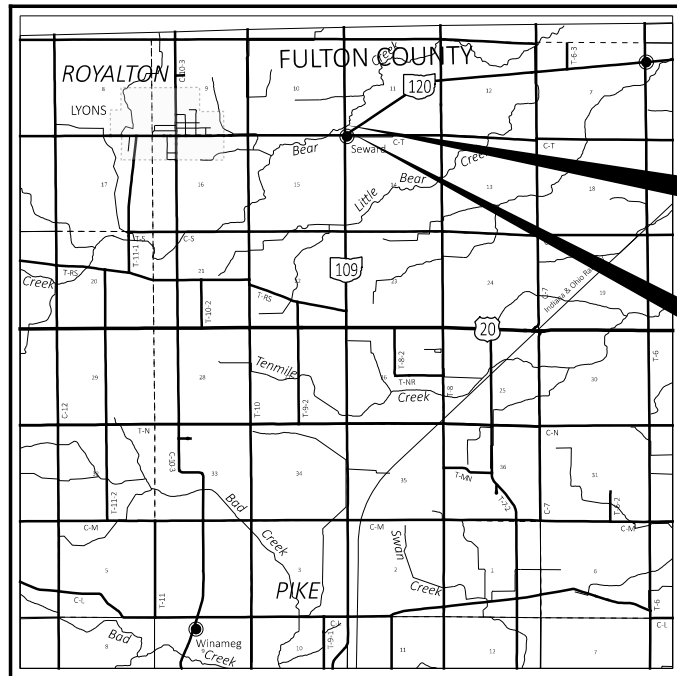


ROYALTON TOWNSHIP  
FULTON COUNTY



### LOCATION MAP

LATITUDE: 41°42'04" LONGITUDE: 84°02'13"



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

### DESIGN DESIGNATION

CURRENT ADT (2026) .....	3100
DESIGN YEAR ADT (2046) .....	3500
DESIGN HOURLY VOLUME (2046) .....	390
DIRECTIONAL DISTRIBUTION .....	0.52
TRUCKS (24 HOUR B&C) .....	19%
DESIGN SPEED .....	60 MPH
LEGAL SPEED .....	55 MPH
DESIGN FUNCTIONAL CLASSIFICATION:	
04 MINOR ARTERIAL (RURAL)	
NHS PROJECT .....	NO

## DESIGN EXCEPTIONS

NONE REQUIRED

## ADA DESIGN WAIVERS

NONE REQUIRED

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

PLAN PREPARED BY:  
OHIO DEPARTMENT OF TRANSPORTATION  
DISTRICT 2  
BOWLING GREEN, OHIO

**INDEX OF SHEETS:**

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FUL-109-1696	11-24
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[illegible]**FEDERAL PROJECT NUMBER**

E231058

## RAILROAD INVOLVEMENT

NONE

## PROJECT DESCRIPTION

THIS PROJECT CONSISTS OF REPLACING THE EXISTING  
STRUCTURE ON SR 109 OVER BEAR CREEK IN FULTON  
COUNTY; PERFORM NECESSARY RELATED WORK.


### ***EARTH DISTURBED AREAS***


PROJECT EARTH DISTURBED AREA:	0.61 ACRES
ESTIMATED CONTRACTOR EARTH DISTURBED AREA:	0.20 ACRES
NOTICE OF INTENT EARTH DISTURBED AREA:	N/A

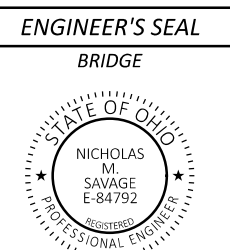
## 2023 SPECIFICATIONS

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


I HEREBY APPROVE THESE PLANS AND DECLARE THAT THE MAKING OF THIS IMPROVEMENT WILL NOT REQUIRE THE CLOSING TO TRAFFIC OF THE HIGHWAY EXCEPT AS NOTED ON SHEET 4, AND THAT PROVISIONS FOR THE MAINTENANCE AND SAFETY OF TRAFFIC WILL BE AS SET FORTH ON THE PLANS AND ESTIMATES.

  
Pat McColley, P.E., S.I.  
District 02 Deputy Director

  
Pamela Boratyn  
Director, Department of Transportation



TITLE SHEET

DESIGN AGENCY	
	
DESIGNER	
NMS	
REVIEWER	
DJG	05/11/25
PROJECT ID	
102931	
SHEET	TOTAL
P.1	29

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 90 CONSECUTIVE CALENDAR DAYS, WHEN THROUGH TRAFFIC MAY BE DETOURED PER THE OMUTCD. A DISINCENTIVE SHALL BE ASSESSED IN THE AMOUNT OF \$5,000 PER DAY FOR EACH CALENDAR DAY THE ROADWAY REMAINS CLOSED TO TRAFFIC BEYOND THE SPECIFIED LIMIT.

LENGTH AND DURATION OF LANE CLOSURES AND RESTRICTIONS SHALL BE AT THE APPROVAL OF THE ENGINEER. IT IS THE INTENT TO MINIMIZE THE IMPACT TO THE TRAVELING PUBLIC. LANE CLOSURES OR RESTRICTIONS OVER SEGMENTS OF THE PROJECT IN WHICH NO WORK IS ANTICIPATED WITHIN A REASONABLE TIME FRAME, AS DETERMINED BY THE ENGINEER, SHALL NOT BE PERMITTED. THE LEVEL OF UTILIZATION OF MAINTENANCE OF TRAFFIC DEVICES SHALL BE COMMENSURATE WITH THE WORK IN PROGRESS.

THE CONTRACTOR SHALL PROVIDE, ERECT AND MAINTAIN STANDARD 48 X 30 INCH ROAD CLOSED AHEAD SIGNS, SIGN SUPPORTS, BARRICADES AND LIGHTS, AS DETAILED IN TRAFFIC SCD MT-101.60 AT THE FOLLOWING LOCATIONS DURING PERIODS IN WHICH THE AFFECTED ROADS ARE CLOSED TO TRAFFIC. THE CONTRACTOR MUST PROVIDE THE ENGINEER A COPY OF THE APPROVED PERMIT FROM THE MICHIGAN DEPARTMENT OF TRANSPORTATION FOR TO PLACE DETOUR SIGNS.

SR 109 JUST NORTH AND SOUTH OF THE STRUCTURE.

DETOUR ROUTE AND SIGNING:

THE DETOUR ROUTE FOR THE SR 109 CLOSURE SHALL BE:

SR 109 NORTHBOUND: US 20 EASTBOUND TO US 23 NORTHBOUND TO US 223 WESTBOUND  
SR 109 SOUTHBOUND: US 223 EASTBOUND TO US 23 SOUTHBOUND TO US 20 WESTBOUND

THE CONTRACTOR WILL FURNISH, ERECT, MAINTAIN AND SUBSEQUENTLY REMOVE ALL REQUIRED DETOUR SIGNING AND SUPPORTS.

IN ADDITION TO THE OFFICIAL, SIGNED DETOUR ROUTE, A LOCAL ROUTE HAS BEEN DETERMINED TO BE THE SECONDARY, UNSIGNED DETOUR ROUTE OR "DESIGNATED LOCAL DETOUR ROUTE." THE ROUTE IS TR-U TO CR-8 TO SR-120. DURING THE TIME THAT TRAFFIC IS DETOURED, THE CONTRACTOR SHALL MAINTAIN THIS ROUTE IN A CONDITION WHICH IS REASONABLY SMOOTH AND FREE FROM HOLES, RUTS, RIDGES, BUMPS, DUST AND STANDING WATER. ONCE THE DETOUR IS REMOVED AND TRAFFIC RETURNED TO ITS NORMAL PATTERN, THE DESIGNATED LOCAL DETOUR ROUTE SHALL BE RESTORED TO A CONDITION THAT IS EQUIVALENT TO THAT WHICH EXISTED PRIOR TO ITS USE FOR THIS PURPOSE. ALL SUCH WORK SHALL BE PERFORMED WHEN AND AS DETERMINED BY THE ENGINEER.

NOTICE OF CLOSURE

THE FOLLOWING NOTICE OF CLOSURE SIGN (W20-H13) SHALL BE ERECTED BY THE CONTRACTOR PRIOR TO THE SCHEDULED ROAD CLOSURE IN ACCORDANCE WITH THE NOTICE OF CLOSURE TIME TABLE BELOW.

WILL BE  
CLOSED MM-DD  
FOR 90 DAYS  
INFO: (419) 373-4428

W20-H13-60

THE SIGNS SHALL BE ERECTED ON THE RIGHT-HAND SIDE OF THE ROAD 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.

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 CONTRACTOR SHALL PROVIDE, ERECT AND MAINTAIN STANDARD 48 X 30 INCH ROAD CLOSED AHEAD SIGNS, SIGN SUPPORTS, BARRICADES AND LIGHTS, AS DETAILED IN SCD MT-101.60 AT THE FOLLOWING LOCATIONS DURING PERIODS IN WHICH AFFECTED ROADS ARE CLOSED TO TRAFFIC.

THE CONTRACTOR SHALL PROVIDE, ERECT AND MAINTAIN SIGNS AND SIGN SUPPORTS, AS DETAILED IN THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, AND TYPE III BARRICADES OF THE TYPE AND LOCATION AS FOLLOWS:

R11-3: AT TR-U

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

DRIVEWAY & PROPERTY ACCESS

ACCESS TO ALL PROPERTIES MUST BE MAINTAINED AT ALL TIMES DURING CONSTRUCTION. DRIVEWAY ACCESS SHALL BE MAINTAINED BY USE OF EXISTING AND PROPOSED PAVEMENT, BERMS, OR SHOULDERS. THE CONTRACTOR SHALL PROVIDE RESIDENTS AND/OR BUSINESS WITH A MINIMUM TWENTY-FOUR (24) HOUR NOTICE WHEN ACCESS TO THEIR DRIVEWAYS WILL BE RESTRICTED/CHANGED DUE TO CONSTRUCTION.

ITEM 614, REPLACEMENT SIGN

FLATSHEET SIGNS FURNISHED BY THE CONTRACTOR IN ACCORDANCE WITH THE REQUIREMENTS OF THE PLANS, SPECIFICATIONS AND PROPOSAL WHICH BECOME DAMAGED BY TRAFFIC FOR REASONS BEYOND THE CONTROL OF THE CONTRACTOR SHALL BE REPLACED IN KIND WHEN ORDERED BY THE ENGINEER. REPLACEMENT SIGNS SHALL BE NEW. OTHER MATERIALS MAY BE IN USED, BUT GOOD, CONDITION SUBJECT TO APPROVAL BY THE ENGINEER.

PAYMENT FOR THE NEW SIGNS SHALL BE MADE AT THE CONTRACT PRICE PER SQUARE FOOT FOR ITEM 614, REPLACEMENT SIGN, AND SHALL INCLUDE THE COST OF REMOVING AND DISPOSING OF DAMAGED SIGNS, HARDWARE AND SUPPORTS, AND PROVIDING THE NECESSARY REPLACEMENT HARDWARE, SUPPORTS, ETC.

AN ESTIMATED QUANTITY OF 3 EACH HAS BEEN PROVIDED IN THE GENERAL SUMMARY.

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 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 SPECIAL HAULING PERMITS SECTION (HAULING.PERMITS@DOT.OHIO.GOV) AND THE DISTRICT PUBLIC INFORMATION OFFICE (PIO). 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 PERMITS & PIO
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 CONST. & 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.

ODOT NOTIFICATION CONTACT INFORMATION

THE ODOT PROJECT ENGINEER SHALL FORWARD THE CONSTRUCTION NOTIFICATION INFORMATION TO THE FOLLOWING DEPARTMENTS WITHIN THE TIMELINE OUTLINED IN TEM PART 642-58 TO ENSURE COMPLIANCE WITH FEDERAL NOTIFICATION REQUIREMENTS:

DISTRICT PUBLIC INFORMATION OFFICER (PIO) BY PHONE AT: (419) 373-4428 OR EMAIL AT: D02.pio@dot.ohio.gov

DISTRICT PERMIT SECTION BY PHONE AT: (419) 373-4301 OR EMAIL AT: D02.permits@dot.ohio.gov

PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN

THE CONTRACTOR SHALL FURNISH, INSTALL, MAINTAIN AND REMOVE, WHEN NO LONGER NEEDED, A CHANGEABLE MESSAGE SIGN. THE SIGN SHALL BE OF A TYPE SHOWN ON A LIST OF APPROVED PCMS UNITS AVAILABLE ON THE OFFICE OF MATERIALS MANAGEMENT WEB PAGE. THE LIST CONTAINS CLASS A AND B UNITS WITH MINIMUM LEGIBILITY DISTANCES OF 800 FEET AND 650 FEET, RESPECTIVELY.

EACH SIGN SHALL BE TRAILER-MOUNTED AND EQUIPPED WITH A FUNCTIONAL DIMMING MECHANISM, TO DIM THE SIGN DURING DARKNESS, AND A TAMPER AND VANDAL PROOF ENCLOSURE. EACH SIGN SHALL BE PROVIDED WITH APPROPRIATE TRAINING AND OPERATION INSTRUCTIONS TO ENABLE ON-SITE PERSONNEL TO OPERATE AND TROUBLESHOOT THE UNIT. THE SIGN SHALL ALSO BE CAPABLE OF BEING POWERED BY AN ELECTRICAL SERVICE DROP FROM A LOCAL UTILITY COMPANY. THE PCMS SHALL BE DELINEATED IN ACCORDANCE WITH C&MS 614.03.

PLACEMENT, OPERATION, MAINTENANCE AND ALL ACTIVATION OF THE SIGNS BY THE CONTRACTOR SHALL BE AS DIRECTED BY THE ENGINEER. THE PCMS SHALL BE LOCATED IN A HIGHLY VISIBLE POSITION YET PROTECTED FROM TRAFFIC. THE CONTRACTOR SHALL, AT THE DIRECTION OF THE ENGINEER, RELOCATE THE PCMS TO IMPROVE VISIBILITY OR ACCOMMODATE CHANGED CONDITIONS. WHEN NOT IN USE, THE PCMS SHALL BE TURNED OFF. ADDITIONALLY, WHEN NOT IN USE FOR EXTENDED PERIODS OF TIME, THE PCMS SHALL BE TURNED AWAY FROM ALL TRAFFIC.

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

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

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

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

THE CONTRACTOR SHALL BE RESPONSIBLE FOR 24-HOUR-PER-DAY OPERATION AND MAINTENANCE OF THESE SIGNS ON THE PROJECT FOR THE DURATION OF THE PHASES WHEN THE PLAN REQUIRES THEIR USE. PAYMENT FOR THE ABOVE DESCRIBED ITEM SHALL BE AT THE CONTRACT UNIT PRICE. PAYMENT SHALL INCLUDE ALL LABOR, MATERIALS, EQUIPMENT, FUELS, LUBRICATING OILS, SOFTWARE, HARDWARE AND INCIDENTALS TO PERFORM THE ABOVE DESCRIBED WORK.

THE CONTRACTOR WILL PLACE 2 PCMS 2 WEEKS PRIOR TO CLOSURE, IMMEDIATELY NORTH AND SOUTH OF THE STRUCTURE. DURING CONSTRUCTION, ONE PCMS SHALL BE PLACED ON M-52 JUST SOUTH OF THE US-223 INTERSECTION AND THE SECOND PCMS PLACED ON SR 109 APPROXIMATELY 1 MILE SOUTH OF US-20. ESTIMATED DURATION IS FOR 2 PCMS FOR 3 MONTHS EACH.

DESIGN AGENCY

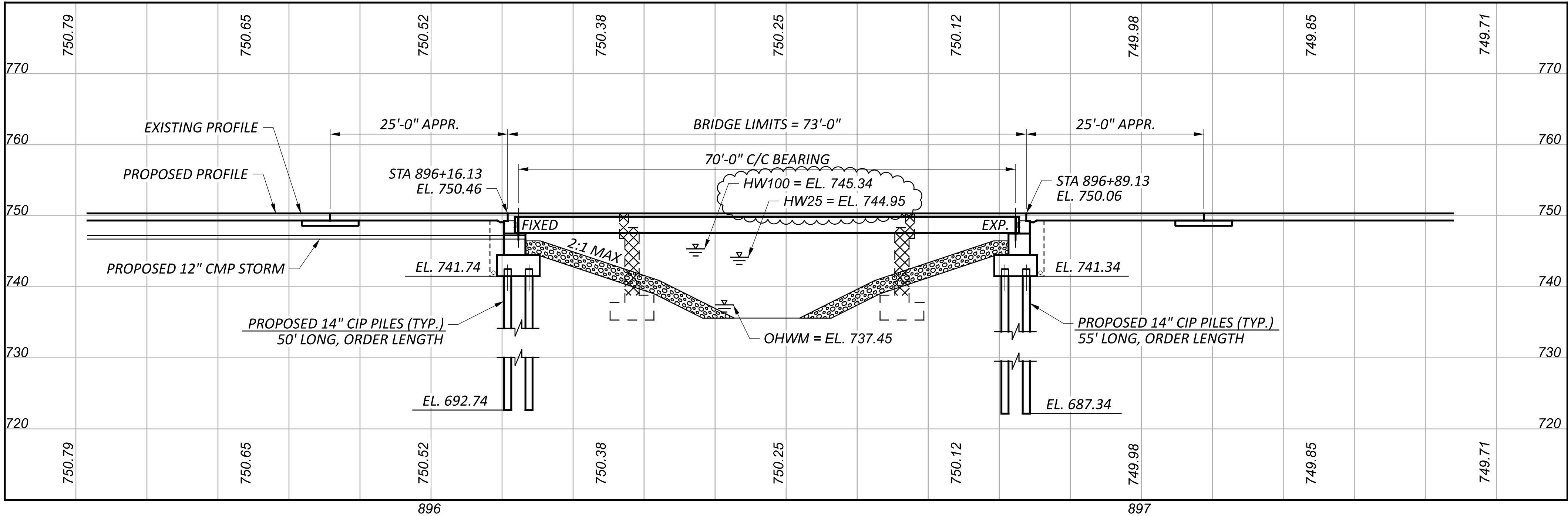
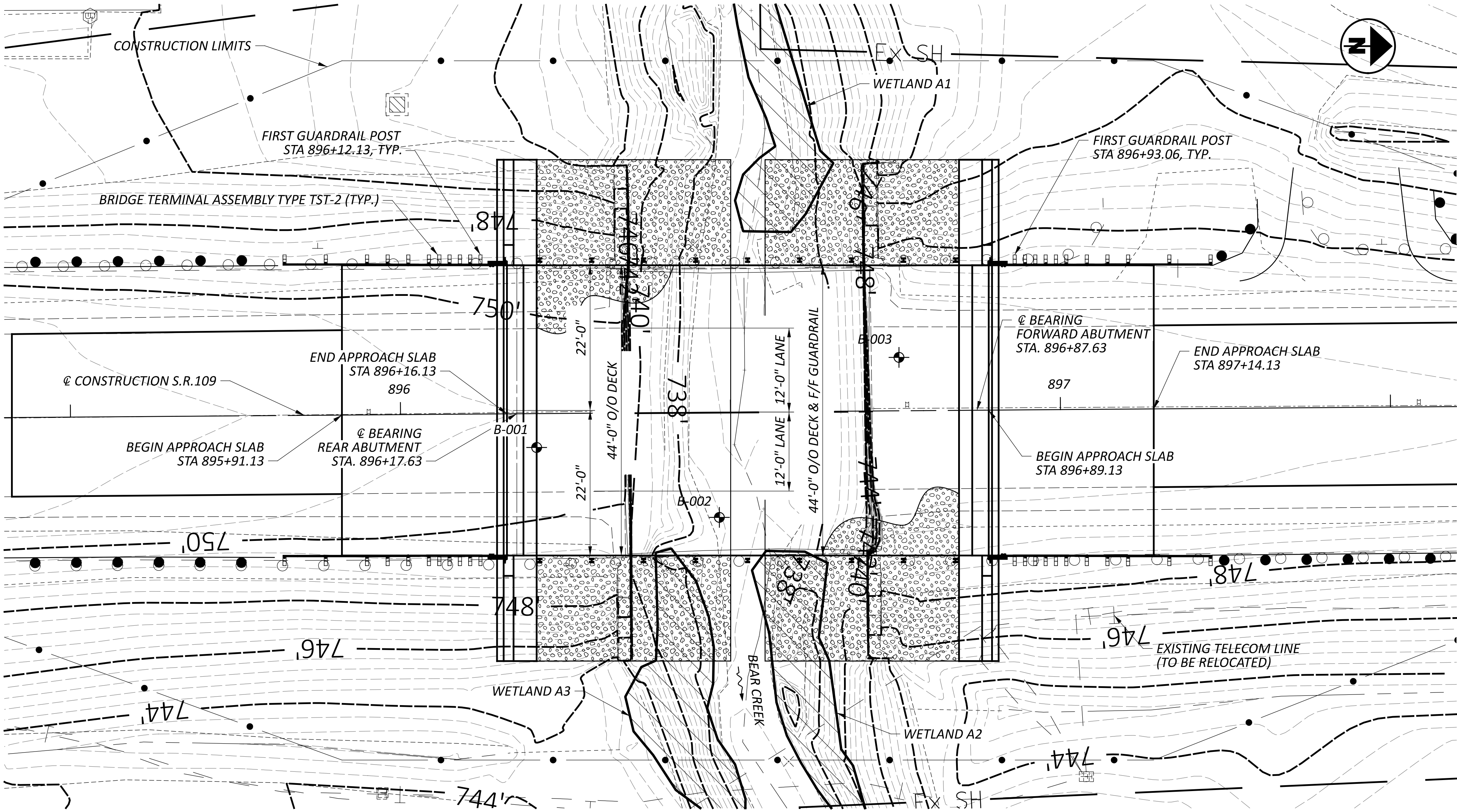


DESIGNER  
NMS

REVIEWER  
DJG 05/11/25

PROJECT ID  
102931

SHEET TOTAL  
P.4 29



BENCHMARK DATA

BM #1 STA. 893+49.96 ELEV. 755.49 OFFSET 156.233 RT  
BENCH SPIKE IN WEST FACE OF PP SOUTH OF SE OF BRIDGE  
BM #2 STA. 893+68.19 ELEV. 754.720 OFFSET 43.801 LT  
BENCH SPIKE IN EAST FACE OF PP SOUTH OF SW OF BRIDGE

NOTES

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

DESIGN TRAFFIC:

2026 ADT = 3100 2026 ADTT = 590  
2046 ADT = 3500 2046 ADTT = 665  
DIRECTIONAL DISTRIBUTION = 52%

LEGEND

PROJECT BORING LOCATION  
CHANNEL EXCAVATION

HYDRAULIC DATA

DRAINAGE AREA = 16.4 SQ. MILES  
Q (25) = 1080 CFS V (25) = 4.98 FT/S  
Q (100) = 1400 CFS V (100) = 6.15 FT/S  
STRUCTURE CLEARS THE 25 YEAR  
DESIGN HW BY 1.89 FEET.

EXISTING STRUCTURE

TYPE: REINFORCED CONCRETE TEE BEAMS ON REINFORCED CONCRETE WALL ABUTMENTS

SPANS: 36'-0"  
ROADWAY: 44'-0" F/F SAFETY CURB  
LOADING: H15 LOADING  
SKEW: NONE  
WEARING SURFACE: BITUMINOUS  
APPROACH SLABS: NONE  
ALIGNMENT: TANGENT  
CROWN: 3/16 FT/FT  
STRUCTURE FILE NUMBER: 2601567  
DATE BUILT: 1932  
DISPOSITION: FAIR

PROPOSED STRUCTURE

TYPE: PRESTRESSED CONCRETE BOX BEAMS WITH REINFORCED CONCRETE COMPOSITE DECK, SUPPORTED ON REINFORCED CONCRETE CAPPED PILE ABUTMENTS

SPANS: 70'-0" C/C BEARING  
ROADWAY: 44'-0" F/F GUARDRAIL  
LOADING: HL93 AND 60 PSF FUTURE WEARING SURFACE  
SKEW: NONE  
WEARING SURFACE: MONOLITHIC CONCRETE  
APPROACH SLABS: 25'-0" LONG (AS-1-15, AS-2-15)  
ALIGNMENT: TANGENT  
CROWN: 3/16" FT/FT  
DECK AREA: 3212 SF

COORDINATES: LATITUDE N 41° 42' 04.31"  
LONGITUDE W 84° 02' 13.12"



SITE PLAN  
BRIDGE NO. FUL-109-16.98  
OVER BEAR CREEK

SFN	
2601567	
DESIGN AGENCY	
DESIGNER	CHECKER
NMS	DJG
REVIEWER	
05/11/25	
PROJECT ID	
102931	
SUBSET	TOTAL
1	14
SHEET	TOTAL
P.11	29

	523	20000	1	EA	DYNAMIC LOAD TESTING
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