

FULL DEPTH PAVEMENT REPLACEMENT

APPLIES TO:

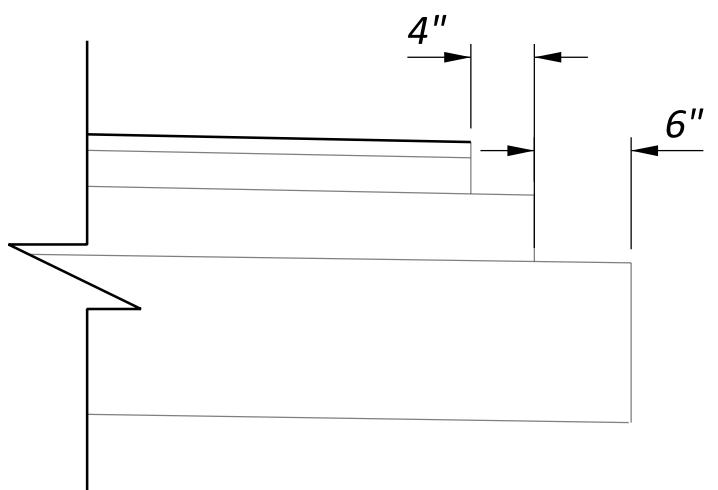
STA. 1430+66.50 TO STA. 1431+16.50 = 50.0'
STA. 1432+44.46 TO STA. 1432+94.46 = 50.0'

PROPOSED LEGEND

- 1 *ITEM 202, PAVEMENT REMOVED, ASPHALT, 6 $\frac{3}{4}$ " ±*
- 2 *ITEM 203, EXCAVATION*
- 3 *ITEM 204, SUBGRADE COMPACTION*
- 4 *ITEM 304, 4 $\frac{1}{4}$ " AGGREGATE BASE*
- 5 *ITEM 301, 3 $\frac{1}{2}$ " 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 (6 $\frac{3}{4}$ " ±)
(B) MACADAM BASE (5" ±)



EDGE COURSE DETAIL

DESIGN AGENCY

DESIGNER

NMS
REVIEWER
IRC 10/27/1

PROJECT ID
121332

HEET TOTAL
2 13

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 COMMITMENTS

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 SPLICER 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 TANGENTIAL 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.

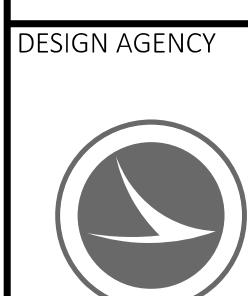
REFER TO THE MANUFACTURER'S INSTRUCTIONS REGARDING THE INSTALLATION OF, AND THE GRADING AROUND THE FOUNDATION TUBES AND GROUND STRUT. THE TOP OF ANY FOUNDATION TUBE SHOULD BE LESS THAN 4 INCHES ABOVE THE GROUND. ON-SITE GRADING IS REQUIRED IF THE TOP OF THE FOUNDATION TUBES OR TOP OF THE GROUND STRUT 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

GENERAL NOTES

DESIGNER

NMS

REVIEWER

JRC

10/27/25

PROJECT ID

121332

SHEET

3

TOTAL

13

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



DESIGNER

NMS

REVIEWER

JRC 10/27/25

PROJECT ID

121332

SHEET TOTAL

4 13

SIGNER
NMIC

REVIEWER
RC 10/27/2018

PROJECT ID

121332

6 | 13

BOADWAY SIBSI IMMABV

BEGIN PROJECT STA. 1430+00.69 S.L.M. 27.19	BEGIN WORK STA. 1430+00.6 S.L.M. 27.19
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END WORK STA. 1433+59.65 S.L.M. 27.26	END PROJECT STA. 1433+59.65 S.L.M. 27.26
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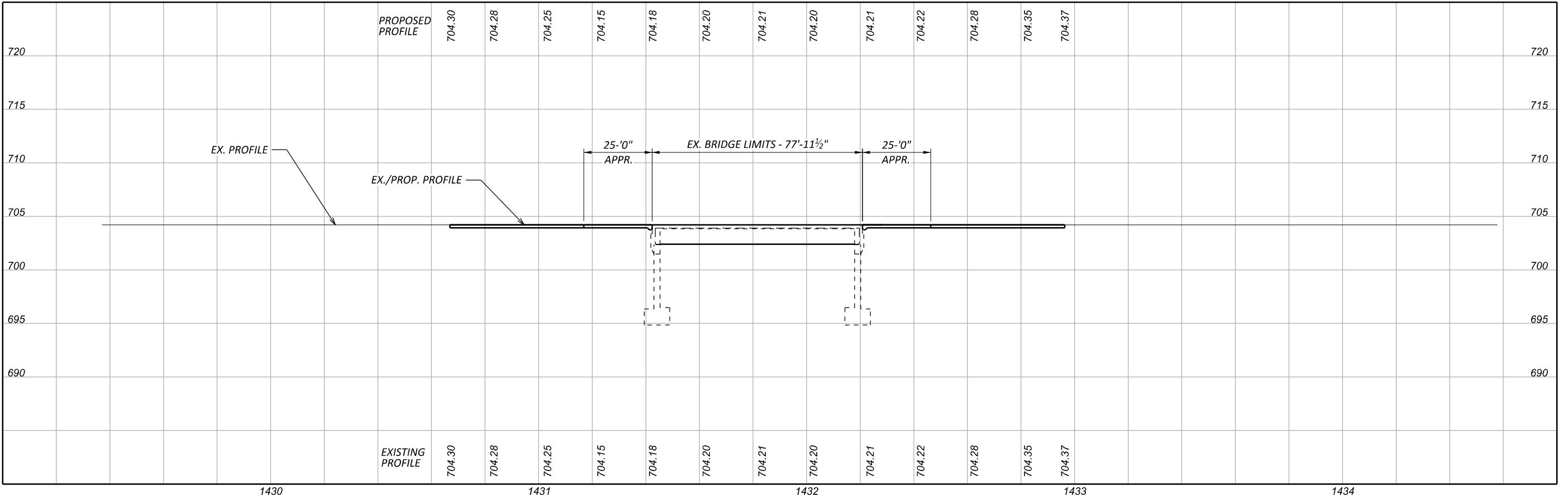


HORIZONTAL
SCALE IN FEET



A scale bar with three vertical segments. The first segment is labeled '0' at its bottom. The second segment is labeled '20' at its top. The third segment is labeled '10' at its top. The segments are separated by thin white spaces.

PLAN AND PROFILE STA 1430+00.69 TO 1433+59.65



DESIGN AGENCY

1

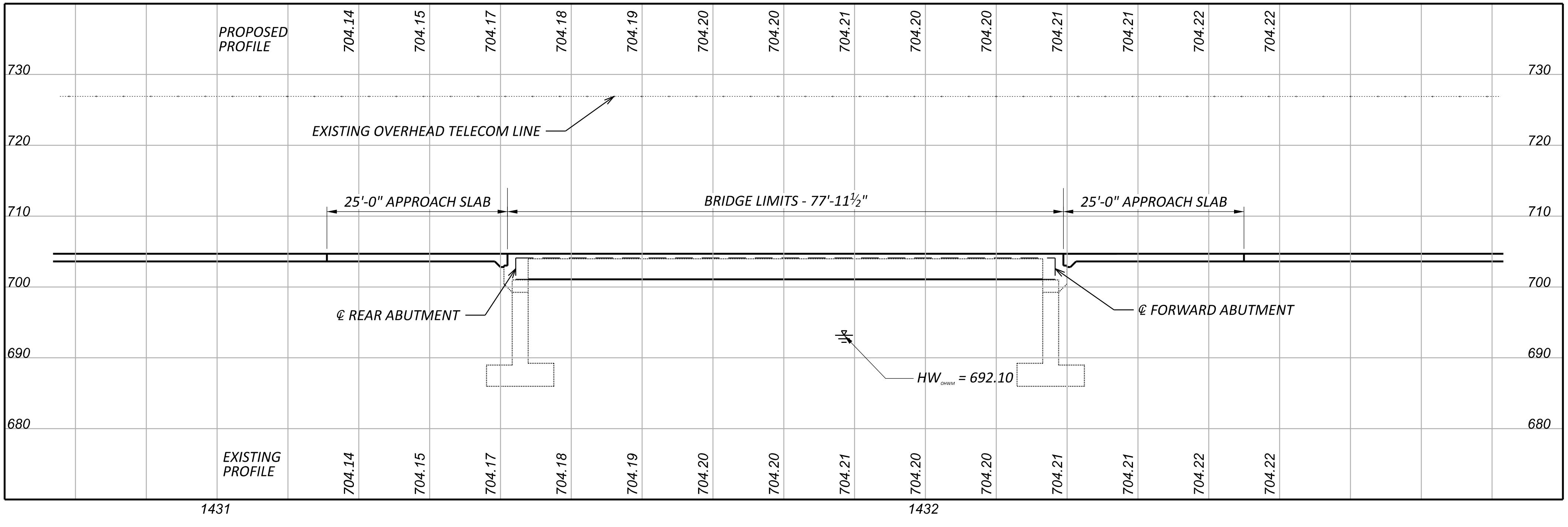
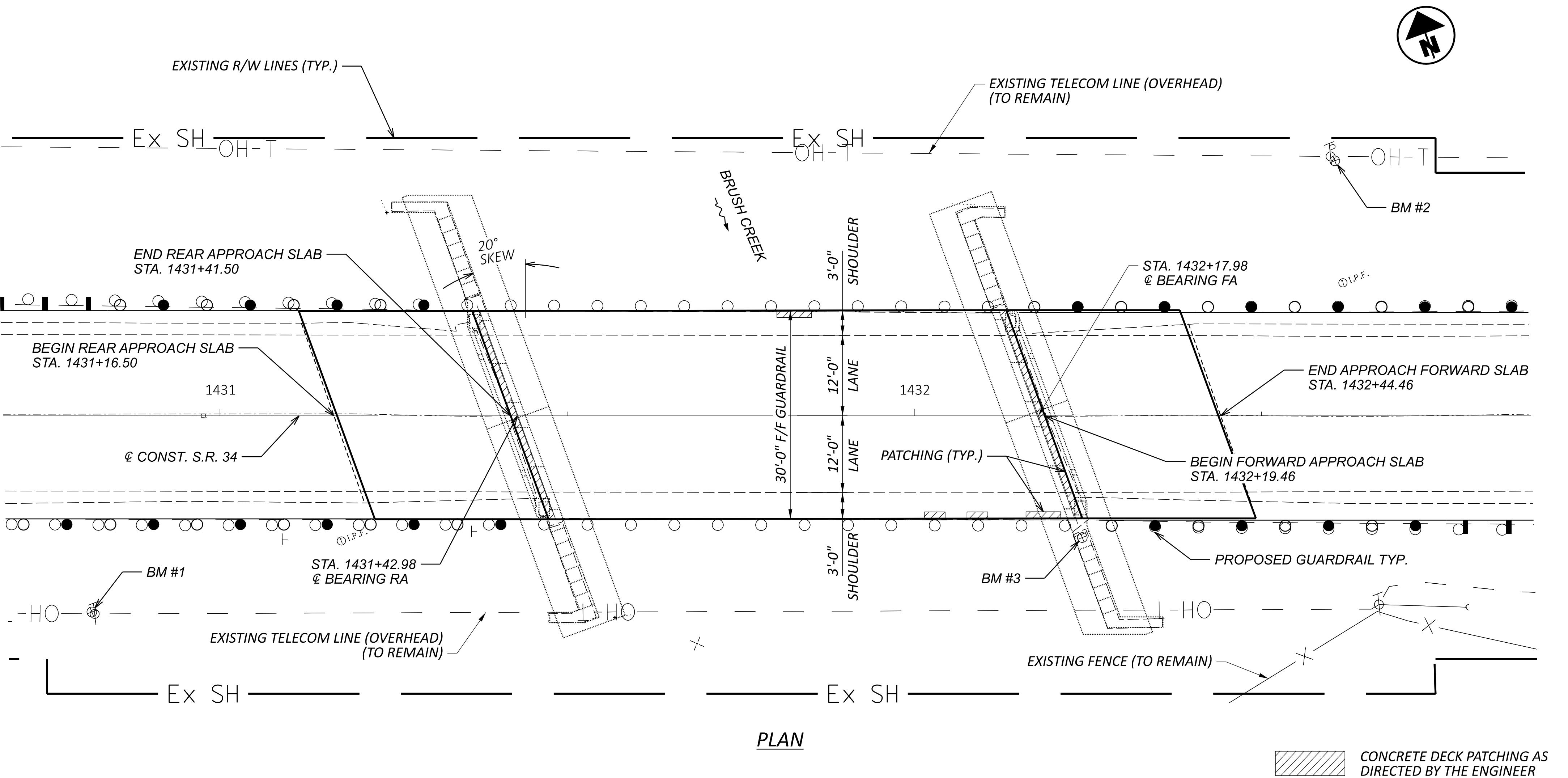
DESIGNER
NMS

REVIEWER
IBC 10/27

PROJECT ID

121332

7

**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

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

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 5/8" C/C BEARING

ROADWAY: 30'-0" F/F GUARDRAIL

LOADING: HS20-44

SKW: 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"



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



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

ESTIMATED QUANTITIES (01/BRO)

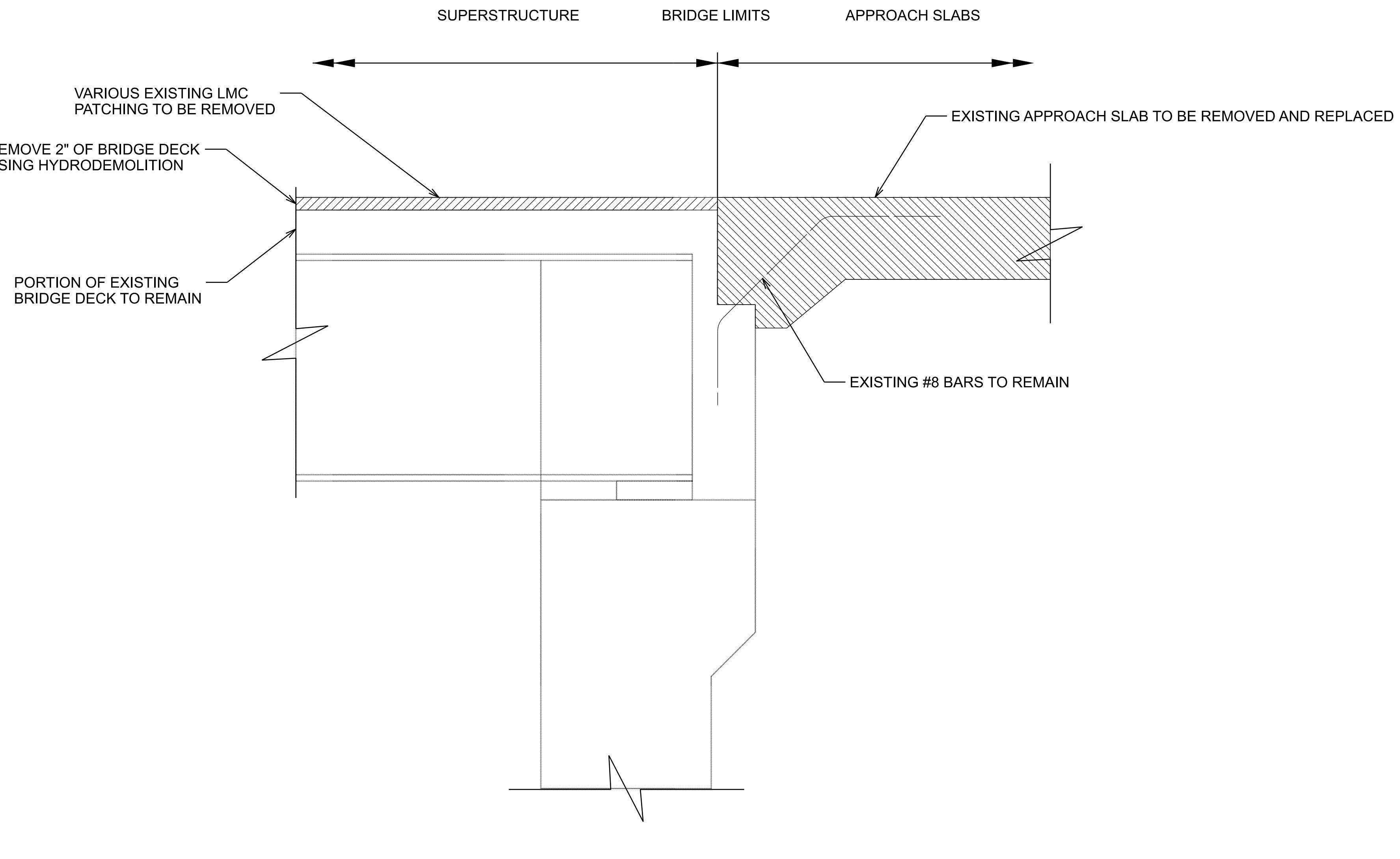
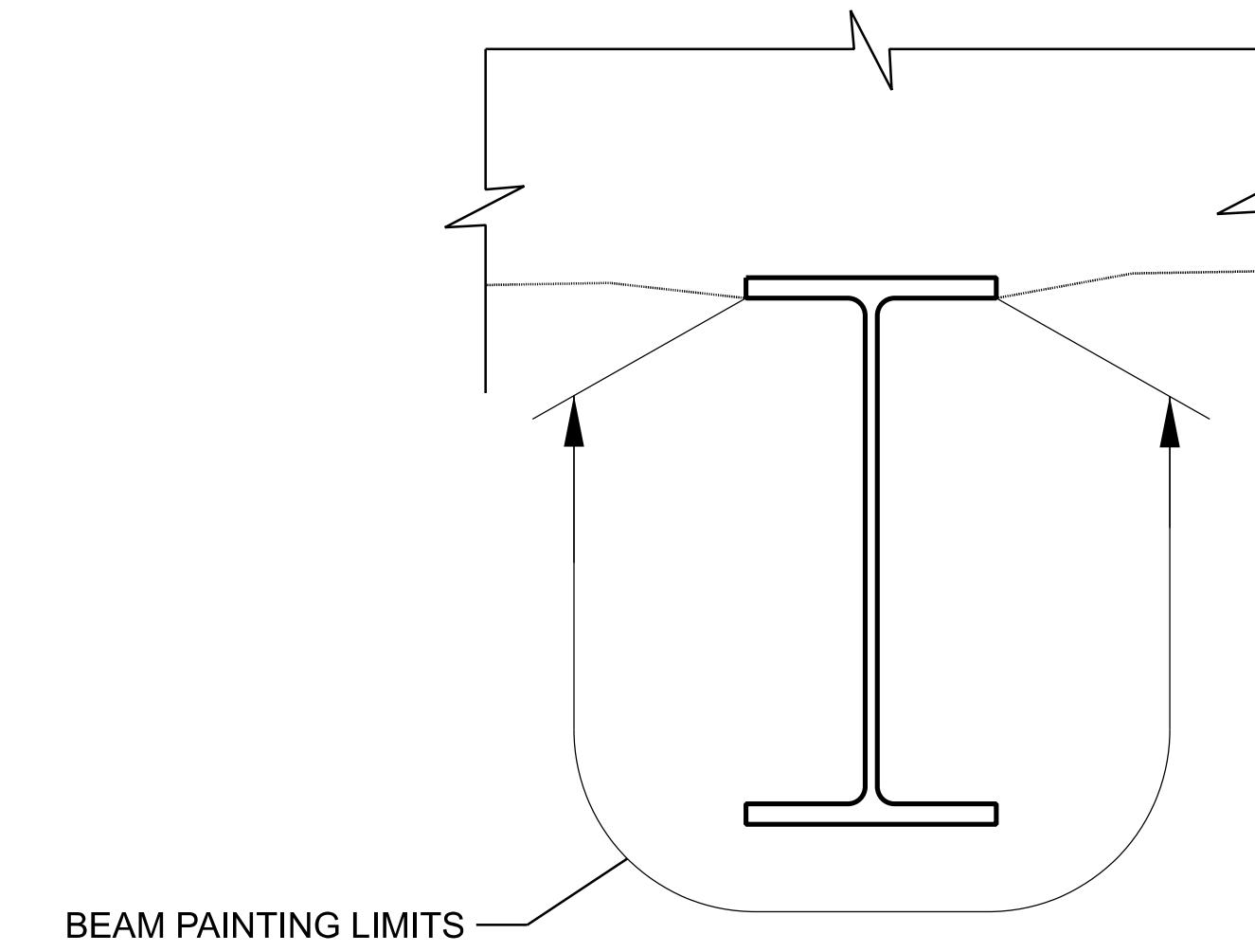
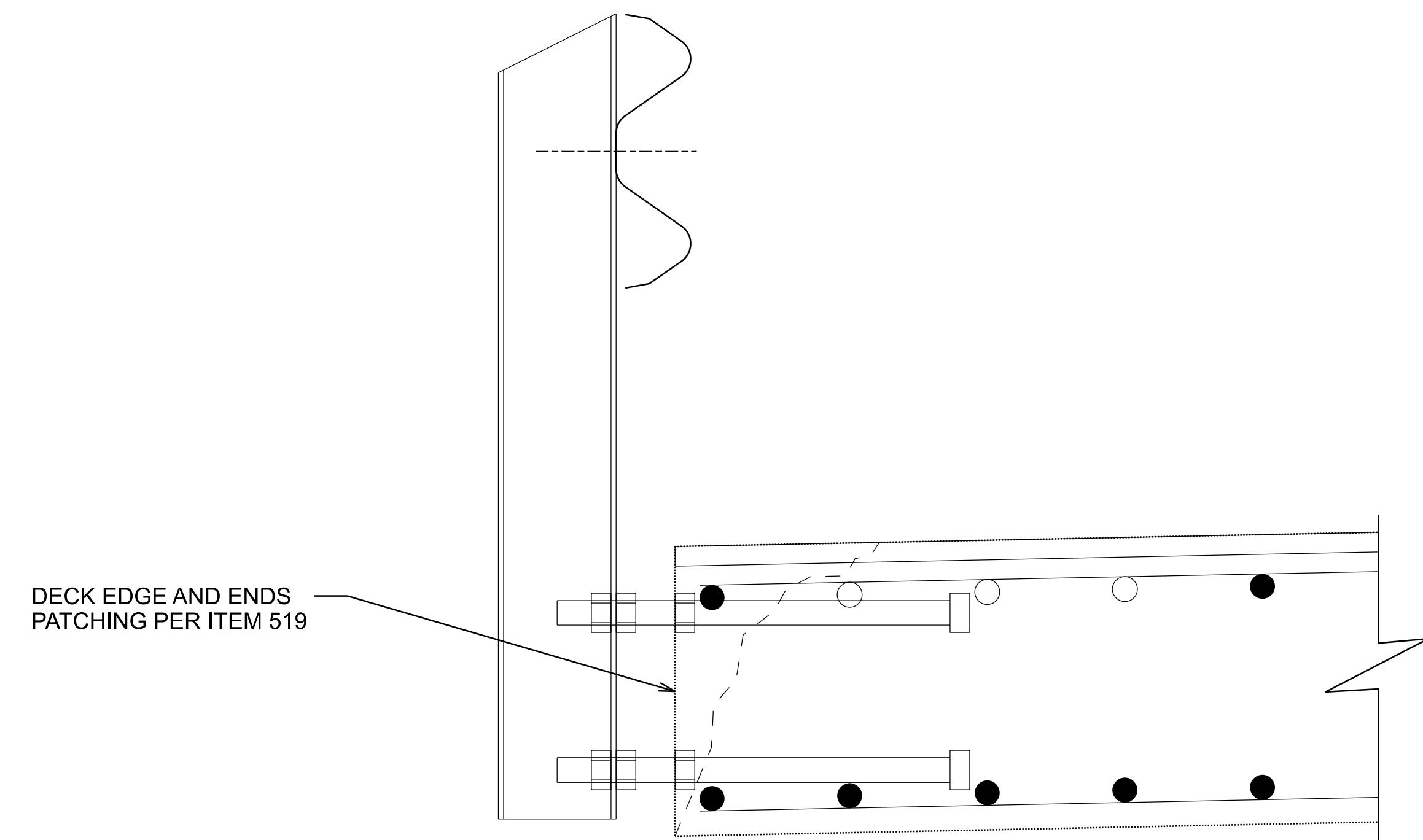
ESTIMATED QUANTITIES (01/BRO)												
ITEM	EXTENSION	TOTAL	UNIT	DESCRIPTION				ABUT.	PIERS	SUPER.	GEN.	SEE SHEET
202	22900	134	SY	APPROACH SLAB REMOVED							134	
509	20001	100	LB	CONCRETE REINFORCEMENT, REPLACEMENT OF EXISTING CONCRETE REINFORCEMENT, AS PER PLAN						100		9
514	00050	3608	SF	SURFACE PREPARATION OF EXISTING STRUCTURAL STEEL						3608		
514	00056	3608	SF	FIELD PAINTING OF EXISTING STRUCTURAL STEEL, PRIME COAT						3608		
514	00060	3608	SF	FIELD PAINTING STRUCTURAL STEEL, INTERMEDIATE COAT						3608		
514	00066	3608	SF	FIELD PAINTING STRUCTURAL STEEL, FINISH COAT						3608		
514	00504	10	MNHR	GRINDING FINS, TEARS, SLIVERS ON EXISTING STRUCTURAL STEEL						10		
514	10000	5	EACH	FINAL INSPECTION REPAIR						5		
518	22300	146	FT	SPECIAL - STEEL DRIP STRIP						146		9
519	11100	20	SF	PATCHING CONCRETE STRUCTURES						20		
526	25000	167	SY	REINFORCED CONCRETE APPROACH SLABS (T=15")						167		
526	90010	64	FT	TYPE A INSTALLATION						64		
630	95000	LS	LS	SIGNING, MISC.: BRIDGE IDENTIFICATION SIGN						LUMP		
848	10201	344	SY	SUPERPLASTICIZED DENSE CONCRETE OVERLAY USING HYDRODEMOLITION, AS PER PLAN, 2" THICK						344		9
848	20000	344	SY	SURFACE PREPARATION USING HYDRODEMOLITION, 2" THICK						344		
848	30201	8	CY	SUPERPLASTICIZED DENSE CONCRETE OVERLAY (VARIABLE THICKNESS), MATERIAL ONLY, AS PER PLAN						8		9
848	50000	75	SY	HAND CHIPPING						75		
848	50100	LS	LS	TEST SLAB						LUMP		
848	50200	LS	LS	FULL DEPTH REPAIR						LUMP		

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

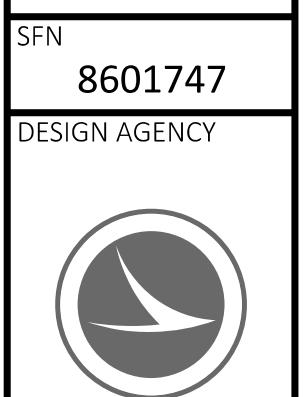
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DESIGN AGENCY



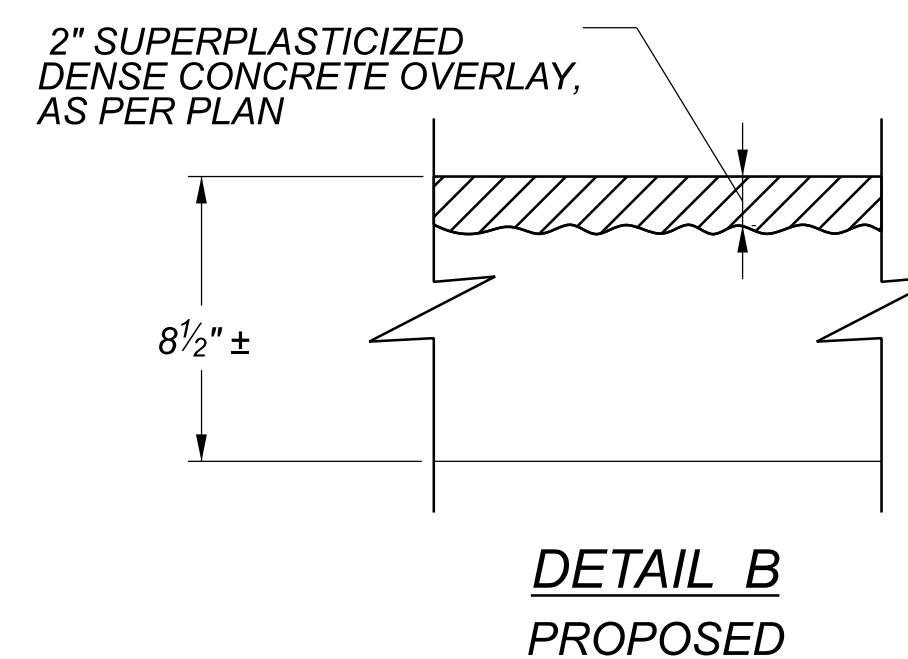
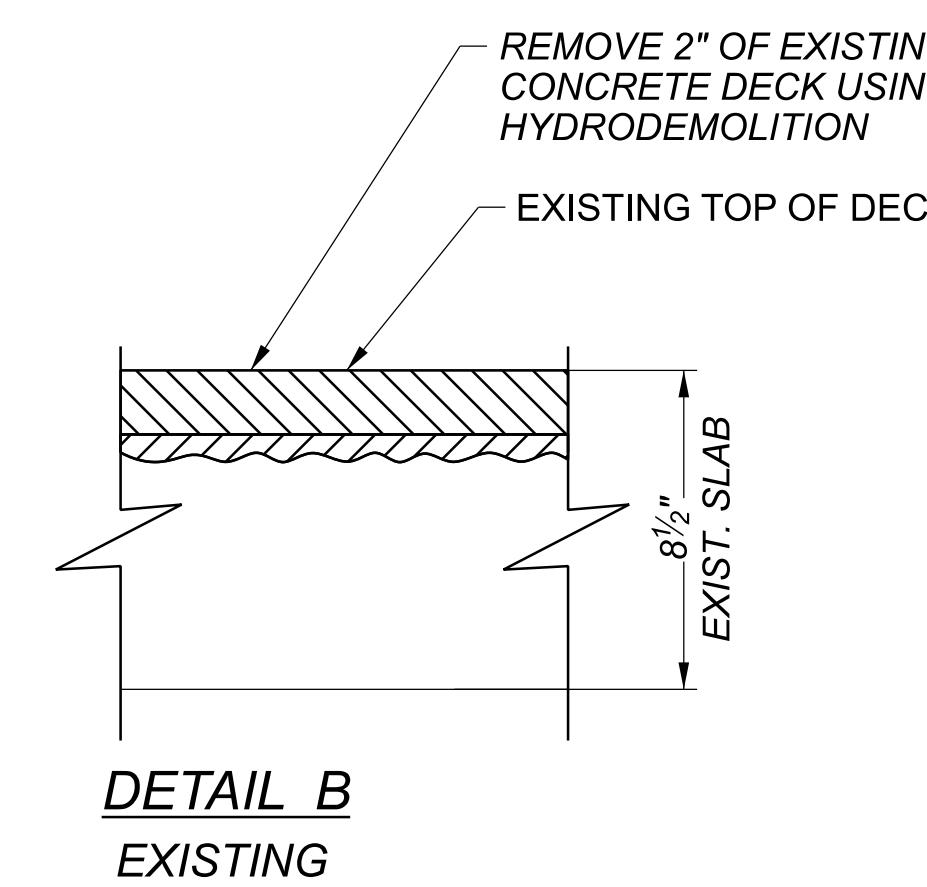
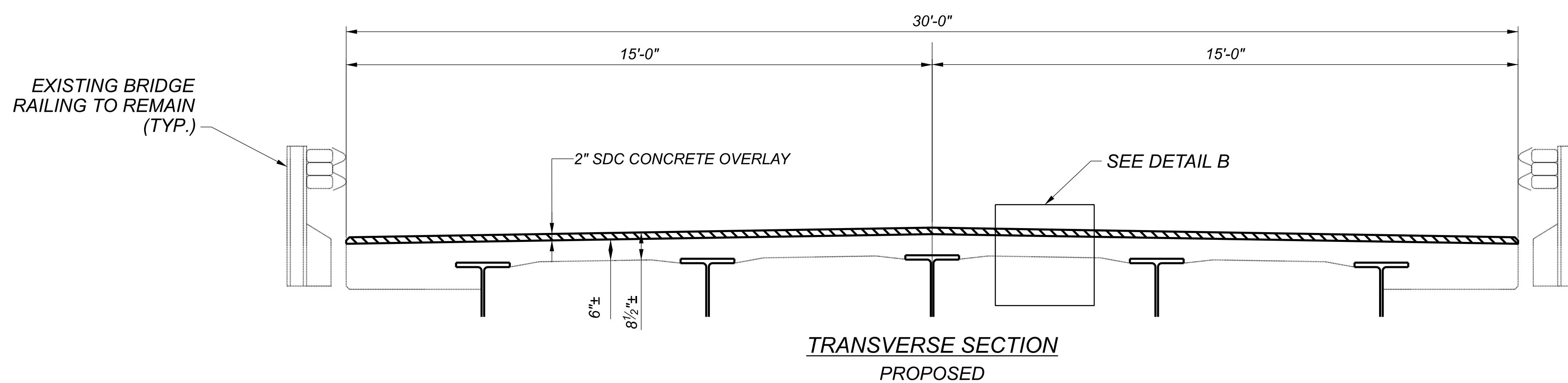
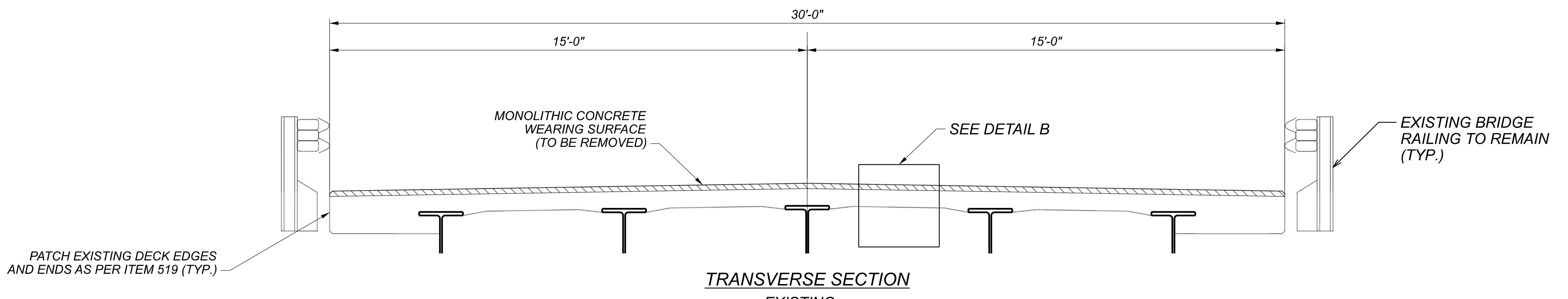
DESIGNER NMS	CHECKER JRC
REVIEWER	
DJG	10/27/25
PROJECT ID	
121332	
SUBSET 3	TOTAL 6
SHEET 10	TOTAL 13

REMOVAL DETAILBEAM PAINTING DETAILPATCHING DETAIL

SUPERSTRUCTURE DETAILS
BRIDGE NO. WIL-34-2722
SR 34 OVER BRUSH CREEK



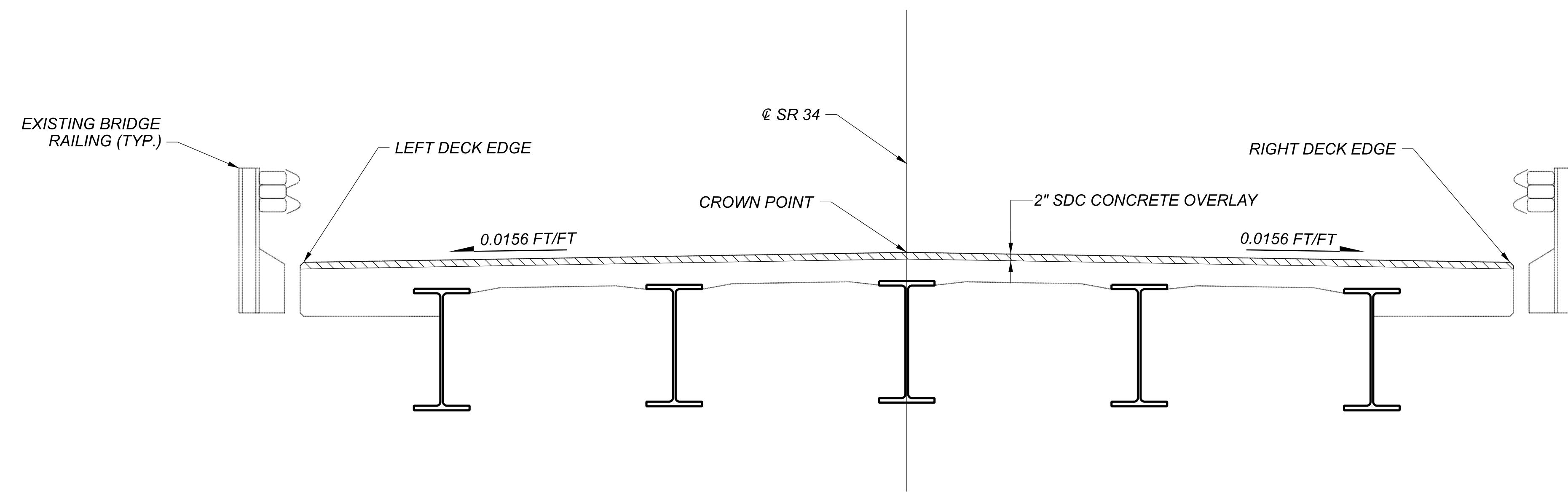
DESIGNER NMS	CHECKER JRC
REVIEWER DJG	10/27/25
PROJECT ID 121332	
SUBSET 4	TOTAL 6
SHEET 11	TOTAL 13



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



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



TYPICAL SECTION

FINAL DECK SURFACE ELEVATION TABLE								
LOCATION		APPR START	SLAB START	1/4 SPAN	1/2 SPAN	3/4 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

TOTAL

6 6

SHEET

TOTAL

13 13