

**LOCATION MAP**

LATITUDE: 39°17'15" LONGITUDE: -83°59'35"



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

**DESIGN DESIGNATION**

CURRENT ADT (2026)	3,000
DESIGN YEAR ADT (2038)	3,000
DESIGN HOURLY VOLUME (2038)	400
DIRECTIONAL DISTRIBUTION	0.50
TRUCKS (24 HOUR B&C)	8%
DESIGN SPEED	45 MPH
LEGAL SPEED	40 MPH
DESIGN FUNCTIONAL CLASSIFICATION:	
05 MAJOR COLLECTOR (RURAL)	
NHS PROJECT	NO

**DESIGN EXCEPTIONS**

NONE REQUIRED

**ADA DESIGN WAIVERS**

NONE REQUIRED

**UNDERGROUND UTILITIES**  
Contact Two Working Days  
Before You Dig

  
**OHIO811.org**  
Before You Dig

OHIO811, 8-1-1, or 1-800-362-2764  
(Non members must be called directly)

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

# STATE OF OHIO DEPARTMENT OF TRANSPORTATION

## CLI-SR 133-2.11

VILLAGE OF BLANCHESTER  
CLINTON COUNTY

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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	7/18/25	WATERWAY PERMITS	
BP-4.1	7/19/13	AS-2-15	7/21/23	TC-42.20	10/18/13	832	7/18/25	CONDITIONS	
BP-5.1	7/18/25	CPA-1-08	1/19/24	TC-52.20	1/15/21	846	4/17/15	SPECIAL PROVISIONS	
CB-3	7/19/24	CPP-1-08	7/21/17	TC-61.30	7/19/24	878	1/21/22	08/20/2025	
DM-1.1	1/17/25	CS-1-24	7/19/24	TC-65.10	1/17/14				
DM-1.2	1/17/25	DS-1-92	7/15/22	TC-65.11	1/17/25				
DM-4.4	1/15/16	TST-2-21	1/17/25						
		HW-2.1	7/15/22						
MGS-2.1	7/18/25	HL-50.21	7/15/22						
MGS-3.3	7/18/25								
MGS-4.2	7/18/25	MT-97.10	7/18/25						
MGS-5.3	7/15/16	MT-101.60	1/17/25						
MGS-6.1	1/19/18	MT-101.90	7/17/20						
		MT-105.10	1/17/20						

**FEDERAL PROJECT NUMBER**  
E200 (302)

**RAILROAD INVOLVEMENT**  
NONE

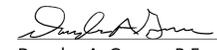
**PROJECT DESCRIPTION**  
REPLACEMENT OF EXISTING SUPERSTRUCTURE AND APPROACH SLABS OF A BRIDGE CARRYING S.R. 133 OVER WHITAKERS RUN WITH A NEW REINFORCED CONCRETE SLAB SUPERSTRUCTURE AND REPLACEMENT OF APPROACH GUARDRAIL.

**EARTH DISTURBED AREAS**  
PROJECT EARTH DISTURBED AREA: 0.48 ACRES  
ESTIMATED CONTRACTOR EARTH DISTURBED AREA: 0.25 ACRES  
NOTICE OF INTENT EARTH DISTURBED AREA: N/A (NOI NOT REQUIRED)

**LIMITED ACCESS**  
THIS IMPROVEMENT IS ESPECIALLY DESIGNED FOR THROUGH TRAFFIC AND HAS BEEN DECLARED A LIMITED ACCESS HIGHWAY OR FREEWAY BY ACTION OF THE DIRECTOR IN ACCORDANCE WITH THE PROVISIONS OF SECTION 5511.02 OF THE OHIO REVISED CODE.

**2023 SPECIFICATIONS**  
THE STANDARD SPECIFICATIONS OF THE STATE OF OHIO, DEPARTMENT OF TRANSPORTATION, INCLUDING SUPPLEMENTAL SPECIFICATIONS LISTED IN THE PLANS AND CHANGES LISTED IN 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 5.

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

  
Pamela Boratyn  
Director, Department of Transportation

**ENGINEER'S SEAL**



**TITLE SHEET**

DESIGN AGENCY

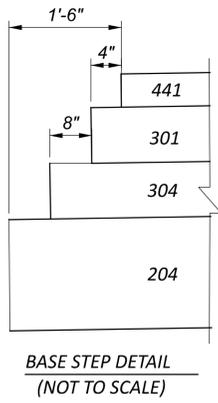


DESIGNER  
GTF

REVIEWER  
JDO 11/07/25

PROJECT ID  
102750

SHEET TOTAL  
1 31



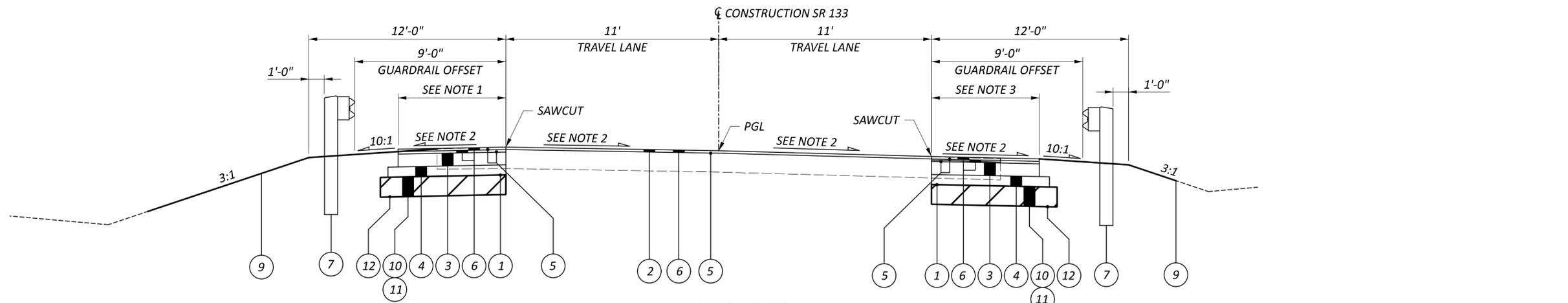
**LEGEND**

- ① ITEM 204 - SUBGRADE COMPACTION
- ② ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE (T = 1.5")
- ③ ITEM 301 - 8" ASPHALT CONCRETE BASE
- ④ ITEM 304 - 6" AGGREGATE BASE
- ⑤ ITEM 407 - NON-TRACKING TACK COAT
- ⑥ ITEM 441 - ASPHALT CONCRETE SURFACE COURSE, TYPE 1 (449), PG64-22
- ⑦ ITEM 606 - GUARDRAIL, TYPE MGS
- ⑧ ITEM 204 - PROOF ROLLING
- ⑨ ITEM 659 - SEEDING AND MULCHING
- ⑩ ITEM 204 - EXCAVATION OF SUBGRADE, 12" DEPTH
- ⑪ ITEM 204 - GRANULAR MATERIAL, TYPE C
- ⑫ ITEM 204 - GEOTEXTILE FABRIC
- ⑬ ITEM 526 - REINFORCED CONCRETE APPROACH SLAB (T=13")

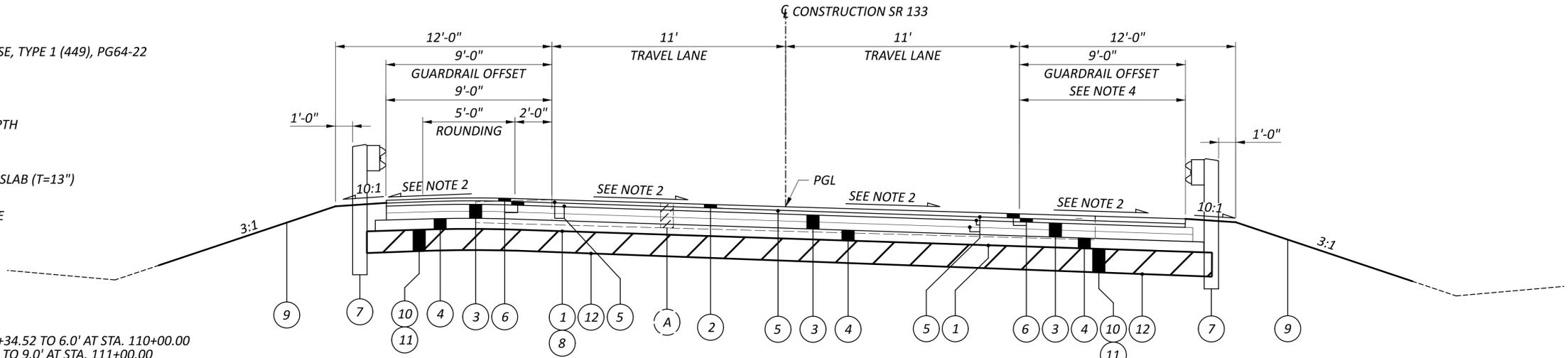
(A) EX. ±3.0" ASPHALT CONCRETE ON ±6" AGGREGATE BASE

**NOTES**

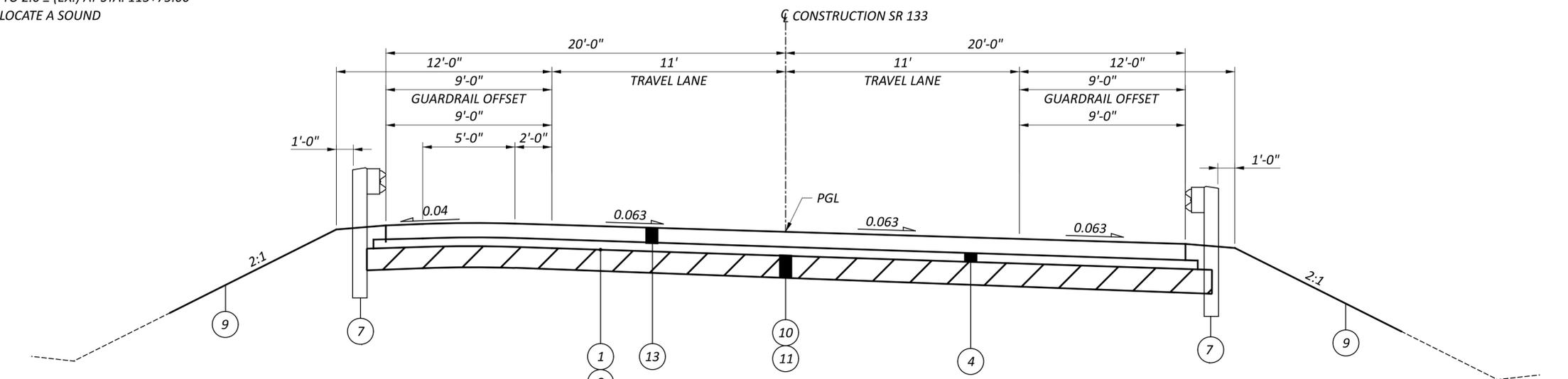
- 1) SHOULDER WIDTH VARIES FROM 2.0'± (EX.) AT STA. 109+34.52 TO 6.0' AT STA. 110+00.00  
SHOULDER WIDTH VARIES FROM 6.0' AT STA. 110+00.00 TO 9.0' AT STA. 111+00.00  
SHOULDER WIDTH EQUALS 9.0' FROM STA. 111+00.00 TO STA. 110+10.07  
SHOULDER WIDTH EQUALS 9.0' FROM STA. 112+28.50 TO STA. 113+07.19  
SHOULDER WIDTH EQUALS 5.5' FROM STA. 113+25.00 TO STA. 113+75.00
- 2) SEE SUPER ELEVATION TABLE
- 3) SHOULDER WIDTH VARIES FROM 4.9'± (EX.) AT STA. 109+22.32 TO 8.38' AT STA. 110+10.07
- 4) SHOULDER WIDTH VARIES FROM 8.38' AT STA. 111+10.07 TO 9.0' AT STA. 111+47.60  
SHOULDER WIDTH VARIES FROM 9.00' AT STA. 112+44.73 TO 7.7' AT STA. 112+69.73  
SHOULDER WIDTH VARIES FROM 7.7' AT STA. 112+69.73 TO 2.0'± (EX.) AT STA. 113+75.00
- 5) THE EXISTING PAVEMENT EDGES SHALL BE SAW CUT TO LOCATE A SOUND PAVEMENT.



**TYPICAL SECTION - SR 133**  
CLI-133-0211  
STA. 109+34.52 LT. TO STA. 111+10.07 LT.  
STA. 109+22.32 RT. TO STA. 111+10.07 RT.  
STA. 112+69.73 TO STA. 113+75.00



**TYPICAL SECTION - SR 133**  
CLI-133-0211  
STA. 111+10.07 LT. TO STA. 111+35.07 LT.  
STA. 111+10.07 RT. TO STA. 111+47.60 RT.  
STA. 112+28.50 LT. TO STA. 112+69.73 LT.  
STA. 112+44.73 RT. TO STA. 112+69.73 RT.



**APPROACH SLAB SECTION**  
STA. 111+30.94 LT. TO STA. 111+55.16 LT.  
STA. 111+47.60 RT. TO STA. 111+67.60 RT.  
STA. 112+09.01 LT. TO STA. 112+28.50 LT.  
STA. 112+24.19 RT. TO STA. 112+44.73 RT.

TYPICAL SECTIONS

DESIGN AGENCY	
DESIGNER	GTF
REVIEWER	JDO
PROJECT ID	102750
SHEET	2
TOTAL	31

**UTILITIES**

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

**ALTA FIBER**  
221 E. 4<sup>TH</sup> ST, BLDG. 121-900  
CINCINNATI, OH 45201  
513-565-7187 (BRECK COWAN)  
BRECK.COWAN@ALTA FIBER.COM  
ROADPROJECTS@ALTA FIBER.COM

**BLANCHESTER ELECTRIC**  
424 E FANCY ST  
BLANCHESTER, OHIO 45107  
(937) 783-2048 (NAME)  
EMAIL:

**DUKE ENERGY ELECTRIC (DISTRIBUTION)**  
2010 DANA AVE  
CINCINNATI, OH 45207  
513-508-9609 (SHANE ERHART)  
SHANE.ERHART@DUKE-ENERGY.COM

**DUKE ENERGY GAS**  
139 EAST 4TH ST., ROOM 460A  
CINCINNATI, OH 45202  
513-906-0128 (BRIAN HOLLMANN)  
BRIAN.HOLLMANN@DUKE-ENERGY.COM  
OH/KYHOUSEBILL@DUKE-ENERGY.COM

**HIGHLAND COUNTY WATER COMPANY**  
6696 US ROUTE 50 PO BOX 940  
HILLSBORO OH 45133  
(937) 393-4281 (NAME)  
EMAIL:

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

**WORK LIMITS**

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

**CONSTRUCTION NOISE**

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

**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.

**BAT TREE RESTRICTIONS**

THE PROJECT IS LOCATED WITHIN THE KNOWN HABITAT RANGES OF THE FEDERALLY-LISTED NORTHERN LONG-EARED AND INDIANA BATS, AND THE STATE-LISTED LITTLE BROWN AND TRICOLORED BATS. THE CONTRACTOR SHALL NOT REMOVE TREES UNDER THIS PROJECT FROM APRIL 1 THROUGH SEPTEMBER 30. ALL NECESSARY TREE REMOVAL SHALL OCCUR FROM OCTOBER 1 THROUGH MARCH 31. THE CONTRACTOR SHALL DEMARCATÉ CLEARING LIMITS IN THE FIELD TO AVOID ANY UNAUTHORIZED TREE CLEARING. THIS REQUIREMENT IS NECESSARY TO AVOID AND MINIMIZE IMPACTS TO THESE SPECIES AS REQUIRED BY THE ENDANGERED SPECIES ACT. FOR THE PURPOSES OF THIS NOTE, A TREE IS DEFINED AS A LIVE, DYING, OR DEAD WOODY PLANT, WITH A TRUNK THREE INCHES OR GREATER IN DIAMETER AT A HEIGHT OF 4.5 FEET ABOVE THE GROUND SURFACE, AND WITH A MINIMUM HEIGHT OF 13 FEET.

**SURVEYING PARAMETERS**

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

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

VERTICAL POSITIONING  
ORTHOMETRIC HEIGHT DATUM: NAVD88  
GEOID: GEOID 18

HORIZONTAL POSITIONING  
REFERENCE FRAME: NAD83 (2011)  
ELLIPSOID: GRS 80  
MAP PROJECTION: LAMBERT CONFORMAL CONIC  
COORDINATE SYSTEM: OHIO SOUTH ZONE  
COMBINED SCALE FACTOR: 1.0000000  
ORIGIN OF COORDINATE SYSTEM: (0,0)

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

UNITS ARE IN U.S. SURVEY FEET.

**SEEDING AND MULCHING**

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

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

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

**PERMANENT PAVEMENT MARKINGS**

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

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

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

**ITEM 606 - ANCHOR ASSEMBLY, MGS TYPE E**

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

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

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

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

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

**GUARDRAIL REPLACEMENT**

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

**ANCHOR ASSEMBLY REMOVED, TYPE A, AS PER PLAN**

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

**BENCHING OF FOUNDATION SLOPES**

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

**ITEM 623- CONSTRUCTION LAYOUT STAKES, AS PER PLAN**

PRIOR TO THE START OF ROADWAY OPERATION, THE CONTRACTOR SHALL REFERENCE THE LENGTH OF THE PROJECT ON BOTH SIDES OF THE ROADWAY, IN A MANNER SATISFACTORY TO THE ENGINEER. THE PAVEMENT SHALL BE REFERENCED IN 1000' FEET INCREMENTS, OR IN INCREMENTS ACCEPTABLE TO THE ENGINEER, IN A SEMIPERMANENT CONDITION.

DESIGN AGENCY



DESIGNER

GTF

REVIEWER

JDO 11/07/25

PROJECT ID

102750

SHEET TOTAL

3 | 31

**ITEM 614, MAINTAINING TRAFFIC**

A MINIMUM OF ONE LANE OF TRAFFIC IN EACH DIRECTION SHALL BE MAINTAINED AT ALL TIMES, EXCEPT FOR A PERIOD NOT TO EXCEED THE NUMBER OF CALENDAR DAYS SPECIFIED IN THE WINDOW CONTRACT TABLE, WHEN THROUGH TRAFFIC MAY BE DETOURED AS SHOWN ON SHEET 6. A DISINCENTIVE SHALL BE ASSESSED IN THE AMOUNT SPECIFIED IN THE WINDOW CONTRACT TABLE FOR EACH CALENDAR DAY THE ROADWAY REMAINS CLOSED TO TRAFFIC BEYOND THE SPECIFIED LIMIT.

NOTICE OF CLOSURE SIGNS (W20-H13) SHALL BE ERECTED BY THE CONTRACTOR PRIOR TO THE SCHEDULED ROAD OR RAMP CLOSURE IN ACCORDANCE WITH THE NOTICE OF CLOSURE TIME TABLE. AT THE APPROVAL OF THE ENGINEER, PORTABLE CHANGEABLE MESSAGE SIGNS MAY BE USED IN LIEU OF THE STANDARD FLATSHEET SIGN FOR CLOSURE DURATIONS OF LESS THAN 1 WEEK. THE SIGNS SHALL BE ERECTED ON THE RIGHT-HAND SIDE OF THE ROAD/RAMP FACING TRAFFIC. THEY SHALL BE PLACED SO AS NOT TO INTERFERE WITH THE VISIBILITY OF ANY OTHER TRAFFIC CONTROL SIGNS. ON ROADWAYS, THEY SHOULD BE ERECTED AT OR NEAR THE POINT OF CLOSURE. THE SIGNS MAY BE ERECTED ANYWHERE ON RAMPS AS LONG AS THEY ARE VISIBLE TO THE MOTORISTS USING THE RAMP. ON ENTRANCE RAMPS, THE SIGN SHALL BE ERECTED WELL IN ADVANCE OF THE MERGE AREA TO AVOID DISTRACTING MOTORISTS.

**NOTICE OF CLOSURE SIGN TIME TABLE**

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

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

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

**WINDOW CONTRACT TABLE**

USE THE FOLLOWING TABLE AS REFERRED TO IN THE PROPOSAL:

DESCRIPTION OR LOCATION OF CRITICAL WORK	CALENDER DAYS TO COMPLETE	DISINCENTIVE \$ PER DAY	WORK WINDOW	
			START	END
COMPLETE ALL WORK REQUIRING CLOSURE OF ALL LANES OF TRAFFIC AND DETOUR & RETURN TRAFFIC TO THE ORIGINAL LANE CONFIGURATION	120	\$2,500	CONTRACT EXECUTION DATE	PROJECT COMPLETION DATE

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

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

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

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

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

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

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

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

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

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

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

**NOTIFICATION OF TRAFFIC RESTRICTIONS**

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

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

ANY UNFORESEEN CONDITIONS NOT SPECIFIED IN THE PLANS REQUIRING TRAFFIC RESTRICTIONS SHALL ALSO BE REPORTED TO THE PROJECT ENGINEER USING THE NOTIFICATION TIME TABLE.

CONTACT THE FOLLOWING:  
 -DISTRICT PUBLIC INFORMATION OFFICER BY EMAIL AT DOT.D08.PIO@DOT.OHIO.GOV  
 -DISTRICT PERMIT SECTION BY EMAIL AT D08.PERMITS@DOT.OHIO.GOV  
 -CENTRAL OFFICE SPECIAL HAUL PERMITS SECTION BY EMAIL AT HAULING.PERMITS@DOT.OHIO.GOV

**ADJACENT PROJECT COORDINATION**

THE FOLLOWING PROJECT WILL BE UNDER CONSTRUCTION AT THE SAME TIME. PID 105224 (CLI-134-2.25), IS A PROJECT THAT INCLUDES ROAD CLOSURES; THE POSTED DETOURS WILL OVERLAP AT THE INTERSECTION OF US 50/US 68 AND ALONG US 68. OVERLAPPING DETOUR SIGNS SHALL BE MOUNTED SIDE BY SIDE PER THE OMUTCD.

DESIGN AGENCY



DESIGNER  
GTF

REVIEWER  
SRK 11/07/25

PROJECT ID  
102750

SHEET TOTAL  
4 31



W20-3-48

W20-2-48

W20-1-48 WITH TYPE A WARNING LIGHT

W20-3-48 WITH TYPE A WARNING LIGHT

W20-3-48

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

R11-3a-60  
 M4-10R-48  
 ON TYPE III BARRICADES

R11-3a-60  
 M4-10L-48  
 ON TYPE III BARRICADES

M4-8-24  
 M3-3-24  
 M1-5-30

M4-8-24  
 M3-3-24  
 M1-5-30  
 M6-2-21

M4-8-24  
 M3-3-24  
 M1-5-30  
 M5-2-21

M4-8-24  
 M3-3-24  
 M1-5-30  
 M6-1R-21

M4-8-24  
 M3-3-24  
 M1-5-30  
 M5-1R-21

M4-8-24  
 M3-1-24  
 M1-5-30

M4-8-24  
 M3-1-24  
 M1-5-30  
 M6-1L-21

M4-8-24  
 M3-1-24  
 M1-5-30  
 M5-1L-21

M4-8-24  
 M3-1-24  
 M1-5-30  
 M6-1R-21

M4-8-24  
 M3-1-24  
 M1-5-30  
 M5-1R-21

M4-8-24  
 M3-1-24  
 M1-5-30  
 M6-3-21

M4-8a-24

M4-8-24  
 M3-1-24  
 M1-5-30  
 M6-2-21

M4-8-24  
 M3-1-24  
 M1-5-30  
 M5-2-21

R11-3a-60  
 M4-10R-48  
 ON TYPE III BARRICADES

R11-3a-60  
 ON TYPE III BARRICADES \*SEE TABLE A

Letter	Value
A	1/2
B	2 1/2
C	4
D	5 3/4
E	8

HORIZONTAL SCALE IN FEET  
  
 DETOUR ROUTE  
 CLI-133-2.11  
 DESIGN AGENCY  
  
 DESIGNER  
 GTF  
 REVIEWER  
 SRK 11/07/25  
 PROJECT ID  
 102750  
 SHEET TOTAL  
 5 31

SHEET NUMBER												PART.	ITEM	ITEM	GRAND	UNIT	DESCRIPTION	SEE SHEET NO.
3	4	7	9									01/STR	ITEM	EXT	TOTAL			
												LUMP	201	11000	LS		<b>ROADWAY</b>	
		516										516	202	23000	516	SY	CLEARING AND GRUBBING	
		168.75										168.75	202	38000	168.75	FT	PAVEMENT REMOVED	
		4										4	202	42001	4	EACH	GUARDRAIL REMOVED	
																	ANCHOR ASSEMBLY REMOVED, TYPE A, AS PER PLAN	
												72	203	20000	72	CY	EMBANKMENT	
		18.75										18.75	606	15050	18.75	FT	GUARDRAIL, TYPE MGS	
		3										3	606	26150	3	EACH	ANCHOR ASSEMBLY, MGS TYPE E (MASH 2016)	
		1										1	606	26550	1	EACH	ANCHOR ASSEMBLY, MGS TYPE T	
		4										4	606	34600	4	EACH	MGS BRIDGE TERMINAL ASSEMBLY, TYPE TST-2	
		335										335	204	30020	335	CY	GRANULAR MATERIAL, TYPE C	
		1,005										1,005	204	10000	1,005	SY	SUBGRADE COMPACTION	
		335										335	204	13000	335	CY	EXCAVATION OF SUBGRADE, 12" DEEP	
		1,005										1,005	204	50000	1,005	SY	GEOTEXTILE FABRIC	
		0.06										0.06	209	15050	0.06	MILE	RESHAPING UNDER GUARDRAIL	
												LUMP	878	25000	LS		INSPECTION AND COMPACTION TESTING OF UNBOUND MATERIALS	
																	<b>PAVEMENT</b>	
		746										746	254	01000	746	SY	PAVEMENT PLANING, ASPHALT CONCRETE(D=1.50")	
		178										178	301	56000	178	CY	ASPHALT CONCRETE BASE, PG64-22, (449)	
		405										405	304	20000	405	CY	AGGREGATE BASE	
		257										257	407	20000	257	GAL	NON-TRACKING TACK COAT	
		88										88	441	70000	88	CY	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (449), PG64-22	
			84									84	609	12000	84	FT	COMBINATION CURB AND GUTTER, TYPE 2	
																	<b>EROSION CONTROL</b>	
189												189	659	00300	189	CY	TOPSOIL	
1,700												1,700	659	10000	1,700	SY	SEEDING AND MULCHING	
85												85	659	14000	85	SY	REPAIR SEEDING AND MULCHING	
0.24												0.24	659	20000	0.24	TON	COMMERCIAL FERTILIZER	
0.35												0.35	659	31000	0.35	ACRE	LIME	
9.4												9.4	659	35000	9.4	MGAL	WATER	
												10,000	832	30000	10,000	EACH	EROSION CONTROL	
																	<b>DRAINAGE</b>	
			0.55									0.55	601	32200	0.55	CY	ROCK CHANNEL PROTECTION, TYPE C WITH FILTER	
			0.21									0.21	602	20000	0.21	CY	CONCRETE MASONRY	
			102									102	611	04400	102	FT	12" CONDUIT, TYPE B	
			2									2	611	98150	2	EACH	CATCH BASIN, NO. 3	
																	<b>TRAFFIC CONTROL</b>	
		10										10	621	00100	10	EACH	RPM	
		11										11	621	54000	11	EACH	RAISED PAVEMENT MARKER REMOVED	
		0.04										0.04	644	00104	0.04	MILE	EDGE LINE, 6"	
		0.02										0.02	644	00300	0.02	MILE	CENTER LINE	
		0.16										0.16	646	10010	0.16	MILE	EDGE LINE, 6"	
		0.08										0.08	646	10200	0.08	MILE	CENTER LINE	
																	<b>STRUCTURE OVER 20 FOOT SPAN (CLI-133-0211)</b>	
																	SEE SHEET 20	
																	<b>MAINTENANCE OF TRAFFIC</b>	
	80											80	614	11111	80	HOUR	LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE, AS PER PLAN	
												LUMP	614	12420	LS		DETOUR SIGNING	
																	<b>INCIDENTALS</b>	
												LUMP	614	11000	LS		MAINTAINING TRAFFIC	
												LUMP	623	10000	LS		CONSTRUCTION LAYOUT STAKES AND SURVEYING	
												LUMP	624	10000	LS		MOBILIZATION	

GENERAL SUMMARY

DESIGN AGENCY



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REVIEWER  
JDO 11/07/25

PROJECT ID  
102750

SHEET TOTAL  
6 31

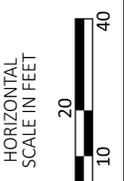
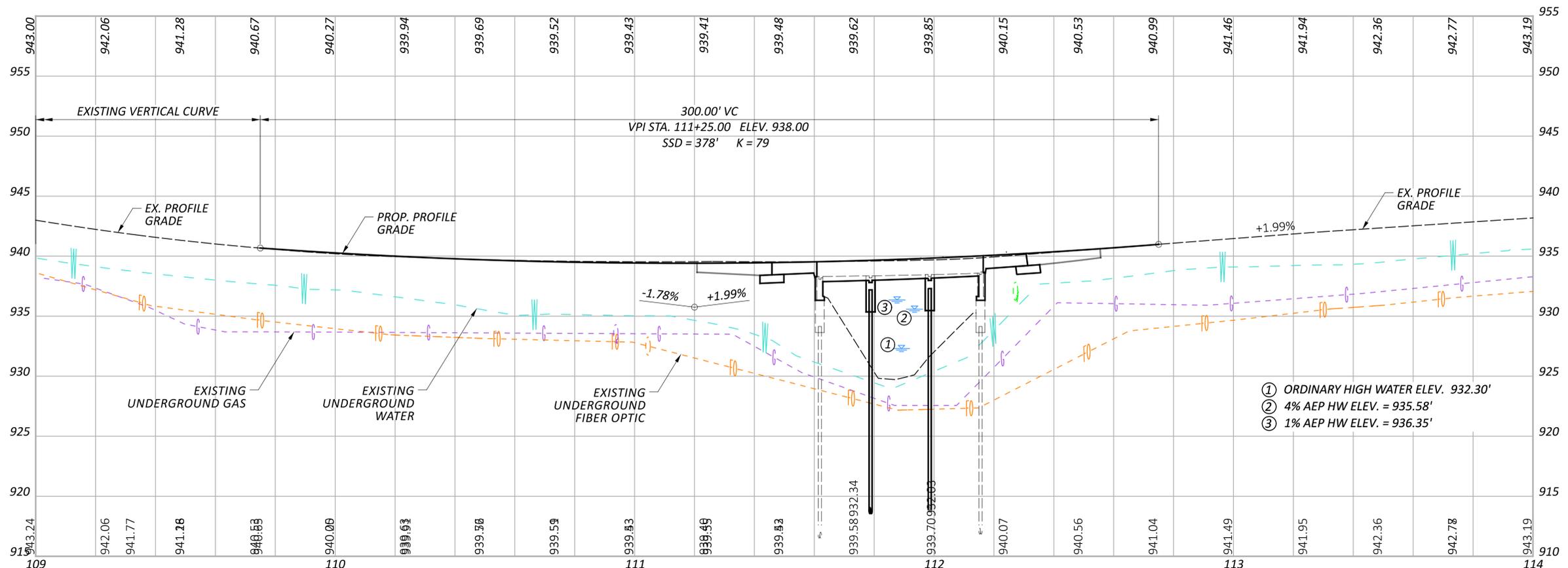
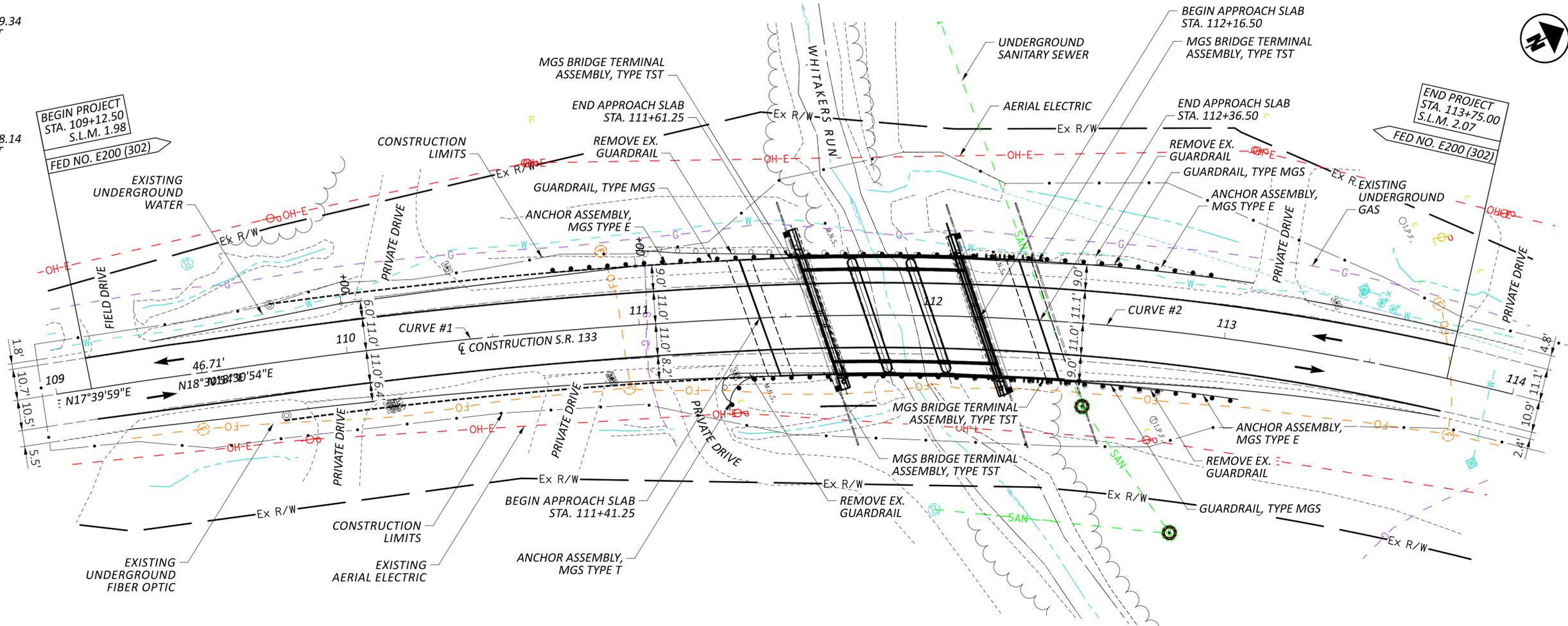
PAVEMENT CALCULATIONS																								
ROUTE	STATION		SIDE	LENGTH		PAVEMENT AREA	202			204	204	204	204	204	209	254		301	304	407	441		NOTES	
	FROM	TO		PAVEMENT REMOVED	APPROACH SLAB REMOVED		WEARING COURSE REMOVED	GRANULAR MATERIAL, TYPE C	SUBGRADE COMPACTION	EXCAVATION OF SUBGRADE, 12" DEEP	GEOTEXTILE FABRIC	PROOF ROLLING	RESHAPING UNDER GUARDRAIL	PAVEMENT PLANING ASPHALT CONCRETE	8" ASPHALT CONCRETE BASE, PG64-22	6" AGGREGATE BASE	NON TRACKING TACK COAT @ 0.09 GAL/SQ YD	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (449), PG64-22						
				SQ YD	SQ YD		SQ YD	CU YD	SQ YD	CU YD	SQ YD	HOUR	MILE	INCHES	SQ YD	CU YD	CU YD	GAL	THICKNESS	CU YD				
CLI 133 0221	111+00.00	111+61.25	LT		61										0.01								GUARDRAIL INSTALLATION	
CLI 133 0221	112+16.50	113+07.00	LT		91									0.02										
CLI 133 0221	111+25.00	111+61.25	RT		36									0.01										
CLI 133 0221	112+16.50	113+11.00	RT		95									0.02										
CLI 133 0221	109+34.52	111+10.07	LT		176	119	87			50	149	50	149					33	25	21.5	3.00	10	SHOULDER WIDENING	
CLI 133 0221	109+12.50	111+10.07	CL		198	483										1.50	483			86.9	1.50	20	RESURFACING	
CLI 133 0221	109+22.32	111+10.07	RT		188	138	68			56	169	56	169					38	28	24.8	3.00	11	SHOULDER WIDENING	
CLI 133 0221	111+10.07	111+35.07	LT		25	27	16			10	31	10	31	1.0				7	5	4.8	3.00	2	FULL DEPTH AC PAVEMENT	
CLI 133 0221	111+10.07	111+41.23	CL		31	76	76			25	76	25	76						17	13	13.7	3.00		6
CLI 133 0221	111+10.07	111+47.60	RT		38	35	18			14	41	14	41						9	7	6.2	3.00		3
CLI 133 0221	111+41.23	111+61.24	CL		20	25	25	70	70	34	103	34	103										REAR APPROACH SLAB	
CLI 133 0221	111+61.24	112+16.41	CL		55																		BRIDGE: CLI-134-0225	
CLI 133 0221	112+16.41	112+36.41	CL		20	23	23	70	70	34	103	34	103										FORWARD APPROACH SLAB	
CLI 133 0221	112+28.50	112+69.73	LT		41	40	18			16	47	16	47	1.0				10	8	7.2	3.00	3	FULL DEPTH AC PAVEMENT	
CLI 133 0221	112+36.41	112+69.73	CL		33	81	82			27	81	27	81						18	14	14.7	3.00		7
CLI 133 0221	112+44.73	112+69.73	RT		25	25	16			10	29	10	29						6	5	4.4	3.00		2
CLI 133 0221	112+69.73	113+77.05	LT		107	84	50			34	102	34	102					23	17	15.0	3.00	7	SHOULDER WIDENING	
CLI 133 0221	112+69.73	113+77.05	CL		107	262										1.50	262			47.2	1.50	11	RESURFACING	
CLI 133 0221	112+69.73	113+77.05	RT		107	57	37			25	74	25	74					17	12	10.2	3.00	5	SHOULDER WIDENING	
<b>TOTALS CARRIED TO GENERAL SUMMARY</b>							516	140	140	335	1005	335	1005	2	0.06		746	178	405	257		88		

PART	ROUTE	STATION		TOTAL	644				646				621		626	REMARKS	
		FROM	TO		CENTER LINE		EDGE LINE, 6"		CENTER LINE		EDGE LINE, 6"		RAISED PAVEMENT MARKER REMOVED	RPM	BARRIER REFLECTOR (TWO-WAY)		
					DASHED	SOLID	WHITE		DASHED	SOLID	WHITE						
01/STR/13	CLI 134 0225	109+12.50	111+41.23	0.05		0.05	0.10							7	6	5	RESURFACING / FULL DEPTH AC PAVEMENT
01/STR/13	CLI 134 0225	111+41.23	112+36.41	0.02						0.02	0.04						REAR APPROACH SLAB / BRIDGE CLI-134-0225 / FORWARD APPROACH SLAB
01/STR/13	CLI 134 0225	112+36.41	113+77.05	0.03		0.03	0.06							4	4	6	FULL DEPTH AC PAVEMENT / RESURFACING
<b>TOTALS CARRIED TO GENERAL SUMMARY</b>						0.08	0.16			0.02	0.04			11	10	11	

GUARDRAIL TYPE	BEGIN	END	SIDE	LENGTH
ANCHOR ASSEMBLY, MGS TYPE E	110+67.56,	111+20.68,	L	53'-1½"
ANCHOR ASSEMBLY REMOVED, TYPE A	111+00.00,	110+75.00,	L	25'-0"
GUARDRAIL REMOVED	110+75.00,	111+54.77,	L	81'-3"
GUARDRAIL, TYPE MGS	111+20.68,	111+26.93,	L	6'-3"
BRIDGE TERMINAL ASSEMBLY, TYPE TST-2	111+26.93,	111+54.77,	L	26'-5"
ANCHOR ASSEMBLY, MGS TYPE T	111+30.25,	111+41.00,	R	12'-6"
ANCHOR ASSEMBLY REMOVED, TYPE T	111+30.25,	111+41.00,	R	12'-6"
GUARDRAIL REMOVED	111+41.00,	111+67.42,	R	25'-0"
BRIDGE TERMINAL ASSEMBLY, TYPE TST-2	111+41.00,	111+67.42,	R	26'-5"
BRIDGE TERMINAL ASSEMBLY, TYPE TST-2	112+09.09,	112+35.50,	L	26'-5"
GUARDRAIL, TYPE MGS	112+35.50,	112+41.75,	L	6'-3"
GUARDRAIL REMOVED	112+09.09,	112+38.00,	L	31'-3"
ANCHOR ASSEMBLY REMOVED, TYPE A	112+38.00,	112+63.00,	L	25'-0"
ANCHOR ASSEMBLY, MGS TYPE E	112+41.75,	112+94.87,	L	53'-1½"
BRIDGE TERMINAL ASSEMBLY, TYPE TST-2	112+24.06,	112+50.47,	R	26'-5"
GUARDRAIL, TYPE MGS	112+35.50,	112+41.75,	R	6'-3"
GUARDRAIL REMOVED	112+24.06,	112+55.31,	R	31'-3"
ANCHOR ASSEMBLY REMOVED, TYPE A	112+55.31,	112+80.31,	R	25'-0"
ANCHOR ASSEMBLY, MGS TYPE E	112+56.72,	113+08.84,	R	53'-1½"

**CURVE #1 DATA**  
 P.I. = STA. 110+59.34  
 $\Delta = 05^{\circ}19'39''$  RT  
 $D_c = 03^{\circ}11'53''$   
 $R = 1,791.56'$   
 $T = 83.35'$   
 $L = 166.58'$   
 $E = 1.94'$

**CURVE #2 DATA**  
 P.I. = STA. 112+98.14  
 $\Delta = 20^{\circ}02'33''$  RT  
 $D_c = 06^{\circ}30'29''$   
 $R = 880.37'$   
 $T = 155.57'$   
 $L = 307.96'$   
 $E = 13.64'$



PLAN & PROFILE  
 BRIDGE NO. CLI-133-0211

DESIGN AGENCY

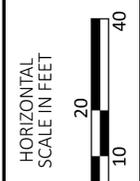
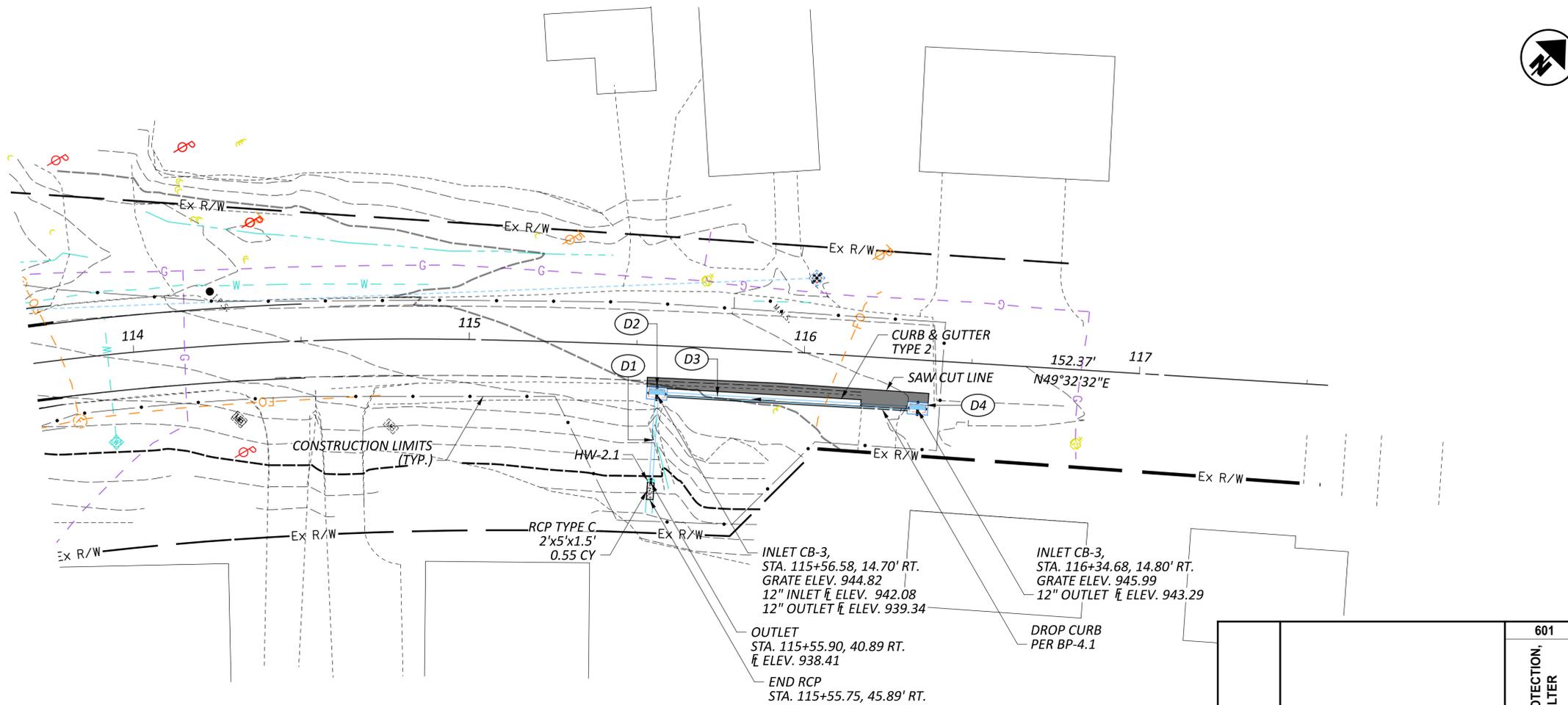


DESIGNER  
 GTF

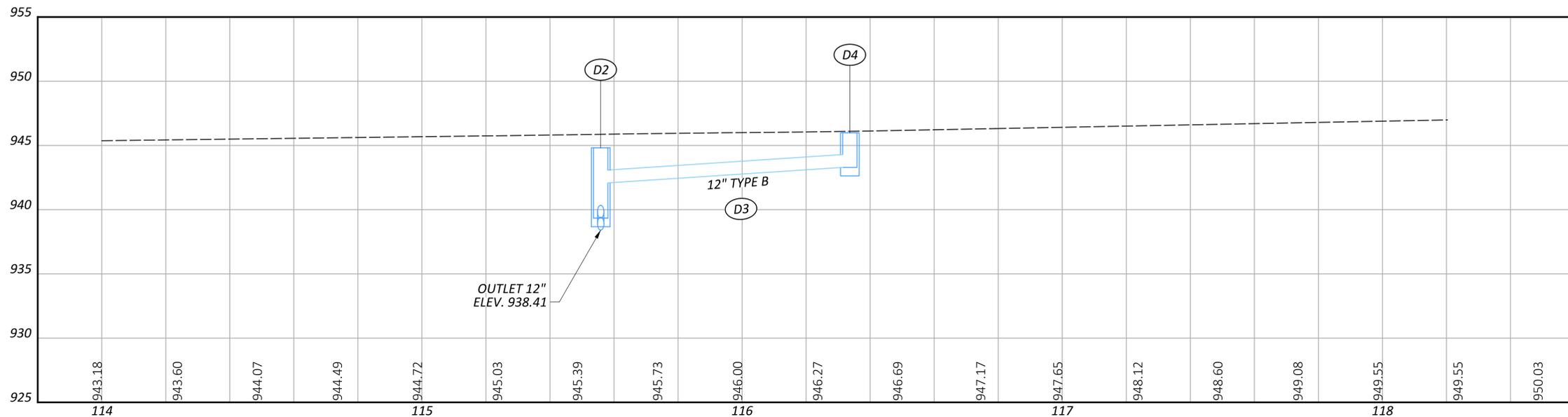
REVIEWER  
 JDO 11-07-25

PROJECT ID  
 102750

SHEET TOTAL  
 8 32



REF. NO.	STATION		601	602	609	611	
	FROM	TO	ROCK CHANNEL PROTECTION, TYPE C WITH FILTER CY	CONCRETE MASONRY CY	COMBINATION CURB AND GUTTER, TYPE 2 FT	12" CONDUIT, TYPE B FT	CATCH BASIN, NO. 3 EACH
D-1	115+55.90	115+56.58	0.55	0.21		27	
D-2	115+56.58	115+56.58					1
D-3	115+56.58	116+34.68			84	75	
D-4	116+34.68	116+34.68					1



DRAINAGE PLAN & PROFILE  
 CLI-133-2.11

DESIGN AGENCY

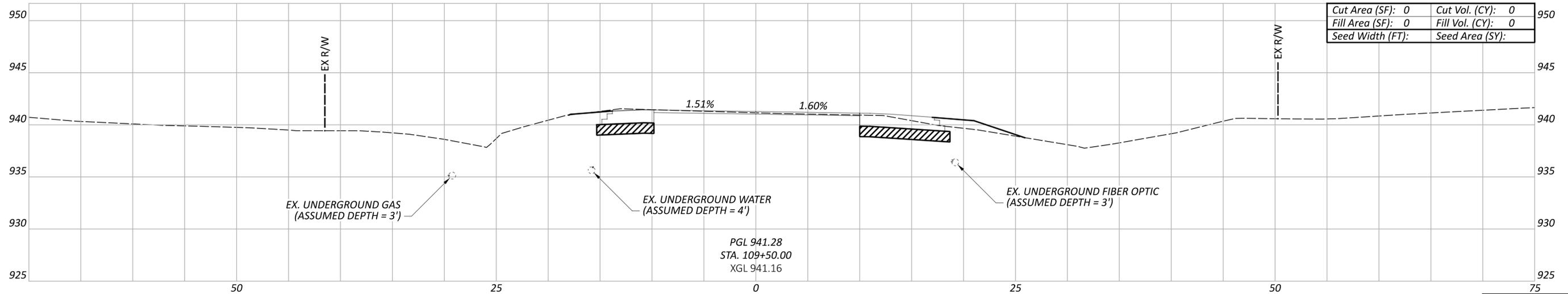
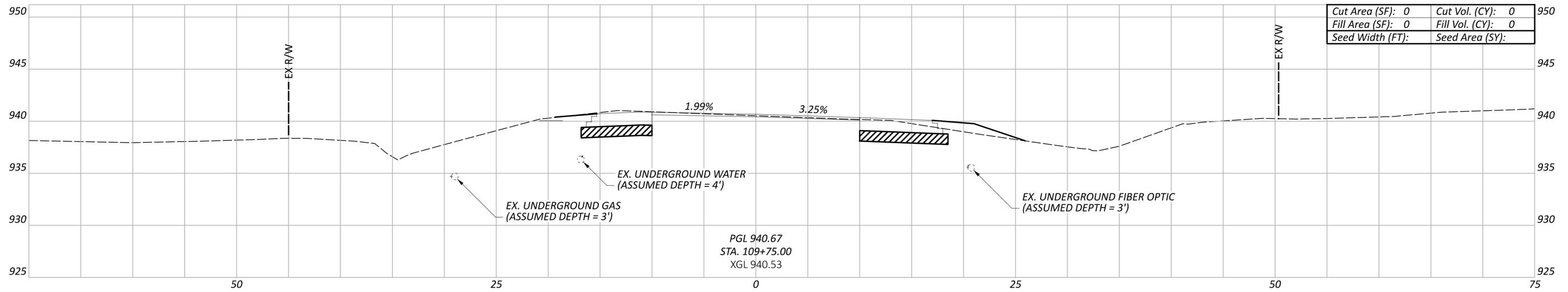
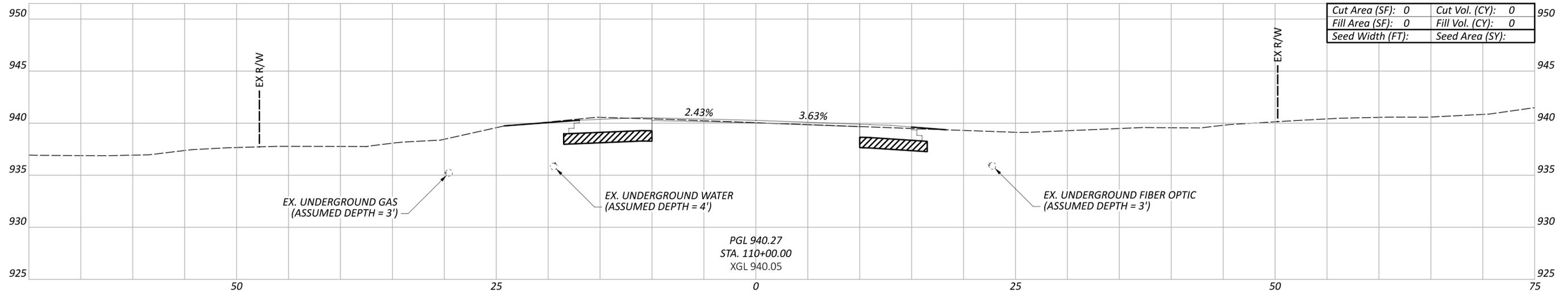


DESIGNER  
 GTF

REVIEWER  
 MLB 11/14/25

PROJECT ID  
 102750

SHEET TOTAL  
 8A 31



CROSS SECTIONS  
 STA. 109+50 TO STA. 110+00

DESIGN AGENCY



DESIGNER

GTF

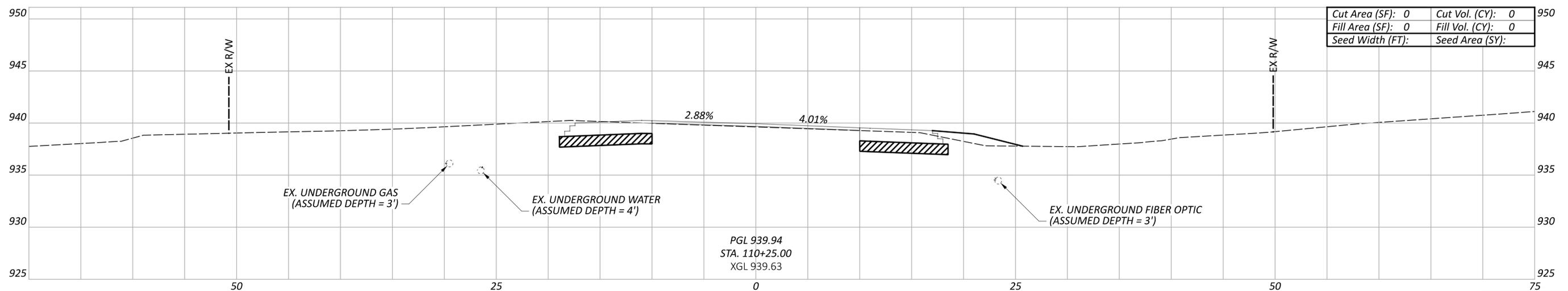
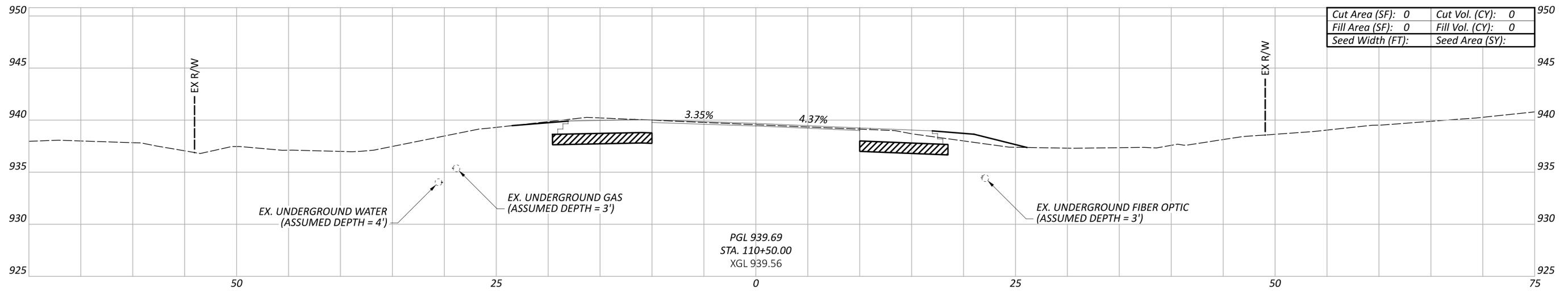
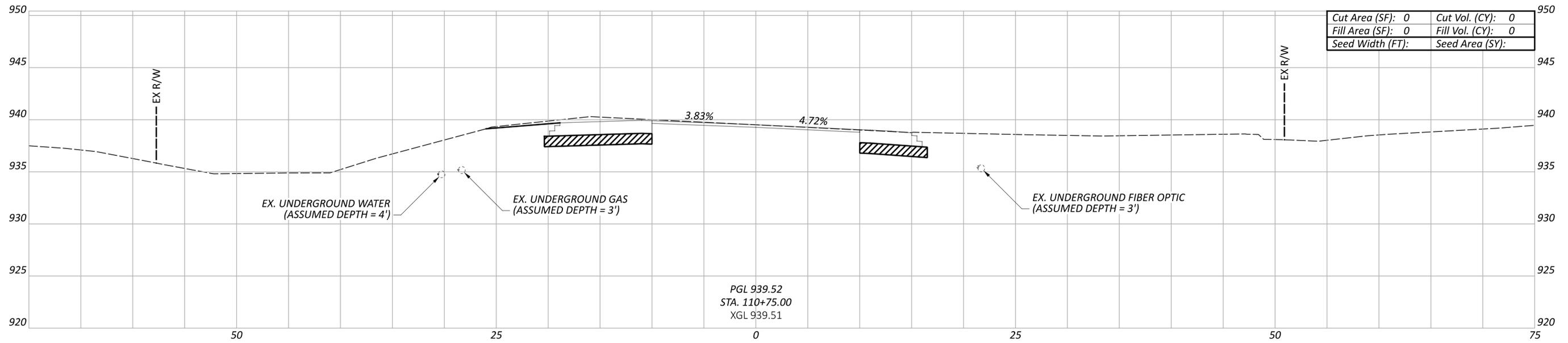
REVIEWER

JDO 11-07-25

PROJECT ID

102750

Sheet Totals			SHEET	TOTAL
Seeding	Cut	Fill	10	31



Sheet Totals			102750	
Seeding	Cut	Fill	SHEET	TOTAL
			11	31

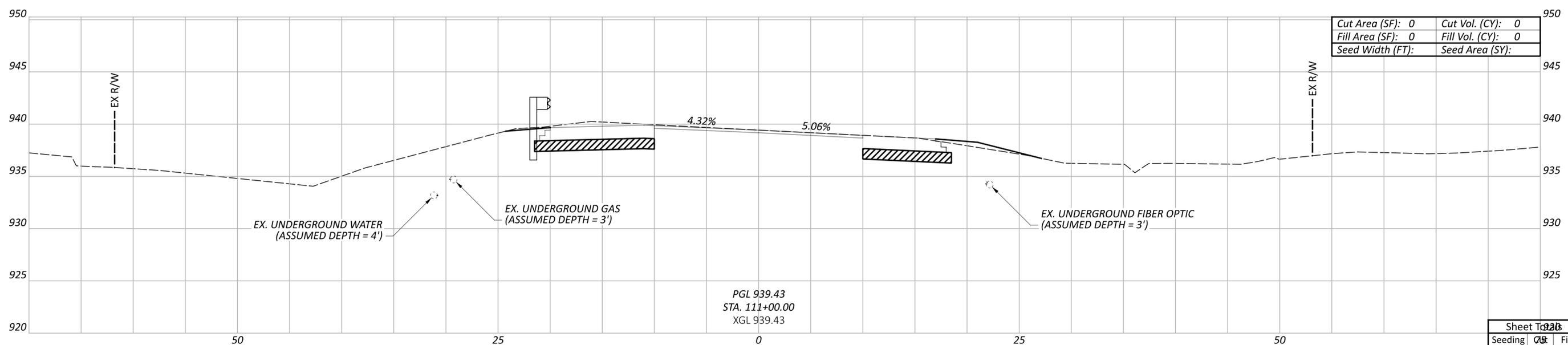
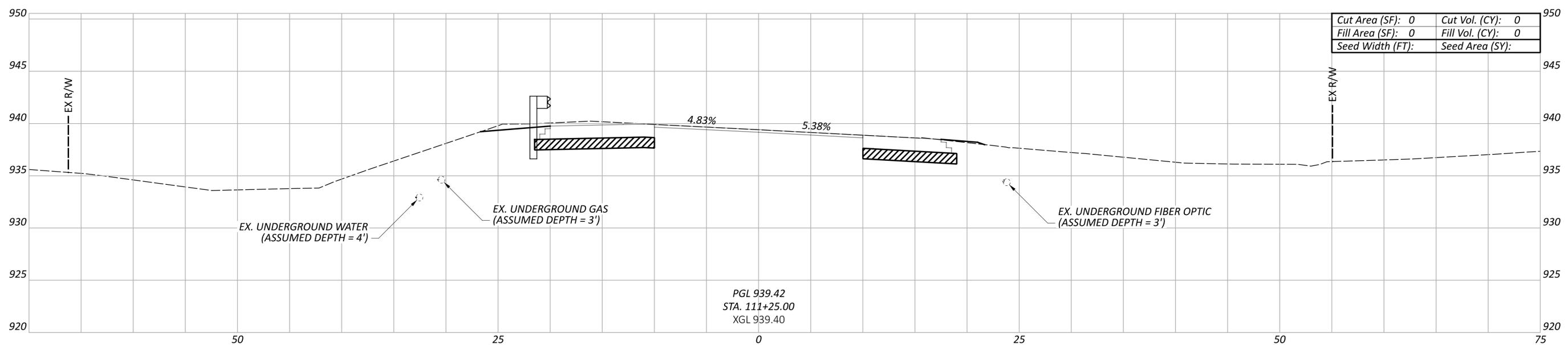
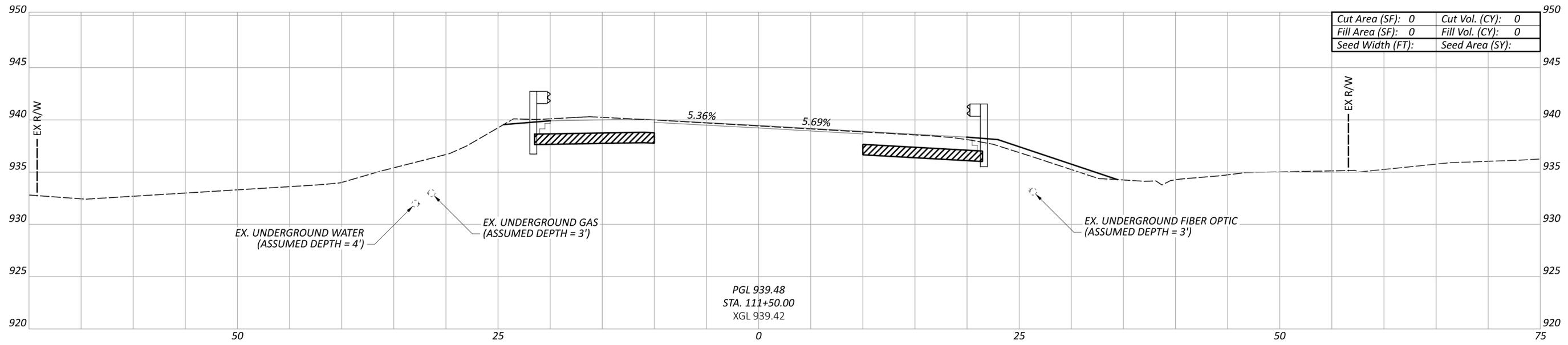
CROSS SECTIONS  
 STA. 110+25 TO STA. 110+75

DESIGN AGENCY



DESIGNER  
 GTF  
 REVIEWER  
 JDO 11-07-25

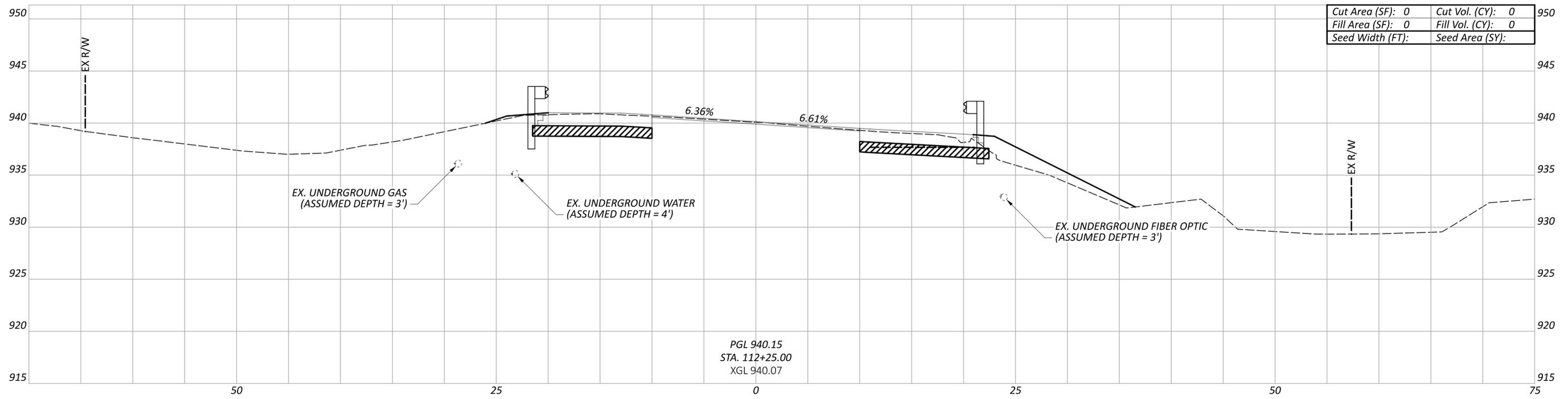
PROJECT ID  
 102750



CROSS SECTIONS  
 STA. 111+00 STA. 111+50

DESIGN AGENCY	
DESIGNER	GTF
REVIEWER	JDO 11-07-25
PROJECT ID	102750
Sheet Total	12 of 31

Seeding	0	0	0
Fill	0	0	0
SHEET	12	TOTAL	31



STA. 111+41.25 - STA. 112+16.50  
 BRIDGE CLI-133-0211

CROSS SECTIONS  
 STA. 111+50 TO STA. 112+25

DESIGN AGENCY



DESIGNER

GTF

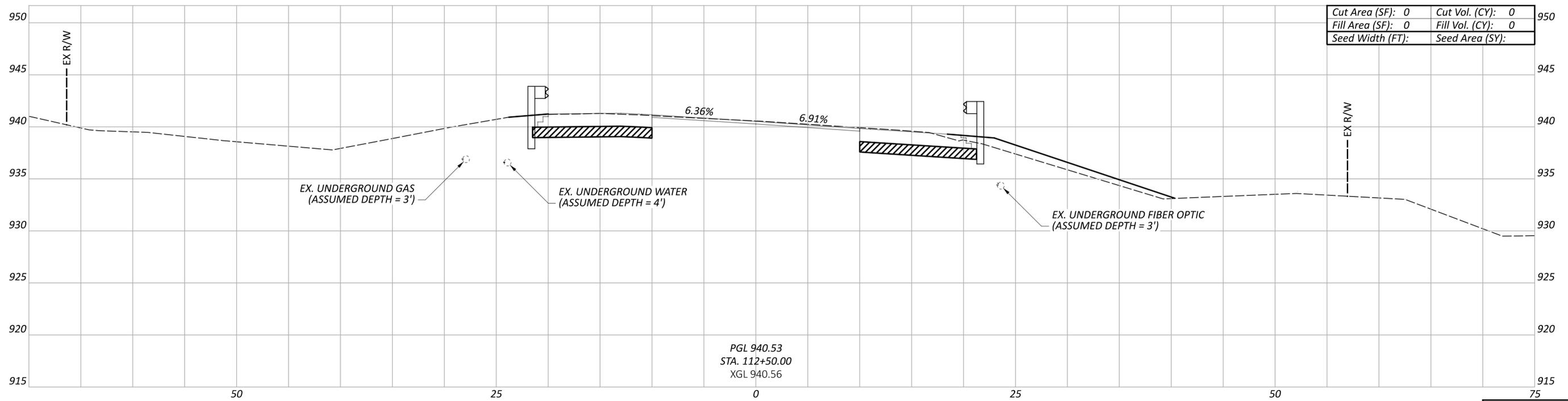
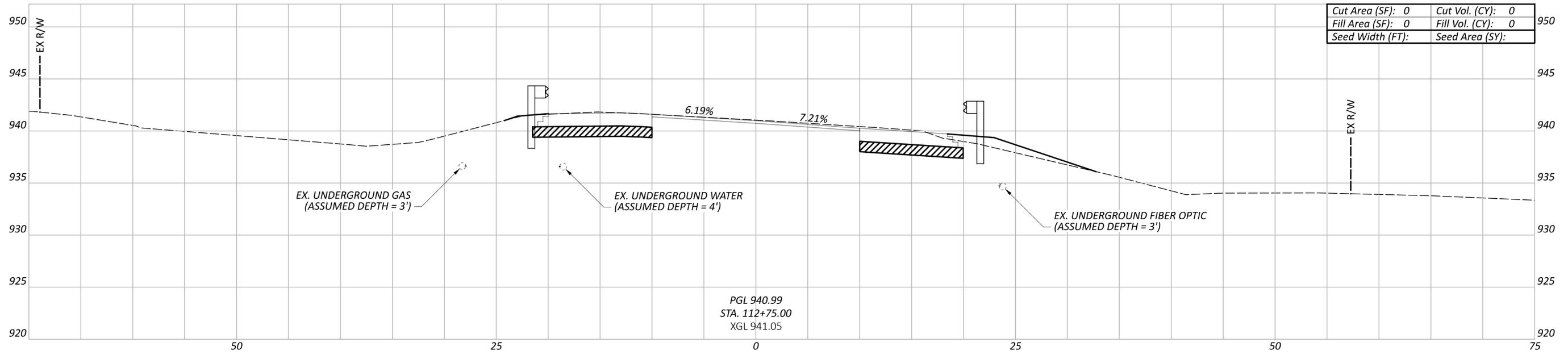
REVIEWER

JDO 11-07-25

PROJECT ID

102750

Sheet Totals			SHEET TOTAL	
Seeding	Cut	Fill	13	31



Sheet Totals			102750	
Seeding	Cut	Fill	SHEET	TOTAL
			14	31

CROSS SECTIONS  
STA. 112+50 TO STA. 112+75

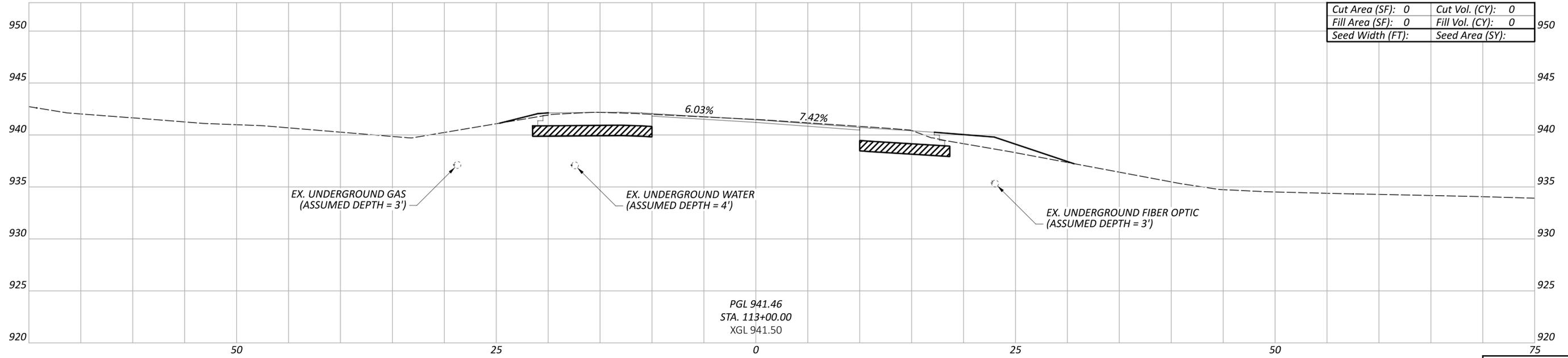
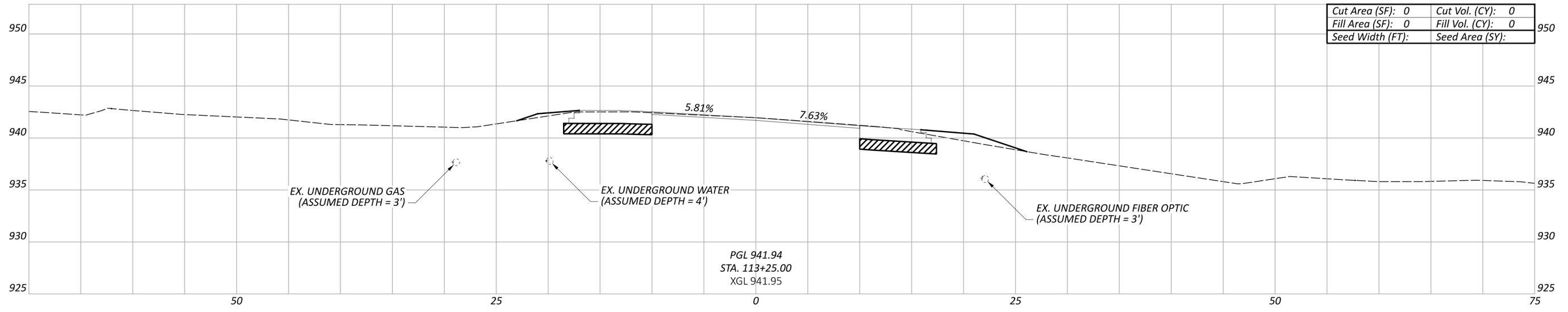
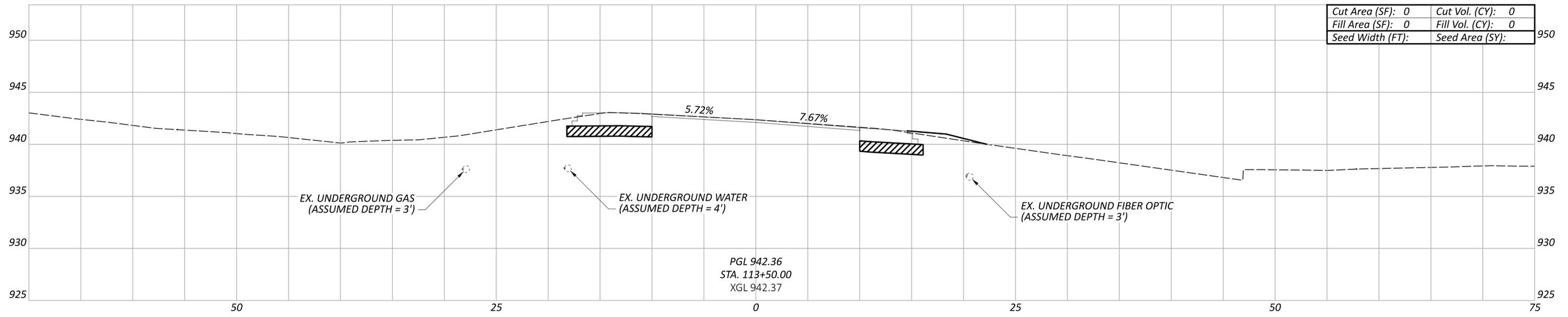
DESIGN AGENCY



DESIGNER  
GTF

REVIEWER  
JDO 11-07-25

PROJECT ID  
102750



CROSS SECTIONS  
 STA. 113+00 TO STA. 113+50

DESIGN AGENCY



DESIGNER

GTF

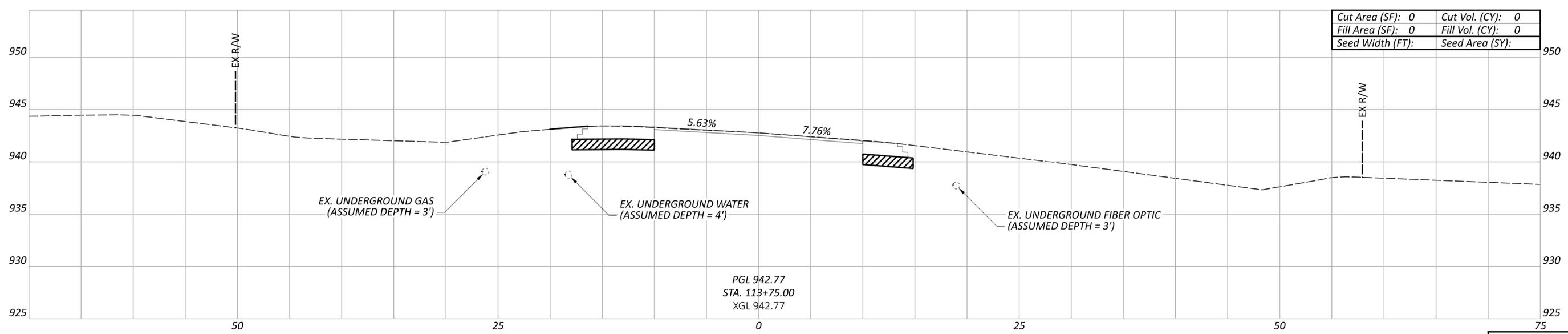
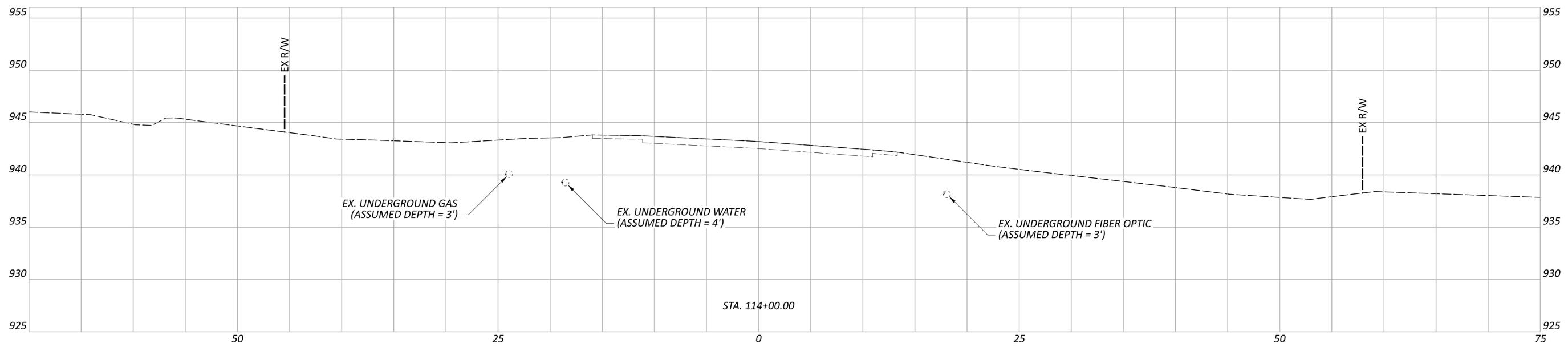
REVIEWER

JDO 11-07-25

PROJECT ID

102750

Sheet Totals			SHEET TOTAL	
Seeding	Cut	Fill	15	31



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Fill Area (SF):	0	Fill Vol. (CY):	0
Seed Width (FT):		Seed Area (SY):	

CROSS SECTIONS  
 STA. 113+75 TO STA. 114+00

DESIGN AGENCY



DESIGNER

GTF

REVIEWER

JDO 11-07-25

PROJECT ID

102750

Sheet Totals		
Seeding	Cut	Fill

SHEET	TOTAL
16	31

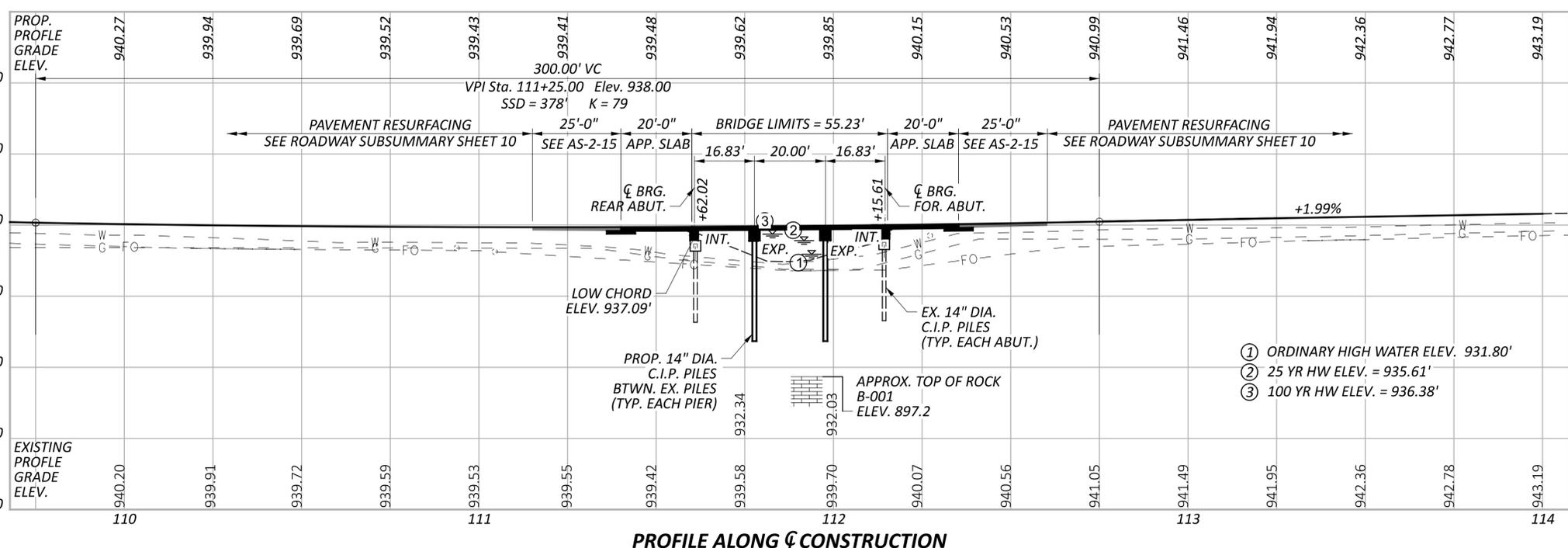
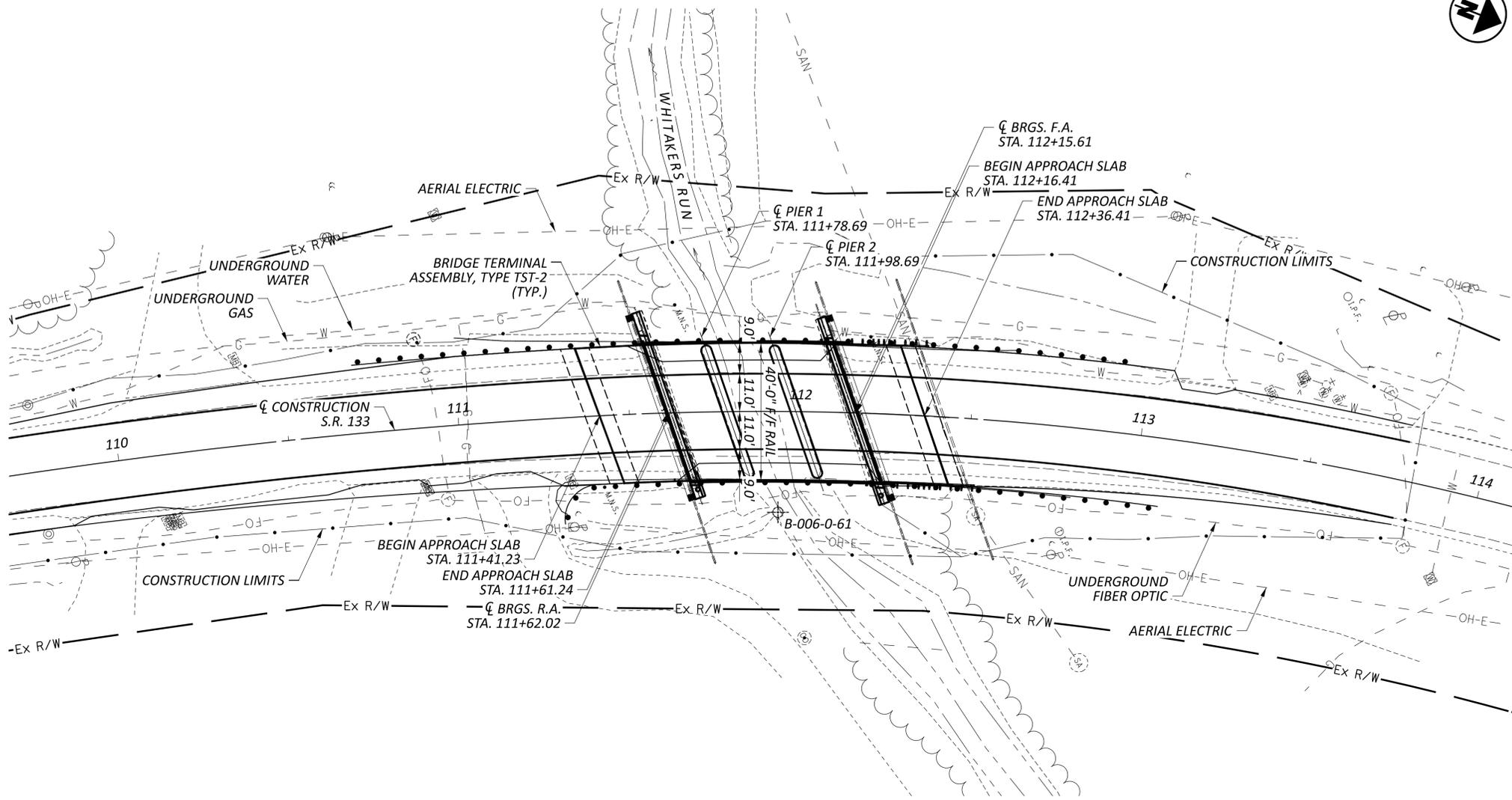
SUPERELEVATION TABLE																					
Dc = 6° 30'																					
REMARKS	LEFT SHOULDER				LEFT LANE					CENTERLINE CONTROL		RIGHT LANE					RIGHT SHOULDER				REMARKS
	EDGE ELEVATION	ELEVATION CORRECTION	CROSS SLOPE	WIDTH	EDGE ELEVATION	TRANSITION RATE	ELEVATION CORRECTION	CROSS SLOPE	WIDTH	STATION	PROFILE GRADE	WIDTH	CROSS SLOPE	ELEVATION CORRECTION	TRANSITION RATE	EDGE ELEVATION	WIDTH	CROSS SLOPE	ELEVATION CORRECTION	EDGE ELEVATION	
	942.99	0.00	-0.040	1.9	944.11		+0.00	+0.0000	11	108+75	944.11	11	-0.0200	-0.22		943.89					
	942.11	0.00	-0.040	2.0	943.07	0.27%	+0.07	+0.0062	11	109+00	943.00	11	-0.0221	-0.24	-0.09%	942.76					
	941.42	0.02	-0.040	3.0	942.19	0.27%	+0.14	+0.0123	11	109+25	942.06	11	-0.0265	-0.29	-0.19%	941.76	4.98	-0.04			
	940.87	0.04	-0.040	4.3	941.48	0.27%	+0.20	+0.0185	11	109+50	941.28	11	-0.0310	-0.34	-0.19%	940.94	5.44	-0.04	-0.22	940.72	
	940.51	0.06	-0.040	6.0	940.94	0.27%	+0.27	+0.0246	11	109+75	940.67	11	-0.0354	-0.39	-0.19%	940.28	6.01	-0.04	-0.24	940.04	
	940.24	0.07	-0.040	6.4	940.61	0.27%	+0.34	+0.0308	11	110+00	940.27	11	-0.0398	-0.44	-0.19%	939.83	6.36	-0.04	-0.25	939.57	
	940.05	0.09	-0.040	7.1	940.35	0.27%	+0.41	+0.0369	11	110+25	939.94	11	-0.0442	-0.49	-0.19%	939.45	6.82	-0.04	-0.27	939.18	
	939.92	0.10	-0.040	7.9	940.16	0.27%	+0.47	+0.0431	11	110+50	939.69	11	-0.0487	-0.54	-0.19%	939.15	7.28	-0.05	-0.35	938.80	
	939.87	0.11	-0.040	9.0	940.06	0.27%	+0.54	+0.0492	11	110+75	939.52	11	-0.0531	-0.58	-0.19%	938.94	7.74	-0.05	-0.41	938.52	
	939.93	0.12	-0.040	9.0	940.04	0.27%	+0.61	+0.0554	11	111+00	939.43	11	-0.0575	-0.63	-0.19%	938.79	8.19	-0.06	-0.47	938.32	
	940.02	0.13	-0.040	9.0	940.09	0.27%	+0.68	+0.0615	11	111+25	939.41	11	-0.0619	-0.68	-0.19%	938.73	8.65	-0.06	-0.54	938.20	
	940.16	0.13	-0.040	9.0	940.17	0.00%	+0.69	+0.0630	11	111+50	939.48	11	-0.0630	-0.69	0.00%	938.79	9.00	-0.06	-0.57	938.22	
	940.38	0.13	-0.040	9.0	940.32	0.00%	+0.69	+0.0630	11	111+75	939.62	11	-0.0630	-0.69	0.00%	938.93	9.00	-0.06	-0.57	938.36	
	940.69	0.13	-0.040	9.0	940.54	0.00%	+0.69	+0.0630	11	112+00	939.85	11	-0.0630	-0.69	0.00%	939.15	9.00	-0.06	-0.57	938.59	
	941.06	0.13	-0.040	9.0	940.84	0.00%	+0.69	+0.0630	11	112+25	940.15	11	-0.0630	-0.69	0.00%	939.45	9.00	-0.06	-0.57	938.89	
	941.52	0.12	-0.036	9.0	941.22	-0.11%	+0.69	+0.0629	11	112+50	940.53	11	-0.0631	-0.69	-0.08%	939.83	8.76	-0.06	-0.55	939.28	
	941.99	0.12	-0.032	9.0	941.65	-0.11%	+0.67	+0.0605	11	112+75	940.99	11	-0.0649	-0.71	-0.08%	940.27	7.47	-0.06	-0.48	939.79	
	942.47	0.06	-0.028	6.0	942.10	-0.11%	+0.64	+0.0580	11	113+00	941.46	11	-0.0667	-0.73	-0.08%	940.73	6.18	-0.07	-0.41	940.32	
	942.92	0.08	-0.024	5.7	942.55	-0.11%	+0.61	+0.0555	11	113+25	941.94	11	-0.0685	-0.75	-0.08%	941.19	4.89	-0.07	-0.34	940.85	
	943.23	0.00	-0.020	5.4	942.94	-0.11%	+0.58	+0.0530	11	113+50	942.36	11	-0.0703	-0.77	-0.08%	941.59	3.61	-0.07	-0.25	941.33	
		0.00			943.34	-0.11%	+0.56	+0.0505	11	113+75	942.78	11	-0.0721	-0.79	-0.08%	941.99	2.33	-0.07	-0.17	941.82	
					943.73	-0.06%	+0.54	+0.0490	11	114+00	943.19	11	-0.0724	-0.80	-0.01%	942.39					

SUPERELEVATION TABLE  
CLI-133-2.11

DESIGN AGENCY



DESIGNER	GTF
REVIEWER	
PROJECT ID	102750
SHEET	TOTAL
17	31



BENCHMARK DATA				
BM #1 STA.	108+49.97,	ELEV.	944.65,	OFFSET 15.12' LT., CMON
BM #2 STA.	108+50.03,	ELEV.	944.13,	OFFSET 15.12' RT., CMON
BM #3 STA.	109+75.99,	ELEV.	940.06,	OFFSET 19.73' LT., CMON
BM #4 STA.	109+76.60,	ELEV.	939.04,	OFFSET 18.34' RT., CMON
BM #5 STA.	111+41.64,	ELEV.	937.99,	OFFSET 20.88' RT., MAGN
BM #6 STA.	111+64.13,	ELEV.	932.33,	OFFSET 31.43' LT., MAGN
BM #7 STA.	112+19.89,	ELEV.	940.87,	OFFSET 22.31' LT., MAGN
BM #8 STA.	112+79.04,	ELEV.	937.11,	OFFSET 30.54' RT., IPIN
BM #9 STA.	113+52.00,	ELEV.	940.90,	OFFSET 11.41' LT., IPIN

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

**DESIGN TRAFFIC:**  
 2026ADT = 3,000      2026ADTT = 240  
 2038 ADT = 3,000      2038 ADTT = 240  
 DIRECTIONAL DISTRIBUTION = 50%

**LEGEND**  
 ⊕ APPROXIMATE HISTORIC BORING LOCATION

**HYDRAULIC DATA**  
 DRAINAGE AREA = 1.99 SQ. MILES  
 Q (4% AEP) = 576 CFS      V (4% AEP) = 3.6 FT/S  
 Q (1% AEP) = 787 CFS      V (1% AEP) = 4.09 FT/S  
 STRUCTURE CLEARS THE 25 YEAR  
 DESIGN HW BY 1.48 FEET.

**EXISTING STRUCTURE**

TYPE: CONTINUOUSLY REINFORCED CONCRETE SLAB WITH CAPPED PILE SUBSTRUCTURE

SPANS: 16'-0"±, 20'-0"±, 16'-0"± C/C BEARINGS  
 ROADWAY: 40'-0"± F/F RAILING  
 LOADING: H15  
 SKEW: 20°± R.F.  
 WEARING SURFACE: 1.5" MICRO-SILICA MODIFIED CONCRETE  
 APPROACH SLABS: AS-1-54 (25'-0" LONG)  
 ALIGNMENT: 6° 00'± CURVE RT.  
 SUPERELEVATION: 0.063 FT. / FT.  
 STRUCTURE FILE NUMBER: 1402641  
 DATE BUILT: 1965  
 DISPOSITION: SUPERSTRUCTURE TO BE REPLACED

**PROPOSED STRUCTURE**

TYPE: THREE SPAN CONTINUOUS REINFORCED CONCRETE SLAB ON EXISTING REINFORCED CONCRETE ABUTMENTS AND PIERS ON EXISTING AND NEW CAST IN PLACE CONCRETE PILES

SPANS: 16'-10"±, 20'-0"±, 16'-10"± C/C BEARINGS  
 ROADWAY: 40'-0"± F/F RAILING  
 LOADING: HL93  
 SKEW: 20°± R.F.  
 WEARING SURFACE: 1" MONOLITHIC CONCRETE  
 APPROACH SLABS: 20'-0" LONG (AS-1-15, AS-2-15)  
 ALIGNMENT: 6°30'29" CURVE RT.  
 SUPERELEVATION: 0.063 FT. / FT.  
 DECK AREA: 2208 SF

COORDINATES: LATITUDE 39° 17' 14.87" N  
 LONGITUDE 83° 59' 35.43" W

SITE PLAN  
 BRIDGE No.: CLI-133-0211  
 OVER WHITAKERS RUN

SFN	1402641
DESIGN AGENCY	
DESIGNER	GTF
CHECKER	BCP
REVIEWER	CAH 11/07/25
PROJECT ID	102750
SUBSET	1
TOTAL	15
SHEET	18
TOTAL	32

**STANDARD DRAWINGS AND SUPPLEMENTAL SPECIFICATIONS**

REFER TO THE FOLLOWING STANDARD BRIDGE DRAWING(S):

AS-1-15	DATED/REVISED	1/20/23
AS-2-15	DATED/REVISED	7/21/23
PCB-91	DATED/REVISED	7/17/20
CPA-1-08	DATED/REVISED	1/19/24
DS-1-92	DATED/REVISED	7/15/22
CPP-1-08	DATED/REVISED	7/21/17
CS-1-24	DATED/REVISED	7/19/24
TST-2-21	DATED/REVISED	1/17/25

AND TO THE FOLLOWING SUPPLEMENTAL SPECIFICATIONS

800	DATED 7/18/2025
846	DATED 4/17/2015

**DESIGN SPECIFICATIONS**

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

**OPERATIONAL IMPORTANCE**

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

**DESIGN LOADING**

DESIGN LOADING INCLUDES:  
 VEHICULAR LIVE LOAD: HL-93  
 FUTURE WEARING SURFACE (FWS) OF 0.060 KIPS/FT<sup>2</sup>

**DESIGN DATA**

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

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

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

STEEL CIP PILES - ASTM A252 GRADE 3 - YIELD STRENGTH 45 KSI

**DECK PROTECTION METHOD**

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

**MONOLITHIC WEARING SURFACE**

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

**BRIDGE SCOUR**

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

	REAR ABUTMENT	PIER 1	PIER 2	FORWARD ABUTMENT
DESIGN FLOOD	931.53	925.80	926.09	930.53
CHECK FLOOD	931.20	925.52	925.81	930.20

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

THIS WORK CONSISTS OF THE REMOVAL OF THE EXISTING BRIDGE SUPERSTRUCTURE FOR BRIDGE CLI-133-0221. THE EXISTING REINFORCED CONCRETE ABUTMENTS SHALL BE REMOVED DOWN TO THE TOP OF THE EXISTING FOOTINGS. THE REINFORCED CONCRETE PIER CAPS SHALL BE COMPLETELY REMOVED. THE EXISTING ABUTMENT FOOTINGS AND ALL SUBSTRUCTURE PILES SHALL REMAIN IN PLACE AND SHALL BE INCORPORATED INTO THE NEW BRIDGE STRUCTURE. THE PROVISIONS OF ITEM 202 APPLY EXCEPT AS SPECIFIED BY THE FOLLOWING NOTES. PERFORM WORK CAREFULLY DURING DECK AND SUBSTRUCTURE REMOVALS TO PROTECT PORTIONS OF SUCH SYSTEMS THAT ARE TO BE SALVAGED AND INCORPORATED INTO THE PROPOSED STRUCTURE. THE USE OF EXPLOSIVES, HEACHACHE BALLS AND/OR HOE RAM TYPE OF EQUIPMENT IS PROHIBITED. SUBMIT CONSTRUCTION PLANS ACCORDING TO CMS 501.05.

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

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

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

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

**EXISTING STRUCTURE VERIFICATION**

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

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

**DECK PLACEMENT DESIGN ASSUMPTIONS**

DECK PLACEMENT DESIGN ASSUMPTIONS

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

AN EIGHT WHEEL FINISHING MACHINE WITH A MAXIMUM WHEEL LOAD OF 2.28 KIPS.

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

A MAXIMUM SPACING OF OVERHANG FALSEWORK BRACKETS OF 48 INCHES.

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

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

INSTALL GALVANIZED DOWEL BARS ACCORDING TO THE MANUFACTURER'S INSTALLATION INSTRUCTIONS FOR BLACK REBAR PUBLISHED IN THE ICC-ES REPORTS LISTED BELOW. THE HOLES FOR THE ADHESIVE ANCHORS SHALL BE DRILLED WITH A HAMMER DRILL AND CARBIDE BIT. PRIOR TO THE INSTALLATION OF THE ANCHORS, THE HOLES SHALL BE CLEANED AND DRIED IN A MANNER CONSISTENT WITH THE MANUFACTURER'S REQUIREMENTS FOR DRY CONCRETE. SELECT FROM ONE OF THE FOLLOWING APPROVED PRODUCTS:

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

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

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

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

THE MANUFACTURER'S INSTALLATION INSTRUCTION PUBLISHED IN THE ICC-ES REPORTS FOR ACCEPTABLE PRODUCTS ARE AVAILABLE AT:  
<https://icc-es.org/evaluation-report-program/>

**ITEM 503 - COFFERDAMS AND EXCAVATION BRACING, AS PER PLAN**

IN ADDITION TO THE REQUIREMENTS SET FORTH IN THE WATERWAY PERMIT FOR THE CONSTRUCTION, MAINTENANCE, AND SUBSEQUENT REMOVAL OF ALL TEMPORARY ACCESS ROADS AND FILL, THE CONTRACTOR SHALL ALSO COMPLY WITH THE FOLLOWING PROVISIONS:

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

**ITEM 526 - REINFORCED CONCRETE APPROACH SLABS WITH QC/QA (T=13"), AS PER PLAN  
 ITEM 526 - TYPE A INSTALLATION, AS PER PLAN**

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

**PILE DESIGN LOADS (ULTIMATE BEARING VALUE)**

THE ULTIMATE BEARING VALUE (UBV) IS 135 KIPS PER PILE FOR THE ABUTMENT PILES. THE UBV IS 135 KIPS PER PILE FOR THE PIER PILES. DRIVE THE PIER PILES AND THE ABUTMENT PILES TO THE UBV.

ABUTMENT PILES:  
 14" C.I.P. REINFORCED CONCRETE PILES 40 FEET LONG,  
 ORDER LENGTH = 45  
 2 DYNAMIC LOAD TESTING ITEMS

PIER PILES:  
 14" C.I.P. REINFORCED CONCRETE PILES 40 FEET LONG,  
 ORDER LENGTH = 45  
 2 DYNAMIC LOAD TESTING ITEMS

PROVIDE PLAIN CYLINDRICAL CASINGS WITH A MINIMUM PILE WALL THICKNESS OF .312 INCH FOR THE CAST-IN-PLACE REINFORCED CONCRETE PILES.

**STEEL POINTS OR SHOES**

USE CONICAL STEEL PILE POINTS TO PROTECT THE TIPS OF THE PROPOSED STEEL CIP REINFORCED CONCRETE PIPE PILES AT ALL SUBSTRUCTURE UNIT. DECK REINFORCING PIER REINFORCING REINFORCING SCHEDULE

**ABBREVIATIONS:**

THE FOLLOWING ABBREVIATIONS HAVE BEEN USED THROUGHOUT THESE PLANS TO INDICATE THE DESIGNATIONS CONTAINED IN THE LEGEND BELOW:

ABUT. - ABUTMENT	N.F. - NEAR FACE
APPR. - APPROACH	NO./# - NUMBER
BTM. - BOTTOM	O/O - OUT TO OUT
BRG. - BEARING	P.C.P.P - PERFORATED CORRUGATED PLASTIC PIPE
BRGS. - BEARINGS	P.E.J.F. - PREFORMED EXPANSION JOINT FILLER
CL - CENTERLINE	PG - PROFILE GRADE
C/C - CENTER TO CENTER	PGL - PROFILE GRADE LINE
CIP - CAST-IN-PLACE	PROP. - PROPOSED
C.J. - CONSTRUCTION JOINT	PT - POINT OF TANGENCY
CLR. - CLEARANCE	PVC - POINT OF VERTICAL CURVATURE
CMS - CONSTRUCTION AND MATERIAL SPECIFICATIONS	PVI - POINT OF VERTICAL INTERSECTION
CONC. - CONCRETE	PVT - POINT OF VERTICAL TANGENCY
CONSTR. - CONSTRUCTION	R. - RADIUS
CONTR. - CONTRACTION	R.A. - REAR ABUTMENT
CU YD - CUBIC YARD	RF - RIGHT FORWARD
DIA. - DIAMETER	RT. - RIGHT
E.F. - EACH FACE	R/W - RIGHT OF WAY
ELEV., EL. - ELEVATION	SAN. - SANITARY
EQ. - EQUAL	SER. - SERIES
EX. - EXISTING	S.O. - SERIES OF
EXP. - EXPANSION	SPA. - SPACES OR SPACING
F.A. - FORWARD ABUTMENT	SR - STATE ROUTE
F.F. - FAR FACE	STA. - STATION
F.S. - FIELD SPLICE	STD. - STANDARD
FT/FT - FOOT PER FOOT	STM. - STORM
FTG. - FOOTING	TEMP. - TEMPORARY
FWD. - FORWARD	T.O.S. - TOE OF SLOPE
GALV. = GALVANIZED	T/PARAPET - TOE OF PARAPET
GEN. - GENERAL	T/T - TOE TO TOE
LF - LEFT FORWARD	TYP. - TYPICAL
LT. - LEFT	U.G. - UNDERGROUND
MAX. - MAXIMUM	VAR. - VARIES
MIN. - MINIMUM	VC - VERTICAL CURVE
MISC. - MISCELLANEOUS	VERT. - VERTICAL
MOT - MAINTENANCE OF TRAFFIC	W/O - WITHOUT

STRUCTURE GENERAL NOTES  
 BRIDGE No.: CLI-133-0211  
 OVER WHITAKERS RUN

SFN	1402641
DESIGN AGENCY	
DESIGNER	GTF
CHECKER	BCP
REVIEWER	CAH
DATE	11/07/25
PROJECT ID	102750
SUBSET	TOTAL
2	15
SHEET	TOTAL
19	31

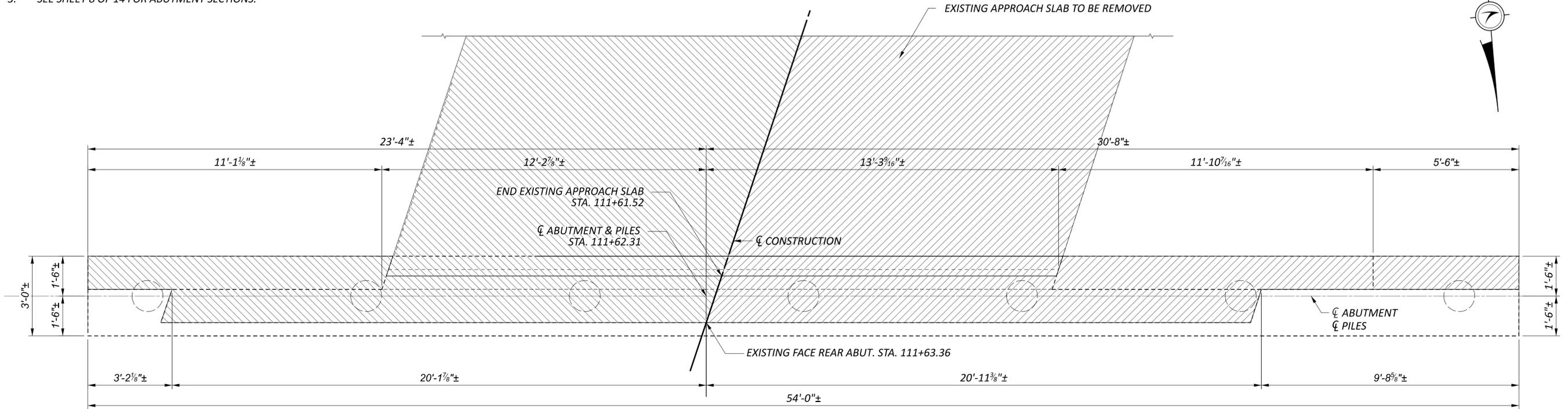
ESTIMATED QUANTITIES - STRUCTURE No.: CLI-133-0211 (01/STR FUNDING SPLIT)										
ITEM	EXTENSION	TOTAL	UNIT	DESCRIPTION	ABUT.	PIERS	SUPER.	GEN.	SEE SHEET	
202	11203	LS	LS	PORTIONS OF STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN	LUMP	LUMP	LUMP			
202	22900	140	SY	APPROACH SLAB REMOVED					140	
503	11101	LS	LS	COFFERDAMS AND EXCAVATION BRACING, AS PER PLAN					LUMP	
503	21300	LS	LS	UNCLASSIFIED EXCAVATION					LUMP	
505	11100	LS	LS	PILE DRIVING EQUIPMENT MOBILIZATION	LUMP	LUMP				
507	00602	560	FT	14" CAST-IN-PLACE REINFORCED CONCRETE PILES, DRIVEN WITH QC/QA	80	480				
507	00650	630	FT	14" CAST-IN-PLACE REINFORCED CONCRETE PILES, FURNISHED	90	540				
507	93300	14	EACH	STEEL POINTS OR SHOES	2	12				
523	20000	4	EACH	DYNAMIC LOAD TESTING	2	2				
509	26000	35628	LB	GALVANIZED STEEL REINFORCEMENT	4453	3248	27927			
510	10001	264	EACH	DOWEL HOLES WITH NON-SHRINK, NON-METALLIC GROUT, AS PER PLAN	264					
511	33312	142	CY	CLASS QC2 CONCRETE WITH QC/QA, SUPERSTRUCTURE		32	110			
511	45712	18	CY	CLASS QC1 CONCRETE WITH QC/QA, ABUTMENT	18					
512	10100	127	SY	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)	32	68	27			
512	33000	14	SY	TYPE 2 WATERPROOFING	14					
514	00050	541	SF	SURFACE PREPARATION OF EXISTING STRUCTURAL STEEL	15	526				
514	00056	541	SF	FIELD PAINTING OF EXISTING STRUCTURAL STEEL, PRIME COAT	15	526				
514	00060	449	SF	FIELD PAINTING OF EXISTING STRUCTURAL STEEL, INTERMEDIATE COAT		449				
514	00066	449	SF	FIELD PAINTING OF EXISTING STRUCTURAL STEEL, FINISH COAT		449				
516	13200	172	SF	½" PREFORMED EXPANSION JOINT FILLER	172					
516	13600	108	SF	1" PREFORMED EXPANSION JOINT FILLER	108					
516	14014	84	FT	INTEGRAL ABUTMENT EXPANSION JOINT SEAL	84					
517	70100	126.13	FT	RAILING (THREE STEEL TUBE BRIDGE RAILING)			126.13			
518	21200	55	CY	POROUS BACKFILL WITH GEOTEXTILE FABRIC	55					
SPECIAL	51822300	139	FT	STEEL DRIP STRIP			139			
518	40000	124	FT	6" PERFORATED CORRUGATED PLASTIC PIPE	124					
518	40010	100	FT	6" NON-PERFORATED CORRUGATED PLASTIC PIPE, INCLUDING SPECIALS	100					
526	25001	186	SY	REINFORCED CONCRETE APPROACH SLABS (T=13"), AS PER PLAN				186		
526	90011	80	FT	TYPE A INSTALLATION, AS PER PLAN				80		
846	00110	23.74	CF	POLYMER MODIFIED ASPHALT EXPANSION JOINT SYSTEM				23.74		

STRUCTURE ESTIMATED QUANTITIES  
 BRIDGE No.: CLI-133-0211  
 OVER WHITAKERS RUN

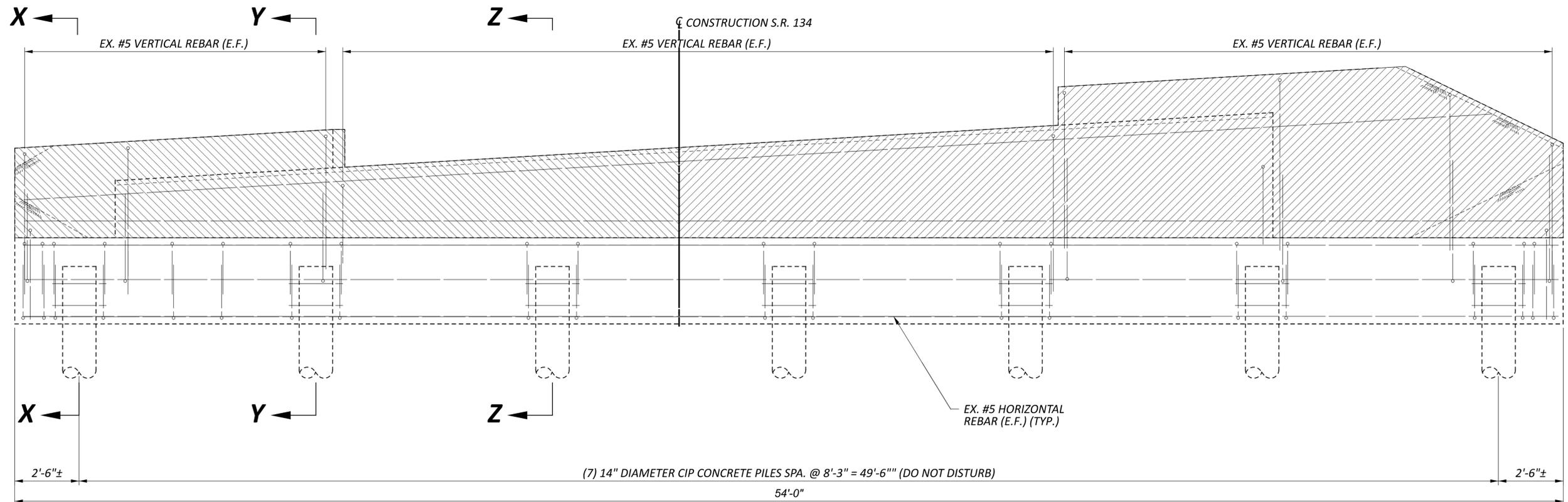
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1402641	
DESIGN AGENCY	
DESIGNER	CHECKER
GTF	BCP
REVIEWER	
CAH 11/07/25	
PROJECT ID	
102750	
SUBSET	TOTAL
3	15
SHEET	TOTAL
20	31

**NOTES:**

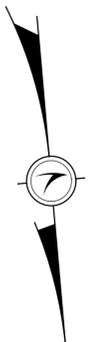
1. CONTRACTOR SHALL NOT SALVAGE REBAR UNLESS OTHERWISE SPECIFIED BY ENGINEER.
2. REMOVE EXISTING CONCRETE COATINGS AS PER CMS 512.03F. PAYMENT FOR THIS SHALL BE INCLUDED WITH ITEM 202 PORTIONS OF STRUCTURE REMOVED, OVER 20' SPAN, AS PER PLAN.
3. SEE SHEET 8 OF 14 FOR ABUTMENT SECTIONS.



**REAR ABUTMENT PLAN**



**REAR ABUTMENT ELEVATION**



CLI SR 133 2.11

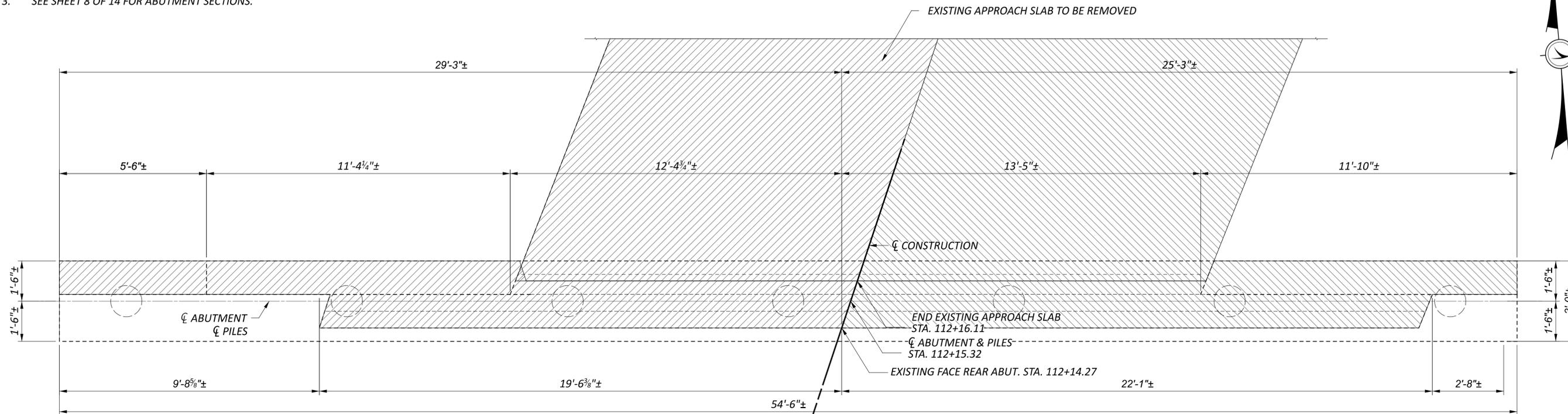
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REAR ABUTMENT REMOVAL DETAILS  
 BRIDGE No.: CLI-133-0211  
 OVER WHITAKERS RUN

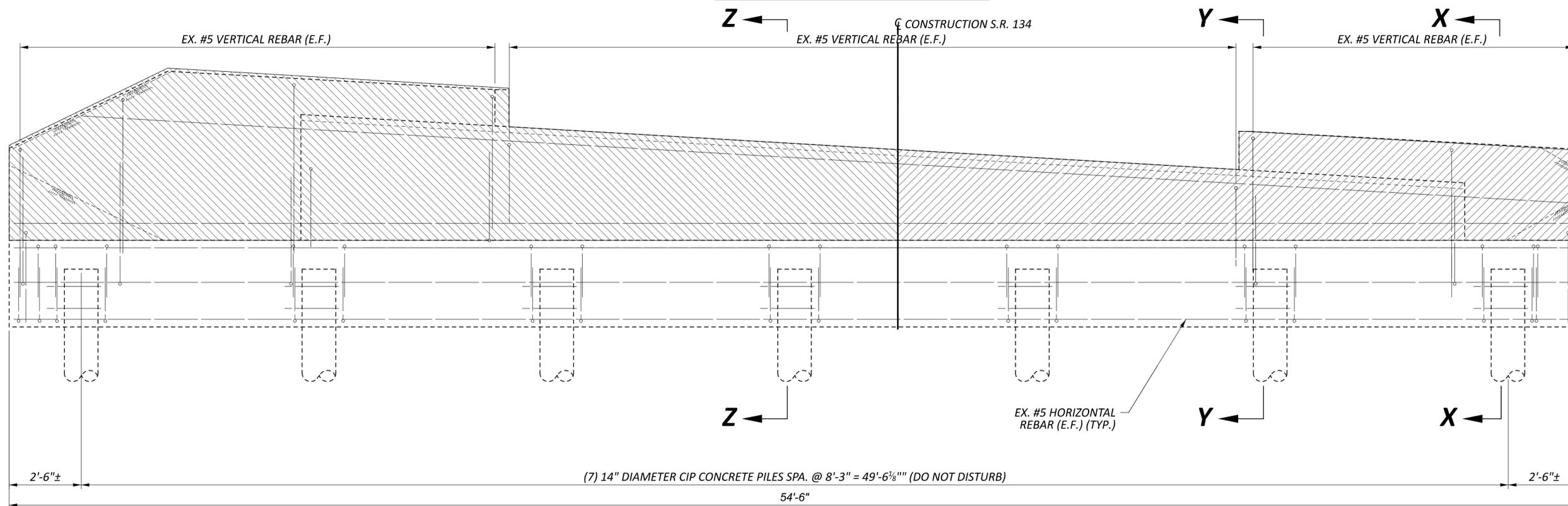
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1402641	
DESIGN AGENCY	
DESIGNER	CHECKER
GTF	BCP
REVIEWER	
CAH 11/07/25	
PROJECT ID	
102750	
SUBSET	TOTAL
4	15
SHEET	TOTAL
21	31

**NOTES:**

1. CONTRACTOR SHALL NOT SALVAGE REBAR UNLESS OTHERWISE SPECIFIED BY ENGINEER.
2. REMOVE EXISTING CONCRETE COATINGS AS PER CMS 512.03F. PAYMENT FOR THIS SHALL BE INCLUDED WITH ITEM 202 PORTIONS OF STRUCTURE REMOVED, OVER 20' SPAN, AS PER PLAN.
3. SEE SHEET 8 OF 14 FOR ABUTMENT SECTIONS.



**FORWARD ABUTMENT PLAN**



**FORWARD ABUTMENT ELEVATION**

CLI SR 133 2.11

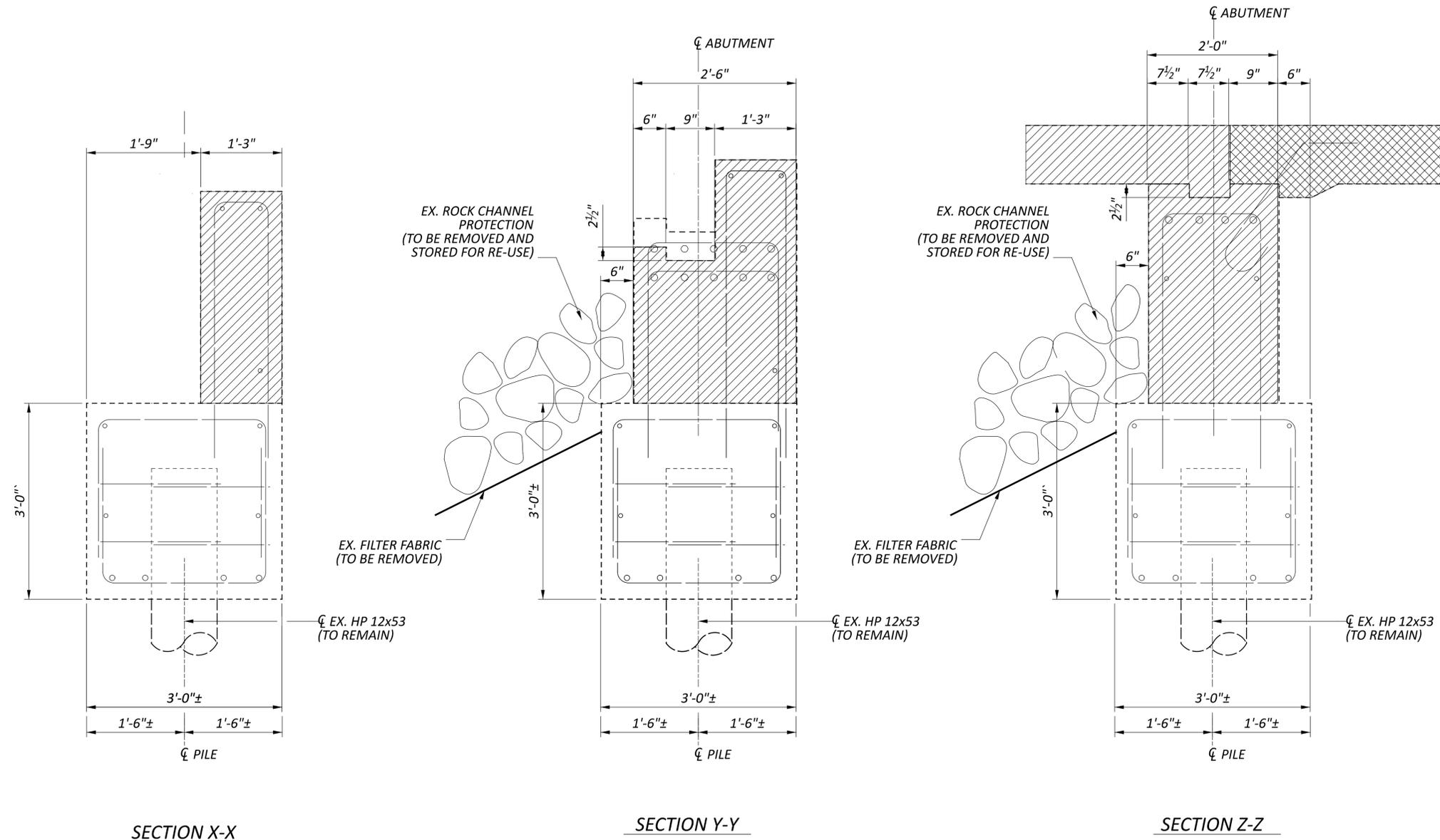
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FORWARD ABUTMENT REMOVAL DETAILS  
 BRIDGE No.: CLI-133-0211  
 OVER WHITAKERS RUN

SFN  
 1402641  
 DESIGN AGENCY



DESIGNER	CHECKER
GTF	BCP
REVIEWER	
CAH 11/07/25	
PROJECT ID	
102750	
SUBSET	TOTAL
5	15
SHEET	TOTAL
22	31



**NOTES**

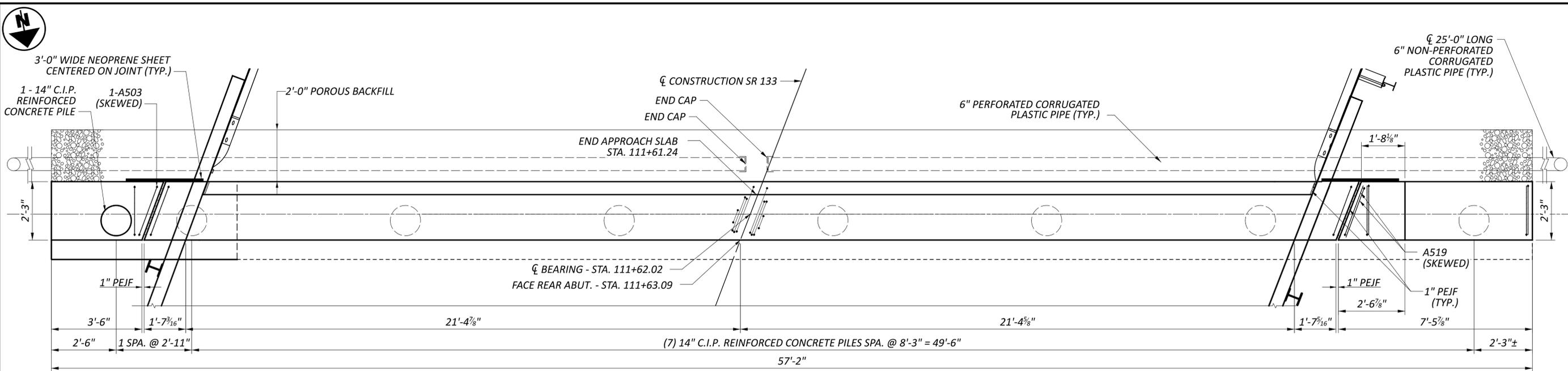
- EXISTING VERTICAL REINFORCING STEEL TO BE CUT OFF FLUSH WITH CONCRETE REMOVAL LINE. COAT EXPOSED STEEL ENDS WITH EPOXY ACCORDING TO ITEM 509. PAYMENT FOR THIS WORK SHALL BE INCLUDED WITH ITEM 202- PORTIONS OF STRUCTURE REMOVED, OVER 20' SPAN, AS PER PLAN.
- CONTRACTOR SHALL NOT SALVAGE REBAR UNLESS OTHERWISE SPECIFIED BY ENGINEER.
- REMOVE EXISTING CONCRETE COATINGS AS PER CMS 512.03F. PAYMENT FOR THIS SHALL BE INCLUDED WITH ITEM 202 PORTIONS OF STRUCTURE REMOVED, OVER 20' SPAN, AS PER PLAN.
- SEE SHEET 25 & 26 FOR FORWARD ABUTMENT AND REAR ABUTMENT PLANS AND ELEVATIONS

**LEGEND**

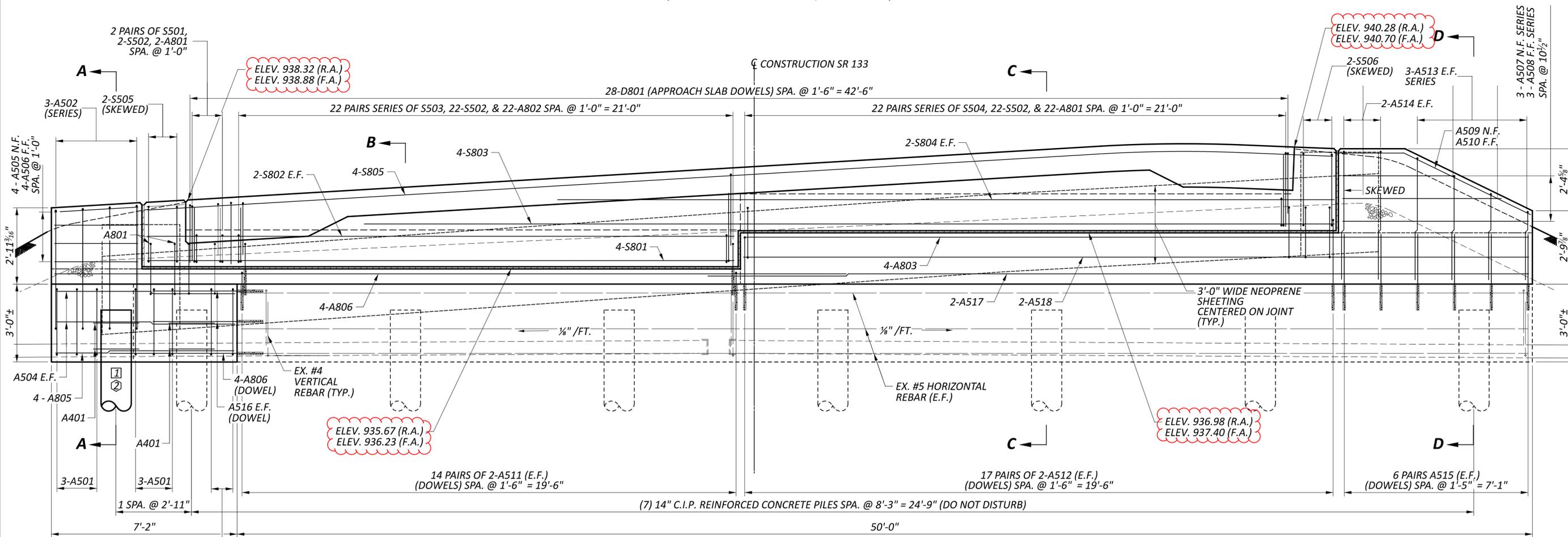
- LIMITS OF REMOVAL PER ITEM 202 - PORTIONS OF STRUCTURE REMOVED, OVER 20' SPAN, AS PER PLAN
- LIMITS OF REMOVAL PER ITEM 202 - APPROACH SLAB REMOVED

SFN 1402641	
DESIGN AGENCY	
DESIGNER GTF	CHECKER BCP
REVIEWER CAH 11/07/25	
PROJECT ID 102750	
SUBSET 6	TOTAL 15
SHEET 23	TOTAL 31

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**REAR ABUTMENT PLAN**  
(FORWARD ABUTMENT SIMILAR, BUT OPPOSITE)



**REAR ABUTMENT ELEVATION**  
(FORWARD ABUTMENT SIMILAR, BUT OPPOSITE)

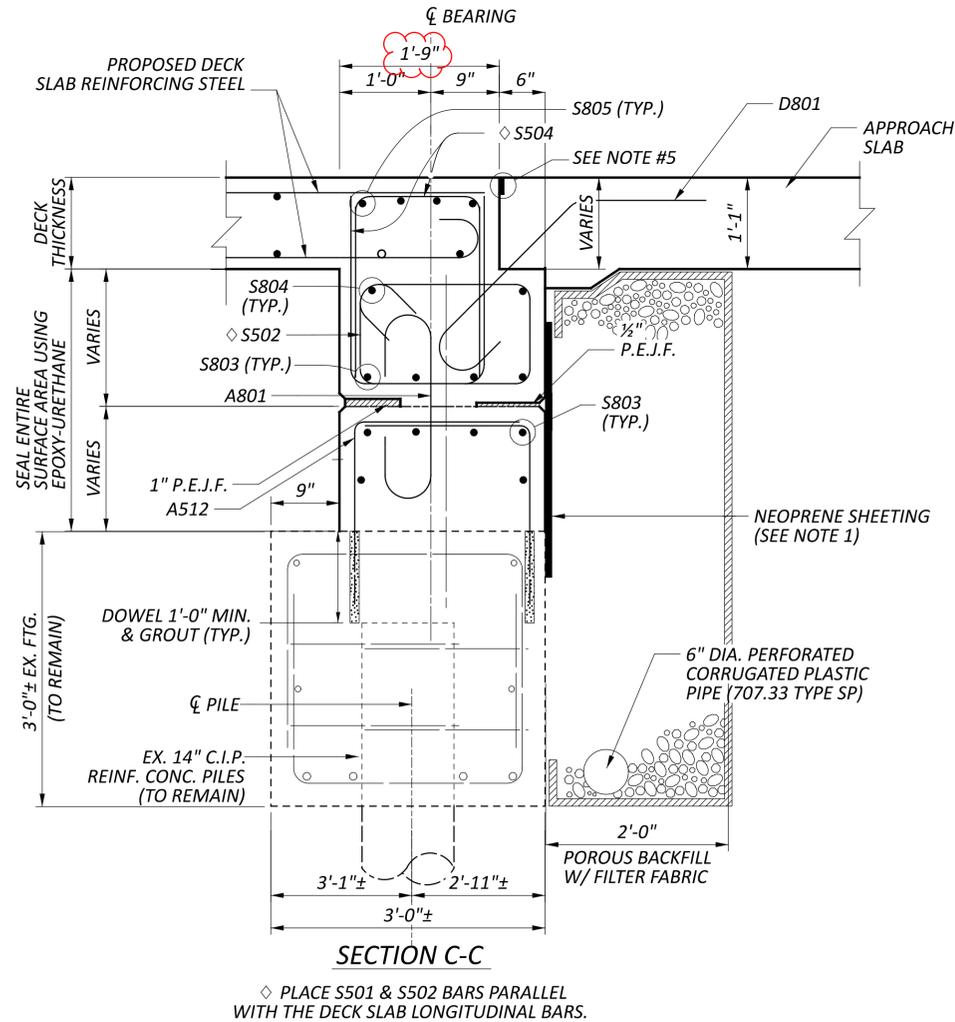
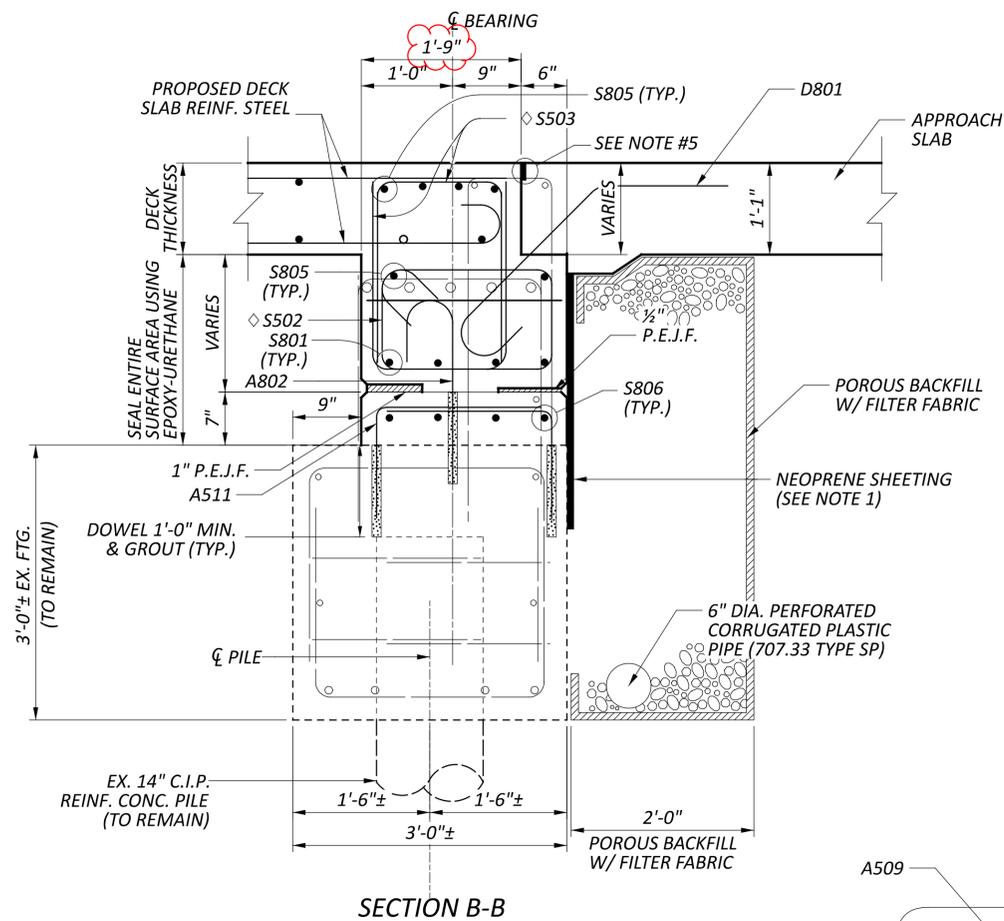
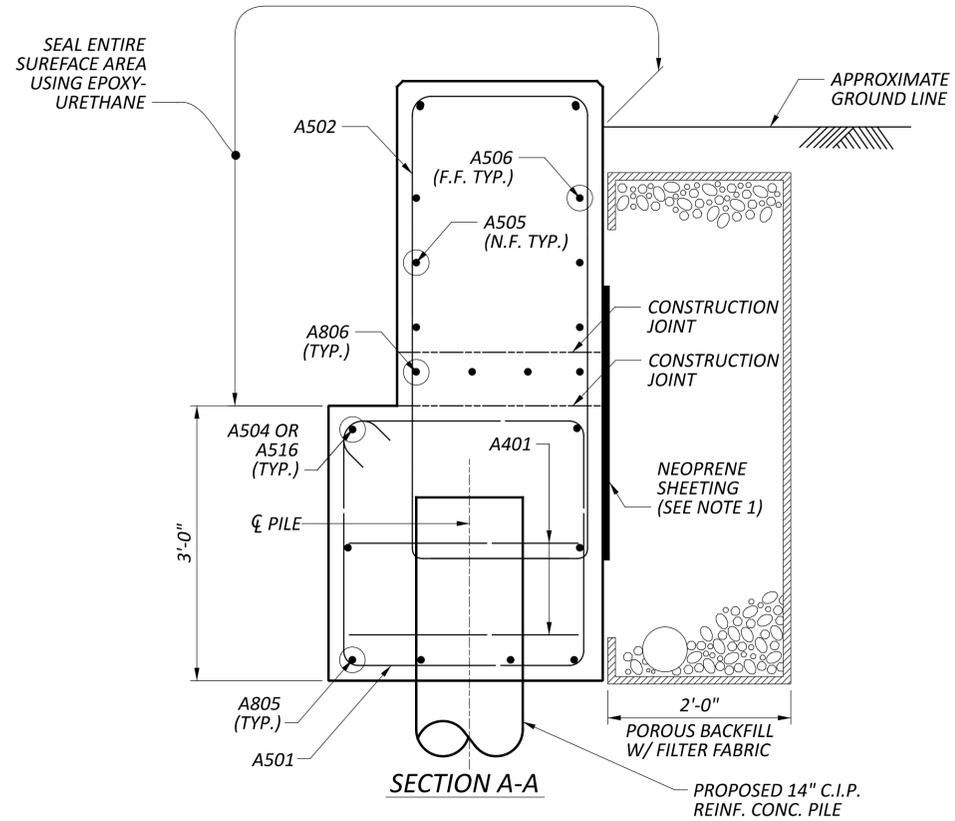
**LEGEND**

#	- PILE NUMBER (REAR ABUTMENT)
⊕	- PILE NUMBER (FORWARD ABUTMENT)
N.S.	- NEAR SIDE
F.S.	- FAR SIDE
E.F.	- EACH FACE
P.E.J.F.	- PREFORMED EXPANSION JOINT FILLER
---	- PROPOSED GROUND LINE

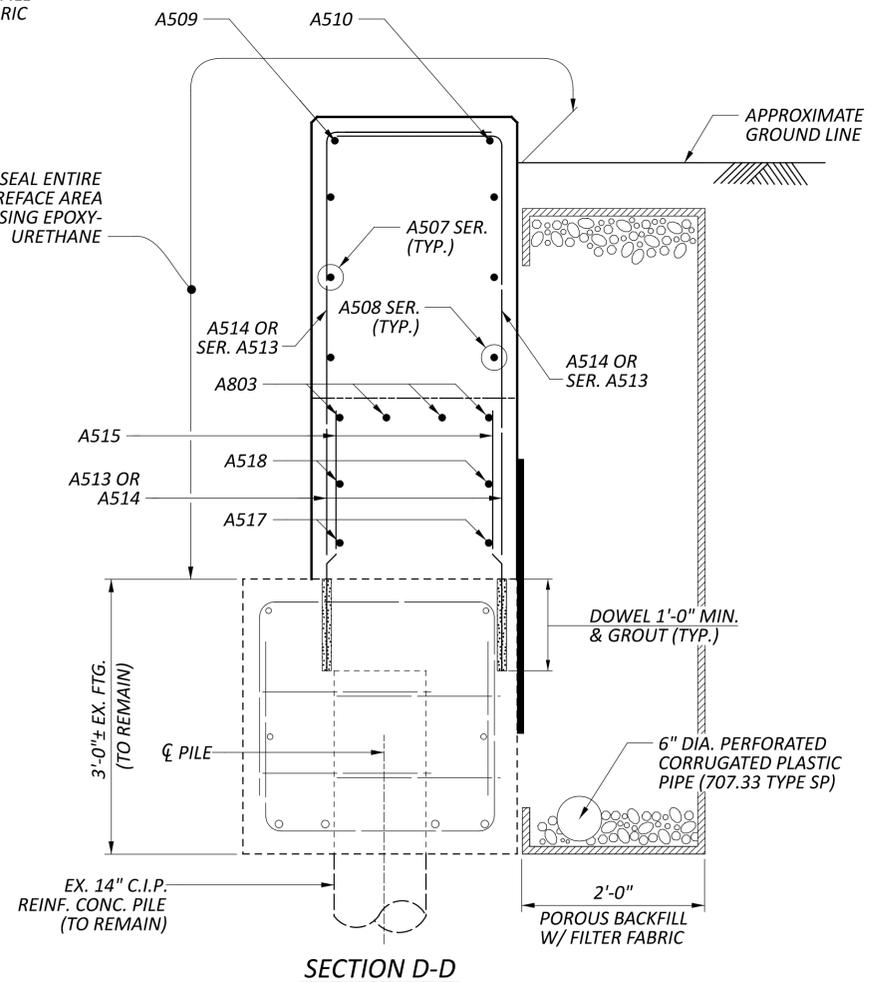
- NOTES:**
- 3'-0" WIDE NEOPRENE SHEETING OR TYPE 2 WATERPROOFING PLACED AS SHOWN IN THE PLANS.
  - SEAL EXPOSED SURFACES OF ABUTMENT, WINGWALLS WITH EPOXY URETHANE SEALER, FEDERAL COLOR 17778.
  - SEE STD-DWG CPA-1-08, FOR DETAILS NOT SHOWN.
  - DRILL DOWEL HOLES, 12" MINIMUM REBAR EMBEDMENT USING NON-SHRINK, NON-METALLIC GROUT, AS PER CMS 510.03.
  - APPLY TYPE 2 WATERPROOFING TO ALL CONSTRUCTION JOINTS BEYOND LIMITS OF NEOPRENE SHEETING

**REAR ABUTMENT CONSTRUCTION DETAILS**  
 BRIDGE No.: CL1-133-0211  
 OVER WHITAKERS RUN

SFN 1402641	
DESIGN AGENCY	
	
DESIGNER	CHECKER
GTF	BCP
REVIEWER	
CAH 11/07/25	
PROJECT ID	
102750	
SUBSET	TOTAL
7	15
SHEET	
23	
TOTAL	
31	



**SECTION B-B**  
 PLACE S501 & S502 BARS PARALLEL WITH THE DECK SLAB LONGITUDINAL BARS.



**SECTION D-D**

**LEGEND**

- N.S. - NEAR SIDE
- F.S. - FAR SIDE
- E.F. - EACH FACE
- P.E.J.F. - PREFORMED EXPANSION JOINT FILLER

- PORTION OF STRUCTURE TO BE REMOVED
- EXISTING GROUND LINE

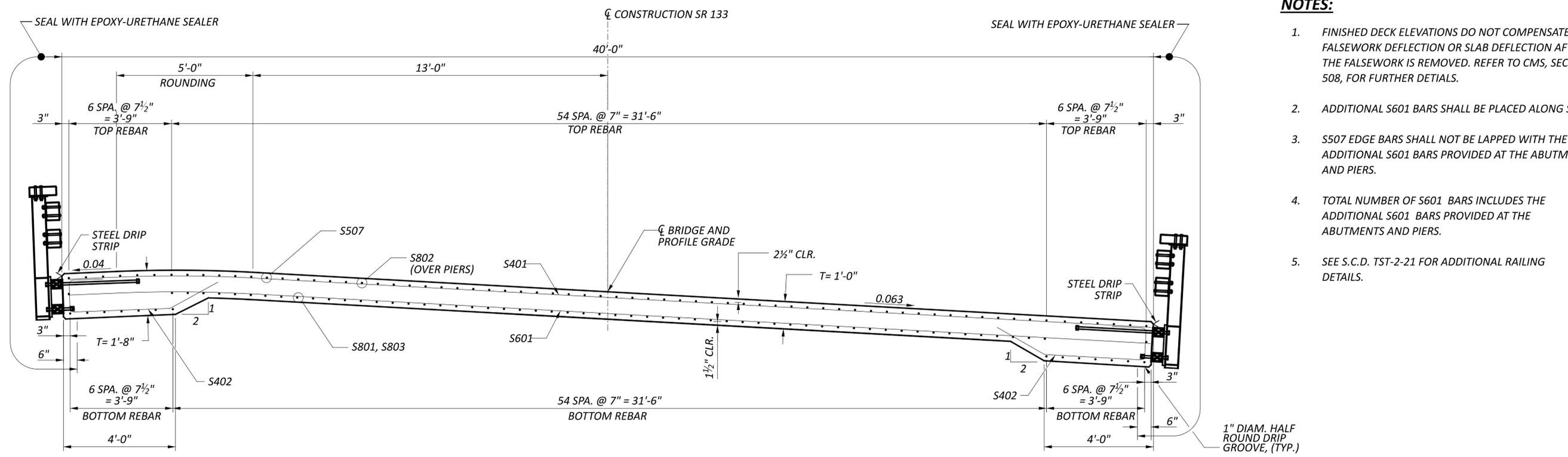
**NOTES**

1. 3'-0" WIDE NEOPRENE SHEETING CENTERED ALONG TOP OF EXISTING FOOTING OR TYPE 2 WATERPROOFING PLACED AS SHOWN IN THE PLANS.
2. SEAL EXPOSED SURFACES OF ABUTMENT, WINGWALLS WITH EPOXY URETHANE SEALER, FEDERAL COLOR 17778.
3. SEE STD-DWG CPA-1-08, FOR DETAILS NOT SHOWN.
4. DRILL DOWEL HOLES, 12" MINIMUM REBAR EMBEDMENT USING NON-SHRINK, NON-METALLIC GROUT, AS PER CMS 510.03.
5. SEAL JOINT BETWEEN DIAPHRAGM & APPROACH SLAB AS PER STD. DWG. AS-1-81. INCLUDED WITH APPROACH SLAB FOR PAYMENT.
6. APPLY TYPE 2 WATERPROOFING TO ALL CONSTRUCTION JOINTS BEYOND LIMITS OF NEOPRENE SHEETING

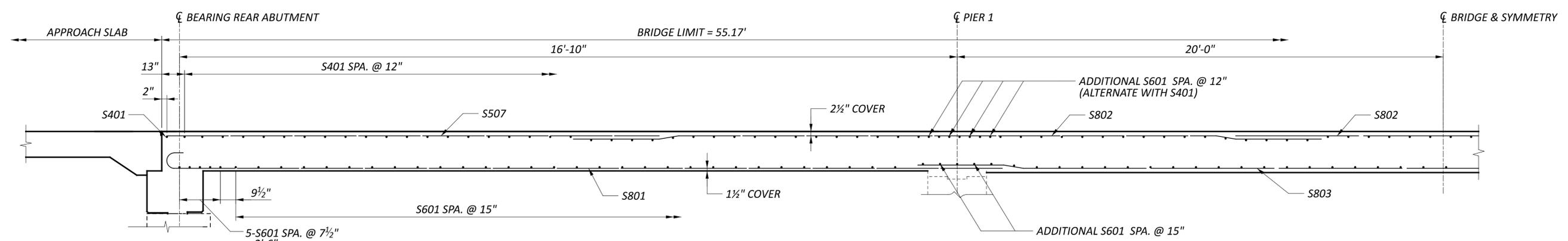
SFN	1402641
DESIGN AGENCY	
DESIGNER	CHECKER
GTF	BCP
REVIEWER	CAH 11/07/25
PROJECT ID	102750
SUBSET	TOTAL
9	15
SHEET	TOTAL
25	31



CLSR 133 2.11  
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- NOTES:**
1. FINISHED DECK ELEVATIONS DO NOT COMPENSATE FOR FALSEWORK DEFLECTION OR SLAB DEFLECTION AFTER THE FALSEWORK IS REMOVED. REFER TO CMS, SECTION 508, FOR FURTHER DETAILS.
  2. ADDITIONAL S601 BARS SHALL BE PLACED ALONG SKEW
  3. S507 EDGE BARS SHALL NOT BE LAPPED WITH THE ADDITIONAL S601 BARS PROVIDED AT THE ABUTMENTS AND PIERS.
  4. TOTAL NUMBER OF S601 BARS INCLUDES THE ADDITIONAL S601 BARS PROVIDED AT THE ABUTMENTS AND PIERS.
  5. SEE S.C.D. TST-2-21 FOR ADDITIONAL RAILING DETAILS.



**LONGITUDINAL SECTION**  
 SYMMETRICAL ABOUT  $\bar{C}$  MIDDLE SPAN  
 (NOT TO SCALE)

FINISHED DECK ELEVATION TABLE (FT)

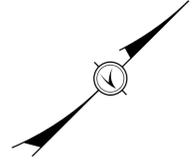
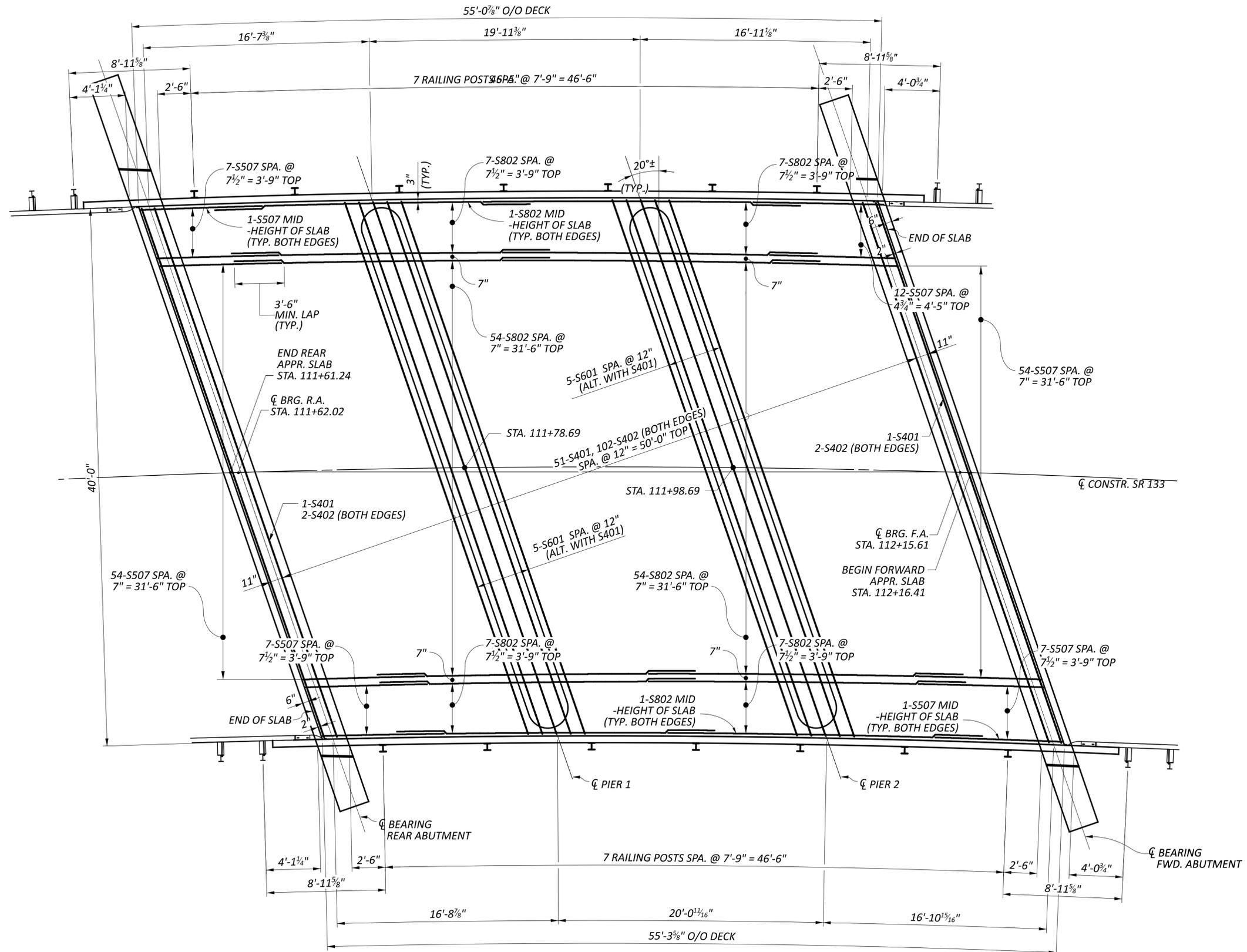
		CENTERLINE OF BEARING REAR ABUTMENT	1/4 POINT	1/2 POINT	3/4 POINT	CENTERLINE OF BEARING PIER 1	1/4 POINT	1/2 POINT	3/4 POINT	CENTERLINE OF BEARING PIER 2	1/4 POINT	1/2 POINT	3/4 POINT	CENTERLINE OF BEARING FORWARD ABUTMENT
LEFT EDGE OF DECK	STATION	111+55.92	111+60.09	111+64.26	111+68.43	111+72.17	111+77.17	111+82.17	111+87.17	111+91.68	111+95.54	111+99.77	112+04.00	112+08.23
	OFFSET (FT)	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00
	FINAL DECK ELEVATION (FT)	940.28	940.30	940.32	940.34	940.37	940.41	940.45	940.49	940.53	940.57	940.61	940.66	940.70
CENTERLINE OF CONSTRUCTION	STATION	111+62.02	111+66.19	111+70.36	111+74.52	111+78.69	111+83.69	111+88.69	111+93.69	111+98.69	112+02.92	112+07.15	112+11.38	112+15.61
	OFFSET (FT)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	FINAL DECK ELEVATION (FT)	939.54	939.56	939.59	939.62	939.65	939.69	939.73	939.78	939.83	939.88	939.92	939.97	940.02
RIGHT EDGE OF DECK	STATION	111+68.41	111+72.58	111+76.75	111+80.91	111+85.54	111+90.54	111+95.54	112+00.54	112+06.06	112+10.68	112+14.91	112+19.14	112+24.19
	OFFSET (FT)	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00
	FINAL DECK ELEVATION (FT)	938.32	938.35	938.38	938.41	938.45	938.49	938.54	938.59	938.65	938.70	938.75	938.81	938.88

SUPERSTRUCTURE DETAILS  
 BRIDGE No.: CLI-133-0211  
 OVER WHITAKERS RUN

SFN 1402641  
 DESIGN AGENCY

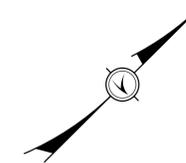
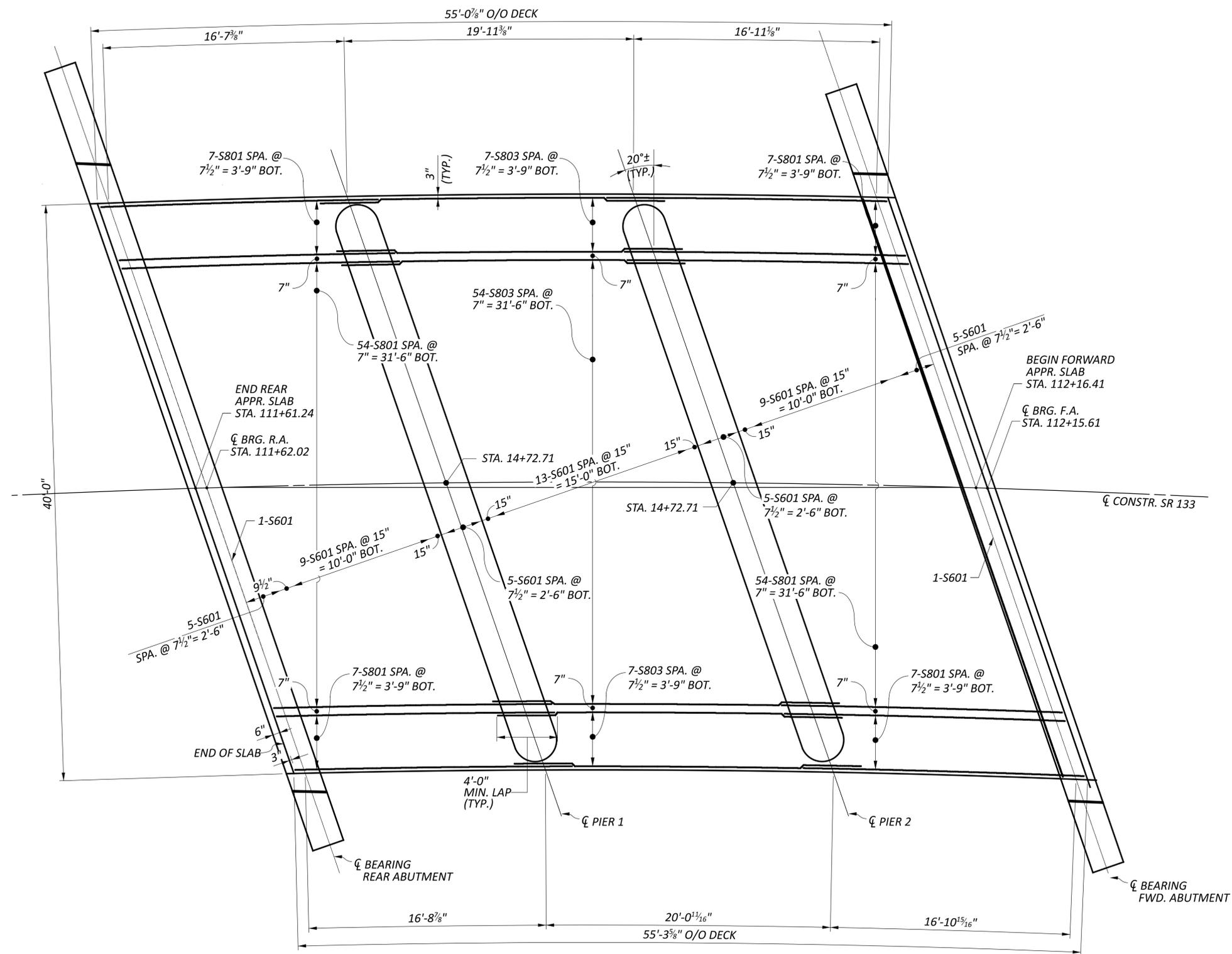


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 CHECKER: BCP  
 REVIEWER: CAH 11/07/25  
 PROJECT ID: 102750  
 SUBSET TOTAL: 11 / 15  
 SHEET TOTAL: 27 / 31



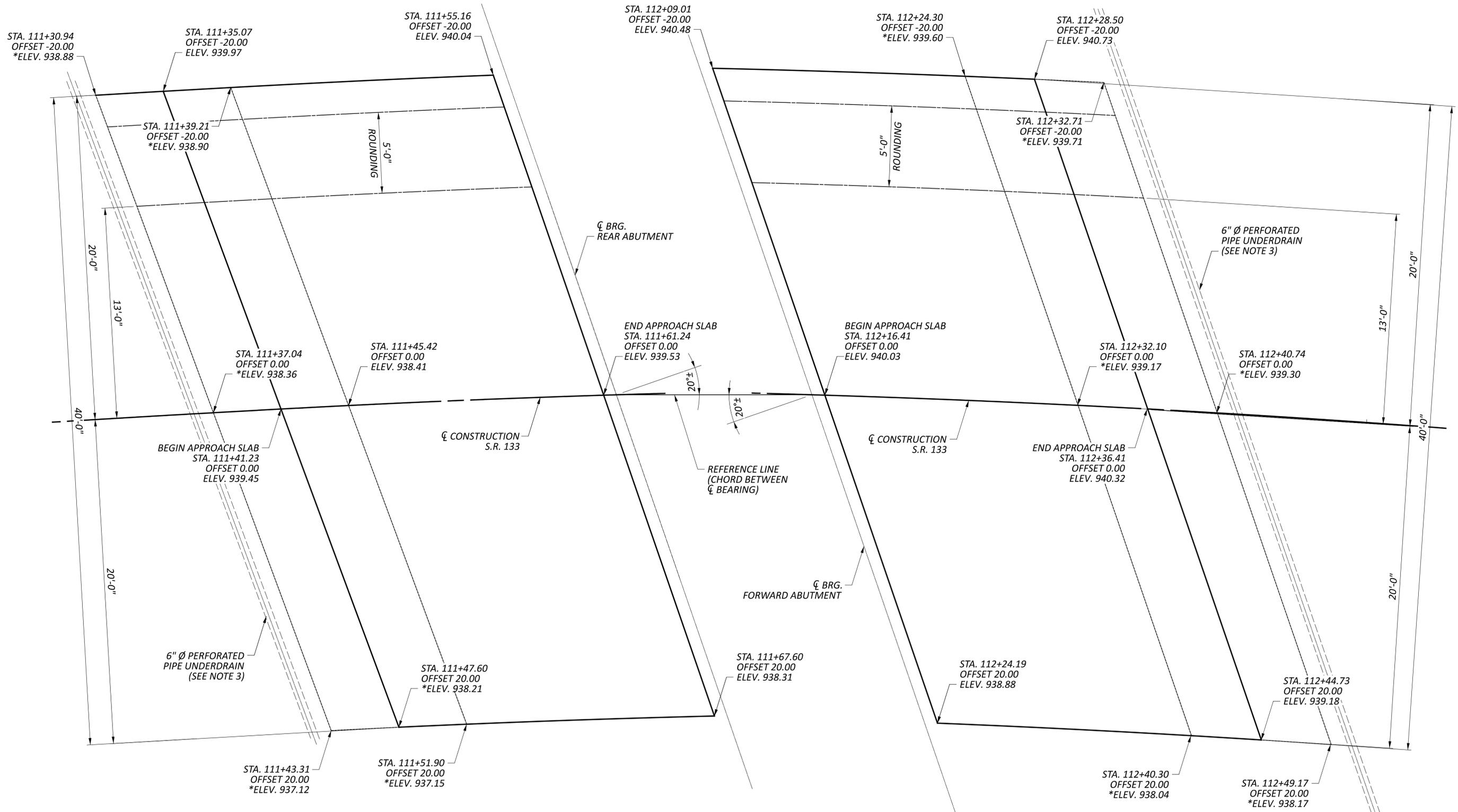
DECK PLAN - TOP MAT REINFORCING STEEL  
 BRIDGE No.: CLI-133-0211  
 OVER WHITAKERS RUN

SFN	
1402641	
DESIGN AGENCY	
DESIGNER	CHECKER
GTF	BCP
REVIEWER	
CAH 11/07/25	
PROJECT ID	
102750	
SUBSET	TOTAL
12	15
SHEET	TOTAL
28	31



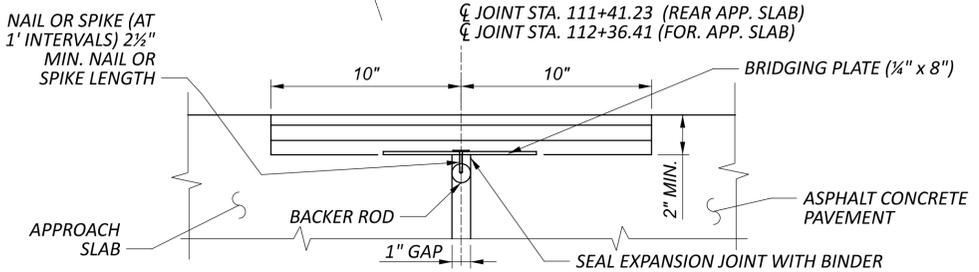
DECK PLAN - BOTTOM MAT REINFORCING STEEL  
 BRIDGE No.: CLI-133-0211  
 OVER WHITAKERS RUN

SFN	
1402641	
DESIGN AGENCY	
DESIGNER	CHECKER
GTF	BCP
REVIEWER	
CAH 11/07/25	
PROJECT ID	
102750	
SUBSET	TOTAL
13	15
SHEET	TOTAL
29	31



- NOTES**
1. SEE STD. DWGS. AS-1-15 AND AS-2-15 FOR ADDITIONAL NOTES AND DETAILS.
  2. SLEEPER SLAB ELEVATIONS ARE TAKEN AT THE TOP OF THE SLEEPER SLAB.
  3. 6" Ø PERFORATED PIPE UNDERDRAIN SHALL HAVE A MINIMUM SLOPE OF 1%. FOR ADDITIONAL NOTES AND DETAILS AT PIPE OUTLET ENDS, SEE STD. CONSTR. DWG. DM-1.1. FOR PIPE INSTALLATIONS SEE STD. CONSTR. DWG. DM-1.2. PIPE UNDERDRAINS, ALL COUPLINGS, PIPE OUTLETS AND GRANULAR MATERIAL FOR UNDERDRAINS TO BE INCLUDED IN ITEM 526 - TYPE A INSTALLATION FOR PAVEMENT.

**LEGEND**  
 \* - SLEEPER SLAB ELEVATION



**TYPICAL POLYMER MODIFIED ASPHALT EXPANSION JOINT**  
 WIDTH = 1.67 FT    LENGTH = 42.57 FT    DEPTH = 0.167 FT (2" THICK)    VOLUME = 1.67' \* 42.57' \* 0.167' = 11.87 CU FT

APPROACH SLAB DETAILS  
 BRIDGE No.: CL1-133-0211  
 OVER WHITAKERS RUN

SFN 1402641	
DESIGN AGENCY	
DESIGNER GTF	CHECKER BCP
REVIEWER CAH 11/07/25	
PROJECT ID 102750	
SUBSET 14	TOTAL 15
SHEET 30	TOTAL 31

