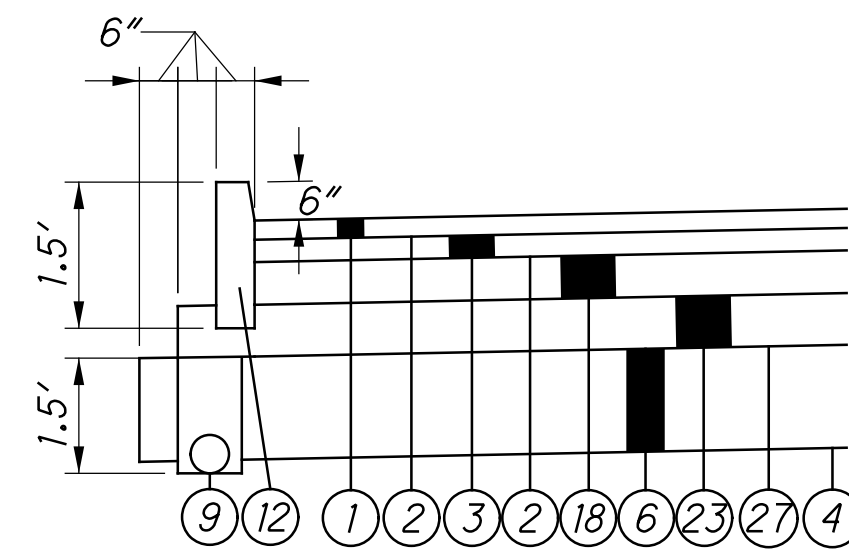
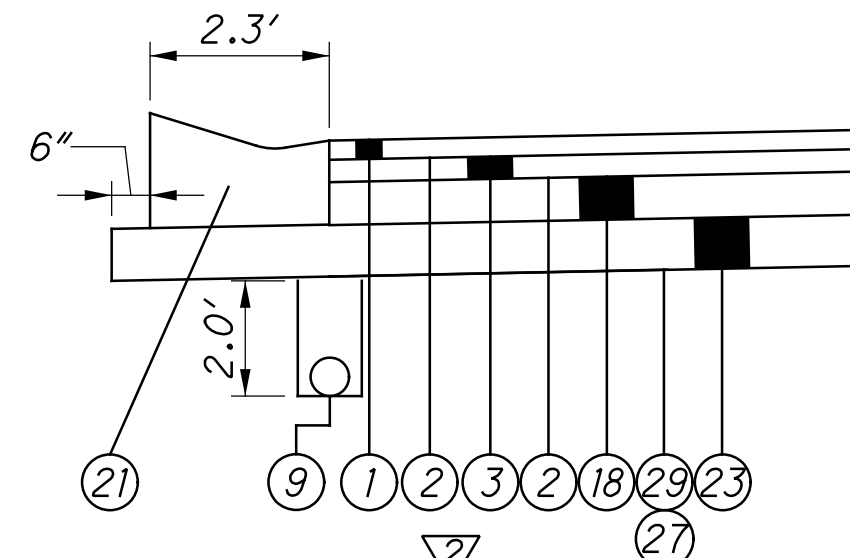


LEGEND

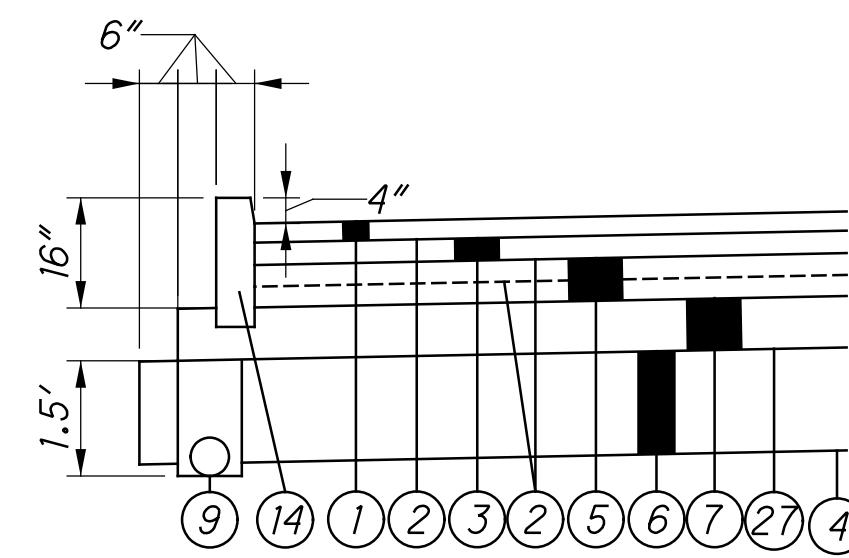
- ① ITEM 442 - 1½" ASPHALT CONCRETE (SC), 12.5MM, TYPE A (446)
- ② ITEM 407 - NON-TRACKING TACK COAT
- ③ ITEM 442 - 1¾" ASPHALT CONCRETE (IC), 19MM, TYPE A (446)
- ④ ITEM 206 - CURING COAT
- ⑤ ITEM 302 - 10" ASPHALT CONCRETE BASE, PG64-22
- ⑥ ITEM 206 - LIME STABILIZED SUBGRADE, 12" DEEP
- ⑦ ITEM 304 - 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 452 - NON-REINFORCED CONCRETE PAVEMENT, MISC.: CONCRETE MOW STRIP
- ㉝ ITEM SPECIAL, CABLE BARRIER (EXISTING OR PROPOSED)
- 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
- (A) 3" ASPHALT CONCRETE
- (B) 9" CONCRETE
- (C) AGGREGATE BASE
- (D) CONCRETE BARRIER



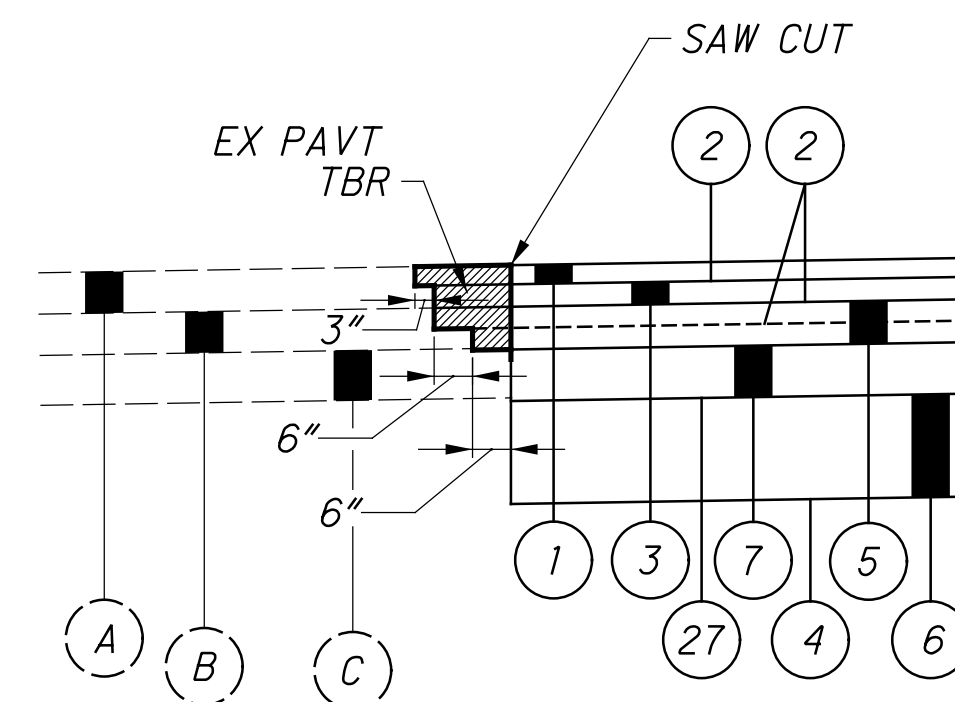
LOCAL PAVEMENT EDGE DETAIL WITH TYPE 6 CURB



PAVEMENT EDGE DETAIL WITH CLERMONT COUNTY CURB AND GUTTER

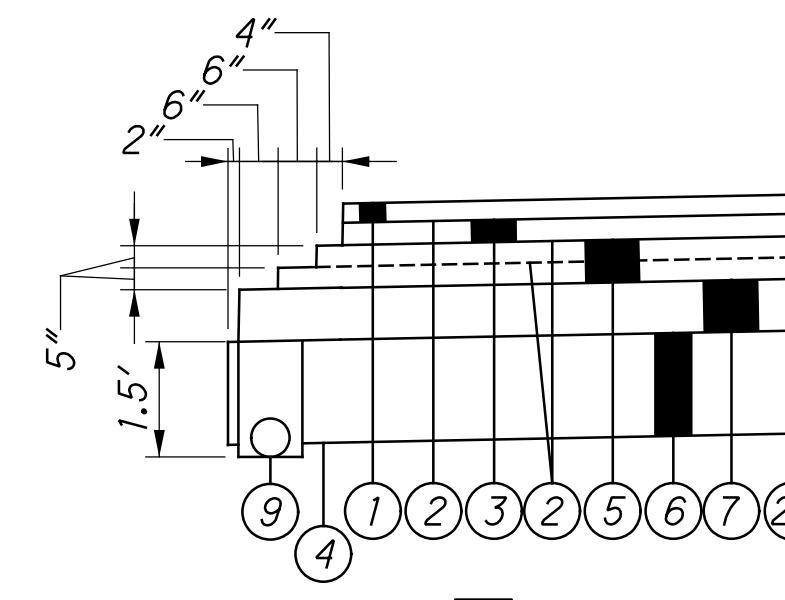


PAVEMENT EDGE DETAIL WITH TYPE 4C CURB

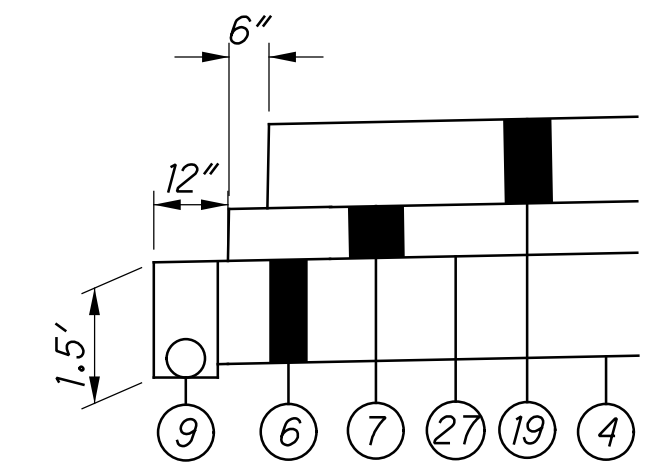


PHASING & SAW CUT JOINT DETAIL

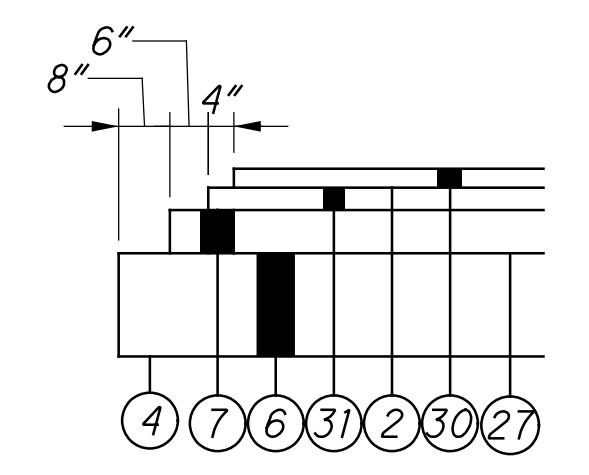
PAVEMENT EDGE DETAILS



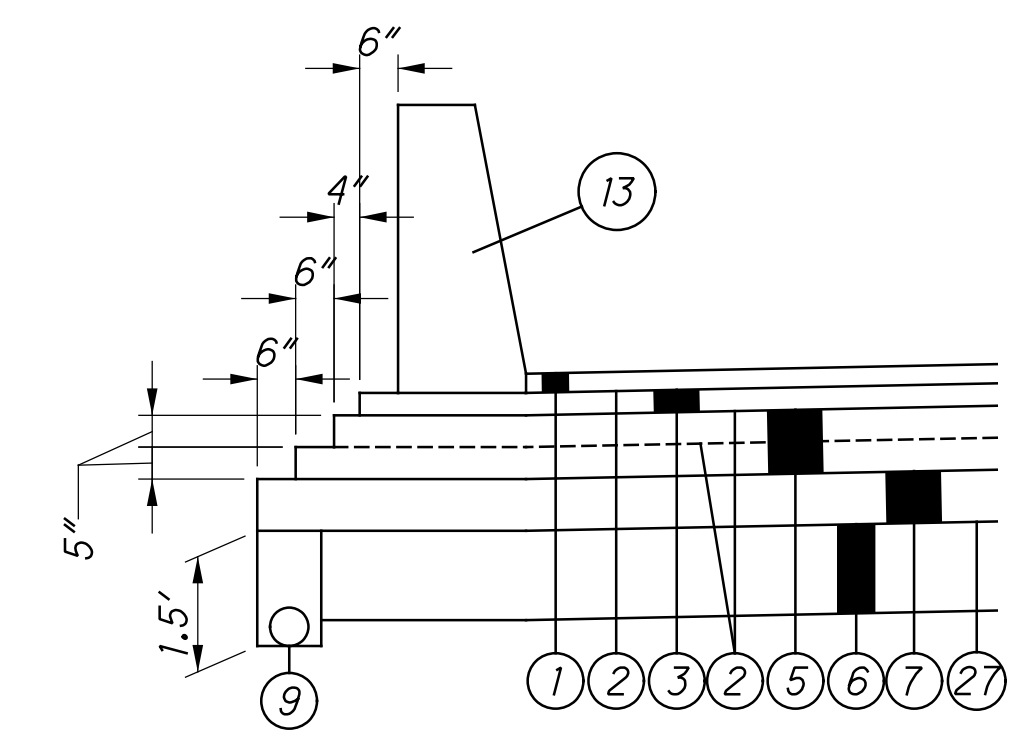
ASPHALT PAVEMENT EDGE STEP DETAIL



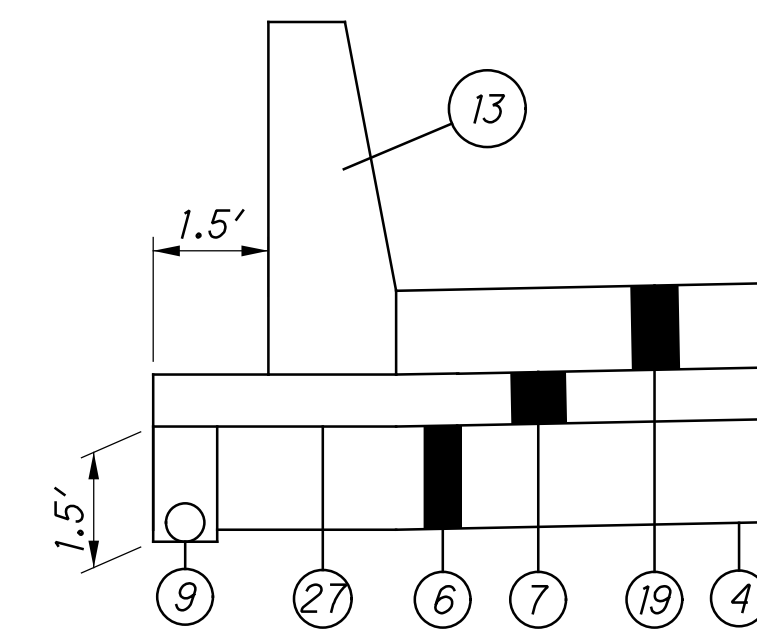
CONCRETE PAVEMENT EDGE STEP DETAIL



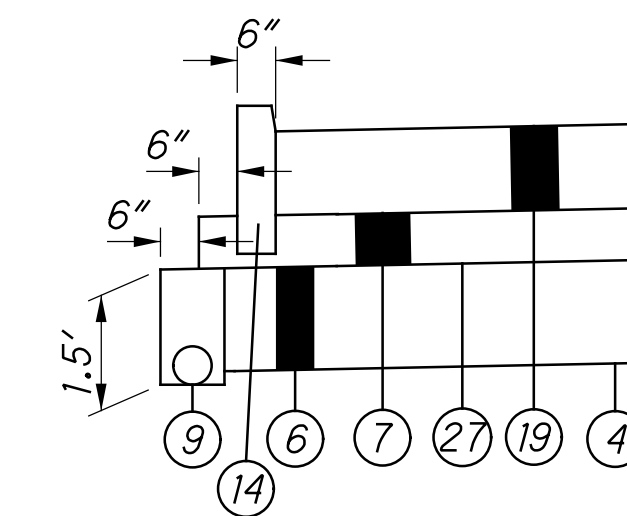
PAVEMENT EDGE DETAIL COMMERCIAL DRIVEWAYS NOT ABUTTING CURB



CONCRETE BARRIER WITH ASPHALT PAVEMENT EDGE STEP DETAIL

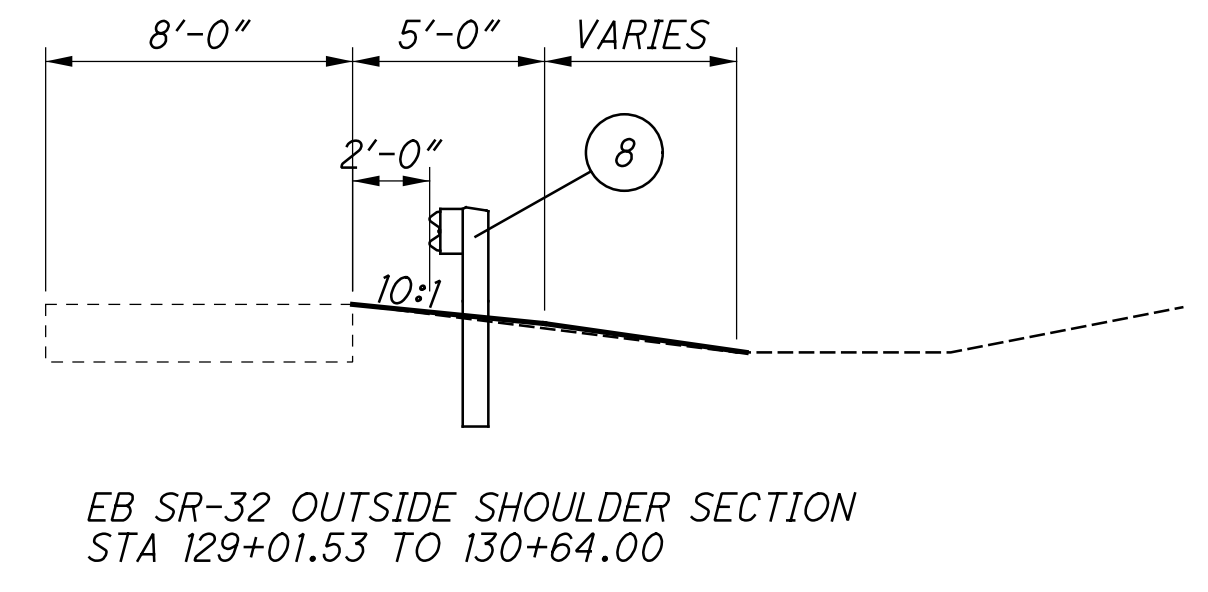


CONCRETE BARRIER WITH CONCRETE PAVEMENT EDGE STEP DETAIL

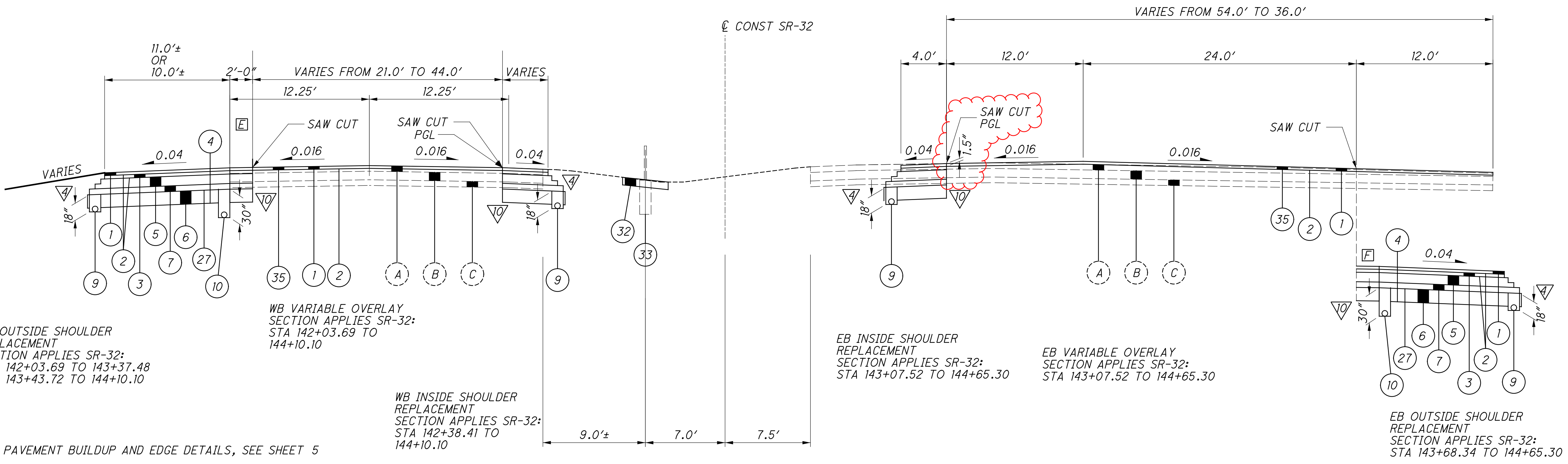
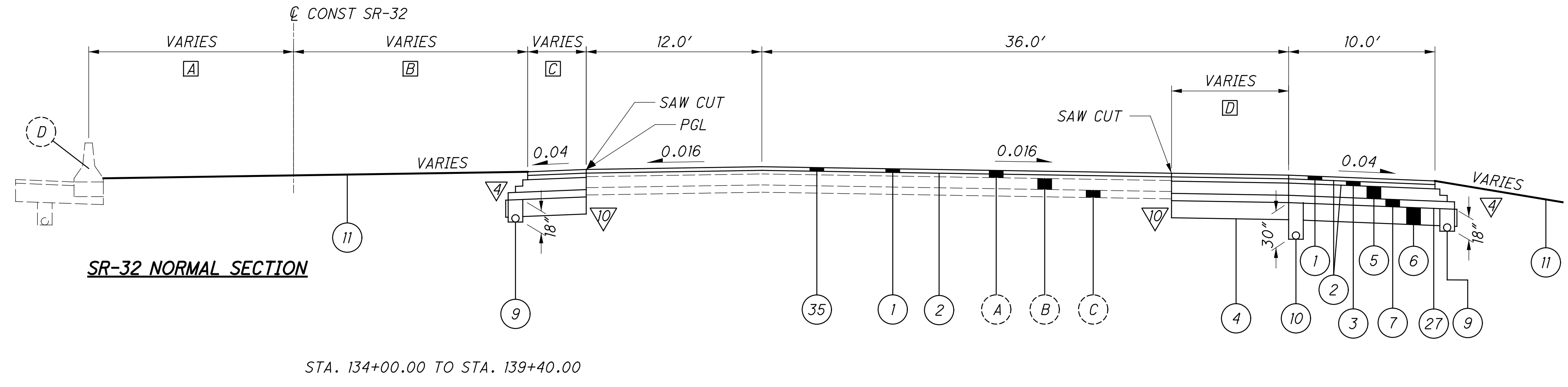


CONCRETE PAVEMENT WITH TYPE 4C CURB

- 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



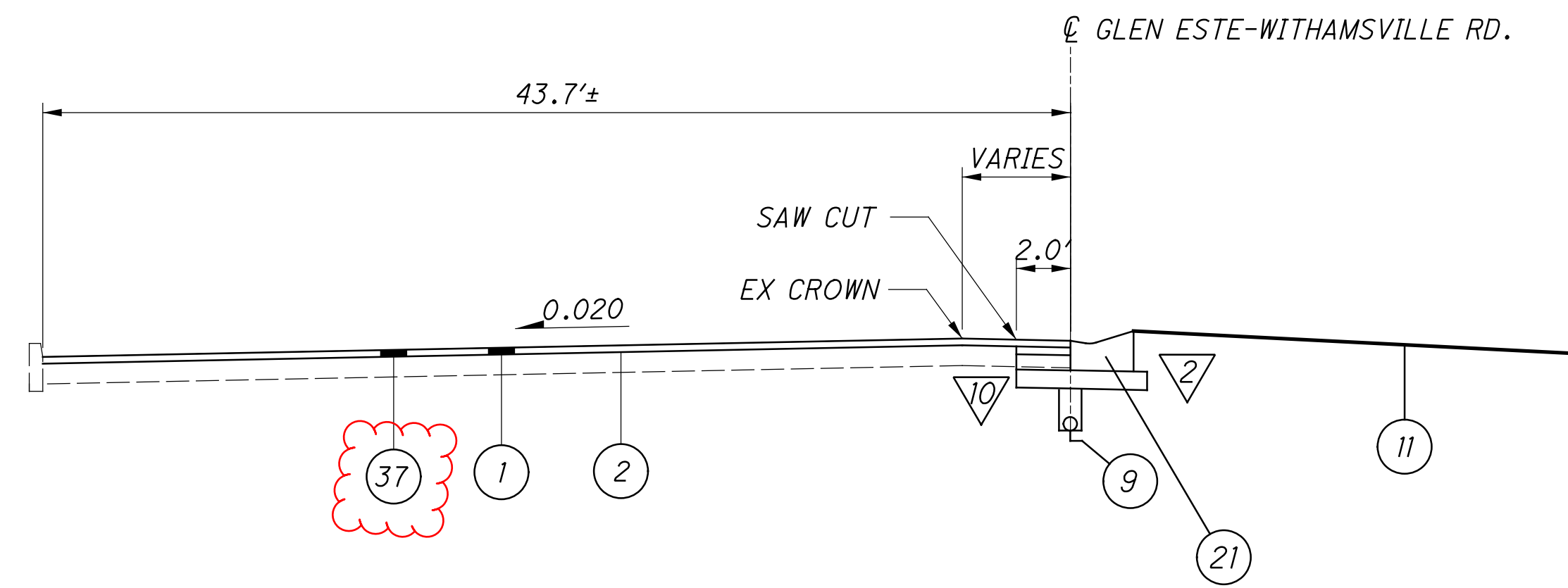
- E WB OUTSIDE LANE FULL DEPTH REPLACEMENT
SECTION APPLIES SR-32:
STA 142+03.69 TO 143+37.48
STA 143+73.43 TO 144+10.10
- F EB OUTSIDE LANE FULL DEPTH REPLACEMENT
SECTION APPLIES SR-32:
STA 143+68.34 TO 144+65.30



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

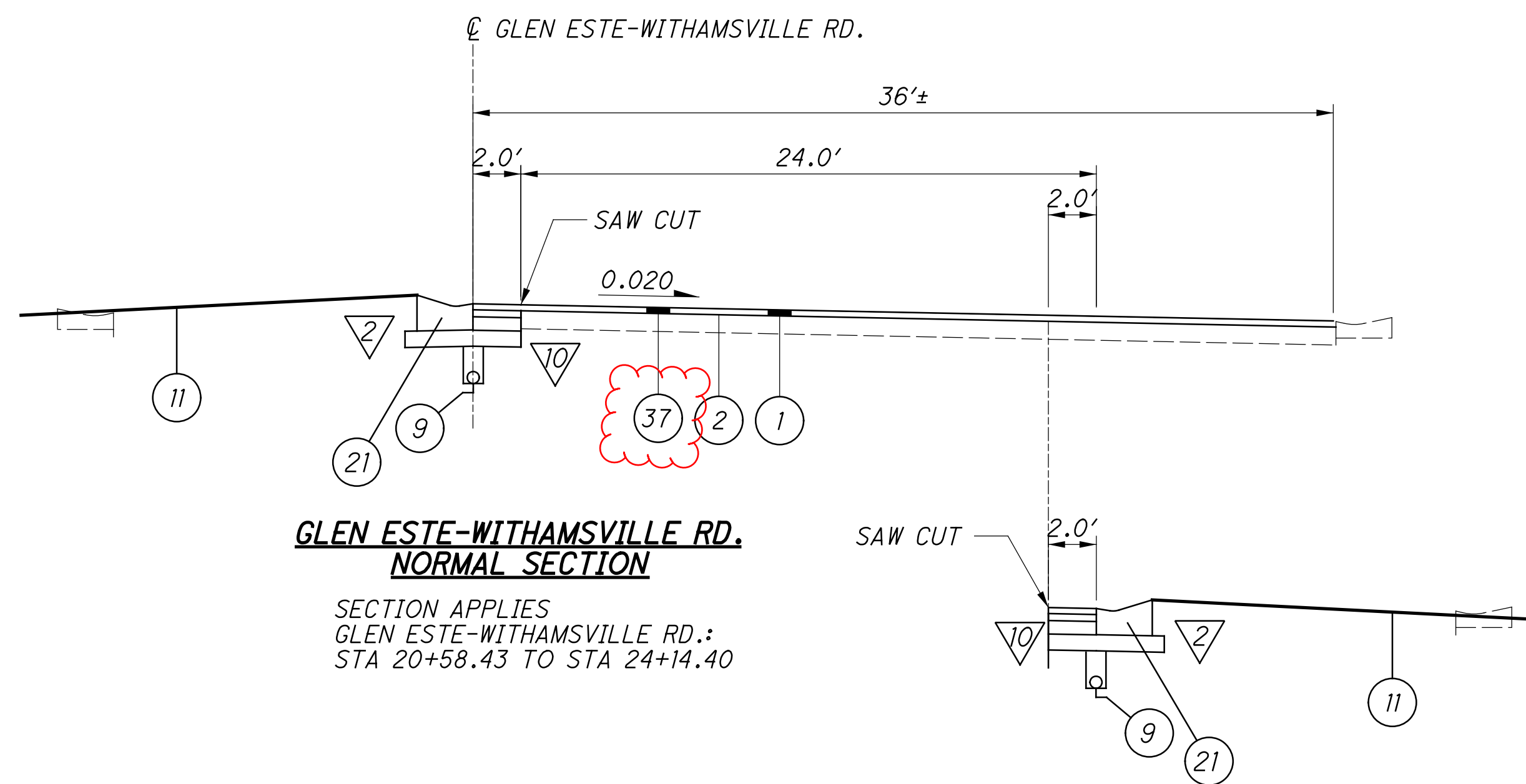
...303.205\103954_GY501.dgn 10/27/2021 6:58:43 AM mswhtt

*FOR ADDITIONAL INFORMATION,
SEE INTERSECTION DETAIL



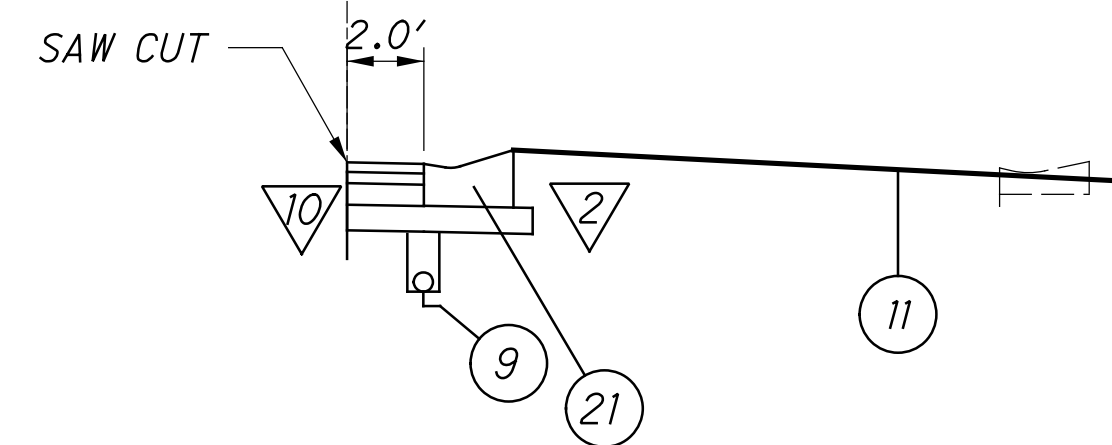
**GLEN ESTE-WITHAMSVILLE RD.
NORMAL SECTION**

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

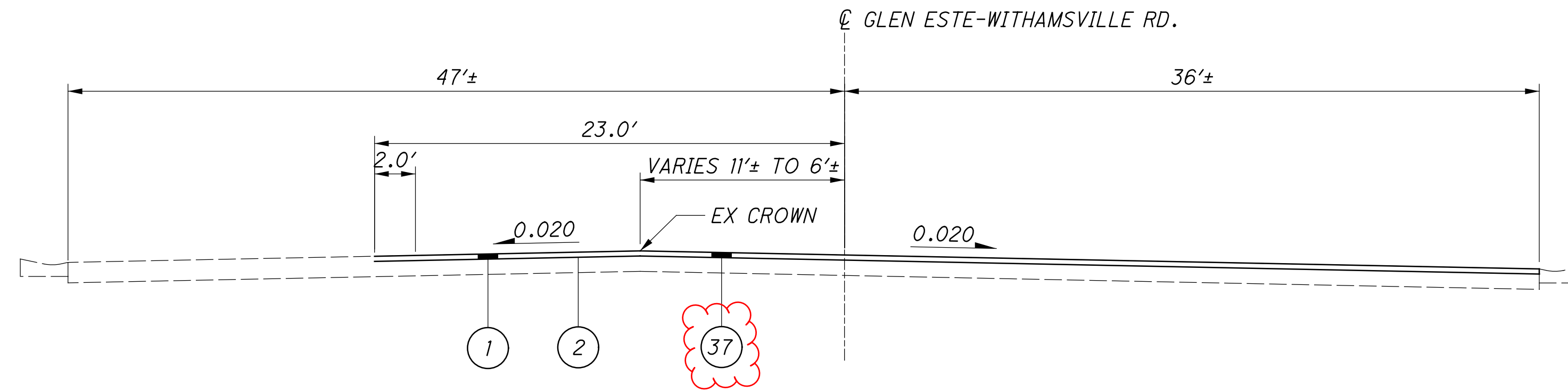


SECTION APPLIES
GLEN ESTE-WITHAMSVILLE RD.:
STA 21+05.66 TO STA 22+98.98

...303.205\103954_GY502.dgn 10/26/2021 4:04:22 PM mshwhitt

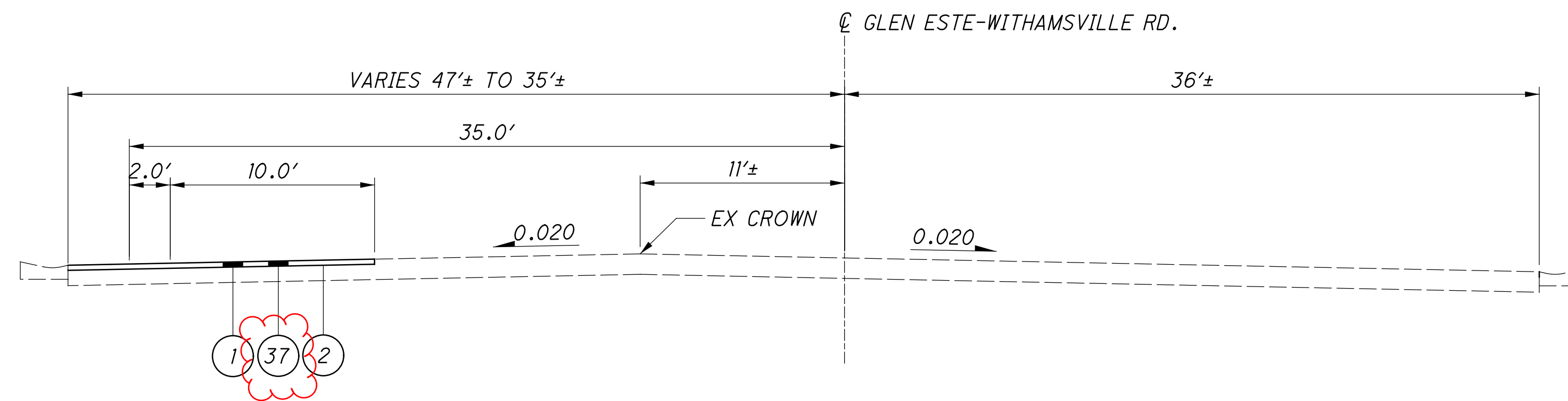
▽ FOR PAVEMENT EDGE DETAILS, SEE SHEET 5
FOR LEGEND, SEE SHEET 5

*FOR ADDITIONAL INFORMATION,
SEE INTERSECTION DETAIL



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

SECTION APPLIES
GLEN ESTE-WITHAMSVILLE RD.:
STA 24+14.40 TO STA 26+15.00



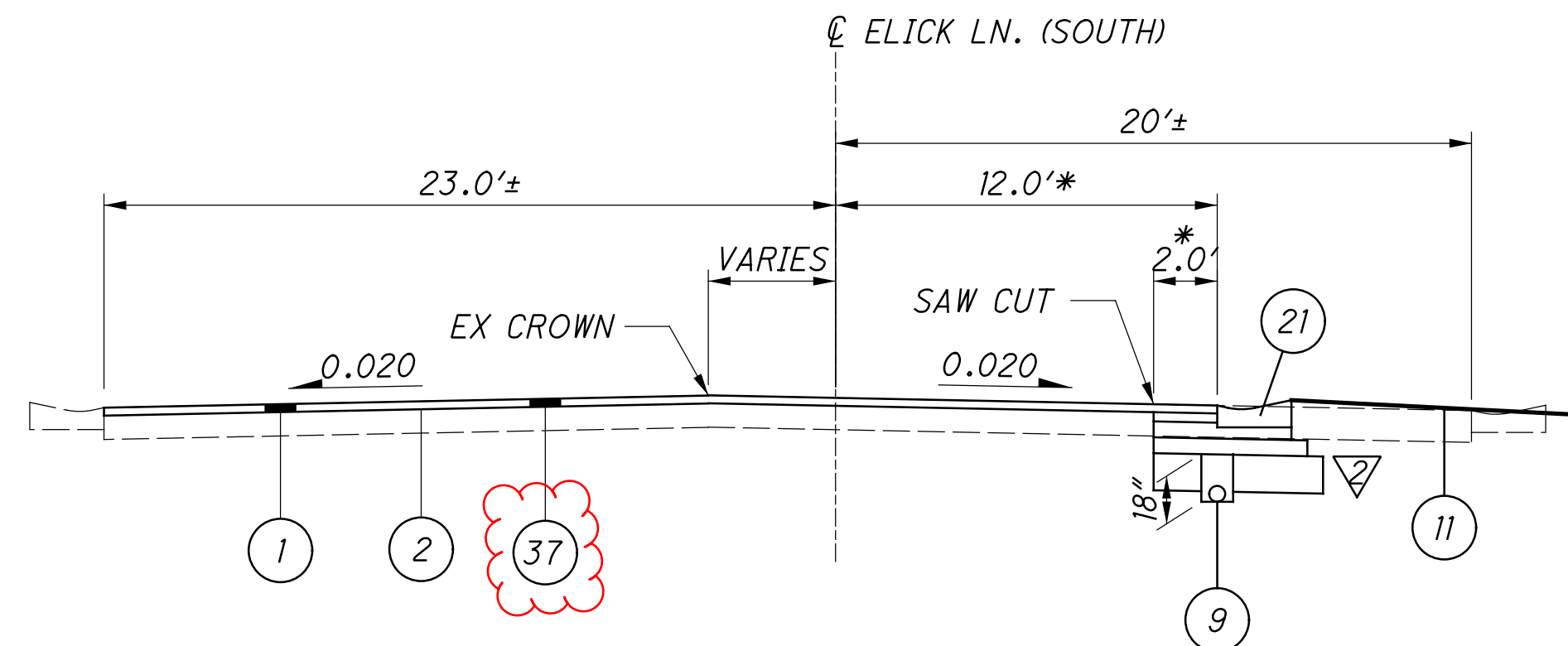
**GLEN ESTE-WITHAMSVILLE RD.
NORMAL SECTION**

SECTION APPLIES
GLEN ESTE-WITHAMSVILLE RD.:
STA 26+15.00 TO STA 28+81.12

...303.205\103954_GY502.dgn 10/27/2021 6:58:57 AM mswitt

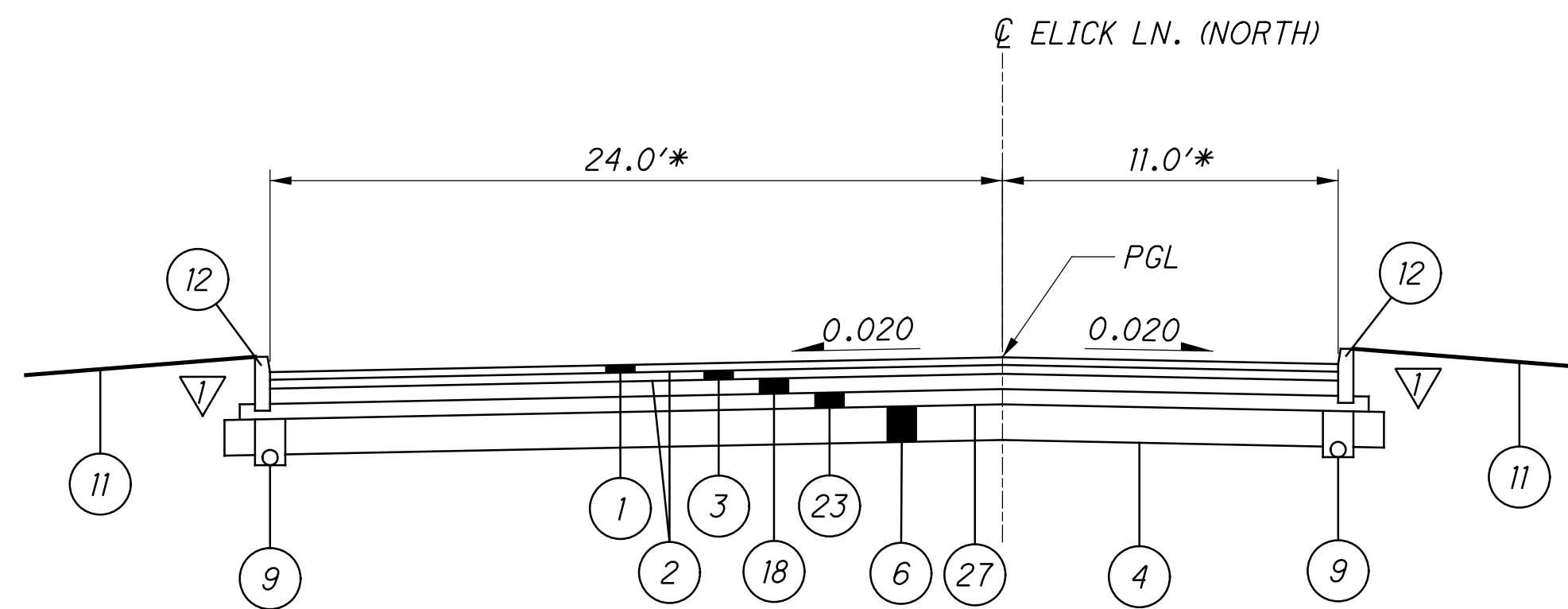
▽ FOR PAVEMENT EDGE DETAILS, SEE SHEET 5
FOR LEGEND, SEE SHEET 5

*FOR ADDITIONAL INFORMATION,
SEE INTERSECTION DETAIL



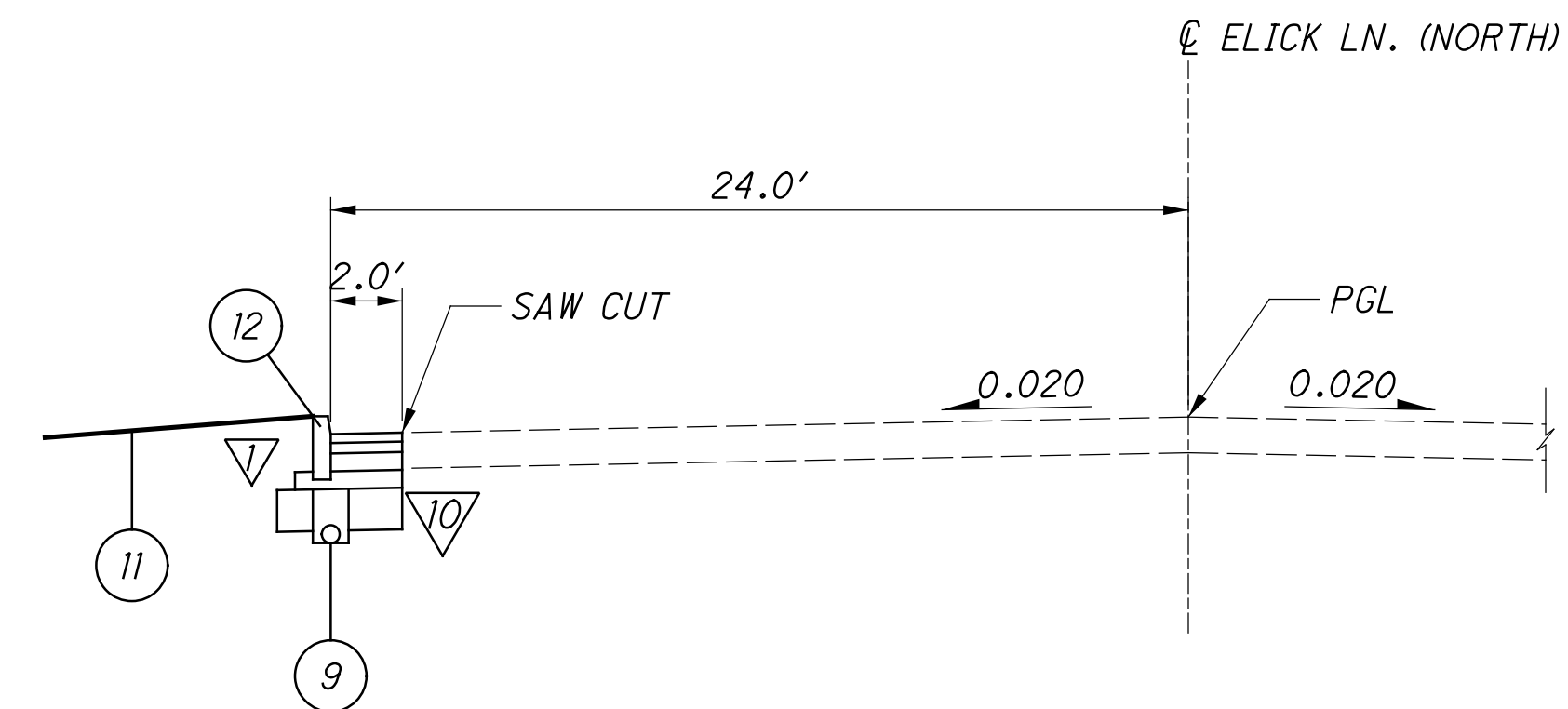
**ELICK LN. (SOUTH CUL DE SAC)
NORMAL SECTION**

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



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

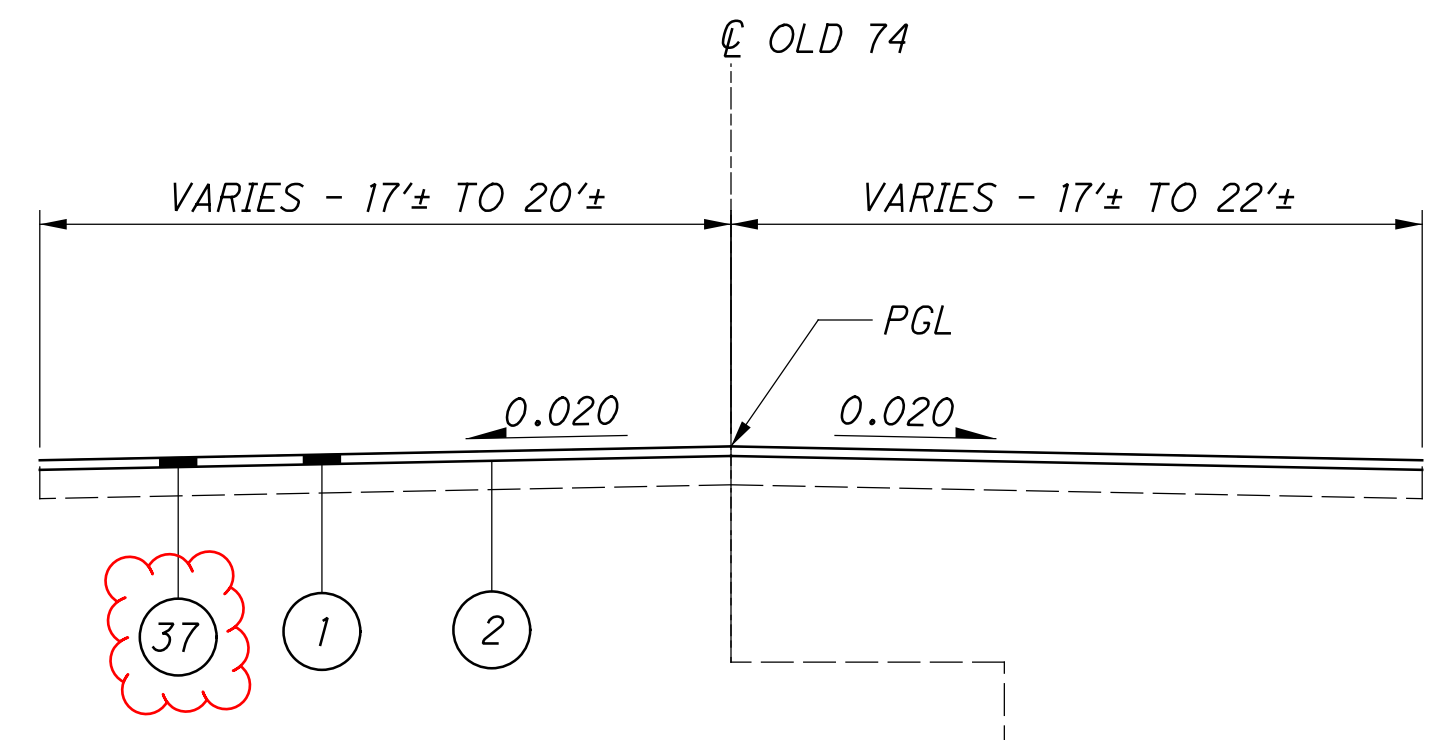
SECTION APPLIES
ELICK LN. (NORTH):
STA 60+00.61 TO STA 62+00.00



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

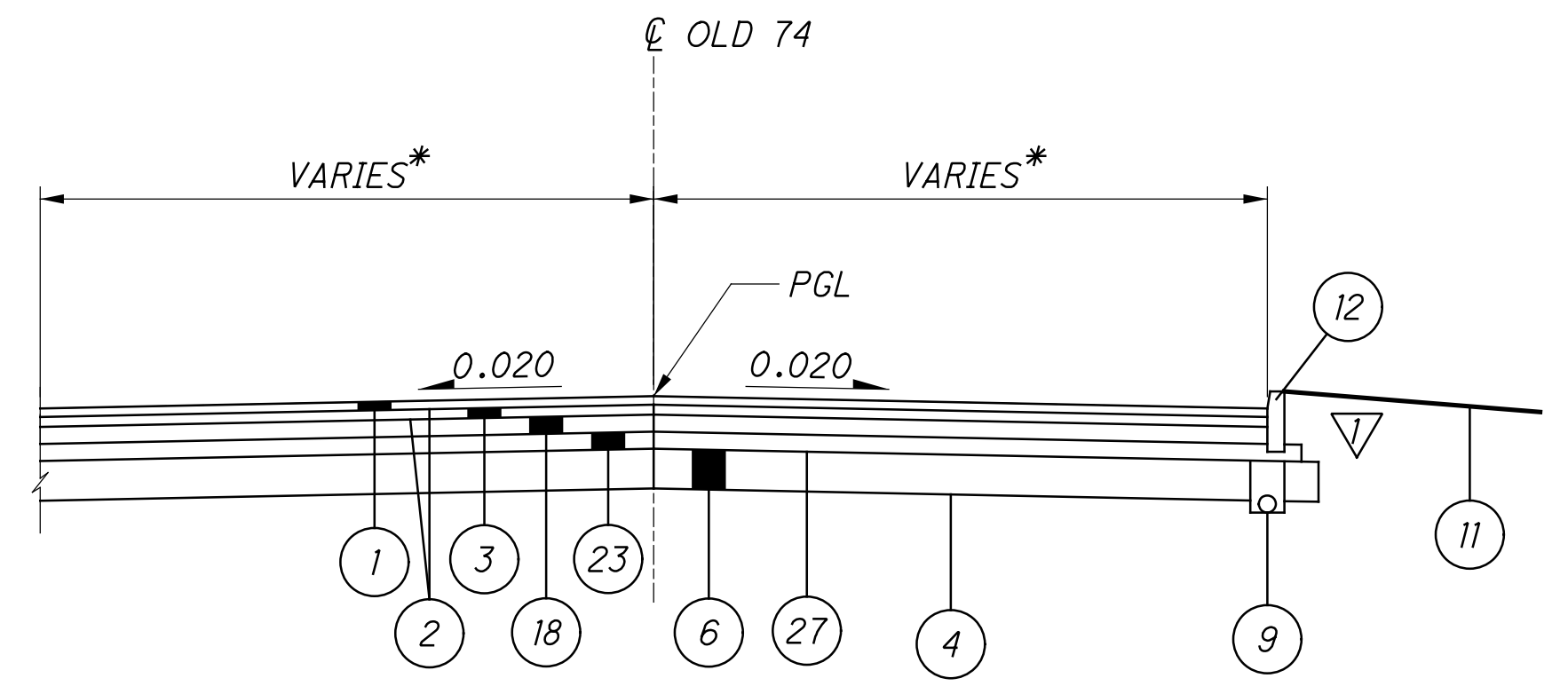
SECTION APPLIES
ELICK LN. (NORTH):
STA 62+00.00 TO STA 63+55.12

*FOR ADDITIONAL INFORMATION,
SEE INTERSECTION DETAIL



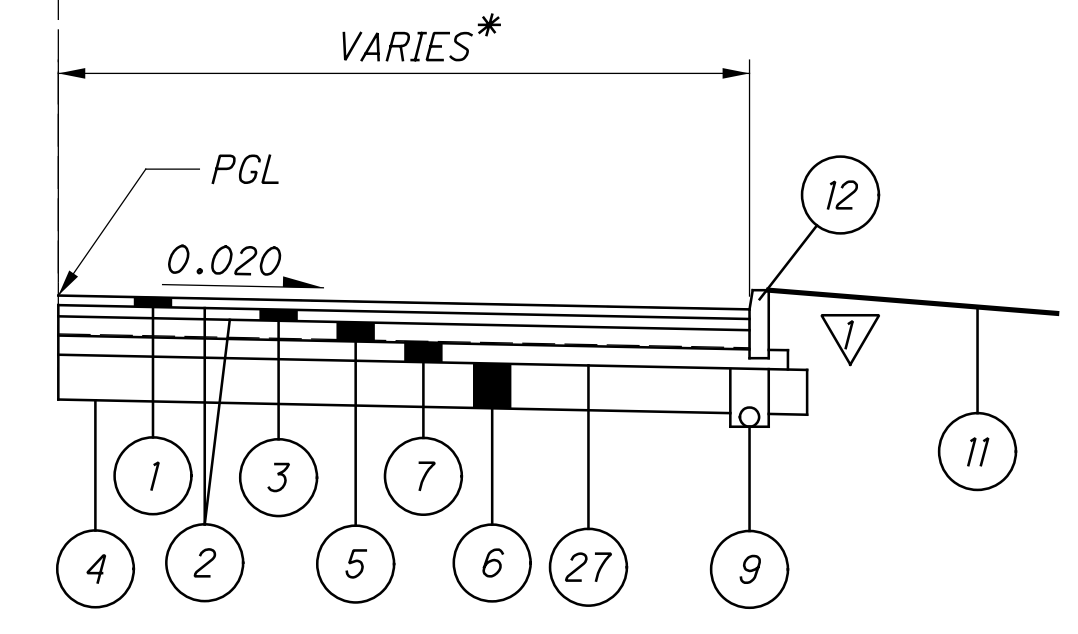
**OLD 74 (NORTH) CUL DE SAC
NORMAL SECTION**

SECTION APPLIES
OLD 74:
STA 199+20.00 TO STA 202+08.25

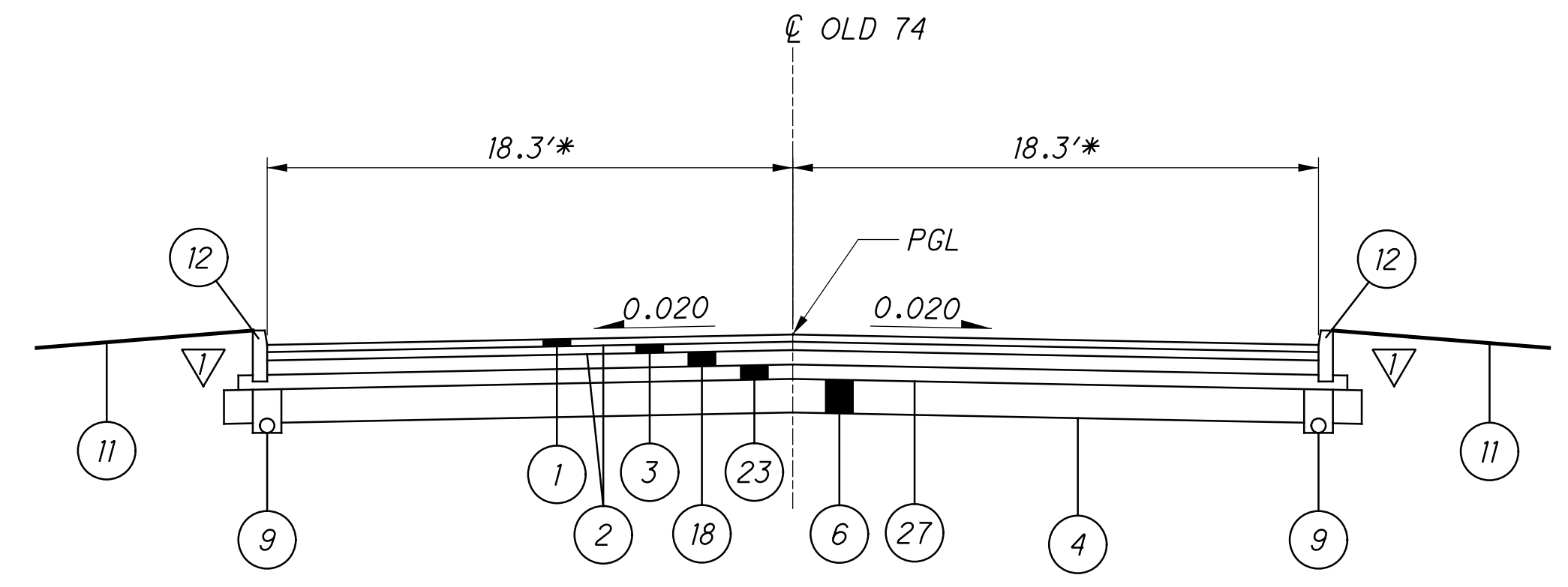


**OLD 74 (NORTH) CUL DE SAC
NORMAL SECTION**

SECTION APPLIES
OLD 74: STA 202+08.25 TO STA 202+35.47



SECTION APPLIES
OLD 74:
STA 201+19.73 TO STA 202+35.47



**OLD 74 (SOUTH) CUL DE SAC
NORMAL SECTION**

SECTION APPLIES
OLD 74: STA 204+50.17 TO STA 205+50.00

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

...303.205\103954_GY502.dgn 10/26/2021 4:04:23 PM mshwhitt

...303.205\103954...CG501.dgn 10/26/2021 4:11:19 PM mswhatt

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									
			99,344				99,344			254	01000	99,344	SY	PAVEMENT PLANING, ASPHALT CONCRETE (1.5" DEPTH)			
			4,919				4,919			254	01000	4,919	SY	PAVEMENT PLANING, ASPHALT CONCRETE (DEPTH VARIES, 1.5" MAX)			
308			8,896				9,204			302	46000	9,204	CY	ASPHALT CONCRETE BASE, PG64-22			
			12,241				12,241			304	20000	12,241	CY	AGGREGATE BASE			
			15,303				15,303			407	20000	15,303	GAL	NON-TRACKING TACK COAT			
			32				32			441	50000	32	CY	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), PG64-22			
			44				44			441	50300	44	CY	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, (448)			
			3,605				3,605			442	00100	3,605	CY	ANTI-SEGREGATION EQUIPMENT			
77			5,941				6,018			442	10000	6,018	CY	ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (446)			
72			1,879				1,951			442	10100	1,951	CY	ASPHALT CONCRETE INTERMEDIATE COURSE, 19 MM, TYPE A (446)			
			380				380			452	09010	380	SY	4" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC 1P			
			14,343				14,343			452	14110	14,343	SY	11" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC 1P			
	1,266						1,266			452	19200	1,266	SY	NON-REINFORCED CONCRETE PAVEMENT, MISC.: CONCRETE MOW STRIP	29		
		87					87			609	12000	87	FT	COMBINATION CURB AND GUTTER, TYPE 2			
		403					403			609	24510	403	FT	CURB, TYPE 4-C			
		4,068					4,068			609	26000	4,068	FT	CURB, TYPE 6			
		1,367					1,367			609	98000	1,367	FT	CURB, MISC.: CLERMONT COUNTY C&G	470		
														WATER WORK			
				3			3			202	75610	3	EACH	VALVE BOX REMOVED			
				3.2			3.2			602	98200	3.2	CY	MASONRY, MISC.:CONCRETE ENCASEMENT (CCWRD ITEM 1170)	473		
				2			2			638	08706	2	EACH	8" CUTTING-IN SLEEVE			
				3			3			638	10800	3	EACH	VALVE BOX ADJUSTED TO GRADE			
				287			287			638	98600	287	FT	WATER WORK, MISC.:8" DUCTILE IRON WATER MAIN AND DUCTILE IRON FITTINGS (CCWRD ITEM 2110)	471		
														SANITARY SEWER			
				5			5			202	58700	5	EACH	MANHOLE ABANDONED			
				797			797			611	01800	797	FT	8" CONDUIT, TYPE B, SDR-26 (CCWRD 3110)			
				5			5			611	99575	5	EACH	MANHOLE, NO. 3, AS PER PLAN	472		
				4			4			611	99654	4	EACH	MANHOLE ADJUSTED TO GRADE			
														LIGHTING			
				40			40			625	00450	40	EACH	CONNECTION, FUSED PULL APART			
				42			42			625	00480	42	EACH	CONNECTION, UNFUSED PERMANENT			
				20			20			625	10481	20	EACH	LIGHT POLE, DECORATIVE, AS PER PLAN	571		
				20			20			625	14001	20	EACH	LIGHT POLE FOUNDATION, 24" X 6' DEEP, AS PER PLAN	570		
				1,650			1,650			625	23200	1,650	FT	NO. 4 AWG 2400 VOLT DISTRIBUTION CABLE			
				7,881			7,881			625	23304	7,881	FT	NO. 8 AWG 600 VOLT DISTRIBUTION CABLE			
				800			800			625	23400	800	FT	NO. 10 AWG POLE AND BRACKET CABLE			
				1,963			1,963			625	25304	1,963	FT	CONDUIT, 1-1/2", 725.051			
				347			347			625	25504	347	FT	CONDUIT, 3", 725.051			
				375			375			625	25902	375	FT	CONDUIT, JACKED OR DRILLED, 725.04, 3"			
				4			4			625	27503	4	EACH	LUMINAIRE, UNDERPASS, SOLID STATE (LED), AS PER PLAN, 240 VOLT	571		
				20			20			625	27551	20	EACH	LUMINAIRE, DECORATIVE, AS PER PLAN, 150W HPS, 240 VOLT	571		
				2,042			2,042			625	29000	2,042	FT	TRENCH			
				2			2			625	29920	2	EACH	STRUCTURE JUNCTION BOX			
				3			3			625	29930	3	EACH	MEDIAN JUNCTION BOX			
				6			6			625	30700	6	EACH	PULL BOX, 725.08, 18"			
				3			3			625	30706	3	EACH	PULL BOX, 725.08, 24"			
				20			20			625	32000	20	EACH	GROUND ROD			
				1			1			625	33000	1	EACH	STRUCTURE GROUNDING SYSTEM			
				1			1			625	34001	1	EACH	POWER SERVICE, AS PER PLAN	570		
				2,042			2,042			625	36010	2,042	FT	UNDERGROUND WARNING/MARKING TAPE			
				LS			LS			625	37000	LS		SERVICE TO UNDERPASS LIGHTING			

GENERAL SUMMARY

CLE-32-3.50 (PHASE 5)

**ESTIMATED QUANTITIES SHEET
NO.**

ITEM 202E23500
WEARING COURSE REMOVED
has been removed

	204	204	206	206	206	206	254	254	302	302	304	304	407	407	441	441	442	442	442	452	452
	SUBGRADE COMPACTION	PROOF ROLLING	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	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 OCl	11" NON-REINFORCED CONCRETE PAVEMENT
	SY	HR	SY	TON	SY	LS	SY	SY	CY	CY	CY	CY	GAL	GAL	CY	CY	CY	CY	CY	SY	SY
160		6.03	12,066.45	312.22	12,066.45			4,266.64	9.65	3,141.34	9.65	2,787.88	1,964.23	384.01			357.12	629.97	532.28		
161		4.76	9,524.03	246.43	9,524.03			652.75		2,505.18		2,113.78	1,555.12	58.75			326.43	383.08	422.44		
162	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
163	6,818.76	12.80	18,773.41	485.76	18,773.41		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		
164	229.62	0.11			210.83		90,974.13		3.16	58.62	3.16	46.89	39.13	8,187.83			2,921.57	3,798.76	11.21		
SUBTOTALS THIS SHEETS																					
	8,650.81	31.96	55,265.00	1,429.98	55,475.83	LS	99,343.62	4,919.39	3,190.94	5,705.14	3,315.22	8,925.76	5,918.96	9,383.87	31.57	44.50	3,605.12	5,941.11	1,879.41	379.55	14,343.06
TOTALS CARRIED TO GENERAL NOTES																					
		32																			
TOTALS CARRIED TO GENERAL SUMMARY																					
	8,651		55,265	1,430	55,476	LS	99,344	4,919	8,896		12,241		15,303		32	44	3,605	5,941	1,879	380	14,343

PAVEMENT SUBSUMMARY

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

CALCULATED
MSW
CHECKED
WAA

...303.205\103954_CS501.dgn 10/26/2021 4:14:21 PM mshitt

10/26/2021 4:14:21 PM mswhtt
 ...303.205\103954_CS501.dgn

PAV'T AREA	STATION		SIDE	LENGTH (ALONG CURB OR EDGE LINE) LF	AREA (FROM CADD) SQ FT	204	206	206	206	254	302	302	304	304	407	407	441	441	442	442	442	452	452	
	FROM	TO				HR	SY	TON	SY	SY	SY	SY	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	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 OGI
	SR-32 EB																							
FREEWAY RESURFACING	134+00.00	139+40.00	RT		24,686.30					2,742.92						246.87								
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	0.39	771.99	19.98	771.99				214.44	171.56	138.96						32.17	37.53		
+ASPH. EDGE COURSE	134+00.00	150+21.50	RT	1,622.92		0.14	270.49	7.00	270.49				29.23	53.43										
FREEWAY RESURFACING	143+07.52	144+65.30	RT	157.96	6,513.43					723.71						65.14								
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	0.09	184.45	4.77	184.45				51.24	40.99	33.20								7.69	8.97
+ASPH. EDGE COURSE	185+35.00	189+50.00	RT	415.00		0.03	69.17	1.79	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	℄		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	℄	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	0.09	181.12	4.69	181.12				50.32	40.25	32.61								7.55	8.81
+ASPH. EDGE COURSE	232+35.00	236+42.52	RT	407.52		0.03	67.92	1.76	67.92				7.35	13.42										
SUBTOTAL CARRIED TO SHEET 159						6.03	12,066.45	312.22	12,066.45	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

CLE-32-3.50 (PHASE 5)

CALCULATED
 MSW
 CHECKED
 WAA

...303.205\103954_CS501.dgn 10/26/2021 4:14:22 PM mswwhitt

PAV'T AREA	STATION		SIDE	LENGTH (ALONG CURB OR EDGE LINE) LF	AREA (FROM CADD) SQ FT	204	206	206	206	254	302	302	304	304	407	407	441	441	442	442	452	452	
	FROM	TO				HR	SY	TON	SY	SY	SY	CY	CY	CY	CY	GAL	GAL	CY	CY	CY	CY	CY	SY
SR-32 WB																							
FREEWAY RESURFACING	142+03.69	144+10.10	LT	206.18	5,874.79					652.75						58.75							
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	0.25	493.90	12.78	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		0.09	185.22	4.79	185.22			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	0.09	178.53	4.62	178.53			49.59		39.68	32.14				7.44	8.68			
+ASPH. EDGE COURSE	188+02.27	192+03.94	LT	401.67		0.03	66.95	1.73	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	RT		1,623.20	0.09	180.36	4.67	180.36			50.10		40.08	32.47				7.52	8.77			
+ASPH. EDGE COURSE	234+95.57	239+21.68	LT	426.10		0.04	71.02	1.84	71.02			7.68		14.03									
SUBTOTAL CARRIED TO SHEET 159						4.76	9,524.03	246.43	9,524.03	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)

CALCULATED
MSW
CHECKED
WAA

...303.205\103954_CS501.dgn 10/26/2021 4:14:22 PM msw/whitt

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	CY	SY	SY
DRAINAGE INSTALLATIONS																							
SR-32																							
PIPE INSTALLATION	184+00.00		RT		150.23	16.69	0.01	16.69															
PIPE INSTALLATION	184+00.00		LT		126.51	14.06	0.01	14.06															
PIPE INSTALLATION	187+99.34	188+14.03	RT		173.93	19.33	0.01	19.33															
PIPE INSTALLATION	188+00.00		LT		128.71	14.30	0.01	14.30															
PIPE INSTALLATION	192+50.00		RT		203.63	22.63	0.01	22.63															
PIPE INSTALLATION	194+52.68	194+98.81	RT		323.87	35.99	0.02	35.99															
PIPE REMOVAL	195+08.26	195+37.57	RT		205.13	22.79	0.01	22.79															
PIPE INSTALLATION	196+50.00		LT		246.13	27.35	0.01	27.35															
PIPE INSTALLATION	200+00.00		LT		151.72	16.86	0.01	16.86															
PIPE INSTALLATION	205+77.10	205+81.51	RT		187.60	20.84	0.01	20.84															
GLEN ESTE-WITHAMSVILLE																							
LOCAL PIPE INSTALLATION	16+67.14	16+72.17	RT		18.01	2.00	0.001																
LOCAL PIPE INSTALLATION	18+73.80	18+77.88	LT		19.65	2.18	0.001																
ELICK LN. S. CUL DE SAC																							
LOCAL PIPE INSTALLATION	50+34.94	50+55.11	RT		98.46	10.94	0.01																
BACH BUXTON																							
LOCAL PIPE INSTALLATION	337+75.00	337+82.00	RT		32.95	3.66	0.002																
RESURFACING FOR MOT																							
SR-32 EB																							
RESURFACING LANES	115+00.00	134+00.00	RT		112,879.99				12,542.22						1,128.80			522.59	522.59				
RESURFACING SHLDR	115+00.00	118+02.70	RT		3,027.05				336.34						30.28				14.01				
RESURFACING SHLDR	115+00.00	134+00.00	LT		18,942.11				2,104.68						189.43				87.69				
RESURFACING SHLDR	118+05.32	134+00.00	RT		12,789.49				1,421.05						127.90				59.21				
RESURFACING LANES	139+40.00	143+07.52	RT		17,695.46				1,966.16						176.96			81.92	81.92				
RESURFACING SHLDR	139+40.00	143+31.58	RT		3,872.78				430.31						38.73				17.93				
RESURFACING LANES	144+65.30	187+50.00	RT		152,439.16				16,937.68						1,524.40			705.74	705.74				
RESURFACING SHLDR	144+65.30	158+71.15	RT		13,487.05				1,498.56						134.88				62.44				
RESURFACING SHLDR	150+21.50	185+35.00	LT		14,010.36				1,556.71						140.11				64.86				
RESURFACING SHLDR	159+90.10	170+73.24	RT		10,831.40				1,203.49						108.32				50.15				
RESURFACING SHLDR	175+08.78	180+01.20	RT		4,924.27				547.14						49.25				22.80				
RESURFACING LANES	189+50.00	239+50.00	RT		128,154.53				14,239.39						1,281.55			593.31	593.31				
RESURFACING SHLDR	189+50.00	232+35.00	LT		11,354.25				1,261.58						113.55				52.57				
RESURFACING SHLDR	236+42.52	239+50.00	LT		1,229.96				136.66						12.30				5.69				
RESURFACING SHLDR	189+50.00	195+99.61	RT		6,496.11				721.79						64.97				30.07				
RESURFACING SHLDR	197+28.82	204+50.00	RT		7,211.82				801.31						72.12				33.39				
RESURFACING SHLDR	236+79.47	239+50.00	RT		2,705.35				300.59						27.06				12.52				
SR-32 WB																							
RESURFACING LANES	139+00.00	142+03.69	LT		7,319.44				813.27						73.20			33.89	33.89				
RESURFACING SHLDR	139+00.00	142+03.69	LT		3,099.12				344.35						31.00				14.35				
RESURFACING SHLDR	139+00.00	142+38.41	RT		1,200.15				133.35						12.01				5.56				
RESURFACING LANES	144+10.00	243+50.00	LT		208,620.95				23,180.11						2,086.21			965.84	965.84				
RESURFACING SHLDR	144+10.00	158+12.78	LT		14,372.67				1,596.96						143.73				66.54				
RESURFACING SHLDR	159+32.74	171+90.25	LT		12,937.89				1,437.54						129.38				59.90				
RESURFACING SHLDR	190+00.00	207+94.20	LT		16,855.22				1,872.80						168.56				78.03				
RESURFACING SHLDR	216+48.49	234+71.22	LT		3,828.10				425.34						38.29				17.72				
RESURFACING SHLDR	236+35.30	243+50.00	LT		6,748.94				748.88						67.49				31.25				
RESURFACING SHLDR	153+50.00	188+02.27	RT		10,874.05				1,208.23						108.75				50.34				
RESURFACING SHLDR	192+03.94	234+95.57	RT		9,313.53				1,034.84						93.14				43.12				
RESURFACING SHLDR	239+21.68	243+50.00	RT		1,546.00				171.78						15.46				7.16				
SUBTOTAL CARRIED TO SHEET 159						229.62	0.11	210.83	90,974.13	3.16	58.62	3.16	46.89	39.13	8,187.83			2,921.57	3,798.76	11.21			

PAVEMENT ESTIMATED QUANTITIES

CLE-32-3.50 (PHASE 5)

164
736

CALCULATED
MSW
CHECKED
WAA

ITEM 614- MAINTAINING TRAFFIC

UPDATED 10/26/21

FOR THE PHASE 5 PROJECT, THE FOLLOWING NUMBER OF LANES AND WIDTH OF LANE SHALL BE MAINTAINED AT ALL TIMES, EXCEPT AS ALLOWED BY THE PERMITTED LANE CLOSURE TIMES NOTE OR AS OTHERWISE SHOWN IN THE PLANS, BY USE OF EXISTING PAVEMENT, THE COMPLETED PAVEMENT, ITEM 615 PAVEMENT FOR MAINTAINING TRAFFIC, ITEM 615 ROADS FOR MAINTAINING TRAFFIC, AND TEMPORARY SURFACES USING ITEMS 301, 304, 410, 441, AND 614.

ROAD:	# OF LANES	LANE WIDTH
SR32 EASTBOUND	3 ▽, ◇	11-FOOT
SR32 WESTBOUND	2 ▽, ◇	11-FOOT
BACH-BUXTON RAMPS	1 ▽	11-FOOT (MIN)
ALL OTHER ROADS	2 ⇄	10-FOOT (MIN)

NOTE:

- ▽= ONE DIRECTION
- ⇄= IN EACH DIRECTION
- ◇= EXCEPT DURING PERMITTED LANE CLOSURE HOURS

IT IS THE INTENTION TO PERFORM THE REQUIRED WORK WITH THE LEAST INCONVENIENCE TO, AND WITH THE MAXIMUM SAFETY OF THE CONTRACTOR AND THE TRAVELING PUBLIC. ANY VARIANCE FROM THESE MAINTENANCE OF TRAFFIC NOTES MUST BE APPROVED IN ADVANCE (IN WRITING) BY THE ENGINEER, EXCEPT AS MODIFIED BELOW OF AS SHOWN IN THE MAINTENANCE OF TRAFFIC PLANS.

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

ESTIMATED QUANTITIES

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

ITEM 410, TRAFFIC COMPACTED SURFACE, TYPE A OR B	90 CY
ITEM 614, ASPHALT CONCRETE FOR MAINTAINING TRAFFIC	30 CY
ITEM 616, WATER	50 MGAL

DUST CONTROL

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

ITEM 616, WATER 10 M. GAL

LANE CLOSURE/REDUCTION REQUIRED

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

LANES OPEN DURING HOLIDAYS OR SPECIAL EVENTS

NO WORK SHALL BE PERFORMED AND ALL EXISTING LANES SHALL BE OPEN TO TRAFFIC DURING THE FOLLOWING DESIGNATED HOLIDAYS OR EVENTS:

CHRISTMAS	FOURTH OF JULY
NEW YEAR'S EVE	LABOR DAY
EASTER	THANKSGIVING
MEMORIAL DAY	

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

DAY OF HOLIDAY	TIME ALL LANES MUST BE OPEN TO TRAFFIC
SUNDAY	12:00N FRIDAY THROUGH 6:00 AM MONDAY
MONDAY	12:00N FRIDAY THROUGH 6:00 AM TUESDAY
TUESDAY	12:00N MONDAY THROUGH 6:00 AM WEDNESDAY
WEDNESDAY	12:00N TUESDAY THROUGH 6:00 AM THURSDAY
THURSDAY	12:00N WEDNESDAY THROUGH 6:00 AM FRIDAY
THURSDAY (THANKSGIVING)	6:00 AM WEDNESDAY THROUGH 6:00 AM MONDAY
FRIDAY	12:00N THURSDAY THROUGH 6:00 AM MONDAY
SATURDAY	12:00N FRIDAY THROUGH 6:00 AM MONDAY

SHOULD THE CONTRACTOR FAIL TO MEET ANY OF THESE REQUIREMENTS, THE CONTRACTOR SHALL BE ASSESSED A DISINCENTIVE IN THE AMOUNT OF \$165 FOR EACH MINUTE THE ABOVE DESCRIBED LANE CLOSURE RESTRICTIONS ARE VIOLATED.

SIGNS AND BARRICADES

THE CONTRACTOR SHALL PROVIDE, ERECT AND MAINTAIN SIGNS AND SIGN SUPPORTS, AS DETAILED IN THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, AND TYPE III BARRICADES OF THE TYPE AND LOCATION AS FOLLOWS:

PHASE 4:

TYPE & QTY	LOCATION
2 - TYPE 3	INTERSECTION OF ELICK LN AND RAMP O
<hr/>	
2 <=	TOTAL OF TYPE 3 BARRICADES

ROAD CLOSED SIGN

THE CONTRACTOR SHALL PROVIDE, ERECT AND MAINTAIN STANDARD 48 X 30 INCH ROAD CLOSED SIGNS, SIGN SUPPORTS, BARRICADES AND LIGHTS, AS DETAILED IN SCD MT-101.60 AT THE FOLLOWING LOCATIONS DURING PERIODS IN WHICH THE AFFECTED ROADS ARE CLOSED TO TRAFFIC.

PHASE 1:

TYPE & QTY	LOCATION
2 - TYPE 3	INTERSECTION OF SR74 AND SR32 EB (ACROSS PAVEMENT)
2 - TYPE 3	NORTH LIMITS OF EX DRIVE ON OLD SR74
4 - TYPE 3	INTERSECTION OF RELOCATED BACH-BUXTON RD AND MARIAN DR (ACROSS PAVEMENT)
1 - TYPE 3	INTERSECTION OF RELOCATED BACH-BUXTON RD AND OLD SR74 (ACROSS PAVEMENT)
7 - TYPE 3	INTERSECTION OF RELOCATED BACH-BUXTON RD AND OLD SR74 (ACROSS PAVEMENT)
1 - TYPE 2	INTERSECTION OF EASTWOOD DR AND LONG LAKE DR

PHASE 2:

TYPE & QTY	LOCATION
2 - TYPE 2	ELICK LN AT WORK LIMITS
2 - TYPE 3	INTERSECTION OF ELICK LN AND RAMP N (ACROSS PAVEMENT)
2 - TYPE 3	INTERSECTION OF ELICK LN AND RAMP O (ACROSS PAVEMENT)
2 - TYPE 3	INTERSECTION OF OLD SR74 AND SR32 WB (ACROSS PAVEMENT)
* 2 - TYPE 3	INTERSECTION OF OLD SR74 AND SR32 EB (ACROSS PAVEMENT)
4 - TYPE 3	INTERSECTION OF ELICK LN AND MARIAN DR (ACROSS PAVEMENT)

PHASE 3:

TYPE & QTY	LOCATION
3 - TYPE 3	GLEN ESTE-WITHAMSVILLE RD STA. 17+20 RT
2 - TYPE 3	INTERSECTION OF FAYARD DR AND SR32 EB (ACROSS PAVEMENT)
* 2 - TYPE 3	INTERSECTION OF ELICK LN AND RAMP N (ACROSS PAVEMENT)
* 2 - TYPE 3	INTERSECTION OF ELICK LN AND RAMP O (ACROSS PAVEMENT)
* 2 - TYPE 3	INTERSECTION OF OLD SR74 AND SR32 WB (ACROSS PAVEMENT)
* 2 - TYPE 3	INTERSECTION OF OLD SR74 AND SR32 EB (ACROSS PAVEMENT)
2 - TYPE 2	INTERSECTION OF WYLER PARK DR AND GLEN ESTE-WITHAMSVILLE DR
2 - TYPE 3	INTERSECTION OF GLEN ESTE-WITHAMSVILLE DR AND WYLER PARK DR

PHASE 4:

TYPE & QTY	LOCATION
* 3 - TYPE 3	GLEN ESTE-WITHAMSVILLE RD STA. 17+20 RT
2 - TYPE 3	INTERSECTION OF FAYARD DR AND SR32 WB (ACROSS ROADWAY)
1 - TYPE 3	INTERSECTION OF FAYARD DR AND JAMESTOWN CROSSING (ACROSS ROADWAY)
1 - TYPE 3	INTERSECTION OF JAMESTOWN CROSSING AND BOUNDRY ST (ACROSS ROADWAY)
* 2 - TYPE 2	INTERSECTION OF WYLER PARK DR AND GLEN ESTE-WITHAMSVILLE DR SB
* 2 - TYPE 3	INTERSECTION OF GLEN ESTE-WITHAMSVILLE DR AND WYLER PARK DR
2 - TYPE 3	INTERSECTION OF WYLER PARK DR AND GLEN ESTE-WITHAMSVILLE DR NB
* 2 - TYPE 3	INTERSECTION OF FAYARD DR AND SR32 EB (ACROSS PAVEMENT)

39 <= TOTAL TYPE 3 BARRICADE & SIGN
4 <= TOTAL TYPE 2 BARRICADE & SIGN
* REMAINS FROM PREVIOUS PHASE

CALCULATED
KSC
CHECKED
JLG

MAINTENANCE OF TRAFFIC GENERAL NOTES

CLE-32-3.50
(PHASE 5)

SHEET NUM.											PART.		ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
30	31	32	33	126	35	39	36	137	138		01/NHS/OT	04/NHS/BR						
			4,500								4,500		254	01000	4,500	SY	PAVEMENT PLANING, ASPHALT CONCRETE (FOR RPM TRANSITION AREAS)	
		290									290		301	46000	290	CY	ASPHALT CONCRETE BASE, PG64-22	
		220									220		304	20000	220	CY	AGGREGATE BASE	
		110									110		407	10000	110	GAL	TACK COAT	
90											90		410	12000	90	CY	TRAFFIC COMPACTED SURFACE, TYPE A OR B	
		60									60		441	50000	60	CY	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), PG64-22	
						4					4		611	98631	4	EACH	CATCH BASIN ADJUSTED TO GRADE, AS PER PLAN	39
	1,500										1,500		614	11110	1,500	HR	LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE	
									6		6		SPECIAL	61411300	6	EACH	WORK ZONE TRAFFIC SIGNAL	36
								28		6	28		614	12384	28	EACH	WORK ZONE IMPACT ATTENUATOR, 24" WIDE HAZARDS, (BIDIRECTIONAL)	
											LS		614	12420	LS		DETOUR SIGNING	
					14						14		614	12484	14	EACH	WORK ZONE INCREASED PENALTIES SIGN	
			30								30		614	12500	30	EACH	REPLACEMENT SIGN	
		100									100		614	12600	100	EACH	REPLACEMENT DRUM	
								688			688		614	12801	688	EACH	WORK ZONE RAISED PAVEMENT MARKER, AS PER PLAN	33
30											30		614	13000	30	CY	ASPHALT CONCRETE FOR MAINTAINING TRAFFIC	
								1,519			1,519		614	13310	1,519	EACH	BARRIER REFLECTOR, TYPE 1, (ONE-WAY)	
								150			150		614	13314	150	EACH	BARRIER REFLECTOR, TYPE 3, (ONE-WAY)	
								1,669			1,669		614	13350	1,669	EACH	OBJECT MARKER, ONE WAY	
						5,400					5,400		614	18030	5,400	FT	MAINTAINING TRAFFIC, MISC.:PROVIDING POSITIVE DRAINAGE DURING CONSTRUCTION	39
							18				18		614	18601	18	SNMT	PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN	36
								8.98			8.98		614	20056	8.98	MILE	WORK ZONE LANE LINE, CLASS I, 6", 807 PAINT	
								1.83			1.83		614	20100	1.83	MILE	WORK ZONE LANE LINE, CLASS I, 4", 642 PAINT	
									0.5		0.5		614	20550	0.5	MILE	WORK ZONE LANE LINE, CLASS III, 4", 642 PAINT	
									6.12		6.12		614	20560	6.12	MILE	WORK ZONE LANE LINE, CLASS III, 6", 642 PAINT	
									1		1		614	21100	1	MILE	WORK ZONE CENTER LINE, CLASS I, 642 PAINT	
									0.82		0.82		614	21550	0.82	MILE	WORK ZONE CENTER LINE, CLASS III, 642 PAINT	
								15.72			15.72		614	22056	15.72	MILE	WORK ZONE EDGE LINE, CLASS I, 6", 807 PAINT	
								4.57			4.57		614	22100	4.57	MILE	WORK ZONE EDGE LINE, CLASS I, 4", 642 PAINT	
									1.46		1.46		614	22350	1.46	MILE	WORK ZONE EDGE LINE, CLASS III, 4", 642 PAINT	
									8.68		8.68		614	22360	8.68	MILE	WORK ZONE EDGE LINE, CLASS III, 6", 642 PAINT	
								29,906			29,906		614	23110	29,906	FT	WORK ZONE CHANNELIZING LINE, CLASS I, 12", 807 PAINT	
								12,159			12,159		614	23200	12,159	FT	WORK ZONE CHANNELIZING LINE, CLASS I, 8", 642 PAINT	
								4,774			4,774		614	23680	4,774	FT	WORK ZONE CHANNELIZING LINE, CLASS III, 8", 642 PAINT	
								7,535			7,535		614	23690	7,535	FT	WORK ZONE CHANNELIZING LINE, CLASS III, 12", 642 PAINT	
									11,225		11,225		614	24200	11,225	FT	WORK ZONE DOTTED LINE, CLASS I, 4", 642 PAINT	
									10,365		10,365		614	24610	10,365	FT	WORK ZONE DOTTED LINE, CLASS III, 4", 642 PAINT	
								1,092			1,092		614	25200	1,092	FT	WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS I, 642 PAINT	
									2,667		2,667		614	25620	2,667	FT	WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS III, 642 PAINT	
								660			660		614	26200	660	FT	WORK ZONE STOP LINE, CLASS I, 642 PAINT	
									447		447		614	26610	447	FT	WORK ZONE STOP LINE, CLASS III, 642 PAINT	
									332		332		614	27620	332	FT	WORK ZONE CROSSWALK LINE, CLASS III, 642 PAINT	
								123			123		614	30200	123	EACH	WORK ZONE ARROW, CLASS I, 642 PAINT	
									115		115		614	30650	115	EACH	WORK ZONE ARROW, CLASS III, 642 PAINT	
								30			30		614	31200	30	EACH	WORK ZONE WORD ON PAVEMENT, 72", CLASS I, 642 PAINT	
									29		29		614	31620	29	EACH	WORK ZONE WORD ON PAVEMENT, 72", CLASS III, 642 PAINT	
									547		547		614	32800	547	SF	WORK ZONE ISLAND MARKING, CLASS III, 642 PAINT	
			226								226		614	40000	226	FT	LONGITUDINAL CHANNELIZER	
		4									4		614	40051	4	EACH	BUSINESS ENTRANCE SIGN, AS PER PLAN	32
									320		320		614	98100	320	FT	WORK ZONE PAVEMENT MARKING, MISC.:CHEVRON MARKING, CLASS III, 4", 642 PAINT	36
									93		93		614	98100	93	FT	WORK ZONE PAVEMENT MARKING, MISC.:WORK ZONE GORE MARKING, CLASS I, 642 PAINT	36
									6		6		614	98200	6	EACH	WORK ZONE PAVEMENT MARKING, MISC.:LANE REDUCTION ARROW, CLASS III, 642 PAINT	36
									2		2		614	98200	2	EACH	WORK ZONE PAVEMENT MARKING, MISC.:WRONG WAY ARROW, CLASS III, 642 PAINT	36
LS											LS		615	10000	LS		ROADS FOR MAINTAINING TRAFFIC	
								1,841			1,841		615	20000	1,841	SY	PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A	
60											60		616	10000	60	MAL	WATER	

10:39:54 AM 10/26/2021 3:11:46 PM sbell

GENERAL SUMMARY

CLE-32-3.50 (PHASE 5)

103954ms500 MOT Subsummary 1 of 2 10/25/2021 4:33:46 PM sbell

SHEET NO.	MOT PHASE	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	615	622		
		WORK ZONE IMPACT ATTENUATOR, 24" WIDE HAZARDS, (BIDIRECTIONAL)	WORK ZONE RAISED PAVEMENT MARKER, AS PER PLAN (ONE WAY WHITE)	WORK ZONE RAISED PAVEMENT MARKER, AS PER PLAN (TWO WAY YELLOW)	BARRIER REFLECTOR, TYPE 1 (ONE-WAY)	BARRIER REFLECTOR, TYPE 3 (ONE-WAY)	OBJECT MARKER, (ONE-WAY)	WORK ZONE LANE LINE, CLASS I, 4", 642 PAINT	WORK ZONE LANE LINE, CLASS I, 6", 807 PAINT	WORK ZONE CENTER LINE, CLASS I, 642 PAINT (SOLID, DOUBLE)	WORK ZONE EDGE LINE, CLASS I, 4", 642 PAINT	WORK ZONE EDGE LINE, CLASS I, 6", 807 PAINT	WORK ZONE CHANNELIZING LINE, CLASS I, 642 PAINT	WORK ZONE CHANNELIZING LINE, CLASS I, 12", 807 PAINT	WORK ZONE DOTTED LINE, CLASS I, 642 PAINT	WORK ZONE TRANSVERSE LINE, CLASS I, 642 PAINT	WORK ZONE STOP LINE, CLASS I, 642 PAINT	WORK ZONE ARROW, CLASS I, 642 PAINT	WORK ZONE WORD ON PAVEMENT, 72" CLASS I, 642 PAINT	WORK ZONE PAVEMENT MARKING, MISC.: WORK ZONE GORE MARKING, CLASS I, 642 PAINT	PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A	PORTABLE BARRIER, UNANCHORED	
		EACH	EACH	EACH	EACH	EACH	EACH	EACH	MILE	MILE	MILE	MILE	MILE	FT	FT	FT	FT	FT	EACH	EACH	FT	SY	FT
55 - 64	PHASE 1	10	194		447		447		6692		1709	12955	36	6383	82		110	4	1			8911	
	WINTER MARKINGS					50	50		6692			14664		6419		82	110	4	1				
69 - 84	PHASE 2	7	120		681		681		1815	20369	3291	3699	35998	3176	9956	3593	303	289	59	18		13592	
87 - 101	PHASE 3	8	206		290		290		1121	15733	1960	4062	25757	2528	10389	7468	789	151	54	10		5770	
104 - 114	PHASE 4	3	168		101		101		4601				8317		3178				2	93		1996	
127	PHASE 1 - SR 32 CONSTRUCTION ACCESS																				93	1841	
SUBTOTALS ALL PHASES		28	688		1519	150	1669		9628	47395	5251	24134	83027	12159	29906	11225	1092	660	123	30	93	1841	30269
TOTALS CARRIED TO GENERAL SUMMARY		28	688		1519	150	1669		1.83	8.98	1.00	4.57	15.72	12159	29906	11225	1092	660	123	30	93	1841	30269

NOTES: 1) THE PAVEMENT MARKINGS SHALL MATCH THE FINAL PAVEMENT MARKING LAYOUT. SEE TRAFFIC PLANS FOR DETAILS. SEE GENERAL NOTES - WORK ZONE MARKINGS AND SIGNS.

UPDATED 10/26/21

CALCULATED JLG CHECKED SCS
MAINTENANCE OF TRAFFIC SUBSUMMARY 1 / 2
CLE-32-3.50 (PHASE 5)
 137
 736

GENERAL NOTES - MSE WALL NO. 15

REFER TO THE FOLLOWING SUPPLEMENTAL SPECIFICATIONS:

800	DATED	01-17-20
840	DATED	01-17-20
878	DATED	01-17-20

DESIGN SPECIFICATIONS:

THIS STRUCTURE CONFORMS TO THE "LRFD BRIDGE DESIGN SPECIFICATIONS" ADOPTED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS, 7TH EDITION, INCLUDING THE 2016 INTERIM SPECIFICATIONS AND THE ODOT BRIDGE DESIGN MANUAL, 2007.

DESIGN DATA:

CONCRETE CLASS QC1 - COMPRESSIVE STRENGTH 4.0 KSI (CONCRETE COPING)

MSE WALL FOUNDATION BEARING RESISTANCE:

THE FACTORED BEARING RESISTANCE FOR EACH WALL IS LISTED IN THE TABLE BELOW.

FOUNDATION BEARING RESISTANCE			
WALL NUMBER	WALL LIMITS		FACTORED BEARING RESISTANCE (KSF)
	FROM STA.	TO STA.	
15	10+00.00	15+42.00	3.8

MSE WALL NO. 15 CONSTRUCTION SEQUENCE:

MSE WALL NO. 15 SHALL BE CONSTRUCTED CONCURRENTLY WITH MSE WALL NO. 11.

MINIMUM SOIL REINFORCEMENT LENGTHS:

BASED ON THE EXTERNAL STABILITY ANALYSIS OF THE MECHANICALLY STABILIZED EARTH WALLS, THE FOLLOWING MINIMUM LENGTHS ARE AS FOLLOWS:

WALL NO. 15: THE MINIMUM SOIL REINFORCEMENT LENGTH SHALL BE 0.80H FROM WALL NO. 15 STA. 10+00.00 TO WALL NO. 15 STA. 11+50.00

WALL NO. 15: THE MINIMUM SOIL REINFORCEMENT LENGTH SHALL BE 0.70H FROM WALL NO. 15 STA. 11+50.00 TO WALL NO. 15 STA. 13+00.00

WALL NO. 15: THE MINIMUM SOIL REINFORCEMENT LENGTH SHALL BE 0.80H FROM WALL NO. 15 STA. 13+00.00 TO WALL NO. 15 STA. 15+42.00

AT NO CASE SHALL THE MINIMUM SOIL REINFORCEMENT LENGTH BE LESS THAN 8 FEET.

H = THE WALL HEIGHT AS DETERMINED ACCORDING TO SUPPLEMENTAL SPECIFICATION 840.04.

ITEM 840 - FOUNDATION PREPARATION, AS PER PLAN:

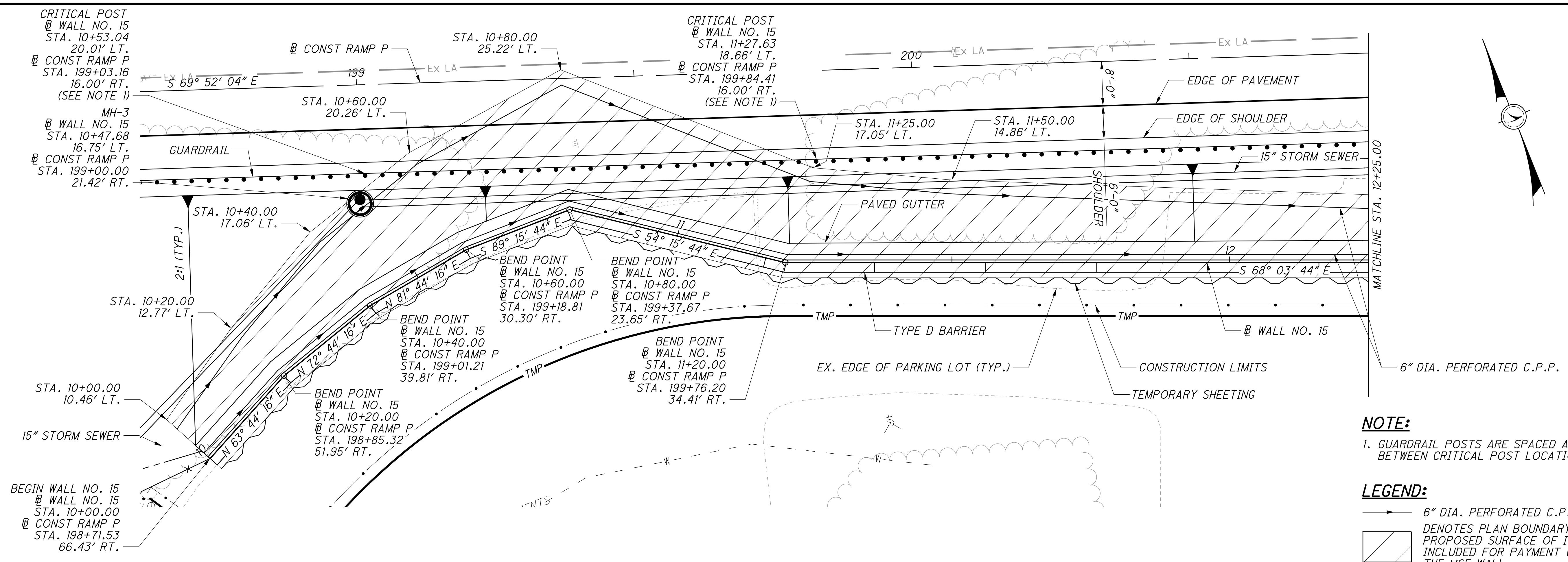
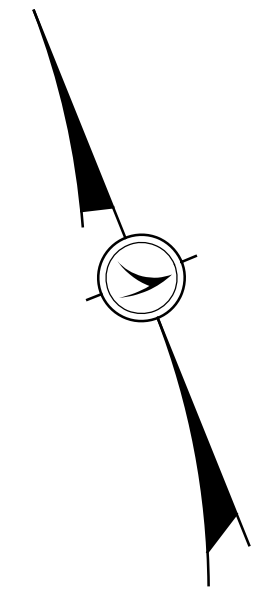
WALL NO. 15 REQUIRES 2 FEET OF UNDERCUT BENEATH THE BOTTOM OF LEVELING PAD ELEVATION FROM WALL NO. 15 STA. 10+00.00 TO WALL NO. 15 STA. 15+42.00. THE EXISTING SOILS WITHIN THIS 2 FEET OF UNDERCUT SHALL BE REPLACED WITH ITEM 203 - GRANULAR MATERIAL TYPE C AND THE UNDERCUT AND ITEM 203 MATERIAL SHALL BE PAID FOR UNDER ITEM 840 - FOUNDATION PREPARATION, AS PER PLAN.

ABBREVIATIONS

BTM.	BOTTOM BEARING	JT.	JOINT LEFT
BRG.	BEARING	LT.	LEFT
CL	CENTERLINE	MAX.	MAXIMUM
C.J.	CONSTRUCTION JOINT	MIN.	MINIMUM
CLR.	CLEAR	MISC.	MISCELLANEOUS
CMS	CONSTRUCTION AND MATERIAL SPECIFICATIONS	NO.	NUMBER
CONG.	CONCRETE	P.E.J.F.	PREFORMED EXPANSION JOINT FILLER
CONST.	CONSTRUCTION	PROP.	PROPOSED
C.P.P.	CORRUGATED PLASTIC PIPE	R	RADIUS
CU YD	CUBIC YARD	REINF.	REINFORCEMENT
DIA.	DIAMETER	RT.	RIGHT
DWG.	DRAWING	SER.	SERIES
EL.	ELEVATION	SQ FT	SQUARE FEET
EST.	ESTIMATED	SQ YD	SQUARE YARD
EX.	EXISTING	STA.	STATION
FT.	FOOT/FEET	STD.	STANDARD
IN.	INCHES	STR.	STRAIGHT
INV.	INVERT	TEMP.	TEMPORARY
INC.	INCREMENT	TYP.	TYPICAL
		U.N.O.	UNLESS NOTED OTHERWISE

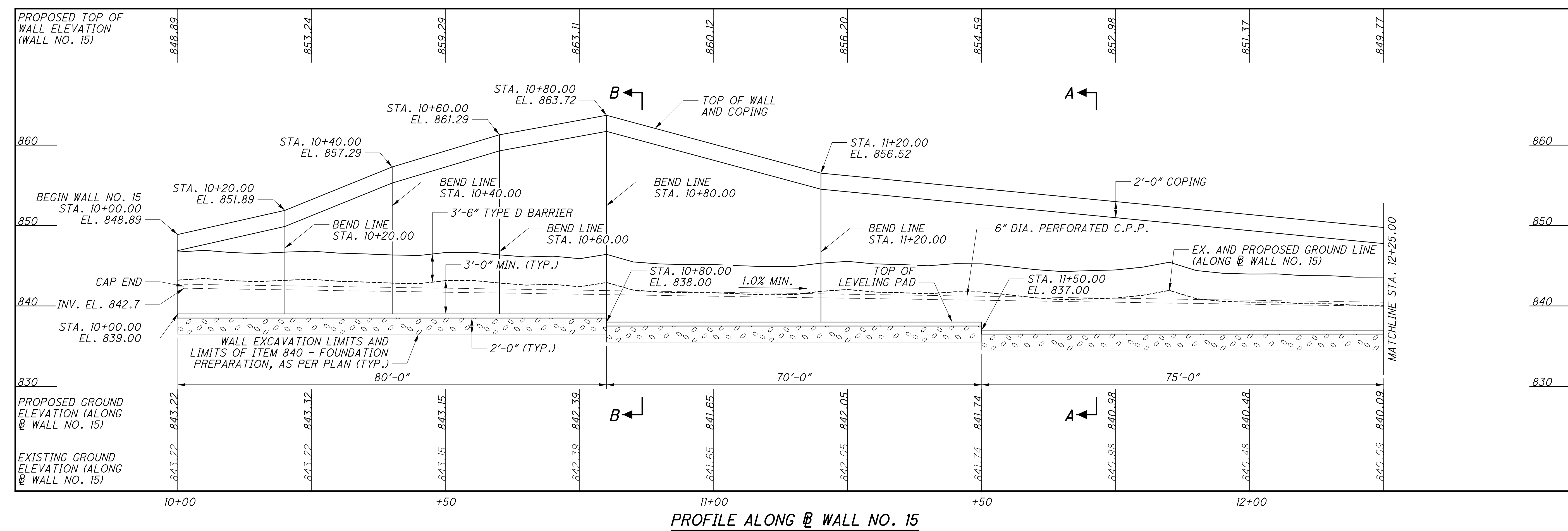
MADE BY: GJZ		DATE: 07/13/18		ESTIMATED QUANTITIES - MSE WALL NO. 15						
CHECKED BY: ZTW		DATE: 07/18/18		ITEM	EXTENSION	TOTAL	UNIT	DESCRIPTION	WALL NO. 15	REFERENCE SHEET NUMBER
503	11100	LS						COFFERDAMS AND EXCAVATION BRACING	LS	
512	10100	532	SY					SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)	532	
516	13600	1897	SF					1" PREFORMED EXPANSION JOINT FILLER	1897	
840	20000	7789	SF					MECHANICALLY STABILIZED EARTH WALL	7789	
840	21000	2415	CY					WALL EXCAVATION	2415	
840	22001	1035	SY					FOUNDATION PREPARATION, AS PER PLAN	1035	1 / 5
840	23000	3883	CY					SELECT GRANULAR BACKFILL	3883	
840	23050	552	CY					NATURAL SOIL	552	
840	25010	1124	FT					6" DRAINAGE PIPE, PERFORATED	1124	
840	25020	24	FT					6" DRAINAGE PIPE, NON-PERFORATED	24	
840	26000	546	FT					CONCRETE COPING	546	
840	27000	5	DAY					ON-SITE ASSISTANCE	5	
878	25000	LS						INSPECTION AND COMPACTION TESTING OF UNBOUND MATERIALS	LS	

...:\Sheets\103954_015_WN001.dgn 10/26/2021 1:31:48 PM mswhtt

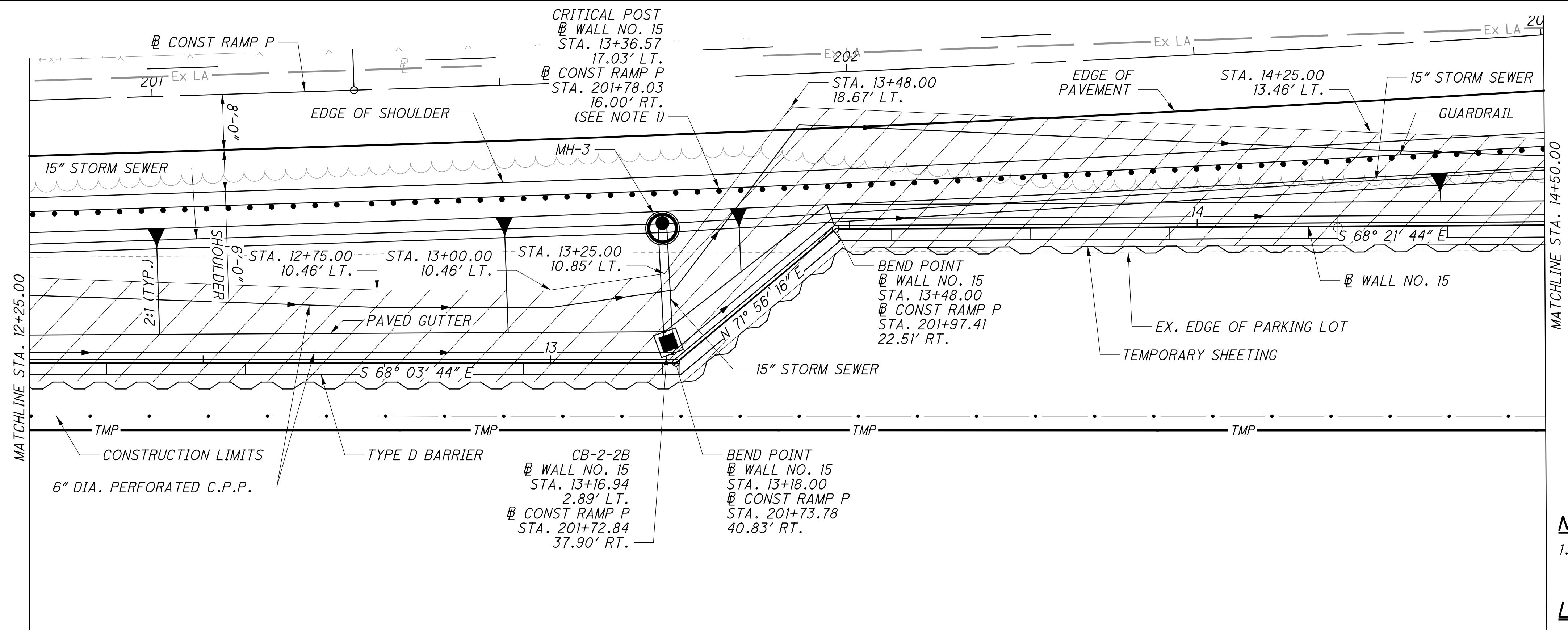


NOTE:
 1. GUARDRAIL POSTS ARE SPACED AT 6'-3" BETWEEN CRITICAL POST LOCATIONS.

LEGEND:
 6" DIA. PERFORATED C.P.P.
 DENOTES PLAN BOUNDARY AT PROPOSED SURFACE OF ITEMS INCLUDED FOR PAYMENT WITH THE MSE WALL
 DENOTES LIMITS OF ITEM 840 - FOUNDATION PREPARATION, AS PER PLAN



...:Sheets\103954_015_WP001.dgn 10/26/2021 1:32:34 PM mswwhitt

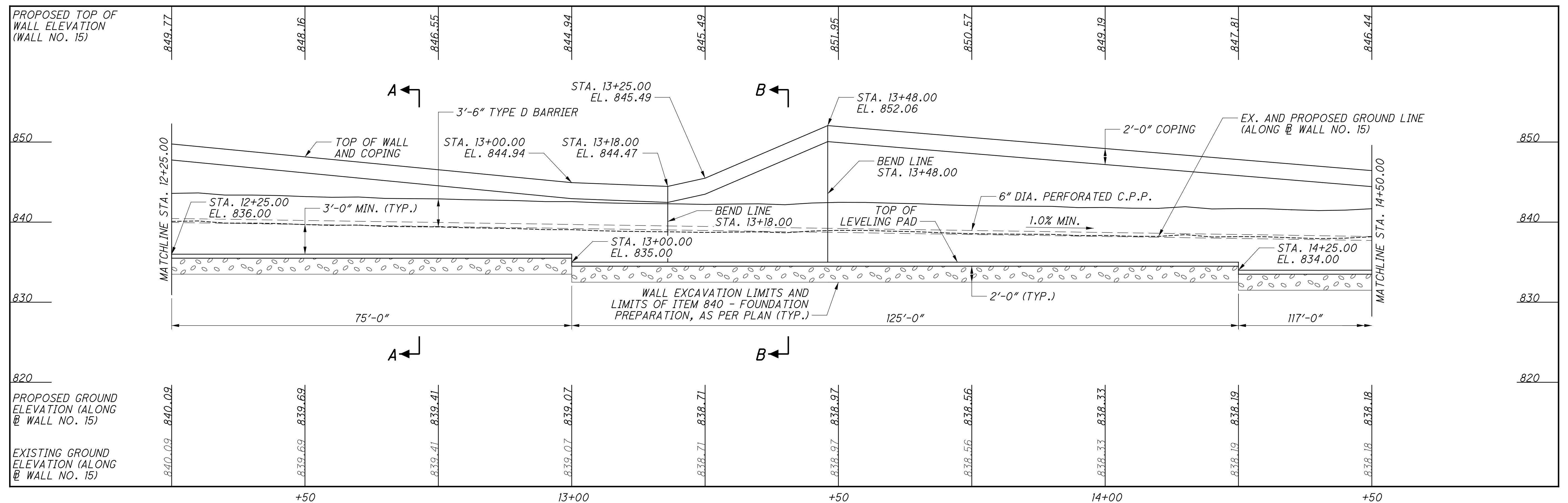


PLAN

NOTE:
 1. GUARDRAIL POSTS ARE SPACED AT 6'-3" BETWEEN CRITICAL POST LOCATIONS.

LEGEND:

- 6" DIA. PERFORATED C.P.P.
- DENOTES PLAN BOUNDARY AT PROPOSED SURFACE OF ITEMS INCLUDED FOR PAYMENT WITH THE MSE WALL
- DENOTES LIMITS OF ITEM 840 - FOUNDATION PREPARATION, AS PER PLAN



PROFILE ALONG @ WALL NO. 15

DESIGN AGENCY: **TranSystems**
 400 W. NATIONWIDE BLDG., SUITE 225
 COLUMBUS, OHIO 43215

DATE: 03/01/19
 FILE NUMBER: N/A

REVIEWED: MSL
 STRUCTURE: FILE NUMBER: N/A

DRAWN: ZTW
 REVISIONS:

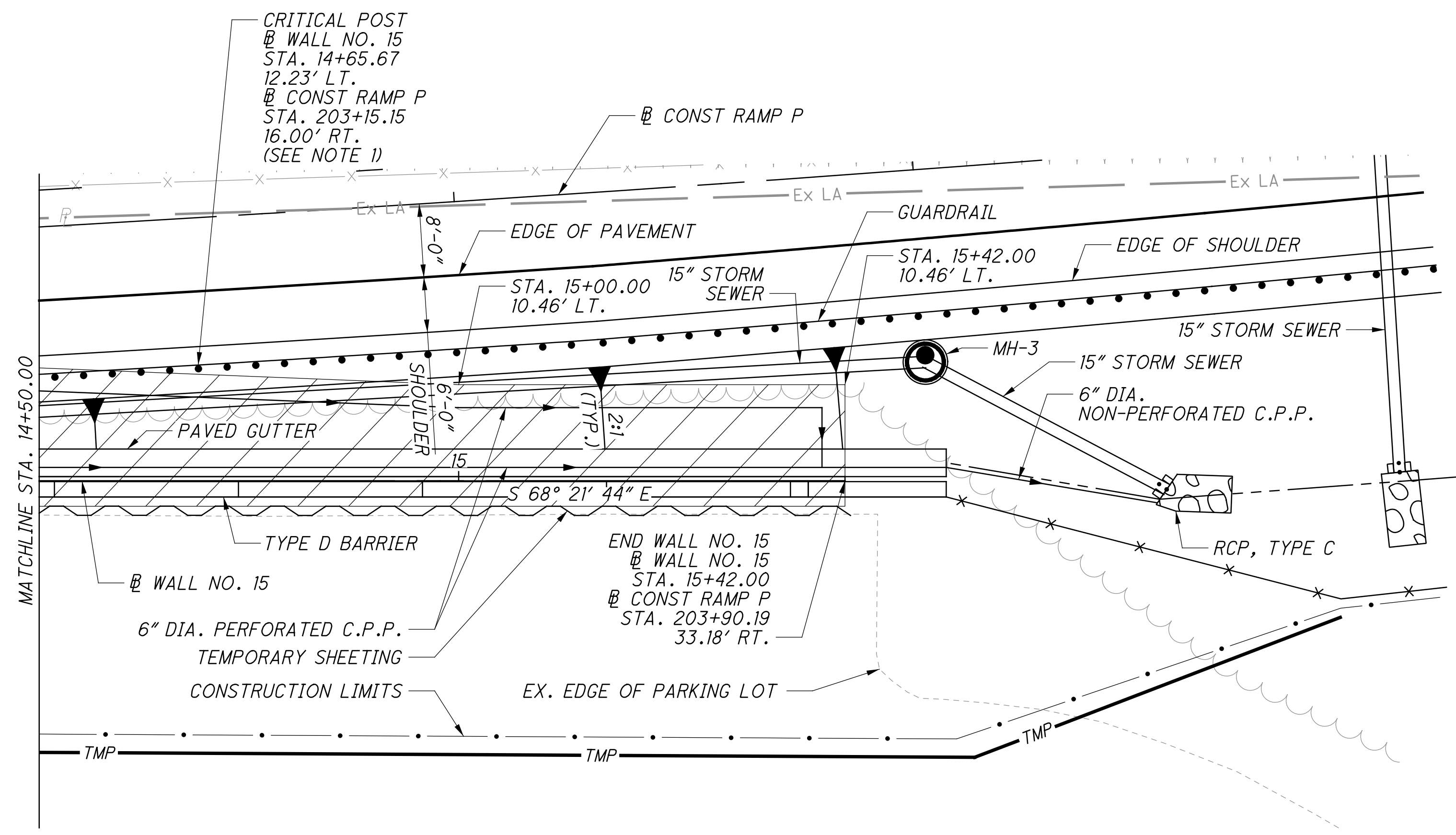
DESIGNED: ZTW
 CHECKED: RSB

MSE WALL NO. 15 PLAN AND PROFILE
 MSE WALL NO. 15

CLE-32-3.50 (PHASE 5)
 PID No. 103954

3 / 5
 584 / 736

...:\Sheets\103954_015_WP002.dgn 10/26/2021 1:32:50 PM mswht



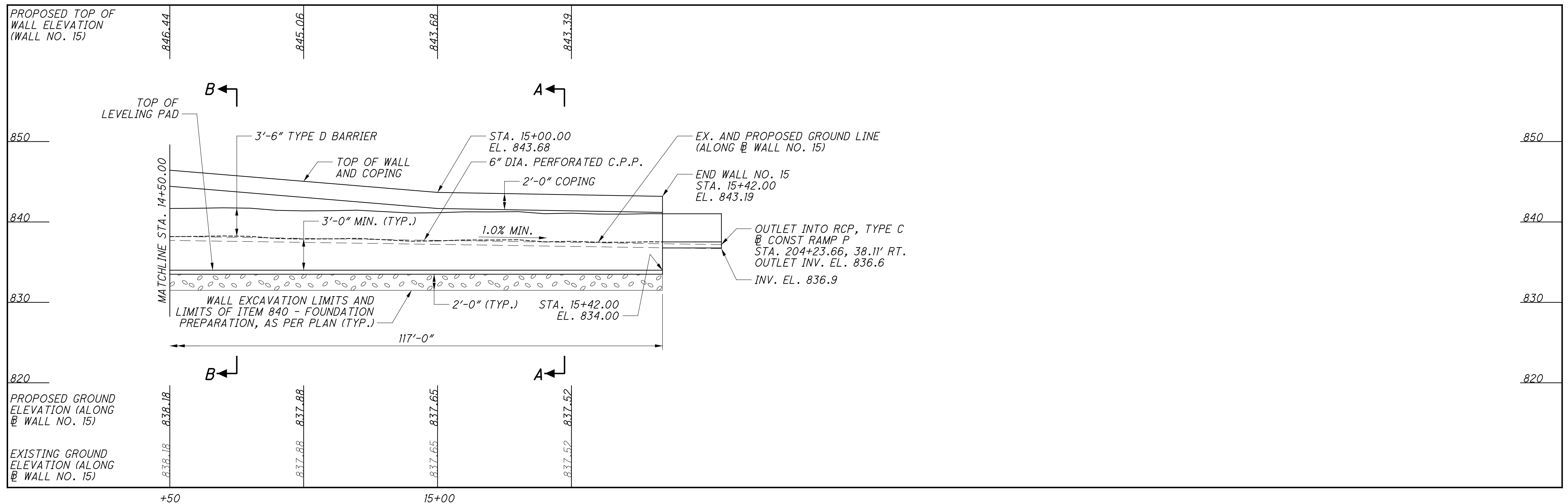
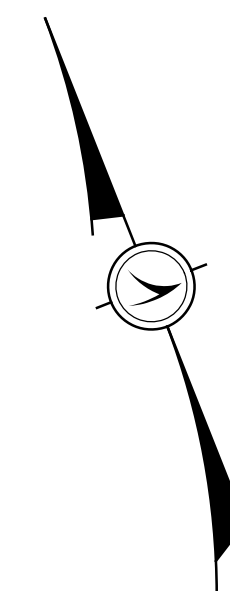
PLAN

NOTE:

1. GUARDRAIL POSTS ARE SPACED AT 6'-3" BETWEEN CRITICAL POST LOCATIONS.

LEGEND:

- 6" DIA. PERFORATED C.P.P. (U.N.O.)
- DENOTES PLAN BOUNDARY AT PROPOSED SURFACE OF ITEMS INCLUDED FOR PAYMENT WITH THE MSE WALL
- DENOTES LIMITS OF ITEM 840 - FOUNDATION PREPARATION, AS PER PLAN



PROFILE ALONG @ WALL NO. 15

...:\Sheets\103954_015_WP003.dgn 10/26/2021 1:33:08 PM mshwhitt

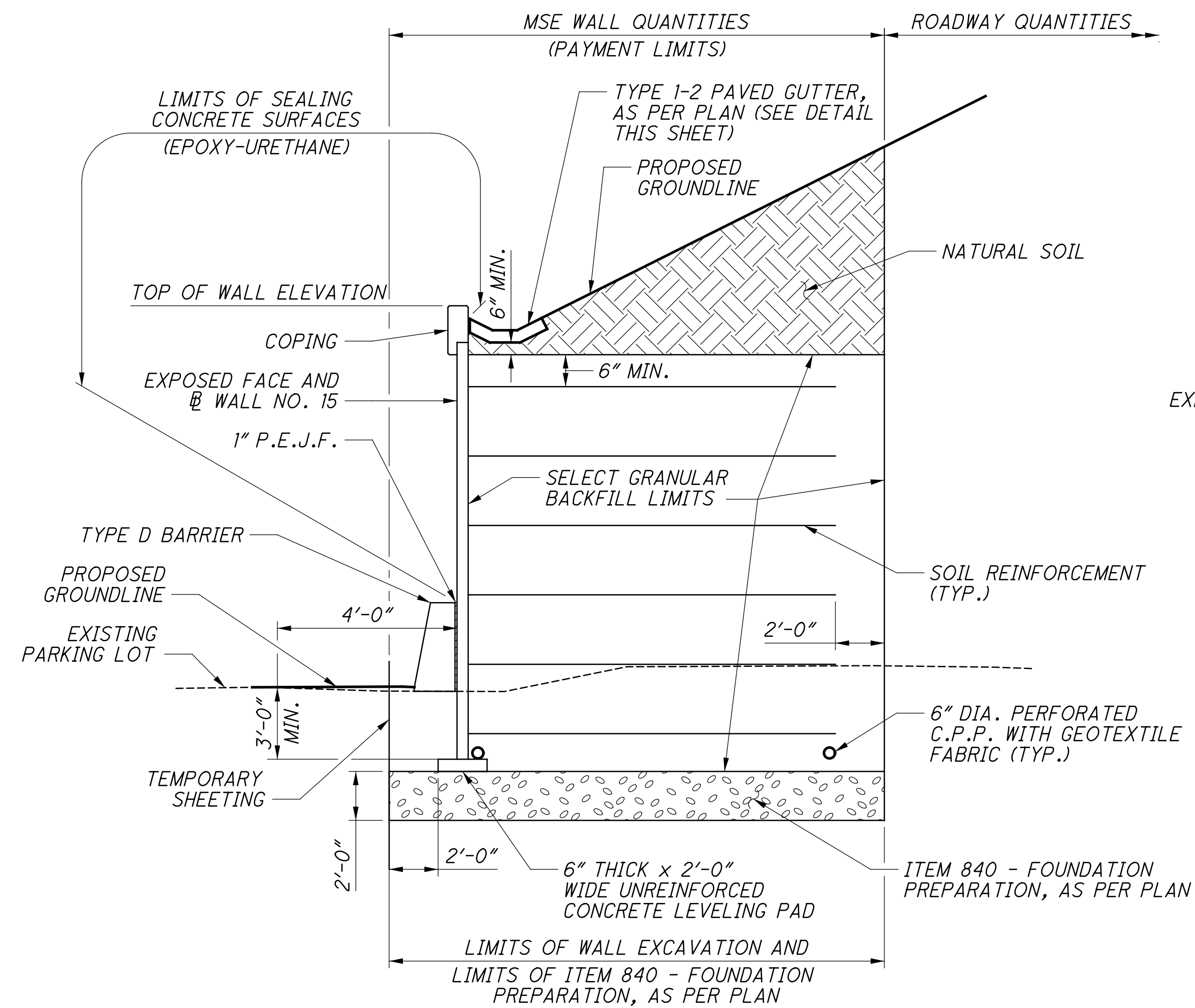
DESIGNED	ZTW	CHECKED	RSB
DRAWN	ZTW	REVISED	
REVIEWED	MSL	STRUCTURE FILE NUMBER	N/A
DATE	03/01/19		

MSE WALL NO. 15 PLAN AND PROFILE
 MSE WALL NO. 15

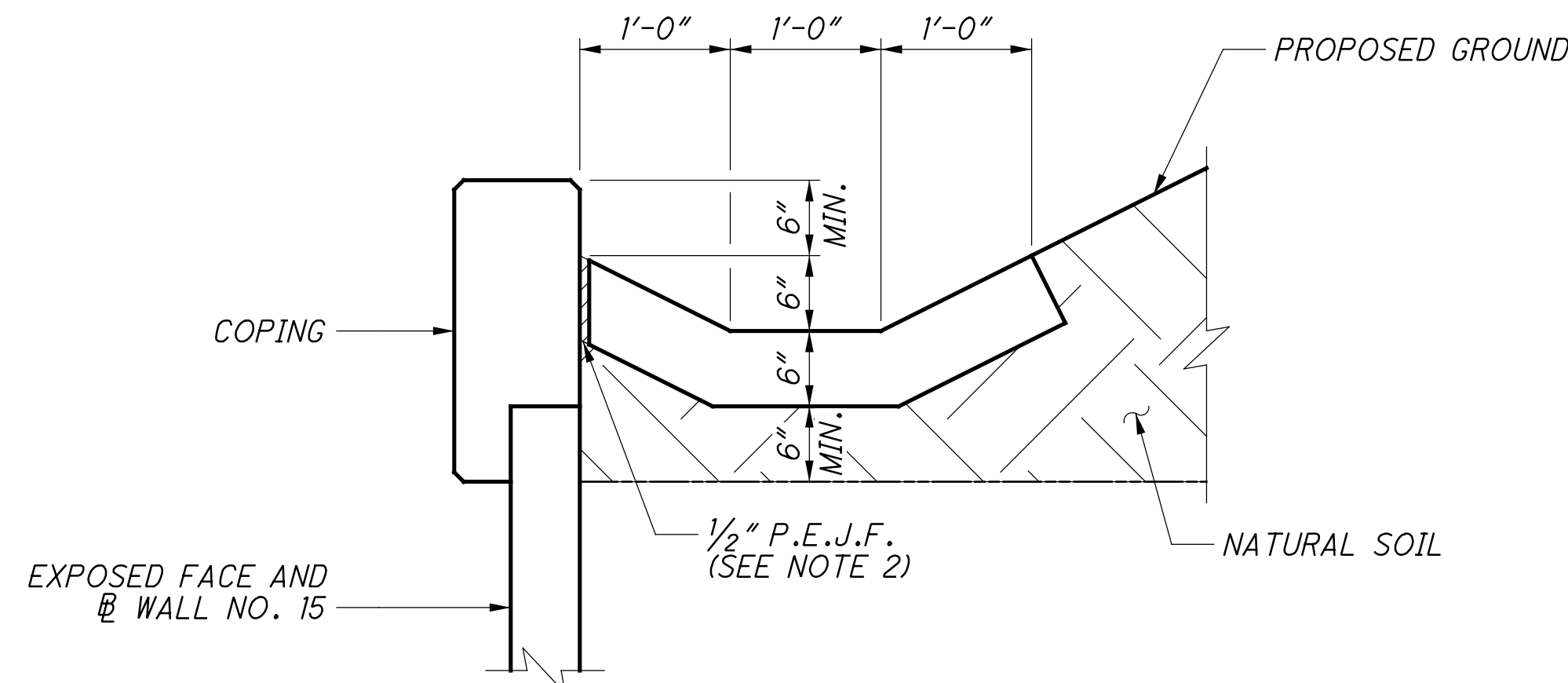
CLE-32-3.50
 (PHASE 5)
 PID No. 103954

585
 736

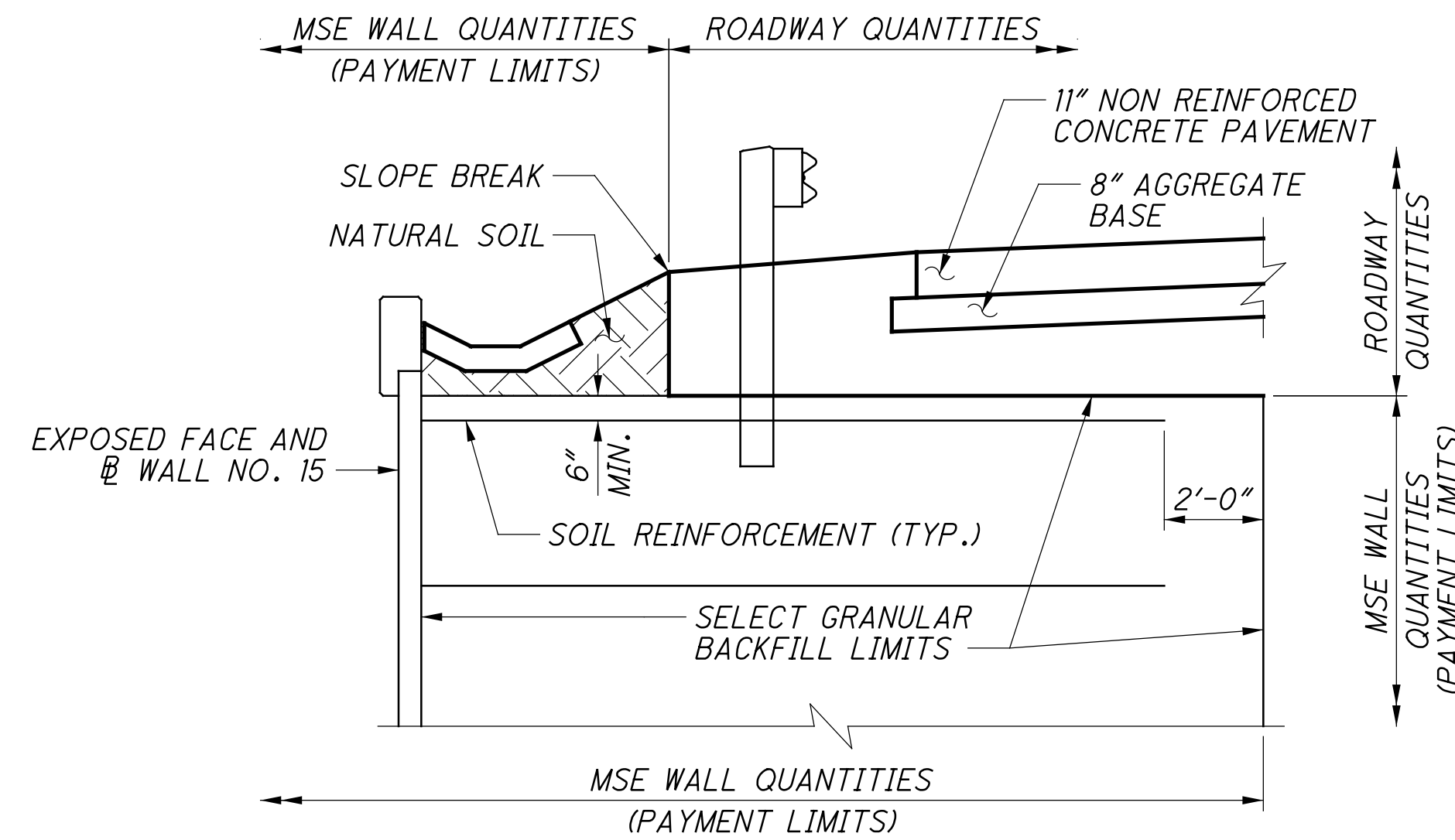
...:\Sheets\103954_015_WD001.dgn 10/26/2021 1:33:12 PM mswhtt



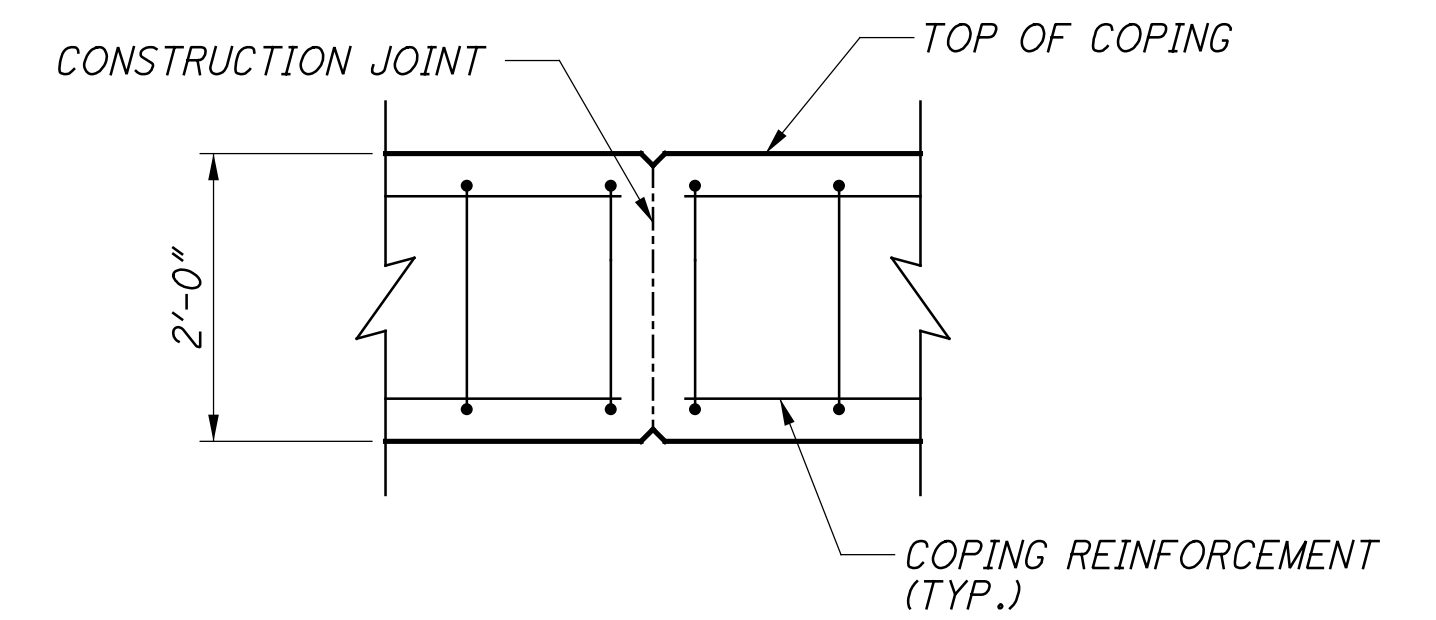
SECTION A-A



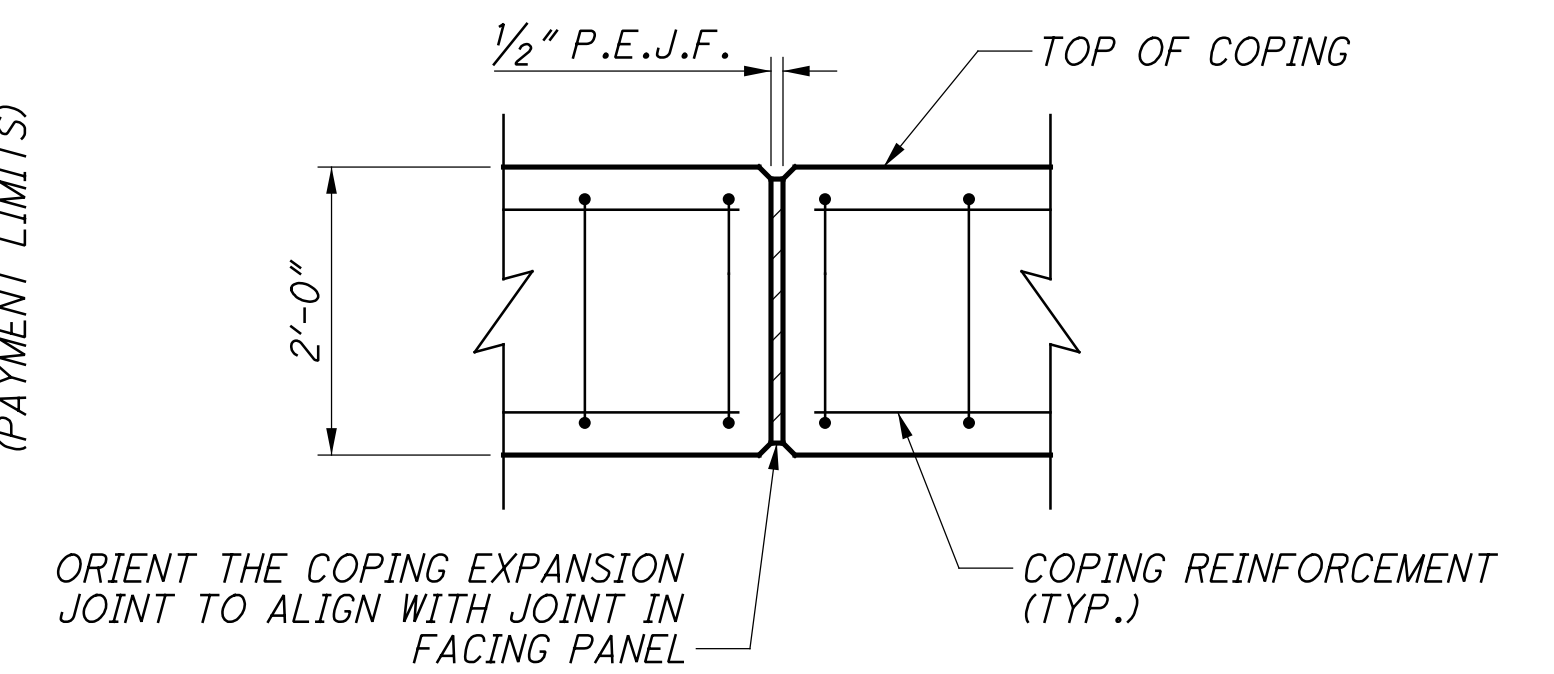
**PAVED GUTTER DETAIL
TYPE 1-2, AS PER PLAN**
(FOR ADDITIONAL DETAILS, SEE STANDARD CONSTRUCTION DRAWING DM-2.1)



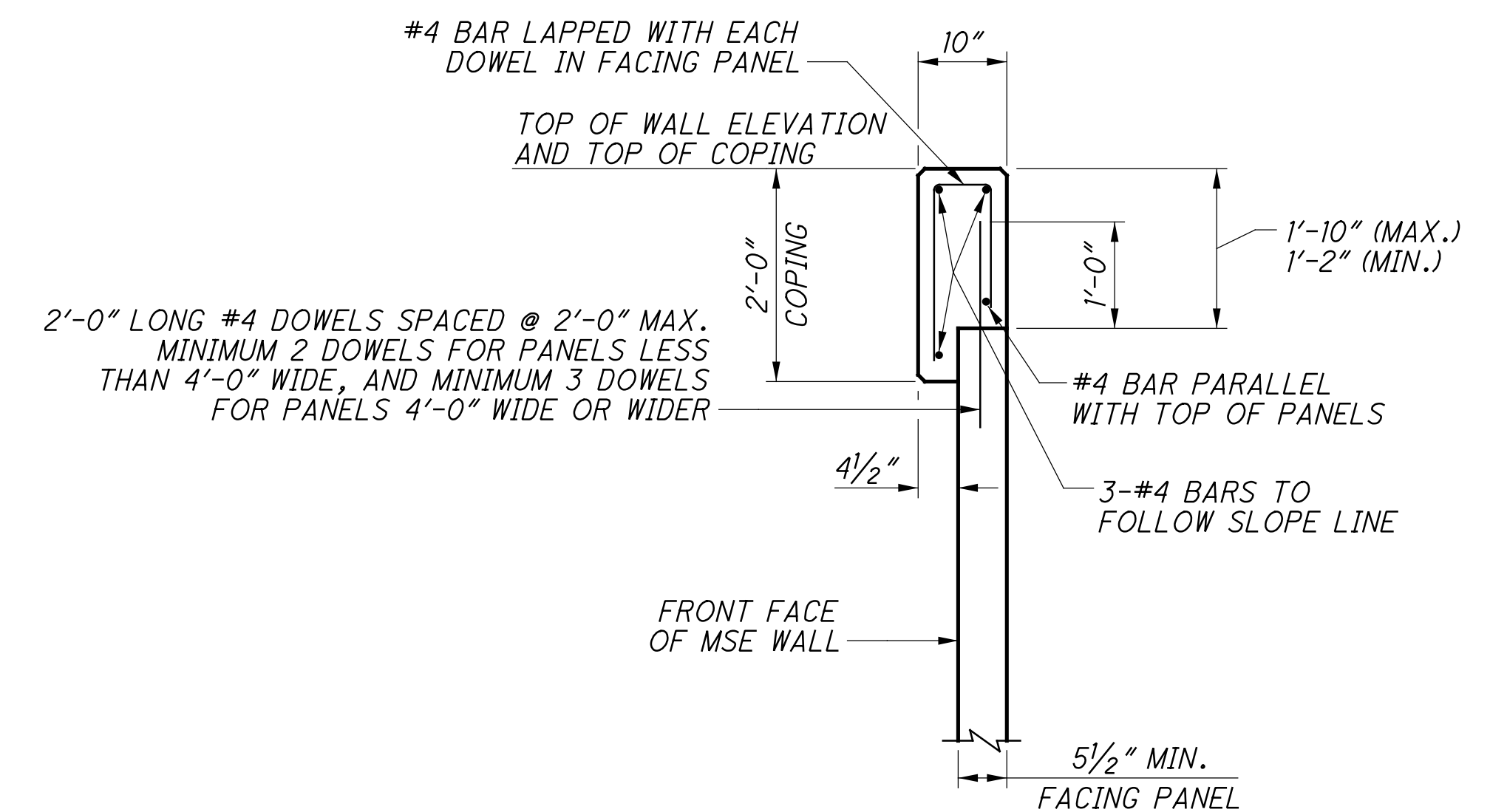
SECTION B-B



COPING CONTRACTION JOINT



COPING EXPANSION JOINT



MSE WALL COPING DETAIL

NOTES:

- ALL REINFORCING STEEL TO BE EPOXY COATED.
- THE 1/2" P.E.J.F. SHALL BE INCLUDED IN ITEM 601 - PAVED GUTTER, TYPE 1-2, AS PER PLAN FOR PAYMENT. SEE ROADWAY PLANS FOR PAYMENT DETAILS.
- WALL NO. 15 REQUIRES ITEM 840 - FOUNDATION PREPARATION, AS PER PLAN, 2'-0" THICK, FROM STA. 10+00.00 TO STA. 15+42.00. SEE ITEM 840 - FOUNDATION PREPARATION, AS PER PLAN GENERAL NOTE ON SHEET 1/5 FOR MORE DETAILS.

BENCHMARK DATA	
CMON-T7 = N 403525.62080, E 1472008.38900	EL. 870.52200
CMON-T8 = N 403983.32420, E 1472503.90240	EL. 857.50300

FOR ADDITIONAL BENCHMARK INFORMATION, SEE ROADWAY PLAN SHEET **2136**

NOTES
 ** ESTIMATED FUTURE VERTICAL CLEARANCE CONSIDERING OVERLAY AND CROWN SHIFTING PROPOSED IN PHASE 7.

EARTHWORK LIMITS SHOWN ARE APPROXIMATE. ACTUAL SLOPES SHALL CONFORM TO PLAN CROSS SECTIONS.

DESIGN TRAFFIC:
 2017 ADT = 14,890 2017 ADTT = 596
 2037 ADT = 26,870 2037 ADTT = 1075
 DIRECTIONAL DISTRIBUTION = 0.57

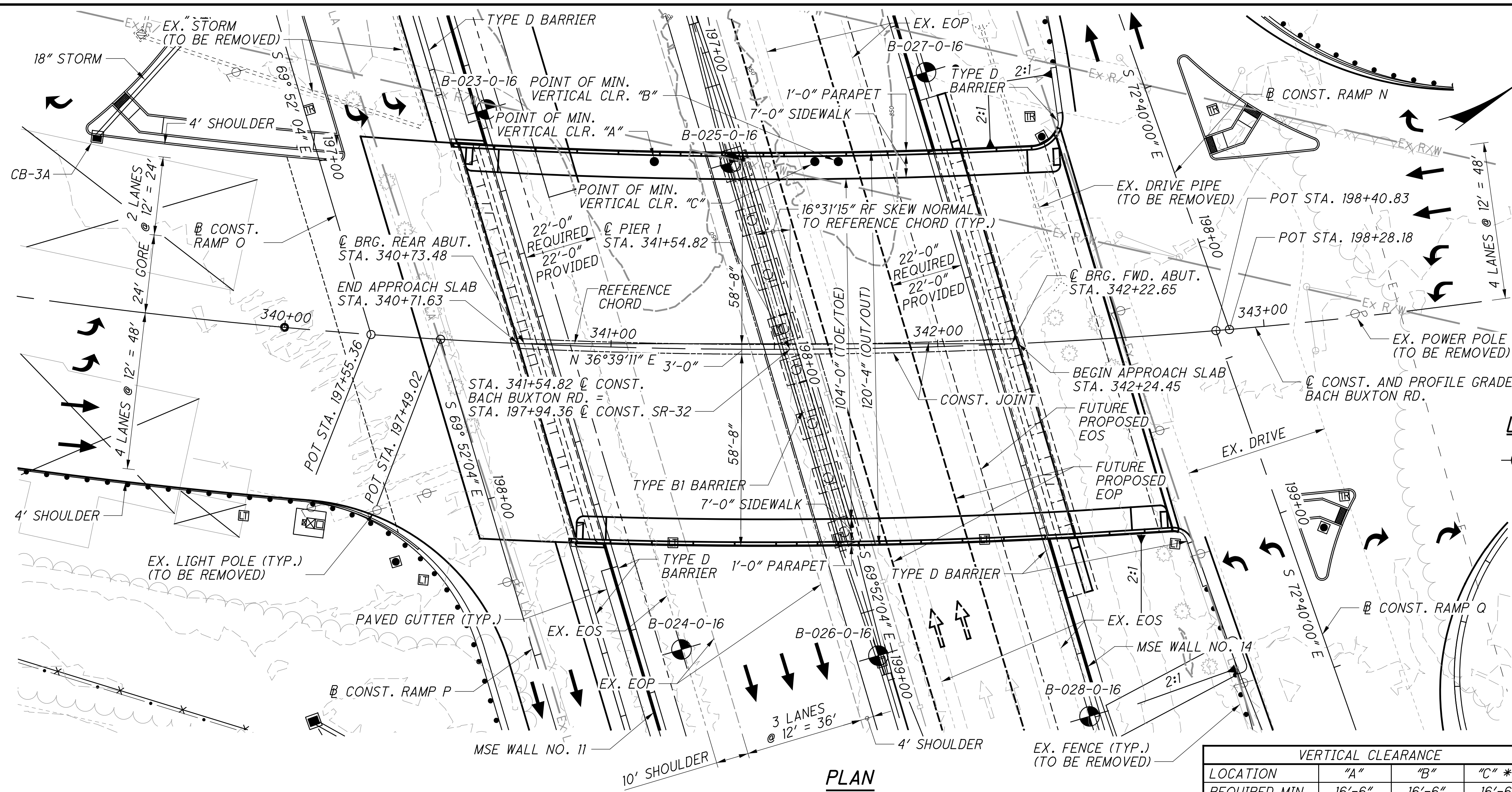
**HORIZONTAL CURVE DATA
 BACH BUXTON RD. - CURVE NO. 15**

PI STA. 342+87.56
 PC STA. 337+72.89
 PT STA. 347+70.20
 $\Delta = 34^\circ 54' 20''$ LT
 $D_c = 3^\circ 30' 00''$
 $R = 1,637.02'$
 $T = 514.67'$
 $L = 997.30'$
 $E = 79.00'$
 $\theta_{max} = NC$

LEGEND

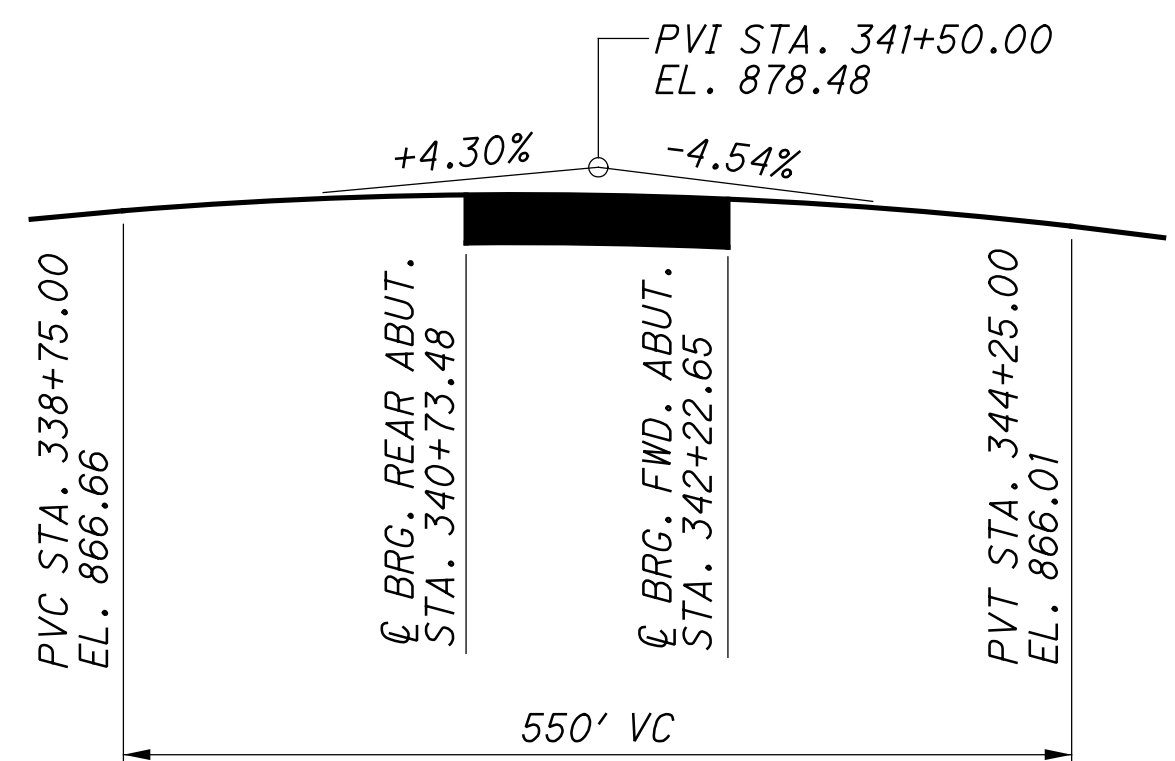
● BORING LOCATION

EOP = EDGE OF PAVEMENT
 EOS = EDGE OF SHOULDER

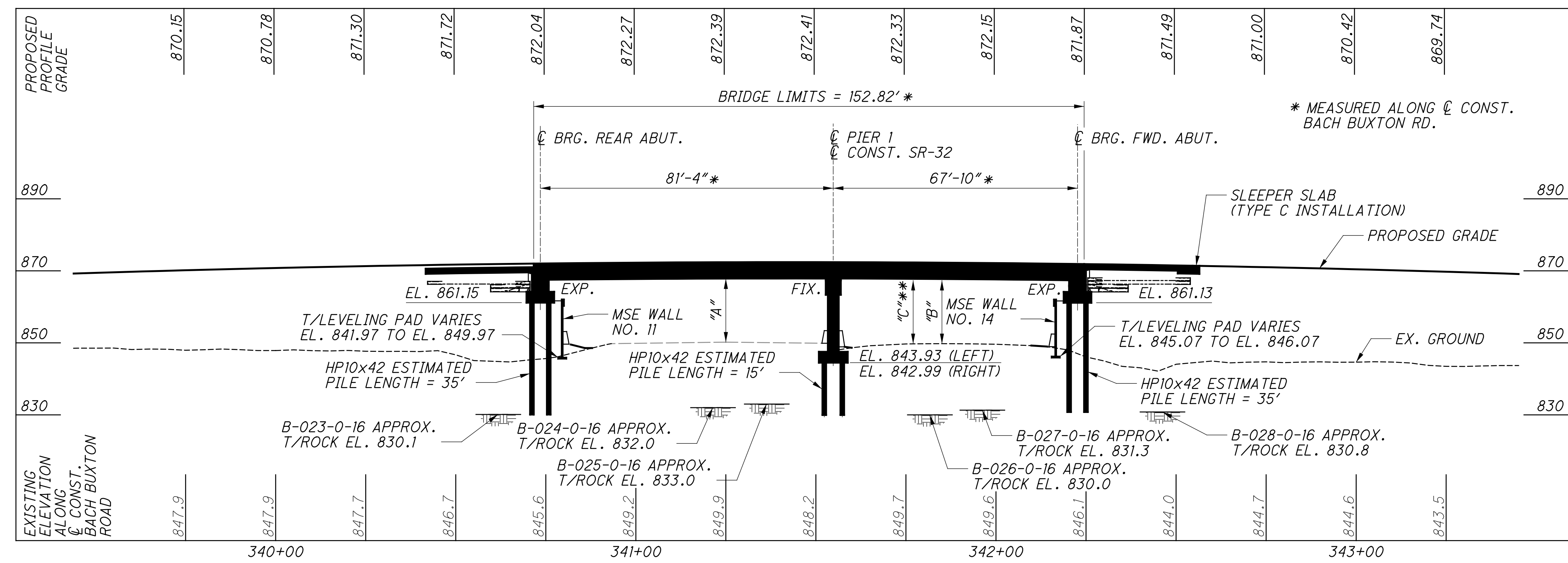


PLAN

VERTICAL CLEARANCE			
LOCATION	"A"	"B"	"C" **
REQUIRED MIN.	16'-6"	16'-6"	16'-6"
PROVIDED MIN.	16'-7 1/4"	16'-10 7/8"	16'-6 1/8"



VERTICAL CURVE SCHEMATIC



PROFILE ALONG @ CONST. AND PROFILE GRADE BACH BUXTON RD.

PROPOSED STRUCTURE

TYPE: TWO SPAN CONTINUOUS PRESTRESSED WF36-49 CONCRETE I-BEAMS WITH COMPOSITE REINFORCED CONCRETE DECK SUPPORTED ON REINFORCED CONCRETE PIER AND SEMI-INTEGRAL ABUTMENTS FOUNDED ON PILES AND MSE WALL EMBANKMENTS.

SPANS: 81'-4", 67'-10" C/C BRG. (MEASURED ALONG @ CONST. BACH BUXTON ROAD)

ROADWAY: 104'-0" TOE/TOE CURB WITH TWO 7'-0" SIDEWALKS

LOADING: HL-93 AND FWS 0.060 KSF
 75 PSF PEDESTRIAN

WEARING SURFACE: 1" MONOLITHIC CONCRETE

SKWEW: 16°31'15" RF SKWEW NORMAL TO REFERENCE CHORD

APPROACH SLABS: 30'-0" LONG (AS-1-15)

ALIGNMENT: 3°30'00" CURVE LEFT

CROWN: 0.02 FT/FT

COORDINATES: LATITUDE N39°05'23.50"
 LONGITUDE W84°14'41.29"

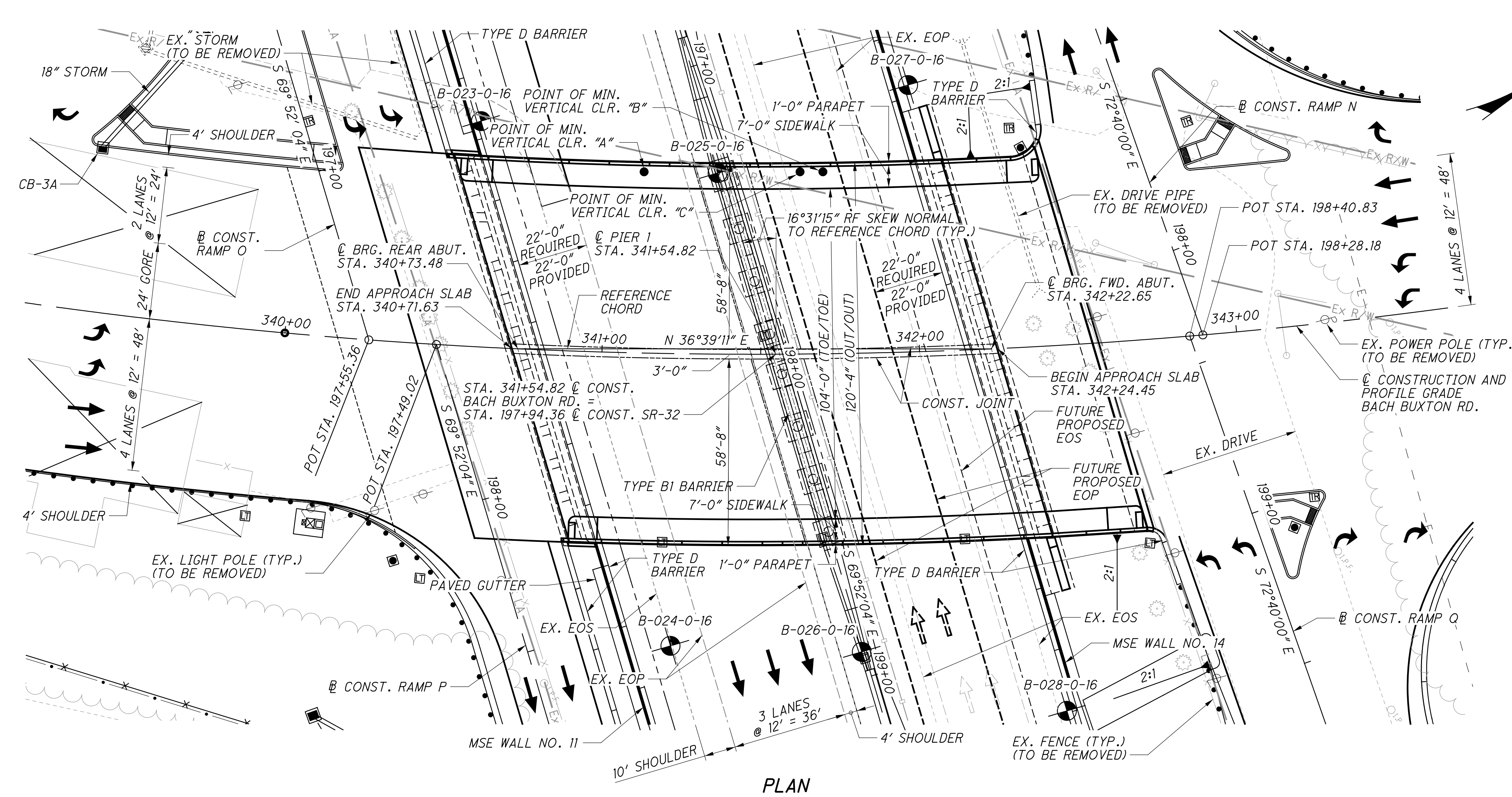
SITE PLAN

BRIDGE NO. CLE-32-0314
 BACH BUXTON ROAD OVER SR-32

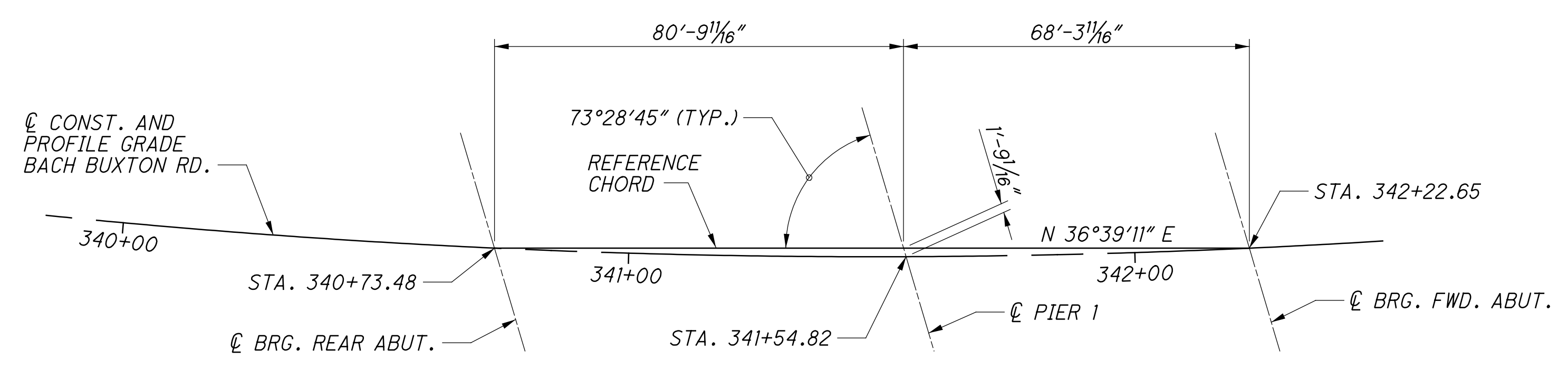
CLE-32-3.50
 PID No. 103954

HORIZONTAL CURVE DATA
BACH BUXTON RD. - CURVE NO. 15

PI STA.	342+87.56
PC STA.	337+72.89
PT STA.	347+70.20
Δ	34° 54' 20" LT
D_c	3° 30' 00"
R	1,637.02'
T	514.67'
L	997.30'
E	79.00'
e_{max}	NC



PLAN



GEOMETRIC LAYOUT

BENCHMARK DATA

CMON-T7	= N 403525.62080, E 1472008.38900
EL.	870.52200
CMON-T8	= N 403983.32420, E 1472503.90240
EL.	857.50300

LEGEND

- BORING LOCATION
- EOP = EDGE OF PAVEMENT
- EOS = EDGE OF SHOULDER

NOTES

EARTHWORK LIMITS SHOWN ARE APPROXIMATE.
 ACTUAL SLOPES SHALL CONFORM TO PLAN
 CROSS SECTIONS.

...Sheets\032_0374_SG001.dgn 10/26/2021 1:33:46 PM mswwhitt

GENERAL NOTES - MSE WALLS AND TEMPORARY MSE WALLS (CONT.)

ITEM 511 - CLASS QC3 CONCRETE, MISC.: CLASS QC3 CONCRETE WITH QC/QA, SUPERSTRUCTURE: (CONTINUED)

ITEM 526 - REINFORCED CONCRETE APPROACH SLABS WITH QC/QA (T=17'), AS PER PLAN: (CONTINUED)

THE CONTRACTOR SHALL PROVIDE TRADITIONAL BRIDGE DECK FORMS CONFORMING TO CMS 508. PERMANENT STAY-IN-PLACE (SIP) FORMS ARE NOT ALLOWED. THE PLACING OF THE DECK AND THE APPROACH SLABS IN THE SAME CONCRETE POUR IS NOT PERMITTED.

ITEM 517 - RAILING (CONCRETE PARAPET WITH TWIN STEEL TUBE RAILING AND VANDAL PROTECTION FENCE), AS PER PLAN:

CONCRETE USED IN THE RAILING SHALL MEET THE REQUIREMENTS OF ITEM 511 - CLASS QC3 CONCRETE, MISC.: CLASS QC3 CONCRETE WITH QC/QA, SUPERSTRUCTURE.

ITEM 601 - CONCRETE SLOPE PROTECTION, AS PER PLAN:

1" PEJF SHALL BE PLACED ALONGSIDE THE 6" CONCRETE SLOPE PROTECTION POSITIONED IN FRONT OF THE REAR AND FORWARD ABUTMENTS AND POSITIONED BETWEEN THE TYPE 1-2 PAVED GUTTERS AND TYPE D ROADWAY BARRIER. THE 1" PEJF SHALL BE INCLUDED FOR PAYMENT WITH ITEM 601 - CONCRETE SLOPE PROTECTION, AS PER PLAN.

ITEM SPECIAL - MISC: TEMPORARY SURCHARGE:

DESCRIPTION: THIS ITEM CONSISTS OF DESIGNING, CONSTRUCTING, AND REMOVING A TEMPORARY SURCHARGE AT THE LOCATIONS AND LIMITS SHOWN IN THE PLANS.

AS DIRECTED IN THE PILE DRIVING CONSTRAINTS NOTE, A TEMPORARY SURCHARGE IS NECESSARY AT THE ABUTMENTS FOR THIS BRIDGE TO MITIGATE EMBANKMENT SETTLEMENT. CONSTRUCT THE TEMPORARY SURCHARGE SO IT EXTENDS VERTICALLY FROM THE ELEVATION OF THE BOTTOM OF THE PROPOSED ABUTMENT FOOTING TO THE PROPOSED ROADWAY SUBGRADE ELEVATION. CONSTRUCT THE TEMPORARY SURCHARGE USING ITEM 203 EMBANKMENT WITH A DRY DENSITY OF AT LEAST 105 PCF AFTER COMPACTION. SUPPORT THE SIDES OF THE TEMPORARY SURCHARGE SO THAT THE TOP OF THE SURCHARGE MATERIAL IS NO MORE THAN 2 FEET (MEASURED HORIZONTALLY) FROM THE BACK FACE OF THE PROPOSED MSE WALLS. CONSTRUCT THE TEMPORARY SURCHARGE SO THAT IT EXTENDS AT LEAST 200 FEET BEHIND EACH ABUTMENT.

PREPARE AND PROVIDE SHOP DRAWINGS AND DESIGN CALCULATIONS FOR THE TEMPORARY SURCHARGE, INCLUDING THE METHOD USED TO SUPPORT THE SIDES OF THE TEMPORARY SURCHARGE AND ALL DETAILS OF THE SUPPORT SYSTEM. ENSURE THE TEMPORARY SURCHARGE DESIGN ACCOMMODATES THE LOCATION AND COMPOSITION OF THE PROPOSED MSE WALLS FOR THE BRIDGE STRUCTURE. HAVE TWO OHIO REGISTERED ENGINEERS SIGN, SEAL, AND DATE THE DRAWINGS AND CALCULATIONS ACCORDING TO CMS 501.05. SUBMIT THE DRAWINGS AND CALCULATIONS TO THE ENGINEER AT LEAST 30 DAYS BEFORE CONSTRUCTION OF THE TEMPORARY SURCHARGE BEGINS.

REMOVE THE TEMPORARY SURCHARGE AFTER THE CONDITIONS SPECIFIED IN THE PILE DRIVING CONSTRAINTS NOTE ARE SATISFIED AND THE ENGINEER AUTHORIZES REMOVAL.

BASIS OF PAYMENT: THE DEPARTMENT WILL PAY FOR ALL LABOR, EQUIPMENT, AND MATERIALS NECESSARY TO DESIGN, CONSTRUCT, AND REMOVE THE TEMPORARY SURCHARGE AT THE REAR AND FORWARD ABUTMENTS FOR THE BRIDGE AT THE CONTRACT LUMP SUM BID PRICE FOR ITEM SPECIAL - MISC: TEMPORARY SURCHARGE.

ITEM 840 - FOUNDATION PREPARATION, AS PER PLAN:

WALL 11 REQUIRES 2 FEET OF FOUNDATION PREPARATION AS OUTLINED IN SS840. TWO FEET OF EXISTING SOIL BENEATH THE PROPOSED BOTTOM OF WALL 11 LEVELING PAD ELEVATIONS WILL BE EXCAVATED/UNDERCUT AND REPLACED WITH 2 FEET OF ITEM 203 - GRANULAR MATERIAL, TYPE C. ALL OTHER REQUIREMENTS OF SS840 SHALL APPLY.

MSE WALL NO. 11 CONSTRUCTION SEQUENCE:

MSE WALL NO. 11 SHALL BE CONSTRUCTED CONCURRENTLY WITH MSE WALL NO. 15.

LEGEND

ABUT.	ABUTMENT	HMWM	HIGH MOLECULAR WEIGHT
APPR.	APPROACH		
B.F.	BACK FACE		METHACRYLATE INCREMENT
BTM.	BOTTOM	INC.	
BRG.	BEARING	JT.	JOINT
C	CENTERLINE	MAX.	MAXIMUM
CIP	CAST-IN-PLACE	MIN.	MINIMUM
C.J.	CONSTRUCTION JOINT	MISC.	MISCELLANEOUS
CLR.	CLEAR	PEJF	PREFORMED EXPANSION JOINT FILLER
CMS	CONSTRUCTION AND MATERIAL SPECIFICATIONS	PROP. R	PROPOSED RADIUS
CONC.	CONCRETE	SER.	SERIES
CONST.	CONSTRUCTION	SQ FT	SQUARE FEET
CU YD	CUBIC YARD	SQ YD	SQUARE YARD
DIA.	DIAMETER	STA.	STATION
DWG.	DRAWING	STD.	STANDARD
EB	EASTBOUND	STR.	STRAIGHT
E.F.	EACH FACE	TEMP.	TEMPORARY
EL.	ELEVATION	TYP.	TYPICAL
EST.	ESTIMATED	U.N.O.	UNLESS NOTED OTHERWISE
EX.	EXISTING	WB	WESTBOUND
F.F.	FRONT FACE		
FWD.	FORWARD		

ITEM SPECIAL - SETTLEMENT PLATFORM:

DESCRIPTION: THIS ITEM CONSISTS OF FURNISHING, CONSTRUCTING, AND MAINTAINING SETTLEMENT PLATFORMS AND OBTAINING SETTLEMENT READINGS AS REQUIRED BY THE PLANS OR AS DIRECTED BY THE ENGINEER. AT THE OPTION AND EXPENSE OF THE CONTRACTOR, ADDITIONAL SETTLEMENT PLATFORMS MAY BE INSTALLED AT LOCATIONS APPROVED BY THE ENGINEER. SETTLEMENT READINGS SHALL BE TAKEN WEEKLY DURING CONSTRUCTION AND DURING ANY SPECIFIED WAITING PERIOD. THE READINGS SHALL BE PLOTTED ON GRAPH PAPER PRESENTING DEFORMATION (ON THE NEGATIVE Y-AXIS) AND FILL HEIGHT (ON THE POSITIVE Y-AXIS) VERSUS TIME (ON THE X-AXIS). IN ORDER TO CREATE THE GRAPH, USE THE SETTLEMENT PLATFORM SPREADSHEET LOCATED AT: http://www.dot.state.oh.us/Divisions/Prodmg/Geotechnical/Geotechnical_Documents/Blank_Settlement_Reading_Plots-English.xls IN THE OGE WEBSITE PUBLICATIONS AND DOCUMENTS SECTION. PREPARE A SEPARATE GRAPH IN THE SPREADSHEET FOR EACH SETTLEMENT PLATFORM. PROVIDE THE SETTLEMENT PLATFORM DESIGNATION NUMBER, STATION AND OFFSET ON EACH TAB IN THE SPREADSHEET. A COPY OF EACH CUMULATIVE PLOT SHALL BE SENT TO THE ENGINEER AND THE DISTRICT GEOTECHNICAL ENGINEER AFTER EACH SETTLEMENT READING IS RECORDED.

THE DEPARTMENT WILL CONSIDER VIBRATING WIRE SETTLEMENT MONITORING PLATFORMS IN LIEU OF THE CONVENTIONAL SETTLEMENT PLATFORMS. THE CONTRACTOR SHOULD PROVIDE DETAILS OF THE PROPOSED VIBRATING WIRE SETTLEMENT PLATFORMS AS WELL AS DESIGN DRAWINGS OF THE PROPOSED PLATFORM AND CABLING LAYOUT TO THE ENGINEER AT LEAST 30 DAYS PRIOR TO CONSTRUCTION. THE DEPARTMENT WILL REQUIRE 10 WORKING DAYS FOR REVIEW AND APPROVAL. THE DESIGN DRAWINGS SHOULD ILLUSTRATE THE PROPOSED VIBRATING WIRE SETTLEMENT PLATFORM LOCATIONS WITH ALL EXISTING AND PROPOSED SITE FEATURES TO VERIFY THE PROPOSED CABLING WILL NOT CONFLICT WITH EXISTING FACILITIES, PROPOSED FACILITIES, OR UTILITIES. NO ADDITIONAL PAYMENT WILL BE PROVIDED IF THE CONTRACTOR ELECTS TO UTILIZE VIBRATING WIRE SETTLEMENT PLATFORMS.

MATERIALS: SOUND LUMBER SUCH AS 3/4" EXTERIOR GRADE PLYWOOD SHALL BE USED FOR THE BASE. THE PIPE SHALL BE 2 1/2" STANDARD BLACK PIPE WITH THREADED FITTINGS AS SHOWN ON THE PLANS. A STEEL PLATE (36" x 36" x 1/8") MAY BE SUBSTITUTED FOR THE LUMBER FOR THE PLATFORMS, AT THE CONTRACTOR'S OPTION.

THE CONTRACTOR MAY UTILIZE VIBRATING WIRE SETTLEMENT MONITOR DEVICES IN LIEU OF THE SETTLEMENT PLATFORMS AT NO ADDITIONAL COST TO THE PROJECT. THE CONTRACTOR MUST SUBMIT THE PROPOSED VIBRATING WIRE SETTLEMENT MONITORING EQUIPMENT AND METHODS TO THE DISTRICT GEOTECHNICAL ENGINEER FOR APPROVAL PRIOR TO ORDERING MATERIALS OR FIELD INSTALLATION.

CONSTRUCTION METHODS: THE PLATFORM SHALL CONFORM TO THE DETAILS SHOWN ON THE PLANS. THE PLATFORM SHALL BE SET ON A LEVEL SURFACE. PLACE THE SETTLEMENT PLATFORMS AT THE BOTTOM OF THE GRANULAR MATERIAL, TYPE C USED IN THE ITEM 840 - FOUNDATION PREPARATION WORK. FIRMLY SECURE THE SETTLEMENT PLATFORM ON THE SS840 SUBGRADE BY DRIVING NO. 4 REINFORCING BAR STAKES WITH A 90 DEGREE BEND AT EACH CORNER OF THE SETTLEMENT PLATFORM. THE PIPE SHALL BE FIRMLY SECURED TO THE PLATFORM AND SHALL BE MAINTAINED IN A PLUMB POSITION DURING THE PLACEMENT OF THE EMBANKMENT. THE PIPE SHALL BE MARKED AT 1 FT. INTERVALS WITH PROJECT ELEVATIONS TO FACILITATE MEASUREMENT OF THE DEPTH AND ELEVATION OF FILL. THE CONTRACTOR SHALL STOP WORK IN ANY LOCATION WHERE THE SETTLEMENT PLATFORM HAS BEEN DISTURBED OR DAMAGED. PLATFORMS OR PIPES DAMAGED OR DISPLACED DURING CONSTRUCTION SHALL BE RESTORED TO THEIR PROPER CONDITION AT THE CONTRACTOR'S EXPENSE.

1. NEW SECTIONS OF PIPE SHALL BE ADDED TO THE TOP OF THE PIPE AS THE EMBANKMENT HEIGHT RISES. IN THIS CASE, THE INCREASE IN THE LENGTH OF THE RISER PIPE SHALL BE DETERMINED AND RECORDED AS WELL AS THE DATE IN WHICH THIS OPERATION WAS PERFORMED. DOCUMENT THE DATE OF PIPE INCREASE ON THE SETTLEMENT GRAPH.
2. THE RISER PIPE SHALL HAVE GUARD STAKES OR BE MARKED WITH HIGH-VISIBILITY FLAGS OR RIBBONS IN ORDER TO PROTECT IT FROM CONSTRUCTION EQUIPMENT. SETTLEMENT PLATFORMS MAY BE PLACED BEYOND THE EDGE OF PAVEMENT BUT INSIDE THE BREAK OF THE SLOPE IN ORDER TO BE OUT OF THE WAY AS MUCH AS POSSIBLE.
3. IF THE PLATFORM OR PIPE IS DISTURBED OR DAMAGED, WORK SHALL BE STOPPED IN THAT LOCATION UNTIL THE CONTRACTOR RESTORES THE SETTLEMENT PLATFORM AND RISER PIPE TO THEIR PROPER CONDITION. DAMAGED SETTLEMENT PLATFORMS SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE.
4. PRIOR TO PAVING, THE RISER PIPE SHALL BE CUT OFF 2 FEET BELOW THE TOP OF THE FINISHED SURFACE OF THE SUBGRADE OR THE FINISHED GROUND SURFACE, WHICHEVER IS APPLICABLE.

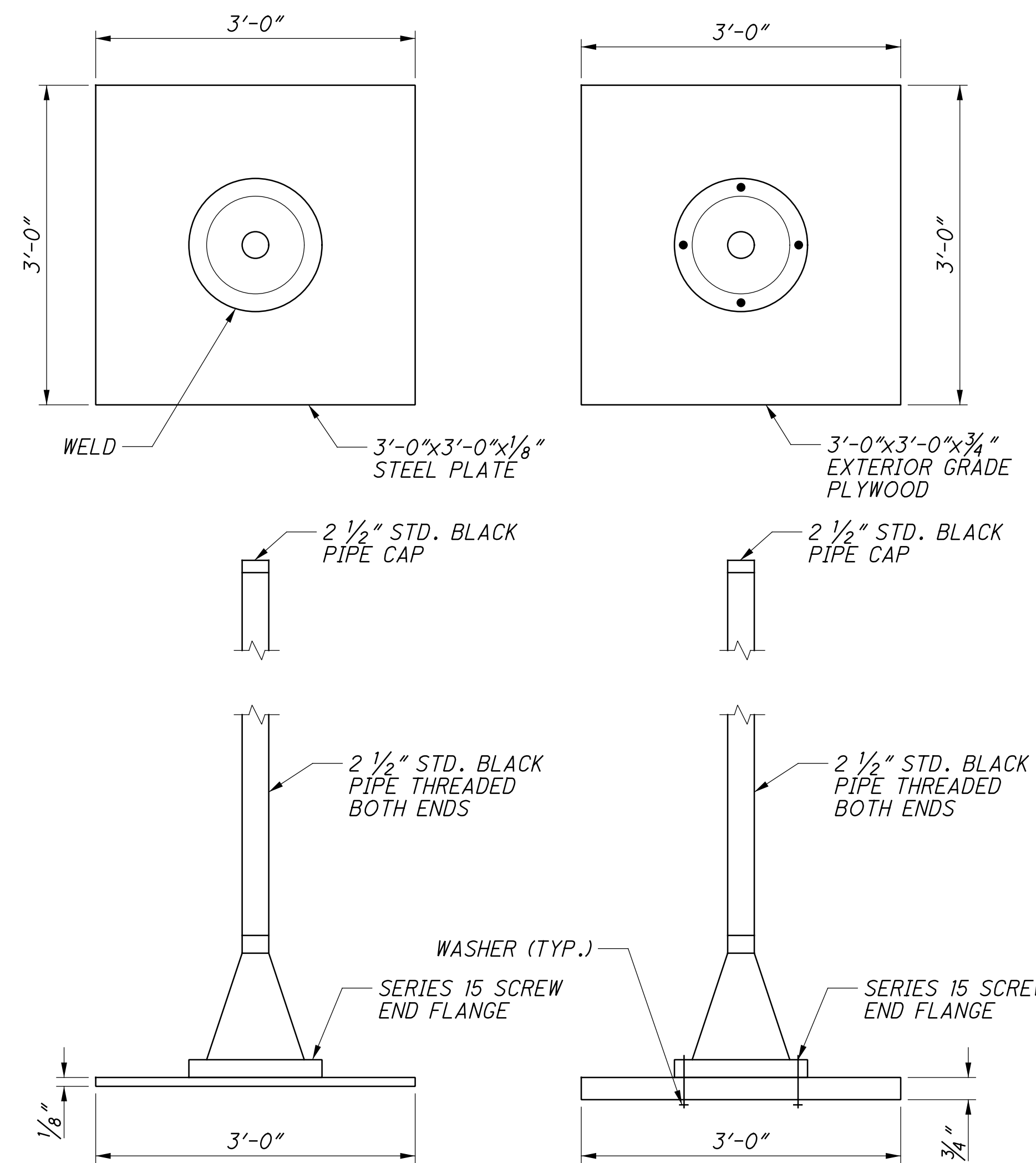
WAITING PERIOD: THE WAITING PERIOD SHALL NOT BE CONSIDERED TO BEGIN UNTIL ALL FILL LOADING HAS BEEN PLACED TO THE DESIGN SUBGRADE LEVEL FOR BRIDGE APPROACHES OR FINAL EMBANKMENT LEVEL IN AREAS BEYOND THE BRIDGE APPROACH. THE ANTICIPATED WAITING PERIOD IS 90 DAYS. INCLUDE SPECIFIC ACTIVITIES IN THE CONSTRUCTION SCHEDULE FOR THE SETTLEMENT WAITING PERIOD.

ITEM SPECIAL - SETTLEMENT PLATFORM (CONTINUED):

NO CONSTRUCTION OF STRUCTURES (INCLUDING FOOTINGS, MSE WALL COPING, OR CONCRETE BARRIER ABOVE THE MSE WALLS) OR PAVING SUPPORTED BY EMBANKMENT BEHIND THE MSE WALL SHALL BEGIN UNTIL SETTLEMENT WAITING PERIOD HAS BEEN TERMINATED BY THE ENGINEER.

METHOD OF MEASUREMENT: THE NUMBER OF SETTLEMENT PLATFORMS TO BE PAID FOR SHALL BE THE ACTUAL NUMBER OF SETTLEMENT PLATFORMS COMPLETED, MAINTAINED, AND ACCEPTED BY THE ENGINEER.

BASIS OF PAYMENT: PAYMENT SHALL BE MADE AT THE CONTRACT UNIT PRICE EACH FOR ITEM SPECIAL - SETTLEMENT PLATFORM WHICH IS COMPENSATION FOR CONSTRUCTING, MAINTAINING, AND MONITORING THE SETTLEMENT PLATFORMS INCLUDING FURNISHING ALL LABOR, EQUIPMENT, MATERIALS, AND INCIDENTALS NECESSARY TO COMPLETE THE WORK. PAYMENT SHALL NOT BE MADE FOR SETTLEMENT PLATFORMS WHICH BECOME USELESS DUE TO DAMAGE CAUSED BY THE CONTRACTOR'S OPERATIONS.



SETTLEMENT PLATFORM DETAILS

ITEM 863 - REINFORCED EMBANKMENT, AS PER PLAN

THE REINFORCED EMBANKMENT IN THE GEOWALLS SHALL BE SELECT GRANULAR BACKFILL (SGB) PER ODOT SUPPLEMENTAL SPECIFICATION 840, SECTION 840.03E, PLACEMENT OF THE SGB SHALL BE PER SUPPLEMENTAL SPECIFICATION 840, SECTION 840.06I.

...Sheets\032_0374_SN002.dgn 10/26/2021 1:33:53 PM mswhttt

DESIGN AGENCY: **Train Systems**
400 W. NATIONWIDE BLDG., SUITE 225
COLUMBUS, OHIO 43215

DATE: 03/01/19
REVIEWED: MSL
DRAWN: BCS
CHECKED: PJP
STRUCTURE FILE NUMBER: 1300336

GENERAL NOTES - 2
BRIDGE NO. CLE-32-0374
BACH BUXTON ROAD OVER SR-32

CLE-32-3.50
PID No. 103954

4/54
590
736

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

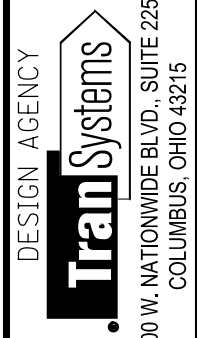
ESTIMATED QUANTITIES - CLE-32-0374 BRIDGE

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 HP10X42, FURNISHED	3040	960			
507	00150	3380	FT	STEEL PILES HP10X42, 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/QA, FOOTING	241	66			
511	53014	597	CY	CLASS QC3 CONCRETE, MISC.: CLASS QC3 CONCRETE WITH QC/QA, SUPERSTRUCTURE			597		3 & 4 / 54
511	53014	227	CY	CLASS QC3 CONCRETE, MISC.: CLASS QC3 CONCRETE WITH QC/QA, SUPERSTRUCTURE	184	43			3 & 4 / 54
511	53014	117	CY	CLASS QC3 CONCRETE, MISC.: CLASS QC3 CONCRETE WITH QC/QA, PIER ABOVE FOOTINGS		117			3 / 54
511	53014	115	CY	CLASS QC3 CONCRETE, MISC.: CLASS QC3 CONCRETE WITH QC/QA, 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/QA (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
 REVIEWED: MSL
 STRUCTURE FILE NUMBER: 1300336

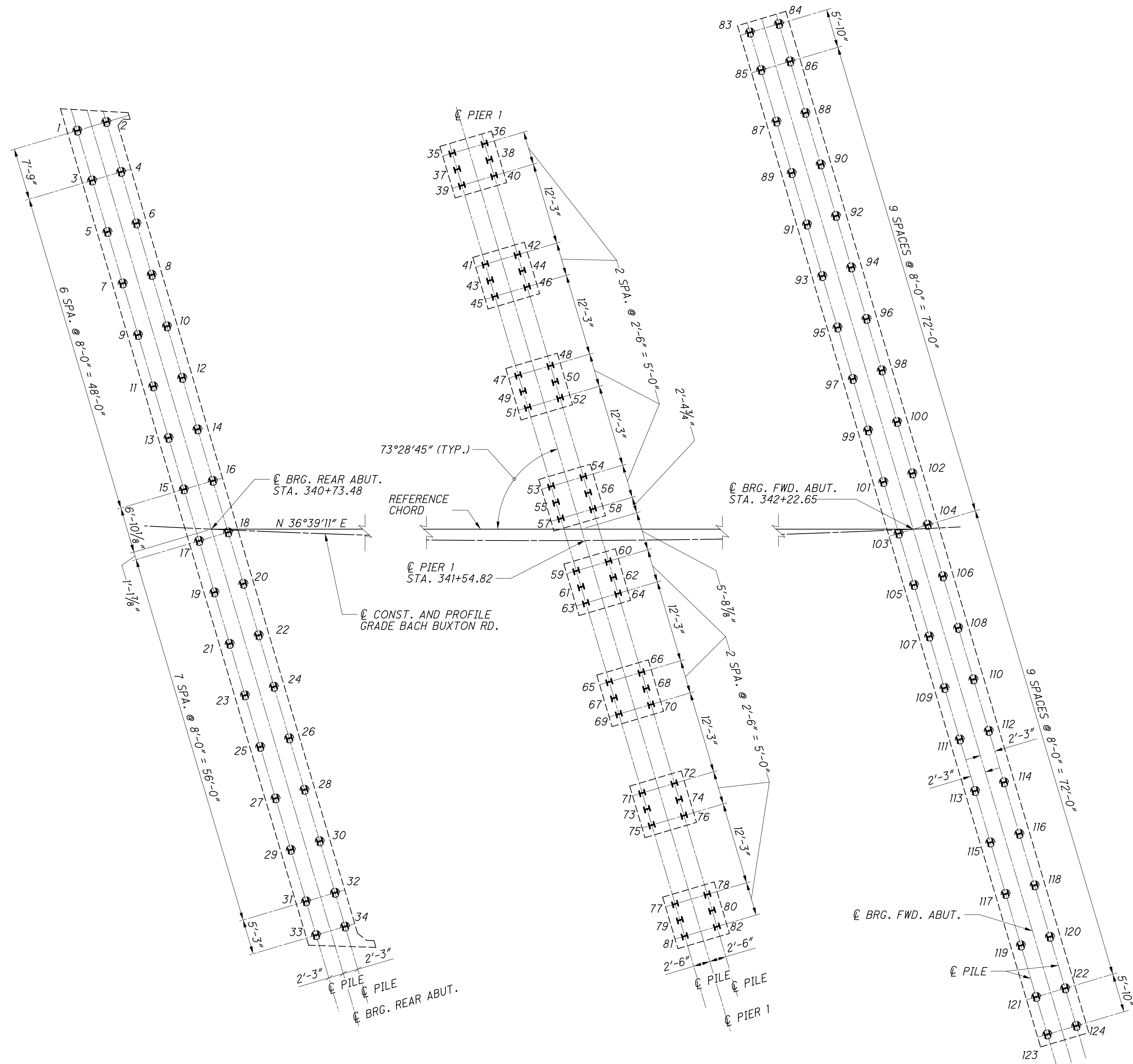
DRAWN: PJP
 CHECKED: ZTW
 DESIGNED: PJP

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

CLE-32-3.50
 PID No. 103954

5 / 54
 591
 736

...Sheets\032_0374_S0001.dgn 10/26/2021 1:33:55 PM mswwhitt



LEGEND:

- ⊞ PROPOSED HP10X42 VERTICAL PILE
- ⊞ PROPOSED HP10X42 VERTICAL PILE WITH PILE SLEEVE

NOTES:

1. FOR PILE DRIVING CONSTRAINTS, SEE THE GENERAL NOTES.

	DESIGN AGENCY TranSystems 400 W. NATIONWIDE BLDG., SUITE 225 COLUMBUS, OHIO 43215	REVIEWED MSL STRUCTURE FILE NUMBER 1300336	DATE 03/01/19	DESIGNED BCS CHECKED PJP
FOUNDATION PLAN BRIDGE NO. CLE-32-0374 BACH BUXTON ROAD OVER SR-32				
CLE-32-3.50		PID No. 103954		
6 / 54		592 736		

6" DIA. NON-PERFORATED
C.P.P. RISER, INV. 864.30

3'-0" (TYP.) (U.N.O.)
LEVEL BEAM SEAT

FOOTING DETAIL A

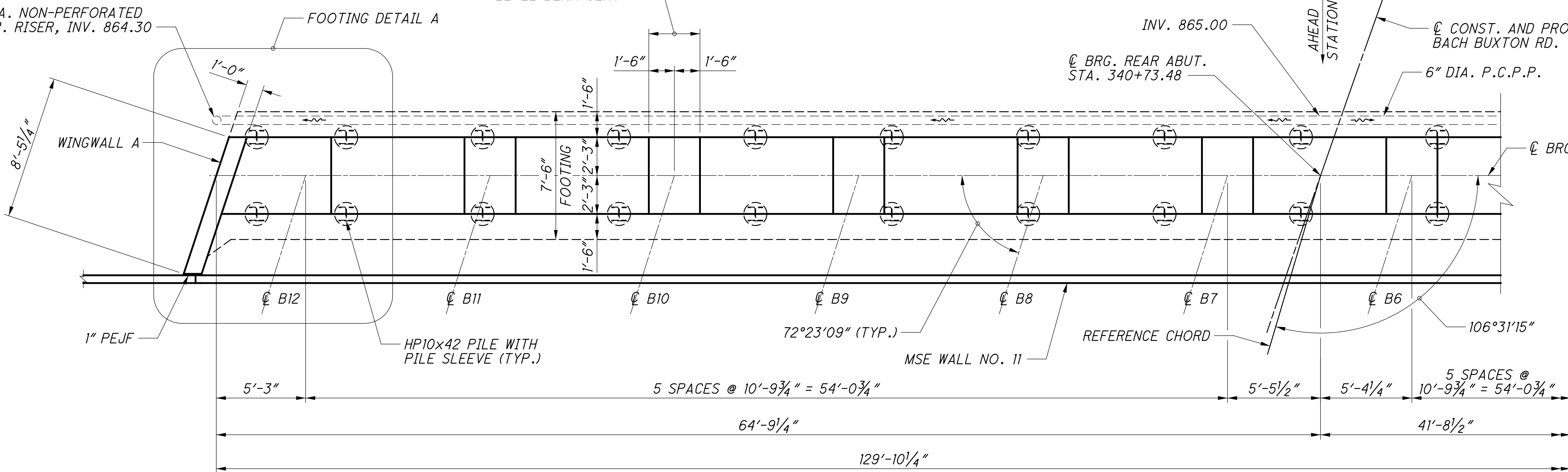
INV. 865.00

¢ BRG. REAR ABUT.
STA. 340+73.48

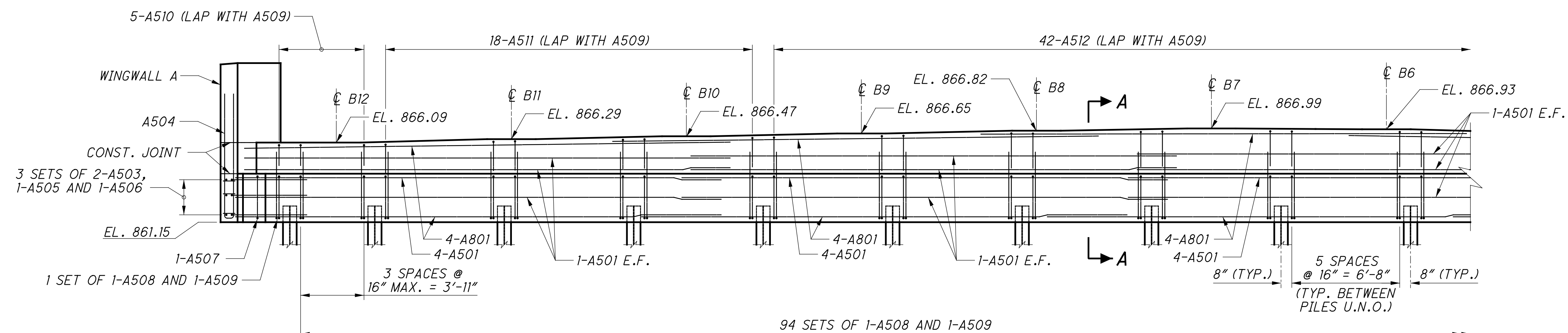
¢ CONST. AND PROFILE GRADE
BACH BUXTON RD.

6" DIA. P.C.P.P.

¢ BRG. REAR ABUT.

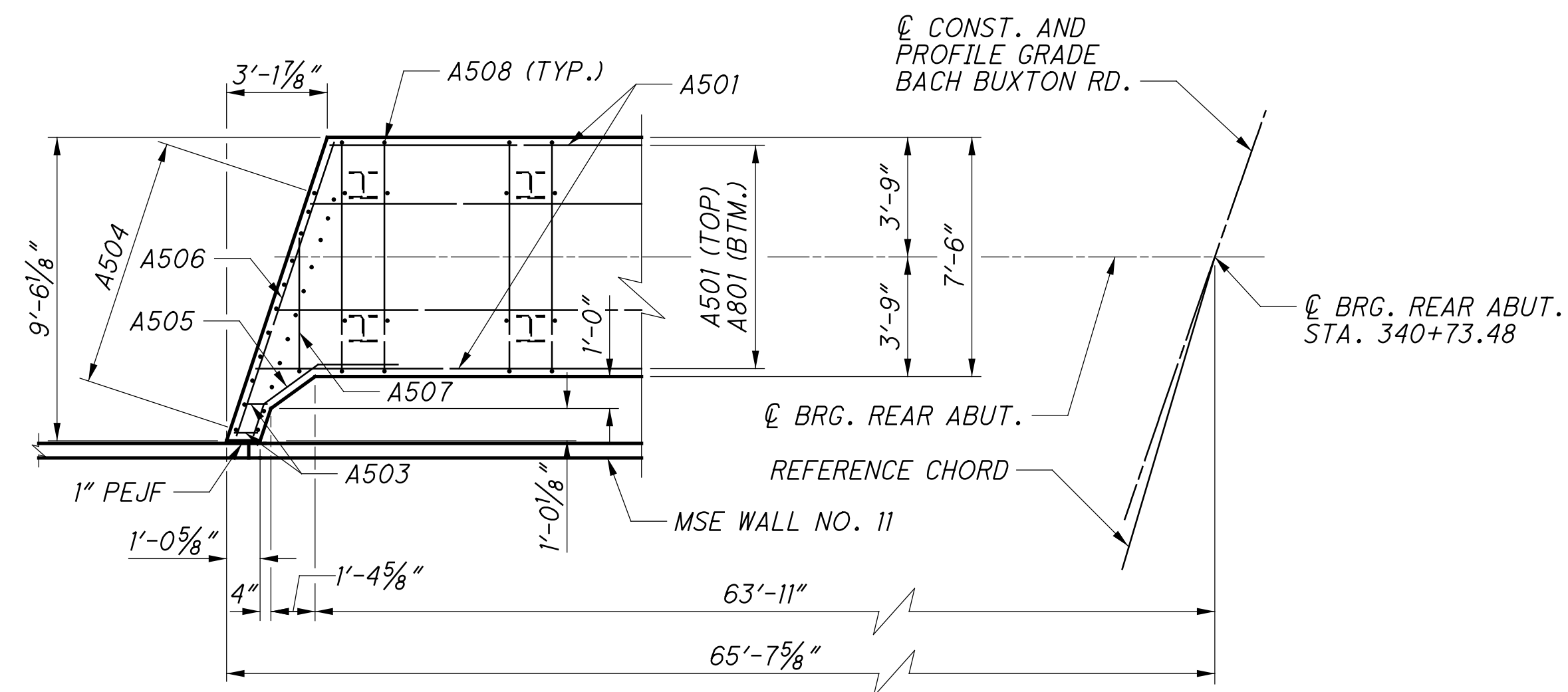


PLAN

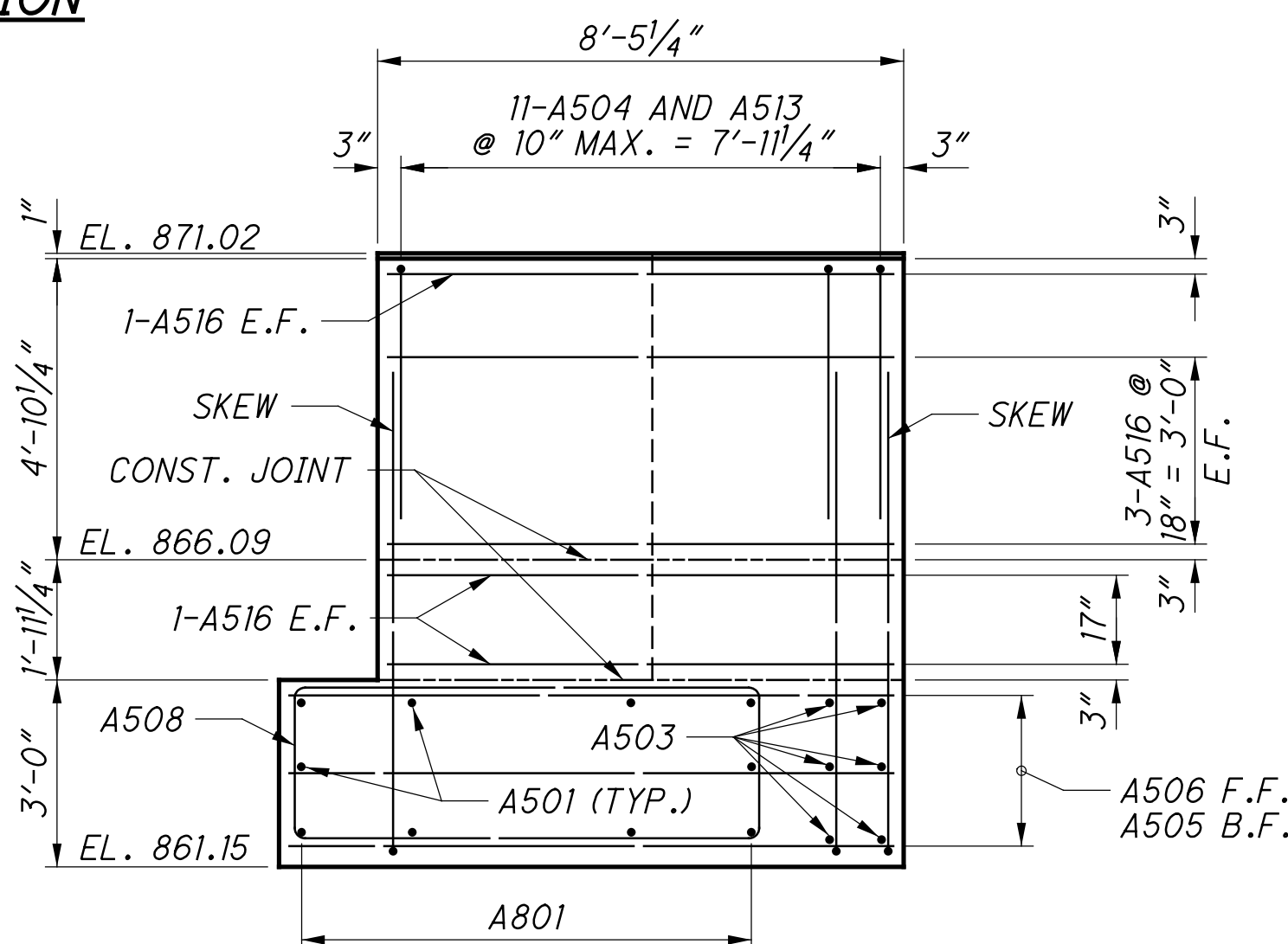


ELEVATION

MINIMUM LAP LENGTH
 #5 BAR = 2'-5"
 #8 BAR IN FOOTING = 4'-11"
 #8 BAR IN STEM = 7'-3"



FOOTING DETAIL A



WINGWALL A

NOTES:

1. FOR SECTION A-A, SEE SHEET **8/54**.
2. FOR ABUTMENT DIAPHRAGM DETAILS, SEE SHEET **31/54**.
3. FOR PILE LAYOUT, SEE SHEET **6/54**.
4. FOR ADDITIONAL NOTES AND DETAILS, SEE STD. DWG. SICD-1-96.

REAR ABUTMENT PLAN AND ELEVATION
 BRIDGE NO. CLE-32-0374
 BACH BUXTON ROAD OVER SR-32

CLE-32-3.50
 PID No. 103954

7 / 54

593
736

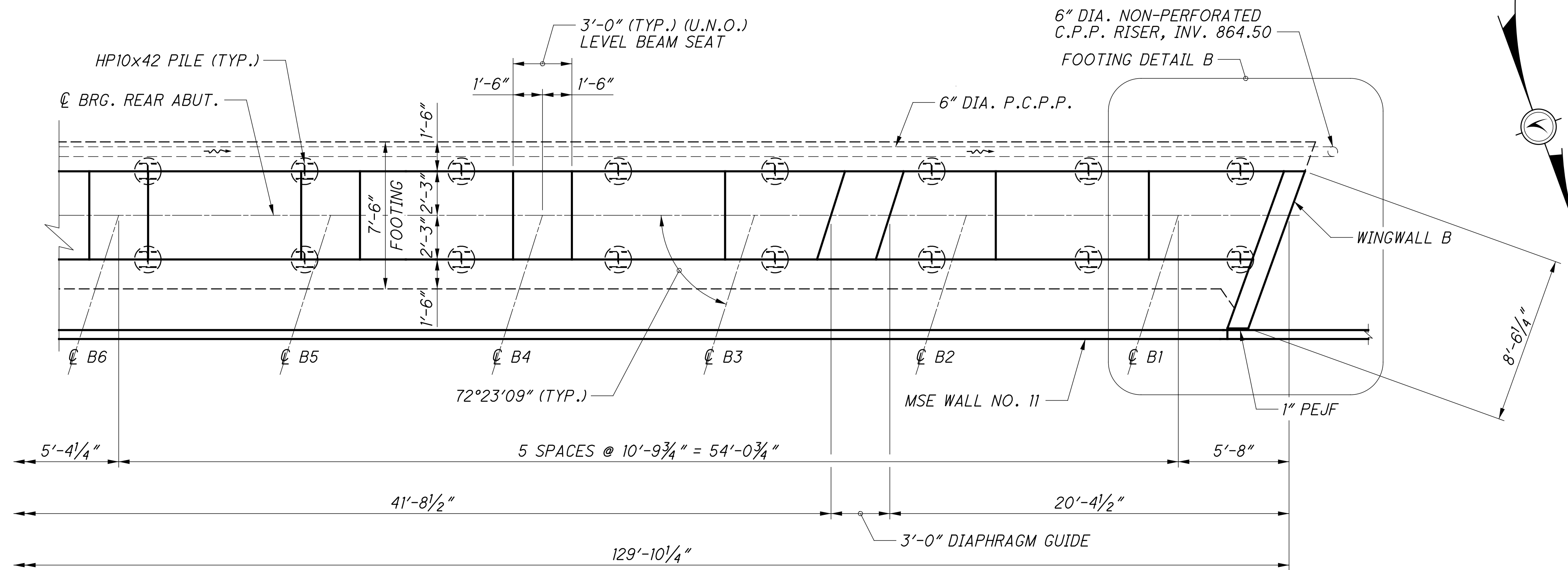
DESIGN AGENCY
TranSystems
 400 W. NATIONWIDE BLDG., SUITE 225
 COLUMBUS, OHIO 43215

REVIEWED DATE
 MSL 03/01/19
 STRUCTURE FILE NUMBER
 1300336

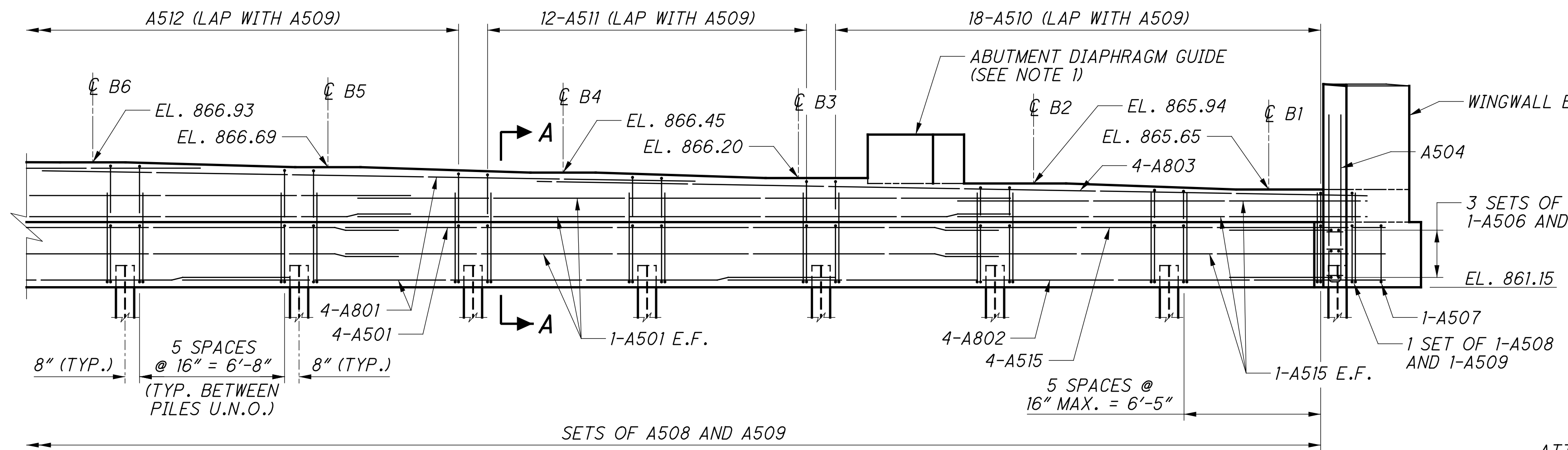
DRAWN JUDGE
 CHECKED PJP

DESIGNED BCS
 CHECKED PJP

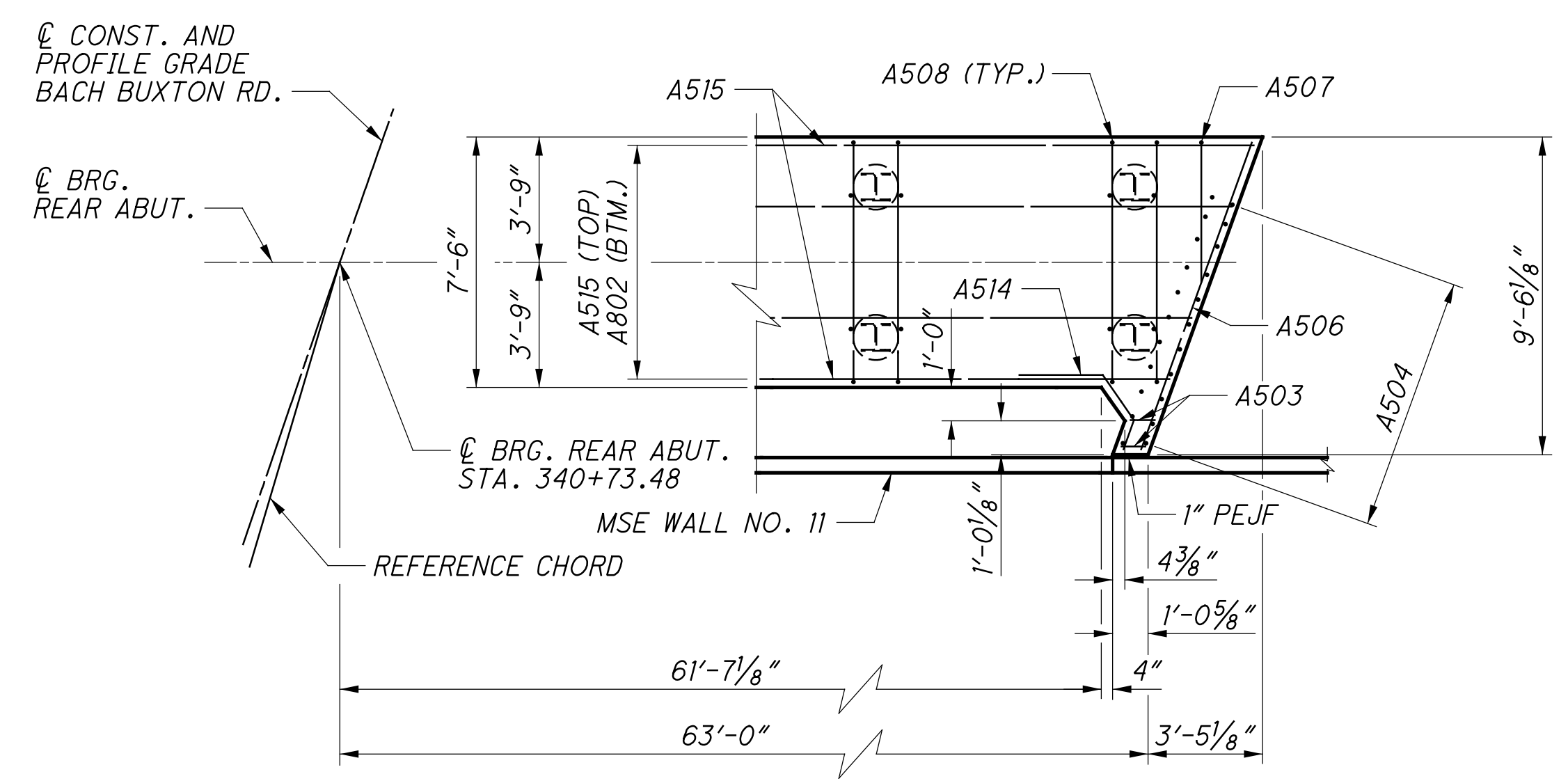
...:\Sheets\032_0374_SR001.dgn 10/26/2021 1:34:09 PM mswwhitt



PLAN

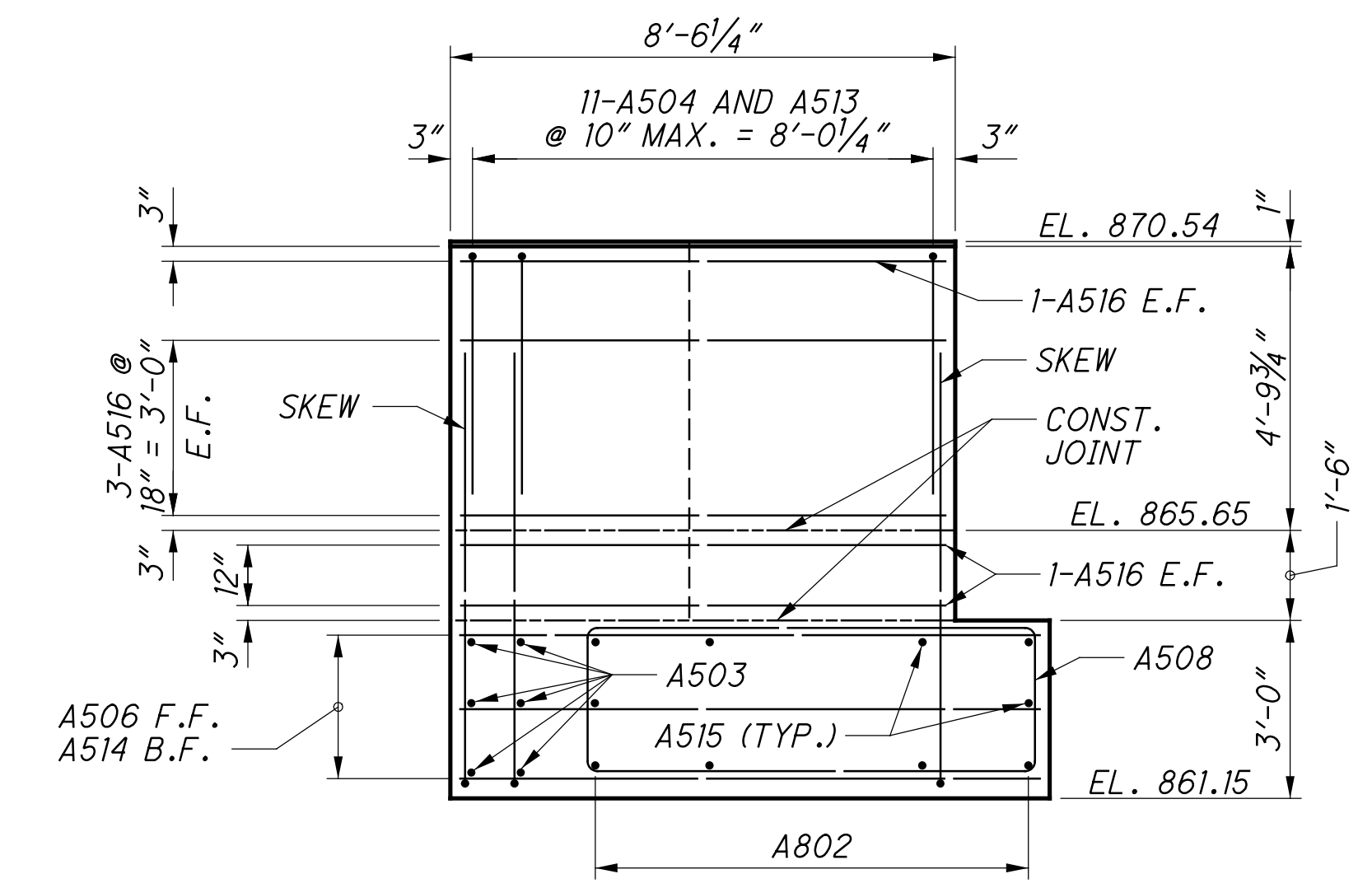


ELEVATION

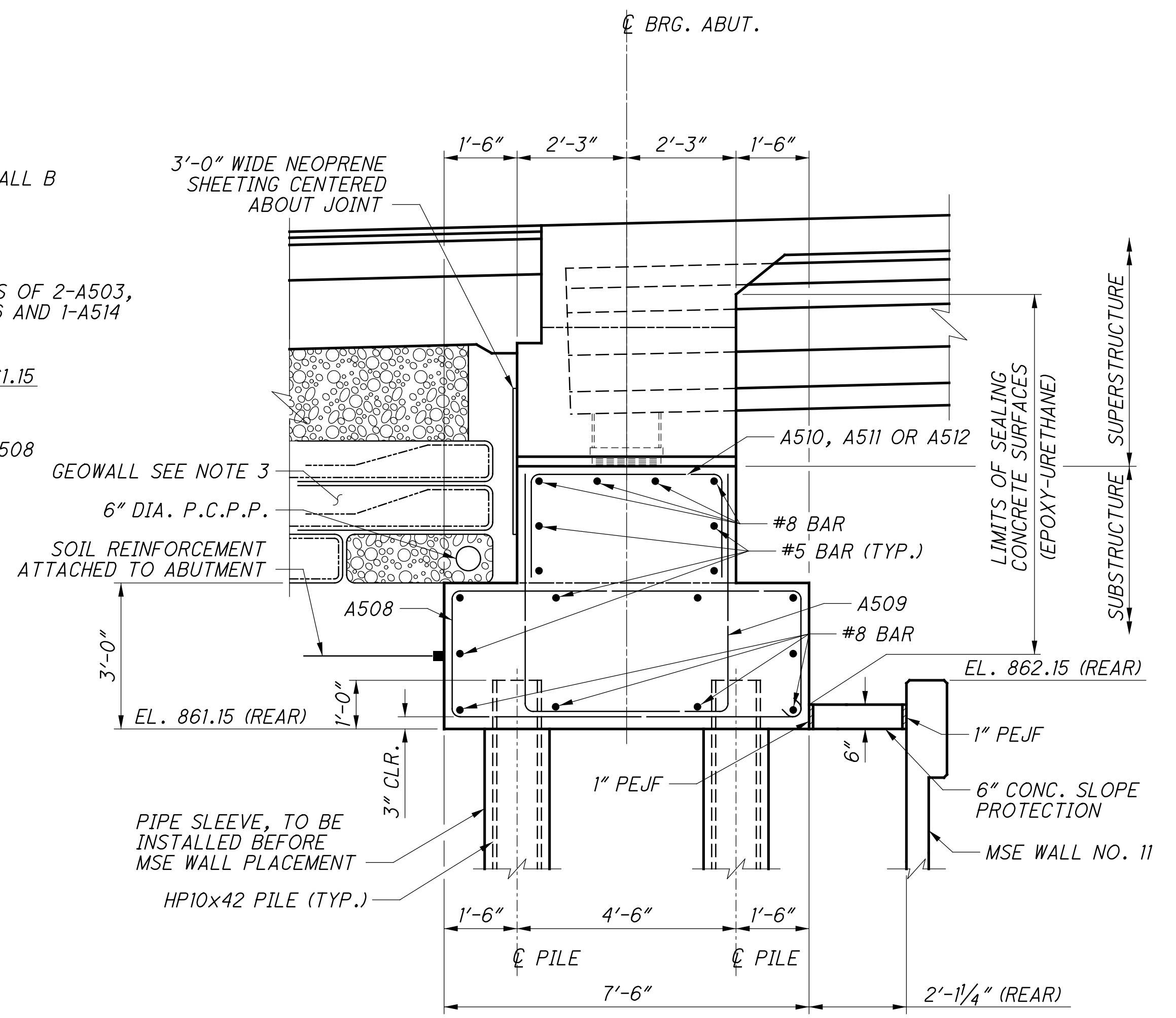


FOOTING DETAIL B

MINIMUM LAP LENGTH
 #5 BAR = 2'-5"
 #8 BAR IN FOOTING = 4'-11"
 #8 BAR IN STEM = 7'-3"



WINGWALL B



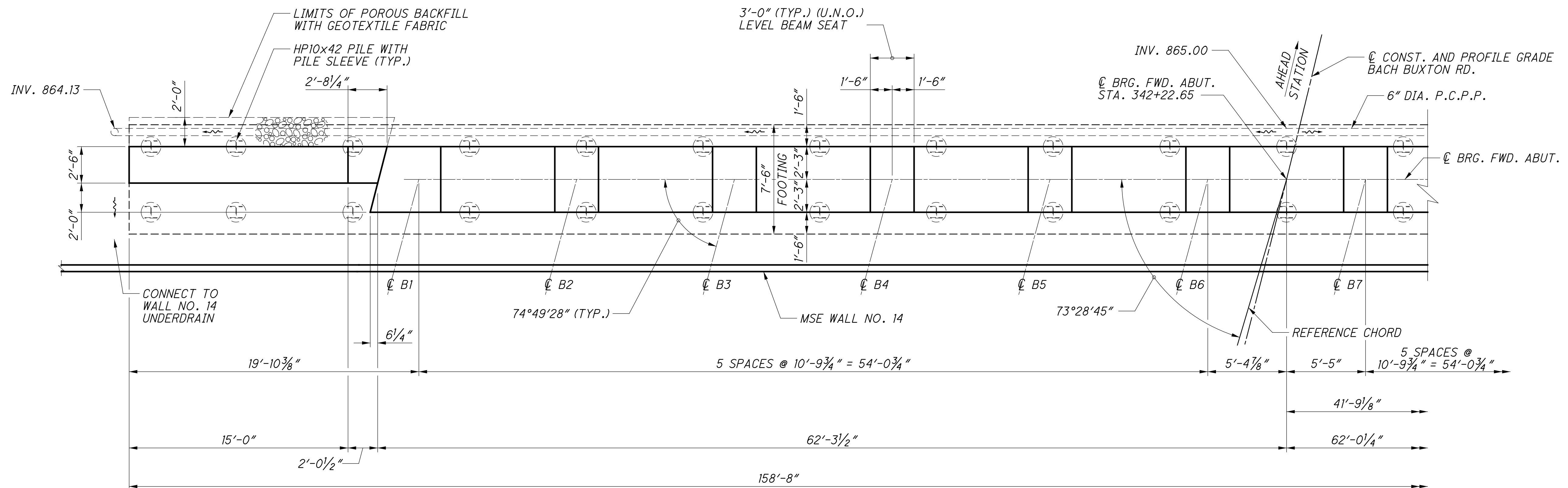
SECTION A-A

(6" AGGREGATE BASE BENEATH APPROACH SLAB AND ITEM 203 - GRANULAR MATERIAL, TYPE B, NOT SHOWN FOR CLARITY)

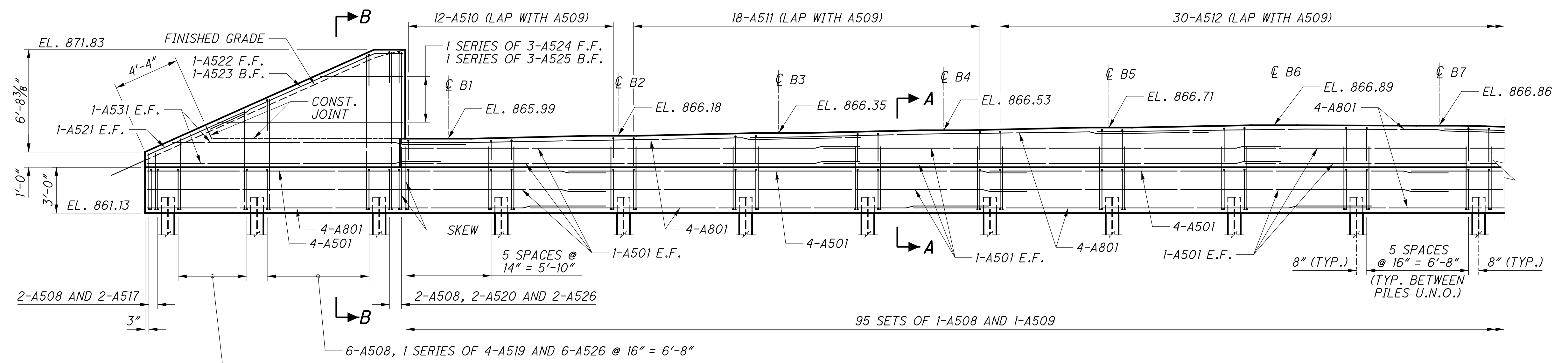
NOTES:

1. FOR ABUTMENT DIAPHRAGM GUIDE DETAILS, SEE SHEET 11/54.
2. FOR ADDITIONAL NOTES, SEE SHEET 7/54.
3. FOR GEOWALL DETAILS, SEE SHEETS 48/54 AND 49/54.

...Sheets\032_0374_SR002.dgn 10/26/2021 1:34:13 PM mswwhitt



PLAN

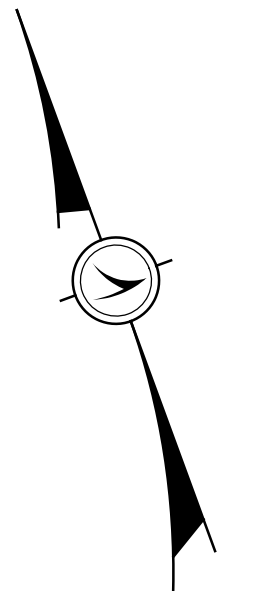


ELEVATION

MINIMUM LAP LENGTH
 #5 BAR = 2'-5"
 #8 BAR IN FOOTING = 4'-11"
 #8 BAR IN STEM = 7'-3"

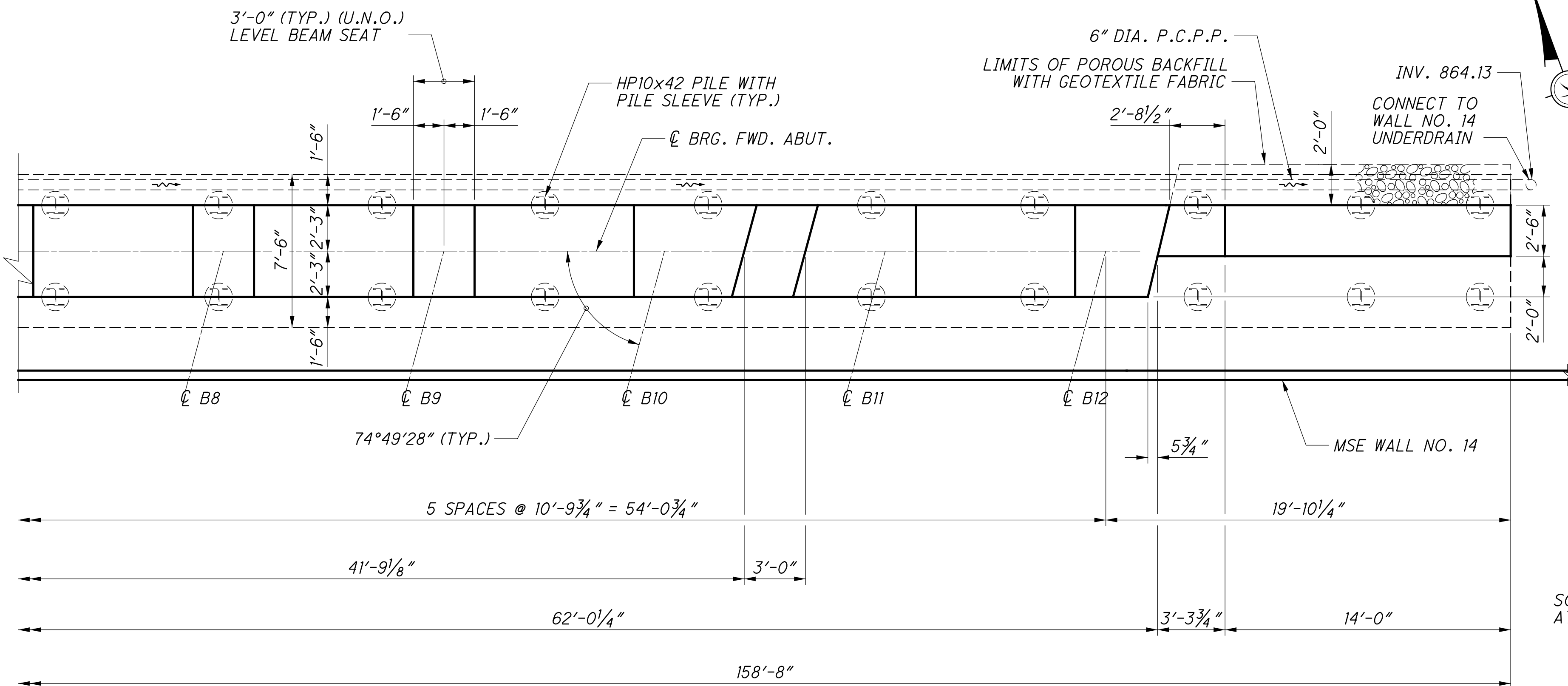
NOTES:

1. FOR SECTION A-A, SEE SHEET 10/54.
2. FOR SECTION B-B, SEE SHEET 10/54.
3. FOR ABUTMENT DIAPHRAGM DETAILS, SEE SHEET 32/54.
4. FOR PILE LAYOUT, SEE SHEET 6/54.
5. FOR ADDITIONAL NOTES AND DETAILS, SEE STD. DWG. SICD-1-96.

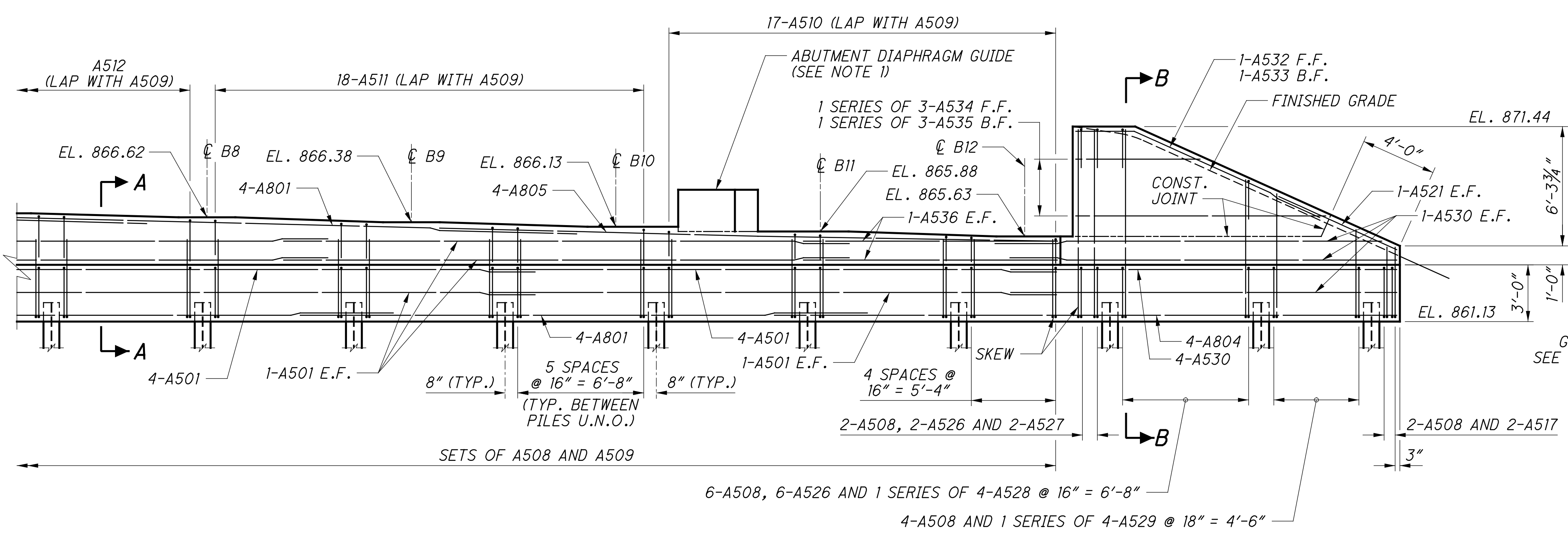


CLE-32-3.50 BRIDGE NO. CLE-32-0374 BACH BUXTON ROAD OVER SR-32	DESIGN AGENCY TranSystems 400 W. NATIONAL BLVD., SUITE 225 COLUMBUS, OHIO 43215
	DATE 03/01/19
	REVIEWED MSL
	STRUCTURE FILE NUMBER 1300336
DRAWN JDG	CHECKED PJP
DESIGNED BCS	REVISED PJP
FORWARD ABUTMENT DETAILS	PID No. 103954
9 / 54	595 736

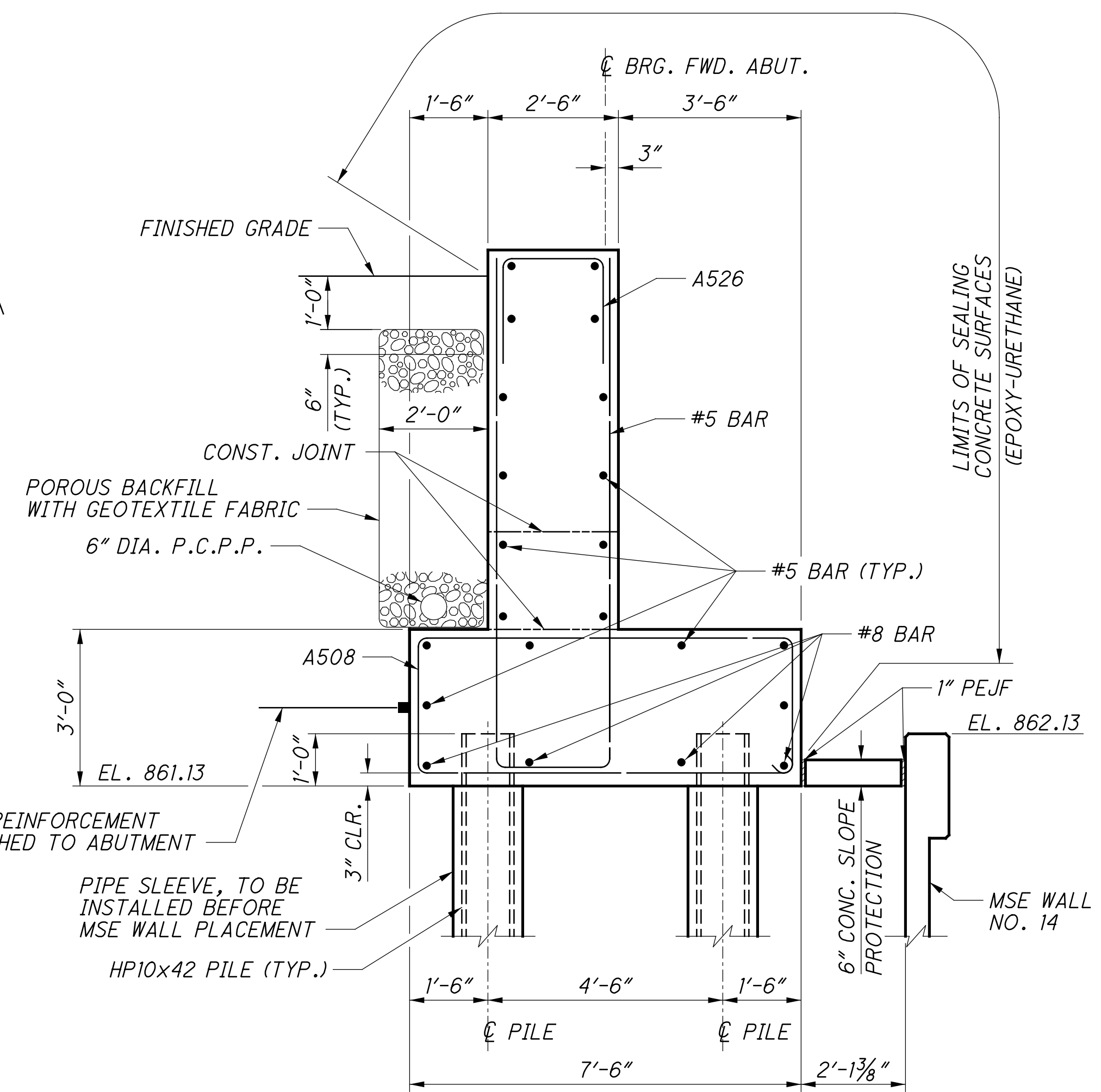
...Sheets\032_0374_SF001.dgn 10/26/2021 1:34:18 PM mswihitt



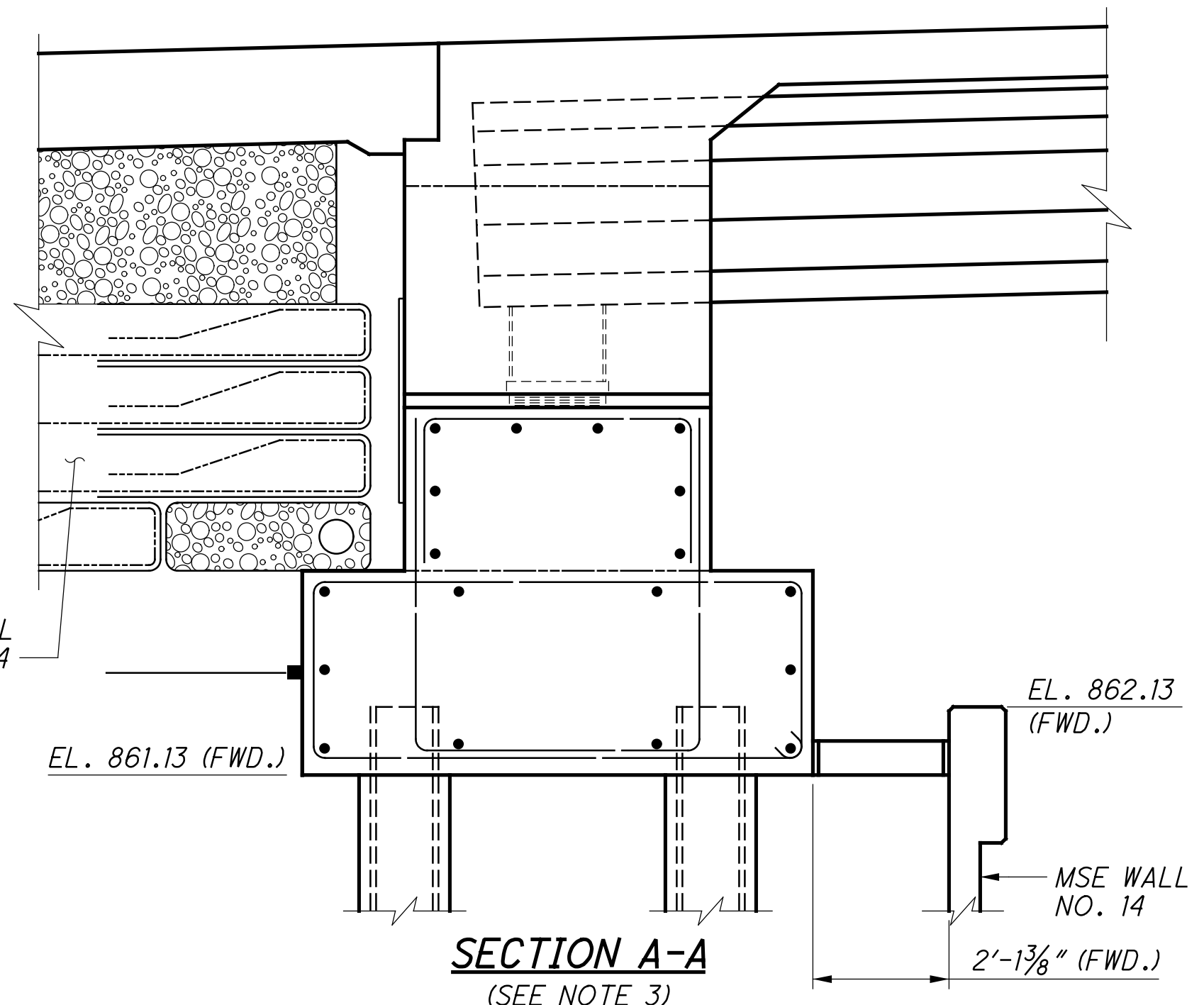
PLAN



ELEVATION



SECTION B-B



SECTION A-A
(SEE NOTE 3)

MINIMUM LAP LENGTH
 #5 BAR = 2'-5"
 #8 BAR IN FOOTING = 4'-11"
 #8 BAR IN STEM = 7'-3"

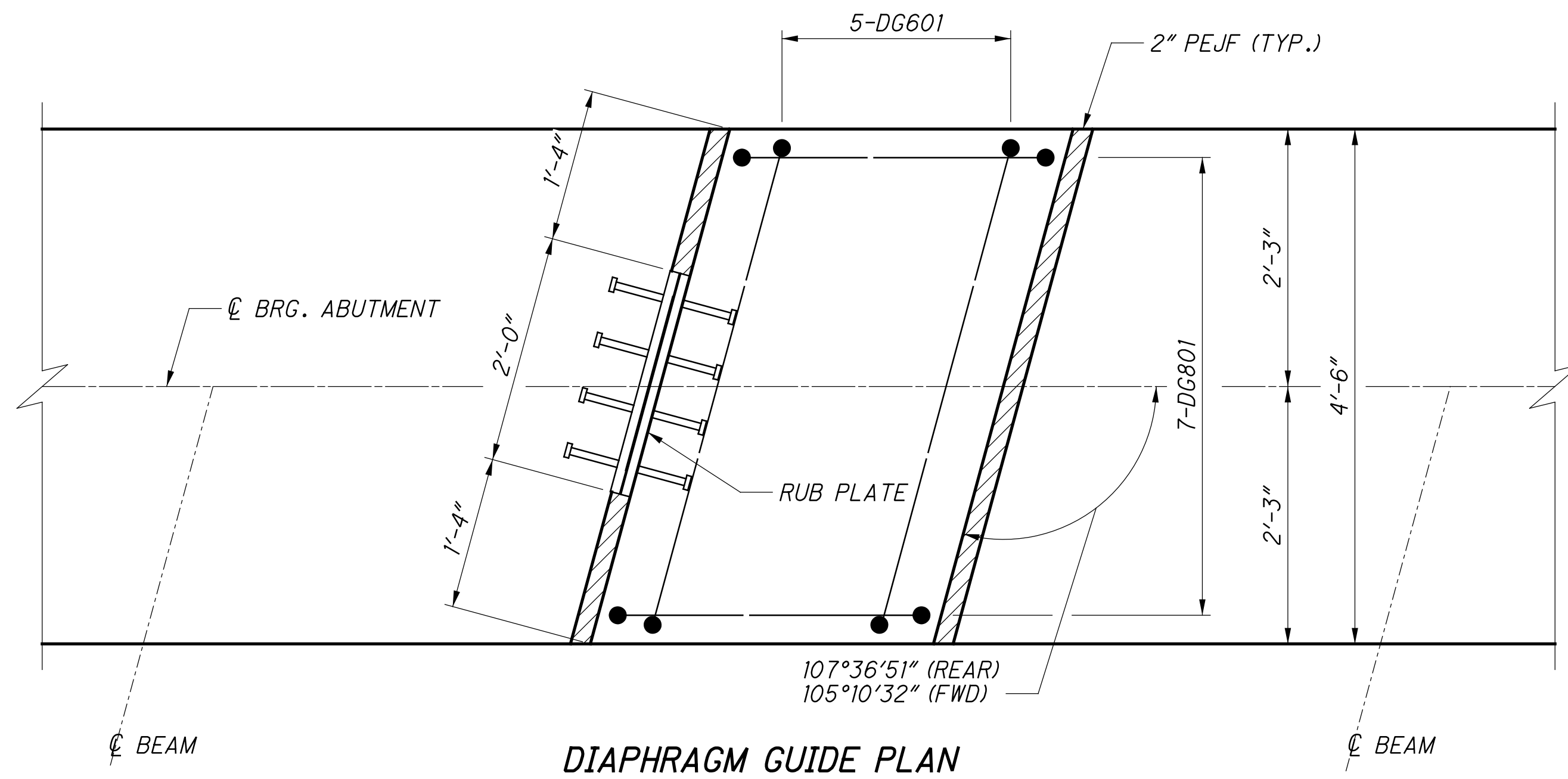
NOTES:

1. FOR ABUTMENT DIAPHRAGM GUIDE DETAILS, SEE SHEET **11/54**.
2. FOR ADDITIONAL NOTES, SEE SHEET **7/54**.
3. FOR SECTION A-A DETAILS NOT SHOWN, SEE SECTION A-A ON SHEET **8/54**.
4. FOR GEOWALL DETAILS, SEE SHEETS **48/54** AND **49/54**.

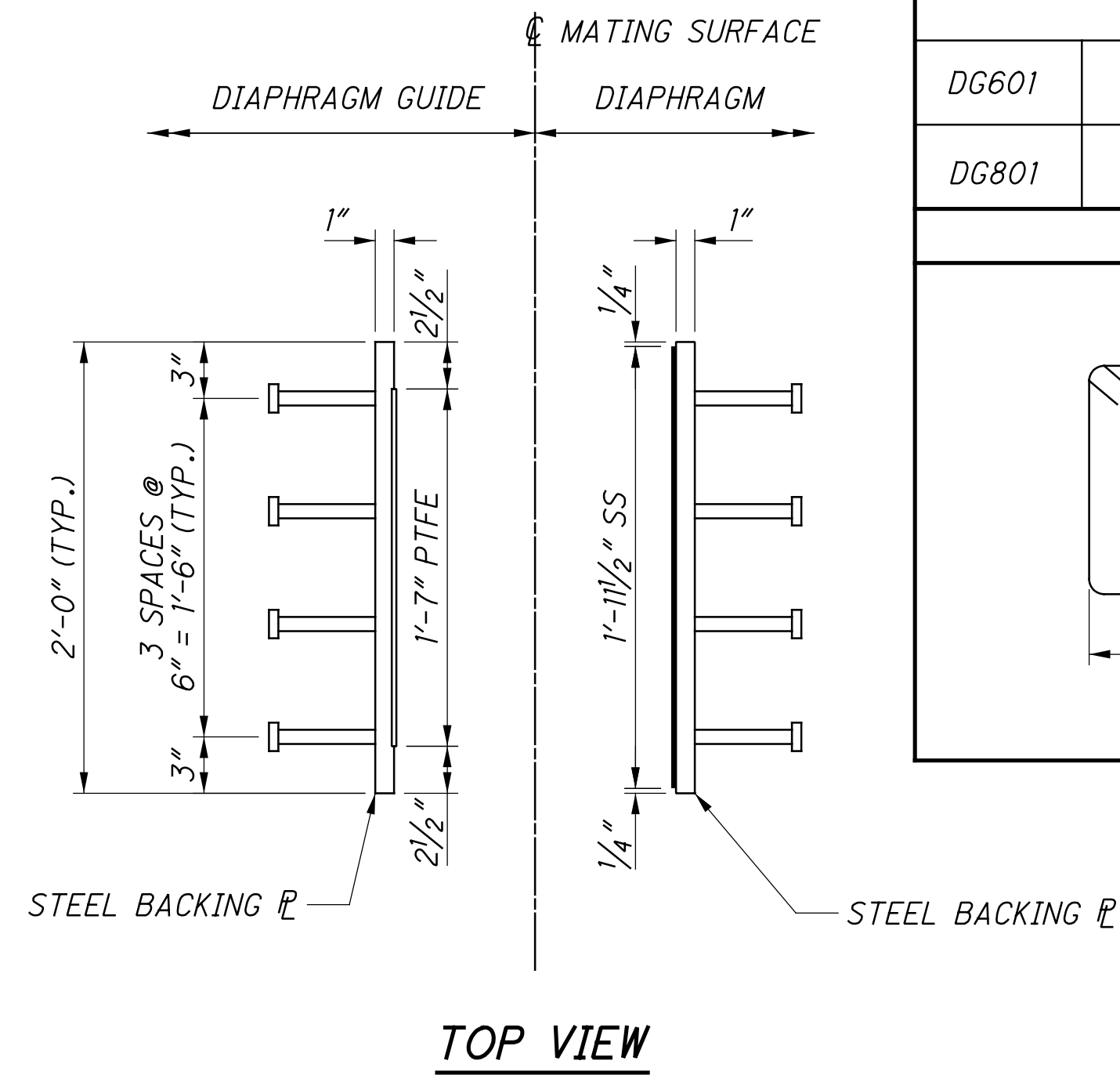
...:\Sheets\032_0374_SF002.dgn 10/26/2021 1:34:21 PM mswwhitt

 DESIGN AGENCY 400 W. NATIONAL BLVD., SUITE 225 COLUMBUS, OHIO 43215	DATE 03/01/19
	REVIEWED MSL
DRAWN JDG	STRUCTURE FILE NUMBER 1300336
DESIGNED BCS	CHECKED PJP
FORWARD ABUTMENT DETAILS BRIDGE NO. CLE-32-0374 BACH BUXTON ROAD OVER SR-32	
CLE-32-3.50	PID No. 103954
10/54	596 736

...Sheets\032_0374_SR0003.dgn 10/26/2021 1:34:24 PM mswwhitt



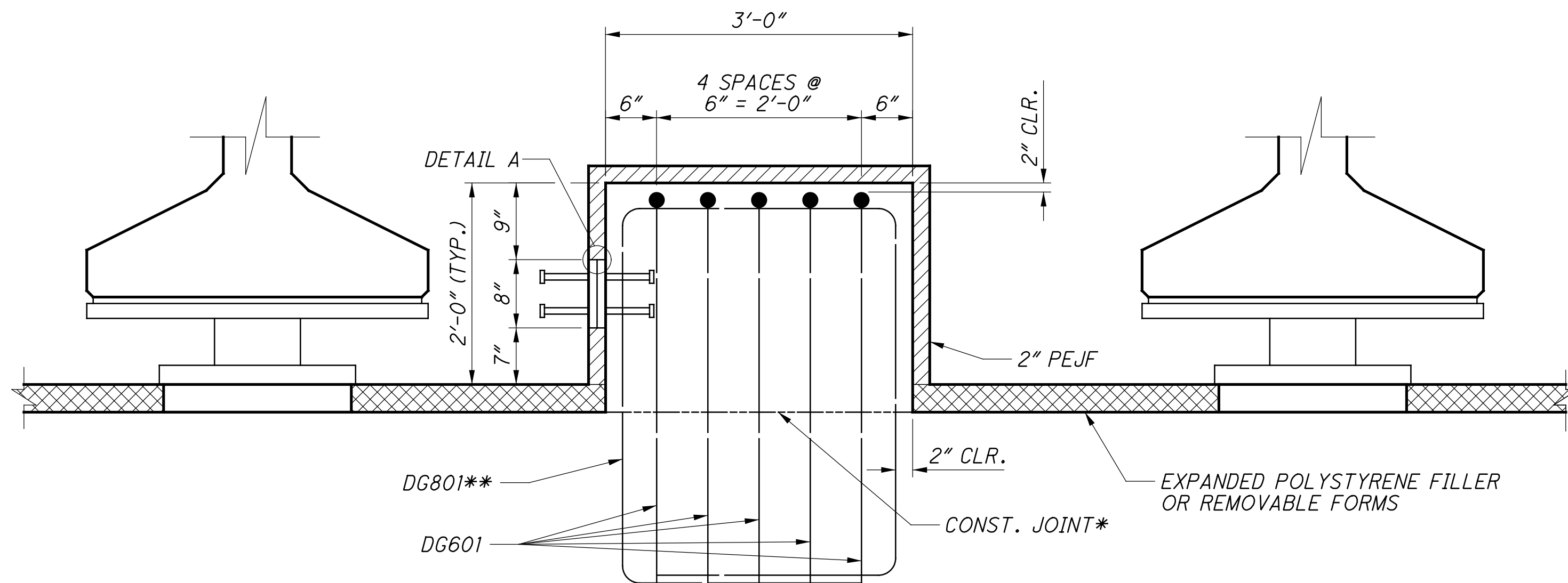
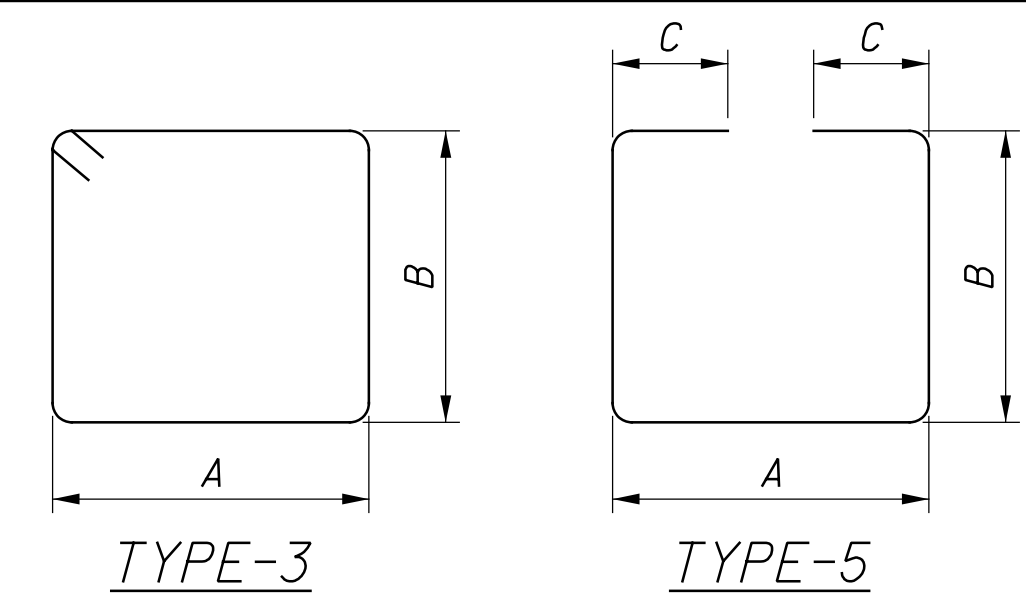
DIAPHRAGM GUIDE PLAN



TOP VIEW

MARK	NUMBER	NUMBER	TYPE	DIMENSIONS		
	REAR ABUTMENT TOTAL	FORWARD ABUTMENT TOTAL		A	B	C
DG601	5	5	3	4'-3"	3'-8½"	
DG801	7	7	5	2'-8"	3'-7"	2'-4"

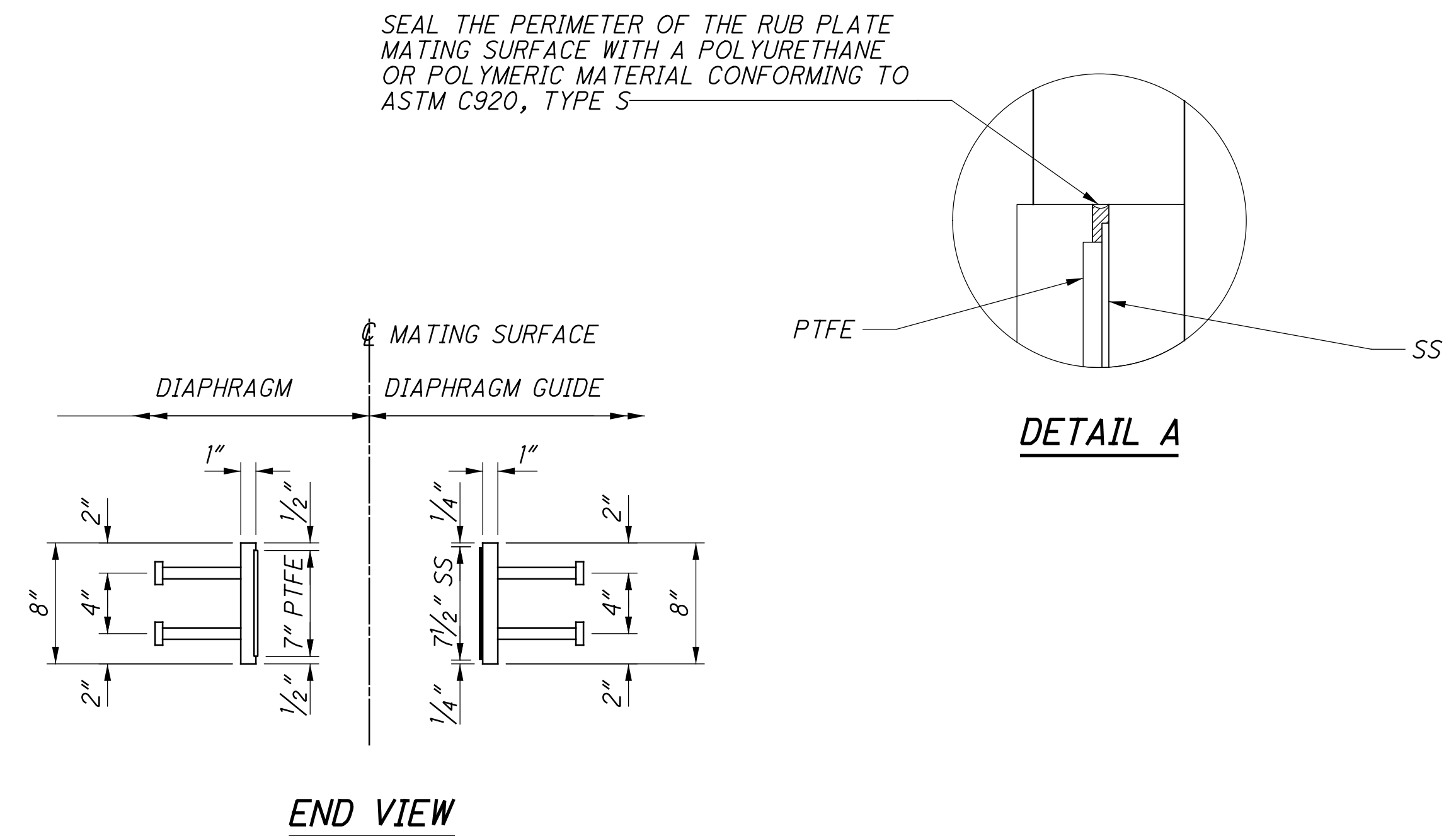
BENDING DIAGRAMS



DIAPHRAGM GUIDE ELEVATION

* - FINISH THE SURFACE OF THE CONSTRUCTION JOINT WITH A SERRATED TROWEL. THE SERRATIONS SHALL BE ¼" DEEP MINIMUM.

** - PLACE TO AVOID INTERFERENCE WITH LONGITUDINAL REINFORCEMENT IN THE BEAM SEAT.



RUB PLATE DETAILS

SS = STAINLESS STEEL
PTFE = POLYTETRAFLUORETHYLENE

NOTES:

- FOR NOTES, SEE STD. DWG. SICD-2-14.
- THE DEPARTMENT WILL PAY FOR ACCEPTED QUANTITIES OF CAULK, PEJF, CONCRETE, REINFORCEMENT AND RUB PLATES UNDER ITEM 511 - SEMI-INTEGRAL DIAPHRAGM GUIDE, AS PER PLAN.

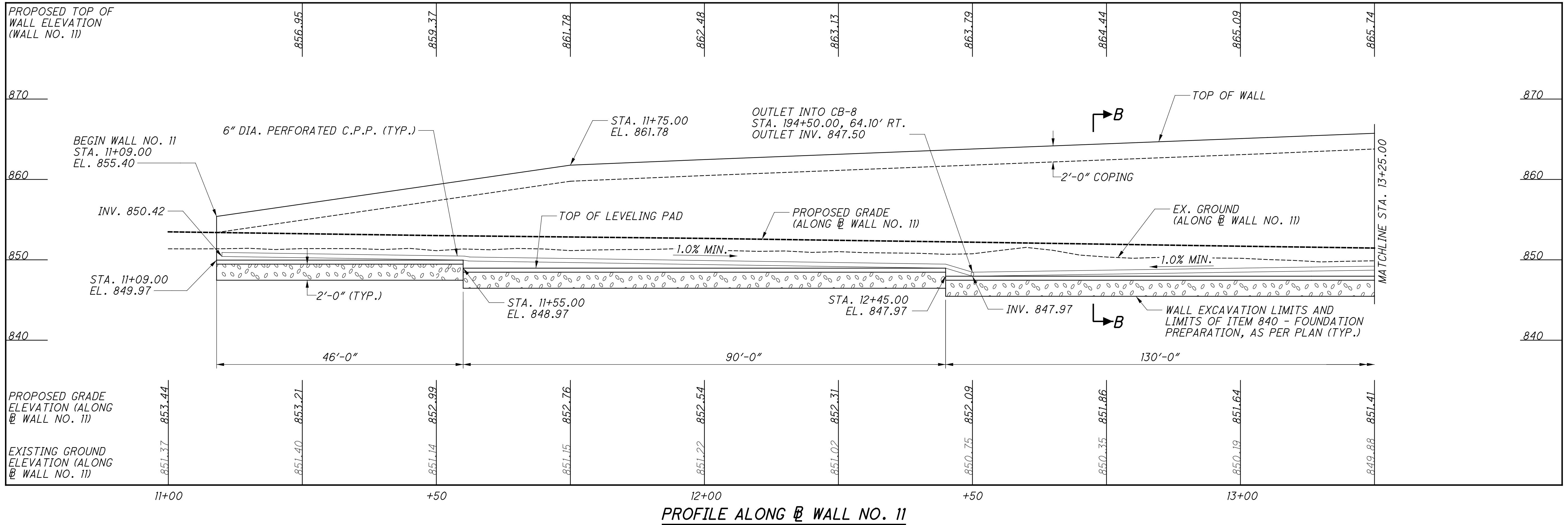
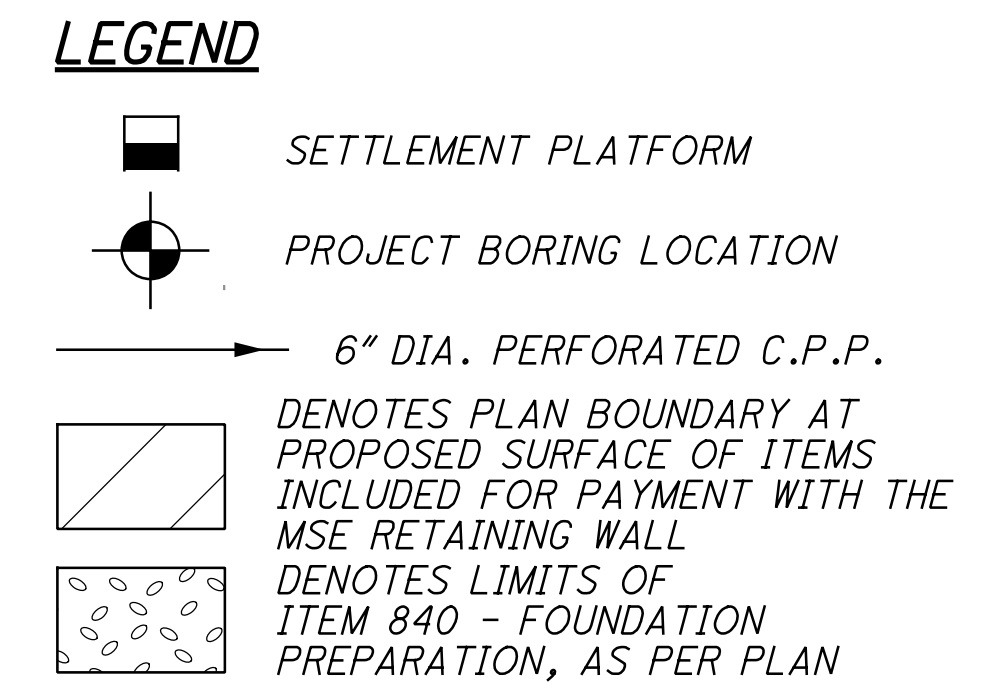
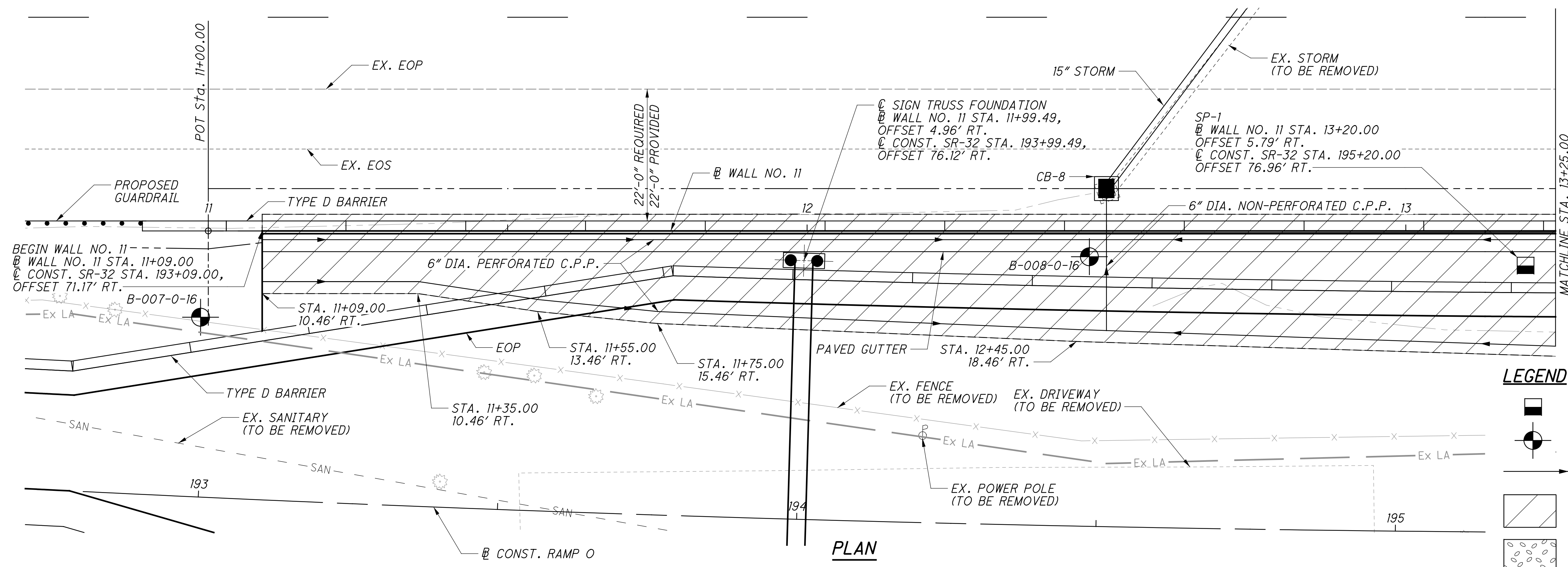
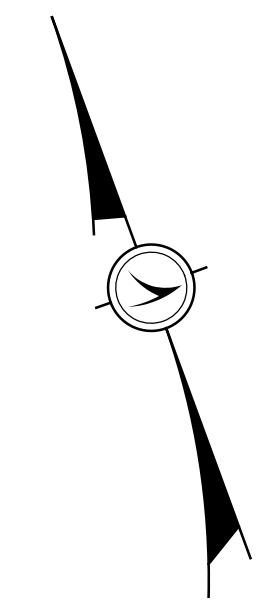
ABUTMENT DIAPHRAGM GUIDE DETAILS

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

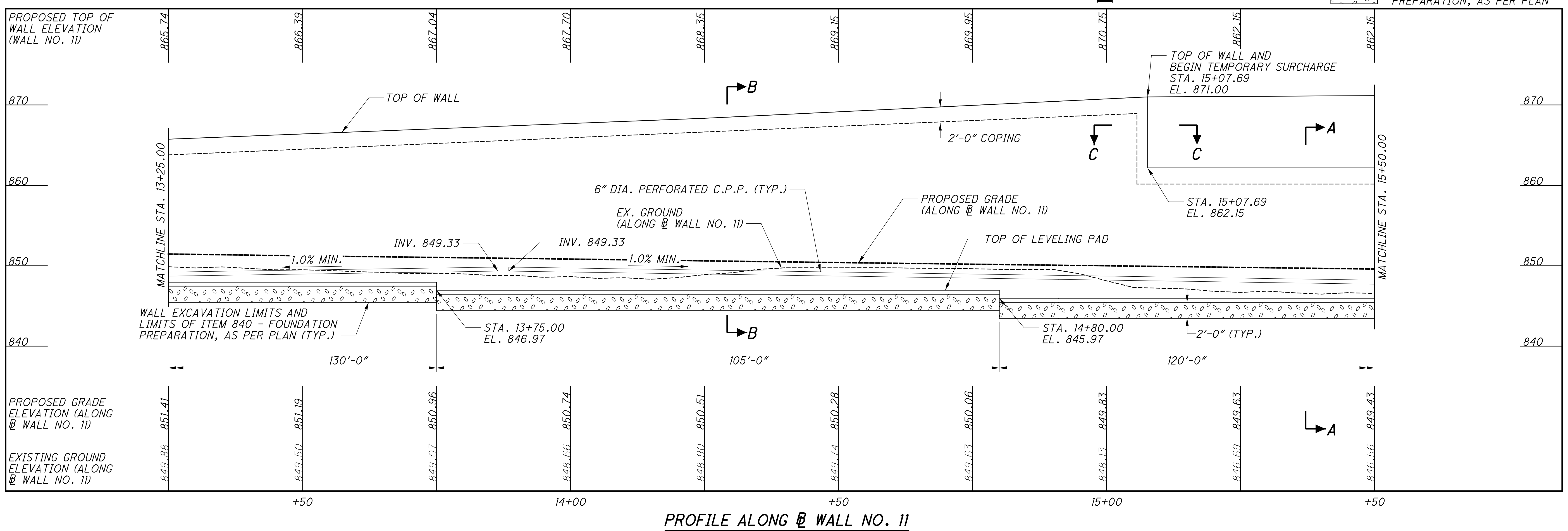
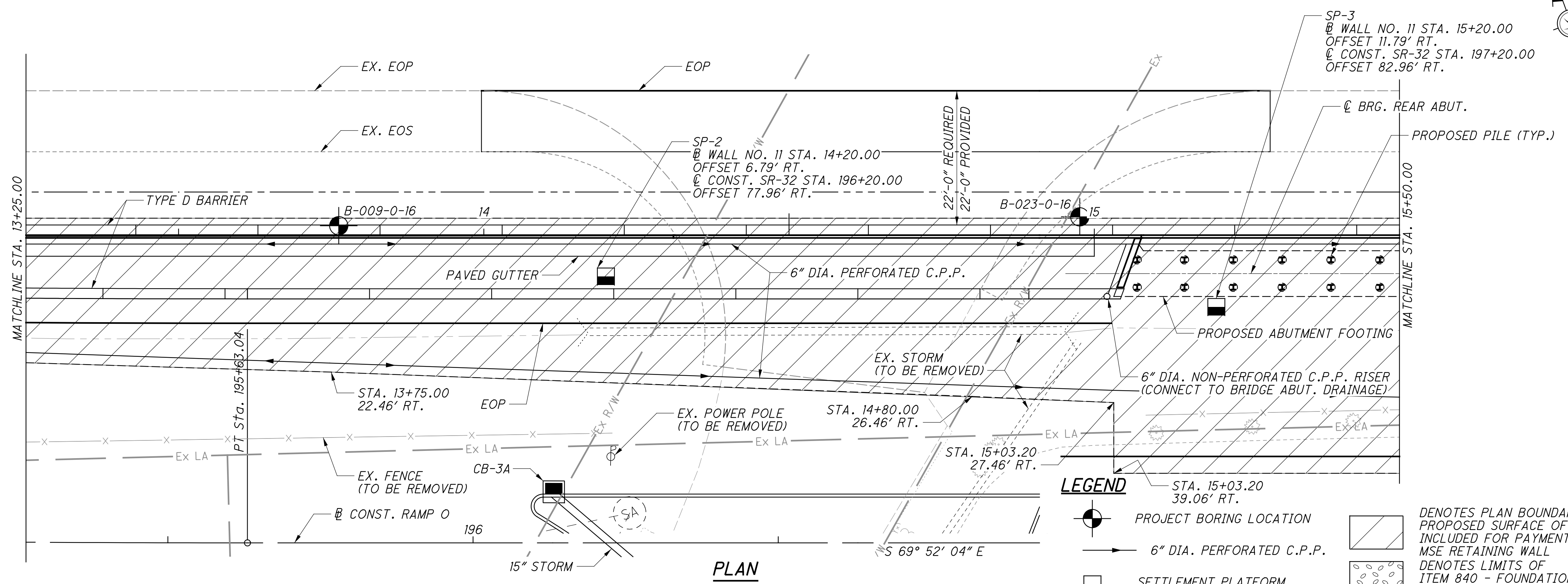
CLE-32-3.50
PID No. 103954

11 / 54

597
736



...:\Sheets\103954_011_WF001.dgn 10/26/2021 1:34:29 PM mswhatt

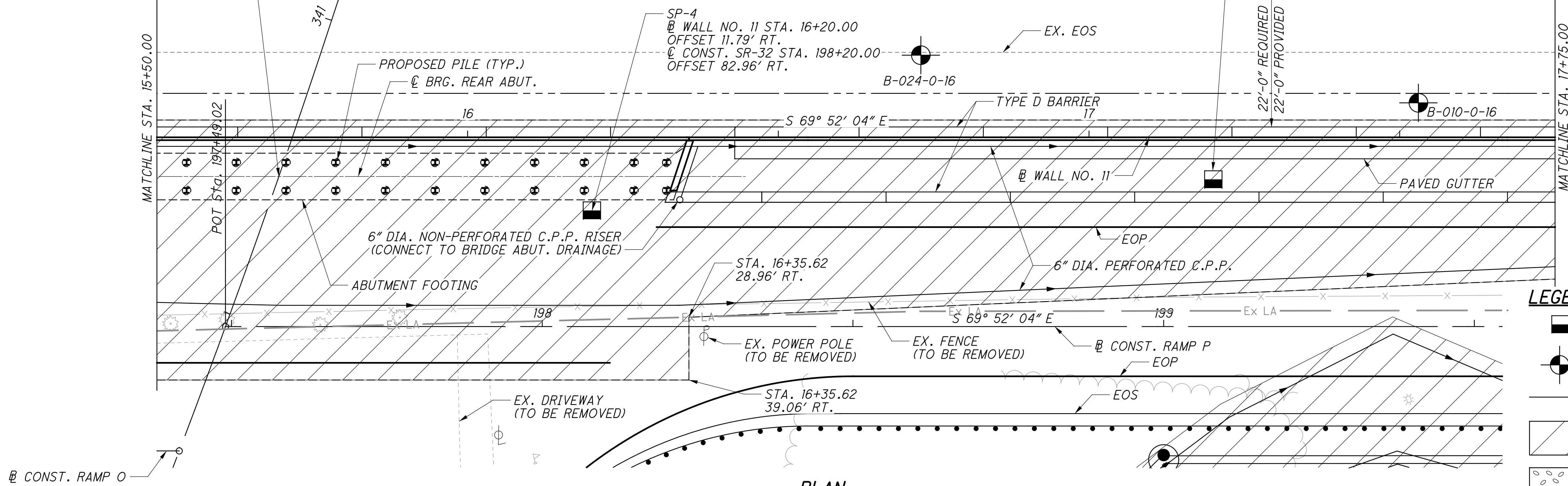


...:\Sheets\103954_011_WF002.dgn 10/26/2021 1:34:34 PM mswwhitt

@ BEARING REAR ABUTMENT
 @ WALL NO. 11 STA. 15+69.63
 OFFSET 6.31' RT.
 @ CONST. SR-32 STA. 197+69.63
 OFFSET 77.47' RT.

@ CONST. AND PROFILE GRADE
 BACH-BUXTON ROAD

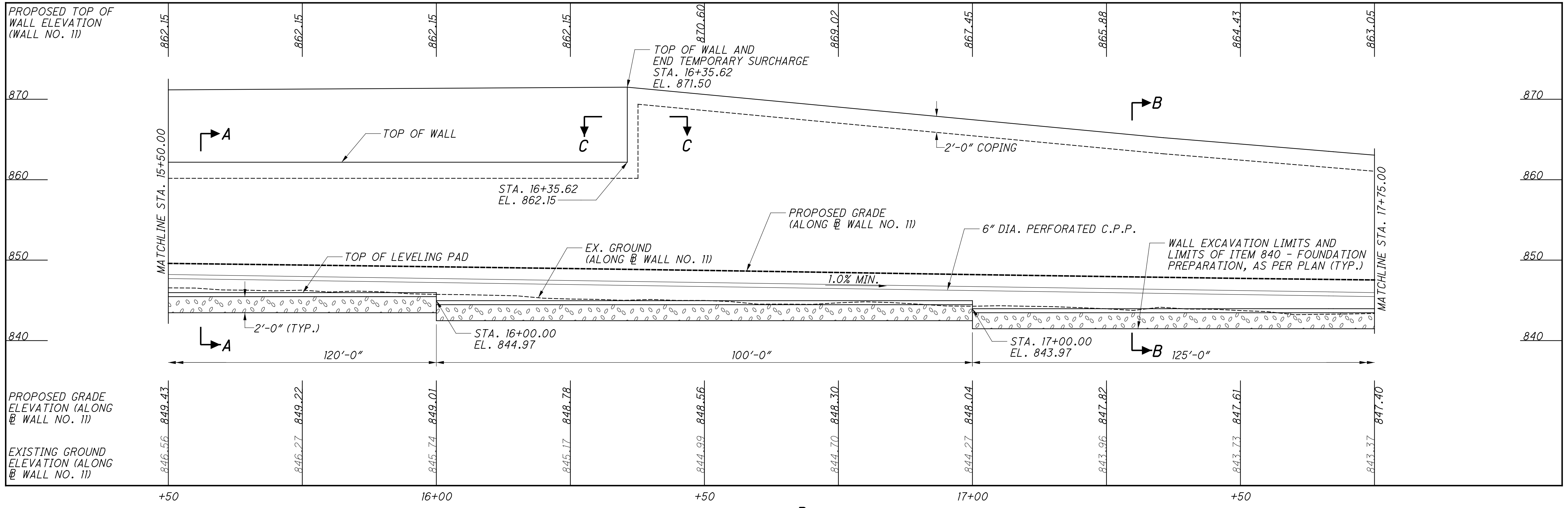
SP-5
 @ WALL NO. 11 STA. 17+20.00
 OFFSET 6.79' RT.
 @ CONST. SR-32 STA. 199+20.00
 OFFSET 77.96' RT.



LEGEND

- SETTLEMENT PLATFORM
- PROJECT BORING LOCATION
- 6" DIA. PERFORATED C.P.P.
- DENOTES PLAN BOUNDARY AT PROPOSED SURFACE OF ITEMS INCLUDED FOR PAYMENT WITH THE MSE RETAINING WALL
- DENOTES LIMITS OF ITEM 840 - FOUNDATION PREPARATION, AS PER PLAN

PLAN



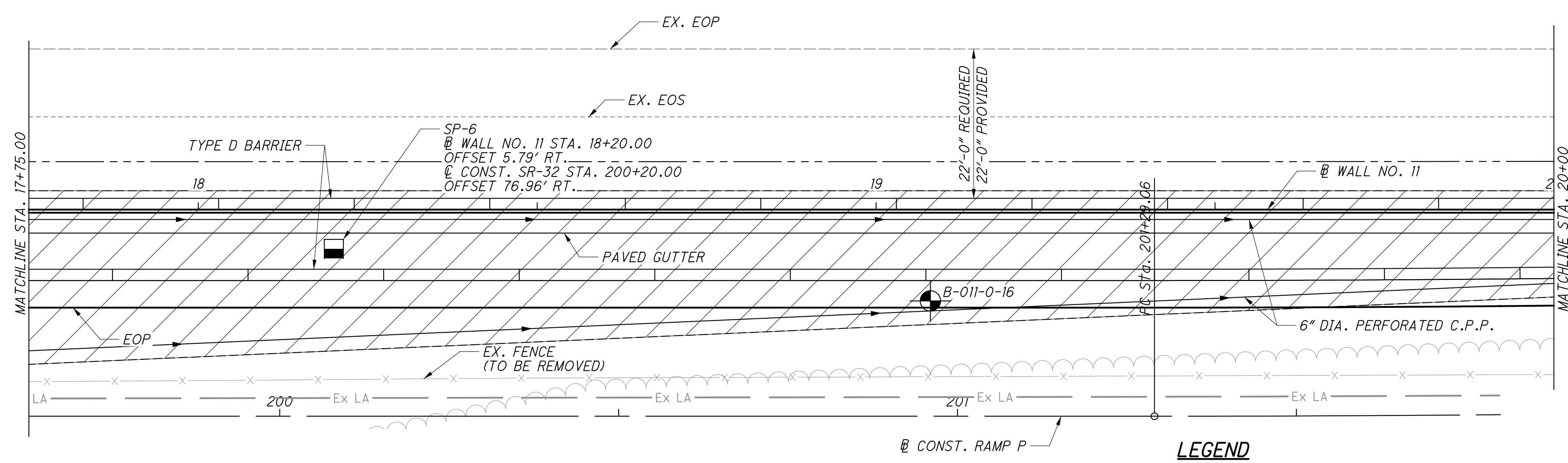
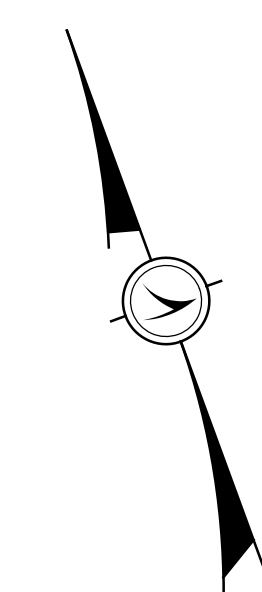
DESIGNED	BCS	CHECKED	PJP
DRAWN	BCS	REVISED	
REVIEWED	MSL	DATE	03/01/19
STRUCTURE FILE NUMBER			1300336

RETAINING WALL NO. 11 PLAN AND ELEVATION
RETAINING WALL NO. 11

CLE-32-3.50
 PID No. 103954




600
736

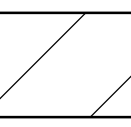
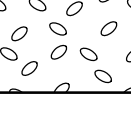
...:\Sheets\103954_011_WF003.dgn 10/26/2021 1:34:39 PM mswhtt

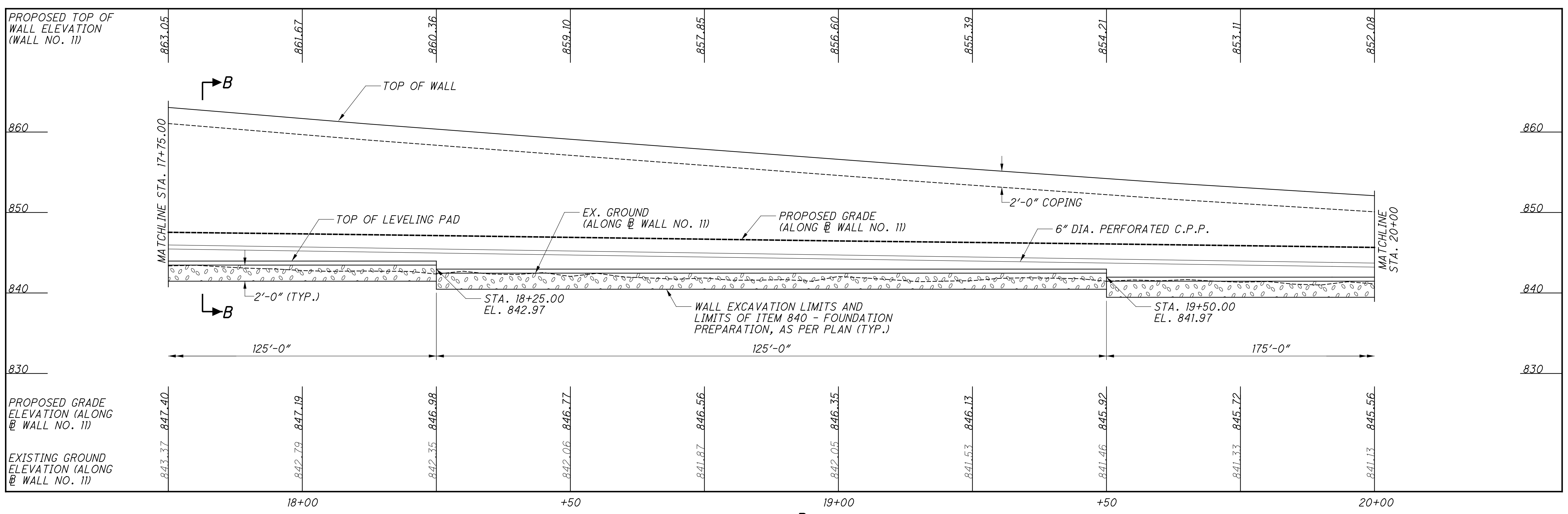


PLAN

LEGEND

-  SETTLEMENT PLATFORM
-  PROJECT BORING LOCATION
-  6" DIA. PERFORATED C.P.P.

 DENOTES PLAN BOUNDARY AT PROPOSED SURFACE OF ITEMS INCLUDED FOR PAYMENT WITH THE MSE RETAINING WALL
 DENOTES LIMITS OF ITEM 840 - FOUNDATION PREPARATION, AS PER PLAN



PROFILE ALONG WALL NO. 11

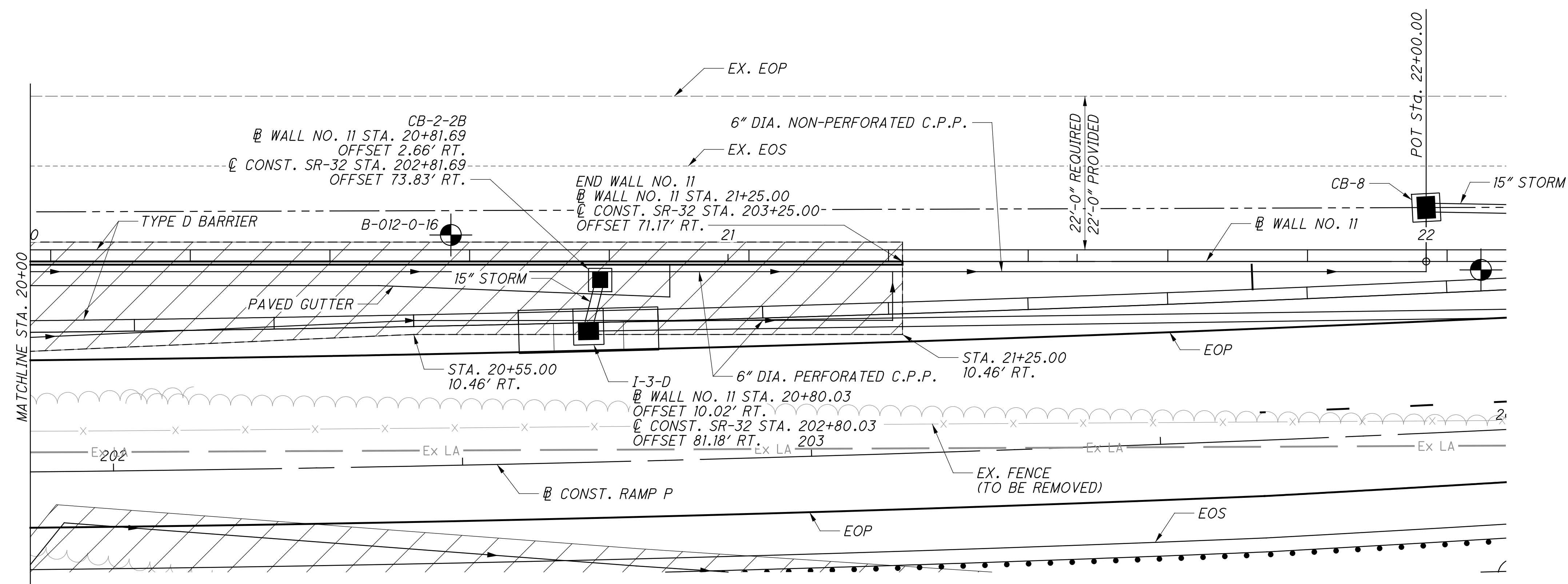
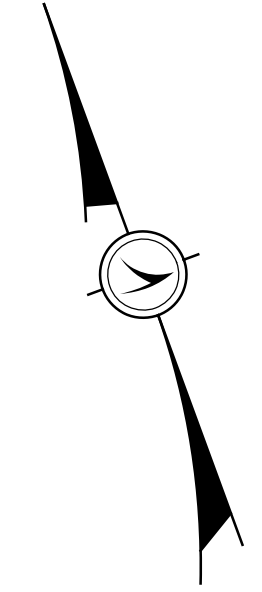
...:\Sheets\103954_011_WF004.dgn 10/26/2021 1:34:42 PM mswhtt

RETAINING WALL NO. 11 PLAN AND ELEVATION
RETAINING WALL NO. 11

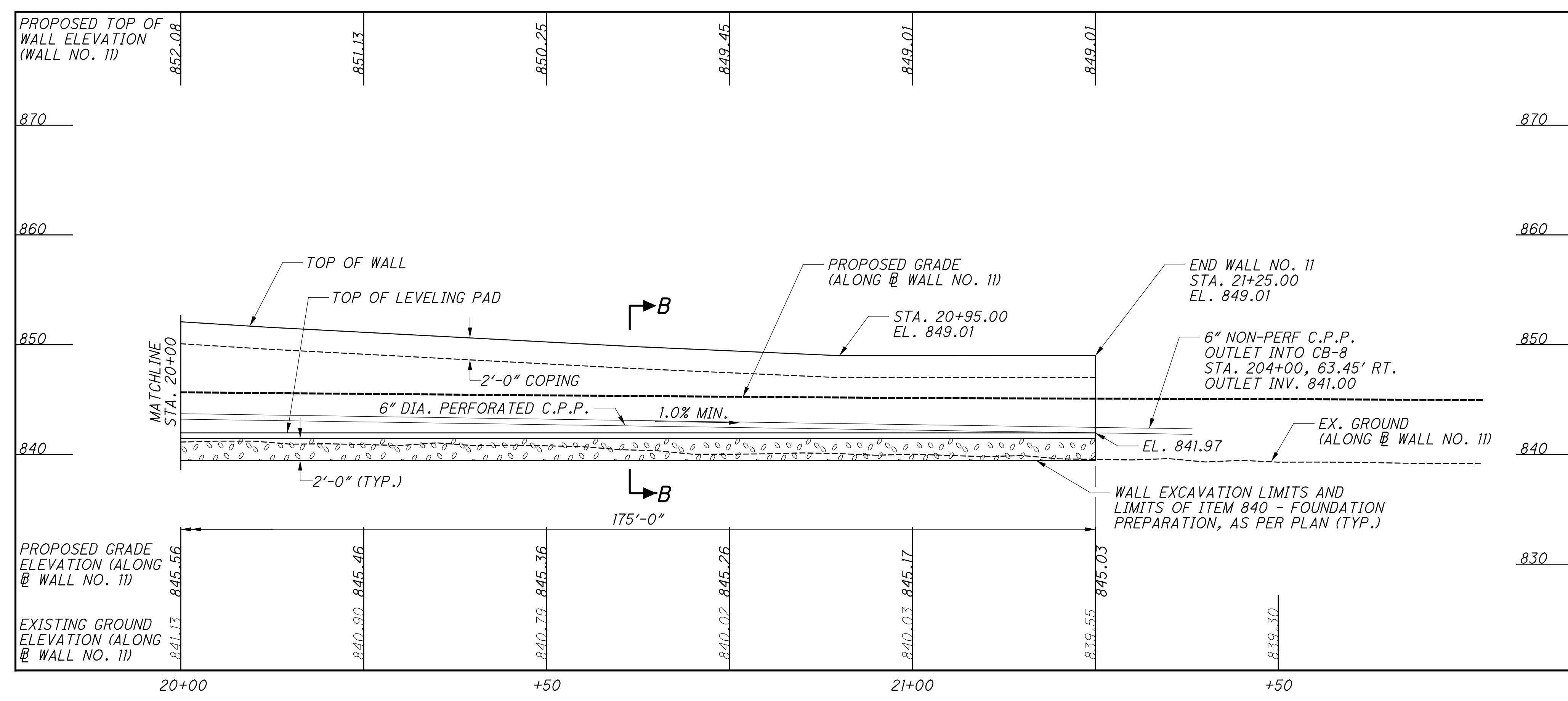
CLE-32-3.50
PID No. 103954

15 / 54

601
736



PLAN



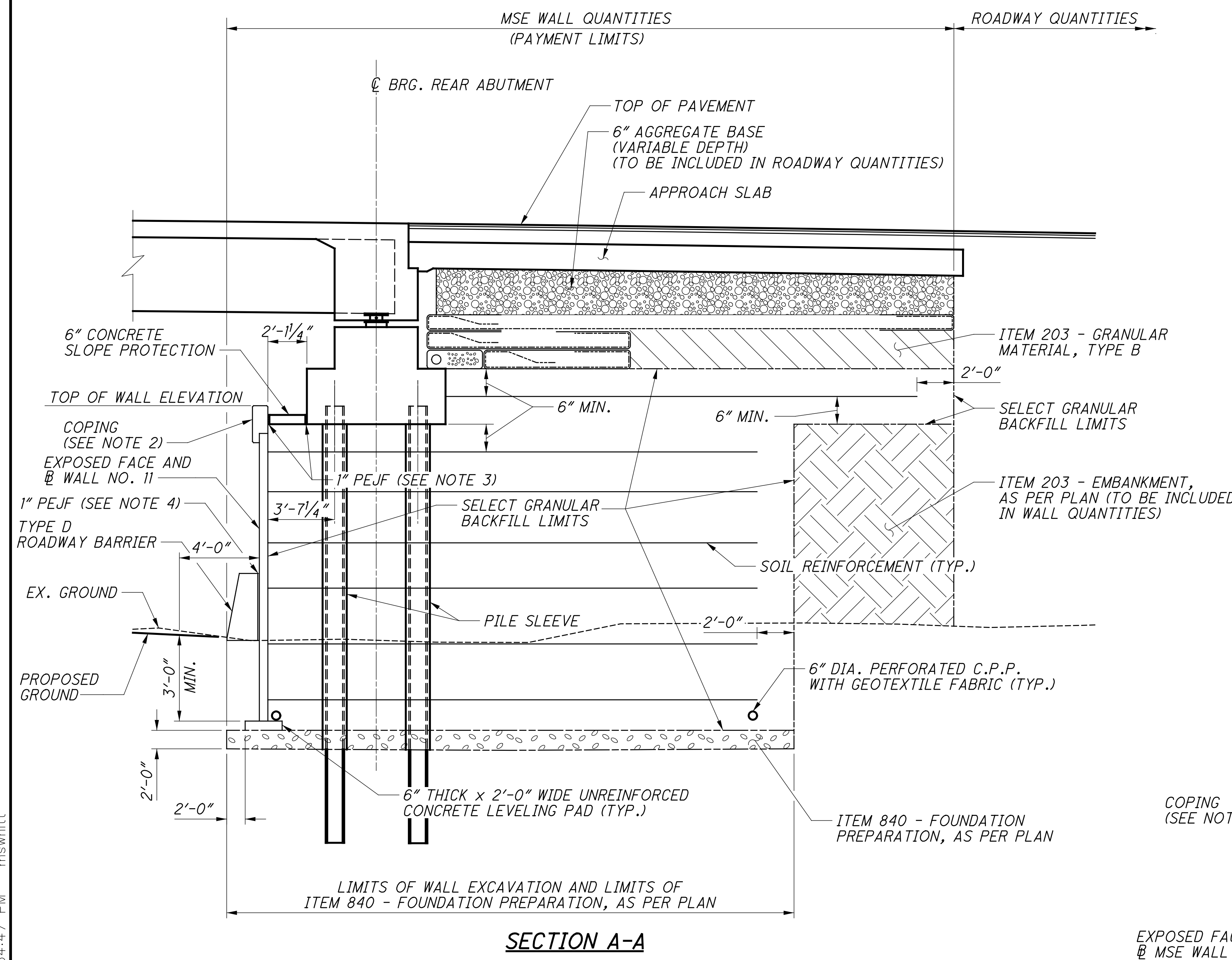
PROFILE ALONG @ WALL NO. 11

LEGEND

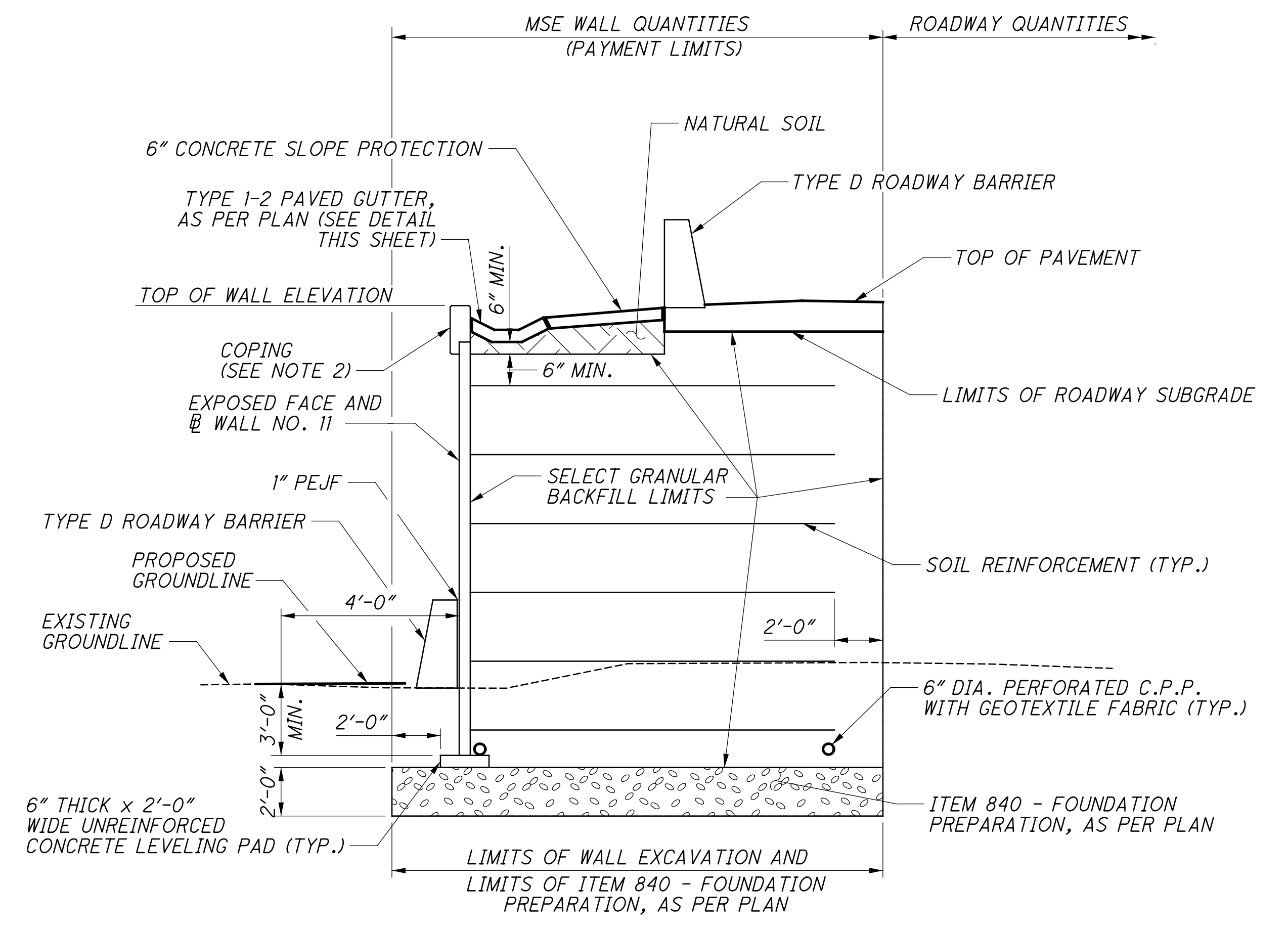
- PROJECT BORING LOCATION
- 6" DIA. PERFORATED C.P.P. (U.N.O.)
- DENOTES PLAN BOUNDARY AT PROPOSED SURFACE OF ITEMS INCLUDED FOR PAYMENT WITH THE MSE RETAINING WALL
- DENOTES LIMITS OF ITEM 840 - FOUNDATION PREPARATION, AS PER PLAN

...:\Sheets\103954_011_WF005.dgn 10/26/2021 1:34:45 PM mswwhitt

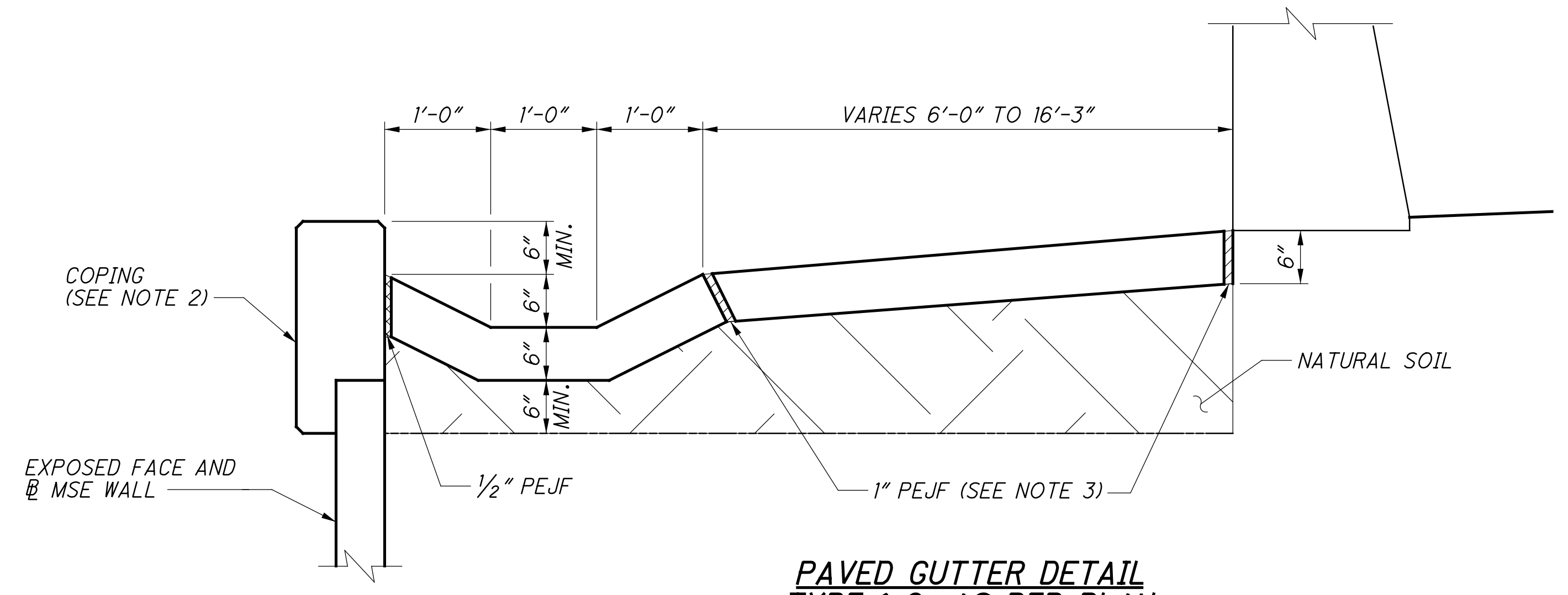
...Sheets\103954_011_WD001.dgn 10/26/2021 1:34:47 PM mshwhitt



SECTION A-A



SECTION B-B



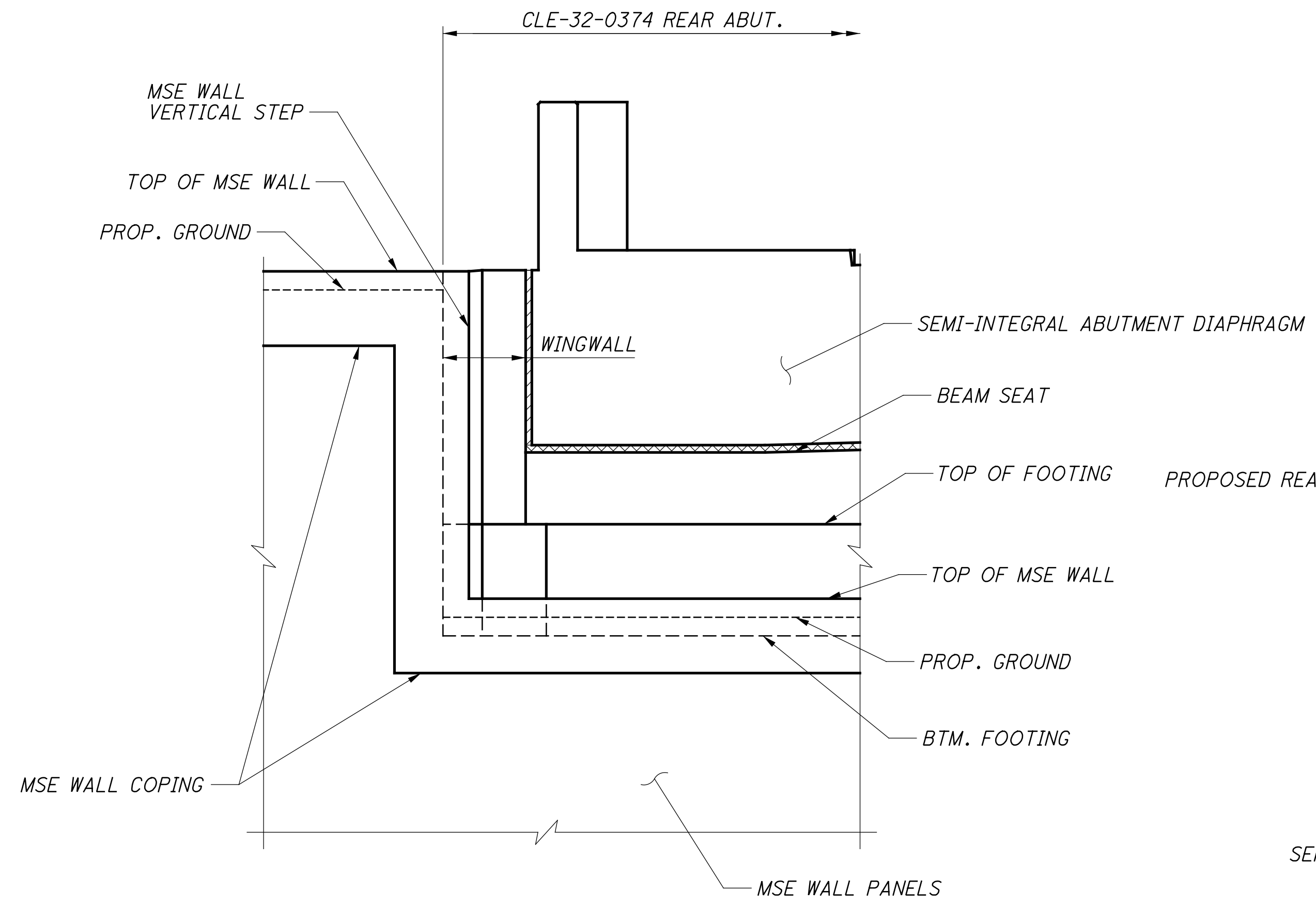
**PAVED GUTTER DETAIL
TYPE 1-2, AS PER PLAN**

(FOR ADDITIONAL DETAILS SEE STD. CONSTR. DWG DM-2.1)

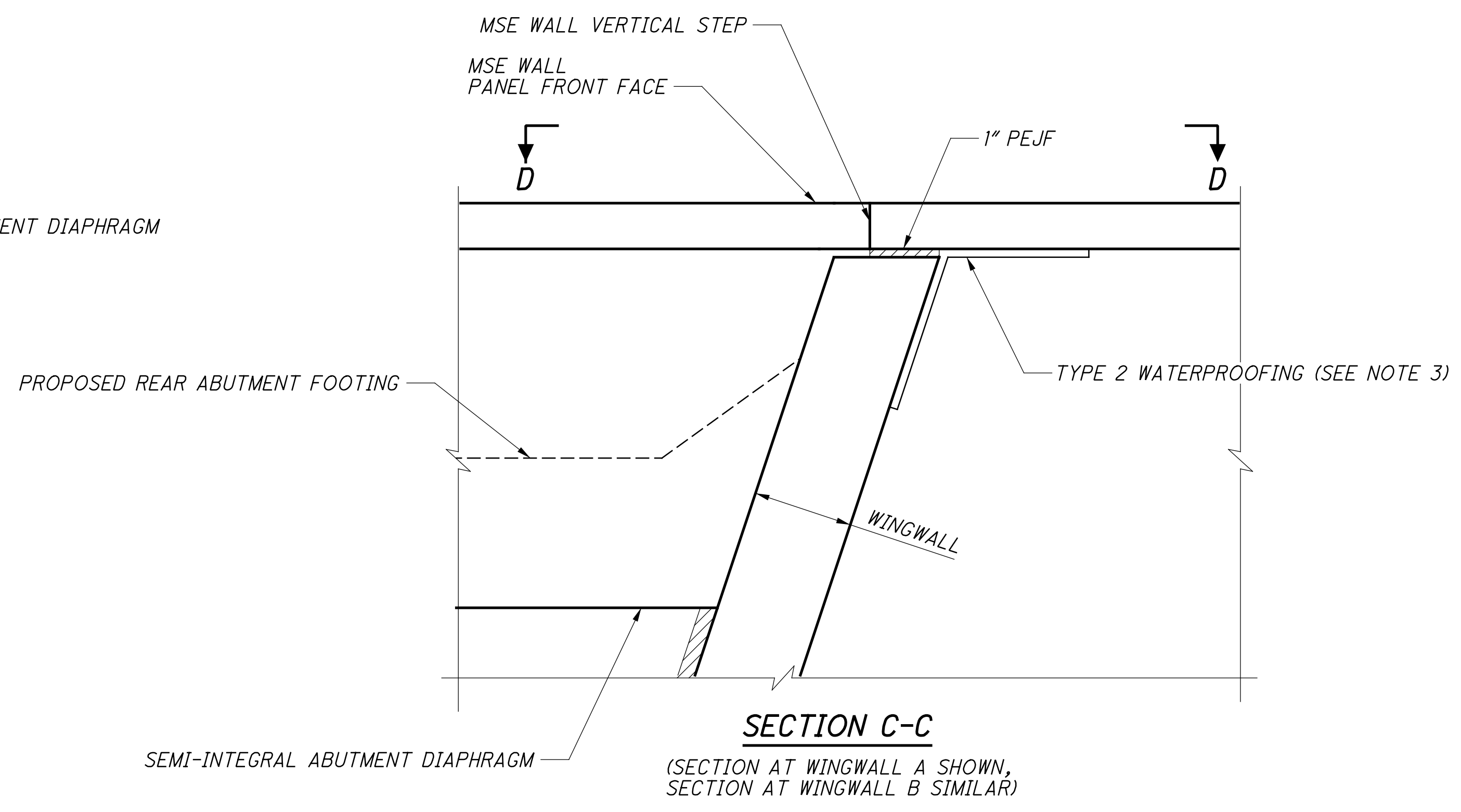
NOTES:

1. SEE PLAN AND PROFILE DRAWINGS FOR BORING LOCATIONS.
2. FOR MSE WALL AND COPING DETAIL, SEE SHEET 21/54.
3. 1" PEJF TO BE INCLUDED WITH ITEM 601 - CONCRETE SLOPE PROTECTION, AS PER PLAN FOR PAYMENT.
4. 1" PEJF BEHIND TYPE D BARRIER IS INCLUDED WITH CLE-32-0374 BRIDGE QUANTITIES AND IS PAID FOR WITH ITEM 516 - 1" PREFORMED EXPANSION JOINT FILLER.
5. FOR GEOWALL DETAILS, SEE SHEETS 48/54 AND 49/54.

	<small>DESIGN AGENCY</small> Train Systems <small>400 W. NATIONWIDE BLDG., SUITE 225 COLUMBUS, OHIO 43215</small>
<small>DESIGNED</small> BCS <small>CHECKED</small> PJP	<small>DRAWN</small> BCS <small>REVISED</small>
<small>REVIEWED</small> MSL <small>STRUCTURE FILE NUMBER</small> 1300336	<small>DATE</small> 03/01/19 <small>FILE NUMBER</small> 1300336
WALL DETAILS - WALL NO. 11 RETAINING WALL NO. 11	
CLE-32-3.50 PID No. 103954	
17 / 54 <div style="border: 1px solid black; border-radius: 50%; width: 30px; height: 30px; display: flex; align-items: center; justify-content: center; margin: 0 auto;"> 603 736 </div>	



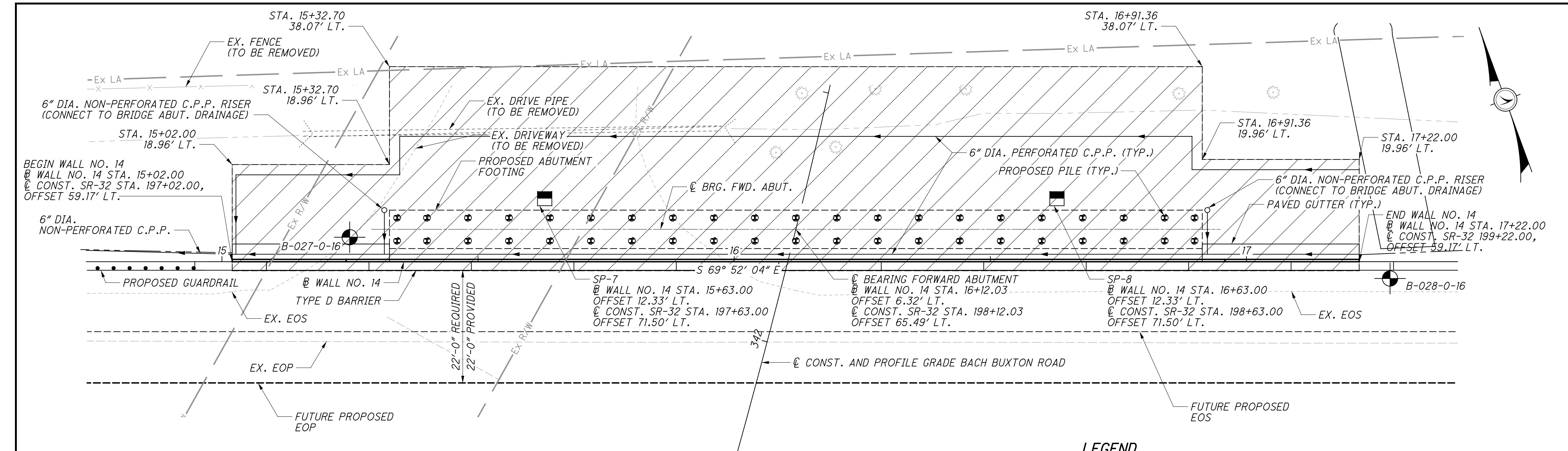
VIEW D-D
 (VIEW AT WINGWALL A SHOWN,
 VIEW AT WINGWALL B SIMILAR)



- NOTES:**
- SEE PLAN AND PROFILE DRAWINGS FOR BORING LOCATIONS.
 - FOR MSE WALL AND COPING DETAIL, SEE SHEET 21/54 .
 - PLACE TYPE 2 WATERPROOFING 3' WIDE, CENTERED ON VERTICAL JOINT FROM BOTTOM OF ABUTMENT FOOTING TO TOP OF MSE WALL COPING.

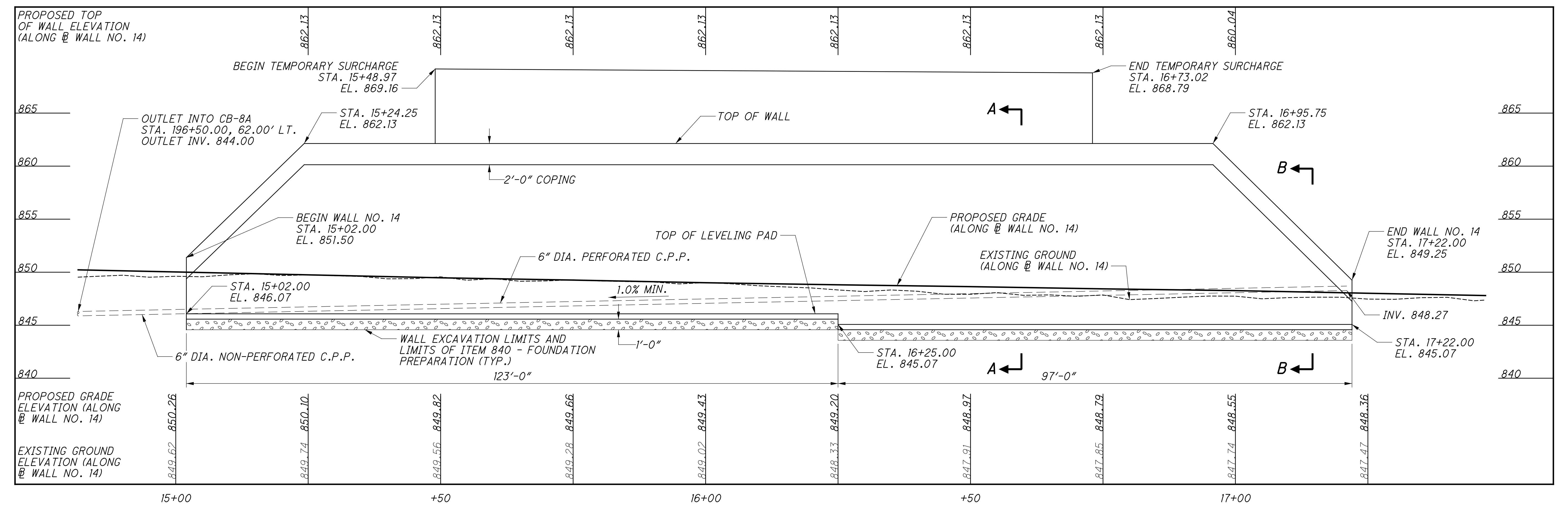
...Sheets\103954_011_WD002.dgn 10/26/2021 1:34:50 PM mswhtt

<p>DESIGN AGENCY 400 W. NATIONWIDE BLVD., SUITE 225 COLUMBUS, OHIO 43215</p>	
DESIGNED BCS CHECKED PJP	DRAWN BCS REVISED
REVIEWED MSL	DATE 03/01/19
STRUCTURE FILE NUMBER 1300336	
WALL DETAILS - WALL NO. 11 RETAINING WALL NO. 11	
CLE-32-3.50 PID No. 103954	
18 / 54	
<div style="border: 1px solid black; border-radius: 50%; width: 40px; height: 40px; display: flex; align-items: center; justify-content: center; margin: 0 auto;"> 604 736 </div>	



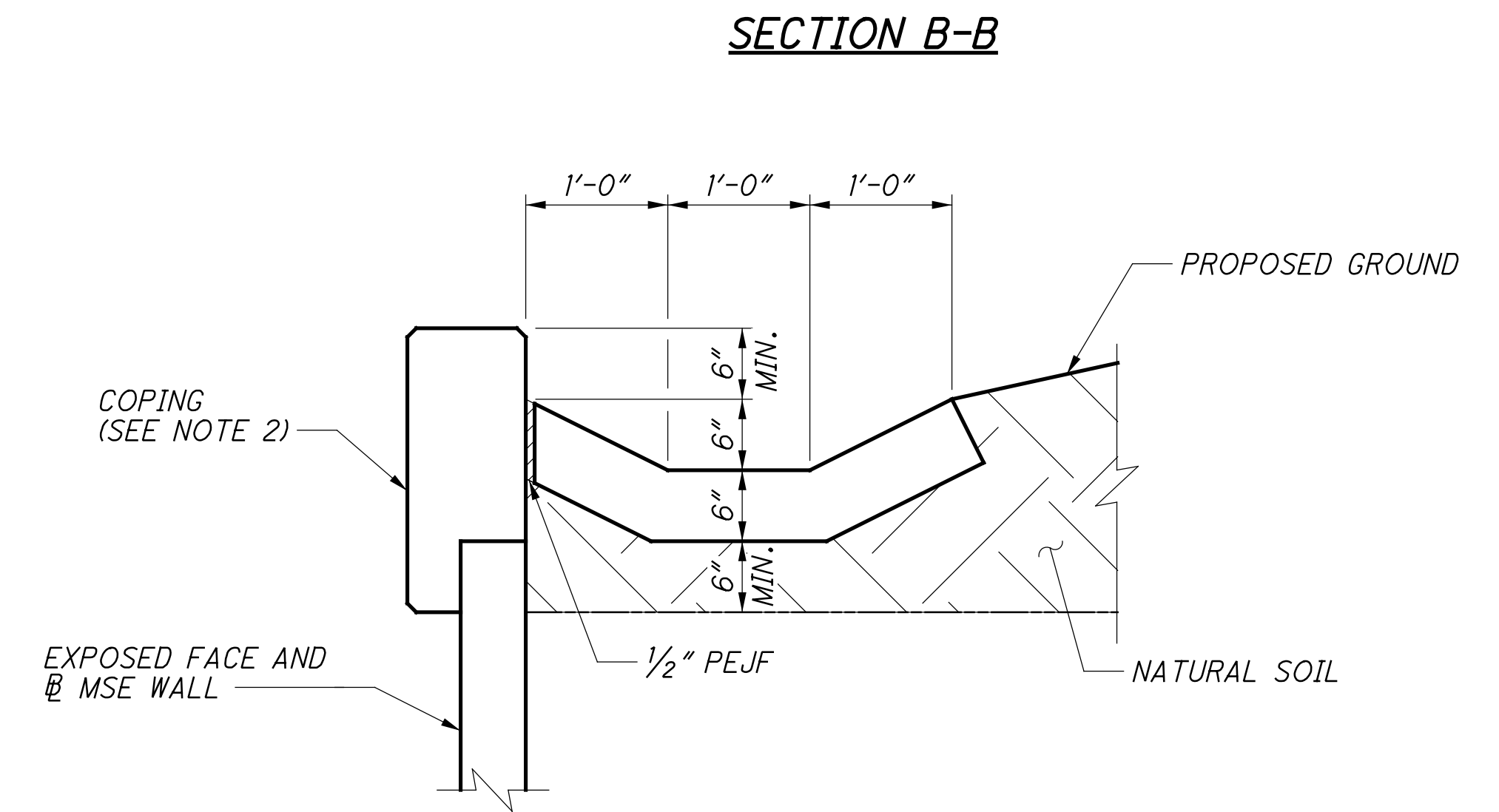
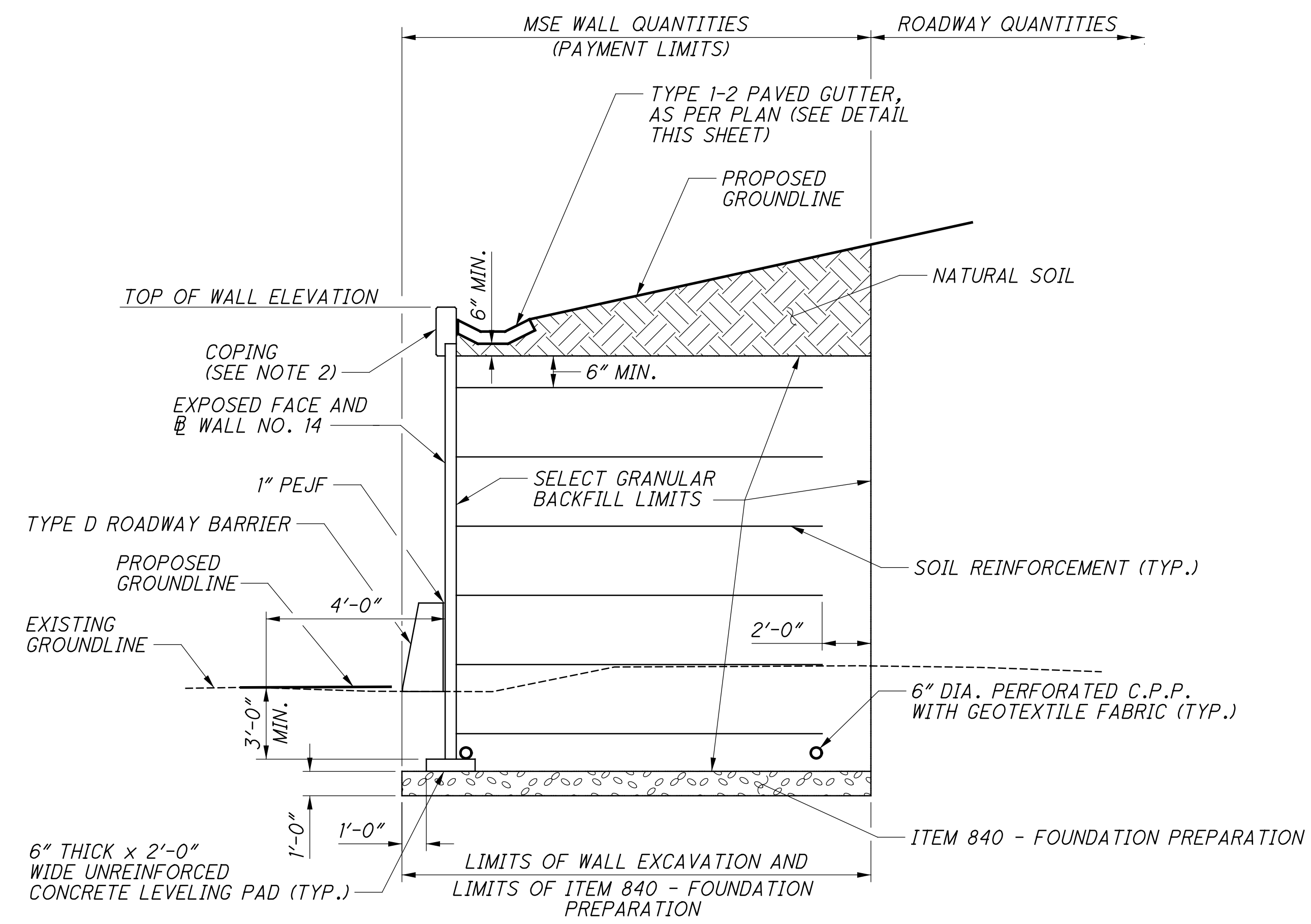
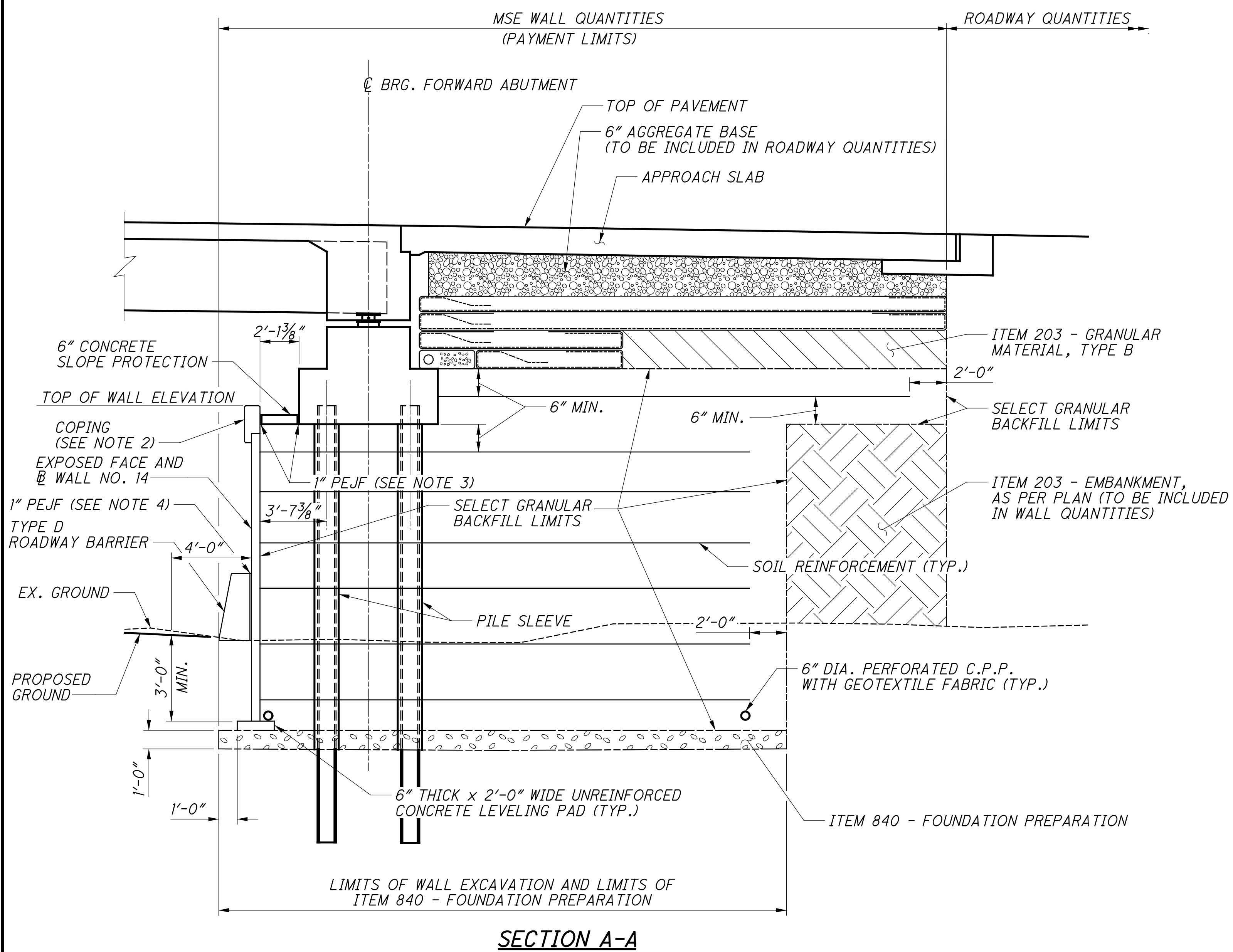
LEGEND

- SETTLEMENT PLATFORM
- PROJECT BORING LOCATION
- 6" DIA. PERFORATED C.P.P.
- DENOTES PLAN BOUNDARY AT PROPOSED SURFACE OF ITEMS INCLUDED FOR PAYMENT WITH THE MSE RETAINING WALL
- DENOTES LIMITS OF ITEM 840 - FOUNDATION PREPARATION



...:\Sheets\103954_014_WF001.dgn 10/26/2021 1:34:54 PM mswwhitt

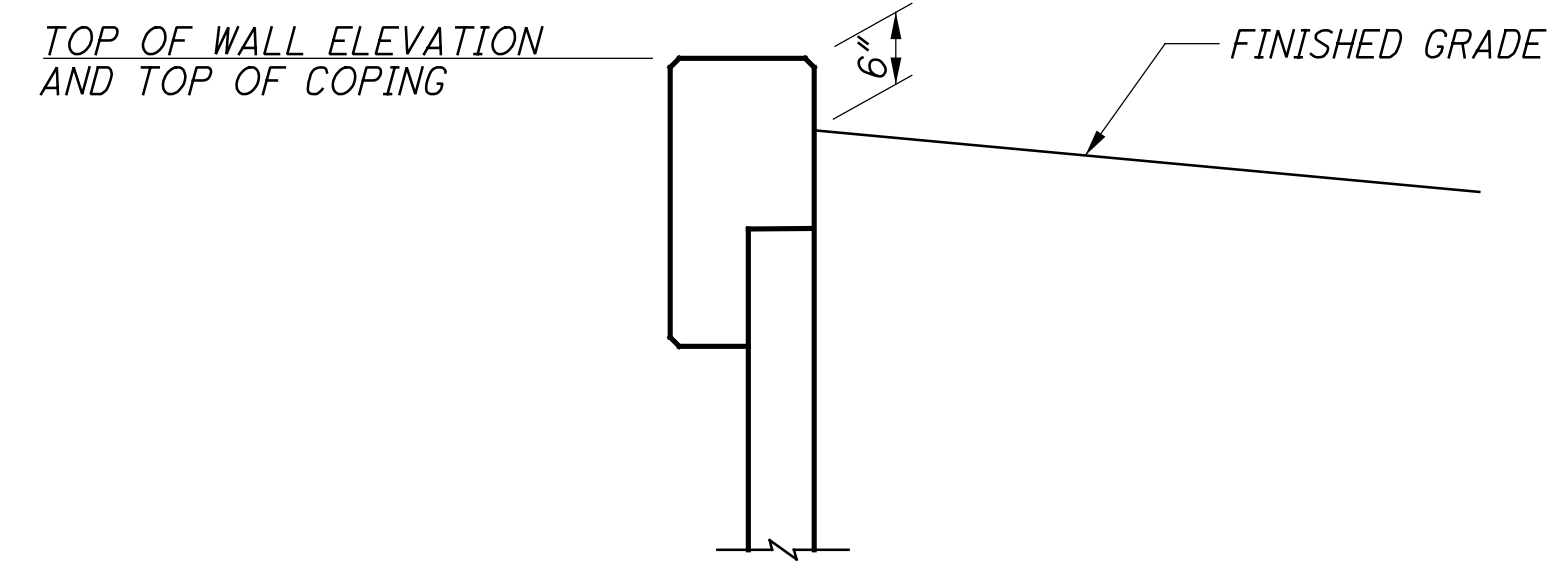
...:\Sheets\103954_014_WD001.dgn 10/26/2021 1:34:57 PM mswhtt



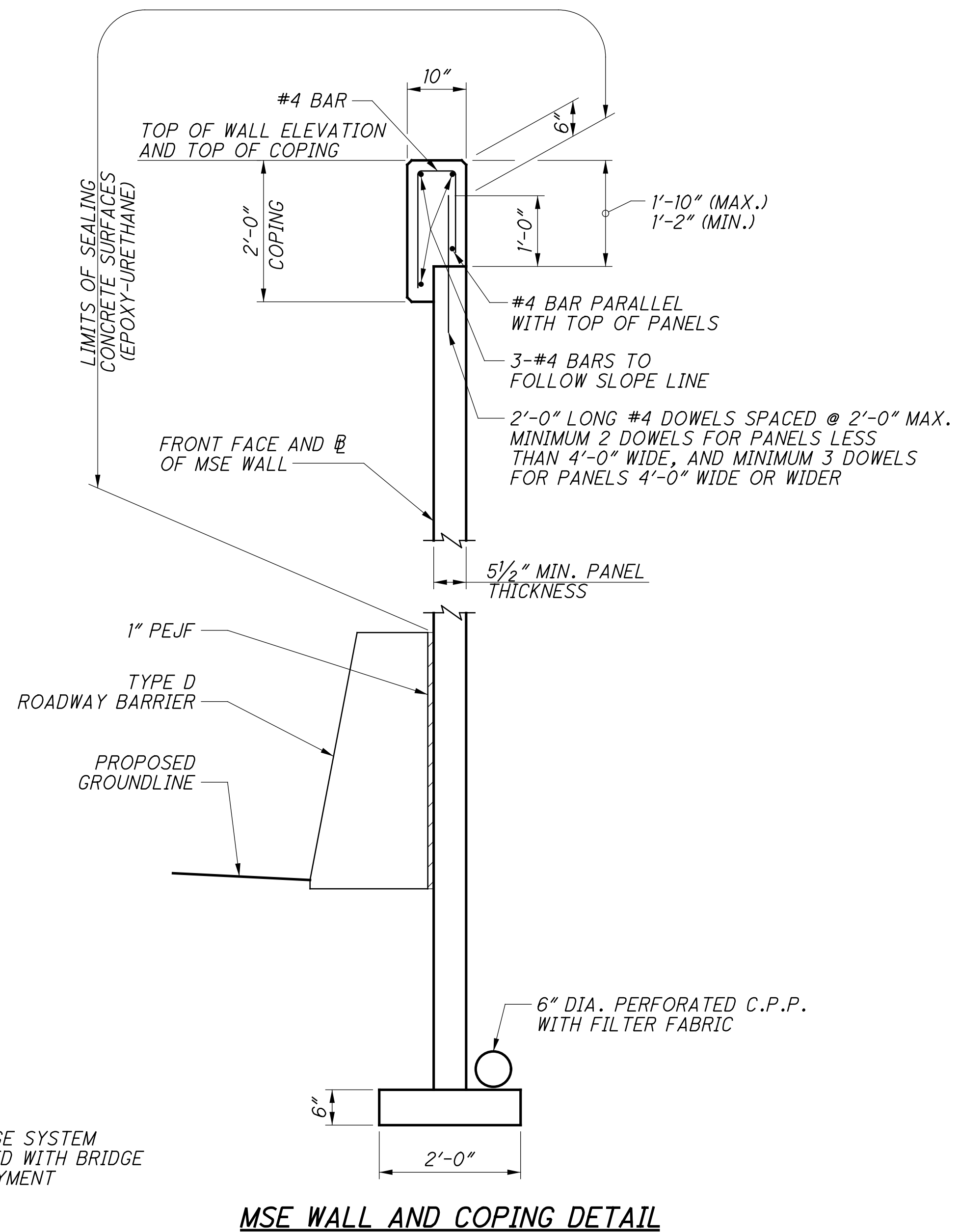
NOTES:

- SEE PLAN AND PROFILE DRAWINGS FOR BORING LOCATIONS.
- FOR MSE WALL AND COPING DETAIL, SEE SHEET 21/54.
- 1" PEJF TO BE INCLUDED IN ITEM 601 - CONCRETE SLOPE PROTECTION, AS PER PLAN FOR PAYMENT.
- 1" PEJF BEHIND TYPE D BARRIER IS INCLUDED WITH CLE-32-0374 BRIDGE QUANTITIES AND IS PAID FOR WITH ITEM 516 - 1" PREFORMED EXPANSION JOINT FILLER.
- FOR GEOWALL DETAILS, SEE SHEETS 48/54 AND 49/54.

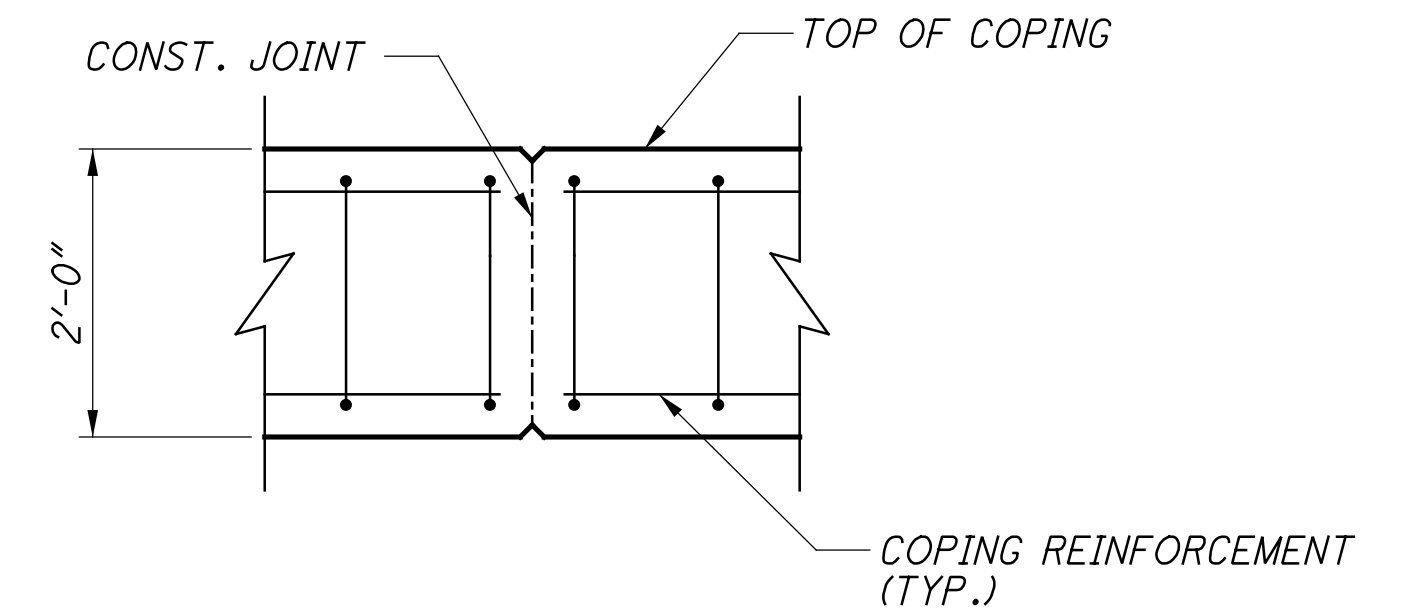
DESIGNED	BCS
CHECKED	PJP
DRAWN	BCS
REVIEWED	MSL
DATE	03/01/19
STRUCTURE FILE NUMBER	1300336
WALL DETAILS - WALL NO. 14 RETAINING WALL NO. 14	
CLE-32-3.50 PID No. 103954	
20/54	



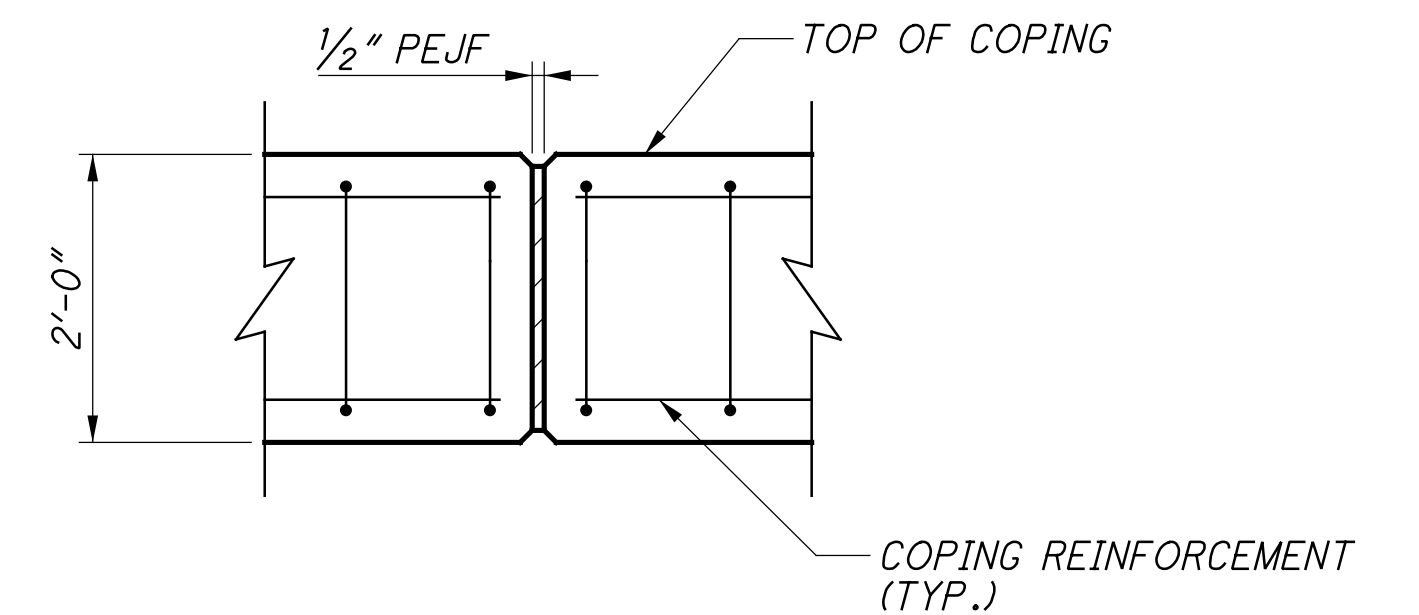
MSE WALL WITHOUT BARRIER



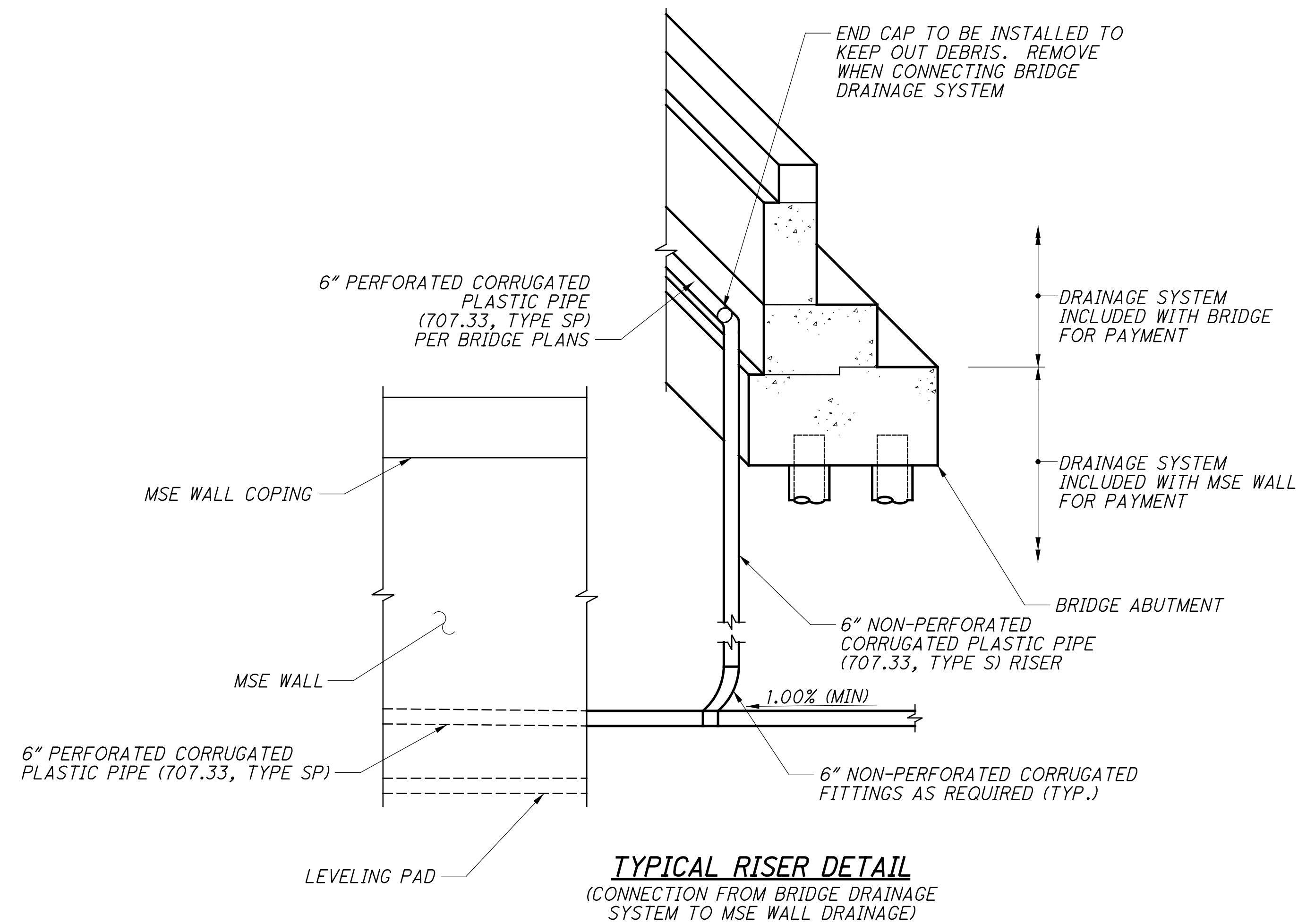
MSE WALL AND COPING DETAIL



COPING CONTRACTION JOINT



COPING EXPANSION JOINT

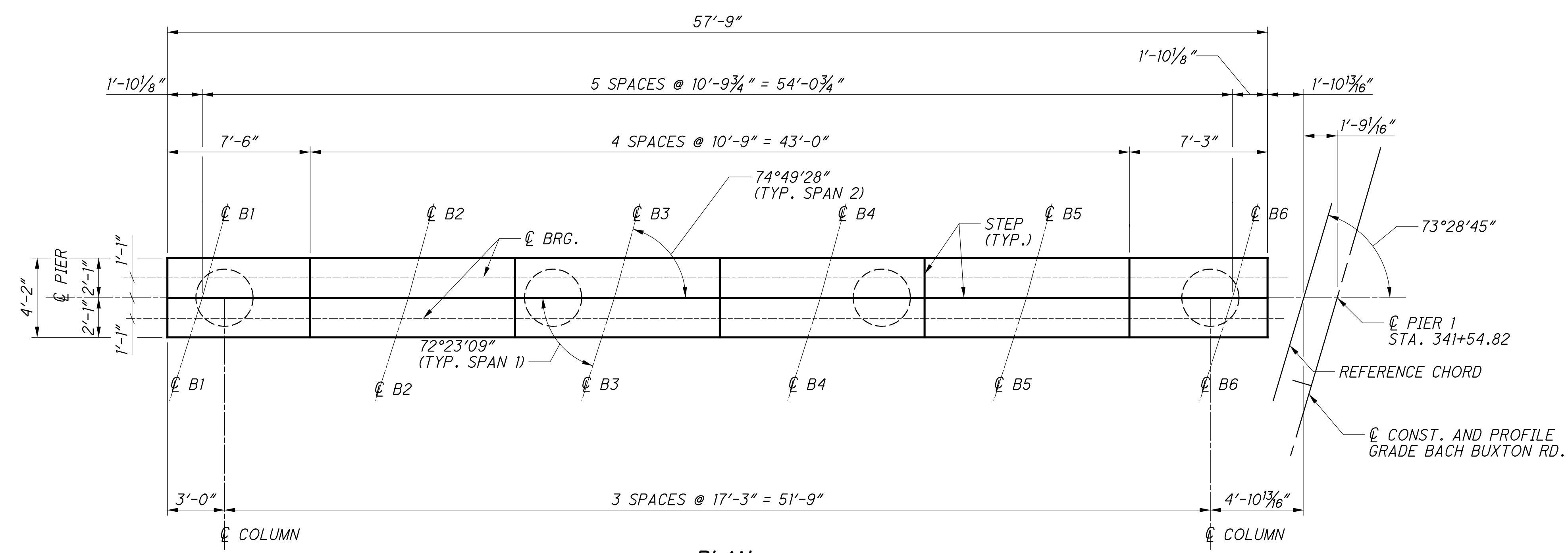
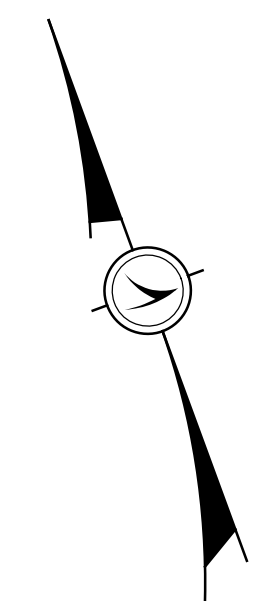


TYPICAL RISER DETAIL
(CONNECTION FROM BRIDGE DRAINAGE SYSTEM TO MSE WALL DRAINAGE)

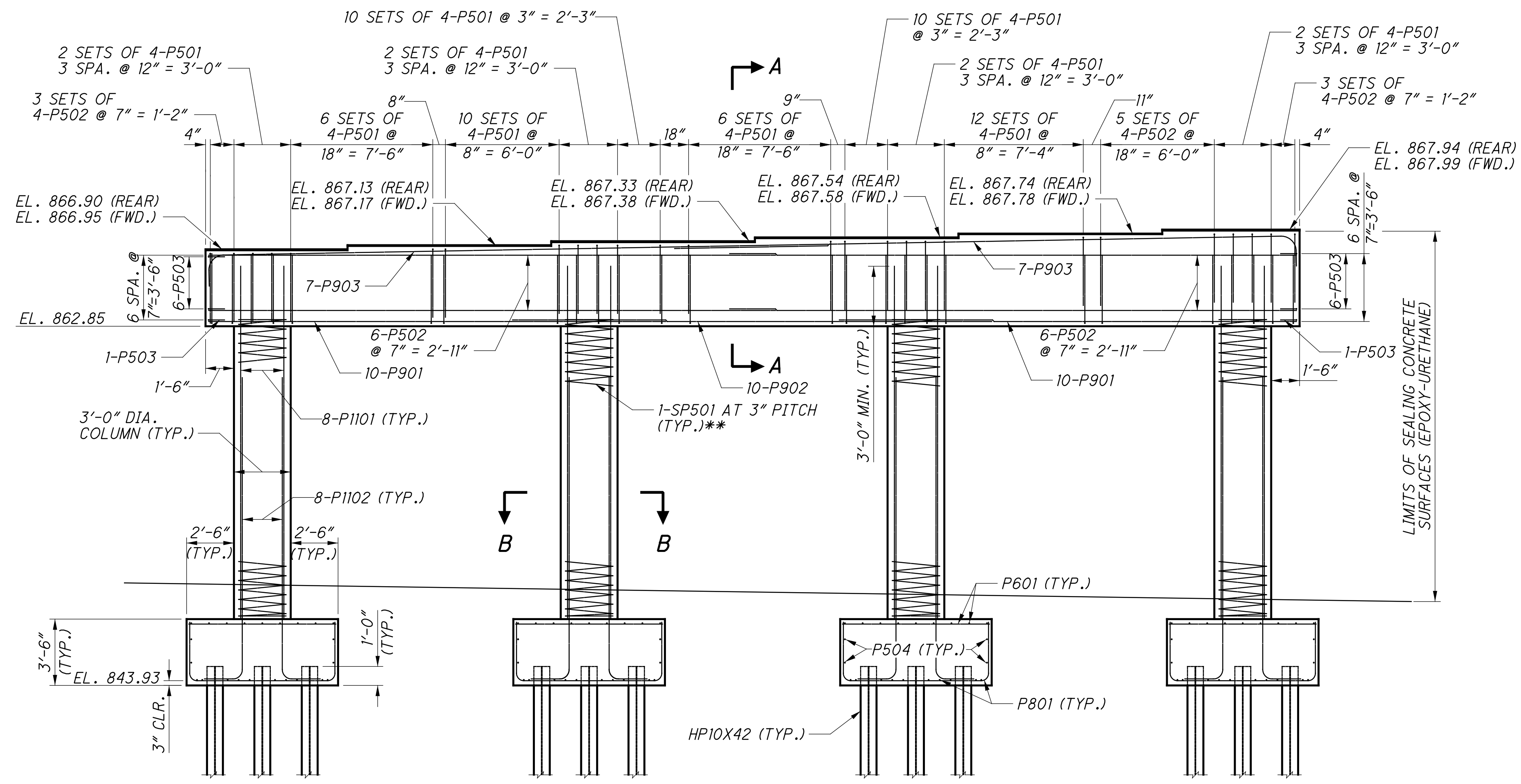
NOTES:

1. ALL REINFORCING STEEL TO BE EPOXY COATED.

...\\Walls\Sheets\103954\WN001.dgn 10/26/2021 1:34:59 PM mswht



PLAN



ELEVATION

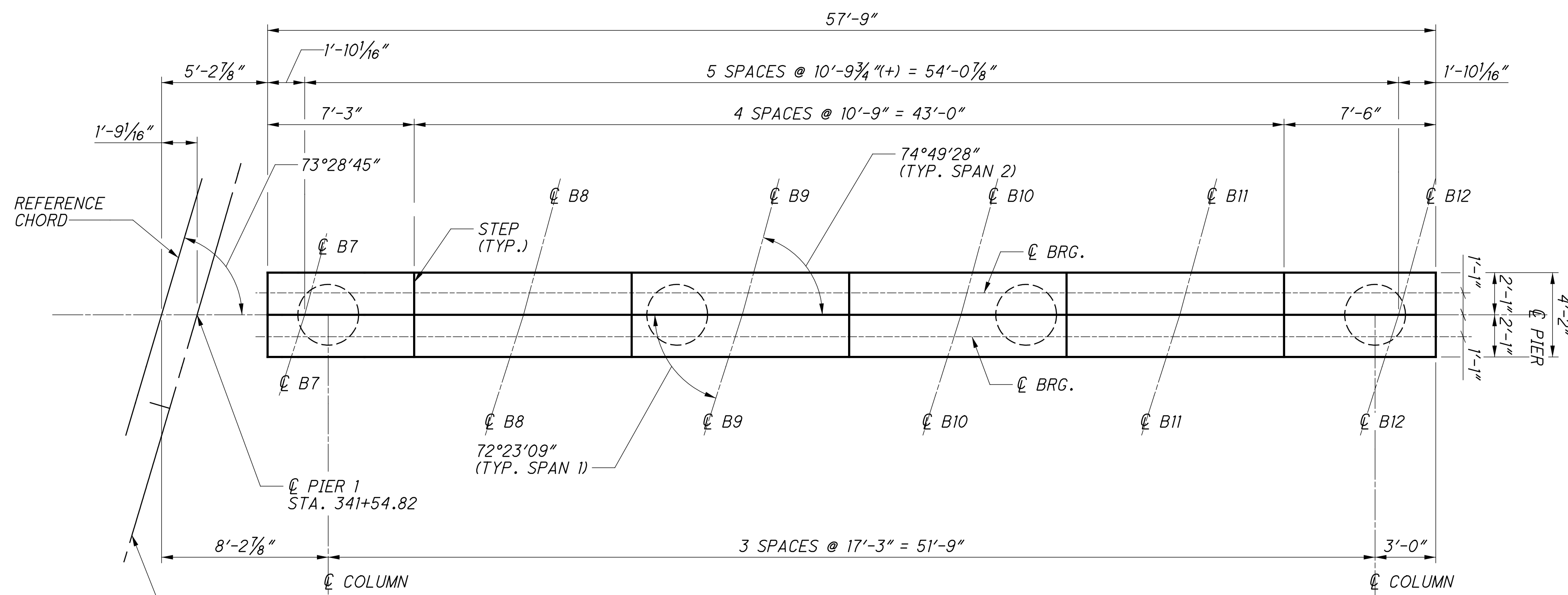
**EXTEND SPIRAL REINFORCING A MINIMUM OF 2" INTO PIER CAP

LAP LENGTH TABLE	
BAR	REQUIRED LAP LENGTH
#5	2'-5" MIN.
#9	8'-1" MIN.
#11	12'-7" MIN.

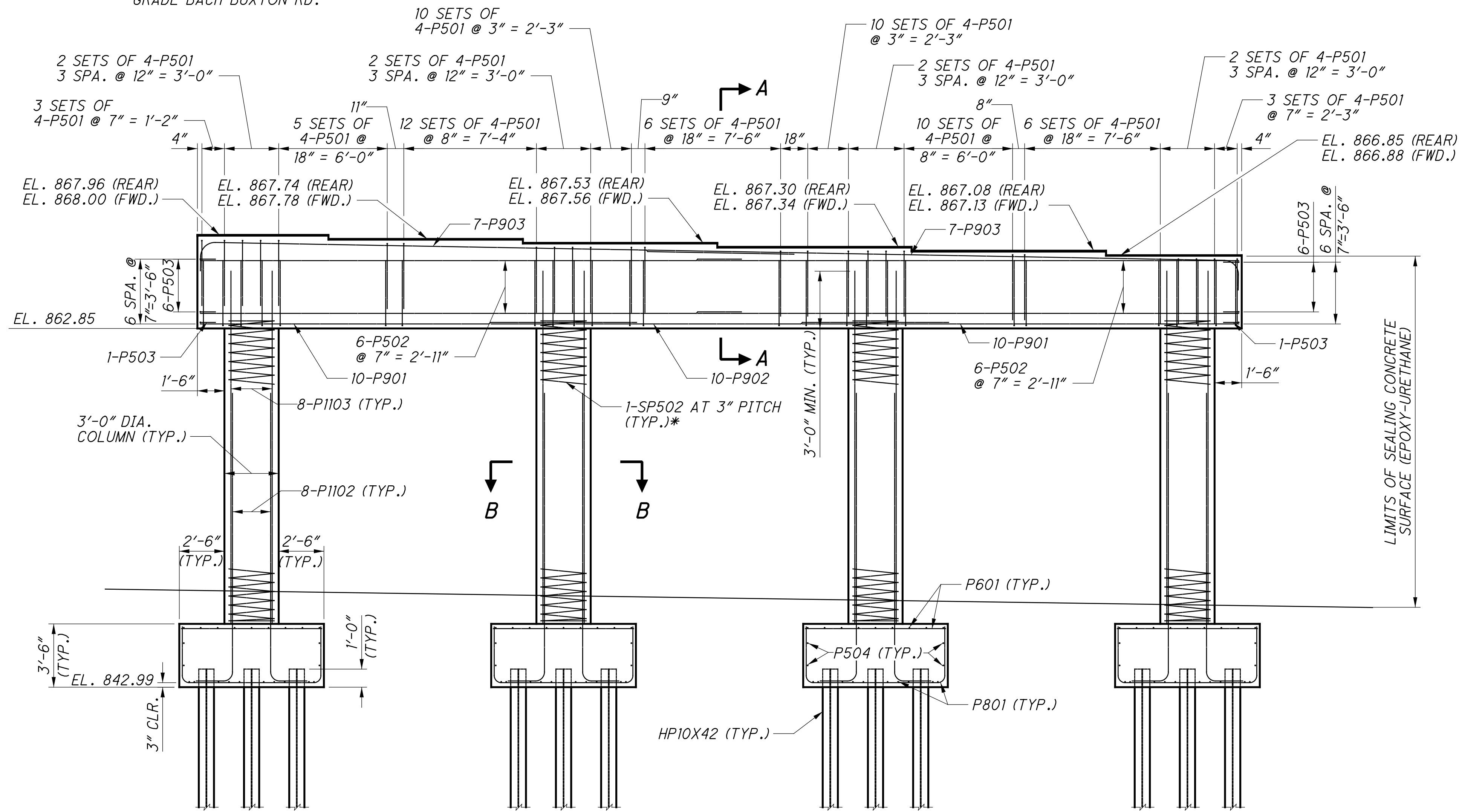
NOTES:

- FOR SECTIONS A-A, B-B, AND FOOTING DETAILS, SEE SHEET 24/54.
- FOR PILE LAYOUT, SEE SHEET 6/54.
- THIS BRIDGE WILL NEED A STRUCTURE GROUNDING SYSTEM THAT CONSISTS OF PROVIDING GROUND RODS AND GROUNDING CONDUCTOR RISER CABLES EMBEDDED IN THE PIERS TO THE STRUCTURE SUPPORT BEAMS AND PROVIDING CONNECTIONS FOR CONDUITS EMBEDDED IN THE STRUCTURE. ALL LABOR, MATERIALS, AND EQUIPMENT NECESSARY TO PERFORM THIS WORK SHALL BE INCLUDED WITH ITEM 625 - STRUCTURE GROUNDING SYSTEM FOR PAYMENT.

...:\Sheets\032_0374_S1001.dgn 10/26/2021 1:35:01 PM mswwhitt



PLAN



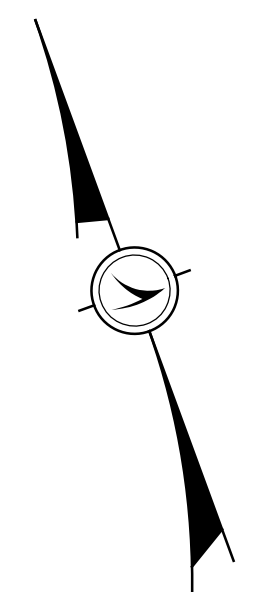
ELEVATION

*EXTEND SPIRAL REINFORCING A MINIMUM OF 2" INTO PIER CAP

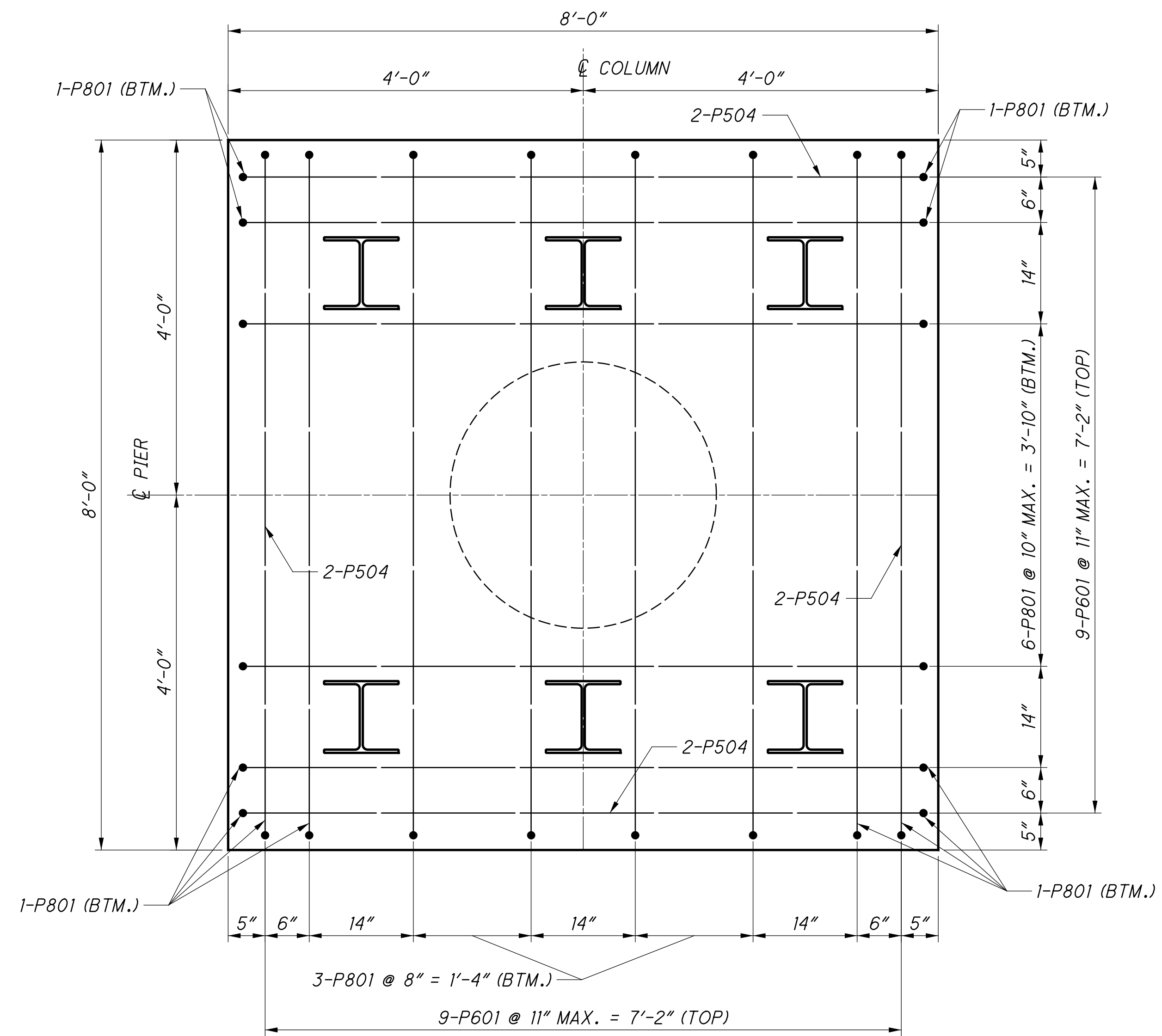
LAP LENGTH TABLE	
BAR	REQUIRED LAP LENGTH
#5	2'-5" MIN.
#9	8'-1" MIN.
#11	12'-7" MIN.

NOTES:

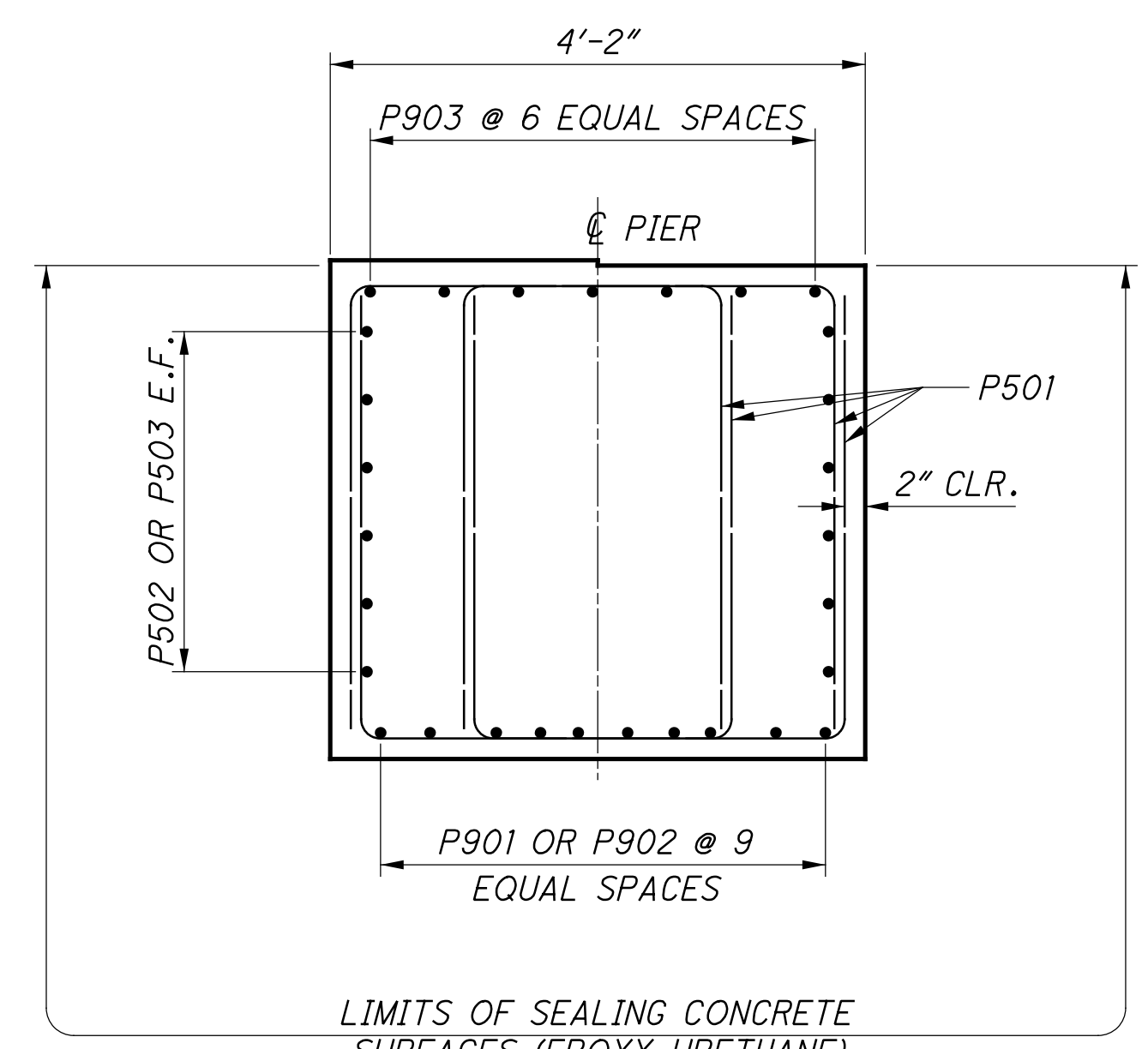
- FOR SECTIONS A-A, B-B, AND FOOTING DETAILS, SEE SHEET 24/54.
- FOR PILE LAYOUT, SEE SHEET 6/54.
- THIS BRIDGE WILL NEED A STRUCTURE GROUNDING SYSTEM THAT CONSISTS OF PROVIDING GROUND RODS AND GROUNDING CONDUCTOR RISER CABLES EMBEDDED IN THE PIERS TO THE STRUCTURE SUPPORT BEAMS AND PROVIDING CONNECTIONS FOR CONDUITS EMBEDDED IN THE STRUCTURE. ALL LABOR, MATERIALS, AND EQUIPMENT NECESSARY TO PERFORM THIS WORK SHALL BE INCLUDED WITH ITEM 625 - STRUCTURE GROUNDING SYSTEM FOR PAYMENT.



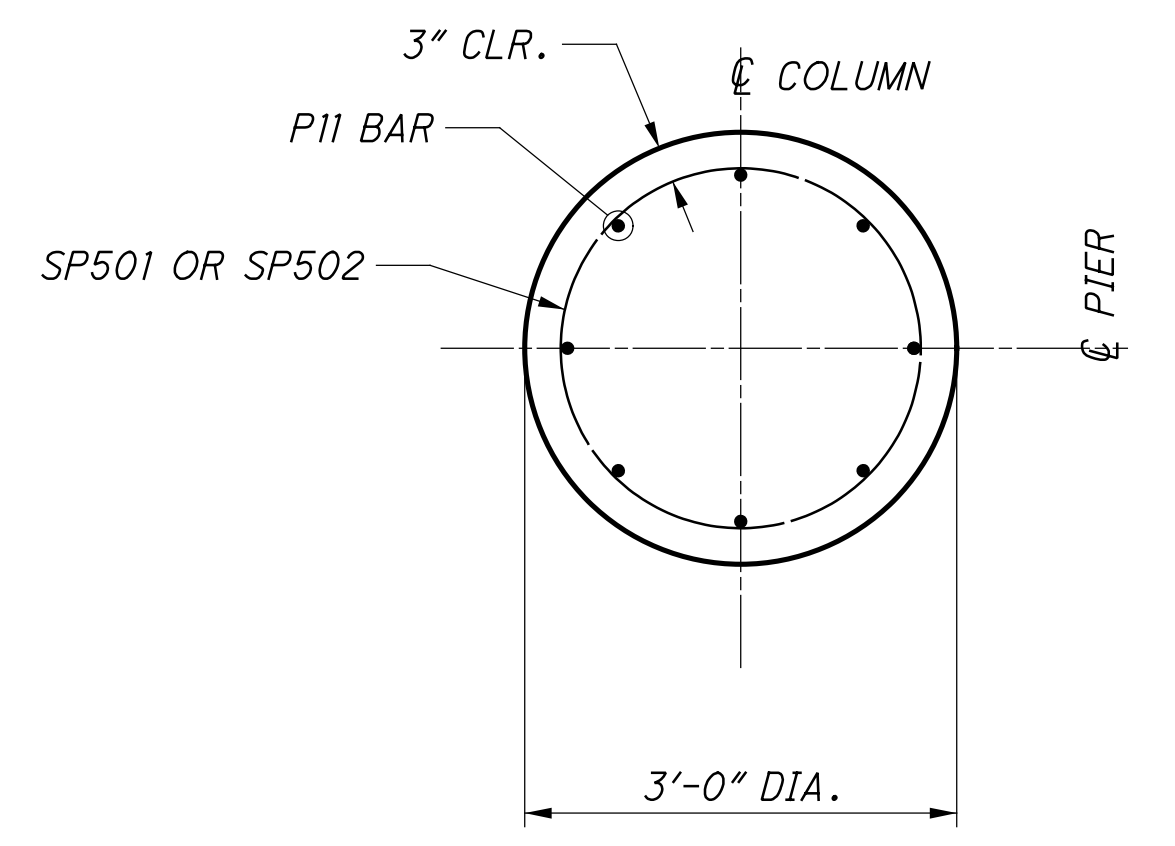
...Sheets\032_0374_S1002.dgn 10/26/2021 1:35:04 PM mswitt



FOOTING PLAN

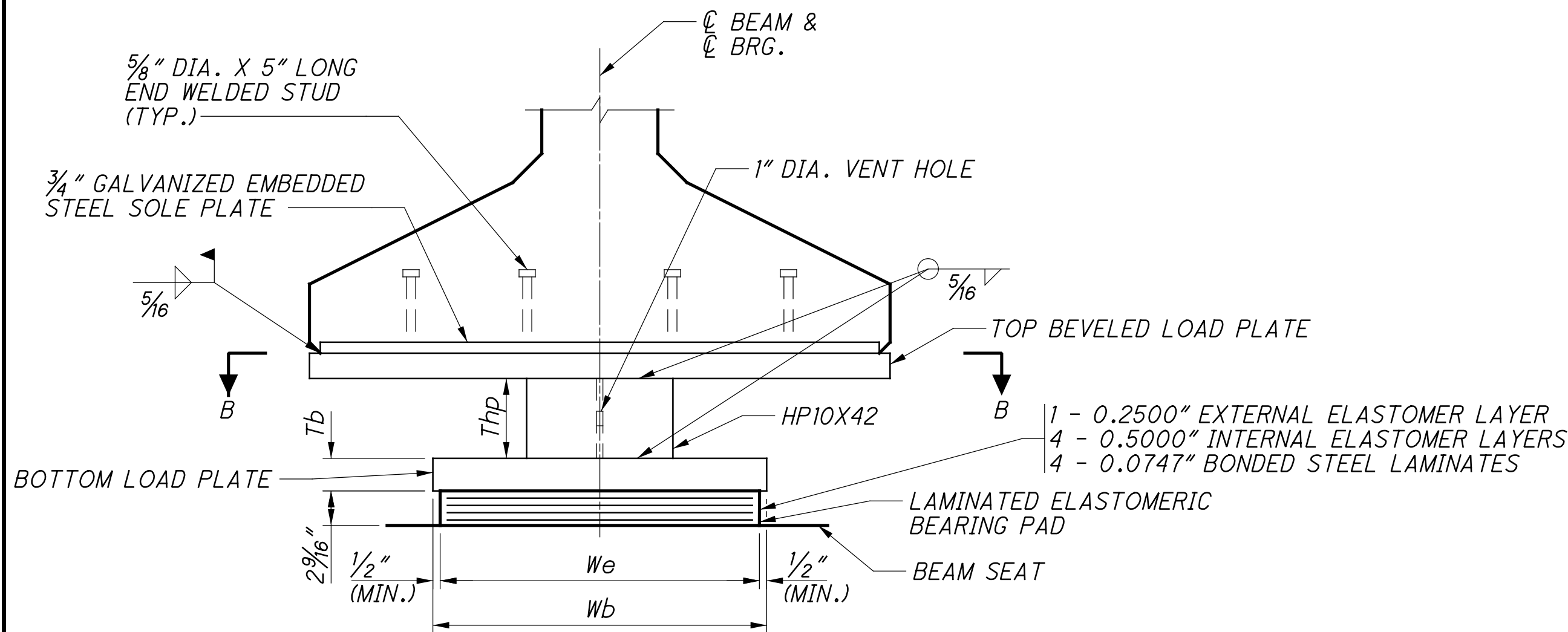


SECTION A-A

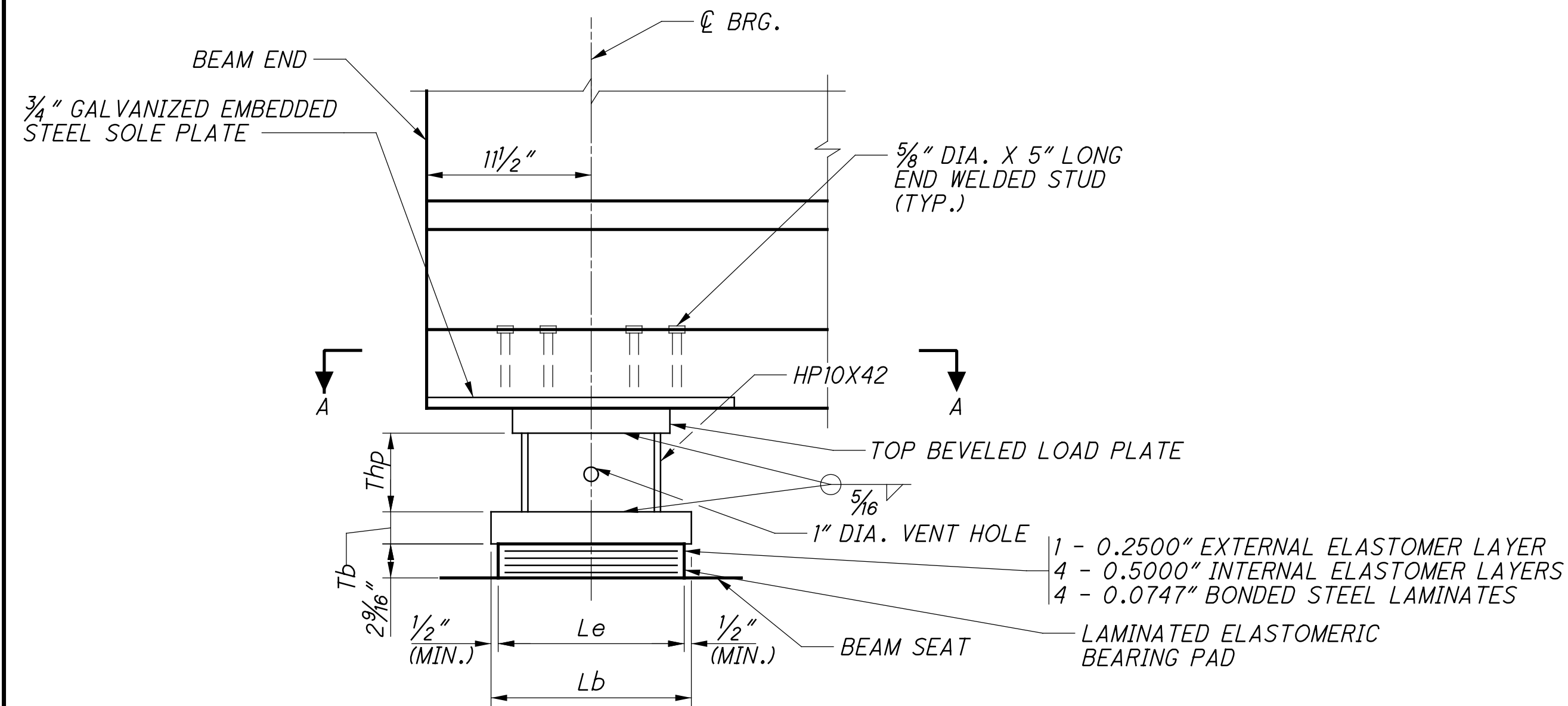


SECTION B-B

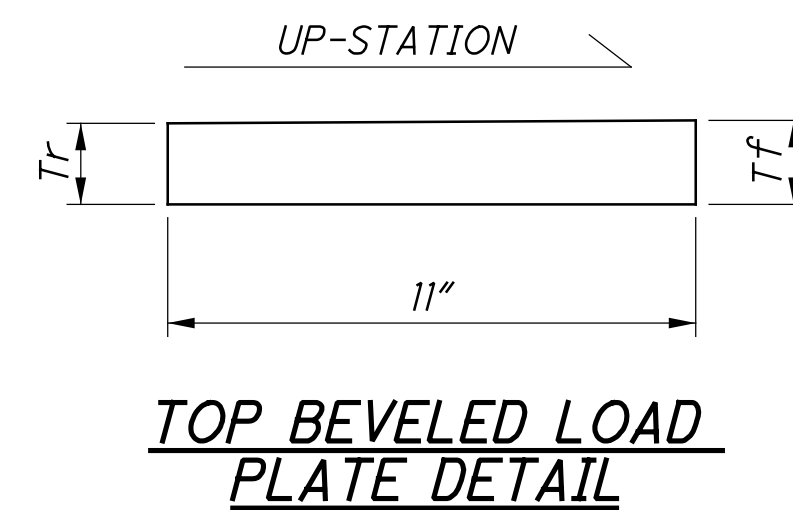
...:\Sheets\032_0374_SB001.dgn 10/26/2021 1:35:07 PM mswwhitt



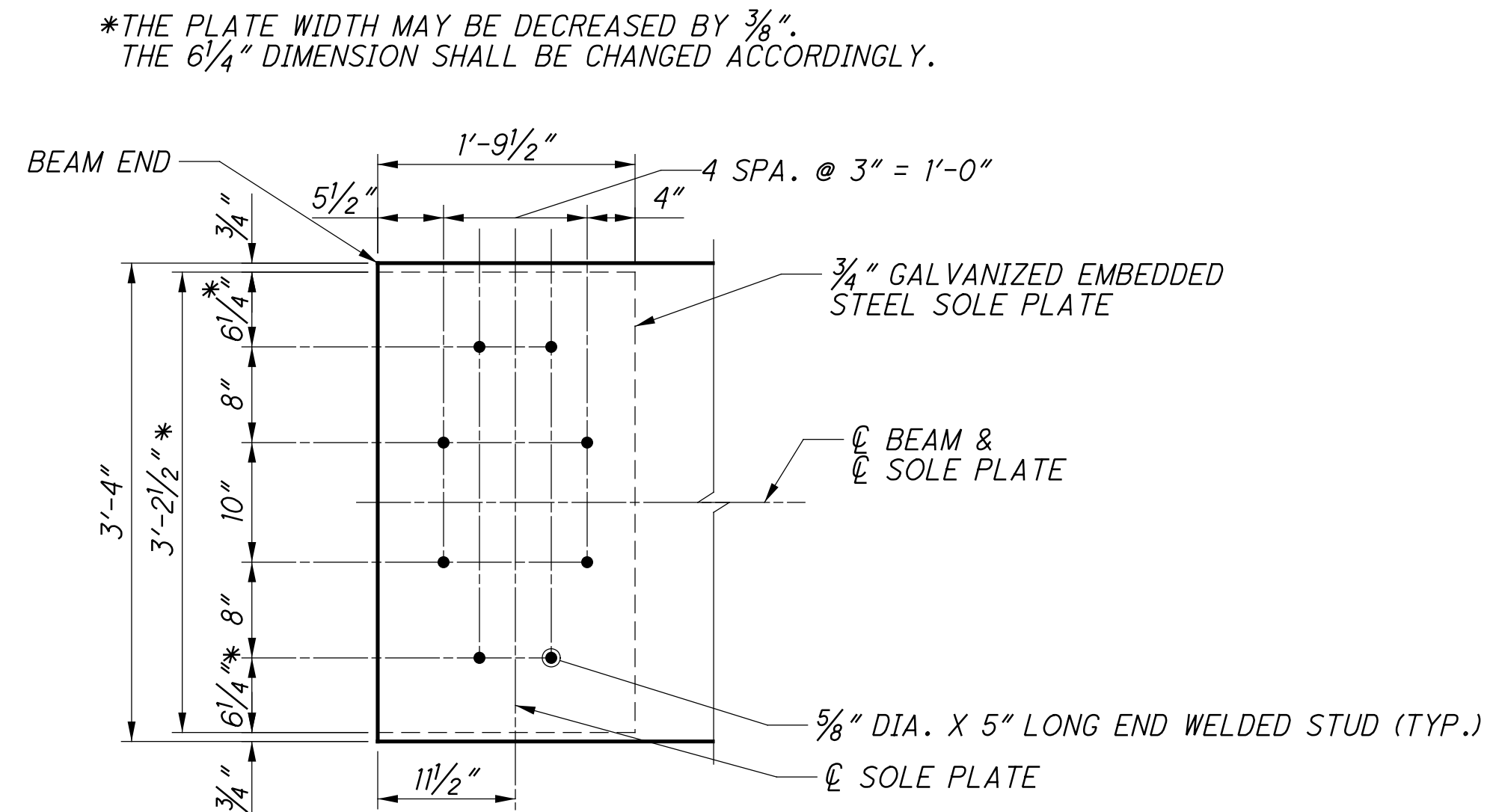
ABUTMENT BEARING ELEVATION, END VIEW - ALL BEAMS (REAR AND FORWARD ABUTMENT)



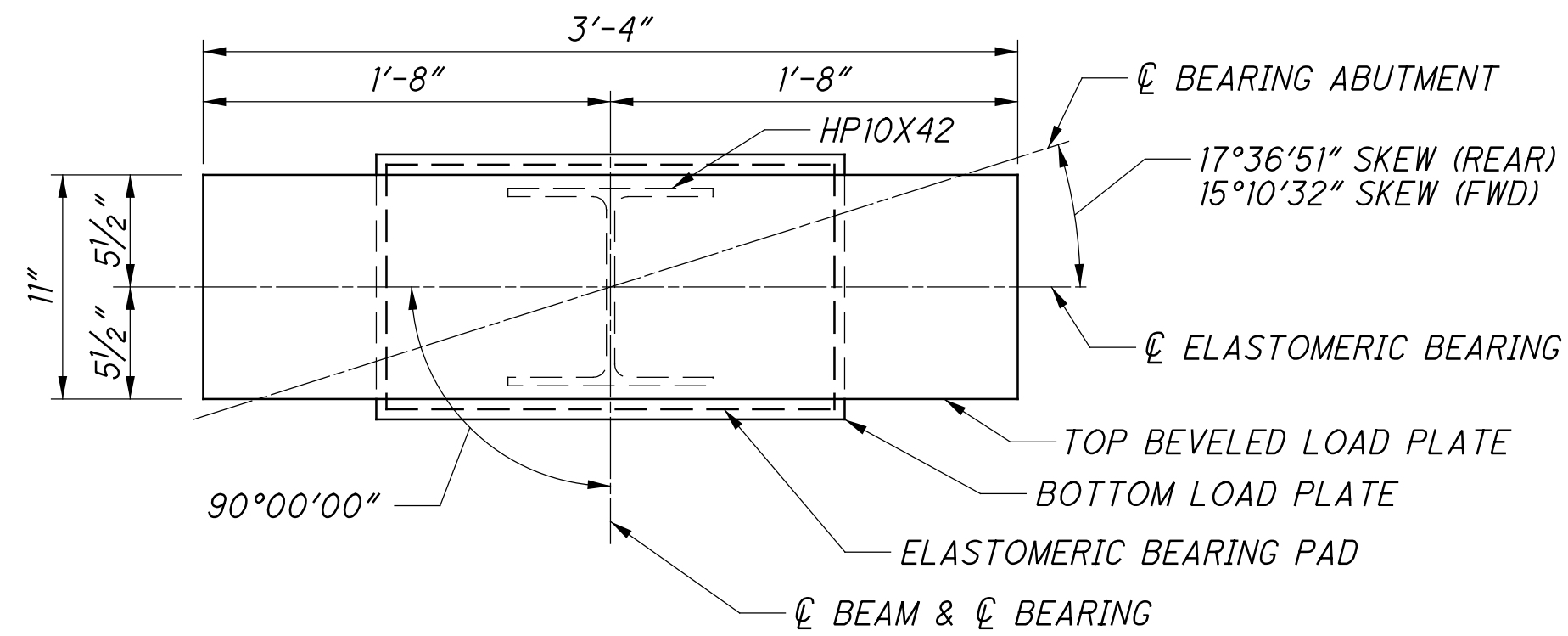
ABUTMENT BEARING ELEVATION, SIDE VIEW - ALL BEAMS (REAR AND FORWARD ABUTMENT)



TOP BEVELED LOAD PLATE DETAIL



SECTION A-A (TOP BEVELED LOAD PLATE NOT SHOWN)



SECTION B-B

ELASTOMERIC BEARING DATA							
LOCATION	TYPE	NO. REQ'D	REACTION (K)		MAXIMUM DESIGN LOAD (K)	Le (in.)	We (in.)
			DL	**LL			
REAR ABUTMENT	EXP	12	166	72	238	13	20
FORWARD ABUTMENT	EXP	12	142	68	210	13	18

**LL DENOTES LIVE LOAD WITHOUT IMPACT

TOP BEVELED LOAD PLATE DATA

LOCATION	Tr	Tf
	(in.)	(in.)
REAR ABUTMENT	1.75	1.8125
FORWARD ABUTMENT	1.6875	1.625

BOTTOM LOAD PLATE DATA

LOCATION	Wb	Lb	Tb
	(in.)	(in.)	(in.)
REAR ABUTMENT	21	14	2.25
FORWARD ABUTMENT	19	14	2.00

HP PEDESTAL DATA

LOCATION	Thp
	(in.)
REAR ABUTMENT	4.9167
FORWARD ABUTMENT	5.3125

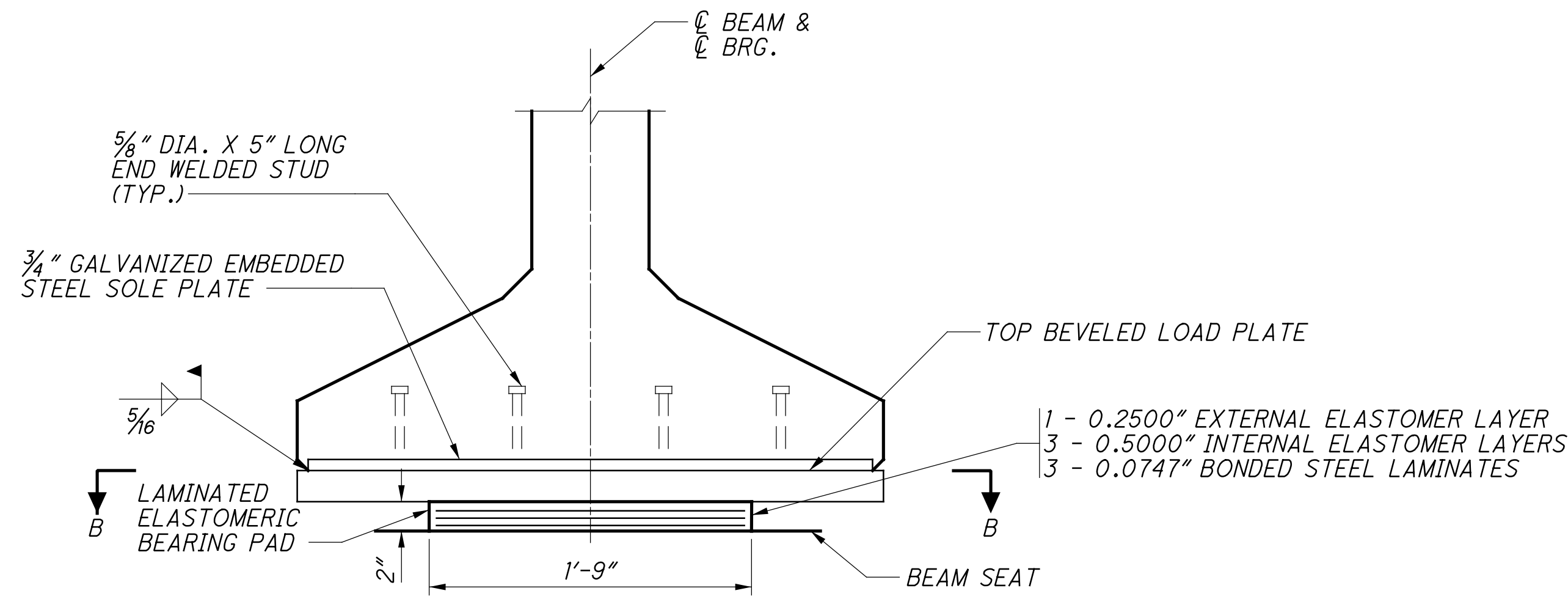
NOTES:

- BEVELED STEEL LOAD PLATES AND HP10X42 SUPPORT POSTS SHALL BE ASTM A709 GRADE 50 STEEL AND SHALL BE GALVANIZED PER CMS 711.02. THE STEEL LOAD PLATES SHALL BE BONDED BY VULCANIZATION TO THE ELASTOMER DURING THE MOLDING PROCESS.
- ELASTOMERIC BEARINGS: THE ELASTOMER SHALL HAVE A HARDNESS OF 50 DUROMETER. THE BEARINGS WERE DESIGNED IN ACCORDANCE WITH SECTION 14.7.6 (METHOD A) OF THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS. THE LONG TERM COMPRESSION PROOF LOAD TEST (AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES, DIVISION II, SECTION 18.7.2.6) IS NOT REQUIRED.
- ALL BEARINGS SHALL BE MARKED PRIOR TO SHIPPING. THE MARKS SHALL INCLUDE THE BEARING LOCATION ON THE BRIDGE, AND A DIRECTION ARROW THAT POINTS UP-STATION. ALL MARKS SHALL BE PERMANENT AND SHALL BE VISIBLE AFTER THE BEARING IS INSTALLED.
- BASIS OF PAYMENT: THE UNIT BID PRICE SHALL INCLUDE ALL MATERIALS, LABOR, AND INCIDENTALS NECESSARY TO FURNISH AND INSTALL LAMINATED ELASTOMERIC BEARINGS, INCLUDING LOAD PLATES, HP10X42 PEDESTALS, AND MISC. HARDWARE. PAYMENT WILL BE AT THE UNIT PRICE BID FOR ITEM 516, EACH, ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN.

ELASTOMERIC BEARING DATA					
LOCATION	TYPE	NO. REQ'D	REACTION (K)		MAXIMUM
			DL	**LL	DESIGN LOAD (K)
PIER (SPAN 1)	EXP	12	134	58	192
PIER (SPAN 2)	EXP	12	134	58	192

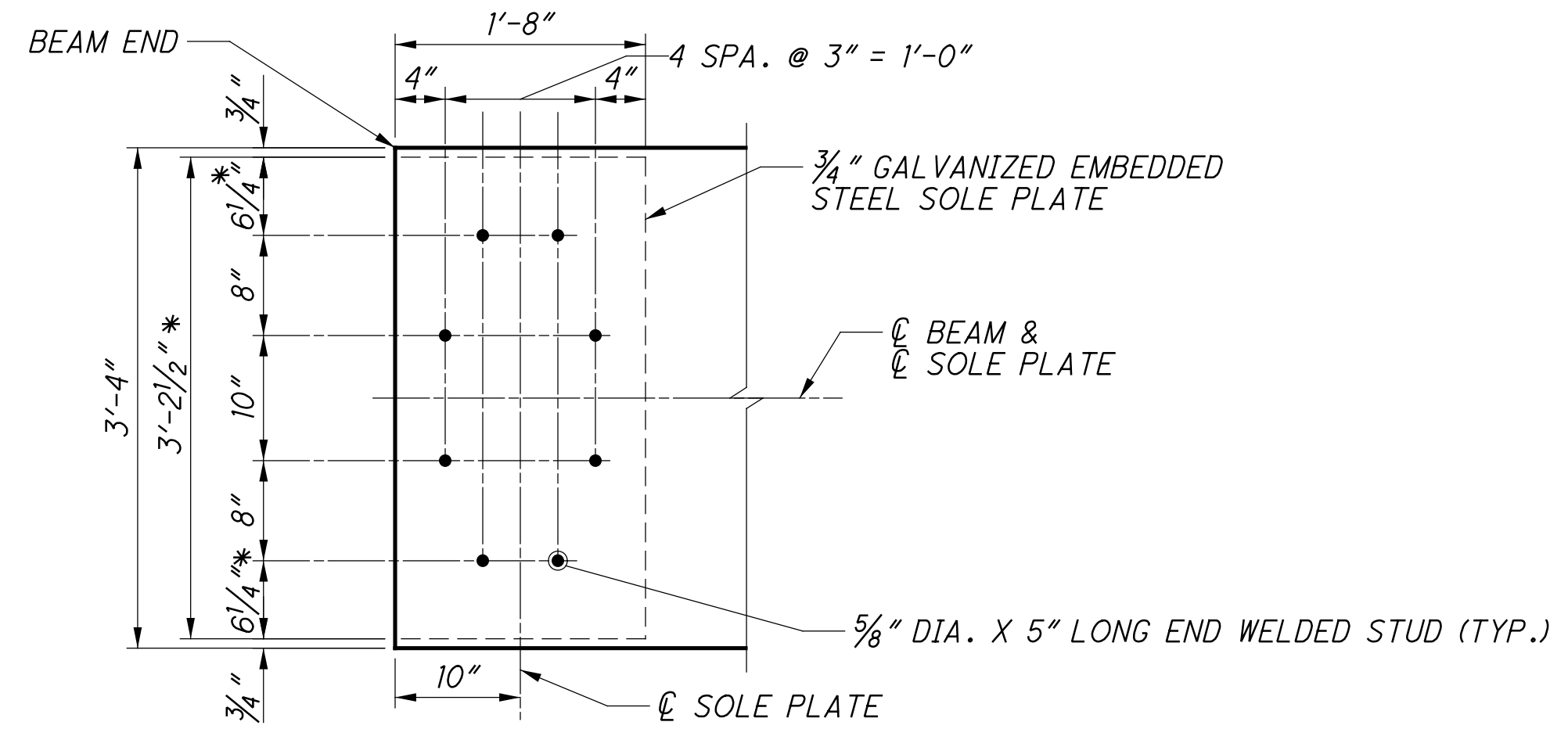
**LL DENOTES LIVE LOAD WITHOUT IMPACT

TOP BEVELED LOAD PLATE DATA		
LOCATION	Tr	Tf
	(in.)	(in.)
PIER (SPAN 1)	2.125	2.1875
PIER (SPAN 2)	2.1875	2.125

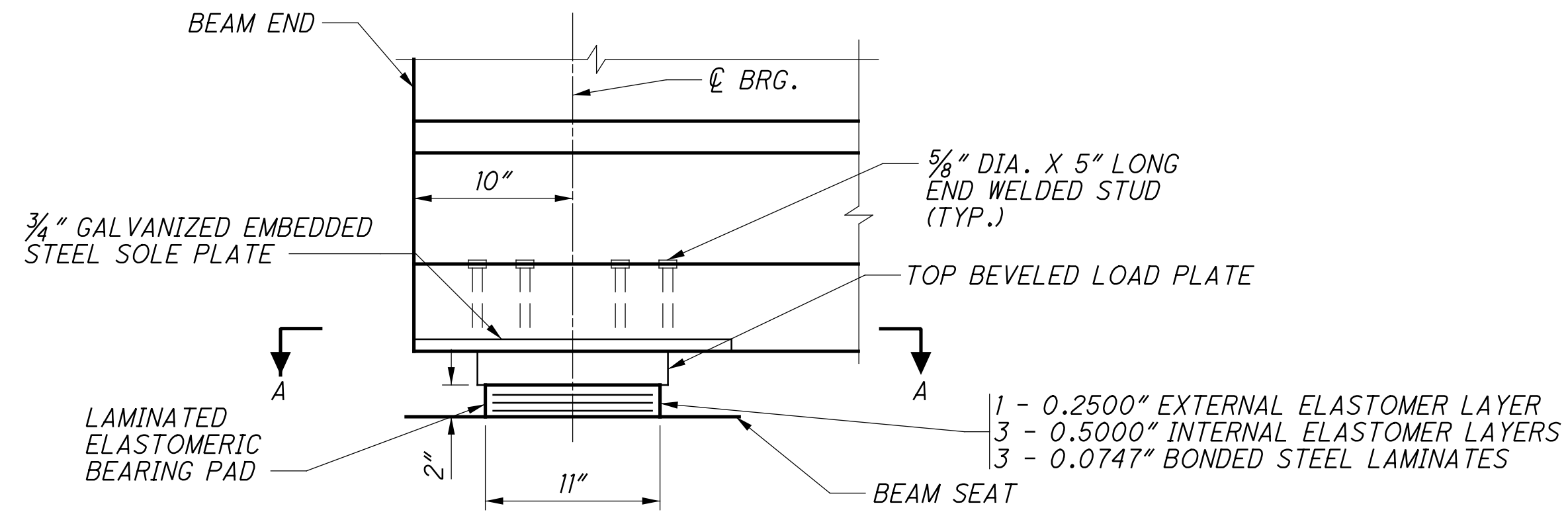


PIER BEARING ELEVATION, END VIEW - ALL BEAMS (SPAN 1 & 2)

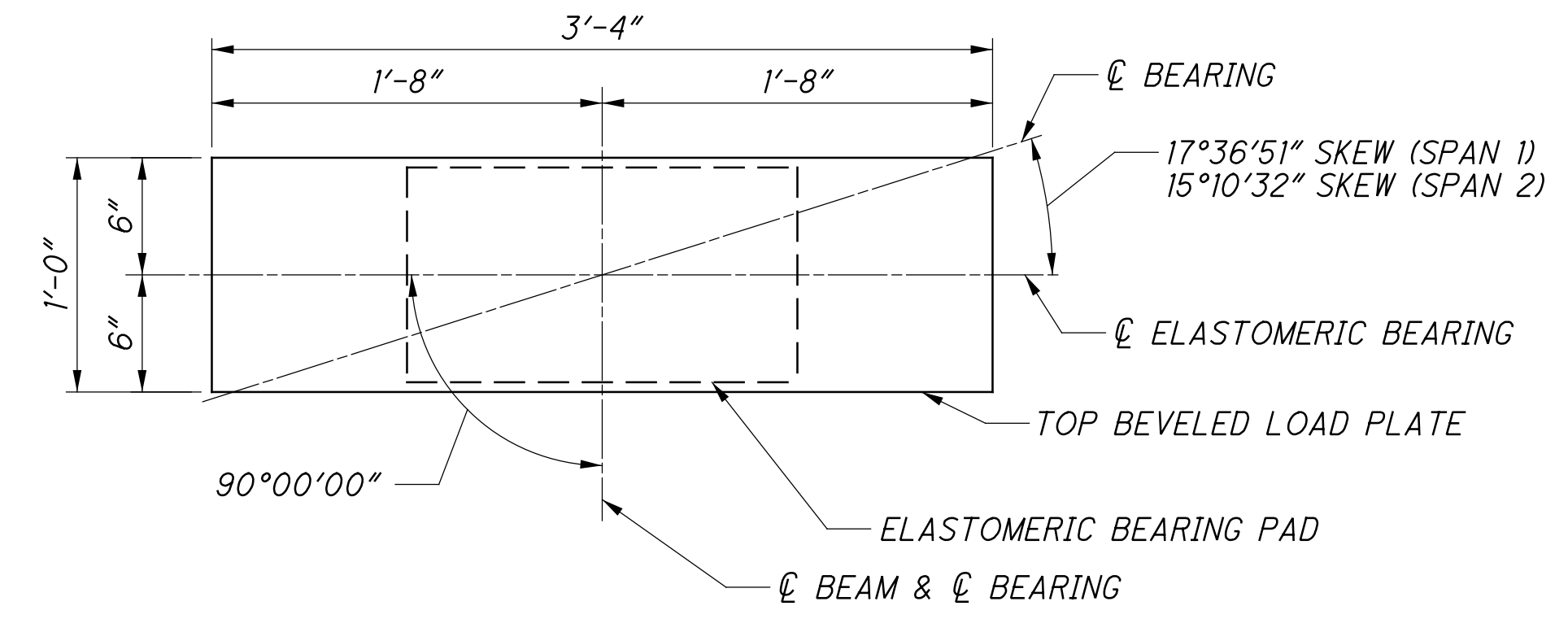
*THE PLATE WIDTH MAY BE DECREASED BY 3/8". THE 6/4" DIMENSION SHALL BE CHANGED ACCORDINGLY.



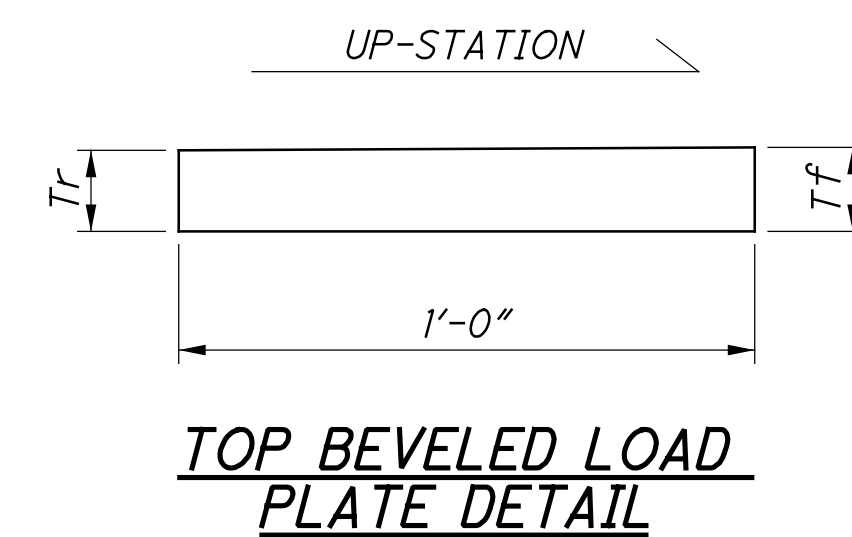
SECTION A-A
(TOP BEVELED LOAD PLATE NOT SHOWN)



PIER BEARING ELEVATION, SIDE VIEW - ALL BEAMS (SPAN 1 & 2)



SECTION B-B



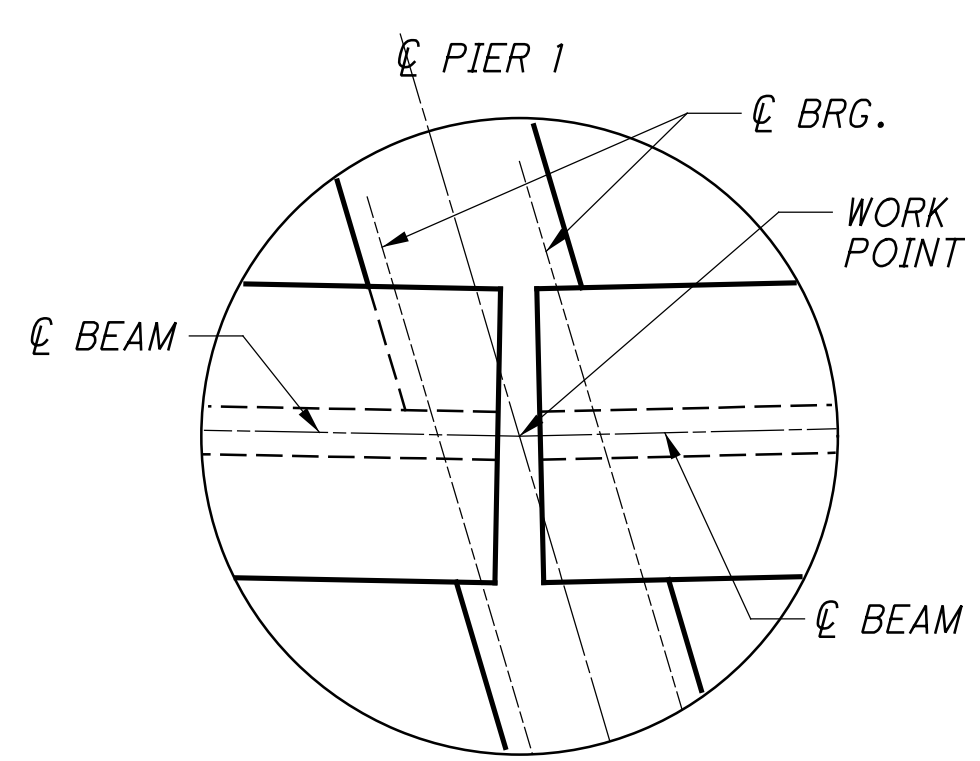
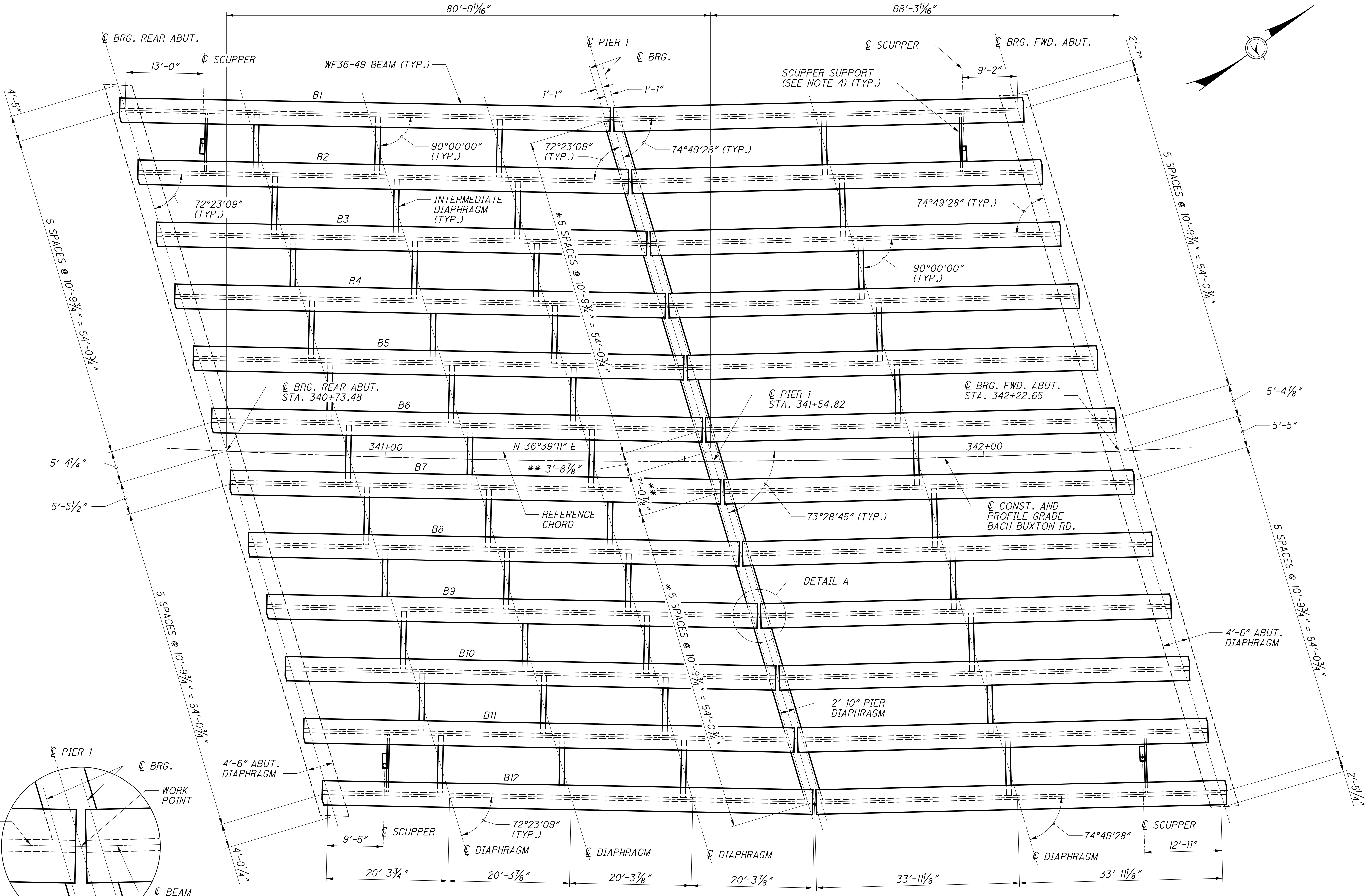
TOP BEVELED LOAD PLATE DETAIL

NOTES:

1. FOR NOTES, SEE SHEET 25/54.

...Sheets\032_0374_SB002.dgn 10/26/2021 1:35:09 PM mswht

...Sheets\032_0374_SS001.dgn 10/26/2021 1:35:12 PM mswwhitt



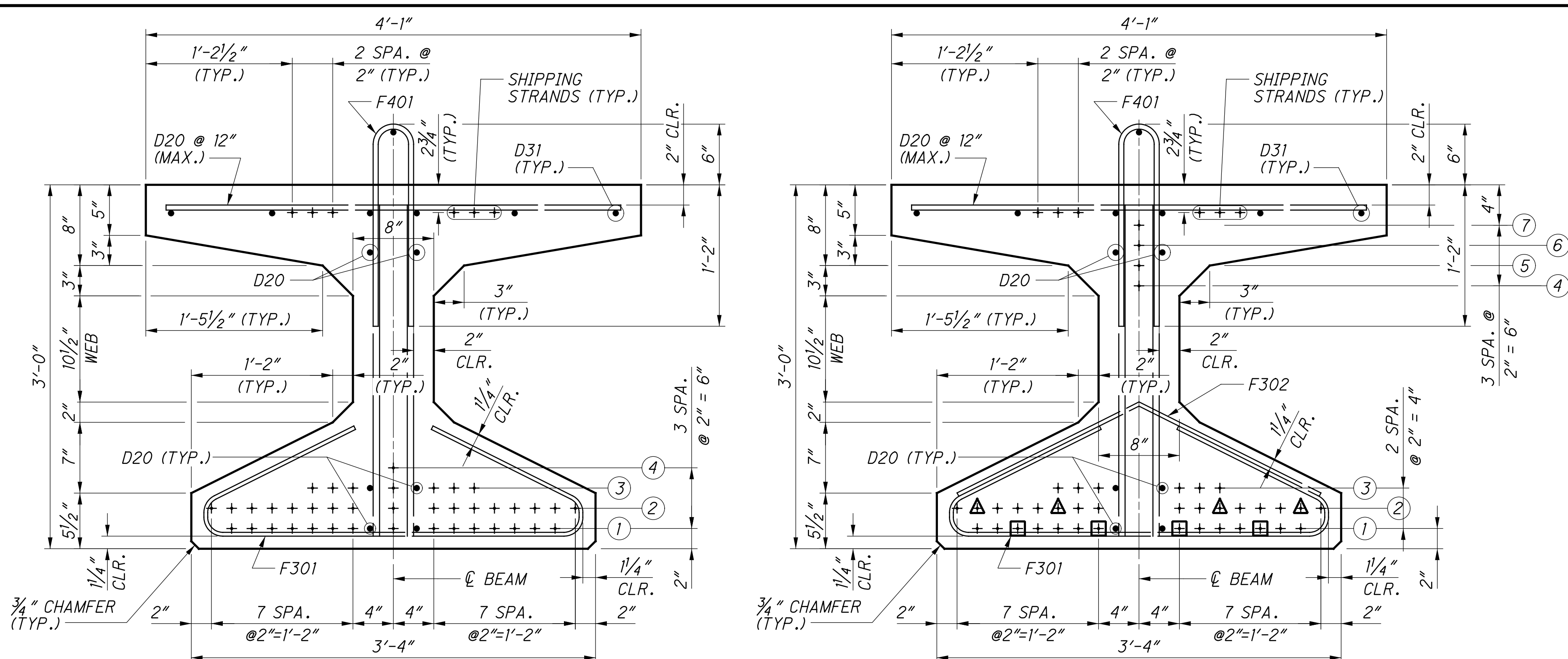
DETAIL A

FRAMING PLAN

* MEASURED ALONG ϕ PIER AT WORK POINT, SEE DETAIL A
 ** MEASURED BETWEEN WORK POINT AND REFERENCE CHORD

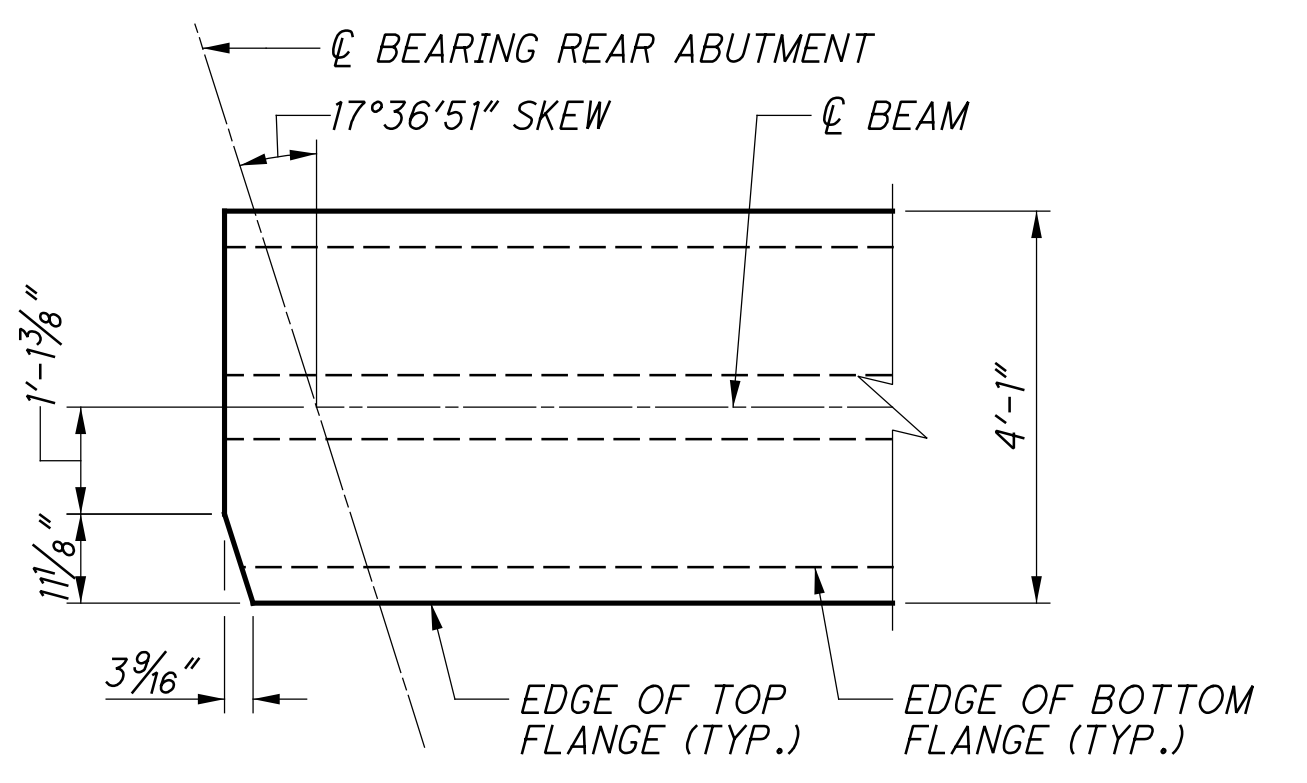
NOTES:

1. INTERMEDIATE DIAPHRAGMS SHALL BE PER STD. DWG. PSID-1-13.
2. FOR ABUTMENT DIAPHRAGM DETAILS, SEE SHEETS [31/54](#) AND [32/54](#)
3. FOR PIER DIAPHRAGM DETAILS, SEE SHEET [34/54](#).
4. FOR SCUPPER DETAILS, SEE SHEET [38/54](#).

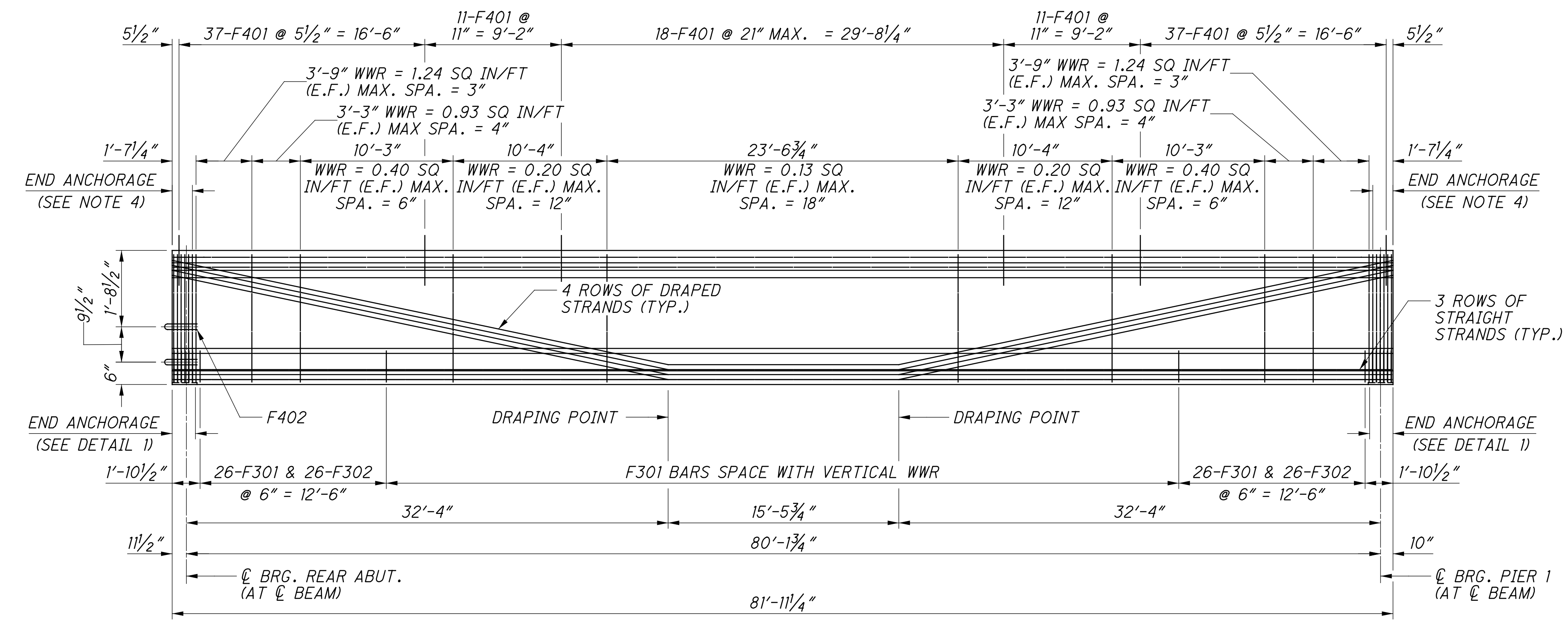
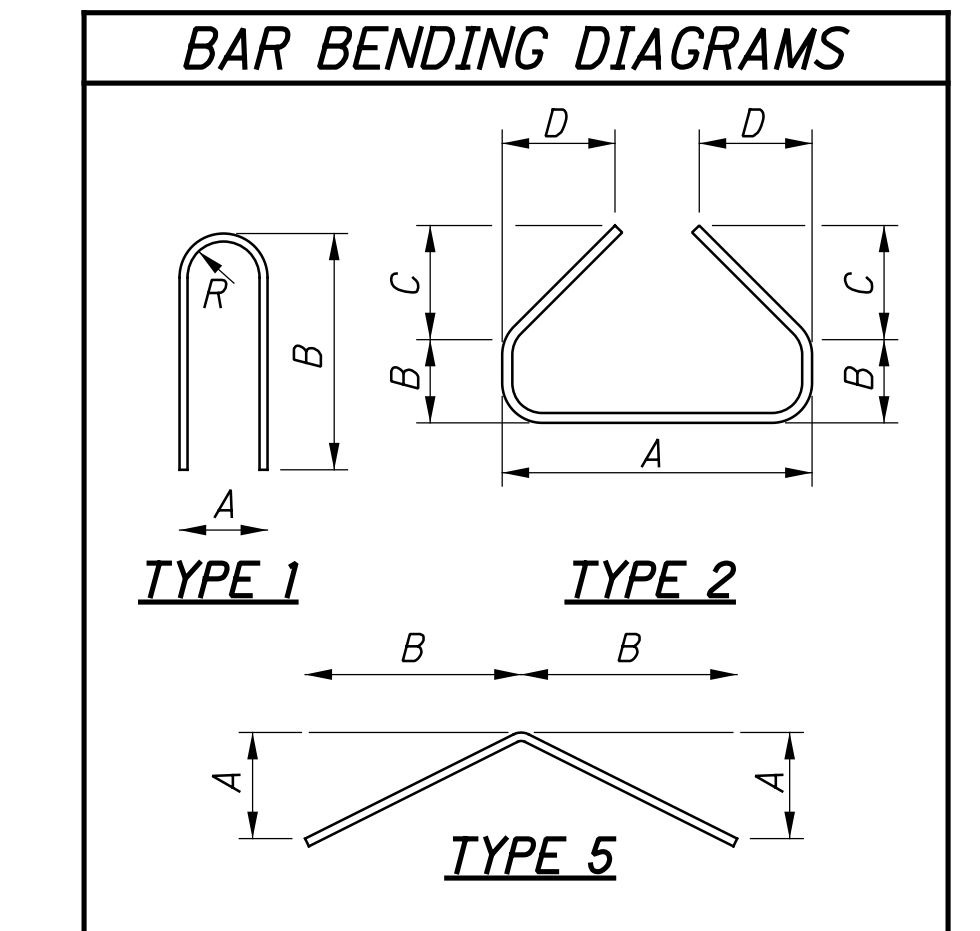


WF36-49
 (AT MIDSPAN)

WF36-49
 (AT BEAM ENDS)
 (EMBEDDED STEEL PLATE NOT SHOWN)



CLIPPED TOP FLANGE DETAIL
 (REAR ABUTMENT SHOWN)



TYPICAL WF36-49 BEAM ELEVATION - SPAN 1

REINFORCING STEEL						
MARK	TYPE	A	B	C	D	R
F301	2	3'-1 1/2"	3 1/2"	7 1/2"	1'-3"	
F302	5	9"	1'-6"			
F401	1	4"	1'-8"			1 1/2"
F402	1	4 1/2"	2'-2"			1 3/4"

REINFORCING STEEL NOTES:

1. THE F401 AND F402 BARS SHALL BE EPOXY COATED.
2. THE BAR SIZE IS INDICATED IN THE BAR MARK. THE FIRST DIGIT INDICATES THE BAR SIZE AND THE REMAINING DIGITS, ITS SEQUENCE NUMBER. ALL REINFORCING STEEL SHALL BE BLACK UNLESS NOTED OTHERWISE.
3. ALL REINFORCING STEEL MAY BE REPLACED WITH EQUIVALENT DEFORMED WWR (WELDED WIRE REINFORCEMENT).
4. THE REQUIRED LAP LENGTHS ARE AS FOLLOWS:
 2'-0" MINIMUM LAP FOR D12.4 WELDED WIRE REINFORCEMENT.
 2'-0" MINIMUM LAP FOR D20 WELDED WIRE REINFORCEMENT.
 2'-6" MINIMUM LAP FOR D31 WELDED WIRE REINFORCEMENT.

NOTES:

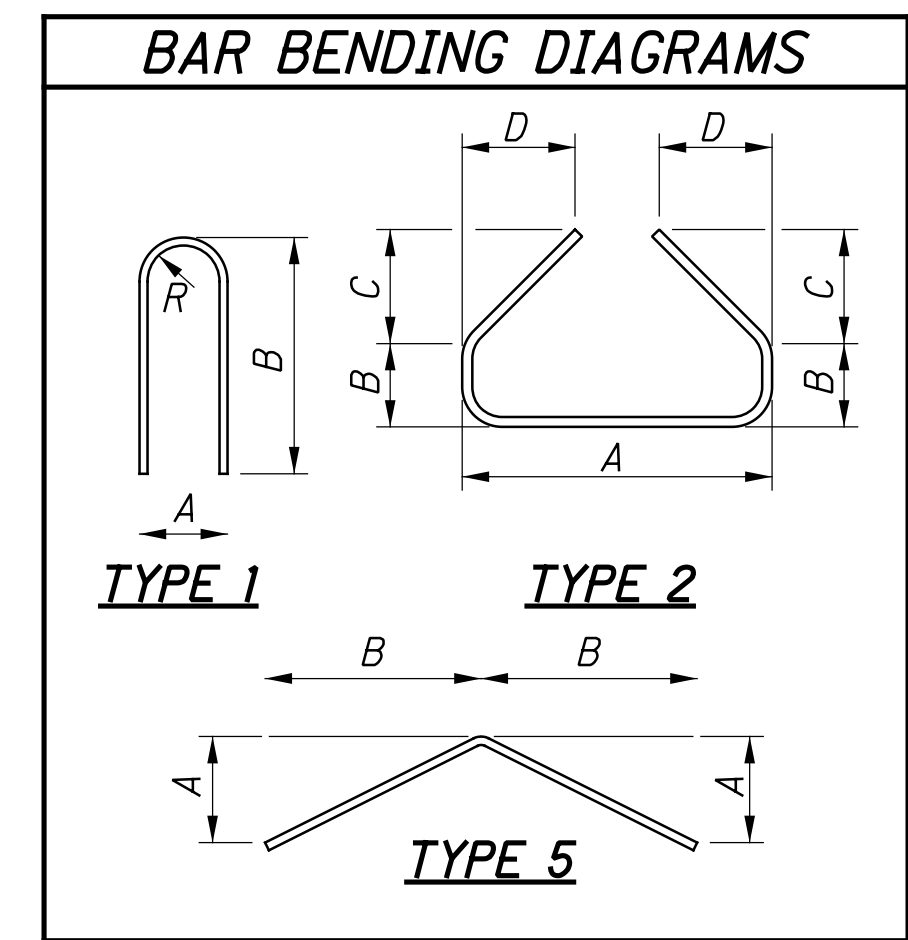
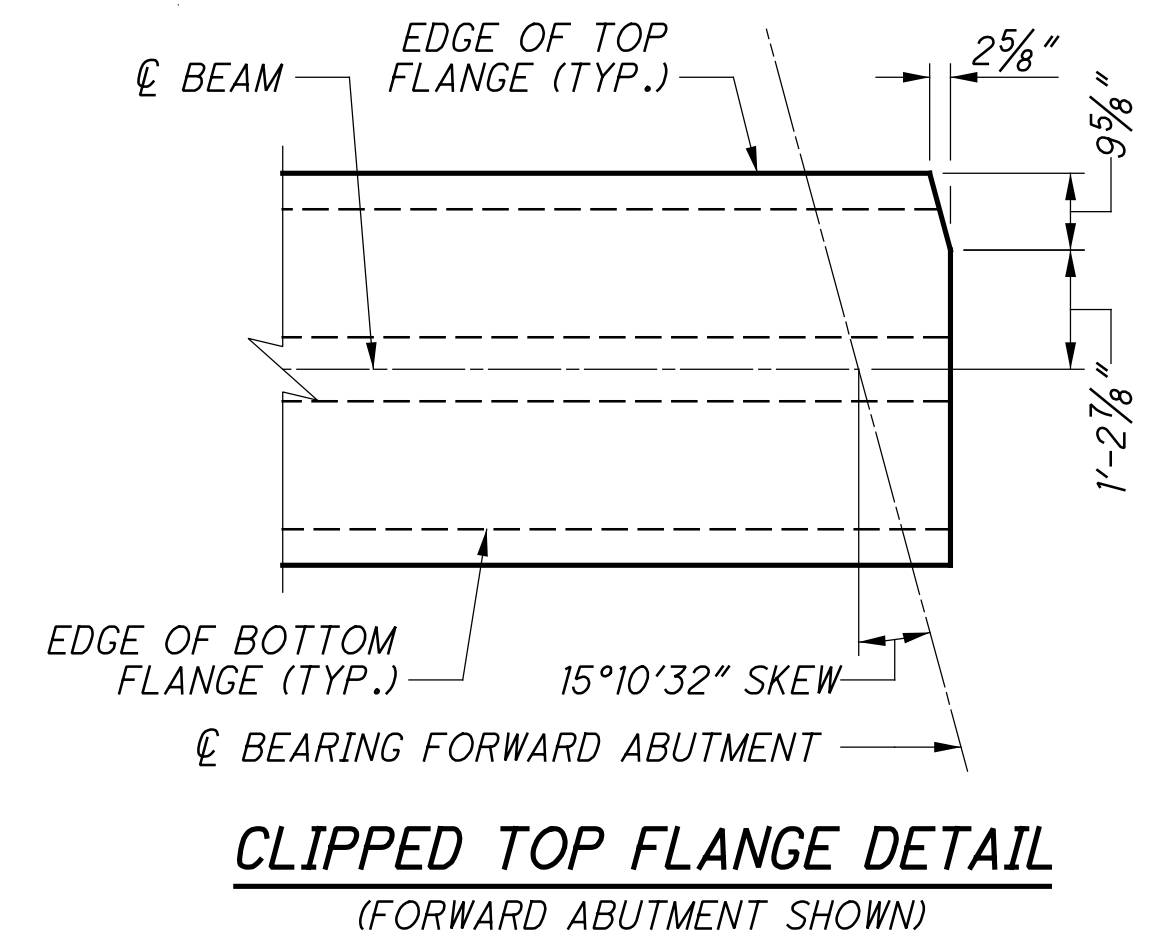
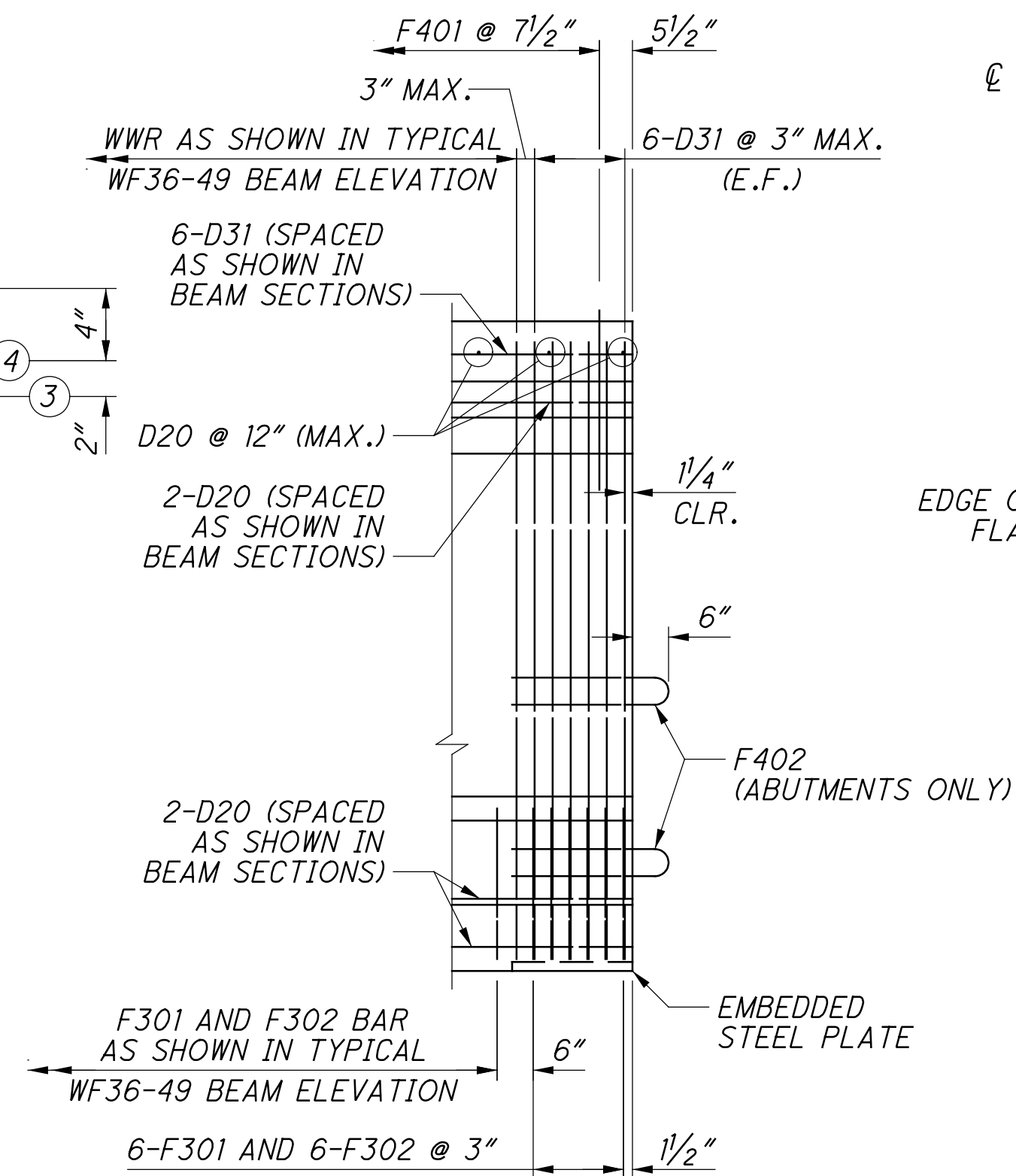
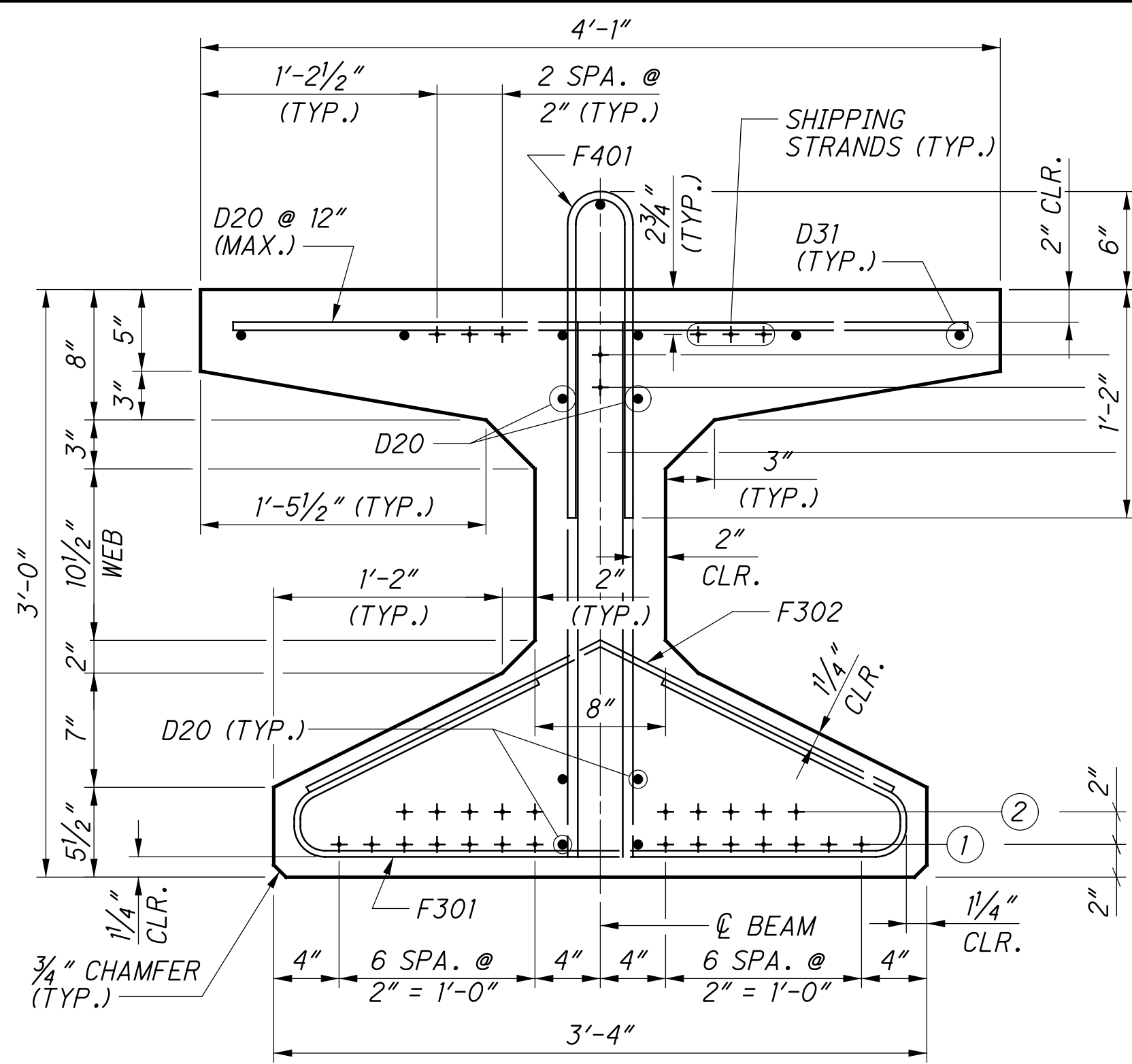
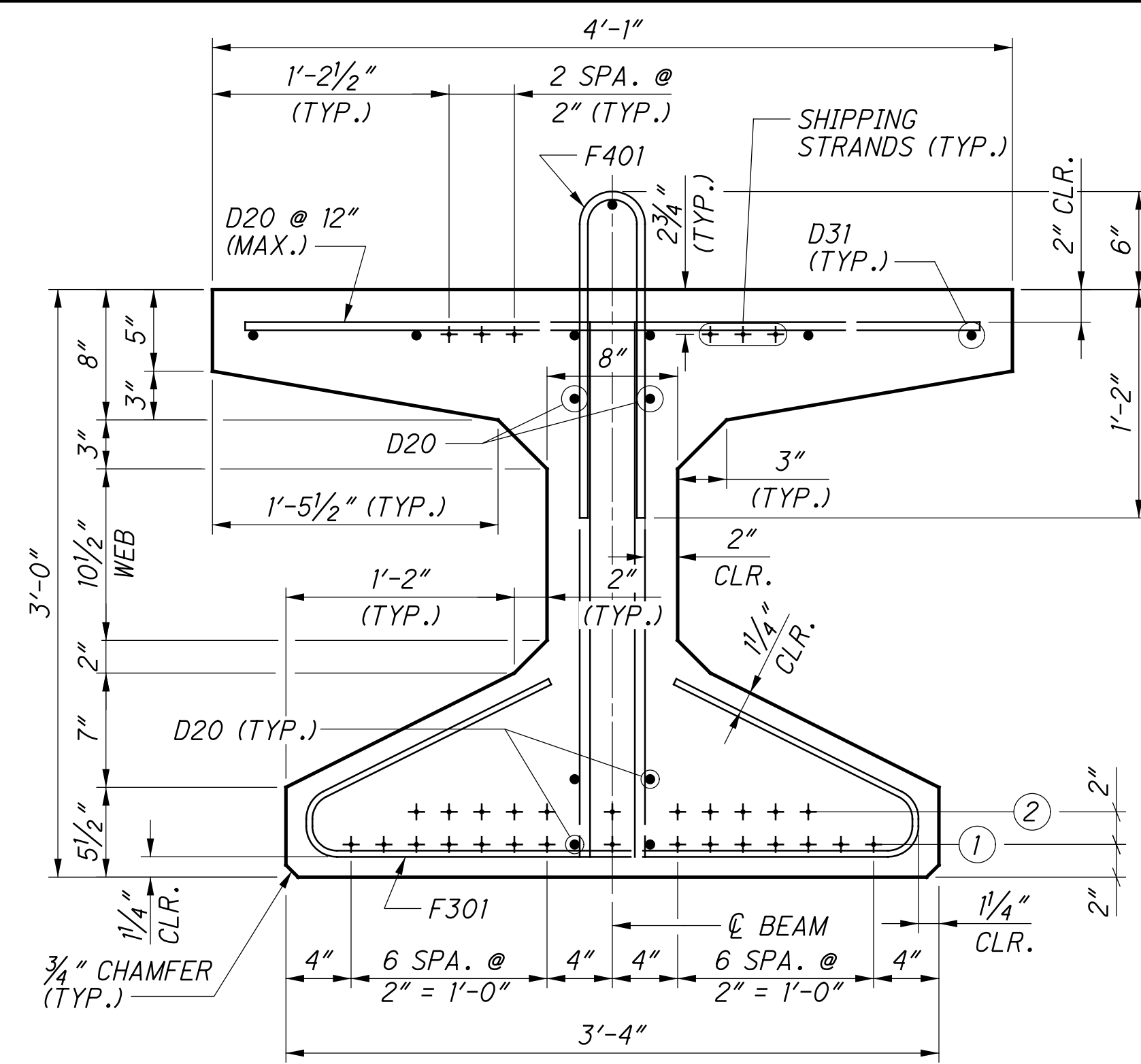
1. FOR ADDITIONAL DETAILS AND NOTES, SEE STANDARD DRAWING PSID-1-13.
2. ADJUST SPACING OF STEEL REINFORCING AS REQUIRED TO CLEAR EMBEDDED STEEL PLATE END WELDED STUDS.
3. LOCATE THREADED INSERTS FOR INTERMEDIATE DIAPHRAGMS AND SCUPPER SUPPORT IN THE I-BEAM WEB TO AVOID PRESTRESSING STRANDS IN THE BEAM. THE MINIMUM CLEAR DISTANCE SHALL BE 1/2 INCHES.
4. SEE DETAIL 1 SHEET 29/54.

LEGEND:

- + STRAND
- ① STRAND LINE
- ▲ STRAND DEBONDED 4'-9" AT EACH END
- STRAND DEBONDED 9'-6" AT EACH END

BEAM DATA - SPAN 1														
BEAM MARK	SECTION	NUMBER OF STRANDS PER ROW							TOTAL STRANDS	CONCRETE STRENGTHS		F302 BARS REQ'D. (PER BEAM)	F401 BARS REQ'D. (PER BEAM)	F402 BARS REQ'D. (PER BEAM)
		ROW NUMBER								f'ci	f'c			
		①	②	③	④	⑤	⑥	⑦						
B1-B12	END	14	16	6	1	1	1	1	40	6 ksi	8 ksi	64	114	4
	MIDSPAN	15	17	7	1				40					

...Sheets\032_0374_SS002.dgn 10/26/2021 1:35:15 PM mswwhitt



REINFORCING STEEL						
MARK	TYPE	A	B	C	D	R
F301	2	3'-1 1/2"	3 1/2"	7 1/2"	1'-3"	
F302	5	9"	1'-6"			
F401	1	4"	1'-8"			1 1/2"
F402	1	4 1/2"	2'-2"			1 3/4"

REINFORCING STEEL NOTES:

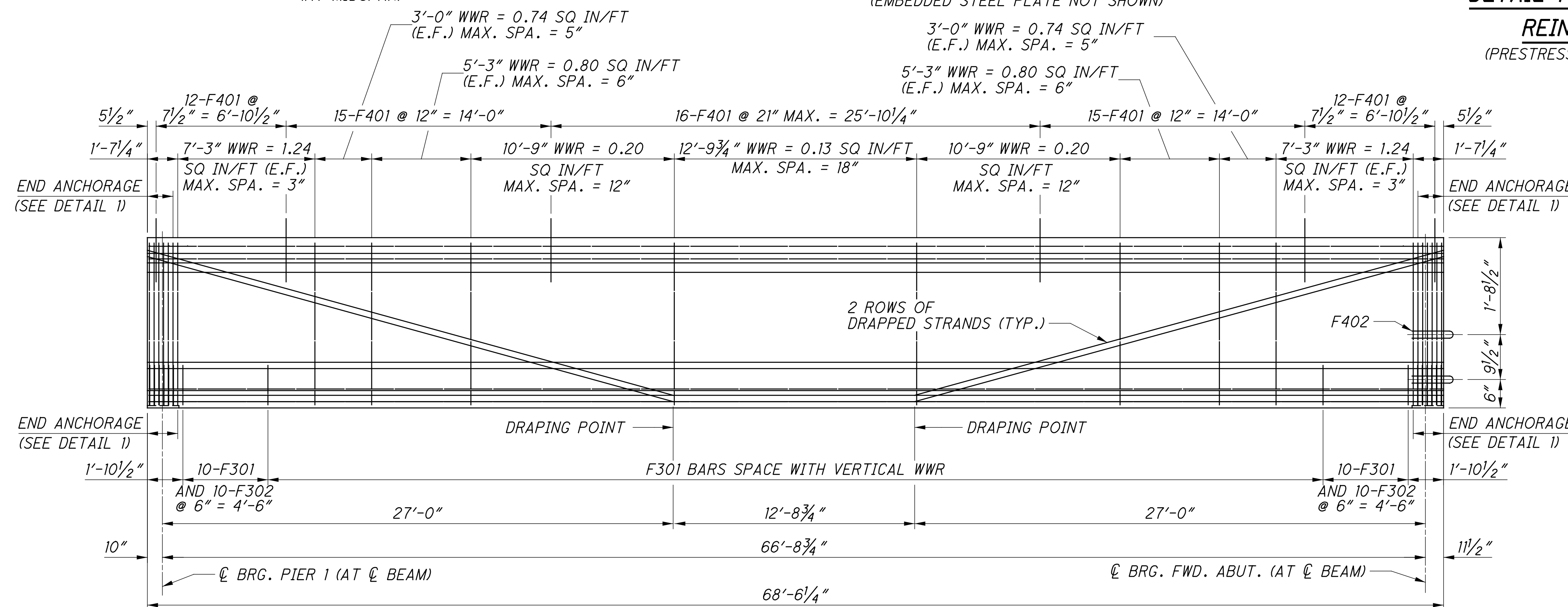
1. THE F401 AND F402 BARS SHALL BE EPOXY COATED.
2. THE BAR SIZE IS INDICATED IN THE BAR MARK. THE FIRST DIGIT INDICATES THE BAR SIZE AND THE REMAINING DIGITS, ITS SEQUENCE NUMBER. ALL REINFORCING STEEL SHALL BE BLACK UNLESS NOTED OTHERWISE.
3. ALL REINFORCING STEEL MAY BE REPLACED WITH EQUIVALENT DEFORMED WWR (WELDED WIRE REINFORCEMENT).
4. THE REQUIRED LAP LENGTHS ARE AS FOLLOWS:
 2'-0" MINIMUM LAP FOR D12.4 WELDED WIRE REINFORCEMENT.
 2'-0" MINIMUM LAP FOR D20 WELDED WIRE REINFORCEMENT.
 2'-6" MINIMUM LAP FOR D31 WELDED WIRE REINFORCEMENT.

NOTES:

1. FOR ADDITIONAL DETAILS AND NOTES, SEE STANDARD DRAWING PSID-1-13.
2. ADJUST SPACING OF STEEL REINFORCING AS REQUIRED TO CLEAR EMBEDDED STEEL PLATE END WELDED STUDS.
3. LOCATE THREADED INSERTS FOR INTERMEDIATE DIAPHRAGMS AND SCUPPER SUPPORT IN THE I-BEAM WEB TO AVOID PRESTRESSING STRANDS IN THE BEAM. THE MINIMUM CLEAR DISTANCE SHALL BE 1 1/2 INCHES.

LEGEND:

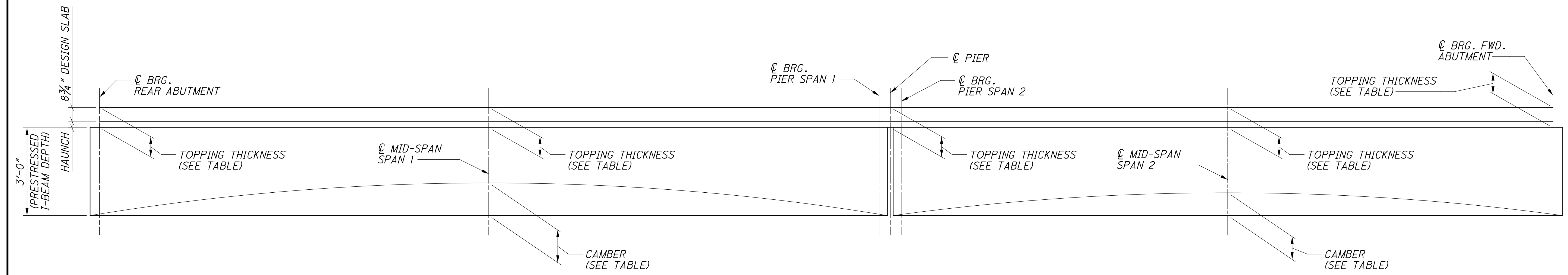
- + STRAND
- ① STRAND LINE



BEAM DATA - SPAN 2

BEAM MARK	SECTION	NUMBER OF STRANDS PER ROW				TOTAL STRANDS	CONCRETE STRENGTHS		F302 BARS REQ'D. (PER BEAM)	F401 BARS REQ'D. (PER BEAM)	F402 BARS REQ'D. (PER BEAM)
		ROW NUMBER					f'ci	f'c			
		①	②	③	④						
B1-B12	END	14	10	1	1	26	6 ksi	8 ksi	32	70	4
	MIDSPAN	15	11			26					

...Sheets\032_0374_SS006.dgn 10/26/2021 1:35:19 PM mswhtt



BEAM CAMBER AND DECK THICKNESS DIAGRAM

TOPPING THICKNESS			
SPAN	BEAM MARK	TOTAL TOPPING THICKNESS AT BEAM BEARINGS	TOTAL TOPPING THICKNESS AT MID-SPAN
1	1	13 3/8	12 1/2
	2	12	11 1/4
	3	12	11 1/4
	4	12	11 1/4
	5	12 1/8	11 1/4
	6	12 1/8	11 1/4
	7	11 7/8	11 1/4
	8	11 7/8	11 1/4
	9	11 7/8	11 1/4
	10	12	11 1/4
	11	12	11 1/4
	12	13 3/8	12 1/4
2	1	12 7/8	12 5/8
	2	11 1/2	11 1/4
	3	11 1/2	11 1/4
	4	11 1/2	11 1/4
	5	11 1/2	11 1/4
	6	11 1/2	11 1/4
	7	11 3/8	11 1/4
	8	11 3/8	11 1/4
	9	11 3/8	11 1/4
	10	11 3/8	11 1/4
	11	11 3/8	11 1/4
	12	12 7/8	12 1/2

CAMBER				
SPAN	BEAM MARK	ESTIMATED CAMBER AT DAY 0 (D ₀)	ESTIMATED CAMBER AT DAY 30 (D ₃₀)	DEFLECTION DUE TO REMAINING DEAD LOAD*
1	1	2 3/8	3 7/8	-1 3/8
	2	2 3/8	3 7/8	-1 5/8
	3	2 3/8	3 7/8	-1 5/8
	4	2 3/8	3 7/8	-1 5/8
	5	2 3/8	3 7/8	-1 5/8
	6	2 3/8	3 7/8	-1 5/8
	7	2 3/8	3 7/8	-1 5/8
	8	2 3/8	3 7/8	-1 5/8
	9	2 3/8	3 7/8	-1 5/8
	10	2 3/8	3 7/8	-1 5/8
	11	2 3/8	3 7/8	-1 5/8
	12	2 3/8	3 7/8	-1 3/8
2	1	1 1/4	2	-5/8
	2	1 1/4	2	-3/4
	3	1 1/4	2	-3/4
	4	1 1/4	2	-3/4
	5	1 1/4	2	-3/4
	6	1 1/4	2	-3/4
	7	1 1/4	2	-3/4
	8	1 1/4	2	-3/4
	9	1 1/4	2	-3/4
	10	1 1/4	2	-3/4
	11	1 1/4	2	-3/4
	12	1 1/4	2	-5/8

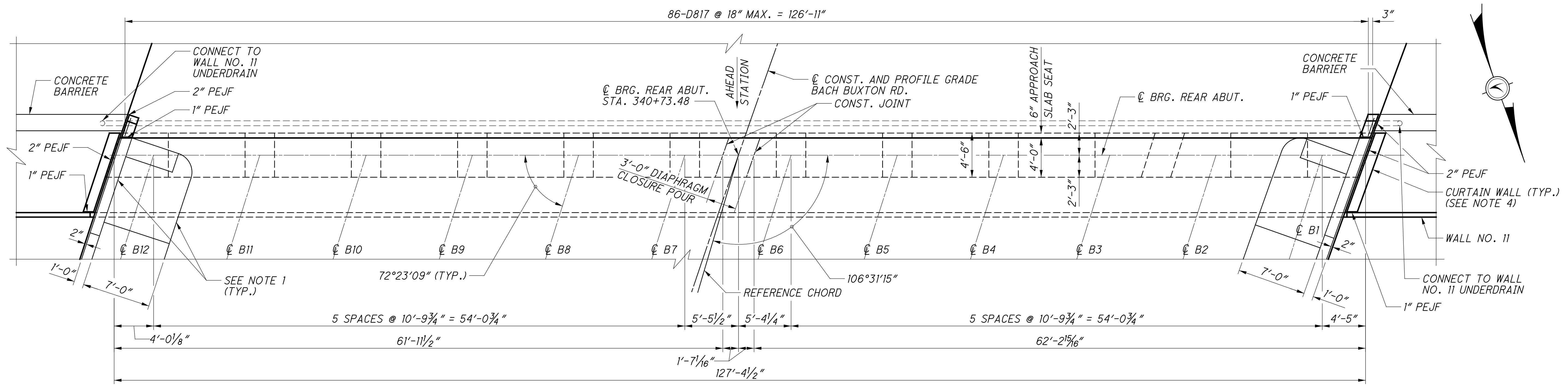
*REMAINING DEAD LOAD INCLUDES CONCRETE DECK AND HAUNCH, DIAPHRAGMS, SIDEWALK, BARRIERS, AND UTILITIES. FUTURE WEARING SURFACE IS NOT INCLUDED.

NOTES:

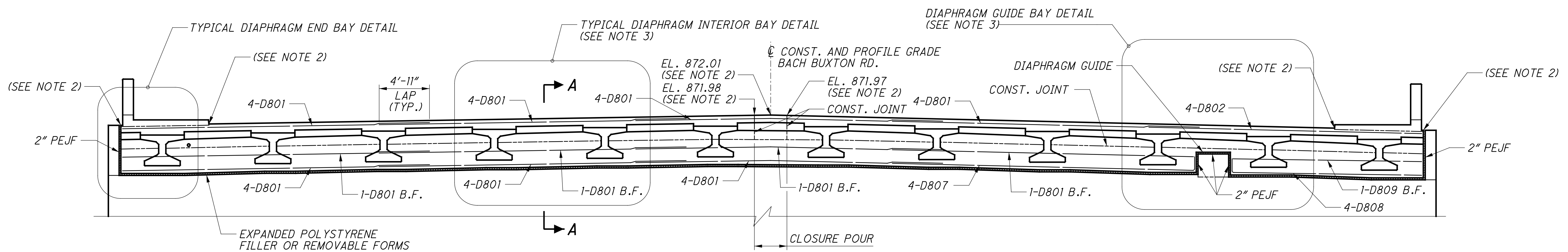
1. TOPPING THICKNESS AND CAMBER GIVEN IN INCHES.
2. DECK SLAB THICKNESS FOR CONCRETE QUANTITY: THE TOPPING THICKNESSES SHOWN FROM THE TOP OF THE DECK SLAB TO THE TOP OF THE TOP FLANGE ALONG THE CENTERLINE OF THE I-BEAM ARE THEORETICAL DIMENSIONS. THE HAUNCH DEPTH IS THE TOPPING THICKNESS MINUS THE DESIGN SLAB THICKNESS. THE DEPARTMENT WILL PAY FOR SUPERSTRUCTURE CONCRETE BASED ON THE DESIGN SLAB THICKNESS AND THE AVERAGE OF THE THEORETICAL HAUNCH DEPTHS AT MID-SPAN AND AT EACH BEAM BEARING EVEN THOUGH THE DEVIATION FROM THE DIMENSION SHOWN MAY BE NECESSARY TO PLACE THE DECK SURFACE AT THE FINISHED GRADE. ONCE ALL THE BEAMS ARE SET IN THEIR FINAL POSITION, THE ACTUAL CAMBER FOR EACH MEMBER WILL BE THE TOP OF THE BEAM ELEVATION AT MID-SPAN MINUS THE AVERAGE TOP OF BEAM ELEVATION AT EACH BEARING. THE ACTUAL TOPPING THICKNESS AT MID-SPAN WILL BE THE THEORETICAL DIMENSION PLUS OR MINUS THE DIFFERENCE BETWEEN THE ACTUAL AND ANTICIPATED CAMBER.
3. FOR HAUNCH REINFORCING DETAILS, SEE SHEET 36/54.

DESIGNED BCS CHECKED PJP	DRAWN BCS REVISED	REVIEWED MSL STRUCTURE FILE NUMBER 1300336	DATE 03/01/19	DESIGN AGENCY TranSystems 400 W. NATIONAL BLVD., SUITE 225 COLUMBUS, OHIO 43215
BEAM CAMBER DETAILS		BRIDGE NO. CLE-32-0374 BACH BUXTON ROAD OVER SR-32		
CLE-32-3.50		PID No. 103954		
30/54		616 736		

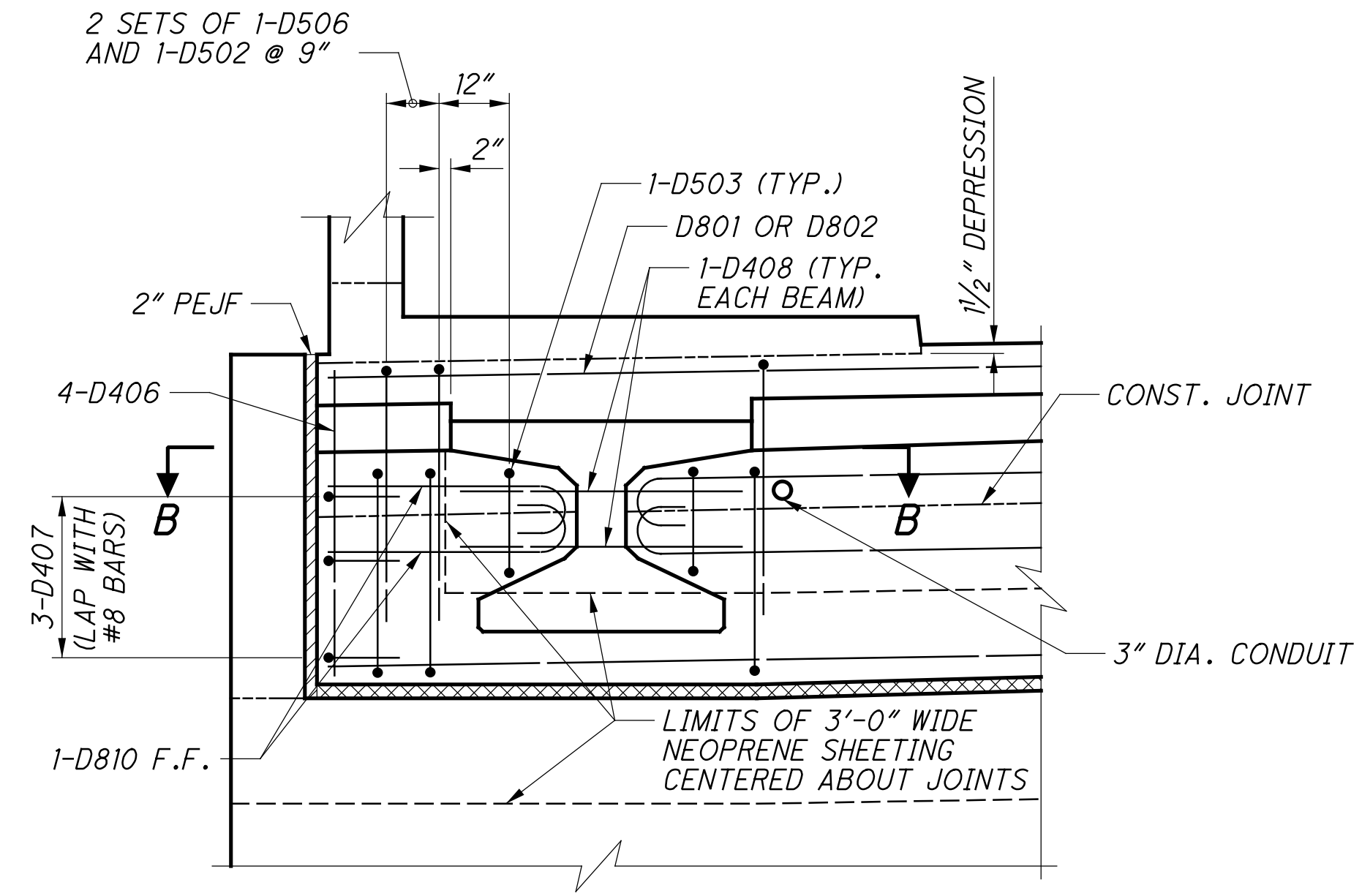
86-D817 @ 18" MAX. = 126'-11"



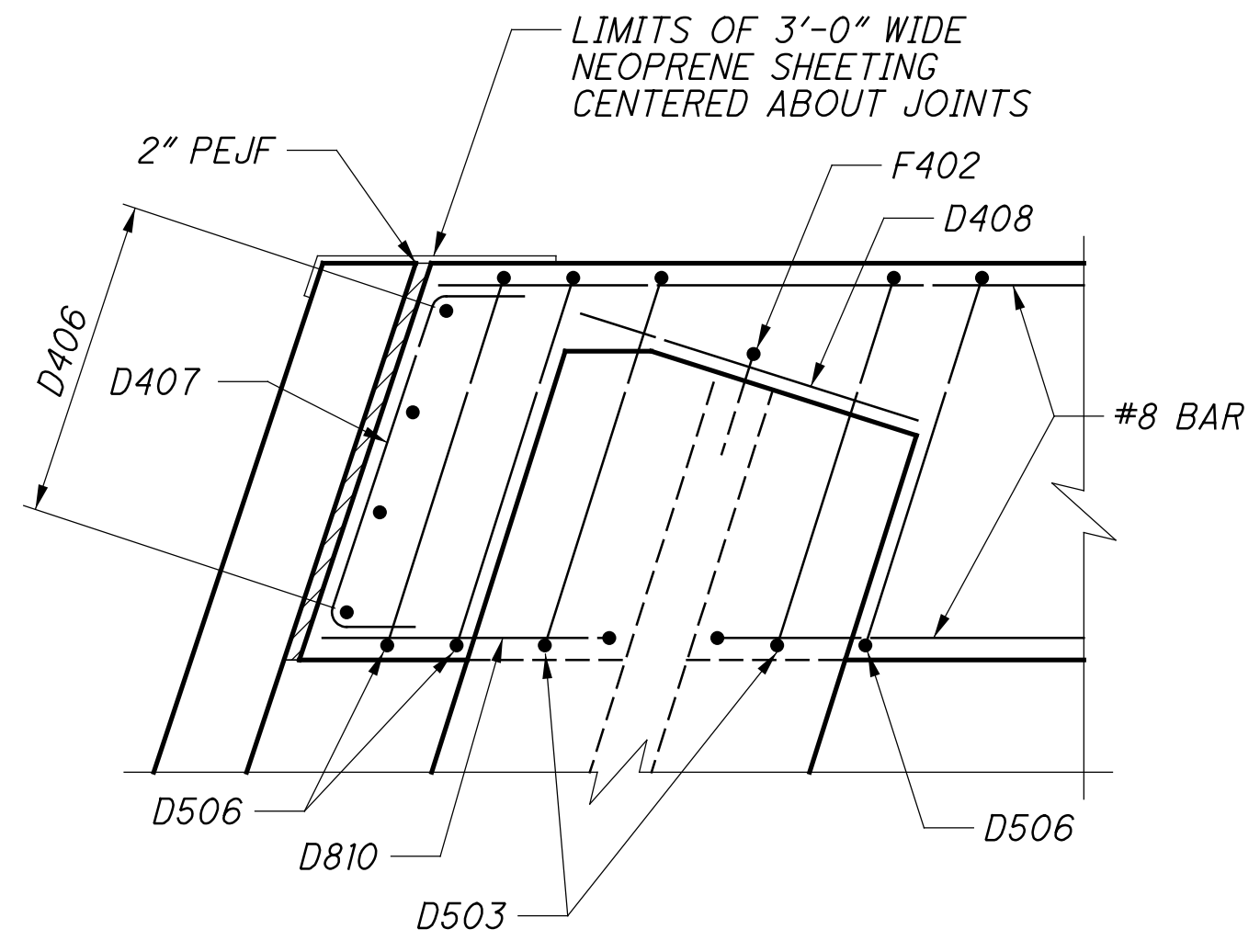
PLAN



ELEVATION



TYPICAL DIAPHRAGM END BAY DETAIL



SECTION B-B

NOTES:

1. FOR SIDEWALK AND RAILING DETAILS, SEE SHEETS 43/54 AND 45/54.
2. FOR ELEVATIONS, SEE SIDEWALK PLANS SHEETS 43/54 AND 45/54 OR SECTION A-A.
3. FOR SECTION A-A, TYPICAL DIAPHRAGM INTERIOR BAY DETAIL AND DIAPHRAGM GUIDE BAY DETAIL, SEE SHEET 33/54.
4. FOR ABUTMENT DETAILS, SEE SHEETS 7/54 OR 8/54.
5. FOR BEAM DETAILS, SEE SHEETS 28/54 AND 29/54.
6. FOR DECK POURING SEQUENCE, SEE SHEET 42/54.
7. ABUTMENT DIAPHRAGM CONCRETE, PHASED CONSTRUCTION: PLACE THE DIAPHRAGM CONCRETE ENCASING THE STRUCTURAL MEMBER ENDS OF AN INDIVIDUAL PHASE AFTER THE DECK PLACEMENT IN THE ADJACENT SPAN IS COMPLETE. PROCEDURES THAT PLACE THE ABUTMENT DIAPHRAGM WITH THE DECK CONCRETE MAY BE APPROVED BY THE ENGINEER IF THE PLACEMENT SUBMITTAL CAN ASSURE THAT THE DECK CONCRETE IN THE ADJACENT SPAN WILL BE PLACED BEFORE CONCRETE IN THE DIAPHRAGM HAS REACHED ITS INITIAL SET. PLACE CLOSURE POUR CONCRETE IN THE DIAPHRAGM AND DECK CONCURRENTLY.

...:\Sheets\032_0374_SS005.dgn 10/26/2021 1:35:22 PM mswhttt

DESIGN AGENCY: **Train Systems**
 400 W. NATIONWIDE BLDG., SUITE 225
 COLUMBUS, OHIO 43215

REAR ABUTMENT DIAPHRAGM DETAILS
 BRIDGE NO. CLE-32-0374
 BACH BUXTON ROAD OVER SR-32

DATE: 03/01/19
 STRUCTURE FILE NUMBER: 1300336

DESIGNED: BCS
 CHECKED: PJP

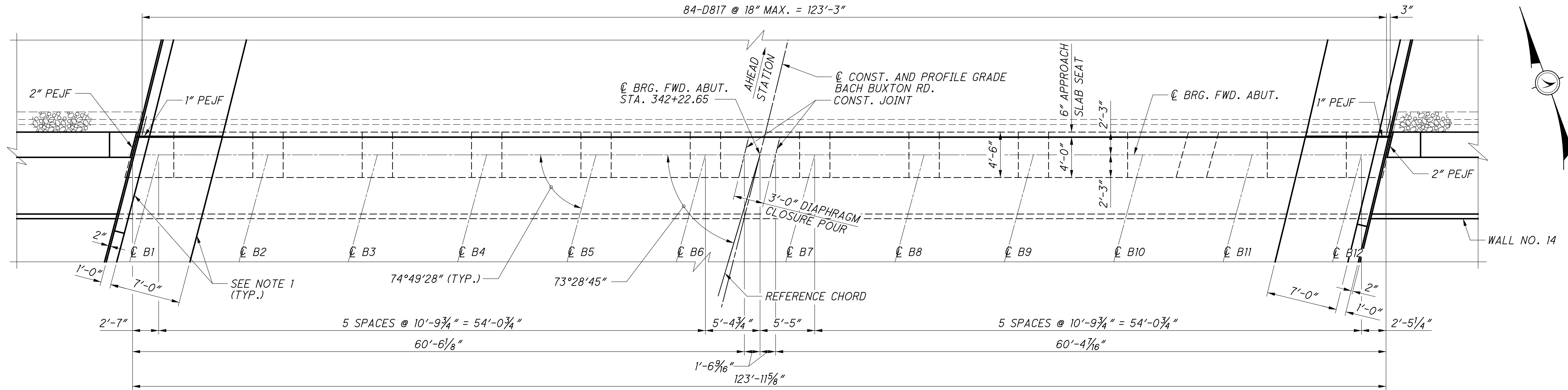
DRAWN: JJD
 REVISED:

REVIEWED: MSL

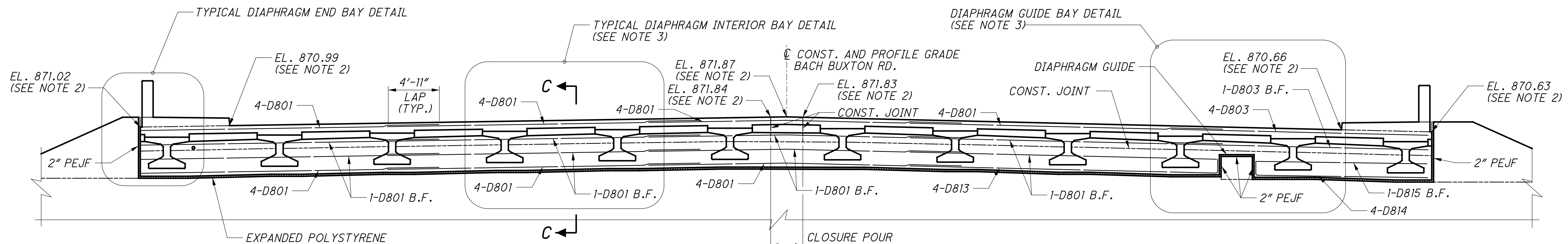
CLE-32-3.50
 PID No. 103954

31/54
 617
 736

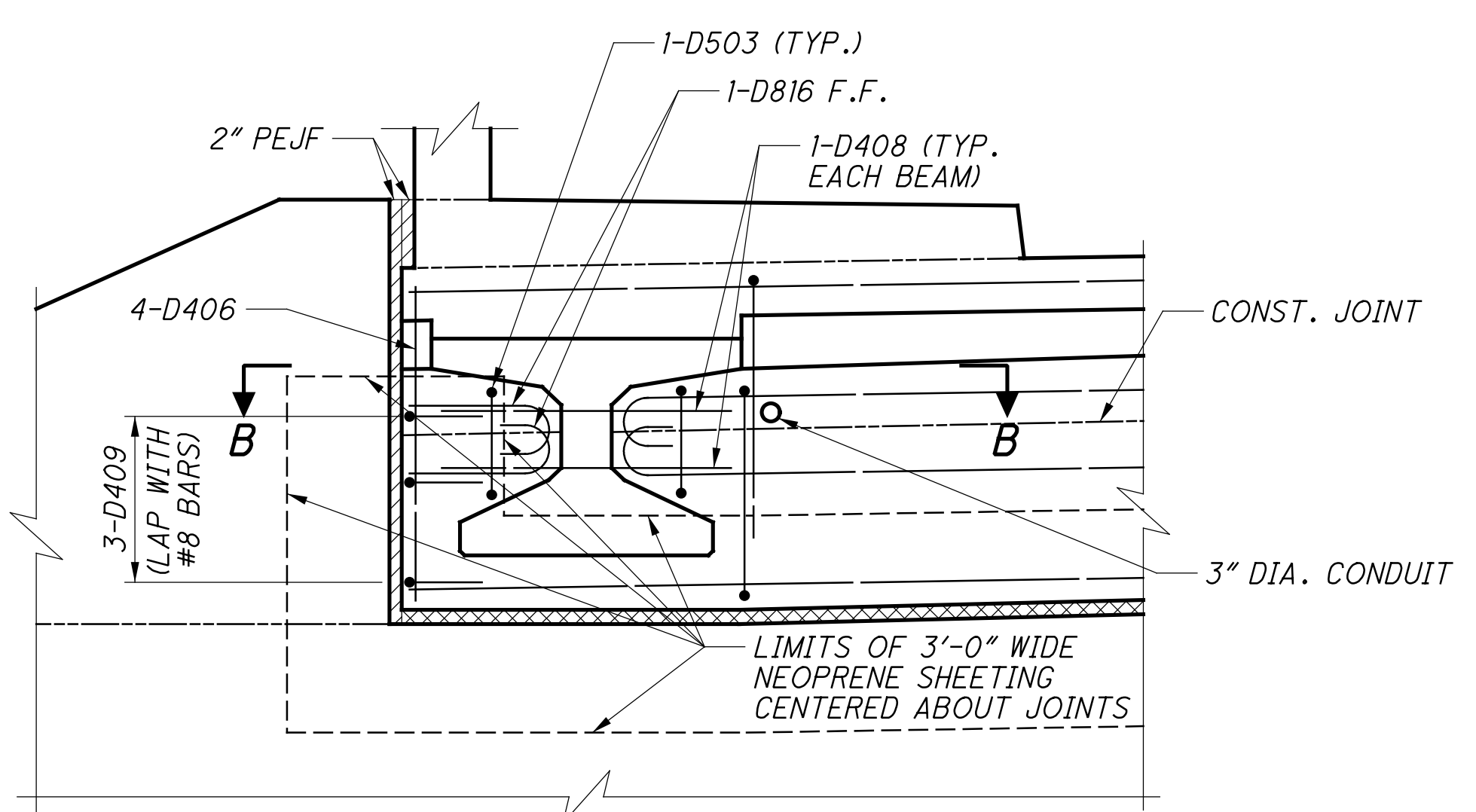
84-D817 @ 18" MAX. = 123'-3"



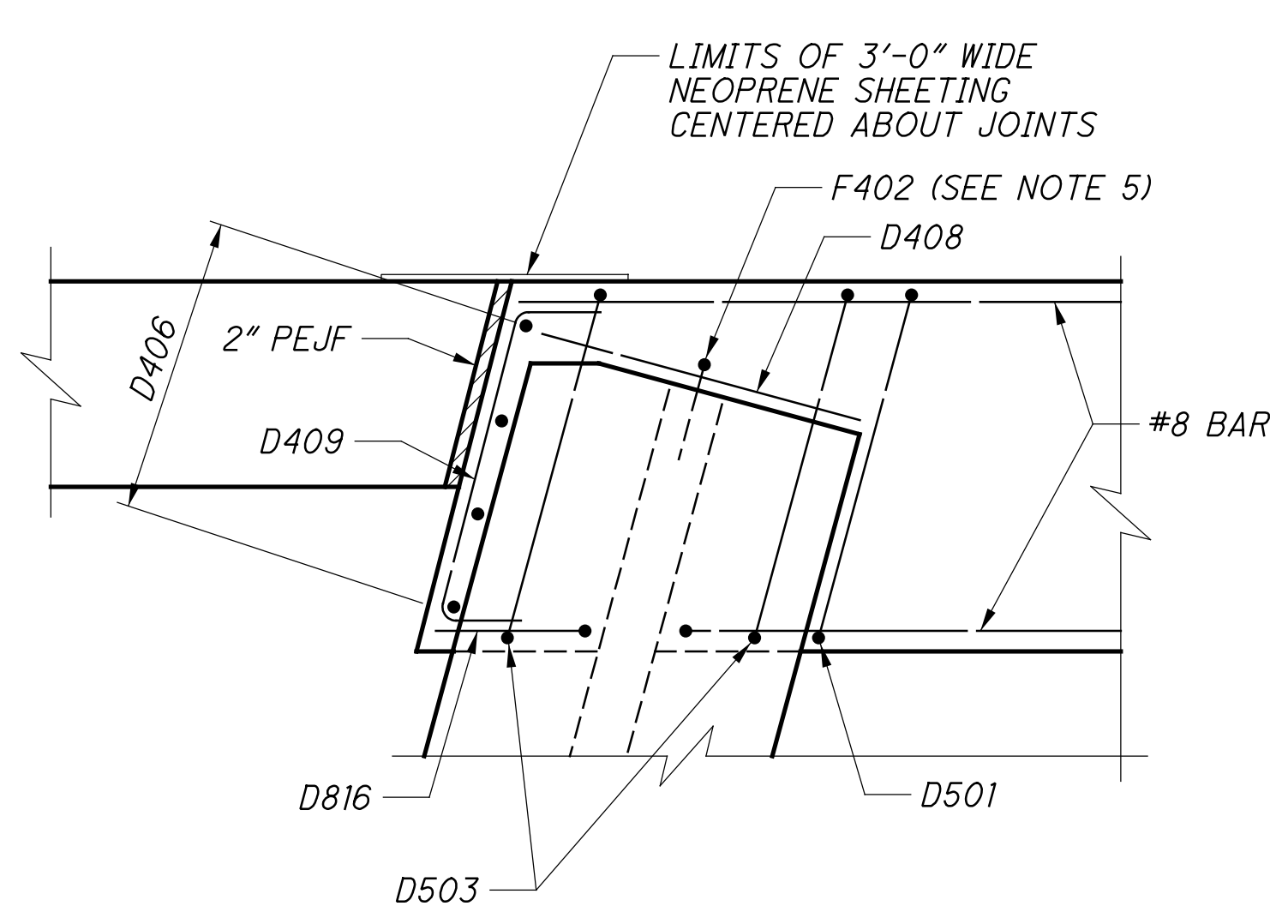
PLAN



ELEVATION



TYPICAL DIAPHRAGM END BAY DETAIL



SECTION B-B

- NOTES:**
1. FOR SIDEWALK AND RAILING DETAILS, SEE SHEETS 43/54 AND 45/54.
 2. ELEVATIONS ARE GIVEN AT END OF APPROACH SLAB, SEE SECTION C-C.
 3. FOR SECTION C-C, TYPICAL DIAPHRAGM INTERIOR BAY DETAIL AND DIAPHRAGM GUIDE BAY DETAIL, SEE SHEET 33/54.
 4. FOR ABUTMENT DETAILS, SEE SHEETS 9/54 AND 10/54.
 5. FOR BEAM DETAILS, SEE SHEETS 28/54 AND 29/54.
 6. FOR DECK POURING SEQUENCE, SEE SHEET 42/54.
 7. ABUTMENT DIAPHRAGM CONCRETE, PHASED CONSTRUCTION: PLACE THE DIAPHRAGM CONCRETE ENCASING THE STRUCTURAL MEMBER ENDS OF AN INDIVIDUAL PHASE AFTER THE DECK PLACEMENT IN THE ADJACENT SPAN IS COMPLETE. PROCEDURES THAT PLACE THE ABUTMENT DIAPHRAGM WITH THE DECK CONCRETE MAY BE APPROVED BY THE ENGINEER IF THE PLACEMENT SUBMITTAL CAN ASSURE THAT THE DECK CONCRETE IN THE ADJACENT SPAN WILL BE PLACED BEFORE CONCRETE IN THE DIAPHRAGM HAS REACHED ITS INITIAL SET. PLACE CLOSURE POUR CONCRETE IN THE DIAPHRAGM AND DECK CONCURRENTLY.

DESIGN AGENCY: **TranSystems**
 400 W. NATIONWIDE BLDG., SUITE 225
 COLUMBUS, OHIO 43215

DATE: 03/01/19
 STRUCTURE FILE NUMBER: 1300336

DESIGNED: BCS
 CHECKED: PJP

DRAWN: JJD
 REVISED:

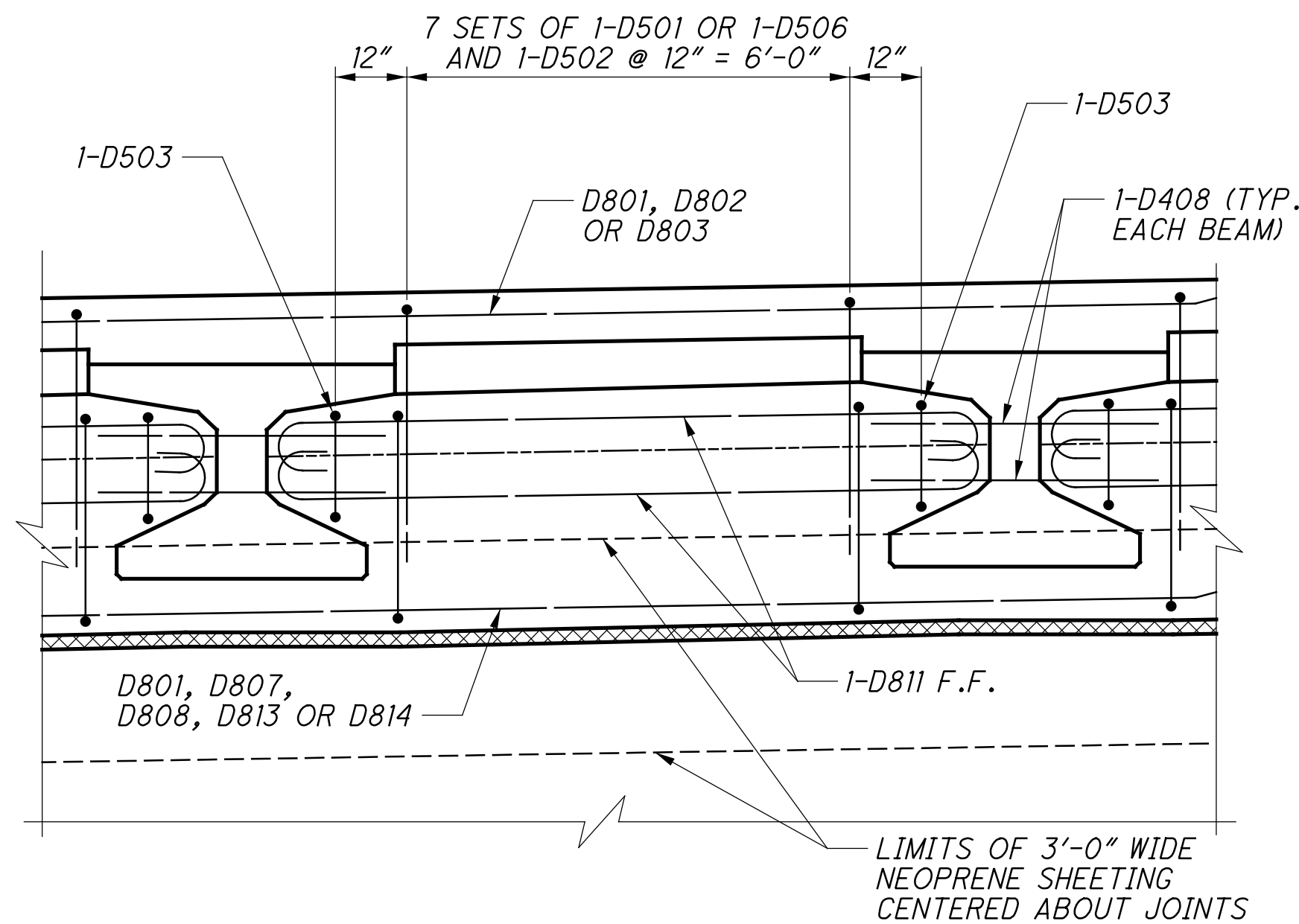
REVIEWED: MSL

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

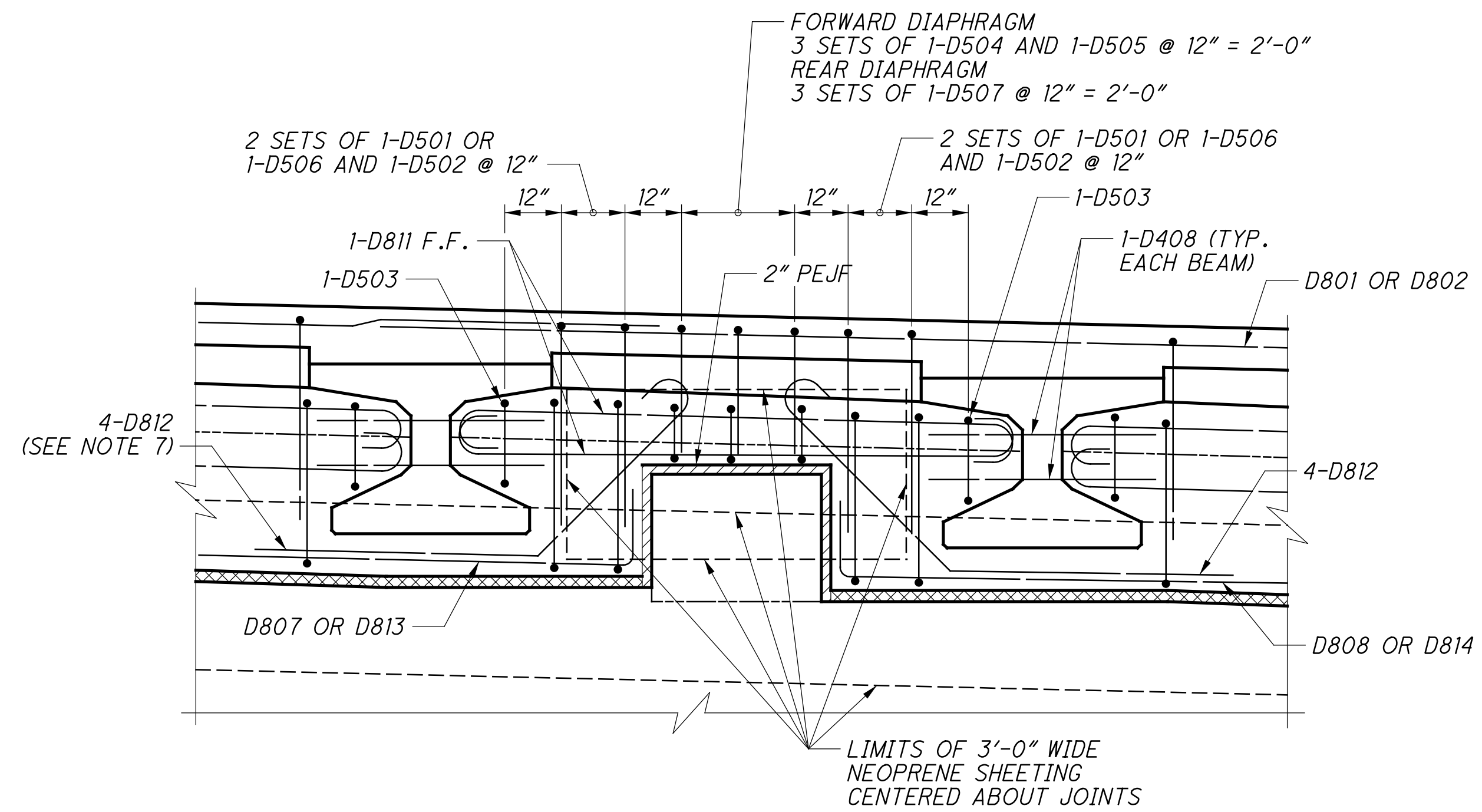
CLE-32-3.50
 PID No. 103954

32/54
 618
 736

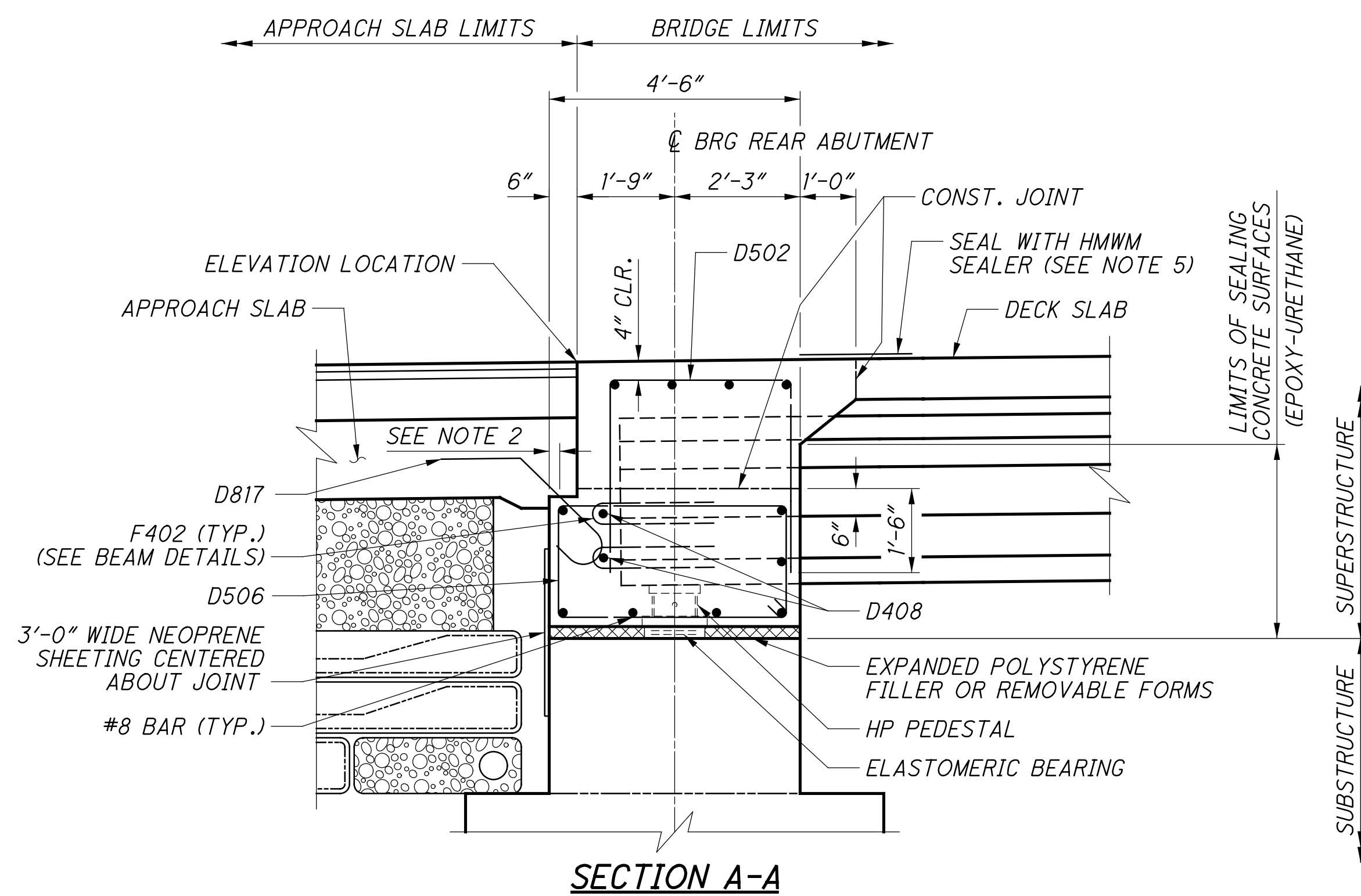
...:\Sheets\032_0374_SS012.dgn 10/26/2021 1:35:25 PM mswwhitt



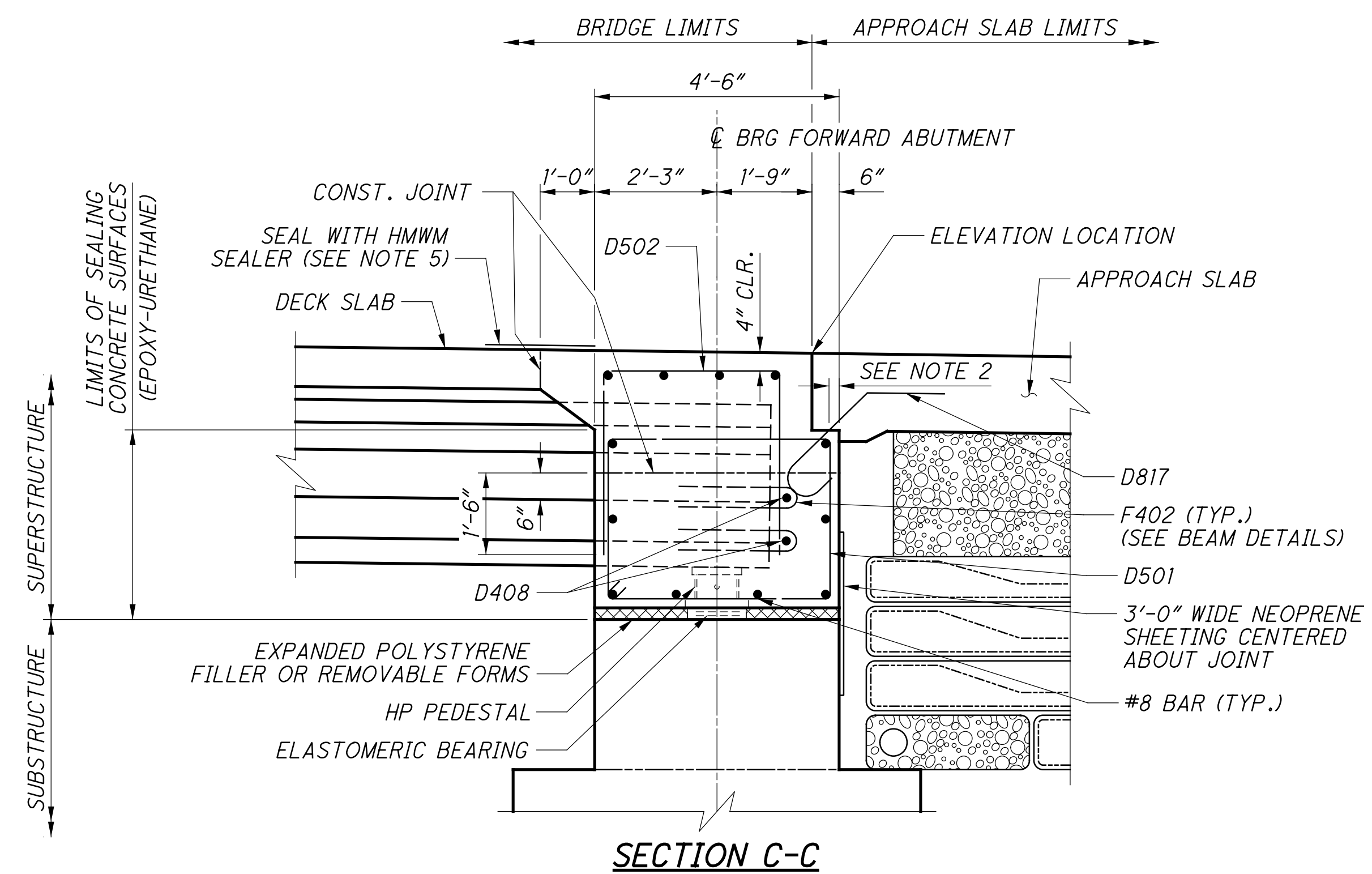
TYPICAL DIAPHRAGM INTERIOR BAY DETAIL



DIAPHRAGM GUIDE BAY DETAIL
(FORWARD DIAPHRAGM GUIDE SHOWN, REAR DIAPHRAGM GUIDE SIMILAR)



SECTION A-A



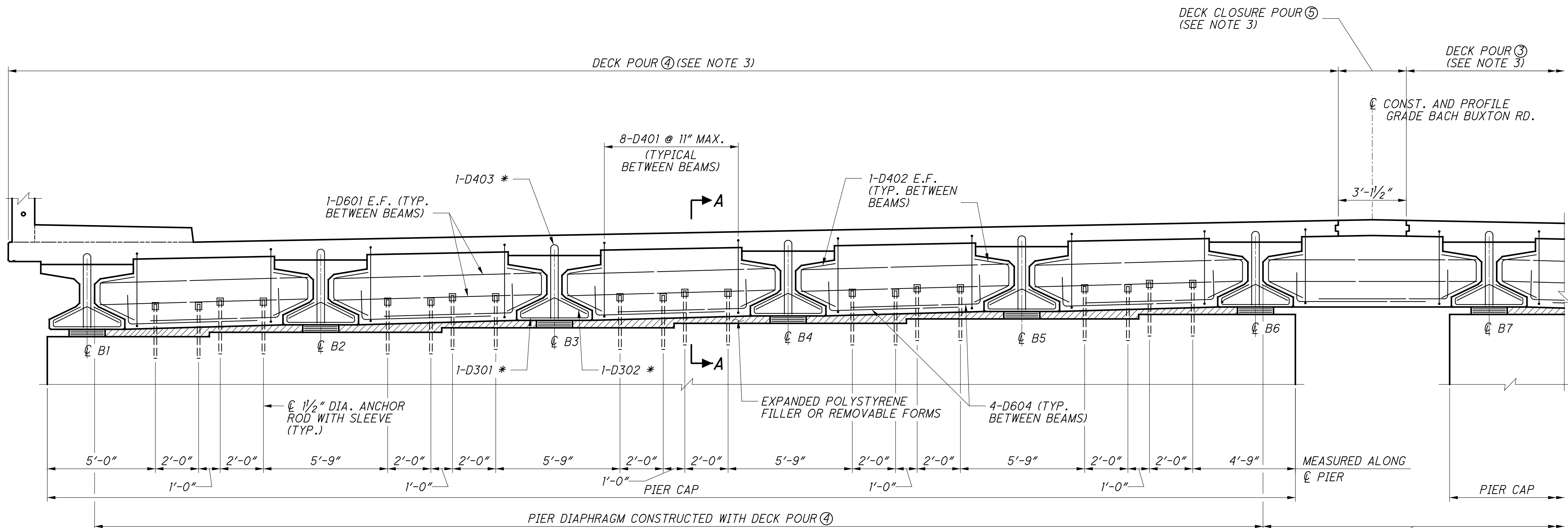
SECTION C-C

NOTES:

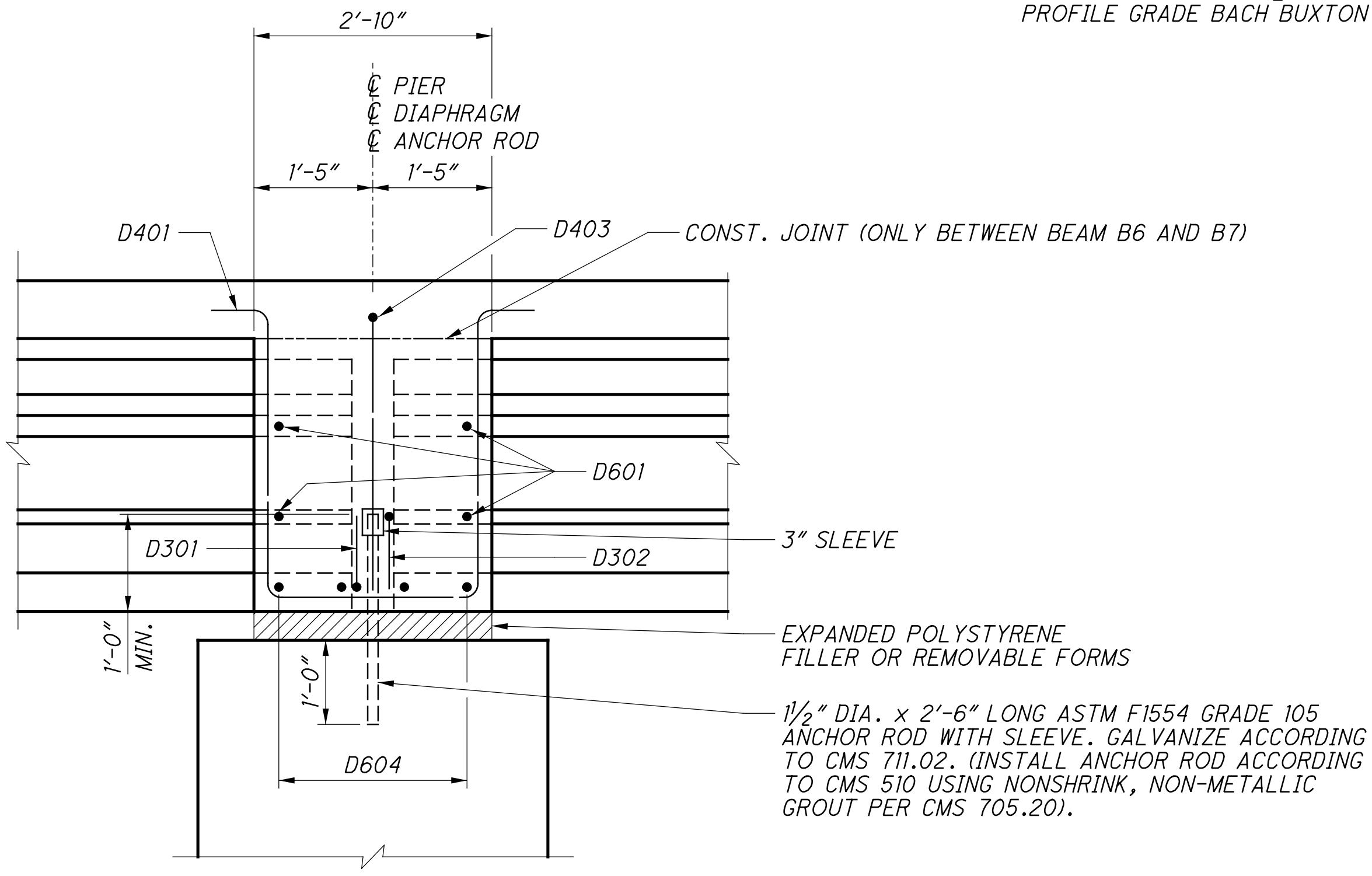
1. ALL VERTICAL REINFORCING BARS SHALL BE PLACED PARALLEL TO BEAMS.
2. 2 1/4" ± 1/4" CLEAR, FOR ADDITIONAL INFORMATION, SEE STD. DWG. AS-1-15.
3. FOR DIAPHRAGM GUIDE DETAILS, SEE SHEET 11/54.
4. FOR BEAM DETAILS, SEE SHEETS 28/54 AND 29/54.
5. 2'-0" WIDE HMWM SHALL BE CENTERED OVER CONSTRUCTION JOINT PER 511.22. ALL COST FOR SEALING OF THE CONSTRUCTION JOINT SHALL BE INCIDENTAL TO ITEM 511 - CLASS QC3 CONCRETE, MISC.: CLASS QC3 CONCRETE WITH QC/QA, SUPERSTRUCTURE.
6. FOR GEOWALL DETAILS, SEE SHEETS 48/54 AND 49/54.
7. ADJUST D812 BARS TO AVOID INTERFERENCE WITH APPROACH SLAB SEAT.

...:\Sheets\032_0374_SS011.dgn 10/26/2021 1:35:26 PM msw:whitt

...Sheets\032_0374_SS004.dgn 10/26/2021 1:35:29 PM mswht



PIER DIAPHRAGM ELEVATION
(SYMMETRICAL ABOUT ϕ CONST. AND PROFILE GRADE BACH BUXTON RD.)



SECTION A-A

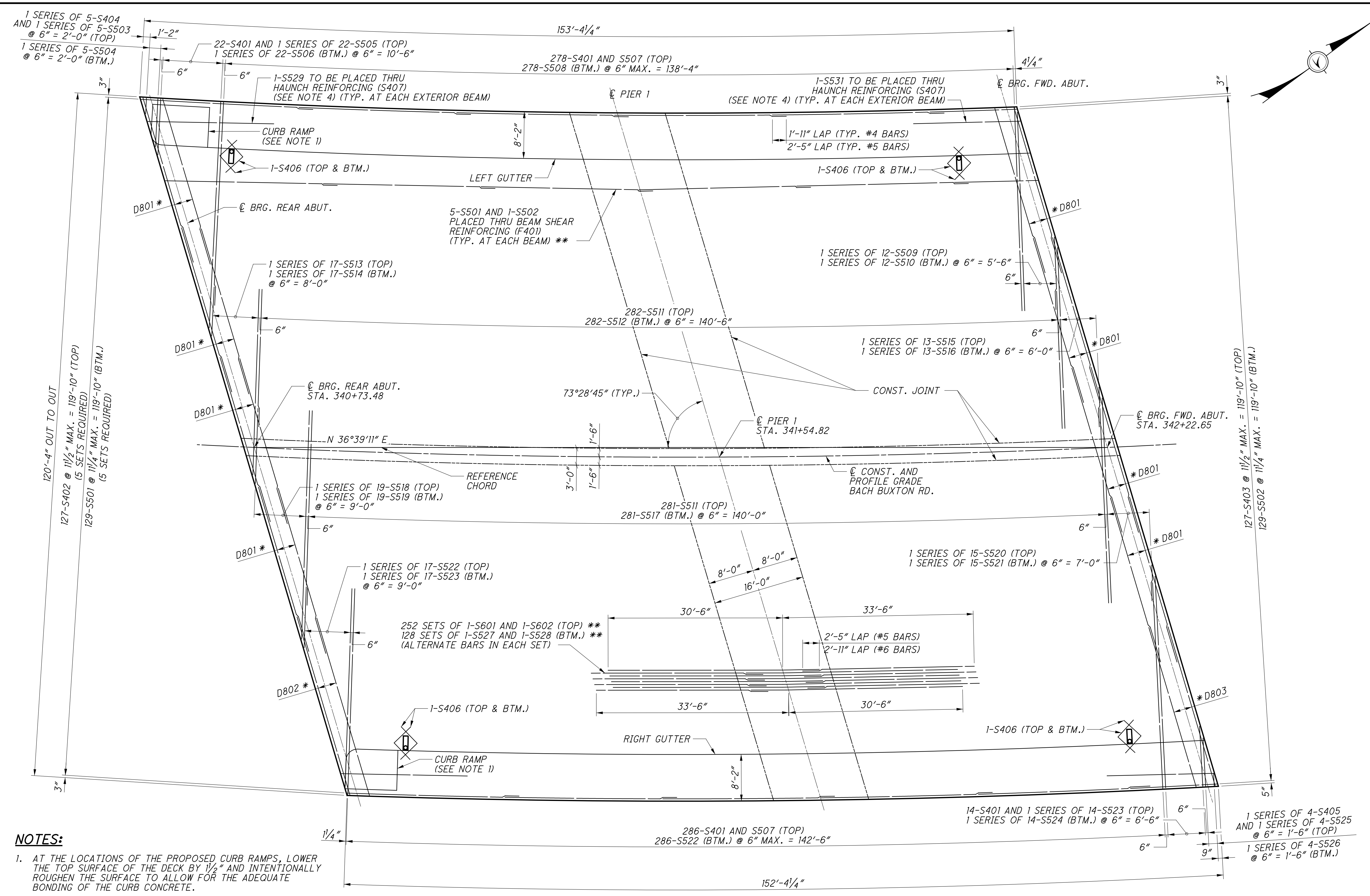
* TYPICAL AT EACH BEAM, SEE SECTION A-A

NOTES:

1. ALL VERTICAL REINFORCING BARS SHALL BE PLACED PARALLEL TO BEAMS.
2. FOR ADDITIONAL DETAILS, SEE STD. DWG. PSID-1-13.
3. FOR DECK POURING SEQUENCE, SEE SHEET 42/54.
4. ALL LABOR, MATERIALS AND EQUIPMENT, NECESSARY TO INSTALL ANCHOR RODS SHALL BE CONSIDERED INCIDENTAL TO ITEM 515 - DRAPED STRAND PRESTRESSED CONCRETE BRIDGE I-BEAM MEMBERS, LEVEL 3, TYPE WF36-49 (BEAM LENGTH = 81'-11 1/4").

	DESIGN AGENCY	DATE	REVIEWED	DRAWN	DESIGNED
	Train Systems 400 W. NATIONWIDE BLDG., SUITE 225 COLUMBUS, OHIO 43215	03/01/19	MSL	JDG	BCS
	STRUCTURE FILE NUMBER	FILE NUMBER	REVISED	CHECKED	CHECKED
	1300336		PJP	PJP	PJP
PIER DIAPHRAGM					
BRIDGE NO. CLE-32-0374					
BACH BUXTON ROAD OVER SR-32					
CLE-32-3.50		PID No. 103954			
34 / 54					

...:\Sheets\032_0374_SD001.dgn 10/26/2021 1:35:31 PM mswitt

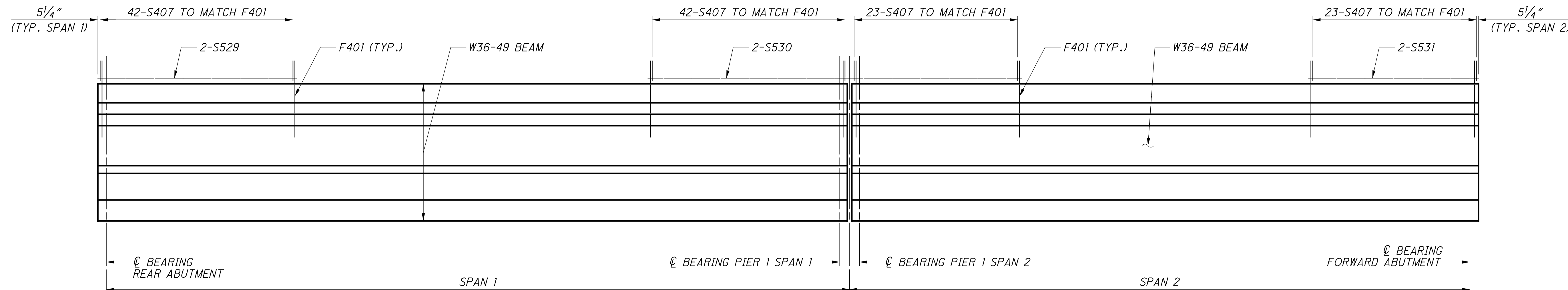


- NOTES:**
1. AT THE LOCATIONS OF THE PROPOSED CURB RAMPS, LOWER THE TOP SURFACE OF THE DECK BY 1/2" AND INTENTIONALLY ROUGHEN THE SURFACE TO ALLOW FOR THE ADEQUATE BONDING OF THE CURB CONCRETE.
 2. FOR SIDEWALK DETAILS, SEE SHEETS 43/54 AND 45/54.
 3. FOR DECK POURING SEQUENCE, SEE SHEET 42/54.
 4. FOR HAUNCH DETAILS, SEE SHEET 36/54.

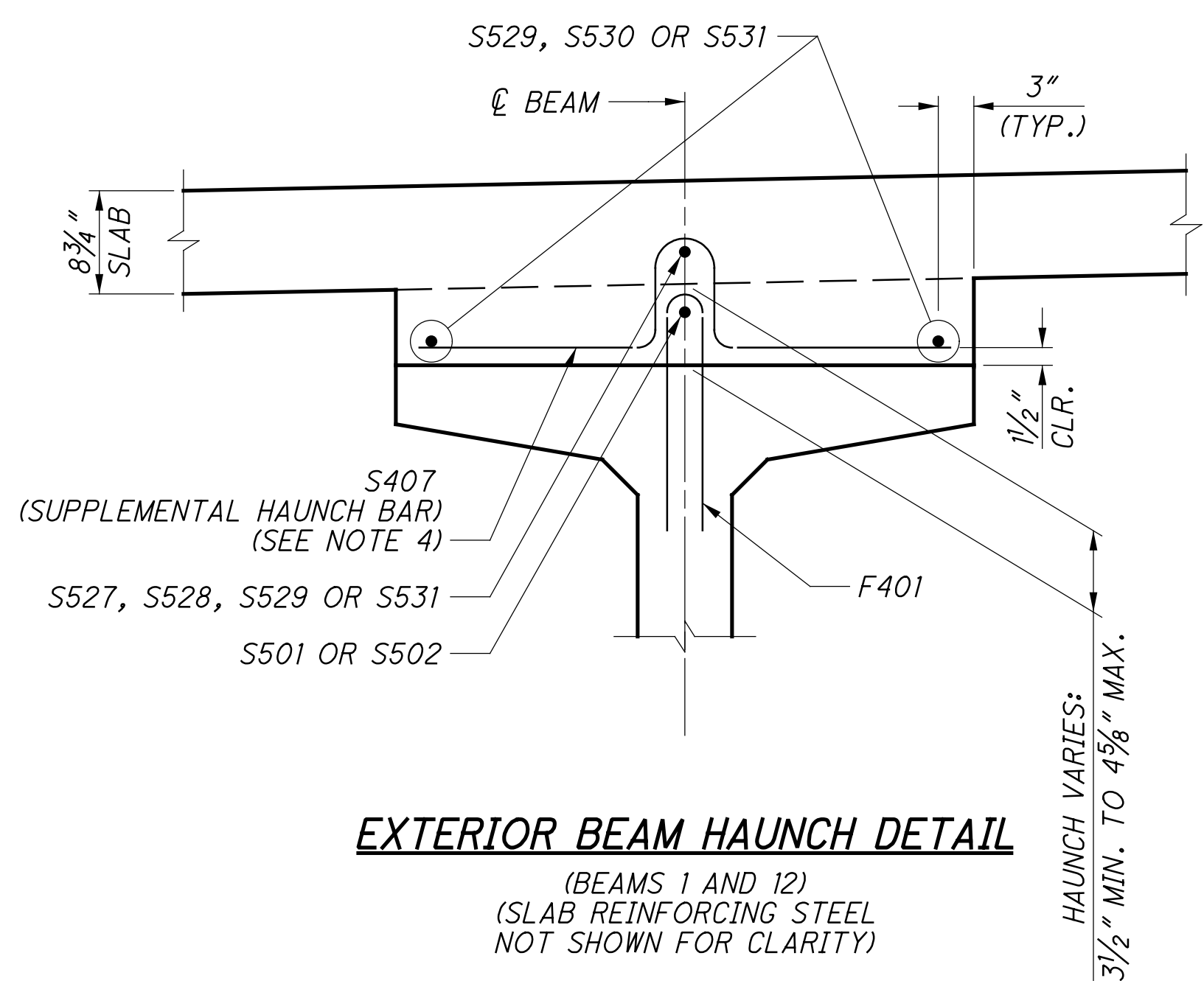
* SEE ABUTMENT DIAPHRAGM FOR BAR SPACING, SHEETS 31/54 AND 32/54 .
 ** SEE TRANSVERSE SECTION FOR BAR SPACING, SHEET 37/54 .

DECK PLAN

DESIGNED BY	BCS
CHECKED BY	PJP
DRAWN BY	JDG
REVIEWED BY	MSL
DATE	03/01/19
STRUCTURE FILE NUMBER	1300336
DECK PLAN BRIDGE NO. CLE-32-0374 BACH BUXTON ROAD OVER SR-32	
CLE-32-3.50	PID No. 103954
35 / 54	<div style="border: 1px solid black; border-radius: 50%; width: 30px; height: 30px; display: flex; align-items: center; justify-content: center;"> 621 736 </div>



TYPICAL EXTERIOR BEAM ELEVATION - ALL SPANS
 (BEAMS 1 AND 12)
 (DECK SLAB NOT SHOWN)



EXTERIOR BEAM HAUNCH DETAIL
 (BEAMS 1 AND 12)
 (SLAB REINFORCING STEEL
 NOT SHOWN FOR CLARITY)

NOTES:

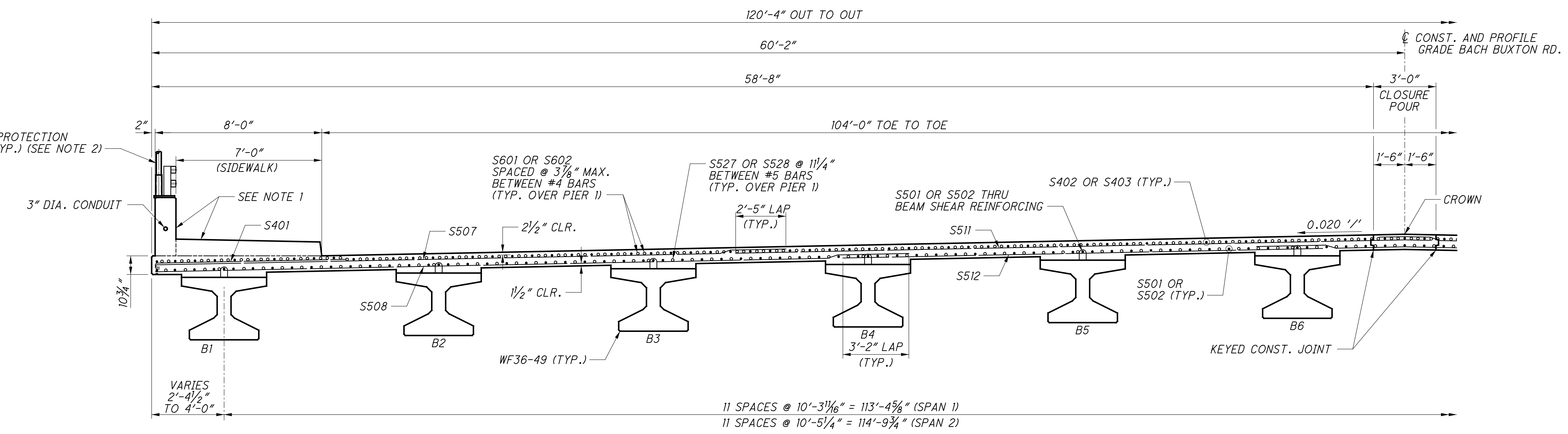
1. HAUNCHES OVER 4 INCHES IN DEPTH SHALL BE REINFORCED AS SHOWN ON THIS SHEET. SUPPLEMENTAL HAUNCH BARS SHALL BE AT THE SAME SPACING AS THE F401 BAR.
2. FOR ADDITIONAL BEAM DETAILS, SEE SHEETS 28/54, 29/54 AND 30/54.
3. FOR REINFORCING STEEL LIST, SEE SHEET 54/54.
4. SUPPLEMENTAL HAUNCH BAR MAY BE TIPPED OVER FROM VERTICAL 4:1 MAX. (V:H) TO ACCOMODATE PLACEMENT. TOP OF SUPPLEMENTAL BAR SHALL BE HOOKED OVER A LONGITUDINAL BAR IN THE BOTTOM MAT OF THE DECK SLAB. SEE SLAB PLAN, SHEET 35/54, FOR BAR LAYOUT.

...Sheets\032_0374_SD0002.dgn 10/26/2021 1:35:33 PM mswhatt

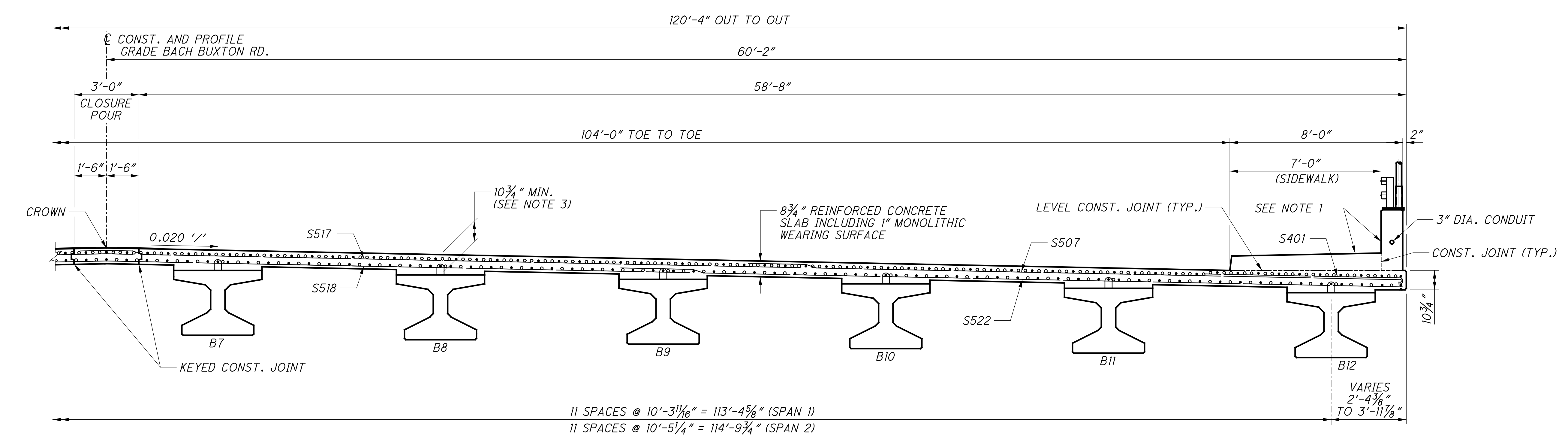
DESIGNED	BCS	CHECKED	PJP
DRAWN	JDG	REVISED	
REVIEWED	MSL	STRUCTURE FILE NUMBER	1300336
DATE	03/01/19		

HAUNCH DETAILS
 BRIDGE NO. CLE-32-0374
 BACH BUXTON ROAD OVER SR-32

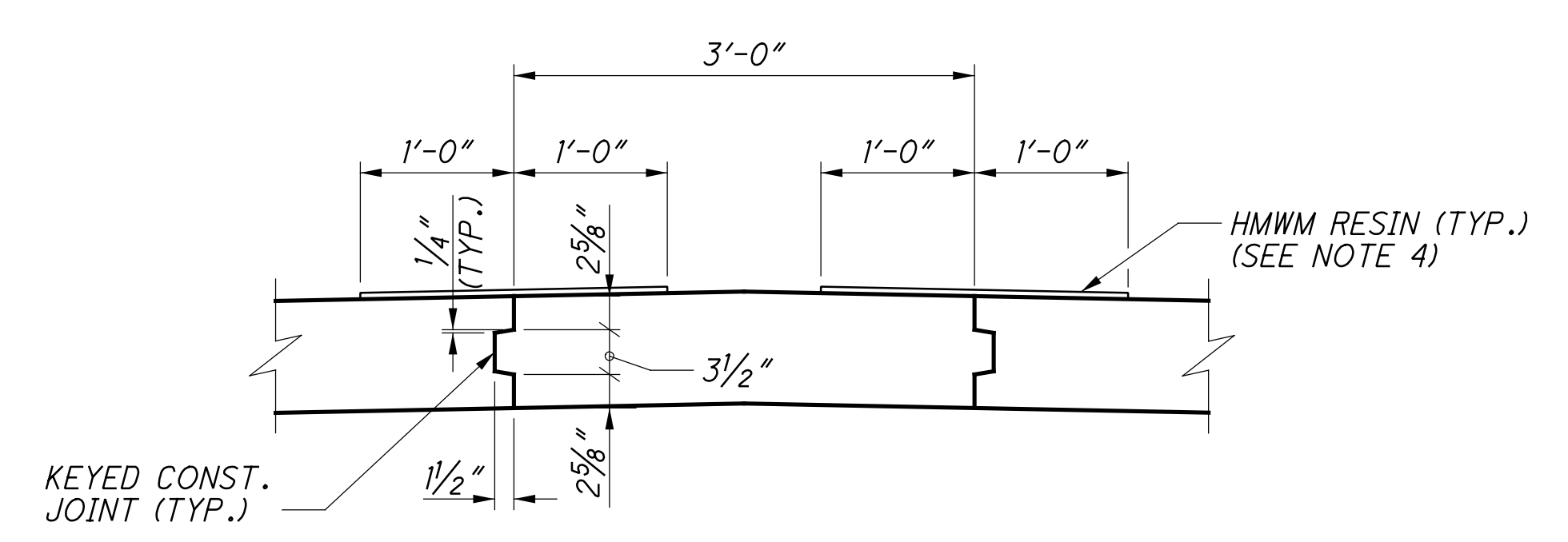
CLE-32-3.50
 PID No. 103954



TRANSVERSE SECTION



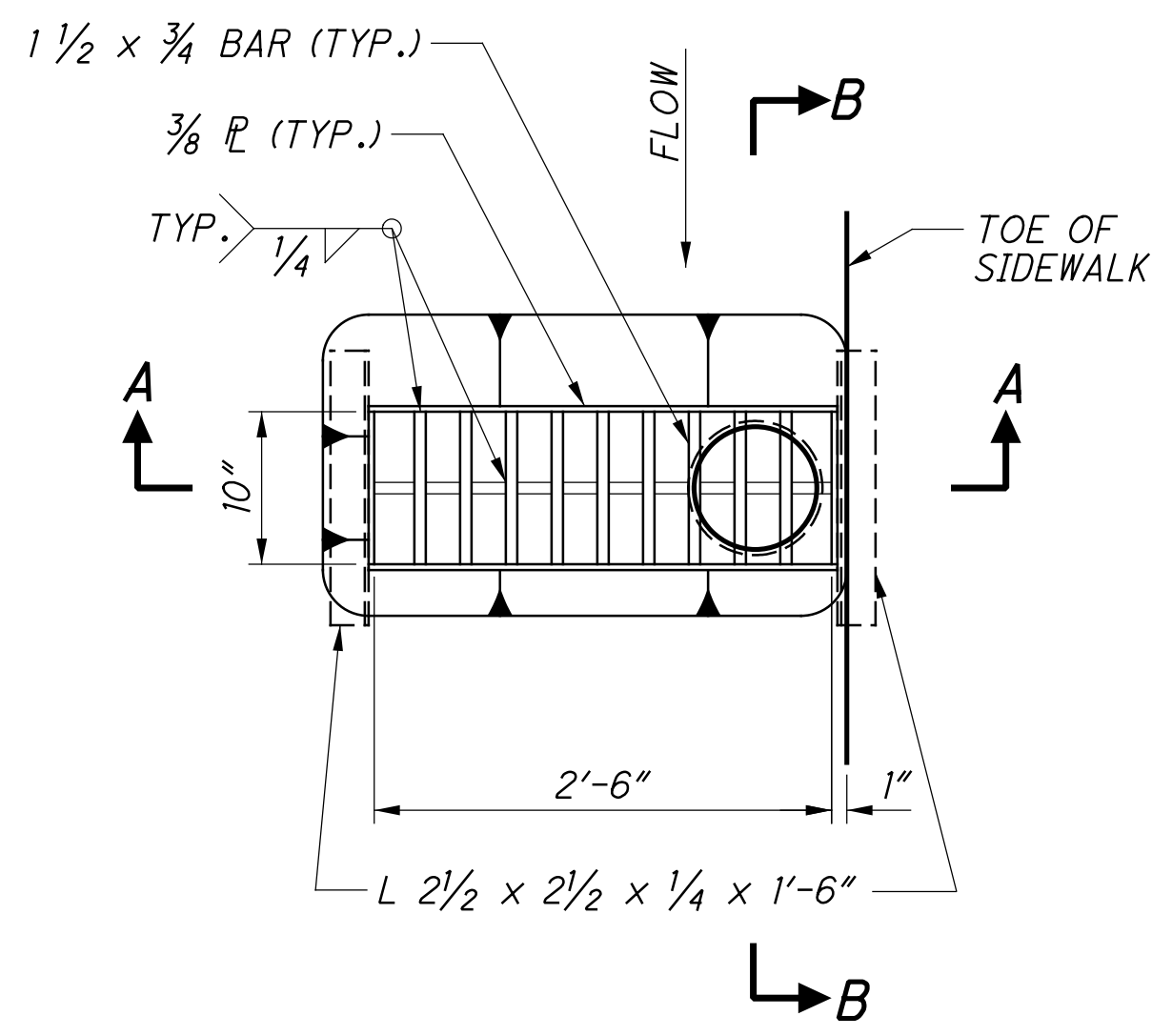
TRANSVERSE SECTION



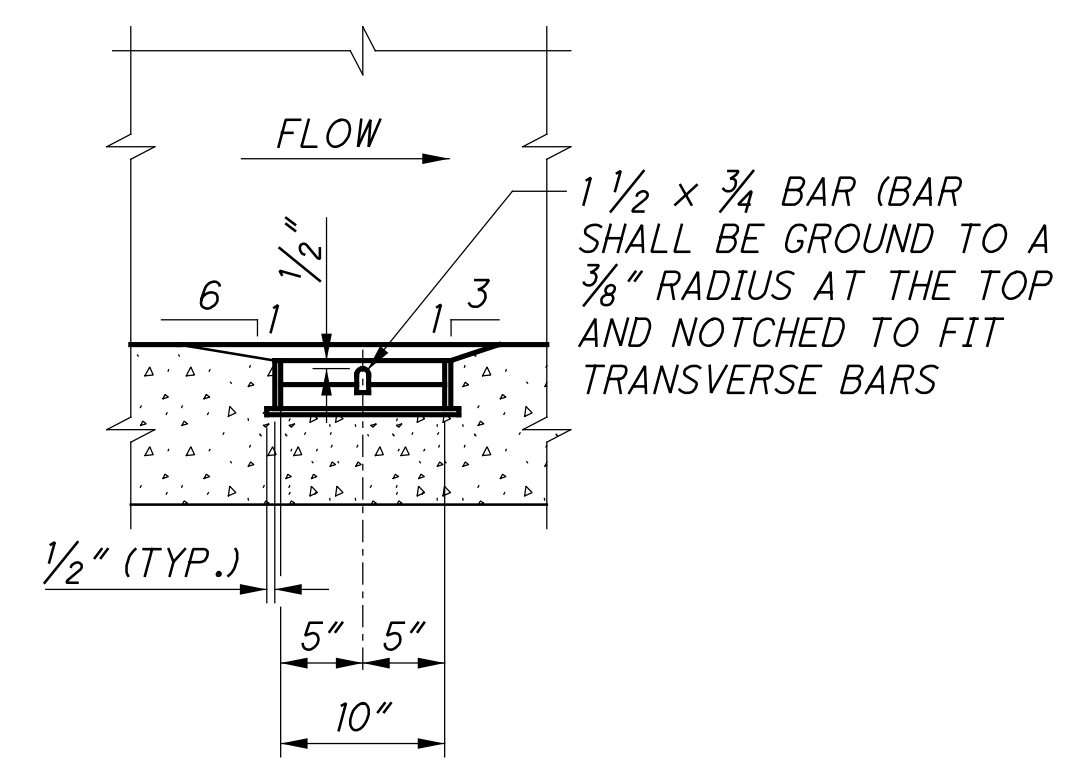
CLOSURE POUR DETAIL

- NOTES:**
- FOR RAILING AND SIDEWALK DETAILS INCLUDING SEALING LIMITS, SEE SHEETS 43/54 TO 47/54.
 - FOR VANDAL PROTECTION FENCE DETAILS AND SEALING LIMITS, SEE SHEET 47/54.
 - THE ESTIMATED QUANTITY OF DECK CONCRETE IS MEASURED ACCORDING TO C&MS 511. IN ADDITION TO THE DESIGN SLAB THICKNESS, THE QUANTITY INCLUDES A VARIABLE HAUNCH THICKNESS THAT PROVIDES AN ALLOWANCE FOR: VERTICAL GRADE ADJUSTMENT, BEAM CAMBER AND ADDITIONAL SACRIFICIAL HAUNCH THICKNESS.
 - 2'-0" WIDE HMWM SHALL BE CENTERED OVER KEYED CONSTRUCTION JOINT PER 511.22. ALL COST FOR SEALING OF THE CONSTRUCTION JOINTS SHALL BE INCIDENTAL TO ITEM 511 - CLASS QC3 CONCRETE, MISC.: CLASS QC3 CONCRETE WITH QC/QA, SUPERSTRUCTURE.
 - THE REMOVAL OF ANY CLOSURE POUR SHALL NOT BE ALLOWED WITHOUT THE APPROVAL OF THE OFFICE OF STRUCTURAL ENGINEERING.

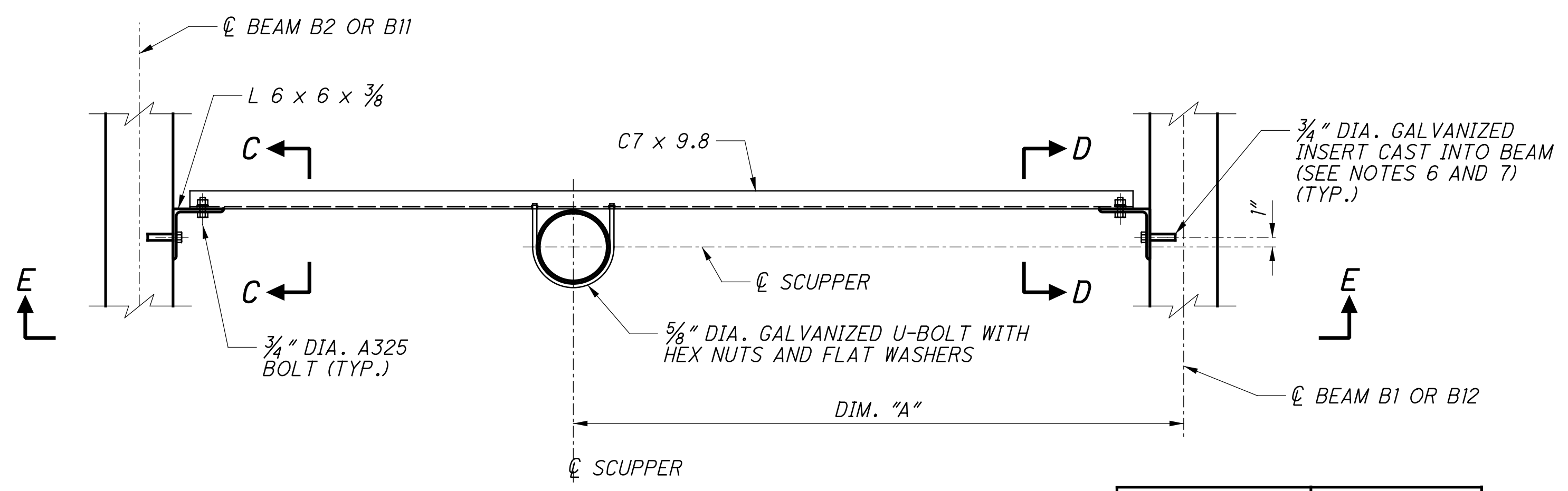
...Sheets\032_0374_ST001.dgn 10/26/2021 1:35:35 PM mswwhitt



SCUPPER PLAN

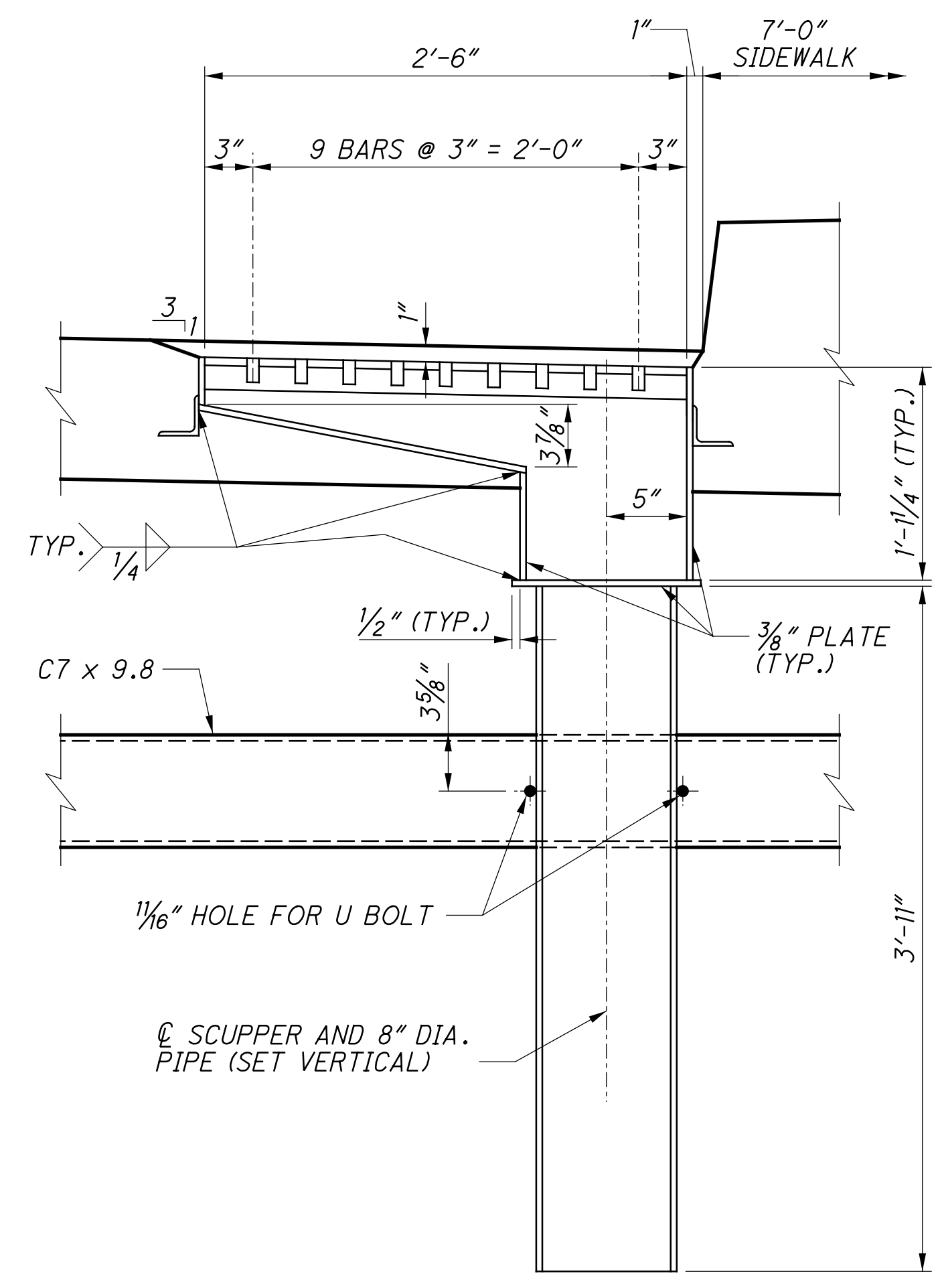


SECTION B-B

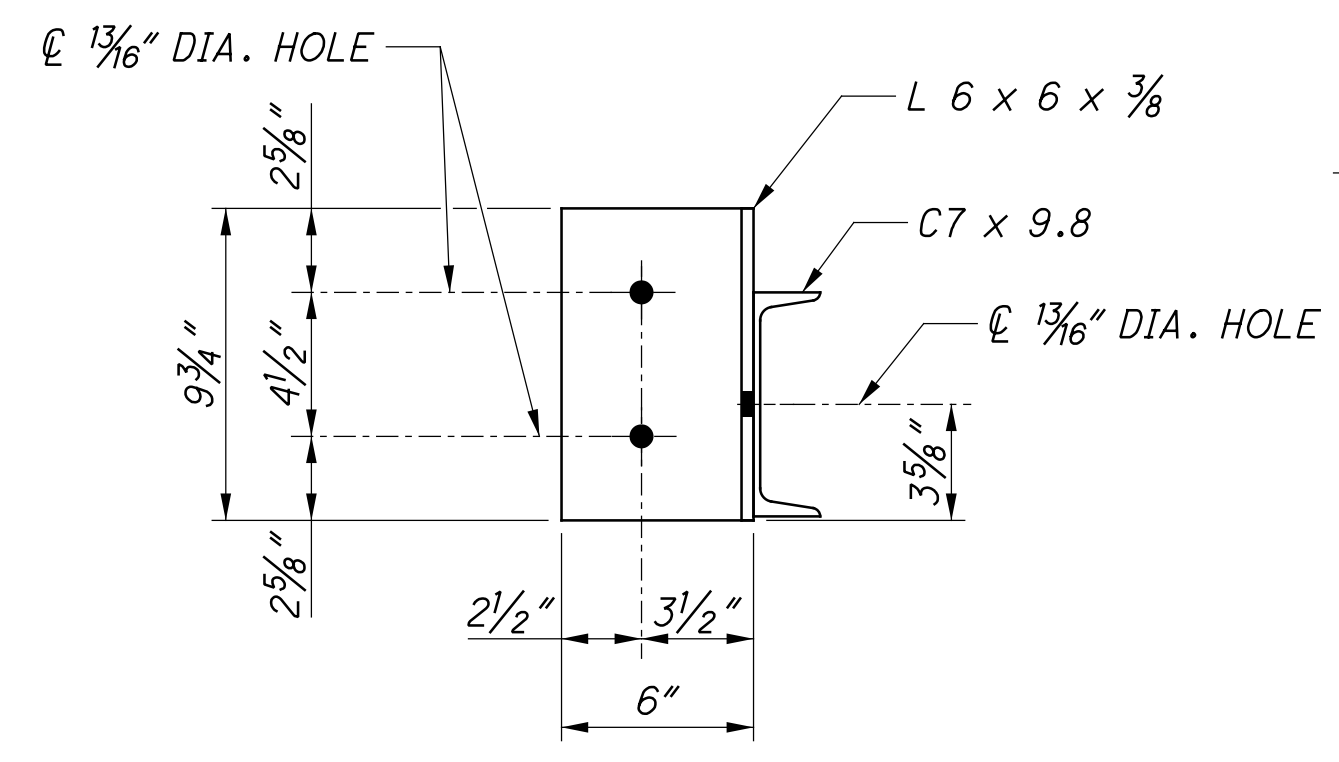


SCUPPER SUPPORT PLAN

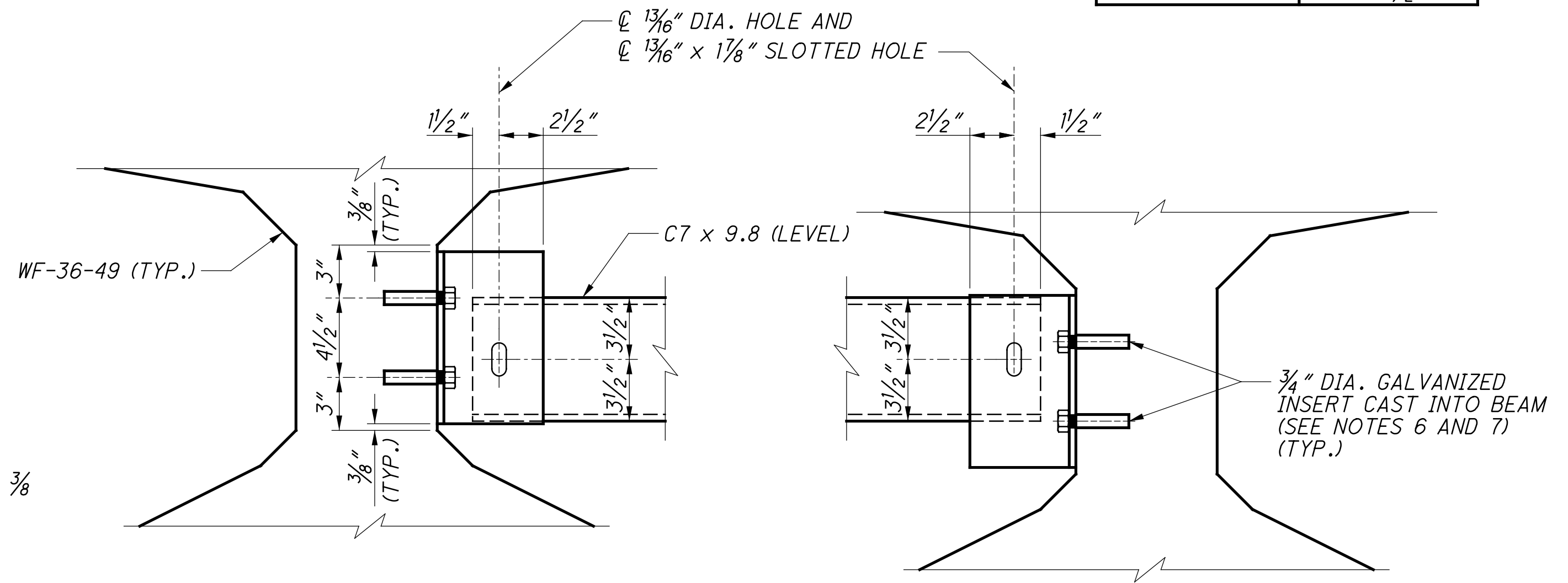
LOCATION	DIM. "A"
LEFT REAR	4'-11 3/4"
RIGHT REAR	4'-8 7/8"
LEFT FORWARD	6'-3"
RIGHT FORWARD	5'-11 1/2"



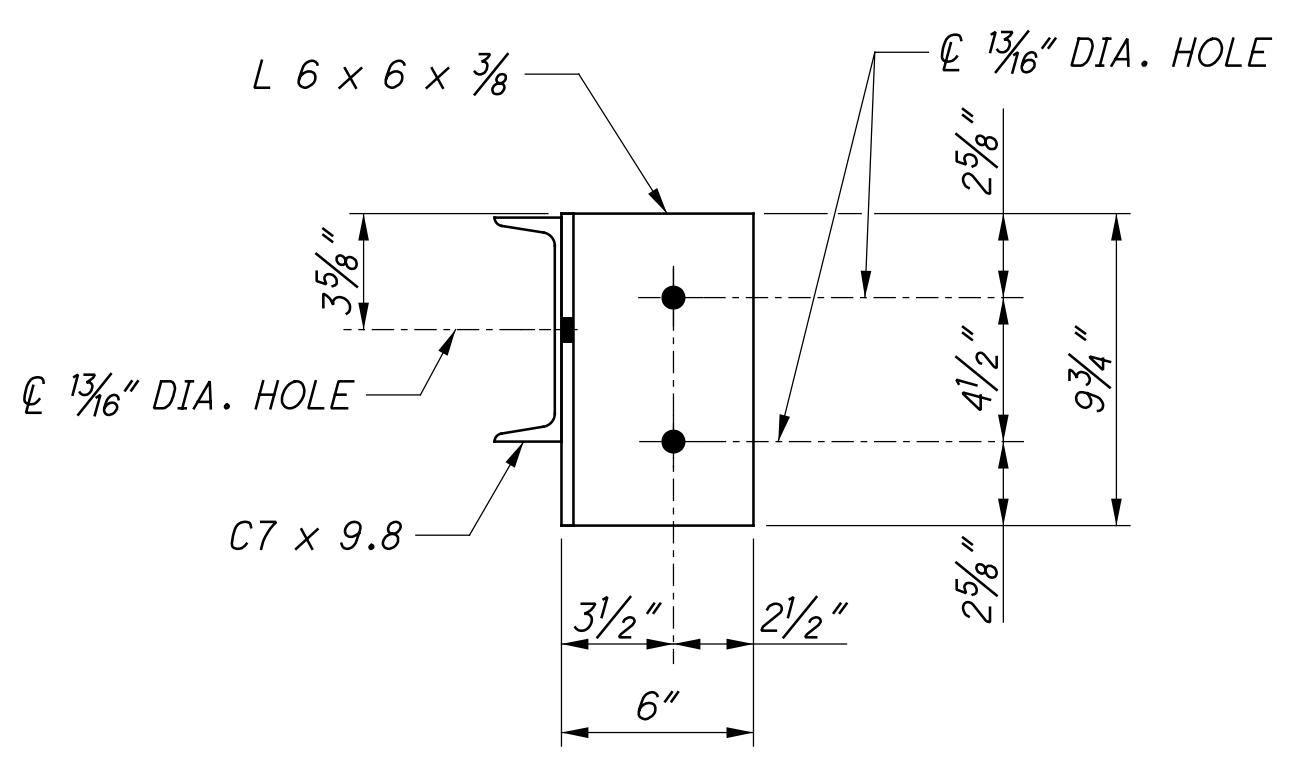
SECTION A-A



SECTION C-C



SECTION E-E

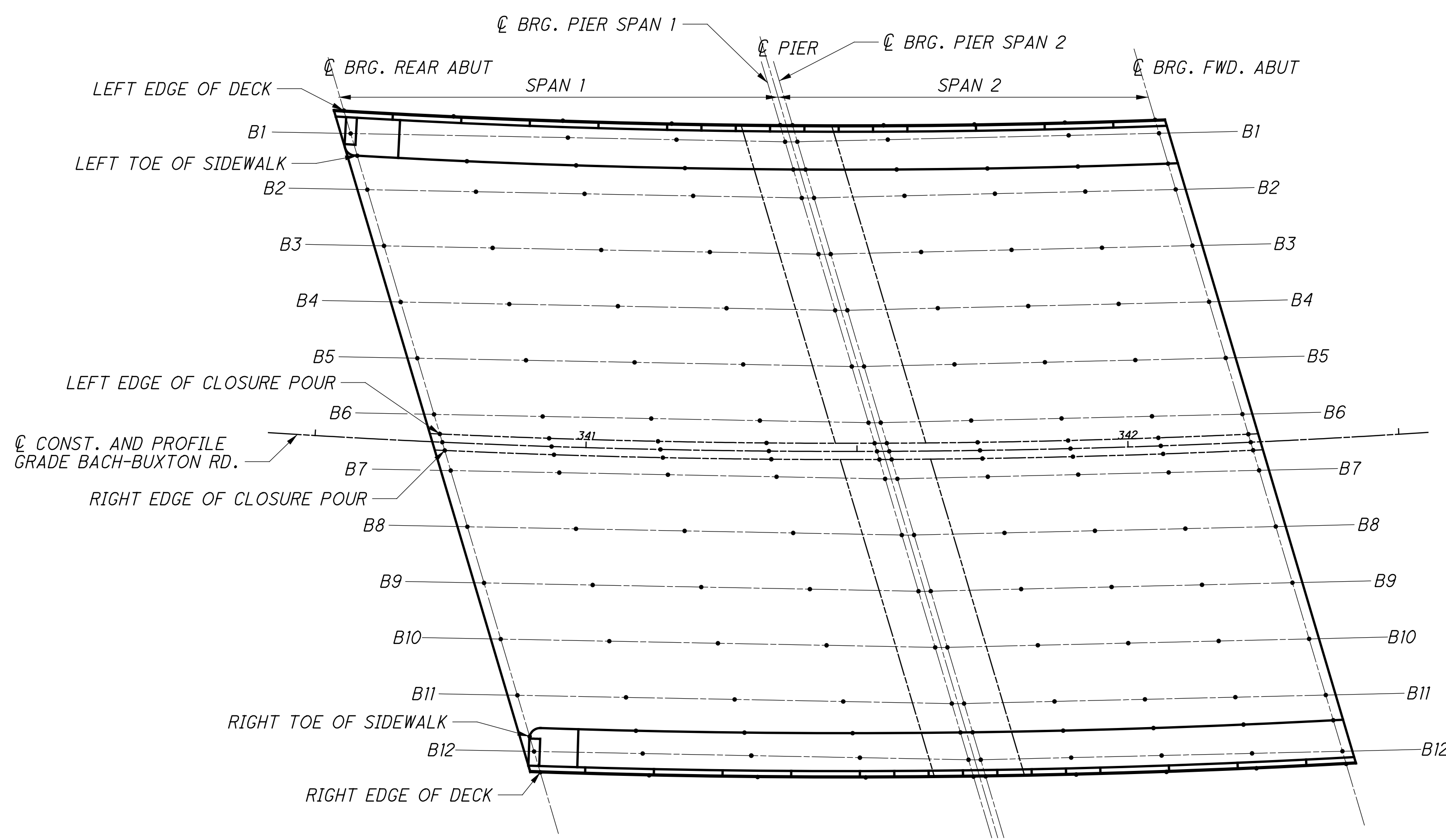


SECTION D-D

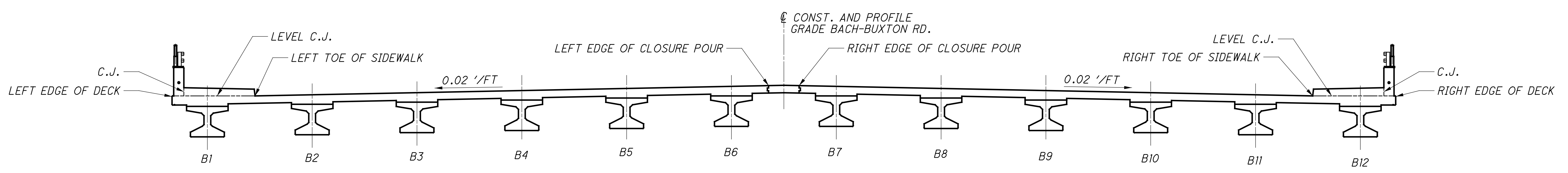
NOTES:

- SCUPPERS, 8" DIAMETER VERTICAL PIPES AND SPECIALS, AND SUPPORT SYSTEMS SHALL BE LOW OR MILD CARBON STEEL CONFORMING TO ITEM 513, AVAILABLE COMMERCIALY, AND SHALL BE GALVANIZED ACCORDING TO CMS ITEM 711.02.
- THE SCUPPERS AND SCUPPER SUPPORTS SHALL BE INCLUDED WITH ITEM 518, SCUPPERS, INCLUDING SUPPORTS, AS PER PLAN, FOR PAYMENT.
- STRUCTURAL STEEL FOR PIPE SUPPORTS, INCLUDING ANGLES, CHANNELS AND CONNECTION PLATES SHALL BE ASTM A709 GRADE 50 AND GALVANIZED ACCORDING TO 711.02.
- ALL BOLTS SHALL BE GALVANIZED ACCORDING TO CMS 711.02.
- FOR PLACEMENT OF ADDITIONAL REINFORCING AT SCUPPERS, SEE SHEETS 35/54.
- THREADED INSERTS IN PRESTRESSED BEAM WEBS ARE INCLUDED WITH ITEM 515 - DRAPED STRAND PRESTRESSED CONCRETE BRIDGE I-BEAM MEMBERS, LEVEL 3, TYPE WF36-49.
- BOLTS SHALL BE CAPABLE OF DEVELOPING A PULLOUT RESISTANCE OF NOT LESS THAN 12,000 LBS. FOR CONNECTING TO PRESTRESSED BEAMS, BOLTS SHALL BE 3/4" DIA. GALVANIZED WITH THREADED GALVANIZED INSERT CAST INTO THE BEAMS.
- SUBMIT SHOP DRAWINGS ACCORDING TO CMS 501.04 FOR APPROVAL. PREPARATION OF SHOP DRAWINGS SHALL BE INCIDENTAL TO ITEM 518 - SCUPPERS, INCLUDING SUPPORTS, AS PER PLAN, FOR PAYMENT.

...:\Sheets\032_0374_SM001.dgn 10/26/2021 1:35:37 PM mswwhitt



DECK ELEVATIONS LAYOUT



TRANSVERSE SECTION
 (LOOKING UPSTATION)

NOTES:
 1. FOR NOTES, SEE SHEET 40/54

...:\Sheets\032_0374_SS008.dgn 10/26/2021 1:35:40 PM mswwhitt

...Sheets\032-0374_SS007.dgn 10/26/2021 1:35:42 PM mswwhitt

FINAL DECK SURFACE ELEVATIONS

Table with columns for stationing (STATION, OFFSET, ELEVATION) and various bridge components (LEFT EDGE OF DECK, BEAM 1-12, RIGHT EDGE OF DECK, etc.).

NOTES:

- 1. FINAL DECK SURFACE ELEVATIONS SHOWN REPRESENT THE DECK SURFACE LOCATION AFTER ALL ANTICIPATED DEAD LOAD DEFLECTIONS HAVE OCCURRED.
2. ALL STATIONS AND OFFSETS SHOWN ARE FROM @ CONSTRUCTION BACH-BUXTON.
3. DECK SLAB THICKNESS FOR CONCRETE QUANTITY: THE ESTIMATED QUANTITY OF DECK CONCRETE IS MEASURED ACCORDING TO C&MS 511. IN ADDITION TO THE DESIGN SLAB THICKNESS, THE QUANTITY INCLUDES A VARIABLE HAUNCH THICKNESS THAT PROVIDES AN ALLOWANCE FOR: BEAM CAMBER AND ADDITIONAL SACRIFICIAL HAUNCH THICKNESS.



DESIGNED: BCS, CHECKED: PJP, DRAWN: BCS, REVISED: BCS, REVIEWED: MSL, DATE: 03/01/19, STRUCTURE FILE NUMBER: 1300336

FINAL DECK SURFACE ELEVATIONS, BRIDGE NO. CLE-32-0374, BACH BUXTON ROAD OVER SR-32

CLE-32-3.50, PID No. 103954

40/54

626, 736

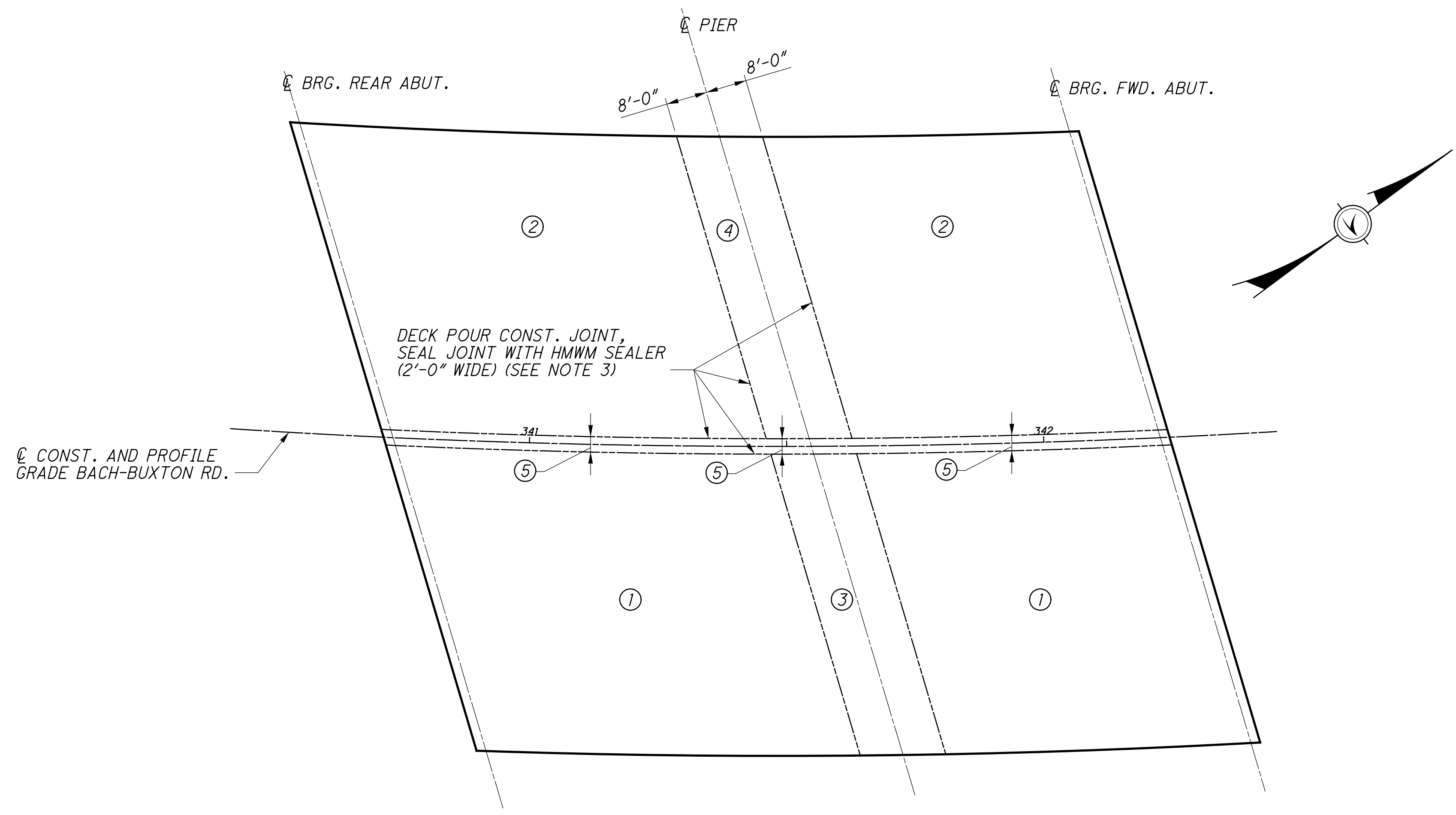
TOP OF HAUNCH ELEVATIONS										
	CL BRG. REAR ABUT	0.25	0.5	0.75	CL BRG. PIER SPAN 1	CL BRG. PIER SPAN 2	0.25	0.5	0.75	CL BRG. FWD. ABUT
BEAM 1	870.00	870.34	870.57	870.66	870.64	870.64	870.66	870.61	870.49	870.30
BEAM 2	870.18	870.50	870.72	870.79	870.75	870.75	870.76	870.71	870.57	870.37
BEAM 3	870.43	870.74	870.94	871.00	870.95	870.95	870.96	870.90	870.76	870.55
BEAM 4	870.68	870.98	871.17	871.22	871.16	871.16	871.16	871.09	870.94	870.73
BEAM 5	870.93	871.22	871.40	871.44	871.37	871.36	871.35	871.28	871.12	870.90
BEAM 6	871.18	871.45	871.62	871.65	871.57	871.57	871.55	871.47	871.31	871.08
BEAM 7	871.21	871.50	871.66	871.67	871.57	871.56	871.55	871.46	871.29	871.05
BEAM 8	871.05	871.31	871.46	871.47	871.35	871.35	871.32	871.23	871.05	870.80
BEAM 9	870.88	871.13	871.27	871.26	871.14	871.13	871.10	871.00	870.81	870.56
BEAM 10	870.70	870.95	871.07	871.05	870.92	870.91	870.87	870.77	870.57	870.31
BEAM 11	870.53	870.76	870.87	870.85	870.70	870.69	870.65	870.53	870.33	870.07
BEAM 12	870.44	870.64	870.74	870.71	870.58	870.57	870.51	870.39	870.19	869.94

NOTES:

- FOR TOP OF HAUNCH LOCATIONS, SEE DECK ELEVATIONS LAYOUT AND TRANSVERSE SECTION ON SHEET 39/54.
- TOP OF HAUNCH ELEVATIONS SHOWN REPRESENT THE THEORETICAL LOCATION OF THE BOTTOM OF THE DECK ABOVE THE BEAM HAUNCH PRIOR TO DEFLECTIONS CAUSED BY DECK PLACEMENT AND OTHER ANTICIPATED DEAD LOADS.

DESIGNED BCS CHECKED PJP	DRAWN BCS REVISED	REVIEWED MSL	DATE 03/01/19	DESIGN AGENCY TranSystems 400 W. NATIONWIDE BLDG., SUITE 225 COLUMBUS, OHIO 43215
		STRUCTURE FILE NUMBER 1300336		
TOP OF HAUNCH ELEVATIONS BRIDGE NO. CLE-32-0374 BACH BUXTON ROAD OVER SR-32				
CLE-32-3.50 PID No. 103954				
41/54		627 736		

SCREED ELEVATIONS										
	℄ BRG. REAR ABUT	0.25	0.5	0.75	℄ BRG. PIER SPAN 1	℄ BRG. PIER SPAN 2	0.25	0.5	0.75	℄ BRG. FWD. ABUT
LEFT EDGE OF DECK	870.71	871.06	871.29	871.38	871.37	871.37	871.39	871.35	871.23	871.04
LEFT TOE OF SIDEWALK	870.75	871.09	871.32	871.40	871.37	871.37	871.39	871.34	871.21	871.01
LEFT EDGE OF CLOSURE POUR	871.99	872.27	872.44	872.46	872.37	872.37	872.35	872.27	872.11	871.87
℄ CONST. AND PROFILE GRADE BACH-BUXTON RD.	872.03	872.31	872.47	872.49	872.40	872.40	872.38	872.30	872.13	871.90
RIGHT EDGE OF CLOSURE POUR	872.00	872.28	872.44	872.46	872.37	872.37	872.35	872.26	872.10	871.86
RIGHT TOE OF SIDEWALK	871.13	871.37	871.47	871.45	871.32	871.31	871.25	871.13	870.94	870.69
RIGHT EDGE OF DECK	871.18	871.37	871.47	871.44	871.31	871.30	871.23	871.11	870.91	870.66



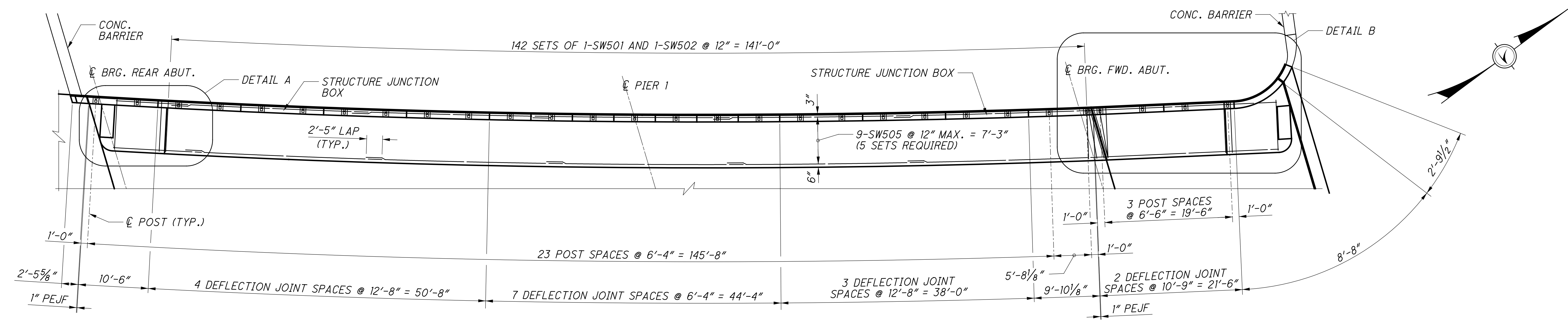
- ① = POUR 1
- ② = POUR 2
- ③ = POUR 3
- ④ = POUR 4
- ⑤ = POUR 5 (CLOSURE POUR)

DECK POURING SEQUENCE

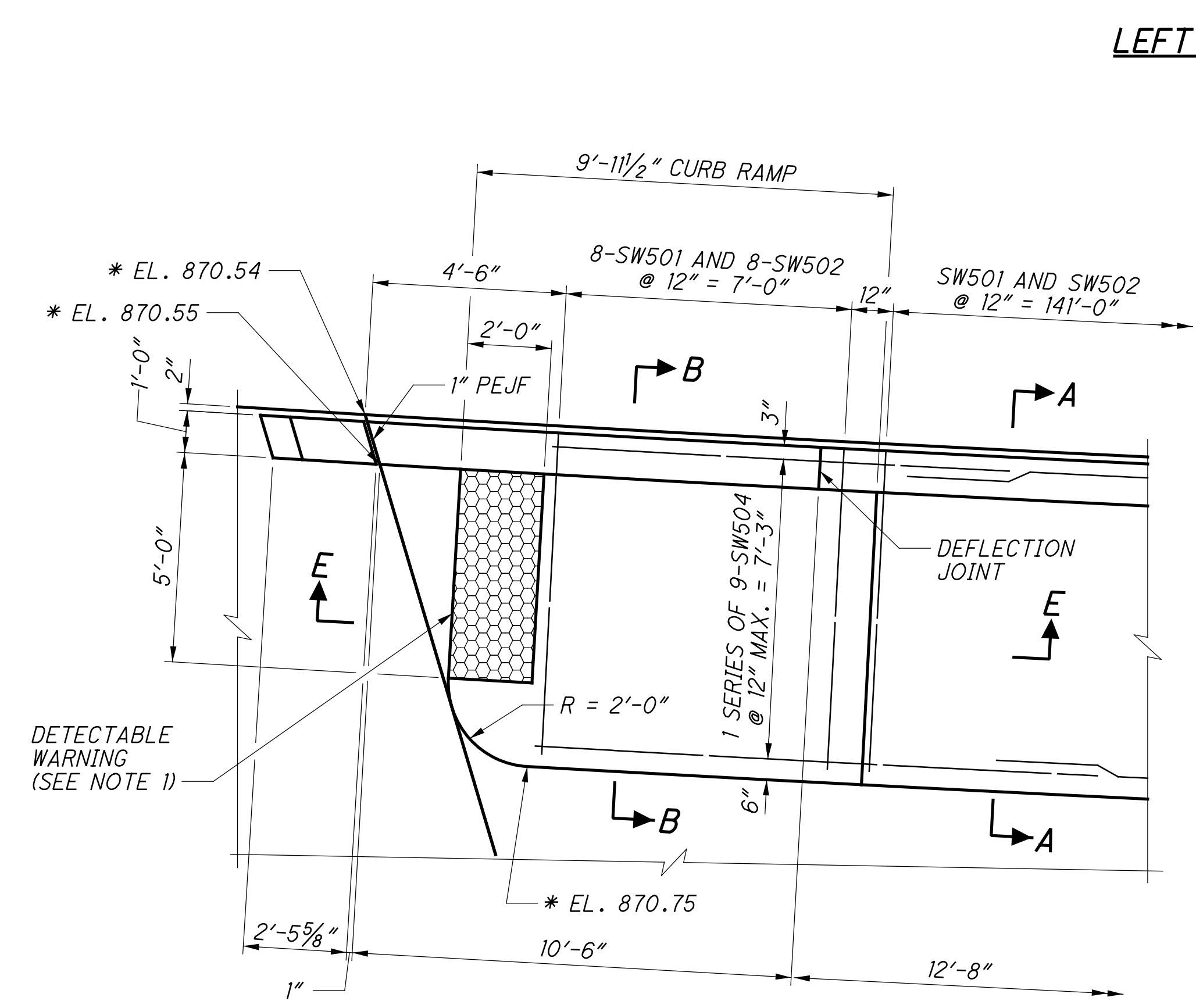
NOTES:

- SCREED ELEVATIONS SHOWN REPRESENT THE THEORETICAL DECK SURFACE LOCATION PRIOR TO DEFLECTIONS CAUSED BY DECK PLACEMENT AND OTHER ANTICIPATED DEAD LOADS.
- FOR SCREED LOCATIONS, SEE DECK ELEVATIONS LAYOUT AND TRANSVERSE SECTION ON SHEET 39/54.
- NO CONCRETE SHALL BE PLACED BETWEEN THE CONSTRUCTION JOINTS AT THE PIER PRIOR TO THE PLACEMENT OF CONCRETE IN EACH ADJACENT SPAN. UPON COMPLETION OF THE CONCRETE PLACEMENT IN THE ADJACENT SPANS, THE DIAPHRAGM AND DECK CONCRETE BETWEEN THE CONSTRUCTION JOINTS AT THE PIERS CAN BE PLACED. THE CONSTRUCTION JOINTS SHALL BE SEALED WITH A HIGH MOLECULAR WEIGHT METHACRYLATE RESIN 2'-0" WIDE AND CENTERED OVER THE JOINT. PAYMENT IS INCLUDED WITH ITEM 511 - CLASS QC3 CONCRETE, MISC.: CLASS QC3 CONCRETE WITH QC/QA, SUPERSTRUCTURE.
- CONTINUOUS DECK POUR PROCEDURES, WHICH PROCEED FROM END TO END OF THE BRIDGE AND PLACE THE PIER DIAPHRAGM CONCRETE CONCURRENTLY WITH THE DECK CONCRETE, MAY BE APPROVED BY THE ENGINEER IF THE PLACEMENT SUBMITTAL CAN ASSURE THE DECK CONCRETE IN ADJACENT SPANS WILL BE PLACED BEFORE THE PIER DIAPHRAGM CONCRETE HAS REACHED ITS INITIAL SET.

...Sheets\032_0374_SS009.dgn 10/26/2021 1:35:46 PM mswhttt

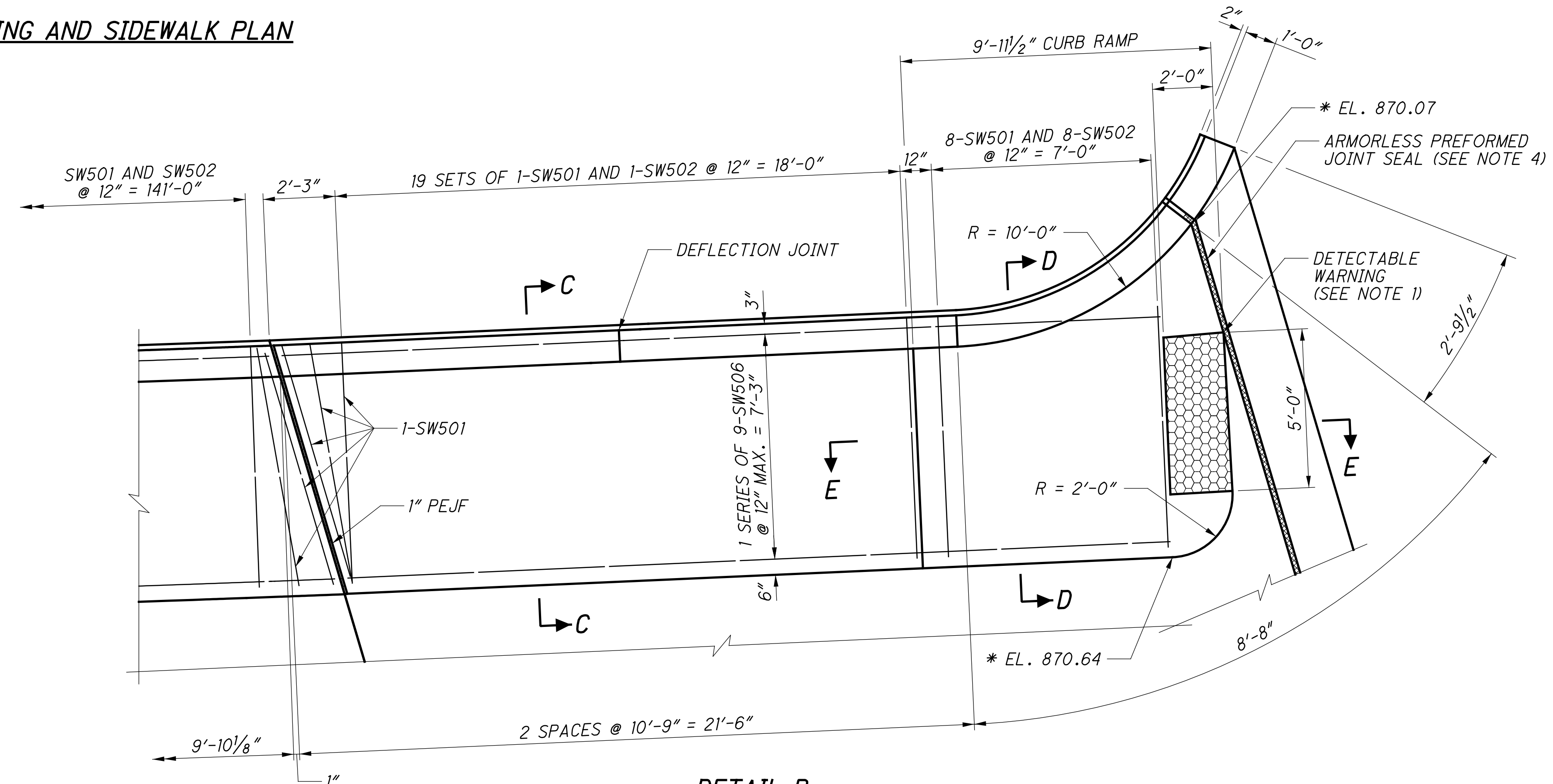


LEFT RAILING AND SIDEWALK PLAN



DETAIL A

(MODIFIED BP-3 BASE PLATES NOT SHOWN FOR CLARITY)



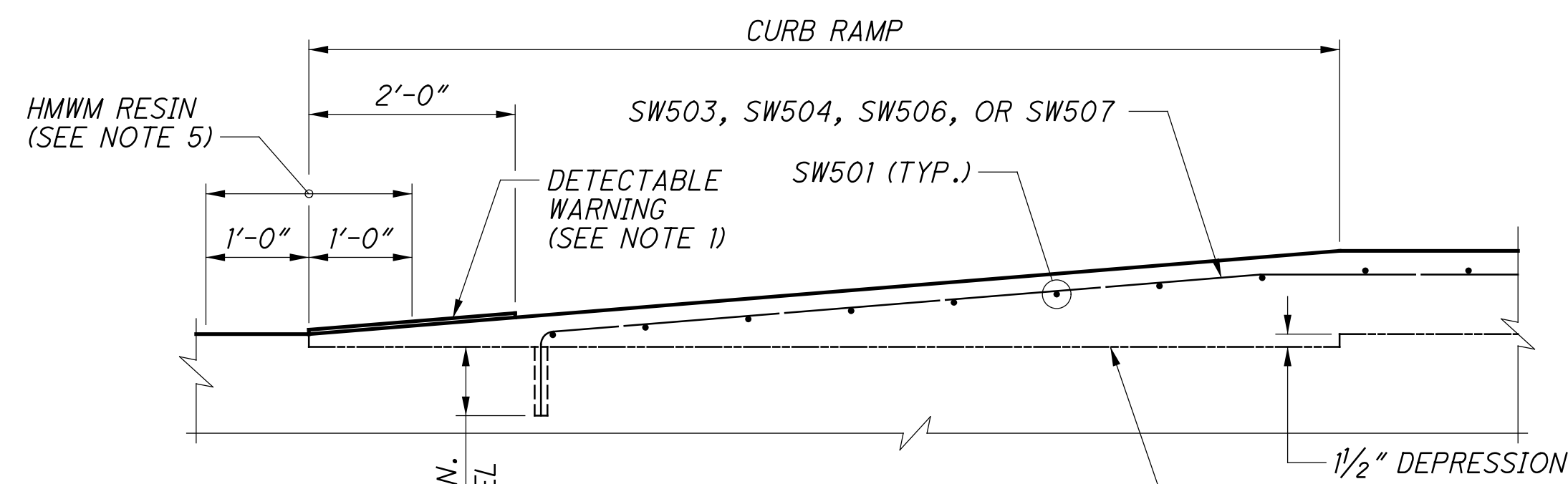
DETAIL B

(MODIFIED BP-3 BASE PLATES NOT SHOWN FOR CLARITY)

* DENOTES ELEVATION GIVEN AT TOP OF DECK OR APPROACH SLAB

NOTES:

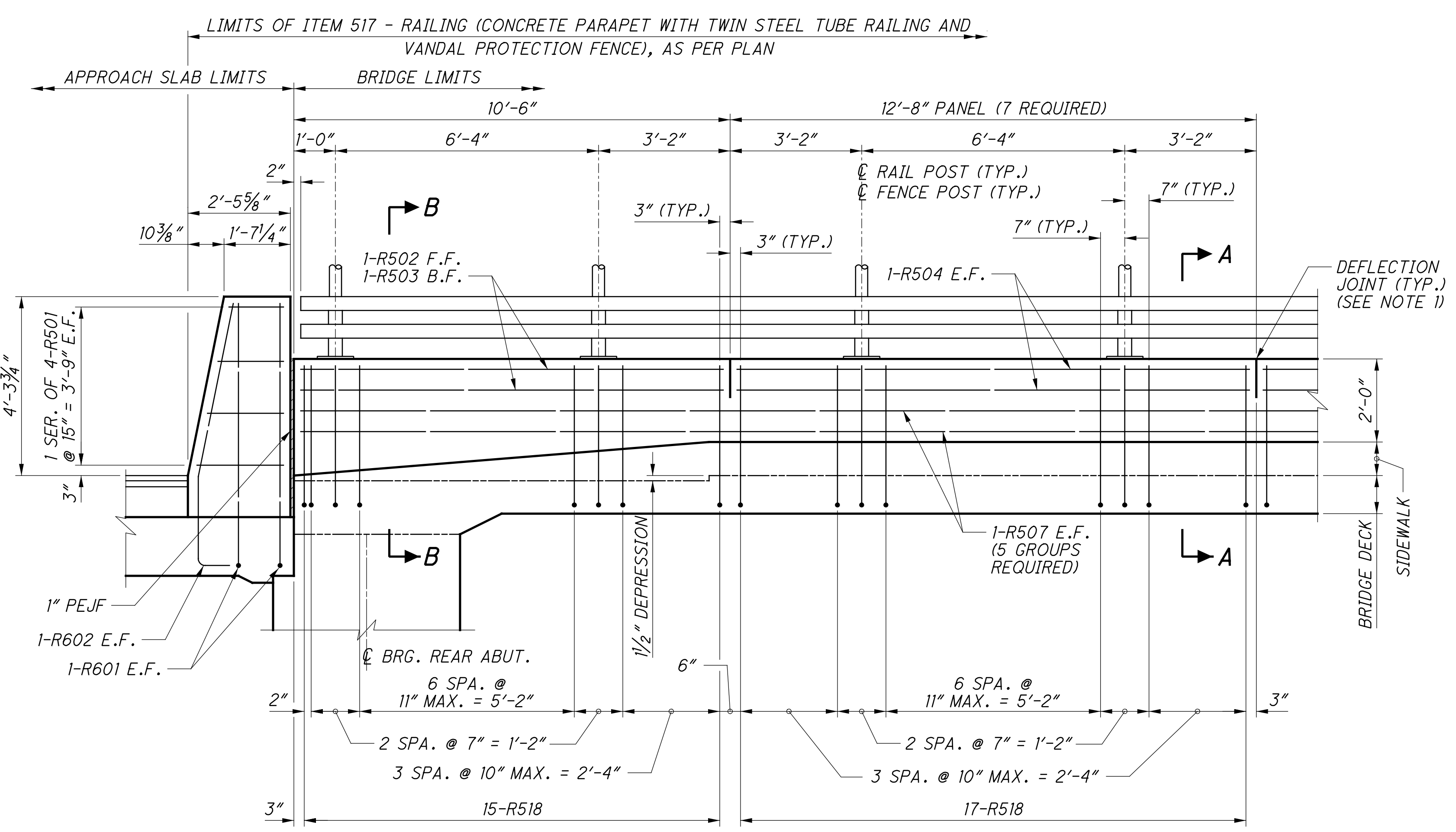
- PAID FOR AS ITEM 608 - DETECTABLE WARNING.
- ALL HORIZONTAL RAILING DIMENSIONS ARE GIVEN ALONG F.F. OF RAIL.
- FOR SECTION A-A, B-B, C-C AND D-D, SEE SHEET 47/54.
- PAID FOR AS ITEM 516 - ARMORLESS PREFORMED JOINT SEAL. SEE STD. DWG. AS-2-15, APPROACH SLAB INSTALLATION (TYPE C).
- 2'-0" WIDE HMWM SHALL BE CENTERED OVER CONSTRUCTION JOINT PER 511.22. ALL COST FOR SEALING OF THE CONSTRUCTION JOINTS SHALL BE INCIDENTAL TO ITEM 511 - CLASS QC3 CONCRETE, MISC.: CLASS QC3 CONCRETE WITH QC/QA, SUPERSTRUCTURE.
- EPOXY BONDING COMPOUND SHALL COMPLY WITH:
 - AASHTO M235, TYPE II
 - ASTM C881, TYPE I, II GRADE 2, CLASS B AND C
 APPLY EPOXY BONDING COMPOUND IN ACCORDANCE WITH MANUFACTURERS WRITTEN INSTRUCTIONS. ALL COSTS FOR EPOXY BONDING COMPOUND SHALL BE INCIDENTAL TO ITEM 511 - CLASS QC3 CONCRETE, MISC.: CLASS QC3 CONCRETE WITH QC/QA, SUPERSTRUCTURE.



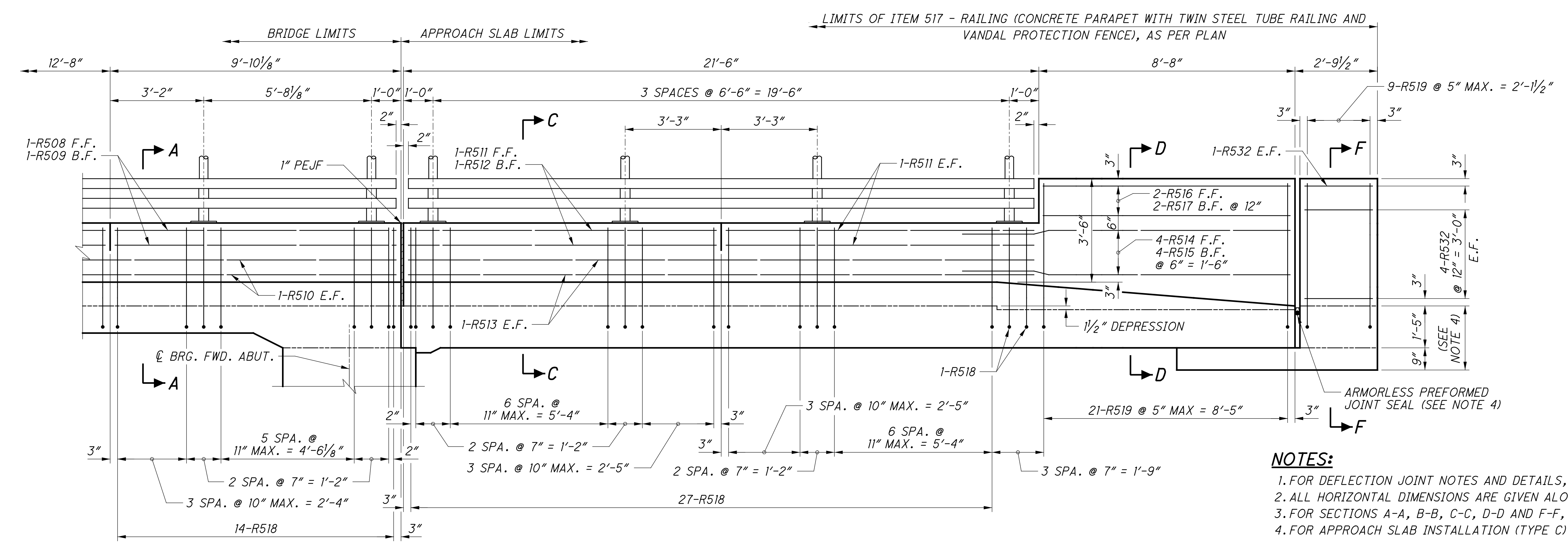
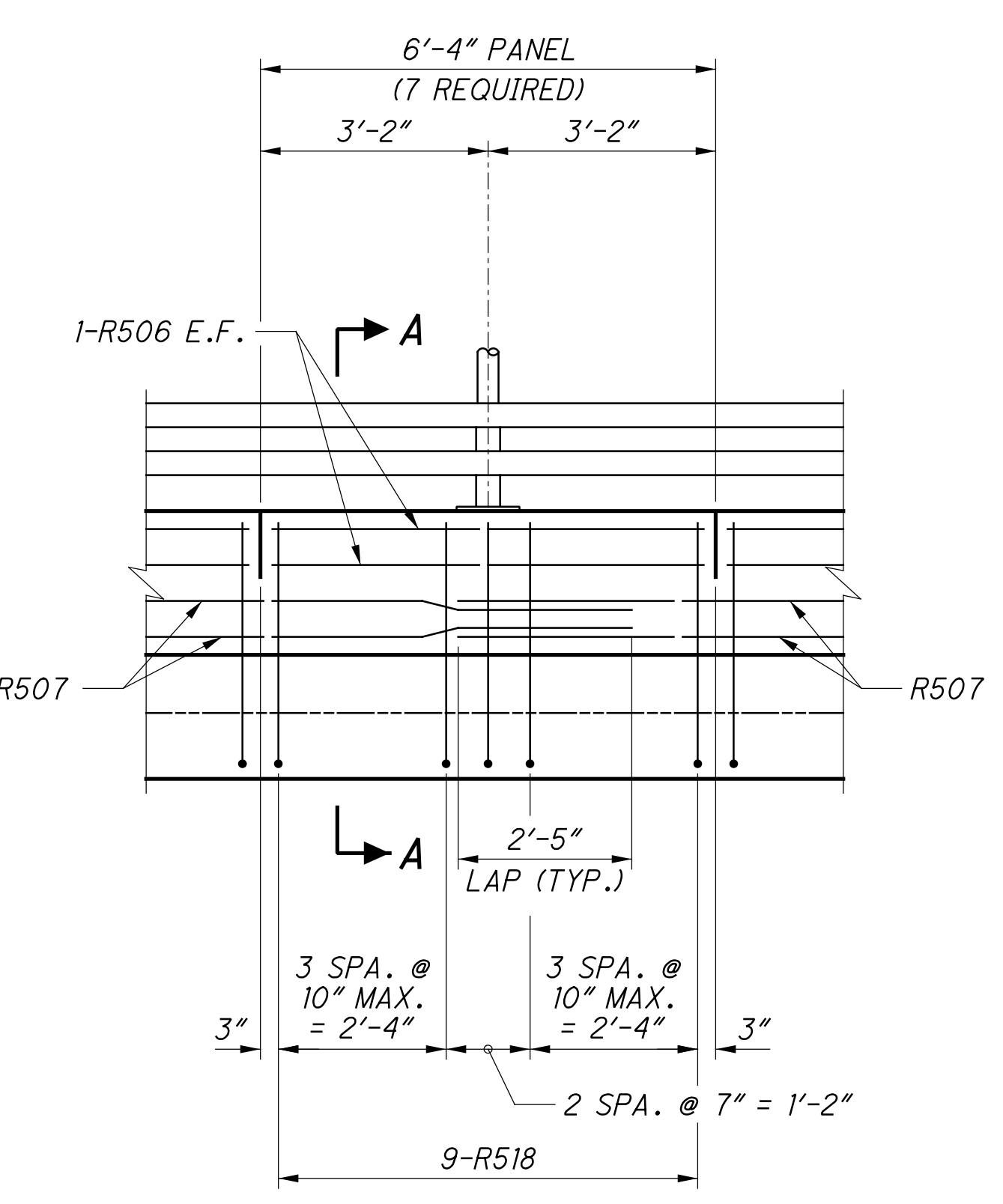
SECTION E-E

ROUGHEN SURFACE PRIOR TO PLACEMENT OF CURB RAMP CONCRETE. APPLY EPOXY BONDING COMPOUND TO SLAB DEPRESSION (SEE NOTE 6).

...:\Sheets\032_0374_SA001.dgn 10/26/2021 1:35:50 PM mswwhit



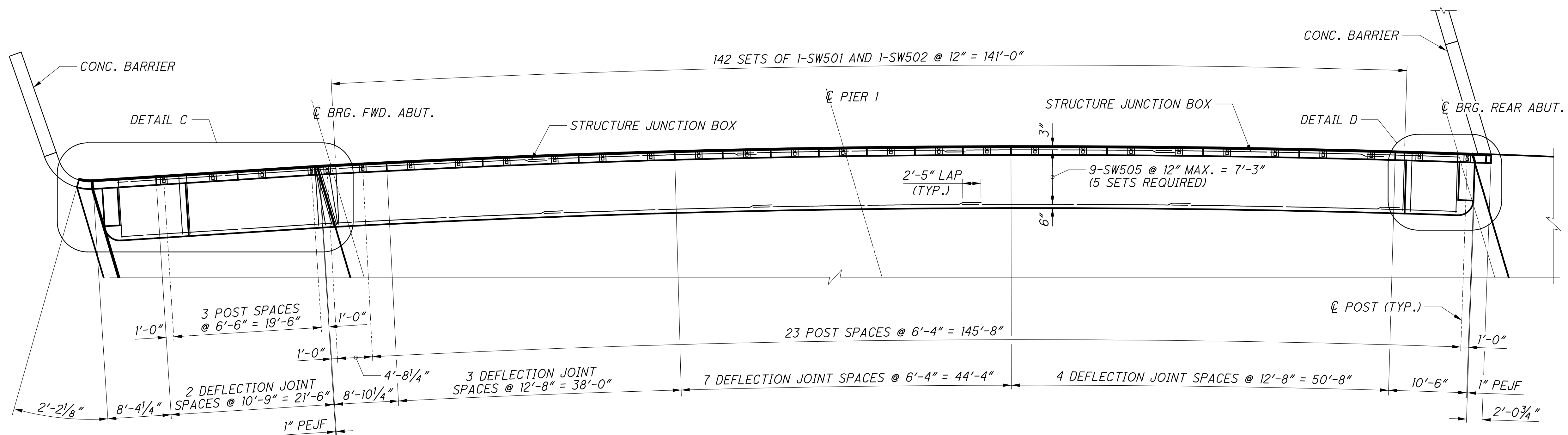
LEFT RAILING AND SIDEWALK PARTIAL ELEVATION



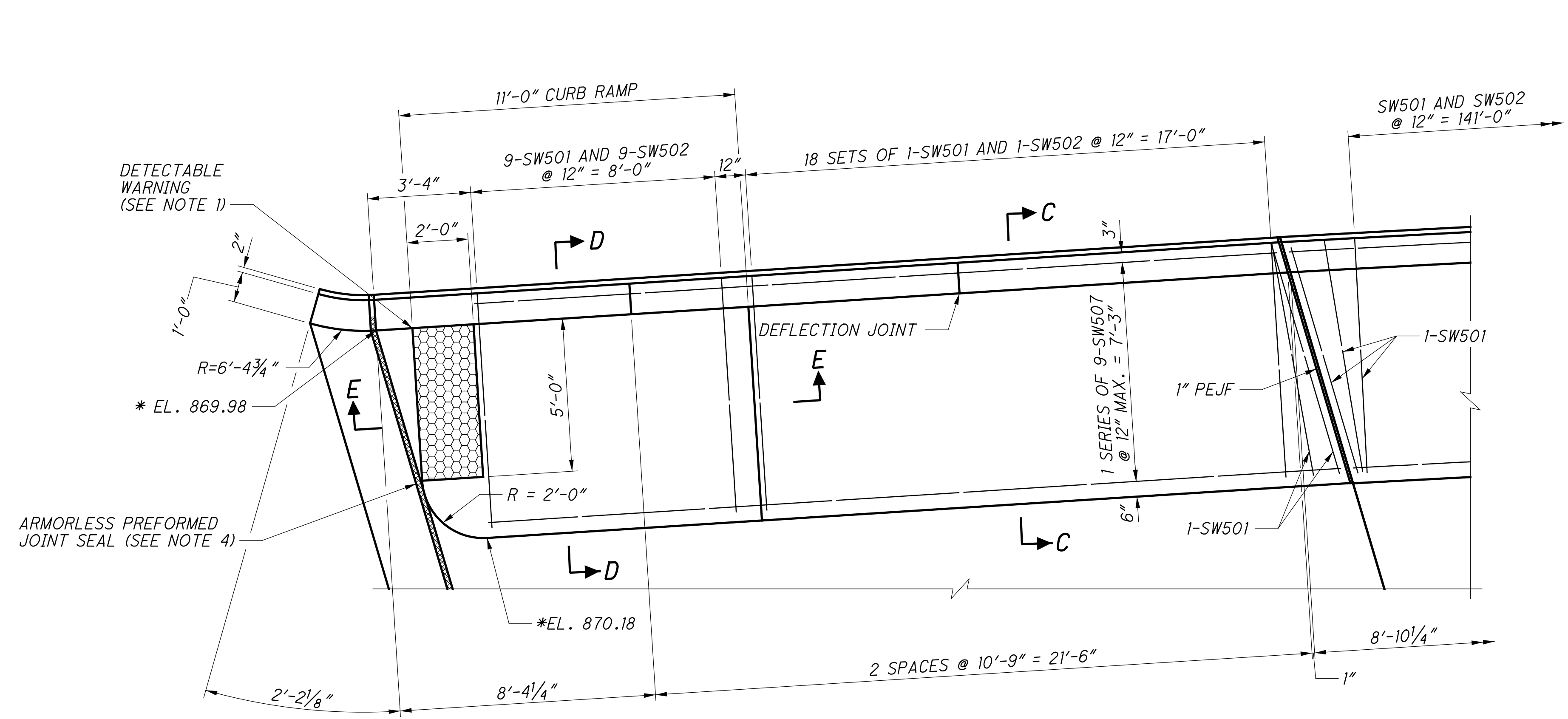
LEFT RAILING AND SIDEWALK PARTIAL ELEVATION

- NOTES:**
1. FOR DEFLECTION JOINT NOTES AND DETAILS, SEE STD. DWG. BR-2-15.
 2. ALL HORIZONTAL DIMENSIONS ARE GIVEN ALONG F.F. OF RAIL.
 3. FOR SECTIONS A-A, B-B, C-C, D-D AND F-F, SEE SHEET 47/54.
 4. FOR APPROACH SLAB INSTALLATION (TYPE C) DETAILS, SEE STD. DWG. AS-2-15.

...:\Sheets\032-0374_SA002.dgn 10/26/2021 1:35:53 PM mswwhitt

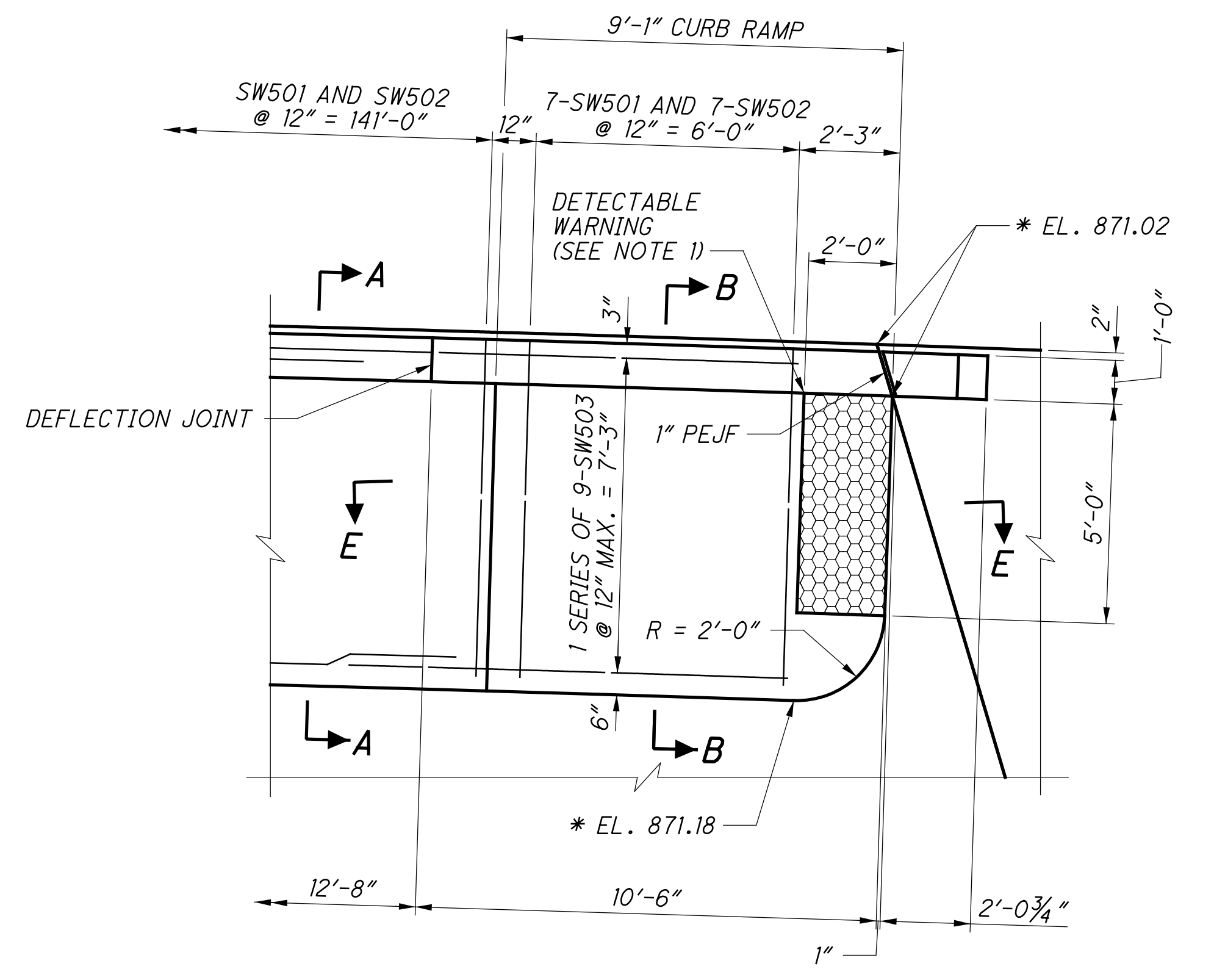


RIGHT RAILING AND SIDEWALK PLAN



DETAIL C

(MODIFIED BP-3 BASE PLATES NOT SHOWN FOR CLARITY)



DETAIL D

(MODIFIED BP-3 BASE PLATES NOT SHOWN FOR CLARITY)

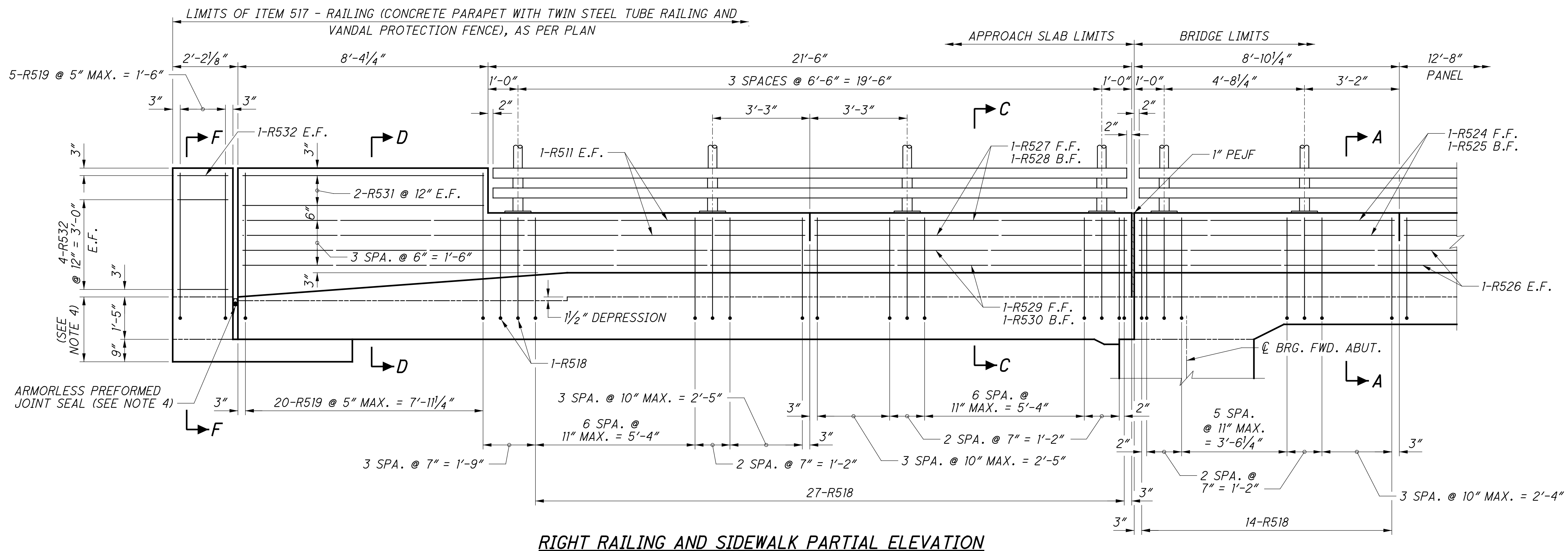
* DENOTES ELEVATION GIVEN AT TOP OF DECK OR APPROACH SLAB

NOTES:

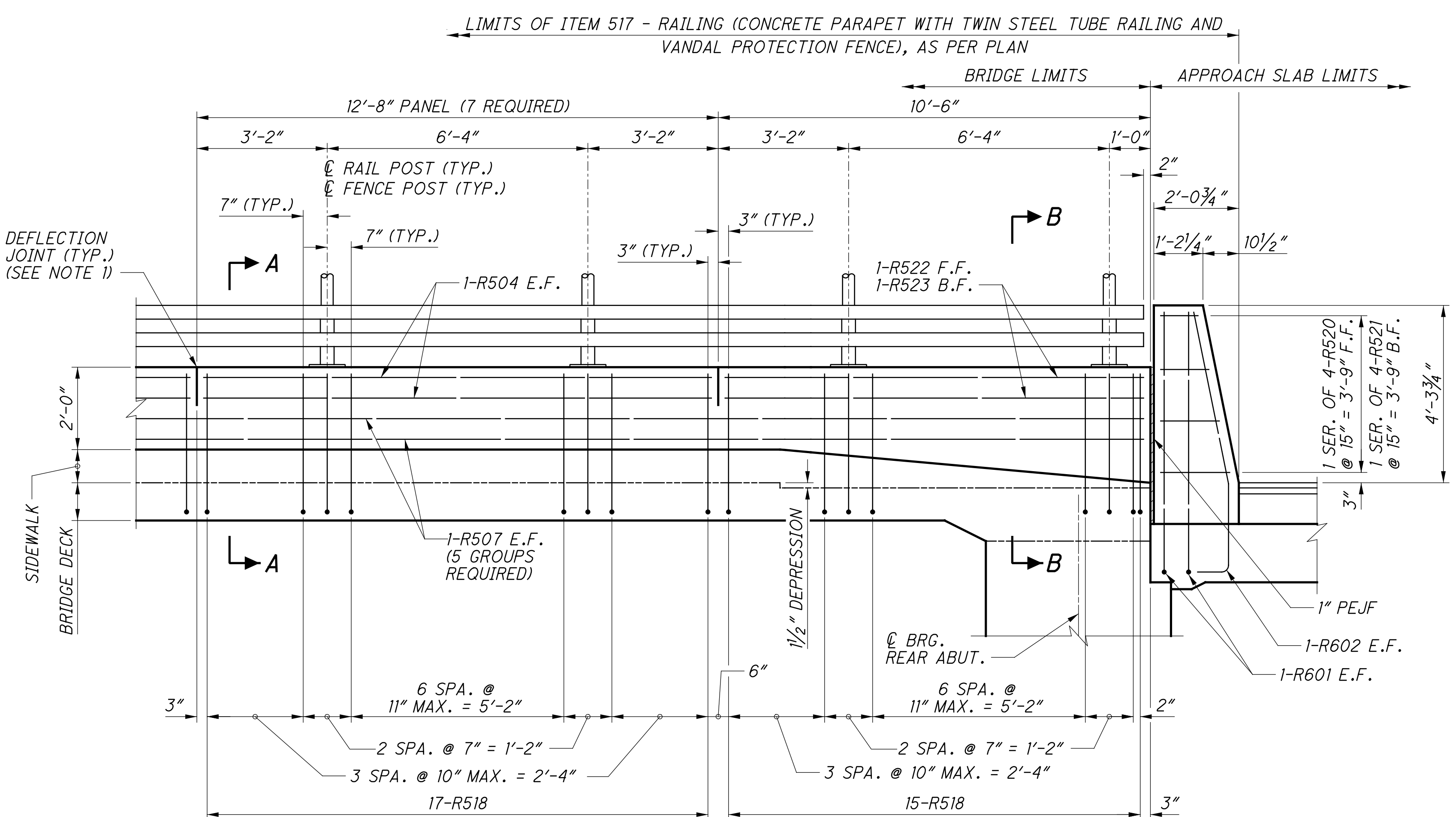
1. PAID FOR AS ITEM 608 - DETECTABLE WARNING.
2. ALL HORIZONTAL RAILING DIMENSIONS ARE GIVEN ALONG F.F. OF RAIL.
3. FOR SECTION A-A, B-B, C-C AND D-D, SEE SHEET 47/54.
4. FOR SECTION E-E, SEE SHEET 43/54.

...:\Sheets\032_0374_SA004.dgn 10/26/2021 1:35:56 PM mshwhitt

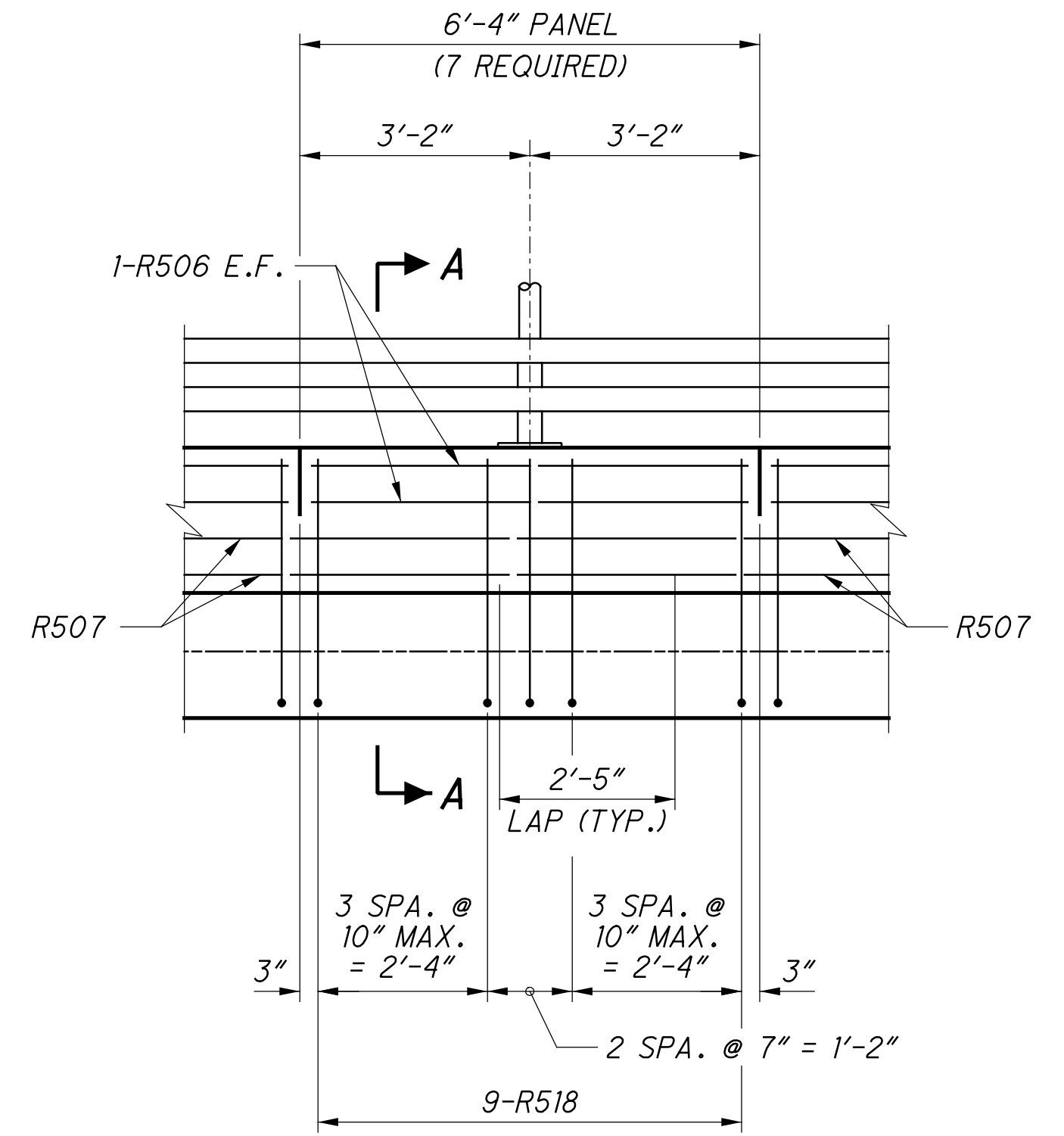
...:Sheets\032_0374_SA005.dgn 10/26/2021 1:35:58 PM mswwhitt



RIGHT RAILING AND SIDEWALK PARTIAL ELEVATION



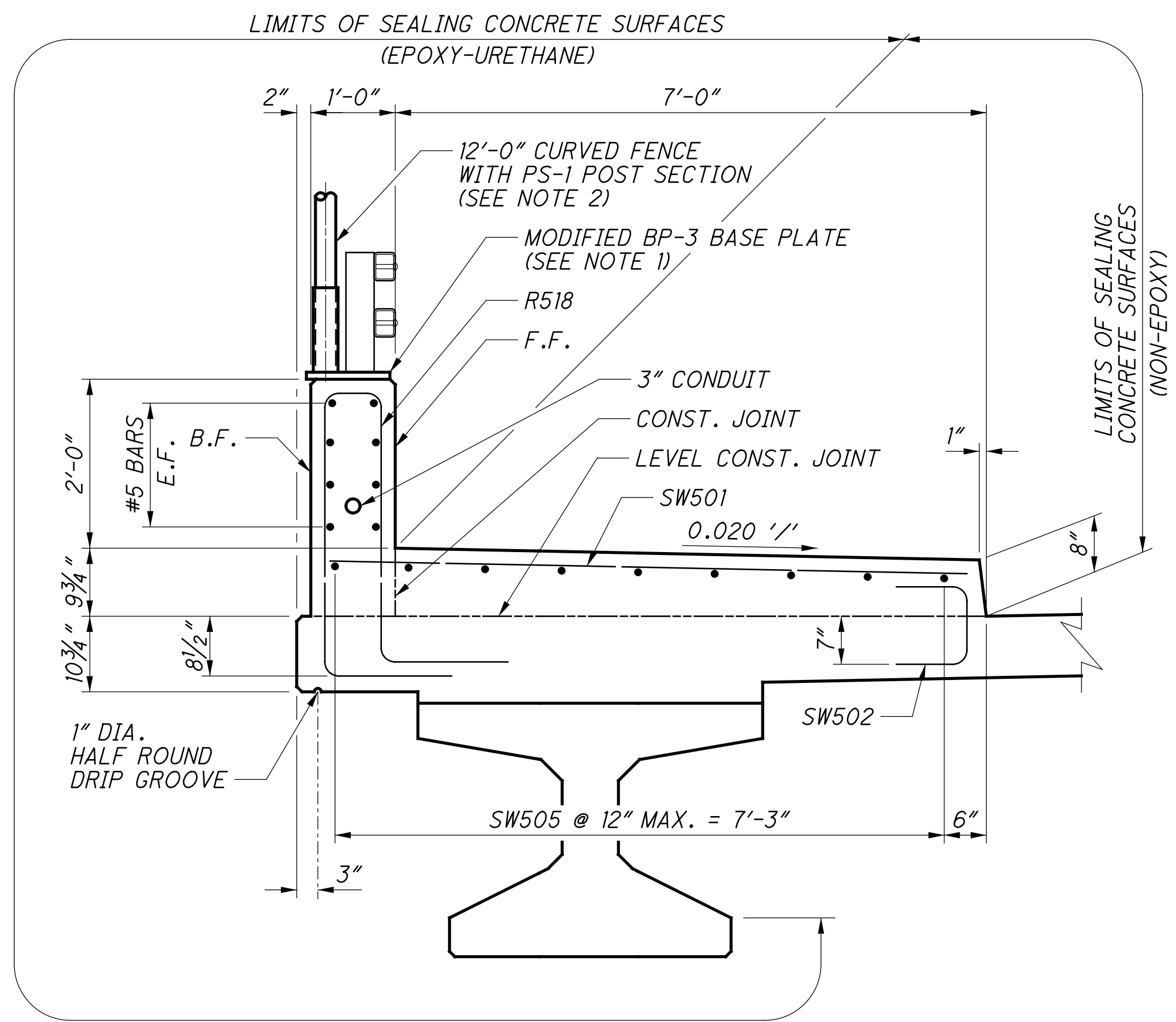
RIGHT RAILING AND SIDEWALK PARTIAL ELEVATION



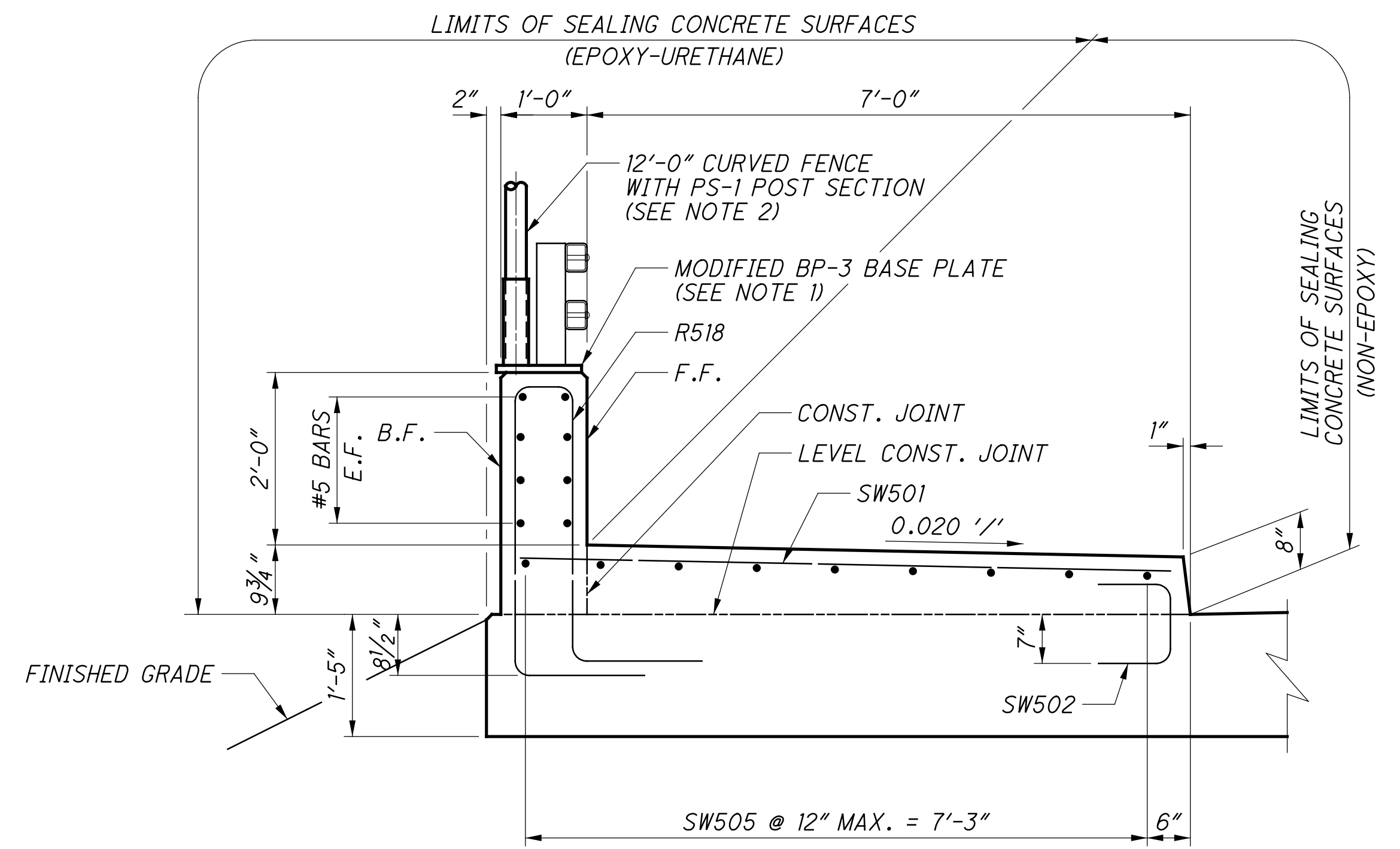
NOTES:

- 1. FOR DEFLECTION JOINT NOTES AND DETAILS, SEE STD. DWG. BR-2-15.
- 2. ALL HORIZONTAL DIMENSIONS ARE GIVEN ALONG F.F. OF RAIL.
- 3. FOR SECTIONS A-A, B-B, C-C, D-D AND F-F, SEE SHEET 47/54.
- 4. FOR APPROACH SLAB INSTALLATION (TYPE C) DETAILS, SEE STD. DWG. AS-2-15.

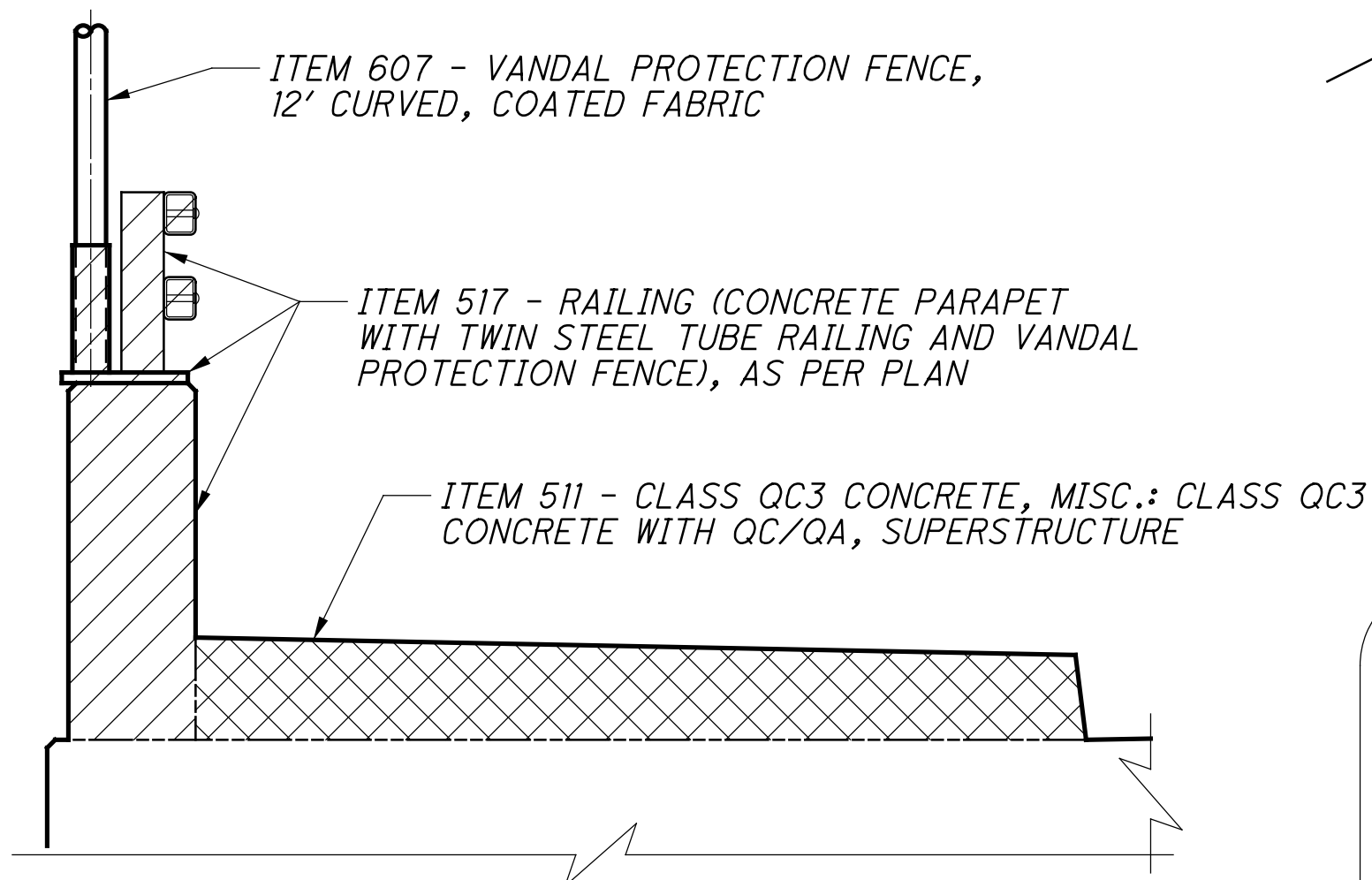
...Sheets\032_0374_SA003.dgn 10/26/2021 1:36:01 PM mswhtt



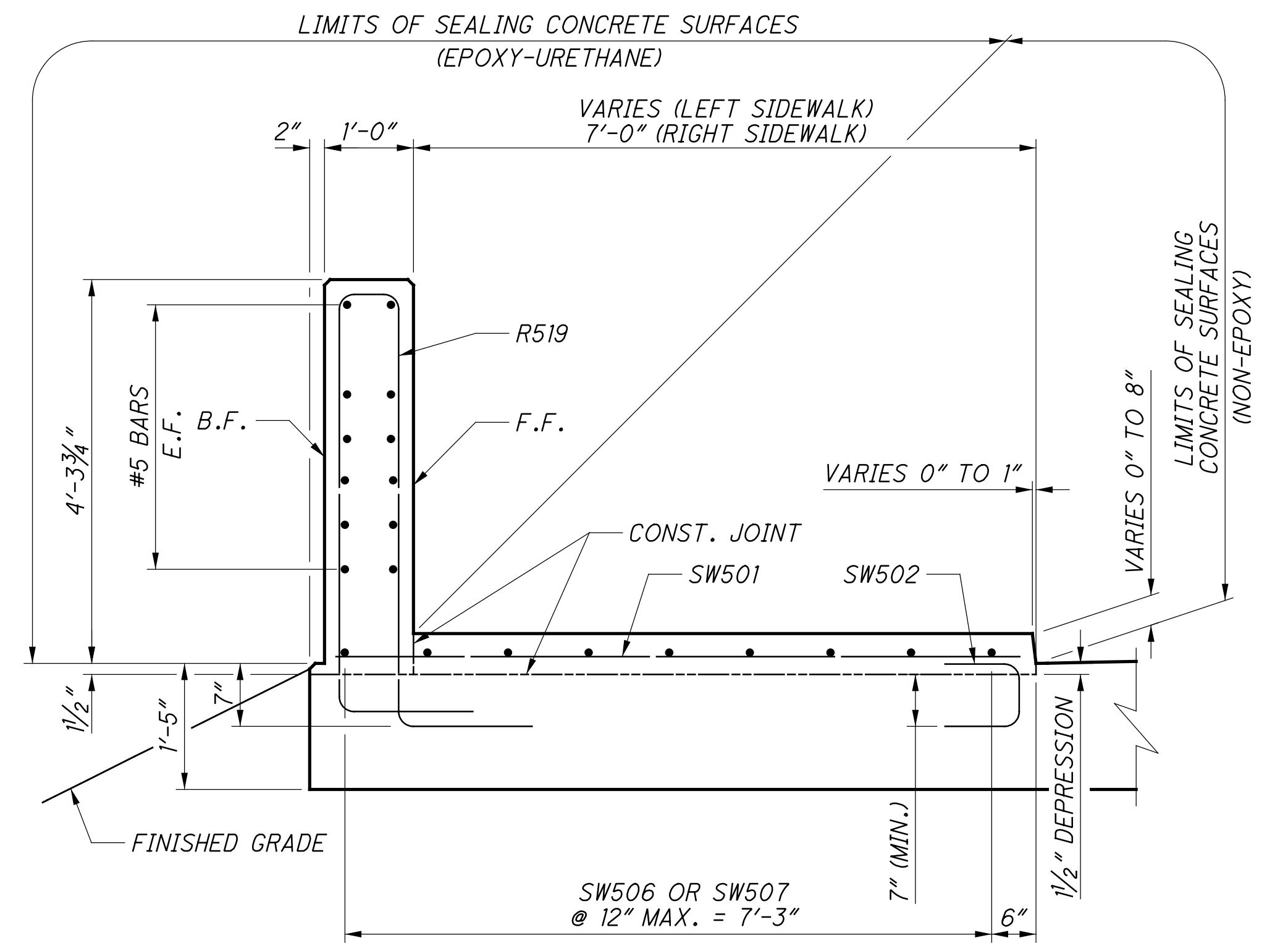
SECTION A-A



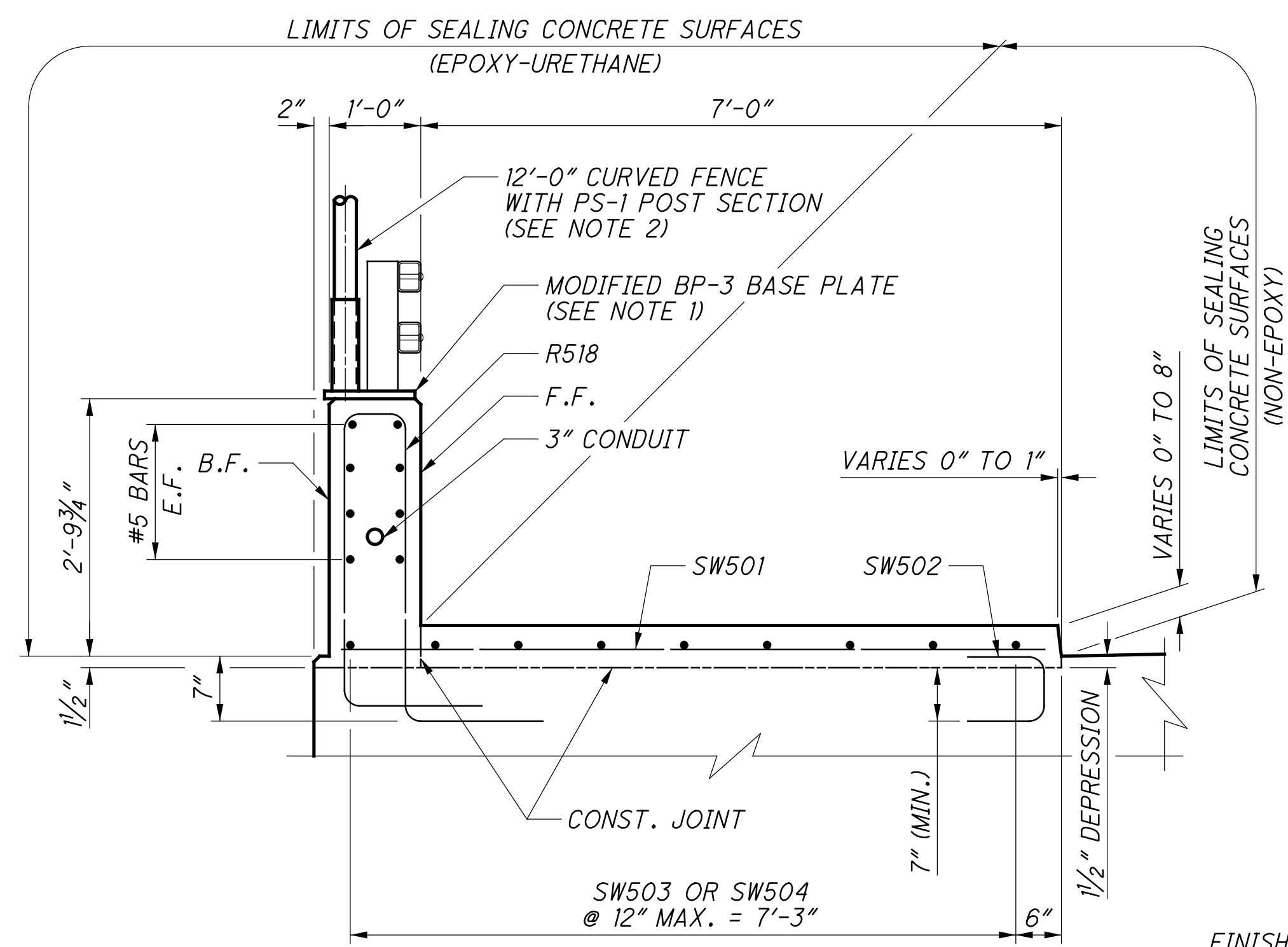
SECTION C-C



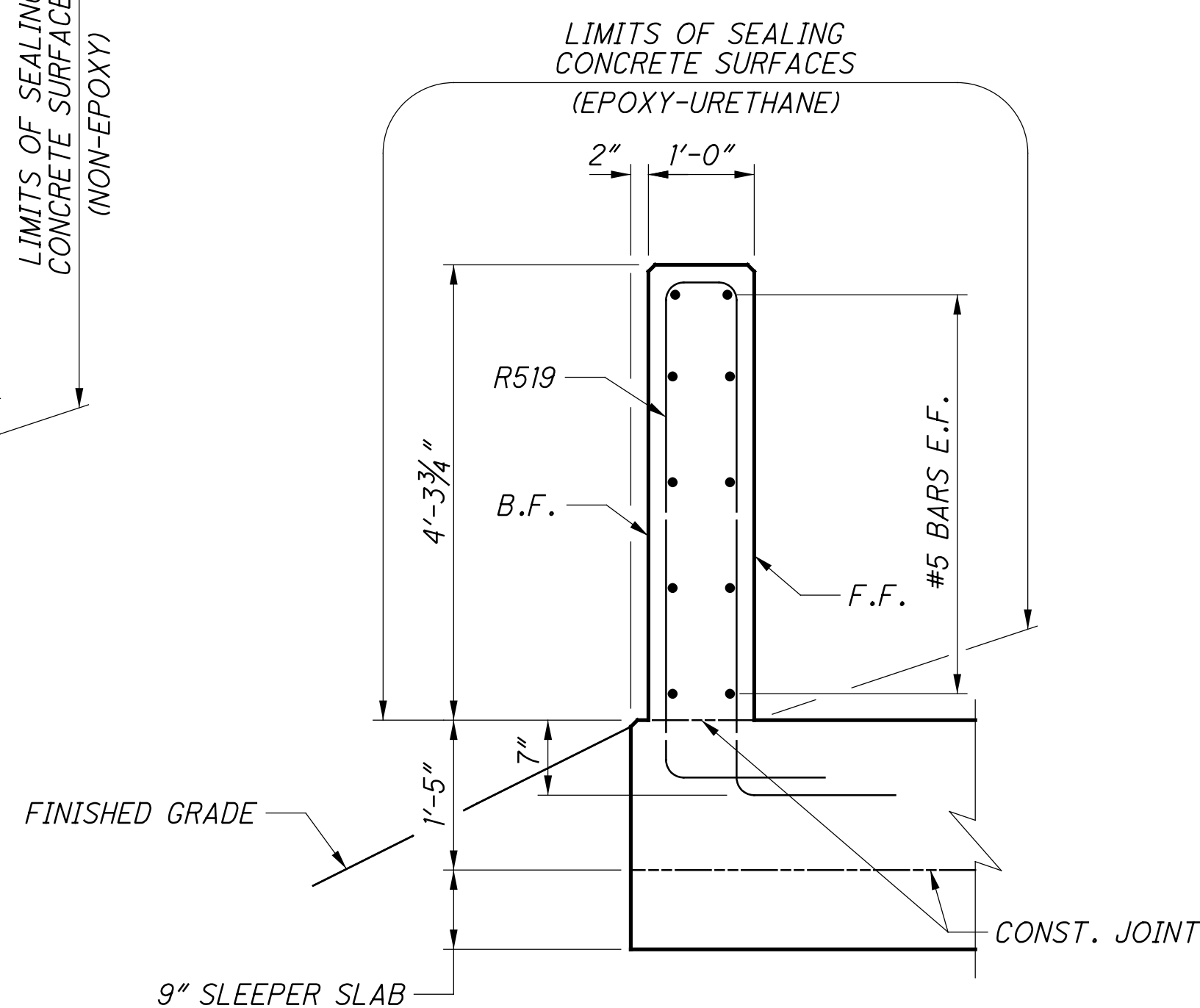
QUANTITY SCHEMATIC



SECTION D-D



SECTION B-B

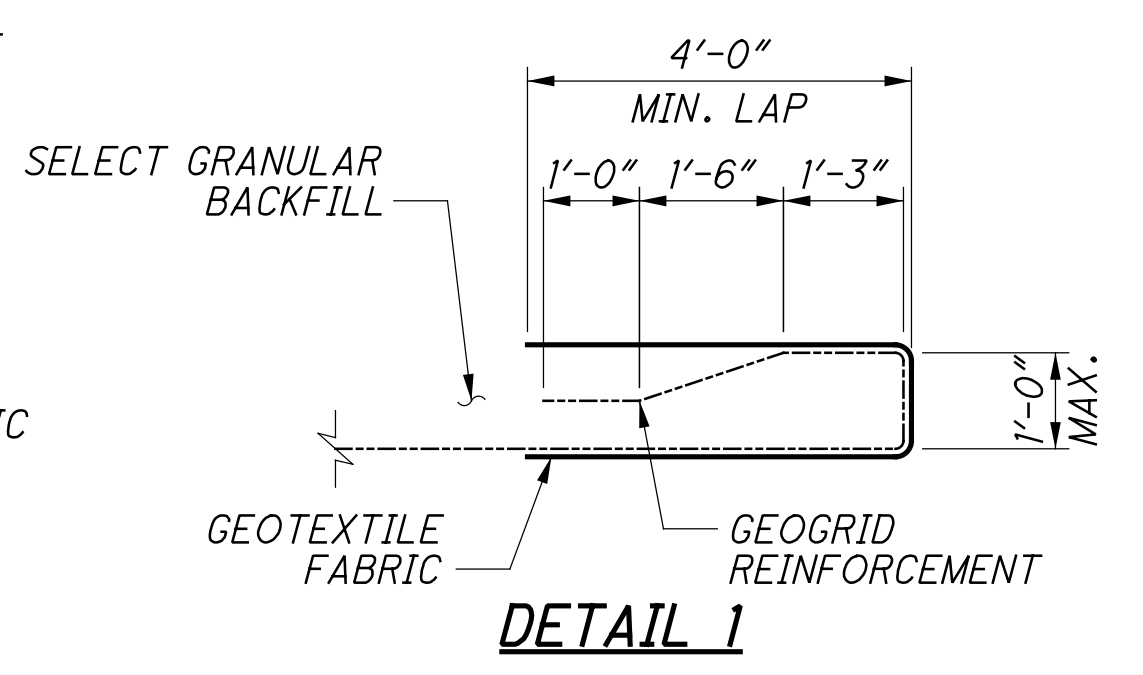
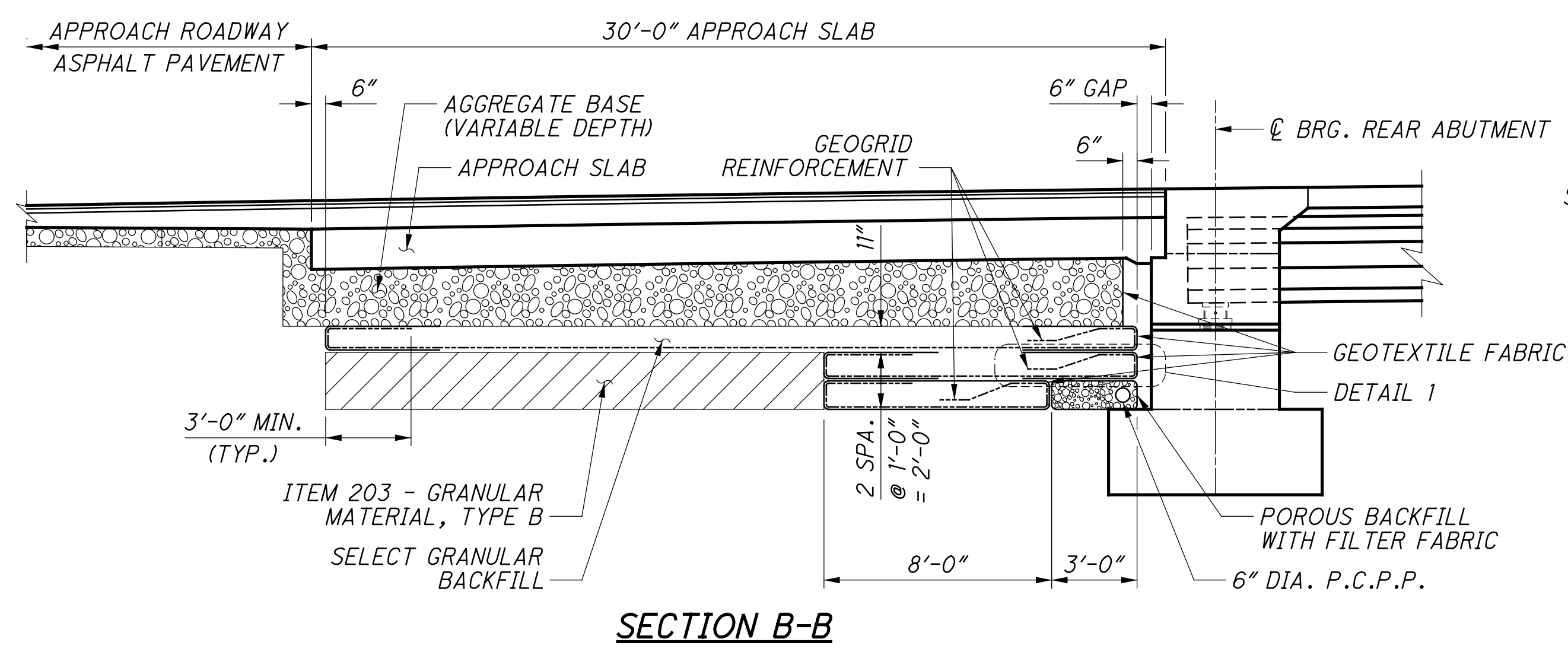
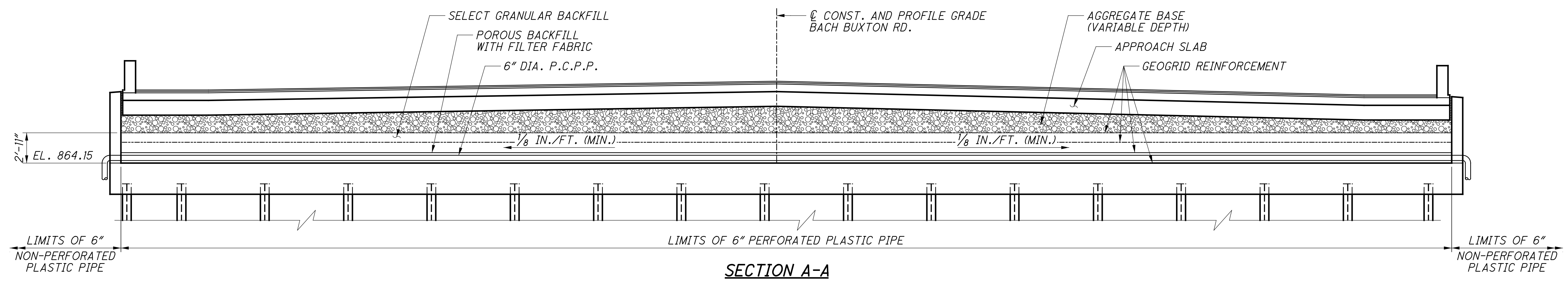
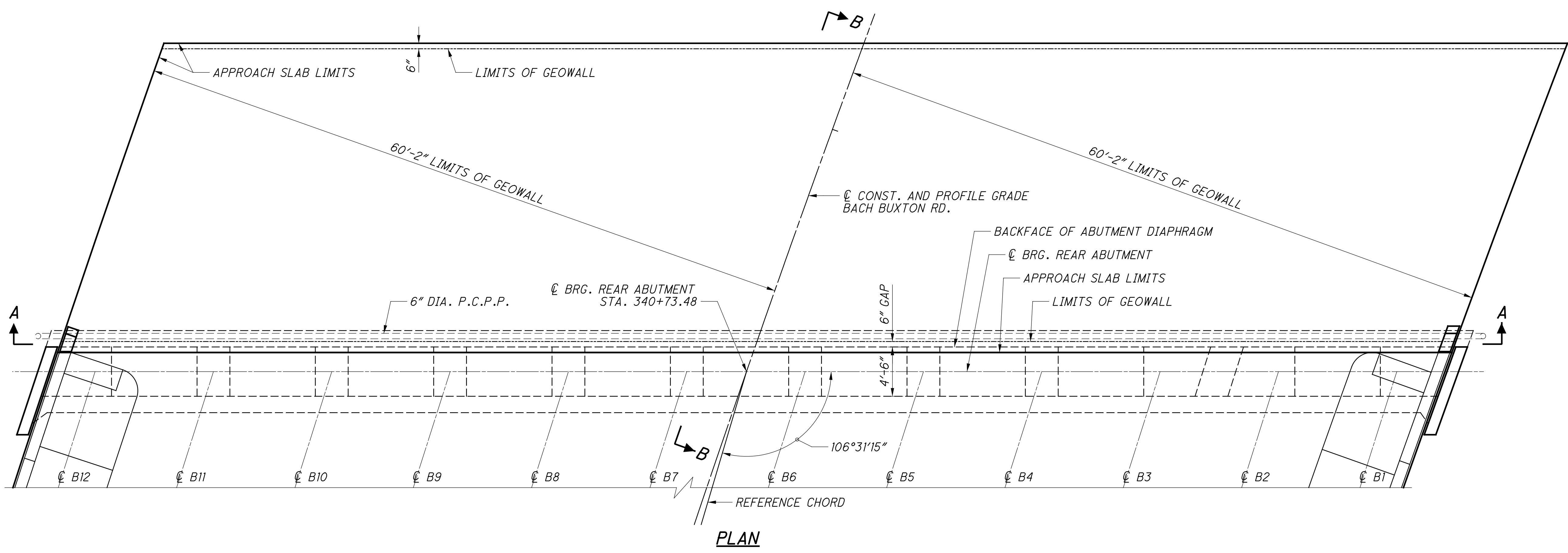


SECTION F-F

NOTES:

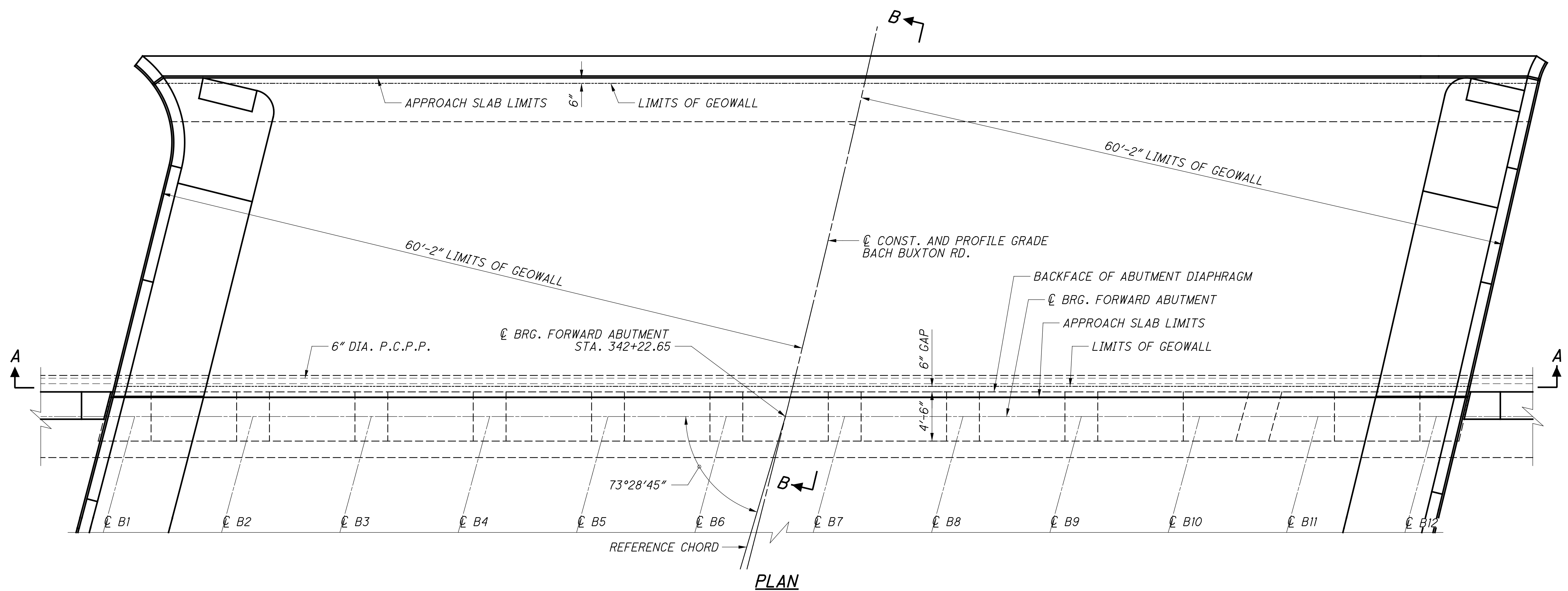
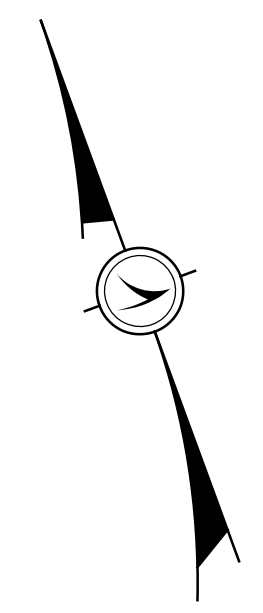
1. FOR BASE PLATE AND ADDITIONAL RAILING DETAILS, SEE STD. DWG. BR-2-15.
2. FOR VANDAL PROTECTION FENCE DETAILS, SEE STD. DWG. VPF-1-90.
3. FOR APPROACH SLAB INSTALLATION (TYPE C) DETAILS, SEE STD. DWG. AS-2-15.

DESIGNED	BCS	CHECKED	PJP
DRAWN	JDG	REVISED	
REVIEWED	MSL	STRUCTURE FILE NUMBER	1300336
DATE	03/01/19		
DESIGN AGENCY			
BRIDGE NO. CLE-32-0374 BACH BUXTON ROAD OVER SR-32			
CLE-32-3.50 PID No. 103954			
47/54 633 736			

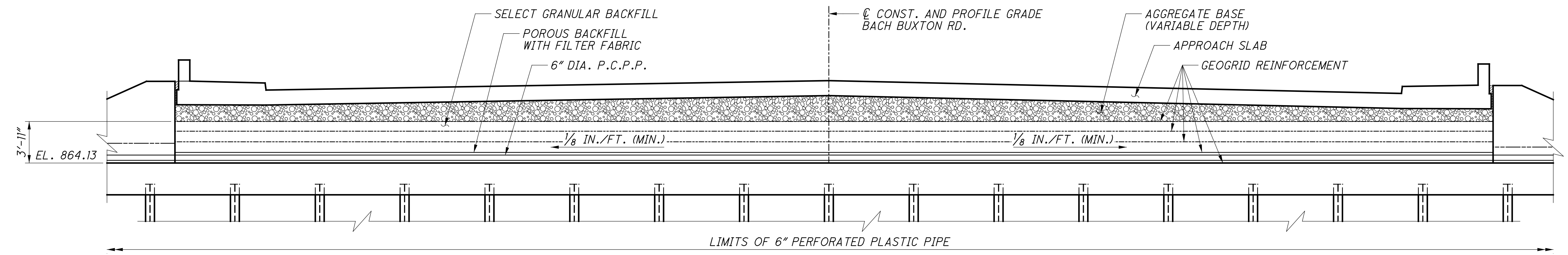


- NOTES:**
1. GEOTEXTILE FABRIC SHALL BE INSTALLED DIRECTLY BELOW THE POROUS BACKFILL, SELECT GRANULAR BACKFILL, AND AGGREGATE BASE.
 2. MINIMUM GEOTEXTILE FABRIC LAP LENGTH IS 4'-0". REFER TO DETAIL 1.
 3. SELECT GRANULAR BACKFILL AND BEDDING MATERIAL SHALL BE UNIFORMLY COMPACTED AS DIRECTED BY THE ENGINEER.
 4. REFER TO SUPPLEMENTAL SPECIFICATION 863 FOR MATERIAL SPECIFICATIONS OF THE GEOGRID REINFORCEMENT OF SOIL EMBANKMENT. REFER TO SUPPLEMENTAL SPECIFICATION 840 FOR MATERIAL SPECIFICATIONS OF SELECT GRANULAR BACKFILL. REFER TO ITEM 204 FOR MATERIAL SPECIFICATIONS OF THE GEOTEXTILE FABRIC AND TYPE B GRANULAR MATERIAL.
 5. ESTIMATED QUANTITIES FOR AGGREGATE BASE IS INCLUDED WITH ROADWAY PLANS.

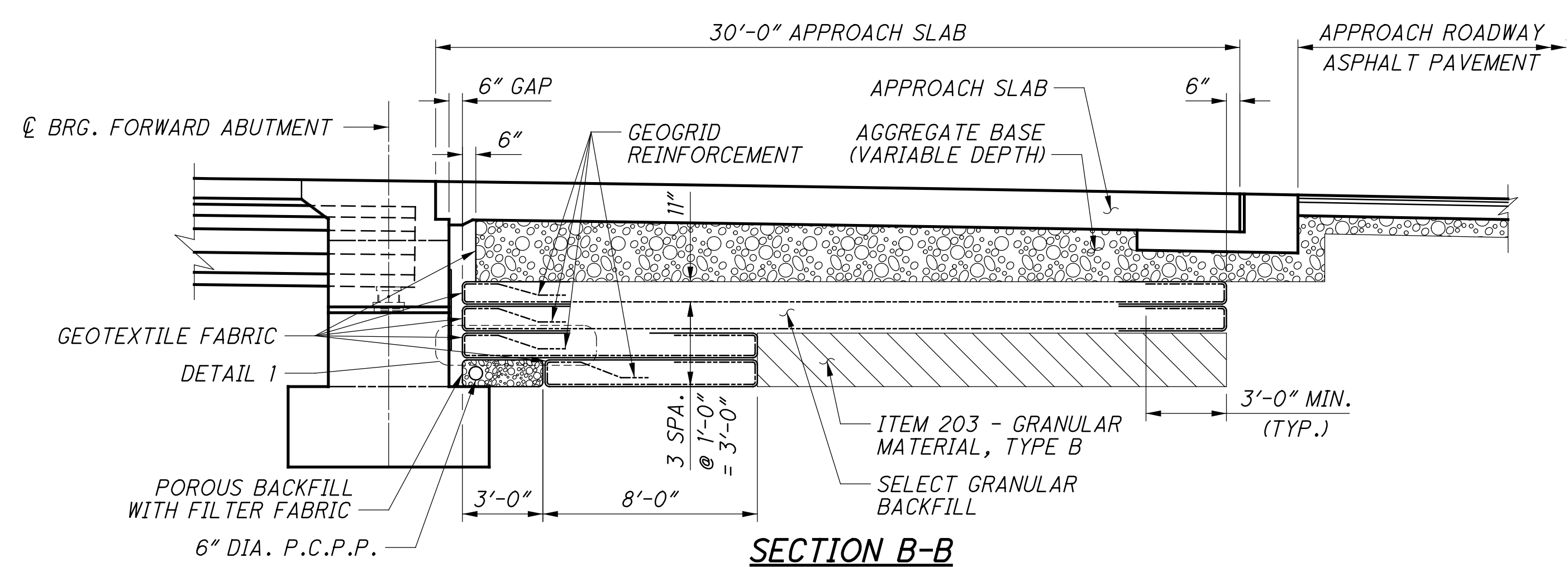
...:\Sheets\032_0374_SM004.dgn 10/26/2021 1:36:04 PM mswwhitt



PLAN



SECTION A-A



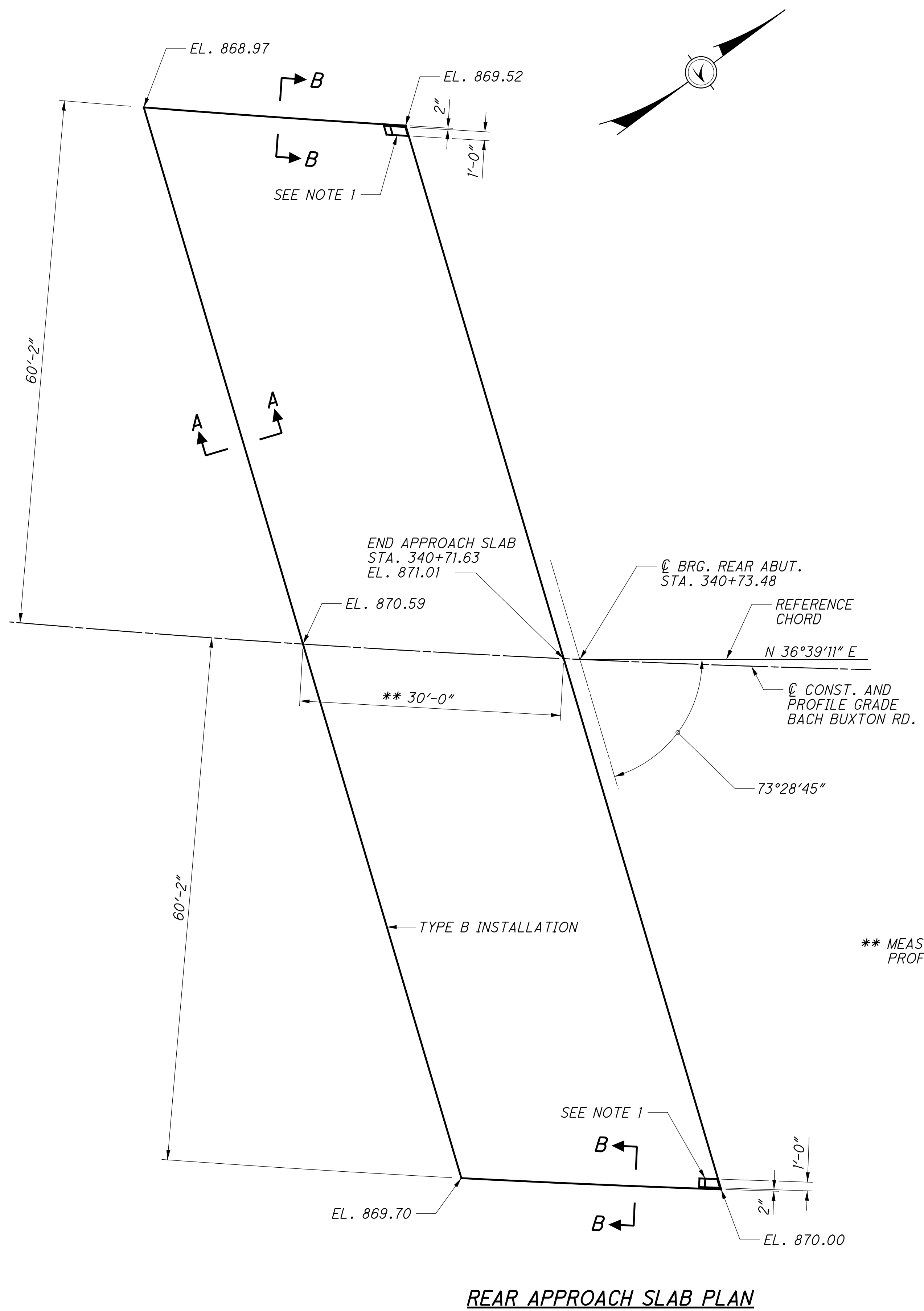
SECTION B-B

NOTES:

1. GEOTEXTILE FABRIC SHALL BE INSTALLED DIRECTLY BELOW THE POROUS BACKFILL, SELECT GRANULAR BACKFILL, AND AGGREGATE BASE.
2. MINIMUM GEOTEXTILE FABRIC LAP LENGTH IS 4'-0". REFER TO DETAIL 1 ON SHEET 48/54.
3. SELECT GRANULAR BACKFILL AND BEDDING MATERIAL SHALL BE UNIFORMLY COMPACTED AS DIRECTED BY THE ENGINEER.
4. REFER TO SUPPLEMENTAL SPECIFICATION 863 FOR MATERIAL SPECIFICATIONS OF THE GEOGRID REINFORCEMENT OF SOIL EMBANKMENT. REFER TO SUPPLEMENTAL SPECIFICATION 840 FOR MATERIAL SPECIFICATIONS OF SELECT GRANULAR BACKFILL. REFER TO ITEM 204 FOR MATERIAL SPECIFICATIONS OF THE GEOTEXTILE FABRIC AND TYPE B GRANULAR MATERIAL.
5. ESTIMATED QUANTITIES FOR AGGREGATE BASE IS INCLUDED WITH ROADWAY PLANS.

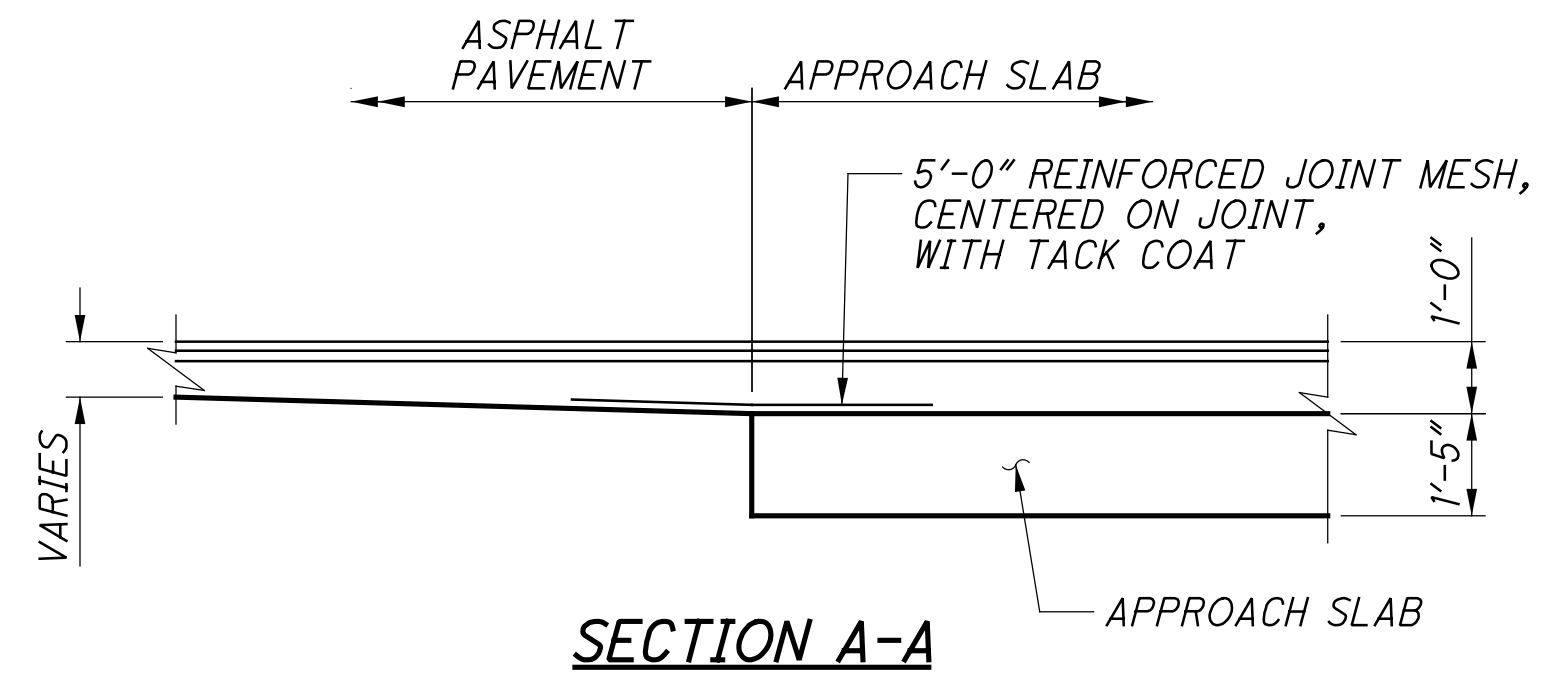
...Sheets\032_0374_SM005.dgn 10/26/2021 1:36:06 PM mswhtt

...:\Sheets\032_0374_SM002.dgn 10/26/2021 1:36:08 PM mswwhitt

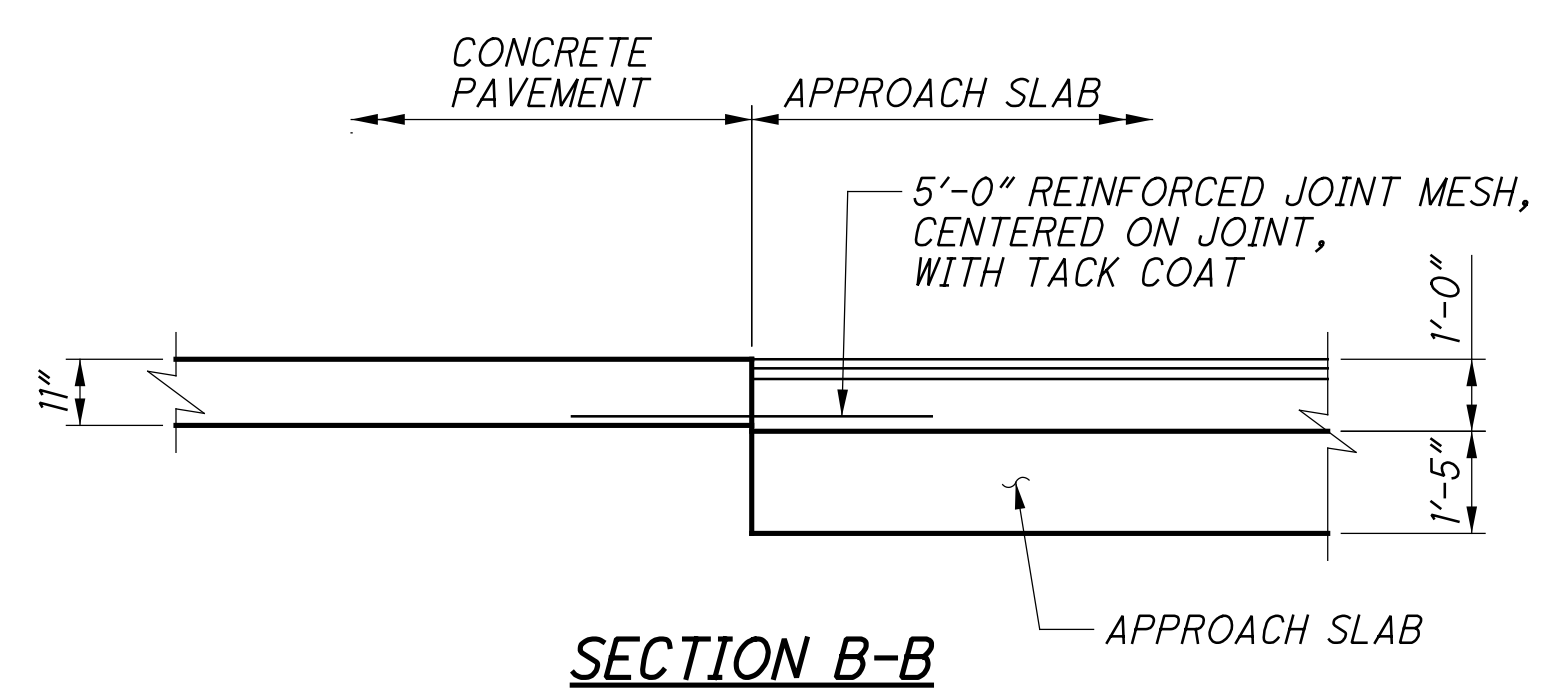


REAR APPROACH SLAB PLAN

** MEASURED ALONG ϕ CONST. AND PROFILE GRADE BACH BUXTON RD.



SECTION A-A



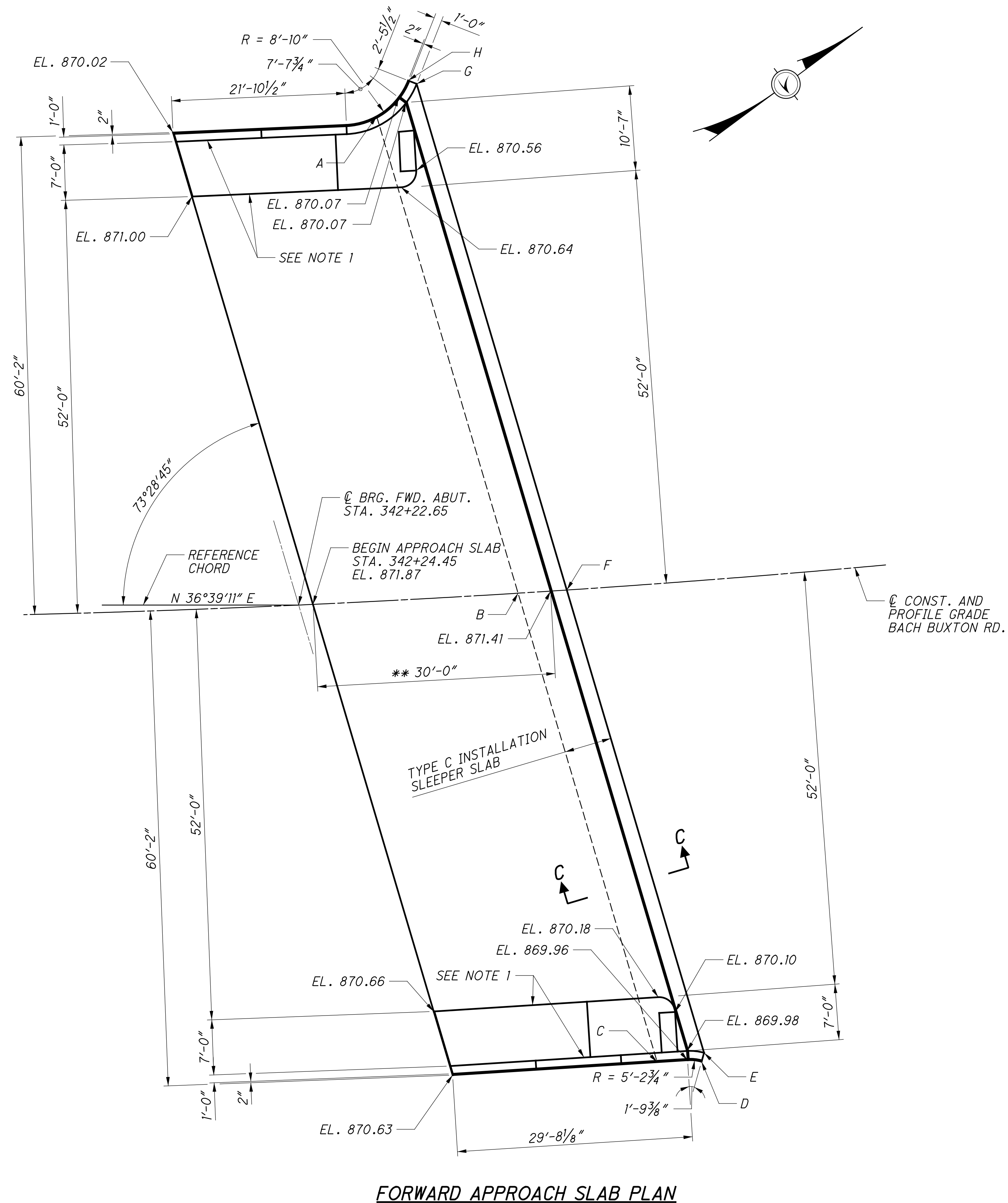
SECTION B-B

NOTES:

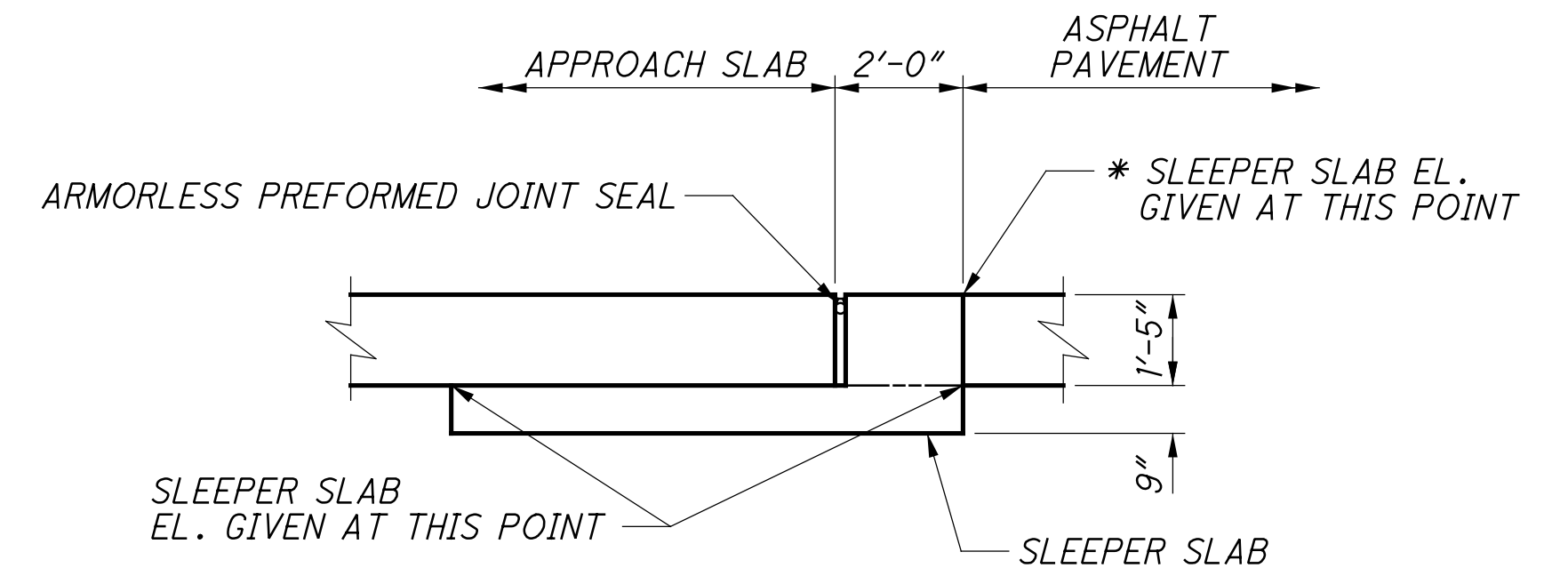
1. FOR SIDEWALK AND RAILING DETAILS, SEE SHEETS [43/54] AND [45/54].
2. FOR STANDARD APPROACH SLAB REINFORCING AND ADDITIONAL DETAILS NOT SHOWN, SEE STD. DWG. AS-1-15.
3. FOR REAR APPROACH SLAB INSTALLATION (TYPE B) ADDITIONAL DETAILS, SEE STD. DWG. AS-2-15.
4. APPROACH SLAB SURFACE ELEVATIONS ARE GIVEN AT TOP OF CONCRETE APPROACH SLAB, UNDERNEATH THE ASPHALT.

 <small>DESIGN AGENCY</small> <small>400 W. NATIONAL BLVD., SUITE 225</small> <small>COLUMBUS, OHIO 43215</small>	<small>REVIEWED</small> MSL <small>DATE</small> 03/01/19 <small>STRUCTURE FILE NUMBER</small> 1300336	<small>DESIGNED</small> BCS <small>CHECKED</small> PJP <small>DRAWN</small> JDG <small>REVISED</small>	REAR APPROACH SLAB PLAN <small>BRIDGE NO. CLE-32-0374</small> <small>BACH BUXTON ROAD OVER SR-32</small>
CLE-32-3.50 PID No. 103954	50 / 54 <div style="border: 1px solid black; border-radius: 50%; width: 30px; height: 30px; display: flex; align-items: center; justify-content: center; margin: 0 auto;"> 636 736 </div>		

...Sheets\032_0374_SM003.dgn 10/26/2021 1:36:11 PM mswihitt



FORWARD APPROACH SLAB PLAN



SECTION C-C

SLEEPER SLAB ELEVATION			
POINT	STATION	OFFSET	ELEVATION
A	342+35.76	61.05' LT	868.63
B	342+50.35	0	870.06
C	342+63.67	60.15' RT	868.61
D	342+69.05	60.50' RT	868.40
*D	342+69.05	60.50' RT	869.82
E	342+69.44	59.40' RT	868.41
*E	342+69.44	59.40' RT	869.83
F	342+56.50	0	869.95
*F	342+56.50	0	871.37
G	342+41.24	64.85' LT	868.51
*G	342+41.24	64.85' LT	869.93
H	342+40.14	65.33' LT	868.52
*H	342+40.14	65.33' LT	869.94

** MEASURED ALONG ϕ CONST. AND PROFILE GRADE BACH BUXTON RD.

NOTES:

1. FOR SIDEWALK AND RAILING DETAILS, SEE SHEETS 43/54 AND 45/54 .
2. FOR STANDARD APPROACH SLAB REINFORCING AND ADDITIONAL DETAILS NOT SHOWN, SEE STD. DWG.AS-1-15.
3. FOR FORWARD APPROACH SLAB INSTALLATION (TYPE C) DETAILS, SEE STD. DWG. AS-2-15.
4. FOR SLEEPER SLAB ELEVATIONS, SEE SECTION C-C. ALL OTHER ELEVATIONS ARE GIVEN AT TOP OF APPROACH SLAB SURFACE.

MARK	NUMBER		LENGTH	WEIGHT	TYPE	DIMENSIONS						
	TOTAL					A	B	C	D	E	R	INC
PIER REINFORCING STEEL												
P501	584		10'-1"	6142	2	3'-8"	3'-0"	3'-8"				
P502	48		30'-0"	1502	STR							
P503	28		5'-3"	153	2	0'-10"	3'-10"	0'-10"				
P504	64		7'-8"	512	STR							
P601	144		7'-8"	1659	STR							
P801	160		13'-5"	5732	2	3'-1"	7'-8"	3'-1"				
P901	40		24'-2"	3287	STR							
P902	20		25'-4"	1723	STR							
P903	28		34'-2"	3253	1	1'-7"	32'-10"					
P1101	32		18'-8"	3174	STR							
P1102	64		17'-8"	6007	1	2'-0"	16'-0"					
P1103	32		19'-6"	3315	STR							
SP501	4		505'-9"	2110	27	0'-3"	2'-6"	15'-8"				
SP502	4		531'-4"	2217	27	0'-3"	2'-6"	16'-6"				
			TOTAL	40,786								

MARK	NUMBER		LENGTH	WEIGHT	TYPE	DIMENSIONS						
	TOTAL					A	B	C	D	E	R	INC
SIDEWALK REINFORCING STEEL												
SW501	358		7'-7"	2832	STR							
SW502	353		2'-6"	920	2	0'-10"	1'-1"	0'-10"				
	1 SR		10'-7"			3'-1"						
SW503	OF	TO	110	42	TO	6'-10"	0'-7"	10"			0'-3 1/2"	
	9		12'-11"			5'-5"						
	1 SR		11'-7"			3'-2"						
SW504	OF	TO	121	42	TO	7'-9"	0'-7"	10"			0'-4"	
	9		14'-3"			5'-10"						
SW505	90		30'-0"	2816	STR							
	1 SR		26'-8"			18'-3"						
SW506	OF	TO	258	42	TO	7'-9"	0'-7"	10"			0'-2 1/2"	
	9		28'-4"			19'-11"						
	1 SR		26'-10"			17'-4"						
SW507	OF	TO	260	42	TO	8'-10"	0'-7"	10"			0'-2 1/2"	
	9		28'-6"			19'-0"						
			TOTAL	7,317								

MARK	NUMBER				LENGTH	WEIGHT	TYPE	DIMENSIONS						
	REAR ABUT.	FORWARD ABUT.	PIER	TOTAL				A	B	C	D	E	R	INC
DIAPHRAGM REINFORCING STEEL														
D301			12	12	4'-9"	21	38	3'-0"	0'-3"	0'-8"	1'-3"			
D302			12	12	3'-4"	15	19	1'-8"	1'-0"	1'-4"				
D401			88	88	10'-3"	603	6	2'-6"	3'-5"	0'-8"				
D402			40	40	4'-3"	114	20	1'-7"	0'-3"	1'-0"	0'-9"	1'-7"		
D403			12	12	6'-6"	52	24	0'-4"	3'-0"			0'-3"		
D404	NOT USED													
D405	NOT USED													
D406	8	8		16	4'-2"	45	STR							
D407	6			6	5'-11"	24	37	4'-0"	1'-0"	0'-4"				
D408	24	24		48	4'-0"	128	STR							
D409		6		6	5'-11"	24	37	4'-0"	1'-0"	3"				
D501		74		74	15'-4"	1184	3	4'-4"	3'-0"					
D502	78	74		152	10'-9"	1704	2	3'-7"	3'-10"	3'-7"				
D503	24	24		48	12'-2"	609	3	4'-4"	1'-5"					
D504		3		3	11'-0"	35	3	4'-4"	0'-10"					
D505		3		3	7'-9"	24	2	2'-1"	3'-10"	2'-1"				
D506	78			78	13'-3"	1078	3	4'-4"	2'-0"					
D507	3			3	11'-9"	37	3	3'-10"	1'-9"					
D601			44	44	9'-7"	633	STR							
D602	NOT USED													
D603	NOT USED													
D604			88	88	2'-10"	374	1	1'-0"	2'-0"					
D801	32	36		68	30'-0"	5447	STR							
D802	4			4	26'-9"	286	STR							
D803		5		5	23'-3"	310	STR							
D804	NOT USED													
D805	NOT USED													
D806	NOT USED													
D807	4			4	30'-9"	328	1	1'-4"	29'-7"					
D808	4			4	19'-8"	209	1	1'-4"	18'-6"					
D809	1			1	18'-6"	49	STR							
D810	4			4	4'-1"	44	16	3'-3"						
D811	22	22		44	11'-4"	1331	17	9'-8"						
D812	8	8		16	10'-1"	431	18	4'-6"	3'-5"	3'-5"				
D813		4		4	29'-3"	312	1	1'-4"	28'-2"					
D814		4		4	17'-10"	190	1	1'-4"	16'-9"					
D815		1		1	16'-9"	45	STR							
D816		4		4	2'-7"	28	16	1'-9"						
D817	86	84		170	5'-1"	2307	18	2'-11"	1'-0"	1'-0"				
				TOTAL	18,021									

...Sheets\032_0374_SL001.dgn 10/26/2021 1:36:12 PM mswhatt

NOTES:
 1. FOR NOTES AND BAR TYPES, SEE SHEET 53/54

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	1,194 CU. YD.
659, SEEDING AND MULCHING	10,753 SQ. YD.
659, REPAIR SEEDING AND MULCHING	538 SQ. YD.
659, INTER-SEEDING	538 SQ. YD.
659, COMMERCIAL FERTILIZER	1.50 TON
659, LIME	2.22 ACRES
659, WATER	60 M GALS
659, MOWING	24 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 204 - PROOF ROLLING

THE FOLLOWING QUANTITY IS PROVIDED IN THE GENERAL SUMMARY TO ADDRESS LOCATIONS REQUIRING PROOF ROLLING. SEE PLAN SHEET 80 FOR ADDITIONAL INFORMATION.

ITEM 204 - PROOF ROLLING 17 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.

ITEM 253 - PAVEMENT REPAIR

THE FOLLOWING QUANTITY IS PROVIDED IN THE GENERAL SUMMARY TO ACCOUNT FOR FULL DEPTH PAVEMENT REPAIR NEEDS IN AREAS OF PAVEMENT PLANING AND RESURFACING FOR USE AS DIRECTED BY THE ENGINEER. FULL DEPTH ASPHALT PAVEMENT IS ASSUMED TO BE 19.25" DEEP.

ITEM 253 - PAVEMENT REPAIR 5,670 CY

ITEM 254 - PATCHING PLANED SURFACE

THE FOLLOWING QUANTITY IS PROVIDED IN THE GENERAL SUMMARY TO ACCOUNT FOR PATCHING AREAS OF THE PLANED SURFACE THAT THE ENGINEER DESIGNATES AS HAVING SPALLING OR DISLODGED UNSOUND PAVEMENT.

ITEM 254 - PATCHING PLANED SURFACE 10,600 SY

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 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 ((BIDIRECTIONAL) 60 MPH, 34 IN), 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 204 - EMBANKMENT, 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 SPECIAL - FILL AND PLUG EXISTING CONDUIT

THIS ITEM SHALL CONSIST OF THE CONSTRUCTION OF BULKHEADS IN EXISTING 12 AND 15 IN DIAMETER CONDUIT AND FILLING THE AREA THUS SEALED OFF WITH ITEM 613, SAND OR OTHER MATERIAL APPROVED BY THE ENGINEER.

BULKHEADS SHALL BE LOCATED AT THE LIMITS OF THE AREA TO BE FILLED AS INDICATED ON THE PLANS. THE BULKHEADS SHALL CONSIST OF BRICK OR CONCRETE MASONRY WITH A MINIMUM THICKNESS OF 12 INCHES.

THE FILL MATERIAL SHALL BE PUMPED INTO PLACE, OR PLACED BY OTHER MEANS APPROVED BY THE ENGINEER, SO THAT, AFTER SETTLEMENT, AT LEAST 90 PERCENT OF THE CROSS-SECTIONAL AREA OF THE CONDUIT, FOR ITS ENTIRE LENGTH, SHALL BE FILLED. THE LENGTH OF FILLED AND PLUGGED CONDUIT TO BE PAID FOR SHALL BE THE ACTUAL NUMBER OF FEET (MEASURED ALONG THE CENTERLINE OF EACH CONDUIT FROM OUTER FACE TO OUTER FACE OF BULKHEADS) FILLED AND PLUGGED AS DESCRIBED ABOVE.

IN LIEU OF FILLING AND PLUGGING THE EXISTING CONDUIT, THE PIPE MAY BE CRUSHED AND BACKFILLED IN ACCORDANCE WITH THE PROVISIONS OF 203, OR IT MAY BE REMOVED. THE LENGTH, MEASURED AS PROVIDED ABOVE, SHALL BE PAID FOR AT THE CONTRACT PRICE PER FOOT FOR, ITEM SPECIAL, FILL AND PLUG EXISTING CONDUIT.

10/27/2021 9:10:36 AM mswwhitt

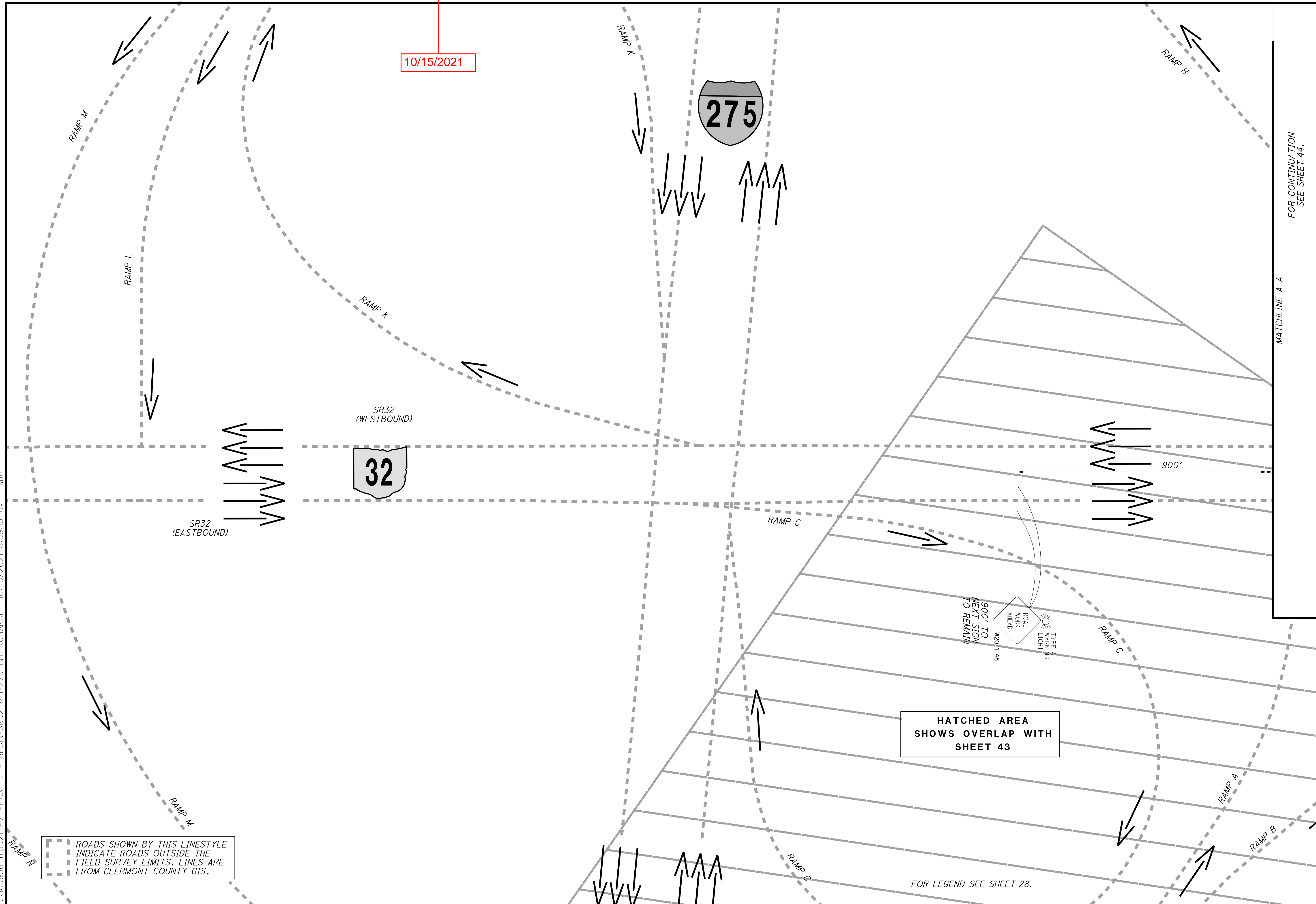
CALCULATED
MSW
CHECKED
WAA

GENERAL NOTES

CLE-32-2.65
(PHASE 7)

...103956_mp521_P7 PHASE 2 - BEGIN-SR32 & I-275 INTERCHANGE 10/15/2021 8:59:15 AM sbell

10/15/2021



ROADS SHOWN BY THIS LINESYLE INDICATE ROADS OUTSIDE THE FIELD SURVEY LIMITS. LINES ARE FROM CLERMONT COUNTY GIS.

HATCHED AREA SHOWS OVERLAP WITH SHEET 43

FOR LEGEND SEE SHEET 28.

FOR CONTINUATION SEE SHEET 44.

MATCHLINE A-A

CALCULATED KCS CHECKED SCS

0 25 50 100 HORIZONTAL SCALE IN FEET

MAINTENANCE OF TRAFFIC PHASE 2 - BEGIN SR32 & I-275 INTERCHANGE

CLE-32-2.65 (PHASE 7)

...103956...mp522_P7 PHASE 2 - BEGIN - SR32 & I-275 INTERCHANGE RAMP B, M 10/15/2021 8:59:19 AM sbell

10/15/2021



0 50 100
HORIZONTAL
SCALE IN FEET

CALCULATED KCS
CHECKED SCS

**MAINTENANCE OF TRAFFIC
PHASE 2 - BEGIN SR32 & I-275, RAMP B, M**

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

43
316

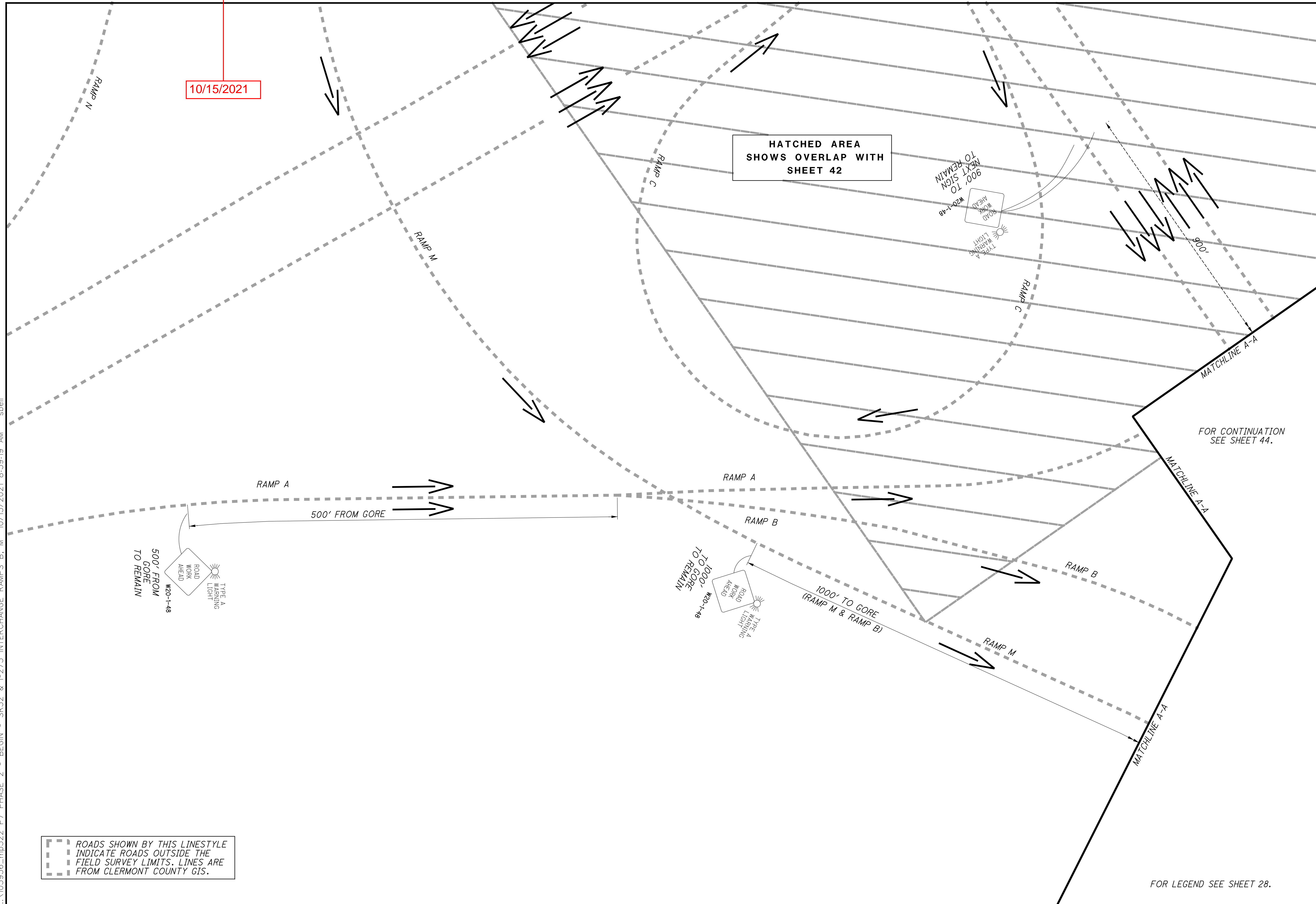
ROADS SHOWN BY THIS LIFESTYLE INDICATE ROADS OUTSIDE THE FIELD SURVEY LIMITS. LINES ARE FROM CLERMONT COUNTY GIS.

HATCHED AREA SHOWS OVERLAP WITH SHEET 42

900' TO NEXT SIGN TO REMAIN
ROAD WORK AHEAD
TYPE A WARNING LIGHT
W20-1-48

FOR CONTINUATION SEE SHEET 44.

FOR LEGEND SEE SHEET 28.



...103956...mp523 P7 PHASE 2 - SR32 & I-275 INTERCHANGE RAMP B, M 10/15/2021 8:59:22 AM sbell

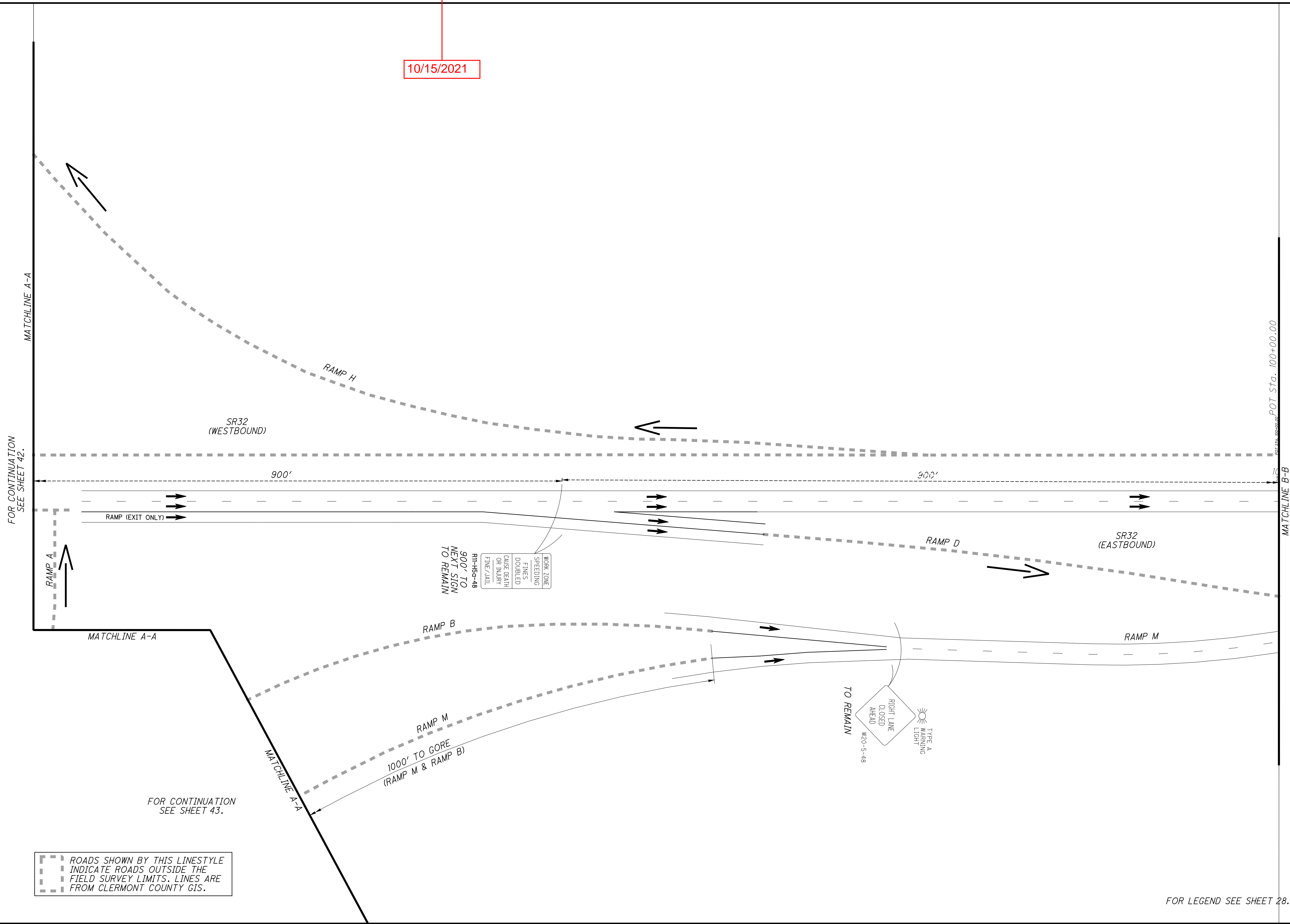
10/15/2021

CALCULATED KCS
CHECKED SCS

0 50 100
HORIZONTAL SCALE IN FEET

**MAINTENANCE OF TRAFFIC
PHASE 2 - SR32 & I-275, RAMP B, M**

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



FOR CONTINUATION
SEE SHEET 42.

FOR CONTINUATION
SEE SHEET 43.

ROADS SHOWN BY THIS LINE STYLE
INDICATE ROADS OUTSIDE THE
FIELD SURVEY LIMITS. LINES ARE
FROM CLERMONT COUNTY GIS.

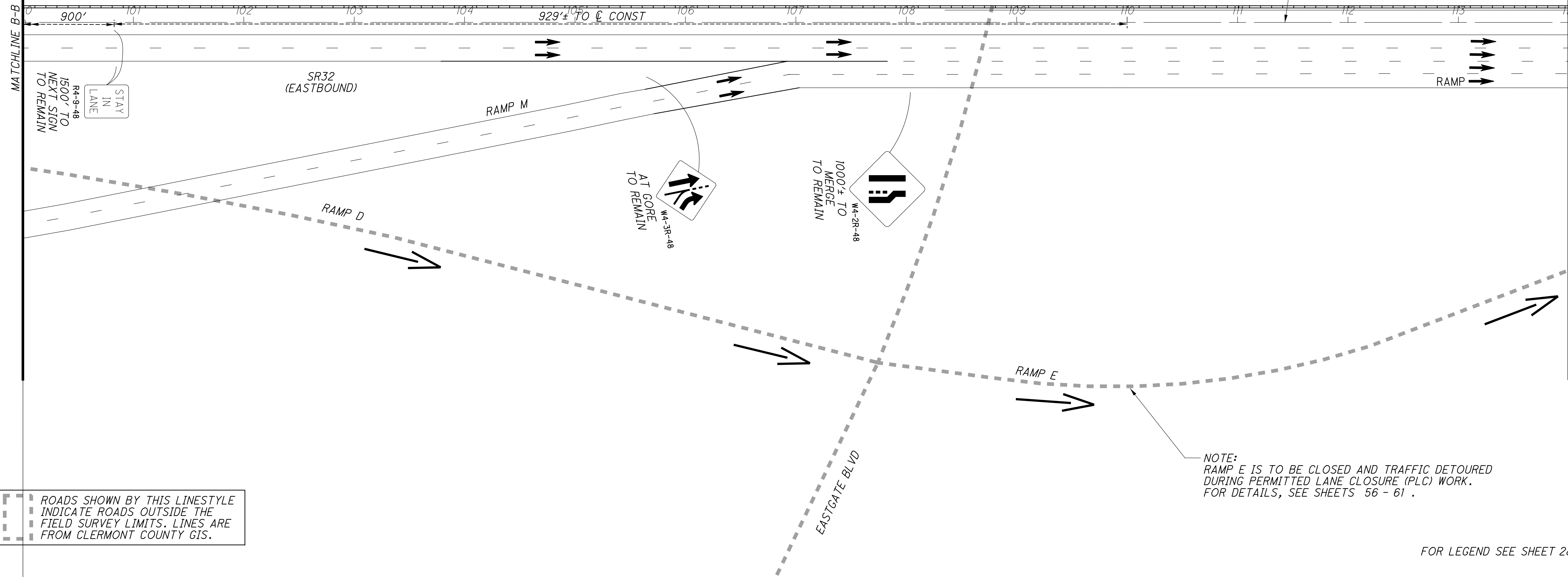
FOR LEGEND SEE SHEET 28.

...103956...mp524_P7 PHASE 2 - SR32 & I-275, RAMP B, M-STA 114+00 10/15/2021 8:59:25 AM sbell

FOR CONTINUATION
SEE SHEET 44.

10/15/2021

ROADS SHOWN BY THIS LIFESTYLE
INDICATE ROADS OUTSIDE THE
FIELD SURVEY LIMITS. LINES ARE
FROM CLERMONT COUNTY GIS.



MATCHLINE B-B

MATCH LINE STA 114+00

CALCULATED	KCS	CHECKED	SCS

0 50 100
25
HORIZONTAL
SCALE IN FEET

**MAINTENANCE OF TRAFFIC
PHASE 2-SR32 & I-275, RAMP B, M-STA 114+00**

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

NOTE:
RAMP E IS TO BE CLOSED AND TRAFFIC DETOURED
DURING PERMITTED LANE CLOSURE (PLC) WORK.
FOR DETAILS, SEE SHEETS 56 - 61 .

FOR LEGEND SEE SHEET 28.

...103956...mp525 P7 PHASE 2 - SR32 STA 114+00 - STA 128+00 10/15/2021 8:59:28 AM sbell

10/15/2021

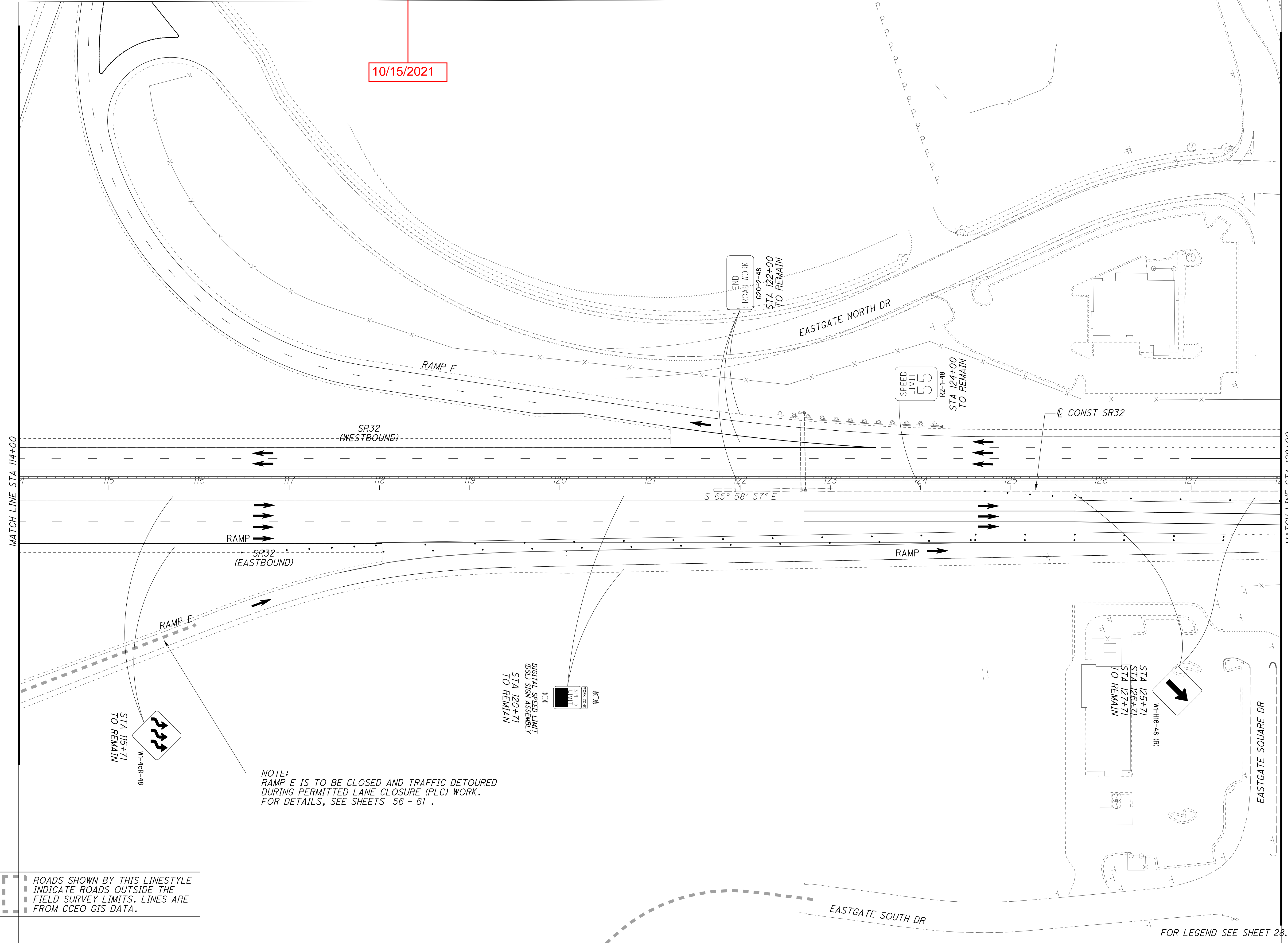
CALCULATED	KCS	CHECKED	SCS

0 50 100
25
HORIZONTAL
SCALE IN FEET

**MAINTENANCE OF TRAFFIC
PHASE 2 - SR32 STA 114+00 TO STA 128+00**

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

46
316



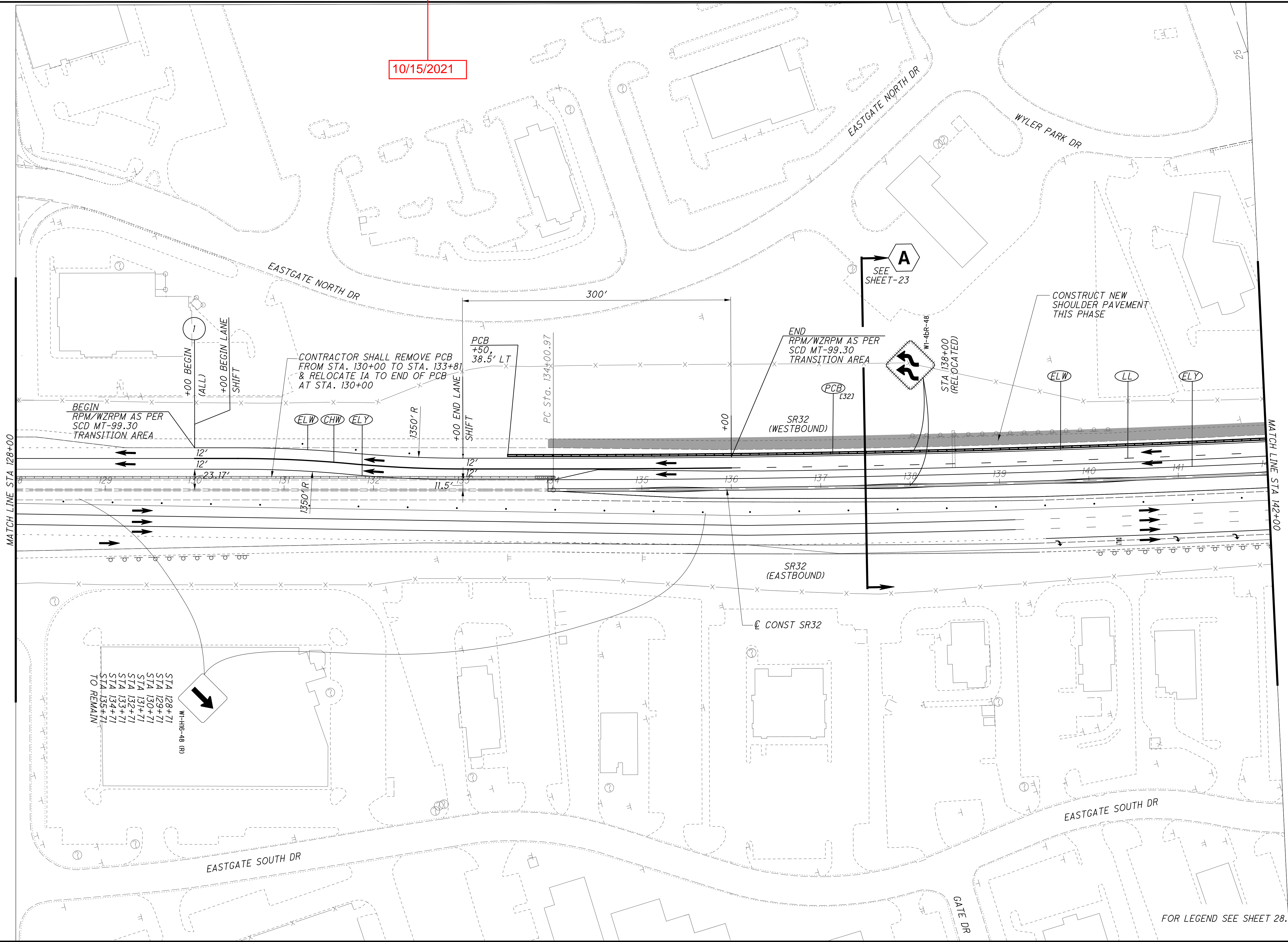
ROADS SHOWN BY THIS LINE STYLE INDICATE ROADS OUTSIDE THE FIELD SURVEY LIMITS. LINES ARE FROM CCEO GIS DATA.

NOTE:
RAMP E IS TO BE CLOSED AND TRAFFIC DETOURED DURING PERMITTED LANE CLOSURE (PLC) WORK. FOR DETAILS, SEE SHEETS 56 - 61 .

FOR LEGEND SEE SHEET 28.

...103956...mp526 P7 PHASE 2 - SR32 STA 128+00 - STA 142+00 10/15/2021 8:59:31 AM sbell

10/15/2021



CALCULATED KCS CHECKED SCS

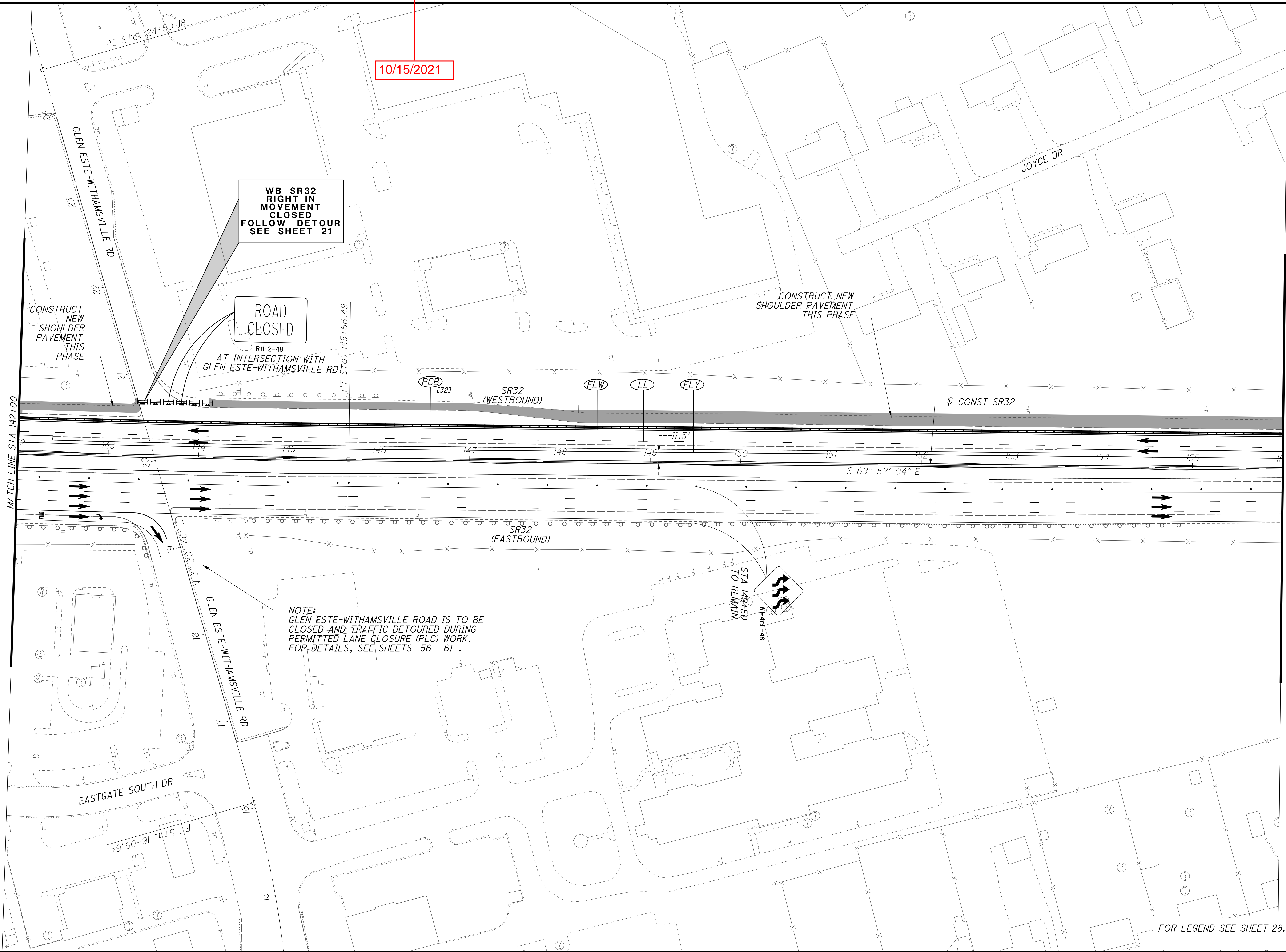
0 50 100
25
HORIZONTAL SCALE IN FEET

MAINTENANCE OF TRAFFIC

PHASE 2 - SR32 STA 128+00 TO STA 142+00

CLE-32-2.65 (PHASE 7)

47
316



10/15/2021

WB SR32
RIGHT-IN
MOVEMENT
CLOSED
FOLLOW DETOUR
SEE SHEET 21

ROAD
CLOSED

R11-2-48
AT INTERSECTION WITH
GLEN ESTE-WITHAMSVILLE RD

CONSTRUCT NEW
SHOULDER PAVEMENT
THIS PHASE

PCB
1321
SR32
(WESTBOUND)

ELW LL ELY

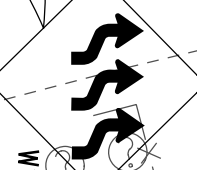
CONST SR32

S 69° 52' 04" E

SR32
(EASTBOUND)

NOTE:
GLEN ESTE-WITHAMSVILLE ROAD IS TO BE
CLOSED AND TRAFFIC DETOURED DURING
PERMITTED LANE CLOSURE (PLC) WORK.
FOR DETAILS, SEE SHEETS 56 - 61 .

STA 148+00
TO REMAIN



EASTGATE SOUTH DR

PT Sta. 16+05.64

GLEN ESTE-WITHAMSVILLE RD

JOYCE DR

MATCH LINE STA 142+00

MATCH LINE STA 156+00

CALCULATED KCS CHECKED SCS

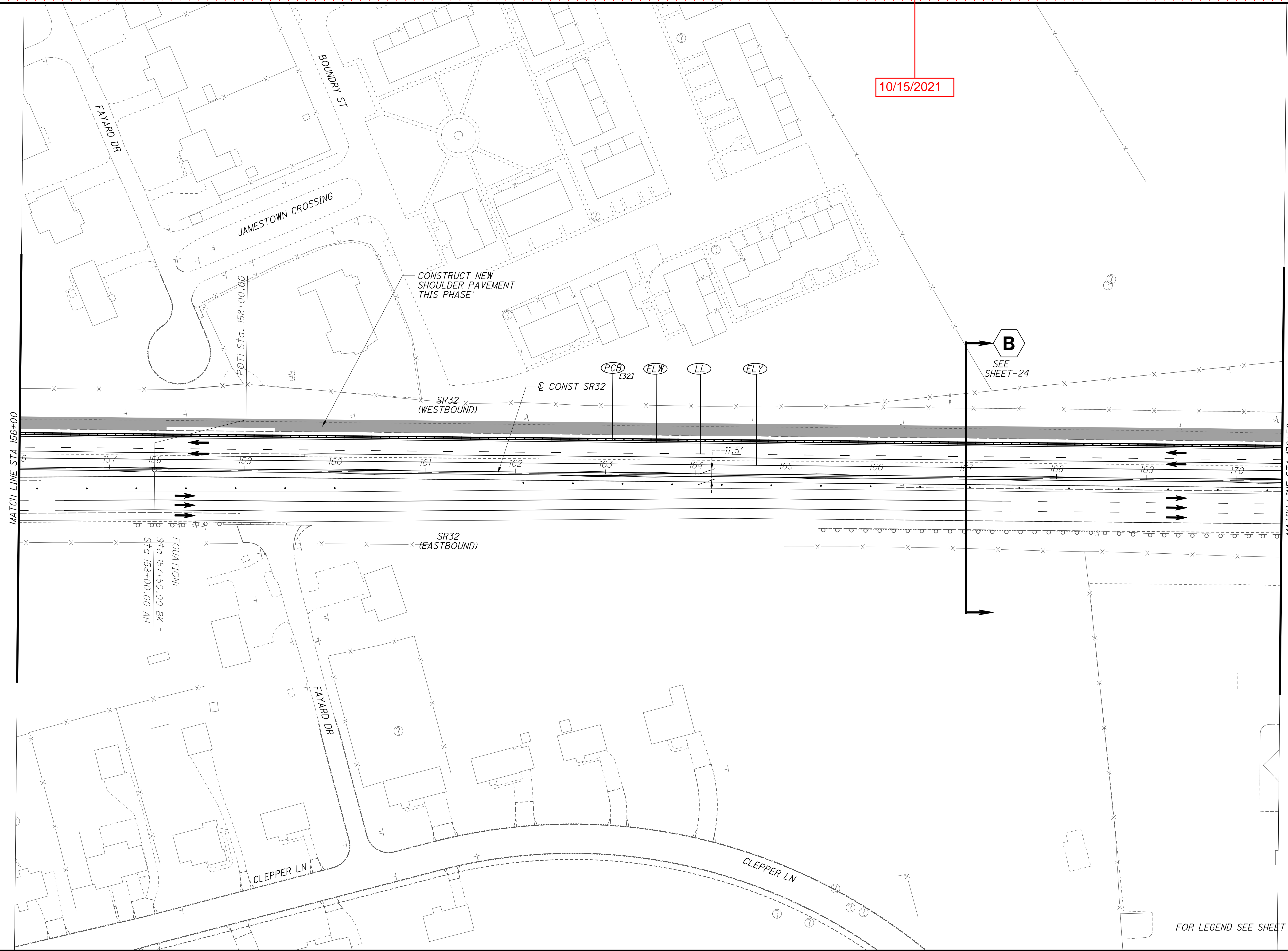
HORIZONTAL SCALE IN FEET

MAINTENANCE OF TRAFFIC
PHASE 2 - SR32 STA 142+00 TO STA 156+00

CLE-32-2.65
(PHASE 7)

FOR LEGEND SEE SHEET 28.

...103956...mp528 P7 PHASE 2 - SR32 STA 156+00 - STA 170+50 10/15/2021 8:59:41 AM sbell



10/15/2021

B

SEE SHEET-24

CALCULATED BY: KCS
 CHECKED BY: SCS

0 50 100
 25
 HORIZONTAL SCALE IN FEET

MAINTENANCE OF TRAFFIC
PHASE 2 - SR32 STA 156+00 TO STA 170+50

CLE-32-2.65
(PHASE 7)

FOR LEGEND SEE SHEET 28.

10/15/2021

NOTE:
BARRIER OFFSET TO EDGE LINE
IS SHOWN VARIES:
2-FT TO 1-FT, STA 171+50 TO STA 172+00;
1-FT, STA 172+00 TO STA 175+00;
1-FT TO 7-FT±, STA 175+00 TO STA 176+60

ACCELERATION LENGTH = 875'±

650' (LENGTH ON TANGENT)

600' (50:1 TAPER)

CONSTRUCT NEW
SHOULDER PAVEMENT
THIS PHASE

PCB
+50,
40.25' LT

PCB
+00,
40.25' LT

PCB
[322]

PCB
+00,
46.25' LT

PCB
+39.8,
54.9' LT

PCB
(TAPER 18:1)

+60
IA

+62.51

SR32
(WESTBOUND)

ELW

DL

LL

ELY

CHW

ELY

ELW

STA 184+37
STA 183+37
ERECT FIRST
SIGN ADJACENT
TO BEGINNING OF
SHIFT. THEN EVERY
100' ALONG
THE SHIFT TAPER
(SEE NEXT
SHEET FOR
CONTINUATION)

W+HIG-48 (L)

RAMP N

RAMP

RAMP

RAMP

MATCH LINE STA 184+50

MATCH LINE STA 170+50

CONST SR32

SR32
(EASTBOUND)

S 69° 52' 04" E

?

?

?

?



0 50 100
HORIZONTAL
SCALE IN FEET

CALCULATED KCS
CHECKED SCS

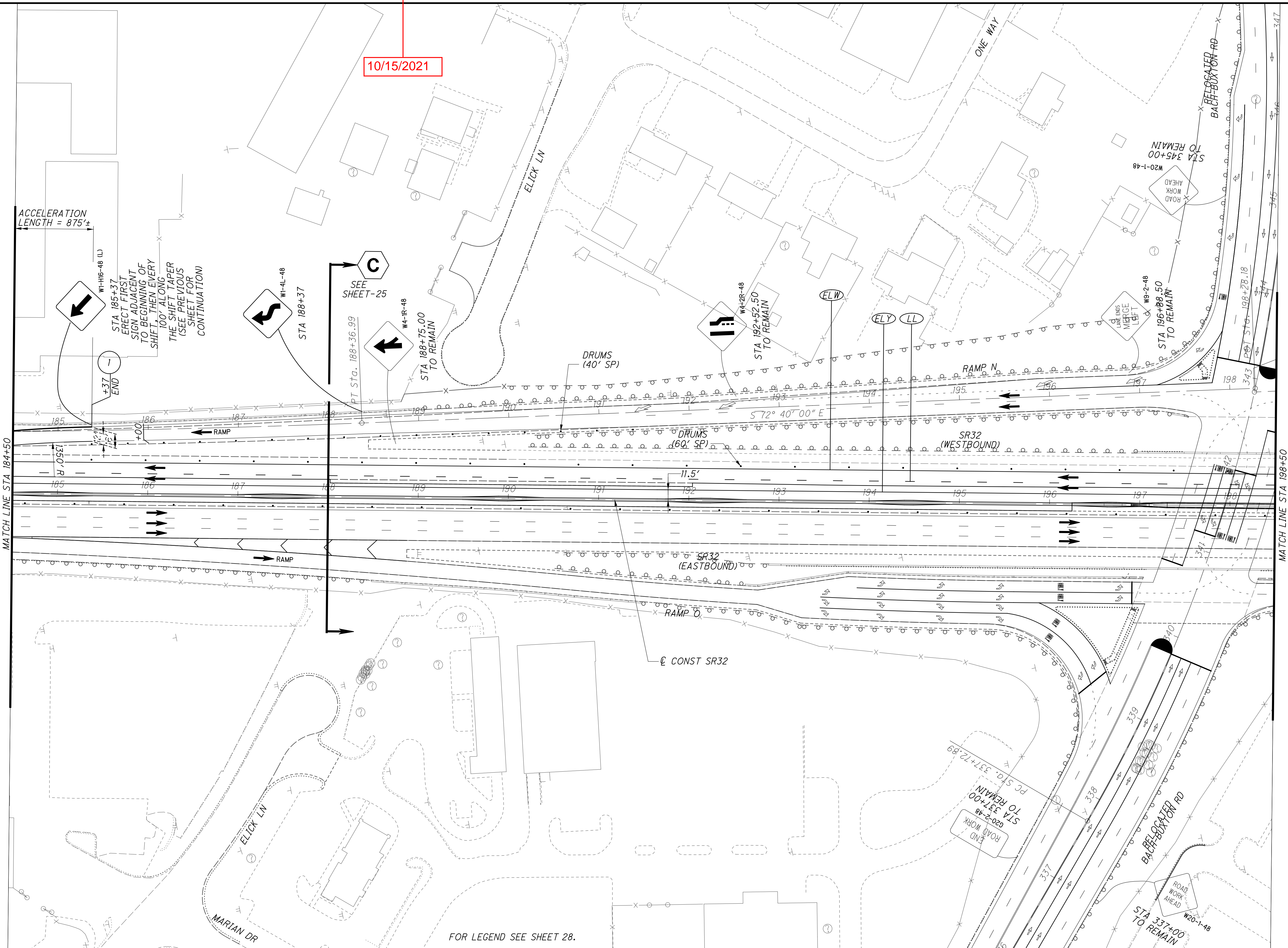
MAINTENANCE OF TRAFFIC
PHASE 2 - SR32 STA 170+50 TO STA 184+50

CLE-32-2.65
(PHASE 7)

50
316

FOR LEGEND SEE SHEET 28.

10/15/2021



ACCELERATION LENGTH = 875'±

STA 185+37
ERECT FIRST SIGN ADJACENT TO BEGINNING OF SHIFT. THEN EVERY 100' ALONG THE SHIFT TAPER (SEE PREVIOUS SHEET FOR CONTINUATION)

SEE SHEET-25

STA 188+75.00 TO REMAIN

DRUMS (40' SP)

STA 192+52.50 TO REMAIN

RAMP N

SR32 (WESTBOUND)

SR32 (EASTBOUND)

CONST SR32

FOR LEGEND SEE SHEET 28.

CALCULATED KCS CHECKED SCS

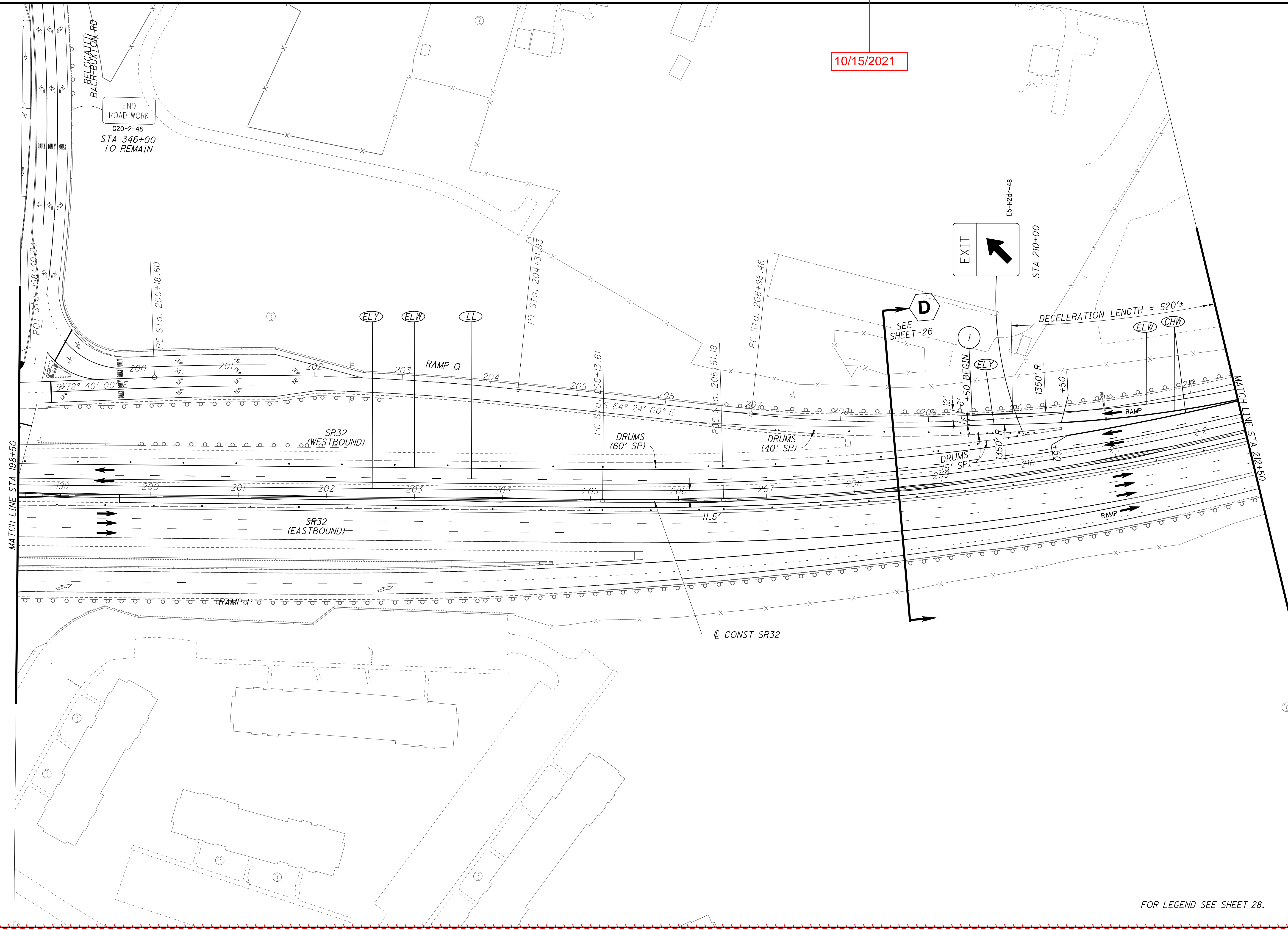
0 25 50 100
HORIZONTAL SCALE IN FEET

MAINTENANCE OF TRAFFIC
PHASE 2 - SR32 STA 184+50 TO STA 198+50

CLE-32-2.65
(PHASE 7)

...103956...mp531 P7 PHASE 2 - SR32 STA 198+50 - STA 212+50 10/15/2021 8:59:54 AM sbell

10/15/2021



END
ROAD WORK
G20-2-48
STA 346+00
TO REMAIN

EXIT
↑

E5-H2dr-48

STA 210+00

DECELERATION LENGTH = 520±

SEE SHEET-26

1
+50 BEGIN

ELY

DRUMS (5' SP)

1350' R

1350' R

1350' R

1350' R

1350' R

1350' R

1350' R

1350' R

1350' R

1350' R

POJ Sta. 198+40.83

PC Sta. 200+18.60

PT Sta. 204+31.83

PC Sta. 205+13.61

PIC Sta. 206+51.19

PC Sta. 206+98.46

S 72° 40' 00"

S 64° 24' 00" E

CONST SR32

RAMP Q

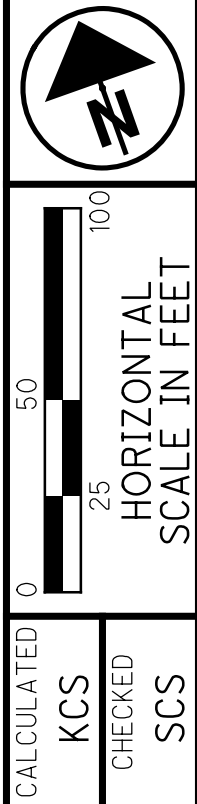
SR32 (WESTBOUND)

SR32 (EASTBOUND)

RAMP P

MATCH LINE STA 198+50

MATCH LINE STA 212+50



CALCULATED KCS CHECKED SCS
MAINTENANCE OF TRAFFIC
PHASE 2 - SR32 STA 198+50 TO STA 212+50

CLE-32-2.65
(PHASE 7)

52
316

FOR LEGEND SEE SHEET 28.

10/15/2021



0 25 50 100
HORIZONTAL
SCALE IN FEET

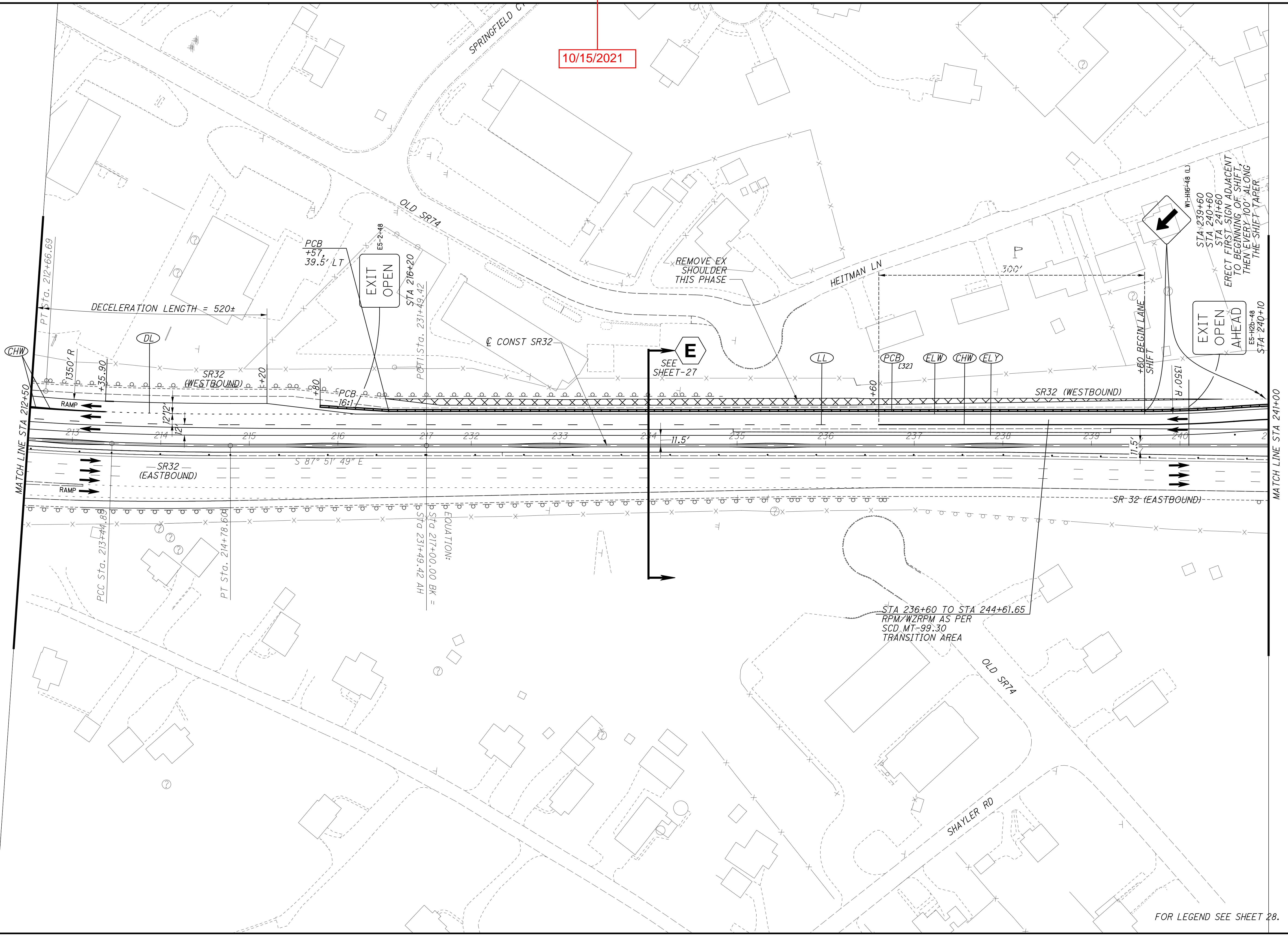
CALCULATED KCS
CHECKED SCS

MAINTENANCE OF TRAFFIC
PHASE 2 - SR32 STA 212+50 TO STA 241+00

CLE-32-2.65
(PHASE 7)

53
316

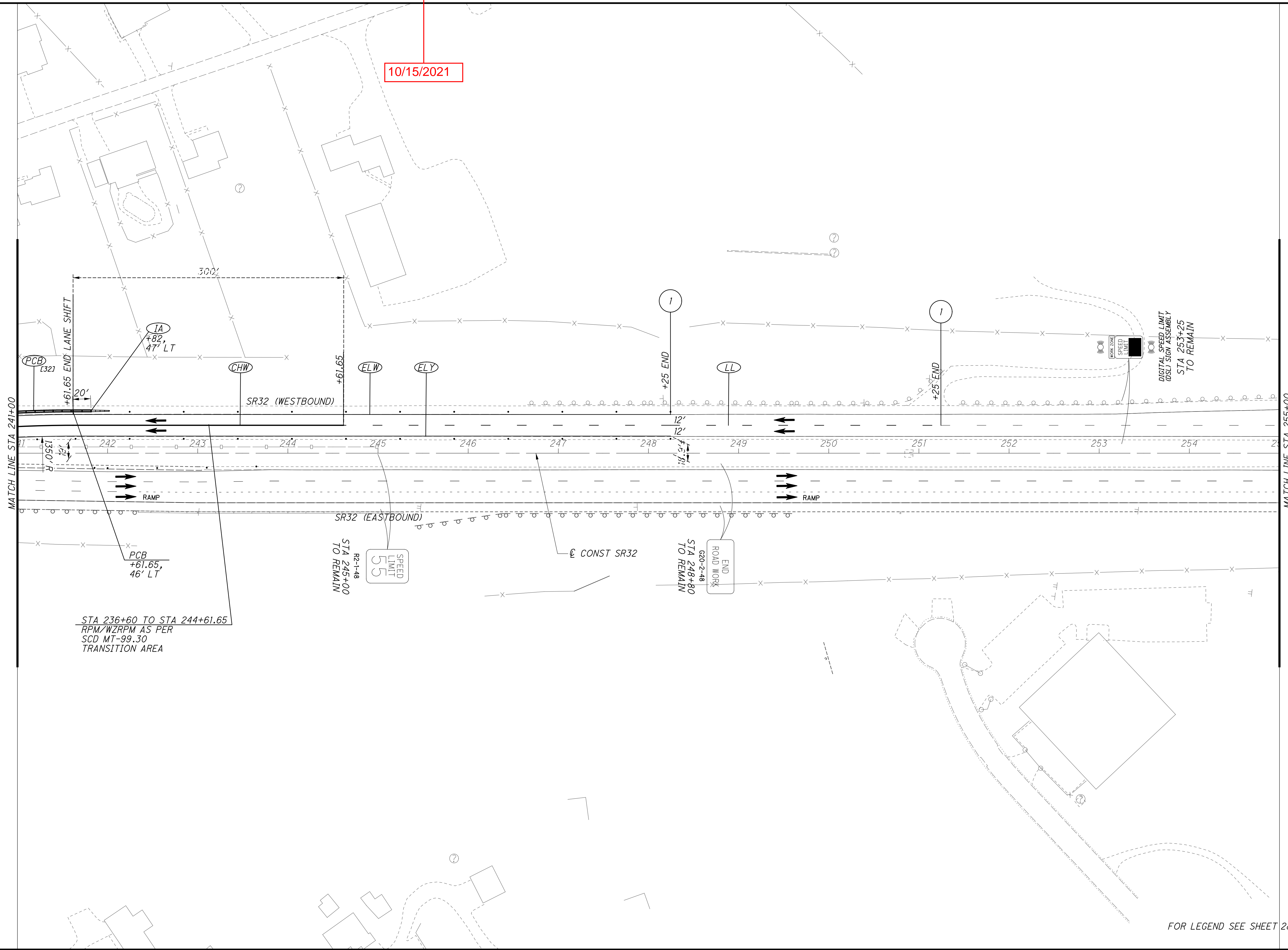
...103956_mp532_P7 PHASE 2 - SR32 STA 212+50 - STA 241+00 10/15/2021 9:00:00 AM sbell



FOR LEGEND SEE SHEET 28.

...103956...mp533 P7 PHASE 2 - SR32 STA 241+00 - STA 255+00 10/15/2021 9:00:04 AM_sbell

10/15/2021



CALCULATED KCS
CHECKED SCS

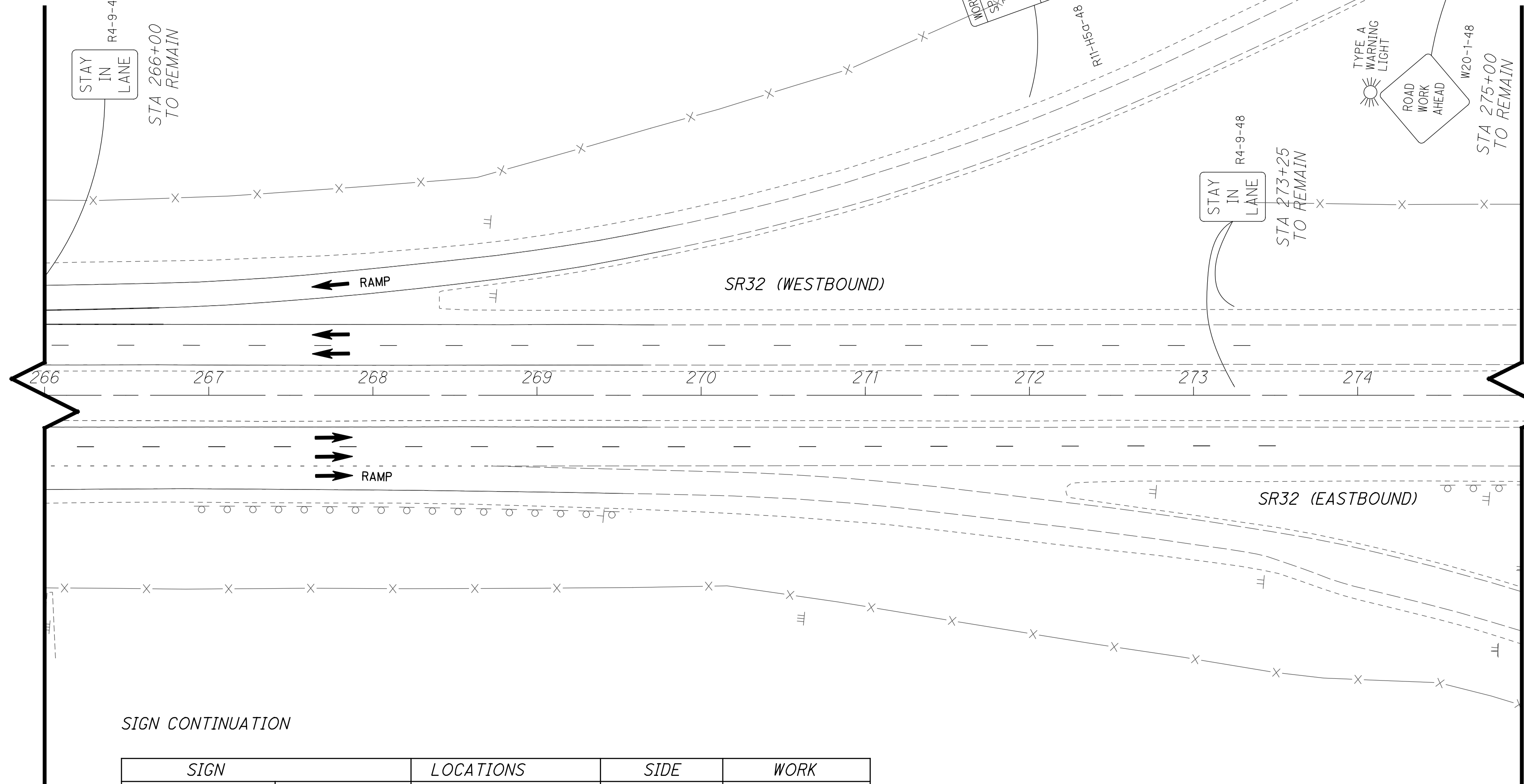
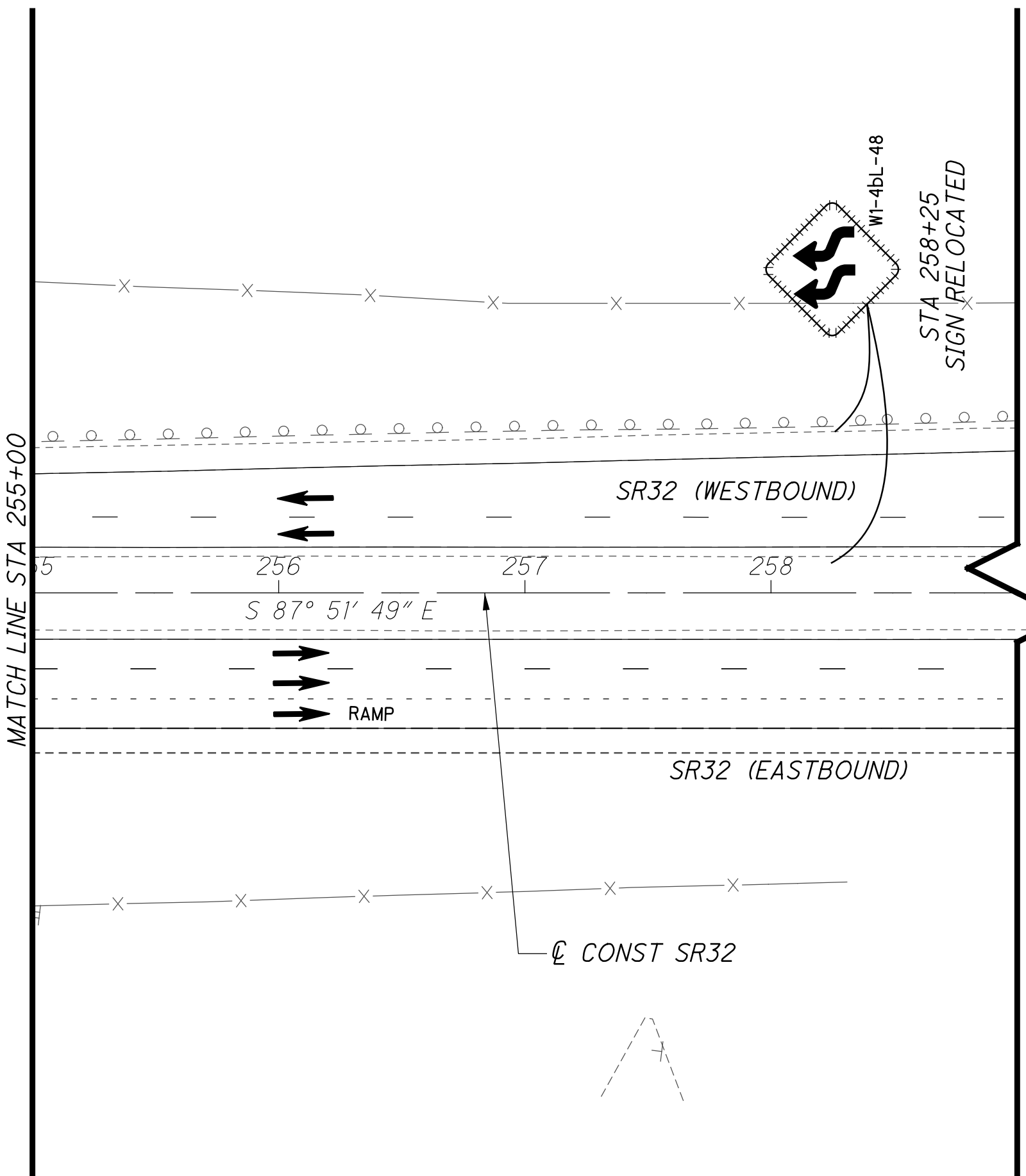
0 50 100
HORIZONTAL SCALE IN FEET

MAINTENANCE OF TRAFFIC
PHASE 2 - SR32 STA 241+00 TO STA 255+00

CLE-32-2.65
(PHASE 7)

FOR LEGEND SEE SHEET 28.

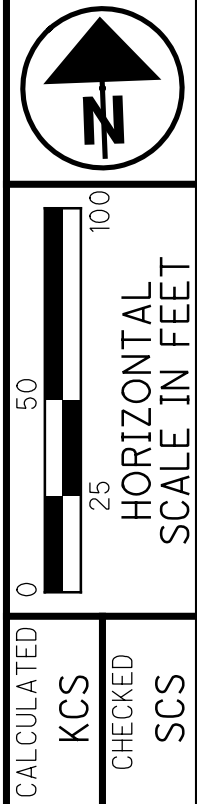
10/15/2021



SEE TABLE BELOW FOR SIGN CONTINUATION

SIGN CONTINUATION

SIGN	LOCATIONS	SIDE	WORK
	R11-H5a-48 SR 32 (WESTBOUND), 660' EAST OF R4-5L-48 SIGN	LT & RT	TO REMAIN
	W20-1-48 SR 32 (WESTBOUND), 660' EAST OF R11-H5a-48 SIGN	LT & RT	TO REMAIN



CALCULATED KCS CHECKED SCS
MAINTENANCE OF TRAFFIC
PHASE 2 - SR32 STA 255+00 TO END

CLE-32-2.65
 (PHASE 7)

...303.20\303.204.10395300401.dgn 10/27/2021 8:28:51 AM mswwhitt

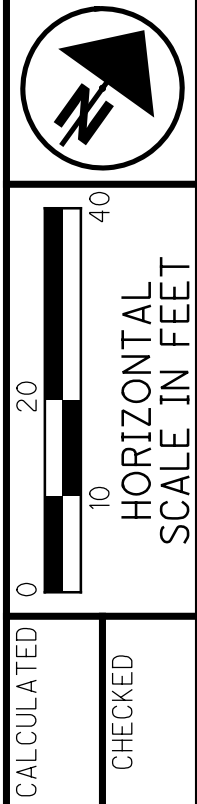
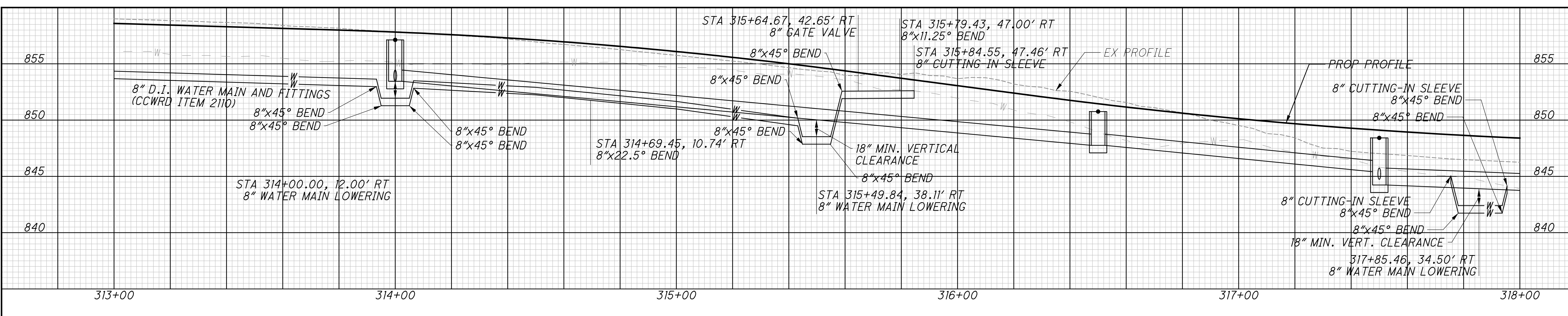
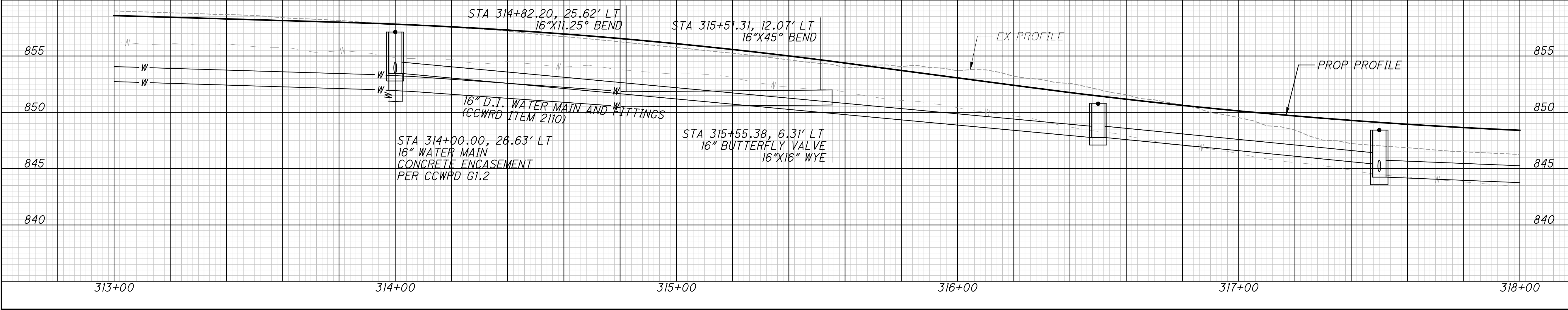
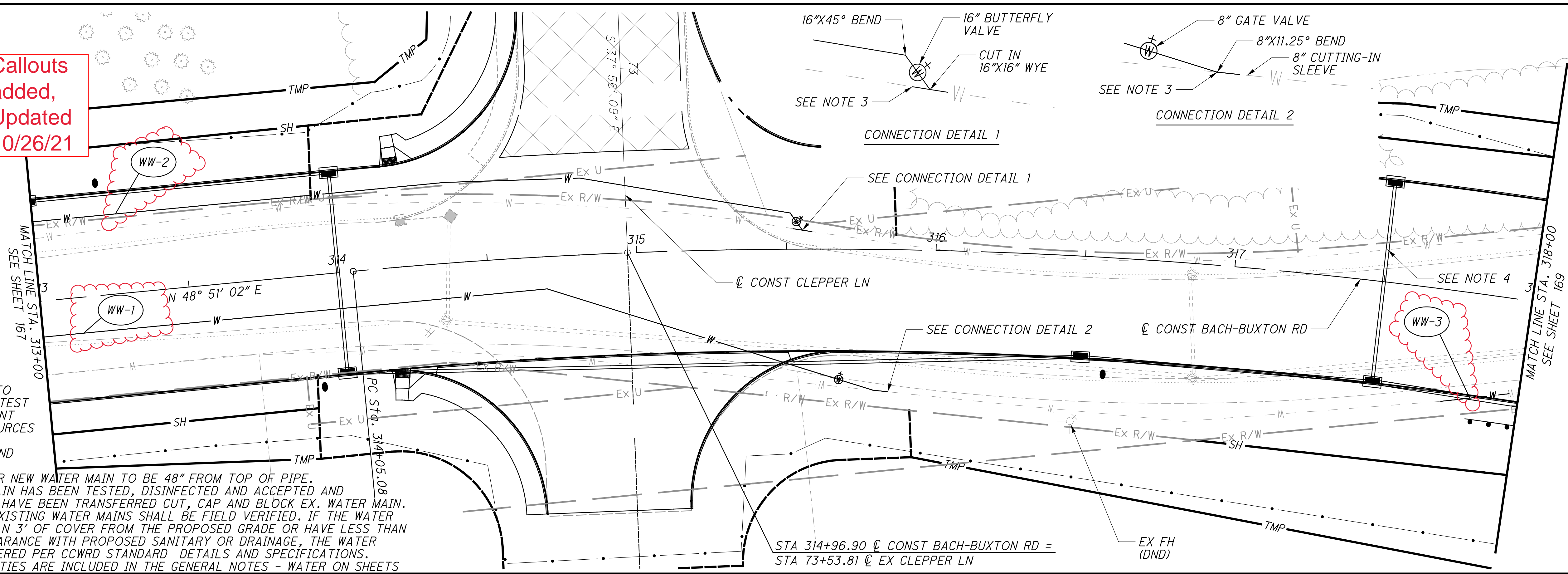
PAV'T AREA	STATION		SIDE	LENGTH (ALONG CURB OR EDGE LINE)	AREA (FROM CADD)	204	204	206	206	206	254	302	302	304	304	407	407	407	441	441	442	442	452		
	FROM	TO				SY	HR	SY	TON	SY	SY	CY	CY	SY	CY	CY	CY	GAL	GAL	GAL	CY	CY	CY	CY	SY
BACH-BUXTON RD.																									
FULL DEPTH ASPH.	304+25.00	332+72.11	LT/RT		177,348.02		9.85	19,705.34	1,057.52	19,705.34				3,284.22		3,284.22									
+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			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		0.01	12.51	0.67	12.51				2.09		2.09									
+CURB TYPE 6	71+40.00	73+29.10	LT	218.75			0.02	36.46	1.96	36.46						4.05									
FULL DEPTH ASPH.	71+40.00	73+29.63	RT		85.05		0.00	9.45	0.51	9.45				1.58		1.58									
+CURB TYPE 6	71+40.00	73+29.63	RT	210.98			0.02	35.16	1.89	35.16						3.91									
VARIABLE OVERLAY	71+40.00	73+27.64	LT/RT		9,816.22						1,090.69		519.22												
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									
+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									
+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									
+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						1,004.95	12.33	23,649.88	1,269.21	23,649.88	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	1054.24	1,147.86	297.17		
SUBTOTAL CARRIED TO GENERAL SUMMARY						1,005	12	23,650	1,269	23,650	1,091	4,273		4,095		3,042		22	31	1054	1,148	297			

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

Callouts added, Updated 10/26/21

NOTES:

1. ALL WATER WORK IS TO COMPLY WITH THE LATEST REVISION OF CLERMONT COUNTY WATER RESOURCES DEPARTMENT (CCWRD) STANDARD DETAILS AND SPECIFICATIONS.
2. STANDARD COVER FOR NEW WATER MAIN TO BE 48" FROM TOP OF PIPE.
3. AFTER NEW WATER MAIN HAS BEEN TESTED, DISINFECTED AND ACCEPTED AND AFTER ALL SERVICES HAVE BEEN TRANSFERRED CUT, CAP AND BLOCK EX. WATER MAIN.
4. THE DEPTH OF THE EXISTING WATER MAINS SHALL BE FIELD VERIFIED. IF THE WATER MAINS HAVE LESS THAN 3' OF COVER FROM THE PROPOSED GRADE OR HAVE LESS THAN 18" OF VERTICAL CLEARANCE WITH PROPOSED SANITARY OR DRAINAGE, THE WATER MAINS SHALL BE LOWERED PER CCWRD STANDARD DETAILS AND SPECIFICATIONS. CONTINGENCY QUANTITIES ARE INCLUDED IN THE GENERAL NOTES - WATER ON SHEETS 163/237.

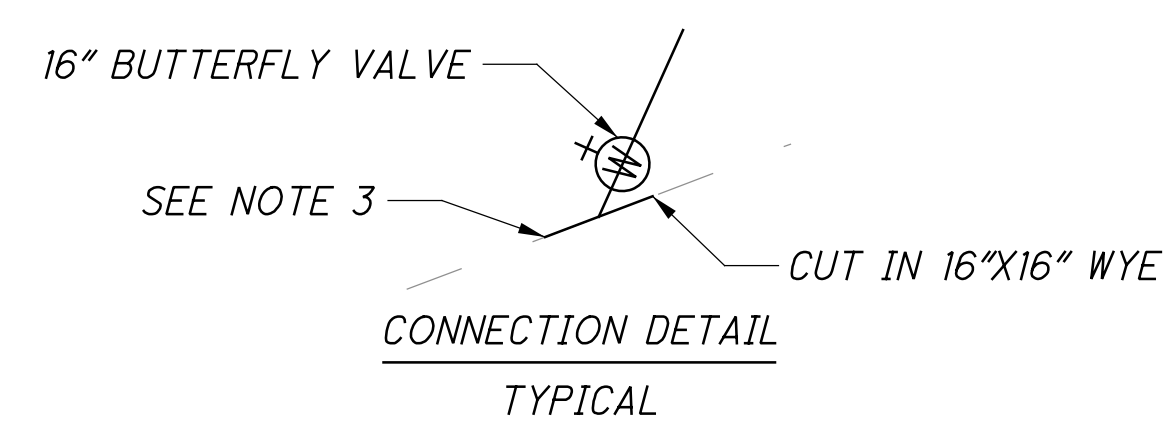
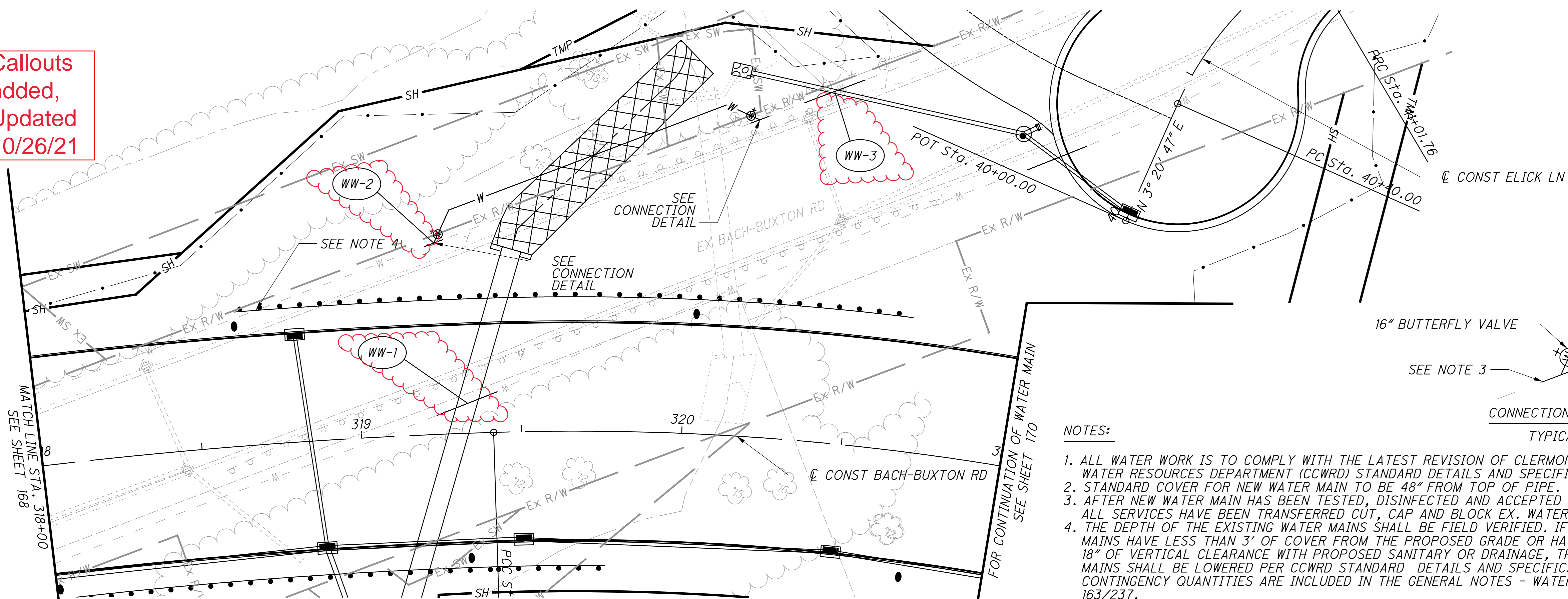


WATER WORKS PLAN AND PROFILE
 BACH-BUXTON RD-STA 313+00 TO STA 318 +00

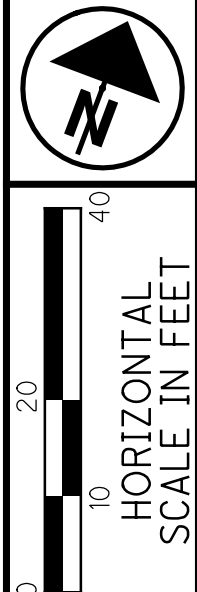
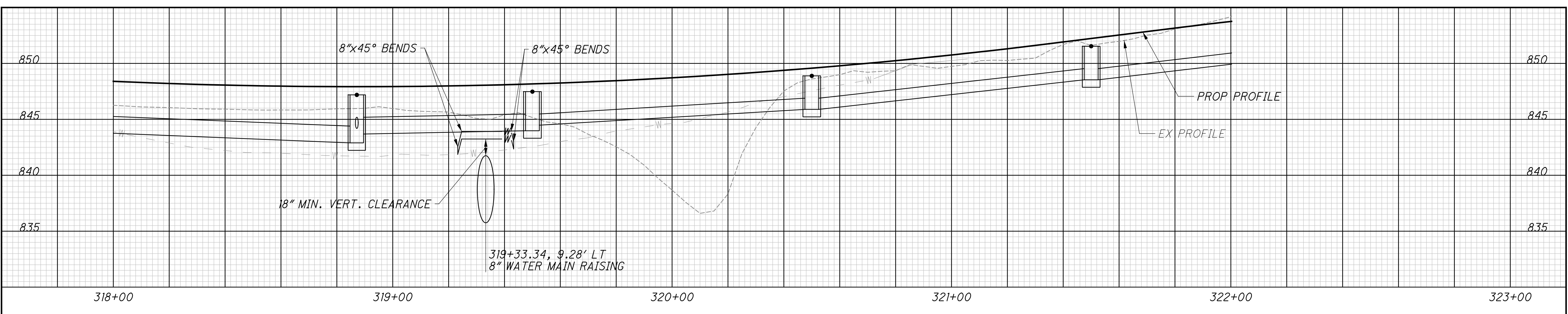
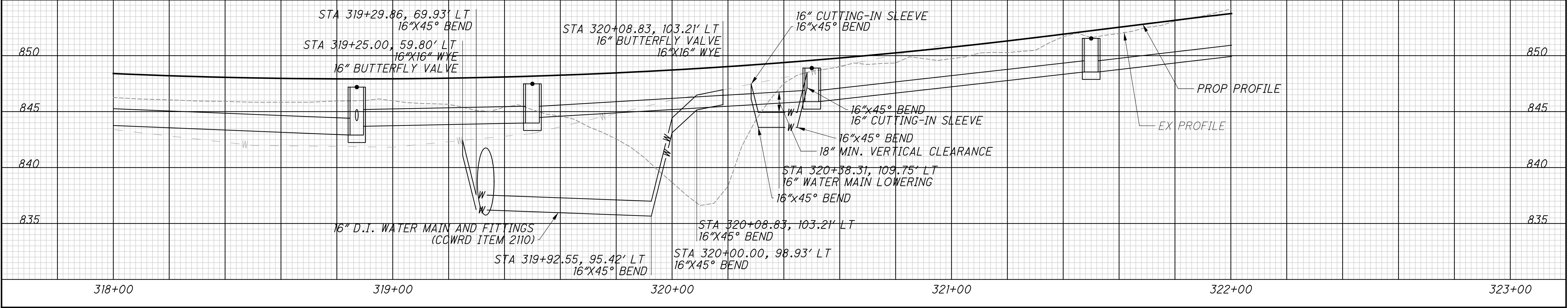
CLE-CR388
 (PHASE 4)

...312.06\Sheets\103953UP463.dgn 10/26/2021 4:25:13 PM nldonofrio

Callouts added, Updated 10/26/21



- NOTES:**
1. ALL WATER WORK IS TO COMPLY WITH THE LATEST REVISION OF CLERMONT COUNTY WATER RESOURCES DEPARTMENT (CCWRD) STANDARD DETAILS AND SPECIFICATIONS.
 2. STANDARD COVER FOR NEW WATER MAIN TO BE 48" FROM TOP OF PIPE.
 3. AFTER NEW WATER MAIN HAS BEEN TESTED, DISINFECTED AND ACCEPTED AND AFTER ALL SERVICES HAVE BEEN TRANSFERRED CUT, CAP AND BLOCK EX. WATER MAIN.
 4. THE DEPTH OF THE EXISTING WATER MAINS SHALL BE FIELD VERIFIED. IF THE WATER MAINS HAVE LESS THAN 3" OF COVER FROM THE PROPOSED GRADE OR HAVE LESS THAN 18" OF VERTICAL CLEARANCE WITH PROPOSED SANITARY OR DRAINAGE, THE WATER MAINS SHALL BE LOWERED PER CCWRD STANDARD DETAILS AND SPECIFICATIONS. CONTINGENCY QUANTITIES ARE INCLUDED IN THE GENERAL NOTES - WATER ON SHEETS 163/237.



CALCULATED
CHECKED

**WATER WORKS PLAN AND PROFILE
BACH-BUXTON RD-STA 318+00 TO STA 321+00**

**CLE-CR388
(PHASE 4)**

...312.06\Sheets\103953UP464.dgn 10/26/2021 4:27:19 PM nldonofrio