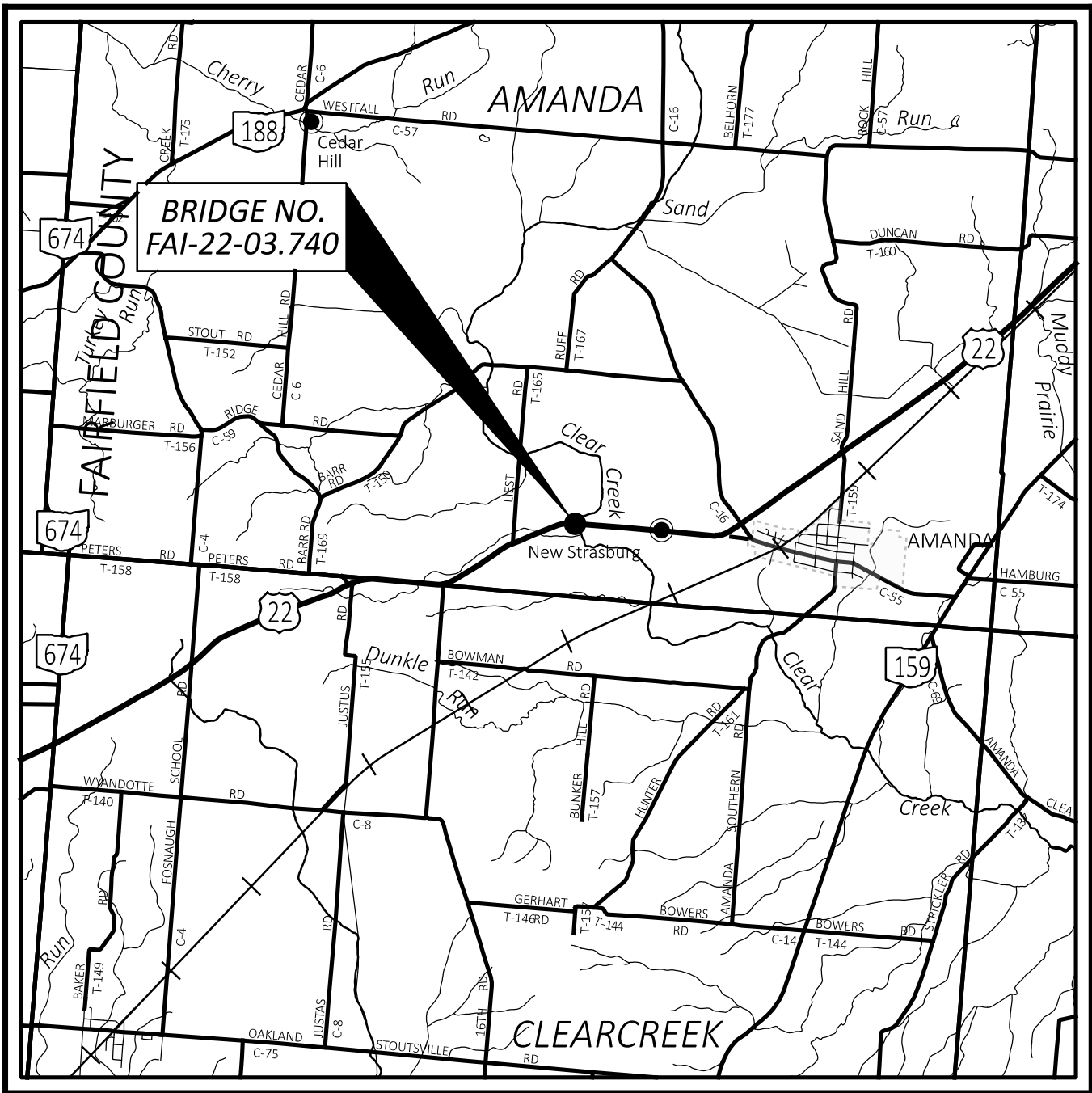




LOCATION MAP

LATITUDE: 39°39'09" LONGITUDE: -82°46'23"

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

DESIGN DESIGNATION

CURRENT ADT (2026)	4,800
DESIGN YEAR ADT (2046)	7,300
DESIGN HOURLY VOLUME (2026)	850
DIRECTIONAL DISTRIBUTION	51%
TRUCKS (24 HOUR B&C)	9%
DESIGN SPEED	55 MPH
LEGAL SPEED	55 MPH
DESIGN FUNCTIONAL CLASSIFICATION: MINOR ARTERIAL	
NHS PROJECT	NO

DESIGN EXCEPTIONS

DESIGN FEATURE	APPROVAL DATE	SHEET NUMBER
SHOULDER WIDTH	5/17/2024	
STOPPING SIGHT DISTANCE	5/17/2024	

ADA DESIGN WAIVERS

NONE

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 5
PLANNING & ENGINEERING

STATE OF OHIO
DEPARTMENT OF TRANSPORTATION

FAI-22-03.68

AMANDA TOWNSHIP
FAIRFIELD COUNTY

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APPROACH SLAB DETAILS	
SLEEPER SLAB DETAILS	
GEOTECHNICAL PROFILE	

FEDERAL PROJECT NUMBER

N/A

RAILROAD INVOLVEMENT

N/A

PROJECT DESCRIPTION

REPLACEMENT OF THE EXISTING TWO-SPAN CONCRETE BOX BEAM BRIDGE WITH A NEW THREE-SPAN REINFORCED CONCRETE SLAB BRIDGE. THIS IS A COMPLETE STRUCTURE REPLACEMENT INCLUDING SUBSTRUCTURES, APPROACH SLABS, AND RAILING. IN ADDITION TO THE STRUCTURE, THE PROJECT INCLUDES RELATED ROADWAY WORK AND GRADING.

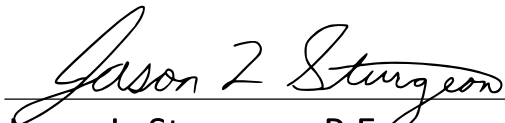
EARTH DISTURBED AREAS

PROJECT EARTH DISTURBED AREA:	0.85 ACRES
ESTIMATED CONTRACTOR EARTH DISTURBED AREA:	0.10 ACRES
NOTICE OF INTENT EARTH DISTURBED AREA:	N/A ACRES (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 .


Jason L. Sturgeon, P.E.
District 05 Deputy Director


Pamela Boratyn
Director, Department of Transportation

STANDARD CONSTRUCTION DRAWINGS							SUPPLEMENTAL SPECIFICATIONS	SPECIAL PROVISIONS
BP-3.1	1/19/24	AS-1-15	1/20/23	TC-41.20	10/18/13		800-2023	1/19/24
BP-3.2	1/18/19	AS-2-15	7/21/23	TC-41.30	4/21/23		832	7/21/23
BP-4.1	7/19/13	CPA-1-08	1/19/24	TC-42.20	10/18/13			
		CPP-1-08	7/21/17	TC-52.10	10/18/13			
		CS-1-24	1/19/24	TC-52.20	1/15/21			
MGS-1.1	7/16/21	DS-1-92	7/15/22	TC-61.30	7/19/19			
MGS-2.1	1/19/18	TST-2-21	7/21/23					
MGS-3.3	7/16/21							
MGS-4.2	7/19/13							
MGS-5.3	7/15/16	HL-50.21	7/15/22					
DM-4.3	1/15/16	MT-97.10	4/19/19					
DM-4.4	1/15/16	MT-101.60	4/21/23					
		MT-105.10	1/17/20					

ENGINEER'S SEAL



TITLE SHEET

DESIGN AGENCY



DESIGNER

TDF

REVIEWER

XXX MM-DD-YY

PROJECT ID

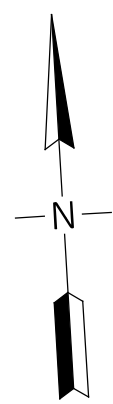
115691

SHEET

P.1

TOTAL

0



HORIZONTAL
SCALE IN FEET

A horizontal scale bar is shown, labeled "HORIZONTAL SCALE IN FEET". The bar is marked with 0, 25, 50, and 100. The segment between 25 and 50 is highlighted with a black and white checkered pattern.

SCHEMATIC PLAN - U.S. 22
STA. 194+50.00 TO STA. 204+50.00

DESIGN AGENCY



DESIGNER

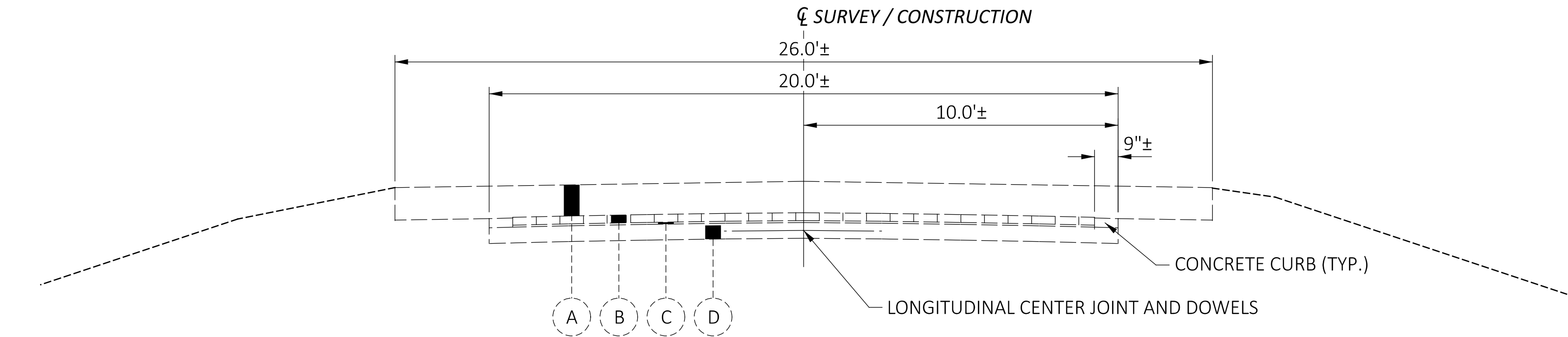
TDF

REVIEWER

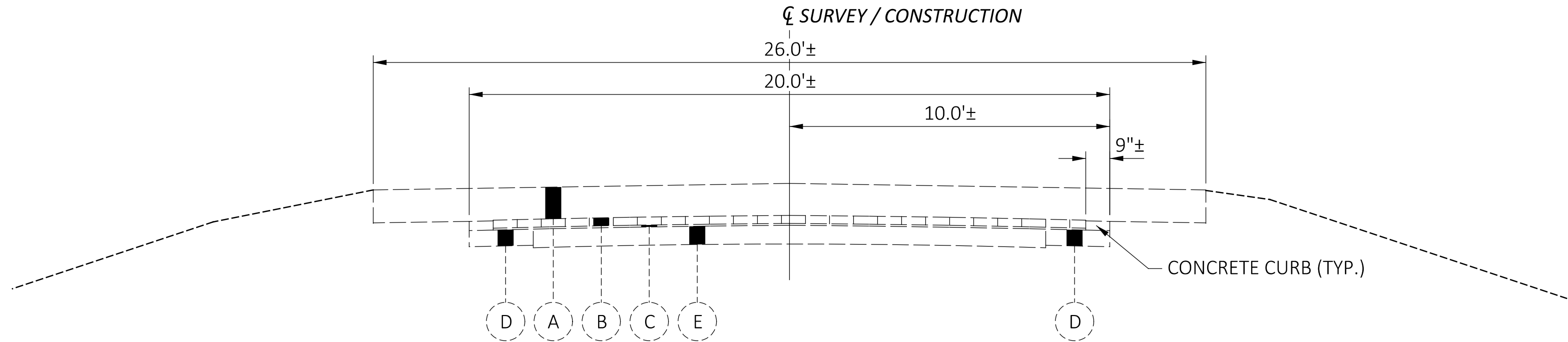
TAG MM-DD-YY

PROJECT ID
115691

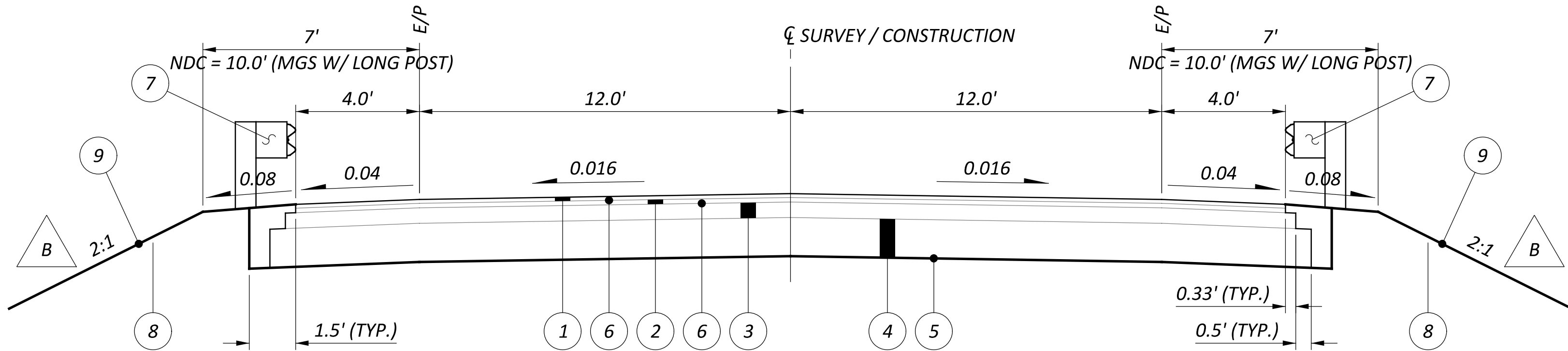
SHEET	TOTAL
P.0	0



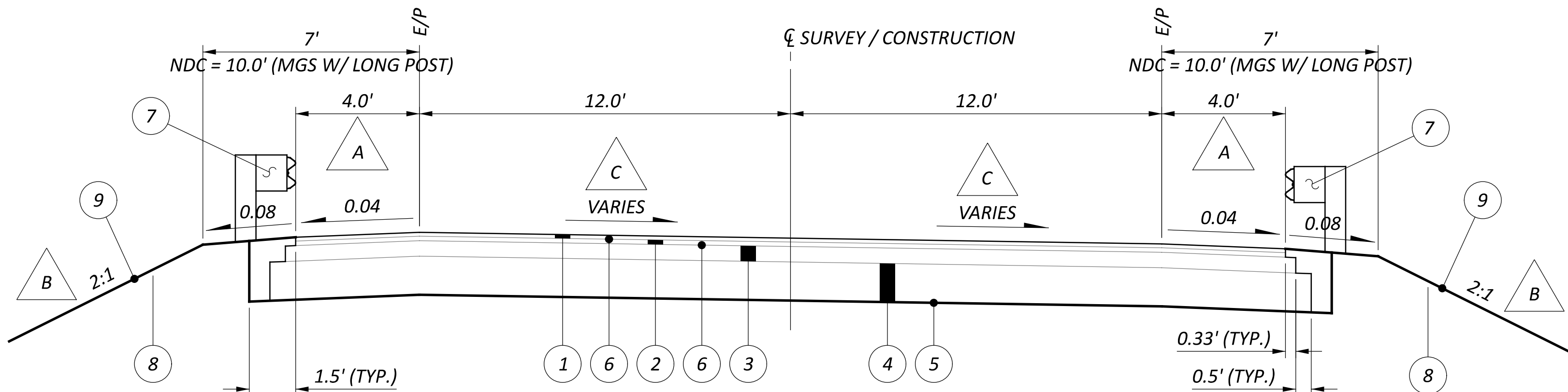
EXISTING TYPICAL SECTION - U.S. 22
STA. 195+50.00 TO STA. 200+00.00



EXISTING TYPICAL SECTION - U.S. 22
STA. 194+50.00 TO STA. 195+50.00
STA. 200+00.00 TO STA. 201+50.00



PROPOSED NORMAL SECTION - U.S. 22
STA. 197+27.00 TO STA. 197+33.00
STA. 198+67.00 TO STA. 201+50.00



PROPOSED SUPERELEVATED SECTION - U.S. 22
STA. 194+50.00 TO STA. 197+27.00

LEGEND

- 1 ITEM 441 - 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (446), PG64-22
- 2 ITEM 441 - 1¾" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, (446)
- 3 ITEM 301 - 6" ASPHALT CONCRETE BASE
- 4 ITEM 304 - 15" AGGREGATE BASE
- 5 ITEM 204 - SUBGRADE COMPACTION
- 6 ITEM 407 - NON-TRACKING TACK COAT
- 7 ITEM 606 - GUARDRAIL, TYPE MGS WITH LONG POSTS
- 8 ITEM 203 - EMBANKMENT
- 9 ITEM 659 - SEEDING AND MULCHING
- A EXISTING BITUMINOUS MATERIAL (12-14"±)
- B EXISTING LUG BRICK LAYER (3"±)
- C EXISTING GRANULATED SLAG CUSHION (¾"±)
- D EXISTING CONCRETE BASE (6"±)
- E EXISTING MACADAM PAVEMENT (7"±)

NOTES

- A THE SHOULDER WIDTH SHALL TRANSITION FROM 2'-0" AT STA. 194+50 TO 4'-0" (AS SHOWN IN THESE TYPICAL SECTIONS) AT STA. 196+50 AND FROM 4'-0" AT STATION 199+50 TO 2'-0" AT STA. 201+50, AS DETAILED ON PLAN SHEET XX.
 - B THE FORESLOPE SLOPE RATE SHALL TRANSITION FROM THAT WHICH MATCHES THE EXISTING FORESLOPE AT STA. 194+50 TO 2:1 AT STA. 194+75 AND FROM 2:1 AT STA. 201+25 TO THAT WHICH MATCHES THE EXISTING FORESLOPE AT STA. 201+50.
 - C THE PAVEMENT SLOPE SHALL BE AS SHOWN IN THE SUPERELEVATION TABLE FOUND ON PLAN SHEET XX.
- NDC = "NORMAL DESIGN CRITERIA"

CONSTRUCTION NOTIFICATION

THE CONTRACTOR WILL ADVISE THE PROJECT ENGINEER A MINUM OF TWENTY ONE (21) DAYS PRIOR TO THE FOLLOWING: THE START OF CONSTRUCTION ACTIVITIES, LANE RESTRICTIONS, LANE CLOSURES, AND/OR ROAD CLOSURES. THE PROJECT ENGINEER WILL FORWARD THIS INFORMATION TO THE FOLLOWING:

DISTRICT PUBLIC INFORMATION OFFICER (PIO) BY FAX AT (614) 887-4510 OR
EMAIL AT: D05.PIO@DOT.STATE.OH.US

DISTRICT PERMIT SECTION BY FAX AT (614) 887-4525 OR
EMAIL AT: BRIAN.BOSCH@DOT.STATE.OH.US

CENTRAL OFFICE SPECIAL HAUL PERMITS SECTION BY FAX AT (614) 728-4099 OR
EMAIL AT: HAULING.PERMITS@DOT.STATE.OH.US

THE PIO WILL, IN TURN, NOTIFY THE PUBLIC, THE LOCAL EMERGENCY SERVICES, AFFECTED SCHOOLS AND BUSINESSES, AND ANY OTHER IMPACTED LOCAL PUBLIC AGENCT OF THE ABOVE MENTIONED ITEMS, VIA MEDIA SOURCES.

UTILITY OWNERSHIP

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

SOUTH CENTRAL POWER
DIRECTOR OF ENGINEERING
2780 COONPATH ROAD, NE
P.O. BOX 250
LANCASTER, OHIO 43130
ATTN: ZACK REED
740-689-6150
zreed@southcentralpower.com

SPECTRUM CABLE TV
737 HOWARD STREET
ZANESVILLE, OHIO 43701
ATTN: BRANDON DELONG
740-819-0966
Brandon.Delong@charter.com

FRONTIER COMMUNICATIONS
ATHENS/CIRCLEVILLE, OHIO
ATTN: TRAVIS BRANNON
740-835-6925
travis.l.brannon@ftr.com

THE LOCATION OF THE UTILITIES SHOWN ON THE PLANS ARE AS OBTAINED FROM THE OWNERS AS REQUIRED BY SECTION 153.65 OF THE OHIO REVISED CODE.

LOCATION OF UTILITIES

NOT ALL UTILITIES ARE SHOWN ON THE CONSTRUCTION PLANS. THE SIZE, DEPTH, AND LOCATION OF THE BURIED UTILITIES SHOWN OR NOT, ARE NOT WARRANTED. THE CONTRACTOR IS RESPONSIBLE FOR VERIFYING THE EXACT SIZE, DEPTH, AND LOCATION OF ALL BURIED UTILITIES WITHIN THE CONSTRUCTION AREA PRIOR TO EXCAVATING.

UNDERGROUND UTILITIES

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.

CONTINGENCY QUANTITIES

THE CONTRACTOR SHALL NOT ORDER MATERIALS OR PERFORM WORK FOR ITEMS DESIGNATED BY PLAN NOTE TO BE USED "AS DIRECTED BY THE ENGINEER" UNLESS AUTHORIZED BY THE ENGINEER. THE ACTUAL WORK LOCATIONS AND QUANTITIES USED FOR SUCH ITEMS SHALL BE INCORPORATED INTO THE FINAL CHANGE ORDER GOVERNING COMPLETION OF THIS PROJECT.

ELEVATION DATUM

ALL ELEVATIONS ARE ORTHOMETRIC HEIGHTS USING THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD 88), GEOID 18. THE HORIZONTAL POSITIONS ARE BASED ON THE OHIO COUNTY COORDINATE SYSTEM - FAIRFIELD COUNTY, UNSCALED GRID VALUES, AND THE GRS80 ELLIPSOID.

MOBILIZATION

THE CONTRACTOR SHALL ON ANY CONTRACT FOR WHICH HIS BID EXCEEDS \$50,000.00 INCLUDE AN AMOUNT TO COVER ANY APPLICABLE EXPENDITURES REFERRED TO UNDER ITEM 624 OF THE 2023 CONSTRUCTION AND MATERIALS SPECIFICATIONS. PAYMENT SHALL BE THE LUMP SUM BID PRICE FOR ITEM 624, MOBILIZATION.

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.

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 OF THESE WORK LIMITS.

REMOVED MATERIALS

ALL REMOVED MATERIALS, EXCEPT AS NOTED ELSEWHERE IN THE PLANS, SHALL BECOME THE PROPERTY OF THE CONTRACTOR AND SHALL BE REMOVED BY THE CONTRACTOR FROM THE JOB SITE.

GENERAL PROVISIONS

THE CONTRACTOR'S ATTENTION IS CALLED TO ALL OF SECTION 100 OF THE CONSTRUCTION AND MATERIAL SPECIFICATIONS OF THE OHIO DEPARTMENT OF TRANSPORTATION.

IN-STREAM WORK RESTRICTION

CLEAR CREEK HAS A DRAINAGE AREA GREATER THAN 20 SQUARE MILES AT THE FAI-US22-03.68 BRIDGE STRUCTURE. THEREFORE, IN ACCORDANCE WITH ITEM D(2)(D) OF THE MEMORANDUM OF AGREEMENT BETWEEN THE OHIO DEPARTMENT OF TRANSPORTATION, FEDERAL HIGHWAY ADMINISTRATION, OHIO DEPARTMENT OF NATURAL RESOURCES, AND THE UNITED STATES FISH AND WILDLIFE SERVICE FOR INTERAGENCY COORDINATION FOR PROJECTS WHICH REQUIRE CONSULTATION UNDER THE ENDANGERED SPECIES ACT, IMPACT STATE LISTED SPECIES, AND/OR MODIFY JURISDICTIONAL WATERS 2016, NO INSTREAM WORK SHALL OCCUR BETWEEN APRIL 15TH AND MAY 18TH. THIS EXCLUSION PERIOD REPRESENTS A PARTIAL IN-STREAM WORK WAIVER OBTAINED FROM ODNR TO FACILITATE THE PROJECT COMPLETION DATE.

LOCATION OF GUARDRAIL

THE LOCATION OF GUARDRAIL RUNS, AS SHOWN IN THESE PLANS, ARE SUBJECT TO ADJUSTMENT PRIOR TO FINAL ACCEPTANCE. THE ENGINEER SHALL BE SATISFIED THAT ALL INSTALLATIONS WILL AFFORD MAXIMUM PROTECTION FOR TRAFFIC.

ITEM 209 - RESHAPING UNDER GUARDRAIL

RESHAPE BERMS AT LOCATIONS SHOWN ON SHEETS XX/XX & XX/XX WHERE EXISTING GUARDRAIL IS REMOVED OR WHERE NEW GUARDRAIL IS TO BE ERECTED AS DESCRIBED IN CMS 209.05 AND AS DIRECTED BY THE ENGINEER TO ENSURE A SMOOTH SURFACE FREE FROM ALL IRREGULARITIES. AN ESTIMATED QUANTITY OF 7 STA. HAS BEEN CARRIED TO THE GENERAL SUMMARY.

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.

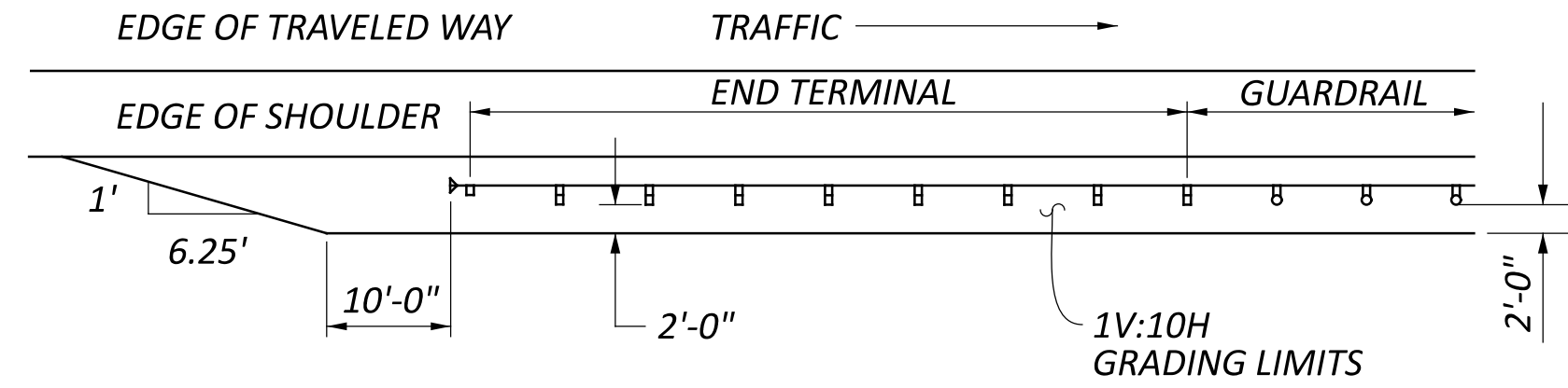
REFER TO THE MANUFACTURER'S INSTRUCTIONS REGARDING THE INSTALLATION OF, AND THE GRADING AROUND, THE FOUNDATION TUBES AND GROUND STRUT. THE TOP OF ANY FOUNDATION TUBE SHOULD BE LESS THAN 4 INCHES ABOVE THE GROUND. THE PLACEMENT OF THE FOUNDATION TUBES SHOULD BE AN APPROPRIATE DEPTH BELOW THE LEVEL LINE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

GRADING FOR MGS TYPE E ANCHOR ASSEMBLY

THE GRADING LAYOUT SHOWN HERE SHALL BE USED WITH ITEM 606, ANCHOR ASSEMBLY, MGS TYPE E, AS DETAILED IN THIS PLAN.



ITEM 621 - RAISED PAVEMENT MARKER REMOVED

RPM REMOVAL SHALL NOT OCCUR SOONER THAN 10 DAYS PRIOR TO PROPOSED WORK IS TO BEGIN. ALL RPMs REMOVED SHALL BECOME THE PROPERTY OF THE CONTRACTOR.

ITEM 623 - CONSTRUCTION LAYOUT STAKES AND SURVEYING, AS PER PLAN

IN ADDITION TO THE REQUIREMENTS OF ITEM 623 CONSTRUCTION LAYOUT STAKES AND SURVEYING, THE CONTRACTOR SHALL PROVIDE THE FOLLOWING INFORMATION TO THE DEPARTMENT:

THE CONTRACTOR SHALL PROVIDE AS-BUILT DATA FOR THE SPECIFIED COMPLETED CONSTRUCTION ITEMS IN THE OHIO STATE PLANE COORDINATES (GRID). THE CONSTRUCTION ITEMS SHALL BE LOCATED AS PER THE SURVEY FEATURE CODE LIST FOUND ON THE OHIO DEPARTMENT OF TRANSPORTATION OFFICE OF CADD AND MAPPING SERVICES WEBSITE. AN EMAIL CONTAINING A COMMA DELIMITED ASCII FILE AND A SURVEYOR'S CERTIFICATION SHALL BE DELIVERED TO cody.gierhart@dot.ohio.gov, tina.cunningham@dot.ohio.gov, AND THE PROJECT ENGINEER AFTER ALL INFORMATION HAS BEEN COLLECTED. THE ASCII FILE SHALL INCLUDE A HEADER CONTAINING NAME OF SURVEYOR, DATE(S) OF COLLECTION, HORIZONTAL DATUM (I.E. NAD83 (2011), OHIO STATE PLANE COORDINATES NORTH OR SOUTH), VERTICAL DATUM (I.E. NAVD 83, GEOID12A), AND THE METHOD OF COLLECTION (I.E. OHIO VRS, GPS RTK, TOTAL STATION, ETC.) AND BE IN A TABLE FORM AS FOLLOWS:

POINT NUMBER, NORTHING, EASTING, ELEVATION, FEATURE CODE, DESCRIPTION.

BELOW IS A LIST OF ITEMS THE CONTRACTOR IS REQUIRED TO PROVIDE:

- BARRIER (GUARDRAIL)
- SIGNS (WITH DESCRIPTION)
- BMP'S
- CULVERTS (INLET INVERT, OUTLET INVERT, TYPE, AND SIZE)
- STORM SEWER OUTLETS (OUTLET INVERT, TYPE, AND SIZE)
- CATCH BASINS, MANHOLES, AND INLETS
- UNDERDRAIN OUTLETS

THE ABOVE ITEMS SHALL BE COLLECTED USING SURVEY GRADE EQUIPMENT MEETING THE REQUIREMENTS OF SECTION 400 IN THE OHIO DEPARTMENT OF TRANSPORTATION SURVEY & MAPPING SPECIFICATIONS MANUAL.

ALL COST ASSOCIATED WITH OBTAINING THE INFORMATION LISTED ABOVE SHALL BE INCLUDED IN THE LUMP SUM BID FOR ITEM 623,CONSTRUCTION LAYOUT STAKES AND SURVEYING, AS PER PLAN.

IN ADDITION TO THE ABOVE REQUIREMENTS, THE LOCATIONS OF ALL PROPOSED GUARDRAIL INSTALLATIONS SHALL BE STAKED BY THE CONTRACTOR PRIOR TO INSTALLATION ON THIS PROJECT. THE CONTRACTOR IS REQUIRED TO STAKE EACH LOCATION TO INDICATE THE BEGINNING AND END OF THE PROPOSED GUARDRAIL RUN. THIS WILL ALSO INCLUDE INDICATING THE TYPE OF END TREATMENT TO BE INSTALLED AT EACH LOCATION. THE CONTRACTOR SHALL STAKE EACH LOCATION AT LEAST TWO (2) DAYS PRIOR TO INSTALLATION.

BEFORE GIVING THE CONTRACTOR FINAL APPROVAL TO INSTALL THE RUN OF GUARDRAIL, THE PROJECT ENGINEER MAY ADJUST THE LOCATION AS STAKED TO PROVIDE THE MAXIMUM PROTECTION FOR THE TRAVELING PUBLIC. NO GUARDRAIL WILL BE INSTALLED UNTIL THE PROJECT ENGINEER GIVES THE CONTRACTOR APPROVAL FOR EACH LOCATION.

PAYMENT FOR STAKING WILL INCLUDE ALL LABOR, EQUIPMENT, AND MATERIALS NECESSARY TO PERFORM THE WORK AS DESRIBED ABOVE AND WILL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 623, CONSTRUCTION LAYOUT STAKES AND SURVEYING, AS PER PLAN.

THE FOLLOWING QUANTITY HAS BEEN INCLUDED IN THE GENERAL SUMMARY TO PERFORM THE WORK AS DESCRIBED ABOVE.

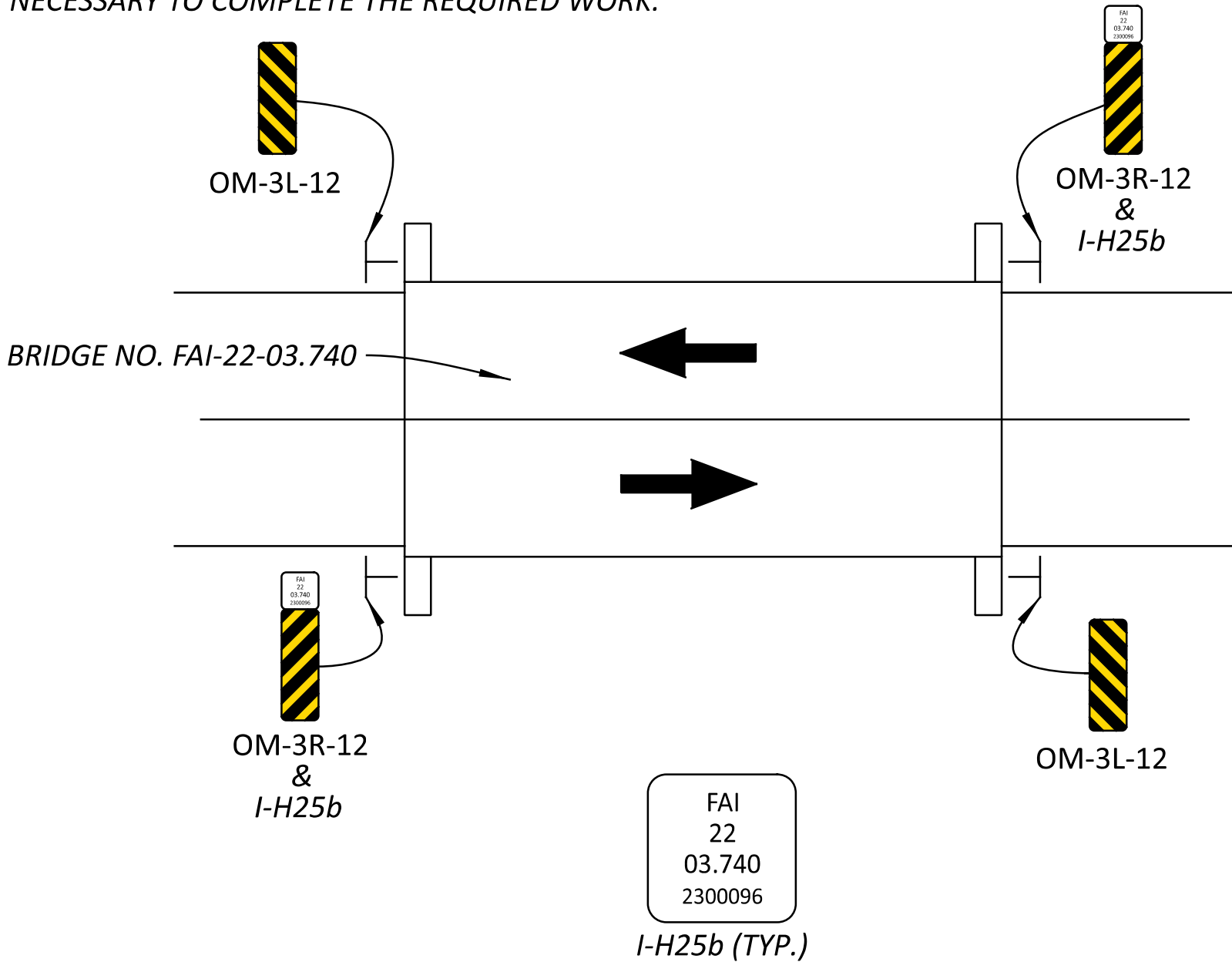
ITEM 623, CONSTRUCTION LAYOUT STAKES AND SURVEYING, AS PER PLAN LUMP SUM



ITEM 630 - GROUND MOUNTED SUPPORT, NO. 3 POST, AS PER PLAN / SIGN, FLAT SHEET / REMOVAL OF GROUND MOUNTED SIGN AND REERECTION, AS PER PLAN / REMOVAL OF GROUND MOUNTED POST SUPPORT AND DISPOSAL, AS PER PLAN
AT ALL FOUR (4) WINGWALLS OF THE BRIDGE, THE CONTRACTOR SHALL REMOVE AND REERECT THE OM-3L & OM-3R (36"x12") SIGNS . THE EXISTING GROUND MOUNTED POSTS SHALL BE DISCARDED AND REPLACED WITH NEW GROUND MOUNTED NO. 3 POST SUPPORTS. THE EXSTING OBJECT MARKERS SHALL BE RE-ERECTED ON THE NEW POSTS. ATOP THE OM-3R-12 SIGNS SHALL BE I-H25b BRIDGE IDENTIFICATION SIGNS, AS SHOWN BELOW. THE SIGNS SHALL BE INSTALLED 1'-0" BEHIND THE GUARDRAIL POST AND BRIDGE RAILING. THE BOTTOM OF THE GROUND MOUNTED SIGN SHALL BE 5'-0" ABOVE PAVEMENT.

THE CONTRACTOR SHALL PROVIDE TYPE S POSTS INCLUDING POST ANCHOR BASES AS DETAILED IN STANDARD CONSTRUCTION DRAWING TC-41.20.

PAYMENT FOR THE ABOVE DESCRIBED ITEMS SHALL BE AS SHOWN IN THE CALCULATIONS (SHEET XX/XX) AND SHALL INCLUDE ALL LABOR, EQUIPMENT, MATERIALS, AND ANY OTHER INCIDENTALS NECESSARY TO COMPLETE THE REQUIRED WORK.



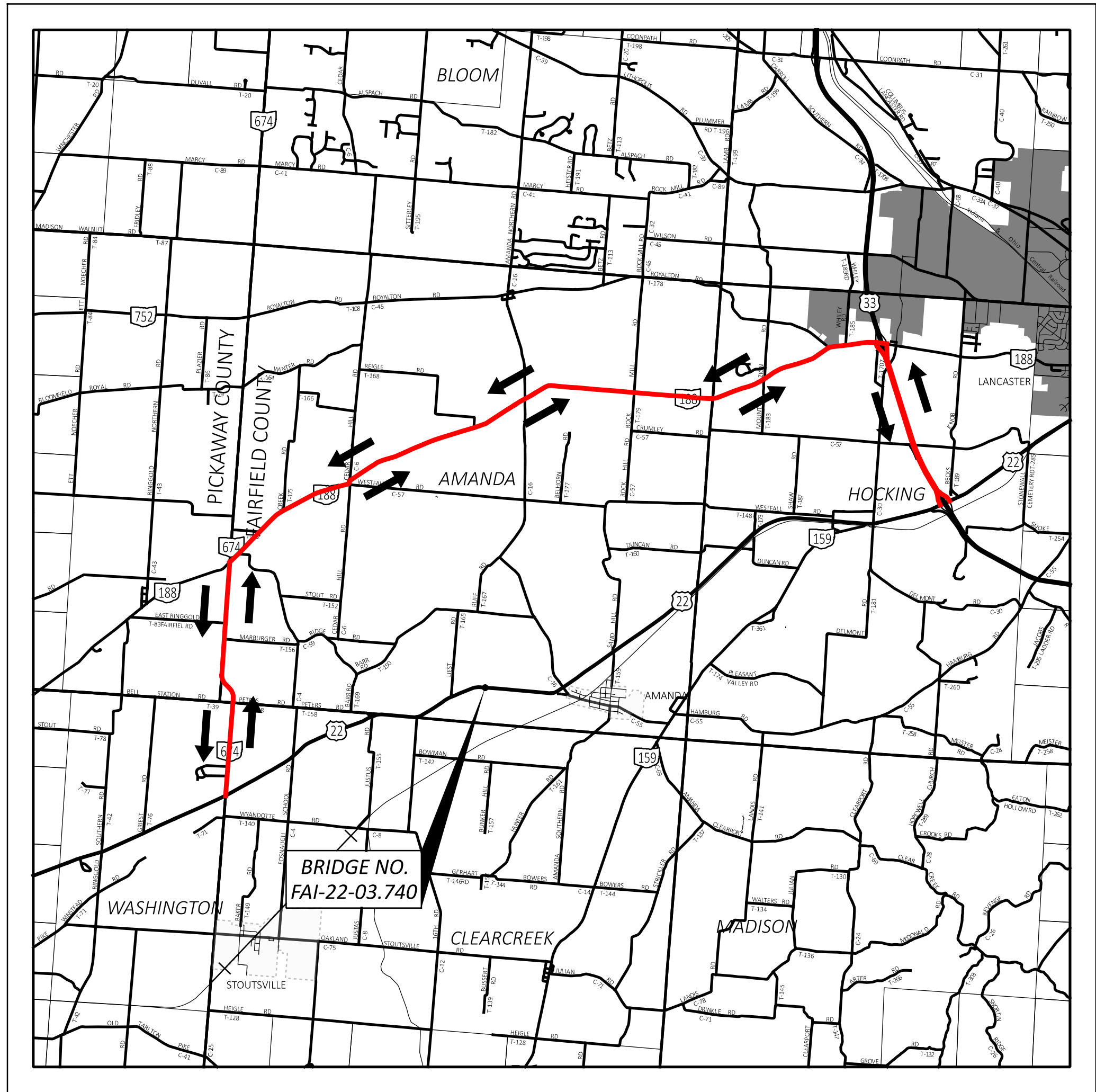
SEEDING AND MULCHING
THE FOLLOWING QUANTITIES ARE PROVIDED TO PROMOTE GROWTH AND CARE OF PERMANENT SEEDED AREA:

ITEM 659, SEEDING AND MULCHING, CLASS 2 2307 SY
ITEM 659, COMMERCIAL FERTILIZER 0.31 TON
ITEM 659, LIME 0.47 ACRES
ITEM 659, WATER 6.20 MGAL

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 AN ESTIMATION OF THESE LIMITS.

POINT NAME	STATION	OFFSET (FT.)		NORTHING	EASTING	ELEVATION (FT.)	FEATURE	POINT TYPE	DESCRIPTION
CP1	189+32.70	25.57	LT	292493.029	128544.035	900.57	CNPT	PROJECT CONTROL POINTS	3/4", ODOT PROJECT CONTROL, T.FOK & ASSOC.
CP2	197+54.32	13.82	RT	292577.989	129353.576	891.16	CNPT	PROJECT CONTROL POINTS	3/4", ODOT PROJECT CONTROL, T.FOK & ASSOC.
CP4	198+36.52	46.36	LT	292633.229	129439.175	884.6	CNPT	PROJECT CONTROL POINTS	3/4", ODOT PROJECT CONTROL, T.FOK & ASSOC.
CP3	207+24.32	26.16	LT	292548.279	130324.000	895.33	CNPT	PROJECT CONTROL POINTS	3/4", ODOT PROJECT CONTROL, T.FOK & ASSOC.
SVT5105	196+45.20	16.98	LT	292615.154	129246.456	888.13	BM	PROJECT CONTROL POINTS	S. BOLT NW TYPE A GUARDRAIL BASE
BMG317	207+16.61	30.46	LT	292553.205	130316.669	896.17	BM	PROJECT CONTROL POINTS	BENCH TIE W/S TPP
MV20	190+54.47	-30	LT	292543.376	128654.999	902.41	CMON	EXISTING R/W POINTS	ODOT R/W, 8" HIGH
MV22	181+00.00	-30	LT	292180.859	127772.051	911.862	CMON	EXISTING R/W POINTS	ODOT R/W, FLUSH
MV30	200+27.54	30	RT	292545.763	129625.365	884.666	CMON	EXISTING R/W POINTS	ODOT R/W, 0.2' DEEP
MV31	203+69.21	30	RT	292521.649	129965.460		CMON	EXISTING R/W POINTS	ODOT R/W, 0.1' DEEP, BROKEN
MV1	189+95.09	2947.731	LT	295219.915	127491.891	894.677	IPIN	EXISTING BOUNDARY MONUMENTS	½" 5" DEEP IN PAVEMENT NW CORNER SECTION 34
MV4				294755.835	132920.244	921.189	IPIPE	EXISTING BOUNDARY MONUMENTS	¾" NE CORNER SECTION 34
MV5	194+95.95	1380.444	LT	293984.072	129075.821	905.359	IPIN	EXISTING BOUNDARY MONUMENTS	⅝"
MV6	193+99.82	243.579	LT	292840.880	128976.938	893.092	IPIN	EXISTING BOUNDARY MONUMENTS	⅝" BENT EAST
MV21	180+45.90	30.07	RT	292104.742	127744.823	913.14	IPID	EXISTING BOUNDARY MONUMENTS	⅝" MCFARLAND
MV23	183+46.20	29.96	RT	292218.903	128022.582	903.982	IPID	EXISTING BOUNDARY MONUMENTS	⅝" MCFARLAND
MV24	189+62.34	30.18	RT	292452.720	128592.631	895.195	IPIPE	EXISTING BOUNDARY MONUMENTS	¾"
MV25	190+20.72	30.04	LT	292530.595	128623.765	901.239	IPID	EXISTING BOUNDARY MONUMENTS	⅝" RES, 4373
MV26	190+35.94	249.57	LT	292739.451	128554.466	901.725	IPID	EXISTING BOUNDARY MONUMENTS	⅝" RES, 4373
MV27				292501.609	131060.844	886.398	IPID	EXISTING BOUNDARY MONUMENTS	⅝" MCFARLAND
MV28				292479.863	131350.003	891.124	IPID	EXISTING BOUNDARY MONUMENTS	⅝" MCFARLAND
MV29				292429.716	131869.460	910.943	IPID	EXISTING BOUNDARY MONUMENTS	⅝" MCFARLAND
RP01	19361.203	30	LT	292623.835	128958.164		IPINS	PROPOSED R/W MONUMENTS	3/4"X30" W/ ALUMINUM CAP STAMPED ODOT RW S-7468 THOMAS FOK & ASSOC.
RP02	19363.32	40	LT	292634.032	128959.046		IPINS	PROPOSED R/W MONUMENTS	3/4"X30" W/ ALUMINUM CAP STAMPED ODOT RW S-7468 THOMAS FOK & ASSOC.
RP03	19785	75	LT	292664.848	129389.425		IPINS	PROPOSED R/W MONUMENTS	3/4"X30" W/ ALUMINUM CAP STAMPED ODOT RW S-7468 THOMAS FOK & ASSOC.
RP04	19845	75	LT	292661.318	129449.321		IPINS	PROPOSED R/W MONUMENTS	3/4"X30" W/ ALUMINUM CAP STAMPED ODOT RW S-7468 THOMAS FOK & ASSOC.
RP05	20400	30	LT	292578.900	130001.103		IPINS	PROPOSED R/W MONUMENTS	3/4"X30" W/ ALUMINUM CAP STAMPED ODOT RW S-7468 THOMAS FOK & ASSOC.
RP06	20027.54	45	RT	292530.789	129624.486		IPINS	PROPOSED R/W MONUMENTS	3/4"X30" W/ ALUMINUM CAP STAMPED ODOT RW S-7468 THOMAS FOK & ASSOC.
RP07	19840	80	RT	292506.881	129435.212		IPINS	PROPOSED R/W MONUMENTS	3/4"X30" W/ ALUMINUM CAP STAMPED ODOT RW S-7468 THOMAS FOK & ASSOC.
RP08	19785	80	RT	292510.116	129380.307		IPINS	PROPOSED R/W MONUMENTS	3/4"X30" W/ ALUMINUM CAP STAMPED ODOT RW S-7468 THOMAS FOK & ASSOC.
RP09	19582.81	45	RT	292556.949	129180.527		IPINS	PROPOSED R/W MONUMENTS	3/4"X30" W/ ALUMINUM CAP STAMPED ODOT RW S-7468 THOMAS FOK & ASSOC.
RP10	19350	30	RT	292562.877	128955.077		IPINS	PROPOSED R/W MONUMENTS	3/4"X30" W/ ALUMINUM CAP STAMPED ODOT RW S-7468 THOMAS FOK & ASSOC.





STATE DETOUR FOR BRIDGE NO. FAI-22-03.740

ITEM 614 - MAINTAINING TRAFFIC

A MINIMUM OF ONE LANE OF TRAFFIC IN EACH DIRECTION ON U.S. 22 SHALL BE MAINTAINED AT ALL TIMES, EXCEPT FOR WHEN THROUGH TRAFFIC MAY BE DETOURED AS PER PROPOSAL NOTE 121. DAMAGES SHALL BE AS PER PROPOSAL NOTE 121 FOR EACH CALENDAR DAY THE ROADWAY REMAINS CLOSED TO TRAFFIC BEYOND THE SPECIFIED TIME. THE CONTRACTOR SHALL PROVIDE, ERECT, AND MAINTAIN STANDARD 48x30 INCHES ROAD CLOSED SIGNS, SIGN SUPPORTS, BARRICADES, GATES AND LIGHTS, AS DETAILED IN SCD MT-101.60 AT THE FOLLOWING LOCATIONS DURING THE PERIODS IN WHICH THE AFFECTED ROADS ARE CLOSED TO TRAFFIC.

- U.S. 22: JUST EAST OF BRIDGE NO. FAI-22-03.740
- U.S. 22: JUST WEST OF BRIDGE NO. FAI-22-03.740

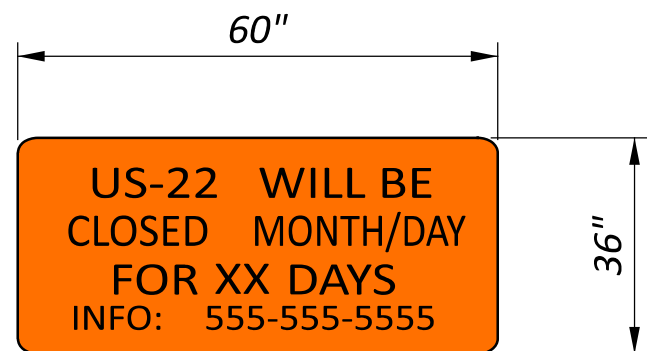
ITEM 614 - DETOUR SIGNING, AS PER PLAN

THE CONTRACTOR SHALL SUPPLY, ERECT, MAINTAIN, AND REMOVE THE DETOUR SIGNING. PAYMENT FOR ALL MATERIAL, LABOR, AND EQUIPMENT TO PERFORM THIS WORK SHALL BE INCLUDED IN THE LUMP SUM BID FOR ITEM 614, DETOUR SIGNING, AS PER PLAN.

NOTICE OF CLOSURE SIGNS

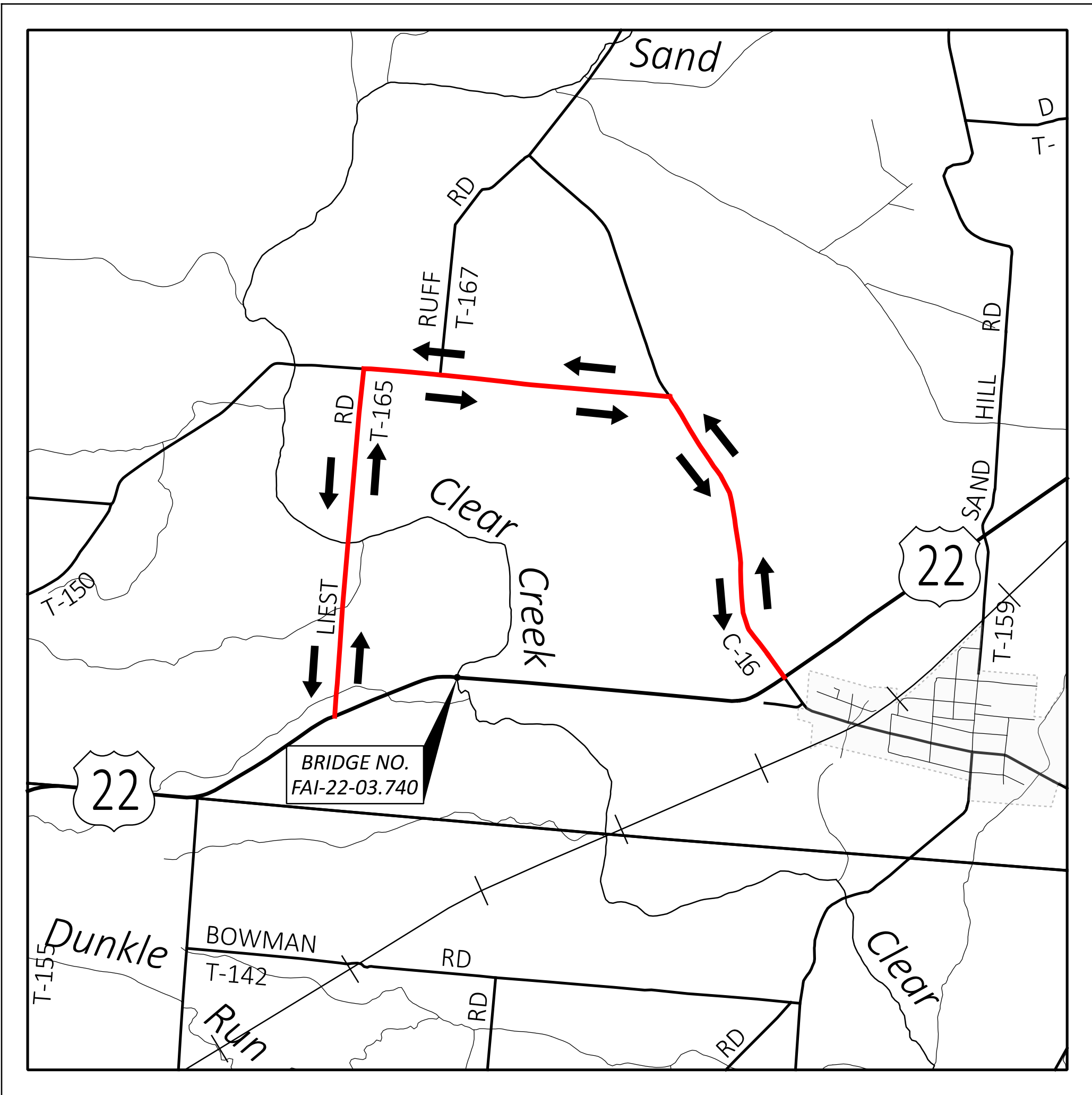
NOTICE OF CLOSURE SIGNS (W20-H13), AS DETAILED BELOW, SHALL BE ERECTED BY THE CONTRACTOR AT LEAST ONE WEEK IN ADVANCE OF THE SCHEDULED ROAD CLOSURE. THE SIGNS SHALL BE ERECTED ON THE RIGHTHAND SIDE OF THE ROAD FACING TRAFFIC. THEY SHALL BE PLACED SO AS NOT TO INTERFERE WITH THE VISIBILITY OF ANY OTHER TRAFFIC CONTROL SIGNS. THEY SHOULD BE ERECTED AT THE POINT OF CLOSURE.

THE SIGN SHALL DISPLAY THE DATE OF THE CLOSURE IN MM-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.



W20-H13

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.



LOCAL DETOUR FOR BRIDGE NO. FAI-22-03.740

DESIGNATED LOCAL DETOUR ROUTE

IN ADDITION TO THE OFFICIALLY SIGNED DETOUR ROUTE, A LOCAL ROUTE HAS BEEN DETERMINED TO BE THE SECONDARY, UNSIGNED DETOUR ROUTE OR "DESIGNATED LOCAL DETOUR ROUTE". THE ROUTE IS SHOWN ON THIS SHEET. DURING THE TIME THAT TRAFFIC IS DETOURED, THE CONTRACTOR SHALL MAINTAIN THIS ROUTE IN A CONDITION WHICH IS REASONABLY SMOOTH AND FREE FROM HOLES, RUTS, RIDGES, BUMPS, DUST, AND STANDING WATER. ONCE THE DETOUR IS REMOVED AND TRAFFIC IS RETURNED TO ITS NORMAL PATTERN, THE DESIGNATED LOCAL DETOUR ROUTES SHALL BE RESTORED TO A CONDITION THAT IS EQUIVALENT TO THAT WHICH EXISTED PRIOR TO ITS USE FOR THIS PURPOSE. ALL SUCH WORK SHALL BE PERFORMED WHEN AND AS DIRECTED BY THE ENGINEER.

THE FOLLOWING ESTIMATED QUANTITIES ARE PROVIDED FOR USE AS DIRECTED BY THE ENGINEER TO MAINTAIN AND SUBSEQUENTLY RESTORE THE DESIGNATED LOCAL DETOUR ROUTE.

- ITEM 410, TRAFFIC COMPACTED SURFACE, TYPE C 10 CY
- ITEM 614, ASPHALT CONCRETE FOR MAINTAINING TRAFFIC 20 CY

A+B BIDDING CONTRACT TABLE

USE THE FOLLOWING INFORMATION IN COMBINATION WITH PROPOSAL NOTE A+B BIDDING WITH: THE CONTRACTOR WILL BE THE NUMBER OF CALENDAR DAYS TO COMPLETE THE PROJECT AS LISTED IN THE PROPOSAL.

CONTRACT SEGMENT - LOCATION OF CRITICAL WORK	MIN. DAYS	MAX. DAYS	MAXIMUM INCENTIVE DAYS	INCENTIVE/DISINCENTIVE \$ PER DAY	MAXIMUM INCENTIVE \$
BRIDGE REPLACEMENT @ BRIDGE NO. FAI-22-03.740 - 2 LANES OF US 22 CLOSED WITHIN SHOWN WORK LIMITS	55	70	15	\$4,000	\$60,000





ITEM 614 - MAINTAINING TRAFFIC

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.

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 WITHIN 15 DAYS OF THE REQUIRED RESTRICTION. 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 SHOULD LIST THE SPECIFIC LOCATION, TYPE OF WORK, ROAD STATUS, DATE AND TIME OF RESTRICTION, DURATION OF RESTRICTION, NUMBER OF LANES MAINTAINED AND ANY OTHER INFORMATION REQUESTED BY THE PROJECT 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 2 MGAL

ITEM 614 - PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN

THE CONTRACTOR SHALL FURNISH, INSTALL, MAINTAIN, AND REMOVE WHEN NO LONGER NEEDED, A CHANGEABLE MESSAGE SIGN, ON SITE, FOR THE DURATION OF THE PROJECT. THE SIGN SHALL BE OF A TYPE SHOWN ON THE LIST OF APPROVED PCMS UNITS MAINTAINED BY THE DIRECTOR (OFFICE OF MATERIALS MANAGEMENT). THE APPROVED LIST OF PORTABLE CHANGEABLE MESSAGE SIGNS CAN BE FOUND ON THE ODOT WEBSITE UNDER THE "DOING BUSINESS" MENU BY SELECTING THE "CONSTRUCTION" TAB AND THEN THE "MATERIALS MANAGEMENT" TAB. THE LIST CONTAINS CLASS A AND B UNITS WITH MINIMUM LEGIBILITY DISTANCES OF 690 FEET AND 475 FEET, RESPECTIVELY.

EACH SIGN SHALL BE TRAILER-MOUNTED AND EQUIPPED WITH A FUNCTIONAL DIMMING MECHANISM TO DIM THE SIGN DURING DARKNESS AND A TAMPER/VANDAL-PROOF ENCLOSURE. EACH SIGN SHALL BE PROVIDED WITH APPROPRIATE TRAINING AND OPERATION INSTRUCTIONS TO ENABLE ON-SITE PERSONNEL TO OPERATE AND TROUBLESHOOT THE UNIT. THE SIGN SHALL ALSO BE CAPABLE OF BEING POWERED BY AN ELECTRICAL SERVICE DROP FROM A LOCAL UTILITY COMPANY. PCMS TRAILERS SHOULD BE DELINEATED ON A PERMANENT BASIS BY AFFIXING RETROREFLECTIVE MATERIAL IN A CONTINUOUS LINE ON THE FACE OF THE TRAILER AS SEEN BY ONCOMING ROAD USERS.

THE PROBABLE PCMS LOCATIONS ARE SHOWN ON SHEET XX/XX OF THE PLAN. PLACEMENT, OPERATION, MAINTENANCE, AND ALL ACTIVATION OF THE SIGNS BY THE CONTRATOR SHALL BE AS DIRECTED BY THE ENGINEER. THE PCMS SHALL BE LOCATED IN A HIGHLY VISIBLE POSITION, YET PROTECTED FROM TRAFFIC. THE CONTRACTOR SHALL, AT THE DIRECTION OF THE ENGINEER, RELOCATE THE PCMS TO IMPROVE VISIBILITY OR ACCOMODATE CHANGED CONDITIONS. WHEN NOT IN USE, THE PCMS SHALL BE TURNED OFF. ADDITIONALLY, WHEN NOT IN USE FOR EXTENDED PERIODS OF TIME, THE PCMS SHALL BE TURNED, FACING AWAY FROM ALL TRAFFIC, AND SHALL DISPLAY ONE OR MORE YELLOW RETROREFELCTIVE SHEETING SURFACES OF 9-INCH BY 15-INCH MINIMUM SIZE FACING TRAFFIC.

THE ENGINEER SHALL BE PROVIDED ACCESS TO EACH SIGN UNIT AND SHALL BE PROVIDED WITH APPROPRIATE TRAINING AND OPERATION INSTRUCTIONS TO ENABLE ODOT PERSONNEL TO OPERATE AND TROUBLESHOOT THE UNIT, AND TO REVISE SIGN MESSAGES, IF NECESSARY.

(THE CONTRACTOR SHALL IMPLEMENT A SYSTEM WHEREBY CHANGEABLE MESSAGES WILL BE IMPLEMENTED WITHIN 2 HOURS FOLLOWING TELEPHONE NOTIFICATION FROM THE PROJECT ENGINEER TO A DESIGNATED PHONE.)

ALL MESSAGES TO BE DISPLAYED ON THE SIGN WILL BE PROVIDED BY THE ENGINEER. A LIST OF ALL REQUIRED PREP-ROGRAMMED MESSAGES WILL BE GIVEN TO THE CONTRACTOR AT THE PROJECT PRECONSTRUCTION MEETING. THE SIGN SHALL HAVE THE CAPABILITY TO STORE UP TO 99 MESSAGES. MESSAGE MEMORY OR PRE-PROGRAMMED DISPLAYS SHALL NOT BE LOST AS A RESULT OF POWER FAILURES TO THE ON-BOARD COMPUTER. THE SIGN LEGEND SHALL BE CAPABLE OF BEING CHANGED IN THE FIELD. THREE-LINE PRESENTATION FORMATS WITH UP TO SIX MESSAGE PHASES SHALL BE SUPPORTED. PCMS FORMAT SHALL PERMIT THE COMPLETE MESSAGE FOR EACH PHASE TO BE READ AT LEAST TWICE.

THE PCMS SHALL CONTAIN AN ACCURATE CLOCK AND PROGRAMMING LOGIC WHICH WILL ALLOW THE SIGN TO BE ACTIVATED, DEACTIVATED, OR MESSAGES CHANGED AUTOMATICALLY AT DIFFERENT TIMES OF THE DAY FOR DIFFERENT DAYS OF THE WEEK.

(THE PCMS SHALL CONTAIN A CELLULAR TELEPHONE DATA LINK WHICH WILL (IN ACTIVE CELLULAR PHONE AREAS) ALLOW REMOTE SIGN ACTIVATION, MESSAGE CHANGES, MESSAGE ADDITIONS AND REVISIONS TO TIME OF DAY PROGRAMS. THE SYSTEM SHALL ALSO PERMIT VERIFICATION OF CURRENT AND PROGRAMMED MESSAGES. ONE REMOTE DATA INPUT DEVICE (LAPTOP COMPUTER PLUS MODEM OR EQUIVALENT) SHALL BE FURNISHED FOR USE BY THE DISTRICT TRAFFIC ENGINEER, OR EQUIVALENT, AND SHALL BE INSURED AGAINST THEFT.)

THE PCMS UNIT SHALL BE MAINTAINED IN GOOD WORKING ORDER BY THE CONTRACTOR IN ACCORDANCE WITH THE PROVISIONS OF CMS 614.07. THE CONTRACTOR SHALL, PRIOR TO ACTIVATING THE UNIT, MAKE ARRANGEMENTS WITH AN AUTHORIZED SERVICE AGENT FOR THE PCMS TO ASSURE PROMPT SERVICE IN THE EVENT OF A FAILURE. ANY FAILURE SHALL NOT RESULT IN THE SIGN BEING OUT OF SERVICE FOR MORE THAN 12 HOURS, INCLUDING WEEKENDS. FAILURE TO COMPLY MAY RESULT IN AN ORDER TO STOP WORK AND OPEN ALL TRAFFIC AND/OR THE DEPARTMENT TAKING APPROPRIATE ACTION TO SAFELY CONTROL TRAFFIC. THE ENTIRE COST TO CONTROL TRAFFIC, ACCRUED BY THE DEPARTMENT DUE TO THE CONTRACTOR'S NON-COMPLIANCE, WILL BE DEDUCTED FROM MONEY'S DUE, OR TO BECOME DUE THE CONTRACTOR ON HIS CONTRACT.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR 24-HOUR-PER-DAY OPERATION AND MAINTENANCE OF THESE SIGNS ON THE PROJECT FOR THE DURATION OF THE SEGMENTS WHEN THE PLAN REQUIRES THEIR USE.

PAYMENT FOR THE ABOVE DESCRIBED ITEM SHALL BE AT THE CONTRACT UNIT PRICE. PAYMENT SHALL INCLUDE ALL LABOR, MATERIALS, EQUIPMENT, FUELS, LUBRICATING OILS, SOFTWARE, HARDWARE, AND INCIDENTALS TO PERFORM THE ABOVE DESCRIBED WORK.

ITEM 614, PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN 6 SNMT
(ASSUMES 2 SIGNS FOR 80 DAYS)



DESIGN AGENCY	
DESIGNER	
TDF	
REVIEWER	
TAG MM-DD-YY	
PROJECT ID	
115691	
SHEET	TOTAL
P.0	0

MODEL: General Summary 1 PAPER SIZE: 34x22 (in.) DATE: 8/13/2025 TIME: 1:14:26 PM USER: ftofer3
pw://hohodot-pw-bentley.com:ohiodot-pw-02/Documents/01 Active Projects/District 05/Fairfield/1156911400-Engineering/Roadway/Sheets/115691 GG001.dgn

SHEET NUM.													PART.	ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
	GEN NOTES 1		CALCS 1		CALCS 2		EARTHWORK		CHANNEL ALIGN		CHANNEL EW		01/STR/10						
	LS												LS	201	11000	LS		ROADWAY	
			1,671										1,671	202	23000	1,671	SY	PAVEMENT REMOVED	
			325										325	202	23500	325	SY	WEARING COURSE REMOVED	
			419										419	202	38000	419	FT	GUARDRAIL REMOVED	
							479				270		749	203	10000	749	CY	EXCAVATION	
							677				56		733	203	20000	733	CY	EMBANKMENT	
			2,399										2,399	204	10000	2,399	SY	SUBGRADE COMPACTION	
			7										7	209	15000	7	STA	RESHAPING UNDER GUARDRAIL	
			375										375	606	15050	375	FT	GUARDRAIL, TYPE MGS	
			4										4	606	26150	4	EACH	ANCHOR ASSEMBLY, MGS TYPE E (MASH 2016)	
			4										4	606	34600	4	EACH	MGS BRIDGE TERMINAL ASSEMBLY, TYPE TST-2	
									434				434	601	32204	434	CY	EROSION CONTROL	
							2,145		162				2,307	659	00510	2,307	SY	SEEDING AND MULCHING, CLASS 2	
							0.29		0.02				0.31	659	20000	0.31	TON	COMMERCIAL FERTILIZER	
							0.44		0.03				0.47	659	31000	0.47	ACRE	LIME	
							5.8		0.4				6.2	659	35000	6.2	MGAL	WATER	
													4,000	832	30000	4,000	EACH	EROSION CONTROL	
					52								52	252	01500	52	FT	PAVEMENT	
					328								328	301	56000	328	CY	FULL DEPTH PAVEMENT SAWING	
					794								794	304	20000	794	CY	ASPHALT CONCRETE BASE, PG64-22, (449)	
					231								231	407	20000	231	GAL	AGGREGATE BASE	
					80								80	441	70100	80	CY	NON-TRACKING TACK COAT	
					93								93	441	70300	93	CY	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (449), PG70-22M	
																		ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, (449)	
					11								11	621	54000	11	EACH	TRAFFIC CONTROL	
					12								12	626	00110	12	EACH	RAISED PAVEMENT MARKER REMOVED	
					48								48	630	03101	48	FT	BARRIER REFLECTOR, TYPE 2, BIDIRECTIONAL	
					2								2	630	80100	2	SF	GROUND MOUNTED SUPPORT, NO. 3 POST, AS PER PLAN	
					1								1	630	84900	1	EACH	SIGN, FLAT SHEET	
					4								4	630	85101	4	EACH	REMOVAL OF GROUND MOUNTED SIGN AND DISPOSAL	
					4								4	630	86003	4	EACH	REMOVAL OF GROUND MOUNTED SIGN AND REERECTION, AS PER PLAN	
																		REMOVAL OF GROUND MOUNTED POST SUPPORT AND DISPOSAL, AS PER PLAN	
					0.26								0.26	646	10010	0.26	MILE	EDGE LINE, 6"	
					0.13								0.13	646	10200	0.13	MILE	CENTER LINE	
		</																	

GENERAL SUMMARY

DESIGN AGENCY



DESIGNER

TDF

REVIEWER

TAG MM-DD-YY

PROJECT ID

115691

SHEET	TOTAL
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P.0	0
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MODEL: General Summary 2 PAPER: 34x22 (in.) DATE: 8/13/2025 TIME: 1:14:26 PM USER: fforster3
pw:\vhohadi-pw.bentley.com:\rhohadi-pw-02\Documents\01 Active Projects\District 05\Fairfield\115691\1400-Engineering\Roadway\Sheets\115691_GG001.dgn

[illegible]

GENERAL SUMMARY

DESIGN AGENCY



DESIGNER

TDF

REVIEWER

TAG MM-DD-YY

PROJECT ID

115691

SHEET TOTAL

P.0	0
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ROADWAY															
ITEM 202 - PAVEMENT REMOVED															
REF #	STATION / DESCRIPTION	#		L			AVG. W			T			C.F.		SQ YD
1-P	STA. 194+50.00 TO STA. 197+67.16	1	x	317.16		x	26		x			÷	9	=	916.2
1-P	STA. 197+67.16 TO STA. 197+82.16	2	x	15.0		x	1.4	2.1	x			÷	9	=	5.8
2-P	STA. 198+67.84 TO STA. 198+82.84	2	x	15.0		x	0.9	1.8	x			÷	9	=	4.5
2-P	STA. 198+82.84 TO STA. 201+50.00	1	x	267.16		x	25.08		x			÷	9	=	744.5
TOTAL CARRIED TO GENERAL SUMMARY =															1671
ITEM 202 - WEARING COURSE REMOVED															
REF #	STATION / DESCRIPTION	#		L			W			T			C.F.		SQ YD
	EXISTING BRIDGE	1	x	85.5		x	30		x			÷	9	=	285.0
1-XS	EXISTING REAR APPROACH SLAB	1	x	15		x	24		x			÷	9	=	40.0
2-XS	EXISTING FWD APPROACH SLAB	1	x	15		x	24		x			÷	9	=	40.0
TOTAL CARRIED TO GENERAL SUMMARY =															325
ITEM 202 - GUARDRAIL REMOVED															
REF #	STATION / DESCRIPTION	#		L			W			T			C.F.		FT
1-GR	STA. 196+45.33 TO STA. 197+82.25	1	x	137.5		x			x			÷	1	=	137.50
2-GR	STA. 197+69.53 TO STA. 197+82.25	1	x	12.5		x			x			÷	1	=	12.50
3-GR	STA. 198+67.75 TO STA. 199+98.06	1	x	131.25		x			x			÷	1	=	131.25
4-GR	STA. 198+67.75 TO STA. 200+04.54	1	x	137.5		x			x			÷	1	=	137.50
TOTAL CARRIED TO GENERAL SUMMARY =															419
ITEM 204 - SUBGRADE COMPACTION															
REF #	STATION / DESCRIPTION	#		L			W			T			C.F.		SQ YD
1-P	STA. 194+50.00 TO STA. 196+50.00	1	x	200		x	32.667	36.667	x			÷	9	=	770.4
1-P	STA. 196+50.00 TO STA. 197+30.75	1	x	80.75		x	36.667		x			÷	9	=	329.0
2-P	STA. 198+69.25 TO STA. 199+50.00	1	x	80.75		x	36.667		x			÷	9	=	329.0
2-P	STA. 199+50.00 TO STA. 201+50.00	1	x	200		x	36.667	32.667	x			÷	9	=	770.4
	SLEEPER SLABS	2	x	8		x	35		x			÷	9	=	62.2
	APPROACH SLABS	2	x	17.7		x	35		x			÷	9	=	137.7
TOTAL CARRIED TO GENERAL SUMMARY =															2399
ITEM 209 - RESHAPING UNDER GUARDRAIL															
REF #	STATION / DESCRIPTION	#		L			W			T			C.F.		STA.
1-G	STA. 196+13.63 TO STA. 197+59.90	1	x	146.25		x			x			÷	100	=	1.46
2-G	STA. 195+50.69 TO STA. 197+59.90	1	x	209.25		x			x			÷	100	=	2.09
3-G	STA. 198+40.10 TO STA. 200+48.85	1	x	208.75		x			x			÷	100	=	2.09
4-G	STA.198+40.10 TO STA. 199+86.37	1	x	146.25		x			x			÷	100	=	1.46
TOTAL CARRIED TO GENERAL SUMMARY =															7

ROADWAY (CONTINUED)															
ITEM 606 - GUARDRAIL, TYPE MGS															
REF #	STATION / DESCRIPTION	#		L			W			T			C.F.		FT
1-G	STA. 196+70.50 TO STA. 197+33.00	1	x	62.5		x			x			÷	1	=	62.5
2-G	STA. 196+08.00 TO STA. 197+33.00	1	x	125		x			x			÷	1	=	125.0
3-G	STA. 198+67.00 TO STA. 199+92.00	1	x	125		x			x			÷	1	=	125.0
4-G	STA. 198+67.00 TO STA. 199+29.50	1	x	62.5		x			x			÷	1	=	62.5
TOTAL CARRIED TO GENERAL SUMMARY =															375
ITEM 606 - ANCHOR ASSEMBLY, MGS TYPE E (MASH 2016)															
REF #	STATION / DESCRIPTION	#		L			W			T			C.F.		EACH
1-G	STA. 196+13.63 TO STA. 196+70.50	1	x			x			x			÷	1	=	1
2-G	STA. 195+50.69 TO STA. 196+08.00	1	x			x			x			÷	1	=	1
3-G	STA. 199+92.00 TO STA. 200+48.85	1	x			x			x			÷	1	=	1
4-G	STA. 199+29.50 TO STA. 199+86.37	1	x			x			x			÷	1	=	1
TOTAL CARRIED TO GENERAL SUMMARY =															4
ITEM 606 - MGS BRIDGE TERMINAL ASSEMBLY, TYPE TST-2															
REF #	STATION / DESCRIPTION	#		L			W			T			C.F.		EACH
1-G	STA. 197+33.00 TO STA. 197+59.90	1	x			x			x			÷	1	=	1
2-G	STA. 197+33.00 TO STA. 197+59.90	1	x			x			x			÷	1	=	1
3-G	STA. 198+40.10 TO STA. 198+67.00	1	x			x			x			÷	1	=	1
4-G	STA. 198+40.10 TO STA. 198+67.00	1	x			x			x			÷	1	=	1
TOTAL CARRIED TO GENERAL SUMMARY =															4

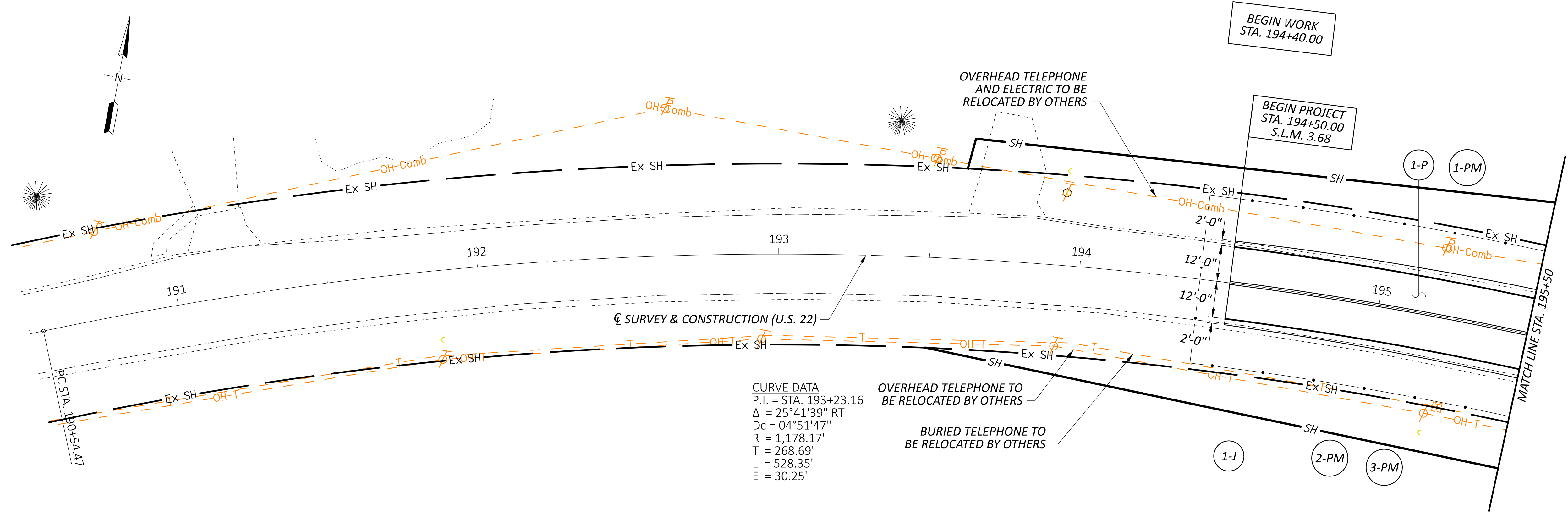
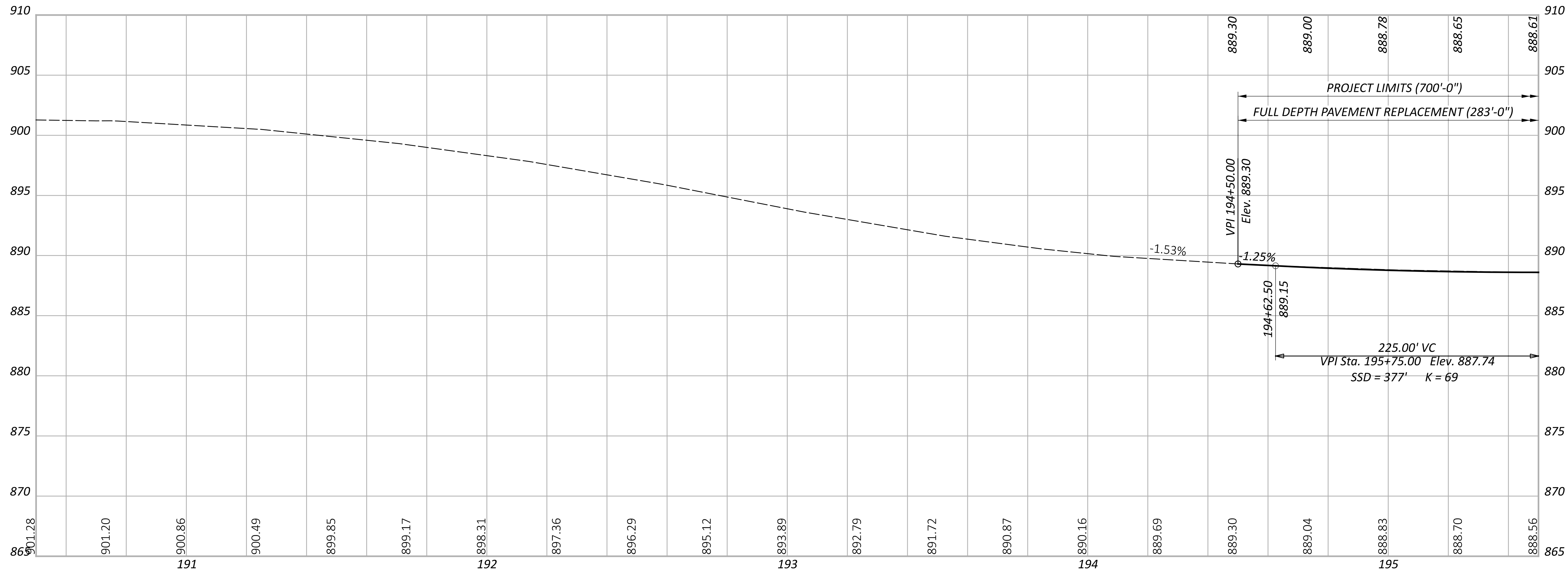
EROSION CONTROL															
ITEM 601 - ROCK CHANNEL PROTECTION, TYPE C WITH GEOTEXTILE FABRIC															
REF #	STATION / DESCRIPTION	#		L			W			T			C.F.		CU YD
1-RC	LEFT CHANNEL BANK	1.1623	x	148		x	8		x	2		÷	27	=	101.9
		1.1623	x	56	114.5	x	19.25		x	2		÷	27	=	141.3
		-1.1623	x	52		x	2.25		x	2		÷	27	=	-10.1
2-RC	RIGHT CHANNEL BANK	1.1623	x	110		x	8		x	2		÷	27	=	75.8
		1.1623	x	56	107.67	x	19.25		x	2		÷	27	=	135.6
		-1.1623	x	52		x	2.25		x	2		÷	27	=	-10.1
TOTAL CARRIED TO GENERAL SUMMARY =														434	



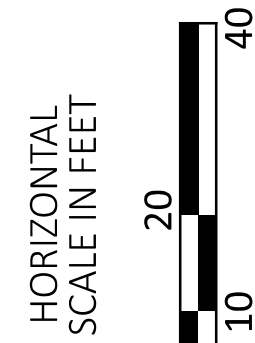
PAVEMENT															
ITEM 252 - FULL DEPTH PAVEMENT SAWING															
REF #	STATION / DESCRIPTION	#		L			W			T			C.F.		FT
1-P	STA. 194+50.00	1	x	26.25		x			x			÷	1	=	26.3
2-P	STA. 201+50.00	1	x	25.33		x			x			÷	1	=	25.3
TOTAL CARRIED TO GENERAL SUMMARY =															52
ITEM 301 - ASPHALT CONCRETE BASE, PG64-22, (449)															
REF #	STATION / DESCRIPTION	#		L			W			T			C.F.		CU YD
1-P	STA. 194+50.00 TO STA. 196+50.00	1	x	200		x	28.67	32.67	x	0.5		÷	27	=	113.6
	STA. 196+50.00 TO STA. 197+33.00	1	x	83		x	32.67		x	0.5		÷	27	=	50.2
2-P	STA. 198+67.00 TO STA. 199+50.00	1	x	83		x	32.67		x	0.5		÷	27	=	50.2
	STA. 199+50.00 TO STA. 201+50.00	1	x	200		x	32.67	28.67	x	0.5		÷	27	=	113.6
TOTAL CARRIED TO GENERAL SUMMARY =															328
ITEM 304 - AGGREGATE BASE															
REF #	STATION / DESCRIPTION	#		L			W			T			C.F.		CU YD
1-P	STA. 194+50.00 TO STA. 196+50.00	1	x	200		x	29.67	33.67	x	1.25		÷	27	=	293.2
	STA. 196+50.00 TO STA. 197+29.50	1	x	79.25		x	33.67		x	1.25		÷	27	=	123.5
	STA. 197+29.50 TO STA. 197+30.75	1	x	1.25		x	33.67		x	0.5		÷	27	=	0.8
2-P	STA. 197+69.25 TO STA. 197+70.50	1	x	1.25		x	33.67		x	0.5		÷	27	=	0.8
	STA. 198+70.50 TO STA. 199+50.00	1	x	79.25		x	33.67		x	0.5		÷	27	=	49.4
	STA. 199+50.00 TO STA. 201+50.00	1	x	200		x	33.67	29.67	x	1.25		÷	27	=	293.2
	SLEEPER SLABS	2	x	8		x	35		x	0.5		÷	27	=	10.4
	APPROACH SLABS	2	x	17.7		x	35		x	0.5		÷	27	=	22.9
TOTAL CARRIED TO GENERAL SUMMARY =															794
ITEM 407 - NON-TRACKING TACK COAT															
REF #	STATION / DESCRIPTION	RATE		L			W			APPLICATIONS			C.F.		GAL.
1-P	STA. 194+50.00 TO STA. 196+50.00	0.06	x	200		x	28	32	x	2		÷	9	=	80.0
	x		83		x	32		x	2		÷	9	=	35.4	
2-P	STA. 198+67.00 TO STA. 199+50.00	0.06	x	83		x	32		x	2		÷	9	=	35.4
	x		200		x	32	28	x	2		÷	9	=	80.0	
TOTAL CARRIED TO GENERAL SUMMARY =															231
ITEM 441 - ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (449), PG70-22M															
REF #	STATION / DESCRIPTION	#		L			W			T			C.F.		CU YD
1-P	STA. 194+50.00 TO STA. 196+50.00	1	x	200		x	28	32	x	0.125		÷	27	=	27.8
	STA. 196+50.00 TO STA. 197+33.00	1	x	83		x	32		x	0.125		÷	27	=	12.3
2-P	STA. 198+67.00 TO STA. 199+50.00	1	x	83		x	32		x	0.125		÷	27	=	12.3
	STA. 199+50.00 TO STA. 201+50.00	1	x	200		x	32	28	x	0.125		÷	27	=	27.8
TOTAL CARRIED TO GENERAL SUMMARY =															80
ITEM 441 - ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, (449)															
REF #	STATION / DESCRIPTION	#		L			W			T			C.F.		CU YD
1-P	STA. 194+50.00 TO STA. 196+50.00	1	x	200		x	28	32	x	0.1458		÷	27	=	32.4
	STA. 196+50.00 TO STA. 197+33.00	1	x	83		x	32		x	0.1458		÷	27	=	14.3
2-P	STA. 198+67.00 TO STA. 199+50.00	1	x	83		x	32		x	0.1458		÷	27	=	14.3
	STA. 199+50.00 TO STA. 201+50.00	1	x	200		x	32	28	x	0.1458		÷	27	=	32.4
TOTAL CARRIED TO GENERAL SUMMARY =															93

TRAFFIC CONTROL														
ITEM 621 - RAISED PAVEMENT MARKER REMOVED														
REF #	STATION / DESCRIPTION	#		L			W			T			C.F.	EACH
1-RPM	STA. 194+50.00 TO STA. 201+50.00	11	x			x			x			÷	1	= 11
TOTAL CARRIED TO GENERAL SUMMARY =														11
ITEM 626 - BARRIER REFLECTOR, TYPE 2 (BIDIRECTIONAL)														
REF #	STATION / DESCRIPTION	#		L			W			T			C.F.	EACH
1-G/ 1-B/ 3-G	STA. 196+70.50 TO STA. 200+48.85	6	x			x			x			÷	1	= 6
2-G/ 2-B/ 4-G	STA. 195+50.69 TO STA. 199+86.37	6	x			x			x			÷	1	= 6
TOTAL CARRIED TO GENERAL SUMMARY =														12
ITEM 630 - GROUND MOUNTED SUPPORT, NO. 3 POST, AS PER PLAN														
REF #	STATION / DESCRIPTION	#		L			W			T			C.F.	FEET
OM	OBJECT MARKERS	4	x	12		x			x			÷	1	= 48.0
TOTAL CARRIED TO GENERAL SUMMARY =														48.0
ITEM 630 - SIGN, FLAT SHEET														
REF #	STATION / DESCRIPTION	#		L			W			T			C.F.	SQ FT
I-H25a	I-H25a, FAI-22-03.740	2	x	1		x	1		x			÷	1	= 2.0
TOTAL CARRIED TO GENERAL SUMMARY =														2.0
ITEM 630 - REMOVAL OF GROUND MOUNTED SIGN AND DISPOSAL														
REF #	STATION / DESCRIPTION	#		L			W			T			C.F.	EACH
	"WEIGHT LIMIT, SINGLE UNIT"	1	x			x			x			÷	1	= 1.0
TOTAL CARRIED TO GENERAL SUMMARY =														1.0
ITEM 630 - REMOVAL OF GROUND MOUNTED SIGN AND REERECTION, AS PER PLAN														
REF #	STATION / DESCRIPTION	#		L			W			T			C.F.	EACH
OM	OBJECT MARKERS	4	x			x			x			÷	1	= 4.0
TOTAL CARRIED TO GENERAL SUMMARY =														4.0
ITEM 630 - REMOVAL OF GROUND MOUNTED POST SUPPORT AND DISPOSAL, AS PER PLAN														
REF #	STATION / DESCRIPTION	#		L			W			T			C.F.	EACH
OM	OBJECT MARKERS	4	x			x			x			÷	1	= 4.0
TOTAL CARRIED TO GENERAL SUMMARY =														4.0
ITEM 646 - EDGE LINE, 6"														
REF #	STATION / DESCRIPTION	#		L			W			T			C.F.	MILE
1-PM	STA. 194+50 TO STA. 201+50, LT	1	x	701.46		x			x			÷	5280	= 0.13
2-PM	STA. 194+50 TO STA. 201+50, RT	1	x	698.56		x			x			÷	5280	= 0.13
TOTAL CARRIED TO GENERAL SUMMARY =														0.26
ITEM 646 - CENTER LINE														
REF #	STATION / DESCRIPTION	#		L			W			T			C.F.	MILE
3-PM	STA. 194+50 TO STA. 201+50	1	x	700		x			x			÷	5280	= 0.13
TOTAL CARRIED TO GENERAL SUMMARY =														0.13





PLAN AND PROFILE - U.S. 22
STA. 190+50.00 TO STA. 195+50.00



DESIGN AGENCY



DESIGNER

TDF

REVIEWER

TAG MM-DD-YY

PROJECT ID

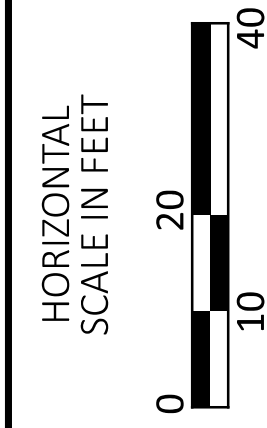
115691

SHEET

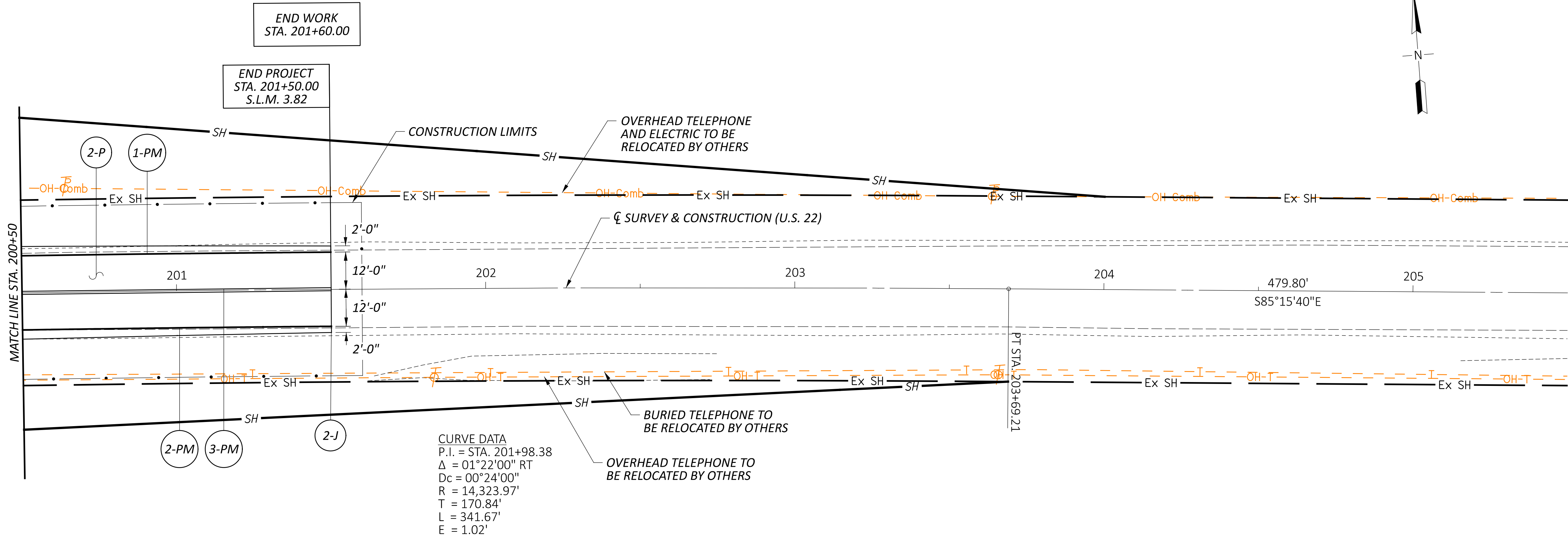
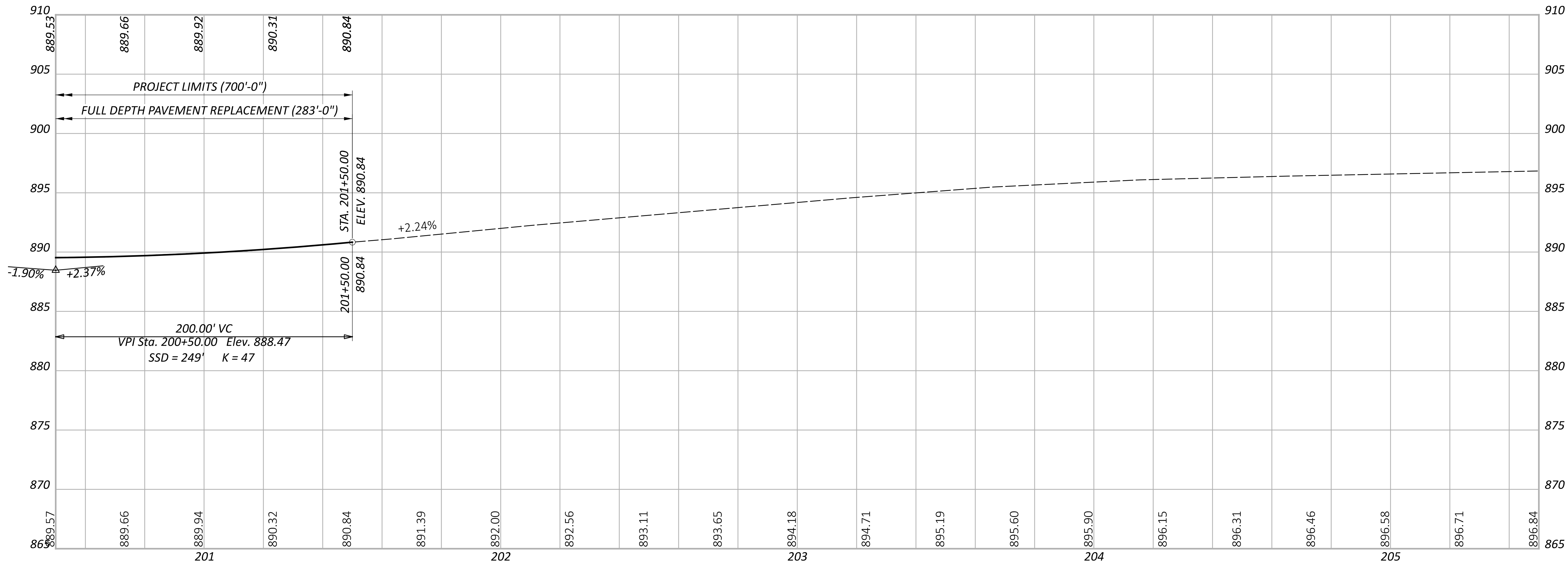
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TOTAL

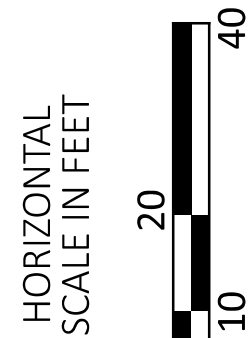
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DESIGN AGENCY	
DESIGNER	
TDF	
REVIEWER	
TAG MM-DD-	
PROJECT ID	
115691	
SHEET	TOTAL
P.0	0



PLAN AND PROFILE - U.S. 22
STA. 200+50.00 TO STA. 205+50.00



DESIGN AGENCY



DESIGNER

TDF

REVIEWER

TAG MM-DD-YY

PROJECT ID

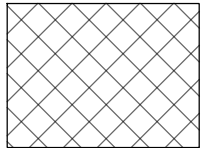
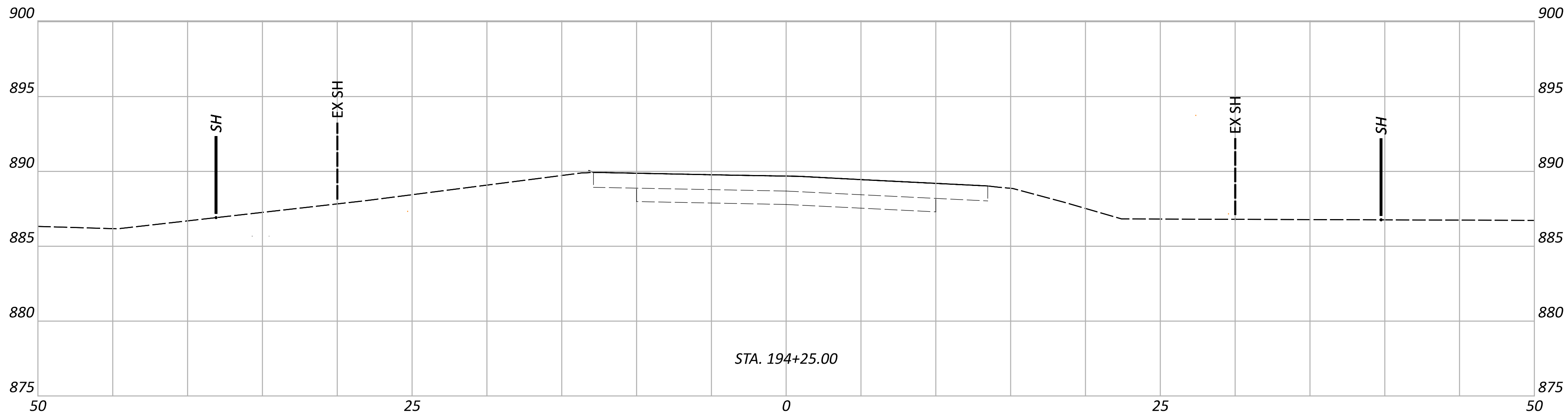
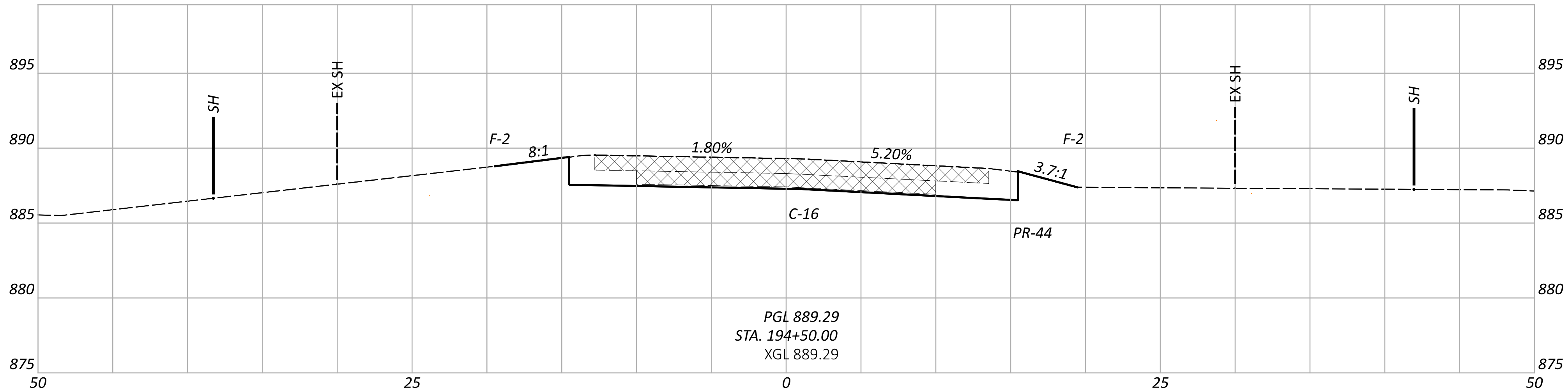
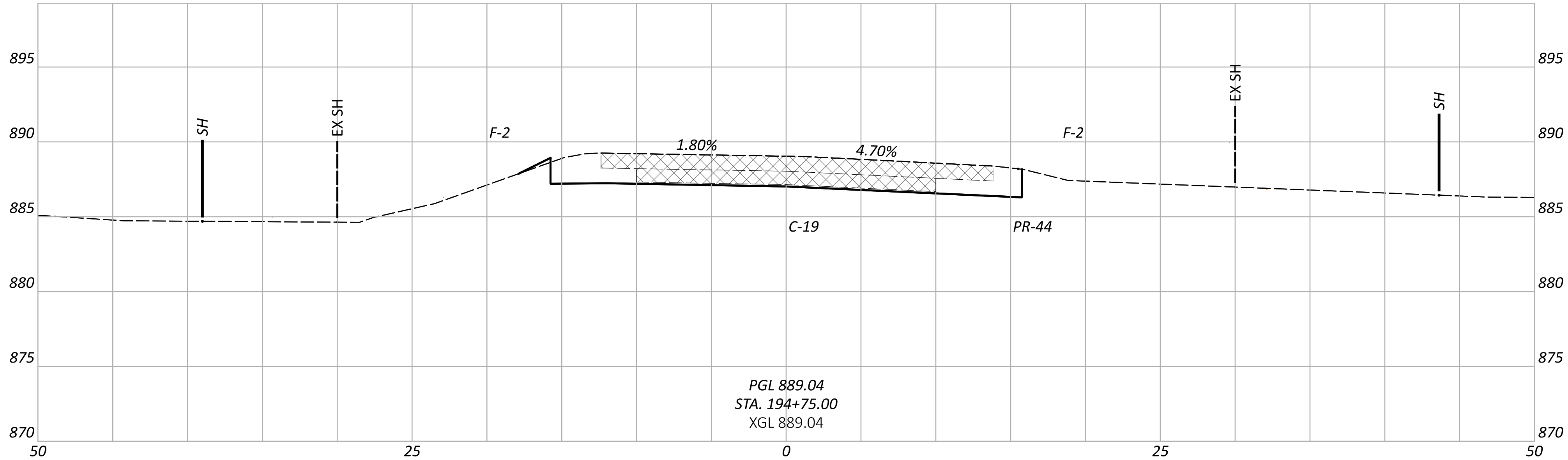
115691

SHEET

P.0

TOTAL

0



ITEM 202 - PAVEMENT REMOVED, AS PER PLAN

CROSS SECTIONS - U.S. 22
STA. 194+25.00 TO STA. 194+75.00

DESIGN AGENCY



DESIGNER

TDF

REVIEWER

TAG MM-DD-YY

PROJECT ID

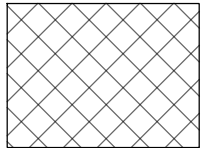
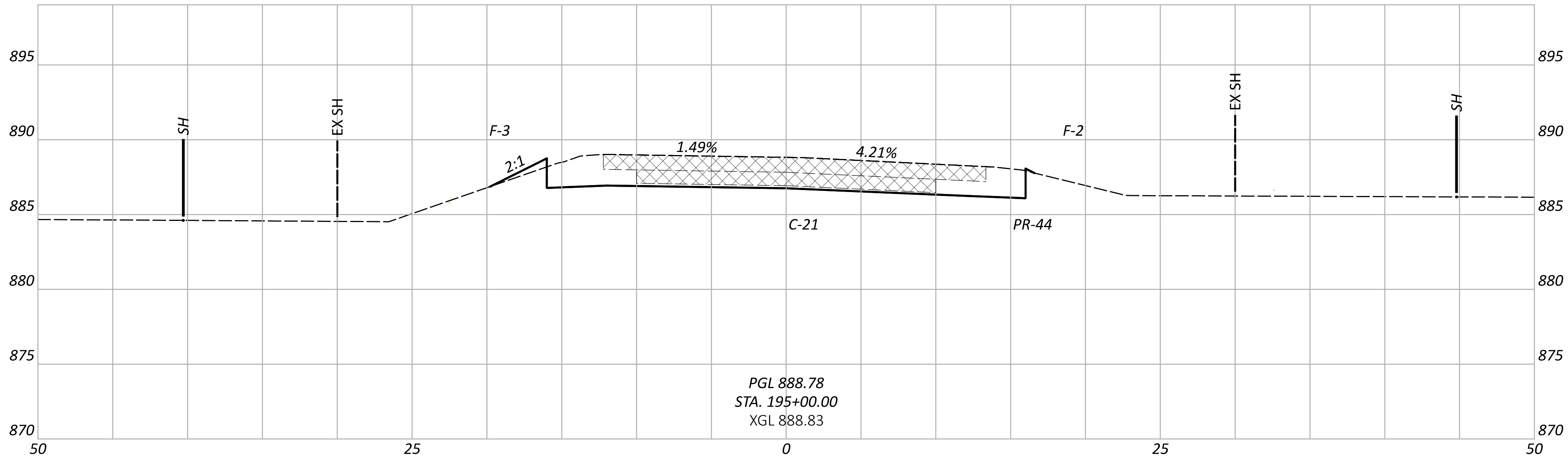
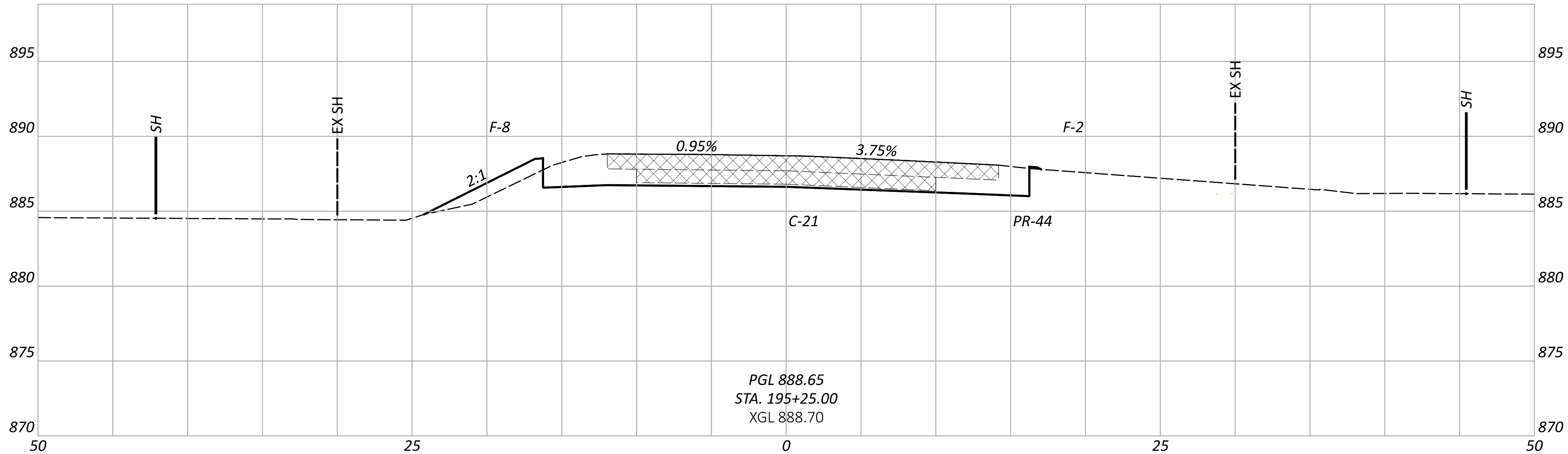
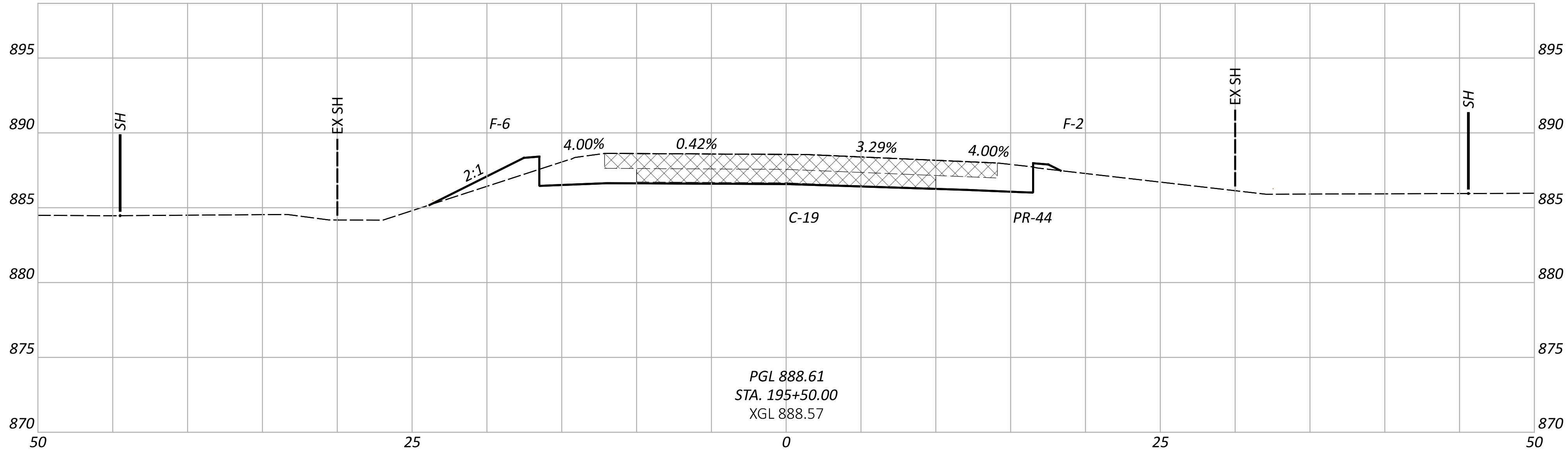
115691

SHEET

P.0

TOTAL

0



ITEM 202 - PAVEMENT REMOVED, AS PER PLAN

DESIGN AGENCY



DESIGNER

TDF

REVIEWER

TAG MM-DD-YY

PROJECT ID

115691

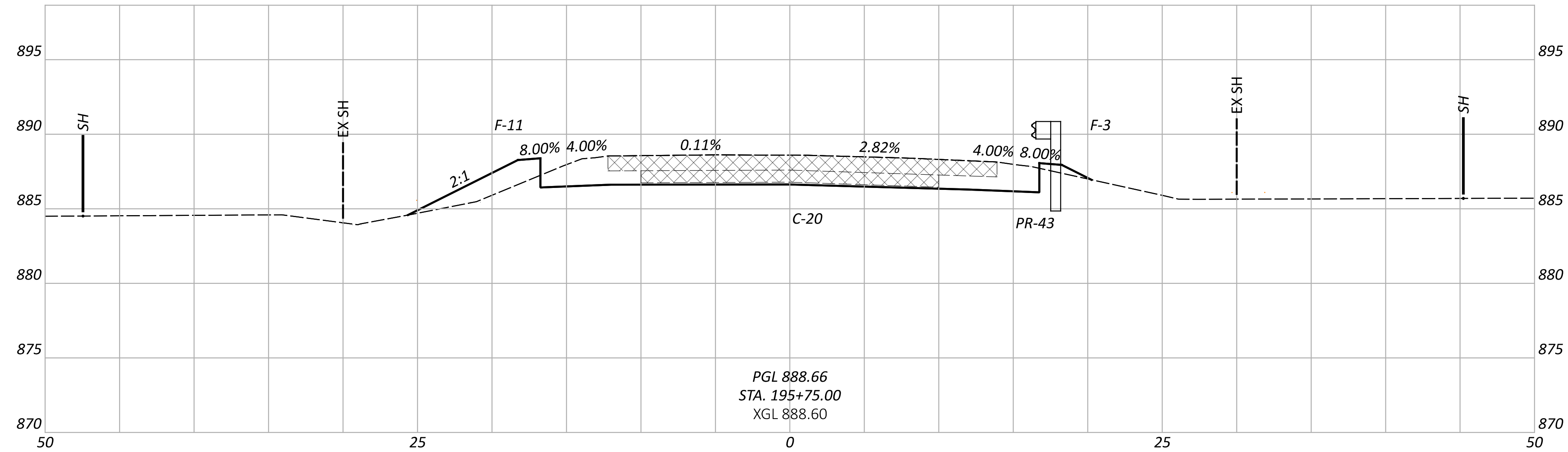
SHEET

P.0

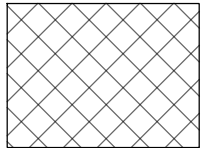
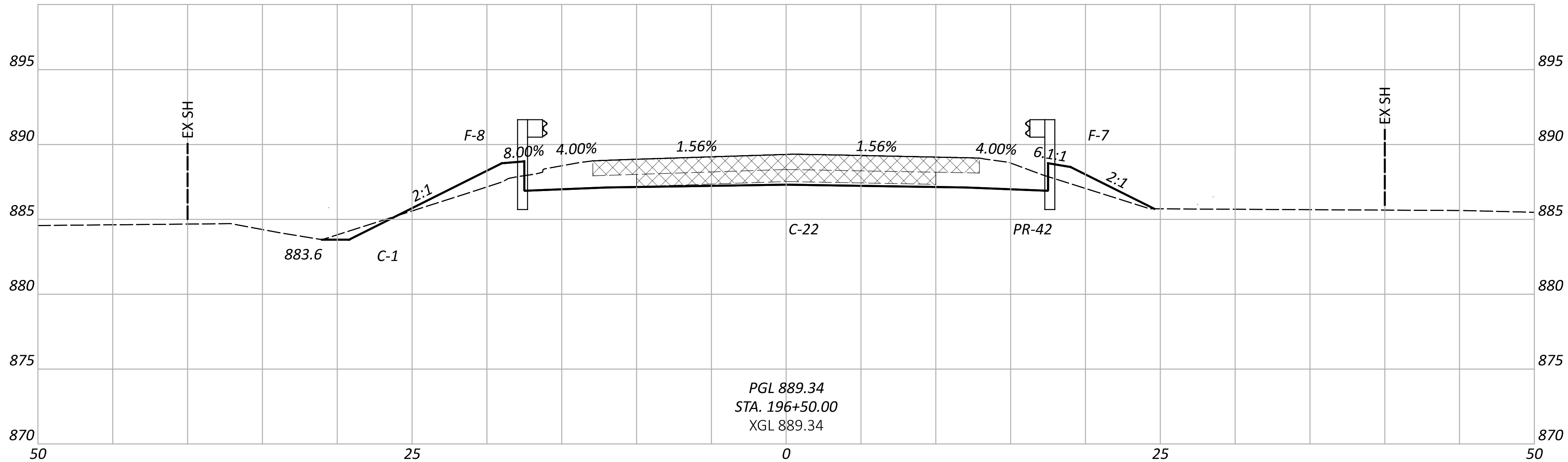
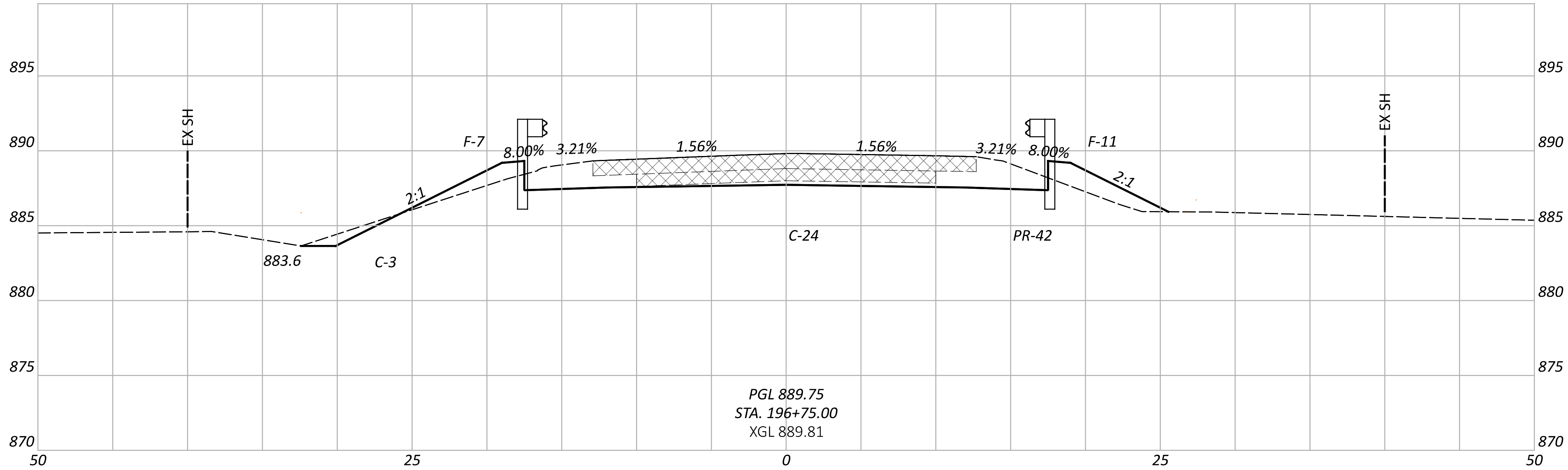
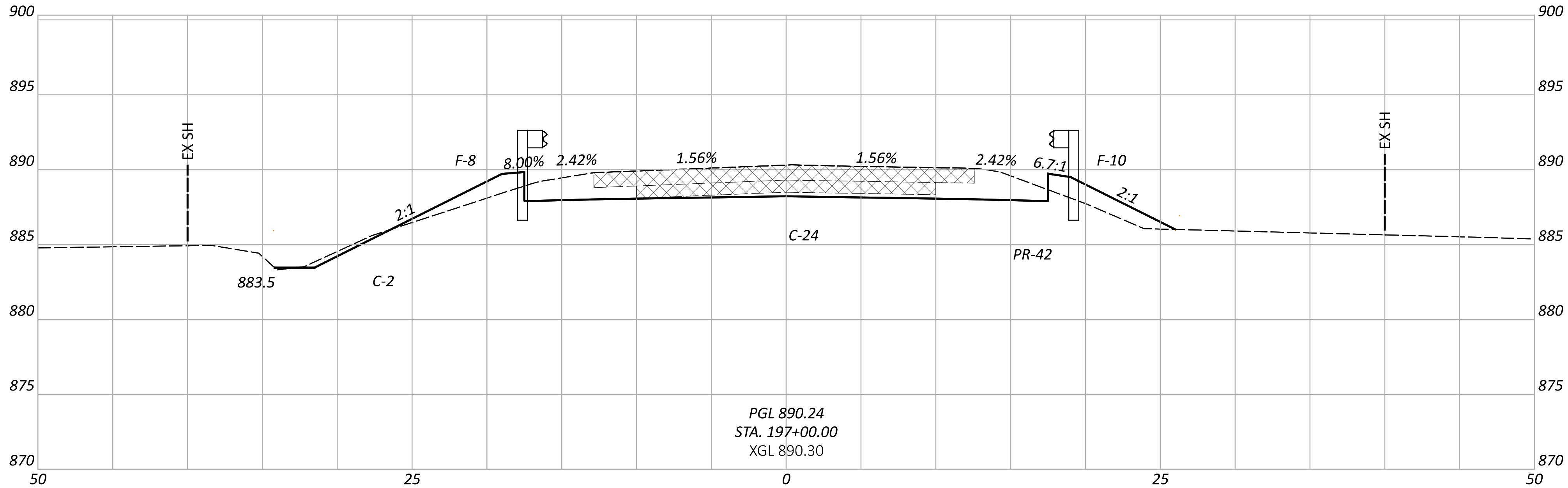
TOTAL

0

CROSS SECTIONS - U.S. 22
STA. 195+00.00 TO STA. 195+50.00



ITEM 202 - PAVEMENT REMOVED, AS PER PLAN



ITEM 202 - PAVEMENT REMOVED, AS PER PLAN

CROSS SECTIONS - U.S. 22

STA. 196+50.00 TO STA. 197+00.00

DESIGN AGENCY



DESIGNER

TDF

REVIEWER

TAG MM-DD-YY

PROJECT ID

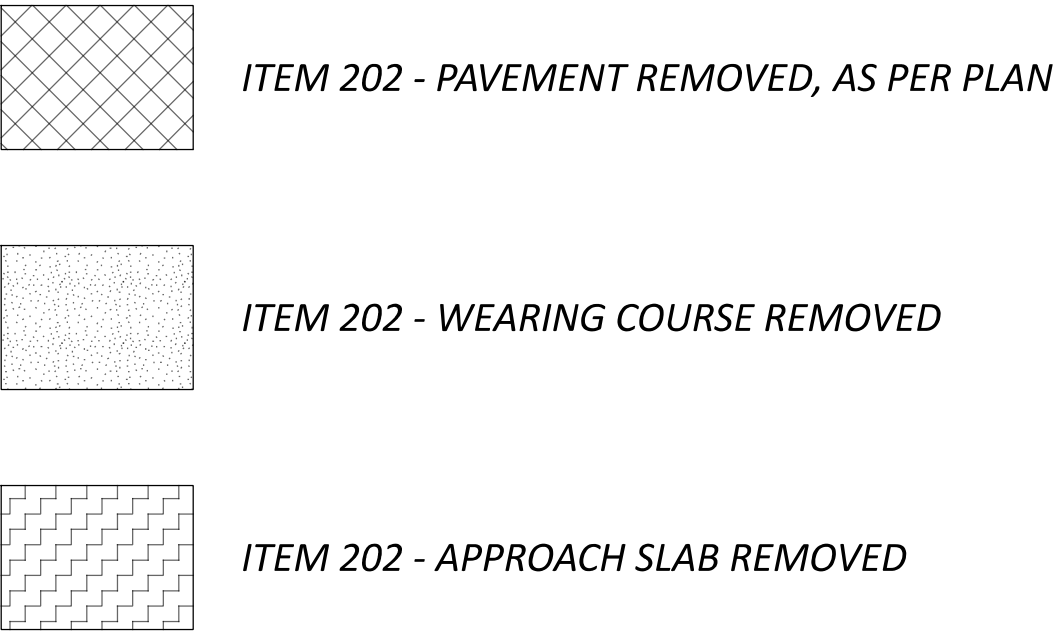
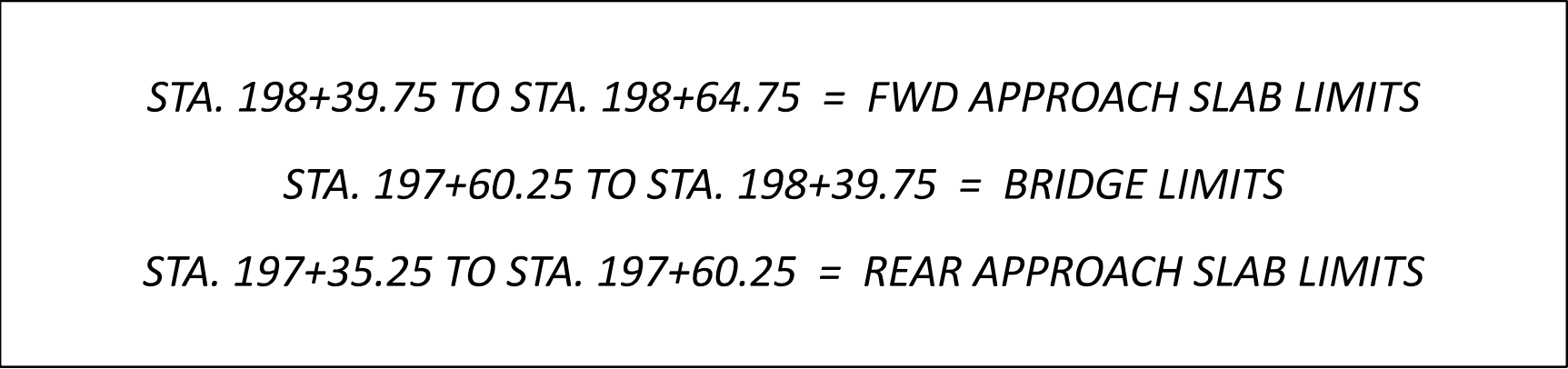
115691

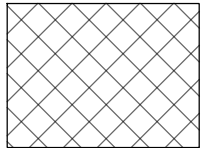
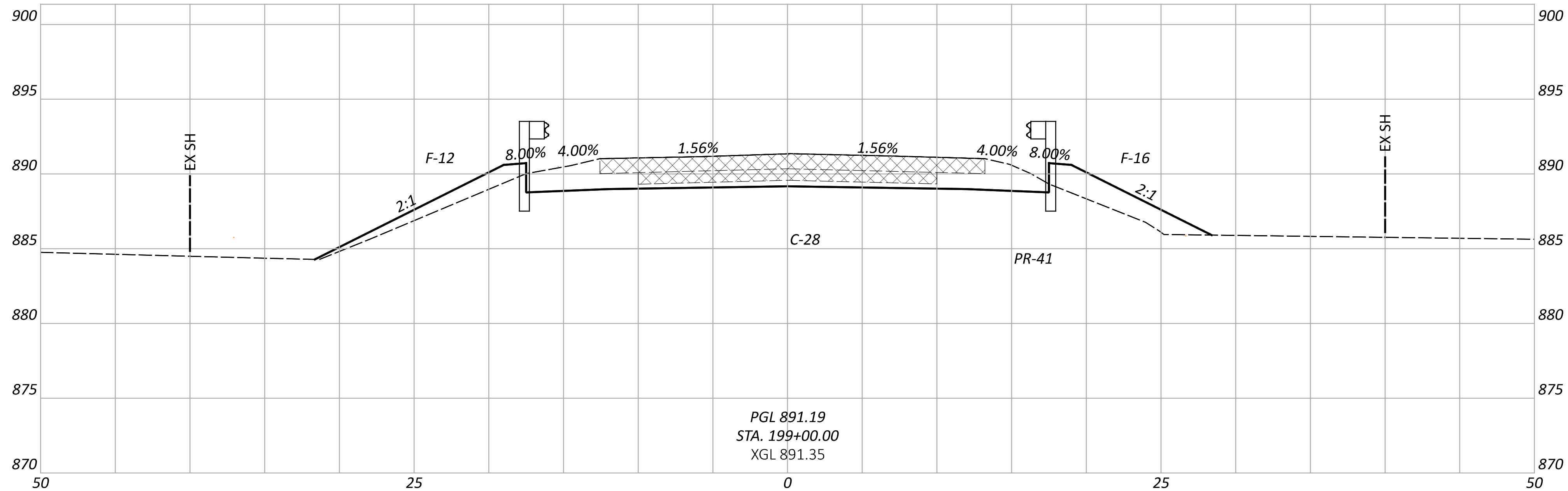
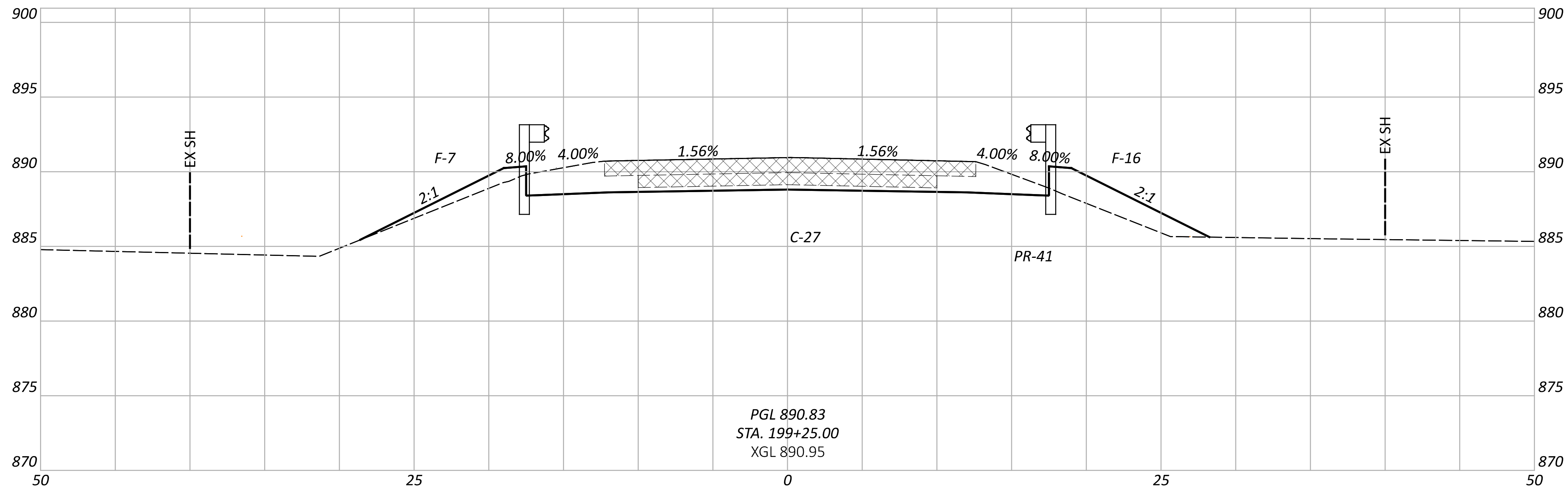
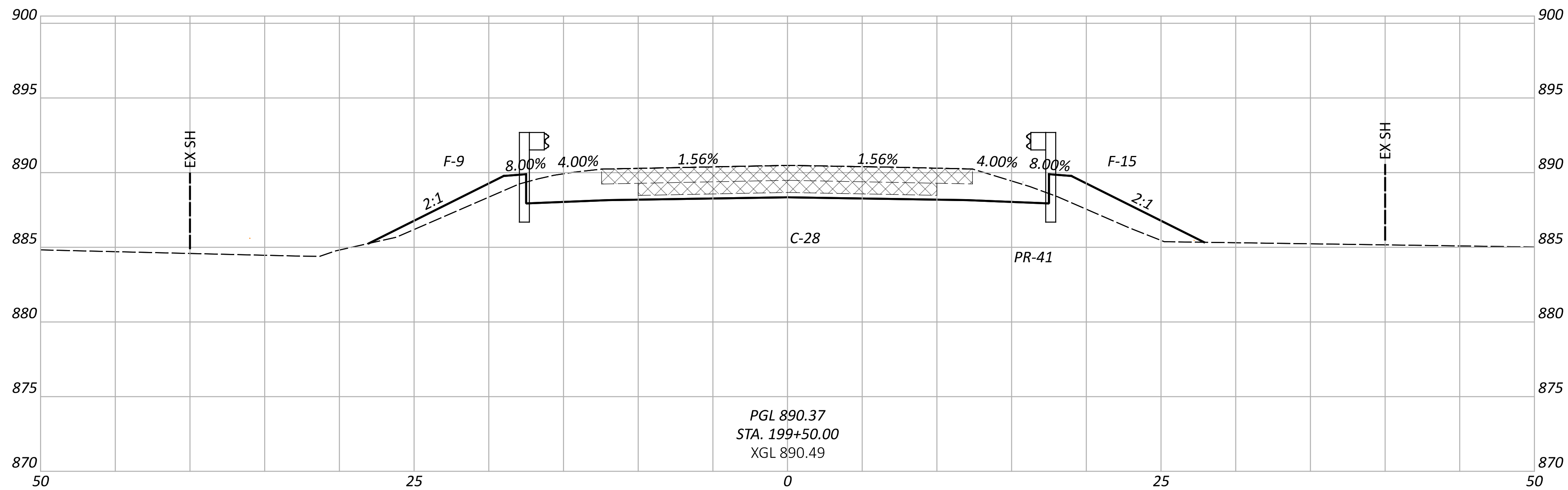
SHEET

P.0

TOTAL

0





ITEM 202 - PAVEMENT REMOVED, AS PER PLAN

CROSS SECTIONS - U.S. 22
STA. 199+00.00 TO STA. 199+50.00

DESIGN AGENCY



DESIGNER

TDF

REVIEWER

TAG MM-DD-YY

PROJECT ID

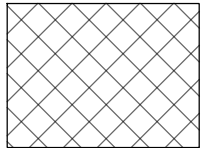
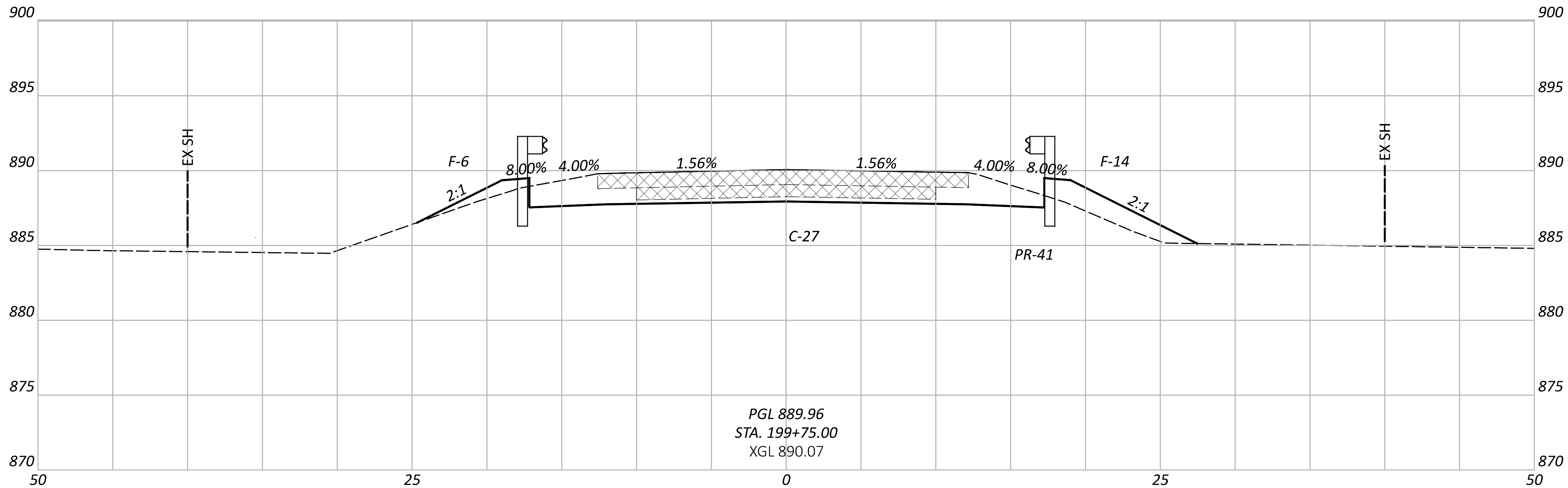
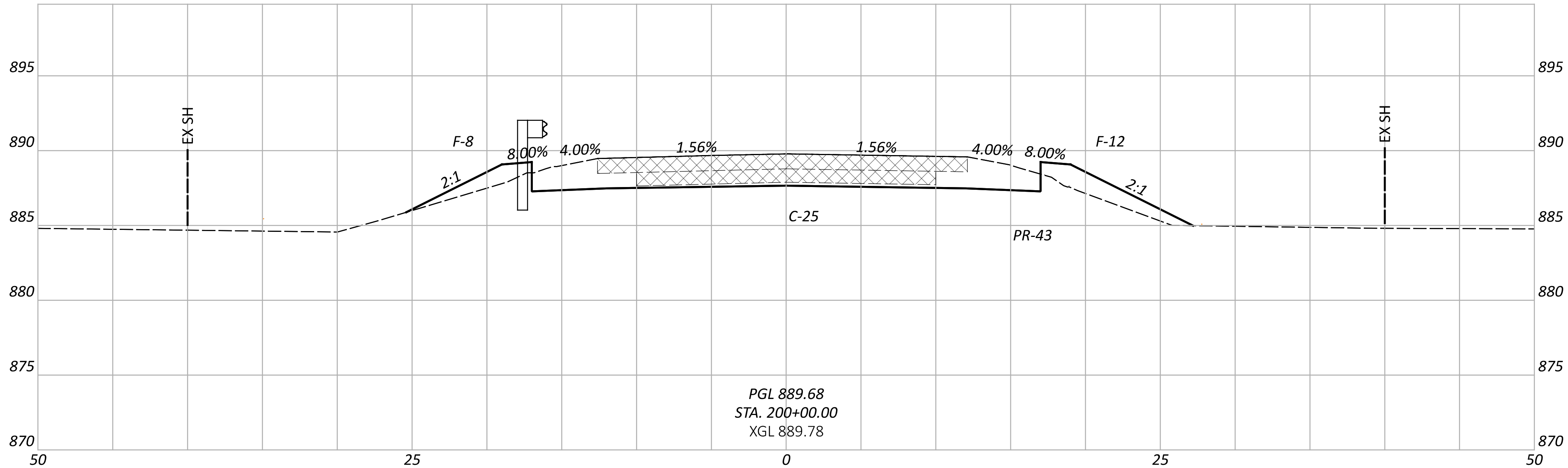
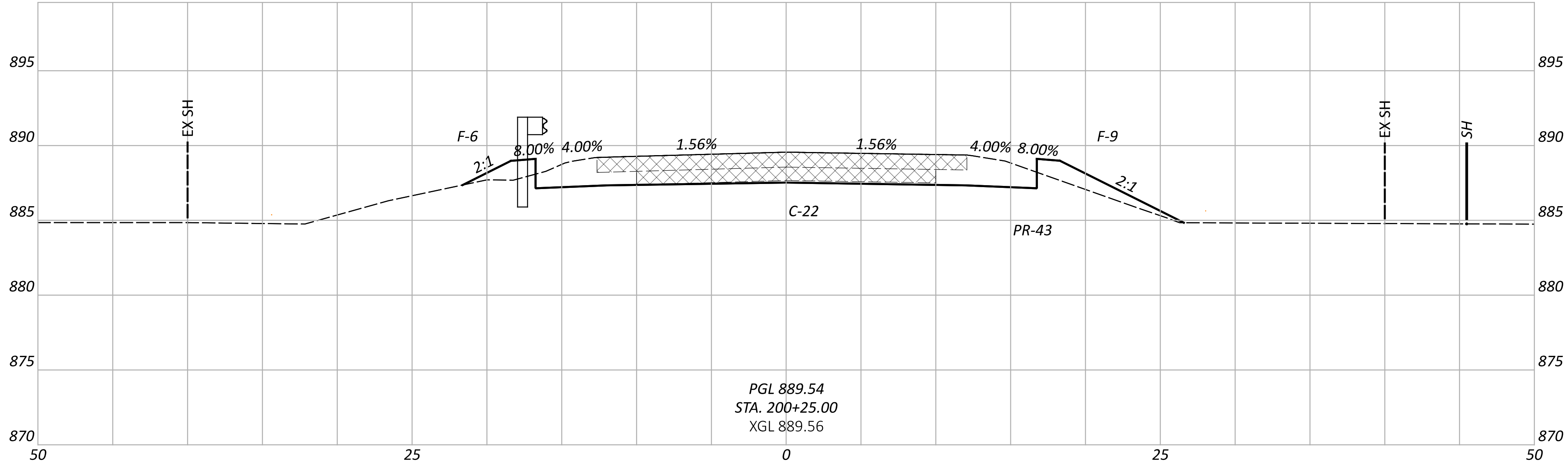
115691

SHEET

P.0

TOTAL

0



ITEM 202 - PAVEMENT REMOVED, AS PER PLAN

CROSS SECTIONS - U.S. 22
STA. 199+75.00 TO STA. 200+25.00

DESIGN AGENCY



DESIGNER

TDF

REVIEWER

TAG MM-DD-YY

PROJECT ID

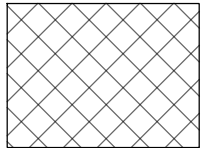
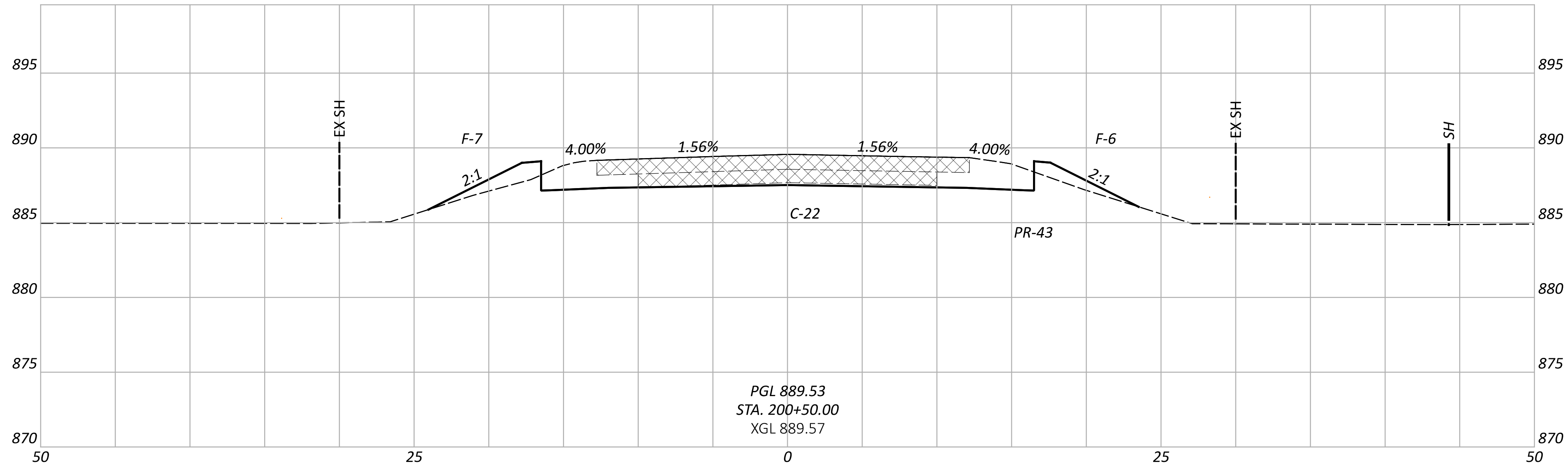
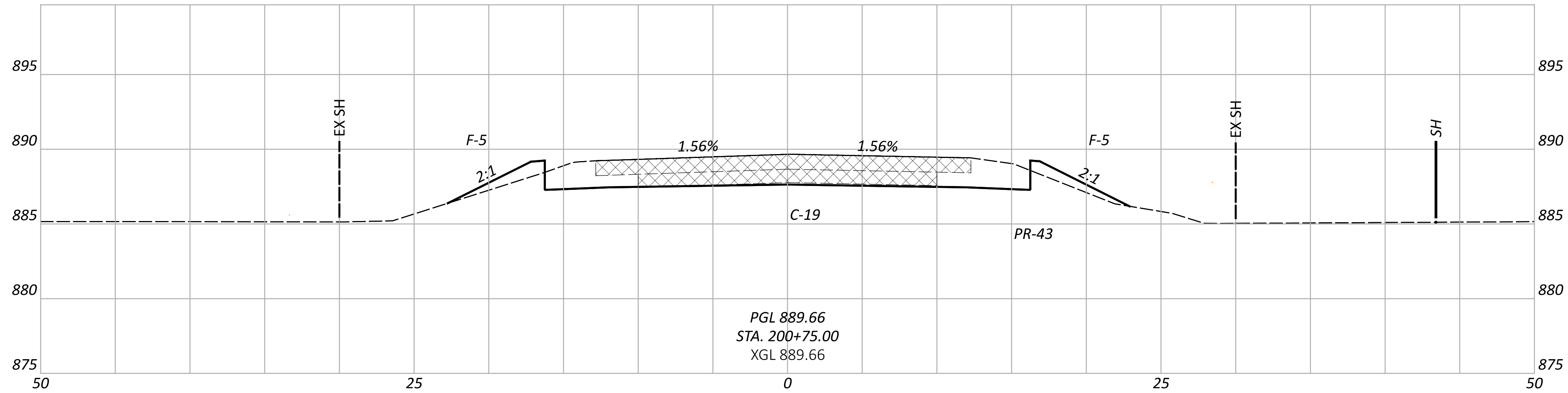
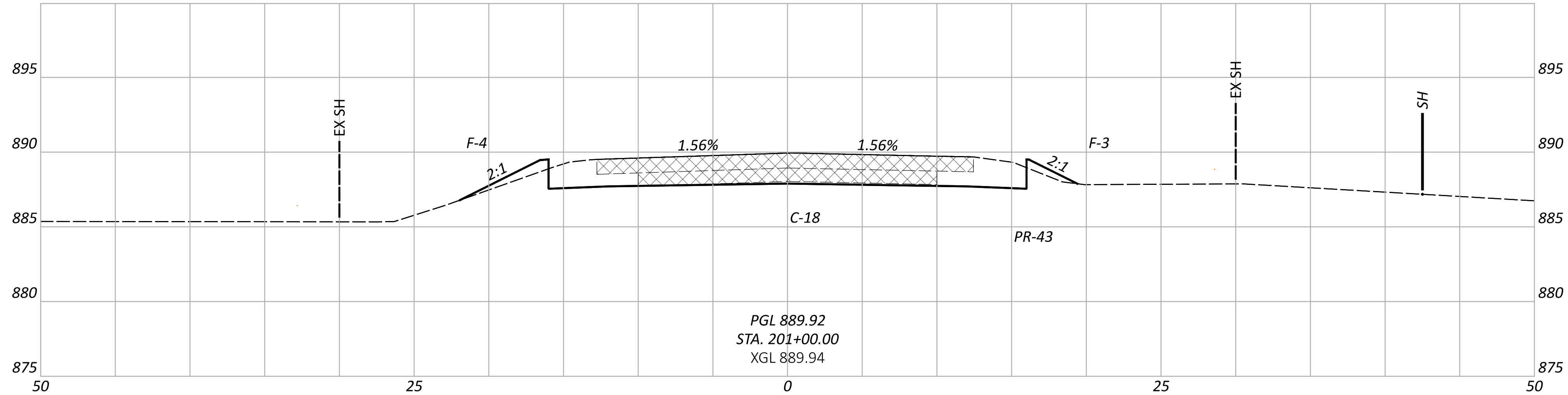
115691

SHEET

P.0

TOTAL

0



ITEM 202 - PAVEMENT REMOVED, AS PER PLAN

CROSS SECTIONS - U.S. 22
STA. 200+50.00 TO STA. 201+00.00

DESIGN AGENCY



DESIGNER

TDF

REVIEWER

TAG MM-DD-YY

PROJECT ID

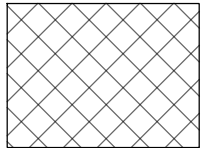
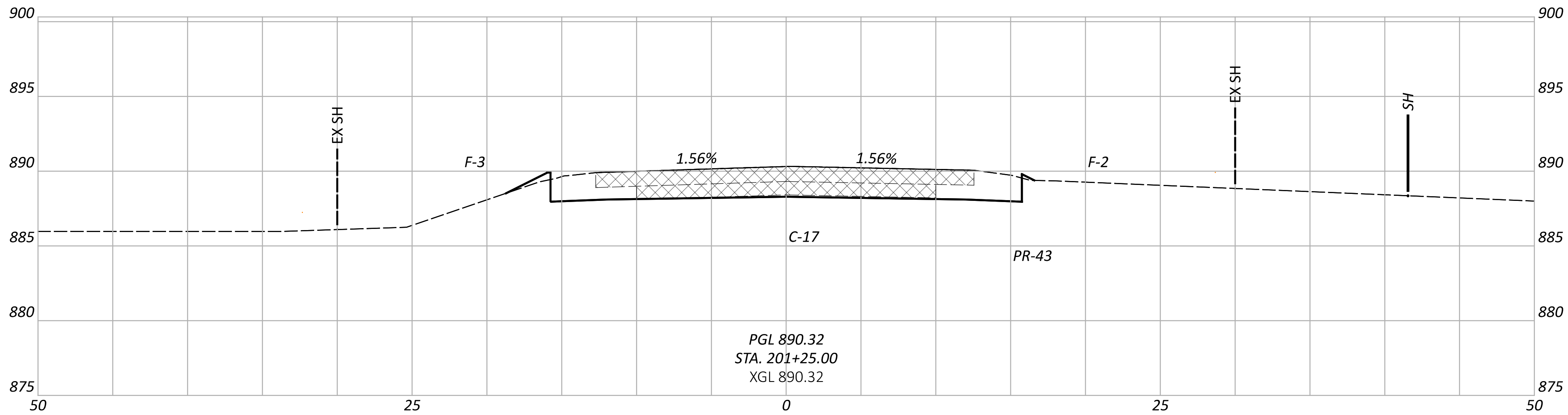
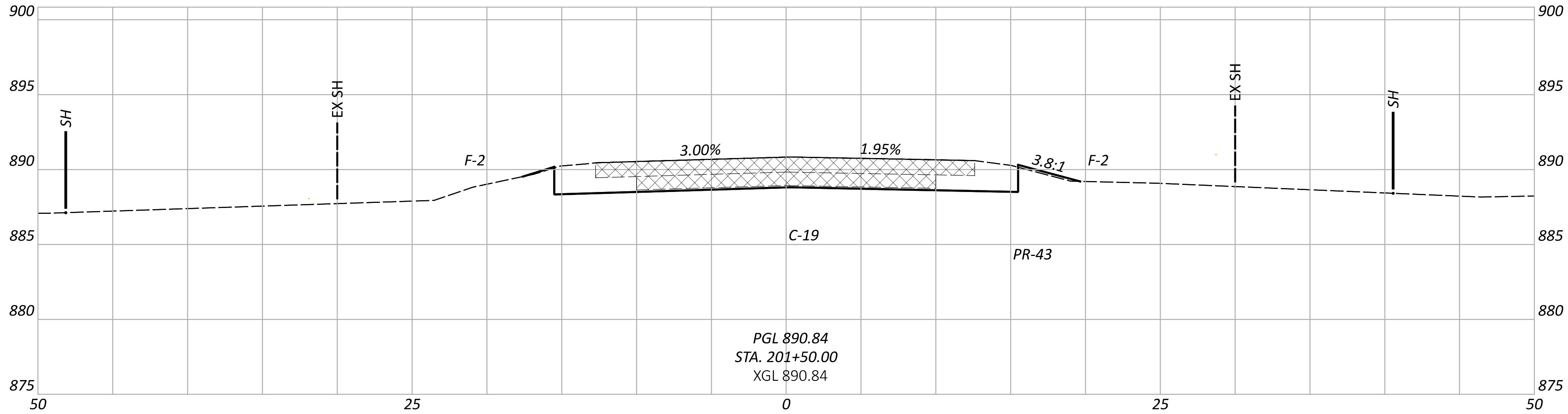
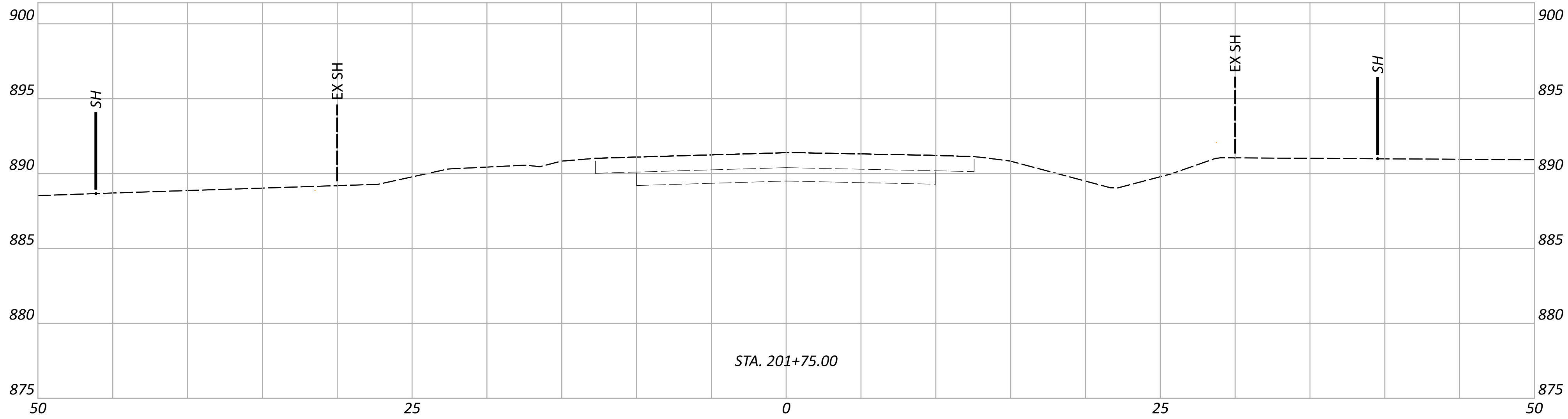
115691

SHEET

P.0

TOTAL

0



ITEM 202 - PAVEMENT REMOVED, AS PER PLAN

DESIGN AGENCY



DESIGNER

TDF

REVIEWER

TAG MM-DD-YY

PROJECT ID

115691

SHEET

P.0

TOTAL

0

CROSS SECTIONS - U.S. 22

STA. 201+25.00 TO STA. 201+75.00

U.S. ROUTE 22								
STARTING STA.		194+50.00	NOTES: - EXISTING PAVEMENT THICKNESS ASSUMED AS SHOWN IN THE TYPICAL SECTIONS - PAVEMENT REMOVED QTY IS PAID FOR ON A SQUARE YARD BASIS. THE CUBIC YARD VOLUME OF PAVEMENT REMOVED IS PROVIDED FOR INFORMATIONAL PURPOSES ONLY.					
INCREMENTS		25						
ENDING STA.		201+50.00						
SEEDING		STATION	END AREA			VOLUME		
END WIDTH	SQ. YDS.		CUT	FILL	PAVE. REM.	CUT	FILL	PAVE. REM.
BEGIN FULL DEPTH PAVEMENT REPLACEMENT (STA. 194+50.00)								
22		194+50.00	16	4	44			
	56					16	4	41
18		194+75.00	19	4	44			
	50					19	4	41
18		195+00.00	21	5	44			
	56					19	7	41
23		195+25.00	21	10	44			
	63					19	8	41
23		195+50.00	19	8	44			
	69					18	10	40
27		195+75.00	20	14	43			
	77					18	14	39
29		196+00.00	19	16	42			
	87					19	15	39
33		196+25.00	21	17	43			
	96					20	15	39
36		196+50.00	23	15	42			
	102					23	15	39
38		196+75.00	27	18	42			
	109					25	17	39
41		197+00.00	26	18	42			
	117					23	21	39
44		197+25.00	24	28	42			
	39	BACK				7	9	12
45		197+33.00	25	31	42			
END FULL DEPTH REPLACEMENT, BEGIN REAR SLEEPER SLAB (STA. 197+33.00)								
		AHEAD						
45		197+33.00		33	42			
	11	BACK					3	4
45		197+35.25		35	42			
BEGIN PROPOSED REAR APPROACH SLAB (STA. 197+35.25)								
		AHEAD						
45		197+35.25		35	42			
	121						36	39
43		197+60.25		42	42			
END PROPOSED REAR APPROACH SLAB (STA. 197+60.25)								

BRIDGE LIMITS: STA. 197+60.25 TO STA. 198+39.75								
		BACK						11
		197+67.16			42			
BEGIN EXISTING REAR APPROACH SLAB (STA. 197+67.16)								
BEGIN PROPOSED FORWARD APPROACH SLAB (STA. 198+39.75)								
		AHEAD						
49		198+39.75		359				
	50						134	
38		198+50.00		346				
	68	BACK					160	
45		198+64.75		241				
END PROPOSED FORWARD APPROACH SLAB (STA. 198+64.75)								
	68	AHEAD						
45		198+64.75		241				
	11	BACK					15	
44		198+67.00		116				
END SLEEPER SLAB, BEGIN FULL DEPTH PAVEMENT REPLACEMENT (STA. 198+67.00)								
		AHEAD						
44		198+67.00	37	116	1			
	38					11	20	0
42		198+75.00	37	21	1			
	36	BACK				11	8	0
41		198+82.84	37	33	1			
END EXISTING FORWARD APPROACH SLAB (STA. 198+82.84)								
	0	AHEAD						
41		198+82.84	37	33	41			
						21	19	26
41		199+00.00	28	28	41			
	108					25	24	38
37		199+25.00	27	23	41			
	101					25	22	38
36		199+50.00	28	24	41			
	95					25	20	38
32		199+75.00	27	20	41			
	91					24	19	39
33		200+00.00	25	20	43			
	87					22	16	40
29		200+25.00	22	15	43			
	81					20	13	40
29		200+50.00	22	13	43			
	79					19	11	40
28		200+75.00	19	10	43			
	71					17	8	40
23		201+00.00	18	7	43			
	57					16	6	40
17		201+25.00	17	5	43			
	51					17	4	40
20		201+50.00	19	4	43			
TOTAL								
	2145					479	677	923

DESIGN AGENCY



DESIGNER

TDF

REVIEWER

TAG MM-DD-YY

PROJECT ID

115691

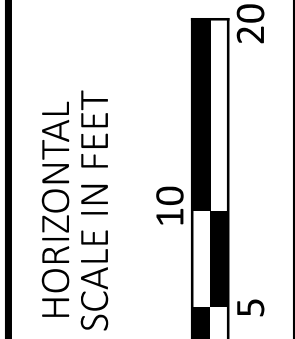
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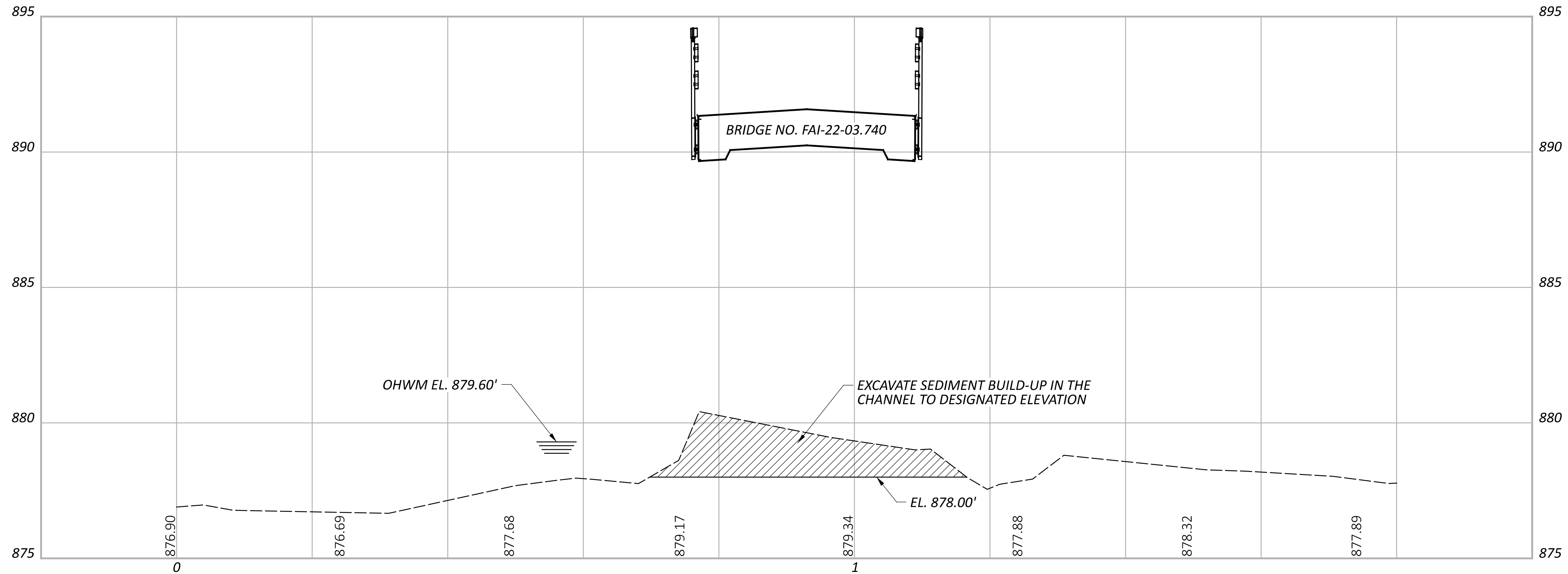
U.S. 22 SUPERELEVATION TABLE														
LEFT						CENTERLINE		RIGHT						COMMENTS
EDGE OF SHOULDER ELEVATION (FT.)	SHOULDER WIDTH (FT.)	SHOULDER SLOPE	EDGE OF PAVEMENT ELEVATION (FT.)	PAVEMENT WIDTH (FT.)	PAVEMENT SLOPE	P.G. STA.	P.G. ELEVATION (FT.)	PAVEMENT SLOPE	PAVEMENT WIDTH (FT.)	EDGE OF PAVEMENT ELEVATION (FT.)	SHOULDER SLOPE	SHOULDER WIDTH (FT.)	EDGE OF SHOULDER ELEVATION (FT.)	
889.54	2.00	0.020	889.50	12.00	0.018	194+50.00	889.29	-0.052	12.00	888.66	-0.050	2.00	888.56	MATCH EXISTING
889.45	2.10	0.024	889.39	12.00	0.018	194+60.00	889.18	-0.050	12.00	888.58	-0.048	2.10	888.48	
889.34	2.20	0.028	889.27	12.00	0.018	194+70.00	889.06	-0.048	12.00	888.48	-0.046	2.20	888.38	
889.24	2.30	0.032	889.17	12.00	0.018	194+80.00	888.95	-0.046	12.00	888.40	-0.044	2.30	888.30	
889.15	2.40	0.036	889.06	12.00	0.017	194+90.00	888.86	-0.044	12.00	888.33	-0.042	2.40	888.23	
889.08	2.50	0.040	888.98	12.00	0.017	195+00.00	888.78	-0.043	12.00	888.26	-0.040	2.50	888.16	
889.02	2.60	0.040	888.92	12.00	0.017	195+10.00	888.72	-0.041	12.00	888.22	-0.040	2.60	888.12	
888.98	2.70	0.040	888.87	12.00	0.017	195+20.00	888.67	-0.039	12.00	888.20	-0.040	2.70	888.09	
888.95	2.80	0.040	888.84	12.00	0.017	195+30.00	888.63	-0.037	12.00	888.19	-0.040	2.80	888.08	
888.93	2.90	0.040	888.82	12.00	0.017	195+40.00	888.61	-0.035	12.00	888.19	-0.040	2.90	888.08	
888.93	3.00	0.040	888.81	12.00	0.017	195+50.00	888.61	-0.033	12.00	888.21	-0.040	3.00	888.09	
888.94	3.10	0.040	888.82	12.00	0.017	195+60.00	888.62	-0.031	12.00	888.24	-0.040	3.10	888.12	
888.96	3.20	0.040	888.83	12.00	0.016	195+70.00	888.64	-0.029	12.00	888.29	-0.040	3.20	888.16	
889.00	3.30	0.040	888.87	12.00	0.016	195+80.00	888.68	-0.027	12.00	888.35	-0.040	3.30	888.22	
889.06	3.40	0.040	888.92	12.00	0.016	195+90.00	888.73	-0.026	12.00	888.42	-0.040	3.40	888.28	
889.13	3.50	0.040	888.99	12.00	0.016	196+00.00	888.79	-0.024	12.00	888.51	-0.040	3.50	888.37	
889.21	3.60	0.040	889.07	12.00	0.016	196+10.00	888.87	-0.022	12.00	888.61	-0.040	3.60	888.47	
889.31	3.70	0.040	889.16	12.00	0.016	196+20.00	888.97	-0.020	12.00	888.73	-0.040	3.70	888.58	
889.42	3.80	0.040	889.27	12.00	0.016	196+30.00	889.08	-0.018	12.00	888.86	-0.040	3.80	888.71	
889.55	3.90	0.040	889.40	12.00	0.016	196+40.00	889.20	-0.016	12.00	889.01	-0.040	3.90	888.86	
889.59	3.93	0.040	889.43	12.00	0.016	196+43.00	889.24	-0.016	12.00	889.06	-0.040	3.93	888.90	BOTH LANES 1.6% SLOPE
889.66	4.00	0.040	889.50	12.00	0.013	196+50.00	889.34	-0.016	12.00	889.15	-0.040	4.00	888.99	FULL SHOULDER WIDTHS
889.74	4.00	0.033	889.60	12.00	0.009	196+60.00	889.50	-0.016	12.00	889.30	-0.037	4.00	889.16	
889.84	4.00	0.026	889.74	12.00	0.006	196+70.00	889.66	-0.016	12.00	889.47	-0.034	4.00	889.34	
889.94	4.00	0.018	889.87	12.00	0.002	196+80.00	889.85	-0.016	12.00	889.65	-0.030	4.00	889.53	
890.00	4.00	0.015	889.94	12.00	0.000	196+85.00	889.94	-0.016	12.00	889.75	-0.029	4.00	889.64	LEFT LANE 0% SLOPE
890.06	4.00	0.011	890.02	12.00	-0.002	196+90.00	890.04	-0.016	12.00	889.85	-0.027	4.00	889.74	
890.19	4.00	0.004	890.17	12.00	-0.006	197+00.00	890.24	-0.016	12.00	890.05	-0.024	4.00	889.95	
890.32	4.00	-0.003	890.33	12.00	-0.009	197+10.00	890.44	-0.016	12.00	890.25	-0.021	4.00	890.17	
890.44	4.00	-0.011	890.48	12.00	-0.013	197+20.00	890.64	-0.016	12.00	890.44	-0.018	4.00	890.37	
890.51	4.00	-0.016	890.58	12.00	-0.016	197+27.00	890.76	-0.016	12.00	890.58	-0.016	4.00	890.51	NORMAL SECTION

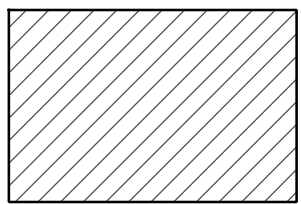
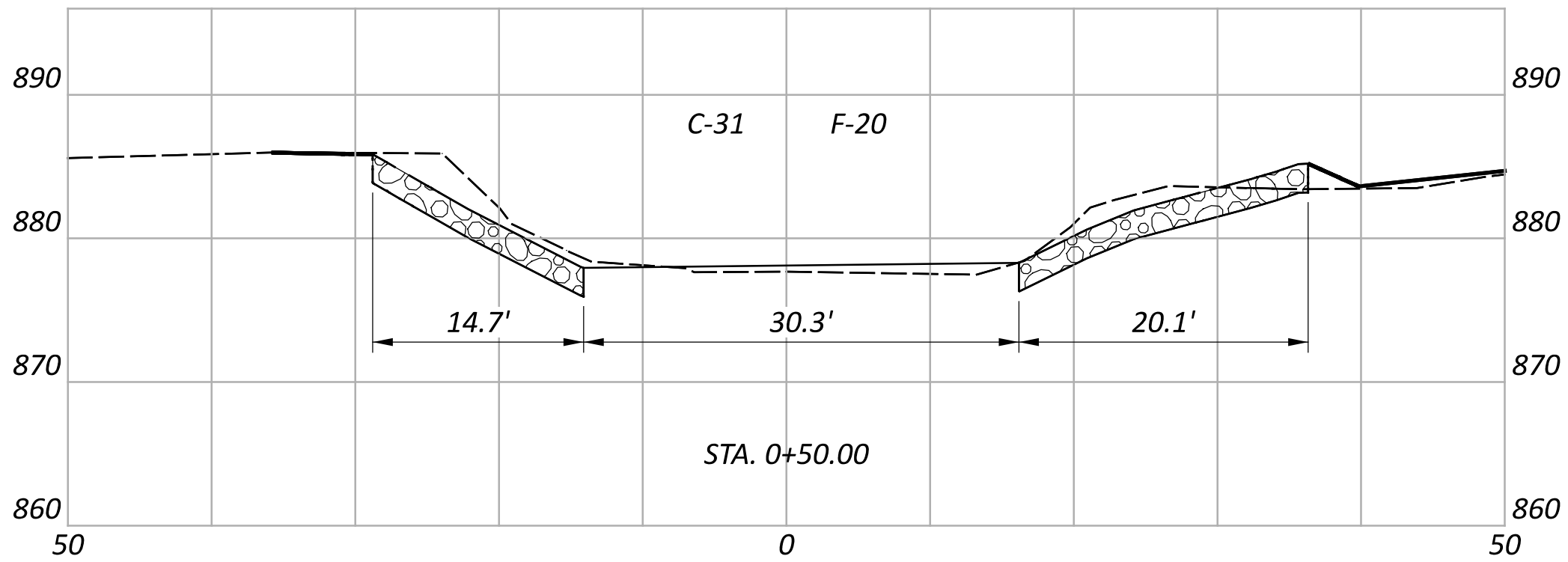
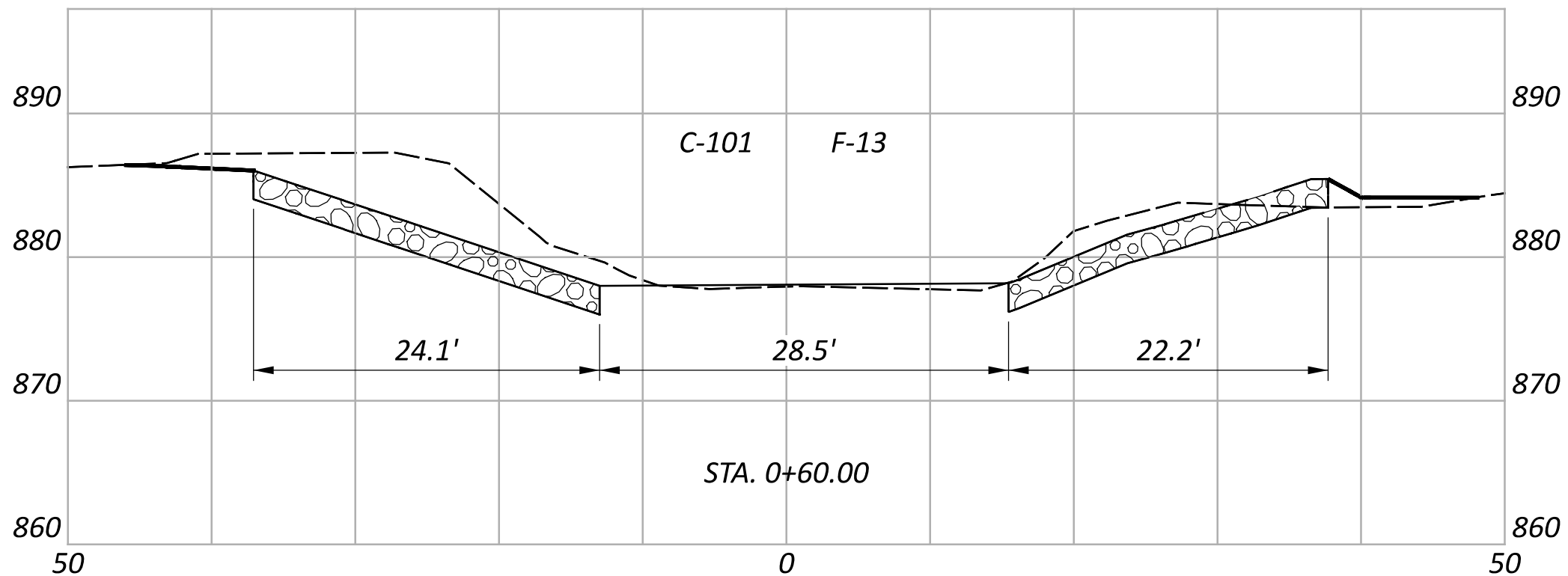
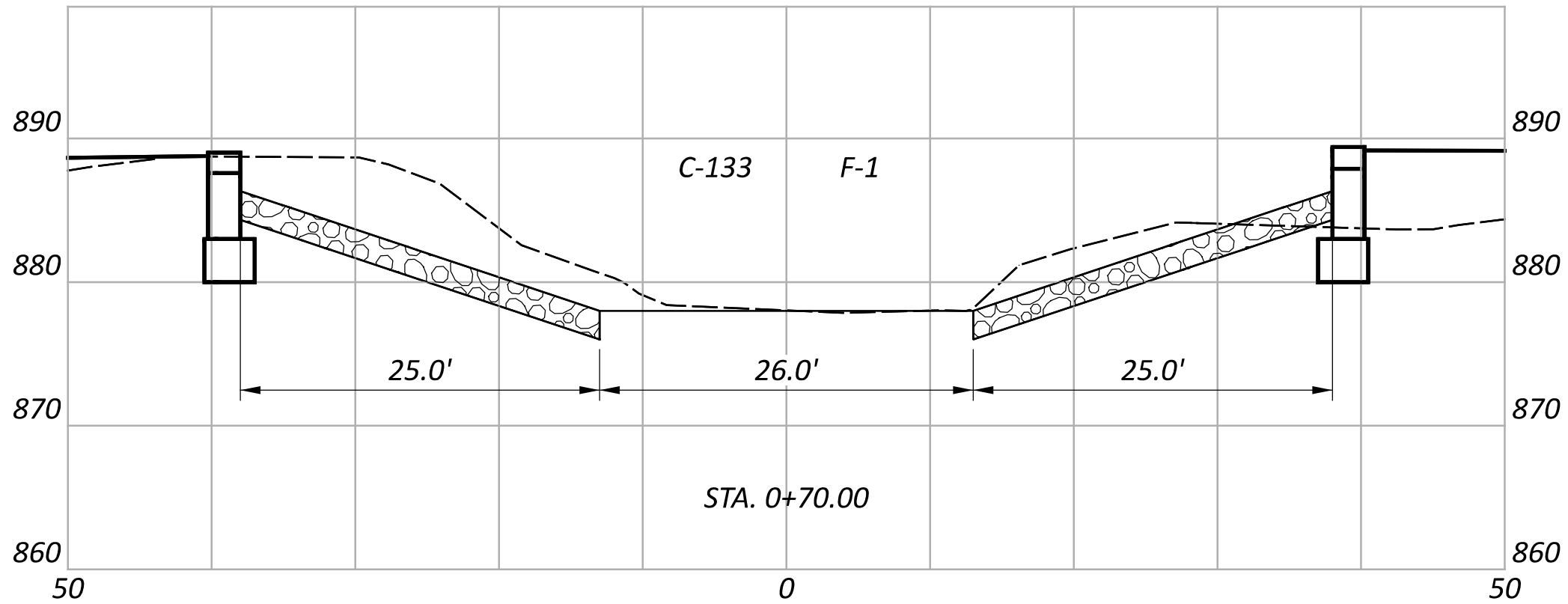
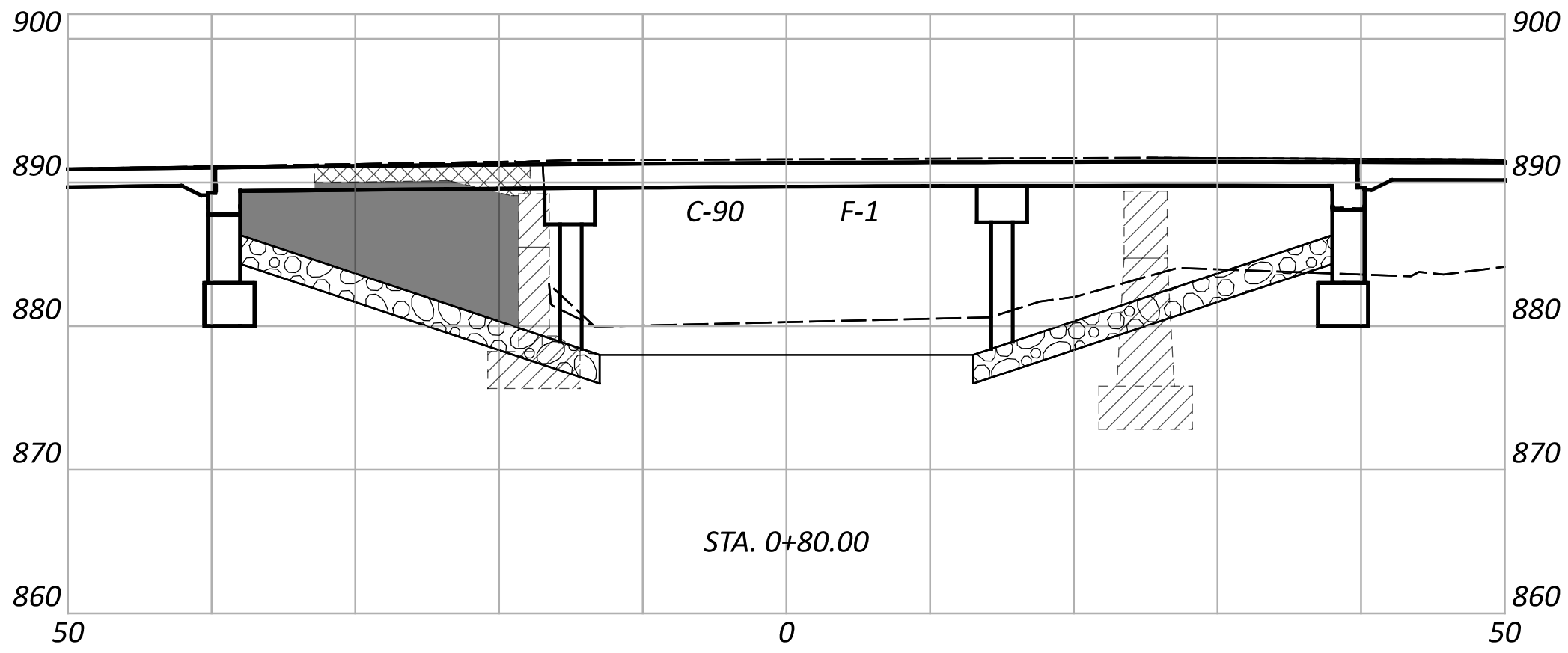
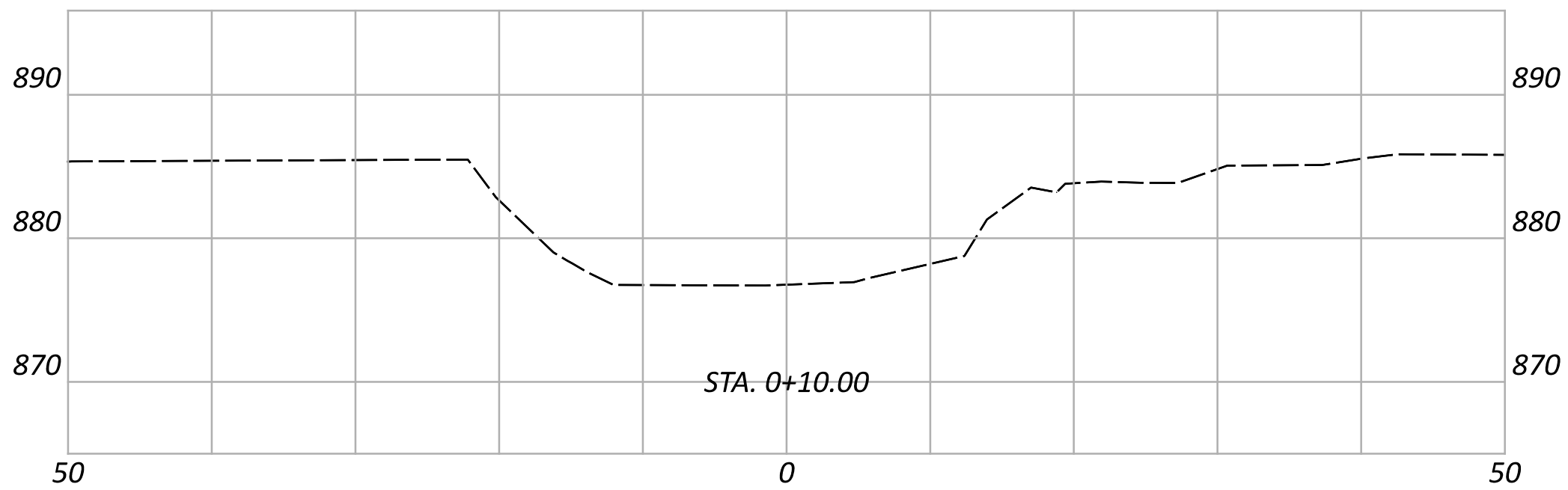
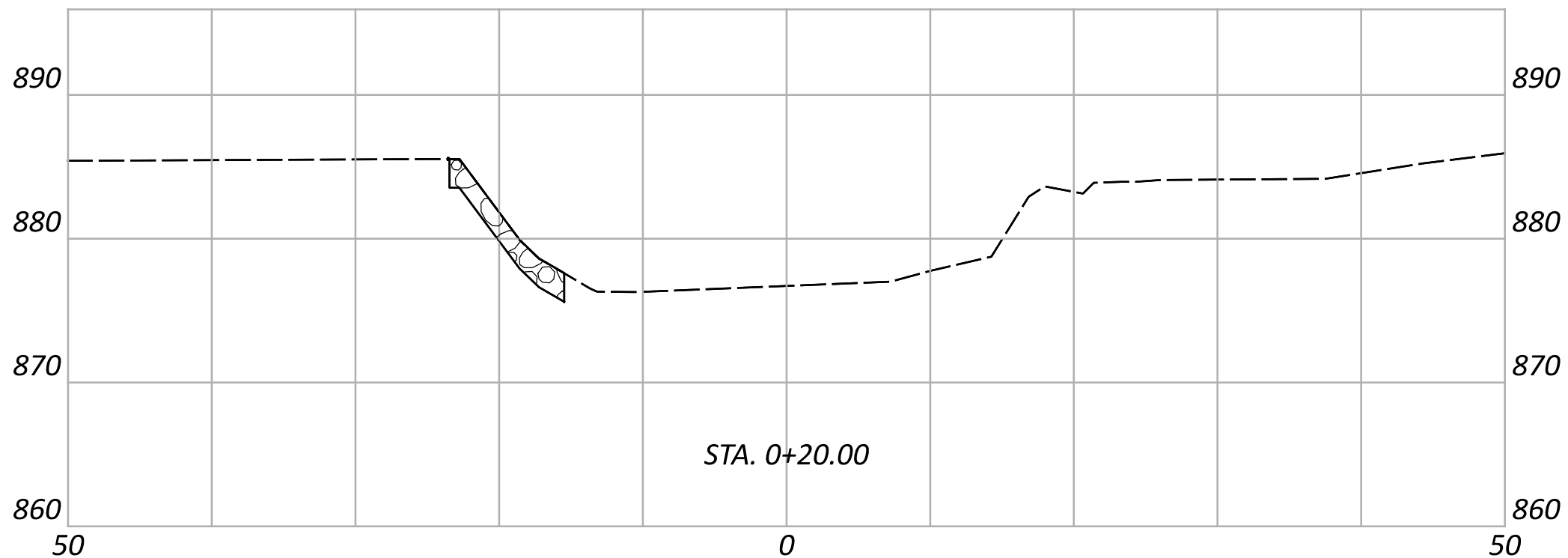
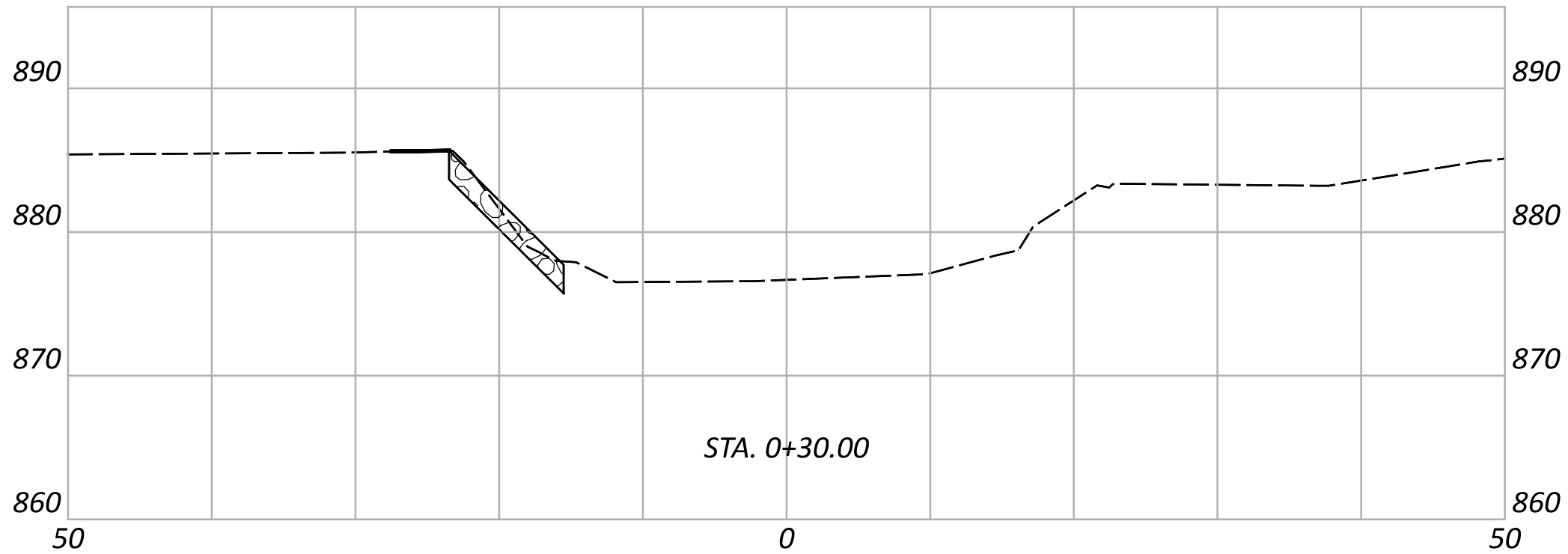
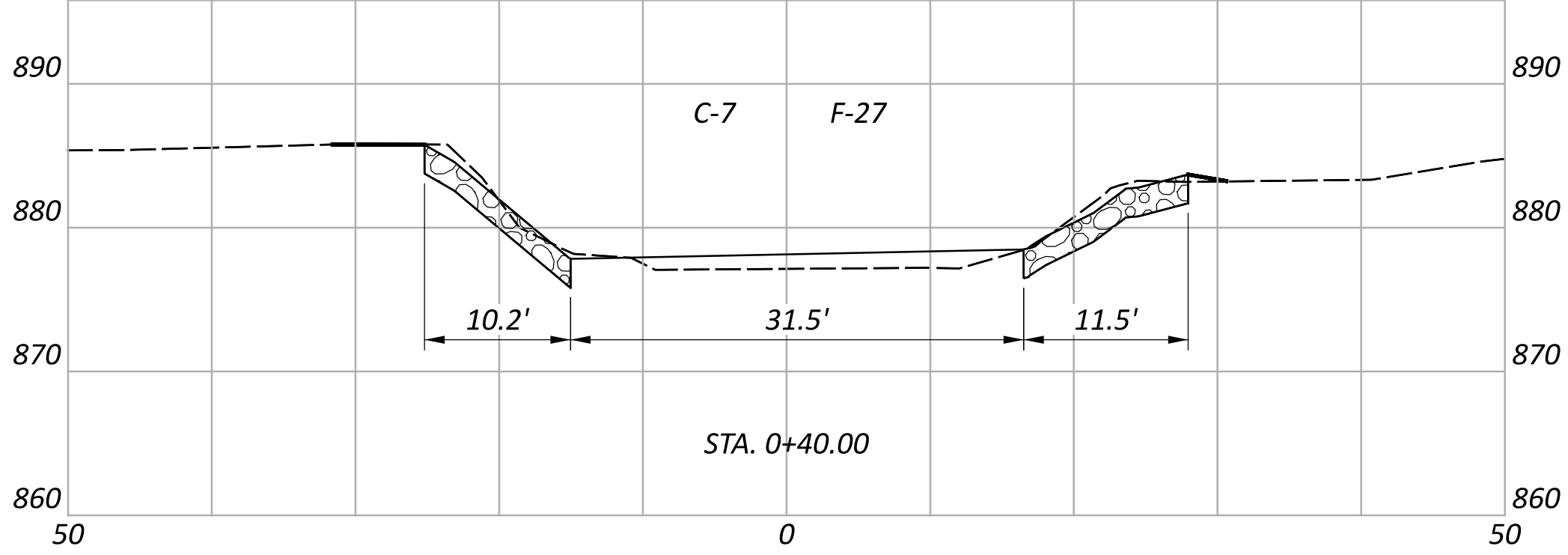


ITEM 503 - UNCLASSIFIED EXCAVATION, AS PER PLAN (B)

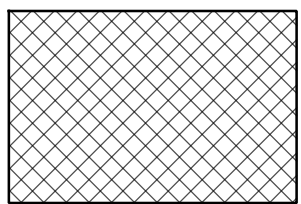


DESIGN AGENCY	
DESIGNER	
TDF	
REVIEWER	
TAG MM-DD-YY	
PROJECT ID	
115691	
SHEET	TOTAL
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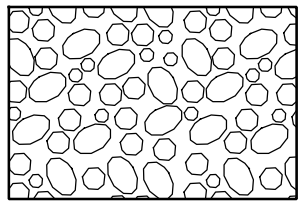
ITEM 202 - STRUCTURE REMOVED,
OVER 20 FOOT SPAN



ITEM 202 - APPROACH SLAB REMOVED



ITEM 503 - UNCLASSIFIED EXCAVATION,
AS PER PLAN (B)



ITEM 601 - ROCK CHANNEL
PROTECTION, TYPE C WITH
GEOTEXTILE FABRIC (2'-0" THICK)

CHANNEL CROSS SECTIONS - CLEAR CREEK
STA. 0+10.00 TO STA. 0+80.00

DESIGN AGENCY



DESIGNER

TDF

REVIEWER

TAG MM-DD-YY

PROJECT ID

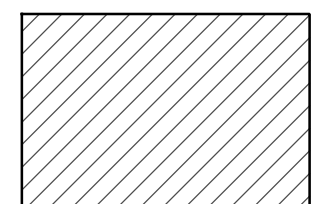
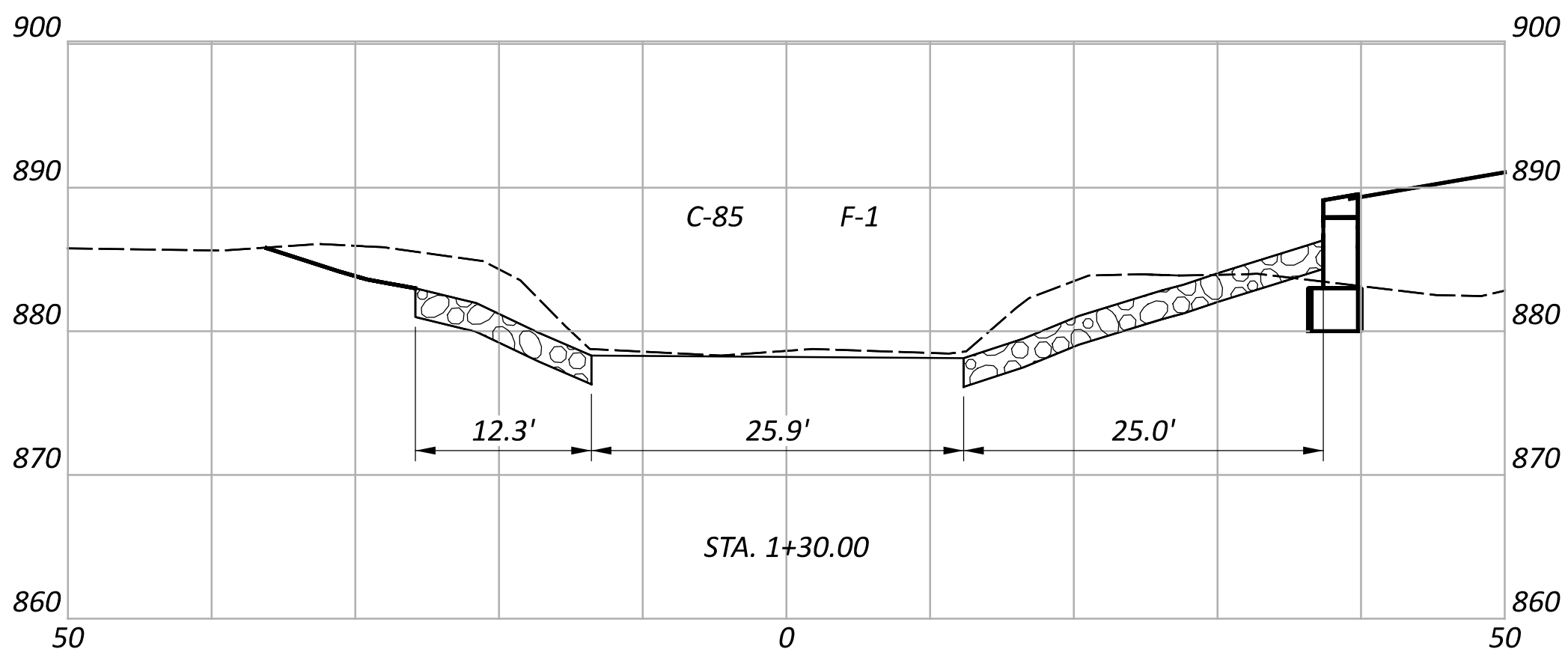
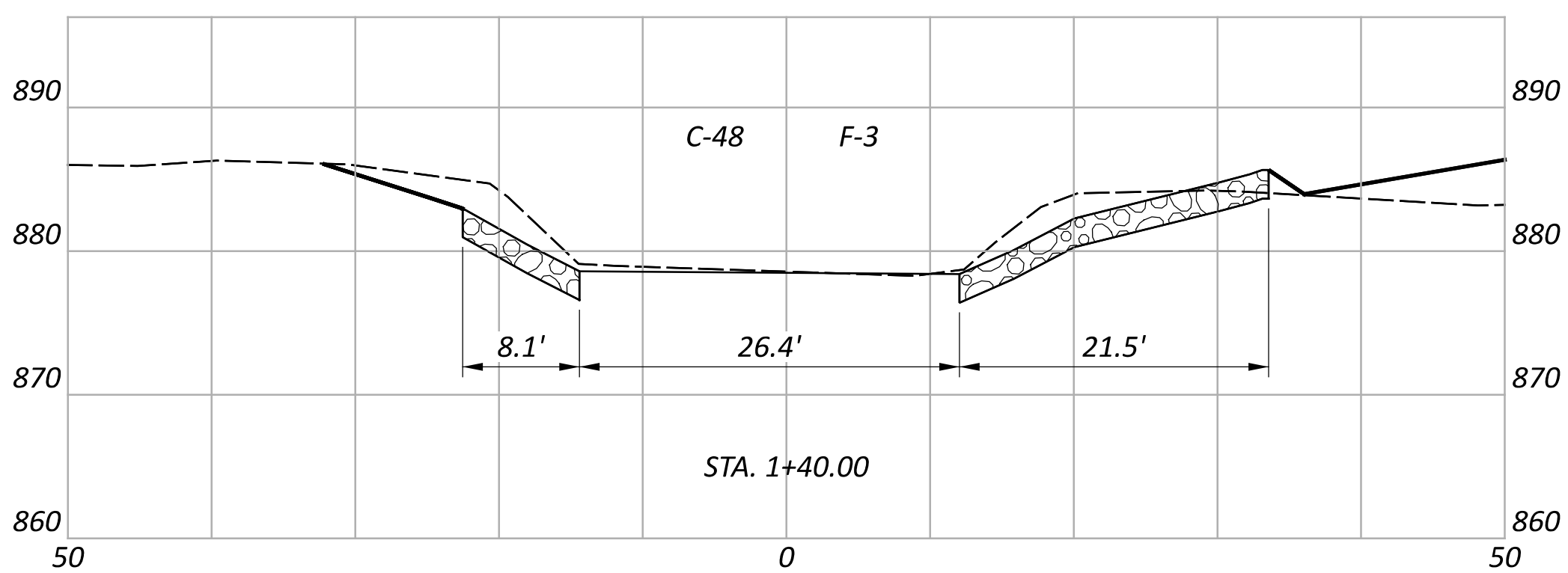
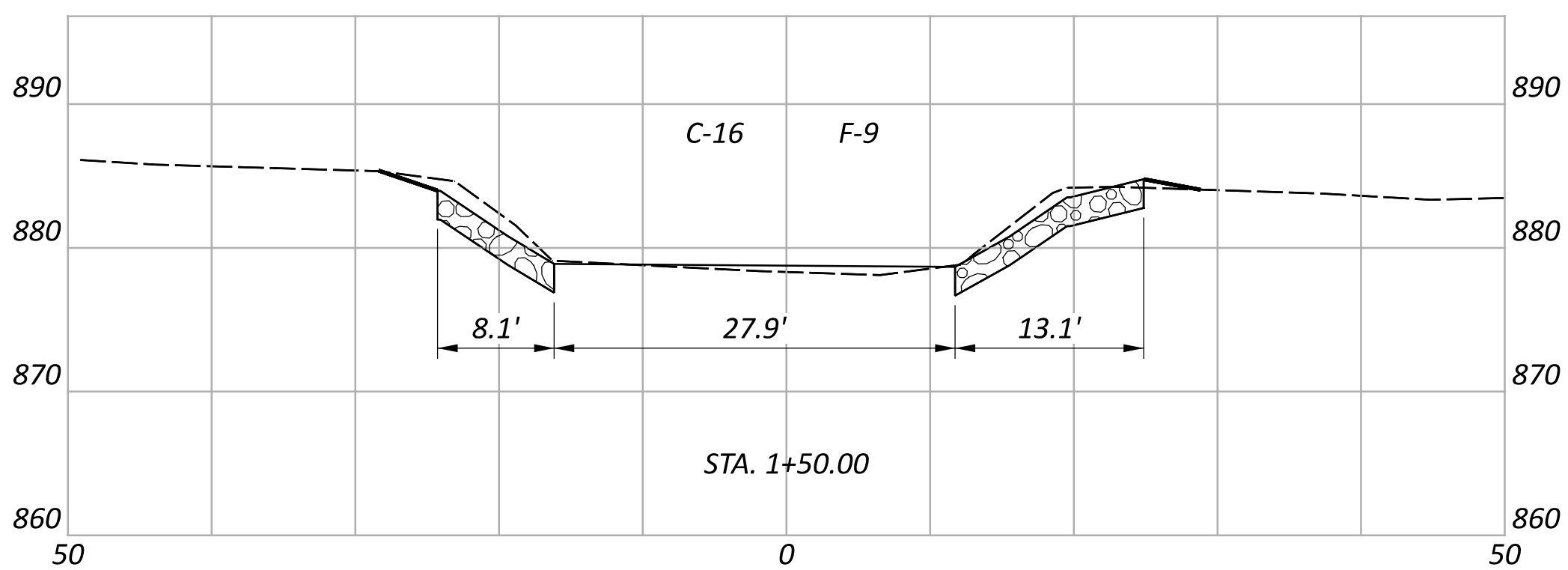
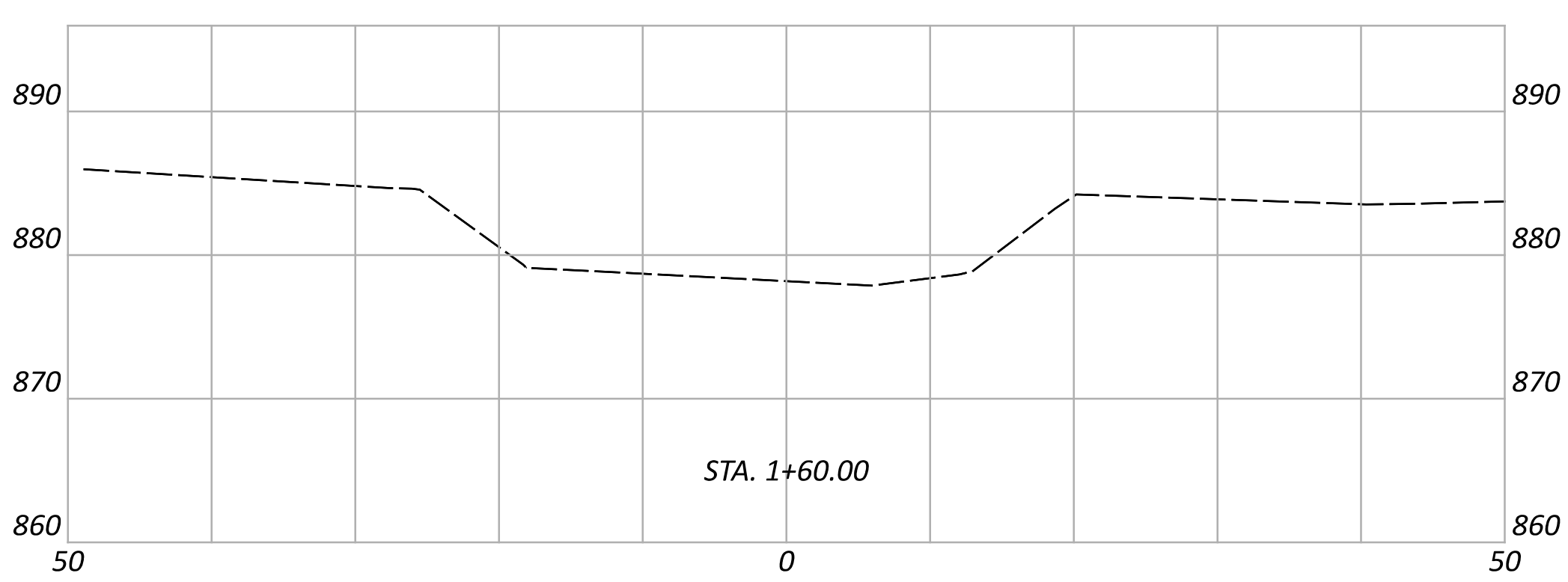
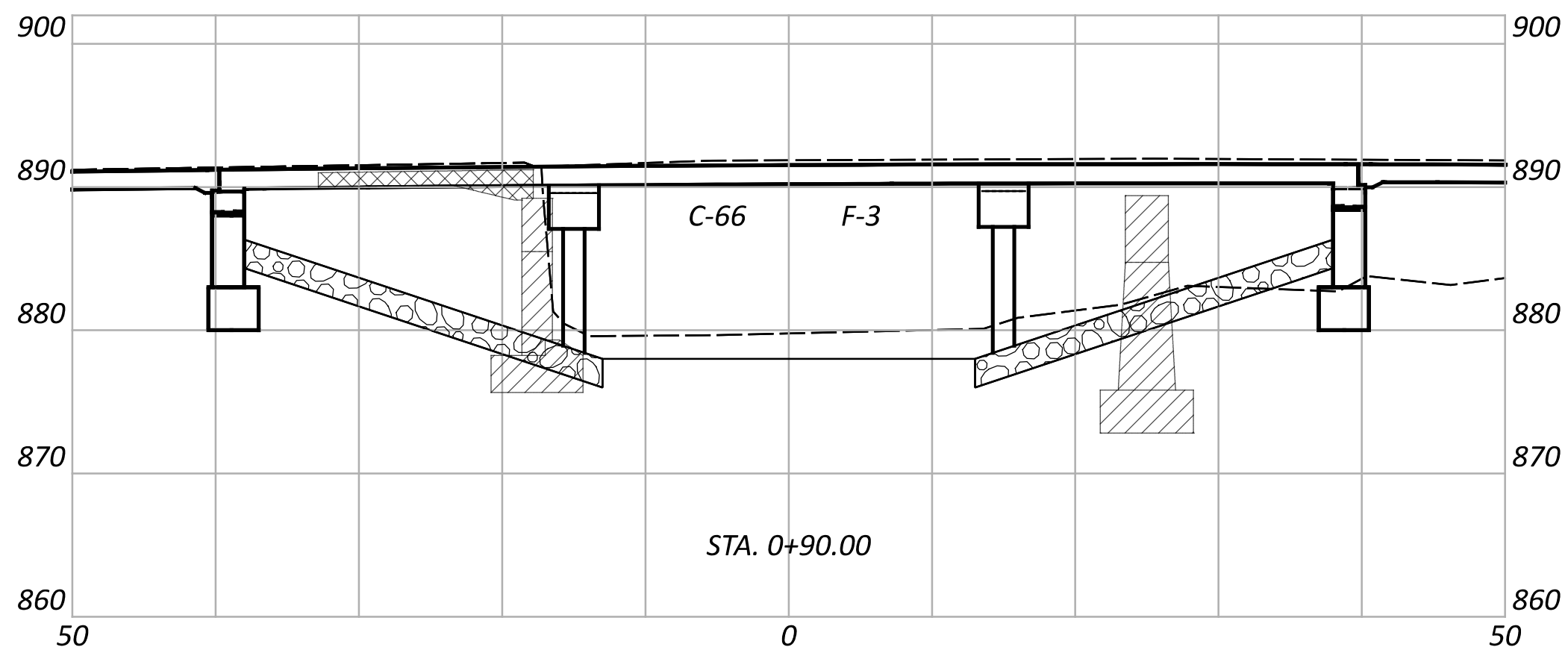
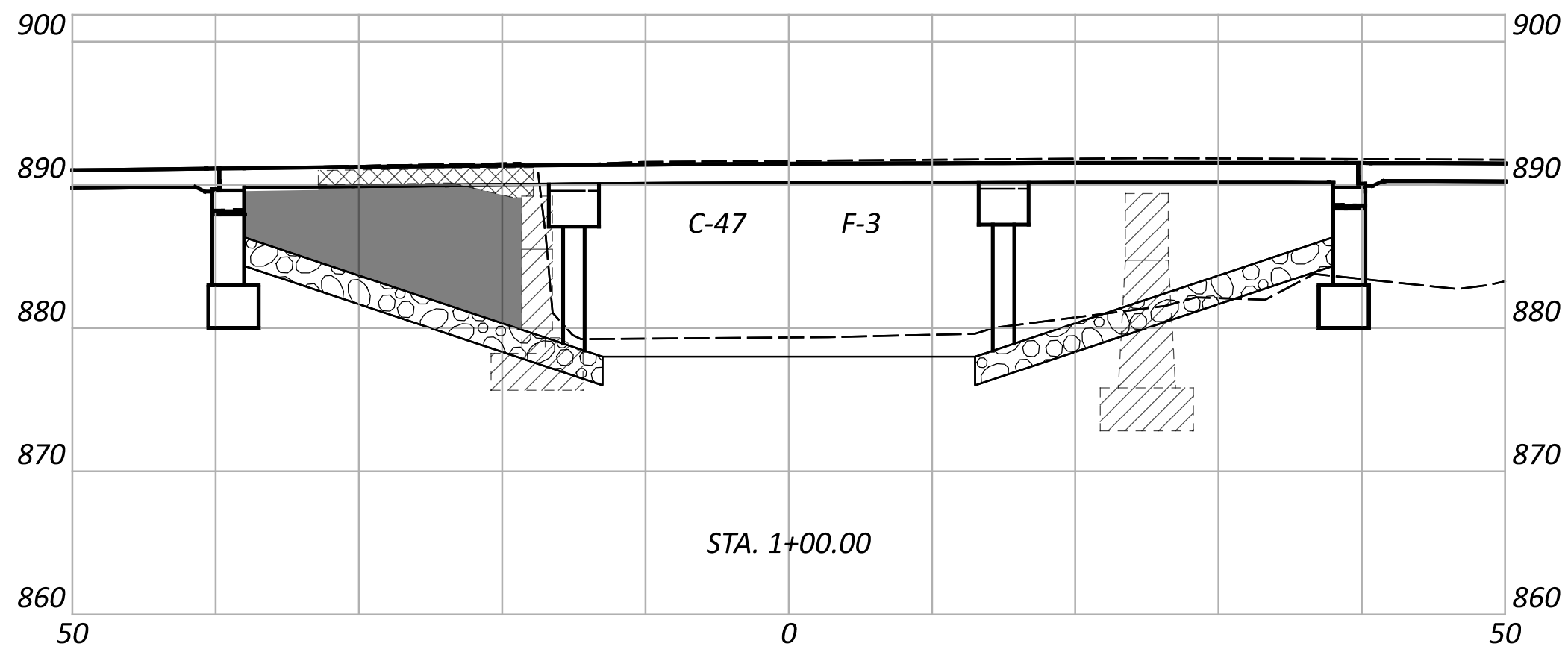
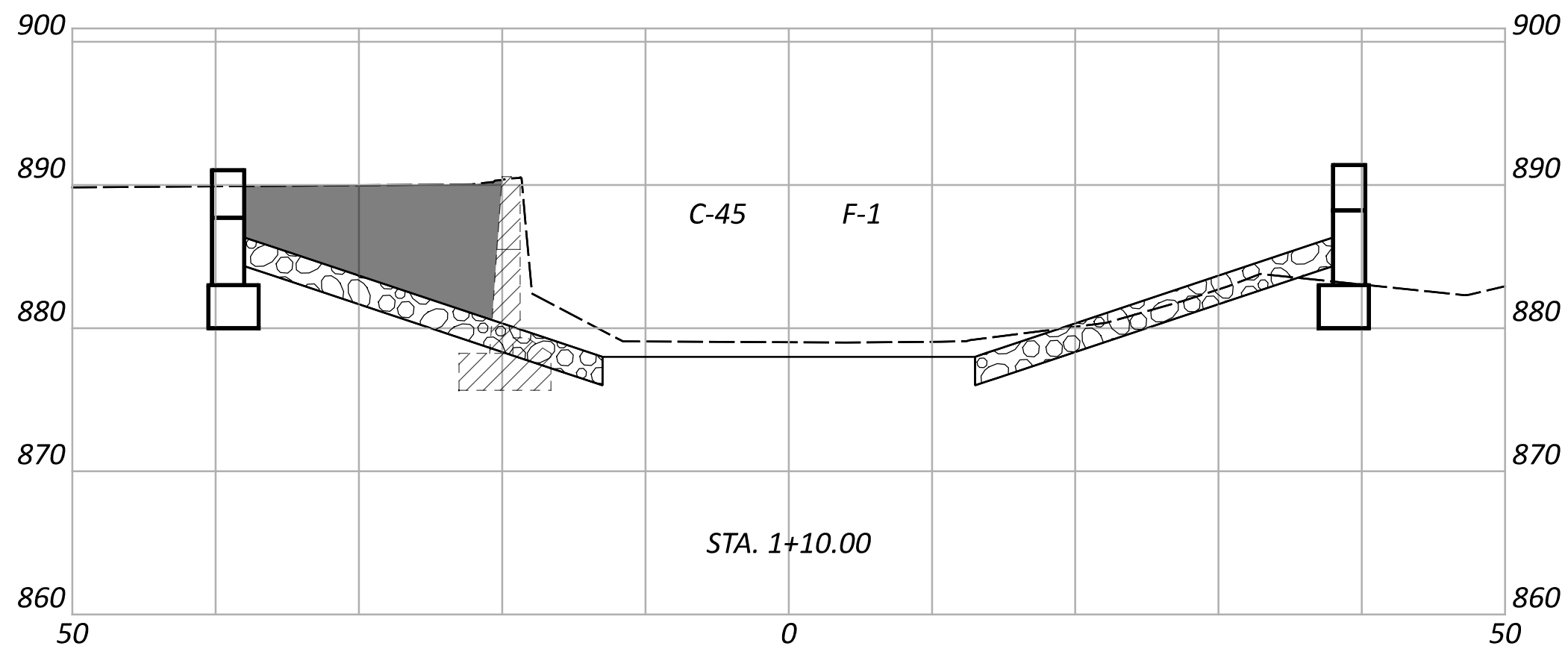
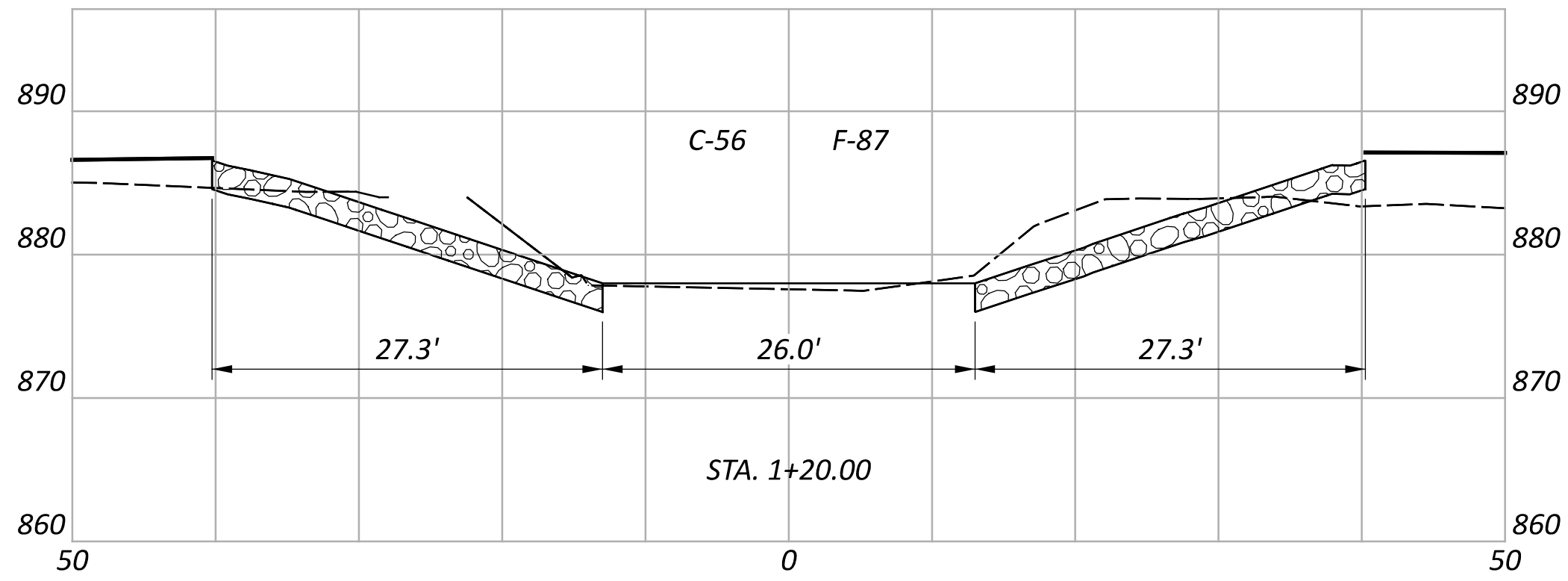
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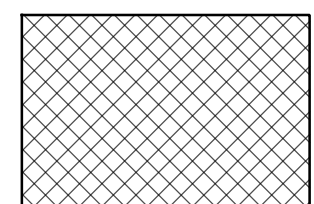
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TOTAL

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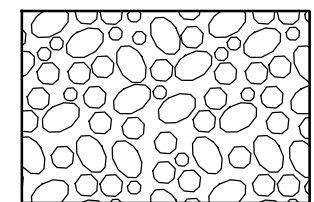
ITEM 202 - STRUCTURE REMOVED,
OVER 20 FOOT SPAN



ITEM 202 - APPROACH SLAB REMOVED



ITEM 503 - UNCLASSIFIED EXCAVATION,
AS PER PLAN (B)



ITEM 601 - ROCK CHANNEL
PROTECTION, TYPE C WITH
GEOTEXTILE FABRIC (2'-0" THICK)

CHANNEL CROSS SECTIONS - CLEAR CREEK
STA. 0+90.00 TO STA. 1+60.00

DESIGN AGENCY



DESIGNER

TDF

REVIEWER

TAG MM-DD-YY

PROJECT ID

115691

SHEET

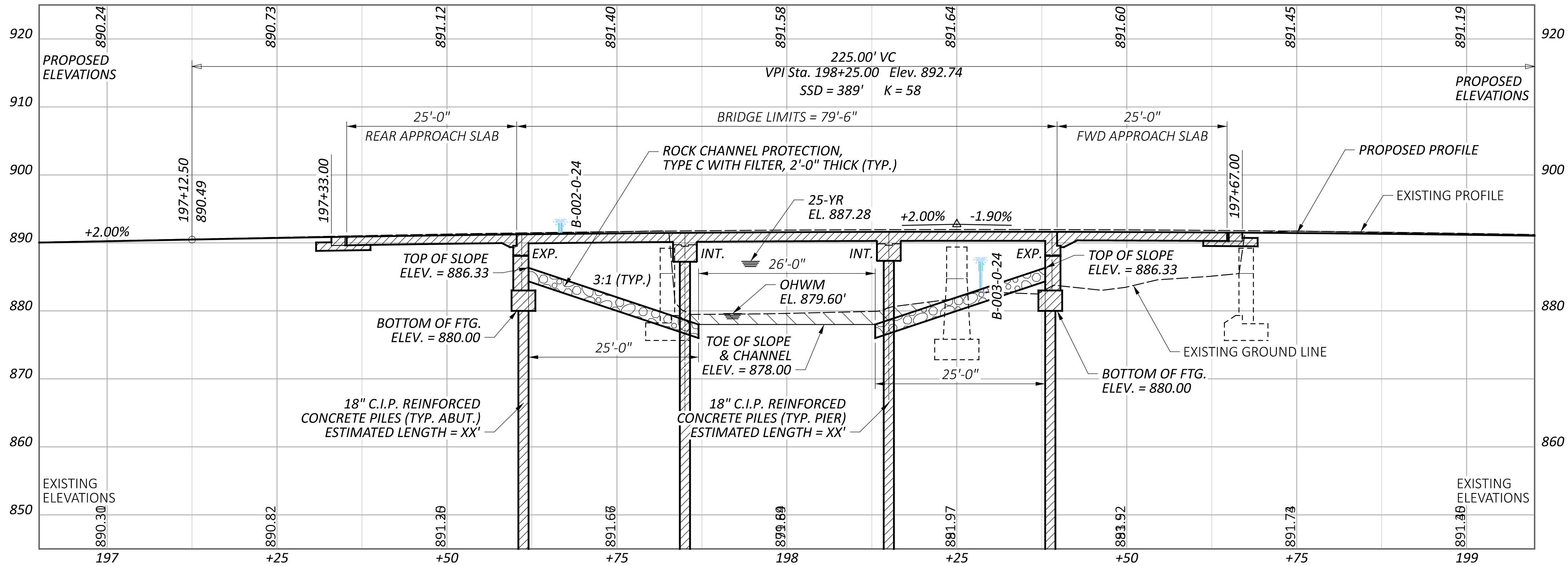
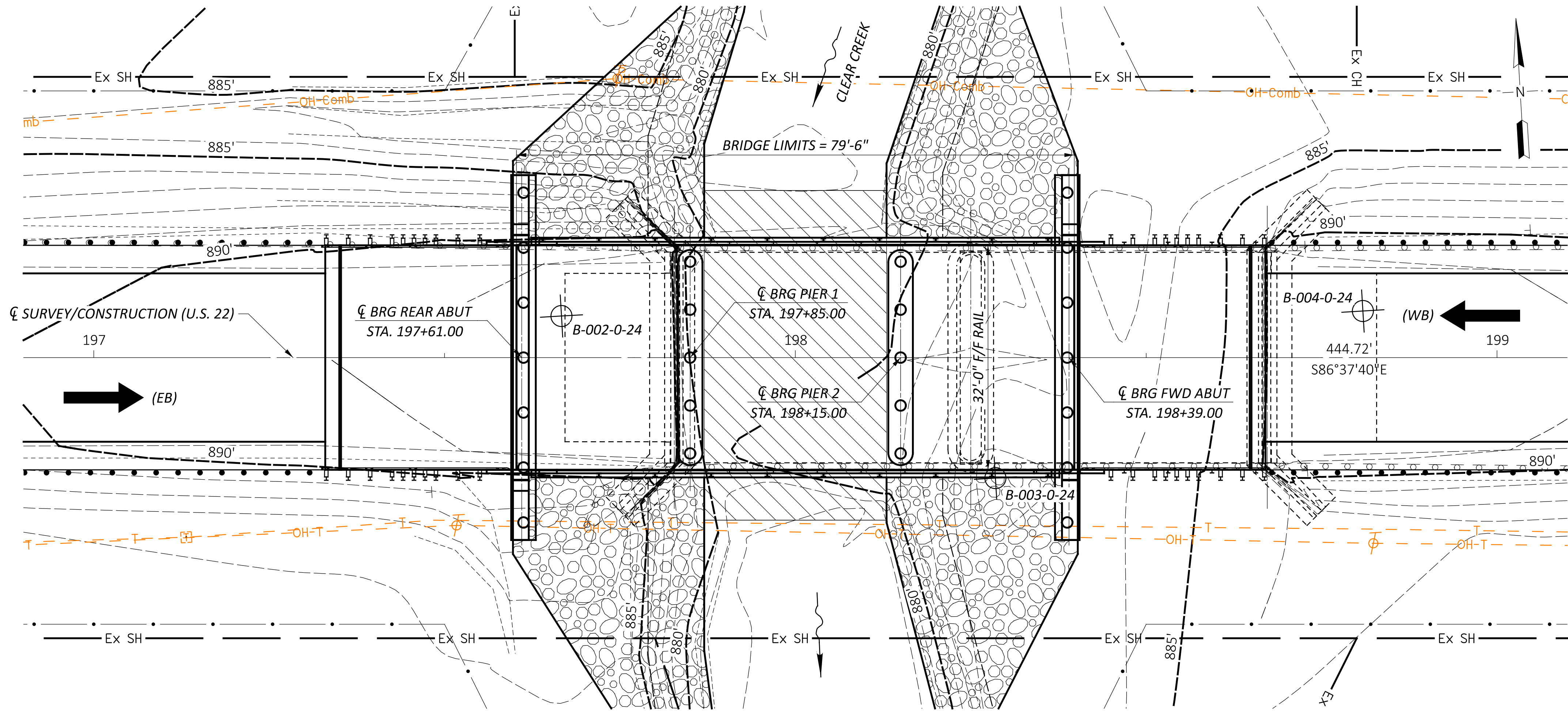
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TOTAL

0

CLEAR CREEK							
STARTING STA.		00+20.00	NOTES:				
INCREMENTS		10					
ENDING STA.		01+70.00					
SEEDING		STATION	END AREA		VOLUME		
END WIDTH	SQ. YDS.		CUT	FILL	CUT	FILL	
0		00+20.00	0	0			
	8				0	0	
14		00+30.00	0	0			
	24				1	5	
29		00+40.00	7	27			
	28				7	9	
21		00+50.00	31	20			
	24				24	6	
22		00+60.00	101	13			
	12				43	3	
10		00+66.97					
		00+70.00	133	1			
					9	0	
		00+71.69	147	0			
		BACK			0	0	
		00+71.69	90	0			
		AHEAD			28	0	
		00+80.00	90	1			
					29	1	
		00+90.00	66	3			
					21	1	
		01+00.00	47	3			
					17	1	
		01+10.00	45	1			
					7	0	
		01+14.25	38	1			
		BACK			0	0	
		01+14.25	117	1			
		AHEAD			18	9	
0		01+20.00	56	87			
	12				26	16	
21		01+30.00	85	1			
	24				25	1	
23		01+40.00	48	3			
	23				12	2	
18		01+50.00	16	9			
	7				3	2	
0		01+56.86					
		01+60.00	0	0			
					0	0	
		01+70.00	0	0			
TOTAL							
	162				270	56	



**BENCHMARK DATA**

BM #1 STA.	196+45.20	ELEV.	888.13	OFFSET	16.98,	LT
BM #2 STA.	207+16.61	ELEV.	896.17	OFFSET	30.46,	LT
BM #3 STA.	,	ELEV.	,	OFFSET	,	
BM #4 STA.	,	ELEV.	,	OFFSET	,	

FOR ADDITIONAL BENCHMARK INFORMATION. SEE ROADWAY PLAN SHEET

NOTES

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

DESIGN TRAFFIC:

2026 ADT =	4,800	2026 ADTT =	432
2046 ADT =	7,300	2046 ADTT =	657
DIRECTIONAL DISTRIBUTION = 51%			

LEGEND

-  - BORING LOCATION
-  - OBSERVED WATER PRESSURE HEAD AT BORING LOCATION
-  - CHANNEL EXCAVATION

HYDRAULIC DATA

DRAINAGE AREA =	21	SQ. MILES
Q (4% AEP) =	2900	CFS
Q (1% AEP) =	4140	CFS
V (4% AEP) =	6.68	FT/S
V (1% AEP) =	8.63	FT/S

THE PROPOSED STRUCTURE CLEARS THE 4% AEP STORM EVENT WATER SURFACE ELEVATION BY APPROXIMATELY 2.3 FEET.

EXISTING STRUCTURE (SFN 2300095)

TYPE: TWO-SPAN PRESTRESSED CONCRETE BOX BEAM WITH REINFORCED CONCRETE SUBSTRUCTURES

SPANS: (2) - 40' C/C BRGS

ROADWAY: 30'-0"± F/F RAIL

LOADING: HS-20-44 WITH INTERSTATE ALTERNATE LOADING

SKIEW: NONE

WEARING SURFACE: 6¾± AC OVERLAY

APPROACH SLABS: AS-1-72 (15' LONG)

ALIGNMENT: TANGENT

CROWN: NORMAL (0.016 FT./FT.)

STRUCTURE FILE NUMBER: 2300095

DATE BUILT: ORIGINAL 1932, REHABILITATED 1978

DISPOSITION: REPLACEMENT

PROPOSED STRUCTURE (SFN 2300096)

TYPE: THREE-SPAN CONTINUOUS REINFORCED CONCRETE SLAB WITH CAPPED PILE PIERS AND ABUTMENTS

SPANS: 24'-0", 30'-0", 24'-0" C/C BRGS.

ROADWAY: 32'-0" F/F RAIL

LOADING: HL-93

SKIEW: NONE

WEARING SURFACE: 1" MONOLITHIC

APPROACH SLABS: 25'-0" LONG (AS-1-15)

ALIGNMENT: TANGENT

CROWN: NORMAL (0.016 FT./FT.)

STRUCTURE FILE NUMBER: 2300096

DECK AREA: 2544 SF

COORDINATES: LATITUDE: 39.652504
LONGITUDINAL: -82.773161

SITE PLAN
BRIDGE NO. FAI-22-03.740
U.S. 22 OVER CLEAR CREEK

SFN
2300096
DESIGN AGENCY



DESIGNER
TDF
CHECKER
XXX

REVIEWER
TAG MM-DD-YY

PROJECT ID
115691

SUBSET
0
TOTAL
0

SHEET
P.0
TOTAL
0



GENERAL PLAN AND ELEVATION
BRIDGE NO. FAI-22-03.740
U.S. 22 OVER CLEAR CREEK

SFN		2300096	
DESIGN AGENCY			
			
DESIGNER		CHECKER	
TDF		XXX	
REVIEWER			
TAG MM-DD-Y			
PROJECT ID			
115691			
SUBSET		TOTAL	
0		0	
SHEET		TOTAL	
P.0		0	

STANDARD DRAWINGS AND SUPPLEMENTAL SPECIFICATIONS

REFER TO THE FOLLOWING			
STANDARD BRIDGE DRAWINGS:		SUPPL. SPECS.:	
AS-1-15	DATED/REVISED: 1/20/2023	800	DATED/REVISED: 7/19/2024
AS-2-15	DATED/REVISED: 7/21/2023	832	DATED/REVISED: 7/19/2024
CPA-1-08	DATED/REVISED: 1/19/2024		
CPP-1-08	DATED/REVISED: 7/21/2017		
CS-1-24	DATED/REVISED: 7/19/2024		
TST-2-21	DATED/REVISED: 7/19/2024		

REFERENCE

EXISTING BRIDGE PLANS MAY BE INSPECTED AND ARE PROVIDED WITH THIS PROJECT'S BIDDING DOCUMENTS.

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 SHALL BE CONSIDERED TENTATIVE AND APPROXIMATE. 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.

DESIGN SPECIFICATIONS

THIS STRUCTURE CONFORMS TO THE 9TH EDITION (2020) OF THE "LRFD BRIDGE DESIGN SPECIFICATIONS"ADOPTED BY THE AMERICAN ASSOCIATION OF THE STATE HIGHWAY AND TRANSPORTATION OFFICIALS, AND THE ODOT BRIDGE DESIGN MANUAL, 2023, EXCEPT AS NOTED ELSEWHERE IN THE PLANS.

DESIGN LOADING

HL-93 WITH FUTURE WEARING SURFACE (FWS) OF 60 LBS./SQ. FT.

DESIGN DATA

CONCRETE CLASS QC1 - COMPRESSIVE STRENGTH = 4.0 KSI (SUBSTRUCTURE)
CONCRETE CLASS QC2 - COMPRESSIVE STRENGTH = 4.5 KSI (SUPERSTRUCTURE)
REINFORCING STEEL - ASTM A615 OR A996, GRADE 60, MINIMUM YIELD STRENGTH = 60 KSI

DECK PROTECTION METHOD

GALVANIZED REINFORCING STEEL
2½" CONCRETE COVER
STEEL DRIP STRIP

MONOLITHIC WEARING SURFACE

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

INSPECTION FOR BATS

PRIOR TO THE START OF DEMOLITION ACTIVITIES THE CONTRACTOR SHALL INSPECT THE UNDERSIDE OF THE BRIDGES FOR THE PRESENCE OF BATS OR NESTING BIRDS. IF ANY BATS OR BIRD NESTS ARE OBSERVED, THE CONTRACTOR SHALL NOTIFY BRIAN TATMAN @ (740) 323-5191 (BRIAN.TATMAN@DOT.OHIO.GOV) OR NICOLE HAFER-LIPSTREU @ (740) 323-5103 (NICOLE.HAFERLIPSTREU@DOT.OHIO.GOV) IN THE DISTRICT 5 PLANNING DEPARTMENT PRIOR TO STARTING ANY DEMOLITION WORK.

REMOVALS OVER WATER

REASONABLE CARE SHALL BE USED WHEN REMOVING MATERIAL OVER WATER. ANY MATERIAL DROPPED SHALL BE IMMEDIATELY REMOVED FROM THE WATER AND DISPOSED OF AWAY FROM THE SITE EXCEPT FOR MASONARY MATERIAL WHICH MAY BE USED FOR BANK PROTECTION AS APPROVED BY THE ENGINEER.

ITEM 202 - STRUCTURE REMOVED, OVER 20 FOOT SPAN

THIS WORK CONSISTS OF THE REMOVAL OF THE ENTIRE EXISTING STRUCTURE AS INDICATED IN THE PLANS AND GENERAL NOTES. THIS INCLUDES ANY AND ALL ITEMS THAT ARE NOT SEPARATELY LISTED FOR PAYMENT, INCLUDING THE REMOVAL OF ALL EXISTING SUPERSTRUCTURE, EXPANSION JOINTS, SUBSTRUCTURES, AND ALL OTHER COMPONENTS OF THE EXISTING STRUCTURE.

THE PROVISION OF ITEM 202 APPLY EXCEPT AS SPECIFIED BY THE FOLLOWING NOTES AND AS SHOWN IN THE PLANS. SUBMIT CONSTRUCTION PLANS ACCORDING TO CMS 501.05.

PROTECTION OF TRAFFIC: THE CONTRACTOR SHALL SUBMIT PLANS FOR THE PROTECTION OF TRAFFIC (VEHICULAR, PEDESTRIAN, BOAT, ETC.) AS PER CMS 2019 501.05.B.2.

MEASUREMENT & PAYMENT: THE DEPARTMENT WILL MEASURE THE STRUCTURE REMOVAL ON A LUMP SUM BASIS. THE DEPARTMENT WILL PAY FOR THE ACCEPTED QUANTITIES OF REMOVALS AT THE CONTRACT PRICE BID ITEM 202, STRUCTURE REMOVED, OVER 20 FOOT SPAN.

ITEM 503 - UNCLASSIFIED EXCAVATION, AS PER PLAN (A)

THIS ITEM SHALL CONSIST OF REMOVING MATERIALS FROM BEHIND THE PROPOSED AND/OR EXISTING ABUTMENTS IN ORDER TO PERFORM ITEM 202, PORTION OF STRUCTURE REMOVED, AS PER PLAN AND ADDITIONAL WORK PROPOSED HEREIN. THE LIMITS OF THIS EXCAVATION SHALL BE LIMITED BETWEEN THE PROPOSED/EXISTING WINGWALLS AND EXTEND TO THE END OF THE PROPOSED APPROACH SLABS AS DETAILED.

THE BACKFILL MATERIAL FOR EXCAVATION BEHIND THE ABUTMENTS AND UNDER THE APPROACH SLABS SHALL BE LOW STRENGTH MORTAR BACKFILL (LSM). LSM, TYPE 1 SHALL CONFORM TO CMS SECTION 613 AND BE PLACED WITHIN THE LIMITS OF THE APPROACH SLABS. IT MAY BE USED TO CONSTRUCT THE SLOPES IN THIS SAME AREA AS LONG AS IT IS COVERED WITH ONE FOOT OF SOIL TO MATCH THE PROPOSED GRADE. THE AREA FOR THE POROUS BACKFILL WITH GEOTEXTILE FABRIC SHALL BE FORMED PRIOR TO THE PLACEMENT OF THE LSM, TYPE 1 AND IT SHALL BE PLACED AFTER THE LSM HAS CURED AND THE FORMS HAVE BEEN REMOVED.

PAYMENT TO PERFORM ALL THE WORK OUTLINED ABOVE SHALL BE INCLUDED IN THE LUMP SUM BID FOR ITEM 503, UNCLASSIFIED EXCAVATION, AS PER PLAN (A) AND SHALL INCLUDE ALL LABOR, EQUIPMENT, MATERIALS, AND INCIDENTALS NECESSARY TO COMPLETE THE WORK UNLESS SEPARATELY ITEMIZED IN THE PLANS.

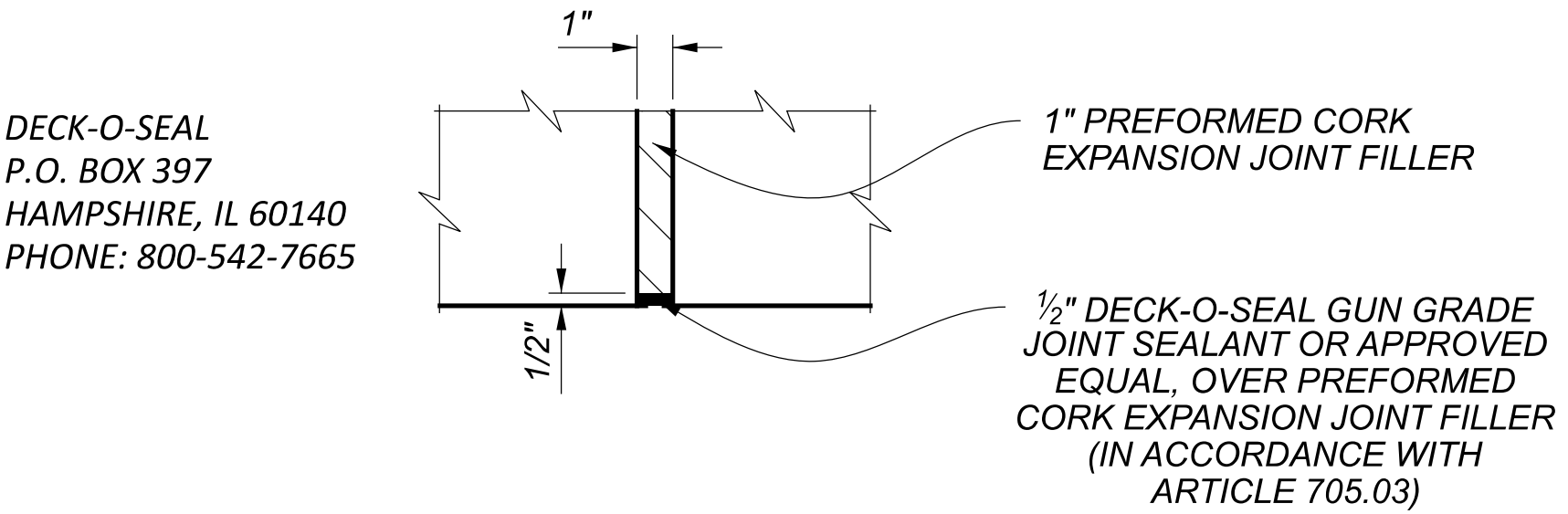
ITEM 503 - UNCLASSIFIED EXCAVATION, AS PER PLAN (B)

THIS ITEM SHALL CONSIST OF REMOVING MATERIALS FROM BEHIND THE EXISTING ABUTMENT IN ORDER TO PERFORM ITEM 202, PORTION OF STRUCTURE REMOVED, AS PER PLAN AND CONSTRUCT THE PROPOSED SPILL-THROUGH ABUTMENT AND CHANNEL SLOPES AS DETAILED IN THE PLANS. REFER TO THE CHANNEL CROSS SECTIONS FOR DETAILS. THIS ITEM PERTAINS TO THE PORTION OF THE EXCAVATION AREA BEYOND THE LIMITS OF ITEM 503 - UNCLASSIFIED EXCAVATION, AS PER PLAN (A) IN WHICH NO LSM BACKFILL MATERIAL IS TO BE INSTALLED.

PAYMENT TO PERFORM ALL THE WORK OUTLINED ABOVE SHALL BE INCLUDED IN THE LUMP SUM BID FOR ITEM 503, UNCLASSIFIED EXCAVATION, AS PER PLAN (B) AND SHALL INCLUDE ALL LABOR, EQUIPMENT, MATERIALS, AND INCIDENTALS NECESSARY TO COMPLETE THE WORK UNLESS SEPARATELY ITEMIZED IN THE PLANS.

ITEM 516 - 1" PREFORMED EXPANSION JOINT FILLER, AS PER PLAN

ALL 1" P.E.J.F., A.P.P. CALLED FOR IN THE PLANS SHALL BE PREFORMED CORK JOINT FILLER (IN ACCORDANCE WITH ARTICLE 705.03). RECESS JOINT FILLER ½" FOR ALL JOINTS (SEE DETAIL). SEAL ALL JOINTS WITH DECK-O-SEAL GUN GRADE JOINT SEALANT OR AN APPROVED EQUAL. THE COLOR SHALL BE STONE GRAY. APPROVED MANUFACTURER'S APPLICATION METHODS SHALL BE FOLLOWED DURING SURFACE PREPARATION AND APPLICATION FOR MAXIMUM EFFECTIVENESS.



PAYMENT FOR THE ABOVE WORK SHALL BE MADE AT THE UNIT PRICE BID FOR ITEM 516 - 1" P.E.J.F., A.P.P. SQ. FT., AND SHALL INCLUDE ALL LABOR, EQUIPMENT, AND INCIDENTALS REQUIRED TO COMPLETE THE WORK DESCRIBED.

ITEM 516 - 2" DEEP JOINT SEALER, AS PER PLAN

THE CONTRACTOR SHALL PLACE A 1" WIDE x 2" DEEP BEAD OF JOINT SEALER (AS PER 705.04) AT THE LOCATIONS SHOWN IN THE PLANS. THE CONTRACTOR SHALL SAW CUT A CHANNEL FOR THE JOINT SEALER. THE COST FOR SAW CUTTING THE CHANNEL FOR THE JOINT SEALER SHALL BE INCLUDED FOR PAYMENT WITH ITEM 516, 2" JOINT SEALER, AS PER PLAN.

ITEM 516 - ELASTOMERIC BEARING PAD, MISC: 8" x 1.5"

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 LONGTERM COMPRESSION PROOF LOAD TEST (AASHTO STANDARD SPECIFICATION FOR HIGHWAY BRIDGES, DIVISION II, SECTION 18.7.2.6) IS NOT REQUIRED. SUPPLIED BEARING PADS DO NOT HAVE TO BE ONE CONTINUOUS PIECE.

FILL UNDER APPROACH SLABS

ITEM 304 - AGGREGATE BASE SHALL BE USED TO BRING THE SUBBASE TO GRADE FOR THE NEW APPROACH SLABS AS DETAILED ON THE APPROACH SLAB DETAIL SHEETS AND SHALL EXTEND 1'-6" ON BOTH SIDES OF EACH APPROACH SLAB.

ITEM 526 - REINFORCED CONCRETE APPROACH SLABS (T=15"), AS PER PLAN

FURNISH APPROACH SLABS CONFORMING TO CMS 526. THE ACCEPTED QUANTITIES SHALL INCLUDE: CONCRETE, REINFORCING STEEL, JOINT FILLERS, JOINT SEALERS, WATERPROOFING, AND ANY OTHER INCIDENTALS SHOWN ON THE APPROACH SLAB DETAIL SHEETS UNLESS OTHERWISE NOTED IN THE PLAN. THE DEPARTMENT WILL MEASURE APPROACH SLABS BY THE NUMBER OF SQUARE YARDS.

SURFACE SMOOTHNESS FOR BRIDGES AND APPROACHES

AT THE COMPLETION OF WORK FOR ALL PHASES OF CONSTRUCTION AND PRIOR TO OPENING THE BRIDGE TO TRAFFIC, THE CONTRACTOR SHALL PERFORM THE FOLLOWING AS PER PROPOSAL NOTE 555:

- CLEAN, SWEEP, AND PREPARE THE FINAL DECK AND FINAL ROADWAY SURFACE
- MEASURE, GRIND, AND RE-MEASURE THE BRIDGE AND/OR ROADWAY AS NECESSARY.
- GROOVE THE BRIDGE DECK.

SFN 2300096	
DESIGN AGENCY	
DESIGNER TDF	CHECKER XXX
REVIEWER TAG MM-DD-YY	
PROJECT ID 115691	
SUBSET 0	TOTAL 0
SHEET P.0	TOTAL 0

SHEET NUM.													PART.	ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
					GEN.		ABUT.		PIERS		SUPER.		01/STR/10						
																		STRUCTURE OVER 20 FOOT SPAN (FAI-22-03.74, SFN 2300096)	
					LS								LS	202	11002	LS		STRUCTURE REMOVED, OVER 20 FOOT SPAN	
					80								80	202	22900	80	SY	APPROACH SLAB REMOVED	
											171		171	202	38500	171	FT	BRIDGE RAILING REMOVED	
					LS								LS	503	11100	LS		COFFERDAMS AND EXCAVATION BRACING	
					LS								LS	503	21301	LS		UNCLASSIFIED EXCAVATION, AS PER PLAN (A)	
					LS								LS	503	21301	LS		UNCLASSIFIED EXCAVATION, AS PER PLAN (B)	
					LS								LS	505	11100	LS		PILE DRIVING EQUIPMENT MOBILIZATION	
					LS								LS	506	11101	LS		STATIC LOAD TEST, AS PER PLAN	
							980		750				1,730	507	00800	1,730	FT	18" CAST-IN-PLACE REINFORCED CONCRETE PILES, DRIVEN	
							1,050		800				1,850	507	00850	1,850	FT	18" CAST-IN-PLACE REINFORCED CONCRETE PILES, FURNISHED	
														509	26000		LB	GALVANIZED STEEL REINFORCEMENT	
									21		145		166	511	33312	166	CY	CLASS QC2 CONCRETE WITH QC/QA, SUPERSTRUCTURE	
							49						49	511	44110	49	CY	CLASS QC1 CONCRETE, ABUTMENT NOT INCLUDING FOOTING	
							40						40	511	46510	40	CY	CLASS QC1 CONCRETE, FOOTING	
					17									512	10050		SY	SEALING OF CONCRETE SURFACES (NON-EPOXY)	
													17	512	33300	17	SY	TYPE A WATERPROOFING	
							131						131	516	13601	131	SF	1" PREFORMED EXPANSION JOINT FILLER, AS PER PLAN	
							82						82	516	14014	82	FT	INTEGRAL ABUTMENT EXPANSION JOINT SEAL	
					64								64	516	14600	64	FT	STRUCTURAL JOINT OR JOINT SEALER, MISC.: EMSEAL WITH SLEEPER SLAB	
					64								64	516	31011	64	FT	2" DEEP JOINT SEALER, AS PER PLAN	
							70						70	516	42600	70	FT	ELASTOMERIC BEARING PAD, MISC.: 8" x 1.5"	
											176		176	517	70100	176	FT	RAILING (THREE STEEL TUBE BRIDGE RAILING)	
							46						46	518	21200	46	CY	POROUS BACKFILL WITH GEOTEXTILE FABRIC	
											152		152	SPECIAL	51822300	152	FT	STEEL DRIP STRIP	
							104						104	518	40000	104	FT	6" PERFORATED CORRUGATED PLASTIC PIPE	
							112						112	518	40010	112	FT	6" NON-PERFORATED CORRUGATED PLASTIC PIPE, INCLUDING SPECIALS	
														523	20001		EACH	DYNAMIC LOAD TESTING, AS PER PLAN	
														523	20501		EACH	RESTRIKE, AS PER PLAN	
					178								178	526	25001	178	SY	REINFORCED CONCRETE APPROACH SLABS (T=15"), AS PER PLAN	

BRIDGE SUMMARY
BRIDGE NO. FAI-22-03.740
U.S. 22 OVER CLEAR CREEK

SFN
2300096

DESIGN AGENCY



DESIGNER
TDF

CHECKER
XXX

REVIEWER

TAG MM-DD-YY

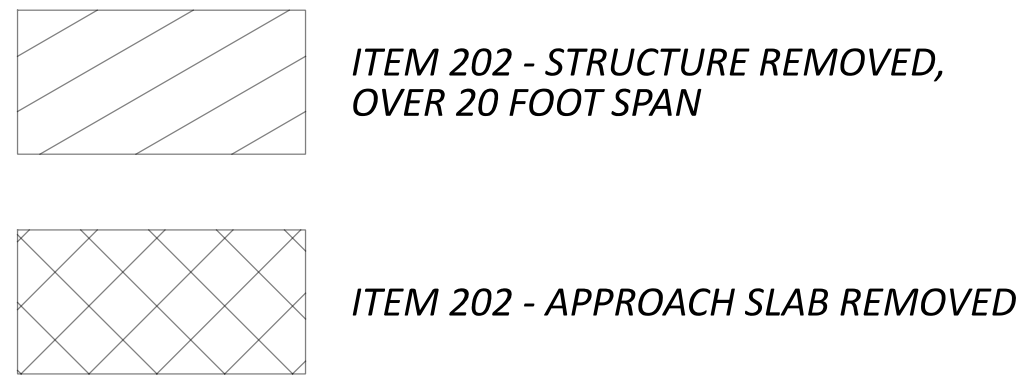
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115691

SUBSET
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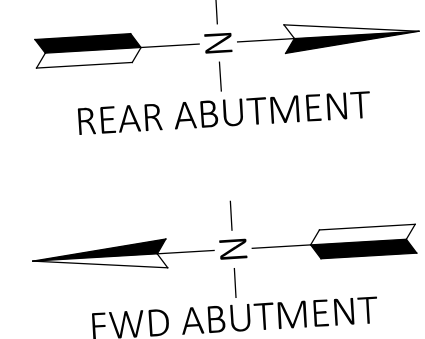
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SHEET
P.0

TOTAL
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PLAN

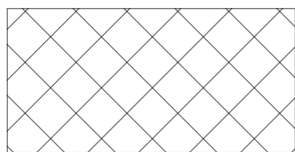
ELEVATION

EXISTING ABUTMENT REMOVAL
BRIDGE NO. FAI-22-03.740
U.S. 22 OVER CLEAR CREEK

SFN		2300095	
DESIGN AGENCY			
			
DESIGNER		CHECKER	
TDF		XXX	
REVIEWER			
TAG MM-DD-Y'			
PROJECT ID			
115691			
SUBSET		TOTAL	
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SHEET		TOTAL	
P.0			



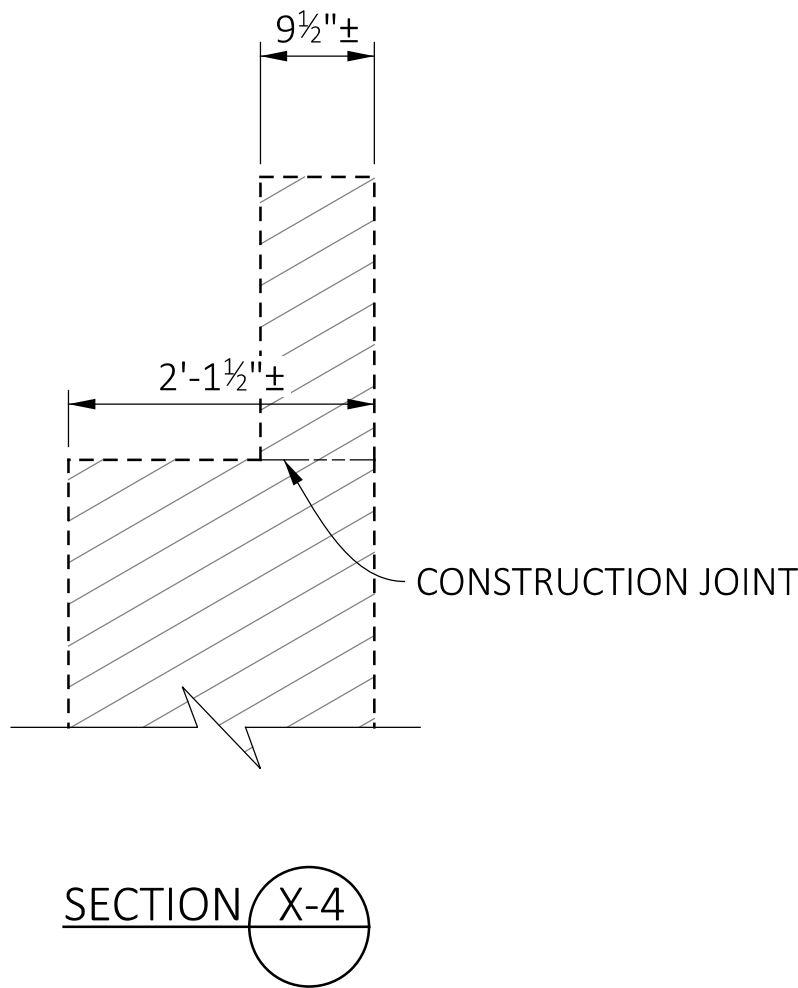
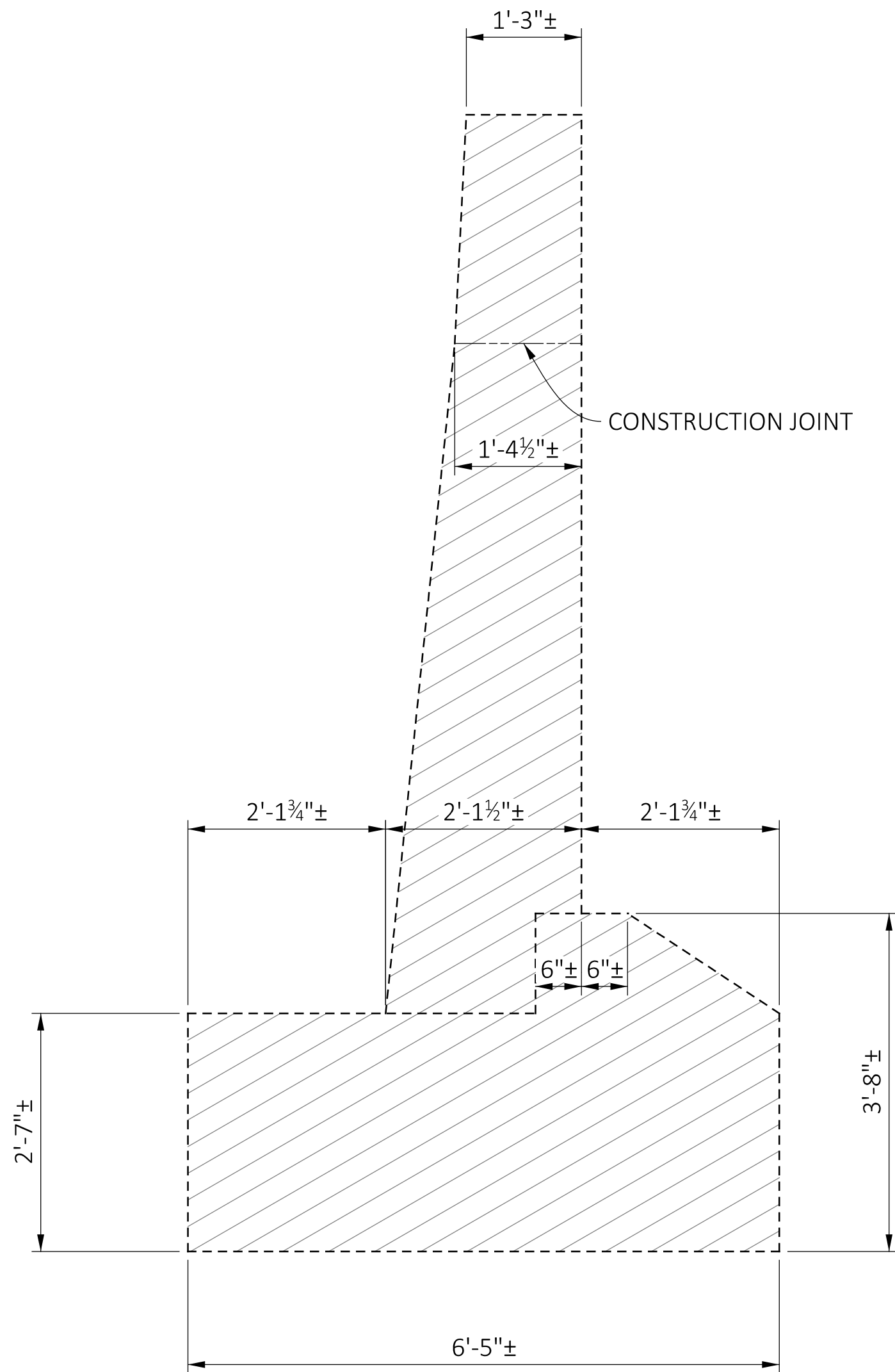
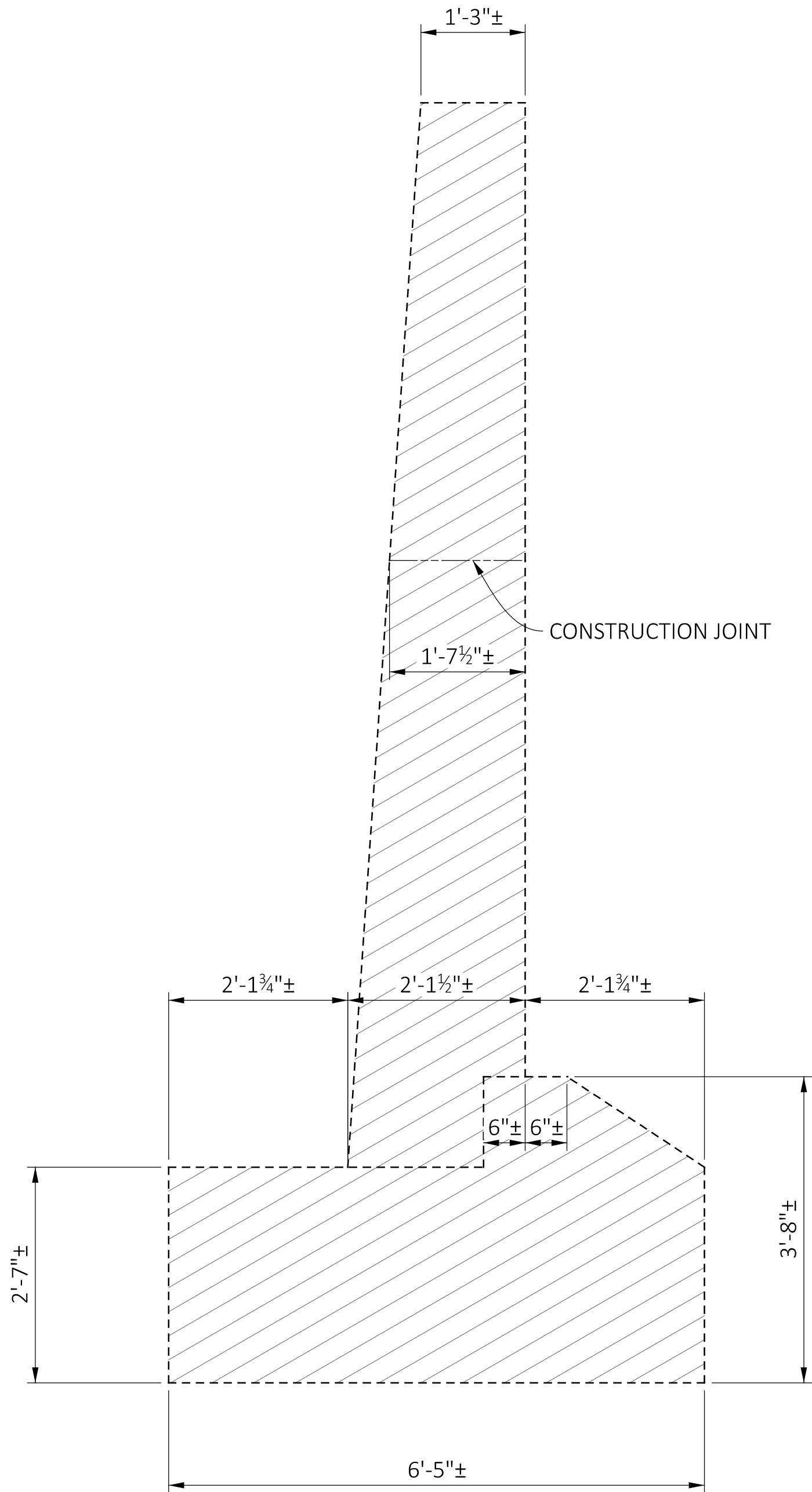
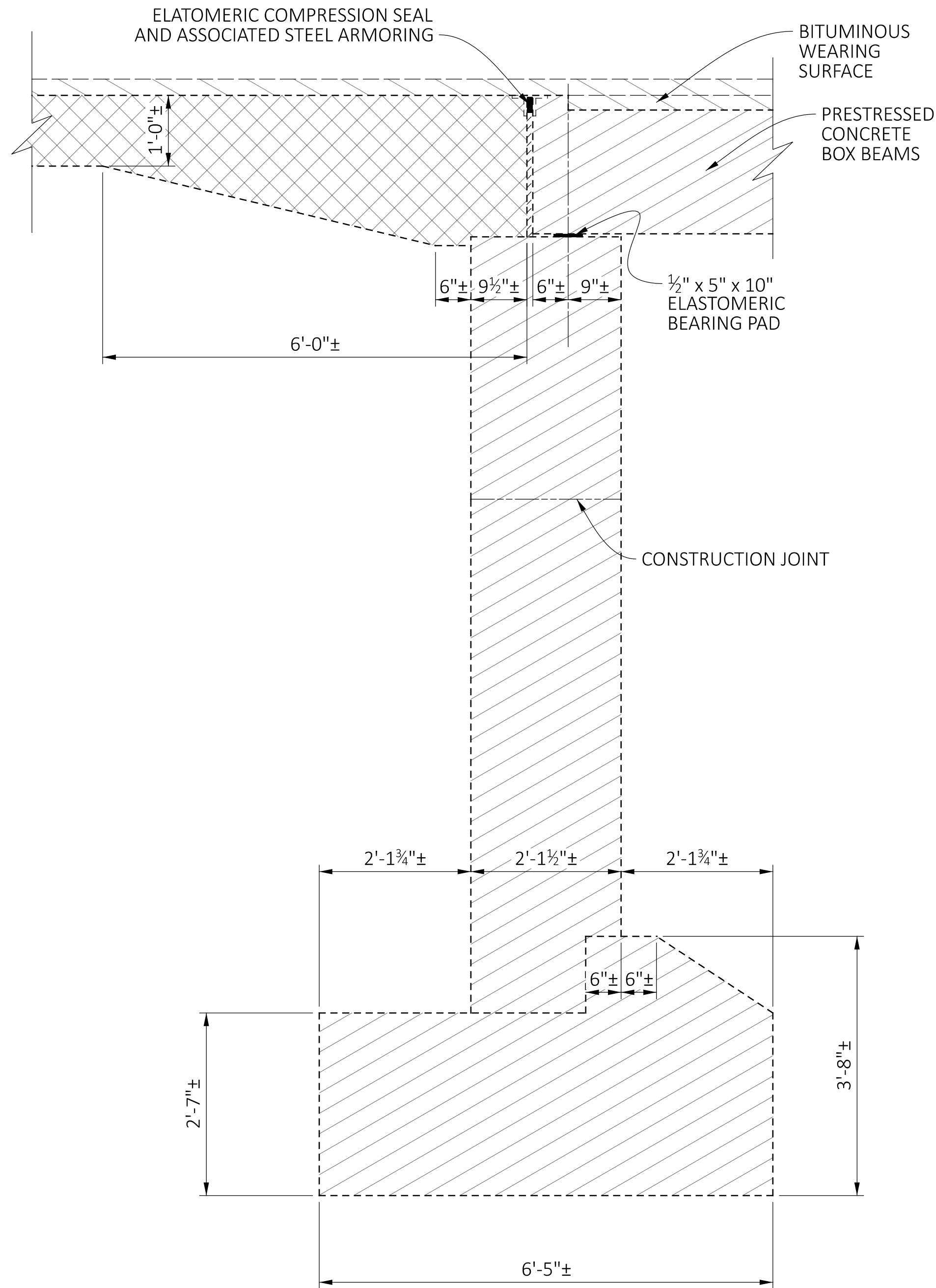
ITEM 202 - STRUCTURE REMOVED,
OVER 20 FOOT SPAN



ITEM 202 - APPROACH SLAB REMOVED

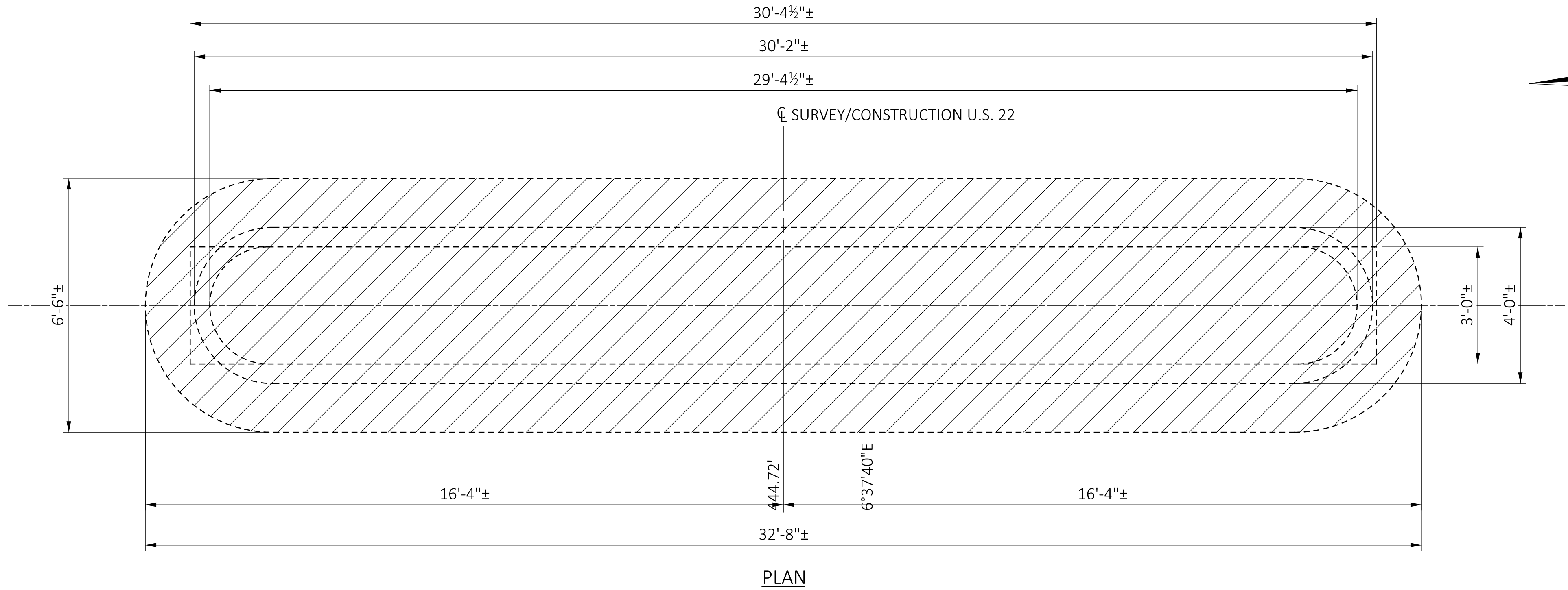


ITEM 202 - WEARING COURSE REMOVED

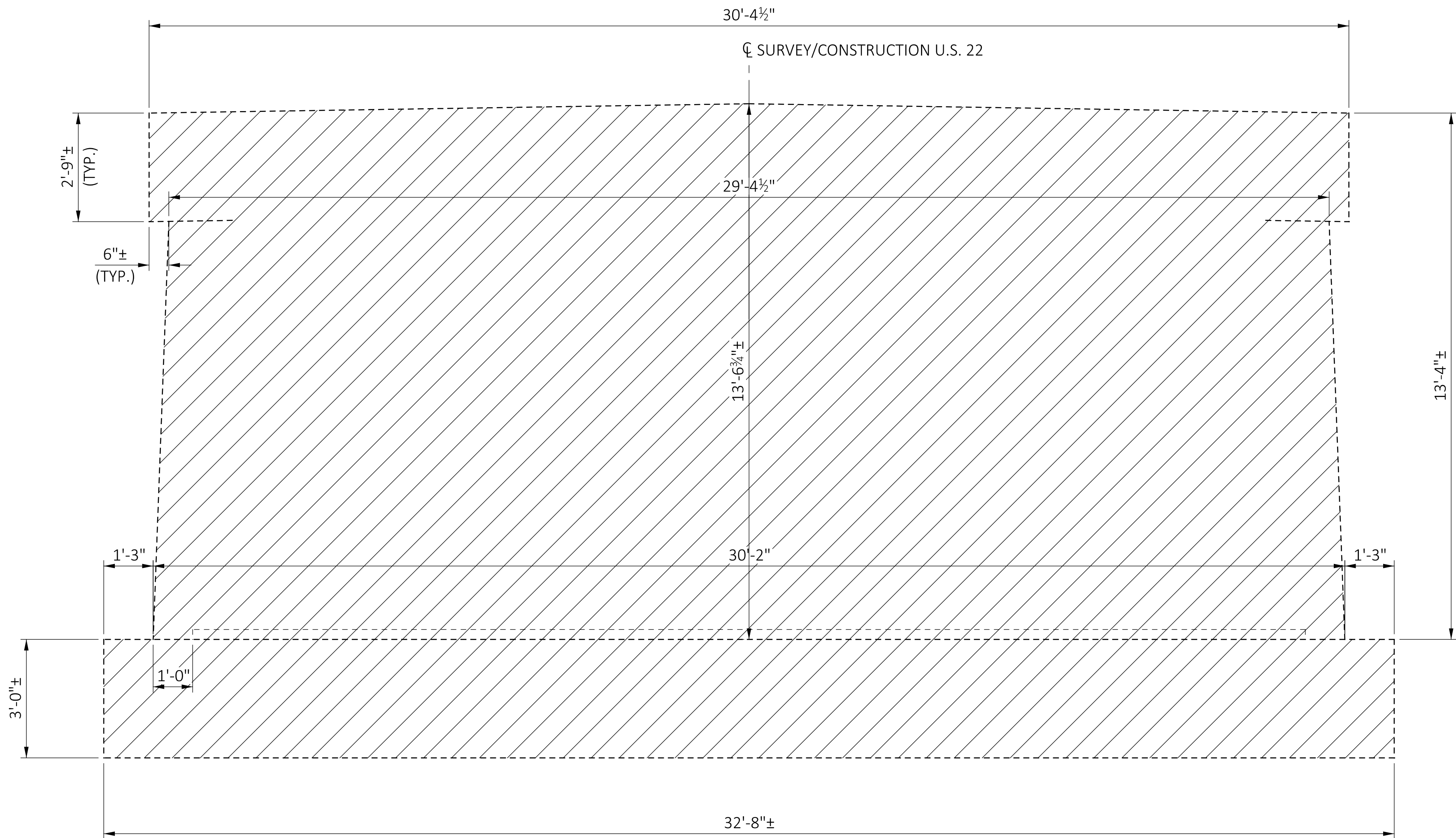


EXISTING ABUTMENT REMOVAL
BRIDGE NO. FAI-22-03.740
U.S. 22 OVER CLEAR CREEK

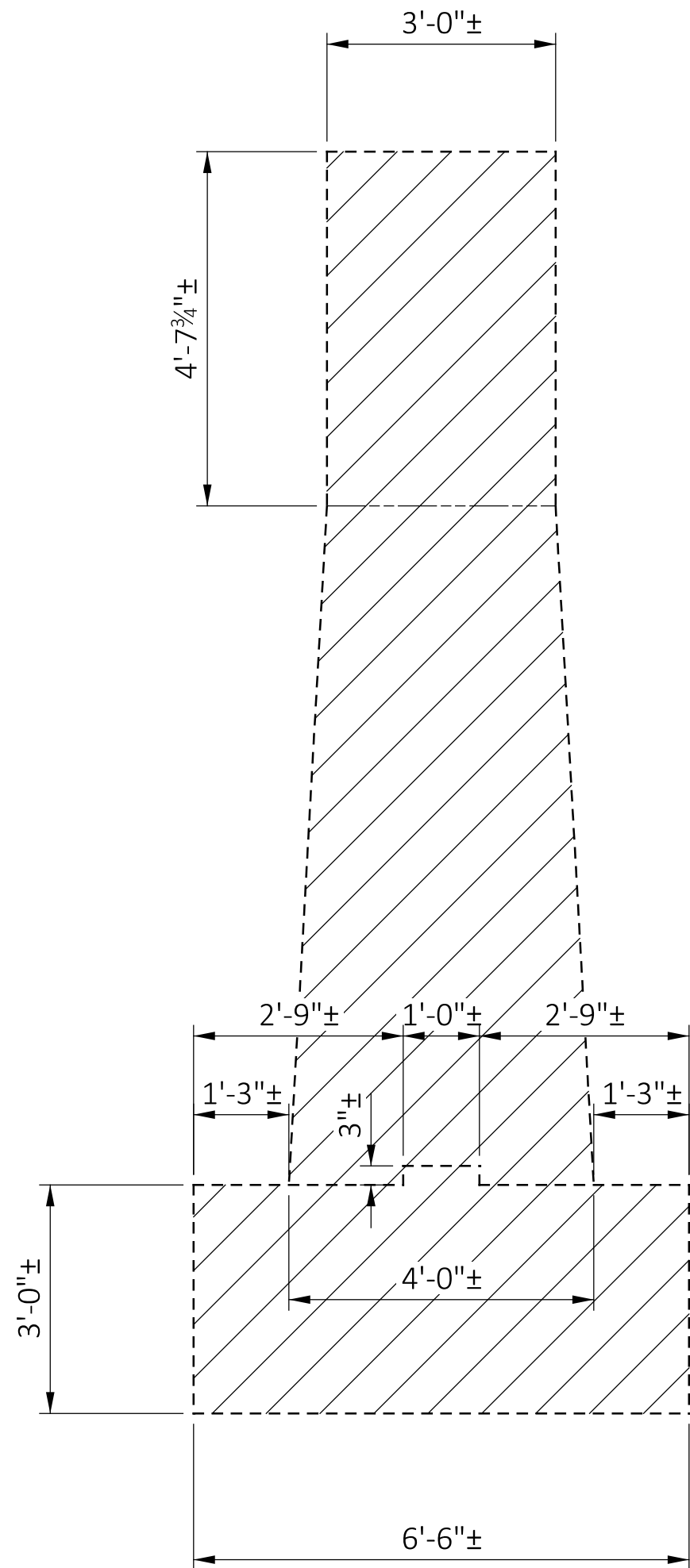
SFN	
2300095	
DESIGN AGENCY	
DESIGNER	CHECKER
TDF	XXX
REVIEWER	
TAG MM-DD-YY	
PROJECT ID	
115691	
SUBSET	TOTAL
0	0
SHEET	TOTAL
P.0	0



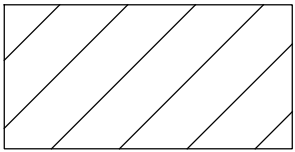
PLAN



EXISTING



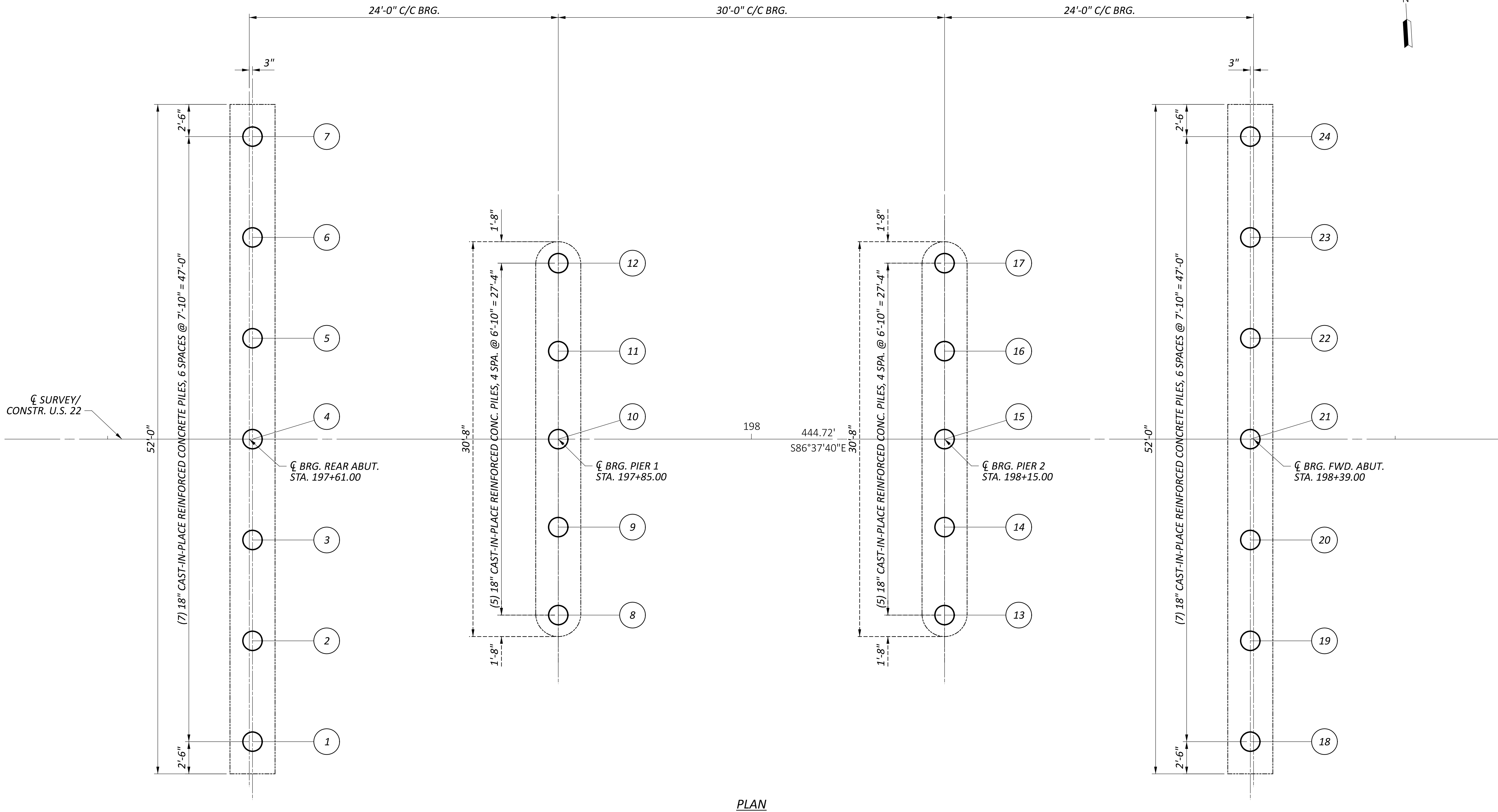
SECTION X-5
XX



ITEM 202 - STRUCTURE REMOVED,
OVER 20 FOOT SPAN

PIER REMOVAL DETAILS
BRIDGE NO. FAI-22-03.740
U.S. 22 OVER CLEAR CREEK

SFN	
2300095	
DESIGN AGENCY	
DESIGNER	CHECKER
TDF	XXX
REVIEWER	
TAG MM-DD-Y	
PROJECT ID	
115691	
SUBSET	TOTAL
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SHEET	TOTAL
P.0	53

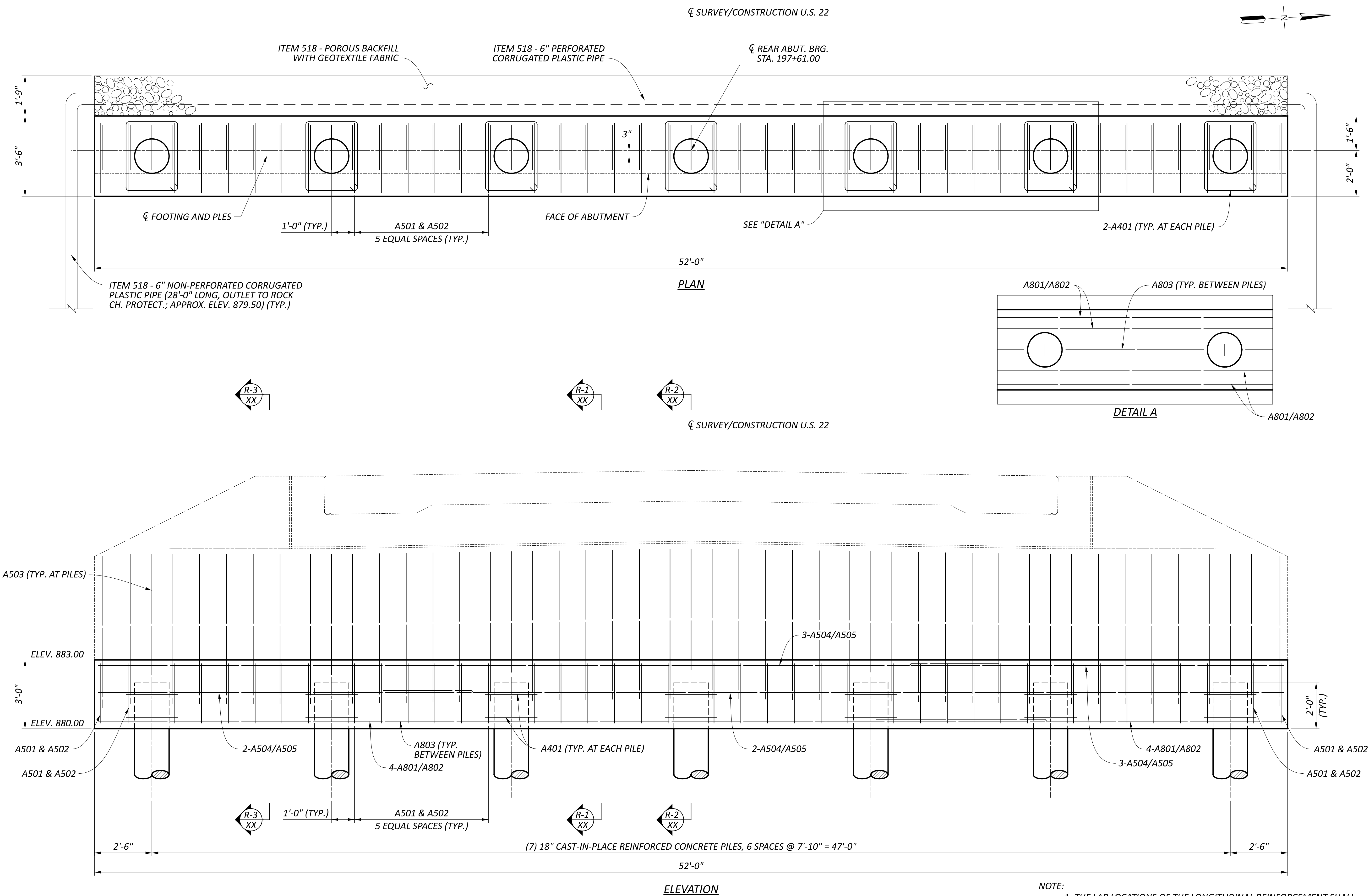


NOTES:

1. ALL ABUTMENT PILES ARE DRIVEN 18" DIAMETER CAST-IN-PLACE CONCRETE PILES WITH AN ULTIMATE BEARING VALUE OF XXX KIPS.
2. ALL PIER PILES ARE DRIVEN 18" DIAMETER CAST-IN-PLACE REINFORCED CONCRETE PILES WITH AN ULTIMATE BEARING VALUE OF XXX KIPS.

SFN 2300096	
DESIGN AGENCY	
DESIGNER TDF	CHECKER XXX
REVIEWER TAG MM-DD-YY	
PROJECT ID 115691	
SUBSET 0	TOTAL 0
SHEET P.0	TOTAL 0

PILE LAYOUT PLAN
BRIDGE NO. FAI-22-03.740
U.S. 22 OVER CLEAR CREEK



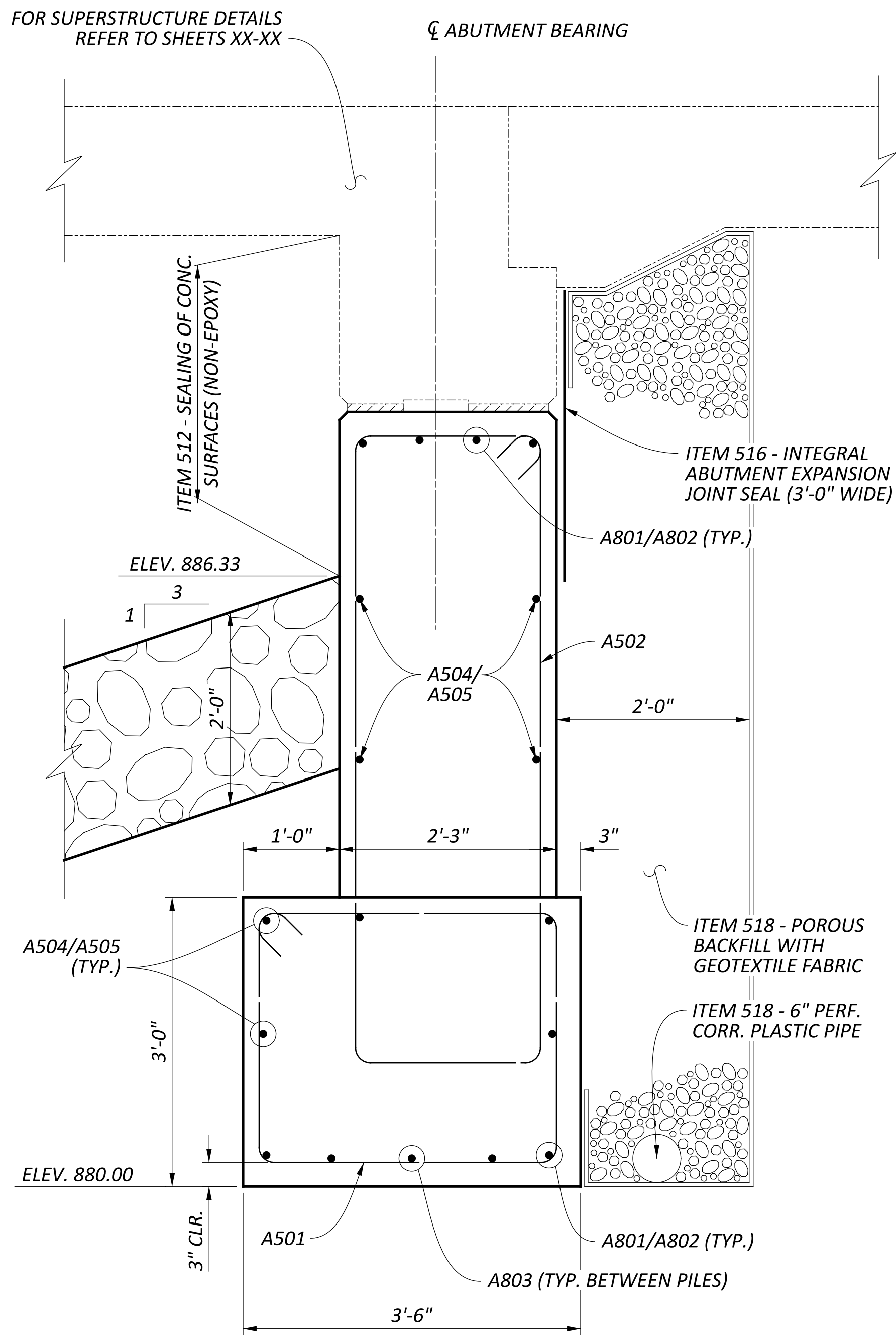
PROPOSED REAR ABUTMENT FOOTING DETAILS
BRIDGE NO. FAI-22-03.740
U.S. 22 OVER CLEAR CREEK

SFN 2300096	
DESIGN AGENCY	
DESIGNER TDF	CHECKER XXX
REVIEWER	
TAG MM-DD-Y	
PROJECT ID 115691	
SUBSET 0	TOTAL 0
SHEET P.0	TOTAL 0

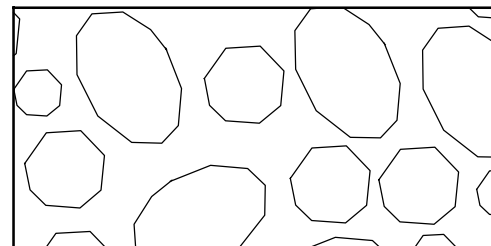
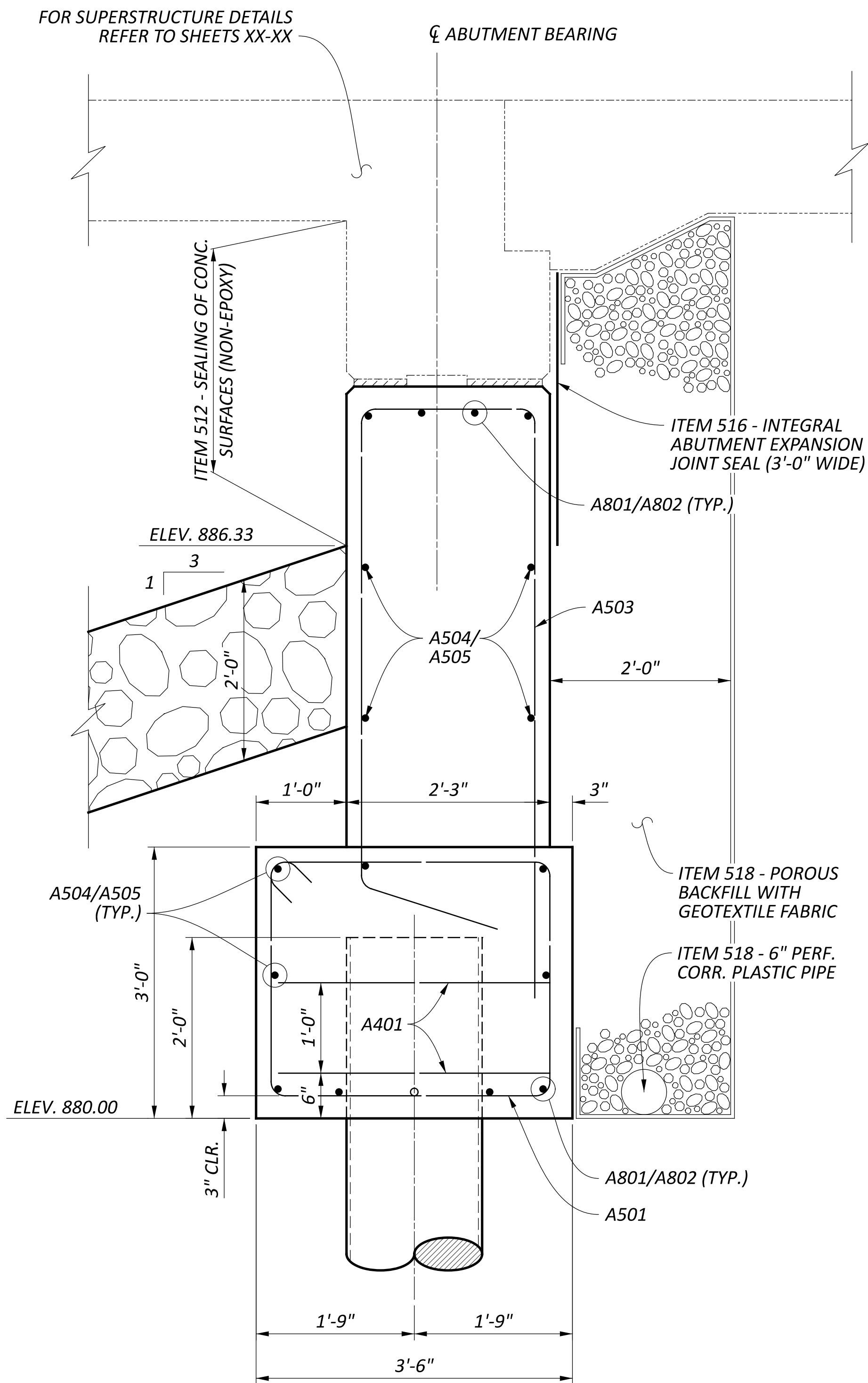


PROPOSED REAR ABUTMENT DETAILS
BRIDGE NO. FAI-22-03.740
U.S. 22 OVER CLEAR CREEK

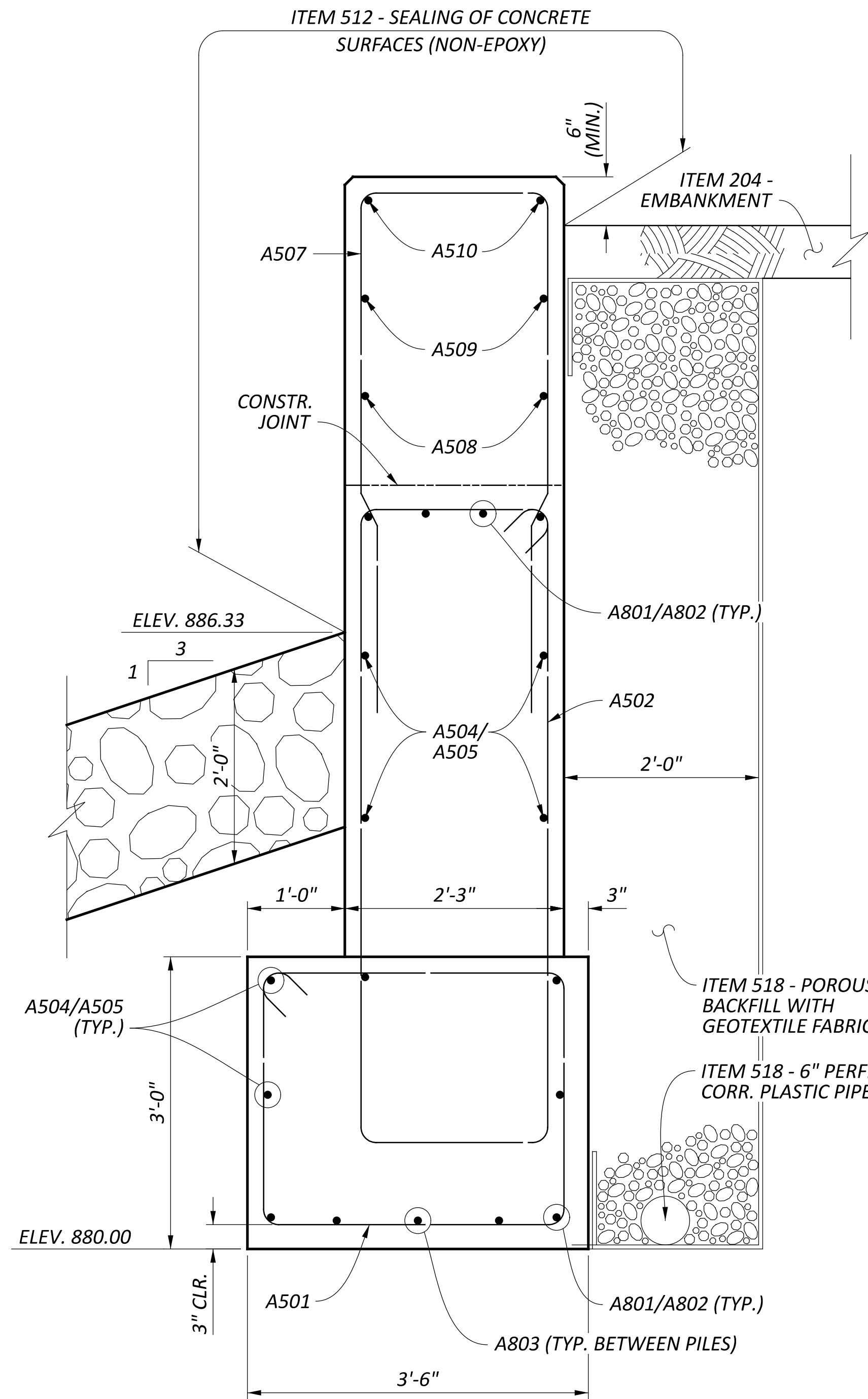
SFN		2300096	
DESIGN AGENCY			
			
DESIGNER	TDF	CHECKER	XXX
REVIEWER			
TAG		MM-DD-Y	
PROJECT ID		115691	
SUBSET	0	TOTAL	0
SHEET	P.0	TOTAL	0



SECTION R-1

ITEM 601 - ROCK CHANNEL
PROTECTION, TYPE C WITH FILTER

SECTION R-2



SECTION R-3

PROPOSED REAR ABUTMENT SECTIONS
BRIDGE NO. FAI-22-03.740
U.S. 22 OVER CLEAR CREEK

SFN
2300096

DESIGN AGENCY

DESIGNER
TDFCHECKER
XXX

REVIEWER

TAG MM-DD-YY

PROJECT ID

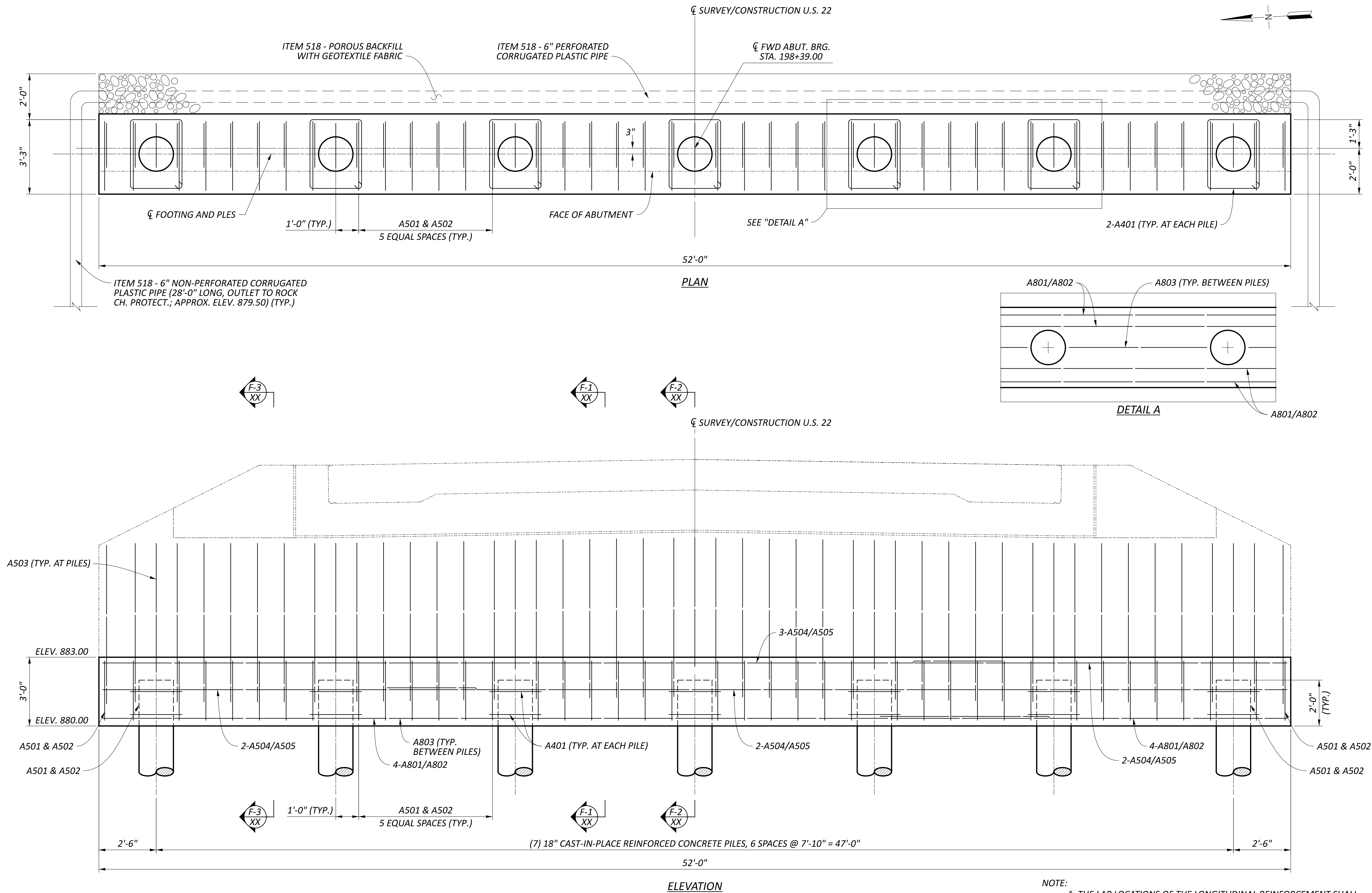
115691

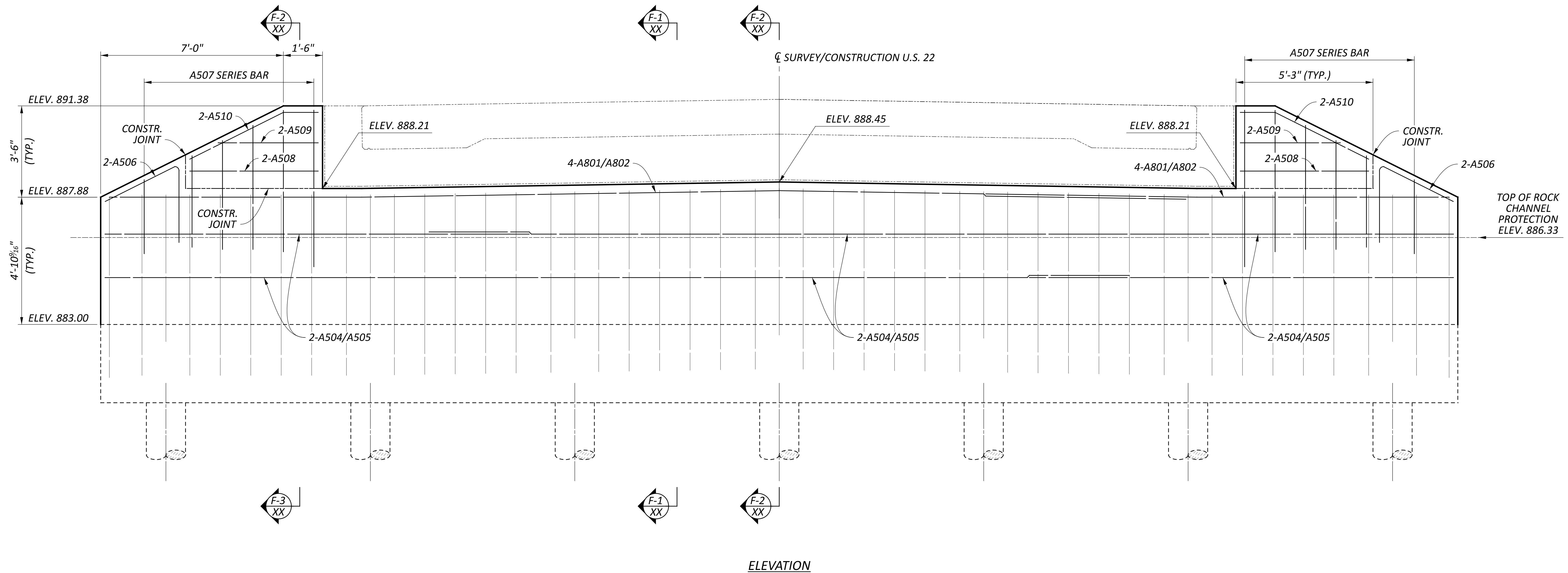
SUBSET TOTAL

0 0

SHEET TOTAL

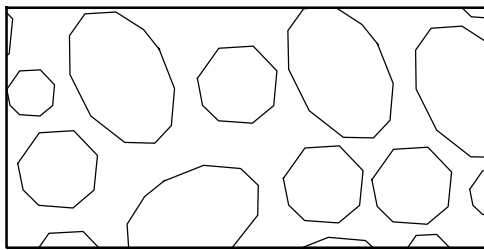
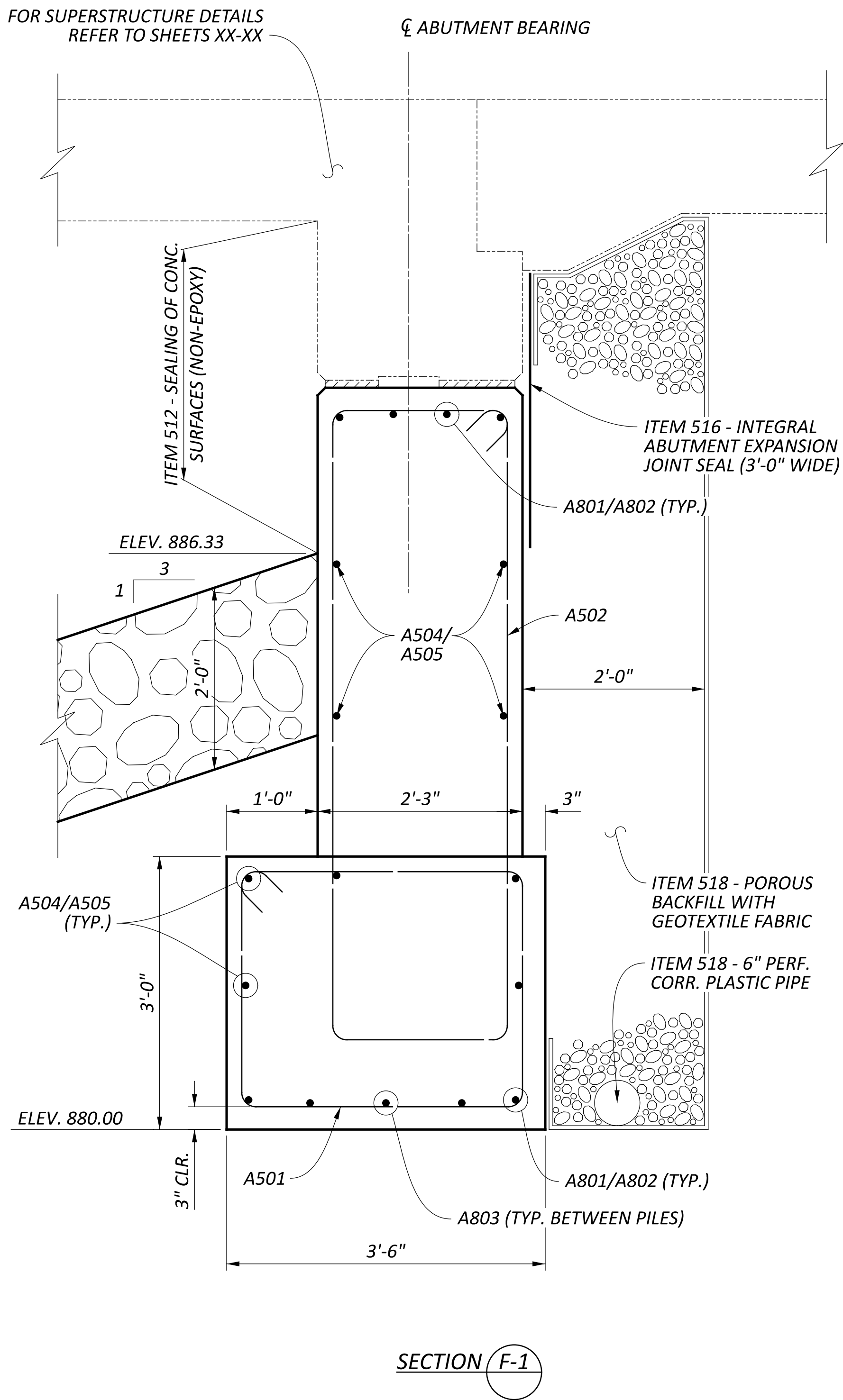
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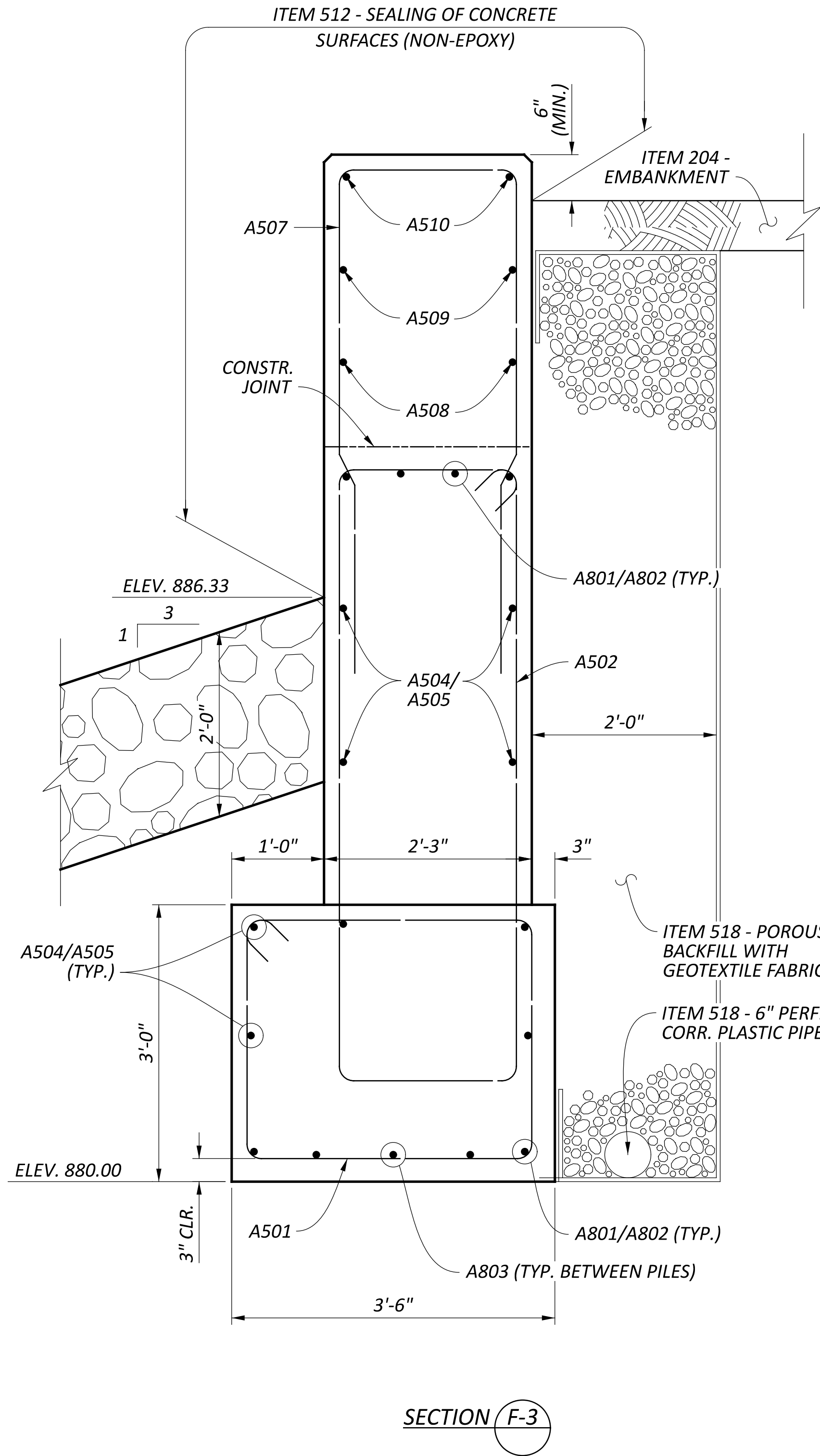
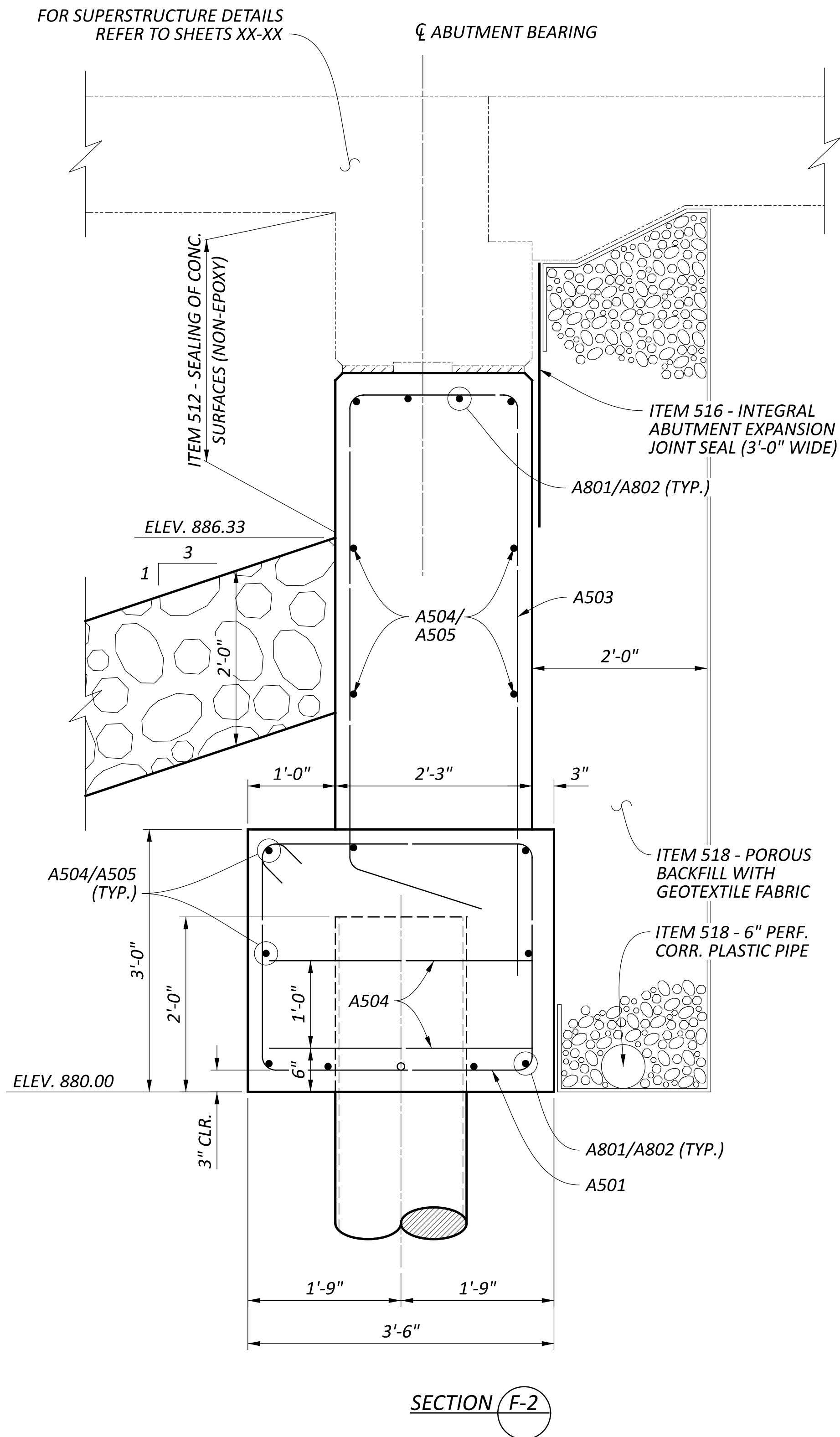


PROPOSED FORWARD ABUTMENT DETAILS
BRIDGE NO. FAI-22-03.740
U.S. 22 OVER CLEAR CREEK

SFN	
2300096	
DESIGN AGENCY	
	
DESIGNER	CHECKER
TDF	XXX
REVIEWER	
TAG MM-DD-Y'	
PROJECT ID	
115691	
SUBSET	TOTAL
0	0
SHEET	TOTAL
P.0	0

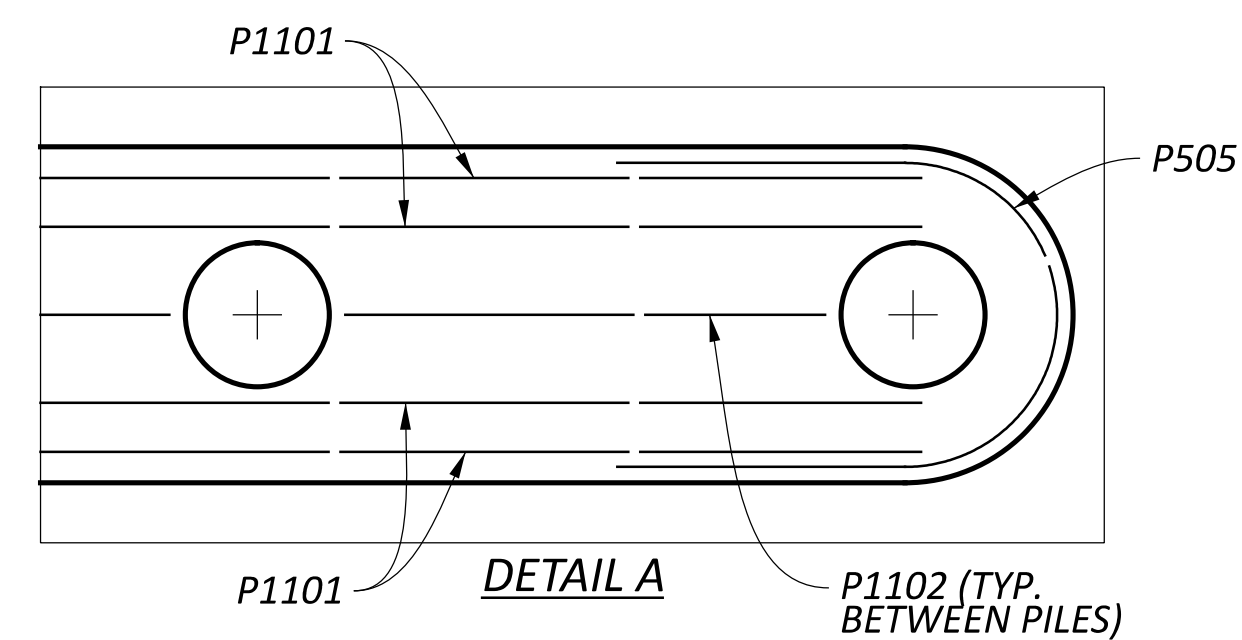


ITEM 601 - ROCK CHANNEL
PROTECTION, TYPE C WITH FILTER



PROPOSED FORWARD ABUTMENT SECTIONS
BRIDGE NO. FAI-22-03.740
U.S. 22 OVER CLEAR CREEK

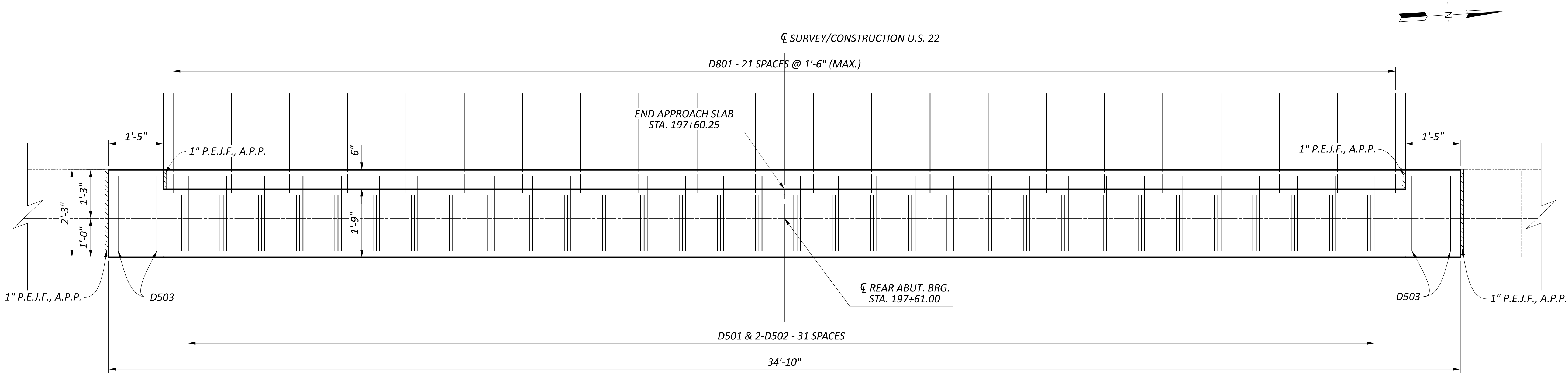
SFN 2300096	
DESIGN AGENCY	
DESIGNER TDF	CHECKER XXX
REVIEWER	
TAG MM-DD-Y	
PROJECT ID 115691	
SUBSET 0	TOTAL 0
SHEET P.0	TOTAL 0



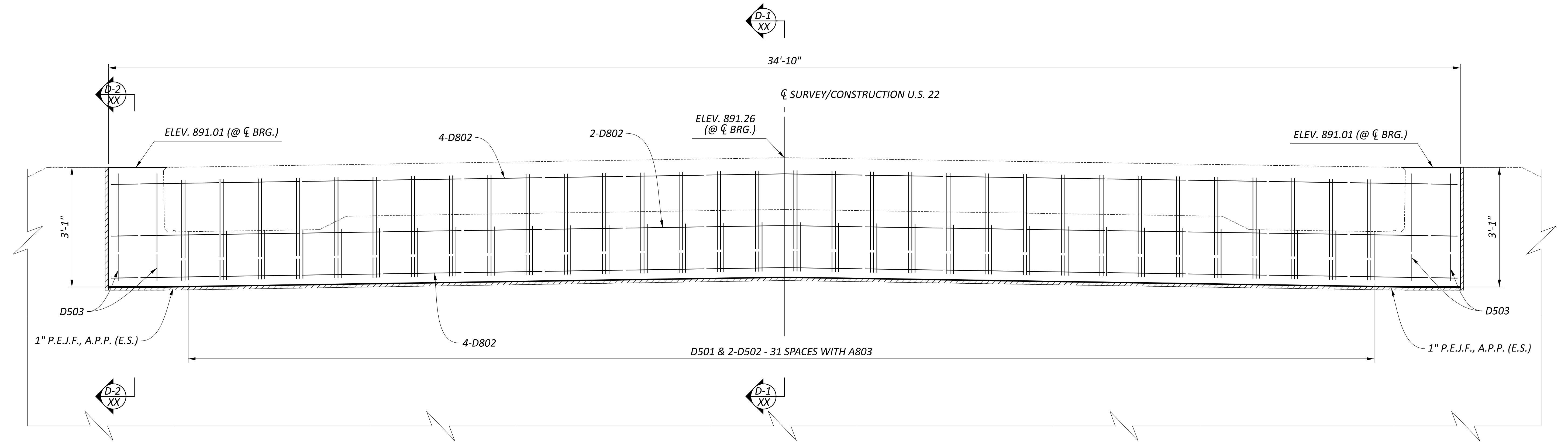
PROPOSED PIER DETAILS
BRIDGE NO. FAI-22-03.740
U.S. 22 OVER CLEAR CREEK

N		2300096	
DESIGN AGENCY			
			
DESIGNER		CHECKER	
TDF		XXX	
REVIEWER			
AG MM-DD-YY			
PROJECT ID			
115691			
SUBSET		TOTAL	
0		0	
P.O.		TOTAL	
0		0	





PLAN



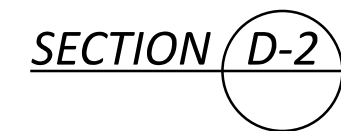
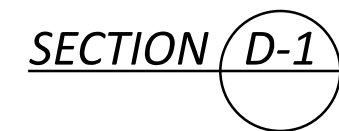
ELEVATION

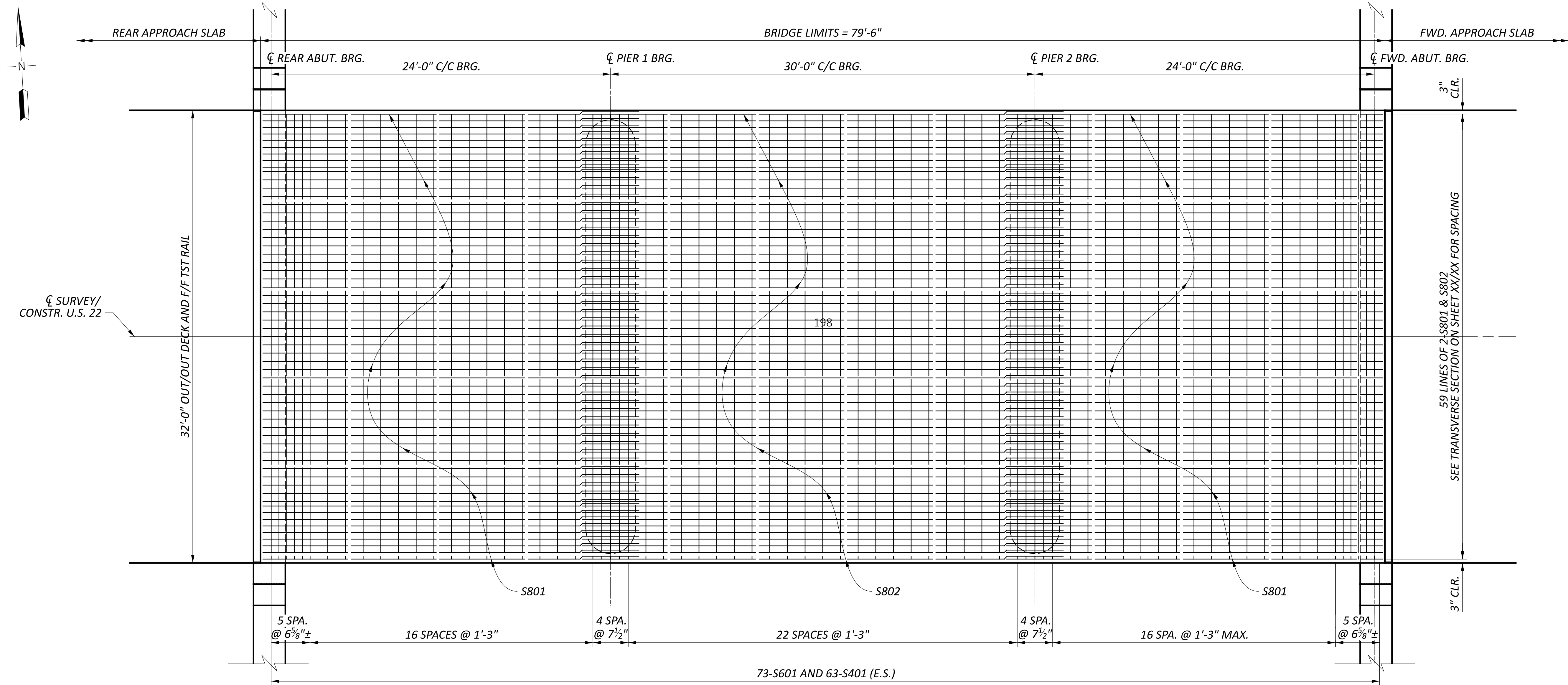
PROPOSED REAR DIAPHRAGM DETAILS
BRIDGE NO. FAI-22-03.740
U.S. 22 OVER CLEAR CREEK

SFN	
2300096	
DESIGN AGENCY	
	
DESIGNER	CHECKER
TDF	XXX
REVIEWER	
TAG MM-DD-YY	
PROJECT ID	
115691	
SUBSET	TOTAL
0	0
SHEET	TOTAL
P.0	0

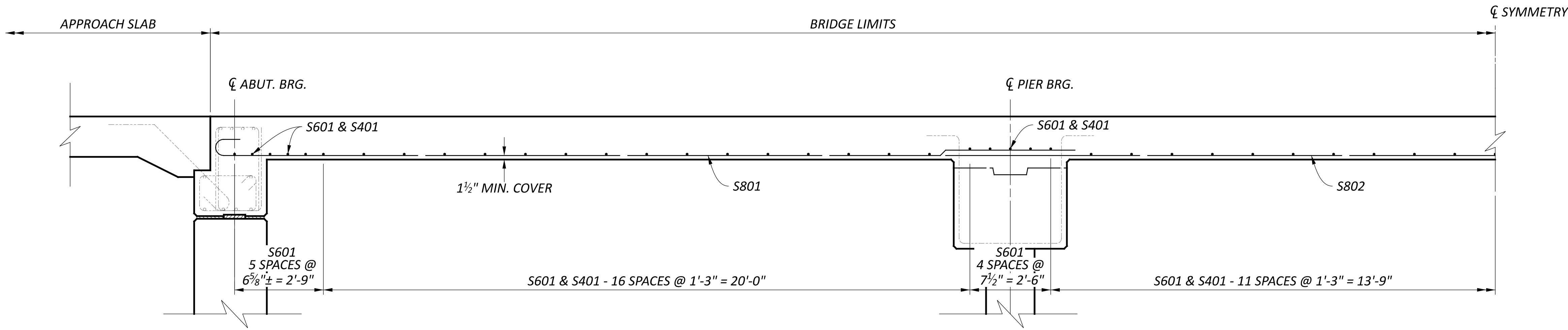


SFN	
2300096	
DESIGN AGENCY	
	
DESIGNER	CHECKER
TDF	XXX
REVIEWER	
TAG MM-DD-YY	
PROJECT ID	
115691	
SUBSET	TOTAL
0	0
SHEET	TOTAL
P.0	0





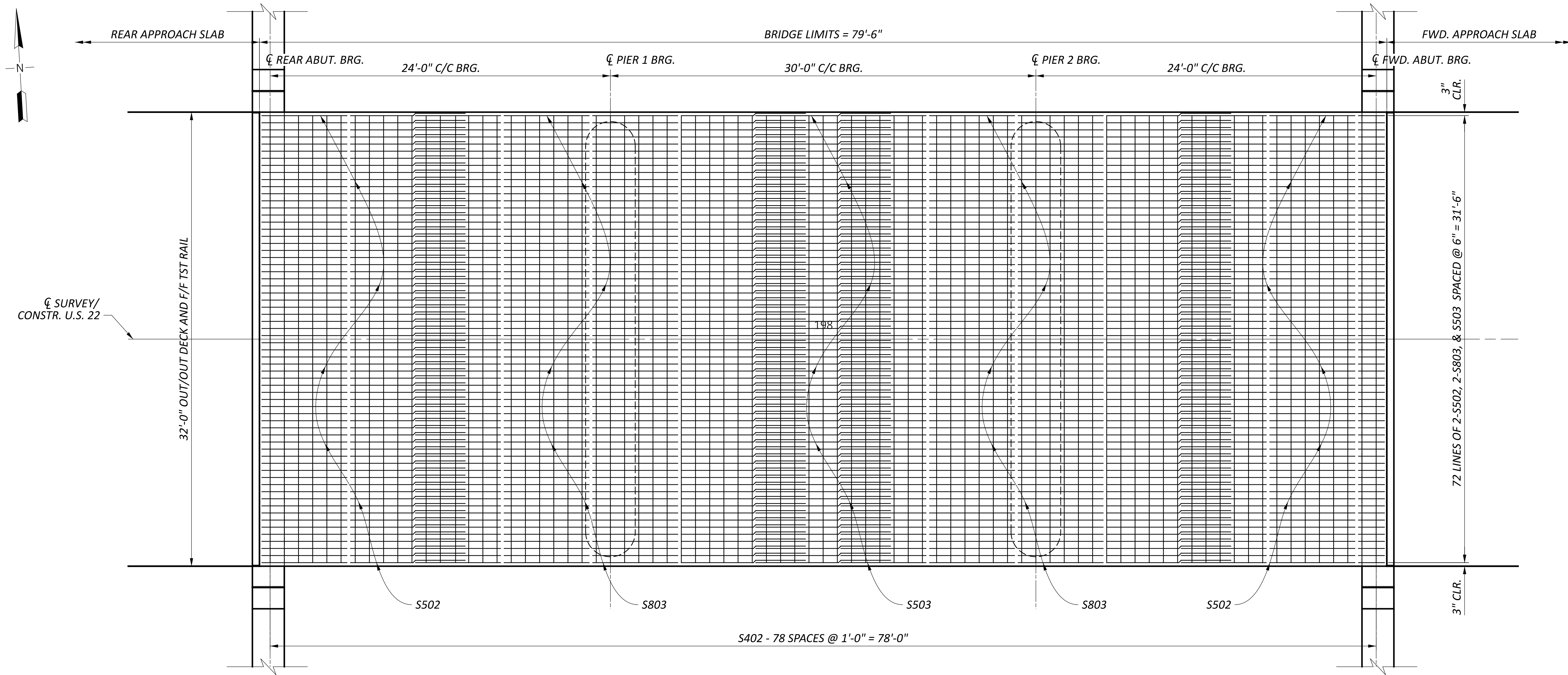
PLAN



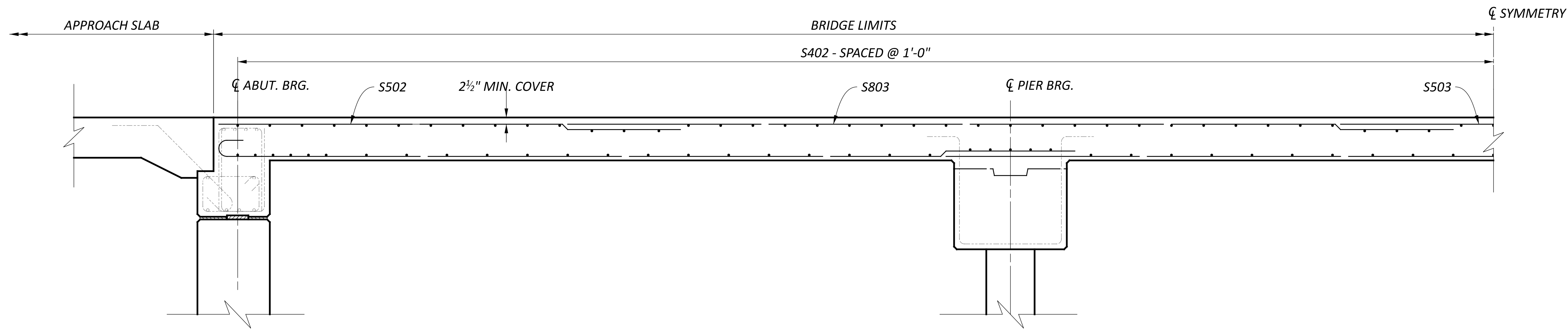
PARTIAL SLAB SECTION
(NOT TO SCALE)

PROPOSED BRIDGE DECK - BOTTOM MAT REINFORCING STEEL
BRIDGE NO. FAI-22-03.740
U.S. 22 OVER CLEAR CREEK

SFN	
2300096	
DESIGN AGENCY	
DESIGNER	CHECKER
TDF	XXX
REVIEWER	
TAG MM-DD-YY	
PROJECT ID	
115691	
SUBSET	TOTAL
0	0
SHEET	TOTAL
P.O	0



PLAN

PARTIAL SLAB SECTION
(NOT TO SCALE)PROPOSED BRIDGE DECK - TOP MAT REINFORCING STEEL
BRIDGE NO. FAI-22-03.740
U.S. 22 OVER CLEAR CREEKSFN
2300096

DESIGN AGENCY

DESIGNER
TDFCHECKER
XXX

REVIEWER

TAG MM-DD-YY

PROJECT ID

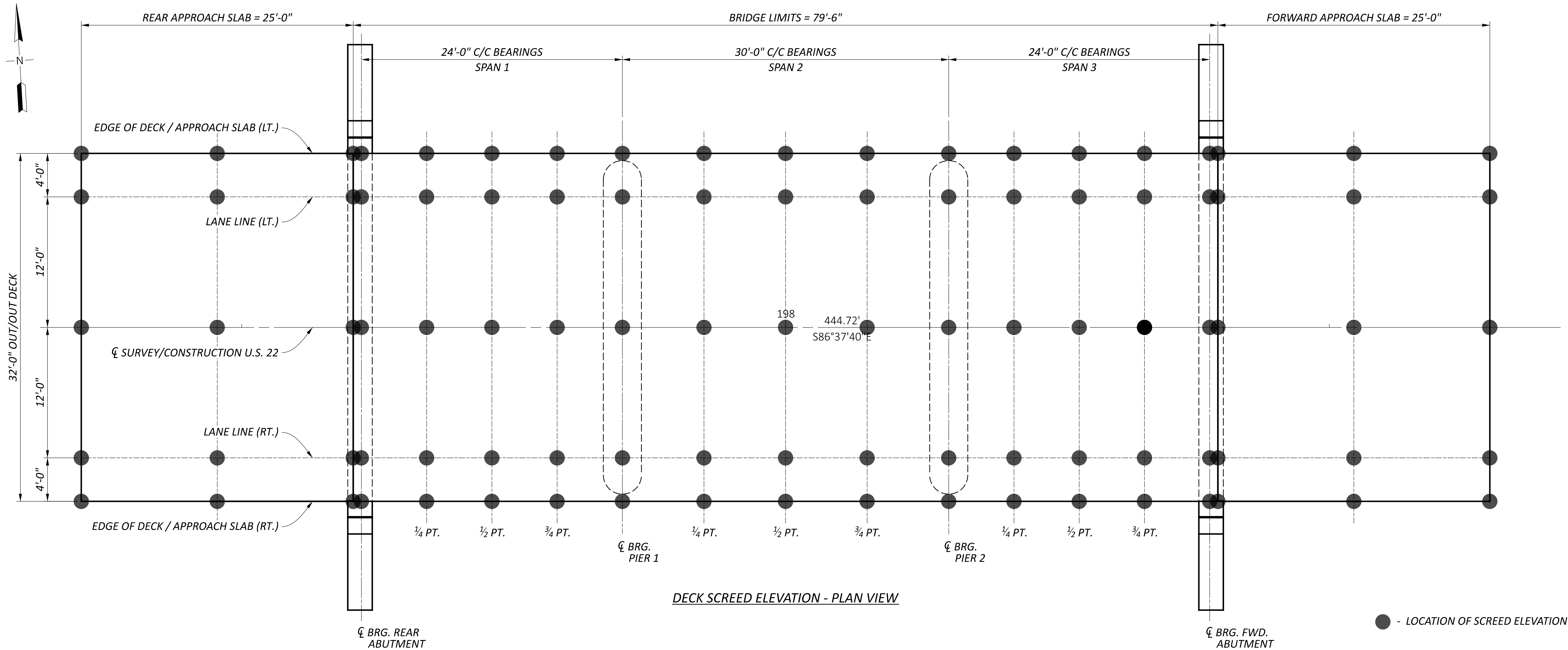
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SUBSET TOTAL

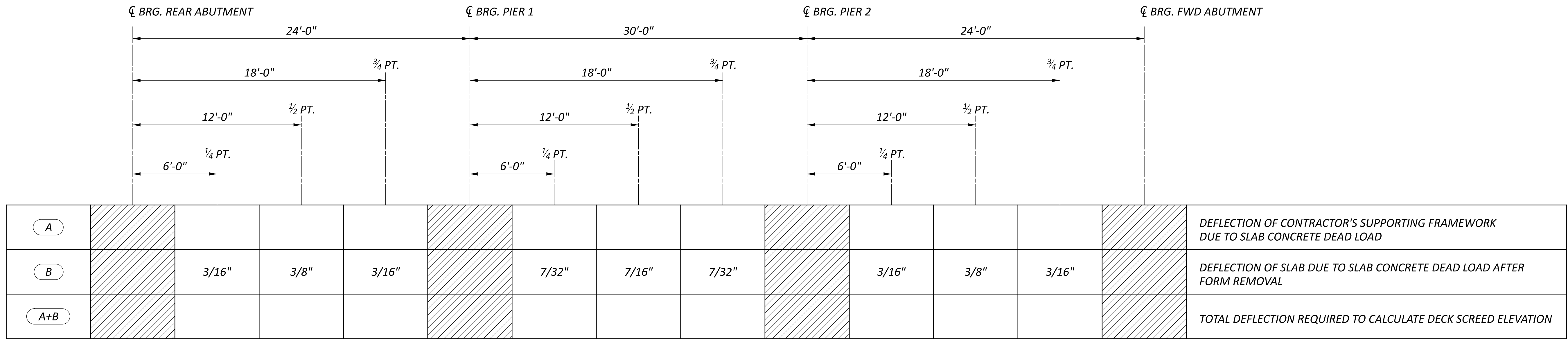
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SHEET TOTAL

P.0 0



DECK SCREED ELEVATION - PLAN VIEW



DEFLECTION DIAGRAM

NOTE:
THE CONTRACTOR SHALL BE RESPONSIBLE FOR ADDING ANY AND ALL DEFLECTIONS DUE TO THE FALSEWORK MEMBERS SUPPORTING THE ACTUAL COMPLETE PLACEMENT OPERATION TO THE DEFLECTIONS SHOWN IN THE DEFLECTION DIAGRAM ON THIS SHEET TO ACHIEVE THE TOTAL DEFLECTION THAT SHALL BE USED TO CALCULATE DECK SCREED ELEVATIONS AS PER CMS 508.02.

SCREED ELEVATIONS AND DEFLECTION DIAGRAM

BRIDGE NO. FAI-22-03.740
U.S. 22 OVER CLEAR CREEK

SFN
2300096
DESIGN AGENCY



DESIGNER
TDF
CHECKER
XXX

REVIEWER
TAG MM-DD-YY

PROJECT ID
115691

SUBSET
0
TOTAL
0

SHEET
P.0
TOTAL
0

MODEL: Deck Elevations PAPER:SIZE: 34x22 (in.) DATE: 8/13/2025 TIME: 1:18:14 PM USER: tfoster3
pw:\ohiodot-pw.bentley.com\ohiodot-pw-02\Documents\01 Active Projects\District 05\Fairfield\115691\400-Engineering\Structures\SFN_2300096\Sheets\115691_SFN_2300096_SD002.dgn

LOCATION	C.L. BEARING		SPAN 1						C.L. BEARING		SPAN 2						C.L. BEARING	
	REAR ABUT.		$\frac{1}{4}$ PT.		$\frac{1}{2}$ PT.		$\frac{3}{4}$ PT.		PIER 1		$\frac{1}{4}$ PT.		$\frac{1}{2}$ PT.		$\frac{3}{4}$ PT.		PIER 2	
	P.G. STATION	ELEV.	P.G. STATION	ELEV.	P.G. STATION	ELEV.	P.G. STATION	ELEV.	P.G. STATION	ELEV.	P.G. STATION	ELEV.	P.G. STATION	ELEV.	P.G. STATION	ELEV.	P.G. STATION	ELEV.
EDGE OF DECK (LT.)	197+61.00	891.01	197+67.00	891.07	197+73.00	891.13	197+79.00	891.19	197+85.00	891.24	197+92.50	891.29	198+00.00	891.33	198+07.50	891.36	198+15.00	891.38
EDGE LINE (LT.)	197+61.00	891.07	197+67.00	891.14	197+73.00	891.20	197+79.00	891.25	197+85.00	891.30	197+92.50	891.35	198+00.00	891.39	198+07.50	891.42	198+15.00	891.44
CENTERLINE U.S. 22	197+61.00	891.26	197+67.00	891.32	197+73.00	891.38	197+79.00	891.44	197+85.00	891.49	197+92.50	891.54	198+00.00	891.58	198+07.50	891.61	198+15.00	891.63
EDGE LINE (RT.)	197+61.00	891.07	197+67.00	891.14	197+73.00	891.20	197+79.00	891.25	197+85.00	891.30	197+92.50	891.35	198+00.00	891.39	198+07.50	891.42	198+15.00	891.44
EDGE OF DECK (RT.)	197+61.00	891.01	197+67.00	891.07	197+73.00	891.13	197+79.00	891.19	197+85.00	891.24	197+92.50	891.29	198+00.00	891.33	198+07.50	891.36	198+15.00	891.38

LOCATION	SPAN 3						C.L. BEARING	
	$\frac{1}{4}$ PT.		$\frac{1}{2}$ PT.		$\frac{3}{4}$ PT.		FWD. ABUTMENT	
	P.G. STATION	ELEV.	P.G. STATION	ELEV.	P.G. STATION	ELEV.	P.G. STATION	ELEV.
EDGE OF DECK (LT.)	198+21.00	891.39	198+27.00	891.39	198+33.00	891.39	198+39.00	891.38
EDGE LINE (LT.)	198+21.00	891.45	198+27.00	891.46	198+33.00	891.46	198+39.00	891.45
CENTERLINE U.S. 22	198+21.00	891.64	198+27.00	891.64	198+33.00	891.64	198+39.00	891.63
EDGE LINE (RT.)	198+21.00	891.45	198+27.00	891.46	198+33.00	891.46	198+39.00	891.45
EDGE OF DECK (RT.)	198+21.00	891.39	198+27.00	891.39	198+33.00	891.39	198+39.00	891.38

DECK ELEVATIONS

LOCATION	REAR APPROACH SLAB						FORWARD APPROACH SLAB					
	BEGINNING SLAB		$\frac{1}{2}$ PT.		END SLAB		BEGINNING SLAB		$\frac{1}{2}$ PT.		END SLAB	
	P.G. STATION	ELEV.	P.G. STATION	ELEV.	P.G. STATION	ELEV.	P.G. STATION	ELEV.	P.G. STATION	ELEV.	P.G. STATION	ELEV.
EDGE OF DECK (LT.)	197+35.25	890.65	197+47.75	890.84	197+60.25	891.00	198+39.75	891.38	198+52.25	891.34	198+64.75	891.28
EDGE LINE (LT.)	197+35.25	890.71	197+47.75	890.90	197+60.25	891.06	198+39.75	891.45	198+52.25	891.41	198+64.75	891.34
CENTERLINE U.S. 22	197+35.25	890.90	197+47.75	891.09	197+60.25	891.25	198+39.75	891.63	198+52.25	891.59	198+64.75	891.53
EDGE LINE (RT.)	197+35.25	890.71	197+47.75	890.90	197+60.25	891.06	198+39.75	891.45	198+52.25	891.41	198+64.75	891.34
EDGE OF DECK (RT.)	197+35.25	890.65	197+47.75	890.84	197+60.25	891.00	198+39.75	891.38	198+52.25	891.34	198+64.75	891.28

APPROACH SLAB ELEVATIONS

DECK ELEVATIONS
BRIDGE NO. FAI-22-03.740
U.S. 22 OVER CLEAR CREEK

SFN
2300096

DESIGN AGENCY



DESIGNER
TDF

CHECKER
XXX

REVIEWER

TAG MM-DD-YY

PROJECT ID
115691

SUBSET
0

TOTAL
0

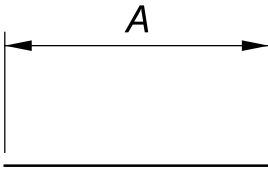
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P.0

TOTAL
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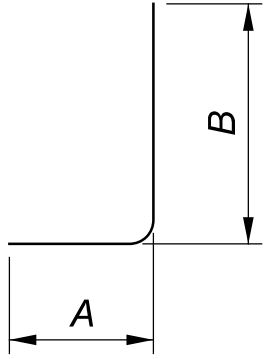
MARK	MAT'RL TYPE	NUMBER REQ'D	LENGTH	WEIGHT	TYPE	DIMENSIONS						
						A	B	C	D	E	R	INC
ABUTMENTS (GALVANIZED STEEL REINFORCEMENT)												
A401	GSR	28	11'-0"	206	3	3'-0"	2'-3"					
A501	GSR	80	11'-10"	987	3	3'-1"	2'-7"					
A502	GSR	80	18'-3"	1,523	3	6'-11"	1'-11"					
A503	GSR	14	15'-2"	221	12	1'-6"	0'-6"	5'-3"	1'-11"	6'-8"		
A504	GSR	18	39'-3"	737	STR.	39'-3"						
A505	GSR	18	16'-3"	305	STR.	16'-3"						
A506	GSR	8	5'-1"	42	11	1'-3"	1'-8"	3'-0"				
A507	GSR	4 SERIES OF 6	7'-4" TO 13'-8"	263	2	2'-10" TO 6'-0"	1'-11"	2'-10" TO 6'-0"				1'-3.2"
A508	GSR	8	4'-11"	41	STR.	4'-11"						
A509	GSR	8	3'-10"	32	STR.	3'-10"						
A510	GSR	8	5'-3"	44	19	4'-0"	1'-2"	0'-7"				
A801	GSR	16	41'-3"	1,762	STR.	41'-3"						
A802	GSR	16	17'-9"	758	STR.	17'-9"						
A803	GSR	12	6'-0"	192	STR.	6'-0"						
ABUTMENTS (GSR) SUBTOTAL				7,113								
DIAPHRAGMS (GALVANIZED STEEL REINFORCEMENT)												
D501	GSR	64	6'-6"	434	3	1'-11"	1'-1"					
D502	GSR	128	6'-4"	846	2	2'-7"	1'-5"	2'-7"				
D503	GSR	8	9'-11"	83	3	1'-11"	2'-9"					
D801	GSR	44	5'-9"	676	18	3'-6"	1'-0"	1'-0"				
D802	GSR	20	34'-6"	1,842	STR.	34'-6"						
DIAPHRAGMS (GSR) SUBTOTAL				3,881								
DECK (GALVANIZED STEEL REINFORCEMENT)												
S401	GSR	126	7'-11"	666	12	0'-10"	1'-10"	3'-9"	1'-1"	1'-3"		
S402	GSR	79	31'-6"	1,662	STR.	31'-6"						
S501	GSR	6	30'-0"	188	STR.	30'-0"						
S502	GSR	144	14'-4"	2,153	STR.	14'-4"						
S503	GSR	72	9'-6"	713	STR.	9'-6"						
S601	GSR	73	31'-6"	3,454	STR.	31'-6"						
S801	GSR	118	27'-6"	8,664	16	26'-7"						
S802	GSR	59	34'-0"	5,356	STR.	34'-0"						
S803	GSR	144	27'-6"	10,573	STR.	27'-6"						
DECK (GSR) SUBTOTAL				33,429								
PIERS (GALVANIZED STEEL REINFORCEMENT)												
P401		20	11'-6"	154	3	3'-0"	2'-6"					
P501		44	11'-4"	520	6	3'-2"	3'-4"	1'-0"				
P502		4	10'-7"	44	6	2'-5"	3'-4"	1'-0"				
P503		10	7'-8"	80	6	3'-2"	1'-6"	1'-0"				
P504		4	5'-2"	22	2	1'-0"	3'-5"	1'-0"				
P505		8	11'-2"	93	24	3'-2"	3'-1"				1'-7"	
P506		12	27'-6"	344	STR.	27'-6"						
P1101		8	27'-6"	1,169	STR.	27'-6"						
P1102		8	5'-0"	213	STR.	5'-0"						
PIERS (GSR) SUBTOTAL				2,639								
ABUTMENTS (GSR)				7,113								
DIAPHRAGMS (GSR)				3,881								
DECK (GSR)				33,429								
PIERS (GSR)				2,639								
GRAND TOTAL (GSR)				47,062	TOTAL CARRIED TO BRIDGE SUMMARY							

MARK	MAT'RL TYPE	NUMBER REQ'D	LENGTH	WEIGHT	TYPE	DIMENSIONS						
						A	B	C	D	E	R	INC
PIER PILES (EPOXY COATED STEEL REINFORCEMENT) - INFORMATIONAL PURPOSES ONLY												
P499					27	12'-0"	12'-0"	#VALUE!				
P699					STR.	#VALUE!						
PIER PILES (ECSR) SUBTOTAL												
GRAND TOTAL (ECSR)					INFORMATIONAL PURPOSES ONLY. PAID FOR WITH ITEM 507 - 18" CAST-IN-PLACE REINFORCED CONCRETE PILES, DRIVEN							

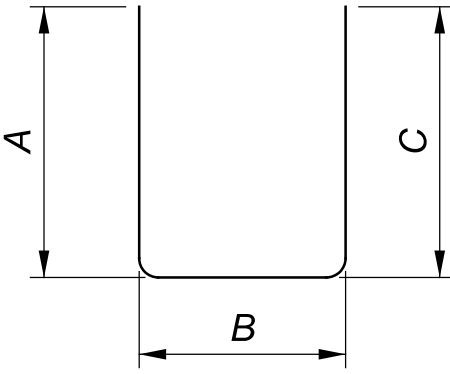
BENDING DIAGRAMS:



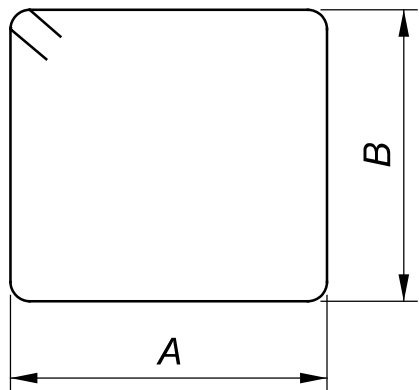
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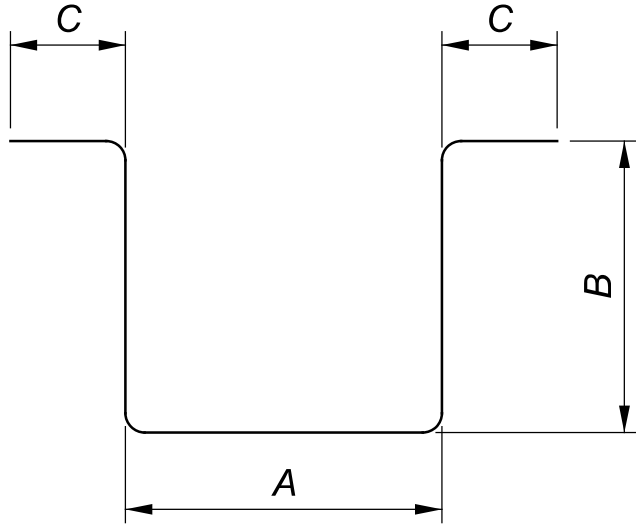
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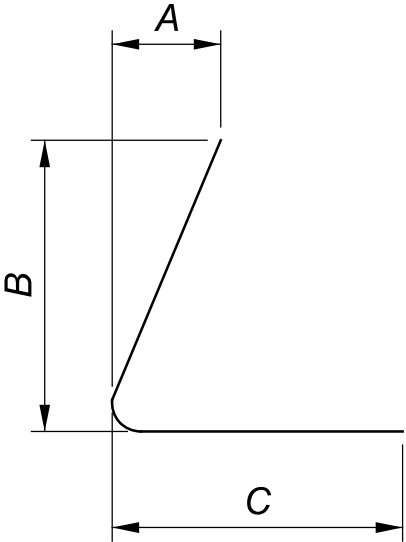
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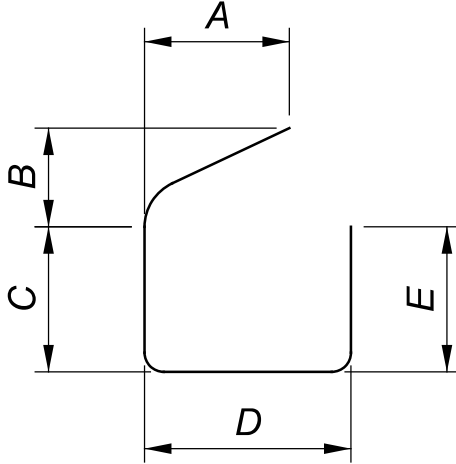
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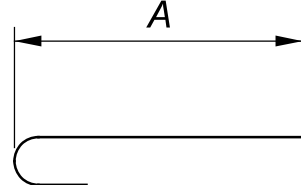
TYPE-6



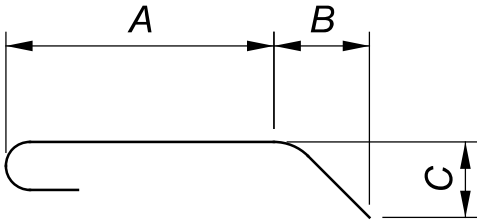
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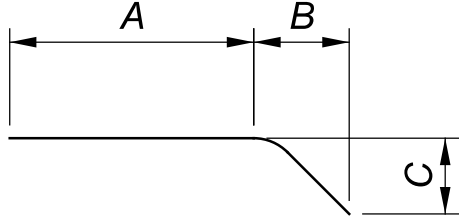
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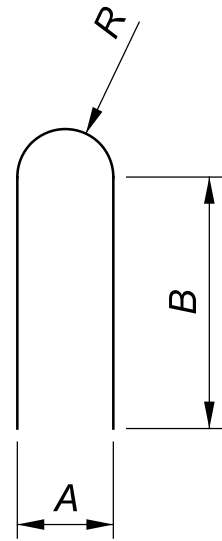
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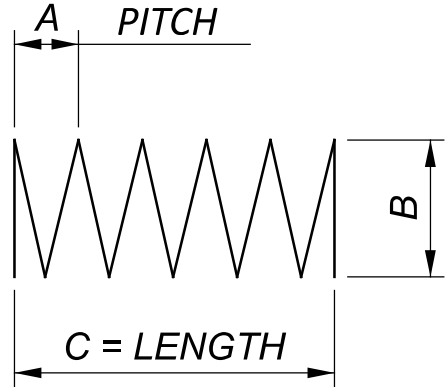
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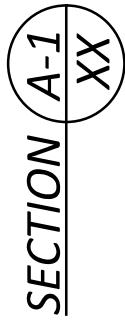
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TYPE-24

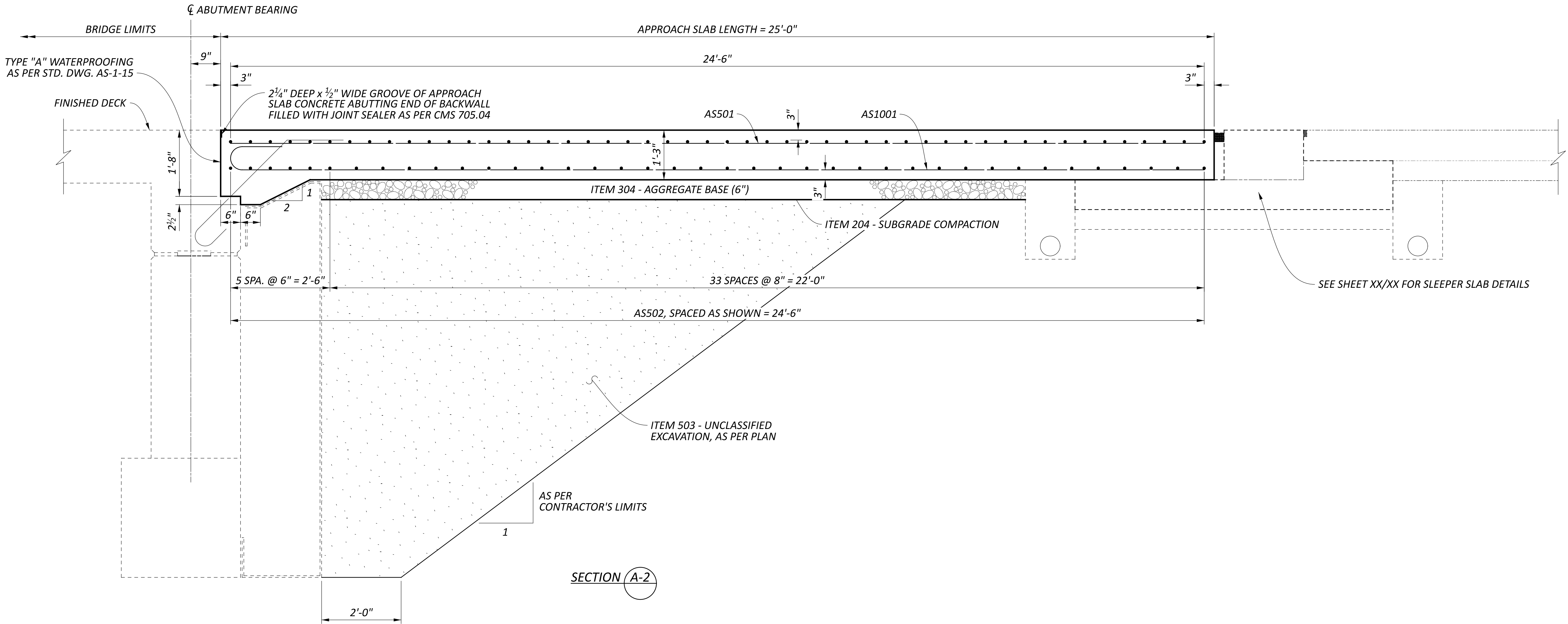


TYPE-27



REAR APPROACH SLAB: STA. 197+35.25 TO 197+60.25
FORWARD APPROACH SLAB: STA. 198+39.75 TO STA. 198+64.75

NOTE:
SEE SHEET XX/XX FOR APPROACH SLAB ELEVATIONS.



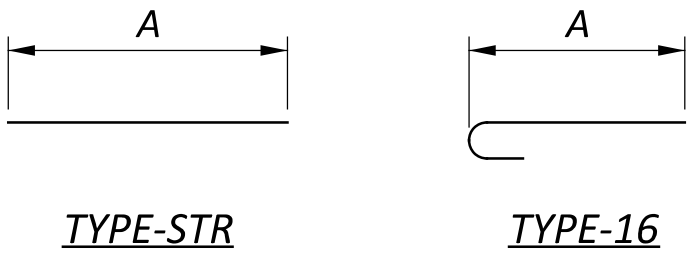
NOTES:

- TYPE "A" WATERPROOFING SHALL NOT EXTEND ABOVE THE BOTTOM OF THE CUT GROOVE IN WHICH THE HOT APPLIED JOINT SEALER IS TO BE PLACED. IT SHALL BE APPLIED TO THE ENTIRE AREA OF THE ABUTMENT OR SUPERSTRUCTURE WHICH COMES INTO CONTACT WITH THE APPROACH SLAB.
- FOR ADDITIONAL DETAILS, SEE STANDARD DRAWINGS AS-1-15 & AS-2-15.
- FOR APPROACH SLAB FINISH ELEVATIONS, SEE TABLE ON SHEET XX/XX.

MARK	MAT'RL TYPE	NUMBER REQ'D	LENGTH	WEIGHT	TYPE	DIMENSIONS						
						A	B	C	D	E	R	INC
APPROACH SLABS (GALVANIZED STEEL REINFORCEMENT - GSR) - FOR INFORMATIONAL PURPOSES ONLY												
AS501	GSR	124	24'-6"	3169	STR.	24'-6"						
AS502	GSR	178	31'-6"	5848	STR.	31'-6"						
AS1001	GSR	106	25'-11"	11821	16	24'-6"						
APPROACH SLABS (GSR) TOTAL				20838								

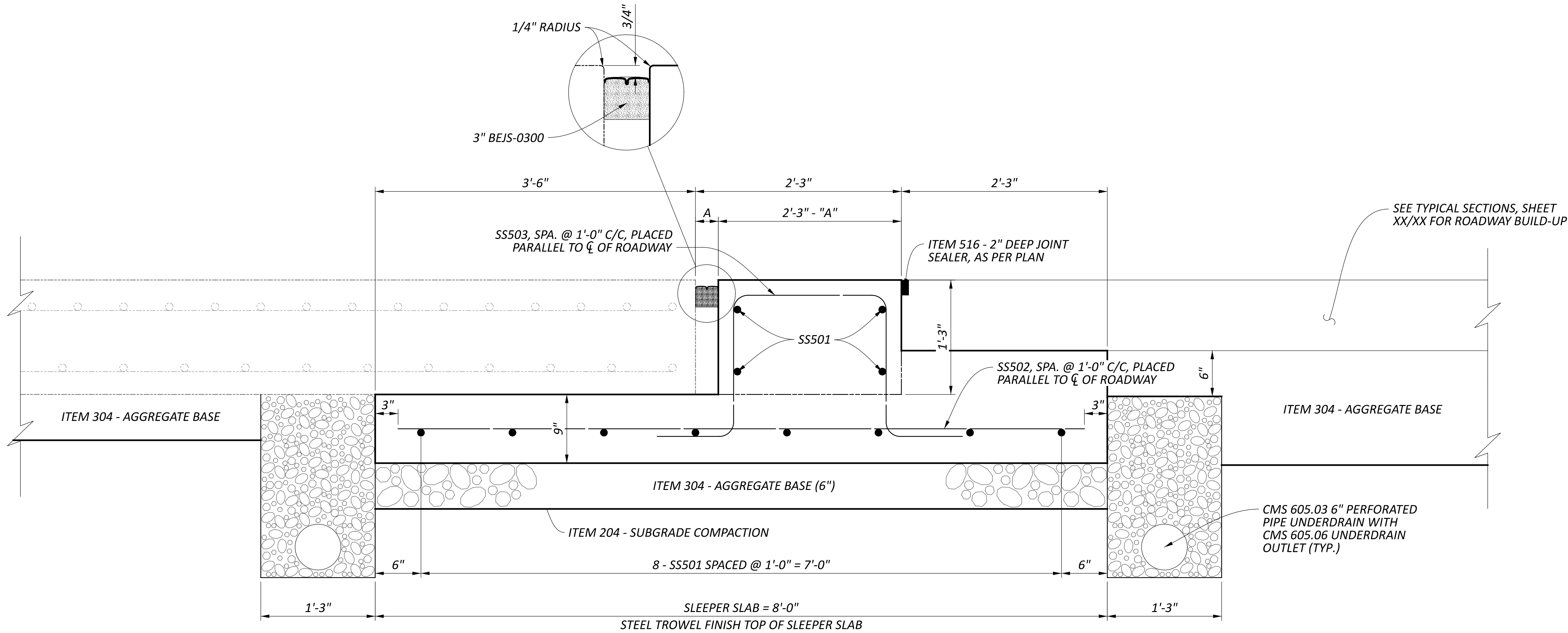
NOTE: REINFORCEMENT TO BE INCLUDED FOR PAYMENT IN
ITEM 526 - REINFORCED CONCRETE APPROACH
SLABS (T=15"), AS PER PLAN

BENDING DIAGRAMS:



APPROACH SLAB DETAILS
BRIDGE NO. FAI-22-03.740
U.S. 22 OVER CLEAR CREEK

SFN 2300096	
DESIGN AGENCY	
DESIGNER TDF	CHECKER XXX
REVIEWER TAG MM-DD-YY	
PROJECT ID 115691	
SUBSET 0	TOTAL 0
SHEET P.0	TOTAL 0



SECTION S-1

ITEM 516 - STRUCTURAL JOINT OR JOINT SEALER,
MISC.: EMSEAL WITH SLEEPER SLAB

EMSEAL: FURNISH MATERIAL CONFORMING TO CMS 705.11. THE SEAL CONFIGURATION SHOULD BE SIMILAR TO THE DETAILS SHOWN HEREIN. ACCEPTED MANUFACTURERS ARE: EMSEAL JOINT SYSTEM LTD. (MODEL 3" BEJS) OR AN APPROVED EQUIVALENT. INSTALL THE SEAL ACCORDING TO THE MANUFACTURER'S SPECIFICATIONS AND UNDER THE SUPERVISION OF THE MANUFACTURER'S DESIGNATED REPRESENTATIVE. FURNISH SEALS IN ONE CONTINUOUS PIECE UNLESS APPROVED BY THE ENGINEER.

BOND BREAKER: A BOND BREAKER CONSISTING OF TWO 4 FOOT SHEETS OF CLEAR OR OPAQUE POLYETHYLENE FILM, ITEM 705.06, SHALL BE CENTERED ON THE SLEEPER SLAB AND BELOW THE APPROACH SLAB, WHERE NOTED. CARE SHALL BE TAKEN IN THE AREA BENEATH THE POLYETHYLENE FILM TO ENSURE THE SURFACE OF THE SLEEPER SLAB IS FINISHED SMOOTH. THE FILM SHALL HAVE A NOMINAL THICKNESS OF 4 MILS.

PAYMENT: MEASUREMENT OF THE EXPANSION JOINT FOR PAYMENT PURPOSES SHALL BE ALONG THE CENTERLINE OF THE SLEEPER SLAB AND BETWEEN THE OUTER EDGES OF THE SLAB. PAYMENT SHALL BE PER FOOT OF ITEM 516 - STRUCTURAL JOINT OR JOINT SEALER, MISC.: EMSEAL WITH SLEEPER SLAB AND SHALL INCLUDE 3" BEJS SEAL AS PROVIDED BY EMSEAL JOINT SYSTEM LTD. AT 25 BRIDLE LANE, WESTBOROUGH, MA 01581, (800) 526-8365 OR AN APPROVED EQUAL, CONCRETE SLEEPER SLAB, RESTEEL, PIPE UNDERDRAINS, AND OUTLETS AND ALL LABOR, MATERIALS, AND INCIDENTALS NEEDED TO CONSTRUCT THE JOINT AS SHOWN, INCLUDING THE PIPE UNDERDRAINS. THE UNDERDRAINS SHALL BE INSTALLED AS PER CMS 605.03 - 6" PIPE UNDERDRAIN (707.31) AND WILL INCLUDE THE NECESSARY GRANULAR MATERIAL.

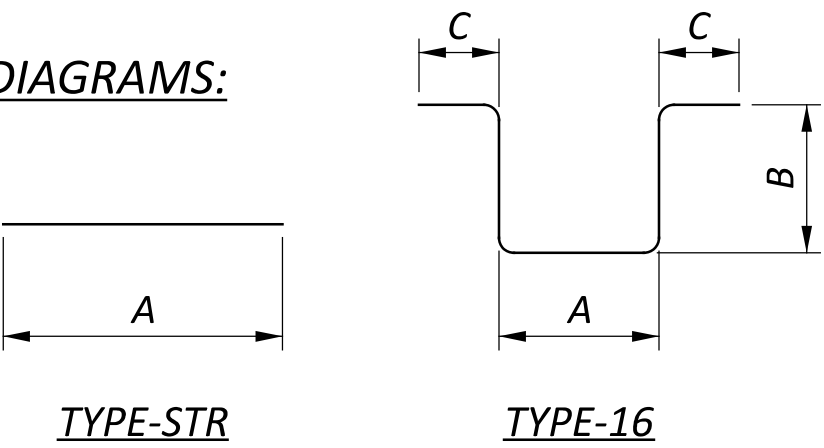
AMBIENT TEMP. (°F)	DIMENSION "A"
	REAR & FORWARD SLEEPER SLABS (3" BEJS)
90°	2½"
80°	2⅝"
70°	2¾"
60°	2⅞"
50°	2½"
40°	2⅞"

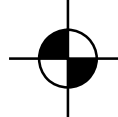
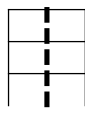
NOTE:
THE MAXIMUM "A" DIMENSION
AT TIME OF INSTALLATION IS 2.5"

MARK	MAT'RL TYPE	NUMBER REQ'D	LENGTH	WEIGHT	TYPE	DIMENSIONS						
						A	B	C	D	E	R	INC
SLEEPER SLABS (GALVANIZED STEEL REINFORCEMENT - GSR) - FOR INFORMATIONAL PURPOSES ONLY												
SS501	GSR	24	31'-6"	789	STR.	31'-6"						
SS502	GSR	64	7'-6"	501	STR.	7'-6"						
SS503	GSR	64	6'-0"	401	6	1'-8"	1'-7"	0'-10"				
SLEEPER SLABS (GSR) TOTAL				1691								

NOTE: REINFORCEMENT TO BE INCLUDED FOR PAYMENT IN ITEM 516 - STRUCTURAL JOINT OR JOINT SEALER, MISC.: EMSEAL WITH SLEEPER SLAB

BENDING DIAGRAMS:



BORING LEGEND				
DESCRIPTION		ODOT CLASS	CLASSIFIED MECH./VISUAL	
	GRAVEL AND STONE FRAGMENTS	A-1-a	1	-
	GRAVEL AND/OR STONE FRAGMENTS WITH SAND	A-1-b	6	1
	COARSE AND FINE SAND	A-3a	5	-
	GRAVEL WITH SAND AND SILT	A-2-4	1	-
	SANDY SILT	A-4a	29	14
	SILT	A-4b	5	-
	SILT AND CLAY	A-6a	14	9
	SILTY CLAY	A-6b	4	1
	CLAY	A-7-6	1	-
		TOTAL	66	25
	PAVEMENT = X = APPROXIMATE THICKNESS	VISUAL		
	TOPSOIL = X = APPROXIMATE THICKNESS	VISUAL		
	BORING LOCATION - PLAN VIEW.			
	DRIVE SAMPLE BORING PLOTTED TO VERTICAL SCALE ONLY. HORIZONTAL BAR INDICATES A CHANGE IN STRATIGRAPHY.			
WC	INDICATES WATER CONTENT IN PERCENT.			
N ₆₀	INDICATES STANDARD PENETRATION RESISTANCE NORMALIZED TO 60% DRILL ROD ENERGY RATIO.			
	INDICATES FREE WATER ELEVATION.			
W	INDICATES WATER AT COMPLETION.			
●	INDICATES A PLASTIC MATERIAL WITH A MOISTURE CONTENT EQUAL TO OR GREATER THAN THE LIQUID LIMIT MINUS 3.			
⊕	INDICATES A NON-PLASTIC MATERIAL WITH A MOISTURE CONTENT GREATER THAN 25 % OR GREATER THAN 19 % WITH A WET APPEARANCE.			
γ _d	INDICATES A SPLIT SPOON SAMPLE.			
LOI	INDICATES ORGANIC CONTENT BY LOSS ON IGNITION, AASHTO T267.			
NP	INDICATES A NON-PLASTIC SAMPLE.			
QU	INDICATES UNCONFINED COMPRESSION TEST, AASHTO T208.			
SS	INDICATES A SPLIT SPOON SAMPLE.			
ST	INDICATES A SHELBY TUBE SAMPLE.			

PROJECT DESCRIPTION

REPLACEMENT OF EXISTING TWO-SPAN CONCRETE BOX BEAM BRIDGE WITH A NEW THREE-SPAN REINFORCED CONCRETE SLAB BRIDGE AND SUBSTRUCTURES, CONCRETE SUBSTRUCTURES, APPROACH SLABS, AND BRIDGE RAILING. ROADWAY AND RELATED GRADING WORK. WORK IN THE CLEAR CREEK STREAM TO INCLUDE THE PLACEMENT OF ROCK CHANNEL PROTECTION ALONG THE BANKS.

HISTORIC RECORDS

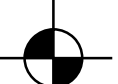
NO HISTORICAL GEOTECHNICAL RECORDS WERE FOUND FOR THIS PROJECT.

GEOLOGY

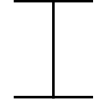
THE PROJECT IS LOCATED WITHIN THE DISSECTED GLACIATED PORTION OF THE LEXINGTON PENEPLAIN REGION OF THE FLOODPLAIN OF AND OVER A TRIBUTARY OF CLEAR CREEK, IN AN AREA WHERE DEEP TO POTENTIALLY EXTREMELY DEEP GLACIAL DERIVED MATERIAL AND ALLUVIAL DEPOSITS OVERLIE BEDROCK OF MISSISSIPPIAN AGE. THE OHIO DEPARTMENT OF NATURAL RESOURCES (ODNR) INTERACTIVE GEOLOGIC MAP INDICATES THAT THE AREA CONTAINS PREDOMINATELY COHESIVE SOILS WITH AREAS OF NON-COHESIVE SOILS OF 0 TO 1092 FEET (FT) THICKNESS.

CPT LEGEND

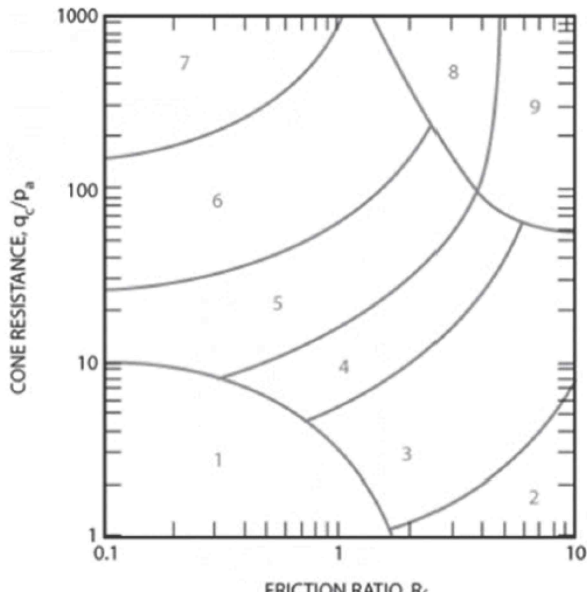
DESCRIPTION



CPT SOUNDING LOCATION - PLAN VIEW.



CPT SOUNDING PLOTTED TO VERTICAL SCALE ONLY.



Zone	Soil Behavior Type
1	Sensitive, fine grained
2	Organic soils - clay
3	Clay - silty clay to clay
4	Silt mixtures - clayey silt to silty clay
5	Sand mixtures - silty sand to sandy silt
6	Sands - clean sand to silty sand
7	Gravelly sand to dense sand
8	Very stiff sand to clayey sand*
9	Very stiff fine grained*

* Heavily overconsolidated or cemented
P_a = atmospheric pressure = 100 kPa = 1 tsf

Non-normalized CPT Soil Behavior Type (SBT) chart
(Robertson et al., 1986, updated by Robertson, 2022)

$$\frac{(q_t/p_a)}{N_{60}} = 8.5 \left(1 - \frac{I_c}{4.6} \right)$$

q_t = Cone resistance I_c = SBTn Index
CPT Equivalent SPT N₆₀ Correlation
(Robertson, 2022)

References

Robertson, P.K. and Cabal, K.L., 2022. *Guide to Cone Penetration Testing for Geotechnical Engineering*, 7th Edition. Signal Hill, California: 29, 38.
<https://www.greggdrilling.com/wp-content/uploads/2022/11/CPT-Guide-7th-Final-sm.pdf>
Accessed June 20, 2024

Jefferies, M.G. and Davies, M.P., “Use of CPTu to Estimate Equivalent SPT N₆₀,” *Geotechnical Testing Journal*. GTJODJ. Vol. 16, No. 4, December 1993. pp. 458-468.
<https://insitusoil.com/wp-content/uploads/2021/06/CPTU-for-Ic-SPT-N60-and-fines-content.pdf>
Accessed July 1, 2024

GEOLOGY (CONT.)

THE OVERBURDEN SOILS ARE UNDERLAIN BY LIMESTONE OVERLYING INTERBEDDED SHALE AND SANDSTONE OF MISSISSIPPIAN AGE. TOP OF ROCK WAS NOT ENCOUNTERED IN ANY OF THE PROJECT DRILLING. ACCORDING TO THE “BEDROCK TOPOGRAPHY OF THE EAST RINGGOLD, OHIO, QUADRANGLE” MAP PUBLISHED BY ODNr, TOP OF ROCK (TR) AT THE PROJECT SITE IS EXPECTED AT OR BELOW ELEVATION 750 FT.

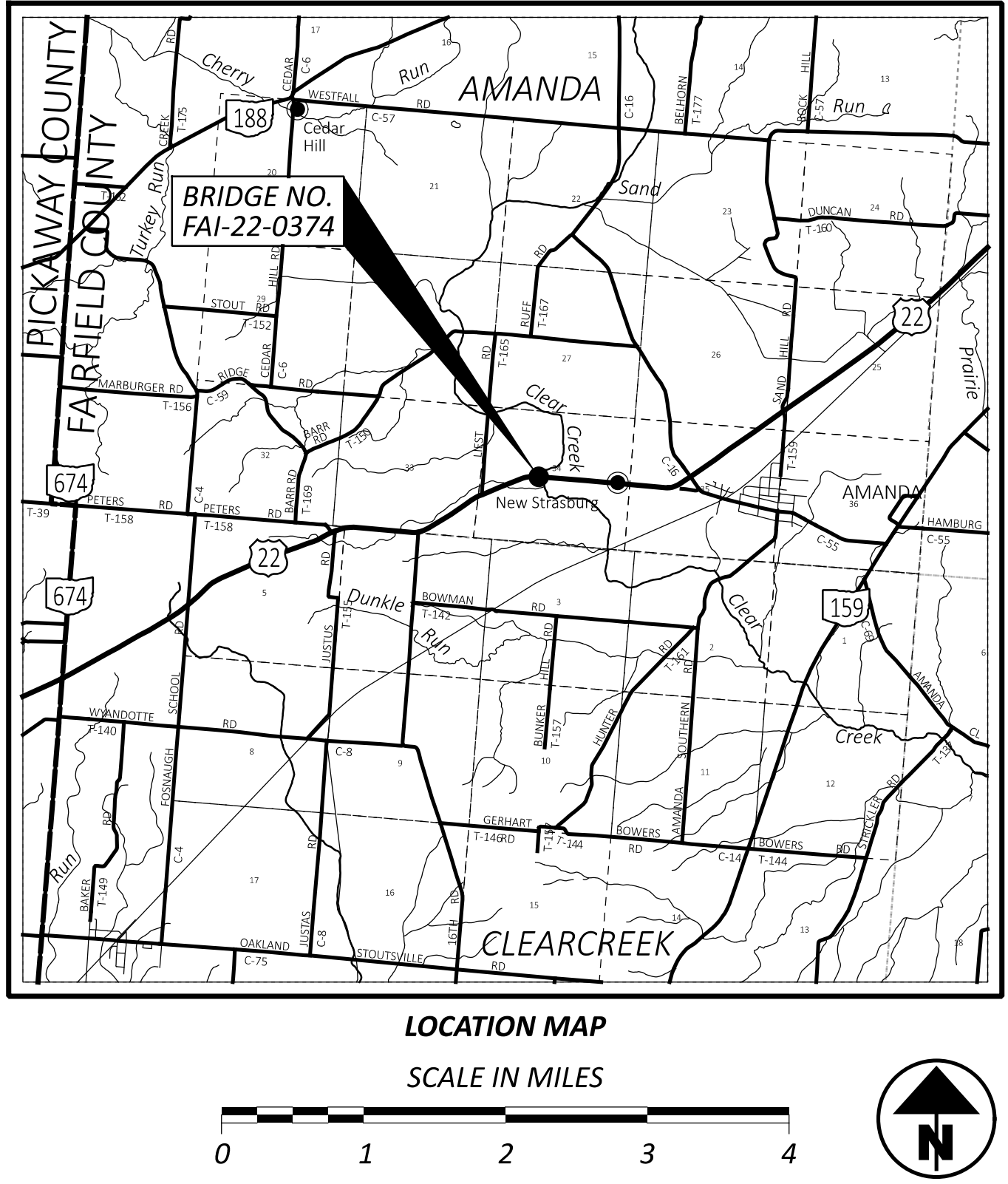
RECONNAISSANCE

FIELD RECONNAISSANCE WAS COMPLETED BY PERSONNEL FROM THE OFFICE OF GEOTECHNICAL ENGINEERING (OGE) ON APRIL 15, 2024. THE EXISTING STRUCTURE IS IN POOR CONDITION WITH SPALLING CONCRETE AND EXPOSED AND BROKEN REINFORCING TENDONS PRESENT WITHIN THE PRESTRESSED BOX BEAMS. OVERALL, THE PAVEMENT IS IN GOOD CONDITION WITH CRACKING WHICH HAS BEEN SEALED. THE ROADWAY APPROACHES ARE SUPPORTED BY WELL VEGETATED EMBANKMENT FILL, AND DO NOT EXHIBIT SIGNS OF INSTABILITY. THE STREAM CHANNEL IS PRESENT BETWEEN THE CENTER PIER AND THE REAR ABUTMENT WITH MINOR EROSION OF THE STREAM BANK. SEDIMENT HAS DEPOSITED AND FILLED THE CHANNEL BETWEEN THE CENTER PIER AND THE FORWARD ABUTMENT. THE ADJACENT LAND USAGE WAS NOTED AS BEING AGRICULTURAL.

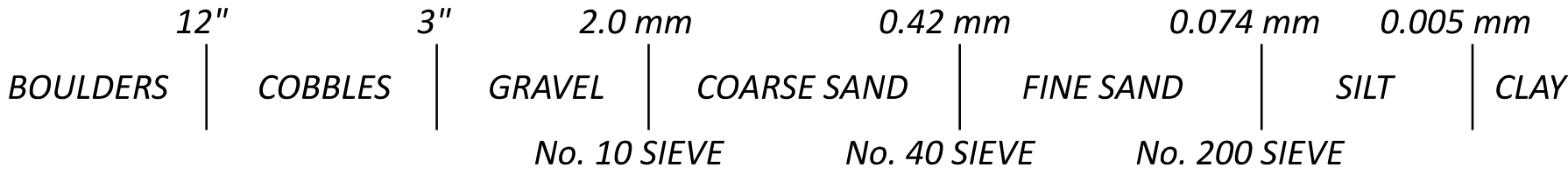
SUBSURFACE EXPLORATION

TWO (2) EXPLORATION PHASES WERE COMPLETED FOR THIS PROJECT. THE INITIAL PHASE CONSISTED OF DRILLING FIVE (5) BORINGS, B-001-0-24 THROUGH B-005-0-24, COMPLETED AS PART OF THE SUBSURFACE EXPLORATION BETWEEN APRIL 22 AND JUNE 11, 2024, UTILIZING A TRUCK MOUNTED CME 75 AND ACKER REBEL XL DRILL RIGS. THE BORINGS WERE ADVANCED THROUGH OVERBURDEN SOILS USING 3.25-INCH I.D. HOLLOW STEM AUGERS. DISTURBED SOIL SAMPLES WERE COLLECTED IN ACCORDANCE WITH THE STANDARD PENETRATION TEST (AASHTO T206) AT CONTINUOUS, 2.5, AND 5.0-FOOT INTERVALS. THE CME 75 HAMMER SYSTEM USED WAS CALIBRATED ON MAY 23, 2024, WITH A DRILL ROD ENERGY RATIO (ER) OF 89%. THE ACKER REBEL XL HAMMER SYSTEM USED WAS CALIBRATED ON NOVEMBER 7, 2024, WITH A DRILL ROD ENERGY RATIO (ER) OF 91.5% CAPPED AT 90% PER ODOT SPECIFICATIONS FOR GEOTECHNICAL EXPLORATIONS (SGE) SECTION 404.3. AN UNDISTURBED SOIL SAMPLE WAS COLLECTED IN ACCORDANCE WITH AASHTO T 207 WITHIN B-003-0-24 AT 13.5 FT.

EXPLORATION NOTES CONTINUED, SEE SHEET 2.



PARTICLE SIZE DEFINITIONS



INDEX OF SHEETS					
EXPLORATION NOTES (CONT.), SHEET 2.					
SUMMARY OF SOIL TEST DATA, SHEET 3.					
UNCONFINED COMPRESSION TEST RESULTS, SHEET 4.					
ONE-DIMENSIONAL CONSOLIDATION TEST RESULTS, SHEET 5.					
LOCATION FROM STA. TO STA.		PLAN VIEW SHEET	PROFILE VIEW SHEET	STRUCTURE INCLUDED	
				BRIDGE NO.	SFN
U.S. 22					
194+10	196+90	6	6	FAI-22-0374	2300096 (P)
196+90	199+70	7	8		
199+70	202+50	9	9		
BORING & CPT SOUNDING LOGS, SHEETS 10-16.					

RECON. -	PPP	04/15/24
DRILLING -	SAD (ACKER)	04/22-25/24
	CSB (CME75)	05/23/24 - 06/10/24
	JFK (CME55)	11/04-05/24
CPT -	JFK	11/05/24
DRAWN -	ARR	07/30/25
REVIEWED -	AAM	08/01/25



DESIGN AGENCY	
DESIGNER	
ARR	
REVIEWER	
AAM 08/01/25	
PROJECT ID	
115691	
SUBSET	TOTAL
1	16
SHEET	TOTAL
P.0	0

SUBSURFACE EXPLORATION (CONT.)

THE SECOND PHASE CONSISTED OF PUSHING TWO (2) CONE PENETRATION TEST (CPT) SOUNDINGS, C-002-2-24 AND C-004-1-24, COMPLETED ON NOVEMBER 5, 2024, AND COLLECTION OF EIGHT (8) SHELBY TUBE (ST) UNDISTURBED SAMPLES (ST-1, ST-2, ST-3, ST-4, ST-5, ST-6, ST-7, ST-8) AT OFFSET BORING B-002-1-24 WITHIN THE ANTICIPATED SCOUR ZONE FOR SCOUR TESTING BY THE FEDERAL HIGHWAY ADMINISTRATION (FHWA), COMPLETED ON NOVEMBER 4 AND 5, 2024. THE CPT SOUNDINGS C-002-2-24 AND C-004-1-24 WERE EXTENDED TO DEPTHS OF 119.4 FT AND 80.6 FT, RESPECTIVELY. THE SOUNDINGS WERE ADVANCED USING A 15 SQUARE CENTIMETER CONE THAT HAS A SLEEVE AREA OF 225 SQUARE CENTIMETERS AND 1.75-INCHES DIAMETER PUSHED WITH AN A.P. VAN DEN BERG UNIT MOUNTED ON A HYSON 23-TON CRAWLER IN ACCORDANCE WITH ASTM D5778, USING PROBE SERIAL NUMBER 090304, CALIBRATED ON AUGUST 9, 2023, AND PROBE SERIAL NUMBER 201039, CALIBRATED ON AUGUST 11, 2023. THE TIP RESISTANCE (QC), SLEEVE FRICTION (FS), AND INDUCED PORE PRESSURE (U2) WERE MEASURED AT 2-CENTIMETER INTERVALS. PORE PRESSURE DISSIPATION WAS MEASURED IN THE SOUNDINGS AT SELECTED DEPTHS WITHIN REPRESENTATIVE STRATA FOR WATER TABLE DEPTH ESTIMATION.

THE SECOND PHASE SHELBY TUBE UNDISTURBED SOIL SAMPLES WERE COLLECTED IN ACCORDANCE WITH AASHTO T206 AT CONTINUOUS INTERVALS UTILIZING A TRUCK MOUNTED CME 55 ROTARY DRILL RIG. BORING B-002-1-24 WAS ADVANCED THROUGH OVERBURDEN SOILS USING A 3.25-INCH I.D. HOLLOW STEM AUGER. THE CME 55 HAMMER SYSTEM USED WAS CALIBRATED ON NOVEMBER 7, 2023, WITH A DRILL ROD ENERGY RATIO (ER) OF 88%. THE BORING SURFACE ELEVATION (EL.) IS 891.1 FT. THE BORING WAS ADVANCED WITH NO SOIL SAMPLING UNTIL EL. 876.4 FT (DEPTH 14.7-FT) AFTER WHICH SAMPLES WERE COLLECTED AT CONTINUOUS INTERVALS AND EXTENDED TO EL. 859.8 FT (DEPTH 31.3-FT). SAMPLES ST-1, ST-2, ST-4, ST-5, ST-6, AND ST-7 WERE SHIPPED TO THE FHWA HYDRAULICS LABORATORY IN LATE NOVEMBER FOR SCOUR TESTING. SAMPLES ST-3 AND ST-8 HAD LOW RECOVERY AND WERE EXCLUDED FROM FURTHER ANALYSIS.

CPT DATA AND INTERPRETATION

THESE CPT SOUNDINGS FOLLOW ASTM D5778 AND WERE MADE BY ORDINARY AND CONVENTIONAL METHODS AND WITH CARE DEEMED ADEQUATE FOR THE DEPARTMENT'S DESIGN PURPOSES. THE CPT DATA COLLECTED ARE PRESENTED AS GRAPHICAL PLOTS IN THE REPORT, GENERATED BY CPET-IT SOFTWARE. THE PLOTS INCLUDE INTERPRETED SOIL BEHAVIOR TYPE (SBT) BASED ON THE METHOD DESCRIBED BY ROBERTSON (2010) AND EQUIVALENT SPT N60, DESCRIBED BY JEFFERIES AND DAVIES (1993) AND PRESENTED IN ROBERTSON (2022). THE INTERPRETATIONS ARE PRESENTED ONLY AS A GUIDE FOR GEOTECHNICAL USE AND SHOULD BE CAREFULLY REVIEWED.

EXPLORATION FINDINGS

ALL DRILLED BORINGS, EXCEPT B-003-0-24, WERE COMPLETED WITHIN THE EXISTING PAVEMENT, ENCOUNTERING 12 TO 14-INCHES OF ASPHALT UNDERLAIN BY 3 TO 4-INCHES OF BRICK. THE ASPHALT IN B-002-0-24 WAS UNDERLAIN BY MEDIUM DENSE GRAVEL AND STONE FRAGMENTS WITH SAND (A-1-b) WHICH CONTAINED BRICK FRAGMENTS. B-003-0-24 ENCOUNTERED 4-INCHES OF TOPSOIL.

B-001-0-24 AND B-005-0-24 WERE DRILLED TO EVALUATE SUBGRADE SUPPORT FOR THE APPROACHING ROADWAY, AND ENCOUNTERED PREDOMINATELY COHESIVE SOILS CONSISTING OF SANDY SILT (A-4a), SILT AND CLAY (A-6a), SILTY CLAY (A-6b), AND CLAY (A-7-6), WHICH RANGED FROM SOFT TO STIFF IN CONSISTENCY AND DAMP TO MOIST IN CONDITION. B-001-0-24 WAS TERMINATED WITHIN COHESIVE SOILS WHILE B-005-0-24 WAS TERMINATED IN MEDIUM DENSE GRAVEL AND STONE FRAGMENTS (A-1-b) IN DAMP CONDITION ENCOUNTERED AT EL. 883.2 FT.

B-002-0-24, COMPLETED ADJACENT TO THE REAR ABUTMENT, AND B-003-0-24, COMPLETED ADJACENT TO THE CENTER PIER, WERE EXTENDED TO DEPTHS OF 115 AND 100 FEET, RESPECTIVELY, FOR FOUNDATION DESIGN. THESE BORINGS ENCOUNTERED PREDOMINATELY COHESIVE SOILS CONSISTING OF SANDY SILT (A-4a) AND SILT AND CLAY (A-6a), WITH LESSER AMOUNTS OF SILT (A-4b) AND SILTY CLAY (A-6b), WHICH RANGED FROM SOFT TO HARD IN CONSISTENCY AND DAMP TO WET IN CONDITION. NON-COHESIVE LAYERS WERE ENCOUNTERED IN B-002-0-24 CONSISTING OF LOOSE GRAVEL WITH SAND AND SILT (A-2-4) BETWEEN EL. 877.9 AND 876.4 FT AND MEDIUM DENSE GRAVEL WITH SAND (A-1-b) IN WET CONDITION WAS ENCOUNTERED BETWEEN EL. 832.9 AND 827.9 FT. BENEATH THE SURFACE TOPSOIL B-003-0-24 ENCOUNTERED COARSE AND FINE SAND (A-3a) AND GRAVEL WITH SAND (A-1-b) IN LOOSE TO MEDIUM DENSE COMPACTNESS EXTENDING TO EL. 873.8 FT. ADDITIONAL NON-COHESIVE SOILS WERE ENCOUNTERED IN B-003-0-24 CONSISTING DENSE GRAVEL WITH STONE FRAGMENTS (A-1-a) AND GRAVEL WITH SAND (A-1-b) BETWEEN EL. 845.8 AND 840.8 FT AND 830.8 AND 825.8 FEET, RESPECTIVELY.

B-004-0-24 WAS COMPLETED IN THE VICINITY OF THE FORWARD ABUTMENT FOR EVALUATION OF POTENTIAL SCOUR, INITIALLY ENCOUNTERING MEDIUM DENSE STONE FRAGMENTS WITH SAND (A-1-b) BENEATH THE PAVEMENT MATERIALS UNDERLAIN BY COHESIVE SOILS CONSISTING OF SANDY SILT (A-4a) AND SILT AND CLAY (A-6a) IN MEDIUM STIFF TO STIFF CONSISTENCY AND DAMP TO WET CONDITION INTO WHICH THE BORING WAS TERMINATED.

ORGANIC SOILS, RANGING FROM SLIGHTLY TO MODERATELY ORGANIC, WERE ENCOUNTERED BETWEEN EL. 887.9 AND 883.4 FT WITHIN B-001-0-24, AND BETWEEN EL. 885.4 AND 879.4 FT WITHIN B-002-0-24. THESE RESULTS ARE PRESENTED IN TABULAR FORM, SEE ORGANIC CONTENT BY LOSS ON IGNITION TEST TABLE. B-003-0-24 ENCOUNTERED WOOD FRAGMENTS BETWEEN EL. 876.8 AND 873.8 FT. UNCONFINED COMPRESSIVE STRENGTH TESTING AND CONSOLIDATION TESTING WAS COMPLETED ON THE SHELBY TUBE SAMPLE COLLECTED IN B-003-0-24.

FREE WATER WAS ENCOUNTERED AT EL. 881.2 FT WITHIN B-001-0-24. B-002-0-24 AND B-003-0-24 BOTH ENCOUNTERED FLOWING ARTESIAN CONDITIONS. B-002-0-24 FIRST ENCOUNTERED FLOWING ARTESIAN CONDITIONS AROUND EL. 847.9 FT BECOMING INTERMITTENT WITH DEPTH. INITIAL FLOW WAS APPROXIMATELY 1-FT ABOVE THE PAVEMENT SURFACE WITH WATER REPORTED AT THE PAVEMENT SURFACE AT COMPLETION OF THE BORING. B-003-0-24 FIRST ENCOUNTERED FLOWING ARTESIAN CONDITIONS AROUND EL. 845.8 FT BECOMING INTERMITTENT WITH DEPTH. INITIAL FLOW WAS MORE THAN 5-FT ABOVE THE GROUND SURFACE WITH A MINOR FLOWING CONDITION AT COMPLETION OF THE BORING. B-004-0-24 AND B-005-0-24 WERE DRY AT COMPLETION.

EXPLORATION FINDINGS (CONT.)

CPT SOUNDING C-002-2-24 GENERALLY ENCOUNTERED TIP RESISTANCE LESS THAN 100 TSF AND SLEEVE FRICTION LESS THAN 4 TSF EXCEPT FOR THE NON-COHESIVE LAYERS WHICH HAD HIGHER TIP RESISTANCE RECORDED. C-004-1-24 ALSO GENERALLY ENCOUNTERED TIP RESISTANCE LESS THAN 100 TSF AND SLEEVE FRICTION LESS THAN 4 TSF EXCEPT FOR THE NON-COHESIVE LAYERS WHICH HAD HIGHER TIP RESISTANCE RECORDED AND A SILTY SAND AND SANDY SILT LAYER BETWEEN 20 AND 23- FEET WHICH HAD A HIGHER TIP RESISTANCE AND SLEEVE FRICTION RECORDED.

FOR THE SHELBY TUBE SAMPLES IN B-002-1-24, ODOT VISUALLY DESCRIBED EVERY SAMPLE, CALCULATED PERCENT RECOVERY FOR EACH SAMPLE, AND PERFORMED INDEX STRENGTH TESTS BY HAND PENETROMETER FOR SAMPLES ST-1, ST-5, ST-6, AND ST-7. FHWA DETERMINED WATER CONTENT (ASTM D2216), CALCULATED THE APPARENT SPECIFIC GRAVITY (AASHTO T100), PERFORMED PARTICLE SIZE ANALYSIS - SIEVE ANALYSES (ASTM D6913) AND HYDROMETER ANALYSES (ASTM D7928), PERFORMED ATTERBERG LIMITS TESTING (ASTM D4318), AND POCKET PENETROMETER (ASTM WK27337). FHWA MECHANICALLY CLASSIFIED SAMPLES BASED ON THE UNIFIED SOIL CLASSIFICATION SYSTEM (USCS) (ASTM D2487) AND THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS (AASHTO) CLASSIFICATION SYSTEM (AASHTO M145). ACCORDING TO AASHTO M145 CLASSIFICATION SYSTEM, ALL SAMPLES CLASSIFY AS A-4, EXCEPT SAMPLE ST-4 WHICH CLASSIFIES AS A-2-4; ACCORDING TO USCS CLASSIFICATION SYSTEM, ALL SAMPLES CLASSIFY AS CL, EXCEPT ST-4 WHICH CLASSIFIES AS SP-SM AND ST-5 WHICH CLASSIFIES AS CL-ML.

SPECIFICATIONS

THIS GEOTECHNICAL EXPLORATION WAS PERFORMED IN ACCORDANCE WITH THE STATE OF OHIO, DEPARTMENT OF TRANSPORTATION, OFFICE OF GEOTECHNICAL ENGINEERING, SPECIFICATIONS FOR GEOTECHNICAL EXPLORATIONS, DATED JANUARY 2024.

AVAILABLE INFORMATION

THE SOIL, BEDROCK, AND GROUNDWATER INFORMATION COLLECTED FOR THIS SUBSURFACE EXPLORATION THAT CAN BE CONVENIENTLY DISPLAYED ON THE GEOTECHNICAL PROFILE SHEETS HAS BEEN PRESENTED. THE RAW CPT DATA AND GEOTECHNICAL REPORTS, IF PREPARED, ARE AVAILABLE FOR REVIEW ON THE OFFICE OF CONTRACT SALES WEBSITE.

ORGANIC CONTENT BY LOSS ON IGNITION TEST				
BORING ID	SAMPLE ID	SAMPLE ELEVATION	SAMPLE DEPTH	LOI (%)
B-001-0-24	SS-1	887.9' - 886.4'	1.5' - 3.0'	2.7
	SS-2	886.4' - 884.9'	3.0' - 4.5'	7.1
	SS-3	884.9' - 883.4'	4.5' - 6.0'	2.9
B-002-0-24	SS-4	885.4' - 883.9'	6.0' - 7.5'	4.0
	SS-6	882.4' - 880.9'	9.0' - 10.5'	5.5
	SS-7	880.9' - 879.4'	10.5' - 12.0'	4.1

SCOUR SAMPLES			
BORING ID	SAMPLE ID	SAMPLE ELEVATION	D ₅₀ VALUE (mm)
B-002-0-24	SS-5	883.9' - 882.4'	0.0480
	SS-6	882.4' - 880.9'	0.0110
	SS-7	880.9' - 879.4'	0.0150
	SS-8	879.4' - 877.9'	0.0370
	SS-9	877.9' - 876.4'	0.3240
	SS-10	876.4' - 874.9'	0.1940
	SS-11	874.9' - 873.4'	0.0640
	SS-12	873.4' - 871.9'	0.0560
	SS-13	871.9' - 870.4'	0.0500
	SS-14	870.4' - 868.9'	0.0500
B-002-1-24	ST-1	876.4' - 874.4'	0.0660
	ST-2	874.4' - 872.4'	0.0330
	ST-3	872.4' - 870.4'	LOW RECOVERY
	ST-4	870.4' - 868.4'	0.2946
	ST-5	868.4' - 866.4'	0.0432
	ST-6	866.4' - 864.4'	0.0203
	ST-7	863.8' - 861.8'	0.0356
	ST-8	861.8' - 859.8'	LOW RECOVERY
B-003-0-24	SS-1	882.8' - 881.3'	0.1160
	SS-2	881.3' - 879.8'	0.1460
	SS-3	879.8' - 878.3'	0.1610
	SS-4	878.3' - 876.8'	0.1680
	SS-5	876.8' - 875.3'	3.7450
	SS-6	875.3' - 873.8'	3.7450
	SS-7	873.8' - 872.3'	0.0890
	SS-8	872.3' - 870.8'	0.0450
	ST-9	870.8' - 868.8'	0.0330
B-004-0-24	SS-5	884.0' - 882.5'	0.0830
	SS-6	882.5' - 881.0'	0.0260
	SS-7	881.0' - 879.5'	0.0160
	SS-8	879.5' - 878.0'	0.0110
	SS-9	878.0' - 876.5'	0.0280



DESIGN AGENCY	
DESIGNER	
ARR	
REVIEWER	
AAM 08/01/25	
PROJECT ID	
115691	
SUBSET	TOTAL
2	16
SHEET	TOTAL
P.0	0

SUMMARY OF SOIL TEST DATA
U.S. 22

EXPLOR. ID	FROM	TO	SAMPLE ID		% REC	tsf HP	% GR	% CS	% FS	% SILT	% CLAY	LL	PL	PI	% WC	ODOT CLASS (G)
B-001-0-24	1.50	- 3.00	SS-1	7	6	0.75	15	11	15	31	28	28	15	13	17	A-6a (6)
STA. 194+23, 7' RT.	3.00	- 4.50	SS-2	6	50	0.75	4	3	7	39	47	45	25	20	32	A-7-6 (13)
LATITUDE = 39.652508	4.50	- 6.00	SS-3	6	50	1.25	3	3	38	31	25	25	15	10	21	A-4a (4)
LONGITUDE = -82.774354	6.00	- 7.50	SS-4	6	50	0.75				SAME AS SS-5					28	A-6b (VISUAL)
	8.50	- 10.00	SS-5	3	100	0.50	2	1	27	36	34	31	15	16	25	A-6b (9)
B-002-0-24	1.50	- 3.00	SS-1	15	33	-	39	27	13	15	6	NP	NP	NP	6	A-1-b (0)
STA. 197+67, 6' LT.	3.00	- 4.50	SS-2	6	6	-	6	6	29	37	22	22	15	7	16	A-4a (5)
LATITUDE = 39.652523	4.50	- 6.00	SS-3	1	6	1.00	7	5	25	36	27	29	16	13	21	A-6a (7)
LONGITUDE = -82.773138	6.00	- 7.50	SS-4	6	72	0.75	5	6	24	38	27	30	18	12	27	A-6a (7)
FOR THE REMAINDER OF BORING B-002-0-24, SEE LOGS ON SHEETS 10 & 11.																
FOR BORING B-002-1-24, SEE LOG ON SHEET 12.																
FOR BORING B-003-0-24, SEE LOGS ON SHEETS 13 & 14.																
B-004-0-24	1.50	- 3.00	SS-1	18	28	-	44	24	10	13	9	27	21	6	9	A-1-b (0)
STA. 198+81, 7' LT.	3.00	- 4.50	SS-2	6	22	0.75				SAME AS SS-3					17	A-4a (VISUAL)
LATITUDE = 39.652504	4.50	- 6.00	SS-3	4	39	0.50	21	13	20	30	16	25	19	6	19	A-4a (2)
LONGITUDE = -82.772724	6.00	- 7.50	SS-4	6	83	1.50	10	10	28	32	20	25	19	6	19	A-4a (3)
FOR THE REMAINDER OF BORING B-004-0-24, SEE LOG ON SHEET 15.																
B-005-0-24	1.50	- 3.00	SS-1	19	56	3.75	1	1	3	37	58	38	20	18	20	A-6b (11)
STA. 202+26, 7' RT.	3.00	- 4.50	SS-2	22	100	4.50	6	7	11	37	39	31	17	14	16	A-6a (10)
LATITUDE = 39.652406	4.50	- 6.00	SS-3	24	100	4.25	14	11	15	35	25	25	15	10	13	A-4a (5)
LONGITUDE = -82.771512	6.00	- 7.50	SS-4	30	83	4.5+				SAME AS SS-3					12	A-4a (VISUAL)
	8.50	- 9.25	SS-5A	33	72	4.00				SAME AS SS-3					11	A-4a (VISUAL)
	9.25	- 10.00	SS-5B			-	53	15	12	14	6	20	17	3	7	A-1-b (0)



DESIGNER	
ARR	
REVIEWER	
AAM 08/01/25	
PROJECT ID	
115691	
SUBSET	TOTAL
3	16
SHEET	TOTAL
P.0	0

GEOTECHNICAL PROFILE - ROADWAY
SUMMARY OF SOIL TEST DATA

OH DOT UNCONFINED COMPRESSION - OH DOT.GDT - 7/17/24 15:29 - X:\GINT\PROJECTS\601125.GPJ



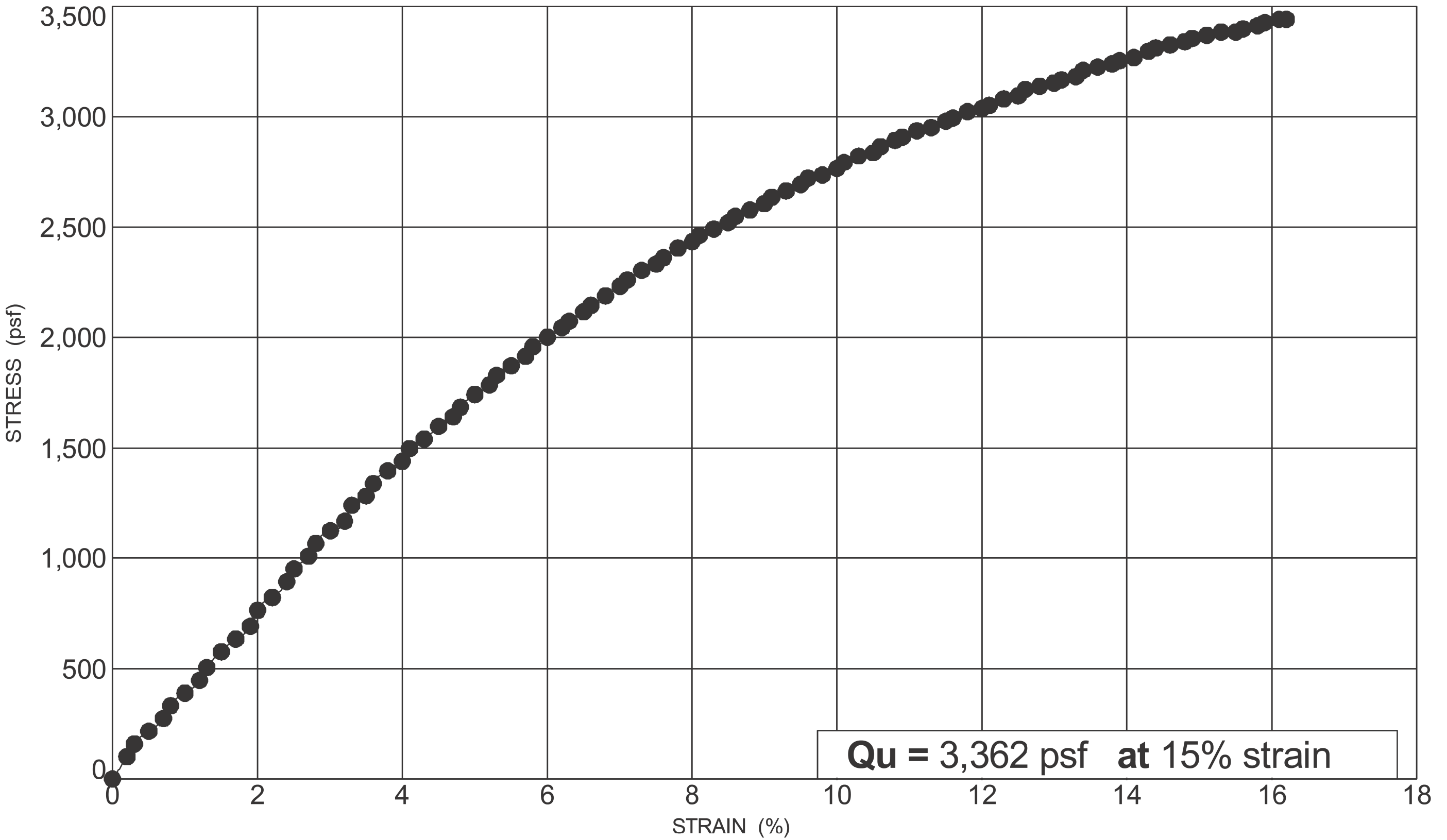
OHIO DEPARTMENT OF TRANSPORTATION
OFFICE OF GEOTECHNICAL ENGINEERING

UNCONFINED COMPRESSION TEST
AASHTO T - 208

PROJECT FAI-22-3.68 PID 115691
OGE NUMBER 601125 PROJECT TYPE STRUCTURE

SAMPLE IDENTIFICATION

BORING ID: B-003-0-24 SAMPLE ID: ST-9
STATION: 198+29, 17' RT. DEPTH: 14.3 - 14.8 feet



SPECIMEN FAILURE SKETCHES OR PHOTOGRAPHS



FRONT VIEW



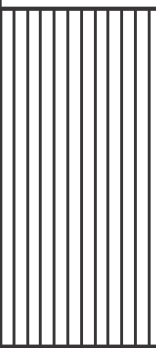
SIDE VIEW

SPECIMEN DETAILS

HEIGHT: 5.76 inches
DIAMETER: 2.88 inches
WET UNIT WT: 143.37 pcf
DRY UNIT WT: 127.99 pcf

TESTED BY: AW 5/21/2024

CLASSIFICATION RESULTS



GRADATION (%)				
<u>GR</u>	<u>CS</u>	<u>FS</u>	<u>SI</u>	<u>CL</u>
14	9	15	37	25
ATTERBERG LIMITS			MOISTURE	
<u>LL</u>	<u>PL</u>	<u>PI</u>	<u>WC</u>	
20	13	7	14	

ODOT CLASS: A-4a HP (tsf): 3.00

DESCRIPTION: Stiff, Gray, SANDY SILT, Some Clay,
Little Gravel and Stone Fragments, Moist

DESIGN AGENCY



DESIGNER

ARR

REVIEWER

AAM 08/01/25

PROJECT ID

115691

SUBSET TOTAL

4 16

SHEET TOTAL

P.0 0

OHIO DEPARTMENT OF TRANSPORTATION
OFFICE OF GEOTECHNICAL ENGINEERINGONE-DIMENSIONAL CONSOLIDATION
AASHTO T - 216
(Page 1 of 2)

PROJECT FAI-22-3.68

PID 115691

OGE NUMBER 601125

PROJECT TYPE STRUCTURE

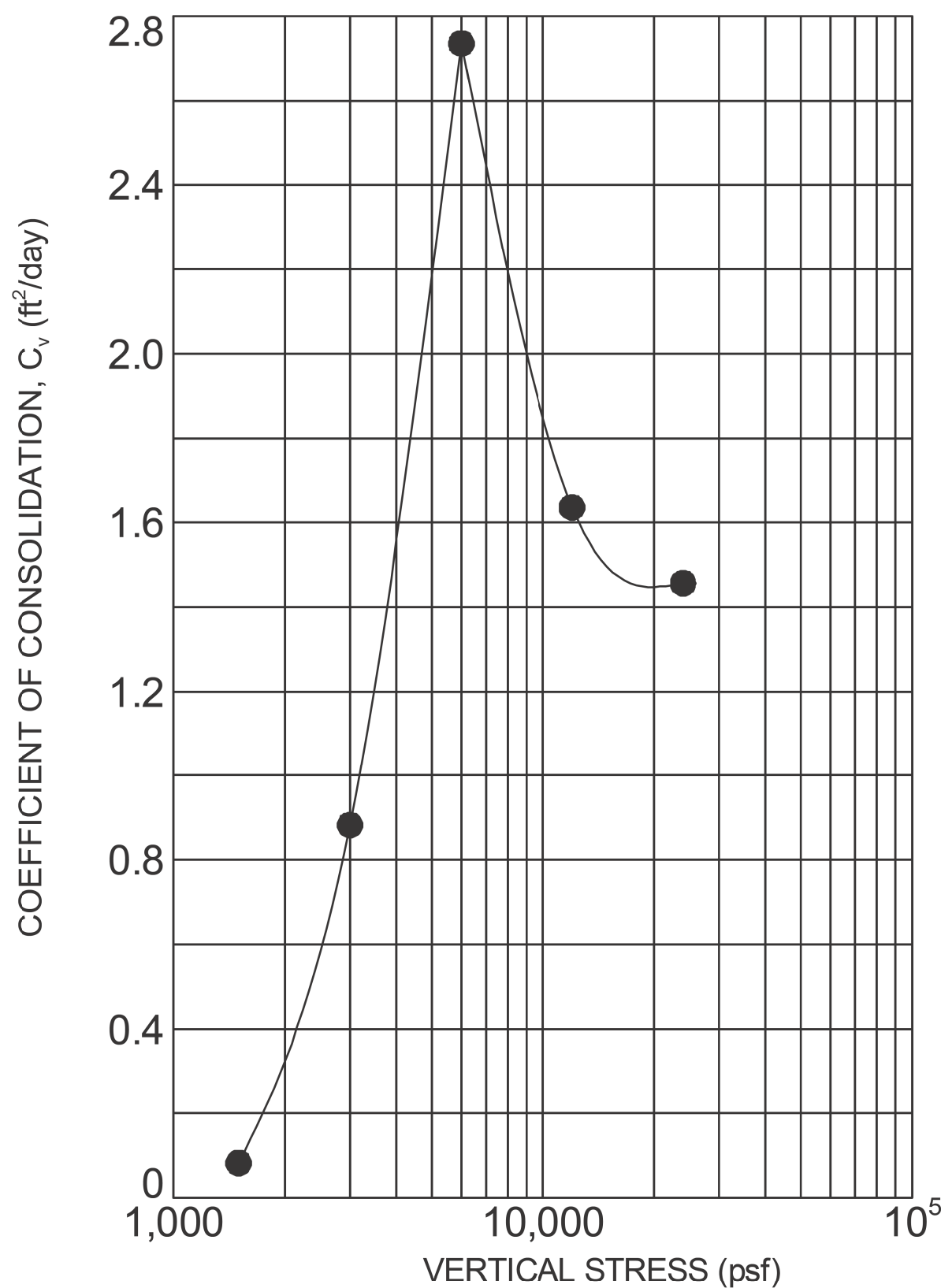
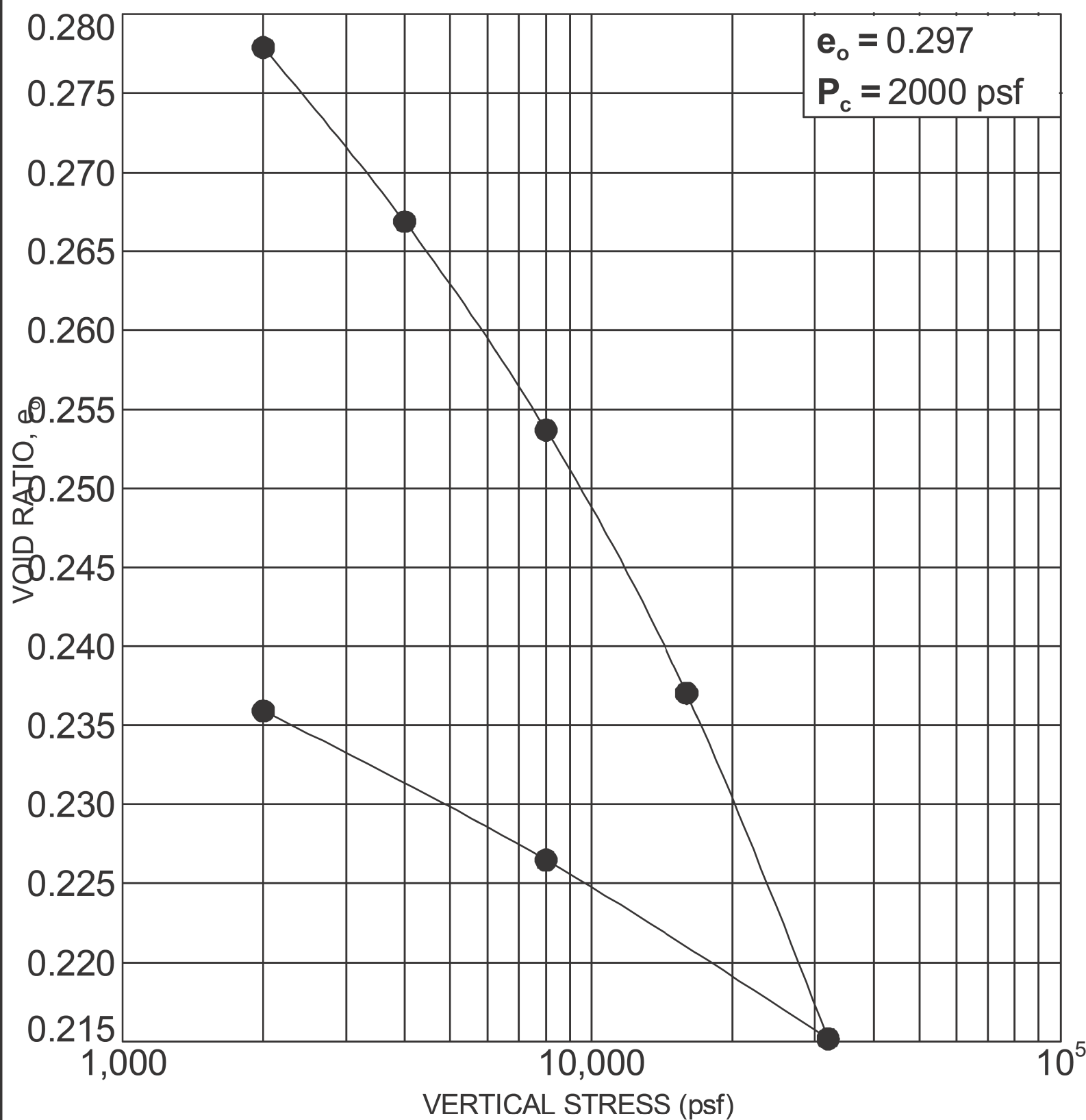
SAMPLE IDENTIFICATION

BORING ID: B-003-0-24

SAMPLE ID: ST-9

STATION: 198+29, 17' RT.

DEPTH: 14.9 - 15.1 feet



SPECIMEN DETAILS

Initial Height, H _o =	1.001 in
Ring Diameter, D =	2.500 in
Initial Volume, V _o =	4.911 in ³
Initial (Total) Weight, W _{tot} =	0.410 lb
Dry Weight, W _{dry} =	0.365 lb
Initial Water Content, WC _o =	12.2 %
Wet (Total) Unit Weight, γ _{tot} =	144.16 pcf
Dry Unit Weight, γ _{dry} =	128.48 pcf
Volume of Solids, V _s =	3.786 in ³
Initial Saturation, S _o =	109.6 %
Final Water Content, WC _f =	10.0 %
Final Wet Weight, W _{wet,f} =	0.402 lb
Final Dry Unit Weight, γ _{dry,f} =	132.20 pcf
Final Saturation, S _f =	113.4 %
Final Void Ratio, e _f =	0.236
C _c =	0.065
C _r =	0.041
P _o =	1714 psf
OCR =	1.167

TEST DETAILS

METHOD OF TESTING: "Method B"

CONDITION OF TEST: "Natural Moisture Content"

SPECIFIC GRAVITY: 2.67 (Assumed)

NOTES:

TESTED BY: AW 5/9/2024

CLASSIFICATION RESULTS

GRADATION (%)				
GR	CS	FS	SI	CL
14	9	15	37	25
ATTERBERG LIMITS		MOISTURE		
LL	PL	PI	WC	
20	13	7	14	

ODOT CLASS: A-4a HP (tsf): 3.00

DESCRIPTION: Stiff, Gray, **SANDY SILT**, Some Clay,
Little Gravel and Stone Fragments, MoistOHIO DEPARTMENT OF TRANSPORTATION
OFFICE OF GEOTECHNICAL ENGINEERINGONE-DIMENSIONAL CONSOLIDATION
AASHTO T - 216
(Page 2 of 2)

PROJECT FAI-22-3.68

PID 115691

OGE NUMBER 601125

PROJECT TYPE STRUCTURE

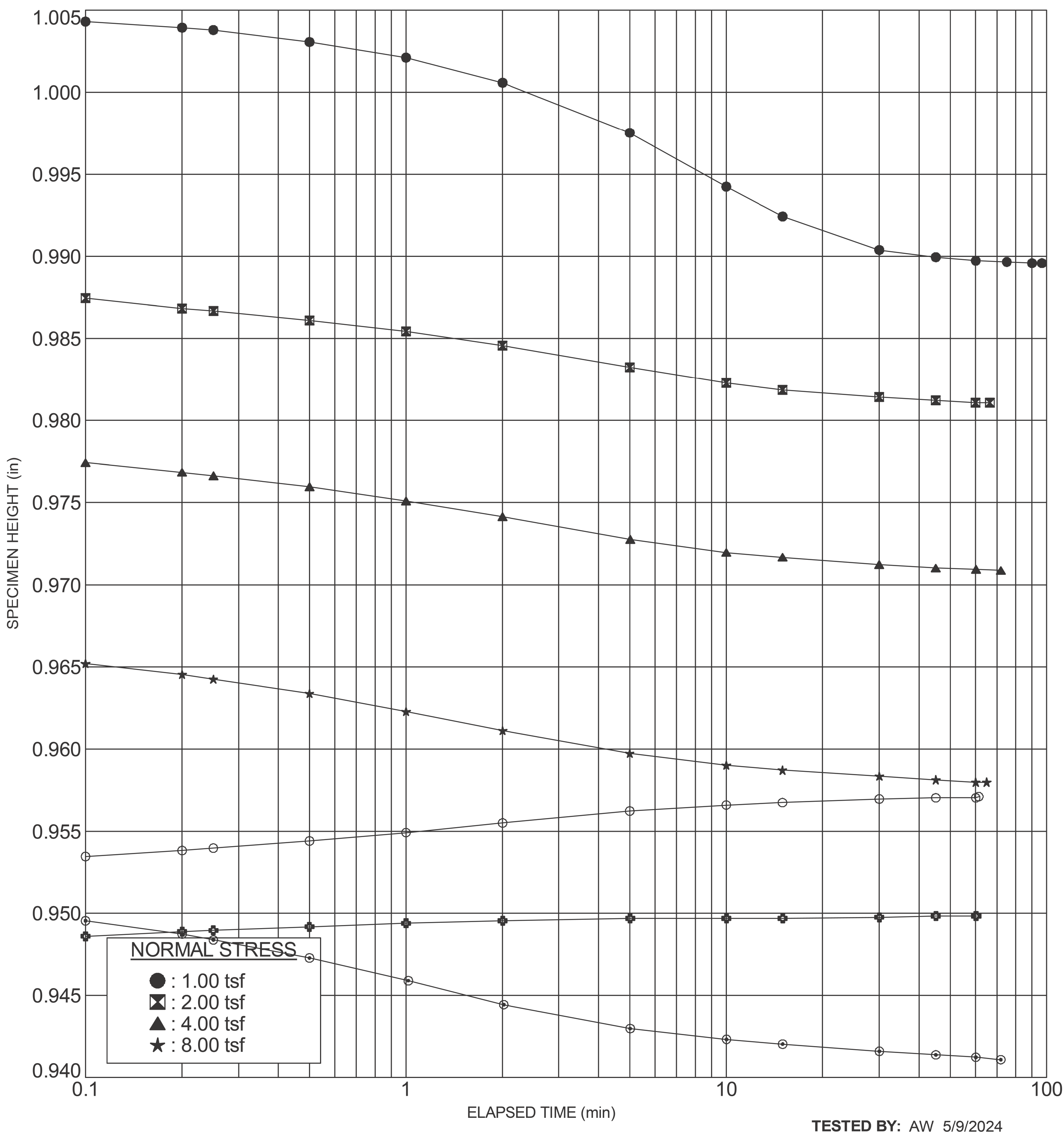
SAMPLE IDENTIFICATION

BORING ID: B-003-0-24

SAMPLE ID: ST-9

STATION: 198+29, 17' RT.

DEPTH: 14.9 - 15.1 feet



DESIGN AGENCY



DESIGNER

ARR

REVIEWER

AAM 08/01/25

PROJECT ID

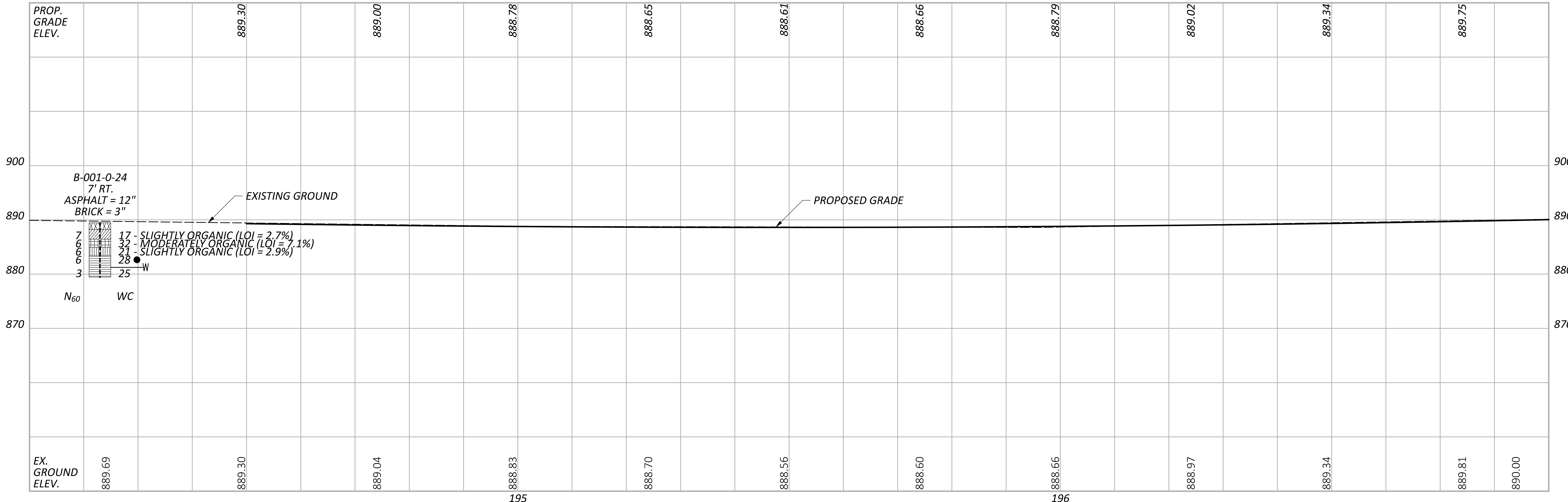
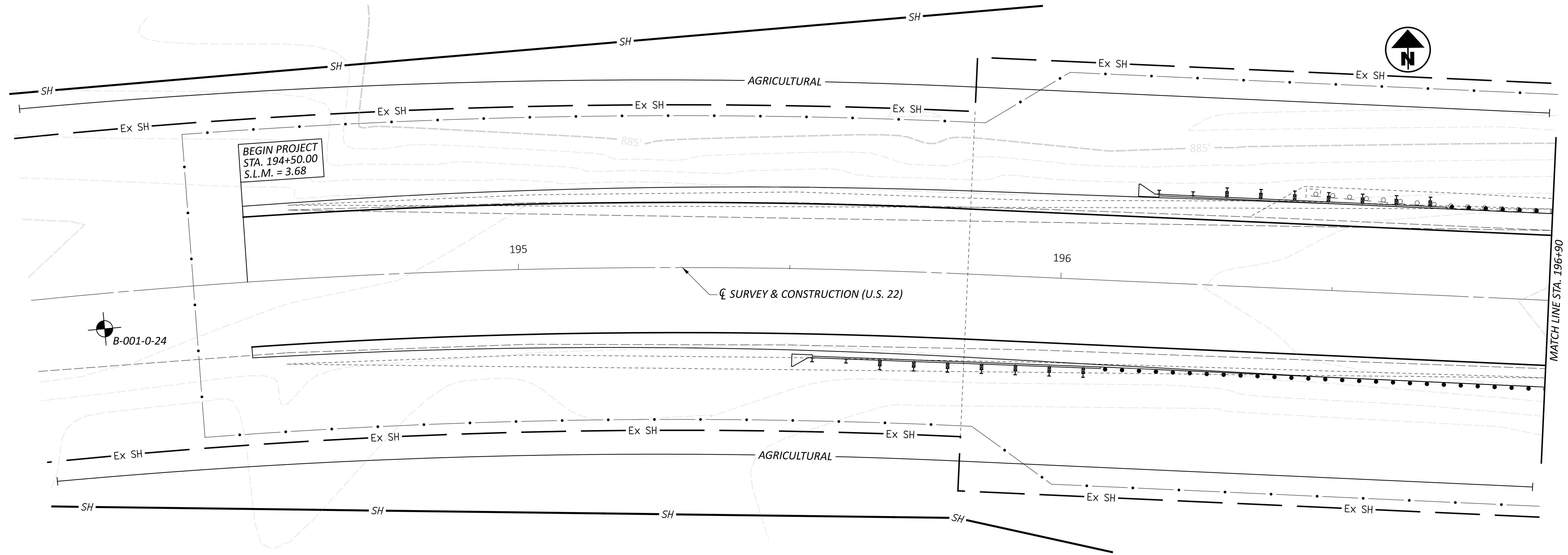
115691

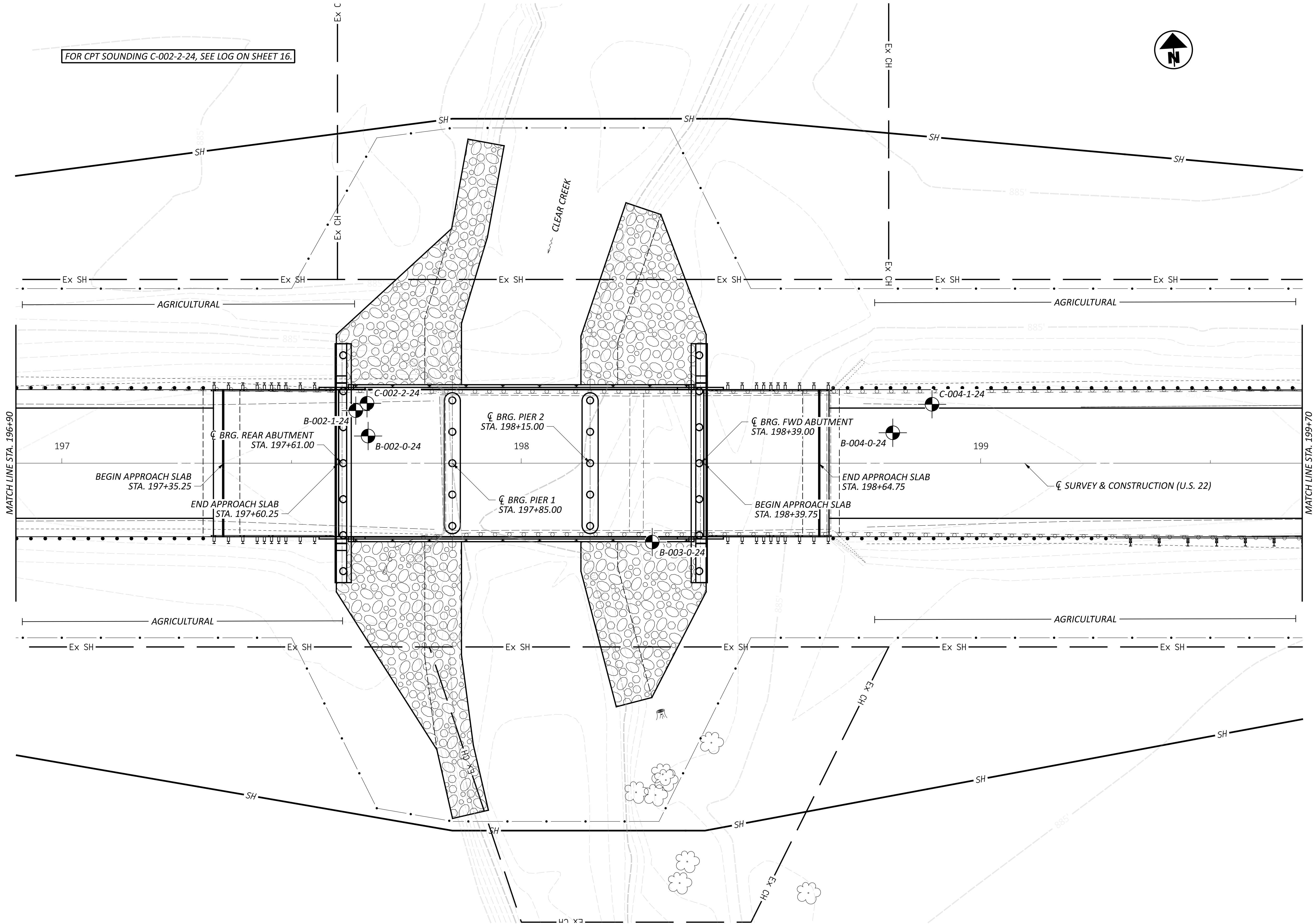
SUBSET TOTAL

5 16

SHEET TOTAL

P.O. 0





GEOTECHNICAL PROFILE - ROADWAY
BRIDGE NO. FAI-22-0374 OVER CLEAR CREEK

DESIGN AGENCY



DESIGNER

ARR

REVIEWER

AAM 08/01/25

PROJECT ID

115691

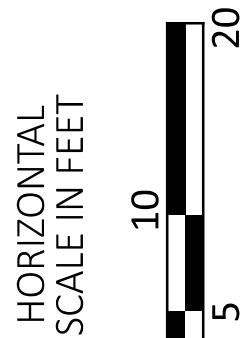
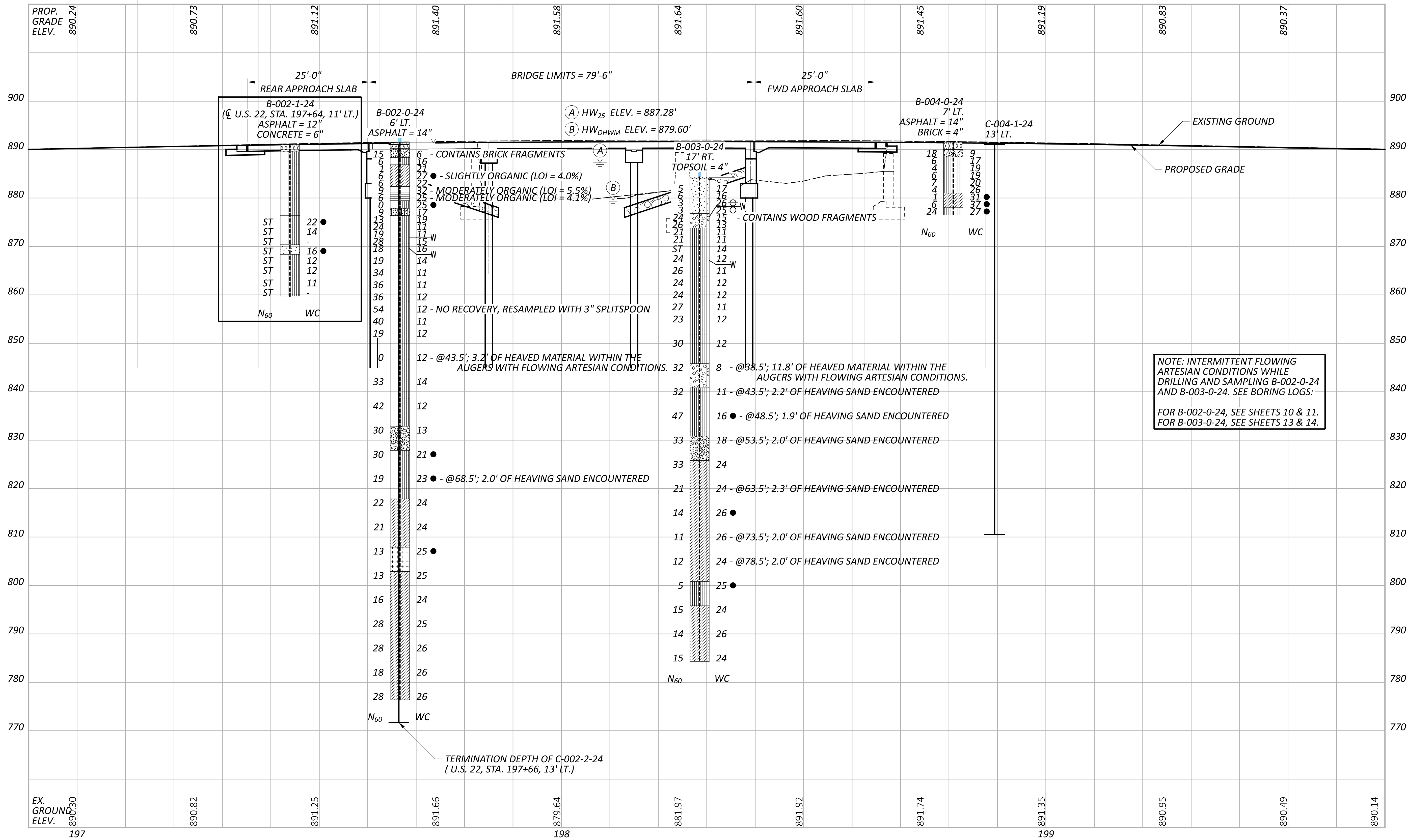
SUBSET TOTAL

7 16

SHEET TOTAL

P.0 0





GEOTECHNICAL PROFILE - ROADWAY
BRIDGE NO. FAI-22-0374 OVER CLEAR CREEK

DESIGN AGENCY



DESIGNER

ARR

REVIEWER

AAM 08/01/25

PROJECT ID

115691

SUBSET

8

TOTAL

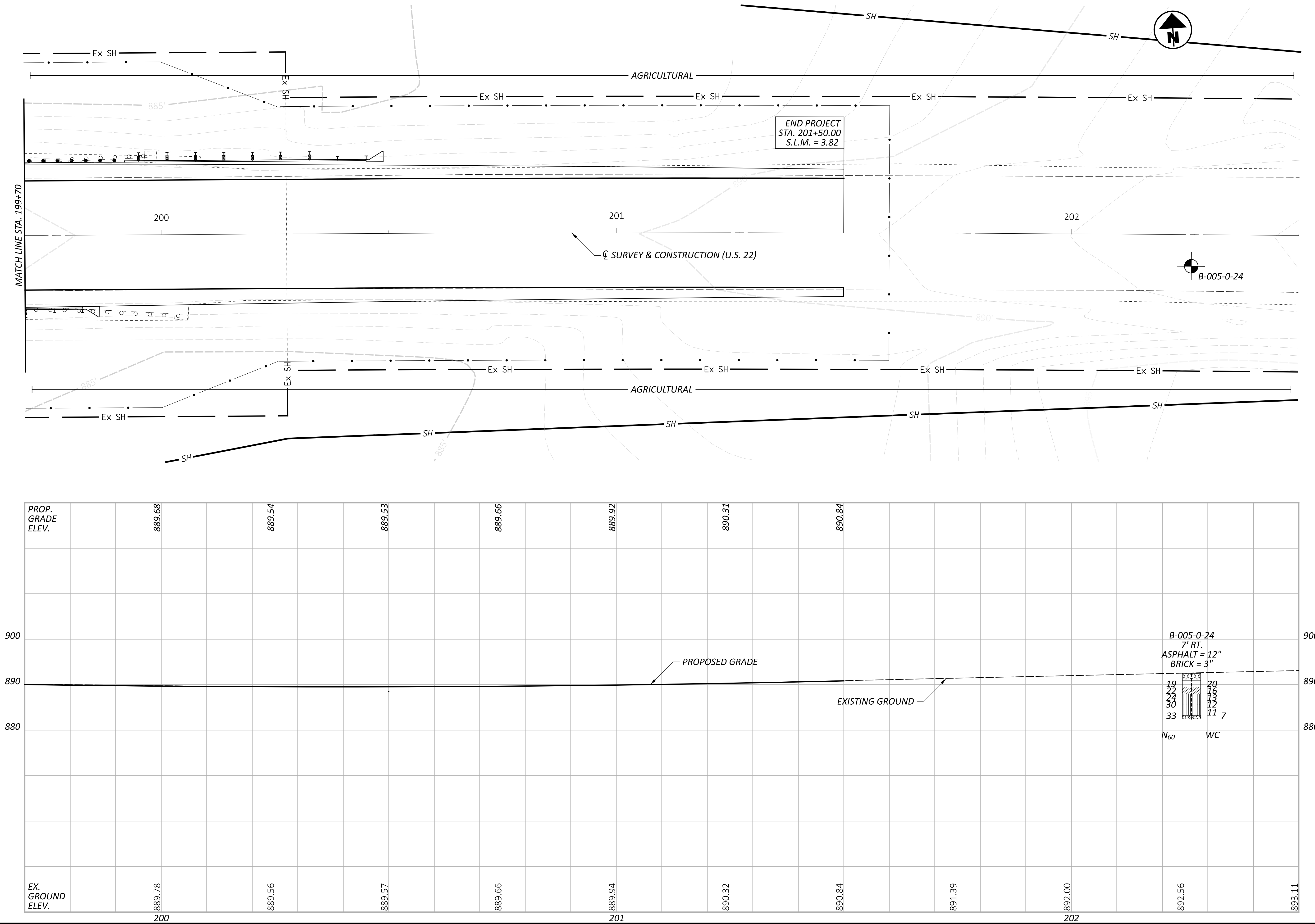
16

SHEET

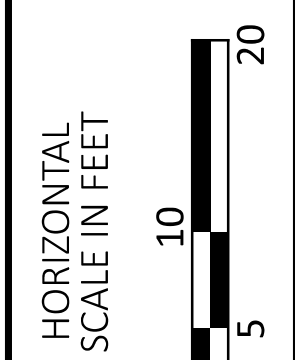
P.O

TOTAL

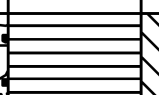
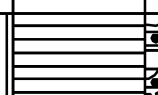
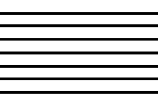
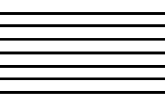
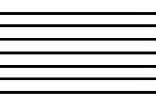
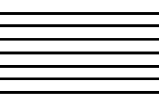
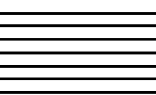
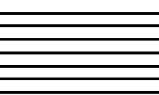
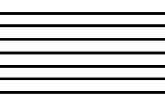
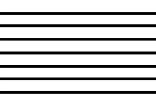
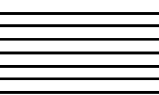
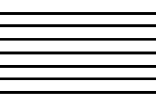
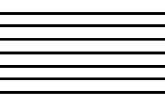
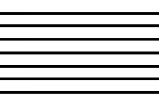
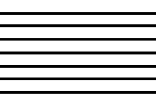
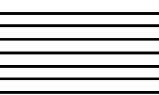
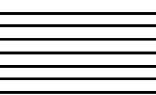
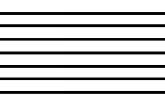
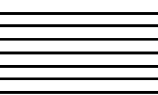
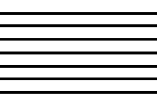
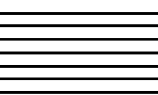
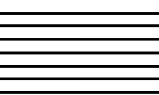
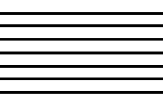
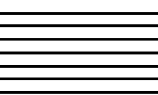
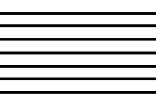
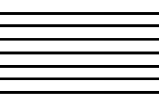
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GEOTECHNICAL PROFILE - ROADWAY
STA. 199+70 TO STA. 202+50 U.S. 22



DESIGN AGENCY	
DESIGNER	
ARR	
REVIEWER	
AAM 08/01/25	
PROJECT ID	
115691	
SUBSET	TOTAL
9	16
SHEET	TOTAL
P.0	0

PROJECT: <u>FAI-22-3.68</u>			DRILLING FIRM / OPERATOR: <u>ODOT / LEWIS</u>			DRILL RIG: <u>CME 75 TRUCK</u>			STATION / OFFSET: <u>197+67.6' LT.</u>			EXPLORATION ID <u>B-002-0-24</u>										
TYPE: <u>BRIDGE</u>			SAMPLING FIRM / LOGGER: <u>ODOT / BENNING</u>			HAMMER: <u>CME AUTOMATIC</u>			ALIGNMENT: <u>CL US 22</u>			PAGE										
PID: <u>115691</u> SFN: <u>2300096 (P)</u>			DRILLING METHOD: <u>3.25" HSA</u>			CALIBRATION DATE: <u>5/23/24</u>			ELEVATION: <u>891.4 (ft)</u> EOB: <u>115.0 ft.</u>			1 OF 2										
START: <u>6/3/24</u> END: <u>6/10/24</u>			SAMPLING METHOD: <u>SPT</u>			ENERGY RATIO (%): <u>89</u>			LAT / LONG: <u>39.652523, -82.773138</u>													
MATERIAL DESCRIPTION AND NOTES			ELEV. <u>891.4</u>	DEPTHS <u>▽</u>	SPT/ RQD	N ₆₀	REC SAMPLE (%)	HP (tsf)	GRADATION (%)				ATTERBERG			ODOT CLASS (gi)	HOLE SEALED					
									GR	CS	FS	SI	CL	LL	PL			PI	WC			
ASPHALT (14")				891.4	1																	
MEDIUM DENSE, BROWN, GRAVEL AND STONE FRAGMENTS WITH SAND, LITTLE SILT, TRACE CLAY, CONTAINS BRICK FRAGMENTS, DAMP				890.2	2	12	15	33	SS-1	-	39	27	13	15	6	NP	NP	6	A-1-b (0)			
				888.4	3	3	2	6	6	SS-2	-	6	6	29	37	22	22	15	7	16	A-4a (5)	
				886.9	4	2	2	0	1	6	SS-3	1.00	7	5	25	36	27	29	16	13	21	A-6a (7)
					5	0	1	2	2	6	SS-4	0.75	5	6	24	38	27	30	18	12	27	A-6a (7)
MEDIUM STIFF, BROWN AND GRAY, SILT AND CLAY, SOME SAND, TRACE GRAVEL, MOIST				882.4	6	2	6	72	SS-5	0.75	13	10	22	30	25	30	17	13	22	A-6a (5)		
					7	2	2	2	6	72	SS-6	1.25	2	2	12	46	38	40	23	17	32	A-8b (11)
					8	2	2	2	6	94	SS-7	1.50	2	2	22	39	35	33	17	16	25	A-8b (10)
					9	2	3	9	100	SS-8	0.50	1	4	35	35	25	25	15	10	25	A-4a (5)	
MEDIUM STIFF, BROWN AND GRAY, SANDY SILT, SOME GRAVEL, LITTLE CLAY, MOIST				879.4	10	3	9	56	SS-9	-	33	14	19	24	10	24	18	6	17	A-2-4 (0)		
				877.9	11	2	2	6	94	SS-10	0.50	32	10	17	26	15	24	16	8	19	A-4a (1)	
				876.4	12	0	0	0	89	SS-11	3.50	19	8	21	33	19	20	14	6	11	A-4a (3)	
					13	0	0	0	89	SS-12	2.50	17	11	18	35	19	19	14	5	11	A-4a (4)	
@16.5'; GRAY, LITTLE GRAVEL, DAMP				871.8	14	1	3	9	56	SS-13	0.75	16	12	17	34	21	21	13	8	15	A-4a (4)	
					15	0	4	13	100	SS-14	1.00	19	11	15	34	21	22	13	9	16	A-4a (4)	
					16	0	4	5	100	SS-15	4.5+	15	9	14	38	24	21	14	7	14	A-4a (5)	
					17	3	7	9	61	SS-16	4.5+	-	-	-	-	-	-	-	-	11	A-4a (V)	
@19.5'; SOME CLAY, MOIST				869.6	18	4	6	19	56	SS-17	3.75	-	-	-	-	-	-	-	-	-	-	
					19	5	9	28	39	SS-18	4.5+	14	10	15	36	25	21	13	8	12	A-4a (5)	
					20	5	9	10	100	SS-19	2.75	-	-	-	-	-	-	-	-	-	-	-
					21	2	4	18	83	SS-20	4.50	-	-	-	-	-	-	-	-	-	-	-
@23.5'; HARD, DAMP					22	2	4	8	83	SS-21	2.00	12	10	16	38	24	21	13	8	12	A-4a (5)	
					23																	
					24	5	7	19	6	SS-22	-	-	-	-	-	-	-	-	-	-	-	-
					25	9	9	34	100	SS-23	4.5+	-	-	-	-	-	-	-	-	-	-	-
@28.5'; VERY STIFF					26	9	9	14	100	SS-24	4.5+	-	-	-	-	-	-	-	-	-	-	
					27	7	10	36	83	SS-25	4.5+	-	-	-	-	-	-	-	-	-	-	-
					28	7	10	36	83	SS-26	4.5+	-	-	-	-	-	-	-	-	-	-	-
					29	7	10	36	83	SS-27	4.5+	-	-	-	-	-	-	-	-	-	-	-
@31.0'; HARD					30	7	10	36	83	SS-28	4.5+	-	-	-	-	-	-	-	-	-	-	
					31	9	12	36	94	SS-29	4.5+	-	-	-	-	-	-	-	-	-	-	-
					32	9	12	36	94	SS-30	4.5+	-	-	-	-	-	-	-	-	-	-	-
					33	19	16	54	0	SS-31	2.75	-	-	-	-	-	-	-	-	-	-	-
@33.5'; VERY STIFF, NO RECOVERY, RESAMPLED WITH 3" SPLITSPOON					34	19	16	54	0	SS-32	2.75	-	-	-	-	-	-	-	-	-	-	
					35	19	16	54	0	SS-33	2.75	-	-	-	-	-	-	-	-	-	-	-
					36	6	3	40	100	SS-34	4.50	-	-	-	-	-	-	-	-	-	-	-
					37	4	5	19	100	SS-35	2.00	12	10	16	38	24	21	13	8	12	A-4a (5)	
@36.0'; HARD					38	4	5	19	100	SS-36	2.00	12	10	16	38	24	21	13	8	12	A-4a (5)	
					39	4	5	19	100	SS-37	2.00	12	10	16	38	24	21	13	8	12	A-4a (5)	
					40	4	5	19	100	SS-38	2.00	12	10	16	38	24	21	13	8	12	A-4a (5)	
					41	4	5	19	100	SS-39	2.00	12	10	16	38	24	21	13	8	12	A-4a (5)	
@43.5'; 3.2' OF HEAVED MATERIAL WITHIN THE AUGERS WITH FLOWING ARTESIAN CONDITIONS.					42	4	5	19	100	SS-40	2.00	12	10	16	38	24	21	13	8	12	A-4a (5)	
					43	4	5	19	100	SS-41	2.00	12	10	16	38	24	21	13	8	12	A-4a (5)	
					44	0	0	0	17	SS-42	-	-	-	-	-	-	-	-	-	-	-	-
					45	0	0	0	17	SS-43	-	-	-	-	-	-	-	-	-	-	-	-
@48.5'; VERY STIFF, SOME GRAVEL					46	0	0	0	17	SS-44	-	-	-	-	-	-	-	-	-	-	-	
					47	0	0	0	17	SS-45	-	-	-	-	-	-	-	-	-	-	-	-
					48	0	0	0	17	SS-46	-	-	-	-	-	-	-	-	-	-	-	-
					49	4	12	33	72	SS-47	2.25	29	10	14	27	20	22	14	8	14	A-4a (2)	
@53.5'; HARD					50	4	12	33	72	SS-48	2.25	29	10	14	27	20	22	14	8	14	A-4a (2)	
					51	4	12	33	72	SS-49	2.25	29	10	14	27	20	22	14	8	14	A-4a (2)	
					52	4	12	33	72	SS-50	2.25	29	10	14	27	20	22	14	8	14	A-4a (2)	
					53	4	12	33	72	SS-51	2.25	29	10	14	27	20	22	14	8	14	A-4a (2)	
MEDIUM DENSE, GRAY, GRAVEL WITH SAND, TRACE SILT, TRACE CLAY, WET				832.9	54	6	11	42	100	SS-52	4.5+	-	-	-	-	-	-	-	-	-	-	
					55	6	11	42	100	SS-53	4.5+	-	-	-	-	-	-	-	-	-	-	-
					56	6	11	42	100	SS-54	4.5+	-	-	-	-	-	-	-	-	-	-	-
					57	6	11	42	100	SS-55	4.5+	-	-	-	-	-	-	-	-	-	-	-
MEDIUM DENSE, GRAY, GRAVEL WITH SAND, TRACE SILT, TRACE CLAY, WET					58	6	11	42	100	SS-56	4.5+	-	-	-	-	-	-	-	-	-	-	
					59	12	8	30	100	SS-57	-	-	-	-	-	-	-	-	-	-	-	-
					60	12	8	30	100	SS-58	-	-	-	-	-	-	-	-	-	-	-	-
					61	12	8	30	100	SS-59	-	-	-	-	-	-	-	-	-	-	-	-

STANDARD ODOT SOIL BORING LOG (11 X 17) - OH DOT.GDT - 4/30/25 08:36 - X:\GINT\PROJECTS\2024 COMPLETE\601125.GPJ

PID: 115691	SFN: 2300096 (P)	PROJECT: MATERIAL DESCRIPTION AND NOTES	FAI-22-3.68	STATION / OFFSET:	197+67.6' LT.	START: 6/3/24	END: 6/10/24	PG 2 OF 2	B-002-0-24												
				DEPTHS	SPT/ RQD	N ₆₀	REC (%)	SAMPLE ID	HP (tsf)	GRADATION (%)				ATTERBERG			ODOT CLASS (GI)	HOLE SEALED			
										GR	CS	FS	SI	CL	LL	PL	WC				
MEDIUM DENSE, GRAY, GRAVEL WITH SAND, TRACE SILT, TRACE CLAY, WET <i>(continued)</i>			831.4	61																	
				62																	
				63																	
				64	6	7	30	89	SS-26	1.75	0	1	9	48	42	23	15	8	21	A-4a (8)	
				65																	
				66																	
				67																	
				68																	
				69	9	3	19	78	SS-27	2.00	-	-	-	-	-	-	-	-	-	23	A-4a (V)
				70																	
STIFF, GRAY, SANDY SILT, "AND" CLAY, WET			827.9	71																	
				72																	
				73																	
				74	6	6	22	72	SS-28	2.25	0	0	1	44	55	30	17	13	24	A-6a (9)	
				75																	
				76																	
				77																	
				78																	
				79	3	6	21	78	SS-29	2.75	-	-	-	-	-	-	-	-	-	24	A-6a (V)
				80																	
MEDIUM DENSE, GRAY, GRAVEL WITH SAND, TRACE SILT, TRACE CLAY, WET <i>(continued)</i>			817.9	81																	
				82																	
				83																	
				84	2	5	13	100	SS-30	2.75	0	0	1	57	42	23	17	6	25	A-4b (8)	
				85																	
				86																	
				87																	
				88																	
				89	2	5	13	100	SS-31	2.75	0	0	0	44	56	29	18	11	25	A-6a (8)	
				90																	
STIFF, GRAY, SANDY SILT, "AND" CLAY, WET			827.9	91																	
				92																	
				93																	
				94	2	4	16	100	SS-32	1.75	0	0	0	44	56	31	19	12	24	A-6a (9)	
				95																	
				96																	
				97																	
				98																	
				99	5	7	28	100	SS-33	1.75	-	-	-	-	-	-	-	-	-	25	A-6a (V)
				100																	
MEDIUM DENSE, GRAY, GRAVEL WITH SAND, TRACE SILT, TRACE CLAY, WET <i>(continued)</i>			802.9	101																	
				102																	
				103																	
				104	5	9	28	100	SS-34	1.75	-	-	-	-	-	-	-	-	-	26	A-6a (V)
				105																	
				106																	
				107																	
				108																	
				109	0	5	18	100	SS-35	1.50	0	0	0	39	61	35	21	14	26	A-6a (10)	
				110																	
STIFF, GRAY, SANDY SILT, "AND" CLAY, WET			776.4	111																	
				112																	
				113																	
				114	3	7	28	100	SS-36	1.25	-	-	-	-	-	-	-	-	-	26	A-6a (V)
				115																	

STANDARD ODOT SOIL BORING LOG (11 X 17) - OH DOT.GDT - 4/30/25 08:36 - X:\GINT\PROJECTS\2024 COMPLETE\601125.GPJ

NOTE: INTERMITTENT FLOWING ARTESIAN CONDITIONS WHILE DRILLING AND SAMPLING BELOW 43.5 FT. WITH APPROXIMATELY 1-FOOT OF HEAD PRESSURE ABOVE THE GROUND SURFACE AT COMPLETION OF THE BORING.

NOTES: LAT/LONG/ELEV FROM CONSULTANT SURVEY GRADE INSTRUMENTS.
ABANDONMENT METHODS, MATERIALS, QUANTITIES: TREMIED 1400 LB. CEMENT; TREMIED 160 GAL. WATER

DESIGN AGENCY

DESIGNER

ARR

REVIEWER

AAM 08/01/25

PROJECT ID

115691

SUBSET

11

TOTAL

16

SHEET

P.0

TOTAL

0

GEOTECHNICAL PROFILE - ROADWAY
BRIDGE NO. FAI-22-0374 OVER CLEAR CREEK
BORING LOG FOR B-002-0-24 (CONT.)

FAI-22-03.68

MODEL: Boring Log for B-002-1-24 PAPERSIZE: 34x22 (in.) DATE: 8/13/2025 TIME: 1:20:50 PM USER: rforster3
pw:\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 05\Fairfield\115691\400-Engineering\Geotechnical\Sheets\115691_Z1001.dgn

PROJECT: <u>FAI-22-3.68</u>				DRILLING FIRM / OPERATOR: <u>ODOT / SPROUSE</u>				DRILL RIG: <u>CME 55 TRUCK</u>				STATION / OFFSET: <u>197+64, 11' LT.</u>				EXPLORATION ID																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
TYPE: <u>BRIDGE</u>				SAMPLING FIRM / LOGGER: <u>ODOT / KOLBERG</u>				HAMMER: <u>CME AUTOMATIC</u>				ALIGNMENT: <u>CL US 22</u>				B-002-1-24																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
PID: <u>115691</u> SFN: <u>2300096 (P)</u>				DRILLING METHOD: <u>3.25" HSA</u>				CALIBRATION DATE: <u>11/7/23</u>				ELEVATION: <u>891.1 (ft)</u> EOB: <u>31.3 ft.</u>				PAGE																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
START: <u>11/4/24</u> END: <u>11/5/24</u>				SAMPLING METHOD: <u>ST</u>				ENERGY RATIO (%): <u>88</u>				LAT / LONG: <u>39.652532, -82.773161</u>				1 OF 1																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
MATERIAL DESCRIPTION AND NOTES								ELEV.		DEPTHS		SPT/ RQD		N ₆₀		REC SAMPLE ID (%)		HP (tsf)		GR		GRADATION (%)						ATTEMBERG		WC		ODOT CLASS (GI)		HOLE SEALED																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																					
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ASPHALT (12") & CONCRETE (6") BROWN, SILT AND CLAY, DAMP NOTE: VISUAL DESCRIPTION FROM AUGER CUTTINGS; SEE B-002-0-24 FOR DETAILED DESCRIPTION								891.1		1 2 3 4 5 6 7 8 9 10 11 12 13 14																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																													

NOTES: LAT/LONG FROM JUNIPER GEODE GNS3 GPS RECEIVER. ELEV FROM CONSULTANT SURVEY TIN

ABANDONMENT METHODS, MATERIALS, QUANTITIES: TREMIED 30 GAL. BENTONITE CEMENT GROUT

DESIGN AGENCY	
	
DESIGNER	
ARR	
REVIEWER	
AAM 08/01/25	
PROJECT ID	
115691	
SUBSET	TOTAL
12	16
SHEET	TOTAL
P.O	0

GEOTECHNICAL PROFILE - ROADWAY
BRIDGE NO. FAI-22-0374 OVER CLEAR CREEK
BORING LOG FOR B-002-1-24

PROJECT: FAI-22-3.68				DRILLING FIRM / OPERATOR:				ODOT / LEWIS				DRILL RIG: ACKER REBEL XL				STATION / OFFSET: 198+29, 17' RT.				EXPLORATION ID																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																	
TYPE: BRIDGE				SAMPLING FIRM / LOGGER:				ODOT / DALEY				HAMMER: ACKER AUTOMATIC				ALIGNMENT: CL US 22				B-003-0-24																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																	
PID: 115691 SFN: 2300096 (P)				DRILLING METHOD: 3.25" HSA								CALIBRATION DATE: 11/7/23				ELEVATION: 884.3 (ft) EOB: 100.0 ft.				PAGE																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																	
START: 4/22/24 END: 4/29/24				SAMPLING METHOD: SPT								ENERGY RATIO (%): 90*				LAT / LONG: 39.652431, -82.772925				1 OF 2																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																	
MATERIAL DESCRIPTION AND NOTES				ELEV.		DEPTHS		SPT/ RQD		N ₆₀		REC SAMPLE ID		HP (tsf)		GR		GRADATION (%)		ATTERBERG		ODOT CLASS (gl)		HOLE SEALED																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																													
				884.3	884.0	▽	884.3	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																		
TOPSOIL (4") LOOSE, BROWN, COARSE AND FINE SAND, SOME SILT, LITTLE CLAY, WET @3.0': LITTLE SILT, TRACE CLAY @4.5': DARK BROWN AND GRAY, TRACE GRAVEL MEDIUM DENSE, GRAYISH BROWN, GRAVEL WITH SAND, LITTLE SILT, TRACE CLAY, CONTAINS WOOD FRAGMENTS, WET @7.5' - 9.0': NOT ENOUGH MATERIAL TO TEST @9.0': MOIST STIFF, GRAY, SANDY SILT, LITTLE GRAVEL AND STONE FRAGMENTS, LITTLE CLAY, DAMP @12.0': VERY STIFF, SOME CLAY @13.5': STIFF, MOIST @14.3': QU = 3,362 PSF @ 15.0% STRAIN; γ _d = 127.99 PCF @14.9' - 15.1'; C _c = 0.065, C _r = 0.041 @16.0': DAMP				884.3		884.3																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																															

STANDARD ODOT SOIL BORING LOG (11 X 17) - OH DOT.GDT - 4/30/25 08:36 - X:\GINT\PROJECTS\2024 COMPLETE\601125.GPJ

PID: 115691	SFN: 2300096 (P)	PROJECT: FAI-22-3.68	STATION / OFFSET:	198+29, 17' RT.	START: 4/22/24						END: 4/29/24			PG 2 OF 2		B-003-0-24	
MATERIAL DESCRIPTION AND NOTES			ELEV. 824.3	DEPTHS	SPT/ RQD	N ₆₀	REC SAMPLE ID (%)	HP (tsf)	GRADATION (%)			ATTERBERG			WC	ODOT CLASS (gl)	HOLE SEALED
VERY STIFF, GRAY, SILT AND CLAY, TRACE SAND, MOIST (continued)				61													
				62													
				63													
				64	4 6 8	21	67	2.00	-	-	-	-	-	-	24	A-6a (V)	
				65													
				66													
				67													
				68													
				69	3 4 5	14	67	1.50	-	-	-	-	-	-	26	A-6a (V)	
				70													
@68.5', STIFF				71													
				72													
				73													
				74	3 3 4	11	67	1.50	0	0	1	43	56	31	18	13	A-6a (9)
				75													
				76													
				77													
				78													
				79	3 3 5	12	56	1.50	-	-	-	-	-	-	24	A-6a (V)	
				80													
MEDIUM STIFF, GRAY, SILT, "AND" CLAY, TRACE SAND, WET				81													
				82													
				83													
				84	1 1 2	5	89	1.00	0	0	1	54	45	25	16	9	A-4b (8)
				85													
				86													
				87													
				88													
				89	3 4 6	15	67	1.50	-	-	-	-	-	-	24	A-6a (V)	
				90													
STIFF, GRAY, SILT AND CLAY, VARVED, MOIST				91													
				92													
				93													
				94	4 4 5	14	67	2.00	0	0	0	39	61	32	18	14	A-6a (10)
				95													
				96													
				97													
				98													
				99	4 4 6	15	56	2.00	-	-	-	-	-	-	24	A-6a (V)	
				100													

NOTE: INTERMITTENT FLOWING ARTESIAN CONDITIONS WHILE DRILLING AND SAMPLING BELOW 38.5 FT. WITH OVER 5-FEET OF INITIAL HEAD PRESSURE ABOVE THE GROUND SURFACE.

NOTES: LAT/LONG FROM OGE SURVEY GRADE INSTRUMENTS. ELEV FROM CONSULTANT SURVEY TIN.

ABANDONMENT METHODS, MATERIALS, QUANTITIES: TREMIED 1128 LB. CEMENT, TREMIED 90 GAL. WATER

DESIGN AGENCY

DESIGNER

ARR

REVIEWER

AAM 08/01/25

PROJECT ID

115691

SUBSET

14

TOTAL

16

SHEET

P.0

TOTAL

0

GEOTECHNICAL PROFILE - ROADWAY
BRIDGE NO. FAI-22-0374 OVER CLEAR CREEK
BORING LOG FOR B-003-0-24 (CONT.)

