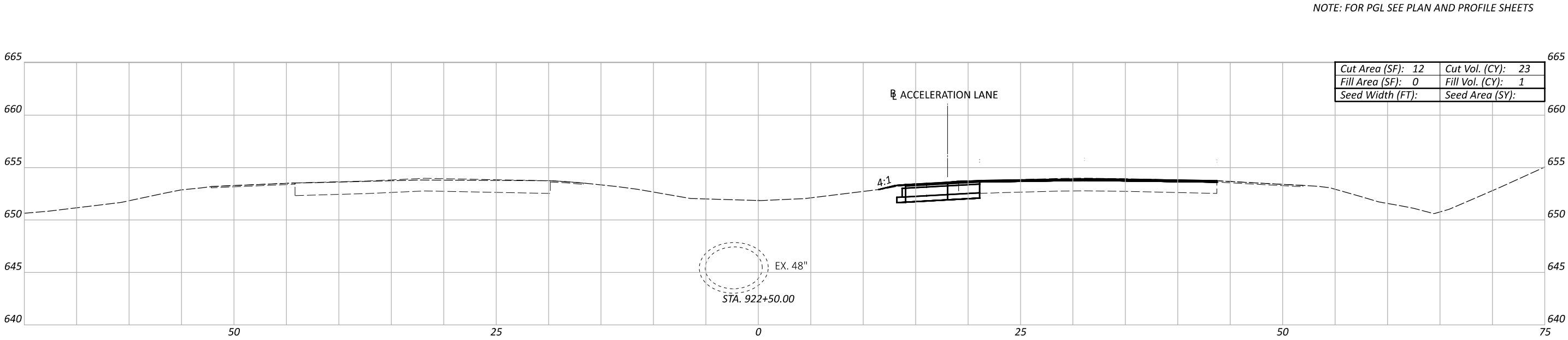
SHEET	TOTAL
P.86	P.126



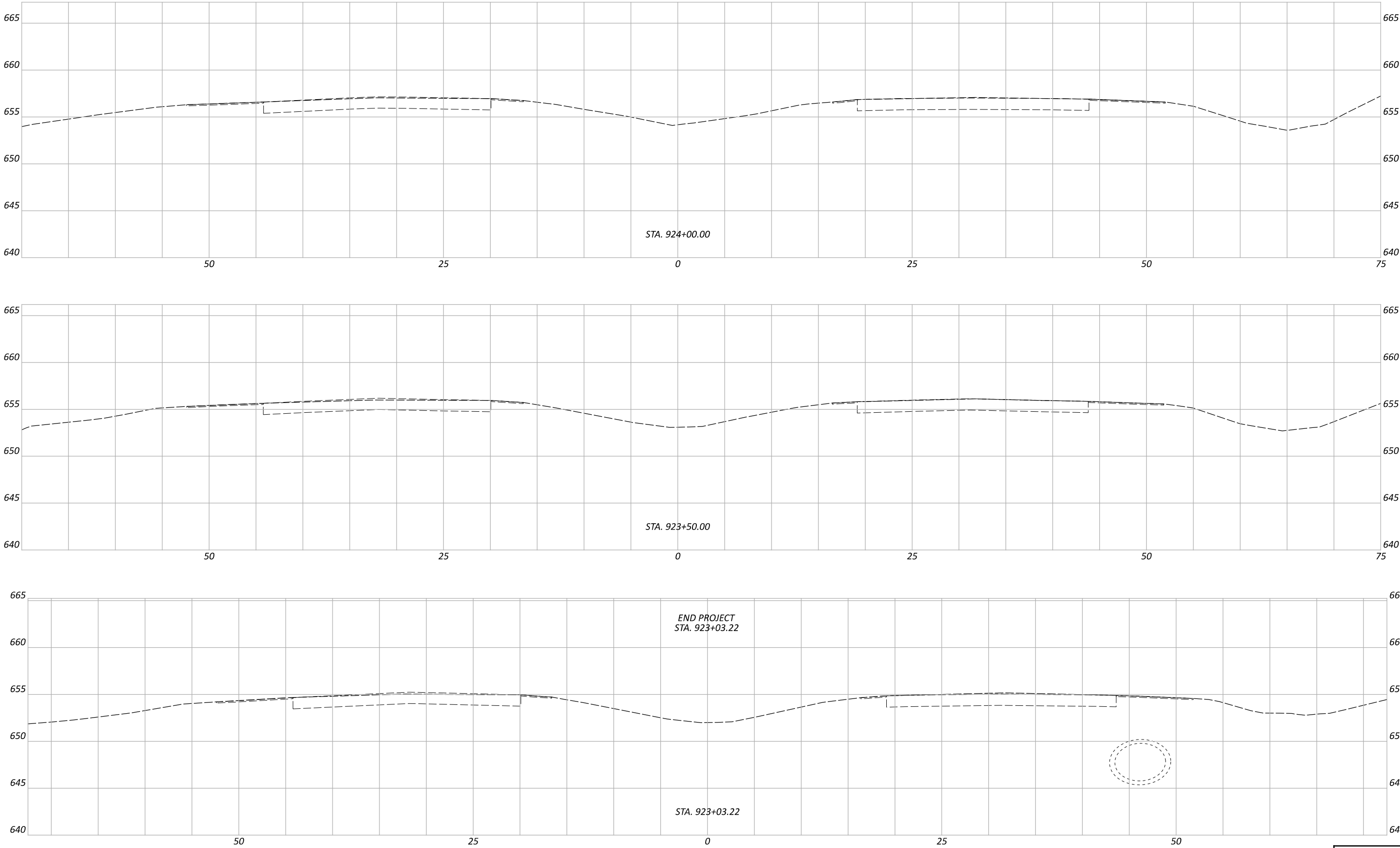
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Seeding	Cut	Fill	118121	
P.87			SHEET	TOTAL
			P.87	P.126







Sheet Totals			118121	
Seeding	Cut	Fill	SHEET	TOTAL
			P.89	P.126



CROSS SECTIONS-SR 32
STA. 923+03.02 TO STA. 924+00.00

DESIGN AGENCY



DESIGNER
SHH

REVIEWER
MAG 10/17/25

PROJECT ID
118121

Sheet Totals		
Seeding	Cut	Fill

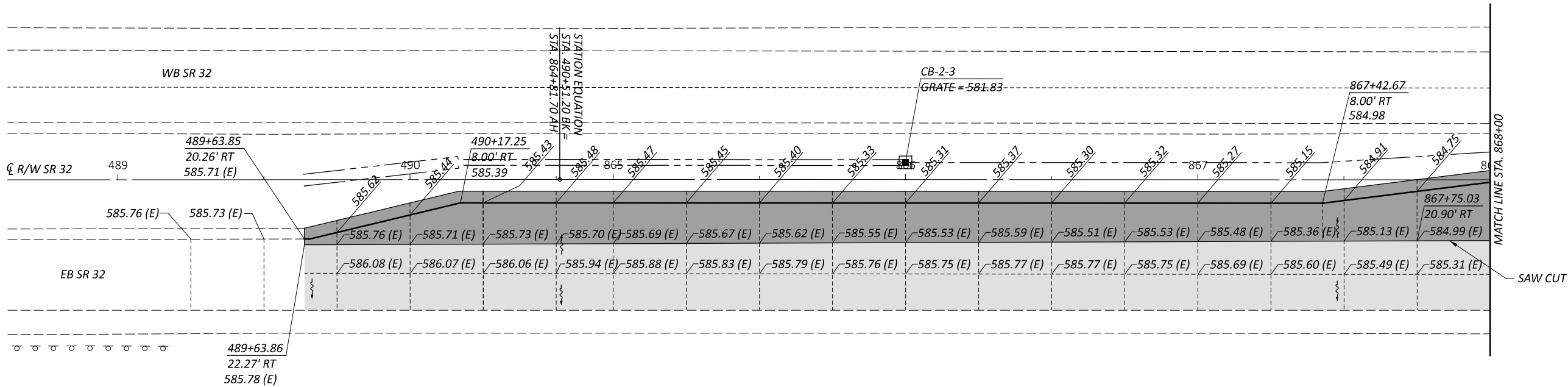
SHEET	TOTAL
P.90	P.126

PIK-32-9.27/9.96 SR 32 STA. 907+00 TO STA. 911+50.00 ACCELERATION LANE AND PAVEMENT ELEVATION TABLE
--

LEFT SIDE																	SAWCUT POINT			REMARKS
EDGE OF SHOULDER ELEVATION	*ELEVATION CORRECTION	SHOULDER SLOPE	SHOULDER WIDTH (FEET)	EDGE OF PAVEMENT ELEVATION	TRANSITTON RATE	PAVEMENT SLOPE	LANE WIDTH	SHOULDER ELEVATION	SHOULDER SLOPE	SHOULDER WIDTH	EDGE OF PAVEMENT ELEVATION	MEDIAN SLOPE	MEDIAN WIDTH	EDGE OF PAVEMENT ELEVATION	PAVEMENT SLOPE	WIDTH	STATION FROM CL OF RW SR 32	OFFSET	EX. ELEVATION	
*SEE INTERSECTION DETAILS FOR ELEV. BEOFRE STA. 907+00																				
610.12	-0.16	-0.040	4.00	610.28		0.020	12.00	610.52	-0.04	2.00	610.60	-0.040	6.00	610.84	0.052	6.00	907+00.00	20.78 RT	610.53	
610.89	-0.16	-0.040	4.00	611.05		0.016	12.00	611.25	-0.04	2.00	611.33	-0.040	6.00	611.57	0.048	6.00	907+25.00	22.00 RT	611.28	
611.65	-0.16	-0.040	4.00	611.81		0.016	12.00	612.00	-0.04	2.00	612.08	-0.040	6.00	612.32	0.049	6.00	907+50.00	22.00 RT	612.03	
612.42	-0.16	-0.040	4.00	612.58		0.016	12.00	612.78	-0.04	2.00	612.86	-0.020	6.00	612.98	0.043	6.00	907+75.00	22.00 RT	612.72	
613.18	-0.16	-0.040	4.00	613.34		0.016	12.00	613.53	-0.04	2.00	613.61	-0.009	6.00	613.67	0.041	6.00	908+00.00	22.00 RT	613.42	
613.95	-0.16	-0.040	4.00	614.11		0.016	12.00	614.30	-0.04	2.00	614.38	0.002	6.00	614.37	0.037	6.00	908+25.00	22.00 RT	614.15	
614.70	-0.16	-0.040	4.00	614.86		0.016	12.00	615.06	-0.04	2.00	615.14	0.000	6.00	615.14	0.036	6.00	908+50.00	22.00 RT	614.92	
615.44	-0.16	-0.040	4.00	615.60		0.016	12.00	615.79	-0.04	2.00	615.87	-0.016	6.00	615.97	0.041	6.00	908+75.00	22.00 RT	615.72	
616.17	-0.16	-0.040	4.00	616.33		0.016	12.00	616.53	-0.04	2.00	616.61	0.007	6.00	616.56	0.034	6.00	909+00.00	22.00 RT	616.36	
616.89	-0.16	-0.040	4.00	617.05		0.016	12.00	617.24	-0.04	2.00	617.32	0.014	6.00	617.24	0.031	6.00	909+25.00	22.00 RT	617.05	
617.60	-0.16	-0.040	4.00	617.76		0.016	12.00	617.95	-0.04	2.00	618.03	0.017	6.00	617.93	0.030	6.00	909+50.00	22.00 RT	617.75	
618.30	-0.16	-0.040	4.00	618.46		0.016	12.00	618.65	-0.04	2.00	618.73	0.007	6.00	618.69	0.035	6.00	909+75.00	22.00 RT	618.48	
618.98	-0.16	-0.040	4.00	619.14		0.016	12.00	619.34	-0.04	2.00	619.42	-0.008	6.00	619.47	0.041	6.00	910+00.00	22.00 RT	619.22	
619.67	-0.16	-0.040	4.00	619.83		0.016	12.00	620.02	-0.04	2.00	620.10	-0.018	6.00	620.21	0.045	6.00	910+25.00	22.00 RT	619.94	
620.35	-0.16	-0.040	4.00	620.51		0.016	12.00	620.70	-0.04	2.00	620.78	-0.014	6.00	620.87	0.048	6.00	910+50.00	22.00 RT	620.58	
621.04	-0.16	-0.040	4.00	621.20		0.016	12.00	621.39	-0.04	2.00	621.47	-0.008	6.00	621.52	0.050	6.00	910+75.00	22.00 RT	621.22	
621.72	-0.16	-0.040	4.00	621.88		0.016	12.00	622.07	-0.04	2.00	622.15	0.000	6.00	622.15	0.052	6.00	911+00.00	22.00 RT	621.84	
622.41	-0.16	-0.040	4.00	622.57	26:1	0.008	12.00	622.67	-0.04	2.00	622.75	-0.006	6.00	622.79	0.053	6.00	911+25.00	22.00 RT	622.47	
623.09	-0.16	-0.040	4.00	623.25			0.000	12.00	623.25	-0.04	2.00	623.33	0.018	6.00	623.22	0.052	6.00	911+50.00	22.00 RT	622.91

	* NEGATIVE CORRECTIONS MEANING BELOW PROFILE GRADE POSITIVE CORRECTIONS MEANING ABOVE PROFILE GRADE
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PIK-32-9.27/9.96 SR 32, EXIST. CURVE 2, P.I. = 904+72.99, PROPOSED Emax = 0.051 ACCELERATION LANE AND PAVEMENT ELEVATION TABLE																	
LEFT SIDE														SAWCUT POINT			REMARKS
EDGE OF SHOULDER ELEVATION	*ELEVATION CORRECTION	SHOULDER SLOPE	SHOULDER WIDTH (FEET)	EDGE OF PAVEMENT ELEVATION	TRANSITION RATE	PAVEMENT SLOPE	LANE WIDTH	EDGE OF PAVEMENT ELEVATION	GORE/MEDIAN SLOPE	GORE/MEDIAN WIDTH	EDGE OF PAVEMENT ELEVATION	EX. PAVEMENT SLOPE	WIDTH	STATION FROM CL OF RW SR 32	OFFSET	EX. ELEVATION	
623.09	-0.16	-0.040	4.00	623.25	222:1	0.000	12.00	623.25	0.019	11.95	623.02	0.051	2.00	911+50.00	22.05 RT	622.92	*SEE INTERSECTION DETAILS FOR ELEV. BEFORE STA. 911+50
623.82	-0.16	-0.040	4.00	623.98		0.009	12.00	623.91	0.015	11.46	623.74	0.044	2.00	911+75.00	22.12 RT	623.65	FLAT
624.59	-0.16	-0.040	4.00	624.75		0.017	12.00	624.59	0.013	10.96	624.45	0.041	2.00	912+00.00	21.98 RT	624.37	
625.47	-0.16	-0.040	4.00	625.63		0.026	12.00	625.42	0.024	10.46	625.16	0.047	2.00	912+25.00	22.08 RT	625.07	
626.28	-0.14	-0.036	4.00	626.42		0.034	12.00	626.24	0.036	9.96	625.88	0.045	2.00	912+50.00	22.02 RT	625.79	
627.07	-0.11	-0.028	4.00	627.18		0.043	12.00	626.92	0.038	9.46	626.56	0.039	2.00	912+75.00	22.25 RT	626.48	
627.93	-0.08	-0.019	4.00	628.01		0.051	12.00	627.58	0.039	8.96	627.23	0.035	2.00	913+00.00	22.30 RT	627.16	BEGIN FULL SUPERELEVATION (0.051)
628.68	-0.08	-0.019	4.00	628.76		0.051	12.00	628.35	0.042	8.46	627.99	0.040	2.00	913+25.00	22.48 RT	627.91	
629.43	-0.08	-0.019	4.00	629.51		0.051	12.00	629.12	0.047	7.95	628.74	0.042	2.00	913+50.00	22.44 RT	628.66	
630.10	-0.08	-0.019	4.00	630.18		0.051	12.00	629.85	0.056	7.45	629.43	0.039	2.00	913+75.00	22.52 RT	629.35	
630.77	-0.08	-0.019	4.00	630.85		0.051	12.00	630.58	0.068	6.95	630.11	0.033	2.00	914+00.00	22.38 RT	630.04	
631.56	-0.08	-0.019	4.00	631.64		0.051	12.00	631.31	0.062	6.45	630.91	0.033	2.00	914+25.00	22.34 RT	630.84	
632.35	-0.08	-0.019	4.00	632.43		0.051	12.00	632.04	0.056	5.95	631.70	0.047	2.00	914+50.00	22.15 RT	631.61	
633.12	-0.08	-0.019	4.00	633.20		0.051	12.00	632.70	0.039	5.45	632.49	0.048	2.00	914+75.00	22.16 RT	632.39	
633.88	-0.08	-0.019	4.00	633.96		0.051	12.00	633.35	0.019	4.95	633.26	0.048	2.00	915+00.00	22.04 RT	633.16	
634.49	-0.08	-0.019	4.00	634.57		0.051	12.00	634.01	0.032	4.45	633.87	0.035	2.00	915+25.00	22.13 RT	633.80	
635.06	-0.08	-0.019	4.00	635.14		0.051	12.00	634.66	0.052	3.95	634.46	0.028	2.00	915+50.00	22.18 RT	634.40	
635.74	-0.08	-0.019	4.00	635.82		0.051	12.00	635.34	0.055	3.45	635.15	0.033	2.00	915+75.00	22.12 RT	635.08	
636.46	-0.08	-0.019	4.00	636.54		0.051	12.00	636.02	0.051	2.95	635.87	0.036	2.00	916+00.00	22.31 RT	635.80	
637.18	-0.08	-0.019	4.00	637.26		0.051	12.00	636.69	0.038	2.45	636.60	0.039	2.00	916+25.00	22.28 RT	636.52	
637.90	-0.08	-0.019	4.00	637.98		0.051	12.00	637.37	0.019	1.95	637.33	0.035	2.00	916+50.00	22.39 RT	637.26	
638.62	-0.08	-0.019	4.00	638.70		0.051	12.00	638.11	0.034	1.45	638.06	0.032	2.00	916+75.00	22.41 RT	638.00	
639.36	-0.08	-0.019	4.00	639.44		0.051	12.00	638.87	0.060	0.95	638.81	0.036	2.00	917+00.00	22.31 RT	638.74	
640.12	-0.08	-0.019	4.00	640.20		0.051	12.00	639.61	0.070	0.46	639.58	0.040	2.00	917+25.00	22.29 RT	639.50	
640.84	-0.08	-0.019	4.00	640.92		0.051	12.00	640.31	0.051	0	640.31	0.051	2.00	917+47.76	22.09 RT	640.21	GORE ENDS
640.92	-0.08	-0.019	4.00	640.99		0.051	14.00							917+50.00	22.06 RT	640.28	
641.63	-0.08	-0.019	4.00	641.70		0.051	13.39							917+75.00	22.00 RT	641.02	
641.82	-0.08	-0.019	4.00	641.90		0.051	13.30							917+82.12	21.98 RT	641.22	C.S.
642.29	-0.08	-0.019	4.00	642.37		0.051	12.68							918+00.00	21.86 RT	641.72	
642.97	-0.08	-0.019	4.00	643.05		0.051	11.88							918+25.00	21.67 RT	642.44	
643.69	-0.08	-0.019	4.00	643.76		0.051	11.46							918+50.00	21.79 RT	643.18	
644.40	-0.08	-0.019	4.00	644.48		0.051	10.95							918+75.00	21.74 RT	643.92	
645.08	-0.08	-0.019	4.00	645.16	222:1	0.051	10.54							919+00.00	21.76 RT	644.62	END FULL SUPERELEVATION (0.051)
645.59	-0.12	-0.030	4.00	645.71		0.040	10.08							919+25.00	21.70 RT	645.31	
646.10	-0.16	-0.040	4.00	646.26		0.028	9.58							919+50.00	21.59 RT	645.99	
646.66	-0.16	-0.040	4.00	646.82		0.017	9.15							919+75.00	21.56 RT	646.67	
646.65	-0.20	-0.040	5.00	646.85		0.016	9.12							919+76.46	21.56 RT	646.70	REVERSE CROWN (0.016)
647.27	-0.16	-0.040	4.00	647.43		0.011	8.61							920+00.00	21.46 RT	647.34	
647.90	-0.16	-0.040	4.00	648.06	563:1	0.005	8.12							920+25.00	21.45 RT	648.02	
648.06	-0.16	-0.040	4.00	648.22		0.004	8.00							920+31.00	21.44 RT	648.19	
648.54	-0.16	-0.040	4.00	648.70		0.000	7.55							920+50.00	21.42 RT	648.70	FLAT
649.21	-0.16	-0.040	4.00	649.37		-0.003	6.91							920+75.00	21.40 RT	649.39	
649.39	-0.16	-0.040	4.00	649.55		-0.004	6.70							920+82.12	21.39 RT	649.58	S.T.
649.88	-0.16	-0.040	4.00	650.04	1302:1	-0.006	6.34							921+00.00	21.38 RT	650.08	
650.50	-0.16	-0.040	4.00	650.66		-0.010	5.80							921+25.00	21.34 RT	650.72	
651.10	-0.16	-0.040	4.00	651.26		-0.013	5.22							921+50.00	21.26 RT	651.33	
651.71	-0.16	-0.040	4.00	651.87		-0.016	4.65							921+75.00	21.20 RT	651.94	NORMAL CROWN (-0.016)
652.33	-0.16	-0.040	4.00	652.49		-0.016	4.11							922+00.00	21.15 RT	652.56	
652.96	-0.16	-0.040	4.00	653.12		-0.016	3.57							922+25.00	21.11 RT	653.18	
653.55	-0.16	-0.040	4.00	653.71		-0.016	3.06							922+50.00	21.10 RT	653.76	
654.14	-0.16	-0.040	4.00	654.30	222:1	-0.016	2.54							922+75.00	21.09 RT	654.34	
654.63	-0.16	-0.040	4.00	654.79		-0.024	2.06							923+00.00	21.10 RT	654.84	
654.70	-0.16	-0.040	4.00	654.86		-0.025	2.00							923+03.16	21.10 RT	654.91	MATCH EXISTING
* NEGATIVE CORRECTIONS MEANING BELOW PROFILE GRADE POSITIVE CORRECTIONS MEANING ABOVE PROFILE GRADE																	



(E) = EXISTING ELEVATION
(D) = DITCH ELEVATION

NOTES:

1. ALL ELEVATIONS SHOWN ARE PAVEMENT ELEVATIONS UNLESS OTHERWISE NOTED.
2. FOR PAVEMENT LEGEND, SEE SHEET P.51



INTERSECTION DETAIL
STA. 488+62 TO STA. 868+00

DESIGN AGENCY



DESIGNER

NRP

REVIEWER

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118121

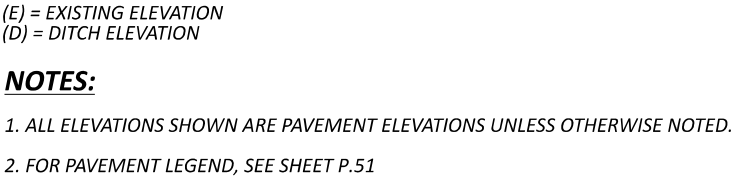
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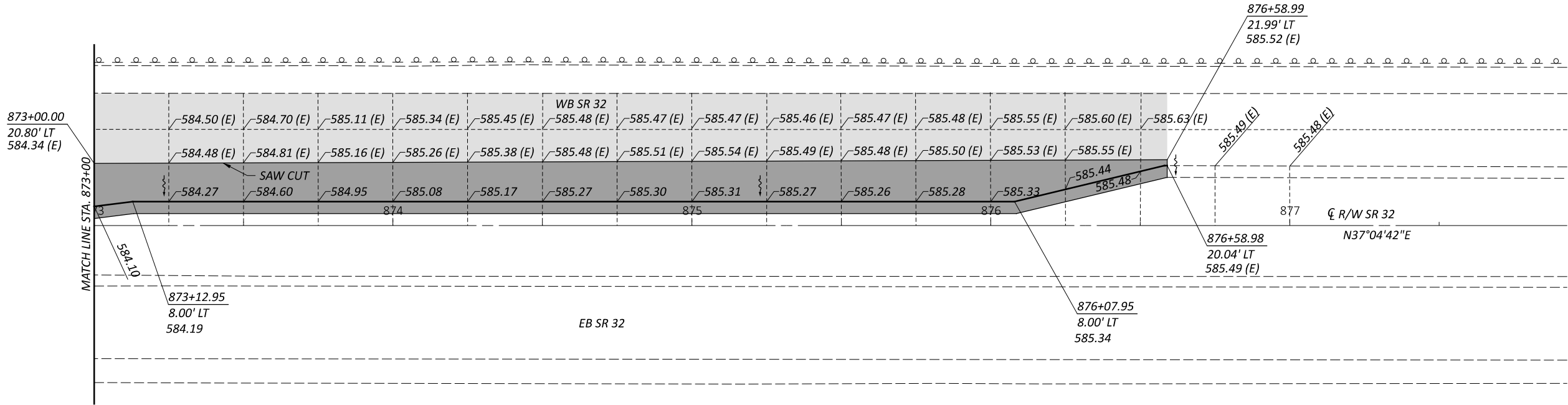
P.93

TOTAL

P.126







(E) = EXISTING ELEVATION

- NOTES:**
- ALL ELEVATIONS SHOWN ARE PAVEMENT ELEVATIONS UNLESS OTHERWISE NOTED.
 - FOR PAVEMENT LEGEND, SEE SHEET P.51



INTERSECTION DETAIL
STA. 873+00 TO STA. 877+93

DESIGN AGENCY



DESIGNER

NRP

REVIEWER

MAG 10/17/25

PROJECT ID

118121

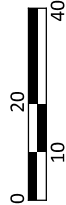
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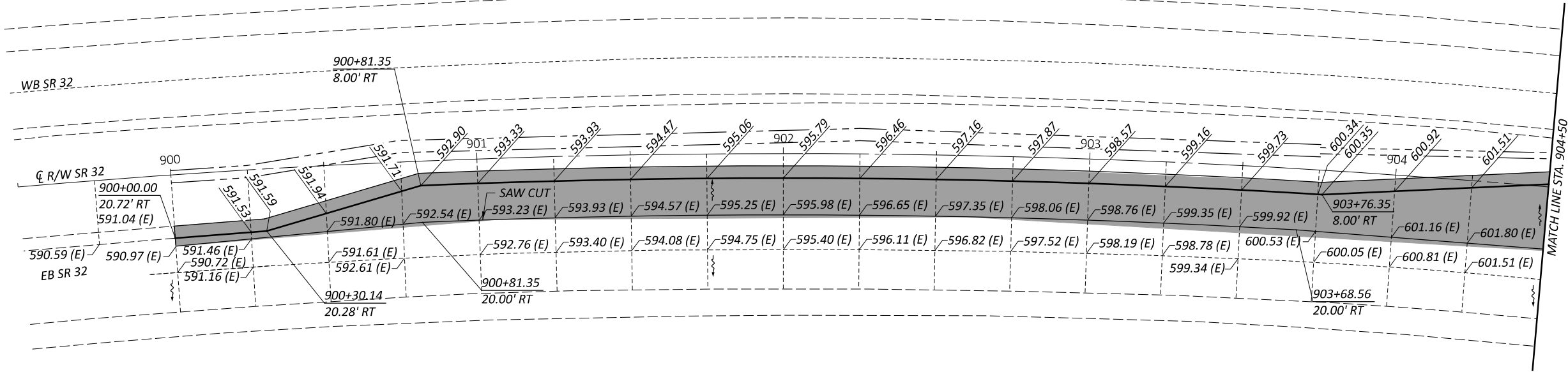
P.95

TOTAL

P.126

HORIZONTAL
SCALE IN FEET





(E) = EXISTING ELEVATION

NOTES:

- 1. ALL ELEVATIONS SHOWN ARE PAVEMENT ELEVATIONS UNLESS OTHERWISE NOTED.
- 2. FOR PAVEMENT LEGEND, SEE SHEET P.51

INTERSECTION DETAIL
STA. 899+50 TO STA. 904+50

DESIGN AGENCY



DESIGNER
NRP

REVIEWER
MAG 10/17/25

PROJECT ID
118121

SHEET TOTAL
P.96 P.126





1. ALL ELEVATIONS SHOWN ARE PAVEMENT ELEVATIONS UNLESS OTHERWISE NOTED.

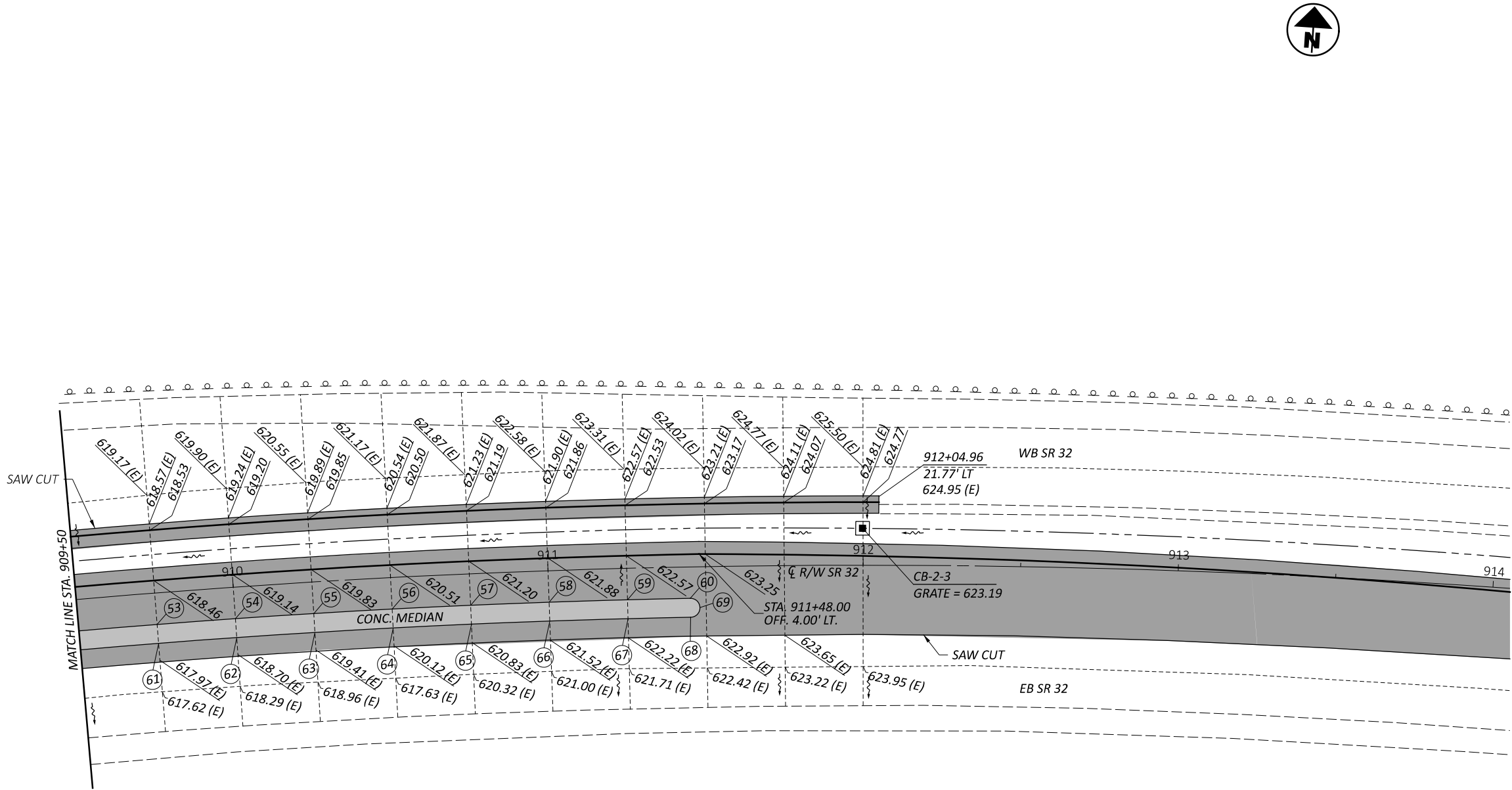
2. FOR PAVEMENT LEGEND, SEE SHEET P.51



INTERSECTION DETAIL
STA. 904+50 TO STA. 909+50

27	908+25.00	10.00 RT	614.38	
28	908+50.00	10.00 RT	615.14	
29	908+75.00	10.00 RT	615.87	
30	909+00.00	10.00 RT	617.32	
31	909+25.00	10.00 RT	617.05	
32	909+50.00	10.00 RT	618.03	
33	904+75.95	16.00 RT	603.35	
34	905+00.00	16.00 RT	604.09	
35	905+25.00	16.00 RT	604.75	
36	905+50.00	16.00 RT	605.39	
37	905+75.00	16.00 RT	606.06	
38	906+00.00	16.00 RT	606.89	
39	906+25.00	16.00 RT	607.66	
40	906+50.00	16.00 RT	608.41	
41	906+75.00	16.00 RT	609.21	
42	907+00.00	16.00 RT	610.25	
43	907+25.00	16.00 RT	611.00	
44	907+50.00	16.00 RT	611.75	
45	907+75.00	16.00 RT	612.44	
46	908+00.00	16.00 RT	613.15	
47	908+25.00	16.00 RT	613.87	
48	908+50.00	16.00 RT	614.65	
49	908+75.00	16.00 RT	615.44	
50	909+00.00	16.00 RT	616.08	
51	909+25.00	16.00 RT	616.77	
52	909+50.00	16.00 RT	617.48	





(E) = EXISTING ELEVATION

NOTES:

- 1. ALL ELEVATIONS SHOWN ARE PAVEMENT ELEVATIONS UNLESS OTHERWISE NOTED.
- 2. FOR PAVEMENT LEGEND, SEE SHEET P.51
- 3. FOR PAVEMENT ELEVATIONS BEYOND CONCRETE MEDIAN, SEE SUPERELEVATION TABLE P.91

	STATION	OFFSET	ELEVATION	REMARKS
53	909+75.00	10.00 RT	618.73	
54	910+00.00	10.00 RT	619.42	
55	910+25.00	10.00 RT	620.10	
56	910+50.00	10.00 RT	620.78	
57	910+75.00	10.00 RT	621.47	
58	911+00.00	10.00 RT	622.15	
59	911+25.00	10.00 RT	622.75	
60	911+44.99	10.00 RT	623.33	
61	909+75.00	16.00 RT	618.20	
62	910+00.00	16.00 RT	618.94	
63	910+25.00	16.00 RT	619.67	
64	910+50.00	16.00 RT	620.35	
65	910+75.00	16.00 RT	621.04	
66	911+00.00	16.00 RT	621.71	
67	911+25.00	16.00 RT	622.39	
68	911+44.99	16.00 RT	622.91	
69	911+48.00	13.00 RT	622.93	

INTERSECTION DETAIL
STA. 909+50 TO STA. 914+00

DESIGN AGENCY



DESIGNER

NRP

REVIEWER

MAG 10/17/25

PROJECT ID

118121

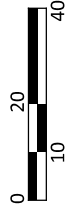
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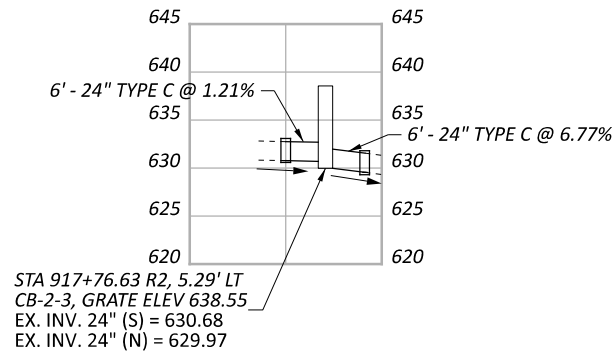
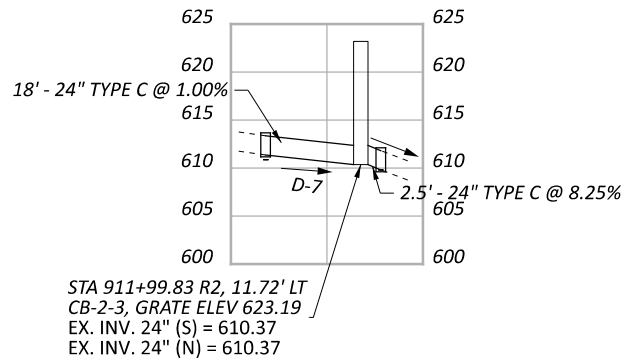
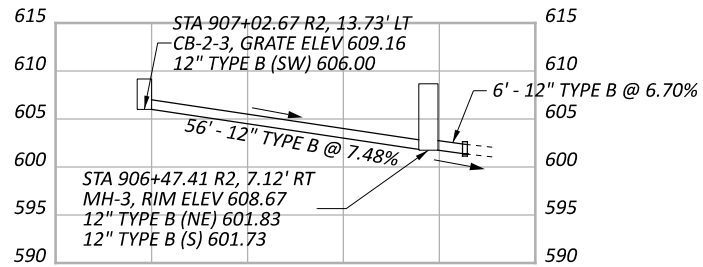
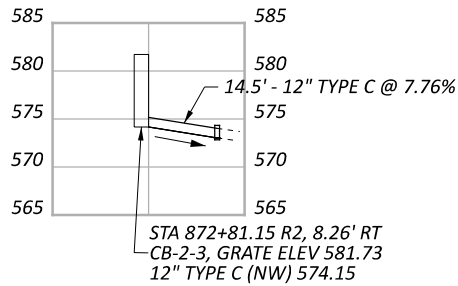
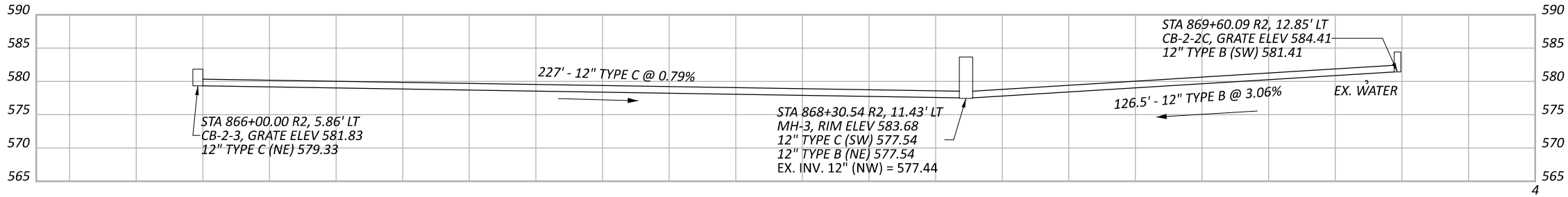
P.98

TOTAL

P.126

HORIZONTAL
SCALE IN FEET





625, POWER SERVICE, AS PER PLAN

IN ADDITION TO THE REQUIREMENTS OF THE SPECIFICATIONS, THE FOLLOWING IS ADDED.

THE POWER SUPPLYING AGENCY FOR THIS PROJECT IS:

POWER COMPANY AMERICAN ELECTRIC POWER (DISTRIBUTION)

ADDRESS 38831 STATE ROUTE 7
 REEDSVILLE, OHIO 45772
CONTACT MR. CLARKE SAUNDERS
 DISTRIBUTION PUBLIC PROJECTS COORDINATOR
PHONE 740-985-3054

THE ENGINEER SHALL ENSURE THAT EACH POWER SERVICE ELECTRICAL ENERGY ACCOUNT IS IN THE NAME OF AND THAT THE BILLING ADDRESS IS TO THE MAINTAINING AGENCY NOTED IN THE PLANS. THIS SHALL BE DONE NOT ONLY FOR EACH NEW POWER SERVICE ESTABLISHED BY THIS PROJECT BUT ALSO FOR EACH EXISTING POWER SERVICE, SINCE THERE MAY BE A REASSIGNMENT OF THE RESPONSIBILITY FOR AN EXISTING SERVICE AS A RESULT OF THE WORK PERFORMED BY THIS PROJECT.

PAYMENT WILL BE MADE AT THE UNIT BID PRICE FOR EACH C&MS ITEM 625, "POWER SERVICE, AS PER PLAN" WHICH SHALL BE FULL COMPENSATION FOR ALL LABOR, MATERIALS AND INCIDENTALS REQUIRED TO COMPLETE THIS ITEM IN A SATISFACTORY AND WORKMANLIKE MANNER.

PADLOCKS AND KEYS

PADLOCKS FURNISHED SHALL BE EITHER BRASS OR BRONZE, EQUAL TO MASTER NO. 4BKA OR WILSON BOHANNAN 660A, AND SHALL BE KEYED IN ACCORDANCE WITH C&MS 631.06. PAYMENT SHALL BE INCLUDED IN THE BID FOR THE ITEM(S) BEING LOCKED.

625, LUMINAIRE, CONVENTIONAL, SOLID-STATE (LED), AS PER PLAN, TYPE III, 240 VOLT

IN ADDITION TO THE REQUIREMENTS OF ITEM 625 OF THE OHIO DEPARTMENT OF TRANSPORTATION'S CONSTRUCTION AND MATERIAL SPECIFICATIONS, LUMINAIRES SHOULD BE AS FOLLOWS:

1. HOLOPHANE
LEDG2 P5 30K L3

PHOTOCELL CONTROL WILL BE EXTERNAL.
OPERATION WILL BE AT 240 VOLTS.

PAYMENT WILL BE MADE AT THE CONTRACT UNIT PRICE PER EACH LUMINAIRE, COMPLETE AND INSTALLED.

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

6. POWER SERVICE AND DISCONNECT SWITCH.

A. AT THE POWER SERVICE LOCATION, THE GROUNDING CONDUCTOR (GROUND WIRE) FROM THE DISCONNECT SWITCH NEUTRAL (AC-) BAR TO THE GROUND ROD SHALL BE A CONTINUOUS, UNSPLICED CONDUCTOR. IF SPLICED, IT SHALL BE AN EXOTHERMIC WELD BUTT SPLICE.

B. THE SERVICE NEUTRAL (AC-) SHALL ONLY BE CONNECTED TO GROUND AT THE PRIMARY POWER SERVICE DISCONNECT SWITCH.

I. NEMA CONTROLLER CABINETS: IF A POWER SERVICE DISCONNECT SWITCH IS LOCATED BEFORE THE CONTROLLER CABINET, THE NEUTRAL (AC-) AND THE GROUNDING BARS IN THE CONTROLLER CABINET SHALL NOT BE CONNECTED TOGETHER AS SHOWN IN NEMA TS-2, FIGURE 5-4.

II. IF SECONDARY DISCONNECT SWITCHES ARE CONNECTED AFTER THE PRIMARY DISCONNECT SWITCH, THE NEUTRAL (AC-) SHALL ONLY BE GROUNDED AT THE PRIMARY SWITCH. EQUIPMENT GROUNDING CONDUCTORS SHALL BE BROUGHT TO THE PRIMARY SWITCH, BUT SHALL BE GROUNDED AT BOTH SECONDARY AND PRIMARY SWITCHES.

7. PAYMENT - ALL MATERIALS AND WORK REQUIRED TO COMPLETE THE EFFECTIVE GROUND FAULT CURRENT PATH SYSTEM ARE INCIDENTAL TO THE CONDUCTORS INSTALLED BY CONTRACT.

DESIGN AGENCY



DESIGNER

SKB

REVIEWER

LAS 10/17/25

PROJECT ID

118121

SHEET

P.100

TOTAL

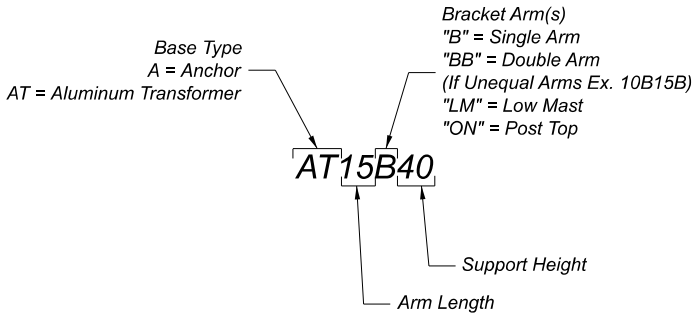
P.126

PIK-32-9.27/9.96

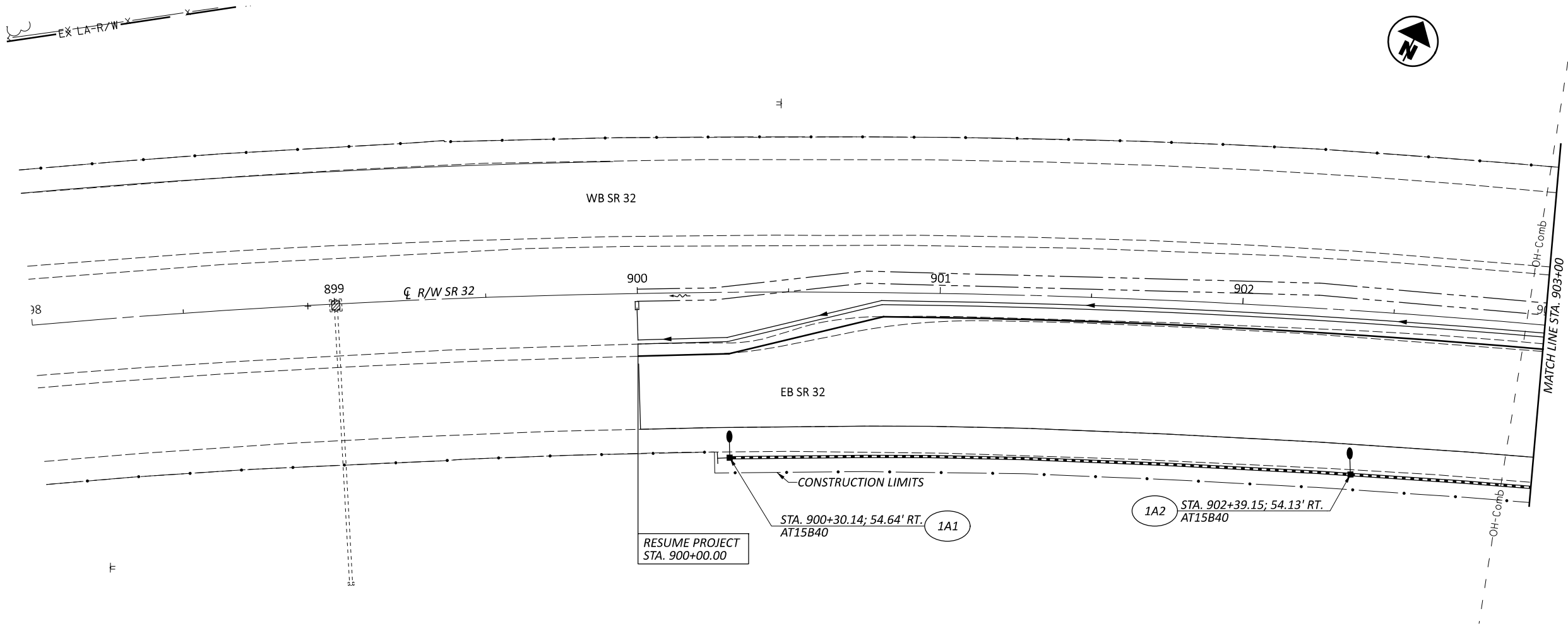
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REF NO.	SHEET NO.	STATION TO STATION			625	625	625	625	632	625	625	625	625	625	625	625	625	625	625	625	625	625	625		
					CONNECTION, FUSED PULL APART	CONNECTION, UNFUSED PERMANENT		LIGHT POLE, CONVENTIONAL, AT15B40	LIGHT POLE FOUNDATION, 24" X 8' DEEP	SERVICE CABLE, 2 CONDUCTOR, NO. 4 AWG	NO. 4 AWG 2400 VOLT DISTRIBUTION CABLE	UNDERGROUND WARNING/MARKING TAPE	NO. 10 AWG POLE AND BRACKET CABLE	CONDUIT, 2", 725.051	CONDUIT, 3", 725.051	LUMINAIRE, CONVENTIONAL, SOLID STATE (LED), AS PER PLAN, TYPE III, 240 VOLT	TRENCH	TRENCH IN PAVED AREA	PULL BOX, 725.08, 18"	GROUND ROD	POWER SERVICE, AS PER PLAN	LIGHT POLE REMOVED	LIGHT POLE FOUNDATION REMOVED	POWER SERVICE REMOVED	LUMINAIRE REMOVED
					EACH	EACH		EACH	EACH	FT	FT	FT	FT	FT	FT	EACH	FT	FT	EACH	EACH	EACH	EACH	EACH	EACH	EACH
			TO																						
1A1	P.101	900+30.14			2		1	1				130		1				1							
	P.101	1A1		1A2						657	205		205		205										
1A2	P.101	602+39.15			2		1	1				130		1		205		1							
	P.101-102	1A2		1A3						657	205		205		205			1							
1A3	P.102	904+48.11			2		1	1				130		1				1							
	P.102	1A3		PB1						330	96		96		96										
PB1	P.102	905+39.47														1									
	P.102	PB1		PB3						297	85			85			85								
PB3	P.102	906+25.75				3										1									
	P.102	PB3		CCA						396	118		118			118									
CCA	P.102	905+98.28							15									1							
	P.102	PB3		1A4						171	43		43			43									
1A4	P.102	906+56.76			2		1	1				130		1				1							
	P.102-103	1A4		1A5						660	206		206		206				1						
1A5	P.103	908+65.79			2		1	1				130		1				1							
	P.103	1A5		1A6						660	206		206		206				1						
1A6	P.103	910+74.80			2		1	1				130		1				1							
	P.103	1A6		1A7						660	206		206		206				1						
1A7	P.103	912+83.82			2		1	1				130		1				1							
	P.103-104	1A7		1A8						660	206		206		206				1						
1A8	P.104	914+92.86			2		1	1				130		1				1							
	P.104	1A8		1A9						660	206		206		206				1						
1A9	P.104	917+01.91			2		1	1				130		1				1							
	P.104-105	1A9		1A10						660	206		206		206				1						
1A10	P.105	919+10.40			2		1	1				130		1				1							
	P.105	1A10		1A11						660	206		206		206				1						
1A11	P.105	921+16.33			2		1	1				130		1				1							
	P.105-106	1A11		1A12						660	206		206		206				1						
1A12	P.106	923+21.33			2		1	1				130		1				1							
CCB	P.102	905+08.56							10									1							
	P.102	CCB		PB2						372			EXISTING												
PB2	P.102	905+47.20				3											1								
	P.102	PB2		1B1						90	18		18		18										
1B1	P.102	905+34.10			2		1	1				130		1				1							
	P.102	PB2		PB4						420	130			130			130								
PB4	P.102	906+73.05															1								
	P.102	PB4		1B2						126	30		30		30										
1B2	P.102	907+01.61			2		1	1				130		1				1							
REM	P.102	906+50	RT																1	1		1			
REM	P.102	905+50	LT																1	1		1			
REM	P.102	905+98.28	CCA																		1				
REM	P.102	905+08.56	CCB																		1				

LEGEND	
PROP.	ITEM
	PROPOSED CONVENTIONAL LIGHT POLE, W/LED LUMINAIRE
	POWER SERVICE, AS PER PLAN
	18" PULL BOX
	2" CONDUIT, 725.051
	3" CONDUIT, TRENCH IN PAVED AREA, TYPE B
	STUB AND CAP CONDUIT ELL



LIGHT POLE DESIGN NUMBER



LIGHTING PLAN
STA. 480+00.00 TO STA. 485+00.00

DESIGN AGENCY



DESIGNER

SKB

REVIEWER

LAS 10/17/25

PROJECT ID

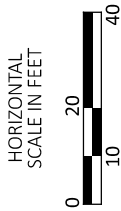
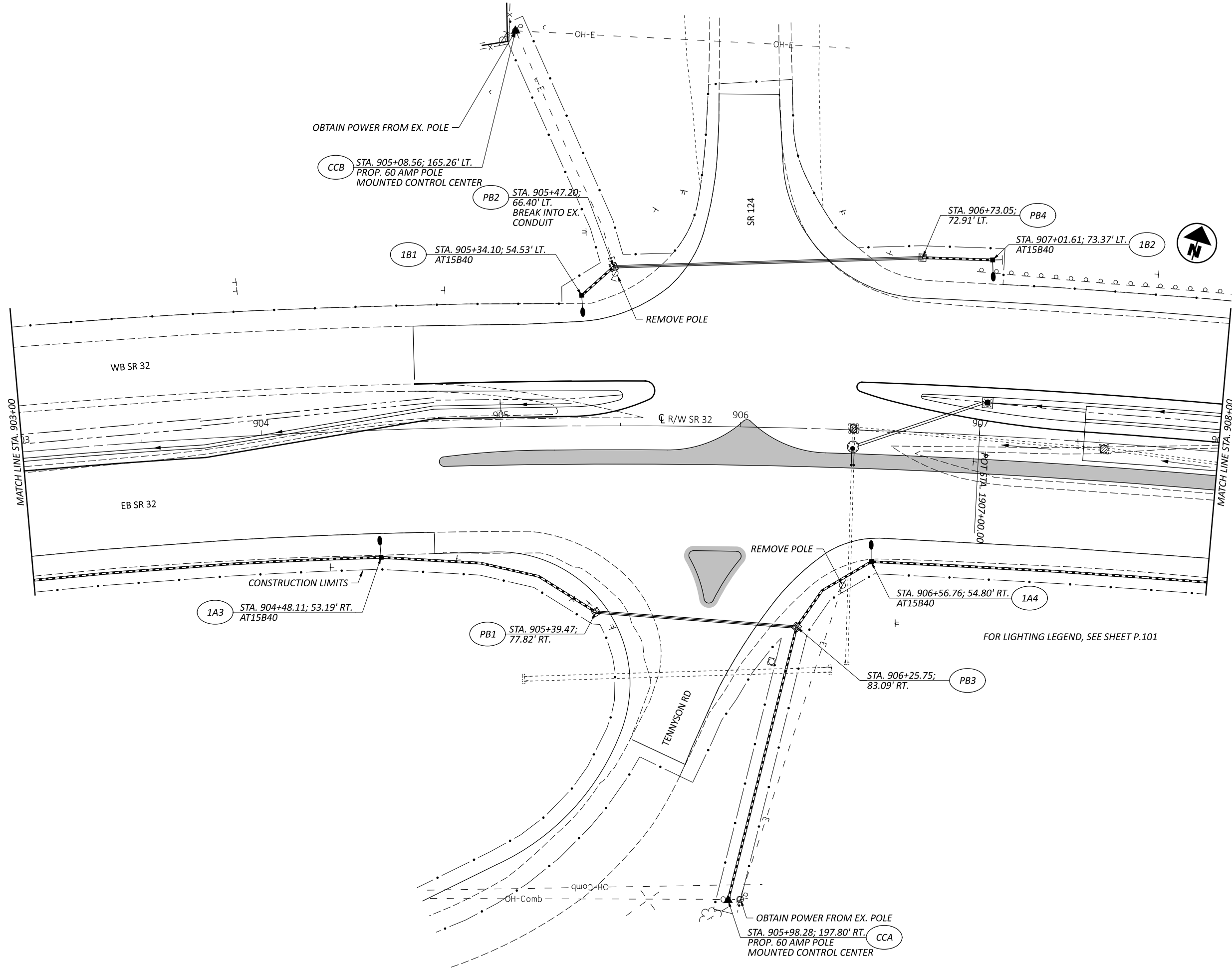
118121

SHEET

P.102

TOTAL

P.126



LIGHTING PLAN
STA. 485+00.00 TO STA. 490+00.00

DESIGN AGENCY



DESIGNER

SKB

REVIEWER

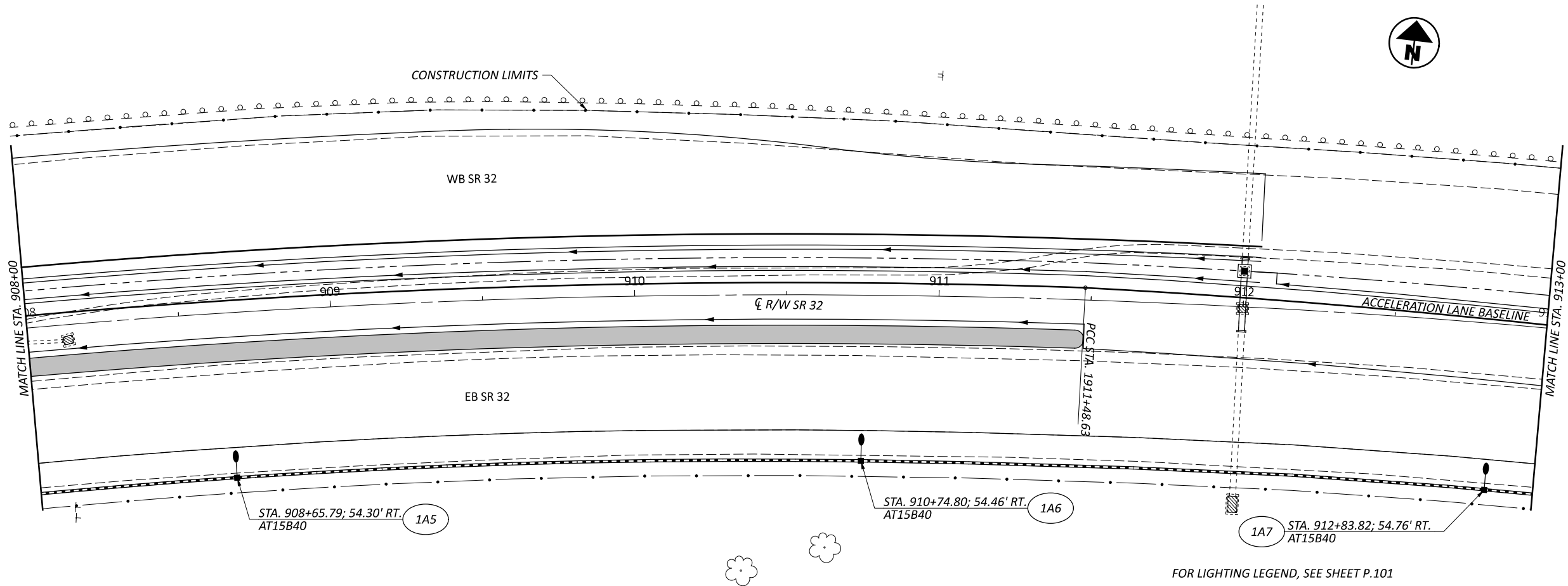
LAS 10/17/25

PROJECT ID

118121

SHEET TOTAL

P.103 P.126



LIGHTING PLAN
STA. 490+00.00 TO STA. 869+30.00

DESIGN AGENCY



DESIGNER

SKB

REVIEWER

LAS 10/17/25

PROJECT ID

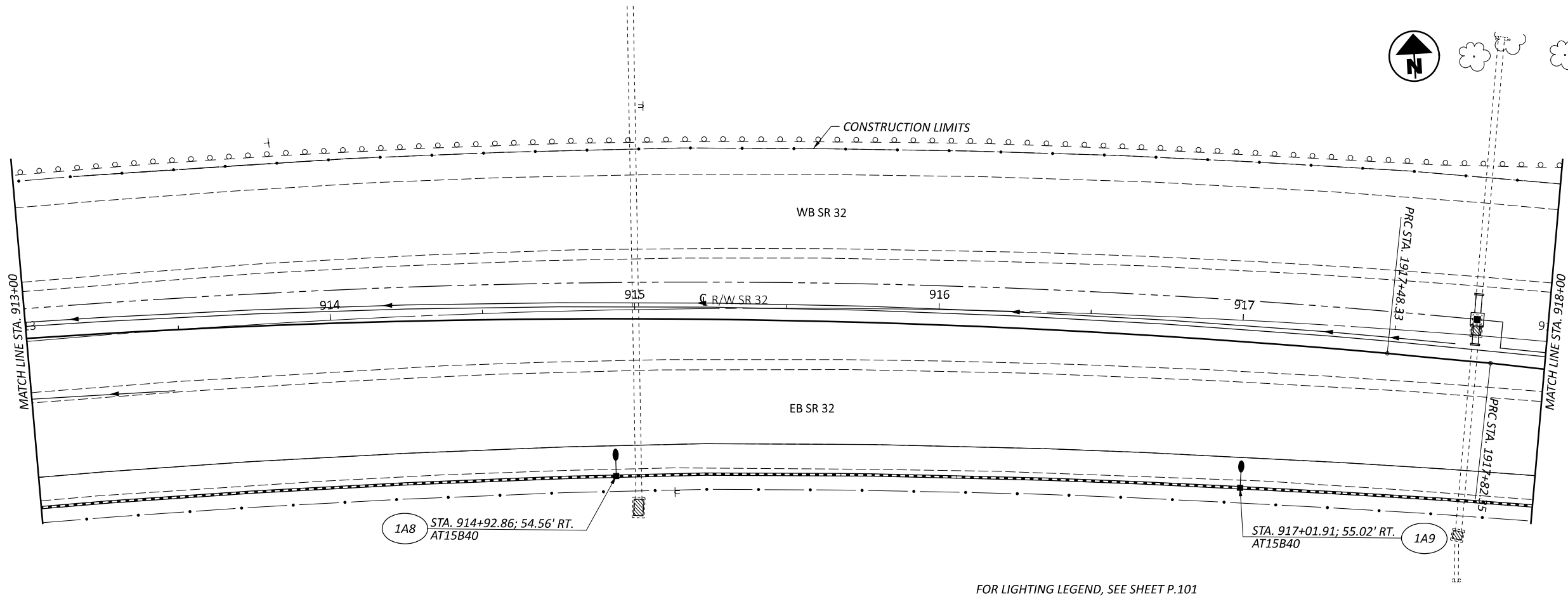
118121

SHEET

P.104

TOTAL

P.126



FOR LIGHTING LEGEND, SEE SHEET P.101

LIGHTING PLAN
STA. 869+30.00 TO STA. 874+30.00

DESIGN AGENCY



DESIGNER

SKB

REVIEWER

LAS 10/17/25

PROJECT ID

118121

SHEET

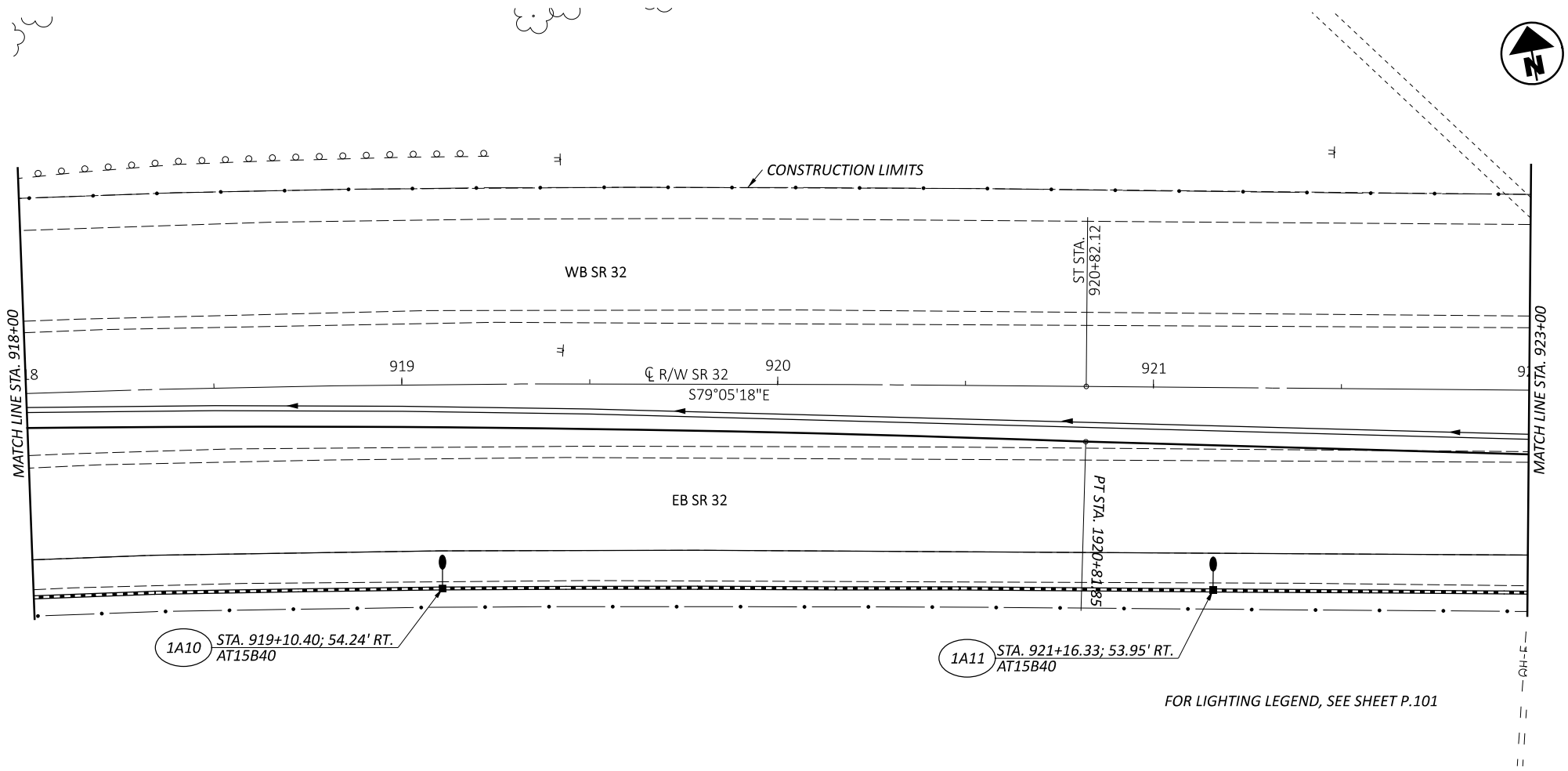
P.105

TOTAL

P.126

HORIZONTAL
SCALE IN FEET





DESIGN AGENCY

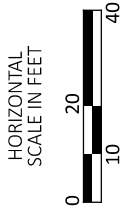
DESIGNER
SKB

REVIEWER
LAS 10/17/25

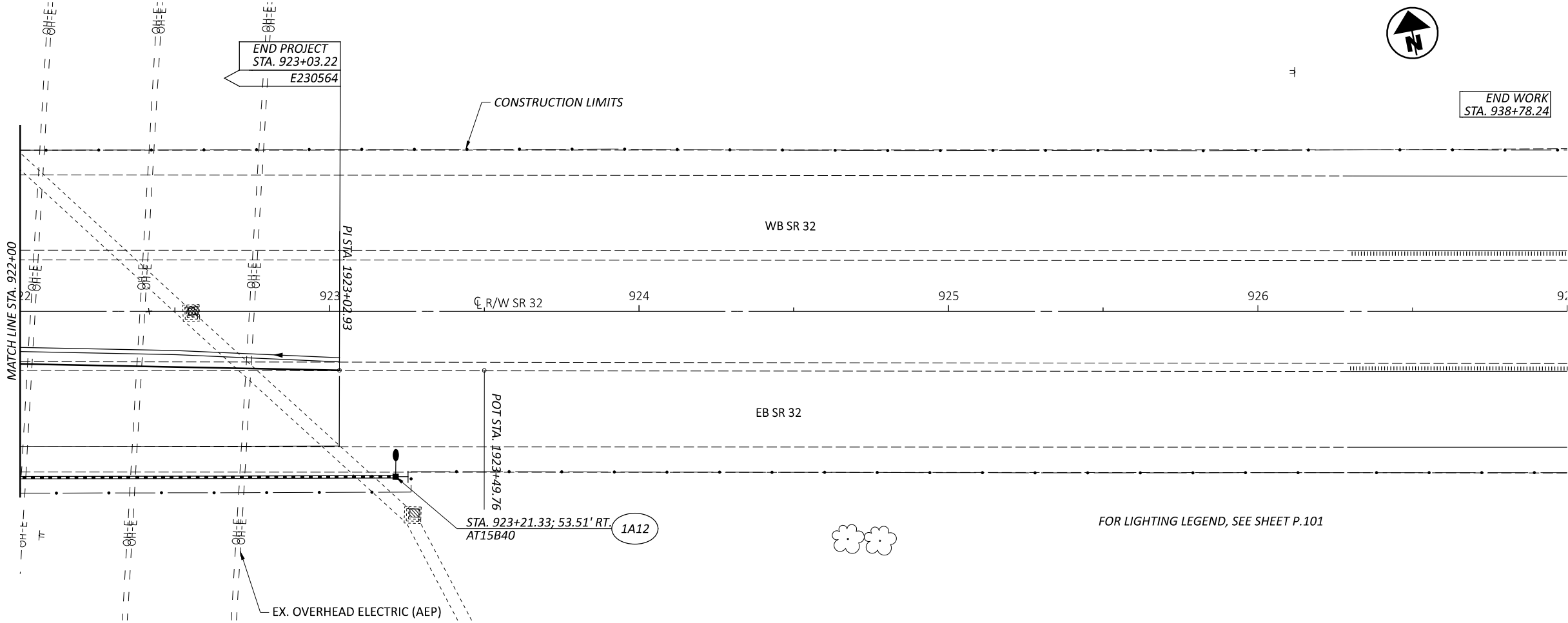
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118121

SHEET	TOTAL
P.106	P.126

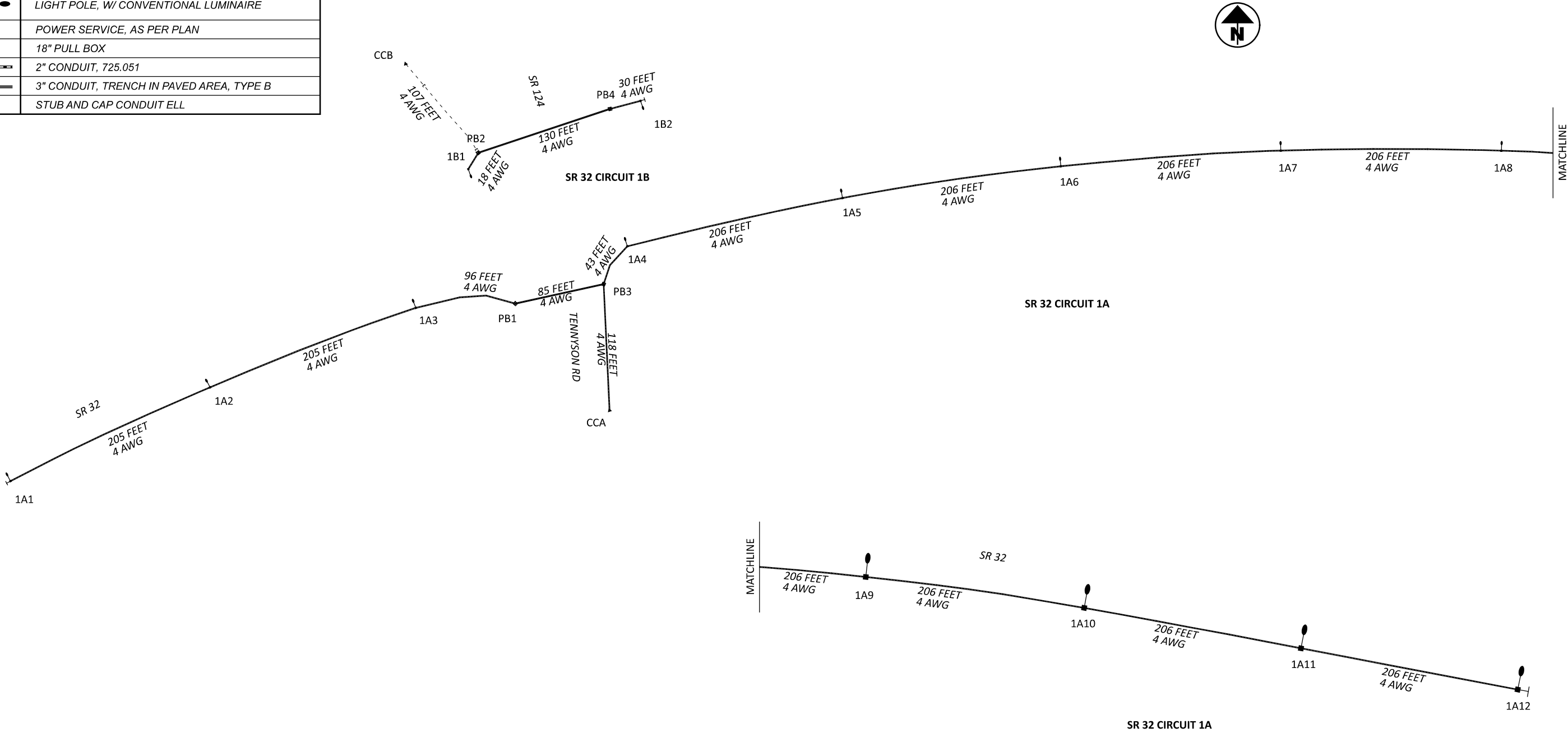
LIGHTING PLAN
STA. 874+30.00 TO STA. 879+30.00



HORIZONTAL
SCALE IN FEET



LEGEND	
PROP.	ITEM
	LIGHT POLE, W/ CONVENTIONAL LUMINAIRE
	POWER SERVICE, AS PER PLAN
	18" PULL BOX
	2" CONDUIT, 725.051
	3" CONDUIT, TRENCH IN PAVED AREA, TYPE B
	STUB AND CAP CONDUIT ELL



CONTROL CENTER DATA											
CONTROL CENTER	LINE VOLTS	CONNECTED LOAD (KVA)	SERVICE ENTRANCE CONDUCTOR SIZE-AWG	ENCLOSURE RATING (AMPS)	CIRCUIT NO.	CIRCUIT VOLTS	CIRCUIT LOAD AMPS	CIRCUIT FUSE SIZE AMPS	CIRCUIT CABLE SIZE AWG	CONTROL	MAINTAINING AGENCY
CCA STA. 905+98	240	3	4	60	LIGHTING	240	9	20	4	PHOTOCELL	ODOT
					-	-	-	-	-		
					-	-	-	-	-		
					-	-	-	-	-		
CCB STA. 905+09	240	1	4	60	LIGHTING	240	2	20	4	PHOTOCELL	ODOT
					-	-	-	-	-		
					-	-	-	-	-		
					-	-	-	-	-		
NOTE: FOR ADDITIONAL CONTROL CENTER DETAILS, SEE STANDARD DRAWINGS.											

ITEM 630 - SIGNING, MISC.: REMOVE AND REERECT SIGN SUPPORT WITH SOLAR FLASHER

IN ACCORDANCE WITH ODOT CMS 630.12, THE CONTRACTOR SHALL REMOVE AND RELOCATE/REERECT THE EXISTING SIGN SUPPORT AS IDENTIFIED IN THE PLANS. THIS INCLUDES ALL ITEMS ATTACHED TO THE SIGN SUPPORT, SUCH AS THE FLASHING BEACON, SOLAR PANEL AND CABLES, FLASHER CONTROL UNIT WITH ENCLOSURE, ALL SIGN ATTACHMENT HARDWARE, AND SIGN FLAT SHEETS. REMOVE ALL ITEMS AND STORE UNTIL RELOCATION IN A MANNER TO AVOID DAMAGE. THE CONTRACTOR SHALL ALSO REMOVE THE EXISTING SIGN SUPPORT FOUNDATION IN ACCORDANCE WITH CMS 630.12, INCLUDING SURFACE TREATMENT.

THE CONTRACTOR SHALL REERECT THE SIGN SUPPORT AT THE LOCATION SHOWN IN THE PLANS, ON A NEW FOUNDATION. THE FOUNDATION FOR THE NEW SIGN SUPPORT IS PAID SEPERATELY. PAYMENT FOR ITEM 630 - SIGNING, MISC.: REMOVE AND REERECT SIGN SUPPORT WITH SOLAR FLASHER, SHALL BE AT THE BID UNIT COST OF EACH, AND INCLUDE ALL HARDWARE, FIELD DRILLING, EQUIPMENT, ATTACHMENT WORK, AND LABOR TO REERECT THE SIGN SUPPORT, SOLAR PANEL, FLASHING BEACON, WIRING/CABLES, FLASHER CONTROL UNIT WITH ENCLOSURE, AND EXISTING R1-1 SIGN.

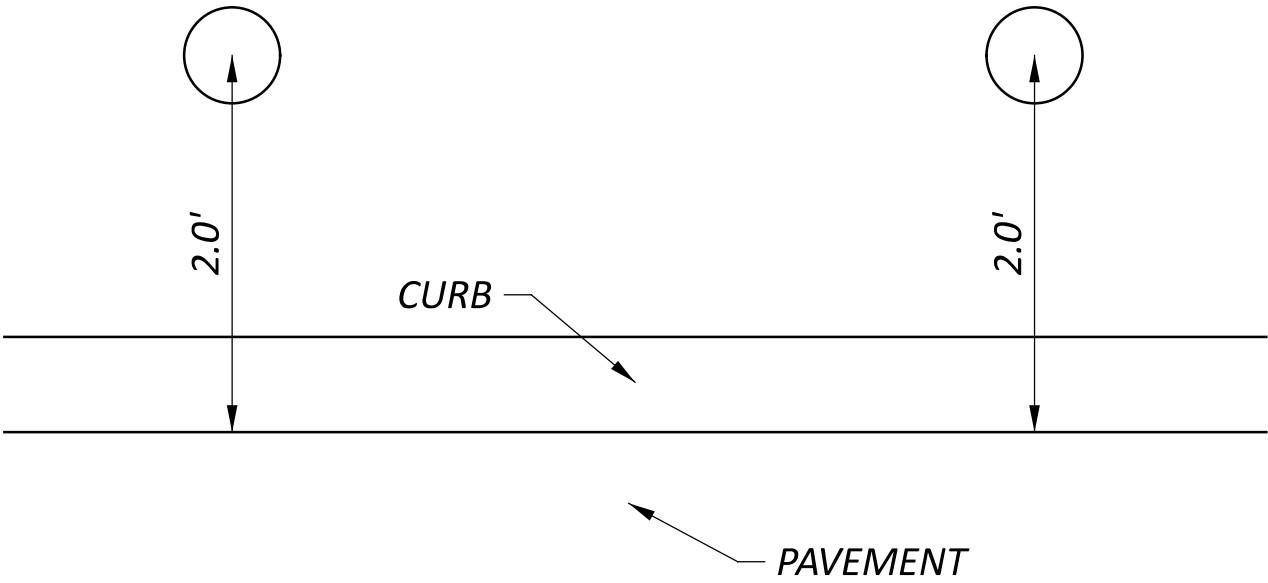
WITH REERECTION OF THE SUPPORT, THIS ITEM ALSO INCUDES FURNISHING OF ANCHOR BOLTS, AND CONDUIT ELLS. SEE ODOT SCD TC-83.20 FOR ANCHOR BOLT INFORMATION.

ITEM 620 DELINEATOR, POST SURFACE MOUNTED, AS PER PLAN

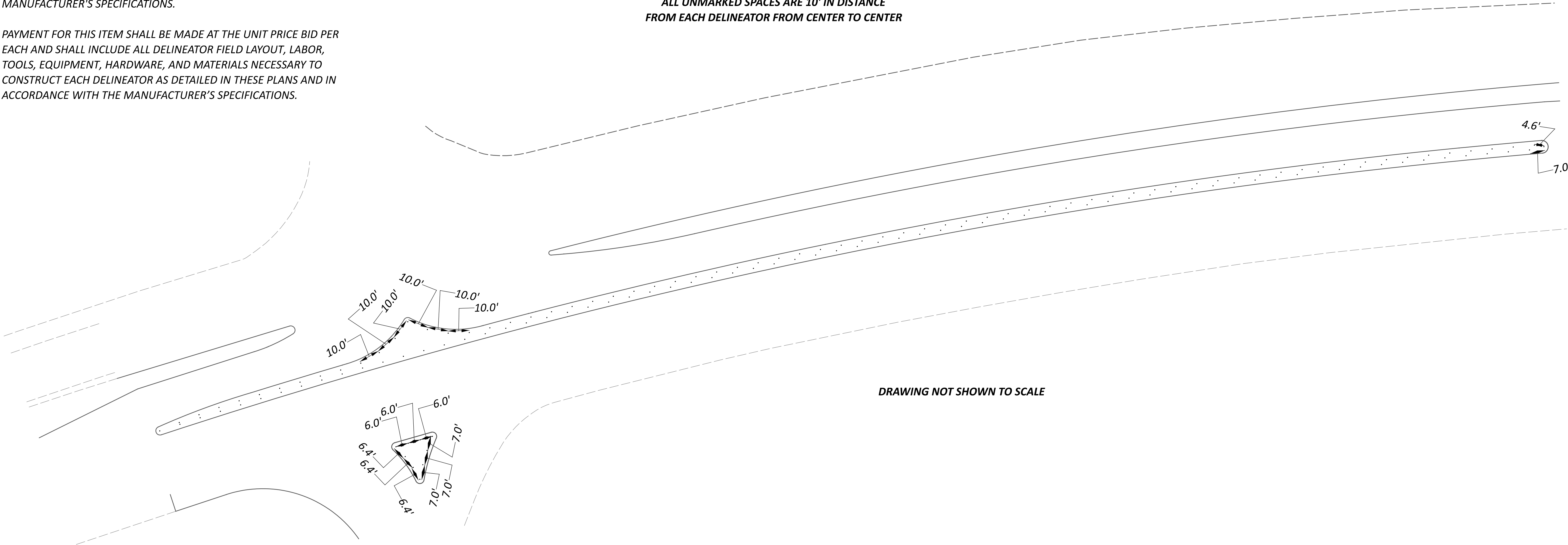
THIS ITEM SHALL CONSIST OF FURNISHING AND INSTALLING 36 INCH TALL, SURFACE MOUNTED FLEXIBLE DELINEATORS THAT ARE SELF-RIGHTING TO A VERTICAL POSITION UPON IMPACT. DELINEATORS SHALL BE SURFACE MOUNTED WITH ANCHOR BOLTS INTO THE CONCRETE AT LOCATIONS SPECIFIED IN THE PLANS AND IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS.

PAYMENT FOR THIS ITEM SHALL BE MADE AT THE UNIT PRICE BID PER EACH AND SHALL INCLUDE ALL DELINEATOR FIELD LAYOUT, LABOR, TOOLS, EQUIPMENT, HARDWARE, AND MATERIALS NECESSARY TO CONSTRUCT EACH DELINEATOR AS DETAILED IN THESE PLANS AND IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS.

ALL DILENEATORS ARE TO BE PLACED 2.0' FROM EDGE OF ROADWAY



ALL UNMARKED SPACES ARE 10' IN DISTANCE FROM EACH DELINEATOR FROM CENTER TO CENTER



DRAWING NOT SHOWN TO SCALE

REF NO.	SHEET NO.	STATION TO STATION			SIDE	620	621		621	621	644	644	644	644	644	644	644	644	644	644	644					
						DELINEATOR, POST SURFACE MOUNTED, AS PER PLAN	RAISED PAVEMENT MARKER REMOVED		RPM, (2-WAY YELLOW)	RPM, (2-WAY WHITE/RED)	EDGE LINE, 6", WHITE	EDGE LINE, 6", YELLOW	LANE LINE, 6"	CENTER LINE, DOUBLE, YELLOW, 4"	CHANNELIZING LINE, 12"	STOP LINE, 24"	TRANSVERSE/DIAGONAL LINE, WHITE, 24"	TRANSVERSE/DIAGONAL LINE, YELLOW, 24"	CHEVRON MARKING, WHITE, 24"	LANE ARROW, WHITE	LANE REDUCTION ARROW	DOTTED LINE, 6", WHITE	DOTTED LINE, 6", YELLOW			
						EACH	EACH		EACH	EACH	MILE	MILE	MILE	MILE	FT	FT	FT	FT	FT	EACH	EACH	FT	FT			
YE-1	P.115	489+66	TO	490+00	RT.					2		0.01														
YE-2	P.116	864+31		864+48	RT.					1		0.01														
YE-3	P.116	864+48		867+43	RT.					4		0.06														
YE-4	P.116	867+43		868+71	RT./LT.					1		0.02														
YE-5	P.116	868+71		868+00	LT.							0.01														
YE-6	P.116	868+71		868+00	LT.							0.01														
YE-7	P.117	869+00		869+27	LT.							0.01														
YE-8	P.117	869+00		869+81	LT.					2		0.02														
YE-9	P.117	869+27		869+81	LT.							0.01														
YE-10	P.117	870+75		871+28	RT.							0.01														
YE-11	P.117	870+75		871+85	RT.					2		0.02														
YE-12	P.117	871+28		871+85	RT.							0.01														
YE-13	P.117	871+85		873+13	RT./LT.					1		0.02														
YE-14	P.117	873+13		874+00	LT.					2		0.02														
YE-15	P.118	874+00		876+08	LT.					2		0.04														
YE-16	P.118	876+08		876+59	LT.					3		0.01														
YE-17	P.119	900+00		900+30	RT.							0.01														
YE-18	P.119	900+30		900+81	RT.					3		0.01														
YE-19	P.119	900+81		903+76	RT.							0.06														
YE-20	P.119	903+76		904+00	RT.							0.01														
YE-21	P.120	904+00		904+72	RT./LT.					2		0.01														
YE-22	P.120	904+76		909+00	RT.							0.08														
YE-23	P.120	907+44		909+00	LT.					3		0.03														
YE-24	P.120	904+72		905+30	LT.					1		0.01														
YE-25	P.120	905+30		905+72	LT.					1		0.01														
YE-26	P.120	904+65		905+72	LT.							0.02														
YE-27	P.120	905+82		906+15	RT.							0.01														
YE-28	P.120	905+78		905+82	RT.							0.01														
YE-29	P.120	906+48		907+44	LT.					2		0.02														
YE-30	P.120	906+48		909+00	LT.							0.05														
YE-31	P.121	909+00		912+05	LT.							0.06														
YE-32	P.121	909+00		914+00	RT./LT.					6		0.09														
YE-33	P.121	909+00		911+48	RT.							0.05														
YE-34	P.122	914+00		919+00	RT.					6		0.09														
YE-35	P.123	919+00		923+03	RT.					5		0.08														
DW-1	P.115	489+64		490+00	RT.																	34				
DW-2	P.116	864+31		864+73	RT.																	42				
DW-3	P.117	869+73		870+85	LT.																	114				
DW-4	P.117	869+27		870+85	LT.																	158				
DW-5	P.117	869+71		871+28	RT.																	158				
DW-6	P.117	869+71		870+85	RT.																	114				
DW-7	P.118	875+83		876+59	LT.																	75				
DW-8	P.119	900+30		901+06	RT.																	75				
DW-9	P.121	909+41		911+34	LT.																	195				
DW-10	P.122	917+00		919+00	RT.																	200				
DW-11	P.123	919+00		923+03	RT.																	403				
WE-1	P.115	489+64		490+00	RT.						0.01															
WE-2	P.116	864+31		869+00	RT.						0.09															
WE-3	P.116	868+71		869+00	LT.						0.01															
WE-4	P.117	869+00		869+71	RT.						0.01															
WE-5	P.117	869+00		869+73	LT.						0.01															
WE-6	P.117	870+85		871+85	RT.						0.02															
WE-7	P.117	870+85		874+00	LT.						0.06															
WE-8	P.117	874+00		876+59	LT.						0.05															
WE-9	P.119	900+00		904+00	RT.						0.08															
WE-10	P.120	904+00		905+66	RT.						0.02															
WE-11	P.120	905+54		905+63	RT.						0.00															
WE-12	P.120	905+12		905+63	RT.						0.02															
TOTALS CARRIED TO GENERAL SUMMARY										49	0.38	0.98										1568				

PAVEMENT MARKING SUBSUMMARY

DESIGN AGENCY



DESIGNER

ANC

REVIEWER

DKA 10-09-25

PROJECT ID

118121

SHEET

P.110

TOTAL

126

REF NO.	SHEET NO.	STATION TO STATION			SIDE	620	621		621	621	644	644	644	644	644	644	644	644	644	644	644					
						DELINEATOR, POST SURFACE MOUNTED, AS PER PLAN	RAISED PAVEMENT MARKER REMOVED		RPM, (2-WAY YELLOW)	RPM, (2-WAY WHITE/RED)	EDGE LINE, 6" , WHITE	EDGE LINE, 6" , YELLOW	LANE LINE, 6"	CENTER LINE, DOUBLE, YELLOW, 4"	CHANNELIZING LINE, 12"	STOP LINE, 24"	TRANSVERSE/DIAGONAL LINE, WHITE, 24"	TRANSVERSE/DIAGONAL LINE, YELLOW, 24"	CHEVRON MARKING, WHITE, 24"	LANE ARROW, WHITE	LANE REDUCTION ARROW	DOTTED LINE, 6" , WHITE	DOTTED LINE, 6" , YELLOW			
						EACH	EACH		EACH	EACH	MILE	MILE	MILE	MILE	FT	FT	FT	FT	FT	EACH	EACH	FT	FT			
WE-13	P.120	905+54	TO	906+60	RT.						0.02															
WE-14	P.120	906+60		909+00	RT.						0.04															
WE-15	P.120	906+36		909+00	RT.						0.05															
WE-16	P.120	906+03		906+36	LT./RT.						0.01															
WE-17	P.120	905+70		906+03	LT./RT.						0.01															
WE-18	P.120	904+73		905+70	RT.						0.02															
WE-19	P.120	904+65		905+33	LT.						0.01															
WE-20	P.120	905+33		905+90	LT.						0.02															
WE-21	P.120	905+90		905+89	LT.						0.01															
WE-22	P.120	905+89		906+15	LT.						0.01															
WE-23	P.120	906+15		906+73	LT.						0.02															
WE-24	P.120	906+73		909+00	LT.						0.04															
WE-25	P.121	909+00		909+41	LT.						0.01															
WE-26	P.121	909+41		911+34	LT.						0.04															
WE-27	P.121	911+34		912+05	LT.						0.01															
WE-28	P.121	909+00		914+00	RT.						0.09															
WE-29	P.121	909+00		911+48	RT.						0.05															
WE-30	P.122	914+00		919+00	RT.						0.09															
WE-31	P.123	919+00		923+03	RT.						0.08															
LL-1	P.115	489+64		490+00	RT.							0.01														
LL-2	P.116	868+71		869+00	LT.				1			0.01														
LL-3	P.116	864+31		869+00	RT.				6			0.09														
LL-4	P.117	869+00		871+85	RT.				2			0.05														
LL-5	P.117	869+00		874+00	LT.				5			0.09														
LL-6	P.118	874+00		876+59	LT.				3			0.05														
LL-7	P.119	900+00		904+00	RT.				4			0.07														
LL-8	P.120	904+00		909+00	RT.				7			0.09														
LL-9	P.120	904+00		905+65	LT.				2			0.03														
LL-10	P.120	906+74		909+00	LT.				3			0.04														
LL-11	P.121	909+00		914+00	RT.				6			0.09														
LL-12	P.121	909+00		912+05	LT.				4			0.06														
LL-13	P.122	914+00		919+00	RT.				6			0.09														
LL-14	P.123	919+00		923+03	RT.				5			0.08														
A-1	P.116	865+01			RT.														1							
A-2	P.116	865+89			RT.														1							
A-3	P.116	866+77			RT.														1							
A-4	P.116	867+65			RT.														1							
A-5	P.116	868+71			LT./RT.														1							
A-6	P.117	869+41			LT./RT.														1							
A-7	P.117	871+15			LT./RT.														1							
A-8	P.117	872+03			LT./RT.														1							
A-9	P.117	873+90			LT.														1							
A-10	P.117	873+78			LT.														1							
A-11	P.118	874+66			LT.														1							
A-12	P.118	875+54			LT.														1							
A-13	P.119	901+01			RT.														1							
A-14	P.119	901+89			RT.														1							
A-15	P.119	902+78			RT.														1							
A-16	P.119	903+66			RT.														1							
A-17	P.120	904+54			RT.														1							
A-18	P.120	905+22			LT./RT.														1							
A-19	P.120	906+07			RT.														1							
A-20	P.120	906+50			LT.														1							
A-21	P.120	906+65			LT.														1							
A-22	P.120	907+52			LT.														1							
A-23	P.120	908+38			LT.														1							
A-24	P.120	909+25			LT.														1							
TOTALS CARRIED TO GENERAL SUMMARY										54	0.63		0.87						24							

PAVEMENT MARKING SUBSUMMARY

DESIGN AGENCY



DESIGNER

ANC

REVIEWER

DKA 10-09-25

PROJECT ID

118121

SHEET

P.111

TOTAL

126

REF NO.	SHEET NO.	STATION TO STATION				SIDE	620	621		621	621	644	644	644	644	644	644	644	644	644	644	644			
							DELINEATOR, POST SURFACE MOUNTED, AS PER PLAN	RAISED PAVEMENT MARKER REMOVED		RPM, (2-WAY YELLOW)	RPM, (2-WAY WHITE/RED)	EDGE LINE, 6", WHITE	EDGE LINE, 6", YELLOW	LANE LINE, 6"	CENTER LINE, DOUBLE, YELLOW, 4"	CHANNELIZING LINE, 12"	STOP LINE, 24"	TRANSVERSE/DIAGONAL LINE, WHITE, 24"	TRANSVERSE/DIAGONAL LINE, YELLOW, 24"	CHEVRON MARKING, WHITE, 24"	LANE ARROW, WHITE	LANE REDUCTION ARROW	DOTTED LINE, 6", WHITE	DOTTED LINE, 6", YELLOW	
							EACH	EACH		EACH	EACH	MILE	MILE	MILE	MILE	FT	FT	FT	FT	FT	EACH	EACH	FT	FT	
CH-1	P.116	864+73	TO	869+00	RT.						9					427									
CH-2	P.116	867+43		868+71	RT.						3					129									
CH-3	P.116	868+71		869+00	RT.						1					29									
CH-4	P.117	869+00		869+71	RT.						2					71									
CH-5	P.117	869+00		869+71	RT.						2					71									
CH-6	P.117	870+85		871+84	LT.						3					99									
CH-7	P.117	871+84		873+12	LT.						3					129									
CH-8	P.117	870+85		874+00	LT.						2					315									
CH-9	P.118	874+00		875+83	LT.						5					183									
CH-10	P.119	901+06		904+00	RT.						7					291									
CH-11	P.119	903+77		904+00	RT.											22									
CH-12	P.120	904+00		904+76	RT.						2					75									
CH-13	P.120	904+00		904+76	RT.						2					73									
CH-14	P.120	905+66		905+78	RT.											17									
CH-15	P.120	906+16		906+66	LT.						2					57									
CH-16	P.120	906+16		906+17	LT.											23									
CH-17	P.120	906+17		909+00	LT.						6					288									
CH-18	P.121	909+00		909+41	LT.						1					42									
CH-19	P.121	911+48		914+00	RT.						6					251									
CH-20	P.121	911+48		914+00	RT.						6					250									
CH-21	P.122	914+00		917+00	RT.						8					298									
CH-22	P.122	914+00		917+00	RT.						8					298									
CV-1	P.116	867+43		869+00	RT.														77						
CV-2	P.117	869+00		869+71	RT.														23						
CV-3	P.117	870+85		873+12	LT.														99						
CV-4	P.119	903+77		904+00	RT.														2						
CV-5	P.120	904+00		904+76	RT.														32						
DY-1	P.117	870+31		870+31	LT.									0.01											
DY-2	P.117	870+33		870+36	RT.									0.01											
DY-3	P.120	906+02		906+02	LT.									0.01											
DY-4	P.120	905+71		905+82	RT.									0.01											
SL-1	P.117	870+10		870+31	LT.												21								
SL-2	P.117	870+33		870+61	RT.												28								
SL-3	P.120	906+04		906+20	RT.												20								
SL-4	P.120	905+90		906+20	LT.												15								
TY-1	P.116	868+71		869+00	LT.														36						
TY-2	P.117	869+00		869+81	LT.														87						
TY-3	P.117	870+75		871+85	RT.														128						
TW-1	P.120	906+16		906+66	LT.													32							
TW-2	P.120	905+66		906+15	RT.													31							
DEW-1	P.120	905+78		906+04	RT.		4																		
DEW-2	P.120	904+76		909+00	RT.		42																		
DEW-3	P.121	909+00		911+48	RT.		26																		
DEY-1	P.120	905+78		906+04	RT.		5																		
DEY-2	P.120	904+76		909+00	RT.		44																		
DEY-3	P.121	909+00		911+48	RT.		24																		
YD-1	P.120	905+72		906+02	LT.																		85		
YD-2	P.120	906+02		906+48	LT.																		103		
MA-1	P.121	909+25			RT./LT.																	1			
MA-2	P.122	916+47			RT.																	1			
TOTALS CARRIED TO GENERAL SUMMARY							145				78				0.04	3438	84	63	251	233		2		188	

PAVEMENT MARKING SUBSUMMARY

DESIGN AGENCY



DESIGNER

ANC

REVIEWER

DKA 10-09-25

PROJECT ID

118121

SHEET

P.112

TOTAL

126

REF NO.	SHEET NO.	LOCATION	STATION	SIDE	CODE	SIZE (INCHES)	630	630	630	630		630	630	630	630	632									
							SIGN, FLAT SHEET	GROUND MOUNTED SUPPORT, NO. 3 POST	REMOVAL OF GROUND MOUNTED SIGN AND REERECTION	REMOVAL OF GROUND MOUNTED SIGN AND DISPOSAL		REMOVAL OF GROUND MOUNTED POST SUPPORT AND DISPOSAL	SIGN POST REFLECTOR	ONE WAY SUPPORT, NO. 3 POST	SIGNING, MISC.: REMOVE AND REERECT SIGN SUPPORT WITH SOLAR FLASHER	PEDESTAL FOUNDATION									
							SF	FT	EACH	EACH		EACH	EACH	FT	EACH	EACH									
S-1	P.114	S.R. 32 EB	482+17	RT.	W16-8P-48		2.67																		
S-2	P.114	S.R. 32 EB	482+17	RT.	W16-8P-48		2.67																		
S-3	P.116	S.R. 32 WB	868+69	LT.	R4-7C-36		12.00	14.5																	
S-20	P.116	S.R. 32 EB	864+50	RT.	R3-H8cg-48	48" X 30"	10.00	23.5																	
R-1	P.117	S.R. 32 WB	869+81	LT.						1		1													
R-2	P.117	S.R. 32 WB	870+82	LT.						2		1													
R-3	P.117	S.R. 32 EB	869+81	RT.						2		1													
R-6	P.117	S.R. 32 EB	870+82	RT.						1		1													
S-5	P.117	S.R. 32 EB	871+88	RT.	R4-7C-36	36" X 48"	12.00	14.5																	
S-21	P.118	S.R. 32 WB	876+00	LT.	R3-H8cg-48	48" X 30"	10.00	23.5																	
S-6	P.119	S.R. 32 EB	899+00	RT.					2																
S-22	P.119	S.R. 32 EB	900+75	RT.	R3-H8cg-48	48" X 30"	10.00	23.5																	
R-9	P.120	S.R. 32 EB	899+00	RT.						1															
R-7	P.120	S.R. 32 WB	905+00	LT.						2		1													
R-10	P.120	S.R. 32 EB	905+00	RT.						1		1													
R-11	P.120	S.R. 32 EB	905+29	RT.						1		1													
R-12	P.120	S.R. 32 EB	905+37	RT.						2		1													
S-7	P.120	S.R. 32 WB	905+48	LT.	R4-7-36	36" X 48"	12.00	29.0																	
R-13	P.120	S.R. 32 EB	905+47	RT.						2		2													
S-11	P.120	S.R. 32 EB	905+47	RT.	R5-1-36	36" X 36"	9.00	13.5					1												
S-12	P.120	S.R. 32 EB	906+03	RT.	R6-1L-54	54" X 18"	6.75						1	14.0											
					R6-1R-54	54" X 18"	6.75																		
					R1-1-36	36" X 36"	9.00																		
S-8	P.120	S.R. 32 WB	906+03	LT.	R4-8b-36	36" X 48"	12.00	14.5																	
R-14	P.120	S.R. 32 EB	906+68	RT.						4		2													
S-13	P.120	S.R. 32 EB	906+91	RT.	R4-7-36	36" X 48"	12.00	14.5																	
R-15	P.120	S.R. 32 EB	906+98	RT.						1		1													
S-9	P.120	S.R. 32 WB	907+00	LT.	R5-1-36	36" X 36"	9.00	13.5					1												
S-10	P.120	S.R. 32 WB	907+00	LT.	R3-2-36	36" X 36"	9.00	13.5																	
R-8	P.120	S.R. 32 WB	907+02	LT.						1		1													
S-14	P.120	S.R. 32 EB	908+00	RT.	W4-1L-36	36" X 36"	9.00	29.0																	
S-24	P.120	S.R. 32 EB	908+00	RT.	W4-1L-48	48" X 48"	16.00	29.0																	
R-19	P.120	TENNYSON RD. NB	906+15	RT.											1										
S-25	P.120	TENNYSON RD. NB	906+28	RT.												1									
S-15	P.121	S.R. 32 WB	909+25	LT.	R3-H8cb-48	48" X 30"	10.00	23.5																	
R-16	P.121	S.R. 32 WB	911+00	LT.						2															
S-16	P.121	S.R. 32 WB	911+00	LT.	D1-H1-54	54" X 30"	11.25																		
S-17	P.121	S.R. 32 WB	912+00	LT.	R3-2-36	36" X 36"	9.00	13.5																	
S-23	P.122	S.R. 32 EB	917+00	LT.	W4-1L-48	48" X 48"	16.00	27.0																	
S-26	P.122	S.R. 32 EB	917+00	RT.	W4-1L-48	48" X 48"	16.00	27.0																	
S-19	P.123	S.R. 32 WB	919+43	LT.	W2-2R-36	36" X 36"	9.00	27.0																	
R-18	P.123	S.R. 32 WB	919+43	LT.						1		2													
R-17	P.123	S.R. 32 WB	919+43	LT.						1		2													
S-18	P.123	S.R. 32 WB	919+43	LT.	W2-2R-36	36" X 36"	9.00	27.0																	
TOTALS CARRIED TO GENERAL SUMMARY							251	401	2	25		18	3	14	1	1									

SIGNING SUBSUMMARY

DESIGN AGENCY



DESIGNER

ANC

REVIEWER

DKA 10-09-25

PROJECT ID

118121

SHEET

P.113

TOTAL

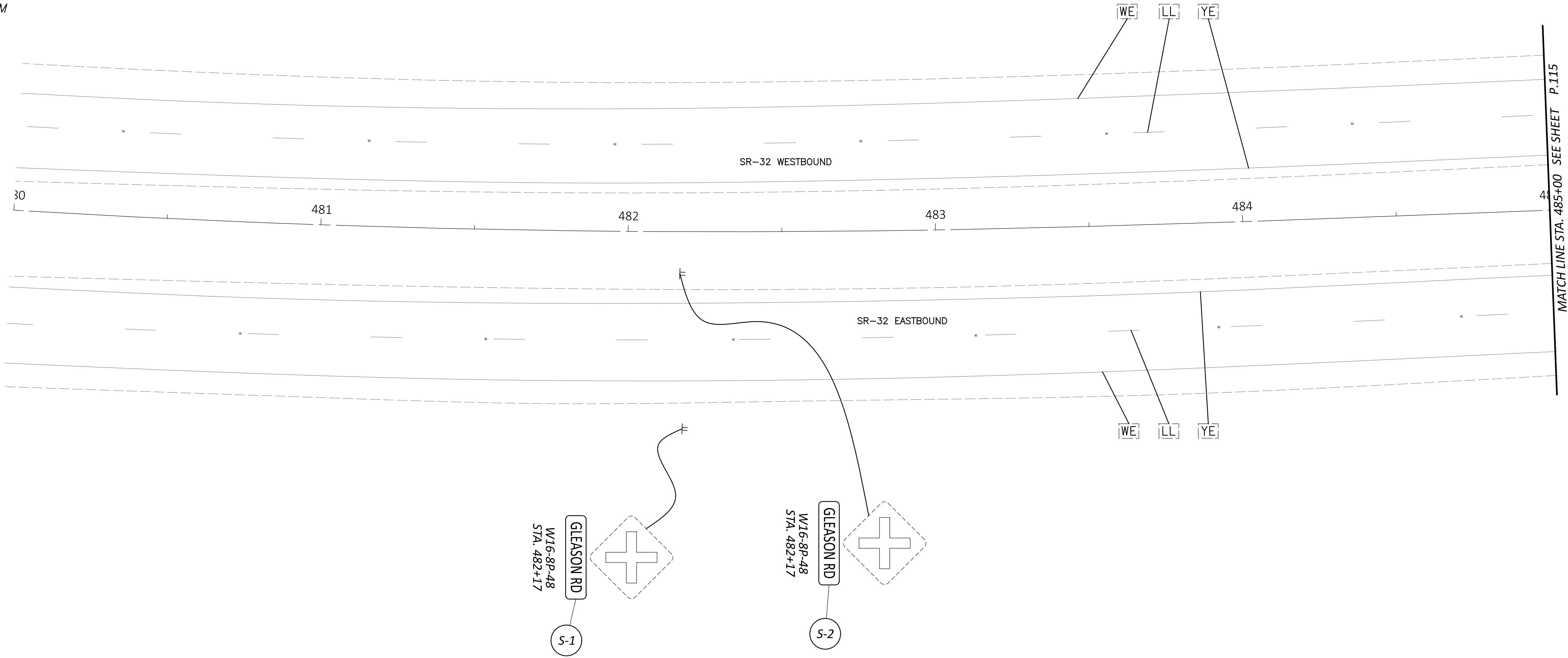
126

ITEM	ODOT LINE SPECIFICATIONS
644	
DY	CENTER LINE, 4", SOLID DOUBLE YELLOW
LL	LANE LINE, 6", WHITE
CH	CHANNELIZING LINE, 12", WHITE
SL	STOP LINE, 24", WHITE
WE	EDGE LINE, 6", WHITE
YE	EDGE LINE, 6", YELLOW
DW	DOTTED LINE, 6", WHITE, 3 FT X 9 FT GAP
TW	TRANSVERSE LINE, 24", WHITE
TY	TRANSVERSE LINE, 24", YELLOW
YD	DOTTED LINE, 6", YELLOW, 2 FT X 6 FT GAP
CV	CHEVRON, WHITE
MA	MERGE ARROW
A	LANE ARROW, WHITE
DEW	FLEX POST DELINEATOR, WHITE
DEY	FLEX POST DELINEATOR, YELLOW

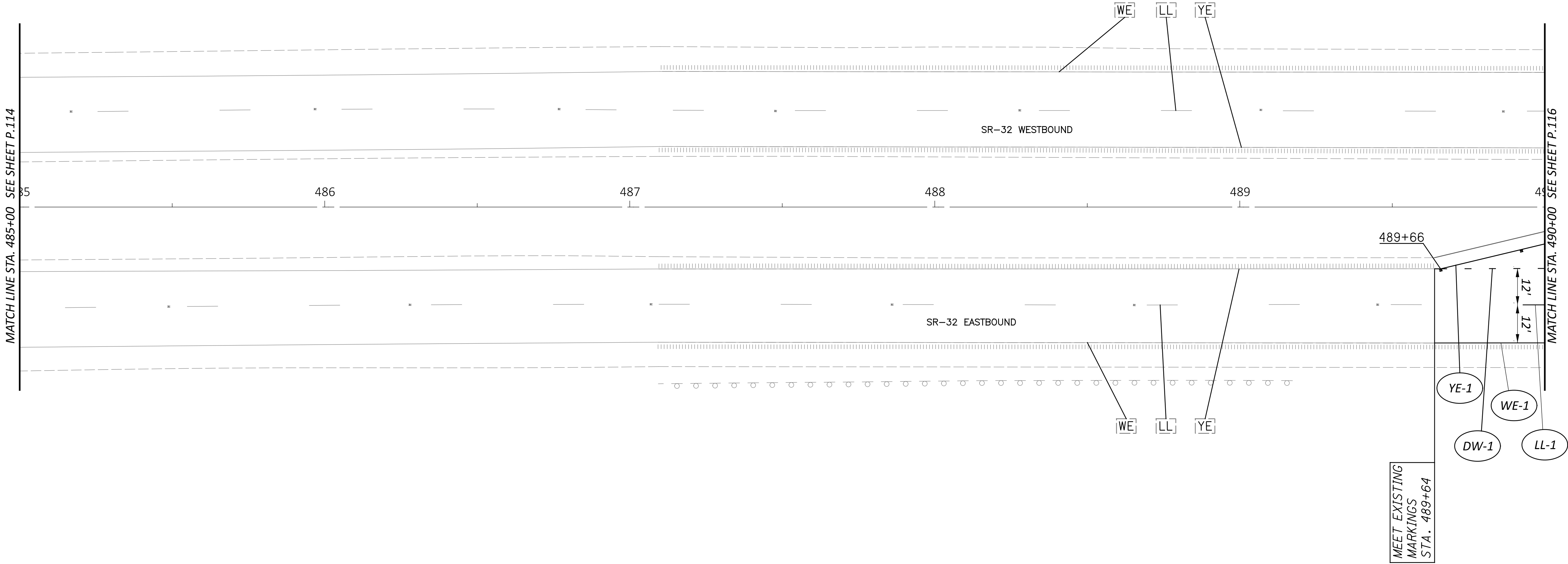
- XX

EXISTING PAVEMENT MARKINGS
- PROPOSED RPM
- ▤

EXISTING RPM



- SIGNING LEGEND
- PROPOSED SIGN
- EXISTING SIGN TO REMAIN
- EXISTING SIGN TO BE REMOVED
- EXISTING SIGN TO BE REMOVED AND REERECTED



NOTES:
1. SEE TC 65.11 FOR RPM SPACING

SIGN AND PAVEMENT MARKING PLAN
S.R. 32 - STA. 485+00 TO STA. 490+00

DESIGN AGENCY



DESIGNER

ANC

REVIEWER

DKA 10-09-25

PROJECT ID

118121

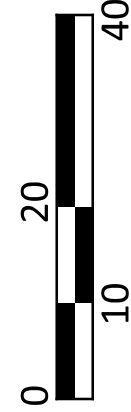
SHEET

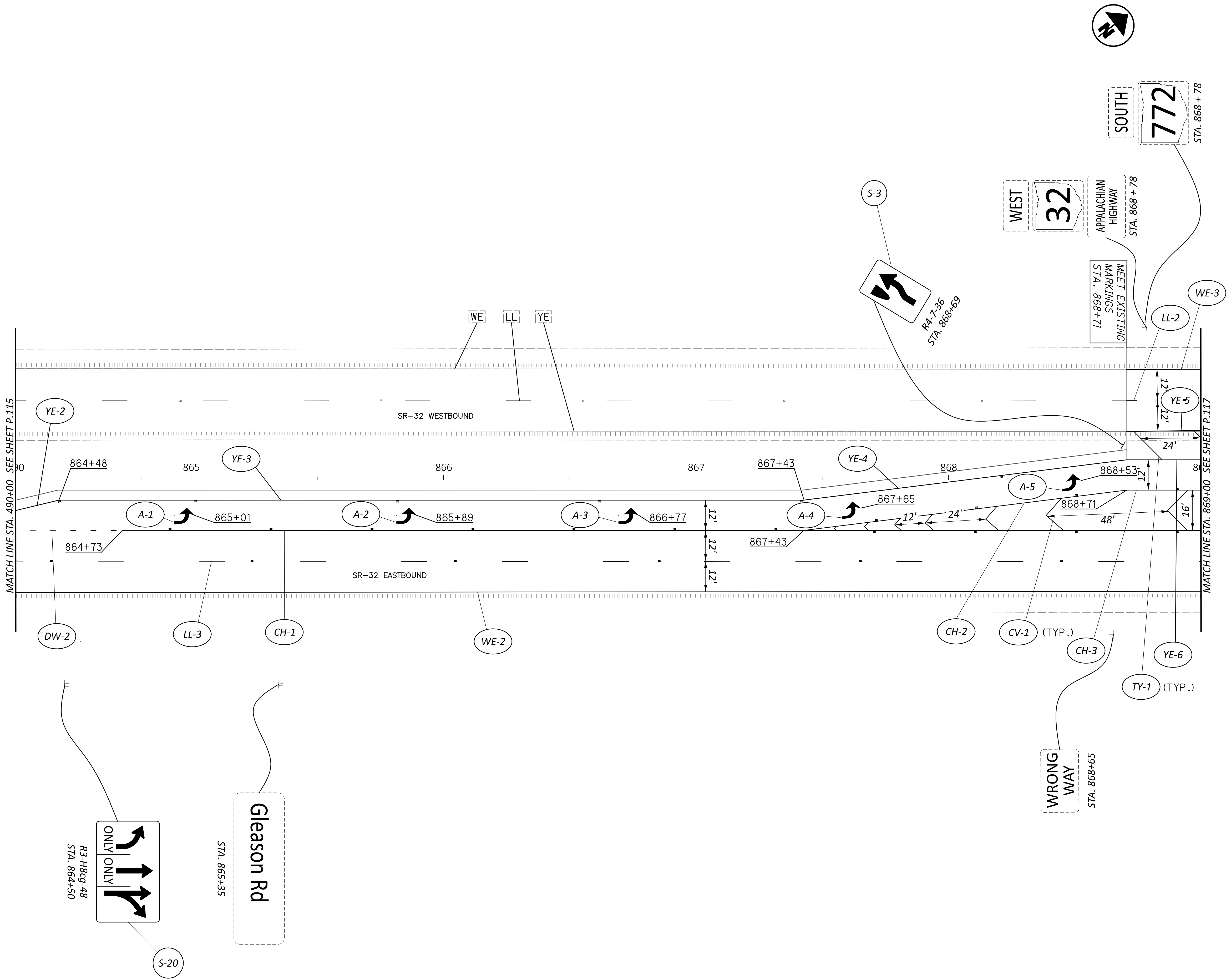
P.115

TOTAL

126

HORIZONTAL
SCALE IN FEET





SIGN AND PAVEMENT MARKING PLAN
S.R. 32 - STA. 490+00 TO STA. 869+30

DESIGN AGENCY



DESIGNER

ANC

REVIEWER

DKA 10-09-25

PROJECT ID

0118121

SHEET

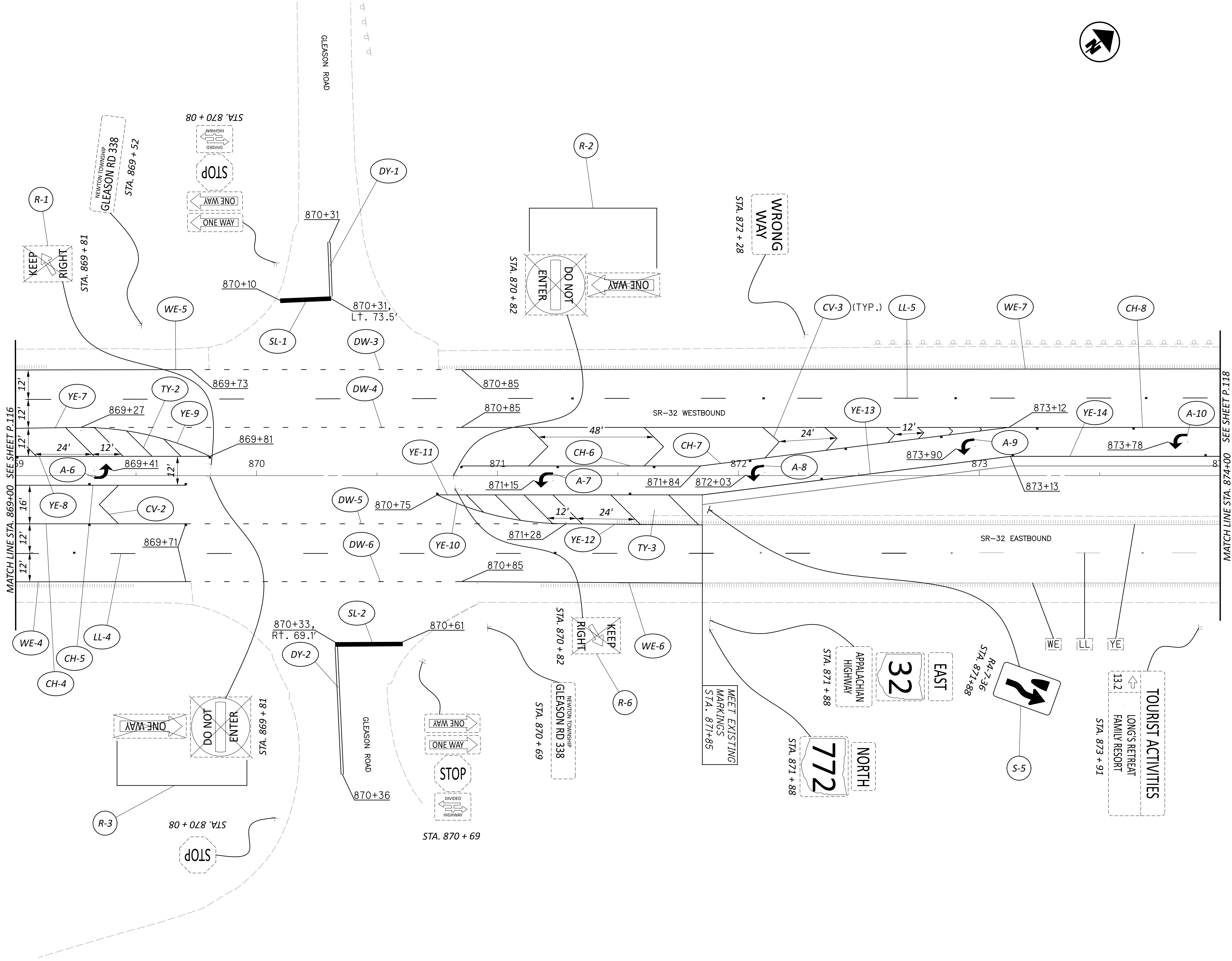
P.116

TOTAL

126

HORIZONTAL
SCALE IN FEET





SIGN AND PAVEMENT MARKING PLAN
S.R. 32 - STA. 869+00 TO STA. 874+00

DESIGN AGENCY



DESIGNER

ANC

REVIEWER

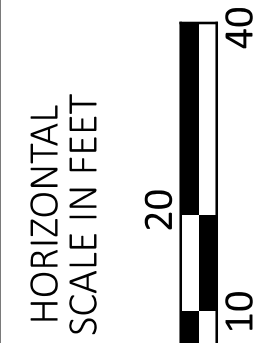
DKA 10-09-25

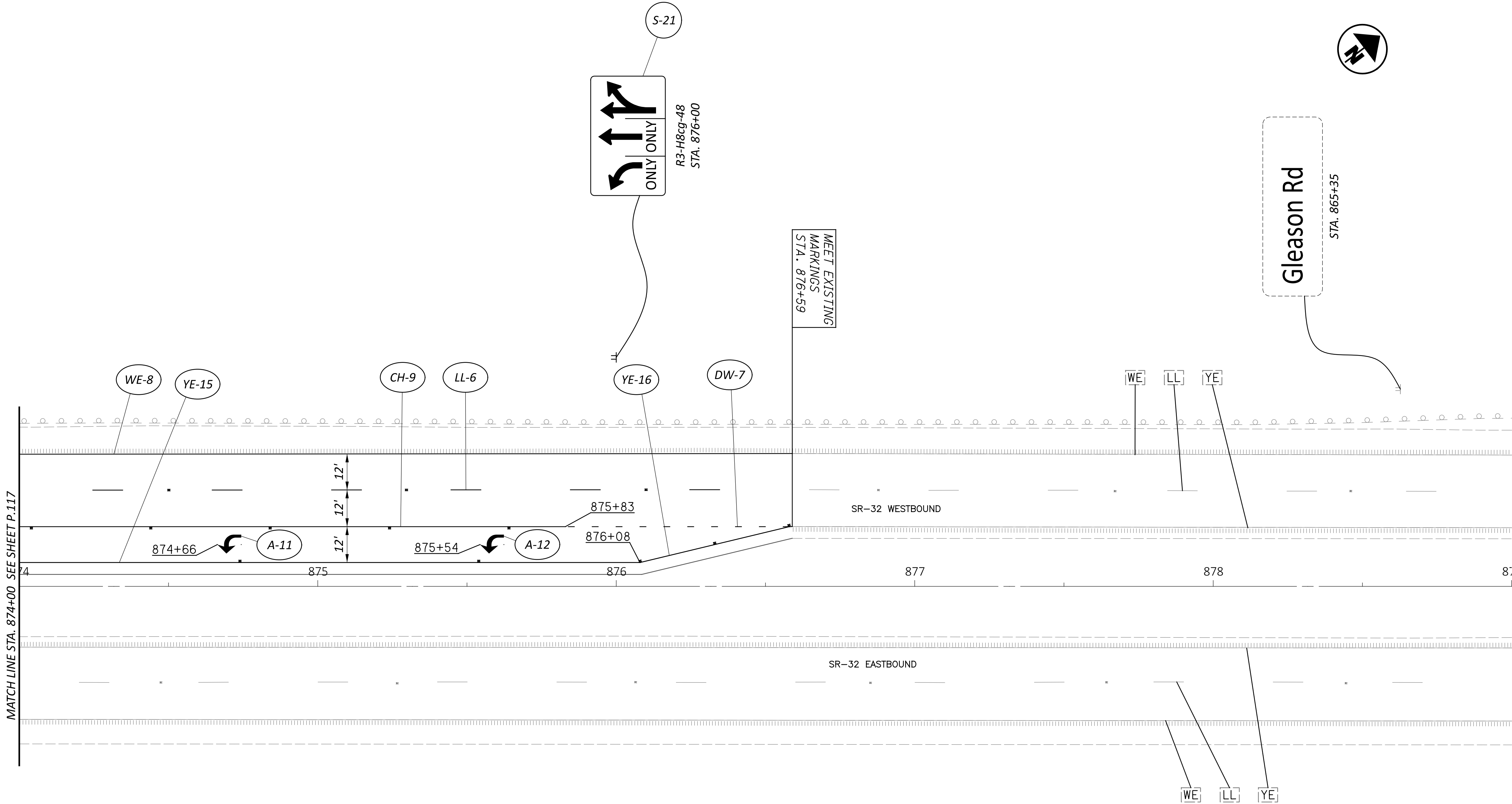
PROJECT ID

0118121

SHEET TOTAL

P.117 126





SIGN AND PAVEMENT MARKING PLAN
S.R. 32 - STA. 874+00 TO STA. 879+00

DESIGN AGENCY



DESIGNER

ANC

REVIEWER

DKA 10-09-25

PROJECT ID

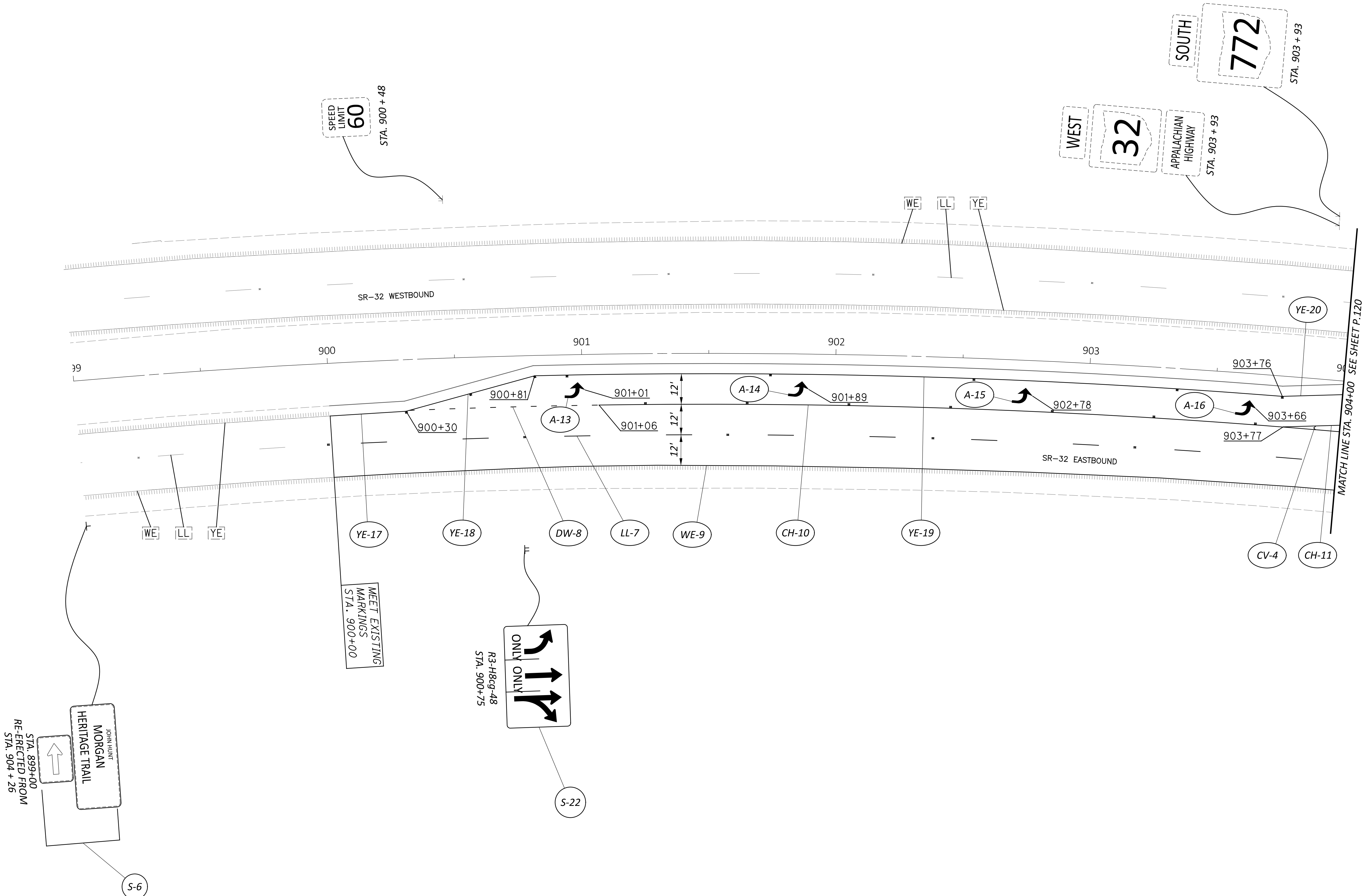
118121

SHEET

P.118

TOTAL

126



SIGN AND PAVEMENT MARKING PLAN
S.R. 32 - STA. 899+00 TO STA. 904+00

DESIGN AGENCY

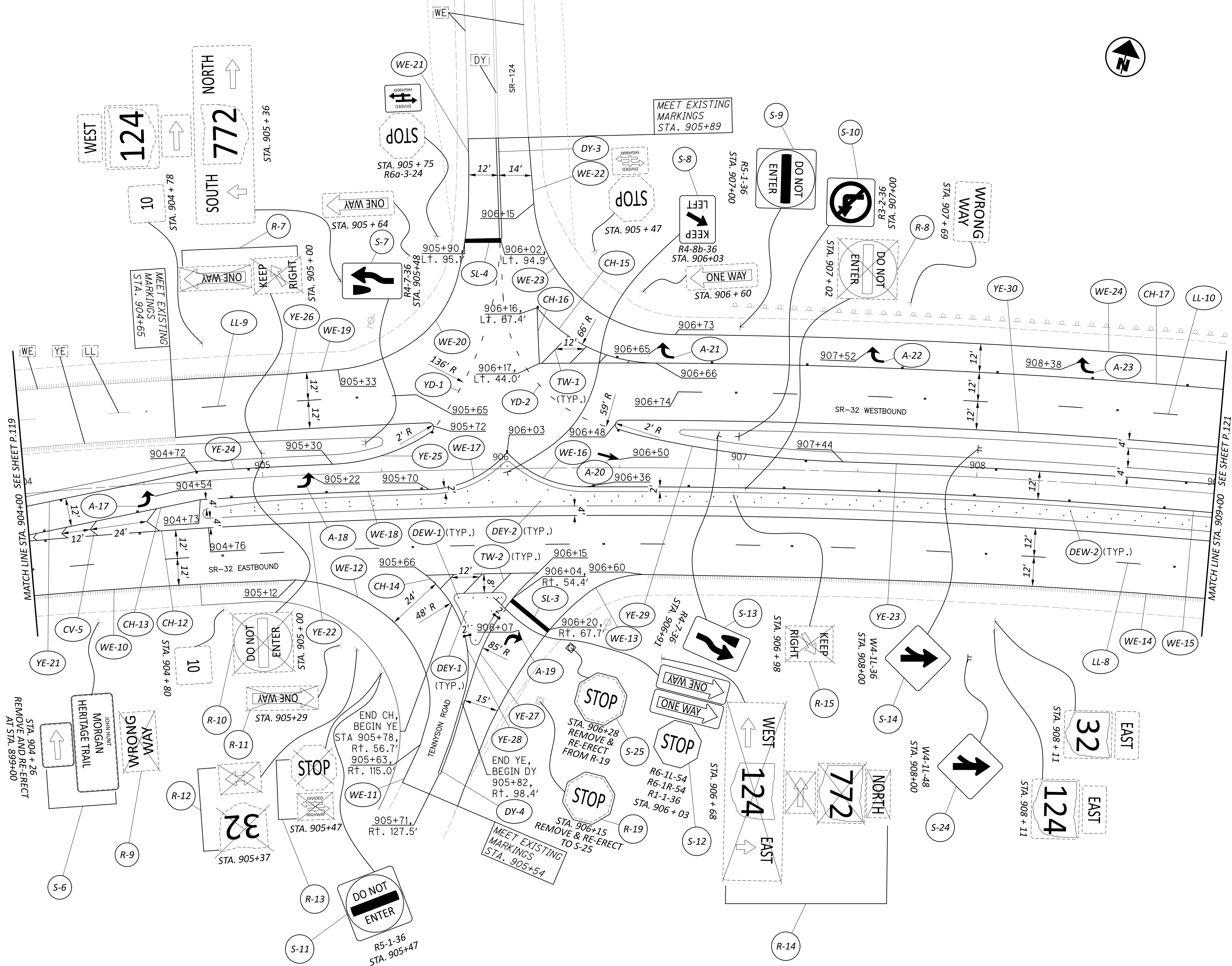


DESIGNER
ANC

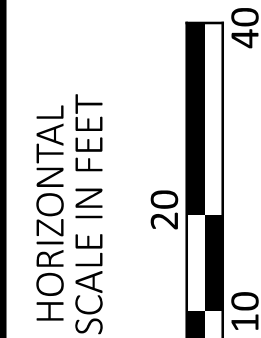
REVIEWER
DKA 10-09-25

PROJECT ID
118121

SHEET	TOTAL
P.119	126



SIGN AND PAVEMENT MARKING PLAN
S.R. 32 - STA. 904+00 TO STA. 909+00



DESIGN AGENCY

Lanham
ENGINEERING LLC

DESIGNER

ANC

REVIEWER

DKA 10-09-25

PROJECT ID

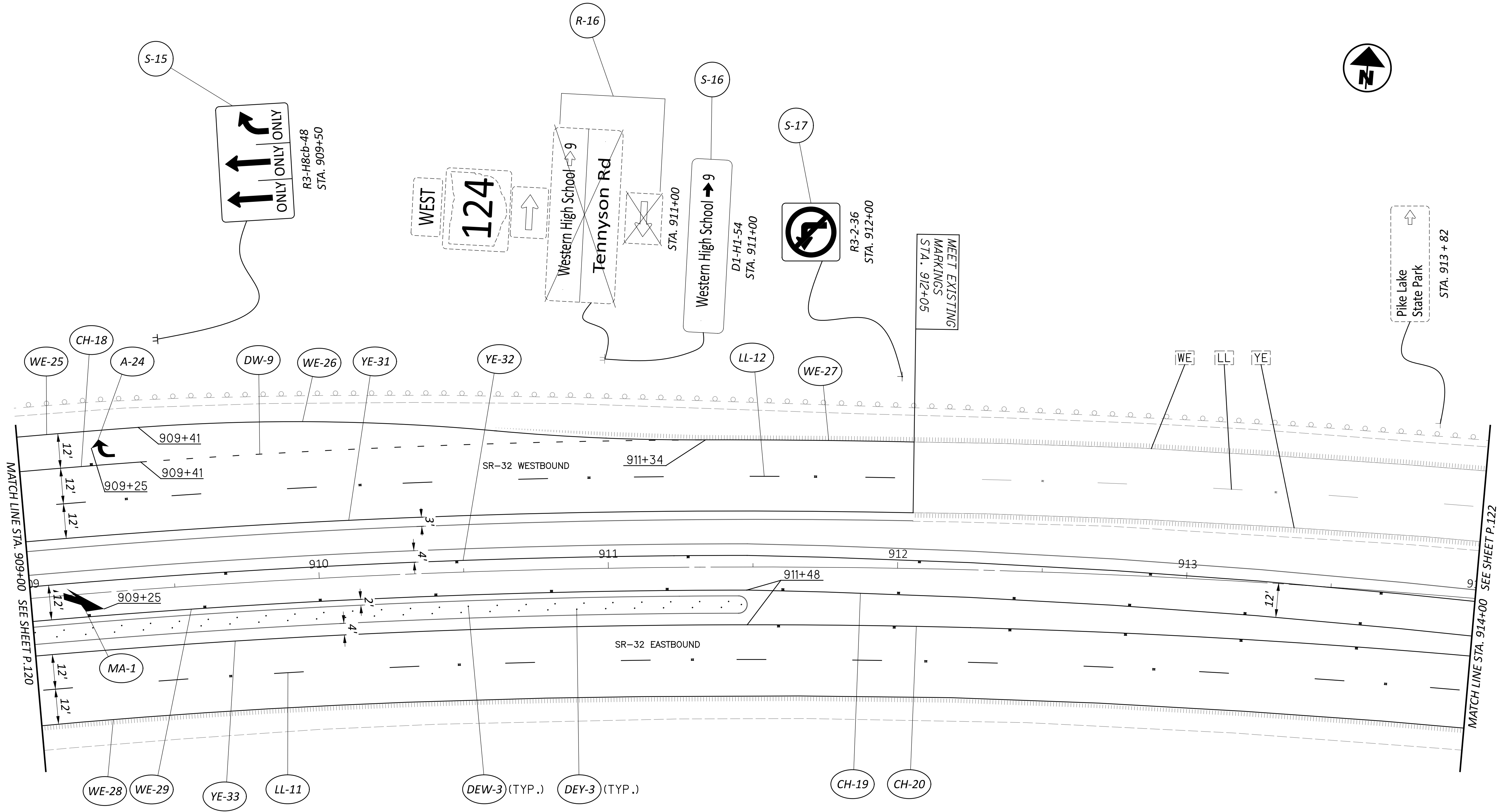
118121

SHEET

P.120

TOTAL

126



SIGN AND PAVEMENT MARKING PLAN
S.R. 32 - STA. 909+00 TO STA. 914+00

DESIGN AGENCY



DESIGNER

ANC

REVIEWER

DKA 10-09-25

PROJECT ID

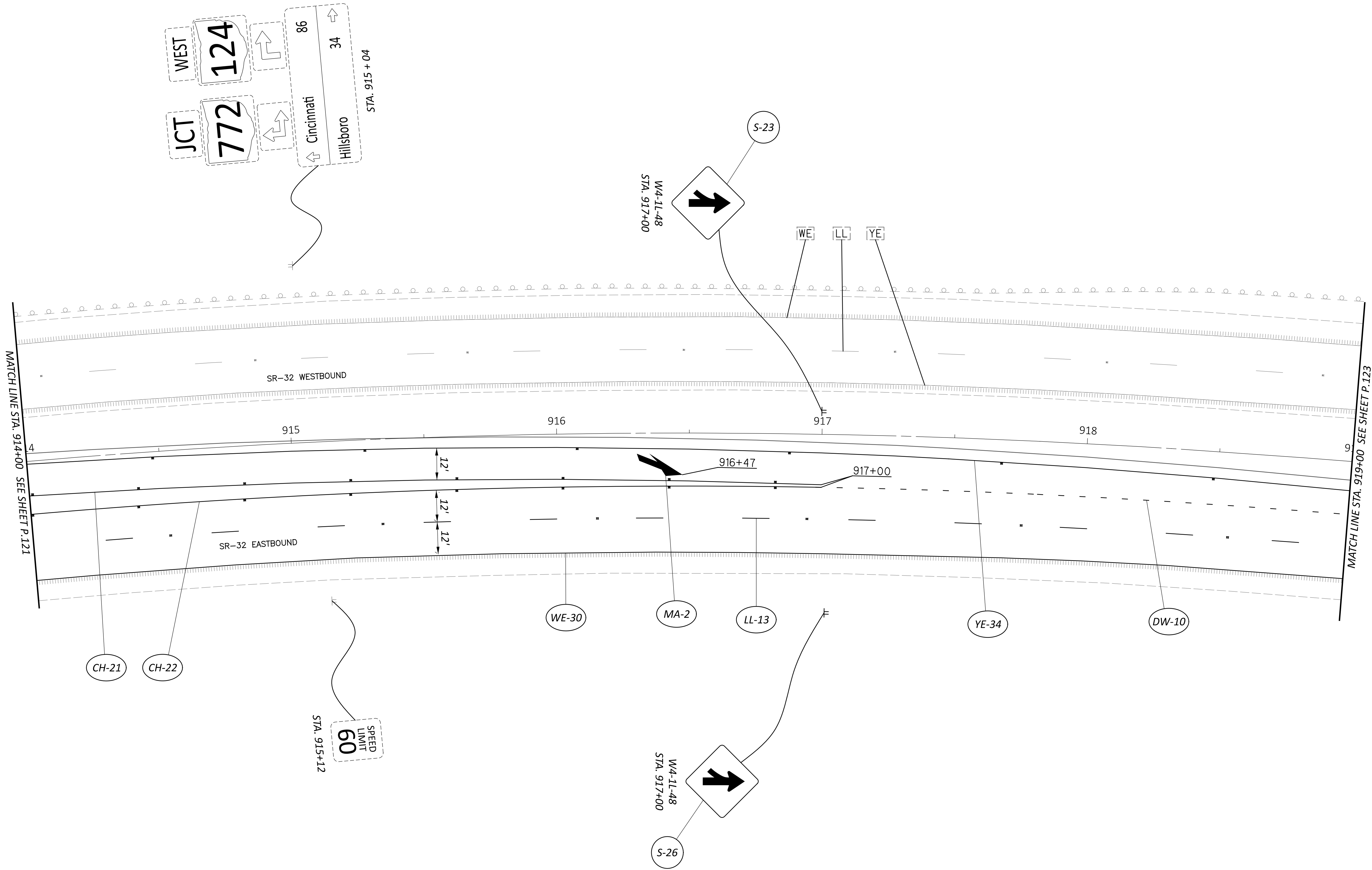
118121

SHEET

P.121

TOTAL

126



SIGN AND PAVEMENT MARKING PLAN
S.R. 32 - STA. 914+00 TO STA. 919+00

DESIGN AGENCY



DESIGNER

ANC

REVIEWER

DKA 10-09-25

PROJECT ID

118121

SHEET

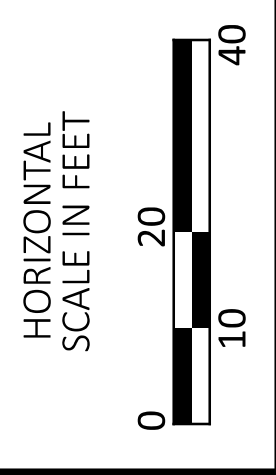
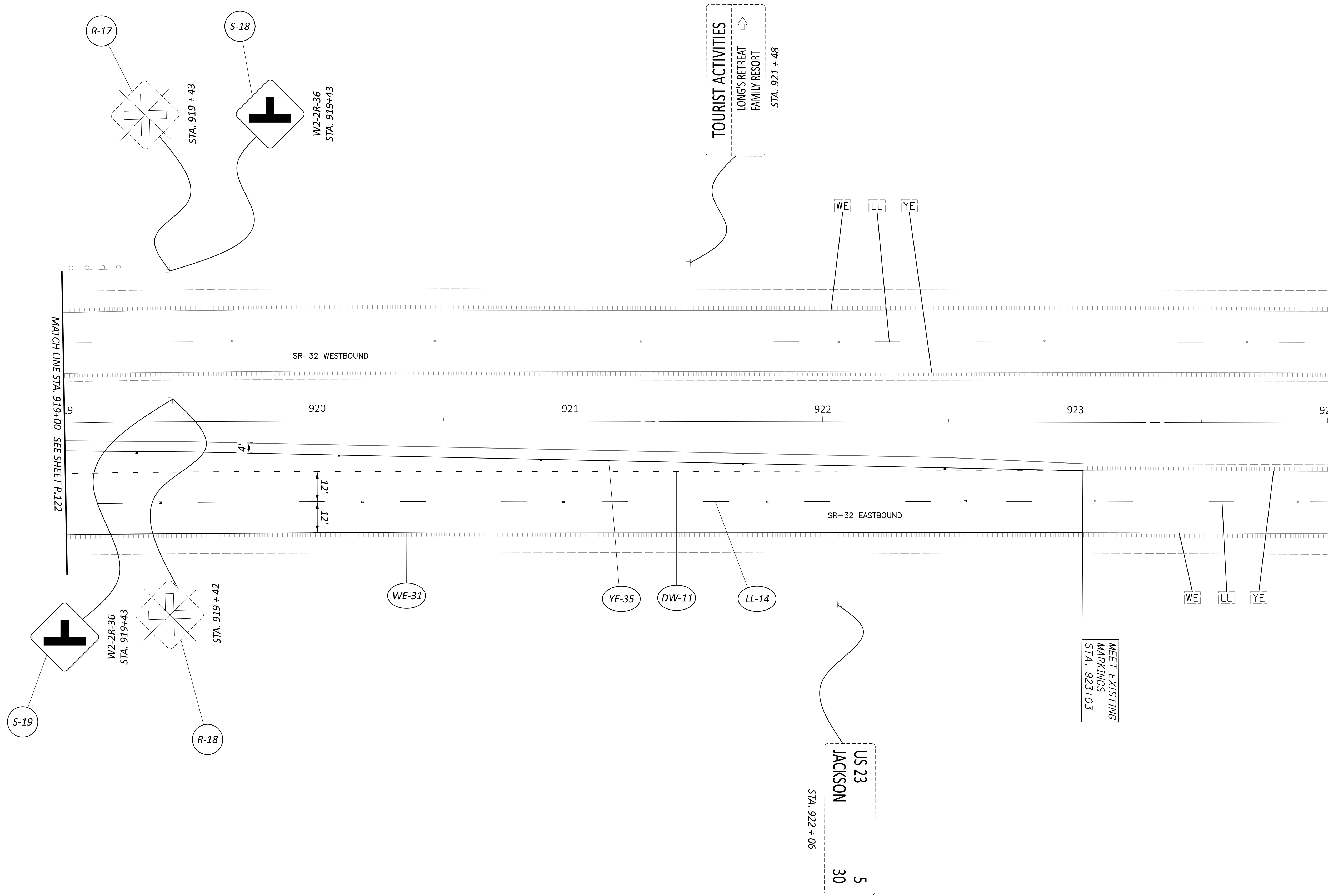
P.122

TOTAL

126

HORIZONTAL
SCALE IN FEET





SIGN AND PAVEMENT MARKING PLAN
S.R. 32 - STA. 919+00 TO STA. 924+00

DESIGN AGENCY



DESIGNER

ANC

REVIEWER

DKA 10-09-25

PROJECT ID

118121

SHEET

P.123

TOTAL

126

PROJECT DESCRIPTION

THIS PROJECT CONSIST OF THE DESIGN AND CONSTRUCTION OF A TURBO LANE FOR THE INTERSECTION OF STATE ROUTE 32 AND STATE ROUTE 124, IN PIKE COUNTY, OHIO. THE SOUTHERN LEG OF THE INTERSECTION, AT THE TENNYSON ROAD ACCESS, WILL BE RESTRICTED TO RIGHT-IN/RIGHT-OUT. AN EASTBOUND AND WESTBOUND LEFT TURN LANE ALONG SR-32 WILL BE CONSTRUCTED AT THE GLEASON AND SR-32 INTERSECTION.

HISTORIC RECORDS

HISTORIC BORINGS WERE NOT AVAILABLE FOR THIS PROJECT.

GEOLOGY

PHYSIOGRAPHICALLY THE SITE LIES WITHIN THE SHAWNEE-MISSISSIPPIAN PLATEAU REGION OF THE ALLEGHENY PLATEAU SECTION. THE REGION IS WITHIN THE UNGLACIATED AREA OF OHIO AND IS GENERALLY A HIGH PLATEAU DISSECTED BY BROAD AND STEEP RIVER VALLEYS WITH HIGH RELIEF. LOWLAND BURIED VALLEYS OF RELICT TEAYS DRAINAGE SYSTEMS CONTAIN SOME LACUSTRINE DEPOSITS, MOSTLY MINFORD CLAY, FROM PRE-ILLINOIAN GLACIER ICE-DAMMED LAKES, CONSISTING OF LAMINATED CLAYS AND SILTS COVERED WITH THIN COLLUVIAL SAND, SILT, OR GRAVEL. SURFICIAL DEPOSITS INCLUDE COLLUVIUM DERIVED FROM LOCAL BEDROCK, INCLUDING WEATHERED MATERIAL, LANDSLIDES, AND BEDROCK OUTCROP, AS WELL AS ALLUVIUM IN VALLEYS. THE OVERBURDEN SOILS IN THE VICINITY OF THIS PARTICULAR SITE CONSIST OF COLLUVIUM DEPOSITS.

BASED ON THE OHIO DEPARTMENT OF NATURAL RESOURCES (ODNR) BEDROCK MAPS, THE OVERBURDEN SOILS ARE UNDERLAIN BY DEVONIAN-AGED OHIO AND OLENTANGY SHALE, UNDIVIDED FORMATION. THE OLENTANGY FORMATION CONSISTS OF GREENISH GRAY TO MEDIUM GRAY CLAYEY SHALE WITH LIMESTONE NODULES. THIS FORMATION RANGES FROM 20 TO 580 FEET THICK. THE OHIO SHALE FORMATION CONSISTS OF BROWNISH BLACK TO GREENISH GRAY CARBONACEOUS SHALE WITH CARBONATE/SIBERITE CONCRETIONS. THE FORMATION RANGES BETWEEN 250 TO OVER 500 FEET THICK. BASED ON THE ODNR BEDROCK TOPOGRAPHY MAPS, THE BEDROCK SURFACE ELEVATIONS IN THE VICINITY OF THIS PROJECT SITE RANGES FROM APPROXIMATELY 520 FEET WHICH IS APPROXIMATELY 70 TO 120 FEET BELOW THE EXISTING ROADWAY GRADE.

RECONNAISSANCE

SITE RECONNAISSANCE WAS PERFORMED IN MARCH 5, 2024. THE PROJECT SITE IS LOCATED ALONG THE SR 32 (JAMES A. RHODES APPALACHIAN HIGHWAY), EXTENDING FROM APPROXIMATELY 300 FEET WEST OF SR 124 TO 1,250 FEET EAST OF SR 124. THE EXISTING SR 32 IN THE VICINITY OF THE PROJECT LIMITS IS A FOUR TO SIX LANE (TWO-LANES IN EACH DIRECTION OF TRAVEL AND TURN LANES), ASPHALT SURFACED, DIVIDED ROADWAY WITH PARTIAL TO FULL WIDTH OUTSIDE SHOULDERS (APPROX. 8.0 FEET TO 13.0 FEET) AND PARTIAL WIDTH INSIDE SHOULDERS. WITH THE EXCEPTION OF THE INTERSECTION ITSELF, THE EASTBOUND AND WESTBOUND LANES OF SR 32 IN THE VICINITY OF PROJECT LIMITS ARE SEPARATED BY GRASS MEDIAN.

SURFACE DRAINAGE FROM THE ROADWAY APPEARS TO BE COLLECTED IN THE DRAINAGE DITCHES AND CATCH BASINS LOCATED ALONG THE ROADWAY ALIGNMENT. THE GENERAL TOPOGRAPHY OF THE OVERALL SITE, WITHIN ROADWAY, APPEARS TO BE RELATIVELY FLAT WITH ROADWAY GENTLY SLOPING DOWNWARD FROM EAST TO WEST TOWARD SUNFISH CREEK.

SUBSURFACE EXPLORATION

ON APRIL 26, 2024, A TOTAL OF FOUR (4) BORINGS, DESIGNATED AS B-001-0-23 THROUGH B-004-0-23, WERE ADVANCED FOR THIS PROJECT ALONG THE PROPOSED ALIGNMENT OF SR 32 TO A DEPTH OF 10.0 FEET EACH BELOW THE EXISTING GROUND SURFACE.

THE BORINGS WERE DRILLED AND SAMPLED WITH A D50 TRACK MOUNTED DRILL RIG UTILIZING 4.5-INCH OUTSIDE DIAMETER CONTINUOUS FLIGHT AUGERS TO ADVANCE THE HOLES. STANDARD PENETRATION TEST (SPT) AND SPLIT SPOON SAMPLING WERE PERFORMED AT 2.5-FOOT INTERVALS TO THE BORING TERMINATION DEPTHS.

THE HAMMER UTILIZED BY THE D50 TRACK RIG WAS CALIBRATED ON MARCH 25, 2024 AND HAS AN ENERGY RATIO OF 91.1 PERCENT. UPON COMPLETION OF DRILLING, THE BORINGS WERE BACKFILLED WITH A MIXTURE OF SOIL CUTTINGS AND BENTONITE CHIPS. THE PAVEMENT AT THE PAVEMENT CORE LOCATIONS WERE PATCHED WITH AN EQUIVALENT THICKNESS OF ASPHALT COLD PATCH.

EXPLORATION FINDINGS

ALL THE SOIL BORINGS WERE PERFORMED OUTSIDE THE PAVEMENT LIMITS AND ENCOUNTERED 3.5 TO 5.0 INCHES OF TOPSOIL AT THE GROUND SURFACE. BENEATH THE SURFICIAL MATERIALS, SOIL BORINGS ENCOUNTERED NATURAL COHESIVE SOILS TO THE BORING TERMINATION DEPTHS. THE NATURAL COHESIVE SOILS WERE DESCRIBED AS BROWN TO GRAY SANDY SILT, SILT AND CLAY, SILTY CLAY AND CLAY (ODOT A-4a, A-6a, A-6a, A-7-6) WITH VARYING AMOUNT OF SAND AND GRAVEL. THE SHEAR STRENGTH AND CONSISTENCY OF THE COHESIVE SOILS ARE PRIMARILY DERIVED FROM THE HAND PENETROMETER VALUES (HP). THE CONSISTENCY OF THE COHESIVE SOILS RANGED FROM VERY STIFF (2.0 ≤ HP ≤ 4.0 TSF) TO HARD (HP > 4.0 TSF). THE UNCONFINED COMPRESSIVE STRENGTH OF THE COHESIVE SOIL SAMPLES TESTED, OBTAINED FROM THE HAND PENETROMETER, RANGED FROM 2.25 TSF TO 4.5 TSF (LIMIT OF INSTRUMENT). MOISTURE CONTENTS OF THE COHESIVE SOIL SAMPLES TESTED RANGED FROM 12 TO 20 PERCENT.

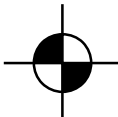
BEDROCK WAS NOT ENCOUNTERED IN THE BORINGS PERFORMED FOR THIS INVESTIGATION. GROUNDWATER WAS NOT ENCOUNTERED DURING OR UPON COMPLETION OF DRILLING IN ANY OF THE BORINGS PERFORMED FOR THIS INVESTIGATION.

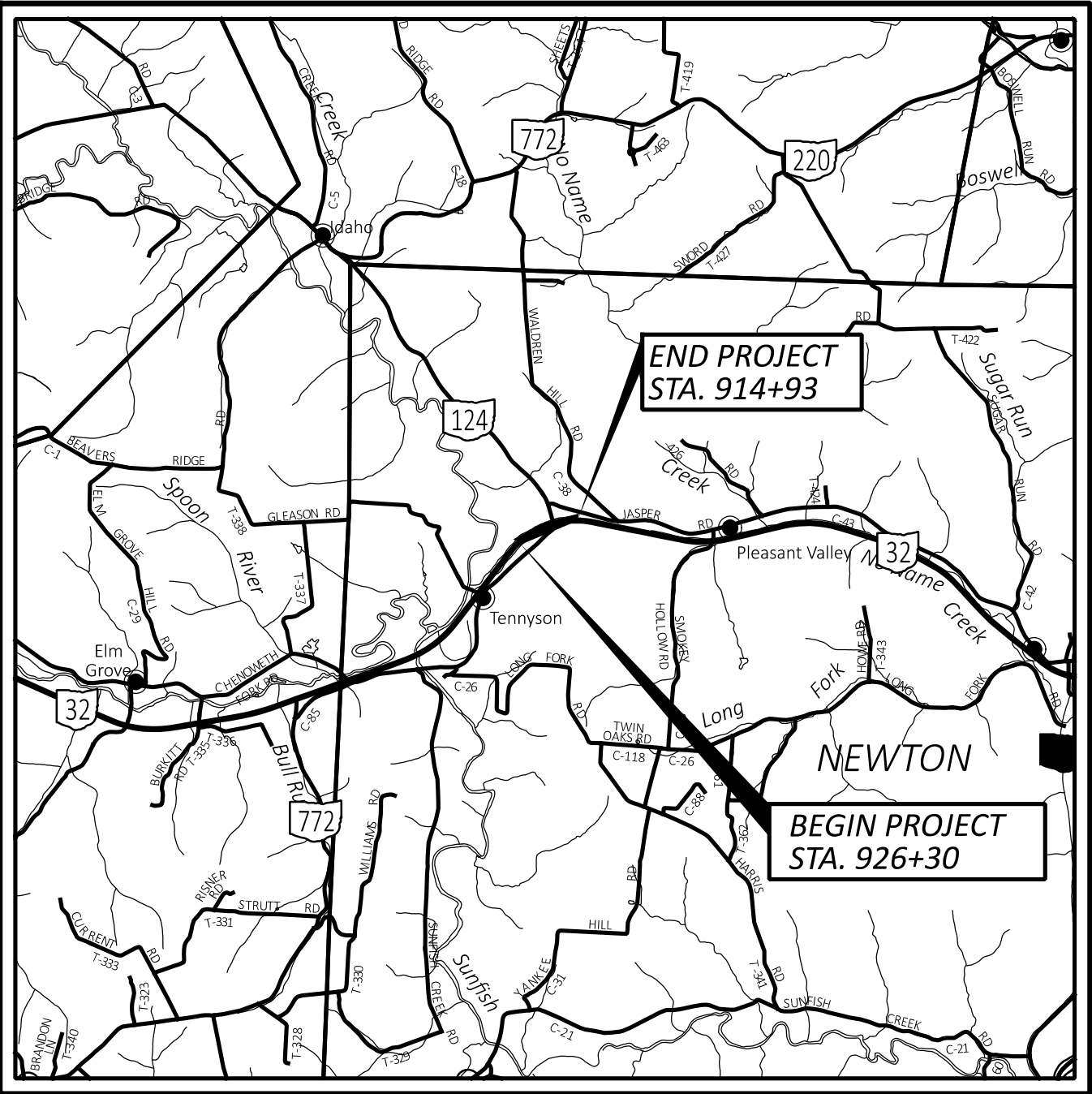
SPECIFICATIONS

THIS GEOTECHNICAL EXPLORATION WAS PERFORMED IN ACCORDANCE WITH THE STATE OF OHIO, DEPARTMENT OF TRANSPORTATION, OFFICE OF GEOTECHNICAL ENGINEERING, SPECIFICATIONS FOR GEOTECHNICAL EXPLORATIONS, DATED JANUARY 2024.

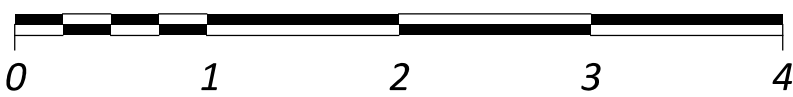
AVAILABLE INFORMATION

THE SOIL, BEDROCK, AND GROUNDWATER INFORMATION COLLECTED FOR THIS SUBSURFACE EXPLORATION THAT CAN BE CONVENIENTLY DISPLAYED ON THE SOIL PROFILE SHEETS HAS BEEN PRESENTED. GEOTECHNICAL REPORTS, IF PREPARED, ARE AVAILABLE FOR REVIEW ON THE OFFICE OF CONTRACT SALES WEBSITE.

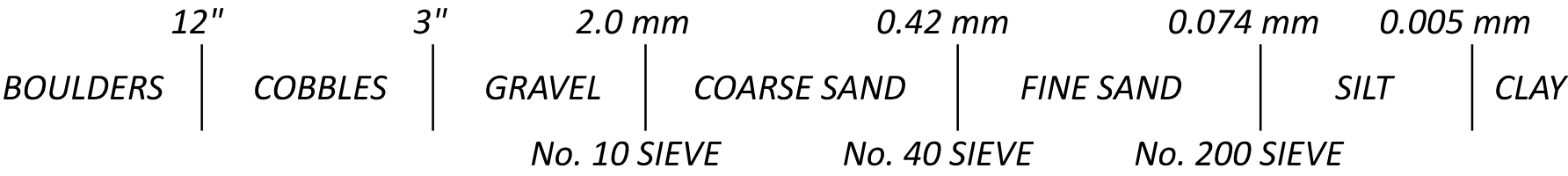
LEGEND				
DESCRIPTION		ODOT CLASS	CLASSIFIED MECH./VISUAL	
	SANDY SILT	A-4a	4	1
	SILT AND CLAY	A-6a	4	5
	SILTY CLAY	A-6b	1	0
	CLAY	A-7-6	1	0
		TOTAL	10	6
	SOD AND TOPSOIL = X = APPROXIMATE THICKNESS		VISUAL	
	BORING LOCATION - PLAN VIEW.			
	DRIVE SAMPLE AND/OR ROCK CORE BORING PLOTTED TO VERTICAL SCALE ONLY. HORIZONTAL BAR INDICATES A CHANGE IN STRATIGRAPHY.			
WC	INDICATES WATER CONTENT IN PERCENT.			
N ₆₀	INDICATES STANDARD PENETRATION RESISTANCE NORMALIZED TO 60% DRILL ROD ENERGY RATIO.			
X/D"	NUMBER OF BLOWS FOR STANDARD PENETRATION TEST (SPT): X/D" == NUMBER OF BLOWS (UNCORRECTED) FOR D" OF PENETRATION AT REFUSAL.			
SS	INDICATES A SPLIT SPOON SAMPLE			



LOCATION MAP
SCALE IN MILES



PARTICLE SIZE DEFINITIONS



- RECON. - BS; 03/05/2024
- DRILLING - TG/MJ; 04/26/2024
- DRAWN - ALF; 10/13/2025
- REVIEWED - AG; 10/14/2025

DESIGN AGENCY

RESOURCE INTERNATIONAL

6350 PRESIDENTIAL GATEWAY
COLUMBUS, OHIO 43231
(614) 823-4949

DESIGNER

ALF

REVIEWER

AG 10/17/25

PROJECT ID

118121

SUBSET TOTAL

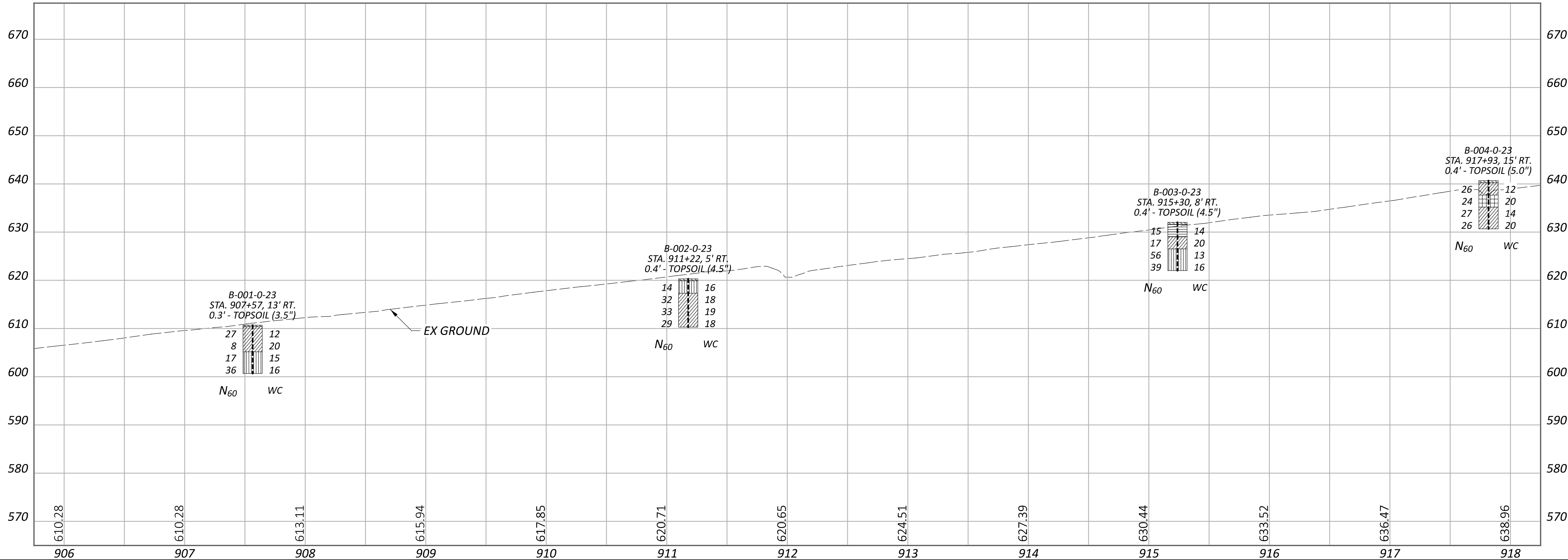
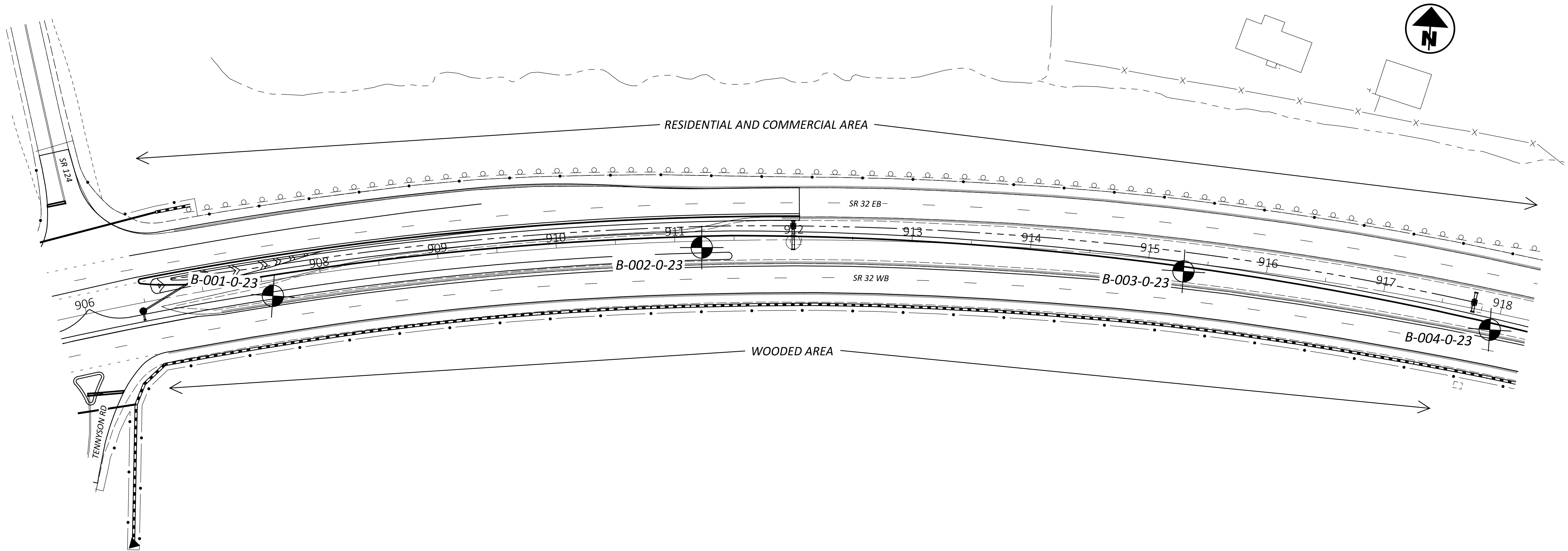
13

SHEET TOTAL

P.124126

SUMMARY OF SOIL TEST DATA
CL SR 32

EXPLORATION NO.,	FROM	TO	SAMPLE ID	N _g	%	HP	%	GR	%	CS	%	FS	%	SILT	%	CLAY	LL	PL	PI	%	WC	ODOT CLASS (GI)	SOD ppm
					REC	tsf																	
B-001-0-23 STA. 907+57, 13' Rt LATITUDE = 39.061456 LONGITUDE = -83.113604	1	-	2	SS-1	27	83	4.50	15	4	7	45	29	30	18	12	12				12		A-6a (9)	500
	3.5	-	5	SS-2	8	50	2.25	8	5	8	49	30	32	18	14	20				20		A-6a (10)	
	6	-	7.5	SS-3	17	67	4.50	BR. GRAY SANDY SILT, LITTLE CLAY, TRACE GRAVEL										15		A-4a (V)			
	8.5	-	10	SS-4	36	89	4.50	BR. GRAY SANDY SILT, LITTLE CLAY, TRACE GRAVEL										16		A-4a (V)			
B-002-0-23 STA. 911+22, 5' Rt LATITUDE = 39.061639 LONGITUDE = -83.112345	1.5	-	3	SS-1	14	78	3.50	12	5	10	49	24	29	19	10	16				16		A-4a (8)	420
	3.5	-	5	SS-2	32	94	4.50	13	14	5	34	34	36	22	14	18				18		A-6a (8)	
	6	-	7.5	SS-3	33	100	4.50	SAME AS SS-2										19		A-6a (V)			
	8.5	-	10	SS-4	29	100	4.50	SAME AS SS-2										18		A-6a (V)			
B-003-0-23 STA. 915+30, 8' Rt LATITUDE = 39.061664 LONGITUDE = -83.110914	1	-	2	SS-1	15	50	4.50	11	6	9	37	37	36	19	17	14				14		A-6b (11)	580
	3.5	-	5	SS-2	17	53	4.00	27	6	6	42	19	33	22	11	20				20		A-6a (6)	
	6	-	7.5	SS-3	56	100	4.50	BR. GRAY SANDY SILT, LITTLE CLAY, TRACE GRAVEL										13		A-4a (V)			
	8.5	-	10	SS-4	39	100	4.50	BR. GRAY SANDY SILT, LITTLE CLAY, TRACE GRAVEL										16		A-4a (V)			
B-004-0-23 STA. 917+93, 15' Rt LATITUDE = 39.061580 LONGITUDE = -83.109995	1	-	2.5	SS-1	26	39	4.50	13	10	7	39	31	34	19	15	12				12		A-6a (9)	540
	3.5	-	5	SS-2	24	61	4.50	0	4	4	43	49	45	24	21	20				20		A-7-6 (13)	
	6	-	7.5	SS-3	27	78	4.50	BR. SILT AND CLAY, LITTLE SAND, TRACE GRAVEL										14		A-6a (V)			
	8.5	-	10	SS-4	26	92	4.50	BR. SILT AND CLAY, LITTLE SAND, TRACE GRAVEL										20		A-6a (V)			



GEOTECHNICAL PROFILE - ROADWAY
STA. 905+75 TO STA. 918+25

DESIGN AGENCY



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DESIGNER

ALF

REVIEWER

AG 10/17/25

PROJECT ID

118121

SUBSET TOTAL

3 3

SHEET TOTAL

P.126 126