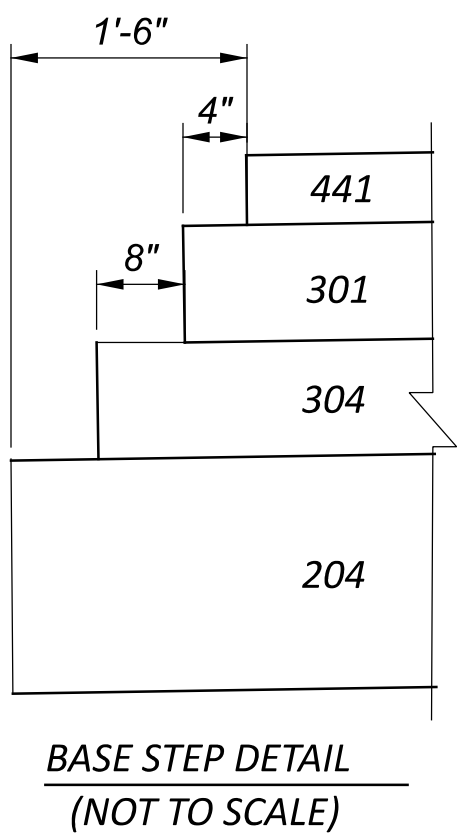




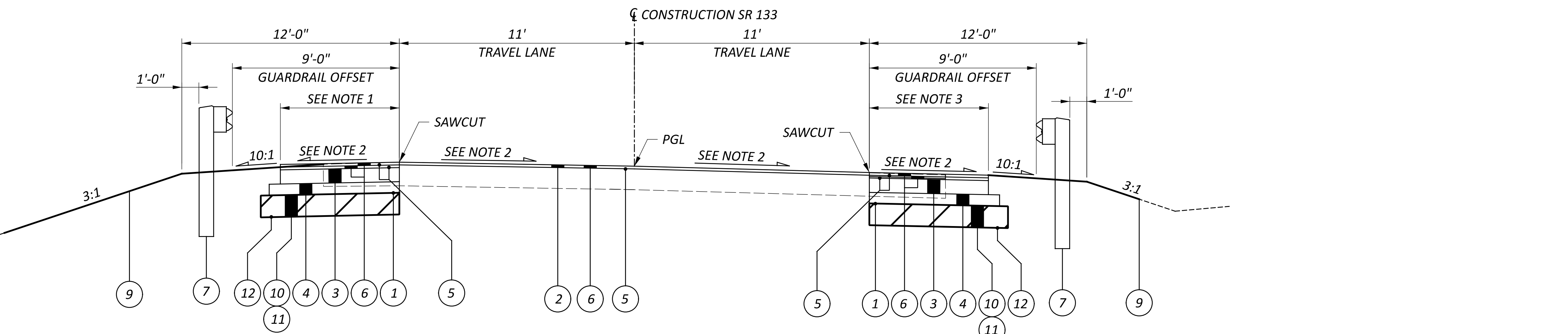
LEGEND

- 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 559 - 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")

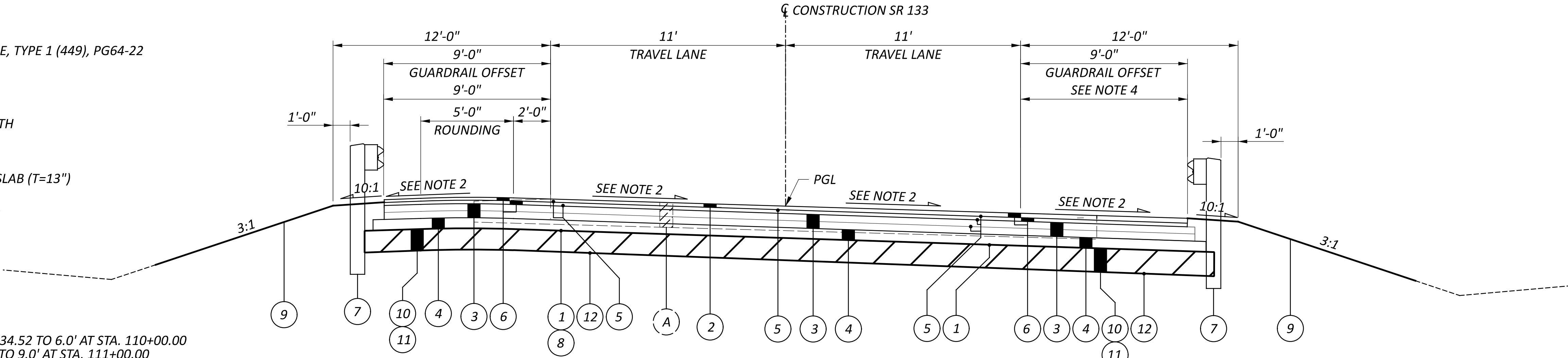
(A) EX. ±3.0" ASPHALT CONCRETE ON ±6" AGGREGATE BASE

NOTES

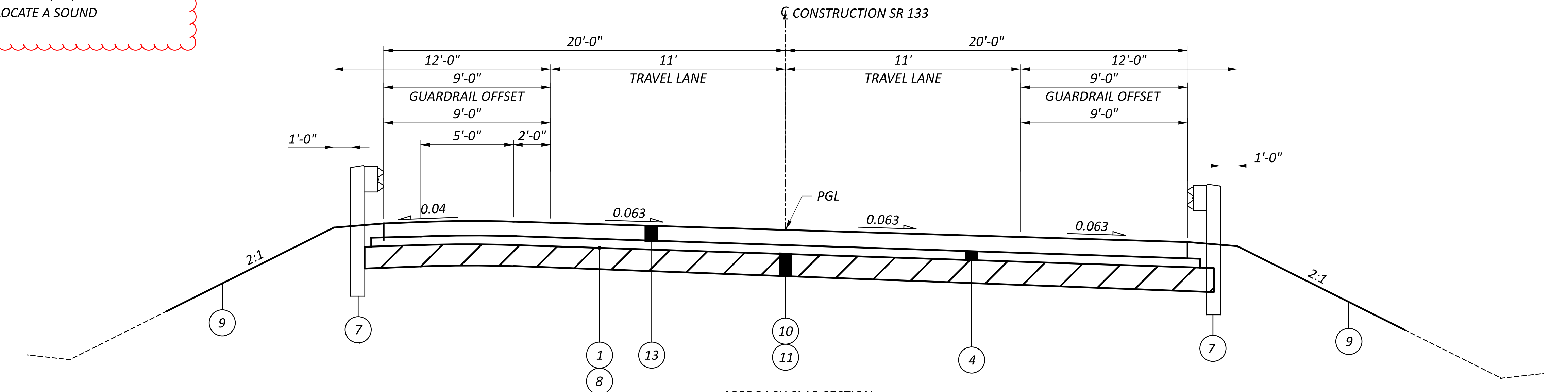
- 1) SHOULDER WIDTH VARIES FROM 2.0'± (EX.) AT STA. 109+34.52 TO 6.0' AT STA. 110+00.00
SHOULDER WIDTH VARIES FROM 6.0' AT STA. 110+00.00 TO 9.0' AT STA. 111+00.00
SHOULDER WIDTH EQUALS 9.0' FROM STA. 111+00.00 TO STA. 110+10.07
SHOULDER WIDTH EQUALS 9.0' FROM STA. 112+28.50 TO STA. 113+07.19
SHOULDER 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 11/07/25

PROJECT ID

102750

SHEET

TOTAL

2 31

SHEET NUMBER													PART.	ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
3	4	7	8A										01/STR						
													LUMP	201	11000	LS		ROADWAY	
		140											140	202	23500	140	SY	CLEARING AND GRUBBING	
		516											516	202	23000	516	SY	WEARING COURSE REMOVED	
		168.75											168.75	202	38000	168.75	FT	PAVEMENT REMOVED	
		4											4	202	42001	4	EACH	GUARDRAIL REMOVED	3
																		ANCHOR ASSEMBLY REMOVED, TYPE A, AS PER PLAN	
		2											72	203	20000	72	CY	EMBANKMENT	
													2	204	45000	2	HOUR	PROOF ROLLING	
		18.75											18.75	606	15050	18.75	FT		
		3											3	606	26150	3	EACH	GUARDRAIL, TYPE MGS	
		1											1	606	26550	1	EACH	ANCHOR ASSEMBLY, MGS TYPE E (MASH 2016)	
		4											4	606	34600	4	EACH	ANCHOR ASSEMBLY, MGS TYPE T	
																		MGS BRIDGE TERMINAL ASSEMBLY, TYPE TST-2	
		267											267	204	30020	267	CY		
		799											799	204	10000	799	SY	GRANULAR MATERIAL, TYPE C	
		267											267	204	13000	267	CY	SUBGRADE COMPACTION	
		799											799	204	50000	799	SY	EXCAVATION OF SUBGRADE, 12" DEEP	
		0.06											0.06	209	15050	0.06	MILE	GEOTEXTILE FABRIC	
																		RESHAPING UNDER GUARDRAIL	
													LUMP	878	25000	LS		INSPECTION AND COMPACTION TESTING OF UNBOUND MATERIALS	
		746											746	254	01000	746	SY	PAVEMENT	
		178											178	301	56000	178	CY	PAVEMENT PLANING, ASPHALT CONCRETE (D=1.50")	
		405											405	304	20000	405	CY	ASPHALT CONCRETE BASE, PG64-22, (449)	
		257											257	407	20000	257	GAL	AGGREGATE BASE	
		88											88	441	70000	88	CY	NON-TRACKING TACK COAT	
																		ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (449), PG64-22	
																		EROSION CONTROL	
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		
9.4													9.4	659	35000	9.4	MGAL	LIME	
													10,000	832	30000	10,000	EACH	WATER	
																		EROSION CONTROL	
																		DRAINAGE	
			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	12" CONDUIT, TYPE B	
																		CATCH BASIN, NO. 3	
																		TRAFFIC CONTROL	
		10											10	621	00100	10	EACH	RPM	
		11											11	621	54000	11	EACH	RAISED PAVEMENT MARKER REMOVED	
		11											11	626	00116	11	EACH	BARRIER REFLECTOR, TYPE 5 (TWO WAY)	
		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	
																		STRUCTURE OVER 20 FOOT SPAN (CLI-133-0211)	
																		SEE SHEET 19	
																		MAINTENANCE OF TRAFFIC	
	80												80	614	11111	80	HOUR	LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE, AS PER PLAN	4
													LUMP	614	12420	LS		DETOUR SIGNING	
													LUMP	614	11000	LS		INCIDENTALS	
													LUMP	623	10000	LS		MAINTAINING TRAFFIC	
													LUMP	624	10000	LS		CONSTRUCTION LAYOUT STAKES AND SURVEYING	
																		MOBILIZATION	

GENERAL SUMMARY

DESIGN AGENCY

DESIGNER

GTF

REVIEWER

JDO 11/07/25

PROJECT ID

102750

SHEET

6

TOTAL

31

PAVEMENT CALCULATIONS																								
ROUTE	STATION		SIDE	LENGTH		PAVEMENT AREA	202			204	204	204	204	204	209	254		301	304	407	441		NOTES	
							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			
	DEPTH															THICK-NESS								
	FROM	TO		MILES	FT	SQ YD	SQ YD	SQ YD	SQ YD	CU YD	SQ YD	CU YD	SQ YD	HOUR	MILE	INCHES	SQ YD	CU YD	CU YD	GAL	INCHES	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					1.0					136				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											136				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	
TOTALS CARRIED TO GENERAL SUMMARY							516	140	140	267	799	267	799	2	0.06		746	178	405	257		88		

PART	ROUTE	STATION		TOTAL	644				646				621		626	REMARKS
					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							
		FROM	TO		MILE	MILE	MILE	MILE	MILE	MILE	MILE	MILE	EACH	EACH	EACH	
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
	TOTALS CARRIED TO GENERAL SUMMARY					0.08	0.16		0.02		0.04		11	10	11	

GUARDRAIL QUANTITY TABLE CLI-133-0211				
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"



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/FT²

DESIGN DATA

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

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

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

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 REINFORCMENT 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
BRGS. - BEARINGS	PLASTIC PIPE
C - CENTERLINE	P.E.J.F. - PREFORMED EXPANSION
C/C - CENTER TO CENTER	JOINT FILLER
CIP - CAST-IN-PLACE	PG - PROFILE GRADE
C.J. - CONSTRUCTION JOINT	PGL - PROFILE GRADE LINE
CLR. - CLEARANCE	PROP. - PROPOSED
CMS - CONSTRUCTION AND	PT - POINT OF TANGENCY
MATERIAL SPECIFICATIONS	PVC - POINT OF VERTICAL CURVATURE
CONC. - CONCRETE	PVI - POINT OF VERTICAL INTERSECTION
CONSTR. - CONSTRUCTION	PVT - POINT OF VERTICAL TANGENCY
CONTR. - CONTRACTION	R. - RADIUS
CU YD - CUBIC YARD	R.A. - REAR ABUTMENT
DIA. - DIAMETER	RF - RIGHT FORWARD
E.F. - EACH FACE	RT. - RIGHT
ELEV., EL. - ELEVATION	R/W - RIGHT OF WAY
EQ. - EQUAL	SAN. - SANITARY
EX. - EXISTING	SER. - SERIES
EXP. - EXPANSION	S.O. - SERIES OF
F.A. - FORWARD ABUTMENT	SPA. - SPACES OR SPACING
F.F. - FAR FACE	SR - STATE ROUTE
F.S. - FIELD SPLICE	STA. - STATION
FT/FT - FOOT PER FOOT	STD. - STANDARD
FTG. - FOOTING	STM. - STORM
FWD. - FORWARD	TEMP. - TEMPORARY
GALV. = GALVANIZED	T.O.S. - TOE OF SLOPE
GEN. - GENERAL	T/PARAPET - TOE OF PARAPET
LF - LEFT FORWARD	T/T - TOE TO TOE
LT. - LEFT	TYP. - TYPICAL
MAX. - MAXIMUM	U.G. - UNDERGROUND
MIN. - MINIMUM	VAR. - VARIES
MISC. - MISCELLANEOUS	VC - VERTICAL CURVE
MOT - MAINTENANCE OF TRAFFIC	VERT. - VERTICAL
	W/O - WITHOUT

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	33313	142	CY	CLASS QC2 CONCRETE WITH QC/QA, SUPERSTRUCTURE, AS PER PLAN		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	103	SF	SURFACE PREPARATION OF EXISTING STRUCTURAL STEEL		103			
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

SFN
1402641
DESIGN AGENCY

DESIGNER
GTF

CHECKER
BCP

REVIEWER
CAH 11/07/25

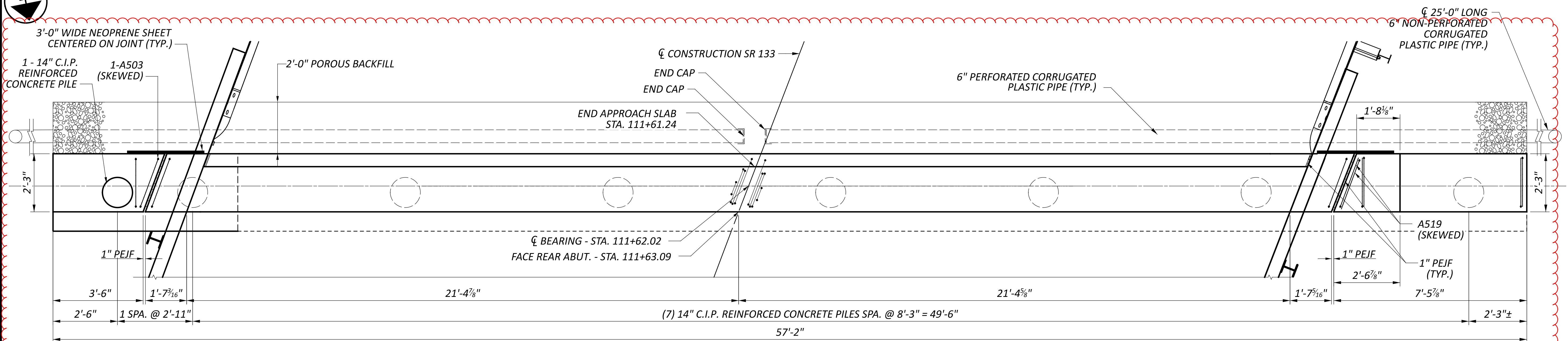
PROJECT ID
102750

SUBSET
3

TOTAL
15

SHEET
19

TOTAL
31



Technical drawing of a bridge cross-section, showing various structural components, dimensions, and reinforcement details. The drawing includes a central vertical line labeled "CONSTRUCTION SR 133".

Dimensions and Spacing:

- 2 PAIRS OF S501, 2-S502, 2-A801 SPA. @ 1'-0"
- 22 PAIRS SERIES OF S503, 22-S502, & 22-A802 SPA. @ 1'-0" = 21'-0"
- 28-D801 (APPROACH SLAB DOWELS) SPA. @ 1'-6" = 42'-6"
- 22 PAIRS SERIES OF S504, 22-S502, & 22-A801 SPA. @ 1'-0" = 21'-0"
- 14 PAIRS OF 2-A511 (E.F.) (DOWELS) SPA. @ 1'-6" = 19'-6"
- 17 PAIRS OF 2-A512 (E.F.) (DOWELS) SPA. @ 1'-6" = 19'-6"
- 6 PAIRS A515 (E.F.) (DOWELS) SPA. @ 1'-5" = 7'-1"
- (7) 14" C.I.P. REINFORCED CONCRETE PILES SPA. @ 8'-3" = 24'-9" (DO NOT DISTURB)

Reinforcement and Components:

- 4-A505 N.F., 4-A506 F.F., SPA. @ 1'-0"
- 3-A502 (SERIES)
- 2-S505 (SKEWED)
- ELEV. 1023.73
- 2-S802 E.F.
- 4-S803
- 4-S805
- 2-S804 E.F.
- 4-S801
- 4-A806
- EX. #4 VERTICAL REBAR (TYP.)
- 4-A806 (DOWEL)
- A516 E.F. (DOWEL)
- EX. #5 HORIZONTAL REBAR (E.F.)
- 2-A517
- 2-A518
- 3'-0" WIDE NEOPRENE SHEETING CENTERED ON JOINT (TYP.)
- 2-S506 (SKEWED)
- 3-A513 E.F. SERIES
- 2-A514 E.F.
- A509 N.F., A510 F.F.
- 3-A507 N.F. SERIES
- 3-A508 F.F. SERIES SPA. @ 10'-2"

Other Details:

- 2'-11 3/16"
- 3'-0" ±
- 1/8" / FT.
- 50'-0"
- 7'-2"
- 1 SPA. @ 2'-11"
- 3-A501
- A401
- A504 E.F.
- 4-A805
- A401
- 3-A501

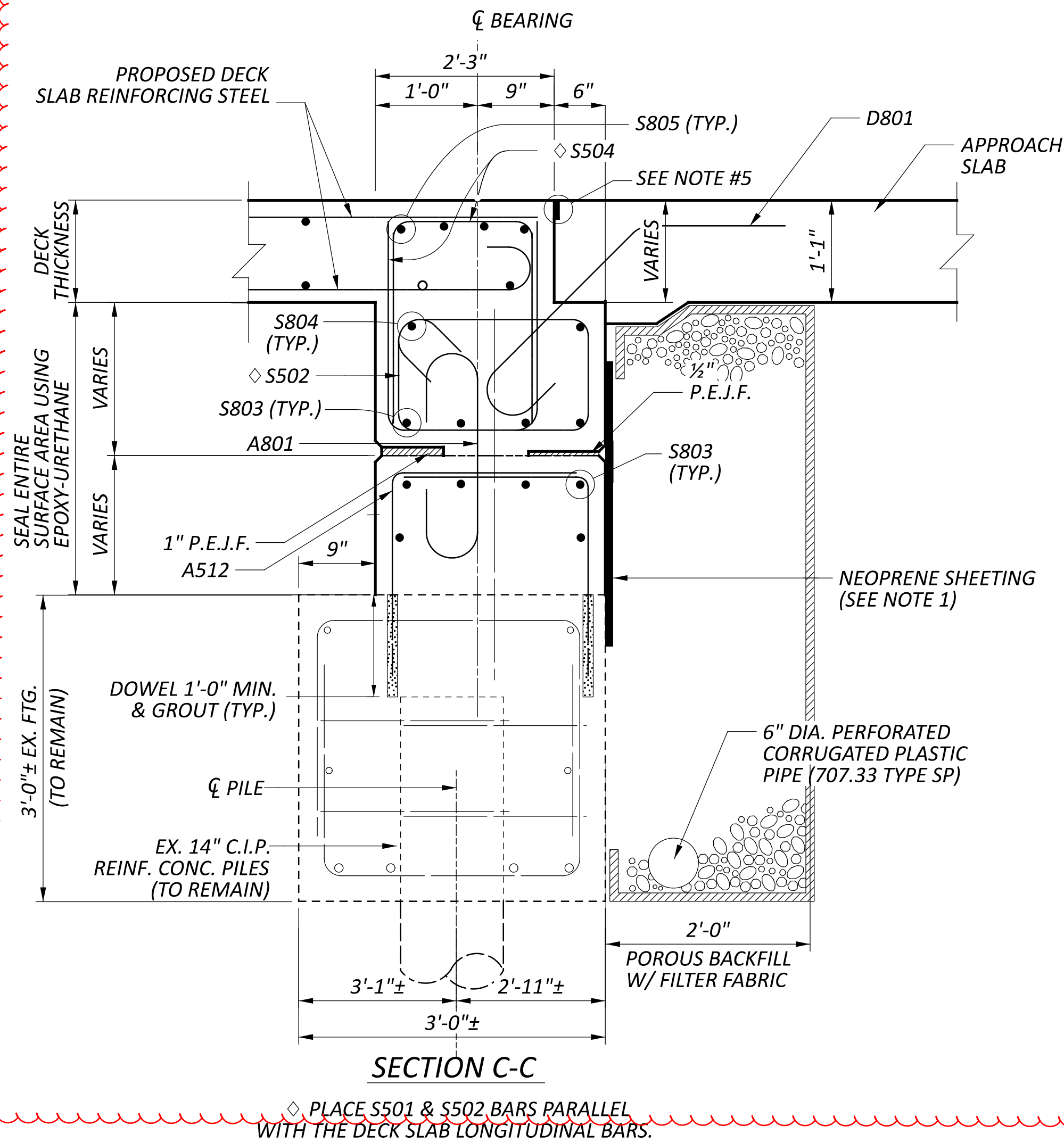
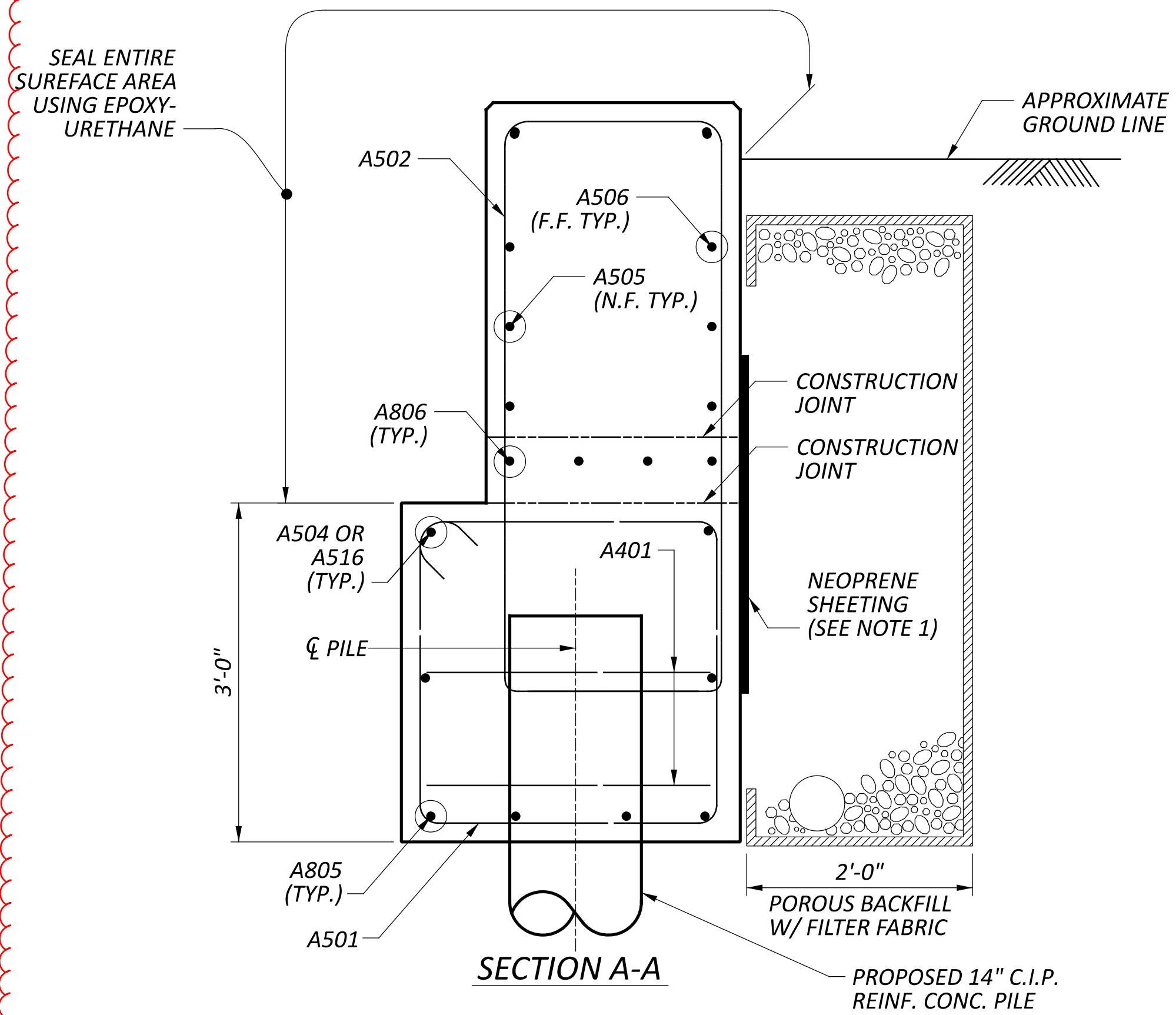
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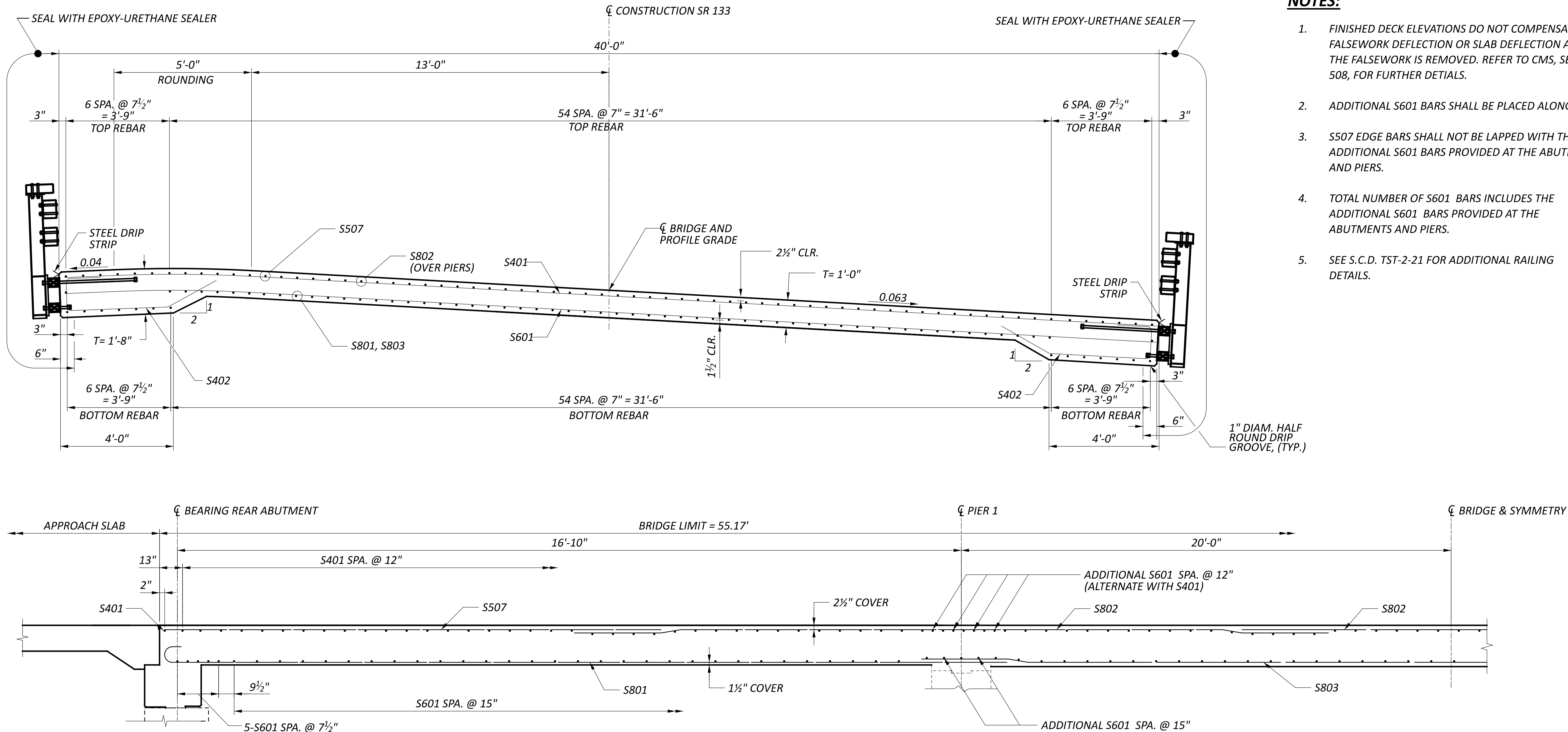
	- PILE NUMBER (REAR ABUTMENT)
	- PILE NUMBER (FORWARD ABUTMENT)
N.S.	- NEAR SIDE
F.S.	- FAR SIDE
E.F.	- EACH FACE
P.E.J.F.	- PREFORMED EXPANSION JOINT FILLER
	- PROPOSED GROUND LINE

1. 3'-0" WIDE NEOPRENE SHEETING 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. APPLY TYPE 2 WATERPROOFING TO ALL CONSTRUCTION JOINTS BEYOND LIMITS OF NEOPRENE SHEETING

REAR ABUTMENT CONSTRUCTION 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
7	15
SHEET	TOTAL
23	31





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 CL 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.: CL1-133-0211
OVER WHITAKERS RUN

SFN

1402641

DESIGN AGENCY



DESIGNER

GTF

CHECKER

BCP

REVIEWER

CAH 11/07/25

PROJECT ID

102750

SUBSET

11

TOTAL

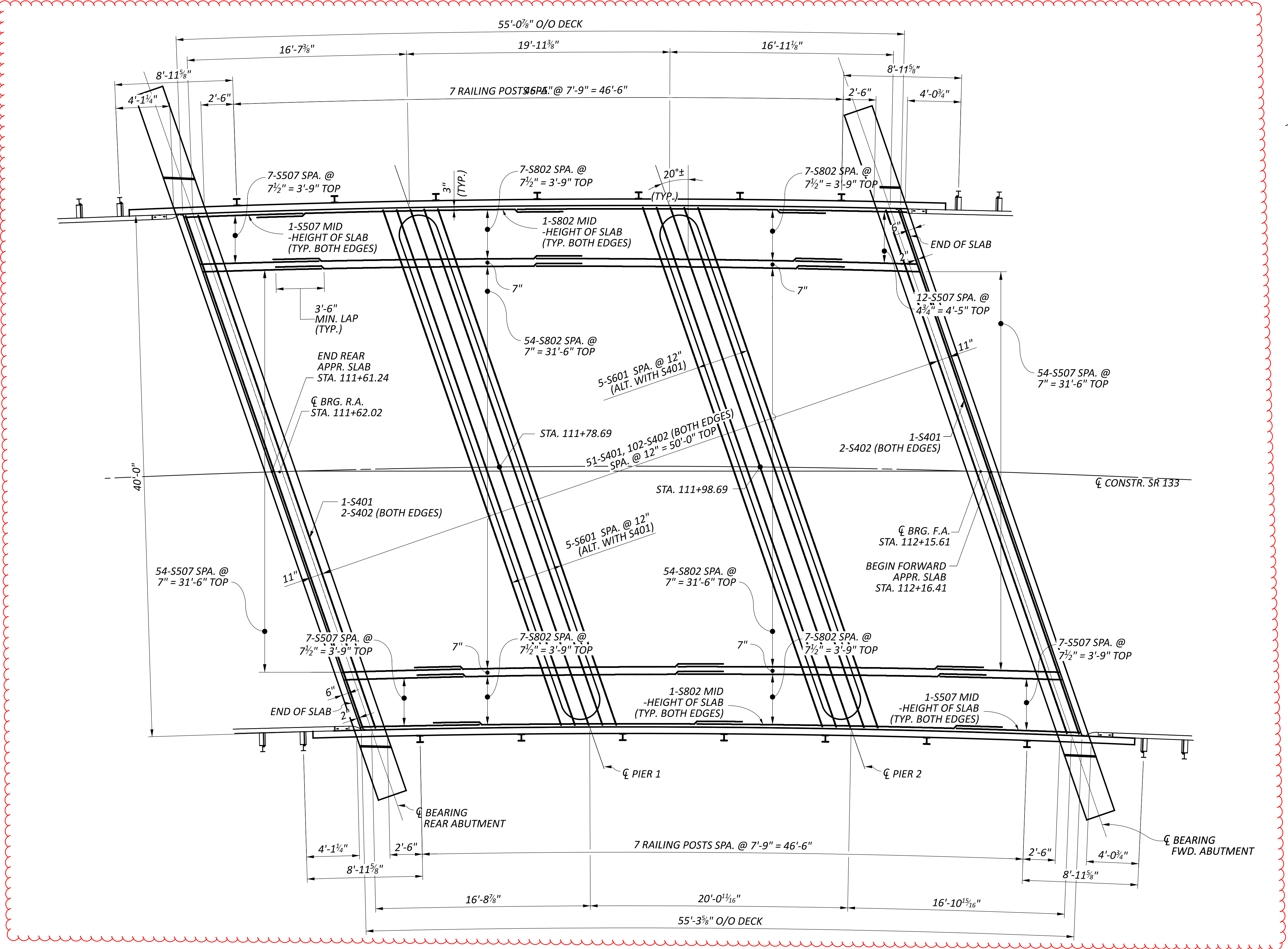
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SHEET

27

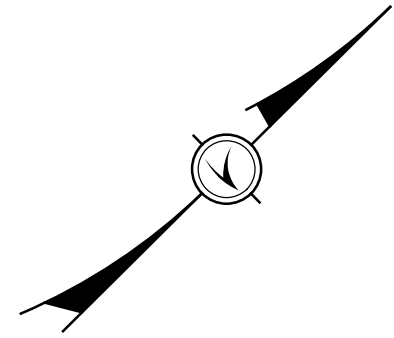
TOTAL

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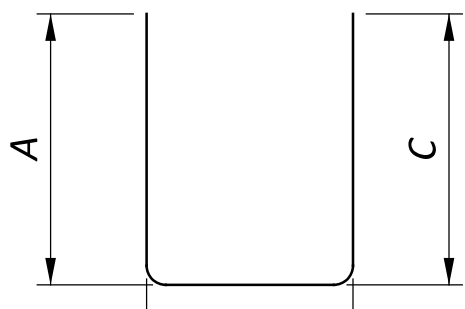
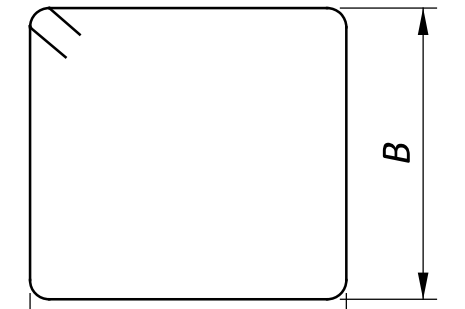
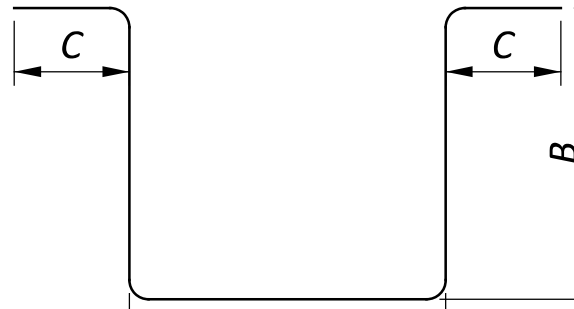
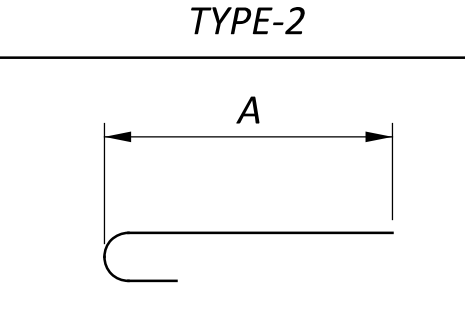
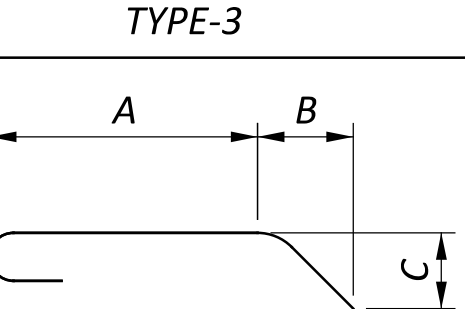
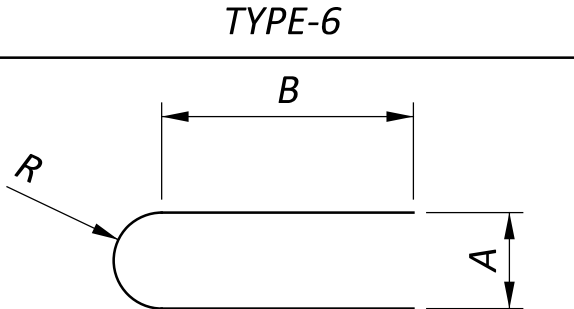
DECK PLAN - TOP MAT REINFORCING STEEL
BRIDGE No.: CLI-133-0211
OVER WHITAKERS RUN

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



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

[illegible]

BENDING DIAGRAMS		
 TYPE-2	 TYPE-3	 TYPE-6
 TYPE-16	 TYPE-18	 TYPE-24