

STATE OF OHIO
DEPARTMENT OF TRANSPORTATION
WAY-250-17.27
EAST UNION TOWNSHIP
WAYNE COUNTY

PROJECT DESCRIPTION

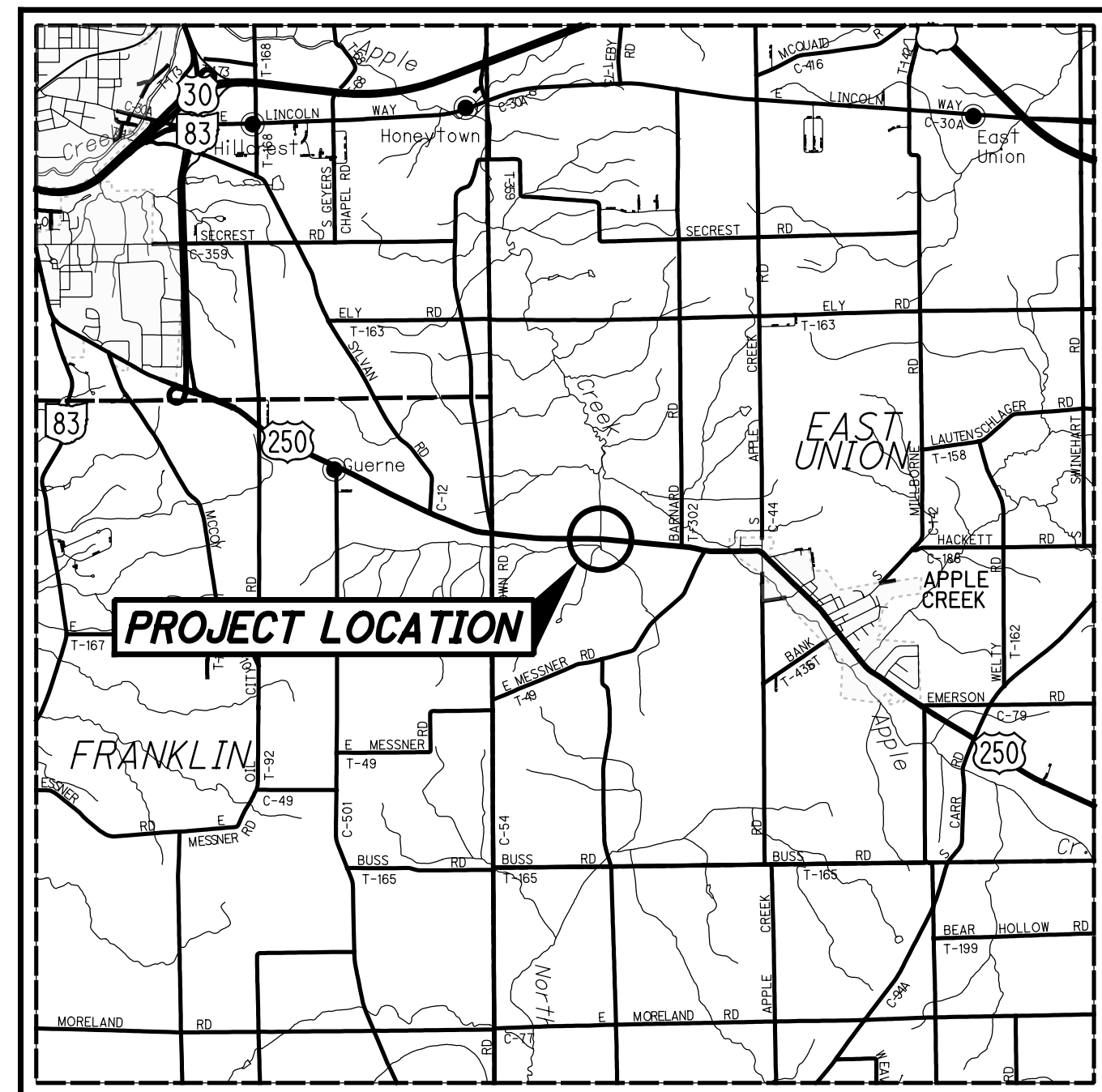
THIS PROJECT IS THE COMPLETE BRIDGE REPLACEMENT OF SFN 8504776, WAY-250-17.27 STRUCTURE OVER A TRIBUTARY OF APPLE CREEK IN WAYNE COUNTY, OHIO. PROJECT ALSO INCLUDES RAISING THE PAVEMENT PROFILE, GUARDRAIL REPLACEMENT, AND DRIVEWAY RECONSTRUCTION.

EARTH DISTURBED AREAS

PROJECT EARTH DISTURBED AREA: 0.82 ACRES
ESTIMATED CONTRACTOR EARTH DISTURBED AREA: 0.25 ACRES
NOTICE OF INTENT EARTH DISTURBED AREA: 1.07 ACRES

2019 SPECIFICATIONS

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



LOCATION MAP

LATITUDE: N40°45'24" LONGITUDE: W81°51'48"



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

DESIGN DESIGNATION

CURRENT ADT (2024)	7,700
DESIGN YEAR ADT (2044)	8,100
DESIGN HOURLY VOLUME (2044)	750
DIRECTIONAL DISTRIBUTION	51%
TRUCKS (24 HOUR B&C)	13%
DESIGN SPEED	60 MPH
LEGAL SPEED	55 MPH
DESIGN FUNCTIONAL CLASSIFICATION:	
RURAL PRINCIPAL ARTERIAL	
NHS PROJECT	YES

DESIGN EXCEPTIONS ADA WAIVERS

NONE

UNDERGROUND UTILITIES
Contact Two Working Days Before You Dig

OHIO811.org
Before You Dig

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

PLAN PREPARED BY:
The Thrasher Group
400 3rd Street SE, Suite 309
Canton, OH 44702

INDEX OF SHEETS:

TITLE SHEET	1
SCHEMATIC PLAN	2
TYPICAL SECTIONS	3-4
GENERAL NOTES	5-6
MAINTENANCE OF TRAFFIC	7-17
GENERAL SUMMARY	18-19
SUBSUMMARIES	20-21
PAVEMENT CALCULATIONS	22
PLAN AND PROFILE	23-24
CROSS SECTIONS	25-29
SUPERELEVATION TABLE	30
DRIVE DETAILS	31-33
GUARDRAIL DETAILS	34
SIGN AND PAVEMENT MARKING PLAN	35-36
STRUCTURE WAY-250-17.27 PLANS	37-57
RIGHT OF WAY	58-63
SOIL PROFILES	64-73

ENGINEER'S SEAL
ROADWAY
PLAN SHEETS 1-36

ENGINEER'S SEAL
BRIDGE
PLAN SHEETS 37-57

STANDARD CONSTRUCTION DRAWINGS						SUPPLEMENTAL SPECIFICATIONS		SPECIAL PROVISIONS	
BP-3.1	1/21/22	MGS-5.2	7/15/16	DS-1-92	7/18/03	800-2019	10/15/21	WATERWAY PERMIT	---/--/--
BP-4.1	7/19/13	MGS-5.3	7/15/16	HW-2.1	7/20/18	832	10/19/18		
				HW-2.2	7/20/18	902	7/19/19		
CB-2-2A, 2-2B, 2-2C	7/16/21	RM-1.1	1/15/21	TST-1-99	1/15/21	961	4/17/20		
		RM-4.2	4/17/20						
DM-1.1	7/17/20	AS-1-15	7/17/15						
DM-4.3	1/15/16	AS-2-15	1/18/19	MT-96.11	4/16/21				
DM-4.4	1/15/16			MT-96.20	7/15/16				
		CPA-1-08	7/18/08	MT-96.26	1/18/19				
MH-3	7/16/21			MT-97.12	1/20/17				
		CPP-1-08	7/21/17	MT-101.70	1/17/20				
MGS-1.1	7/16/21			MT-101.75	1/17/20				
MGS-2.1	1/19/18	CS-1-08	1/15/21	MT-101.90	7/17/20				
MGS-3.3	7/16/21			MT-103.10	1/21/22				
MGS-4.2	7/19/13								

MAINTENANCE OF TRAFFIC ENDORSEMENT

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 SET FORTH ON THE PLANS AND ESTIMATES

Robert Weaver
03

District Deputy Director

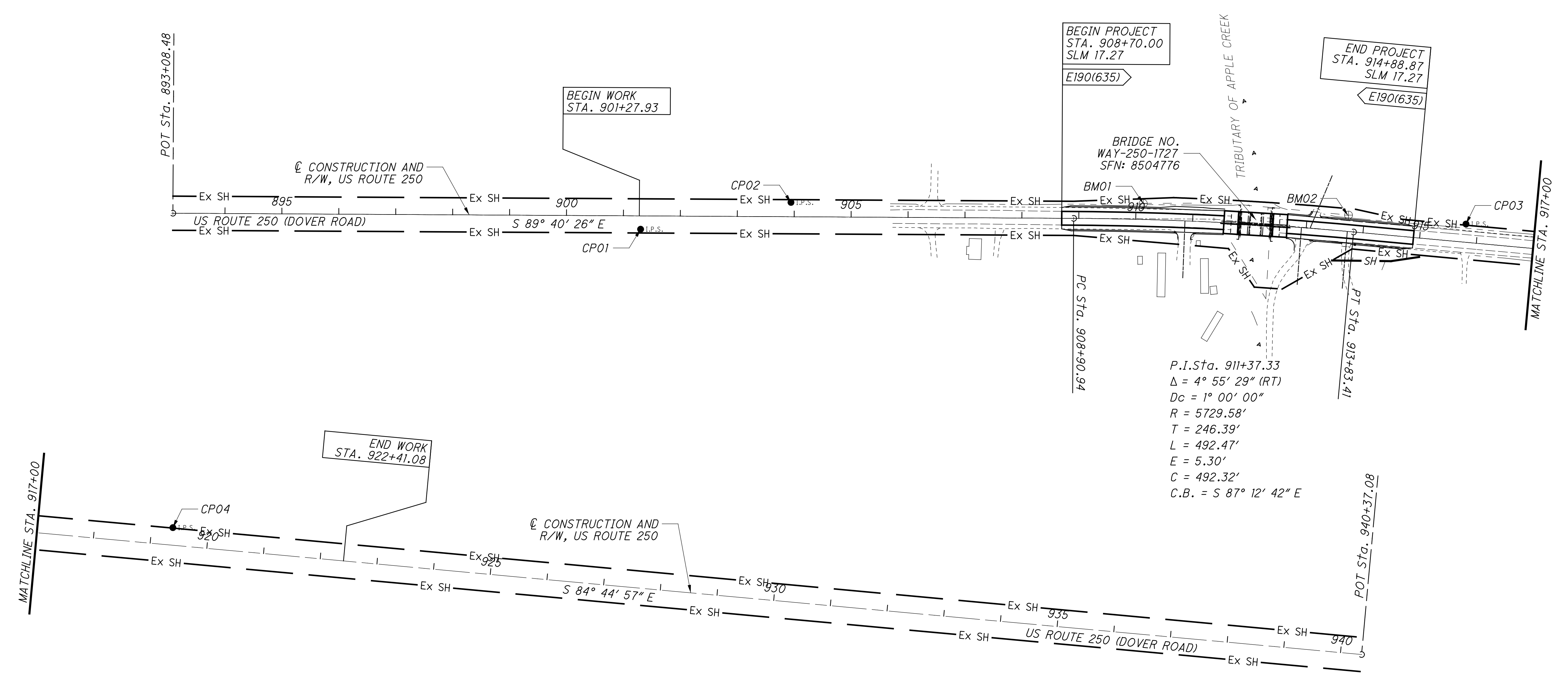
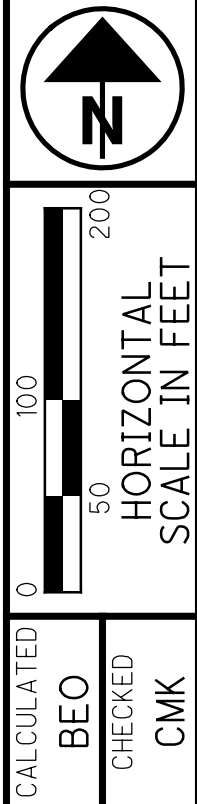
DIRECTOR, DEPARTMENT OF TRANSPORTATION

FEDERAL PROJECT NO. **E190(635)**
PID NO. **102768**
CONSTRUCTION PROJECT NO. **NONE**
RAILROAD INVOLVEMENT **NONE**
WAY-250-17.27
1/73

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WETLANDS ARE WITHIN 100 FEET OF THE PROPOSED CONSTRUCTION LIMITS.
 THERE ARE LANDSCAPED AREAS WITHIN THE PROPOSED CONSTRUCTION LIMITS & SHOWN ON PLANS.



CALCULATED

BEO

CHECKED

CMK

SCHEMATIC PLAN

PROJECT GROUND COORDINATES - US SURVEY FEET

PROJECT CONTROL POINTS

STATE PLANE GRID COORDINATES

PROJECT COORDINATES (US SURVEY FEET) ARE RELATIVE TO STATE PLAN GRID COORDINATES (METERS) BY A PROJECT ADJUSTMENT FACTOR OF : 3.28112467
 WAYNE COUNTY S.H. 414 SEC. P.E. & Q PT. (1932) USED FOR ALIGNMENT

HORIZ. DATUM: NAD83(2011) OHIO STATE PLANE, NORTH ZONE(3401) VERT DATUM: NAVD88
 CP01 DEFINED BY GPS FROM CORS USING GEOID 12B. ALL OTHER ELEV ARE ESTABLISHED BY LEVELING FROM CP01

NAME	OF RIGHT-OF-WAY SR 250			WAYNE COUNTY S.H. 414 SEC. P.E. & Q PT. (1932) USED FOR ALIGNMENT				DESCRIPTION	NAME	NORTHING (m)	EASTING (M)	ORTHO HT (m)	NORTHING (US FT)	EASTING (US FT)
	STATION	OFFSET (US FT)	SIDE (LT/RT)	NORTHING (US FT)	EASTING (US FT)	ELEV (US FT)	FEATURE							
BM01	910+12.50	28.08	LT	397830.994	2144843.902	994.28	BM	PONY SPIKE SET IN TELEPHONE POLE	BM01	121248.3625	653691.6811	303.057	397795.6694	2144653.4571
BM02	913+71.14	27.82	LT	397809.774	2145203.605	1000.28	BM	PONY SPIKE SET IN TELEPHONE POLE	BM02	121241.8954	653801.3091	304.886	397774.4517	2145013.1281
CP01	901+30.28	23.44	RT	397785.794	2143960.823	999.26	IPIN	3/4 IN PIN SET WITH 3.25 IN ODOT DISC	CP01	121234.5869	653422.5420	304.576	397750.4740	2143770.4566
CP02	903+94.19	25.19	LT	397832.921	2144225.004	997.05	IPIN	5/8 IN PIN SET WITH ODOT TRAVERSE POINT CAP	CP02	121248.9498	653503.0571	303.903	397797.5961	2144034.6132
CP03	915+78.82	31.96	LT	397794.899	2145410.855	1004.15	IPIN	5/8 IN IRON PIN SET WITH ODOT TRAVERSE POINT CAP	CP03	121237.3618	653864.4731	306.066	397759.5778	2145220.3589
CP04	919+37.22	30.81	LT	397760.959	2145767.646	1006.73	IPIN	5/8 IN PIN WITH ODOT TRAVERSE POINT CAP	CP04	121227.0178	653973.2138	306.853	397725.6408	2145577.1191
MN20	911+83.38	23.83	LT	397819.577	2145015.225	994.08	USGS	USGS DISC FOUND NORTHWEST BRIDGE ABUTMENT	MN20	121244.8830	653743.8957	302.997	397784.2537	2144824.7644

CENTERLINE OF RIGHT-OF-WAY & CONSTRUCTION - US ROUTE 250

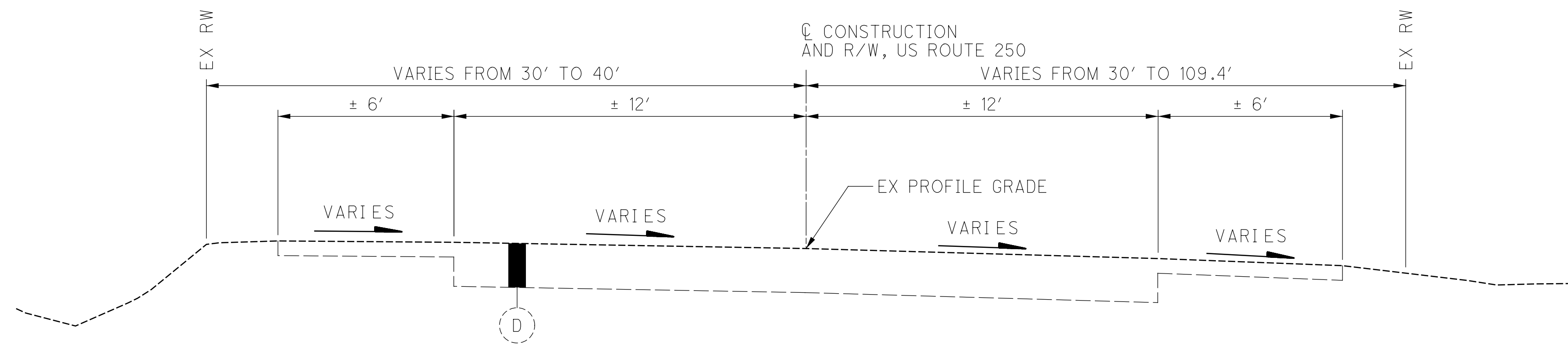
CENTERLINE ALIGNMENT

STATE PLANE GRID COORDINATES

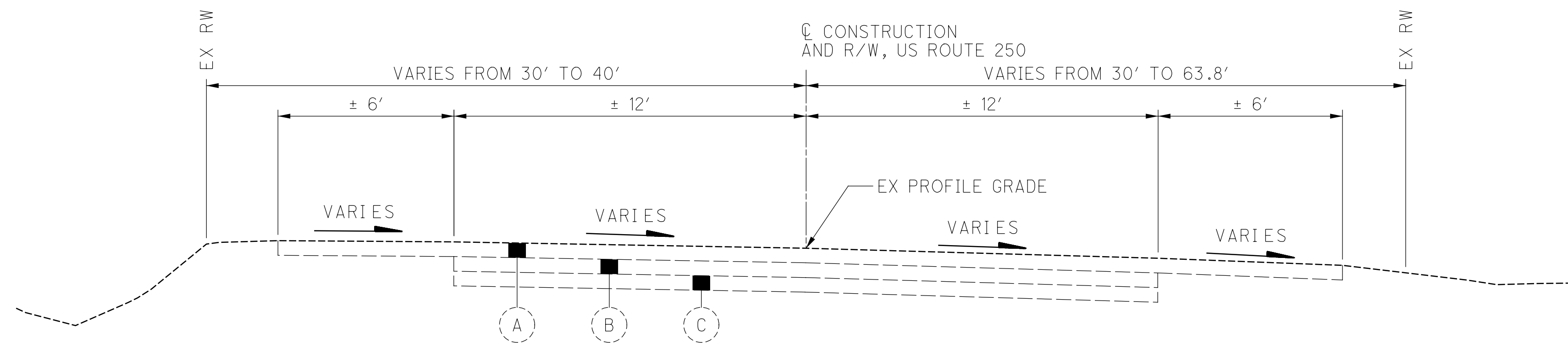
HORIZ. DATUM: NAD83(2011) OHIO STATE PLANE, NORTH ZONE(3401) VERT DATUM: NAVD88

NAME	STATION	OFFSET (US FT)	SIDE (LT/RT)	NORTHING (US FT)	EASTING (US FT)	ELEV (US FT)	FEATURE	DESCRIPTION	NAME	NORTHING (m)	EASTING (M)	ORTHO HT (m)	NORTHING (US FT)	EASTING (US FT)
CLRWO2	908+90.94			397804.907	2144721.601		CALCPT	PC Sta. 908+90.94	CLRWO2	121240.4120	653654.4069		397769.585	2144531.167
CLRWO3	911+37.33	5.30	LT	397803.505	2144967.985		CALCPT	PI Sta. 911+37.33	CLRWO3	121239.9847	653729.4983		397768.183	2144777.529
CLRWO4	913+83.41			397780.957	2145213.339		CALCPT	PT Sta. 913+83.41	CLRWO4	121233.1127	653804.2757		397745.637	2145022.861
CLRWO5	940+37.08			397538.108	2147855.869		CALCPT	POT Sta. 940+37.08	CLRWO5	121159.0986	654609.6489		397502.809	2147665.156

WAY - 250 - 17.27



EXISTING TYPICAL SECTION - US ROUTE 250
 STA. 912+41.21 TO STA. 914+88.87



EXISTING TYPICAL SECTION - US ROUTE 250
 STA. 908+70.00 TO STA. 911+80.04

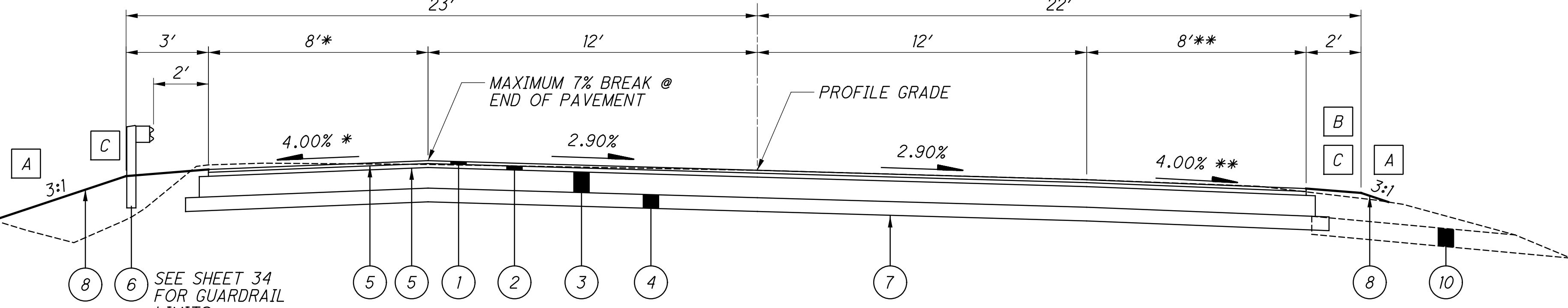
EXISTING LEGEND

- (A) ASPHALT CONCRETE PAVEMENT, ± 6.5"
- (B) ASPHALT CONCRETE BASE, ± 6.0"
- (C) AGGREGATE BASE, ± 5.5"
- (D) ASPHALT CONCRETE PAVEMENT, ± 18.0"

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*PAVED SHOULDER TRANSITION
 WIDTH VARIES 8.94' TO 8.00' FROM STA. 912+66.01 TO STA. 913+18.10
 SLOPE VARIES 2.90% TO 4.00% FROM STA. 912+66.21 TO STA. 913+65.52

**PAVED SHOULDER TRANSITION
 WIDTH VARIES 7.06' TO 8.00' FROM STA. STA. 912+66.40 TO STA. 913+18.10
 SLOPE VARIES 2.90% TO 4.00% FROM STA. 912+66.21 TO STA. 912+80.38



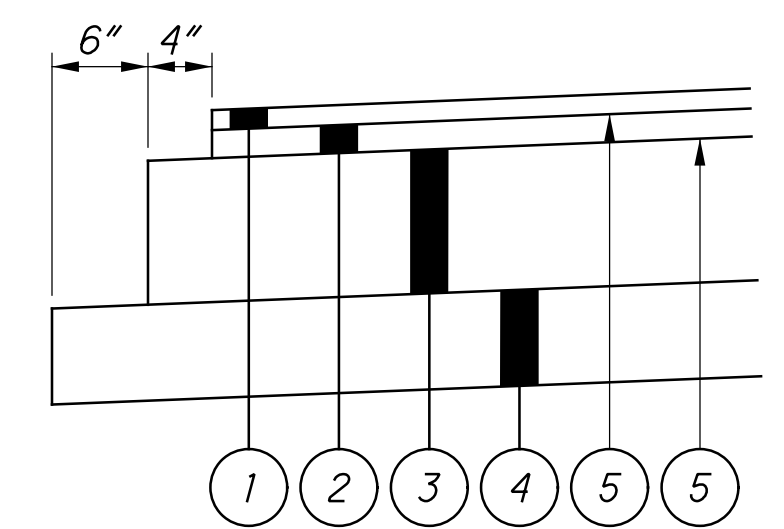
SUPERELEVATED SECTION - US ROUTE 250

FULL SUPER

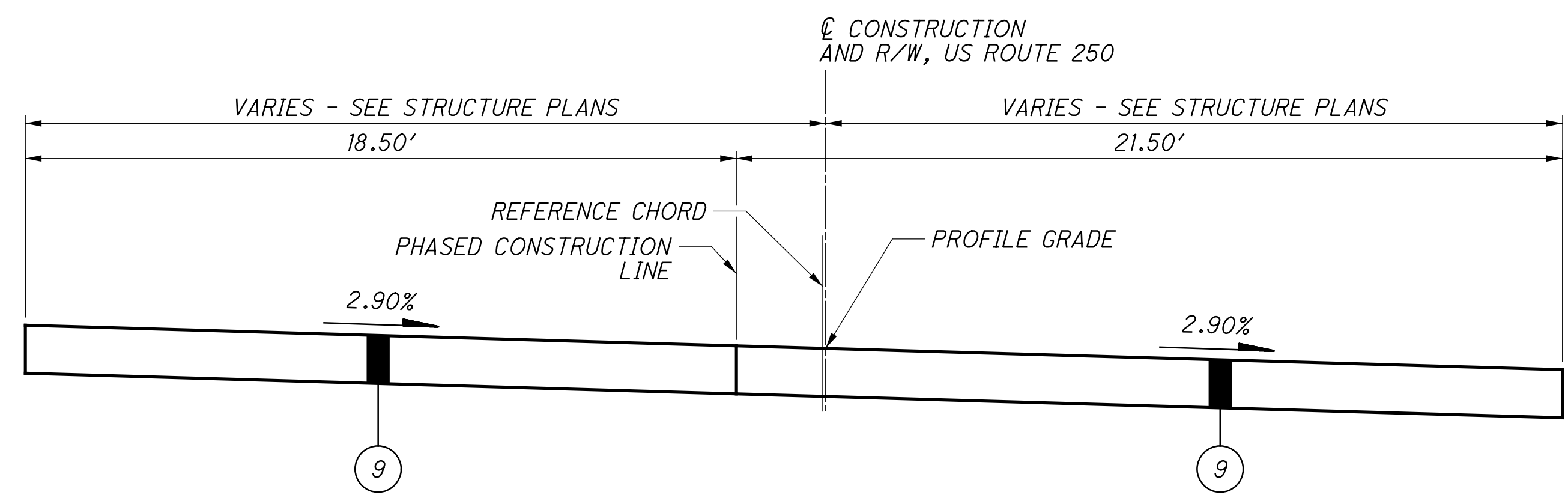
STA. 912+66.21 TO STA. 913+56.89

TRANSITION (OUT)

STA. 913+56.89 TO STA. 914+88.87



BASE AND SUBBASE STEP DETAIL

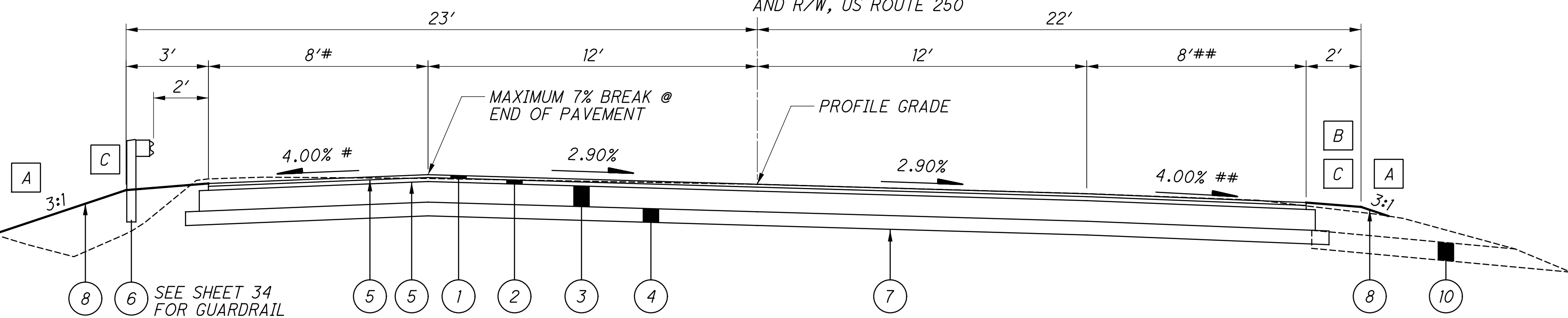


APPROACH SLAB - US ROUTE 250

STA. 911+55.04 TO STA. 911+80.04
 STA. 912+41.21 TO STA. 912+66.21

#PAVED SHOULDER TRANSITION
 WIDTH VARIES 8.00' TO 8.94' FROM STA. 911+03.15 TO STA. 911+55.04
 SLOPE VARIES 4.00% TO 2.90% FROM STA. 910+55.73 TO STA. 911+55.04

##PAVED SHOULDER TRANSITION
 WIDTH VARIES 8.00' TO 7.06' FROM STA. 911+03.15 TO 911+55.04
 SLOPE VARIES FROM 4.00% TO 2.90% STA. 911+40.87 TO STA. 911+55.04



SUPERELEVATED SECTION - US ROUTE 250

TRANSITION (IN)

STA. 908+70.00 TO STA. 909+17.46

FULL SUPER

STA. 909+17.46 TO STA. 911+55.04

TYPICAL SECTION NOTES

- A UNLESS OTHERWISE SHOWN ON CROSS SECTIONS.
- B NO ROUNDING IS REQUIRED WHEN FORESLOPE IS 6:1 OR FLATTER. 4' ROUNDING WHEN GUARDRAIL IS REQUIRED.
- C FORESLOPE MAY VARY IN PAVEMENT TRANSITION AREAS AT EXTREME ENDS OF PAVEMENT WORK AND ADJACENT TO STRUCTURE WAY-250-17.27 SEE CROSS SECTIONS.

PROPOSED LEGEND

- 1 ITEM 441 - ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), PG64-22, 1.25"
- 2 ITEM 441 - ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, (448), 1.75"
- 3 ITEM 301 - ASPHALT CONCRETE BASE, PG64-22, 9"
- 4 ITEM 304 - AGGREGATE BASE, 6"
- 5 ITEM 407 - TACK COAT (APPLIED AT 0.05 GAL/SQYD)
- 6 ITEM 606 - GUARDRAIL, TYPE MGS WITH LONG POSTS
- 7 ITEM 204 - SUBGRADE COMPACTION
ITEM 204 - PROOF ROLLING
- 8 ITEM 659 - SEEDING AND MULCHING
- 9 ITEM 526 - REINFORCED CONCRETE APPROACH SLABS (T=15")
- 10 ITEM 605 - AGGREGATE DRAIN

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
120 JOHN SCOTT HIGHWAY
STUEBENVILLE, OH 43952
ATTN: STEVE GOLDSMITH
P: (740) 266-3025
E: SJGOLDSMITH@aep.com

NATURAL GAS:
DOMINION EAST OHIO
320 SPRINGSIDE DRIVE
AKRON, OH 44333
ATTN: UMBERTO POLIZZI
P: (330) 664-2469
E: Umberto.Polizzi@dominionenergy.com

TELECOMMUNICATION:
CLEAR PICTURE, INC.
444 WEST MILL TOWN ROAD
WOOSTER, OHIO 44691
ATTN: JEREMY LEHMAN
P: (330) 345-5110, EXT. 219
E: jlehman@cpwooster.com

TELECOMMUNICATION:
LUMEN
175 ASHLAND ROAD, P.O. BOX 3555
MANSFIELD, OHIO 44907
ATTN: JEFF SCHOONOVER
P: (330) 262-1128
E: jeffrey.l.schoonover@lumen.com

THE AFOREMENTIONED UTILITY COMPANIES AND AGENCIES HAVE VARIOUS FACILITIES IN THE AREA THAT WILL REMAIN IN PLACE DURING CONSTRUCTION.

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.

EXTREME CAUTION SHOULD BE EXERCISED IN AREAS WITH UTILITIES. SECTION 105.07 AND 107.16 OF THE DEPARTMENT OF TRANSPORTATION CONSTRUCTION AND MATERIALS SPECIFICATIONS REQUIRE, AMONG OTHER THINGS, THAT THE CONTRACTOR COOPERATE WITH ALL UTILITIES LOCATED WITHIN THE LIMITS OF THIS CONSTRUCTION PROJECT AND TAKE RESPONSIBILITY FOR THE PROTECTION OF THE UTILITY PROPERTY AND SERVICES.

EXISTING PLANS

EXISTING PLANS ENTITLED 226(1955).WAY-250-16.57 MAY BE INSPECTED IN THE ODOT DISTRICT 3 OFFICE IN ASHLAND, OHIO.

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 7 PM AND 7 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

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: ODOT VRS
MONUMENT TYPE: B

VERTICAL POSITIONING

ORTHOMETRIC HEIGHT DATUM: NAVD88
GEOID: GEOID 12B

HORIZONTAL POSITIONING

REFERENCE FRAME: NAD83 (2011)
ELLIPSOID: GRS80
MAP PROJECTION: LAMBERT CONFORMAL CONIC
COORDINATE SYSTEM: OHIO STATE PLANE - NORTH ZONE
COMBINED SCALE FACTOR: 1.00008880
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.

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.

MONUMENT ASSEMBLIES

CONSTRUCT MONUMENT ASSEMBLIES IN ACCORDANCE WITH THE DETAILS SHOWN ON THE STANDARD CONSTRUCTION DRAWINGS AND AT THE LOCATIONS SHOWN ON SHEET NO. 59.

ITEM 201 - 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 BID PRICE FOR ITEM 201, CLEARING AND GRUBBING.

ROUTINE MAINTENANCE

BETWEEN THE TIME THAT BIDS ARE TAKEN AND THE START OF CONSTRUCTION, THE MAINTAINING AGENCY MAY ENTER UPON THE PROJECT AND PERFORM ROUTINE MAINTENANCE SUCH AS CRACK SEALING, PATCHING, AND BERM AND SHOULDER REPAIR. THE EFFECTS, IF ANY, OF THE PERFORMANCE OF ROUTINE MAINTENANCE SHALL BE CONSIDERED AS INHERENT IN WORK OF THE CHARACTER PROVIDED FOR IN THE PLAN AND THE RESULTING CONDITIONS SHALL NOT BE CONSIDERED AS DIFFERING MATERIALLY FROM THOSE EXISTING AT THE TIME BIDS WERE TAKEN.

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.

FLOODPLAIN COORDINATION

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

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, THE CONTRACTOR SHALL 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, THE ENGINEER SHALL BE NOTIFIED 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, THE ENGINEER SHALL BE NOTIFIED 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 SHALL BE INCLUDED IN THE CONTRACT PRICE FOR THE PERTINENT 611 CONDUIT ITEM.

RESIDENTIAL AND COMMERCIAL DRAINAGE CONNECTIONS

EXISTING ROOF DRAINS, FOOTER DRAINS, OR YARD DRAINS, DISTURBED BY THE WORK SHALL BE PROVIDED WITH UNOBSTRUCTED OUTLETS BY CONNECTING A CONDUIT THROUGH THE CURB OR INTO A DRAINAGE STRUCTURE. THE LOCATION, TYPE, SIZE AND GRADE OF THE NEW CONDUIT REQUIRED TO REPLACE OR EXTEND THE EXISTING DRAIN WILL BE DETERMINED BY THE ENGINEER.

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.

PAYMENT FOR ALL LABOR AND MATERIALS WILL BE PERFORMED BY CHANGE ORDER.

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.

FARM DRAINS

ALL FARM DRAINS, WHICH ARE ENCOUNTERED DURING CONSTRUCTION, SHALL BE PROVIDED WITH UNOBSTRUCTED OUTLETS. EXISTING COLLECTORS WHICH ARE LOCATED BELOW THE ROADWAY DITCH ELEVATIONS, AND WHICH CROSS THE ROADWAY, SHALL BE REPLACED WITHIN THE CONSTRUCTION LIMITS BY ITEM 611 CONDUIT, TYPE B, ONE COMMERCIAL SIZE LARGER THAN THE EXISTING CONDUIT.

EXISTING COLLECTORS AND ISOLATED FARM DRAINS, WHICH ARE ENCOUNTERED ABOVE THE ELEVATION OF ROADWAY DITCHES, SHALL BE OUTLETTED INTO THE ROADWAY DITCH BY 611 TYPE F CONDUIT. THE OPTIMUM OUTLET ELEVATION SHALL BE ONE FOOT ABOVE THE FLOWLINE ELEVATION OF THE DITCH. LATERAL FIELD TILES WHICH CROSS THE ROADWAY SHALL BE INTERCEPTED BY 611, TYPE E CONDUIT, AND CARRIED IN A LONGITUDINAL DIRECTION TO AN ADEQUATE OUTLET OR ROADWAY CROSSING.

THE LOCATION, TYPE, SIZE AND GRADE OF REPLACEMENTS SHALL BE DETERMINED BY THE ENGINEER AND PAYMENT SHALL BE MADE ON FINAL MEASUREMENTS.

EROSION CONTROL PADS SHALL BE PROVIDED AT THE OUTLET END OF ALL FARM DRAINS AS PER STANDARD CONSTRUCTION DRAWING DM-1.1, EXCEPT WHEN THEY OUTLET INTO A DRAINAGE STRUCTURE. PAYMENT FOR THE EROSION CONTROL PADS AND ANY NECESSARY BENDS OR BRANCHES SHALL BE INCLUDED FOR PAYMENT IN THE PERTINENT CONDUIT ITEMS.

PAYMENT FOR ALL LABOR AND MATERIALS WILL BE PERFORMED BY CHANGE ORDER.

ITEM 605 - AGGREGATE DRAINS

AGGREGATE DRAINS SHALL BE PLACED AT 50 FOOT INTERVALS ON EACH SIDE OF NORMAL CROWNED SECTIONS, STAGGERED SO THAT EACH DRAIN IS 25 FEET FROM THE ADJACENT DRAIN ON THE OPPOSITE SIDE, AND AT 25 FOOT INTERVALS ON THE LOW SIDE ONLY OF SUPERELEVATED SECTIONS. AN AGGREGATE DRAIN SHALL BE PLACED AT THE LOW POINT OF EACH SAG VERTICAL CURVE.

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN INCLUDED IN THE PLANS AND CARRIED TO THE GENERAL SUMMARY:

ITEM 605, AGGREGATE DRAINS 62 FT

ITEM 202 - REMOVAL MISC.: ABANDONED GAS LINE

DURING CONSTRUCTION OF THE PROPOSED STORM SEWER, THE CONTRACTOR MAY FIND IT NECESSARY TO REMOVE A PORTION OF THE ABANDONED GAS LINE. WHERE SPECIFIED IN THE PLANS, THE ABANDONED GAS LINE SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR. PAYMENT FOR THIS WORK SHALL BE MADE AT THE UNIT PRICE BID FOR ITEM 202, REMOVAL MISC.: ABANDONED GAS LINE.

THE FOLLOWING CONTINGENCY QUANTITY HAS BEEN INCLUDED IN THE PLANS AND CARRIED TO THE GENERAL SUMMARY:

ITEM 202, REMOVAL MISC.: ABANDONED GAS LINE - 135 FT.

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GENERAL NOTES

WAY - 250 - 17 . 27

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REVIEW OF DRAINAGE FACILITIES

BEFORE ANY WORK IS STARTED ON THE PROJECT AND AGAIN BEFORE FINAL ACCEPTANCE BY THE STATE, REPRESENTATIVES OF THE STATE AND THE CONTRACTOR, ALONG WITH LOCAL REPRESENTATIVES, SHALL MAKE AN INSPECTION OF ALL EXISTING SEWERS WHICH ARE TO REMAIN IN SERVICE AND WHICH MAY BE AFFECTED BY THE WORK. THE CONDITION OF THE EXISTING CONDUITS AND THEIR APPURTENANCE SHALL BE DETERMINED FROM FIELD OBSERVATIONS. RECORDS OF THE INSPECTION SHALL BE KEPT IN WRITING BY THE STATE.

ALL NEW CONDUITS, INLETS, CATCH BASINS, AND MANHOLES CONSTRUCTED AS A PART OF THE PROJECT SHALL BE FREE OF ALL FOREIGN MATTER AND IN A CLEAN CONDITION BEFORE THE PROJECT WILL BE ACCEPTED BY THE STATE.

ALL EXISTING SEWERS INSPECTED INITIALLY BY THE ABOVE MENTIONED PARTIES SHALL BE MAINTAINED AND LEFT IN A CONDITION REASONABLY COMPARABLE TO THAT DETERMINED BY THE ORIGINAL INSPECTION. ANY CHANGE IN THE CONDITION RESULTING FROM THE CONTRACTOR'S OPERATIONS SHALL BE CORRECTED BY THE CONTRACTOR TO THE SATISFACTION OF THE ENGINEER.

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

ITEM 659 - 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	116 CU. YD.
659, SEEDING AND MULCHING	1031 SQ. YD.
659, REPAIR SEEDING AND MULCHING	52 SQ. YD.
659, INTER-SEEDING	52 SQ. YD.
659, COMMERCIAL FERTILIZER	0.14 TON
659, LIME	0.31 ACRES
659, WATER	6 M. GAL.

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.

ITEM 202 - REMOVAL MISC.: RAILROAD TIES

WHERE SPECIFIED IN THE PLANS, RAILROAD TIES SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR. PAYMENT FOR THIS WORK SHALL BE MADE AT THE UNIT PRICE BID FOR ITEM 202, REMOVAL MISC.: RAILROAD TIES.

ITEM 202 - REMOVAL MISC.: SHED

WHERE SPECIFIED IN THE PLANS, SHED SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR. PAYMENT FOR THIS WORK SHALL BE MADE AT THE UNIT PRICE BID FOR ITEM 202, REMOVAL MISC.: SHED.

ITEM 625 - LIGHT POLE REMOVED, AS PER PLAN

WHERE SPECIFIED IN THE PLANS, THE EXISTING LIGHT POLES, INCLUDING BRICK COLUMNS, SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR. PAYMENT FOR THIS WORK SHALL BE MADE AT THE UNIT PRICE BID FOR ITEM 625, LIGHT POLE REMOVED, AS PER PLAN

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) (MULTIPLE).

ITEM SPECIAL - MAILBOX REMOVED AND RESET

DURING REMOVAL AND RESETTING, CONTRACTOR SHALL NOT CAUSE ANY DAMAGE TO THE EXISTING MAILBOXES. ANY DAMAGE DONE TO THE MAILBOXES SHALL BE REPAIRED AT THE EXPENSE OF THE CONTRACTOR. AFTER CONSTRUCTION, THE MAILBOX SHALL BE SET IN ITS NEW LOCATION ON A BASE SIMILAR TO THE EXISTING BASE. PAYMENT FOR THIS ITEM SHALL INCLUDE ALL LABOR, TOOLS, EQUIPMENT AND MATERIALS NECESSARY TO COMPLETE THE WORK. PAYMENT FOR THE ABOVE WORK SHALL BE MADE AT THE UNIT PRICE BID FOR ITEM SPECIAL, MAILBOX REMOVED AND RESET.

ITEM 204 - PROOF ROLLING

THE FOLLOWING QUANTITY IS PROVIDED IN THE GENERAL SUMMARY TO ADDRESS LOCATIONS REQUIRING PROOF ROLLING.

ITEM 204 - PROOF ROLLING 1 HOUR.

UNSUITABLE FOUNDATION SOILS

WHEN UNSUITABLE FOUNDATION SOILS ARE ENCOUNTERED IN THE AREAS OF THE PROPOSED ROADBED, THEY SHALL BE REMOVED AND REPLACED WITH SUITABLE MATERIAL MEETING THE REQUIREMENTS OF 203.02.R. THE LOCATIONS AND DIMENSIONS WILL BE AS DETERMINED BY THE ENGINEER. A DEPTH OF 1' HAS BEEN USED FOR ESTIMATING PURPOSES.

THE FOLLOWING CONTINGENCY QUANTITIES HAVE BEEN INCLUDED IN THE GENERAL SUMMARY TO BE USED AS DIRECTED BY THE ENGINEER:

ITEM 203 - GRANULAR MATERIAL, TYPE B 175 CY

ITEM 204 - EXCAVATION OF SUBGRADE 175 CY

ITEM 204 - GEOGRID 525 SY

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GENERAL NOTES

WAY - 250 - 17 . 27

SEQUENCE OF CONSTRUCTION

IT IS THE INTENT OF THE FOLLOWING SEQUENCE OF CONSTRUCTION TO PROVIDE A WORK AREA FOR THE CONTRACTOR WHILE ALSO MAINTAINING TRAFFIC IN A MANNER WHICH IS SAFE FOR THE TRAVELING PUBLIC, THEREFORE, ALL PHASES SHALL HAVE STRICT ADHERENCE.

ALL TEMPORARY OR PERMANENT PAVEMENT MARKINGS SHALL BE IN PLACE BEFORE ANY PAVEMENT IS OPENED TO TRAFFIC.

PHASE ONE

PHASE ONE INVOLVES TEMPORARY PAVEMENT WIDENING OF US ROUTE 250 EASTBOUND LANE, DEMOLITION OF THE WESTBOUND LANE AND EXISTING STRUCTURE OF US ROUTE 250 AND CONSTRUCTION OF THE WESTBOUND LANE AND PROPOSED STRUCTURE OF US ROUTE 250.

1. INSTALL NECESSARY TRAFFIC CONTROL DEVICES PER THE STANDARD CONSTRUCTION DRAWING (SCDs) MT-97.12. USE FLAGGERS TO MAINTAIN ONE LANE ONE DIRECTION OF TRAFFIC. USING THE PHASE ONE EASTBOUND ROADWAY WIDENING TYPICAL SECTION, PERFORM FULL DEPTH PAVEMENT SAWING ALONG THE EXISTING EASTBOUND EDGE OF PAVEMENT, REMOVE THE EXISTING PAVED SHOULDER AND CONSTRUCT PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A ON US ROUTE 250 EASTBOUND.

INSTALL NECESSARY TRAFFIC CONTROL DEVICES PER THE STANDARD CONSTRUCTION DRAWING (SCDs) MT-96.11 AND AS SHOWN IN THE PLANS. CLOSE THE WESTBOUND LANE OF US ROUTE 250. REROUTE TRAFFIC USING SIGNALIZED CONTROL AT BOTH ENDS OF THE PROJECT LIMITS ONTO THE EASTBOUND LANE OF US ROUTE 250.

USE ODOT STANDARD CONSTRUCTION DRAWING (SCDs) MT-96.11, PB END TREATMENT WITH OPENING FOR CONTRACTOR ACCESS TO MAINTAIN ACCESS TO DRIVEWAY 3 - STA. 913+06.73, LT. THROUGHOUT PHASE ONE.

2. USE THE PHASE ONE EXISTING WESTBOUND PAVEMENT REMOVED TYPICAL SECTION AND REMOVE THE EXISTING WESTBOUND LANE AND PAVED SHOULDER.

3. USE THE PHASE ONE BRIDGE DEMOLITION TYPICAL SECTION, DEMOLISH THE EXISTING WESTBOUND PORTION OF THE STRUCTURE CARRYING US ROUTE 250 OVER AN UNNAMED TRIBUTARY TO APPLE CREEK AND REMOVE EXISTING PAVEMENT AS SHOWN IN THE PLANS.

4. USE THE PHASE ONE BRIDGE CONSTRUCTION TYPICAL SECTION, CONSTRUCT THE PROPOSED WESTBOUND PORTION OF THE STRUCTURE CARRYING US ROUTE 250 OVER AN UNNAMED TRIBUTARY TO APPLE CREEK AS SHOWN IN THE PLANS.

5. USE THE PHASE ONE WESTBOUND PROPOSED PAVEMENT TYPICAL SECTION TO CONSTRUCT THE WESTBOUND PAVEMENT PER THE ROADWAY TYPICAL SECTION. PAVE THE WESTBOUND LANE AND SHOULDER OF US ROUTE 250 TO THE TOP OF THE ASPHALT CONCRETE INTERMEDIATE COURSE PER ROADWAY TYPICAL. THE ASPHALT CONCRETE SURFACE COURSE WILL BE PAVED IN PHASE THREE.

6. PAVE DRIVEWAY 3 - STA. 913+06.73, LT. PER DRIVEWAY DETAILS AS SHOWN IN THE PLANS.

PHASE TWO

PHASE TWO INVOLVES TEMPORARY PAVEMENT WIDENING OF US ROUTE 250 WESTBOUND LANE, DEMOLITION OF THE EASTBOUND LANE AND EXISTING STRUCTURE OF US ROUTE 250 AND CONSTRUCTION OF THE EASTBOUND LANE AND PROPOSED STRUCTURE OF US ROUTE 250.

1. INSTALL NECESSARY TRAFFIC CONTROL DEVICES PER THE STANDARD CONSTRUCTION DRAWING (SCDs) MT-97.12. USE FLAGGERS TO MAINTAIN ONE LANE ONE DIRECTION OF TRAFFIC. USING THE PHASE TWO WESTBOUND ROADWAY WIDENING TYPICAL SECTION, PERFORM FULL DEPTH PAVEMENT SAWING, ALONG THE EXISTING WESTBOUND EDGE OF PAVEMENT, REMOVE THE EXISTING PAVED SHOULDER AND CONSTRUCT PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A ON US ROUTE 250 WESTBOUND. THIS CONSTRUCTION WILL TAKE PLACE BEFORE AND AFTER THE LIMITS OF THE WESTBOUND FULL DEPTH PAVEMENT, THAT WAS CONSTRUCTED DURING PHASE ONE.

INSTALL NECESSARY TRAFFIC CONTROL DEVICES PER THE STANDARD CONSTRUCTION DRAWING (SCDs) MT-96.11 AND AS SHOWN IN THE PLANS. CLOSE THE EASTBOUND LANE OF US ROUTE 250. REROUTE TRAFFIC USING SIGNALIZED CONTROL AT BOTH ENDS OF THE PROJECT LIMITS ONTO THE WESTBOUND LANE OF US ROUTE 250.

USE ODOT STANDARD CONSTRUCTION DRAWING (SCDs) MT-96.11, PB END TREATMENT WITH OPENING FOR CONTRACTOR ACCESS TO MAINTAIN ACCESS TO DRIVEWAY 1 - STA. 910+86.62, RT., DRIVEWAY 2 - STA. 912+91.59, RT. AND DRIVEWAY 4 - STA. 913+72.42 THROUGHOUT PHASE TWO.

2. USE THE PHASE TWO EXISTING EASTBOUND PAVEMENT REMOVED TYPICAL SECTION AND REMOVE THE EXISTING EASTBOUND LANE PAVEMENT AND PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A CONSTRUCTED DURING PHASE ONE.

3. USE THE PHASE TWO BRIDGE DEMOLITION TYPICAL SECTION, DEMOLISH THE EXISTING EASTBOUND PORTION OF THE STRUCTURE CARRYING US ROUTE 250 OVER AN UNNAMED TRIBUTARY TO APPLE CREEK.

4. USE THE PHASE TWO BRIDGE CONSTRUCTION TYPICAL SECTION, CONSTRUCT THE PROPOSED EASTBOUND PORTION OF THE STRUCTURE CARRYING US ROUTE 250 OVER AN UNNAMED TRIBUTARY TO APPLE CREEK AS SHOWN IN THE PLANS.

5. USE THE PHASE TWO EASTBOUND PROPOSED PAVEMENT TYPICAL SECTION TO CONSTRUCT THE EASTBOUND PAVEMENT PER THE ROADWAY TYPICAL SECTION. PAVE THE EASTBOUND LANE AND SHOULDER OF US ROUTE 250 TO THE TOP OF THE ASPHALT CONCRETE INTERMEDIATE COURSE PER ROADWAY TYPICAL. THE ASPHALT CONCRETE SURFACE COURSE WILL BE PAVED IN PHASE THREE.

6. PAVE DRIVEWAY 1 - STA. 910+86.62, RT., DRIVEWAY 2 - STA. 912+91.59, RT. AND DRIVEWAY 4 - STA. 913+72.42 PER DRIVEWAY DETAILS AS SHOWN IN THE PLANS.

PHASE THREE

PHASE THREE INVOLVES PAVING OF OF ASPHALT CONCRETE SURFACE COURSES OF BOTH THE EASTBOUND AND WESTBOUND LANES OF US ROUTE 250 AND THE INSTALLATION OF SEEDING AND MULCHING ON ALL BARE EARTH SURFACE INSIDE THE CONSTRUCTION LIMITS.

1. INSTALL NECESSARY TRAFFIC CONTROL DEVICES PER THE STANDARD CONSTRUCTION DRAWING (SCDs) MT-97.12. USE FLAGGERS TO MAINTAIN ONE LANE ONE DIRECTION OF TRAFFIC. USING THE PHASE THREE TYPICAL SECTION, COMMENCE PAVEMENT OPERATIONS AND PLACE THE ASPHALT CONCRETE SURFACE COURSE.

3. PLACE FINAL PAVEMENT MARKINGS.

3. INSTALL SEEDING AND MULCHING ON ALL BARE EARTH SURFACES INSIDE THE CONSTRUCTION LIMITS.

4. REMOVE ALL TRAFFIC CONTROL DEVICES AND RETURN US ROUTE 250 TRAFFIC TO NORMAL OPERATIONS.

ITEM 614 - MAINTENANCE OF TRAFFIC

A MINIMUM OF ONE (1) 10' LANE OF ONE (1) DIRECTION OF TRAFFIC ON US ROUTE 250 SHALL BE MAINTAINED AT ALL TIMES BY USE OF THE METHODS DESCRIBED IN THESE PLANS.

THE CONTRACTOR SHALL CONSTRUCT THIS PROJECT IN ACCORDANCE WITH THE "SEQUENCE OF CONSTRUCTION" SHOWN ON SHEET 7 FOR US ROUTE 250.

LENGTH AND DURATION OF LANE CLOSURES AND RESTRICTIONS SHALL NOT EXCEED 180 WORKING DAYS. A DISINCENTIVE OF \$3,000/DAY WILL BE ADDED FOR EVERY DAY OVER THE 180 WORKING DAYS. 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 OF THE WORK IN PROGRESS.

ALL WORK AND TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH CMS 614 AND OTHER APPLICABLE PORTIONS OF THE SPECIFICATIONS, AS WELL AS THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES. PAYMENT FOR ALL LABOR, EQUIPMENT AND MATERIALS SHALL BE INCLUDED IN THE LUMP SUM CONTRACT PRICE FOR ITEM 614, MAINTAINING TRAFFIC, UNLESS SEPERATLY ITEMIZED IN THE PLAN.

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 WEB PAGE FOR ROADWAY STANDARDS APPROVED PRODUCTS. INSTALLATION SHALL BE AT THE LOCATIONS SPECIFIED IN THE PLANS IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS.

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

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.

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

ITEM 614 - WORK ZONE IMPACT ATTENUATOR, 24" WIDE HAZARDS, (BIDIRECTIONAL) 8 EACH

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MAINTENANCE OF TRAFFIC - GENERAL NOTES

WAY - 250 - 17.27

FULLY-ACTUATED OPERATION OF WORK ZONE TRAFFIC SIGNAL

THE WORK ZONE SIGNAL CONTROL REQUIRED FOR THIS PROJECT AND SHOWN ON SHEETS 12, 13,14,15,16, & 17 AND 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	CONTROLLER MOVEMENT NO.							
	1	2	3	4	5	6	7	8
	(ALL RED) DUMMY PHASE	MAINLINE EAST BOUND	(ALL RED) DUMMY PHASE	MAINLINE WEST BOUND	DRIVE DR-1 (NORTH)	DRIVE DR-2 (NORTH)	DRIVE DR-3 (NORTH)	DRIVE DR-4 (NORTH)
MIN. GREEN		10		10	7	7	7	7
EXTENSION		4		4				
MAX. GREEN		30		30	7	7	7	7
YELLOW		3.5		3.5	3.5	3.5	3.5	3.5
ALL RED	67		67					
RECALL	ON	OFF	OFF	OFF	OFF	OFF	OFF	OFF

PHASE 2	CONTROLLER MOVEMENT NO.						
	1	2	3	4	5	6	7
	(ALL RED) DUMMY PHASE	MAINLINE EAST BOUND	(ALL RED) DUMMY PHASE	MAINLINE WEST BOUND	DRIVE DR-1 (NORTH)	DRIVE DR-2&3 (NORTH)	DRIVE DR-4 (NORTH)
MIN. GREEN		10		10	7	7	7
EXTENSION		4		4			
MAX. GREEN		30		30	7	7	7
YELLOW		3.5		3.5	3.5	3.5	3.5
ALL RED	67		67				
RECALL	ON	OFF	OFF	OFF	OFF	OFF	OFF

PROVIDE TIMING APPROPRIATE FOR THE SIGNAL LOCATION UNDER CONSIDERATION. TYPICAL FLOW RATES ARE DISPLAYED IN TABLE 697-2 IN THE ODOT TRAFFIC ENGINEERING MANUAL (TEM).

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

ITEM 614 - SPECIAL - WORK ZONE TRAFFIC SIGNAL 9 EACH

THE CONTRACTOR SHALL ALSO DESIGN, FURNISH, INSTALL AND MAINTAIN A TRAFFIC DETECTOR ON EACH TRAFFIC APPROACH WHICH WILL RELIABLY DETECT ALL LEGAL TRAFFIC APPROACHING (BUT NOT LEAVING) THE SIGNAL AS IT PASSES OR WAITS IN THE DESIGNATED DETECTOR ZONE SHOWN IN THE PLANS. DETECTOR DESIGNS WHICH DO NOT PROVIDE RELIABLE DETECTION, FREE FROM FALSE CALLS, SHALL BE IMMEDIATELY REPLACED BY THE CONTRACTOR.

ITEM 614 - 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.

INCREASED BARRIER DELINEATION, AS SPECIFIED HEREIN, SHALL BE INSTALLED ON ALL PB AND PERMANENT CONCRETE BARRIER LOCATED WITHIN 5 FEET OF THE EDGE OF THE TRAVELED LANE UNDER EITHER OF THE FOLLOWING CONDITIONS: ALONG TAPERS AND TRANSITION AREAS; OR ALONG CURVES (OUTSIDE ONLY) WITH DEGREE OF CURVATURE GREATER THAN OR EQUAL TO 3 DEGREES.

THE INCREASED BARRIER DELINEATION SHALL CONSIST OF EITHER DELINEATION PANELS OR THE TRIPLE STACKING OF WORK ZONE BARRIER REFLECTORS.

ITEM 614 - DELINEATION OF PORTABLE AND PERMANENT BARRIER (CNTD.)

DELINEATION PANELS SHALL CONSIST OF PANELS OF DELINEATION, APPROXIMATELY 34 INCHES LONG AND 6 INCHES WIDE AND SHALL BE "CRIMPED." PANELS SHALL BE INSTALLED AND SPACED PER TRAFFIC SCD MT-101.70.

TRIPLE-STACKED BARRIER REFLECTORS SHALL CONSIST OF ALIGNING THREE BARRIER REFLECTORS VERTICALLY, AT LOCATIONS WHERE A SINGLE BARRIER REFLECTOR WOULD BE OTHERWISE ATTACHED. THERE SHALL BE NO OPEN SPACE BETWEEN THE ADJACENT BARRIER REFLECTORS. THE TRIPLE-STACKED BARRIER REFLECTORS SHALL CONFORM TO C&MS 626, EXCEPT THAT THEY SHALL BE SPACED AND ALIGNED PER TRAFFIC SCD MT-101.70.

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

ITEM 614 - BARRIER REFLECTOR, TYPE 1 BIDIRECTIONAL 26 EACH

ITEM 614 - OBJECT MARKER, TWO-WAY 38 EACH

ITEM 614 - INCREASED BARRIER DELINEATION 36 FEET

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

ALONG RUNS OF INCREASED BARRIER DELINEATION WHERE THIS ITEM IS PROVIDED, THE QUANTITY SHALL BE MEASURED AS THE ENTIRE LENGTH OF THE RUN OF INCREASED BARRIER DELINEATION, INCLUDING THE SPACES BETWEEN THE INDIVIDUAL DELINEATION PANELS OR STACKS OF BARRIER REFLECTORS.

ITEM 614 - 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 AND THE SPACING SHALL BE APPROXIMATELY 50 FEET.

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 HSALL 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 WITH A 23 FOOT OFFSET FROM THE BARRIER REFLECTORS.

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

ITEM 614 - BARRIER REFLECTOR, TYPE 1 BIDIRECTIONAL 9 EACH

ITEM 614 - OBJECT MARKER, TWO-WAY 9 EACH

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

DUST CONTROL

THE CONTRACTOR SHALL FURNISH AND APPLY WATER FOR DUST CONTROL AS DIRECTED BY THE ENGINEER.

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

ITEM 616 - WATER 3 M. GAL

ITEM 614 - NOTIFICATIONS 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.

NOTIFICATION OF TRAFFIC RESTRICTIONS TIME TABLE

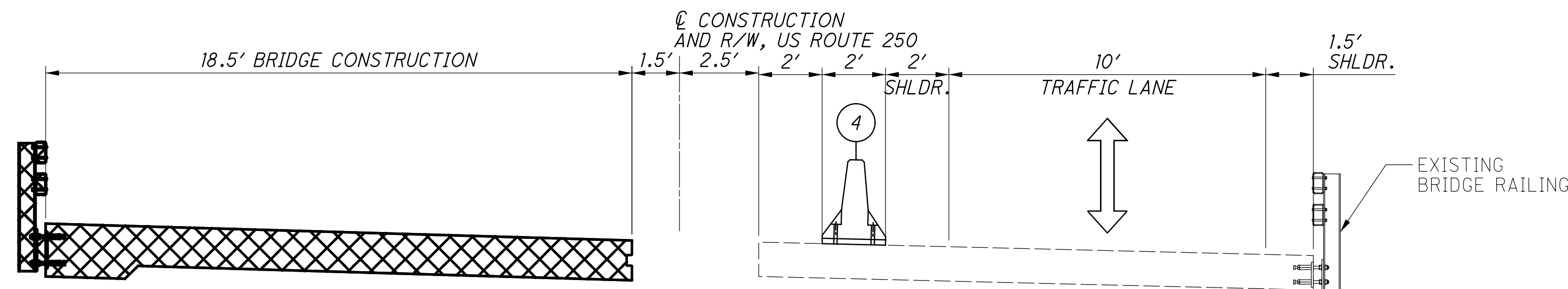
ITEM	DURATION OF CLOSURE	NOTICE DUE TO PERMITS & PIO
RAMP & ROAD CLOSURES	> = 2 WEEKS	21 CALENDAR DAYS PRIOR TO CLOSURE
	> 12 HOURS & < 2 WEEKS	14 CALENDAR DAYS PRIOR TO CLOSURE
	< = 12 HOURS	4 CALENDAR DAYS PRIOR TO CLOSURE
LANE CLOSURES & RESTRICTIONS	> = 2 WEEKS	14 CALENDAR DAYS PRIOR TO CLOSURE
	< 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.

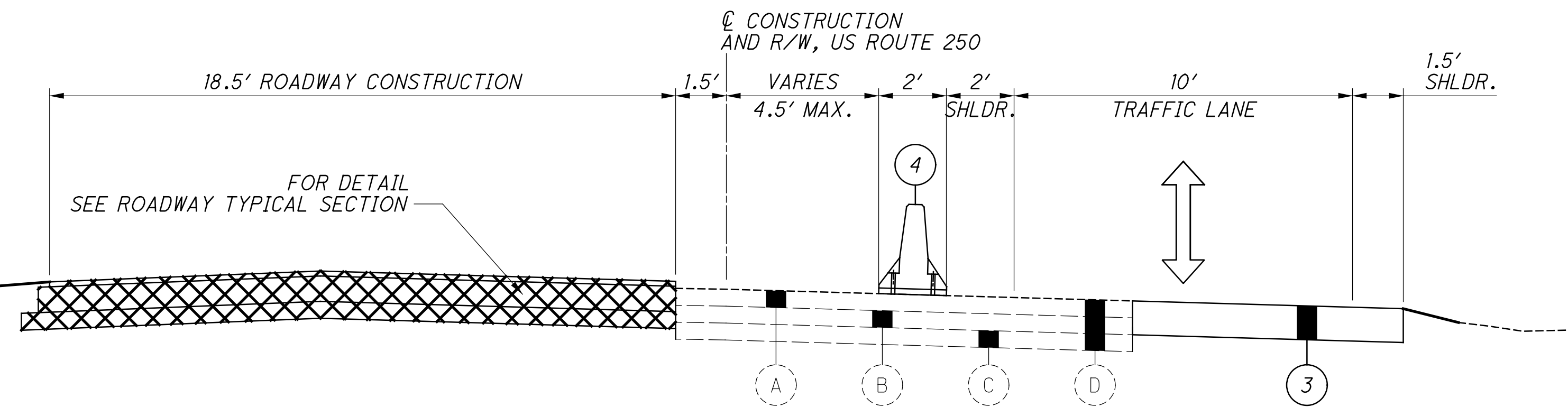
R:\080\080-1001 - WAYNE COUNTY US-250 BRIDGE REPLACEMENT - ODOT DISTRICT 3\Project Data\02768\Design\M01\Sheets\02768.M000.dgn Sheet 10/13/2023 7:10:00 AM jcoy

REF NO.	SHEET NO.	STATION		SIDE	203	304	410	614	614	614	615	622	644										
		FROM	TO		EXCAVATION CY	AGGREGATE BASE, 8" CY	TRAFFIC COMPACTED SURFACE, TYPE A CY	WORK ZONE CENTER LINE, CLASS 1, DOUBLE SOLID MILE	WORK ZONE EDGE LINE, CLASS 1, 6", WHITE MILE	WORK ZONE STOP LINE, CLASS 1 FT	PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A SY	PORTABLE BARRIER, UNANCHORED FT	REMOVAL OF PAVEMENT MARKINGS FT										
PHASE ONE																							
PR-1	12	907+81	911+68	RT							327												
PR-2	13	912+53	915+89	RT							270												
PB-1	12-14	907+46	916+21	LT / RT								865											
CY-1	12	901+28	906+28	℄				0.09															
CY-2	14	917+41	922+41	℄				0.09															
SBW-1	12	906+28	906+28	RT						12													
SBW-2	14	917+41	917+41	LT						12													
EW-1	12	906+78	916+91	LT / RT																			
EW-2	12	907+81	915+89	RT																			
RM-1	12	906+28	908+18	CL																	190		
RM-2	12-13	907+81	911+68	RT																		387	
RM-3	13-14	912+53	915+89	RT																		336	
RM-4	14	915+33	917+41	CL																		208	
TR-1	13-14	913+00	916+25	LT																			
PHASE TWO																							
PR-3	15	907+65	908+70	LT							66												
PR-4	17	914+89	915+93	LT							62												
PB-2	15,16	907+39	910+50	RT / LT								306											
EW-3	15	906+65	916+80	RT / LT						0.20													
EW-4	15	907+65	915+93	LT						0.15													
CS-2	16	910+87		RT				3.1															
CS-3	16	912+92		RT				3.5															
CS-4	16	913+72		RT				0.2															
PB-3	16	911+24	913+44	LT								220											
PB-4	16,17	914+01	915+58	LT/RT								158											
TP-1	16	912+83	913+65	RT	25.0	25.0																	
PB-5	17	916+04	916+14	RT								10											
TOTALS CARRIED TO GENERAL SUMMARY					25	25	6.8	0.18	0.67	48	725	1559	1121										

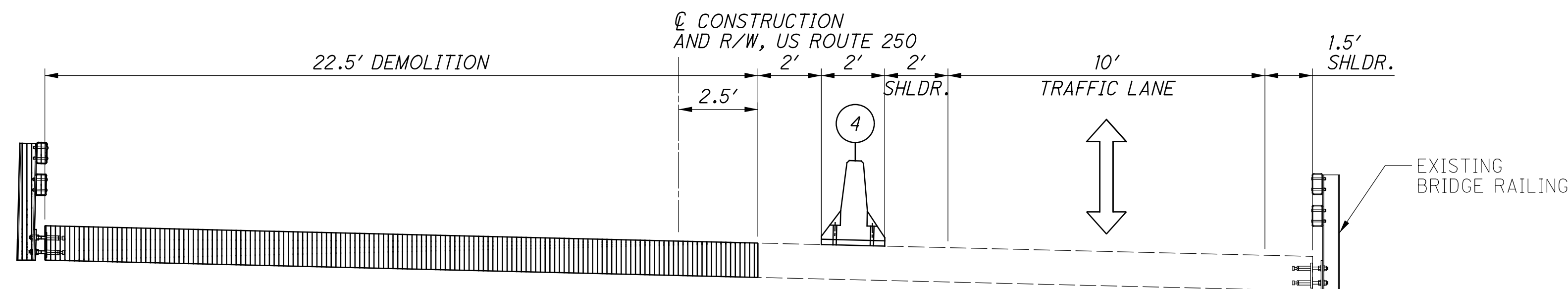
MAINTENANCE OF TRAFFIC - SUBSUMMARY	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="font-size: small;">CALCULATED</td> <td style="font-size: small;">BEO</td> </tr> <tr> <td style="font-size: small;">CHECKED</td> <td style="font-size: small;">CMK</td> </tr> </table>	CALCULATED	BEO	CHECKED	CMK
CALCULATED	BEO				
CHECKED	CMK				
WAY - 250-17.27	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="text-align: center;">9</td> </tr> <tr> <td style="text-align: center;">73</td> </tr> </table>	9	73		
9					
73					



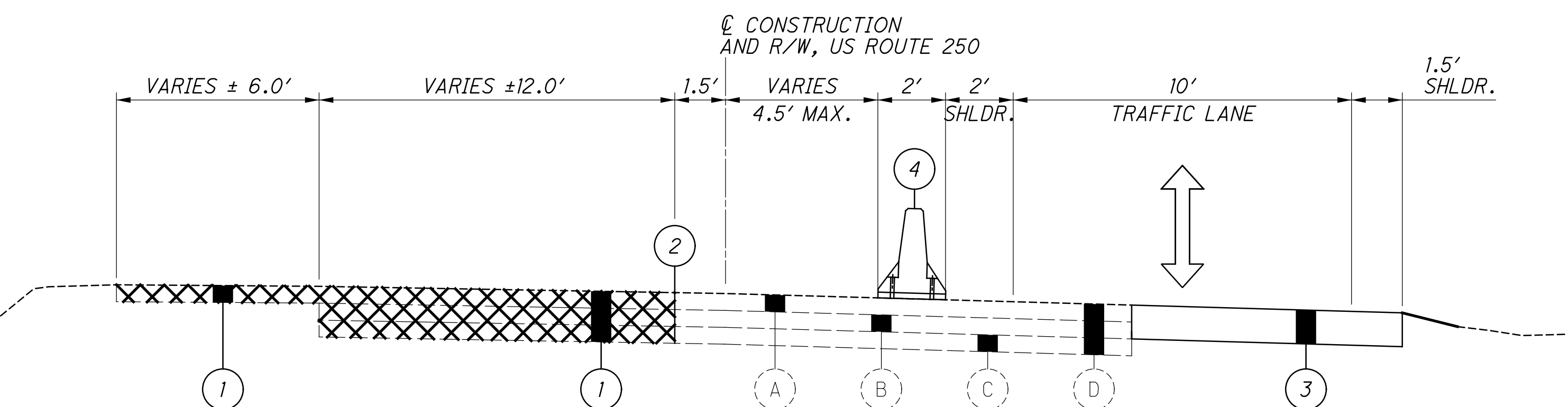
PHASE ONE WESTBOUND BRIDGE CONSTRUCTION - TYPICAL SECTION



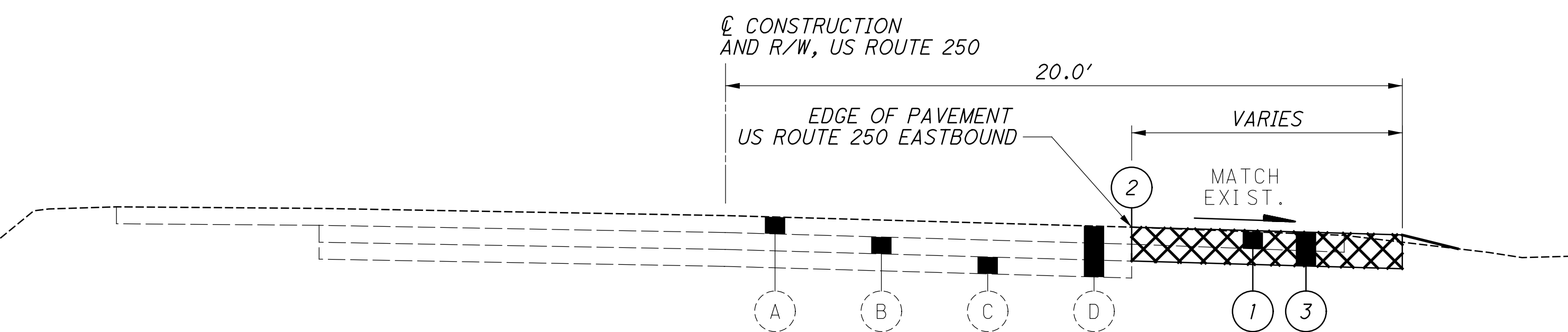
PHASE ONE WESTBOUND PROPOSED PAVEMENT - TYPICAL SECTION



PHASE ONE WESTBOUND BRIDGE DEMOLITION - TYPICAL SECTION



PHASE ONE WESTBOUND EXISTING PAVEMENT REMOVED - TYPICAL SECTION



PHASE ONE EASTBOUND ROADWAY WIDENING - TYPICAL SECTION

EXISTING LEGEND
STA. 908+70.00 TO STA. 911+80.04

- (A) ASPHALT CONCRETE PAVEMENT, ±6.5"
- (B) ASPHALT CONCRETE BASE, ±6.0"
- (C) AGGREGATE BASE, ±5.5"

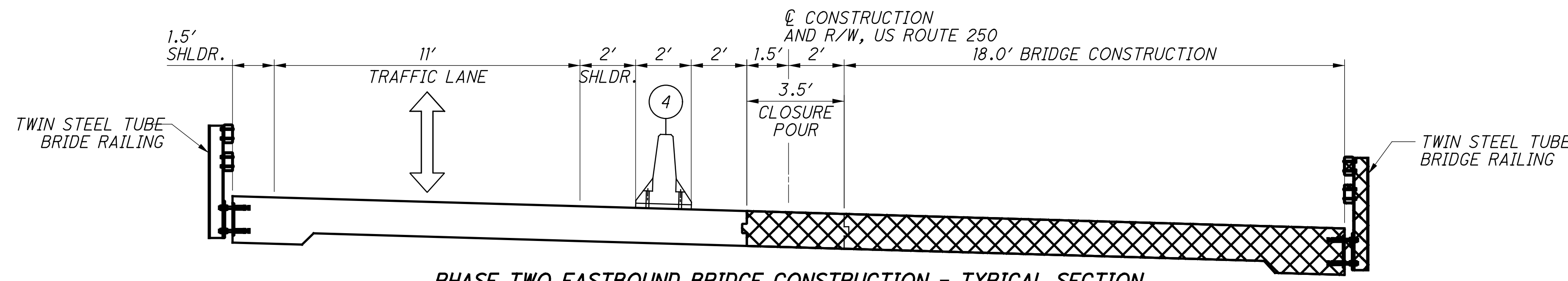
EXISTING LEGEND
STA. 912+41.21 TO STA. 914+88.87

- (D) ASPHALT CONCRETE PAVEMENT, ±18.0"

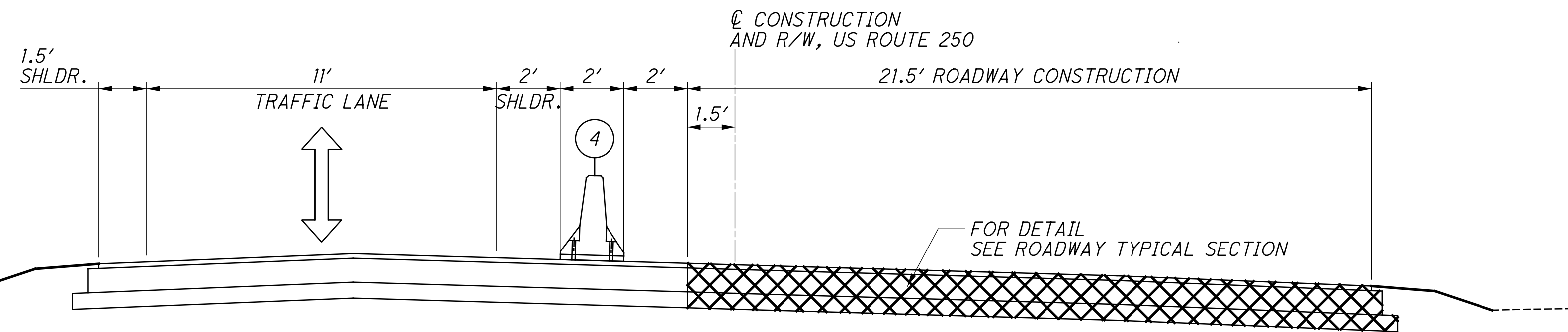
PROPOSED LEGEND

- BRIDGE DEMOLITION
- WORK AREA
- (1) ITEM 202 - PAVEMENT REMOVED
- (2) ITEM 252 - FULL DEPTH PAVEMENT SAWING
- (3) ITEM 615 - PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A
- (4) ITEM 622 - PORTABLE BARRIER, UNANCHORED

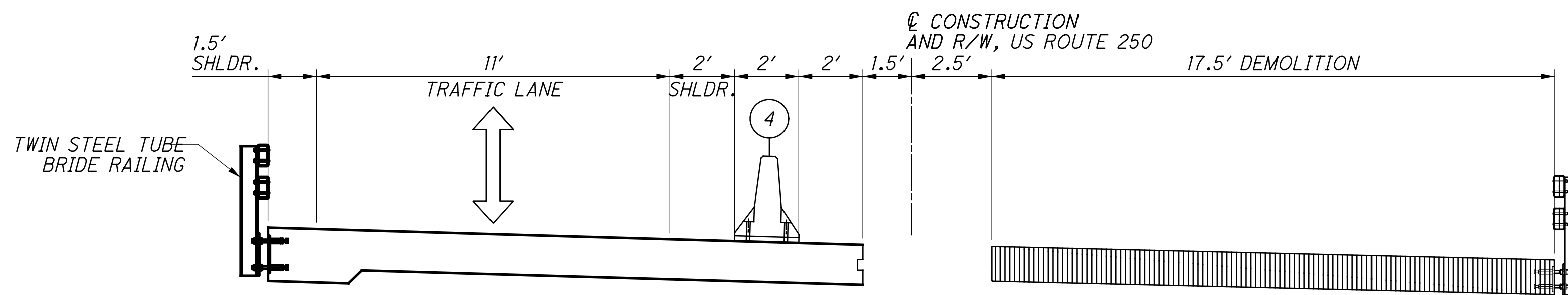
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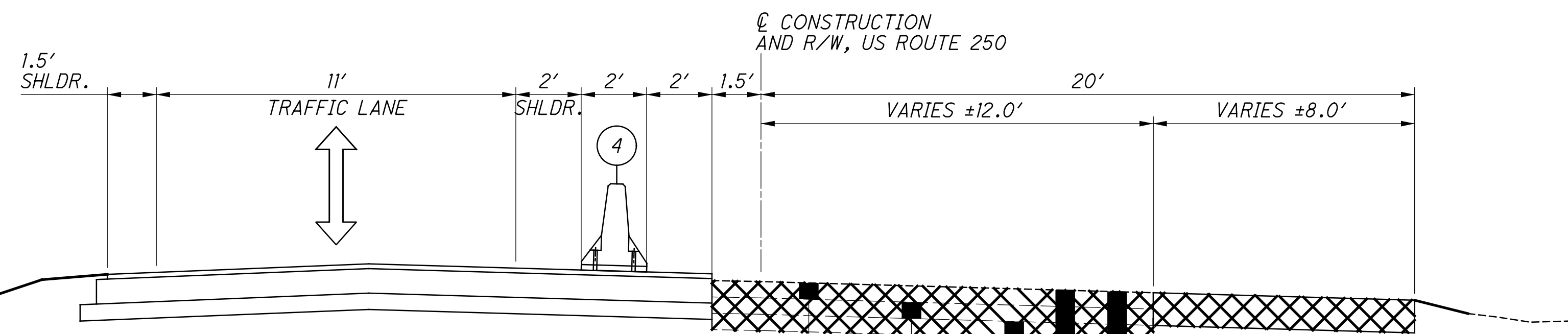
PHASE TWO EASTBOUND BRIDGE CONSTRUCTION - TYPICAL SECTION



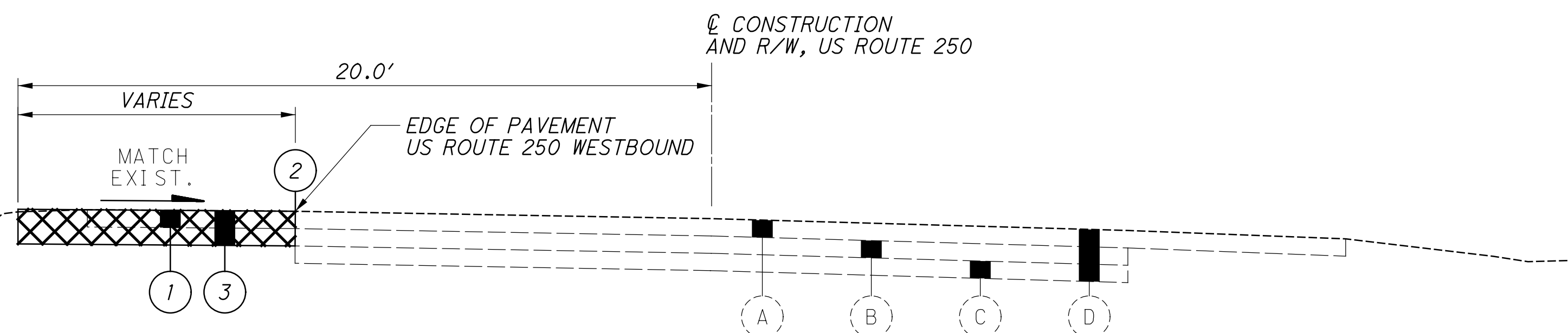
PHASE TWO EASTBOUND PROPOSED PAVEMENT - TYPICAL SECTION



PHASE TWO EASTBOUND BRIDGE DEMOLITION - TYPICAL SECTION



PHASE TWO EASTBOUND EXISTING PAVEMENT REMOVED - TYPICAL SECTION



PHASE TWO WESTBOUND ROADWAY WIDENING - TYPICAL SECTION

EXISTING LEGEND
STA. 908+70.00 TO STA. 911+80.04

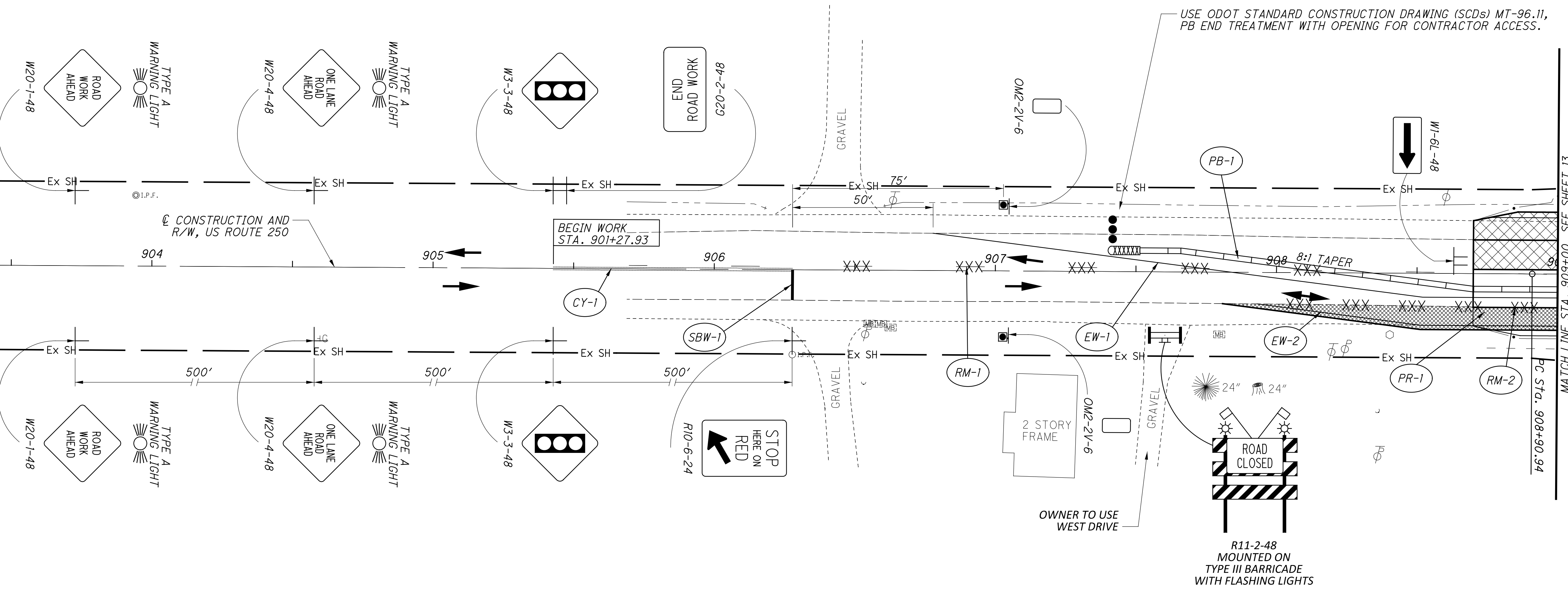
- (A) ASPHALT CONCRETE PAVEMENT, ±6.5"
- (B) ASPHALT CONCRETE BASE, ±6.0"
- (C) AGGREGATE BASE, ±5.5"

EXISTING LEGEND
STA. 912+41.21 TO STA. 914+88.87

- (D) ASPHALT CONCRETE PAVEMENT, ±18.0"

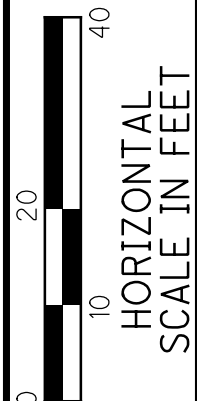
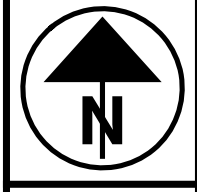
PROPOSED LEGEND

- BRIDGE DEMOLITION
- WORK AREA
- (1) ITEM 202 - PAVEMENT REMOVED
- (2) ITEM 252 - FULL DEPTH PAVEMENT SAWING
- (3) ITEM 615 - PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A
- (4) ITEM 622 - PORTABLE BARRIER, UNANCHORED



LEGEND

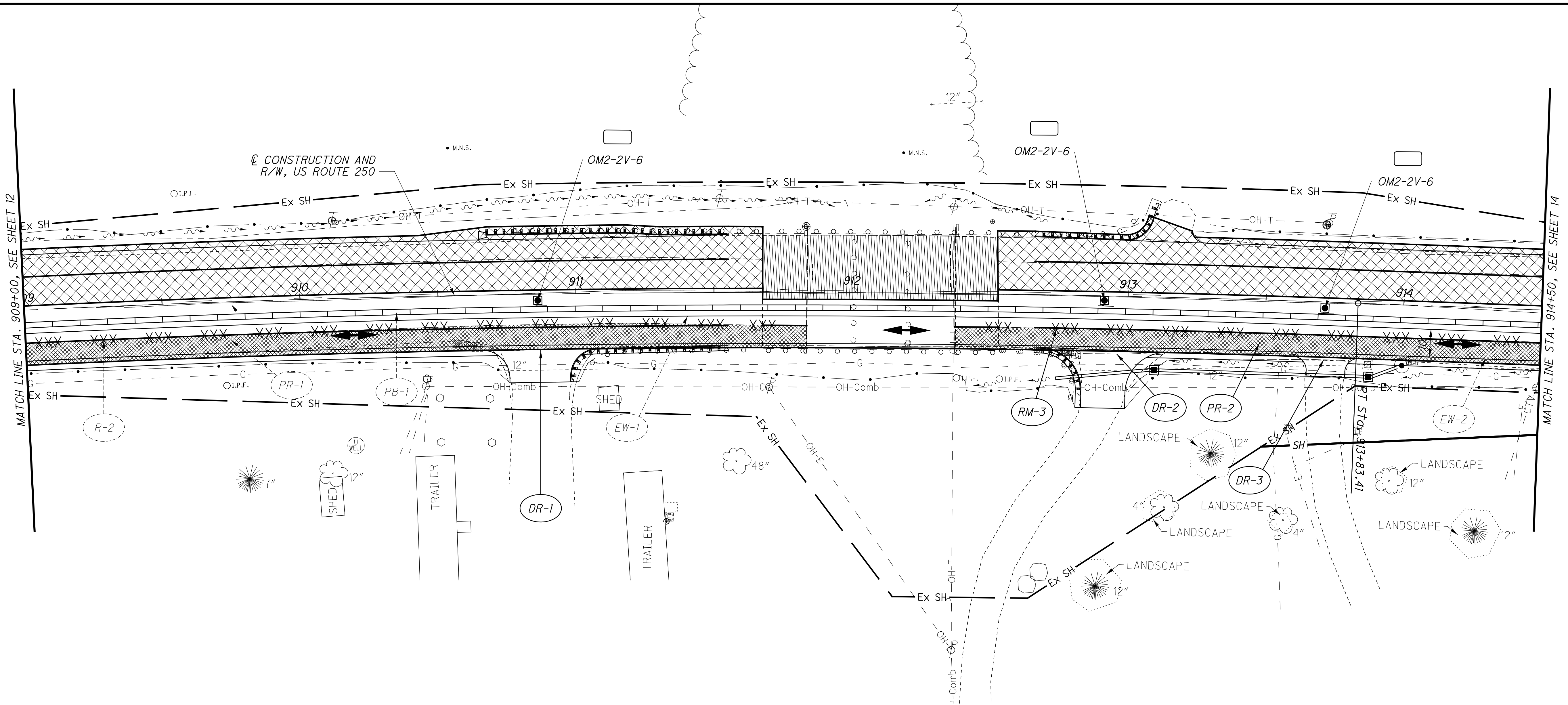
ITEM 202 PAVEMENT REMOVED, ITEM 252 FULL DEPTH PAVEMENT SAWING AND ITEM 615 PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A		DRUMS OR CONES	
ITEM 614 SPECIAL - WORK ZONE TRAFFIC SIGNAL		WORK AREA	
ITEM 622 PORTABLE BARRIER, UNANCHORED		BRIDGE DEMOLITION	
ITEM 645 REMOVAL OF PAVEMENT MARKINGS		DIRECTION OF TRAFFIC	
ITEM 614 WORK ZONE CENTER LINE, CLASS I			
ITEM 614 WORK ZONE STOP LINE, CLASS I			
ITEM 614 WORK ZONE IMPACT ATTENUATOR			
ITEM 614 WORK ZONE EDGE LINE, CLASS I, 4"			



CALCULATED
BEO
CHECKED
CMK

**MAINTENANCE OF TRAFFIC - PHASE ONE
US ROUTE 250 - STA. 901+27.93 TO STA. 909+00**

WAY - 250-17.27



MATCH LINE STA. 909+00, SEE SHEET 12

MATCH LINE STA. 914+50, SEE SHEET 14

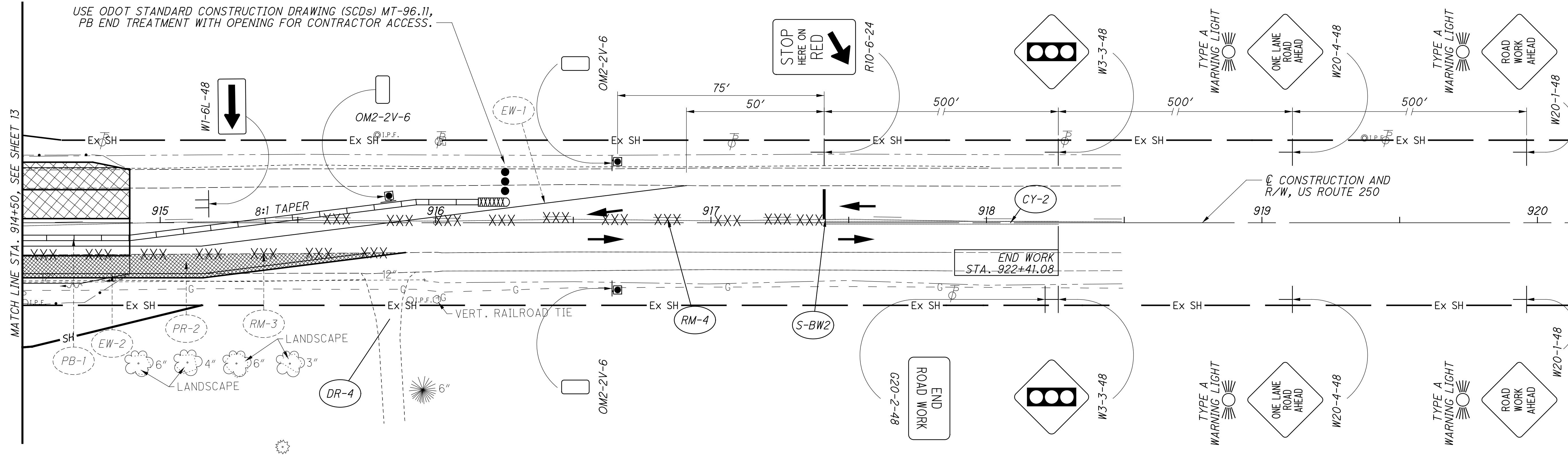
LEGEND

ITEM 202 PAVEMENT REMOVED, ITEM 252 FULL DEPTH PAVEMENT SAWING AND ITEM 615 PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A		DRUMS OR CONES	
ITEM 614 SPECIAL - WORK ZONE TRAFFIC SIGNAL		WORK AREA	
ITEM 622 PORTABLE BARRIER, UNANCHORED		BRIDGE DEMOLITION	
ITEM 645 REMOVAL OF PAVEMENT MARKINGS		DIRECTION OF TRAFFIC	
ITEM 614 WORK ZONE CENTER LINE, CLASS I			
ITEM 614 WORK ZONE STOP LINE, CLASS I			
ITEM 614 WORK ZONE IMPACT ATTENUATOR			
ITEM 614 WORK ZONE EDGE LINE, CLASS I, 4"			

CALCULATED
BEO
CHECKED
CMK

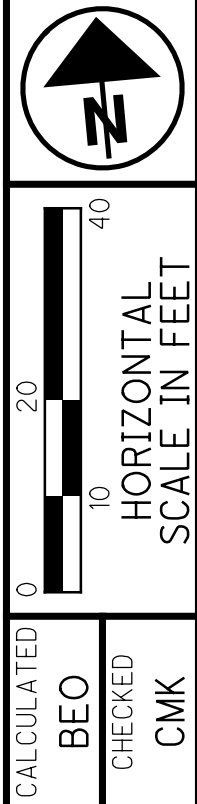
HORIZONTAL SCALE IN FEET

**MAINTENANCE OF TRAFFIC - PHASE ONE
US ROUTE 250 - STA. 909+00 TO STA. 914+50**

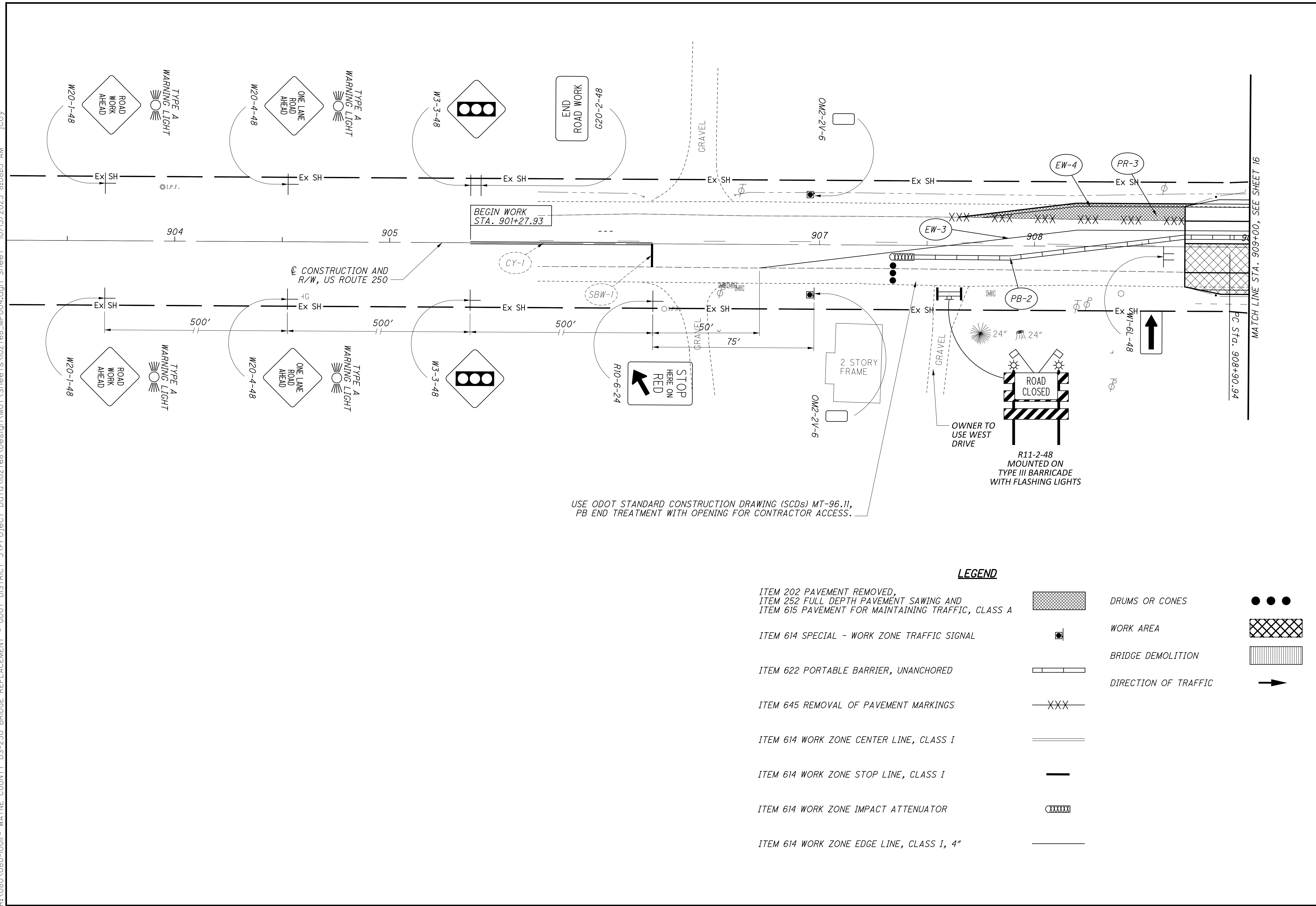


LEGEND

ITEM 202 PAVEMENT REMOVED, ITEM 252 FULL DEPTH PAVEMENT SAWING AND ITEM 615 PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A		DRUMS OR CONES	
ITEM 614 SPECIAL - WORK ZONE TRAFFIC SIGNAL		WORK AREA	
ITEM 622 PORTABLE BARRIER, UNANCHORED		BRIDGE DEMOLITION	
ITEM 645 REMOVAL OF PAVEMENT MARKINGS		DIRECTION OF TRAFFIC	
ITEM 614 WORK ZONE CENTER LINE, CLASS I			
ITEM 614 WORK ZONE STOP LINE, CLASS I			
ITEM 614 WORK ZONE IMPACT ATTENUATOR			
ITEM 614 WORK ZONE EDGE LINE, CLASS I, 4"			



MAINTENANCE OF TRAFFIC - PHASE ONE
US ROUTE 250 - STA. 914+50 TO STA. 922+41.08



LEGEND

- ITEM 202 PAVEMENT REMOVED, ITEM 252 FULL DEPTH PAVEMENT SAWING AND ITEM 615 PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A DRUMS OR CONES
- ITEM 614 SPECIAL - WORK ZONE TRAFFIC SIGNAL WORK AREA
- ITEM 622 PORTABLE BARRIER, UNANCHORED BRIDGE DEMOLITION
- ITEM 645 REMOVAL OF PAVEMENT MARKINGS DIRECTION OF TRAFFIC
- ITEM 614 WORK ZONE CENTER LINE, CLASS I
- ITEM 614 WORK ZONE STOP LINE, CLASS I
- ITEM 614 WORK ZONE IMPACT ATTENUATOR
- ITEM 614 WORK ZONE EDGE LINE, CLASS I, 4"

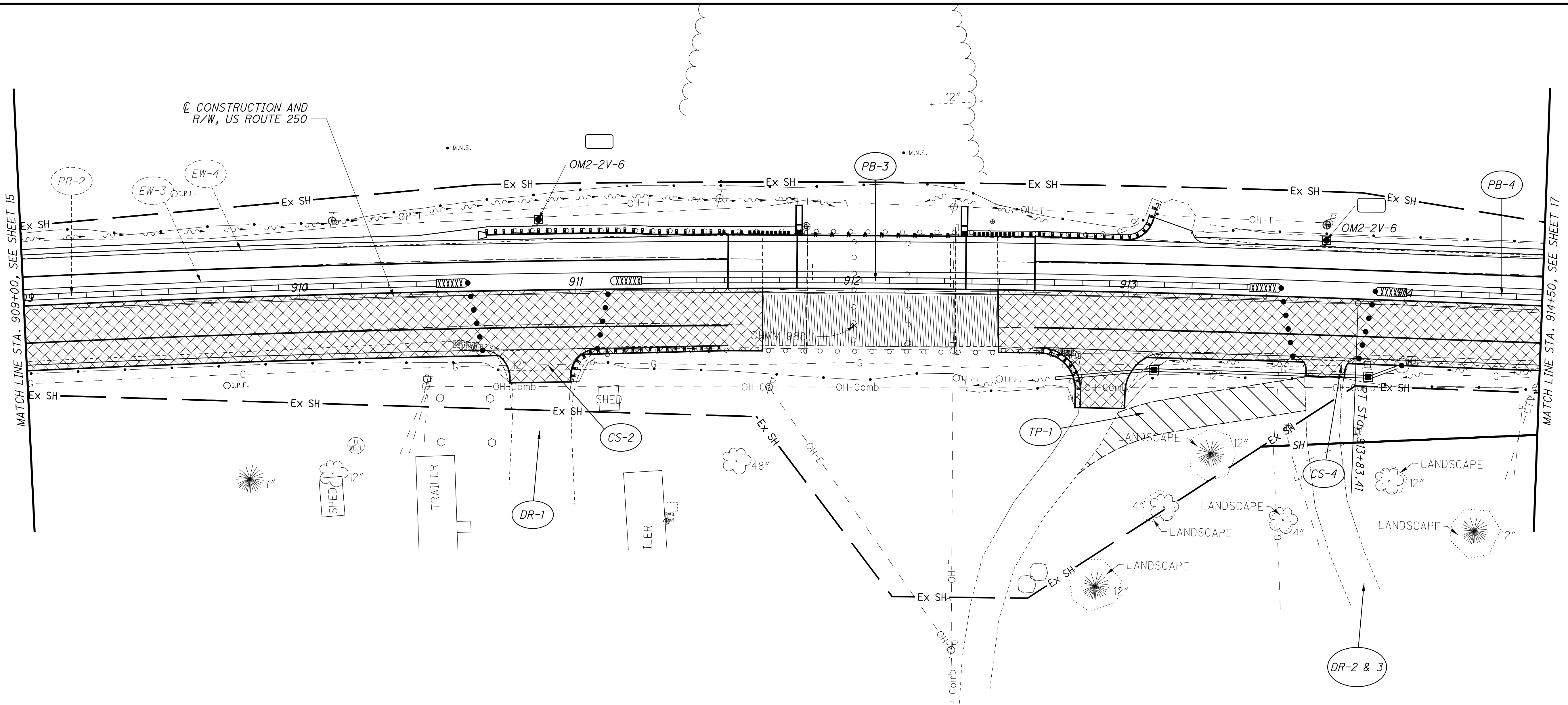
WAY - 250-17.27

MAINTENANCE OF TRAFFIC - PHASE TWO

US ROUTE 250 - STA. 901+27.93 TO STA. 909+00

CALCULATED
BEO
CHECKED
CMK

15
73



MATCH LINE STA. 909+00, SEE SHEET 15

MATCH LINE STA. 914+50, SEE SHEET 17

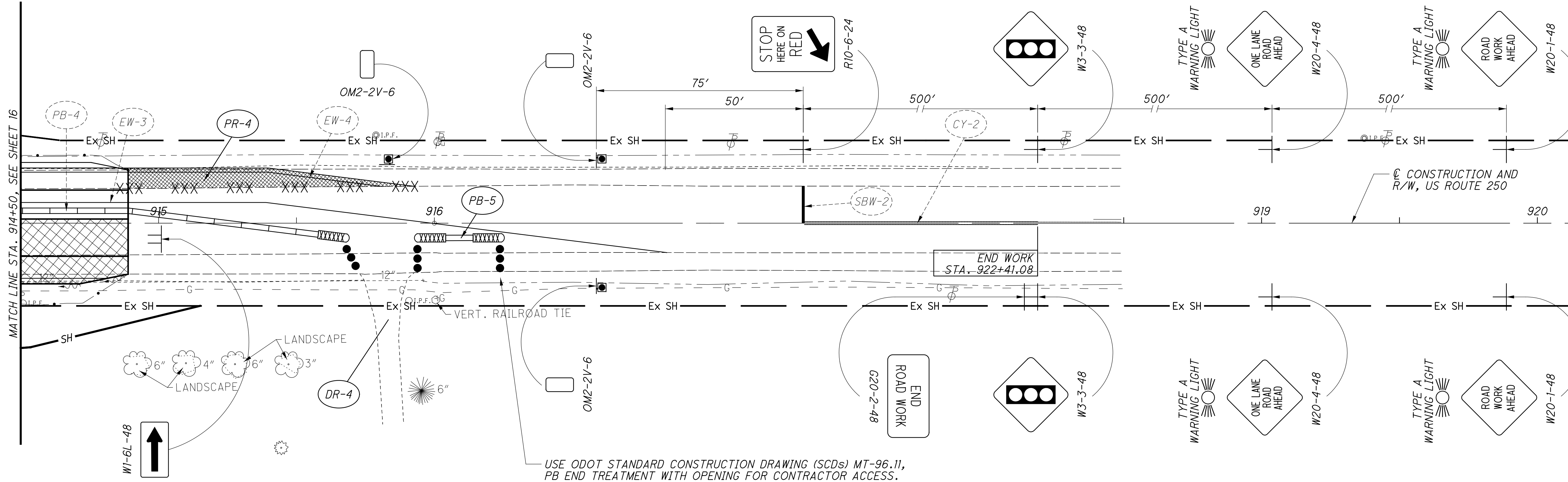
LEGEND

ITEM 202 PAVEMENT REMOVED, ITEM 252 FULL DEPTH PAVEMENT SAWING AND ITEM 615 PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A		DRUMS OR CONES	
ITEM 614 SPECIAL - WORK ZONE TRAFFIC SIGNAL		WORK AREA	
ITEM 622 PORTABLE BARRIER, UNANCHORED		BRIDGE DEMOLITION	
ITEM 645 REMOVAL OF PAVEMENT MARKINGS		DIRECTION OF TRAFFIC	
ITEM 614 WORK ZONE CENTER LINE, CLASS I			
ITEM 614 WORK ZONE STOP LINE, CLASS I			
ITEM 614 WORK ZONE IMPACT ATTENUATOR			
ITEM 614 WORK ZONE EDGE LINE, CLASS I, 4"			
ITEM 304 AGGREGATE BASE, 8"			

CALCULATED
BEO
CHECKED
CMK

HORIZONTAL SCALE IN FEET

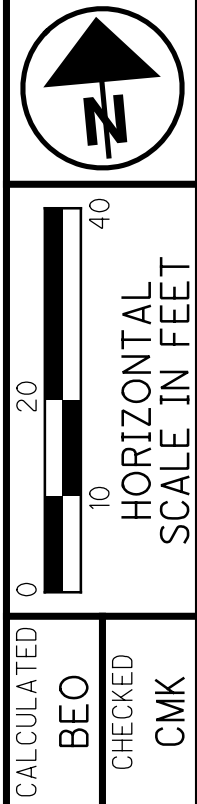
**MAINTENANCE OF TRAFFIC - PHASE TWO
US ROUTE 250 - STA. 909+00 TO STA. 914+50**



USE ODOT STANDARD CONSTRUCTION DRAWING (SCDS) MT-96.11, PB END TREATMENT WITH OPENING FOR CONTRACTOR ACCESS.

LEGEND

ITEM 202 PAVEMENT REMOVED, ITEM 252 FULL DEPTH PAVEMENT SAWING AND ITEM 615 PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A		DRUMS OR CONES	
ITEM 614 SPECIAL - WORK ZONE TRAFFIC SIGNAL		WORK AREA	
ITEM 622 PORTABLE BARRIER, UNANCHORED		BRIDGE DEMOLITION	
ITEM 645 REMOVAL OF PAVEMENT MARKINGS		DIRECTION OF TRAFFIC	
ITEM 614 WORK ZONE CENTER LINE, CLASS I			
ITEM 614 WORK ZONE STOP LINE, CLASS I			
ITEM 614 WORK ZONE IMPACT ATTENUATOR			
ITEM 614 WORK ZONE EDGE LINE, CLASS I, 4"			



CALCULATED BEO CHECKED CMK
MAINTENANCE OF TRAFFIC - PHASE TWO
US ROUTE 250 - STA. 914+50 TO STA. 922+41.08

R:\080\080-1001 - WAYNE COUNTY US-250 BRIDGE REPLACEMENT - 0DOT DISTRICT 3\Project Data\02768\Design\Roadway\Sheets\02768_GG001.dgn Sheet 10/5/2023 10:27:44 AM jcoy

SHEET NUM.									PART.	ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.	
5	6	9	20	21	22	29	31	35	01/NHS/10							
									LS	201	11000	LS		CLEARING AND GRUBBING		
					2,960		95		3,055	202	23000	3,055	SY	PAVEMENT REMOVED		
				115					115	202	35100	115	FT	PIPE REMOVED, 24" AND UNDER		
				282					282	202	38000	282	FT	GUARDRAIL REMOVED		
				1					1	202	58100	1	EACH	CATCH BASIN REMOVED		
				3					3	202	98100	3	EACH	REMOVAL MISC.: RAILROAD TIES	6	
				1					1	202	98100	1	EACH	REMOVAL MISC.: SHED	6	
135									135	202	98200	135	FT	REMOVAL MISC.: ABANDONED GAS LINE	6	
		25				1,199			1,224	203	10000	1,224	CY	EXCAVATION		
						242			242	203	20000	242	CY	EMBANKMENT		
	175								175	203	35110	175	CY	GRANULAR MATERIAL, TYPE B		
					2,353				2,353	204	10000	2,353	SY	SUBGRADE COMPACTION		
	175								175	204	13000	175	CY	EXCAVATION OF SUBGRADE		
	1								1	204	45000	1	HOUR	PROOF ROLLING		
	525								525	204	51000	525	SY	GEOGRID		
				175					175	606	15100	175	FT	GUARDRAIL, TYPE MGS WITH LONG POSTS		
				3					3	606	20050	3	EACH	ROUNDED END SECTION		
				1					1	606	26150	1	EACH	ANCHOR ASSEMBLY, MGS TYPE E, MASH 2016		
				2					2	606	26500	2	EACH	ANCHOR ASSEMBLY, TYPE T		
				4					4	606	34600	4	EACH	MGS BRIDGE TERMINAL ASSEMBLY, TYPE TST-2		
									2	625	75401	2	EACH	LIGHT POLE REMOVED, AS PER PLAN	6	
									1	SPECIAL	69050100	1	EACH	MAILBOX SUPPORT SYSTEM, SINGLE	6	
									2	SPECIAL	69050300	2	EACH	MAILBOX SUPPORT SYSTEM, MULTIPLE	6	
									11	SPECIAL	69050350	11	EACH	MAILBOX REMOVED AND RESET	6	
														EROSION CONTROL		
	2								2	659	00100	2	EACH	SOIL ANALYSIS TEST		
	116								116	659	00300	116	CY	TOPSOIL		
	1,031								1,031	659	10000	1,031	SY	SEEDING AND MULCHING		
	52								52	659	14000	52	SY	REPAIR SEEDING AND MULCHING		
	52								52	659	15000	52	SY	INTER-SEEDING		
	0.14								0.14	659	20000	0.14	TON	COMMERCIAL FERTILIZER		
	0.31								0.31	659	31000	0.31	ACRE	LIME		
	6								6	659	35000	6	MGAL	WATER		
									LS	832	15000	LS		STORM WATER POLLUTION PREVENTION PLAN		
									5,000	832	30000	5,000	EACH	EROSION CONTROL		
									LS	832	15002	LS		STORM WATER POLLUTION PREVENTION INSPECTIONS		
									LS	832	15010	LS		STORM WATER POLLUTION PREVENTION INSPECTION SOFTWARE		
														DRAINAGE		
			1						1	602	20000	1	CY	CONCRETE MASONRY		
62									62	605	31100	62	FT	AGGREGATE DRAINS		
			126						126	611	04600	126	FT	12" CONDUIT, TYPE C		
			2						2	611	98470	2	EACH	CATCH BASIN, NO. 2-2B		
			1						1	611	99574	1	EACH	MANHOLE, NO. 3		
														PAVEMENT		
					908				908	252	01500	908	FT	FULL DEPTH PAVEMENT SAWING		
					574		27		601	301	56000	601	CY	ASPHALT CONCRETE BASE, PG64-22, (449)		
		25			423		18		466	304	20000	466	CY	AGGREGATE BASE		
					228		11		239	407	10000	239	GAL	TACK COAT		
					79		4		83	441	50000	83	CY	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), PG64-22		
					110		6		116	441	50300	116	CY	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, (448)		
														TRAFFIC CONTROL		
								0.11	0.11	618	43000	0.11	MILE	RUMBLE STRIPES, CENTER LINE (ASPHALT CONCRETE)		
									7	7	00100	7	EACH	RPM		
									8	8	621	54000	8	EACH	RAISED PAVEMENT MARKER REMOVED	
								0.32	0.32	644	00104	0.32	MILE	EDGE LINE, 6"		

GENERAL SUMMARY

WAY - 250 - 17.27

R:\080\080-10011 - WAYNE COUNTY US-250 BRIDGE REPLACEMENT - 0D01 DISTRICT 3\Project Data\02768\Design\Roadway\Sheets\02768_GG002.dgn Sheet 10/13/2023 7:20:07 AM jcoy

SHEET NUM.								PART.	ITEM	ITEM	GRAND	UNIT	DESCRIPTION	SEE SHEET NO.	CALCULATED	BEO	CHECKED	CMK
7	8	9	35	40				01/NHS/10	EXT	TOTAL								
			0.14					0.14	644	00300	0.14	MILE	CENTER LINE, DASHED					
			0.17					0.17	644	00300	0.17	MILE	CENTER LINE, DASHED/SOLID					
			0.09					0.09	644	00300	0.09	MILE	CENTER LINE, DOUBLE SOLID					
		1,121						1,121	642	30000	1,121	FT	REMOVAL OF PAVEMENT MARKING					
				LS				LS	202	11003	LS		STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN					39
				134				134	202	22900	134	SY	APPROACH SLAB REMOVED					
				LS				LS	503	11100	LS		COFFERDAMS AND EXCAVATION BRACING					
				257				257	503	21100	257	CY	UNCLASSIFIED EXCAVATION					
				LS				LS	505	11100	LS		PILE DRIVING EQUIPMENT MOBILIZATION					
				1,215				1,215	507	00100	1,215	FT	STEEL PILES HP10X42, FURNISHED					
				1,125				1,125	507	00150	1,125	FT	STEEL PILES HP10X42, DRIVEN					
				1,120				1,120	507	00200	1,120	FT	STEEL PILES HP12X53, FURNISHED					
				1,040				1,040	507	00250	1,040	FT	STEEL PILES HP12X53, DRIVEN					39
				140				140	SPECIAL	50771200	140	FT	PILE ENCASEMENT					
				47,662				47,662	509	10000	47,662	LB	EPOXY COATED STEEL REINFORCEMENT					
				144				144	511	33312	144	CY	CLASS QC2 CONCRETE WITH QC/QA, SUPERSTRUCTURE					
				62				62	511	43512	62	CY	CLASS QC1 CONCRETE WITH QC/QA, ABUTMENT INCLUDING FOOTING					
				80				80	512	10100	80	SY	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)					
				3				3	512	33000	3	SY	TYPE 2 WATERPROOFING					
				76				76	516	13200	76	SF	1/2" PREFORMED EXPANSION JOINT FILLER					
				71				71	516	13600	71	SF	1" PREFORMED EXPANSION JOINT FILLER					
				336				336	516	25000	336	SF	NYLON REINFORCED NEOPRENE SHEETING					
				130				130	517	70000	130	FT	RAILING (TWIN STEEL TUBE)					
				33				33	518	21200	33	CY	POROUS BACKFILL WITH GEOTEXTILE FABRIC					
				116				116	SPECIAL	51822300	116	FT	STEEL DRIP STRIP					50
				120				120	518	40000	120	FT	6" PERFORATED CORRUGATED PLASTIC PIPE					
				33				33	518	40011	33	FT	6" NON-PERFORATED CORRUGATED PLASTIC PIPE, INCLUDING SPECIALS, AS PER PLAN					39
				223				223	526	25001	223	SY	REINFORCED CONCRETE APPROACH SLABS (T=15"), AS PER PLAN					39
				80				80	526	90010	80	FT	TYPE A INSTALLATION					
				141				141	601	34200	141	CY	ROCK CHANNEL PROTECTION, TYPE C WITHOUT FILTER					
				34				34	846	00110	34	CF	POLYMER MODIFIED ASPHALT EXPANSION JOINT SYSTEM					
													MAINTENANCE OF TRAFFIC					
		7						7	410	10000	7	CY	TRAFFIC COMPACTED SURFACE, TYPE A					
	11							11	SPECIAL	61411300	11	EACH	WORK ZONE TRAFFIC SIGNAL					8
	36							36	614	11630	36	FT	INCREASED BARRIER DELINEATION					
8								8	614	12384	8	EACH	WORK ZONE IMPACT ATTENUATOR, 24" WIDE HAZARDS, (BIDIRECTIONAL)					
	35							35	614	13310	35	EACH	BARRIER REFLECTOR, TYPE 1, BIDIRECTIONAL					
	47							47	614	13360	47	EACH	OBJECT MARKER, TWO WAY					
		0.18						0.18	614	21000	0.18	MILE	WORK ZONE CENTER LINE, CLASS I, DOUBLE SOLID					
		0.67						0.67	614	22010	0.67	MILE	WORK ZONE EDGE LINE, CLASS I, 6", WHITE					
		48						48	614	26000	48	FT	WORK ZONE STOP LINE, CLASS I					
				LS				LS	615	10000	LS		ROADS FOR MAINTAINING TRAFFIC					
		725						725	615	20000	725	SY	PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A					
	3							3	616	10000	3	MGAL	WATER					
		1,559						1,559	622	41100	1,559	FT	PORTABLE BARRIER, UNANCHORED					
													INCIDENTALS					
				LS				LS	614	11000	LS		MAINTAINING TRAFFIC					
				6				6	619	16000	6	MNTH	FIELD OFFICE, TYPE A					
				LS				LS	623	10000	LS		CONSTRUCTION LAYOUT STAKES AND SURVEYING					
				LS				LS	624	10000	LS		MOBILIZATION					

GENERAL SUMMARY

WAY - 250 - 17.27

REF NO.	SHEET NO.	STATION		SIDE	602	611	611	611												
		FROM	TO		CONCRETE MASONRY CY	12" CONDUIT, TYPE C FT	CATCH BASIN, NO. 2-2B EACH	MANHOLE, NO. 3 EACH												
D-1	24	912+74.30	913+10.00	RT		35														
D-2	24	913+10.00		RT			1													
D-3	24	913+10.00	913+88.00	RT		76														
D-4	24	913+88.00		RT			1													
D-5	24	913+88.00	914+00.00	RT		10														
D-6	24	914+00.00		RT				1												
D-7	24	914+00.00	914+05.00	RT		5														
HW-1	24	912+74.30		RT	1															
TOTALS CARRIED TO GENERAL SUMMARY					1	126	2	1												

DRAINAGE SUBSUMMARY	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="font-size: small;">CALCULATED</td> </tr> <tr> <td style="font-size: small;">BEO</td> </tr> <tr> <td style="font-size: small;">CHECKED</td> </tr> <tr> <td style="font-size: small;">CMK</td> </tr> </table>	CALCULATED	BEO	CHECKED	CMK
CALCULATED					
BEO					
CHECKED					
CMK					
WAY - 250 - 17 . 27	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="text-align: center;">20</td> </tr> <tr> <td style="text-align: center;">73</td> </tr> </table>	20	73		
20					
73					

R:\080\080-1001 - WAYNE COUNTY US-250 BRIDGE REPLACEMENT - ODOT DISTRICT 3\Project Data\02768\Design\Roadway\Sheets\02768_GS003.dgn Sheet 10/12/2023 11:02:01 AM jcoy

REF NO.	SHEET NO.	STATION		SIDE	202	202	202	202	202	606	606	606	606	606	625	SPECIAL	SPECIAL	SPECIAL				
		FROM	TO		PIPE REMOVED, 24" AND UNDER	GUARDRAIL REMOVED	CATCH BASIN REMOVED	REMOVAL MISC: RAILROAD TIES	REMOVAL MISC: SHED	GUARDRAIL, TYPE MGS WITH LONG POSTS	ROUNDED END SECTION	ANCHOR ASSEMBLY, MGS TYPE E, MASH 2016	ANCHOR ASSEMBLY, MGS TYPE T	MGS BRIDGE TERMINAL ASSEMBLY, TYPE TST-2	LIGHT POLE REMOVED, AS PER PLAN	MAILBOX SUPPORT SYSTEM, SINGLE	MAILBOX SUPPORT SYSTEM, MULTIPLE	MAILBOX REMOVED AND RESET				
R-1	23	910+80	911+10	RT				3														
R-2	23	910+75	911+80	LT		105																
R-3	24	911+05	911+80	RT		75																
R-4	24	911+10		RT					1													
R-5	24	912+41	912+80	RT		40																
R-6	24	912+41	913+03	LT		62																
R-7	24	913+54	913+85	RT											2							
R-8	24	912+80.03	914+05.00	RT	115																	
R-9	24	913+87.58		RT			1															
RE-1	24	910+58		RT																	1	5
RE-2	24	912+76		RT																	1	5
RE-3	24	914+00		RT												1					1	
GR-1	34	910+68.50	911+80.40	LT						37.5		1										
GR-2	34	910+98.00	911+96.10	RT						62.5	1		1									
GR-3	34	912+41.60	913+09.70	LT						50.0	1		1									
GR-4	34	912+41.60	912+83.26	RT						25.0	1											
TOTALS CARRIED TO GENERAL SUMMARY					115	282	1	3	1	175	3	1	2	4	2	1	2	11				

ROADWAY SUBSUMMARY	WAY - 250-17.27	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="text-align: center;">CALCULATED</td> <td style="text-align: center;">BEO</td> </tr> <tr> <td style="text-align: center;">CHECKED</td> <td style="text-align: center;">CMK</td> </tr> </table>	CALCULATED	BEO	CHECKED	CMK
CALCULATED	BEO					
CHECKED	CMK					

R:\080\080-1001 - WAYNE COUNTY US-250 BRIDGE REPLACEMENT - ODOT DISTRICT 3\Project Data\02768\Design\Roadway\Sheets\02768_GS004.dgn Sheet 7/12/2023 9:29:56 AM bolinger

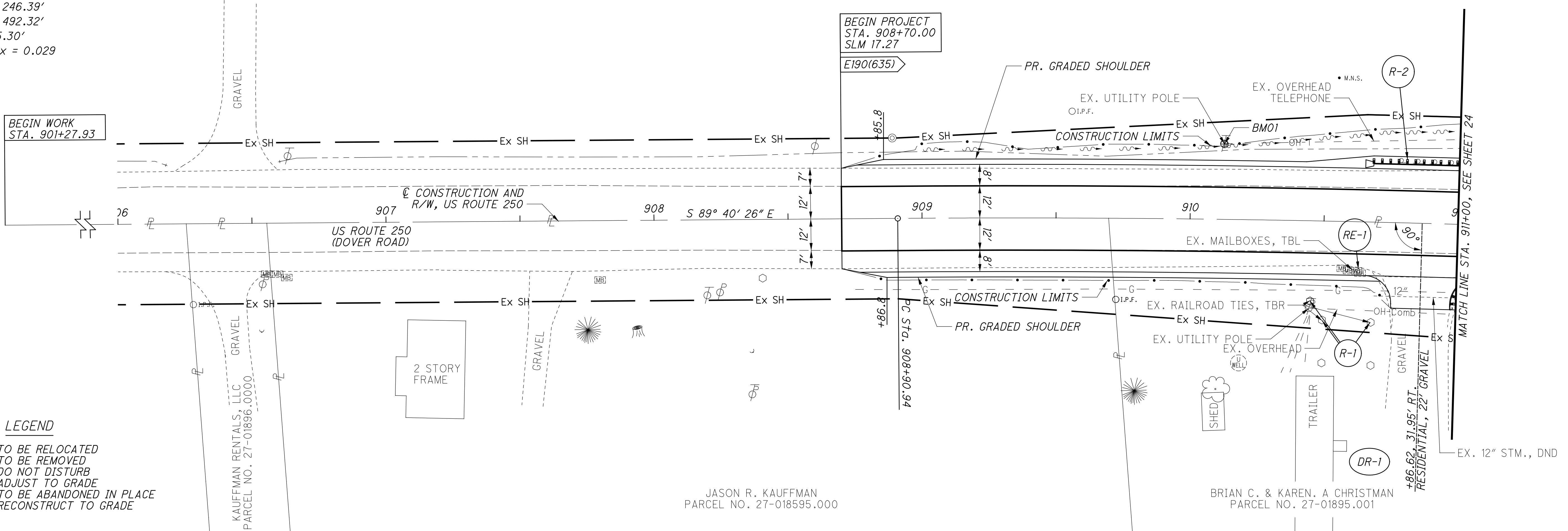
STATION TO STATION	SIDE	LENGTH L	AVERAGE WIDTH W	SURFACE AREA A A = L x W	PLANIMETERED AREAS	202	204	252	301	304	407	441	441					
						PAYMENT REMOVED	SUBGRADE COMPACTION	FULL DEPTH PAVEMENT SAWING	ASPHALT CONCRETE BASE, PG64-22, (449), 9'	AGGREGATE BASE, 6"	TACK COAT (APPLIED AT 0.05 GAL/SOYD)	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), PG64-22, 1.25"	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, (448), 1.75"					
						SY	SY	FT	CY	CY	GAL	CY	CY					
907+64.88		908+70.00	LT / RT			116		195										
908+70.00		911+55.04	LT / RT	285.0	40.0	11400.0												
	LT / RT			285.0	40.7	11599.5					63.3	44.0	61.6					
	LT / RT			285.0	41.7	11884.5			322.2		64.4							
							1320.5			220.1								
912+66.21		914+88.87	LT / RT			198		223										
	LT / RT			222.7	40.0	8908.0					49.5	34.4	48.1					
	LT / RT			222.7	40.7	9063.9					50.4							
	LT / RT			222.7	41.7	9286.6			251.8									
							1031.8			172.0								
914+88.87		915+93.03	LT / RT			123		205										
TOTALS CARRIED TO GENERAL SUMMARY						2960	2353	908	574	393	228	79	110					

WAY - 250 - 17 . 27	PAVEMENT CALCULATIONS	CALCULATED BEO CHECKED CMK
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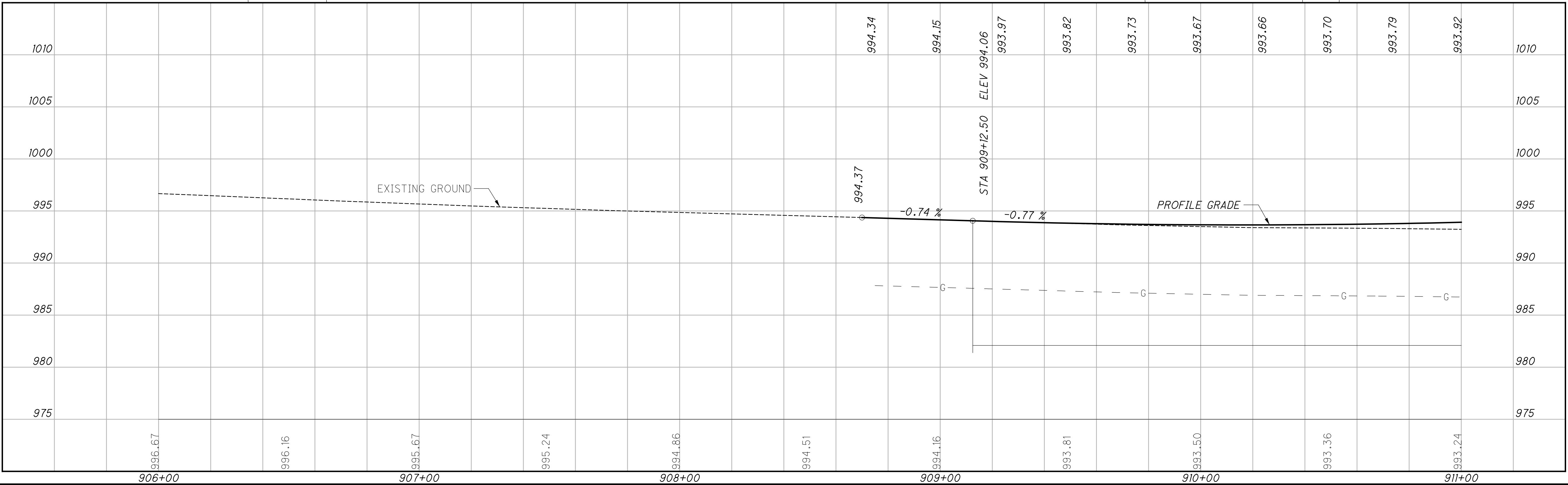
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CURVE DATA
 P.I. STA. 911+37.33 @ Const. US 250
 $\Delta = 4^{\circ}55'29.02''$ (RT)
 $D_c = 1^{\circ}00'00''$
 $R = 5,729.58'$
 $LT = 246.39'$
 $L_c = 492.32'$
 $E = 5.30'$
 $e_{max} = 0.029$

G & W BAUERLE HOLDINGS, LLC.
 PARCEL NO. 27-00125.000



LEGEND
 TBL = TO BE RELOCATED
 TBR = TO BE REMOVED
 DND = DO NOT DISTURB
 ATG = ADJUST TO GRADE
 TBA = TO BE ABANDONED IN PLACE
 RTG = RECONSTRUCT TO GRADE



CALCULATED
 BEO
 CHECKED
 CMK

HORIZONTAL
 SCALE IN FEET

PLAN AND PROFILE

US ROUTE 250 - STA. 906+00 TO STA. 911+00

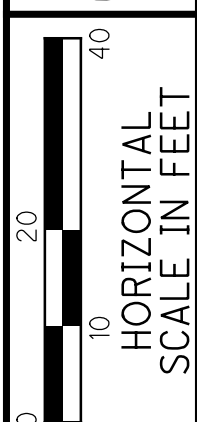
WAY - 250-17.27

23
 73

CURVE DATA
 P.I. STA. 911+37.33 @ Const. US 250
 $\Delta = 4^\circ 55' 29.02''$ (RT)
 $D_c = 1^\circ 00' 00''$
 $R = 5,729.58'$
 $LT = 246.39'$
 $L_c = 492.32'$
 $E = 5.30'$
 $e_{max} = 0.029$

STATE OF OHIO OSU
 PARCEL NO. 27-01874.000

* - SEE NOTE ON SHEET NO. 6 FOR
 ITEM 202 - REMOVAL MISC.: ABANDONED GAS LINE

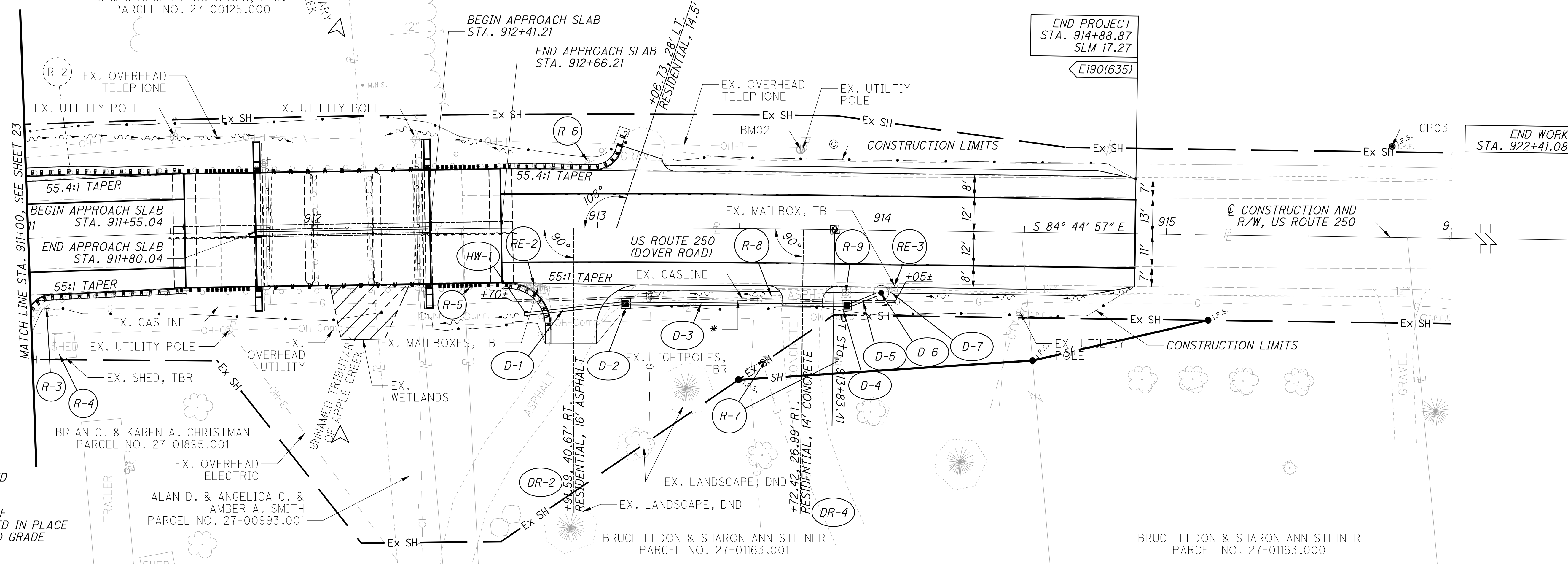


CALCULATED
 BEO
 CHECKED
 CMK

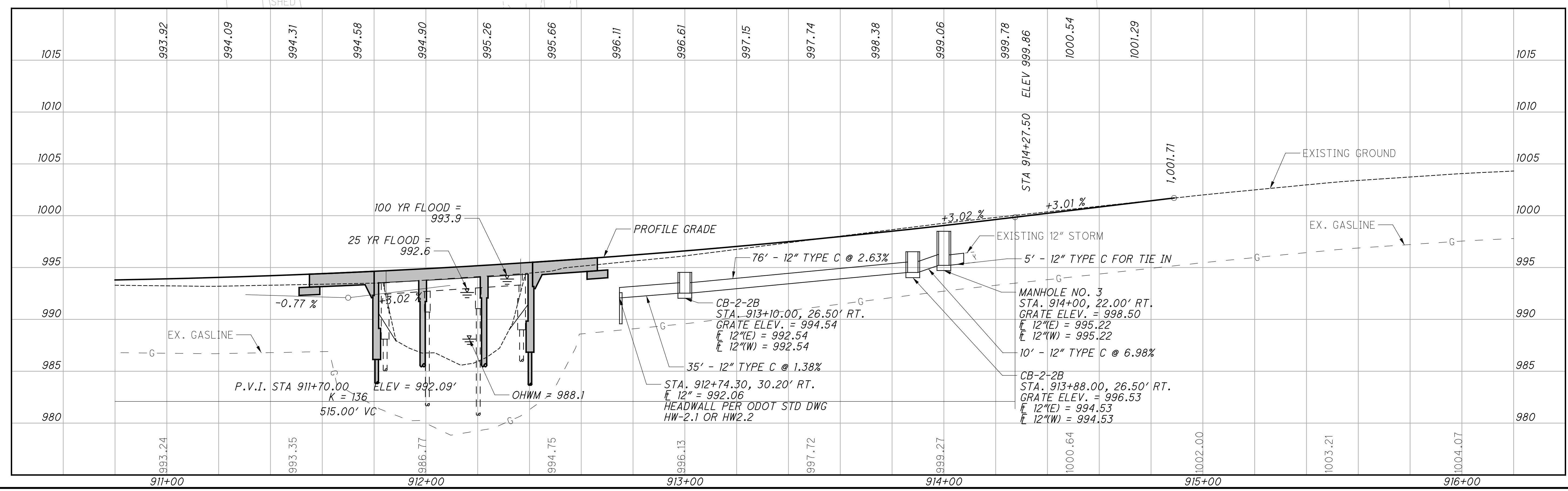
PLAN AND PROFILE
 US ROUTE 250 - STA. 911+00 TO STA. 916+00

WAY - 250-17.27

24
 73



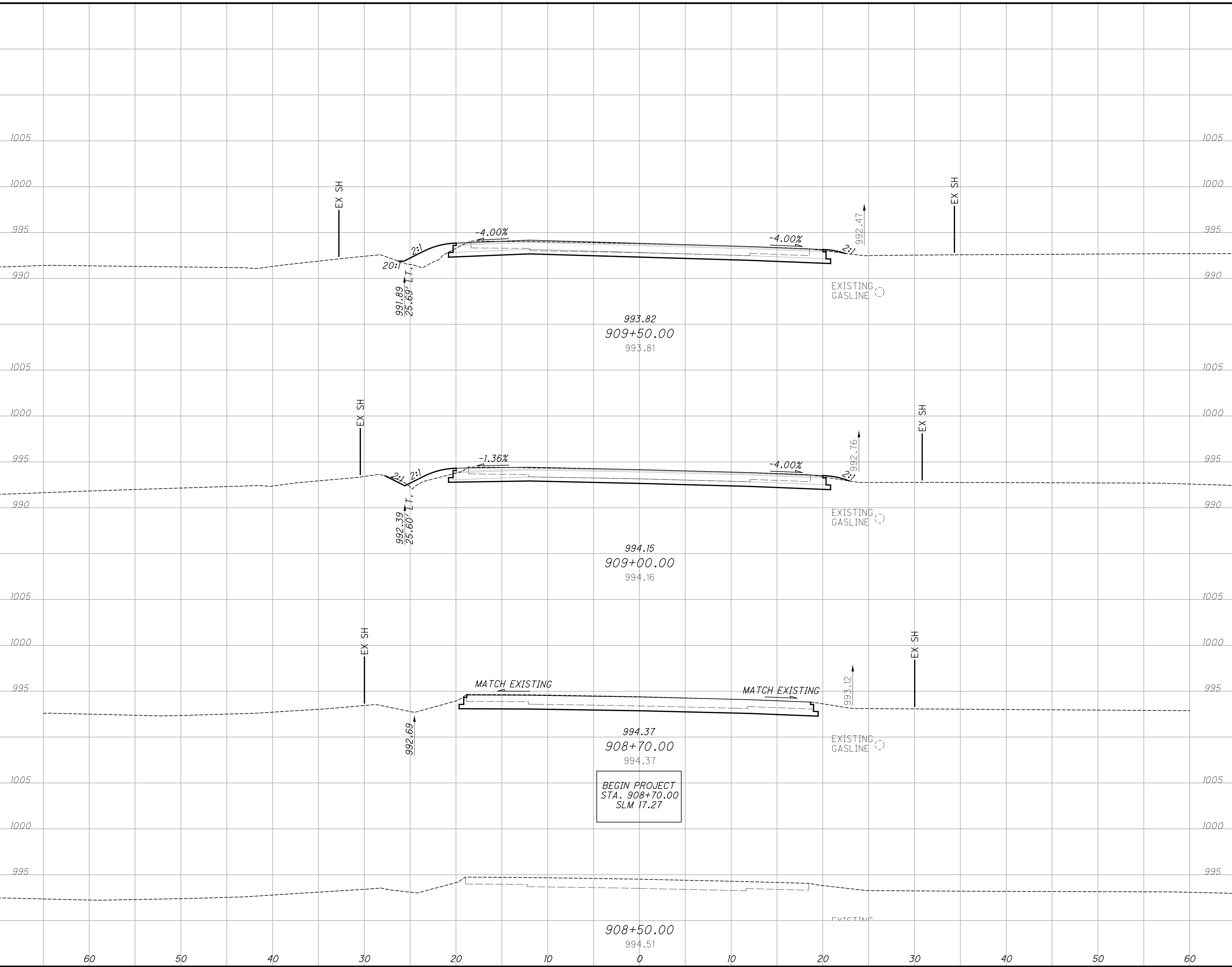
LEGEND
 TBL = TO BE RELOCATED
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F:\080\080-1001 - WAYNE COUNTY US-250 BRIDGE REPLACEMENT - ODOT DISTRICT 3\Project Data\02768\Design\Roadway\Sheets\02768_X5001.dgn Sheet 2/10/2022 11:17:34 AM bolinger

SEEDING	END AREA		VOLUME		CALCULATED	CHECKED
	CUT	FILL	CUT	FILL		
9	60	7	113	11		
11	62	4	68	3		
19	0	0				
0			181	14		

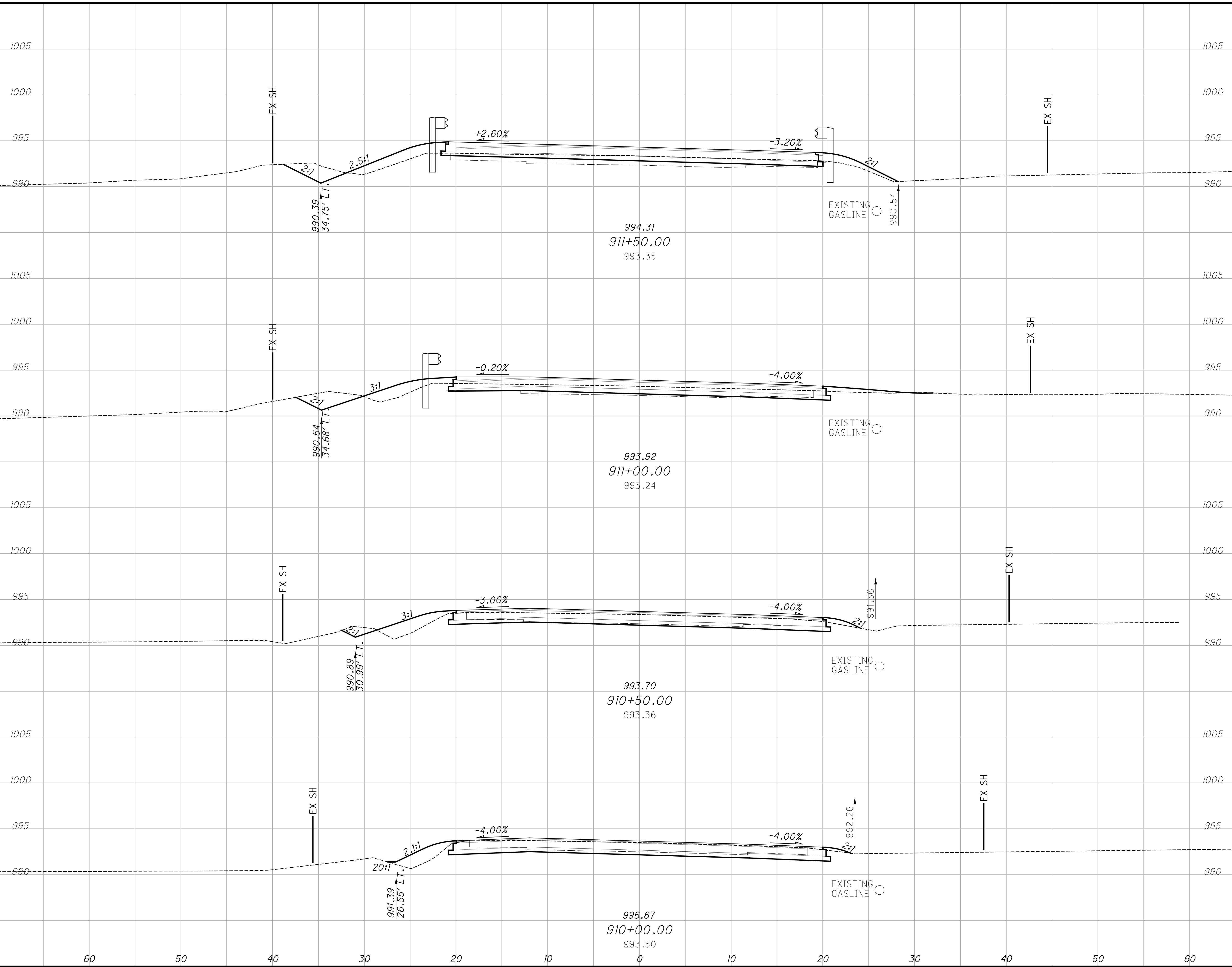


**CROSS SECTIONS
US ROUTE 250 - STA. 908+50.00 TO STA. 909+50**

WAY - 250-17.27

F:\080\080-1001 - WAYNE COUNTY US-250 BRIDGE REPLACEMENT - ODOT DISTRICT 3\Project Data\02768\Design\Roadway\Sheets\02768_XS002.dgn Sheet 2/10/2022 11:34 AM bolinger

SEEDING	END	
	WIDTH	SO. YDS.
27	60	1005
125	50	1000
18	40	995
98	30	990
17	20	1005
78	10	1000
11	0	995
56	0	990
357	60	1005



END	AREA		VOLUME	
	CUT	FILL	CUT	FILL
27	47	28		
125			84	39
18	43	14		
98			87	23
17	50	10		
78			106	17
11	64	8		
56			115	14
357			277	79

CROSS SECTIONS
US ROUTE 250 - STA. 910+00.00 TO STA. 911+50.00

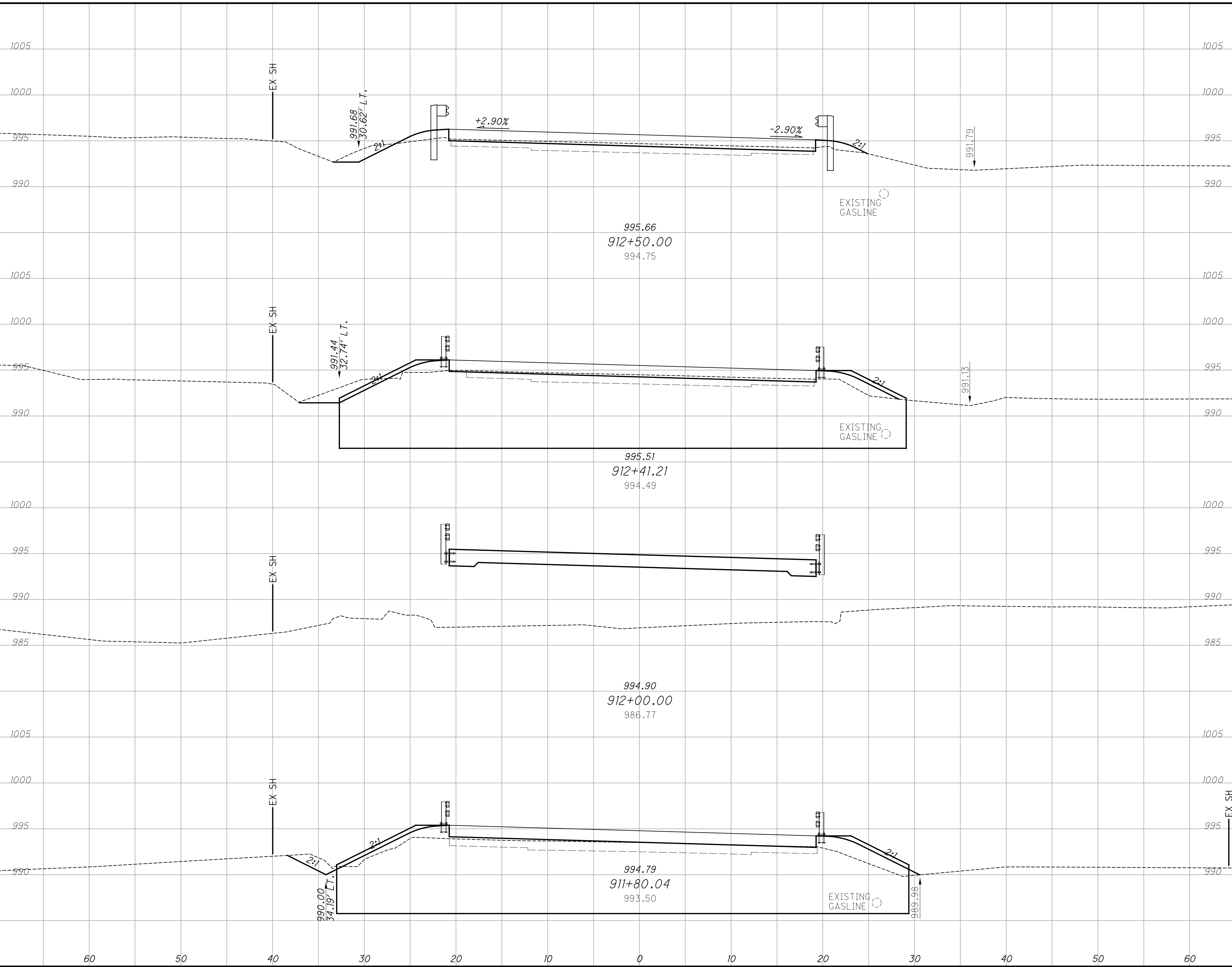
WAY - 250-17.27

CALCULATED BEO	CHECKED CMK
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26
73

F:\080\080-1001 - WAYNE COUNTY US-250 BRIDGE REPLACEMENT - ODOT DISTRICT 3\Project Data\02768\Design\Roadway\Sheets\02768_XS003.dgn Sheet 2/10/2022 11:17:35 AM bolinger

SEEDING	END AREA		VOLUME		CALCULATED	CHECKED
	CUT	FILL	CUT	FILL		
18	42	19				
22			15	10		
27	45	37				
62			35	29		
0	0	0				
33			18	22		
29	47	57				
94			53	48		
211			121	109		



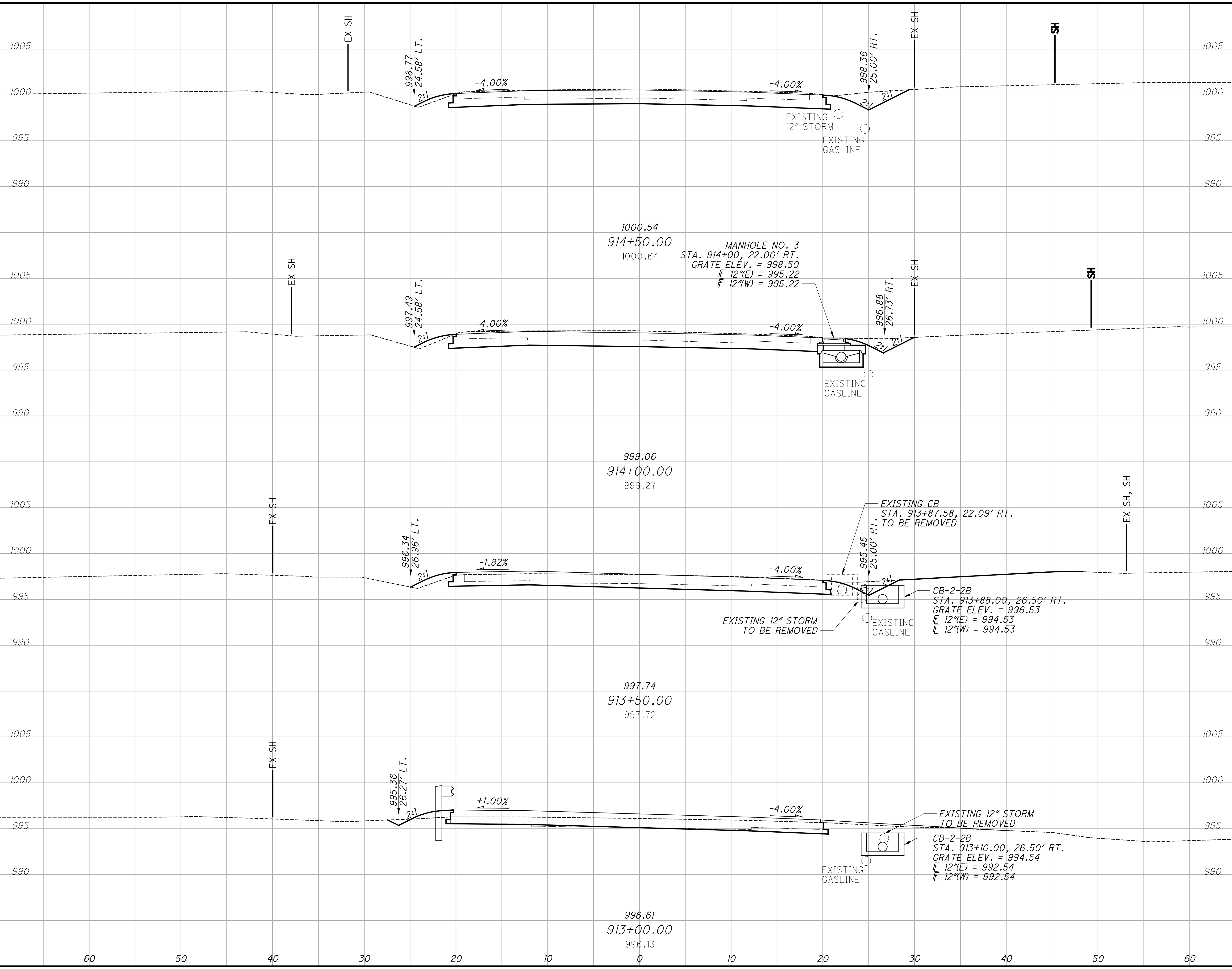
**CROSS SECTIONS
US ROUTE 250 - STA. 911+80.04 TO STA. 912+50.00**

WAY - 250-17.27

27
73

F:\080\080-1001 - WAYNE COUNTY US-250 BRIDGE REPLACEMENT - ODOT DISTRICT 3\Project Data\02768\Design\Roadway\Sheets\02768_X5004.dgn Sheet 10/5/2023 10:27:58 AM jcoy

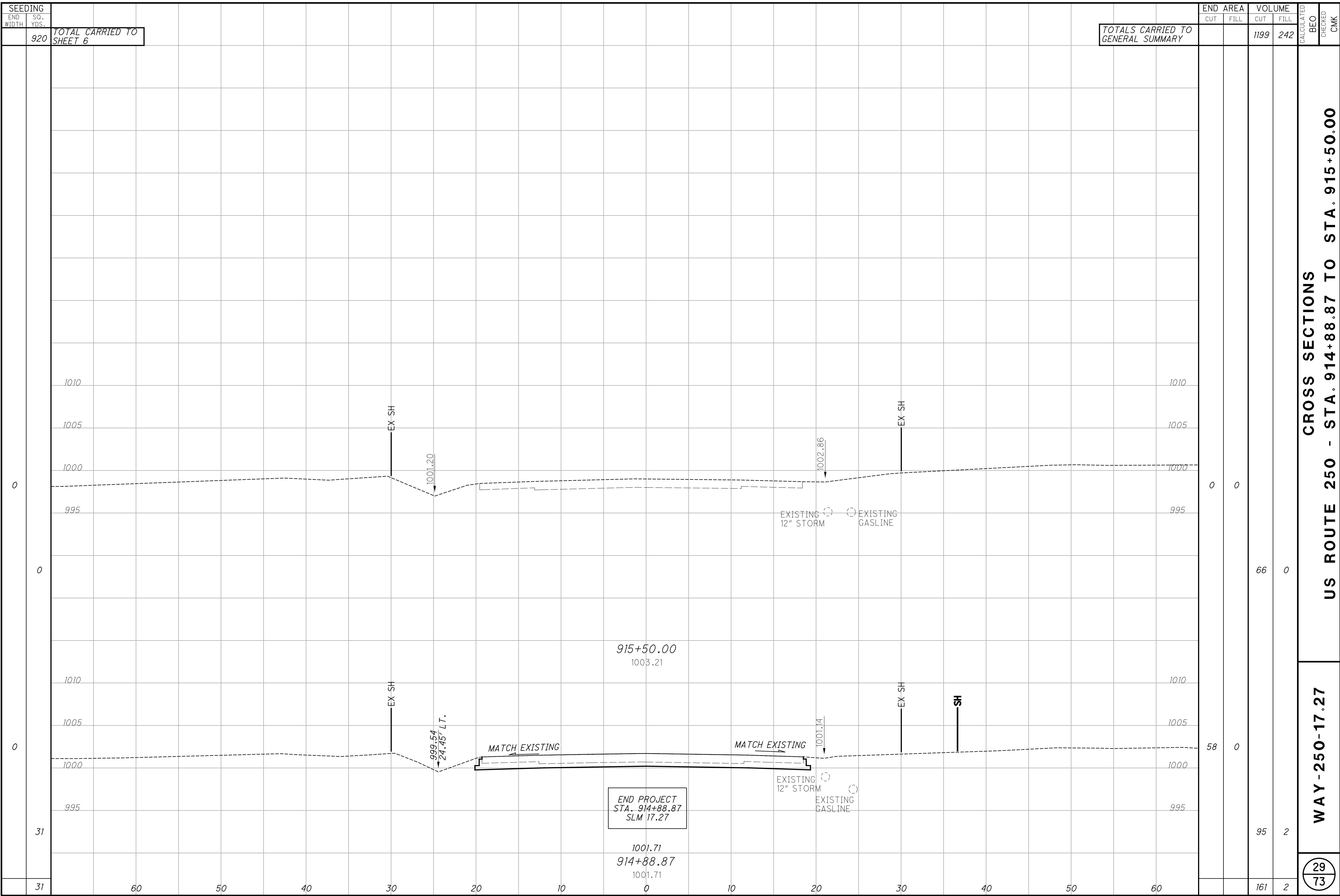
SEEDING	
END WIDTH	SO. YDS.
14	14
81	81
15	15
137	137
34	34
114	114
7	7
70	70
402	402



END AREA		VOLUME	
CUT	FILL	CUT	FILL
73	2	147	4
85	2	137	5
62	3	97	7
42	4	78	22
		459	38

CROSS SECTIONS
US ROUTE 250 - STA. 913+00.00 TO STA. 914+50.00
WAY - 250-17.27

R:\080\080-1001 - WAYNE COUNTY US-250 BRIDGE REPLACEMENT - ODOT DISTRICT 3\Project Data\02768\Design\Roadway\Sheets\02768_XS005.dgn Sheet 2/10/2022 11:17:36 AM bolinger



SUPERELEVATION TABLE

P.I. STATION 911+37.33

Dc = 1'00'

LEFT SIDE				CENTERLINE CONTROL		RIGHT SIDE				REMARKS		
EDGE ELEVATION	TRANSITION RATE	ELEVATION CORRECTION	CROSS SLOPE	WIDTH	STATION	PROFILE GRADE	WIDTH	CROSS SLOPE	ELEVATION CORRECTION		TRANSITION RATE	EDGE ELEVATION
994.56		0.19	1.59%	12	908+70.00	994.37	12	-2.41%	-0.29		994.08	
994.54	1:1140	0.20	1.63%	12	908+75.00	994.34	12	-2.46%	-0.29	1:919	994.05	
994.46		0.20	1.70%	12	908+85.06	994.26	12	-2.55%	-0.31	1:919	993.95	
994.45	1:222	0.23	1.92%	12	908+90.94	994.22	12	-2.60%	-0.31	1:919	993.91	PC
994.42	1:222	0.27	2.25%	12	909+00.00	994.15	12	-2.68%	-0.32	1:919	993.83	
994.38	1:222	0.34	2.82%	12	909+15.23	994.04	12	-2.82%	-0.34	1:222	993.70	
994.37		0.35	2.90%	12	909+17.46	994.02	12	-2.90%	-0.35		993.67	FS
994.32		0.35	2.90%	12	909+25.00	993.97	12	-2.90%	-0.35		993.62	
994.17		0.35	2.90%	12	909+50.00	993.82	12	-2.90%	-0.35		993.47	
994.08		0.35	2.90%	12	909+75.00	993.73	12	-2.90%	-0.35		993.38	
994.02		0.35	2.90%	12	910+00.00	993.67	12	-2.90%	-0.35		993.32	
994.01		0.35	2.90%	12	910+25.00	993.66	12	-2.90%	-0.35		993.31	
994.05		0.35	2.90%	12	910+50.00	993.70	12	-2.90%	-0.35		993.35	
994.14		0.35	2.90%	12	910+75.00	993.79	12	-2.90%	-0.35		993.44	
994.27		0.35	2.90%	12	911+00.00	993.92	12	-2.90%	-0.35		993.57	
994.44		0.35	2.90%	12	911+25.00	994.09	12	-2.90%	-0.35		993.74	
994.66		0.35	2.90%	12	911+50.00	994.31	12	-2.90%	-0.35		993.96	
994.93		0.35	2.90%	12	911+75.00	994.58	12	-2.90%	-0.35		994.23	
995.25		0.35	2.90%	12	912+00.00	994.90	12	-2.90%	-0.35		994.55	
995.61		0.35	2.90%	12	912+25.00	995.26	12	-2.90%	-0.35		994.91	
996.01		0.35	2.90%	12	912+50.00	995.66	12	-2.90%	-0.35		995.31	
996.46		0.35	2.90%	12	912+75.00	996.11	12	-2.90%	-0.35		995.76	
996.96		0.35	2.90%	12	913+00.00	996.61	12	-2.90%	-0.35		996.26	
997.50		0.35	2.90%	12	913+25.00	997.15	12	-2.90%	-0.35		996.80	
998.09		0.35	2.90%	12	913+50.00	997.74	12	-2.90%	-0.35		997.39	
998.26	1:222	0.35	2.90%	12	913+56.89	997.91	12	-2.90%	-0.35	1:222	997.56	FS
998.65	1:222	0.27	2.23%	12	913+75.00	998.38	12	-2.23%	-0.27	1:222	998.11	
998.78	1:222	0.24	2.00%	12	913+81.10	998.54	12	-2.00%	-0.24	1:222	998.30	RC
998.83	1:222	0.23	1.91%	12	913+83.41	998.60	12	-2.00%	-0.24		998.36	PT
999.22	1:222	0.16	1.30%	12	914+00.00	999.06	12	-2.00%	-0.24		998.82	
999.82	1:222	0.04	0.37%	12	914+25.00	999.78	12	-2.00%	-0.24		999.54	
1000.08	1:222	0.00	0.00%	12	914+34.89	1000.08	12	-2.00%	-0.24		999.84	LC
1000.47	1:222	-0.07	-0.56%	12	914+50.00	1000.54	12	-2.00%	-0.24		1000.30	
1000.88	1:222	-0.14	-1.16%	12	914+66.09	1001.02	12	-2.00%	-0.24	1:222	1000.78	
1001.11	1:222	-0.18	-1.49%	12	914+75.00	1001.29	12	-1.67%	-0.20	1:222	1001.09	
1001.17	1:222	-0.19	-1.58%	12	914+77.39	1001.36	12	-1.58%	-0.19	1:222	1001.17	
1001.52		-0.19	-1.58%	12	914+88.87	1001.71	12	-1.58%	-0.19		1001.52	

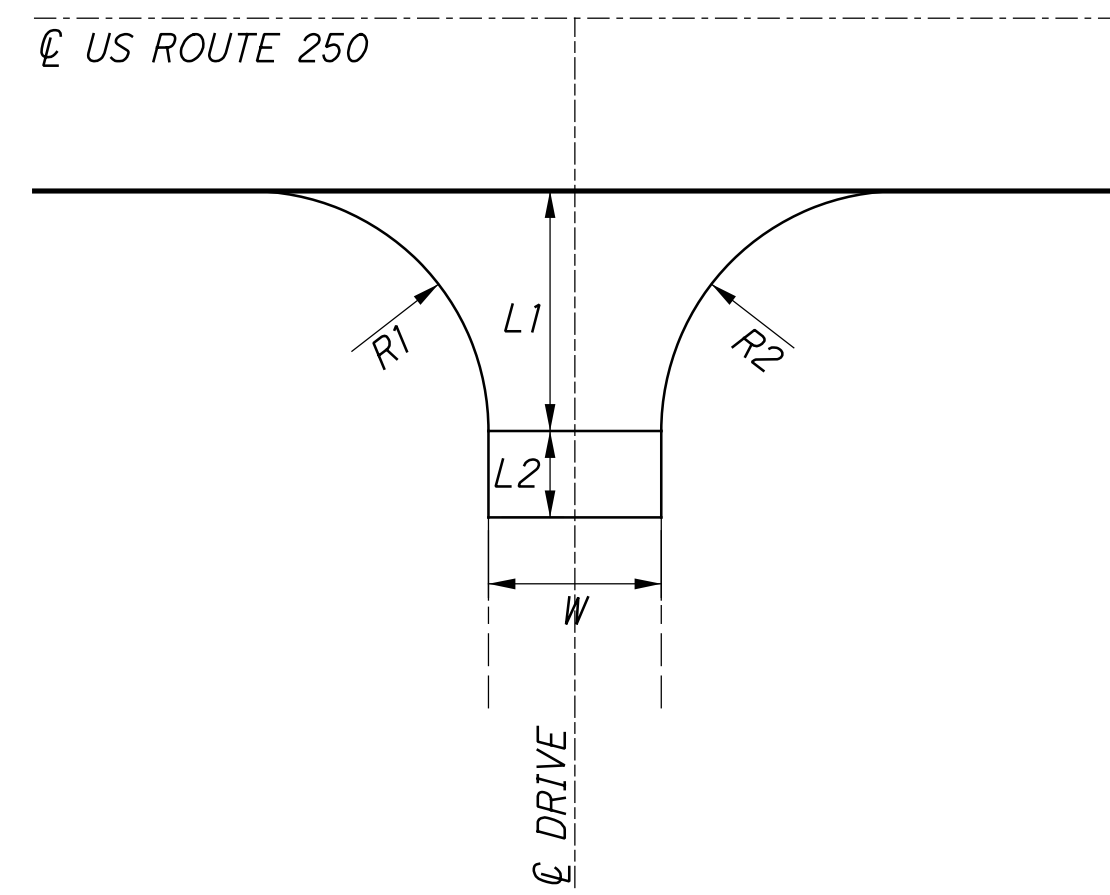
CALCULATED
 BEO
 CHECKED
 CMK

SUPERELEVATION TABLE
US ROUTE 250

WAY - 250-17.27

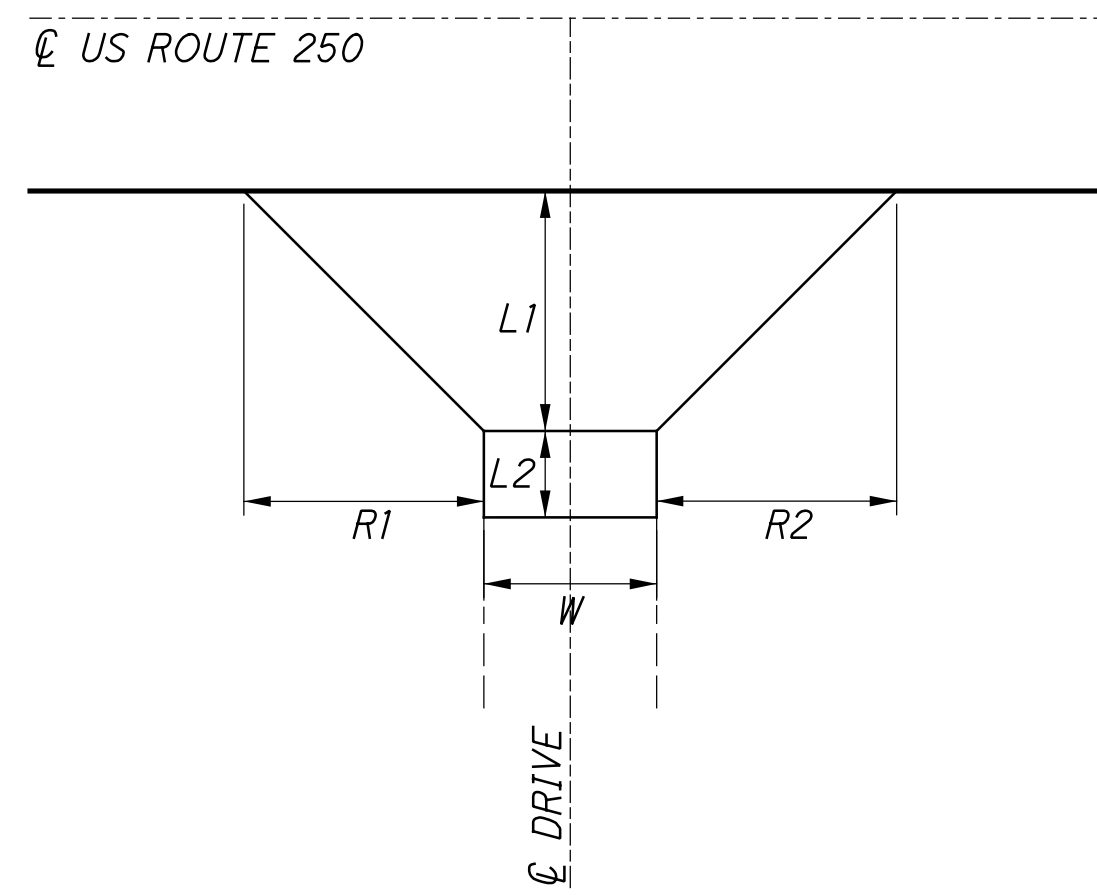
SHEET NO.	REFERENCE NO.	STATION	SIDE	DRIVE TYPE	DRIVE ANGLE	APRON LENGTH "L1"	WIDTH "W"	R1 (LEFT SIDE RADIUS OF DRIVE LOOKING FROM ϕ)	R2 (RIGHT SIDE RADIUS OF DRIVE LOOKING FROM ϕ)	CADD GENERATED SURFACE AREA "L1"	CADD GENERATED SURFACE AREA "L2"	202	301	304	407	441	
					DEG.	FT.	FT.	FT.	FT.	SQ. FT.	SQ. FT.	SY	CY	CY	GAL	CY	CY
23	DR-1	910+86.62	RT	1, RES.	90.00	11.9	22.0	10.0	10.0	305.6	0	34.0	8.5	5.7	3.4	1.2	1.7
24	DR-2	912+91.59	RT	1, RES.	90.00	21.1	16.0	15.0	15.0	433.9	0	48.2	12.1	8.0	4.8	1.7	2.3
24	DR-3	913+06.73	LT	1, RES.	108.00	6.9	14.5	10.0	5.0	116.6	0		3.2	2.2	1.4	0.5	0.6
24	DR-4	913+72.42	RT	1, RES.	90.00	7.0	14.0	5.0	5.0	112.1	0	12.5	3.1	2.1	1.2	0.4	0.6
TOTALS CARRIED TO GENERAL SUMMARY												95	27	18	11	4	6

TYPE 1 DRIVEWAY PLAN VIEW (TYPICAL)



DRIVEWAY 1 - STA. 910+86.62
 DRIVEWAY 2 - STA. 912+91.59
 DRIVEWAY 3 - STA. 913+06.73
 DRIVEWAY 4 - STA. 913+72.42

TYPE 2 DRIVEWAY PLAN VIEW (TYPICAL)



RESIDENTIAL DRIVE BUILD-UPS

EXISTING STONE DRIVE(S)

- APRON " L1 "
- 441 - ASPHALT CONCRETE SURFACE COURSE, 1.25"
- 441 - ASPHALT CONCRETE INTERMEDIATE COURSE, 1.75"
- 301 - ASPHALT CONCRETE BASE, 9"
- 304 - AGGREGATE BASE, 6"
- 407 - TACK COAT

- DRIVEWAY " L2 "
- 304 - AGGREGATE BASE, 6"

EXISTING ASPHALT DRIVE(S)

- APRON " L1 " & DRIVEWAY " L2 "
- 441 - ASPHALT CONCRETE SURFACE COURSE, 1.25"
- 441 - ASPHALT CONCRETE INTERMEDIATE COURSE, 1.75"
- 301 - ASPHALT CONCRETE BASE, 9"
- 304 - AGGREGATE BASE, 6"
- 407 - TACK COAT

EXISTING CONCRETE DRIVE(S)

- APRON " L1 "
- 441 - ASPHALT CONCRETE SURFACE COURSE, 1.25"
- 441 - ASPHALT CONCRETE INTERMEDIATE COURSE, 1.75"
- 301 - ASPHALT CONCRETE BASE, 9"
- 304 - AGGREGATE BASE, 6"
- 407 - TACK COAT

CALCULATED
 BEO
 CHECKED
 CMK

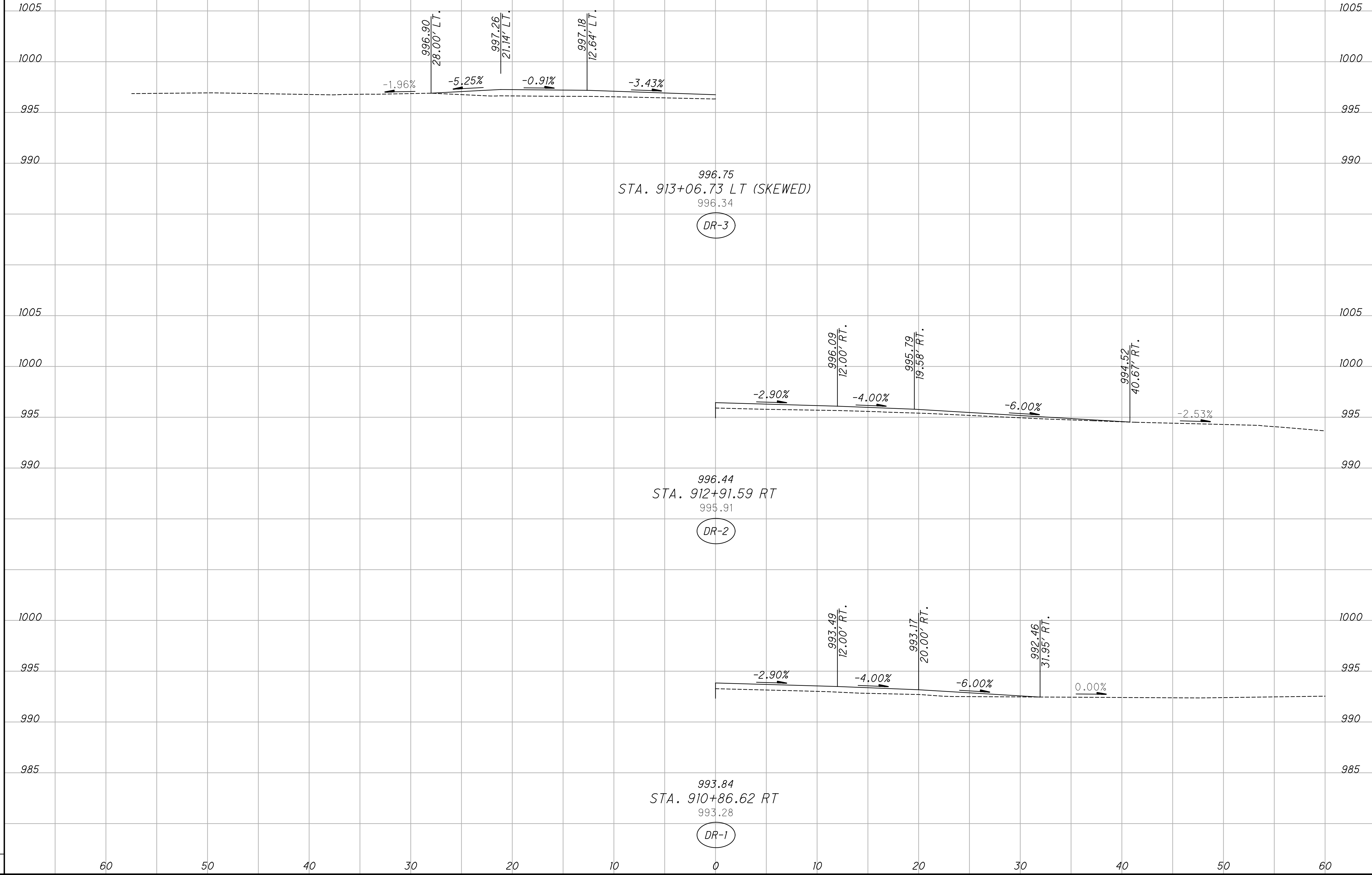
DRIVEWAY SUBSUMMARY

WAY - 250-17.27

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SEEDING	
END WIDTH	SO. YDS.

END AREA		VOLUME		CALCULATED	
CUT	FILL	CUT	FILL	BEO	CHECKED



DRIVEWAY PROFILES
US ROUTE 250 - STA. 913+06.73 TO STA. 910+86.62

WAY - 250-17.27

32
73

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SEEDING	
END WIDTH	SO. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED	
BEO	CHECKED

--	--

1000
995
990
985

1000
995
990
985

60 50 40 30 20 10 0 10 20 30 40 50 60

998.31
STA. 913+72.42 RT
998.42

DR-4

-2.32% -4.00% -4.00% 5.97%

998.03
12.00' RT.

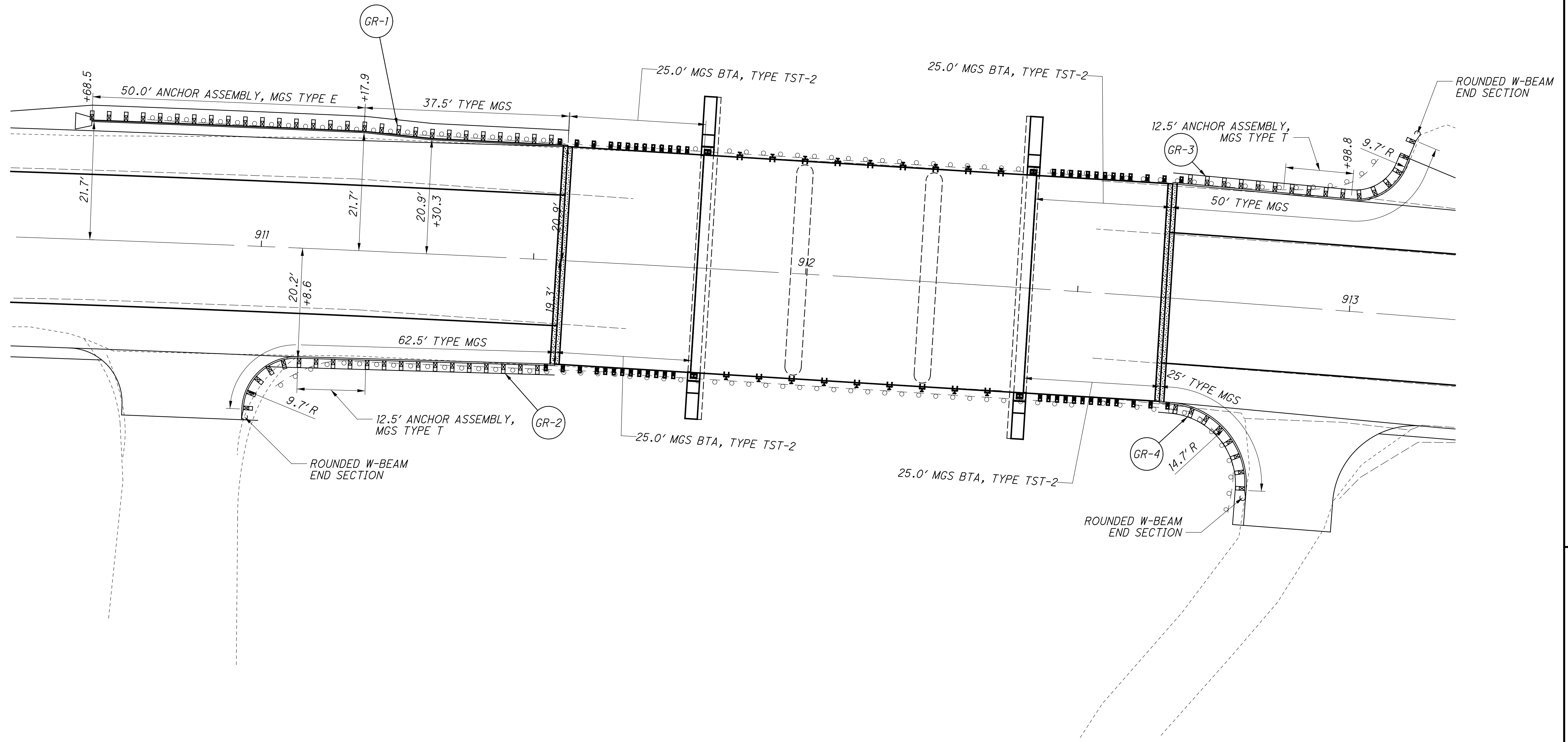
997.71
20.00' RT.

997.43
26.99' RT.

DRIVEWAY PROFILES
US ROUTE 250 - STA. 913+72.42

WAY - 250-17.27

33
73



CALCULATED
BEO
CHECKED
CMK

0 5 10 20
HORIZONTAL
SCALE IN FEET

GUARDRAIL DETAILS
US ROUTE 250

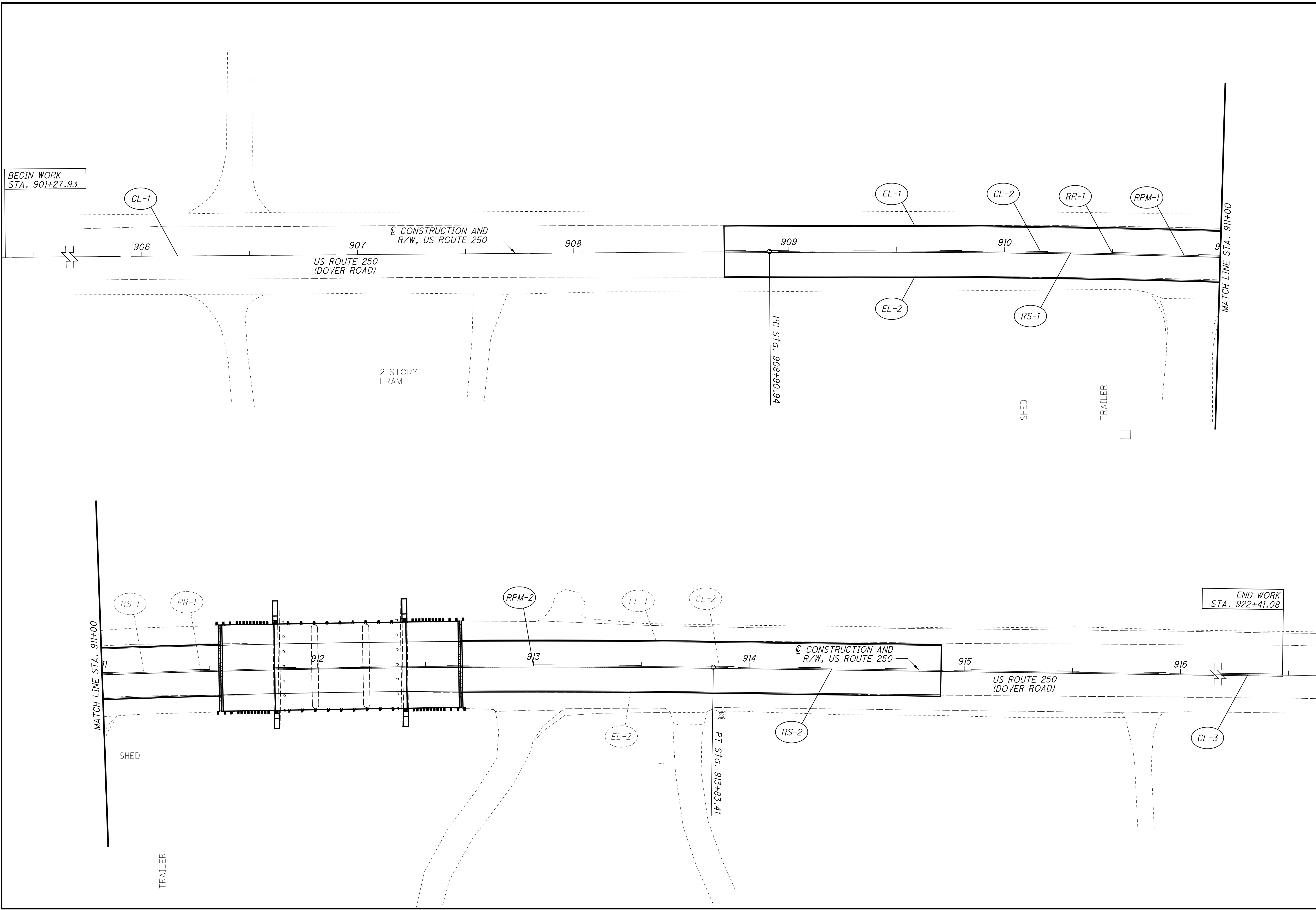
WAY - 250-17.27

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SHEET NO.	REFERENCE NO.	LOCATION	STATION		SIDE	618	621	621	644	644	644	644									
			RUMBLE STRIPES, CENTER LINE (ASPHALT CONCRETE)	RPM		RAISED PAVEMENT MARKER REMOVED	EDGE LINE, 6"	CENTER LINE, DASHED	CENTER LINE, DASHED/SOLID	CENTER LINE, DOUBLE SOLID											
			FROM	TO		MILE	EACH	EACH	MILE	MILE	MILE	MILE									
36	CL-1	US ROUTE 250	901+27.93	908+70.00	LT/RT					0.14											
36	CL-1	US ROUTE 250	908+70.00	917+70.00	LT/RT						0.17										
36	CL-1	US ROUTE 250	917+70.00	922+41.08	LT/RT							0.09									
36	EL-1	US ROUTE 250	907+64.88	915+93.03	LT				0.16												
36	EL-2	US ROUTE 250	907+80.88	915+88.99	RT				0.16												
36	RR-1	US ROUTE 250	908+70.00	914+88.87	LT/RT			8													
36	RPM-1	US ROUTE 250	908+70.00	911+52.04	CL		4														
36	RPM-2	US ROUTE 250	912+69.21	914+88.87	CL		3														
36	RS-1	US ROUTE 250	908+70.00	911+55.04	LT/RT	0.06															
36	RS-2	US ROUTE 250	912+66.21	914+88.87	LT/RT	0.05															
TOTALS CARRIED TO GENERAL SUMMARY						0.11	7	8	0.32	0.14	0.17	0.09									

WAY - 250 - 17.27	CALCULATED
	BEO CHECKED CMK

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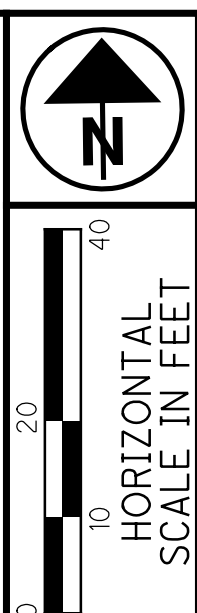


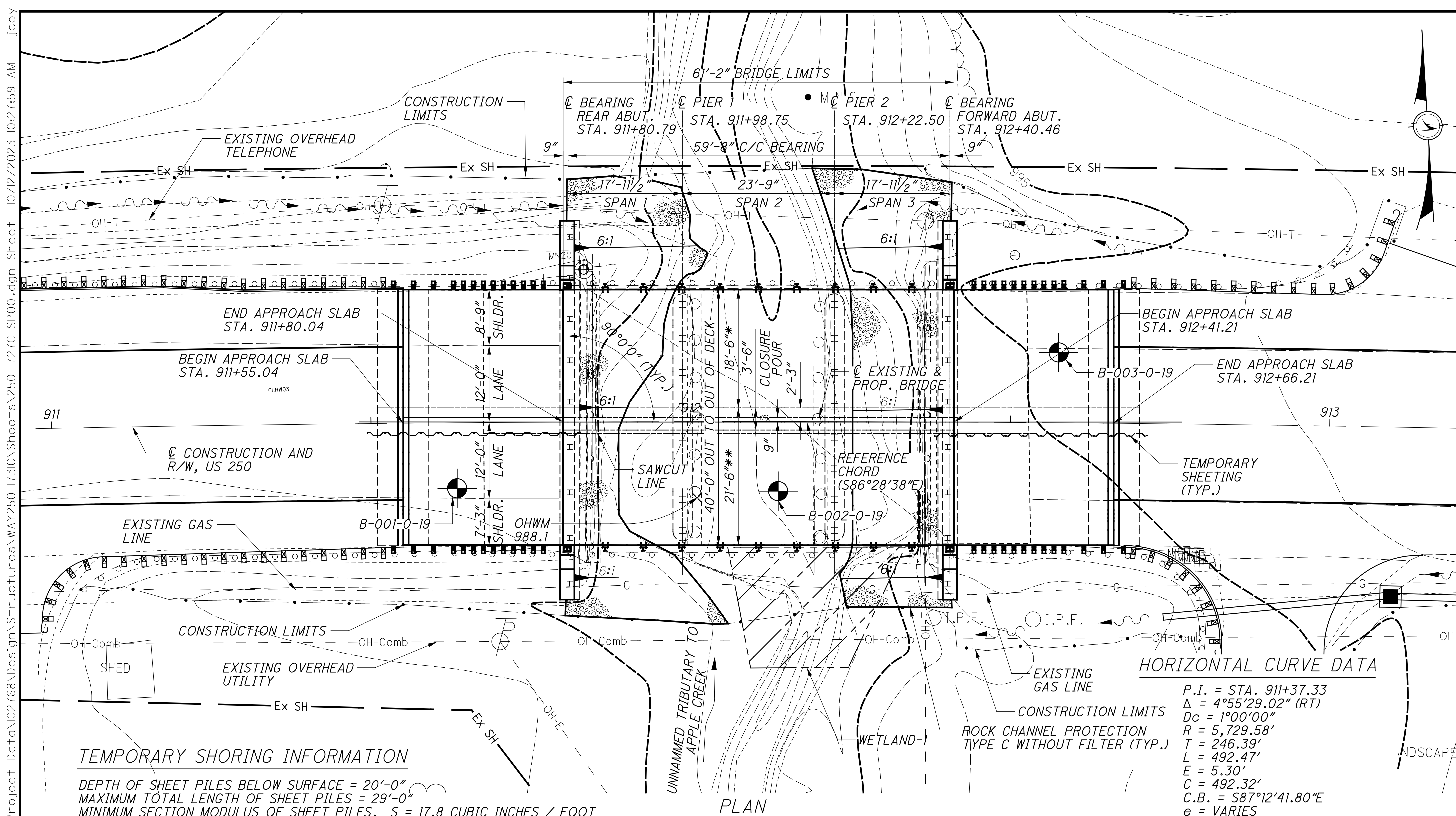
CALCULATED
BEO
CHECKED
CMK

SIGN AND PAVEMENT MARKING PLAN
US ROUTE 250

WAY - 250-17.27

36
73





BENCHMARK DATA

BM #1 STA. 910+12.50, ELEV. 994.28, OFFSET 28.08', LT.
BM #2 STA. 913+71.14, ELEV. 1000.28, OFFSET 27.82', LT.
CP #3 STA. 915+78.82, ELEV. 1004.15, OFFSET 31.96', LT.
CP #4 STA. 919+37.22, ELEV. 1006.73, OFFSET 30.81', LT.

FOR ADDITIONAL BENCHMARK INFORMATION. SEE ROADWAY PLAN SHEET 2/40

NOTES

EARTHWORK LIMITS SHOWN ARE APPROXIMATE. ACTUAL SLOPES SHALL CONFORM TO PLAN CROSS SECTIONS.

DESIGN TRAFFIC:
 2024 ADT = 7,700 2024 ADTT = 1,001
 2044 ADT = 8,100 2044 ADTT = 1,053
 DIRECTIONAL DISTRIBUTION = 51%

LEGEND

● BORING LOCATION
 * - PHASE 1 CONSTRUCTION
 ** - PHASE 2 CONSTRUCTION

HYDRAULIC DATA

DRAINAGE AREA = 3.25 SQ. MILES
 Q (100) = 1520 CFS V (100) = 4.6 FT/S
 Q (25) = 1020 CFS V (25) = 8.5 FT/S
 STRUCTURE CLEARS THE 25 YEAR DESIGN HW BY 0.35 FEET.

HORIZONTAL CURVE DATA

P.I. = STA. 911+37.33
Δ = 4°55'29.02" (RT)
Dc = 1°00'00"
R = 5,729.58'
T = 246.39'
L = 492.47'
E = 5.30'
C = 492.32'
C.B. = S87°12'41.80"E
θ = VARIES

TEMPORARY SHORING INFORMATION

DEPTH OF SHEET PILES BELOW SURFACE = 20'-0"
 MAXIMUM TOTAL LENGTH OF SHEET PILES = 29'-0"
 MINIMUM SECTION MODULUS OF SHEET PILES, S = 17.8 CUBIC INCHES / FOOT

EXISTING STRUCTURE

TYPE: CONTINUOUS CONCRETE SLAB WITH CONCRETE CAPPED PILE SUBSTRUCTURE

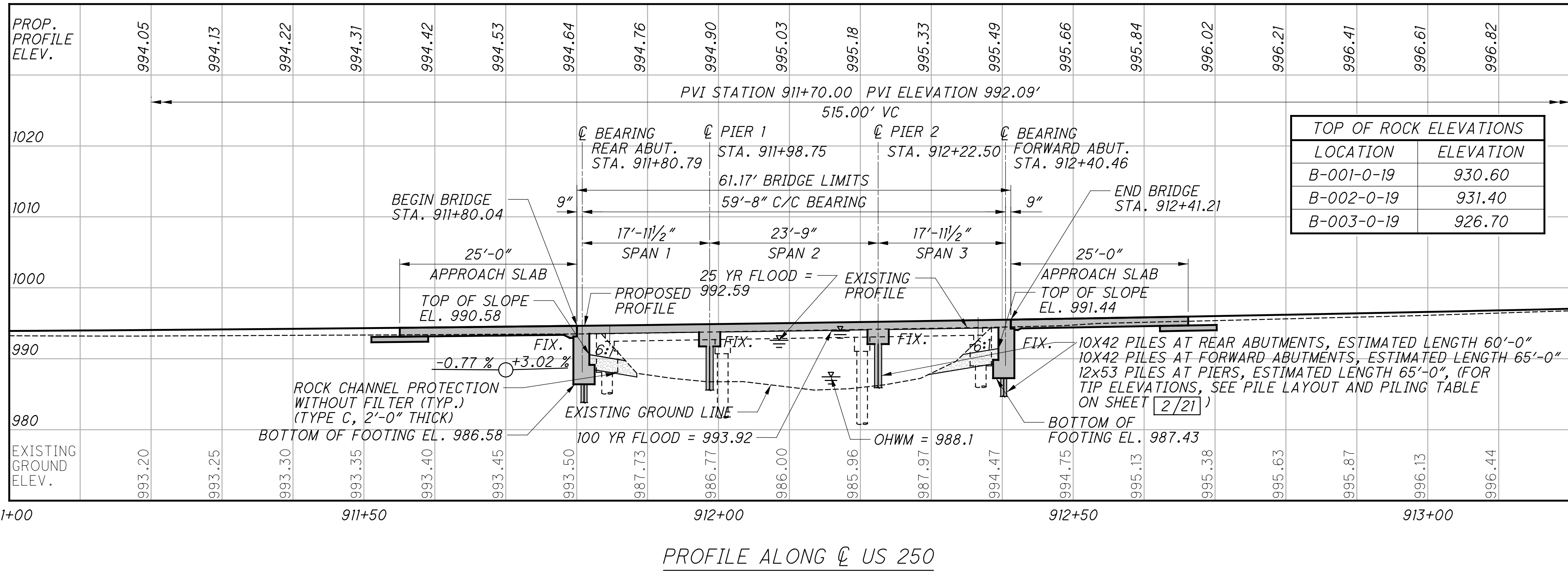
SPANS: 16'-0"± 20'-0"± 16'-0"± C/C BEARINGS
 ROADWAY: 40'-0" F/F RAIL
 LOADING: H-15
 SKEW: 0°
 WEARING SURFACE: 2" SUPER-PLASTICIZED DENSE CONCRETE
 APPROACH SLABS: AS-1-54 (15'-0"±)
 ALIGNMENT: 1°00'00" CURVE RIGHT
 CROWN: 0.024 FT/FT
 STRUCTURAL FILE NUMBER: 8504776
 DATE BUILT: 1956
 DISPOSITION: REMOVE AND REPLACE

PROPOSED STRUCTURE

TYPE: THREE SPAN CAST-IN-PLACE SLAB WITH CONCRETE CAPPED PILE SUBSTRUCTURE

SPANS: 17'-11 1/2", 23'-9", 17'-11 1/2" C/C BEARING ALONG REFERENCE CHORD

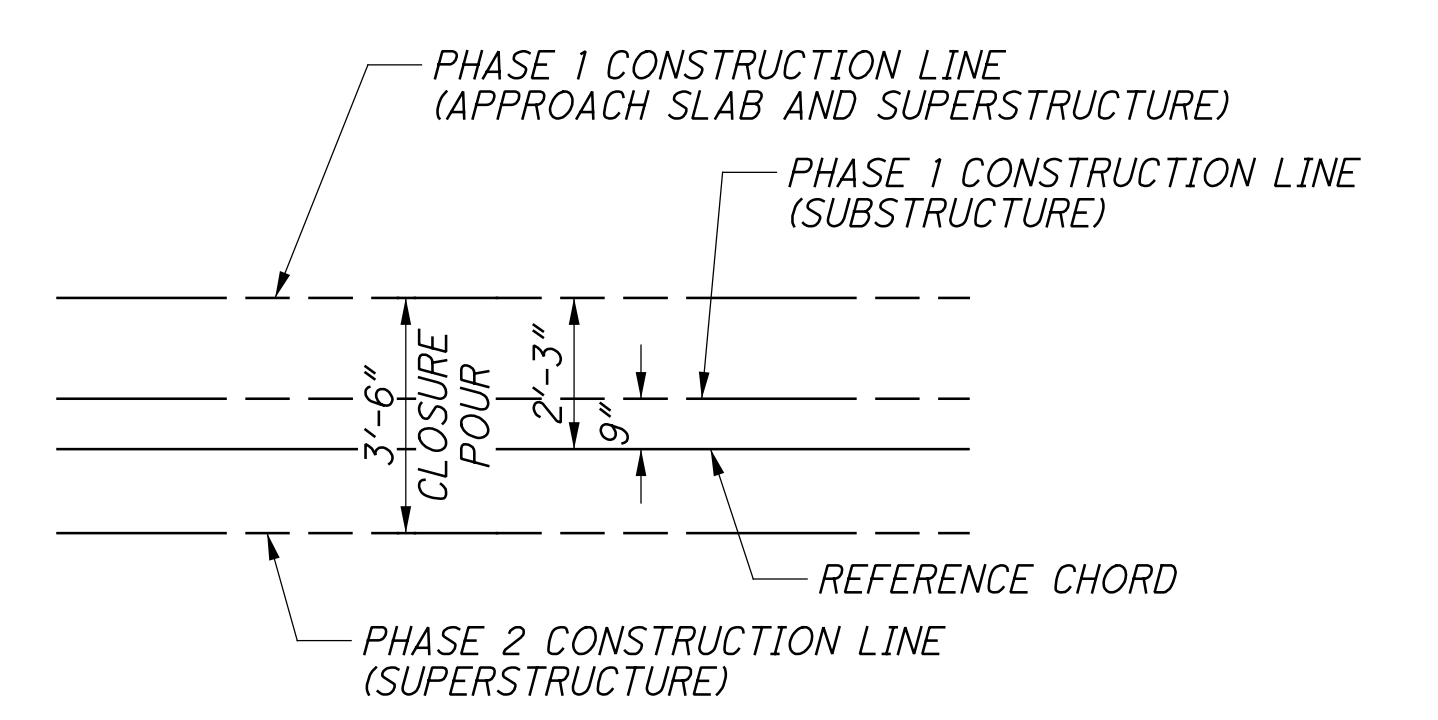
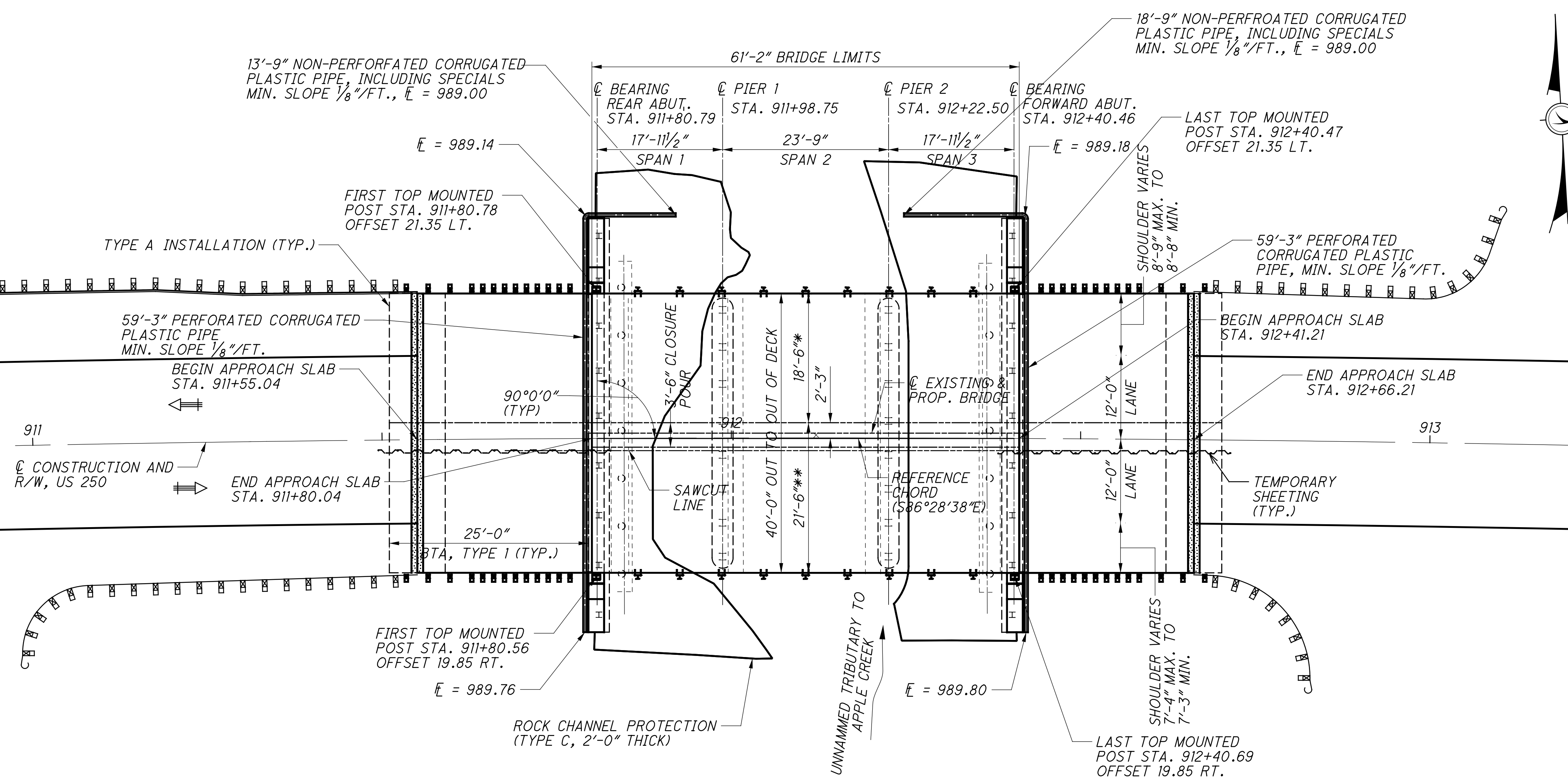
ROADWAY: 40'-0" FACE/FACE RAILING
 LOADING: HL-93, FUTURE WEARING SURFACE (0.60 KSF)
 SKEW: 0°00'00"
 FUTURE WEARING SURFACE: 60 PSF
 APPROACH SLABS: 25'-0" LONG 15" THICK (AS-1-15 & AS-2-15) MODIFIED (FOR NON-STANDARD) TYPE A INSTALLATION
 ALIGNMENT: 1°00'00" CURVE RIGHT
 CROWN: 0.029 FT/FT
 COORDINATES: LATITUDE 40°45'24.04" LONGITUDE 81°51'48.70"
 DECK AREA: 2,447 FT²



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DESIGN AGENCY: THRAASHER
 DATE: 10/29/20
 REVIEWED: CMK
 DRAWN: SCN
 DESIGNED: RLC
 CHECKED: MAT
 WAYNE COUNTY STA. 911+80.04 STA. 912+41.21
 BRIDGE NO. WAY-250-1727
 U.S. 250 OVER LITTLE APPLE CREEK
 WAY-250-17.27
 PID No. 102768
 1/21
 37/73

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HORIZONTAL CURVE DATA

P.I. = STA. 911+37.33

Δ = 4°55'29.02" (RT)

Dc = 1°00'00"

R = 5,729.58'

T = 246.39'

L = 492.47'

E = 5.30'

C = 492.32'

C.B. = S87°12'41.80"E

θ = VARIES

NOTE:

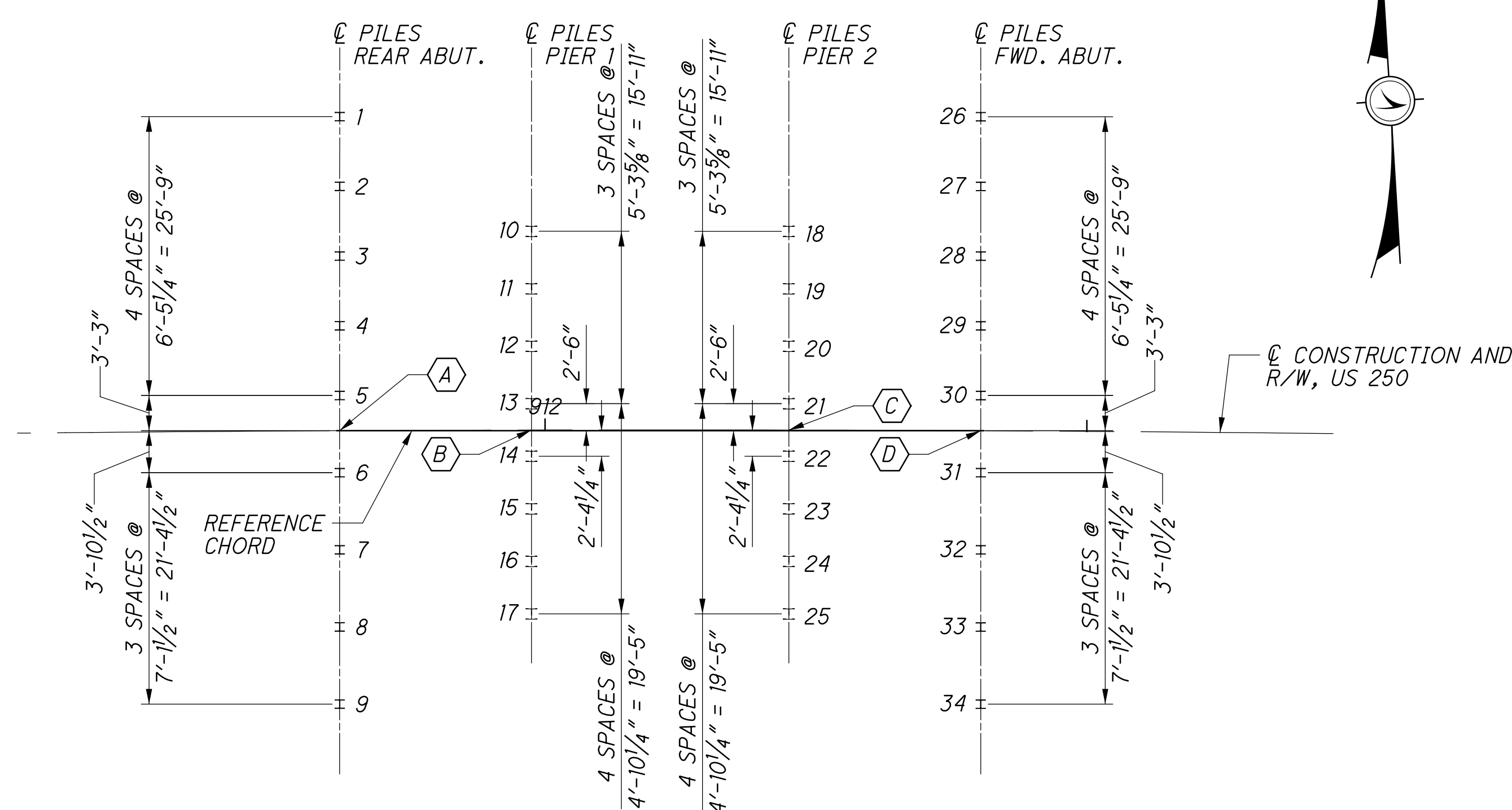
PILE LOCATIONS DIMENSIONED FROM EXTENDED TANGENT FOR PIER 2 AND FORWARD ABUTMENT.

* - PHASE 1 CONSTRUCTION

** - PHASE 2 CONSTRUCTION

REFERENCE CHORD STATION/ OFFSET FROM CONST. U.S. 250		
MARK	STATION	OFFSET
A	911+80.79	0.00'
B	911+98.75	0.07' RT.
C	912+22.50	0.07' RT.
D	912+40.46	0.00'

PILING TABLE			
PILE NO.	PILE TYPE	CUT-OFF ELEVATION	ESTIMATED LENGTH
1 TO 5	HP10X42	988.58	60
6 TO 9	HP10X42	988.58	60
10 TO 13	HP12X53	993.47	65
14 TO 17	HP12X53	992.87	65
18 TO 21	HP12X53	993.81	65
22 TO 25	HP12X53	993.21	65
26 TO 30	HP10X42	989.43	65
31 TO 34	HP10X42	989.43	65



R:\080\080-10011 - WAYNE COUNTY US-250 BRIDGE REPLACEMENT - ODOT DISTRICT 3\Project Data\02768\Design\Structures\WAY250-1731C\Sheets\250-1727C-SN001.dgn Sheet 2/10/2022 11:18:45 AM bolinger

STANDARD DRAWINGS AND SUPPLEMENTAL SPECIFICATIONS

REFER TO THE FOLLOWING STANDARD BRIDGE DRAWING(S):

AS-1-15	REVISED	07-17-15
AS-2-15	REVISED	01-18-19
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	07-17-20
TST-1-99	REVISED	07-20-18

AND TO THE FOLLOWING SUPPLEMENTAL SPECIFICATION(S):

800	DATED	10-16-20
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, 8TH EDITION 2017, AND THE ODOT BRIDGE DESIGN MANUAL, 2020.

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, 2020.

DESIGN LOADING

DESIGN LOADING: HL-93
FUTURE WEARING SURFACE (FWS) OF 0.060 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

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, HEADACHE BALLS AND / OR HOE-RAMS 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 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.

PHASE 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 EIGHTEEN INCHES OF THE PORTION TO BE TEMPORARILY PRESERVED. HAMMERS NOT EXCEEDING 90 POUNDS MAY BE USED TO REMOVE THE THE REMAINING EIGHTEEN INCH 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 RENOVATIONS

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- STURCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN.

MAINTENANCE OF TRAFFIC

FOR MAINTENANCE OF TRAFFIC NOTES, TYPICAL SECTIONS AND PLANS, SEE SHEETS 7 THROUGH 17.

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

THE UPSTREAM END OF THE PERFORATED PIPES SHALL BE CAPPED. THE PIPES SHALL OUTLET AT THE DOWNSTREAM END OF THE STRUCTURE. SEE BRIDGE SHEETS 2, 8 AND 10 FOR DETAILS.

PILES TO BEDROCK

DRIVE PILES TO REFUSAL ON BEDROCK. THE DEPARTMENT WILL CONSIDER REFUSAL TO BE OBTAINED WHEN THE PILE PENETRATION IS AN INCH OR LESS AFTER RECEIVING AT LEAST 20 BLOWS FROM THE PILE HAMMER. SELECT THE HAMMER SIZE TO ACHIEVE THE REQUIRED DEPTH TO BEDROCK AND REFUSAL.

THE FACTORED LOAD IS 103 KIPS PER PILE FOR THE ABUTMENT PILES. THE TOTAL FACTORED LOAD 160 KIPS PER PILE FOR THE PIER PILES.

REAR ABUTMENT PILES:
HP 10x42 PILES 65 FEET LONG, ORDER LENGTH

FORWARD ABUTMENT PILES:
HP 10x42 PILES 70 FEET LONG, ORDER LENGTH

PIER PILES:
HP 12x53 PILES 70 FEET LONG, ORDER LENGTH

ITEM SPECIAL - PILE ENCASEMENT

ENCASE ALL STEEL H-PILES FOR THE CAPPED PILE PIERS IN CONCRETE CONFORMING TO C&MS 511 (f'c = 4.0-ksi). PROVIDE A CONCRETE SLUMP BETWEEN 6 TO 8 INCHES WITH THE USE OF A SUPERPLASTICIZER. PLACE THE CONCRETE WITHIN A FORM THAT CONSIST OF POLYETHYLENE PIPE (C&MS 707.33), OR PVC PIPE (C&MS 707.42). THE ENCASEMENT SHALL EXTEND 3 FEET BELOW THE FINISHED GROUND SURFACE UP TO THE CONCRETE PIER CAP. POSITION THE PIPE SO THAT AT 3 INCHES OF CONCRETE COVER IS PROVIDED AROUND THE EXTERIOR OF THE PILE.

THE DEPARTMENT WILL MEASURE PILE ENCASEMENT BY THE NUMBER OF FEET. THE DEPARTMENT WILL DETERMINE THE SUM AS THE LENGTH MEASURED ALONG THE AXIS OF EACH PILE FROM THE BOTTOM OF THE ENCASEMENT TO THE BOTTOM OF THE PIER CAP. THE DEPARTMENT WILL PAY FOR ACCEPTED QUANTITIES AT THE CONTRACT PRICE FOR ITEM - SPECIAL, PILE ENCASEMENT.

ITEM 526 - REINFORCED CONCRETE APPROACH SLABS (T=15"), AS PER PLAN

ALL REQUIREMENTS OF ODOT CMS 526 SHALL APPLY WITH THE FOLLOWING ADDITIONS. THE APPROACH SLAB SHALL BE CONSTRUCTED UTILIZING PHASED CONSTRUCTION. THE CENTERLINE OF US 250 IS ALONG A HORIZONTAL CURVE. THE CONSTRUCTION LINES OF THE APPROACH SLAB ARE NOT ALONG THIS CURVE; RATHER, A 90 DEGREE ANGLE TO THE REFERENCE CHORD. SEE SHEET 16 FOR DETAILS.

ABBREVIATIONS

ABUT.	ABUTMENT
APPROX.	APPROXIMATE
BOT.	BOTTOM
BRG.	BEARING
BTA.	BRIDGE TERMINAL ASSEMBLY
C.I.P.	CAST-IN-PLACE
∅	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 EXPANSTON 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

GENERAL NOTES

BRIDGE NO. WAY-250-1727
U.S. 250 OVER LITTLE APPLE CREEK

WAY - 250-17.27
PID No. 102768

3 / 21

39
73

DESIGN AGENCY
THRASHER
400 3RD STREET SE
SUITE 309
CANTON, OHIO 44702

DATE
10/29/20

REVIEWED
CMK

DRAWN
SCN

DESIGNED
RLC

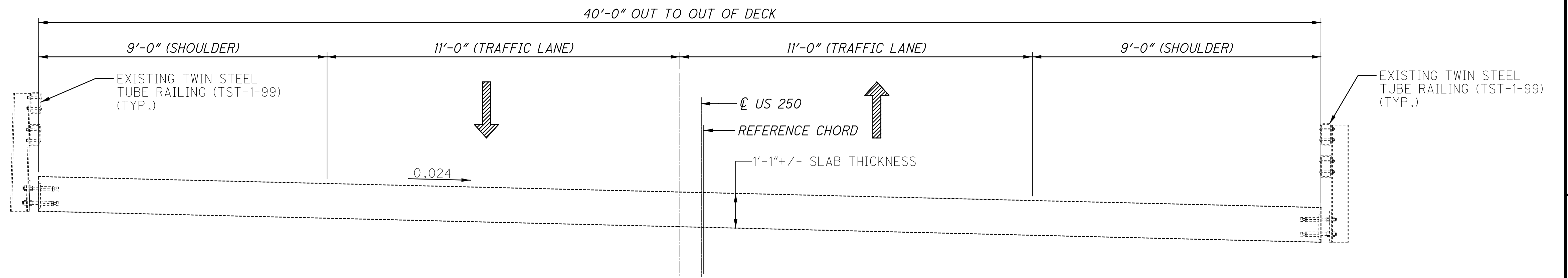
CHECKED
RLC

STRUCTURE FILE NUMBER
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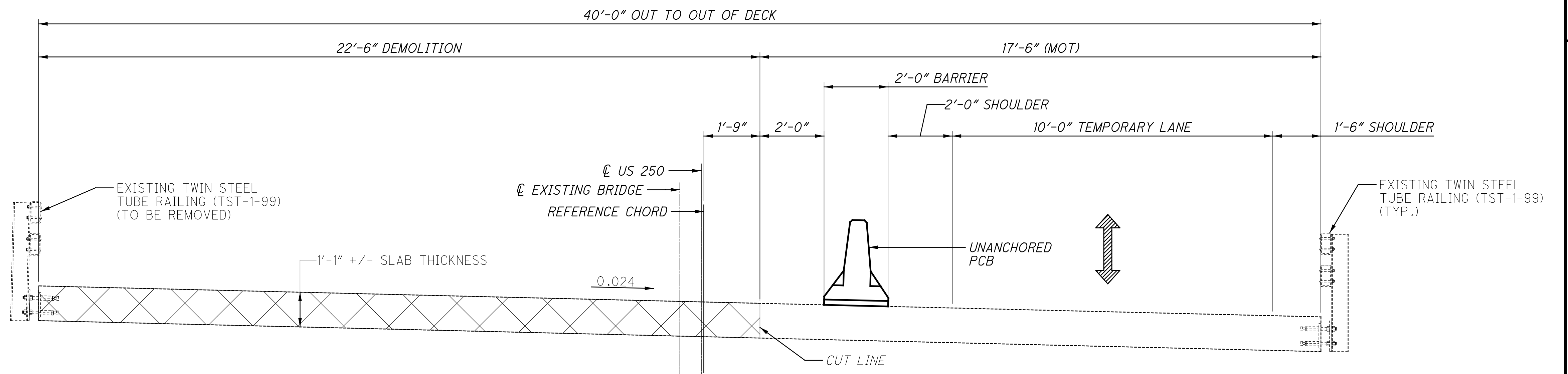
ESTIMATE OF QUANTITIES

ITEM	EXTENSION	TOTAL	UNIT	DESCRIPTION	ABUTMENTS	PIERS	SUPERSTRUCTURE	GENERAL	SHEET REFERENCE
202	11003	1	LS	STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN					3/21
202	22900	134	SY	APPROACH SLAB REMOVED				134	
503	11100	1	LS	COFFERDAMS AND EXCAVATION BRACING					
503	21100	257	CY	UNCLASSIFIED EXCAVATION	257				
505	11100	1	LS	PILE DRIVING EQUIPMENT MOBILIZATION					
507	00100	1215	FT	STEEL PILES HP10X42, FURNISHED	1215				
507	00150	1125	FT	STEEL PILES HP10X42, DRIVEN	1125				
507	00200	1120	FT	STEEL PILES HP12X53, FURNISHED		1120			
507	00250	1040	FT	STEEL PILES HP12X53, DRIVEN		1040			
507	71200	140	FT	SPECIAL - PILE ENCASEMENT		140			3/21
509	10000	47662	LB	EPOXY COATED REINFORCING STEEL	7646	3197	36819		
511	33312	144	CY	CLASS QC2 CONCRETE WITH QC/QA, SUPERSTRUCTURE		17	127		
511	43512	62	CY	CLASS QC1 CONCRETE WITH QC/QA, ABUTMENT INCLUDING FOOTING	62				
512	10100	80	SY	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)	54		26		
512	33000	3	SY	TYPE 2 WATERPROOFING	3				
516	13200	76	SF	1/2" PREFORMED EXPANSION JOINT FILLER			76		
516	13600	71	SF	1" PREFORMED EXPANSION JOINT FILLER			71		
516	25000	336	SF	NYLON REINFORCED NEOPRENE SHEETING	336				
517	70000	130	FT	RAILING (TWIN STEEL TUBE)			130		
518	21200	33	CY	POROUS BACKFILL WITH GEOTEXTILE FABRIC	33				
518	22300	116	FT	SPECIAL - STEEL DRIP STRIP			116		14/21
518	40000	120	FT	6" PERFORATED CORRUGATED PLASTIC PIPE	120				
518	40011	33	FT	6" NON-PERFORATED CORRUGATED PLASTIC PIPE, INCLUDING SPECIALS, AS PER PLAN	33				3/21
526	25001	223	SY	REINFORCED CONCRETE APPROACH SLABS (T=15"), AS PER PLAN				223	3/21
526	90010	80	FT	TYPE A INSTALLATION				80	
601	34200	141	CY	ROCK CHANNEL PROTECTION, TYPE C WITHOUT FILTER				141	
846	00110	34	CF	POLYMER MODIFIED ASPHALT EXPANSION JOINT SYSTEM				34	

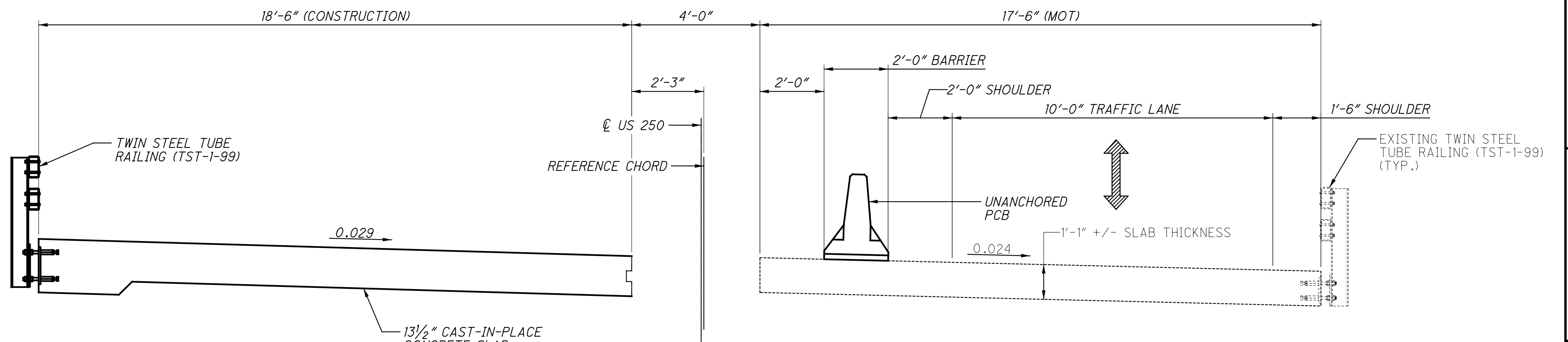
WAY -250-17.27 PID No. 102768	ESTIMATED QUANTITIES BRIDGE NO. WAY-250-1727 U.S. 250 OVER LITTLE APPLE CREEK	DESIGNED JWA CHECKED RLC	DRAWN SCN REVISED	REVIEWED CMK STRUCTURE FILE NUMBER 8504777	DATE 10/29/20	DESIGN AGENCY THRASHER 400 3RD STREET SE SUITE 309 CANTON, OHIO 44702
4 / 21	40 73					



EXISTING CONDITION



PHASE 1 DEMOLITION



PHASE 1 CONSTRUCTION


PHASE 1 DEMOLITION

1. TRANSITION TRAFFIC TO THE RIGHT SIDE OF THE STRUCTURE.
2. MAINTAIN TRAFFIC ON RIGHT SIDE OF STRUCTURE UTILIZING A SIGNALIZED SINGLE LANE.
3. REMOVE LEFT SIDE OF THE STRUCTURE.

PHASE 1 CONSTRUCTION

1. MAINTAIN TRAFFIC SAME AS PHASE 1 DEMOLITION.
2. CONSTRUCT LEFT SIDE OF THE STRUCTURE.

LEGEND

 - PORTION OF STRUCTURE TO BE REMOVED

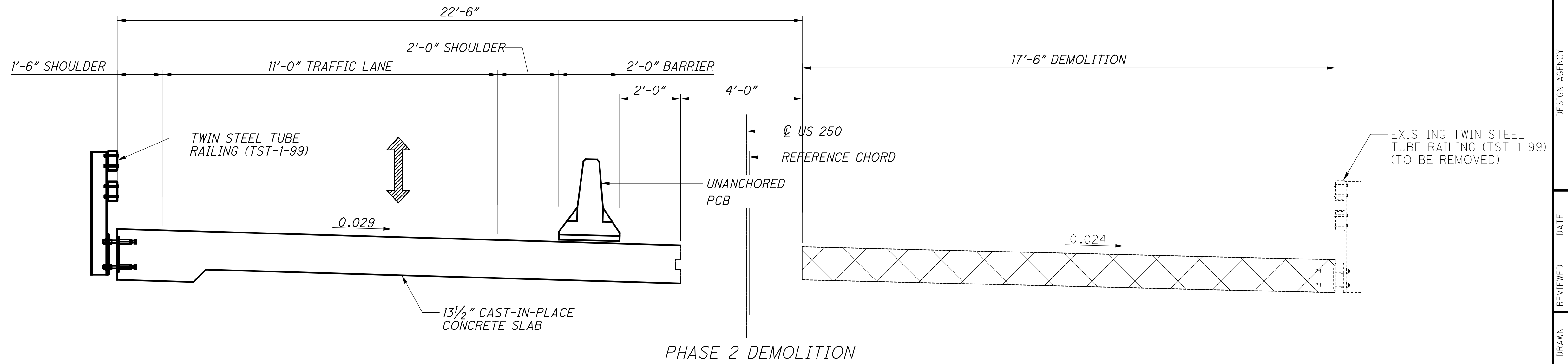
NOTE:

SEE ROADWAY PLANS FOR ADDITIONAL MAINTENANCE OF TRAFFIC ITEMS.

R:\080\080-10011 - WAYNE COUNTY US-250 BRIDGE REPLACEMENT - ODOT DISTRICT 3\Project Data\102768\Design\Structures\WAY250_1727C_Sheets\250_1727C_SC002.dgn Sheet 2/10/2022 11:48:47 AM bolinger

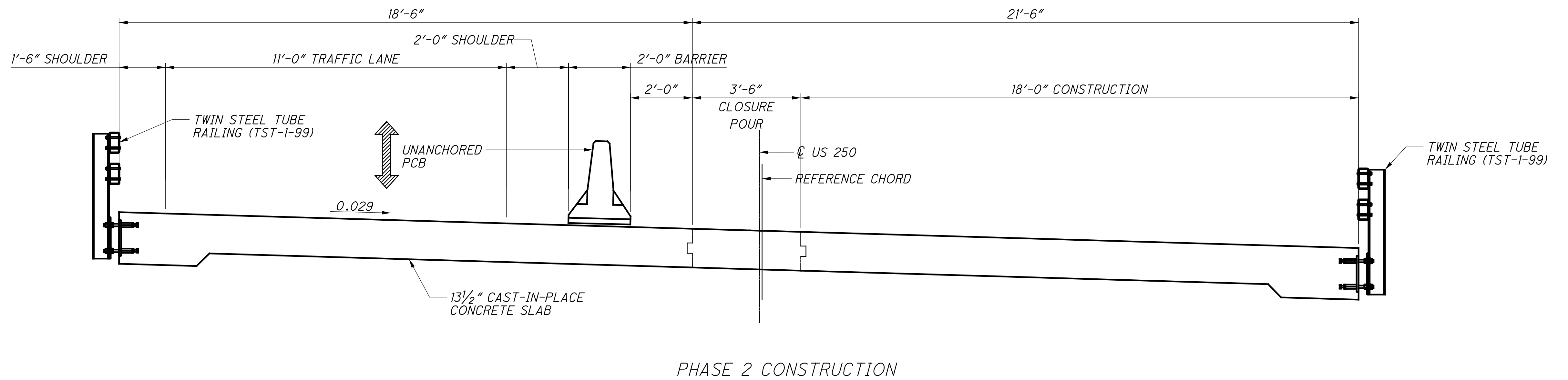
PHASE 2 DEMOLITION

1. TRANSITION TRAFFIC FROM THE RIGHT SIDE OF THE STRUCTURE TO THE LEFT SIDE OF STRUCTURE.
2. MAINTAIN TRAFFIC ON LEFT SIDE OF STRUCTURE UTILIZING A SIGNALIZED SINGLE LANE.
3. REMOVE RIGHT SIDE OF THE STRUCTURE.



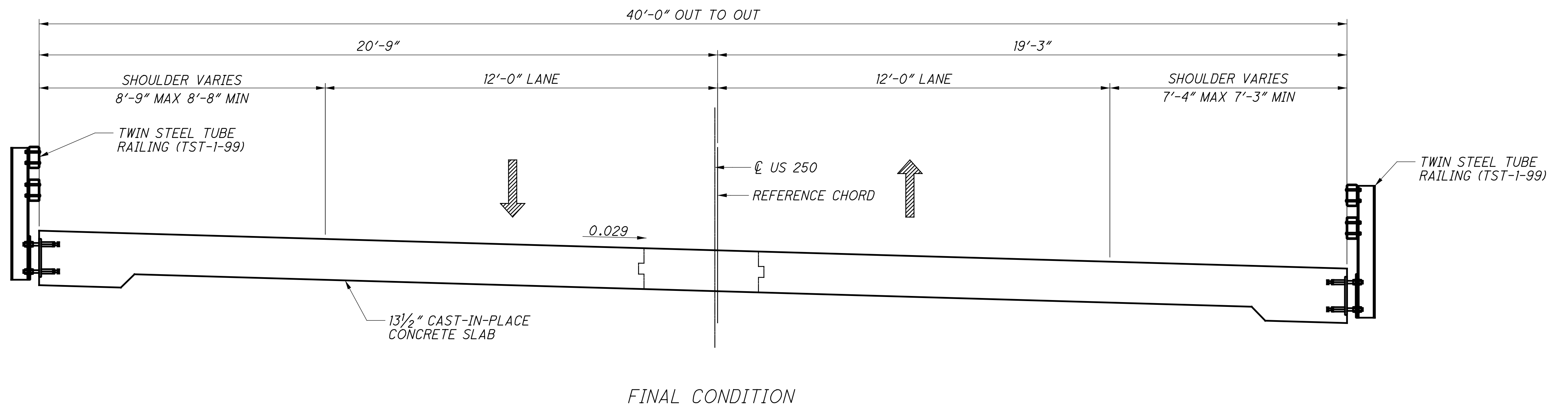
PHASE 2 CONSTRUCTION

1. MAINTAIN TRAFFIC SAME AS PHASE 2 DEMOLITION.
2. CONSTRUCT RIGHT SIDE OF THE STRUCTURE.
3. CONSTRUCT CLOSURE POUR.



FINAL CONDITION

TRANSITION TRAFFIC FLOW TO FINAL CONDITION.

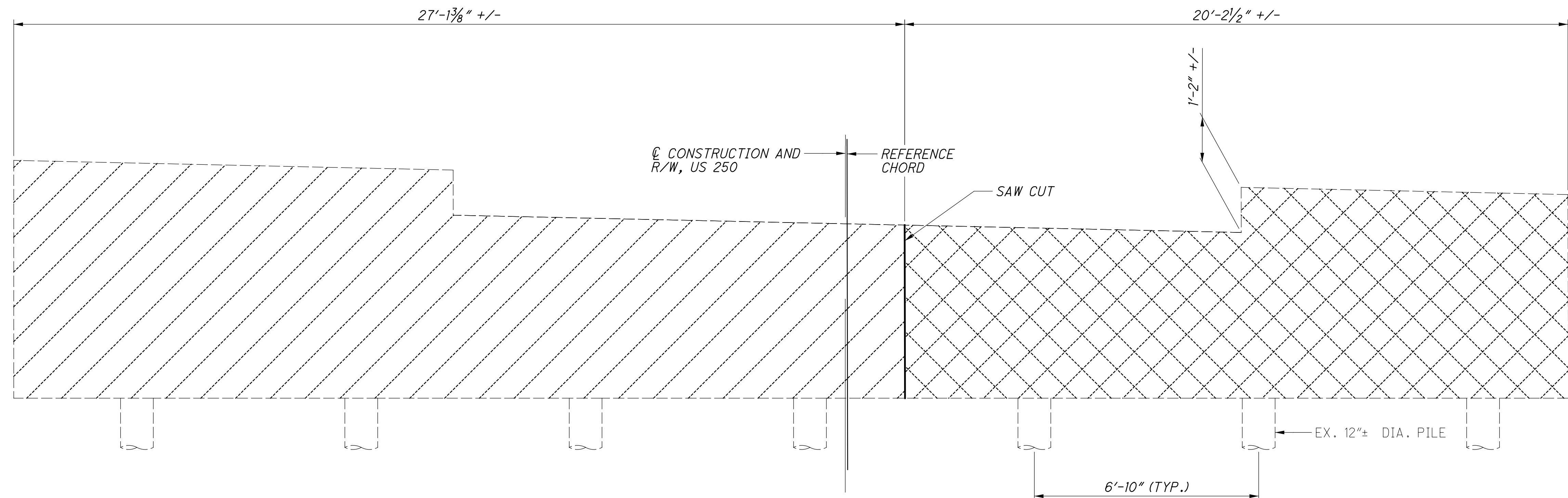


LEGEND

- PORTION OF STRUCTURE TO BE REMOVED

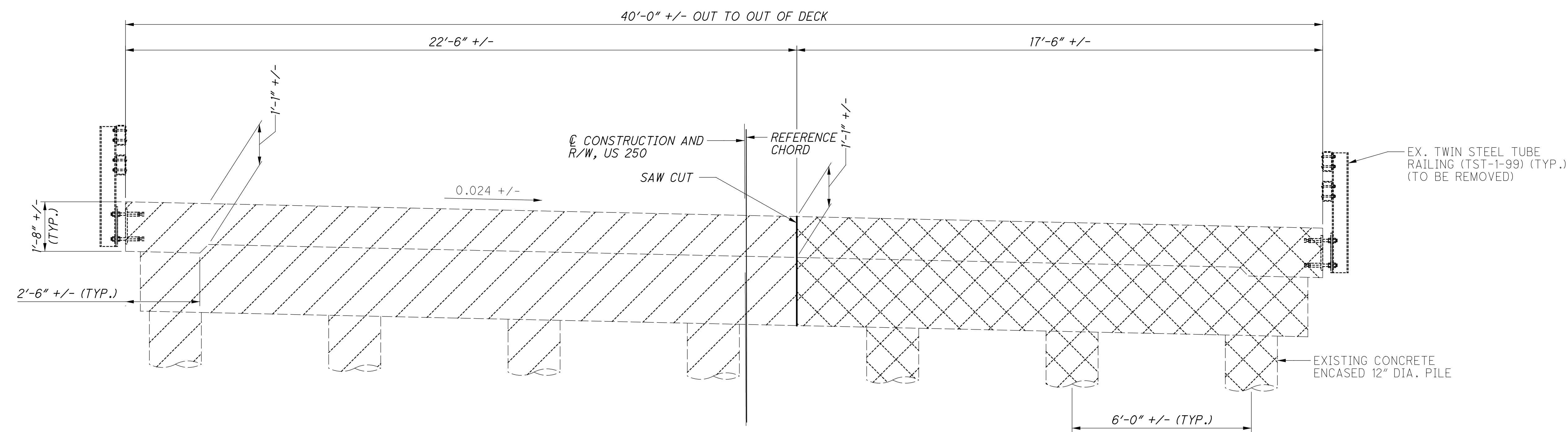
NOTE:
SEE ROADWAY PLANS FOR ADDITIONAL MAINTENANCE OF TRAFFIC ITEMS.

PHASED CONSTRUCTION DETAILS 2 OF 2 BRIDGE NO. WAY-250-1727 U.S. 250 OVER LITTLE APPLE CREEK	DESIGN AGENCY THRASHER 400 3RD STREET SE SUITE 309 CANTON, OHIO 44702	DATE 10/29/20	REVIEWED CMK	STRUCTURE FILE NUMBER 8504777
DESIGNED RLC	DRAWN SCN	CHECKED MAT	REVISED	MAT
WAY-250-17.27 PID No. 102768	6 / 21	42 73		



TYPICAL ABUTMENT ELEVATION
(UPSTATION)

NOTE:
EXISTING ABUTMENT TO BE REMOVED TO 2'-0" MIN.
BELOW FINISHED GROUND LINE.



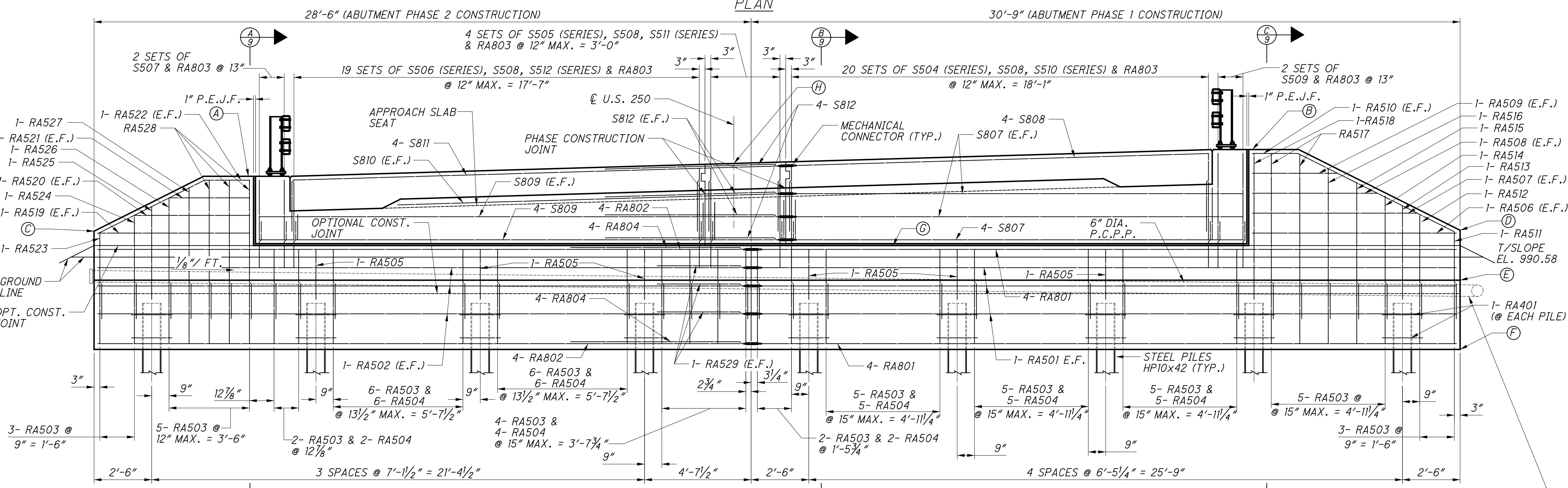
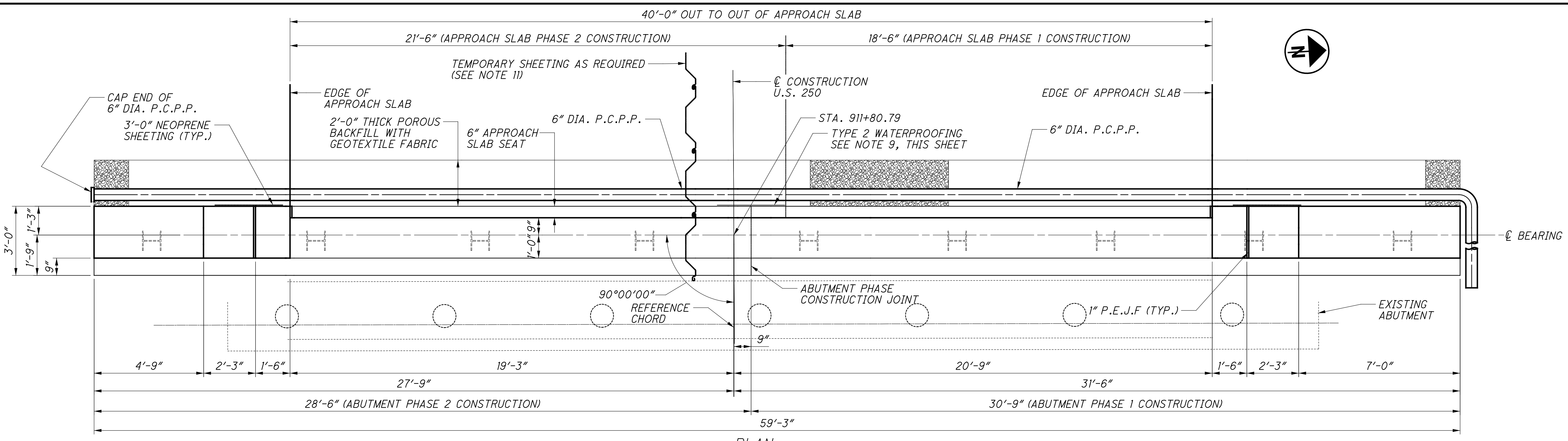
TYPICAL PIER ELEVATION
(UPSTATION)

NOTE:
EXISTING PIER PILES TO BE REMOVED TO 1'-0" MIN.
BELOW FINISHED GROUND LINE.

- LEGEND
- PHASE 1- PORTIONS OF STRUCTURE TO BE REMOVED
 - PHASE 2- PORTIONS OF STRUCTURE TO BE REMOVED

<p>WAY-250-17.27 PID No. 102768</p>	<p>REMOVAL DETAILS BRIDGE NO. WAY-250-1727 U.S. 250 OVER LITTLE APPLE CREEK</p>	<p>DESIGNED: RLC CHECKED: MAT</p>	<p>DRAWN: SCN REVISED:</p>	<p>REVIEWED: CMK STRUCTURE FILE NUMBER: 8504777</p>	<p>DATE: 10/29/20</p>	<p>DESIGN AGENCY: THRASHER 400 3RD STREET SE SUITE 309 CANTON, OHIO 44702</p>
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- NOTES:**
1. FOR ADDITIONAL DETAILS AND NOTES, SEE STD. DWG. CPA-1-08.
 2. FOR PHASE CONSTRUCTION DETAILS, SEE PHASE CONSTRUCTION REMOVAL DETAILS, SHEET [7/21], AND TRANSVERSE SECTION, SHEET [14/21].
 3. FOR APPROACH SLAB DETAILS, SEE STD. DWG. AS-1-15 AND SHEET [17/21].
 4. FOR REINFORCEMENT SCHEDULE, SEE SHEET [18/21].
 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 S505, S506 & S507 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'-0" WIDE, CENTERED ON JOINT.
10. FOR FINAL DECK ELEVATIONS AT THE REAR ABUTMENT, SEE SHEET [15/21].

11. TEMPORARY SHEETING IS SHOWN FOR PHASE ONE CONSTRUCTION ONLY. ADDITIONAL SHEETING MAY BE NEEDED FOR PHASE 2 CONSTRUCTION.

REAR ABUTMENT ELEVATIONS	
LOCATION	ELEVATION
A	994.08
B	995.25
C	991.71
D	991.74
E	989.58
F	986.58
G	991.08
H	994.64

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

DESIGN AGENCY: **THRASHER** 400 3RD STREET SE CANTON, OHIO 44702

DATE: 10/29/20

REVIEWED: CMK

DRAWN: SCN

DESIGNED: RLC

CHECKED: JWA

STRUCTURE FILE NUMBER: 8504777

REAR ABUTMENT PLAN AND ELEVATION

BRIDGE NO. WAY-250-1727

U.S. 250 OVER LITTLE APPLE CREEK

WAY-250-17.27

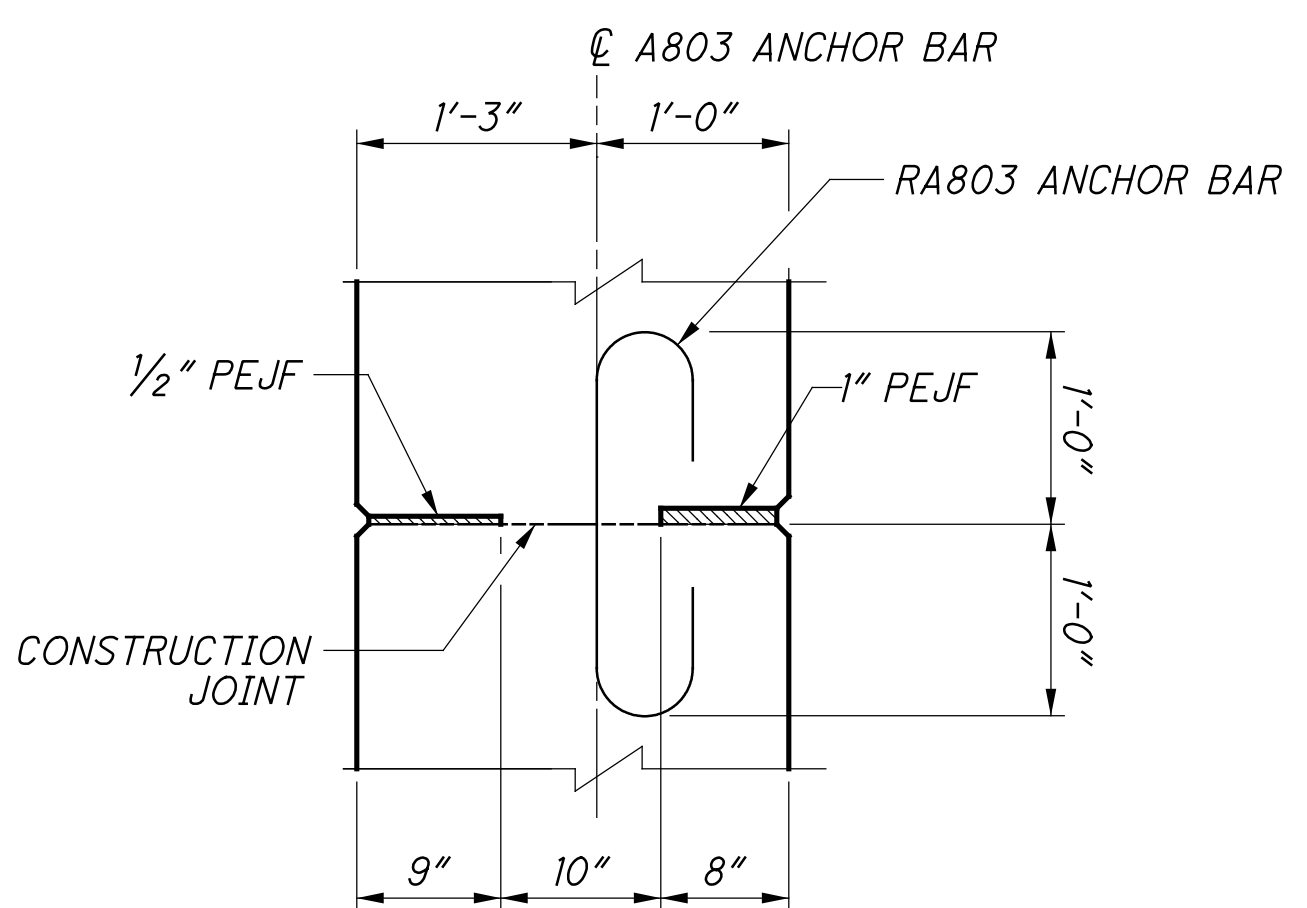
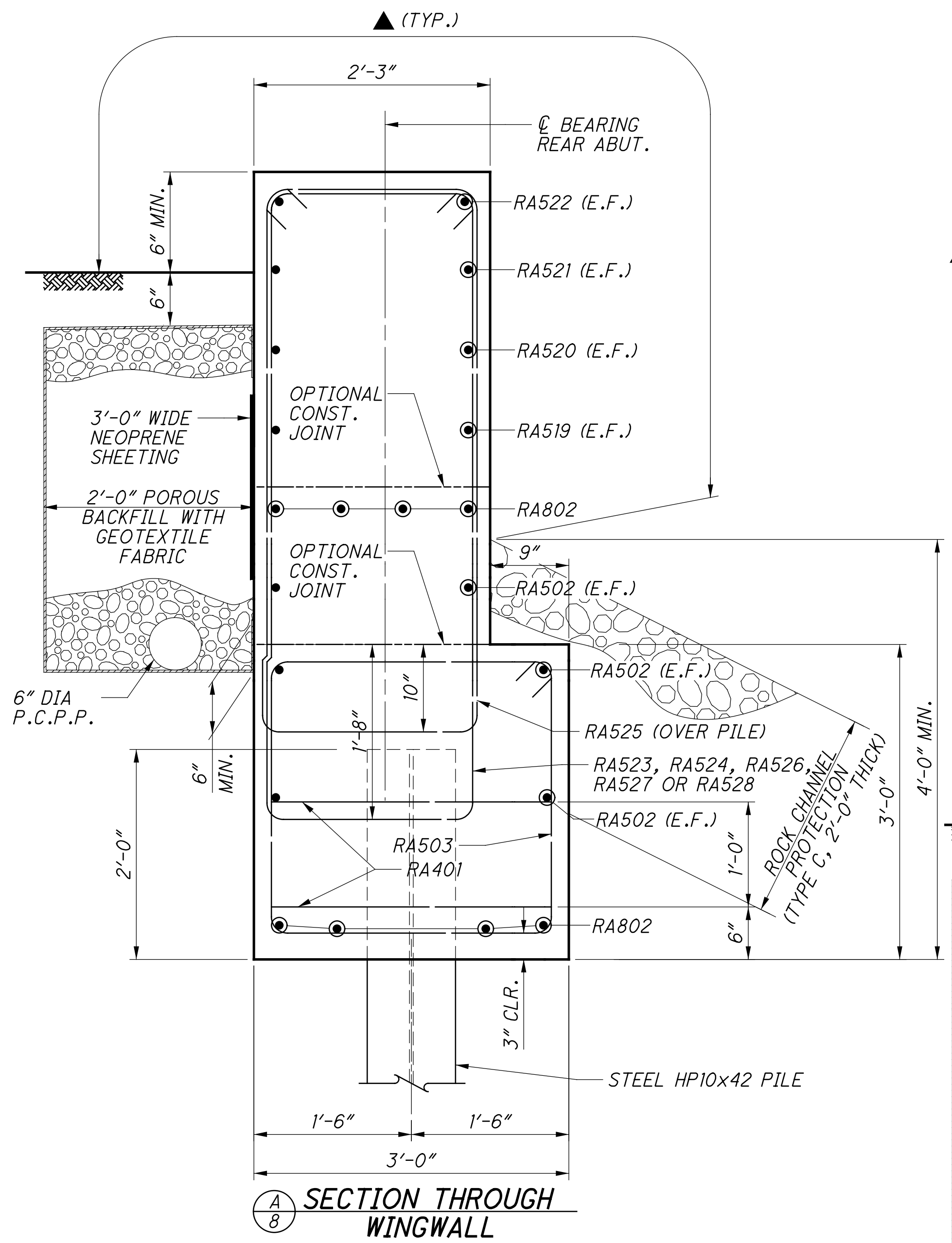
PID No. 102768

8 / 21

44

73

R:\080\080-10011 - WAYNE COUNTY US-250 BRIDGE REPLACEMENT - ODOT DISTRICT 3\Project Data\02768\Design\Structures\WAY250-1727C_Sheets\250-1727C_SR002.dgn Sheet 2/10/2022 lh8:51 AM bolinger

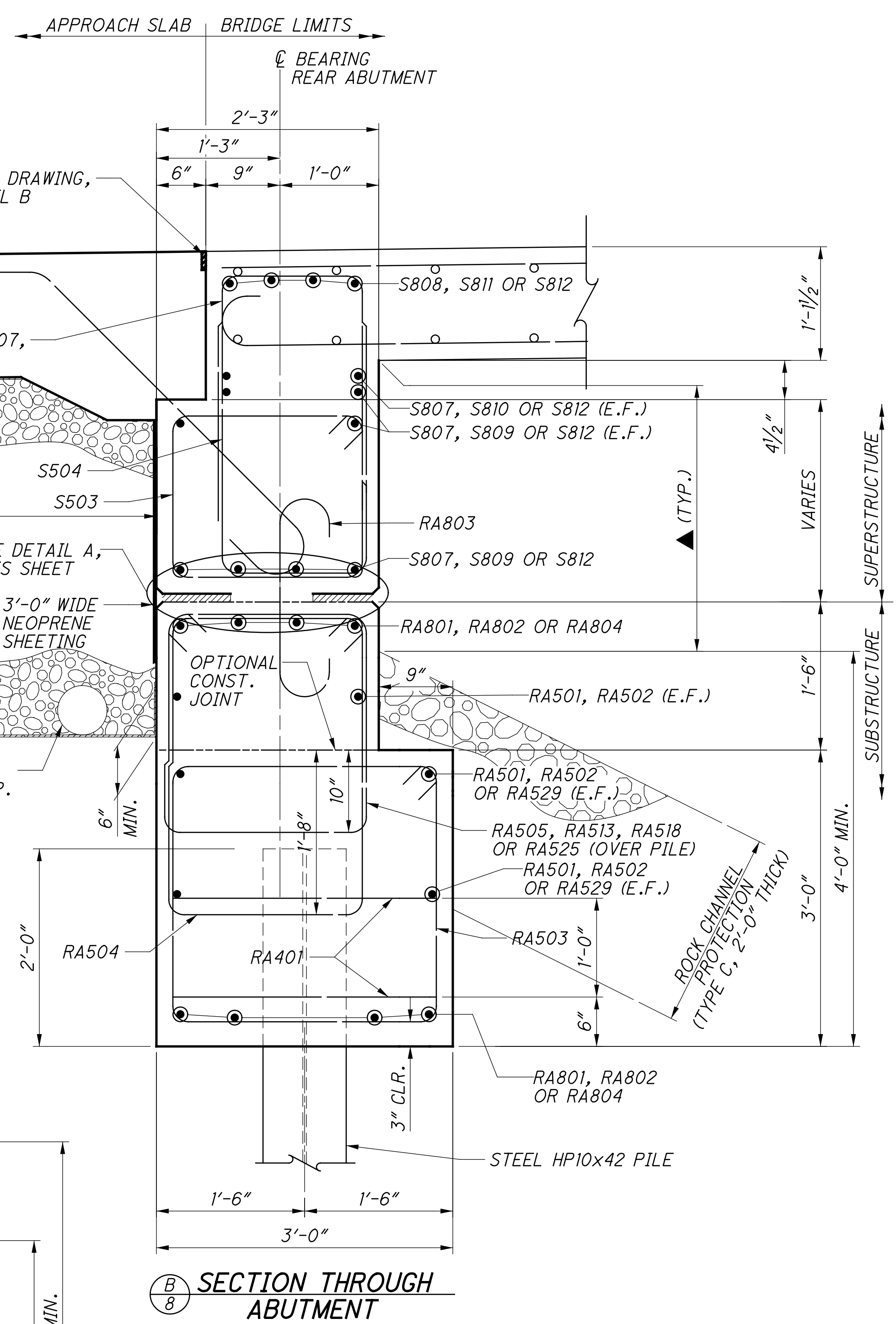
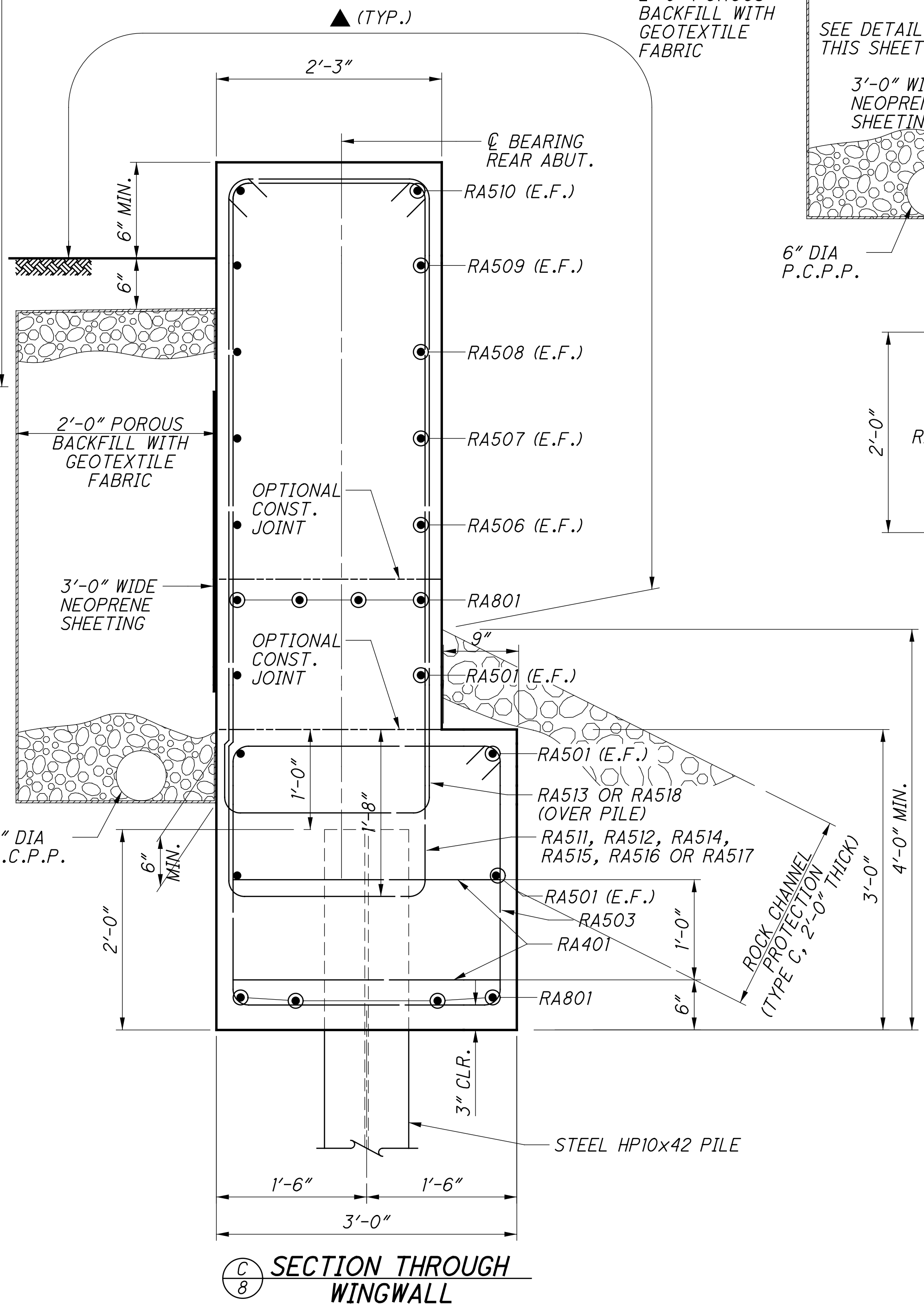


DETAIL A

THE ANCHOR BARS, OR OPTIONAL DOWEL BARS, SHALL BE PLACED VERTICALLY AT THE LOCATION SHOWN.

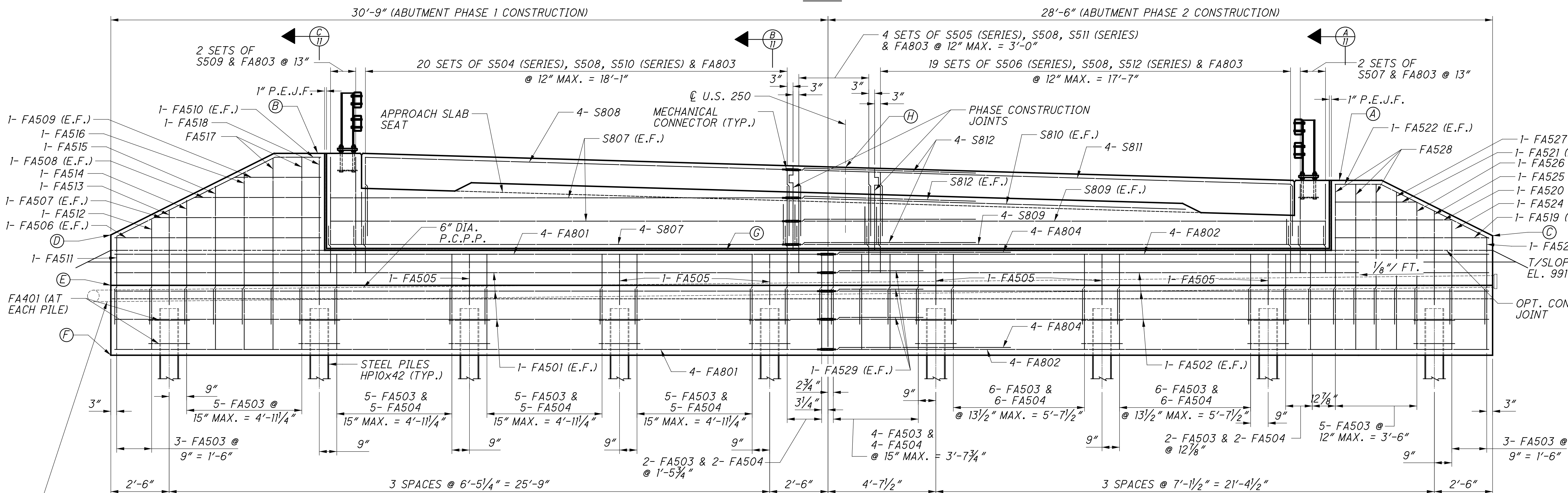
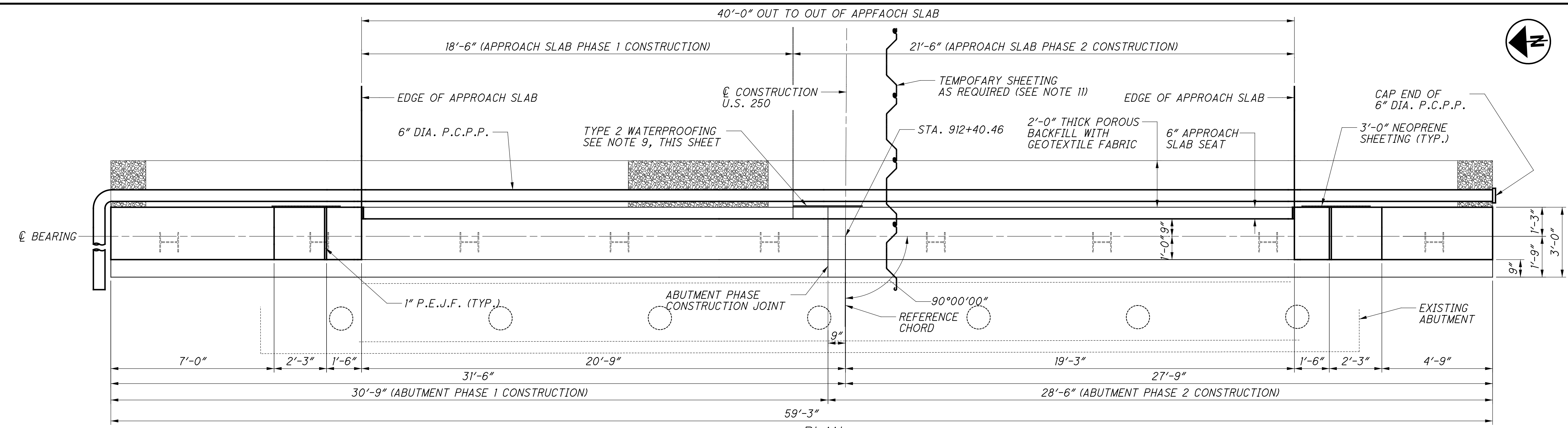
LEGEND:

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



DESIGNED	RLC	CHECKED	JWA
DRAWN	SCN	REVISED	
REVIEWED	CMK	DATE	10/29/20
DESIGN AGENCY	THRASHER		
PROJECT	WAY-250-17.27		
BRIDGE NO.	WAY-250-1727		
LOCATION	U.S. 250 OVER LITTLE APPLE CREEK		
DATE	10/29/20		
FILE NUMBER	8504777		
PROJECT NUMBER	44702		
LOCATION	CANTON, OHIO		
SCALE	AS SHOWN		
PROJECT	WAY-250-17.27		
PID NO.	102768		
SHEET NO.	9 / 21		
DATE	45		
SCALE	73		

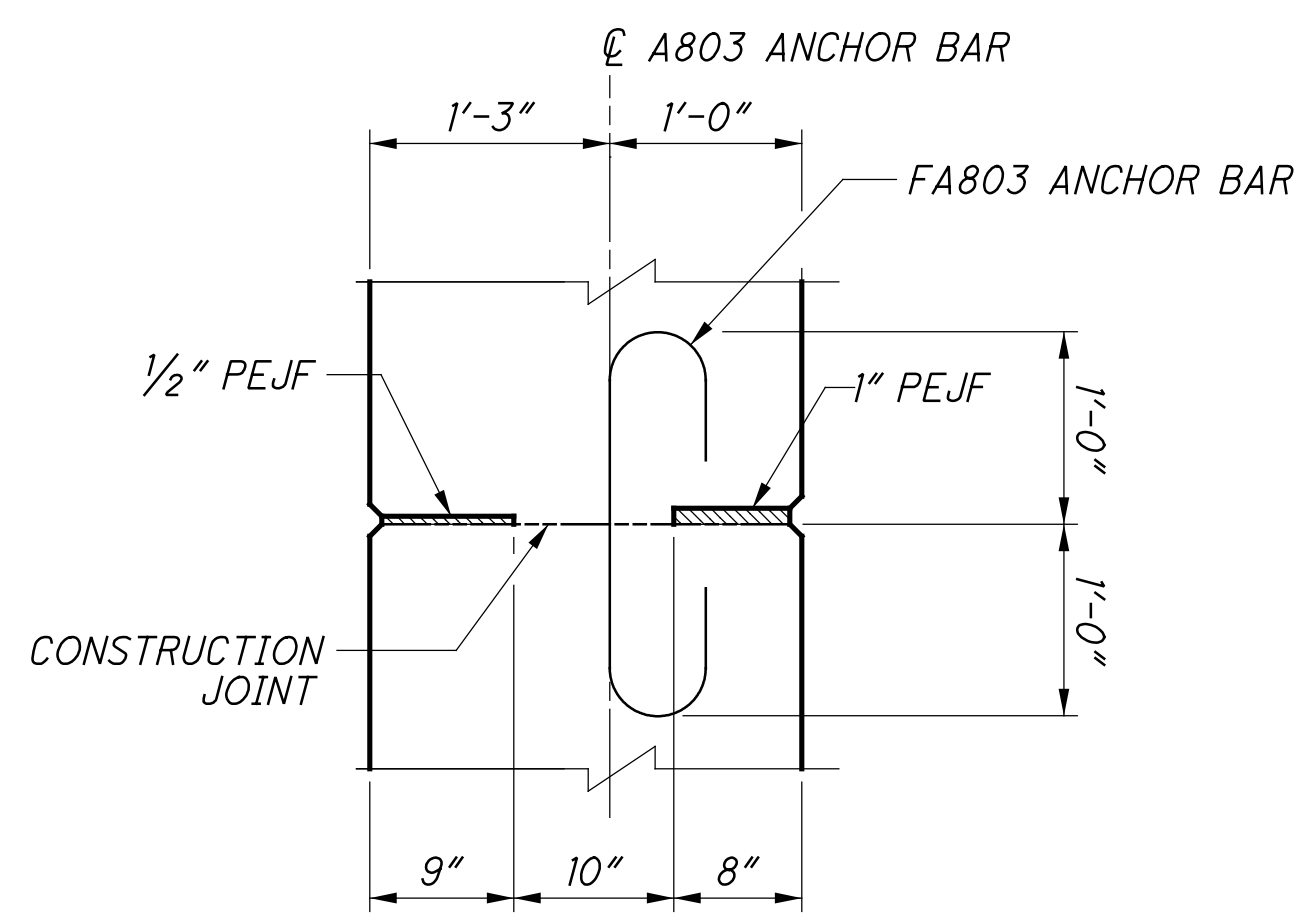
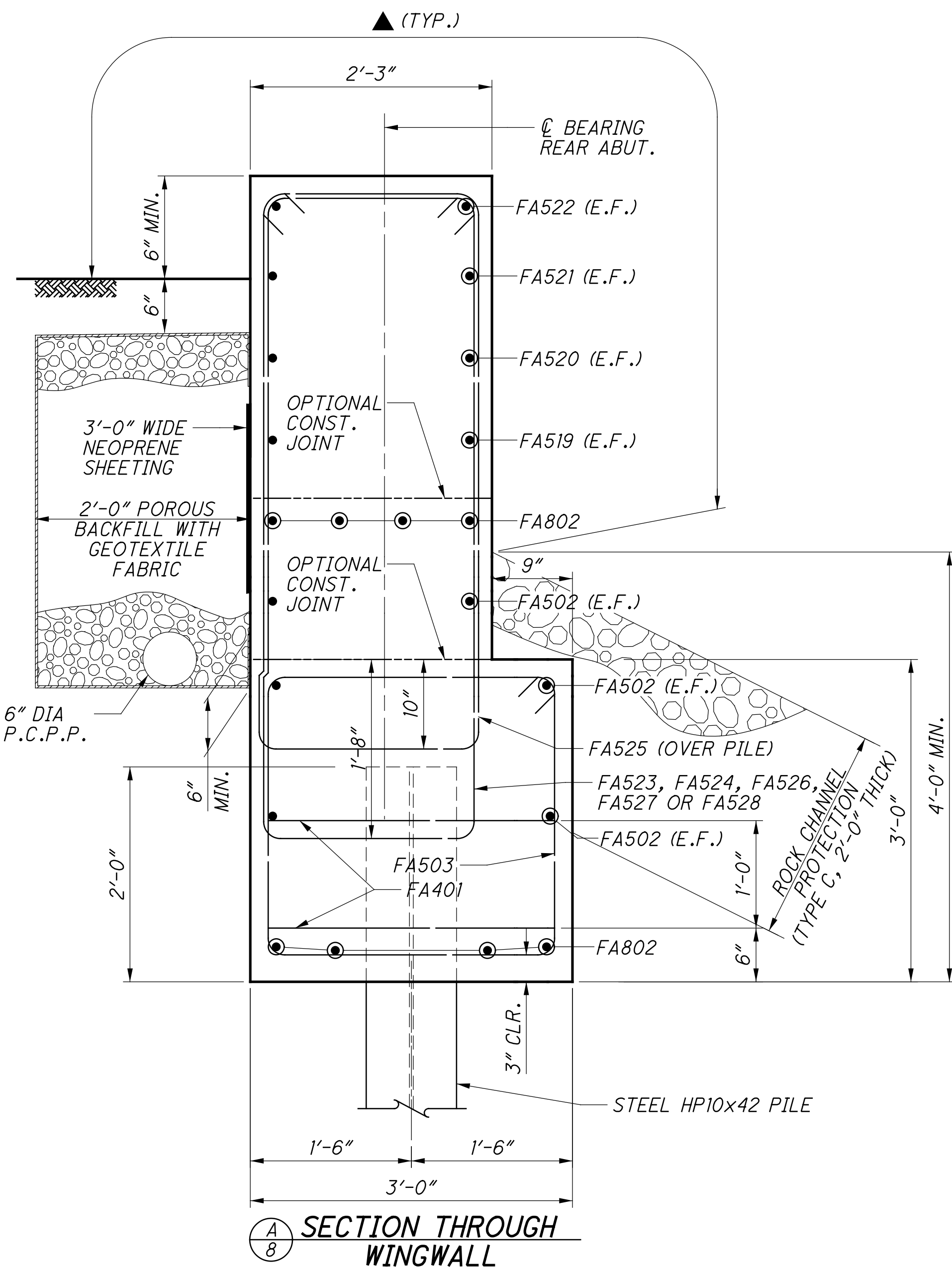
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- NOTES:**
- FOR ADDITIONAL DETAILS AND NOTES, SEE STD, DWG. CPA-1-08.
 - FOR PHASE CONSTRUCTION DETAILS, SEE PHASE CONSTRUCTION REMOVAL DETAILS, SHEET [7/21], AND TRANSVERSE SECTION, SHEET [14/21].
 - FOR APPROACH SLAB DETAILS, SEE STD. DWG. AS-1-15 AND SHEET [17/21].
 - FOR REINFORCEMENT SCHEDULE, SEE SHEET [18/21].
 - PROVIDE END TREATMENT PER STD. DWG. CPA-1-08 FOR 6" DIA. NON-PERFORATED CORRUGATED PLASTIC PIPE, INCLUDING SPECIALS, AS PER PLAN.
 - PLACE S505, S506 & S507 PARALLEL TO DECK SLAB LONGITUDINAL BARS.
 - FOR PILE LAYOUT, SEE SHEET [2/21].
 - FOR GENERAL NOTES, SEE SHEET [3/21].
 - SEAL VERTICAL JOINTS FROM TOP OF FOOTING TO APPROACH SLAB SEAT WITH TYPE 2 WATERPROOFING, 3'-0" WIDE, CENTERED ON JOINT.
 - FOR FINAL DECK ELEVATIONS AT THE FORWARD ABUTMENT, SEE SHEET [15/21].
 - TEMPORARY SHEETING IS SHOWN FOR PHASE ONE CONSTRUCTION ONLY. ADDITIONAL SHEETING MAY BE NEEDED FOR PHASE 2 CONSTRUCTION.

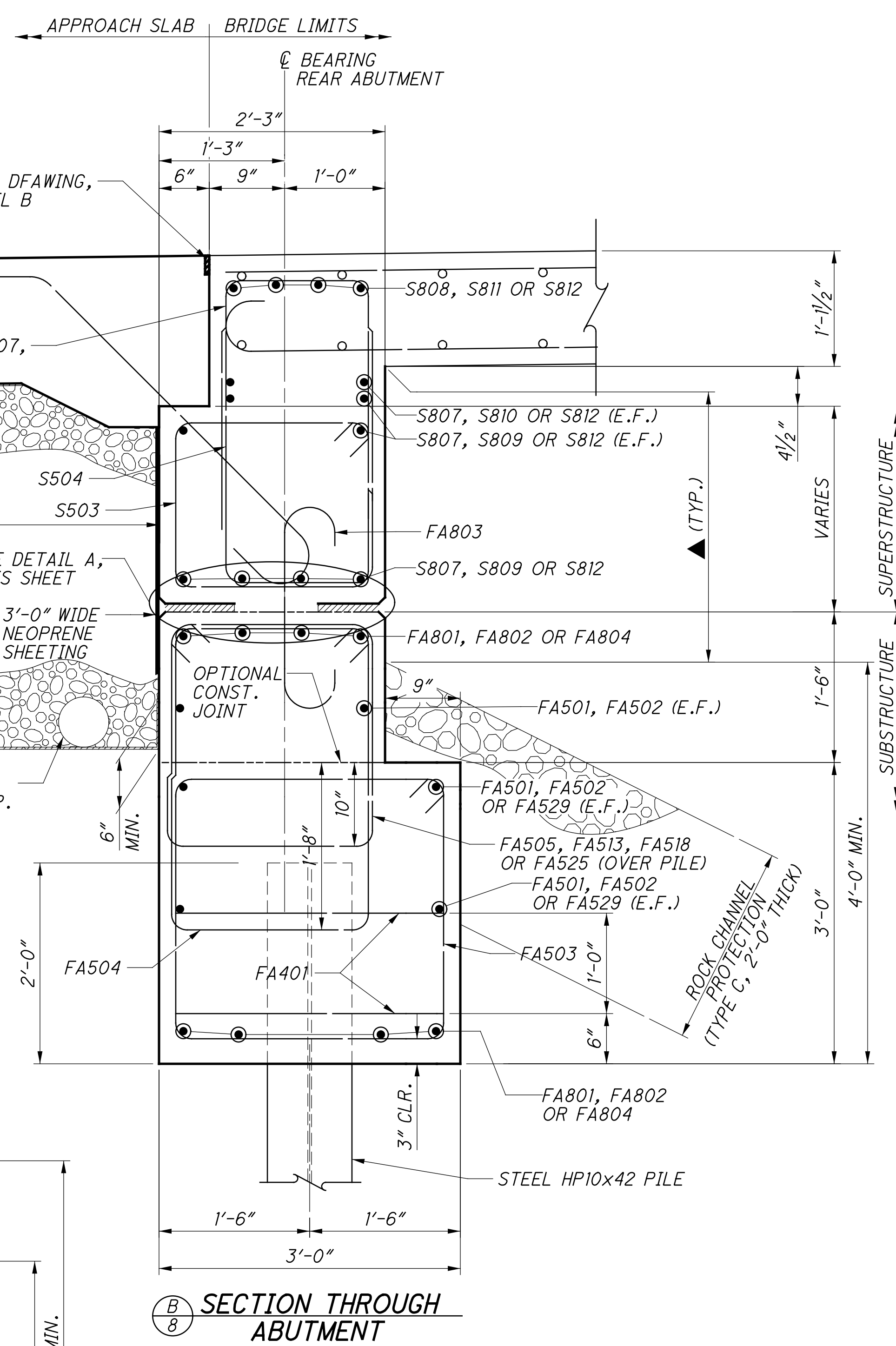
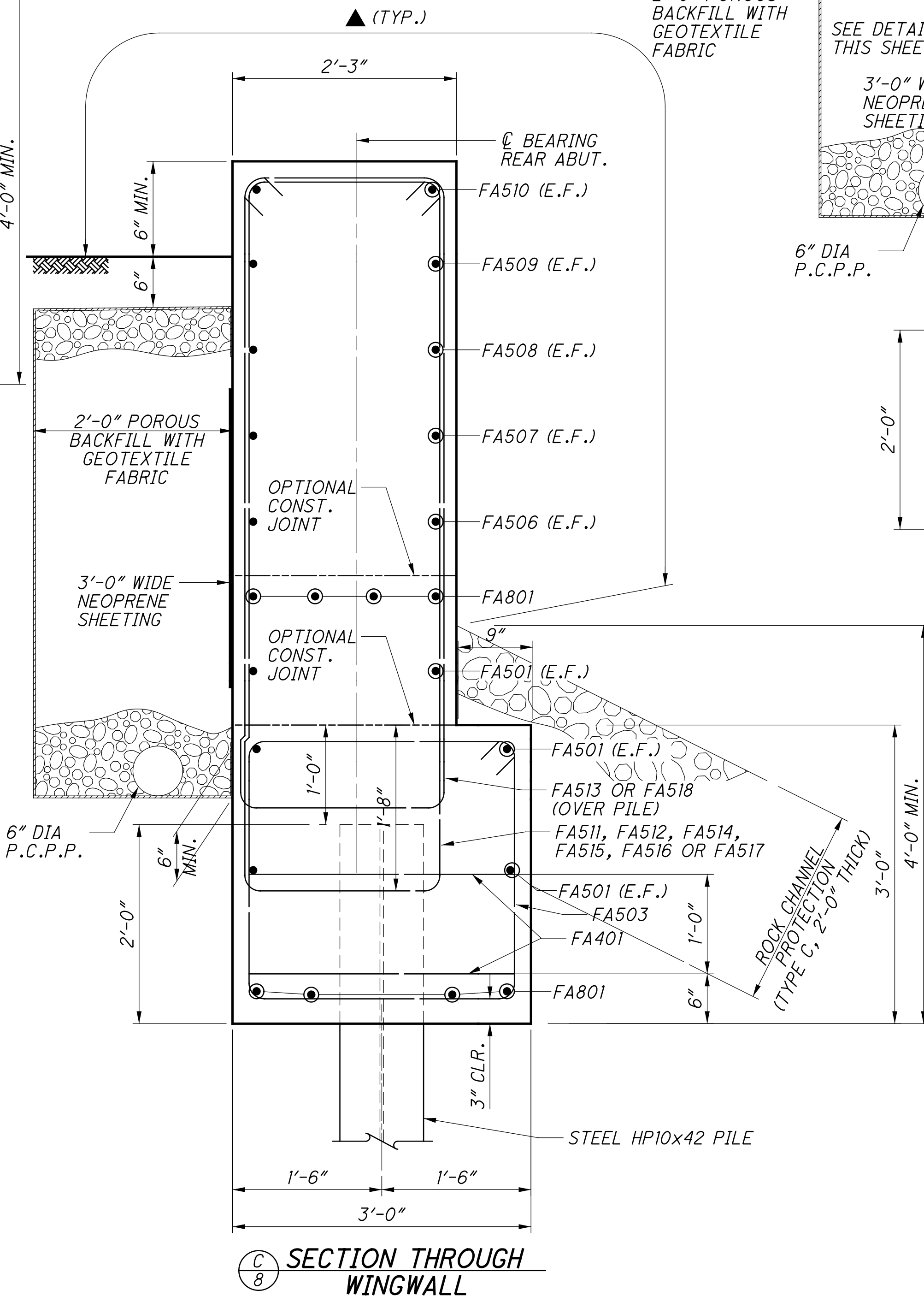
FORWARD ABUTMENT ELEVATIONS	
LOCATION	ELEVATION
A	994.94
B	996.09
C	992.56
D	992.59
E	990.43
F	987.43
G	991.93
H	995.49

DESIGN AGENCY: **THRASHER** 400 3RD STREET SE SUITE 309 CANTON, OHIO 44702
 DATE: 10/29/20
 REVIEWED: CMK
 DRAWN: SCN
 DESIGNED: RLC
 CHECKED: JWA
 STRUCTURE FILE NUMBER: 8504777
FORWARD ABUTMENT PLAN AND ELEVATION
 BRIDGE NO. WAY-250-1727
 U.S. 250 OVER LITTLE APPLE CREEK
WAY-250-17.27
 PID No. 102768
 10 / 21
 46 / 73

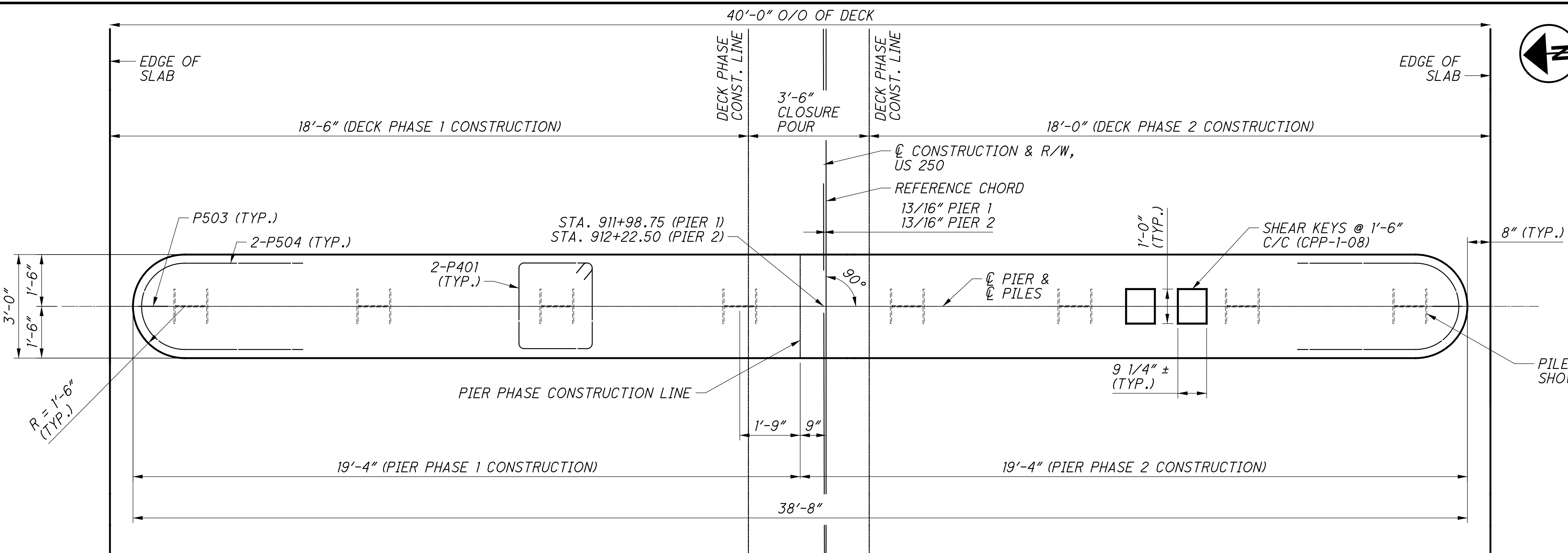


THE ANCHOR BARS, OR OPTIONAL DOWEL BARS, SHALL BE PLACED VERTICALLY AT THE LOCATION SHOWN.

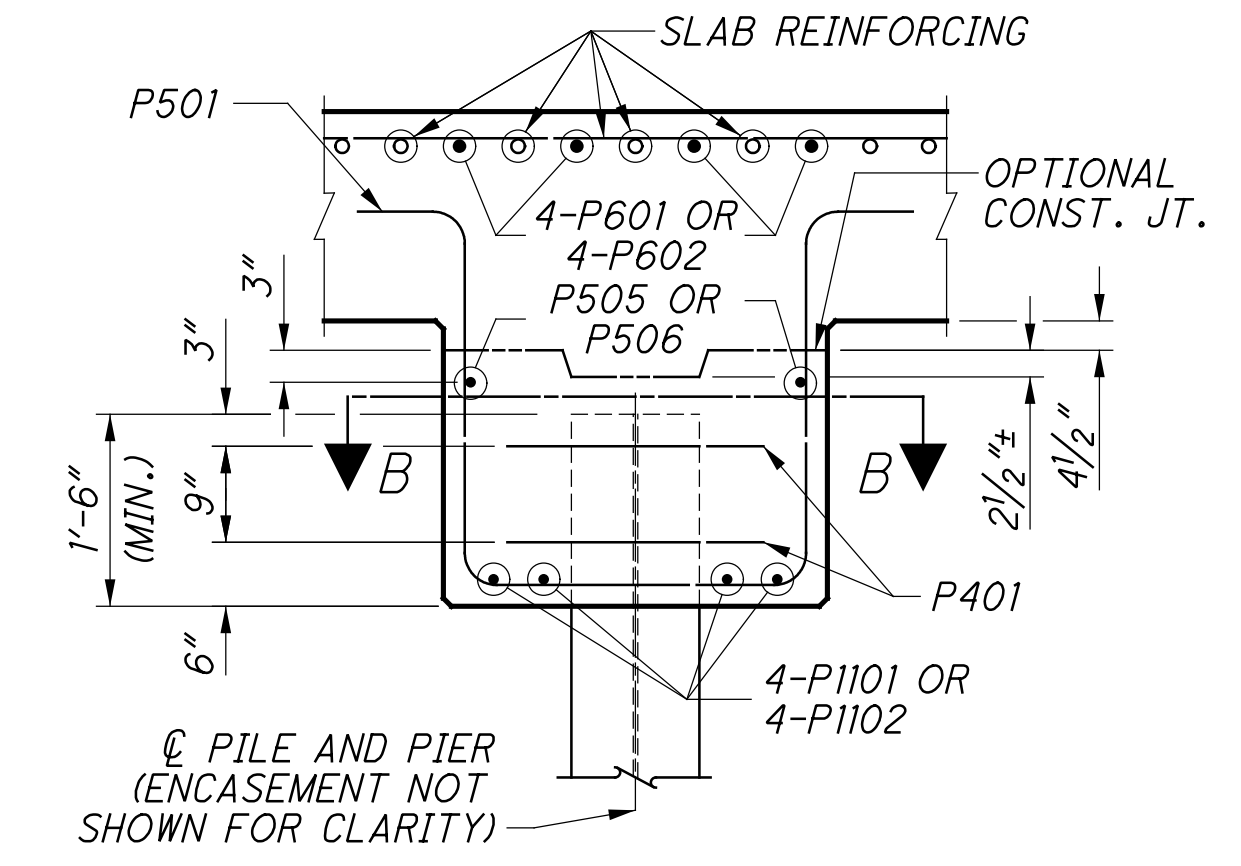
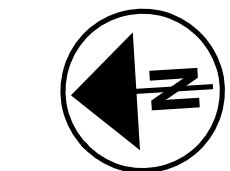
LEGEND:
 ▲ LIMITS OF ITEM 512 - SEALING OF CONCRETE SURFACES (EPOXY URETHANE)



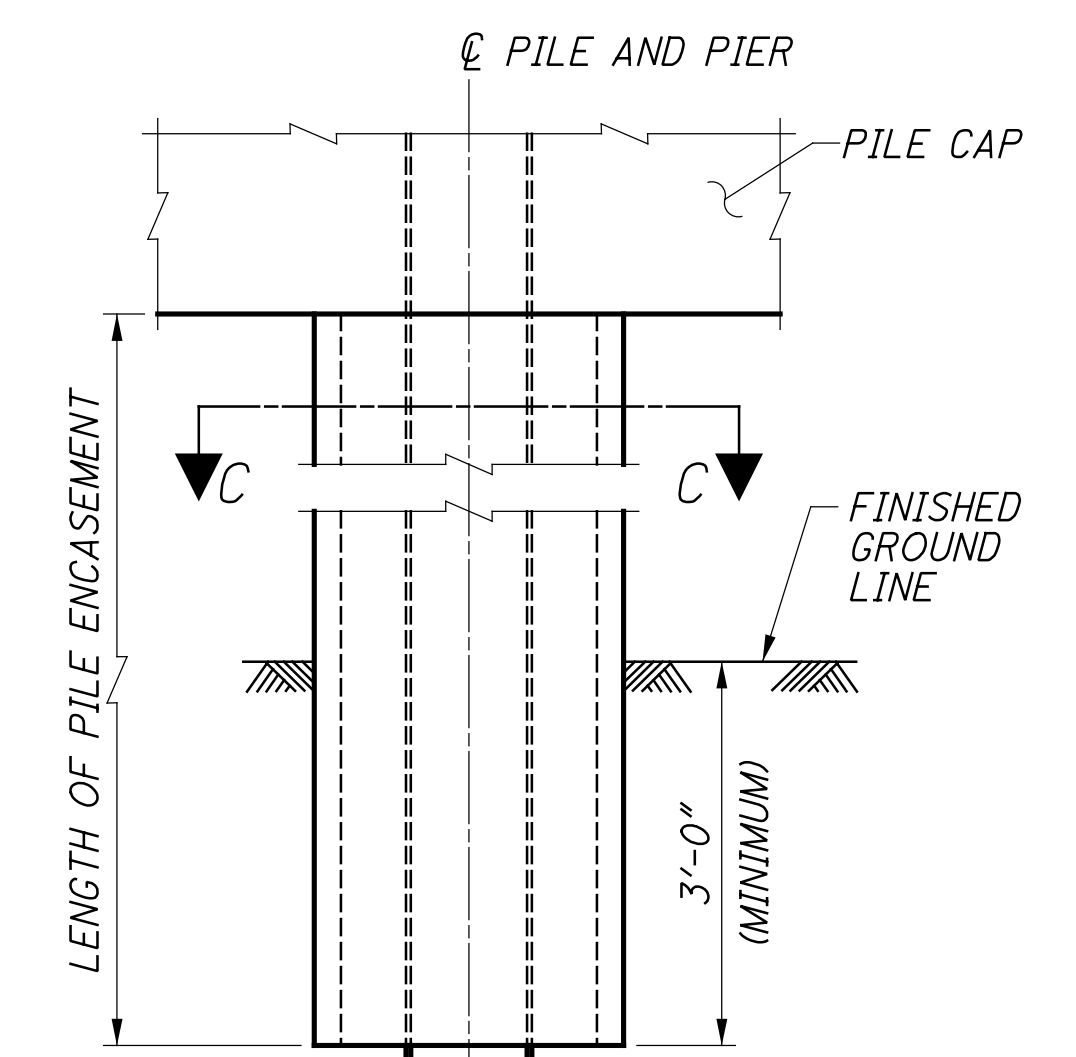
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PLAN

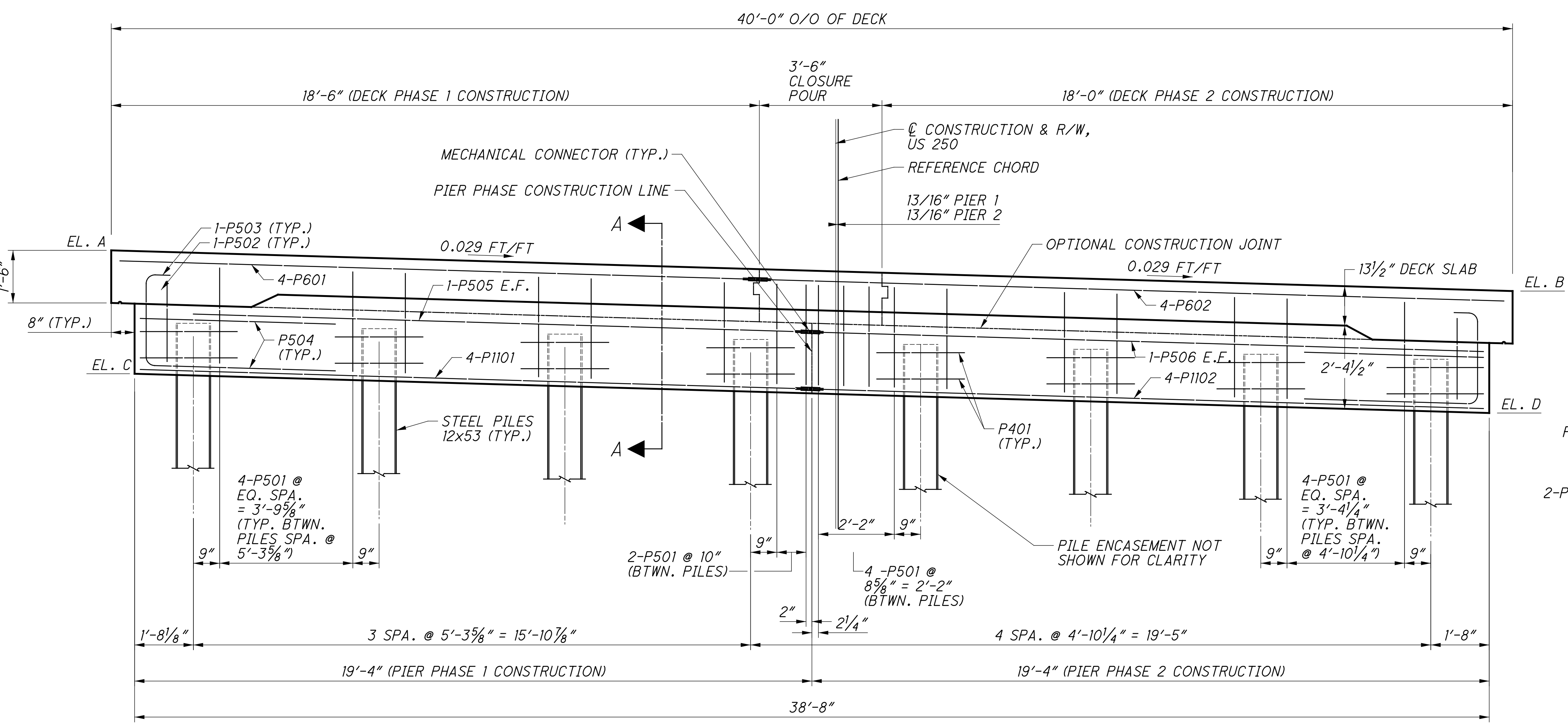


SECTION A-A

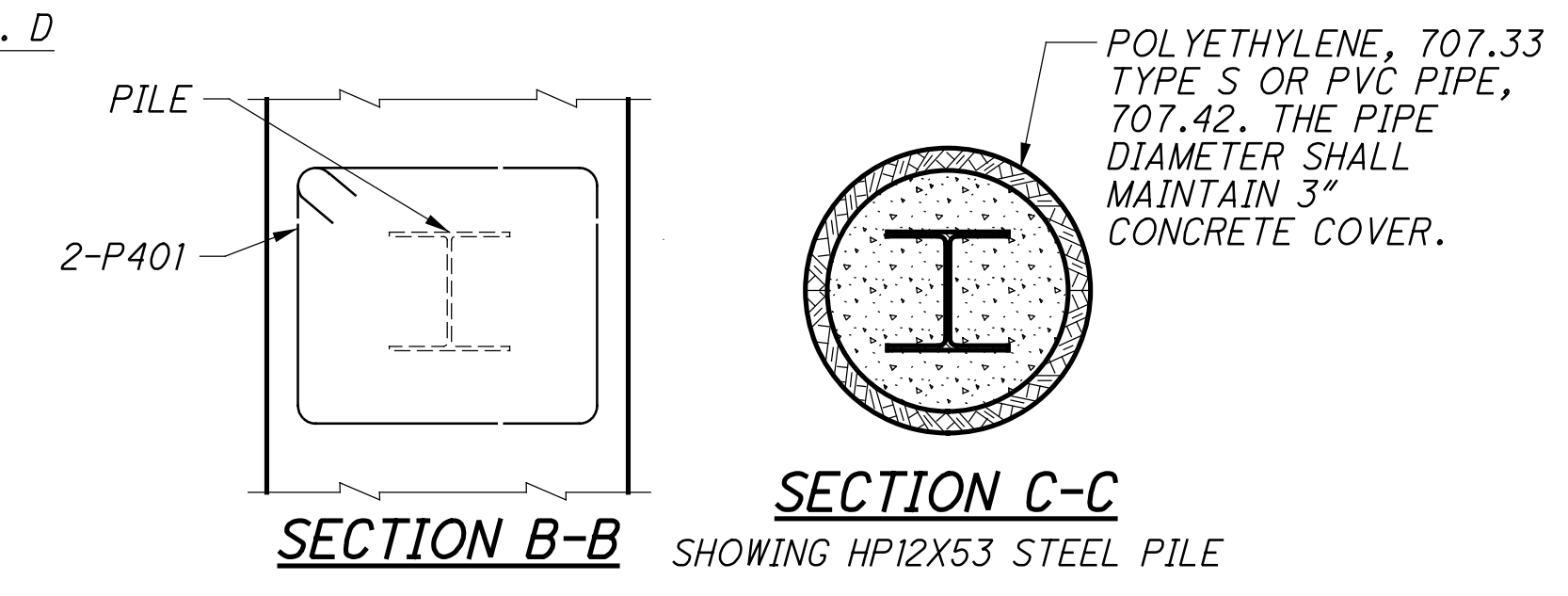


PILE ENCASEMENT

- NOTES:**
1. FOR REINFORCEMENT SCHEDULE, SEE SHEET [19/21].
 2. FOR PILE LAYOUT, SEE SHEET [2/21].



ELEVATION
(RAILING NOT SHOWN)



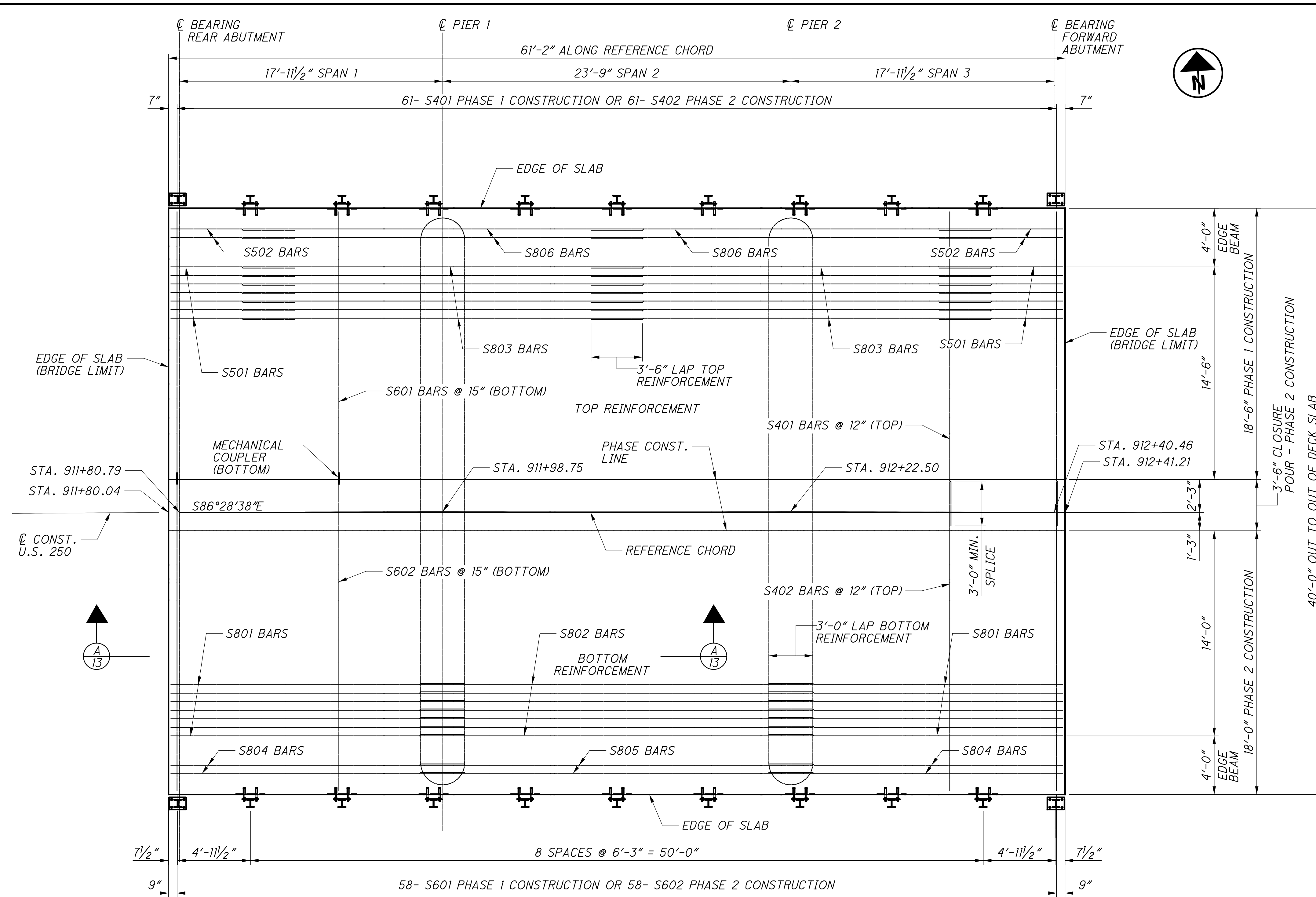
SECTION B-B

SECTION C-C
SHOWING HP12X53 STEEL PILE

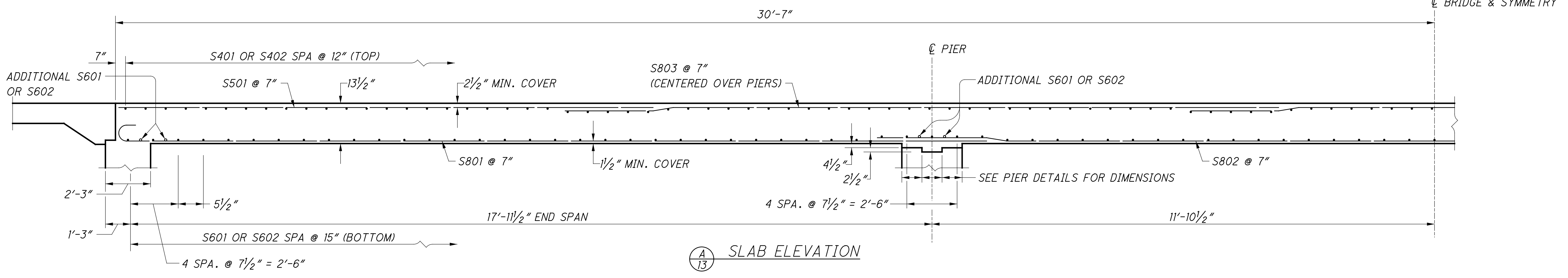
SLAB ELEVATIONS ℄ OF PIER 1	SLAB ELEVATIONS ℄ OF PIER 2
EL. A = 995.47	EL. A = 995.81
EL. B = 994.31	EL. B = 994.65
EL. C = 991.97	EL. C = 992.31
EL. D = 990.81	EL. D = 991.15

WAY - 250-17.27
 BRIDGE NO. WAY-250-1727
 U.S. 250 OVER LITTLE APPLE CREEK
 DESIGN AGENCY: **THRASHER** 400 3RD STREET SE CANTON, OHIO 44702
 DATE: 10/29/20
 REVIEWED: CMK
 DRAWN: JMM
 DESIGNED: RLC
 CHECKED: RLC
 STRUCTURE FILE NUMBER: 8504777
 PID No. 102768
 12 / 21
 48
 73

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SLAB PLAN



SLAB ELEVATION

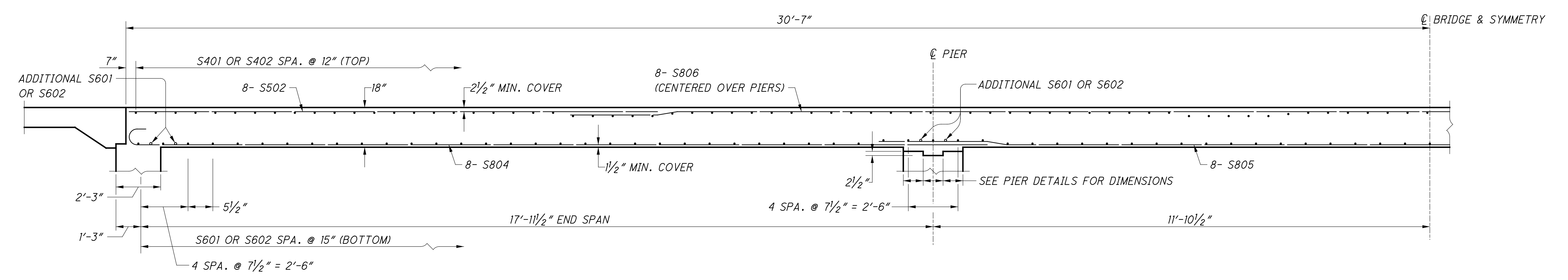
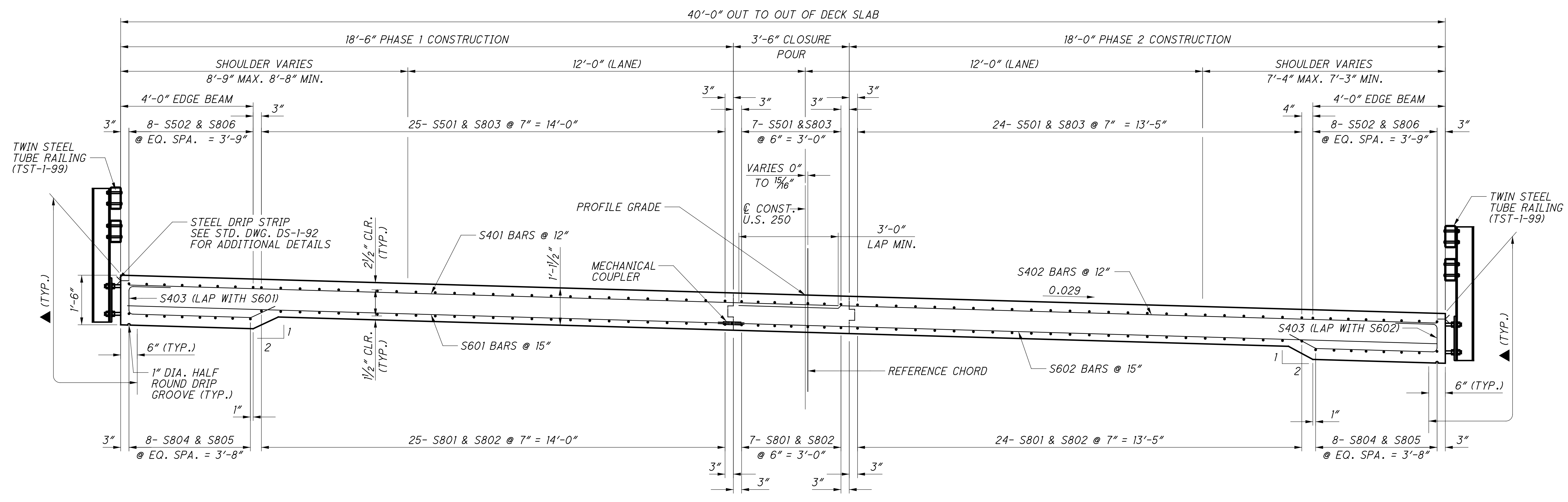
NOTES:

1. FOR ADDITIONAL DETAILS AND NOTES, SEE STD. DWG. CS-1-08 UTILIZING DESIGN SPAN 19-23.75-19.
2. SPAN LENGTHS SHOWN ARE ALONG THE REFERENCE CHORD OF ϕ CONSTRUCTION OF U.S. 250.
3. PLACE LONGITUDINAL REINFORCEMENT PARALLEL TO THE REFERENCE CHORD AND PLACE TRANSVERSE REINFORCEMENT PARALLEL TO ABUTMENTS AND PIERS.
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.



DECK SLAB PLAN BRIDGE NO. WAY-250-1727 U.S. 250 OVER LITTLE APPLE CREEK	WAY-250-17.27 PID No. 102768	13 / 21 49 / 73	DESIGN AGENCY: THRASHER 400 3RD STREET SE SUITE 309 CANTON, OHIO 44702 DATE: 10/29/20 REVIEWED: CMK DRAWN: SCN DESIGNED: RLC CHECKED: JWA STRUCTURE FILE NUMBER: 8504777
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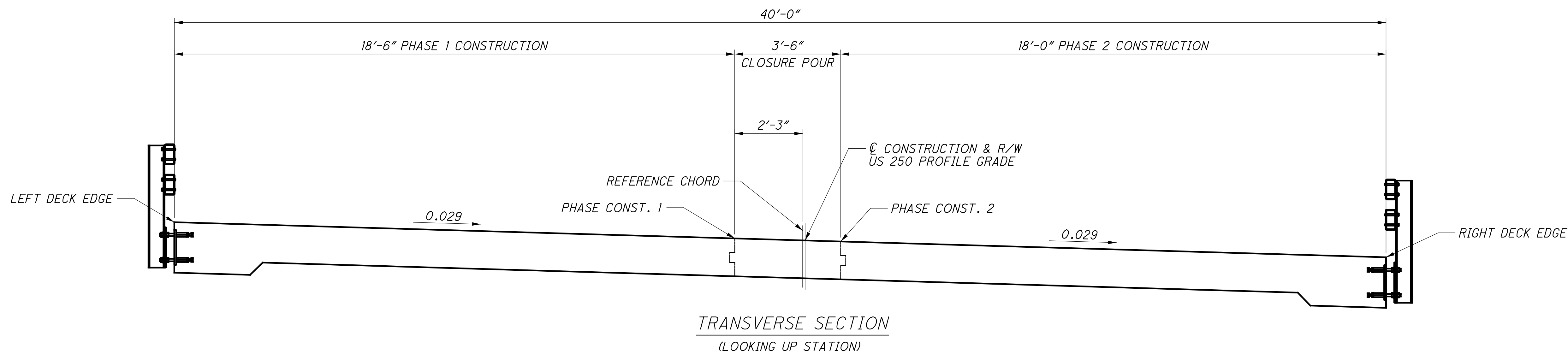
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- NOTES:**
- DRIP GROOVE SHALL TERMINATE 2'-0" FROM FRONT FACE OF ABUTMENTS.
 - FOR REINFORCEMENT SCHEDULE, SEE SHEET 20/21.

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

TRANSVERSE SECTION BRIDGE NO. WAY-250-1727 U.S. 250 OVER LITTLE APPLE CREEK	DESIGN AGENCY THRASHER 400 3RD STREET SE SUITE 309 CANTON, OHIO 44702	DATE 10/29/20
DESIGNED RLC CHECKED JWA	DRAWN SCN REVISED	REVIEWED CMK STRUCTURE FILE NUMBER 8504777
WAY-250-17.27 PID No. 102768	14 / 21	
50 73		



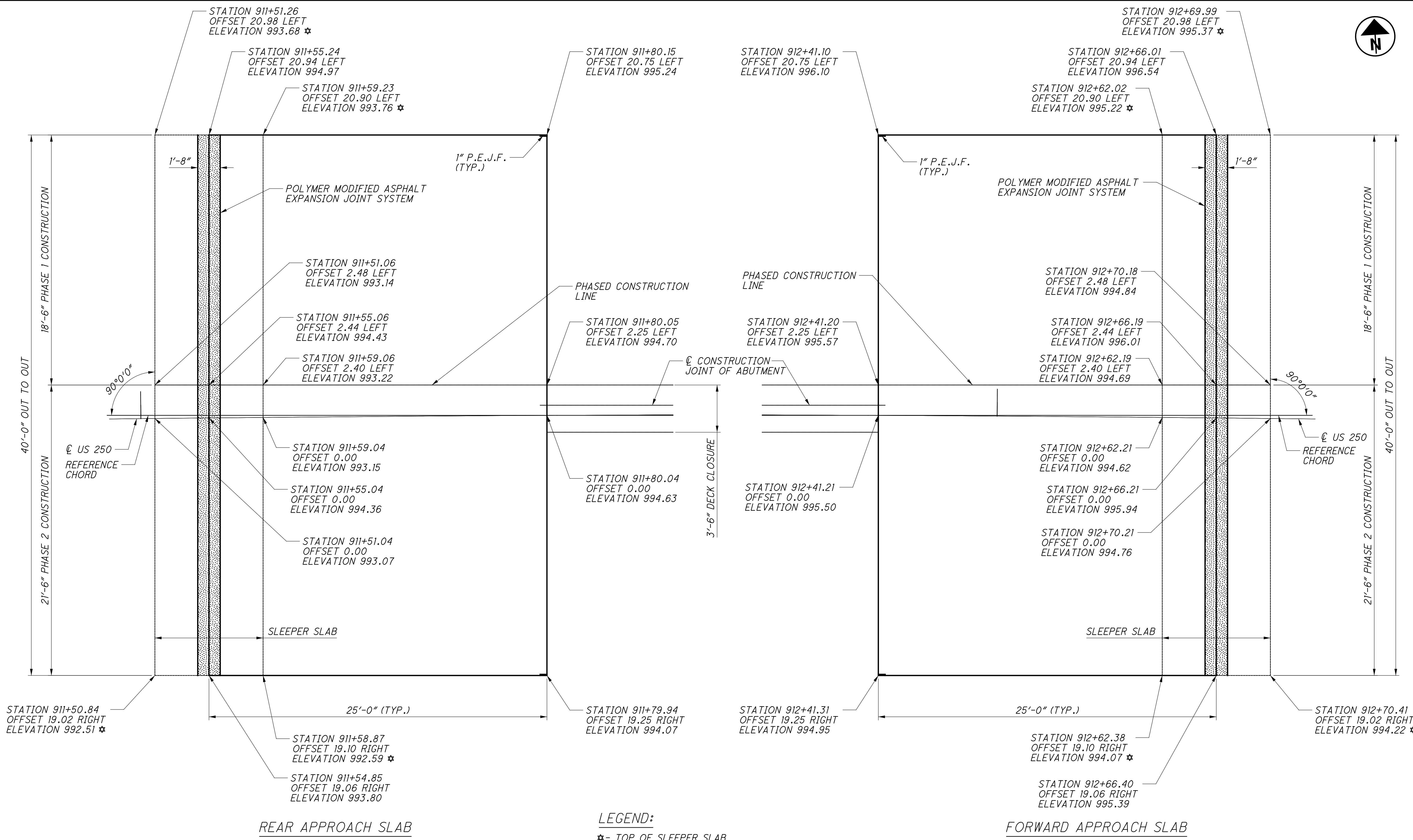
NOTE:
 FINAL DECK SURFACE ELEVATIONS SHOWN REPRESENT THE DECK SURFACE LOCATION AFTER ALL ANTICIPATED DEAD LOAD DEFLECTIONS HAVE OCCURRED.

FINAL DECK SURFACE ELEVATIONS														
POINT		CL BRG. REAR ABUTMENT	1/4 POINT	1/2 POINT	3/4 POINT	CL PIER 1	1/4 POINT	1/2 POINT	3/4 POINT	CL PIER 2	1/4 POINT	1/2 POINT	3/4 POINT	CL BRG. FORWARD ABUTMENT
LEFT DECK EDGE	STATION	911+80.90	911+85.37	911+89.85	911+94.32	911+98.79	912+04.71	912+10.63	912+16.54	912+22.46	912+26.93	912+31.41	912+35.88	912+40.35
	OFFSET *	20.75	20.73	20.71	20.69	20.68	20.67	20.67	20.67	20.68	20.69	20.71	20.73	20.75
	ELEVATION	995.25	995.30	995.36	995.41	995.47	995.55	995.63	995.72	995.81	995.88	995.95	996.02	996.09
PHASE CONST. 1	STATION	911+80.80	911+85.29	911+89.78	911+94.26	911+98.75	912+04.69	912+10.63	912+16.56	912+22.50	912+26.99	912+31.48	912+35.96	912+40.45
	OFFSET *	2.25	2.23	2.21	2.19	2.18	2.17	2.17	2.17	2.18	2.19	2.21	2.23	2.25
	ELEVATION	994.71	994.76	994.82	994.88	994.93	995.01	995.10	995.18	995.27	995.34	995.41	995.48	995.56
PROFILE GRADE	STATION	911+80.79	911+85.28	911+89.77	911+94.26	911+98.75	912+04.69	912+10.63	912+16.56	912+22.50	912+26.99	912+31.48	912+35.97	912+40.46
	OFFSET *	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	994.64	994.70	994.75	994.81	994.87	994.95	995.03	995.12	995.21	995.28	995.35	995.42	995.49
PHASE CONST. 2	STATION	911+80.78	911+85.27	911+89.77	911+94.26	911+98.75	912+04.69	912+10.63	912+16.56	912+22.50	912+26.99	912+31.49	912+35.98	912+40.47
	OFFSET *	1.25	1.27	1.29	1.31	1.32	1.33	1.33	1.33	1.32	1.31	1.29	1.27	1.25
	ELEVATION	994.61	994.66	994.72	994.77	994.83	994.91	995.00	995.08	995.17	995.24	995.31	995.38	995.46
RIGHT DECK EDGE	STATION	911+80.69	911+85.20	911+89.70	911+94.21	911+98.71	912+04.67	912+10.63	912+16.58	912+22.54	912+27.05	912+31.55	912+36.06	912+40.56
	OFFSET *	19.25	19.27	19.29	19.31	19.32	19.33	19.33	19.33	19.32	19.31	19.29	19.27	19.25
	ELEVATION	994.08	994.14	994.19	994.25	994.31	994.39	994.47	994.56	994.65	994.72	994.79	994.86	994.94

* OFFSETS ARE MEASURED NORMAL TO CL CONSTRUCTION US250

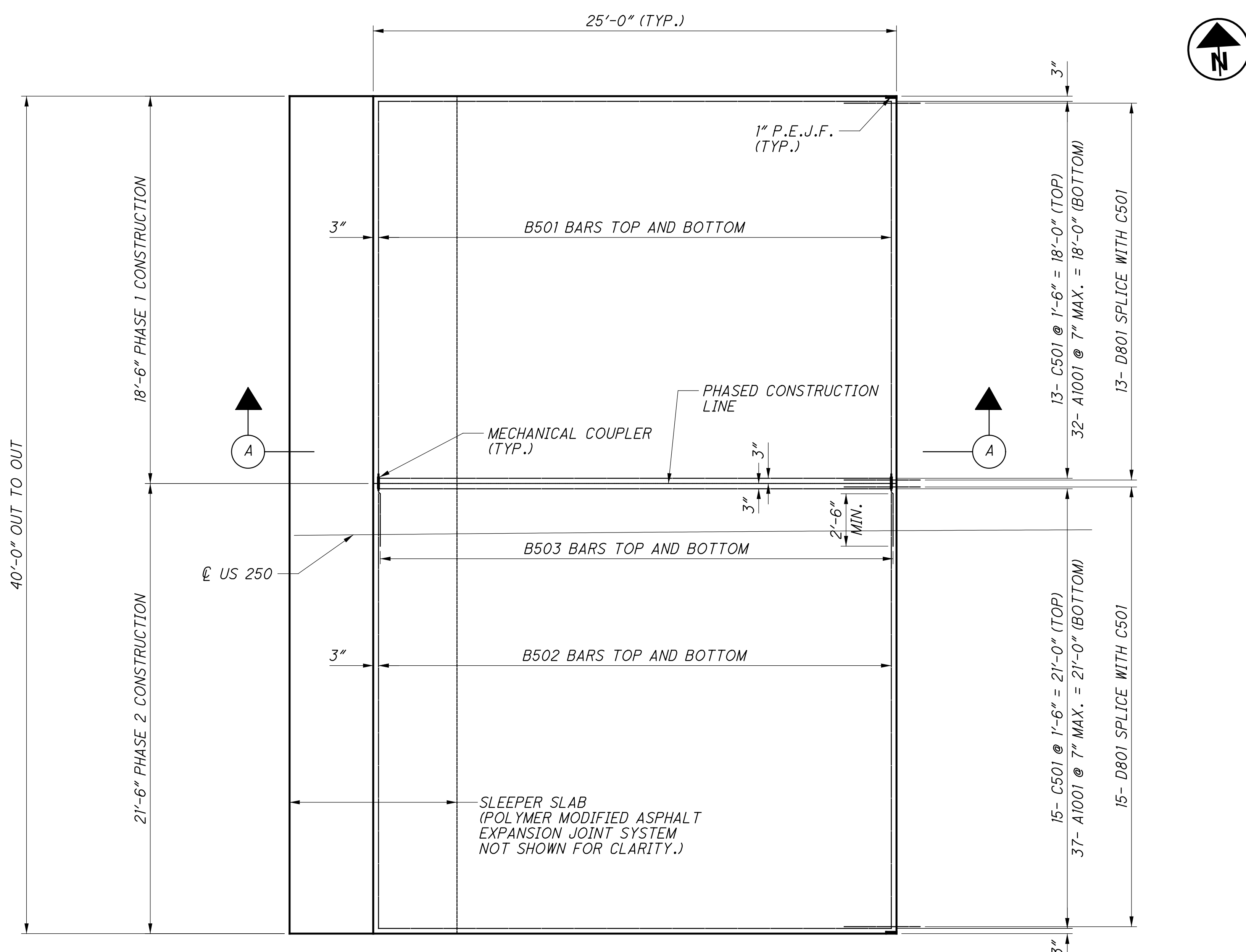
CAMBER:
 TO COMPENSATE FOR FALSEWORK DEFLECTION AND FOR THE DEFLECTION OF THE SLAB AFTER THE FALSEWORK IS REMOVED, BUILD CAMBER INTO THE FALSEWORK ACCORDING TO CMS 508.02.

WAY -250-17.27 PID No. 102768	DECK SLAB ELEVATION BRIDGE NO. WAY-250-1727 U.S. 250 OVER LITTLE APPLE CREEK	DESIGNED RLC CHECKED MAT	DRAWN SCN REVISED	REVIEWED CMK STRUCTURE FILE NUMBER 8504777	DATE 10/29/20	DESIGN AGENCY THRASHER 400 3RD STREET SE SUITE 309 CANTON, OHIO 44702
15 / 21	51 / 73					

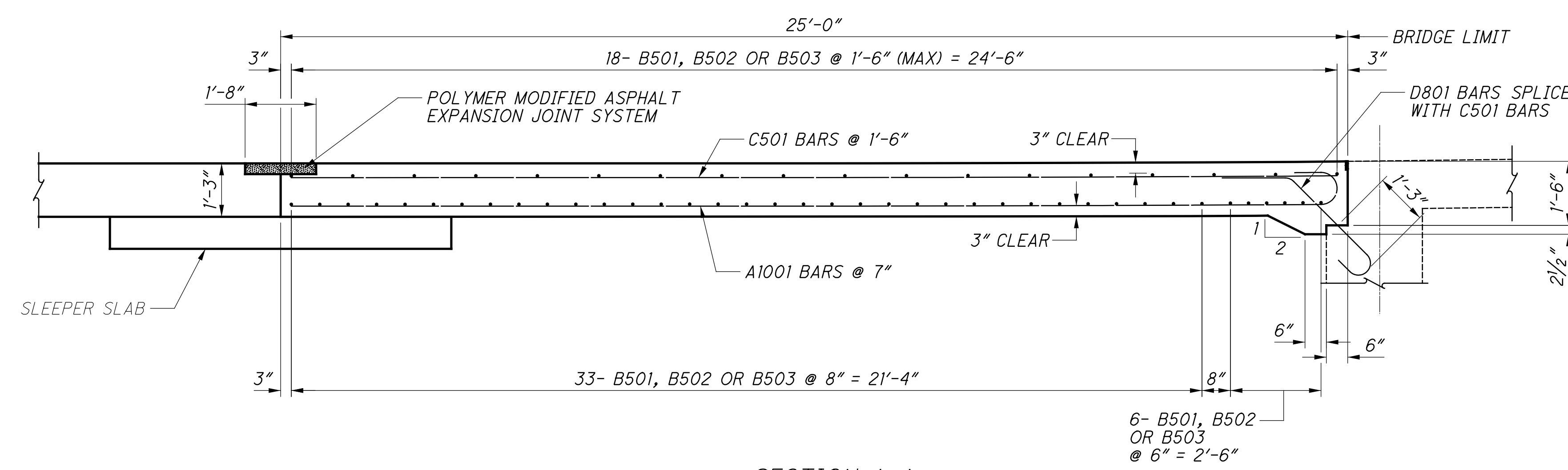


DESIGN AGENCY		400 3RD STREET SE	
THRASHER		SUITE 309	
CANTON, OHIO 44702			
DESIGNED	DATE	REVIEWED	DATE
RLC	10/29/20	CMK	10/29/20
CHECKED	JWA	STRUCTURE FILE NUMBER	8504777
APPROACH SLAB PLAN			
BRIDGE NO. WAY-250-1727			
U.S. 250 OVER LITTLE APPLE CREEK			
WAY-250-17.27		PID No. 102768	
16 / 21		52 / 73	

R:\080\080-1001 - WAYNE COUNTY US-250 BRIDGE REPLACEMENT - ODOT DISTRICT 3\Project Data\02768\Design\Structures\WAY250_1731C\Sheets\250_1727C_SM002.dgn Sheet 2/10/2022 11:48:58 AM bolinger



REAR APPROACH SLAB
(REAR APPROACH SLAB SHOWN, FORWARD APPROACH SLAB SIMILAR)



SECTION A-A

NOTE:

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 ALL APPROACH SLAB REINFORCING SHALL BE INCLUDED FOR PAYMENT WITH ITEM 526 - REINFORCED CONCRETE APPROACH SLABS (T = 15"). THE COST OF D801 BARS SHALL BE INCLUDED FOR PAYMENT WITH ITEM 509.
3. FOR REINFORCEMENT SCHEDULE, SEE SHEET [19/21].

DESIGN AGENCY		400 3RD STREET SE	
THRASHER		SUITE 309	
CANTON, OHIO 44702			
DESIGNED	DATE	REVIEWED	DATE
RLC	10/29/20	CMK	10/29/20
CHECKED	FILE NUMBER	STRUCTURE	FILE NUMBER
JWA			8504777
APPROACH SLAB DETAILS			
BRIDGE NO. WAY-250-1727			
U.S. 250 OVER LITTLE APPLE CREEK			
WAY-250-17.27		PID No. 102768	
17 / 21		53 / 73	

MARK	NUMBER			LENGTH	WEIGHT (LBS.)	TYPE	DIMENSION					
	PHASE 1	PHASE 2	TOTAL				A	B	C	D	E	R
REAR ABUTMENT												
RA401	10	8	18	9'-4"	113	2	1'-9"	2'-8"				
*RA501	6		6	30'-6"	191	STR						
RA502		6	6	28'-1"	176	STR						
RA503	25	26	51	11'-1"	590	2	2'-8"	2'-7"				
RA504	17	18	35	10'-5"	381	2	1'-11"	3'-0"				
RA505	3	3	6	8'-9"	55	2	1'-11"	2'-2"				
RA506	2		2	8'-10"	19	STR						
RA507	2		2	7'-2"	15	STR						
RA508	2		2	5'-5"	12	STR						
RA509	2		2	3'-8"	8	STR						
RA510	2		2	9'-7"	20	19	1'-11"	6'-10"	3'-5"			
RA511	1		1	11'-11"	13	2	1'-11"	3'-9"				
RA512	1		1	13'-5"	14	2	1'-11"	4'-6"				
RA513	1		1	12'-7"	14	2	1'-11"	4'-1"				
RA514	1		1	15'-1"	16	2	1'-11"	5'-4"				
RA515	1		1	16'-3"	17	2	1'-11"	5'-11"				
RA516	1		1	17'-5"	19	2	1'-11"	6'-6"				
RA517	2		2	18'-9"	40	2	1'-11"	7'-2"				
RA518	1		1	17'-1"	18	2	1'-11"	6'-4"				
RA519		2	2	6'-7"	14	STR						
RA520		2	2	5'-0"	11	STR						
RA521		2	2	3'-6"	8	STR						
RA522		2	2	7'-2"	15	19	1'-11"	4'-8"	2'-4"			
RA523		1	1	11'-11"	13	2	1'-11"	3'-9"				
RA524		1	1	13'-3"	14	2	1'-11"	4'-5"				
RA525		1	1	12'-5"	13	2	1'-11"	4'-0"				
RA526		1	1	15'-1"	16	2	1'-11"	5'-4"				
RA527		1	1	15'-11"	17	2	1'-11"	5'-9"				
RA528		3	3	16'-5"	52	2	1'-11"	6'-0"				
**RA529		6	6	3'-10"	24	STR						
*RA801	8		8	30'-6"	652	STR						
RA802		8	8	28'-1"	600	STR						
RA803	25	22	47	3'-10"	482	17	2'-0"					
**RA804		8	8	7'-6"	161	STR						
TOTAL WEIGHT OF REINFORCING STEEL					3823	LBS.						

MARK	NUMBER			LENGTH	WEIGHT (LBS.)	TYPE	DIMENSION					
	PHASE 1	PHASE 2	TOTAL				A	B	C	D	E	R
FORWARD ABUTMENT												
FA401	10	8	18	9'-4"	113	2	1'-9"	2'-8"				
*FA501	6		6	30'-6"	191	STR						
FA502		6	6	28'-1"	176	STR						
FA503	25	26	51	11'-1"	590	2	2'-8"	2'-7"				
FA504	17	18	35	10'-5"	381	2	1'-11"	3'-0"				
FA505	3	3	6	8'-9"	55	2	1'-11"	2'-2"				
FA506	2		2	8'-10"	19	STR						
FA507	2		2	7'-2"	15	STR						
FA508	2		2	5'-5"	12	STR						
FA509	2		2	3'-8"	8	STR						
FA510	2		2	9'-7"	20	19	1'-11"	6'-10"	3'-5"			
FA511	1		1	11'-11"	13	2	1'-11"	3'-9"				
FA512	1		1	13'-5"	14	2	1'-11"	4'-6"				
FA513	1		1	12'-7"	14	2	1'-11"	4'-1"				
FA514	1		1	15'-1"	16	2	1'-11"	5'-4"				
FA515	1		1	16'-3"	17	2	1'-11"	5'-11"				
FA516	1		1	17'-5"	19	2	1'-11"	6'-6"				
FA517	2		2	18'-9"	40	2	1'-11"	7'-2"				
FA518	1		1	17'-1"	18	2	1'-11"	6'-4"				
FA519		2	2	6'-7"	14	STR						
FA520		2	2	5'-0"	11	STR						
FA521		2	2	3'-6"	8	STR						
FA522		2	2	7'-2"	15	19	1'-11"	4'-8"	2'-4"			
FA523		1	1	11'-11"	13	2	1'-11"	3'-9"				
FA524		1	1	13'-3"	14	2	1'-11"	4'-5"				
FA525		1	1	12'-5"	13	2	1'-11"	4'-0"				
FA526		1	1	15'-1"	16	2	1'-11"	5'-4"				
FA527		1	1	15'-11"	17	2	1'-11"	5'-9"				
FA528		3	3	16'-5"	52	2	1'-11"	6'-0"				
**FA529		6	6	3'-10"	24	STR						
*FA801	8		8	30'-6"	652	STR						
FA802		8	8	28'-1"	600	STR						
FA803	25	22	47	3'-10"	482	17	2'-0"					
**FA804		8	8	7'-6"	161	STR						
TOTAL WEIGHT OF REINFORCING STEEL					3823	LBS.						

NOTE:
 FOR NOTES, LEGEND, AND BENDING
 DIAGRAMS, SEE SHEET 21/21.

REINFORCING LIST BRIDGE NO. WAY-250-1727 U.S. 250 OVER LITTLE APPLE CREEK	DESIGN AGENCY THRASHER 400 3RD STREET SE SUITE 309 CANTON, OHIO 44702	DATE 10/29/20	REVIEWED JWA
DRAWN SCN	CHECKED JWA	STRUCTURE FILE NUMBER 8504777	
DESIGNER RLC	REVISIONS		
WAY-250-17.27 PID No. 102768			
18 / 21	54 73		

MARK	NUMBER					LENGTH	WEIGHT (LBS)	TYPE	DIMENSIONS						
	PIER 1		PIER 2		TOTAL				A	B	C	D	E	R	INC
	PHASE 1	PHASE 2	PHASE 1	PHASE 2											
<i>PIER 1 AND PIER 2</i>															
P401	8	8	8	8	32	9'-6"	204	2	2'-6"	2'-0"					
P501	14	16	14	16	60	9'-6"	595	6	2'-8"	2'-10"	10"				
P502	1	1	1	1	4	8'-7"	36	6	1'-9"	2'-10"	10"				
P503	1	1	1	1	4	4'-3"	18	3	10"	2'-10"	10"				
P504	2	2	2	2	8	10'-9"	90	24	2'-6"	3'-5"			1'-3"		
*P505	2		2		4	17'-8"	74	STR							
**P506		2		2	4	17'-8"	74	STR							
*P601	4		4		8	18'-3"	220	STR							
**P602		4		4	8	21'-3"	256	STR							
*P1101	4		4		8	19'-2"	815	STR							
**P1102		4		4	8	19'-2"	815	STR							
TOTAL							3197	LBS.							

NOTE:
 FOR NOTES, LEGEND, AND BENDING DIAGRAM, SEE SHEET 21/21.

MARK	NUMBER					LENGTH	WEIGHT (LBS)	TYPE	DIMENSIONS						
	REAR APPR. SLAB		FORWARD APPR. SLAB		TOTAL				A	B	C	D	E	R	INC
	PHASE 1	PHASE 2	PHASE 1	PHASE 2											
<i>APPROACH SLAB REINFORCING (FOR INFORMATION ONLY)</i>															
*B501	57		57		114	18'-3"	2170	STR.							
B502		57		57	114	21'-0"	2497	STR.							
**B503		57		57	114	2'-9"	327	STR.							
C501	13	15	13	15	56	24'-6"	1431	STR.							
A1001	32	37	32	37	138	25'-11"	15390	16	24'-6"						
TOTAL							21815	LBS.							

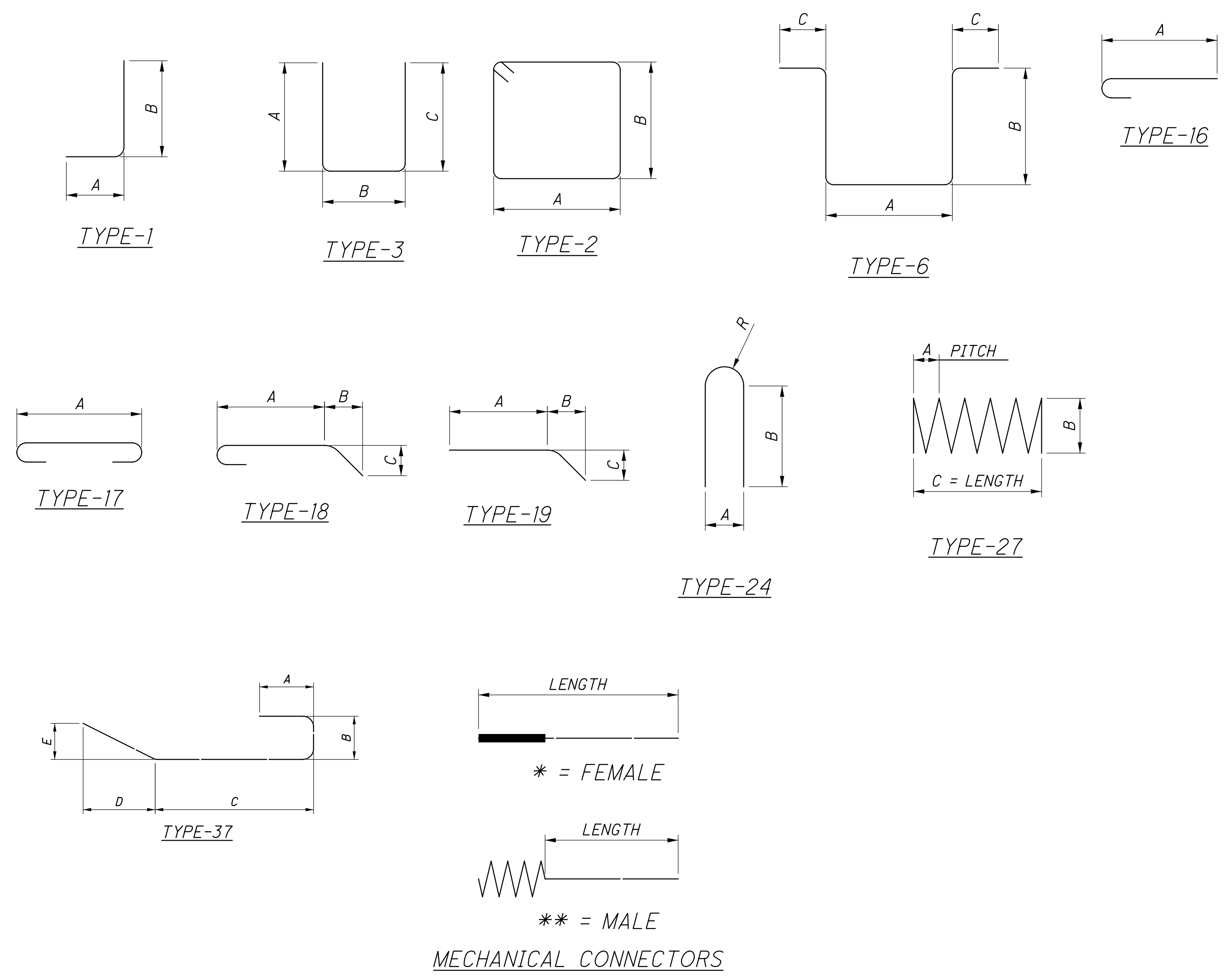
WAY - 250-17.27 PID No. 102768	REINFORCING LIST BRIDGE NO. WAY-250-1727 U.S. 250 OVER LITTLE APPLE CREEK	DESIGN AGENCY THRASHER 400 3RD STREET SE SUITE 309 CANTON, OHIO 44702
19 / 21	DESIGNED RLC	DRAWN SCN
CHECKED JWA	REVIEWED JWA	DATE 10/29/20
FILE NUMBER 8504777	STRUCTURE FILE NUMBER 8504777	DESIGN AGENCY THRASHER 400 3RD STREET SE SUITE 309 CANTON, OHIO 44702

MARK	NUMBER				LENGTH	WEIGHT (LBS)	TYPE	DIMENSIONS						
	PHASE 1	PHASE 2	CLOSURE POUR	TOTAL				A	B	C	D	E	R	INC
SUPERSTRUCTURE														
S401	61			61	21'-6"	877	STR							
S402		61		61	21'-0"	856	STR							
S403	50	50		100	7'-7"	507	37	1'-3"	1'-0"	3'-8"	1'-8"	10"		
S501	50	48	14	112	8'-5"	984	STR							
S502	16	16		32	8'-5"	281	STR							
S503	INTENTIONALLY LEFT BLANK													
S504	2 SETS OF 20			40	VARIES FROM 7'-11" TO 8'-11"	352	2	1'-11"	VARIES FROM 1'-9" TO 2'-3"				3/8"	
S505			2 SETS OF 4	8	VARIES FROM 7'-7" TO 7'-11"	65	2	1'-11"	VARIES FROM 1'-7" TO 1'-9"				5/8"	
S506		2 SETS OF 19		38	VARIES FROM 6'-7" TO 7'-7"	281	2	1'-11"	VARIES FROM 1'-1" TO 1'-7"				3/8"	
S507		2 SETS OF 2		4	9'-7"	40	2	1'-11"	2'-7"					
S508	2 SETS OF 20	2 SETS OF 19	2 SETS OF 4	86	6'-2"	554	3	2'-6"	1'-5"	2'-6"				
S509	2 SETS OF 2			4	11'-11"	50	2	1'-11"	3'-9"					
S510	2 SETS OF 20			40	VARIES FROM 7'-2" TO 8'-2"	320	3	VARIES FROM 3'-0" TO 3'-6"	1'-5"	VARIES FROM 3'-0" TO 3'-6"			3/8"	
S511			8	8	7'-0"	59	3	2'-11"	1'-5"	2'-11"				
S512		2 SETS OF 19		38	VARIES FROM 5'-10" TO 6'-10"	252	3	VARIES FROM 2'-4" TO 2'-10"	1'-5"	VARIES FROM 2'-4" TO 2'-10"			3/8"	
*S601	58			58	18'-3"	1590	STR							
**S602		58		58	21'-3"	1852	STR							
S801	50	48	14	112	21'-11"	6554	16	20'-0"						
S802	25	24	7	56	26'-9"	4000	STR							
S803	50	48	14	112	27'-3"	8149	STR							
S804	16	16		32	21'-11"	1873	16	20'-0"						
S805	8	8		16	26'-9"	1143	STR							
S806	16	16		32	27'-3"	2329	STR							
*S807	16			16	19'-8"	841	STR							
*S808	8			8	18'-3"	390	STR							
S809		12		12	22'-4"	716	STR							
S810		4		4	16'-6"	177	STR							
S811		8		8	20'-11"	447	STR							
**S812		24		24	7'-4"	470	STR							
D801	26	30		56	5'-5"	810	18	3'-1"	1'-0"	1'-0"				
TOTAL						36819	LBS.							

NOTES:

- S504 TO S512 AND S807 TO S812 ARE PLACED WITH THE ABUTMENTS. THE TOTAL NUMBER IS FOR 2 SETS OF BARS ONE SET FOR THE REAR ABUTMENT AND 1 SET FOR THE FORWARD ABUTMENT.
- FOR NOTES, LEGEND, AND BENDING DIAGRAMS, SEE SHEET 21/21.

REINFORCING LIST BRIDGE NO. WAY-250-1727 U.S. 250 OVER LITTLE APPLE CREEK	DESIGN AGENCY THRASHER 400 3RD STREET SE SUITE 309 CANTON, OHIO 44702	DATE 10/29/20	REVIEWED JWA
DESIGNED RLC CHECKED JWA	DRAWN SCN REVISED	STRUCTURE FILE NUMBER 8504777	
WAY-250-17.27 PID No. 102768		20/21	56 73



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 COST SHALL BE INCLUDED IN THE BID PRICE FOR ITEM 509.

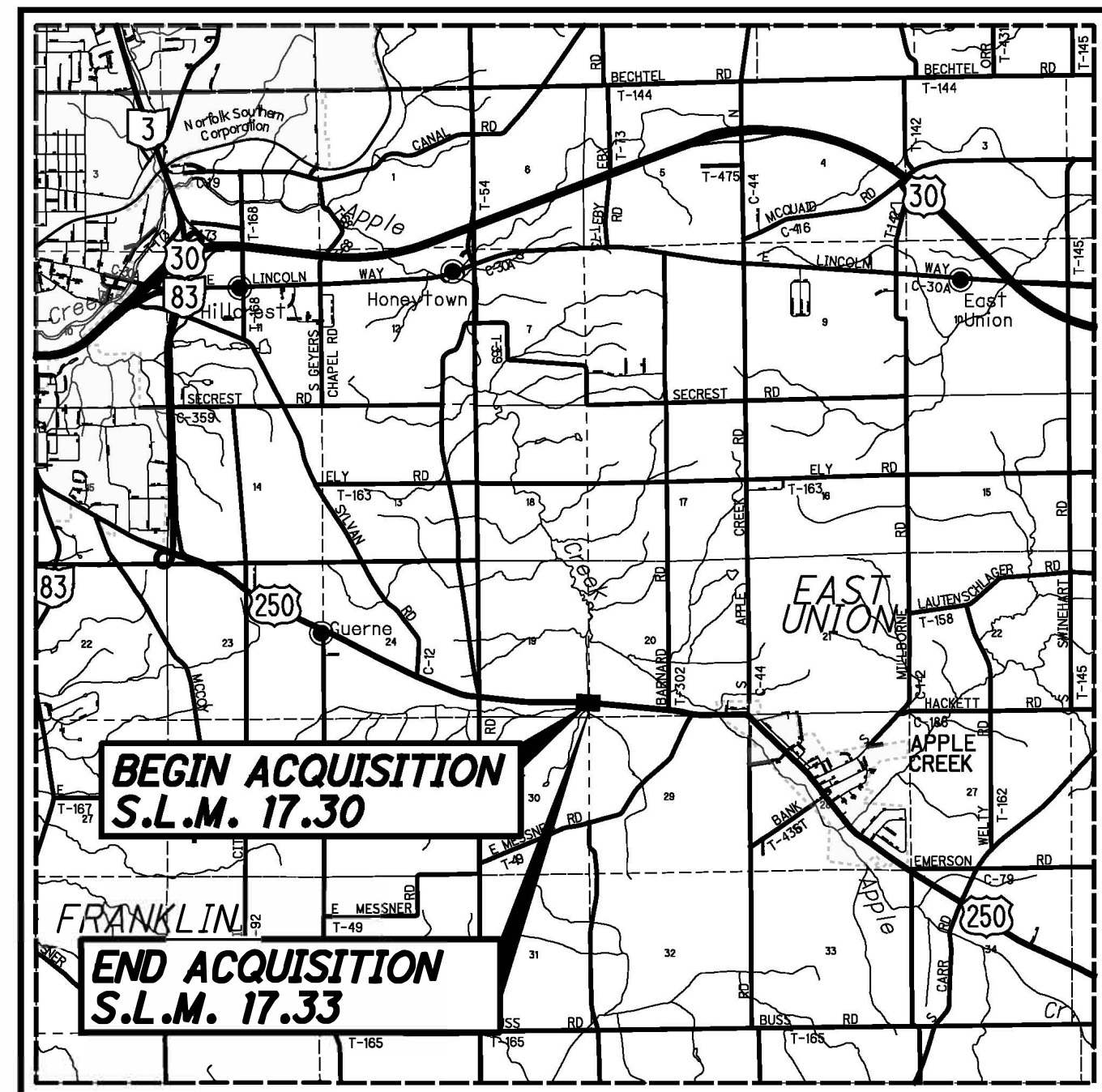
FOR FEMALE/MALE MECHANICAL CONNECTOR DESIGNATION AND METHOD OF MEASUREMENT, SEE BAR BENDING DIAGRAMS - MECHANICAL CONNECTORS, THIS SHEET.
4. THE BAR SIZE AND LOCATION ARE INDICATED IN THE BAR MARK. THE FIRST ALPHABETICAL LETTER(S) INDICATES LOCATION, THE FIRST NUMERICAL DIGIT OF A THREE DIGIT MARK AND 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

WAY -250-17.27 PID No. 102768	REINFORCING LIST BRIDGE NO. WAY-250-1727 U.S. 250 OVER LITTLE APPLE CREEK	DESIGN AGENCY THRASHER 400 3RD STREET SE SUITE 309 CANTON, OHIO 44702
21 / 21	DESIGNED: RLC CHECKED: JWA	DRAWN: SCN REVISED:
57 73	REVIEWED: JWA DATE: 10/29/20	STRUCTURE FILE NUMBER 8504777

R:\080\080-1001 - WAYNE COUNTY US-250 BRIDGE REPLACEMENT - ODOT DISTRICT 3\Project Data\02768\Design\RM\Sheets\02768-RL001.dgn Sheet 6/23/2023 9:58:44 AM jcoy



LOCATION MAP

LATITUDE: N40°45'24" LONGITUDE: W81°51'48"



UTILITY OWNERS

ELECTRIC:

AMERICAN ELECTRIC POWER (OHIO POWER COMPANY) 777 HOPEWELL DRIVE HEATH, OHIO 43056 ATTN: PAUL PAXTON P: (740) 348-5322 E: ptpaxton@aep.com

NATURAL GAS:

DOMINION EAST OHIO 320 SPRINGSIDE DRIVE AKRON, OH 44333 ATTN: UMBERTO POLIZZIO P: (330) 664-2469 E: Umberto.Polizzio@dominionenergy.com

TELECOMMUNICATION:

CLEAR PICTURE, INC. 444 WEST MILLTOWN ROAD WOOSTER, OHIO 44691 ATTN: JEREMY LEHMAN P: (330) 345-5110, EXT. 219 E: jlehman@cpwooster.com

TELECOMMUNICATION:

LUMEN 175 ASHLAND ROAD, P.O. BOX 3555 MANSFIELD, OHIO 44907 ATTN: JEFF SCHOONOVER P: (330) 262-1128 E: jettrey.l.schoonover@lumen.com

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.

CONVENTIONAL SYMBOLS

Table of conventional symbols for County Line, Township Line, Section Line, Corporation Line, Fence Line, Center Line, Right of Way, Standard Highway Easement, Temporary Right of Way, Channel Easement, Utility Easement, Railroad, Guardrail, Construction Limits, Edge of Pavement, Edge of Shoulder, Ditch/Creek, Tree Line, Ownership Hook, Property Line, Break Line, Tree, Evergreen, Wetland, Post, Light, Fire Hydrant, Water Valve, Telephone Pole, Light Pole, etc.

RIGHT OF WAY LEGEND SHEET WAY-250-17.27

WAYNE COUNTY EAST UNION TOWNSHIP SEC. 19 & 20, T. 16N., R. 12W.

INDEX OF SHEETS:

Table mapping sheet numbers to content: 1 LEGEND SHEET, 2-2A CENTERLINE PLAT, 3 PROPERTY MAP, 4 SUMMARY OF ADDITIONAL R/W, 5-6 R/W DETAIL

STRUCTURE KEY

Table mapping symbols to structure types: RESIDENTIAL, COMMERCIAL, OUT-BUILDING

PROJECT DESCRIPTION

THIS PROJECT IS THE COMPLETE BRIDGE REPLACEMENT OF SFN 8504776, WAY-250-17.27 STRUCTURE OVER A TRIBUTARY OF APPLE CREEK IN WAYNE COUNTY, OHIO. PROJECT ALSO INCLUDES RAISING THE PAVEMENT PROFILE, GUARDRAIL REPLACEMENT, AND DRIVEWAY RECONSTRUCTION.

THE EXISTING AND PROPOSED RIGHT OF WAY SHALL BE REFERENCED FROM THE CENTERLINE OF RIGHT OF WAY OF US ROUTE 250.

PLANS PREPARED BY:

FIRM NAME: THE THRASHER GROUP R/W DESIGNER: CRAIG M. KLEIN R/W REVIEWER: LELAND B. DILLWORTH FIELD REVIEWER: CRAIG M. KLEIN PRELIMINARY FIELD REVIEW DATE: 6/2/21 TRACINGS FIELD REVIEW DATE: 11/20/21 OWNERSHIP UPDATED BY: CRAIG M. KLEIN DATE COMPLETED: 11/21/21 PLAN COMPLETION DATE: 2/11/22

TYPES OF TITLE LEGEND:

SH = STANDARD HIGHWAY EASEMENT

I, Brett R. Tieben, P.S. have conducted a survey of the existing conditions for the Ohio Department of Transportation on July, 2019. The results of that survey are contained herein. The horizontal coordinates expressed herein are based on the Ohio State Plane Coordinates System, North zone on NAD83 (2011) datum. The Project Coordinates (US Survey Foot) are relative to State Plane Grid Coordinates (US Survey Feet) by a Project Adjustment Factor of 1.00008677. As a part of this project I have set project control, and have reestablished the locations of the centerline of existing Right of Way and existing Right of Way lines for property takes contained herein. All of my work contained herein was conducted in accordance with Ohio Administrative Code Chapter 4733-37 Standard Standards for Boundary Surveys unless so noted. The words I and my, as used herein, are to mean either myself or someone working under my direct supervision.

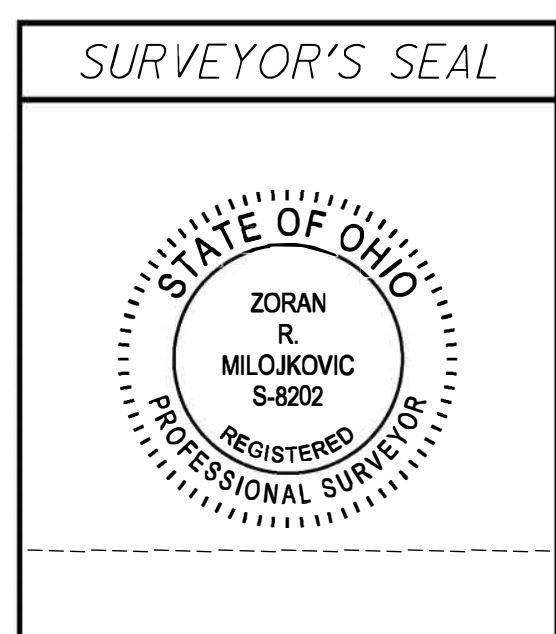
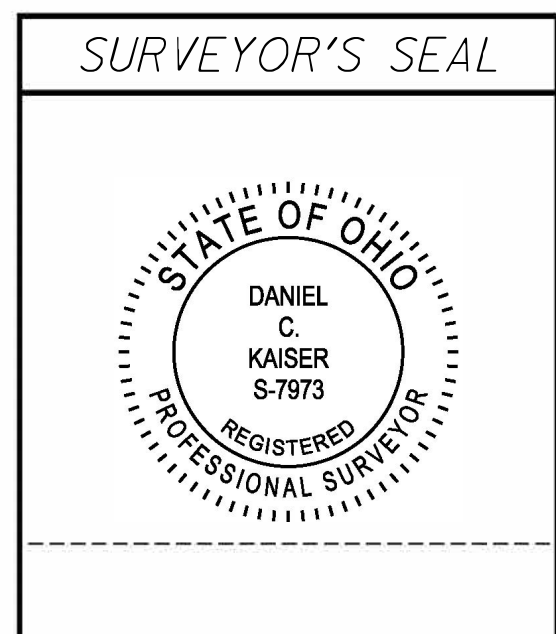
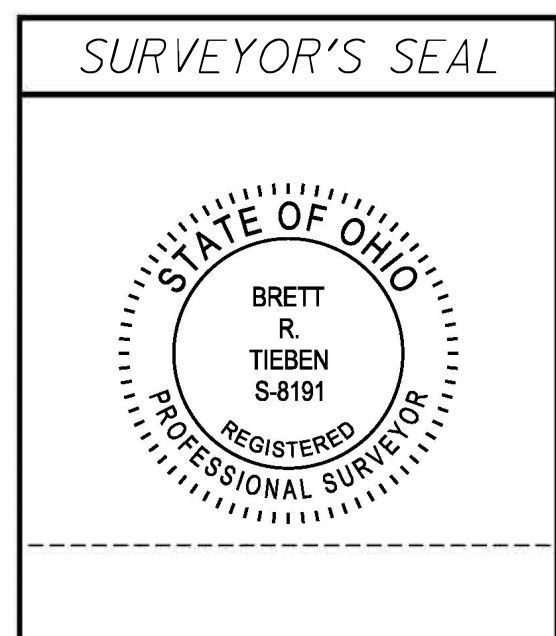
_____, Professional Land Surveyor No. S-8191 Date: _____ Brett R. Tieben

I, Daniel C. Kaiser, P. S. have conducted a survey of the existing conditions for the Ohio Department of Transportation on December, 2019. The results of that survey are contained herein. Underground utility locations are shown for informational purposes only. Though they are believed to be accurate, their location is as marked on the ground by the utility company per OUPS and OGPUPS confirmation number A930900899 and those markings subsequently being surveyed as a part of this project. The horizontal coordinates expressed herein are based on the Ohio State Plane Coordinates System, North zone on NAD83 (2011) datum. The Project Coordinates (US Survey Foot) are relative to State Plane Grid Coordinates (US Survey Feet) by a Project Adjustment Factor of 1.00008677. All of my work contained herein was conducted in accordance with Ohio Administrative Code Chapter 4733-37 Standards for Boundary Surveys unless so noted. The words I and my, as used herein, are to mean either myself or someone working under my direct supervision.

_____, Professional Land Surveyor No. S-7973 Date: _____ Daniel C. Kaiser

I, Zoran R. Milojkovic, P. S. have reestablished the locations of the existing property lines for property takes contained herein. As a part of this project I have reviewed the proposed property lines, calculated the Gross Take, present roadway occupied (PRO), Net Take and Net Residue; as well as reviewed the legal descriptions necessary to acquire the parcels as shown herein. As a part of this work I have set right of way monuments at property corners, property line intersections, points along the right of way and/or angle points on the right of way, Section Corners and other points as shown herein. All of my work contained herein was conducted in accordance with Ohio Administrative Code Chapter 4733-37 Standards for Boundary Surveys unless so noted. The words I and my, as used herein, are to mean either myself or someone working under my direct supervision.

_____, Professional Land Surveyor No. S-8202 Date: _____ Zoran R. Milojkovic



FEDERAL PROJECT NO. E190(635) PID NO. 102768 CALCULATED CMK CHECKED LBD-ZRM RIGHT OF WAY LEGEND SHEET WAY - 250 - 17.27 1/6 58/73

BASIS FOR BEARINGS:

THE BEARINGS REFERRED TO HEREIN ARE RELATIVE TO GRID NORTH OF THE OHIO STATE PLANE COORDINATE SYSTEM, NORTH ZONE (3401) NAD83 (2011) DATUM FROM GNSS OBSERVATIONS OF THE ODOT VRS GNSS SYSTEM IN JULY 2019 BY THE ODOT DISTRICT THREE SURVEY DEPARTMENT AND ARE FOR THE PURPOSE OF DEFINING ANGULAR MEASUREMENTS.

BASIS OF EXISTING \bar{C} OF R/W AND R/W WIDTH: THE EXISTING R/W WIDTH AND LOCATION WERE DETERMINED BY CONCRETE RIGHT OF WAY MONUMENTS FOUND AND COMPARING WITH RECORD DRAWINGS FROM WAYNE COUNTY S.H. 414 SEC. P.E. & Q PT. (1932) AND WAY-250-16.57 (1955).

WAY - 250-17.27

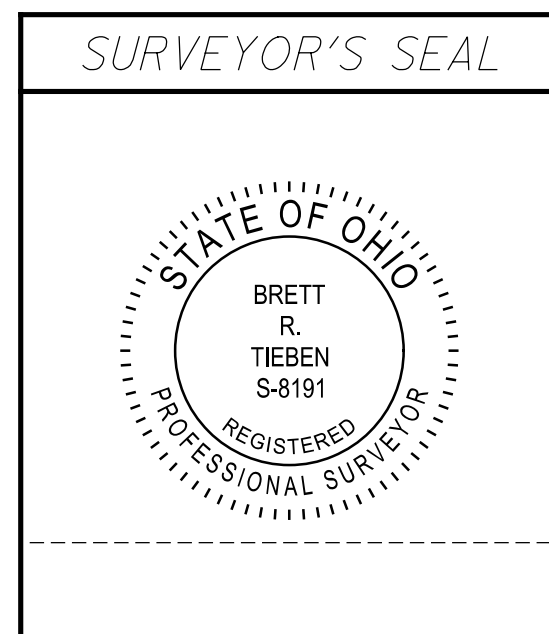
WAYNE COUNTY
EAST UNION TOWNSHIP
SEC. 19 & 20, T. 16N., R. 12W.

SETTING OF ALL MONUMENTS SHALL BE PERFORMED BY A SURVEYOR REGISTERED IN THE STATE OF OHIO. THE MONUMENT ASSEMBLIES AND REFERENCE MONUMENTS WILL BE INSTALLED BY THE CONTRACTOR AT THE TIME OF CONSTRUCTION. THE IRON PIN AND CAP (WHEN REQUIRED) ARE TO BE INSTALLED BY THE CONTRACTOR'S SURVEYOR.

CHANGES OR ALTERATIONS TO THE LOCATION OF ANY MONUMENTS SHOWN IN THIS TABLE, REQUIRE PRIOR APPROVAL FROM THE DISTRICT REAL ESTATE ADMINISTRATOR OF THE OHIO DEPARTMENT OF TRANSPORTATION. IN THE EVENT THAT CHANGES OR ALTERATIONS ARE APPROVED, A REVISED CENTERLINE PLAT WITH THE NEW LOCATIONS SHALL BE RECORDED IN THE APPLICABLE COUNTY RECORDS AND THE OHIO DEPARTMENT OF TRANSPORTATION. SPECIFICATIONS FOR MONUMENT ASSEMBLIES, REFERENCE MONUMENTS AND RIGHT OF WAY MONUMENTS ARE SHOWN ON STANDARD CONSTRUCTION DRAWING RM-1.1.

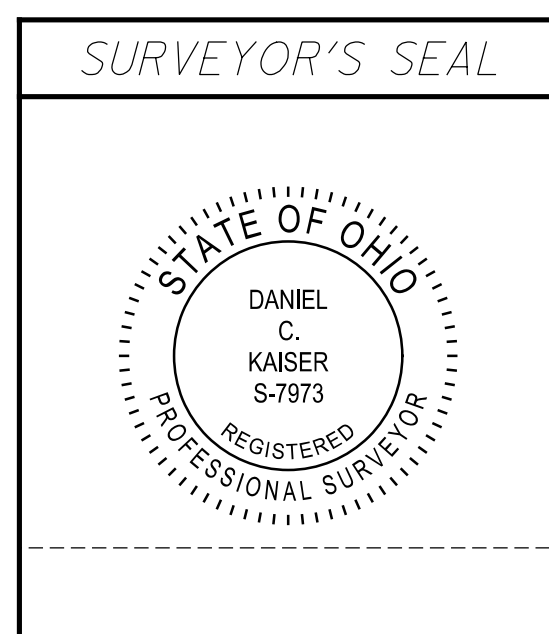
QUANTITIES CARRIED TO THE GENERAL SUMMARY:

ITEM 623 - MONUMENT ASSEMBLY 2 EACH
ITEM 623 - RIGHT-OF-WAY MONUMENT 2 EACH



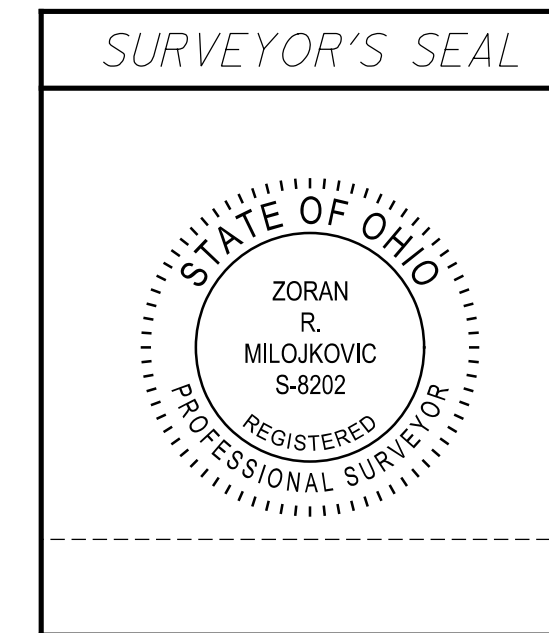
I, Brett R. Tieben, P.S. have conducted a survey of the existing conditions for the Ohio Department of Transportation on July, 2019. The results of that survey are contained herein. The horizontal coordinates expressed herein are based on the Ohio State Plane Coordinates System, North zone on NAD83 (2011) datum. The Project Coordinates (US Survey Foot) are relative to State Plane Grid Coordinates (US Survey Feet) by a Project Adjustment Factor of 1.00008677. As a part of this project I have set project control, and have reestablished the locations of the centerline of existing Right of Way and existing Right of Way lines for property takes contained herein. All of my work contained herein was conducted in accordance with Ohio Administrative Code Chapter 4733-37 Standard Standards for Boundary Surveys unless so noted. The words I and my, as used herein, are to mean either myself or someone working under my direct supervision.

-----, Professional Land Surveyor No. S-8191 Date:-----
Brett R. Tieben



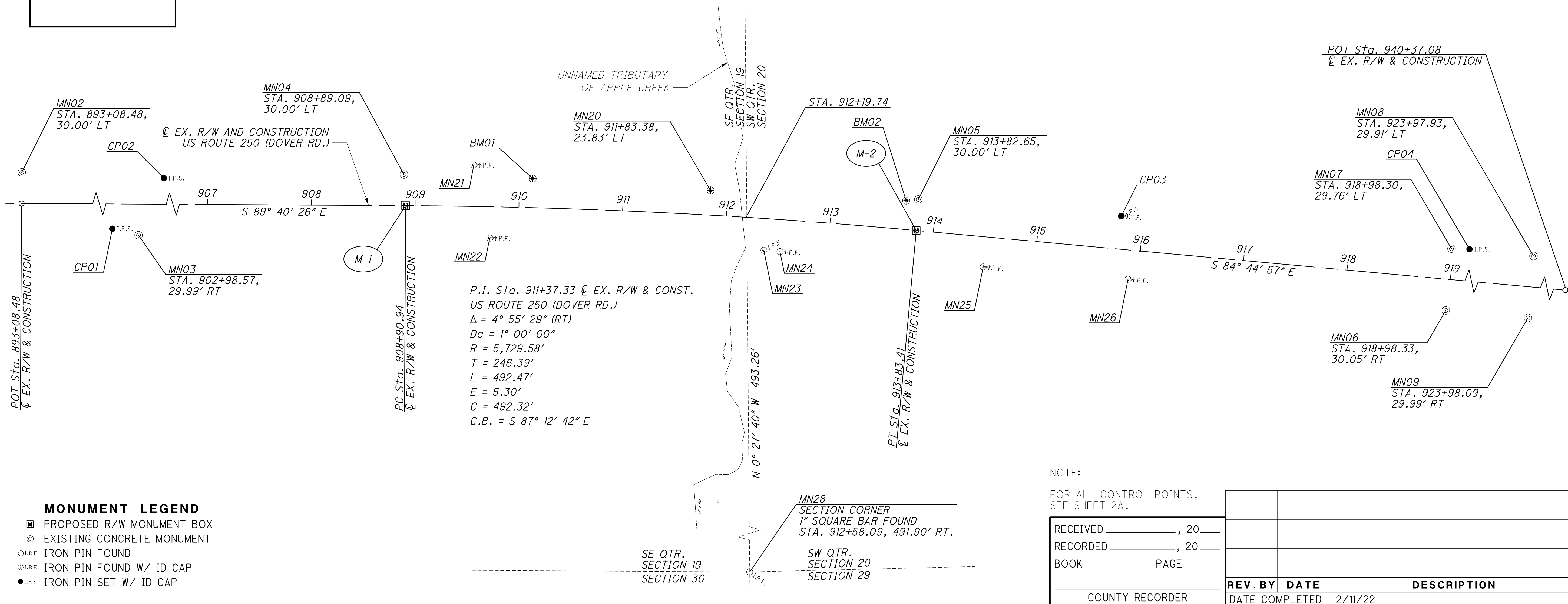
I, Daniel C. Kaiser, P. S. have conducted a survey of the existing conditions for the Ohio Department of Transportation on December, 2019. The results of that survey are contained herein. Underground utility locations are shown for informational purposes only. Though they are believed to be accurate, their location is as marked on the ground by the utility company per OUPS and OGPUPS confirmation number A930900899 and those markings subsequently being surveyed as a part of this project. The horizontal coordinates expressed herein are based on the Ohio State Plane Coordinates System, North zone on NAD83 (2011) datum. The Project Coordinates (US Survey Foot) are relative to State Plane Grid Coordinates (US Survey Feet) by a Project Adjustment Factor of 1.00008677. All of my work contained herein was conducted in accordance with Ohio Administrative Code Chapter 4733-37 Standards for Boundary Surveys unless so noted. The words I and my, as used herein, are to mean either myself or someone working under my direct supervision.

-----, Professional Land Surveyor No. S-7973 Date:-----
Daniel C. Kaiser



I, Zoran R. Milojkovic, P. S. have reestablished the locations of the existing property lines for property takes contained herein. As a part of this project I have reviewed the proposed property lines, calculated the Gross Take, present roadway occupied (PRO), Net Take and Net Residue; as well as reviewed the legal descriptions necessary to acquire the parcels as shown herein. As a part of this work I have set right of way monuments at property corners, property line intersections, points along the right of way and/or angle points on the right of way, Section Corners and other points as shown herein. All of my work contained herein was conducted in accordance with Ohio Administrative Code Chapter 4733-37 Standards for Boundary Surveys unless so noted. The words I and my, as used herein, are to mean either myself or someone working under my direct supervision.

-----, Professional Land Surveyor No. S-8202 Date:-----
Zoran R. Milojkovic



CENTERLINE PLAT
 WAY - 250-17.27
 PID NO. 102768
 R/W DESIGNER CMK
 R/W REVIEWER LBD - ZRM
 HORIZONTAL SCALE IN FEET
 0 50 100
 2 / 6
 59 / 73

R:\080\080-10011- WAYNE COUNTY US-250 BRIDGE REPLACEMENT - ODOT DISTRICT 3\Project Data\102768\Design\RM\Sheets\102768_RC001.dgn Sheet 6/23/2023 10:08:23 AM jcoy

PROJECT: WAY-250-17.27

PID: 102768

PROJECT GROUND COORDINATES - US SURVEY FEET

Project coordinates (U.S. Survey Feet) are relative to State Plane Grid coordinates (meters) by a Project Adjustment Factor of: 3.28112467

PROJECT CONTROL POINTS

STATE PLANE GRID COORDINATES

Horiz. Datum: NAD83 (2011) Ohio State Plane, North Zone (3401) Vert. Datum: NAVD88

MONUMENTS TO BE SET DURING CONSTRUCTION

Table with columns: NAME, STATION, OFFSET (US FT), RT/LT, NORTH (US FT), EAST (US FT), ELEVATION (US FT), FEATURE, DESCRIPTION. Includes points BM01, BM02, CP01, CP02, CP03, CP04, MN20.

Table with columns: NAME, NORTH (m), EAST (m), ORTHO HT (m), NORTH (US FT), EAST (US FT). Includes points BM01, BM02, CP01, CP02, CP03, CP04, MN20.

Table with columns: ITEM 623.05, ITEM 623.05. Includes MONUMENT ASSEMBLY, BOUNDARY PIN (TYPE 'B').

EXISTING MONUMENTATION CENTERLINE OF RIGHT OF WAY STATE ROUTE 250

Table with columns: NAME, STATION, OFFSET (US FT), RT/LT, NORTH (US FT), EAST (US FT), ELEVATION (US FT), FEATURE, DESCRIPTION. Includes points MN01 through MN15.

EXISTING CENTERLINE CONTROL POINTS

Table with columns: NAME, NORTH (m), EAST (m), ORTHO HT (m), NORTH (US FT), EAST (US FT). Includes points MN01 through MN15.

Horiz. Datum: NAD83 (2011) Ohio State Plane, North Zone (3401) Vert. Datum: NAVD88

CENTERLINE OF RIGHT OF WAY & CONSTRUCTION STATE ROUTE 250

Table with columns: NAME, STATION, OFFSET (US FT), RT/LT, NORTH (US FT), EAST (US FT), ELEVATION (US FT), FEATURE, DESCRIPTION. Includes points CLRW01 through CLRW05.

CENTERLINE ALIGNMENT

Table with columns: NAME, NORTH (m), EAST (m), ORTHO HT (m), NORTH (US FT), EAST (US FT). Includes points CLRW01 through CLRW05.

Horiz. Datum: NAD83 (2011) Ohio State Plane, North Zone (3401) Vert. Datum: NAVD88

Grid to Ground Multiplier (1/CSF) = 1.00008880 State Plane Grid to Project Ground (same units)
Project Adjustment Factor (PAF) = 3.28112467 State Plane Grid (meters) to Project Ground (US Survey Feet)
English to metric conversion = 3.28083333 Meters to US Survey Foot conversion factor

Unitless Factor: The Grid to Ground Multiplier for the project was computed by taking the inverse of the TBC-generated combined scale factor for: CP01
Primary Project Control: Horizontal control was positioned with a minimum of 5 VRS-derived GNSS observations. Vertical control was established by differential leveling. All positions are in conformance to the ODOT Surveying and Mapping Specifications.

PROJECT GROUND COORDINATES - US SURVEY FEET

Project coordinates (U.S. Survey Feet) are relative to State Plane Grid coordinates (meters) by a Project Adjustment Factor of: 3.28112467

PROPOSED RIGHT OF WAY MONUMENTS

Table with columns: NAME, STATION, OFFSET (US FT), RT/LT, NORTH (US FT), EAST (US FT), ELEVATION (US FT), FEATURE, DESCRIPTION. Includes points M-1, M-2, BP1, BP2, BP3.

STATE PLANE GRID COORDINATES

Horiz. Datum: NAD83 (2011) Ohio State Plane, North Zone (3401) Vert. Datum: NAVD88

MONUMENTS TO BE SET DURING CONSTRUCTION

Table with columns: NAME, NORTH (m), EAST (m), ORTHO HT (m), NORTH (US FT), EAST (US FT). Includes points M-1, M-2, BP1, BP2, BP3.

Table with columns: ITEM 623.05, ITEM 623.05. Includes MONUMENT ASSEMBLY, BOUNDARY PIN (TYPE 'B').

PROJECT GROUND COORDINATES - US SURVEY FEET

Project coordinates (U.S. Survey Feet) are relative to State Plane Grid coordinates (meters) by a Project Adjustment Factor of: 3.28112467

EXISTING RIGHT OF WAY POINTS

Table with columns: NAME, STATION, OFFSET (US FT), RT/LT, NORTH (US FT), EAST (US FT), ELEVATION (US FT), FEATURE, DESCRIPTION. Includes points RWL01 through RWL05.

STATE PLANE GRID COORDINATES

Horiz. Datum: NAD83 (2011) Ohio State Plane, North Zone (3401) Vert. Datum: NAVD88

Table with columns: NAME, NORTH (m), EAST (m), ORTHO HT (m), NORTH (US FT), EAST (US FT). Includes points RWL01 through RWL05.

PROJECT GROUND COORDINATES - US SURVEY FEET

Project coordinates (U.S. Survey Feet) are relative to State Plane Grid coordinates (meters) by a Project Adjustment Factor of: 3.28112467

EXISTING BOUNDARY MONUMENTS

Table with columns: NAME, STATION, OFFSET (US FT), RT/LT, NORTH (US FT), EAST (US FT), ELEVATION (US FT), FEATURE, DESCRIPTION. Includes points MN21 through MN28.

STATE PLANE GRID COORDINATES

Horiz. Datum: NAD83 (2011) Ohio State Plane, North Zone (3401) Vert. Datum: NAVD88

Table with columns: NAME, NORTH (m), EAST (m), ORTHO HT (m), NORTH (US FT), EAST (US FT). Includes points MN21 through MN28.

SUBTOTAL MONUMENTS - QUANTITY CARRIED TO CENTERLINE PLAT SHEET 2 OF 6

Table with columns: 2, 2

Vertical text on the left margin: R:\080\080-1001- WAYNE COUNTY US-250 BRIDGE REPLACEMENT - ODOT DISTRICT 3\Project Data\102768\Design\RM\Sheets\102768-RC002.dgn Sheet 2/10/2022 1:44:28 PM cklein

PID NO. 102768

R/W DESIGNER CMK R/W REVIEWER LBD - ZRM

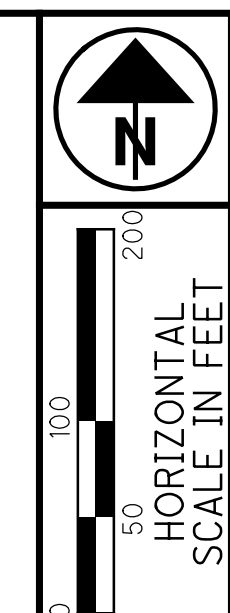
CENTERLINE PLAT

WAY - 250 - 17.27

2A/6

59A 73

WAYNE COUNTY
 EAST UNION TOWNSHIP
 SEC. 19 & 20, T. 16N., R. 12W.



PID NO.
102768

R/W DESIGNER
CMK
R/W REVIEWER
LBD - ZRM

PROPERTY MAP

WAY -250-17.27

3 / 6

60
73

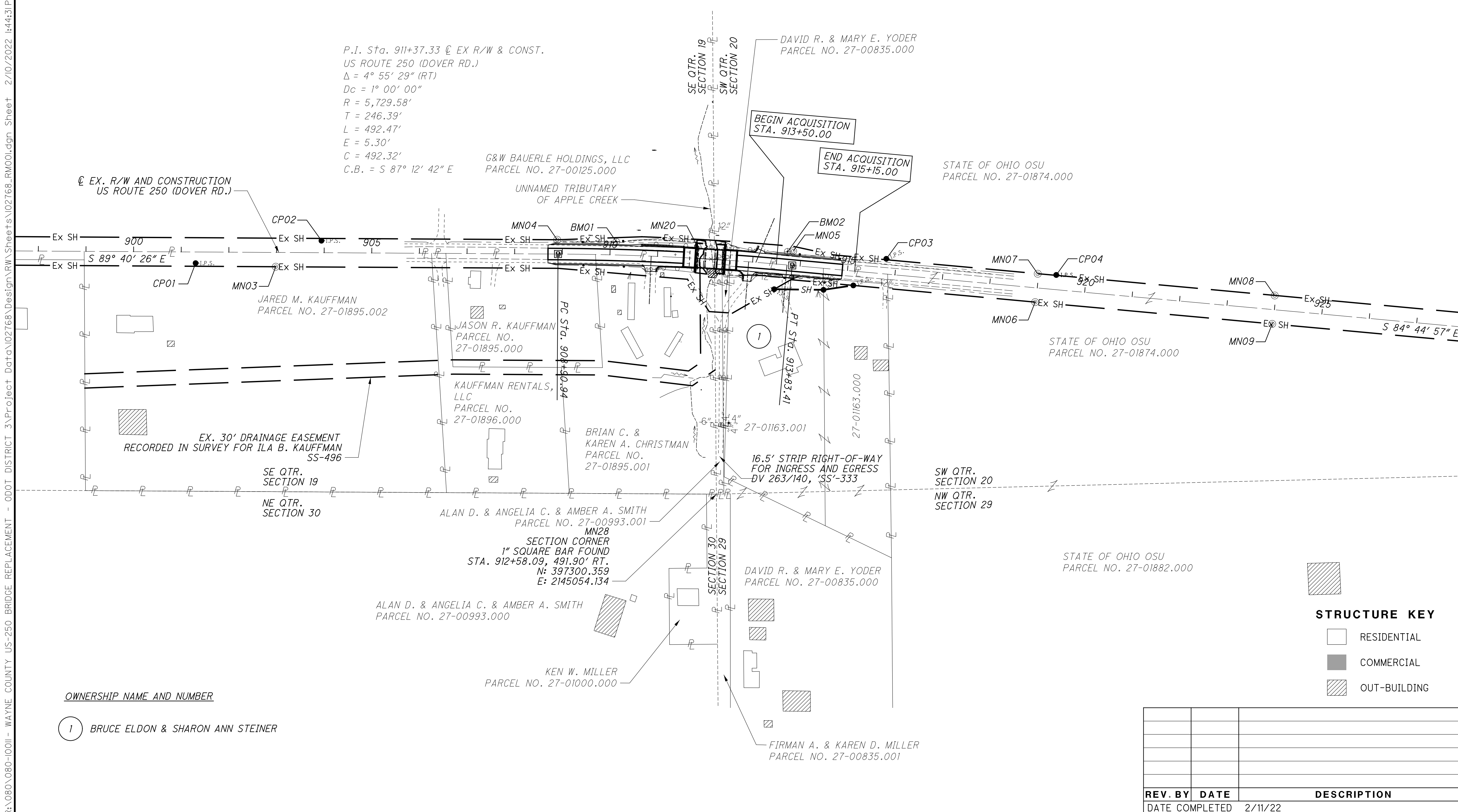
P.I. Sta. 911+37.33 @ EX R/W & CONST.
 US ROUTE 250 (DOVER RD.)
 $\Delta = 4^\circ 55' 29''$ (RT)
 $Dc = 1^\circ 00' 00''$
 $R = 5,729.58'$
 $T = 246.39'$
 $L = 492.47'$
 $E = 5.30'$
 $C = 492.32'$
 $C.B. = S 87^\circ 12' 42'' E$

G&W BAUERLE HOLDINGS, LLC
 PARCEL NO. 27-00125.000

DAVID R. & MARY E. YODER
 PARCEL NO. 27-00835.000

STATE OF OHIO OSU
 PARCEL NO. 27-01874.000

@ EX. R/W AND CONSTRUCTION
 US ROUTE 250 (DOVER RD.)



EX. 30' DRAINAGE EASEMENT
 RECORDED IN SURVEY FOR ILA B. KAUFFMAN
 SS-496

16.5' STRIP RIGHT-OF-WAY
 FOR INGRESS AND EGRESS
 DV 263/140, 'SS'-333

OWNERSHIP NAME AND NUMBER

1 BRUCE ELTON & SHARON ANN STEINER

STRUCTURE KEY

- RESIDENTIAL
- COMMERCIAL
- OUT-BUILDING

REV. BY	DATE	DESCRIPTION
DATE COMPLETED		2/11/22

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TOTAL NUMBER OF :

1 OWNERSHIPS 0 TOTAL TAKES
 2 PARCELS 0 OWNERSHIPS W/ STRUCTURES INVOLVED

NET RESIDUE = RECORD AREA - TOTAL PRO - NET TAKE

GRANTEE:

ALL RIGHT OF WAY ACQUIRED IN THE NAME OF
 THE STATE OF OHIO DEPARTMENT OF TRANSPORTATION
 UNLESS OTHERWISE SHOWN.

ALL AREAS IN ACRES

PARCEL NO.	OWNER	SHEET NO.	INSTRUMENT NUMBER	AUDITOR'S PARCEL	RECORD AREA	TOTAL P.R.O.	GROSS TAKE	P.R.O. IN TAKE	NET TAKE	STRUC-TURE	NET RESIDUE		TYPE FUND	REMARKS	AS ACQUIRED	
											LEFT	RIGHT			BOOK	PAGE
1-SH1	BRUCE ELDON & SHARON ANN STEINER	6	OR 757-2682	27-01163.001	2.337	0.217 (c)	0.036	0.000	0.036	NO		2.084	STATE	ONE MASONRY LIGHTPOST TO BE REMOVED IN TAKE		
1-SH2	BRUCE ELDON & SHARON ANN STEINER	6	OR 757-2677	27-01163.000	1.753	0.046 (c)	0.011	0.000	0.011	NO		1.696	STATE	*ONE MASONRY LIGHTPOST TO BE REMOVED ENCROACHING * LANDSCAPE ENCROACHING		
	TOTAL				4.09	0.263 (c)	0.047	0.000	0.047			3.780		* ROCKS ENCROACHING		

(c) = CALCULATED AREA

TYPES OF TITLE LEGEND:
 SH = STANDARD HIGHWAY EASEMENT

* DENOTES RIGHT OF WAY ENCROACHMENT

REV. BY	DATE	DESCRIPTION
DATE COMPLETED		2/11/22

R:\080\080-1001 - WAYNE COUNTY US-250 BRIDGE REPLACEMENT - ODOT DISTRICT 3\Project Data\02768\Design\RW\Sheets\02768-RS001.dgn Sheet 2/10/2022 4:43:32 PM cklein

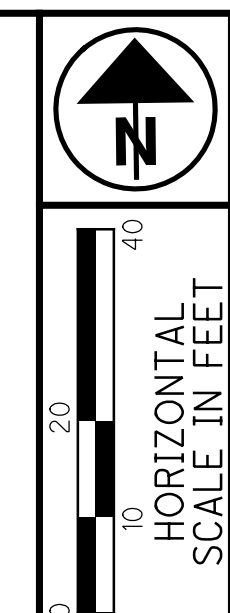
FEDERAL PROJECT NO. E190(635)	PID NO. 102768	STATE JOB NO. 439279	R/W DESIGNER CMK	R/W REVIEWER LBD - ZRM	SUMMARY OF ADDITIONAL RIGHT OF WAY	WAY - 250 - 17 . 27
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CURVE DATA

P.I. Sta. 911+37.33 @ EX. R/W & CONST.
 US 250 (DOVER RD.)
 $\Delta = 4^{\circ} 55' 29''$ (RT)
 $D_c = 1^{\circ} 00' 00''$
 $R = 5,729.58'$
 $T = 246.39'$
 $L = 492.47'$
 $E = 5.30'$
 $C = 492.32'$
 C.B. = S 87° 12' 42" E

G & W BAUERLE HOLDINGS, LLC.
 5674 DOVER RD.
 PARCEL NO. 27-00125.000

WAYNE COUNTY
 EAST UNION TOWNSHIP
 SEC. 19 & 20, T. 16N., R. 12W.



PID NO.
102768

R/W DESIGNER
 CMK

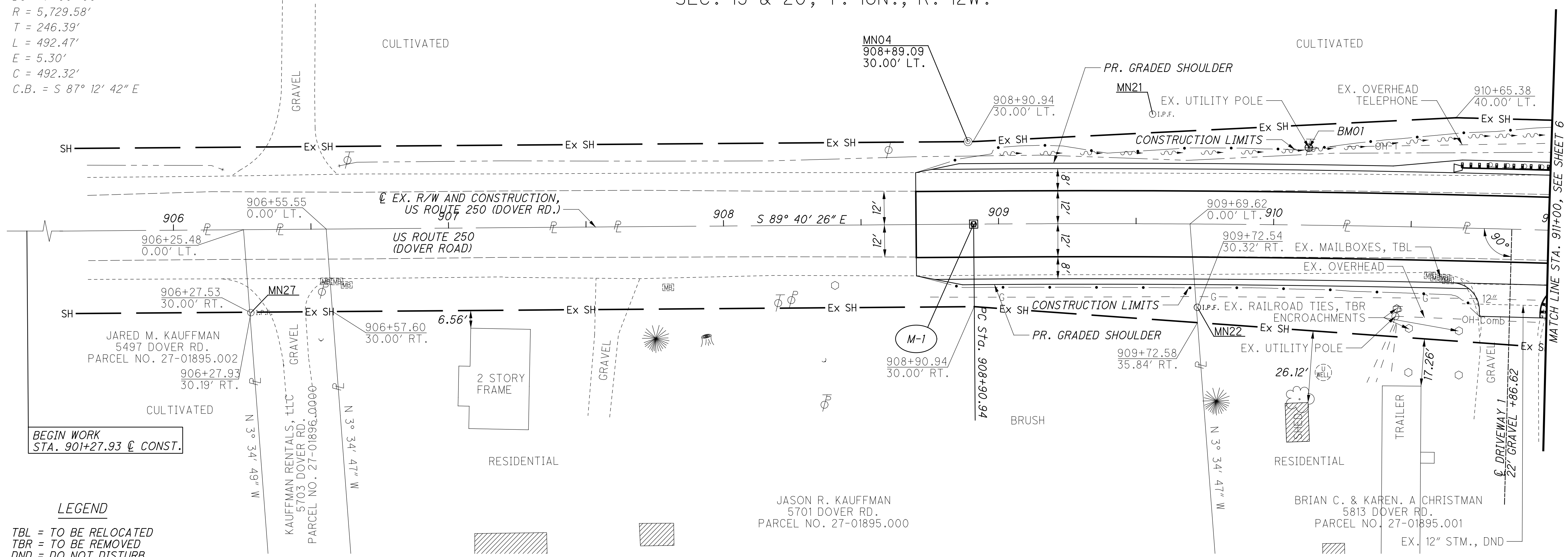
R/W REVIEWER
 LBD - ZRM

RIGHT OF WAY DETAIL SHEET
STA. 906+00 TO STA. 911+00

WAY - 250 - 17.27

5 / 6

62 / 73



BEGIN WORK
 STA. 901+27.93 @ CONST.

LEGEND

- TBL = TO BE RELOCATED
- TBR = TO BE REMOVED
- DND = DO NOT DISTURB
- ATG = ADJUST TO GRADE
- TBA = TO BE ABANDONED IN PLACE
- RTG = RECONSTRUCT TO GRADE

JASON R. KAUFFMAN
 5701 DOVER RD.
 PARCEL NO. 27-01895.000

NO PROPOSED RIGHT OF WAY ON THIS SHEET

REV. BY	DATE	DESCRIPTION

DATE COMPLETED 2/11/22

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10
HORIZONTAL
SCALE IN FEET

PID NO.
102768

R/W DESIGNER
CMK
R/W REVIEWER
LBD - ZRM

RIGHT OF WAY DETAIL SHEET
STA. 911+00 TO STA. 916+00

WAY - 250 - 17.27

6 / 6

63
73

WAYNE COUNTY
EAST UNION TOWNSHIP
SEC. 19 & 20, T. 16N., R. 12W.

STATE OF OHIO OSU
VOL. 207, PG. 322
PARCEL NO. 27-01874.000

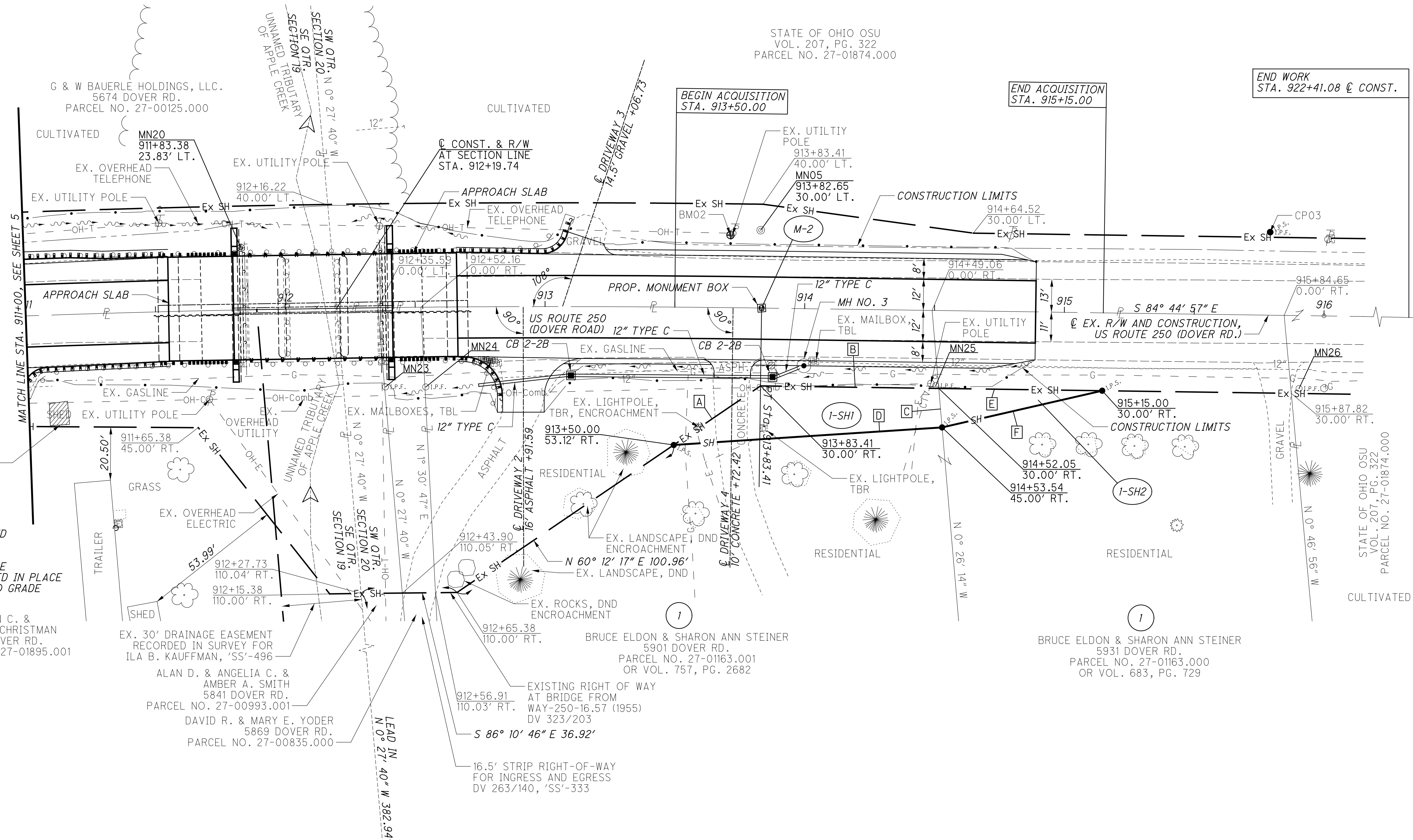
CURVE DATA

P.I. Sta. 911+37.33 @ EX. R/W & CONST.
US 250 (DOVER RD.)
Δ = 4° 55' 29" (RT)
Dc = 1° 00' 00"
R = 5,729.58'
T = 246.39'
L = 492.47'
E = 5.30'
C = 492.32'
C.B. = S 87° 12' 42" E

END WORK
STA. 922+41.08 @ CONST.

END ACQUISITION
STA. 915+15.00

BEGIN ACQUISITION
STA. 913+50.00



LEGEND
TBL = TO BE RELOCATED
TBR = TO BE REMOVED
DND = DO NOT DISTURB
ATG = ADJUST TO GRADE
TBA = TO BE ABANDONED IN PLACE
RTG = RECONSTRUCT TO GRADE

BRIAN C. &
KAREN A. CHRISTMAN
5813 DOVER RD.
PARCEL NO. 27-01895.001

ALAN D. & ANGELIA C. &
AMBER A. SMITH
5841 DOVER RD.
PARCEL NO. 27-00993.001

DAVID R. & MARY E. YODER
5869 DOVER RD.
PARCEL NO. 27-00835.000

BRUCE ELDON & SHARON ANN STEINER
5901 DOVER RD.
PARCEL NO. 27-01163.001
OR VOL. 757, PG. 2682

BRUCE ELDON & SHARON ANN STEINER
5931 DOVER RD.
PARCEL NO. 27-01163.000
OR VOL. 683, PG. 729

16.5' STRIP RIGHT-OF-WAY
FOR INGRESS AND EGRESS
DV 263/140, 'SS'-333

SE QTR. SECTION 19
SECTION 30
SW QTR. SECTION 20
SECTION 29
MN28
SECTION CORNER
1" SQUARE BAR FOUND
STA. 912+58.09, 491.90' RT.
N: 397300.359
E: 2145054.134

	BEARING	DISTANCE
A	N 60°12'17" E	40.43'
B	S 84°44'57" E	68.64'
C	S 00°26'14" E	15.07'
D	N 89°18'01" W	103.56'
E	S 84°44'57" E	62.95'
F	S 81°32'06" W	63.26'

REV. BY	DATE	DESCRIPTION

DATE COMPLETED 2/11/22

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PROJECT DESCRIPTION

STRUCTURE FOUNDATION EXPLORATION REPORT FOR THE PROPOSED REPLACEMENT OF WAY-250-17.27 CARRYING US 250 OVER A BRANCH OF APPLE CREEK IN EAST UNION TOWNSHIP, WAYNE COUNTY, OHIO. THE CURRENT BRIDGE IS A THREE-SPAN, 54-FOOT LONG CONCRETE CONTINUOUS SLAB STRUCTURE WITH FULL WIDTH APPROACH SLABS AND NO WINGWALLS.

HISTORIC RECORDS

NO HISTORIC BORING INFORMATION WAS OBTAINED OR USED FOR THIS PROJECT.

GEOLOGY

PHYSIOGRAPHICALLY, THE SITE LIES WITHIN THE KILLBUCK-GLACIATED PITTSBURGH PLATEAU REGION OF THE GLACIATED ALLEGHENY PLATEAU. BASED ON BEDROCK GEOLOGY AND TOPOGRAPHY MAPS OF THE AREA FROM THE OHIO DEPARTMENT OF NATURAL RESOURCES (ODNR), THE UNDERLYING BEDROCK DIRECTLY BENEATH THE SITE IS COMPRISED OF THE MISSISSIPPIAN-AGED LOGAN AND CUYAHOGA FORMATIONS UNDIVIDED. THE CUYAHOGA FORMATION HAS A PROMINENT MEMBER IDENTIFIED LOCALLY AS THE BLACK HAND SANDSTONE, WHICH IS PREVALENT WITHIN THE SMALLER VALLEYS. THE LOGAN FORMATION CONSISTS OF BROWN SANDSTONE, SILTSTONE AND MINOR SHALE. THE CUYAHOGA FORMATION CONSISTS OF GRAY TO BROWN SHALE INTERBEDDED WITH MINOR SANDSTONE AND SILTSTONE GRADING INTO A MASSIVE SANDSTONE, WHICH IS THE BLACK HAND MEMBER OF THE FORMATION. BOTH OF THESE FORMATIONS HAVE PLANAR TO LENTICULAR, THIN TO THICK BEDDING AND THE UNDIVIDED UNIT RANGES FROM 250 TO 1050 FEET THICK. THE BEDROCK SURFACE IN THE VICINITY OF THE STRUCTURE FORMS A DEPRESSION OR SMALL VALLEY, WHICH GENERALLY UNDERLAYS APPLE CREEK AND TRENDS GENERALLY NORTHWEST-SOUTHEAST AT THE STRUCTURE. THE BEDROCK SURFACE AT THE STRUCTURE LIES ALONG THE SOUTHWESTERN SLOPE OF THIS SMALL DEPRESSION OR VALLEY. ACCORDING TO THE BEDROCK TOPOGRAPHY MAPS, THE BEDROCK SURFACE AT THE STRUCTURE LIES AT AN APPROXIMATE ELEVATION OF 925 FEET MEAN SEA LEVEL (MSL). ACCORDING TO THE BORINGS DRILLED FOR THIS STRUCTURE, THE DEPTH TO BEDROCK IS BETWEEN APPROXIMATELY 53± FEET AND 68± FEET BELOW THE GROUND SURFACE.

RECONNAISSANCE

THE EXISTING BRIDGE IS LOCATED NEAR MILE MARKER 17 ALONG US 250, APPROXIMATELY 1.3 MILES NORTHWEST OF TOWN OF APPLE CREEK BETWEEN BARNARD ROAD (CR 49) AND SOUTH HONEYTOWN ROAD (CR 54). REGIONALLY, THE GROUND SURFACE IN THE VICINITY OF THE PROJECT SITE IS GENERALLY FLAT AND THE AREA IS SURROUNDED BY MOSTLY AGRICULTURAL FIELDS AND A FEW RESIDENTIAL UNITS ALONG US 250.

THE AREA IMMEDIATELY ADJACENT TO THE BRIDGE ALIGNING THE RIVER APPEARS VEGETATED WITH GRASS, SHRUBS, AND TREES. OVERHEAD POWERLINES ARE OBSERVED ON THE EITHER SIDES OF US 250. BASED ON INFORMATION AVAILABLE FROM ODOT BRIDGE INVENTORY, IT IS UNDERSTOOD THAT THE BRIDGE WAS CONSTRUCTED IN 1956 AND HAS A SUFFICIENCY RATING OF 80.5. ROUTE US-250, WHERE THE BRIDGE IS LOCATED IS CLASSIFIED AS RURAL PRINCIPAL ARTERIAL. AS OF 2015, THE BRIDGE HANDLED ESTIMATED AVERAGE DAILY TRAFFIC (ADT) LOAD OF CLOSE TO 7,000 WITH TRUCK TRAFFIC COUNT OF APPROXIMATELY 1,200.

SUBSURFACE EXPLORATION

BETWEEN DECEMBER 3 AND 6, 2019 A TOTAL OF THREE (3) STRUCTURE BORINGS, DESIGNATED AS BORINGS B-001-0-19 THROUGH B-003-0-19, WERE DRILLED. THE BORINGS PERFORMED AS PART OF THIS INVESTIGATION WERE EXTENDED TO COMPLETION DEPTHS IN RANGE OF 66.5 AND 83.0 FEET BENEATH THE EXISTING GROUND SURFACE.

THE BORINGS WERE DRILLED WITH CME-55 TRUCK MOUNTED ROTARY DRILLING MACHINE, UTILIZING A 3.25-INCH INSIDE DIAMETER HOLLOW-STEM AUGER TO ADVANCE THE HOLES. RII UTILIZED A CALIBRATED AUTOMATIC DROP HAMMER TO GENERATE CONSISTENT ENERGY TRANSFER TO THE SAMPLER. THE HAMMER FOR THE CME-55 TRUCK MOUNTED DRILL RIG USED FOR THIS PROJECT WAS CALIBRATED ON SEPTEMBER 4, 2018, AND HAS A DRILL ROD ENERGY RATIO OF 91.2 PERCENT.

THE DEPTH TO THE TOP OF BEDROCK WAS DETERMINED BY SPLIT SPOON SAMPLER REFUSAL AT 64.1 FEET BENEATH THE GROUND SURFACE IN BORING B-001-0-19 AND AT THE DEPTH OF 53.9 FEET BELOW GRADE IN B-002-0-19 AND AT DEPTH OF 68.9 FEET BELOW GRADE B-003-0-19.

EXPLORATION FINDINGS

BORINGS B-001-0-19 AND B-003-0-19 WERE PERFORMED ON THE APPROACH SLAB AND ROADWAY OF THE BRIDGE. BORING B-001-0-19 ENCOUNTERED 6.5 IN OVERLYING 6.0 INCHES OF CONCRETE AND 5.5 INCHES OF BASE AND BORING B-003-0-19 ENCOUNTERED 18.0 INCHES OF ASPHALT. BORING B-002-0-19 WAS PERFORMED ON THE BRIDGE THROUGH THE BRIDGE DECK AND ENCOUNTERED 8 INCHES OF CONCRETE.

UNDERLYING THE SURFICIAL MATERIALS, PREDOMINANTLY COHESIVE MATERIALS WITH SEAMS OF GRANULAR SOILS WERE ENCOUNTERED. THE COHESIVE SOILS WERE DESCRIBED AS BROWNISH GRAY AND GRAY SILTY CLAY, SILT AND CLAY, SANDY SILT, AND SILT (ODOT A-6b, A-6a, A-4a, AND A-4b). THE GRANULAR MATERIALS ENCOUNTERED WERE DESCRIBED AS GRAY GRAVEL WITH SAND, AND GRAVEL WITH SAND, SILT AND CLAY (ODOT A-1-a, AND A-2-6).

THE COHESIVE SOIL ENCOUNTERED RANGED FROM SOFT TO HARD. THE UNCONFINED COMPRESSIVE STRENGTH OF THE COHESIVE SOIL SAMPLES TESTED, OBTAINED FROM THE HAND PENETROMETER, RANGED FROM 0.5 TO 4.5 TSF (LIMIT OF THE INSTRUMENT). BASED ON THE SPT BLOW COUNTS OBTAINED, THE GRANULAR SOILS ENCOUNTERED WAS MEDIUM DENSE. OVERALL SPT BLOW COUNTS RECORDED FROM THE SPT SAMPLING RANGED FROM 17 TO 20 BPF.

LEGEND

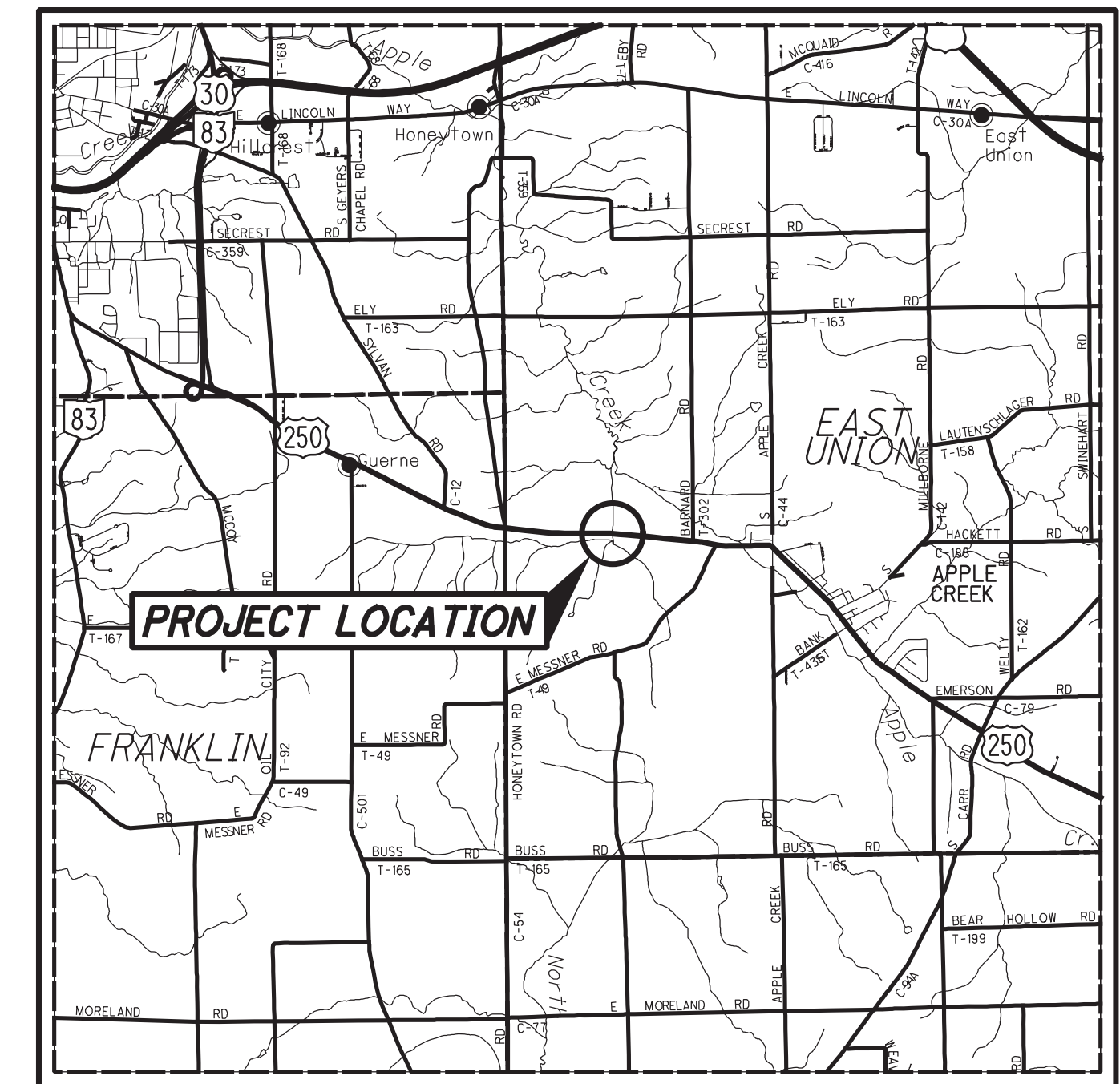
DESCRIPTION	ODOT CLASS	CLASSIFIED MECH./VISUAL
GRAVEL AND/OR STONE FRAGMENTS	A-1-a	1 -
GRAVEL AND/OR STONE FRAGMENTS WITH SAND	A-1-b	- 1
GRAV. AND/OR STONE FRAGS. WITH SAND, SILT & CLAY	A-2-6	- 1
SANDY SILT	A-4a	11 24
SILT	A-4b	8 9
SILT AND CLAY	A-6a	- 3
SILTY CLAY	A-6b	- 1
TOTAL		20 39
SANDSTONE	VISUAL	
SHALE	VISUAL	
PAVEMENT OR BASE = X = APPROXIMATE THICKNESS	VISUAL	
BORING LOCATION - PLAN VIEW.		
DRIVE SAMPLE AND/OR ROCK CORE BORING PLOTTED TO VERTICAL SCALE ONLY. HORIZONTAL BAR INDICATES A CHANGE IN STRATIGRAPHY.		
<i>WC</i> INDICATES WATER CONTENT IN PERCENT.		
<i>N60</i> INDICATES STANDARD PENETRATION RESISTANCE NORMALIZED TO 60% DRILL ROD ENERGY RATIO.		
<i>2S/3S</i> FOR INSTANCES OF NO RECOVERY FROM STANDARD SS INTERVAL, A 2.5 OR 3.0 INCH O.D. SPLIT SPOON IS DRIVEN THE FULL LENGTH OF THE STANDARD SS INTERVAL PLUS AN ADDITIONAL 6.0 INCHES TO OBTAIN A REPRESENTATIVE SAMPLE. ONLY THE FINAL 6.0 INCHES OF SAMPLE IS RETAINED. BLOW COUNTS FROM 2S SAMPLING ARE NOT CORRELATED WITH N60 VALUES.		
<i>X/Y/D"</i> NUMBER OF BLOWS FOR STANDARD PENETRATION TEST (SPT): X= NUMBER OF BLOWS FOR 6 INCHES (UNCORRECTED). Y/D"= NUMBER OF BLOWS (UNCORRECTED) FOR D" OF PENETRATION AT REFUSAL.		
<i>W</i> INDICATES FREE WATER ELEVATION.		
<i>▼</i> INDICATES STATIC WATER ELEVATION.		
INDICATES A PLASTIC MATERIAL WITH A MOISTURE CONTENT EQUAL TO OR GREATER THAN THE LIQUID LIMIT MINUS 3.		
<i>SS</i> INDICATES A SPLIT SPOON SAMPLE.		
<i>NP</i> INDICATES A NON-PLASTIC SAMPLE.		
<i>TR</i> INDICATES TOP OF ROCK.		
<i>RC</i> INDICATES ROCK CORE SAMPLE.		
<i>QR</i> INDICATES ROCK COMPRESSION TEST, ASTM D2938, RESULTS.		

EXPLORATION FINDINGS (CONTINUED)

NATURAL MOISTURE CONTENTS OF THE SOIL SAMPLES TESTED RANGED FROM 11 TO 25 PERCENT. THE NATURAL MOISTURE CONTENTS OF THE COHESIVE SOIL SAMPLES TESTED FOR PLASTICITY RANGED FROM 5 PERCENT BELOW TO 5 PERCENT ABOVE THEIR CORRESPONDING PLASTIC LIMITS. IN GENERAL, THE SOIL EXHIBITED NATURAL MOISTURE CONTENTS OF MODERATELY BELOW AND ABOVE OPTIMUM MOISTURE LEVELS.

BEDROCK WAS ENCOUNTERED IN ALL BORINGS PERFORMED FOR THIS INVESTIGATION AT ELEVATIONS RANGING FROM 926.7 FEET MEAN SEA LEVEL (MSL) TO 931.4 FEET MSL, GENERALLY DECREASING IN THE EAST DIRECTION. IN GENERAL THE ROCK ENCOUNTERED WERE DESCRIBED AS GRAY, WEATHERED SHALE, AND GRAY SLIGHTLY TO MODERATELY WEATHERED SANDSTONE. THE QUALITY OF THE CORED BEDROCK, ACCORDING TO THE RQD VALUE, RANGED FROM VERY POOR TO VERY GOOD.

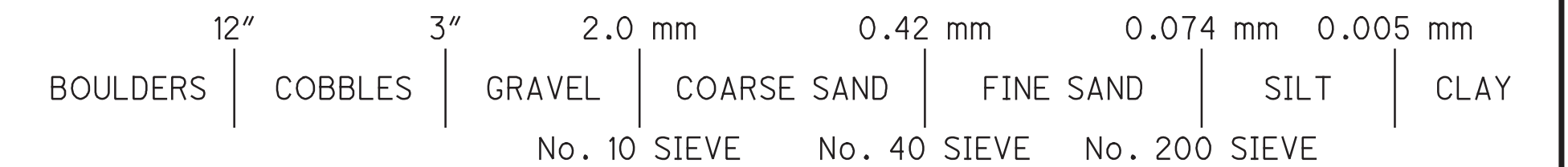
GROUNDWATER WAS ENCOUNTERED INITIALLY DURING DRILLING IN BORINGS B-001-0-19 AND B-003-0-19 AT DEPTHS OF 8.5 AND 26.0 FEET BENEATH GROUND SURFACE (CORRESPONDING TO 984.6 FEET MSL AND 969.2 FEET MSL), RESPECTIVELY. UPON COMPLETION OF THE DRILLING AND PULLING OUT THE AUGER'S GROUNDWATER WAS ENCOUNTERED AT A DEPTH OF 37.0 FEET BELOW GRADE IN BORING B-001-0-19. GROUNDWATER WAS NOT MEASURED UPON COMPLETION OF THE REMAINING BORINGS DUE TO FLUID ADDED TO AUGERS DURING THE ROCK CORING PROCESS.



LOCATION MAP
SCALE IN MILES



PARTICLE SIZE DEFINITIONS



SPECIFICATIONS

THIS GEOTECHNICAL EXPLORATION WAS PERFORMED IN ACCORDANCE WITH THE STATE OF OHIO, DEPARTMENT OF TRANSPORTATION, OFFICE OF GEOTECHNICAL ENGINEERING, SPECIFICATIONS FOR GEOTECHNICAL EXPLORATIONS, DATED JULY 2014.

AVAILABLE INFORMATION

THE SOIL, BEDROCK, AND GROUNDWATER INFORMATION COLLECTED FOR THIS SUBSURFACE EXPLORATION THAT CAN BE CONVENIENTLY DISPLAYED ON THE SOIL PROFILE SHEETS HAS BEEN PRESENTED. GEOTECHNICAL REPORTS, IF PREPARED, ARE AVAILABLE FOR REVIEW ON THE OFFICE OF CONTRACT SALES WEBSITE.

D ₅₀ VALUES			
BORING NO.	SAMPLE NO.	ELEVATION	D ₅₀ VALUE
B-001-0-19	SS-4	985.6' - 984.1'	0.032 mm
B-002-0-19	SS-1	984.9' - 983.4'	4.096 mm
	SS-2	983.4' - 981.9'	0.009 mm
	SS-3	981.9' - 980.4'	0.100 mm
	SS-4	980.4' - 978.9'	0.018 mm
B-003-0-19	SS-4	987.7' - 986.2'	0.008 mm

BEDROCK TEST SUMMARY				
BORING NO.	SAMPLE	DEPTH	QR (PSI)	SDI (%)
B-002-0-19	RC-2	61.5' - 66.5'	3463	
B-003-0-19	RC-1	75.0' - 78.0'	3796	

RECON. - BS 10/22/2019
 DRILLING - SB 12/03/2019 - 12/06/2019
 DRAWN - RRM 08/20/2021
 REVIEWED - JPS 08/20/2021

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DESIGN AGENCY
RESOURCE INTERNATIONAL
6350 PRESIDENTIAL GATEWAY
COLUMBUS, OH 43231

PID NO.
102768

**SOIL PROFILE - BRIDGE WAY -250-1727
OVER LITTLE APPLE CREEK**

WAY -250-17.27

1 / 10

64
73



RESOURCE INTERNATIONAL, INC.
Engineering Consultants

6350 Presidential Gatew. | 9885 Rockside Road | 4480 Lake Forest Drive
Columbus, OH 43231 | Cleveland, OH 44125 | Cincinnati, Ohio 45242
Phone (614) 823-4949 | Phone (216) 573-0955 | Phone (513) 769-6998

**Unconfined Compressive Strength
of Intact Rock Core Specimens**

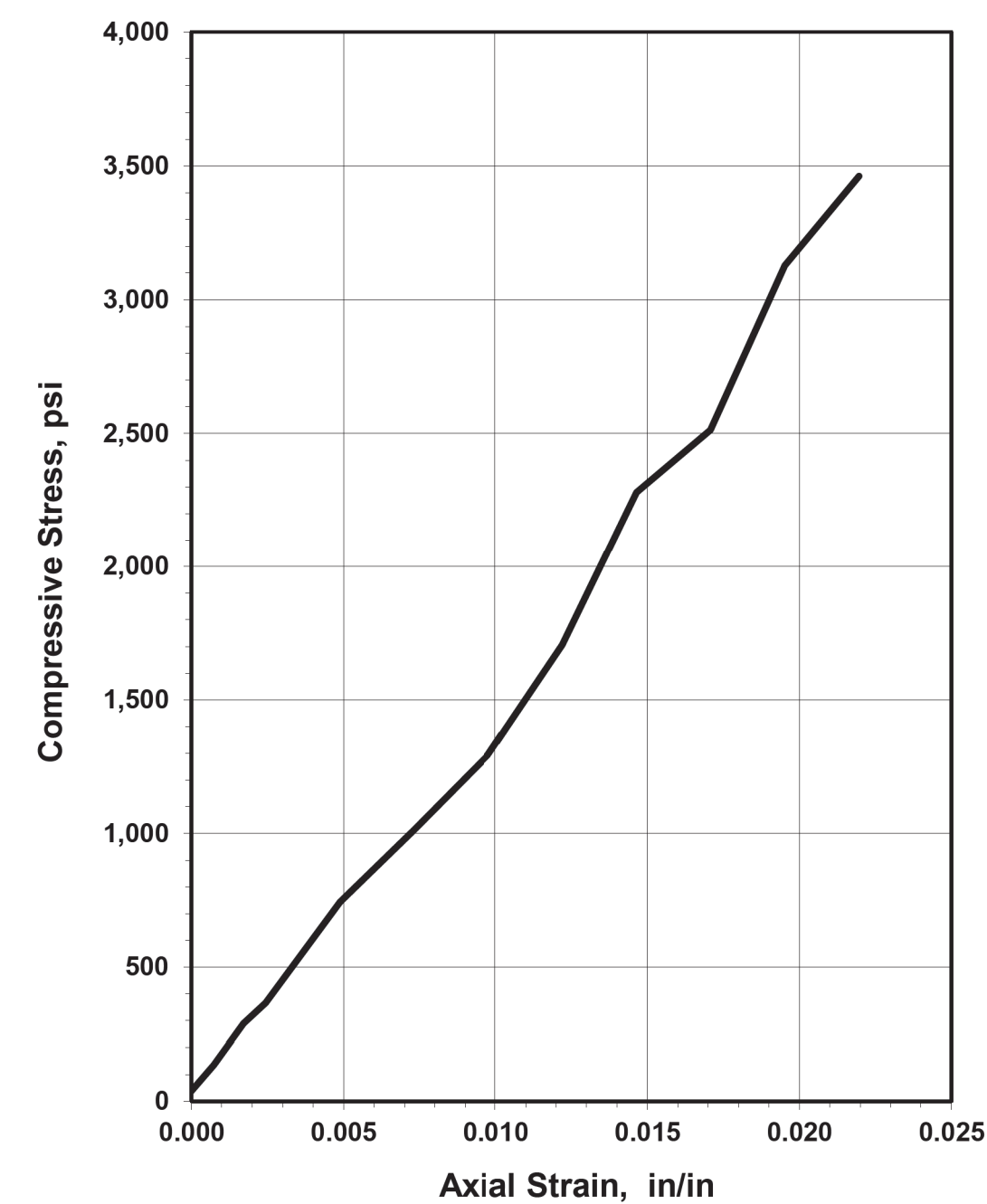
(ASTM D 7012-14)

Project: WAY-250-17.27
Project No.: N-19-017
Date of Testing: 2/5/2020
Test Performed by: KL/EM

Rock Description: <u>Brownish gray SANDSTONE</u>	
Rock Formation: _____	
Boring No.: <u>B-002-0-19</u>	Average Length: <u>4.098 in</u>
Sample No.: <u>RC-2</u>	Average Diameter: <u>1.981 in</u>
Depth (ft): <u>65.6</u>	Length to diameter ratio: <u>2.069</u>
Moisture condition: <u>As received</u>	Cross Sectional Area: <u>3.082 in²</u>
	Volume: <u>0.0073 ft³</u>
Testing Temperature: <u>23°C</u>	Failure Load: <u>10,673 lbs</u>
Rate of Loading: <u>34.9 lbs/sec</u>	Axial Strain at Failure: <u>0.0220 in/in</u>
Testing Time: <u>306 sec</u> (Rate 2-15 minutes to failure)	Stress: <u>3,463 psi</u>

Sample Preparation: Per ASTM D4543

Unconfined Compression Test



Before Testing



After Failure



REMARKS: _____



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**Unconfined Compressive Strength
of Intact Rock Core Specimens**

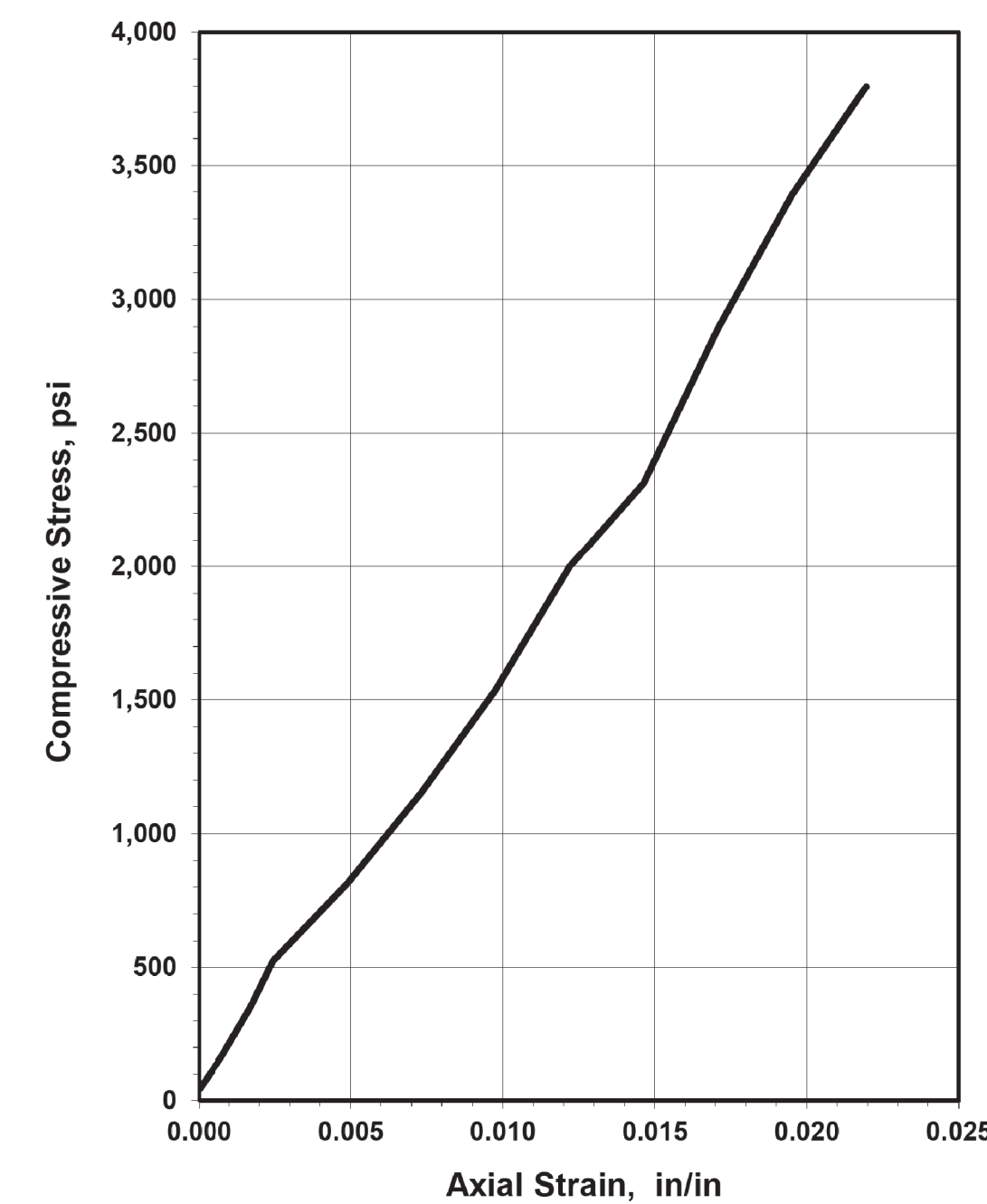
(ASTM D 7012-14)

Project: WAY-250-17.27
Project No.: N-19-017
Date of Testing: 2/5/2020
Test Performed by: KL/EM

Rock Description: <u>Brownish gray SANDSTONE</u>	
Rock Formation: _____	
Boring No.: <u>B-003-0-19</u>	Average Length: <u>4.099 in</u>
Sample No.: <u>RC-1</u>	Average Diameter: <u>1.979 in</u>
Depth (ft): <u>65.6</u>	Length to diameter ratio: <u>2.071</u>
Moisture condition: <u>As received</u>	Cross Sectional Area: <u>3.076 in²</u>
	Volume: <u>0.0073 ft³</u>
Testing Temperature: <u>23°C</u>	Failure Load: <u>11,677 lbs</u>
Rate of Loading: <u>38.2 lbs/sec</u>	Axial Strain at Failure: <u>0.0220 in/in</u>
Testing Time: <u>306 sec</u> (Rate 2-15 minutes to failure)	Stress: <u>3,796 psi</u>

Sample Preparation: Per ASTM D4543

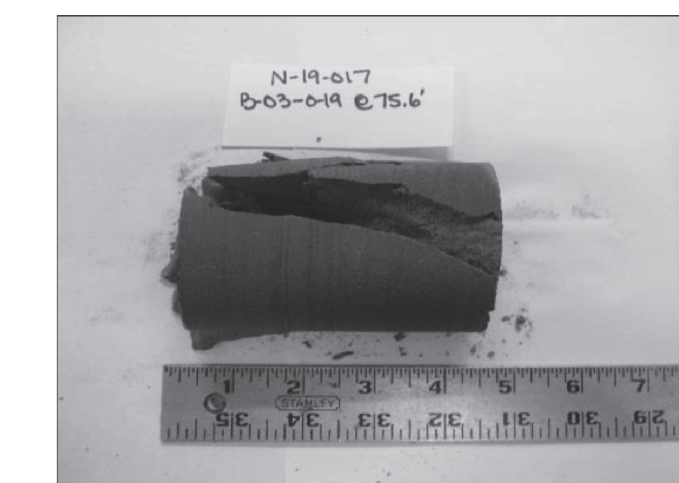
Unconfined Compression Test



Before Testing



After Failure



REMARKS: _____

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DRAWN
RRM
CHECKED
JPS

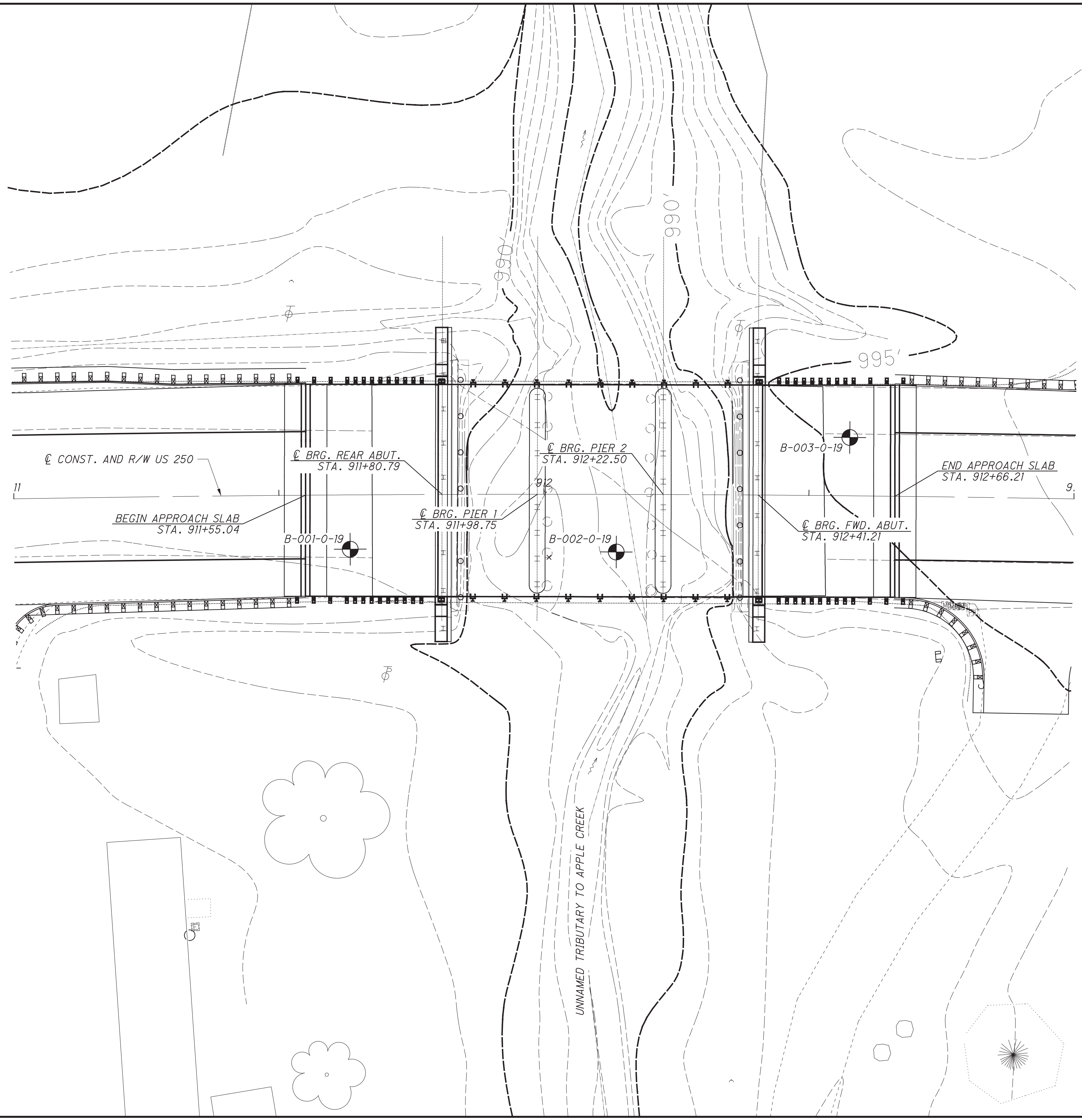
**SOIL PROFILE - BRIDGE WAY - 250-1727
LABORATORY TEST DATA**

WAY - 250-17.27

2 / 10

65
73

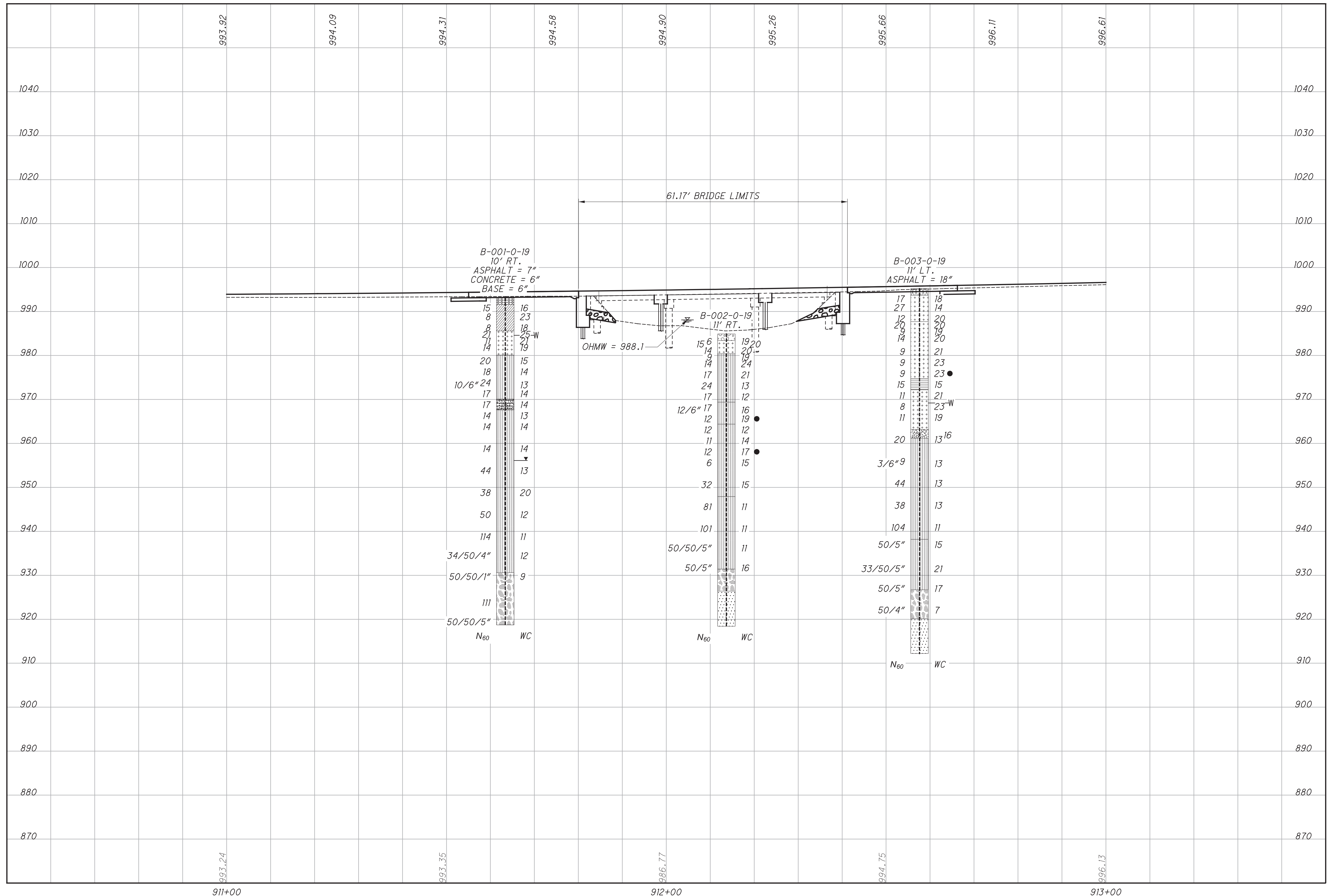
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DRAWN: RRM
 CHECKED: JPS
 HORIZONTAL SCALE IN FEET: 1" = 20'

**SOIL PROFILE - BRIDGE WAY - 250-1727
OVER LITTLE APPLE CREEK**

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DRAWN: RRM
 CHECKED: JPS

**SOIL PROFILE - BRIDGE WAY-250-1727
 OVER LITTLE APPLE CREEK**

PROJECT: WAY-250-17.27
TYPE: STRUCTURE FOUNDATION
PID: 110416 **SFN:** 8504776
START: 12/3/19 **END:** 12/4/19
DRILLING FIRM / OPERATOR: RII / SB
SAMPLING FIRM / LOGGER: RII / EB
DRILLING METHOD: 3.25" HSA
SAMPLING METHOD: SPT
DRILL RIG: CME 55 (386345)
HAMMER: AUTOMATIC
STATION / OFFSET: 911+63.38 / 10.2' RT
ALIGNMENT: CL US 250
ELEVATION: 993.1 (MSL) **EOB:** 74.4 ft.
LAT / LONG: 40.756656, -81.863596
EXPLOSION ID: B-001-0-19
PAGE: 1 OF 2

MATERIAL DESCRIPTION AND NOTES	ELEV.	DEPTHS	SPT/ RQD	N ₆₀	REC (%)	SAMPLE ID	HP (tsf)	GR	GRADATION (%)										WC	ODOT CLASS (G)	BACK FILL
									CL	LL	PL	PI	AT	BERG	SI	FS	CS	GR			
0.5' - ASPHALT (6.5')	993.1	1																			
0.5' - CONCRETE (6.0')	992.6	2	8	15	78	SS-1	4.50												16	A-6a (V)	
0.5' - AGGREGATE BASE (5.5')	992.1	3																			
STIFF TO HARD, BROWN TO GRAY SILT AND CLAY. SOME COARSE TO FINE SAND, LITTLE FINE GRAVEL, MOIST.	991.6	4	2	3	8	SS-2	1.50													23	A-6a (V)
		5																			
	985.6	6	3	2	8	SS-3	1.75													18	A-6a (V)
		7																			
		8	3	6	21	SS-4	2.00	1	0	23	62	14	NP	NP	NP	NP	NP	NP	25	A-4b (8)	
		9																			
		10	2	3	11	SS-5	2.50													21	A-4b (V)
		11	3	4	14	SS-6	0.50													19	A-4b (V)
		12																			
		13																			
	984.6	14	5	6	20	SS-7	2.50	17	7	18	39	19	20	16	4				15	A-4a (5)	
		15																			
		16																			
		17	4	5	18	SS-8	4.50													14	A-4a (V)
		18																			
		19	5	7	24	SS-9	-														
		20	10		-	2S-9A	4.50													13	A-4a (V)
		21																			
		22	4	4	17	SS-10	4.50													14	A-4a (V)
		23																			
	970.1	24	5	6	17	SS-11	-													14	A-2-6 (V)
MEDIUM DENSE, GRAY GRAVEL WITH SAND, SILT, AND CLAY, MOIST.		25																			
-SHALE FRAGMENTS PRESENT IN SS-11		26																			
STIFF TO HARD, GRAY SANDY SILT. LITTLE CLAY, LITTLE FINE GRAVEL, DAMP TO MOIST.	967.6	27	2	4	14	SS-12	3.00													13	A-4a (V)
		28																			
		29	2	4	14	SS-13	3.50													14	A-4a (V)
		30																			
		31																			
		32																			
		33																			
		34	2	4	14	SS-14	1.50													14	A-4a (V)
		35																			
		36																			
		37																			
		38																			
		39	10	12	44	SS-15	4.50													13	A-4a (V)
		40																			
		41																			
		42																			
		43																			
		44	3	10	38	SS-16	4.50													20	A-4a (V)
		45																			
		46																			
		47																			
		48																			
		49	14	13	50	SS-17	4.50													12	A-4a (5)
		50																			
		51																			
		52																			
		53																			
		54	23	33	114	SS-18	4.50													11	A-4a (V)
		55																			
		56																			
		57																			
		58																			
		59	34	50/4"	-	SS-19	4.50													12	A-4a (V)

PID: 110416	SFN:	PROJECT: WAY-250-17.27	STATION / OFFSET: 91163.38, 10' RT.	START: 12/3/19	END: 12/4/19			PG 2 OF 2	B-001-0-19								
					GR	CS	FS										
MATERIAL DESCRIPTION AND NOTES		ELEV.	DEPTHS	SPT/ ROD	REC SAMPLE ID (%)	HP (tsf)	GRADATION (%)			ATTERBERG			WC	ODOT CLASS (GI)	BACK FILL		
STIFF TO HARD, GRAY SANDY SILT, LITTLE CLAY, LITTLE FINE GRAVEL, DAMP TO MOIST. (continued)		933.1	61														
		930.6	62														
SHALE/MUDSTONE FRAGMENTS (POSSIBLE BEDROCK), GRAY, WEATHERED, AUGERABLE, DAMP. -HIGHLY WEATHERED SHALE PRESENT IN SS-20			63														
			64	50 50/1"	100	SS-20	-	-	-	-	-	-	-	9	Rock (V)		
-HIGHLY WEATHERED SHALE PRESENT THROUGHOUT			65														
			66														
			67														
			68														
			69	18 24 50	72	SS-21	-	-	-	-	-	-	-	Rock (V)			
			70														
			71														
			72														
			73														
			74	50 50/5"	73	SS-22	-	-	-	-	-	-	-	-	Rock (V)		
		918.7	EOB														

NOTES: GROUNDWATER INITIALLY ENCOUNTERED @ 8.5' AND AT COMPLETION @ 37.0'
 ABANDONMENT METHODS, MATERIALS, QUANTITIES: BACKFILLED WITH BENTONITE CHIPS AND SOIL CUTTINGS.

PROJECT: WAY-250-17.27
 TYPE: STRUCTURE FOUNDATION
 PID: 110416 SFN: 8504776
 START: 12/4/19 END: 12/5/19

DRILLING FIRM / OPERATOR: RII / SB
 SAMPLING FIRM / LOGGER: RII / EB
 DRILLING METHOD: 3.25" HSA
 SAMPLING METHOD: SPT

DRILL RIG: CME 55 (386345)
 HAMMER: AUTOMATIC
 CALIBRATION DATE: 9/4/18
 ENERGY RATIO (%): 91.2

STATION / OFFSET: 912+13.68 / 10.9' RT
 ALIGNMENT: CL US 250
 ELEVATION: 984.9 (MSL) EOB: 66.5 ft.
 LAT / LONG: 40.756645, -81.863415

EXPLOSION ID: B-002-0-19
 PAGE: 1 OF 2

DEPTH (ft)	SPT/ RQD	REC (%)	SAMPLE ID	HP (tsf)	GRADATION (%)										WC	HOLE SEaled
					GR	CS	FS	SI	CL	LL	PL	PI	AT	BERG		
1	2	6	SS-1	-	71	17	5	6	1	NP	NP	NP	19	A-1-a (0)		
2	4	15	SS-2	3.50	4	2	4	54	36	26	18	8	20	A-4b (8)		
3	3	14	SS-3	2.00	4	4	6	51	35	26	18	8	20	A-4b (8)		
4	3	9	SS-4	1.50	13	5	9	45	28	25	18	7	19	A-4a (8)		
5	3	14	SS-5	2.00	-	-	-	-	-	-	-	-	24	A-4a (V)		
6	3	17	SS-6	2.00	-	-	-	-	-	-	-	-	21	A-4a (V)		
7	3	24	SS-7	3.50	21	8	15	37	19	20	14	6	13	A-4a (4)		
8	4	17	SS-8	3.50	-	-	-	-	-	-	-	-	12	A-4a (V)		
9	7	0	SS-9	-	-	-	-	-	-	-	-	-	-	-		
10	6	5	SS-10	0.50	-	-	-	-	-	-	-	-	16	A-4a (V)		
11	3	12	SS-11	-	19	9	18	38	16	19	15	4	19	A-4a (4)		
12	3	12	SS-12	1.50	-	-	-	-	-	-	-	-	14	A-4a (V)		
13	2	4	SS-13	3.50	14	8	19	41	18	19	15	4	17	A-4a (5)		
14	2	11	SS-14	1.50	-	-	-	-	-	-	-	-	15	A-4a (V)		
15	3	12	SS-15	3.50	11	9	20	42	18	19	15	4	15	A-4a (5)		
16	0	6	SS-16	4.50	-	-	-	-	-	-	-	-	11	A-4a (V)		
17	1	89	SS-17	1.50	-	-	-	-	-	-	-	-	15	A-4a (V)		
18	3	32	SS-18	4.50	-	-	-	-	-	-	-	-	11	A-4a (V)		
19	8	9	SS-19	4.50	-	-	-	-	-	-	-	-	11	A-4a (V)		
20	20	81	SS-20	4.50	-	-	-	-	-	-	-	-	11	A-4a (V)		
21	26	28	SS-21	4.50	-	-	-	-	-	-	-	-	11	A-4a (V)		
22	40	101	SS-22	4.50	-	-	-	-	-	-	-	-	11	A-4a (V)		
23	27	94	SS-23	4.50	-	-	-	-	-	-	-	-	11	A-4a (V)		
24	50	100	SS-24	4.50	-	-	-	-	-	-	-	-	11	A-4a (V)		
25	50/5"	100	SS-25	4.50	-	-	-	-	-	-	-	-	11	A-4a (V)		
26	50/5"	100	SS-26	4.50	-	-	-	-	-	-	-	-	11	A-4a (V)		
27	50/5"	100	SS-27	4.50	-	-	-	-	-	-	-	-	11	A-4a (V)		
28	50/5"	100	SS-28	4.50	-	-	-	-	-	-	-	-	11	A-4a (V)		
29	50/5"	100	SS-29	4.50	-	-	-	-	-	-	-	-	11	A-4a (V)		
30	50/5"	100	SS-30	4.50	-	-	-	-	-	-	-	-	11	A-4a (V)		
31	50/5"	100	SS-31	4.50	-	-	-	-	-	-	-	-	11	A-4a (V)		
32	50/5"	100	SS-32	4.50	-	-	-	-	-	-	-	-	11	A-4a (V)		
33	50/5"	100	SS-33	4.50	-	-	-	-	-	-	-	-	11	A-4a (V)		
34	50/5"	100	SS-34	4.50	-	-	-	-	-	-	-	-	11	A-4a (V)		
35	50/5"	100	SS-35	4.50	-	-	-	-	-	-	-	-	11	A-4a (V)		
36	50/5"	100	SS-36	4.50	-	-	-	-	-	-	-	-	11	A-4a (V)		
37	50/5"	100	SS-37	4.50	-	-	-	-	-	-	-	-	11	A-4a (V)		
38	50/5"	100	SS-38	4.50	-	-	-	-	-	-	-	-	11	A-4a (V)		
39	50/5"	100	SS-39	4.50	-	-	-	-	-	-	-	-	11	A-4a (V)		
40	50/5"	100	SS-40	4.50	-	-	-	-	-	-	-	-	11	A-4a (V)		
41	50/5"	100	SS-41	4.50	-	-	-	-	-	-	-	-	11	A-4a (V)		
42	50/5"	100	SS-42	4.50	-	-	-	-	-	-	-	-	11	A-4a (V)		
43	50/5"	100	SS-43	4.50	-	-	-	-	-	-	-	-	11	A-4a (V)		
44	50/5"	100	SS-44	4.50	-	-	-	-	-	-	-	-	11	A-4a (V)		
45	50/5"	100	SS-45	4.50	-	-	-	-	-	-	-	-	11	A-4a (V)		
46	50/5"	100	SS-46	4.50	-	-	-	-	-	-	-	-	11	A-4a (V)		
47	50/5"	100	SS-47	4.50	-	-	-	-	-	-	-	-	11	A-4a (V)		
48	50/5"	100	SS-48	4.50	-	-	-	-	-	-	-	-	11	A-4a (V)		
49	50/5"	100	SS-49	4.50	-	-	-	-	-	-	-	-	11	A-4a (V)		
50	50/5"	100	SS-50	4.50	-	-	-	-	-	-	-	-	11	A-4a (V)		
51	50/5"	100	SS-51	4.50	-	-	-	-	-	-	-	-	11	A-4a (V)		
52	50/5"	100	SS-52	4.50	-	-	-	-	-	-	-	-	11	A-4a (V)		
53	50/5"	100	SS-53	4.50	-	-	-	-	-	-	-	-	11	A-4a (V)		
54	50/5"	100	SS-54	4.50	-	-	-	-	-	-	-	-	11	A-4a (V)		
55	50/5"	100	SS-55	4.50	-	-	-	-	-	-	-	-	11	A-4a (V)		
56	50/5"	100	SS-56	4.50	-	-	-	-	-	-	-	-	11	A-4a (V)		
57	50/5"	100	SS-57	4.50	-	-	-	-	-	-	-	-	11	A-4a (V)		
58	50/5"	100	SS-58	4.50	-	-	-	-	-	-	-	-	11	A-4a (V)		
59	50/5"	100	SS-59	4.50	-	-	-	-	-	-	-	-	11	A-4a (V)		

LOOSE, BROWN GRAVEL WITH SAND, TRACE SILT, WET.

STIFF TO VERY STIFF, GRAY TO BROWN SILT, "AND" CLAY, TRACE COARSE TO FINE SAND, TRACE FINE GRAVEL, MOIST.

STIFF TO VERY STIFF, BROWN SANDY SILT, SOME CLAY, LITTLE FINE GRAVEL, DAMP TO MOIST.

SOFT, GRAY SANDY SILT, LITTLE CLAY, LITTLE FINE GRAVEL, MOIST.

STIFF TO HARD, GRAY SANDY SILT, LITTLE CLAY, LITTLE FINE GRAVEL, DAMP TO MOIST.

HARD, GRAY SANDY SILT, LITTLE CLAY, LITTLE FINE GRAVEL, DAMP TO MOIST.

SHALE/MUDSTONE FRAGMENTS (POSSIBLE BEDROCK), GRAY, WEATHERED, AUGERABLE, DAMP.

PID: 110416	SFN:	PROJECT:	WAY-250-17.27	STATION / OFFSET:	91213.68, 11' RT.	START:	12/4/19	END:	12/5/19	PG 2 OF 2	B-002-0-19		
MATERIAL DESCRIPTION AND NOTES		ELEV.		SPT/ RQD		GRADATION (%)		ATTERBERG		HOLE			
<p>SANDSTONE: BROWN TO GRAY, MODERATELY TO SEVERELY WEATHERED, SLIGHTLY STRONG TO STRONG, FINE TO MEDIUM GRAINED, LAMINATED TO VERY THIN, MICACEOUS, HIGHLY TO MODERATELY FRACTURED, OPEN TO TIGHT APERTURES, SLIGHTLY TO VERY ROUGH, DESINTEGRATED TO BLOCKY/DISTURBED/SEAMY, FAIR TO VERY POOR; RQD 22%, REC 77%. <i>(continued)</i></p> <p>-CLAY SEAM @ 64.6'-64.8' -FOSSILIFEROUS @ 79.2'-79.5' -QR @ 65.6' = 3,463 PSI</p>		924.9		0		GR CS FS SI		LL PL		WC			
		918.4		61		RC-1						CORE	
				62									
				63									
				64		35							
				65									
		66											
		EOB											

NOTES: GROUNDWATER N/A DUE THE RIVER; 0.7' (8.0") CONCRETE (DECK THICKNESS), 8.83' FROM THE DECK TOP TO THE RIVER BED. ABANDONMENT METHODS, MATERIALS, QUANTITIES: SURFACE PATCHED WITH EQUIVALENT THICKNESS OF COLD CONCRETE.

PROJECT: TYPE: PID: START:	WAY-250-17.27 STRUCTURE FOUNDATION 110416 SFN: 8504776 12/5/19 END: 12/6/16	DRILLING FIRM / OPERATOR: SAMPLING FIRM / LOGGER: DRILLING METHOD: SAMPLING METHOD:	RII / SB RII / EB 3.25" HSA SPT	DRILL RIG: HAMMER: CALIBRATION DATE: ENERGY RATIO (%):	CME 55 (386345) AUTOMATIC 9/4/18 91.2	STATION / OFFSET: 912+57.61 / 11' LT											EXPLOSION ID B-003-0-19
						ALIGNMENT: ELEVATION: 995.2 (MSL) EOB: 83.0 ft.		LAT / LONG: 40.756696 -81.863252		CL US 250							
MATERIAL DESCRIPTION AND NOTES				SPT/ RQD	REC SAMPLE ID	HP (tsf)	GR	CS	FS	SI	CL	LL	PL	PI	ODOT CLASS (G)	HOLE SEALED	
18.0' - ASPHALT (18.0')				1													
VERY STIFF TO HARD, BROWN SILT, LITTLE CLAY, LITTLE COARSE TO FINE SAND, TRACE FINE GRAVEL, DAMP TO MOIST.				2	7	17	4.50	-	-	-	-	-	-	-	18	A-4b (V)	
				3	6												
				4	8	27	4.50	9	3	13	57	18	23	18	5	14	
				5	9	9											
				6	3	4	100	-	-	-	-	-	-	-	20	A-4b (V)	
				7	4	4											
987.7				8	5	6	100	4	2	5	52	37	27	20	7	20	
				9	7												
				10	2	2	67	-	-	-	-	-	-	-	19	A-4b (V)	
				11	3	5	100	-	-	-	-	-	-	-	20	A-4b (V)	
				12	4	4											
				13													
				14	2	3	78	-	-	-	-	-	-	-	21	A-4b (V)	
				15	3	3											
				16	2	3	100	-	-	-	-	-	-	-	23	A-4b (V)	
				17	3	3											
				18													
				19	1	3	67	3	1	9	52	35	25	18	7	23	
				20	3	3											
974.7				21	3	5	100	-	-	-	-	-	-	-	15	A-6b (V)	
				22	5	5											
				23													
972.2				24	2	3	78	1	0	14	65	20	NP	NP	NP	21	
				25	4	4											
				26	0	2	89	-	-	-	-	-	-	-	23	A-4b (V)	
				27	3	3											
				28													
				29	2	3	89	1	1	16	66	16	NP	NP	NP	19	
				30	4	4											
				31													
				32													
963.2				33													
				34	5	6	33	-	-	-	-	-	-	-	16	A-1-b (V)	
				35	7	7	4.50	-	-	-	-	-	-	-	13	A-4a (V)	
				36													
				37													
				38													
				39	2	3	0	-	-	-	-	-	-	-	-	-	
				40	3	3	50	22	8	17	43	10	19	15	4	13	
				41													
				42													
				43													
				44	8	13	72	-	-	-	-	-	-	-	13	A-4a (V)	
				45	16	16											
				46													
				47													
				48													
				49	11	8	83	-	-	-	-	-	-	-	13	A-4a (V)	
				50	17	17											
				51													
				52													
				53													
				54	27	31	104	-	-	-	-	-	-	-	11	A-4a (V)	
				55	38	38											
				56													
				57													
				58													
				59	50/5"		100	-	-	-	-	-	-	-	15	A-4a (V)	
938.2																	
VERY DENSE, GRAY SANDY SILT, TRACE CLAY, TRACE FINE GRAVEL, MOIST TO WET.																	

-1.5' HEAVING SANDS PRESENT @ 38.5'

PID: 110416	SFN:	PROJECT: WAY-250-17.27	STATION / OFFSET: 91257.61, 11' LT.	START: 12/5/19		END: 12/6/16		PG 2 OF 2		B-003-0-19						
				GR	CS	FS	SI	CL	LL		PL	PI	WC			
MATERIAL DESCRIPTION AND NOTES		ELEV.	DEPTH	SPT/ RQD	N ₆₀	REC SAMPLE (%)	HP ID	GRADATION (%)		ATTERBERG	ODOT CLASS (G)	HOLE SEALED				
		935.2					(tsf)	GR	CS	FS	SI	CL	LL	PL	PI	WC
VERY DENSE, GRAY SANDY SILT, TRACE CLAY, TRACE FINE GRAVEL, MOIST TO WET. (continued)		935.2	61													
			62													
		926.7	63													
			64	33	50/5"	-	100	SS-21	6	2	37	49	6	NP	NP	21
SHALE/MUDSTONE FRAGMENTS (POSSIBLE BEDROCK), GRAY, WEATHERED, AUGERABLE, DAMP.		926.7	65													
			66													
-WEATHERED SHALE FRAGMENTS PRESENT IN SS-23		926.7	67													
			68													
SANDSTONE : GRAY, SLIGHTLY WEATHERED, SLIGHTLY STRONG TO STRONG, COARSE TO FINE GRAINED, VERY THIN TO MEDIUM BEDDED, MODERATELY TO SLIGHTLY FRACTURED, TIGHT TO OPEN, SLIGHTLY TO VERY ROUGH, BLOCKY/DISTURBED/SEAMY, FAIR TO POOR; RQD 73%, REC 87% -QR @ 75.6' = 3,796 PSI -CLAY SEAMS @ 75.0'-75.2' AND 76.5'-76.6'		920.2	69	50/5"	-	100	SS-22	-	-	-	-	-	-	-	17	Rock (V)
			70													
		920.2	71													
			72													
-WEATHERED SHALE FRAGMENTS PRESENT IN SS-23		920.2	73													
			74	50/4"	-	100	SS-23	-	-	-	-	-	-	-	7	Rock (V)
SANDSTONE : GRAY, SLIGHTLY WEATHERED, SLIGHTLY STRONG TO STRONG, COARSE TO FINE GRAINED, VERY THIN TO MEDIUM BEDDED, MODERATELY TO SLIGHTLY FRACTURED, TIGHT TO OPEN, SLIGHTLY TO VERY ROUGH, BLOCKY/DISTURBED/SEAMY, FAIR TO POOR; RQD 73%, REC 87% -QR @ 75.6' = 3,796 PSI -CLAY SEAMS @ 75.0'-75.2' AND 76.5'-76.6'		920.2	75													
			76	47		67	RC-1									
		912.2	77													
			78													
		912.2	79													
			80													
		912.2	81													
			82													
			83													

EOB

NOTES: GROUNDWATER ENCOUNTERED INITIALLY @ 26' ABANDONMENT METHODS, MATERIALS, QUANTITIES: BORING GROUTED WITH 94 LBS. OF CEMENT AND 50 LBS. BENTONITE CHIPS AND SOIL CUTTINGS.