PRECONSTRUCTION PEDESTRIAN FACILITY LAYOUT INSPECTION

THE PROPOSED LAYOUT OF THE PEDESTRIAN FACILITIES INCLUDED IN THESE PLANS IS TO BE FIELD REVIEWED AND VERIFIED FOR COMPLIANCE WITH THE PLANS AND APPROPRIATE STANDARDS PRIOR TO PERFORMING ANY ASSOCIATED REMOVAL OR CONSTRUCTION. THIS MEETING IS INTENDED TO REVIEW PROPOSED WORK AS LAID OUT BY THE CONTRACTOR PRIOR TO THE MEETING; THIS MEETING IS NOT INTENDED TO LAYOUT ALL LOCATIONS IN CONJUNCTION WITH THE CONTRACTOR. THE CONTRACTOR SHOULD ADHERE TO THE PROJECT PLANS ON INITIAL LAYOUT PRIOR TO THIS MEETING, DETERMINE IF THERE ARE QUESTIONS, CONCERNS, OR CONTRACTOR-PROPOSED MODIFICATIONS TO THE DESIGN AT EACH LOCATION, AND BE PREPARED TO DISCUSS ANY SUCH LOCATIONS.

THE MEETING PARTICIPANTS WILL REVIEW EACH LOCATION AS REQUESTED BY THE CONTRACTOR, ADHERING TO THE ABOVE DETAILS. ADDITIONAL LOCATIONS WILL BE VERIFIED BY DISTRICT PERSONNEL FOR ADHERENCE TO THE PLANS AND SPECIFICATIONS.

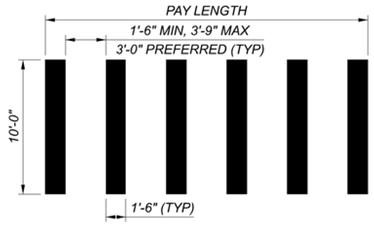
COORDINATE WITH THE PROJECT ENGINEER TO SCHEDULE THE MEETING WITH ALL APPROPRIATE STAKEHOLDERS IN ORDER TO PROVIDE A MINIMUM OF 14 CALENDAR DAY NOTICE TO ALL MEETING ATTENDEES. THE REQUIRED STAKEHOLDERS ARE THE DISTRICT ADA ENGINEER, DISTRICT ADA COORDINATOR, MUNICIPAL REPRESENTATIVE (IF APPLICABLE), PROJECT ENGINEER, AND CONTRACTOR REPRESENTATIVE. THE ENGINEER OF RECORD, ODOT PROJECT MANAGER, ODOT DESIGNERS, AND CONSTRUCTION AREA ENGINEER SHOULD BE INVITED AS OPTIONAL ATTENDEES.

ALL MATERIAL, EQUIPMENT, LABOR, AND INCIDENTALS NEEDED TO COMPLETE THIS MEETING ARE TO BE INCLUDED IN THE CONTRACT BID PRICE FOR THE APPROPRIATE PEDESTRIAN FACILITY ASSOCIATED WITH THIS WORK.

ITEM 646 – PAVEMENT MARKING, MISC.: CROSSWALK LINE, 18", AS PER PLAN

INSTALL CROSSWALK LINE, AS PER PLAN ACCORDING TO OMUTCD 3B.18, SPECIFICALLY 3B.18.05, AND 3B.18.15. ORIENT THE MARKINGS PARALLEL WITH THE CENTERLINE OF THE ROADWAY. PLACE THE MARKINGS IN ORDER TO AVOID OTHER PAVEMENT MARKINGS AND WHEEL PATHS, WHERE PRACTICAL. VARY THE SPACING AS SHOWN BELOW AS NEEDED TO MEET THESE REQUIREMENTS, MAINTAINING IDENTICAL SPACING BETWEEN INDIVIDUAL BARS FOR EACH MARKING. ENSURE THE FULL WIDTH OF THE ROADWAY, LABELED AS THE PAY LENGTH IN THE BELOW DETAIL, IS UTILIZED IN THE PLACEMENT OF THE MARKINGS. ADD OR REMOVE THE NUMBER OF BARS, UTILIZING THE BELOW WIDTH AND SPACING REQUIREMENTS, AS NEEDED TO PROVIDE FULL ROADWAY COVERAGE.

SEE PLAN DETAILS, PAVEMENT MARKING SUBSUMMARY, AND THE GENERAL SUMMARY FOR LOCATIONS, MATERIAL TYPES, AND OTHER DETAILS NOT SHOWN HERE.



ROADWAY & PAVEMENT DATA TABLES

PAVEMENT MARKINGS

COUNTY	ROUTE	LOCATION	SECTION LENGTH	646		
				PAVEMENT MARKING MISC.: CROSSWALK LINE, 18", AS PER PLAN (PIANO KEYS)	CENTER LINE (SOLID LINE EQUIVILANT)	CENTER LINE (TOTAL PAY QUANTITY)
			FT	FT	MILE	MILE
ASD	SP 58	REAR APPROACH	25	24	0.01	0.01
ASD	SP 58	APP. SLABS AND BRIDGE DECK	175		0.07	0.04
ASD	SP 58	FWD APPROACH	25		0.01	0.01
GRAND TOTALS CARRIED TO GENERAL SUMMARY				**24**		**0.06**

PAVEMENT & SHOULDER DATA

COUNTY	ROUTE	LOCATION	SECTION LENGTH	MIN SEGMENT WIDTH	MAX SEGMENT WIDTH	AVERAGE PAVEMENT WIDTHS	PAVEMENT AREA	254	407	442
								PAVEMENT PLANING, ASPHALT CONCRETE (1.50")	TACK COAT (0.09 GAL/SY)	ASPHALT CONCRETE SURFACE COURSE, 9.5 MM, TYPE A (449), AS PER PLAN
										1.50 IN
			FT	FT	FT	FT	SY	SY	GAL	CY
ASD	SP 58	REAR APPROACH	25.00	24.00	24.00	24.00	68.33	68.33	6.15	2.85
ASD	SP 58	SUSPEND AND RESUME PAVING AT STRUCTURE ASD-58SP-0151								
ASD	SP 58	FWD APPROACH	25.00	24.00	47.00	35.50	98.61	98.61	8.88	4.11
TOTALS CARRIED TO GENERAL SUMMARY								**167**	**16**	**7**

STRUCTURES

STANDARD DRAWINGS AND SUPPLEMENTAL SPECIFICATIONS

REFER TO THE FOLLOWING SUPPLEMENTAL SPECIFICATION(S):

SUPPLEMENTAL SPECIFICATION	DATED
800	07-18-2025
832	07-18-2025
839	07-16-2021
847	07-19-2024
939	01-17-2020

DESIGN SPECIFICATIONS

THESE STRUCTURES CONFORM TO THE 10TH EDITION OF THE "LRFD BRIDGE DESIGN SPECIFICATIONS" ADOPTED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS, 2020 AND THE ODOT BRIDGE DESIGN MANUAL, 2020.

DESIGN LOADING

N/A

EXISTING STRUCTURE VERIFICATION

DETAILS AND DIMENSIONS SHOWN ON THESE PLANS PERTAINING TO THE EXISTING STRUCTURES HAVE BEEN OBTAINED FROM PLANS OF THE EXISTING STRUCTURES 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. THE CONTRACTOR IS REFERRED TO C&MS 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 THAT HAVE BEEN VERIFIED IN THE FIELD.

ITEM 202 – REMOVAL, MISC.: COMPRESSION SEAL

THIS WORK SHALL CONSIST OF REMOVING THE EXISTING ELASTOMERIC COMPRESSION SEAL AND PREPARING THE ADJACENT STEEL SURFACES FOR INSTALLATION OF THE REPLACEMENT SEAL PER MANUFACTURER INSTRUCTIONS. ALL LABOR, EQUIPMENT, AND MATERIALS REQUIRED TO PERFORM THIS WORK SHALL BE PAID FOR AT THE CONTRACT PRICE PER LINEAR FOOT FOR ITEM 202 – REMOVAL, MISC.: COMPRESSION SEAL.

ITEM 847 – EXISTING CONCRETE OVERLAY REMOVED, AS PER PLAN (MSC, 1.25" NOMINAL THICKNESS)

THE 2010 MSC OVERLAY INCLUDED A QUANTITY OF VARIABLE THICKNESS OVERLAY MATERIAL. REMOVE, BY HAND CHIPPING, ANY DEBONDED, UNSOUND, VARIABLE THICKNESS EXISTING RIGID CONCRETE OVERLAY. THIS WORK, INCLUDING ALL LABOR, MATERIALS, EQUIPMENT, AND INCIDENTALS NEEDED TO COMPLETE THE WORK AS DIRECTED BY THE ENGINEER, SHALL BE PAID FOR UNDER ITEM 847 – HAND CHIPPING.

ITEM 516 – ELASTOMERIC COMPRESSION SEAL, AS PER PLAN

THE JOINT OPENING DIMENSION GIVEN IN THE PLAN DETAILS IS BASED ON FIELD OBSERVATION. THE CONTRACTOR SHALL BE RESPONSIBLE TO FIELD VERIFY THE SIZE OF THE EXISTING COMPRESSION SEAL AND DETERMINE AND INSTALL THE APPROPRIATE WIDTH SEAL FOR EXISTING BRIDGE DIMENSIONS. ALL LABOR, EQUIPMENT, AND MATERIALS REQUIRED TO PERFORM THIS WORK SHALL BE PAID FOR AT THE CONTRACT PRICE PER LINEAR FOOT FOR ITEM 516 – ELASTOMERIC COMPRESSION SEAL, AS PER PLAN.

ITEM SPECIAL - SAWING AND SEALING CONCRETE JOINTS

THIS WORK SHALL CONSIST OF CUTTING AND SEALING TRANSVERSE JOINTS IN THE CONCRETE OVERLAY OF BRIDGES AND APPROACH SLABS. CONCRETE JOINTS SHALL BE CONSTRUCTED DIRECTLY OVER, AND IN LINE WITH, THE EXISTING UNDERLYING TRANSVERSE JOINTS.

THE JOINT SEALANT SHALL MEET THE REQUIREMENTS OF C&MS 705.04, AND ITEM 516 - JOINT SEALER.

GENERAL:
TRAFFIC SHALL NOT BE ALLOWED ON THE JOINT CUT PRIOR TO SEALING.

CUTTING OF TRANSVERSE JOINTS:
THE CONTRACTOR SHALL SAW OR ROUT TRANSVERSE JOINTS TO THE DIMENSIONS SHOWN IN THE DETAILS IN THE PLANS. THE CUT JOINTS SHALL LIE DIRECTLY ABOVE EACH TRANSVERSE JOINT. JOINTS SHALL EXTEND FROM TOE TO TOE OF CURB.

CLEANING JOINTS:
DRY SAWED JOINTS SHALL BE THOROUGHLY CLEANED WITH A SUFFICIENT AMOUNT OF COMPRESSED AIR TO REMOVE ANY DIRT, DUST, OR DELETERIOUS MATTER. WET SAWED JOINTS SHALL BE WASHED CLEAN OF ALL CUTTINGS BY FLUSHING WITH A JET OF WATER AND WITH OTHER TOOLS AS NECESSARY. AFTER FLUSHING, THE JOINT SHALL BE BLOWN OUT WITH COMPRESSED AIR. WHEN THE SURFACES ARE THOROUGHLY CLEAN AND DRY, AND JUST PRIOR TO PLACING THE JOINT SEALER, COMPRESSED AIR HAVING A PRESSURE OF AT LEAST 90 P.S.I. SHALL BE USED TO BLOW OUT THE JOINT AND REMOVE ALL TRACES OF DUST. IN THE EVENT FRESHLY CUT JOINTS BECOME CONTAMINATED BEFORE THEY ARE SEALED, THEY SHALL BE RECLEANED OF ALL FOREIGN MATERIAL BY HIGH PRESSURE WATER JET.

SEALING JOINTS:
THE JOINT SHALL BE THOROUGHLY DRY WHEN THE SEALANT IS PLACED. AFTER CLEANING AND DRYING, A BOND-BREAKER MATERIAL SHALL BE APPLIED TO THE BOTTOM OF THE GROOVE.

HOT-POURED JOINT SEALANT MATERIAL SHALL BE HEATED IN A KETTLE OR MELTER CONSTRUCTED AS A DOUBLE BOILER, WITH THE SPACE BETWEEN THE INNER AND OUTER SHELLS FILLED WITH OIL OR OTHER HEAT TRANSFER MEDIUM. POSITIVE TEMPERATURE CONTROL AND MECHANICAL AGITATION SHALL BE PROVIDED. HEATING MUST BE IN STRICT ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATION. JOINT SEALER MATERIAL SHALL NEVER BE KEPT HEATED AT THE POURING TEMPERATURE FOR MORE THAN FOUR (4) HOURS AND SHALL NEVER BE REHEATED.SEALER LEFT IN THE APPLICATOR AT THE END OF A DAY'S WORK SHALL NOT BE USED.

HOT-POURED SEALANT SHALL BE APPLIED IMMEDIATELY THROUGH A NOZZLE, WHICH MUST PROJECT INTO THE SAWED JOINT, FILLING FROM THE BOTTOM UP.THE SEALANT SHALL COMPLETELY FILL THE JOINT IN SUCH A MANNER THAT, AFTER COOLING, THE LEVEL OF THE SEALANT WILL NOT BE HIGHER THAN 1/8" BELOW THE PAVEMENT SURFACE. ANY DEPRESSION IN THE COOLED SEAL GREATER THAN 3/16" SHALL BE BROUGHT UP TO THE SPECIFIED LIMIT BY FURTHER ADDITION OF HOT-POURED SEALANT. CARE SHALL BE TAKEN IN THE SEALING OF THE JOINTS SO THAT THE FINAL APPEARANCE WILL PRESENT A NEAT FINE LINE.

THE COLD APPLIED SEALANT MATERIALS SHALL BE INSTALLED AS PER MANUFACTURERS' RECOMMENDATIONS, EXCEPT AS MODIFIED BY THESE PLANS. THE SEALANT SHALL BE INSTALLED WHEN THE AMBIENT TEMPERATURE IS 40 DEGREES F OR HIGHER. TRAFFIC SHALL NOT BE ALLOWED ON THE JOINT FOR ONE HOUR AFTER APPLICATION OF THE SEALANT.

METHOD OF MEASUREMENT:
THE QUANTITY TO BE PAID FOR UNDER THIS ITEM WILL BE THE NUMBER OF LINEAR FEET OF JOINTS SAWED AND SEALED AS PER THE ABOVE REQUIREMENTS.

BASIS OF PAVEMENT:
THE UNIT PRICE PER LINEAR FOOT FOR ITEM SPECIAL-SAWING AND SEALING CONCRETE JOINTS SHALL INCLUDE THE COST OF ALL LABOR, MATERIALS, AND EQUIPMENT NECESSARY TO COMPLETE THE WORK, INCLUDING THE FURNISHING AND PLACING OF THE JOINT SEALER MATERIAL.

GENERAL NOTES

DESIGN AGENCY
DISTRICT 3
BRIDGE ENGINEERING
DESIGNER JNC
REVIEWER KAK 10-21-25
PROJECT ID 120105
SHEET 4 TOTAL 11

ASD-MOHICAN STATE PARK-FY2026

SHEET NUMBER							PART.	ITEM	ITEM	GRAND	UNIT	DESCRIPTION	SEE SHEET NO.
3	4	5	8	9	10		01/NFP		EXT	TOTAL			
												ROADWAY	
			4				4	202	23000	4	SY	PAVEMENT REMOVED	
			117				117	202	30000	117	SF	WALK REMOVED	
			4				4	203	20000	4	CY	EMBANKMENT	4
			377				377	608	52000	377	SF	CURB RAMP	
			11				11	609	24000	11	FT	CURB, TYPE 4-A	
												EROSION CONTROL	
2							2	659	00300	2	CY	TOPSOIL	
16							16	659	10000	16	SY	SEEDING AND MULCHING	
1							1	659	14000	1	SY	REPAIR SEEDING AND MULCHING	
1							1	659	15000	1	SY	INTER-SEEDING	
0.01							0.01	659	20000	0.01	TON	COMMERCIAL FERTILIZER	
0.01							0.01	659	31000	0.01	ACRE	LIME	
0.1							0.1	659	35000	0.1	MGAL	WATER	
							2,000	832	30000	2,000	EACH	EROSION CONTROL	
												DRAINAGE	
				66			66	202	98200	66	FT	REMOVAL MISC.: TRENCH DRAIN	3
				97			97	SPECIAL	20270110	97	FT	PIPE CLEANOUT, 24" AND UNDER	3
				3			3	611	04600	3	FT	12" CONDUIT, TYPE C	
				1			1	611	98504	1	EACH	CATCH BASIN, NO. 2-2C	
				66			66	839	29100	66	FT	TRENCH DRAIN, TYPE A WITH PEDESTRIAN GRATE	
												PAVEMENT	
	167						167	254	01000	167	SY	PAVEMENT PLANING, ASPHALT CONCRETE (1.50")	
	16						16	407	10000	16	GAL	TACK COAT	
	7						7	442	22001	7	CY	ASPHALT CONCRETE SURFACE COURSE, 9.5 MM, TYPE A (449), AS PER PLAN (1.50")	3
												TRAFFIC CONTROL	
	0.06						0.06	646	10200	0.06	MILE	CENTER LINE	
	24						24	646	90000	24	FT	PAVEMENT MARKING, MISC.: CROSSWALK LINE, 18", AS PER PLAN	4
												STRUCTURE OVER 20 FOOT SPAN (SFN: 0326941)	
					53		53	202	98200	53	FT	REMOVAL MISC.: COMPRESSION SEAL	4
					53		53	516	10901	53	FT	ELASTOMERIC COMPRESSION SEAL, AS PER PLAN	4
					48		48	SPECIAL	51631250	48	FT	SAWING AND SEALING CONCRETE JOINTS	4
					460		460	847	10200	460	SY	SUPERPLASTICIZED DENSE CONCRETE OVERLAY, 1.50" THICK	
					14		14	847	20200	14	CY	SUPERPLASTICIZED DENSE CONCRETE OVERLAY (VARIABLE THICKNESS), MATERIAL ONLY	
					LS		LS	847	30000	LS		TEST SLAB	
					2		2	847	30200	2	CY	FULL DEPTH REPAIR	
					373		373	847	30401	373	SY	EXISTING CONCRETE OVERLAY REMOVED, AS PER PLAN (MSC, 1.25" NOMINAL THICKNESS)	4
					240		240	847	50000	240	SY	HAND CHIPPING	
												MAINTENANCE OF TRAFFIC	
		LS					LS	614	12420	LS		DETOUR SIGNING	
												INCIDENTALS	
							LS	614	11000	LS		MAINTAINING TRAFFIC	
							3	619	16010	3	MNTH	FIELD OFFICE, TYPE B	
							LS	623	10000	LS		CONSTRUCTION LAYOUT STAKES AND SURVEYING	
							LS	624	10000	LS		MOBILIZATION	

GENERAL SUMMARY

DESIGN AGENCY
DISTRICT 3
BRIDGE ENGINEERING

DESIGNER
JNC

REVIEWER
KAK 10-21-25

PROJECT ID
120105

SHEET 7 TOTAL 11

ASD-58SP-FY2026

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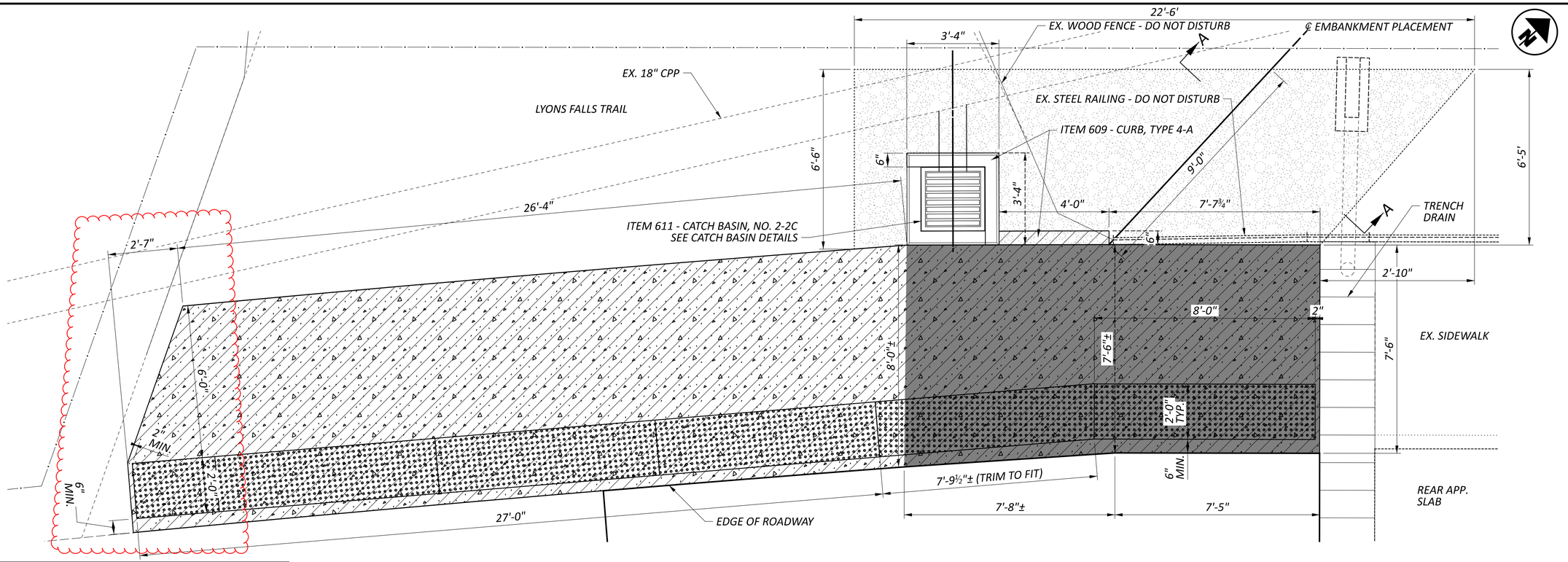


CR1 - SOUTHWEST CURB RAMP DETAIL

LEGEND

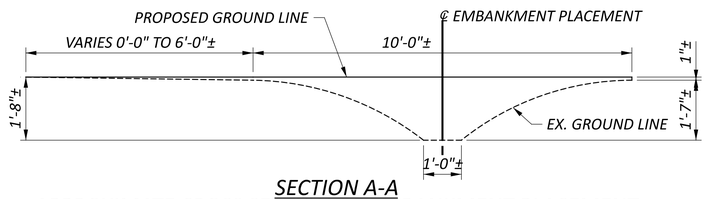
- PROPOSED EMBANKMENT
- DETECTABLE WARNING PAD (4'0" WIDTH UNLESS SPECIFIED OTHERWISE)
- REMOVAL AREAS (WALK OR CURB)
- PROPOSED CURB RAMP QUANTITY
- PROPOSED 4" WALK QUANTITY
- DESIGNATED LANDING PAD AREA

RAMP = AREA OF RUNNING SLOPE

THE NOMENCLATURE OF LANDING PAD AND RAMP ARE USED FOR RUNNING AND CROSS SLOPE COMPLIANCE WITH SCD BP-7.1.

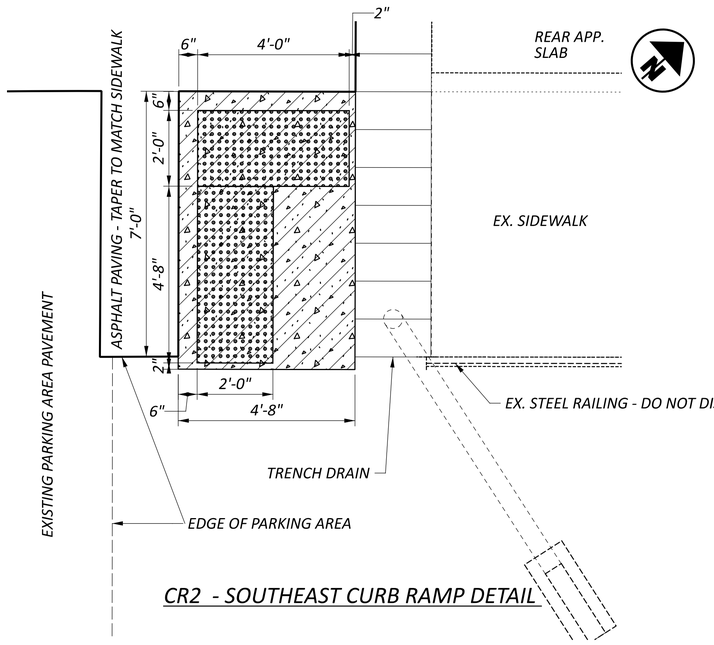
ALL DIMENSIONS ARE APPROXIMATE AND SHOULD BE FIELD VERIFIED BASED ON OBSERVED CONDITIONS.

PAVEMENT MARKINGS, IF SHOWN, ARE FOR PHYSICAL REPRESENTATION ONLY. ALL PAVEMENT MARKINGS, UNLESS NOTED OTHERWISE, ARE TO BE AS DETAILED IN THE PAVEMENT MARKING SUBSUMMARY.



SECTION A-A
APPROXIMATE CROSS SECTION OF EMBANKMENT PLACEMENT

CURB RAMP SUBSUMMARY					
LOCATION	202 PAVEMENT REMOVED	202 WALK REMOVED	203 EMBANKMENT	608 CURB RAMP	609 CURB, TYPE 4-A
	SY	SF	CY	SF	SF
SOUTHWEST (CR1)		117	4	344	11
SOUTHEAST (CR2)	4			33	
TOTAL CARRIED TO GENERAL SUMMARY	**4**	**117**	**4**	**377**	**11**



CR2 - SOUTHEAST CURB RAMP DETAIL

CURB RAMP DETAILS

ASD-MOHICAN STATE PARK-FY2026

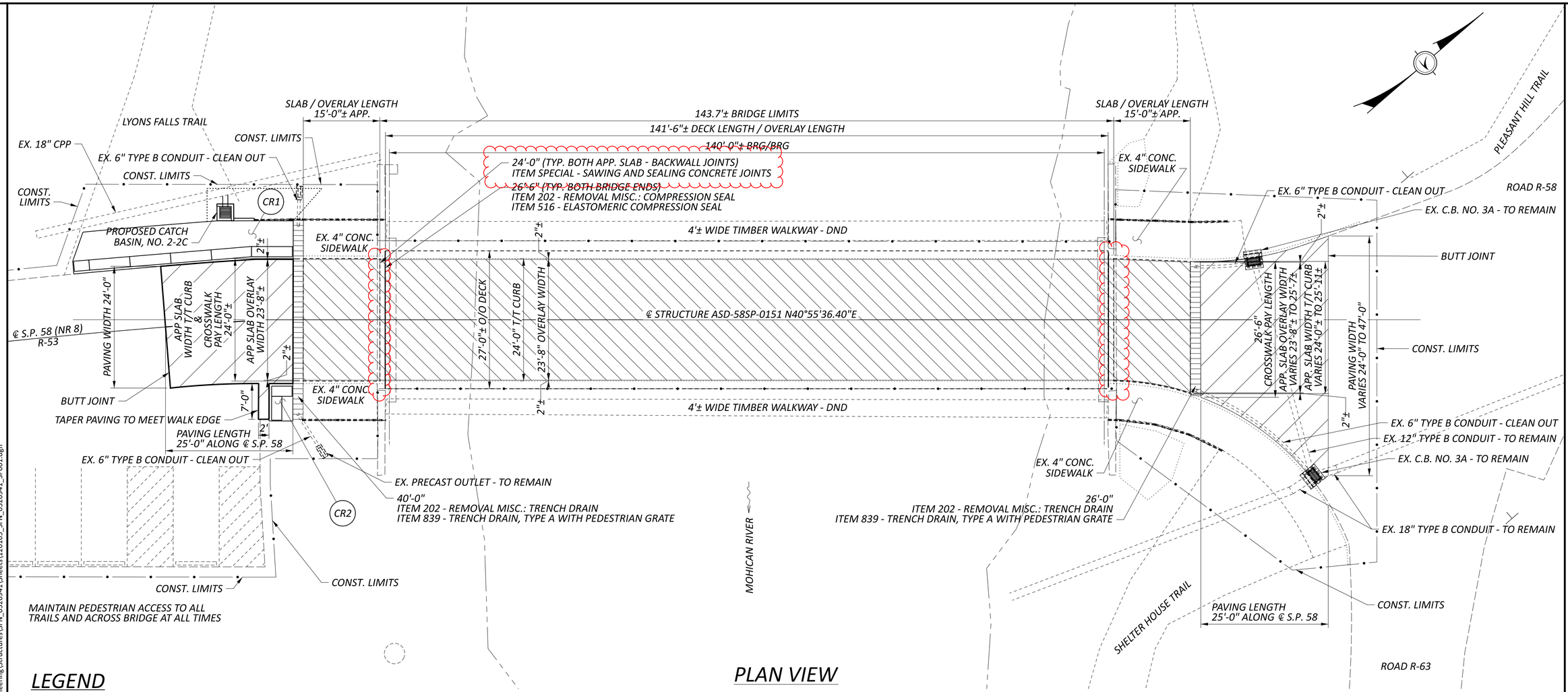
DESIGN AGENCY
DISTRICT 3
BRIDGE ENGINEERING

DESIGNER
JNC

REVIEWER
KAK 10-21-25

PROJECT ID
120105

SHEET 8 TOTAL 11



PLAN VIEW

LEGEND

- ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE (1.00")
  ITEM 407 - TACK COAT (0.09 GAL/SY)
  ITEM 442 - ASPHALT CONCRETE SURFACE COURSE, 9.5 MM, TYPE A (449) (1.00")

- ITEM 847 - EXISTING CONCRETE OVERLAY REMOVED, AS PER PLAN (MSC, 1.25" NOMINAL THICKNESS)
  ITEM 847 - SUPERPLASTICIZED DENSE CONCRETE OVERLAY, 1.50" THICK
  ITEM 847 - SUPERPLASTICIZED DENSE CONCRETE OVERLAY (VARIABLE THICKNESS), MATERIAL ONLY
  ITEM 847 - TEST SLAB
  ITEM 847 - FULL DEPTH REPAIR, AS PER PLAN (AS DIRECTED BY THE ENGINEER)
  ITEM 847 - HAND CHIPPING

CRX - SEE CURB RAMP DETAILS (SHEET 8 OF 11)

ASD-58SP-0151 STRUCTURE SUBSUMMARY

ITEM	DESCRIPTION	UNIT	QUANTITY
202E98200	REMOVAL MISC.: COMPRESSION SEAL	FT	53
516E10901	ELASTOMERIC COMPRESSION SEAL, AS PER PLAN	FT	53
516E31250	SAWING AND SEALING CONCRETE JOINTS	FT	48
847E10200	SUPERPLASTICIZED DENSE CONCRETE OVERLAY, 1.50" THICK	SY	460
847E20200	SUPERPLASTICIZED DENSE CONCRETE OVERLAY (VARIABLE THICKNESS), MATERIAL ONLY	CY	14
847E30000	TEST SLAB	LS	LS
847E30201	FULL DEPTH REPAIR, AS PER PLAN	CY	2
847E30401	EXISTING CONCRETE OVERLAY REMOVED, AS PER PLAN (MSC, 1.25" NOMINAL THICKNESS)	SY	373
847E50000	HAND CHIPPING	SY	240

ALL QUANTITIES CARRIED TO GENERAL SUMMARY

EXISTING STRUCTURE

TYPE: WOOD COVERED THRU STEEL TRUSS WITH CONCRETE DECK ON REINFORCED CONCRETE SUBSTRUCTURE

SPANS: 140'-0"± C/C BEARINGS

ROADWAY: 24'-0"± TOE/TOE CURB

LOADING: HS-20-44

SKEW: NONE

WEARING SURFACE: 1.25" MICRO-SILICA MODIFIED CONCRETE OVERLAY (2010)

APPROACH SLABS:

ALIGNMENT: TANGENT

CROWN: 0.0104± FT/FT

STRUCTURE FILE NUMBER: 0326941

DATE BUILT: 1967

DISPOSITION: TO REMAIN

PROPOSED STRUCTURE

TYPE: WOOD COVERED THRU STEEL TRUSS WITH CONCRETE DECK AND 1.50" SUPERPLASITICIZED DENSE CONCRETE OVERLAY ON REINFORCED CONCRETE SUBSTRUCTURE

SPANS: 140'-0"± C/C BEARINGS

ROADWAY: 24'-0"± TOE/TOE CURB

LOADING: HS-20-44 (NO FUTURE WEARING SURFACE)

SKEW: NONE

WEARING SURFACE: 1.50" SUPERPLASTICIZED DENSE CONCRETE OVERLAY

APPROACH SLABS: 15'-0" LONG (AS-1-81)

ALIGNMENT: TANGENT

CROWN: 0.0104± FT/FT (MATCH EXISTING)

DECK AREA: 4,205 SF

COORDINATES: LATITUDE 40°36'49" N

LONGITUDE 82°18'59" W

GENERAL PLAN
STRUCTURE ASD-58SP-0151
OVER MOHICAN RIVER

ASD-MOHICAN STATE PARK-FY2026

SFN 0326941

DESIGN AGENCY DISTRICT 3

BRIDGE ENGINEERING

DESIGNER	CHECKER
JNC	KAK

REVIEWER KAK 10-21-25

PROJECT ID 120105

SUBSET	TOTAL
1	2

SHEET	TOTAL
10	11

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pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 03\Ashland\120105\400-Engineering\Structures\SFN_0326941\Sheets\120105_SFN_0326941_SP001.dgn