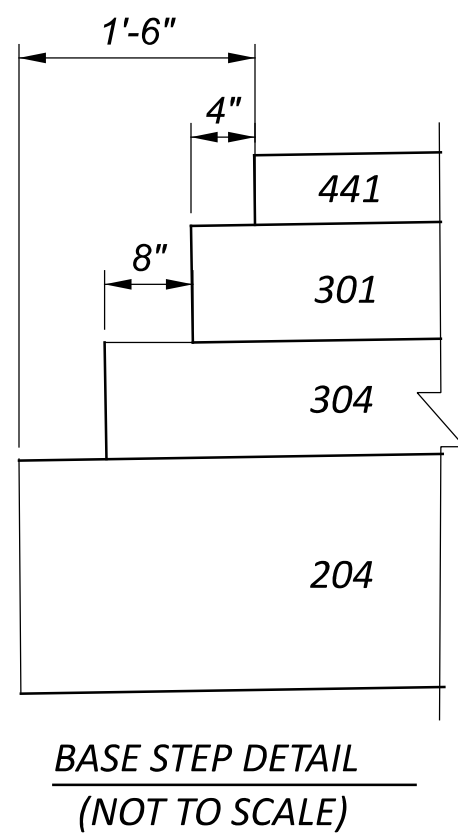




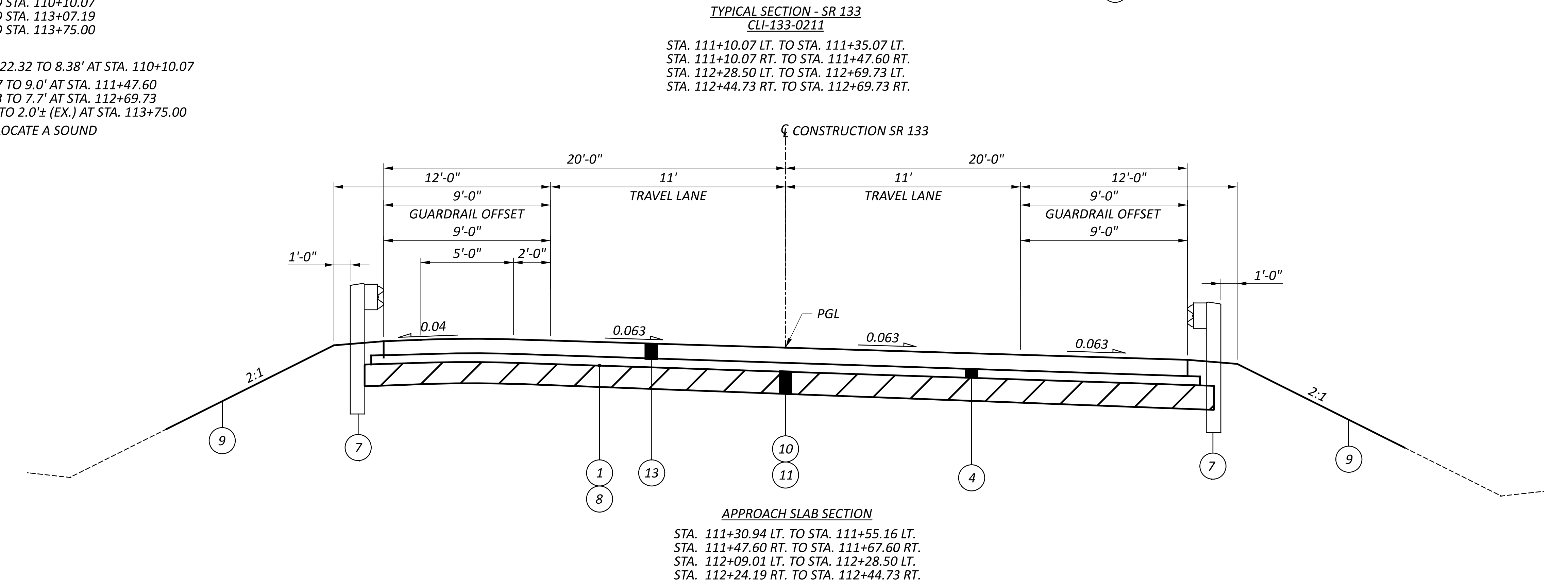
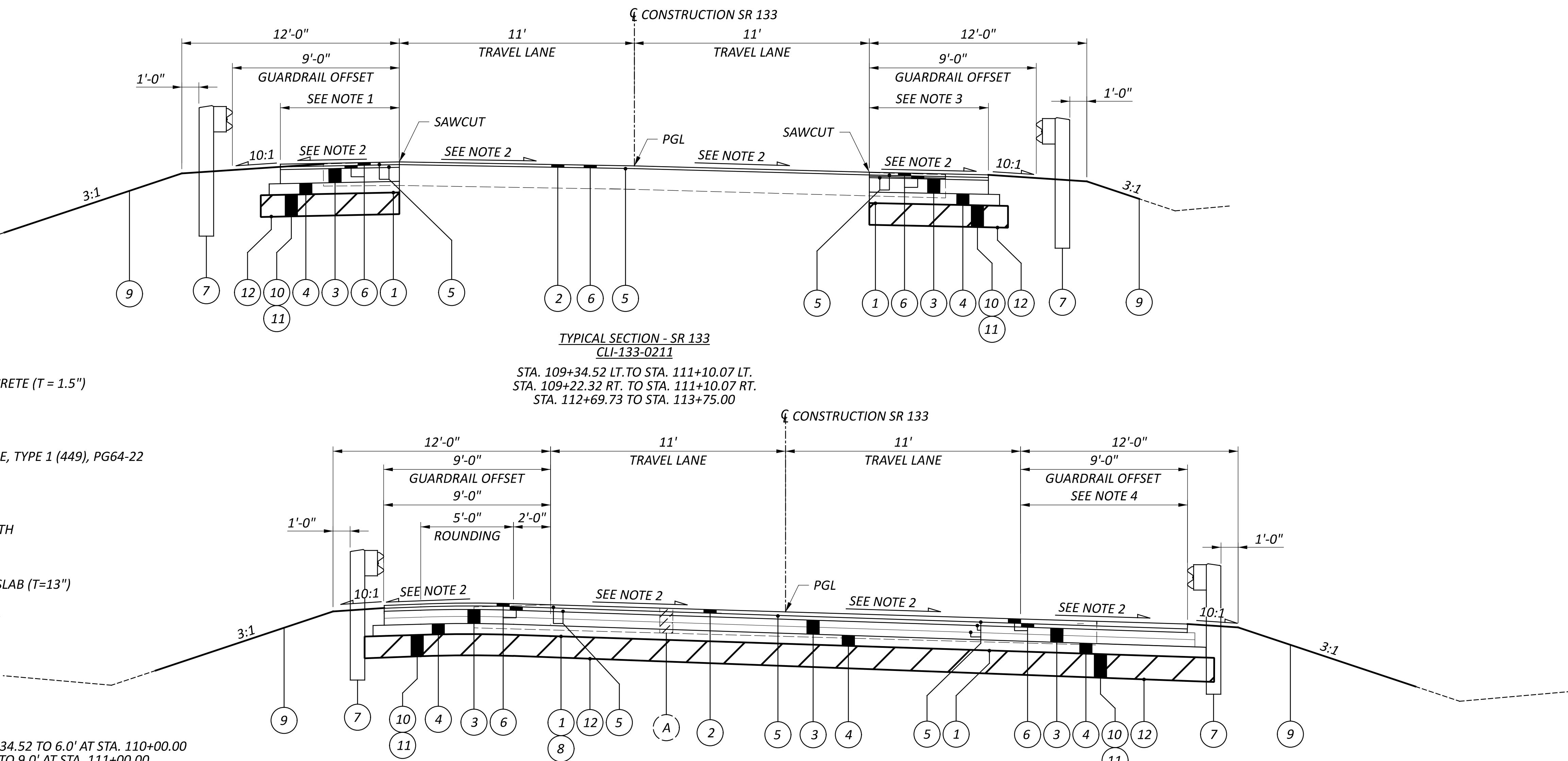
LEGEND

- 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

- 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
- SEE SUPER ELEVATION TABLE
- SHOULDER WIDTH VARIES FROM 4.9'± (EX.) AT STA. 109+22.32 TO 8.38' AT STA. 110+10.07
- 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
- THE EXISTING PAVEMENT EDGES SHALL BE SAW CUT TO LOCATE A SOUND PAVEMENT.



UTILITIES

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

ALTA FIBER
221 E. 4TH 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 DEMARCAT E 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 TANGENETIAL END TREATMENTS FOR TYPE MGS GUARDRAIL AS LISTED UNDER "PRODUCTS ACCEPTED FOR NEW INSTALLATIONS" ON THE ROADWAY APPROVED PRODUCTS LIST POSTED ON ROADWAY ENGINEERING'S WEB PAGE. INSTALLATION SHALL BE AT THE LOCATIONS SPECIFIED IN THE PLANS, IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS. REFER TO THE POSTED SHOP DRAWINGS FOR THE MOST CURRENT APPROVED PRODUCT MODELS.

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

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

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

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

GUARDRAIL REPLACEMENT

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

ANCHOR ASSEMBLY REMOVED, TYPE A, AS PER PLAN

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

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

3

TOTAL

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’ 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

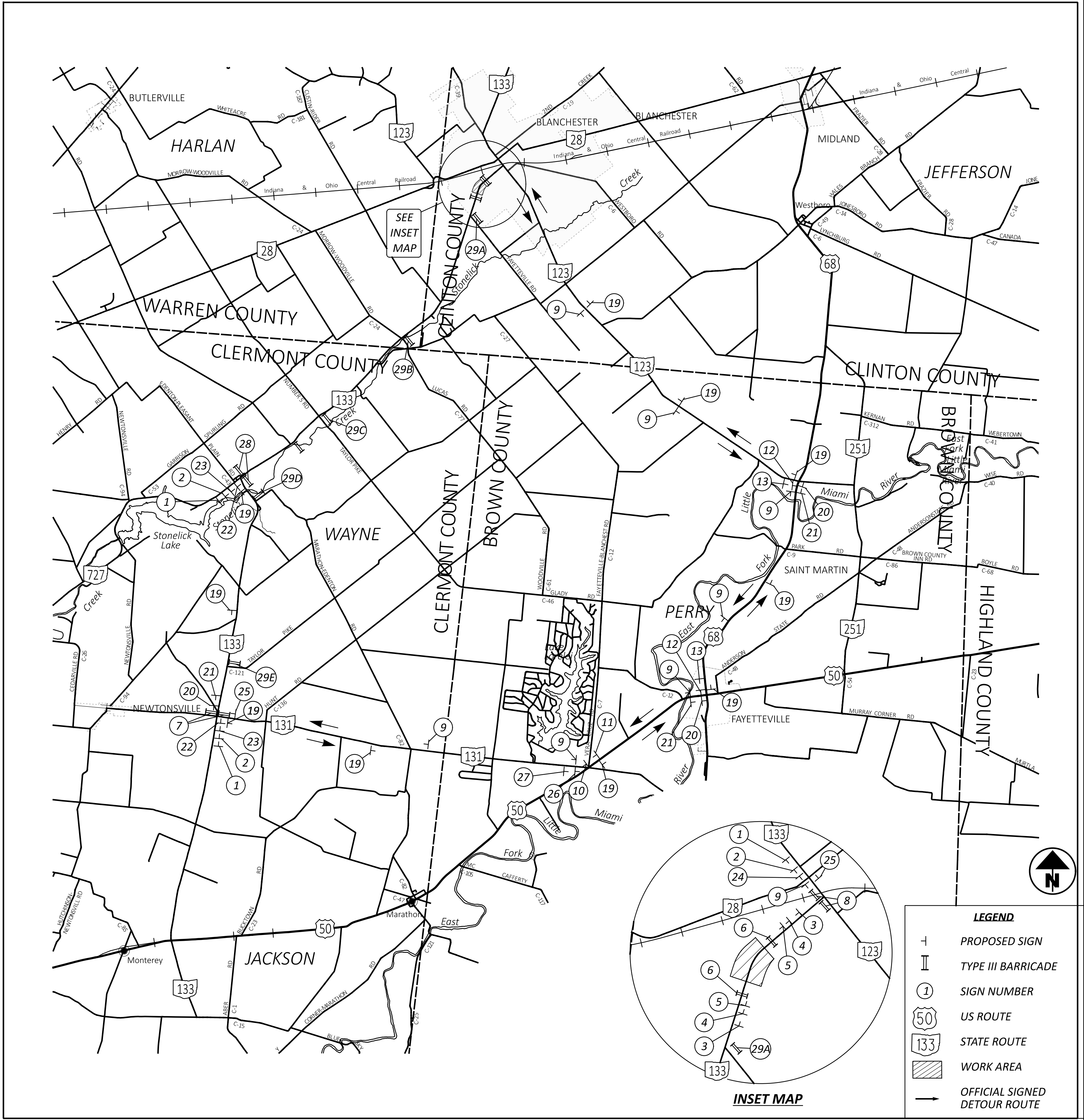
THROUGHOUT THE DURATION OF THE PROJECT, THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER IN WRITING OF ALL TRAFFIC RESTRICTIONS AND UPCOMING MAINTENANCE OF TRAFFIC CHANGES. THE CONTRACTOR SHALL ENSURE THE WRITTEN NOTIFICATION IS SUBMITTED IN A TIMELY MANNER TO ALLOW THE PROJECT ENGINEER TO MEET THE REQUIRED 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 (CL-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.



ROAD CLOSED AHEAD
W20-3-48

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

ROAD CLOSED 5 1/4 MILES AHEAD LOCAL TRAFFIC ONLY
R11-3a-60
M4-10R-48
ON TYPE III BARRICADES

DETOUR 1500 FT
W20-2-48

ROAD CLOSED 8 3/4 MILES AHEAD LOCAL TRAFFIC ONLY
R11-3a-60
M4-10R-48
ON TYPE III BARRICADES

ROAD CLOSED 5 1/4 MILES AHEAD LOCAL TRAFFIC ONLY
R11-3a-60
M4-10R-48
ON TYPE III BARRICADES

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

DETOUR SOUTH
133
M4-8-24
M3-3-24
M1-5-30

DETOUR NORTH
133
M4-8-24
M3-1-24
M1-5-30
M6-1L-21

DETOUR SOUTH
133
M4-8-24
M3-3-24
M1-5-30
M6-2-21

DETOUR NORTH
133
M4-8-24
M3-1-24
M1-5-30
M5-1L-21

DETOUR SOUTH
133
M4-8-24
M3-1-24
M1-5-30
M6-1R-21

DETOUR NORTH
133
M4-8-24
M3-1-24
M1-5-30
M6-1R-21

DETOUR SOUTH
133
M4-8-24
M3-1-24
M1-5-30
M5-1R-21

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

DETOUR SOUTH
133
M4-8-24
M3-3-24
M1-5-30
M6-1R-21

DETOUR NORTH
133
M4-8-24
M3-1-24
M1-5-30
M6-1R-21

DETOUR SOUTH
133
M4-8-24
M3-3-24
M1-5-30
M6-1R-21

DETOUR NORTH
133
M4-8-24
M3-1-24
M1-5-30
M6-1R-21

DETOUR SOUTH
133
M4-8-24
M3-1-24
M1-5-30
M5-1R-21

DETOUR NORTH
133
M4-8-24
M3-1-24
M1-5-30
M6-1R-21

DETOUR SOUTH
133
M4-8-24
M3-1-24
M1-5-30
M5-1R-21

ROAD CLOSED 500 FT
W20-3-48

DETOUR SOUTH
133
M4-8-24
M3-3-24
M1-5-30

DETOUR NORTH
133
M4-8-24
M3-1-24
M1-5-30
M6-1L-21

DETOUR SOUTH
133
M4-8-24
M3-3-24
M1-5-30
M6-2-21

DETOUR NORTH
133
M4-8-24
M3-1-24
M1-5-30
M5-1L-21

DETOUR SOUTH
133
M4-8-24
M3-1-24
M1-5-30
M6-1R-21

DETOUR NORTH
133
M4-8-24
M3-1-24
M1-5-30
M6-1R-21

DETOUR SOUTH
133
M4-8-24
M3-1-24
M1-5-30
M5-1R-21

END DETOUR
M4-8a-24

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

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

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	
													72	203	20000	72	CY	EMBANKMENT	
		2											2	204	45000	2	HOUR	PROOF ROLLING	
		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	
		267											267	204	30020	267	CY	GRANULAR MATERIAL, TYPE C	
		799											799	204	10000	799	SY	SUBGRADE COMPACTION	
		267											267	204	13000	267	CY	EXCAVATION OF SUBGRADE, 12" DEEP	
		799											799	204	50000	799	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	
																		PAVEMENT	
		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	
																		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	LIME	
9.4													9.4	659	35000	9.4	MGAL	WATER	
													10,000	832	30000	10,000	EACH	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	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	
																		INCIDENTALS	
													LUMP	614	11000	LS		MAINTAINING TRAFFIC	
													LUMP	623	10000	LS		CONSTRUCTION LAYOUT STAKES AND SURVEYING	
													LUMP	624	10000	LS		MOBILIZATION	

GENERAL SUMMARY

DESIGN AGENCY



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JDO 11/07/25

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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							
																					SQ YD	SQ 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										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	

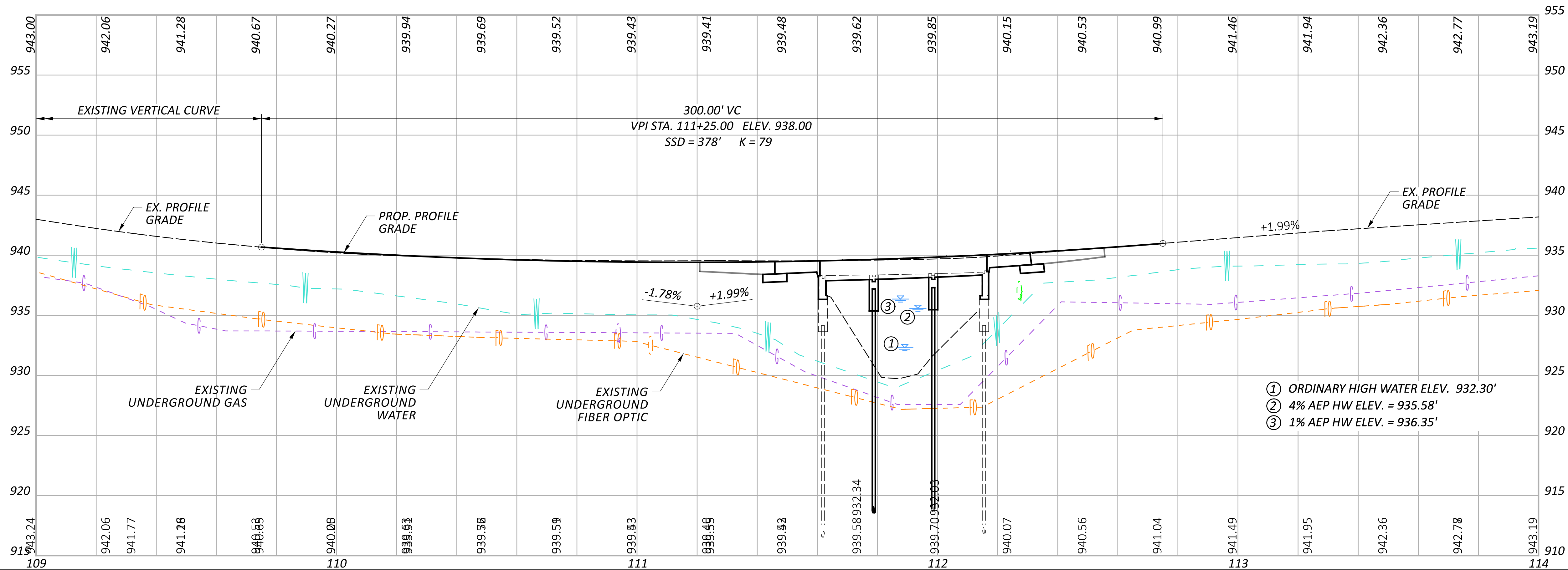
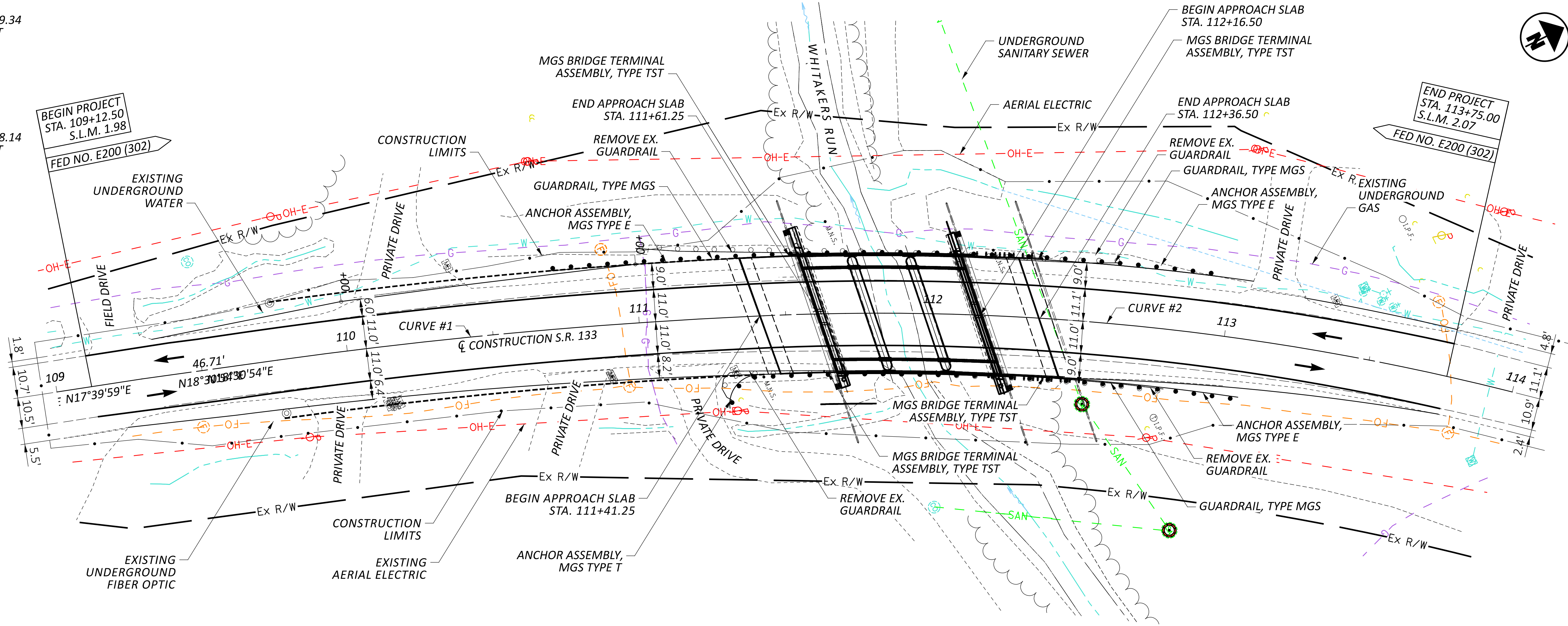
PART	ROUTE	STATION		TOTAL	644				646				621		626	REMARKS
					CENTER LINE		EDGE LINE, 6"		CENTER LINE		EDGE LINE, 6"		RAISED PAVEMENT MARKER REMOVED	RPM	BARRIER REFLECTOR (TWO-WAY)	
		DASHED	SOLID		WHITE		DASHED	SOLID	WHITE							
		FROM	TO		MILE	MILE	MILE	MILE	MILE	MILE	MILE	MILE	EACH	EACH	EACH	
01/STR/13	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"



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
 $D_c = 06^{\circ}30'29''$
 $R = 880.37'$
 $T = 155.57'$
 $L = 307.96'$
 $E = 13.64'$



- ① ORDINARY HIGH WATER ELEV. 932.30'
- ② 4% AEP HW ELEV. = 935.58'
- ③ 1% AEP HW ELEV. = 936.35'

PLAN & PROFILE
BRIDGE No. CLI-133-0211



DESIGN AGENCY



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JDO 11-07-25

PROJECT ID

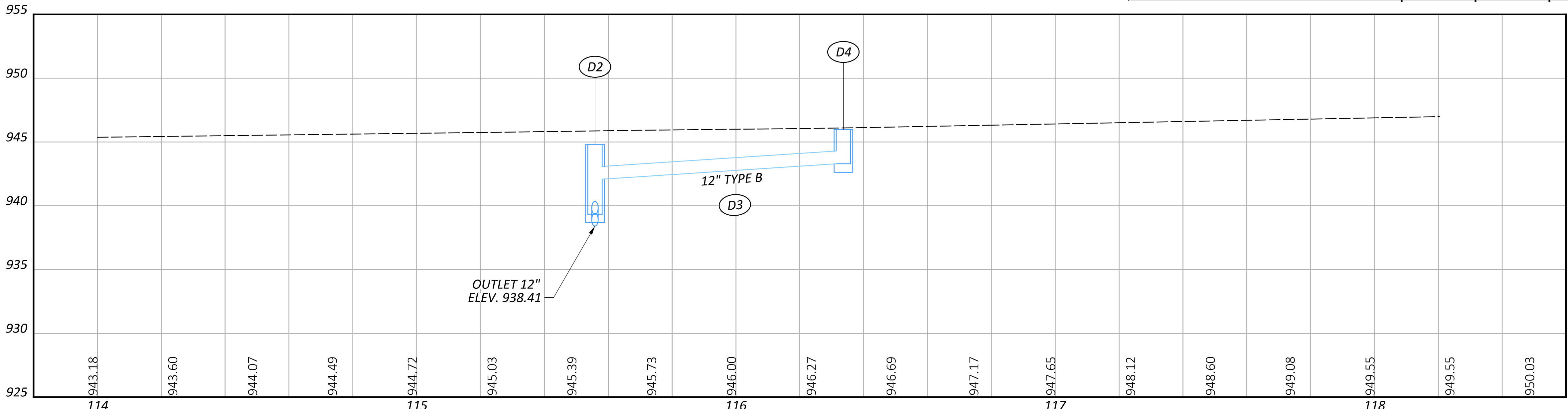
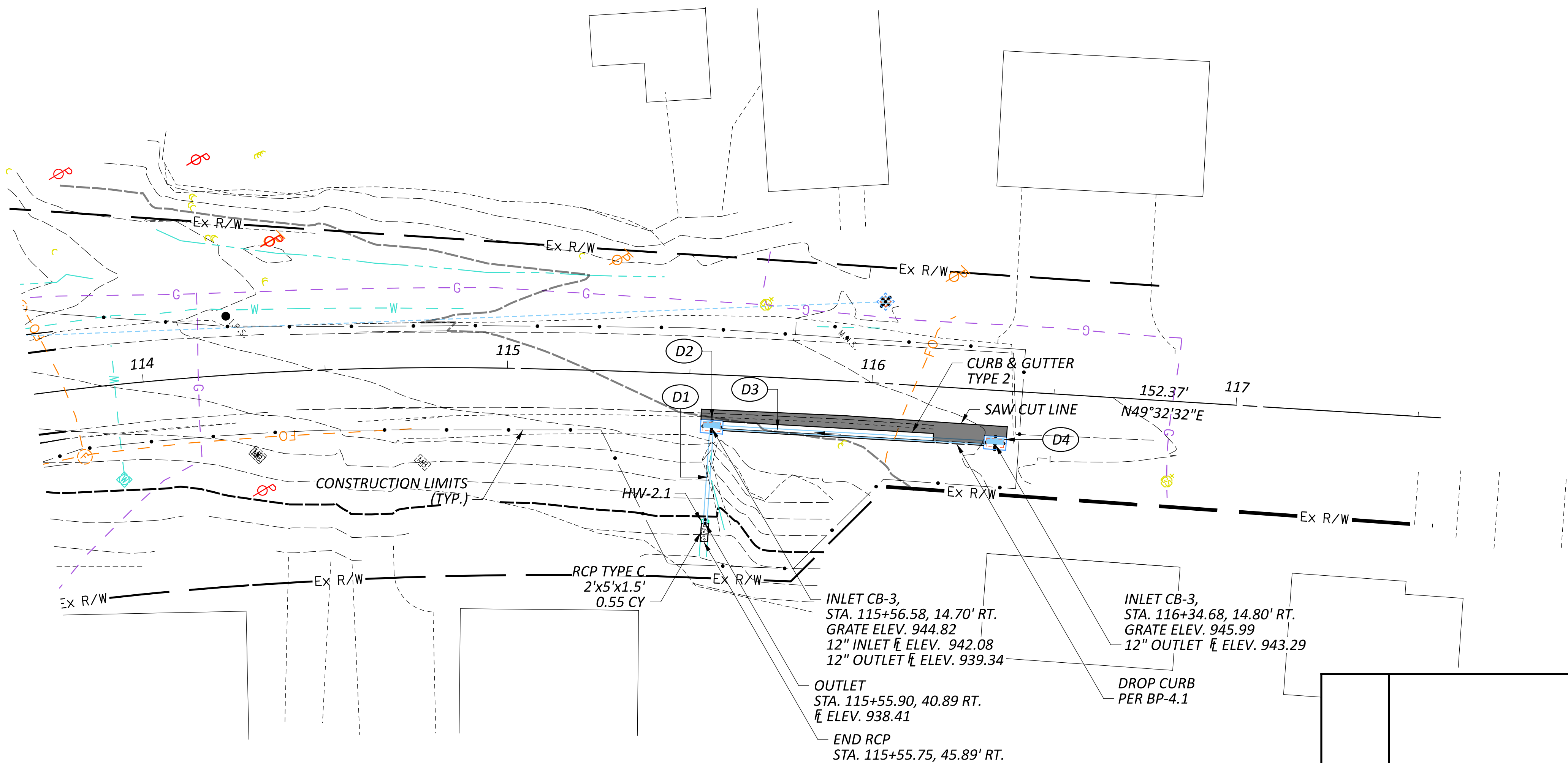
102750

SHEET

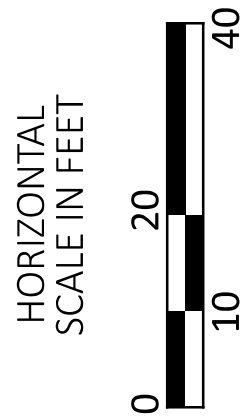
8

TOTAL

32



REF. NO.	STATION		601	602		611	
	FROM	TO	ROCK CHANNEL PROTECTION, TYPE C WITH FILTER CY	CONCRETE MASONRY CY		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				75	
D-4	116+34.68	116+34.68					1
TOTALS CARRIED TO GENERAL SUMMARY			0.55	0.21		102	2



DRAINAGE PLAN & PROFILE
CLI-133-2.11

DESIGN AGENCY



DESIGNER

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REVIEWER

MLB 11/14/25

PROJECT ID

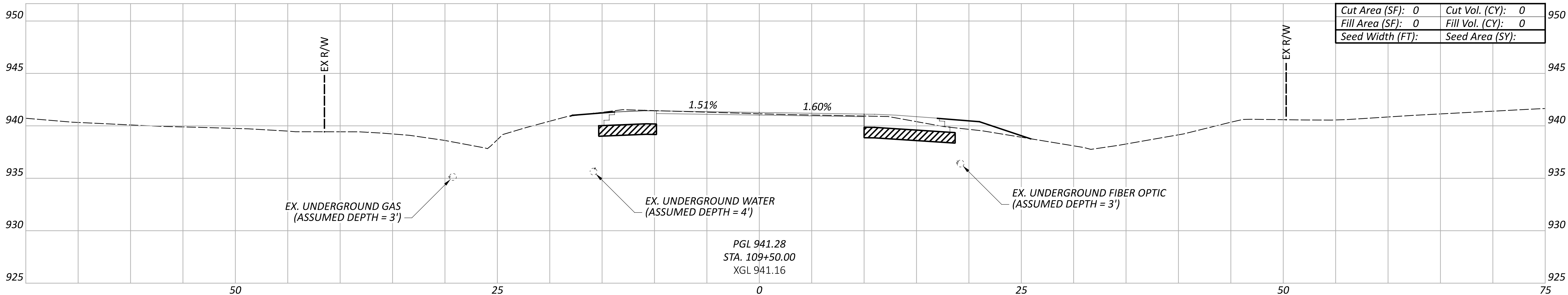
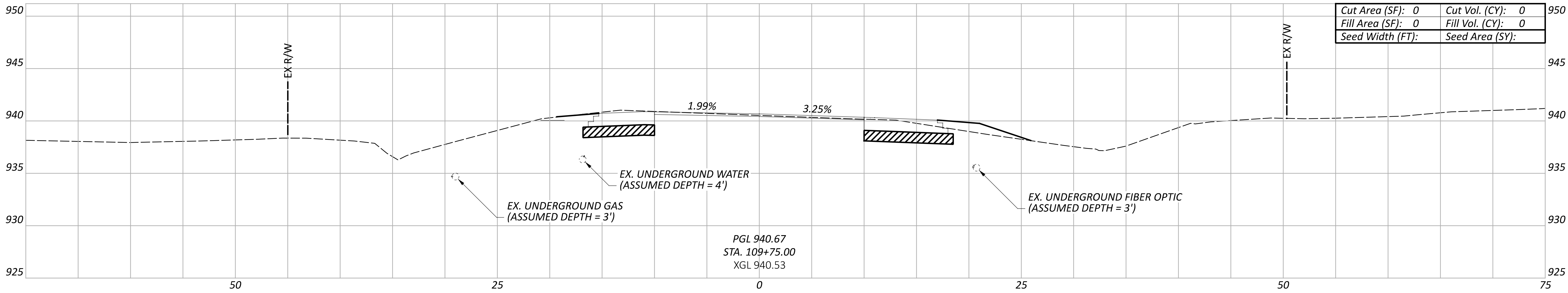
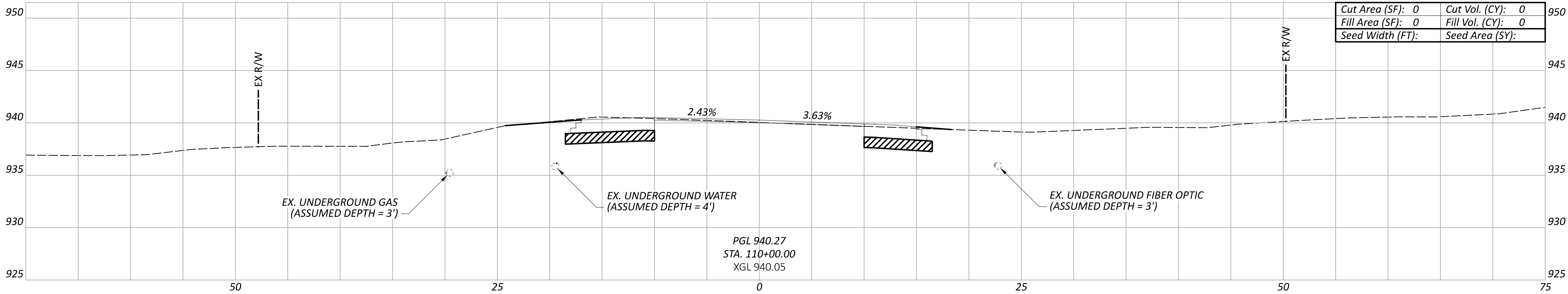
102750

SHEET

8A

TOTAL

31



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

DESIGN AGENCY



DESIGNER

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REVIEWER

JDO 11-07-25

PROJECT ID

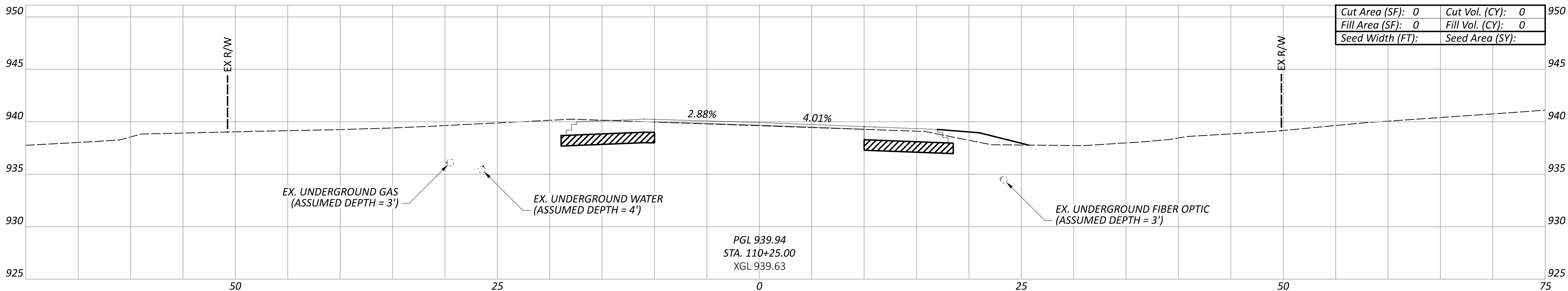
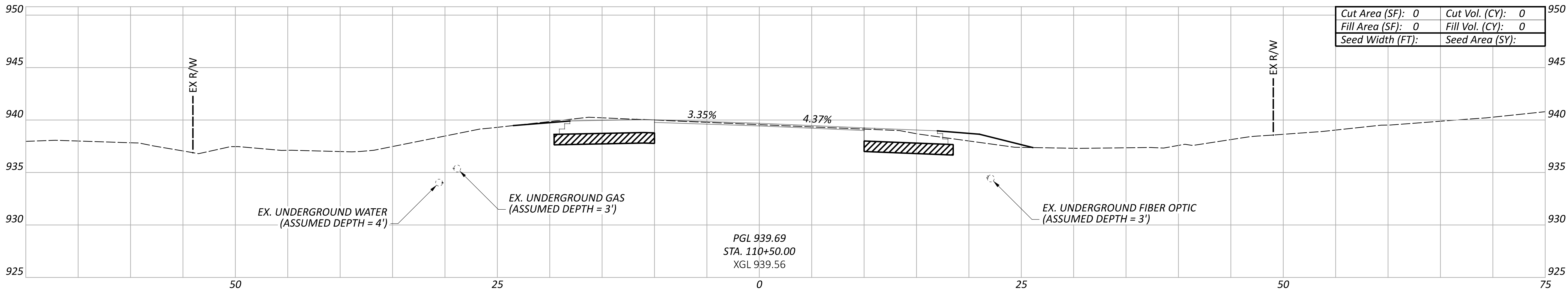
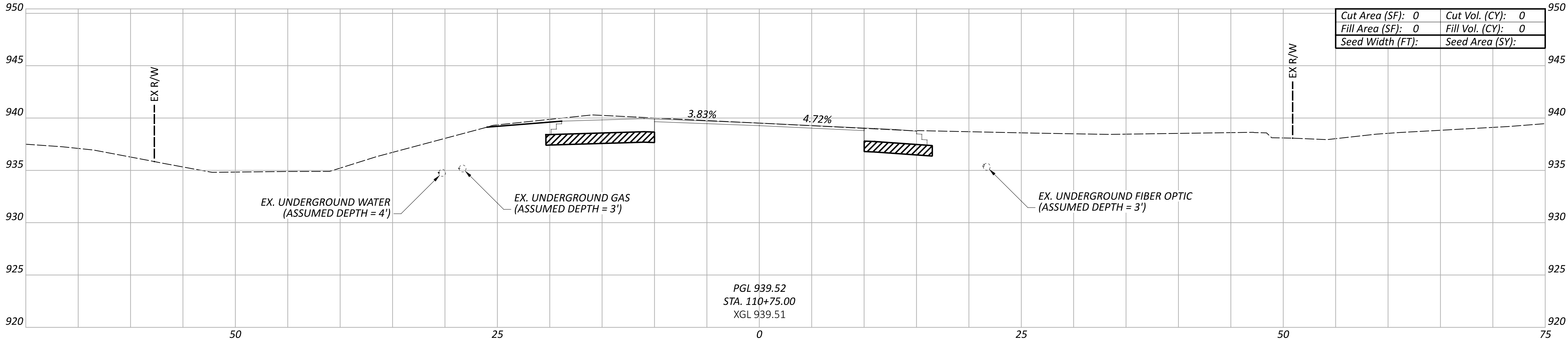
102750

Sheet Totals

Seeding Cut Fill

SHEET TOTAL

9 31



Sheet Totals			SHEET	TOTAL
Seeding	Cut	Fill		
	10	31		

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

DESIGN AGENCY

DESIGNER

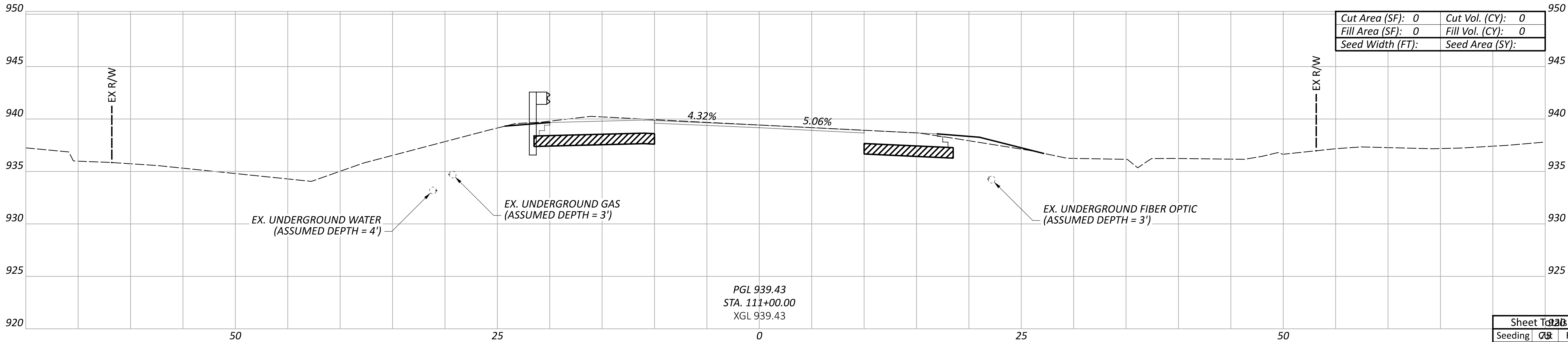
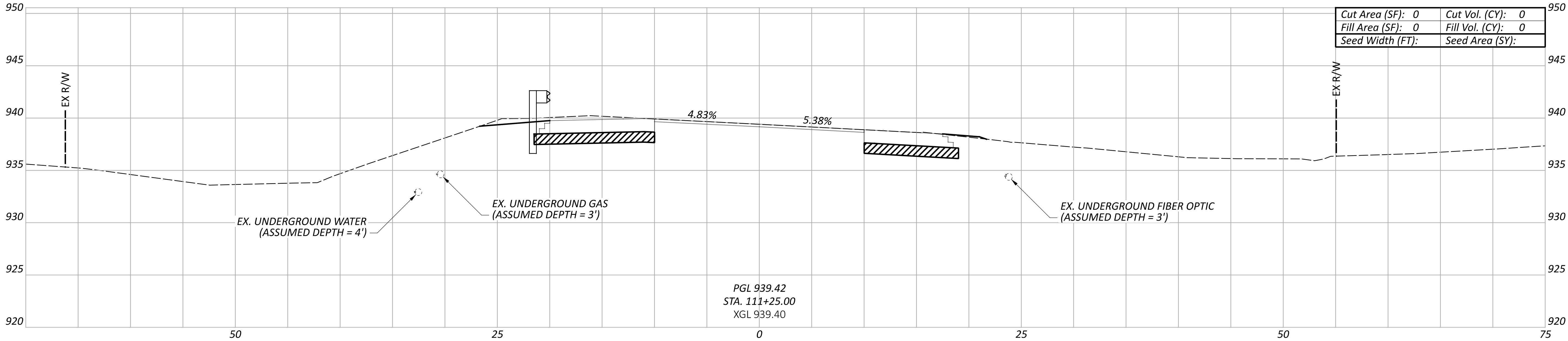
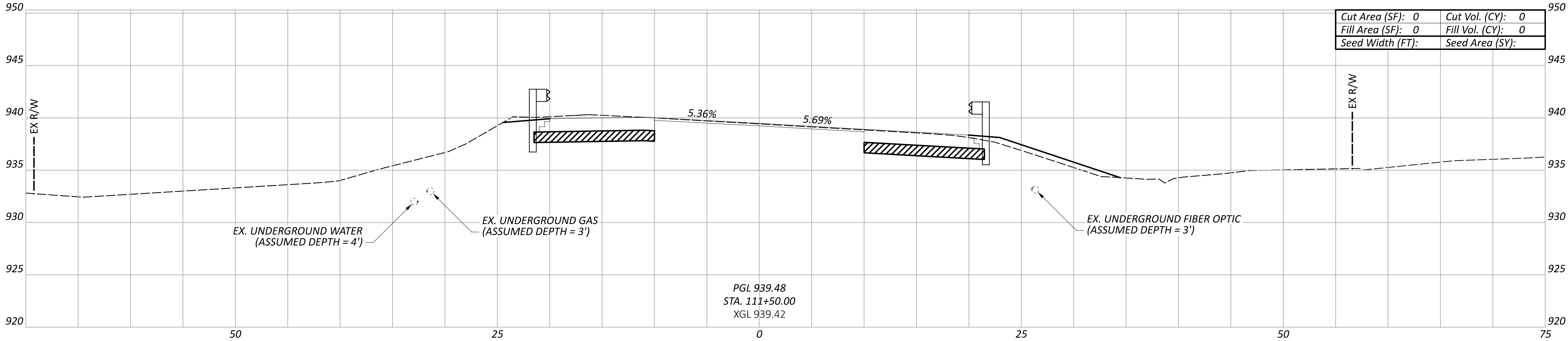
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REVIEWER

JDO 11-07-25

PROJECT ID

102750



Sheet Total		
Seeding	0	0
Grass	0	0
Fill	0	0

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

DESIGN AGENCY



DESIGNER

GTF

REVIEWER

JDO 11-07-25

PROJECT ID

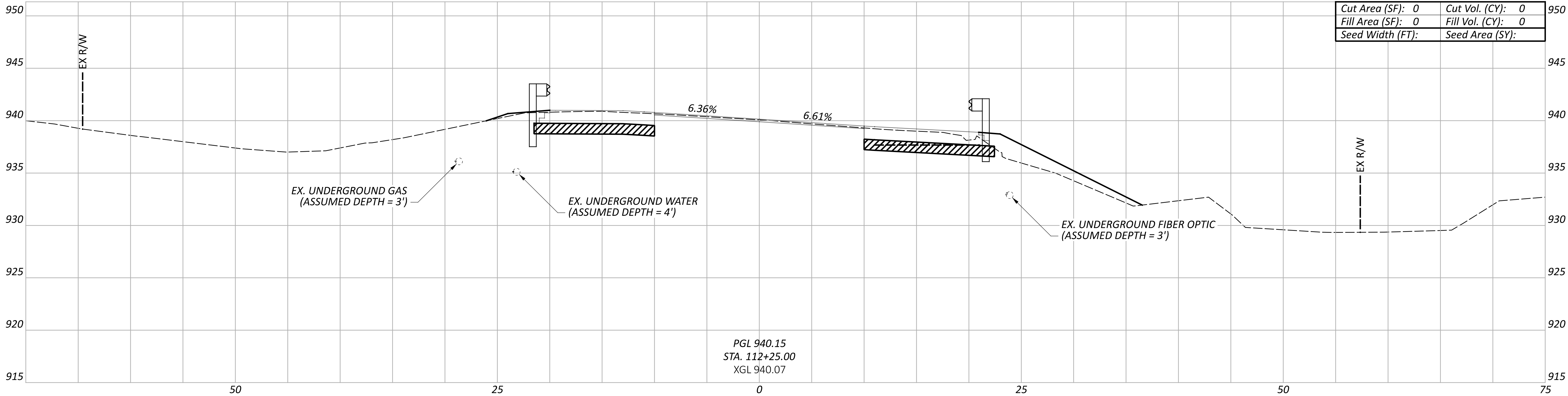
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SHEET

11

TOTAL

31



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

DESIGN AGENCY



DESIGNER

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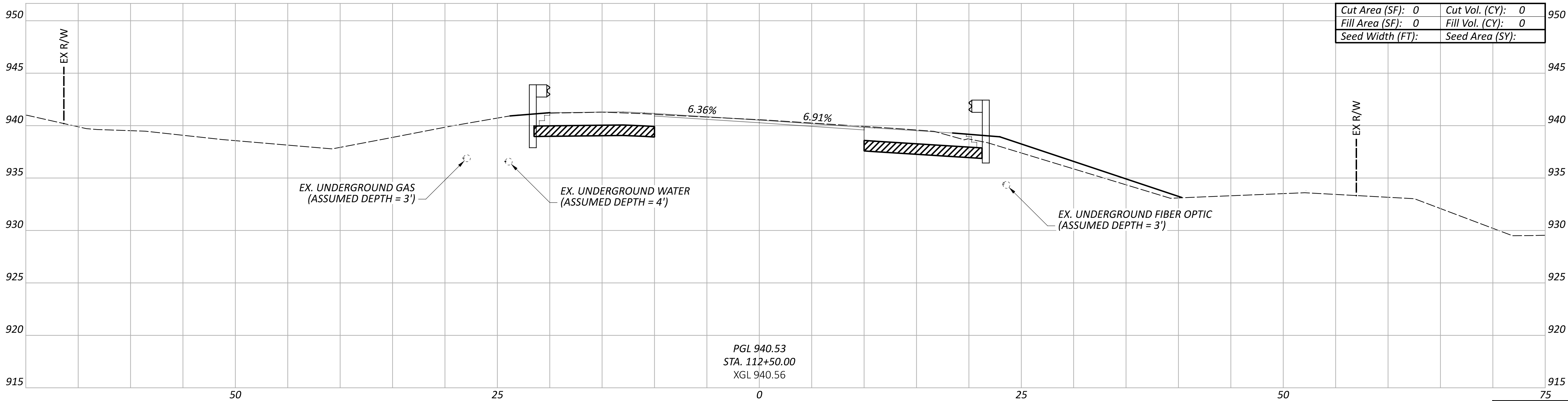
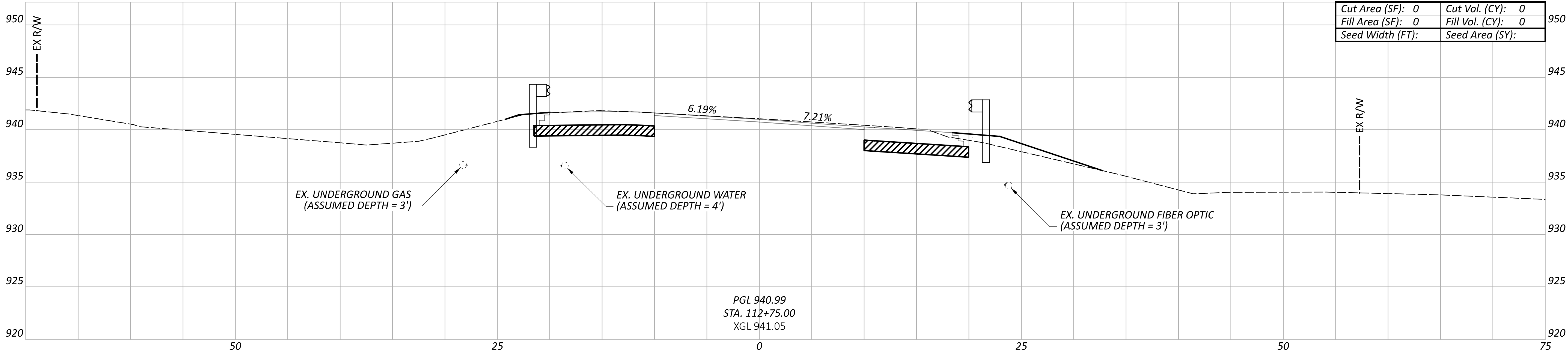
JDO 11-07-25

PROJECT ID

102750

Sheet Totals		
Seeding	Cut	Fill

SHEET	TOTAL
12	31



Sheet Totals		
Seeding	Cut	Fill

DESIGN AGENCY

DESIGNER

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JDO 11-07-25

PROJECT ID

102750

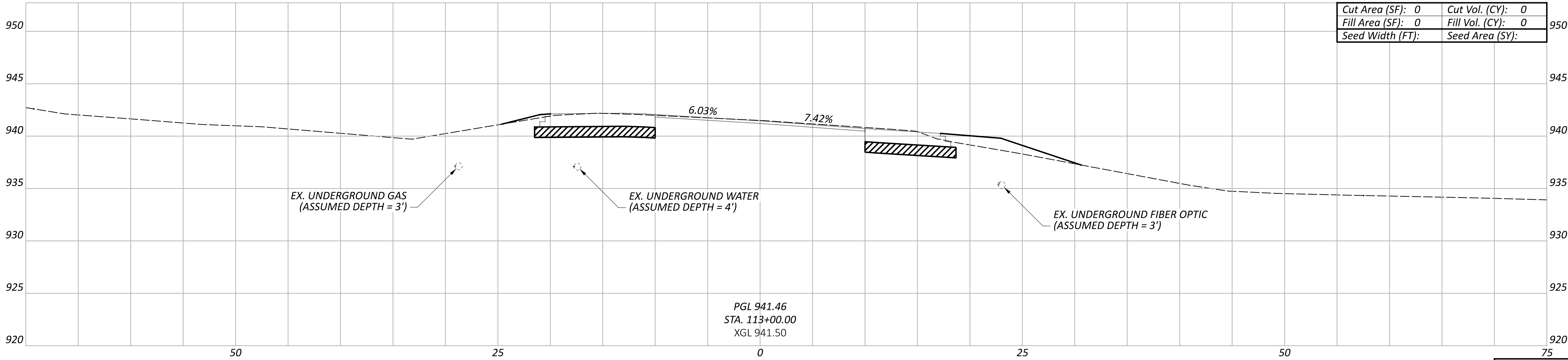
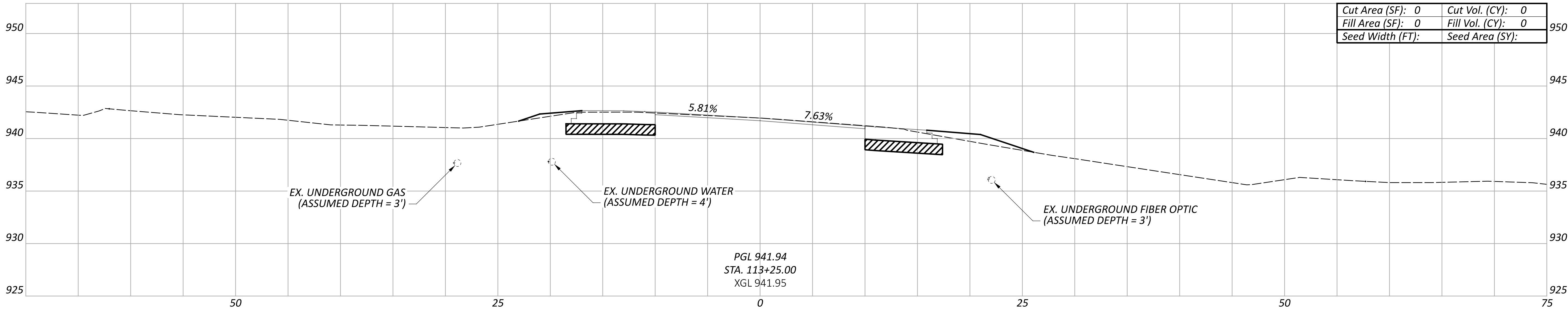
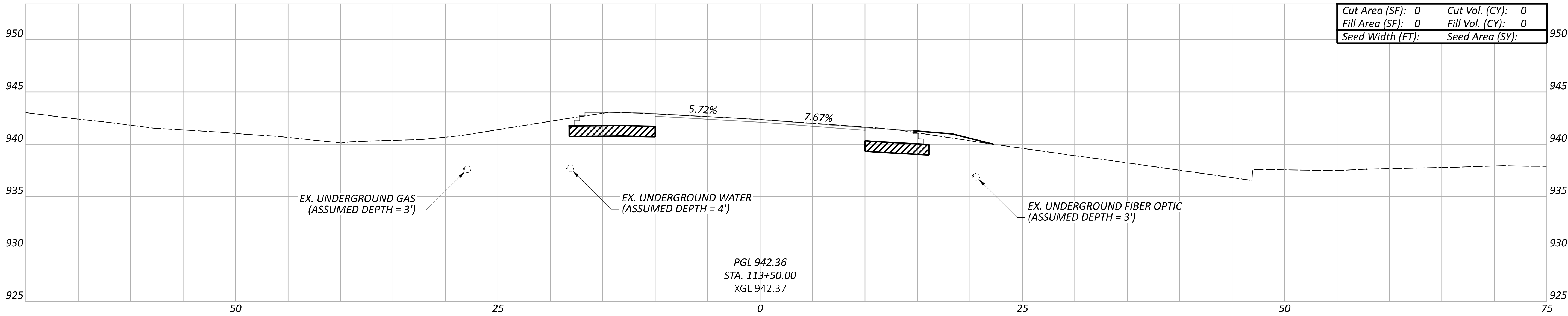
SHEET

13

TOTAL

31

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



Sheet Totals			PROJECT ID	
Seeding	Cut	Fill	14	31

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

DESIGN AGENCY

DESIGNER

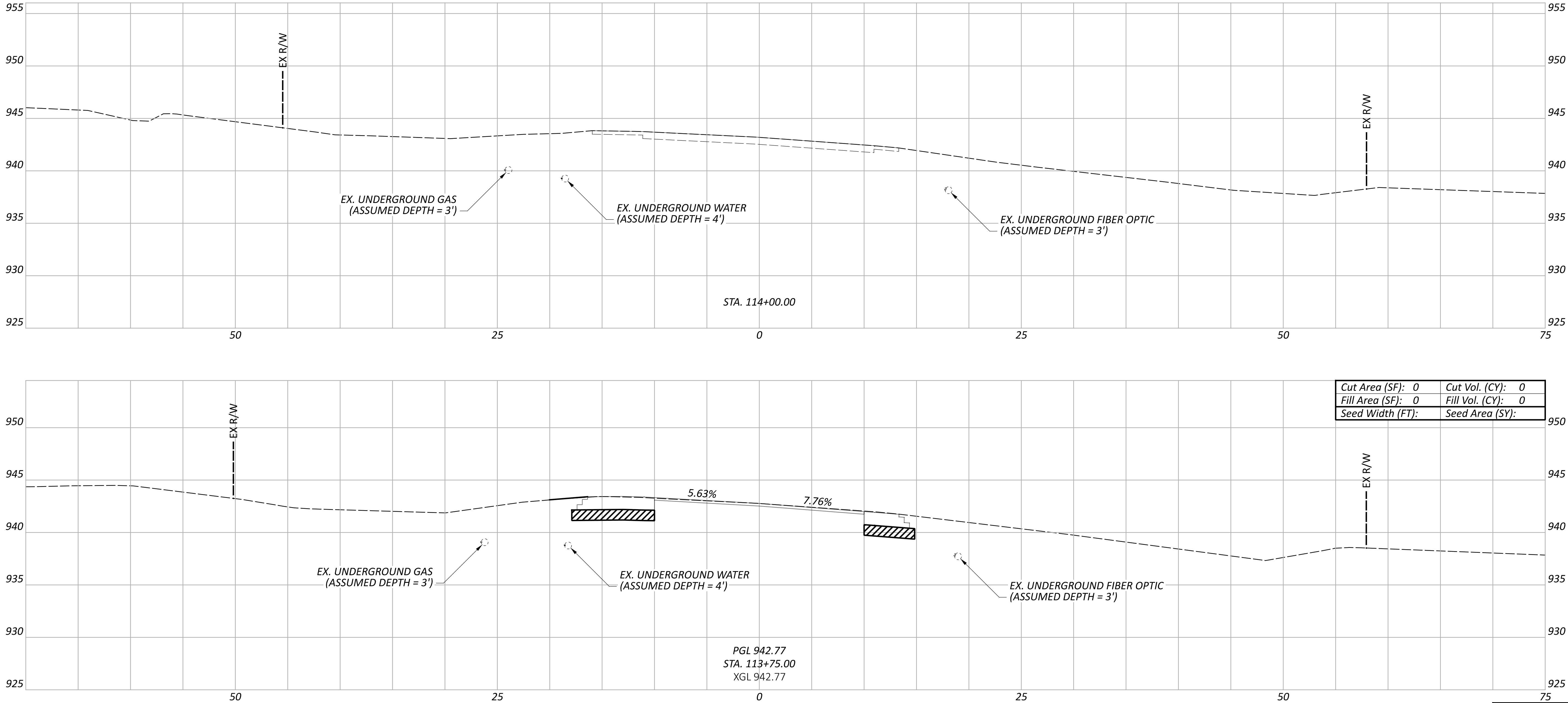
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REVIEWER

JDO 11-07-25

PROJECT ID

102750



Sheet Totals			PROJECT ID	
Seeding	Cut	Fill	SHEET	TOTAL
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CROSS SECTIONS
STA. 113+75 TO STA. 114+00

DESIGN AGENCY

DESIGNER

GTF

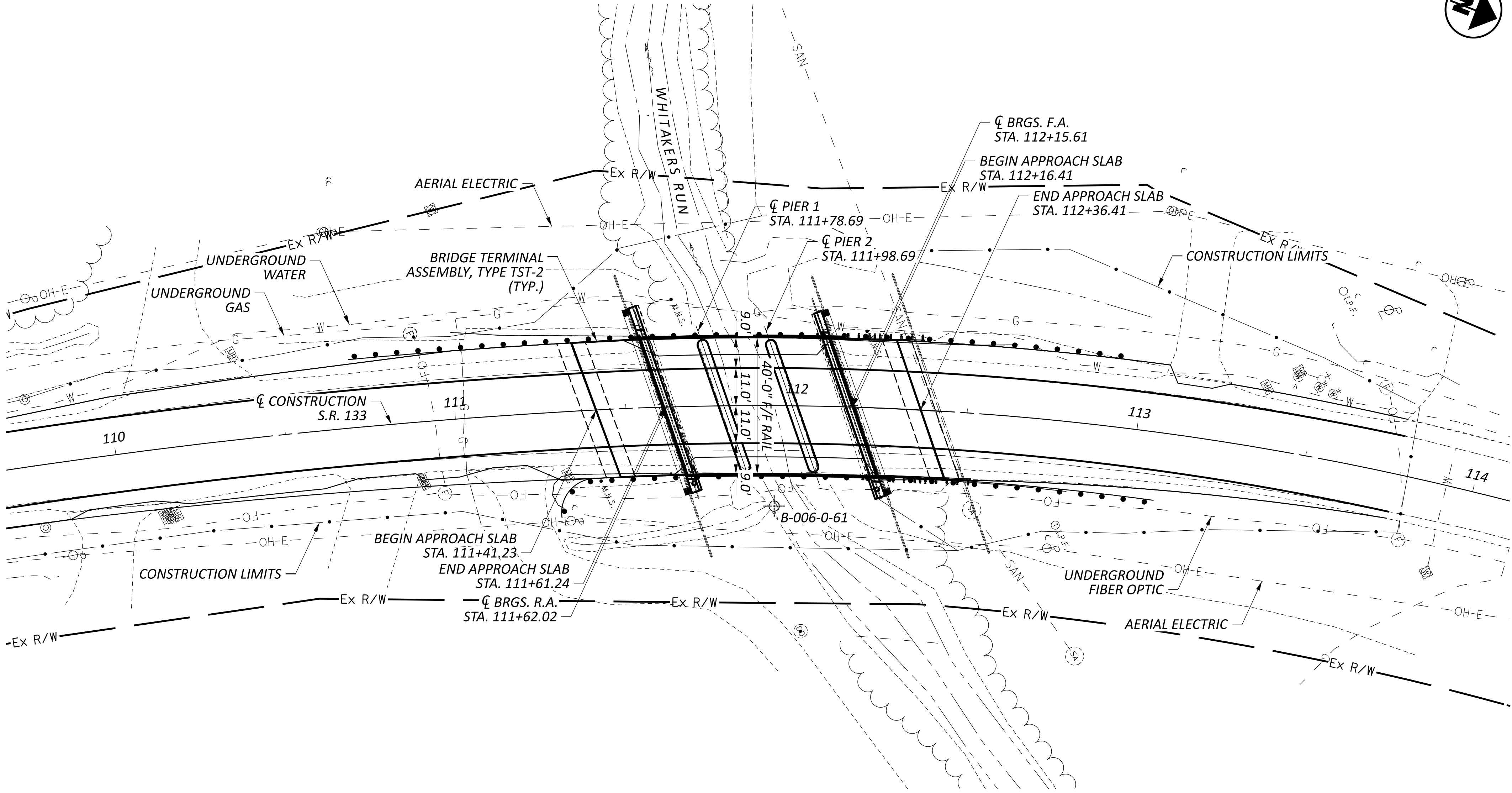
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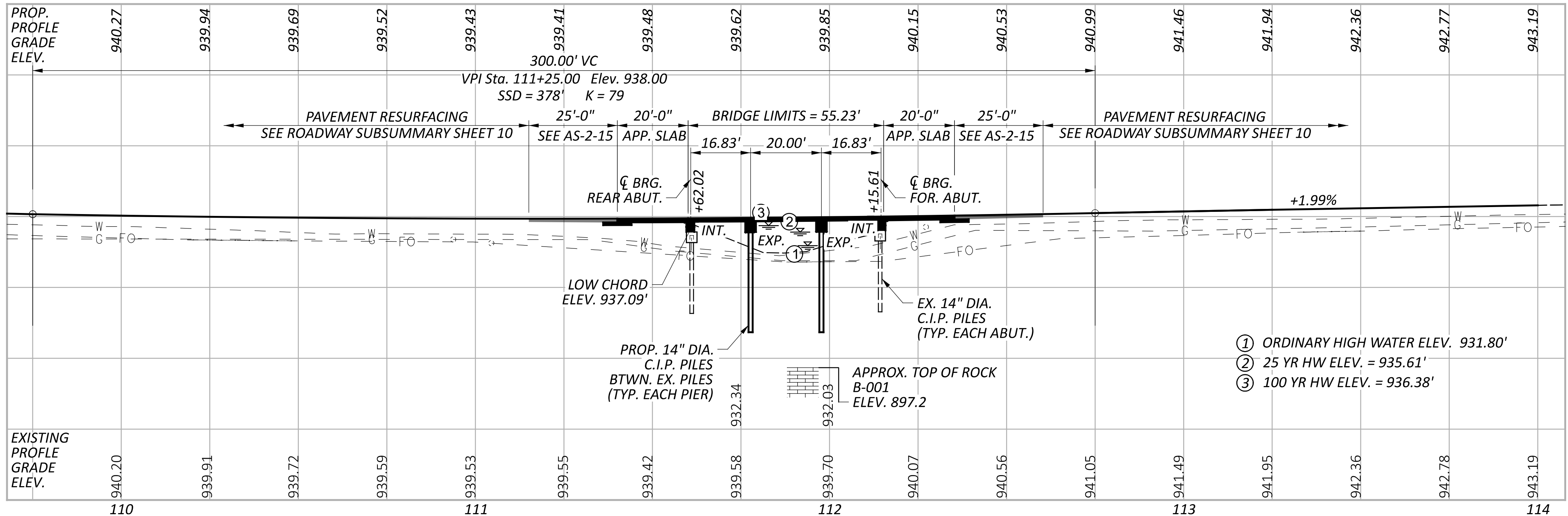
PROJECT ID

102750

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	
					944.11		+0.00	+0.0000	11	108+75	944.11	11	-0.0200	-0.22		943.89					
	942.99	0.00	-0.040	1.9	943.07	0.27%	+0.07	+0.0062	11	109+00	943.00	11	-0.0221	-0.24	-0.09%	942.76					
	942.11	0.00	-0.040	2.0	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			
	941.42	0.02	-0.040	3.0	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	
	940.87	0.04	-0.040	4.3	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	
	940.51	0.06	-0.040	6.0	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	
	940.24	0.07	-0.040	6.4	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	
	940.05	0.09	-0.040	7.1	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	
	939.92	0.10	-0.040	7.9	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	
	939.87	0.11	-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	
	939.93	0.12	-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	
	940.02	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	
	940.16	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	
	940.38	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	
	940.69	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	
	941.06	0.13	-0.040	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	
	941.52	0.12	-0.036	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	
	941.99	0.12	-0.032	9.0	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	
	942.47	0.06	-0.028	6.0	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	
	942.92	0.08	-0.024	5.7	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	
	943.23	0.00	-0.020	5.4	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	
		0.00			943.73	-0.06%	+0.54	+0.0490	11	114+00	943.19	11	-0.0724	-0.80	-0.01%	942.39					



PLAN



PROFILE ALONG $\bar{C}$ CONSTRUCTION



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



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

SFN
1402641

DESIGN AGENCY



DESIGNER	CHECKER
GTF	BCP

REVIEWER
CAH 11/07/25

PROJECT ID
102750

SUBSET	TOTAL
2	15

SHEET	TOTAL
18	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	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

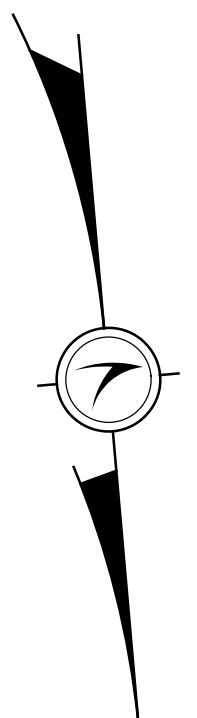
TOTAL
15

SHEET
19

TOTAL
31

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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.*



Technical drawing of a bridge cross-section showing a 54'-0" wide deck supported by seven 14-inch diameter CIP concrete piles. The drawing includes rebar details for vertical and horizontal reinforcement, with labels for "EX. #5 VERTICAL REBAR (E.F.)" and "EX. #5 HORIZONTAL REBAR (E.F.) (TYP.)". Dimensions include 2'-6"± for the deck width and 49'-6" for the pile spacing. A note at the bottom states "(7) 14" DIAMETER CIP CONCRETE PILES SPA. @ 8'-3" = 49'-6" (DO NOT DISTURB)".

REAR ABUTMENT ELEVATION

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

1402641
DESIGN AGENCY



DESIGNER	CHECKER
GTF	BCP

REVIEWER
AH 11/07/25

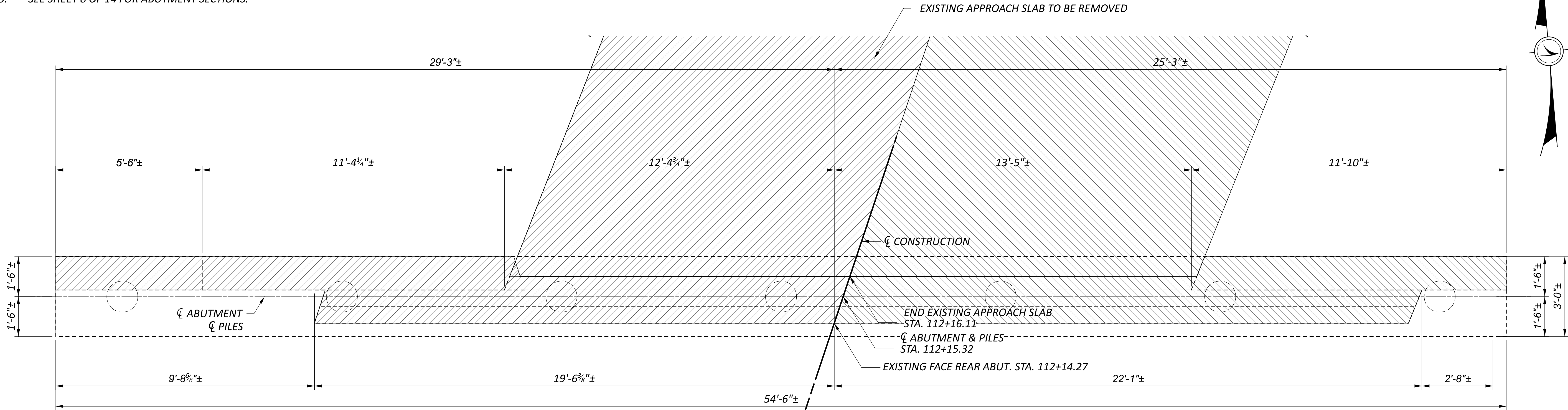
PROJECT ID
102750

UBSET	TOTAL
4	15

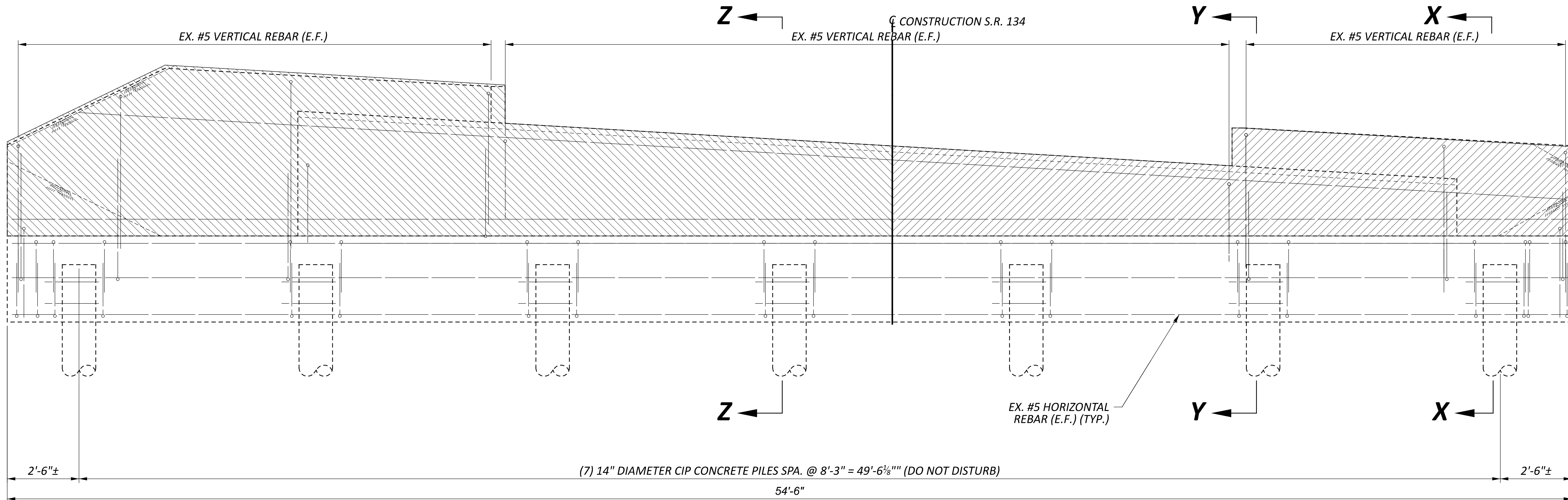
SHEET	TOTAL
20	31

NOTES:

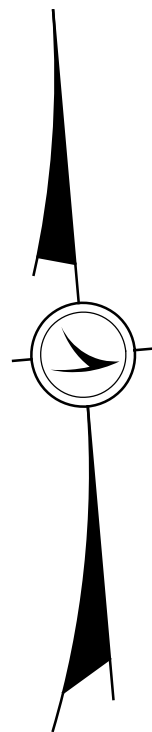
- CONTRACTOR SHALL NOT SALVAGE REBAR UNLESS OTHERWISE SPECIFIED BY ENGINEER.
- REMOVE EXISTING CONCRETE COATINGS AS PER CMS 512.03F. PAYMENT FOR THIS SHALL BE INCLUDED WITH ITEM 202 PORTIONS OF STRUCTURE REMOVED, OVER 20' SPAN, AS PER PLAN.
- SEE SHEET 8 OF 14 FOR ABUTMENT SECTIONS.



FORWARD ABUTMENT PLAN



FORWARD ABUTMENT ELEVATION



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

SFN
1402641
DESIGN AGENCY



DESIGNER
GTF

CHECKER
BCP

REVIEWER
CAH 11/07/25

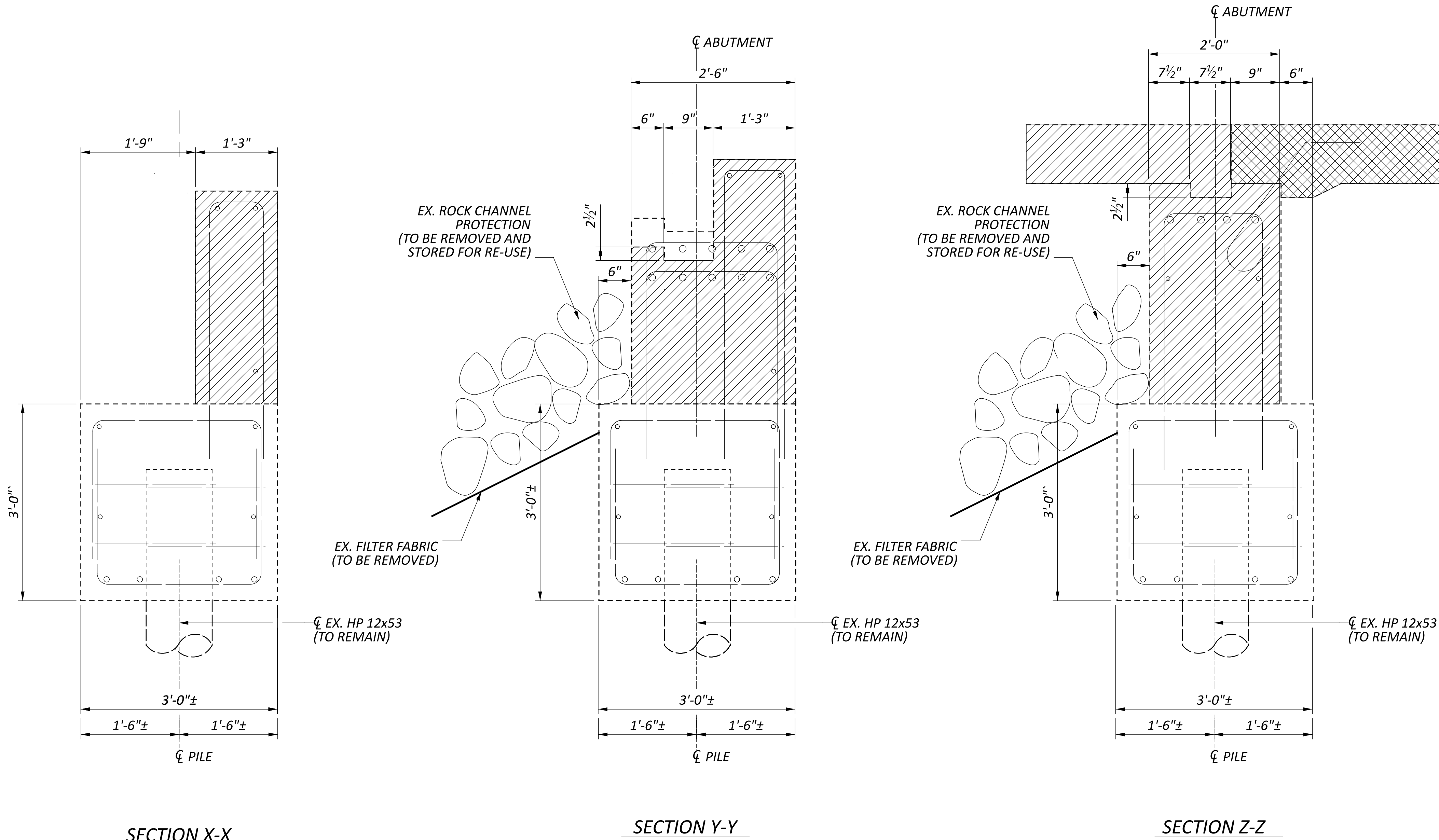
PROJECT ID
102750

SUBSET
5

TOTAL
15

SHEET
21

TOTAL
31

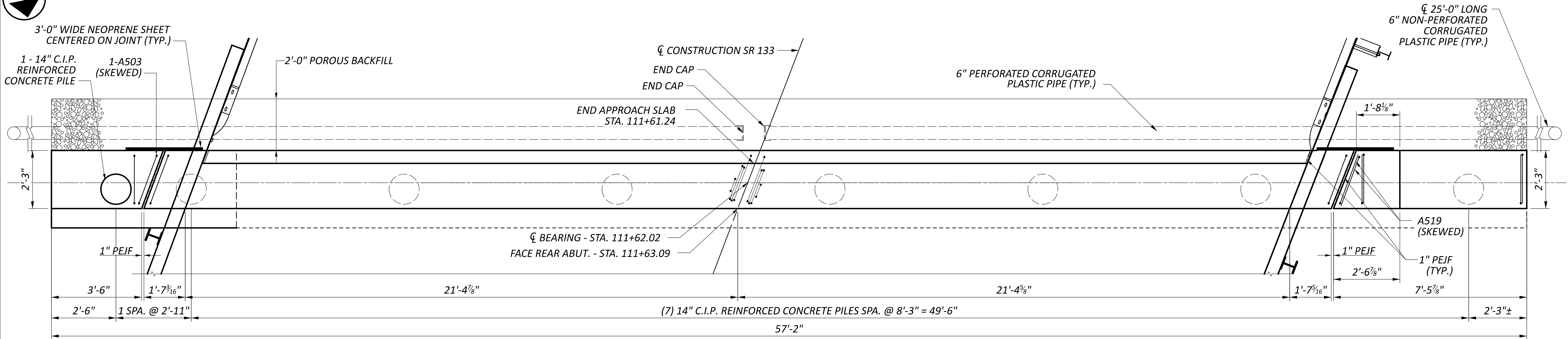
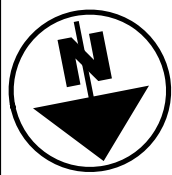


NOTES

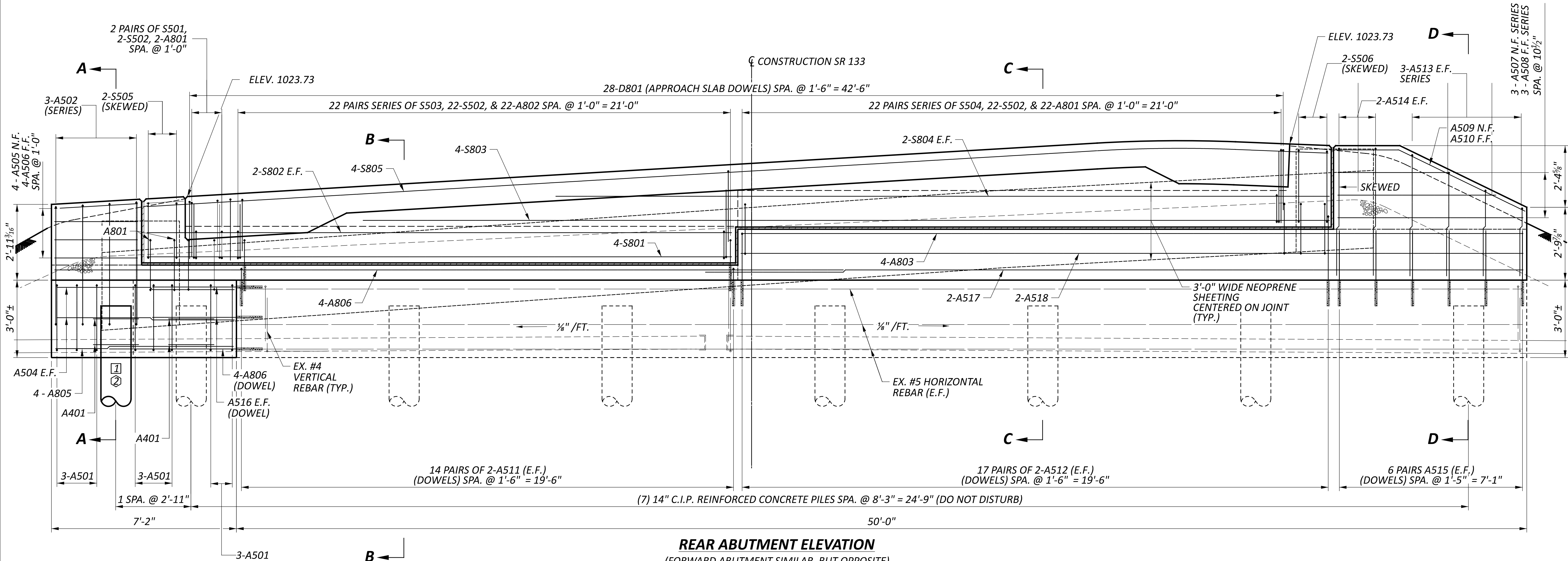
- EXISTING VERTICAL REINFORCING STEEL TO BE CUTT OFF FLUSH WITH CONCRETE REMOVAL LINE. COAT EXPOSED STEEL ENDS WITH EPOXY ACCORDING TO ITEM 509. PAYMENT FOR THIS WORK SHALL BE INCLUDED WITH ITEM 202- PORTIONS OF STRUCTURE REMOVED, OVER 20' SPAN, AS PER PLAN.
- CONTRACTOR SHALL NOT SALVAGE REBAR UNLESS 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



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.: CLI-133-0211
 OVER WHITAKERS RUN

SFN

1402641

DESIGN AGENCY



DESIGNER

GTF

CHECKER

BCP

REVIEWER

CAH 11/07/25

PROJECT ID

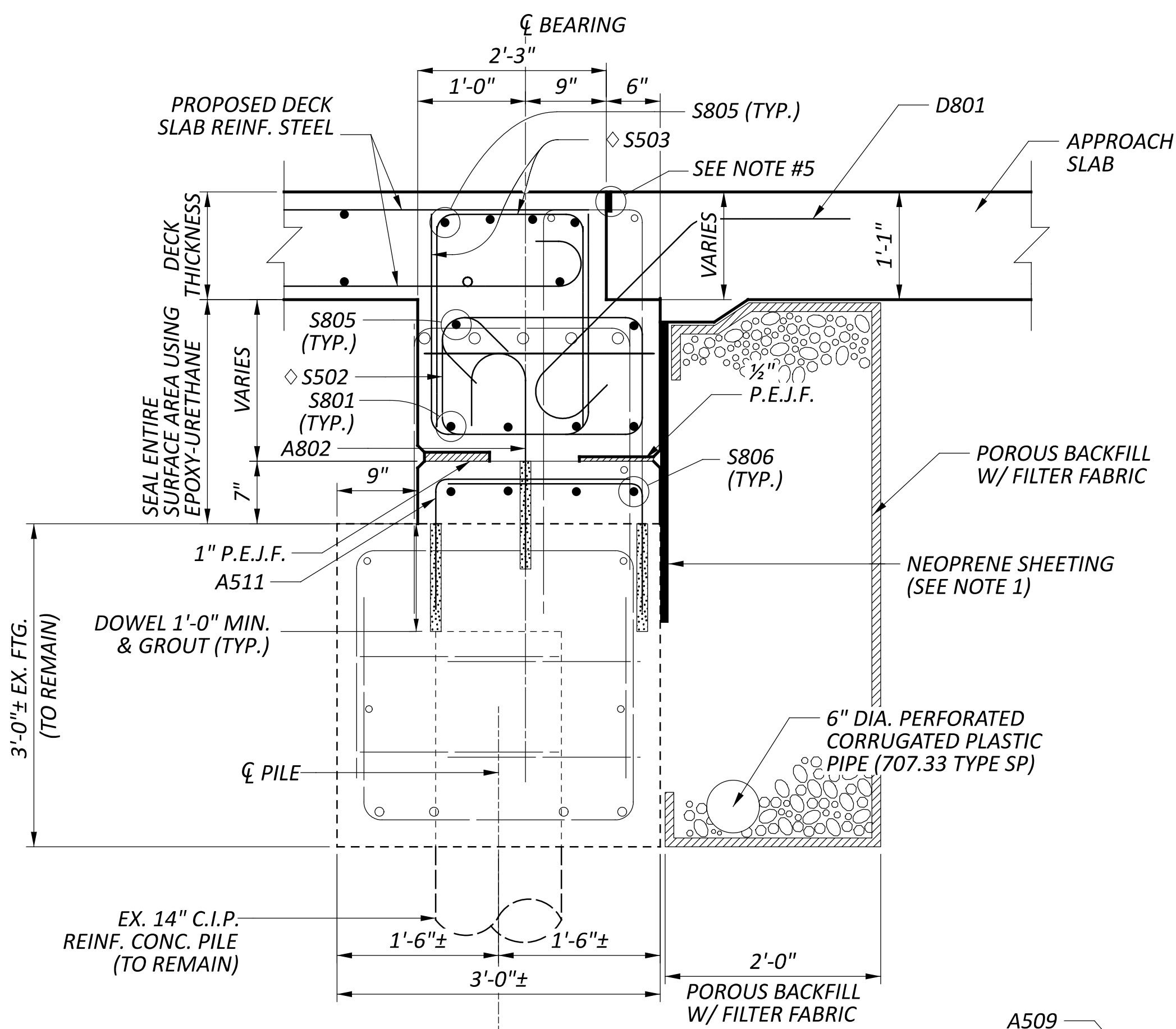
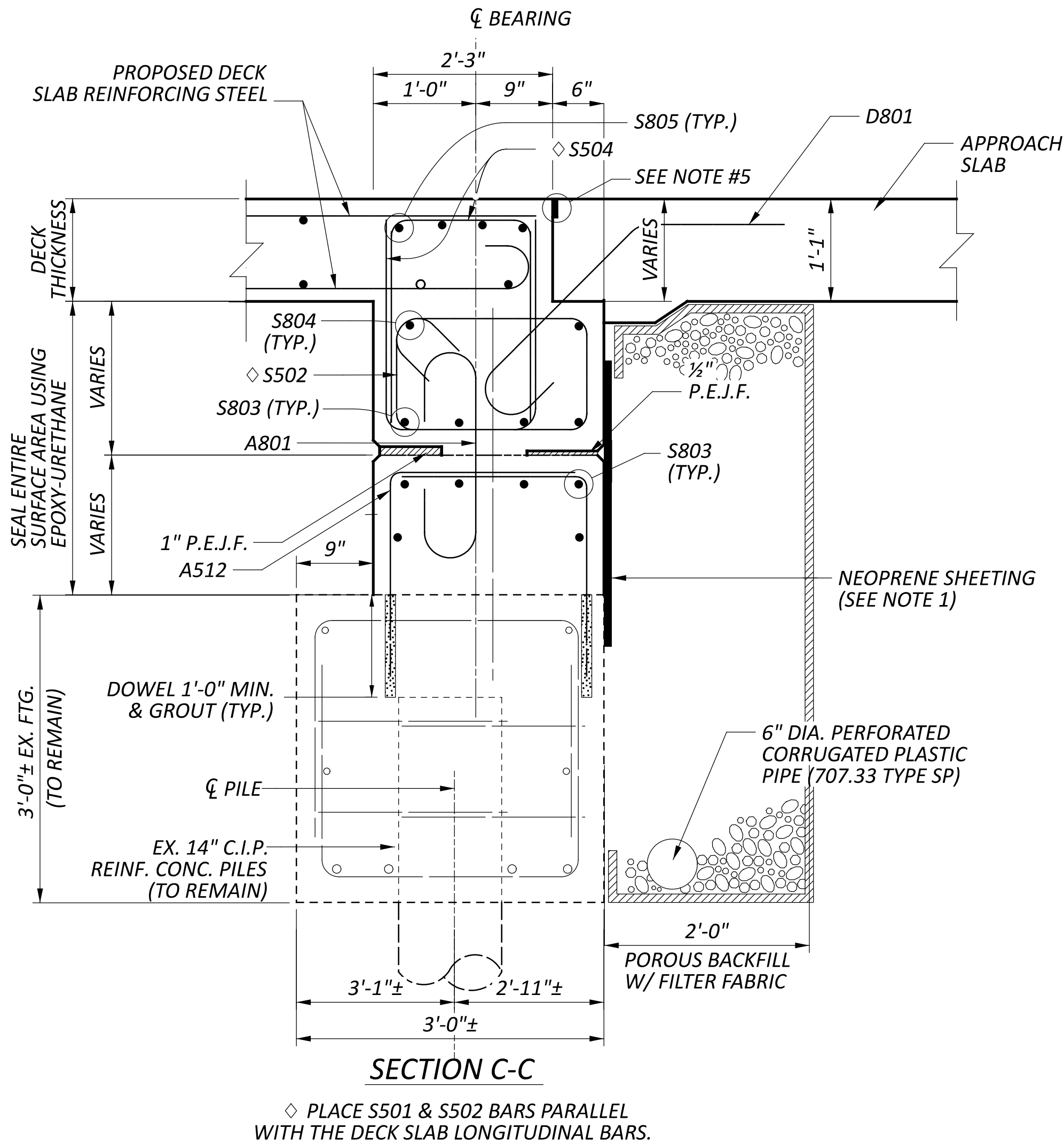
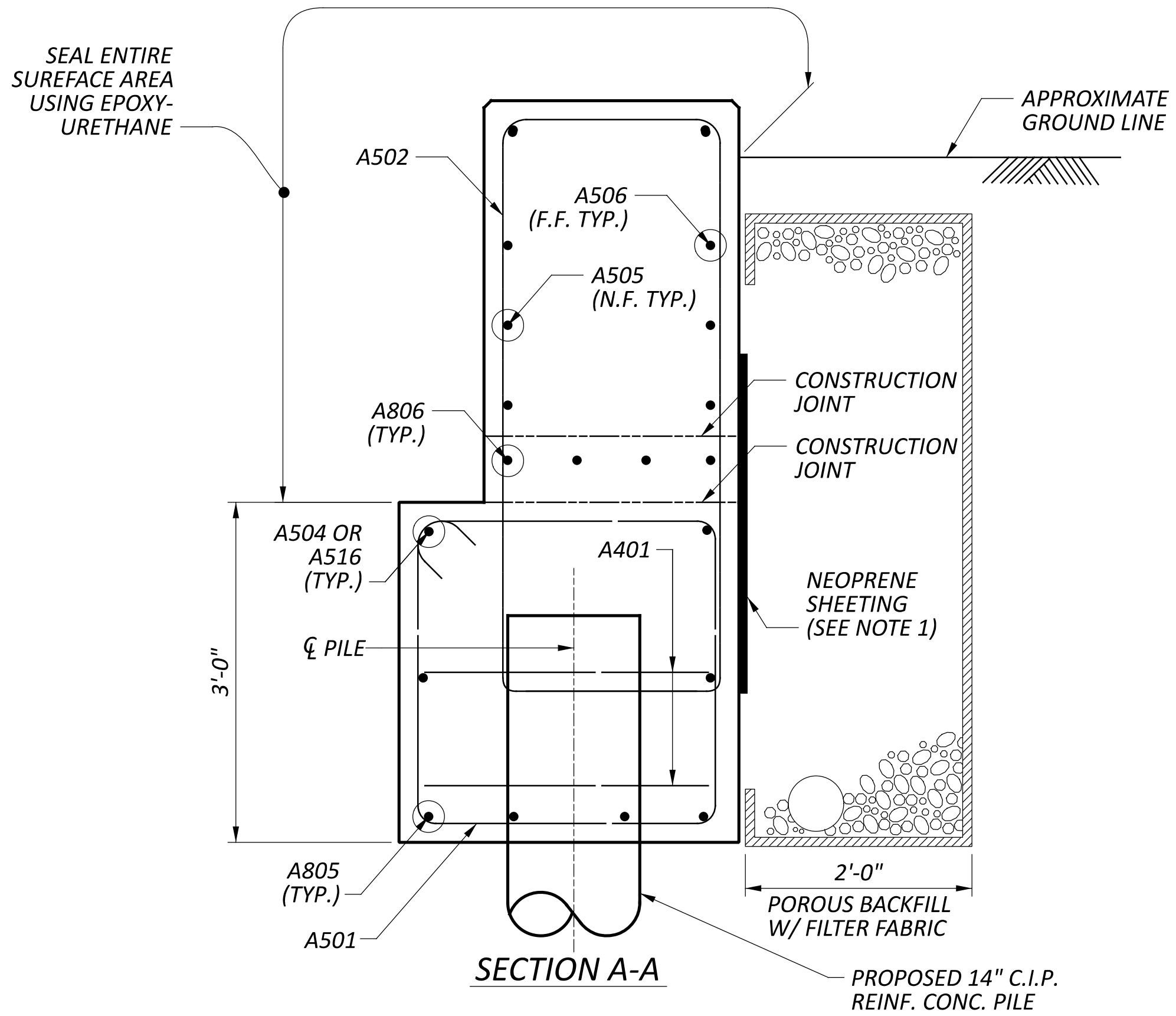
102750

SUBSET

7 TOTAL 15

SHEET

23 TOTAL 31



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

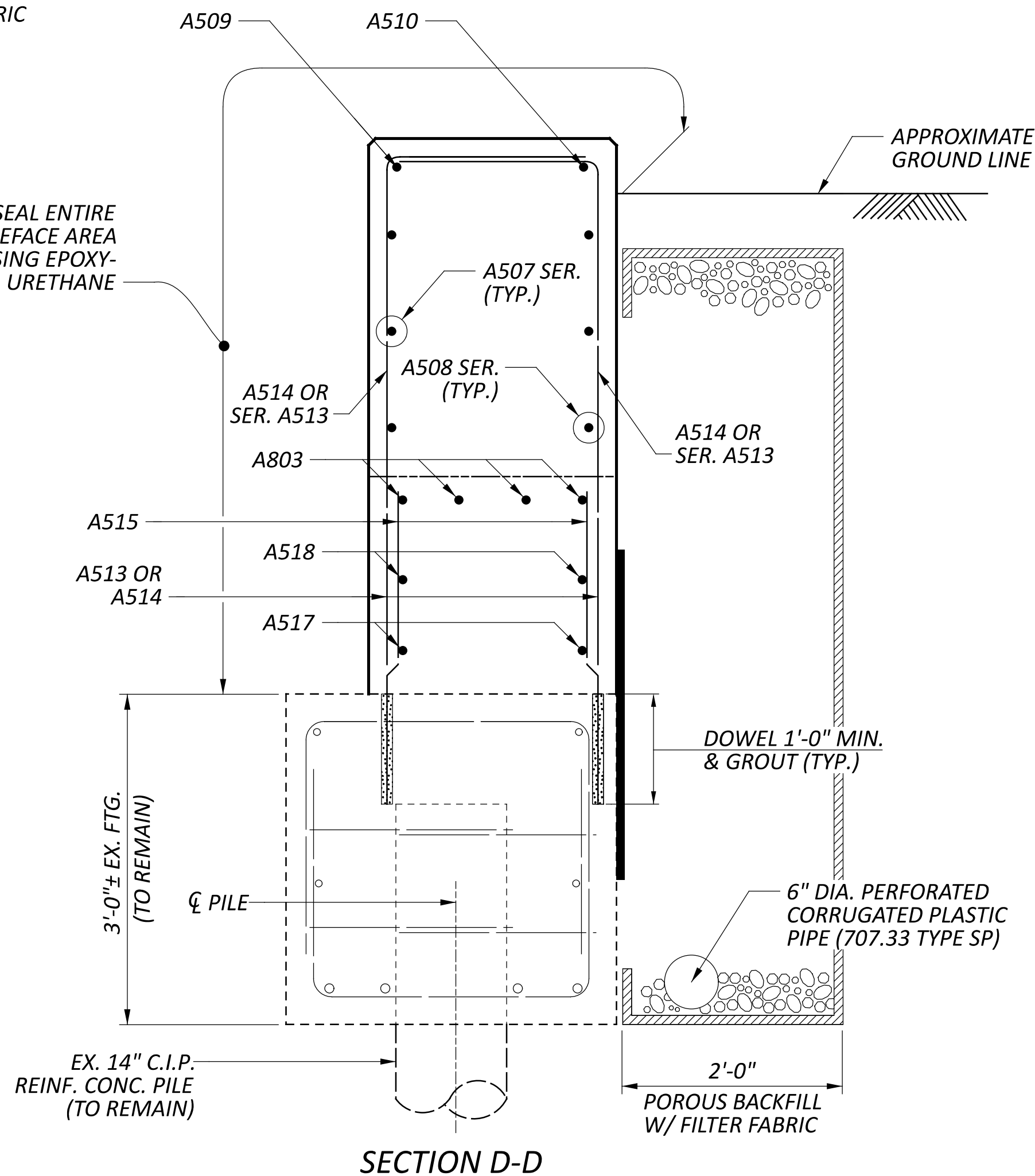
LEGEND

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

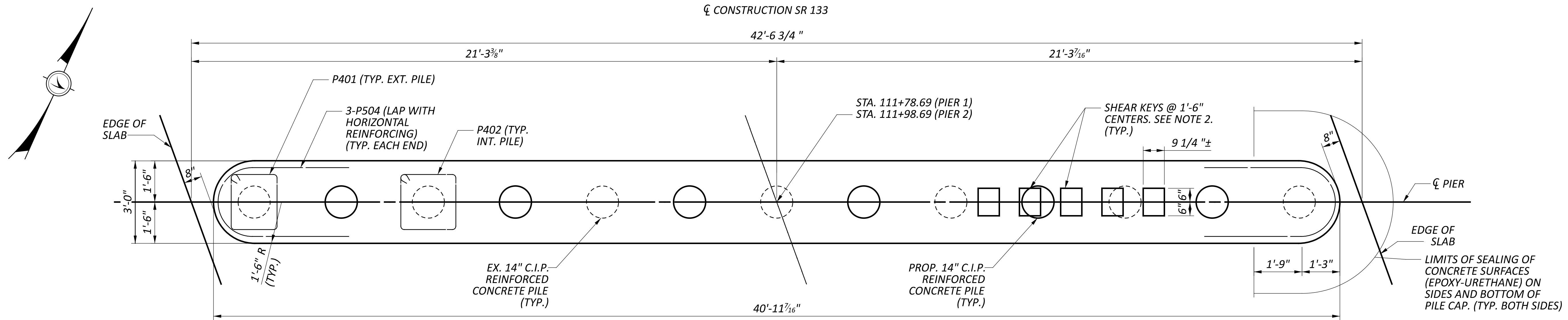
- PORTION OF STRUCTURE TO BE REMOVED
 - EXISTING GROUND LINE

NOTES

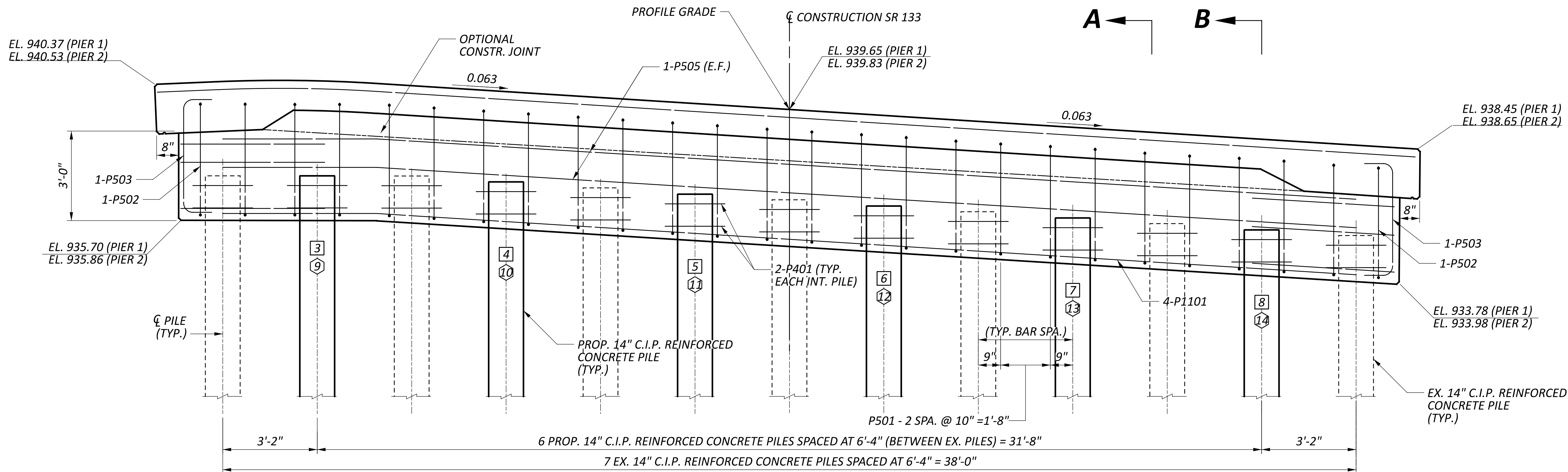
- 3'-0" WIDE NEOPRENE SHEETING CENTERED ALONG TOP OF EXISTING FOOTING OR TYPE 2 WATERPROOFING PLACED AS SHOWN IN THE PLANS.
- SEAL EXPOSED SURFACES OF ABUTMENT, WINGWALLS WITH EPOXY URETHANE SEALER, FEDERAL COLOR 17778.
- SEE STD-DWG CPA-1-08, FOR DETAILS NOT SHOWN.
- DRILL DOWEL HOLES, 12" MINIMUM REBAR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



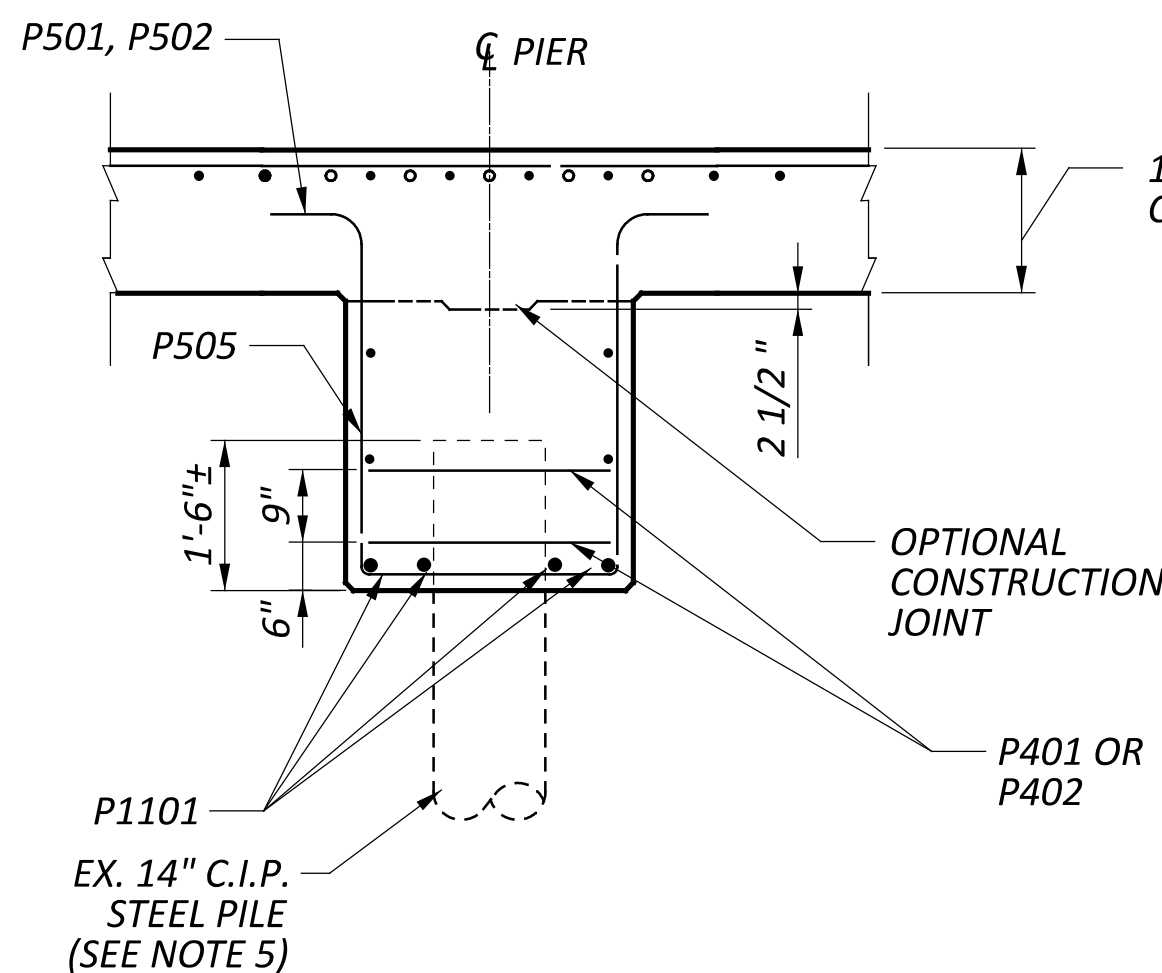
SECTION D-D



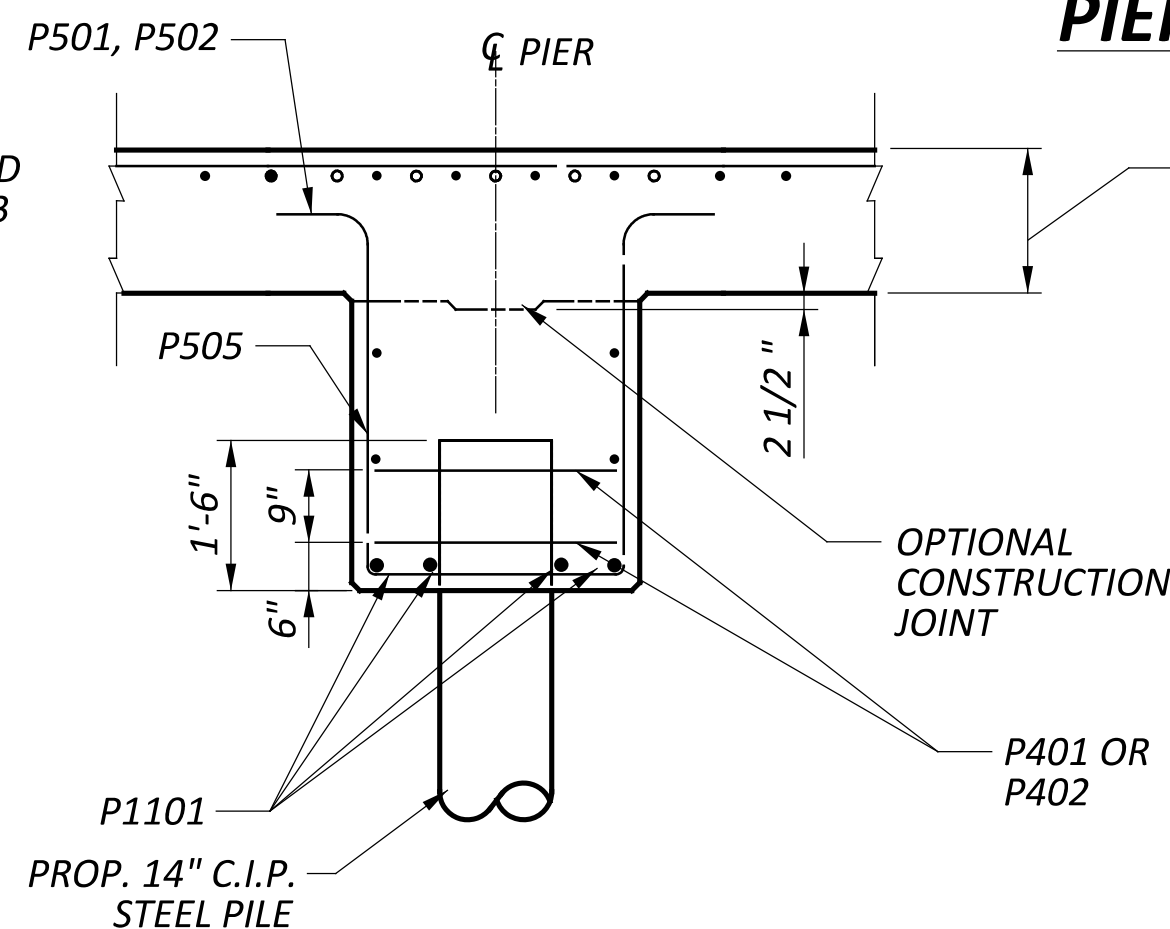
PIER CAP PLAN



PIER ELEVATION



SECTION A-A



SECTION B-B

LEGEND

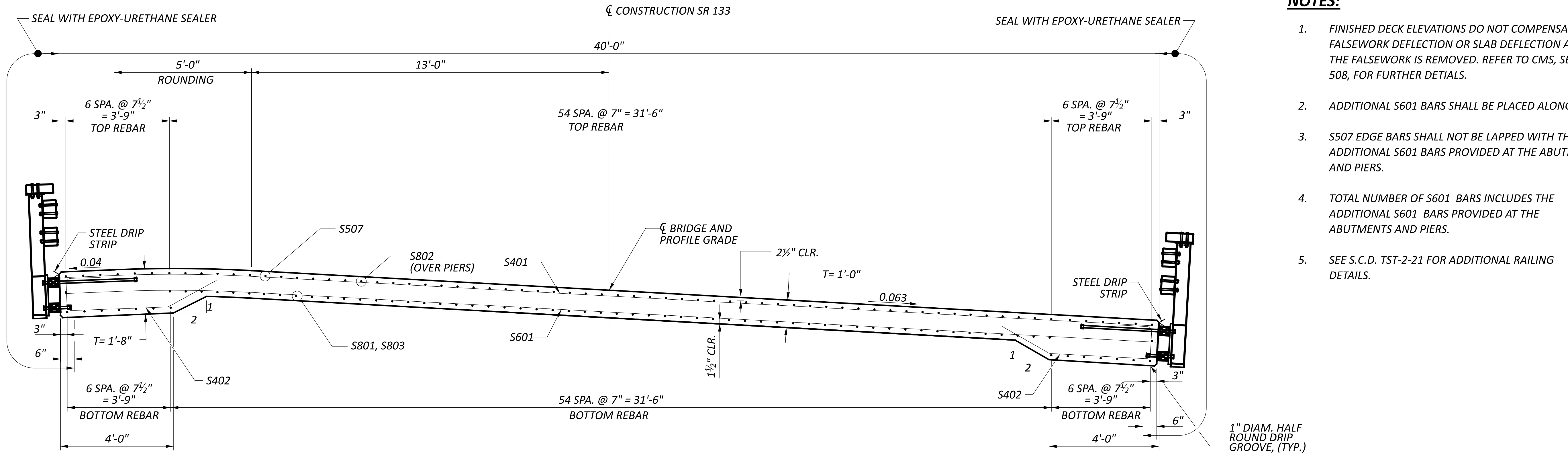
- # - PILE NUMBER (PIER 1)
- ⊕ - PILE NUMBER (PIER 2)
- N.S. - NEAR SIDE
- F.S. - FAR SIDE
- E.F. - EACH FACE

NOTES:

1. FOR REINFORCING STEEL LIST, SEE SHEET 30.
2. SHEAR KEYS MAY BE ELIMINATED IF BRIDGE SLAB AND PIER CAP ARE POURED SIMULTANEOUSLY. SHEAR KEYS MAY BE FORMED WITH 12" LENGTHS OF 3" X 10" PLANK.
3. THE PIER CAP SHALL NOT BE USED TO SUPPORT FALSEWORK FOR THE DECK SLAB.
4. REMOVE PORTION OF EXISTING PILE ENCASEMENT AS NEEDED TO ERECT PILE CAP AND DECK SLAB FORMS.
5. PREPARE SURFACE AND APPLY ORGANIC ZINC PRIMER TO TOP OF PILES PRIOR TO CONSTRUCTION OF THE PIER CAP.

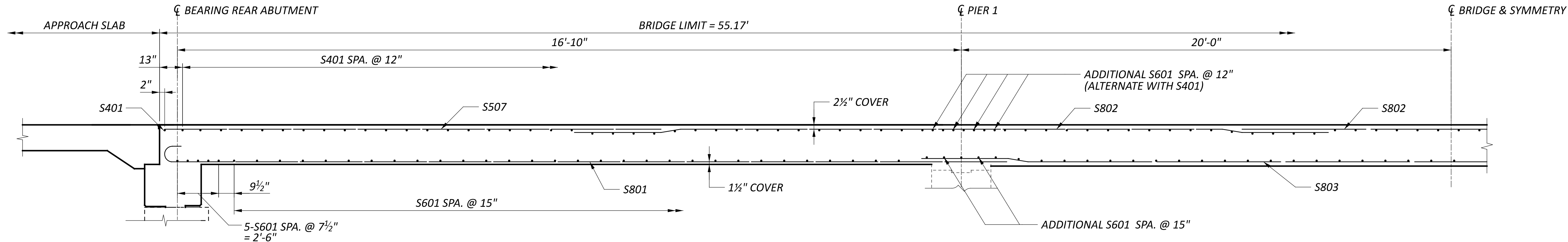
PIER CONSTRUCTION DETAILS
 BRIDGE No.: CLI-133-0211
 OVER WHITAKERS RUN

SFN	
1402641	
DESIGN AGENCY	
DESIGNER	CHECKER
GTF	BCP
REVIEWER	
CAH 11/07/25	
PROJECT ID	
102750	
SUBSET	TOTAL
10	15
SHEET	TOTAL
26	31



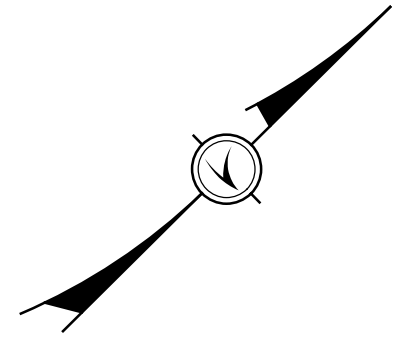
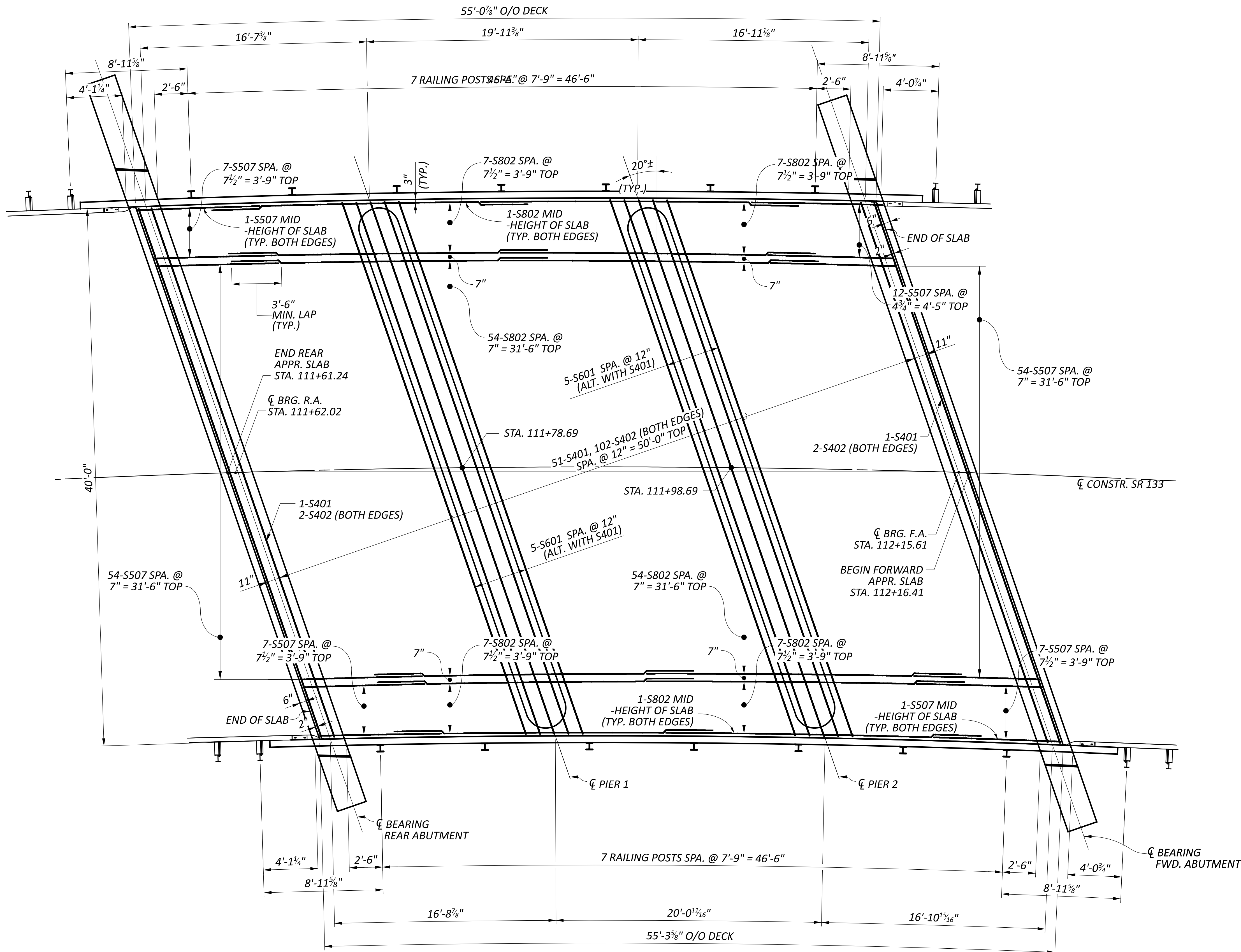
NOTES:

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	¼ POINT	½ POINT	¾ POINT	CENTERLINE OF BEARING PIER 1	¼ POINT	½ POINT	¾ POINT	CENTERLINE OF BEARING PIER 2	¼ POINT	½ POINT	¾ 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



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

SFN
1402641

DESIGN AGENCY



DESIGNER
GTF

CHECKER
BCP

REVIEWER
CAH 11/07/25

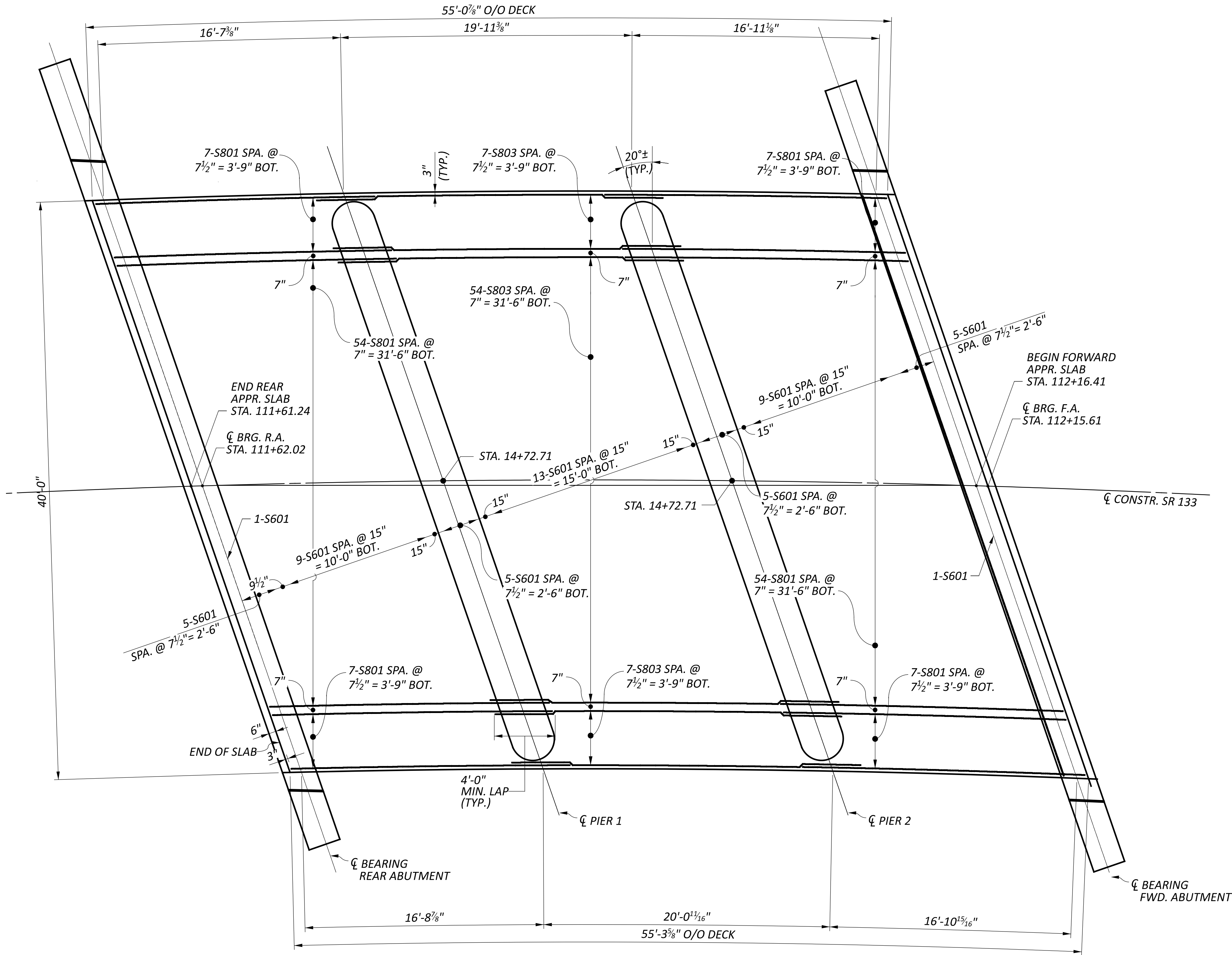
PROJECT ID
102750

SUBSET
12

TOTAL
15

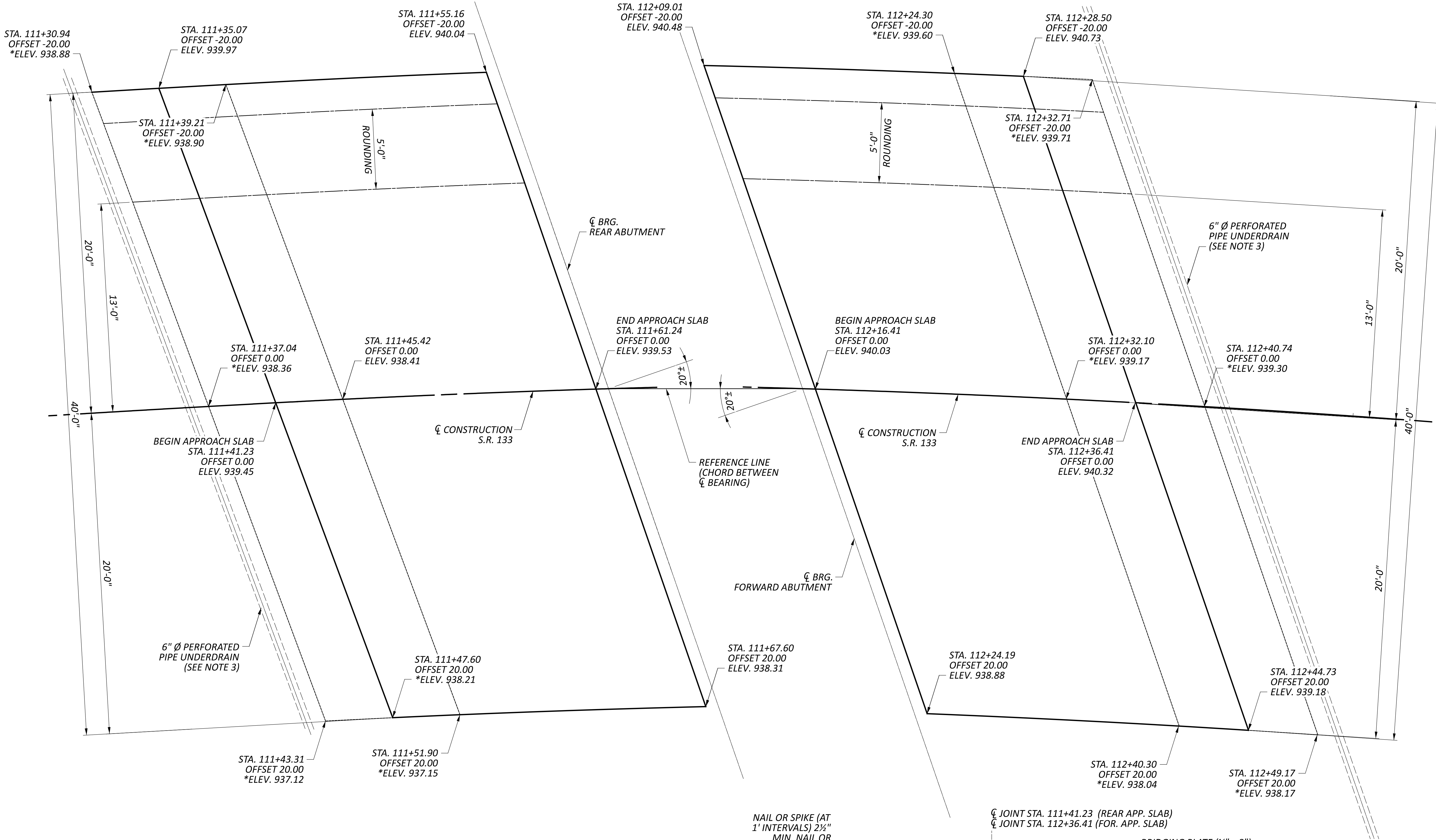
SHEET
28

TOTAL
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

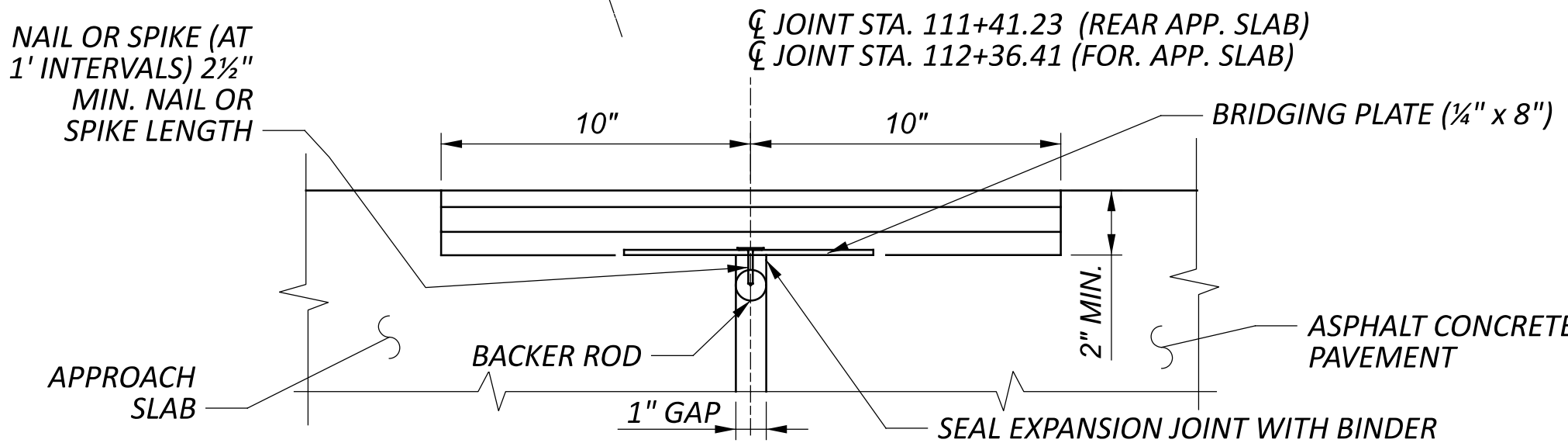


NOTES

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 PAYMENT.

LEGEND

* - SLEEPER SLAB ELEVATION



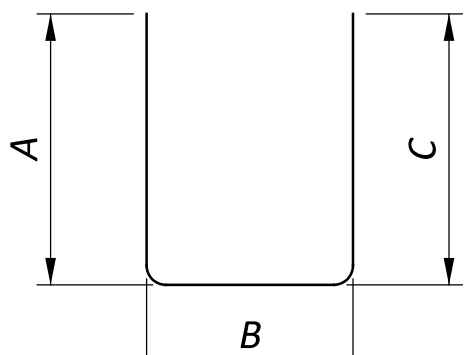
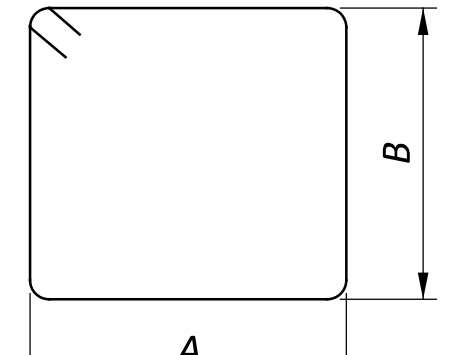
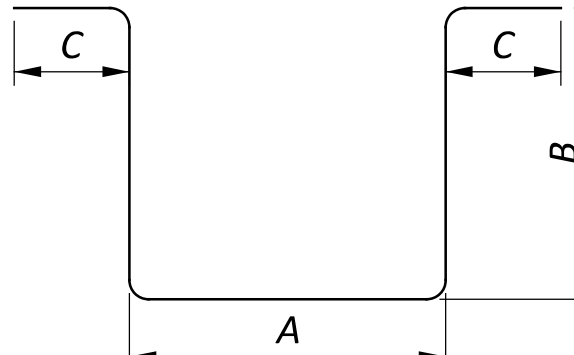
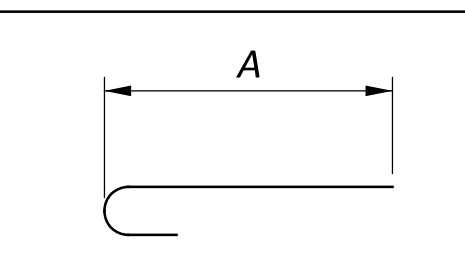
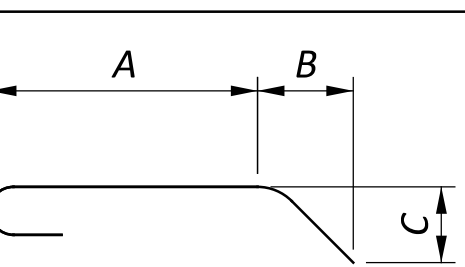
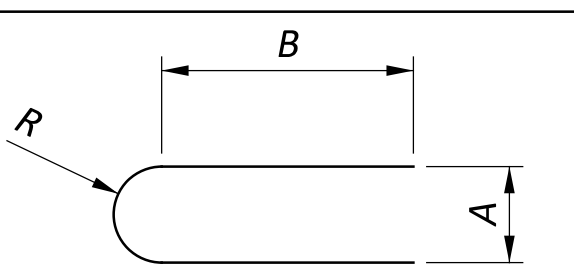
TYPICAL POLYMER MODIFIED ASPHALT EXPANSION JOINT

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.: CLI-133-0211
 OVER WHITAKERS RUN**

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

MARK	NUMBER			LENGTH	WEIGHT	TYPE	DIMENSIONS						
	PIER 1	PIER 2	TOTAL				A	B	C	D	E	R	INC
PIERS													
P401	2	2	4	7'-9"	21	3	1'-8"	2'-0"					
P402	13	13	26	8'-5"	146	3	2'-0"	2'-0"					
P501	36	36	72	11'-9"	882	6	2'-8"	4'-0"	0'-10"				
P502	2	2	4	10'-10"	45	6	1'-9"	4'-0"	0'-10"				
P503	2	2	4	5'-5"	23	2	0'-10"	4'-0"	0'-10"				
P504	6	6	12	10'-9"	135	24	2'-6"	3'-5"				1'-2 ½"	
P505	4	4	8	39'-3"	328	19	32'-8 ¼"	6'-6 ½"	0'-5"				
P1101	4	4	8	39'-3"	1668	19	32'-8 ¼"	6'-6 ½"	0'-5"				
			SUB-TOTAL		3,248								

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