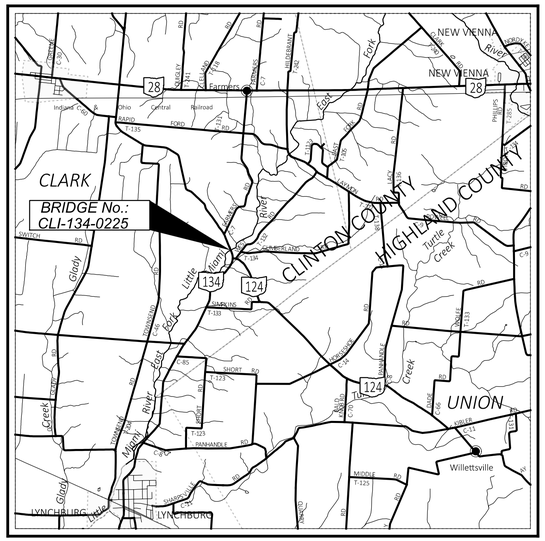
STATE OF OHIO
DEPARTMENT OF TRANSPORTATION

CLI-SR 134-2.25

CLARK TOWNSHIP

CLINTON COUNTY



LOCATION MAP

LATITUDE: N39°17'28" LONGITUDE: W83°46'00"

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

DESIGN DESIGNATION

CURRENT ADT (2026)	*2,400*
DESIGN YEAR ADT (2046)	*2,800*
DESIGN HOURLY VOLUME (2045)	*350*
DIRECTIONAL DISTRIBUTION	*0.64*
TRUCKS (24 HOUR B&C)	*10.0%*
DESIGN SPEED	*60*
LEGAL SPEED	*55*
DESIGN FUNCTIONAL CLASSIFICATION:	
05 MAJOR COLLECTOR (RURAL)	
NHS PROJECT	*NO*

DESIGN EXCEPTIONS

LANE WIDTH

ADA DESIGN WAIVERS

NONE REQUIRED

UNDERGROUND UTILITIES
Contact Two Working Days Before You Dig
OHIO811.org Before You Dig
OHIO811, 8-1-1, or 1-800-362-2764
(Non members must be called directly)

PLAN PREPARED BY:
OHIO DEPARTMENT OF TRANSPORTATION
DISTRICT 8 ENGINEERING
505 SOUTH S.R. 741 LEBANON, OHIO 45036

INDEX OF SHEETS:

FEDERAL PROJECT NUMBER

E230634

RAILROAD INVOLVEMENT

NONE

PROJECT DESCRIPTION

REPLACEMENT OF EXISTING SUPERSTRUCTURE OF A BRIDGE CARRYING S.R. 134 OVER EAST FORK LITTLE MIAMI RIVER WITH NEW REINFORCED CONCRETE SLAB SUPERSTRUCTURE AND REPLACEMENT OF APPROACH GUARDRAIL.

EARTH DISTURBED AREAS

PROJECT EARTH DISTURBED AREA:	*0.52 ACRES*
ESTIMATED CONTRACTOR EARTH DISTURBED AREA:	*0.25 ACRES*
NOTICE OF INTENT EARTH DISTURBED AREA:	*N/A (NOI NOT REQUIRED)*

2023 SPECIFICATIONS

THE STANDARD SPECIFICATIONS OF THE STATE OF OHIO, DEPARTMENT OF TRANSPORTATION, INCLUDING SUPPLEMENTAL SPECIFICATIONS LISTED IN THE PLANS, CHANGES LISTED IN THE PROPOSAL, AND THE SUPPLEMENTAL SPECIFICATION 800 VERSION INDICATED ON THE PROPOSAL SHALL GOVERN THIS IMPROVEMENT.

I HEREBY APPROVE THESE PLANS AND DECLARE THAT THE MAKING OF THIS IMPROVEMENT WILL REQUIRE THE CLOSING TO TRAFFIC OF THE HIGHWAY AND THAT DETOURS WILL BE PROVIDED AS INDICATED ON SHEET 6.

Douglas A. Gruver, P.E.
District 08 Deputy Director

Pamela Boratyn
Director, Department of Transportation

STANDARD CONSTRUCTION DRAWINGS

BP-3.1	*1/19/24*	*CS-1-24*	*7/19/24*	*TC-41.20*	*10/18/13*			*800-2023*	*1/17/25*
		DS-1-92	*7/15/22*	*TC-41.30*	*4/21/23*			*832*	*7/19/24*
DM-1.1	*1/17/25*	*PCB-91*	*7/17/20*	*TC-52.20*	*1/15/21*			*846*	*4/17/15*
DM-1.2	*1/17/25*	*TST-2-21*	*1/17/25*	*TC-61.30*	*7/19/24*			*878*	*1/21/22*
DM-4.4	*1/15/16*	*AS-1-15*	*1/20/23*	*TC-65.10*	*1/17/14*				
		AS-2-15	*7/21/23*	*TC-65.11*	*1/17/25*				
MGS-1.1	*1/17/25*	*CPA-1-08*	*1/19/24*						
MGS-2.1	*1/17/25*	*CPP-1-08*	*7/21/17*	*HL-50.21*	*7/15/22*				
MGS-3.3	*7/16/21*								
MGS-5.3	*7/15/16*	*MT-97.10*	*4/19/19*						
MGS-6.1	*1/19/18*	*MT-101.60*	*1/17/25*						
RM-4.2	*4/17/20*	*MT-105.10*	*1/17/20*						

SUPPLEMENTAL SPECIFICATIONS

SPECIAL PROVISIONS

WATERWAY PERMITS CONDITIONS
SPECIAL PROVISIONS 11/05/2024

ENGINEER'S SEAL

STATE OF OHIO
GARRET T. FREEMAN
E-83489
REGISTERED PROFESSIONAL ENGINEER

DESIGN AGENCY

DESIGNER GTF
REVIEWER JDO 05/09/25
PROJECT ID 105224
SHEET 1 TOTAL 36

TITLE SHEET

CLI-134-2.25

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 8/19/2025 TIME: 7:34:09 AM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen.tbl USER: Garret.Freeman@dot.ohio.gov WORKSPACE: OHDOTCEv02 WORKSET: 105224 PRODUCT: OpenRoadsDesigner 24.00.00.205
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Clinton\105224\400-Engineering\Roadway\Sheets\105224_GT001.dgn

UTILITIES

LISTED BELOW ARE ALL UTILITIES LOCATED WITHIN THE PROJECT CONSTRUCTION LIMITS TOGETHER WITH THEIR RESPECTIVE OWNERS:

AES OHIO
1900 DRYDEN RD
DAYTON, OH 45439
937-554-9063 (WILLIAM WARD)
WILLIAM.WARD@AES.COM

FRONTIER COMMUNICATIONS
241 SOUTH NELSON AVENUE
WILMINGTON, OH 45177
937-283-5735 (DAVID LONGWORTH)
DAVID.M.LONGWORTH@FTR.COM

CLINTON COUNTY (OH) ENGINEER'S OFFICE
1326 FIFE AVE.
WILMINGTON, OH 45177
(937) 382-2078 (ADAM FRICKE)
AFRICKE@CLINTONCOUNTYENGINEER.OR

CHARTER COMMUNICATIONS
10920 KENWOOD ROAD
BLUE ASH, OHIO 45242
DL-SOUTHERN-OHIO-OUTSIDE-PLANT@CHARTER.COM

CENTERPOINT ENERGY COMPANY
6500 CLYO ROAD
CENTERVILLE, OHIO 45459
PUBLICPROJECT@CENTERPOINTENERGY.COM

THE LOCATION OF THE UNDERGROUND UTILITIES SHOWN ON THE PLANS ARE AS OBTAINED FROM THE OWNERS AS REQUIRED BY SECTION 153.64 O.R.C.

WORK LIMITS

THE WORK LIMITS SHOWN ON THESE PLANS ARE FOR PHYSICAL CONSTRUCTION ONLY. PROVIDE THE INSTALLATION AND OPERATION OF ALL WORK ZONE TRAFFIC CONTROL AND WORK ZONE TRAFFIC CONTROL DEVICES REQUIRED BY THESE PLANS WHETHER INSIDE OR OUTSIDE THESE WORK LIMITS.

CONSTRUCTION NOISE

ACTIVITIES AND LAND USE ADJACENT TO THIS PROJECT MAY BE AFFECTED BY CONSTRUCTION NOISE. IN ORDER TO MINIMIZE ANY ADVERSE CONSTRUCTION NOISE IMPACTS, OPERATE POWER-OPERATED CONSTRUCTION-TYPE DEVICES IN ACCORDANCE WITH THE LOCAL NOISE ORDINANCE(S). IN ADDITION, DO NOT OPERATE AT ANY TIME ANY DEVICE IN SUCH A MANNER THAT THE NOISE CREATED SUBSTANTIALLY EXCEEDS THE NOISE CUSTOMARILY AND NECESSARILY ATTENDANT TO THE REASONABLE AND EFFICIENT PERFORMANCE OF SUCH EQUIPMENT.

ROUNDING

THE ROUNDING AT SLOPE BREAKPOINTS SHOWN ON THE TYPICAL SECTIONS APPLIES TO ALL CROSS-SECTIONS, EVEN THOUGH OTHERWISE SHOWN.

CLEARING AND GRUBBING

ALTHOUGH THERE ARE NO TREES OR STUMPS SPECIFICALLY MARKED FOR REMOVAL WITHIN THE LIMITS OF THE PROJECT, A LUMP SUM QUANTITY IS INCLUDED IN THE GENERAL SUMMARY FOR ITEM 201, CLEARING AND GRUBBING. ALL PROVISIONS AS SET FORTH IN THE SPECIFICATIONS UNDER THIS ITEM ARE INCLUDED IN THE LUMP SUM PRICE BID FOR ITEM 201, CLEARING AND GRUBBING.

SEEDING AND MULCHING

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

659, TOPSOIL	188 CU. YD.
659, SEEDING AND MULCHING	1690 SQ. YD.
659, REPAIR SEEDING AND MULCHING	85 SQ. YD.
659, COMMERCIAL FERTILIZER	0.23 TON
659, LIME	0.35 ACRES
659, WATER	9.1 M. GAL.

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

ASBESTOS ABATEMENT

AN ASBESTOS SURVEY FOR SFN 1402971 SCHEDULED FOR RENOVATION WORK WAS CONDUCTED BY A LICENSED ASBESTOS HAZARD EVALUATION SPECIALIST. THE ASBESTOS SURVEY DID NOT IDENTIFY THE PRESENCE OF ANY ASBESTOS CONTAINING MATERIALS.ELECTRONIC SUBMISSION: THE CONTRACTOR SHALL SUBMIT ELECTRONICALLY TO OEPA A COMPLETED NOTIFICATION OF DEMOLITION & RENOVATION FORM (NDRF) AND APPLICABLE FEES ALONG WITH THE ASBESTOS SURVEY REPORT. THE COMPLETED NDRF MUST BE SUBMITTED TO OEPA AT LEAST 10 DAYS PRIOR TO ANY DEMOLITION AND RENOVATION ACTIVITY. THE CONTRACTOR IS RESPONSIBLE FOR RETAINING AN ELECTRONIC COPY OF THE NDRF (IN PDF FORM) FOR SUBMISSION TO THE DISTRICT ENVIRONMETNAL STAFF AND A ONE HARD COPY TO THE PROJECT ENGINEER. (GO TO THE OEPA EBUSINESS CENTER AND SUBMIT THE DNRF AND PAYMENT ALONG WITH THE ASBESTOS SURVEY REPORT)HARD COPY SUBMISSION:THE CONTRACTOR MAY ELECT TO SUBMIT A HARD COPY OF THE COMPLETED NDRF AND PAYMENT ALONG WITH THE ASBESTOS SURVEY REPORT TO THE FOLLOWING:

ASBESTOS PROGRAM OHIO EPA, DAPC P.O. BOX 1049 COLUMBUS, OHIO 43216-1049	OR	ASBESTOS PROGRAM OHIO EPA, DAPC 50 W. TOWN ST., SUITE 700 COLUMBUS, OHIO 43215

IF THE CONTRACTOR ELECTS TO SUBMIT A HARD COPY TO OEPA THEY ARE RESPONSIBLE FOR RETAINING A HARD COPY OF THE NDRF FOR SUBMISSION TO THE DISTRICT ENVIRONMENTAL STAFF AND A ONE HARD COPY TO THE PROJECT ENGINEER. BASIS OF PAYMENTTHE FOLLOWING ESTIMATED QUANTITY HAS BEEN INCLUDED IN THE GENERAL SUMMARY FOR THE WORK NOTED ABOVE:690E71000 ASBESTOS ABATEMENT - WORK INVOLVING ASBESTOS CONTAINING MATERIALS - LUMP SUM

ENVIRONMENTAL NOTES

1. ODOT WILL ENSURE A STATE PERMITTED MALACOLOGIST MUST COMPLETE A MUSSEL SALVAGE AND RELOCATION IN ACCORDANCE WITH THE MOST RECENT VERSION OF THE OHIO MUSSEL SURVEY PROTOCOL PRIOR TO THE INITIATION OF CONSTRUCTION ACTIVITIES BELOW THE ORDINARY HIGH WATER MARK OF THE EAST FORK LITTLE MIAMI RIVER. THE DISTRICT ENVIRONMENTAL COORDINATOR WILL COORDINATE THE RESULTS OF THE MUSSEL SURVEY, SALVAGE WORK, OR BOTH WITH ODNR. THE DEPARTMENT WILL ENSURE THE MUSSEL SURVEY AND RELOCATION OCCURS, AND APPROVAL HAS BEEN RECEIVED FROM ODNR, PRIOR TO THE CONTRACTOR PERFORMING WORK BELOW ORDINARY HIGH WATER MARK OF THE EAST FORK LITTLE MIAMI RIVER.
2. ENSURE IMPACTS TO THE FEDERALLY LISTED AND PROTECTED INDIANA BAT AND NORTHERN LONG-EARED BAT AND THE STATE LISTED AND PROTECTED LITTLE BROWN BAT AND TRICOLORED BAT ARE AVOIDED AND MINIMIZED. DO NOT REMOVE TREES FROM APRIL 1 THROUGH SEPTEMBER 30. PERFORM ALL NECESSARY TREE REMOVAL FROM OCTOBER 1 THROUGH MARCH 31. DEMARCATE CLEARING LIMITS IN THE FIELD TO AVOID ANY UNAUTHORIZED TREE CLEARING. FOR THE PURPOSES OF THIS NOTE, A TREE IS DEFINED AS A LIVE, DYING, OR DEAD WOODY PLANT, WITH A TRUNK THREE INCHES OR GREATER IN DIAMETER AT A HEIGHT OF 4.5 FEET ABOVE THE GROUND SURFACE, AND WITH A MINIMUM HEIGHT OF 13 FEET.

ENVIRONMENTAL NOTES (CONTINUED)

3. IF ANY HUMAN REMAINS OR NATIVE AMERICAN CULTURAL ITEMS FALLING UNDER THE NATIVE AMERICAN GRAVES PROTECTION AND REPATRIATION ACT (NAGPRA) OR ARCHAEOLOGICAL EVIDENCE IS DISCOVERED DURING ANY PHASE OF THIS PROJECT, ODOT WILL ENSURE THAT THE MIAMI TRIBE BE CONTACTED AT 918-541-7885 OR BY EMAIL AT THPO@MIAMINATION.COM TO INITIATE CONSULTATION.

PERMANENT PAVEMENT MARKINGS

THE CONTRACTOR SHALL REFERENCE ALL PAVEMENT MARKINGS INCLUDING AUXILIARY PAVEMENT MARKINGS BEFORE THE START OF THE RESURFACING OPERATION. THIS WILL BE NECESSARY ASSURE TO CORRECT PLACEMENT OF MARKINGS IN ORIGINAL LOCATIONS. FOR CENTER LINE MARKINGS, THE CONTRACTOR SHALL INSTALL THE PASSING/NO PASSING ZONE MARKINGS ACCORDING TO THE CURRENT CENTER LINE LOGS WEBSITE:

http://www.dot.state.oh.us/d08/Pages/NoPassingZone.aspx

PAYMENT FOR THIS OPERATION SHALL BE INCLUDED WITH EACH RESPECTIVE PAVEMENT MARKING ITEM.

ITEM 606 - ANCHOR ASSEMBLY, MGS TYPE E

THIS ITEM SHALL CONSIST OF FURNISHING AND INSTALLING ANY OF THE MASH 2016 TYPE E TANGENETIAL END TREATMENTS FOR TYPE MGS GUARDRAIL AS LISTED UNDER "PRODUCTS ACCEPTED FOR NEW INSTALLATIONS" ON THE ROADWAY APPROVED PRODUCTS LIST POSTED ON ROADWAY ENGINEERING'S WEB PAGE. INSTALLATION SHALL BE AT THE LOCATIONS SPECIFIED IN THE PLANS, IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS. REFER TO THE POSTED SHOP DRAWINGS FOR THE MOST CURRENT APPROVED PRODUCT MODELS.

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. 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. 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.

THE FACE OF THE TYPE E IMPACT HEAD SHALL BE COVERED WITH SOLID FLUORESCENT YELLOW REBOUNDABLE RETROREFLECTIVE SHEETING, PER CMS 730.191.

WHEN THE FACE OF THE ADJACENT (ATTACHED) GUARDRAIL IS LESS THAN 4' OFFSET FROM THE PROPOSED EDGE LINE, AND PERMITTING SITE CONDITIONS EXIST: THE PROPOSED TYPE E ANCHOR ASSEMBLY SHALL BE INSTALLED AT A CONSISTENT FLARE RATE THROUGH THE FULL LENGTH OF THE SYSTEM. THE FLARE RATE SHALL BE A MAXIMUM OF 25:1 (RESULTING IN A 2' OFFSET). THE INSTALLATION SHALL BE IN ACCORDANCE WITH THE SHOP DRAWINGS, PRODUCT INSTALLATION MANUAL/GUIDANCE, AND AS DIRECTED BY THE ENGINEER.

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.

GUARDRAIL REPLACEMENT

NO HAZARD SHALL BE LEFT UNPROTECTED EXCEPT FOR THE ACTUAL TIME NECESSARY TO REMOVE THE EXISTING GUARDRAIL, PREPARE THE SITE, AND INSTALL THE NEW GUARDRAIL/BARRIER IN A CONTINUOUS OPERATION. THE REMOVAL OF ALL GUARDRAIL/BARRIER SHALL AT ALL TIMES BE AS DIRECTED BY THE ENGINEER. NO GUARDRAIL/BARRIER SHALL BE REMOVED UNTIL THE REPLACEMENT MATERIAL IS ON SITE, READY FOR INSTALLATION. FAILURE TO COMPLY WITH THIS REQUIREMENT SHALL BE DEEMED SUFFICIENT CAUSE TO ORDER WORK SUSPENDED UNTIL SUCH TIME AS THE ENGINEER IS ASSURED OF COMPLIANCE.

ANCHOR ASSEMBLY REMOVED, TYPE A, AS PER PLAN

WHERE DESIGNATED, EXISTING ANCHOR ASSEMBLIES INCLUDING ALL POSTS AND HARDWARE SHALL BE REMOVED. THIS ITEM SHALL ALSO INCLUDE THE REMOVAL OF THE ENTIRE CONCRETE ANCHOR AND CONCRETE ENCASEMENT. ALL HOLES LEFT AFTER REMOVAL OF ASSEMBLIES AND POSTS SHALL BE FILLED WITH GRANULAR MATERIAL AS DIRECTED BY THE ENGINEER. PAYMENT SHALL INCLUDE ALL NECESSARY LABOR AND EQUIPMENT REQUIRED TO PERFORM THE WORK AS INDICATED ABOVE. PAYMENT SHALL BE AT THE UNIT BID PRICE.

SURVEYING PARAMETERS

PRIMARY PROJECT CONTROL MONUMENTS GOVERN ALL POSITIONING ON ODOT PROJECTS. SEE SHEET 18 OF THE PLANS FOR A TABLE CONTAINING PROJECT CONTROL INFORMATION. USE THE FOLLOWING PROJECT CONTROL, VERTICAL POSITIONING, AND HORIZONTAL POSITIONING PARAMETERS FOR ALL SURVEYING:

PROJECT CONTROL
POSITIONING METHOD: O.D.O.T. VRS
MONUMENT TYPE: IRON PINS

VERTICAL POSITIONING
ORTHOMETRIC HEIGHT DATUM: NAVD88
GEOID: GEOID 12B

HORIZONTAL POSITIONING
REFERENCE FRAME: NAD83 (2011)
ELLIPSOID: GRS 80
MAP PROJECTION: LAMBERT CONFORMAL CONIC
COORDINATE SYSTEM: OHIO SOUTH ZONE
COMBINED SCALE FACTOR: 1.00002576
ORIGIN OF COORDINATE SYSTEM: (0,0)

USE THE POSITIONING METHODS AND MONUMENT TYPE USED IN THE ORIGINAL SURVEY TO RESTORE ALL MONUMENTS RELATED TO PRIMARY PROJECT CONTROL THAT ARE DAMAGED OR DESTROYED BY CONSTRUCTION ACTIVITIES. RESTORE THE DAMAGED OR DESTROYED MONUMENTS IN ACCORDANCE WITH CMS 623.

UNITS ARE IN U.S. SURVEY FEET.

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 SECTION 203.05 OF THE CONSTRUCTION AND MATERIAL SPECIFICATIONS (C&MS). NO ADDITIONAL PAYMENT WILL BE MADE FOR BENCHING REQUIRED UNDER THE PROVISIONS OF SECTION 203.05.

GENERAL NOTES

DESIGN AGENCY

DESIGNER GTF
REVIEWER JDO 05/09/25
PROJECT ID 105224
SHEET 4 TOTAL 36

CLI-SR 134-2.25

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 8/19/2025 TIME: 7:34:31 AM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen.tbl USER: Garret.Freeman@dot.state.oh.us
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Clinton\105224400-Engineering\Roadway\Sheets\105224_GN001.dgn

ITEM 614, MAINTAINING TRAFFIC

A MINIMUM OF ONE LANE OF TRAFFIC IN EACH DIRECTION SHALL BE MAINTAINED AT ALL TIMES, EXCEPT FOR A PERIOD NOT TO EXCEED THE NUMBER OF CALENDAR DAYS SPECIFIED IN THE WINDOW CONTRACT TABLE, WHEN THROUGH TRAFFIC MAY BE DETOURED AS SHOWN ON SHEET 6. A DISINCENTIVE SHALL BE ASSESSED IN THE AMOUNT SPECIFIED IN THE WINDOW CONTRACT TABLE 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. AT THE APPROVAL OF THE ENGINEER, PORTABLE CHANGEABLE MESSAGE SIGNS MAY BE USED IN LIEU OF THE STANDARD FLATSHEET SIGN FOR CLOSURE DURATIONS OF LESS THAN 1 WEEK. THE SIGNS SHALL BE ERECTED ON THE RIGHT-HAND SIDE OF THE ROAD/RAMP FACING TRAFFIC. THEY SHALL BE PLACED SO AS NOT TO INTERFERE WITH THE VISIBILITY OF ANY OTHER TRAFFIC CONTROL SIGNS. ON ROADWAYS, THEY SHOULD BE ERECTED AT OR NEAR THE POINT OF CLOSURE. THE SIGNS MAY BE ERECTED ANYWHERE ON RAMPS AS LONG AS THEY ARE VISIBLE TO THE MOTORISTS USING THE RAMP. ON ENTRANCE RAMPS, THE SIGN SHALL BE ERECTED WELL IN ADVANCE OF THE MERGE AREA TO AVOID DISTRACTING MOTORISTS.

NOTICE OF CLOSURE SIGN TIME TABLE

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

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.

WINDOW CONTRACT TABLE

USE THE FOLLOWING TABLE AS REFERRED TO IN THE PROPOSAL:

DESCRIPTION OR LOCATION OF CRITICAL WORK	CALENDER DAYS TO COMPLETE	DISINCENTIVE $ PER DAY	WORK WINDOW	
			START	END
COMPLETE ALL WORK REQUIRING CLOSURE OF ALL LANES OF TRAFFIC AND DETOUR & RETURN TRAFFIC TO THE ORIGINAL LANE CONFIGURATION	120	$5,400	7/6/2026	11/7/2025

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

USE OF LAW ENFORCEMENT OFFICERS (LEOS) BY CONTRACTORS OTHER THAN THE USES SPECIFIED BELOW SHALL NOT BE PERMITTED AT PROJECT COST NOR TIME COMPENSATION. LEOS SHOULD NOT BE USED WHERE THE OMUTCD INTENDS THAT FLAGGERS BE USED.

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

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

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

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

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

ENSURE PROVIDED LEOS HAVE BEEN TRAINED APPROPRIATE TO THE JOB DECISIONS THEY ARE REQUIRED TO MAKE WHILE ON THE PROJECT, IN ACCORDANCE WITH C&MS 614.03.THE LEO SHALL REPORT IN TO THE CONTRACTOR PRIOR TO THE START OF THE SHIFT, IN ORDER TO RECEIVE INSTRUCTIONS REGARDING SPECIFIC WORK ASSIGNMENTS DURING HIS/HER SHIFT. THE LEO IS EXPECTED TO STAY AT THE PROJECT SITE FOR THE ENTIRE DURATION OF HIS/HER SHIFT. THE LEO SHALL REPORT TO THE CONTRACTOR AT THE END OF HIS/HER SHIFT. SHOULD IT BE NECESSARY TO LEAVE THE PROJECT SITE, THE LEO SHALL NOTIFY THE ENGINEER. THE CONTRACTOR SHALL PROVIDE THE LEOWITH A TWO-WAY COMMUNICATION DEVICE THAT SHALL BE RETURNED TO THE CONTRACTOR AT THE END OF HIS/HER SHIFT.

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

ITEM 614, LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE 80 HOURS

THE HOURS PAID SHALL INCLUDE ANY MINIMUM SHOW-UP TIME REQUIRED BY THE LAW ENFORCEMENT AGENCY INVOLVED.ANY ADDITIONAL COSTS (ADMINISTRATIVE OR OTHERWISE) INCURRED BY THE CONTRACTOR TO OBTAIN THE SERVICES OF AN LEO ARE INCLUDED WITH THE BID UNIT PRICE FOR ITEM 614, LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE.

NOTIFICATION OF TRAFFIC RESTRICTIONS

THROUGHOUT THE DURATION OF THE PROJECT, THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER IN WRITING OF ALL TRAFFIC RESTRICTIONS AND UPCOMING MAINTENANCE OF TRAFFIC CHANGES. THE CONTRACTOR SHALL ENSURE THE WRITTEN NOTIFICATION IS SUBMITTED IN A TIMELY MANNER TO ALLOW THE PROJECT ENGINEER TO MEET THE REQUIRED TIME FRAMES SET FORTH IN THE TABLE BELOW TO INFORM THE LISTED CONTACTS.
THIS NOTIFICATION SHALL BE RECEIVED BY THE PROJECT ENGINEER PRIOR TO THE PHYSICAL SETUP OF ANY APPLICABLE SIGNS OR MESSAGE BOARDS. INFORMATION SHOULD INCLUDE, BUT IS NOT LIMITED TO, ALL CONSTRUCTION ACTIVITIES THAT IMPACT OR INTERFERE WITH TRAFFIC AND SHALL LIST THE SPECIFIC LOCATION, TYPE OF WORK, ROAD STATUS, DATE AND TIME OF RESTRICTION, DURATION OF RESTRICTION, NUMBER OF LANES MAINTAINED, NUMBER OF LANES CLOSED, MINIMUM VERTICAL CLEARANCE, MINIMUM WIDTH OF DRIVABLE PAVEMENT, DETOUR ROUTES, IF APPLICABLE, AND ANY OTHER INFORMATION REQUESTED BY THE PROJECT ENGINEER.

NOTIFICATION TIME TABLE

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

ANY UNFORESEEN CONDITIONS NOT SPECIFIED IN THE PLANS REQUIRING TRAFFIC RESTRICTIONS SHALL ALSO BE REPORTED TO THE PROJECT ENGINEER USING THE NOTIFICATION TIME TABLE.
CONTACT THE FOLLOWING:
-DISTRICT PUBLIC INFORMATION OFFICER BY EMAIL AT DOT.D08.PIO@DOT.OHIO.GOV
-DISTRICT PERMIT SECTION BY EMAIL AT D08.PERMITS@DOT.OHIO.GOV
-CENTRAL OFFICE SPECIAL HAUL PERMITS SECTION BY EMAIL AT HAULING.PERMITS@DOT.OHIO.GOV

ADJACENT PROJECT COORDINATION

THE FOLLOWING MENTIONED PROJECTS WILL BE UNDER CONSTRUCTION AT THE SAME TIME. PID 114506 (CLI-CHIP-FY2026) IS A CHIP AND SEAL PROJECT ALONG SR 28. PID 105224 (CLI-134-2.25), PID 113008 (CLI-28-16.91), AND PID 113981 (CLI-350-7.91) ARE PROJECTS THAT INCLUDE ROAD CLOSURES; THE POSTED DETOURS WILL OVERLAP AT THE INTERSECTION OF US 68/SR 28 AND ALONG SR 28. OVERLAPPING DETOUR SIGNS ARE TO BE MOUNTED SIDE BY SIDE PER THE OMUTCD.

MAINTENANCE OF TRAFFIC NOTES

DESIGN AGENCY

DESIGNER GTF

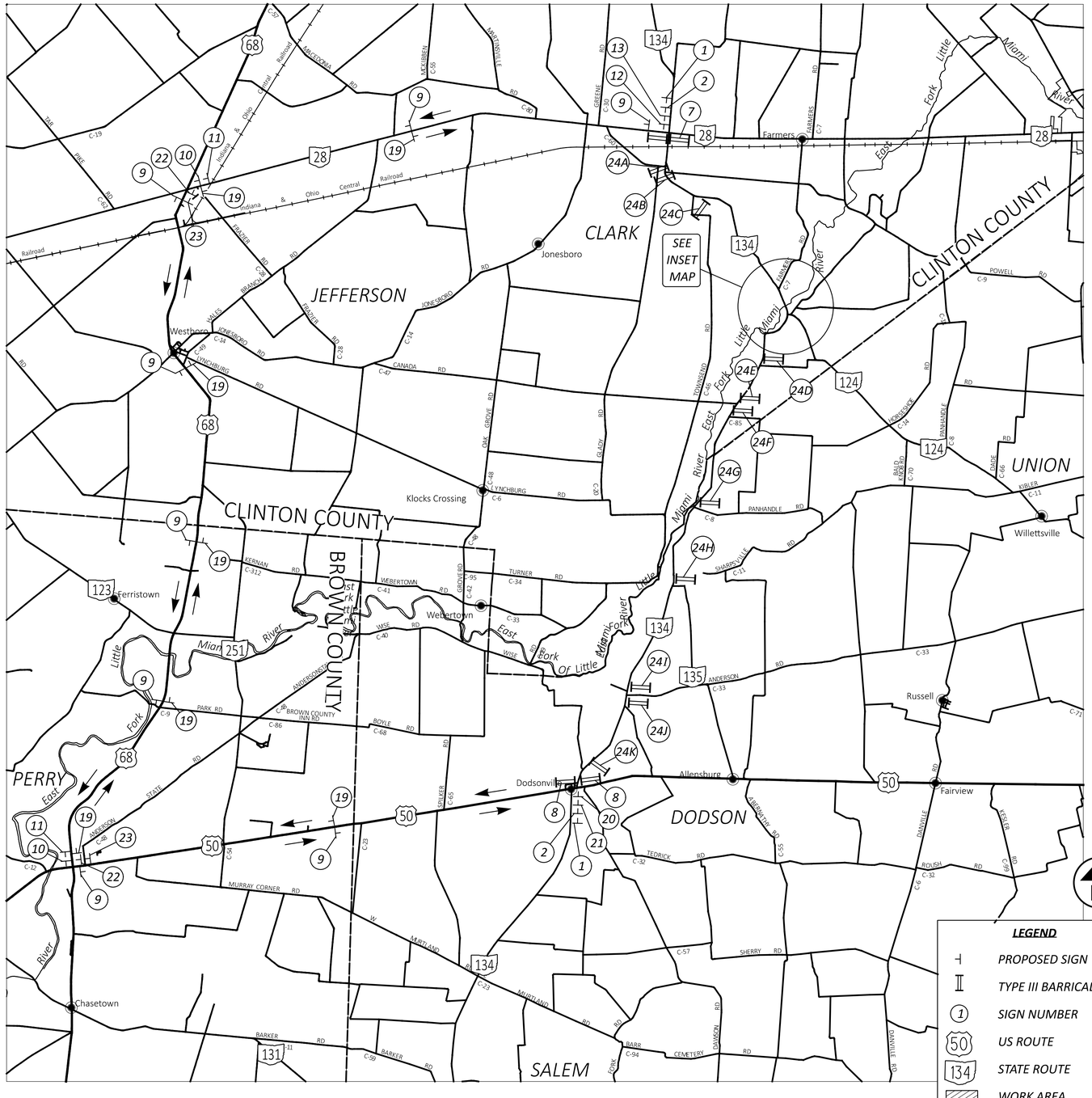
REVIEWER RN 05/04/25

PROJECT ID 105224

SHEET 5 TOTAL 36

CLI-SR 134-2.25

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 8/19/2025 TIME: 7:34:41 AM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen.tbl USER: Garret.Freeman@dot.ohio.gov WORKSPACE: OHDOTCEv02 WORKSET: 105224 PRODUCT: OpenRoadsDesigner 24.00.00.205
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Clinton\105224\400-Engineering\MOT\Sheets\105224_MN001.dgn



1 ROAD CLOSED AHEAD
W20-3-48

2 DETOUR 1500 FT
W20-2-48

3 ROAD WORK AHEAD
W20-1-48 WITH TYPE A WARNING LIGHT

4 ROAD CLOSED 1000 FT
W20-3-48 WITH TYPE A WARNING LIGHT

5 ROAD CLOSED 500 FT
W20-3-48

6 ROAD CLOSED
R11-2-48
2 SIGNS PER DIRECTION ON TYPE III BARRICADES W/ 1 TYPE-B FLASHING WARNING LIGHT (PER SIGN)

7 ROAD CLOSED
3 MILES AHEAD
LOCAL TRAFFIC ONLY
DETOUR
R11-3a-60
M4-10R-48
ON TYPE III BARRICADES

8 ROAD CLOSED
7 MILES AHEAD
LOCAL TRAFFIC ONLY
DETOUR
R11-3a-60
M4-10L-48
ON TYPE III BARRICADES

9 DETOUR SOUTH 134
M4-8-24
M3-3-24
M1-5-30

10 DETOUR SOUTH 134 ←
M4-8-24
M3-3-24
M1-5-30
M6-1L-21

11 DETOUR SOUTH 134 ↰
M4-8-24
M3-3-24
M1-5-30
M5-1L-21

12 DETOUR SOUTH 134 →
M4-8-24
M3-3-24
M1-5-30
M6-1R-21

13 DETOUR SOUTH 134 ↱
M4-8-24
M3-3-24
M1-5-30
M5-1R-21

19 DETOUR NORTH 134
M4-8-24
M3-1-24
M1-5-30

20 DETOUR NORTH 134 ←
M4-8-24
M3-1-24
M1-5-30
M6-1L-21

21 DETOUR NORTH 134 ↰
M4-8-24
M3-1-24
M1-5-30
M5-1L-21

22 DETOUR NORTH 134 →
M4-8-24
M3-1-24
M1-5-30
M6-1R-21

23 DETOUR NORTH 134 ↱
M4-8-24
M3-1-24
M1-5-30
M5-1R-21

24 ROAD CLOSED
*X MILES AHEAD
LOCAL TRAFFIC ONLY
R11-3a-60
ON TYPE III BARRICADES
**SEE TABLE A*

INSET MAP

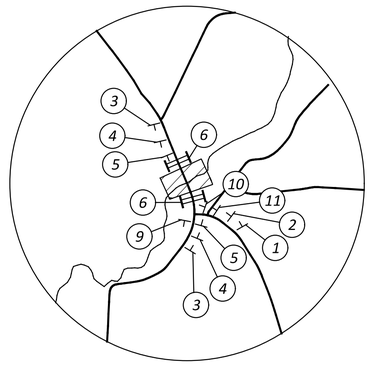


TABLE A.

A	2 ½
B	2 ½
C	2
D	1
E	1 ½
F	1 ¾
G	3
H	4
I	5 ½
J	5 ¾
K	6 ¾

ESTIMATED OFFICIAL SIGNED DETOUR ADDITIONAL LENGTH = 14.4 MILES

HORIZONTAL SCALE IN FEET
0 2000 4000 8000

DETOUR ROUTE
CLI-134-2.25

DESIGN AGENCY

DESIGNER GTF

REVIEWER SRK 08-08-2025

PROJECT ID 105224

SHEET 6 TOTAL 36

CLI-134-2.25

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 8/19/2025 TIME: 7:34:48 AM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen.tbl USER: Garret.Freeman@dot.ohio.gov
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Clinton\105224\400-Engineering\MOT\Sheets\105224_MD001.dgn

SHEET NUMBER													PART.	ITEM	ITEM	GRAND	UNIT	DESCRIPTION	SEE SHEET NO.
4	5	10											01/STR		EXT	TOTAL			
																		ROADWAY	
													LUMP	201	11000	LS		CLEARING AND GRUBBING	
	48	375											423	202	23000	423	SY	PAVEMENT REMOVED	
		730											730	202	23500	730	SY	WEARING COURSE REMOVED	
		475											475	202	38000	475	FT	GUARDRAIL REMOVED	
		4											4	202	42001	4	EACH	ANCHOR ASSEMBLY REMOVED, TYPE A, AS PER PLAN	4
													658	203	10000	658	CY	EXCAVATION	
													796	203	20000	796	CY	EMBANKMENT	
		237.5											237.5	606	15050	237.5	FT	GUARDRAIL, TYPE MGS	
		4											4	606	26150	4	EACH	ANCHOR ASSEMBLY, MGS TYPE E (NCHRP 350 OR MASH 2016)	
		4											4	606	34600	4	EACH	MGS BRIDGE TERMINAL ASSEMBLY, TYPE TST-2	
		271											271	204	30020	271	CY	GRANULAR MATERIAL, TYPE C	
		813											813	204	10000	813	SY	SUBGRADE COMPACTION	
		271											271	204	13000	271	CY	EXCAVATION OF SUBGRADE, 12" DEEP	
		813											813	204	50000	813	SY	GEOTEXTILE FABRIC	
		0.19											0.19	209	15050	0.19	MILE	RESHAPING UNDER GUARDRAIL	
													LUMP	SPECIAL	69071000	LS		ASBESTOS ABATEMENT - WORK INVOLVING ASBESTOS CONTAINING MATERIALS	4
													LUMP	878	25000	LS		INSPECTION AND COMPACTION TESTING OF UNBOUND MATERIALS	
																		PAVEMENT	
		410											410	254	01000	410	SY	PAVEMENT PLANING, ASPHALT CONCRETE (D=1.50")	
		181											181	301	56000	181	CY	ASPHALT CONCRETE BASE, PG64-22, (449)	
		446											446	304	20000	446	CY	AGGREGATE BASE	
		164											164	407	20000	164	GAL	NON-TRACKING TACK COAT	
		59											59	441	70000	59	CY	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (449), PG64-22	
																		EROSION CONTROL	
188													188	659	00300	188	CY	TOPSOIL	
1,690													1,690	659	10000	1,690	SY	SEEDING AND MULCHING	
85													85	659	14000	85	SY	REPAIR SEEDING AND MULCHING	
0.23													0.23	659	20000	0.23	TON	COMMERCIAL FERTILIZER	
0.35													0.35	659	31000	0.35	ACRE	LIME	
9.1													9.1	659	35000	9.1	MGAL	WATER	
													10,000	832	30000	10,000	EACH	EROSION CONTROL	
																		TRAFFIC CONTROL	
		6											6	621	00100	6	EACH	RPM	
		6											6	621	54000	6	EACH	RAISED PAVEMENT MARKER REMOVED	
		24											24	626	00110	24	EACH	BARRIER REFLECTOR, TYPE 2 (BI-DIRECTIONAL)	
		0.1											0.1	644	00104	0.1	MILE	EDGE LINE, 6"	
		0.05											0.05	644	00300	0.05	MILE	CENTER LINE	
		0.08											0.08	646	10010	0.08	MILE	EDGE LINE, 6"	
		0.04											0.04	646	10200	0.04	MILE	CENTER LINE	
																		STRUCTURE OVER 20 FOOT SPAN (CLI-134-0225)	
																		SEE SHEET 19	
																		MAINTENANCE OF TRAFFIC	
	80												80	614	11111	80	HOUR	LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE, AS PER PLAN	5
													LUMP	614	12420	LS		DETOUR SIGNING	
																		INCIDENTALS	
													LUMP	614	11000	LS		MAINTAINING TRAFFIC	
													LUMP	623	10000	LS		CONSTRUCTION LAYOUT STAKES AND SURVEYING	
													LUMP	624	10000	LS		MOBILIZATION	

GENERAL SUMMARY

DESIGN AGENCY

DESIGNER GTF

REVIEWER JDO 05/09/25

PROJECT ID 105224

SHEET 7 TOTAL 36

CLI-SR 134-2.25

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 8/19/2025 TIME: 7:34:56 AM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen.tbl USER: Garret.Freeman@dot.ohio.gov WORKSPACE: OHDOTCEv02 WORKSET: 105224 PRODUCT: OpenRoadsDesigner 24.00.00.205
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Clinton\105224\400-Engineering\Roadway\Sheets\105224_GG001.dgn

STANDARD DRAWINGS AND SUPPLEMENTAL SPECIFICATIONS

REFER TO THE FOLLOWING STANDARD BRIDGE DRAWING(S):

AS-1-15	DATED/REVISED	1/20/23
AS-2-15	DATED/REVISED	7/21/23
PCB-91	DATED/REVISED	7/17/20
CPA-1-08	DATED/REVISED	1/19/24
DS-1-92	DATED/REVISED	7/18/03
CPP-1-08	DATED/REVISED	7/21/17
CS-1-24	DATED/REVISED	7/19/24
TST-2-21	DATED/REVISED	1/17/25

AND TO THE FOLLOWING SUPPLEMENTAL SPECIFICATIONS

800 DATED 1/17/2025

DESIGN SPECIFICATIONS

THIS STRUCTURE CONFORMS TO THE 9th EDITION OF THE "LRFD BRIDGE DESIGN SPECIFICATIONS" ADOPTED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS AND THE ODOT BRIDGE DESIGN MANUAL, 2020.

OPERATIONAL IMPORTANCE

A LOAD MODIFIER OF 1.0 HAS BEEN ASSUMED FOR THE DESIGN OF THIS STRUCTURE IN ACCORDANCE WITH THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, ARTICLE 1.3.5 AND THE ODOT BRIDGE DESIGN MANUAL.

DESIGN LOADING

DESIGN LOADING INCLUDES:
VEHICULAR LIVE LOAD: HL-93
FUTURE WEARING SURFACE (FWS) OF 0.060 KIPS/FT²

DESIGN DATA

CONCRETE CLASS QC1 WITH QC/QA- COMPRESSIVE STRENGTH 4.0 KSI (ABUTMENT)

CONCRETE CLASS QC2 WITH QC/QA - COMPRESSIVE STRENGTH 4.5 KSI (DECK SLAB, APPROACH SLAB)

GALVANIZED STEEL REINFORCEMENT – MINIMUM YIELD STRENGTH 60-KSI (DECK SLAB, ABUTMENTS, & APPROACH SLABS)

DECK PROTECTION METHOD

GALVANIZED STEEL REINFORCEMENT
2½" CONCRETE COVER
STEEL DRIP STRIP
SEALING OF CONCRETE SURFACES

MONOLITHIC WEARING SURFACE

MONOLITHIC WEARING SURFACE IS ASSUMED, FOR DESIGN PURPOSES, TO BE 1 INCH THICK.

BRIDGE SCOUR

THE DESIGN FLOOD AND CHECK FLOOD SCOUR ELEVATIONS ARE PROVIDED BELOW:

	REAR ABUTMENT	PIER 1	PIER 2	FORWARD ABUTMENT
DESIGN FLOOD	1008.73	1003.82	1002.94	1007.85
CHECK FLOOD	1006.08	1000.77	999.89	1005.20

ITEM 202 - PORTIONS OF STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN

THIS WORK CONSISTS OF THE REMOVAL OF THE EXISTING BRIDGE SUPERSTRUCTURE FOR BRIDGE CLI-134-0225. THE EXISTING REINFORCED CONCRETE ABUTMENTS SHALL BE REMOVED DOWN TO THE TOP OF THE EXISTING FOOTINGS . THE REINFORCED CONCRETE PIER CAPS SHALL BE COMPLETELY REMOVED. THE EXISTING ABUTMENT FOOTINGS AND ALL SUBSTRUCTURE PILES SHALL REMAIN IN PLACE AND SHALL BE INCORPORATED INTO THE NEW BRIDGE STRUCTURE. THE PROVISIONS OF ITEM 202 APPLY EXCEPT AS SPECIFIED BY THE FOLLOWING NOTES. PERFORM WORK CAREFULLY DURING DECK AND SUBSTRUCTURE REMOVALS TO PROTECT PORTIONS OF SUCH SYSTEMS THAT ARE TO BE SALVAGED AND INCORPORATED INTO THE PROPOSED STRUCTURE. THE USE OF EXPLOSIVES, HEACHACHE BALLS AND/OR HOE RAM TYPE OF EQUIPMENT IS PROHIBITED. SUBMIT CONSTRUCTION PLANS ACCORDING TO CMS 501.05.

THE CONTRACTOR MUST REVIEW THE STRUCTURE WHEN PREPARING HIS BID. THE CONTRACTOR WILL REVIEW THE CONDITION OF THE STRUCTURE TO DETERMINE WHAT DEBRIS WILL FALL FROM THE STRUCTURE DURING REMOVAL. THE CONTRACTOR WILL DETERMINE THE CORRESPONDING COST TO CLEAN UP ANY AND ALL DEBRIS WHICH FALLS FROM THE STRUCTURE DURING ANY REMOVAL OPERATION. THE COST TO CLEAR AND CLEAN UP ALL DEBRIS DURING REMOVAL SHALL BE INCLUDED WITH THE BID FOR THIS ITEM OF WORK. NO ADDITIONAL COST WILL BE RECOGNIZED TO CLEAN DEBRIS RESULTING FROM THE STRUCTURE REMOVAL OPERATION.

CUT LINE CONSTRUCTION JOINT PREPERATION: SAW CUT BOUNDARIES OF PROPOSED CONCRETE REMOVALS 1 INCH DEEP. REMOVE CONCRETE TO A ROUGH SURFACE. LEAVE THE EXISTING REINFORCING STEEL, IF REQUIRED IN THE PLANS, IN PLACE. INSTALL DOWEL BARS IF SPECIFIED. PRIOR TO CONCRETE PLACEMENT ABRASIVELY CLEAN JOINT SURFACES AND EXISTING EXPOSED REINFORCEMENT TO REMOVE LOOSE AND DISINTEGRATED CONCRETE AND LOOSE RUST. THOROUGHLY CLEAN THE JOINT SURFACE AND EXPOSED REINFORCEMENT OF ALL DIRT, DUST, RUST OR OTHER FOREIGN MATERIAL BY THE USE OF WATER, AIR UNDER PRESSURE, OR OTHER METHODS THAT PRODUCE SATISFACTORY RESULTS. EXISTING REINFORCING STEEL DOES NOT HAVE TO HAVE A BRIGHT STEEL FINISH, BUT REMOVE ALL PACK AND LOOSE RUST. THOROUGHLY DRENCH EXISTING CONCRETE SURFACES WITH CLEAN WATER AND ALLOW TO DRY TO A DAMP CONDITION BEFORE PLACING CONCRETE.

SUBSTRUCTURE CONCRETE REMOVAL: REMOVE CONCRETE BY MEANS OF APPROVED PNEUMATIC HAMMERS EMPLOYING POINTED AND BLUNT CHISEL TOOLS. HYDRAULIC HOE-RAM TYPE HAMMERS WILL NOT BE PERMITTED. MUNCHING OF THE CONCRETE PIER CAP AND ABUTMENTS WITH A CONCRETE PROCESSING ATTACHMENT IS PROHIBITED. THE WEIGHT OF THE HAMMER SHALL NOT BE MORE THAN 35 POUNDS FOR REMOVAL WITHIN 18 INCHES OF PORTIONS TO BE PRESERVED. OUTSIDE THE 18 INCH LIMIT, THE CONTRACTOR MAY USE HAMMERS NOT EXCEEDING 90 POUNDS UPON THE APPROVAL OF THE ENGINEER. DO NOT PLACE PNEUMATIC HAMMERS IN DIRECT CONTACT WITH REINFORCING STEEL THAT IS TO BE RETAINED IN THE REBUILT STRUCTURE.

MEASUREMENT AND PAYMENT: THE DEPARTMENT WILL MEASURE THE QUATITY OF REMOVALS ON A LUMP SUM BASIS. THE DEPARTMENT WILL PAY FOR THE ACCEPTED QUANTITIES OF REMOVALS AT THE CONTRACT PRICE FOR ITEM 202, PORTIONS OF STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN.

EXISTING STRUCTURE VERIFICATION

EXISTING STRUCTURE VERIFICATION: DETAILS AND DIMENSIONS SHOWN ON THESE PLANS PERTAINING TO THE EXISTING STRUCTURE HAVE BEEN OBTAINED FROM PLANS OF THE EXISTING STRUCTURE AND FROM FIELD OBSERVATIONS AND MEASUREMENTS. CONSEQUENTLY, THEY ARE INDICATIVE OF THE EXISTING STRUCTURE AND THE PROPOSED WORK BUT THEY SHALL BE CONSIDERED TENTATIVE AND APPROXIMATE. BEFORE ORDERING MATERIALS EXISTING DIMENSIONS SHALL BE FIELD VERIFIED AS REQUIRED TO ACCURATELY JOIN THE PROPOSED ELEMENTS WITH THE EXISTING STRUCTURE. PAYMENT FOR THE FIELD VERIFICATION SHALL BE COMPENSATED UNDER THE RESPECTIVE PAY ITEM FOR THAT WORK. THE CONTRACTOR
IS REFERRED TO CMS SECTIONS 102.05, 105.02 AND 513.04.

BASE CONTRACT BID PRICES UPON A RECOGNITION OF THE UNCERTAINTIES DESCRIBED ABOVE AND UPON A PREBID EXAMINATION OF THE EXISTING STRUCTURE. HOWEVER, THE DEPARTMENT WILL PAY FOR ALL PROJECT WORK BASED UPON ACTUAL DETAILS AND DIMENSIONS WHICH HAVE BEEN VERIFIED IN THE FIELD.

DECK PLACEMENT DESIGN ASSUMPTIONS

DECK PLACEMENT DESIGN ASSUMPTIONS

THE FOLLOWING ASSUMPTIONS OF CONSTRUCTION MEANS AND METHODS WERE MADE FOR THE ANALYSIS AND DESIGN OF THE SUPERSTRUCTURE. THE CONTRACTOR IS RESPONSIBLE FOR THE DESIGN OF THE FALSEWORK SUPPORT SYSTEM WITHIN THESE PARAMETERS AND WILL ASSUME RESPONSIBILITY FOR SUPERSTRUCTURE ANALYSIS FOR DEVIATION FROM THESE DESIGN ASSUMPTIONS.

AN EIGHT WHEEL FINISHING MACHINE WITH A MAXIMUM WHEEL LOAD OF 2.25 KIPS.

A MINIMUM OUT-TO-OUT WHEEL SPACING AT EACH END OF THE MACHINE OF 103 INCHES.

A MAXIMUM SPACING OF OVERHANG FALSEWORK BRACKETS OF 48 INCHES.

A MAXIMUM DISTANCE FROM THE CENTERLINE OF THE FASCIA GIRDER TO THE FACE OF THE SAFETY HANDRAIL OF 65 INCHES.

DOWEL HOLES WITH NON-SHRINK, NON-METALLIC GROUT, AS PER PLAN

INSTALL GALVANIZED DOWEL BARS ACCORDING TO THE MANUFACTURER'S INSTALLATION INSTRUCTIONS FOR BLACK REBAR PUBLISHED IN THE ICC-ES REPORTS LISTED BELOW.

THE HOLES FOR THE ADHESIVE ANCHORS SHALL BE DRILLED WITH A HAMMER DRILL AND CARBIDE BIT. PRIOR TO THE INSTALLATION OF THE ANCHORS, THE HOLES SHALL BE CLEANED AND DRIED IN A MANNER CONSISTENT WITH THE MANUFACTURER'S REQUIREMENTS FOR DRY CONCRETE.

SELECT FROM ONE OF THE FOLLOWING APPROVED PRODUCTS:

HILTI HIT-HY 200 ADHESIVE ANCHORS
ICC-ES REPORT ESR-3187)

DEWALT PURE110+ EPOXY ADHESIVE ANCHOR SYSTEM
(ICC-ES REPORT ESR-3298)

SIMPSON STRONG-TIE SET-3G EPOXY ADHESIVE ANCHORS
ICC-ES REPORT ESR-4057)

ATC ULTRABOND HS-1CC ADHESIVE ANCHOR SYSTEM
(ICC-ES REPORT ESR-4094)

THE MANUFACTURER'S INSTALLATION INSTRUCTION PUBLISHED IN THE ICC-ES REPORTS FOR ACCEPTABLE PRODUCTS ARE AVAILABLE AT:

https://icc-es.org/evaluation-report-program/

ITEM 503 - COFFERDAMS AND EXCAVATION BRACING, AS PER PLAN

IN ADDITION TO THE REQUIREMENTS SET FORTH IN THE WATERWAY PERMIT FOR THE CONSTRUCTION, MAINTENANCE, AND SUBSEQUENT REMOVAL OF ALL TEMPORARY ACCESS ROADS AND FILL, THE CONTRACTOR SHALL ALSO COMPLY WITH THE FOLLOWING PROVISIONS:
THE TEMPORARY ACCESS SHALL BE CONSTRUCTED USING WASHED TYPE A DUMP ROCK FILL, TOPPED WITH 6 INCHES OF WASHED TYPE E AGGREGATE TO PROVIDE A STABLE AND LEVEL DRIVING SURFACE.

THE TEMPORARY ACCESS FILL SHALL BE LOCATED ON THE EAST SIDE OF THE STRUCTURE SPANNING THE STREAM CROSSING AND MUST BE CONSTRUCTED TO ACCOMMODATE A WATER ELEVATION 3 FEET ABOVE THE OHWM, AS SHOWN IN THE PROJECT PLANS. THE CONTRACTOR SHALL INSTALL A CONSTRUCTION ENTRANCE ON BOTH SIDES OF THE STREAM CROSSING. THE ACCESS SHALL BE WIDE ENOUGH TO SUPPORT ALL STAGED CONSTRUCTION EQUIPMENT, ACCOMMODATE STORED MATERIAL AND EQUIPMENT REQUIRED FOR BRIDGE WORK, AND PROVIDE AN ADDITIONAL 18-FOOT WIDTH TO ALLOW FOR THE SAFE PASSAGE OF FARMING MACHINERY AND VEHICLES. CONSTRUCTION OF THE CAUSEWAY SHALL BE PERFORMED PRIOR TO THE CLOSURE AND DETOUR OF THE ROADWAY.

THE CONTRACTOR SHALL COORDINATE WITH THE ADJACENT PROPERTY OWNER PRIOR TO THE INSTALLATION OF THE ACCESS, THROUGHOUT THE CONSTRUCTION PERIOD, AND AGAIN PRIOR TO ITS REMOVAL.

PROPERTY OWNER CONTACT INFORMATION: ROGER ACHOR (937) 725-3688

ALL EQUIPMENT, MATERIAL, LABOR AND ANY MISCELLANEOUS APPURTNANCES ASSOCIATED WITH THE CONSTRUCTION, MAINTENACE AND SUBSEQUENT REMOVAL OF THE TEMPORARY CONSTRUCTION ACCESS, AS WELL AS GRADING/EARTHWORK FOR SITE ACCESS SHALL BE INCLUDED IN PAYMENT UNDER ITEM 503 - COFFERDAMS AND EXCAVATION BRACING, AS PER PLAN.

ADDING FILL TO THE STREAM TO DEWATER THE WORK AREA REQUIRES A TEMPORARY ACCESS FILL (TAF) SUBMISSION PER THE SPECIAL PROVISIONS. PREPARE AND PROVIDE PLANS IN ACCORDANCE WITH C&MS 501.05 FOR TEMPORARY SUPPORT OF EXCAVATIONS. THE DEPARTMENT WILL PAY FOR THE TEMPORARY SUPPORT OF EXCAVATION AT THE CONTRACT LUMP SUM PRICE FOR COFFERDAMS AND EXCAVATION BRACING.

ITEM 526 - REINFORCED CONCRETE APPROACH SLABS WITH QC/QA (T=17"), AS PER PLAN
ITEM 526 - TYPE A INSTALLATION, AS PER PLAN

THE CONCRETE REINFORCMENT IN THE APPROACH SLABS AND SLEEPER SLABS SHALL BE GALVANIZED STEEL REINFORCMENT PER CMS 709.16. PAYMENT FOR THE GALVANIZED STEEL REINFORCMENT IN THE APPROACH SLABS AND SLEEPER SLABS SHALL BE INCLUDED WITH ITEMS 526.

ITEM SPECIAL - PILE ENCASEMENT

ENCASE ALL STEEL H-PILES FOR THE CAPPED PILE PIERS IN CONCRETE CONFORMING TO C&MS 511 (F'C = 4.0-KSI). PROVIDE A CONCRETE SLUMP BETWEEN 6 TO 8 INCHES WITH THE USE OF A SUPERPLASTICIZER. PLACE THE CONCRETE WITHIN A FORM THAT CONSISTS OF POLYETHYLENE PIPE (C&MS 707.33), OR PVC PIPE (C&MS 707.42).

INTENTIONALLY ROUGHEN THE TOP OF EXISTING PIER PILE ENCASEMENT PER THE REQUIREMENTS OF 511.09.B PRIOR TO PLACEMENT OF CONCRETE FOR PROPOSED PILE ENCASEMENT.

POSITION THE PIPE SO THAT AT LEAST 3 INCHES OF CONCRETE COVER IS PROVIDED AROUND THE EXTERIOR OF THE PILE. THE DEPARTMENT WILL MEASURE PILE ENCASEMENT BY THE NUMBER OF FEET. THE DEPARTMENT WILL DETERMINE THE SUM AS THE LENGTH MEASURED ALONG THE AXIS OF EACH PILE FROM THE BOTTOM OF THE ENCASEMENT TO THE BOTTOM OF THE PIER CAP. THE DEPARTMENT WILL PAY FOR ACCEPTED QUANTITIES AT THE CONTRACT PRICE FOR ITEM - SPECIAL, PILE ENCASEMENT.

STRUCTURE GENERAL NOTES - 1
BRIDGE No.: CLI-134-0225
S.R. 134 OVER EAST FORK LITTLE MIAMI RIVER

SFN 1402971
DESIGN AGENCY
DESIGNER GTF | CHECKER BCP
REVIEWER CAH 04/15/25
PROJECT ID 105224
SUBSET 2 | TOTAL 21
SHEET 17 | TOTAL 36

CLI-SR 134-2.25

ESTIMATED QUANTITIES - STRUCTURE No.: CLI-134-0225 (01/STR/10 FUNDING SPLIT)

ITEM	EXTENSION	TOTAL	UNIT	DESCRIPTION	ABUT.	PIERS	SUPER.	GEN.	SEE SHEET
202	11203	LS	LS	PORTIONS OF STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN	LUMP	LUMP	LUMP		
202	22900	223	SY	APPROACH SLAB REMOVED				223	
503	11101	LS	LS	COFFERDAMS AND EXCAVATION BRACING, AS PER PLAN				LUMP	
503	21300	LS	LS	UNCLASSIFIED EXCAVATION				LUMP	
507	71200	52.5	FT	SPECIAL - PILE ENCASEMENT		52.5			
509	26000	96261	LB	GALVANIZED STEEL REINFORCEMENT	2743	2183	91335		
510	10001	144	EACH	DOWEL HOLES WITH NON-SHRINK, NON-METALLIC GROUT, AS PER PLAN	144				
511	33313	321	CY	CLASS QC2 CONCRETE WITH QC/QA, SUPERSTRUCTURE, AS PER PLAN		10	311		
511	45712	27	CY	CLASS QC1 CONCRETE WITH QC/QA, ABUTMENT	27				
512	10100	150	SY	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)	45	58	47		
512	33000	2	SY	TYPE 2 WATERPROOFING	2				
514	00050	508	SF	SURFACE PREPARATION OF EXISTING STRUCTURAL STEEL		508			
514	00056	508	SF	FIELD PAINTING OF EXISTING STRUCTURAL STEEL, PRIME COAT		508			
516	13200	15	SF	½" PREFORMED EXPANSION JOINT FILLER	15				
516	13600	87	SF	1" PREFORMED EXPANSION JOINT FILLER	87				
516	14014	80	FT	INTEGRAL ABUTMENT EXPANSION JOINT SEAL	80				
517	70100	241.56	FT	RAILING (THREE STEEL TUBE BRIDGE RAILING)			241.56		
518	21200	58	CY	POROUS BACKFILL WITH GEOTEXTILE FABRIC	58				
SPECIAL	51822300	281	FT	STEEL DRIP STRIP			281		
518	40000	96	FT	6" PERFORATED CORRUGATED PLASTIC PIPE	96				
518	40010	100	FT	6" NON-PERFORATED CORRUGATED PLASTIC PIPE, INCLUDING SPECIALS	100				
526	25001	222	SY	REINFORCED CONCRETE APPROACH SLABS (T=15"), AS PER PLAN				222	
526	90011	80	FT	TYPE A INSTALLATION, AS PER PLAN				80	
846	00110	22.3	CF	POLYMER MODIFIED ASPHALT EXPANSION JOINT SYSTEM				22.3	

STRUCTURE ESTIMATED QUANTITIES
BRIDGE No.: CLI-134-0225
S.R. 134 OVER EAST FORK LITTLE MIAMI RIVER

SFN 1402971
DESIGN AGENCY
DESIGNER GTF | CHECKER BCP
REVIEWER CAH 04/15/25
PROJECT ID 105224
SUBSET 3 | TOTAL 21
SHEET 18 | TOTAL 36

CLI-SR 134-2.25