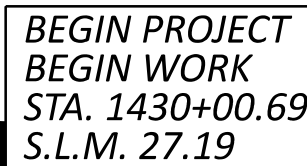
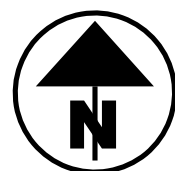


WILLIAMS COUNTY



LATITUDE: 41°28'00" LONGITUDE: 84°21'33"



DESIGN DESIGNATION


CURRENT ADT (2026)	3,000
DESIGN YEAR ADT (2046)	3,600
DESIGN HOURLY VOLUME (2046)	450
DIRECTIONAL DISTRIBUTION	0.57
TRUCKS (24 HOUR B&C)	0.09
DESIGN SPEED	60
LEGAL SPEED	55
DESIGN FUNCTIONAL CLASSIFICATION:	
MAJOR COLLECTOR	
NHS PROJECT	NO

DESIGN EXCEPTIONS

NONE REQUIRED

ADA DESIGN WAIVERS

NONE REQUIRED

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

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

INDEX OF SHEETS:

TITLE SHEET	1
TYPICAL SECTION	2
GENERAL NOTES	3
MAINTENANCE OF TRAFFIC	4
GENERAL SUMMARY	5
SUBSUMMARY	6
PLAN AND PROFILE	7
STRUCTURE (OVER 20' SPAN)	8-13
WIL-34-2722	

[illegible]**FEDERAL PROJECT NUMBER**

E250781

RAILROAD INVOLVEMENT

NONE

PROJECT DESCRIPTION

PROJECT CONSISTS OF REHABILITATION OF ONE BRIDGE, WIL-34-27.22 OVER BRUSH CREEK; PERFORM NECESSARY RELATED WORK.

EARTH DISTURBED AREAS

PROJECT EARTH DISTURBED AREA: 0.26 ACRES
ESTIMATED CONTRACTOR EARTH DISTURBED AREA: 0.0 ACRES
NOTICE OF INTENT EARTH DISTURBED AREA: N/A (NOI NOT REQUIRED)

2023 SPECIFICATIONS

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

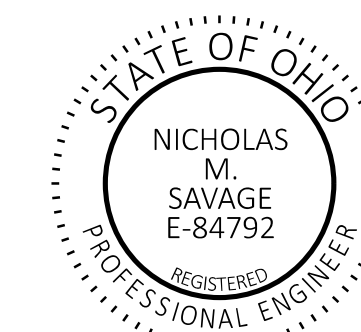
Pat M. Geller, PE

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

Pamela Boratyn

Pamela Boratyn
Director, Department of Transportation

ENGINEER'S SEAL

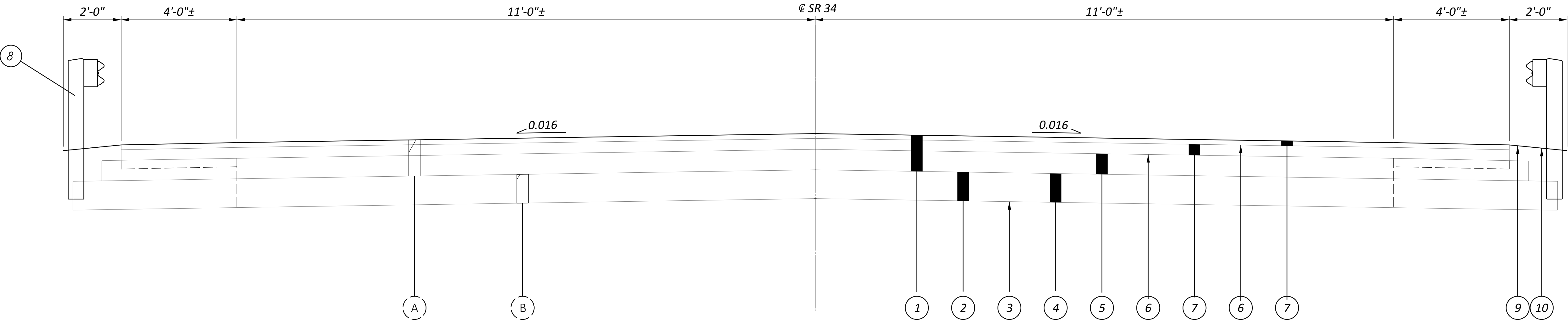


TITLE SHEET

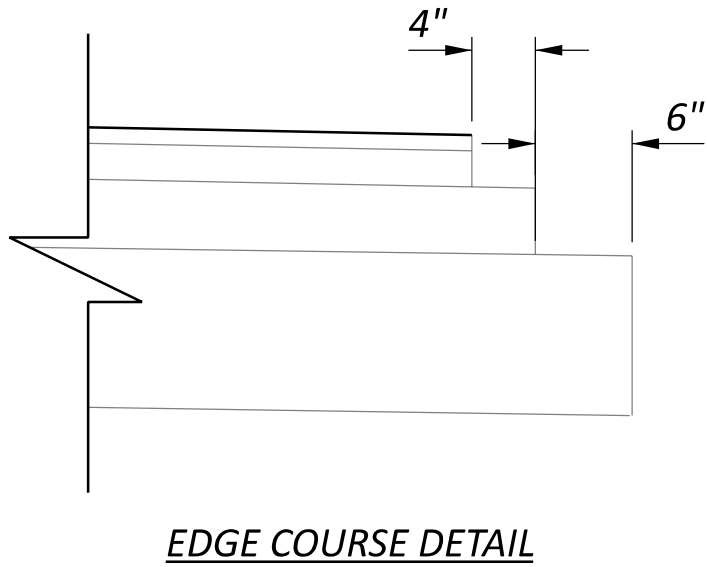
DESIGN AGENCY



DESIGNER	
NMS	
REVIEWER	
RC	10/27/2013
PROJECT ID	
121332	
SHEET	TOTAL
1	13



FULL DEPTH PAVEMENT REPLACEMENT
APPLIES TO:
STA. 1430+66.50 TO STA. 1431+16.50 = 50.0'
STA. 1432+44.46 TO STA. 1432+94.46 = 50.0'



PROPOSED LEGEND

- 1 ITEM 202, PAVEMENT REMOVED, ASPHALT, 6³/₄" ±
- 2 ITEM 203, EXCAVATION
- 3 ITEM 204, SUBGRADE COMPACTION
- 4 ITEM 304, 4¹/₄" AGGREGATE BASE
- 5 ITEM 301, 3¹/₂" ASPHALT CONCRETE BASE, PG64-22, (449)
- 6 ITEM 407, TACK COAT
- 7 ITEM 441, 2" & 2" ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (449), PG64-22
- 8 ITEM 606, GUARDRAIL, TYPE MGS
- 9 ITEM 617, COMPACTED AGGREGATE
- 10 ITEM 209, LINEAR GRADING

EXISTING LEGEND

- A EXISTING ASPHALT (6³/₄" ±)
- B MACADAM BASE (5" ±)



UTILITIES

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

FRONTIER COMMUNICATIONS
300 WEST GYPSY LANE ROAD, BUILDING A
BOWLING GREEN, OH 43402

SURVEYING PARAMETERS

PRIMARY PROJECT CONTROL MONUMENTS GOVERN ALL POSITIONING ON ODOT PROJECTS. SEE SURVEY CONTROL POINTS TABLE FOR PROJECT CONTROL INFORMATION.

USE THE FOLLOWING PROJECT CONTROL, VERTICAL POSITIONING, AND HORIZONTAL POSITIONING PARAMETERS FOR ALL SURVEYING:

PROJECT CONTROL

VERTICAL POSITIONING

ORTHOMETRIC HEIGHT DATUM: NAVD88 (ODOT VRS DERIVED)
GEOID: 2018

HORIZONTAL POSITIONING

REFERENCE FRAME: NAD 83 (2011)
ELLIPSOID: GRS80
MAP PROJECTION: LAMBERT CONFORMAL CONIC
COORDINATE SYSTEM: WILLIAMS COUNTY LDP
COMBINED SCALE FACTOR: GRID=1.000035
ORIGIN OF COORDINATE SYSTEM: (0, 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 CMS 623.

UNITS ARE IN U.S. SURVEY FEET.

ENVIRONMENTAL COMMITTMENTS

DO NOT PLACE ANY TEMPORARY OR PERMANENT FILL WITHIN THE JURISDICTIONAL BOUNDARIES OF ALL STREAMS, WETLANDS, AND JURISDICTIONAL DITCHES DURING CONSTRUCTION OF THIS PROJECT, INCLUDING SCAFFOLDING OR BRACING. DO NOT PLACE ANY EQUIPMENT WITHIN THE JURISDICTIONAL BOUNDARY OF ANY WATERWAY. IF DEBRIS ENTERS THE WATERWAY DURING CONSTRUCTION, REMOVE THE DEBRIS IMMEDIATELY USING EQUIPMENT STAGED OUTSIDE THE JURISDICTIONAL BOUNDARY.

CONNECTION BETWEEN EXISTING AND PROPOSED GUARDRAIL

WHEN IT IS NECESSARY TO SPLICE PROPOSED GUARDRAIL TO EXISTING GUARDRAIL, ONLY THE EXISTING GUARDRAIL SHALL BE CUT, DRILLED, OR PUNCHED. THE CONNECTION SHALL BE MADE USING A W-BEAM, BEAM SPLICE AS SHOWN IN AASHTO M 180, EXCEPT THE BEAM WASHERS ARE NOT TO BE USED. PAYMENT SHALL BE INCLUDED IN THE CONTRACT PRICE FOR THE RESPECTIVE GUARDRAIL ITEMS.

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.

SURVEY CONTROL POINTS				
CONTROL POINT NAME	ELEVATION	STATION	OFFSET	DESCRIPTION
CP100	710.100	1425+46.56	-12.73	MAG W/WASHER
BM100	703.840	1430+81.53	28.23	BENCH TIE IN NORTH FACE OF TP, SOUTHWEST OF BRIDGE
CP200	703.680	1431+17.48	18.02	IPID
BM300	703.517	1432+24.20	17.51	BENCH TIE IN SOUTH FACE OF TP, NORTHEAST OF BRIDGE
BM200	702.670	1432+60.56	-36.72	ODOT DISC ON TOP OF SOUTHWEST BRIDGE WINGWALL
CP300	703.480	1432+61.74	-19.15	IPID
CP400	708.760	1438+05.45	13.33	MAG W/WASHER



ITEM 614, MAINTAINING TRAFFIC (TIME LIMITATION ON A DETOUR)

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 AS DESCRIBED IN THIS SECTION. A DISINCENTIVE SHALL BE ASSESSED IN THE AMOUNT OF \$2500 PER DAY FOR EACH CALENDAR DAY THE ROADWAY REMAINS CLOSED TO TRAFFIC BEYOND THE SPECIFIED LIMIT.

WINDOW CONTRACT TABLE

DESCRIPTION OF CRITICAL WORK	CALENDAR DAYS TO COMPLETE	DISINCENTIVE \$ PER DAY
ALL WORK ON PROJECT	90	\$2500

NOTICE OF CLOSURE SIGNS (W20-H13) SHALL BE ERECTED BY THE CONTRACTOR 14 DAYS PRIOR TO THE SCHEDULED ROAD CLOSURE.

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.

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 SHALL LIST A PHONE NUMBER WHICH A MOTORIST MAY CALL FOR ADDITIONAL INFORMATION. THIS PHONE NUMBER SHALL BE (419) 373-4428.

SR 34 WILL BE
CLOSED XX-XX-XX
FOR XX DAYS
OHIO DEPT OF TRANSPORTATION

EB/WB WIL-34 AT 27.22

W20-H14-60

THE CONTRACTOR SHALL PROVIDE, ERECT AND MAINTAIN STANDARD 48 X 30 INCH ROAD CLOSED SIGNS, SIGN SUPPORTS, BARRICADES, GATES AND LIGHTS, AS DETAILED IN SCD MT-101.60 WHEN THE AFFECTED ROADS ARE CLOSED TO TRAFFIC.

EACH SIDE OF THE CLOSURE LOCATION

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 ROAD CLOSED SIGNS ON TYPE III BARRICADES:
SR 34 AT COUNTY ROADS 2350 AND 24-25
R11-3A ROAD CLOSED SIGNS ON TYPE III BARRICADES:
SR 34 AT SR 66

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.

THE DEPARTMENT WILL PROVIDE, ERECT, MAINTAIN AND SUBSEQUENTLY REMOVE ALL DETOUR SIGNS ON THIS PROJECT.

DETOUR ROUTE FOR EASTBOUND S.R. 34
1. S.R. 191
2. US-6

DETOUR ROUTE FOR WESTBOUND S.R. 34
1. US-6
2. S.R. 191

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 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 AND 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 AND RESTRICTIONS	>= 2 WEEKS	14 CALENDAR DAYS PRIOR TO CLOSURE
	< 2 WEEKS	5 BUSINESS DAYS PRIOR TO CLOSURE
START OF CONSTRUCTION AND TRAFFIC PATTERN CHANGES		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. THE PROJECT ENGINEER WILL FORWARD THIS INFORMATION TO THE FOLLOWING:

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

DRIVE ACCESS

ACCESS TO ALL DRIVES SHALL BE MAINTAINED AT ALL TIMES.

DESIGNATED LOCAL DETOUR ROUTE

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 FOLLOWING ROADS WILL BE USED AS A LOCAL DETOUR FOR THIS PROJECT:

DETOUR ROUTE FOR EASTBOUND S.R. 34
CR 23.50 TO CR B.50 TO CR 24 TO CR C TO CR 24.25

DETOUR ROUTE FOR WESTBOUND S.R. 34
CR 24.25 TO CR C TO CR 24 TO CR B.50 TO CR 23.50

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.

THE FOLLOWING ESTIMATED QUANTITIES ARE PROVIDED FOR USE AS DETERMINED BY THE ENGINEER TO MAINTAIN AND SUBSEQUENTLY RESTORE THE DESIGNATED LOCAL DETOUR ROUTE.

ITEM 614, ASPHALT CONCRETE FOR MAINTAINING TRAFFIC 10 CY

DESIGN AGENCY



DESIGNER

NMS

REVIEWER

JRC 10/27/25

PROJECT ID

121332

SHEET

TOTAL

4

13

WIL-34-27.22

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www.ohiodot-pw.bentley.com/ohiodot-pw/2024/Williams121332400-Engineering/Roadway/Sheets/121332_GG001.dgn

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GENERAL SUMMARY

DESIGN AGENCY



DESIGNER

NMS

REVIEWER

JRC 10/27/25

PROJECT ID
121332

SHEET	TOTAL
5	1

ROADWAY SUBSUMMARY											
SHEET NO.	REFERENCE NO.	STATION		SIDE	202	202	202	202	606	606	606
					PAVEMENT REMOVED	GUARDRAIL REMOVED	ANCHOR ASSEMBLY REMOVED, TYPE A	BRIDGE TERMINAL ASSEMBLY REMOVED	GUARDRAIL, TYPE MGS	ANCHOR ASSEMBLY, MGS TYPE E, MASH 2016	MGS BRIDGE TERMINAL ASSEMBLY, TYPE 4
		FROM	TO		SY	FT	EACH	EACH	FT	EACH	EACH
7	R-1	1430+36.02	1431+36.02	LT		25	1	1			
7	R-2	1430+09.48	1431+46.98	RT		62.5	1	1			
7	R-3	1432+13.98	1433+51.48	LT		62.5	1	1			
7	R-4	1432+24.94	1433+24.94	RT		25	1	1			
7	R-5	1430+36.02	1431+36.02	LT					25	1	1
7	R-6	1430+09.48	1431+46.98	RT					62.5	1	1
7	R-7	1432+13.98	1433+51.48	LT					62.5	1	1
7	R-8	1432+24.94	1433+24.94	RT					25	1	1
7	R-9	1430+66.50	1431+16.50	CL	125						
7	R-10	1432+44.46	1432+94.46	CL	125						
TOTALS CARRIED TO GENERAL SUMMARY					250	175	4	4	175	4	4



DESIGN AGENCY

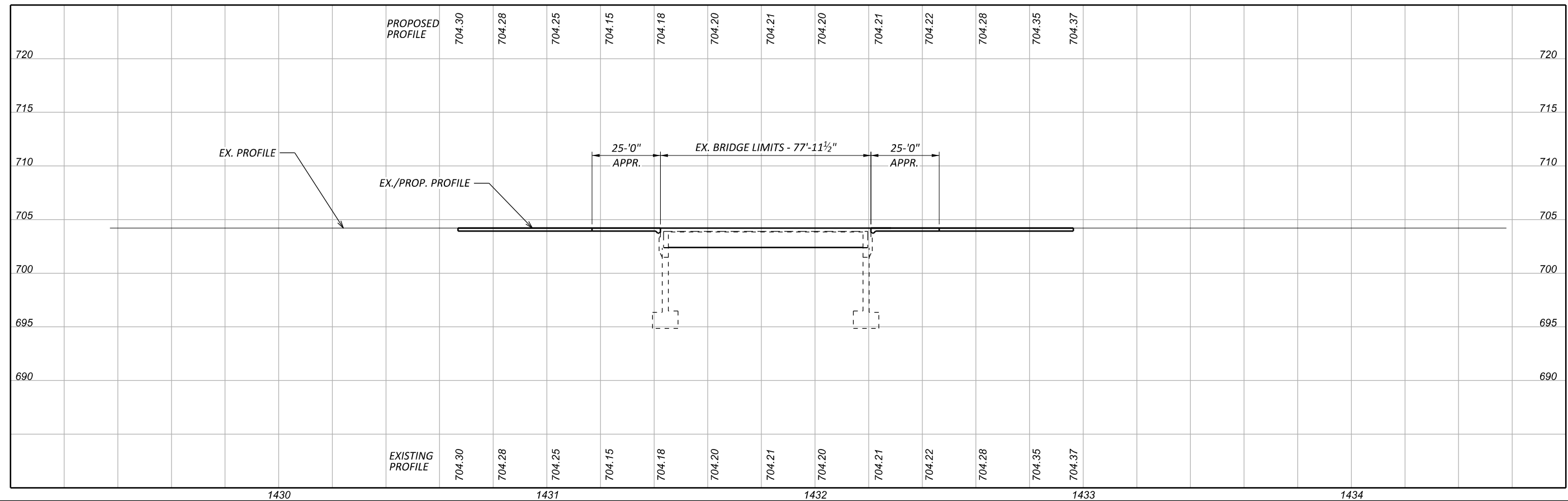
DESIGNER
NMS

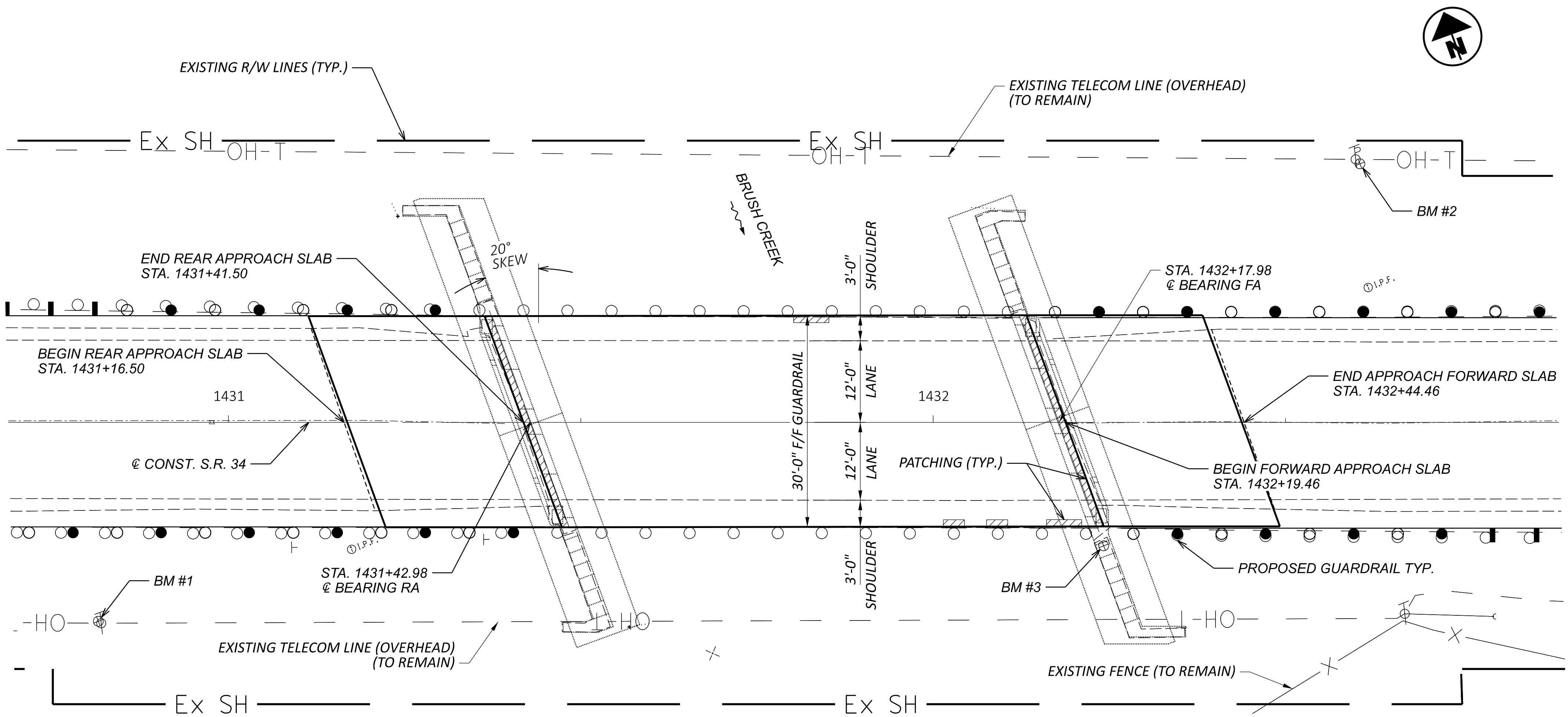
REVIEWER
JRC 10/27/25

PROJECT ID
121332

SHEET	TOTAL
6	13

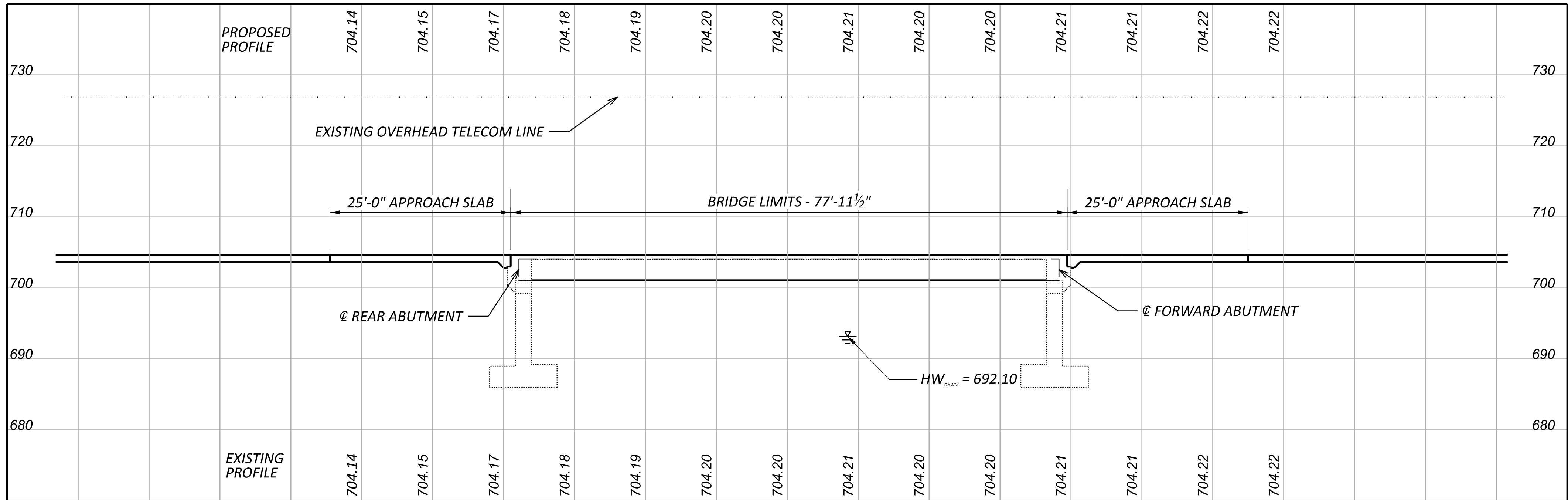
ROADWAY SUBSUMMARY





PLAN

CONCRETE DECK PATCHING AS DIRECTED BY THE ENGINEER



PROFILE ALONG @ R/W & CONST. S.R. 34

BENCHMARK DATA

BM #1 STA. 1430+81.53, ELEV. 703.840, OFFSET 28.23, RT
BENCH TIE IN NORTH FACE OF TP, SOUTHWEST OF BRIDGE
BM #2 STA. 1432+60.56, ELEV. 702.670, OFFSET 36.72, LT
BENCH TIE IN SOUTH FACE OF TP, NORTHEAST OF BRIDGE
BM #3 STA. 1432+24.20, ELEV. 703.517, OFFSET 17.51, RT
ODOT DISC ON TOP OF SOUTHWEST BRIDGE WINGWALL

NOTES

DESIGN TRAFFIC:
2026 ADT = 3,000 2026 ADTT = 270
2046 ADT = 3,600 2046 ADTT = 324
DIRECTIONAL DISTRIBUTION = 0.57

SCOPE OF WORK

SDC OVERLAY, DECK EDGE PATCHING, BEAM PAINTING, APPROACH SLAB REPLACEMENT

EXISTING STRUCTURE

TYPE: SINGLE SPAN STEEL BEAM WITH REINFORCED
CONCRETE DECK, REINFORCED CONCRETE
SEMI-INTEGRAL ABUTMENTS

SPANS: 75'-2 3/8" C/C BEARING
ROADWAY: 30'-0" F/F GUARDRAIL
LOADING: HS20-44
SKEW: 20° R.F.

WEARING SURFACE: MONOLITHIC CONCRETE
APPROACH SLABS: 25'-0" LONG

ALIGNMENT: TANGENT
CROWN: 0.0156 FT/FT
DECK AREA: 2339 SF

COORDINATES: LATITUDE N 41°28'00.29"
LONGITUDE W 84°21'73.94"

SITE PLAN
BRIDGE NO. WIL-34-2722
SR 34 OVER BRUSH CREEK

SFN

8601747

DESIGN AGENCY



DESIGNER

NMS

CHECKER

JRC

REVIEWER

DJG 10/27/25

PROJECT ID

121332

SUBSET TOTAL

1 6

SHEET TOTAL

8 13

STANDARD DRAWINGS AND SUPPLEMENTAL SPECIFICATIONS:
REFER TO THE FOLLOWING STANDARD BRIDGE DRAWING(S):

DS-1-92 DATED 7-15-2022

AND TO THE FOLLOWING SUPPLEMENTAL SPECIFICATION:
848 DATED 7-19-2024

DESIGN DATA:
REINFORCING STEEL - MINIMUM YIELD STRENGTH 60 KSI

DECK PROTECTION METHOD:

SUPERPLASTICIZED DENSE CONCRETE OVERLAY
STEEL DRIP STRIP

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 FILED 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 CMS SECTIONS 102.05, 105.02 AND 513.02.

BASE CONTRACT BID PRICES UPON A RECOGNITION OF THE UNCERTAINTIES DESCRIBED ABOVE AND UPON A PRE-BID 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 509, CONCRETE REINFORCEMENT, REPLACEMENT OF EXISTING CONCRETE REINFORCEMENT, AS PER PLAN

REPLACE ALL EXISTING REINFORCING BARS DEEMED BY THE ENGINEER TO BE UNUSABLE BECAUSE OF CORROSION. THE DEPARTMENT WILL MEASURE THE REPLACEMENT REINFORCING STEEL BY THE NUMBER OF POUNDS ACCEPTED IN PLACE. REPLACE ALL EXISTING REINFORCING STEEL BARS WHICH ARE TO BE INCORPORATED INTO THE NEW WORK AND ARE DEEMED BY THE ENGINEER TO BE MADE UNUSABLE BY CONCRETE REMOVAL OPERATIONS WITH NEW EPOXY COATED REINFORCING STEEL OF THE SAME SIZE AT NO COST TO THE DEPARTMENT.

EXISTING BRIDGE PLANS:

EXISTING PLANS MAY BE INSPECTED AT THE DISTRICT TWO OFFICE AT 317 E. POE RD., BOWLING GREEN, OH.


ITEM 848, SUPERPLASTICIZED DENSE CONCRETE OVERLAY, USING HYDRODEMOLITION, 2" THICK, AS PER PLAN

ITEM 848, SUPERPLASTICIZED DENSE CONCRETE OVERLAY, (VARIABLE THICKNESS), MATERIAL ONLY, AS PER PLAN

IN ADDITION TO THE REQUIREMENTS OF CMS 511 AND SS 848, THE CONCRETE MIX/OVERLAY SHALL HAVE 100% VIRGIN POLYPROPYLENE FIBERS IN FIBRILLATED NETWORK FORM. APPLICATION RATE SHALL BE 2 POUNDS PER CUBIC YARD OF CONCRETE AND FIBERS SHALL BE 1.25" MINIMUM IN LENGTH. FIBERS SHALL BE THOROUGHLY INCORPORATED INTO THE CONCRETE MIX IN SUCH A WAY THAT NO "BALLING" OCCURS. UPON INSPECTION OF THE MIX AT THE TIME OF PLACEMENT, IF ANY "BALLING" OCCURS, THE ENGINEER SHALL REJECT THE REMAINDER OF THE LOAD AT ANY TIME DURING THE POUR.

FIBERS SHALL BE ADDED AT THE BATCH PLANT PRIOR TO THE ADDITION OF ADMIXTURES IN ORDER TO MAXIMIZE CONCRETE MIXING TIME. FIBERS SHALL NOT AFFECT WATER-CEMENT RATIO, SLUMP OR THE ABILITY OF THE CONCRETE TO ACHIEVE 4,500 PSI MINIMUM CONCRETE STRENGTH.

GENERAL NOTES
BRIDGE NO. WIL-34-2722
SR 34 OVER BRUSH CREEK

SFN	
8601747	
DESIGN AGENCY	
	
DESIGNER	CHECKER
NMS	JRC
REVIEWER	
DJG 10/27/25	
PROJECT ID	
121332	
SUBSET	TOTAL
2	6
SHEET	TOTAL
9	13

[illegible]

ESTIMATED QUANTITIES
BRIDGE NO. WIL-34-2722
SR 34 OVER BRUSH CREEK

SFN
8601747



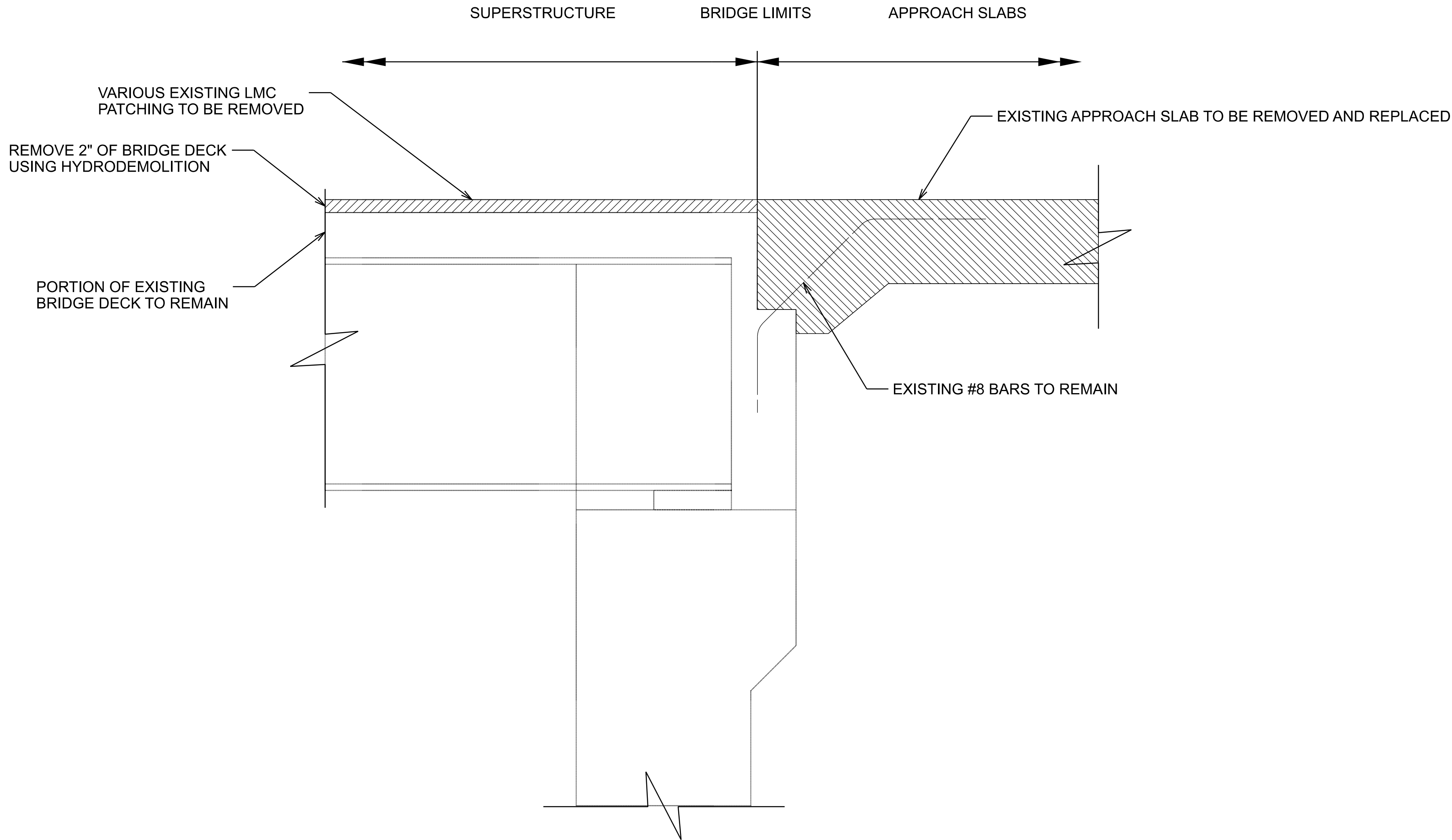
DESIGNER	CHECKER
NMS	JRC

REVIEWER
DJG 10/27/25

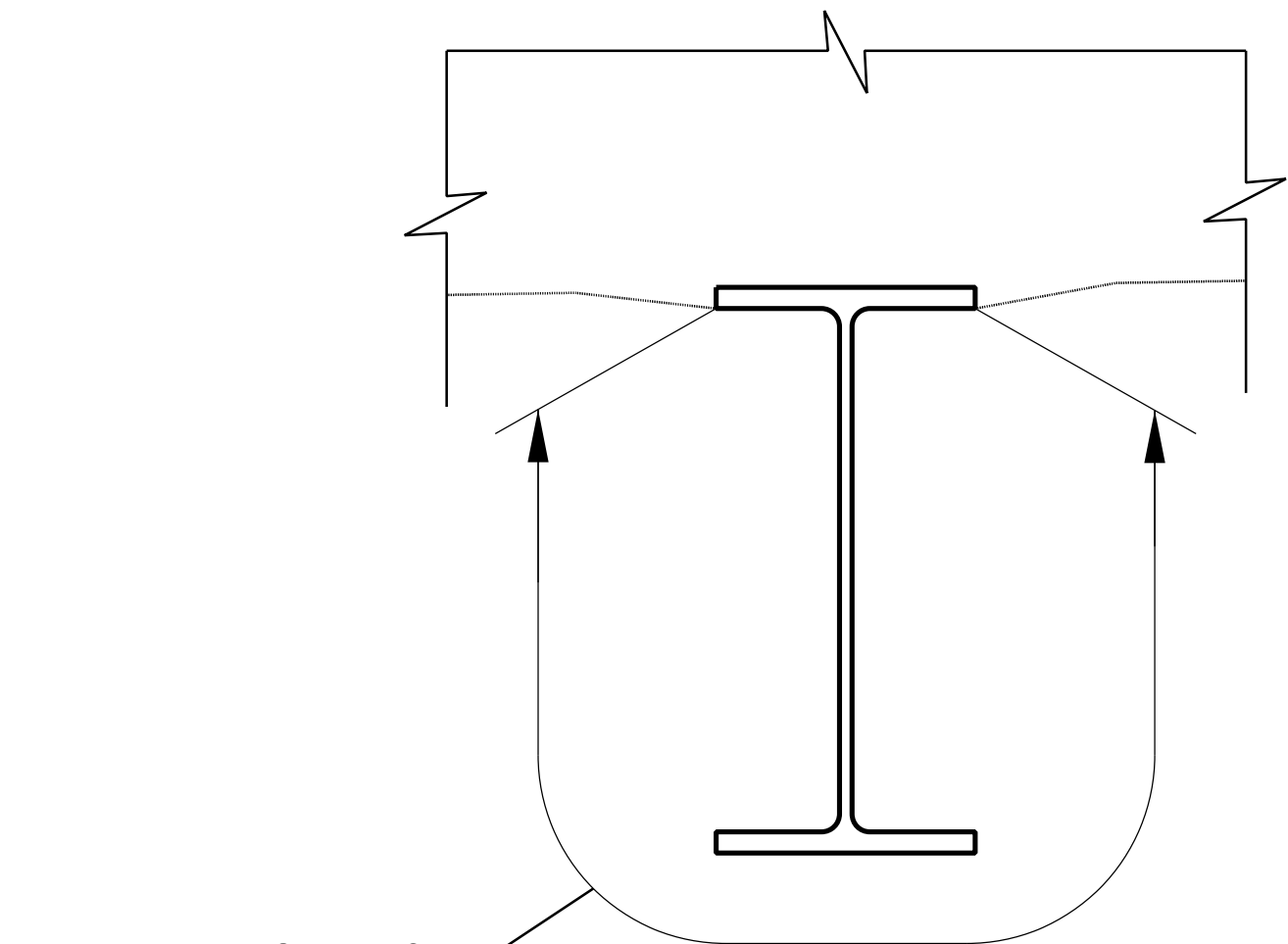
PROJECT ID
121332

SUBSET	TOTAL
3	6

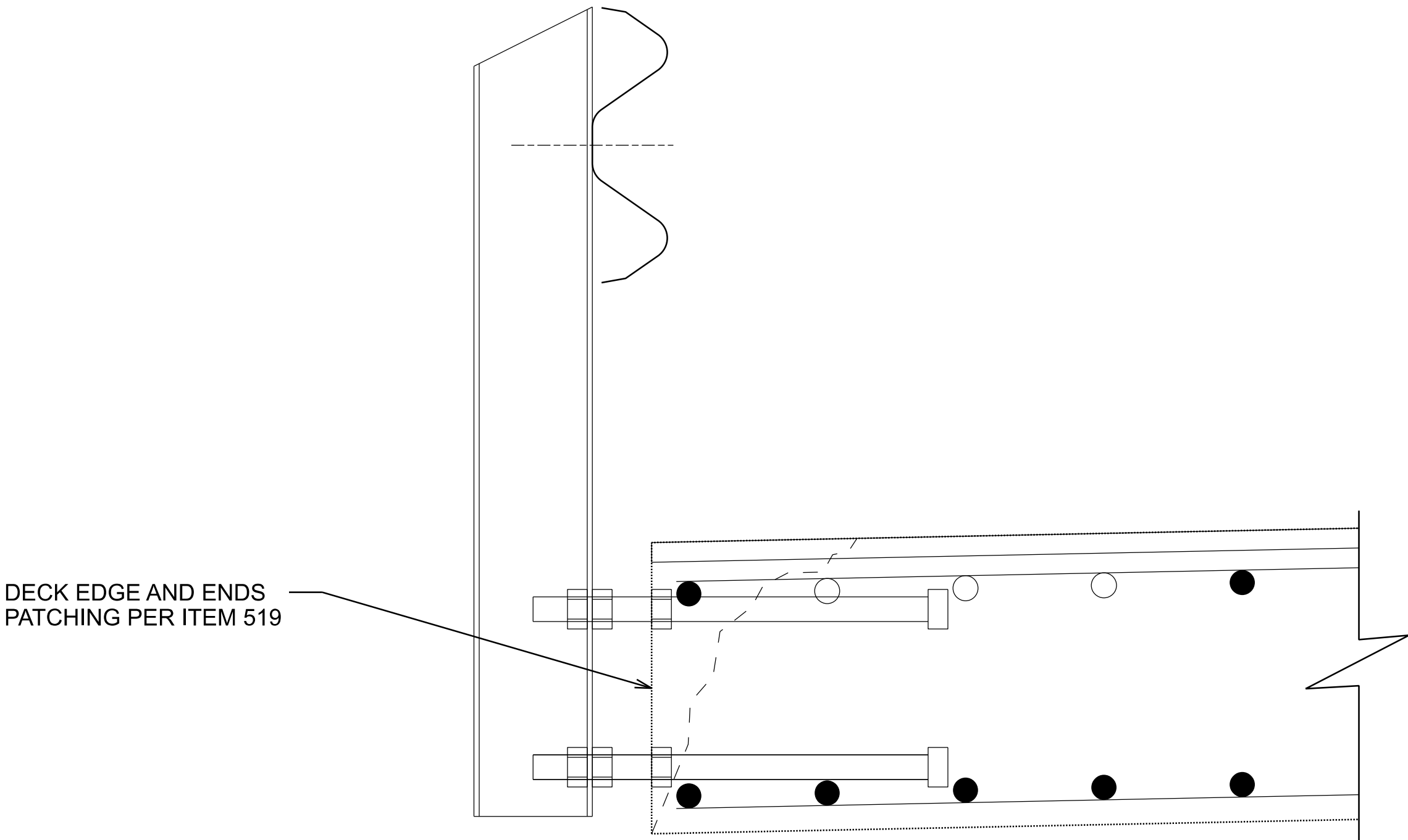
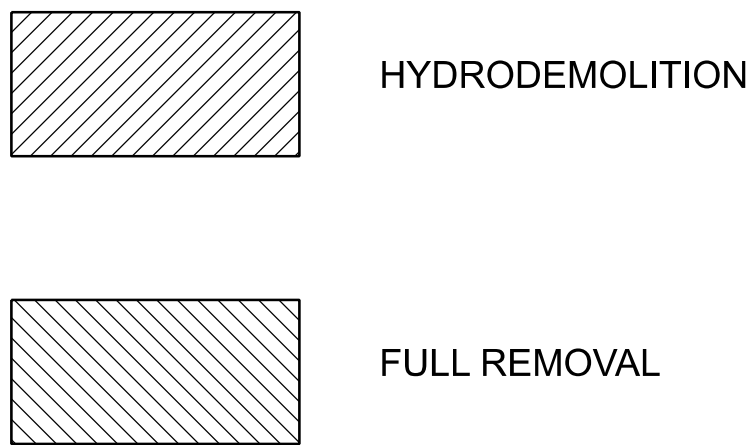
SHEET	TOTAL
10	13



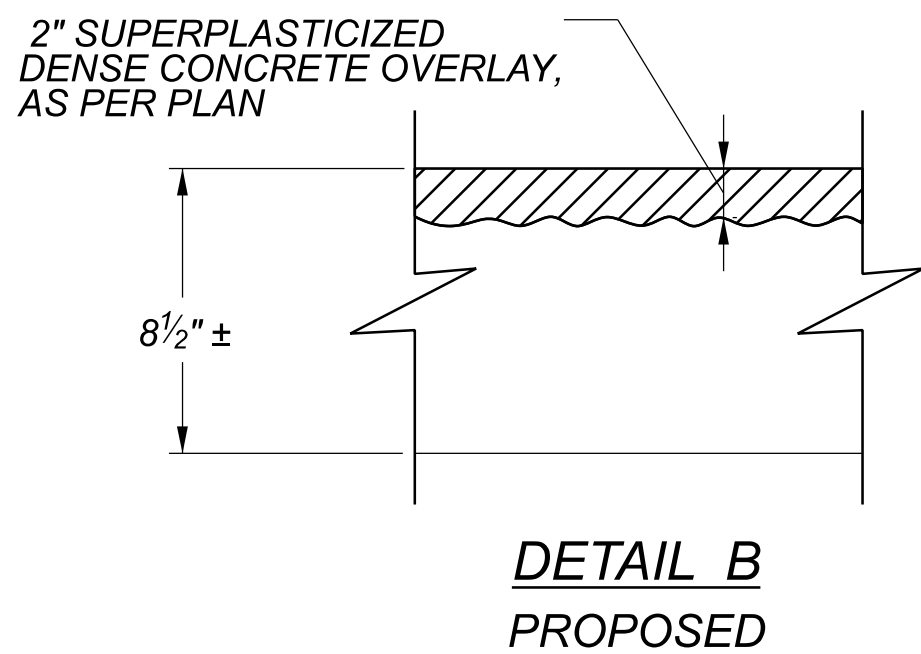
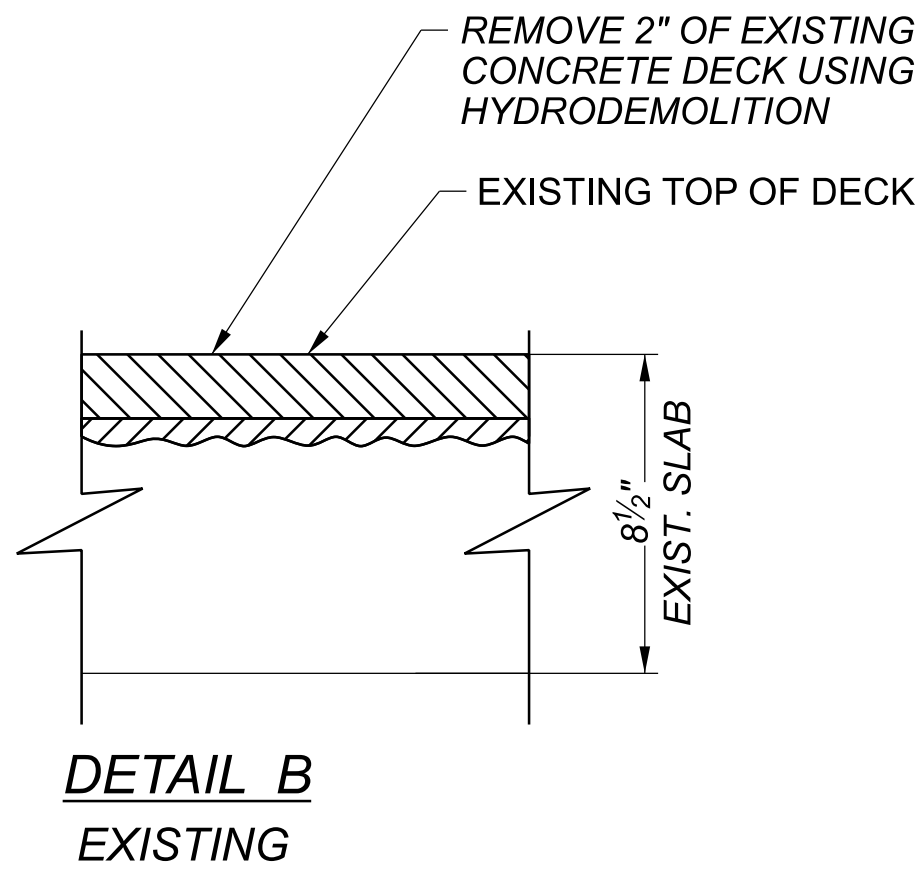
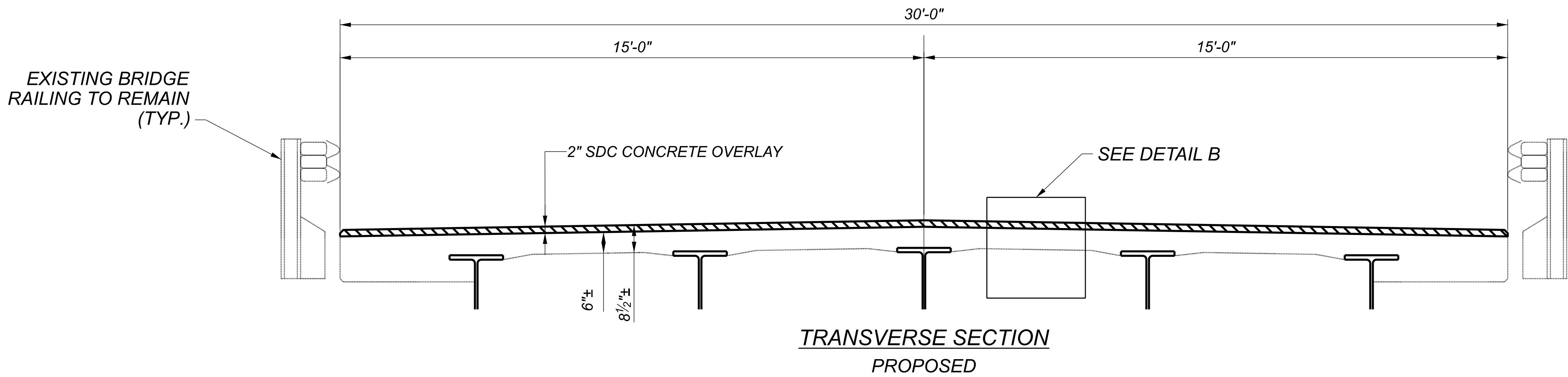
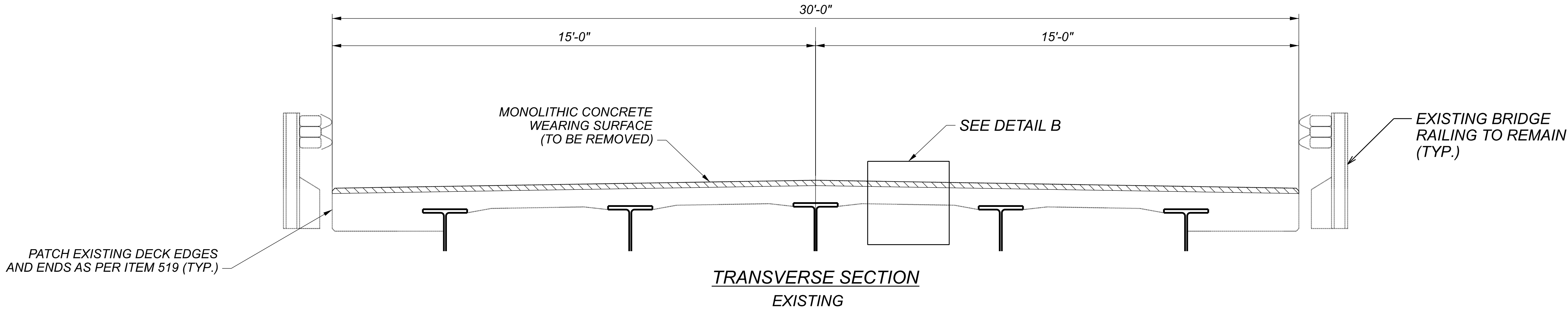
REMOVAL DETAIL




BEAM PAINTING DETAIL

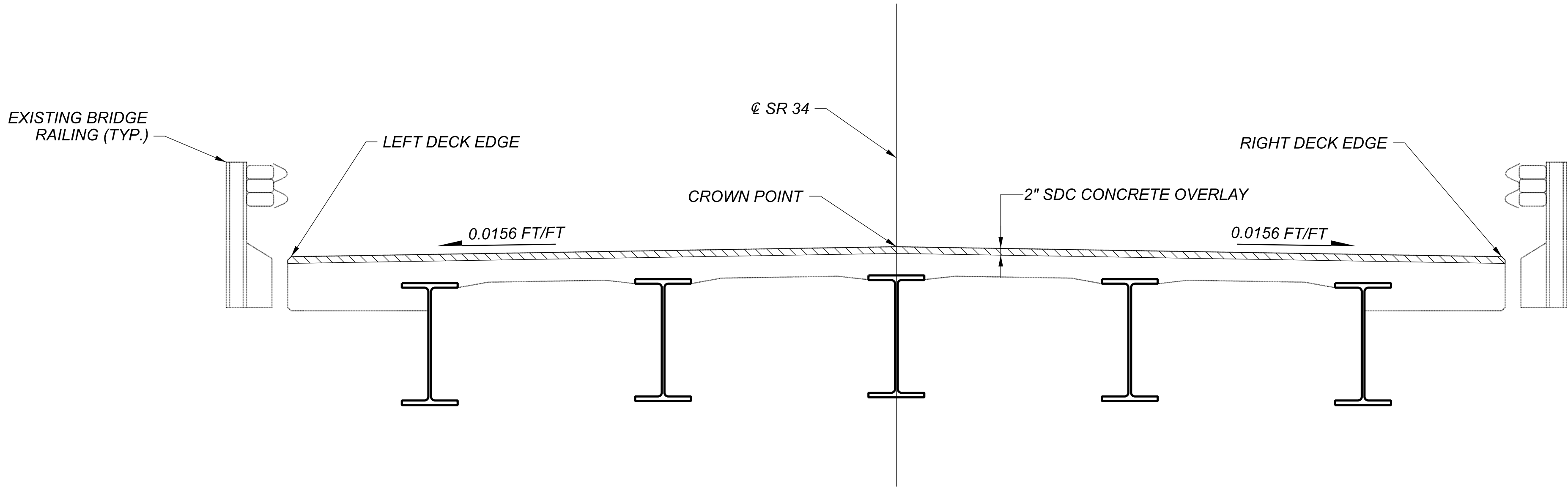


PATCHING DETAIL



TRANSVERSE SECTION
BRIDGE NO. WIL-34-2722
SR 34 OVER BRUSH CREEK

SFN	
8601747	
DESIGN AGENCY	
	
DESIGNER	CHECKER
NMS	JRC
REVIEWER	
DJG	10/27/25
PROJECT ID	
121332	
SUBSET	TOTAL
5	6
SHEET	TOTAL
12	13



TYPICAL SECTION

FINAL DECK SURFACE ELEVATION TABLE								
LOCATION		APPR START	SLAB START	¼ SPAN	½ SPAN	¾ SPAN	SLAB END	APPR END
LT. DECK EDGE	STATION	1431+11.04	1431+36.04	1431+54.79	1431+73.54	1431+92.29	1432+14.00	1432+39.00
	ELEVATION	703.90	703.94	703.96	703.97	703.97	703.97	703.98
CROWN	STATION	1431+16.50	1431+41.50	1431+60.25	1431+79.00	1431+97.75	1432+19.46	1432+44.46
	ELEVATION	704.14	704.18	704.20	704.21	704.20	704.21	704.22
RT. DECK EDGE	STATION	1431+21.96	1431+46.96	1431+65.71	1431+84.46	1432+03.21	1432+24.92	1432+49.92
	ELEVATION	703.91	703.95	703.97	703.97	703.97	703.98	703.99

ELEVATION TABLE
BRIDGE NO. WIL-34-2722
SR 34 OVER BRUSH CREEK

SFN
8601747

DESIGN AGENCY

DESIGNER
NMS

CHECKER
JRC

REVIEWER
DJG 10/27/25

PROJECT ID
121332

SUBSET
6

TOTAL
6

SHEET
13

TOTAL
13