

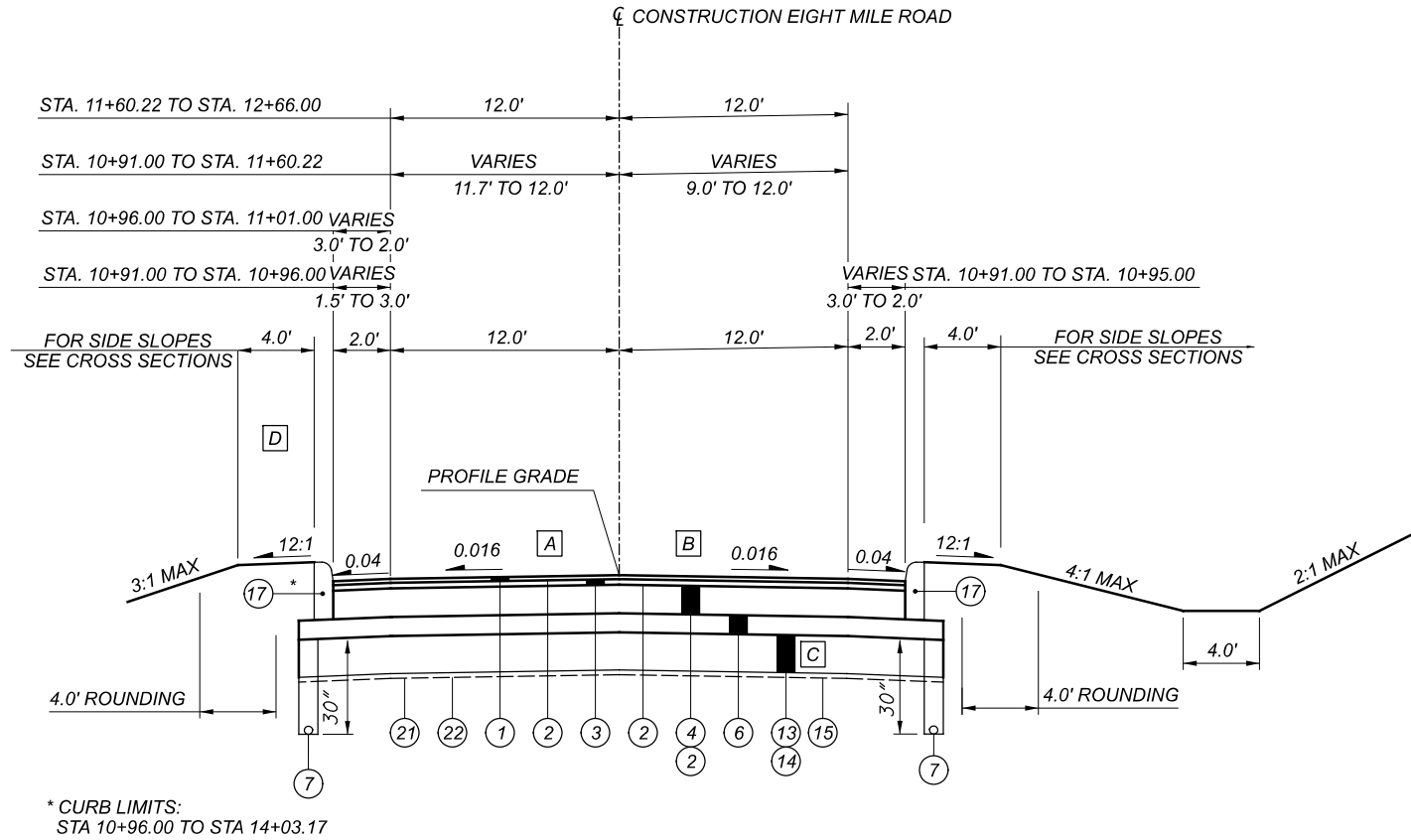
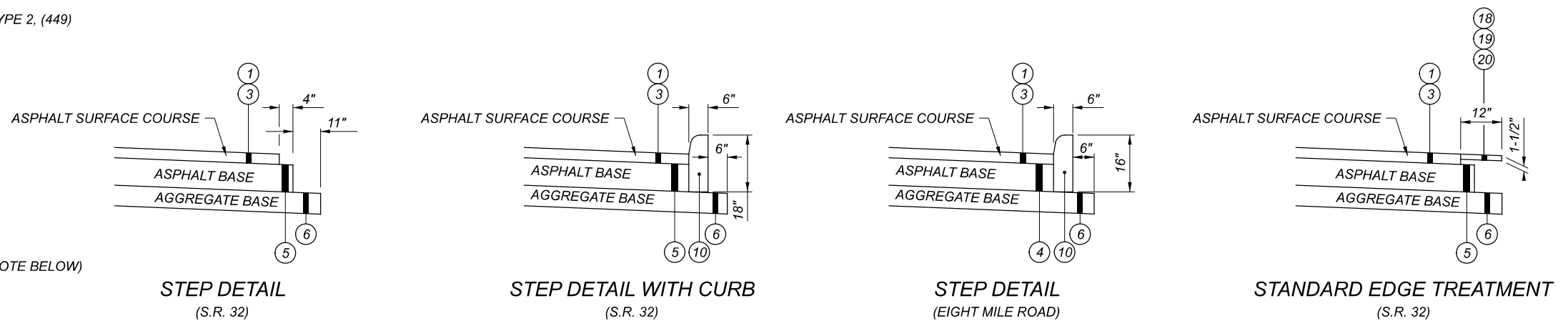
LEGEND

- ① ITEM 441, 1 1/4" ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (449), PG64-22
- ② ITEM 407, NON-TRACKING TACK COAT
- ③ ITEM 441, 1 3/4" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, (449)
- ④ ITEM 301, 9" ASPHALT CONCRETE BASE, PG64-22 (449)
- ⑤ ITEM 301, 11" ASPHALT CONCRETE BASE, PG64-22 (449)
- ⑥ ITEM 304, 6" AGGREGATE BASE
- ⑦ ITEM 605, 6" SHALLOW PIPE UNDERDRAIN
- ⑧ ITEM 609, COMBINATION CURB AND GUTTER, TYPE 3
- ⑨ ITEM 609, 4" CONCRETE TRAFFIC ISLAND
- ⑩ ITEM 609, CURB, TYPE 4-C, AS PER PLAN
- ⑪ ITEM 644, GUARDRAIL, TYPE MGS
- ⑫ ITEM 254, PAVEMENT PLANING, ASPHALT CONCRETE, 3" (SEE NOTE BELOW)
- ⑬ ITEM 204, EXCAVATION OF SUBGRADE
- ⑭ ITEM 204, 12" GRANULAR MATERIAL, TYPE C
- ⑮ ITEM 204, GEOTEXTILE FABRIC
- ⑯ ITEM 605, 6" BASE PIPE UNDERDRAIN
- ⑰ ITEM 609, CURB, TYPE 6
- ⑱ ITEM 617, COMPACTED AGGREGATE
- ⑲ ITEM 617, SHOULDER PREPARATION
- ⑳ ITEM 617, WATER
- ㉑ ITEM 204, SUBGRADE COMPACTION
- ㉒ ITEM 204, PROOF ROLLING

- (A) EXISTING 1-1/4" ASPHALT CONCRETE SURFACE COURSE
- (B) EXISTING 1-3/4" ASPHALT CONCRETE INTERMEDIATE COURSE
- (C) EXISTING 9" BITUMINOUS AGGREGATE BASE
- (D) EXISTING AGGREGATE BASE (THICKNESS VARIES)

NOTE: ITEM 301 ASPHALT CONCRETE BASE COURSE SHALL BE PLACED IN MULTIPLE LIFTS. THE MINIMUM COMPACTED LIFT THICKNESS SHALL BE 3" AND THE MAXIMUM COMPACTED LIFT THICKNESS SHALL BE 6" ACCORDING TO 301.04. ITEM 407 NON-TRACKING TACK COAT SHALL BE PLACED BETWEEN LIFTS.

SAWCUT NOTE: THE EXISTING PAVEMENT EDGE SHALL BE SAWCUT TO LOCATE A SOUND PAVEMENT EDGE. FOR ESTIMATING PURPOSES, PAVEMENT CALCULATIONS INCLUDED IN THE PLANS INDICATE AN AVERAGE WIDTH OF 1 FOOT OF EXISTING PAVEMENT BEING REPLACED.



- (A) TRANSITION PAVEMENT SLOPE FROM -0.0144 AT STA. 10+91.00 TO -0.0160 AT STA. 10+94.09
- (B) TRANSITION PAVEMENT SLOPE FROM -0.0121 AT STA. 10+91.00 TO -0.0160 AT STA. 10+98.53
- (C) SUBGRADE STABILIZATION LIMITS: STA. 10+91.00 TO STA. 13+25.00

NORMAL TWO LANE SECTION EIGHT MILE ROAD

STA 10+91.00 TO STA 10+98.53 (TRANS.)
STA 10+98.53 TO STA 14+03.17 (0.016)

* CURB LIMITS:
STA 10+96.00 TO STA 14+03.17

EIGHT MILE ROAD TYPICAL SECTIONS

HAM-32-6.82

MODEL: Sheet 1 PAPER SIZE: 17x11 (in.) DATE: 7/21/2022 TIME: 7:42:37 AM USER: litchley V:\1736\active\173620118\engineering\110991\400-Engineering\Roadway\Sheets\110991_GY001.dgn



DESIGNER	PJD
REVIEWER	SNS 4-13-22
PROJECT ID	110991
SHEET	P.4
TOTAL	142

ITEM SPECIAL - FILL AND PLUG EXISTING CONDUIT

THIS ITEM CONSISTS OF THE CONSTRUCTION OF BULKHEADS IN AN EXISTING 12 INCH DIAMETER CONDUIT AND FILLING THE AREA SEALED OFF WITH ITEM 613, SAND OR OTHER MATERIAL APPROVED BY THE ENGINEER.

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

PUMP THE FILL MATERIAL INTO PLACE OR 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 IS FILLED. THE LENGTH OF FILLED AND PLUGGED CONDUIT TO BE PAID FOR IS 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 PER 203, OR IT MAY BE REMOVED. THE LENGTH, MEASURED AS PROVIDED ABOVE, WILL BE PAID FOR AT THE CONTRACT PRICE PER FOOT FOR, ITEM SPECIAL, FILL AND PLUG EXISTING CONDUIT.

ITEM 611 - 15", SLOTTED DRAIN, TYPE 1

THIS ITEM SHALL CONSIST OF 15 INCH DIAMETER SLOTTED DRAIN ALUMINUM COATED STEEL CONDUIT 707.01 WITH 6 INCH TRAPEZOIDAL GALVANIZED SOLID BAR GRATE AS APPROVED BY THE ENGINEER. ALL COSTS FOR LABOR AND MATERIALS, INCLUDING TYPE 2 BEDDING, AND BACKFILLING AS DETAILED ON STANDARD CONSTRUCTION DRAWING DM-1.3 SHALL BE INCLUDED IN THE PRICE BID PER FOOT FOR ITEM 611 - 15" SLOTTED DRAIN, TYPE 1.

ITEM 611 - MANHOLE RECONSTRUCTED TO GRADE, AS PER PLAN

THE CONTRACTOR SHALL CONTACT ALICE OLIVER OF MSD WASTEWATER ENGINEERING AT 513-244-1369 A MINIMUM OF FIVE (5) BUSINESS DAYS PRIOR TO STARTING CONSTRUCTION ON OR NEAR MSD SEWERS, INCLUDING ANY MANHOLE ADJUSTMENTS.

MANHOLES RECONSTRUCTED TO GRADE SHALL BE MADE IN ACCORDANCE WITH MSD STANDARD DRAWING ACCESSION NUMBERS 49058 OR 49058-A.

ALL OTHER ASPECTS OF ITEM 611 SHALL APPLY.

PAYMENT FOR ITEEM 611 MANHOLE RECONSTRUCTION TO GRADE, AS PER PLAN SHALL BE MADE AT THE CONTRACT UNIT PRICE FOR EACH AND SHALL INCLUDE ALL MATERIALS, LABOR, EQUIPMENT, AND INCIDENTALS NECESSARY TO COMPLETE THE WORK.

ITEM 611 - CONDUIT BORED OR JACKED

WHERE IT IS SPECIFIED THAT A CONDUIT BE INSTALLED BY THE METHOD OF BORING OR JACKING. PROVIDE A STEEL CASING PIPE CONFORMING TO 748.06. JOINTS WITH A CIRCUMFERENTIAL FULLY PENETRATING B- U4B WELD THAT IS PERFORMED BY A CERTIFIED WELDER FOR WELDING CODE AMERICAN WELDING SOCIETY (AWS) D1.1 OR MACHINED INTERLOCKING JOINTS ARE PERMITTED. THE INSTALLED CASING PIPE IS THE STORM WATER CONVEYANCE CARRIER UNLESS OTHERWISE SPECIFIED IN THE PLANS. HYDROSTATIC TESTING IS NOT REQUIRED FOR THE CASING PIPE.

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

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

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

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

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

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

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

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

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

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

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

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

- UPON APPROVAL OF CONSULTANT 20%
- PROGRESSIVE EQUIVALENT PAYMENTS 50%
- UPON SUBMISSION OF FINAL REPORT 30%.

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

INTERIM COMPLETION REQUIREMENTS

THIS PROJECT HAS AN INTERIM COMPLETION DATE OF OCTOBER 31, 2023. ON OR BEFORE THE INTERIM COMPLETION DATE, S.R. 32 AND EIGHT MILE ROAD SHALL BE OPEN AND OPERATING IN THEIR FINAL CONFIGURATION. THIS INTERIM COMPLETION DATE DOES NOT APPLY TO THE FINAL SURFACE COURSE, FINAL PAVEMENT MARKING, OR ESTABLISHMENT OF PERMANENT SEEDING ON S.R. 32.

THIS PROJECT HAS A FINAL COMPLETION DATE OF JULY 31, 2024.

THE CONTRACT WILL BE SUBJECT TO DAILY DISINCENTIVES FOR FAILURE TO COMPLETE ALL THE REQUIRED WORK, AND ASSOCIATED INCIDENTALS RELATED TO THE WORK, AS OUTLINED IN THE TABLE INCLUDED IN THIS NOTE. APPLICATION OF THE DISINCENTIVES WILL BE BASED ON THE OVERALL CONTRACT AMOUNT. DAILY DISINCENTIVES ARE APPLICABLE TO THE WORK REQUIRED TO THE INTERIM COMPLETION DATE ONLY. THE CONTRACT IS STILL SUBJECT TO LIQUIDATED DAMAGES AS OUTLINED IN CMS 108.07 FOR THE REMAINDER OF THE CONTRACT.

SCHEDULE OF DAILY DISINCENTIVES FOR FAILURE TO MEET THE INTERIM COMPLETION REQUIREMENTS		
ORIGINAL CONTRACT AMOUNT (TOTAL AMOUNT AT TIME OF BIDDING)		DAILY DISINCENTIVE FOR EACH FULL OF PARTIAL CALENDAR DAY OF TIME OVERRUN BEYOND THE PLAN INTERIM COMPLETION DATE
FROM MORE THAN	TO AND INCLUDING	
\$0.00	\$500,000	\$800
\$500,000	\$1,000,000	\$1,200
\$1,000,000	\$5,000,000	\$2,500
\$5,000,000	\$10,000,000	\$3,500
\$10,000,000	\$50,000,000	\$5,000
OVER \$50,000,000		\$7,500

ITEM 204 - SUBGRADE COMPACTION AND PROOF ROLLING

CONSTRUCT THE SUBGRADE AS FOLLOWS AND IN THE FOLLOWING SEQUENCE:

1. SHAPE THE SUBGRADE TO WITHIN 0.2 FEET OF THE PLAN SUBGRADE ELEVATION.
2. EXCAVATE AND REPLACE UNSUITABLE SUBGRADE BEFORE PROOF ROLLING. THE EXCAVATION LIMITS ARE SHOWN AND LABELED ON THE CROSS SECTIONS AS UNSUITABLE SUBGRADE. UNSUITABLE SUBGRADE INCLUDES UNSUITABLE SOIL (A-4B, A-2-5, A-5, A-7-5, AND SOIL WITH A LIQUID LIMIT GREATER THAN 65) AND ANY COAL, SHALE, OR ROCK WHICH NEEDS TO BE REMOVED ACCORDING TO SECTION 204.05 OF THE CONSTRUCTION AND MATERIAL SPECIFICATIONS (C&MS).
- IF THERE IS UNSUITABLE SUBGRADE IN A SHALLOW FILL LOCATION, EXCAVATE AND REPLACE THE UNSUITABLE SUBGRADE BEFORE CONSTRUCTING THE SHALLOW FILL AND SHAPING THE SUBGRADE.
3. COMPACT THE SUBGRADE ACCORDING TO C&MS 204.03.
4. APPROXIMATE LIMITS FOR EXCAVATION OF UNSTABLE SUBGRADE ARE SHOWN AND LABELED ON THE CROSS SECTIONS AS UNSTABLE SUBGRADE. THE ENGINEER WILL IDENTIFY THE ACTUAL LIMITS OF EXCAVATION FOR UNSTABLE SUBGRADE BASED ON THE PROOF ROLLING RESULTS AND VISUAL OBSERVATIONS.

PROOF ROLL THE COMPACTED SUBGRADE ACCORDING TO C&MS 204.06.

5. EXCAVATE UNSTABLE SUBGRADE AS DIRECTED BY THE ENGINEER AND STABILIZE BY REPLACING WITH THE SPECIFIED MATERIALS ACCORDING TO C&MS 204.07. EXCAVATIONS WILL EXTEND 18 INCHES BEYOND THE EDGE OF THE SURFACE OF THE PAVEMENT, PAVED SHOULDERS, OR PAVED MEDIANS.
6. PROOF ROLL THE STABILIZED AREAS ACCORDING TO C&MS 204.06 TO VERIFY STABILITY.
7. FINE GRADE THE SUBGRADE TO THE SPECIFIED GRADE.

THE QUANTITIES FOR EXCAVATING THE UNSUITABLE SUBGRADE AND UNSTABLE SUBGRADE ARE BOTH PAID UNDER ITEM 204, EXCAVATION OF SUBGRADE.

DESIGN AGENCY



11687 Lebanon Road
Cincinnati OH 45241
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DESIGNER
PJD

REVIEWER
SNS 4-13-22

PROJECT ID
110991

SHEET TOTAL
P.15 | 142

SEQUENCE OF CONSTRUCTION

THE SEQUENCE OF CONSTRUCTION OUTLINED BELOW IS INTENDED TO MAINTAIN TRAFFIC ON S.R. 32 AND EIGHT MILE ROAD, PROVISIONS SHALL BE MADE BY THE CONTRACTOR TO ENSURE THAT ACCESS TO RESIDENTIAL AND COMMERCIAL DRIVES ARE MAINTAINED AT ALL TIMES DURING CONSTRUCTION ACTIVITIES.

NOTE THAT FINAL SURFACE COURSE AND PERMANENT PAVEMENT MARKINGS ON S.R. 32 SHALL BE PLACED DURING PHASE 4.

PHASE 1A - RESTRIPE S.R. 32 TRAFFIC FROM STA. 244+65 TO STA. 289+95 SHIFTING TRAFFIC TO THE SOUTH IN THE AREA OF THE INTERSECTION WITH MAKERS CHURCH DRIVE, CLOSING THE INSIDE WESTBOUND LANE AND REDUCING THE LANE WIDTH OF THE OUTSIDE LANE TO 11'. CLOSE THE RIGHT TURN LANE TO MAKERS CHURCH WITH PORTABLE BARRIER AND WIDEN THE NORTH SIDE OF S.R. 32 FROM STA. 249+30 TO STA. 252+70. PLACE PORTABLE BARRIER ALONG THE WEST SIDE OF S.R. 32 WB STA. 261+80 TO STA. 273+40 AND REMOVE THE EXISTING GUARDRAIL AND CONSTRUCT THE TEMPORARY PAVEMENT ALONG THE WEST SIDE OF S.R. 32. WB

PHASE 1 - RESTRIPE THE WESTBOUND ALIGNMENT TO ACCOMMODATE TWO-LANE TWO-WAY TRAFFIC AND TO TRANSITION TRAFFIC TO THE WESTBOUND SIDE OF S.R. 32 EAST, SHIFT PORTABLE BARRIERS TO ACCOMMODATE THE NEW TRAFFIC PATTERN AND PUT IN PLACE DETOUR SIGNING FOR EIGHT MILE ROAD AND MORAN ROAD. CLOSE EIGHT MILE ROAD AND THE EASTBOUND SPLIT OF S.R. 32 TO TRAFFIC AND REROUTE S.R. 32 EASTBOUND TRAFFIC ONTO THE WESTBOUND SPLIT. CONSTRUCT THE WIDENING ALONG THE SOUTH SIDE OF S.R. 32, THE EIGHT MILE ROAD ALIGNMENT, THE MEDIAN ISLAND IMPROVEMENTS AND ADDITIONAL TURN OUT PAVEMENT AT THE START OF THE S.R. 32 SPLIT AND COMPLETE THE LANDSLIDE REPAIRS ON S.R. 32 EASTBOUND LANES. INSTALL THE TWO PROPOSED SIGNAL MAST ARMS ON THE SOUTH SIDE OF S.R. 32 AND THE REQUIRED CONDUIT ON THE SOUTH SIDE OF S.R. 32. PLACE THE CONDUIT TO THE PROPOSED SIGNAL INSTALLATION ON THE NORTH SIDE OF S.R. 32 UNDER THE S.R. 32 PAVEMENT, INCLUDING A JACK AND BORE OPERATION TO INSTALL CONDUIT UNDER THE ACTIVE LANES OF S.R. 32 TRAFFIC.

PHASE 2 – ESTABLISH A NEW TRAFFIC PATTERN RETURNING THE EASTBOUND TRAFFIC TO THE EASTBOUND PAVEMENT AND MAINTAINING ONE LANE OF TRAFFIC IN BOTH DIRECTIONS OF S.R. 32 AND SHIFTING TRAFFIC TO THE SOUTH SIDE OF THE WESTBOUND AND EASTBOUND ALIGNMENTS. PLACE PORTABLE BARRIERS AND COMPLETE THE WIDENING ON THE NORTH SIDE OF S.R. 32 FROM STA. 252+70 TO STA. 257+50. CONSTRUCT THE CURB ALONG THE NORTH SIDE OF S.R. 32 FROM STA. 258+38 TO STA. 261+26, INSTALL THE PROPOSED SIGNAL MAST ARM ON THE NORTH SIDE OF S.R. 32 AT STA. 260+88 AND CONSTRUCT A PORTION OF THE CENTER ISLAND AT EIGHT MILE ROAD.

PHASE 3 – MAINTAIN AND EXTEND PORTABLE BARRIER OF THE EASTBOUND S.R. 32 ALIGNMENT IN PHASE 2, PLACE TEMPORARY PAVEMENT MARKINGS SHIFTING THE WESTBOUND S.R. 32 TO THE NORTH SIDE OF S.R. 32 AND PLACE PORTABLE BARRIER. COMPLETE THE FOLLOWING CONSTRUCTION ACTIVITIES: CONSTRUCT THE SLOTTED DRAIN FROM STA. 254+50 TO STA. 259+00, USE A JACK AND BORE OPERATION TO COMPLETE THE PIPE CROSSING UNDER S.R. 32 FROM STA. 259+50, COMPLETE CONSTRUCTION OF THE CENTER ISLAND AT EIGHT MILE ROAD AND REMOVE THE TEMPORARY PAVEMENT BETWEEN STA. 261+95 TO STA. 272+10 AND INSTALL THE PERMANENT GUARDRAIL.

PHASE 3A - RESTRIPE THE EASTBOUND TRAFFIC AND PLACE THE PORTABLE BARRIER ON THE SOUTH SIDE OF S.R. 32 FROM STA. 253+62 TO STA 255+11 AND SHIFT THE PORTABLE BARRIER ON THE NORTHSIDE OF THE EASTBOUND ALIGNMENT FROM STA. 256+99 TO STA. 262+56 AND CONSTRUCT THE REMAINING CONNECTION FROM THE SLOTTED DRAIN TO THE SOUTH SIDE OF S.R. 32.

PHASE 4 - AFTER CONSTRUCTION ACTIVITIES ARE COMPLETE, STRIPE S.R. 32 TRAFFIC TO THE PROPOSED CONFIGURATION USING TEMPORARY PAVEMENT MARKINGS AND REOPEN EIGHT MILE ROAD TO TRAFFIC. THE FINAL SURFACE COURSE AND ALL PERMANENT PAVEMENT MARKINGS MUST BE IN PLACE ON EIGHT MILE ROAD BEFORE IT IS OPENED TO TRAFFIC. USE STANDARD CONSTRUCTION DRAWINGS MT-95.30 TO MILL AND RESURFACE AND STANDARD CONSTRUCTION DRAWING MT-99.20 TO COMPLETE PAVEMENT MARKING OPERATIONS ON S.R. 32 FROM STA. 244+00.00 TO STA. 4+00.00.

ITEM 614, MAINTAINING TRAFFIC

A MINIMUM OF ONE LANE OF TRAFFIC IN EACH DIRECTION SHALL BE MAINTAINED AT ALL TIMES ON S.R. 32 BY USE OF THE EXISTING PAVEMENT, THE COMPLETED PAVEMENT, ITEM 615 PAVEMENT FOR MAINTAINING TRAFFIC, AND TEMPORARY SURFACES USING ITEMS 410 AND 614.

A MINIMUM OF ONE LANE OF TRAFFIC IN EACH DIRECTION SHALL BE MAINTAINED AT ALL TIMES ON EIGHT MILE ROAD, EXCEPT FOR A PERIOD NOT TO EXCEED 200 CONSECUTIVE CALENDAR DAYS, WHEN THROUGH TRAFFIC MAY BE DETOURED AS SHOWN ON SHEET P.20. A DISINCENTIVE SHALL BE ASSESSED IN THE AMOUNT OF \$ 6,584 PER DAY FOR EACH CALENDAR DAY THE ROADWAY REMAINS CLOSED TO TRAFFIC BEYOND THE SPECIFIED LIMIT.

NOTICE OF CLOSURE SIGNS (W20-H13) SHALL BE ERECTED BY THE CONTRACTOR PRIOR TO THE SCHEDULED ROAD OR RAMP CLOSURE IN ACCORDANCE WITH THE NOTICE OF CLOSURE TIME TABLE BELOW.

THE SIGNS SHALL BE ERECTED ON THE RIGHT-HAND SIDE OF THE ROAD FACING TRAFFIC. THEY SHALL BE PLACED SO AS NOT TO INTERFERE WITH THE VISIBILITY OF ANY OTHER TRAFFIC CONTROL SIGNS AND SHOULD BE ERECTED AT OR NEAR THE POINT OF CLOSURE.

NOTICE OF CLOSURE SIGN TIME TABLE

ITEM	DURATION OF CLOSURE	SIGN DISPLAYED TO PUBLIC
ROAD CLOSURES	>= 2 WEEKS	14 CALENDAR DAYS PRIOR TO CLOSURE
	> 12 HOURS & < 2 WEEKS	7 CALENDAR DAYS PRIOR TO CLOSURE
	<= 12 HOURS	2 BUSINESS DAYS PRIOR TO CLOSURE

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

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.

- INTERSECTION OF S.R. 32 AND EIGHT MILE ROAD.
- INTERSECTION OF S.R. 32 AND MORAN ROAD.
- EIGHT MILE ROAD JUST NORTH OF BRIDLE ROAD INTERSECTION.
- STA. 271+00 ON EASTBOUND S.R. 32
- STA. 284+50 ON EASTBOUND S.R. 32

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

TRENCH FOR WIDENING

TRENCH EXCAVATION FOR BASE WIDENING SHALL BE ONLY ON ONE SIDE OF THE PAVEMENT AT A TIME. THE OPEN TRENCH SHALL BE ADEQUATELY MAINTAINED AND PROTECTED WITH DRUMS OR BARRICADES AT ALL TIMES. PLACEMENT OF PROPOSED SUBBASE AND BASE MATERIAL SHALL FOLLOW AS CLOSELY AS POSSIBLE BEHIND EXCAVATION OPERATIONS. THE LENGTH OF WIDENING TRENCH WHICH IS OPEN AT ANY ONE TIME SHALL BE HELD TO A MINIMUM AND SHALL AT ALL TIMES BE SUBJECT TO APPROVAL OF THE ENGINEER.

OVERNIGHT TRENCH CLOSING

THE BASE WIDENING SHALL BE COMPLETED TO A DEPTH OF NO MORE THAN 3 INCHES BELOW THE EXISTING PAVEMENT BY THE END OF EACH WORK DAY. NO TRENCH SHALL BE LEFT OPEN OVERNIGHT EXCEPT FOR A SHORT LENGTH (25 FEET OR LESS) OF A WORK SECTION AT THE END OF THE TRENCH. IN CASE WORK MUST BE SUSPENDED BECAUSE OF INCLEMENT WEATHER OR OTHER REASONS, THE TRENCH FOR THE UNCOMPLETED BASE WIDENING SHALL BE BACKFILLED AT THE DIRECTION OF THE ENGINEER.

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 113 M. GAL.

EARTHWORK FOR MAINTAINING TRAFFIC

THE FOLLOWING QUANTITIES HAVE BEEN INCLUDED IN THE PLAN FOR INFORMATION ONLY.

EXCAVATION FOR MAINTAINING TRAFFIC 112 CU. YD.
EMBANKMENT FOR MAINTAINING TRAFFIC 125 CU. YD.

ITEM 614, WORK ZONE IMPACT ATTENUATOR FOR 24" WIDE HAZARDS - UNIDIRECTIONAL OR BIDIRECTIONAL

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

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

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

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

DELINEATION OF TEMPORARY AND PERMANENT GUARDRAIL

BARRIER REFLECTORS SHALL BE INSTALLED ON ALL TEMPORARY GUARDRAIL USED FOR TRAFFIC CONTROL; AND, ON ALL PERMANENT GUARDRAIL LOCATED WITHIN 5 FEET OF THE EDGE OF THE ADJACENT TRAVEL LANE. BARRIER REFLECTORS SHALL CONFORM TO C&MS 626 AND THE SPACING SHALL BE APPROXIMATELY 50 FEET.

OBJECT MARKERS SHALL BE INSTALLED ON ALL TEMPORARY AND PERMANENT GUARDRAIL LOCATED WITHIN 5 FEET OF THE EDGE OF THE ADJACENT TRAVEL LANE. GUARDRAIL-MOUNTING OF OBJECT MARKERS SHALL BE MADE BY INSTALLING THE OBJECT MARKERS ON THE EXTENSION BLOCKS RATHER THAN DIRECTLY ONTO THE GUARDRAIL ITSELF. OBJECT MARKERS SHALL CONFORM TO C&MS 614.03 AND THE SPACING SHALL BE APPROXIMATELY 50 FEET WITH A 25 FOOT OFFSET FROM THE BARRIER REFLECTORS.

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

ITEM 614, BARRIER REFLECTOR, TYPE 2 BI-DIRECTIONAL 13 EACH

ITEM 614, OBJECT MARKER, TWO-WAY 13 EACH

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

ITEM 614, LONGITUDINAL CHANNELIZER

LONGITUDINAL CHANNELIZERS SHALL BE PROVIDED AS CALLED FOR IN THE PLANS. A LONGITUDINAL CHANNELIZER CONSISTS OF A COMBINATION OF VERTICAL COMPONENTS AND LONGITUDINAL BASE COMPONENTS, FIT TOGETHER TO CREATE A CONTINUOUS CHANNELIZING DEVICE, AS DETAILED IN TRAFFIC PIS 2010180, SEE SHEET 38. USE OF TUBULAR MARKERS, AS IDENTIFIED IN THE OMUTCD, FIGURE 6F-7, SHALL NOT QUALIFY FOR USE AS A LONGITUDINAL CHANNELIZER.

THE VERTICAL COMPONENT SHALL BE EQUIPPED WITH TWO 3-INCH WIDE RETROREFLECTIVE BANDS, PLACED A MAXIMUM OF 2 INCHES FROM THE TOP, WITH A MAXIMUM OF 6 INCHES BETWEEN THE BANDS. THE LONGITUDINAL BASE COMPONENTS SHALL BE EQUIPPED WITH REFLECTORS.

LONGITUDINAL CHANNELIZERS SHALL COMPLY WITH THE REQUIREMENTS CONTAINED WITHIN TRAFFIC PIS 2010180.

FURNISH LONGITUDINAL CHANNELIZERS FROM THE APPROVED LIST FOUND ON THE OFFICE OF MATERIALS MANAGEMENT WEBSITE. FOR INSTALLATION PROCEDURES, FOLLOW THE MANUFACTURER'S INSTRUCTIONS.

LONGITUDINAL CHANNELIZERS SHALL BE MONITORED TO DETERMINE WHETHER THERE IS SIGNIFICANT DAMAGE FROM ERRANT VEHICLES.

PAYMENT FOR PROVIDING, INSTALLING, MAINTAINING AND REMOVING LONGITUDINAL CHANNELIZERS WILL BE MADE AT THE UNIT PRICE PER FOOT FOR:

ITEM 614, LONGITUDINAL CHANNELIZER 1020 FEET



DESIGN AGENCY	STC
REVIEWER	PJD 4-13-22
PROJECT ID	110991
SHEET TOTAL	P.16 142

SHEET NUM.											PART.		ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
13-15	43		45	46	47	48		99	100-102		01/SAE/ OT	02/S>2/ OT						
								LS			LS		503	11100	LS		DRAINAGE	
					9.42			23.37			32.52	0.27	602	20000	32.79	CY	COFFERDAMS AND EXCAVATION BRACING	
						321						321	605	11000	321	FT	CONCRETE MASONRY	
						4,495					3,999	496	605	11100	4,495	FT	6" CONSTRUCTION UNDERDRAINS, 707.31 (PERFORATED)	
100						25					125		605	13300	125	FT	6" SHALLOW PIPE UNDERDRAINS	
						1,875					1,875		605	14000	1,875	FT	6" UNCLASSIFIED PIPE UNDERDRAINS	
																	6" BASE PIPE UNDERDRAINS	
20						327					266	81	611	00510	347	FT	6" CONDUIT, TYPE F FOR UNDERDRAIN OUTLETS	
					297						297		611	04400	297	FT	12" CONDUIT, TYPE B	
					296						296		611	05900	296	FT	15" CONDUIT, TYPE B	
					287						287		611	06100	287	FT	15" CONDUIT, TYPE C	
					64						64		611	06400	64	FT	15" CONDUIT, TYPE D	
					53							53	611	06700	53	FT	15" CONDUIT, TYPE F, 707.05 TYPE C OR 707.21	
					25						25		611	08900	25	FT	21" CONDUIT, TYPE B	
					98						98		611	09100	98	FT	21" CONDUIT, TYPE C	
					26						26		611	19600	26	FT	42" CONDUIT, TYPE C	
								169			169		611	26000	169	FT	72" CONDUIT, TYPE A, 707.04	
					33						33		611	96600	33	FT	CONDUIT, BORED OR JACKED, 15" TYPE B	
					452						452		611	97000	452	FT	SLOTTED DRAIN, TYPE 1, 15" TYPE B	
					6						6		611	98150	6	EACH	CATCH BASIN, NO. 3	
					5						5		611	98180	5	EACH	CATCH BASIN, NO. 3A	
					5						5		611	98370	5	EACH	CATCH BASIN, NO. 6	
					3						3		611	98470	3	EACH	CATCH BASIN, NO. 2-2B	
					1						1		611	98780	1	EACH	INLET, NO. 2-20	
					2						2		611	99574	2	EACH	MANHOLE, NO. 3	
2						9					5	6	611	99710	11	EACH	PRECAST REINFORCED CONCRETE OUTLET	
																	PAVEMENT	
					21,369						21,369		254	01000	21,369	SY	PAVEMENT PLANING, ASPHALT CONCRETE, 3"	
20					2,075						1,838	257	301	56000	2,095	CY	ASPHALT CONCRETE BASE, PG64-22, (449)	
					68						68		301	56100	68	CY	ASPHALT CONCRETE BASE, PG64-22, (449), (DRIVEWAYS)	
					1,303						1,154	149	304	20000	1,303	CY	AGGREGATE BASE	
					45						45		407	10000	45	GAL	TACK COAT	
					3,964						3,874	90	407	20000	3,964	GAL	NON-TRACKING TACK COAT	
					998						970	28	441	70000	998	CY	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (449), PG64-22	
6					1,401						1,367	40	441	70300	1,407	CY	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, (449)	
					29						29		441	70500	29	CY	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (449), (DRIVEWAYS)	
					9						9		452	10010	9	SY	6" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC 1P	
					471						471		609	18000	471	FT	COMBINATION CURB AND GUTTER, TYPE 3	
					1,637						1,464	173	609	24511	1,637	FT	CURB, TYPE 4-C, AS PER PLAN	34
					1,594						1,594		609	26000	1,594	FT	CURB, TYPE 6	
					419						419		609	50000	419	SY	4" CONCRETE TRAFFIC ISLAND	
	28										27	1	617	10100	28	CY	COMPACTED AGGREGATE	
	655										627	28	617	20000	655	SY	SHOULDER PREPARATION	
	1										1		617	25000	1	MGAL	WATER	
																	WATER WORK	
									2		2		202	75610	2	EACH	VALVE BOX REMOVED	
									5		5		203	98000	5	CY	ROADWAY, MISC.: ADDITIONAL EXCAVATION (CIN. 1119)	100
									5		5		203	98000	5	CY	ROADWAY, MISC.: EXPLORATORY EXCAVATION (CIN. 1120)	100
									3,000		3,000		509	25000	3,000	LB	UNCOATED REINFORCING STEEL	100
									20		20		602	98200	20	CY	MASONRY, MISC.: CONCRETE, CLASS "C" (CIN. 1110)	100
	3										3		638	10400	3	EACH	FIRE HYDRANT ADJUSTED TO GRADE	
									2		2		638	10480	2	EACH	FIRE HYDRANT REMOVED	
	4										4		638	10800	4	EACH	VALVE BOX ADJUSTED TO GRADE	
									18		18		SPECIAL	63820064	18	FT	6" WATER MAIN DIP CLASS 55 MECHANICAL JOINTS AND FITTINGS (CIN. 1101)	100
									760		760		SPECIAL	63820200	760	FT	12" WATER MAIN DIP CLASS 56 MECHANICAL JOINTS AND FITTINGS (CIN. 1101)	100
									20		20		SPECIAL	63820466	20	FT	24" STEEL PIPE ENCASUREMENT, OPEN CUT (CIN. 1108)	100
									4		4		SPECIAL	63820498	4	EACH	VALVE BOX (CIN. 1116)	100
									2		2		SPECIAL	63820742	2	EACH	1" AIR RELEASE VALVE WITH VALVE BOX (CIN. 1116)	100
									2		2		SPECIAL	63820750	2	EACH	6" FIRE HYDRANT (CIN. 1112)	100
									130		130		SPECIAL	63820766	130	FT	3/4" COPPER WATER SERVICE LINE, WITH AQUA SHIELD, (CIN. 1126)	100

GENERAL SUMMARY

DESIGN AGENCY

Stantec
 11687 Lebanon Road
 Cincinnati OH 45241
 (513) 842-8200

DESIGNER
LBA

REVIEWER
PJD 4-13-22

PROJECT ID
110991

SHEET TOTAL
P.40 142

REF. NO.	SHEET NO.	STATION		SIDE	ROCK CHANNEL PROTECTION, TYPE B, WITH FILTER	ROCK CHANNEL PROTECTION, TYPE C, WITH FILTER	ROCK CHANNEL PROTECTION, TYPE D, WITH FILTER	PAVED GUTTER, TYPE 1-2	602					611							670		836					
		FROM	TO						CONCRETE MASONRY	12" CONDUIT, TYPE B	15" CONDUIT, TYPE B	15" CONDUIT, TYPE C	15" CONDUIT, TYPE D	15" CONDUIT, TYPE F, 707.05 TYPE C OR 707.21	21" CONDUIT, TYPE B	21" CONDUIT, TYPE C	42" CONDUIT, TYPE C	CONDUIT, BORED OR JACKED, 15" TYPE B	SLOTTED DRAIN, TYPE 1, 15" TYPE B	CATCH BASIN, NO. 3	CATCH BASIN, NO. 3A	CATCH BASIN, NO. 2-2B	CATCH BASIN, NO. 6	INLET, NO. 2-20	MANHOLE, NO. 3	SLOPE EROSION PROTECTION	DITCH EROSION PROTECTION	SEEDING AND EROSION CONTROL WITH TURF REINFORCING MAT, TYPE 1
		CU YD	CU YD	CU YD	FOOT	CU YD	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	EACH	EACH	EACH	EACH	EACH	EACH	SQ YD	SQ YD	SQ YD		
D1	52	253+10.48	254+59.96	RT								139																
D2	52	253+24.18	253+33.72	LT					7.20														1					
D3	52	253+24.18	253+61.48	LT					0.27			42															1	
D4	52,53	254+50.00	254+00.00	LT							47																	
D5	53	258+85.35	259+50.00	LT					0.27			67																
D6	53	259+50.00	259+50.00	LT																								
D7	53	258+81.39	259+50.00	LT								39																
D8	53	259+41.91	261+18.24	LT							170																	
D9	53	262+00.00	262+31.16	RT/LT					0.27			79																
D10	53	261+56.58	260+95.29	LT					0.54																			
D11	61	265+63.21		LT					0.27																			
D12	62	11+71.81		RT/LT																								
D13	62	11+71.81		RT																								
D14	62	11+71.81		LT					0.39																			
D15	62	11+71.81	12+00.00	RT																								
D16	62	11+71.81	12+00.00	LT							29																	
D17	62	12+48.44	12+00.00	RT							29																	
D18	62	12+00.00	12+75.00	LT																								
D19	62	12+75.00	13+75.00	LT																								
D20	63	16+15.00		LT/RT					0.21			64																
E1	51	249+38.25	251+73.23	LT																							582	
E2	52	253+61.54	254+76.50	LT																							195	
E3	52,53	253+60.95	257+99.08	LT																							568	
E4	52	256+83.03	256+89.53	LT																								
E5	52,53	256+50.00	257+48.00	LT																							166	
E6	53	260+88.00	260+95.00	LT							3																	
E7	53	261+57.00	261+83.00	LT																								
E8	61	265+57.76	265+67.10	RT																								
E9	62	10+91.00	11+70.30	RT																							68	
E10	62	11+73.60	12+46.75	RT																							61	
E11	62	12+50.00	14+50.00	RT																							167	
E12	62,63	15+00.92	15+69.33	RT																							73	
E13	63	15+78.23	16+50.19	RT							59																	
E14	63	16+49.71	18+22.48	RT																							154	
E15	63	18+15.00	18+25.37	RT																								
TOTALS CARRIED TO GENERAL SUMMARY																												
					62	8	5	26	9.42	297	296	287	64	53	25	98	26	33	452	6	5	3	5	1	2	1016	450	568

DRAINAGE SUBSUMMARY

DESIGN AGENCY

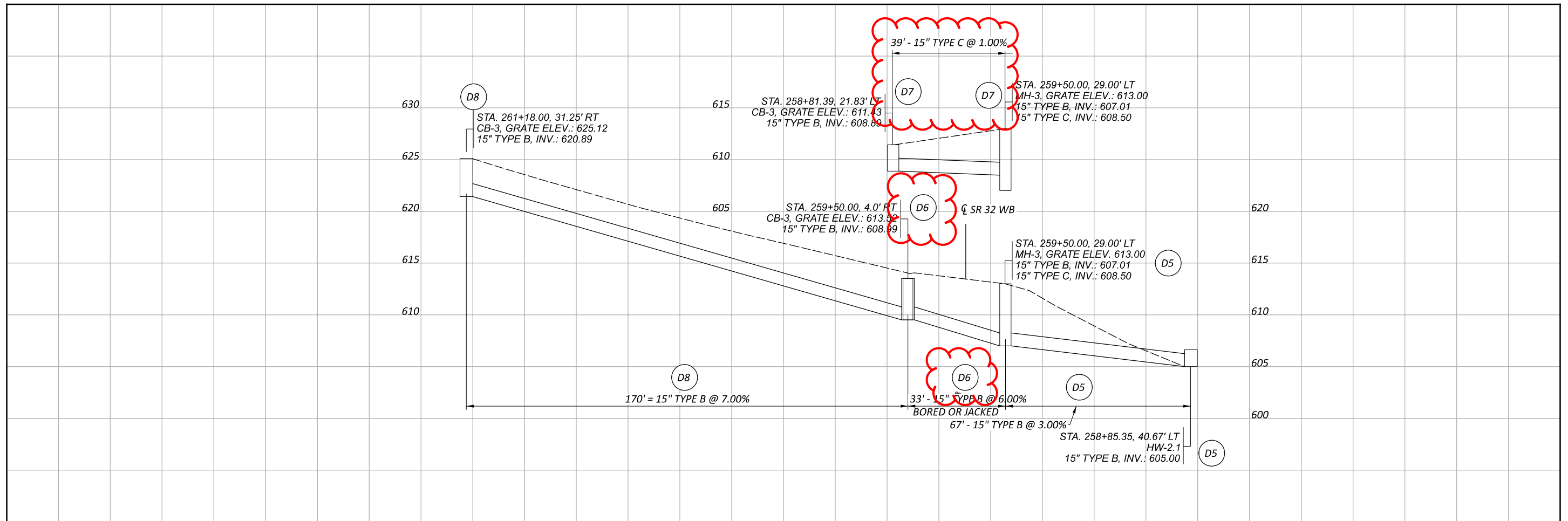
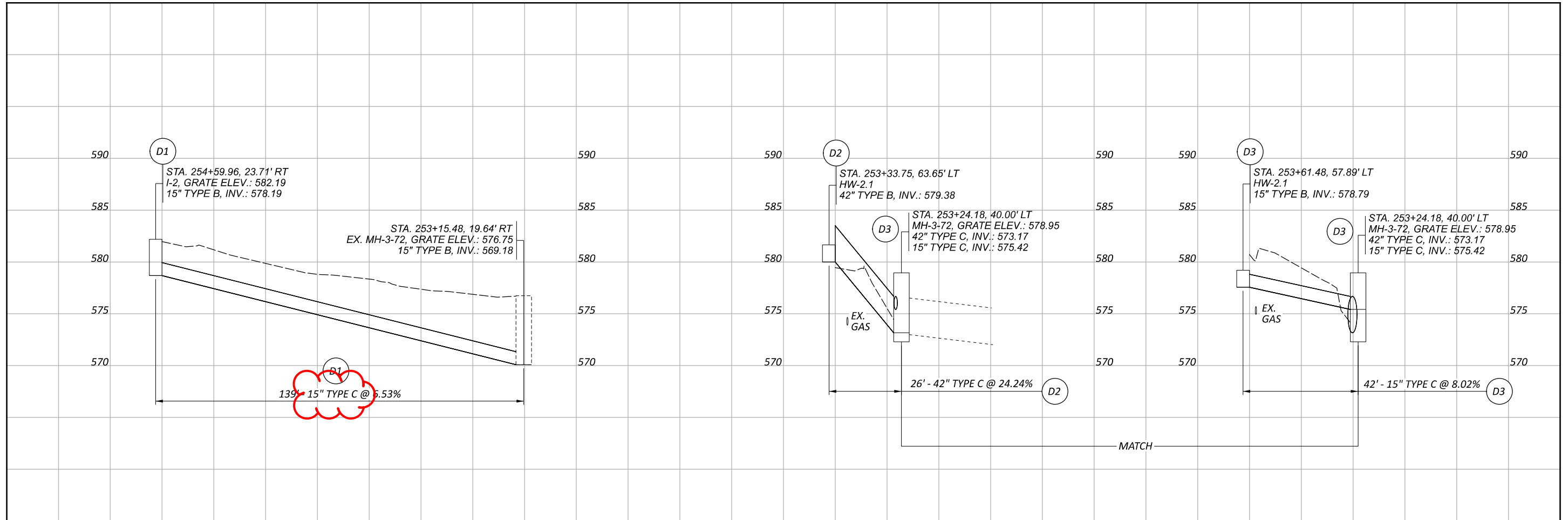
Stantec
 11687 Lebanon Road
 Cincinnati OH 45241
 (513) 842-8200

DESIGNER
ZTM

REVIEWER
PJD 4-13-22

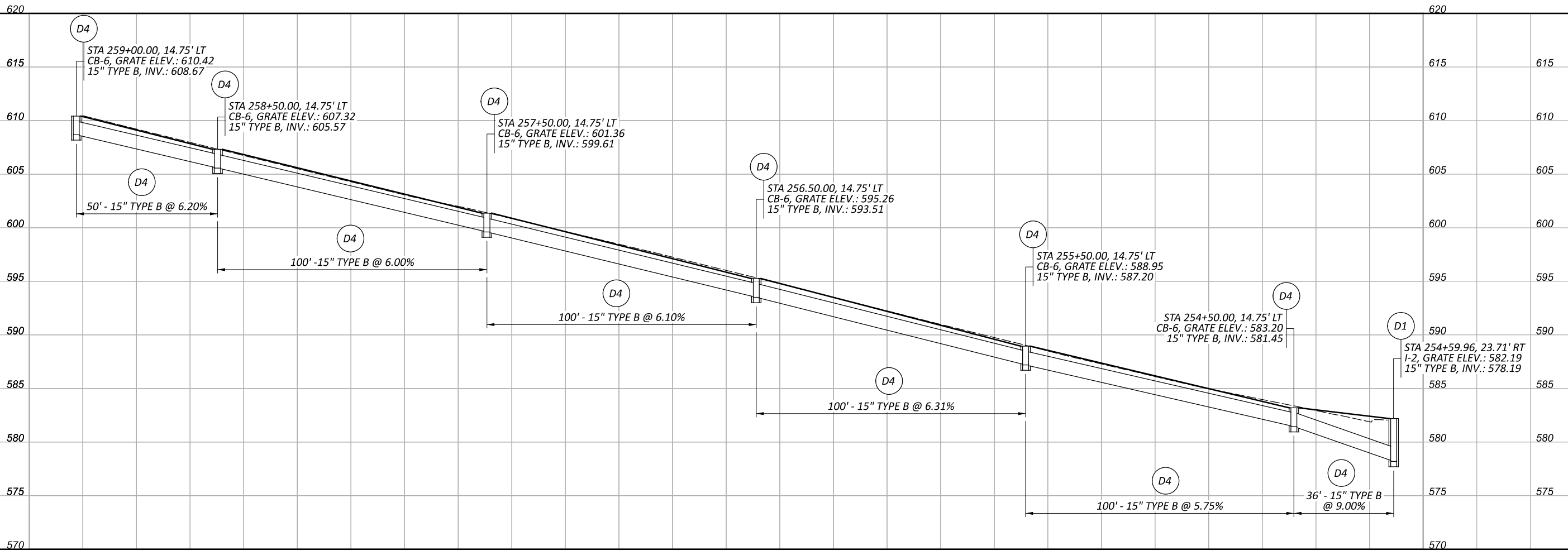
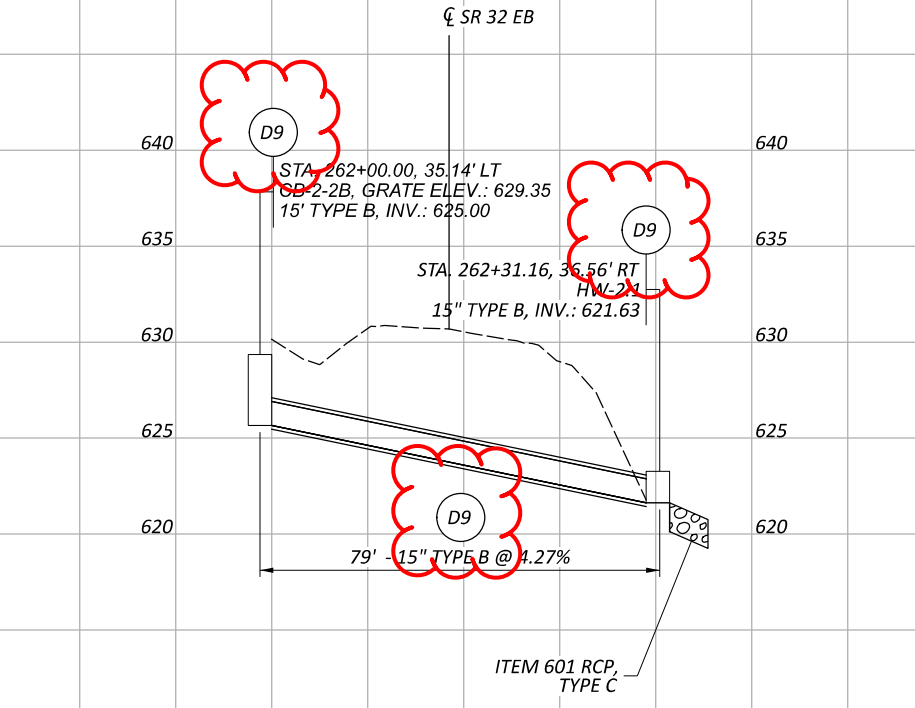
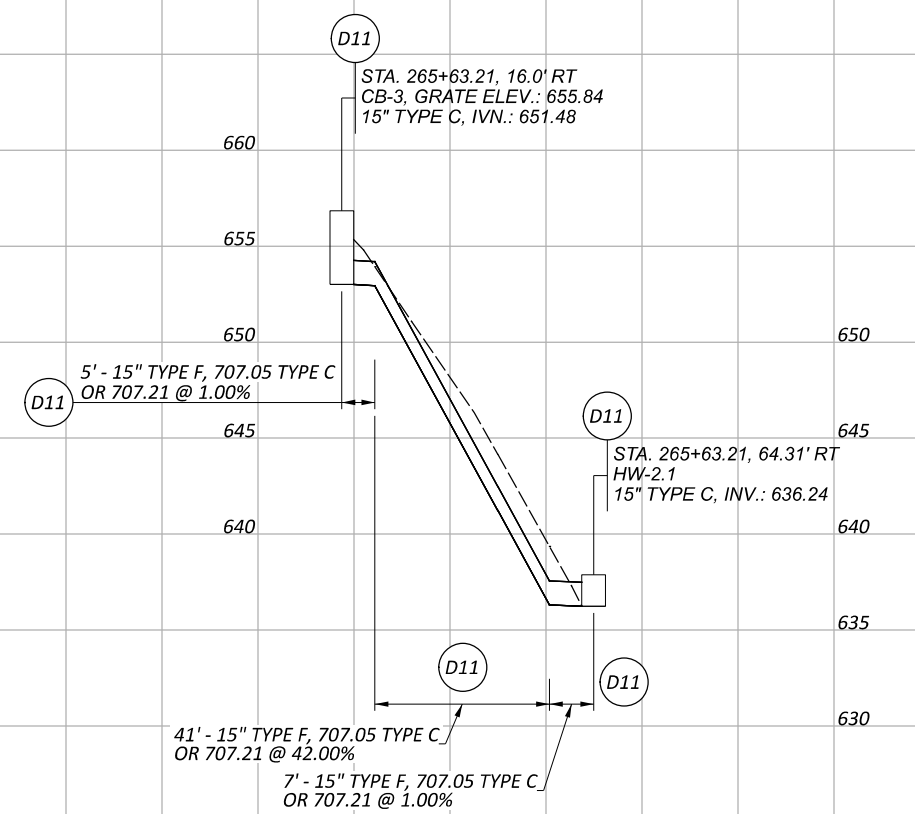
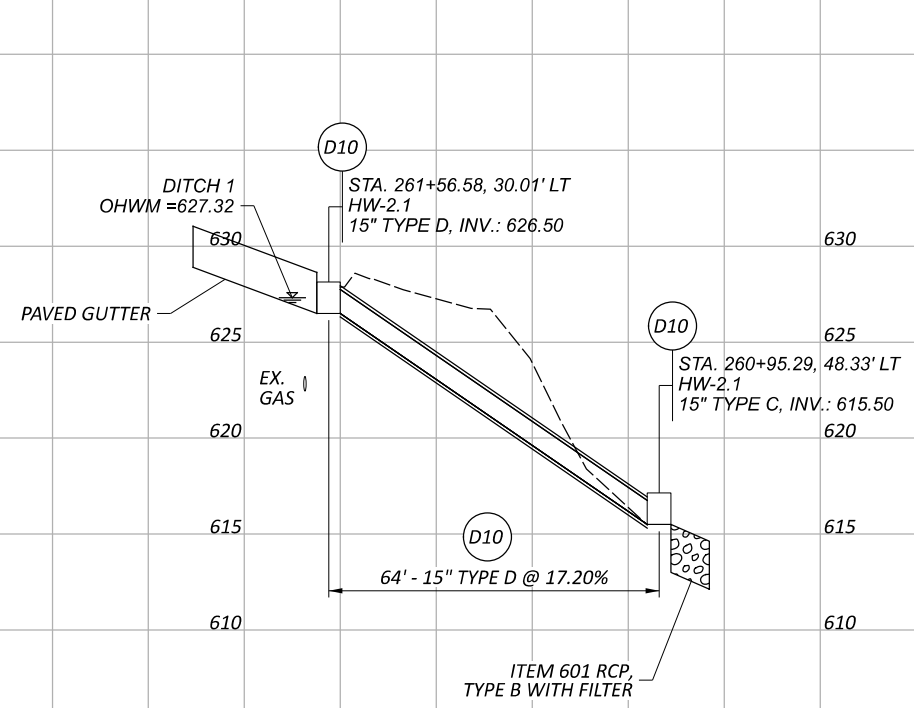
PROJECT ID
110991

SHEET TOTAL
P.47 142



S.R. 32 WESTBOUND

S.R. 32 EASTBOUND



HAM-32-6.82

MODEL: Profile Run4 - Profile 1 [Sheet] PAPER SIZE: 17x11 (in.) DATE: 7/21/2022 TIME: 8:28:15 AM USER: latchley V:\1736\active\173620118\Engineering\Drainage\Sheets\110991_DF005.dgn

STORM SEWER PROFILES
SR 32



DESIGNER	ZTM
REVIEWER	
PROJECT ID	MM-DD-YY
	110991
SHEET	TOTAL
P.98	142