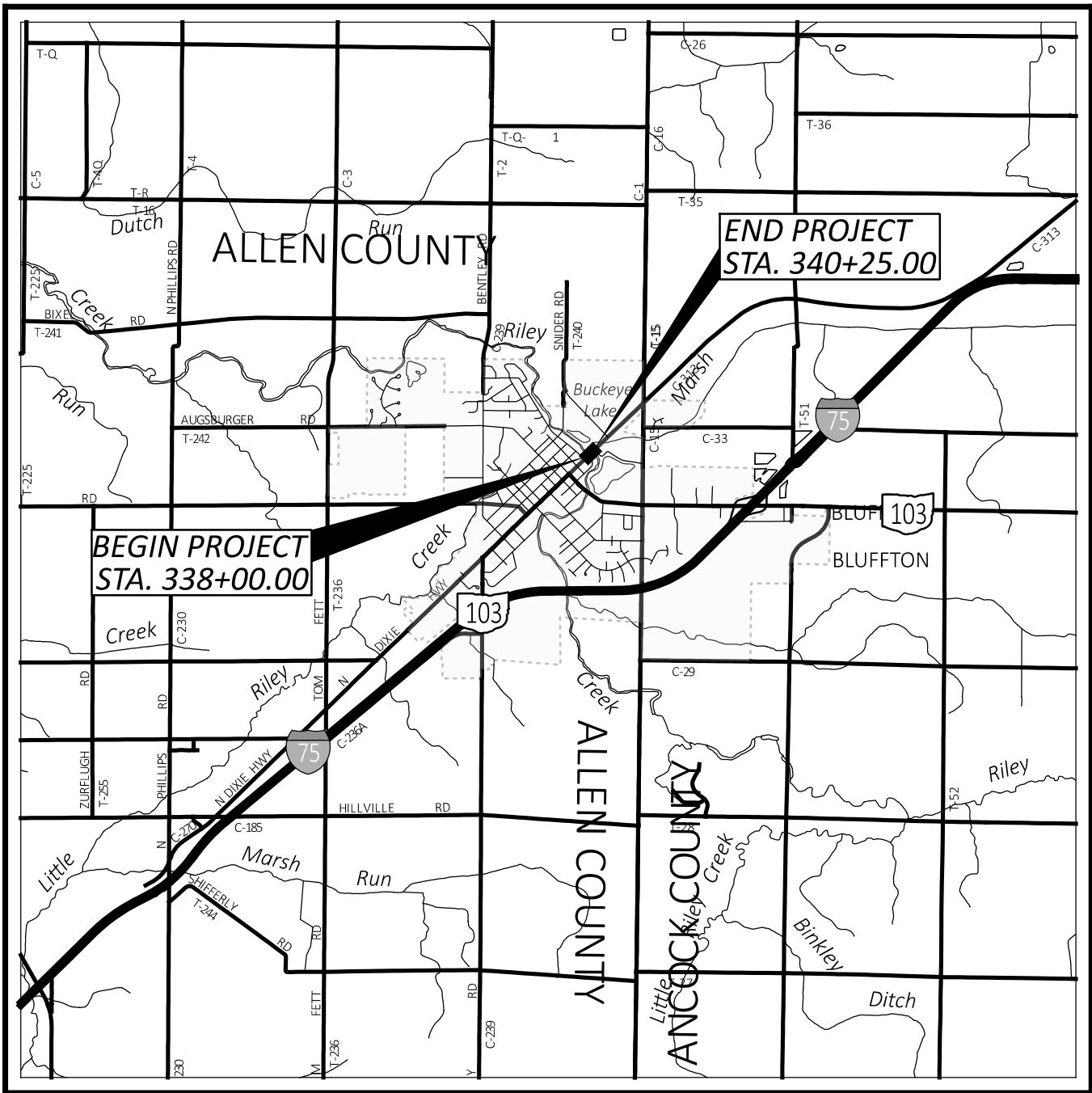




LOCATION MAP

LATITUDE: 40°53'50" N LONGITUDE: 83°53'13" W



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

DESIGN DESIGNATION

CURRENT ADT (2027)	3900
DESIGN YEAR ADT (2047)	4700
DESIGN HOURLY VOLUME (2047)	517
DIRECTIONAL DISTRIBUTION	0.60
TRUCKS (24 HOUR B&C)	0.07
DESIGN SPEED	30 MPH
LEGAL SPEED	25 MPH
DESIGN FUNCTIONAL CLASSIFICATION:	
05 MAJOR COLLECTOR ROADS (URBAN)	
NHS PROJECT	NO

DESIGN EXCEPTIONS

NONE REQUIRED

ADA DESIGN WAIVERS

NONE REQUIRED

UNDERGROUND UTILITIES

Contact Two Working Days
Before You Dig

Before You Dig

OHIO811, 8-1-1, or 1-800-362-2764
(Non members must be called directly)

PLAN PREPARED BY:
ALLEN COUNTY ENGINEER'S OFFICE
1501 N. SUGAR STREET
LIMA, OH 45801

ALLEN COUNTY, OHIO

OFFICE OF THE COUNTY ENGINEER

ALL-C.R. 270-6.41

(MAIN STREET)

VILLAGE OF BLUFFTON

RICHLAND TOWNSHIP

INDEX OF SHEETS:

TITLE SHEET	P.01
HORIZONTAL AND VERTICAL CONTROL	P.02
GENERAL NOTES	P.03
GENERAL SUMMARY	P.04
STRUCTURE OVER 20 FOOT SPAN	P.05-P.20
RIGHT-OF-WAY	RW.01

STANDARD CONSTRUCTION DRAWINGS					SUPPLEMENTAL SPECIFICATIONS	SPECIAL PROVISIONS
	MT-101.60	1/17/25			800 07/17/26	ASBESTOS SURVEY REPORT 3/13/25
	BR-2-15	7/19/24			832 7/18/25	
	PSBD-1-25	1-16-26				WATERWAY PERMIT 3/20/26
						NWP3 7/30/26
DM-4.4	1/15/16					
HL-50.21	1/16/26					

FEDERAL PROJECT NUMBER

N/A

RAILROAD INVOLVEMENT

NONE

PROJECT DESCRIPTION

REPLACEMENT OF AN EXISTING STRUCTURALLY DEFICIENT BRIDGE ON MAIN STREET IN BLUFFTON, OHIO OVER RILEY CREEK WITH RECONSTRUCTION OF THE APPROACH ROADWAY.

EARTH DISTURBED AREAS

PROJECT EARTH DISTURBED AREA:	0.54 ACRES
ESTIMATED CONTRACTOR EARTH DISTURBED AREA:	0.04 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.

I HEREBY APPROVE THESE PLANS AND DECLARE THAT THE MAKING OF THIS IMPROVEMENT WILL REQUIRE THE CLOSING TO TRAFFIC OF THE HIGHWAY.

APPROVED _____

DATE _____ ALLEN COUNTY ENGINEER

APPROVED _____

DATE _____ ALLEN COUNTY COMMISSIONER

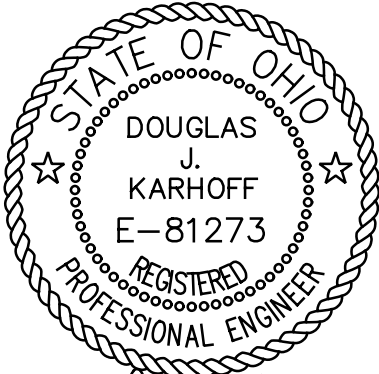
APPROVED _____

DATE _____ ALLEN COUNTY COMMISSIONER

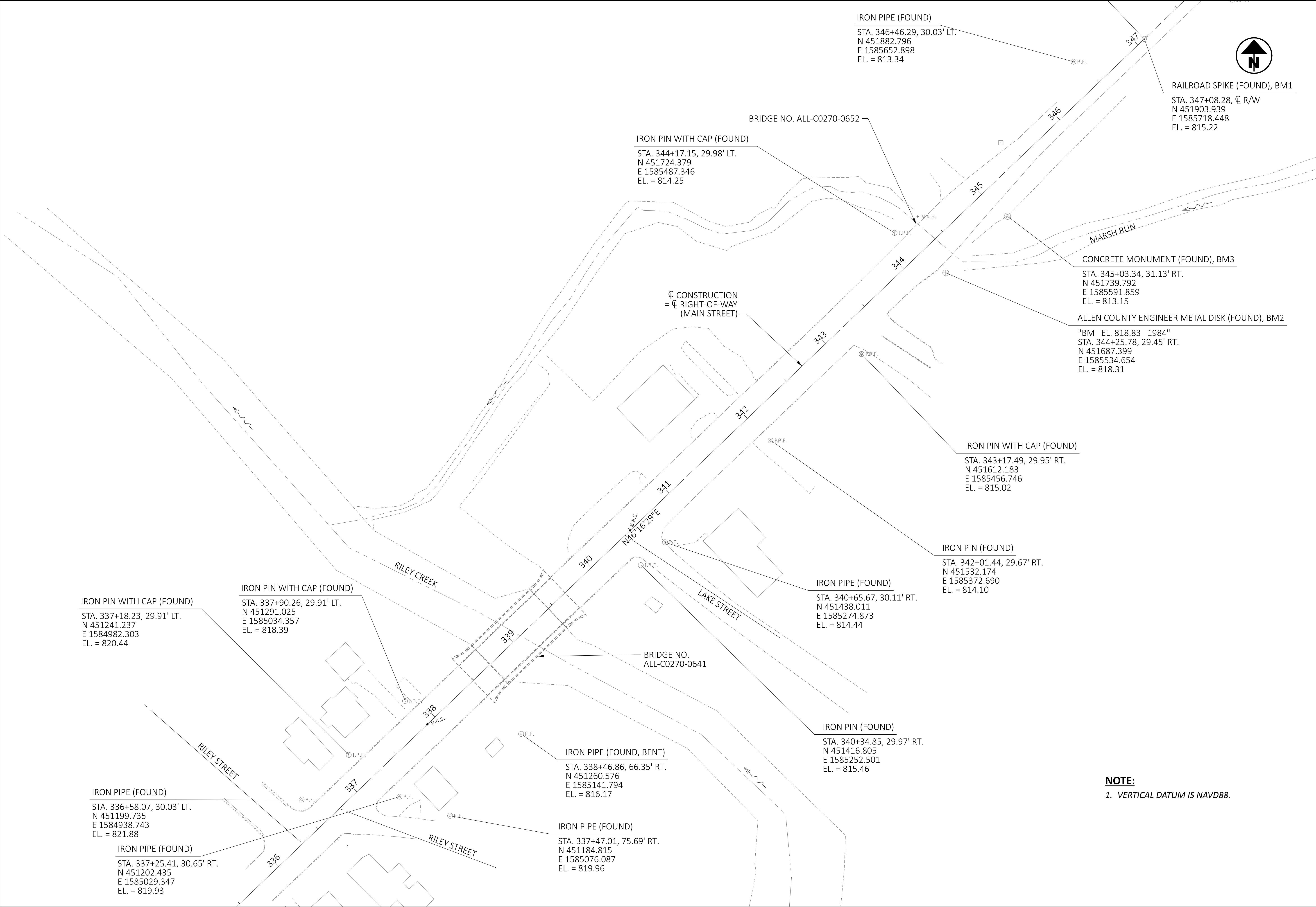
APPROVED _____

DATE _____ ALLEN COUNTY COMMISSIONER

ENGINEER'S SEAL:



SIGNED: *Doug Karhoff*
DATE: 6-25-2026



NOTE:
1. VERTICAL DATUM IS NAVD88.

HORIZONTAL AND VERTICAL CONTROL



DESIGN AGENCY	
DESIGNER	DJK
REVIEWER	
PROJECT ID	115516
SHEET	P.02
TOTAL	20

ROUNDING:
THE ROUNDING AT SLOPE BREAKPOINTS SHOWN ON THE TYPICAL SECTIONS APPLIES TO ALL CROSS SECTIONS, EVEN THOUGH OTHERWISE SHOWN.

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

ELECTRIC:
AMERICAN ELECTRIC POWER OHIO
ATTN: DAN WILSON
3696 EAST O'CONNER AVENUE
LIMA, OHIO 45801
P. 419-998-5103
C. 419-302-0839
E. dewilson@aep.com

TELECOMMUNICATIONS:
BENTON RIDGE TELEPHONE
ATTN:
1805 NORTH DIXIE HIGHWAY
LIMA, OHIO 45801
P. 800-589-3837
E. brtinfo@bright.net

GAS
ENBRIDGE GAS OHIO
ATTN: ADAM KERNS
320 SPRINGSIDE DRIVE
AKRON, OHIO 44333
P. 330-620-9127
E. adam.j.kearns@dominionenergy.com
SEND PLANS TO: relocation@enbridge.com

CHARTER COMMUNICATIONS
ATTN: STEVE MYERS
3100 ELIDA ROAD
LIMA, OHIO 45805
P. 419-303-7735
E. Steve.Myers@charter.com

WATER/SANITARY
VILLAGE OF BLUFFTON
ATTN: JESSE BLACKBURN
154 NORTH MAIN STREET
BLUFFTON, OHIO 45817
P. 419-358-2066
E. blackburnj@bluffton-ohio.com

BRIGHTSPEED
ATTN: DAVID SPURGEON
122 SOUTH ELIZABETH STREET
LIMA, OHIO 45801
P. 980-376-1518
E. David.L.Spurgeon@brightspeed.com
SEND PLANS TO: relocations@brightspeed.com

PIPELINE
BUCKEYE PIPELINE
ATTN: TROY ALLEN
1020 BUCKEYE ROAD
LIMA, OHIO 45804
P. 419-993-8008
E. Tallen@buckeye.com

EXISTING PLANS:
EXISTING PLANS ENTITLED "LIMA-SANDUSKY ROAD I.C.H 22 SEC BLUFFTON BRIDGE PET No 5171" MAY BE INSPECTED IN THE ALLEN COUNTY ENGINEER'S OFFICE AT 1501 N. SUGAR ST. LIMA, OH 45801

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, DO NOT OPERATE POWER-OPERATED CONSTRUCTION-TYPE DEVICES BETWEEN THE HOURS OF 9:00 PM AND 7:00 AM. 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.

SURVEYING PARAMETERS:
SEE SHEET 2/20 OF THE PLANS FOR PROJECT CONTROL INFORMATION.

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

VERTICAL POSITIONING
ORTHOMETRIC HEIGHT DATUM: NAVD88
GEOID: GEOID 18

HORIZONTAL POSITIONING
REFERENCE FRAME: NAD83 (2011)
ELLIPSOID: GRS80
MAP PROJECTION: LAMBERT CONFORMAL CONIC
COORDINATE SYSTEM: OHIO STATE PLANE, NORTH ZONE
COMBINED SCALE FACTOR: 1.00000000

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.

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.

AIRWAY/HIGHWAY CLEARANCE FOR AIRPORTS AND HELIPORTS:
THIS PROJECT HAS BEEN IDENTIFIED AS BEING WITHIN THE INFLUENCE AREA OF A PUBLIC USE AIRPORT OR HELIPORT. NO TEMPORARY STRUCTURES OR CONSTRUCTION EQUIPMENT AT MAXIMUM OPERATING HEIGHT SHALL EXCEED A HEIGHT OF 96 FT. IF ANY TEMPORARY STRUCTURES OR CONSTRUCTION EQUIPMENT WILL EXCEED THIS HEIGHT, FURTHER COORDINATION WITH THE FEDERAL AVIATION ADMINISTRATION (FAA), AND ODOT OFFICE OF AVIATION, WILL BE NECESSARY PRIOR TO ERECTING SUCH TEMPORARY STRUCTURES OR OPERATING SUCH EQUIPMENT ON THE PROJECT. THE CONTRACTOR WILL BE REQUIRED TO FILE A NEW FAA FORM 7460-1 TO THE FAA. NOTIFY THE ODOT OFFICE OF AVIATION WHEN SUBMITTING FAA FORM 7460-1.

NO TEMPORARY STRUCTURES OR CONSTRUCTION EQUIPMENT SHALL EXCEED THE PERMISSIBLE HEIGHT, UNTIL A COPY OF THE FAA APPROVAL AND THE ODOT OFFICE OF AVIATION PERMIT HAS BEEN FURNISHED TO THE PROJECT ENGINEER.

Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177
Fax: (817) 222-5920
http://ceaaa.faa.gov

Ohio Department of Transportation
Office of Aviation
2829 West Dublin-Granville Road
Columbus, Ohio 43235
Ohio.airport.protection@dot.ohio.gov

ENDANGERED BAT HABITAT REMOVAL:
THIS PROJECT IS LOCATED WITHIN THE KNOWN HABITAT RANGES OF THE FEDERALLY LISTED AND PROTECTED INDIANA BAT, AND NORTHERN LONG-EARED BAT. NO TREES SHALL BE REMOVED UNDER THIS PROJECT FROM APRIL 1 THROUGH SEPTEMBER 30. ALL NECESSARY TREE REMOVAL SHALL OCCUR FROM OCTOBER 1 THROUGH MARCH 31. THIS REQUIREMENT IS NECESSARY TO AVOID AND MINIMIZE IMPACTS TO THESE SPECIES AS REQUIRED BY THE ENDANGERED SPECIES ACT (ESA). FOR THE PURPOSES OF THIS NOTE, A TREE IS DEFINED AS: A LIVE, DYING, OR DEAD WOODY PLANT, WITH A TRUNK 3 INCHES OR GREATER IN DIAMETER AT A HEIGHT OF 4.5 FEET ABOVE THE GROUND SURFACE, AND WITH A MINIMUM HEIGHT OF 13 FEET.

MANHOLES, CATCH BASINS AND INLETS REMOVED OR ABANDONED:
CAREFULLY REMOVE AND STORE ALL CASTINGS WITHIN THE RIGHT OF WAY FOR SALVAGE BY VILLAGE OF BLUFFTON FORCES.

PAYMENT FOR ALL OF THE ABOVE IS INCLUDED IN THE CONTRACT PRICE FOR THE PERTINENT 202 ITEM.

CLEARING AND GRUBBING:
REMOVE ALL TREES AND STUMPS SPECIFICALLY MARKED FOR REMOVAL WITHIN THE CONSTRUCTION LIMITS UNDER THE LUMP SUM BID FOR ITEM 201, CLEARING AND GRUBBING. THE FOLLOWING IS AN APPROXIMATE ESTIMATE OF THE NUMBER OF TREES AND STUMPS TO BE REMOVED.

SIZES	NO. TREES	NO. STUMPS	TOTAL
18"	10	0	10

REVIEW OF DRAINAGE FACILITIES:
PRIOR TO THE START OF WORK AND AGAIN BEFORE FINAL ACCEPTANCE, PERFORM AN INSPECTION WITH REPRESENTATIVES OF THE COUNTY, CONTRACTOR AND LOCALS OF ALL EXISTING DRAINAGE FACILITIES THAT ARE TO REMAIN IN SERVICE WHICH MAY BE AFFECTED BY THE WORK. THE CONDITION OF THE EXISTING CONDUITS AND THEIR APPURTENANCES IS DETERMINED FROM FIELD OBSERVATIONS. RECORDS OF THE INSPECTION ARE MAINTAINED BY THE COUNTY.

CONFIRM ALL EXISTING SEWERS INSPECTED INITIALLY BY THE ABOVE-MENTIONED PARTIES ARE MAINTAINED AND LEFT IN A CONDITION COMPARABLE TO THAT DETERMINED BY THE ORIGINAL INSPECTION. THE CONTRACTOR IS RESPONSIBLE TO CORRECT ANY CHANGE IN THE CONDITION RESULTING FROM THEIR OPERATIONS AS DIRECTED AND APPROVED BY THE ENGINEER.

PAYMENT FOR ALL OPERATIONS DESCRIBED ABOVE IS INCLUDED IN THE CONTRACT PRICE FOR THE PERTINENT 611 CONDUIT ITEMS.

ITEM 611 - DRAINAGE STRUCTURE, MISC.: TEMPORARY STORM OUTLET
THE CONTRACTOR SHALL PROVIDE A TEMPORARY STORM OUTLET FOR DRAINAGE FROM THE EXISTING MANHOLE LOCATED AT STA. 338+29.47± AFTER REMOVING THE EXISTING OUTLET THROUGH THE EXISTING BRIDGE STRUCTURE.

ALL MATERIALS, LABOR, EQUIPMENT AND INCIDENTALS SHALL BE INCLUDED WITH ITEM 611 - DRAINAGE STRUCTURE, MISC.: TEMPORARY STORM OUTLET FOR PAYMENT.

ADJOINING PROJECT COORDINATION:
THE VILLAGE OF BLUFFTON PLANS TO RECONSTRUCTION MAIN STREET WITHIN THE SAME OR SIMILAR TIME FRAME AS THE REPLACEMENT OF BRIDGE NO. ALL-C.R. 270-6.41. THE CONTRACTOR MAY COORDINATE WITH THE VILLAGE'S PROJECT CONTRACTOR IN ORDER TO ENSURE THAT A SEAMLESS TRANSITION OF THE ROADWAY, CURB, SIDEWALK, UNDERDRAINS, ETC. ARE MADE.

CROSSINGS AND CONNECTIONS TO EXISTING PIPES AND UTILITIES
WHERE PLANS PROVIDE FOR A PROPOSED CONDUIT TO BE CONNECTED TO, OR CROSS OVER OR UNDER AN EXISTING SEWER OR UNDERGROUND UTILITY, LOCATE THE EXISTING PIPES OR UTILITIES BOTH AS TO LINE AND GRADE BEFORE STARTING TO LAY THE PROPOSED CONDUIT.

IF IT IS DETERMINED THAT THE ELEVATION OF THE EXISTING CONDUIT, OR EXISTING APPURTENANCE TO BE CONNECTED, DIFFERS FROM THE PLAN ELEVATION OR RESULTS IN A CHANGE IN THE PLAN CONDUIT SLOPE, NOTIFY THE ENGINEER BEFORE STARTING CONSTRUCTION OF ANY PORTION OF THE PROPOSED CONDUIT WHICH WILL BE AFFECTED BY THE VARIANCE IN THE EXISTING ELEVATIONS.

IF IT IS DETERMINED THAT THE PROPOSED CONDUIT WILL INTERSECT AN EXISTING SEWER OR UNDERGROUND UTILITY IF CONSTRUCTED AS SHOWN ON THE PLAN, NOTIFY THE ENGINEER BEFORE STARTING CONSTRUCTION OF ANY PORTION OF THE PROPOSED CONDUIT WHICH WOULD BE AFFECTED BY THE INTERFERENCE WITH AN EXISTING FACILITY.

PAYMENT FOR ALL THE OPERATIONS DESCRIBED ABOVE IS INCLUDED IN THE CONTRACT PRICE FOR THE PERTINENT 611 CONDUIT ITEM.

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 150 CONSECUTIVE CALENDAR DAYS, WHEN MAIN STREET MAY BE CLOSED. A DISINCENTIVE SHALL BE ASSESSED IN THE AMOUNT OF \$1,000 PER DAY 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 CLOSURE IN ACCORDANCE WITH THE NOTICE OF CLOSURE TIME TABLE BELOW.

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.

ITEM	DURATION OF CLOSURE	SIGN DISPLAYED TO PUBLIC
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.

MAIN ST. WILL BE
CLOSED "MMM-DD"
FOR 150 DAYS
INFO: 1-419-228-3196

W20-H13-60

THE CONTRACTOR SHALL PROVIDE, ERECT AND MAINTAIN STANDARD 48 X 30 INCH ROAD CLOSED 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:

- NEAR "BEGIN WORK" AND "END WORK" STATIONS OF PROJECT

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:

- AT THE INTERSECTION OF MAIN STREET AND RILEY STREET.
- AT THE INTERSECTION OF MAIN STREET AND SNIDER ROAD.

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.

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 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.

ITEM	DURATION OF CLOSURE	NOTICE DUE TO PERMITS & PIO
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.

ENVIRONMENTAL COMMITMENTS:
1. AN ASBESTOS SURVEY OF THE MAIN STREET BRIDGE SCHEDULED FOR DEMOLITION WAS CONDUCTED BY A CERTIFIED ASBESTOS HAZARD EVALUATION SPECIALIST. THE SURVEY DETERMINED REGULATED ASBESTOS-CONTAINING MATERIALS ARE PRESENT ON THE MAIN STREET BRIDGE. THE QUANTITIES AND LOCATIONS OF THE REGULATED ASBESTOS-CONTAINING MATERIALS ARE PRESENTED WITHIN THE ASBESTOS INSPECTION REPORT INCLUDED IN THE PLAN PACKAGE FOR THIS PROJECT. (THE REMOVAL AND DISPOSAL OF THE REGULATED ASBESTOS-CONTAINING MATERIALS MUST COMPLY WITH THE OHIO ADMINISTRATIVE CODE (OAC) REGULATIONS AND THE NATIONAL EMISSION STANDARD FOR HAZARDOUS AIR POLLUTANTS (NESHAP) STANDARD FOR ASBESTOS).

COPIES OF THE OHIO ENVIRONMENTAL PROTECTION AGENCY (OEPA) NOTIFICATION OF DEMOLITION AND RENOVATION FORMS, PARTIALLY COMPLETED AND SIGNED BY THE BRIDGE OWNER, HAVE BEEN INCLUDED AT THE END OF THE ASBESTOS INSPECTION REPORT. THE CONTRACTOR SHALL COMPLETE AND SIGN THE FORMS AND SUBMIT THEM TO:

OHIO EPA, DAPC ASBESTOS
50 W. TOWN STREET, 7TH FLOOR OR P.O. BOX 1049
COLUMBUS, OH 43216-1049

OR SUBMIT THE FORMS ELECTRONICALLY (ELECTRONIC SUBMISSION INSTRUCTIONS PROVIDED ON THE FORMS), AT LEAST 10 WORKING DAYS PRIOR TO THE START OF ANY DEMOLITION WORK. THE CONTRACTOR SHALL PROVIDE A COPY OF THE COMPLETED AND SIGNED FORMS TO THE ENGINEER. INFORMATION REQUIRED ON THE FORMS SHALL INCLUDE AT A MINIMUM: 1) THE ODOT PROJECT MANAGER, 2) THE CONTRACTOR'S NAME, ADDRESS, AND TELEPHONE NUMBER, 3) THE SCHEDULED DATES FOR THE START AND COMPLETION OF BRIDGE RENOVATIONS.

BASIS FOR PAYMENT: THE CONTRACTOR SHALL FURNISH ALL FEES, LABOR, AND MATERIALS NECESSARY TO COMPLETE AND SUBMIT THE OEPA NOTIFICATION OF DEMOLITION AND RENOVATION FORMS. PAYMENTS FOR THIS WORK SHALL BE INCIDENTAL TO THE ITEM 202 STRUCTURE REMOVAL ITEM(S) IN THE PLAN.

- THE PERMITTEE IS PROHIBITED FROM PERFORMING IN-WATER WORK BETWEEN MARCH 15TH AND JUNE 30TH TO PRECLUDE ADVERSE IMPACTS ON THE SPAWNING, NURSERY, AND FEEDING ACTIVITIES OF INDIGENOUS FISH SPECIES.

DESIGN AGENCY



DESIGNER

DJK

REVIEWER

MAD 10-28-25

PROJECT ID

115516

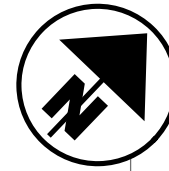
SHEET

P.03

TOTAL

20

GENERAL SUMMARY	
DESIGN AGENCY	
	
DESIGNER	
DJK	
REVIEWER	
MAD 10-28-25	
PROJECT ID	
115516	
SHEET	TOTAL
P.04	20



BM1: RAILROAD SPIKE (FOUND), STA. 247+08.28, $\frac{1}{4}$ R/W, EL. = 815.22
BM2: ALLEN COUNTY ENGINEER METAL DISK (FOUND), STA. 344+25.78,
29.45' RT., EL. = 818.31
BM3: CONCRETE MONUMENT (FOUND), STA. 345+03.34, 31.13' RT.,
EL. = 813.15

NOTES

DESIGN TRAFFIC:

LEGEND

 BORING LOCATION

-  *APPROACH WORK BY OTHERS*
-  *ITEM 601 - ROCK CHANNEL PROTECTION WITH AGGREGATE FILTER*

DRAINAGE AREA = 36.2 SQ. MILES
Q (4%) = 4,093 CFS V (4%) = 5.84 FT/S
Q (1%) = 5,400 CFS V (1%) = 7.26 FT/S

SITE PLAN
BRIDGE NO. ALL-C0270-0641
OVER RILEY CREEK



TYPE: SINGLE SPAN REINFORCED CONCRETE ARCH BRIDGE FOUNDED
ON SPREAD FOOTINGS IN BEDROCK

SPAN: 75'-0"± F/F ABUTMENT	APPROACH SLABS: NONE
ROADWAY: 38'-0"± F/F CURB	ALIGNMENT: TANGENT
LOADING: H-20	STRUCTURE FILE NUMBER: 0247596
SKREW: NONE	DATE BUILT: 1925
WEARING SURFACE: ASPHALT CONCRETE OVER BRICK	DISPOSITION: TO BE REMOVED

TYPE: SINGLE-SPAN COMPOSITE PRESTRESSED CONCRETE BOX BEAM
SUPERSTRUCTURE WITH REINFORCED CONCRETE WALL ABUTMENTS
ON SPREAD FOOTINGS.

SPAN: 80'-0" C/C BEARINGS
ROADWAY: 28'-0" F/F CURB
LOADING: HL93 AND 60 PSF FUTURE WEARING SURFACE
SKEW: 20° R.F.
WEARING SURFACE: 1" MONOLITHIC CONCRETE
APPROACH SLABS: NONE
ALIGNMENT: TANGENT
CROWN: 0.02 FT/FT
DECK AREA: 3813 SF

COORDINATES: LATITUDE	40° 53' 50" N
LONGITUDE	83° 53' 13" W

SFN
0247597

DESIGN AGENCY



DESIGNER	CHECKER
DJK	MAD

REVIEWER

XXX MM-DD-Y

PROJECT ID

115516

SUBSET	TOTAL
--------	-------

1	16
---	----

SHEET	TOTAL
-------	-------

STREET	TOTAL
P 05	20

STANDARD DRAWINGS AND SUPPLEMENTAL SPECIFICATIONS:
REFER TO THE FOLLOWING STANDARD BRIDGE DRAWINGS:

BR-2-15	REVISED 7-19-2024
PSBD-1-25	DATED 7-18-2025
HL-50.21	REVISED 7-15-2022

DESIGN SPECIFICATIONS:
THIS STRUCTURE CONFORMS TO THE 10TH EDITION OF THE "LRFD BRIDGE DESIGN SPECIFICATIONS" ADOPTED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY TRANSPORTATION OFFICIALS, 2024 AND THE ODOT BRIDGE DESIGN MANUAL, 2025.

DESIGN DATA:
OPERATIONAL IMPORTANCE:
A LOAD MODIFIER OF 1.00 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:
VEHICULAR LIVE LOAD: HL-93
FUTURE WEARING SURFACE (FWS) OF 0.060 KIPS/FT²

DESIGN STRESSES:
CONCRETE CLASS QC2 - COMPRESSIVE STRENGTH 4.5 KSI (SUPERSTRUCTURE)
CONCRETE CLASS QC1 - COMPRESSIVE STRENGTH 4.0 KSI (SUBSTRUCTURE)
EPOXY COATED STEEL REINFORCEMENT - MINIMUM YIELD STRENGTH 60 KSI (ABUTMENTS, DECK, AND RAILING)

CONCRETE FOR PRESTRESSING BEAMS:
COMPRESSIVE STRENGTH (FINAL) = 7.0 KSI
COMPRESSIVE STRENGTH (RELEASE) = 5.0 KSI

PRESTRESSING STRAND:
AREA = 0.167 IN²
ULTIMATE STRENGTH = 270 KSI
INITIAL STRESS = 202.5 KSI (LOW RELAXATION STRANDS)

MONOLITHIC WEARING SURFACE:
MONOLITHIC WEARING SURFACE IS ASSUMED, FOR DESIGN PURPOSES, TO BE 1 INCH THICK.

ITEM 503 - UNCLASSIFIED EXCAVATION, AS PER PLAN:
IN ADDITION TO THE REQUIREMENTS OF CMS 503, THIS ITEM SHALL INCLUDE THE EXTRA EXCAVATION REQUIRED TO CONSTRUCT THE LOW STRENGTH MORTAR BACKFILL DETAILED IN THIS PLAN SET.

FOUNDATION BEARING RESISTANCE:
ABUTMENT FOOTINGS, AS DESIGNED, PRODUCE A MAXIMUM SERVICE LIMIT STATE BEARING PRESSURE OF 4.5 KIPS PER SQUARE FOOT AND A MAXIMUM STRENGTH LIMIT STATE BEARING PRESSURE OF 6.2 KIPS PER SQUARE FOOT. THE FACTORED BEARING RESISTANCE IS 250 KIPS PER SQUARE FOOT.

FOOTINGS:
FOOTINGS SHALL EXTEND A MINIMUM OF 6 INCHES INTO BEDROCK OR TO THE ELEVATION SHOWN, WHICHEVER IS LOWER.

BEARING PAD SHIMS:
PLACE ⅜" THICK PREFORMED BEARING PAD SHIMS, PLAN AREA 10 INCHES BY 9 INCHES UNDER THE ELASTOMERIC BEARING PADS WHERE REQUIRED FOR PROPER BEARING. FURNISH TWO SHIMS PER BEAM. THE COUNTY WILL MEASURE THIS ITEM BY THE TOTAL NUMBER SUPPLIED. THE COUNTY WILL PAY FOR ACCEPTED QUANTITIES AT THE CONTRACT PRICE FOR ITEM 516 - ⅝" PREFORMED BEARING PADS. ANY UNUSED SHIMS WILL BECOME THE PROPERTY OF THE COUNTY.

ITEM 511 - CLASS QC2 CONCRETE, SUPERSTRUCTURE, AS PER PLAN:
FOR THE EXPANDED POLYSTYRENE FILLER PLACED BETWEEN THE TOP OF THE ABUTMENT BRIDGE SEATS AND THE BOTTOM OF THE SEMI-INTEGRAL BACKWALLS: FURNISH MATERIAL MEETING THE REQUIREMENTS OF ASTM C578 TYPE IV. NEATLY CUT MATERIAL AS NECESSARY TO ALLOW FOR PROPER INSTALLATION. JOINTS AT ABUTTING PIECES SHALL BE SEALED WITH DUCT TAPE. THE ALLOWABLE TOLERANCES FOR THE TOTAL THICKNESS OF THE MATERIAL SHALL BE - 0" AND +½". DO NOT PLACE MORE THAN TWO LAYERS OF POLYSTYRENE MATERIAL TO ACHIEVE THE TOTAL THICKNESS.

ITEM 517 - RAILING (CONCRETE PARAPET WITH TWIN STEEL TUBE RAILING), AS PER PLAN:
CONFORM TO ITEM 517 AS MODIFIED HEREIN: PROVIDE SELF COMPACTING CONCRETE (SCC) FOR THE BRIDGE RAILINGS THAT WILL BE COMPATIBLE WITH THE FORMS USED IN CREATING THE RAILING DIMENSIONS. CONCRETE MIX DESIGN SHALL BE PER CMS 499.03 AND TABLE 499.03-1.

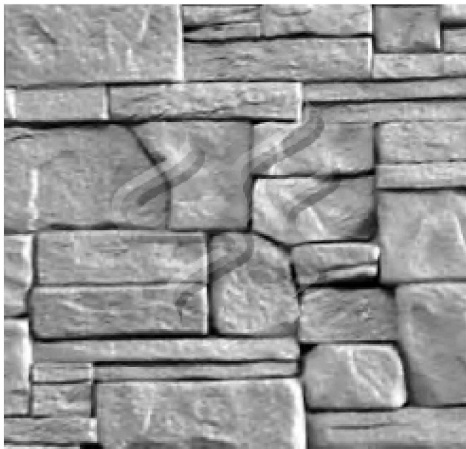
SEE SHEETS 14/16 AND 15/16.

THE COST OF THE RAILING, INTERMEDIATE PILASTERS, ABUTMENT PILASTERS, LIMESTONE CAPS AND PAINTING THE METAL PORTION OF THE RAILING BLACK AS WELL AS ALL MATERIALS, LABOR AND EQUIPMENT NECESSARY TO COMPLETE THE WORK, IS INCLUDED IN THE UNIT PRICE BID FOR ITEM 517 - RAILING (CONCRETE PARAPET WITH TWIN STEEL TUBE RAILING), AS PER PLAN.

ITEM SPECIAL (53013000) - FORM LINER (DECORATIVE STONE FACING):
DESCRIPTION:

DECORATIVE STONE FACING CONCRETE FORM LINERS SHALL BE USED ON THE PARAPETS AT THE LOCATIONS SPECIFIED IN THE PLANS. THE CONCRETE FOR THE FORM LINERS SHALL BE POURED INTEGRALLY WITH ADJACENT CONCRETE.

THE FORM LINERS USED ON THE PARAPETS SHALL BE "CHESTER DRY STACK", PATTERN NUMBER 1548 AS MANUFACTURED BY SPEC FORMLINERS, INC., 1038 E 4TH STREET, SANTA ANA, CA 92701, PHONE 714-429-9500; OR "OUTLAND DRY STACK", PATTERN NUMBER 2201 AS MANUFACTURED BY CUSTOM ROCK FORMLINER, 2020 WEST 7TH STREET, ST PAUL, MN 55116, PHONE 651-699-1345.



SPEC FORMLINERS, INC.
PATTERN NO. 1548 CHESTER
DRY STACK
(PARAPETS)
RELIEF: 1½" (MAX.)
ROCK HEIGHT: VARIES 1.0"-10.0"
ROCK WIDTH: VARIES 5.0"-26.0"



CUSTOM ROCK FORMLINER
PATTERN NO. 2201 OUTLAND
DRY STACK
(PARAPETS)
RELIEF: 1½" (MAX.)
ROCK HEIGHT: VARIES
ROCK WIDTH: VARIES

GENERAL REQUIREMENTS:

THE FORM LINER MANUFACTURER SHALL SUBMIT EVIDENCE OF AT LEAST TWO SIMILAR ARCHITECTURAL CONCRETE CONSTRUCTION PROJECTS WITHIN THE PAST FIVE YEARS FOR REVIEW AND APPROVAL BY THE ENGINEER. COMPLETE SHOP DRAWINGS DETAILING THE STONE PATTERNS SHALL BE SUBMITTED IN ACCORDANCE WITH 501.04 FOR APPROVAL PRIOR TO PLACING ANY CONCRETE WHERE THE FORM LINERS WILL BE USED. SHOP DRAWINGS SHALL INCLUDE FORM LINER INSTALLATION AND CASTING INSTRUCTIONS AND SHALL INDICATE FORM LINER BACKUP, REVEAL, AND CHAMFER STRIP LOCATIONS. THE CONTRACTOR SHALL COORDINATE WITH THE FORM LINER MANUFACTURER TO ASSURE UNDERSTANDING OF FORM LINER USE, TEST PANEL MOCK-UP REQUIREMENTS, AND FINAL CONSTRUCTION PROCEDURES.

THE FORM LINER SHALL BE FABRICATED WITH SHAPES THAT ALLOW REMOVAL OF THE FORMS WITHOUT DAMAGE OR VISUAL IMPAIRMENT OF THE CONCRETE, AND SHALL HAVE ⅛ INCH MINIMUM RADII WITH NO SHARP EDGES. THE FORM LINER SHALL BE CAPABLE OF WITHSTANDING APPLIED CONCRETE POUR PRESSURES WITHOUT LEAKAGE, PHYSICAL DEFECT, OR VISUAL IMPAIRMENT.

CONSTRUCTION REQUIREMENTS:

FORM LINERS SHALL BE CLEANED BEFORE EACH USE. DAMAGED FORM LINERS WHOSE CONTINUED USE OR REPAIR WOULD NEGATIVELY IMPACT THE AESTHETICS OF THE FINISHED CONCRETE SHALL BE REPLACED. FORM LINER JOINTS SHALL BE SEALED TO PREVENT CEMENT PASTE FROM BLEEDING. FORM LINERS SHALL BE INSTALLED IN ACCORDANCE WITH THE APPROVED SHOP DRAWINGS. CHAMFERED CORNERS SHALL FORM SMOOTH, SOLID, UNBROKEN CONTINUOUS SURFACES WHICH ARE UNIFORMLY STRAIGHT. AN APPROVED COMPATIBLE FORM LINER RELEASE AGENT SHALL BE APPLIED AT A RATE RECOMMENDED BY THE MANUFACTURER. THE CONTRACTOR SHALL VERIFY THE RELEASE AGENT IS COMPATIBLE WITH THE STAINING AND SEALING SYSTEM BEFORE PERFORMING WORK.

THE COPING SHALL BE CAST TO A SMOOTH FINISH WITH NO FORM LINER USED.

THE APPEARANCE OF THE STONE PATTERN SHALL BE CONSISTENT ACROSS ALL JOINTS.

A PRECONSTRUCTION TEST PANEL SHALL BE CONSTRUCTED BY THE CONTRACTOR FOR APPROVAL BY THE ENGINEER AND THE COUNTY. IF THE TEST PANEL DOES NOT MEET THE ENGINEER'S OR THE COUNTY'S APPROVAL, THE PROPOSED FORM LINER MAY BE REJECTED. THE TEST PANEL MUST BE APPROVED BEFORE PLACING ANY CONCRETE WHERE THE FORM LINERS WILL BE USED. REJECTION OF THE TEST PANEL WILL REQUIRE CONSTRUCTION OF ANOTHER TEST PANEL UNTIL APPROVAL IS GRANTED. THE SIZE OF THE TEST PANEL SHALL BE AT LEAST 2 FEET HIGH BY 8 FEET LONG. THE TEST PANEL SHALL INCLUDE A ¾ INCH COPING ALONG THE TOP WITH THE 1½ INCH RELIEF AS SHOWN IN THE PLANS. THE MINIMUM TEST PANEL THICKNESS SHALL BE 9 INCHES, AND SHALL BE CONSTRUCTED UPRIGHT WITH THE FORM LINER VERTICAL, AS POSITIONED FOR FINAL CONSTRUCTION. THE TEST PANEL SHALL USE ACTUAL PROJECT SPECIFICATION MATERIALS, METHODS, AND WORKMANSHIP, INCLUDING CONCRETE MIX (CEMENT TYPE, AGGREGATE GRADATION, SLUMP, WATER/CEMENT RATIO, PLASTICIZERS, AND ADDITIVES), FORM LINER AND FORMWORK

SYSTEMS, INSERTS, FORM RELEASE AGENTS, PLACEMENT RATE, FORM PRESSURES, AND JOINT SEALING, VIBRATING, AND STRIPPING PRACTICES. ANY INTENDED PATCHING OR REPAIR PROCEDURES FOR THE CORRECTION OF MINOR DEFECTS THAT DO NOT RESULT IN REJECTION OF THE ENTIRE PANEL SHALL BE DEMONSTRATED ON THE TEST PANEL. THE ACCEPTED TEST PANEL SHALL BE THE STANDARD BY WHICH THE FINAL CONSTRUCTION WILL BE EVALUATED FOR TECHNICAL AND AESTHETIC MERIT. THE TEST PANEL SHALL BE CONSTRUCTED AT THE PROJECT SITE, OR AT AN ALTERNATE LOCATION AGREED UPON BY THE ENGINEER, AND THE COUNTY. THE CONTRACTOR SHALL BE RESPONSIBLE FOR REMOVAL AND DISPOSAL OF THE TEST PANEL MOCK-UP, UPON COMPLETION OF ITEM SPECIAL (51275500) - SEALING: STAINING AND SEALING OF CONCRETE SURFACES.

ALL PORTIONS OF CONCRETE WITH DECORATIVE STONE FACING SHALL BE SEALED AS PER ITEM SPECIAL (51275500) - SEALING: STAINING AND SEALING OF CONCRETE SURFACES.

METHOD OF MEASUREMENT:

DECORATIVE STONE FACING FORM LINERS WILL BE INCLUDED WITH ITEM SPECIAL (53013000) - FORM LINER (DECORATIVE STONE FACING) FOR PAYMENT.

BASIS OF PAYMENT:

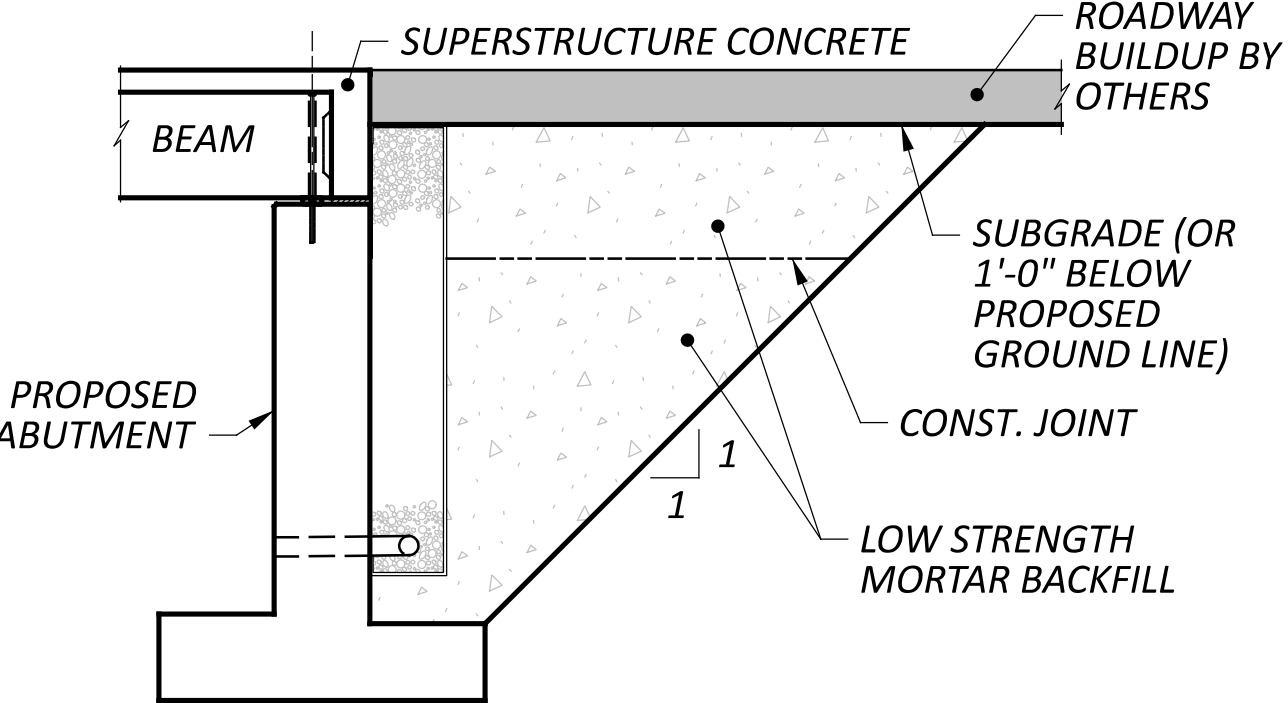
ALL MATERIALS, LABOR, EQUIPMENT AND INCIDENTALS REQUIRED FOR IMPLEMENTATION OF THE FORM LINERS NECESSARY FOR THE DECORATIVE STONE FACING SHALL BE INCLUDED WITH ITEM SPECIAL (53013000) - FORM LINER (DECORATIVE STONE FACING). COST OF CONCRETE REQUIRED FOR DECORATIVE STONE FACING SHALL BE INCLUDED WITH ITEM 517 - RAILING (CONCRETE PARAPET WITH TWIN STEEL TUBE RAILING), AS PER PLAN FOR PAYMENT.

STAINING AND SEALING OF CONCRETE SURFACES WILL BE PAID FOR SEPARATELY UNDER ITEM SPECIAL (51275500 - SEALING: STAINING AND SEALING OF CONCRETE SURFACES). SEALING OF CONCRETE SURFACES WILL BE PAID FOR SEPARATELY UNDER ITEM 512 - SEALING OF CONCRETE SURFACES (NON-EPOXY).

ITEM 613 - LOW STRENGTH MORTAR BACKFILL, AS PER PLAN:
PLACE ITEM 613 - LOW STRENGTH MORTAR BACKFILL, AS PER PLAN FROM THE BOTTOM OF THE ABUTMENT EXCAVATION UP TO THE SUBGRADE (OR 1'-0" BELOW PROPOSED GROUND LINE).

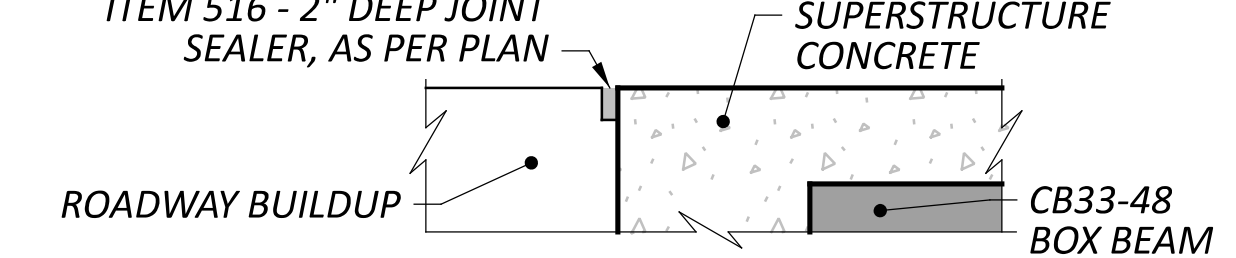
THE LOW STRENGTH MORTAR BACKFILL CAN BE PLACED IN TWO SEPARATE SECTIONS IF DESIRED BY THE CONTRACTOR AS FOLLOWS:

- PRIOR TO PLACING CONCRETE BOX BEAMS AND SUPERSTRUCTURE CONCRETE, PLACE LOW STRENGTH MORTAR BACKFILL FROM THE BOTTOM OF THE ABUTMENT EXCAVATION UP TO AN ELEVATION THAT IS ABOUT 1'-6" BELOW THE LOW BEARING SEAT ELEVATION SO THAT THE 3'-0" WIDE NEOPRENE SHEETING CAN BE INSTALLED AFTER THE SEMI-INTEGRAL BACKWALL IS COMPLETED.
- AFTER CONSTRUCTION OF THE BEAMS AND SUPERSTRUCTURE CONCRETE BACKWALL, FILL THE REMAINDER OF THE LOW STRENGTH MORTAR BACKFILL UP TO THE SUBGRADE (OR 1'-0" BELOW PROPOSED GROUND LINE).



ITEM 516 - 2" DEEP JOINT SEALER, AS PER PLAN:
A 2" DEEP x 1" WIDE GROOVE SHALL BE SAWCUT OUT OF THE PROPOSED ROADWAY ASPHALT CONCRETE ADJACENT TO THE ENDS OF THE SEMI-INTEGRAL BACKWALLS (END OF THE DECK) AFTER THE PROPOSED SUPERSTRUCTURE CONCRETE HAS PROPERLY CURED. EACH GROOVE SHALL BE CLEANED OF FOREIGN MATTER, CURING COMPOUNDS, OIL, GREASE, DIRT, FREE WATER, LAITANCE, ETC. BEFORE APPLYING SEALER. JOINT SEALER (CMS 705.04) SHALL BE USED TO FILL THE GROOVE.

SAWCUTTING AND ALL INCIDENTALS NECESSARY TO COMPLETE THIS WORK ARE INCLUDED IN THE COST OF THIS ITEM.



ITEM SPECIAL (51275500) - SEALING: STAINING AND SEALING OF CONCRETE SURFACES:
THIS ITEM SHALL CONSIST OF APPLYING A STAIN TO ALL PORTIONS OF CONCRETE WITH DECORATIVE STONE FACING AND A SEALER TO THE ENTIRE CONCRETE PARAPET ALONG WITH ALL OF THE NECESSARY PREPARATION, TESTING AND APPROVALS REQUIRED AS PER THE PRODUCT SPECIFICATIONS AND THE WORK ITEMS LISTED AS FOLLOWS:

1. GENERAL SCOPE OF WORK:

A. UPON REMOVAL OF THE DECORATIVE FORM LINER, THE SURFACES TO BE STAINED SHALL BE CLEANED WITH A PRESSURE WASHER AS PER THE STAIN MANUFACTUREER'S SPECIFICATIONS.

B. PROTECT THE SURROUNDING AREAS, LANDSCAPING AND ADJACENT SURFACES THAT ARE NOT SUBJECT TO STAINING.

C. AT AREAS OF DECORATIVE STONE FACING, APPLY CONCRETE STAIN, AS PER THE MANUFACTURER'S SPECIFICATIONS, IN TWO APPLICATIONS, TO PRODUCE THE DESIRED STONE EFFECT. THE APPROPRIATE DRYING TIMES SHALL BE OBSERVED AFTER EACH APPLICATION.

D. RINSE THE STAINED SURFACES AS PER THE MANUFACTURER'S SPECIFICATIONS.

E. AS SOON AS POSSIBLE AFTER THE STAINED SURFACES HAVE BEEN RINSED, APPLY A CONCRETE SEALER AS PER THE MANUFACTURER'S SPECIFICATIONS. THE SEALER SHALL BE COMPATIBLE WITH THE PREVIOUSLY APPLIED STAIN, SO AS NOT TO COVER OVER THE APPEARANCE OF THE STAIN.

2. PRODUCTS

A. CONCRETE STAIN SHALL BE PROFESSIONAL GRADE ACID STAIN FOR CONCRETE AS MANUFACTURED BY CLEMONS CONCRETE COATINGS, 505 CAVE ROAD, NASHVILLE, TN 37210, P. (615)-872-9099, WWW.CCC-USA.COM; OR APPROVED EQUAL. THE STAIN SHALL BE READY TO USE, PENETRATING, REACTIVE STAIN THAT CHEMICALLY COMBINES WITH CURED CONCRETE TO PRODUCE PERMANENT, VARIEGATED OR TRANSLUCENT COLOR EFFECTS. AT AREAS OF DECORATIVE STONE FACING, A MAJORITY OF STONES SHALL BE COLOR "GRAPHITE" WITH SEVERAL SELECTED STONES BEING COLOR "TAUPE". THE SELECTION OF "TAUPE" COLORED STONES SHALL BE PERFORMED BY THE COUNTY.

B. CONCRETE SEALER SHALL BE CLEMONS SUPREME SEAL-25 MANUFACTURED BY CLEMONS CONCRETE COATINGS, 505 CAVE ROAD, NASHVILLE, TN 37210, P. (615)-872-9099, WWW.CCC-USA.COM; OR APPROVED EQUAL.

3. EXECUTION

A. AT THE AREAS OF DECORATIVE STONE FACING, THE DESIRED EFFECT OF THIS ITEM IS TO PRODUCE A COLOR SIMILAR TO NATURALLY WEATHERED ROCKS.

B. THE PRE-CONSTRUCTION TEST PANEL THAT WAS CREATED FOR ITEM SPECIAL (53013000) - FORM LINER (DECORATIVE STONE FACING) SHALL ALSO BE USED AS A TEST PANEL FOR THE STAINING AND SEALING. PRIOR TO STAINING AND SEALING THE CONCRETE ON THE RAILING, THE CONTRACTOR SHALL USE THE TEST PANEL TO PERFORM ALL NECESSARY STEPS ASSOCIATED WITH THIS ITEM, AS PER THE MANUFACTURER'S SPECIFICATIONS. THE TEST PANEL DIMENSIONS ARE, AT A MINIMUM, 2 FEET HIGH BY 8 FEET LONG. THE STAINING AND SEALING SHALL BE CONDUCTED ON ONE HALF OF THE PANEL'S DIMENSIONS FOR APPROVAL BY THE ENGINEER AND THE COUNTY. IF THE TEST PANEL DOES NOT MEET THE ENGINEER'S AND THE COUNTY'S APPROVAL, THE SECOND HALF OF THE PANEL SHALL BE USED FOR ANOTHER TEST APPLICATION. THE ENGINEER AND THE COUNTY SHALL GIVE FINAL APPROVAL PRIOR TO THE APPLICATION ON THE ACTUAL RAILINGS.

4. PAYMENT

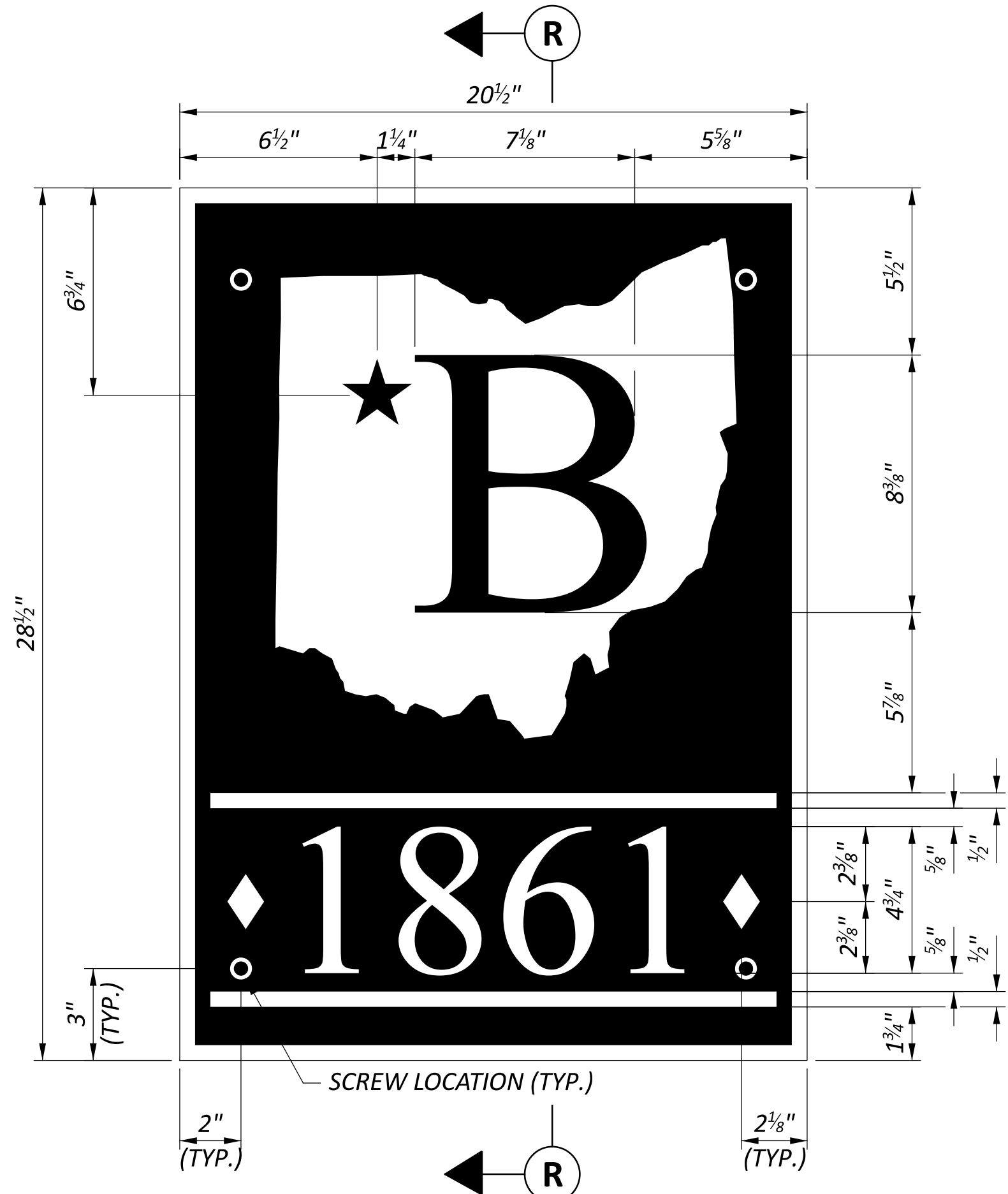
ALL LABOR, EQUIPMENT, MATERIALS, AND INCIDENTALS ASSOCIATED WITH THE ABOVE MENTIONED WORK SHALL BE INCLUDED UNDER ITEM SPECIAL (51275500) - SEALING: STAINING AND SEALING OF CONCRETE SURFACES.

ITEM 202 - STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN:
THE ENTIRETY OF THE EXISTING STRUCTURE SHALL BE REMOVED IN ACCORDANCE WITH CMS 202.03. PER EXISTING PLANS, TITLED "LIMA-SANDUSKY ROAD I.C.H 22 SEC BLUFFTON BRIDGE PET No.5171", THE EXISTING BRIDGE UNDER EXISTING LAYERS OF ASPHALT CONTAIN A LAYER OF BRICK PAVERS, A SAND CUSHION, A CONCRETE BASE, EARTH FILL, WOODEN RAILROAD TIES, AND STEEL RAILROAD RAILS IN ADDITION TO THE STRUCTURAL REINFORCED CONCRETE ARCH, REINFORCED CONCRETE SIDEWALK, REINFORCED CONCRETE PARAPET AND CONCRETE CURB.

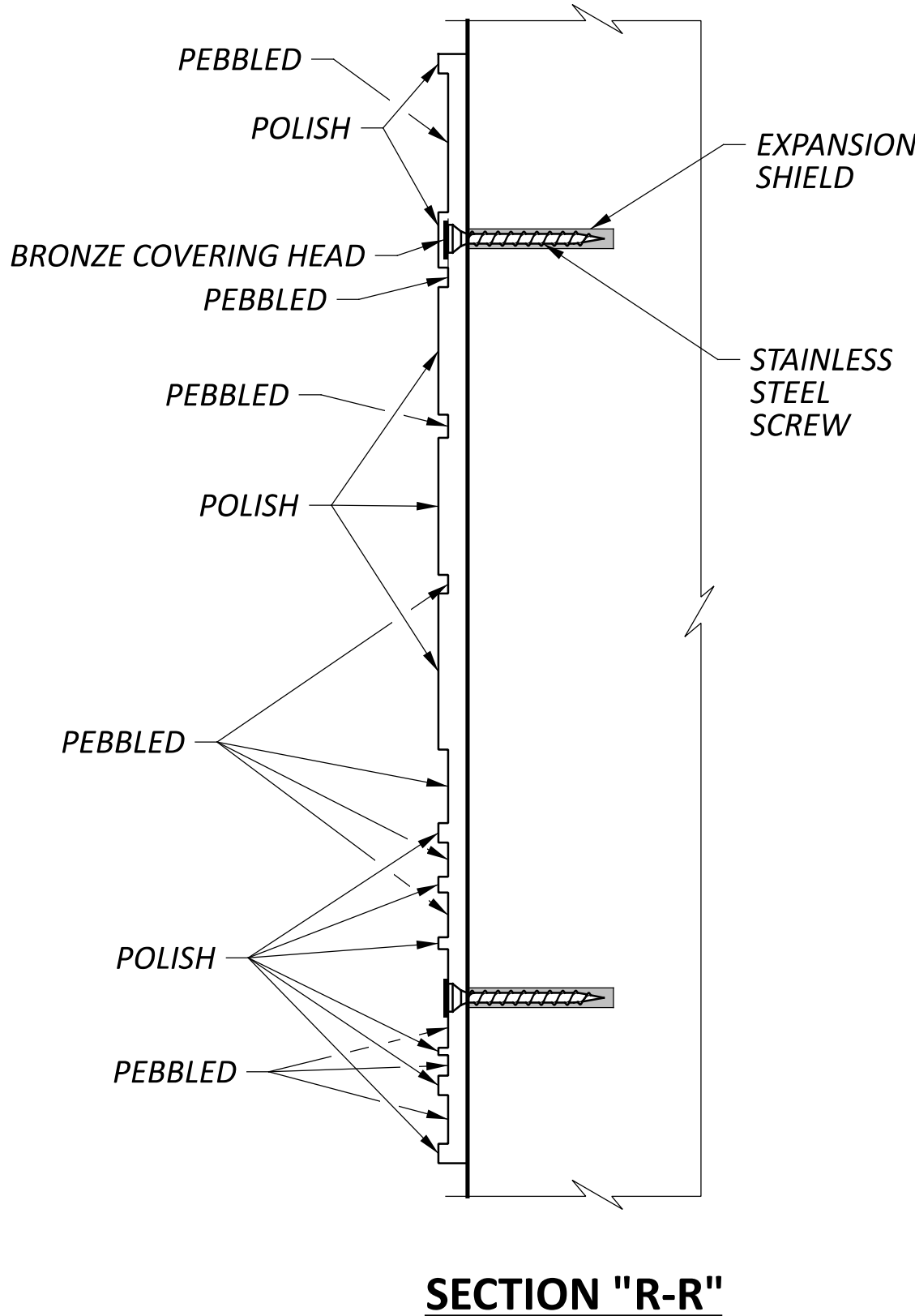
ALL COSTS ASSOCIATED WITH THE EQUIPMENT, LABOR, MATERIALS, AND INCIDENTALS NECESSARY FOR REMOVING THE ENTIRETY OF THE EXISTING STRUCTURE (EXCEPT ASPHALT) SHALL BE INCLUDED IN THE LUMP PRICE BID FOR ITEM 202 - STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN.

ESTIMATED QUANTITIES					QUANTITIES CALCULATED BY: DJK		DATE: 2/6/2026		SEE SHEET NO.
					QUANTITIES CHECKED BY: MAD		DATE: 3/30/2026		
ITEM	EXT.	TOTAL	UNIT	DESCRIPTION	ABUTMENT	SUPERSTRUCTURE	RAILING	GENERAL	
202	11003	LS		STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN				LS	2 / 16
202	23500	507	SY	WEARING COURSE REMOVED		507			
503	11100	LS		COFFERDAMS AND EXCAVATION BRACING				LS	
503	21301	LS		UNCLASSIFIED EXCAVATION, AS PER PLAN	LS				2 / 16
503	31100	104	CY	ROCK EXCAVATION	104				
509	10000	46,917	LB	EPOXY COATED REINFORCING STEEL	28,927	17,990			
511	31611	140	CY	CLASS QC2 CONCRETE, SUPERSTRUCTURE, AS PER PLAN		140			2 / 16
511	44110	164	CY	CLASS QC1 CONCRETE, ABUTMENT NOT INCLUDING FOOTING	164				
511	46510	106	CY	CLASS QC1 CONCRETE, FOOTING	106				
512	10050	464	SY	SEALING OF CONCRETE SURFACES (NON-EPOXY)	190	274			
SPECIAL	51275500	159	SY	SEALING: STAINING AND SEALING OF CONCRETE SURFACES			159		2 / 16
515	12091	11	EACH	PRESTRESSED CONCRETE COMPOSITE BOX BEAM BRIDGE MEMBERS, LEVEL 1, CB33-48, AS PER PLAN (81'- 0 3/4")		11			9,10,11,13/16
516	13900	41	SF	2" PREFORMED EXPANSION JOINT FILLER	41				
516	14020	115	FT	SEMI-INTEGRAL ABUTMENT EXPANSION JOINT SEAL	115				
516	31011	60	FT	2" DEEP JOINT SEALER, AS PER PLAN				60	2 / 16
516	41100	22	EACH	1/8" PREFORMED BEARING PAD, TYPE CDP		22			
516	43201	44	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES ONLY (NEOPRENE), AS PER PLAN (2"x9"x10")		44			11 / 16
517	75121	257	FT	RAILING (CONCRETE PARAPET WITH TWIN STEEL TUBE RAILING), AS PER PLAN			257		2,14,15/16
518	21230	LS		POROUS BACKFILL WITH GEOTEXTILE FABRIC	LS				
518	40000	146	FT	6" PERFORATED CORRUGATED PLASTIC PIPE	146				
518	40010	7	FT	6" NON-PERFORATED CORRUGATED PLASTIC PIPE, INCLUDING SPECIALS	7				
SPECIAL	53000200	LS		STRUCTURE, MISC.: MOUNTED PLAQUE DISPLAY			LS		3 / 16
SPECIAL	53013000	732	SF	FORM LINER (DECORATIVE STONE FACING)			732		2 / 16
625	33000	1	EACH	STRUCTURE GROUNDING SYSTEM			1		

NOTE: ITEM 601E32210 ROCK CHANNEL PROTECTION, TYPE C WITH AGGREGATE FILTER IS PAID FOR UNDER EROSION CONTROL QUANTITIES.
ITEM 613E41301 LOW STRENGTH MORTAR BACKFILL (TYPE 2), AS PER PLAN IS PAID FOR UNDER DRAINAGE QUANTITIES.
SEE GENERAL SUMMARY SHEET 5/26.



VILLAGE OF BLUFFTON PLAQUE
LETTERS AND NUMBERS SHALL BE ROMAN STYLE.



ITEM SPECIAL (53000200) - STRUCTURE MISC.: MOUNTED PLAQUE DISPLAY:
THIS ITEM INCLUDES MOUNTING FOUR (4) PLAQUE DISPLAYS AT THE LOCATIONS DESIGNATED IN THE PLANS. ALLEN COUNTY SHALL PROVIDE THE GRAPHIC IMAGES SHOWN AND ANY ADDITIONAL INFORMATION TO ACCURATELY REPRODUCE THE PLAQUES SHOWN ON THIS SHEET. THE PLAQUES SHALL BE BRONZE. THE "Ø 1861 Ø", THE STATE OF OHIO SILHOUETTE AND THE BORDER SHALL HAVE A POLISHED FACE. BACKGROUNDS SHALL BE A PEBBLED TEXTURE AND SHALL BE ALLOWED TO OXIDIZE. THE ENTIRE PLAQUE SHALL BE GIVEN A COAT OF SPRAY-ON LACQUER.

ALL PLAQUES SHALL BE MOUNTED WITH FOUR (4) STAINLESS STEEL SCREWS IN EXPANSION SHIELDS. BRONZE COVERING HEADS SHALL COVER THE SCREW HEADS SO AS TO BLEND IN WITH THE PEBBLED FINISH BACKGROUND.

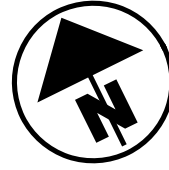
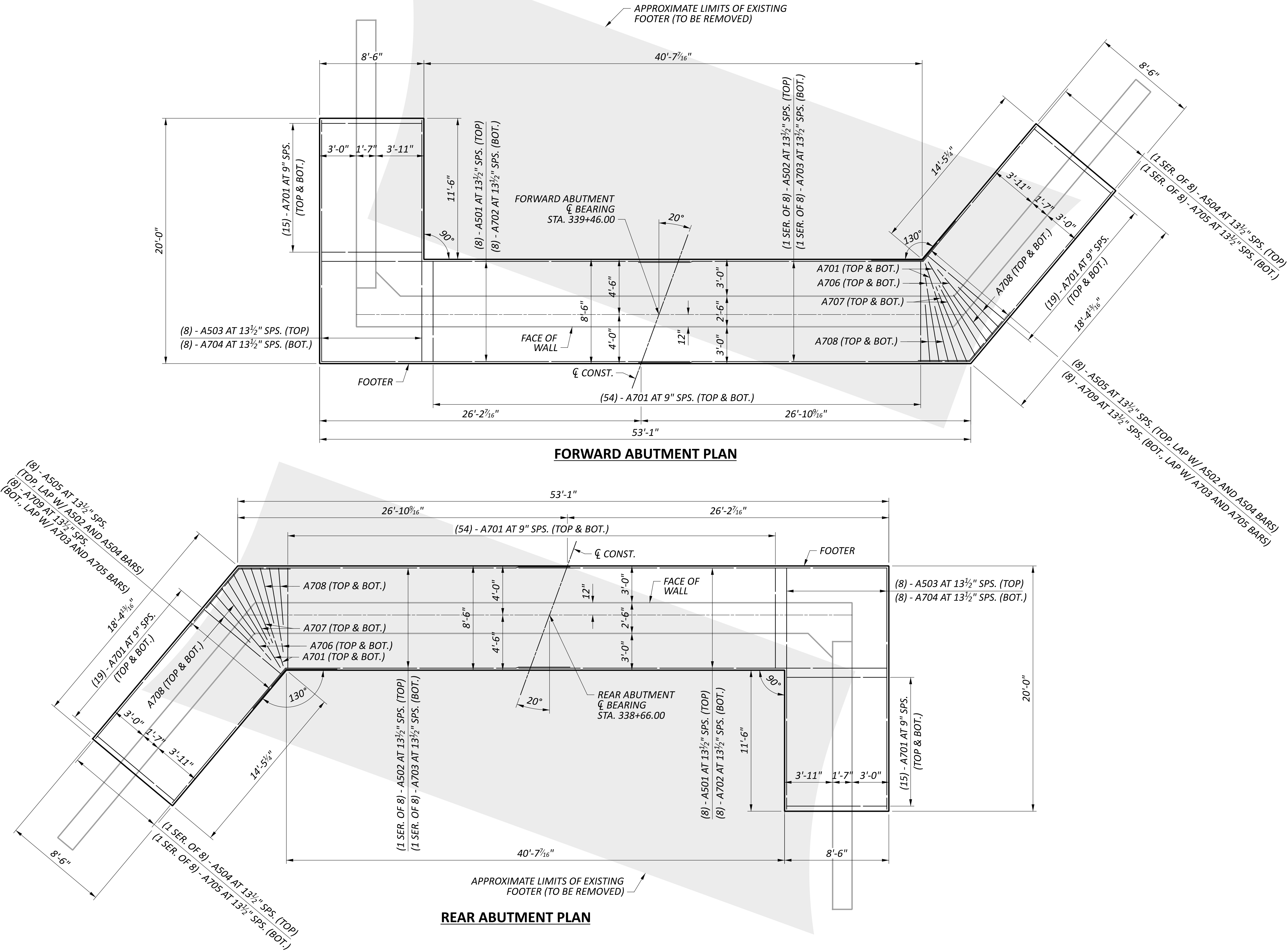
THE CONTRACTOR, IN COORDINATION WITH THE PLAQUE PROVIDER, SHALL PROVIDE SHOP DRAWINGS AND SAMPLES OF WORK FOR APPROVAL BY THE ENGINEER AND ALLEN COUNTY. THE CONTRACTOR AND SUPPLIER MUST COORDINATE THESE DRAWINGS. ENSURE THAT THE SHOP DRAWINGS MEET PROJECT REQUIREMENTS, INCLUDING MATERIALS, FIELD MEASUREMENTS, CONSTRUCTION SPECIFICATIONS, CONTRACT DOCUMENTS, PERFORMANCE CRITERIA, AND SIMILAR DATA.

ALLEN COUNTY WILL NOT MAKE ALLOWANCE FOR ADDITIONAL COST OR DELAYS TO THE CONTRACTOR FOR INCORRECT MANUFACTURING AS A RESULT OF FAILURE TO COORDINATE.

ALL COSTS ASSOCIATED WITH THE PLAQUES, INCLUDING ADDITIONAL WORK DESCRIBED ABOVE, AS WELL AS THE COMPLETE INSTALLATION AND ASSEMBLY OF THE PLAQUES (INCLUDING OVERHEAD AND PROFIT) SHALL BE INCLUDED IN THE LUMP SUM PRICE BID FOR ITEM SPECIAL (53000200) - STRUCTURE, MISC.: MOUNTED PLAQUE DISPLAY

ABBREVIATIONS:

ABUT.	ABUTMENT	LT.	LEFT
APP.	APPROACH	MAX.	MAXIMUM
BOT.	BOTTOM	MIN.	MINIMUM
BRG.	BEARING	NE	NORTHEAST
B/T	BETWEEN	N.F.	NEAR FACE
CL	CENTERLINE	NO.	NUMBER
C/C	CENTER-TO-CENTER	NW	NORTHWEST
C.I.P.	CAST-IN-PLACE	O/O	OUT-TO-OUT
CLR.	CLEAR	P.E.J.F.	PREFORMED
CONST.	CONSTRUCTION		EXPANSION JOINT
CPP	CORRUGATED		FILLER
	PLASTIC PIPE	R.A.	REAR ABUTMENT
DIA.	DIAMETER	RCP	ROCK CHANNEL
E.F.	EACH FACE		PROTECTION
EL. / ELEV.	ELEVATION	RT.	RIGHT
EQ.	EQUAL	SE	SOUTHEAST
EX.	EXISTING	SER.	SERIES
EXP.	EXPANSION	SPS.	SPACES
F.A.	FORWARD	STA.	STATION
	ABUTMENT	STD. DWG.	STANDARD DRAWING
F.F.	FAR FACE	SUPER.	SUPERSTRUCTURE
F/F	FACE-TO-FACE	SW	SOUTHWEST
FL	FLOWLINE	TYP.	TYPICAL
FWD.	FORWARD	U.N.O.	UNLESS OTHERWISE
INT.	INTEGRAL	VAR.	NOTED
			VARIES

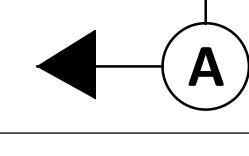


FOUNDATION PLAN
BRIDGE NO. ALL-C0270-0641
OVER RILEY CREEK

SFN	
0247597	
DESIGN AGENCY	
	
DESIGNER	CHECKER
DJK	MAD
REVIEWER	
XXX MM-DD-YY	
PROJECT ID	
115516	
SUBSET	TOTAL
4	16
SHEET	TOTAL
P.08	20



A diagram of a single neuron. It consists of a circular cell body containing the letter 'A'. A horizontal line (dendrite) extends to the left from the cell body, ending in a solid black arrowhead pointing left. A vertical line (axon) extends downwards from the bottom of the cell body.



ELEVATION - REAR ABUTMENT

ABUTMENT DETAILS
BRIDGE NO. ALL-C0270-0641
OVER RILEY CREEK



1. FOR LOCATIONS OF VIEWS "B-B" AND "C-C", SEE SHEET 5/16.
2. FOR SECTIONS "F-F" AND "G-G", SEE SHEET 9/16.
3. ABUTMENT CONCRETE: DO NOT PLACE THE ABUTMENT CONCRETE ABOVE THE BRIDGE SEAT CONSTRUCTION JOINT UNTIL THE PRESTRESSED CONCRETE BOX BEAMS HAVE BEEN ERRECTED.
4. FOR RAILING DETAILS, SEE SHEET 14/16 AND SHEET 15/16.



ABUTMENT DETAILS
BRIDGE NO. ALL-C0270-0641
OVER RILEY CREEK

N
0247597
DESIGN AGENCY



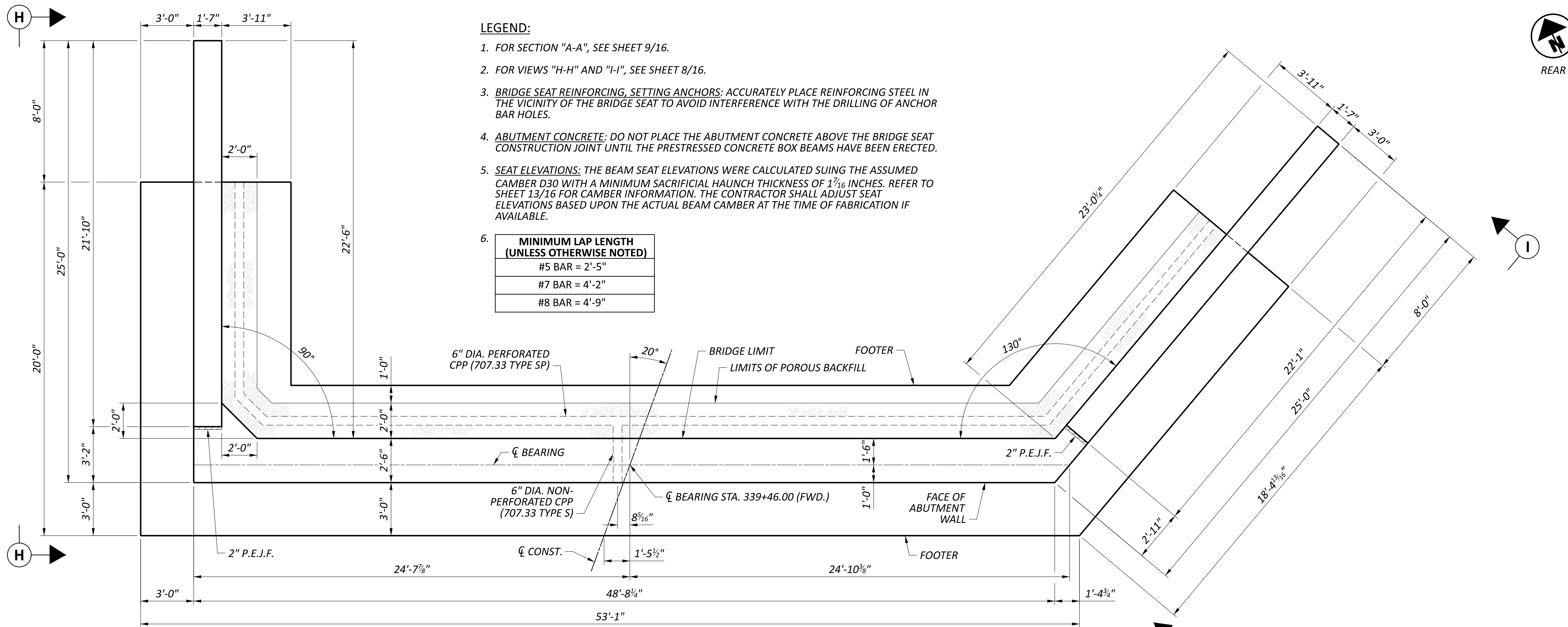
DESIGNER	CHECKER
DJK	MAD

REVIEWER
XX MM-DD-YY

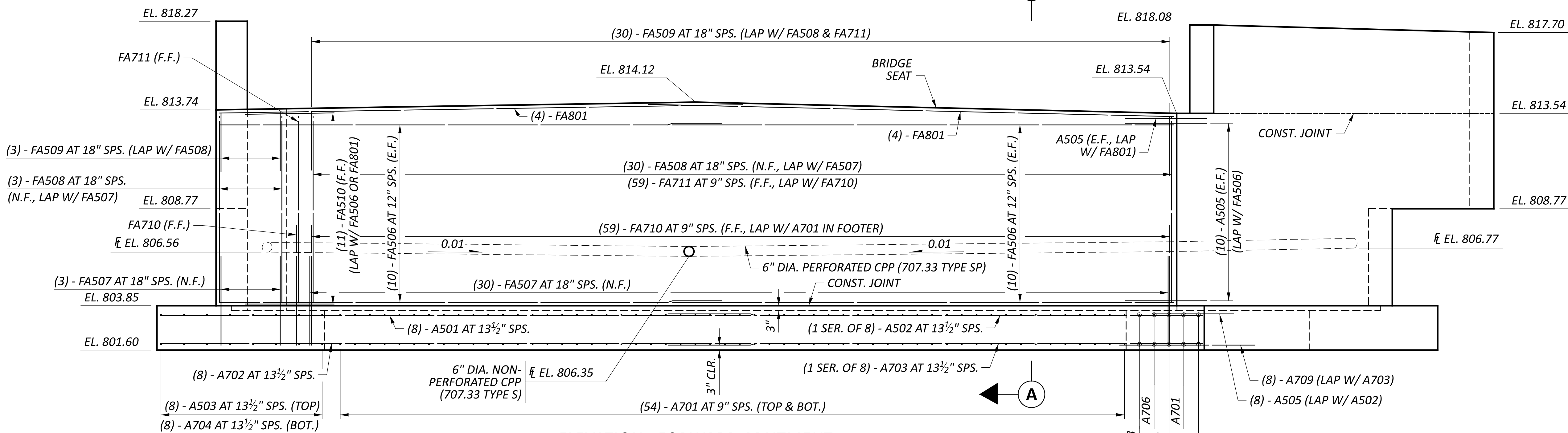
PROJECT ID
115516

SUBSET	TOTAL
6	16

HEET	TOTAL
P.10	20



PLAN - FORWARD ABUTMENT



ELEVATION - FORWARD ABUTMENT

ABUTMENT DETAILS
BRIDGE NO. ALL-C0270-0641
OVER RILEY CREEK

SFN
0247597

DESIGN AGENCY



DESIGNER
DJK

CHECKER
MAD

REVIEWER
XXX MM-DD-YY

PROJECT ID
115516

SUBSET
7

TOTAL
16

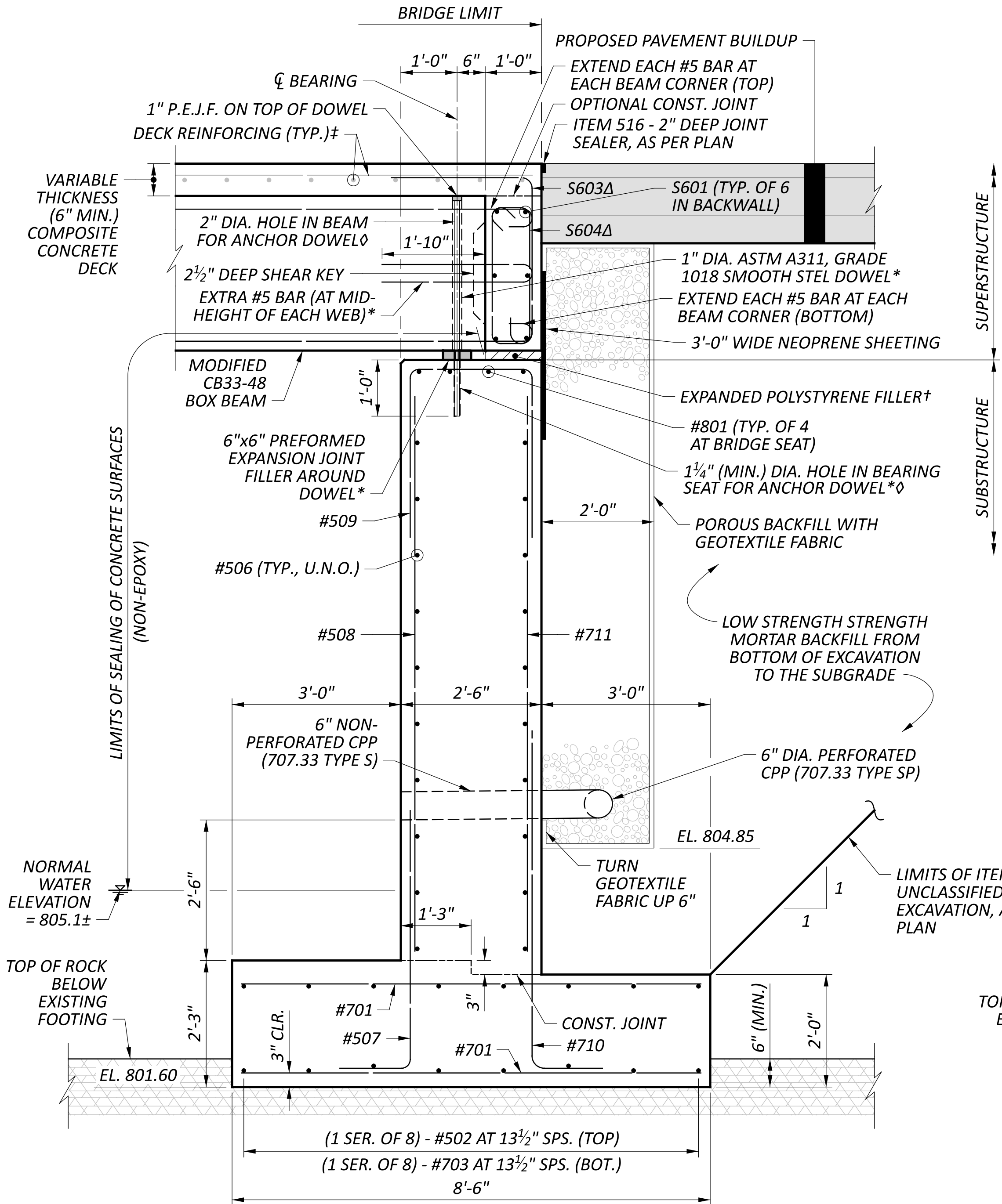
SHEET
P.11

TOTAL
20



1. FOR LOCATIONS OF VIEWS "H-H" AND "I-I", SEE SHEET 7/16.
2. FOR SECTIONS "F-F" AND "G-G", SEE SHEET 9/16.
3. ABUTMENT CONCRETE: DO NOT PLACE THE ABUTMENT CONCRETE ABOVE THE BRIDGE SEAT CONSTRUCTION JOINT UNTIL THE PRESTRESSED CONCRETE BOX BEAMS HAVE BEEN ERRECTED.
4. FOR RAILING DETAILS, SEE SHEET 14/16 AND SHEET 15/16.





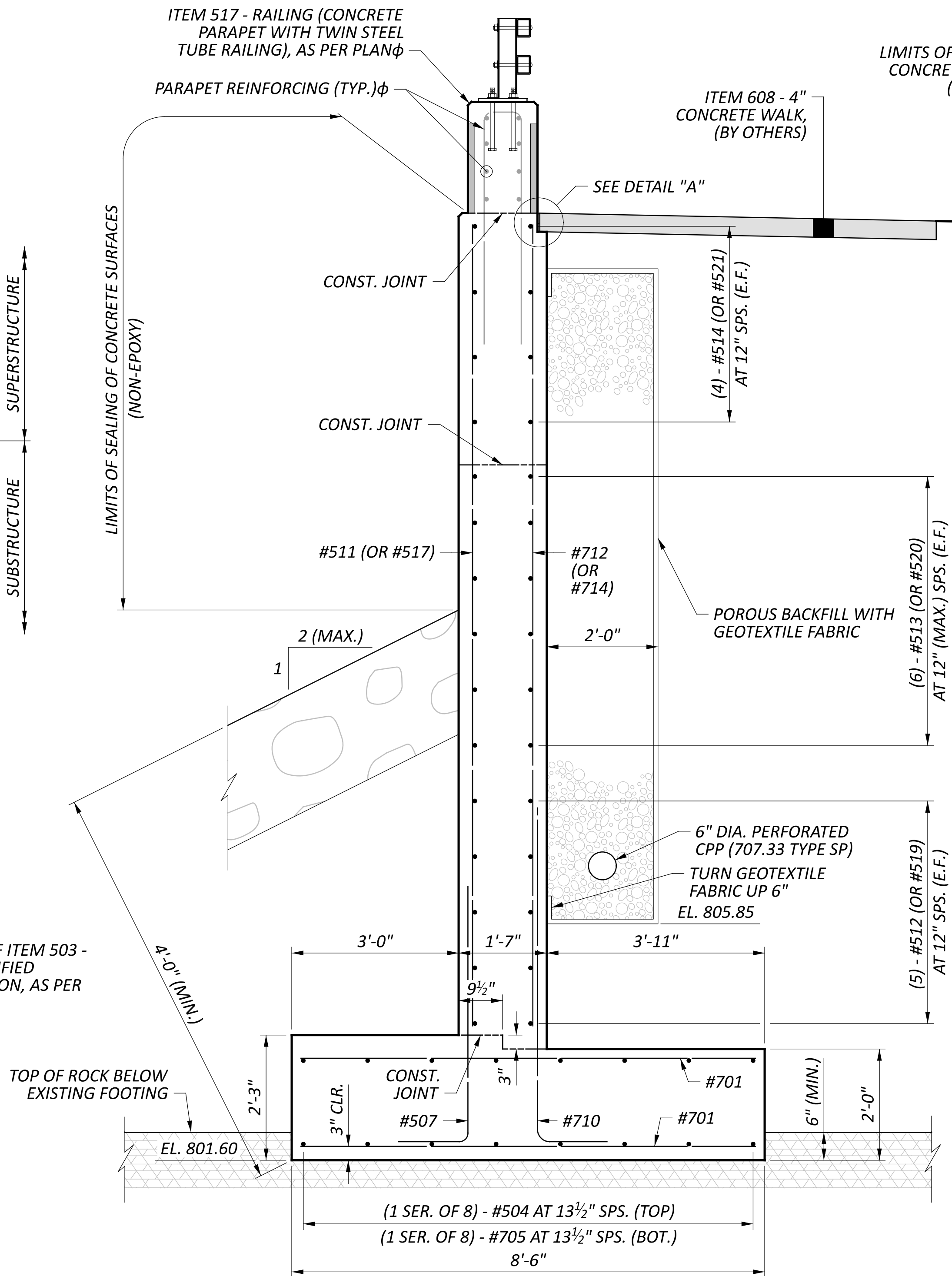
SECTION "A-A"

LEGEND:

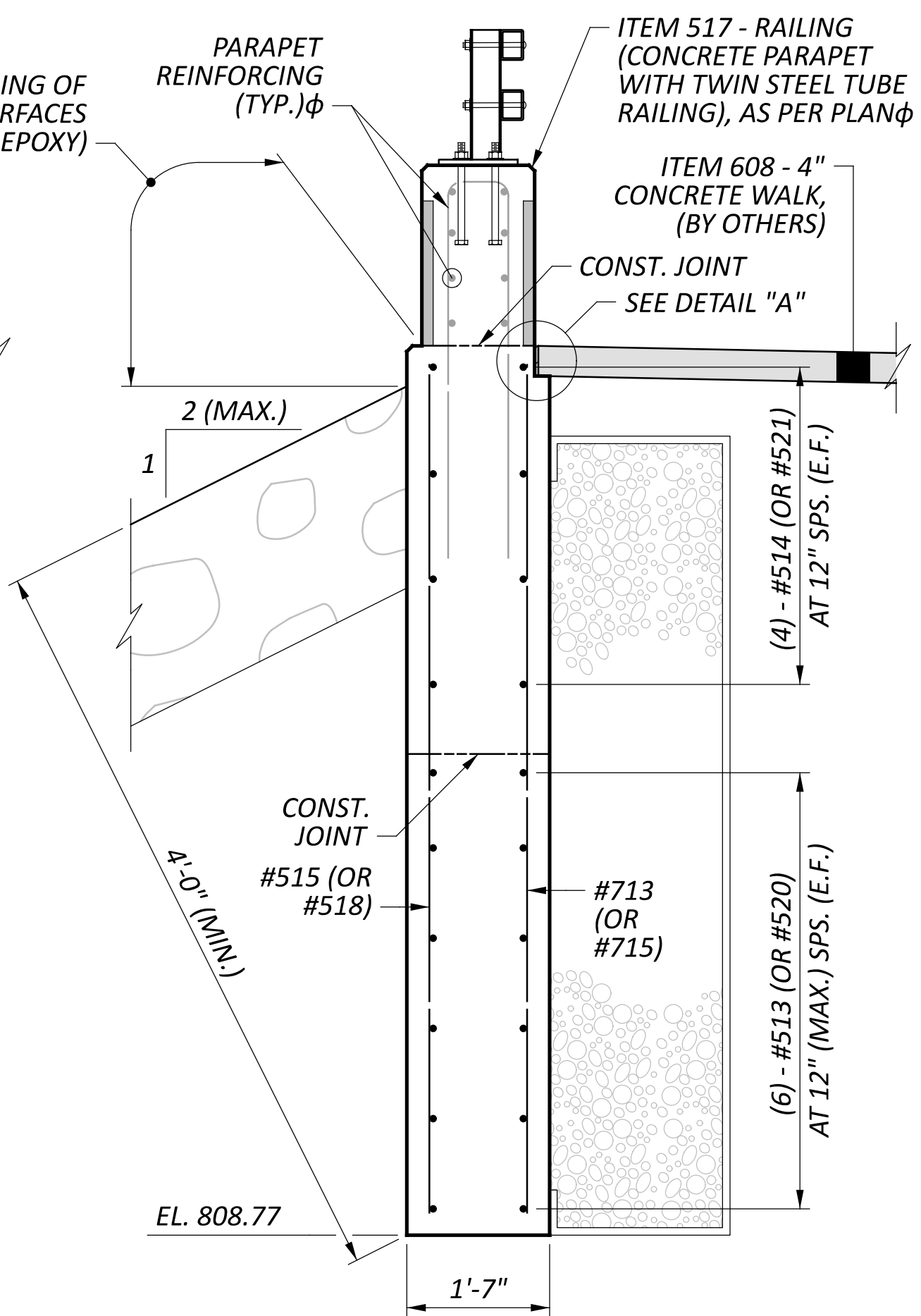
- * - INCLUDE WITH ITEM 515 FOR PAYMENT
- † - INCLUDE WITH SUPERSTRUCTURE CONCRETE FOR PAYMENT
- ◊ - FILL HOLE WITH 705.04 JOINT SEALER
- ‡ - SEE SHEET 10/16 AND 12/16 FOR DETAILS
- φ - SEE SHEET 14/16 AND 15/16 FOR DETAILS
- Δ - PLACE HORIZONTAL LEGS PARALLEL TO ϕ CONST.

NOTES:

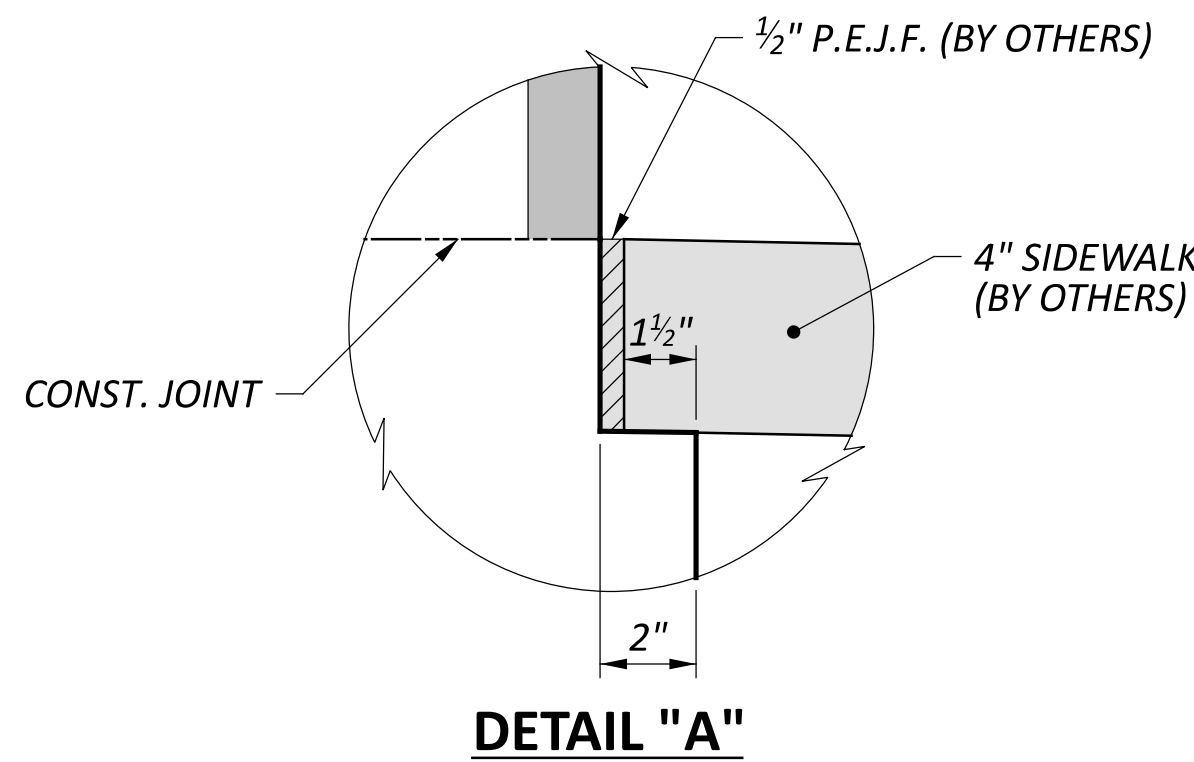
- FOR LOCATIONS OF SECTION "A-A", SEE SHEET 5/16 OR SHEET 7/16.
- FOR LOCATIONS OF SECTIONS "F-F" AND "G-G", SEE SHEET 6/16 OR SHEET 8/16.
- BRIDGE SEAT REINFORCING, SETTING ANCHORS: ACCURATELY PLACE REINFORCING STEEL IN THE VICINITY OF THE BRIDGE SEAT TO AVOID INTERFERENCE WITH THE DRILLING OF ANCHOR BAR HOLES.
- ABUTMENT CONCRETE: DO NOT PLACE THE ABUTMENT CONCRETE ABOVE THE BRIDGE SEAT CONSTRUCTION JOINT UNTIL THE PRESTRESSED CONCRETE BOX BEAMS HAVE BEEN ERECTED.



SECTION "F-F"



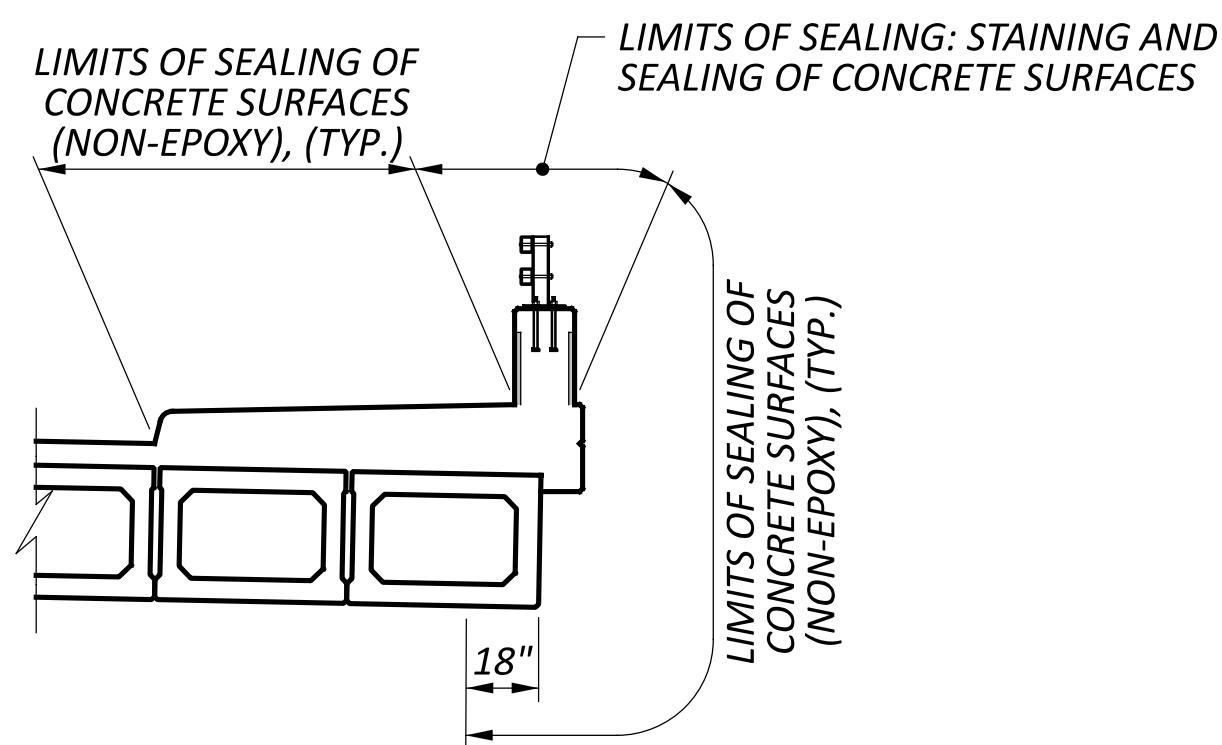
SECTION "G-G"



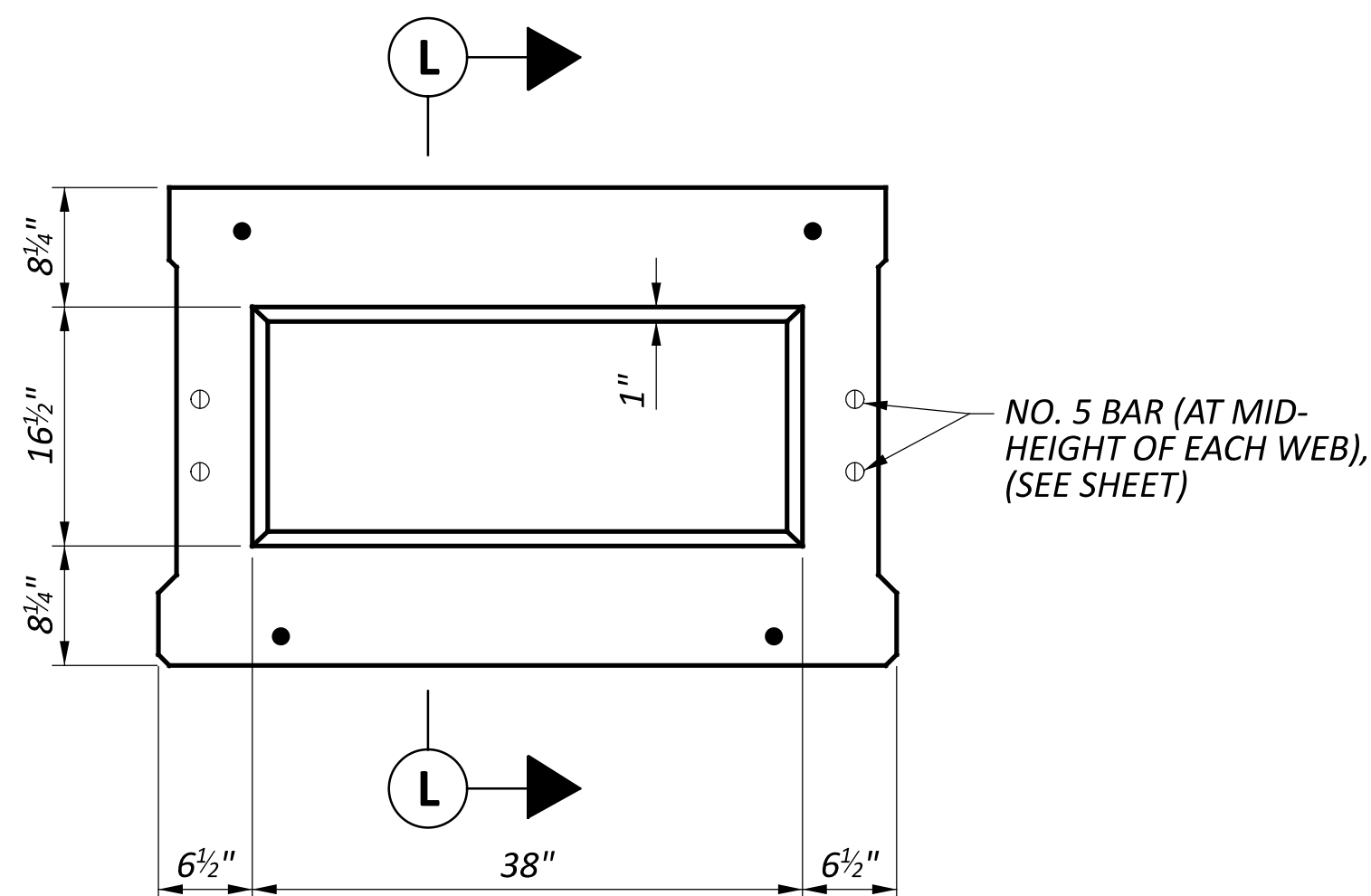
DETAIL "A"

ABUTMENT DETAILS
BRIDGE NO. ALL-C0270-0641
OVER RILEY CREEK

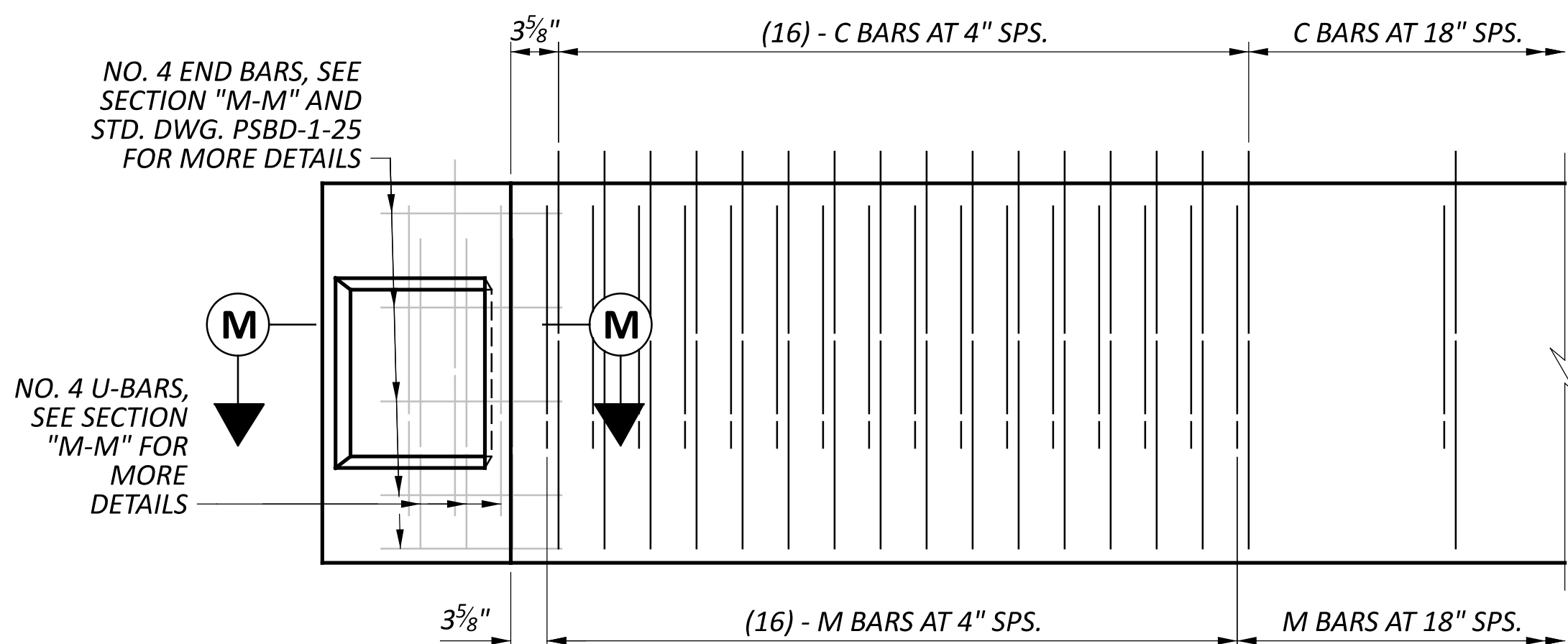
SFN 0247597	
DESIGN AGENCY	
	
DESIGNER DJK	CHECKER MAD
REVIEWER	
XXX MM-DD-YY	
PROJECT ID 115516	
SUBSET 9	TOTAL 16
SHEET P.13	TOTAL 20



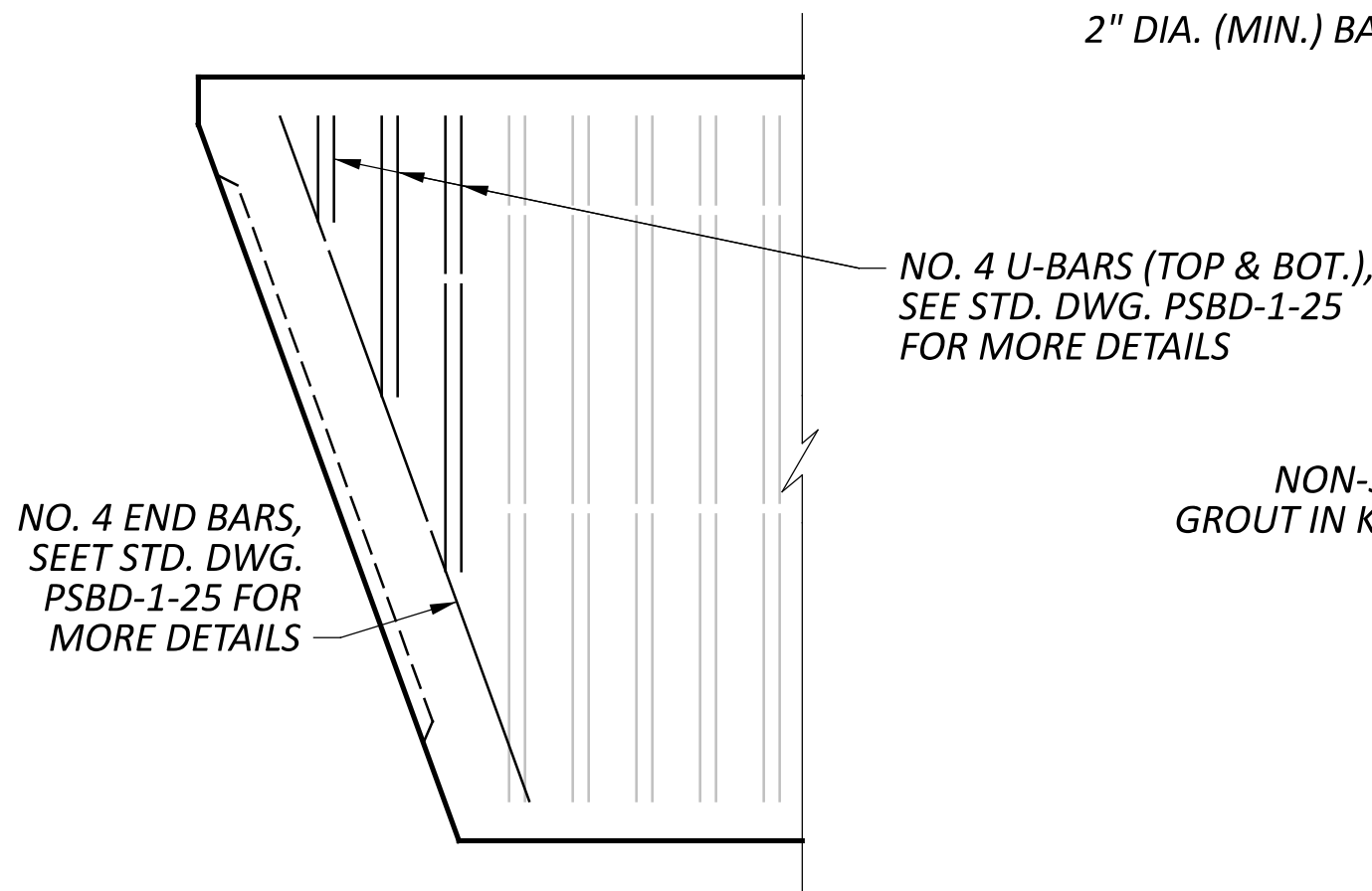
SEALING LIMITS



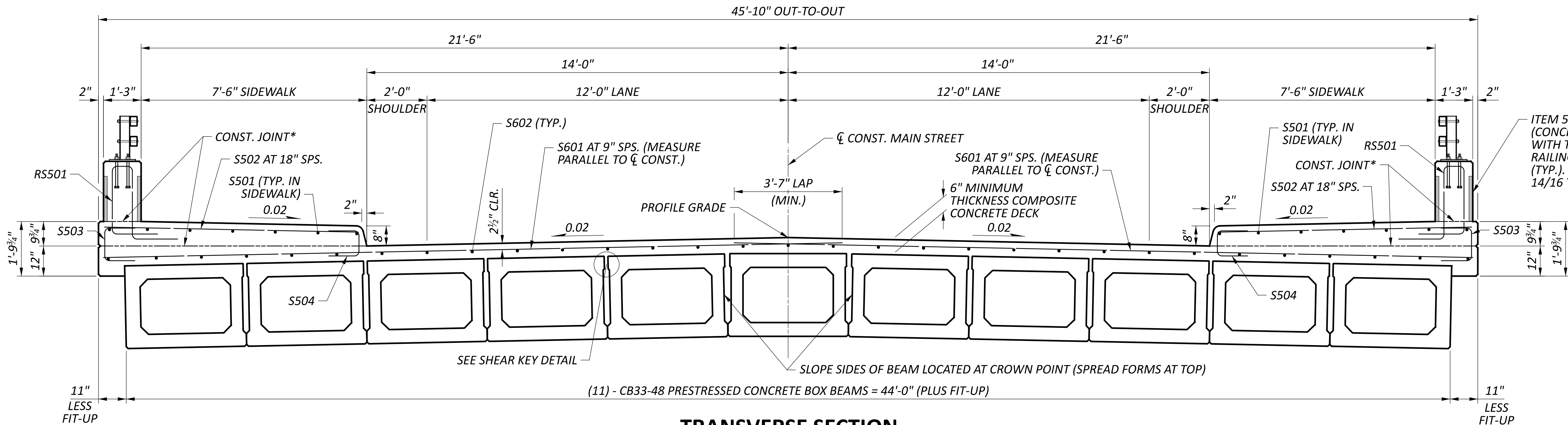
END OF BEAM SHEAR KEY DETAIL



PARTIAL ELEVATION AT BEAM END

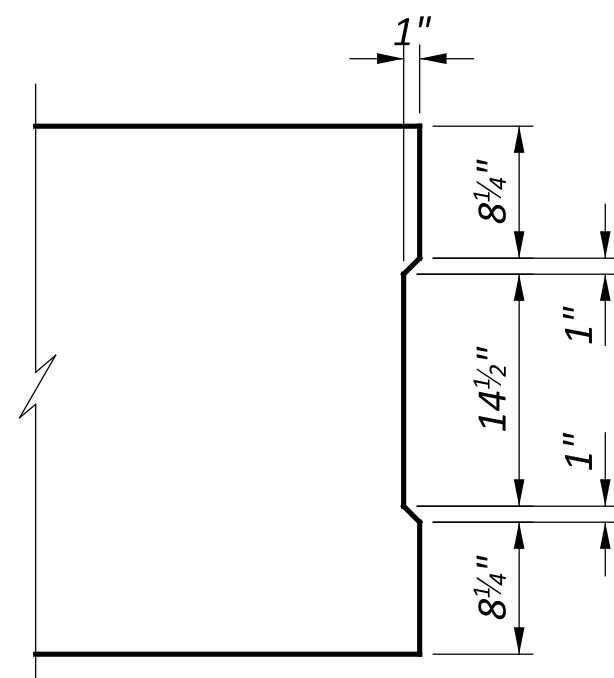


SECTION "M-M"

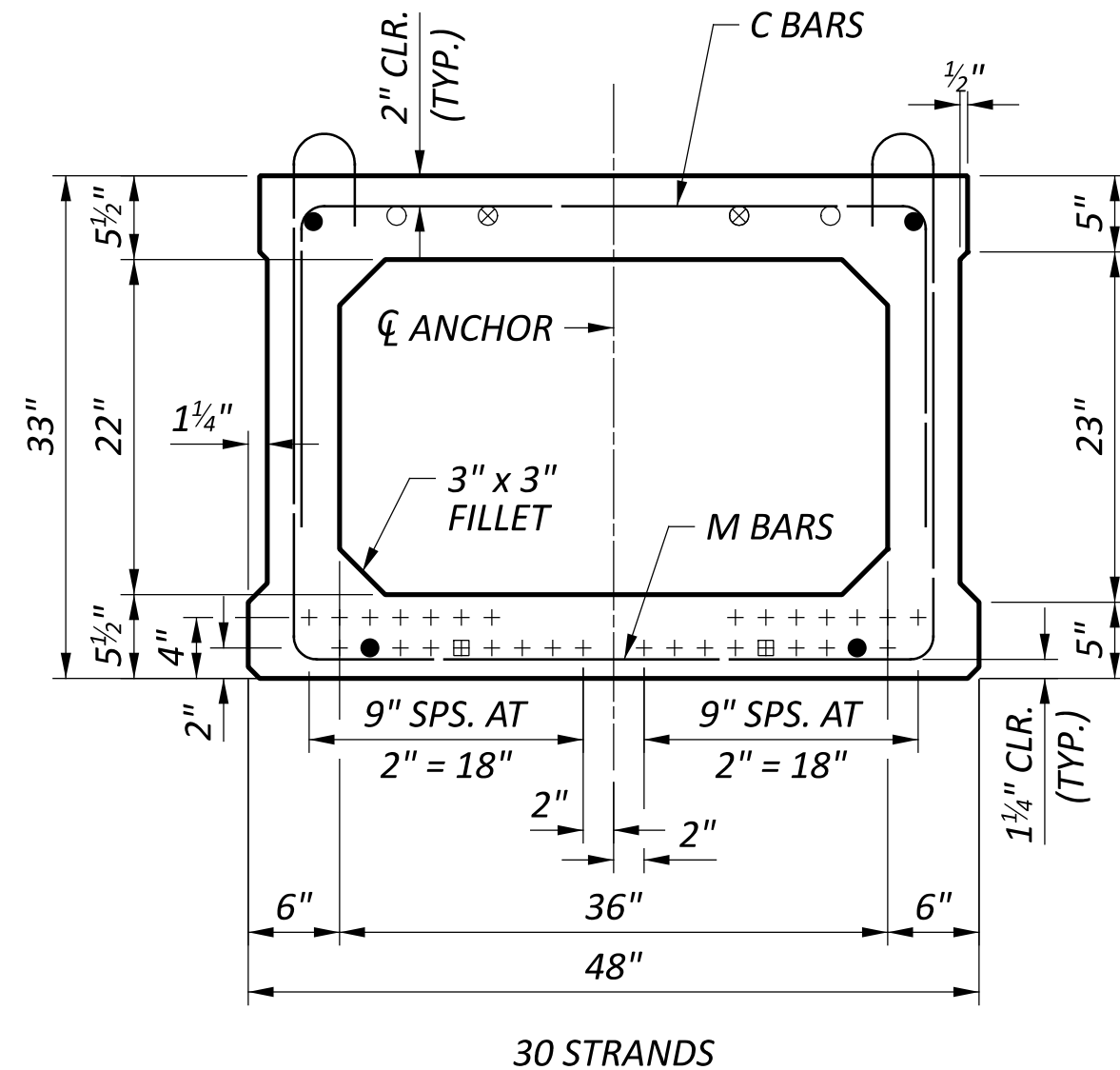


TRANSVERSE SECTION

* CONSTRUCTION JOINTS ARE LEVEL TRANSVERSE TO ϕ CONSTRUCTION



SECTION "L-L"



- NO. 5 BAR (FULL LENGTH OF BEAM AND BEYOND WITH HOOK)
- ⊗ NO. 5 BAR (FULL LENGTH OF BEAM WITH NO HOOK)
- ADDITIONAL NO. 5 BAR AT EACH END OF BEAM (7'-6" LONG WITH NO HOOK)
- + STRAND LOCATION
- ⊞ STRAND DEBONDED FOR 2'-6" EACH END OF BEAM

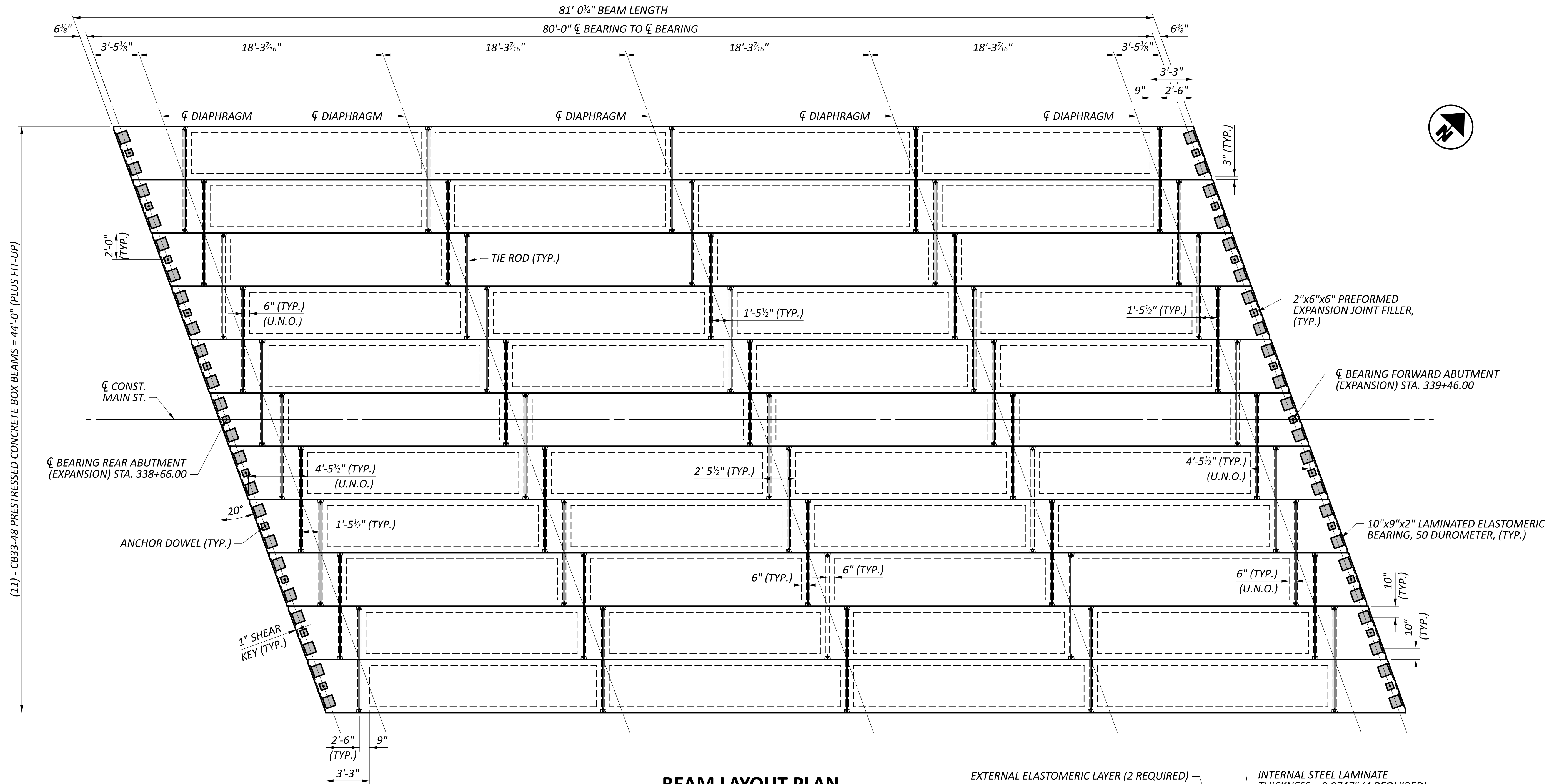
DETAILS - CB33-48

BEAM NOTES:

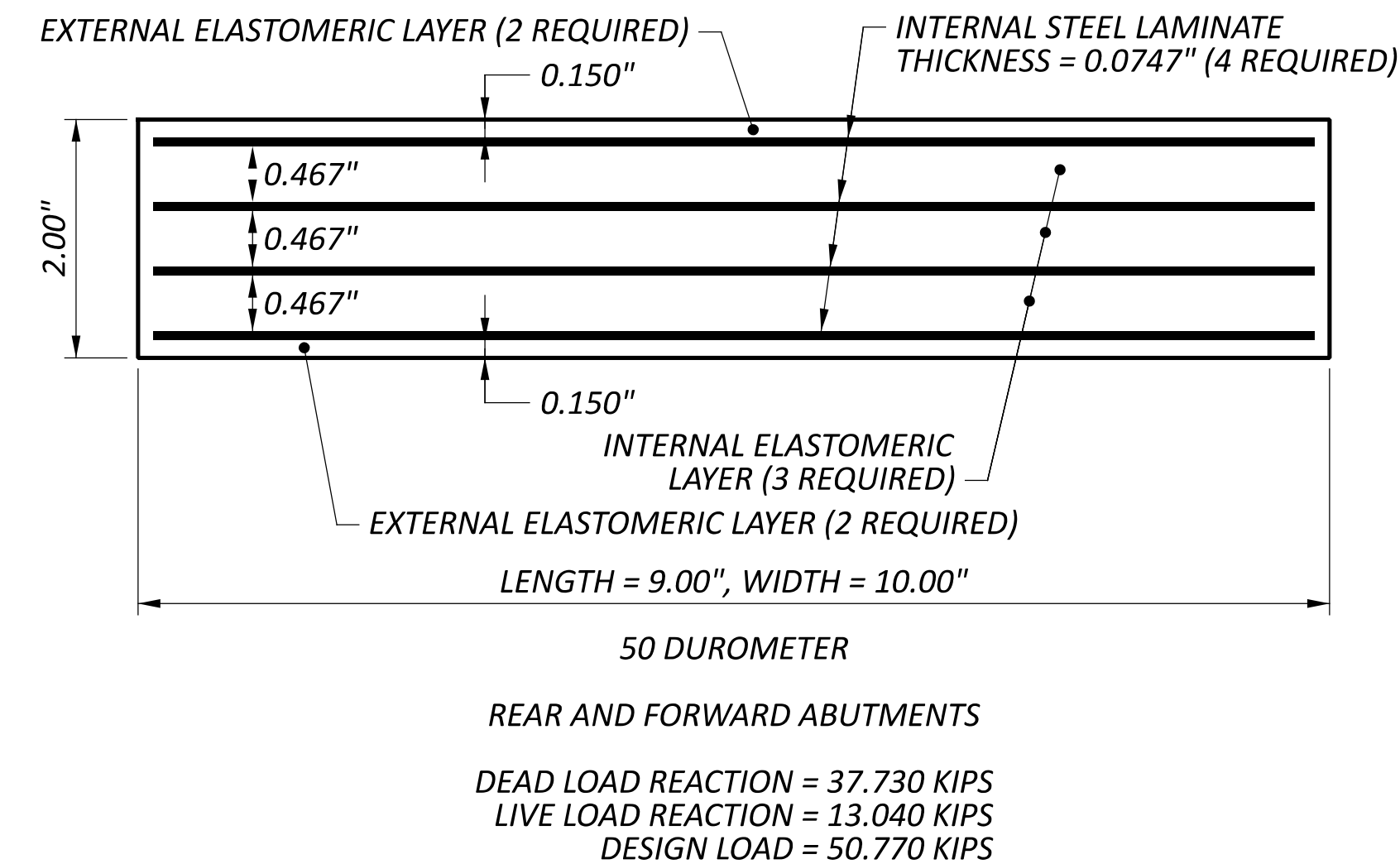
- THE KEYWAY ON THE OUTSIDE OF EACH FASCIA BEAM SHALL BE OMITTED.
- THE FABRICATOR'S SHOP DRAWINGS SHALL SHOW COMPLETE DETAILS OF THE BEAM REINFORCING.
- FOR ADDITIONAL BEAM DETAILS, SEE SHEET 9/16, SHEET 11/16, AND STANDARD DRAWING PSBD-1-25.

SHEAR KEY DETAIL

* - ADD EITHER A SECOND OR A LARGER BACKER ROD WHEN THE GAP BETWEEN BEAMS IS LARGER THAN 2"

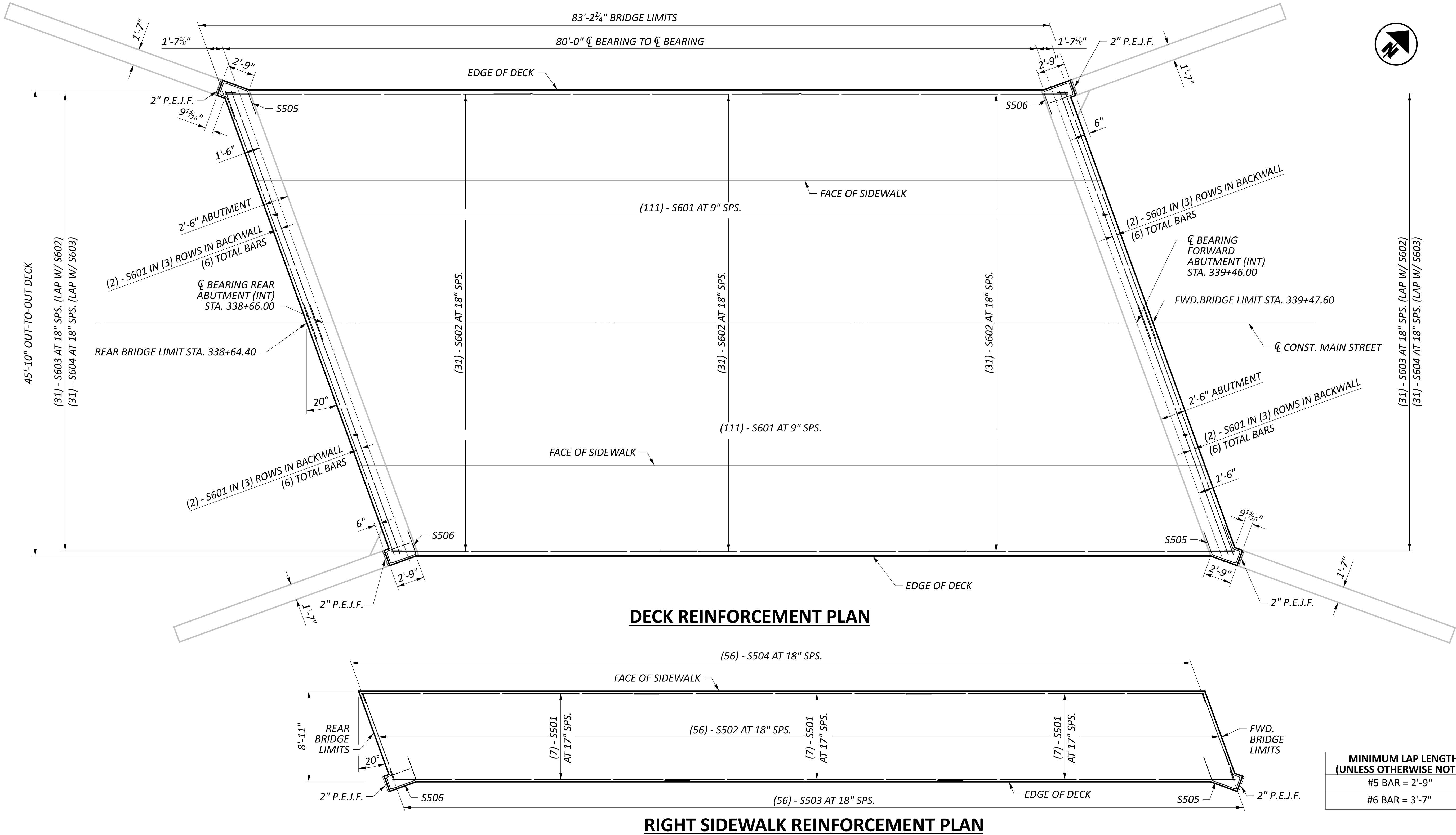
**NOTES:**

- SEE STD. DWG. PSBD-1-25 FOR ADDITIONAL NOTES AND DETAILS.
- SEE SHEET 10/16 FOR END OF BEAM SHEAR KEY DETAILS.
- ELASTOMERIC BEARINGS:** THE ELASTOMER SHALL HAVE A HARDNESS OF 50 DUROMETER. THE BEARINGS WERE DESIGNED IN ACCORDANCE WITH SECTION 14.7.6 (METHOD A) OF THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS. THE LONG-TERM COMPRESSION PROOF LOAD TEST (AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES, DIVISION II, SECTION 18.7.2.6) IS NOT REQUIRED.



SUPERSTRUCTURE DETAILS
BRIDGE NO. ALL-C0270-0641
OVER RILEY CREEK

SFN	
0247597	
DESIGN AGENCY	
	
DESIGNER	CHECKER
DJK	MAD
REVIEWER	
XXX MM-DD-YY	
PROJECT ID	
115516	
SUBSET	TOTAL
11	16
SHEET	TOTAL
P.15	20



MINIMUM LAP LENGTH (UNLESS OTHERWISE NOTED)	
#5 BAR = 2'-9"	
#6 BAR = 3'-7"	

SUPERSTRUCTURE DETAILS
BRIDGE NO. ALL-C0270-0641
OVER RILEY CREEK

SFN 0247597	
DESIGN AGENCY	
	
DESIGNER DJK	CHECKER MAD
REVIEWER XXX MM-DD-YY	
PROJECT ID 115516	
SUBSET 12	TOTAL 16
SHEET P.16	TOTAL 20

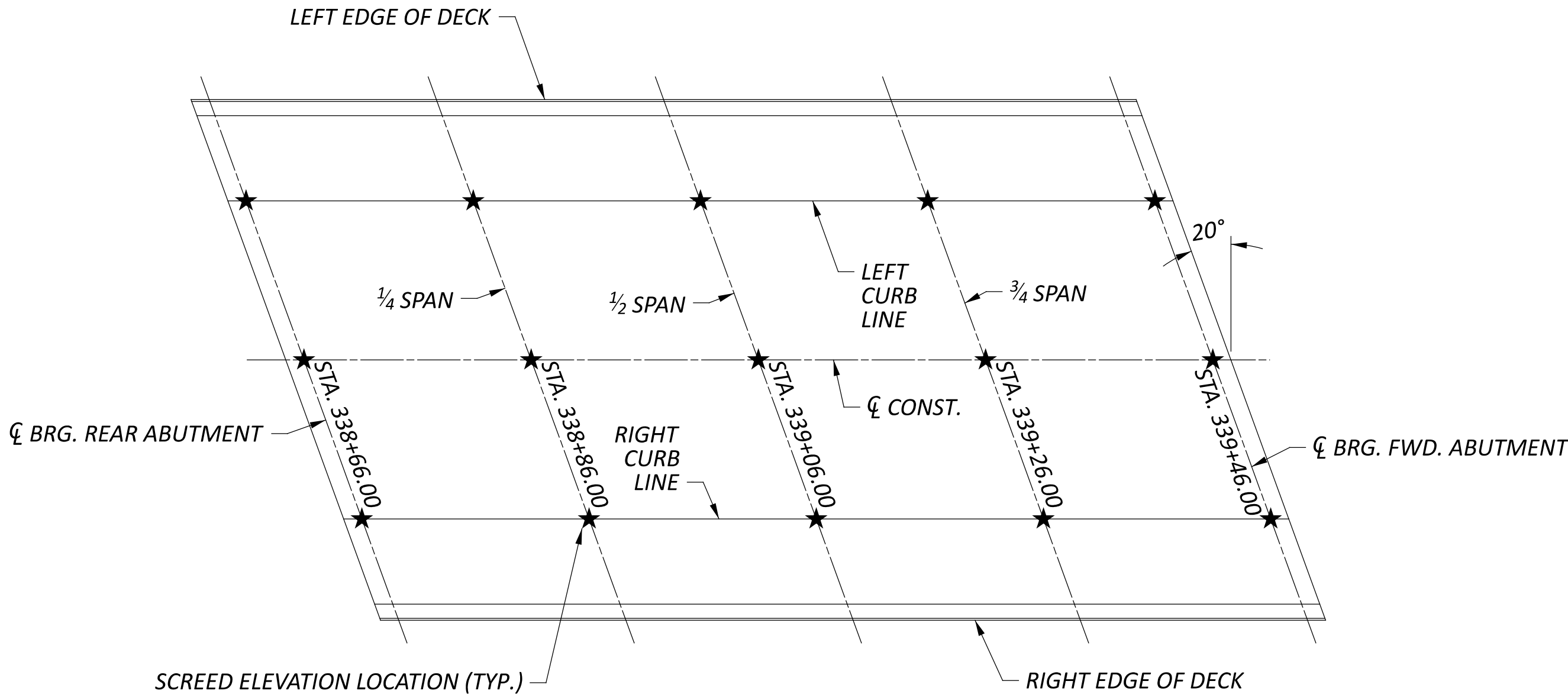
COMPOSITE BOX BEAM SCREED AND FINAL DECK SURFACE ELEVATION TABLE						
		C.L. BEARING REAR ABUT.	¼ SPAN	½ SPAN	¾ SPAN	C.L. BEARING FWD. ABUT.
CURB LINE (14'-0" LEFT)	STATION	338+60.90	338+80.90	339+00.90	339+20.90	339+40.90
	FINAL DECK SURFACE ELEVATION	817.77	817.69	817.62	817.54	817.43
	DEAD LOAD DEFLECTION*	0.000'	0.051'	0.073'	0.051'	0.000'
	SCREED ELEVATION	817.77	817.74	817.69	817.59	817.43
C.L. CONST.	STATION	338+66.00	338+86.00	339+06.00	339+26.00	339+46.00
	FINAL DECK SURFACE ELEVATION	818.03	817.95	817.88	817.80	817.66
	DEAD LOAD DEFLECTION*	0.000'	0.051'	0.073'	0.051'	0.000'
	SCREED ELEVATION	818.03	818.00	817.95	817.85	817.66
CURB LINE (14'-0" RIGHT)	STATION	338+71.10	338+91.10	339+11.10	339+31.10	339+51.10
	FINAL DECK SURFACE ELEVATION	817.73	817.65	817.58	817.50	817.32
	DEAD LOAD DEFLECTION*	0.000'	0.051'	0.073'	0.051'	0.000'
	SCREED ELEVATION	817.73	817.70	817.65	817.55	817.32

* - DUE TO CONCRETE DECK, RAILINGS, AND SIDEWALK (NO FUTURE WEARING SURFACE)

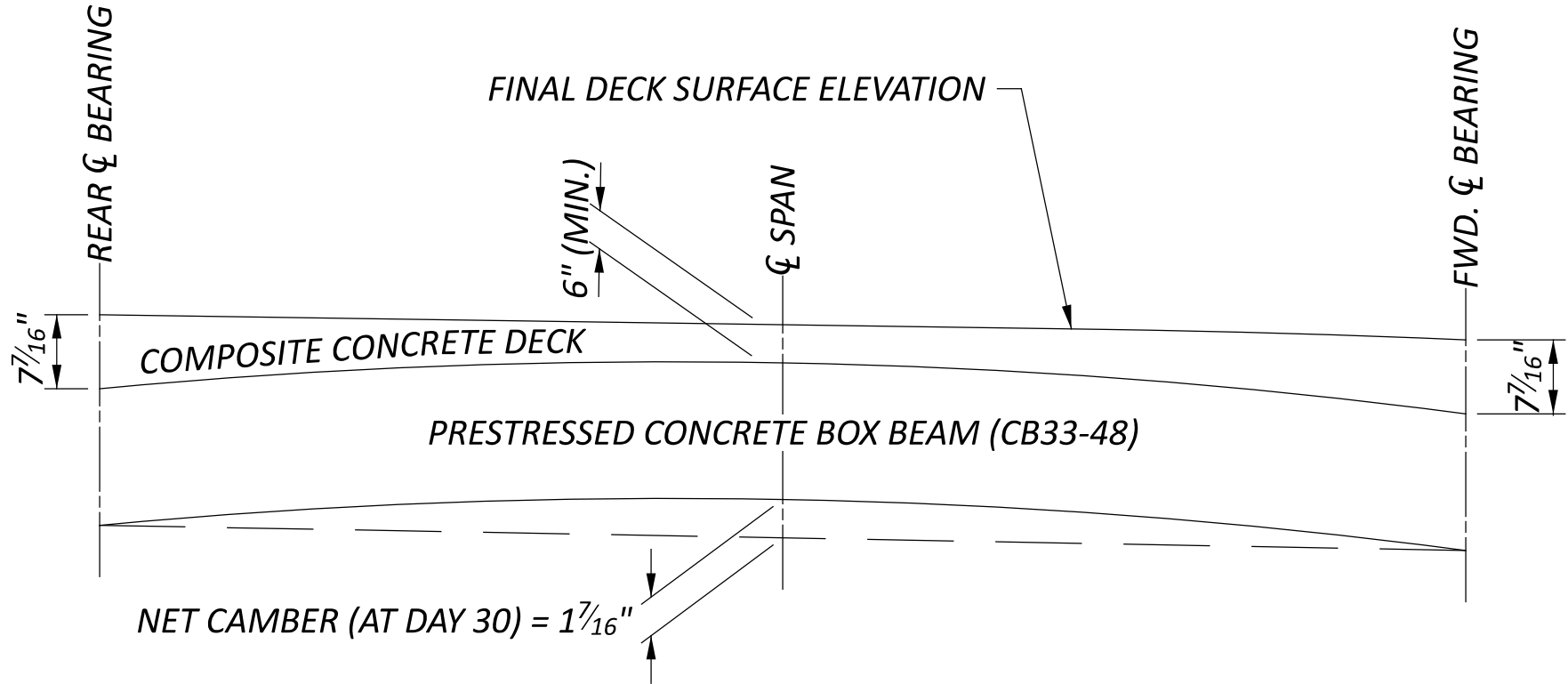
SCREED ELEVATIONS SHOWN REPRESENT THE THEORETICAL DECK SURFACE LOCATION PRIOR TO DEFLECTIONS CAUSED BY DECK PLACEMENT AND OTHER ANTICIPATED DEAD LOADS.

FINAL DECK SURFACE ELEVATIONS SHOWN REPRESENT THE DECK SURFACE LOCATION AFTER ALL ANTICIPATED DEAD LOAD DEFLECTIONS HAVE OCCURRED.

DECK SLAB THICKNESS FOR CONCRETE QUANTITY: THE ESTIMATED QUANTITY OF DECK CONCRETE IS MEASURED ACCORDING TO C&MS 511. IN ADDITION TO THE DESIGN SLAB THICKNESS, THE QUANTITY INCLUDES A VARIABLE HAUNCH THICKNESS THAT PROVIDES AN ALLOWANCE FOR VERTICAL GRADE ADJUSTMENT AND BEAM CAMBER.



PLAN VIEW



LONGITUDINAL CROSS SECTION

NOT TO SCALE

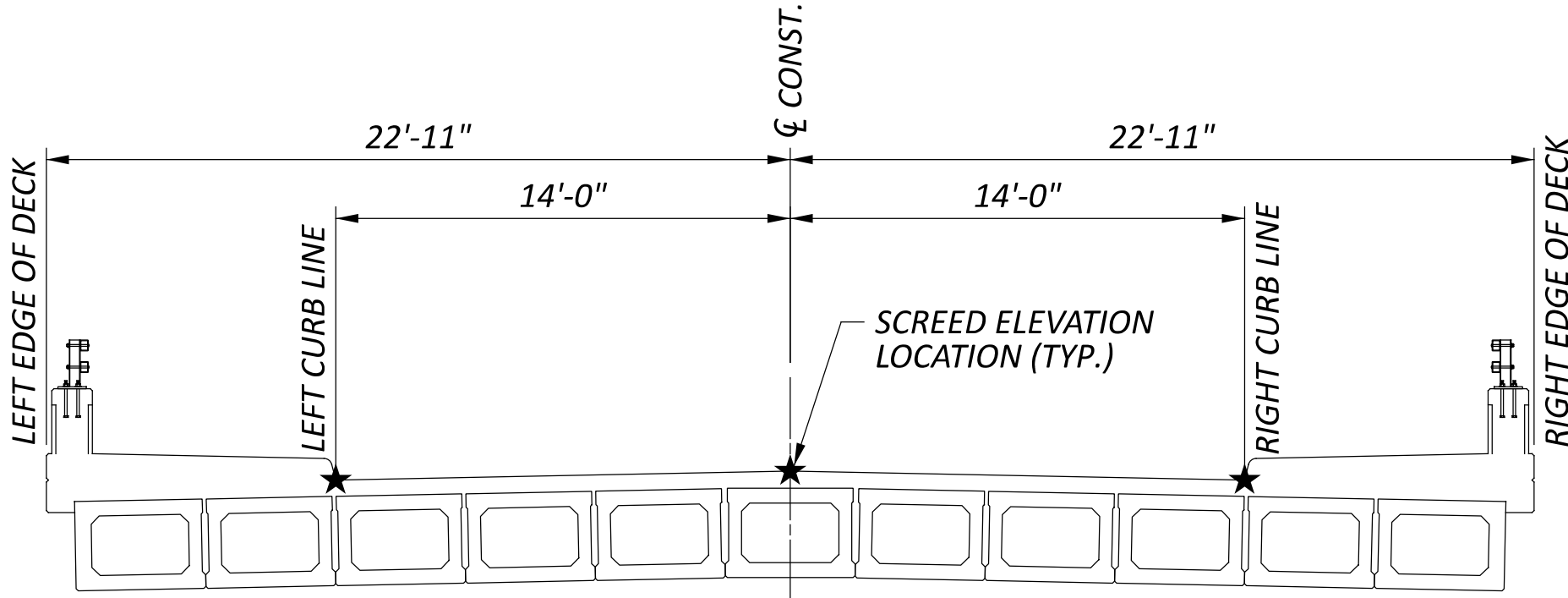
CAMBER:

ESTIMATED CAMBER AT DAY 0 (D₀) IS 1 7/16 INCHES.

ESTIMATED CAMBER AT DAY 30 (D₃₀) IS 2 5/16 INCHES.

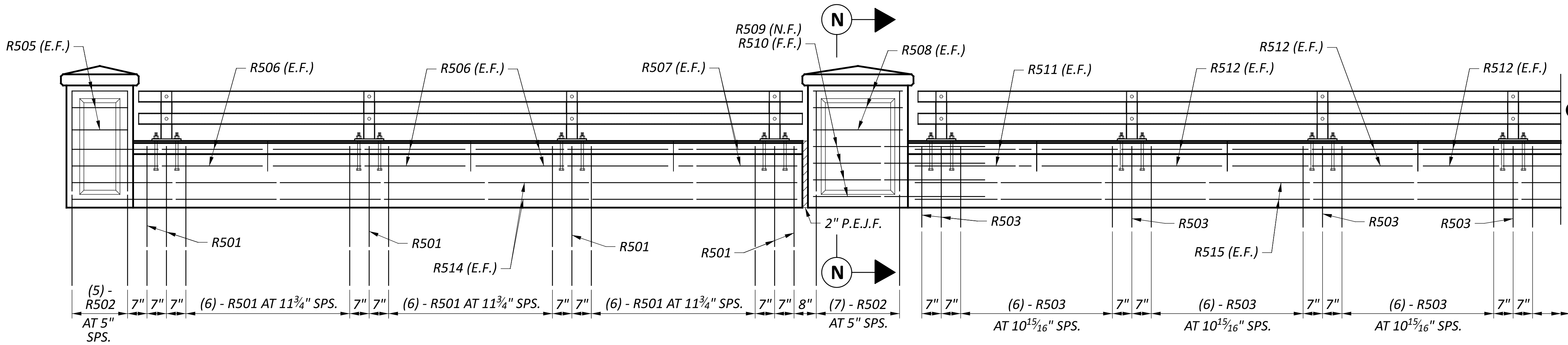
DEFLECTION DUE TO REMAINING DEAD LOAD (E.G. CONCRETE DECK, RAILING, SIDEWALK, ETC.) IS 7/8 INCHES.

THE BEAM SEAT ELEVATIONS ASSUME ESTIMATED CAMBER D₃₀.

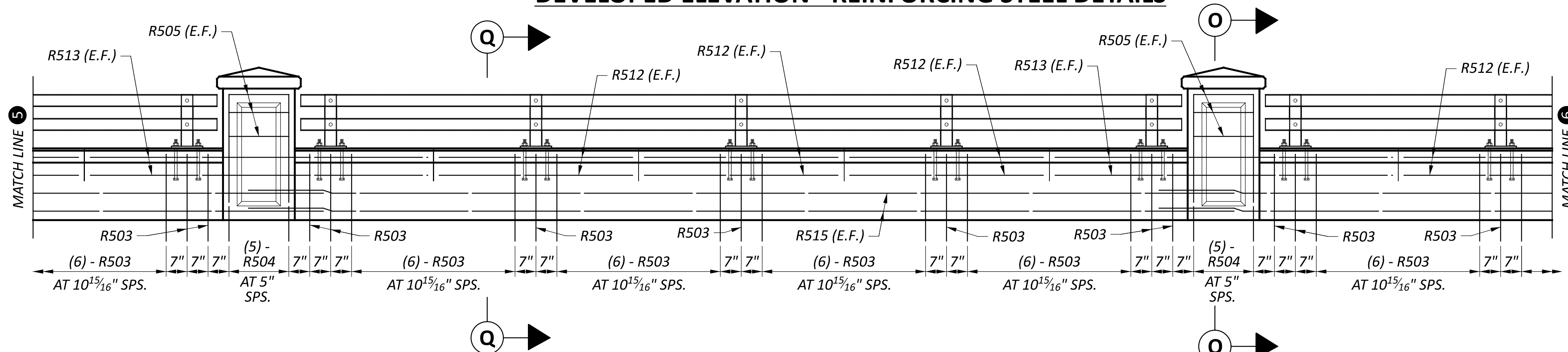


TRANSVERSE DECK CROSS SECTION

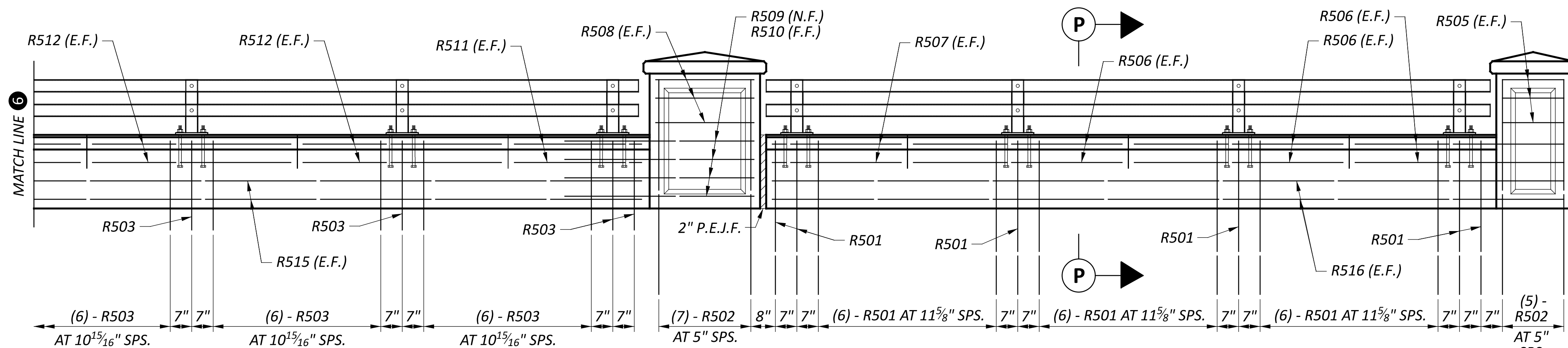




DEVELOPED ELEVATION - REINFORCING STEEL DETAILS



DEVELOPED ELEVATION - REINFORCING STEEL DETAILS



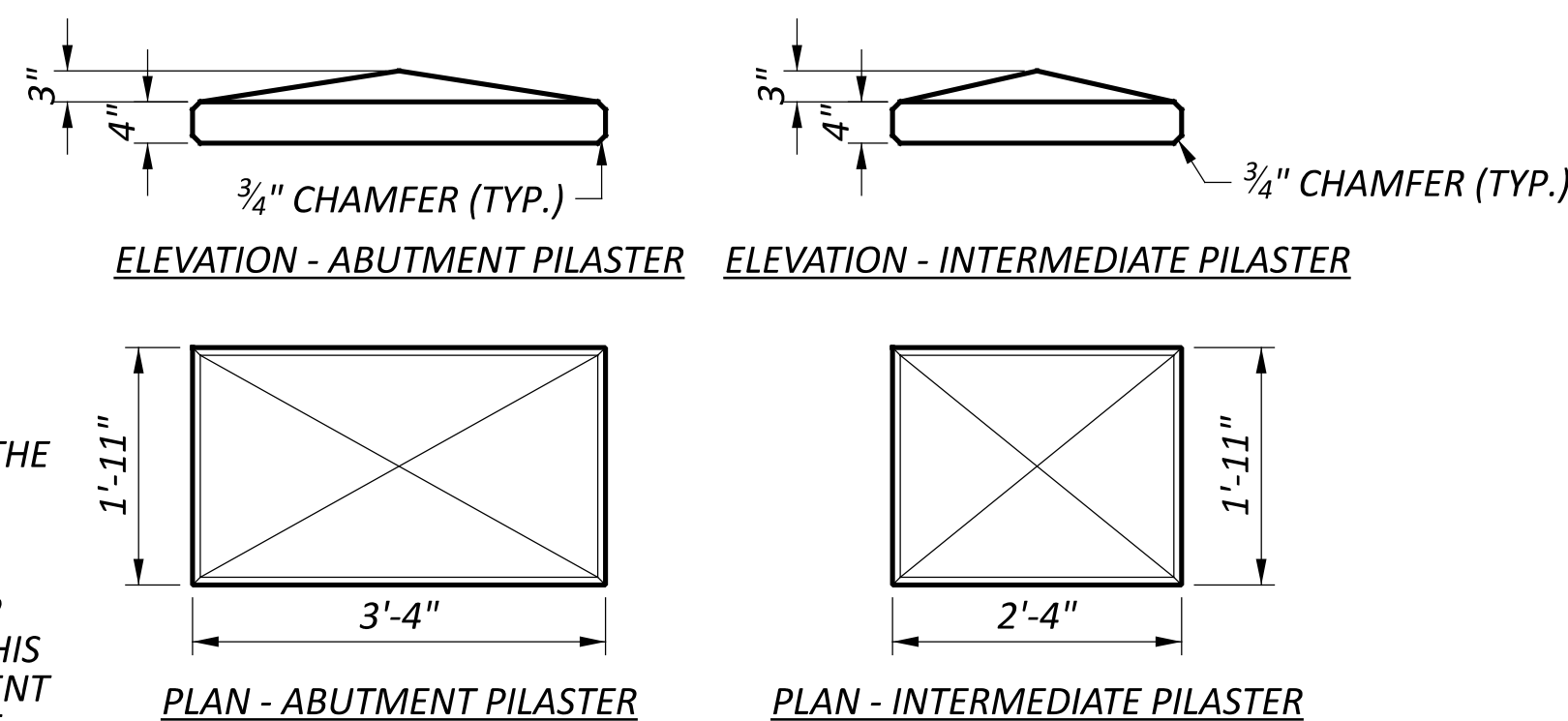
DEVELOPED ELEVATION - REINFORCING STEEL DETAILS

MINIMUM LAP LENGTH
(UNLESS NOTED OTHERWISE)
#5 BAR = 2'-1"

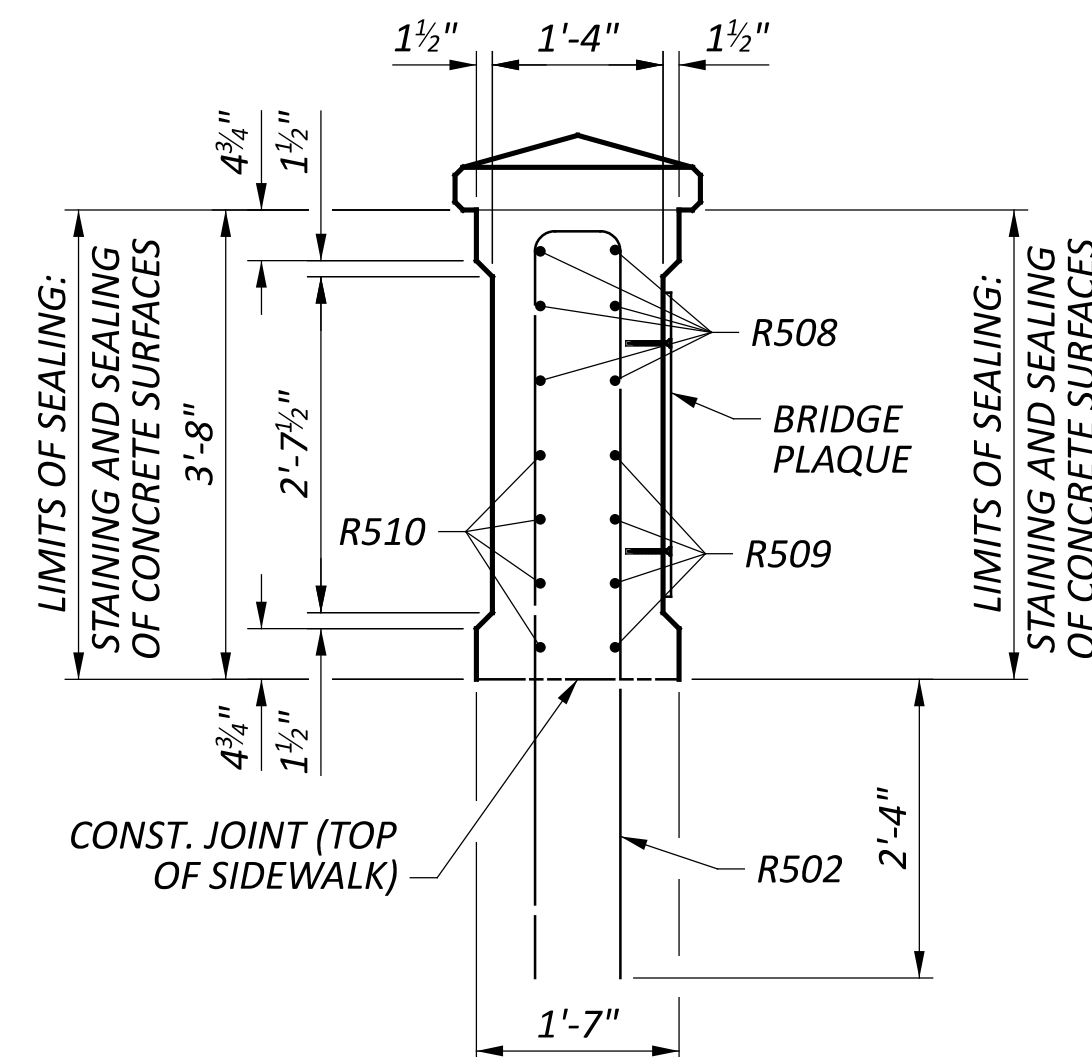
NOTES:

- SEE STD. DWG. BR-2-15 FOR ADDITIONAL NOTES AND DETAILS.
- FOR LOCATIONS OF DETAIL "A" AND DETAIL "B", SEE SHEET 14/16.
- LIMESTONE CAPS: THE STONES SHALL BE THE KIND, SHAPE, SIZE AND COLOR TO SATISFY THE ENGINEER. THE STONE SHALL BE INDIANA LIMESTONE OF DURABLE QUALITY, FREE FROM SEAMS, CRACKS, OR OTHER IMPERFECTIONS. THE STONE SHALL COME FROM QUARRIES THAT HAVE BEEN OPEN LONG ENOUGH SO THAT THE QUALITY DURABILITY OF THE STONE FURNISHED SHALL HAVE BEEN PROVEN BY GENERAL USE.

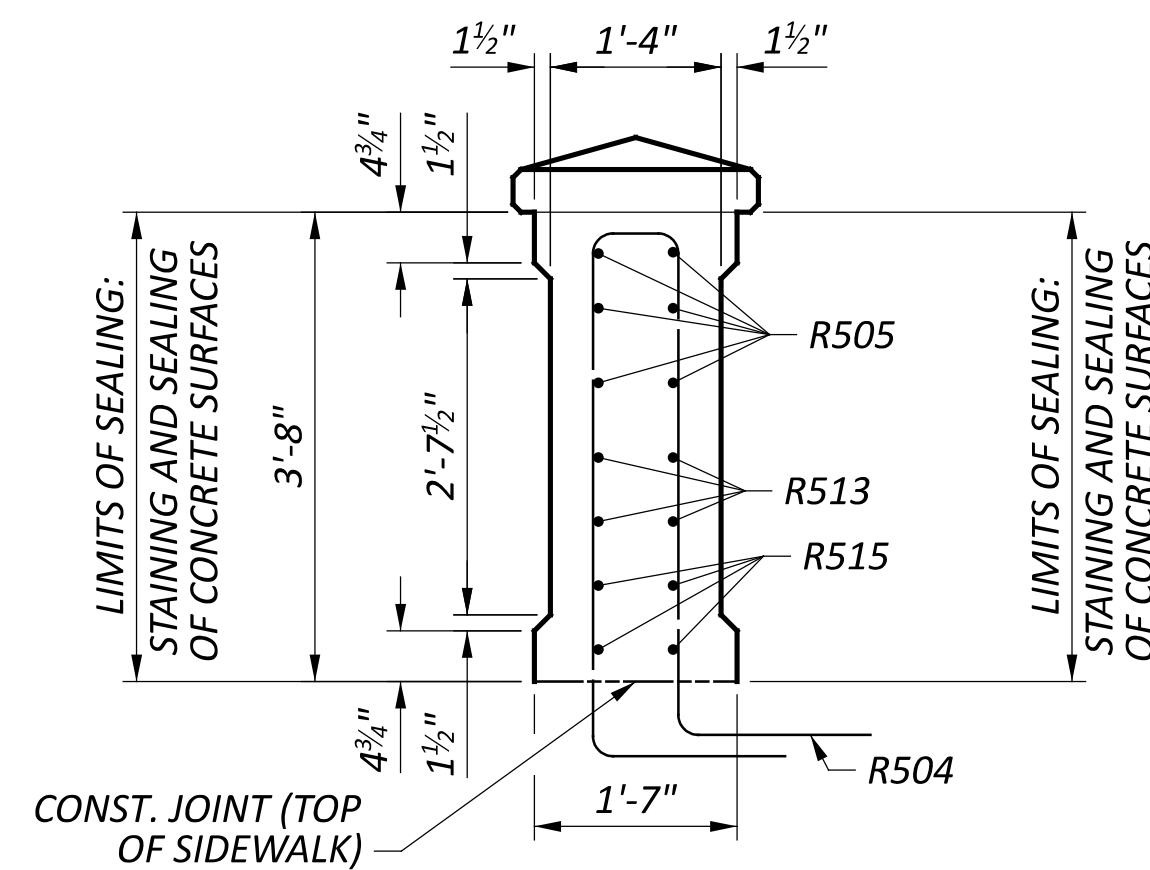
EXTREME CARE MUST BE EXERCISED IN THE DRESSING AND SETTING OF THE CAP STONES. SUCH WORK SHALL BE DONE BY SKILLED WORKMEN EXPERIENCED IN THIS CLASS OF WORK. LIMESTONE CAPS SHALL BE LAID WITH A 2" OVERHANG. PAYMENT FOR THE LIMESTONE CAP SHALL BE INCLUDED IN ITEM 517 - RAILING (CONCRETE PARAPET WITH TWIN STEEL TUBE RAILING), AS PER PLAN.



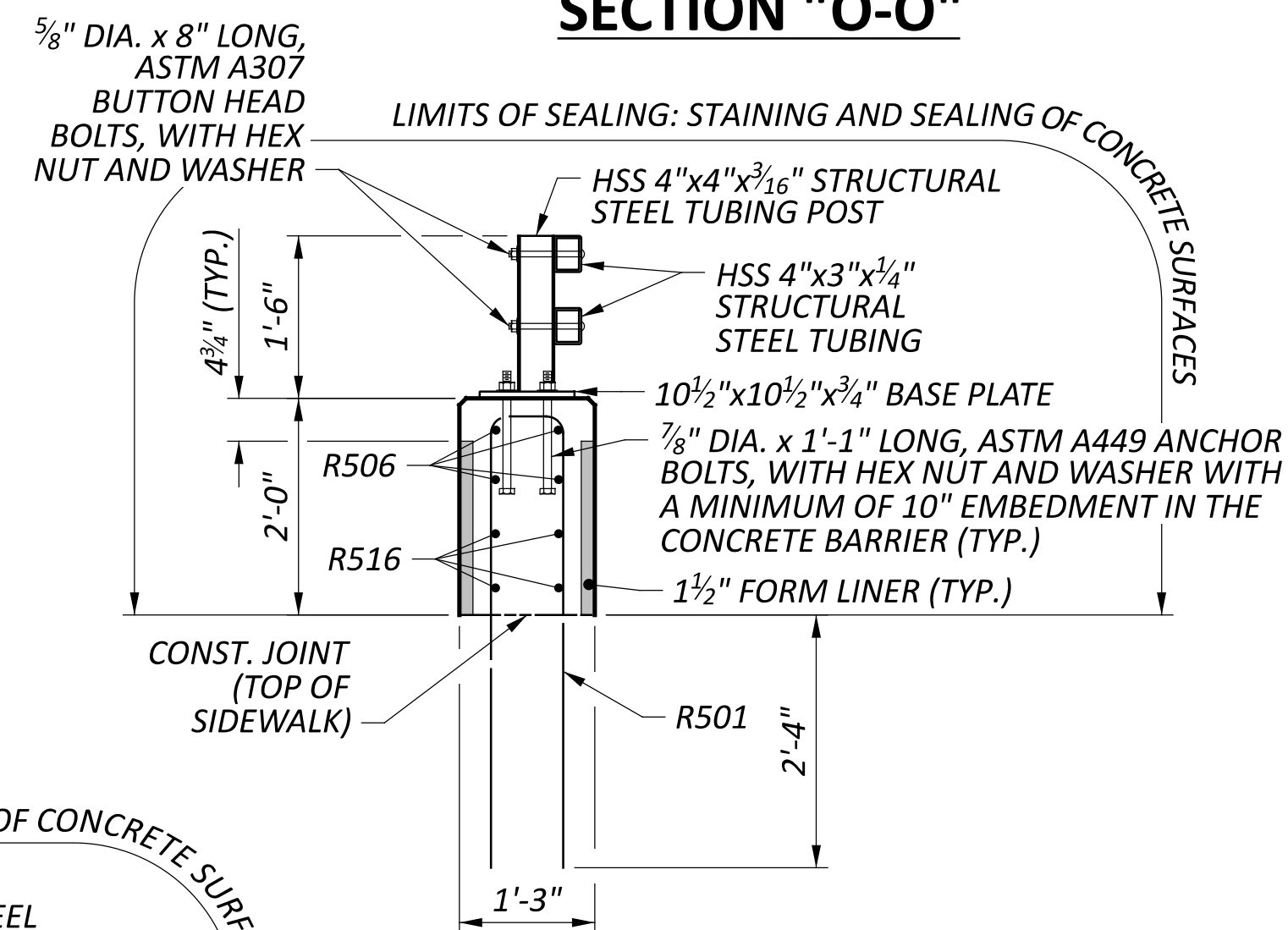
DETAIL "A" - LIMESTONE CAP



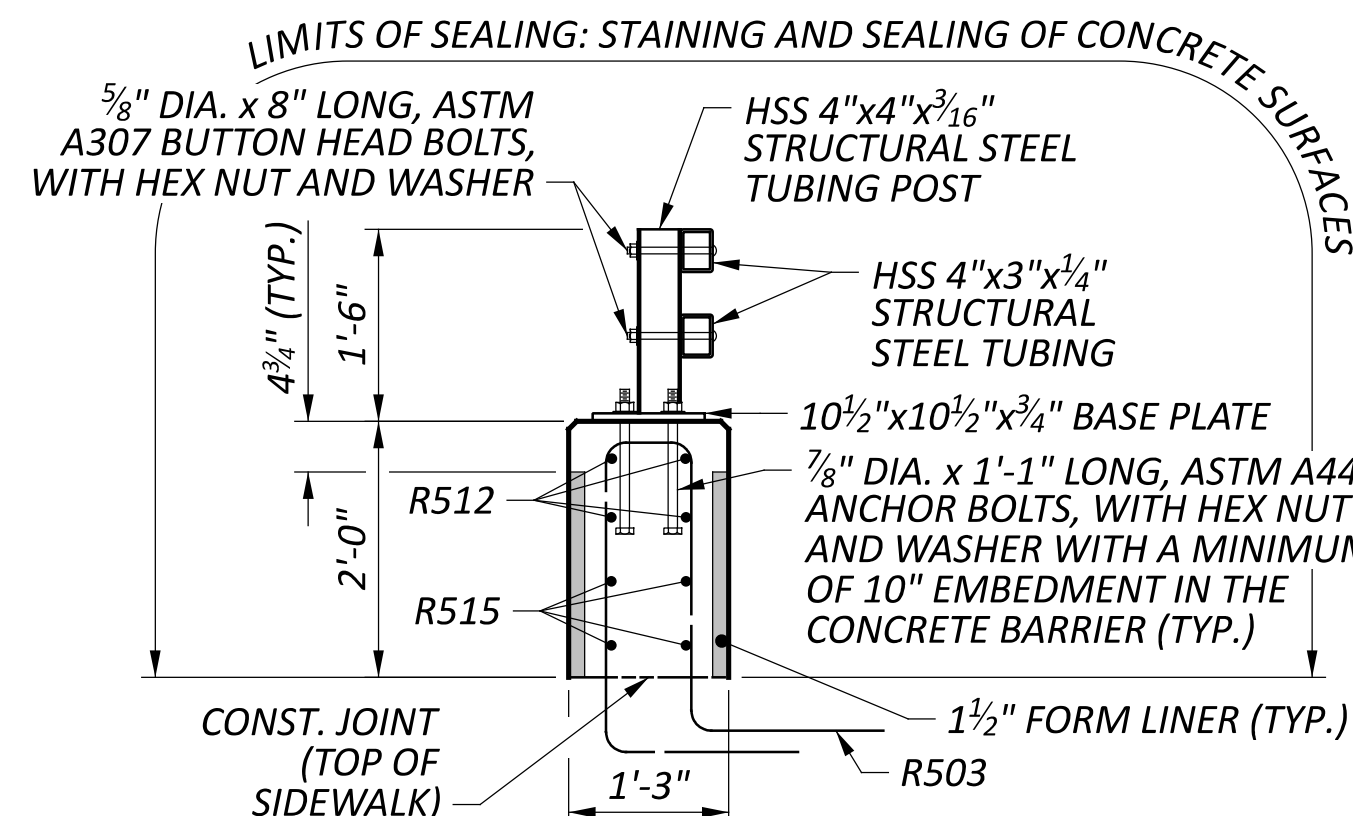
SECTION "N-N"



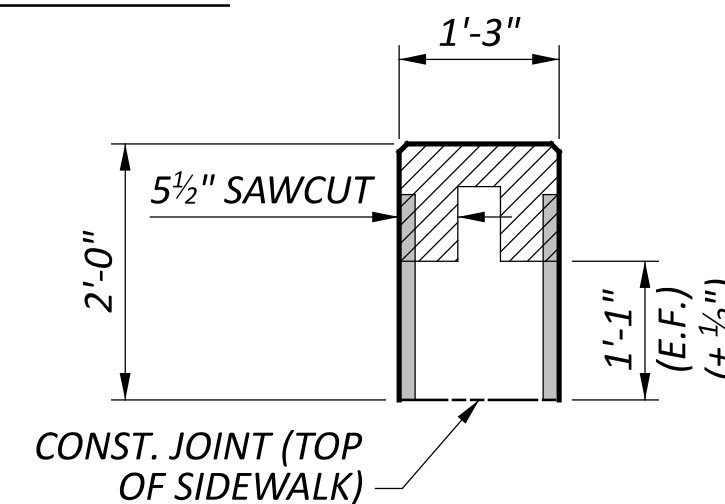
SECTION "O-O"



SECTION "P-P"



SECTION "Q-Q"



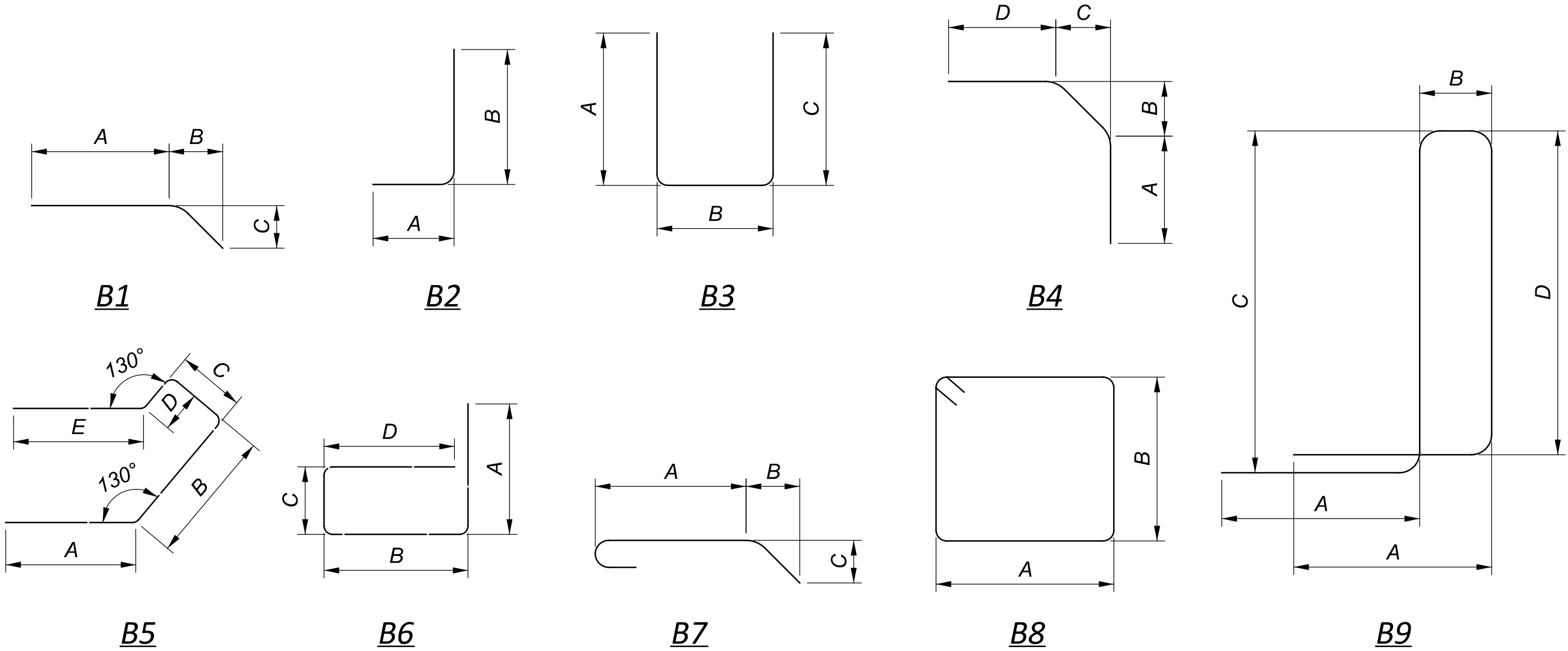
DETAIL "B" - SAWCUT

EPOXY COATED STEEL REINFORCEMENT - ABUTMENT												
MARK	REAR ABUTMENT	FORWARD ABUTMENT	TOTAL NUMBER	LENGTH	WEIGHT (LBS)	TYPE	DIMENSIONS					
							A	B	C	D	E	INC.
A501	8	8	16	30'-0"	501	ST						
	1	1	2	23'-3"								
A502	SER. OF	SER. OF	SER. OF	TO	420	ST						0'-6 ⁵ / ₈ "
	8	8	8	27'-1"								
A503	8	8	16	19'-8"	328	ST						
	1	1	2	14'-5"								
A504	SER. OF	SER. OF	SER. OF	TO	272	ST						0'-6 ³ / ₈ "
	8	8	8	18'-2"								
A505	30	30	60	8'-5"	527	B1	4'-2"	2'-9"	3'-3"			
A701	180	180	360	8'-2"	6,009	ST						
A702	8	8	16	30'-0"	981	ST						
	1	1	2	23'-3"								
A703	SER. OF	SER. OF	SER. OF	TO	823	ST						0'-6 ⁵ / ₈ "
	8	8	8	27'-1"								
A704	8	8	16	19'-8"	643	ST						
	1	1	2	14'-5"								
A705	SER. OF	SER. OF	SER. OF	TO	533	ST						0'-6 ³ / ₈ "
	8	8	8	18'-2"								
A706	4	4	8	6'-11"	113	ST						
A707	4	4	8	6'-5"	105	ST						
A708	8	8	16	4'-8"	153	ST						
A709	8	8	16	8'-5"	275	B1	4'-2"	2'-9"	3'-3"			
RA506	40		40	25'-6"	1,064	ST						
RA507	55		55	5'-9"	330	B2	5'-7"	1'-3"				
RA508	37		37	9'-10"	379	ST						
RA509	33		33	7'-11"	272	B3	3'-0"	2'-2"	3'-0"			
RA510	11		11	8'-2"	94	B4	2'-7"	2'-2"	2'-2"	2'-7"		
RA511	9		9	14'-3"	134	ST						
RA512	10		10	16'-8"	174	ST						
RA513	12		12	24'-8"	309	ST						
RA514	10		10	21'-6"	224	ST						
RA515	6		6	9'-4"	58	ST						
RA516	2		2	6'-2"	13	ST						
RA517	9		9	14'-4"	135	ST						
RA518	6		6	9'-4"	58	ST						
RA519	10		10	16'-9"	175	ST						
RA520	12		12	24'-9"	310	ST						
RA521	8		8	21'-9"	181	ST						
RA710	101		101	7'-1"	1,462	B2	7'-0"	1'-3"				
RA711	63		63	9'-10"	1,266	ST						
RA712	18		18	14'-3"	524	ST						
RA713	11		11	9'-4"	210	ST						
RA714	19		19	14'-4"	557	ST						
RA715	11		11	9'-4"	210	ST						
RA801	8		8	26'-6"	566	ST						
FA506		40	40	25'-6"	1,064	ST						
FA507		55	55	5'-9"	330	B2	5'-7"	1'-3"				
FA508		37	37	9'-5"	363	ST						
FA509		33	33	7'-11"	272	B3	3'-0"	2'-2"	3'-0"			
FA510		11	11	8'-2"	94	B4	2'-7"	2'-2"	2'-2"	2'-7"		
FA511		9	9	13'-10"	130	ST						
FA512		10	10	16'-8"	174	ST						
FA513		12	12	24'-8"	309	ST						
FA514		10	10	21'-6"	224	ST						
FA515		6	6	8'-9"	55	ST						
FA516		2	2	6'-2"	13	ST						
FA517		9	9	13'-7"	128	ST						
FA518		6	6	8'-5"	53	ST						
FA519		10	10	16'-9"	175	ST						
FA520		12	12	24'-9"	310	ST						
FA521		8	8	21'-9"	181	ST						
FA710		101	101	7'-1"	1,462	B2	7'-0"	1'-3"				
FA711		63	63	9'-5"	1,213	ST						
FA712		18	18	13'-10"	509	ST						
FA713		11	11	8'-9"	197	ST						
FA714		19	19	13'-7"	528	ST						
FA715		11	11	8'-5"	189	ST						
FA801		8	8	26'-6"	566	ST						
TOTAL ABUTMENT REINFORCEMENT =					28,927	LBS						

EPOXY COATED STEEL REINFORCEMENT - SUPERSTRUCTURE										
MARK	TOTAL NUMBER	LENGTH	WEIGHT (LBS)	TYPE	DIMENSIONS					
					A	B	C	D	E	INC.
S501	42	29'-6"	1,292	ST						
S502	112	9'-1"	1,061	ST						
S503	112	2'-10"	331	B3	1'-0"	1'-1"	1'-0"			
S504	112	2'-7"	302	B3	1'-0"	10"	1'-0"			
S505	4	9'-0"	38	B5	2'-5"	2'-5"	1'-3"	10"	2'-5"	
S506	4	8'-5"	35	B6	2'-5"	2'-8"	1'-3"	2'-5"		
S601	246	26'-1"	9,638	ST						
S602	93	30'-0"	4,191	ST						
S603	62	5'-11"	551	B7	2'-11"	0'-0"	2'-6"			
S604	62	5'-11"	551	B8	8"	2'-5"				
TOTAL, SUPERSTRUCTURE =			17,990	LBS						

EPOXY COATED STEEL REINFORCEMENT - PARAPET												
MARK	TOTAL NUMBER LEFT	TOTAL NUMBER RIGHT	TOTAL NUMBER	LENGTH	WEIGHT (LBS)	TYPE	DIMENSIONS					
							A	B	C	D	E	INC.
R501	48	48	96	8'-9"	876	B3	4'-2"	8"	4'-2"			
R502	24	24	48	12'-1"	605	B3	5'-10"	8"	5'-10"			
R503	93	93	186	7'-10"	1,520	B9	1'-6"	8"	2'-5"	2'-3"		
R504	10	10	20	11'-2"	233	B9	1'-6"	8"	4'-1"	3'-11"		
R505	24	24	48	1'-8"	83	ST						
R506	24	24	48	5'-8"	284	ST						
R507	8	8	16	3'-6"	58	ST						
R508	12	12	24	2'-8"	67	ST						
R509	8	8	16	5'-0"	83	B1	2'-9"	2'-2"	9"			
R510	8	8	16	4'-10"	81	B1	2'-8"	2'-1"	9"			
R511	8	8	16	3'-5"	57	ST						
R512	36	36	72	5'-4"	401	ST						
R513	8	8	16	9'-4"	156	ST						
R514	4	4	8	21'-9"	181	ST						
R515	12	12	24	27'-6"	688	ST						
R516	4	4	8	21'-6"	179	ST						
TOTAL, PARAPET =					5,552 *	LBS						

BENDING DIAGRAMS:



NOTES:

- 1. ALL DIMENSIONS ARE OUT-TO-OUT.
- 2. ALL REINFORCING STEEL SHALL BE EPOXY COATED.
- 3. AN "ST" IN THE "TYPE" COLUMN INDICATES STRAIGHT BARS.
- 4. REFER TO CMS SECTION 509.05 FOR STANDARD BEND DIMENSIONS.
- 5. REINFORCING BAR SPLICE: REINFORCING BAR SPLICE LENGTHS SHALL CONFORM TO THE MINIMUM LENGTHS SPECIFIED BY SECTION 509.07 OF THE CONSTRUCTION AND MATERIAL SPECIFICATIONS UNLESS OTHERWISE NOTED ON THE PLANS.

LEGEND:

* - INCLUDED WITH ITEM 517 - RAILING (CONCRETE PARAPET WITH TWIN STEEL TUBE RAILING), AS PER PLAN

REINFORCING STEEL LIST
BRIDGE NO. ALL-C0270-0641
OVER RILEY CREEK

SFN
0247597
DESIGN AGENCY

DESIGNER
DJK

CHECKER
MAD

REVIEWER

XXX MM-DD-YY

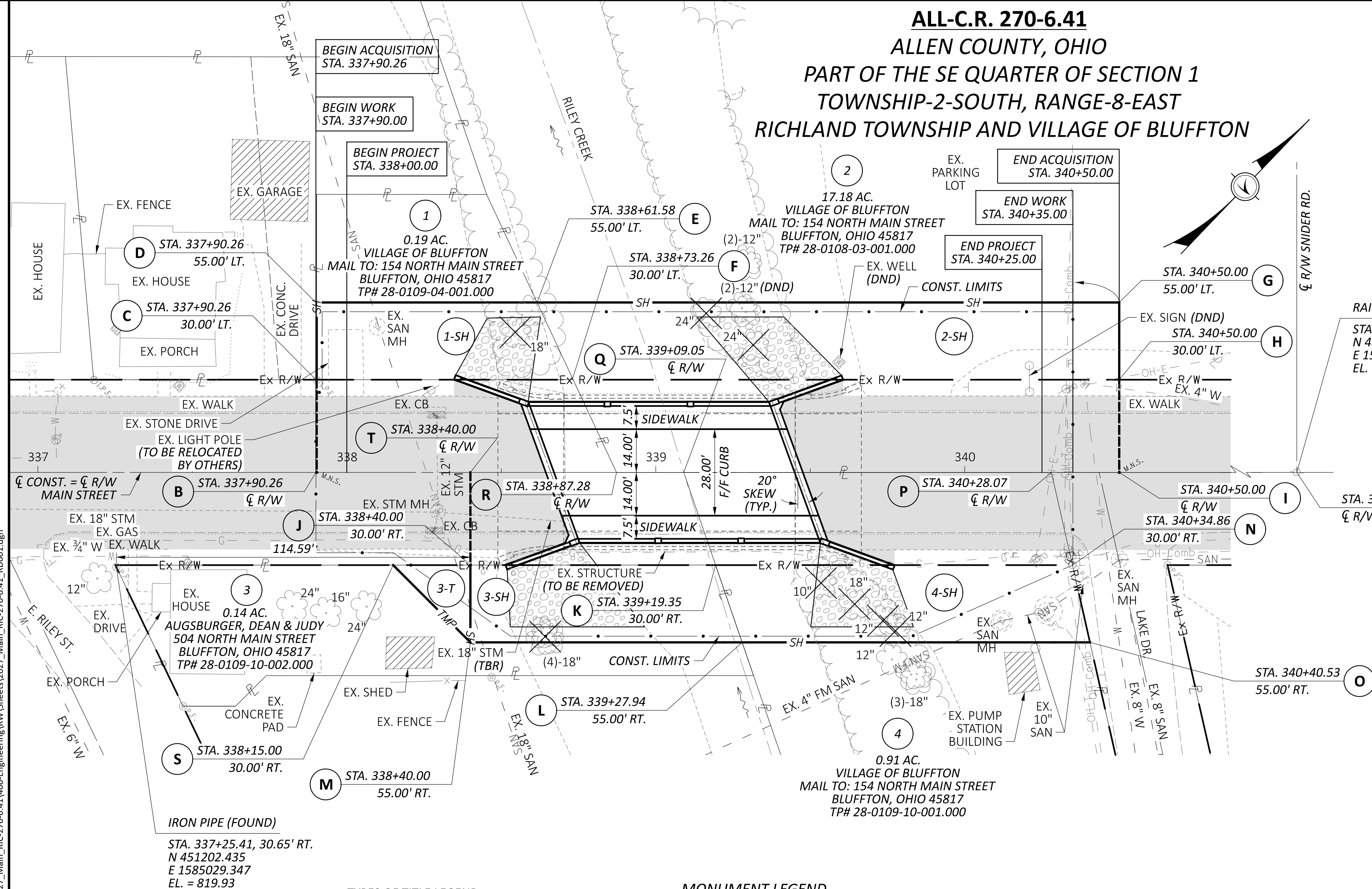
PROJECT ID
115516

SUBSET
16

TOTAL
16

SHEET
P.20

TOTAL
20



LEGEND:

- APPROACH WORK BY OTHERS
- ITEM 601 - ROCK CHANNEL PROTECTION, TYPE C WITH AGGREGATE FILTER

- BEGINNING AT EX. MH AT STA. 338+20.0 REMOVE END 10.0' AND REPLACE WITH 10' - 18" B @ 3.7% W/ MASONRY COLLAR
- 27' - 18" B @ 2.5%
- 21' - 18" C @ 2.5%
- 21' - 18" C @ 2.0%

STRUCTURE KEY

- RESIDENTIAL
- COMMERCIAL
- OUT-BUILDING

TYPES OF TITLE LEGEND:
WL = FEE SIMPLE WITH LIMITATION OF ACCESS
WD = WARRANTY DEED
PRW = PROPERTY RIGHT FEE SIMPLE
SH = STANDARD HIGHWAY EASEMENT
LA = LIMITED ACCESS EASEMENT
T = TEMPORARY EASEMENT
CH = CHANNEL EASEMENT
A = AERIAL EASEMENT
SL = SLOPE EASEMENT
PRE = PROPERTY RIGHT EASEMENT

NOTES:

- THE LOCATION OF THE UNDERGROUND UTILITIES SHOWN ON THE PLANS ARE OBTAINED FROM THE OWNER OF THE UTILITIES AS REQUIRED BY SECTION 153.64 O.R.C.
- THE EXISTING 60-FOOT RIGHT-OF-WAY OF MAIN STREET IS BASED ON TWO DOCUMENTS:
a. THE NOTES AND PLAT THAT APPEAR AT ALLEN COUNTY ROAD RECORD 1, PAGES 19-28, DATED 12/26/1832.
b. "THE TOWN PLAT OF SHANNON", AS RECORDED AT ALLEN COUNTY PLAT BOOK 1, PAGE 34, DATED 11/5/1838.

MONUMENT LEGEND

- EXISTING R/W MONUMENT BOX
- PROPOSED R/W MONUMENT BOX
- EXISTING CONCRETE MONUMENT
- PROPOSED CONCRETE MONUMENT
- RAILROAD SPIKE FOUND
- RAILROAD SPIKE SET
- IRON PIN FOUND
- IRON PIN FOUND W/ ID CAP
- IRON PIN SET W/ ID CAP
- IRON PIPE FOUND
- IRON PIPE SET
- P.K. NAIL FOUND
- P.K. NAIL SET

GRANTEE:

ALL RIGHT OF WAY ACQUIRED IN THE NAME OF THE BOARD OF COUNTY COMMISSIONERS OF ALLEN COUNTY, OHIO

BASIS FOR BEARINGS:

BEARINGS ARE BASED ON THE GRID OF THE NORTH ZONE OF THE OHIO STATE PLANE COORDINATE SYSTEM, USING ODOT'S VRS RTK NETWORK [NAD83 (2011) REFERENCE FRAME]

TOTAL NUMBER OF :

2 OWNERSHIPS 0 TOTAL TAKES
4 PARCELS 0 OWNERSHIPS W/ STRUCTURES INVOLVED
NET TAKE = GROSS TAKE - PRO IN TAKE
NET RESIDUE = RECORD AREA - TOTAL PRO - NET TAKE

ALL AREAS IN ACRES										
PARCEL NO.	OWNER	OWNERS RECORD	AUDITOR'S PARCEL	RECORD AREA	TOTAL P.R.O.	GROSS TAKE	P.R.O. IN TAKE	NET TAKE	NET RESIDUE	
									LEFT	RIGHT
1-SH	VILLAGE OF BLUFFTON	OR 2007 / P. 01952	28-0109-04-001.000	0.188	0.000	0.044	0.000	0.044	0.144	
2-SH	VILLAGE OF BLUFFTON	DV 361 / P. 187	28-0108-03-001.000	17.180	0.159	0.222	0.117	0.105	16.916	
3-SH	AUGSBURGER, DEAN & JUDY	DV 940, P. 439	28-0109-10-002.000	0.141	0.000	0.048	0.000	0.048		0.093
3-T						0.007		0.007		
4-SH	VILLAGE OF BLUFFTON	DV 536, P. 630	28-0109-10-001.000	0.910	0.081	0.146	0.081	0.065		0.764

RAILROAD SPIKE (FOUND), BM1
STA. 347+08.28, $\angle$ R/W
N 451903.939
E 1585718.448
EL. = 815.22

MAP OF PARCEL ENTIRETIES

CHORD	BEARING	DISTANCE
AB	S46°16'29"W	918.02'
BC	N43°43'31"W	30.00'
CD	N43°43'31"W	25.00'
DE	N46°16'29"E	71.32'
EF	S68°45'54"E	27.59'
FC	S46°16'29"W	83.00'
AI	S46°16'29"W	658.28'
IR	S46°16'29"W	162.72'
RF	N68°45'54"W	33.11'
FE	N68°45'54"W	27.59'
EG	N46°16'29"E	188.42'
GH	S43°43'31"E	25.00'
HI	S43°43'31"E	30.00'
BJ	S43°43'31"E	30.00'
JK	N46°16'29"E	79.35'
KL	S62°40'29"E	26.43'
LM	S46°16'29"W	87.94'
MJ	N43°43'31"W	25.00'
AP	S46°16'29"W	680.21'
PN	S56°29'21"E	30.76'
NO	S56°29'21"E	25.67'
OL	S46°16'29"W	112.59'
LK	N62°40'29"W	26.43'
KQ	N62°40'29"W	31.70'
QP	N46°16'29"E	119.02'
AT	S46°16'29"W	868.28'
TJ	S43°43'31"E	30.00'
SJ	N46°16'29"E	25.00'
MS	N88°43'31"W	35.36'
JM	N43°43'31"W	25.00'

RIGHT OF WAY DETAILS
STA. 337+90.26 TO STA. 340+50.00

DESIGN AGENCY



DESIGNER

DJK

REVIEWER

MGB 02-09-26

PROJECT ID

115516

SUBSET

RW.1

TOTAL

RW.1

HORIZONTAL
SCALE IN FEET

