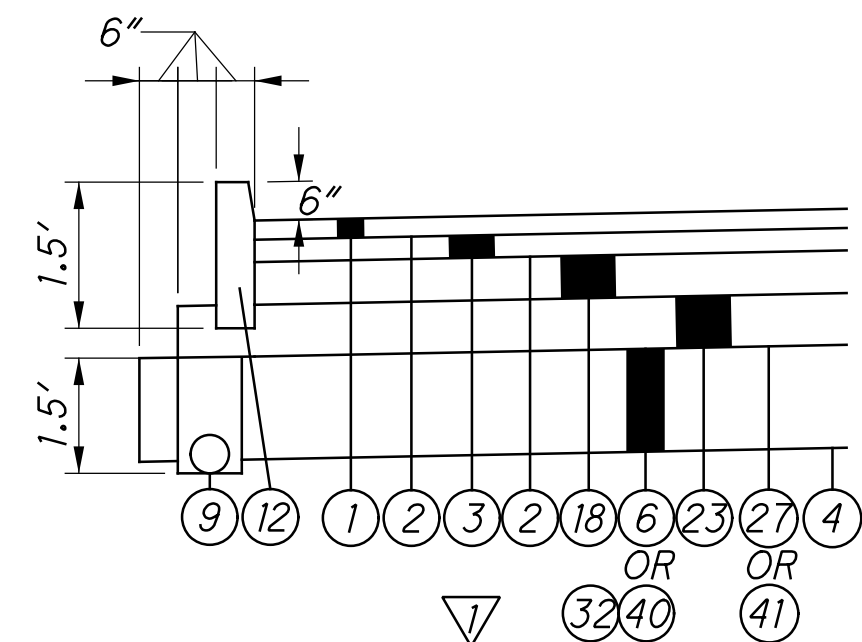
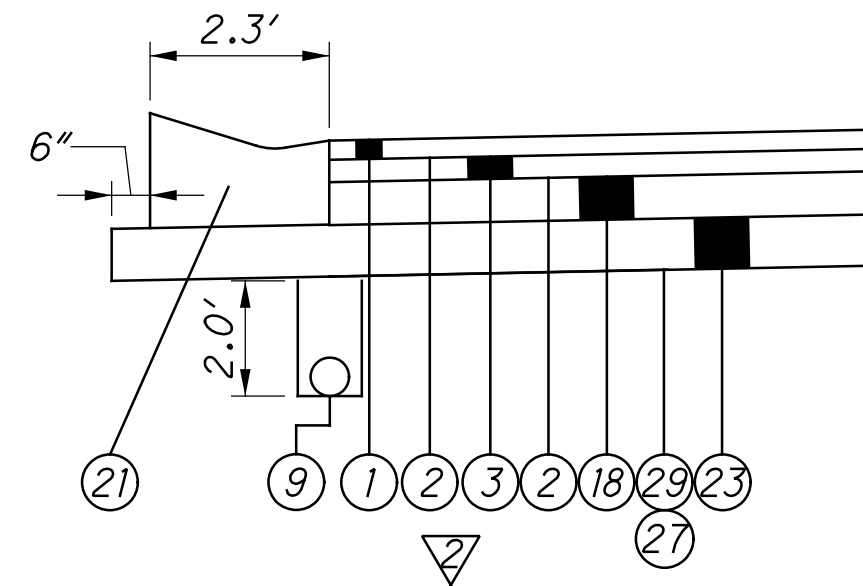


LEGEND

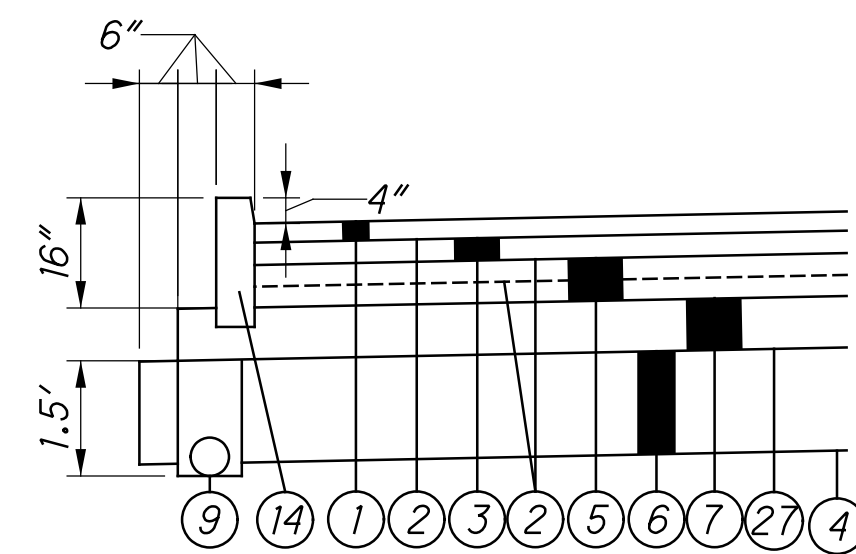
- ① ITEM 442 - 1½" ASPHALT CONCRETE (SC), 12.5MM, TYPE A (446)
- ② ITEM 407 - NON-TRACKING TACK COAT
- ③ ITEM 442 - 1¾" ASPHALT CONCRETE (IC), 19MM, TYPE A (446)
- ④ ITEM 206 - CURING COAT
- ⑤ ITEM 302 - 10" ASPHALT CONCRETE BASE, PG64-22
- ⑥ ITEM 206 - LIME STABILIZED SUBGRADE, 12" DEEP
- ⑦ ITEM 304 - 8" AGGREGATE BASE
- ⑧ ITEM 606 - GUARDRAIL, TYPE MGS
- ⑨ ITEM 605 - 6" BASE PIPE UNDERDRAINS WITH GEOTEXTILE FABRIC
- ⑩ ITEM 605 - 6" SHALLOW PIPE UNDERDRAINS WITH GEOTEXTILE FABRIC
- ⑪ ITEM 659 - SEEDING AND MULCHING
- ⑫ ITEM 609 - CURB, TYPE 6
- ⑬ ITEM 622 - CONCRETE BARRIER, SINGLE SLOPE, TYPE D
- ⑭ ITEM 609 - CURB, TYPE 4C
- ⑮ ITEM 601 - PAVED GUTTER, TYPE 3, AS PER PLAN
- ⑯ MECHANICALLY STABILIZED EARTH WALL (MSE)
- ⑰ ABUTMENT WALL
- ⑱ ITEM 302 - 6" ASPHALT CONCRETE BASE, PG64-22
- ⑲ ITEM 452 - 11" NON REINFORCED CONCRETE PAVEMENT, CLASS QC1
- ⑳ ITEM 608 - 5" CONCRETE SIDEWALK
- ㉑ ITEM 609 - CURB, MISC.: CLERMONT COUNTY CURB AND GUTTER
- ㉒ CONCRETE SLOPE PROTECTION
- ㉓ ITEM 304 - 6" AGGREGATE BASE
- ㉔ ITEM 526 - REINFORCED CONCRETE APPROACH SLABS (T=17")
- ㉕ ITEM 452 - 4" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC1
- ㉖ ITEM 622 - CONCRETE BARRIER, SINGLE SLOPE, TYPE C1
- ㉗ ITEM 204 - PROOF ROLLING
- ㉘ ITEM 605 - 4" BASE PIPE UNDERDRAINS
- ㉙ ITEM 204 - SUBGRADE COMPACTION
- ㉚ ITEM 441 - 1¼" AC SURFACE COURSE, TYPE 1, (448), PG64-22
- ㉛ ITEM 441 - 1¾" AC INTERMEDIATE COURSE, TYPE 2, (448), PG64-22
- ㉜ ITEM 204 - EXCAVATION OF SUBGRADE, 12" DEEP
- ㉝ ITEM SPECIAL, CABLE BARRIER (EXISTING)
- ㉞ ITEM 622 - CONCRETE BARRIER, SINGLE SLOPE, TYPE D, AS PER PLAN
- ㉟ ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE (DEPTH VARIES 1.5" MAX)
- ㊱ ITEM 304 - 23.1" AGGREGATE BASE
- ㊲ ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE (1.5" DEPTH)
- ㊳ ITEM 601 - PAVED GUTTER, TYPE 1-2, AS PER PLAN
- ㊴ ITEM 302 - 8¾" ASPHALT CONCRETE BASE, PG64-22
- ㊵ ITEM 204 - GRANULAR MATERIAL, TYPE B
- ㊶ ITEM 204 - GEOTEXTILE FABRIC
- (A) 3" ASPHALT CONCRETE
- (B) 9" CONCRETE
- (C) AGGREGATE BASE
- (D) CONCRETE BARRIER



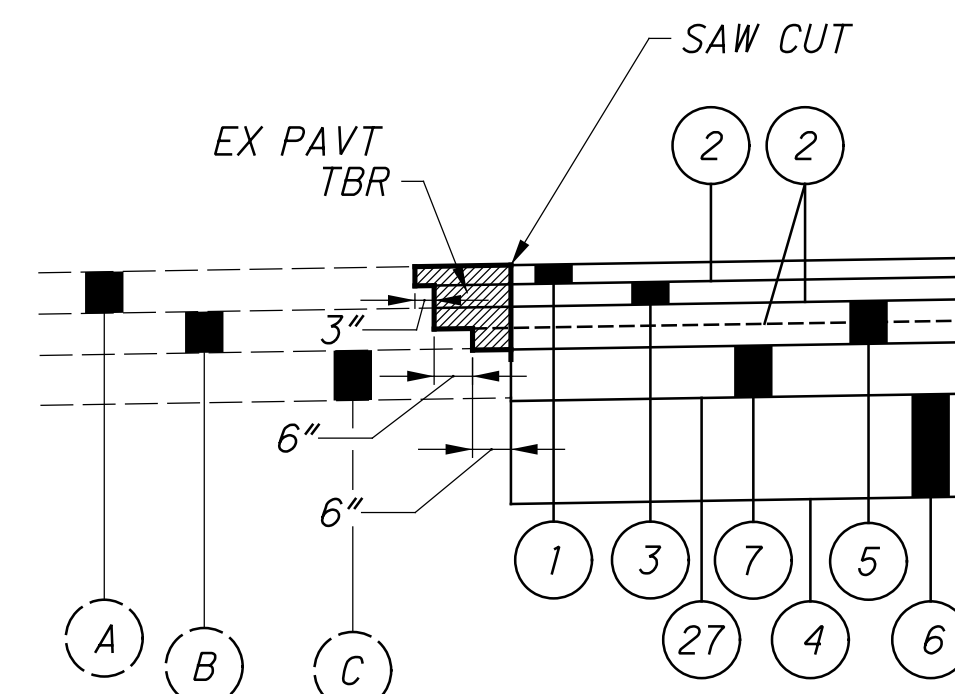
LOCAL PAVEMENT EDGE DETAIL WITH TYPE 6 CURB



PAVEMENT EDGE DETAIL WITH CLERMONT COUNTY CURB AND GUTTER

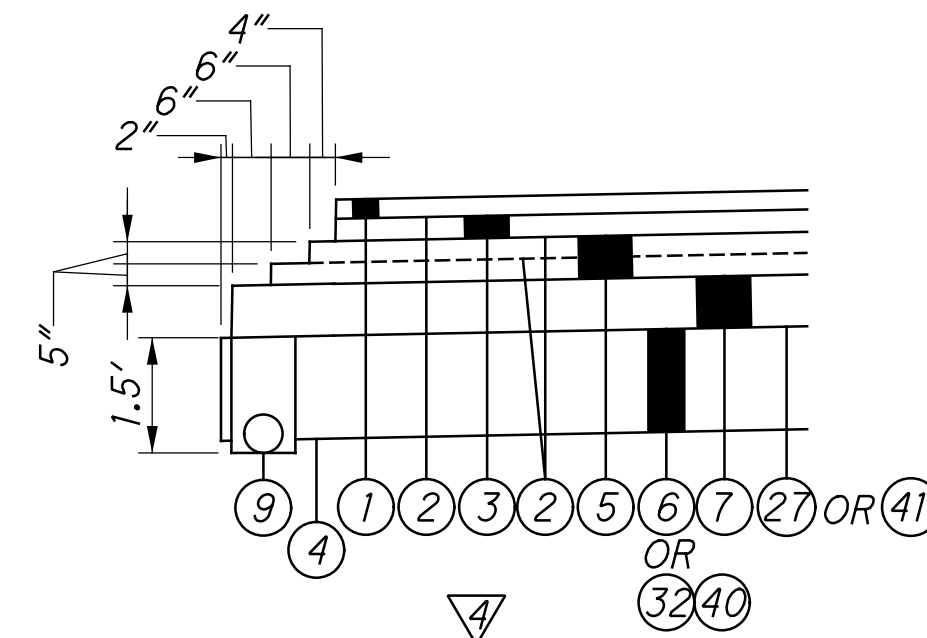


PAVEMENT EDGE DETAIL WITH TYPE 4C CURB

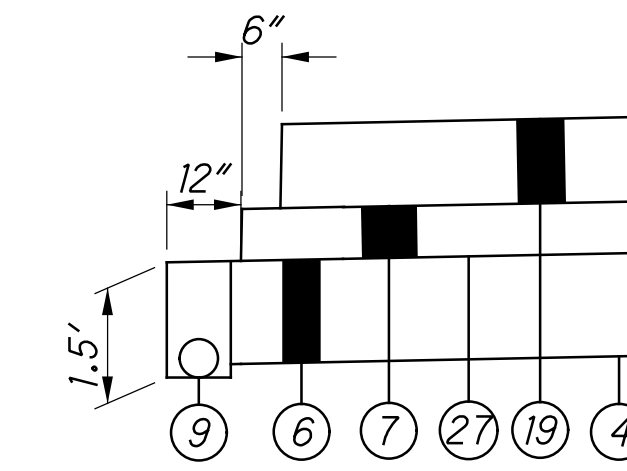


PHASING & SAW CUT JOINT DETAIL

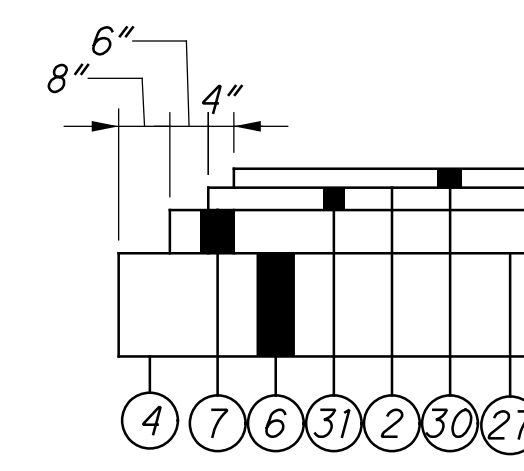
PAVEMENT EDGE DETAILS



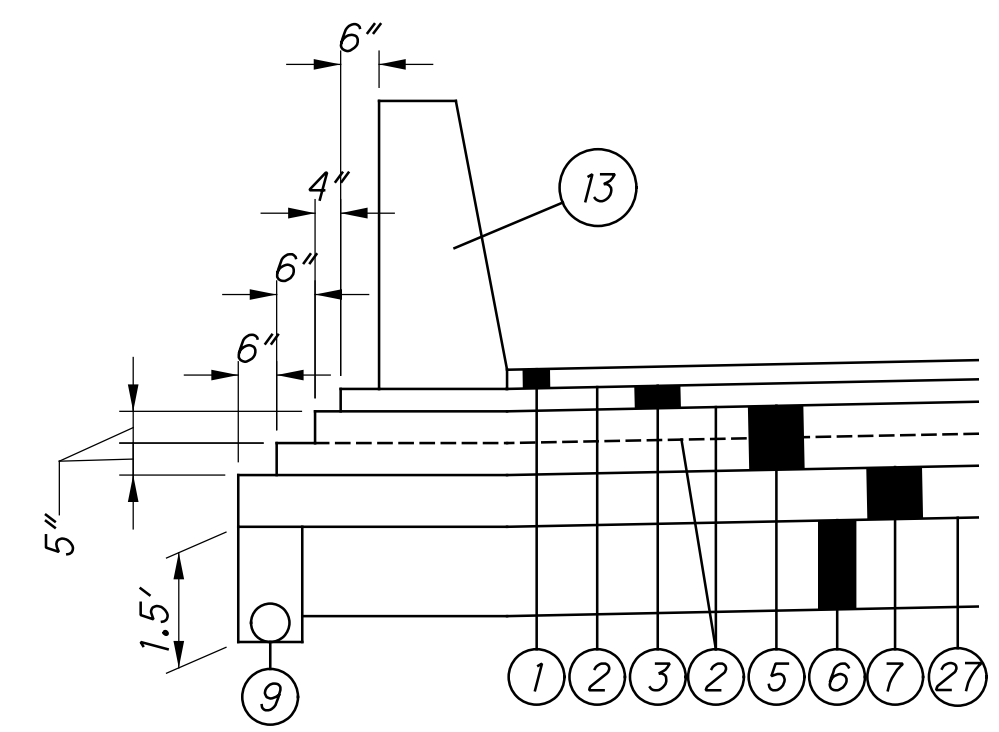
ASPHALT PAVEMENT EDGE STEP DETAIL



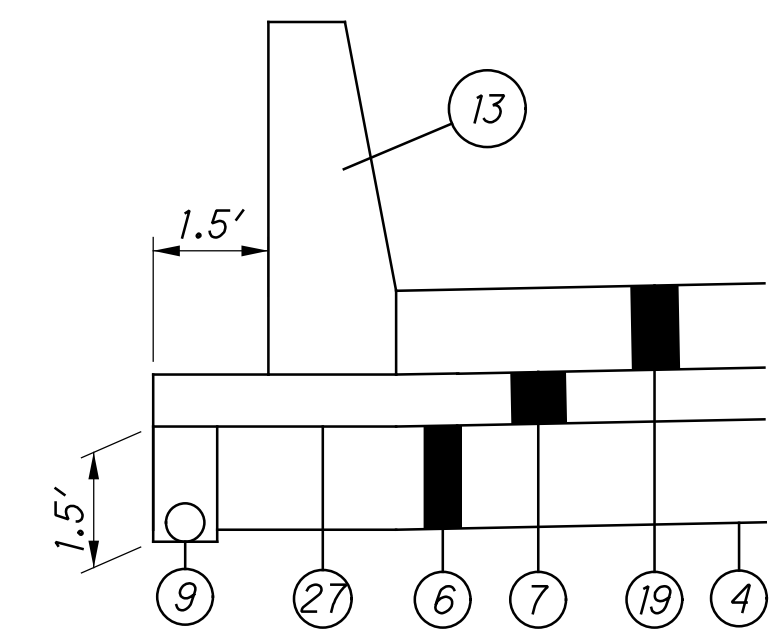
CONCRETE PAVEMENT EDGE STEP DETAIL



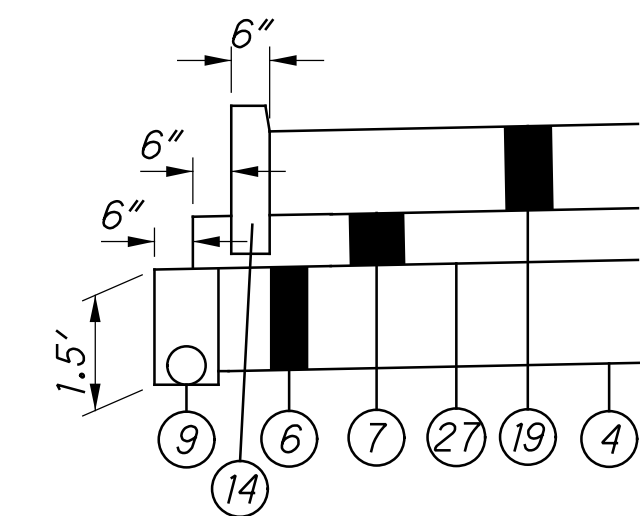
PAVEMENT EDGE DETAIL COMMERCIAL DRIVEWAYS NOT ABUTTING CURB



CONCRETE BARRIER WITH ASPHALT PAVEMENT EDGE STEP DETAIL



CONCRETE BARRIER WITH CONCRETE PAVEMENT EDGE STEP DETAIL



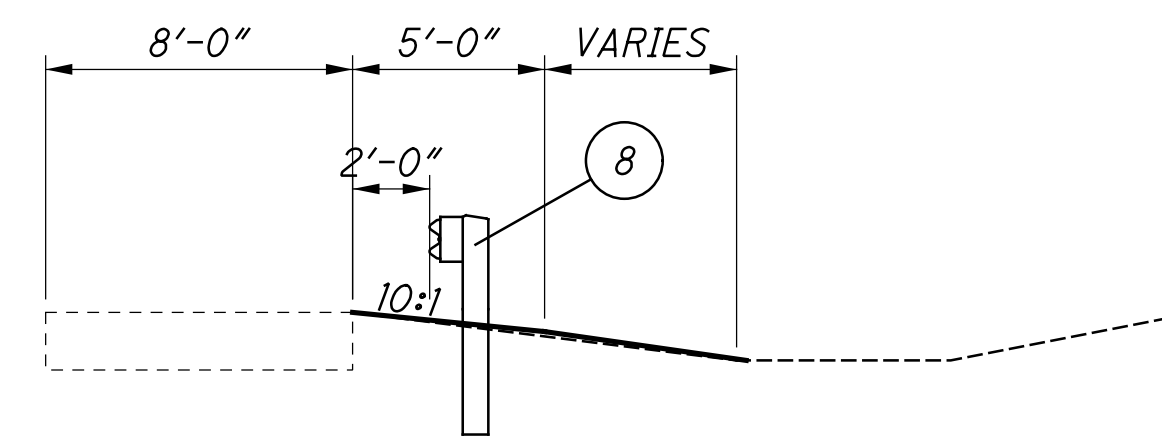
CONCRETE PAVEMENT WITH TYPE 4C CURB

SHEET INTENTIONALLY BLANK

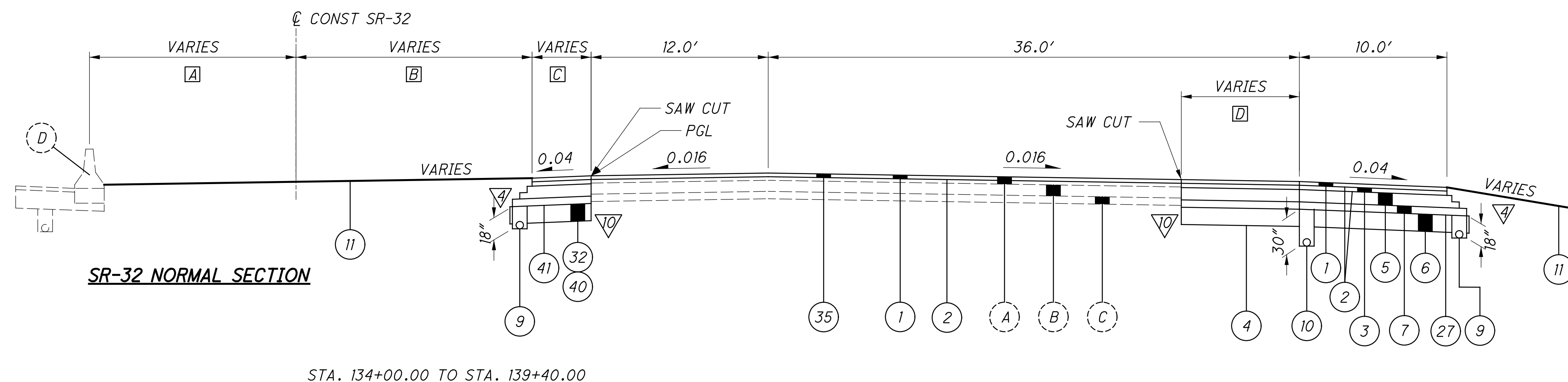
- A VARIES 0.0' TO 14.0'±
STA 134+00.00 TO STA 134+50.00±
14.0'±
STA 134+50.00± TO STA 139+39.73
- B VARIES 1.2' TO 9.6'
STA 134+00.00 TO STA 135+50.00
VARIES 9.6' TO 16.0'
STA 135+50.00 TO STA 139+39.73
- C VARIES 10.0' TO 4.0'
STA 134+00.00 TO STA 135+50.00
4.0'
STA 135+50.00 TO STA 139+40.00
- D VARIES 2.0' TO 8.7'
STA 134+00.00 TO STA 136+15.63
VARIES 8.7' TO 0.0'
STA 136+15.63 TO STA 136+54.45
0.0'
STA 136+54.45 TO STA 139+40.00

E WB OUTSIDE LANE FULL DEPTH REPLACEMENT
SECTION APPLIES SR-32:
STA 142+03.69 TO 143+37.48
STA 143+73.43 TO 144+10.10

F EB OUTSIDE LANE FULL DEPTH REPLACEMENT
SECTION APPLIES SR-32:
STA 143+68.34 TO 144+65.30

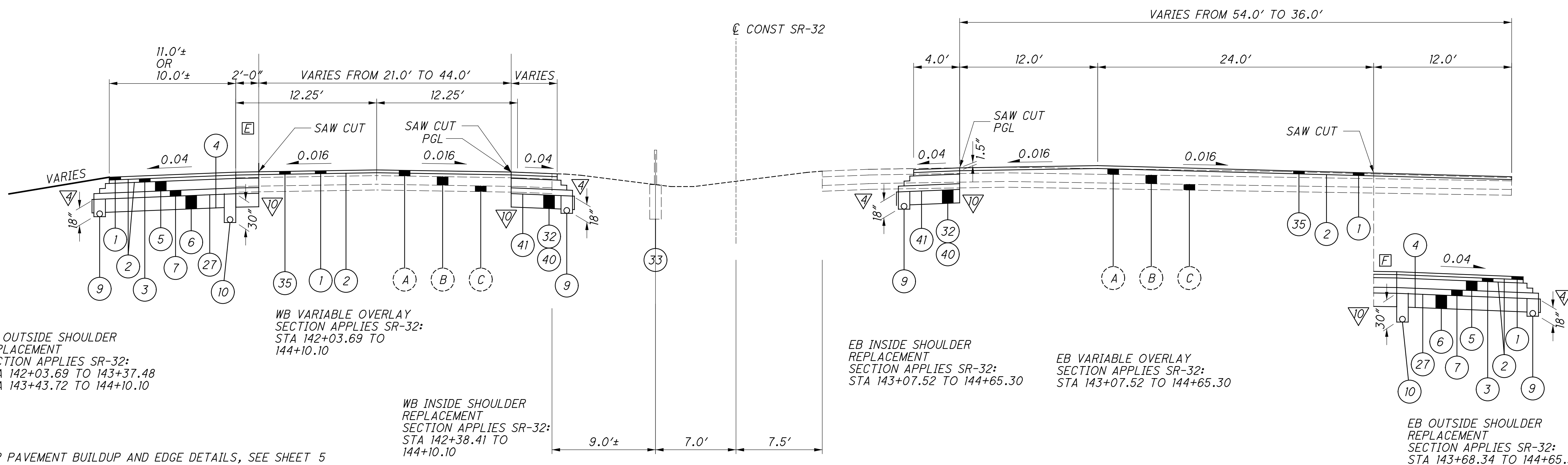


EB SR-32 OUTSIDE SHOULDER SECTION
STA 129+01.53 TO 130+64.00



SR-32 NORMAL SECTION

STA. 134+00.00 TO STA. 139+40.00



WB OUTSIDE SHOULDER REPLACEMENT
SECTION APPLIES SR-32:
STA 142+03.69 TO 143+37.48
STA 143+43.72 TO 144+10.10

WB VARIABLE OVERLAY SECTION APPLIES SR-32:
STA 142+03.69 TO 144+10.10

WB INSIDE SHOULDER REPLACEMENT
SECTION APPLIES SR-32:
STA 142+38.41 TO 144+10.10

EB INSIDE SHOULDER REPLACEMENT
SECTION APPLIES SR-32:
STA 143+07.52 TO 144+65.30

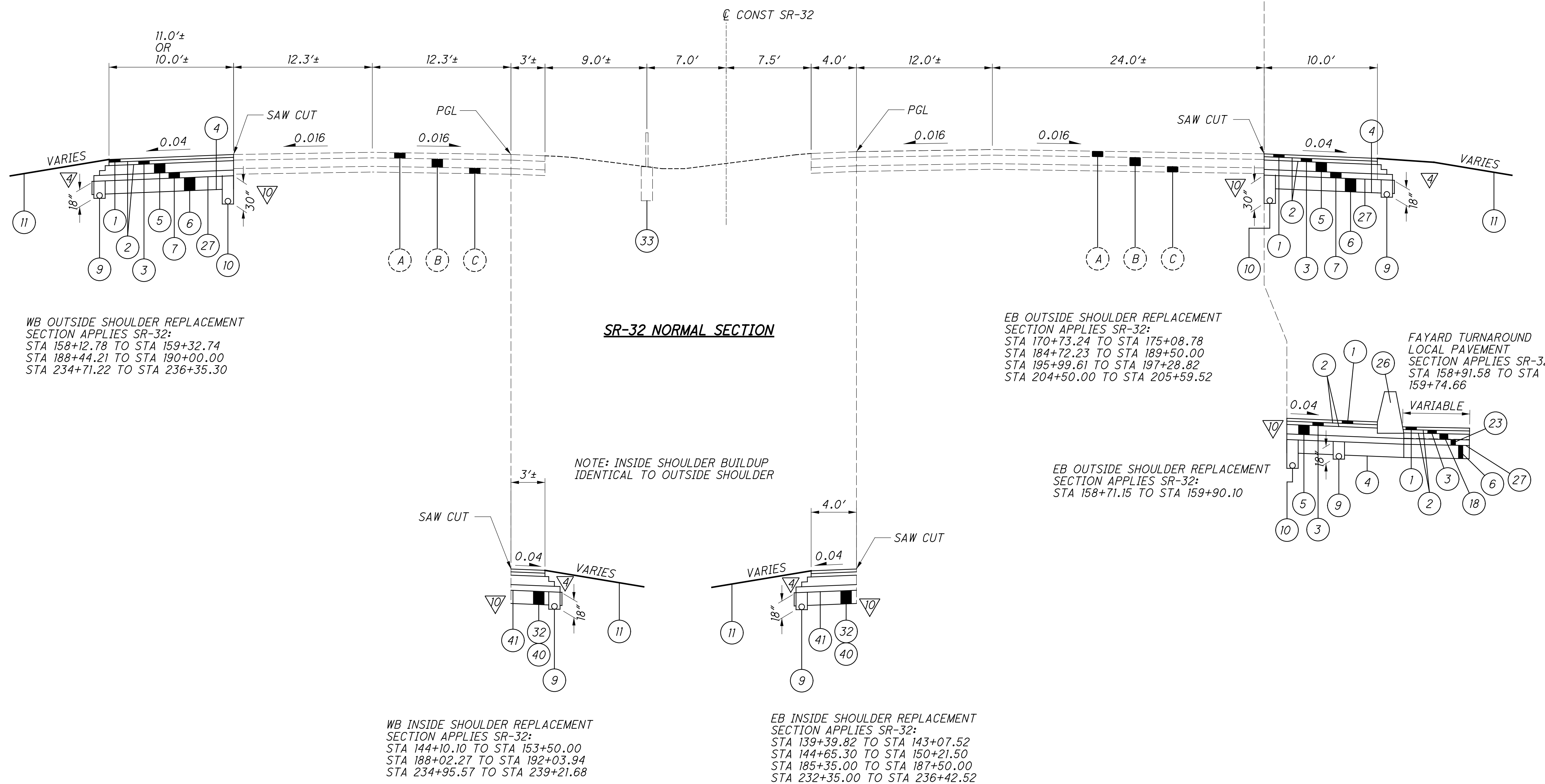
EB VARIABLE OVERLAY SECTION APPLIES SR-32:
STA 143+07.52 TO 144+65.30

EB OUTSIDE SHOULDER REPLACEMENT
SECTION APPLIES SR-32:
STA 143+68.34 TO 144+65.30

▽ FOR PAVEMENT BUILDUP AND EDGE DETAILS, SEE SHEET 5

FOR LEGEND, SEE SHEET 5

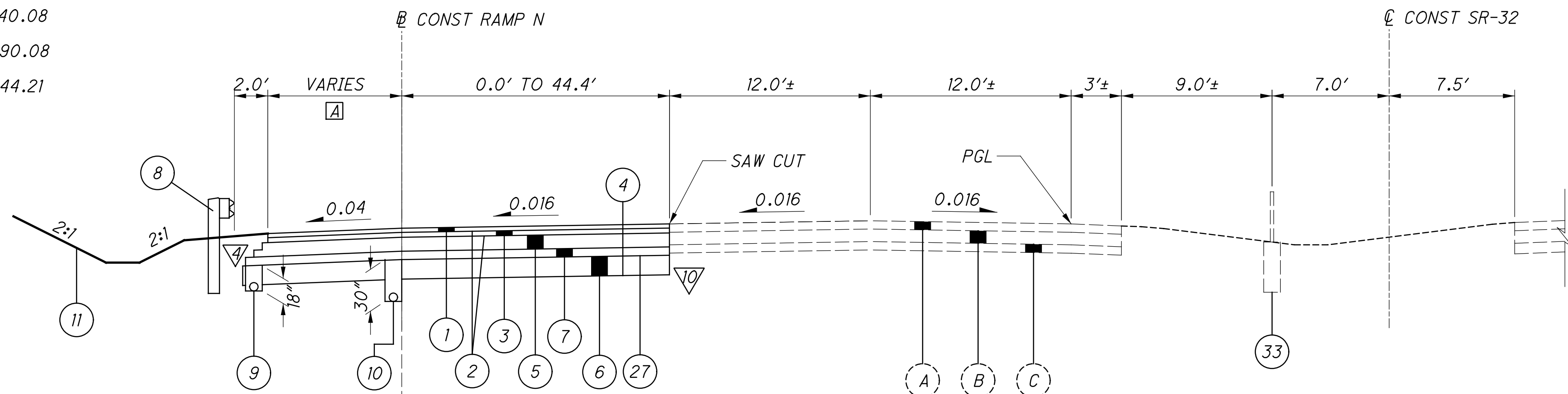
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▽ FOR PAVEMENT BUILDUP AND EDGE DETAILS, SEE SHEET 5

FOR LEGEND, SEE SHEET 5

- Ⓐ VARIES 10.0' TO 8.0'
- STA 171+90.25 TO STA 172+40.25
- 8.0'
- STA 172+40.25 TO STA 184+40.08
- VARIES 8.0' TO 6.0'
- STA 184+40.08 TO STA 184+90.08
- 6.0'
- STA 184+90.08 TO STA 188+44.21

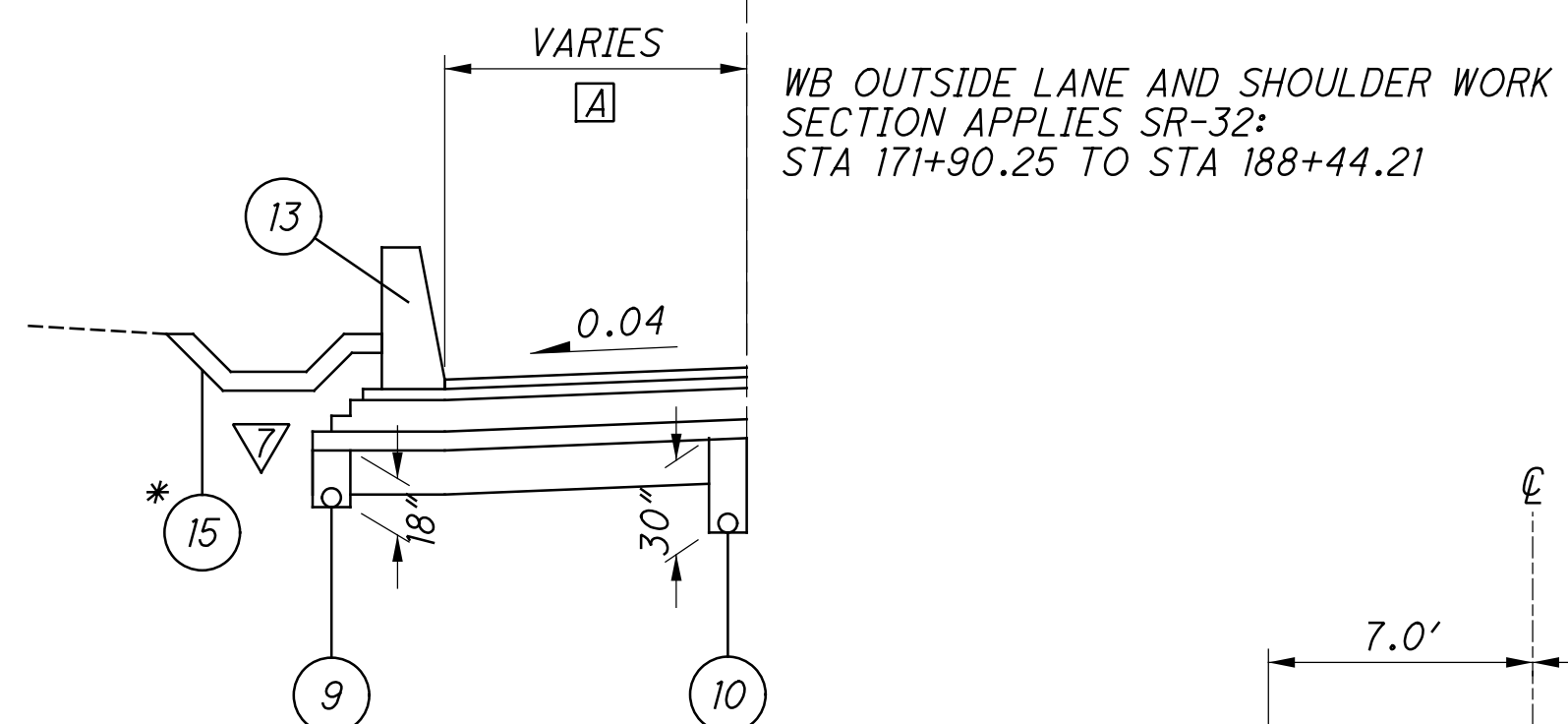


- Ⓒ VARIES 0.0' TO 12.0'
- STA 180+01.20 TO STA 181+01.20
- VARIES 12.0' TO 39.0'
- STA 181+01.20 TO STA 188+87.92

- Ⓓ VARIES 10.0' TO 8.0'
- STA 180+01.20 TO STA 181+01.20
- 8.0'
- STA 181+01.20 TO STA 188+48.94

SR-32 NORMAL SECTION

* PAVED GUTTER BEGINS AT STA. 185+50.00



SR-32 NORMAL SECTION

EB OUTSIDE LANE AND SHOULDER WORK SECTION APPLIES SR-32: STA 180+01.20 TO STA 188+87.92

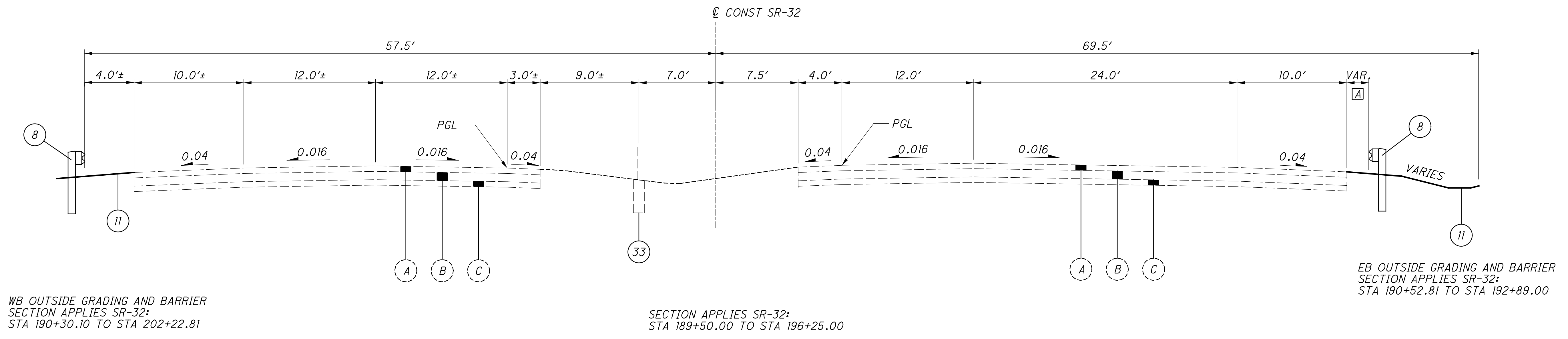
EB LANES VARIABLE OVERLAY AND OUTSIDE SHOULDER REPLACEMENT SECTION APPLIES SR-32: STA 187+50.00 TO STA 189+50.00

SECTION APPLIES TO SR-32: STA. 182+34.63 TO STA 185+99.49

SECTION APPLIES TO SR-32: STA. 185+99.49 TO 188+87.92

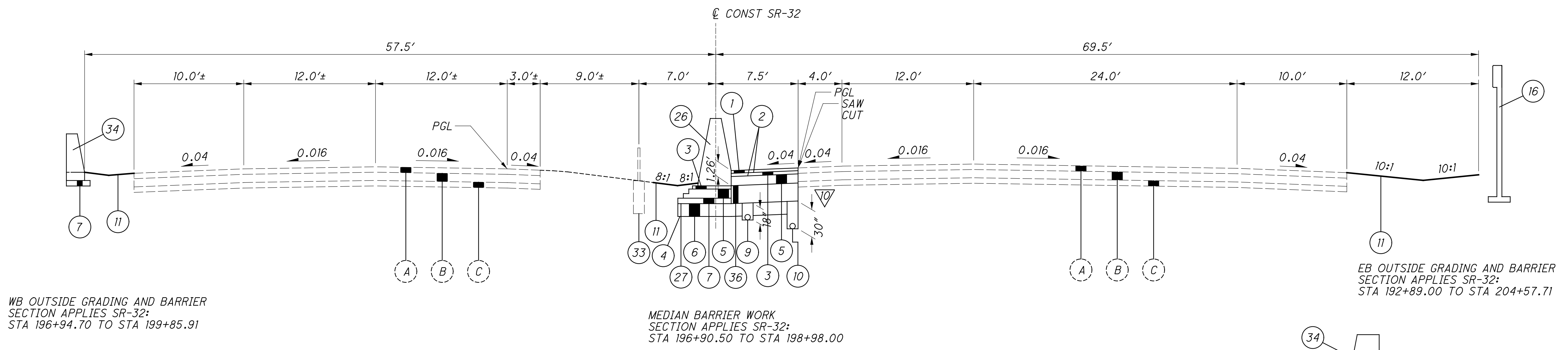
▽ FOR PAVEMENT BUILDUP AND EDGE DETAILS, SEE SHEET 5

FOR LEGEND, SEE SHEET 5

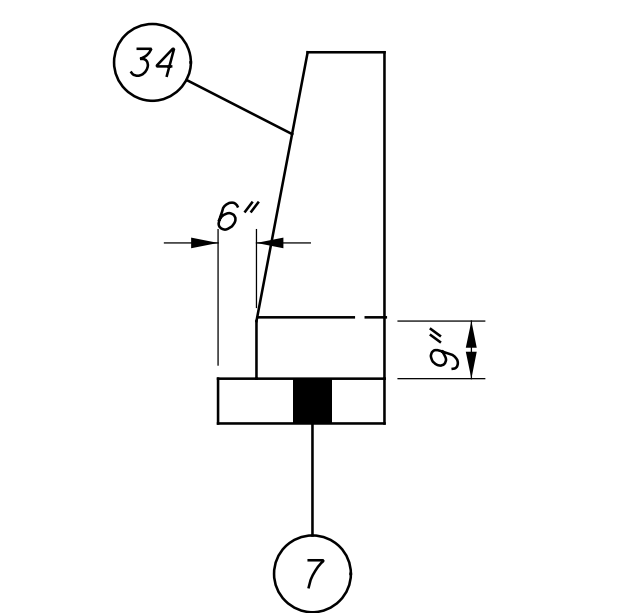


SR-32 NORMAL SECTION

VAR. 2.0' STA 190+52.81 TO STA 191+94.60 VARIES 2.0' TO 12.0' STA 184+40.08 TO STA 192+89.00



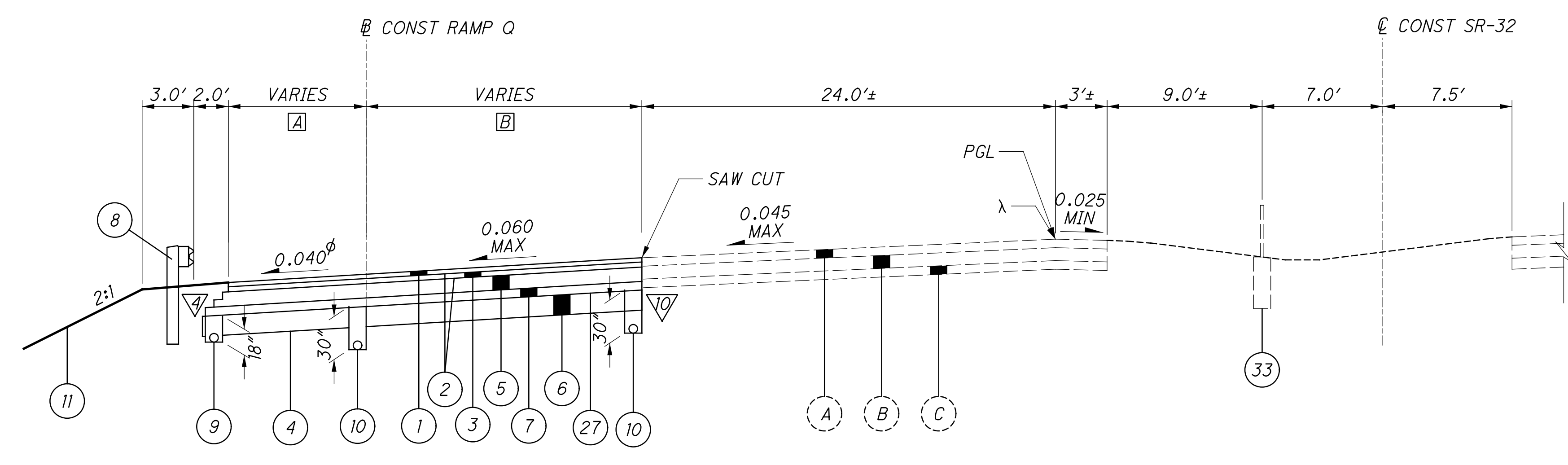
SR-32 NORMAL SECTION



▽ FOR PAVEMENT BUILDUP AND EDGE DETAILS, SEE SHEET 5
FOR LEGEND, SEE SHEET 5

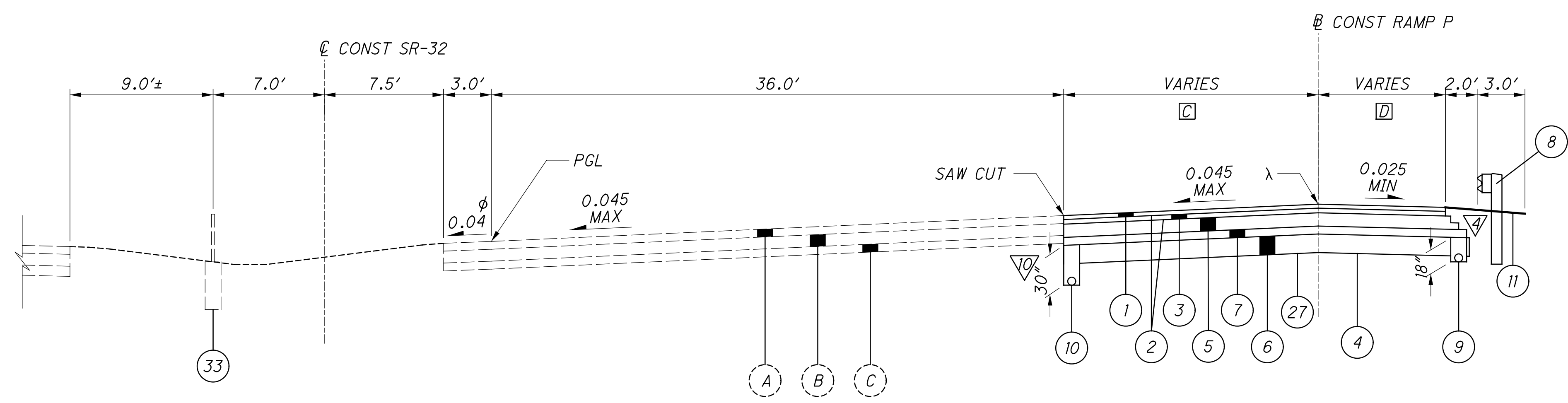
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- A 8.0'
STA 207+94.20 TO STA 215+48.49
VARIES 8.0' TO 10.0'
STA 215+48.49 TO STA 216+48.49
- B VARIES 39.0' TO 12.0'
STA 207+94.20 TO STA 215+48.49
VARIES 12.0' TO 0.0'
STA 215+48.49 TO STA 216+48.49
- C VARIES 44.5' TO 0.0'
STA 205+59.52 TO STA 236+64.00
0.0'
STA 236+64.00 TO STA 236+79.47
- D 6.0'
STA 205+59.52 TO STA 209+15.88
VARIES 6.0' TO 8.0'
STA 209+15.88 TO STA 209+64.58
8.0'
STA 209+64.58 TO STA 235+64.00
VARIES 8.0' TO 10.0'
STA 235+64.00 TO STA 236+64.00
10.0'
STA 236+64.00 TO STA 236+79.47



WB OUTSIDE LANE AND SHOULDER WORK
SECTION APPLIES SR-32:
STA 207+94.20 TO STA 216+48.49

SR-32 SUPERELEVATED SECTION



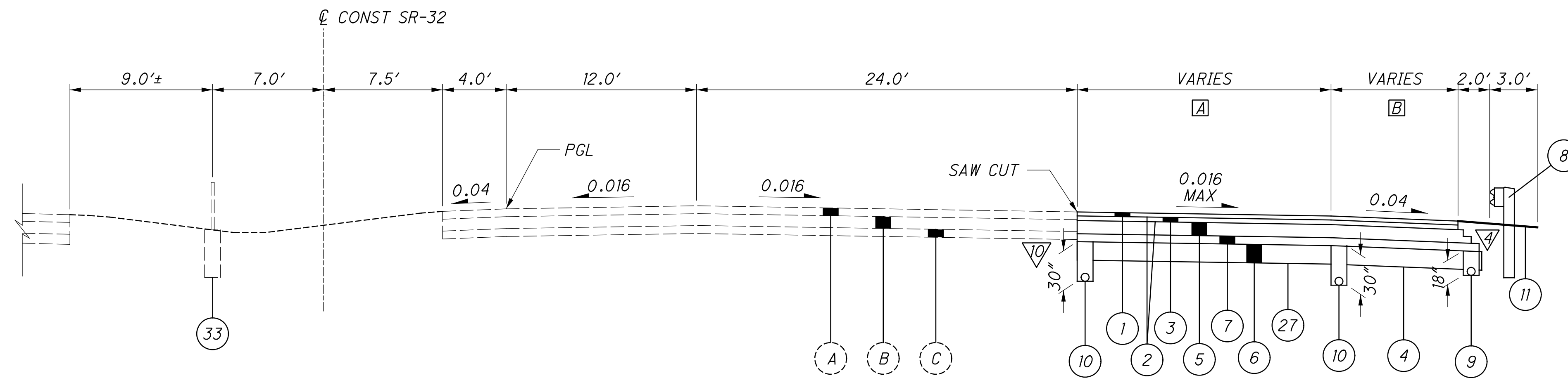
SR-32 SUPERELEVATED SECTION

EB OUTSIDE LANE AND SHOULDER WORK
SECTION APPLIES SR-32:
STA 205+59.52 TO STA 231+74.42

λ 7.00% MAX BREAK
φ 0.040 OR RATE OF SUPER IF GREATER
▽ FOR PAVEMENT BUILDUP AND EDGE DETAILS, SEE SHEET 5
FOR LEGEND, SEE SHEET 5

...303.205\103954_GY501.dgn 11/4/2021 1:05:30 PM mshwhitt

- A VARIES 44.5' TO 0.0'
 STA 205+59.52 TO STA 236+64.00
 0.0'
 STA 236+64.00 TO STA 236+79.47
- B 6.0'
 STA 205+59.52 TO STA 209+15.88
 VARIES 6.0' TO 8.0'
 STA 209+15.88 TO STA 209+64.58
 8.0'
 STA 209+64.58 TO STA 235+64.00
 VARIES 8.0' TO 10.0'
 STA 235+64.00 TO STA 236+64.00
 10.0'
 STA 236+64.00 TO STA 236+79.47



SR-32 NORMAL SECTION

EB OUTSIDE LANE AND SHOULDER WORK
 SECTION APPLIES SR-32:
 STA 231+74.42 TO STA 236+79.47

λ 7.00% MAX BREAK
 ϕ 0.040 OR RATE OF SUPER IF GREATER
 ∇ FOR PAVEMENT BUILDUP AND EDGE DETAILS, SEE SHEET 5
 FOR LEGEND, SEE SHEET 5

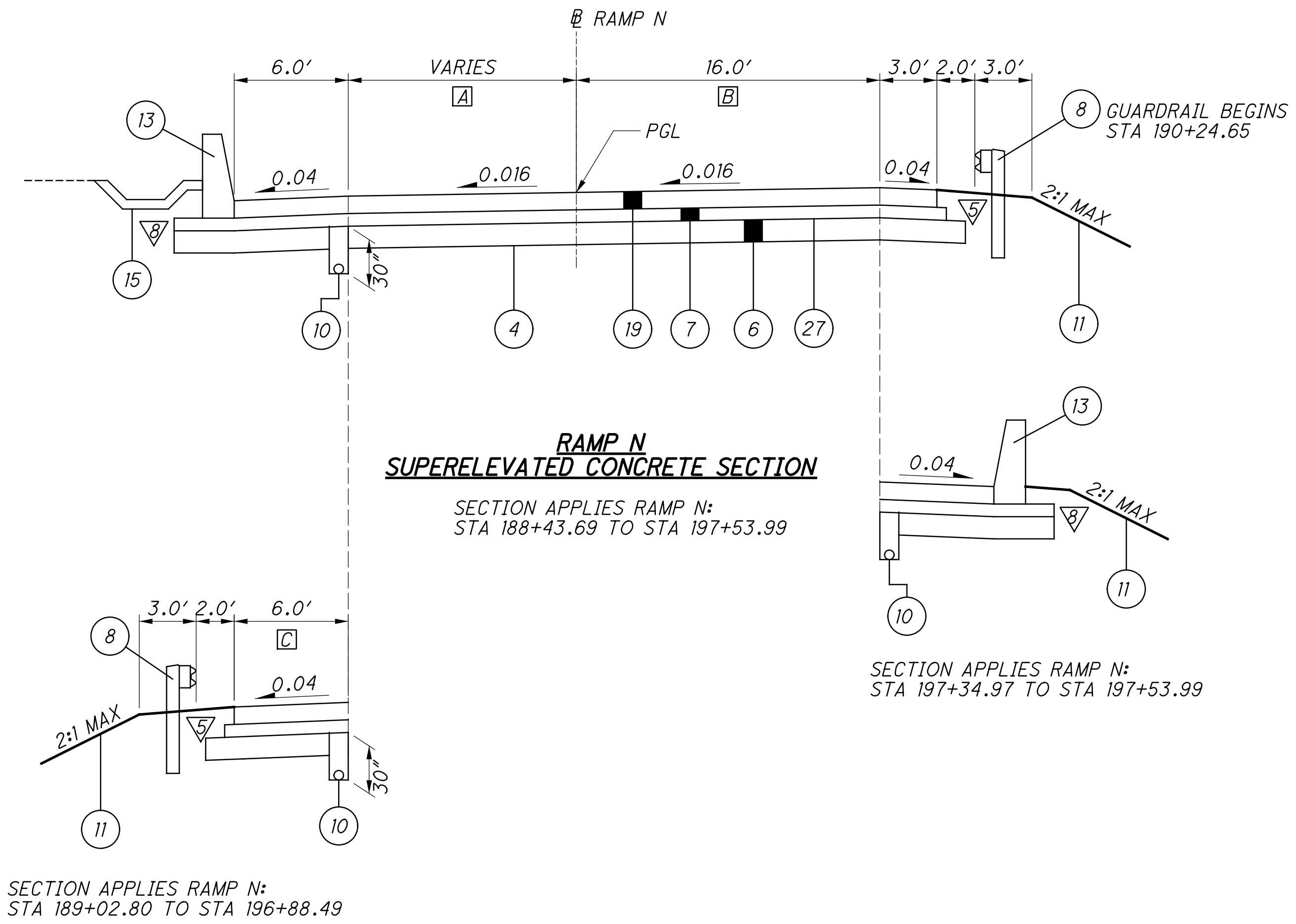
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- A** VARIES 0.0' TO 8.0'
 STA 184+40.25 TO STA 190+40.25
 8.0'
 STA 190+40.25 TO STA 191+80.63
 VARIES 8.0' TO 20.0'
 STA 191+80.63 TO STA 195+85.63
 20.0'
 STA 195+85.63 TO STA 196+88.49
 VARIES*

*FOR ADDITIONAL INFORMATION,
 SEE INTERSECTION DETAIL

- B** 16.0'
 STA 188+43.69 TO STA 196+98.06
 VARIES*

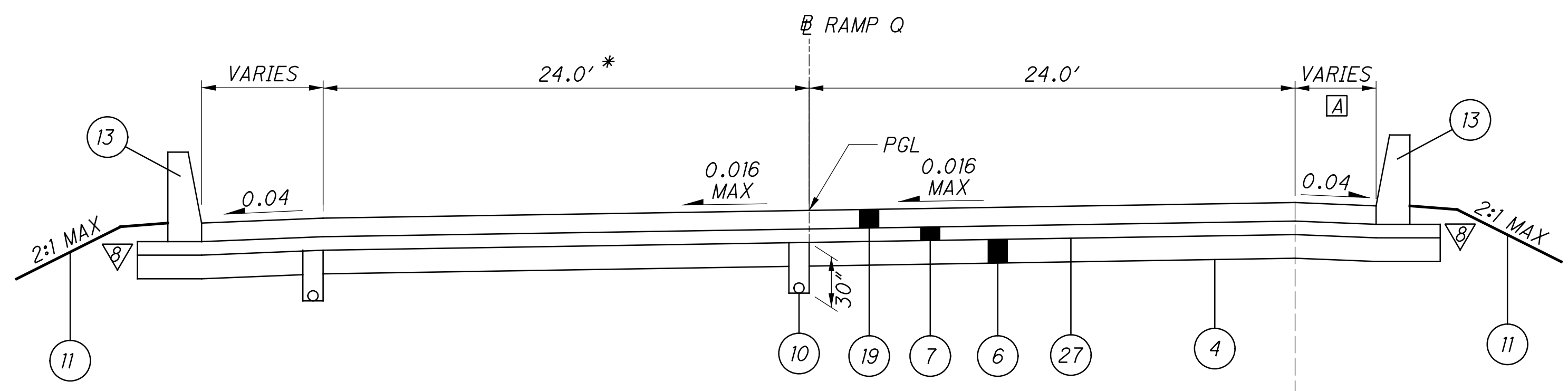
- C** SHOULDER TAPERS FROM 6.0' TO 0.0'*
 STA 196+88.49 TO STA 197+21.66



▽ FOR PAVEMENT EDGE DETAILS, SEE SHEET 5
 FOR LEGEND, SEE SHEET 5

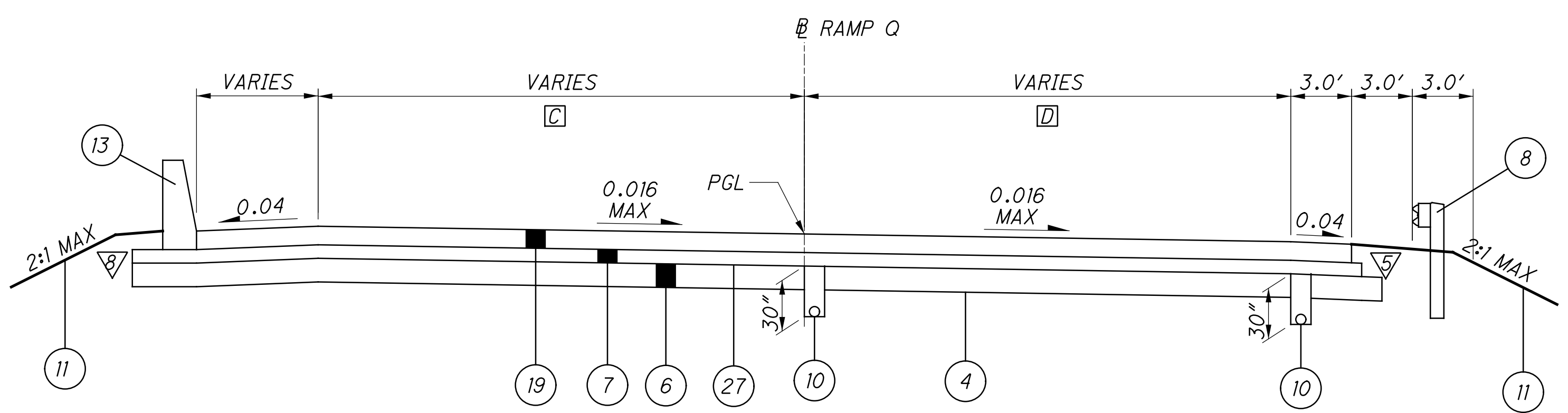
- A** 4.0'
STA 198+99.39 TO STA 199+37.78
VARIES 4.0' TO 3.0'
STA 199+37.78 TO STA 199+62.78
3.0'
STA 199+62.78 TO STA 200+11.10
- B** 0.0'
STA 199+13.39 TO STA 199+37.78
VARIES 0.0' TO 2.0'
STA 199+37.78 TO STA 199+62.78
2.0'
STA 199+62.78 TO STA 200+11.10
- C** 24.0'
STA 200+11.10 TO STA 201+55.00
VARIES 24.0' TO 0.0'
STA 201+55.00 TO STA 202+55.00
0.0'
STA 202+55.00 TO STA 205+80.03
- D** 24.0'
STA 200+11.10 TO STA 201+55.00
VARIES 24.0' TO 16.0'
STA 201+55.00 TO STA 202+05.00
16.0'
STA 202+05.00 TO STA 205+80.03
- E** 6.0'
STA 205+80.03 TO STA 207+55.50
VARIES 6.0' TO 8.0'
STA 207+55.50 TO STA 208+05.69

*FOR ADDITIONAL INFORMATION,
SEE INTERSECTION DETAIL



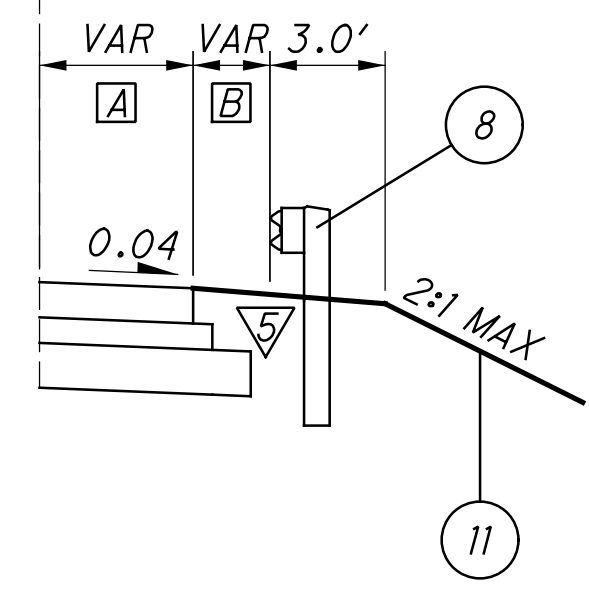
**RAMP Q
SUPERELEVATED CONCRETE SECTION**

SECTION APPLIES RAMP Q:
STA 198+99.39 TO STA 200+11.10

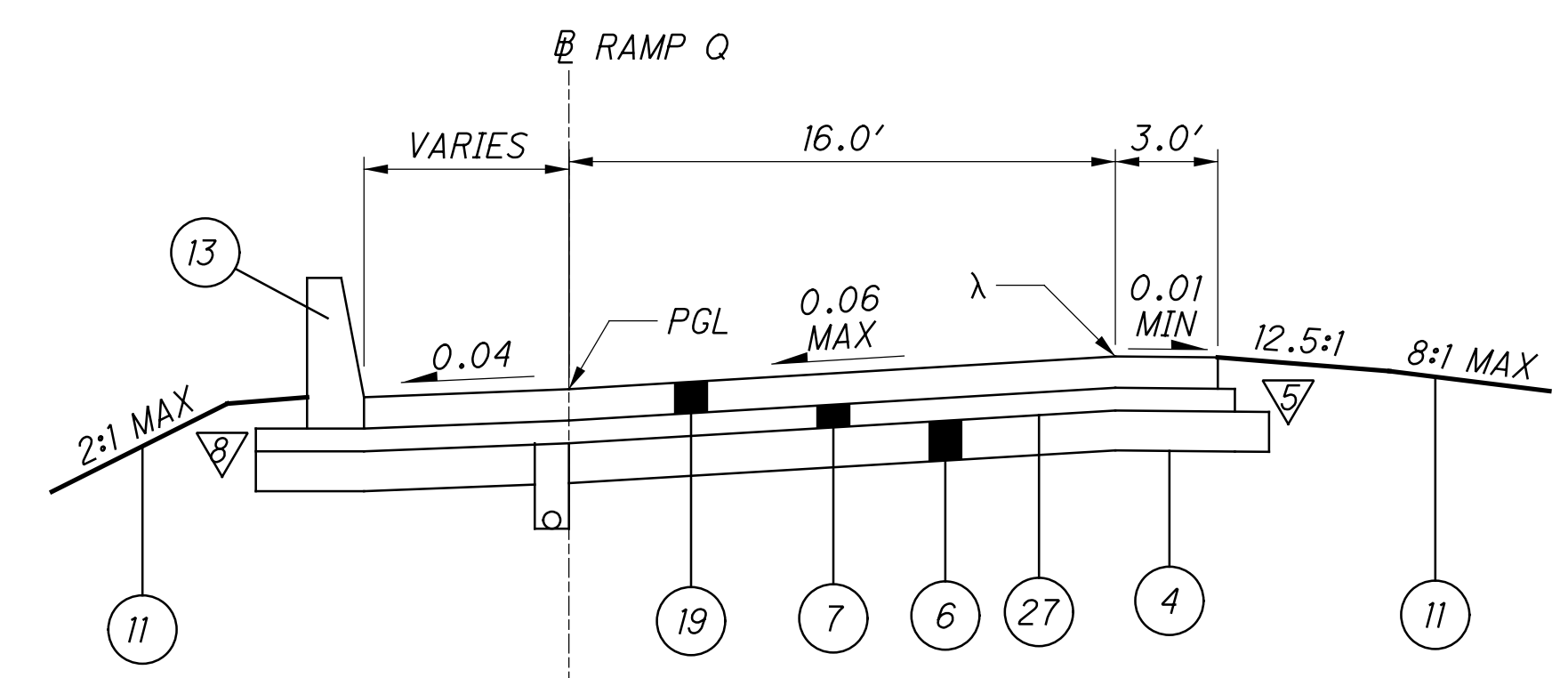


**RAMP Q
SUPERELEVATED CONCRETE SECTION**

SECTION APPLIES RAMP Q:
STA 200+11.10 TO STA 205+80.03



SECTION APPLIES RAMP Q:
STA 199+13.39 TO STA 200+11.10



**RAMP Q
SUPERELEVATED CONCRETE SECTION**

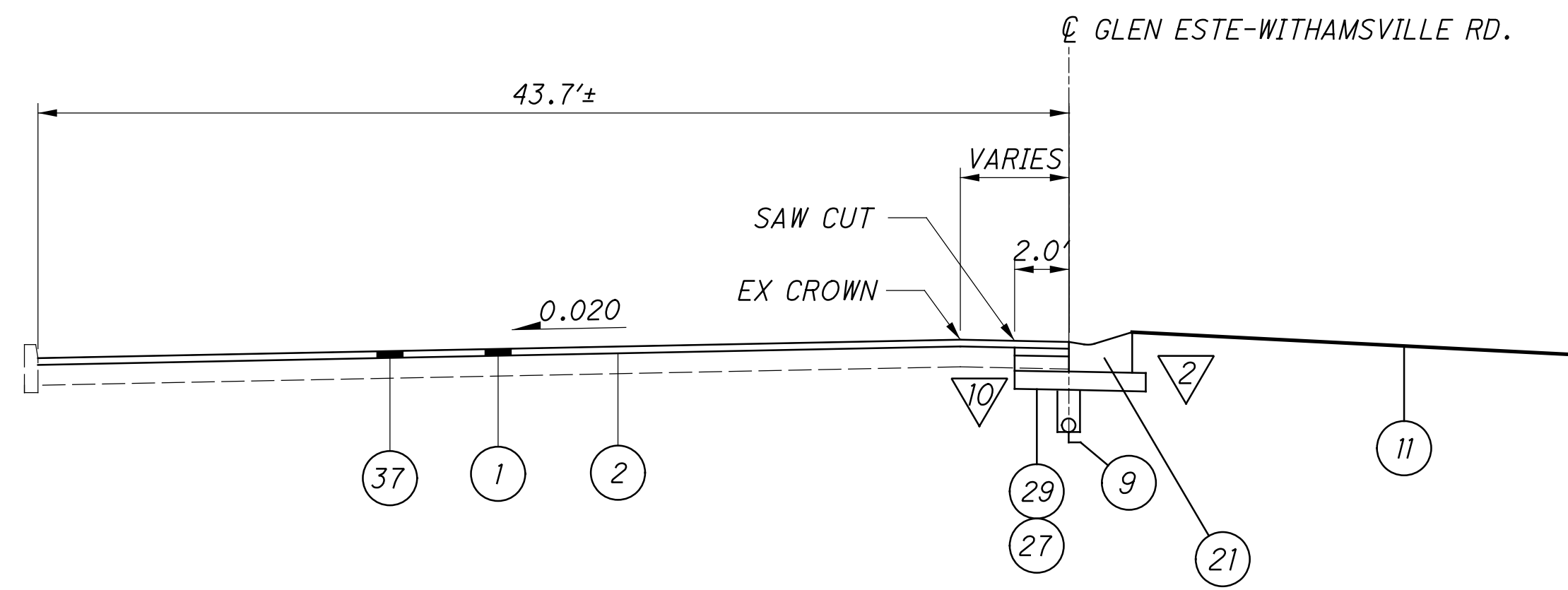
SECTION APPLIES RAMP Q:
STA 206+65.18 TO STA 208+05.69

SECTION APPLIES RAMP Q:
STA 205+80.03 TO STA 208+05.69

▽ FOR PAVEMENT EDGE DETAILS, SEE SHEET 5
λ 7.00% MAX BREAK
φ 0.040 OR RATE OF SUPER IF GREATER
FOR LEGEND, SEE SHEET 5

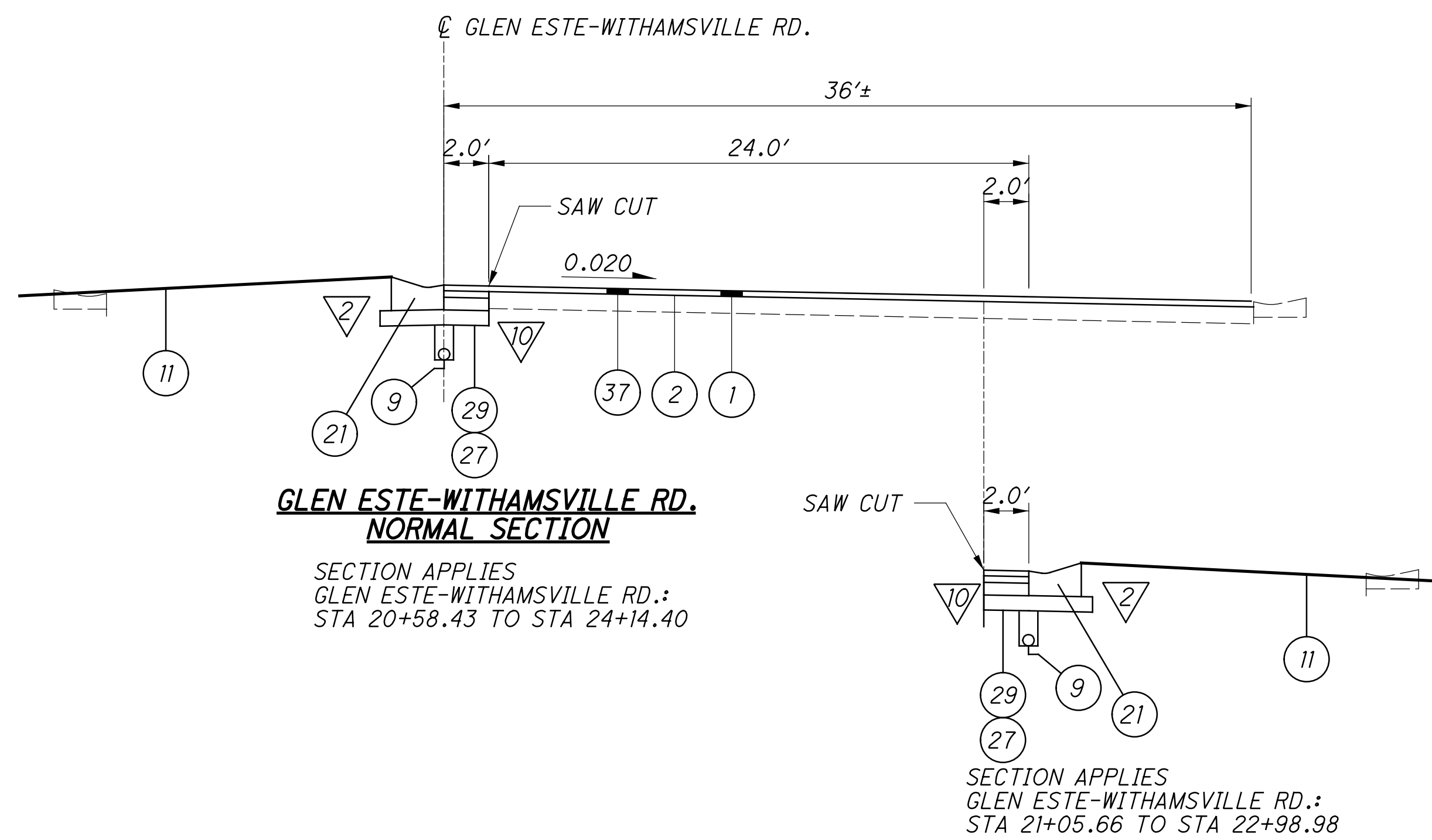
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*FOR ADDITIONAL INFORMATION,
SEE INTERSECTION DETAIL



**GLEN ESTE-WITHAMSVILLE RD.
NORMAL SECTION**

SECTION APPLIES
GLEN ESTE-WITHAMSVILLE RD.:
STA 15+41.62 TO STA 19+38.04



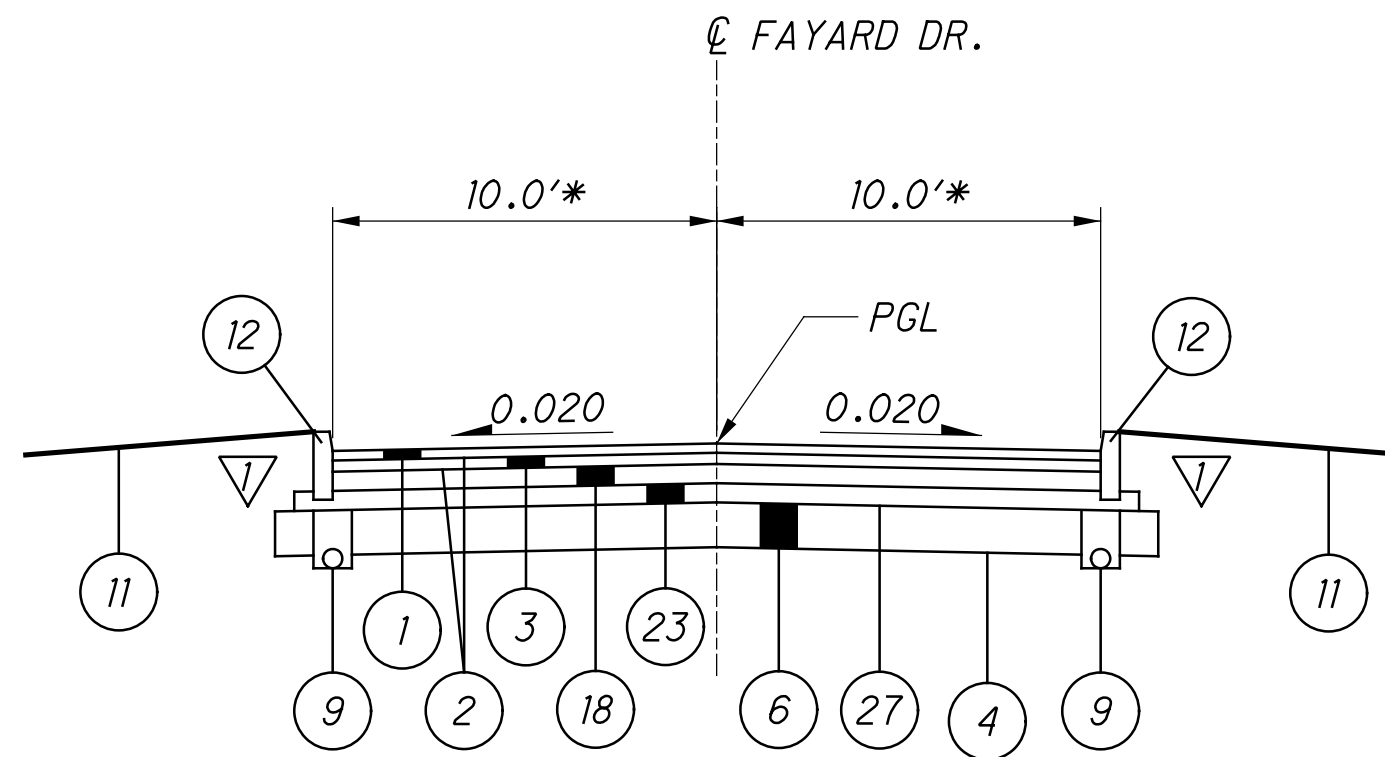
**GLEN ESTE-WITHAMSVILLE RD.
NORMAL SECTION**

SECTION APPLIES
GLEN ESTE-WITHAMSVILLE RD.:
STA 20+58.43 TO STA 24+14.40

SECTION APPLIES
GLEN ESTE-WITHAMSVILLE RD.:
STA 21+05.66 TO STA 22+98.98

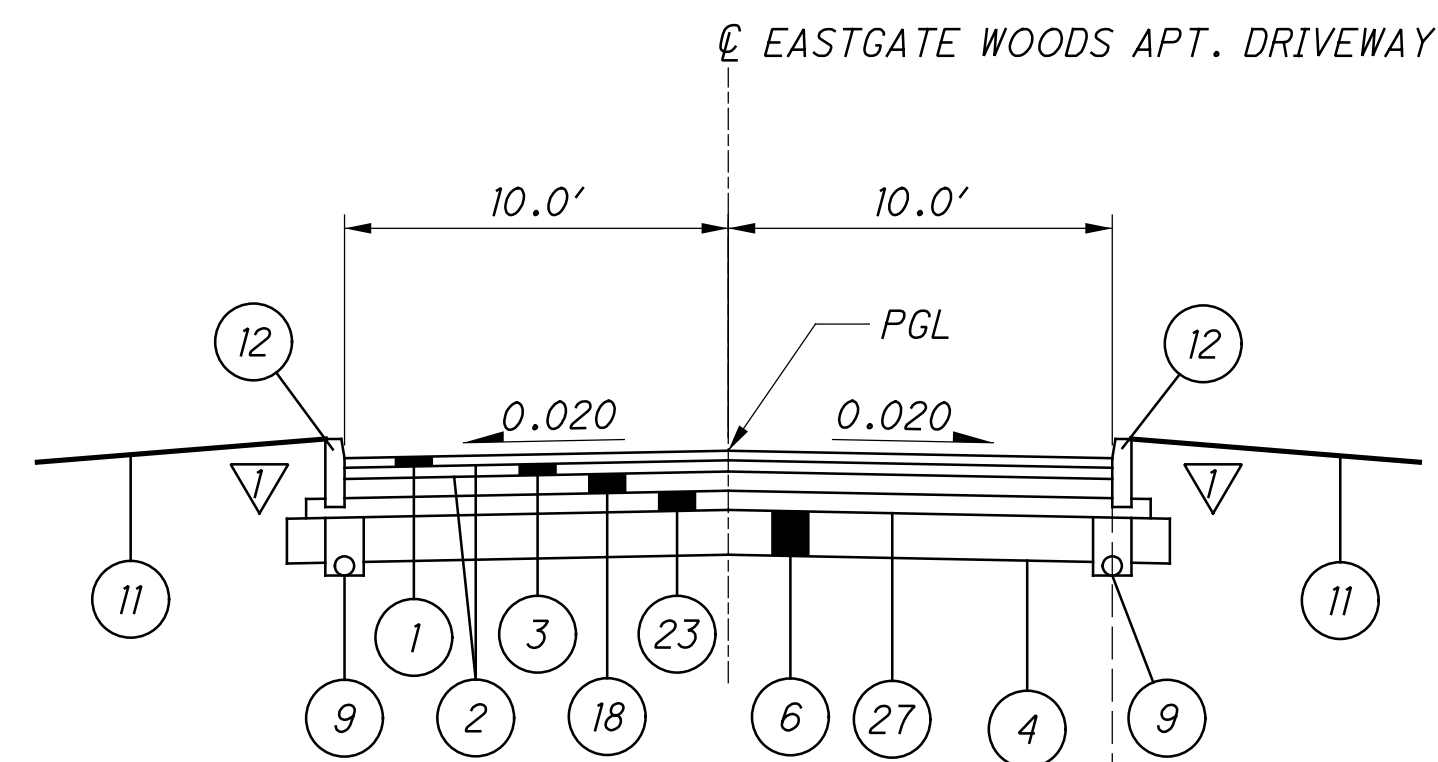
▽ FOR PAVEMENT EDGE DETAILS, SEE SHEET 5
FOR LEGEND, SEE SHEET 5

*FOR ADDITIONAL INFORMATION,
SEE INTERSECTION DETAIL



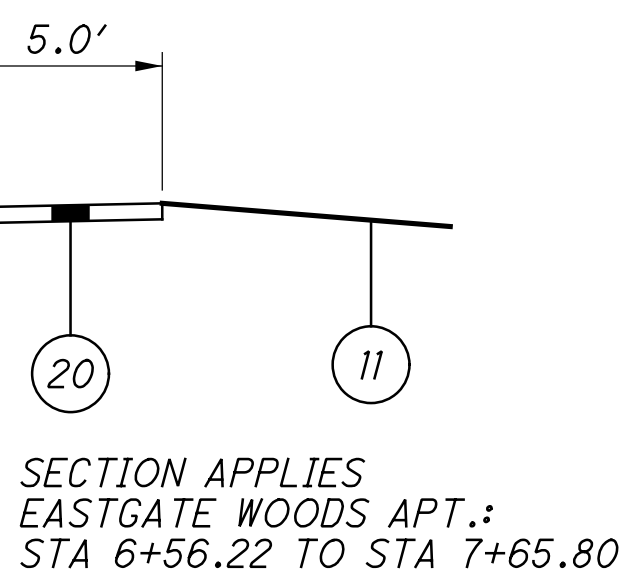
**FAYARD DR. CUL DE SAC
NORMAL SECTION**

SECTION APPLIES FAYARD DR.:
STA 10+00.00 TO STA 11+29.00

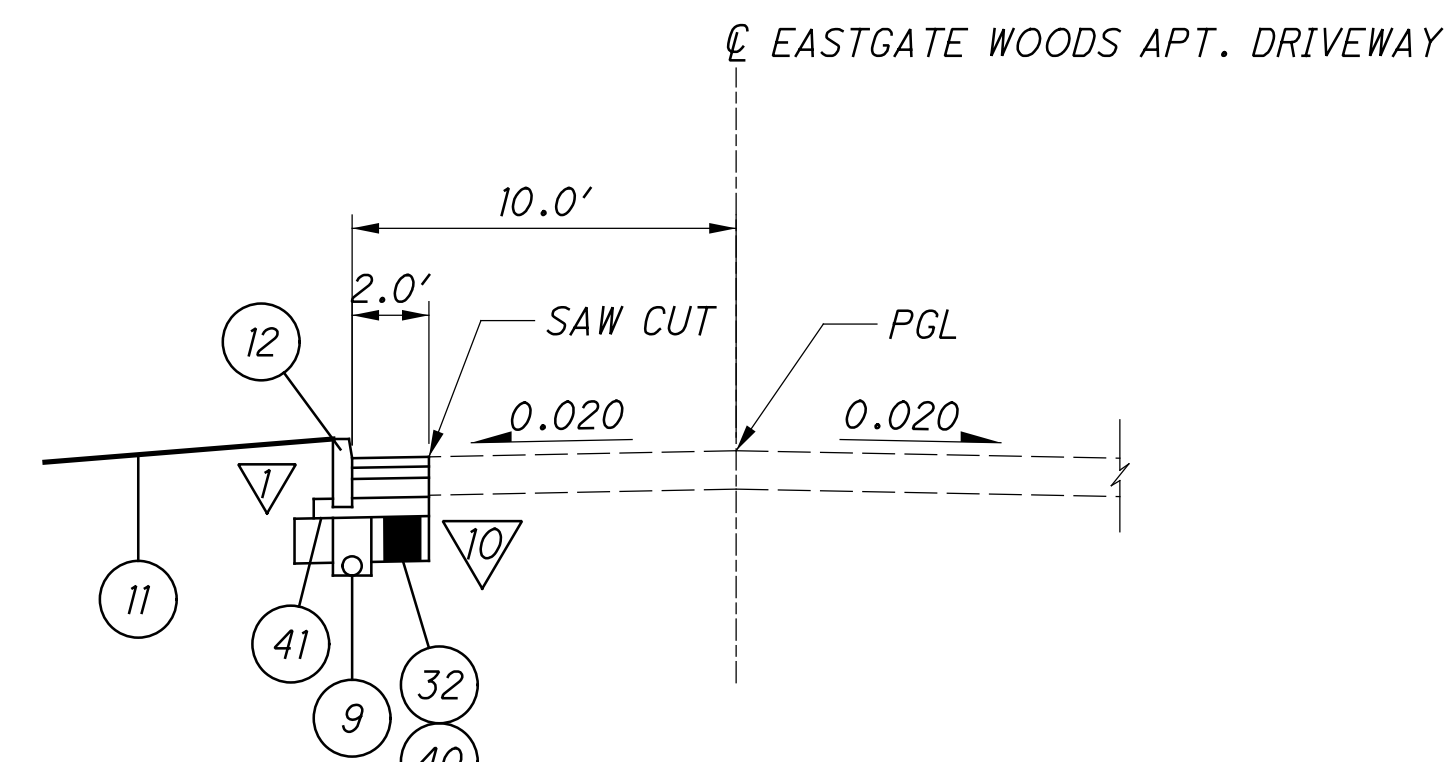


**EASTGATE WOODS APT.
NORMAL SECTION**

SECTION APPLIES
EASTGATE WOODS APT.:
STA 5+92.79 TO STA 9+64.32



SECTION APPLIES
EASTGATE WOODS APT.:
STA 6+56.22 TO STA 7+65.80



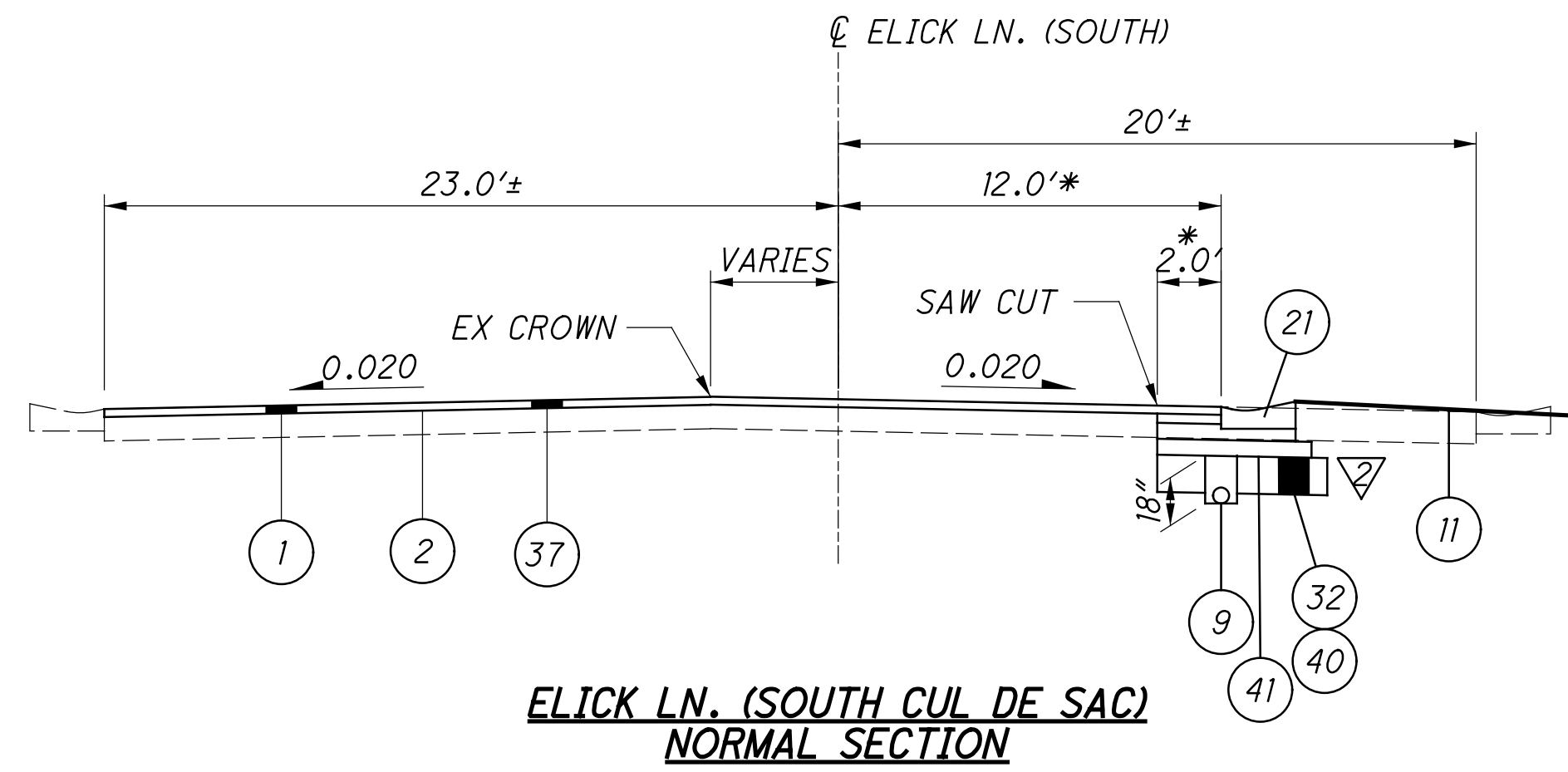
**EASTGATE WOODS APT.
NORMAL SECTION**

SECTION APPLIES
EASTGATE WOODS APT.:
STA 9+65.15 TO STA 11+18.62

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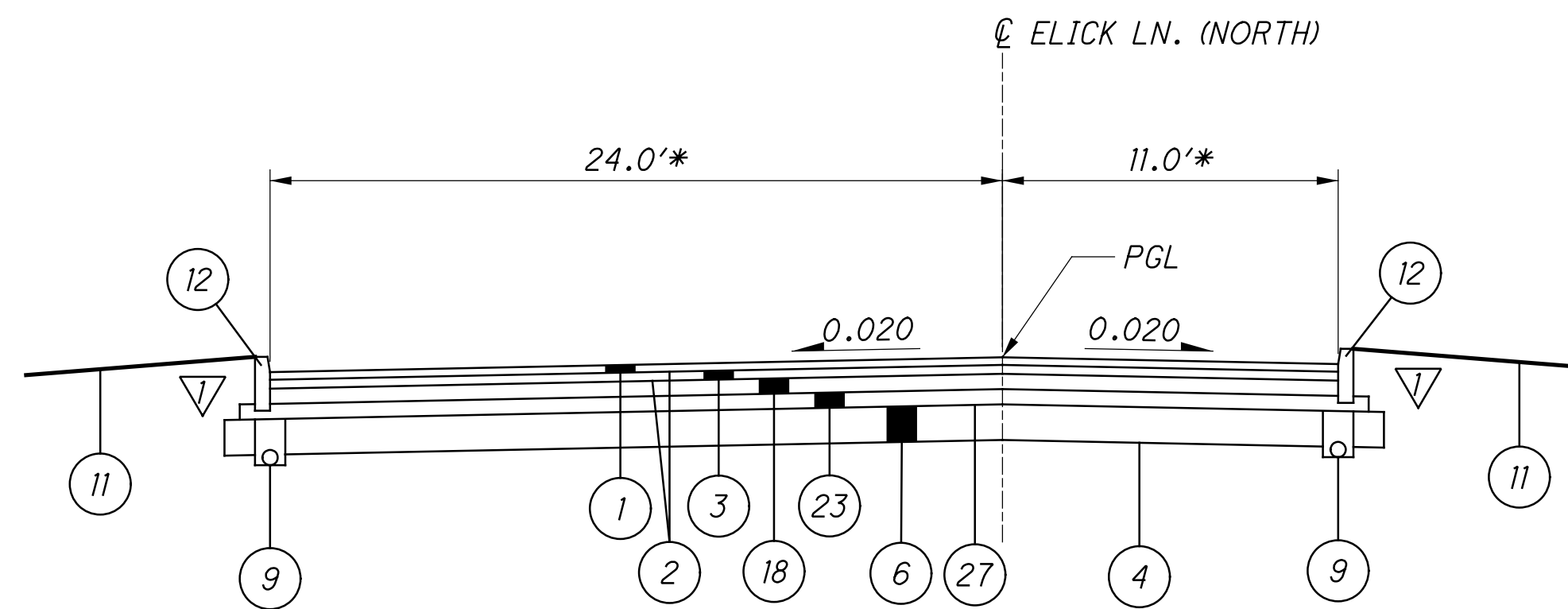
▽ FOR PAVEMENT EDGE DETAILS, SEE SHEET 5
FOR LEGEND, SEE SHEET 5

*FOR ADDITIONAL INFORMATION,
SEE INTERSECTION DETAIL



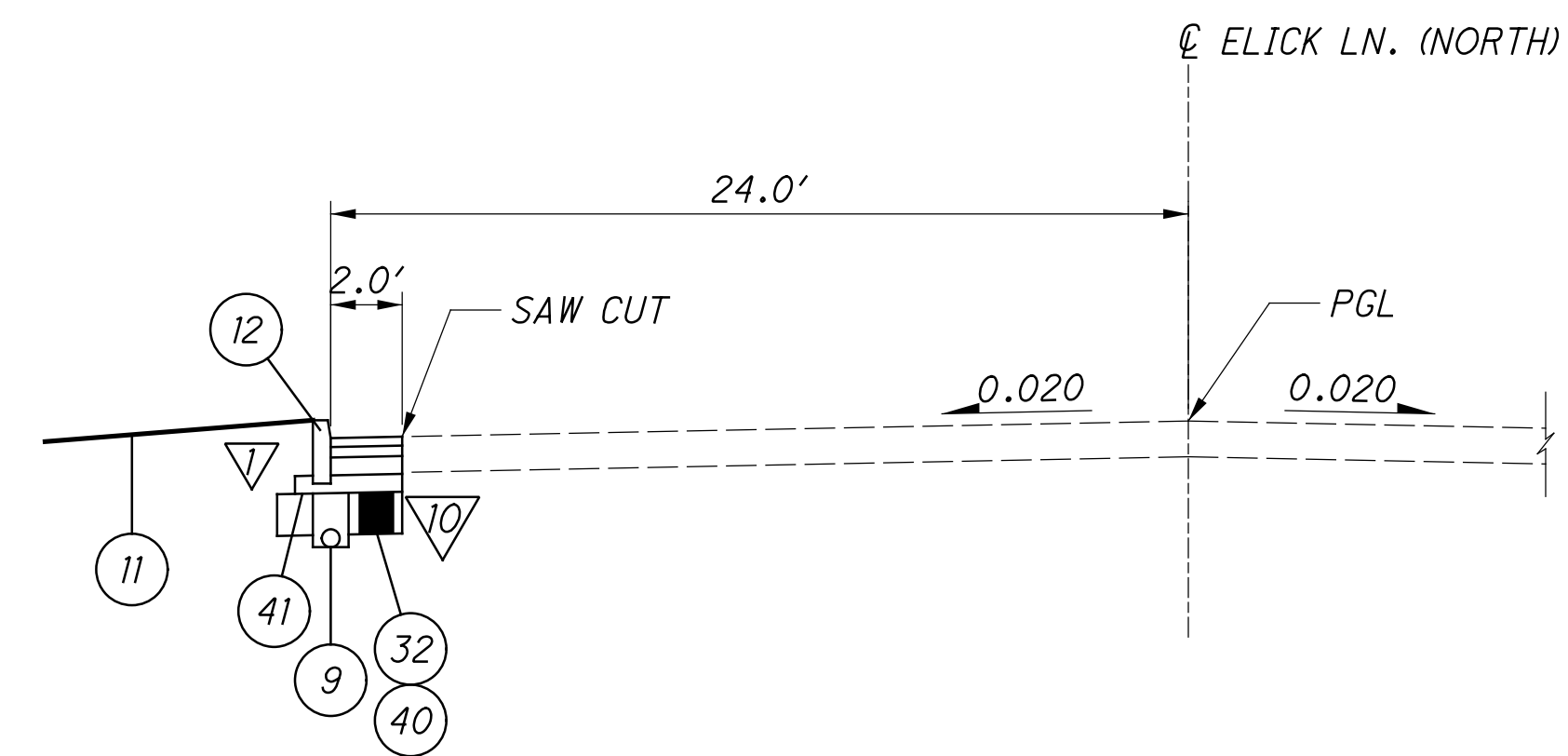
**ELICK LN. (SOUTH CUL DE SAC)
NORMAL SECTION**

SECTION APPLIES
ELICK LN. (SOUTH):
STA 48+38.96* TO STA 50+85.32*



**ELICK LN. (NORTH CUL DE SAC)
NORMAL SECTION**

SECTION APPLIES
ELICK LN. (NORTH):
STA 60+00.61 TO STA 62+00.00



**ELICK LN. (NORTH CUL DE SAC)
NORMAL SECTION**

SECTION APPLIES
ELICK LN. (NORTH):
STA 62+00.00 TO STA 63+55.12

TYPICAL SECTIONS - ELICK LN.

CLE-32-3.50
(PHASE 5)

SEEDING AND MULCHING

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

659, SOIL ANALYSIS TEST	2 EACH
659, TOPSOIL	5,948 CU. YD.
659, SEEDING AND MULCHING	53,587 SQ. YD.
659, REPAIR SEEDING AND MULCHING	2,679 SQ. YD.
659, INTER-SEEDING	2,679 SQ. YD.
659, COMMERCIAL FERTILIZER	7.48 TON
659, LIME	11.07 ACRES
659, WATER	297 M GALS
659, MOWING	121 SQ. FT.

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

ITEM 606 - ANCHOR ASSEMBLY, MGS TYPE E (MASH 2016)

THIS ITEM SHALL CONSIST OF FURNISHING AND INSTALLING ANY OF THE GUARDRAIL END TERMINALS FOR TYPE MGS GUARDRAIL AS LISTED ON ROADWAY ENGINEERING'S WEB PAGE UNDER ROADSIDE SAFETY DEVICES FOR APPROVED GUARDRAIL END TREATMENTS. INSTALLATION SHALL BE AT THE LOCATIONS SPECIFIED IN THE PLANS, IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS.

THE FACE OF THE TYPE E IMPACT HEAD SHALL BE COVERED WITH A SHEET OF TYPE G REFLECTIVE SHEETING, PER CMS 730.19.

REFER TO THE MANUFACTURER'S INSTRUCTIONS REGARDING THE INSTALLATION OF, AND THE GRADING AROUND THE FOUNDATION TUBES AND GROUND STRUT. THE TOP OF ANY FOUNDATION TUBE SHOULD BE LESS THAN 4 INCHES ABOVE THE GROUND. THE PLACEMENT OF THE FOUNDATION TUBES SHOULD BE AN APPROPRIATE DEPTH BELOW THE LEVEL LINE IN ORDER TO MAINTAIN THE FINISHED GUARDRAIL HEIGHT OF 31 INCHES FROM THE EDGE OF THE SHOULDER.

ON-SITE GRADING IS REQUIRED IF THE TOP OF THE FOUNDATION TUBES OR TOP OF THE GROUND STRUT DOES PROJECT MORE THAN 4 INCHES ABOVE THE GROUND LINE.

PAYMENT FOR THE ABOVE WORK SHALL BE MADE AT THE UNIT PRICE BID FOR ITEM 606, ANCHOR ASSEMBLY, MGS TYPE E, EACH, AND SHALL INCLUDE ALL LABOR, TOOLS, EQUIPMENT AND MATERIALS NECESSARY TO CONSTRUCT A COMPLETE AND FUNCTIONAL ANCHOR ASSEMBLY SYSTEM, INCLUDING ALL RELATED TRANSITIONS, REFLECTIVE SHEETING, HARDWARE, GRADING, EMBANKMENT AND EXCAVATION NOT SEPARATELY SPECIFIED, AS REQUIRED BY THE MANUFACTURER.

CONNECTION BETWEEN EXISTING AND PROPOSED GUARDRAIL

WHEN IT IS NECESSARY TO SPLICE PROPOSED GUARDRAIL TO EXISTING GUARDRAIL, ONLY THE EXISTING GUARDRAIL SHALL BE CUT, DRILLED, OR PUNCHED. THE CONNECTION SHALL BE MADE USING A "W-BEAM RAIL SPLICE" AS SHOWN IN AASHTO M 180. PAYMENT SHALL BE INCLUDED IN THE CONTRACT PRICE FOR THE RESPECTIVE GUARDRAIL ITEMS.

PART WIDTH CONSTRUCTION

BECAUSE OF THE NECESSITY TO BUILD THIS PROJECT UNDER TRAFFIC AND TO CONSTRUCT THE FULL PAVEMENT WIDTH IN STAGES, EXERCISE CARE TO PREVENT THE CONSTRUCTION OF A BUTT JOINT IN THE BASE COURSES. LAP LONGITUDINAL JOINTS AS SHOWN ON STANDARD DRAWING BP-3.1.

ITEM 206 - MIXTURE DESIGN FOR CHEMICALLY STABILIZED SOILS, AS PER PLAN

OBTAIN SOIL SAMPLES AS OUTLINED IN SUPPLEMENT 1120 FOLLOWING EXCAVATION OR EMBANKMENT PLACEMENT TO THE DESIGN SUBGRADE LEVEL. THE SOIL SAMPLES FOR SUPPLEMENT 1120 TESTING ARE TO BE OBTAINED FROM THE ACTUAL SUBGRADE SOILS. SAMPLING OF THE SOILS OUTSIDE THE ACTUAL STABILIZATION LIMITS OR FROM A BORROW AREA IS PROHIBITED. THE CONSTRUCTION SCHEDULE SHALL INCLUDE SPECIFIC ACTIVITIES FOR SAMPLING AND TESTING OF THE SUBGRADE SOILS FOR ALL PHASES OR PARTIAL PHASES OF CONSTRUCTION. PERFORM THE MIXTURE DESIGN PROCEDURE FOR EACH PHASE AS OUTLINED IN SUPPLEMENT 1120. DURING CONSTRUCTION, OBTAIN FIELD VERIFICATION SAMPLES FOR EACH PHASE OF CONSTRUCTION AND SUBMIT THE TEST RESULTS FOR EACH PHASE AS THE LABORATORY TESTING IS COMPLETE.

ITEM 204 - PROOF ROLLING

THE FOLLOWING QUANTITY IS PROVIDED IN THE GENERAL SUMMARY TO ADDRESS LOCATIONS REQUIRING PROOF ROLLING. SEE PLAN SHEET 159 FOR ADDITIONAL INFORMATION.

ITEM 204 - PROOF ROLLING 30 HOURS.

PROTECTION OF RIGHT-OF-WAY LANDSCAPING

PRIOR TO BEGINNING WORK, THE CONTRACTOR, THE PROJECT ENGINEER, AND A REPRESENTATIVE OF THE MAINTAINING AGENCY WILL REVIEW AND RECORD ALL LANDSCAPING ITEMS WITHIN THE RIGHT OF WAY (BOTH WITHIN AND OUTSIDE THE CONSTRUCTION LIMITS) A RECORD OF THIS REVIEW WILL BE KEPT IN THE PROJECT ENGINEER'S FILES. PRIOR TO FINAL ACCEPTANCE, A FINAL REVIEW OF LANDSCAPING ITEMS WILL BE MADE.

CONSTRUCT ALL ACTIVITIES, EQUIPMENT STORAGE, AND STAGING TO WITHIN THE CONSTRUCTION LIMITS. UNLESS OTHERWISE IDENTIFIED IN THE PLANS OR PROPOSAL, THE CONSTRUCTION LIMITS ARE IDENTIFIED AS 30 FEET FROM THE EDGE OF PAVEMENT.

SUBMIT A WRITTEN REQUEST TO THE PROJECT ENGINEER TO USE ANY AREA OUTSIDE THESE LIMITS. THE DOCUMENT SUBMITTED MUST CLEARLY IDENTIFY THE AREA AND EXPLAIN THE PROPOSED USE AND RESTORATION OF THE AREA. EXCEPT AS INDICATED ON SHEET --- USE OF THESE AREAS FOR DISPOSAL OF WASTE MATERIAL AND CONSTRUCTION DEBRIS, EXCAVATION OF BORROW MATERIAL AND PLACEMENT OF PORTABLE PLANTS IS PROHIBITED. THE REQUEST MUST BE APPROVED, IN WRITING, BEFORE THE CONTRACTOR HAS PERMISSION TO USE THE AREA.

ANY ITEMS DAMAGED BEYOND THE CONSTRUCTION LIMITS AS DEFINED ABOVE WILL BE REPLACED IN KIND OR AS APPROVED BY THE PROJECT ENGINEER.

BENCHING OF FOUNDATION SLOPES

ALTHOUGH CROSS-SECTIONS INDICATE SPECIFIC DIMENSIONS FOR PROPOSED BENCHING OF THE EMBANKMENT FOUNDATIONS IN CERTAIN AREAS, NO WAIVER OF THE SPECIFICATIONS IS INTENDED. BENCH ALL OTHER SLOPED EMBANKMENT AREAS AS SET FORTH IN 203.05. NO ADDITIONAL PAYMENT WILL BE MADE FOR BENCHING REQUIRED UNDER THE PROVISIONS OF 203.05.

ITEM 202 - BUILDING DEMOLISHED, AS PER PLAN

REMOVAL AND DEMOLITION OF THE STRUCTURE SHALL INCLUDE REMOVAL OF ALL FOOTINGS, FLOOR SLABS, BASEMENT WALLS, UNDERGROUND TANKS AND ANY OTHER BELOW GRADE ITEMS. THE STRUCTURE SHALL BE REMOVED ENTIRELY. REMOVE AND DISPOSAL OF ALL STRUCTURE DEBRIS OFF-SITE. BACKFILL THE STRUCTURE VOID ACCORDING TO CMS 202.02.

ITEM 204 - ENBANKMENT, AS PER PLAN

ANY NEW EMBANKMENT REQUIRED TO ESTABLISH THE UPPER 12" OF THE DESIGN PAVEMENT SUBGRADE SHALL CONSIST OF NATURAL SOIL. THE NATURAL SOIL SHALL CONSIST OF COHESIVE MATERIAL CLASSIFYING AS A-7-6 OR A-6B PER THE ODOT SOIL CLASSIFICATION SYSTEM AND SHALL HAVE A PLASTICITY INDEX OF 16% OR GREATER. THE ITEM 204 EMBANKMENT, AS PER PLAN SHALL ALSO MEET THE SULFATE REQUIREMENTS OUTLINED IN SUPPLEMENT 1120. ALL OTHER ITEMS OUTLINED IN ITEM 204 SHALL APPLY TO THIS PAY ITEM. SHALE AND LIMESTONE BEDROCK EXCAVATED IN THE PROJECT AREA SHALL NOT BE UTILIZED AS EMBANKMENT WITHIN THE UPPER 12" OF THE DESIGN PAVEMENT SUBGRADE.

ITEM 619 - FIELD OFFICE, TYPE C, AS PER PLAN

IN ADDITION TO THE REQUIREMENTS PROVIDED IN CMS FOR THE TYPE OF FIELD OFFICE SPECIFIED, PROVIDE THE FOLLOWING ITEMS:

[1] FOR EACH TELEPHONE AND/OR COMPUTER STATION SPECIFIED, PROVIDE ALL ETHERNET WIRING NECESSARY TO CONNECT THE PHONE AND/OR COMPUTER AND MULTI-FUNCTION COPIER TO THE INTERNET COMPANY SYSTEM.

[5] PROVIDE A BROADBAND INTERNET CONNECTION CAPABLE OF MINIMUM DOWNLOAD SPEEDS AS FOLLOWS:

30 MBPS DOWNLOAD 5 MBPS UPLOAD - NETWORK LATENCY LESS THAN 50 MILLISECONDS. IF SPEEDS ARE NOT AVAILABLE THROUGH AN INDIVIDUAL OR SINGULAR CIRCUIT, PROVIDE THE HIGHEST SPEED AVAILABLE IN THE AREA AND INSTALL MULTIPLE CIRCUITS TO ACHIEVE THE SPECIFIED SPEEDS. WHEN MULTIPLE BROADBAND SERVICES ARE AVAILABLE, THE FOLLOWING IS THE DESCENDING ORDER OF PRECEDENCE: CABLE, DSL, CELLULAR, AND WIRELESS RADIO (SATELLITE COMMUNICATION IS NOT COMPATIBLE WITH ODOT VPN CONNECTION AND WILL NOT BE ACCEPTED). SUPPLY MODEMS CAPABLE OF BEING CONFIGURED IN BRIDGE MODE. IF A CELLULAR NETWORK IS USED, PROVIDE THE CELLULAR EQUIPMENT, INCLUDING SOFTWARE AND ROUTER EQUIPMENT TO CONNECT TO THE ODOT PROVIDED CISCO ASA 5505 FIREWALL. SUPPLY ODOT WITH ALL DOCUMENTATION FOR THE BROADBAND CIRCUIT INCLUDING ALL USERNAME/USER IDS, PASSWORDS AND ACCOUNT INFORMATION. VERIFY THAT THE BROADBAND INTERNET CONNECTION IS ACTIVE AND WORKING AS SPECIFIED. ODOT IT PERSONNEL WILL CONFIRM THAT BANDWIDTH AND NETWORK LATENCY ARE COMPLIANT WITH THE REQUIRED FIELD OFFICE SPECIFICATIONS. ALL FIELD OFFICE INTERNET CONNECTIONS ARE FOR ODOT USE ONLY.

PHASING JOINT

THE FOLLOWING QUANTITIES HAVE BEEN CALCULATED TO ACCOUNT FOR THE PHASING JOINT LOCATED AT ALL SAWCUT LINES.

SAWCUT LENGTH = 13,292' (SEE TYPICAL SECTIONS FOR LOCATIONS)

ITEM 202, PAVEMENT REMOVED = 1,846 SY

ITEM 442 ASPHALT CONCRETE SURFACE COURSE = 77 CY

ITEM 442, ASPHALT CONCRETE INTERMEDIATE COURSE = 72 CY

ITEM 302, ASPHALT CONCRETE BASE COURSE = 308 CY

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GENERAL NOTES

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PETROLEUM CONTAMINATED SOIL & GROUNDWATER

ENVIRONMENTAL STUDIES HAVE SHOWN THAT THERE IS A POTENTIAL OF ENCOUNTERING PETROLEUM CONTAMINATED SOIL AND/OR OTHER REGULATED SUBSTANCES DURING EXCAVATIONS FOR CONSTRUCTION ACTIVITIES AT THE FOLLOWING LOCATION:

1. SHELL GAS STATION, 4382 ELICK LANE BETWEEN STA 189+50L AND 193+00L
2. THORNTON'S GAS STATION, 4360 NEWBERRY DRIVE BETWEEN STA 196+00R AND 199+00R
3. ACE AUTOMOTIVE COLLISION EXPERTS, 1245 OLD SR 74 BETWEEN STA 214+50L AND 234+00L

THE ENGINEER WILL INITIALLY DETERMINE IF THE EXCAVATED MATERIAL APPEARS TO BE PETROLEUM CONTAMINATED SOIL OR GROUNDWATER BASED ON THE MATERIAL'S APPEARANCE, ODOR, AND THE ENGINEER'S PAST EXPERIENCE. THE CONTRACTOR WILL BE RESPONSIBLE FOR ANY TESTING NECESSARY TO DETERMINE IF THE MATERIAL IS IN FACT PETROLEUM CONTAMINATED.

ALL POTENTIAL PETROLEUM CONTAMINATED SOIL, WITHIN THE AFOREMENTIONED LIMITS, EXCAVATED BY THE CONTRACTOR AT THIS LOCATION MAY BE STOCKPILED IN AN AREA PROVIDED BY THE CONTRACTOR AND APPROVED BY THE ENGINEER. THE ENGINEER MAY PERMIT TEMPORARY STORAGE OF THE EXCAVATED MATERIAL IN A LINED AND COVERED ROLL-OFF BOX. THE ENGINEER MAY PERMIT TEMPORARY STORAGE OF THE EXCAVATED MATERIAL ON AN IMPERMEABLE MEMBRANE. THE MEMBRANE SHALL BE SURROUNDED BY BALES OF STRAW TO PREVENT THE SUSPECTED SOIL FROM COMING IN CONTACT WITH THE ORIGINAL SOIL. AN IMPERMEABLE MEMBRANE SHALL BE PLACED OVER THE STOCKPILE TO PREVENT CONTACT WITH PRECIPITATION AND/OR SURFACE RUN-OFF. THE ENGINEER MAY PERMIT THE CONTRACTOR TO DIRECT LOAD THE EXCAVATED CONTAMINATED MATERIAL INTO TRUCKS.

ANY POTENTIAL PETROLEUM CONTAMINATED MATERIALS SHALL BE TESTED FOR BENZENE, TOLUENE, ETHYLBENZENE, XYLENE (BTX) AND METHYL TERT-BUTYL ETHER (MTBE) USING USEPA SW-846, METHOD 8260, POLYCYCLIC AROMATIC HYDROCARBONS (PAHS) USING USEPA SW-846, METHOD 8270, AND TOTAL PETROLEUM HYDROCARBONS (TPH) USING USEPA SW-846, METHOD 8015, PER BUSTR GUIDELINES.

ONCE LAB ANALYSIS RESULTS ARE RECEIVED FOR THE MATERIAL(S), THE CONCENTRATIONS OF THE CHEMICALS OF CONCERN SHALL BE COMPARED TO BUSTR'S RE-USE ACTION LEVELS IN TABLE 1 UNDER PARAGRAPH (D)(1) OF OAC 1301:7-9-16 TO DETERMINE IF THE MATERIAL IS INDEED PETROLEUM CONTAMINATED SOIL, AND TO THE GROUNDWATER INGESTION ACTION LEVELS IN (J)(3)(A) OF OAC 1301:7-9-13 TO DETERMINE IF THE MATERIAL IS REGULATED WATER. THIS FINAL DETERMINATION SHALL BE MADE BY THE ENGINEER.

IN THE EVENT PETROLEUM-CONTAMINATED SOIL AND/OR OTHER REGULATED SUBSTANCES ARE ENCOUNTERED, THE CONTRACTOR SHALL MANAGE THIS MATERIAL ACCORDING TO THE FOLLOWING GUIDELINES. THE ESTIMATED QUANTITIES HAVE BEEN INCLUDED IN THE GENERAL SUMMARY FOR THIS WORK. ALL EXCAVATIONS AT THE AFOREMENTIONED LOCATION SHALL BE PAID FOR UNDER THE ORIGINAL PLAN BID ITEMS. ALL MATERIAL EXCAVATED BY THE CONTRACTOR AT THIS LOCATION SHALL BE SUBJECT TO TESTING BY AN INSPECTOR PROVIDED BY THE ENGINEER.

THIS MATERIAL SHALL BE PROPERLY TESTED, TRANSPORTED, AND DISPOSED OF IN A LICENSED (BY THE LOCAL HEALTH DEPARTMENT) AND PERMITTED (BY THE OHIO ENVIRONMENTAL PROTECTION AGENCY) SOLID WASTE FACILITY.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS AND TO TRANSPORT THE MATERIAL TO A LICENSED AND PERMITTED SOLID WASTE DISPOSAL FACILITY. THE CONTRACTOR SHALL CONTACT THE FACILITY TO DETERMINE IF ANY ADDITIONAL TESTING IS REQUIRED FOR DISPOSAL AND WILL BE RESPONSIBLE FOR CONDUCTING ANY ADDITIONAL SAMPLING AND ANALYSIS OF THIS MATERIAL.

THE CONTRACTOR SHALL FURNISH ALL THE LABOR, EQUIPMENT, AND MATERIALS NECESSARY TO PROPERLY HANDLE, STORE (IF NECESSARY), TEST FOR DISPOSAL, TRANSPORT, AND DISPOSE OF REGULATED MATERIALS, INCLUDING ANY REQUIRED PERMITS, APPROVALS, OR FEES WITHIN THE LIMITS IDENTIFIED ABOVE. PAYMENT FOR THIS WORK SHALL BE MADE AT THE CONTRACT PRICE BID PER TON. THE BASIS FOR CONVERSION FROM TONS TO CUBIC YARDS IS 1.5 TON/CUBIC YARD. ALL EXCAVATIONS WITHIN THE AFOREMENTIONED LIMITS SHALL BE PAID FOR UNDER THE ORIGINAL PLAN BID ITEMS. THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED IN THE GENERAL SUMMARY FOR THE WORK NOTED ABOVE:

690E65010 ITEM SPECIAL - WORK INVOLVING SOLID WASTE	1692 TON
690E65016 ITEM SPECIAL - WORK INVOLVING PETROLEUM CONTAMINATED SOIL	846 TON
690E65020 ITEM SPECIAL - WORK INVOLVING WATER	2000 GAL
690E65024 ITEM SPECIAL - WORK INVOLVING REGULATED WATER	2000 GAL

ITEM 202 - REGULATED UNDERGROUND STORAGE TANK REMOVED

ENVIRONMENTAL STUDIES INDICATE SEVERAL ACTIVE UNDERGROUND STORAGE TANKS (USTS) IN USE AT THE FOLLOWING LOCATIONS WHICH ARE WITHIN THE CONSTRUCTION LIMITS OF THIS PROJECT:

1. SHELL GAS STATION, 4382 ELICK LANE (3) 10,000 GAL GASOLINE TANKS
2. THORNTON'S GAS STATION, 4360 NEWBERRY DRIVE (3) 12,000 GAL GASOLINE TANKS (1) 6,000 GAL KEROSENE TANK

THE CONTRACTOR SHALL REMOVE ALL USTS AND ASSOCIATED PIPING IN ACCORDANCE WITH ODOT CMS 202.08 AND PROVIDE AT LEAST TWO (2) COPIES OF THE CLOSURE REPORT TO THE ENGINEER, ONE FOR SUBMITTAL TO THE BUREAU OF UNDERGROUND STORAGE TANKS REGULATIONS (BUSTR) AND THE SECOND FOR ODOT'S RECORDS.

ALL COSTS AND WORK ASSOCIATED WITH THE COMPLIANCE OF THE AFORMENTIONED RULES OR REGULATIONS SHALL BE INCLUDED IN THE UNIT PRICE FOR ITEM 202 - REGULATED UNDERGROUND STORAGE TANK REMOVED. UNDERGROUND STORAGE TANKS AND THEIR CONTENTS SHALL BE REMOVED IN THEIR ENTIRETY, INCLUDING ALL ASSOCIATED FUEL DISPENSERS AND UNDERGROUND FUEL DISTRIBUTION LINES, AND SHALL BECOME THE PROPERTY OF THE CONTRACTOR AND BE DISPOSED OF BY HIM. IF ANY CONTAMINATED WATER OR SOIL DISPOSAL OR REMEDIATION IS REQUIRED AS A RESULT OF THE UNDERGROUND STORAGE TANK REMOVED, THEN THESE ITEMS OR WORK SHALL BE HANDLED UNDER OTHER ITEMS IN THE CONTRACT.

ITEM 202 - REGULATED UNDERGROUND STORAGE TANK REMOVED (CONT.)

REMOVE THE TANK ACCORDING TO THE BUREAU OF UNDERGROUND STORAGE TANK REGULATIONS OF THE DIVISION OF FIRE MARSHAL (BUSTR), OHIO EPA, AND ALL APPLICABLE FEDERAL, STATE, AND LOCAL REGULATIONS. REMOVAL INCLUDES OBTAINING THE REQUIRED PERMIT, DISPOSING OF THE TANK AND ITS CONTENTS, TESTING THE EXCAVATED MATERIAL, AND PREPARING THE CLOSURE REPORT. PROVIDE A CERTIFIED TANK INSTALLER TO SUPERVISE THE REMOVAL. PROVIDE AN INDEPENDENT, NON-CONTRACTOR EMPLOYEE, BUSTR INSPECTOR OR A STATE CERTIFIED BUSTR INSPECTOR TO PERFORM THE BUSTR REQUIRED INSPECTIONS.

BACKFILL THE CAVITY CREATED BY THE REMOVAL ITEMS ACCORDING TO 202.02, EXCEPT WHEN THE CAVITY LIES WITHIN THE LIMITS OF SUBSEQUENT EXCAVATION OR OTHER WORK.

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED IN THE GENERAL SUMMARY FOR THE WORK NOTED ABOVE:

ITEM 202 - REGULATED UNDERGROUND STORAGE TANK REMOVED	7 EACH
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ITEM 202 - REMOVAL MISC.: BILLBOARD

THIS ITEM CONSISTS OF A DUAL STEEL I-BEAM POST BILLBOARD STRUCTURE WITH CONCRETE FOUNDATIONS. THE BILLBOARD IS LOCATED ON PARCEL 451, JUST NORTH OF SR-32 NEAR STA 193+00, AS SHOWN ON SHEET 181. THIS ITEM SHALL INCLUDE THE REMOVAL AND DISPOSAL OF ALL MATERIAL ASSOCIATED WITH THE BILLBOARD, STRUCTURE, LIGHTING SERVICE, AND CONCRETE FOUNDATIONS TO ONE FOOT BELOW THE EXISTING GRADE. APPROXIMATE DIMENSIONS OF SIGN FACES ARE 14' x 50'. ANY REMAINING HOLE FROM THE REMOVAL OF THE SIGN SHALL BE FILLED.

ITEM 606 - IMPACT ATTENUATOR, TYPE 2 (BIDIRECTIONAL)

THIS ITEM SHALL CONSIST OF FURNISHING AND INSTALLING ANY OF THE TYPE 2 IMPACT ATTENUATORS AS LISTED ON THE OFFICE OF ROADWAY ENGINEERING'S WEB PAGE (REFER TO THE POSTED SHOP DRAWINGS FOR THE MOST CURRENT APPROVED PRODUCT MODELS). WHEN BI-DIRECTIONAL DESIGNS ARE SPECIFIED, THE CONTRACTOR SHALL SUPPLY APPROPRIATE TRANSITIONS. THE FACE OF THE IMPACT HEAD SHALL BE COVERED WITH TYPE G REFLECTIVE SHEETING, PER CMS 730.19.

PAYMENT FOR THE ABOVE WORK SHALL BE MADE AT THE UNIT PRICE BID FOR ITEM 606, IMPACT ATTENUATOR, TYPE 2 [60 MPH, 34 IN, (BIDIRECTIONAL)], EACH, AND SHALL INCLUDE ALL LABOR, TOOLS, EQUIPMENT AND MATERIALS NECESSARY TO CONSTRUCT A COMPLETE AND FUNCTIONAL IMPACT ATTENUATOR SYSTEM, INCLUDING ALL RELATED BACKUPS/BACKSTOPS, TRANSITIONS, HARDWARE AND GRADING, NOT SEPARATELY SPECIFIED, AS REQUIRED BY THE MANUFACTURER. INSTALLATION SHALL BE AT THE LOCATIONS SPECIFIED IN THE PLANS, IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS.

ITEM 202 - REMOVAL MISC.: STONE WALL

THIS ITEM IS LOCATED AT THE EXISTING CORNER OF ELICK LANE SOUTH OF SR-32 AND SOUTH OF PROPOSED RAMP 0 NEAR STA 187+75 AS SHOWN ON SHEET 184 . THE REMOVAL INCLUDES TWO COURSES OF LARGE STONE AT A LENGTH OF APPROXIMATELY 24 FT.

ITEM 202 - REMOVAL MISC.: COMMERCIAL LIGHTING

THIS ITEM CONSISTS OF THE REMOVAL OF LIGHT POLES ALONG OR WITHIN PRIVATE PARKING LOTS IMPACTED BY THE PROPOSED WORK. REMOVAL OF FIXTURES, CONDUIT, AND CONCRETE FOUNDATIONS SHALL BE PER CMS 625.21.

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GENERAL NOTES

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Main data table with columns: SHEET NUM. (26, 27, 29, 139, 145, 146, 147, 158, 159), PART. (01/NHS/OT, 04/NHS/BR), ITEM, ITEM EXT, GRAND TOTAL, UNIT, DESCRIPTION, SEE SHEET NO.

CALCULATED MSW CHECKED WAA

GENERAL SUMMARY

CLE-32-3.50 (PHASE 5)

SHEET NUM.												PART.		ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.										
27	29	145	159	165	166	573						01/NHS/OT	04/NHS/BR																
																									CALCULATED MSW CHECKED WAA GENERAL SUMMARY				
														8,369	254	01000	8,369	SY	PAVEMENT PLANING, ASPHALT CONCRETE (1.5" DEPTH)										
														4,919	254	01000	4,919	SY	PAVEMENT PLANING, ASPHALT CONCRETE (DEPTH VARIES, 1.5" MAX)										
308														8,896	302	46000	9,204	CY	ASPHALT CONCRETE BASE, PG64-22										
														12,241	304	20000	12,241	CY	AGGREGATE BASE										
														7,115	407	20000	7,115	GAL	NON-TRACKING TACK COAT										
														32	441	50000	32	CY	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), PG64-22										
														44	441	50300	44	CY	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, (448)										
														702	442	00100	702	CY	ANTI-SEGREGATION EQUIPMENT										
77														2,151	442	10000	2,228	CY	ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (446)										
72														1,879	442	10100	1,951	CY	ASPHALT CONCRETE INTERMEDIATE COURSE, 19 MM, TYPE A (446)										
														380	452	09010	380	SY	4" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC 1P										
														14,343	452	14110	14,343	SY	11" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC 1P										
														87	609	12000	87	FT	COMBINATION CURB AND GUTTER, TYPE 2										
														403	609	24510	403	FT	CURB, TYPE 4-C										
														4,068	609	26000	4,068	FT	CURB, TYPE 6										
														1,367	609	98000	1,367	FT	CURB, MISC.: CLERMONT COUNTY C&G					470					
														3	202	75610	3	EACH	VALVE BOX REMOVED										
														3.2	602	98200	3.2	CY	MASONRY, MISC.:CONCRETE ENCASEMENT (CCWRD ITEM 1170)					473					
														2	638	08706	2	EACH	8" CUTTING-IN SLEEVE										
														3	638	10800	3	EACH	VALVE BOX ADJUSTED TO GRADE										
														287	638	98600	287	FT	WATER WORK, MISC.:8" DUCTILE IRON WATER MAIN AND DUCTILE IRON FITTINGS (CCWRD ITEM 2110)					471					
														5	202	58700	5	EACH	MANHOLE ABANDONED										
														672	611	01800	672	FT	8" CONDUIT, TYPE B, SDR-26 (CCWRD 3110)										
														125	611	01800	125	FT	8" CONDUIT, TYPE B, SDR-35 (CCWRD 3110)										
														5	611	99575	5	EACH	MANHOLE, NO. 3, AS PER PLAN					472					
														4	611	99654	4	EACH	MANHOLE ADJUSTED TO GRADE										
														40	625	00450	40	EACH	CONNECTION, FUSED PULL APART										
														42	625	00480	42	EACH	CONNECTION, UNFUSED PERMANENT										
														20	625	10481	20	EACH	LIGHT POLE, DECORATIVE, AS PER PLAN					571					
														20	625	14001	20	EACH	LIGHT POLE FOUNDATION, 24" X 6' DEEP, AS PER PLAN					570					
														1,650	625	23200	1,650	FT	NO. 4 AWG 2400 VOLT DISTRIBUTION CABLE										
														7,881	625	23304	7,881	FT	NO. 8 AWG 600 VOLT DISTRIBUTION CABLE										
														800	625	23400	800	FT	NO. 10 AWG POLE AND BRACKET CABLE										
														1,963	625	25304	1,963	FT	CONDUIT, 1-1/2", 725.051										
														347	625	25504	347	FT	CONDUIT, 3", 725.051										
														375	625	25902	375	FT	CONDUIT, JACKED OR DRILLED, 725.04, 3"										
														4	625	27503	4	EACH	LUMINAIRE, UNDERPASS, SOLID STATE (LED), AS PER PLAN, 240 VOLT					571					
														20	625	27551	20	EACH	LUMINAIRE, DECORATIVE, AS PER PLAN, 150W HPS, 240 VOLT					571					
														2,042	625	29000	2,042	FT	TRENCH										
														2	625	29920	2	EACH	STRUCTURE JUNCTION BOX										
														3	625	29930	3	EACH	MEDIAN JUNCTION BOX										
														6	625	30700	6	EACH	PULL BOX, 725.08, 18"										
														3	625	30706	3	EACH	PULL BOX, 725.08, 24"										
														20	625	32000	20	EACH	GROUND ROD										
														1	625	33000	1	EACH	STRUCTURE GROUNDING SYSTEM										
														1	625	34001	1	EACH	POWER SERVICE, AS PER PLAN					570					
														2,042	625	36010	2,042	FT	UNDERGROUND WARNING/MARKING TAPE										
														LS	625	37000	LS	LS	SERVICE TO UNDERPASS LIGHTING										

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SHEET NUM.				PART.		ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
139	591			01/NHS/OT	04/NHS/BR						
										BUILDING DEMOLITION	
LS				LS		202	56000	LS		BUILDING DEMOLISHED, PARCEL 451, 1 STORY CANOPY COMMERCIAL	
LS				LS		202	56000	LS		BUILDING DEMOLISHED, PARCEL 451, 1 STORY BRICK COMMERCIAL	
LS				LS		202	56000	LS		BUILDING DEMOLISHED, PARCEL 455, 1 STORY FRAME GARAGE	
LS				LS		202	56000	LS		BUILDING DEMOLISHED, PARCEL 456, 1 STORY FRAME SHED	
LS				LS		202	56000	LS		BUILDING DEMOLISHED, PARCEL 456, 1 STORY FRAME RESIDENCE	
LS				LS		202	56000	LS		BUILDING DEMOLISHED, PARCEL 456, 1 STORY FRAME COMMERCIAL	
LS				LS		202	56000	LS		BUILDING DEMOLISHED, PARCEL 362, 1 STORY BLOCK COMMERCIAL	
LS				LS		202	56000	LS		BUILDING DEMOLISHED, PARCEL 103, 1 STORY BLOCK COMMERCIAL	
LS				LS		202	56001	LS		BUILDING DEMOLISHED, AS PER PLAN, PARCEL 363, 1 STORY CANOPY COMMERCIAL	27
LS				LS		202	56001	LS		BUILDING DEMOLISHED, AS PER PLAN, PARCEL 363, 1 STORY BLOCK COMMERCIAL	27
										STRUCTURE OVER 20 FOOT SPAN (CLE-32-0374)	
	1,151				1,151	204	50000	1,151	SY	GEOTEXTILE FABRIC	
	LS				LS	503	11100	LS		COFFERDAMS AND EXCAVATION BRACING	
	LS				LS	503	21300	LS		UNCLASSIFIED EXCAVATION	
	LS				LS	505	11100	LS		PILE DRIVING EQUIPMENT MOBILIZATION	
	4,000				4,000	507	00100	4,000	FT	STEEL PILES HPI0X42, FURNISHED	
	3,380				3,380	507	00150	3,380	FT	STEEL PILES HPI0X42, DRIVEN	
	243,028				243,028	509	10000	243,028	LB	EPOXY COATED REINFORCING STEEL	
	2				2	511	33501	2	EACH	SEMI-INTEGRAL DIAPHRAGM GUIDE, AS PER PLAN	589 & 597
	307				307	511	46512	307	CY	CLASS QC1 CONCRETE WITH QC/QA, FOOTING	
	824				824	511	53014	824	CY	CLASS QC3 CONCRETE, MISC.: CLASS QC3 CONCRETE WITH QC/QA, SUPERSTRUCTURE	589 & 590
	117				117	511	53014	117	CY	CLASS QC3 CONCRETE, MISC.: CLASS QC3 CONCRETE WITH QC/QA, PIER ABOVE FOOTINGS	589
	115				115	511	53014	115	CY	CLASS QC3 CONCRETE, MISC.: CLASS QC3 CONCRETE WITH QC/QA, ABUTMENT NOT INCLUDING FOOTING	589
	307				307	512	10050	307	SY	SEALING OF CONCRETE SURFACES (NON-EPOXY)	
	1,142				1,142	512	10100	1,142	SY	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)	
	12				12	515	15070	12	EACH	DRAPED STRAND PRESTRESSED CONCRETE BRIDGE I-BEAM MEMBERS, LEVEL 3, TYPE WF36-49 (BEAM LENGTH = 81'-11 1/4")	
	12				12	515	15070	12	EACH	DRAPED STRAND PRESTRESSED CONCRETE BRIDGE I-BEAM MEMBERS, LEVEL 3, TYPE WF36-49 (BEAM LENGTH = 68'-6 1/4")	
	44				44	515	20000	44	EACH	INTERMEDIATE DIAPHRAGMS	
	127				127	516	10010	127	FT	ARMORLESS PREFORMED JOINT SEAL	
	4,453				4,453	516	13600	4,453	SF	1" PREFORMED EXPANSION JOINT FILLER	
	109				109	516	13900	109	SF	2" PREFORMED EXPANSION JOINT FILLER	
	290				290	516	14020	290	FT	SEMI-INTEGRAL ABUTMENT EXPANSION JOINT SEAL	
	12				12	516	44101	12	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN (13"x20"x2 9/16" WITH 14"x21"x2 1/4" BOTTOM LOAD PLATE)	611
	12				12	516	44101	12	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN (13"x18"x2 9/16" WITH 14"x19"x2" BOTTOM LOAD PLATE)	611
	24				24	516	44101	24	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN (11"x21"x2" WITH 12"x40"x2 3/16" TOP BEVELED LOAD PLATE)	612
	376				376	517	75123	376	FT	RAILING (CONCRETE PARAPET WITH TWIN STEEL TUBE RAILING AND VANDAL PROTECTION FENCE), AS PER PLAN	590
	4				4	518	12301	4	EACH	SCUPPERS, INCLUDING SUPPORTS, AS PER PLAN	624
	36				36	518	21200	36	CY	POROUS BACKFILL WITH GEOTEXTILE FABRIC	
	293				293	518	40000	293	FT	6" PERFORATED CORRUGATED PLASTIC PIPE	
	1				1	518	40010	1	FT	6" NON-PERFORATED CORRUGATED PLASTIC PIPE, INCLUDING SPECIALS	
	804				804	526	30011	804	SY	REINFORCED CONCRETE APPROACH SLABS WITH QC/QA (T=17"), AS PER PLAN	589 & 590
	105				105	526	90021	105	SY	TYPE B INSTALLATION, AS PER PLAN	636
	127				127	526	90030	127	FT	TYPE C INSTALLATION	
	345				345	607	39930	345	FT	VANDAL PROTECTION FENCE, 12' CURVED, COATED FABRIC	
	40				40	608	53020	40	SF	DETECTABLE WARNING	
	LS				LS	SPECIAL	69098400	LS		MISC.: TEMPORARY SURCHARGE	590
	2,534				2,534	863	00100	2,534	SY	GEOGRID, TYPE P1	
	539				539	863	00801	539	CY	REINFORCED EMBANKMENT, AS PER PLAN	590

CALCULATED MSW CHECKED WAA
GENERAL SUMMARY
 CLE-32-3.50 (PHASE 5)
 134
 736

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ESTIMATED QUANTITIES SHEET NO.

	202 PAVEMENT REMOVED (CONCRETE) SY	202 PAVEMENT REMOVED (ASPHALT) SY	202 WALK REMOVED SF	202 CONCRETE BARRIER REMOVED FT	202 CURB REMOVED FT	202 CURB AND GUTTER REMOVED FT	202 GUARDRAIL REMOVED FT	202 GUARDRAIL REMOVED, BARRIER DESIGN EACH		202 MAILBOX REMOVED EACH	202 FENCE REMOVED FT	202 GATE REMOVED EACH			202 REMOVAL MISC.: BILLBOARD EACH	202 REMOVAL MISC.: COMMERCIAL LIGHTING EACH	202 REMOVAL MISC.: STONE WALL FT
140	10,485.6	7,013.0	0.0	769.0	88.0	0.0	925.0	116.0		0	1,306.0	0			0	0	0
141	4,204.0	13,028.2	758.0	0.0	1,113.0	0.0	0.0	0.0		2	5,054.0	3			1	30	23
142	2,548.7	11,351.4	239.0	0.0	1,307.0	2,131.0	104.5	0.0		1	232.0	1			0	6	0
17,238		31,393															
TOTALS CARRIED TO GENERAL SUMMARY	48,631		997	769	2,508	2,131	1,030	116		3	6,592	4			1	36	23

SUBTOTAL THIS SHEET

ESTIMATED QUANTITIES SHEET NO.

	202 HEADWALL REMOVED EACH	202 PIPE REMOVED, 24" AND UNDER FT		202 BUILDING DEMOLISHED, PARCEL 451, 1 STORY CANOPY COMMERCIAL LUMP	202 BUILDING DEMOLISHED, PARCEL 451, 1 STORY BRICK COMMERCIAL LUMP	202 BUILDING DEMOLISHED, PARCEL 455, 1 STORY FRAME GARAGE LUMP	202 BUILDING DEMOLISHED, PARCEL 456, 1 STORY FRAME SHED LUMP	202 BUILDING DEMOLISHED, PARCEL 456, 1 STORY FRAME RESIDENCE LUMP	202 BUILDING DEMOLISHED, PARCEL 456, 1 STORY FRAME COMMERCIAL LUMP	201 BUILDING DEMOLISHED, PARCEL 362, 1 STORY BLOCK COMMERCIAL LUMP	201 BUILDING DEMOLISHED, PARCEL 103, 1 STORY BLOCK COMMERCIAL LUMP	202 BUILDING DEMOLISHED, AS PER PLAN, PARCEL 363, 1 STORY CANOPY COMMERCIAL LUMP	202 BUILDING DEMOLISHED, AS PER PLAN, PARCEL 363, 1 STORY BLOCK COMMERCIAL LUMP		202 MANHOLE REMOVED EACH	202 CATCH BASIN REMOVED EACH
143	1	1,735.0		LUMP	LUMP	LUMP	LUMP	LUMP	LUMP	LUMP	LUMP	LUMP	LUMP		3	20
TOTALS CARRIED TO GENERAL SUMMARY	1	1,735.0		LUMP	LUMP	LUMP	LUMP	LUMP	LUMP	LUMP	LUMP	LUMP	LUMP		3	20

REMOVAL SUBSUMMARY

CLE-32-3.50 (PHASE 5)

CALCULATED
MSW
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SHEET NO.	REFERENCE NO.	ALIGNMENT	STATION		SIDE	202	202	202	202	202	202	202	202	202	202	202	202	202	202	202	
			PAVEMENT REMOVED (CONCRETE)	PAVEMENT REMOVED (ASPHALT)		WALK REMOVED	CONCRETE BARRIER REMOVED	CURB REMOVED	CURB AND GUTTER REMOVED	GUARDRAIL REMOVED	GUARDRAIL REMOVED, BARRIER DESIGN	MAILBOX REMOVED	FENCE REMOVED	GATE REMOVED	REMOVAL MISC.: BILLBOARD	REMOVAL MISC.: COMMERCIAL LIGHTING	REMOVAL MISC.: STONE WALL				
			SY	SY		SF	FT	FT	FT	FT	EACH	EACH	FT	EACH	EACH	FT					
			FROM	TO																	
171	R-1	SR-32	134+00.00	139+39.54	RT	288.4	444.8														
171	R-2	SR-32	134+00.00	140+00.00	LT/RT	1,853.0															
172	R-5	SR-32	140+00.00	152+00.00	LT/RT	4,513.0															
172	R-6	SR-32	144+55.10	153+23.39	RT				769.0			116									
173	R-19	SR-32	152+00.00	153+50.00	LT	213.2															
173	R-20	SR-32	158+71.15	159+90.10	RT	102.7	78.7														
173	R-24	SR-32	159+87.54	160+37.54	RT							50.0									
174	R-30	SR-32	170+73.25	175+08.78	RT		861.7														
174	R-31	SR-32	171+90.25	176+50.00	LT		479.2														
174	R-32	SR-32	170+74.88	174+12.11	RT							337.5									
175	R-39	SR-32	176+50.00	188+31.95	LT	28.4	1,249.4														
175	R-40	SR-32	180+01.20	188+50.00	RT	562.7	1,003.7														
175	R-41	SR-32	185+35.00	188+50.00	LT/RT	148.9	395.5														
175	R-44	SR-32	187+42.72	187+92.17	RT					88.0											
176	R-50	SR-32	192+50.00		RT	22.6															
176	R-51	SR-32	188+50.00	189+50.00	RT	176.2	125.5														
176	R-52	SR-32	188+50.00	192+16.00	LT/RT	669.4	41.9														
176	R-54	SR-32	194+46.19	195+48.78	LT/RT	58.8															
176	R-55	SR-32	199+99.50		LT	16.9															
177	R-63	SR-32	207+92.73	212+50.00	LT	461.9															
177	R-64	SR-32	204+50.00	212+50.00	RT		903.2														
177	R-65	SR-32	200+42.77	202+59.38	LT																
177	R-66	SR-32	202+42.25	204+23.84	LT																
177	R-67	SR-32	205+78.99	205+79.48	RT	20.8															
178	R-76	SR-32	212+50.00	236+79.47	RT	105.7	989.5														
178	R-77	SR-32	212+50.00	216+48.49	LT	430.5															
178	R-78	SR-32	232+25.00	239+75.81	LT/RT	812.6	440.0														
178	R-80	SR-32	216+16.65	235+88.37	RT							537.5									
178	R-79	SR-32	212+98.36	214+21.17	LT																
178	R-81	SR-32	212+12.04	232+50.00	RT																
SUBTOTAL CARRIED TO SHEET						139															
						10,486	7,013	0	769.0	88	0	925.0	116	0	1,306	0			0	0	0.0

CALCULATED MSW CHECKED WAA
REMOVAL ESTIMATED QUANTITIES
CLE-32-3.50 (PHASE 5)
 140
 736

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SHEET NO.	REFERENCE NO.	ALIGNMENT	STATION		SIDE	202	202	202	202	202	202	202	202	202	202	202	202	202	202	202		
			FROM	TO		PAVEMENT REMOVED (CONCRETE)	PAVEMENT REMOVED (ASPHALT)	WALK REMOVED	CONCRETE BARRIER REMOVED	CURB REMOVED	CURB AND GUTTER REMOVED	GUARDRAIL REMOVED	GUARDRAIL REMOVED, BARRIER DESIGN		MAILBOX REMOVED	FENCE REMOVED	GATE REMOVED			REMOVAL MISC.: BILLBOARD	REMOVAL MISC.: COMMERCIAL LIGHTING	REMOVAL MISC.: STONE WALL
						SY	SY	SF	FT	FT	FT	FT	FT	EACH		EACH	FT	EACH			EACH	EACH
180	R-90	RAMP N	185+73.73	188+85.22	LT																	
180	R-91	RAMP N	185+97.68	188+42.21	LT																	
181	R-99	RAMP N	189+77.25	192+94.62	LT	1,976.0	1,668.0															
181	R-100	RAMP N	193+28.21	193+72.58	LT		157.0															
181	R-105	RAMP N	189+92.12	192+94.41	LT																	
181	R-106	RAMP N	190+55.21	191+94.06	LT					489.0												
181	R-107	RAMP N	189+76.40	197+50.42	LT																	
181	R-108	RAMP N	192+93.99	193+01.37	LT																	
182	R-113	RAMP N	195+41.59	197+94.00	LT	2,228.0																
182	R-117	RAMP N	195+00.42	195+32.17	LT			99.0														
182	R-118	RAMP N/RAMP Q	198+23.62	198+56.68	LT																	
182	R-119	RAMP N/RAMP Q	187+89.70	208+89.23	LT/RT																	
182	R-120	RAMP N	195+81.44	198+11.76	LT																	
182	R-121	RAMP N	197+49.48		LT																	
182	R-122	RAMP N	197+83.91		LT																	
183	R-130	RAMP O	181+36.38	187+79.96	RT																	
183	R-131	RAMP O	185+77.98	187+52.55	RT																	
184	R-139	RAMP O	187+67.38	187+80.41	RT																	
184	R-140	RAMP O/RAMP P	188+85.09	209+64.58	LT/RT																	
185	R-145	RAMP O	190+07.77	191+45.93	RT																	
185	R-146	RAMP O	193+29.24	195+26.13	RT																	
185	R-148	RAMP O	193+48.32	195+02.41	RT																	
186	R-159	RAMP O	195+25.30	195+26.27	RT																	
187	R-168	RAMP P	198+72.80	203+93.44	RT																	
187	R-171	NOT USED																				
187	R-172	NOT USED																				
187	R-173	RAMP P	198+72.80	203+93.44	RT																	
187	R-174	NOT USED																				
190	R-185	RAMP Q	198+40.83	204+42.08	LT/RT																	
190	R-187	RAMP Q	198+63.98	203+06.58	RT																	
190	R-188	RAMP Q	201+69.49	202+31.52	LT																	
SUBTOTAL CARRIED TO SHEET						139																
						4,204.0	13,028.2	758.0	0.0	1,113.0	0.0	0.0	0.0		2.0	5,054.0	3			1	30	23.0

REMOVAL ESTIMATED QUANTITIES

CLE-32-3.50 (PHASE 5)

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SHEET NO.	REFERENCE NO.	ALIGNMENT	STATION		SIDE	202	202	202	202	202	202	202	202	202	202	202	202	202	202	202	
			FROM	TO		PAVEMENT REMOVED (CONCRETE)	PAVEMENT REMOVED (ASPHALT)	WALK REMOVED	CONCRETE BARRIER REMOVED	CURB REMOVED	CURB AND GUTTER REMOVED	GUARDRAIL REMOVED	GUARDRAIL REMOVED, BARRIER DESIGN	MAILBOX REMOVED	FENCE REMOVED	GATE REMOVED	REMOVAL MISC.: BILLBOARD	REMOVAL MISC.: COMMERCIAL LIGHTING	REMOVAL MISC.: STONE WALL		
						SY	SY	SF	FT	FT	FT	FT	EACH	EACH	FT	EACH	EACH	FT	EACH	FT	
193	R-200	GLEN ESTE-WITH.	16+54.42	16+62.74	RT	15.8															
193	R-201	GLEN ESTE-WITH.	16+74.52	19+46.29	RT		1,350.0														
193	R-204	GLEN ESTE-WITH.	16+74.51	19+17.06	RT								267.0								
194	R-208	GLEN ESTE-WITH.	18+31.40	19+08.81	RT									104.5							
194	R-210	GLEN ESTE-WITH.	20+49.64	24+14.40	LT		2,141.0														
194	R-211	GLEN ESTE-WITH.	20+38.18	23+07.40	RT		375.0														
194	R-212	GLEN ESTE-WITH.	20+67.31	23+07.40	RT								241.0								
194	R-213	GLEN ESTE-WITH.	20+97.22	24+12.46	LT								336.0								
195	R-219	GLEN ESTE-WITH.	24+10.92	24+24.65	RT		16.0														
198	R-227	BACH-BUXTON	337+35.45	340+88.88	LT/RT		1,735.0														
198	R-228	BACH-BUXTON	337+35.44	339+75.54	LT/RT								418.0								
199	R-231	BACH-BUXTON	339+71.03	340+59.13	LT/RT						228.0										
199	R-232	BACH-BUXTON	338+11.75	339+71.83	LT/RT							358.0									
199	R-233	BACH-BUXTON	338+32.91	339+10.43	LT/RT						337.0										
199	R-234	BACH-BUXTON	340+17.39	340+60.86	RT			239.0													
199	R-235	BACH-BUXTON	338+30.92	320+46.49	LT/RT													6			
199	R-236	BACH-BUXTON	338+32.52	340+59.13	RT	2,433.0															
200	R-241	BACH-BUXTON	342+94.28	344+64.82	LT									232.0	1						
202	R-245	FAYARD	10+00.00	11+29.00	LT/RT		708.3														
203	R-252	ELICK (SOUTH)	47+96.92	50+85.32	LT/RT		1,280.9														
203	R-253	ELICK (SOUTH)	49+74.00	50+31.75	RT	99.9															
203	R-254	ELICK (SOUTH)	47+96.51	49+83.58	RT								270.0								
203	R-255	ELICK (SOUTH)	50+50.69	50+85.32+	LT						91.0	15.0									
203	R-256	ELICK (SOUTH)	50+31.33	50+85.32+	RT							226.0									
204	R-261	ELICK (NORTH)	60+00.61	63+55.12	LT/RT		2,032.7														
204	R-263	ELICK (NORTH)	60+00.61	62+00.00	RT							235.0									
204	R-264	ELICK (NORTH)	60+00.61	63+55.12	LT							416.0									
204	R-265	ELICK (NORTH)	61+39.09		RT									1							
205	R-272	EX OLD SR-74	201+19.73	203+04.72	LT/RT		979.1														
206	R-273	EX OLD SR-74	204+02.33	205+50.00	LT/RT		733.4														
SUBTOTAL CARRIED TO SHEET						139	2,548.7	11,351.4	239.0	0.0	1,307.0	2,131.0	104.5	0.0	1.0	232.0	1		0	6	0.0

REMOVAL ESTIMATED QUANTITIES

**CLE-32-3.50
(PHASE 5)**

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SHEET NO.	REFERENCE NO.	ALIGNMENT	STATION		SIDE	202	202		202	202	202	202	202	201	201	202	202		202	202			
			FROM	TO		HEADWALL REMOVED	PIPE REMOVED, 24" AND UNDER	BUILDING DEMOLISHED, PARCEL 451, 1 STORY CANOPY COMMERCIAL	BUILDING DEMOLISHED, PARCEL 451, 1 STORY BRICK COMMERCIAL	BUILDING DEMOLISHED, PARCEL 455, 1 STORY FRAME GARAGE	BUILDING DEMOLISHED, PARCEL 456, 1 STORY FRAME SHED	BUILDING DEMOLISHED, PARCEL 456, 1 STORY FRAME RESIDENCE	BUILDING DEMOLISHED, PARCEL 456, 1 STORY FRAME COMMERCIAL	BUILDING DEMOLISHED, PARCEL 362, 1 STORY BLOCK COMMERCIAL	BUILDING DEMOLISHED, PARCEL 103, 1 STORY BLOCK COMMERCIAL	BUILDING DEMOLISHED, AS PER PLAN, PARCEL 363, 1 STORY CANOPY COMMERCIAL	BUILDING DEMOLISHED, AS PER PLAN, PARCEL 363, 1 STORY BLOCK COMMERCIAL		MANHOLE REMOVED	CATCH BASIN REMOVED			
			EACH	FT		LUMP	LUMP	LUMP	LUMP	LUMP	LUMP	LUMP	LUMP	LUMP	LUMP	LUMP	LUMP	EACH	EACH				
172	R-7	SR-32	141+56.04	142+56.03	LT		99.0														1		
172	R-8	SR-32	144+34.82	144+41.54	LT		12.0															1	
172	R-9	SR-32	145+35.87	145+69.46	RT		35.0															1	
172	R-10	SR-32	146+95.59	147+03.58	RT		7.0															1	
172	R-11	SR-32	149+30.33	152+47.80	RT		323.0															2	
175	R-42	SR-32	181+98.45		LT		63.0															1	
175	R-43	SR-32	187+99.14		RT		55.0															1	
176	R-54	SR-32	194+46.19	195+48.78	LT/RT		179.0															2	
176	R-55	SR-32	199+99.50		LT		78.0																
177	R-67	SR-32	205+78.99	205+79.48	RT		87.0																
177	R-68	SR-32	205+80.72	205+81.31	LT		29.0																
178	R-83	SR-32	213+63.88	213+67.40	LT		13.0																
181	R-92	RAMP N	188+58.53	189+63.66	RT		105.0																
181	R-98	RAMP N	190+08.19		LT																		1
181	R-101	RAMP N	190+17.80	191+18.53	LT			LUMP															
181	R-102	RAMP N	191+53.91	192+77.32	LT				LUMP														
181	R-103	RAMP N	193+56.11	193+95.60	LT				LUMP														
181	R-104	RAMP N	189+67.21	189+67.41	LT		84.0																
182	R-114	RAMP N	194+68.73	194+91.18	LT					LUMP													
182	R-115	RAMP N	195+05.66	195+79.13	LT						LUMP												
182	R-116	RAMP N	196+86.19	197+29.42	LT							LUMP											
184	R-137	RAMP O	187+28.91	187+88.85	RT	1	81.0															2	1
184	R-138	RAMP O	187+81.54	189+34.82	LT/RT		151.0																1
184	R-141	RAMP O	188+64.18	188+76.24	LT/RT		27.0																
185	R-147	RAMP O	189+94.92		LT																		1
185	R-149	RAMP O	193+71.93	194+82.53	RT								LUMP										
186	R-160	RAMP O	195+80.32	196+99.17	LT/RT		158.0																3
186	R-161	RAMP O	196+19.15	196+96.42	LT		78.0																
190	R-186	RAMP Q	201+55.21	202+53.92	LT									LUMP									
193	R-202	GLEN ESTE-WITH.	16+69.25	16+82.73	RT		13.5																
194	R-206	GLEN ESTE-WITH.	18+75.75		C		13.5																
194	R-207	GLEN ESTE-WITH.	18+75.35		RT		4.0																1
194	R-214	GLEN ESTE-WITH.	22+09.45	22+14.45	RT		5.0																1
195	R-220	GLEN ESTE-WITH.	24+02.48	24+08.79	LT		7.0																1
198	R-229	BACH-BUXTON	337+76.45	337+78.35	RT		14.0																1
199	R-237	BACH-BUXTON	338+57.45	339+87.22	LT																		
199	R-238	BACH-BUXTON	338+90.99	339+76.26	RT										LUMP		LUMP						
205	R-271	EX OLD SR-74	202+34.15	202+47.51	RT		14.0																
SUBTOTAL CARRIED TO SHEET						139	1	1,735		LUMP	LUMP	LUMP	LUMP	LUMP	LUMP	LUMP	LUMP	LUMP	LUMP	LUMP	LUMP	3	20

REMOVAL ESTIMATED QUANTITIES

CLE-32-3.50 (PHASE 5)

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SHEET NO.	REFERENCE NO.	ALIGNMENT	STATION		SIDE	606	606	606	606	606				607	607	607	608	609	609	609	
			FROM	TO		GUARDRAIL, TYPE MGS FT	ANCHOR ASSEMBLY, MGS TYPE E (MASH 2016) EACH	ANCHOR ASSEMBLY, MGS TYPE T EACH	MGS BRIDGE TERMINAL ASSEMBLY, TYPE 1 EACH	MGS BRIDGE TERMINAL ASSEMBLY, TYPE 2 EACH	FENCE, TYPE CLT FT	GATE, TYPE CLT EACH	FENCELINE SEEDING AND MULCHING FT	CURB RAMP SF	COMBINATION CURB AND GUTTER, TYPE 2 FT	CURB, TYPE 4C FT	CURB, TYPE 6 FT	CURB, MISC.: CLERMONT COUNTY CURB AND GUTTER FT			
171	G-1	SR-32	129+01.53	130+64.00	RT	100.0	1	1													
172	G-3	SR-32	144+07.97	144+57.77	RT		1														
173	G-5	SR-32	157+27.51	158+77.43	RT	25.0	1		1									18.1			
173	G-6	SR-32	159+87.62	160+37.54	RT	50.0				1											
174	G-8	SR-32	170+73.25	174+10.75	RT	325.0		1													
175	G-10	SR-32	180+27.12	182+27.04	LT	187.5		1		1											
176	G-12	SR-32	190+21.70	196+96.70	LT	662.5		1		1											
176	G-13	SR-32	199+85.31	202+22.81	LT	162.5	1		1												
176	G-14	SR-32	190+52.81	192+89.60	RT	162.5	1		1												
176	B-7	SR-32	196+60.50	199+28.00	€																
177	G-16	SR-32	209+64.58	236+74.80	RT	1,261.6		1													
178	G-18	SR-32	212+66.69	234+83.45	LT	713.8	1														
181	G-20	RAMP N	189+03.02	197+87.07	LT	899.2			1									18.1			
181	G-21	RAMP N	190+24.65	197+36.92	RT	700.0		1		1											
182	I-1	RAMP N	197+44.21	197+85.10	RT														107.1		
182	CR-1	RAMP N	197+64.37	197+76.02	LT											120.2					
183	C-1	RAMP O	182+87.88	186+00.00	RT													311.9			
183	G-23	RAMP O	182+34.72	186+00.60	RT	287.5	1		1												
185	G-25	RAMP O	190+51.50	192+64.58	LT	137.5	1		1									18.1			
185	G-26	RAMP O	191+48.00	196+16.15	RT	600.0		1		1											
186	I-2	RAMP O	196+07.75	197+00.05	LT/RT														339.9		
186	CR-2	RAMP O	196+62.50	196+78.77	RT											101.8					
186	CR-3	RAMP O	196+89.09	197+00.05	LT/RT											81.2					
187	G-28	RAMP P	197+83.19	209+64.57	RT	1,200.4															
190	G-30	RAMP Q	199+12.78	202+89.60	RT	300.0	1		1									18.1			
190	I-3	RAMP Q	198+96.04	199+23.75	LT														65.8		
190	CR-4	RAMP Q	198+97.56	199+10.19	LT											100.2					
191	G-32	RAMP Q	206+64.67	212+66.69	LT	573.8			1									18.1			
SUBTOTAL CARRIED TO SHEET 145						8,348.7	9	7	8	5							403.4		402.6	512.8	

ROADWAY ESTIMATED QUANTITIES

**CLE-32-3.50
(PHASE 5)**

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SHEET NO.	REFERENCE NO.	ALIGNMENT	STATION		SIDE	606	606	606	606	606				607	607	607	608	609	609	609	
						GUARDRAIL, TYPE MGS	ANCHOR ASSEMBLY, MGS TYPE E (MASH 2016)	ANCHOR ASSEMBLY, MGS TYPE T	MGS BRIDGE TERMINAL ASSEMBLY, TYPE 1	MGS BRIDGE TERMINAL ASSEMBLY, TYPE 2				FENCE, TYPE CLT	GATE, TYPE CLT	FENCELINE SEEDING AND MULCHING	CURB RAMP	COMBINATION CURB AND GUTTER, TYPE 2	CURB, TYPE 4C	CURB, TYPE 6	CURB, MISC.: CLERMONT COUNTY CURB AND GUTTER
			FROM	TO		FT	EACH	EACH	EACH	EACH				FT	EACH	FT	SF	FT	FT	FT	FT
193	C-3	GLEN ESTE-WITH.	16+74.17	19+28.09	RT															311.3	
194	C-5	GLEN ESTE-WITH.	21+05.69	23+07.40	RT															203.1	
194	C-6	GLEN ESTE-WITH.	20+69.91	24+12.43	LT															406.2	
197	C-8	BACH BUXTON	332+72.11	338+50.18	LT															572.1	
197	C-9	BACH BUXTON	332+72.11	340+45.25	RT															790.1	
198	G-34	BACH BUXTON	335+52.08	340+07.64	RT	413.0	1											86.5			
198	C-11	BACH BUXTON	337+35.45	338+12.85	RT																
200	G-36	BACH BUXTON	346+21.37	346+70.01	RT	37.5		1													
200	G-37	BACH BUXTON	343+88.79	349+27.72	LT	477.3	1														
200	C-13	BACH BUXTON	346+23.32	348+68.26	RT															248.9	
200	C-14	BACH BUXTON	343+86.53	348+68.26	LT															469.1	
202	C-16	FAYARD N.	10+00.00	11+29.00	LT/RT															264.4	
203	C-18	ELICK LN S.	47+96.51	49+83.77	RT															282.0	
203	C-19	ELICK LN S.	50+22.59	50+85.32	LT/RT															164.1	
204	C-21	ELICK LN N.	60+00.61	63+55.12	LT/RT															599.5	
205	C-23	EX OLD 74	201+48.71	202+41.60	LT/RT															175.3	
206	C-24	EX OLD 74	204+49.59	205+50.00	LT/RT															220.2	
206	C-25	EX OLD 74	205+25.81	205+50.00	RT															58.9	
206	C-26	EX OLD 74	204+94.80	205+05.80	RT															66.8	
435	C-27	ACCESS ROAD	5+33.88	5+55.00	RT															39.8	
435	C-28	ACCESS ROAD	5+14.13	5+55.00	LT															50.1	
435	F-17	ACCESS ROAD	5+54.00	6+59.48	LT																
435	F-18	ACCESS ROAD	5+54.00	8+15.87	RT								227.9	1	227.9						
													299.7		299.7						
436	F-19	ACCESS ROAD	6+59.48	9+62.52	LT								144.5		144.5						
641	F-1	BACH BUXTON	332+50.00	338+79.23	LT								661.2		661.2						
641	F-2	BACH BUXTON	332+50.00	340+28.56	RT								817.3		817.3						
643	F-3	BACH BUXTON	343+41.69	348+74.76	LT								530.2		530.2						
644	F-4	BACH BUXTON	346+35.37	348+74.87	RT								247.6		247.6						
645	F-6	SR-32	158+28.34	158+97.55	LT								69.6		69.6						
646	F-7	SR-32	185+50.00	195+53.45	RT								1,011.9		1,011.9						
646	F-8	SR-32	185+73.17	196+87.10	LT								1,126.5		1,126.5						
647	F-9	SR-32	201+05.90	202+59.38	LT								156.4		156.4						
647	F-10	SR-32	204+23.84	208+85.34	LT								519.2		519.2						
647	F-11	SR-32	204+07.35	210+35.98	RT								652.2		652.2						
648	F-12	SR-32	212+98.31	214+21.17	LT								119.9		119.9						
648	F-13	SR-32	212+12.04	232+50.00	RT								596.5		596.5						
649	F-14	SR-32	232+95.63	236+39.23	LT								354.2		354.2						
649	F-15	SR-32	235+05.16	238+76.91	RT								372.4		372.4						
SUBTOTAL FROM THIS SHEET						927.8	2	1					7,907.1	1	7,907.1		86.5		3,555.1	1,366.6	
SUBTOTAL FROM SHEET 144						8,348.7	9	7	8	5							403.4		402.6	512.8	
TOTALS CARRIED TO GENERAL SUMMARY						9,277	11	8	8	5				7,907	1	7,907	403	87	403	4,068	1,367

ROADWAY ESTIMATED QUANTITIES

CLE-32-3.50 (PHASE 5)

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SHEET NO.	REFERENCE NO.	ALIGNMENT	STATION		SIDE	622	622	622	622	622	622	622	622	622	622	622	622							
			CONCRETE BARRIER, SINGLE SLOPE, TYPE C	CONCRETE BARRIER, SINGLE SLOPE, TYPE C1		CONCRETE BARRIER, SINGLE SLOPE, TYPE D	CONCRETE BARRIER, SINGLE SLOPE, TYPE D, AS PER PLAN	CONCRETE BARRIER END SECTION, TYPE B	CONCRETE BARRIER END SECTION, TYPE D	CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE C, AS PER PLAN	CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE D	CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE D, AS PER PLAN A	CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE D, AS PER PLAN B	FROM	TO	FT	FT	FT	FT	EACH	EACH	EACH	EACH	EACH
173	B-1	SR-32	158+76.82	159+89.62	RT	52.8				2														
175	B-3	SR-32	182+25.03	184+40.08	LT			151.1			1			2										
176	B-5	SR-32	192+89.00	204+57.71	RT				1,139.7		1		1											
176	B-6	SR-32	196+94.70	199+85.91	LT				263.2		2													
176	B-7	SR-32	196+60.50	199+28.00	℄		207.5																	
180	B-8	RAMP N	184+40.25	189+03.62	LT			399.2			1			2										
182	B-10	RAMP N	197+34.86	197+53.23	RT						1				1									
184	B-12	RAMP O	186+00.00	191+50.00	RT			371.8			2			6										
185	B-14	RAMP O	192+63.98	197+06.66	LT			413.2			1			1										
187	B-16	RAMP P	198+19.77	204+32.12	RT			545.7						3										
187	B-17	RAMP P	198+72.44	204+01.00	RT			521.9						2										
190	B-18	RAMP Q	199+18.80	206+65.27	LT			788.4			1													
190	B-19	RAMP Q	198+94.16	199+13.39	RT						1										1			
200	B-21	BACH BUXTON	199+18.80	199+37.44	RT			123.1			1			3										
TOTALS CARRIED TO GENERAL SUMMARY						53	208	3,314	1,403		2		12		1		19		1		1			

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ESTIMATED QUANTITIES SHEET NO.	204	204	204	204	204	206	206	206	206	254	254	302	302	304	304	407	407	441	441
	SUBGRADE COMPACTION	EXCAVATION OF SUBGRADE, 12" DEEP	GRANULAR MATERIAL, TYPE B	PROOF ROLLING	GEOTEXTILE FABRIC	LIME STABILIZED SUBGRADE, 12" DEEP	LIME	CURING COAT	MIXTURE DESIGN FOR CHEMICALLY STABILIZED SOILS, AS PER PLAN	PAVEMENT PLANING, ASPHALT CONCRETE (1.5" DEPTH)	PAVEMENT PLANING, ASPHALT CONCRETE (DEPTH VARIES 1.5" MAX)	6" ASPHALT CONCRETE BASE, PG64-22	10" ASPHALT CONCRETE BASE, PG64-22	6" AGGREGATE BASE	8" AGGREGATE BASE	NON-TRACKING TACK COAT (@0.06 GAL/SY)	NON-TRACKING TACK COAT (@0.09 GAL/SY)	1-1/4" AC SURFACE COURSE, TYPE 1, (448), PG64-22	1-3/4" AC INTERMEDIATE COURSE, TYPE 2, (448), PG64-22
	SY	CY	CY	HR	SY	SY	TON	SY	LS	SY	SY	CY	CY	CY	CY	GAL	GAL	CY	CY
160		515.04	515.04	5.26	1,545.12	10,521.31	272.24	10,521.31			4,266.64	9.65	3,141.34	9.65	2,787.88	1,964.23	384.01		
161		391.98	391.98	4.17	1,175.95	8,348.05	216.01	8,348.05			652.75		2,505.18		2,113.78	1,555.12	58.75		
162	1,602.43			8.25		14,901.11	385.57	14,901.11						3,555.98	29.45			8.52	11.93
163	5,541.65	113.56	113.56	12.03	340.68	18,508.73	478.91	18,508.73		8,369.49		3,178.13		3,302.41	421.23	2,331.03	753.28	23.05	32.57
164	229.62			0.11				210.83				3.16	58.62	3.16	46.89	39.13			
SUBTOTALS THIS SHEETS	7,373.70	1,020.59	1,020.59	29.83	3,061.76	52,279.20	1,352.72	52,490.03	LS	8,369.49	4,919.39	3,190.94	5,705.14	3,315.22	8,925.76	5,918.96	1,196.04	31.57	44.50
TOTALS CARRIED TO GENERAL NOTES				30															
TOTALS CARRIED TO GENERAL SUMMARY	7,374	1,021	1,021		3,062	52,279	1,353	52,490	LS	8,369	4,919	8,896		12,241		7,115		32	44

ESTIMATED QUANTITIES SHEET NO.	442	442	442	452	452														
	ANTI-SEGREGATION EQUIPMENT	1-1/2" ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A (446)	1-3/4" ASPHALT CONCRETE INTERMEDIATE COURSE, 19MM, TYPE A (446)	4" NON-REINFORCED CONCRETE PAVEMENT, CLASS OCI	11" NON-REINFORCED CONCRETE PAVEMENT														
	CY	CY	CY	SY	SY														
160	357.12	629.97	532.28																
161	326.43	383.08	422.44																
162				379.55	14,343.06														
163		1,129.30	913.48																
164	18.29	8.17	11.21																
SUBTOTALS THIS SHEETS	701.84	2,150.52	1,879.41	379.55	14,343.06														
TOTALS CARRIED TO GENERAL NOTES																			
TOTALS CARRIED TO GENERAL SUMMARY	702	2,151	1,879	380	14,343														

CALCULATED	PAVEMENT SUBSUMMARY
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PAV'T AREA	STATION		SIDE	LENGTH (ALONG CURB OR EDGE LINE) LF	AREA (FROM CADD) SQ FT	204	204	204	204	206	206	206	254	302	302	304	304	407	407	442	442	442
	FROM	TO				EXCAVATION OF SUBGRADE, 12" DEEP CY	GRANULAR MATERIAL, TYPE B CY	PROOF ROLLING HR	GEOTEXTILE FABRIC SY	LIME STABILIZED SUBGRADE, 12" DEEP SY	LIME TON	CURING COAT SY	PAVEMENT PLANING, ASPHALT CONCRETE (DEPTH VARIES 1.5" MAX) SY	6" ASPHALT CONCRETE BASE, PG64-22 CY	10" ASPHALT CONCRETE BASE, PG64-22 CY	6" AGGREGATE BASE CY	8" AGGREGATE BASE CY	NON-TRACKING TACK COAT (@0.06 GAL/SY) GAL	NON-TRACKING TACK COAT (@0.09 GAL/SY) GAL	ANTI-SEGREGATION EQUIPMENT CY	1-1/2" ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A (446) CY	1-3/4" ASPHALT CONCRETE INTERMEDIATE COURSE, 19MM, TYPE A (446) CY
SR-32 EB																						
FREEWAY RESURFACING	134+00.00	139+40.00	RT		24,686.30								2,742.92						246.87		114.29	
FULL DEPTH ASPH. LANES	134+00.00	136+54.45	RT		1,287.18			0.07		143.02	3.70	143.02					39.73	31.79	25.75	12.92	5.96	6.96
FULL DEPTH ASPH. SHLDR	134+00.00	139+40.00	RT		5,417.91			0.30		601.99	15.58	601.99					167.22	133.78	108.36		25.09	29.27
+ASPH. EDGE COURSE	134+00.00	139+40.00	RT	541.91				0.05		90.32	2.34	90.32					9.76	17.85				
FULL DEPTH ASPH. SHLDR	134+00.00	150+21.50	RT		6,947.84	257.33	257.33		771.98								214.44	171.56	138.96		32.17	37.53
+ASPH. EDGE COURSE	134+00.00	150+21.50	RT	1,622.92		90.16	90.16		270.49								29.23	53.43				
FREEWAY RESURFACING	143+07.52	144+65.30	RT	157.96	6,513.43								723.71						65.14		30.16	
FULL DEPTH ASPH. LANES	143+68.15	144+65.30	RT	111.03	225.17			0.01		25.02	0.65	25.02					6.95	5.56	4.51	2.27	1.05	1.22
FULL DEPTH ASPH. SHLDR	143+70.14	144+65.30	RT		941.65			0.05		104.63	2.71	104.63					29.07	23.26	18.84		4.36	5.09
+ASPH. EDGE COURSE	143+70.14	144+65.30	RT	94.33				0.01		15.73	0.41	15.73					1.71	3.11				
FULL DEPTH ASPH. SHLDR	158+71.15	159+90.10	RT		1,189.57			0.07		132.18	3.42	132.18					36.72	29.38	23.80		5.51	6.43
+CURB TYPE 4C ASPH.	158+58.68	158+76.82	RT	18.15				0.002		3.03	0.08	3.03						0.45				
+TYPE C ASPH.	158+76.82	159+89.62	RT	29.72				0.01		13.76	0.36	13.76					3.15	3.06	0.57			0.46
FAYARD TURNAROUND	158+91.58	159+74.66	RT		520.98			0.03		57.89	1.50	57.89		9.65		9.65		10.42			2.42	2.82
FULL DEPTH ASPH. SHLDR	170+73.24	175+08.78	RT		4,357.28			0.24		484.15	12.53	484.15					134.49	107.59	87.15		20.18	23.54
+ASPH. EDGE COURSE	170+73.24	175+08.78	RT	435.51				0.04		72.59	1.88	72.59					7.86	14.34				
FULL DEPTH ASPH. LANES	180+01.20	188+87.92	RT		12,446.49			0.69		1,382.95	35.78	1,382.95					384.16	307.33	248.93	124.86	57.63	67.23
FULL DEPTH ASPH. SHLDR	180+01.20	188+87.92	RT		7,187.73			0.40		798.64	20.66	798.64					221.85	177.48	143.76		33.28	38.83
+ASPH. EDGE COURSE	180+01.20	182+87.75	RT	287.06				0.02		47.85	1.24	47.85					5.18	9.46				
+CURB TYPE 4C ASPH.	182+87.75	186+00.00	RT	311.90				0.03		51.99	1.35	51.99						7.71				
+TYPD D ASPH.	186+00.00	188+86.82	RT	287.24				0.06		111.71	2.89	111.71					24.39	24.83	8.30			3.37
FULL ASPH. SHLDR/GORE	184+72.23	189+50.00	RT		5,923.24			0.33		658.14	17.03	658.14					182.82	146.26	118.47		27.43	32.00
+ASPH. EDGE COURSE	188+87.92	189+50.00	RT	62.08				0.01		10.35	0.27	10.35					1.12	2.05				
FULL DEPTH ASPH. SHLDR	185+35.00	189+50.00	RT		1,660.00	61.48	61.48		184.44								51.24	40.99	33.20		7.69	8.97
+ASPH. EDGE COURSE	185+35.00	189+50.00	RT	415.00		23.06	23.06		69.17								7.48	13.67				
FREEWAY RESURFACING	187+50.00	189+50.00	RT	200.00	7,200.00								800.00						72.00		33.34	
FULL DEPTH ASPH. SHLDR	195+99.61	197+28.82	RT		1,292.07			0.07		143.57	3.71	143.57					39.88	31.91	25.85		5.99	6.98
+ASPH. EDGE COURSE	195+99.61	197+28.82	RT	129.21				0.01		21.54	0.56	21.54					2.34	4.26				
+TYPD D APP WALL	192+89.00	204+57.71	RT	1,168.71														62.53				
DEEP BASE MEDIAN SHLDR	196+25.00	199+65.00	C		1,814.82			0.10		201.65	5.22	201.65					56.02	129.40	36.30		8.41	9.81
+TYPE C1 ASPH.	196+25.00	199+65.00	C	340.06	1,546.02			0.12		241.05	6.24	241.05					59.10	53.57	33.20		7.16	9.28
FULL ASPH. SHLDR/GORE	204+50.00	213+14.31	RT		8,729.75			0.48		969.98	25.10	969.98					269.44	215.55	174.60		40.42	47.16
+ASPH. EDGE COURSE	204+50.00	205+59.52	RT	110.21				0.01		18.37	0.48	18.37					1.99	3.63				
FULL DEPTH ASPH. LANES	205+59.52	236+79.47	RT		21,639.39			1.20		2,404.38	62.21	2,404.38					667.89	534.31	432.79	217.07	100.19	116.88
FULL DEPTH ASPH. SHLDR	205+59.52	236+79.47	RT		12,892.73			0.72		1,432.53	37.07	1,432.53					397.93	318.34	257.86		59.69	69.64
+ASPH. EDGE COURSE	205+59.52	236+79.47	RT	1,693.80				0.14		282.30	7.30	282.30					30.51	55.77				
FULL DEPTH ASPH. SHLDR	232+35.00	236+42.52	RT		1,630.07	60.37	60.37		181.12								50.32	40.25	32.61		7.55	8.81
+ASPH. EDGE COURSE	232+35.00	236+42.52	RT	407.52		22.64	22.64		67.92								7.35	13.42				
SUBTOTAL CARRIED TO SHEET 159						515.04	515.04	5.26	1,545.12	10,521.31	272.24	10,521.31	4,266.64	9.65	3,141.34	9.65	2,787.88	1,964.23	384.01	357.12	629.97	532.28

PAVEMENT ESTIMATED QUANTITIES

CALCULATED
MSW
CHECKED
WAA

CLE-32-3.50
(PHASE 5)

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PAV'T AREA	STATION		SIDE	LENGTH (ALONG CURB OR EDGE LINE) LF	AREA (FROM CADD) SQ FT	204	204	204	204	206	206	206	254	302	302	304	304	407	407	442	442	442
	FROM	TO				EXCAVATION OF SUBGRADE, 12" DEEP CY	GRANULAR MATERIAL, TYPE B CY	PROOF ROLLING HR	GEOTEXTILE FABRIC SY	LIME STABILIZED SUBGRADE, 12" DEEP SY	LIME TON	CURING COAT SY	PAVEMENT PLANING, ASPHALT CONCRETE (DEPTH VARIES 1.5" MAX) SY	6" ASPHALT CONCRETE BASE, PG64-22 CY	10" ASPHALT CONCRETE BASE, PG64-22 CY	6" AGGREGATE BASE CY	8" AGGREGATE BASE CY	NON-TRACKING TACK COAT (@0.06 GAL/SY) GAL	NON-TRACKING TACK COAT (@0.09 GAL/SY) GAL	ANTI-SEGREGATION EQUIPMENT CY	1-1/2" ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A (446) CY	1-3/4" ASPHALT CONCRETE INTERMEDIATE COURSE, 19MM, TYPE A (446) CY
SR-32 WB																						
FREEWAY RESURFACING	142+03.69	144+10.10	LT	206.18	5,874.79								652.75						58.75		27.20	
FULL DEPTH ASPH. LANES	142+03.69	143+37.48	LT		301.77			0.02		33.53	0.87	33.53			9.32	7.46	6.04		3.03	1.40	1.63	
FULL DEPTH ASPH. SHLDR	142+03.69	143+35.66	LT		1543.18			0.09		171.47	4.44	171.47			47.63	38.11	30.87			7.15	8.34	
+ASPH. EDGE COURSE	142+03.69	143+35.66	LT	129.73				0.01		21.63	0.56	21.63			2.34	4.28						
FULL DEPTH ASPH. SHLDR	142+38.41	153+50.00	LT		4445.08	164.63	164.63		493.90						137.20	109.76	88.91			20.58	24.01	
+ASPH. EDGE COURSE	142+38.41	153+50.00	LT	1,111.31		61.74	61.74								20.02	36.59						
FULL DEPTH ASPH. SHLDR	143+43.72	144+10.10	LT		507.63			0.03		56.41	1.46	56.41			15.67	12.54	10.16			2.36	2.75	
+ASPH. EDGE COURSE	142+03.69	143+35.66	LT	81.01				0.01		13.51	0.35	13.51			1.47	2.67						
FULL DEPTH ASPH. LANES	143+73.43	144+10.10	LT		71.36			0.00		7.93	0.21	7.93			2.21	1.77	1.43		0.73	0.34	0.39	
FULL DEPTH ASPH. SHLDR	158+12.78	159+32.74	LT		1,319.63			0.07		146.63	3.79	146.63			40.73	32.59	26.40			6.11	7.13	
+ASPH. EDGE COURSE	158+12.78	159+32.74	LT	119.97				0.01		20.00	0.52	20.00			2.17	3.95						
FULL DEPTH ASPH. LANES	171+90.25	188+44.21	LT		21,247.63			1.18		2,360.85	61.09	2,360.85			655.80	524.64	424.96		213.14	98.37	114.77	
FULL DEPTH ASPH. SHLDR	171+90.25	188+43.17	LT		12,521.34			0.70		1,391.27	36.00	1,391.27			386.47	309.17	250.43			57.97	67.64	
+ASPH. EDGE COURSE	158+12.78	159+32.74	LT	1,035.00				0.09		172.50	4.46	172.50			18.65	34.08						
+TYPD D ASPH.	188+48.94	188+86.82	LT	618.33				0.12		240.46	6.22	240.46			52.49	53.44	17.87				7.24	
FULL ASPH. SHLDR/GORE	180+90.41	190+00.00	LT		9,544.75			0.53		1,060.53	27.44	1,060.53			294.60	235.68	190.90			44.19	51.56	
+ASPH. EDGE COURSE	188+44.21	190+00.00	LT	155.79				0.01		25.97	0.67	25.97			2.82	5.13						
FULL DEPTH ASPH. SHLDR	188+02.27	192+03.94	LT		1,606.69	59.51	59.51		178.52						49.59	39.68	32.14			7.44	8.68	
+ASPH. EDGE COURSE	188+02.27	192+03.94	LT	401.67		22.32	22.32		66.95						7.24	13.23						
+TYPD D APP WALL	196+94.70	199+85.91	LT	291.21												15.58						
FULL DEPTH ASPH. GORE	207+94.20	210+44.28	LT		2,763.42			0.15		307.05	7.94	307.05			85.30	68.24	55.27			12.80	14.93	
FULL DEPTH ASPH. LANES	207+94.20	216+48.49	LT		10,918.35			0.61		1,213.15	31.39	1,213.15			336.99	269.59	218.37		109.53	50.55	58.98	
FULL DEPTH ASPH. SHLDR	207+96.10	216+48.49	LT		6,803.66			0.38		755.97	19.56	755.97			209.99	168.00	136.08			31.50	36.75	
+ASPH. EDGE COURSE	207+96.10	216+48.49	LT	837.08				0.07		139.52	3.61	139.52			15.08	27.56						
FULL DEPTH ASPH. SHLDR	234+71.22	236+35.30	LT		1,640.75			0.09		182.31	4.72	182.31			50.65	40.52	32.82			7.60	8.87	
+ASPH. EDGE COURSE	234+71.22	236+35.30	LT	164.13				0.01		27.36	0.71	27.36			2.97	5.41						
FULL DEPTH ASPH. SHLDR	234+95.57	239+21.68	LT		1,623.20	60.12	60.12		180.36						50.10	40.08	32.47			7.52	8.77	
+ASPH. EDGE COURSE	234+95.57	239+21.68	LT	426.10		23.67	23.67		71.02						7.68	14.03						
SUBTOTAL CARRIED TO SHEET 159						391.98	391.98	4.17	1,175.95	8,348.05	216.01	8,348.05	652.75		2,505.18		2,113.78	1,555.12	58.75	326.43	383.08	422.44

PAVEMENT ESTIMATED QUANTITIES

CLE-32-3.50 (PHASE 5)

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PAV'T AREA	STATION		SIDE	LENGTH (ALONG CURB OR EDGE LINE) LF	AREA (FROM CADD) SQ FT	204	204	206	206	206	302	302	304	304	407	407	441	441	442	442	442	452	452		
	FROM	TO				SY	HR	SY	TON	SY	CY	CY	CY	CY	GAL	GAL	CY	CY	CY	CY	CY	CY	SY	SY	
RAMP N																									
FULL DEPTH CONCRETE	188+43.69	197+53.99	LT/RT		34,639.84																		3,848.87		
+CONC TYPE D	188+43.69	189+03.62	LT	59.94																					
+CONC CURB 4C	189+03.62	189+21.76	LT	18.15																					
+CONC EDGE COURSE	189+21.76	196+88.49	LT	841.29																					
+CONC EDGE COURSE	188+43.69	197+34.97	RT	891.74																					
+CONC TYPE D	197+34.97	197+53.99	RT	14.00																					
CONC TRAFFIC ISLAND	197+44.21	197+85.10	LT/RT		414.41																			46.05	
RAMP O																									
FULL DEPTH CONCRETE	188+87.44	197+06.0492	LT/RT		35,896.16																			3,988.46	
+CONC EDGE COURSE	188+87.44	192+45.77	LT	358.34																					
+CONC CURB 4C	192+45.77	192+63.98	LT	18.15																					
+CONC TYPE D	192+63.98	197+06.05	LT	442.20																					
-MSE WALL BACKFILL	193+37.85	197+07.20	LT		5,042.48	560.28																			
+CONC TYPE D	188+87.44	191+50.00	RT	262.55																					
+CONC EDGE COURSE	191+50.00	196+34.60	RT	563.92																					
CONC TRAFFIC ISLAND	196+09.51	196+99.61	LT/RT		2,820.78																				313.43
RAMP P																									
FULL DEPTH CONCRETE	198+12.91	205+49.91	LT/RT		24,921.56																				2,769.06
+CONC TYPE D	198+19.77	204+47.15	LT	626.27																					
-MSE WALL BACKFILL	198+09.87	203+13.77	LT		5,870.94	652.33																			
-MSE WALL BACKFILL	199+05.15	199+76.95	RT		625.76	69.53																			
-MSE WALL BACKFILL	201+82.89	203+06.01	RT		674.68	74.96																			
+CONC EDGE COURSE	204+47.15	20+49.91	LT	102.64																					
+CONC EDGE COURSE	198+12.91	205+49.91	RT	744.58																					
ASPHALT DRIVE/TYPED	198+71.53	203+93.71	RT		2,208.03	245.34																			
RAMP Q																									
FULL DEPTH CONCRETE	198+99.39	208+05.69	LT/RT		33,629.94																				3,736.66
+CONC TYPE D	199+18.69	206+65.27	LT	780.29																					
+CONC CURB 4C	206+65.27	206+83.42	LT	18.15																					
+CONC EDGE COURSE	206+83.42	208+05.69	LT	121.89																					
+CONC TYPE D	198+99.39	199+13.39	RT	14.00																					
+CONC CURB 4C	199+13.39	199+31.53	RT	18.15																					
+CONC EDGE COURSE	199+31.53	208+06.03	RT	873.22																					
CONC TRAFFIC ISLAND	198+96.04	199+23.7538	LT		180.62																				20.07
SUBTOTAL CARRIED TO SHEET 159						1,602.43	8.25	14,901.11	385.57	14,901.11				3,555.98	29.45		8.52	11.93				379.55	14,343.06		

PAVEMENT ESTIMATED QUANTITIES

CLE-32-3.50 (PHASE 5)

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PAV'T AREA	STATION		SIDE	LENGTH (ALONG CURB OR EDGE LINE)	AREA (FROM CADD)	204	204	204	204	204	206	206	206	254	302	304	304	407	407	441	441	442	442
	FROM	TO				SY	CY	CY	HR	SY	SY	TON	SY	SY	SY	SY	CY	CY	CY	GAL	GAL	CY	CY
GLEN ESTE-WITHAMSVILLE																							
LOCAL RESURFACING	15+41.62	19+38.04	LT/RT		20,820.28																		
LOCAL FULL DEPTH ASPH.	16+53.24	16+63.79	RT		142.21	15.80																	
LOCAL FULL DEPTH ASPH.	16+72.16	19+28.72	RT		627.38	69.71																	
+CLERMONT C&G	16+72.16	19+28.09	RT	311.29		871.62																	
LOCAL RESURFACING	20+58.43	28+81.12	LT/RT		36,192.07																		
LOCAL FULL DEPTH ASPH.	20+69.29	24+14.40	LT		815.85	90.65																	
+CLERMONT C&G	20+69.91	24+12.43	LT	406.19		1,137.33																	
LOCAL FULL DEPTH ASPH.	20+56.20	23+07.40	RT		406.22	45.14																	
+CLERMONT C&G	21+05.66	23+07.40	RT	203.13		568.75																	
LOCAL FULL DEPTH ASPH.	24+10.86	24+24.65	RT		76.35	8.48																	
TRAFFIC ISLAND	24+12.86	24+22.65	RT		61.88	6.88																	
FAYARD DR. CUL DE SAC																							
LOCAL FULL DEPTH ASPH.	10+00.00	11+29.00	LT/RT		5,319.72																		
+LOCAL CURB TYPE 6	10+00.00	11+29.00	LT/RT	264.36																			
ELICK LN. S. CUL DE SAC																							
LOCAL RESURFACING	48+38.96	50+85.32	LT/RT		8,339.77																		
LOCAL FULL DEPTH ASPH.	47+94.74	50+85.32	RT		1,808.84																		
+CLERMONT C&G	47+94.74	49+83.77	RT	291.25			66.99	66.99															
+CLERMONT C&G	50+31.33	50+80.10	LT/RT	164.87			9.16	9.16															
ASPHALT DRIVEWAY	49+36.37	50+43.37	RT		2,280.27	253.36																	
ELICK LN. N. CUL DE SAC																							
LOCAL FULL DEPTH ASPH.	60+00.61	62+00.00	LT/RT		8,375.80																		
+LOCAL CURB TYPE 6	60+00.61	62+00.00	LT/RT	444.42																			
LOCAL FULL DEPTH ASPH.	62+00.00	63+55.12	LT/RT		340.47		12.61	12.61															
+LOCAL CURB TYPE 6	62+00.00	63+55.12	LT	155.12			8.62	8.62															
ASPHALT DRIVEWAY	60+86.56	61+72.64	RT		1,731.70	192.41																	
+DRIVE EDGE COURSE	60+86.56	61+72.64	RT	112.79		12.53																	
BACH BUXTON																							
LOCAL FULL DEPTH ASPH.	332+72.11	340+16.63	LT/RT		68,825.15																		
ASPH. W/VARIABLE 302	340+16.63	340+41.63	LT/RT		2,877.08																		
APPROACH SLAB TYPE B	340+41.63	340+71.63	LT/RT		3,610.36	401.15																	
+LOCAL CURB TYPE 6	332+72.11	338+50.18	LT	572.36																			
+LOCAL CURB TYPE 6	332+72.11	340+45.25	RT	790.11																			
APPROACH SLAB TYPE C	342+24.45	342+56.50	LT/RT		3,875.97	430.66																	
LOCAL FULL DEPTH ASPH.	342+56.50	348+68.26	LT/RT		66,347.25																		
+LOCAL CURB TYPE 6	343+09.16	348+68.26	LT	550.78																			
+TYPD D ASPH.	343+85.97	346+23.32	RT	245.17																			
+LOCAL CURB TYPE 6	346+23.32	348+68.26	RT	248.93																			
OLD 74 N. CUL DE SAC																							
LOCAL RESURFACING	199+20.00	202+08.25	LT/RT		9,973.30																		
LOCAL FULL DEPTH ASPH.	201+19.73	202+35.47	LT/RT		4,128.44																		
+LOCAL ASPH. EDGE COURSE	201+19.73	201+48.71	RT	24.66																			
+LOCAL CURB TYPE 6	201+49.04	202+41.01	LT/RT	175.26																			
OLD 74 S. CUL DE SAC																							
LOCAL FULL DEPTH ASPH.	204+49.59	205+50.00	LT/RT		4,880.44																		
+LOCAL ASPH. EDGE COURSE	205+30.32	205+50.00	LT	19.70																			
+LOCAL CURB TYPE 6	204+50.17	205+50.00	LT/RT	220.20																			
ASPHALT DRIVEWAY	204+98.08	205+45.04	RT		1,283.48	142.61																	
ACCESS DRIVE																							
ASPHALT DRIVE APRON			RT		678.82	75.42																	
+DRIVE CURB TYPE 6		OLD 74 STA. 215+08.92	RT	85.65		9.52																	
GRAVEL ACCESS DRIVE			RT		10,886.70	1,209.63																	
SUBTOTAL CARRIED TO SHEET 159						5,541.65	113.56	113.56	12.03	340.68	18,508.73	478.91	18,508.73	8,369.49	3,178.13	3,302.41	421.23	2,331.03	753.28	23.05	32.57	1,129.30	913.48

PAVEMENT ESTIMATED QUANTITIES
 CALCULATED
 MSW
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CLE-32-3.50 (PHASE 5)

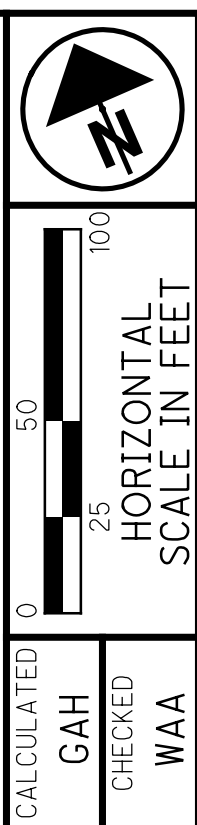
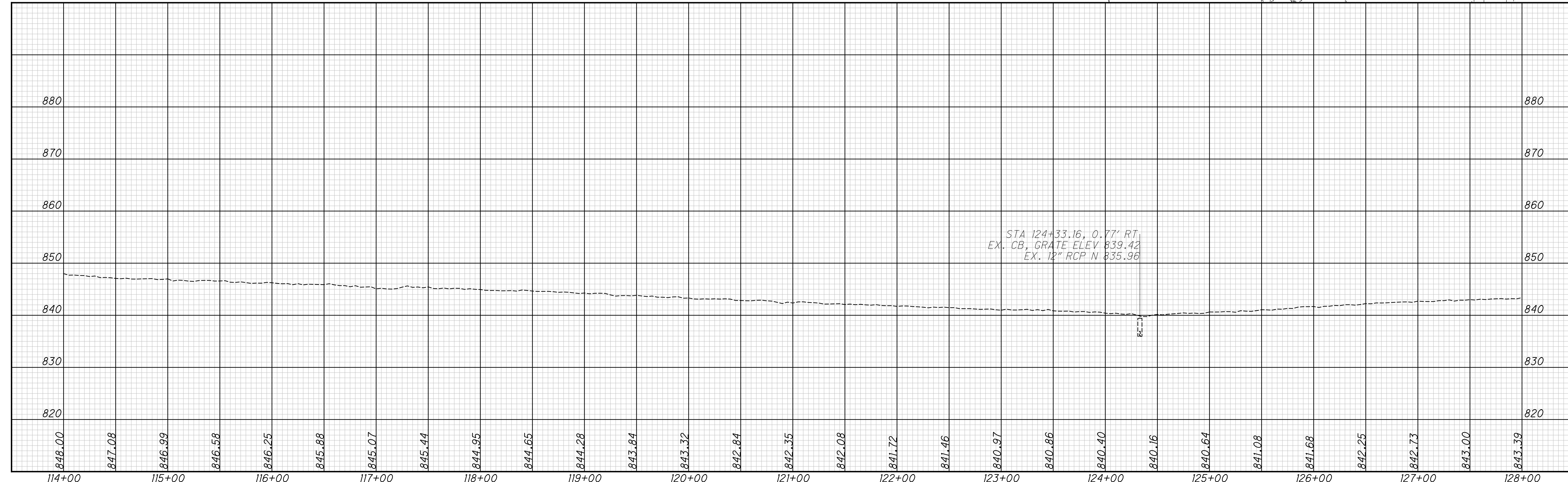
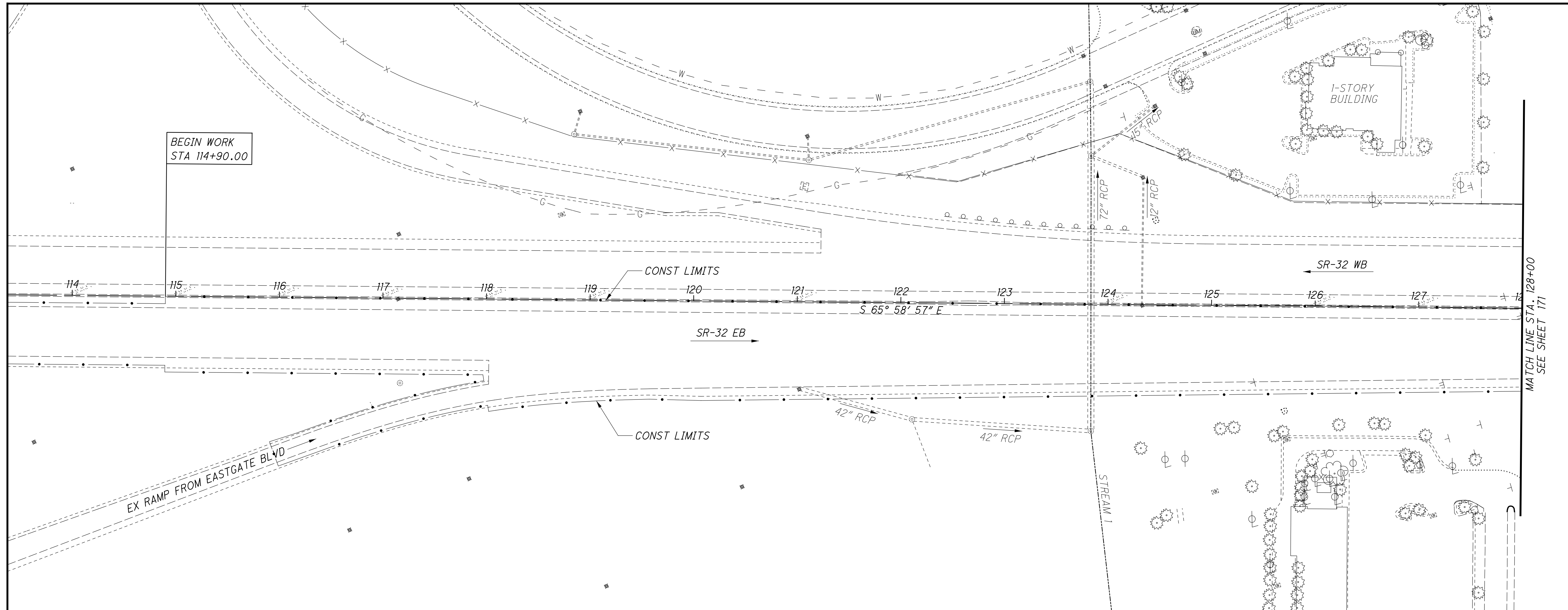
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PAV'T AREA	STATION		SIDE	LENGTH (ALONG CURB OR EDGE LINE) LF	AREA (FROM CADD) SQ FT	204	204	206	254	302	302	304	304	407	407	441	441	442	442	442	452	452	
	FROM	TO				SY	HR	SY	SY	CY	CY	CY	CY	GAL	GAL	CY	CY	CY	CY	CY	SY	SY	
DRAINAGE INSTALLATIONS																							
SR-32																							
PIPE INSTALLATION	184+00.00		RT	150.23		16.69	0.01	16.69			4.64	3.71	3.01					1.52	0.70	0.82			
PIPE INSTALLATION	184+00.00		LT	126.51		14.06	0.01	14.06			3.91	3.13	2.54					1.28	0.59	0.69			
PIPE INSTALLATION	187+99.34	188+14.03	RT	173.93		19.33	0.01	19.33			5.37	4.30	2.32					0.94		0.94			
PIPE INSTALLATION	188+00.00		LT	128.71		14.30	0.01	14.30			3.98	3.18	2.58					1.30	0.60	0.70			
PIPE INSTALLATION	192+50.00		RT	203.63		22.63	0.01	22.63			6.29	5.03	4.08					2.05	0.95	1.10			
PIPE INSTALLATION	194+52.68	194+98.81	RT	323.87		35.99	0.02	35.99			10.00	8.00	6.48					3.25	1.50	1.75			
PIPE REMOVAL	195+08.26	195+37.57	RT	205.13		22.79	0.01	22.79			6.34	5.07	4.11					2.06	0.95	1.11			
PIPE INSTALLATION	196+50.00		LT	246.13		27.35	0.01	27.35			7.60	6.08	4.93					2.47	1.14	1.33			
PIPE INSTALLATION	200+00.00		LT	151.72		16.86	0.01	16.86			4.69	3.75	3.04					1.53	0.71	0.82			
PIPE INSTALLATION	205+77.10	205+81.51	RT	187.60		20.84	0.01	20.84			5.80	4.64	3.76					1.89	0.87	1.02			
GLEN ESTE-WITHAMSVILLE																							
LOCAL PIPE INSTALLATION	16+67.14	16+72.17	RT	18.01		2.00	0.001			0.34	0.34		0.25									0.10	
LOCAL PIPE INSTALLATION	18+73.80	18+77.88	LT	19.65		2.18	0.001			0.37	0.37		0.27									0.11	
ELICK LN. S. CUL DE SAC																							
LOCAL PIPE INSTALLATION	50+34.94	50+55.11	RT	98.46		10.94	0.01			1.83	1.83		1.32									0.54	
BACH BUXTON																							
LOCAL PIPE INSTALLATION	337+75.00	337+82.00	RT	32.95		3.66	0.002			0.62	0.62		0.44									0.16	0.18
SUBTOTAL CARRIED TO SHEET 159						229.62	0.11	210.83		3.16	58.62	3.16	46.89	39.13				18.29	8.17	11.21			

CALCULATED MSW	CHECKED WAA	PAVEMENT ESTIMATED QUANTITIES

REFERENCE NO.	SHEET NO.	STATION		SIDE	602		611		MANHOLE ADJUSTED TO GRADE										
					MANHOLE ABANDONED	8" CONDUIT, TYPE B, SDR-26 (CCWRD 3110)	8" CONDUIT, TYPE B, SDR-35 (CCWRD 3110)	MANHOLE, NO. 3, AS PER PLAN											
		FROM	TO		EACH	FT	FT	EACH											
		GLEN ESTE-WITHAMSVILLE																	
SA-1	194	18+17		RT					1										
SA-2	194	20+90		RT					1										
SA-1	195	24+32		RT					1										
SA-2	195	25+04		RT					1										
		RAMP O																	
SA-1	185	192+25		LT			125		1										
SA-2	185	193+50		LT					1										
SA-1	186	195+03		RT	1														
SA-2	186	196+26		LT	1														
		SANITARY RELOCATION																	
SA-1	475	0+50	3+46	RT / LT		296													
SA-2	475	3+46	4+00	RT / LT		55		1											
SA-1	476	4+00	4+44	RT / LT		44													
SA-2	476	4+44	7+21	RT / LT		277		1											
SA-3	476	5+13		LT	1														
SA-4	476	5+45		LT	1														
SA-5	476	6+79		LT	1														
SA-6	476	7+21		RT / LT				1											
TOTALS CARRIED TO GENERAL SUMMARY																			
					5	672	125	5	4										

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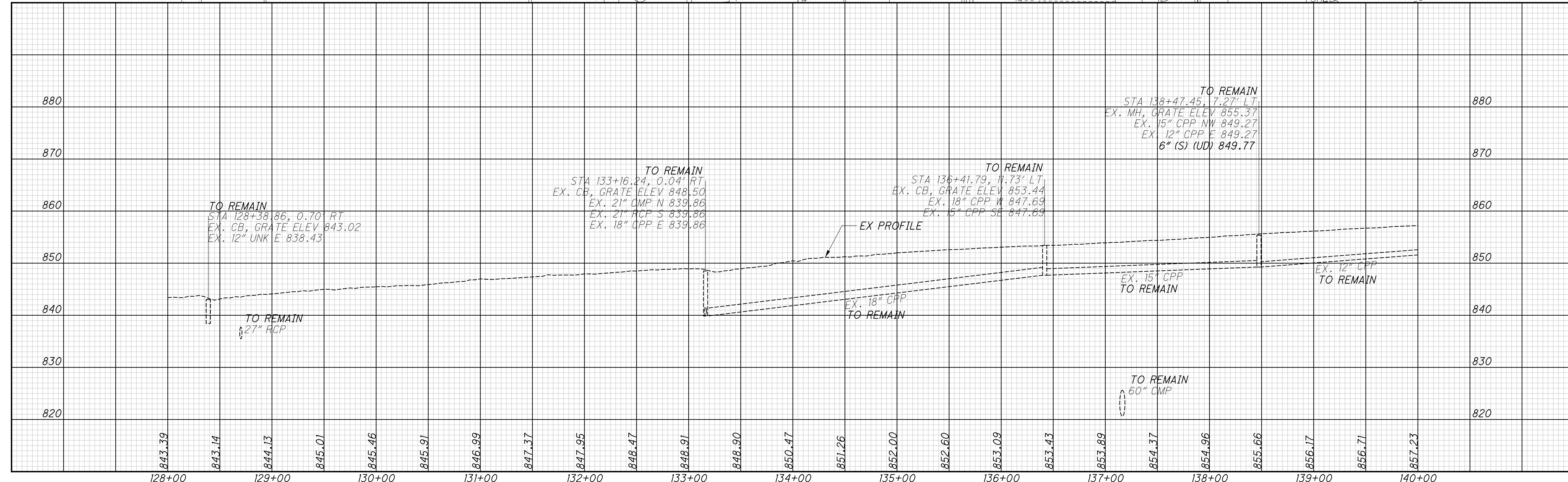
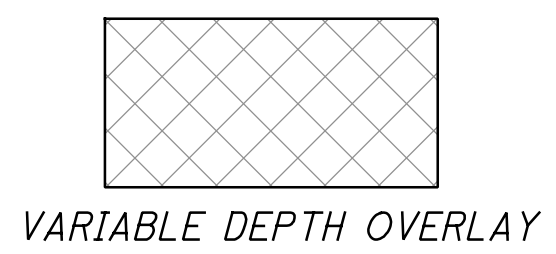
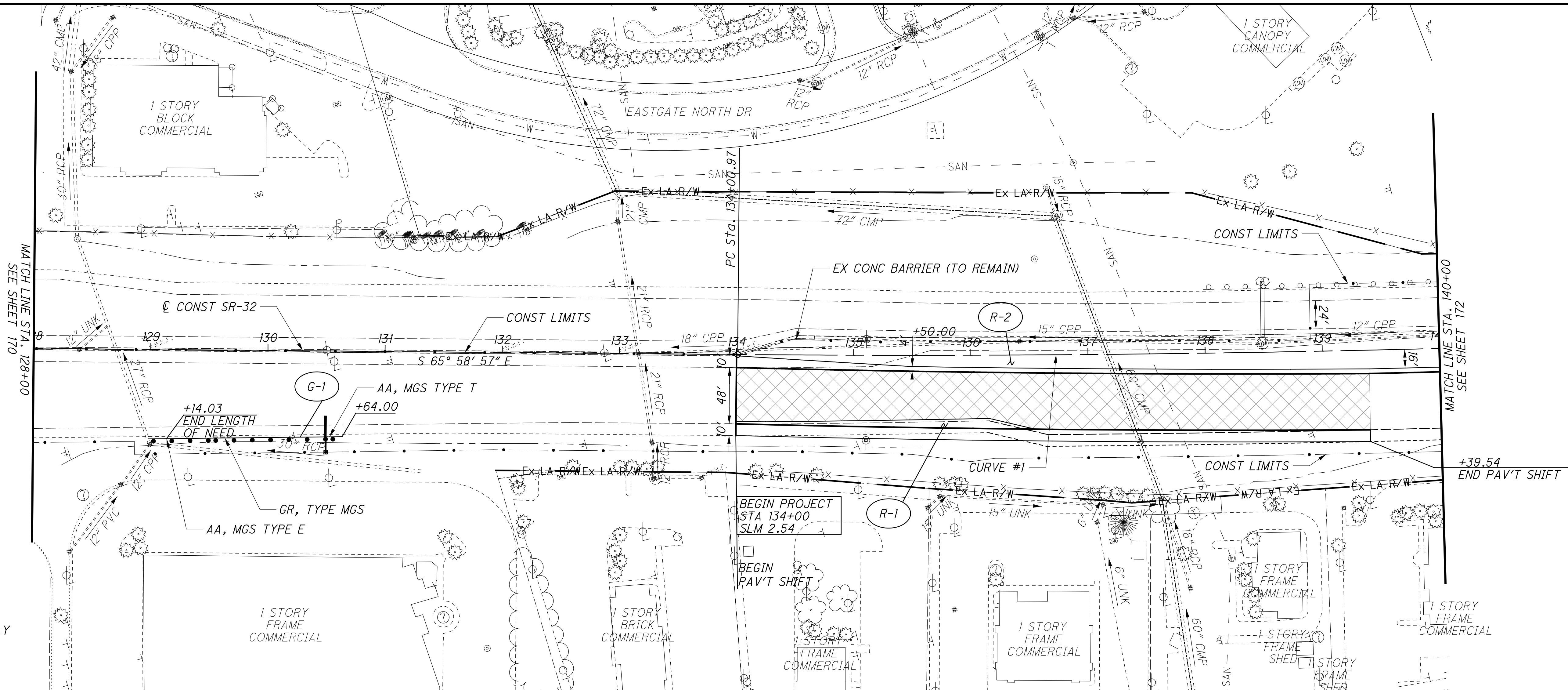
CALCULATED
GAAH
CHECKED
WAA

**PLAN AND PROFILE - SR-32
STA 114+00 TO STA 128+00**

**CLE-32-3.50
(PHASE 5)**

170
736

SR-32
 CURVE #1
 P.I. Sta. 139+83.95
 $\Delta = 3^\circ 53' 06''$ (LT)
 $D_c = 0^\circ 20' 00''$
 $R = 17,188.74'$
 $T = 582.99'$
 $L = 1,165.53'$
 $E = 9.88'$
 $e_{max} = NC$
 PC Sta. 134+00.97
 PT Sta. 145+66.49



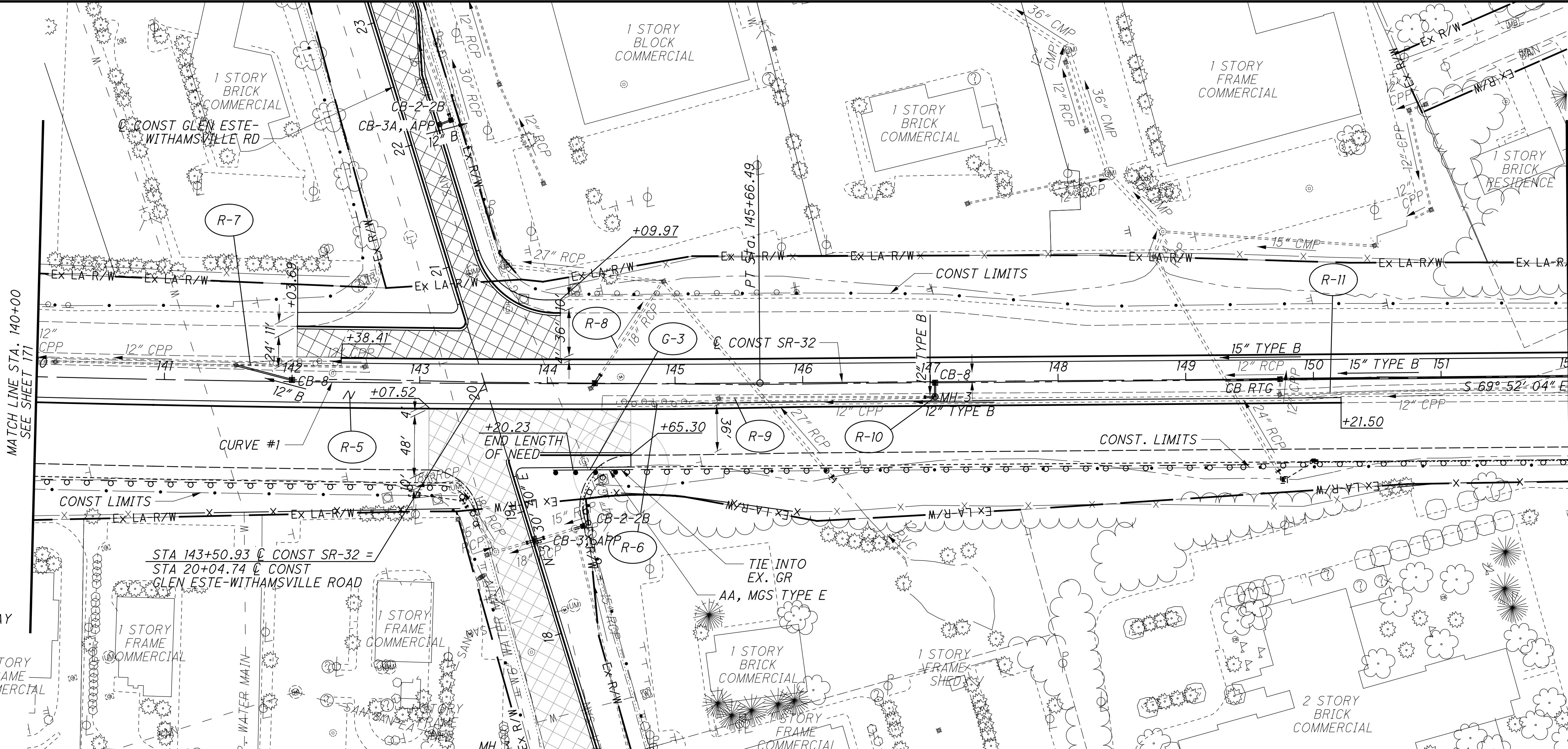
PLAN AND PROFILE - SR-32
 STA 128+00 TO STA 140+00

CLE-32-3.50
 (PHASE 5)

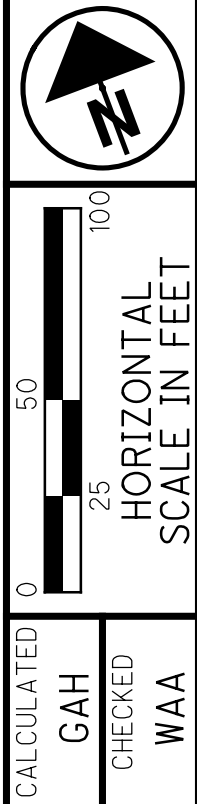
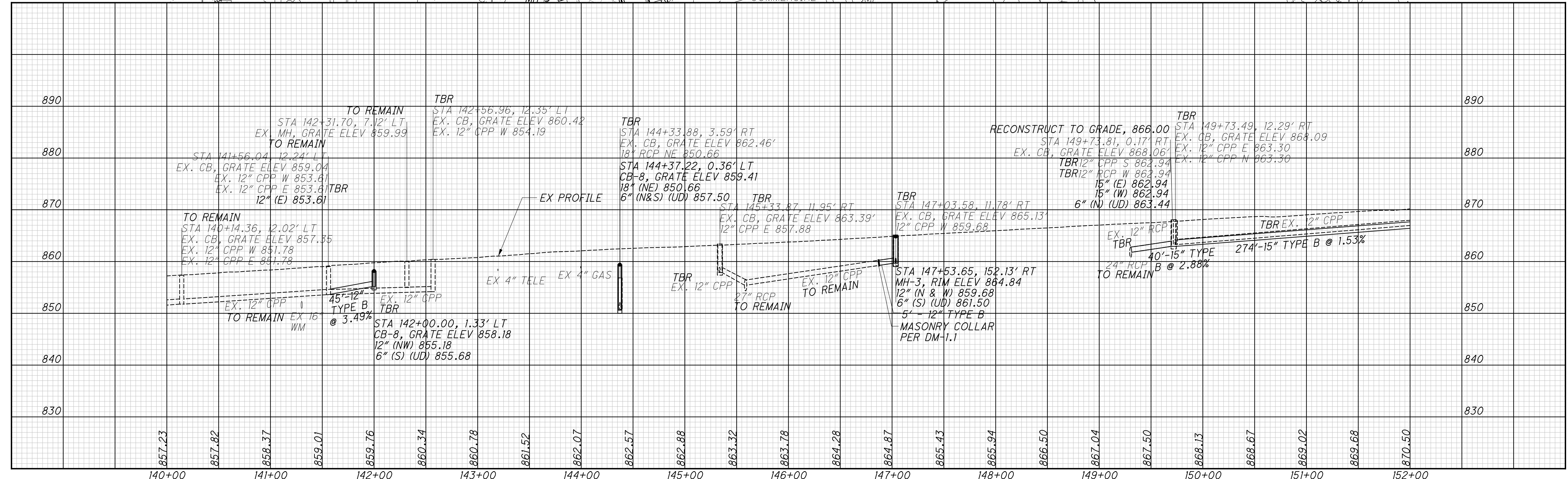
171
 736

...303.205\103954_GP501.dgn 11/4/2021 1:26:27 PM mswwhitt

SR-32
 CURVE #1
 P.I. Sta. 139+83.95
 $\Delta = 3^\circ 53' 06''$ (LT)
 $D_c = 0^\circ 20' 00''$
 $R = 17,188.74'$
 $T = 582.99'$
 $L = 1,165.53'$
 $E = 9.88'$
 $e_{max} = NC$
 PC Sta. 134+00.97
 PT Sta. 145+66.49



VARIABLE DEPTH OVERLAY
 1 STORY FRAME COMMERCIAL

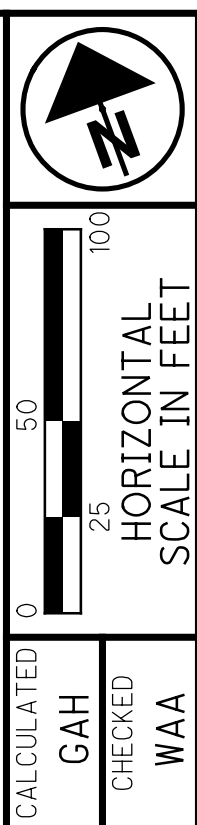
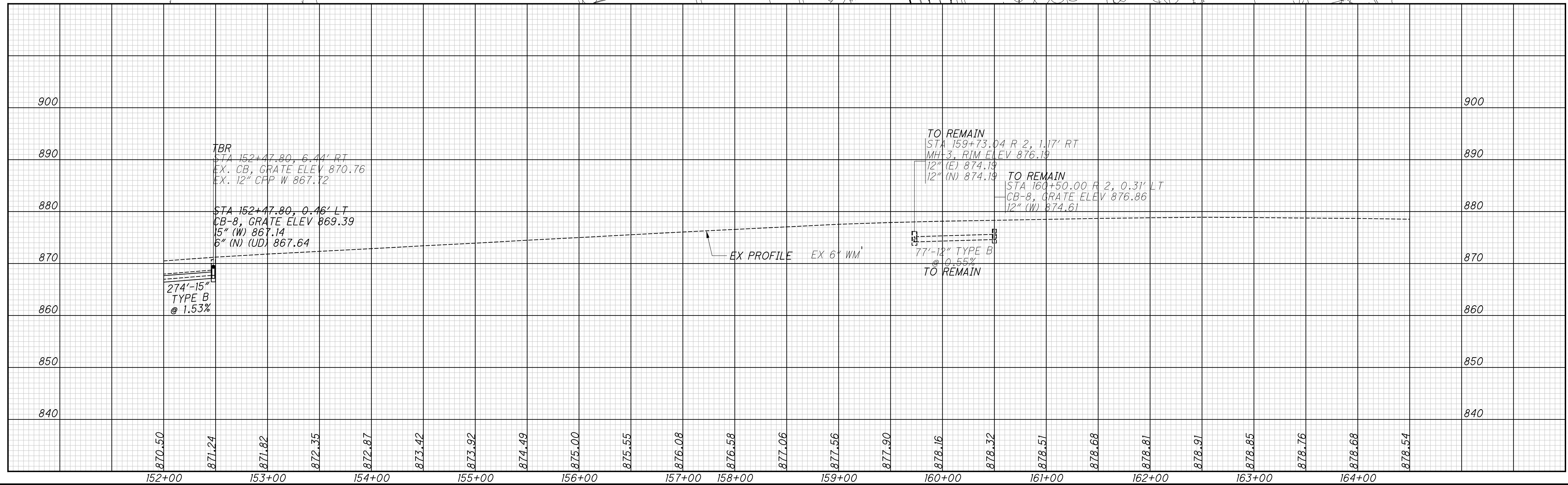
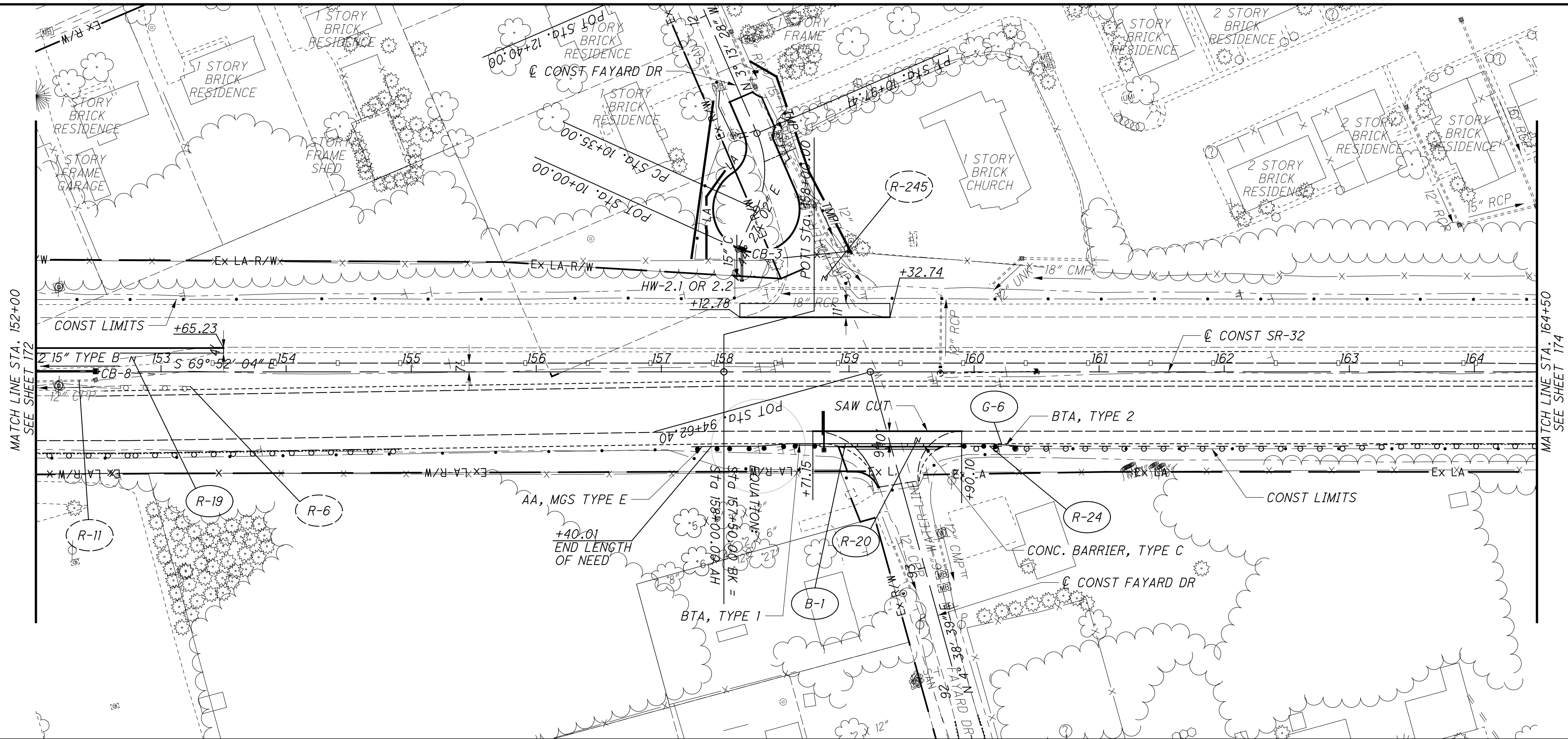


CALCULATED GAAH CHECKED WAA
 PLAN AND PROFILE - SR-32
 STA. 140+00 TO STA. 152+00

CLE-32-3.50
 (PHASE 5)

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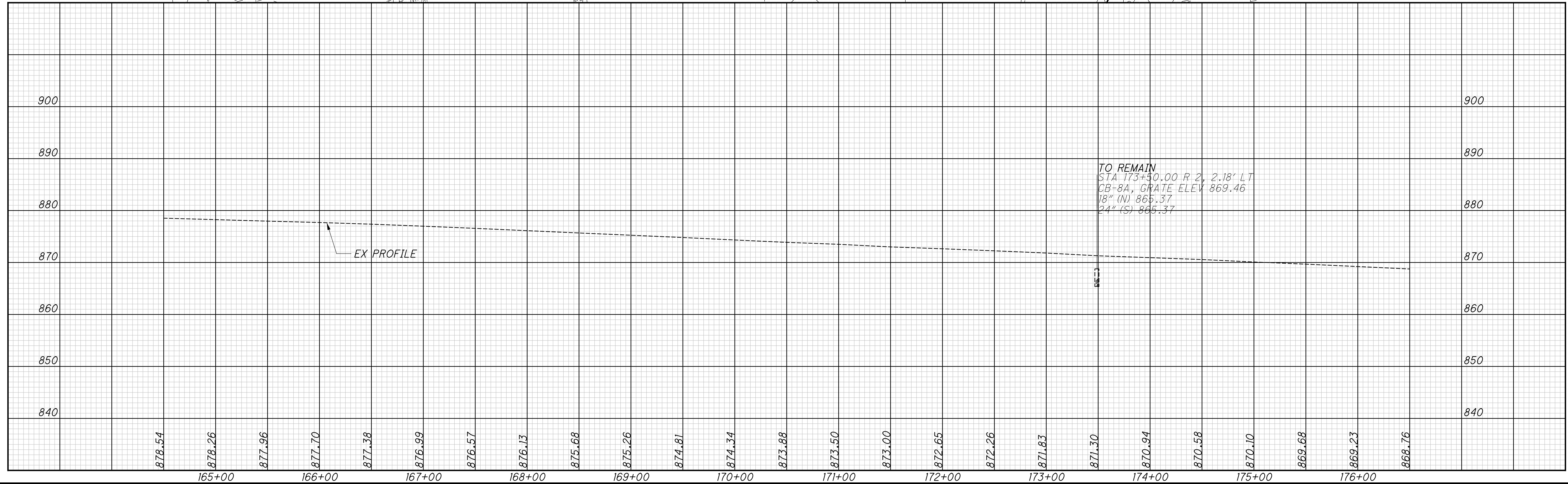
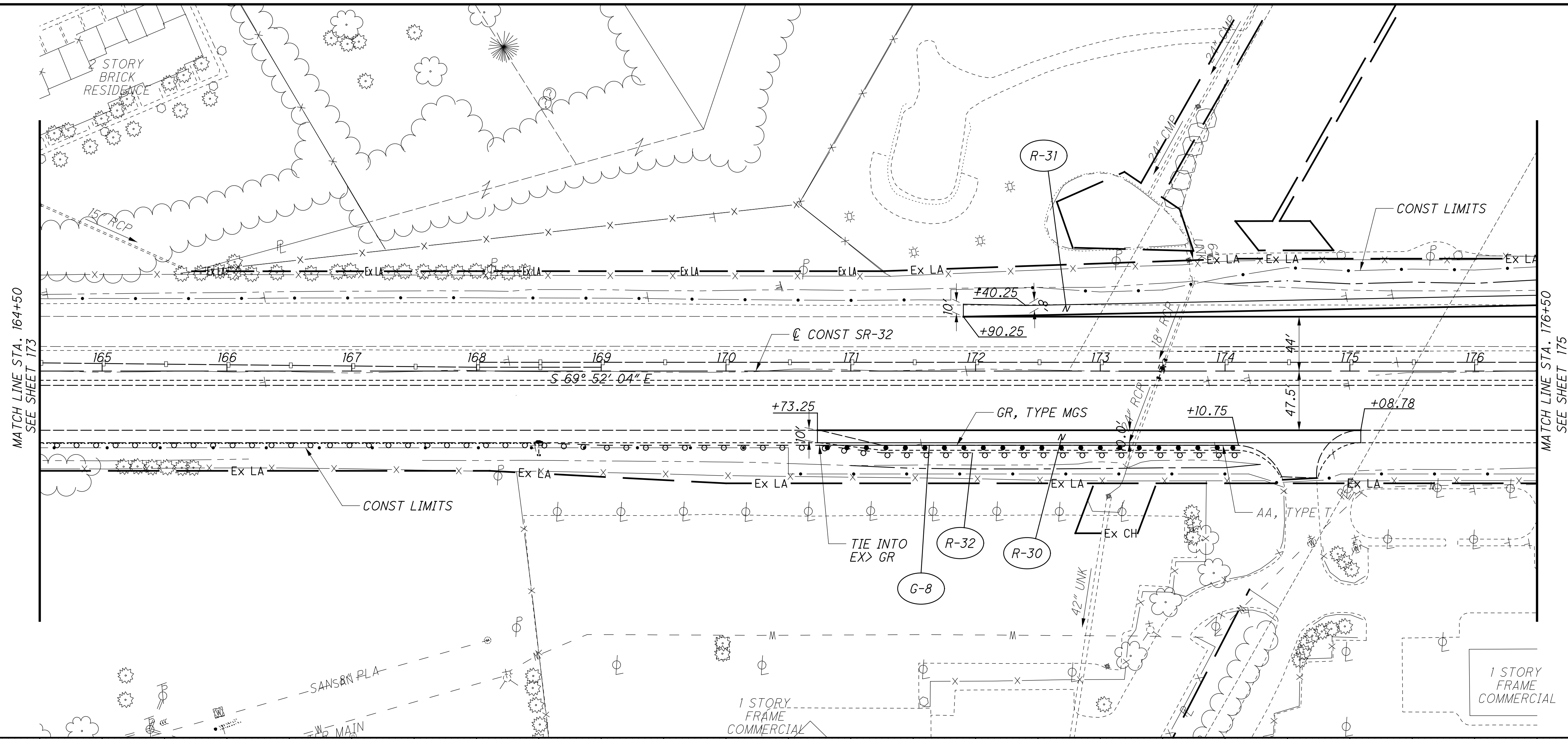
CALCULATED: GAH
 CHECKED: WAA

PLAN AND PROFILE - SR-32
STA. 152+00 TO STA. 164+50

CLE-32-3.50
(PHASE 5)

173
 736

...303.205\103954_CP504.dgn 11/4/2021 1:27:28 PM mswwhitt



CALCULATED GAH CHECKED WAA

0 50 100
25
HORIZONTAL SCALE IN FEET

**PLAN AND PROFILE - SR-32
STA. 164+50 TO STA. 176+50**

**CLE-32-3.50
(PHASE 5)**

BARRIER LEGEND
 Δ END SECTION, TYPE D
 □ END ANCHORAGE, TYPE D
 ∅ END SECTION, TYPE CI



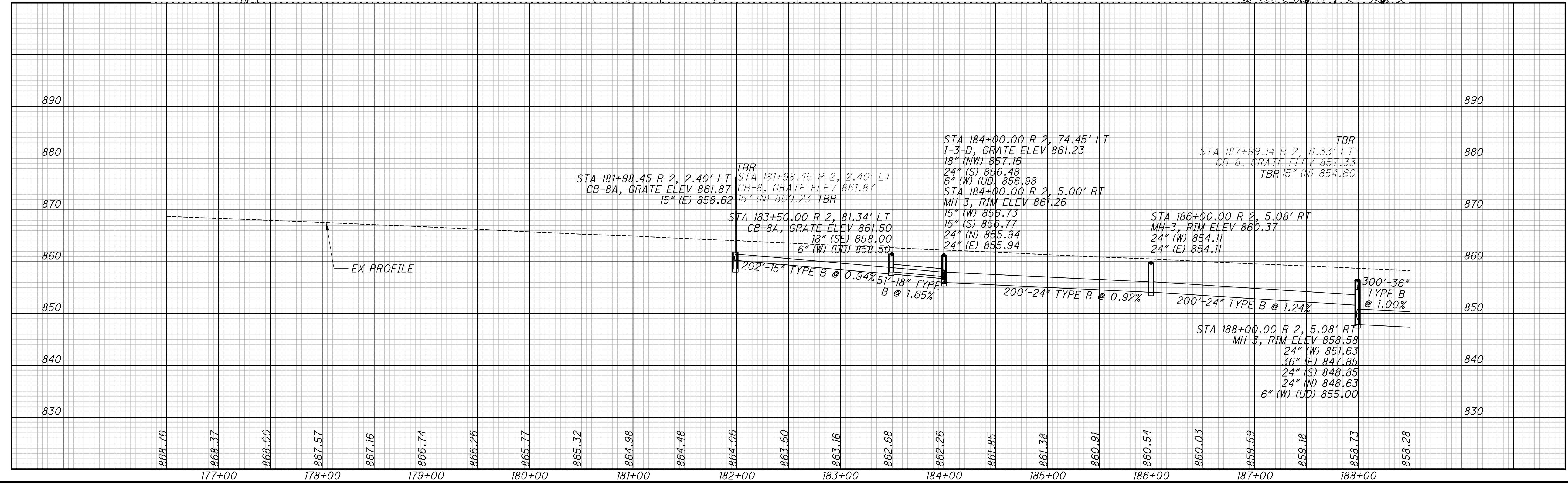
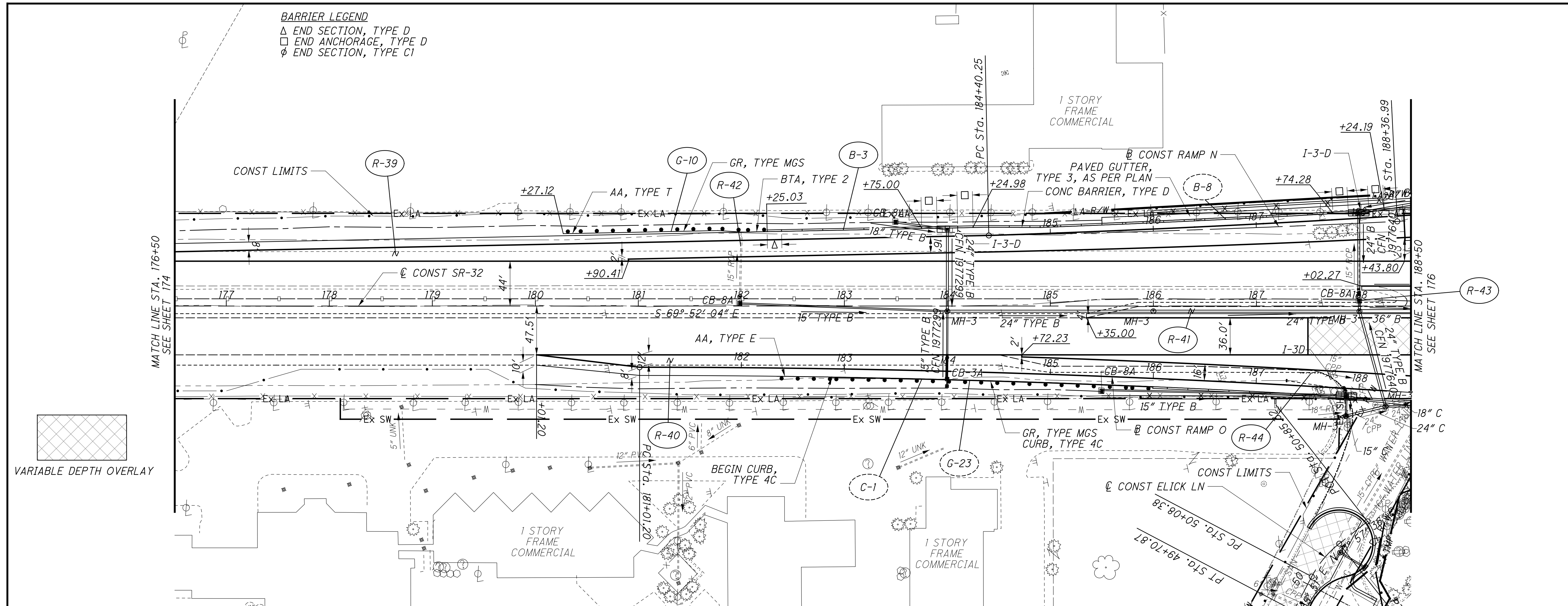
0 50 100
 HORIZONTAL
 SCALE IN FEET

CALCULATED
 GAH
 CHECKED
 WAA

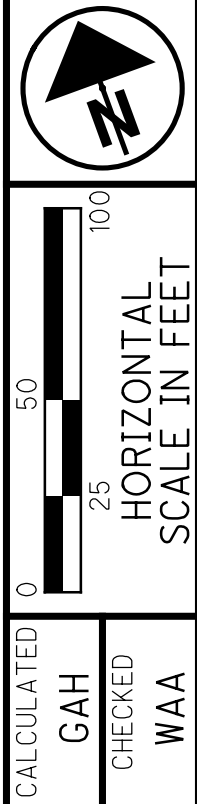
**PLAN AND PROFILE - SR-32
 STA. 176+50 TO STA. 188+50**

**CLE-32-3.50
 (PHASE 5)**

175
 736



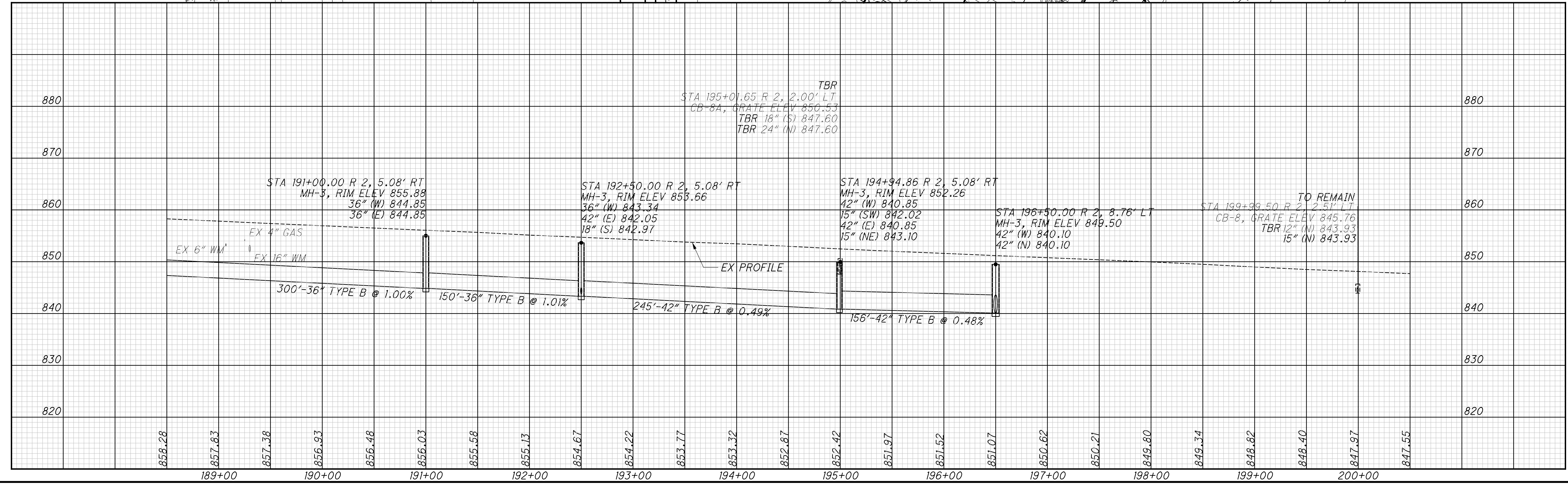
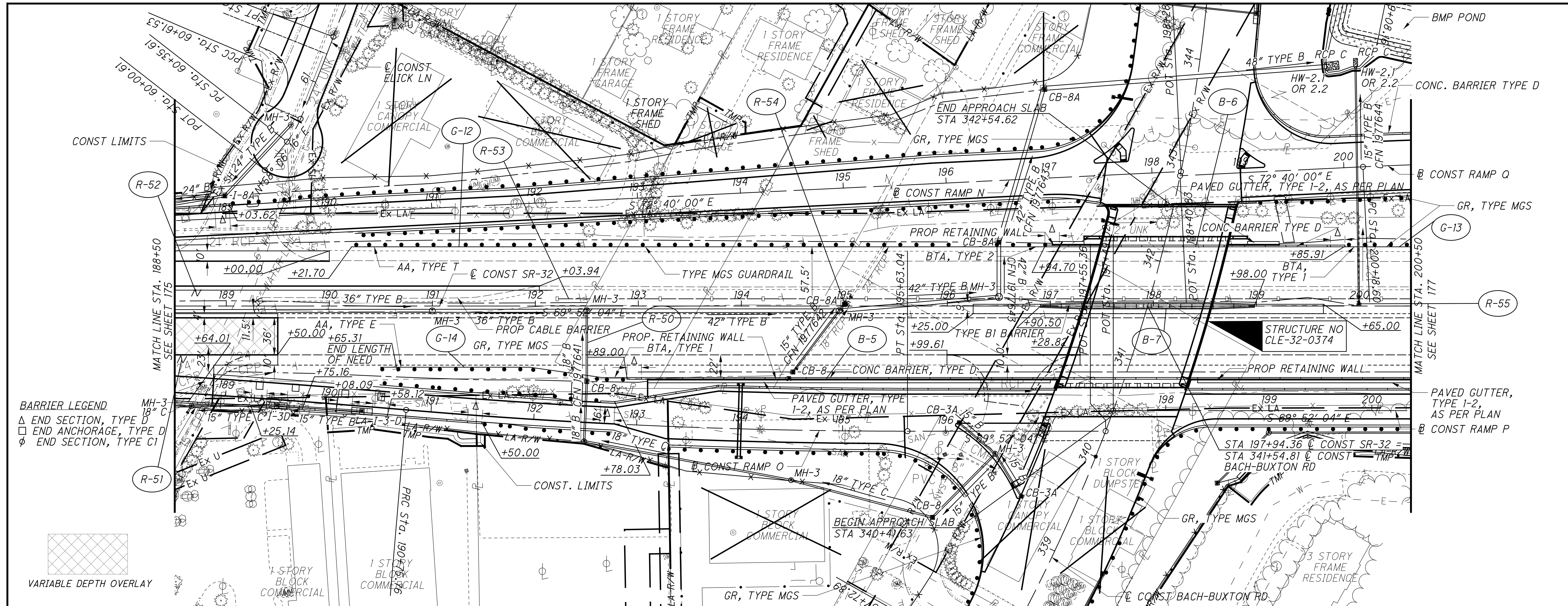
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CALCULATED
GAW
CHECKED
WAA

PLAN AND PROFILE - SR-32
STA. 188+50 TO STA. 200+50

CLE-32-3.50
(PHASE 5)



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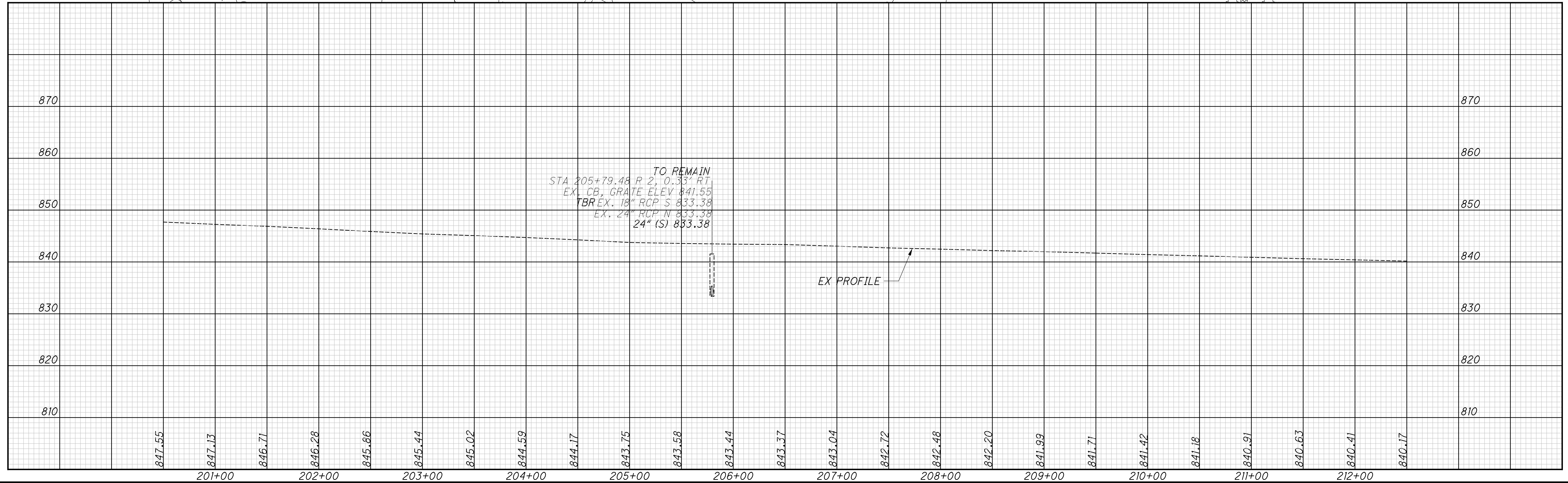
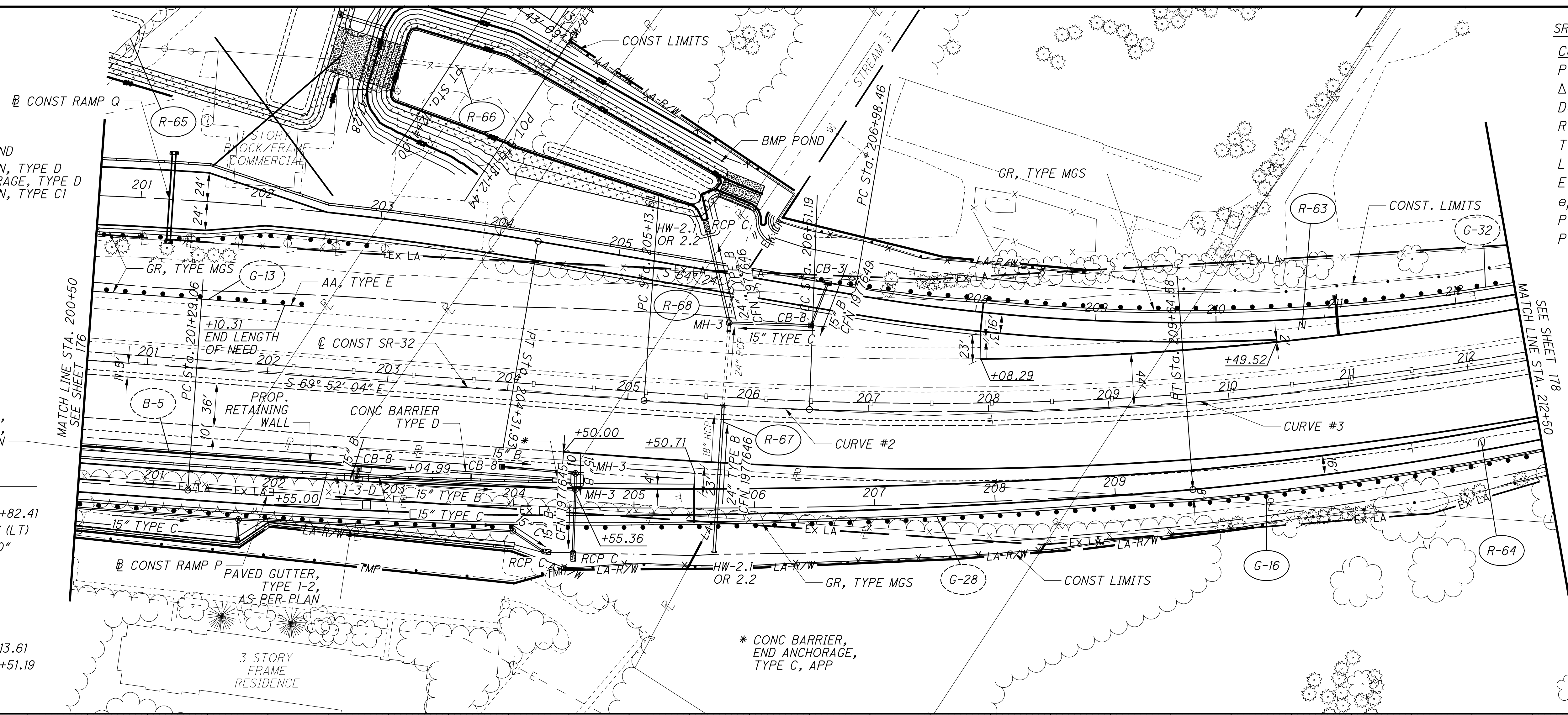
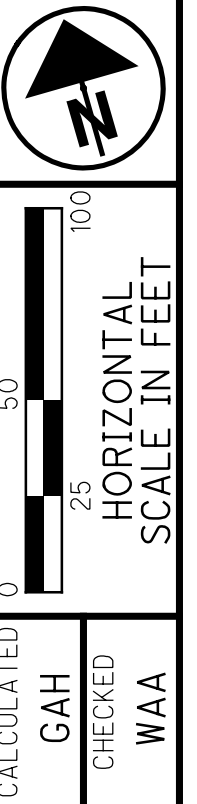
...303.205\103954_GP507.dgn 11/4/2021 1:28:44 PM mswhtt

BARRIER LEGEND
△ END SECTION, TYPE D
□ END ANCHORAGE, TYPE D
φ END SECTION, TYPE C1

PAVED GUTTER,
TYPE 1-2,
AS PER PLAN

SR-32
CURVE #2
P.I. Sta. 205+82.41
 $\Delta = 2^\circ 03' 49''$ (LT)
 $D_c = 1^\circ 30' 00''$
 $R = 3,819.74'$
 $T = 68.80'$
 $L = 137.58'$
 $E = 0.62'$
 $e_{max} = 0.037$
PCC Sta. 205+13.61
PCC Sta. 206+51.19

SR-32
CURVE #3
P.I. Sta. 209+99.75
 $\Delta = 13^\circ 55' 35''$ (LT)
 $D_c = 2^\circ 00' 27''$
 $R = 2,854.00'$
 $T = 348.57'$
 $L = 693.70'$
 $E = 21.21'$
 $e_{max} = 0.045$
PCC Sta. 206+51.19
PCC Sta. 213+44.89

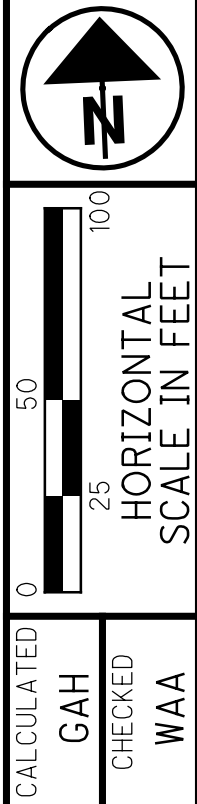
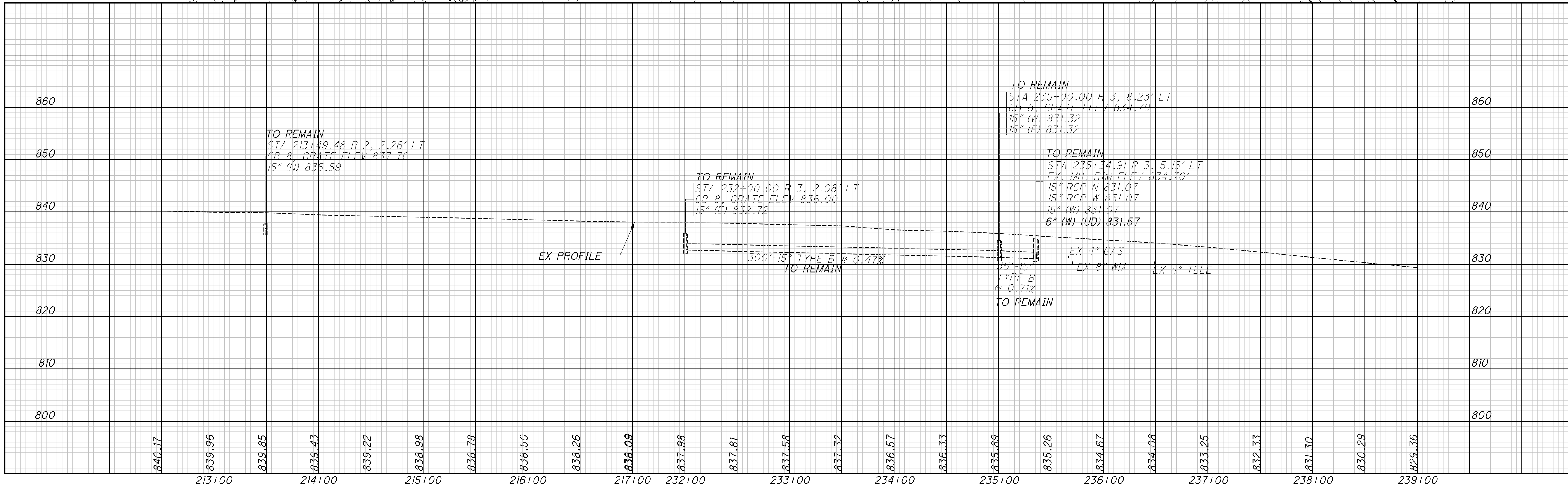
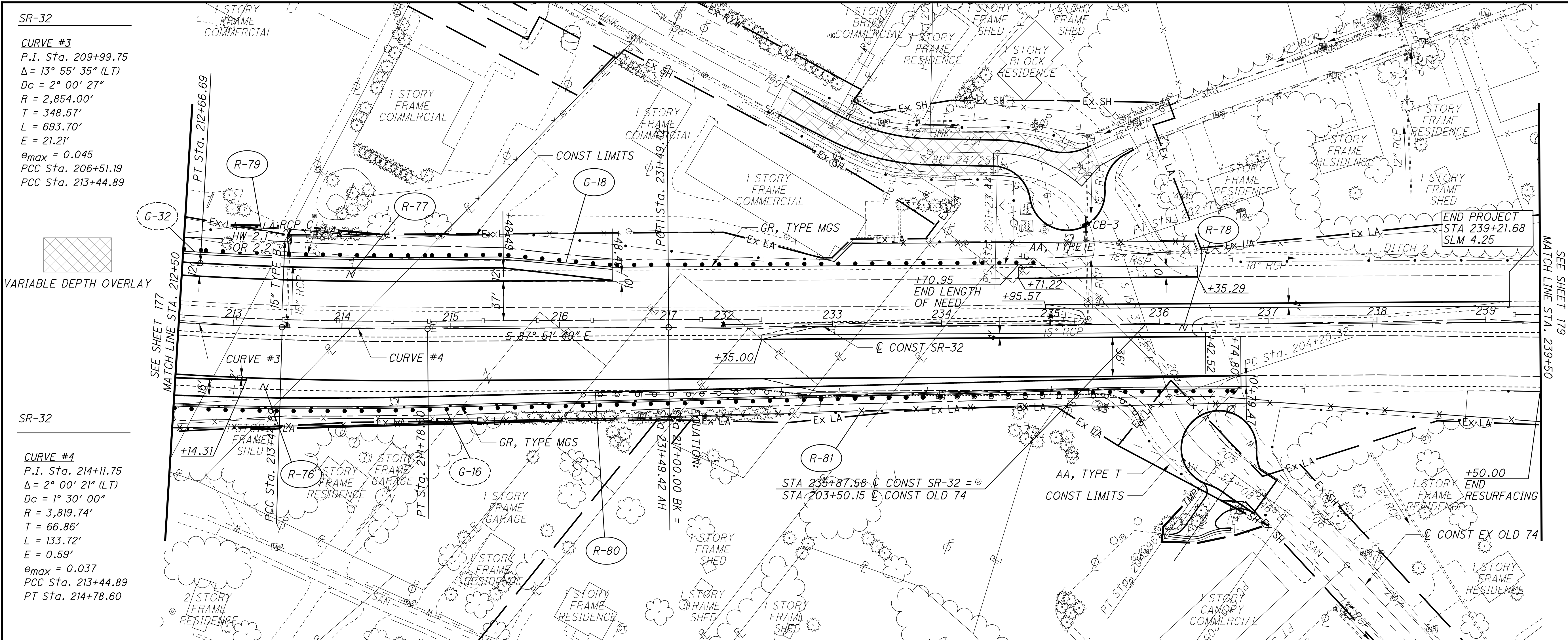


PLAN AND PROFILE - SR-32
STA. 200+50 TO STA. 212+50

CLE-32-3.50
(PHASE 5)

SR-32
CURVE #3
 P.I. Sta. 209+99.75
 $\Delta = 13^\circ 55' 35''$ (LT)
 $D_c = 2^\circ 00' 27''$
 $R = 2,854.00'$
 $T = 348.57'$
 $L = 693.70'$
 $E = 21.21'$
 $e_{max} = 0.045$
 PCC Sta. 206+51.19
 PCC Sta. 213+44.89

SR-32
CURVE #4
 P.I. Sta. 214+11.75
 $\Delta = 2^\circ 00' 21''$ (LT)
 $D_c = 1^\circ 30' 00''$
 $R = 3,819.74'$
 $T = 66.86'$
 $L = 133.72'$
 $E = 0.59'$
 $e_{max} = 0.037$
 PCC Sta. 213+44.89
 PT Sta. 214+78.60

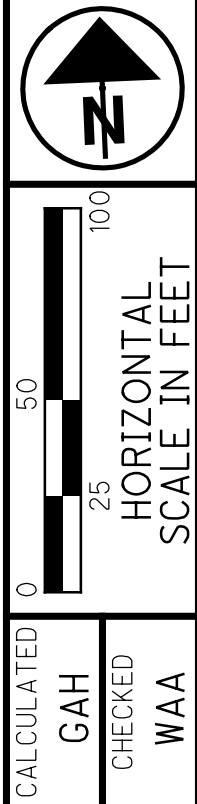
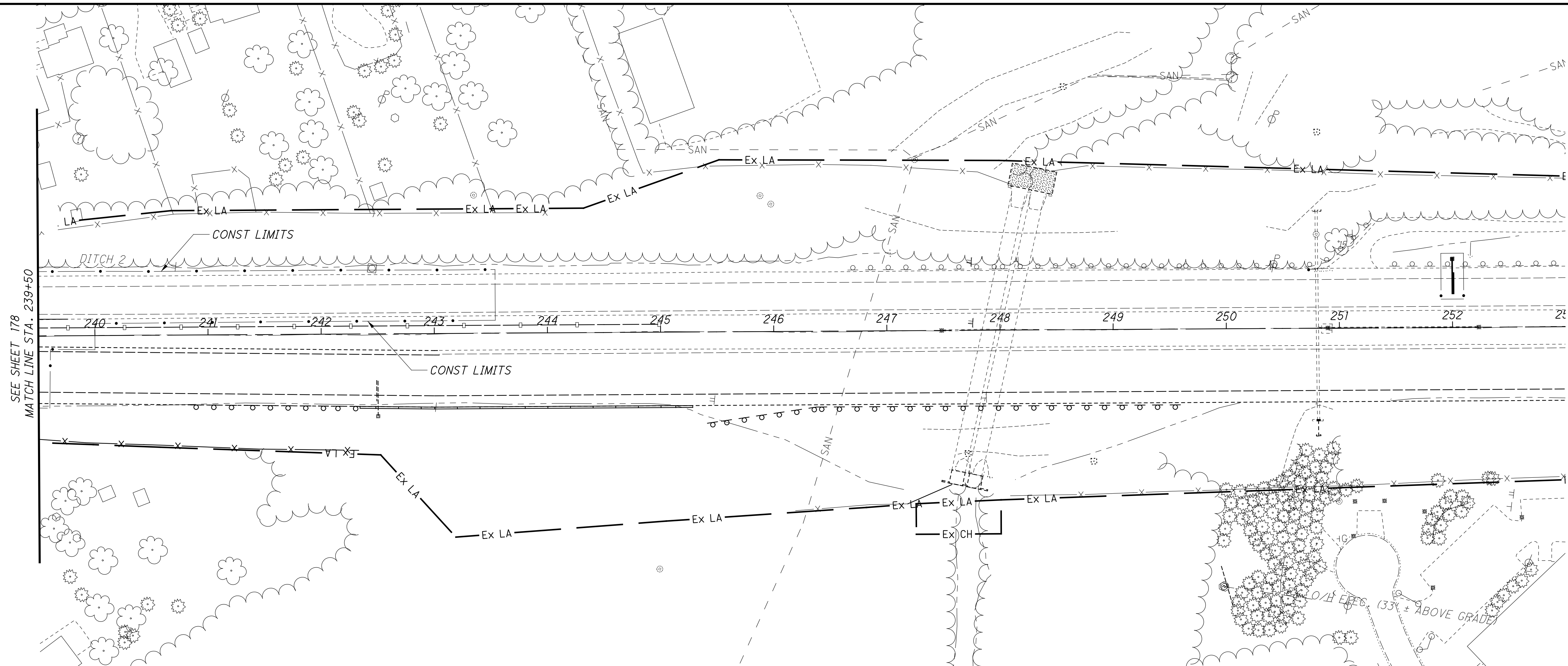


PLAN AND PROFILE - SR-32
 STA. 212+50 TO STA. 239+50

CLE-32-3.50
 (PHASE 5)

178
 736

...303.205\103954_GP508.dgn 11/4/2021 1:28:48 PM mswwhit



CALCULATED
G.A.H.
CHECKED
W.A.A.

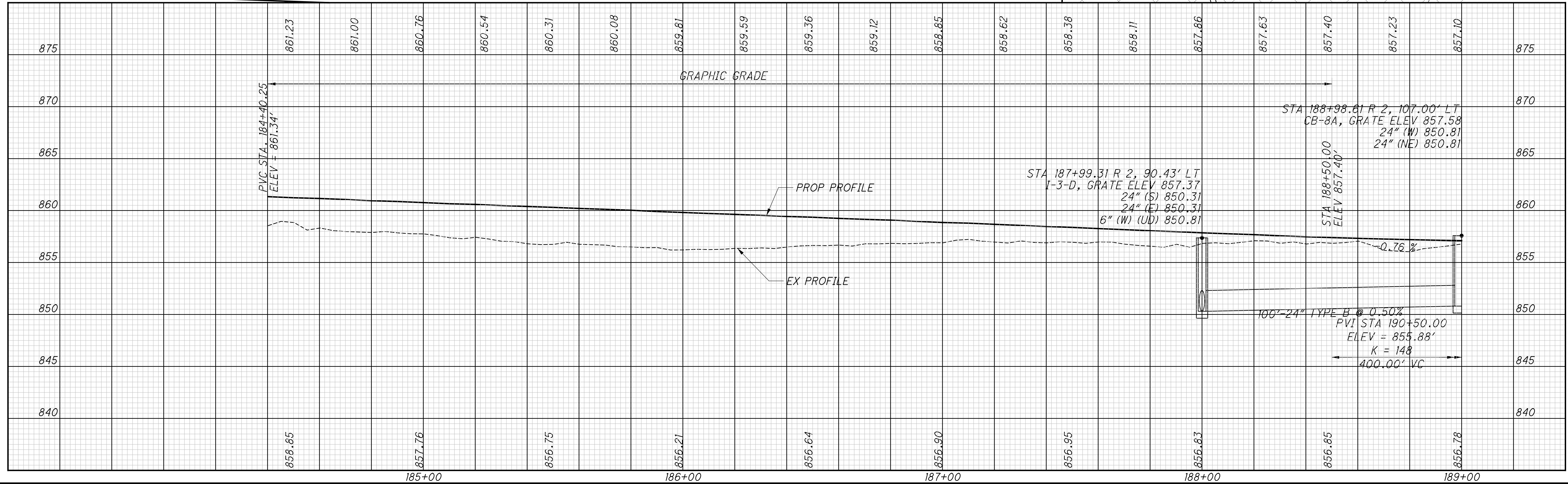
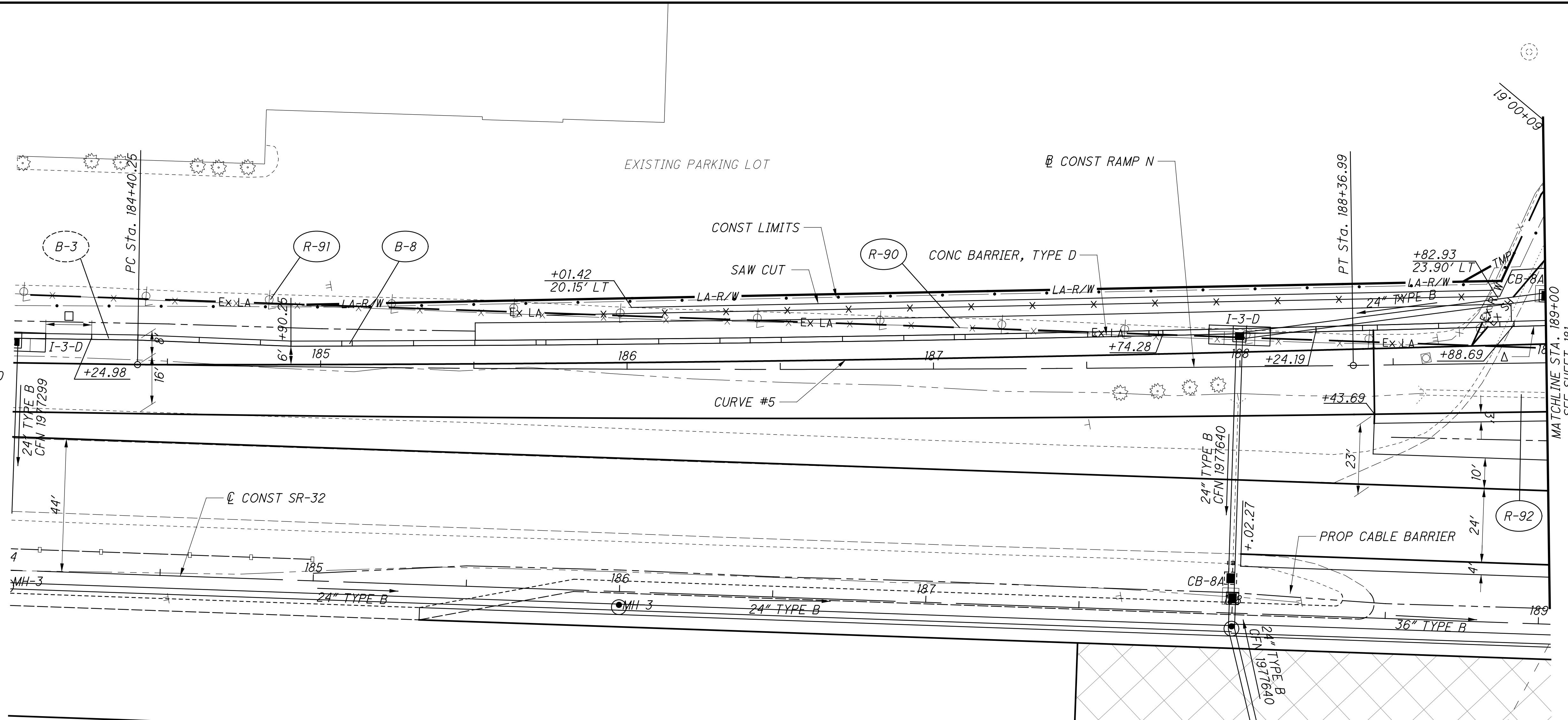
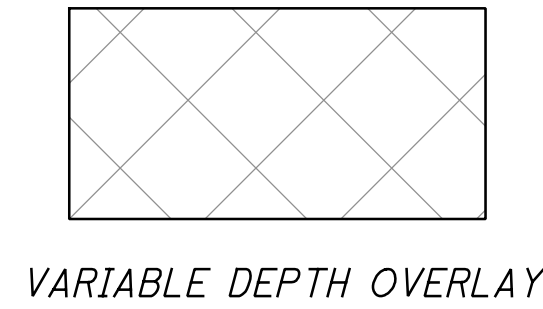
**PLAN AND PROFILE - SR-32
STA. 239+50 TO STA. 253+00**

**CLE-32-3.50
(PHASE 5)**

RAMP N

CURVE #5
 P.I. Sta. 186+38.63
 $\Delta = 1^\circ 39' 11''$ (LT)
 $D_c = 0^\circ 25' 00''$
 $R = 13,750.99'$
 $T = 198.38'$
 $L = 396.74'$
 $E = 1.43'$
 $e_{max} = 0.016$
 PC Sta. 184+40.25
 PT Sta. 188+36.99

BARRIER LEGEND
 Δ END SECTION, TYPE D
 \square END ANCHORAGE, TYPE D
 ϕ END SECTION, TYPE CI



CALCULATED MSW
 CHECKED WAA

PLAN AND PROFILE-RAMP N
STA 184+40.25 TO STA 189+00

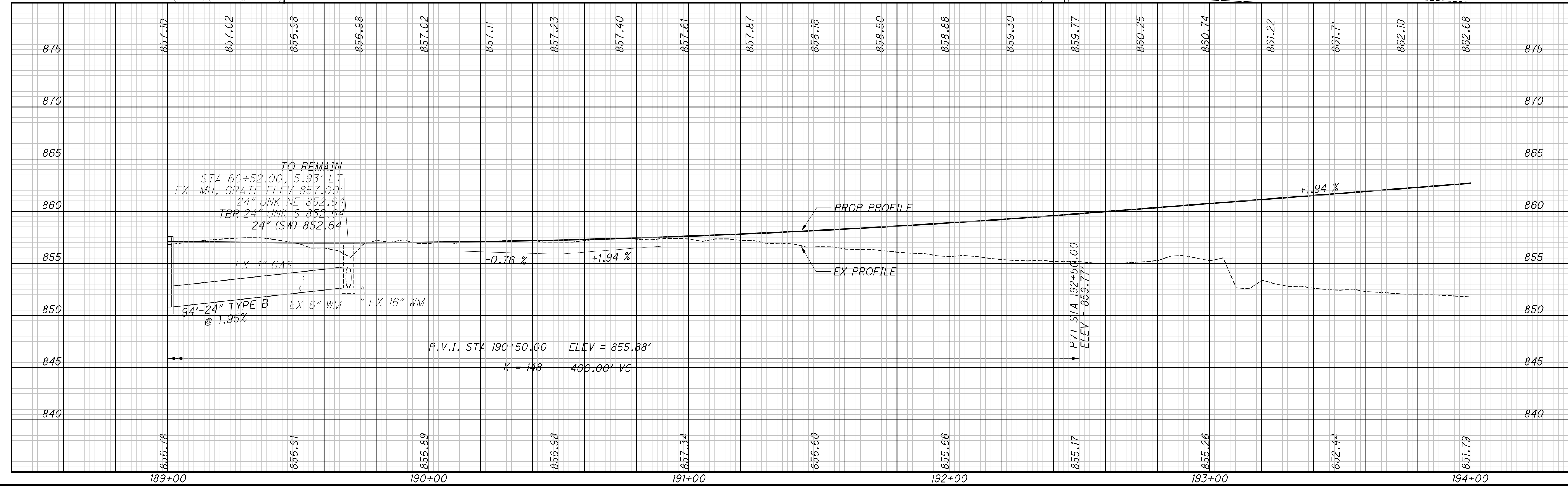
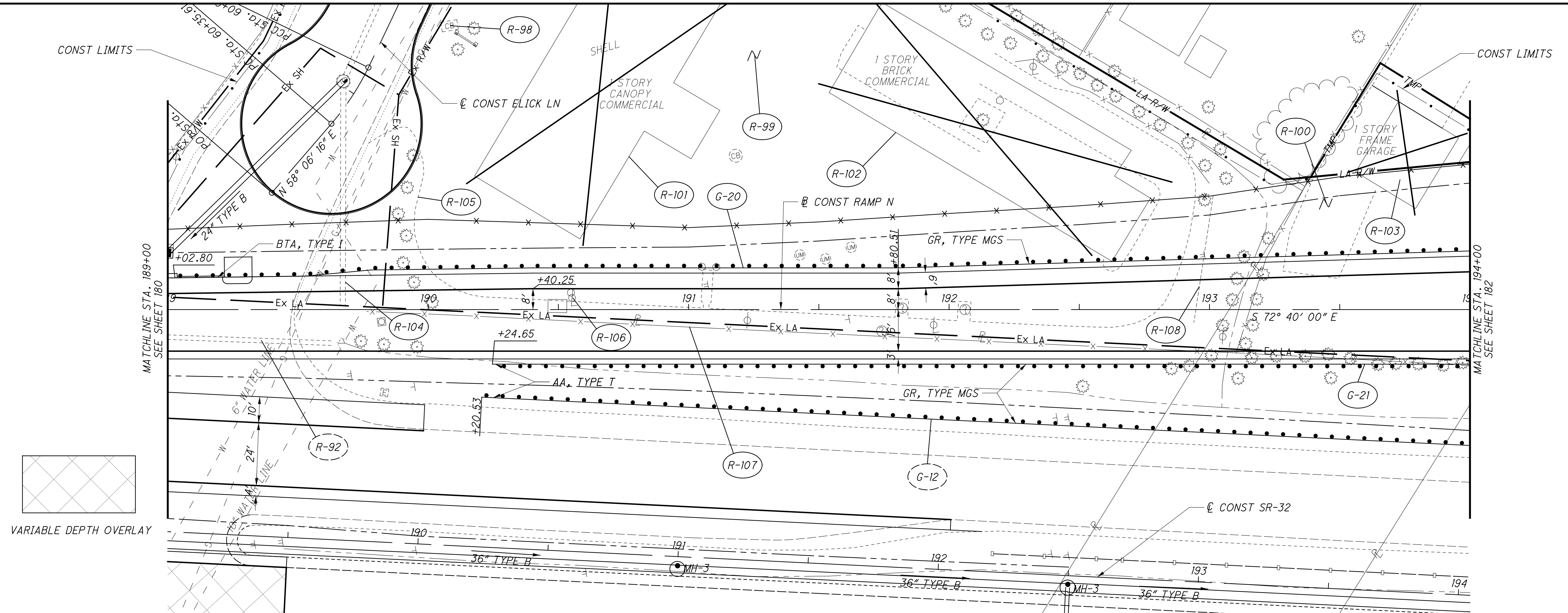
CLE-32-3.50
(PHASE 5)

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PLAN AND PROFILE - RAMP N
 STA 189+00 TO STA 194+00

CLE-32-3.50
 (PHASE 5)



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VARIABLE DEPTH OVERLAY

TO REMAIN
 STA 60+52.00, 5.93' LT
 EX. MH, GRATE ELEV 857.00'
 24" UNK NE 852.64
 TBR 24" UNK S 852.64
 24" (SW) 852.64

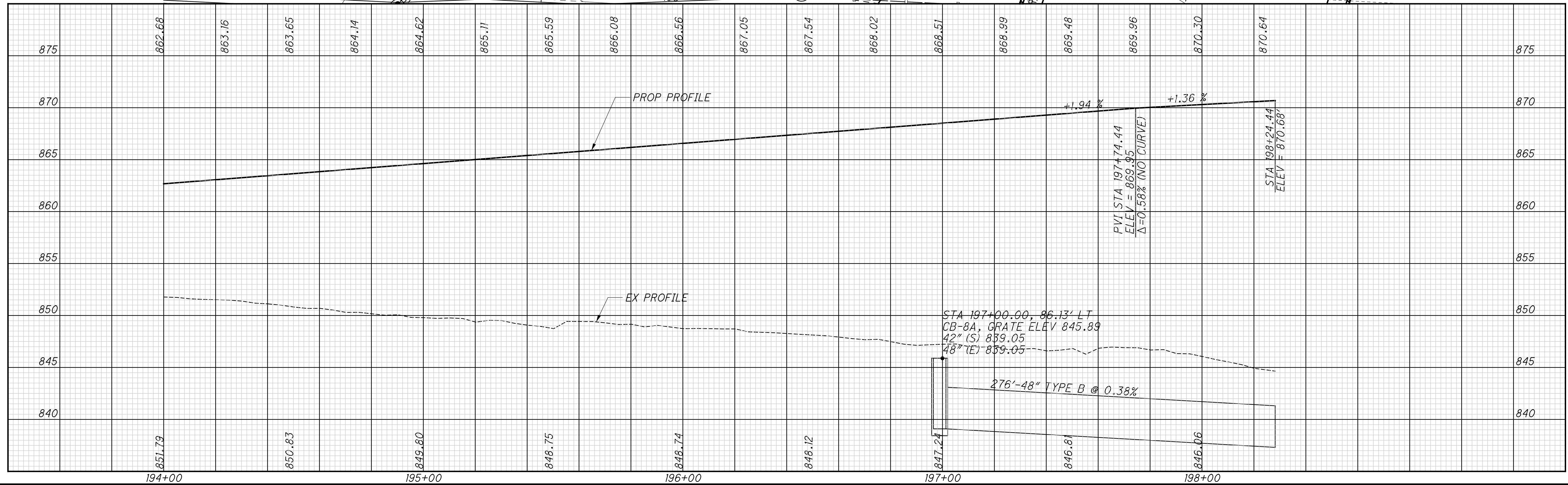
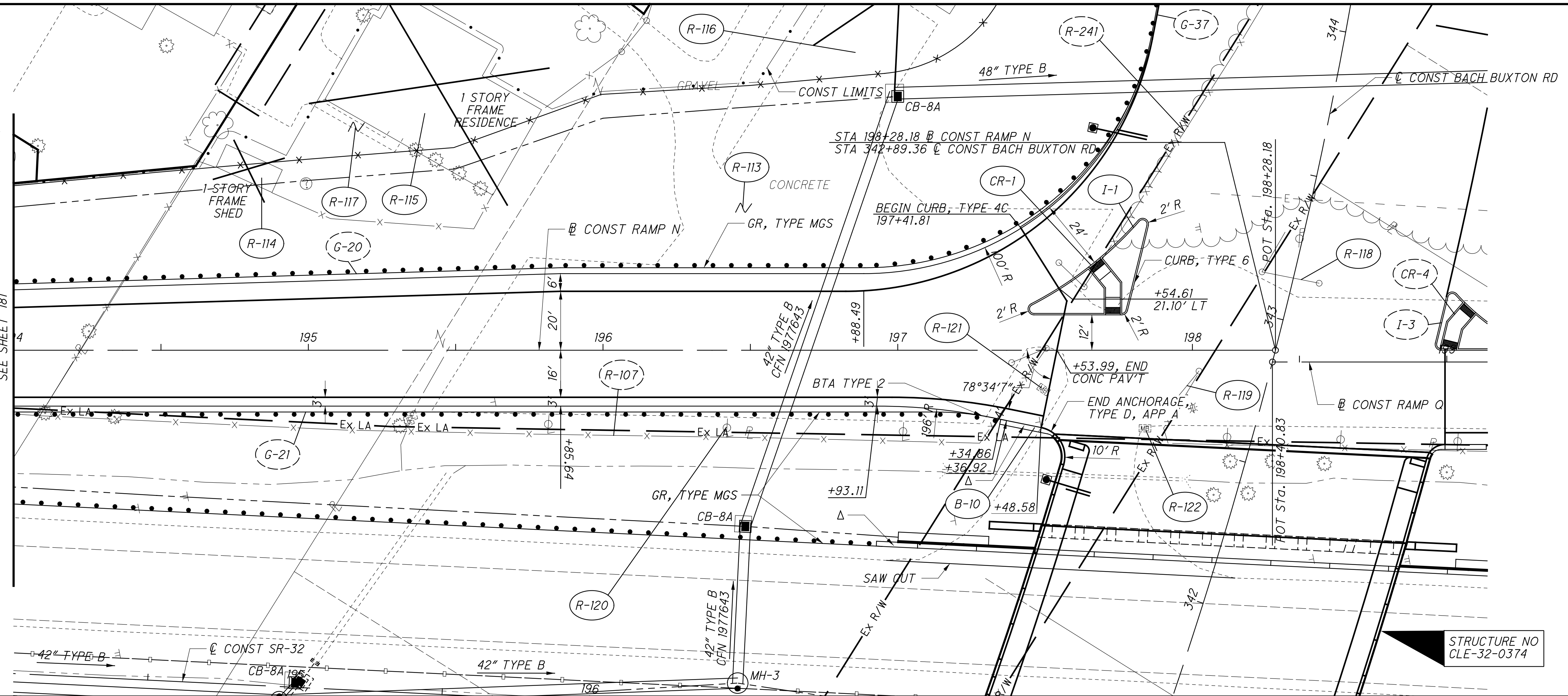
EX 4" GAS
 94'-24" TYPE B @ 1.95%
 EX 6" WM
 EX 16" WM

P.V.I. STA 190+50.00 ELEV = 855.88'
 K = 148 400.00' VC

PVT STA 192+50.00
 ELEV = 859.77'

BARRIER LEGEND
 Δ END SECTION, TYPE D
 □ END ANCHORAGE, TYPE D
 φ END SECTION, TYPE C1

MATCHLINE STA. 194+00
 SEE SHEET 181



CALCULATED MSW CHECKED WAA

**PLAN AND PROFILE-RAMP N
 STA 194+00 TO STA 198+28.18**

**CLE-32-3.50
 (PHASE 5)**

...303.205\103954_GP5333.dgn 11/4/2021 1:29:06 PM mswntt



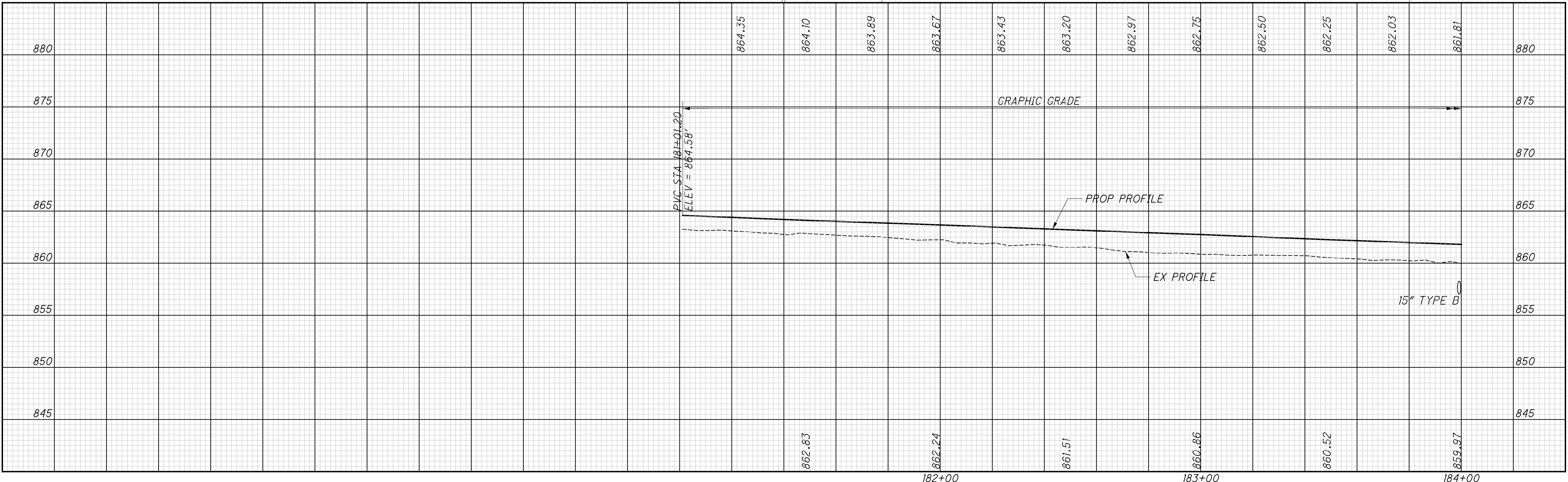
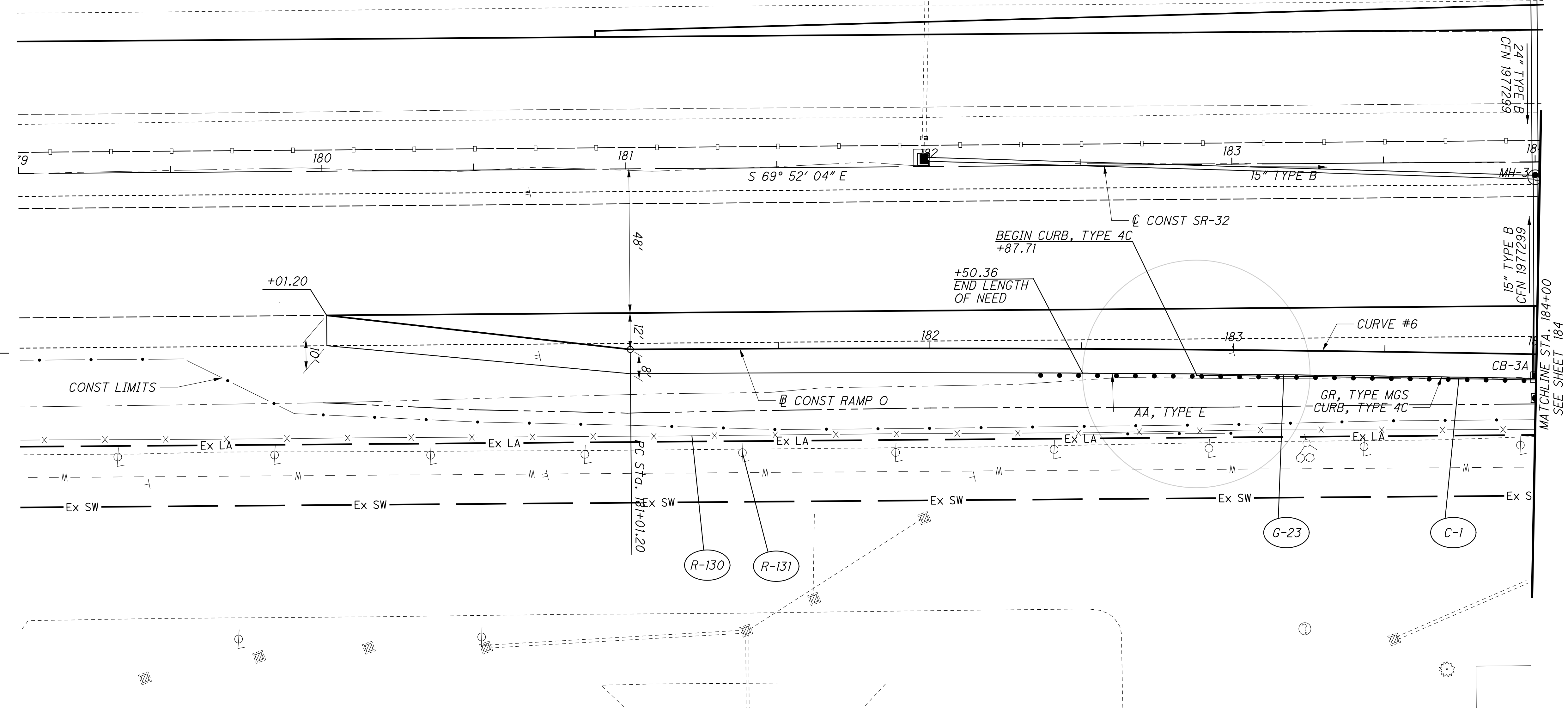
0 20 40
 HORIZONTAL
 SCALE IN FEET

CALCULATED
 MSW
 CHECKED
 WAA

**PLAN AND PROFILE-RAMP O
 STA 181+01.20 TO STA 184+00**

**CLE-32-3.50
 (PHASE 5)**

183
 736

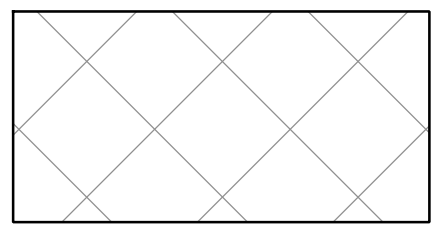


RAMP O
 CURVE #6
 P.I. Sta. 185+88.77
 Δ = 4° 52' 22" (RT)
 Dc = 0° 30' 00"
 R = 11,459.16'
 T = 487.58'
 L = 974.56'
 E = 10.37'
 e_{max} = NC
 PC Sta. 181+01.20
 PRC Sta. 190+75.76

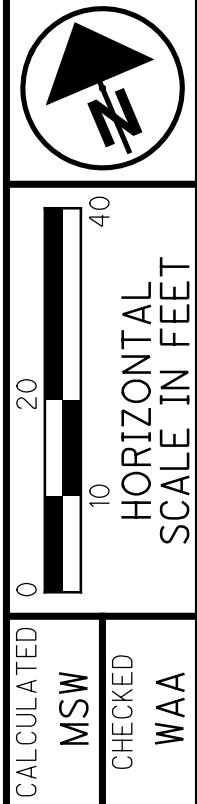
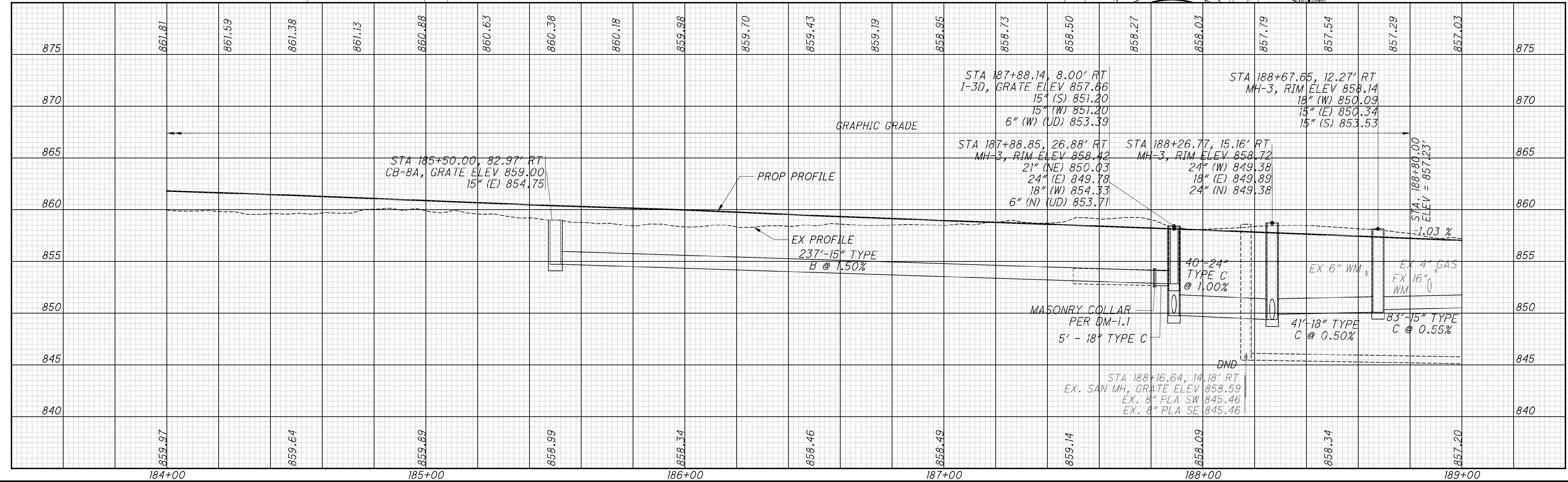
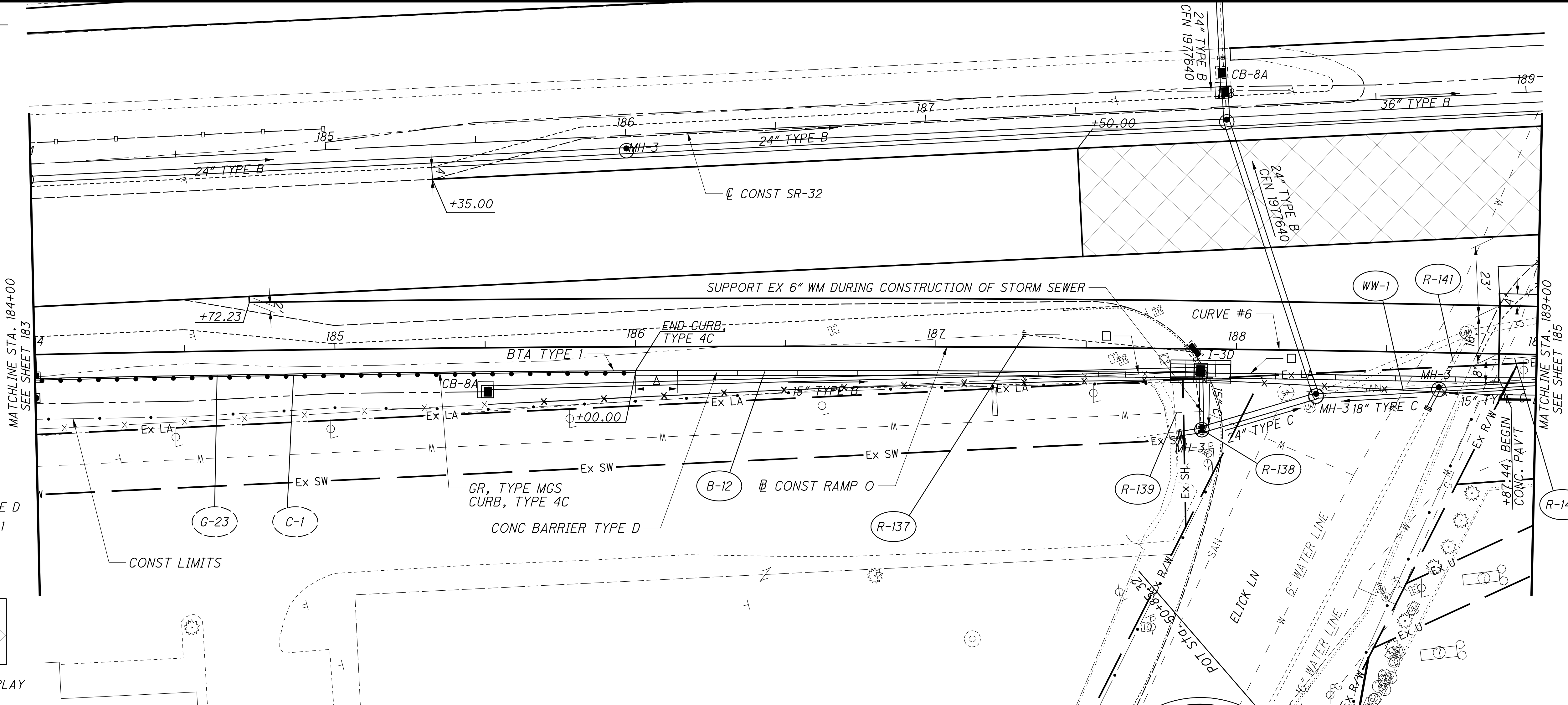
...303.205\103954_GP534.dgn 11/4/2021 1:29:09 PM mswwhitt

RAMP 0
 CURVE #6
 P.I. Sta. 185+88.77
 $\Delta = 4^\circ 52' 22''$ (RT)
 $D_c = 0^\circ 30' 00''$
 $R = 11,459.16'$
 $T = 487.58'$
 $L = 974.56'$
 $E = 10.37'$
 $e_{max} = NC$
 PC Sta. 181+01.20
 PRC Sta. 190+75.76

BARRIER LEGEND
 Δ END SECTION, TYPE D
 \square END ANCHORAGE, TYPE D
 ϕ END SECTION, TYPE C1



VARIABLE DEPTH OVERLAY



CALCULATED MSW
 CHECKED WAA
PLAN AND PROFILE-RAMP 0
STA 184+00 TO STA 189+00

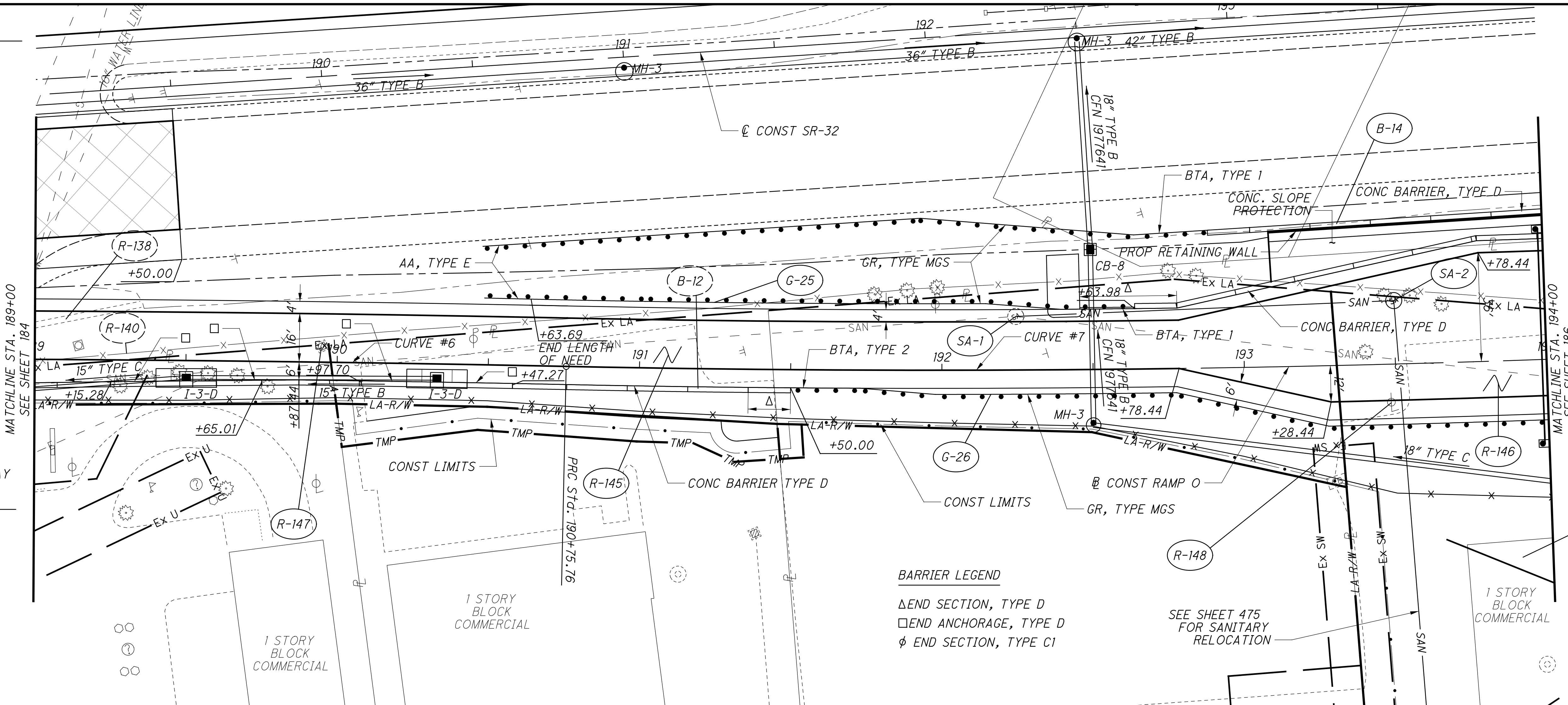
CLE-32-3.50
(PHASE 5)

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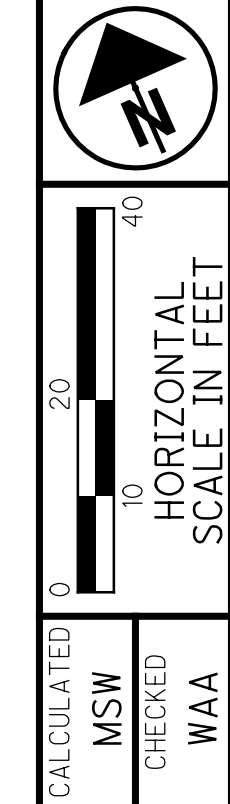
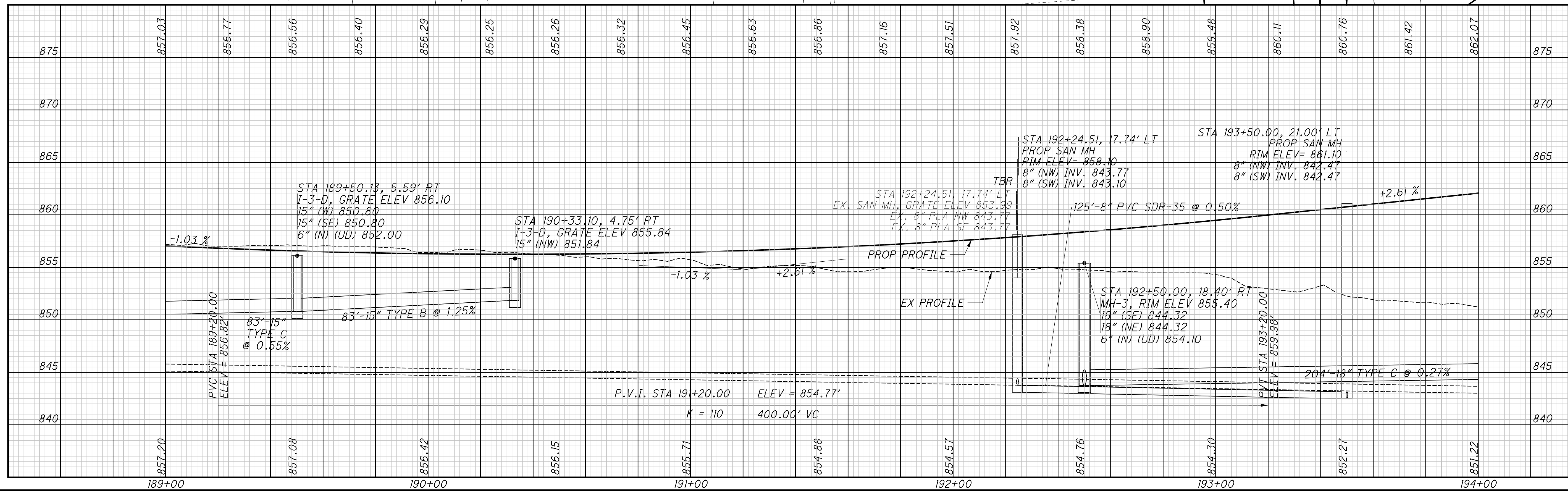
RAMP O
CURVE #6
 P.I. Sta. 185+88.77
 $\Delta = 4^\circ 52' 22''$ (RT)
 $D_c = 0^\circ 30' 00''$
 $R = 11,459.16'$
 $T = 487.58'$
 $L = 974.56'$
 $E = 10.37'$
 $\theta_{max} = NC$
 PC Sta. 181+01.20
 PRC Sta. 190+75.76

VARIABLE DEPTH OVERLAY

RAMP O
CURVE #7
 P.I. Sta. 193+19.55
 $\Delta = 4^\circ 52' 22''$ (LT)
 $D_c = 1^\circ 00' 00''$
 $R = 5,729.58'$
 $T = 243.79'$
 $L = 487.28'$
 $E = 5.18'$
 $\theta_{max} = 0.016$
 PRC Sta. 190+75.76
 PT Sta. 195+63.04



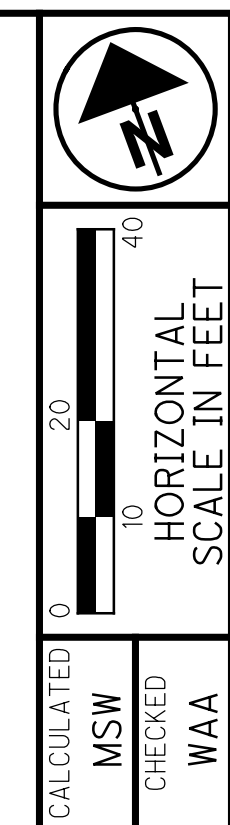
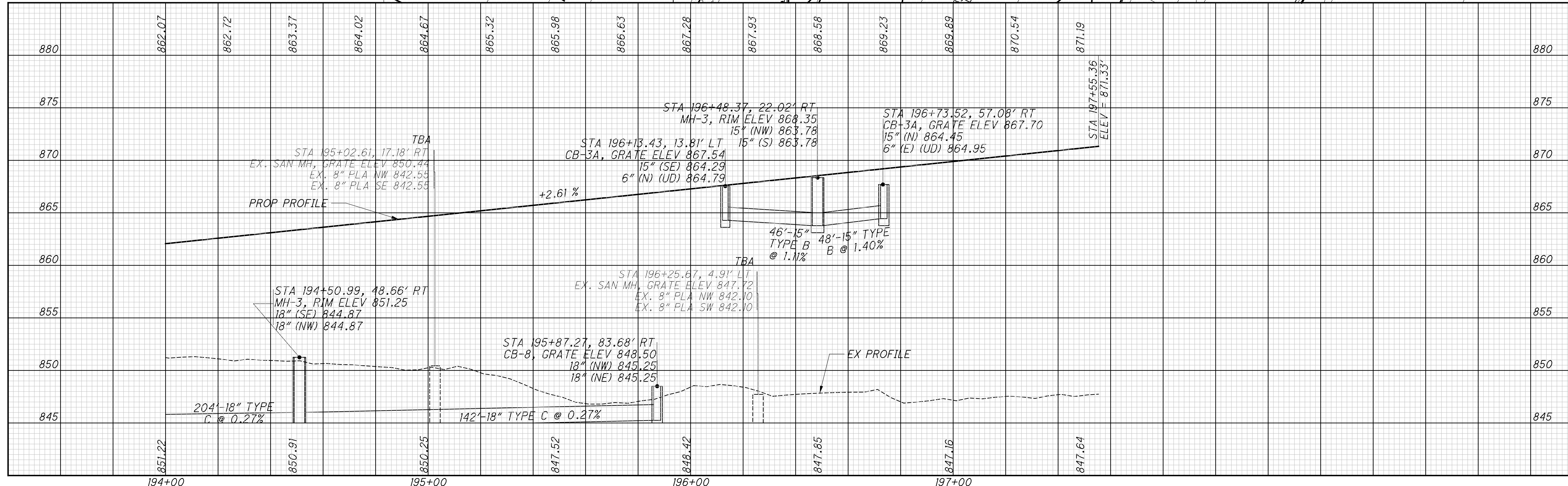
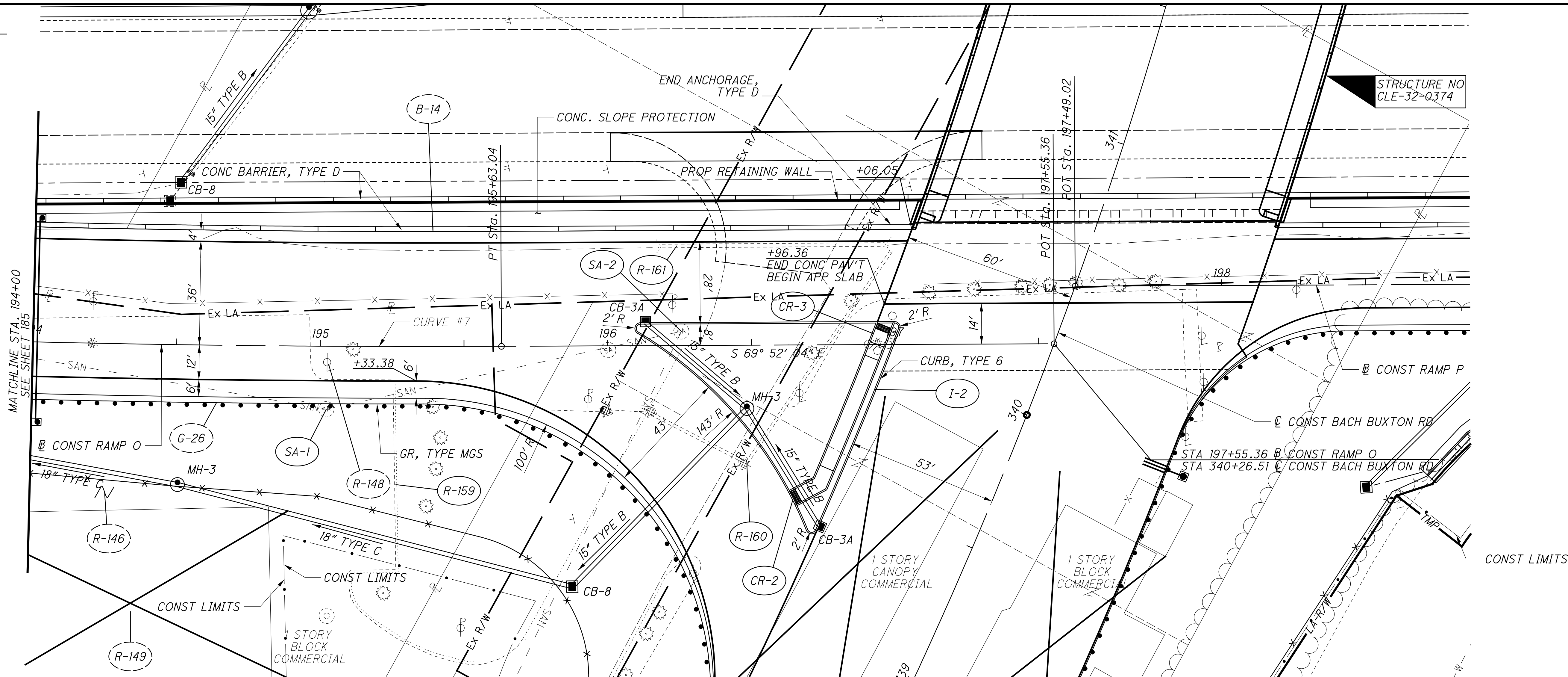
BARRIER LEGEND
 Δ END SECTION, TYPE D
 □ END ANCHORAGE, TYPE D
 φ END SECTION, TYPE C1



**PLAN AND PROFILE-RAMP O
 STA 189+00 TO STA 194+00**

**CLE-32-3.50
 (PHASE 5)**

RAMP O
 CURVE #7
 P.I. Sta. 193+19.55
 $\Delta = 4^\circ 52' 22''$ (LT)
 $D_c = 1^\circ 00' 00''$
 $R = 5,729.58'$
 $T = 243.79'$
 $L = 487.28'$
 $E = 5.18'$
 $e_{max} = 0.016$
 PRC Sta. 190+75.76
 PT Sta. 195+63.04



CALCULATED MSW
 CHECKED WAA

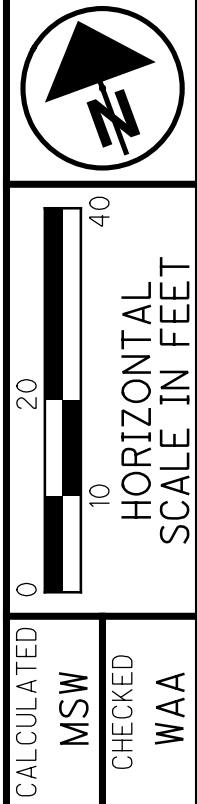
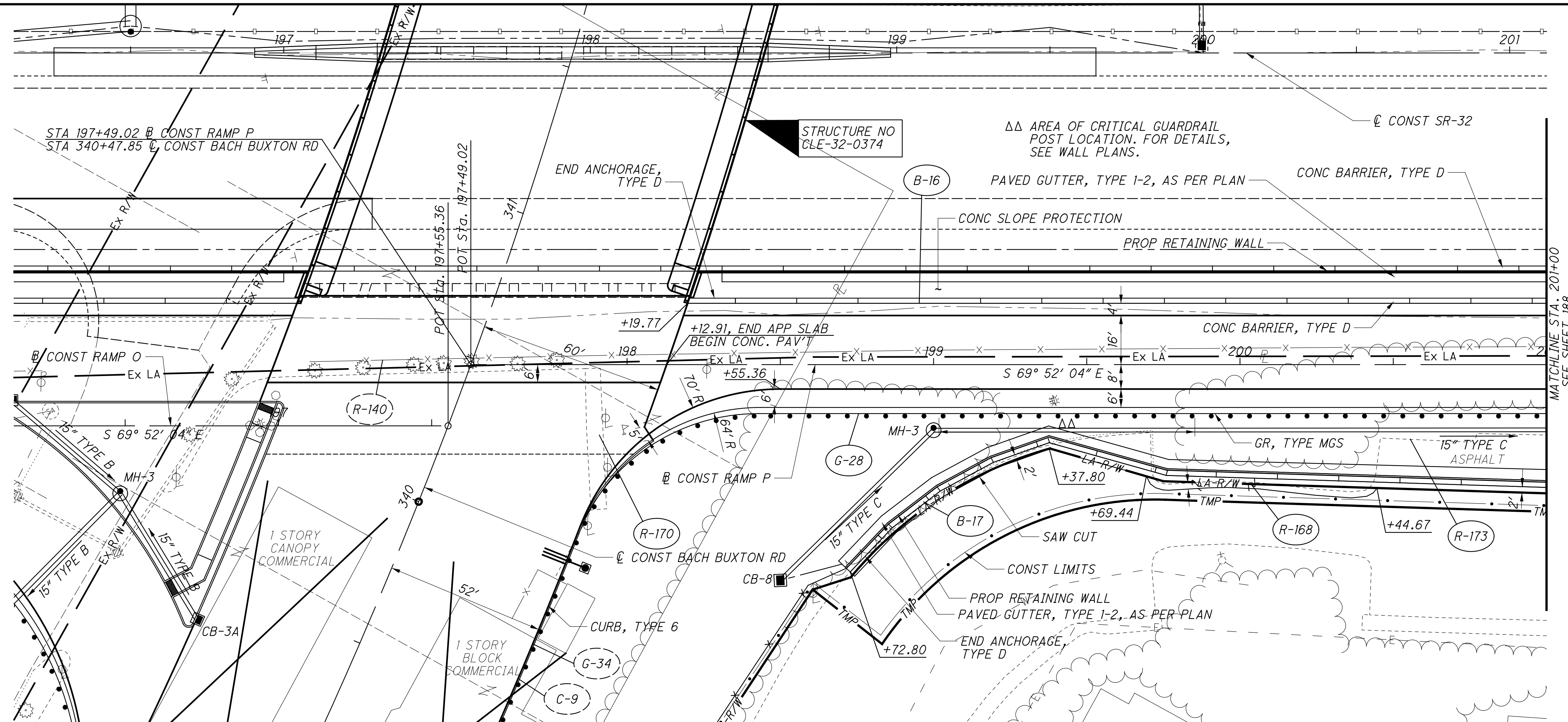
**PLAN AND PROFILE-RAMP O
 STA 194+00 TO STA 197+55.36**

**CLE-32-3.50
 (PHASE 5)**

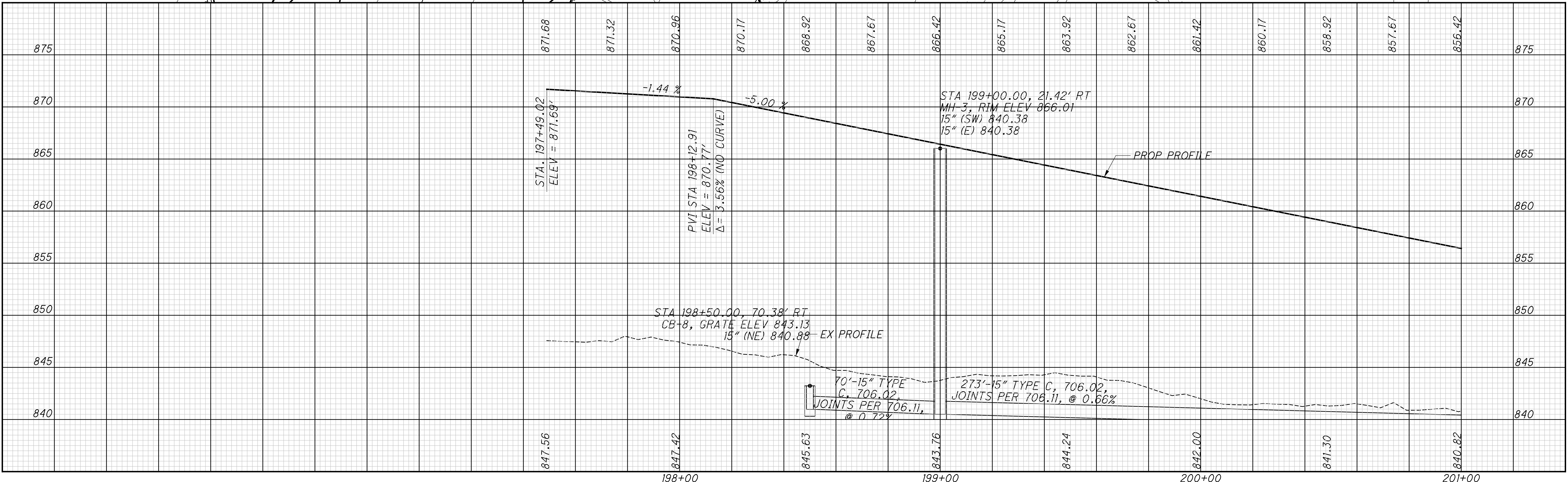
186
 736

...303.205\103954_GP537.dgn 11/4/2021 1:29:21 PM mshwhitt

...303.205\103954_GP538.dgn 11/4/2021 1:29:25 PM mswwhit



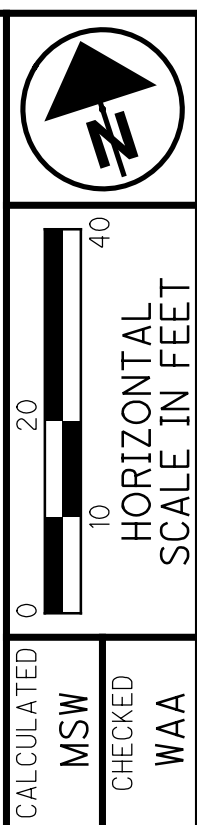
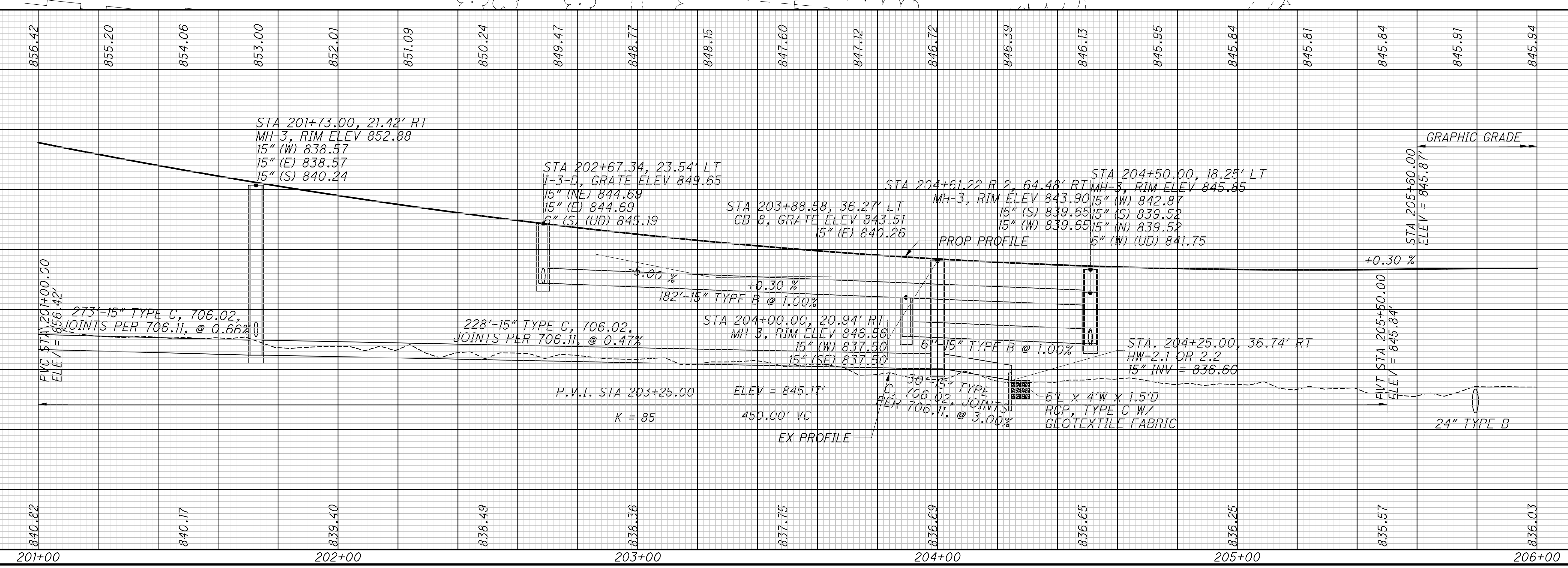
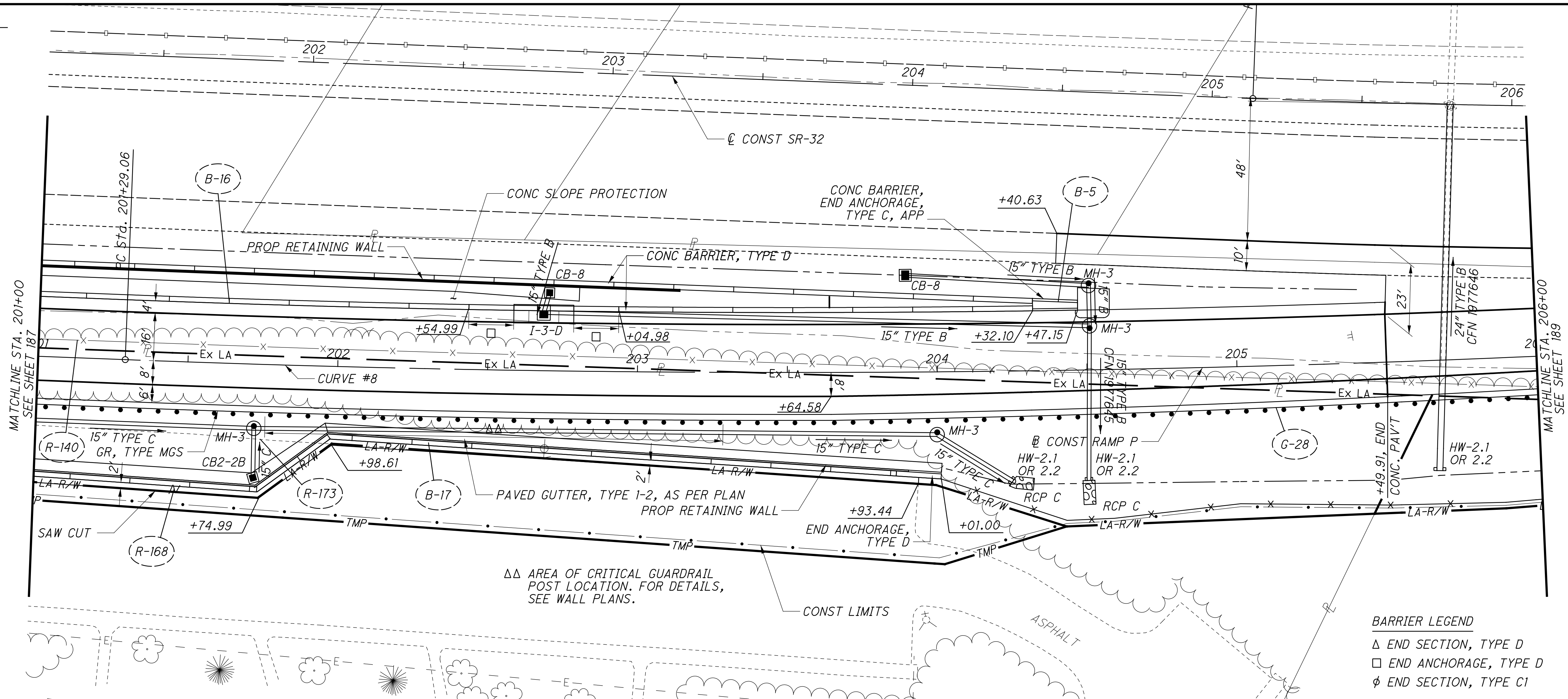
CALCULATED MSW CHECKED WAA



PLAN AND PROFILE-RAMP P
STA 197+49.02 TO STA 201+00

GLE-32-3.50
(PHASE 5)

RAMP P
 CURVE #8
 P.I. Sta. 205+47.56
 $\Delta = 8^\circ 21' 19''$ (LT)
 $D_c = 1^\circ 00' 00''$
 $R = 5,729.58'$
 $T = 418.50'$
 $L = 835.52'$
 $E = 15.26'$
 $\theta_{max} = 0.045$
 PC Sta. 201+29.06
 PT Sta. 209+64.58

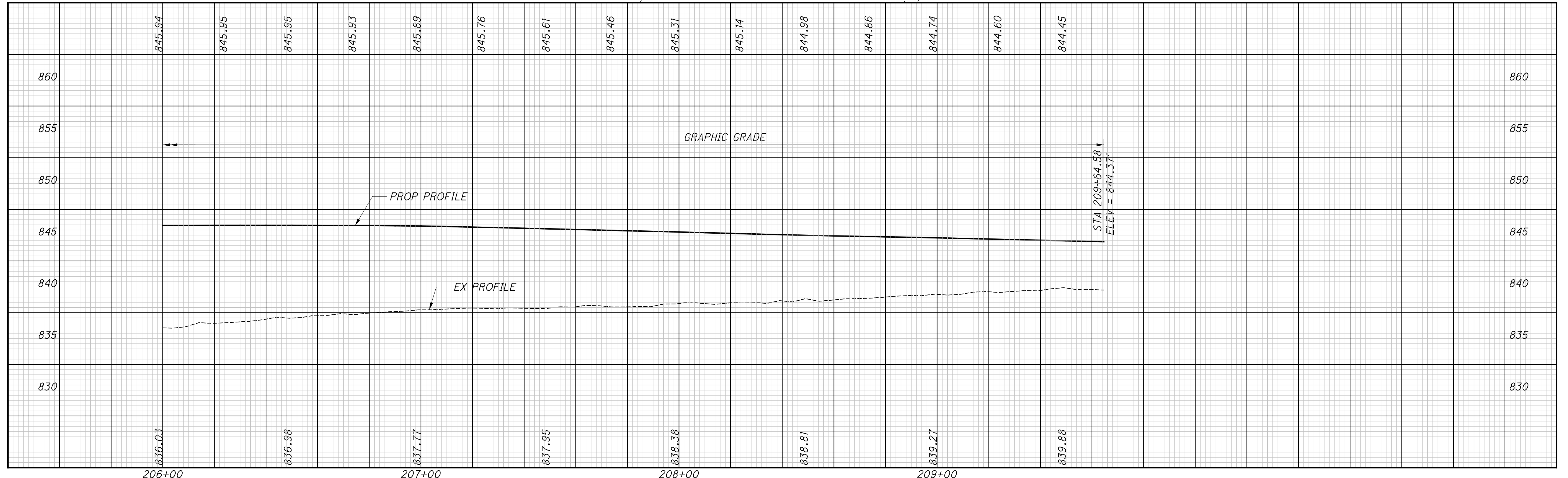
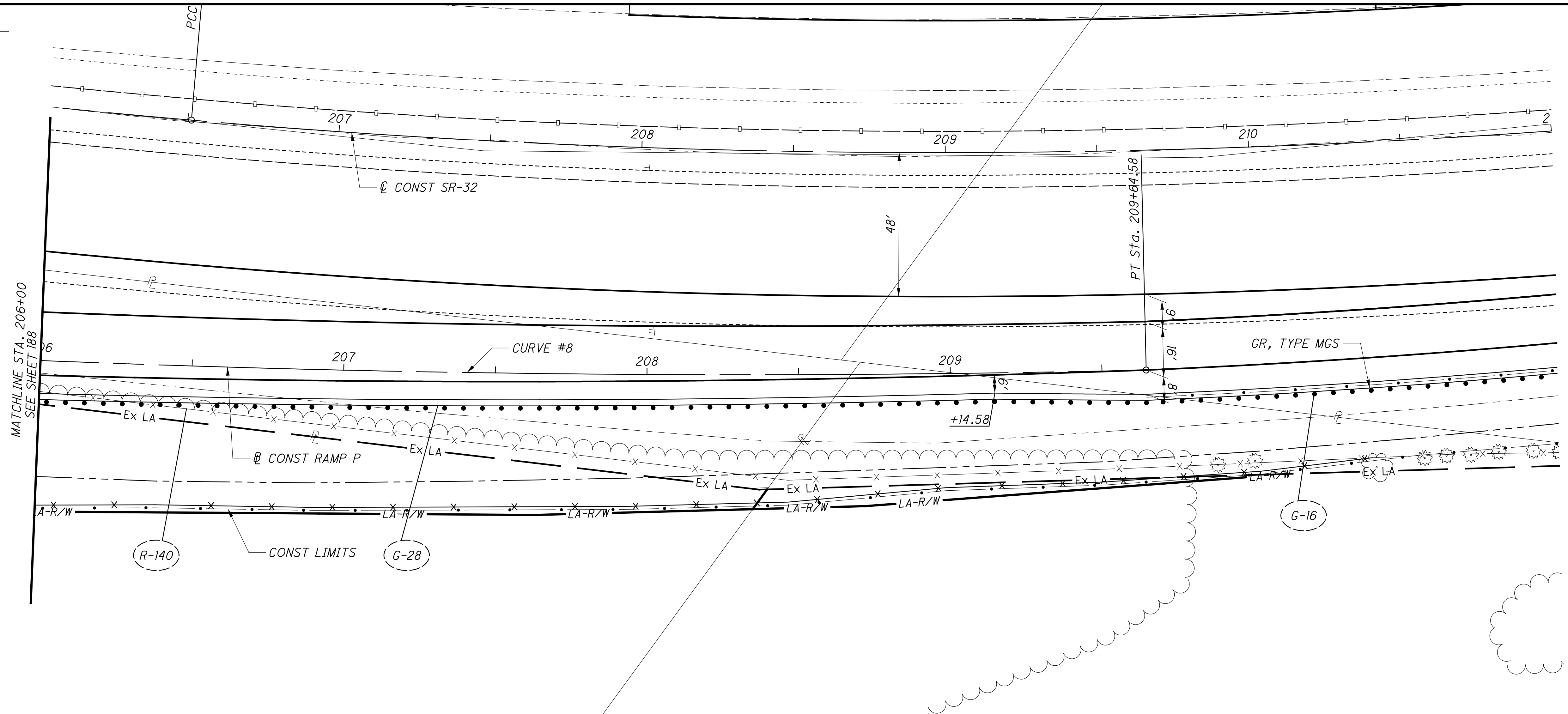


PLAN AND PROFILE-RAMP P
 STA 201+00 TO STA 206+00

CLE-32-3.50
 (PHASE 5)

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RAMP P
 CURVE #8
 P.I. Sta. 205+47.56
 $\Delta = 8^\circ 21' 19''$ (LT)
 $Dc = 1^\circ 00' 00''$
 $R = 5,729.58'$
 $T = 418.50'$
 $L = 835.52'$
 $E = 15.26'$
 $\theta_{max} = 0.045$
 PC Sta. 201+29.06
 PT Sta. 209+64.58

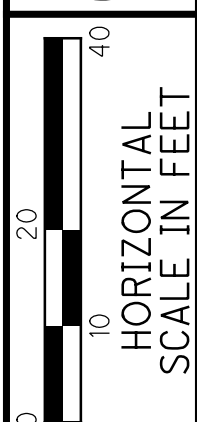


CALCULATED MSW
 CHECKED WAA

PLAN AND PROFILE-RAMP P
 STA 206+00 TO STA 209+64.58

CLE-32-3.50
 (PHASE 5)

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CALCULATED MSW
CHECKED WAA

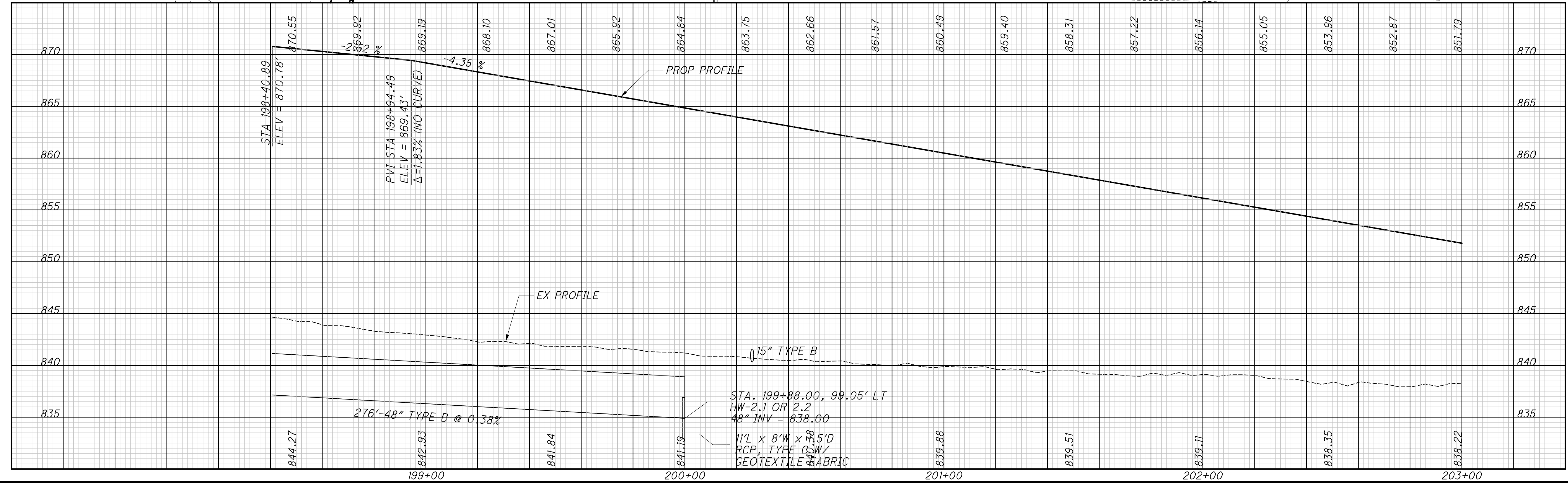
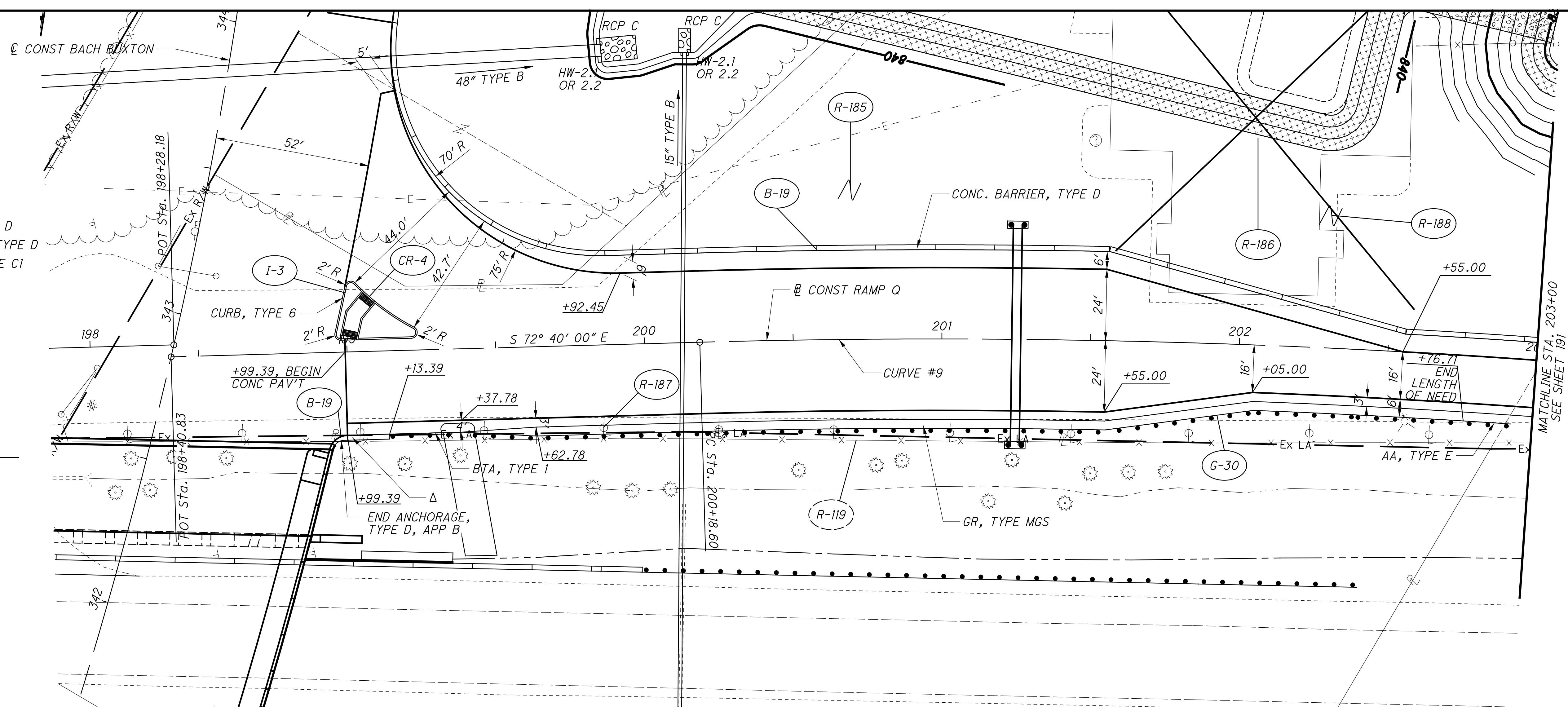
PLAN AND PROFILE-RAMP Q
STA 198+40.83 TO STA 203+00

CLE-32-3.50
(PHASE 5)

190
736

BARRIER LEGEND
Δ END SECTION, TYPE D
□ END ANCHORAGE, TYPE D
φ END SECTION, TYPE C1

RAMP Q
CURVE #9
P.I. Sta. 202+25.62
Δ = 8° 16' 00" (RT)
Dc = 2° 00' 00"
R = 2,864.79'
T = 207.03'
L = 413.33'
E = 7.47'
e_{max} = 0.016
PC Sta. 200+18.60
PT Sta. 204+31.93

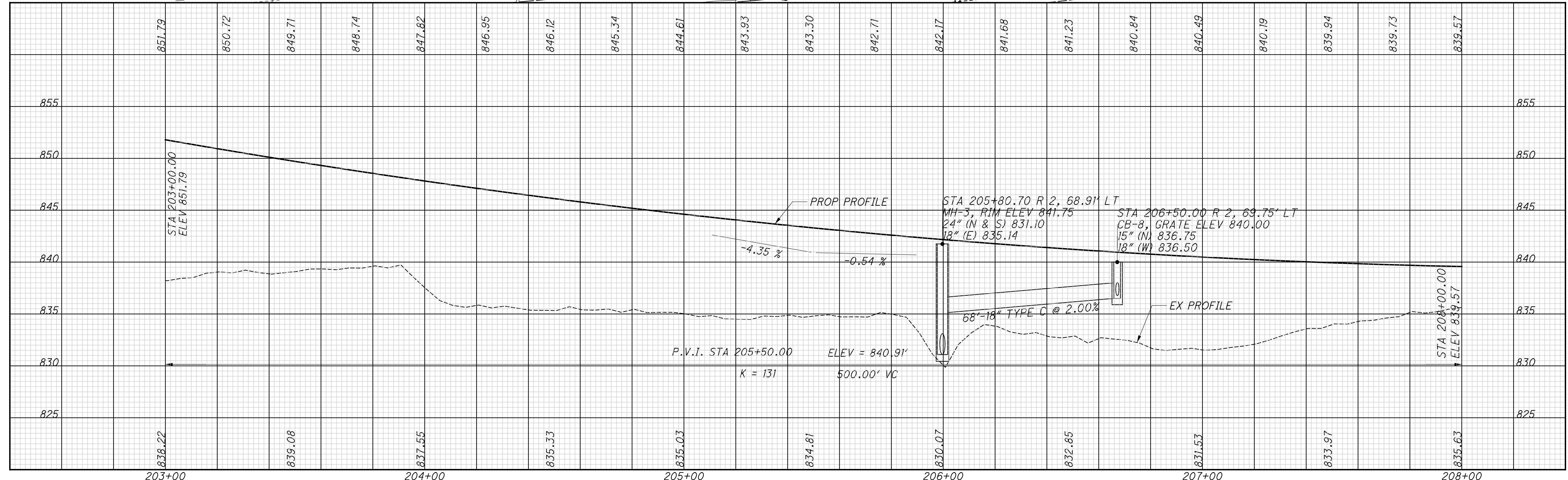
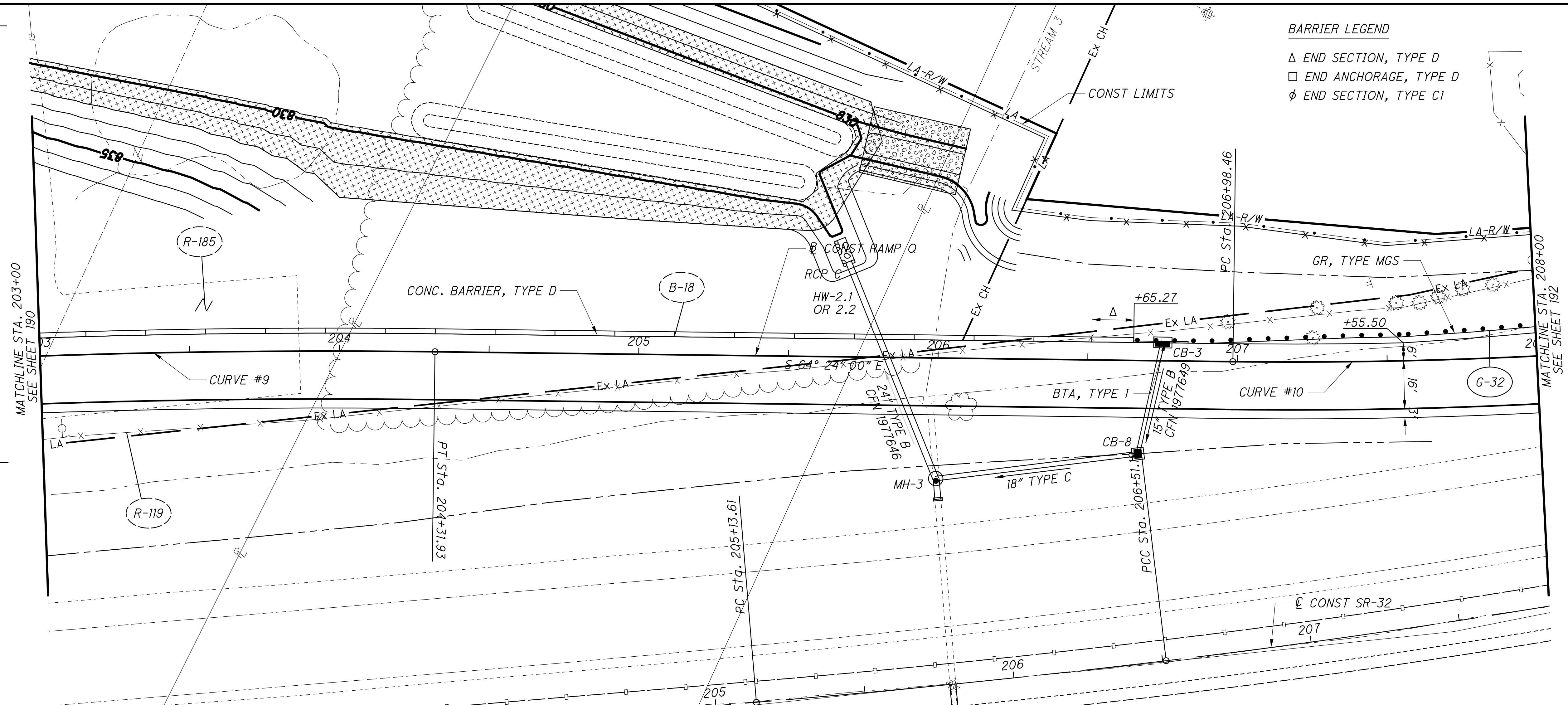


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RAMP Q
 CURVE #9
 P.I. Sta. 202+25.62
 $\Delta = 8^\circ 16' 00''$ (RT)
 $D_c = 2^\circ 00' 00''$
 $R = 2,864.79'$
 $T = 207.03'$
 $L = 413.33'$
 $E = 7.47'$
 $e_{max} = 0.016$
 PC Sta. 200+18.60
 PT Sta. 204+31.93

RAMP Q
 CURVE #10
 P.I. Sta. 209+85.46
 $\Delta = 19^\circ 53' 17''$ (LT)
 $D_c = 3^\circ 30' 00''$
 $R = 1,637.02'$
 $T = 287.00'$
 $L = 568.23'$
 $E = 24.97'$
 $e_{max} = 0.060$
 PC Sta. 206+98.46
 PT Sta. 212+66.69

BARRIER LEGEND
 Δ END SECTION, TYPE D
 \square END ANCHORAGE, TYPE D
 ϕ END SECTION, TYPE C1



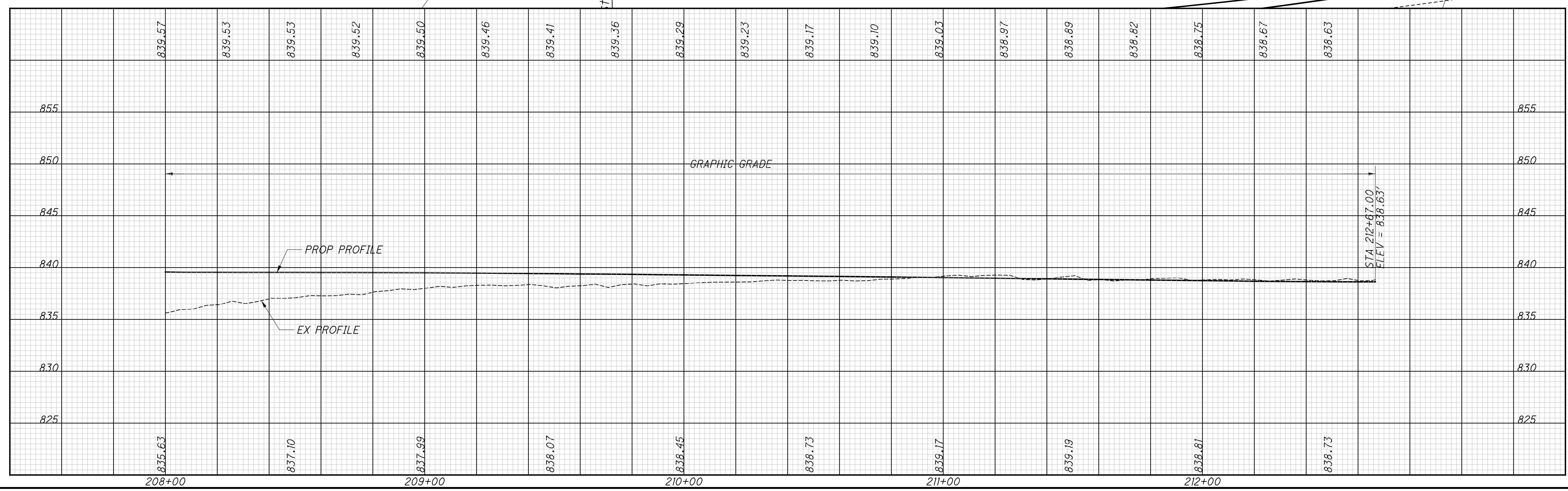
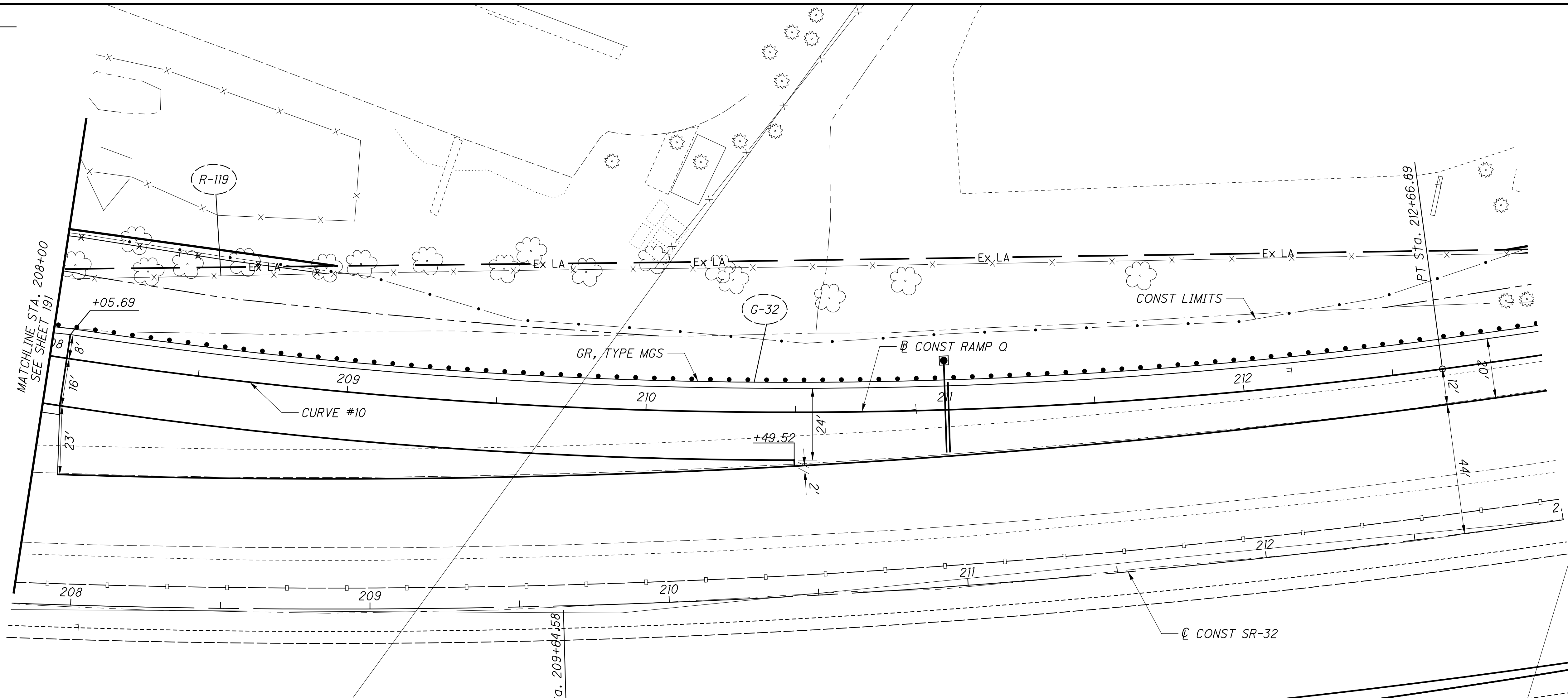
CALCULATED MSW
 CHECKED WAA

PLAN AND PROFILE-RAMP Q
 STA 203+00 TO STA 208+00

CLE-32-3.50
 (PHASE 5)

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RAMP Q
 CURVE #10
 P.I. Sta. 209+85.46
 $\Delta = 19^\circ 53' 17''$ (LT)
 $Dc = 3^\circ 30' 00''$
 $R = 1,637.02'$
 $T = 287.00'$
 $L = 568.23'$
 $E = 24.97'$
 $e_{max} = 0.060$
 PC Sta. 206+98.46
 PT Sta. 212+66.69



CALCULATED MSW
 CHECKED WAA

PLAN AND PROFILE-RAMP Q
STA 208+00 TO STA 212+66.69

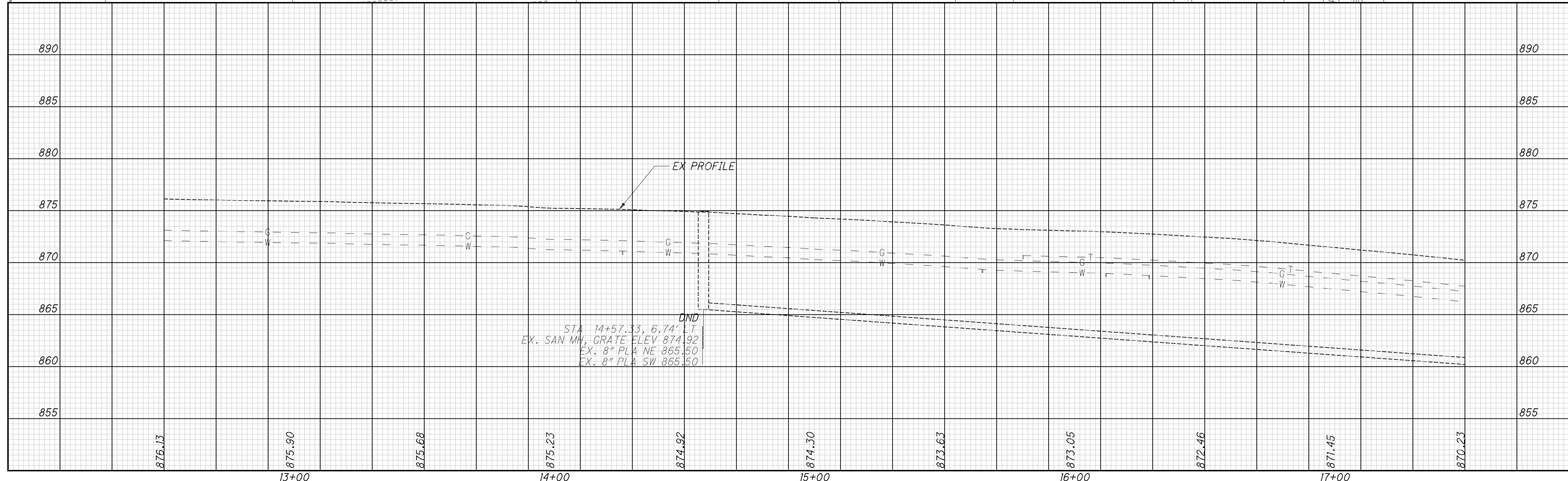
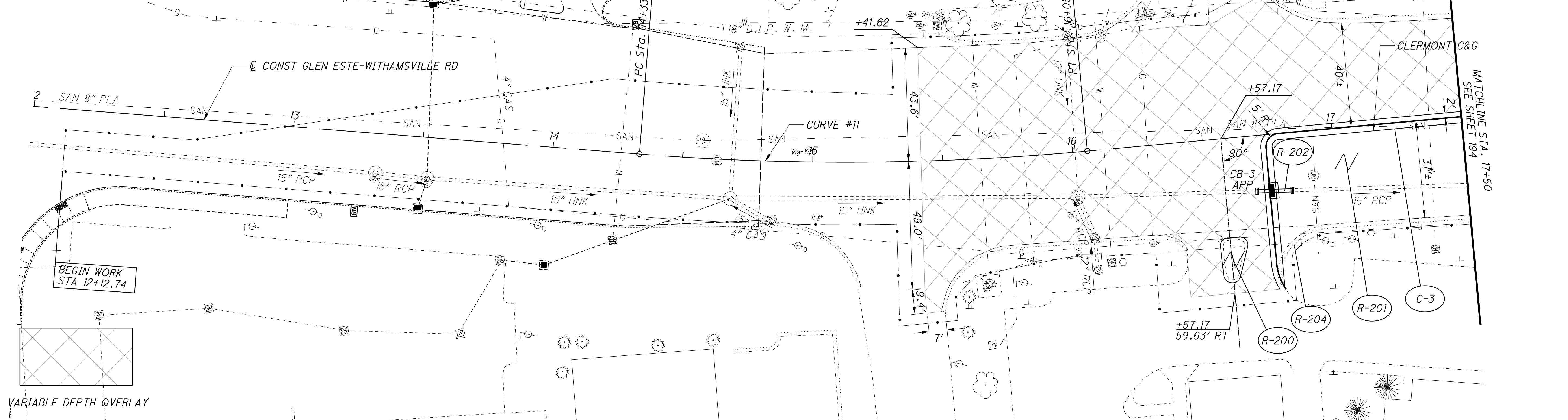
CLE-32-3.50
(PHASE 5)

192
 736

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GLEN ESTE WITHAMSVILLE RD.

CURVE #11
 P.I. Sta. 15+19.67
 $\Delta = 9^\circ 45' 59''$ (LT)
 $D_c = 5^\circ 40' 00''$
 $R = 1,011.10'$
 $T = 86.38'$
 $L = 172.35'$
 $E = 3.68'$
 $\theta_{max} = NC$
 PC Sta. 14+33.29
 PT Sta. 16+05.64



CALCULATED MSW
 CHECKED WAA

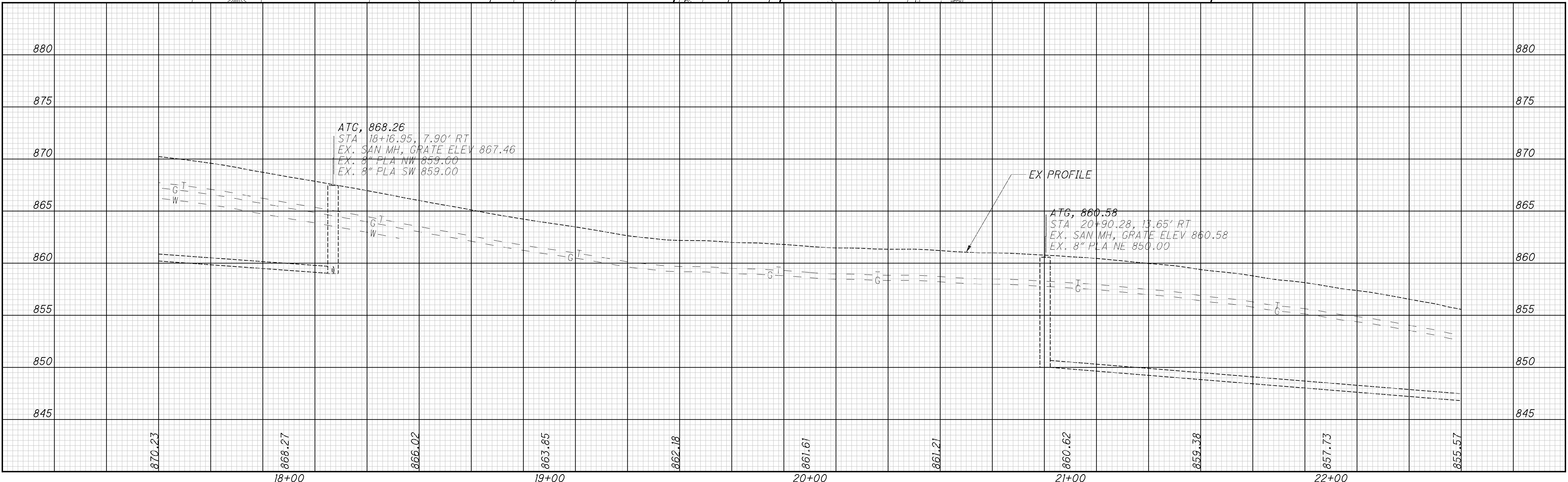
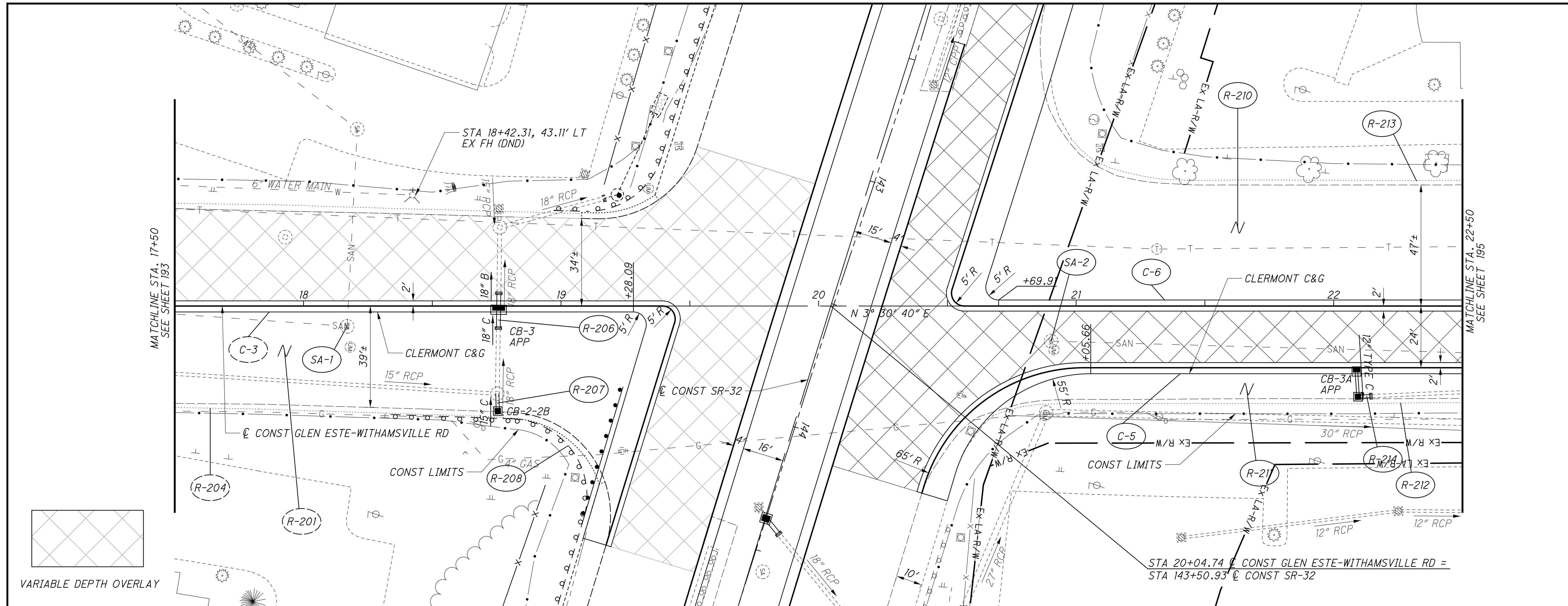
PLAN AND PROFILE - GLEN ESTE - WITHAMSVILLE RD - STA 12+50 TO STA 17+50

CLE-32-3.50 (PHASE 5)

193
736

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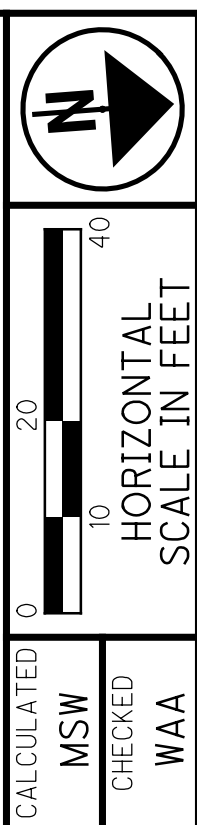
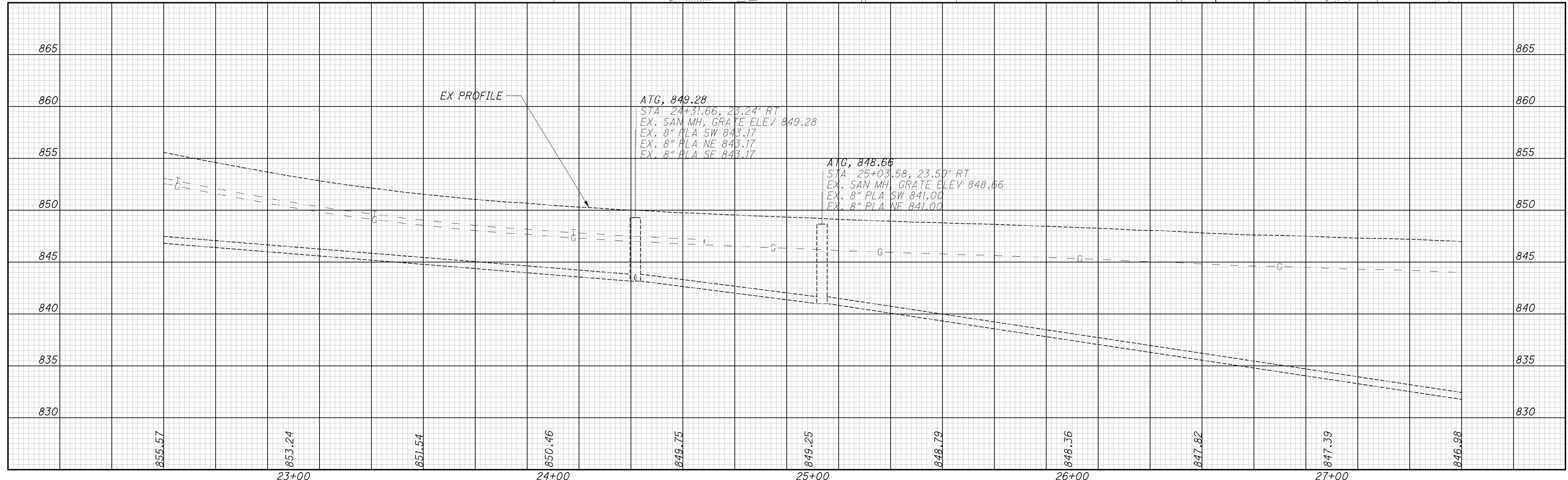
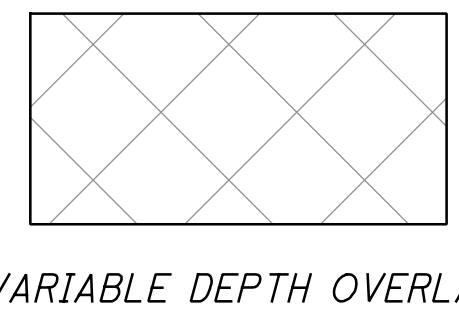
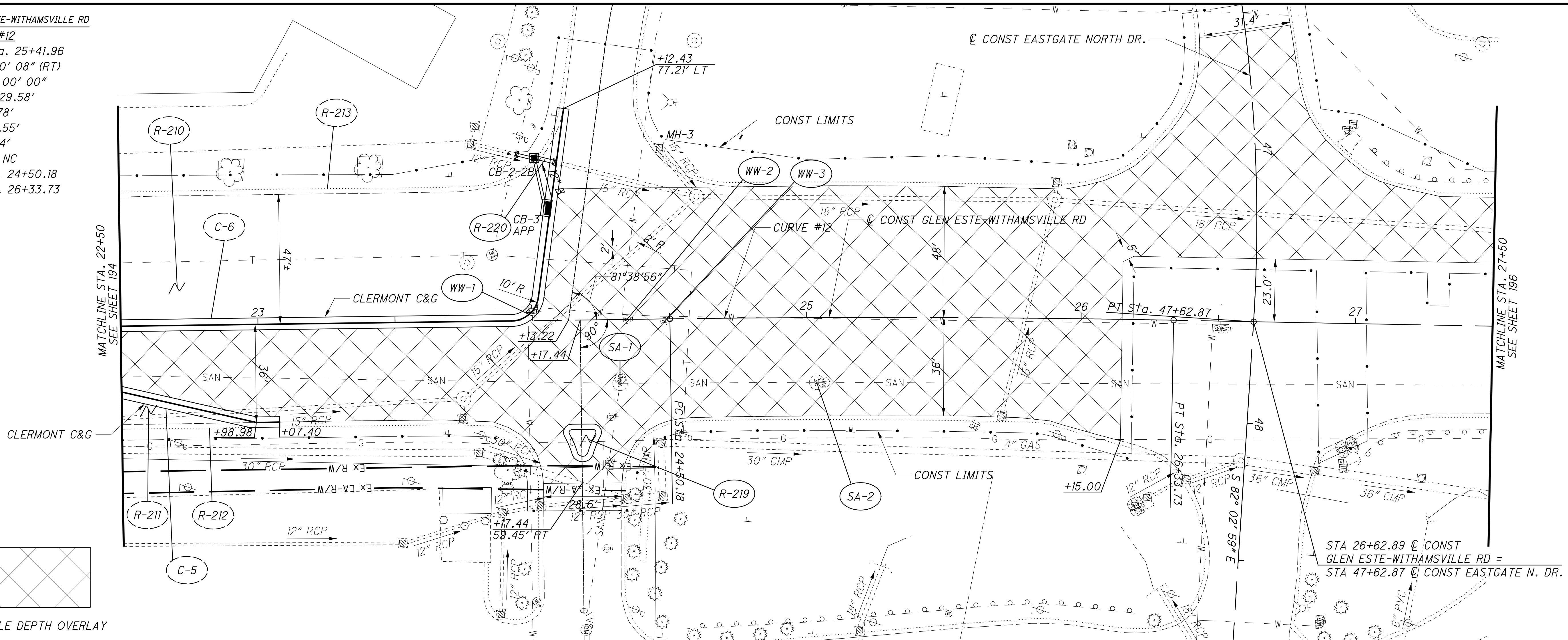
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PLAN AND PROFILE - GLEN ESTE - WITHAMSVILLE RD-STA 17+50 TO STA 22+50

CLE-32-3.50 (PHASE 5)

GLEN ESTE-WITHAMSVILLE RD
 CURVE #12
 P.I. Sta. 25+41.96
 $\Delta = 1^\circ 50' 08''$ (RT)
 $D_c = 1^\circ 00' 00''$
 $R = 5,729.58'$
 $T = 91.78'$
 $L = 183.55'$
 $E = 0.74'$
 $e_{max} = NC$
 PC Sta. 24+50.18
 PT Sta. 26+33.73



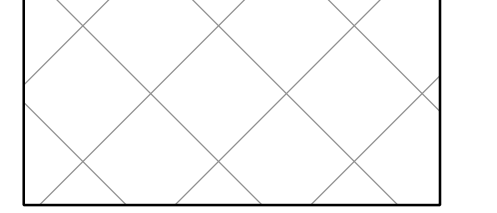
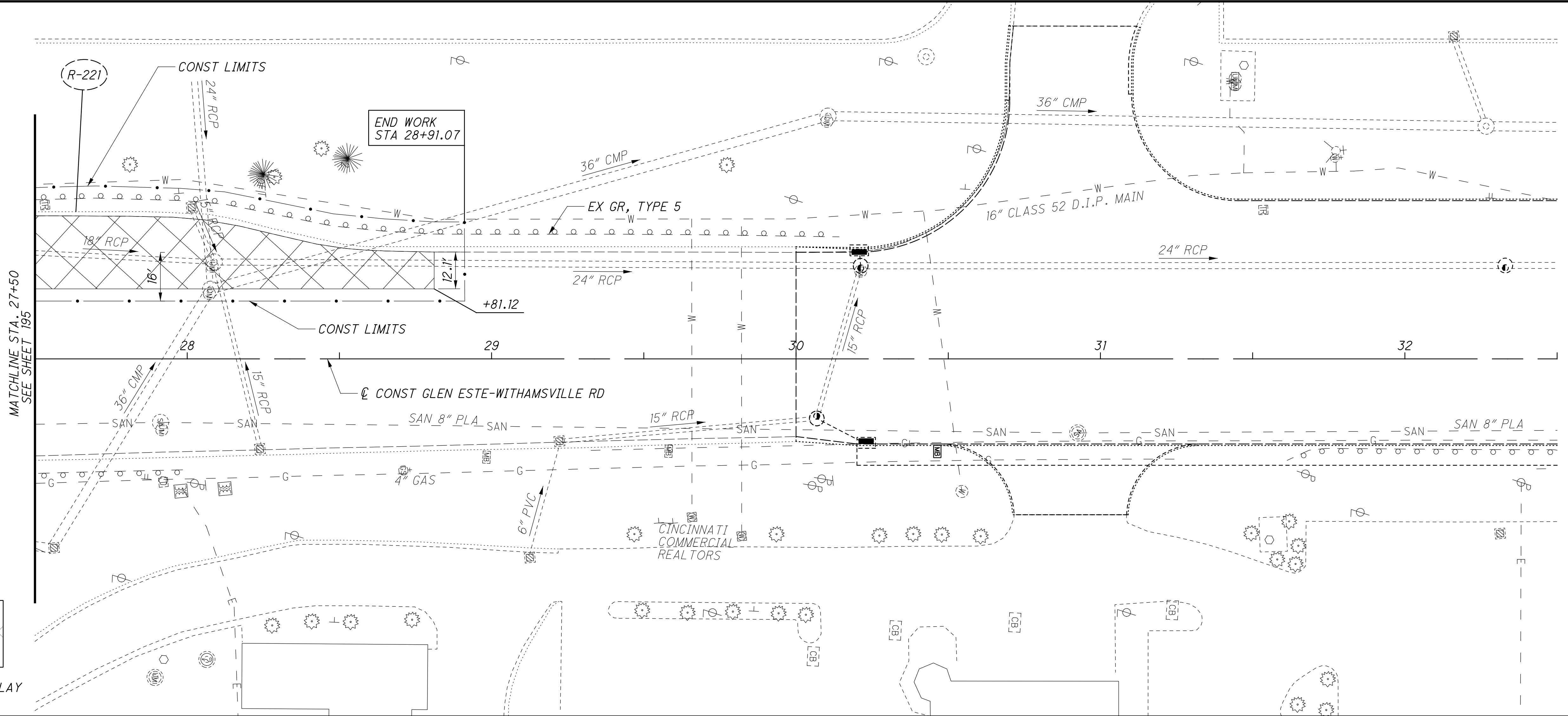
PLAN AND PROFILE - GLEN ESTE - WITHAMSVILLE RD - STA 22+50 TO STA 27+50

CLE-32-3.50 (PHASE 5)

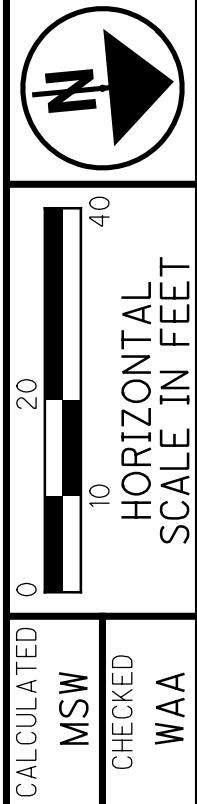
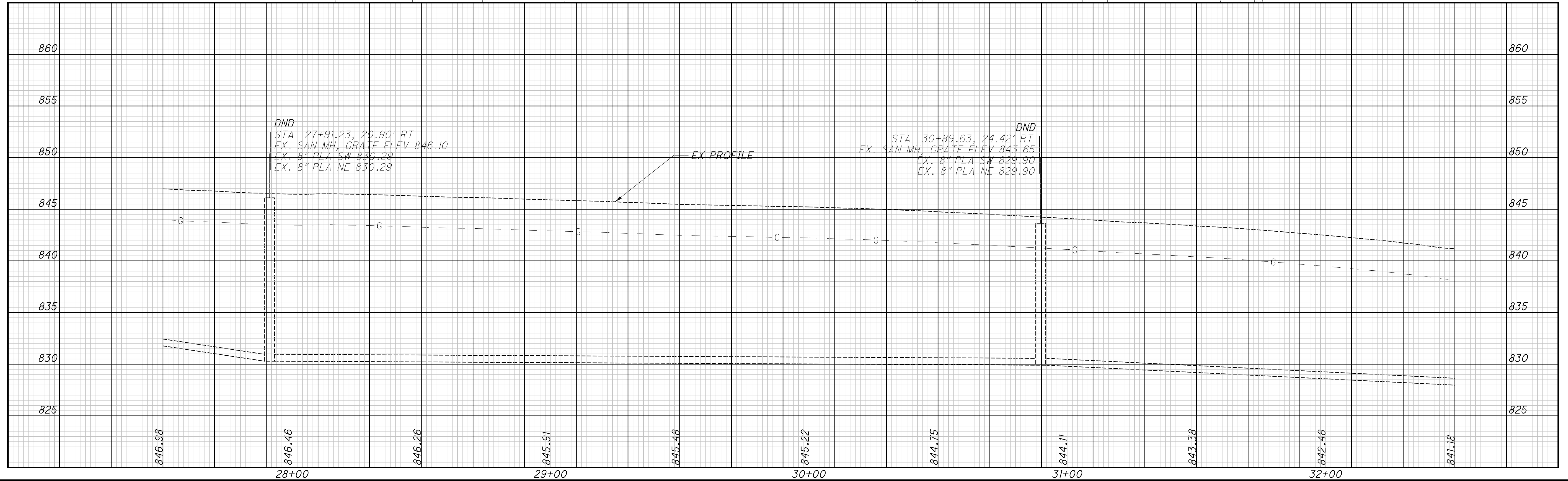
195
736

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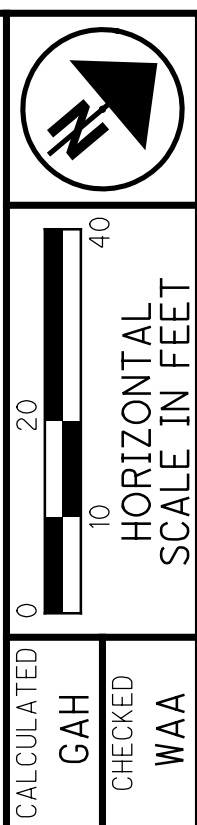
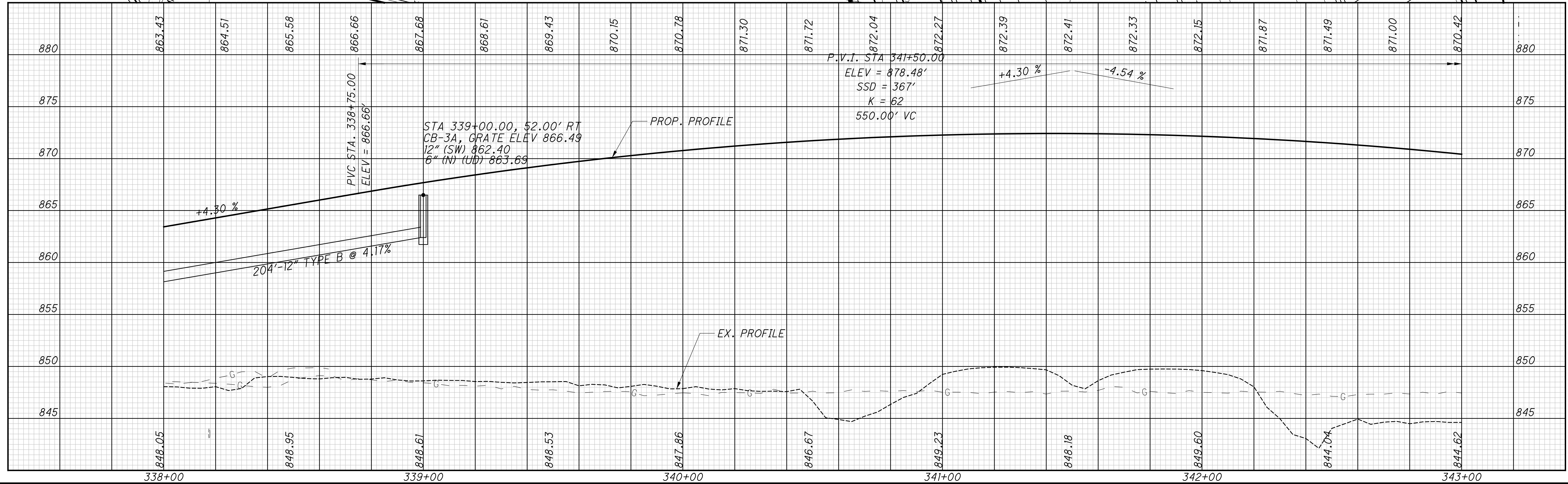
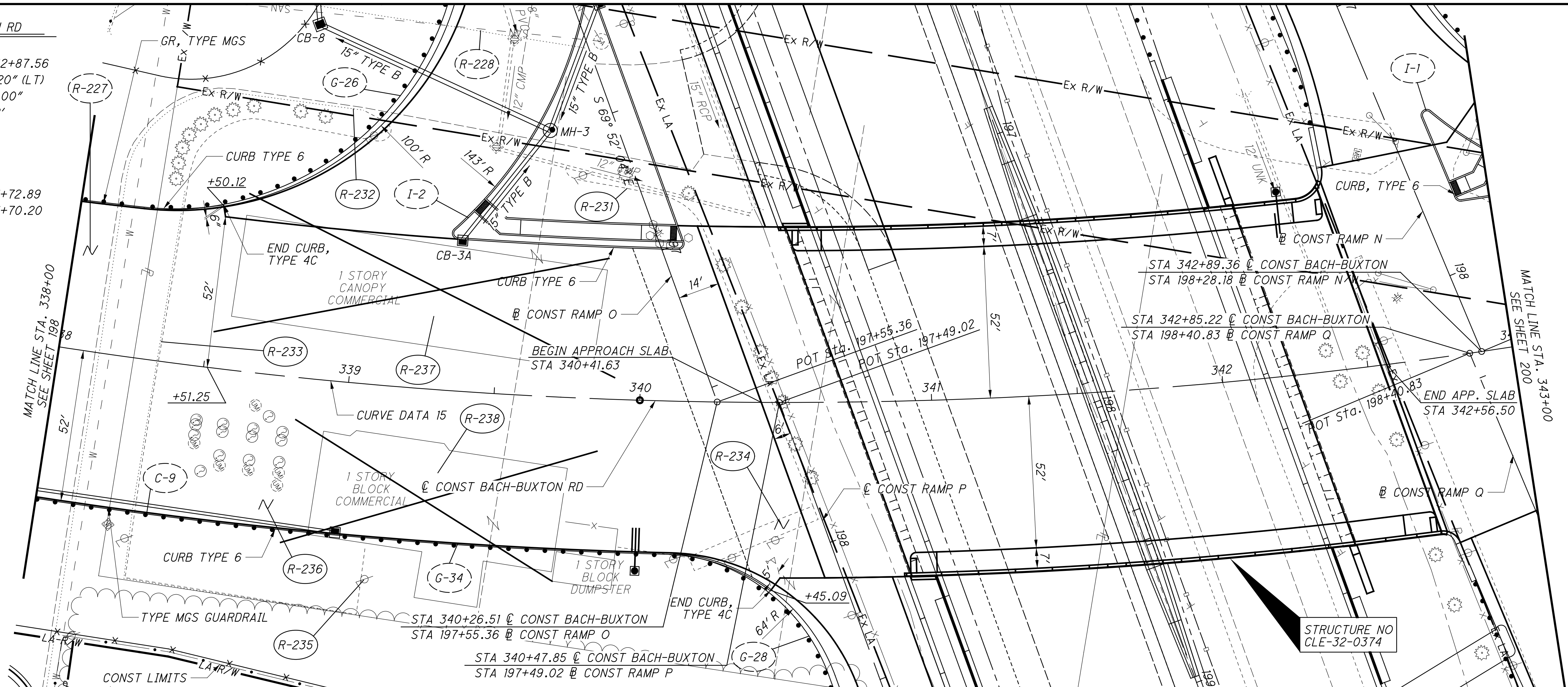
VARIABLE DEPTH OVERLAY



PLAN AND PROFILE - GLEN ESTE -
 WITHAMSVILLE RD - STA 27+50 TO STA 32+50

CLE-32-3.50
 (PHASE 5)

BACH-BUXTON RD
CURVE #15
 P.I. Sta. 342+87.56
 $\Delta = 34^\circ 54' 20''$ (LT)
 $Dc = 3^\circ 30' 00''$
 $R = 1,637.02'$
 $T = 514.67'$
 $L = 997.30'$
 $E = 79.00'$
 $e_{max} = NC$
 PC Sta. 337+72.89
 PT Sta. 347+70.20



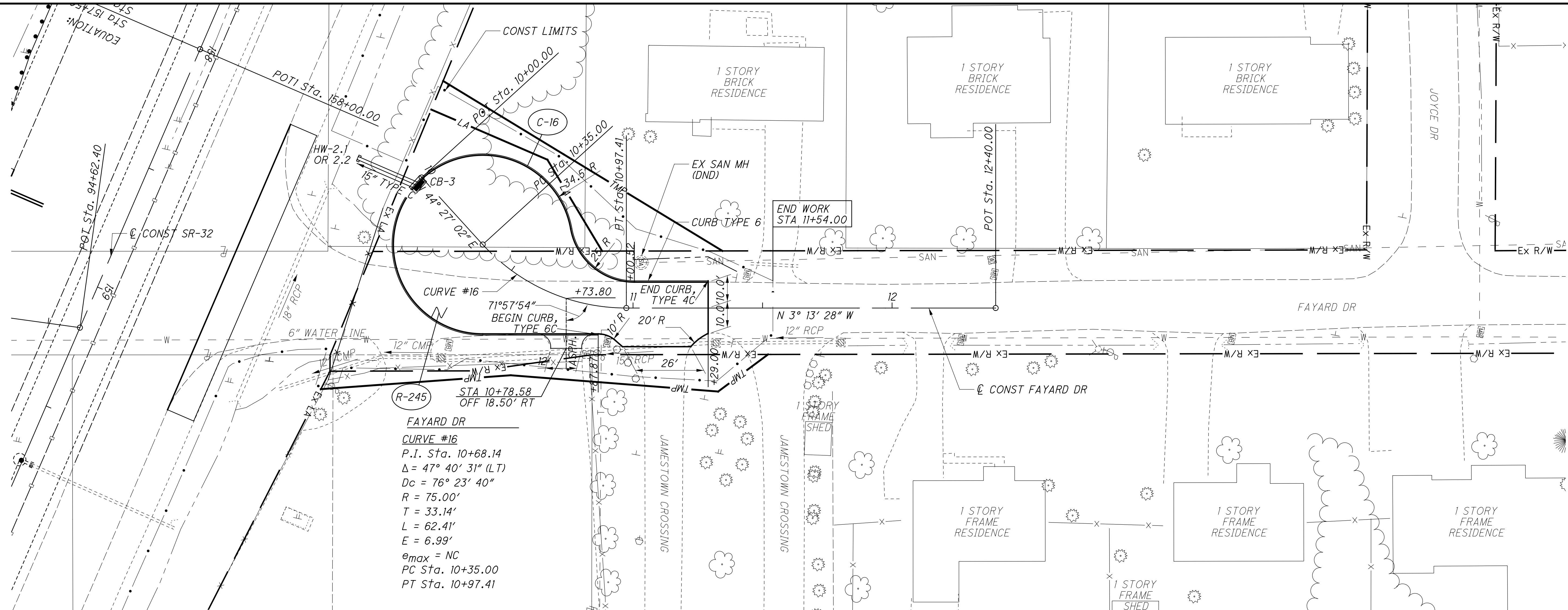
PLAN AND PROFILE - BACH-BUXTON RD
STA 338+00 TO STA 343+00

CLE-32-3.50
(PHASE 5)

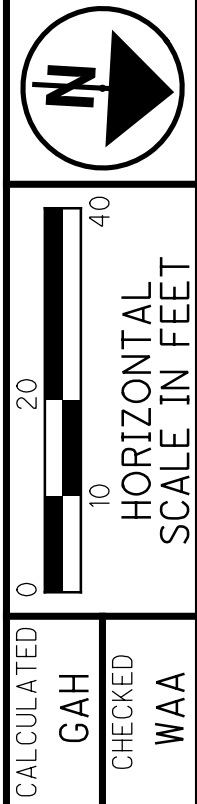
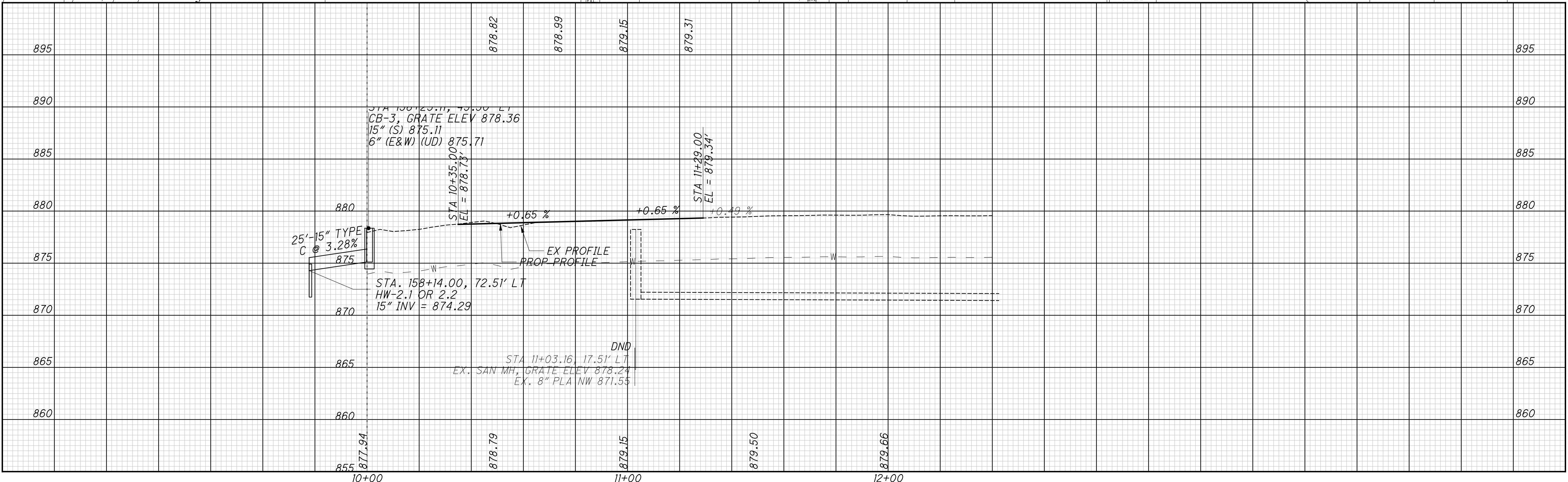
199
736

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FAYARD DR
 CURVE #16
 P.I. Sta. 10+68.14
 $\Delta = 47^\circ 40' 31''$ (LT)
 $D_c = 76^\circ 23' 40''$
 $R = 75.00'$
 $T = 33.14'$
 $L = 62.41'$
 $E = 6.99'$
 $e_{max} = NC$
 PC Sta. 10+35.00
 PT Sta. 10+97.41



PLAN AND PROFILE - FAYARD DR
 STA 10+00 TO STA 12+40

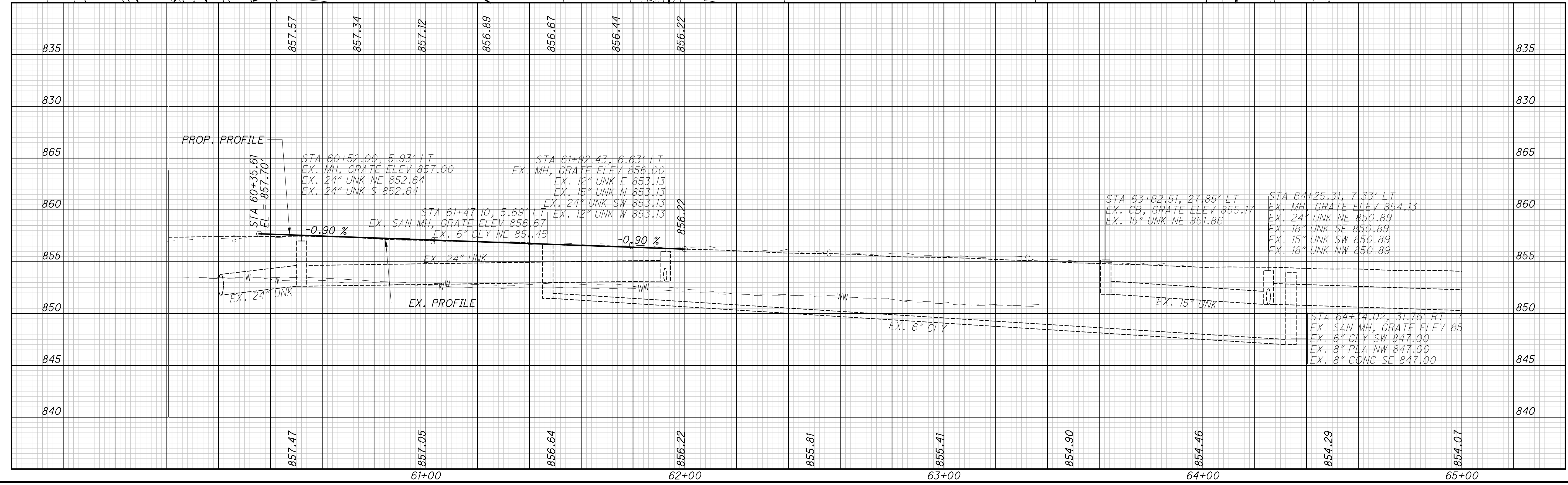
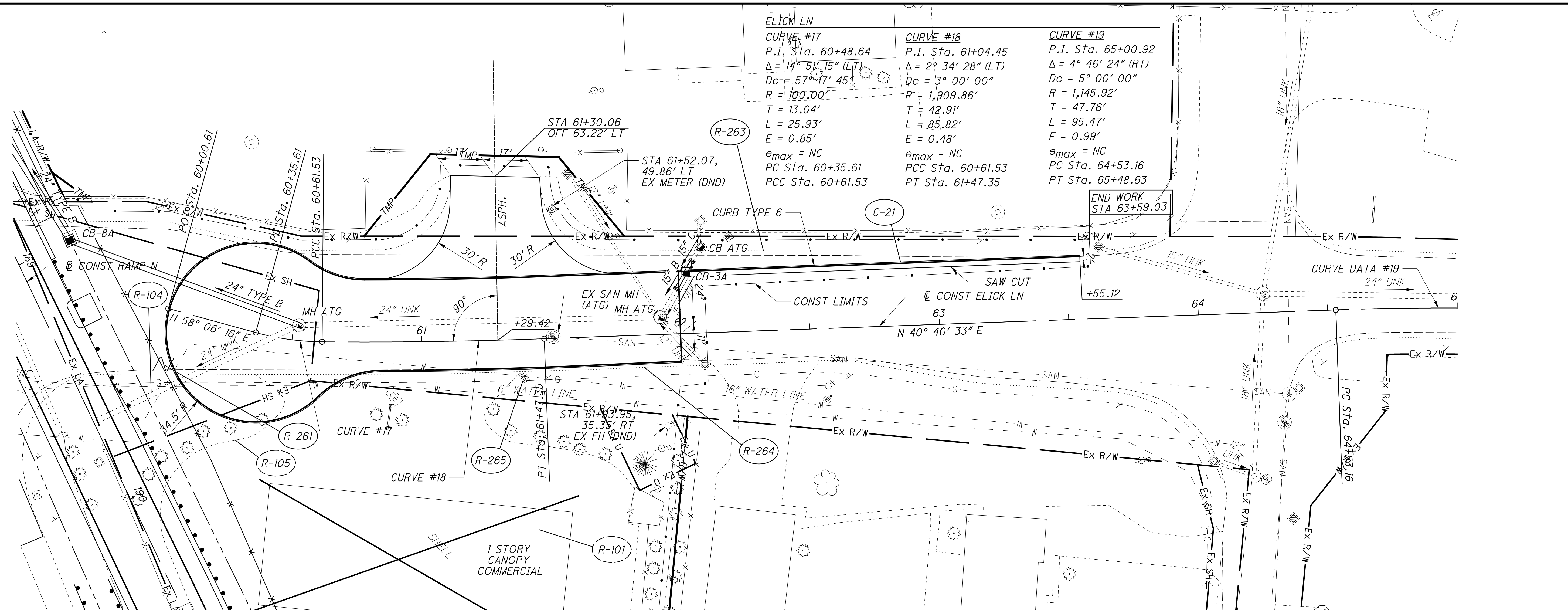
CLE-32-3.50
 (PHASE 5)



**PLAN AND PROFILE - ELICK LN (NORTH)
STA 60+00.61 TO STA 65+00**

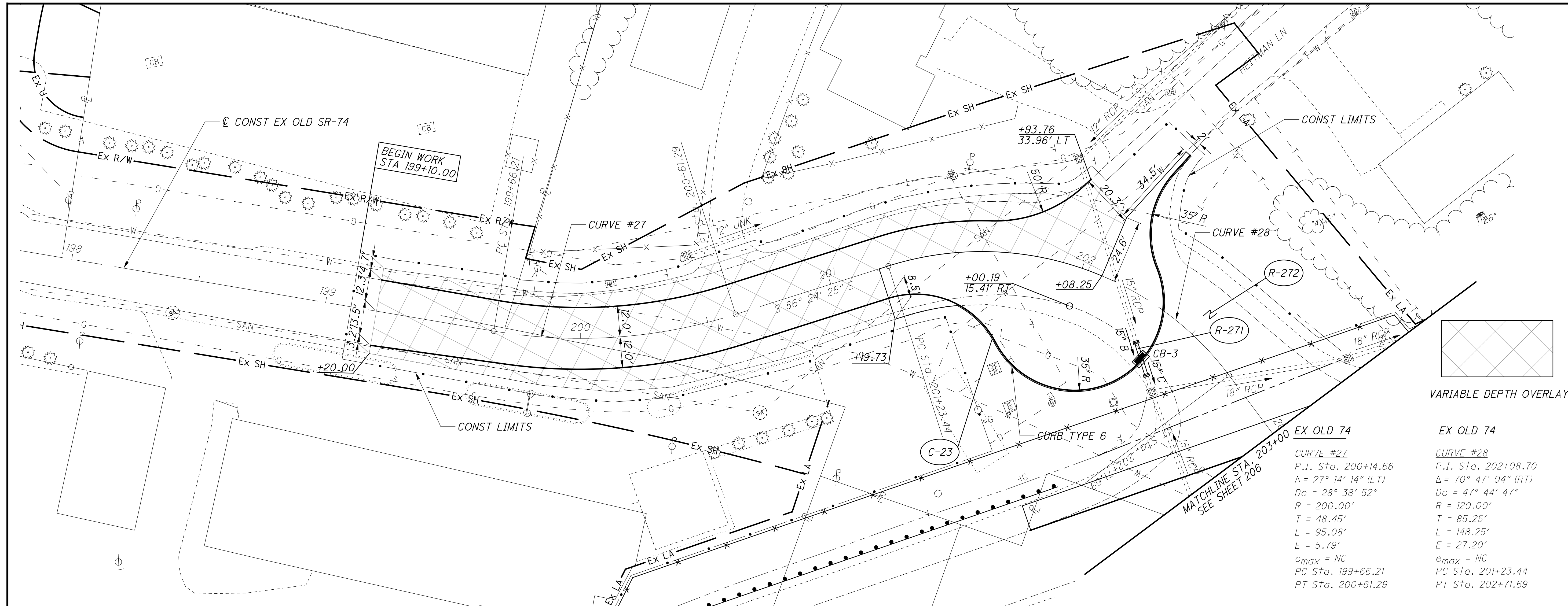
**CLE-32-3.50
(PHASE 5)**

ELICK LN	CURVE #17	CURVE #18	CURVE #19
	P.I. Sta. 60+48.64	P.I. Sta. 61+04.45	P.I. Sta. 65+00.92
	$\Delta = 14^\circ 51' 15''$ (LT)	$\Delta = 2^\circ 34' 28''$ (LT)	$\Delta = 4^\circ 46' 24''$ (RT)
	$Dc = 157^\circ 17' 45''$	$Dc = 3^\circ 00' 00''$	$Dc = 5^\circ 00' 00''$
	$R = 100.00'$	$R = 1,909.86'$	$R = 1,145.92'$
	$T = 13.04'$	$T = 42.91'$	$T = 47.76'$
	$L = 25.93'$	$L = 85.82'$	$L = 95.47'$
	$E = 0.85'$	$E = 0.48'$	$E = 0.99'$
	$\theta_{max} = NC$	$\theta_{max} = NC$	$\theta_{max} = NC$
	PC Sta. 60+35.61	PCC Sta. 60+61.53	PC Sta. 64+53.16
	PCC Sta. 60+61.53	PT Sta. 61+47.35	PT Sta. 65+48.63

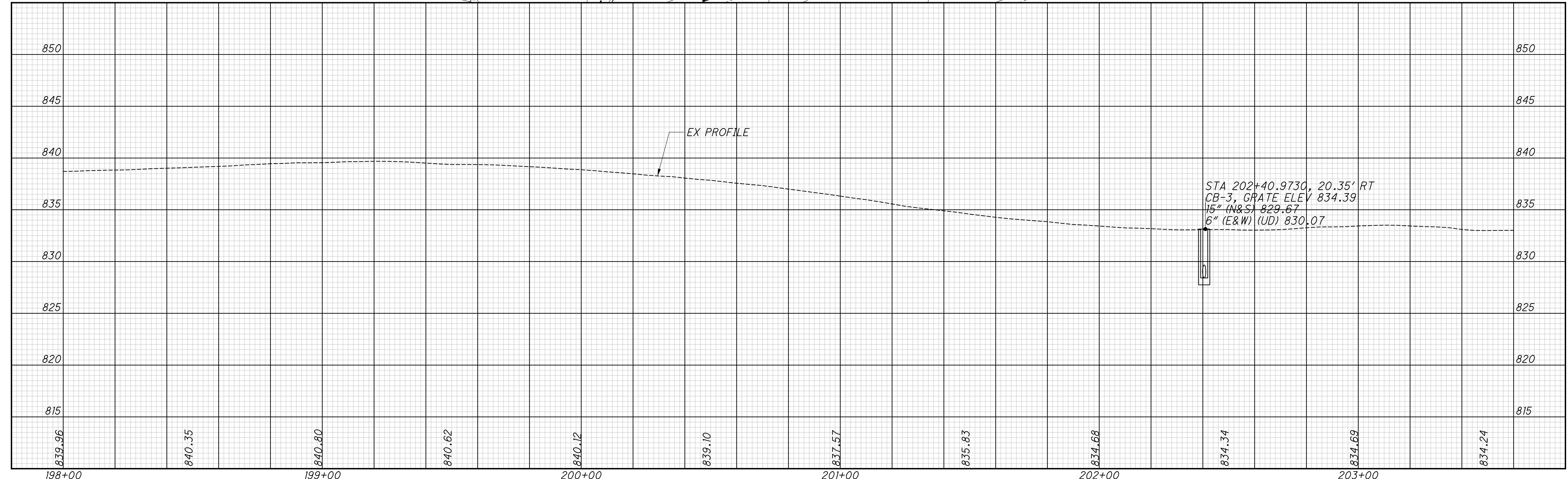


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EX OLD 74	
CURVE #27	CURVE #28
P.I. Sta. 200+14.66	P.I. Sta. 202+08.70
$\Delta = 27^\circ 14' 14''$ (LT)	$\Delta = 70^\circ 47' 04''$ (RT)
$Dc = 28^\circ 38' 52''$	$Dc = 47^\circ 44' 47''$
$R = 200.00'$	$R = 120.00'$
$T = 48.45'$	$T = 85.25'$
$L = 95.08'$	$L = 148.25'$
$E = 5.79'$	$E = 27.20'$
$e_{max} = NC$	$e_{max} = NC$
PC Sta. 199+66.21	PC Sta. 201+23.44
PT Sta. 200+61.29	PT Sta. 202+71.69

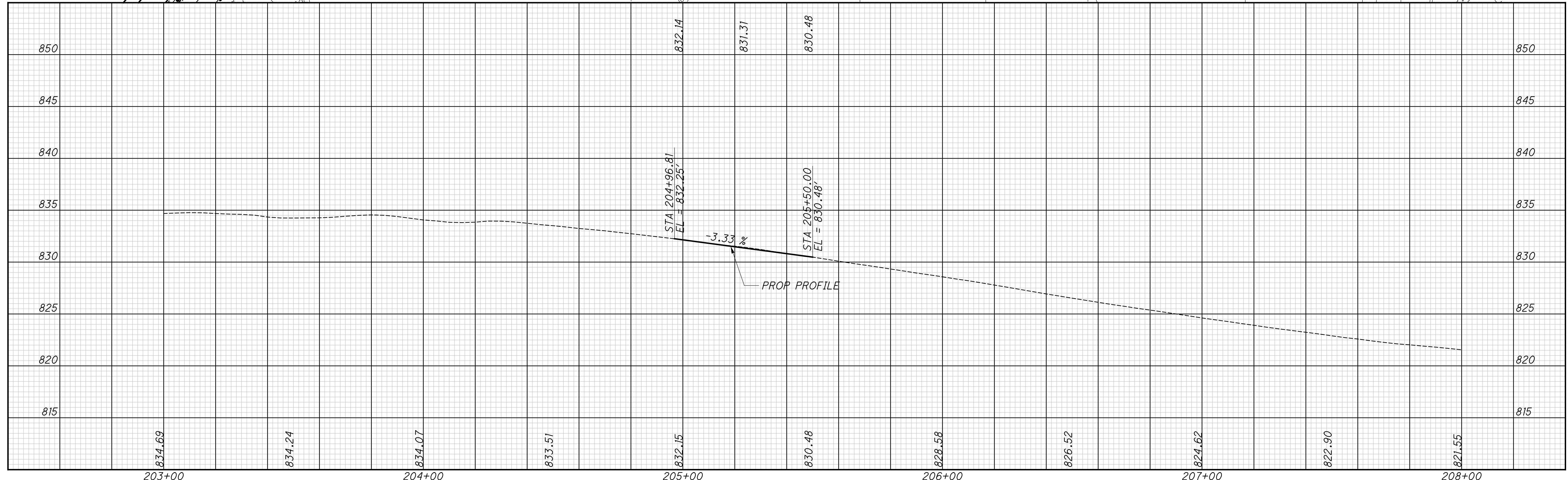
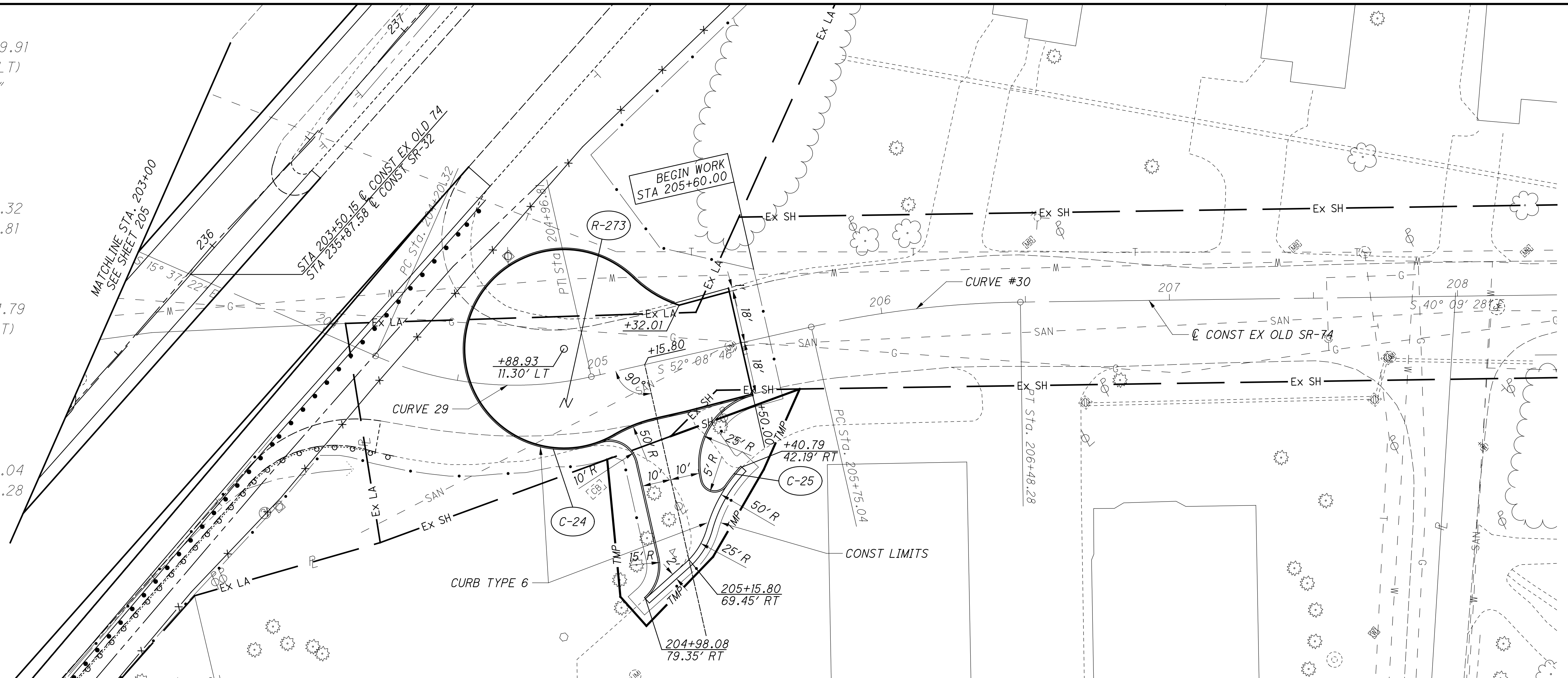


**PLAN AND PROFILE - EX OLD SR-74
STA 198+00 TO STA 203+00**

**CLE-32-3.50
(PHASE 5)**

EX OLD 74
 CURVE #29
 P.I. Sta. 204+59.91
 $\Delta = 36^\circ 31' 24''$ (LT)
 $D_c = 47^\circ 44' 47''$
 $R = 120.00'$
 $T = 39.60'$
 $L = 76.49'$
 $E = 6.36'$
 $e_{max} = NC$
 PC Sta. 204+20.32
 PT Sta. 204+96.81

EX OLD 74
 CURVE #30
 P.I. Sta. 206+11.79
 $\Delta = 11^\circ 59' 18''$ (RT)
 $D_c = 16^\circ 22' 13''$
 $R = 350.00'$
 $T = 36.75'$
 $L = 73.23'$
 $E = 1.92'$
 $e_{max} = NC$
 PC Sta. 205+75.04
 PT Sta. 206+48.28



CALCULATED MSW
 CHECKED WAA

PLAN AND PROFILE - EX OLD 74
 STA 203+00 TO STA 208+00

CLE-32-3.50
 (PHASE 5)

206
 736

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PROJECT DESCRIPTION

THE LIGHTING ACTIVITIES AS PART OF PROJECT CLE-32-3.50, PID 103954, INCLUDES THE INSTALLATION OF LIGHT POLES WITH LUMINAIRES, CONTROL CENTER, RELATED WIRING, CONDUIT AND PULL BOXES AS SHOWN ON THE PLANS. THE LIGHTING LIMITS ARE AS FOLLOWS:

- ALONG THE REALIGNMENT OF BACH BUXTON ROAD INCLUDING A NEW STRUCTURE OVER SR 32.

THESE NOTES ARE SUPPLEMENTAL TO ITEMS 625 AND 725 OF THE STATE OF OHIO DEPARTMENT OF TRANSPORTATION CONSTRUCTION AND MATERIAL SPECIFICATIONS.

GENERAL

THE FOLLOWING CRITERIA SHALL BE USED FOR BACH BUXTON ROAD DECORATIVE LIGHTING:

- A) POWER SERVICE SHALL BE 120/240 VOLT, 3 WIRE, SINGLE PHASE, GROUNDED NEUTRAL. LUMINAIRES ARE 240 VOLT, 2 WIRE GROUNDED.
- B) A NOMINAL 20 FOOT MOUNTING HEIGHT SHALL BE USED. POLE SUPPORTS ARE 18 FEET.
- C) CONTROL CENTER SHALL BE 60 AMP.
- D) CONTROL CENTER SHALL BE METERED.

UTILITIES

THE CONTRACTOR SHALL CONTACT THE OHIO UTILITY PROTECTION SERVICE BEFORE BEGINNING WORK. THE LOCATION OF THE UNDERGROUND UTILITIES SHOWN ON THE PLANS ARE AS OBTAINED FROM THE OWNERS AS REQUIRED BY SECTION 153.64 ORC.

LAMPS

HIGH PRESSURE SODIUM LAMPS SHALL BE GENERAL ELECTRIC "LUCALOX," OSRAM SYLVANIA "LUMALUX", PHILIPS "CERAMALUX," OR EQUAL AS APPROVED BY THE ENGINEER.

625, LIGHT POLE FOUNDATION, 24" X 6' DEEP, AS PER PLAN

IN ADDITION TO THE REQUIREMENTS OF ODOT CMS, THE LIGHT POLE FOUNDATION SHALL BE MODIFIED TO MATCH THE BOLT CIRCLE OF THE SELECTED LIGHT POLE.

PAYMENT WILL BE MADE AT THE UNIT BID PRICE FOR EACH ITEM 625, "LIGHT POLE FOUNDATION, 24" X 6' DEEP, AS PER PLAN" FOR EACH FOUNDATION WHICH SHALL BE FULL COMPENSATION FOR ALL LABOR, MATERIALS AND INCIDENTALS REQUIRED TO COMPLETE THIS ITEM IN A SATISFACTORY AND WORKMANLIKE MANNER.

CONDUIT EXPANSION AND DEFLECTION

EXPANSION FITTINGS SHALL BE OZ TYPE AX, CROUSE HINDS TYPE XJG, APPLETON TYPE AX, OR EQUAL APPROVED BY THE ENGINEER. EACH EXPANSION FITTING SHALL PROVIDE EITHER 4 OR 8 INCHES TOTAL MOVEMENT AS SPECIFIED BY THE PLAN DETAILS AND SHALL HAVE AN EXTERNAL COPPER BONDING JUMPER, UNLESS SPECIFIED OTHERWISE BY THE PLAN DETAILS.

DEFLECTION COUPLINGS SHALL BE OZ TYPE DX, CROUSE HINDS TYPE XD, APPLETON TYPE DF, OR EQUAL APPROVED BY THE ENGINEER. EACH DEFLECTION COUPLING SHALL HAVE AN EXTERNAL COPPER BONDING JUMPER, UNLESS SPECIFIED OTHERWISE BY THE PLAN DETAILS.

625, POWER SERVICE, AS PER PLAN

IN ADDITION TO ODOT ITEM 625.15, ELECTRIC POWER SHALL BE OBTAINED FROM DUKE ENERGY.

THE CONTRACTOR SHALL CONTACT THE METER SECTION OF DUKE ENERGY FOR INFORMATION REGARDING THE METER BASE INSTALLATION, IF ANY.

THE CONTRACTOR SHALL COORDINATE AND COOPERATE WITH THE POWER COMPANY IN THE MAKING OF THE CONNECTIONS TO ESTABLISH ELECTRICAL SERVICE. CHARGES MADE BY THE POWER COMPANY FOR ESTABLISHING OF THE ACCOUNT, EXTENSION OF COMPANY FACILITIES, CONNECTION OF CUSTOMER EQUIPMENT TO THE POWER COMPANY FACILITIES AND ENERGY WILL BE BORNE BY ODOT. AFTER ACCEPTANCE OF THE LIGHTING, THE POWER SERVICE ELECTRICAL ENERGY ACCOUNT SHALL BE TRANSFERRED TO THE MAINTAINING AGENCY NOTED ON THE PLANS.

AFTER ACCEPTANCE OF THE LIGHTING, THE POWER SERVICE ELECTRICAL ENERGY ACCOUNT SHALL BE TRANSFERRED TO THE MAINTAINING AGENCY NOTED ON THE PLANS.

POWER REQUIREMENTS:

ELECTRIC POWER SHALL BE OBTAINED FROM DUKE ENERGY. SERVICE LOCATIONS SHALL BE SUPPLIED AT LOCATIONS AS SHOWN ON THE PLANS. POWER SUPPLIED SHALL BE 120 / 240 VOLTS, 60HZ, SINGLE PHASE, 3-WIRE SERVICE. THE SERVICE SHALL BE PROTECTED BY A 60 AMP FUSE. PROVIDE A WOOD POLE TO SUPPORT THE ELECTRICAL SERVICE EQUIPMENT.

ALL CONNECTIONS TO THE ELECTRIC POWER LINES WILL BE MADE BY THE DUKE ENERGY CREWS. THE CONTRACTOR SHALL COORDINATE WITH CLERMONT COUNTY TRANSPORTATION IMPROVEMENT DISTRICT TO SET UP NEW ELECTRIC SERVICE ACCOUNTS BY CONTACTING DUKE ENERGY.

ALL METERS AND ALL OTHER RELATED EQUIPMENT SHALL BE INCIDENTAL TO ITEM 625 "POWER SERVICE, AS PER PLAN".

PAYMENT WILL BE MADE AT THE UNIT BID PRICE FOR EACH CMS 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.

GROUNDING AND BONDING

THE REQUIREMENTS OF THE CONSTRUCTION AND MATERIAL SPECIFICATIONS (CMS) AND THE HL 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. IF MULTIPLE CONDUIT RUNS BEGIN AND END AT THE SAME POINTS, ONLY ONE EQUIPMENT GROUNDING CONDUCTOR IS REQUIRED.
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 DE-BURRED 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 POLES.
 - II. 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.

GROUNDING AND BONDING (CONT.)

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

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CHECKED

LIGHTING GENERAL NOTES

CLE-32-3.50
(PHASE 5)

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MADE BY: GJZ DATE: 3/8/2018
 CHECKED BY: ZTW DATE: 3/22/2018

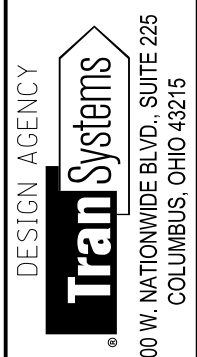
ESTIMATED QUANTITIES - CLE-32-0374 BRIDGE

ITEM	EXTENSION	TOTAL	UNIT	DESCRIPTION	ABUT.	PIERS	SUPER.	GENERAL	SHEET #
204	50000	1151	SY	GEOTEXTILE FABRIC	1151				
503	11100	LS		COFFERDAMS AND EXCAVATION BRACING				LS	
503	21300	LS		UNCLASSIFIED EXCAVATION				LS	
505	11100	LS		PILE DRIVING EQUIPMENT MOBILIZATION				LS	
507	00100	4000	FT	STEEL PILES HPI0X42, FURNISHED	3040	960			
507	00150	3380	FT	STEEL PILES HPI0X42, DRIVEN	2660	720			
509	10000	243028	LB	EPOXY COATED REINFORCING STEEL	20203	40786	182039		
511	33501	2	EACH	SEMI-INTEGRAL DIAPHRAGM GUIDE, AS PER PLAN	2				3 & 11 / 54
511	46512	307	CY	CLASS QC1 CONCRETE WITH QC/OA, FOOTING	241	66			
511	53014	824	CY	CLASS QC3 CONCRETE, MISC.: CLASS QC3 CONCRETE WITH QC/OA, SUPERSTRUCTURE	184	43	597		3 & 4 / 54
511	53014	117	CY	CLASS QC3 CONCRETE, MISC.: CLASS QC3 CONCRETE WITH QC/OA, PIER ABOVE FOOTINGS		117			3 / 54
511	53014	115	CY	CLASS QC3 CONCRETE, MISC.: CLASS QC3 CONCRETE WITH QC/OA, ABUTMENT NOT INCLUDING FOOTING	115				3 / 54
512	10050	307	SY	SEALING OF CONCRETE SURFACES (NON-EPOXY)			307		
512	10100	1142	SY	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)	257	251	634		
515	15070	12	EACH	DRAPED STRAND PRESTRESSED CONCRETE BRIDGE I-BEAM MEMBERS, LEVEL 3, TYPE WF36-49 (BEAM LENGTH = 81'-11 1/4")			12		
515	15070	12	EACH	DRAPED STRAND PRESTRESSED CONCRETE BRIDGE I-BEAM MEMBERS, LEVEL 3, TYPE WF36-49 (BEAM LENGTH = 68'-6 1/4")			12		
515	20000	44	EACH	INTERMEDIATE DIAPHRAGMS			44		
516	10010	127	FT	ARMORLESS PREFORMED JOINT SEAL				127	
516	13600	4453	SF	1" PREFORMED EXPANSION JOINT FILLER	17		25	4411	
516	13900	109	SF	2" PREFORMED EXPANSION JOINT FILLER	109				
516	14020	290	FT	SEMI-INTEGRAL ABUTMENT EXPANSION JOINT SEAL	290				
516	44101	12	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN (13"x20"x2 9/16" WITH 14"x21"x2 1/4" BOTTOM LOAD PLATE)	12				25 / 54
516	44101	12	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN (13"x18"x2 9/16" WITH 14"x19"x2" BOTTOM LOAD PLATE)	12				25 / 54
516	44101	24	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN (11"x21"x2" WITH 12"x40"x2 3/16" TOP BEVELED LOAD PLATE)		24			26 / 54
517	75123	376	FT	RAILING (CONCRETE PARAPET WITH TWIN STEEL TUBE RAILING AND VANDAL PROTECTION FENCE), AS PER PLAN			306	70	4 / 54
518	12301	4	EACH	SCUPPERS, INCLUDING SUPPORTS, AS PER PLAN			4		38 / 54
518	21200	36	CY	POROUS BACKFILL WITH GEOTEXTILE FABRIC	36				
518	40000	293	FT	6" PERFORATED CORRUGATED PLASTIC PIPE	293				
518	40010	1	FT	6" NON-PERFORATED CORRUGATED PLASTIC PIPE, INCLUDING SPECIALS	1				
526	30011	804	SY	REINFORCED CONCRETE APPROACH SLABS WITH QC/OA (T=17"), AS PER PLAN				804	3 & 4 / 54
526	90021	105	SY	TYPE B INSTALLATION, AS PER PLAN				105	50 / 54
526	90030	127	FT	TYPE C INSTALLATION				127	
607	39930	345	FT	VANDAL PROTECTION FENCE, 12' CURVED, COATED FABRIC				345	
608	53020	40	SF	DETECTABLE WARNING				40	
SPECIAL	69098400	LS		MISC: TEMPORARY SURCHARGE				LS	4 / 54
863	00100	2534	SY	GEOGRID, TYPE P1	2534				
863	00801	539	CY	REINFORCED EMBANKMENT, AS PER PLAN	539				4 / 54

MADE BY: GJZ DATE: 2/20/2018
 CHECKED BY: ZTW DATE: 2/22/2018

ESTIMATED QUANTITIES - MSE WALLS

ITEM	EXTENSION	TOTAL	UNIT	DESCRIPTION	WALL NO. 11	WALL NO. 14	SHEET #
203	20001	1683	CY	EMBANKMENT, AS PER PLAN	694	989	3 / 54
203	35110	303	CY	GRANULAR MATERIAL, TYPE B	150	153	
SPECIAL	20365000	8	EACH	SETTLEMENT PLATFORM	6	2	4 / 54
512	10100	1455	SY	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)	1216	239	
512	33000	7	SY	TYPE 2 WATERPROOFING	7	-	18 / 54
516	13200	476	SF	1/2" PREFORMED EXPANSION JOINT FILLER	445	31	
601	21001	560	SY	CONCRETE SLOPE PROTECTION, AS PER PLAN	525	35	4 / 54
840	20000	19647	SF	MECHANICALLY STABILIZED EARTH WALL	16303	3344	
840	21000	3072	CY	WALL EXCAVATION	2531	541	
840	22000	678	SY	FOUNDATION PREPARATION	-	678	
840	22001	2618	SY	FOUNDATION PREPARATION, AS PER PLAN	2618	-	4 / 54
840	23000	15947	CY	SELECT GRANULAR BACKFILL	12433	3514	
840	23050	502	CY	NATURAL SOIL	316	186	
840	25010	2511	FT	6" DRAINAGE PIPE, PERFORATED	2039	472	
840	25020	266	FT	6" DRAINAGE PIPE, NON-PERFORATED	161	105	
840	26000	1262	FT	CONCRETE COPING	1036	226	
840	27000	10	DAY	ON-SITE ASSISTANCE	5	5	
878	25000	LS		INSPECTION AND COMPACTION TESTING OF UNBOUND MATERIALS	LS	LS	



DESIGN AGENCY
 DATE: 03/01/19
 MSL
 STRUCTURE FILE NUMBER: 1300336

DRAWN: PJP
 PJP
 REVISIONS: ZTW

ESTIMATED QUANTITIES
 BRIDGE NO. CLE-32-0374
 BACH-BUXTON ROAD OVER SR-32

CLE-32-3.50
 PID No. 103954

5 / 54

591
 736

POST CONSTRUCTION STORM WATER TREATMENT

THIS PLAN UTILIZES STRUCTURAL BEST MANAGEMENT PRACTICES (BMP'S) FOR POST CONSTRUCTION STORM WATER TREATMENT. THE BMP'S ARE PROVIDED IN OTHER PHASES OF THE SEGMENT IVa PROJECT.

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, THE CONTRACTOR SHALL 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, THE ENGINEER SHALL BE NOTIFIED 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, THE ENGINEER SHALL BE NOTIFIED 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 SHALL BE INCLUDED IN THE CONTRACT PRICE FOR THE PERTINENT 611 CONDUIT ITEM.

CLEAN WATER CONNECTIONS TO SANITARY SEWERS

ROOF DRAINS, FOUNDATION DRAINS, DRAIN TILES, AND OTHER CLEAN WATER CONNECTIONS TO THE SANITARY SYSTEM ARE PROHIBITED.

ITEM 611 - CONDUIT BORED OR JACKED

WHERE IT IS SPECIFIED THAT A CONDUIT BE INSTALLED BY THE METHOD OF BORING OR JACKING, NO TRENCH EXCAVATION SHALL BE CLOSER THAN 10 FEET TO THE (EDGE OF PAVEMENT) (NEAREST RAIL). PROVIDE A 0.50 INCH UNGALVANIZED CASING PIPE CONFORMING TO 748.06 THAT HAS JOINTS WITH A CIRCUMFERENCIAL FULLY PENETRATING B-U4B WELD THAT IS PERFORMED BY AN ODOT APPROVED FIELD WELDER. THE INSTALLED CASING PIPE IS THE STORM WATER CONVEYANCE CARRIER UNLESS OTHERWISE SPECIFIED IN THE PLANS. HYDROSTATIC TESTING IS NOT REQUIRED FOR THE CASING PIPE.

GRADE CHANGES

IF IT IS DETERMINED THAT THE ELEVATION OF THE EXISTING APPURTENANCE TO BE CONNECTED, DIFFERS FROM THE PLAN ELEVATION OR RESULTS IN A CHANGE IN THE PLAN SEWER SLOPE, THE ENGINEER SHALL BE NOTIFIED BEFORE STARTING CONSTRUCTION OF ANY PORTION OF THE PROPOSED SEWER WHICH WILL BE AFFECTED BY THE VARIANCE IN THE EXISTING ELEVATIONS. IF IT IS DETERMINED THAT THE PROPOSED SEWER WILL INTERSECT AN EXISTING SEWER OR UNDERGROUND UTILITY IF CONSTRUCTED AS SHOWN ON THE PLAN, THE ENGINEER SHALL BE NOTIFIED BEFORE STARTING CONSTRUCTION OF ANY PORTION OF THE PROPOSED SEWER WHICH WOULD BE AFFECTED BY THE INTERFERENCE WITH AN EXISTING FACILITY.

GRADES AND ELEVATIONS SHOWN ON THE PLANS SHALL NOT BE REVISED UNDER ANY CIRCUMSTANCES WITHOUT FIRST OBTAINING WRITTEN APPROVAL FROM THE ENGINEER. INVERT ELEVATIONS SHALL NOT DEVIATE FROM THE PLAN ELEVATION BY MORE THAN 0.05 FOOT. FAILING TO MEET THE ABOVE REQUIREMENTS IS CAUSE FOR REJECTION OF THE AFFECTED SECTION OF SEWER.

TEMPORARY DRAINAGE ITEMS

TEMPORARY DRAINAGE ITEMS LABELED ON THE MAINTENANCE OF TRAFFIC PLAN ARE ITEMIZED ON THE MOT PLANS. PAYMENT FOR THE TEMPORARY DRAINAGE ITEMS ARE ITEMIZED AND CARRIED TO THE GENERAL SUMMARY.

EXISTING SUBSURFACE DRAINAGE

PROVIDE UNOBSTRUCTED OUTLETS FOR ALL EXISTING UNDERDRAINS OR AGGREGATE DRAINS ENCOUNTERED DURING CONSTRUCTION.

PROVIDE AN OUTLET PER STANDARD CONSTRUCTION DRAWING DM-1.1 FOR ALL UNDERDRAINS THAT OUTLET TO A SLOPE.

UNDERDRAINS THAT CAN BE CONNECTED TO THE NEW OR EXISTING UNDERDRAINS AT THE END OF THE PROJECT LIMITS AS WELL AS ALL NECESSARY BENDS OR BRANCHES REQUIRED FOR CONNECTION ARE INCLUDED IN THE BASIS OF PAYMENT FOR UNCLASSIFIED PIPE UNDERDRAINS.

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED IN THE GENERAL SUMMARY FOR THE WORK NOTED ABOVE:

601, TIED CONCRETE BLOCK MAT, TYPE 1	8 SQ. YD.
611, 4" CONDUIT, TYPE F	200 FT.
611, PRECAST REINFORCED CONCRETE OUTLET	4 EACH
605, 6" UNCLASSIFIED PIPE UNDERDRAINS	200 FT.

REVIEW OF DRAINAGE FACILITIES

BEFORE ANY WORK IS STARTED ON THE PROJECT AND AGAIN BEFORE FINAL ACCEPTANCE BY THE STATE, REPRESENTATIVES OF THE STATE AND THE CONTRACTOR, ALONG WITH LOCAL REPRESENTATIVES, SHALL MAKE AN INSPECTION OF ALL EXISTING SEWERS WHICH ARE TO REMAIN IN SERVICE AND WHICH MAY BE AFFECTED BY THE WORK. THE CONDITION OF THE EXISTING CONDUITS AND THEIR APPURTENANCE SHALL BE DETERMINED FROM FIELD OBSERVATIONS. RECORDS OF THE INSPECTION SHALL BE KEPT IN WRITING BY THE STATE.

ALL NEW CONDUITS, INLETS, CATCH BASINS, AND MANHOLES CONSTRUCTED AS A PART OF THE PROJECT SHALL BE FREE OF ALL FOREIGN MATTER AND IN A CLEAN CONDITION BEFORE THE PROJECT WILL BE ACCEPTED BY THE STATE.

ALL EXISTING SEWERS INSPECTED INITIALLY BY THE ABOVE MENTIONED PARTIES SHALL BE MAINTAINED AND LEFT IN A CONDITION REASONABLY COMPARABLE TO THAT DETERMINED BY THE ORIGINAL INSPECTION. ANY CHANGE IN THE CONDITION RESULTING FROM THE CONTRACTOR'S OPERATIONS SHALL BE CORRECTED BY THE CONTRACTOR TO THE SATISFACTION OF THE ENGINEER.

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

TYING INTO EXISTING DRAINAGE STRUCTURES

WHEN A PROPOSED CONDUIT IS BEING TIED INTO AN EXISTING DRAINAGE STRUCTURE, THE HOLE BEING MADE IN THE EXISTING STRUCTURE TO RECEIVE THE PROPOSED CONDUIT SHALL BE A CORED HOLE. FOR CONDUITS OVER 24", THE HOLE CAN BE NEATLY SAWED INSTEAD OF CORED.

THE COST OF TYING INTO AN EXISTING DRAINAGE STRUCTURE SHALL BE INCLUDED IN THE COST OF INSTALLING ITEM 611 CONDUIT.

15" CONDUIT, TYPE B, AS PER PLAN

CONNECT TO EXISTING 18" WITH MANUFACTURED FITTING AND MASONRY COLLAR.

DRAINAGE AT INTERSECTION STREETS

AT INTERSECTING STREETS WHERE THE DRAINAGE IS TOWARD OR INTO THE PROJECT, SPECIAL CARE SHALL BE TAKEN BY THE CONTRACTOR TO MAINTAIN PROPER GRADE ALONG THE EDGE OF PAVEMENT SO THAT WATER WILL NOT POND. AT INTERSECTING STREETS, WHERE THE EDGE OF PAVEMENT CONTINUES ACROSS THE STREET, CARE SHALL BE TAKEN TO FEATHER DOWN AND FORM A NEAT SEAM WITH THE PROPER GRADE.

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GENERAL NOTES

CLE-32-2.65
(PHASE 7)

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SHEET NUM.												PART.	ITEM	ITEM	GRAND	UNIT	DESCRIPTION	SEE SHEET NO.	
11	12	13	73	74	75	76	77	81	83	275		02/NHS/PV	EXT	TOTAL					
																ROADWAY			
												LS	201	11000	LS	CLEARING AND GRUBBING			
LS			8									8	202	20010	8	EACH	HEADWALL REMOVED		
			8,029									8,029	202	23000	8,029	SY	PAVEMENT REMOVED		
			849									849	202	30700	849	FT	CONCRETE BARRIER REMOVED		
			1,742									1,742	202	35100	1,742	FT	PIPE REMOVED, 24" AND UNDER		
			615									615	202	38000	615	FT	GUARDRAIL REMOVED		
			54									54	202	38300	54	FT	GUARDRAIL REMOVED, BARRIER DESIGN		
			2									2	202	47800	2	EACH	IMPACT ATTENUATOR REMOVED		
			6,409									6,409	202	48000	6,409	FT	CABLE BARRIER REMOVED		
			4									4	202	58000	4	EACH	MANHOLE REMOVED		
			17									17	202	58100	17	EACH	CATCH BASIN REMOVED		
			95									95	SPECIAL	20270000	95	FT	FILL AND PLUG EXISTING CONDUIT (12"-15")	12	
			1,419									1,419	202	75000	1,419	FT	FENCE REMOVED		
					11,231							11,231	203	10000	11,231	CY	EXCAVATION		
					727							727	203	20000	727	CY	EMBANKMENT		
					3,160							3,160	203	20001	3,160	CY	EMBANKMENT, AS PER PLAN	12	
								114				114	204	10000	114	SY	SUBGRADE COMPACTION		
					3,160							3,160	204	13000	3,160	CY	EXCAVATION OF SUBGRADE		
	17											17	204	45000	17	hour	PROOF ROLLING		
												34,112	206	10020	34,112	SY	LIME STABILIZED SUBGRADE, 14 INCHES DEEP		
												1,030	206	10300	1,030	TON	LIME		
												34,226	206	11000	34,226	SY	CURING COAT		
					1,950							1,950	606	15050	1,950	FT	GUARDRAIL, TYPE MGS		
					4							4	606	26150	4	EACH	ANCHOR ASSEMBLY, MGS TYPE E (MASH 2016)		
					3							3	606	26550	3	EACH	ANCHOR ASSEMBLY, MGS TYPE T		
					1							1	606	60028	1	EACH	IMPACT ATTENUATOR, TYPE 2 (BIDIRECTIONAL) (60 MPH/34" WIDTH)		
					1,317							1,317	607	23000	1,317	FT	FENCE, TYPE CLT		
					1,317							1,317	607	70000	1,317	FT	FENCELINE SEEDING AND MULCHING		
					7,662							7,662	622	10140	7,662	FT	CONCRETE BARRIER, SINGLE SLOPE, TYPE C1		
					1							1	622	24860	1	EACH	CONCRETE BARRIER END SECTION, TYPE C1		
					42							42	622	25014	42	EACH	CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE C1		
					1							1	622	25015	1	EACH	CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE C1, AS PER PLAN	178	
										13		13	623	38500	13	EACH	MONUMENT ASSEMBLY		
																		EROSION CONTROL	
		8										12	601	21050	12	SY	TIED CONCRETE BLOCK MAT WITH TYPE 1 UNDERLAYMENT		
											3	3	601	32204	3	CY	ROCK CHANNEL PROTECTION, TYPE C WITH GEOTEXTILE FABRIC		
												2	659	00100	2	EACH	SOIL ANALYSIS TEST		
		2										1,194	659	00300	1,194	CY	TOPSOIL		
		10,753										10,753	659	10000	10,753	SY	SEEDING AND MULCHING		
												538	659	14000	538	SY	REPAIR SEEDING AND MULCHING		
		538										538	659	15000	538	SY	INTER-SEEDING		
		1.5										1.5	659	20000	1.5	TON	COMMERCIAL FERTILIZER		
		2.22										2.22	659	31000	2.22	ACRE	LIME		
		60										60	659	35000	60	MGAL	WATER		
												24	659	40000	24	MSF	MOWING		
		24									142	142	670	00710	142	SY	DITCH EROSION PROTECTION MAT, TYPE A		
												LS	832	15000	LS		STORM WATER POLLUTION PREVENTION PLAN		
												LS	832	15002	LS		STORM WATER POLLUTION PREVENTION INSPECTIONS		
												LS	832	15010	LS		STORM WATER POLLUTION PREVENTION INSPECTION SOFTWARE		
											120,281	120,281	832	30000	120,281	EACH	EROSION CONTROL		

GENERAL SUMMARY	CALCULATED MSW	CHECKED WAA
67 316	CLE-32-2.65 (PHASE 7)	

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SHEET NUM.												PART.	ITEM	ITEM	GRAND	UNIT	DESCRIPTION	SEE	
12	13	14	15	19	74	76	77	81	82	251		02/NHS/ PV	EXT	TOTAL		SHEET			
						2							2	602	20000	2	CY	DRAINAGE	
							17,348						17,348	605	11110	17,348	FT	CONCRETE MASONRY	
	200												200	605	13300	200	FT	6" SHALLOW PIPE UNDERDRAINS WITH GEOTEXTILE FABRIC	
													3,743	605	14020	3,743	FT	6" UNCLASSIFIED PIPE UNDERDRAINS	
	200												200	611	00406	200	FT	6" BASE PIPE UNDERDRAINS WITH GEOTEXTILE FABRIC	
																		4" CONDUIT, TYPE F	
													704	611	00510	704	FT	6" CONDUIT, TYPE F FOR UNDERDRAIN OUTLETS	
						21							21	611	05900	21	FT	15" CONDUIT, TYPE B	
						10							10	611	05901	10	FT	15" CONDUIT, TYPE B, AS PER PLAN	13
						30							30	611	07400	30	FT	18" CONDUIT, TYPE B, 706.02	
						21							21	611	10400	21	FT	24" CONDUIT, TYPE B	
						20							20	611	10400	20	FT	24" CONDUIT, TYPE B, 706.02	
						10							10	611	19400	10	FT	42" CONDUIT, TYPE B	
						320								611	96600	320	FT	CONDUIT, BORED OR JACKED: 15" TYPE B	
						84								611	96600	84	FT	CONDUIT, BORED OR JACKED: 24" TYPE B	
				2									2	611	98631	2	EACH	CATCH BASIN ADJUSTED TO GRADE, AS PER PLAN	19
						12							12	611	99110	12	EACH	INLET, NO. 3 FOR SINGLE SLOPE BARRIER, TYPE C1	
						1								611	99574	1	EACH	MANHOLE, NO. 3	
						7							7	611	99654	7	EACH	MANHOLE ADJUSTED TO GRADE	
						1							1	611	99660	1	EACH	MANHOLE RECONSTRUCTED TO GRADE	
	4							2					6	611	99710	6	EACH	PRECAST REINFORCED CONCRETE OUTLET	
																		PAVEMENT	
5,670													5,670	253	02000	5,670	CY	PAVEMENT REPAIR	
									105,877				105,877	254	01000	105,877	SY	PAVEMENT PLANING, ASPHALT CONCRETE (DEPTH AS SHOWN)	
10,600													10,600	254	01600	10,600	SY	PATCHING PLANED SURFACE	
			5										5	301	46000	5	CY	ASPHALT CONCRETE BASE, PG64-22	
									9,619				9,619	302	46000	9,619	CY	ASPHALT CONCRETE BASE, PG64-22	
			4						7,590				7,594	304	20000	7,594	CY	AGGREGATE BASE	
			2						18,067				18,069	407	20000	18,069	GAL	NON-TRACKING TACK COAT	
		28											28	410	12000	28	CY	TRAFFIC COMPACTED SURFACE, TYPE A OR B	
			1										1	441	50000	1	CY	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), PG64-22	
													6,122	442	00100	6,122	CY	ANTI-SEGREGATION EQUIPMENT	
													5,684	442	10000	5,684	CY	ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (446)	
													3,622	442	10100	3,622	CY	ASPHALT CONCRETE INTERMEDIATE COURSE, 19 MM, TYPE A (446)	
																		WATER WORK	
									2				2	638	08704	2	EACH	6" CUTTING-IN SLEEVE	
									20				20	638	98600	20	FT	WATER WORK, MISC.: 6" DUCTILE IRON WATER MAIN AND DUCTILE IRON FITTINGS (CCWRD ITEM 2110)	214
																		SANITARY SEWER	
					1								1	611	99900	1	EACH	DRAINAGE STRUCTURE, MISC.: MANHOLE ADJUSTED TO GRADE	216
																		LIGHTING	
										74			74	625	00450	74	EACH	CONNECTION, FUSED PULL APART	
										15			15	625	00470	15	EACH	CONNECTION, UNFUSED BOLTED	
										9			9	625	00480	9	EACH	CONNECTION, UNFUSED PERMANENT	
										37			37	625	10494	37	EACH	LIGHT POLE, LOW MAST, ALM50	
										37			37	625	14306	37	EACH	MEDIAN LIGHT POLE FOUNDATION, 10' DEEP	
										24,881			24,881	625	23300	24,881	FT	NO. 2 AWG 2400 VOLT DISTRIBUTION CABLE	
										4,366			4,366	625	23400	4,366	FT	NO. 10 AWG POLE AND BRACKET CABLE	
										24			24	625	25504	24	FT	CONDUIT, 3", 725.051	
										140			140	625	25902	140	FT	CONDUIT, JACKED OR DRILLED, 725.04, 3"	
										37			37	625	26273	37	EACH	LUMINAIRE, LOW MAST, SOLID STATE (LED), AS PER PLAN, SYMMETRIC, 480 VOLT	250
										12			12	625	29000	12	FT	TRENCH	
										4			4	625	29930	4	EACH	MEDIAN JUNCTION BOX	
										2			2	625	30706	2	EACH	PULL BOX, 725.08, 24"	
										41			41	625	32000	41	EACH	GROUND ROD	
										2			2	625	34001	2	EACH	POWER SERVICE, AS PER PLAN	250
										12			12	625	36010	12	FT	UNDERGROUND WARNING/MARKING TAPE	
										1			1	625	75800	1	EACH	DISCONNECT CIRCUIT	

GENERAL SUMMARY

CLE-32-2.65
(PHASE 7)

68
316

CALCULATED
MSW
CHECKED
WAA

SEE
SHEET
NO.

...303.207\103956_CS701.dgn 11/4/2021 10:05:38 PM mswntt

SHEET NO.	REFERENCE NO.	STATION		SIDE	202	202	202	202	202	202	202	202	202	202	202	202	202	202	
		FROM	TO		HEADWALL REMOVED EACH	PAVEMENT REMOVED SY	CONCRETE BARRIER REMOVED FT	PIPE REMOVED, 24" AND UNDER FT	GUARDRAIL REMOVED FT	GUARDRAIL REMOVED, BARRIER DESIGN FT	IMPACT ATTENUATOR REMOVED EACH	CABLE BARRIER REMOVED FT	MANHOLE REMOVED EACH	CATCH BASIN REMOVED EACH	SPECIAL - FILL AND PLUG EXISTING CONDUIT (12"-15") FT	FENCE REMOVED FT			
86	R-1	133+95.00	143+34.25	LT		1,008.2													
86	R-2	133+95.00	142+38.41	LT		402.1													
86	R-3	133+95.00	141+82.28	LT			789.0												
86	R-4	137+99.33	140+28.89	LT					229										
86	R-5	141+82.28	142+36.58	LT						54									
86	R-7	136+36.79	136+46.80	LT													1		
86	R-8	138+39.45	142+00.00	LT				349.0									3		
86	R-9	142+31.70		LT												1			
87	R-11	153+40.00	169+00.00	LT									1,510						
87	R-12	144+10.00	174+90.33	LT		3,359.2													
87	R-13	144+37.22	144+41.59	LT				13.6									1		
87	R-14	145+68.71	147+03.68	RT				145.0					1			1			
87	R-15	149+31.30	152+47.80	CL				328.0									2		
87	R-16	150+21.50	152+75.00	RT		131.9													
87	R-17	153+50.00	158+52.30	LT		515.1													
88	R-20	158+14.44		LT	1			6.0											
88	R-21	158+29.60	159+17.67	LT	2			88.0											
88	R-22	159+05.50	159+08.87	LT				5.2											
88	R-23	159+73.04	160+50.00	LT/RT	1			117.6					1		1		24.6		
88	R-24	160+15.36	160+22.12	LT	1			9.2											
88	R-25	159+66.43	173+62.03	LT		495.1													
88	R-26	168+00.00	185+00.00	LT								1,700							
88	R-27	160+95.45	174+11.77	LT														1,419.0	
89	R-30	175+64.35	188+02.27	LT		414.2													
89	R-31	173+46.30	173+74.06	LT	1			81.5									1		
89	R-32	173+71.39	173+72.19	LT	1			9.7											
90	R-35	181+98.45	183+30.00	CL				131.4									1		
90	R-36	192+20.00	232+35.00	LT								2,624					1		
90	R-37	188+00.00		LT				16.0									1		
90	R-38	192+03.94	234+95.57	LT		1,036.8													
91	R-41	194+94.86	195+00.00	CL				8.0									1		
91	R-42	195+26.98	195+36.97	CL				10.0											
91	R-43	196+25.00	196+90.50	CL															
91	R-44	198+98.00	199+65.00	CL			30.0			1									
91	R-45	199+99.50		CL			30.0			1							1		
91	R-46	205+79.50		CL				5.2											
91	R-46	205+79.50		CL				6.1											
92	R-49	213+49.50		LT	1			31.8									1	43.4	
92	R-50	216+48.58	234+83.45	LT							385.5								
92	R-51	216+53.87	216+53.87	LT		586.5													
92	R-52	232+00.00	235+34.91	LT				335.1					1		2				
93	R-54	235+34.91		LT				45.4										26.8	
93	R-55	239+25.00	245+00.00	LT								575							
93	R-56	239+21.68	241+00.00	LT		80.0													
TOTALS CARRIED TO GENERAL SUMMARY					8		8,029	849	1,742		615	54	2	6,409		4	17	95	1,419

CALCULATED
MSW
CHECKED
WAA

REMOVAL ESTIMATED QUANTITIES

**CLE-32-2.65
(PHASE 7)**

SHEET NO.	REF NO.	STATION		CHAIN	SIDE	601	602	611	611	611	611	611	611	611	611	611	611	611	670	
		FROM	TO			ROCK CHANNEL PROTECTION, TYPE C WITH GEOTEXTILE FABRIC CY	CONCRETE MASONRY CY	15" CONDUIT, TYPE B FT	15" CONDUIT, TYPE B, AS PER PLAN FT	18" CONDUIT, TYPE B, 706.02 FT	24" CONDUIT, TYPE B FT	24" CONDUIT, TYPE B, 706.02 FT	42" CONDUIT, TYPE B FT	CONDUIT, BORED OR JACKED: 15" TYPE B FT	CONDUIT, BORED OR JACKED: 24" TYPE B FT	INLET, NO. 3 FOR SINGLE SLOPE BARRIER, TYPE C1 EACH	MANHOLE NO. 3 EACH	MANHOLE ADJUSTED TO GRADE EACH	MANHOLE RECONSTRUCTED TO GRADE EACH	DITCH EROSION PROTECTION MAT, TYPE A SY
197	D1	136+41.79		SR 32	C				10											
197	D2	138+50	138+47.45	SR 32	C			8									1	1		
198	D3	144+65.26	144+41.37	SR 32	C					30							1	1		
199	D4	149+30.48		SR 32	C							10					1			
201	D5	158+14.44		SR 32	LT		0.3													
201	D6	158+44	158+00	SR 32	C		0.3					85					1			
201	D7	159+05.50		SR 32	LT		0.2													
201	D8	160+22.12		SR 32	LT		0.2													
203	D9	173+47.27	173+76.27	SR 32	C		0.5						5			84	1			
205	D10	183+25		SR 32	C			5									1			
205	D11	184+00		SR 32	C													1		
206	D12	186+00		SR 32	C													1		
206	D13	188+00		SR 32	C							16						1		
207	D14	191+00		SR 32	C													1		
207	D15	192+50		SR 32	C													1		
207	D16	194+94.86		SR 32	C													1		
207	D17	195+32		SR 32	C							10					1			
208	D18	196+50		SR 32	C														1	
208	D19	200+00		SR 32	C			8									1			
209	D20	205+80.00		SR 32	C							5	5				1			
210	D21	210+00		SR 32	C	1	0.3							90			1			
211	D22	214+00		SR 32	C	1	0.3							77			1			
212	D23	236+00		SR 32	C									68			1			
213	D24	241+00	241+50	SR 32	C														142	
TOTALS CARRIED TO GENERAL SUMMARY						3	2.0	21	10	30	21	20	10	320	84	12	1	7	1	142

DRAINAGE ESTIMATED QUANTITIES

CLE-32-2.65 (PHASE 7)

CALCULATED
MHT
CHECKED
WAA

ESTIMATED QUANTITIES SHEET NO.

	601 TIED CONCRETE BLOCK MAT, TYPE 1 SY	605 6" SHALLOW PIPE UNDERDRAINS WITH GEOTEXTILE FABRIC FT	605 6" BASE PIPE UNDERDRAINS WITH GEOTEXTILE FABRIC FT	611 6" CONDUIT, TYPE F FOR UNDERDRAIN OUTLETS FT	611 PRECAST REINFORCED CONCRETE OUTLET EACH											
78	4	11705	3743	530	2											
79		5643		174												
TOTALS CARRIED TO GENERAL SUMMARY																
	4	17,348	3,743	704	2											

UNDERDRAIN SUBSUMMARY	CALCULATED
	MHT
CLE -32-2.65 (PHASE 7)	CHECKED
	WAA





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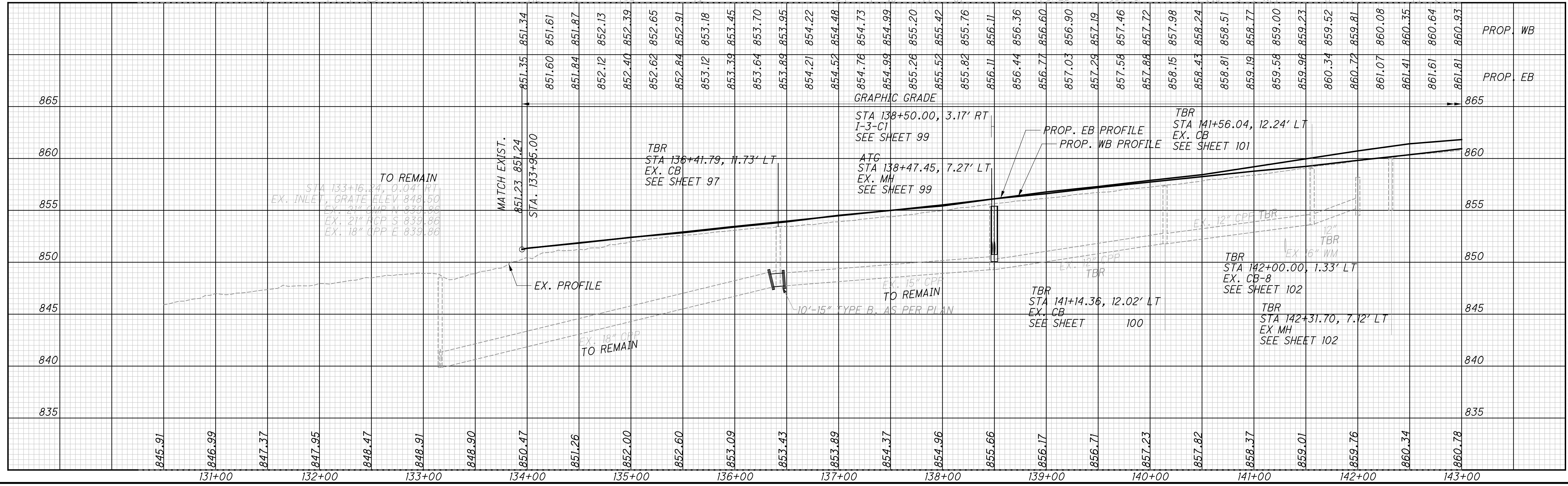
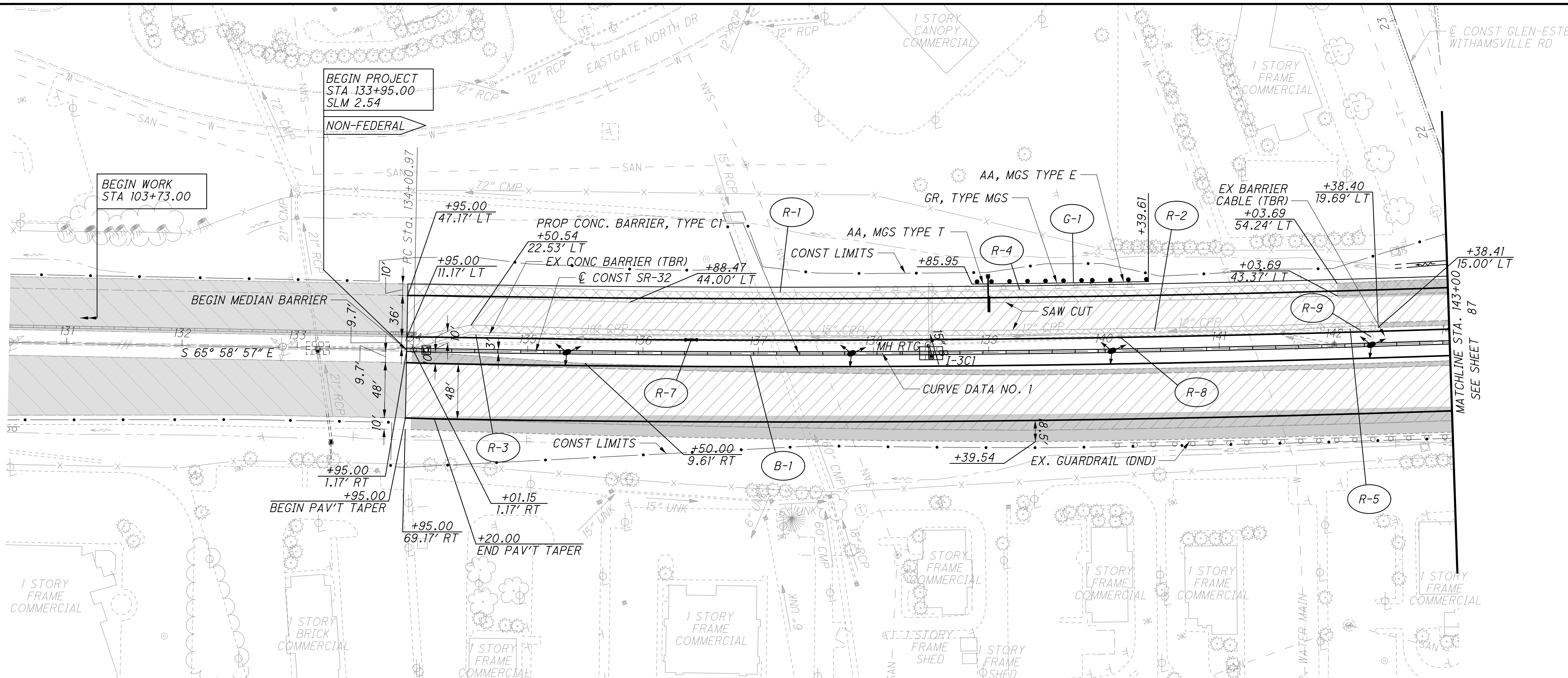
SHEET NO.	REF NO.	STATION		CHAIN	SIDE	OUTLET ELEVATION	601	605	605	611	611	FOR INFORMATION ONLY													
							TIED CONCRETE BLOCK MAT, TYPE 1	6" SHALLOW PIPE UNDERDRAINS WITH GEOTEXTILE FABRIC	6" BASE PIPE UNDERDRAINS WITH GEOTEXTILE FABRIC	6" CONDUIT, TYPE F FOR UNDERDRAIN OUTLETS	PRECAST REINFORCED CONCRETE OUTLET	BENDS AND BRANCHES													
												SY	FT	FT	FT	EACH	6" PLUG	6" X 22.5* BEND	6" X 45* BEND	6" X 90* BEND	6" X 6" TEE	6" WYE	6" CROSS		
196	UD1	136+85	133+95	SR 32	LT	EX UD			289																
196	UD2	136+85	133+95	SR 32	LT	EX UD		289																	
196	UD3	136+32	133+95	SR 32	C	EX UD		237																	
196	UD4	138+40	133+95	SR 32	C	EX UD		445																	
197	UD5	143+24	137+06	SR 32	LT				616	10															
197	UD6	142+04	136+73	SR 32	LT	843.52		497		91															
197	UD7	142+39	138+50	SR 32	C	851.39		385		18															
197	UD8	144+55	138+54	SR 32	C			592		10															
198	UD9	148+86	144+92	SR 32	LT	856.62			369	34															
198	UD10	149+21	144+37	SR 32	C	857.80		454		19															
199	UD11	148+86	147+00	SR 32	LT			187		5															
199	UD12	157+46	149+09	SR 32	LT				837	10															
199	UD13	157+46	148+76	SR 32	LT	861.36		837		70															
199	UD14	158+34	149+30	SR 32	C	863.27		855		38															
199	UD52	152+38	150+21	SR 32	C	EX UD		217																	
200	UD15	158+34	153+50	SR 32	C			434		5															
201	UD16	162+90	158+11	SR 32	LT	873.60	2		472	33	1														
201	UD17	162+90	158+44	SR 32	C	873.92		447		34															
201	UD18	162+90	159+33	SR 32	LT			358		5															
201	UD19	162+90	159+73	SR 32	C			317		9															
202	UD20	163+10	173+67	SR 32	LT	867.23	2		1050	40	1														
202	UD21	163+10	171+91	SR 32	LT			881																	
202	UD22	163+10	173+47	SR 32	C	866.58		1033		14															
202	UD23	163+10	173+43	SR 32	C			1033		11															
203	UD24	173+80	174+90	SR 32	LT	EX UD			110																
203	UD25	173+57	183+21	SR 32	C			964		11															
204	UD26	175+46	183+25	SR 32	C	858.53		757		14															
205	UD27	183+35	184+00	SR 32	C	857.53		59		19															
205	UD28	183+35	183+94	SR 32	C			59																	
205	UD29	184+10	186+00	SR 32	C	855.70		184		19															
205	UD30	184+10	185+94	SR 32	C			184		11															
SUBTOTAL THIS SHEET							4	11705	3743	530	2														
TOTALS CARRIED TO UNDERDRAIN SUBSUMMARY							4	11705	3743	530	2														

CALCULATED	MHT	CHECKED	WAA
UNDERDRAIN ESTIMATED QUANTITIES			
CLE-32-2.65 (PHASE 7)			
78 316			

SR-32
 CURVE DATA NO. 1
 P.I. Sta. 139+83.95
 $\Delta = 3^\circ 53' 06''$ (LT)
 $Dc = 0^\circ 20' 00''$
 $R = 17,188.74'$
 $T = 582.99'$
 $L = 1,165.53'$
 $E = 9.88'$
 $e_{max} = NC$
 PC Sta. 134+00.97
 PT Sta. 145+66.49

FOR UNDERDRAIN DETAILS
 SEE SHEETS 196 - 213 .

-  SURFACE COARSE REPLACEMENT
-  FULL DEPTH ASPHALT PAVEMENT PLACED WITH PHASE 3 OR 5. (PID 103755/103954)
-  EXISTING ASPHALT PAVEMENT REMOVED.
-  VARIABLE DEPTH PLANING AND OVERLAY. SEE TYPICAL SECTIONS.



CALCULATED
 GAAH
 CHECKED
 WAA

0 50 100
 HORIZONTAL SCALE IN FEET

**PLAN AND PROFILE - SR-32
 STA. 130+50 TO STA 143+00**

**CLE-32-2.65
 (PHASE 7)**

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SR-32
 CURVE DATA NO. 1
 P.I. Sta. 139+83.95
 $\Delta = 3^\circ 53' 06''$ (LT)
 $D_c = 0^\circ 20' 00''$
 $R = 17,188.74'$
 $T = 582.99'$
 $L = 1,165.53'$
 $E = 9.88'$
 $e_{max} = NC$
 PC Sta. 134+00.97
 PT Sta. 145+66.49

FULL DEPTH ASPHALT PAVEMENT PLACED WITH PHASE 3 OR 5. (PID 103755/103954)

EXISTING ASPHALT PAVEMENT REMOVED.

STA 143+50.93 @ CONST SR-32 =
 STA 20+04.74 @ CONST GLEN ESTE-WITHAMSVILLE RD

FOR UNDERDRAIN DETAILS SEE SHEETS 196 - 213 .

VARIABLE DEPTH PLANING AND OVERLAY. SEE TYPICAL SECTIONS.

+34.02
54.00' LT
R-1

+10.00
55.32' LT

+09.99
BEGIN SHLDR TAPER

+20.77
END SHLDR TAPER

+05.41
54.98' LT

+00.00
BEGIN PAV'T TAPER

+21.14
43.18' LT

+87.50

+50.00
19.66' LT

+50.00
15.00' LT

+21.50
15.00' RT

+75.00
15.00' RT

+75.00
19.00' RT

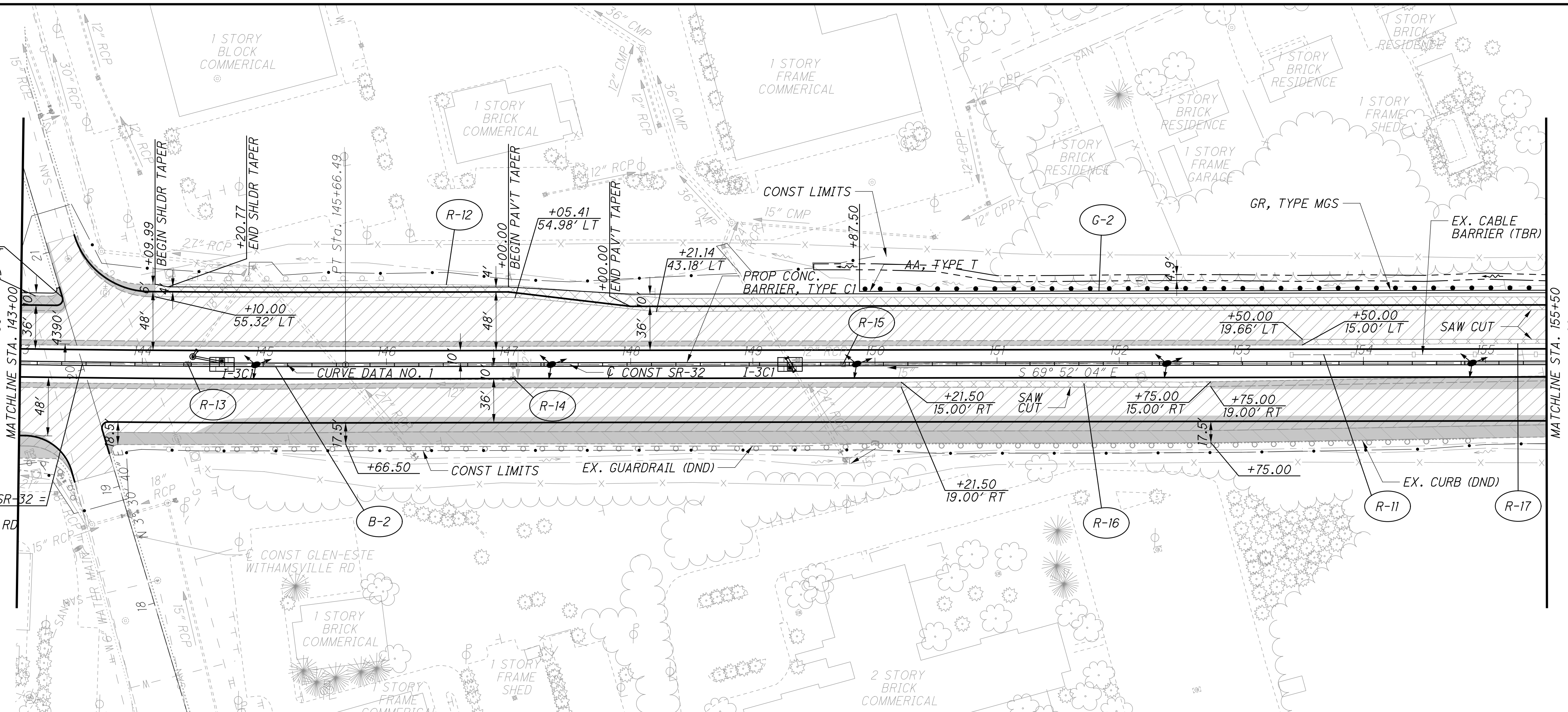
+21.50
19.00' RT

+75.00

+75.00

+75.00

+75.00



845	860.78	861.52	862.07	862.57	862.88	863.32	863.78	864.28	864.87	865.43	865.94	866.50	867.04	867.50	868.13	868.67	869.02	869.68	870.18	870.12	869.94	870.57	870.96	871.61	872.03	872.62	874.53	PROP. WB	
850																													PROP. EB
855																													875
860																													875
865																													875
870																													875
875																													875

STA 144+65.26, 3.16' LT
 SEE SHEET 103
 STA 144+41.37, 6.50' LT
 SEE SHEET 103

TBR STA 144+77.22, 0.36' LT
 SEE SHEET 103

EX 4" TELE EX 4" GAS
 24"-18" TYPE
 B @ 1.25%

PROP. EB PROFILE

TBR STA 147+53.65, 11.78' RT
 EX MH-3
 SEE SHEET 105

EX. 12" ROP TO REMAIN

EX. PROFILE

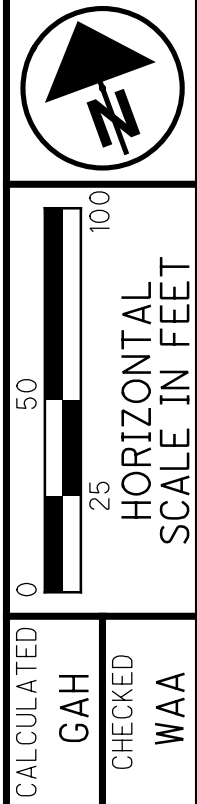
STA 149+30.48, 3.17' RT
 I-3-C1
 SEE SHEET 108

TBR STA 149+73.81, 0.17' RT
 EX. CB
 SEE SHEET 108

PROP. WB PROFILE

TBR STA 152+47.80, 0.46' LT
 EX. CB-8
 SEE SHEET 110

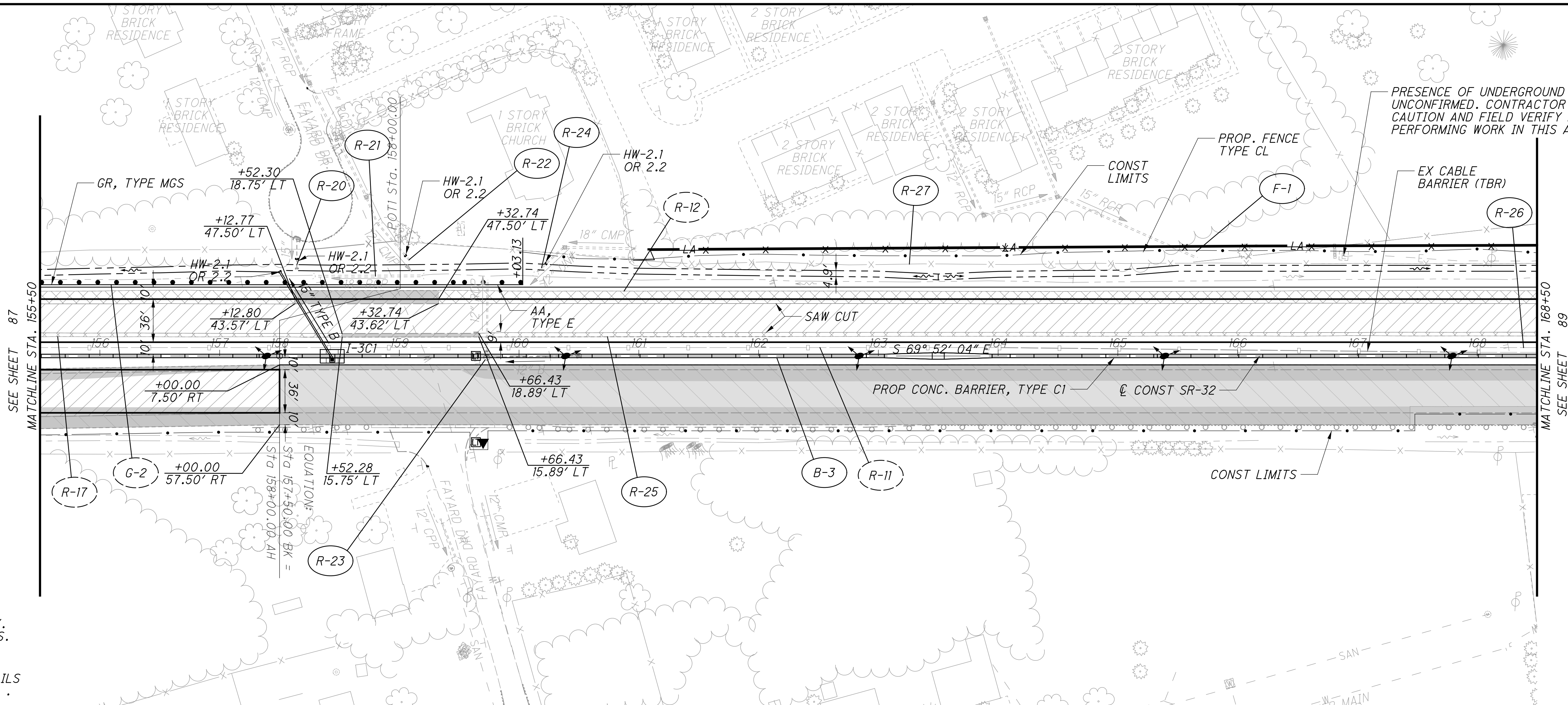
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CALCULATED
 GAH
 CHECKED
 WAA

PLAN AND PROFILE - SR-32
 STA. 143+00 TO STA. 155+50

CLE-32.265
 (PHASE 7)

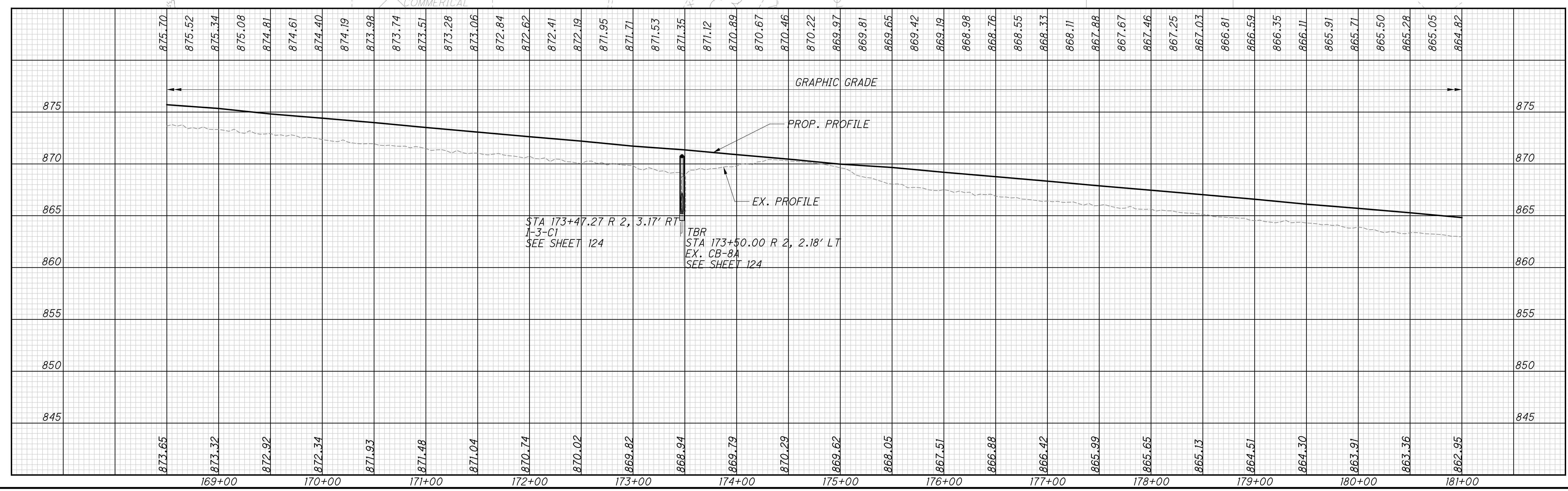
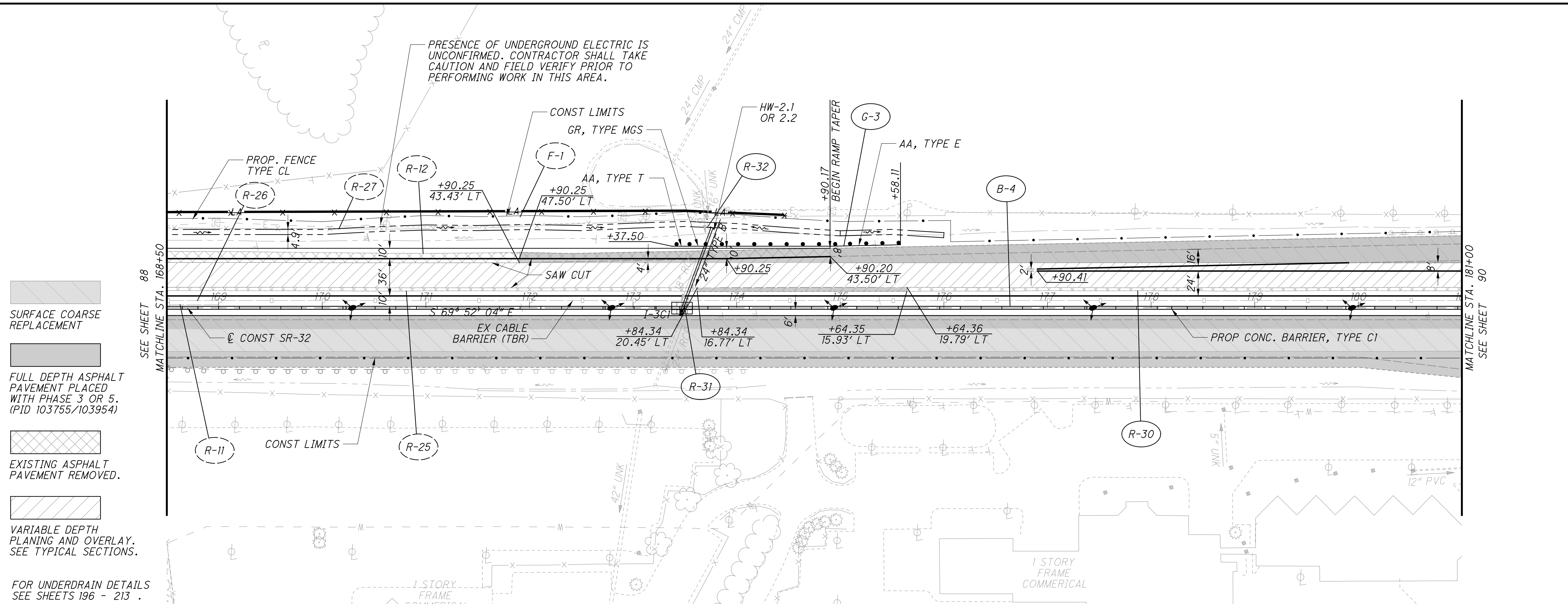


- SURFACE COARSE REPLACEMENT
- FULL DEPTH ASPHALT PAVEMENT PLACED WITH PHASE 3 OR 5. (PID 103755/103954)
- EXISTING ASPHALT PAVEMENT REMOVED.
- VARIABLE DEPTH PLANING AND OVERLAY. SEE TYPICAL SECTIONS.

FOR UNDERDRAIN DETAILS SEE SHEETS 196 - 213 .

Station	873.33	874.27	875.04	875.73	876.42	877.14	877.59	878.63	878.79	878.92	877.10	877.30	877.37	877.48	877.30	877.19	877.01	876.67	876.25	876.16	875.57	875.26	874.74	874.34	873.65	PROP. WB	
885																										PROP. EB	
880																											885
875																											880
870																											875
865																											870
860																											865
855																											860
	156+00	157+00	158+00	159+00	160+00	161+00	162+00	163+00	164+00	165+00	166+00	167+00	168+00														855

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- SURFACE COARSE REPLACEMENT
- FULL DEPTH ASPHALT PAVEMENT PLACED WITH PHASE 3 OR 5. (PID 103755/103954)
- EXISTING ASPHALT PAVEMENT REMOVED.
- VARIABLE DEPTH PLANING AND OVERLAY. SEE TYPICAL SECTIONS.
- FOR UNDERDRAIN DETAILS SEE SHEETS 196 - 213 .

PRESENCE OF UNDERGROUND ELECTRIC IS UNCONFIRMED. CONTRACTOR SHALL TAKE CAUTION AND FIELD VERIFY PRIOR TO PERFORMING WORK IN THIS AREA.

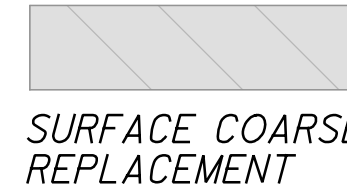
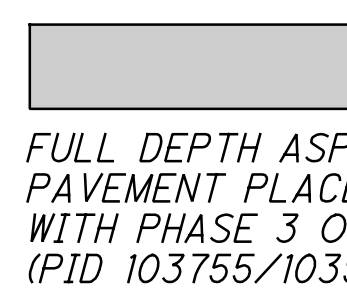

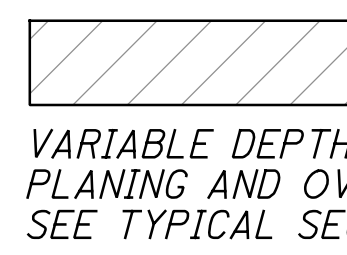
CALCULATED
GAAH
CHECKED
WAA

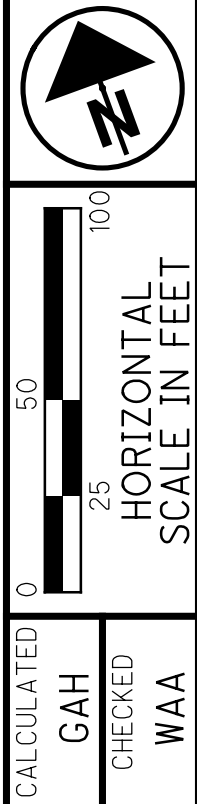
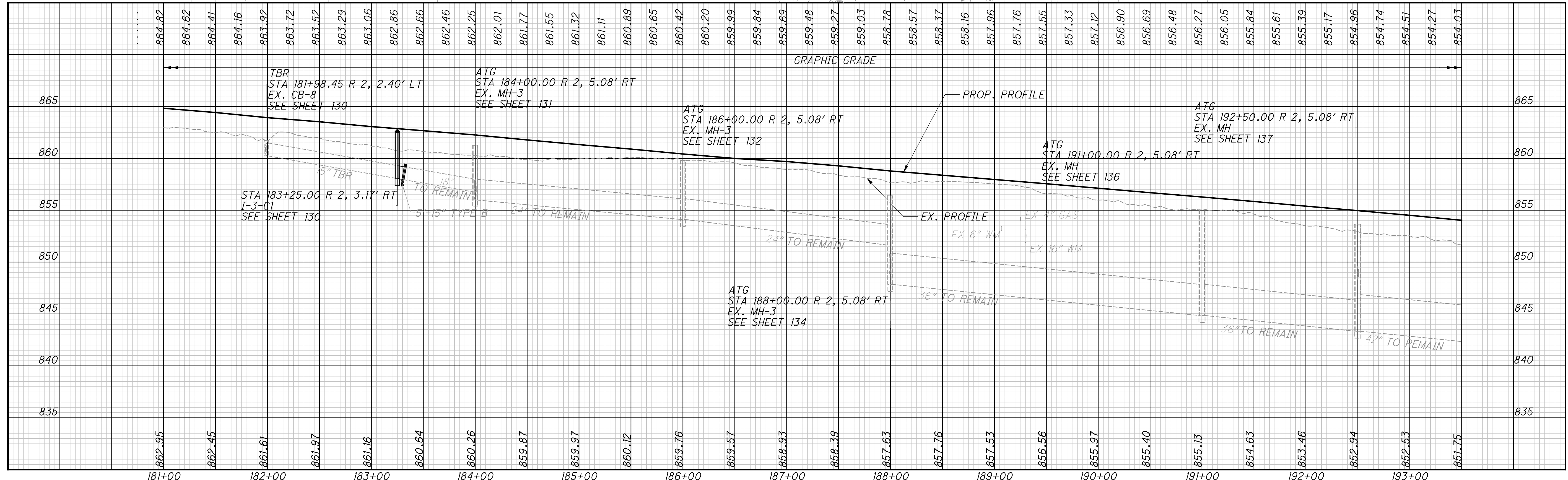
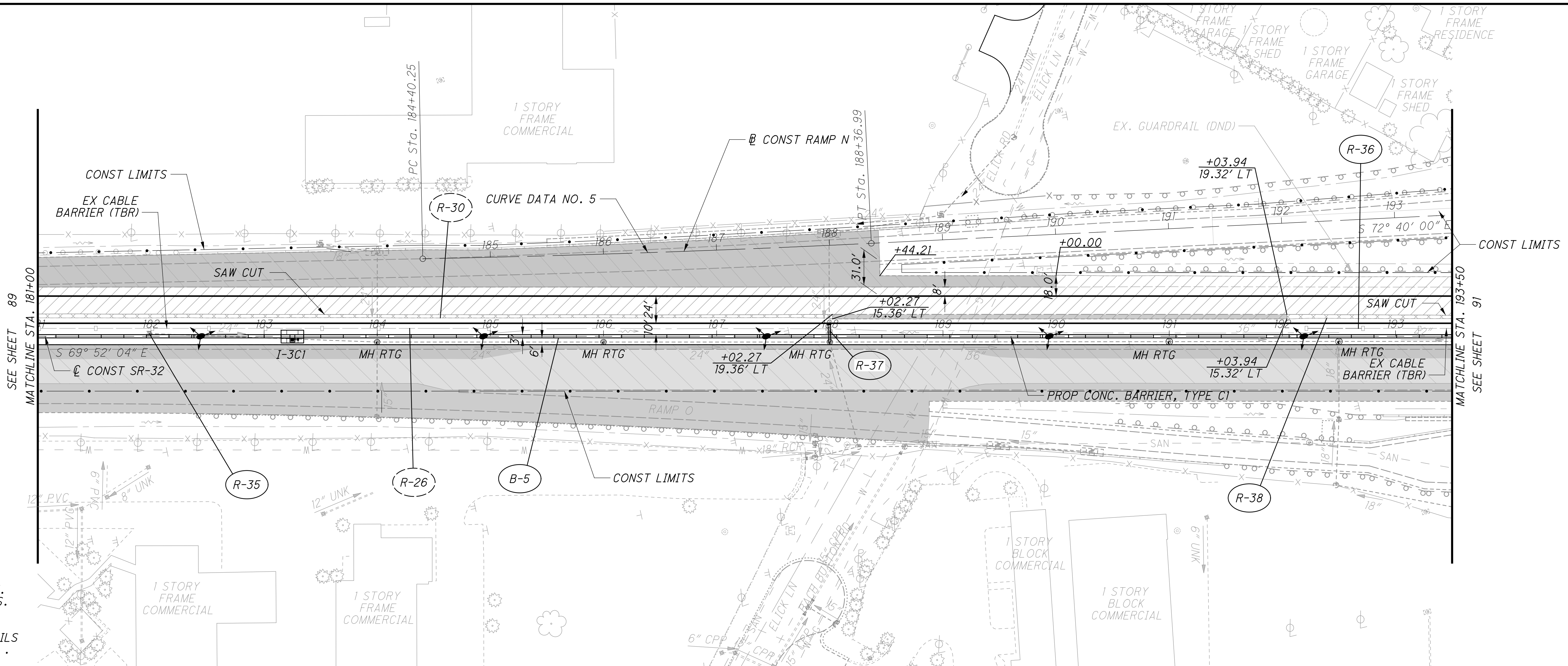
0 50 100
25
HORIZONTAL
SCALE IN FEET

**PLAN AND PROFILE - SR-32
STA. 168+50 TO STA. 181+00**

**CLE-32-2.65
(PHASE 7)**

RAMP N
 CURVE DATA NO. 5
 P.I. Sta. 186+38.63
 $\Delta = 1^\circ 39' 11''$ (LT)
 $D_c = 0^\circ 25' 00''$
 $R = 13,750.99'$
 $T = 198.38'$
 $L = 396.74'$
 $E = 1.43'$
 $e_{max} = 0.016$
 PC Sta. 184+40.25
 PT Sta. 188+36.99

-  SURFACE COARSE REPLACEMENT
-  FULL DEPTH ASPHALT PAVEMENT PLACED WITH PHASE 3 OR 5. (PID 103755/103954)
-  EXISTING ASPHALT PAVEMENT REMOVED.
-  VARIABLE DEPTH PLANING AND OVERLAY. SEE TYPICAL SECTIONS.
- FOR UNDERDRAIN DETAILS SEE SHEETS 196 - 213 .

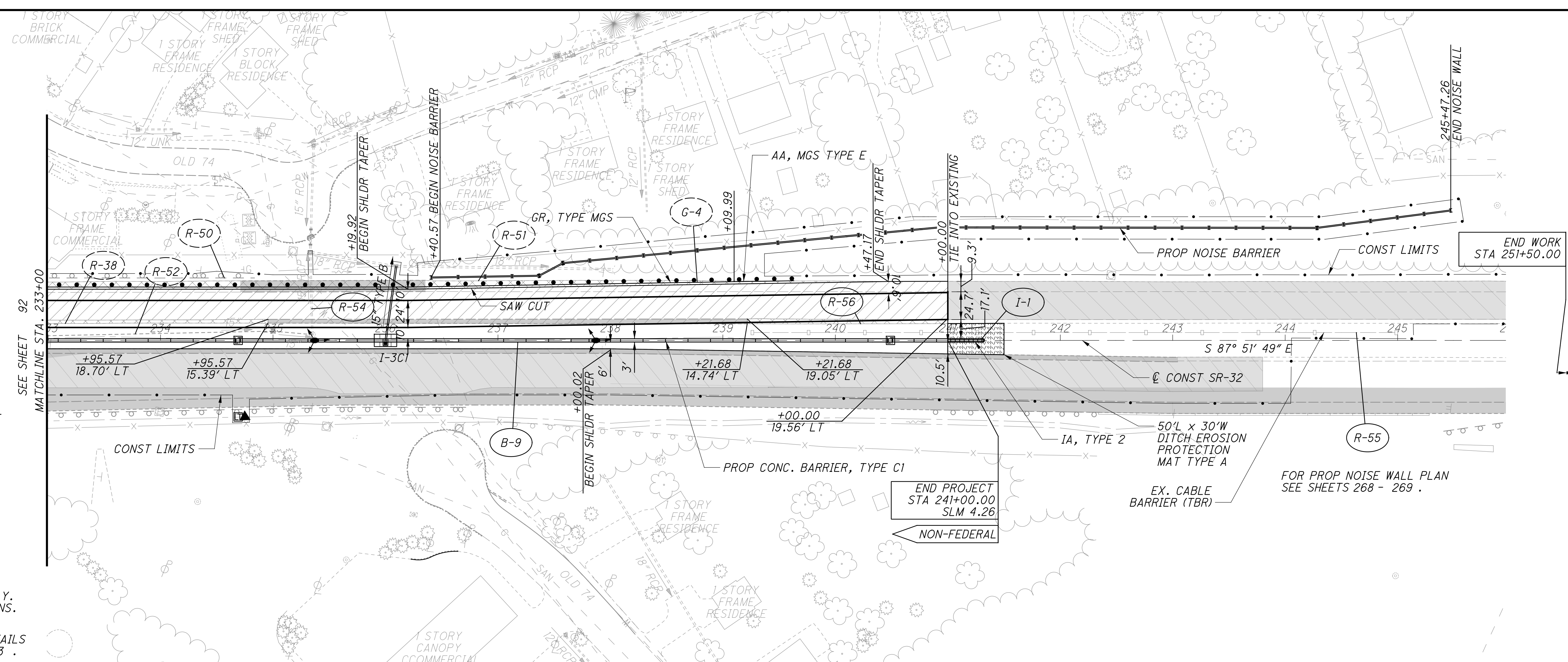


PLAN AND PROFILE - SR-32
 STA. 181+00 TO STA. 193+50

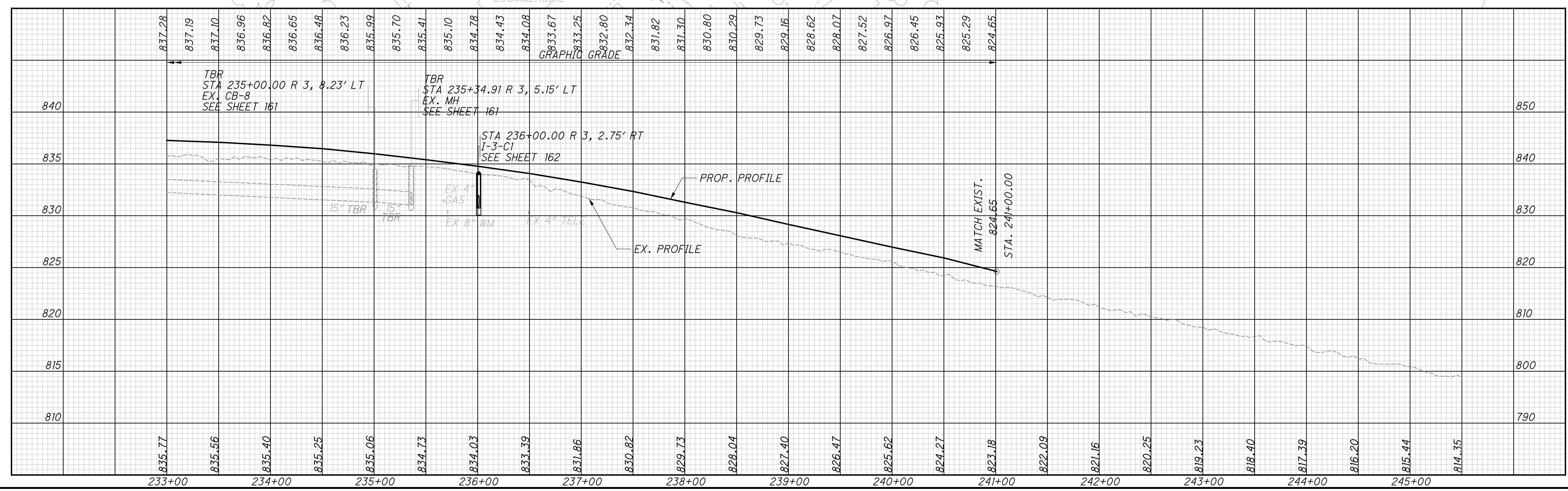
CLE-32-2.65
 (PHASE 7)

90
 316

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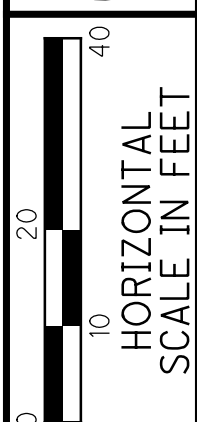
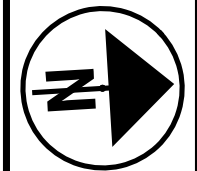
- SURFACE COARSE REPLACEMENT
- FULL DEPTH ASPHALT PAVEMENT PLACED WITH PHASE 3 OR 5. (PID 103755/103954)
- EXISTING ASPHALT PAVEMENT REMOVED.
- VARIABLE DEPTH PLANING AND OVERLAY. SEE TYPICAL SECTIONS.
- FOR UNDERDRAIN DETAILS SEE SHEETS 196 - 213 .



PLAN AND PROFILE STA 233+00 TO STA 241+00

CLE-32-2.65 (PHASE 7)

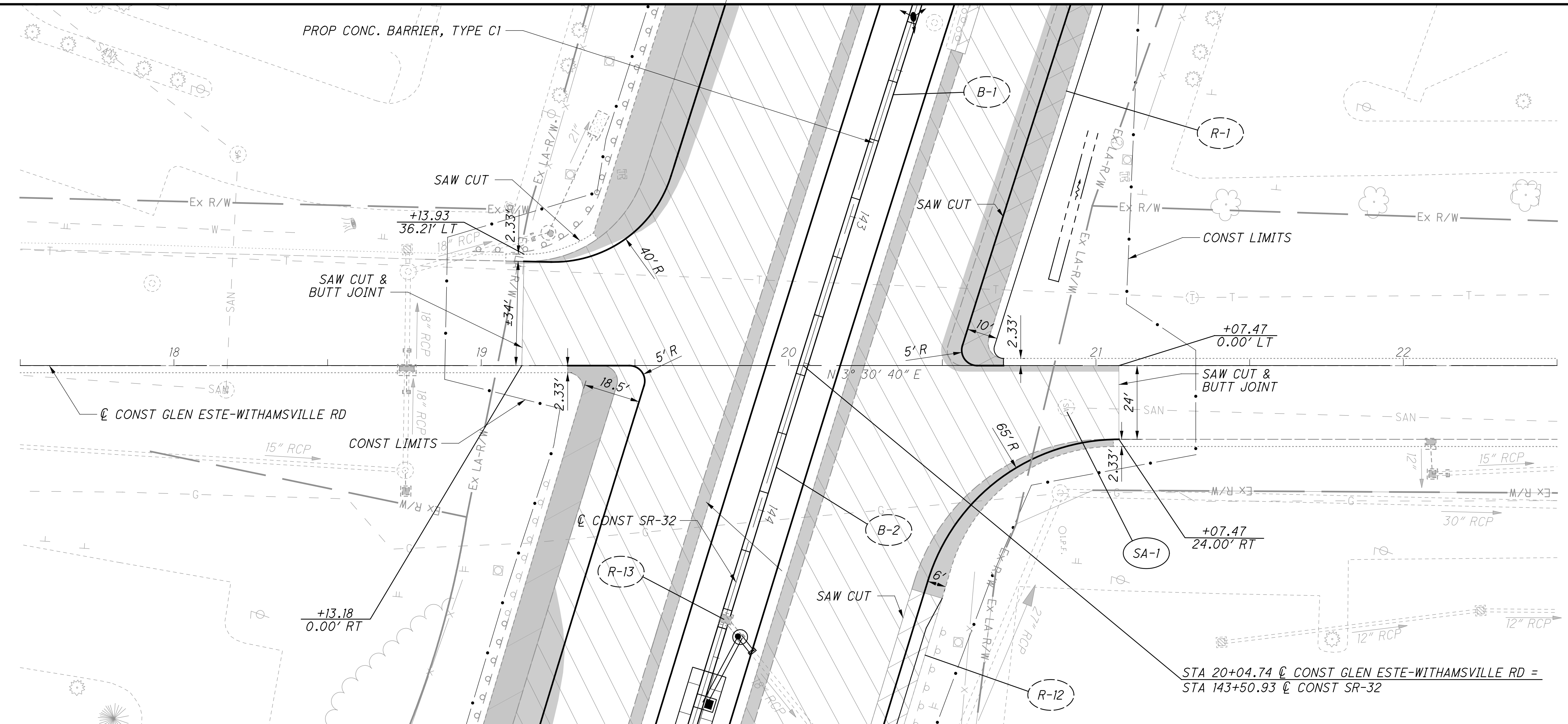
...303.207\103956_GP709.dgn 11/4/2021 10:07:54 PM mswhatt






CALCULATED GAH
CHECKED WAA

**PLAN AND PROFILE - GLEN ESTE -
WITHAMSVILLE RD-STA 17+50 TO STA 22+50**

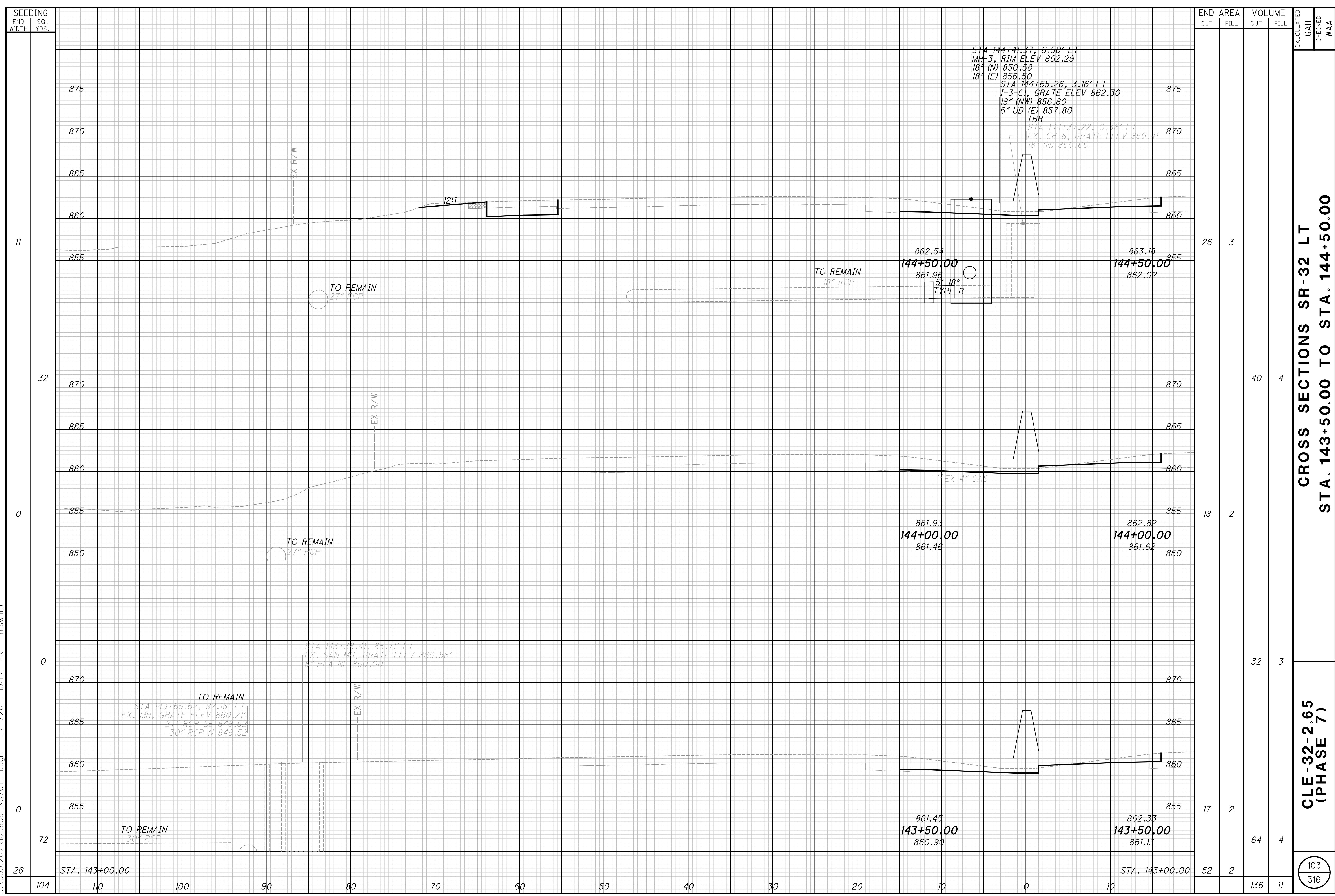
**CLE-32-2.65
(PHASE 7)**



-  FULL DEPTH ASPHALT PAVEMENT PLACED WITH PHASE 3 OR 5. (PID 103755/103954)
-  EXISTING ASPHALT PAVEMENT REMOVED.
-  VARIABLE DEPTH PLANING AND OVERLAY. SEE TYPICAL SECTIONS.



...303.207\103956_XS701L_1.dgn 11/4/2021 10:11:11 PM mswmitt

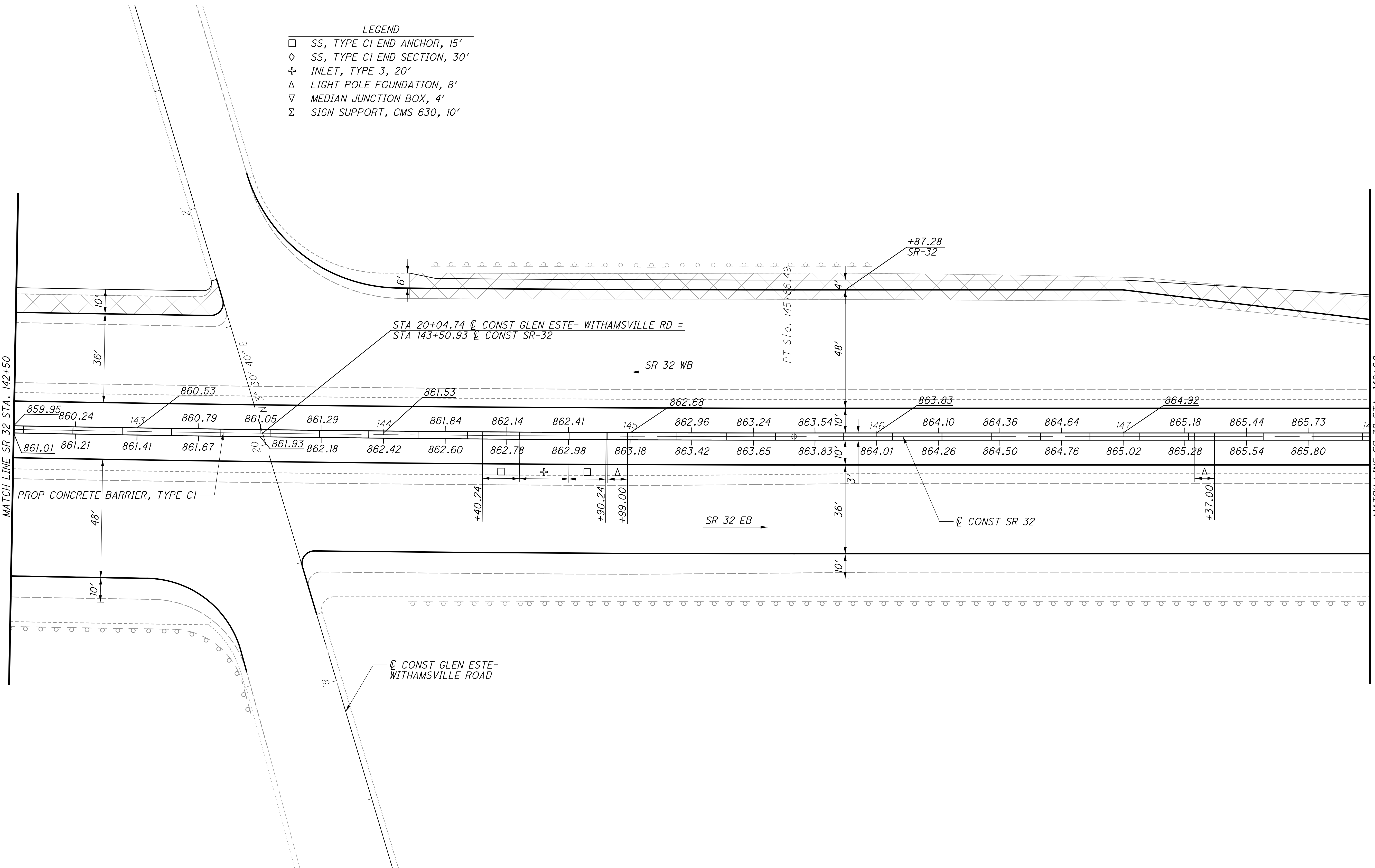


END AREA	VOLUME		CALCULATED	CHECKED
	CUT	FILL		
26	3	3		
32	4	4		
0	2	2		
0	3	3		
0	2	2		
72	4	4		
26	2	2		
104	11	11		

CROSS SECTIONS SR-32 LT
STA. 143+50.00 TO STA. 144+50.00

CLE-32-2.65
(PHASE 7)

103
316



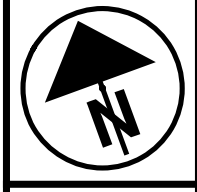
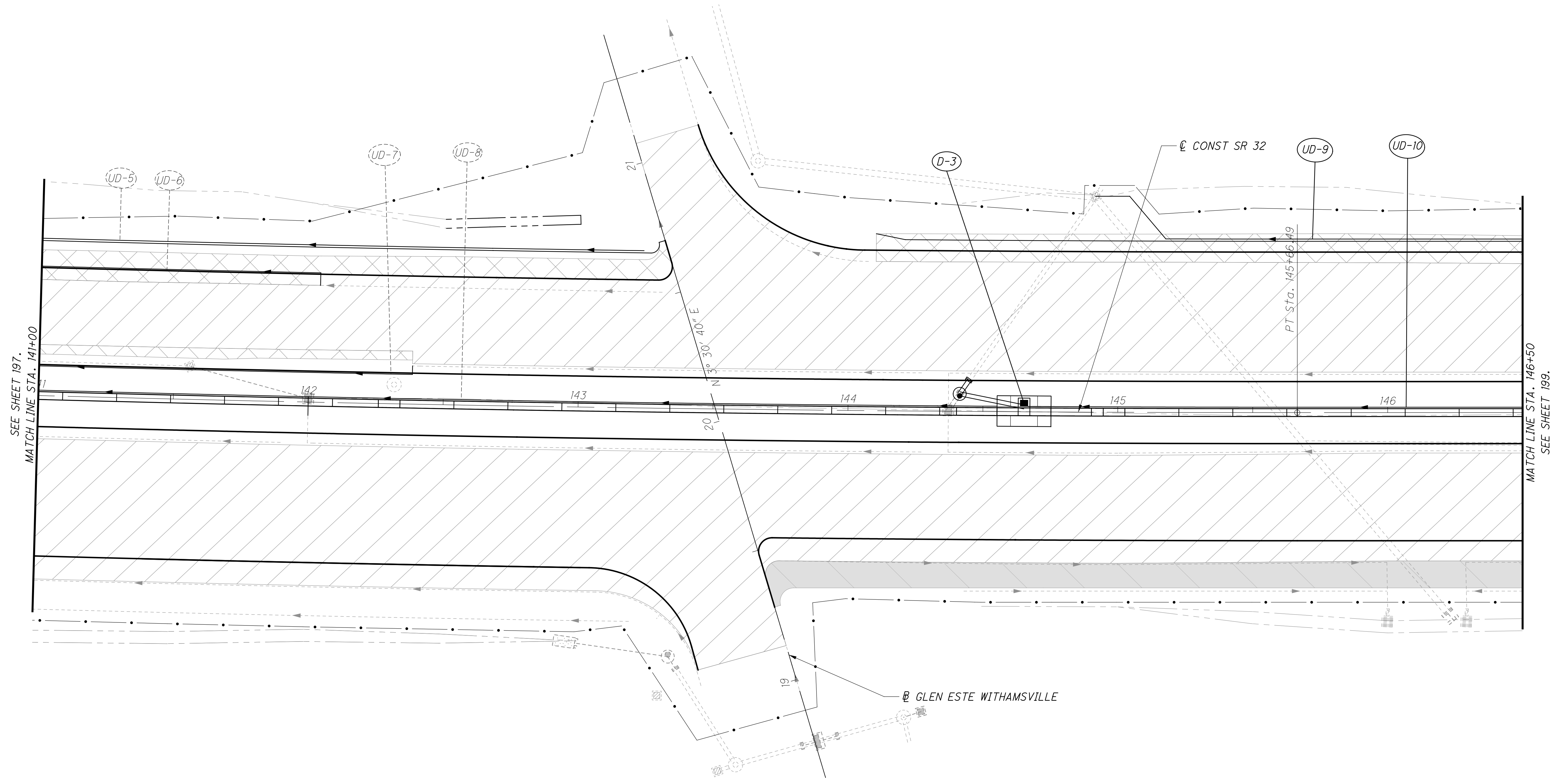
- LEGEND**
- SS, TYPE C1 END ANCHOR, 15'
 - ◇ SS, TYPE C1 END SECTION, 30'
 - ⊕ INLET, TYPE 3, 20'
 - △ LIGHT POLE FOUNDATION, 8'
 - ▽ MEDIAN JUNCTION BOX, 4'
 - Σ SIGN SUPPORT, CMS 630, 10'

CALCULATED NLD
CHECKED GAH

0 20 40
HORIZONTAL SCALE IN FEET

MEDIAN BARRIER DETAILS - SR-32
STA 142+50.00 TO STA 148+00.00

CLE-32-2.65
(PHASE 7)



REFERENCE NO.	SHEET NO.	SIDE	ROADWAY	STATION TO STATION		625	625	625	625	625	625	625	625	625	625	625	625	625	625	625	625	625	625	625	625	625
						CONNECTION, FUSED PULL APART	CONNECTION, UNFUSED BOLTED	CONNECTION, UNFUSED PERMANENT	LIGHT POLE, LOW MAST, ALM50	MEDIAN LIGHT POLE FOUNDATION, 10' DEEP		NO. 2 AWG 2400 VOLT DISTRIBUTION CABLE	NO. 10 POLE AND BRACKET CABLE	CONDUIT, 3", 725.051	CONDUIT, JACKED OR DRILLED, 725.04, 3"	LUMINAIRE, LOW MAST, SOLID STATE (LED), AS PER PLAN, SYMMETRIC, 480 VOLT		TRENCH	MEDIAN JUNCTION BOX	PULL BOX, 725.08, 24"	GROUND ROD	POWER SERVICE, AS PER PLAN		UNDERGROUND WARNING-MARKING TAPE	DISCONNECT CIRCUIT	
						EACH	EACH	EACH	EACH	EACH		FT	FT	FT	FT	EACH		FT	EACH	EACH	EACH	EACH		FT	EACH	
L1	255	E	SR 32	134+12																						
L2	255	E	SR 32	135+34	167+79	2			1	1			771	118		1			1							
L3	255	E	SR 32	135+34	137+81																					
	255	E	SR 32	137+81	140+07	2			1	1			708	118		1										
L4	255	E	SR 32	140+07		2			1	1				118		1										
	255	E	SR 32	140+07	142+32								705	118												
L5	255	E	SR 32	142+32		2			1	1				118		1										
	255	E	SR 32	142+32	144+93								813													
L6	256	E	SR 32	144+93		2			1	1				118		1										
	256	E	SR 32	144+93	147+35								756													
L7	256	E	SR 32	147+35		2			1	1				118		1										
	256	E	SR 32	147+35	149+85								780													
L8	256	E	SR 32	149+85		2			1	1				118		1										
	256	E	SR 32	149+85	152+39								792													
L9	256	E	SR 32	152+39		2			1	1				118		1										
	256	E	SR 32	152+39	154+89								780													
L10	256	E	SR 32	154+89		2			1	1				118		1										
	256	E	SR 32	154+89	157+39								780													
L11	257	E	SR 32	157+39		2			1	1				118		1										
	257	E	SR 32	157+39	159+64								705													
L12	257	E	SR 32	159+64			6										1		1							
L13	257	E	SR 32	159+64	159+64								492		72											
L14	257	E	SR 32	159+64				6										1								
L15	257	E	SR 32	159+64	159+70								132		12									1		6
L16	257	E	SR 32	159+70																						
L12-L17	257	E	SR 32	159+64	160+39								255													
L17	257	E	SR 32	160+39		2			1	1				118		1										
	257	E	SR 32	160+39	162+84																					
L18	257	E	SR 32	162+84		2			1	1				118		1										
	257	E	SR 32	162+84	165+39																					
L19	257	E	SR 32	165+39		2			1	1				118		1										
	257	E	SR 32	165+39	167+79																					
L20	257	E	SR 32	167+79		2			1	1				118		1										
	257	E	SR 32	167+79																						
TOTALS CARRIED TO SHEET 251						28	6	6	14	14			8469	1652	12	72	14		6	2	1	16	1		6	

LIGHTING ESTIMATED QUANTITIES

CLE-32-2.65 (PHASE 7)

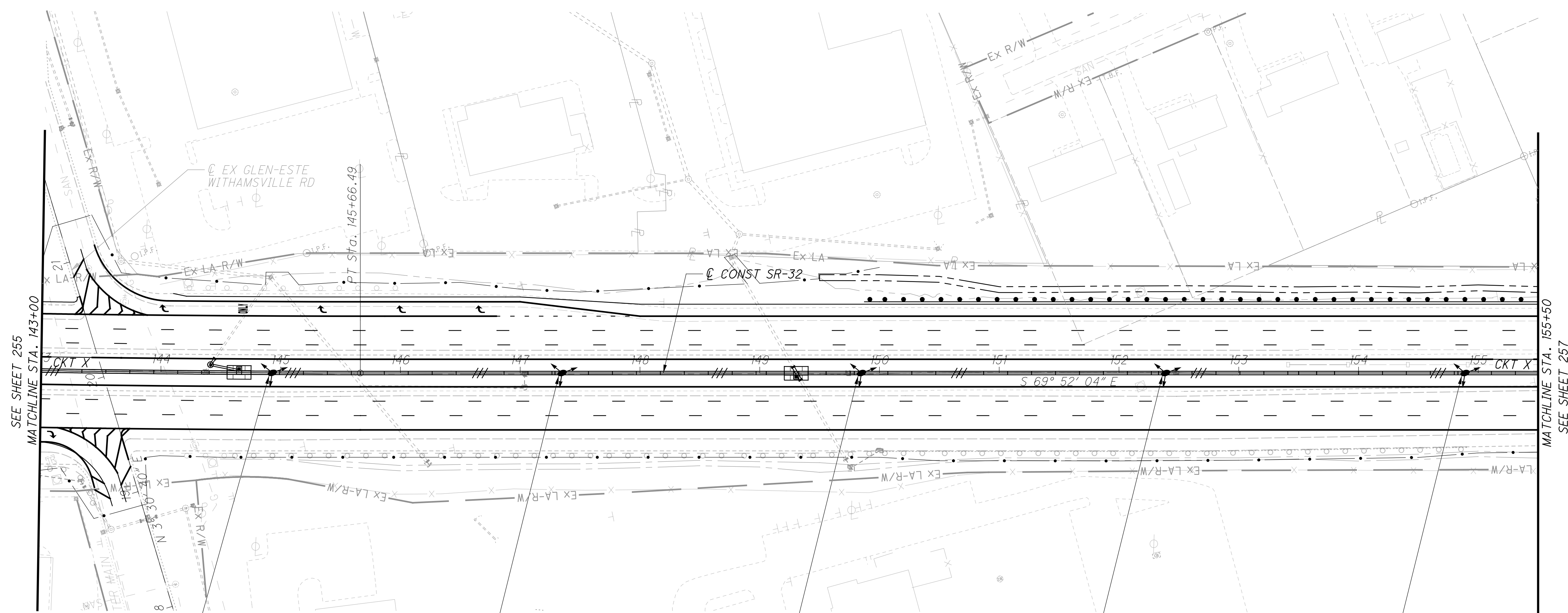
CALCULATED
CHECKED

LIGHTING PLAN NOTES (SR 32)

1. FOR LIGHTING LEGEND, SEE SHEET 255.
2. MEDIAN CONCRETE BARRIER SHALL HAVE TWO (2) 4-INCH RACEWAYS THROUGHOUT ITS LIMITS, PAYMENT INCIDENTAL TO BARRIER. RACEWAYS WHICH WILL NOT CONTAIN CABLES SHALL INCLUDE A PULL WIRE PER C&MS 625.12.
3. LOW MAST LIGHT POLES SHALL BE MOUNTED ATOP MEDIAN CONCRETE BARRIER. SEE ODOT SCD HL-20.13.
4. ALL MEDIAN JUNCTION BOXES EITHER IN MEDIAN POLE FOUNDATION OR STAND-ALONE, SHALL BE ON SOUTH FACE OF MEDIAN CONCRETE BARRIER.
5. ALL STATIONS AND OFFSETS ARE APPROXIMATE AND REFERENCED FROM CENTERLINE CONSTRUCTION OF SR-32 UNLESS SPECIFIED OTHERWISE.

CALCULATED
CHECKED

25
100
HORIZONTAL
SCALE IN FEET



L6 STA 144+93, C (X-5)
ALM50, LED, TYPE V

L7 STA 147+35, C (X-6)
ALM50, LED, TYPE V

L8 STA 149+85, C (X-7)
ALM50, LED, TYPE V

L9 STA 152+39, C (X-8)
ALM50, LED, TYPE V

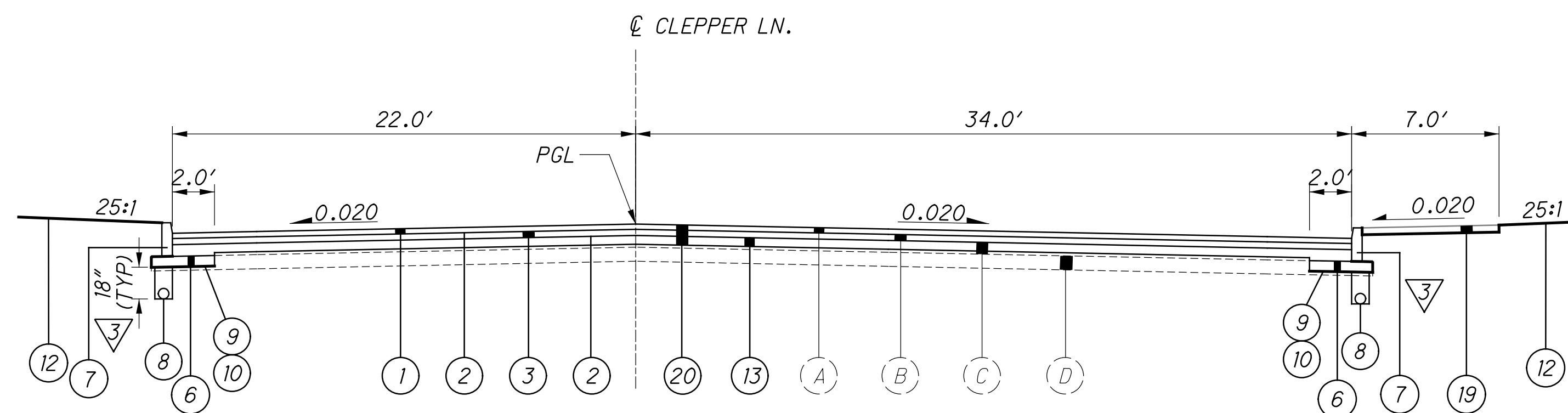
L10 STA 154+89, C (X-9)
ALM50, LED, TYPE V

PROJECT CLE-CR55 GLEN ESTE-WITHAMSVILLE ROAD OVERPASS (PID #103958) WILL HAVE UNPERPASS LIGHTING INSTALLED FOR SR-32. THIS IS INCLUDED IN THE LIGHTING ANALYSES AND THE VOLTAGE DROP CALCULATIONS PERFORMED WITH CURRENT PROJECT.

**LIGHTING PLAN - SR-32
STA. 143+00 TO STA 155+50**

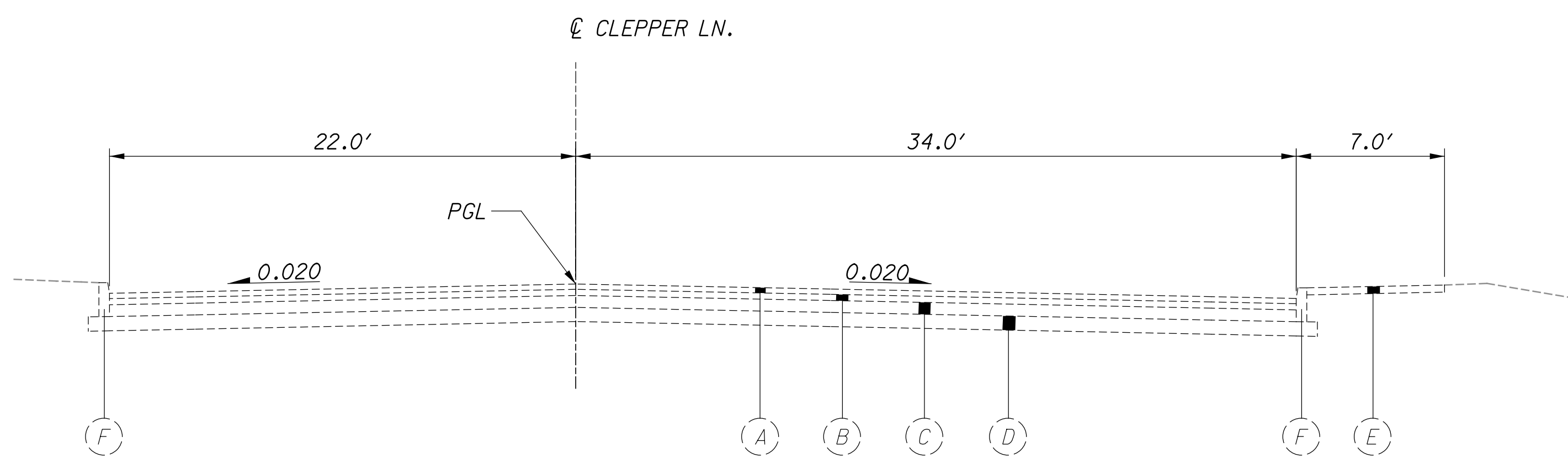
**CLE-32-2.65
(PHASE 7)**

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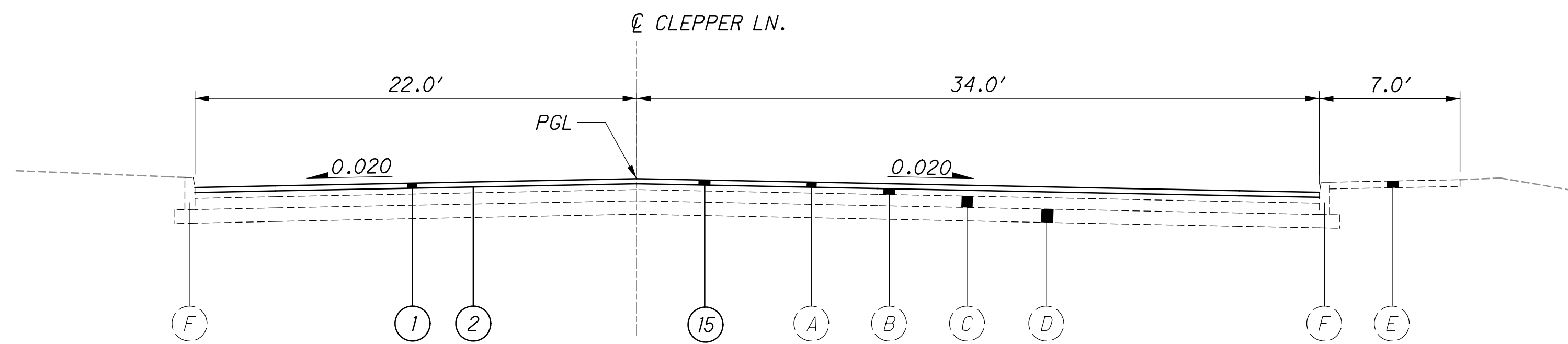
CLEPPER LN. NORMAL SECTION

SECTION APPLIES CLEPPER LN.:
STA 71+40.00 TO STA 73+27.64



EX. CLEPPER LN. NORMAL SECTION

SECTION APPLIES CLEPPER LN.:
STA 68+67.83



CLEPPER LN. NORMAL SECTION

SECTION APPLIES CLEPPER LN.:
STA 68+67.83 TO STA 71+40.00

▽ FOR PAVEMENT EDGE DETAILS, SEE SHEET 3

FOR LEGEND, SEE SHEET 3

...303.20\303.204\103953GG401.dgn 11/5/2021 8:50:35 AM mswntt

SHEET NUM.											PART.	ITEM	ITEM	GRAND	UNIT	DESCRIPTION	SEE SHEET NO.
12	13	92	93	94	95	101	103				03/S>2/ PV		EXT	TOTAL			
LS											LS	201	11000	LS			ROADWAY
		5									5	202	20010	5	EACH	CLEARING AND GRUBBING	
		9,251									9,251	202	23000	9,251	SY	HEADWALL REMOVED	
		1,689									1,689	202	23500	1,689	SY	PAVEMENT REMOVED	
																	WEARING COURSE REMOVED
											1,294	202	30000	1,294	SF	WALK REMOVED	
											552	202	32000	552	FT	CURB REMOVED	
											2,999	202	32500	2,999	FT	CURB AND GUTTER REMOVED	
											1,512	202	35100	1,512	FT	PIPE REMOVED, 24" AND UNDER	
											85	202	35200	85	FT	PIPE REMOVED, OVER 24"	
											326	202	38000	326	FT	GUARDRAIL REMOVED	
											2	202	58000	2	EACH	MANHOLE REMOVED	
											15	202	58100	15	EACH	CATCH BASIN REMOVED	
											80	202	75000	80	FT	FENCE REMOVED	
											1	202	75250	1	EACH	GATE REMOVED	
				15,125							15,125	203	10000	15,125	CY	EXCAVATION	
				10,463							10,463	203	20000	10,463	CY	EMBANKMENT	
						1,099					1,099	204	10000	1,099	SY	SUBGRADE COMPACTION	
						12					12	204	45000	12	hour	PROOF ROLLING	
						23,556					23,556	206	10020	23,556	SY	LIME STABILIZED SUBGRADE, 14 INCHES DEEP	
											1,264	206	10300	1,264	TON	LIME	
						23,556					23,556	206	11000	23,556	SY	CURING COAT	
		337.5									337.5	606	15050	337.5	FT	GUARDRAIL, TYPE MGS	
		100									100	606	15100	100	FT	GUARDRAIL, TYPE MGS WITH LONG POSTS	
											3	606	26150	3	EACH	ANCHOR ASSEMBLY, MGS TYPE E (MASH 2016)	
											3	606	26550	3	EACH	ANCHOR ASSEMBLY, MGS TYPE T	
											1,788	608	12000	1,788	SF	5" CONCRETE WALK	
											212	608	52000	212	SF	CURB RAMP	
											LS	878	25000	LS		INSPECTION AND COMPACTION TESTING OF UNBOUND MATERIALS	
																	EROSION CONTROL
	4										4	601	21050	4	SY	TIED CONCRETE BLOCK MAT WITH TYPE 1 UNDERLAYMENT	
					28						28	601	21060	28	SY	TIED CONCRETE BLOCK MAT WITH TYPE 2 UNDERLAYMENT	
					64						64	601	32004	64	CY	ROCK CHANNEL PROTECTION, TYPE A WITH GEOTEXTILE FABRIC	
					13						13	601	32104	13	CY	ROCK CHANNEL PROTECTION, TYPE B WITH GEOTEXTILE FABRIC	
					1						1	601	32204	1	CY	ROCK CHANNEL PROTECTION, TYPE C WITH GEOTEXTILE FABRIC	
											2	659	00100	2	EACH	SOIL ANALYSIS TEST	
		2									1,306	659	00300	1,306	CY	TOPSOIL	
		11,762									11,762	659	10000	11,762	SY	SEEDING AND MULCHING	
		588									588	659	14000	588	SY	REPAIR SEEDING AND MULCHING	
		588									588	659	15000	588	SY	INTER-SEEDING	
											1.64	659	20000	1.64	TON	COMMERCIAL FERTILIZER	
											2.43	659	31000	2.43	ACRE	LIME	
											65	659	35000	65	MGAL	WATER	
											26	659	40000	26	MSF	MOWING	
					185						185	670	00710	185	SY	DITCH EROSION PROTECTION MAT, TYPE A	
						LS					LS	832	15000	LS			STORM WATER POLLUTION PREVENTION PLAN
						LS					LS	832	15002	LS			STORM WATER POLLUTION PREVENTION INSPECTIONS
						LS					LS	832	15010	LS			STORM WATER POLLUTION PREVENTION INSPECTION SOFTWARE
						158,166					158,166	832	30000	158,166	EACH	EROSION CONTROL	
					252						252	836	10030	252	SY	SEEDING AND EROSION CONTROL WITH TURF REINFORCING MAT, TYPE 3	

CALCULATED	MSW	CHECKED	WAA
GENERAL SUMMARY			
CLE-CR 388 (PHASE 4)			
84			
245			

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SHEET NUM.											PART.	ITEM	ITEM	GRAND	UNIT	DESCRIPTION	SEE SHEET NO.	CALCULATED	MSW	CHECKED	WAA
13	93	95	98	101	163	102					03/S>2/ PV	EXT	TOTAL								
																DRAINAGE					
		4.3									4.3	602	20000	4.3	CY	CONCRETE MASONRY					
		5.7									5.7	602	20001	5.7	CY	CONCRETE MASONRY, AS PER PLAN					162
100											100	605	13300	100	FT	6" UNCLASSIFIED PIPE UNDERDRAINS					
			10,017								10,017	605	14020	10,017	FT	6" BASE PIPE UNDERDRAINS WITH GEOTEXTILE FABRIC					
25											25	605	31100	25	FT	AGGREGATE DRAINS					
100											100	611	00406	100	FT	4" CONDUIT, TYPE F					
			864								864	611	00510	864	FT	6" CONDUIT, TYPE F FOR UNDERDRAIN OUTLETS					
		1,855									1,855	611	04400	1,855	FT	12" CONDUIT, TYPE B					
		145									145	611	04600	145	FT	12" CONDUIT, TYPE C					
		177									177	611	05900	177	FT	15" CONDUIT, TYPE B					
											156	611	06100	156	FT	15" CONDUIT, TYPE C					
											531	611	07400	531	FT	18" CONDUIT, TYPE B					
											41	611	08200	41	FT	18" CONDUIT, TYPE F, 707.05 TYPE C OR 707.21					
											146	611	11900	146	FT	27" CONDUIT, TYPE B					
											174	611	19400	174	FT	42" CONDUIT, TYPE B					
											20	611	98150	20	EACH	CATCH BASIN, NO. 3					
											7	611	98180	7	EACH	CATCH BASIN, NO. 3A					
											2	611	98230	2	EACH	CATCH BASIN, NO. 4					
											2	611	98410	2	EACH	CATCH BASIN, NO. 8					
											2	611	98630	2	EACH	CATCH BASIN ADJUSTED TO GRADE					
											5	611	99574	5	EACH	MANHOLE, NO. 3					
											132	611	97400	132	FT	CONDUIT, MISC.: 72" CONDUIT, TYPE A, VARIOUS MATERIALS					161
2											2	611	99710	2	EACH	PRECAST REINFORCED CONCRETE OUTLET					
																PAVEMENT					
				1,091							1,091	254	01000	1,091	SY	PAVEMENT PLANING, ASPHALT CONCRETE, 7.25" THICK					
				4,273							4,273	302	46000	4,273	CY	ASPHALT CONCRETE BASE, PG64-22					
				4,095							4,095	304	20000	4,095	CY	AGGREGATE BASE					
				3,042							3,042	407	10000	3,042	GAL	TACK COAT					
											22	441	50000	22	CY	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), PG64-22					
											31	441	50300	31	CY	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, (448)					
											1,054	442	10000	1,054	CY	ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (446)					
											1,148	442	10100	1,148	CY	ASPHALT CONCRETE INTERMEDIATE COURSE, 19 MM, TYPE A (446)					
											297	452	12010	297	SY	8" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC 1P					
	6,587										6,587	609	26000	6,587	FT	CURB, TYPE 6					
	567										567	609	98000	567	FT	CURB, MISC.: CLERMONT COUNTY CURB AND GUTTER					152
																WATER WORK					
											2	602	98200	2	CY	MASONRY, MISC.:CONCRETE ENCASEMENT (CCWRD ITEM 1170)					165
											12	638	08706	12	EACH	8" CUTTING-IN SLEEVE					
					4						9	638	08712	9	EACH	16" CUTTING-IN SLEEVE					
											1	638	10500	1	EACH	FIRE HYDRANT REMOVED AND RESET					
											2	638	98000	2	EACH	WATER WORK, MISC.:8" GATE VALVE WITH VALVE BOX (CCWRD 2210)					164
											4	638	98000	4	EACH	WATER WORK, MISC.:16" BUTTERFLY VALVE WITH VALVE BOX (CCWRD ITEM 2210)					164
											605	638	98600	605	FT	WATER WORK, MISC.:8" DUCTILE IRON WATER MAIN AND DUCTILE IRON FITTINGS (CCWRD ITEM 2110)					163
					40						615	638	98600	615	FT	WATER WORK, MISC.:16" DUCTILE IRON WATER MAIN AND DUCTILE IRON FITTINGS (CCWRD ITEM 2110)					163

GENERAL SUMMARY

CLE-CR 388
(PHASE 4)

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PAV'T AREA	STATION		SIDE	LENGTH (ALONG CURB OR EDGE LINE)	AREA (FROM CADD)	204	204	206	206	206	254	302	302	304	304	407	407	407	441	441	442	442	452
	FROM	TO				SY	HR	SY	TON	SY	SY	SY	SY	CY	CY	CY	CY	GAL	GAL	GAL	CY	CY	CY
BACH-BUXTON RD.																							
FULL DEPTH ASPH.	304+25.00	332+72.11	LT/RT		177,348.02		9.85	19,705.34	1,057.52	19,705.34				3,284.22	3,284.22	1,182.32	1,182.32				821.06	957.90	
+CURB TYPE 6	304+25.00	314+16.97	LT	1,022.54			0.09	170.42	9.15	170.42				18.94									
+CURB TYPE 6	315+65.40	330+91.40	LT	1,535.80			0.13	255.97	13.74	255.97				28.44									
+CURB TYPE 6	332+31.07	332+72.11	LT	39.09			0.003	6.52	0.35	6.52				0.72									
+CURB TYPE 6	304+25.00	314+12.53	RT	960.92			0.08	160.15	8.59	160.15				17.79									
+CURB TYPE 6	315+68.60	331+35.02	RT	1,558.75			0.13	259.79	13.94	259.79				28.87									
+CURB TYPE 6	332+43.25	332+72.11	RT	30.23			0.003	5.04	0.27	5.04				0.56									
ASHP. COMM. DRIVE	306+71.62	307+31.43	LT		1,059.85	117.76	0.06								26.17	7.07		4.09	5.72				
+ASPHALT EDGE COURSE	306+71.62	307+31.43	LT	79.81		13.30	0.01							1.64					0.29				
ASHP. COMM. DRIVE	314+12.53	315+68.60	RT		3,570.32	396.70	0.20								88.16	23.80		13.77	19.28				
+CURB TYPE 6	314+12.53	315+68.60	RT	162.42		27.07	0.01																
CLEPPER LN.																							
RESURFACING	68+67.83	71+40.00	LT/RT		15,199.09												151.99				70.37		
FULL DEPTH ASPH.	71+40.00	73+29.10	LT		112.61	12.51	0.01					2.09		2.09		0.75	0.75				0.52	0.61	
+CURB TYPE 6	71+40.00	73+29.10	LT	218.75		36.46	0.02							4.05							70.37		
FULL DEPTH ASPH.	71+40.00	73+29.63	RT		85.05	9.45	0.005					1.58		1.58		0.57	0.57				0.39	0.46	
+CURB TYPE 6	71+40.00	73+29.63	RT	210.98		35.16	0.02							3.91									
VARIABLE OVERLAY	71+40.00	73+27.64	LT/RT		9,816.22						1,090.69		519.22			65.44	65.44				45.45	53.02	
MARIAN DR.																							
FULL DEPTH ASPH.	50+00.00	53+31.05	LT/RT		14,102.09		0.78	1,566.90	84.09	1,566.90		261.15		261.15		94.01	94.01				65.29	76.17	
+CLERMONT C&G	50+00.00	51+22.47	LT		340.29		0.02	37.81	2.03	37.81				6.30									
+CURB TYPE 6	51+22.47	53+45.34	LT	239.31			0.02	39.89	2.14	39.89				4.43									
+CLERMONT C&G	50+00.00	51+20.00	RT		303.88		0.02	33.76	1.81	33.76				5.63									
+CURB TYPE 6	51+20.00	53+06.86	RT	223.18			0.02	37.20	2.00	37.20				4.13									
FULL DEPTH ASPH.	54+01.63	55+00.00	LT/RT		4,954.82		0.28	550.54	29.55	550.54		91.76		91.76		33.03	33.03				22.94	26.76	
+CURB TYPE 6	54+14.42	54+67.94	LT	77.27			0.01	12.88	0.69	12.88				1.43									
+CLERMONT C&G	54+67.94	54+96.22	LT		61.41		0.003	6.82	0.37	6.82				1.14									
+CURB TYPE 6	53+85.85	54+89.76	RT	119.10			0.01	19.85	1.07	19.85				2.21									
+CLERMONT C&G	50+00.00	51+22.47	RT		20.41		0.001	2.27	0.12	2.27				0.38									
ASHP. COMM. DRIVE	50+56.16	51+12.48	LT		1,127.47	125.27	0.06								27.84	7.52		4.35	6.09				
+CURB TYPE 6	50+56.16	51+12.48	LT	76.50		12.75	0.01																
ELICK LN.																							
FULL DEPTH ASPH.	54+01.63	55+00.00	LT/RT		6,098.96		0.34	677.66	36.37	677.66		112.94		112.94		40.66	40.66				28.24	32.94	
+CLERMONT C&G	54+67.94	54+96.22	LT/RT	285.87			0.004	7.50	0.40	7.50				1.25									
CONC. COMM. DRIVE	40+15.29	40+59.54	LT		2,674.49	297.17	0.15								66.04	17.83							297.17
+CONC. EDGE COURSE	40+15.29	40+59.54	LT	89.53		14.92	0.01							1.11									
SUBTOTAL THIS SHEET						1,098.53	12.33	23,556.30	1,264.19	23,556.30	1,090.69	3,753.73	519.22	3,883.91	210.95	1,473.00	1,416.79	151.99	22.21	31.39	1,054.24	1,147.86	297.17
SUBTOTAL CARRIED TO GENERAL SUMMARY						1,099	12	23,556	1,264	23,556	1,091	4,273		4,095		3,042			22	31	1,054	1,148	297

CALCULATED
 MSW
 CHECKED
 WAA
PAVEMENT ESTIMATED QUANTITIES
CLE-CR 388 (PHASE 4)