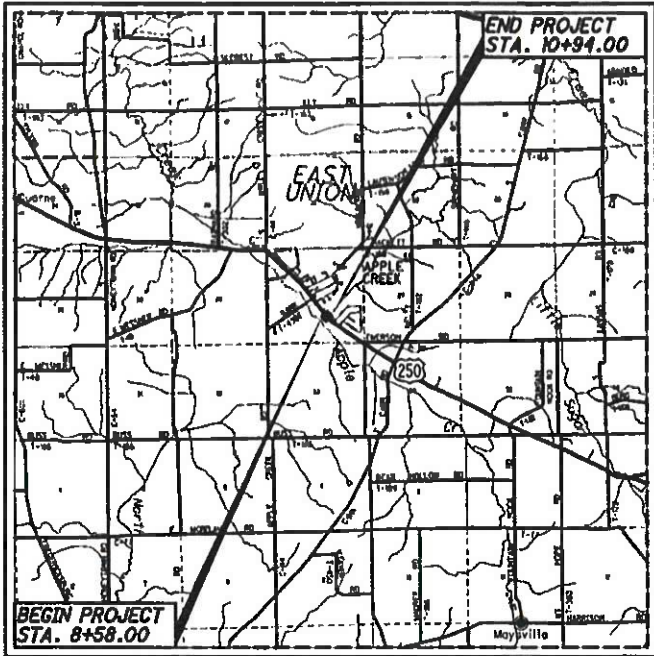


WAY - US 250-19.26
200182 PID - 102770
Dist 3 3/26/2020

Contract Proposal Available @
www.contracts.dot.state.oh.us/home

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LOCATION MAP

LATITUDE: N40°44'42" LONGITUDE: W81°49'54"



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

DESIGN DESIGNATION	US 250
CURRENT ADT (2020)	7,300
DESIGN YEAR ADT (2040)	7,300
DESIGN HOURLY VOLUME (2036)	730
DIRECTIONAL DISTRIBUTION	52%
TRUCKS (24 HOUR B&C)	13%
DESIGN SPEED	35 MPH
LEGAL SPEED	35 MPH
DESIGN FUNCTIONAL CLASSIFICATION:	03 PRINCIPAL ARTERIAL (RURAL)
NHS PROJECT	YES

DESIGN EXCEPTIONS
NONE

UNDERGROUND UTILITIES	
CONTACT BOTH SERVICES CALL TWO WORKING DAYS BEFORE YOU DIG	
CALL 1-800-362-2764 (TOLL FREE)	
OHIO UTILITIES PROTECTION SERVICE NON-MEMBERS MUST BE CALLED DIRECTLY	
OIL & GAS PRODUCERS UNDERGROUND PROTECTION SERVICE CALL: 1-800-925-0988	

PLAN PREPARED BY:

AECOM

AKRON CLEVELAND COLUMBUS
564 WHITE POND DRIVE
AKRON, OHIO 44320-1100
(330) 836-9111

ENGINEERS SEAL:



SIGNED: Mark R. Wimer
DATE: 4-12-19

STATE OF OHIO
DEPARTMENT OF TRANSPORTATION
WAY-250-19.26
VILLAGE OF APPLE CREEK
WAYNE COUNTY

INDEX OF SHEETS:

TITLE SHEET	1
SCHEMATIC PLAN	2
TYPICAL SECTIONS	3-4
GENERAL NOTES	5
MAINTENANCE OF TRAFFIC	6-11
GENERAL SUMMARY	12-13
SUBSUMMARIES	14-15
US 250 PLAN AND PROFILE	16
US 250 CROSS SECTIONS	17-21
DRIVE DETAILS	22
DRIVE PROFILES	23
TRAFFIC CONTROL PLAN	24-25
STRUCTURES 20' AND OVER (BRIDGE NO. WAY-250-1926)	26-46
SUBSURFACE UTILITY LAYOUT	47
RIGHT OF WAY	48-50

STANDARD CONSTRUCTION DRAWINGS								SUPPLEMENTAL SPECIFICATIONS		SPECIAL PROVISIONS	
BP-3.1	7/18/14	MGS-1.1	1/19/18	MT-110.10	7/19/13	AS-1-15	7/17/15	800	4/19/19	WATERWAY	
BP-4.1	7/19/13	MGS-2.1	1/19/18			AS-2-15	1/19/18	832	10/19/18	PERMIT 10/17/18	
BP-5.1	1/18/19	MGS-3.1	1/19/18	RM-1.1	7/18/14						
BP-7.1	7/20/18	MGS-3.2	1/18/13	RM-4.2	7/20/18	BR-2-15	7/17/15				
		MGS-4.2	7/19/13								
CB-2.1	7/20/18	MGS-4.3	1/18/13	TC-41.20	10/18/13	CPA-1-08	7/18/08				
CB-2.2	7/20/18			TC-42.20	10/18/13	CPP-1-08	7/21/17				
DM-1.1	7/21/17	MT-96.11	1/18/19	TC-52.10	10/18/13	CS-1-08	1/19/18				
DM-1.2	1/18/13	MT-96.26	1/18/19	TC-52.20	7/20/18	DS-1-92	7/18/03				
DM-4.4	1/15/16	MT-97.10	7/18/14	TC-61.30	1/20/17						
		MT-97.12	1/20/17			PCB-91	1/18/13				
HW-2.1	7/20/18	MT-99.20	7/20/18			TST-1-99	7/20/18				
HW-2.2	7/20/18	MT-101.70	7/20/18								
		MT-101.75	7/15/16								
		MT-101.90	7/21/17								

PROJECT DESCRIPTION

IMPROVEMENTS WILL INCLUDE THE COMPLETE REPLACEMENT OF BRIDGE NO. WAY-250-1926 OVER LITTLE APPLE CREEK, RESURFACING OF 0.04 MILES OF US 250, CURBS, SIDEWALKS, DRAINAGE AND PAVEMENT MARKINGS.

PROJECT EARTH DISTURBED AREA: 0.40 ACRES
ESTIMATED CONTRACTOR EARTH DISTURBED AREA: 0.25 ACRES
NOTICE OF INTENT EARTH DISTURBED AREA: N/A
NOI NOT REQUIRED

2019 SPECIFICATIONS

THE STANDARD SPECIFICATIONS OF THE STATE OF OHIO, DEPARTMENT OF TRANSPORTATION, INCLUDING CHANGES AND SUPPLEMENTAL SPECIFICATIONS LISTED IN THE PROPOSAL SHALL GOVERN THIS IMPROVEMENT.

CONFORMED SET

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

APPROVED
DATE 09/16/19 DISTRICT DEPUTY DIRECTOR

APPROVED
DATE 12/26/19 DIRECTOR, DEPARTMENT OF TRANSPORTATION

FEDERAL PROJECT NO.
E161(199)

PID NO.
102770

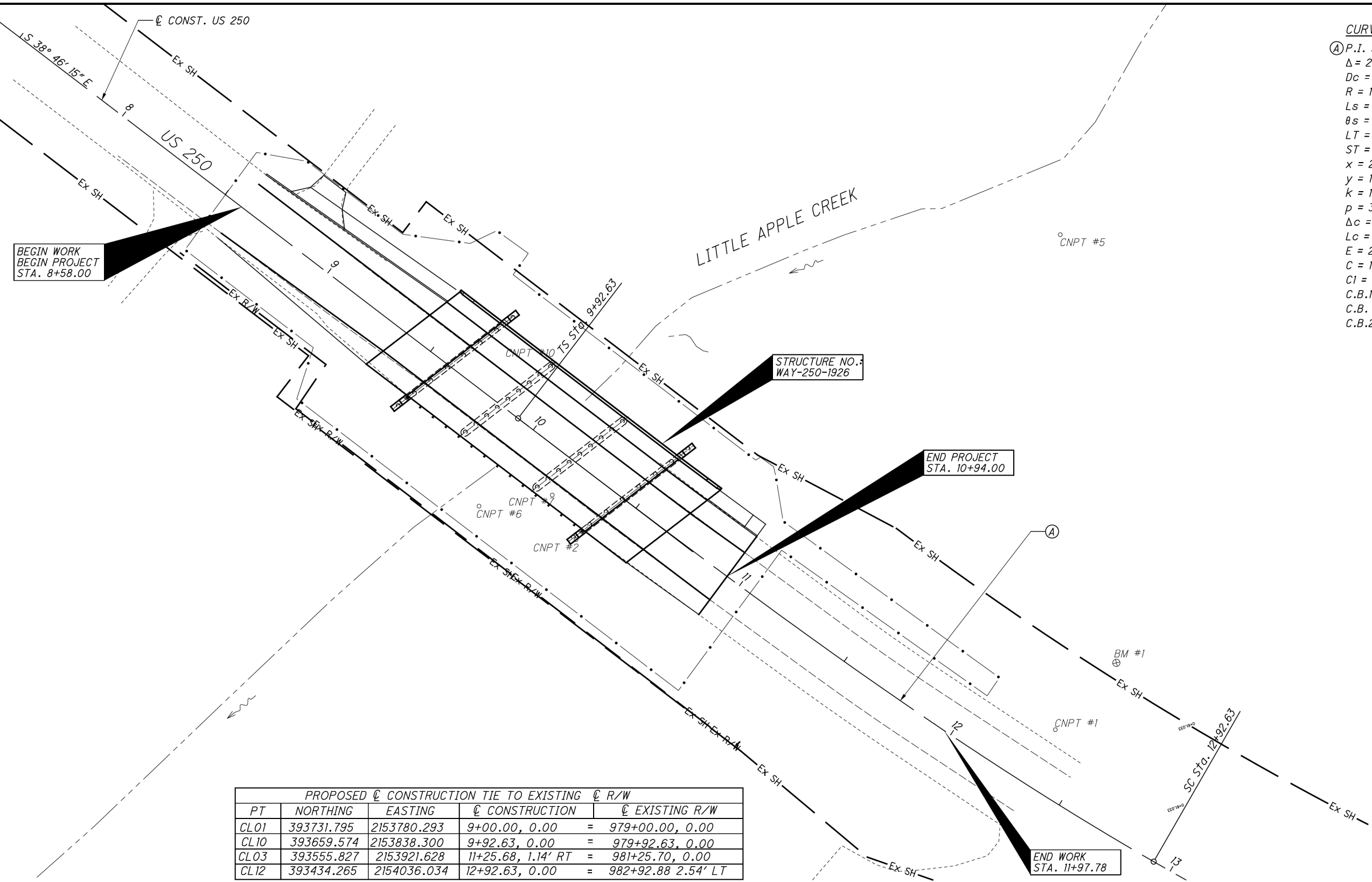
CONSTRUCTION PROJECT NO.

RAILROAD INVOLVEMENT
NONE

WAY-250-19.26

1
47

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NOTE: THERE ARE NO EXISTING LANDSCAPING AREAS WITHIN THE WORK LIMITS.

POINT	POINT NUMBER	NORTHING	EASTING	ELEVATION	DESCRIPTION	STATION	OFFSET	REFERENCE ALIGNMENT
CNPT	1	393492.935	2154011.304	1022.15	REBAR WITH RED "URS CORP CONTROL POINT CAP" 5' FROM U.S. 250 EAST EDGE OF SHOULDER	12+33.1	23.88' LT.	\varnothing CONSTR. US 250
CNPT	2	393608.645	2153848.855	1022.93	REBAR WITH RED "URS CORP CONTROL POINT CAP" ON SOUTH WEST CONER OF BRIDGE ABUTMENT	10+38.9	23.7' RT.	\varnothing CONSTR. US 250
CNPT	4	393619.637	2153566.547	1013.59	RAILROAD SPIKE SET IN FIELD	8+53.6	236.88' RT.	\varnothing CONSTR. US 250
CNPT	5	393678.485	2154058.922	1015.92	RAILROAD SPIKE SET IN FIELD	11+20.4	182.89' LT.	\varnothing CONSTR. US 250
CNPT	6	393630.205	2153815.509	1009.83	RAILROAD SPIKE SET UNDER BRIDGE	10+01.3	36.16' RT.	\varnothing CONSTR. US 250
CNPT	7	393627.582	2153844.046	1014.55	RAILROAD SPIKE SET UNDER BRIDGE	10+21.2	15.57' RT.	\varnothing CONSTR. US 250
CNPT	10	393677.395	2153856.270	1014.05	SPIKE SET ON NORTH SIDE BRIDGE JUST WEST OF LITTLE APPRECREEK	9+90.0	25.17' LT.	\varnothing CONSTR. US 250
BMI	2000	393512.411	2154040.403	1019.53	SPIKE SET IN POWER POLE LOCATED ALONG THE NORTH SIDE OF U.S. 250 APPROXIMATELY 200 FEET EAST OF THE EXISTING BRIDGE.	12+39.9	58.70' LT.	\varnothing CONSTR. US 250

NOTE: NORTHING AND EASTING VALUES ARE GROUND COORDINATES.

CURVE DATA - \varnothing CONST. US 250

- ① P.I. Sta. 13+48.63
 Δ = 20° 20' 00" (LT)
Dc = 5° 00' 00"
R = 1,145.92'
Ls = 300.00'
 θ s = 7° 30' 00"
LT = 200.18'
ST = 100.16'
x = 299.49'
y = 13.07'
k = 149.91'
p = 3.27'
 Δ c = 5° 20' 01" (LT)
Lc = 106.67'
E = 21.60'
C = 106.63'
C1 = C2 = 299.77'
C.B.1 = S 41° 16' 14" E
C.B. = S 48° 56' 15" E
C.B.2 = N 56° 36' 16" W

0

20

100

0

20

100

CALCULATED

AMP

CHECKED

KMK

SCHEMATIC PLAN

WAY - 250-19.26

2

50

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GENERAL
ROUNDING

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

UTILITIES

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

CABLE	GAS
MASSILLON CABLE TELEVISION (MCT)	DOMINION ENERGY OHIO
P.O. BOX 917	320 SPRINGSIDE DRIVE,
WOOSTER, OHIO 44691	SUITE 320
ATTN.: JEREMY LEHMAN	AKRON, OHIO 44333
PHONE: 330-345-5110 x219	ATTN.: NICK BECK
TELEPHONE/FIBER OPTIC	PHONE: 330-664-2428
CENTURY LINK	
2025 AKRON RD.	
WOOSTER, OH. 44691	
ATTN.: JEFF SCHOONOVER	WATER - VILLAGE OF APPLE CREEK
PHONE: 330-262-1128	
ELECTRIC	VILLAGE OF APPLE CREEK
AEP OHIO POWER	63 E. MAIN STREET
301 CLEVELAND AVENUE SW	APPLE CREEK, OHIO 44606
CANTON, OHIO 44701	ATTN.: MAYOR BETTY KEENER
ATTN.: KATHY MOSSBARGER	PHONE: 330-698-5462
PHONE: 330-438-7061	DEAN'S BACKFLOW PREVENTION SERVICE
	ATTN.: KEVIN DEAN
	PHONE: 419-651-0142
	EMAIL: kdservice@frontier.com

THE LOCATION OF THE UNDERGROUND UTILITIES SHOWN ON THE PLANS ARE AS OBTAINED FROM THE OWNERS AS REQUIRED BY SECTION 153.64 O.R.C.

SURVEYING PARAMETERS

PRIMARY PROJECT CONTROL MONUMENTS GOVERN ALL POSITIONING ON ODOT PROJECTS. SEE SHEET 2 OF THE PLANS FOR A TABLE CONTAINING PROJECT CONTROL INFORMATION.

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

PROJECT CONTROL	
POSITIONING METHOD:	GPS
MONUMENT TYPE:	IRON PINS
VERTICAL POSITIONING	
ORTHOMETRIC HEIGHT DATUM:	NAVD 88
GEOID:	2012B
HORIZONTAL POSITIONING	
REFERENCE FRAME:	NAD 83 (2011)
ELLIPSOID:	GRS 80
MAP PROJECTION:	LAMBERT CONFORMAL CONIC
COORDINATE SYSTEM:	OHIO NORTH ZONE
COMBINED SCALE FACTOR:	0.99991118
ORIGIN OF COORDINATE SYSTEM:	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.

ROADWAY

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.

CLEARING AND GRUBBING

ALTHOUGH THERE ARE NO TREES OR STUMPS SPECIFICALLY MARKED FOR REMOVAL WITHIN THE LIMITS OF THE PROJECT, A LUMP SUM QUANTITY IS INCLUDED IN THE GENERAL SUMMARY FOR ITEM 201, CLEARING AND GRUBBING. ALL PROVISIONS AS SET FORTH IN THE SPECIFICATIONS UNDER THIS ITEM ARE INCLUDED IN THE LUMP SUM PRICE BID FOR ITEM 201, CLEARING AND GRUBBING.

ITEM 606 - ANCHOR ASSEMBLY, MGS TYPE E (MASH 2016)

THIS ITEM SHALL CONSIST OF FURNISHING AND INSTALLING ANY OF THE GUARDRAIL END TERMINALS FOR TYPE MGS GUARDRAIL AS LISTED ON ROADWAY ENGINEERING'S WEB PAGE UNDER ROADSIDE SAFETY DEVICES FOR APPROVED GUARDRAIL END TREATMENTS. INSTALLATION SHALL BE AT THE LOCATIONS SPECIFIED IN THE PLANS, IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS.

THE FACE OF THE TYPE E IMPACT HEAD SHALL BE COVERED WITH A SHEET OF TYPE G REFLECTIVE SHEETING, PER CMS 730.19.

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. 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.

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.

ITEM 606, ANCHOR ASSEMBLY, MGS TYPE E, 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.

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 180-12, EXCEPT THE BEAM WASHERS ARE NOT TO BE USED.

ITEM SPECIAL - MAILBOX SUPPORT

THIS WORK SHALL CONSIST OF FURNISHING AND ERECTING MAILBOX SUPPORTS AND ANY ASSOCIATED MOUNTING HARDWARE IN ACCORDANCE WITH PLAN DETAILS, AND ATTACHING AN OWNER-SUPPLIED MAILBOX AT LOCATIONS SPECIFIED IN THE PLAN, OR OTHERWISE ESTABLISHED BY THE ENGINEER.

WOOD POSTS SHALL BE NOMINAL 4 INCHES BY 4 INCHES SQUARE OR 4.5 INCHES DIAMETER ROUND, AND CONFORM TO 710.14.

STEEL POSTS SHALL BE NOMINAL PIPE SIZE 2 INCHES I.D., AND CONFORM TO AASHTO M 181.

ALL HARDWARE INCLUDING BUT NOT LIMITED TO PLATES, SCREWS, BOLTS, AND ETC. SHALL BE COMMERCIAL-GRADE GALVANIZED STEEL.

POSTS SHALL BE SET PER THE FIRST PARAGRAPH OF 606.03, AND SHALL IN NO INSTANCE BE ENCASED IN CONCRETE.

SUPPORT HARDWARE SHALL ACCOMMODATE EITHER A SINGLE OR A DOUBLE MAILBOX INSTALLATION, AND NO MORE THAN TWO BOXES MAY BE MOUNTED ON A SINGLE POST.

THE MAILBOX SHALL BE SECURELY AND NEATLY ATTACHED BY THE CONTRACTOR TO THE NEW SUPPORT. THE CONTRACTOR SHALL FURNISH ALL NECESSARY ATTACHMENT HARDWARE (NUTS, BOLTS, PLATES, SPACERS, AND WASHERS) AS NECESSARY TO ACCOMMODATE THE COMPLETE INSTALLATION.

IN THE ABSENCE OF A NEW BOX SUPPLIED BY THE OWNER, THE CONTRACTOR SHALL SALVAGE THE EXISTING BOX AND PLACE IT ON THE NEW SUPPORT. DUE CARE SHALL BE EXERCISED IN SUCH AN OPERATION, AND THE CONTRACTOR SHALL BE RESPONSIBLE FOR REPAIRING OR REPLACING ANY BOX DAMAGED BY IMPROPER HANDLING ON HIS PART, AS JUDGED AND DIRECTED BY THE ENGINEER.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING WITH THE LOCAL POST MASTER REGARDING THE TIMING OF THE MOVEMENT OF ANY MAILBOX TO A NEW LOCATION.

PAYMENT UNDER THIS ITEM SHALL BE LIMITED TO FINAL PERMANENT INSTALLATIONS. TEMPORARY INSTALLATIONS SHALL BE IN ACCORDANCE WITH 107.10. HOWEVER, THE SAME MATERIAL AND SIZE LIMITATIONS AS FOR PERMANENT INSTALLATIONS SHALL APPLY.

MAILBOX SUPPORTS, COMPLETE IN PLACE, WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER EACH, FOR ITEM SPECIAL MAILBOX SUPPORT SYSTEM, SINGLE.

DRAINAGE

UNRECORDED STORM WATER DRAINAGE

FURNISH A CONTINUANCE FOR ALL UNRECORDED STORM WATER DRAINAGE, SUCH AS ROOF DRAINS, FOOTER DRAINS, OR YARD DRAINS, DISTURBED BY THE WORK. FURNISH EITHER AN OPEN CONTINUANCE OR AN UNOBSTRUCTED CONTINUANCE BY CONNECTING A CONDUIT THROUGH THE CURB OR INTO A DRAINAGE STRUCTURE. THE LOCATION, TYPE, SIZE AND GRADE OF THE NEEDED CONDUIT TO REPLACE OR EXTEND AN EXISTING DRAIN WILL BE DETERMINED BY THE ENGINEER. ALL SUCH CONTINUANCE REQUIRES A RIGHT OF WAY USE PERMIT.

THE FOLLOWING CONDUIT TYPES MAY BE USED: 707.33, 707.41 NON-PERFORATED, 707.42, 707.43, 707.45, 707.46, 707.47, 707.51, 707.52 SDR35.

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED IN THE GENERAL SUMMARY FOR USE AS DIRECTED BY THE ENGINEER FOR THE WORK NOTED ABOVE:

611, CONCRETE MASONRY	1	CY.
611, 12" CONDUIT, TYPE C	50	FT.

PAVEMENT

MEDIAN AND/OR CURBING ON APPROACH SLABS

WITHIN THE LIMITS OF THE APPROACH SLAB, TRANSITION THE SHAPE OF THE MEDIAN AND/OR CURBING ON APPROACH SLABS FROM THE STANDARD SECTION ON THE APPROACHES TO THE SECTION USED ON THE BRIDGE.

PART-WIDTH CONSTRUCTION

BECAUSE OF THE NECESSITY TO BUILD THIS PROJECT UNDER TRAFFIC AND TO CONSTRUCT THE FULL PAVEMENT WIDTH IN STAGES, EXERCISE CARE TO PREVENT THE CONSTRUCTION OF A BUTT JOINT IN THE BASE COURSES. LAP LONGITUDINAL JOINTS AS SHOWN ON STANDARD CONSTRUCTION DRAWING BP-3.1.

EROSION CONTROL

SEEDING AND MULCHING

THE FOLLOWING QUANTITIES ARE PROVIDED TO PROMOTE GROWTH AND CARE OF PERMANENT SEEDED AREAS:

659, SOIL ANALYSIS TEST	2	EACH
659, TOPSOIL	59	CY
659, REPAIR SEEDING AND MULCHING	27	SY
659, INTER-SEEDING	27	SY
659, COMMERCIAL FERTILIZER	0.07	TON
659, LIME	0.10	ACRES
659, WATER	3	MGAL

SEEDING AND MULCHING SHALL BE APPLIED TO ALL AREAS OF EXPOSED SOIL BETWEEN THE RIGHT-OF-WAY LINES, AND WITHIN THE CONSTRUCTION LIMITS FOR AREAS OUTSIDE THE RIGHT-OF-WAY LINES COVERED BY WORK AGREEMENT OR SLOPE EASEMENT. QUANTITY CALCULATIONS FOR SEEDING AND MULCHING ARE BASED ON THESE LIMITS.

ENVIROMENTAL

ENDANGERED BAT HABITAT REMOVAL

THE 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. FOR THE PURPOSES OF THIS NOTE, A TREE IS DEFINED AS A LIVE, DYING, OR DEAD WOODY PLANT, WITH A TRUNK THREE INCHES OR GREATER IN DIAMETER AT A HEIGHT OF 4.5 FEET ABOVE THE GROUND SURFACE, AND WITH A MINIMUM HEIGHT OF 13 FEET.

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ITEM 614, MAINTAINING TRAFFIC

TRAFFIC WILL BE MAINTAINED AT ALL TIMES BY THE USE OF A TWO-WAY, ONE LANE SIGNALIZED OPERATION, IN ACCORDANCE WITH THE PLANS, SPECIFICATIONS AND REFERENCED STANDARD DRAWINGS.

MAINTAIN TRAFFIC WITH PORTABLE BARRIER AS PER STANDARD DRAWING MT-96.11. THE TEMPORARY SIGNAL TIMING IS PROVIDED IN THE TABLE PROVIDED ON THIS SHEET.

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

THE MAINTENANCE OF TRAFFIC SHALL BE IN CONFORMANCE WITH THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, LATEST REVISION; THE REFERENCED STANDARD CONSTRUCTION DRAWINGS INCLUDING DESIGNER NOTES; THE CONSTRUCTION AND MATERIAL SPECIFICATIONS (CMS); POLICY NO. 516-003(P) TRAFFIC MANAGEMENT IN WORK ZONES INTERSTATE AND OTHER FREEWAYS; ODOT LOCATION AND DESIGN MANUAL, VOLUME 1; ODOT TRAFFIC ENGINEERING MANUAL; AND ALL REQUIREMENTS DETAILED IN THESE PLANS.

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.

PLACEMENT OF ASPHALT CONCRETE

TWO-WAY TRAFFIC SHALL BE MAINTAINED DURING PHASE 3 AT ALL TIMES EXCEPT THAT ONE-WAY TRAFFIC WILL BE PERMITTED FOR MINIMUM PERIODS OF TIME CONSISTENT WITH THE REQUIREMENTS OF THE SPECIFICATIONS FOR PROTECTION OF COMPLETED ASPHALT CONCRETE COURSES. ONE-WAY CLOSURES SHALL BE PERFORMED WITH FLAGGERS IN ACCORDANCE WITH SCD MT-97.11

CONSTRUCTION ADJACENT TO DRIVES

ACCESS TO PROPERTY SHALL BE MAINTAINED AT ALL TIMES AT THE APPROVAL/DIRECTION OF THE ENGINEER. THE CONTRACTOR SHALL SCHEDULE THE DRIVEWAY CONSTRUCTION SUCH THAT ACCESS IS MAINTAINED BY MEANS OF THE EXISTING DRIVE, A TEMPORARY DRIVE OF MATERIAL APPROVED BY THE PROJECT ENGINEER, OR THE PROPOSED DRIVE.

THE CONTRACTOR SHALL PROVIDE ACCESS AT ALL TIMES BY USING PART-WIDTH CONSTRUCTION.

THE CONTRACTOR SHALL PLAN/STAGE ALL WORK TO MAINTAIN SAFE ACCESS TO PROPERTY AT ALL TIMES. PRIOR TO THE START OF CONSTRUCTION, THE CONTRACTOR SHALL SUBMIT A PLAN FOR THE APPROVAL OF THE ENGINEER WHICH OUTLINES THE STRATEGY FOR THE MAINTENANCE OF SAFE ACCESS TO PROPERTY.

ITEM 614, MAINTAINING TRAFFIC, (SIGNS AND BARRICADES)

THE CONTRACTOR SHALL PROVIDE, ERECT AND MAINTAIN SIGNS AND SIGN SUPPORTS, AS DETAILED IN THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES.

DUST CONTROL

THE CONTRACTOR SHALL FURNISH AND APPLY WATER FOR DUST CONTROL AS DIRECTED BY THE ENGINEER. THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED FOR DUST CONTROL PURPOSES:

ITEM 616, WATER 1 M. GAL.

ITEM 614, MAINTAINING TRAFFIC (ESTIMATED QUANTITIES)

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED IN THE GENERAL SUMMARY FOR USE AS DETERMINED BY THE ENGINEER FOR THE MAINTENANCE OF TRAFFIC.

ITEM 614, ASPHALT CONCRETE FOR MAINTAINING TRAFFIC 5 CU. YD.

WORK ZONE MARKINGS

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY FOR USE AT LOCATIONS IDENTIFIED BY THE ENGINEER FOR WORK ZONE PAVEMENT MARKINGS AND SIGNS PER THE REQUIREMENTS OF C&MS 614.04 AND 614.11.

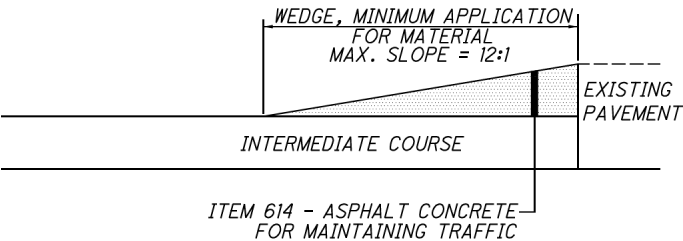
ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 642 PAINT 0.19 MILE
ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 642 PAINT 0.03 MILE

TEMPORARY RAMPING OF VERTICAL SURFACES

CONSTRUCT TEMPORARY RAMPING AS NECESSARY BETWEEN THE EXISTING PAVEMENT AND THE FIRST PROPOSED SURFACE COURSE.

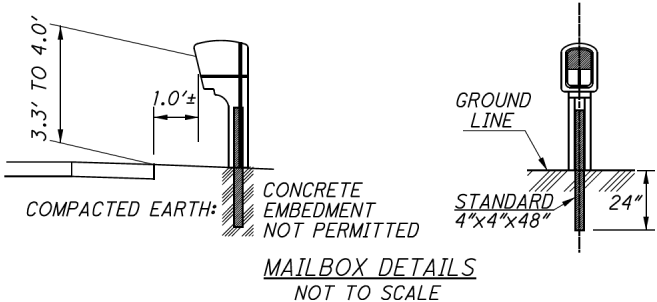
ALL TEMPORARY RAMPING SHALL BE INSTALLED, AT THE DIRECTION OF THE ENGINEER, USING ITEM 614 - ASPHALT CONCRETE FOR MAINTAINING TRAFFIC. THE FOLLOWING ESTIMATED QUANTITY HAS BEEN INCLUDED IN THE GENERAL SUMMARY:

ITEM 614, ASPHALT CONCRETE FOR MAINTAINING TRAFFIC 10 CY



MAILBOXES

EXISTING MAILBOXES SHALL BE MAINTAINED AT ALL TIMES. ANY MAILBOXES THAT ARE REMOVED SHALL BE REPLACED ON A NEW SUPPORT AS SHOWN.



DELINEATION OF PORTABLE AND PERMANENT BARRIER

BARRIER REFLECTORS AND OBJECT MARKERS SHALL BE INSTALLED ON ALL PORTABLE BARRIER (PB) USED FOR TRAFFIC CONTROL AND ON PERMANENT CONCRETE BARRIER (INCLUDING BRIDGE PARAPETS) LOCATED WITHIN 5 FEET OF THE EDGE OF THE ADJACENT TRAVEL LANE.

BARRIER REFLECTORS SHALL CONFORM TO C&MS 626, EXCEPT THAT THE SPACING SHALL BE AS PER TRAFFIC SCD MT-101.70. OBJECT MARKERS AND THEIR INSTALLATION SHALL CONFORM TO C&MS 614.03 AND SCD MT-101.70. WHEN THE PB CONTAINS GLARE SCREEN, ONE SET OF THREE VERTICAL STRIPES OF SHEETING SHALL BE CONSIDERED EQUIVALENT TO AN OBJECT MARKER, ONE-WAY.

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED IN THE PLANS AND CARRIED TO THE GENERAL SUMMARY:

ITEM 614, BARRIER REFLECTOR, TYPE 1, BI-DIRECTIONAL 15 EACH
ITEM 614, OBJECT MARKER, 2-WAY 15 EACH

PAYMENT SHALL BE FULL COMPENSATION FOR ALL MATERIAL, LABOR, INCIDENTALS AND EQUIPMENT NECESSARY FOR FURNISHING, INSTALLING, MAINTAINING AND REMOVING EACH OF THE ABOVE ITEMS.

DELINEATION OF TEMPORARY AND PERMANENT GUARDRAIL

BARRIER REFLECTORS SHALL BE INSTALLED ON ALL TEMPORARY GUARDRAIL USED FOR TRAFFIC CONTROL AND ON ALL PERMANENT GUARDRAIL LOCATED WITHIN 5 FEET OF THE EDGE OF THE ADJACENT TRAVEL LANE. BARRIER REFLECTORS SHALL CONFORM TO C&MS 626.

OBJECT MARKERS SHALL BE INSTALLED ON ALL TEMPORARY AND PERMANENT GUARDRAIL LOCATED WITHIN 5 FEET OF THE EDGE OF THE ADJACENT TRAVEL LANE. GUARDRAIL MOUNTING OF OBJECT MARKERS SHALL BE MADE BY INSTALLING THE OBJECT MARKERS ON THE EXTENSION BLOCKS RATHER THAN DIRECTLY ONTO THE GUARDRAIL ITSELF. OBJECT MARKERS SHALL CONFORM TO C&MS 614.03 AND THE SPACING SHALL BE APPROXIMATELY 50 FEET.

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED IN THE PLANS AND CARRIED TO THE GENERAL SUMMARY:

ITEM 614, BARRIER REFLECTOR, TYPE 2, BI-DIRECTIONAL 15 EACH
ITEM 614, OBJECT MARKER, 2 WAY 15 EACH

PAYMENT SHALL BE FULL COMPENSATION FOR ALL MATERIAL, LABOR, INCIDENTALS AND EQUIPMENT NECESSARY FOR FURNISHING, INSTALLING, MAINTAINING AND REMOVING THE ABOVE ITEM(S).

SUGGESTED SEQUENCE OF CONSTRUCTION		
PHASE	CONSTRUCTION	MAINTENANCE OF TRAFFIC
1	CONSTRUCT THE PROPOSED FULL DEPTH PAVEMENT REPLACEMENT (EXCEPT FOR THE FINAL SURFACE COURSE), AND GUARDRAIL INSTALLATION ALONG THE SOUTH SIDE OF U.S. 250.	CLOSE THE EASTBOUND LANE OF U.S. 250 USING A TWO-WAY, ONE LANE SIGNALIZED OPERATION PER SCD MT-96.11.
2	CONSTRUCT THE PROPOSED FULL DEPTH PAVEMENT REPLACEMENT (EXCEPT FOR THE FINAL SURFACE COURSE), CURB, SIDEWALK, DRIVEWAY, DRAINAGE AND GUARDRAIL INSTALLATION ALONG THE NORTH SIDE OF U.S. 250.	REOPEN THE EASTBOUND LANE AND CLOSE THE WESTBOUND LANE OF U.S. 250 USING A TWO-WAY, ONE LANE SIGNALIZED OPERATION PER SCD MT-96.11.
3	MILL EXISTING PAVEMENT TO PROPOSED ELEVATIONS AND INSTALL FINAL SURFACE COURSE FOR THE ENTIRE PROJECT AREA. INSTALL FINAL STRIPING.	TRAFFIC MAINTAINED IN REDUCED LANE WIDTHS AND/OR FLAGGERS.

ITEM 614, WORK ZONE IMPACT ATTENUATOR FOR 24" WIDE HAZARDS (BIDIRECTIONAL)

THIS ITEM SHALL CONSIST OF FURNISHING AND INSTALLING A NON-GATING IMPACT ATTENUATOR. FURNISH AN IMPACT ATTENUATOR FROM THE OFFICE OF ROADWAY ENGINEERING'S APPROVED LIST FOR WORK ZONE IMPACT ATTENUATORS, FROM THE ROADWAY STANDARDS APPROVED PRODUCTS WEB PAGE.

INSTALLATION SHALL BE AT THE LOCATIONS SPECIFIED IN THE PLANS IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS.

THE CONTRACTOR SHALL REPAIR OR REPLACE A DAMAGED UNIT WITHIN 24 HOURS OF A DAMAGING IMPACT.

WHEN BIDIRECTIONAL DESIGNS ARE SPECIFIED, THE CONTRACTOR SHALL SUPPLY APPROPRIATE TRANSITIONS.

WHEN GATING IMPACT ATTENUATORS ARE DESIRED, THE CONTRACTOR SHALL SUBMIT DOCUMENTATION TO THE ENGINEER FOR ACCEPTANCE.

THE COST FOR THE ADDITIONAL BARRIER REQUIRED FOR A GATING IMPACT ATTENUATOR SHALL BE INCLUDED IN THE COST OF THE GATING IMPACT ATTENUATOR.

PAYMENT FOR THE ABOVE WORK SHALL BE MADE AT THE UNIT PRICE BID AND SHALL INCLUDE ALL LABOR, TOOLS, EQUIPMENT AND MATERIALS NECESSARY TO CONSTRUCT AND MAINTAIN A COMPLETE AND FUNCTIONAL IMPACT ATTENUATOR SYSTEM, INCLUDING ALL RELATED BACKUPS, TRANSITIONS, LEVELING PADS, HARDWARE AND GRADING, NOT SEPARATELY SPECIFIED, AS REQUIRED BY THE MANUFACTURER.

FULLY-ACTUATED OPERATION OF WORK ZONE TRAFFIC SIGNAL

THE WORK ZONE SIGNAL CONTROL REQUIRED FOR THIS PROJECT AND SHOWN ON SHEET 10 AND 11 TRAFFIC SCDS MT-96.11, 96.20 AND 96.26 SHALL BE FULLY TRAFFIC-ACTUATED AND OPERATE IN A MANNER SIMILAR TO THAT DESCRIBED IN SECTION 733.02 OF THE CONSTRUCTION AND MATERIAL SPECIFICATIONS.

THE INITIAL CONTROLLER TIMING SHALL BE AS FOLLOWS:

	PHASE					
	1	2	3	4	5	6
	(ALL RED) DUMMY PHASE	MAINLINE NORTH BOUND	(ALL RED) DUMMY PHASE	MAINLINE SOUTH BOUND	DRIVE 1 (NORTH)	DRIVE 2 (SOUTH)
MIN. GREEN		10		10	7	7
EXTENSION		3		3		
MAX GREEN		30		30	7	7
YELLOW		3		3	3	3
ALL RED	30		30			
RECALL	ON	OFF	OFF	OFF	OFF	OFF

$$\frac{12}{50}$$

○

$$\frac{13}{50}$$

$$\frac{14}{50}$$

PLAN SHEET NO.	REFERENCE NO.	STATION		SIDE	601	605	605	611	611	FOR INFORMATION ONLY	
					TIED CONCRETE BLOCK MAT, TYPE 1	6" UNCLASSIFIED PIPE UNDERDRAINS	6" BASE PIPE UNDERDRAINS WITH GEOTEXTILE FABRIC	6" CONDUIT, TYPE F FOR UNDERDRAIN OUTLETS	PRECAST REINFORCED CONCRETE OUTLET	6"X6" TEE	6" 90 DEG. BEND
		FROM	TO		SY	FT	FT	FT	EACH	EACH	EACH
		US 250									
16	UD-1	8+58	9+09	LT.			39	10			
16	UD-2	9+09	9+38	LT.		18	20	10		1	
16	UD-3	8+58	9+28	RT.			90				1
16	UD-4	10+60	10+94	RT.	2		35	16	1		1
16	UD-5	10+79	10+94	LT.		12					
TOTALS CARRIED TO GENERAL SUMMARY					2	30	184	36	1	1	2

NOTES:

FOR ESTIMATED QUANTITIES, SEE SHEETS 14 - 15

FOR CROSS SECTIONS, SEE SHEETS 17 - 21

FOR CENTERLINE CURVE DATA SEE SCHEMATIC PLAN

1. 26.06' EDGE OF PAVEMENT TAPER LT. (52.12:1)

2. 23.84' SHOULDER TAPER LT. (79.46:1)

3. EX. POWER POLE TO BE REMOVED DURING CONSTRUCTION BY OTHERS

4. THERE ARE POTENTIALLY ADDITIONAL U.S. 250 AND/OR PRIVATE STORM SEWERS THAT CONNECT TO THE EXISTING OUTLET PIPE THAT COULD NOT BE FIELD LOCATED. THE CONTRACTOR SHALL NOTIFY THE ENGINEER BEFORE REMOVING THE EXISTING OUTLET PIPE IF ADDITIONAL STORM SEWER PIPES ARE LOCATED.

BEGIN WORK
BEGIN PROJECT
STA. 8+58.00

85.38' SHOULDER
TAPER LT. (25:1)

+89.50, LT.
BEG. CONC. WALK
ROUNDED BUFFER
TYPE T A.A.
+97.03
23.15' LT

SEE NOTE 3

BTA, TYPE 2
SEE NOTE 4
4'x5'x18" RCP
TYPE C WITH
GEOTEXTILE FABRIC

END PROJECT
STA. 10+94.00

END WORK
STA. 11+97.78

LEGEND



PAVEMENT RESURFACING



0 20 40
HORIZONTAL
SCALE IN FEET

CALCULATED
AMP
CHECKED
KMK

PLAN AND PROFILE - U.S. 250

WAY - 250-19.26

16
50

S 38° 46' 15" E
CONST. U.S. 250

STA. 8+58.00, LT. AND RT.
BEG. PAVEMENT PLANING
AND RESURFACING
BEG. NEW CONC. CURB LT.
MATCH EXISTING

+10.00, LT. & RT.
END PAV'T PLANING
AND RESURFACING
BEG. FULL DEPTH PAV'T

75.20' SHOULDER
TAPER RT. (13.19:1)

77.35' EDGE OF PAVEMENT
TAPER RT. (42.97:1)

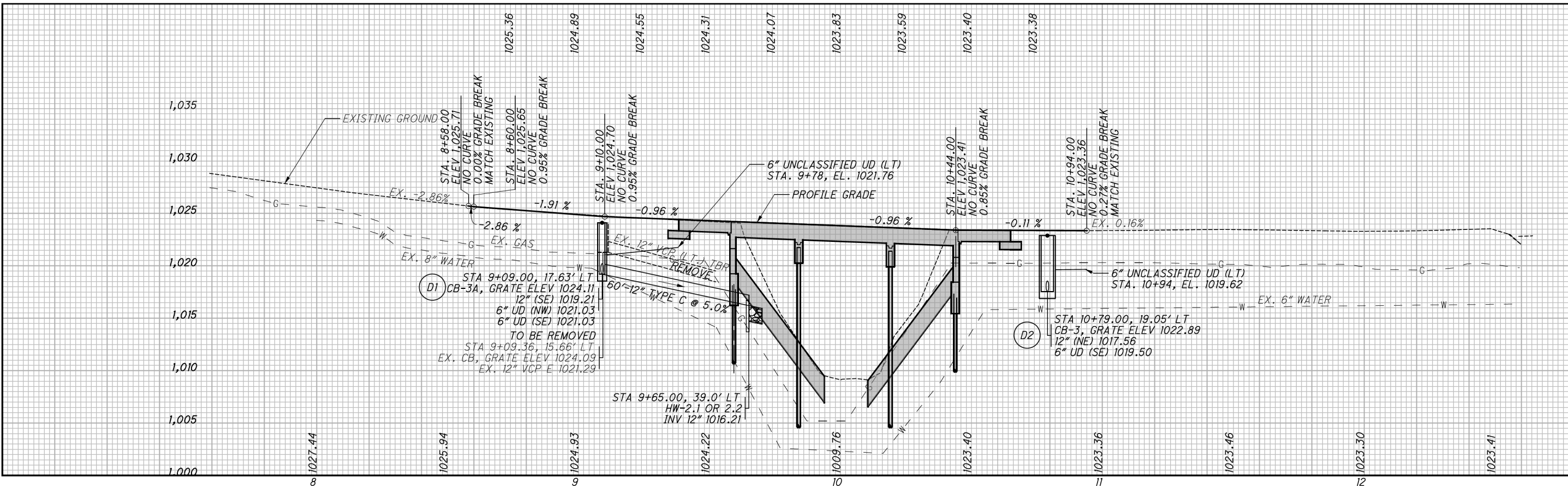
+38.29
BEG. APPROACH SLAB

STRUCTURE NO. 1
WAY-250-1926

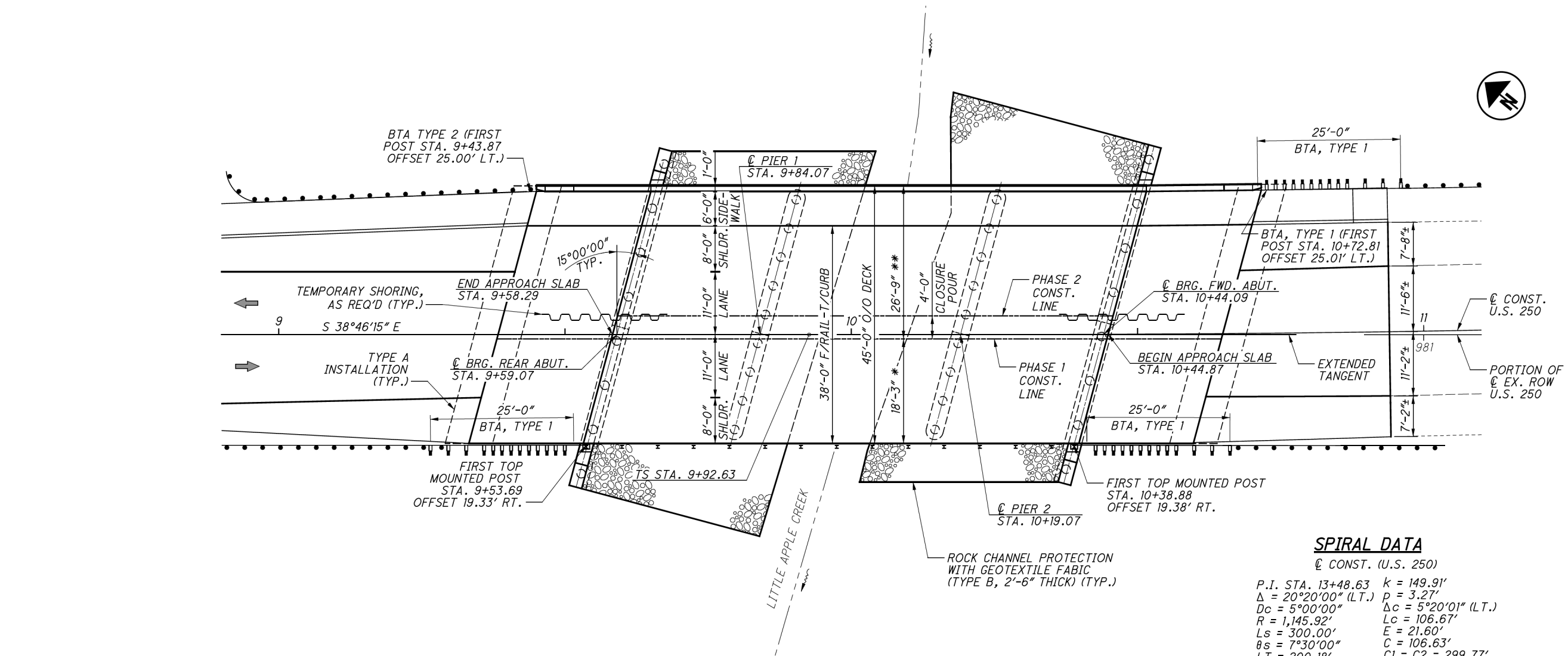
PRECAST REINFORCED
CONCRETE OUTLET
PER DM-1.1
STA. 10+94.00, 35.2' RT.
6" INV. 1020.0,
WITH ITEM 601-TIED
CONCRETE BLOCK MAT, TYPE 1

STA. 10+94.00, LT. AND RT.
END FULL DEPTH PAVEMENT
END NEW CONC. CURB
AND CONC. WALK LT.

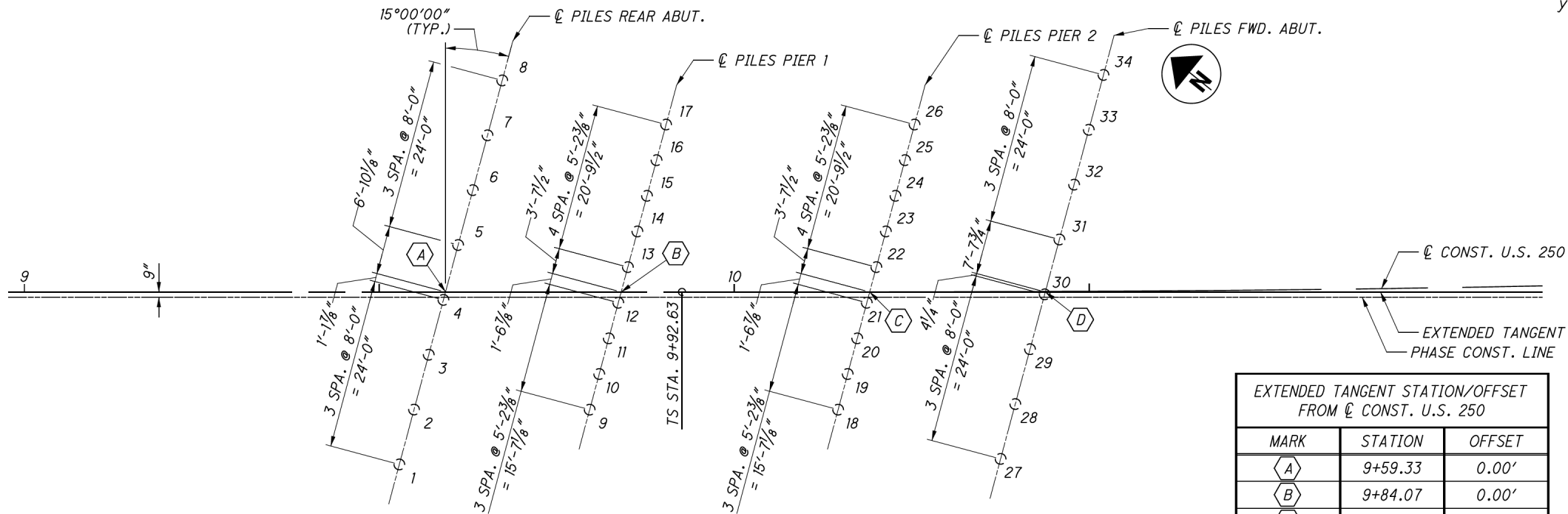
MATCH EXISTING
TRANSITION TYPE MGS
TO TYPE 5 PER SCD MGS-4.3
STA. 11+03.28
20.06' RT.



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GENERAL PLAN



PILE LAYOUT PLAN

SPIRAL DATA

CONST. (U.S. 250)

P.I. STA. 13+48.63 $k = 149.91'$
 $\Delta = 20^\circ 20' 00''$ (LT.) $p = 3.27'$
 $Dc = 5^\circ 00' 00''$ $\Delta c = 5^\circ 20' 01''$ (LT.)
 $R = 1,145.92'$ $Lc = 106.67'$
 $Ls = 300.00'$ $E = 21.60'$
 $\theta s = 7^\circ 30' 00''$ $C = 106.63'$
 $LT = 200.18'$ $C1 = C2 = 299.77'$
 $ST = 100.16'$ $C.B.1 = S41^\circ 16' 14'' E$
 $x = 299.49'$ $C.B. = S48^\circ 56' 15'' E$
 $y = 13.07'$ $C.B.2 = N56^\circ 36' 16'' W$

NOTE:

PILE LOCATIONS DIMENSIONED FROM EXTENDED TANGENT FOR PIER 2 AND FORWARD ABUTMENT.

LEGEND:

- * = PHASE 1 CONSTRUCTION
- ** = PHASE 2 CONSTRUCTION
- = SEE PILE DRIVING CONSTRAINTS NOTE ON SHEET 3/21.

PILING TABLE

PILE NO.	PILE TYPE	CUT-OFF ELEVATION	LOWEST TIP ELEVATION	ESTIMATED LENGTH (FT.)
1 - 4	18" DIA.	1018.26	979.5 ■	40
5 - 8	18" DIA.	1018.26	979.5 ■	40
9 - 12	18" DIA.	1021.52	981.0 ■	45
13 - 17	18" DIA.	1021.52	981.0 ■	45
18 - 21	18" DIA.	1021.17	962.8 ■	60
22 - 26	18" DIA.	1021.17	962.8 ■	60
27 - 30	18" DIA.	1017.49	970.8 ■	50
31 - 34	18" DIA.	1017.49	970.8 ■	50

EXTENDED TANGENT STATION/OFFSET FROM CONST. U.S. 250		
MARK	STATION	OFFSET
A	9+59.33	0.00'
B	9+84.07	0.00'
C	10+19.07	0.01' RT.
D	10+43.81	0.07' RT.

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

AS-1-15	REVISED	07-17-15
AS-2-15	REVISED	01-19-18
BR-2-15	DATED	07-17-15
CPA-1-08	DATED	07-18-08
CPP-1-08	REVISED	07-21-17
CS-1-08	REVISED	01-19-18
DS-1-92	REVISED	07-18-03
PCB-91	REVISED	01-18-13
TST-1-99	REVISED	07-20-18

AND TO THE FOLLOWING SUPPLEMENTAL SPECIFICATIONS:

800	DATED	04-19-19
832	DATED	10-19-18

DESIGN SPECIFICATIONS:

THIS STRUCTURE CONFORMS TO THE "LRFD BRIDGE DESIGN SPECIFICATIONS" ADOPTED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS, 2018, AND THE ODOT BRIDGE DESIGN MANUAL, 2007.

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, 2007.

DESIGN LOADING:

DESIGN LOADING: HL-93
FUTURE WEARING SURFACE (FWS) OF 0.060 KSF.
SIDEWALK LOADING OF 0.075 KSF.

DESIGN DATA:

CONCRETE CLASS QC2 -	COMPRESSIVE STRENGTH 4.5 KSI (SUPERSTRUCTURE)
CONCRETE CLASS QC1 -	COMPRESSIVE STRENGTH 4.0 KSI (SUBSTRUCTURE)
REINFORCING STEEL -	MINIMUM YIELD STRENGTH 60 KSI, EPOXY COATED
STEEL PILES -	ASTM A252, TYPE 2, YIELD STRENGTH 35 KSI

DECK PROTECTION METHOD:

EPOXY COATED REINFORCING STEEL
2 1/2" CONCRETE COVER
STEEL DRIP STRIP

MONOLITHIC WEARING SURFACE:

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

ITEM 202 - STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN:

ALL REQUIREMENTS OF ODOT CMS 202.03 SHALL APPLY WITH THE FOLLOWING ADDITIONS. THIS WORK SHALL INCLUDE THE PHASED REMOVAL OF THE EXISTING STRUCTURE AS INDICATED IN THE PLANS AND GENERAL NOTES. THE WORK INCLUDES ALL ELEMENTS NOT SEPARATELY LISTED FOR PAYMENT. THE STRUCTURE WILL BE CAREFULLY REMOVED BY PHASED CONSTRUCTION METHODS AS FURTHER DESCRIBED IN THE FOLLOWING SECTIONS. THE USE OF EXPLOSIVES AND HEADACHE BALLS WILL NOT BE PERMITTED FOR ANY DEMOLITION OF EXISTING STRUCTURE.

SUBMIT ENGINEERED DRAWINGS IN ACCORDANCE WITH CMS 501.05.

THE UNDERSIDE OF THE BRIDGE SHALL BE INSPECTED FOR THE PRESENCE OF BIRDS AND BATS PRIOR TO THE DEMOLITION. IF BIRDS OR BATS ARE PRESENT THEN THE CONTRACTOR SHALL CONTACT THE DISTRICT 3 CONSTRUCTION ENGINEER AND WORK SHALL STOP IMMEDIATELY. THE CONSTRUCTION ENGINEER WILL CONTACT THE DISTRICT 3 ENVIRONMENTAL COORDINATOR AT (419) 207-7171. WORK WILL NOT RESTART ON THE BRIDGE UNTIL COORDINATION HAS BEEN COMPLETED WITH THE USFWS AND ODNR.

PHASED CONCRETE SLAB REMOVAL:

WHEN NO LONGER REQUIRED TO MAINTAIN TRAFFIC, REMOVE THE CONCRETE SLAB IN ACCORDANCE WITH THE SEQUENCE OF CONSTRUCTION SHOWN IN THE PLANS.

PHASED SUBSTRUCTURE CONCRETE REMOVAL:

THE EXISTING SUBSTRUCTURE SHALL BE REMOVED IN PHASES WHEN NO LONGER NEEDED TO MAINTAIN TRAFFIC. WHEN PORTIONS OF THE EXISTING STRUCTURE ARE TO REMAIN TO MAINTAIN TRAFFIC DURING PHASED CONSTRUCTION, HOE-RAM TYPE HAMMERS WILL NOT BE PERMITTED WITHIN TWO FEET OF THE PORTION TO BE TEMPORARILY PRESERVED. HAMMERS NOT EXCEEDING 90 POUNDS MAY BE USED TO REMOVE THE REMAINING TWO FOOT PORTION OF CONCRETE NEXT TO THE PORTION OF SUBSTRUCTURE TO BE PRESERVED.

EXISTING SUBSTRUCTURES THAT ARE NO LONGER NEEDED TO MAINTAIN TRAFFIC MAY BE REMOVED USING HOE-RAM TYPE HAMMERS AND PNEUMATIC TYPE HAMMERS. THE CONTRACTOR IS RESPONSIBLE FOR PROTECTING ADJACENT NEW AND EXISTING CONCRETE STRUCTURES DURING THE PHASED CONSTRUCTION PROCESS AND SHALL PERFORM HIS DEMOLITION OPERATIONS SUCH THAT THERE IS NOT ANY DAMAGE TO THE NEW STRUCTURE OR TO PORTIONS OF THE EXISTING STRUCTURE BEING TEMPORARILY MAINTAINED.

NOTIFICATION OF DEMOLITION AND/OR RENOVATION:

FOR THIS STRUCTURE, A COPY OF THE OHIO ENVIRONMENTAL PROTECTION AGENCY (OHIO EPA) NOTIFICATION OF DEMOLITION AND RENOVATION FORM WITH SECTIONS I-VII, XVII, XVIII COMPLETED BY ODOT WILL BE PROVIDED TO THE CONTRACTOR. THE CONTRACTOR WILL COMPLETE THE OEPA ONLINE NOTIFICATION OF DEMOLITION AND RENOVATION FORM AND PAY THE CALCULATED APPLICABLE FEES TO THE OHIO EPA, AT LEAST 10 BUSINESS DAYS PRIOR TO DEMOLITION/RENOVATION ACTIVITIES. ALL ASSOCIATED FEES MUST BE PAID VIA CREDIT CARD OR BY ELECTRONIC CHECK TO THE OHIO EPA. ALL WORK TO COMPLY WITH THESE REQUIREMENTS AND THE FEES REQUIRED BY THE OHIO EPA SHALL BE INCLUDED IN ITEM 202 - STRUCTURE REMOVED OVER 20 FOOT SPAN, AS PER PLAN.

DURING DEMOLITION OF THE STRUCTURE, SHOULD ASBESTOS CONTAINING MATERIAL (ACM) BE IS FOUND, THE CONTRACTOR SHALL TAKE WHATEVER PRECAUTIONS ARE NECESSARY TO ENSURE THE ACM DOES NOT BECOME FRIABLE. TO ASSURE THE NON-FRIABLE ASBESTOS MATERIAL DOES NOT BECOME FRIABLE OR IN THE EVENT THAT THE NON-FRIABLE MATERIAL BECOMES FRIABLE, THE CONTRACTOR SHALL PROVIDE AN INDIVIDUAL TRAINED IN THE PROVISIONS OF NESHAP THAT WILL BE ON-SITE DURING THE DEMOLITION AND/OR REMOVAL OF THE ACM. ALL ACMS SHALL BE PROPERLY CONTAINERIZED, TRANSPORTED, AND DISPOSED OF IN ACCORDANCE WITH THE STATE AND FEDERAL REGULATIONS. COST TO CONTAIN, TRANSPORT AND DISPOSE OF ACM FOUND UPON DEMOLITION OF THE STRUCTURE WILL BE PAID BY CHANGE ORDER.

ASBESTOS NOTIFICATION:

AN ASBESTOS SURVEY WAS CONDUCTED BY A CERTIFIED ASBESTOS HAZARD EVALUATION SPECIALIST. THE SURVEY DETERMINED THAT NO ASBESTOS IS PRESENT ON THE BRIDGE.

THE CONTRACTOR IS REQUIRED TO FILE AN OEPA NOTIFICATION OF DEMOLITION AND RENOVATION FORM AT LEAST TEN (10) WORKING DAYS PRIOR TO THE COMMENCEMENT OF ANY DEMOLITION OR CONSTRUCTION ACTIVITY AND PAY ANY AND ALL APPLICABLE PERMIT FEES. SHOULD THE CONTRACTOR ENCOUNTER ANY ASBESTOS CONTAINING MATERIALS DURING DEMOLITION, THEY SHOULD CEASE ALL WORK AND IMMEDIATELY NOTIFY THE OEPA AND ODOT.

PAYMENT FOR THIS WORK SHALL BE INCLUDED IN ITEM 202 - STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN.

MAINTENANCE OF TRAFFIC:

FOR MAINTENANCE OF TRAFFIC NOTES, TYP. SECTIONS AND PLANS, SEE SHEETS 650 THRU 1150.

ITEM 518 - 6" NON-PERFORATED CORRUGATED PLASTIC PIPE, INCLUDING SPECIALS, AS PER PLAN:

ANIMAL GUARDS SHALL BE PROVIDED AT THE OUTLET OF THE DRAINAGE PIPES. THE STEEL BOLTS OR RODS SHALL BE GALVANIZED PER CMS 711.02. SEE STANDARD DRAWING DM-1.1 FOR ADDITIONAL DETAILS AND NOTES. THE ANIMAL GUARDS ARE INCIDENTAL TO ITEM 518 - 6" NON-PERFORATED CORRUGATED PLASTIC PIPE, INCLUDING SPECIALS, AS PER PLAN.

ENDANGERED BAT HABITAT REMOVAL:

THE 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. FOR THE PURPOSES OF THIS NOTE, A TREE IS DEFINED AS A LIVE, DYING, OR DEAD WOODY PLANT, WITH A TRUNK THREE INCHES OR GREATER IN DIAMETER AT A HEIGHT OF 4.5 FEET ABOVE THE GROUND SURFACE, AND WITH A MINIMUM HEIGHT OF 13 FEET.

PILE DRIVING CONSTRAINTS:

PILES SHALL NOT BE DRIVEN INTO THE LAYER EXHIBITING POTENTIAL ARTESIAN GROUND WATER CONDITIONS, PER THE STRUCTURE FOUNDATION EXPLORATION REPORT. THEREFORE, THE LOWEST ALLOWABLE PILE TIP ELEVATION IS ASSUMED TO BE:

EL . 979.5 (REAR ABUTMENT)
EL . 981.0 (PIER 1)
EL . 962.8 (PIER 2)
EL . 970.8 (FORWARD ABUTMENT)

IF PILES HAVE NOT ACHIEVED THE ULTIMATE BEARING VALUE AFTER REACHING THE ABOVE LISTED PILE TIP ELEVATIONS, PILE DRIVING SHALL BE SUSPENDED AND THE ENGINEER SHALL BE CONTACTED.

PILE DESIGN LOADS (ULTIMATE BEARING VALUE):

THE ULTIMATE BEARING VALUE IS 198.3 KIPS PER PILE FOR THE REAR AND FORWARD ABUTMENT PILES. THE ULTIMATE BEARING VALUE IS 265.9 KIPS PER PILE FOR PIER 1 PILES AND THE ULTIMATE BEARING VALUE IS 278.2 KIPS PER PILE FOR PIER 2 PILES. THE PIER 1 PILES INCLUDE AN ADDITIONAL 25.2 KIPS OF ULTIMATE BEARING VALUE PER PILE AND THE PIER 2 PILES INCLUDE AN ADDITIONAL 37.5 KIPS OF ULTIMATE BEARING VALUE DUE TO THE POSSIBILITY OF LOSING 8.6 FEET OF FRICTIONAL RESISTANCE DUE TO SCOUR.

REAR ABUTMENT PILES:
8 PILES 45 FEET LONG, ORDER LENGTH
1 DYNAMIC LOAD TESTING ITEM

PIER 1 PILES:
9 PILES 50 FEET LONG, ORDER LENGTH
1 DYNAMIC LOAD TESTING ITEM

PIER 2 PILES:
9 PILES 65 FEET LONG, ORDER LENGTH
1 DYNAMIC LOAD TESTING ITEM

FORWARD ABUTMENT PILES:
8 PILES 55 FEET LONG, ORDER LENGTH

FLOODPLAIN COORDINATION:

ODOT WILL COMPLETE FLOODPLAIN COORDINATION WITH THE LOCAL FLOODPLAIN COORDINATOR (PRIOR TO CONSTRUCTION) FOR WORK WITHIN A SFHA. ALL FLOODPLAIN PERMIT CONDITIONS WILL BE ADHERED TO DURING CONSTRUCTION ACTIVITIES.

WATERWAY PERMITS:

ODOT WILL OBTAIN ALL APPROPRIATE WATERWAY PERMITS PRIOR TO ANY WORK BELOW THE ORDINARY HIGH WATER MARK OF ANY WATERWAY AND ALL SPECIAL PROVISIONS FOR WATERWAY PERMITS WILL BE INCLUDED IN THE PROJECT PLANS.

ABBREVIATIONS:

ABUT.	ABUTMENT
APPROX.	APPROXIMATE
BOT.	BOTTOM
BRG.	BEARING
BTA	BRIDGE TERMINAL ASSEMBLY
CL	CENTERLINE
CLR.	CLEAR
CONC.	CONCRETE
CONST.	CONSTRUCTION
DIA.	DIAMETER
DWG.	DRAWING
EL.	ELEVATION
EQ.	EQUAL
EST.	ESTIMATED
EX.	EXISTING
F.A.	FORWARD ABUTMENT
F.F.	FAR FACE
FT.	FOOT/FEET
FWD.	FORWARD
JT.	JOINT
LT.	LEFT
MAX.	MAXIMUM
MIN.	MINIMUM
NB	NORTHBOUND
N.F.	NEAR FACE
N.P.C.P.P.	NON-PERFORATED CORRUGATED PLASTIC PIPE
OPT.	OPTIONAL
PCB	PORTABLE CONCRETE BARRIER
P.C.P.P.	PERFORATED CORRUGATED PLASTIC PIPE
P.E.J.F.	PREFORMED EXPANSION JOINT FILLER
PROP.	PROPOSED
R.A.	REAR ABUTMENT
RT.	RIGHT
SB	SOUTHBOUND
SFHA	SPECIAL FLOOD HAZARD AREA
SHLDR.	SHOULDER
SHT.	SHEET
SPA.	SPACES/SPACED
STA.	STATION
STD.	STANDARD
TYP.	TYPICAL
W/	WITH

DESIGN AGENCY

564 WHITE POND DRIVE
ARLON, OHIO 44202-1100
AECOM
1301 866-9111

DATE

08/18

REVIEWED

JTH

STRUCTURE FILE NUMBER

8504831

DESIGNED

TMR

CHECKED

KSC

DRAWN

TMR

REVISED

GENERAL NOTES

BRIDGE NO. WAY-250-1926

U.S. 250 OVER LITTLE APPLE CREEK

WAY - 250-19.26

PID No. 102770

3

21

28

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ESTIMATED QUANTITIES										
ITEM	EXTENSION	PARTICIPATION	TOTAL	UNIT	DESCRIPTION	ABUTMENTS	PIERS	SUPERSTRUCTURE	GENERAL	SHEET REFERENCE
		01/NHS/BR								
202	11003	LS	LS		STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN				LS	3 / 21
503	11100	LS	LS		COFFERDAMS AND EXCAVATION BRACING				LS	
503	21100	184	184	CY	UNCLASSIFIED EXCAVATION	184				
505	11100	LS	LS		PILE DRIVING EQUIPMENT MOBILIZATION				LS	
507	00801	1,665	1,665	FT	18" CAST-IN-PLACE REINFORCED CONCRETE PILES, DRIVEN, AS PER PLAN	720	945			3 / 21
507	00850	1,835	1,835	FT	18" CAST-IN-PLACE REINFORCED CONCRETE PILES, FURNISHED	800	1,035			
509	10000	67,233	67,233	LB	EPOXY COATED REINFORCING STEEL	8,954	2,648	55,631		
511	32212	249	249	CY	CLASS QC2 CONCRETE WITH QC/QA, SUPERSTRUCTURE			249		
511	42510	22	22	CY	CLASS QC1 CONCRETE, PIER CAP		22			
511	43510	61	61	CY	CLASS QC1 CONCRETE, ABUTMENT INCLUDING FOOTING	61				
512	10050	96	96	SY	SEALING OF CONCRETE SURFACES (NON-EPOXY)			65	31	
512	10100	177	177	SY	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)	22		118	37	
512	33000	3	3	SY	TYPE 2 WATERPROOFING	1		2		
516	13200	74	74	SF	1/2" PREFORMED EXPANSION JOINT FILLER			74		
516	13600	95	95	SF	1" PREFORMED EXPANSION JOINT FILLER			95		
516	14014	121	121	FT	INTEGRAL ABUTMENT EXPANSION JOINT SEAL	121				
517	70000	91	91	FT	RAILING (TWIN STEEL TUBE)			91		
517	75120	127	127	FT	RAILING (CONCRETE PARAPET WITH TWIN STEEL TUBE RAILING)			87	40	
518	21200	53	53	CY	POROUS BACKFILL WITH GEOTEXTILE FABRIC	53				
518	40000	122	122	FT	6" PERFORATED CORRUGATED PLASTIC PIPE	122				
518	40011	80	80	FT	6" NON-PERFORATED CORRUGATED PLASTIC PIPE, INCLUDING SPECIALS, AS PER PLAN	80				3 / 21
523	20000	3	3	EACH	DYNAMIC LOAD TESTING	1	2			
526	15011	200	200	SY	REINFORCED CONCRETE APPROACH SLABS WITH QC/QA (T=13"), AS PER PLAN				200	17 / 21 AND 18 / 21
526	90010	94	94	FT	TYPE A INSTALLATION				94	
SPECIAL	51822300	107	107	FT	STEEL DRIP STRIP				107	14 / 21
846	00110	39	39	CF	POLYMER MODIFIED ASPHALT EXPANSION JOINT SYSTEM				39	

CALCULATED BY: KSC 8/9/2018
CHECKED BY: TMR 8/28/2018

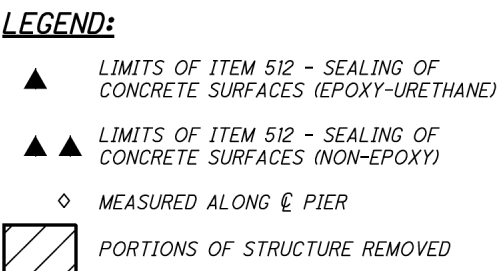
DESIGN AGENCY
AECOM
564 WHITE POND DRIVE
AKRON, OHIO 44320-1100
(330) 866-9111

DATE
08/18
REVIEWED
JTH
DRAWN
TMR
DESIGNED
KSC
CHECKED
TMR

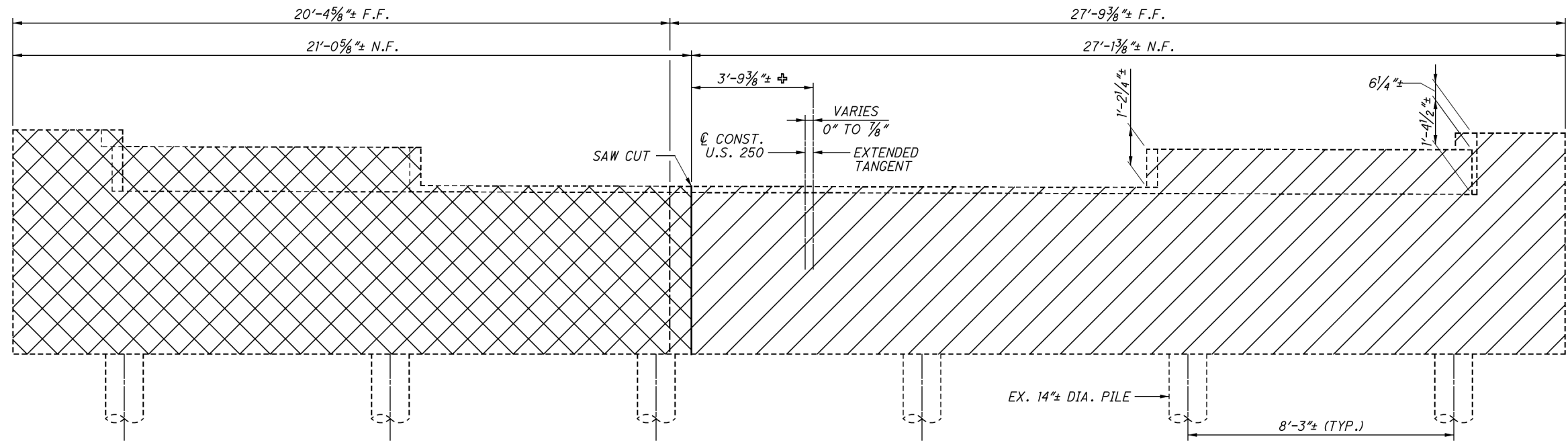
ESTIMATED QUANTITIES
BRIDGE NO. WAY-250-1926
U.S. 250 OVER LITTLE APPLE CREEK

WAY - 250-19.26
PID No. 102770

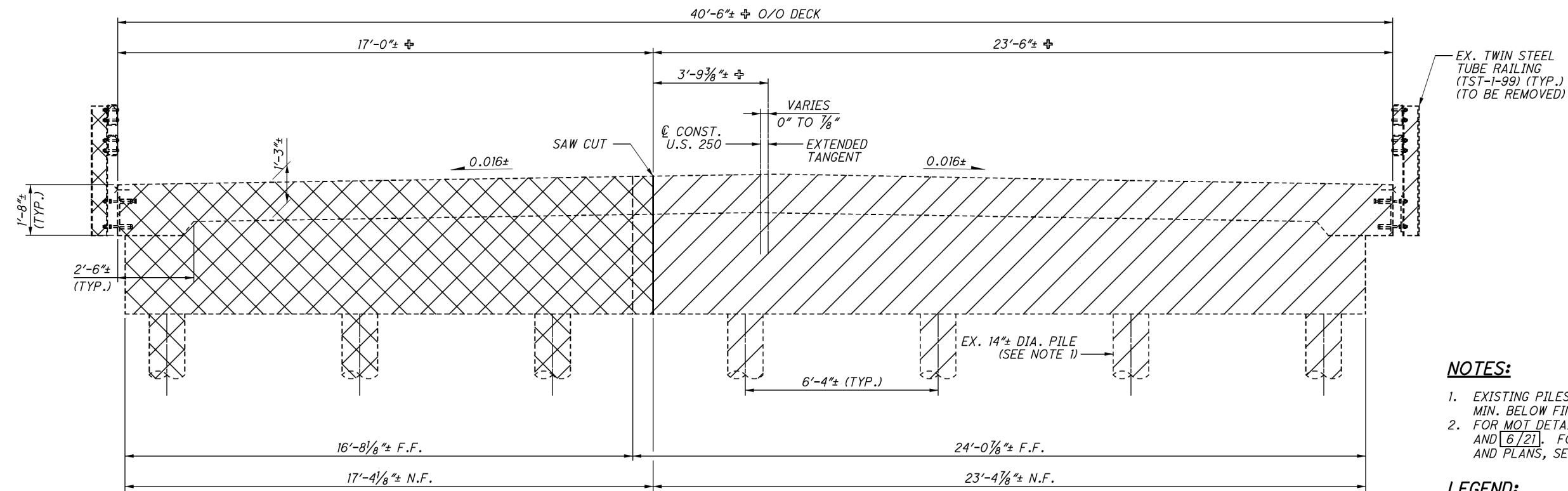
4 / 21
29 / 50



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TYPICAL ABUTMENT ELEVATION
(UPSTATION)



TYPICAL PIER ELEVATION
(UPSTATION)

NOTES:

- EXISTING PILES TO BE REMOVED TO 1'-0" MIN. BELOW FINISHED GROUND LINE.
- FOR MOT DETAILS, SEE SHEETS 5/21 AND 6/21. FOR NOTES, TYP. SECTIONS AND PLANS, SEE SHEETS 6/50 THRU 11/50.

LEGEND:

± MEASURED PERPENDICULAR
EXTENDED TANGENT

PHASE 1 - PORTIONS OF
STRUCTURE REMOVED

PHASE 2 - PORTIONS OF
STRUCTURE REMOVED

REMOVAL DETAILS

BRIDGE NO. WAY-250-1926

U.S. 250 OVER LITTLE APPLE CREEK

WAY - 250-19.26
PID No. 102770

7 / 21

32
50

DESIGN AGENCY

AECOM

564 WHITE POND DRIVE
AKRON, OHIO 44320-1100
(330) 836-9111

REVIEWED
JTH

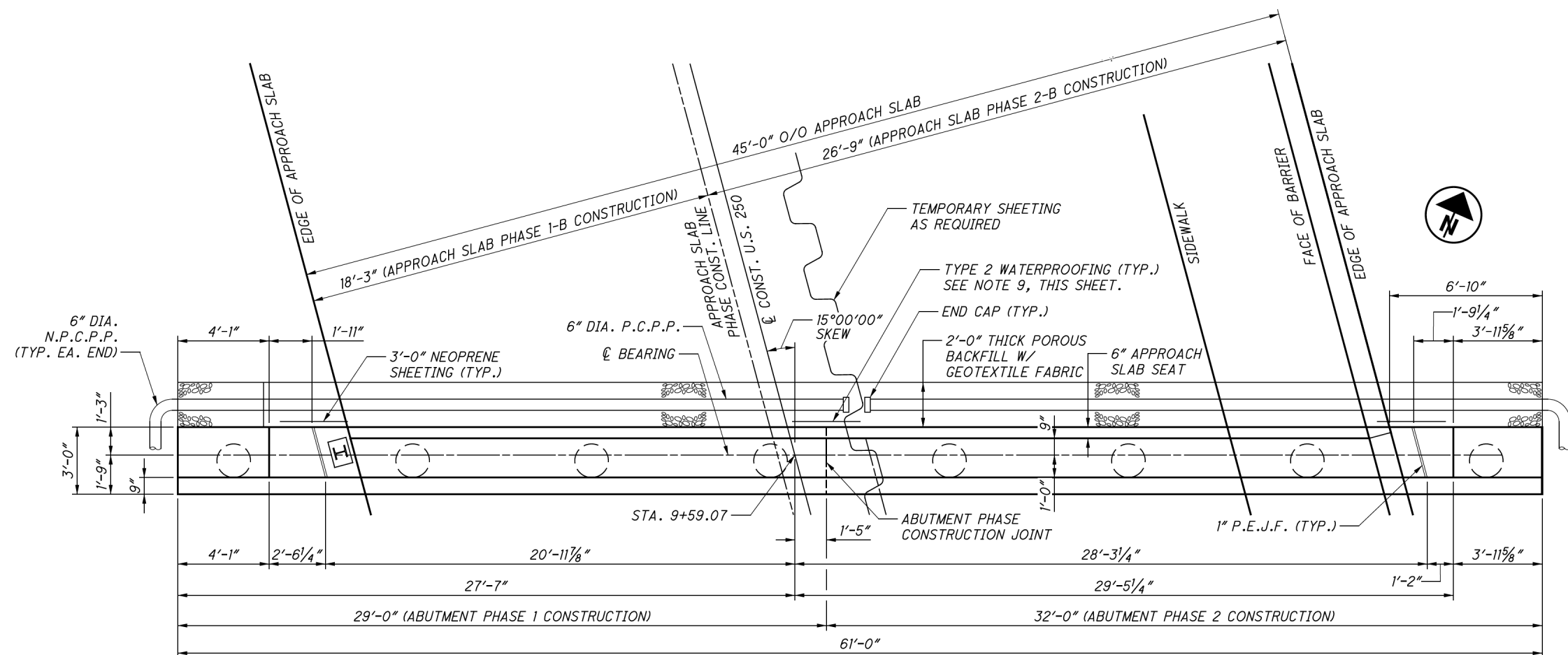
DRAWN
TMR

DESIGNED
TMR

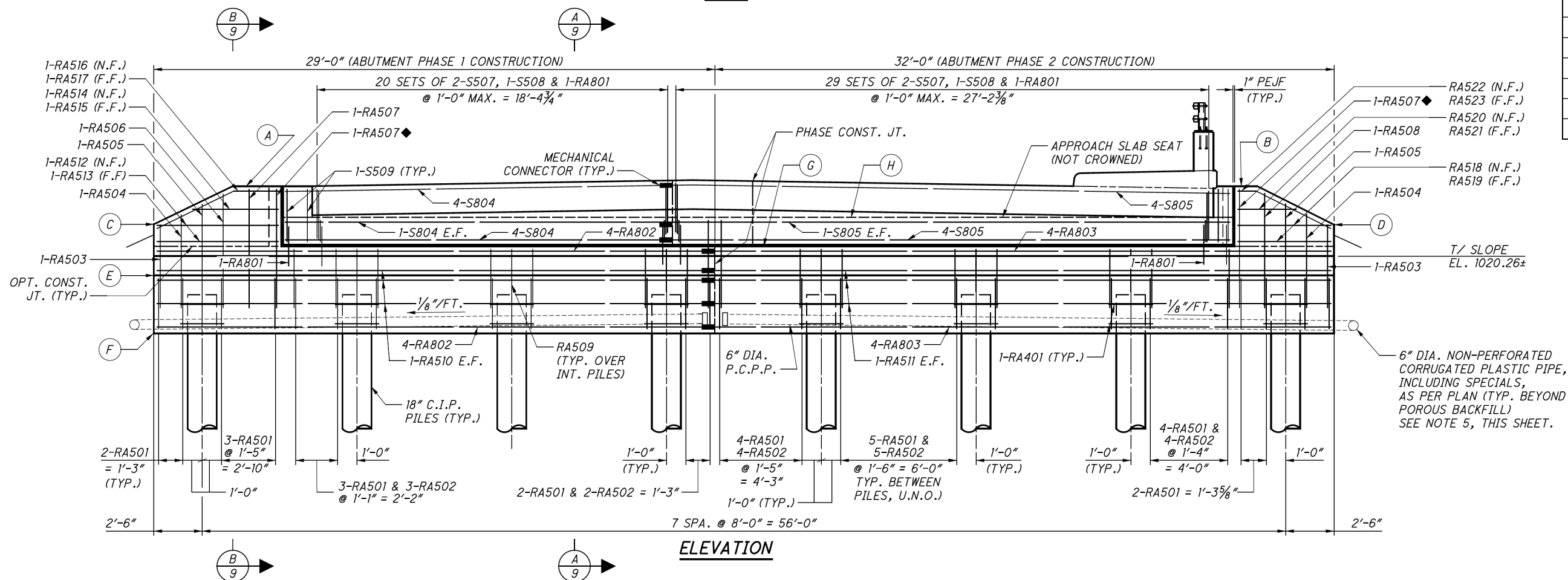
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MRW

DATE
08/18

STRUCTURE FILE NUMBER
8504831



PLAN



ELEVATION

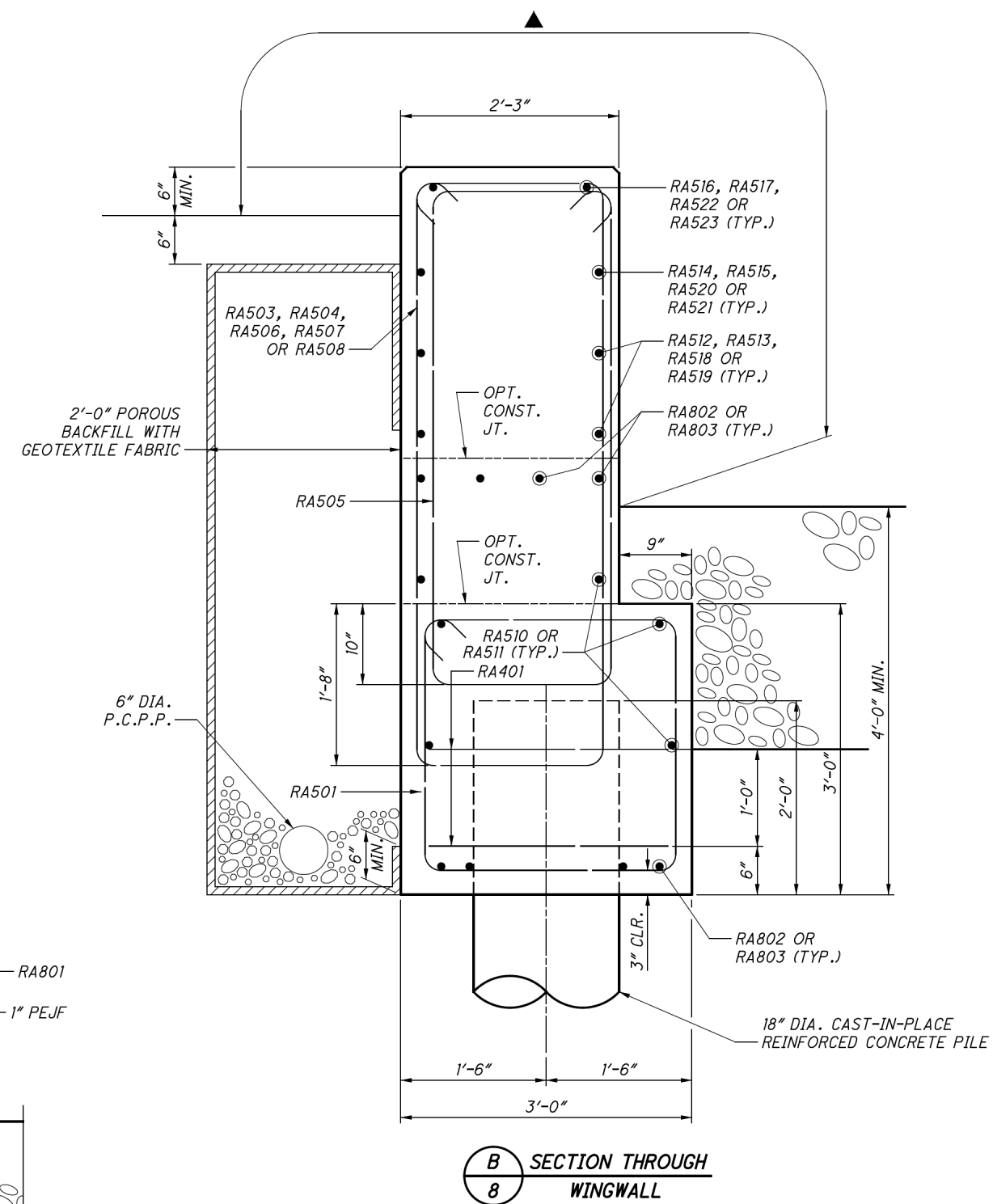
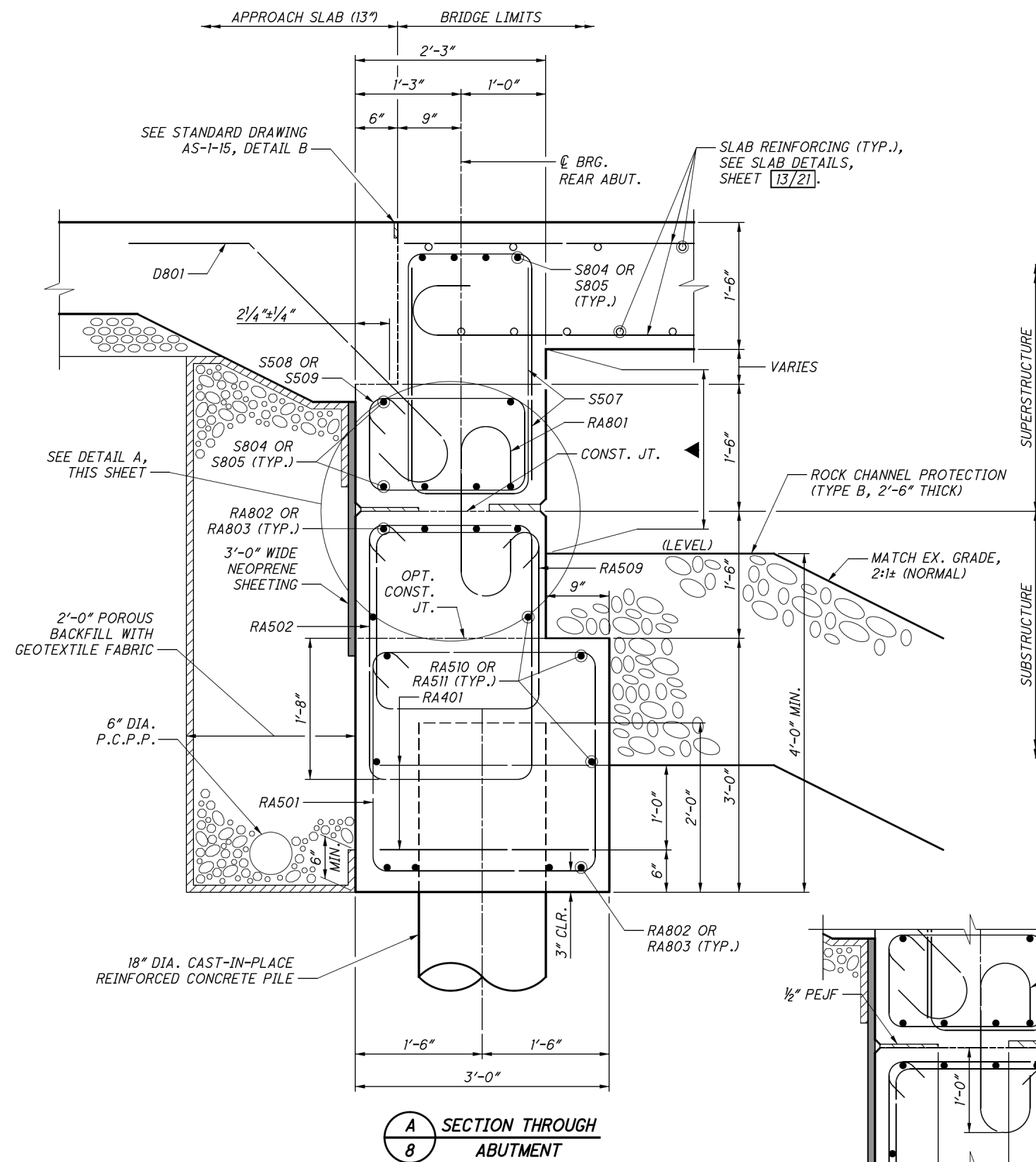
NOTES:

1. FOR ADDITIONAL DETAILS AND NOTES, SEE STD. DWG. CPA-1-08.
2. FOR PHASE CONSTRUCTION DETAILS, SEE PHASE CONSTRUCTION REMOVAL DETAILS, SHEET 5/21, AND TRANSVERSE SECTION, SHEET 14/21.
3. FOR APPROACH SLAB DETAILS, SEE STD. DWG. AS-1-15 AND SHEET 17/21 AND 18/21.
4. FOR REINFORCEMENT SCHEDULE, SEE SHEET 19/21.
5. PROVIDE END TREATMENT PER STD. DWG. CPA-1-08 FOR 6" DIA. NON-PERFORATED CORRUGATED PLASTIC PIPE, INCLUDING SPECIALS, AS PER PLAN.
6. PLACE S507, S508 AND S509 BARS PARALLEL TO DECK SLAB LONGITUDINAL BARS.
7. FOR PILE LAYOUT, SEE SHEET 2/21.
8. FOR GENERAL NOTES, SEE SHEET 3/21.
9. SEAL VERTICAL JOINTS FROM TOP OF FOOTING TO APPROACH SLAB SEAT WITH TYPE 2 WATERPROOFING, 3" WIDE, CENTERED ON JOINT.
10. FOR FINAL DECK ELEVATIONS AT THE REAR ABUTMENT, SEE SHEET 16/21.

LEGEND:

- ◆ *PLACE PARALLEL TO CONSTRUCTION JOINT*

ABUTMENT ELEVATIONS	
LOCATION	ELEVATION
A	1023.97
B	1023.97
C	1021.89
D	1021.89
E	1019.26
F	1016.26
G	1020.76
H	1022.26



DETAIL A

LEGEND:

▲ LIMITS OF ITEM 512 - SEALING OF
CONCRETE SURFACES (EPOXY-URETHANE)

NOTES:

1. FOR NOTES, SEE SHEET 8/21.

2. FOR ADDITIONAL DETAILS AND NOTES,
SEE STD. DWG. CPA-1-08.



ELEVATION

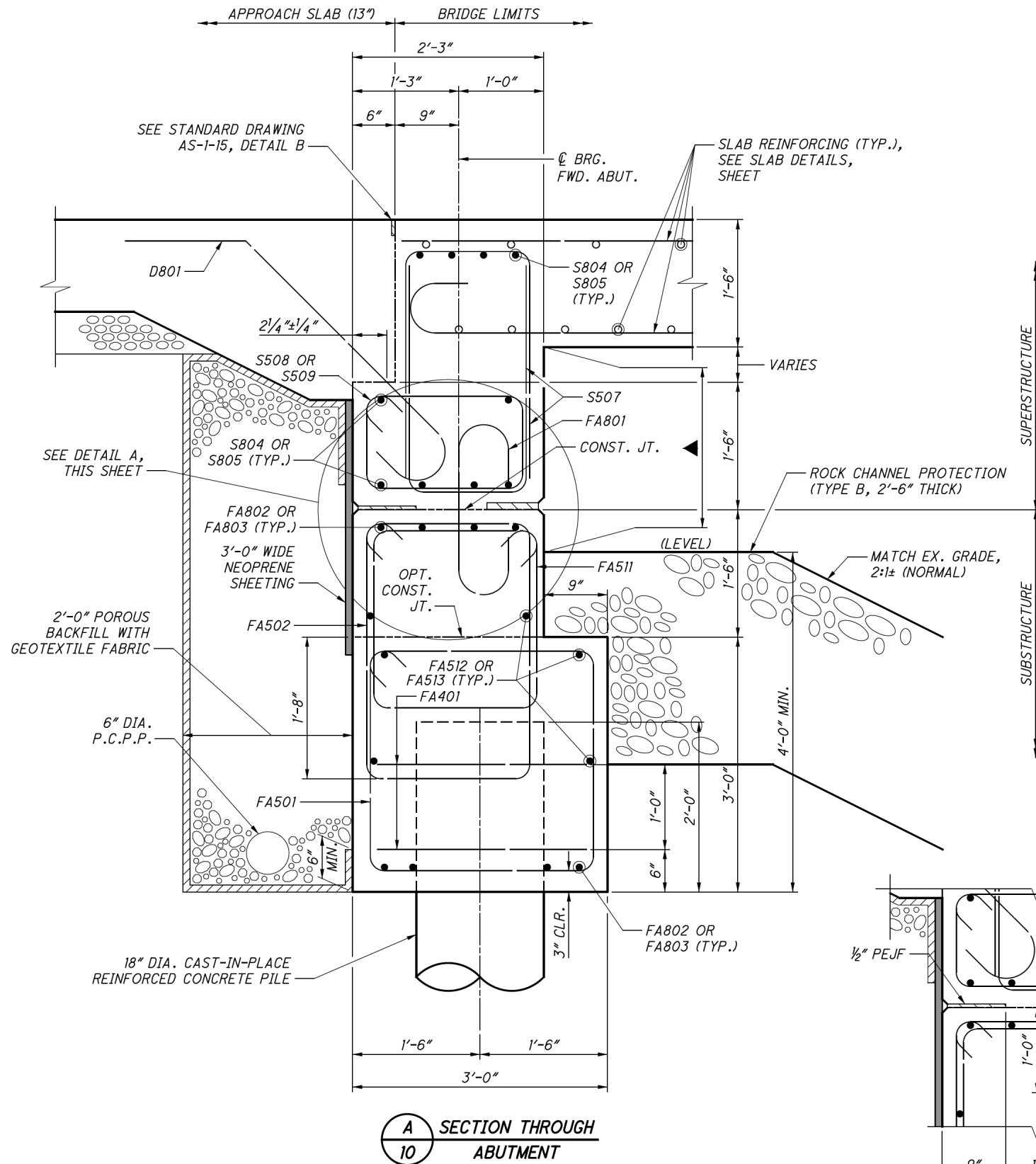


- ◆ PLACE PARALLEL TO CONSTRUCTION JOINT

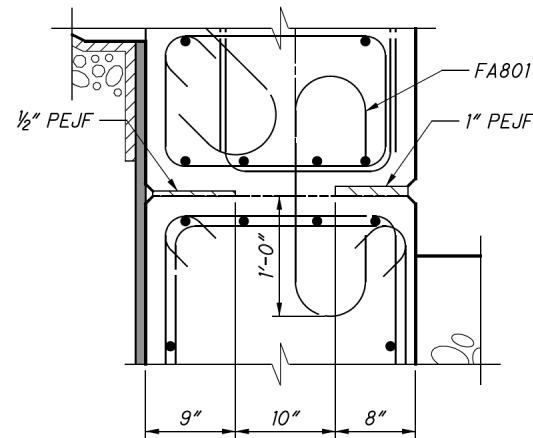
$$\frac{T / \text{SLOPE}}{\text{EL. } 1020.26 \pm}$$

— 6" DIA. NON-PERFORATED
CORRUGATED PLASTIC PIPE,
INCLUDING SPECIALS,
AS PER PLAN (TYP. BEYOND
POROUS BACKFILL)
SEE NOTE 5, THIS SHEET.

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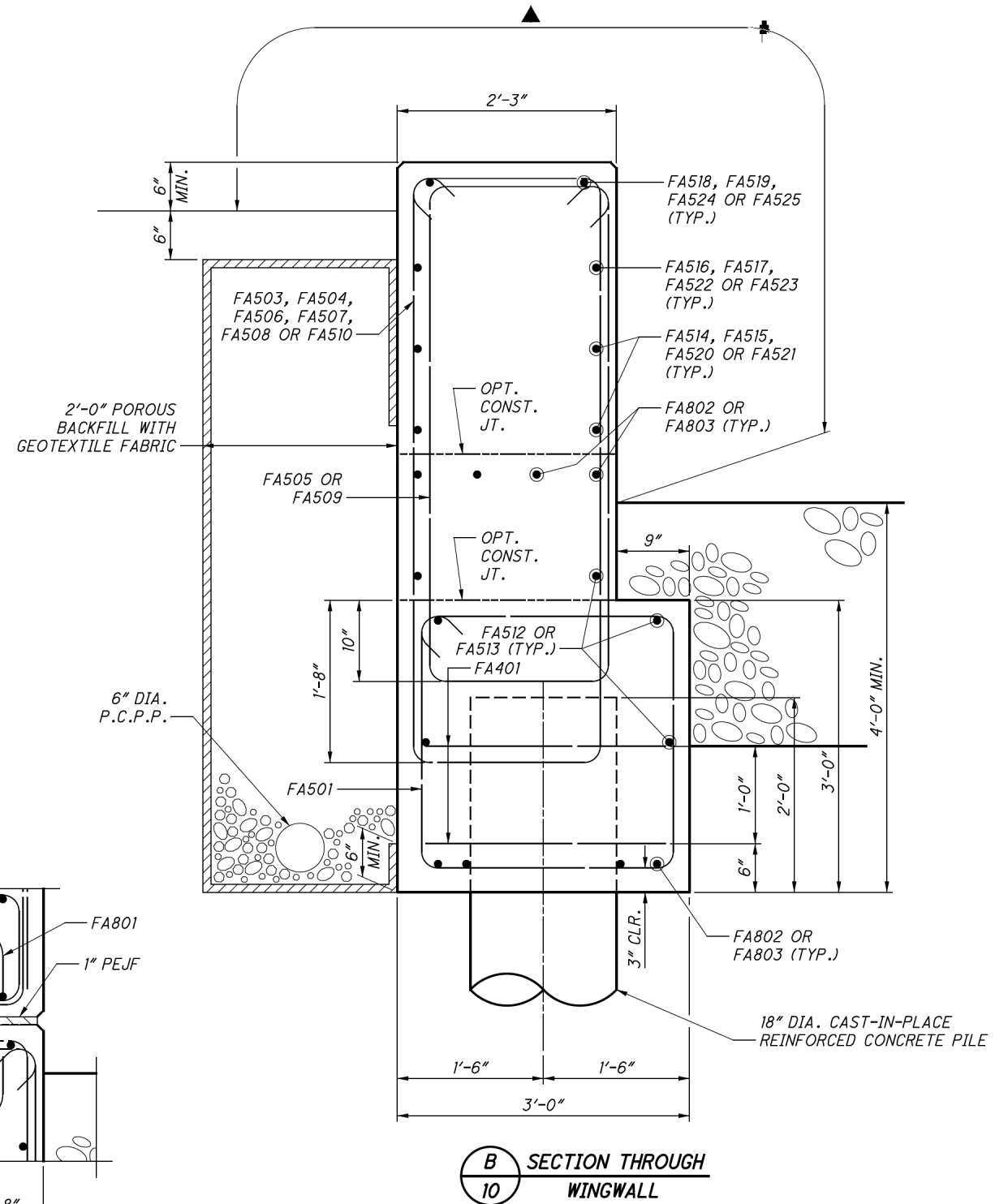


A SECTION THROUGH ABUTMENT



DETAIL A

LEGEND:
▲ LIMITS OF ITEM 512 - SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)



B SECTION THROUGH WINGWALL

NOTES:

1. FOR NOTES, SEE SHEET 10/21.
2. FOR ADDITIONAL DETAILS AND NOTES, SEE STD. DWG. CPA-1-08.

FORWARD ABUTMENT DETAILS
BRIDGE NO. WAY-250-1926
U.S. 250 OVER LITTLE APPLE CREEK

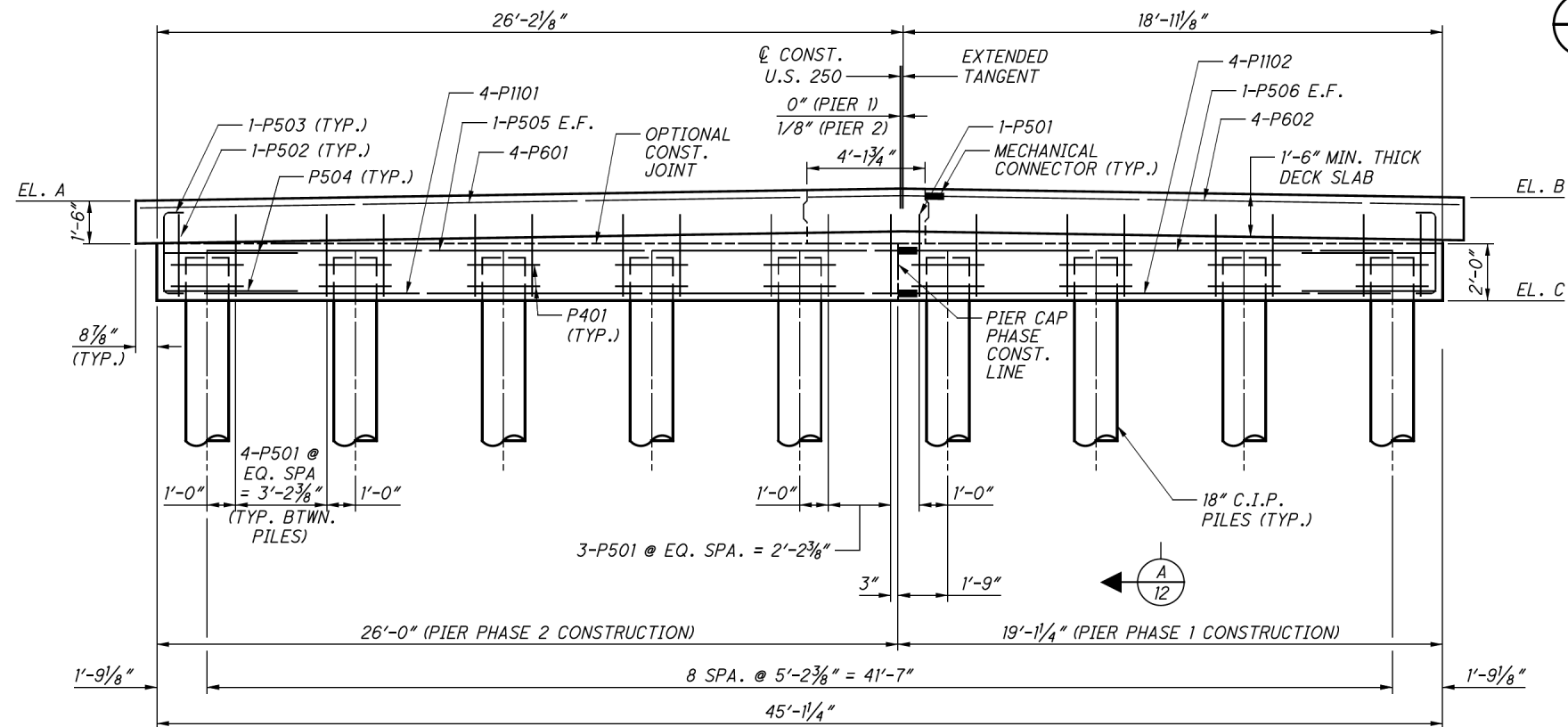
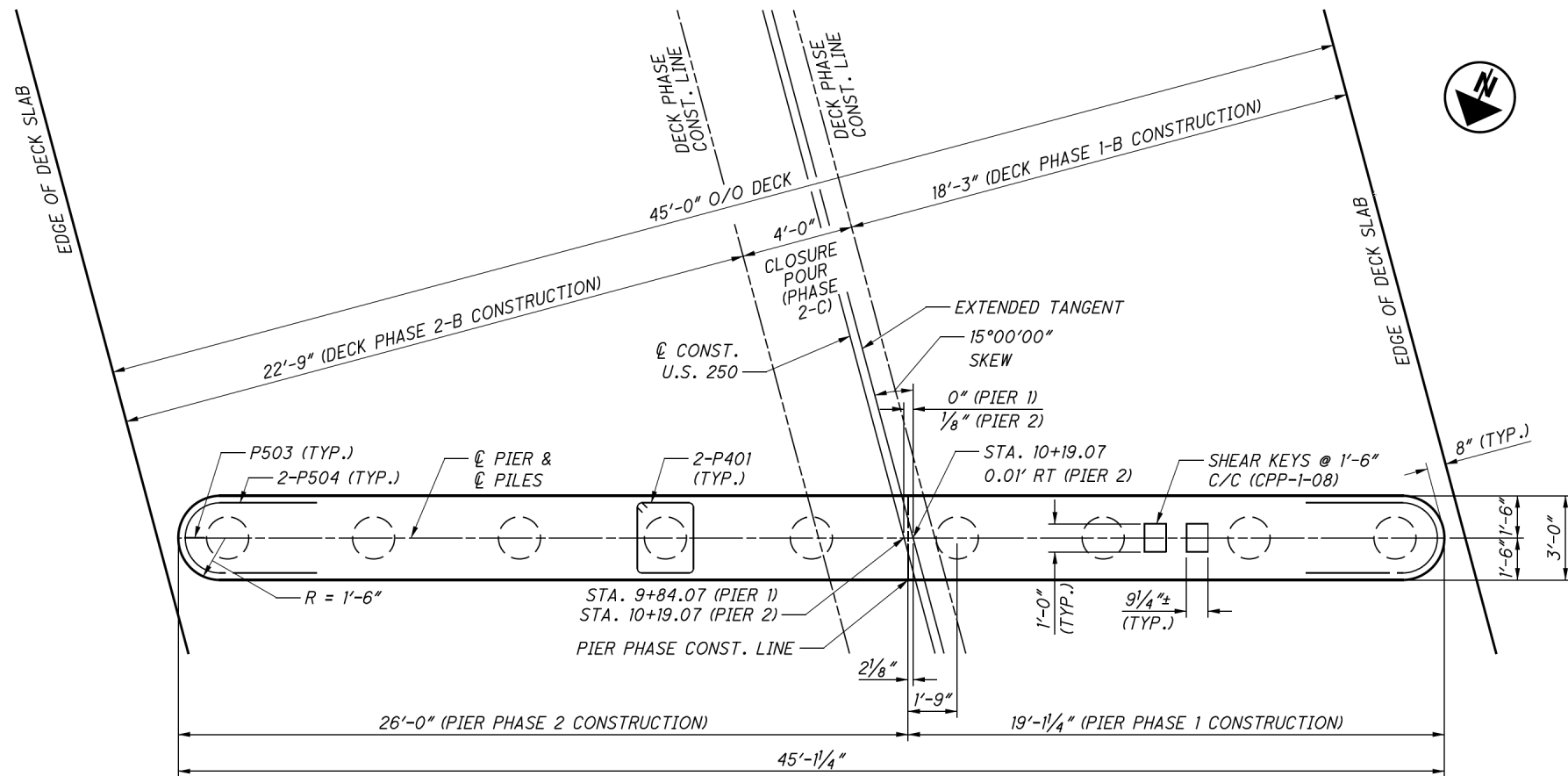
WAY - 250-19.26
PID No. 102770

11 / 21

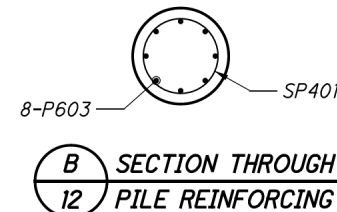
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DESIGN AGENCY
AECOM
564 WHITE POND DRIVE
ARLON, OHIO 44202-1100
13307 836-9111

DATE
08/18
REVIEWED
JTH
DRAWN
KSC
DESIGNED
KSC
CHECKED
MRW
STRUCTURE FILE NUMBER
8504831

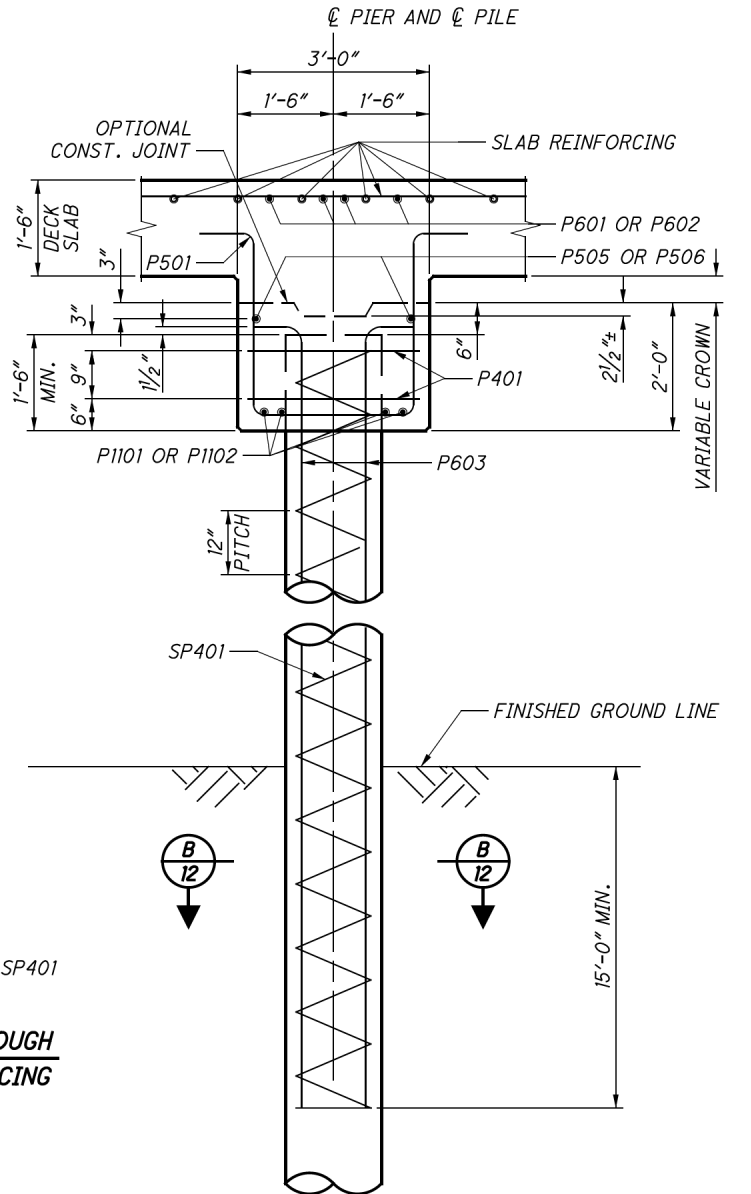


ELEVATION
(BRIDGE SIDEWALK AND BARRIERS NOT SHOWN)



A
12

SECTION THROUGH PIER CAP

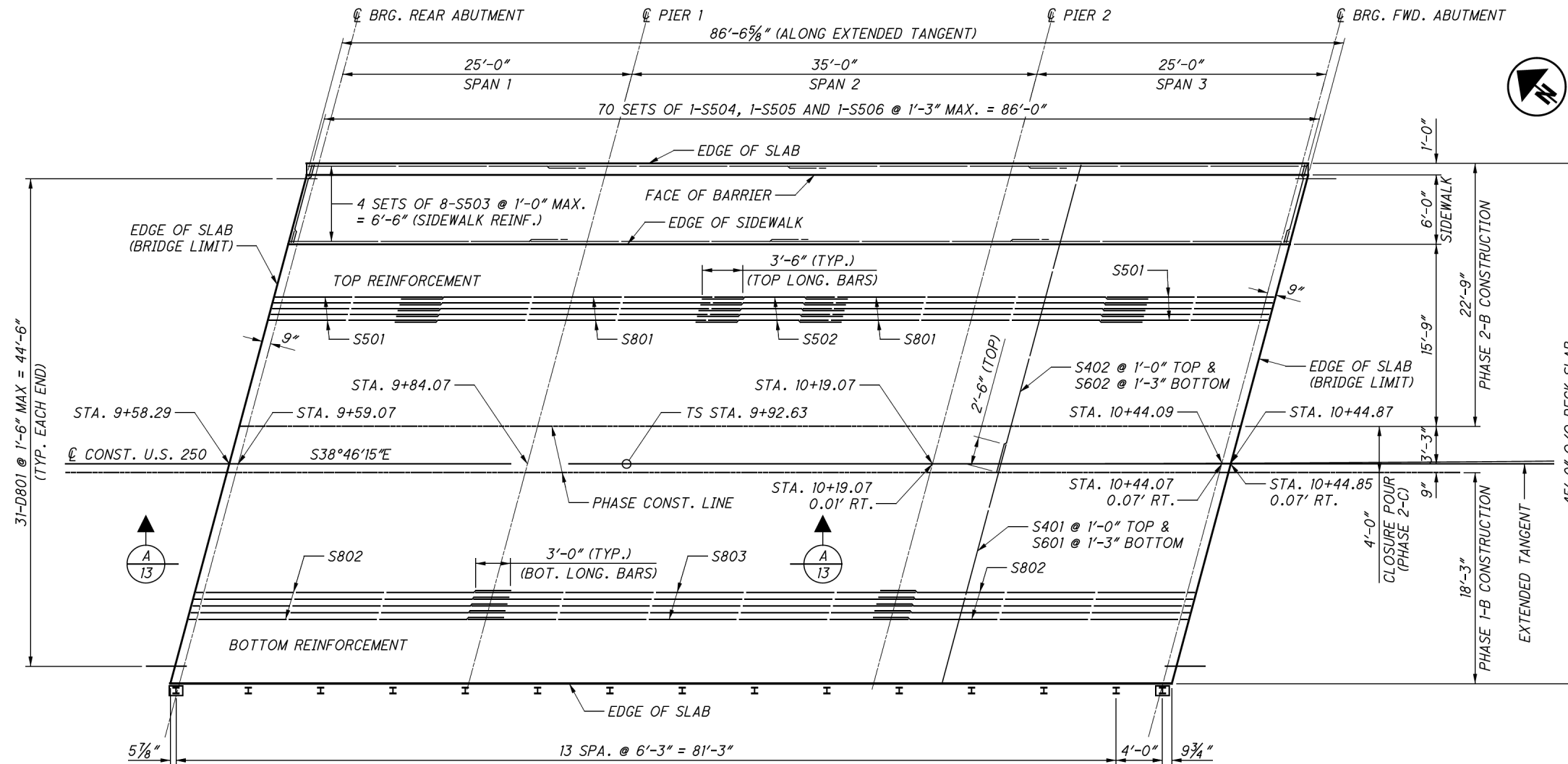


PIER ELEVATION TABLE			
LOCATION	A	B	C
PIER 1	1023.52	1023.73	1020.02
PIER 2	1023.17	1023.40	1019.67

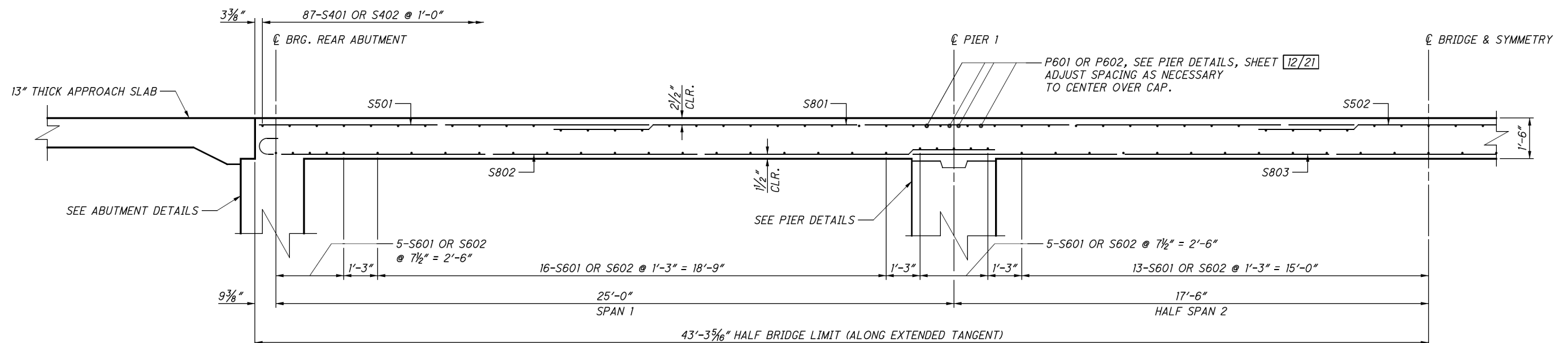
NOTES:

- FOR ADDITIONAL PIER DETAILS AND NOTES, SEE STD. DWG. CPP-1-08.
- FOR ADDITIONAL PHASE CONSTRUCTION DETAILS, SEE SHEETS [5/21] AND [6/21].
- FOR REINFORCEMENT SCHEDULE, SEE SHEET [19/21].
- PILE REINFORCING BARS SP401 AND P603 TO BE INCLUDED IN ITEM 507 - 18 INCH CAST-IN-PLACE PILES, FURNISHED FOR PAYMENT.

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SLAB PLAN



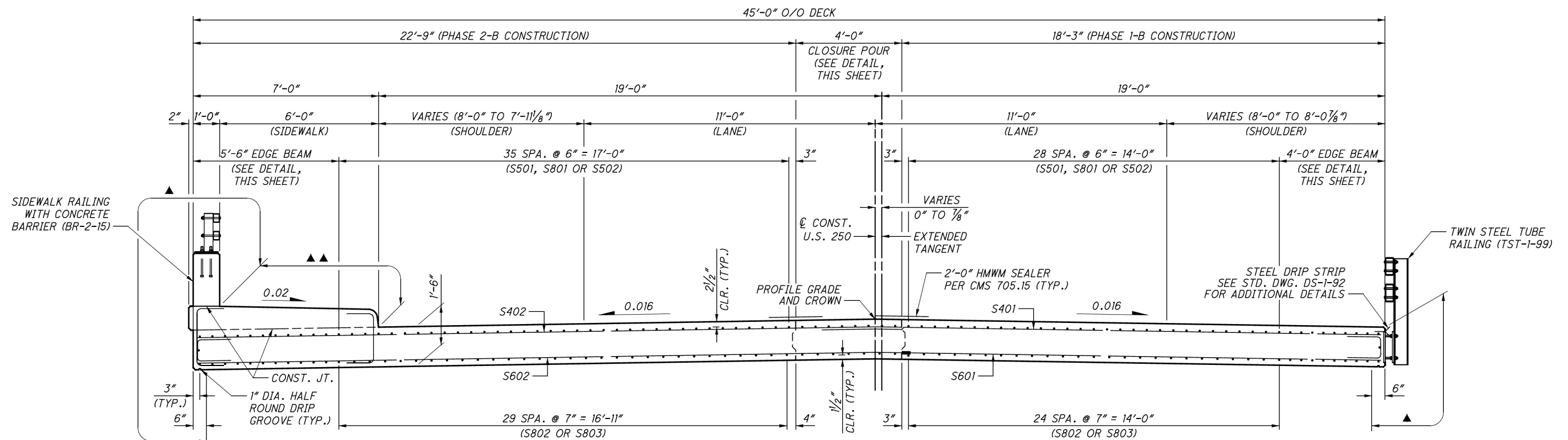
**A
13
SECTION THROUGH SLAB**

NOTES:

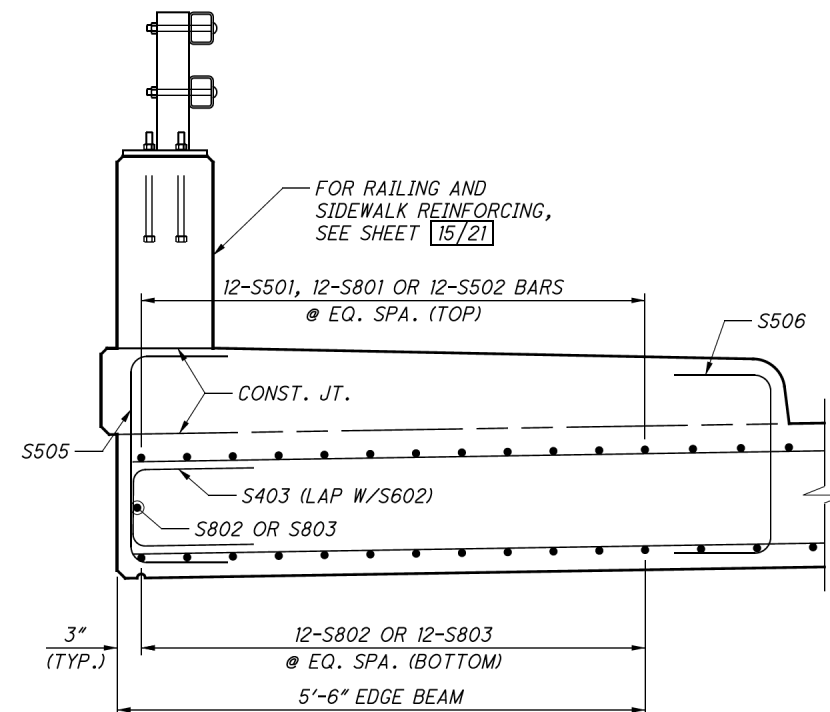
1. FOR ADDITIONAL DETAILS AND NOTES, SEE STD. DWG. CS-1-08 UTILIZING DESIGN SPAN 28-35.00-28.
2. SPAN LENGTHS SHOWN ARE ALONG THE EXTENDED TANGENT OF THE ϕ OF CONSTRUCTION OF U.S. 250.
3. PLACE LONGITUDINAL REINFORCEMENT PARALLEL TO THE EXTENDED TANGENT AND TRANSVERSE REINFORCEMENT PARALLEL TO PIERS AND ABUTMENTS.
4. FOR REINFORCEMENT SCHEDULE, SEE SHEET 20/21.
5. IF CONTRACTOR ELECTS TO UTILIZE SHORTER BAR LENGTHS, PROVIDE THE MINIMUM LAP LENGTHS SHOWN BELOW AT NO ADDITIONAL COST TO THE STATE:

#4 BAR: LAP LENGTH = 3'-0"
#5 BAR: LAP LENGTH = 3'-6"
#6 BAR: LAP LENGTH = 4'-4"
#8 BAR: LAP LENGTH = 6'-9"

THE LOCATIONS OF ADDITIONAL SPLICES SHALL BE APPROVED BY THE ENGINEER.

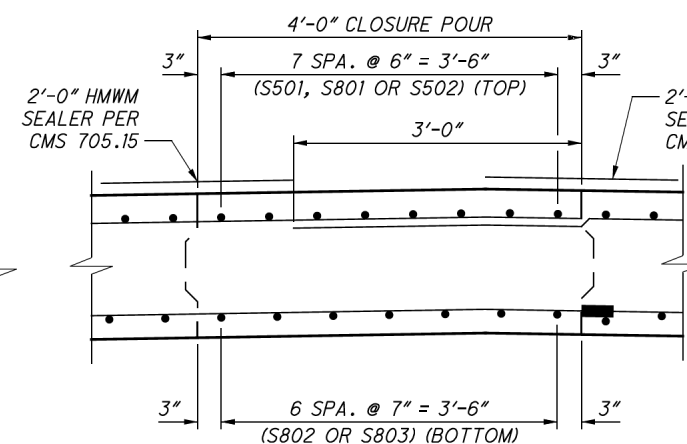


TRANSVERSE SECTION



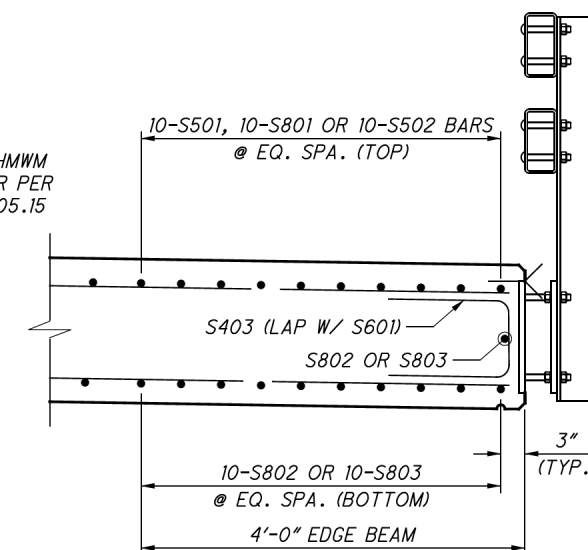
EDGE BEAM DETAIL

(LEFT SIDE)
(SIDEWALK AND RAILING
REINFORCING NOT SHOWN)



CLOSURE POUR DETAIL

(PHASE 2C)



EDGE BEAM DETAIL

(RIGHT SIDE)

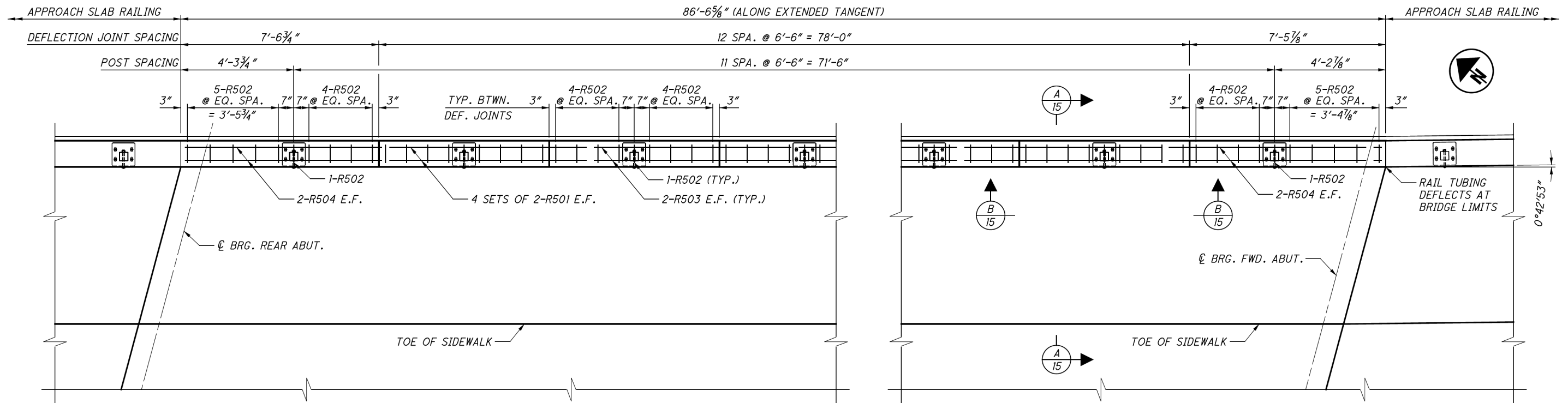
NOTES:

1. DRIP GROOVE SHALL TERMINATE 2'-0" FROM FRONT FACE OF ABUTMENTS.
2. FOR SIDEWALK AND RAILING REINFORCING DETAILS, SEE SHEET 15/21.
3. FOR REINFORCEMENT SCHEDULE, SEE SHEET 20/21.

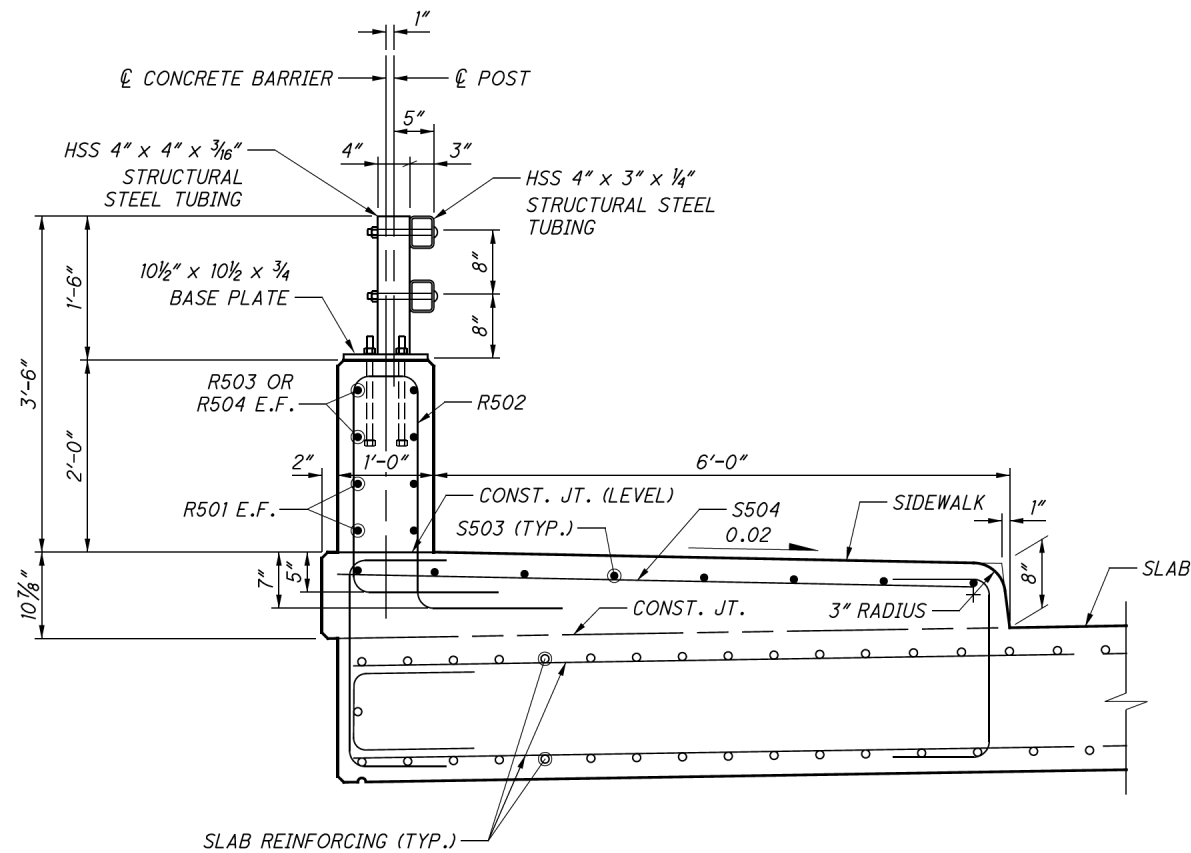
LEGEND:

- ▲ LIMITS OF ITEM 512 - SEALING OF
CONCRETE SURFACES (EPOXY-URETHANE)
- ▲ ▲ LIMITS OF ITEM 512 - SEALING OF
CONCRETE SURFACES (NON-EPOXY)

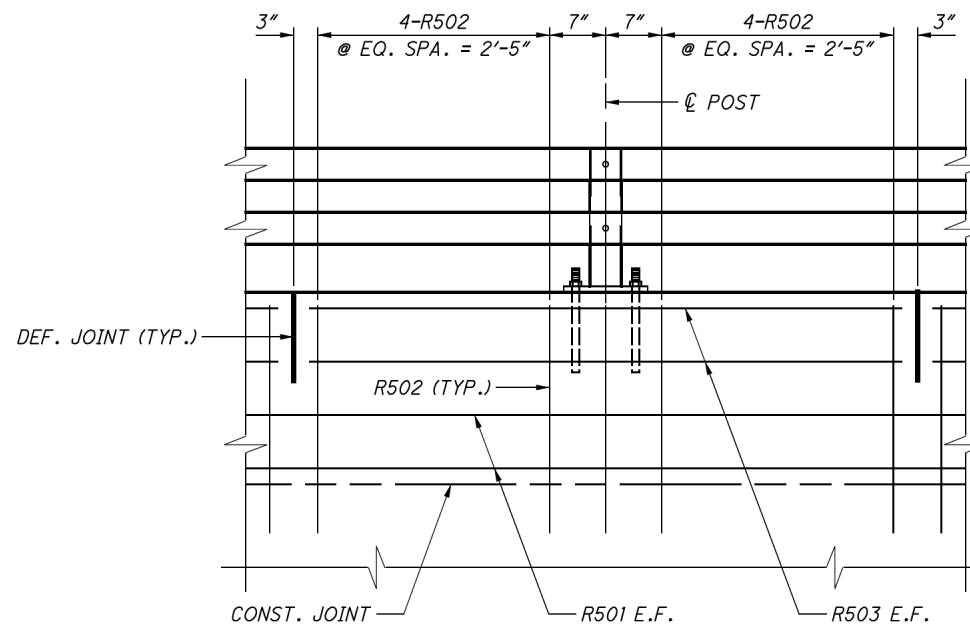
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PARAPET PLAN
STEEL RAILING NOT
SHOWN FOR CLARITY



A
15
**SECTION THROUGH BARRIER
AND SIDEWALK**



B
15
RAILING ELEVATION

LAP LENGTHS:
#5 - 3'-1" (HORIZ.)

NOTES:

1. FOR ADDITIONAL BARRIER DETAILS, SEE STD. DWG. BR-2-15.
2. FOR SLAB DETAILS, SEE SHEET **13/21**.
3. FOR TRANSVERSE SECTION, SEE SHEET **14/21**.
4. FOR REINFORCING LIST, SEE SHEET **20/21**.

WAY - 250-19.26
PID No. 102770

15 / 21

40
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DECK SLAB BARRIER AND SIDEWALK DETAILS
BRIDGE NO. WAY-250-1926
U.S. 250 OVER LITTLE APPLE CREEK

DESIGN AGENCY
AECOM
564 WHITE POND DRIVE
ARLON, CALIF. 94520-1100
1301 866-9111

DATE
08/18

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JTH

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KSC

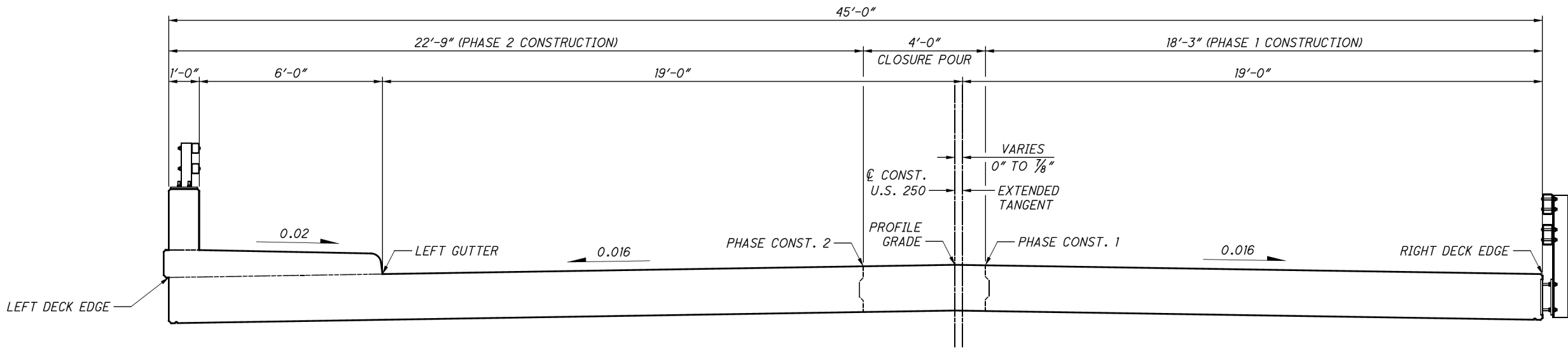
DESIGNED
KSC

CHECKED
MRW

REVISED

STRUCTURE FILE NUMBER
8504831

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TRANSVERSE SECTION
(LOOKING UP STATION)

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

FINAL DECK SURFACE ELEVATIONS															
POINT			℄ BRG. REAR ABUTMENT	1/4 POINT	1/2 POINT	3/4 POINT	℄ PIER 1	1/4 POINT	1/2 POINT	3/4 POINT	℄ PIER 2	1/4 POINT	1/2 POINT	3/4 POINT	℄ BRG. FWD. ABUTMENT
LEFT	DECK EDGE	STATION	9+66.04	9+72.29	9+78.54	9+84.79	9+91.04	9+99.79	10+08.54	10+17.31	10+26.08	10+32.35	10+38.61	10+44.89	10+51.16
		OFFSET Δ	26.00	26.00	26.00	26.00	26.00	26.00	26.00	25.99	25.98	25.97	25.95	25.93	25.90
		ELEVATION	1023.74	1023.68	1023.62	1023.56	1023.50	1023.42	1023.34	1023.25	1023.17	1023.11	1023.05	1022.99	1022.99
	GUTTER	STATION	9+64.16	9+70.41	9+76.66	9+82.91	9+89.16	9+97.91	10+06.66	10+15.42	10+24.19	10+30.45	10+36.71	10+42.98	10+49.25
		OFFSET Δ	19.00	19.00	19.00	19.00	19.00	19.00	19.00	18.99	18.98	18.97	18.96	18.94	18.91
		ELEVATION	1023.87	1023.81	1023.75	1023.69	1023.63	1023.55	1023.47	1023.38	1023.30	1023.24	1023.18	1023.12	1023.10
	PHASE CONST. 2	STATION	9+59.94	9+66.19	9+72.44	9+78.69	9+84.94	9+93.69	10+02.44	10+11.19	10+19.94	10+26.19	10+32.45	10+38.70	10+44.95
		OFFSET Δ	3.25	3.25	3.25	3.25	3.25	3.25	3.25	3.25	3.24	3.23	3.22	3.20	3.18
		ELEVATION	1024.17	1024.11	1024.05	1023.99	1023.93	1023.84	1023.76	1023.67	1023.59	1023.53	1023.47	1023.41	1023.36
RIGHT	PROFILE GRADE	STATION	9+59.07	9+65.32	9+71.57	9+77.82	9+84.07	9+92.82	10+01.57	10+10.32	10+19.07	10+25.32	10+31.57	10+37.82	10+44.09
		OFFSET Δ	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
		ELEVATION	1024.23	1024.17	1024.11	1024.05	1023.99	1023.90	1023.82	1023.73	1023.65	1023.59	1023.53	1023.47	1023.41
	PHASE CONST. 1	STATION	9+58.87	9+65.12	9+71.37	9+77.62	9+83.87	9+92.62	10+01.37	10+10.12	10+18.87	10+25.12	10+31.37	10+37.61	10+43.86
		OFFSET Δ	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.76	0.77	0.78	0.79	0.82
		ELEVATION	1024.22	1024.16	1024.10	1024.04	1023.98	1023.89	1023.81	1023.72	1023.64	1023.58	1023.52	1023.46	1023.40
	DECK EDGE	STATION	9+53.98	9+60.23	9+66.48	9+72.73	9+78.98	9+87.73	9+96.48	10+05.22	10+13.96	10+20.21	10+26.45	10+32.68	10+38.92
		OFFSET Δ	19.00	19.00	19.00	19.00	19.00	19.00	19.00	19.00	19.00	19.01	19.02	19.03	19.05
		ELEVATION	1023.97	1023.91	1023.85	1023.79	1023.73	1023.65	1023.56	1023.48	1023.40	1023.33	1023.27	1023.21	1023.15

Δ OFFSETS ARE MEASURED NORMAL TO ℄ CONST. U.S. 250

DESIGN AGENCY
564 WHITE POND DRIVE
AKRON, OHIO 44320-1100
13307 836-9111
AECOM

DATE
08/18
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JTH
DRAWN
TMR
DESIGNED
KSC
CHECKED
MRW
STRUCTURE FILE NUMBER
8504831

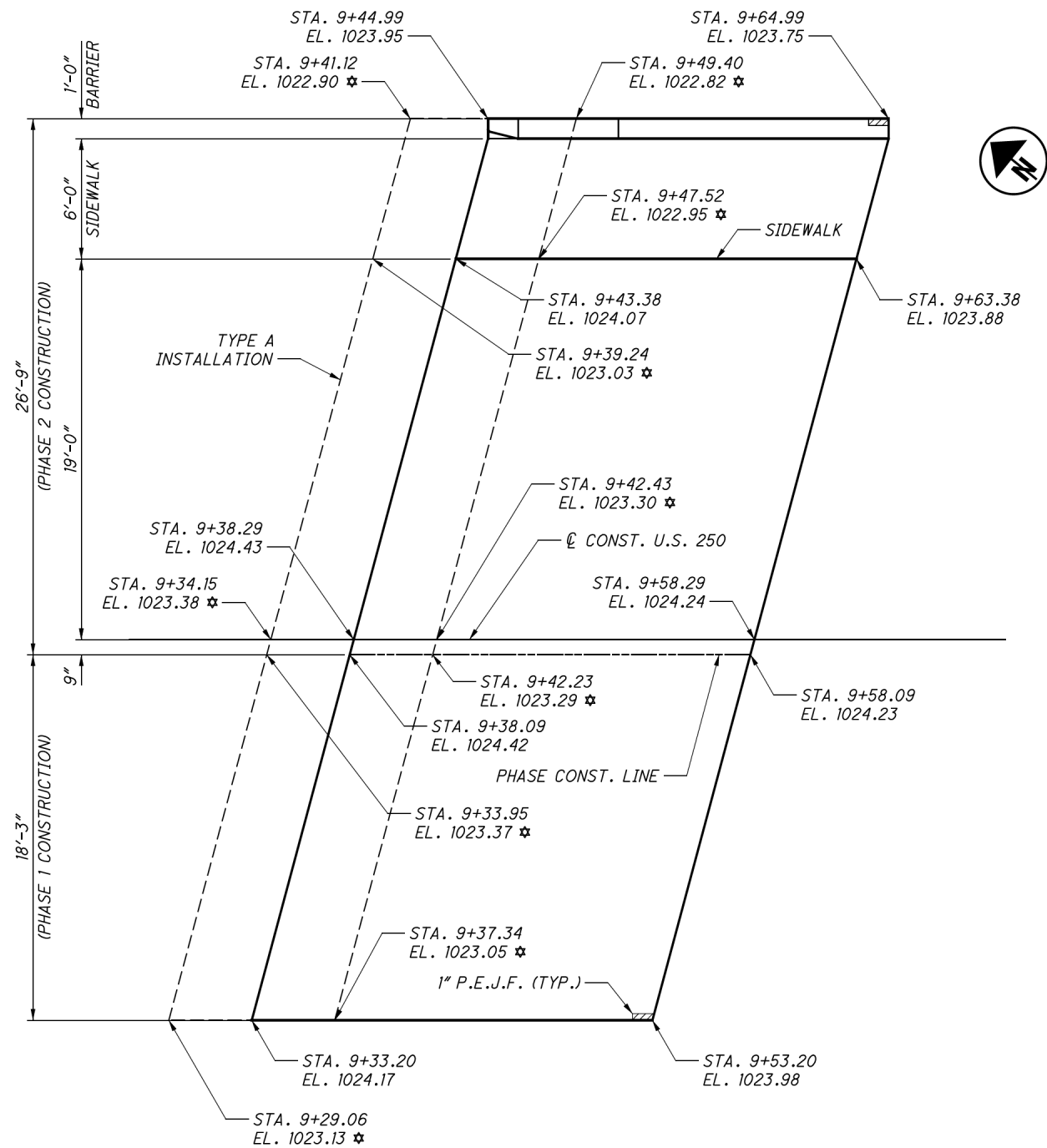
DECK SLAB ELEVATIONS
BRIDGE NO. WAY-250-1926
U.S. 250 OVER LITTLE APPLE CREEK

WAY - 250-19.26
PID No. 102770

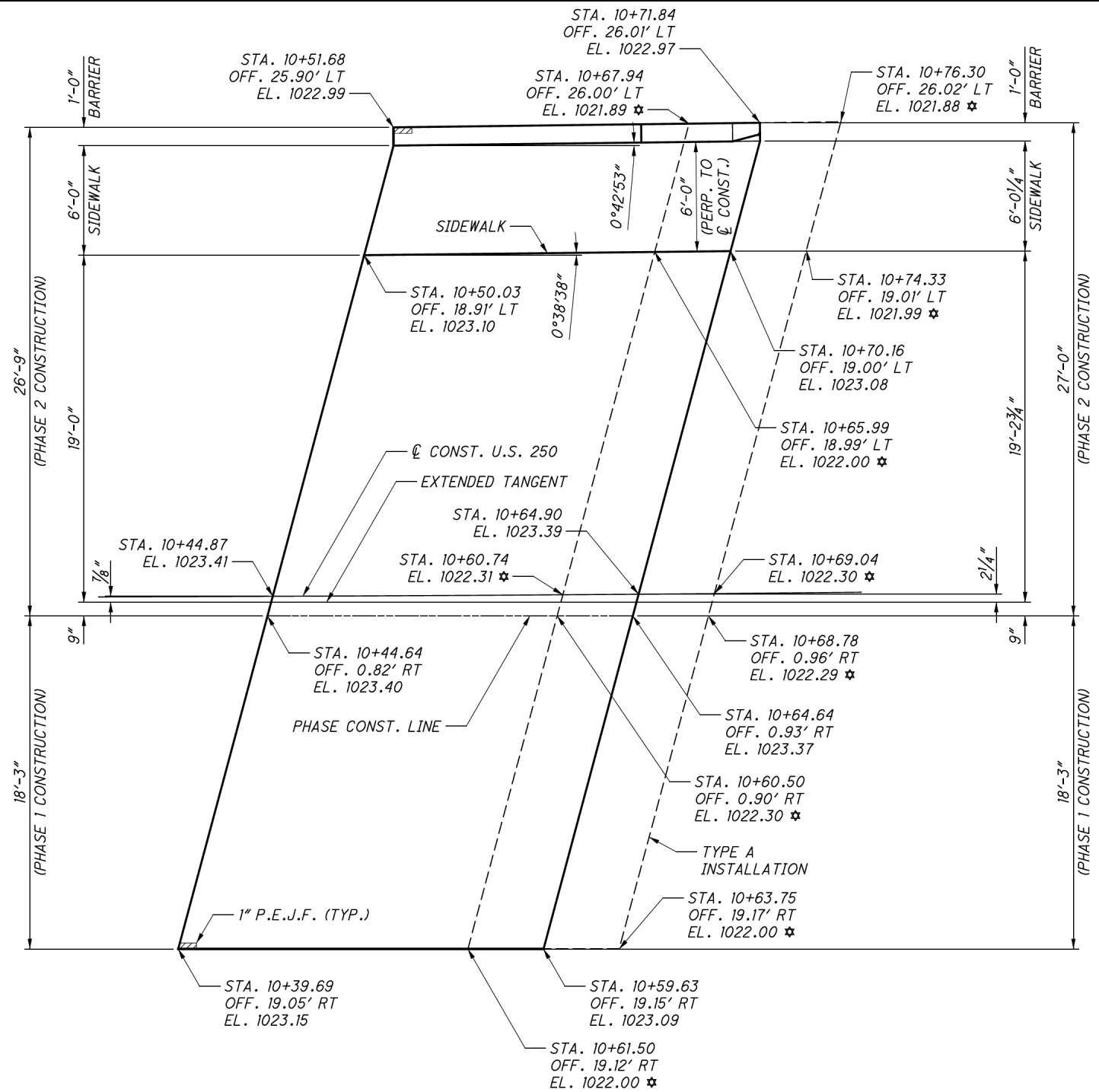
16 / 21

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REAR APPROACH SLAB



FORWARD APPROACH SLAB

LEGEND:

★ TOP OF SLEEPER SLAB

NOTES:

1. FOR ADDITIONAL APPROACH SLAB DETAILS AND NOTES NOT SHOWN HERE, SEE STD. DWGS. AS-1-15 AND AS-2-15.
2. THE COST OF SIDEWALK AND SIDEWALK REINFORCING ON THE APPROACH SLABS AND ALL REINFORCING FOR THE APPROACH SLABS ARE TO BE INCLUDED FOR PAYMENT WITH ITEM 526 - REINFORCED CONCRETE APPROACH SLABS (T=13"), AS PER PLAN.
3. ALL STATIONS AND ELEVATIONS LISTED ALONG THE SIDEWALK ARE AT THE TOE OF THE SIDEWALK CURB.
4. FOR APPROACH SLAB SIDEWALK AND BARRIER DETAILS, SEE SHEET 18/21.

APPROACH SLAB DETAILS

BRIDGE NO. WAY-250-1926
U.S. 250 OVER LITTLE APPLE CREEK

WAY -250-19.26

PID No. 102770

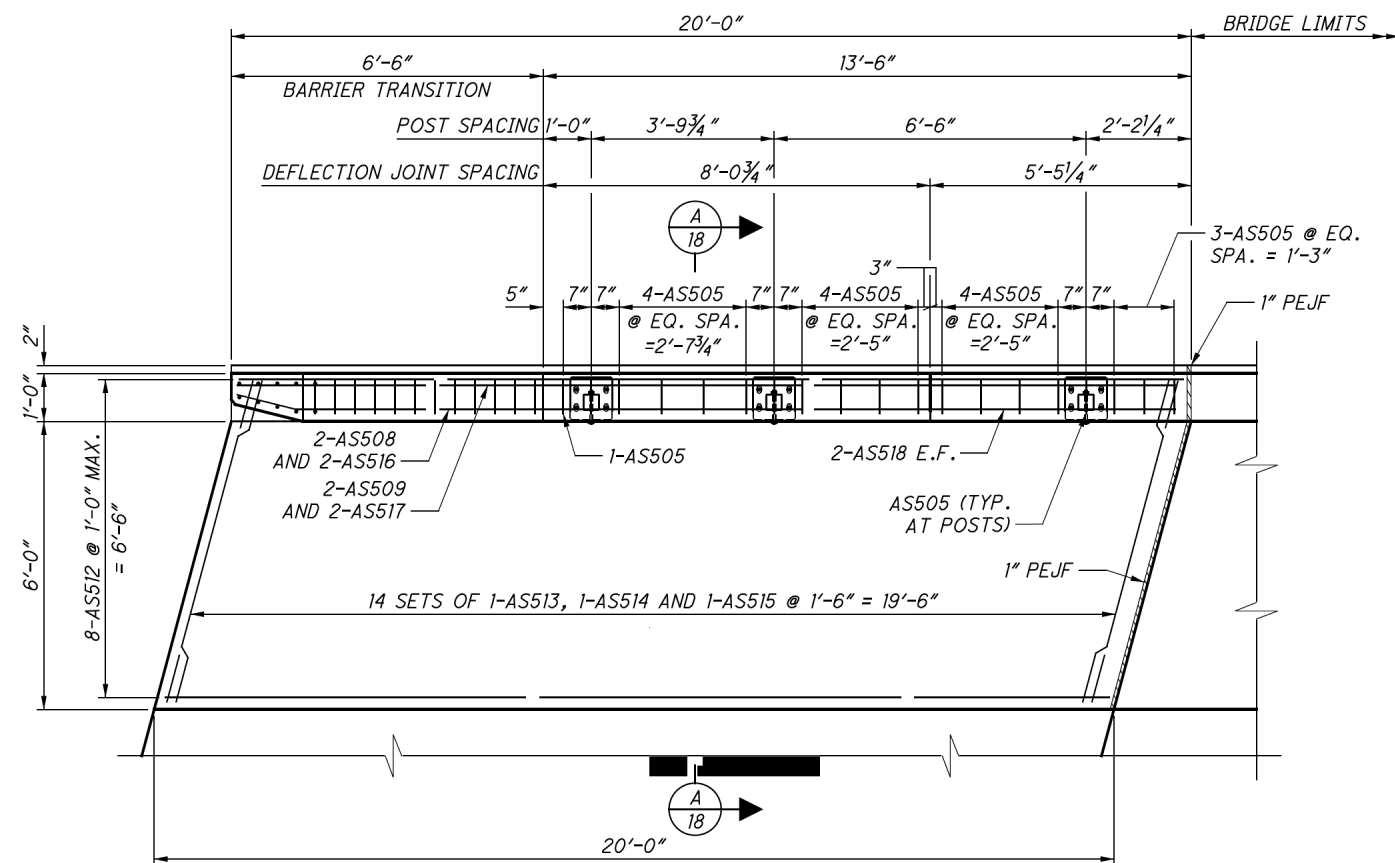
17/21

42/50

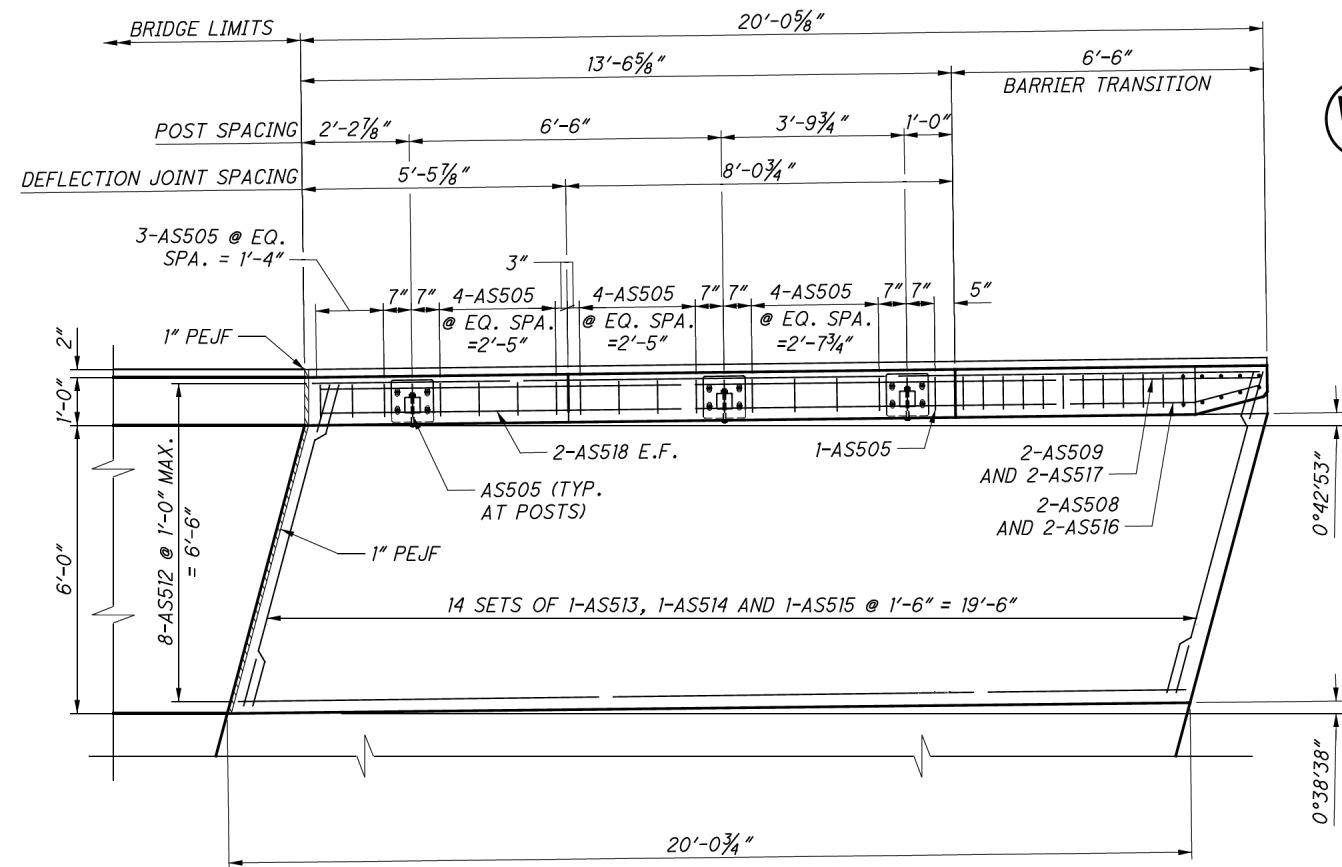
DESIGN AGENCY
AECOM
564 WHITE POND DRIVE
AKRON, OHIO 44320-1100
(330) 866-9111

DESIGNED	KSC	CHECKED	MRW
DRAWN	KSC	REVIEWED	JTH
DATE	08/18	STRUCTURE FILE NUMBER	8504831

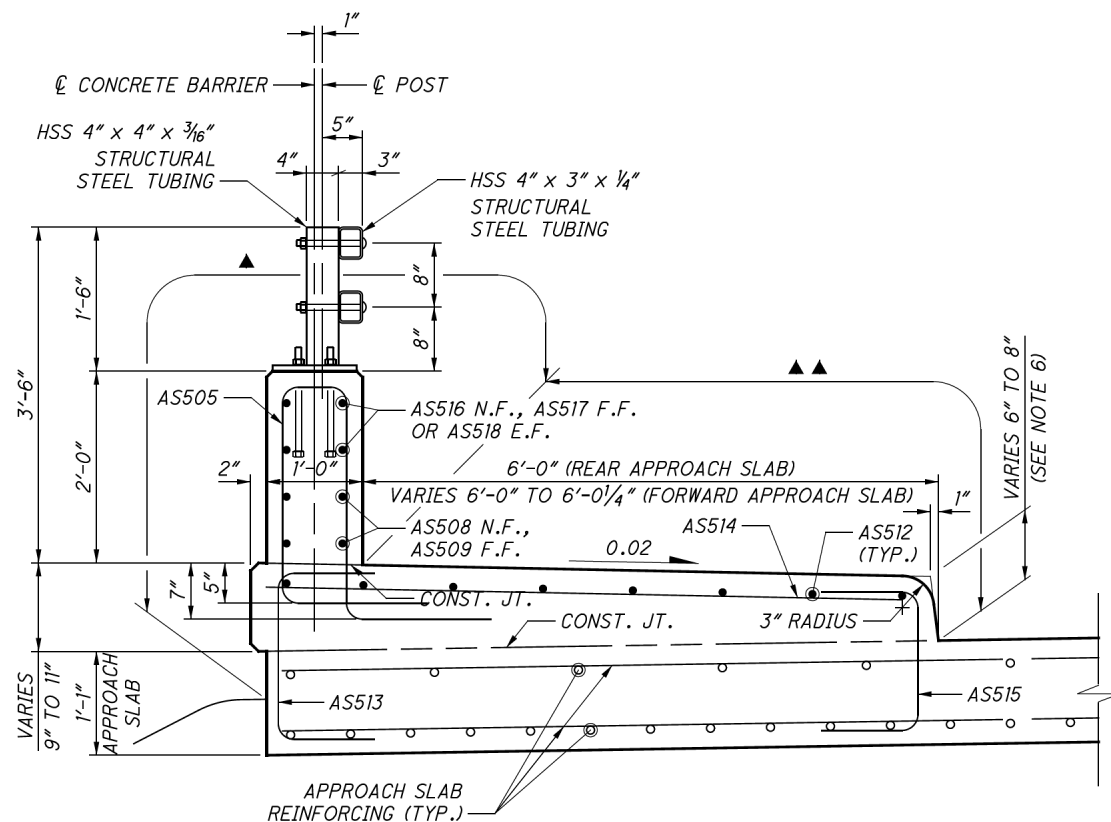
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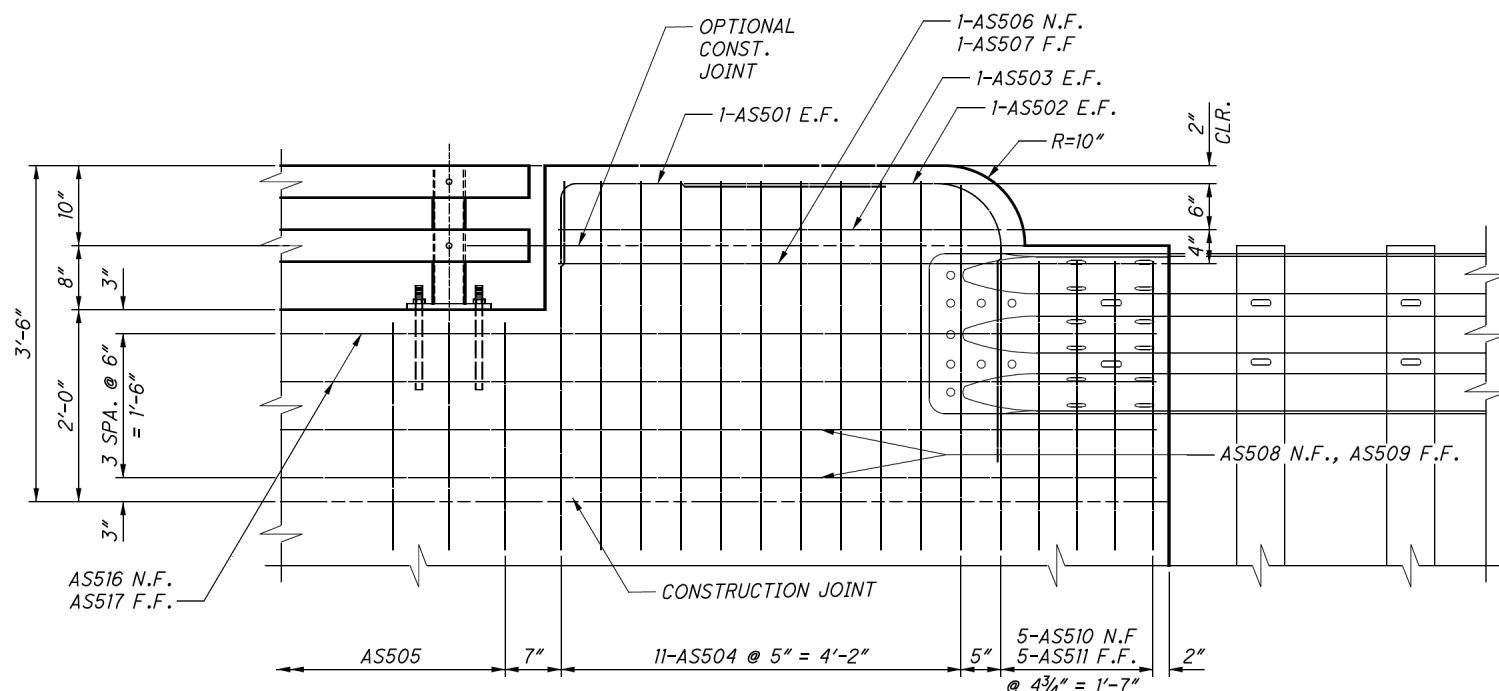
REAR APPROACH SLAB SIDEWALK PLAN



FORWARD APPROACH SLAB SIDEWALK PLAN



SECTION THROUGH BARRIER AND SIDEWALK



BARRIER TRANSITION DETAIL

(FORWARD A.S. SHOWN, REAR A.S. OPPOSITE HAND)

NOTES:

1. FOR ADDITIONAL BARRIER DETAILS, SEE STD. DWG. BR-2-15.
2. FOR ADDITIONAL APPROACH SLAB DETAILS AND NOTES NOT SHOWN HERE, SEE STD. DWG. AS-1-15.
3. FOR APPROACH SLAB PLAN, SEE SHEET 17/21.
4. FOR SUPERSTRUCTURE DETAILS, SEE SHEET 13/21.
5. FOR BRIDGE BARRIER AND SIDEWALK DETAILS, SEE SHEET 15/21.
6. APPROACH SLAB SIDEWALK SHALL TRANSITION ALONG THE ENTIRE APPROACH SLAB LIMITS.

LEGEND:

- ▲ LIMITS OF ITEM 512 - SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)
- ▲▲ LIMITS OF ITEM 512 - SEALING OF CONCRETE SURFACES (NON-EPOXY)

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MARK	NUMBER			LENGTH	WEIGHT	TYPE	DIMENSIONS						
	PHASE 1	PHASE 2	TOTAL				A	B	C	D	E	R	INC
REAR ABUTMENT													
RA401	8	8	16	10'-1"	108	3	1'-11"	2'-6"					
RA501	20	22	42	12'-0"	526	3	2'-8"	2'-7"					
RA502	15	18	33	11'-2"	384	3	1'-11"	2'-11"					
RA503	1	1	2	13'-6"	28	3	1'-11"	4'-1"					
RA504	1	1	2	15'-0"	31	3	1'-11"	4'-10"					
RA505	1	1	2	14'-0"	29	3	1'-11"	4'-4"					
RA506	1		1	17'-0"	18	3	1'-11"	5'-10"					
RA507	2	1	3	17'-8"	55	3	1'-11"	6'-2"					
RA508		1	1	17'-2"	18	3	1'-11"	5'-11"					
RA509	3	3	6	9'-4"	58	3	1'-11"	2'-0"					
RA510 *	6		6	28'-10"	180	STR							
RA511 **		6	6	31'-10"	199	STR							
RA512	2		2	6'-2"	13	STR							
RA513	2		2	5'-8"	12	STR							
RA514	1		1	4'-4"	5	STR							
RA515	1		1	3'-8"	4	STR							
RA516	1		1	6'-7"	7	19	2'-2"	3'-11"	2'-0"				
RA517	1		1	6'-0"	6	19	1'-7"	3'-11"	2'-0"				
RA518		2	2	4'-10"	10	STR							
RA519		2	2	5'-4"	11	STR							
RA520		1	1	3'-2"	3	STR							
RA521		1	1	3'-7"	4	STR							
RA522		1	1	5'-4"	6	19	1'-0"	3'-10"	2'-0"				
RA523		1	1	5'-11"	6	19	1'-7"	3'-10"	2'-0"				
RA801	21	30	51	3'-10"	522	17	2'-0"						
RA802 *	8		8	28'-10"	616	STR							
RA803 **		8	8	31'-10"	680	STR							
TOTAL					5,414	LBS							

MARK	NUMBER			LENGTH	WEIGHT	TYPE	DIMENSIONS						
	PHASE 1	PHASE 2	TOTAL				A	B	C	D	E	R	INC
FORWARD ABUTMENT													
FA401	8	8	16	10'-1"	108	3	1'-11"	2'-6"					
FA501	20	22	42	12'-0"	526	3	2'-8"	2'-7"					
FA502	15	17	32	11'-2"	373	3	1'-11"	2'-11"					
FA503	1	1	2	13'-4"	28	3	1'-11"	4'-0"					
FA504		1	1	14'-8"	15	3	1'-11"	4'-8"					
FA505		1	1	13'-10"	14	3	1'-11"	4'-3"					
FA506		1	1	16'-4"	17	3	1'-11"	5'-6"					
FA507	2	2	4	17'-6"	73	3	1'-11"	6'-1"					
FA508	1		1	14'-10"	15	3	1'-11"	4'-9"					
FA509	1		1	14'-2"	15	3	1'-11"	4'-5"					
FA510	1		1	16'-10"	18	3	1'-11"	5'-9"					
FA511	3	3	6	9'-4"	58	3	1'-11"	2'-0"					
FA512 **		6	6	31'-10"	199	STR							
FA513 *	6		6	28'-10"	180	STR							
FA514		2	2	5'-11"	12	STR							
FA515		2	2	5'-5"	11	STR							
FA516		1	1	3'-9"	4	STR							
FA517		1	1	3'-3"	3	STR							
FA518		1	1	6'-4"	7	19	1'-3"	4'-8"	1'-11"				
FA519		1	1	5'-10"	6	19	0'-9"	4'-8"	1'-11"				
FA520	2		2	5'-0"	10	STR							
FA521	2		2	5'-6"	11	STR							
FA522	1		1	3'-2"	3	STR							
FA523	1		1	3'-8"	4	STR							
FA524	1		1	5'-4"	6	19	1'-0"	3'-11"	1'-11"				
FA525	1		1	5'-10"	6	19	1'-6"	3'-11"	1'-11"				
FA801	21	30	51	3'-10"	522	17	2'-0"						
FA802 *	8		8	28'-10"	616	STR							
FA803 **		8	8	31'-10"	680	STR							
TOTAL					3,540	LBS							

MARK	PHASE 1		PHASE 2		NUMBER REQUIRED	LENGTH	WEIGHT	TYPE	DIMENSIONS						
	PIER 1	PIER 2	PIER 1	PIER 2					A	B	C	D	E	R	INC
PIERS															
P401	8	8	10	10	36	10'-3"	246	3	2'-6"	2'-0"					
P501	13	13	19	19	64	9'-6"	634	6	2'-8"	2'-10"	0'-10"				
P502	1	1	1	1	4	8'-7"	36	6	1'-9"	2'-10"	0'-10"				
P503	1	1	1	1	4	4'-3"	18	2	0'-10"	2'-10"	0'-10"				
P504	2	2	2	2	8	10'-7"	88	24	2'-6"	3'-5"				1'-2 3/8"	
P505 **			2	2	4	24'-3"	101	STR							
P506 *	2	2			4	17'-4"	72	STR							
P601 **			4	4	8	27'-6"	330	STR							
P602 *	4	4			8	18'-8"	224	STR							
P1101 **			4	4	8	24'-6"	523	STR							
P1102 *	4	4			8	17'-7"	376	STR							
TOTAL						2,648	LBS								

MARK	PHASE 1		PHASE 2		NUMBER REQUIRED	LENGTH	WEIGHT	TYPE	DIMENSIONS						
	PIER 1	PIER 2	PIER 1	PIER 2					A	B	C	D	E	R	INC
PIER PILES (FOR INFORMATION ONLY)															
SP401	4	4	5	5	18	23'-7"	667	27	1'-0"	1'-2"	23'-7"				
P603	32	32	40	40	144	24'-9"	5,353	1	0'-9 7/8"	23'-11"					
TOTAL						7,358	LBS								

PIER PILE REINFORCING TO BE INCLUDED FOR PAYMENT UNDER ITEM 507 - 18" CAST-IN-PLACE REINFORCED CONCRETE PILES, FURNISHED.

NOTE:

1. FOR NOTES, LEGEND AND BENDING DIAGRAMs, SEE SHEET 21/21.

DESIGN AGENCY
DATE
08/18
REVIEWED
JTH
DRAWN
KSC
DESIGNED
KSC
CHECKED
TMR

WAY - 250-19.26
PID No. 102770

REINFORCING LIST
BRIDGE NO. WAY-250-1926
U.S. 250 OVER LITTLE APPLE CREEK

564 WHITE POND DRIVE
AKRON, OHIO 44320-1100
AECOM
1301 866-9111

8504831
STRUCTURE FILE NUMBER

44
50

MARK	NUMBER			LENGTH	WEIGHT	TYPE	DIMENSIONS						
	PHASE 1	PHASE 2	TOTAL				A	B	C	D	E	R	INC
SUPERSTRUCTURE													
S401	87		87	21'-2"	1,230	STR							
S402		87	87	27'-6"	1,598	STR							
S403	77	77	154	3'-4"	343	2	1'-3"	1'-0"	1'-3"				
S501	76	110	186	14'-3"	2,764	STR							
S502	38	55	93	12'-7"	1,221	STR							
S503		32	32	24'-2"	807	STR							
S504		70	70	7'-0"	511	STR							
AS509		70	70	3'-5"	249	2	0'-10"	2'-0"	0'-10"				
S506 **		70	70	3'-2"	231	2	0'-10"	1'-9"	0'-10"				
S507 *	80	116	196	6'-5"	1,312	2	2'-7"	1'-6"	2'-7"				
S508	40	58	98	7'-8"	784	3	2'-0"	1'-1"					
S509	4	4	8	10'-8"	89	3	2'-0"	2'-7"					
S601 *	77		77	18'-8"	2,159	STR							
S602 **		77	77	27'-6"	3,180	STR							
S801	76	110	186	29'-6"	14,650	STR							
S802	70	98	168	27'-11"	12,522	16	27'-0"						
S803	35	49	84	38'-0"	8,523	STR							
S804 *	20		20	20'-3"	1,081	STR							
S805 **		20	20	28'-6"	1,522	STR							
D801	24	38	62	5'-2"	855	18	3'-1"	1'-0"	1'-0"				
TOTAL					55,631	LBS							

MARK	NUMBER REQUIRED	LENGTH	WEIGHT	TYPE	DIMENSIONS						
					A	B	C	D	E	R	INC
BRIDGE RAILING (FOR INFORMATION ONLY)											
R501	16	23'-11"	399	STR							
R502	119	7'-10"	972	30	1'-6"	0'-8"	2'-5"	2'-3"			
R503	48	6'-2"	309	STR							
R504	8	7'-2"	60	STR							
TOTAL			1,740	LBS							

RAILING REINFORCING TO BE INCLUDED FOR PAYMENT UNDER ITEM 517 - RAILING (CONCRETE PARAPET WITH TWIN STEEL TUBE RAILING).

MARK	NUMBER			LENGTH	WEIGHT	TYPE	DIMENSIONS						
	REAR	FORWARD	TOTAL				A	B	C	D	E	R	INC
APPROACH SLAB RAILING (FOR INFORMATION ONLY)													
AS501	2	2	4	4'-2"	17	1	0'-10"	3'-5"					
AS502	2	2	4	6'-1"	25	37	3'-5"	2'-11"				0'-7 3/8"	
AS503	2	2	4	4'-7"	19	STR							
AS504	11	11	22	10'-10"	249	30	1'-6"	0'-8"	3'-11"	3'-9"			
AS505	19	19	38	7'-10"	310	30	1'-6"	0'-8"	2'-5"	2'-3"			
AS506	1	1	2	6'-3"	13	19	4'-10"	1'-5"	0'-5"				
AS507	1	1	2	6'-2"	13	STR							
AS508	2	2	4	19'-6"	81	19	18'-1"	1'-5"	0'-5"				
AS509	2	2	4	19'-6"	81	STR							
AS510	5	5	10	4'-6"	47	1	1'-6"	3'-1"					
AS511	5	5	10	4'-4"	45	1	1'-6"	2'-11"					
AS512 THRU AS515 (NOT USED IN APPROACH SLAB RAILING)													
AS516	2	2	4	14'-2"	59	19	12'-9"	1'-5"	0'-5"				
AS517	2	2	4	14'-2"	59	STR							
AS518	4	4	8	4'-11"	41	STR							
TOTAL					1,059	LBS							

RAILING REINFORCING TO BE INCLUDED FOR PAYMENT UNDER ITEM 517 - RAILING (CONCRETE PARAPET WITH TWIN STEEL TUBE RAILING).

NOTE:

1. FOR NOTES, LEGEND AND BENDING DIAGRAMs, SEE SHEET 21/21.

DESIGN AGENCY

564 WHITE POND DRIVE
AKRON, OHIO 44320-1100
13301 836-9111

AECOM

REINFORCING LIST

WAY - 250 - 19.26

BRIDGE NO. 102770

U.S. 250 OVER LITTLE APPLE CREEK

DATE

08/18

REVIEWED

JTH

STRUCTURE FILE NUMBER

8504831

DESIGNED

KSC

CHECKED

TMR

DRAWN

KSC

REVISED

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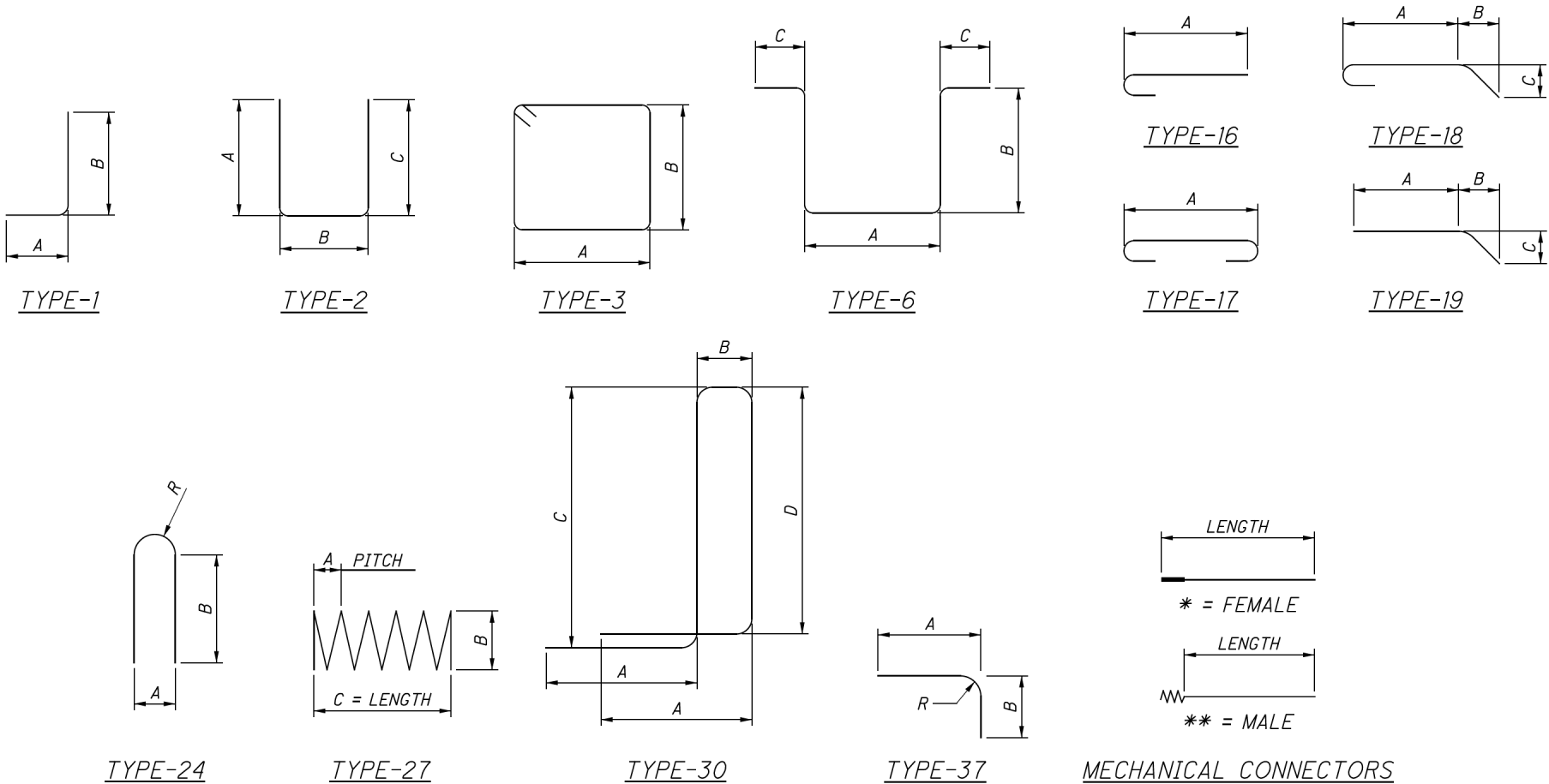
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BAR BENDING DIAGRAMS



NOTES:

1. BAR DIMENSIONS SHOWN ARE OUT TO OUT UNLESS OTHERWISE INDICATED.
2. ALL REINFORCING IS TO BE EPOXY COATED.
3. MECHANICAL CONNECTORS: AN APPROVED TYPE OF MECHANICAL CONNECTOR FOR REINFORCING BARS SHALL BE PROVIDED IN ACCORDANCE WITH CMS 509.07. INSTALLATION OF CONNECTORS SHALL CONFORM TO MANUFACTURER RECOMMENDED PROCEDURES.

CONNECTORS SHALL BE EPOXY COATED. COATING FOR CONNECTORS SHALL CONFORM TO CMS 509.09.

FOR BARS UTILIZING A MECHANICAL CONNECTOR, THE EXTRA BAR LENGTH AND/OR BAR END PREPARATION MAY BE NECESSARY DEPENDING UPON THE TYPE OF MECHANICAL CONNECTOR FURNISHED AND THOSE COSTS SHALL BE INCLUDED IN THE BID PRICE FOR ITEM 509.

FOR FEMALE/MALE MECHANICAL CONNECTOR DESIGNATION AND METHOD OF MEASUREMENT, SEE BAR BENDING DIAGRAMS - MECHANICAL CONNECTORS, THIS SHEET.

4. THE BAR SIZE AND LOCATION ARE INDICATED IN THE BAR MARK. THE FIRST ALPHABETICAL LETTER(S) INDICATES LOCATION. THE FIRST NUMERICAL DIGIT OF A THREE DIGIT MARK AND THE FIRST TWO DIGITS OF A FOUR DIGIT MARK, INDICATES THE BAR SIZE NUMBER.

EXAMPLES:

A501 NO. 5 SIZE BAR ABUTMENT

P1101 NO. 11 SIZE BAR PIER

AS601 NO. 6 SIZE BAR APPROACH SLAB

MARK	NUMBER			LENGTH	WEIGHT	TYPE	DIMENSIONS						
	REAR	FORWARD	TOTAL				A	B	C	D	E	R	INC
APPROACH SLAB SIDEWALK (FOR INFORMATION ONLY)													
AS501 THRU AS511 (NOT USED ON APPROACH SLAB SIDEWALK)													
AS512	8	8	16	19'-8"	328	STR							
AS513	14	14	28	2'-9"	80	2	0'-10"	1'-4"	0'-10"				
AS514	14	14	28	6'-11"	202	STR							
AS515	14	14	28	2'-6"	73	2	0'-10"	1'-1"	0'-10"				
AS516 THRU AS518 (NOT USED ON APPROACH SLAB SIDEWALK)													
TOTAL					683	LBS							

APPROACH SLAB SIDEWALK REINFORCING TO BE INCLUDED FOR PAYMENT UNDER ITEM 526 - REINFORCED CONCRETE APPROACH SLABS (T=13"), AS PER PLAN.

ODOT WAY 250-19.26 / Wood Project #33591181125

Owner	Utility Type	Position	Name	Phone	Email	Address	As-Built	Notes
Dominion Energy Ohio	Gas	Engineering Technician - Design	Nicholas A. Beck	330-664-2428	nicholas.a.beck@dominionenergy.com	320 Springside Drive, Akron, OH 44333		Nicholas was on site and based on his notes, the gas line was installed in the 1960's and the pipe slope at test holes 3 and 5 are 45 degrees
Village of Apple Creek	Water	Steets & Maintenance Superintendent	Dale Orr	330-698-4531	actow.nhall@sssnet.com	P.O. Box 208, Apple Creek, OH 44606		Mr. Orr provided proposed plans from 1985 that identified the 2" Abandoned Water Line, the gas line, and the 6 inch plastic water line. According to the plans, the water line was installed by trenching and the portion beneath the creek is incased in concrete.



LEGEND

GAS	DOMINION ENERGY OHIO	QUALITY LEVEL B	G1(B)
WATER	VILLAGE OF APPLE CREEK	QUALITY LEVEL B	W2(B)
WATER	VILLAGE OF APPLE CREEK	QUALITY LEVEL C	W1(C)
OHP			OHP
OHTEL			OHTEL
SAN			SAN
POWER POLE			⊕
TELEPHONE POLE			⊕
FIRE HYDRANT			⊕
WATER VALVE			⊕
GAS VALVE			⊕



WAY-250-19.26
PID NO. 102770

NO.	DATE	REVISION DESCRIPTION	APP. BY
-----	------	----------------------	---------

wood.

STATE ROUTE 250
(E. MAIN STREET)
SUBSURFACE UTILITY
LAYOUT

FED. NO.		SHEET NO.	
REV. NO.			B2
STATE	DIST.	COUNTY	
OHIO	3	WAYNE	
CONT.	SECT.	JOB	HIGHWAY NO.
			SR 250

