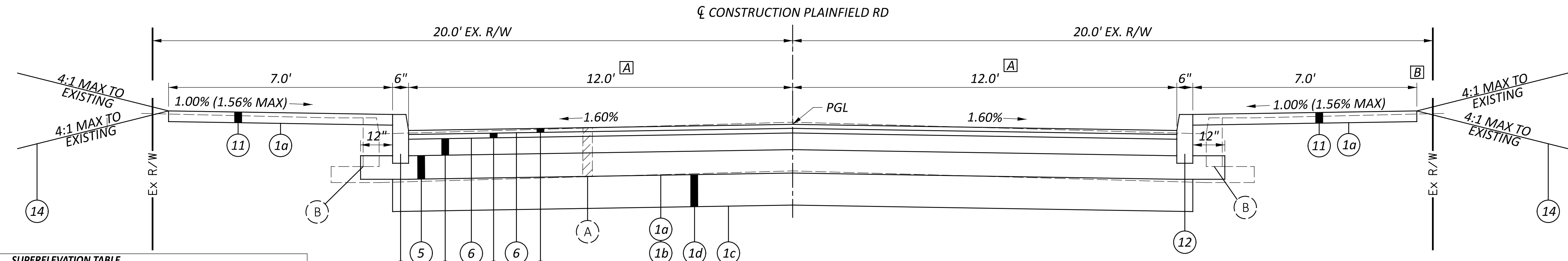


PR. PLAINFIELD RD - NORTH OF MONTGOMERY RD (US 22)

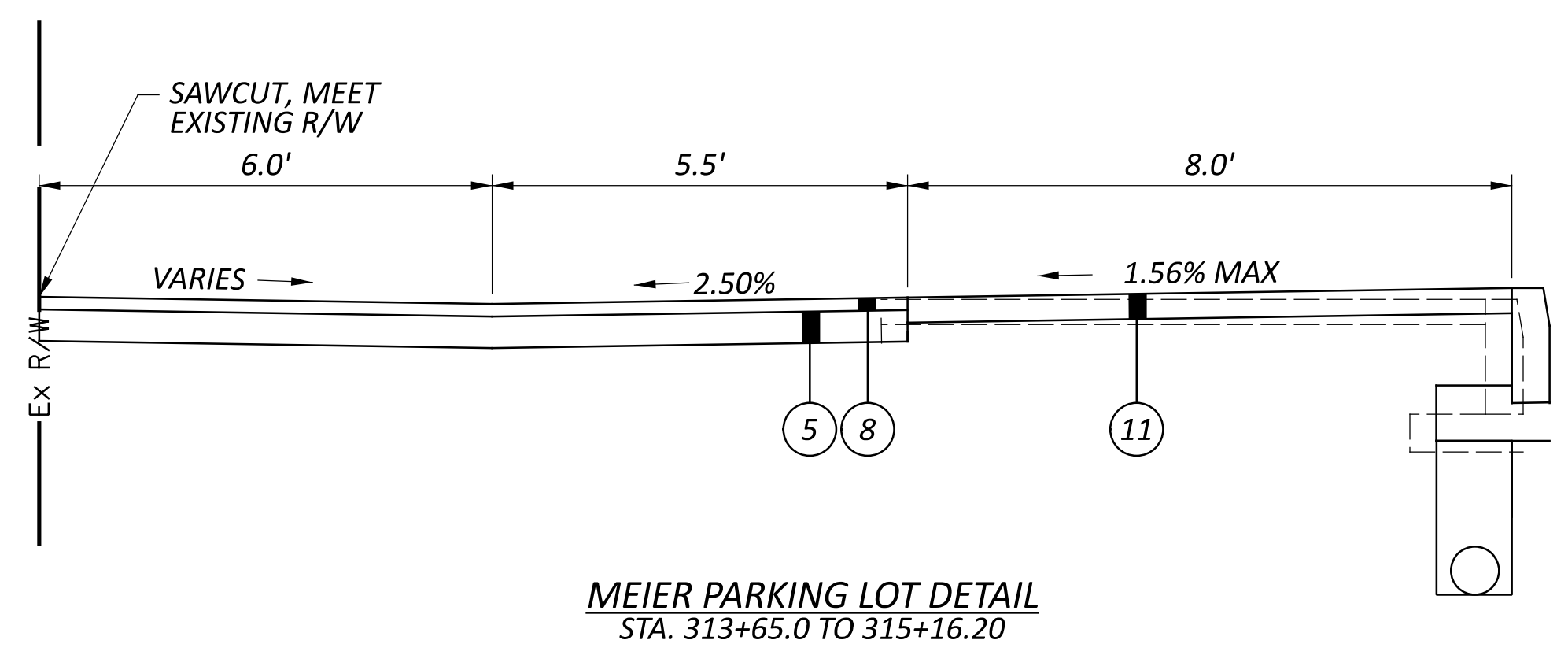
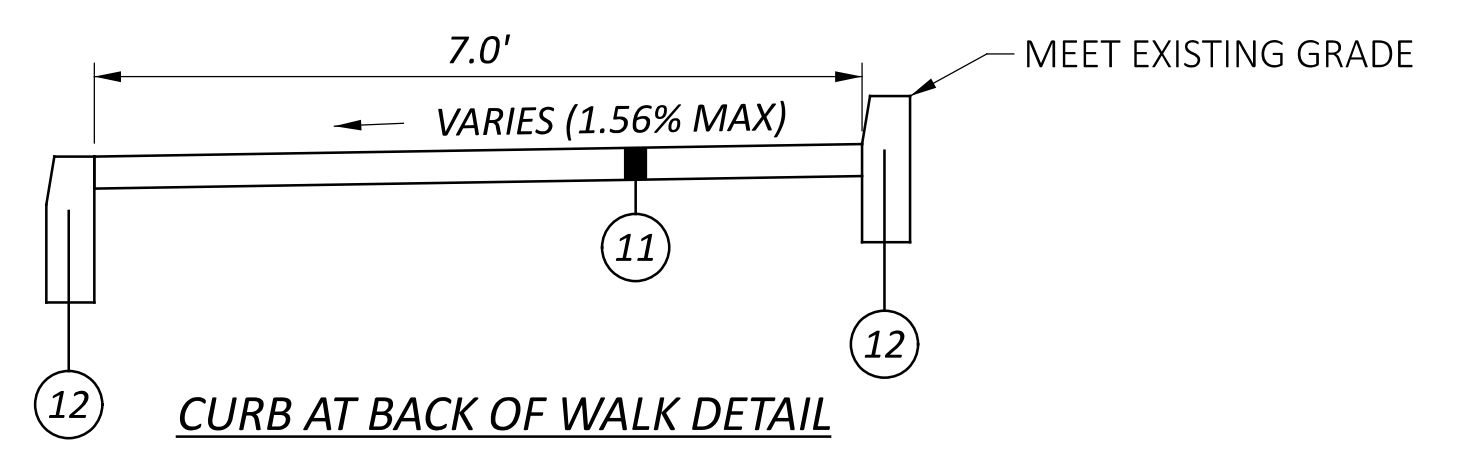
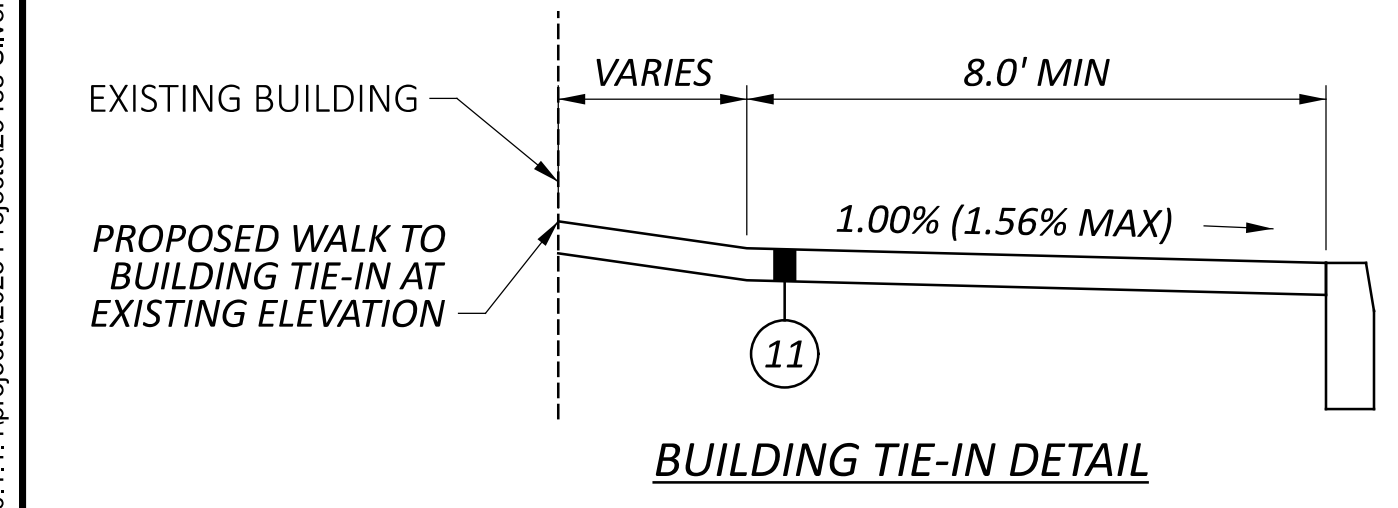
- STA. 307+56.56 TO STA. 321+47
- C 16.0' FROM STA. 309+56.56 TO STA. 309+10
 - C 16.0' TO 10.0' FROM STA. 309+10 TO STA. 311+00
 - C 10.0' FROM STA. 311+00 TO STA. 315+06
 - C 10.0' TO 15.0' FROM STA. 315+06 TO STA. 315+96
 - C 15.0' TO 16.0' FROM STA. 315+96 TO STA. 316+60
 - C 16.0' FROM STA. 316+60 TO STA. 321+47
 - D 27.0' TO 21.0' FROM STA. 307+65 TO STA. 309+10
 - D 21.0' TO 14.0' FROM STA. 309+10 TO STA. 311+00
 - D 14.0' FROM STA. 311+00 TO STA. 315+06
 - D 14.0' TO 16.0' FROM STA. 315+06 TO STA. 315+96
 - D 16.0' FROM STA. 315+96 TO STA. 321+19
 - D MATCH EX. FROM STA. 321+19 TO STA. 321.47
 - E 8.0' FROM STA. 312+60 TO STA. 316+00
 - E SEE DETAIL BELOW FOR STA. 313+65 TO 315+16.20
 - F -1.60% TO 1.60% FROM STA. 310+00 TO 311+00 (SEE PAVEMENT ELEVATION TABLE)
 - F 1.60% (SUPER ELEVATED) FROM STA. 311+00 TO 315+96 (SEE PAVEMENT ELEVATION TABLE)
 - F 1.60% TO -1.60% FROM STA. 315+96 TO 317+00 (SEE PAVEMENT ELEVATION TABLE)
 - G REDUCE 6" CURB HEIGHT TO 4" FROM STA. 310+00 TO 313+19



PR. PLAINFIELD RD - SOUTH OF MONTGOMERY RD (US 22)

- STA. 300+70 TO STA. 306+48.73
- A 16.0' FROM STA. 306+05 TO 306+91
 - A 12.0' TO 16.0' FROM STA. 304+80 TO STA. 306+05
 - B CURB AT BACK OF WALK (SEE DETAIL BELOW) STA. 305+40 TO STA. 308+68

| SUPERELEVATION TABLE | | | | | | | | | | | |
|----------------------|----------------------|-------------|-------|--------------------|---------------|-------|-------------|----------------------|----------------|-----------|---------|
| LEFT SIDE | | | | CENTERLINE CONTROL | | | RIGHT SIDE | | | | REMARKS |
| EDGE ELEVATION | ELEVATION CORRECTION | CROSS SLOPE | WIDTH | STATION | PROFILE GRADE | WIDTH | CROSS SLOPE | ELEVATION CORRECTION | EDGE ELEVATION | | |
| 853.47 | -0.21 | -0.016 | 13.16 | 310+00 | 853.68 | 17.68 | -0.016 | 0.29 | 853.39 | N.C. | |
| 853.40 | -0.10 | -0.008 | 12.37 | 310+25 | 853.50 | 16.76 | -0.016 | 0.26 | 853.24 | | |
| 853.34 | 0.00 | 0.000 | 11.58 | 310+50 | 853.34 | 15.84 | -0.016 | 0.26 | 853.08 | 1/2 LEVEL | |
| 853.26 | 0.09 | 0.008 | 10.79 | 310+75 | 853.17 | 14.92 | -0.016 | 0.23 | 852.94 | | |
| 853.17 | 0.16 | 0.016 | 10 | 311+00 | 853.01 | 14 | -0.016 | 0.22 | 852.79 | R.C. | |
| 853.01 | 0.16 | 0.016 | 10 | 311+25 | 852.85 | 14 | -0.016 | 0.23 | 852.62 | | |
| 852.84 | 0.16 | 0.016 | 10 | 311+50 | 852.68 | 14 | -0.016 | 0.22 | 852.46 | | |
| 852.68 | 0.16 | 0.016 | 10 | 311+75 | 852.52 | 14 | -0.016 | 0.22 | 852.30 | | |
| 852.52 | 0.16 | 0.016 | 10 | 312+00 | 852.36 | 14 | -0.016 | 0.23 | 852.13 | | |
| 852.36 | 0.16 | 0.016 | 10 | 312+25 | 852.20 | 14 | -0.016 | 0.23 | 851.97 | | |
| 852.25 | 0.16 | 0.016 | 10 | 312+50 | 852.09 | 14 | -0.016 | 0.23 | 851.86 | | |
| 852.30 | 0.16 | 0.016 | 10 | 312+75 | 852.14 | 14 | -0.016 | 0.23 | 851.92 | | |
| 852.46 | 0.16 | 0.016 | 10 | 313+00 | 852.30 | 14 | -0.016 | 0.23 | 852.08 | | |
| 852.63 | 0.16 | 0.016 | 10 | 313+25 | 852.47 | 14 | -0.016 | 0.23 | 852.24 | | |
| 852.79 | 0.16 | 0.016 | 10 | 313+50 | 852.63 | 14 | -0.016 | 0.23 | 852.41 | | |
| 852.96 | 0.16 | 0.016 | 10 | 313+75 | 852.80 | 14 | -0.016 | 0.23 | 852.57 | | |
| 853.13 | 0.16 | 0.016 | 10 | 314+00 | 852.97 | 14 | -0.016 | 0.23 | 852.75 | | |
| 853.29 | 0.16 | 0.016 | 10 | 314+25 | 853.13 | 14 | -0.016 | 0.23 | 852.91 | | |
| 853.46 | 0.16 | 0.016 | 10 | 314+50 | 853.30 | 14 | -0.016 | 0.23 | 853.08 | | |
| 853.63 | 0.16 | 0.016 | 10 | 314+75 | 853.47 | 14 | -0.016 | 0.23 | 853.24 | | |
| 853.79 | 0.16 | 0.016 | 10 | 315+00 | 853.63 | 14 | -0.016 | 0.22 | 853.41 | | |
| 853.98 | 0.18 | 0.016 | 11.06 | 315+25 | 853.80 | 14.42 | -0.016 | 0.23 | 853.57 | | |
| 854.17 | 0.20 | 0.016 | 12.44 | 315+50 | 853.97 | 14.98 | -0.016 | 0.24 | 853.73 | | |
| 854.35 | 0.22 | 0.016 | 13.83 | 315+75 | 854.13 | 15.53 | -0.016 | 0.25 | 853.88 | | |
| 854.52 | 0.22 | 0.015 | 15.06 | 316+00 | 854.30 | 16 | -0.016 | 0.26 | 854.04 | | |
| 854.58 | 0.18 | 0.012 | 15.45 | 316+25 | 854.40 | - | - | - | - | | |
| 854.34 | 0.05 | 0.003 | 15.84 | 316+50 | 854.29 | - | - | - | - | | |
| 853.90 | -0.13 | -0.008 | 16 | 316+75 | 854.03 | 16 | -0.016 | 0.25 | 853.78 | | |
| 853.52 | -0.26 | -0.016 | 16 | 317+00 | 853.78 | 16 | -0.016 | 0.26 | 853.52 | N.C. | |



- LEGEND**
- (1a) ITEM 204: SUBGRADE COMPACTION Driveway specified
 - (1b) ITEM 204: PROOF ROLLING
 - (1c) ITEM 204: GEOGRID
 - (1d) ITEM 204: 12" EXCAVATION OF SUBGRADE, 12" GRANULAR MATERIAL, TYPE B
 - (2) ITEM 254: PAVEMENT PLANING, ASPHALT CONCRETE, 3.25" THICK
 - (3) ITEM 301: 5" ASPHALT CONCRETE BASE, PG64-22, (449), (DRIVEWAYS)
 - (4) ITEM 301: 6" ASPHALT CONCRETE BASE, PG64-22, (449)
 - (5) ITEM 304: 5" AGGREGATE BASE Driveway specified
 - (6) ITEM 407: NON-TRACKING TACK COAT (@0.05 GAL/SY)
 - (7) ITEM 441: 1.5" ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG64-22, (448)
 - (8) ITEM 441: 2" ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (449), (DRIVEWAYS)
 - (9) ITEM 441: 1.75" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, (448)
 - (10) ITEM 452: 8" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC 1P
 - (11) ITEM 608: 5" CONCRETE WALK
 - (12) ITEM 609: CURB, TYPE 6
 - (13) ITEM 609: CURB, TYPE 6, DROPPED
 - (14) ITEM 659: SEEDING AND MULCHING
 - (15) ITEM 605: 6" SHALLOW PIPE UNDERDRAIN WITH GEOTEXTILE FABRIC
 - (A) ITEM 202: EXISTING PAVEMENT (10"-12") TO BE REMOVED
 - (B) ITEM 202: EXISTING CURB TO BE REMOVED

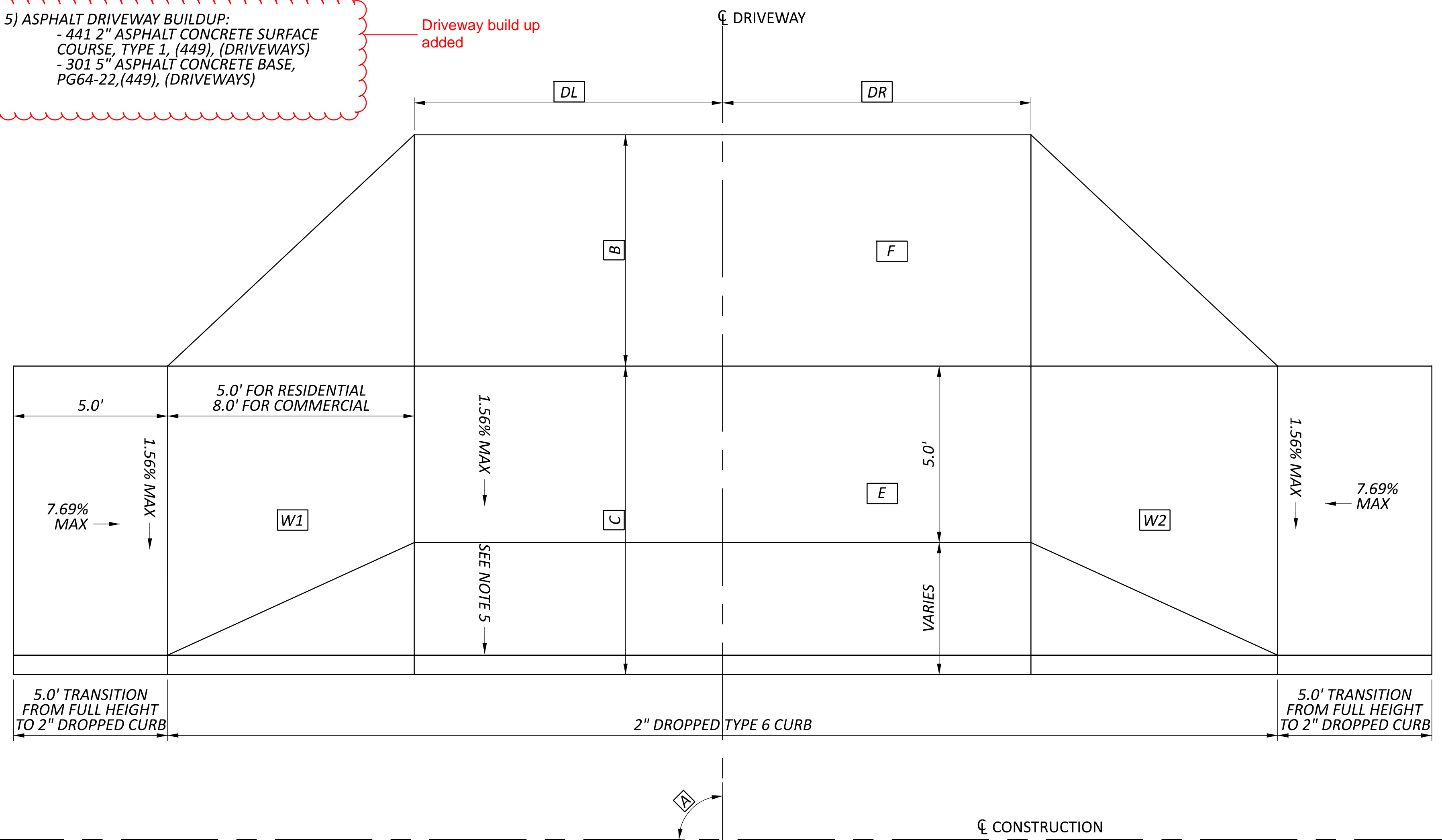
| ADDRESS | COMMERCIAL/ RESIDENTIAL | CENTER LINE REFERENCE | STATION | OFFSET SIDE | ANGLE | LENGTH | | | FLARE WIDTH | | WIDTH FROM CL | | APRON MATERIAL | DRIVEWAY MATERIAL |
|-----------------|----------------------------|-------------------------------|----------|----------------|-------|--------|------|-----|-------------|------|---------------|------|-------------------|----------------------|
| | | | | | | A | B | C | W1 | W2 | DL | DR | | |
| 6834 PLAINFIELD | RESIDENTIAL | CL CONSTRUCTION PLAINFIELD RD | 301+85 | R | 90 | 12 | 7.5 | 5 | 5 | 4.8 | 5.2 | CONC | CONC | |
| 6831 PLAINFIELD | RESIDENTIAL | CL CONSTRUCTION PLAINFIELD RD | 301+93 | L | 90 | 5 | 7.5 | 5 | 5 | 4.4 | 4.7 | CONC | ASPH | |
| 6835 PLAINFIELD | RESIDENTIAL | CL CONSTRUCTION PLAINFIELD RD | 302+60 | L | 90 | 10 | 7.5 | 5 | 5 | 5.6 | 5.1 | CONC | ASPH | |
| 6836 PLAINFIELD | RESIDENTIAL | CL CONSTRUCTION PLAINFIELD RD | 302+75 | R | 90 | 10 | 7.5 | 5 | 5 | 11.4 | 10.7 | CONC | ASPH | |
| 6850 PLAINFIELD | RESIDENTIAL | CL CONSTRUCTION PLAINFIELD RD | 303+39 | R | 90 | 10 | 7.5 | 7.5 | 8 | 8.1 | 8 | CONC | ASPH | |
| 6843 PLAINFIELD | RESIDENTIAL | CL CONSTRUCTION PLAINFIELD RD | 303+60 | L | 90 | 19.5 | 7.5 | 5 | 5 | 7.4 | 7.1 | CONC | ASPH | |
| 6847 PLAINFIELD | COMMERCIAL | CL CONSTRUCTION PLAINFIELD RD | 303+97 | L | 90 | 3 | 7.5 | 5 | 5 | 8 | 8 | CONC | ASPH | |
| 6850 PLAINFIELD | COMMERCIAL | CL CONSTRUCTION PLAINFIELD RD | 304+37 | R | 90 | 20 | 7.5 | 7.5 | 8 | 8 | 8 | CONC | ASPH | |
| 6851 PLAINFIELD | COMMERCIAL | CL CONSTRUCTION PLAINFIELD RD | 304+66 | L | 89 | 8.9 | 7.5 | 8 | 8 | 8 | 7.8 | CONC | ASPH | |
| 7214 MONTGOMERY | COMMERCIAL | CL CONSTRUCTION PLAINFIELD RD | 305+31 | L | 89 | 8 | 7.5 | 8 | 8 | 6 | 6 | CONC | ASPH | |
| 7308 PLAINFIELD | COMMERCIAL | CL CONSTRUCTION MONTGOMERY RD | 14+40 | R | 90 | 12 | 5.7 | 5 | 5 | 16.5 | 15.5 | CONC | ASPH | |
| 6860 PLAINFIELD | COMMERCIAL | CL CONSTRUCTION PLAINFIELD RD | 305+66 | R | 89 | 12 | 7.5 | 7.3 | 8.8 | 11.8 | 12.2 | CONC | ASPH | |
| 7214 MONTGOMERY | COMMERCIAL | CL CONSTRUCTION PLAINFIELD RD | 305+80 | L | 87 | 8 | 8 | 8 | 7 | 6 | 6 | CONC | ASPH | |
| 6913 PLAINFIELD | COMMERCIAL | CL CONSTRUCTION PLAINFIELD RD | 308+32 | L | 94 | 10 | 14.6 | 13 | 5 | 9.6 | 16.3 | CONC | ASPH | |
| 6913 PLAINFIELD | COMMERCIAL | CL CONSTRUCTION PLAINFIELD RD | 308+82 | L | 93 | 4.2 | 11.8 | 5 | - | 15.9 | 24 | CONC | ASPH | |
| 6955 PLAINFIELD | COMMERCIAL | CL CONSTRUCTION PLAINFIELD RD | 309+23.5 | L | 90 | 20 | 11.4 | - | 8 | 9 | 9 | CONC | ASPH | |
| 6920 PLAINFIELD | COMMERCIAL | CL CONSTRUCTION PLAINFIELD RD | 309+40 | R | 90 | 10.3 | 8.5 | - | - | 4.6 | 3.9 | CONC | CONC | |
| 6924 PLAINFIELD | COMMERCIAL | CL CONSTRUCTION PLAINFIELD RD | 310+75 | R | 89 | - | 14.4 | 8 | 8 | 11 | 12 | CONC | ASPH | |
| 6933 PLAINFIELD | COMMERCIAL | CL CONSTRUCTION PLAINFIELD RD | 311+70 | L | 90 | 11.9 | 8.5 | - | 8 | 5 | 5 | CONC | ASPH | |
| 6930 PLAINFIELD | COMMERCIAL | CL CONSTRUCTION PLAINFIELD RD | 31145 | R | 88 | - | 13.3 | 8 | 8 | 13 | 10.7 | CONC | ASPH | |
| 6940 PLAINFIELD | COMMERCIAL | CL CONSTRUCTION PLAINFIELD RD | 312+20 | R | 90 | 7 | 13.5 | 8 | 8 | 17 | 16.3 | CONC | ASPH | |
| 6955 PLAINFIELD | COMMERCIAL | CL CONSTRUCTION PLAINFIELD RD | 313+37 | L | 90 | 11.5 | 8.5 | 8 | 8 | 10 | 10 | CONC | ASPH | |
| 6958 PLAINFIELD | COMMERCIAL | CL CONSTRUCTION PLAINFIELD RD | 313+62 | R | 90 | 5.2 | 8.5 | 8 | 8 | 8 | 8 | CONC | ASPH | |
| 6952 PLAINFIELD | COMMERCIAL | CL CONSTRUCTION PLAINFIELD RD | 314+63 | R | 90 | 7.5 | 8.5 | 8 | 8 | 8 | 8 | CONC | ASPH | |
| 6954 PLAINFIELD | COMMERCIAL | CL CONSTRUCTION PLAINFIELD RD | 315+02 | R | 90 | 7.4 | 8.5 | 8 | 8 | 8 | 8 | CONC | ASPH | |
| 6956 PLAINFIELD | COMMERCIAL | CL CONSTRUCTION PLAINFIELD RD | 315+38 | R | 90 | 9.7 | 8.5 | 7.6 | 8.4 | 5.6 | 6.3 | CONC | CONC | |
| 7001 PLAINFIELD | COMMERCIAL | CL CONSTRUCTION PLAINFIELD RD | 315+73 | L | 90 | 14 | 8.5 | 9 | 7.2 | 9.5 | 10.5 | CONC | ASPH | |
| 7004 PLAINFIELD | COMMERCIAL | CL CONSTRUCTION PLAINFIELD RD | 317+00 | R | 90 | 3.6 | 10.5 | 5 | 5 | 5 | 5 | CONC | ASPH | |
| 7015 PLAINFIELD | COMMERCIAL | CL CONSTRUCTION PLAINFIELD RD | 317+17 | L | 90 | 5 | 10.5 | 8 | 8 | 10 | 10 | CONC | CONC | |
| 7008 PLAINFIELD | COMMERCIAL | CL CONSTRUCTION PLAINFIELD RD | 317+42 | R | 90 | 4 | 10.5 | 5 | 5 | 6 | 6 | CONC | ASPH | |
| 7012 PLAINFIELD | COMMERCIAL | CL CONSTRUCTION PLAINFIELD RD | 317+92 | R | 90 | 10 | 10.5 | 8 | 10 | 8 | 8 | CONC | CONC | |
| 7011 PLAINFIELD | COMMERCIAL | CL CONSTRUCTION PLAINFIELD RD | 317+93 | L | 90 | 25 | 10.5 | 8 | 8 | 15 | 15 | CONC | CONC | |
| 4109 NORTH | COMMERCIAL | CL CONSTRUCTION PLAINFIELD RD | 318+40 | R | 90 | 25 | 10.5 | 5 | 5 | 6 | 6 | CONC | ASPH | |
| 4109 NORTH | COMMERCIAL | CL CONSTRUCTION PLAINFIELD RD | 318+81 | R | 90 | 20 | 10.5 | 8 | 6.2 | 9.8 | 8 | CONC | ASPH | |
| 4109 NORTH | COMMERCIAL | CL CONSTRUCTION PLAINFIELD RD | 319+37 | R | 90 | 20 | 10.5 | 8 | 8 | 8 | 8 | CONC | ASPH | |
| 7031 PLAINFIELD | COMMERCIAL | CL CONSTRUCTION PLAINFIELD RD | 320+62 | L | 89 | 10 | 8.5 | 8 | 8.5 | 6 | 6 | CONC | ASPH | |
| 7106 BLUE ASH | COMMERCIAL | CL CONSTRUCTION BLUE ASH RD | 71+35 | R | 90 | 5 | 12 | 8 | 8 | 8 | 8 | CONC | ASPH | |
| 7060 BLUE ASH | COMMERCIAL | CL CONSTRUCTION BLUE ASH RD | 72+22 | R | 90 | 5 | 12 | 10 | 10 | 40 | 40 | CONC | CONC | |
| 7108 BLUE ASH | COMMERCIAL | CL CONSTRUCTION BLUE ASH RD | 74+95 | R | 90 | 11.8 | 11.7 | 10 | 10 | 5 | 5 | CONC | ASPH | |
| 7110 BLUE ASH | COMMERCIAL | CL CONSTRUCTION BLUE ASH RD | 75+51 | R | 90 | 9 | 11.5 | 5 | 5 | 5 | 5 | CONC | ASPH | |

NOTES

- 1) DRIVE APRON TO BE 7" NON-REINFORCED CONCRETE PAVEMENT FOR RESIDENTIAL DRIVES AND 8" NON-REINFORCED CONCRETE PAVEMENT FOR COMMERCIAL DRIVES.
- 2) ADDITIONAL DETAILS PER SCD BP-4.1
- 3) SEE SHEET 088-094
- 4) SEE PLANS FOR DRIVEWAYS WITH APRONS. DRIVEWAYS WITH NO APRON SHOWN WILL HAVE A CROSS SLOPE OF 1.56%

5) ASPHALT DRIVEWAY BUILDUP:
 - 441 2" ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (449), (DRIVEWAYS)
 - 301 5" ASPHALT CONCRETE BASE, PG64-22, (449), (DRIVEWAYS)

Driveway build up added



LEGEND

- (1a) ITEM 204: SUBGRADE COMPACTION
- (1b) ITEM 204: PROOF ROLLING
- (1c) ITEM 204: GEOGRID
- (1d) ITEM 204: 12" EXCAVATION OF SUBGRADE, 12" GRANULAR MATERIAL, TYPE B
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- (12) ITEM 609: CURB, TYPE 6
- (13) ITEM 609: CURB, TYPE 6, DROPPED
- (14) ITEM 659: SEEDING AND MULCHING
- (15) ITEM 605: 6" SHALLOW PIPE UNDERDRAIN WITH GEOTEXTILE FABRIC
- (A) ITEM 202: EXISTING PAVEMENT (10"-12") TO BE REMOVED
- (B) ITEM 202: EXISTING CURB TO BE REMOVED

ITEM 625 - LIGHTING, MISC.: MAINTAIN EXISTING LIGHTING

THE CONTRACTOR SHALL MAINTAIN EXISTING STREET LIGHTING THROUGHOUT THE DURATION OF THIS PROJECT. THE EXISTING SYSTEM SHALL BE REVIEWED AND THE CONDITION DOCUMENTED PRIOR TO ANY WORK. THIS DOCUMENTATION WILL BE HELD BY THE VILLAGE DURING THE CONSTRUCTION OF THIS PROJECT. WHEN ALL CONSTRUCTION ACTIVITIES HAVE CONCLUDED, THE CONTRACTOR WILL REVIEW THE LIGHTING SYSTEM AND RESTORE TO ITS ORIGINAL CONDITION. ANY DAMAGE TO THE SYSTEM WILL BE THE CONTRACTOR'S RESPONSIBILITY TO REPAIR AND RESTORE. THE TOWNSHIP WILL PERFORM A FINAL INSPECTION TO ENSURE THE CONDITION OF THE SYSTEM HAS BEEN MAINTAINED.

THIS WORK IS TO BE PAID UNDER THE LUMP SUM BID PRICE FOR ITEM 625 - LIGHTING, MISC.: MAINTAIN EXISTING LIGHTING.

ITEM 625 - CONDUIT, 2", 725.052, AS PER PLAN

THE CONTRACTOR IS TO PROVIDE ALL MATERIAL AND LABOR TO INSTALL THE PROPOSED 2" CONDUIT FOR LIGHTING. THE ENDS OF THE CONDUIT WILL BE TURNED UP AT THE PROPOSED LIGHT POLE LOCATIONS AS SHOWN ON THE PLANS OR WHERE DIRECTED BY THE ENGINEER. CONTRACTOR WILL INSTALL CONDUIT WITH PULL STRINGS FOR INSTALLATION OF WIRING BY OTHERS. CONTRACTOR WILL ALSO CAP THE CONDUIT IN A MANNER TO BE REMOVABLE AND KEEP DEBRIS AND/OR WATER FROM ENTERING THE CONDUIT. THESE ITEMS WILL BE INCIDENTAL AND WILL BE INCLUDED IN THE UNIT PRICE FOR THE INSTALLATION OF THE CONDUIT.

THE LIGHTING PLAN SHOWS THE PROPOSED CONDUIT DESIGN AND WHERE LIGHT POLES ARE TO BE INSTALLED BY OTHERS. SLIGHT FIELD ADJUSTMENTS MAY OCCUR TO AVOID UTILITIES. ANY PROPOSED LOCATION THAT VARIES MORE THAN 3' FROM THE LOCATION INDICATED ON THE PLANS MUST BE APPROVED BY THE DUKE ENERGY DESIGNER PRIOR TO INSTALLATION.

TRENCH REQUIREMENTS:

-THE UNDERGROUND TRENCH CONTAINING ELECTRIC CABLES IS FOR THE SOLE USE OF DUKE ENERGY. NO OTHER UTILITIES OR FACILITIES FOR IRRIGATION, PRIVATE LIGHTING, SECURITY, PLUMBING, OR ANY OTHER PURPOSE MAY BE INSTALLED IN THE TRENCH WITHOUT THE EXPRESS PERMISSION OF DUKE ENERGY.

-THE BOTTOM OF THE TRENCH MUST BE SMOOTH AND FREE OF ROCKS, ROOTS, CONSTRUCTION DEBRIS OR ANY OTHER HARD OR SHARP OBJECT. IF NECESSARY, INSTALL A FEW INCHES OF CLEAN BACKFILL TO COVER ANY OF THESE ITEMS THAT CANNOT BE REMOVED.

-ALL BACKFILL MUST BE FREE OF ROCKS, CONSTRUCTION DEBRIS, OR ANY OTHER HARD OBJECTS.

-THE CUSTOMER WILL BE RESPONSIBLE FOR ANY SETTLING OR WASHOUT OF THE TRENCH.

-ALL CONDUIT MUST BE INSTALLED AT THE PROPER DEPTH WITH A MINIMUM COVER OF 30".

-THE MAXIMUM TRENCH DEPTH MUST NOT EXCEED THREE (3) FEET

MATERIAL REQUIREMENTS:

-PVC CONDUIT AND CONDUIT FITTINGS MUST BE SCHEDULE 40 OR GREATER, RATED FOR USE WITH 90°C ELECTRICAL CABLE, UL LISTED AND GRAY IN COLOR. NO WATER, SEWER, GAS OR TELECOMMUNICATION PIPE MAY BE USED. EACH LENGTH OF CONDUIT AND EACH BEND MUST HAVE AN INTEGRAL BELL ON ONE END. THE CONDUIT MANUFACTURER'S NAME, CONDUIT SIZE, TYPE AND DATE CODE MUST BE PRINTED ON THE SURFACE OF THE CONDUIT.

-FOR JOBS INSTALLED VIA DIRECTIONAL DRILLING HDPE CONDUIT MUST BE SDR 13.5 OR GREATER, RATED FOR USE WITH 90°C ELECTRICAL CABLE, AND BLACK WITH EITHER 3 OR 4 RED STRIPES OR TOTALLY RED. THE CONDUIT MANUFACTURER'S NAME, CONDUIT SIZE, TYPE AND DATE CODE MUST BE PRINTED ON THE SURFACE OF THE CONDUIT.

-ALL CONDUIT MUST BE 2"

-ALL PVC COUPLINGS MUST HAVE A CENTER STOP.

-BENDS MUST HAVE A 36" MINIMUM RADIUS. ALL BENDS MUST HAVE AN INTEGRAL BELL ON ONE END.

-A DETECTABLE MULE STRING MUST BE INSTALLED IN EACH CONDUIT RUN WITH A TENSILE STRENGTH OF 2500lb.

-WHEN HDPE CONDUIT IS USED, AND A PVC BEND IS NECESSARY IT MUST BE ATTACHED AS DESCRIBED BELOW:

A. SHUR LOCK II COUPLINGS: THESE ARE PLASTIC, SLIP-ON COUPLINGS, WITH STAINLESS STEEL BANDS MADE BY DURALINE.

ITEM 625 - CONDUIT, 2", 725.052, AS PER PLAN (CONT.)

B. BONDUI ADHESIVE: THIS ADHESIVE IS FORMULATED TO BOND TO BOTH HDPE AND PVC.

C. MOR CLAMP COUPLINGS: THESE ARE BOLTED, STAINLESS STEEL, SLIP-ON COUPLINGS MADE BY DURALINE. THESE COUPLINGS ARE EXPENSIVE, SO THEY WILL TYPICALLY BE USED ONLY ON LARGE CONDUIT AND ONLY WHEN NECESSARY BECAUSE THE CONDUIT IS THESE METHODS ALSO ALLOW HDPE CONDUIT PIECES TO BE JOINED TOGETHER OR FOR HDPE CONDUIT TO BE JOINED TO PVC

CONDUIT FITTING INSTALLATION REQUIREMENTS:

-REMOVE ANY SHARP EDGES THAT ARE CREATED ON THE INSIDE OR OUTSIDE OF CONDUIT WHEN IT IS CUT.

-CONDUIT MUST LIE FLAT ON THE BOTTOM OF THE TRENCH.

-EXAMINE ALL CONDUIT AND CONDUIT ACCESSORIES BEFORE THEY ARE INSTALLED FOR SHARP EDGES, OUT-OF-ROUND SHAPE, CRACKS, CHIPS, BURRS, AND INSIDE PROTRUSIONS THAT WOULD DAMAGE THE CABLE WHEN IT IS PULLED INTO POSITION. SUCH PIECES SHALL NOT BE INSTALLED.

-ALL SECTIONS OF PVC CONDUIT AND ALL FITTINGS MUST BE CEMENTED TOGETHER USING A PVC CONDUIT SOLVENT CEMENT RATED FOR USE WITH ELECTRICAL PVC CONDUIT THAT CHEMICALLY BONDS THE TWO PVC PARTS TOGETHER. DO NOT USE CEMENT DESIGNED FOR USE WITH PLUMBING PVC PIPE. THE MATING SURFACES MUST BE 1) PROPERLY CLEANED; 2) A THIN, UNIFORM COATING OF CEMENT APPLIED OVER THE ENTIRE MATING SURFACES (THE OUTER SURFACE OF A PLAIN END AND THE INNER SURFACE OF A BELL END); 3) FULLY SEAT BOTH PIECES; AND 4) TWIST THE PIECES ONE QUARTER TURN TO THEIR REQUIRED POSITION.

-MULE DETECTABLE TAPE SEGMENTS MUST BE TESTED TO VERIFY THEY WERE NOT INADVERTENTLY GLUED TO A PIECE OF CONDUIT OR A FITTING. THE CUSTOMER WILL BE REQUIRED TO INSTALL NEW DETECTABLE MULE TAPE IN ANY CONDUIT SEGMENT WHERE THE INITIAL DETECTABLE MULE TAPE IS NOT USABLE.

-A CONTINUOUS DETECTABLE MULE TAPE, WITH NO KNOTS OR SPLICES, MUST BE PROVIDED THROUGHOUT THE LENGTH OF EACH INDIVIDUAL CONDUIT SEGMENT AND EXTEND AT LEAST 18" OUTSIDE OF EACH END.

-CONDUITS MUST BE PLUGGED (PLUG SHALL NOT BE GLUED) TO PREVENT DEBRIS, RAIN, ETC. FROM ENTERING THE CONDUIT. TAPE OR RAGS ARE NOT SUFFICIENT.

-NO WIRES, CABLES, CONDUITS, INNER-DUCTS, OR ANY OTHER ITEMS MAY BE INSTALLED IN THE CONDUITS INSTALLED FOR DUKE ENERGY. THIS INCLUDES FACILITIES FOR PRIVATE LIGHTING, SECURITY, LANDSCAPING, COMMUNICATION, OTHER UTILITIES OR THE CUSTOMER.

-THE CUSTOMER WILL BE REQUIRED TO REMOVE ANY SUCH FACILITIES THAT ARE FOUND.

-ALL CONDUITS MUST BE FREE OF WATER, MUD, DIRT OR ANY OTHER FOREIGN MATTER. THE CUSTOMER MUST INSPECT, CLEAN AND REPAIR ANY CONDUITS THAT CONTAIN FOREIGN MATTER.

AN ESTIMATED QUANTITY OF 3,175 FT HAS BEEN CARRIED TO THE GENERAL SUMMARY FOR THIS WORK.

ITEM 630 - SIGNING, MISC.: REMOVAL OF MEIER'S WINE CELLARS SIGN

THE CONTRACTOR SHALL REMOVE AND DISPOSE OF THE MEIER'S WINE CELLARS SIGN NEAR STA. 314+05. THIS INCLUDES THE DISCONNECTION OF ANY ELECTRIC OR SERVICE, REMOVAL OF BOLLARDS, REPAIR OF PAVEMENT, REMOVAL OF SUPPORT AND ANY OTHER WORK REQUIRED TO COMPLETELY REMOVE THE SIGN AND SUPPORT.

THIS WORK IS TO BE PAID UNDER THE BID PRICE FOR ITEM 630 - SIGNING, MISC.: REMOVAL OF MEIER'S WINE CELLARS SIGN.

WATER LINE REPLACEMENT

IN ADDITION TO THE WORK INCLUDED IN THIS PLANSET, A PORTION OF THE WATER LINE ON BLUE ASH ROAD IS TO BE REPLACED.

THE CONTRACTOR SHALL COORDINATE WITH GREATER CINCINNATI WATER WORKS (GCWW) FOR WORK RELATED TO THE WATER LINE. CONTACT INFORMATION IS PROVIDED BELOW.

MIKE COSSINS
(513) 591-5056
MICHAEL.COSSINS@GCWW.CINCINNATI-OH.GOV

WATER WORKS AND STORM PIPE COORDINATION

WHERE PROPOSED STORM PIPES ARE DESIGNED TO CROSS THE EXISTING WATER MAIN, MATCH THE EXISTING INVERTS OF EXISTING NEARBY STORM PIPES TO ENSURE NO CONFLICT OCCURS IF A NEARBY EXISTING STORM PIPE IS PRESENT. THE INVERTS OF THE PROPOSED STORM WAS DESIGNED TO CLOSELY MATCH EXISTING.

GCWW REQUIRES 18" OF VERTICAL SEPARATION BETWEEN THE EXISTING WATER MAIN AND PROPOSED STORM. PRIOR TO CONSTRUCTION, VERIFY THAT THIS MINIMUM CLEARANCE IS MET. ADDITIONALLY, VERIFY THAT GROUND COVER REQUIREMENTS ARE MET WHICH MAY BE AFFECTED BY THE LOWERING OF THE ROAD NEAR THE INTERSECTION OF PLAINFIELD RD AND BLUE ASH RD. NOTIFY GCWW INSPECTOR 48 HOURS IN ADVANCE TO COORDINATE FIELD INVESTIGATIONS TO VERIFY ADEQUATE UTILITY CLEARANCES AND RESIDUAL COVER OVER EXISTING WATER MAIN.

NOTIFY THE ENGINEER AND GCWW IMMEDIATELY IF ACTUAL FIELD CONDITIONS CANNOT ACHIEVE THESE REQUIREMENTS. A GCWW INSPECTOR WILL EVALUATE.

SUBGRADE EXCAVATION AND REPLACEMENT AROUND WATER MAINS

NO EXCAVATION AND/OR COMPACTION OF SOIL SHALL OCCUR WITHIN 2 FEET (VERTICAL) OF THE EXISTING WATER MAINS. THE DEPTH OF THE EXCAVATION AND REPLACEMENT OF EXISTING SOILS SHALL BE SHALLOWED SUCH THAT THE EXCAVATION AND COMPACTION DOES NOT OCCUR WITHIN 3 FEET (HORIZONTAL) OF THE OUTSIDE OF THE WATER MAINS. NON-VIBRATORY AND LIGHT COMPACTING EQUIPMENT, SUCH AS A WALK-BEHIND ROLLER, SHALL BE USED TO COMPACT SOILS ABOVE AND AROUND THE WATER MAINS. THE CONTRACTOR IS REPONSIBLE FOR THE PROTECTION OF WATER MAINS.

ITEM SPECIAL - CONSULTANT FOR CONCRETE QUALITY CONTROL INCLUDING TESTING AND INSPECTION

ALL CONCRETE SHALL BE TESTED. ALL TESTING, INSPECTION AND QUALITY CONTROL FOR CONCRETE, NOT INCLUDED UNDER QC/QA PAY ITEMS, SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR. THE CONTRACTOR SHALL PROVIDE A CONCRETE TESTING CONSULTANT WITH PREVIOUS EXPERIENCE AND FAMILIARITY IN ODOT PROCEDURES, CONCRETE TESTING REQUIREMENTS AND CONCRETE TESTING DOCUMENTATION. AT LEAST 30 DAYS PRIOR TO CONCRETE PLACEMENT, SUBMIT TO THE ENGINEER FOR APPROVAL, THE PROPOSED CONCRETE TESTING CONSULTANT ALONG WITH THE RESUMES OF THE PROPOSED TESTING PERSONNEL.

TESTING CONCRETE FOR STRUCTURES AND PORTLAND CEMENT CONCRETE PAVEMENT SHALL BE PERFORMED AS OUTLINED IN CMS SPECIFICATIONS 455 RESPECTIVELY.

THROUGH THE CONTRACTOR, THE CONSULTANT SHALL BE RESPONSIBLE FOR ENSURING THAT ALL CONCRETE PLACED IS IN ACCORDANCE WITH THE SPECIFICATIONS. SUCH WORK SHALL BE IN ACCORDANCE WITH THE APPLICABLE CONSTRUCTION AND MATERIAL SPECIFICATIONS AND THE ODOT CONSTRUCTION INSPECTION MANUAL OF PROCEDURES FOR CONCRETE. THE CONCRETE CONSULTANT SHALL PROVIDE THE NECESSARY TRAINED TECHNICIAN(S), ALL EQUIPMENT, AND SHALL FURNISH THE PROJECT ENGINEER WITH TWO (2) COPIES OF ALL TEST RESULTS WITHIN 24 HOURS AFTER COMPLETION OF CONCRETE PLACEMENT.

ITEM SPECIAL - CONSULTANT FOR CONCRETE QUALITY CONTROL INCLUDING TESTING AND INSPECTION (CONT.)

THE TECHNICIAN SHALL BE ACI LEVEL 1 CERTIFIED AND WILL BE REQUIRED TO DEMONSTRATE HIS/HER COMPETENCE AND EXPERIENCE LEVELS TO THE ENGINEER PRIOR TO BEGINNING WORK. THE ENGINEER WILL ORDER THE CONTRACTOR TO REPLACE ANY TECHNICIAN THAT IS NOT VERSED IN THE REQUIRED TESTING PROCEDURE.

THE TECHNICIAN SHALL VERBALLY NOTIFY THE ODOT PROJECT ENGINEER OF ANY FAILING TEST AND SHALL SUBMIT FOLLOW-UP WRITTEN NOTIFICATION TO THE PROJECT ENGINEER OF REMEDIAL ACTION(S) TAKEN. TESTS SHALL BE TAKEN AS SPECIFIED WITHIN THE CONSTRUCTION AND MATERIAL SPECIFICATIONS, CONCRETE MANUAL OR APPROPRIATE SUPPLEMENTAL SPECIFICATION AS LISTED IN THE PROPOSAL GOVERNING THE PROJECT. IT SHALL BE THE SOLE RESPONSIBILITY OF THE CONTRACTOR TO MAKE IMMEDIATE CORRECTIONS OR ADJUSTMENTS TO THE CONCRETE MIX VIA DIRECT COMMUNICATION WITH THE CONCRETE SUPPLIER'S PLANT PERSONNEL TO MAINTAIN UNINTERRUPTED COMPLIANCE WITH THE SPECIFICATIONS UPON NOTIFICATION OF CONCRETE MIX NON-COMPLIANCE BY THE CONSULTANT TECHNICIAN. THE PROJECT ENGINEER MAY REQUIRE MORE FREQUENT TESTING AS CONDITIONS WARRANT.

UPON COMPLETION OF DAILY CONCRETE PLACEMENT(S), THE CONCRETE CONSULTANT SHALL PROVIDE THE PROJECT ENGINEER WITH DAILY TEST REPORTS, TE-45'S, INSPECTORS DAILY REPORT AND SUPPORTING DOCUMENTATION FOR EACH ITEM OF CONCRETE WORK PERFORMED SEPARATED BY MIX DESIGN. SUBSEQUENTLY, UPON COMPLETION OF AN ENTIRE CONCRETE SPECIFICATION ITEM, THE CONCRETE CONSULTANT SHALL ALSO PROVIDE THE PROJECT ENGINEER WITH TWO (2) COPIES OF AN ADDITIONAL INSPECTION REPORT BY A REGISTERED PROFESSIONAL ENGINEER, STATE OF OHIO, WHICH CONTAINS THE TESTING-RESULTS SUMMARY FOR EACH ITEM BY CONTRACT REFERENCE NUMBER AND THE CONSULTANT'S CONCLUSIONS RELATIVE TO SPECIFICATION COMPLIANCE FOR ALL CONCRETE-TESTING WORK.

THE ODOT PROJECT ENGINEER RESERVES THE RIGHT TO MAKE UNANNOUNCED QUALITY-CONTROL TESTS TO VERIFY PROCEDURES USED AND RESULTS BEING OBTAINED BY THE CONTRACTOR.

THE CONCRETE TECHNICIAN SHALL WORK UNDER THE DIRECTION OF A REGISTERED PROFESSIONAL ENGINEER, STATE OF OHIO, WHO WILL MONITOR THE CONCRETE TEST RESULTS. THE FINAL INSPECTION REPORTS FOR EACH COMPLETED ITEM SHALL BE SIGNED BY A REGISTERED PROFESSIONAL ENGINEER, STATE OF OHIO, CERTIFYING THAT ALL CONCRETE TESTS PROVIDED BY THE CONTRACTOR MET APPLICABLE CONTRACT REQUIREMENTS. A FINAL REPORT ISSUED BY THE CONSULTING FIRM SHALL CONTAIN A CERTIFIED STATEMENT OF COMPLIANCE WITH ODOT SPECIFICATIONS AND ANY OTHER CONCLUSIONS REGARDING THE CONCRETE MATERIALS INCORPORATED INTO THE PROJECT. SUCH STATEMENT SHALL BE SIGNED BY A REGISTERED PROFESSIONAL ENGINEER, STATE OF OHIO. AND, THE CONCRETE CONSULTANT SHALL BE REQUIRED TO ATTEND MONTHLY PROGRESS MEETINGS AS REQUIRED BY THE PROJECT ENGINEER.

ADDITIONALLY, THE CONTRACTOR SHALL BE REQUIRED TO KEEP A POSTED LIST OF BEAM AND CYLINDER IDENTIFICATION NUMBERS FOR THE PURPOSE OF IDENTIFYING THE CORRESPONDING PLACEMENT LOCATION AND CONCRETE SPECIFICATION ITEM.

PAYMENT SHALL BE BID AS LUMP SUM FOR ITEM SPECIAL MISC.: CONSULTANT FOR CONCRETE QUALITY CONTROL INCLUDING TESTING AND INSPECTION. THE ITEM WILL BE PAID FOR AS FOLLOWS:

UPON APPROVAL OF CONSULTANT.....20%
PROGRESSIVE EQUIVALENT PAYMENTS50%
UPON SUBMISSION OF FINAL REPORT.....30%.

THE TECHNICIAN SHALL HAVE THE FULL EFFECT AND AUTHORITY OF AN ODOT PROJECT INSPECTOR IN DETERMINING ACCEPTABILITY OF MATERIAL AND CONCRETE PLACEMENT PRACTICES.

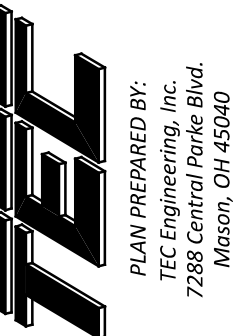
CLEARING AND GRUBBING

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

| SIZES | NO. TREES | NO. STUMPS | TOTAL |
|-------|-----------|------------|-------|
| <12" | 8 | 0 | 8 |

Clearing and grubbing item added to account for the removal of 8 small trees

DESIGN AGENCY



DESIGNER

KLL

REVIEWER

ALH 04/16/26

PROJECT ID

116550

SHEET TOTAL

010 | 166

ITEM 614 - MAINTAINING TRAFFIC

THE CONTRACTOR SHALL MAINTAIN THE DESIRED TRAFFIC CONFIGURATION FOR EACH LOCATION LISTED BELOW THROUGHOUT THE ENTIRETY OF THE PROJECT. IT IS THE INTENTION TO PERFORM THE REQUIRED WORK WITH THE LEAST INCONVENIENCE TO, AND THE MAXIMUM SAFETY OF, THE CONTRACTOR AND TRAVELING PUBLIC. ANY VARIANCES FROM THE INTENT OF THESE MAINTENANCE OF TRAFFIC NOTES MUST BE APPROVED IN ADVANCE IN WRITING BY THE ENGINEER.

THE PROPOSED MAINTENANCE OF TRAFFIC WILL CONSIST OF THREE MAJOR PHASES:

PHASE 1. FOR PLAINFIELD RD. CONSTRUCTION BETWEEN ST. JAMES AVE. AND MONTGOMERY RD., MAINTAIN FULL CLOSURE EXCEPT FOR LOCAL TRAFFIC FOR THE DURATION OF THE PROJECT. A MINIMUM OF 1 LANE OF TRAFFIC IN EACH DIRECTION SHALL BE MAINTAINED AT ALL TIMES, EXCEPT FOR A PERIOD NOT TO EXCEED 30 CONSECUTIVE CALENDAR DAYS, WHEN THROUGH TRAFFIC MAY BE DETOURED AS SHOWN ON SHEET 12. THE SOUTHERN HALF OF MONTGOMERY RD. IS ALSO TO BE INCLUDED IN PHASE 1. THIS PHASE CAN BE CONCURRENT WITH PHASE 3 BUT NOT WITH PHASE 2.

PHASE 2. FOR PLAINFIELD RD. BETWEEN MONTGOMERY RD. AND SOUTH AVE., MAINTAIN FULL CLOSURE EXCEPT FOR LOCAL TRAFFIC FOR THE DURATION OF THE PROJECT. A MINIMUM OF 1 LANE OF TRAFFIC IN EACH DIRECTION SHALL BE MAINTAINED AT ALL TIMES, EXCEPT FOR A PERIOD NOT TO EXCEED 30 CONSECUTIVE CALENDAR DAYS, WHEN THROUGH TRAFFIC MAY BE DETOURED AS SHOWN ON SHEET 13. THE NORTHERN HALF OF MONTGOMERY RD. IS ALSO TO BE INCLUDED IN WORK PHASE 2. THIS PHASE CANNOT BE CONCURRENT WITH PHASE 1 OR PHASE 3.

PHASE 3. FOR PLAINFIELD RD. BETWEEN SOUTH AVE. AND DEER PARK AVE. AND BLUE ASH RD. BETWEEN PLAINFIELD RD. AND SIBLEY AVE., MAINTAIN FULL CLOSURE EXCEPT FOR LOCAL TRAFFIC FOR THE DURATION OF THE PROJECT. A MINIMUM OF 1 LANE OF TRAFFIC IN EACH DIRECTION SHALL BE MAINTAINED AT ALL TIMES, EXCEPT FOR A PERIOD NOT TO EXCEED 30 CONSECUTIVE CALENDAR DAYS, WHEN THROUGH TRAFFIC MAY BE DETOURED AS SHOWN ON SHEET 14. EXISTING TRAFFIC SIGNAL VISIBILITY SHALL BE MAINTAINED AT THE INTERSECTION OF PLAINFIELD RD. & NORTH AVE. AT ALL TIMES AND THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE SHIFTING OF ANY EXISTING SIGNAL FACES TO MAINTAIN THE INTERSECTION. THIS PHASE CAN BE CONCURRENT WITH PHASE 1 BUT NOT PHASE 2.

ALL WORK FOR EACH PHASE MUST BE PERFORMED WITHIN THE 30 DAY CLOSURE WITH THE EXCEPTION OF THE FINAL PAVEMENT SURFACE COURSE AND STRIPING. THE NEW SIGNAL AT PLAINFIELD RD/MONTGOMERY ROAD CAN BE SWITCHED DURING PHASE 2. THE NEW SIGNAL AT PLAINFIELD RD/BLUE ASH RD CAN BE SWITCHED DURING PHASE 3. SEE THE FOLLOWING SHEET REGARDING RAILROAD COORDINATION AT PLAINFIELD RD/BLUE ASH RD. THE CONTRACTOR MUST COORDINATE THE SIGNAL SWITCH OVER WITH IORY A MINIMUM OF 7 BUSINESS DAYS PRIOR TO THE START OF THE WORK.

FOR WORK PERFORMED ON MONTGOMERY RD., UTILIZE PART WIDTH CONSTRUCTION AND MAINTAIN 1 LANE IN EACH DIRECTION AT ALL TIMES. THE SOUTHERN HALF OF MONTGOMERY RD. CAN BE CONSTRUCTED ALONG WITH PHASE 1 WHILE THE NORTHERN HALF OF MONTGOMERY RD. CAN BE CONSTRUCTED WITH PHASE 2. FOLLOW ODOT SCD MT-95.31 FOR TAPERS. AN ESTIMATED QUANTITY OF 30 SY OF ITEM 615 PAVEMENT FOR MAINTAINING TRAFFIC, CLASS B HAS BEEN ADDED TO THE MOT SUB-SUMMARY.

FOR ALL PHASES, ALL LANES AND WALK ALONG PLAINFIELD ROAD AND MONTGOMERY ROAD SHALL BE FULLY OPEN AND ACCESSIBLE FOR TASTE OF SILVERTON WHICH OCCURS ANNUALLY ON THE THIRD SATURDAY OF JUNE.

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 - 6:00 AM MONDAY |
| MONDAY | 12:00N FRIDAY - 6:00 AM TUESDAY |
| TUESDAY | 12:00N MONDAY - 6:00 WEDNESDAY |
| TUESDAY (GEN./REG. ELECTION) | 5:00 AM TUESDAY - 12:00 AM WEDNESDAY |
| WEDNESDAY | 12:00N TUESDAY - 6:00 AM THURSDAY |
| THURSDAY | 12:00N WEDNESDAY - 6:00 AM FRIDAY |
| THURSDAY (THANKSGIVING ONLY) | 6:00 AM WEDNESDAY - 6:00 AM MONDAY |
| FRIDAY | 12:00N THURSDAY - 6:00 AM MONDAY |
| SATURDAY | 12:00N FRIDAY - 6:00 AM MONDAY |

ITEM 614 - MAINTAINING TRAFFIC (CONTINUED)

DURING THE SAME PERIODS, MAINTAIN PEDESTRIAN ACCESS IF PEDESTRIAN ACCESS WAS PRESENT PRIOR TO CONSTRUCTION.

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.

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.

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.

| NOTICE OF CLOSURE SIGN TIME TABLE | | |
|-----------------------------------|------------------------|-----------------------------------|
| ITEM | DURATION OF CLOSURE | SIGN DISPLAYED TO PUBLIC |
| RAMP & ROAD CLOSURES | ≥ 2 WEEKS | 14 CALENDAR DAYS PRIOR TO CLOSURE |
| | > 12 HOURS & < 2 WEEKS | 7 CALENDAR DAYS PRIOR TO CLOSURE |
| | ≤ 12 HOURS | 2 CALENDAR DAYS PRIOR TO CLOSURE |

THE SIGN SHALL DISPLAY THE DATE OF CLOSURE IN MMM-DD FORMAT AND THE NUMBER OF DAYS OF THE CLOSURE. THE LAST LINE OF W20-H13 SIGN LISTS A PHONE NUMBER WHICH A MOTORIST MAY CALL FOR ADDITIONAL INFORMATION. THE PHONE NUMBER LISTED WILL BE 513-936-6235.

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.

ANY SIGNAGE, PAVEMENT MARKING AND SIGNALIZATION MUST PRESENT A CLEAR MESSAGE TO THE DRIVER. ANY CONFLICTING TRAFFIC CONTROL ITEMS MUST BE REMOVED OR MODIFIED. TRAFFIC SIGNALS MUST BE MAINTAINED DURING CONSTRUCTION. SIGNAL HEAD PLACEMENT SHOULD BE ADJUSTED DURING THE CONSTRUCTION PHASES TO PROVIDE A CLEAR MESSAGE TO THE DRIVER. VEHICLE DETECTION MUST ALSO BE ADJUSTED FOR EACH SIGNALIZED INTERSECTION DURING THE CONSTRUCTION PHASES.

DRIVEWAY ACCESS SHOULD BE MAINTAINED THROUGHOUT THE DURATION OF THE PROJECT. WHEN FULL OR PARTIAL CLOSURES ARE NECESSARY, THE CONTRACTOR SHALL COORDINATE WITH THE VILLAGE AND PROPERTY OWNER TO LIMIT ANY INCONVENIENCES. WHERE NECESSARY, PART WIDTH CONSTRUCTION MAY BE USED. AN ESTIMATED QUANTITY OF 900 SY OF ITEM 615 PAVEMENT FOR MAINTAINING TRAFFIC, CLASS B AND A LUMP SUM ITEM 615 ROADS FOR MAINTAINING TRAFFIC HAS BEEN ADDED TO THE MOT SUB-SUMMARY.

Quantity note added
 Note updated

NOTIFICATION OF TRAFFIC RESTRICTIONS

THROUGHOUT THE DURATION OF THE PROJECT, THE CONTRACTOR SHALL NOTIFY THE VILLAGE MANAGER 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 VILLAGE MANAGER 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 | SIGN DISPLAYED TO PUBLIC |
| RAMP & ROAD CLOSURES | ≥ 2 WEEKS | 14 CALENDAR DAYS PRIOR TO CLOSURE |
| | > 12 HOURS & < 2 WEEKS | 7 CALENDAR DAYS PRIOR TO CLOSURE |
| | ≤ 12 HOURS | 2 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 VILLAGE MANAGER AND ENGINEER USING THE NOTIFICATION TIME TABLE.

108.06 C EXTENSION TO THE COMPLETION DATE FOR WEATHER OR SEASONAL CONDITIONS.

A WEATHER DAY FOR CRITICAL WORK IS DEFINED AS A WORKDAY THAT WEATHER REDUCED PRODUCTION BY MORE THAN 50 PERCENT ON ITEMS OF WORK ON THE CRITICAL PATH FOR CRITICAL WORK. SUBMIT A REQUESTED FOR AN EXTENSION OF TIME FOR A LOST WORKDAY DUE TO WEATHER WITH 2 DAYS OF OCCURRENCE. THE ENGINEER WILL EXTEND THE CALENDAR DAYS TO COMPLETE BY CALENDAR DAYS. THE ENGINEER WILL CONVERT WORK DAYS TO CALENDAR DAYS FOR EACH LOST WORKDAY DUE TO WEATHER BY MULTIPLYING THE NUMBER OF LOST WORKDAYS BY 1.4 FOR A 5-DAY WORK WEEK OR LESS; 1.2 FOR A 6-DAY WORK WEEK; AND 1 FOR A 7-DAY WORK WEEK; AND EXTEND THE CALENDAR DAYS TO COMPLETE BY THE RESULTING NUMBER OF CALENDAR DAYS PLUS ANY HOLIDAYS THE CONTRACTOR DOES NOT NORMALLY WORK THAT OCCUR IN THE EXTENSION PERIOD. WHEN THE CONVERSION OF WORKDAYS TO CALENDAR DAYS RESULTS IN A DECIMAL OF 0.5 OR GREATER, THE ENGINEER WILL ROUND THE NUMBER OF CALENDAR DAYS TO THE NEXT HIGHEST WHOLE NUMBER. WHEN THE CONVERSION RESULTS IN A DECIMAL LESS THAN 0.5, THE ENGINEER WILL DELETE THE DECIMAL PORTION OF THE CALENDAR DAYS.

| DESCRIPTION OF CRITICAL WORK | CALENDAR DAYS TO COMPLETE | DISINCENTIVE \$ PER DAY | WORK WINDOW | |
|------------------------------|---------------------------|-------------------------|-------------|-----------|
| | | | START | END |
| PHASE 1 | 30 | \$1,000 | 4/1/27 | 6/11/27 |
| PHASE 2 | 30 | \$1,000 | 6/28/27 | 10/15/27 |
| PHASE 3 | 30 | \$1,000 | 4/1/27* | 10/15/27* |

*WORK WINDOW MUST EXCLUDE 6/11/27-6/28/27

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 4.0 M. GAL.

INDIANA & OHIO RAILWAY COORDINATION

CONTRACTOR TO NOTIFY G&W PUBLIC PROJECTS DEPARTMENT 30 DAYS PRIOR TO STARTING CONSTRUCTION.

G&W FLAGGING SERVICES WILL BE REQUIRED FOR ALL WORK WITHIN G&W RIGHT-OF-WAY OR ANY WORK THAT HAS A "POTENTIAL TO FOUL".

THE CONTRACTOR MUST NOT USE THE RAILROAD RIGHT-OF-WAY FOR STORAGE OF MATERIALS OR EQUIPMENT DURING CONSTRUCTION. THE RAILROAD'S RIGHT-OF-WAY MUST REMAIN CLEAR AT ALL TIMES. THE CONTRACTOR MUST PLAN AND PERFORM THE WORK IN A MANNER SUCH THAT THE RAILROAD TRACKS AT THE PROJECT LOCATION REMAIN FULLY CAPABLE OF OPERATING RAIL TRAFFIC THROUGHOUT THE WORK PERIOD AND RAIL TRAFFIC IS NOT DELAYED OR OTHERWISE IMPACTED DUE TO THE WORK BEING PERFORMED.

ALL WORK PERFORMED ON, ABOVE, OR ADJACENT TO RAILROAD PROPERTY SHALL BE IN ACCORDANCE WITH THE PUBLIC PROJECT MANUAL, CURRENT EDITION. WORK PLANS SHALL BE SUBMITTED FOR REVIEW TO THE RAILROAD FOR TASKS RELATED TO SITE ACCESS, SOIL AND WATER MANAGEMENT, BALLAST PROTECTION, DEMOLITION, CONTAINMENT, CONCRETE FORMWORK, AND ALL OTHER WORK THAT POTENTIALLY AFFECTS RAILROAD PROPERTY OR OPERATIONS. ALL WORK PLANS SHALL BE PREPARED AND SUBMITTED TO THE RAILROAD IN ADHERENCE WITH THE PUBLIC PROJECT MANUAL, SECTION 1.11 CONSTRUCTION SUBMISSION CRITERIA.

THE CONTRACTOR WILL BE REQUIRED TO REACH OUT TO G&W REAL ESTATE FOR AN ROE APPLICATION AND AGREEMENT FOR WORK TO TAKE PLACE ON THE G&W ROW. HERE IS THE WEBSITE FOR ROE INFORMATION:

[HTTPS://WWW.GWRR.COM/REAL_ESTATE/ACCESSING_PROPERTY](https://www.gwrr.com/real_estate/accessing_property) Wording updated

RAILROAD PROJECT COORDINATION

THE CONTRACTOR SHALL PERFORM ONGOING COORDINATION DURING CONSTRUCTION ACTIVITIES WITH THE RAILROAD THROUGHOUT THE PROJECT. THE CONTRACTOR SHALL PROVIDE A CURRENT SCHEDULE ON A MONTHLY BASIS INCLUDING ANTICIPATED DATES OF THE FOLLOWING ITEMS:

1. CONSTRUCTION SUBMITTALS REQUIRING RAILROAD REVIEW AND APPROVAL PRIOR TO BEGINNING CONSTRUCTION (PER THE RAIL AGREEMENT(S))
2. CONSTRUCTION START AND END DATES FOR WORK THAT MAY CREATE AN IMPACT TO THE RAIL FACILITY/OPERATIONS.
3. ANTICIPATED DATES AND DURATIONS FOR FLAGGERS.
4. ANY OTHER MILESTONES THAT MAY IMPACT RAIL FACILITIES OR OPERATIONS.

MEANS AND METHODS: THE CONTRACTOR SHALL DEVELOP A DETAILED SUBMISSION INDICATING THE PROGRESSION OF WORK WITH SPECIFIC TIMES WHEN TASKS WILL BE PERFORMED FOR WORK ACTIVITIES THAT ARE ON OR IN THE VICINITY OF THE RAILROAD PROPERTY.

THIS SUBMISSION MAY REQUIRE A WALKTHROUGH AT WHICH TIME THE RAILROAD AND/OR THEIR REPRESENTATIVE WILL BE PRESENT. WORK WILL NOT BE PERMITTED TO COMMENCE UNTIL THE CONTRACTOR HAS PROVIDED THE RAILROADS WITH A SATISFACTORY PLAN THAT THE PROJECT WILL BE UNDERTAKEN WITHOUT SCHEDULING, PERFORMANCE, OR SAFETY RELATED ISSUES. PROVIDE A LIST OF THE ANTICIPATED EQUIPMENT TO BE USED, THE LOCATION OF ALL EQUIPMENT TO BE USED, AND ENSURE A CONTINGENCY PLAN OF ACTION IS IN PLACE SHOULD A PRIMARY PIECE OF EQUIPMENT MALFUNCTION. ALL WORK IN THE VICINITY OF THE RAILROAD PROPERTY THAT HAS THE POTENTIAL OF AFFECTING TRAIN OPERATIONS MUST BE SUBMITTED AND APPROVED BY THE RAILROAD PRIOR TO WORK BEING PERFORMED. THIS SUBMISSION WILL ALSO INCLUDE A DETAILED NARRATIVE DISCUSSING THE COORDINATION OF PROJECT SAFETY ISSUES BETWEEN THE CONTRACTOR AND THE RAILROAD AND/OR THEIR REPRESENTATIVE. THE NARRATIVE SHALL ADDRESS PROJECT LEVEL COORDINATION AND DAY-TO-DAY, SPECIFIC WORK OPERATIONS INCLUDING CRANE AND EQUIPMENT OPERATIONS, ERECTION PLANS, AND TEMPORARY WORKS.

UP TO SIXTY (60) CALENDAR DAYS WILL BE REQUIRED TO REVIEW ALL CONSTRUCTION SUBMISSIONS. UP TO AN ADDITIONAL SIXTY (60) CALENDAR DAYS WILL BE REQUIRED TO REVIEW ANY SUBSEQUENT SUBMISSIONS RETURNED NOT APPROVED.

CONSTRUCTION SCHEDULE: SUBMIT A DETAILED CONSTRUCTION SCHEDULE FOR THE DURATION OF THE PROJECT CLEARLY INDICATING THE TIME PERIODS WHILE WORKING ON AND AROUND THE RAILROAD'S RIGHT-OF-WAY. AS THE WORK PROGRESSES, THIS SCHEDULE SHALL BE UPDATED MONTHLY AND RESUBMITTED AS NECESSARY TO REFLECT CHANGES IN WORK SEQUENCE, DURATION, AND METOND, ETC.

ITEM SPECIAL – IORY RAILROAD TRAINING:

ALL PERSONNEL ENTERING IORY PROPERTY SHALL COMPLETE THE 2 HOUR ROADWAY WORKER PROTECTION FOR "GENESEE & WYOMING" COURSE. THE TRAINING CAN BE ACCESSED AT: [HTTPS://RAILPROS.COM/TRAINING/](https://RAILPROS.COM/TRAINING/).

THIS COURSE WILL FAMILIARIZE THE PARTICIPANTS WITH THE OPERATING AND SAFETY RULES OF G&W AND FRA REGULATIONS WITH WHICH THEY ARE REQUIRED TO COMPLY. ONCE PARTICIPANTS COMPLETE THE TRAINING THE COMPLETION RECORD WILL BE RECORDED TO ISNETWORLD, WHO MANAGES THE TRAINING COMPLIANCE REQUIREMENTS FOR G&W.

PAYMENT FOR THE COURSE AND TIME SHALL BE INCLUDED WITH ITEM

ITEM SPECIAL (900E17000) LUMP SUM – IORY RAILROAD TRAINING.

ITEM SPECIAL – IORY RIGHT-OF-ENTRY PERMIT

THIS ITEM INCLUDES ALL WORK REQUIRED TO OBTAIN A RIGHT-OF-ENTRY (ROE) PERMIT TO PERFORM ALL NECESSARY WORK WITHIN THE LIMITS OF THE RAILROAD. THE PERMIT AND INFORMATION RELATED TO THE PERMIT CAN BE FOUND AT: <https://www.gwrr.com/services/real-estate/accessing-property>

IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO COORDINATE WITH IORY TO OBTAIN THE NECESSARY PERMIT. CONTACT INFORMATION FOR IORY:

JARED RISHEL
 AVP ENGINEERING NATIONAL REGION
 (814) 249-3040
 JRISHEL@GWRR.COM

WORK INCLUDED IN THE PERMIT MUST SPECIFY THE FULL DEPTH RECONSTRUCTION SURROUNDING THE RAILROAD AS SHOWN IN THE PLANS, A FULL SIGNAL REBUILD AT PLAINFIELD RD/BLUE ASH RD, DRAINAGE IMPROVEMENTS, UTILITY ADJUSTMENTS, STRIPING AND SIGNING. THE SIGNAL REBUILD INCLUDES THE BORING OF CONDUIT UNDER THE RAILROAD.

THE CONTRACTOR MUST SUBMIT THE APPLICATION FOR THE ROE PERMIT A MINIMUM OF 120 CALENDAR DAYS PRIOR TO THE START OF WORK.

ALL FEES ASSOCIATED WITH THE PERMIT ARE THE RESPONSIBILITY OF THE CONTRACTOR. ANTICIPATED FEES FOR THIS PERMIT IS \$1,750.00.

ONCE THE ROE IS APPROVED, THE CONTRACTOR SHALL COORDINATE WITH IORY TO DETERMINE WHEN THE TRAFFIC SIGNAL WILL SWITCH OPERATION FROM THE OLD TRAFFIC SIGNAL TO THE NEWLY BUILT TRAFFIC SIGNAL. OUTAGES SHALL BE NO MORE THAN 1 HOUR. PROPER TRAFFIC CONTROL SHALL IN PLACE PRIOR AND DURING TO THE OUTAGE. THE CONTRACTOR SHALL NOTIFY IORY A MINIMUM OF 7 BUSINESS DAYS PRIOR TO THE SIGNAL WORK TAKING PLACE. IORY WILL PROVIDE AN INSPECTOR. THE CONTRACTOR MUST COORDINATE WITH IORY TO DETERMINE THE WORK WINDOW THAT LEAST IMPACTS RAILROAD USE. IT IS RECOMMENDED THAT THE SIGNAL BE SWITCHED OVER BETWEEN FRIDAY AT 9PM TO MONDAY AT 5AM. THE SIGNAL MUST BE FULLY TESTED AND OPERATIONAL BY MONDAY AT 5AM.

THE FOLLOWING ITEM HAS BEEN CARRIED TO THE GENERAL SUMMARY:

ITEM SPECIAL - IORY RIGHT-OF-ENTRY PERMIT 1 EACH

ITEM SPECIAL – SORTA RIGHT-OF-ENTRY PERMIT

THIS ITEM INCLUDES ALL WORK REQUIRED TO OBTAIN A RIGHT-OF-ENTRY (ROE) PERMIT FROM SORTA TO PERFORM ALL NECESSARY WORK WITHIN THE LIMITS OF THE RAILROAD.

IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO COORDINATE WITH SORTA TO OBTAIN THE NECESSARY PERMIT. CONTACT INFORMATION FOR SORTA

JASON ROE
 DIRECTOR OF PROCUREMENT
 (513) 632-7666
 JROE@GO-METRO.COM

WORK INCLUDED IN THE PERMIT MUST SPECIFY THE FULL DEPTH RECONSTRUCTION SURROUNDING THE RAILROAD AS SHOWN IN THE PLANS, A FULL SIGNAL REBUILD AT PLAINFIELD RD/BLUE ASH RD, DRAINAGE IMPROVEMENTS, UTILITY ADJUSTMENTS, STRIPING AND SIGNING. THE SIGNAL REBUILD INCLUDES THE BORING OF CONDUIT UNDER THE RAILROAD.

THE CONTRACTOR MUST SUBMIT THE APPLICATION FOR THE ROE PERMIT A MINIMUM OF 120 CALENDAR DAYS PRIOR TO THE START OF WORK.

ALL FEES ASSOCIATED WITH THE PERMIT ARE THE RESPONSIBILITY OF THE CONTRACTOR. ANTICIPATED FEES FOR THIS PERMIT IS \$500.00.

THE FOLLOWING ITEM HAS BEEN CARRIED TO THE GENERAL SUMMARY:

ITEM SPECIAL - SORTA RIGHT-OF-ENTRY PERMIT 1 EACH

ITEM SPECIAL – DESIGN PLANS

THIS ITEM INCLUDES ALL WORK REQUIRED TO OBTAIN ADDITIONAL PLAN DESIGN AS NEEDED FOR THE SUBMISSION OF THE IORY AND SORTA RIGHT-OF-ENTRY PERMITS

THE CONTRACTOR WILL SELECT A QUALIFIED SUB-CONSULTANT TO PROVIDE ADDITIONAL PLAN SHEETS, AS REQUESTED BY SORTA AND IORY.

THIS ITEM MAY BE NON-PERFORMED IF IT DETERMINED THAT THE ROADWAY PLAN SET PROVIDES SUFFICIENT INFORMATION FOR THE WORK BEING PERFORMED NEAR THE RAILROAD.

THE FOLLOWING ITEM HAS BEEN CARRIED TO THE GENERAL SUMMARY:

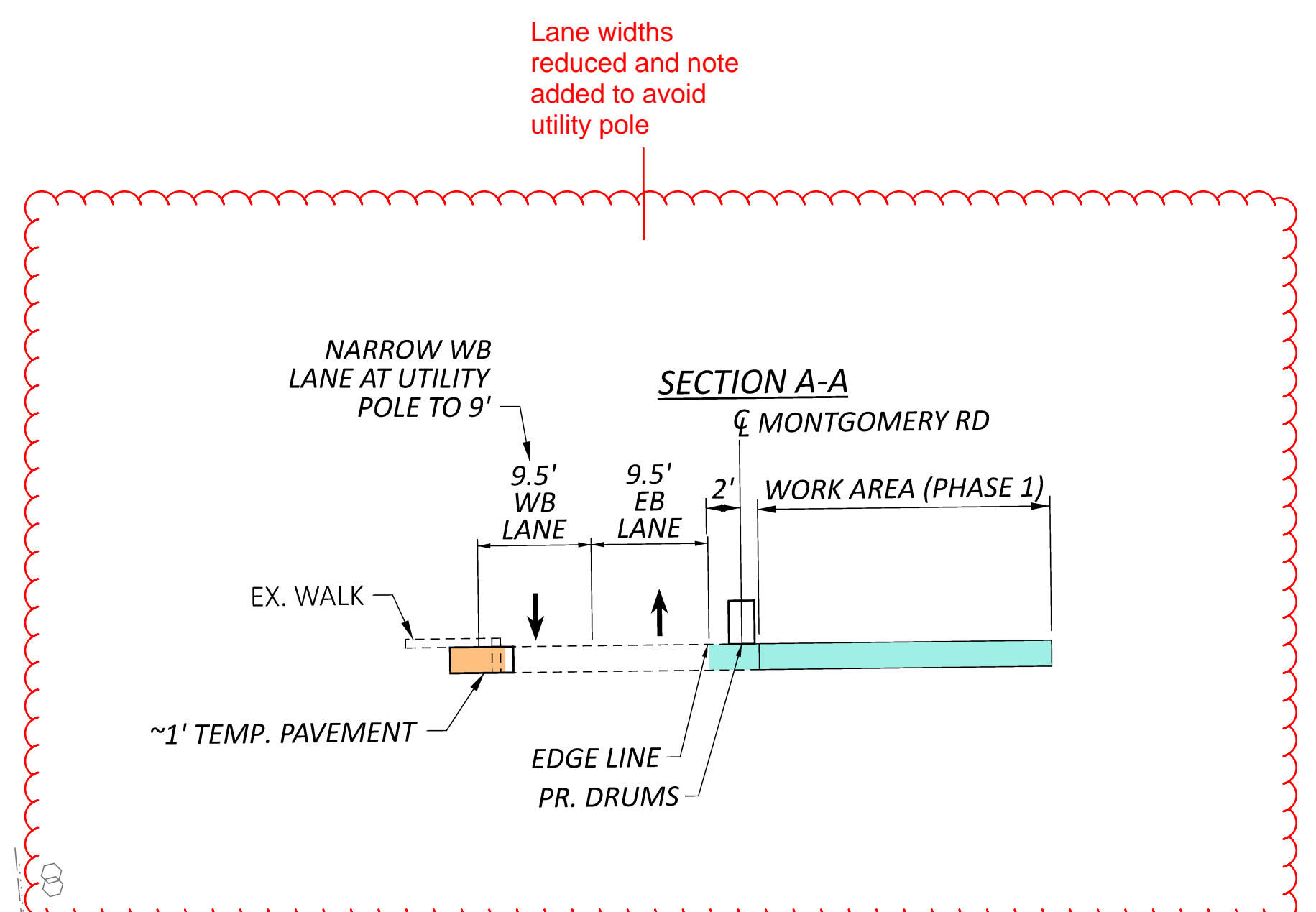
ITEM SPECIAL - DESIGN PLANS LUMP SUM

Items added

Quantity change

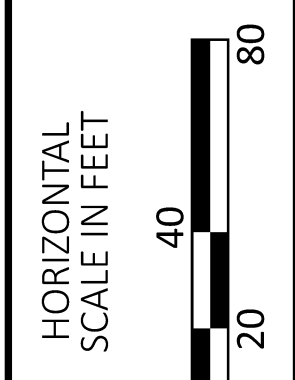
MAINTENANCE OF TRAFFIC - SUBSUMMARY

| ITEM | EXTENSION | TOTAL | UNIT | DESCRIPTION | SEE SHEET |
|---------|-----------|-------|------|-------------------------------------------------------------------------------------------|-----------|
| 100 | 00300 | LS | | PREMIUM ON RAILROADS' PROTECTIVE PUBLIC LIABILITY AND PROPERTY DAMAGE LIABILITY INSURANCE | |
| 614 | 12420 | LS | | DETOUR SIGNING | |
| 615 | 25000 | 930 | SY | PAVEMENT FOR MAINTAINING TRAFFIC, CLASS B | 11 |
| 615 | 10000 | LS | | ROADS FOR MAINTAINING TRAFFIC | 11 |
| 616 | 10000 | 4 | MGAL | WATER | 11 |
| SPECIAL | 90017000 | LS | | IORY RAILROAD TRAINING | 12 |
| 614 | 20000 | 0.06 | MILE | WORK ZONE LANE LINE, CLASS I, 4" | |
| 614 | 20550 | 0.03 | MILE | WORK ZONE LANE LINE, CLASS III, 4", 642 PAINT | |
| 614 | 21000 | 0.52 | MILE | WORK ZONE CENTER LINE, CLASS I | |
| 614 | 21550 | 0.26 | MILE | WORK ZONE CENTER LINE, CLASS III, 642 PAINT | |
| 614 | 22100 | 1.06 | MILE | WORK ZONE EDGE LINE, CLASS I, 4", 642 PAINT | |
| 614 | 22350 | 0.53 | MILE | WORK ZONE EDGE LINE, CLASS III, 4", 642 PAINT | |
| 614 | 24000 | 1070 | FT | WORK ZONE DOTTED LINE, CLASS I | |
| 614 | 24610 | 535 | FT | WORK ZONE DOTTED LINE, CLASS III, 4", 642 PAINT | |
| 614 | 26000 | 80 | FT | WORK ZONE STOP LINE, CLASS I | |
| 614 | 26610 | 40 | FT | WORK ZONE STOP LINE, CLASS III, 642 PAINT | |
| 614 | 27010 | 320 | FT | WORK ZONE CROSSWALK LINE, CLASS I, 12" | |
| 614 | 27250 | 160 | FT | WORK ZONE CROSSWALK LINE, CLASS III, 12", 642 PAINT | |
| 614 | 30000 | 16 | EACH | WORK ZONE ARROW, CLASS I | |
| 614 | 30650 | 8 | EACH | WORK ZONE ARROW, CLASS III, 642 PAINT | |



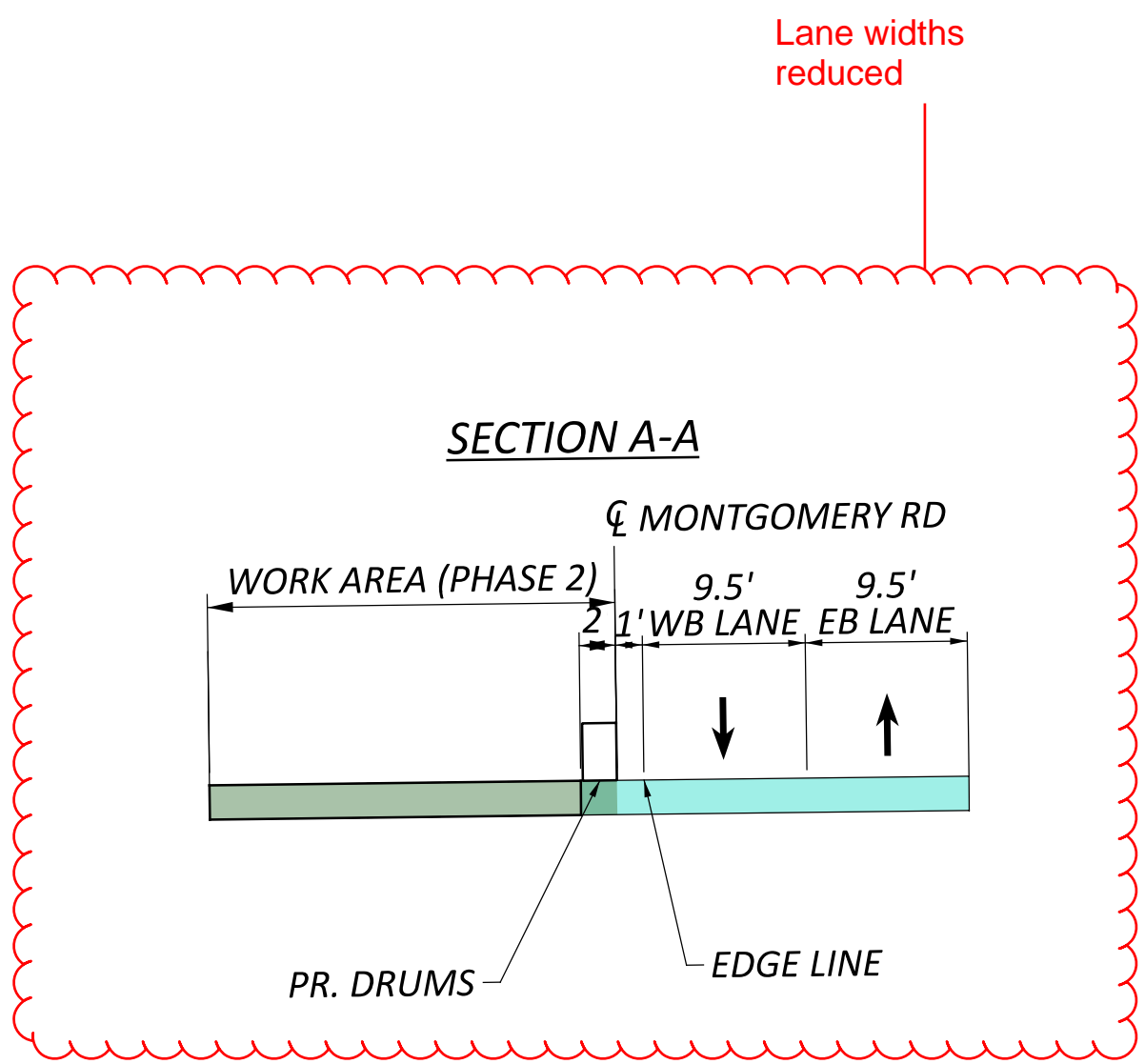
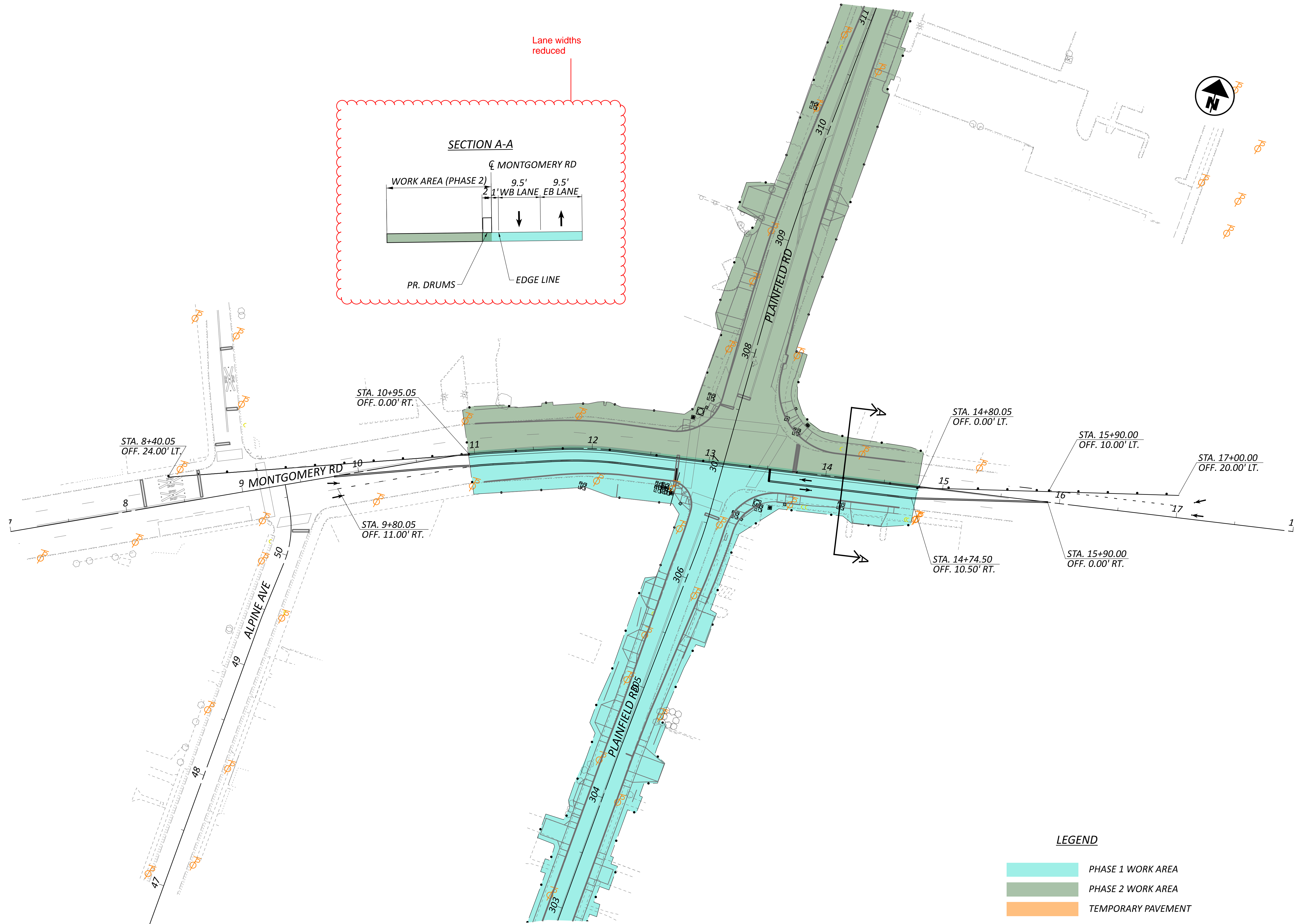
LEGEND

- PHASE 1 WORK AREA
- PHASE 2 WORK AREA
- TEMPORARY PAVEMENT



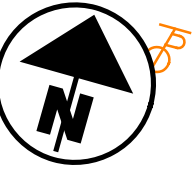
**MAINTENANCE OF TRAFFIC
 MONTGOMERY RD - PHASE 1**

| | |
|-------------------------------------------------------------------------------------------|--------------|
| DESIGN AGENCY | |
| TEC | |
| PLAN PREPARED BY: TEC Engineering, Inc. 7288 Central Parke Blvd. Mason, OH 45040 | |
| DESIGNER | KLL |
| REVIEWER | ALH 04/15/26 |
| PROJECT ID | 116550 |
| SHEET | TOTAL |
| 013A | 166 |



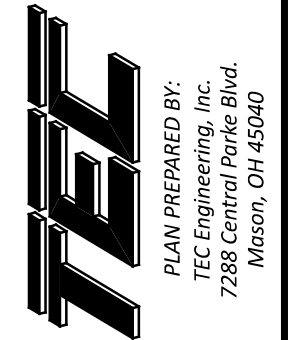
LEGEND

| | |
|--------------------------------------------------------------------------------------------------------------------------|--------------------|
| | PHASE 1 WORK AREA |
| | PHASE 2 WORK AREA |
| | TEMPORARY PAVEMENT |



**MAINTENANCE OF TRAFFIC
MONTGOMERY RD - PHASE 2**

DESIGN AGENCY



DESIGNER
KLL

REVIEWER
ALH 04/16/26

PROJECT ID
116550

| | |
|-------|-------|
| SHEET | TOTAL |
| 014A | 166 |

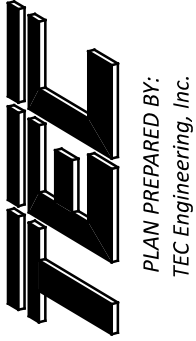
| SHEET NUM. | | | | | | | | PART. | | ITEM | ITEM EXT | GRAND TOTAL | UNIT | DESCRIPTION | SEE SHEET NO. |
|-------------------|----|----|----|-------|-------|-----|--------|-------|---------|----------|----------|-------------|---------------------------------------------------------------------------------------------------------------|-------------|---------------|
| 9 | 20 | 22 | 23 | 24 | 25 | 159 | 1/STGB | 2/NFP | | | | | | | |
| | | 5 | 2 | | | | 7 | | 611 | 97200 | 7 | EACH | CONDUIT, MISC.: SANITARY SEWER ENCASEMENT | 9 | |
| | | 5 | 3 | | | | 8 | | 611 | 98150 | 8 | EACH | CATCH BASIN, NO. 3 | | |
| | | 14 | 4 | | | | 18 | | 611 | 98180 | 18 | EACH | CATCH BASIN, NO. 3A | | |
| | | 1 | | | | | 1 | | 611 | 98370 | 1 | EACH | CATCH BASIN, NO. 6 | | |
| | | 3 | | | | | 3 | | 611 | 98510 | 3 | EACH | CATCH BASIN, NO. 2-3 | | |
| | | 20 | 6 | | | | 26 | | 611 | 99574 | 26 | EACH | MANHOLE, NO. 3 | | |
| | 12 | | | | | | 12 | | 611 | 99654 | 12 | EACH | MANHOLE ADJUSTED TO GRADE | | |
| | 1 | | | | | | 1 | | 611 | 99655 | 1 | EACH | MANHOLE ADJUSTED TO GRADE, AS PER PLAN | 9 | |
| | 5 | | | | | | 5 | | 611 | 99690 | 5 | EACH | MANHOLE, MISC.: EX. TMH, ATG | 9 | |
| LS | | | | | | | LS | | 611 | 99920 | LS | | DRAINAGE STRUCTURE, MISC.: CONNECT ROOF DRAINS TO DRAINAGE SYSTEM | 9 | |
| | | 25 | | | | | 25 | | 839 | 30100 | 25 | FT | TRENCH DRAIN, TYPE B WITH PEDESTRIAN GRATE | | |
| PAVEMENT | | | | | | | | | | | | | | | |
| | | | | 1,821 | | | 1,821 | | 301 | 56000 | 1,821 | CY | ASPHALT CONCRETE BASE, PG64-22, (449) | | |
| | | | | 100 | 187 | | 287 | | 301 | 56100 | 287 | CY | ASPHALT CONCRETE BASE, PG64-22, (449), (DRIVEWAYS) | | |
| | | | | 1,656 | | | 1,656 | | 304 | 20000 | 1,656 | CY | AGGREGATE BASE | | |
| | | | | 1,129 | 69 | | 1,198 | | 407 | 20000 | 1,198 | GAL | NON-TRACKING TACK COAT | | |
| | | | | 456 | | | 456 | | 441 | 50000 | 456 | CY | ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), PG64-22 | | |
| | | | | 533 | | | 533 | | 441 | 50300 | 533 | CY | ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, (448) | | |
| | | | | 40 | 75 | | 115 | | 441 | 70500 | 115 | CY | ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (449), (DRIVEWAYS) | | |
| | | | | | 180 | | 180 | | 452 | 11010 | 180 | SY | 7" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC 1P | | |
| | | | | | 1,699 | | 1,699 | | 452 | 12010 | 1,699 | SY | 8" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC 1P | | |
| | | | | 5,928 | | | 5,928 | | 609 | 26000 | 5,928 | FT | CURB, TYPE 6 | | |
| WATER WORK | | | | | | | | | | | | | | | |
| | | | | | 50 | | 50 | | 202 | 34900 | 50 | FT | PIPE REMOVED | | |
| | | | | | 100 | | 100 | | 202 | 98200 | 100 | FT | REMOVAL MISC.: STREET CAR RAILS (REMOVED) | 158 | |
| | | | | | 10 | | 5 | 5 | 503 | 21101 | 10 | CY | UNCLASSIFIED EXCAVATION, AS PER PLAN, CINCINNATI SPEC 1119 | 158 | |
| | | | | | 10 | | 5 | 5 | 503 | 21101 | 10 | CY | UNCLASSIFIED EXCAVATION, AS PER PLAN, CINCINNATI SPEC 1120 | 158 | |
| | | | | | 3,355 | | 928 | 2,427 | 509 | 40000 | 3,355 | LB | CONCRETE REINFORCEMENT, MISC.: REINFORCING STEEL | 158 | |
| | | | | | 30 | | 8 | 22 | 511 | 71100 | 30 | CY | CONCRETE, MISC.: CONCRETE, CINCINNATI SPEC 1110 | 158 | |
| | | | | | 2 | | 1 | 1 | 602 | 10000 | 2 | CY | BRICK MASONRY, CINCINNATI SPEC 602 | | |
| | | | | | 2 | | 1 | 1 | SPECIAL | 63830002 | 2 | MBF | SHEETING AND BRACING ORDERED LEFT IN PLACE | 158 | |
| | | | | | 2 | | 2 | | 638 | 98000 | 2 | EACH | WATER WORK, MISC.: ADJUST EXISTING VALVE CHAMBER TO GRADE | 158 | |
| | | | | | 1 | | 1 | | 638 | 98000 | 1 | EACH | WATER WORK, MISC.: FIRE HYDRANT FLOW TESTING (EXISTING), CINCINNATI SPEC 1112 | 158 | |
| | | | | | 3 | | 3 | | 638 | 98000 | 3 | EACH | WATER WORK, MISC.: FIRE HYDRANT FLOW TESTING (NEW), CINCINNATI SPEC 1112 | 158 | |
| | | | | | 1 | | 1 | | 638 | 98000 | 1 | EACH | WATER WORK, MISC.: FURNISHING AND INSTALLING 6" PLUG IN EXISTING WATER MAIN AND FITTING, CINCINNATI SPEC 1105 | 158 | |
| | | | | | 14 | | 9 | 5 | 638 | 98000 | 14 | EACH | WATER WORK, MISC.: FURNISHING AND INSTALLING CURB AND ROADWAY BOX (RENEW), CINCINNATI SPEC 1131 | 158 | |
| | | | | | 7 | | 7 | | 638 | 98000 | 7 | EACH | WATER WORK, MISC.: FURNISHING AND INSTALLING CURB AND ROADWAY BOX, CINCINNATI SPEC 1131 | 158 | |
| | | | | | 1 | | 1 | | 638 | 98000 | 1 | EACH | WATER WORK, MISC.: FURNISHING AND INSTALLING FIRE HYDRANT EXTENSION, 24" LONG, CINCINNATI SPEC 1115 | 158 | |
| | | | | | 2 | | 1 | 1 | 638 | 98000 | 2 | EACH | WATER WORK, MISC.: FURNISHING AND INSTALLING FIRE HYDRANT EXTENSION, 6" LONG, CINCINNATI SPEC 1115 | 158 | |
| | | | | | 6 | | 1 | 5 | 638 | 98000 | 6 | EACH | WATER WORK, MISC.: FURNISHING AND INSTALLING VALVE BOX COMPLETE, CINCINNATI SPEC 1116 | 158 | |
| | | | | | 1 | | 1 | | 638 | 98000 | 1 | EACH | WATER WORK, MISC.: FURNISHING AND INSTALLING VALVE BOX WITH 1" AIR RELEASE COMPLETE, CINCINNATI SPEC 1116 | 158 | |
| | | | | | 3 | | 3 | | 638 | 98000 | 3 | EACH | WATER WORK, MISC.: FURNISHING AND INSTALLING VALVE BOX WITH 2" AIR RELEASE COMPLETE, CINCINNATI SPEC 1116 | 158 | |
| | | | | | 1 | | 1 | | 638 | 98000 | 1 | EACH | WATER WORK, MISC.: HAULING AND INSTALLING FIRE HYDRANT, CINCINNATI SPEC 1112 | 158 | |
| | | | | | 7 | | 7 | | 638 | 98000 | 7 | EACH | WATER WORK, MISC.: LEAD SERVICE LINE REPLACEMENT, CINCINNATI SPEC 1126 | 158 | |
| | | | | | 2 | | 1 | 1 | 638 | 98000 | 2 | EACH | WATER WORK, MISC.: RELOCATING EXISTING FIRE HYDRANT, CINCINNATI SPEC 1113 | 158 | |
| | | | | | 1 | | 1 | | 638 | 98000 | 1 | EACH | WATER WORK, MISC.: REMOVING CURB AND ROADWAY BOX | 158 | |
| | | | | | 1 | | 1 | | 638 | 98000 | 1 | EACH | WATER WORK, MISC.: REMOVING EXISTING MANHOLE CURB AND COVER, CINCINNATI SPEC 1122 | 158 | |
| | | | | | 8 | | 8 | | 638 | 98000 | 8 | EACH | WATER WORK, MISC.: REMOVING EXISTING VALVE BOX, CINCINNATI SPEC 1122 | 158 | |
| | | | | | 1 | | 1 | | 638 | 98000 | 1 | EACH | WATER WORK, MISC.: REMOVING FIRE HYDRANT, CINCINNATI SPEC 1114 | 158 | |
| | | | | | 1 | | 1 | | 638 | 98000 | 1 | EACH | WATER WORK, MISC.: RESETTING EXISTING 5/8" FROST-PROOF METER SETTING, CINCINNATI SPEC 1135 | 158 | |
| | | | | | 21 | | 21 | | 638 | 98000 | 21 | EACH | WATER WORK, MISC.: RESETTING EXISTING CURB AND ROADWAY BOX, CINCINNATI SPEC 1132 | 158 | |
| | | | | | 62 | | 62 | | 638 | 98000 | 62 | EACH | WATER WORK, MISC.: RESETTING EXISTING VALVE BOX, COMPLETE, CINCINNATI SPEC 1125 | 158 | |

Quantity change

Quantity change

Asphalt items updated.
 441e70600 and 441e70000 was removed and changed to 441e70500

GENERAL SUMMARY

DESIGN AGENCY

 PLAN PREPARED BY:
 TEL Engineering, Inc.
 7288 Central Park Blvd.
 Mason, OH 45040

DESIGNER
 KLL

REVIEWER
 ALH 04/16/26

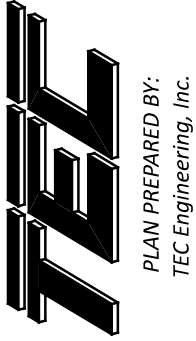
PROJECT ID
 116550

SHEET TOTAL
 017 166

| SHEET NUM. | | | | | | | | | PART. | | ITEM | ITEM | GRAND | UNIT | DESCRIPTION | SEE |
|------------|----|----|----|-----|-----|--|--|--|--------|---------|----------|-------|-------|----------------------------------------------------------------------------------------------------------|-------------|-----------|
| 9 | 11 | 12 | 26 | 115 | 119 | | | | 1/STGB | | EXT | TOTAL | | | | SHEET NO. |
| | | LS | | | | | | | LS | 100 | 00300 | LS | | INCIDENTALS PREMIUM ON RAILROADS' PROTECTIVE PUBLIC LIABILITY AND PROPERTY DAMAGE LIABILITY INSURANCE | | |
| | | | | | | | | | LS | 108 | 10000 | LS | | CPM PROGRESS SCHEDULE | | |
| | LS | | | | | | | | LS | 614 | 11000 | LS | | MAINTAINING TRAFFIC | 11 | |
| 12 | | | | | | | | | 12 | 619 | 16021 | 12 | MNTH | FIELD OFFICE, TYPE C, AS PER PLAN | 9 | |
| | | | | | | | | | LS | 623 | 10000 | LS | | CONSTRUCTION LAYOUT STAKES AND SURVEYING | | |
| | | | | | | | | | LS | 624 | 10000 | LS | | MOBILIZATION | | |
| | | | | | | | | | 1 | 819 | 10001 | 1 | EACH | RAILROAD PREEMPTION INTERFACE, AS PER PLAN, PLAINFIELD RD. & DEER PARK AVE. | 113 | |
| | | | | | | | | | 1 | SPECIAL | 90011000 | 1 | EACH | IORY RIGHT-OF-ENTRY PERMIT | 12 | |
| | | | | | | | | | 1 | SPECIAL | 90011000 | 1 | EACH | SORTA RIGHT-OF-ENTRY PERMIT | 12 | |
| | | | | | | | | | LS | SPECIAL | 90017000 | LS | | DESIGN PLANS | 12 | |
| | LS | | | | | | | | LS | SPECIAL | 90017000 | LS | | IORY RAILROAD TRAINING | 12 | |
| | | | | | | | | | LS | SPECIAL | 69098400 | LS | | CONSULTANT FOR CONCRETE QUALITY CONTROL INCLUDING TESTING AND INSPECTION | 10 | |

Items added

GENERAL SUMMARY

DESIGN AGENCY

 PLAN PREPARED BY:
 TEL Engineering, Inc.
 7288 Central Park Blvd.
 Mason, OH 45040

DESIGNER
 KLL

REVIEWER
 ALH 04/16/26

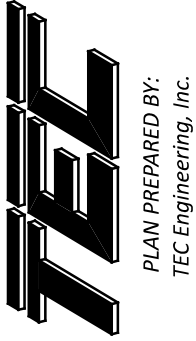
PROJECT ID
 116550

SHEET TOTAL
 019A | 166

| STATION RANGE | SECTION | DISTANCE (D) | AVERAGE WIDTH (W) | CADD GENERATED AREA | CADD GENERATED AREA | SUBGRADE AREA WITH 1' STEP | 204 | 204 | 204 | 204 | | | 301 | 301 | 304 | 407 | 441 | 441 | 441 | | | 609 | | |
|------------------------------------------|-----------------------------------------------|------------------|-------------------|---------------------|---------------------|----------------------------|---------------------|------------------------|---------------------------|-----------|--|--|----------------------------------------------------------------|---------------------------------------------------|---------------------------|---------------------------------------|----------------------------------------------------------------------|------------------------------------------------------------------------|-------------------------------------------------------------------|--|------|--------------|--|------|
| | | | | | | | SUBGRADE COMPACTION | EXCAVATION OF SUBGRADE | GRANULAR MATERIAL, TYPE B | GEOGRID | | | ASPHALT CONCRETE BASE, PG64-22, (449), (DRIVEWAYS), (5" THICK) | ASPHALT CONCRETE BASE, PG64-22, (449), (6" THICK) | AGGREGATE BASE (5" THICK) | NON-TRACKING TACK COAT (@0.05 GAL/SY) | ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), PG64-22 (1.5" THICK) | ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (449), (DRIVEWAYS) (2" THICK) | ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, (448) (1.75" THICK) | | | CURB, TYPE 6 | | |
| | | FT | FT | SQ FT | SQ YD | SQ YD | SY | CY | CY | SY | | | CY | CY | CY | GAL | CY | CY | CY | | | FT | | |
| 300+70.00 TO 321+47.00 | PLAINFIELD RD FULL DEPTH PAVEMENT | 2077.00 | 31.00 | 66167.00 | 7352 | 7978 | 7978 | 2521 | 2521 | 7978 | | | | 1226 | 1109 | 736 | 307 | | 358 | | | 3751 | | |
| 11+03.00 TO 14+65.00 | MONTGOMERY RD FULL DEPTH PAVEMENT | 362.00 | 42.00 | 12856.00 | 1429 | 1577 | 1577 | 493 | 493 | 1577 | | | | 239 | 220 | 143 | 60 | | 70 | | | 888 | | |
| 0+00.00 TO 0+96.97 | NORTH AVE FULL DEPTH PAVEMENT | 96.97 | 29.00 | 2109.00 | 235 | 263 | 263 | 82 | 82 | 263 | | | | 40 | 37 | 24 | 10 | | 12 | | | 172 | | |
| 70+00.00 TO 72+87.85 | BLUE ASH RD FULL DEPTH PAVEMENT PARKING | 593.86 306.00 | 26.00 21.00 | 17055.00 6427.00 | 1895 715 | 2082 715 | 2082 715 | 653 - | 653 - | 2082 - | | | 100 | 316 | 290 | 190 36 | 79 | 40 | 93 | | | 1117 | | |
| SUBTOTALS | | | | | | | 12615 | 3749 | 3749 | 11900 | | | 100 | 1821 | 1656 | 1129 | 456 | 40 | 533 | | 5928 | | | 5928 |
| TOTALS CARRIED TO GENERAL SUMMARY | | | | | | | 12615 | 3749 | 3749 | 11900 | | | 100 | 1821 | 1656 | 1129 | 456 | 40 | 533 | | 5928 | | | 5928 |

Item changed to driveway surface course

SUB SUMMARY - PAVEMENT

DESIGN AGENCY

 PLAN PREPARED BY:
 TEC Engineering, Inc.
 7288 Central Park Blvd.
 Mason, OH 45040

DESIGNER
 KLL

REVIEWER
 ALH 04/16/26

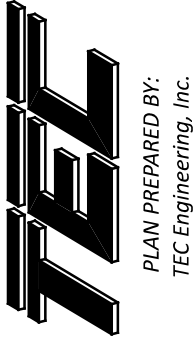
PROJECT ID
 116550

SHEET TOTAL
 024 | 166

| REF NO. | SHEET NO. | STATION TO STATION | 202 | 204 | 452 | 452 | 301 | 441 | 407 | | | | | | | | | | | |
|---------|-----------|-----------------------------------|------------------------|---------------------------|-----------------------------------------------------------|-----------------------------------------------------------|-------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------|--|--|--|--|--|--|--|--|--|--|--|
| | | | PAVEMENT REMOVED SY | SUBGRADE COMPACTION SY | 7" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC 1P SY | 8" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC 1P SY | ASPHALT CONCRETE BASE, PG64+22, (449), (DRIVEWAYS), (5" THICK) CY | ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (449), (DRIVEWAYS) (2" THICK) CY | NON-TRACKING TACK COAT (@0.05 GAL/SY) GAL | | | | | | | | | | | |
| | | PLAINFIELD RD | | | | | | | | | | | | | | | | | | |
| | | 301+85 | 24 | 43 | 43 | - | | | - | | | | | | | | | | | |
| | | 301+93 | 14 | 31 | 23 | - | 1.1 | 0.4 | 0.4 | | | | | | | | | | | |
| | | 302+60 | 15 | 33 | 25 | - | 2.5 | 1 | 0.9 | | | | | | | | | | | |
| | | 302+75 | 35 | 64 | 34 | - | 4.3 | 1.7 | 1.6 | | | | | | | | | | | |
| | | 303+39 | 38 | 41 | 27 | - | 2.1 | 0.8 | 0.8 | | | | | | | | | | | |
| | | 303+60 | 42 | 61 | 28 | - | 4.7 | 1.9 | 1.7 | | | | | | | | | | | |
| | | 303+97 | 35 | 35 | - | 28 | 1 | 0.4 | 0.4 | | | | | | | | | | | |
| | | 304+37 | 59 | 59 | - | 33 | 10.6 | 4.2 | 3.8 | | | | | | | | | | | |
| | | 304+66 | 57 | 57 | - | 33 | 3.5 | 1.4 | 1.3 | | | | | | | | | | | |
| | | 304+66 TO 305+31 | 36 | 36 | - | | 5 | 2 | 1.8 | | | | | | | | | | | |
| | | 305+31 | 34 | 41 | - | 30 | 2.5 | 1 | 0.9 | | | | | | | | | | | |
| | | 305+31 TO 305+80 | 11 | 11 | - | | 1.4 | 0.6 | 0.5 | | | | | | | | | | | |
| | | 14+40 | 35 | 40 | - | 25 | 5.3 | 2.1 | 1.9 | | | | | | | | | | | |
| | | 305+66 | 62 | 66 | - | 40 | 3.8 | 1.5 | 1.4 | | | | | | | | | | | |
| | | 305+80 | 32 | 41 | - | 32 | 2.4 | 0.9 | 0.9 | | | | | | | | | | | |
| | | 308+32 | 80 | 84 | - | 69 | 4.3 | 1.7 | 1.6 | | | | | | | | | | | |
| | | 308+82 | 81 | 69 | - | 56 | 1.8 | 0.7 | 0.7 | | | | | | | | | | | |
| | | 309+23.5 | 115 | 103 | - | 48 | 7.6 | 3.1 | 2.8 | | | | | | | | | | | |
| | | 309+40 | 11 | 41 | - | - | 5.7 | 2.3 | 2.1 | | | | | | | | | | | |
| | | 310+75 | 49 | 73 | - | 61 | 1.7 | 0.7 | 0.6 | | | | | | | | | | | |
| | | 311+45 | 50 | 61 | - | 61 | 0 | 0 | 0 | | | | | | | | | | | |
| | | 311+70 | 15 | 30 | - | 45 | 0 | 0 | 0 | | | | | | | | | | | |
| | | 312+20 | 76 | 87 | - | 86 | 3.6 | 1.4 | 1.3 | | | | | | | | | | | |
| | | 313+37 | 65 | 77 | - | 47 | 0 | 0 | 0 | | | | | | | | | | | |
| | | 313+37 TO 315+73 | | 257 | | | 35.7 | 14.3 | 12.9 | | | | | | | | | | | |
| | | 313+62 | 41 | 52 | - | 40 | 2.1 | 0.8 | 0.8 | | | | | | | | | | | |
| | | 314+63 | 42 | 49 | - | 29 | 2.8 | 1.1 | 1 | | | | | | | | | | | |
| | | 314+63 TO 315+02 | | 13 | | | 1.7 | 0.7 | 0.6 | | | | | | | | | | | |
| | | 315+02 | 43 | 49 | - | 29 | 2.8 | 1.1 | 1 | | | | | | | | | | | |
| | | 315+02 TO 315+38 | | 14 | | | 1.9 | 0.8 | 0.7 | | | | | | | | | | | |
| | | 315+38 | 52 | 53 | - | 53 | - | - | - | | | | | | | | | | | |
| | | 315+73 | 74 | 72 | - | 41 | 4.4 | 1.8 | 1.6 | | | | | | | | | | | |
| | | 317+00 | 16 | 40 | - | 34 | 0.8 | 0.3 | 0.3 | | | | | | | | | | | |
| | | 317+00 TO 317+42 | | 11 | | | 1.4 | 0.6 | 0.5 | | | | | | | | | | | |
| | | 317+17 | 61 | 62 | - | 67 | - | - | - | | | | | | | | | | | |
| | | 317+42 | 20 | 44 | - | 36 | 1.1 | 0.4 | 0.4 | | | | | | | | | | | |
| | | 317+42 TO 317+92 | | 10 | | | 1.4 | 0.6 | 0.5 | | | | | | | | | | | |
| | | 317+92 | 90 | 71 | - | 49 | 3.2 | 1.3 | 1.2 | | | | | | | | | | | |
| | | 317+92 TO 318+40 | | 10 | | | 1.3 | 0.5 | 0.5 | | | | | | | | | | | |
| | | 317+93 | 123 | 154 | - | 154 | - | - | - | | | | | | | | | | | |
| | | 318+40 | 52 | 83 | - | 36 | 6.5 | 2.6 | 2.4 | | | | | | | | | | | |
| | | 318+40 TO 318+81 | | 23 | | | 3.2 | 1.3 | 1.2 | | | | | | | | | | | |
| | | 318+81 | 84 | 102 | - | 47 | 7.6 | 3.1 | 2.8 | | | | | | | | | | | |
| | | 318+81 TO 319+37 | | 39 | | | 5.4 | 2.2 | 2 | | | | | | | | | | | |
| | | 319+37 | 115 | 100 | - | 47 | 7.5 | 3 | 2.7 | | | | | | | | | | | |
| | | 319+37 TO 320+00 | | 34 | | | 4.6 | 1.8 | 1.7 | | | | | | | | | | | |
| | | 320+62 | 40 | 57 | - | 35 | 3.2 | 1.3 | 1.2 | | | | | | | | | | | |
| | | BLUE ASH RD | | | | | | | | | | | | | | | | | | |
| | | 71+35 | 61 | 70 | - | 54 | 2.4 | 0.9 | 0.9 | | | | | | | | | | | |
| | | 72+22 | 149 | 181 | - | 181 | - | - | - | | | | | | | | | | | |
| | | 74+95 | 46 | 64 | - | 38 | 3.6 | 1.4 | 1.3 | | | | | | | | | | | |
| | | 75+51 | 53 | 62 | - | 35 | 3.8 | 1.5 | 1.4 | | | | | | | | | | | |
| | | 74+28 TO 74+95 | | 23 | | | 3.2 | 1.3 | 1.2 | | | | | | | | | | | |
| | | 75+51 TO 75+93 | | 4 | | | 0.4 | 0.2 | 0.2 | | | | | | | | | | | |
| | | TOTALS CARRIED TO GENERAL SUMMARY | 2233 | 3087 | 180 | 1699 | 187 | 75 | 69 | | | | | | | | | | | |

Item changed from intermediate to surface

SUB SUMMARY -DRIVEWAYS

DESIGN AGENCY

 PLAN PREPARED BY:
 TEL Engineering, Inc.
 7288 Central Park Blvd.
 Mason, OH 45040
 DESIGNER
 KLL
 REVIEWER
 ALH 04/16/28
 PROJECT ID
 116550
 SHEET TOTAL
 025 | 166