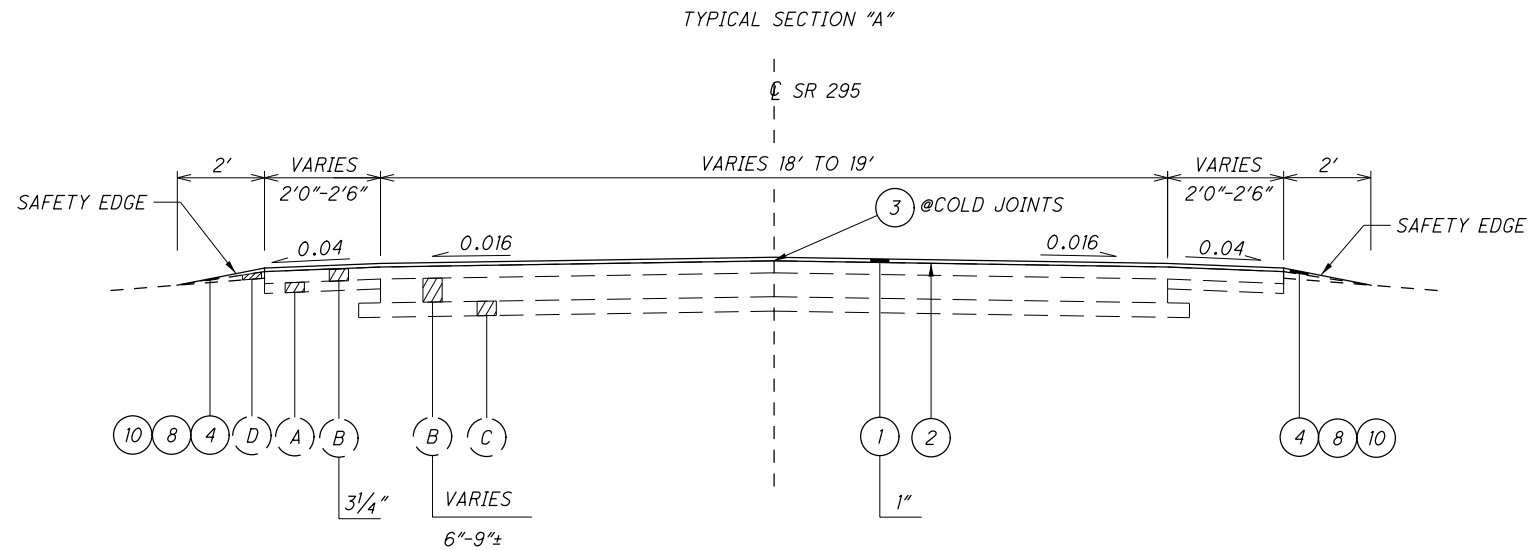
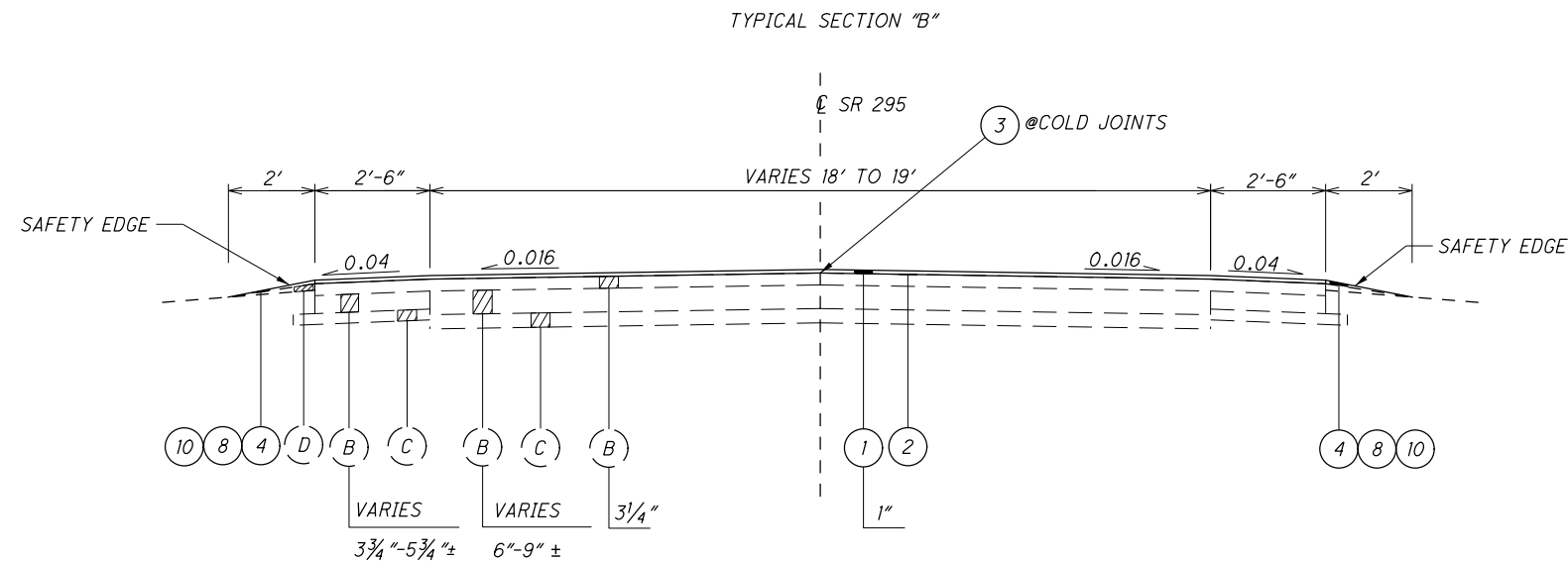


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TYPICAL SECTION APPLIES TO: STA. 131+54 TO STA. 141+71 = 1017 LIN. FT.
STA. 141+89 TO STA. 194+40 = 5251 LIN. FT.
STA. 218+96.51 TO STA. 426+87 = 20790.49 LIN. FT.
TOTAL = 26998.49 LIN. FT.



TYPICAL SECTION APPLIES: STA. 426+87 TO STA. 470+56 = 4369 LIN. FT.

LEGEND

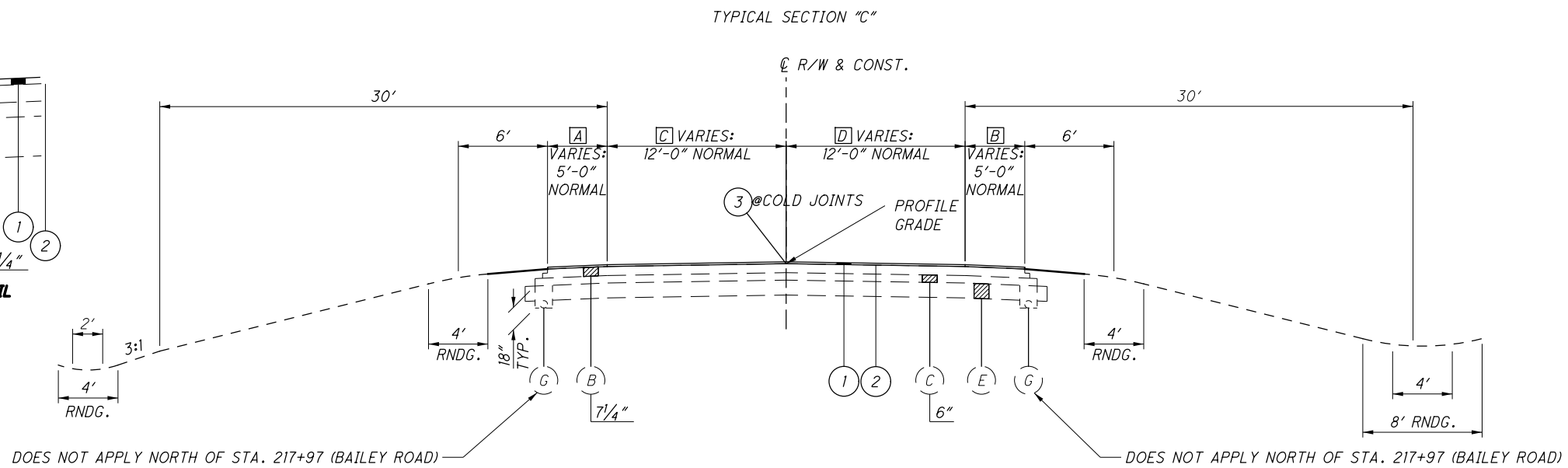
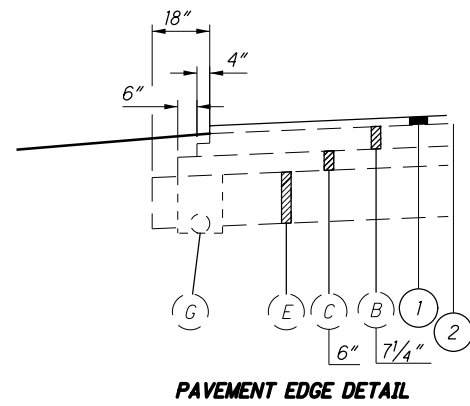
EXISTING

- (A) STABILIZED BERM 3" ±
- (B) EXISTING ASPHALT CONCRETE
- (C) AGGREGATE OR MACADAM BASE (VARIES 2 1/2" to 6"±)
- (D) COMPACTED AGGREGATE
- (E) CEMENT STABILIZED SUBGRADE, 12" DEEP
- (F) CONCRETE, CLASS QSC2, SUPERSTRUCTURE (APPROACH SLAB), (T=17")
- (G) 6" BASE PIPE UNDERDRAINS WITH FABRIC WRAP
- (H) GUARDRAIL, TYPE 5
- (I) CURB, TYPE 4C

PROPOSED

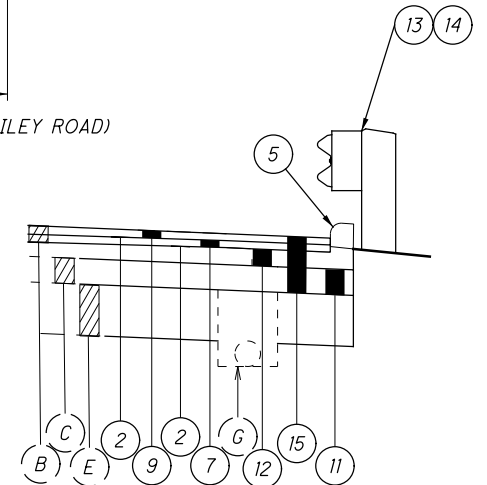
- (1) ITEM 424 - FINE GRADED POLYMER ASPHALT CONCRETE TYPE B
- (2) ITEM 407 - NON-TRACKING TACK COAT
- (3) ITEM 875 - LONGITUDINAL JOINT ADHESIVE
- (4) ITEM 617 - COMPACTED AGGREGATE
- (5) ITEM 609 - CURB, TYPE 4-C
- (6) ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE, A, VARIABLE
- (7) ITEM 442 - 1 3/4" ASPHALT CONCRETE INTERMEDIATE COURSE, 19MM, TYPE A (446)
- (8) ITEM 209 - PREPARING SUBGRADE FOR SHOULDER PAVING, AS PER PLAN
- (9) ITEM 442 - 1/2" ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A (446)
- (10) ITEM 209 - LINEAR GRADING FOR COMPACTED AGGREGATE
- (11) ITEM 304 - 6" AGGREGATE BASE
- (12) ITEM 302 - 4" ASPHALT CONCRETE BASE, PG64-22
- (13) ITEM 202 - GUARDRAIL REMOVED
- (14) ITEM 606 - GUARDRAIL, TYPE MGS
- (15) ITEM 203 - EXCAVATION, 13 1/4"

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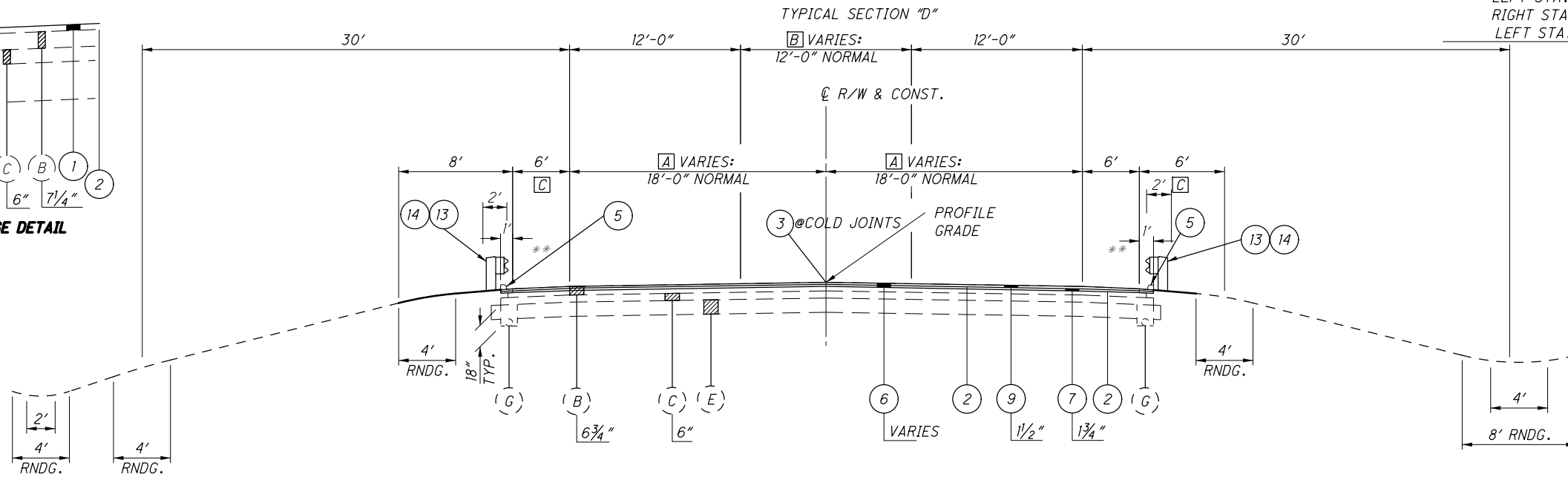
SECTION APPLIES:
STA. 194+40 TO STA. 196+92.47 = 252.47 FT.
STA. 216+41.22 TO STA. 218+96.51 = 255.29 FT.
TOTAL = 507.76 FT.

- [A] 1'-7" AT STA. 194+40 TO 5'-0" AT STA. 195+01.51
4'-0" AT STA. 217+87.01 TO 2'-6" AT STA. 218+96.51
- [B] 1'-2" AT STA. 194+40 TO 5'-0" AT STA. 195+01.51
3'-0" AT STA. 218+66.51 TO 2'-0" AT STA. 218+96.51
- [C] 12'-0" AT STA. 218+89.01 TO 10'-6" AT STA. 218+96.51
- [D] 11'-0" AT STA. 194+40 TO 12'-0" AT STA. 195+01.51
12'-0" AT STA. 218+66.51 TO 12'-6" AT STA. 218+96.51



PAVEMENT BUILD UP
FOR WIDENING SECTION
RIGHT STA. 203+06 TO 205+09 = 203 L.F.T.
LEFT STA. 203+09 TO 205+10 = 201 L.F.T.
RIGHT STA. 208+17 TO 210+17 = 200 L.F.T.
LEFT STA. 208+15 TO 210+18 = 203 L.F.T.
TOTAL = 807 L.F.T.

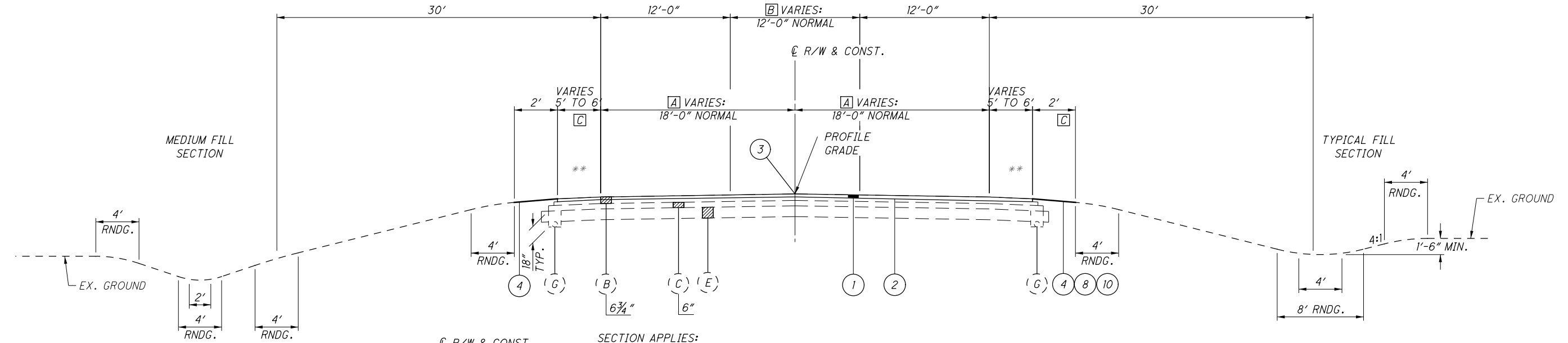
PAVEMENT EDGE DETAIL



SECTION APPLIES:
STA. 202+92 TO STA. 205+38.38 = 246.38 FT.
STA. 207+81.38 TO STA. 210+32 = 250.62 FT.
TOTAL = 497 FT

FOR LEGEND, SEE SHEET 2

TYPICAL SECTION "E"



SECTION APPLIES:

STA. 196+92.47 TO STA. 199+77 = 284.53 FT.
STA. 213+47 TO STA. 216+41.22 = 294.22 FT.

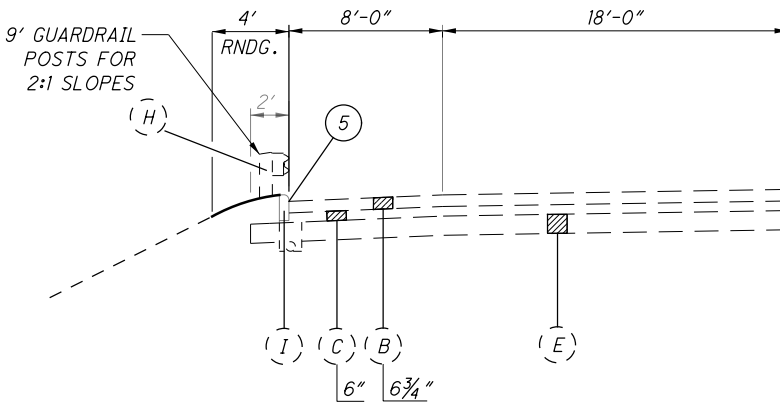
TOTAL = 578.75 FT.

[A] 12'-0" AT STA. 196+92.47 TO 18'-0" AT STA. 200+52.47
18'-0" AT STA. 212+81.22 TO 12'-0" AT STA. 216+41.22

[B] 0'-0" AT STA. 196+92.47 TO 12'-0" AT STA. 200+52.47
12'-0" FROM STA. 200+52.47 TO STA. 202+41.51
12'-0" FROM STA. 210+91.51 TO STA. 212+81.22
12'-0" AT STA. 212+81.22 TO 0'-0" AT STA. 216+41.22

[C] 25.77' LT. AT STA. 201+19.39 TO 35.42' LT. AT STA. 201+68.41
22' RT. AT STA. 201+29.19 TO 24.0' RT. AT STA. 201+39.19
24.0' LT. AT STA. 211+97.26 TO 22.0' LT. AT STA. 212+07.26
35.42' RT. AT STA. 211+65.29 TO 25.77' RT. AT STA. 212+14.3

SEE NORMAL SECTION
THIS SHEET

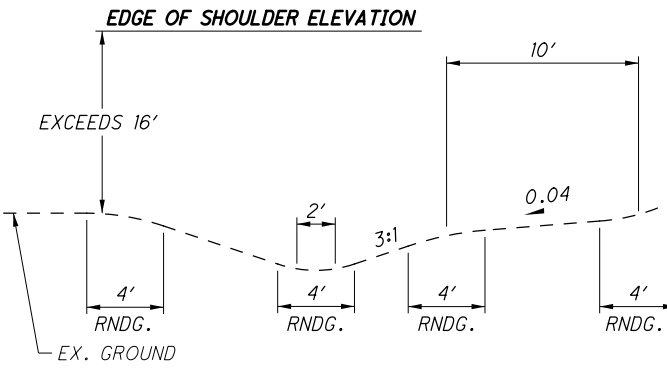


SHOULDER SECTION

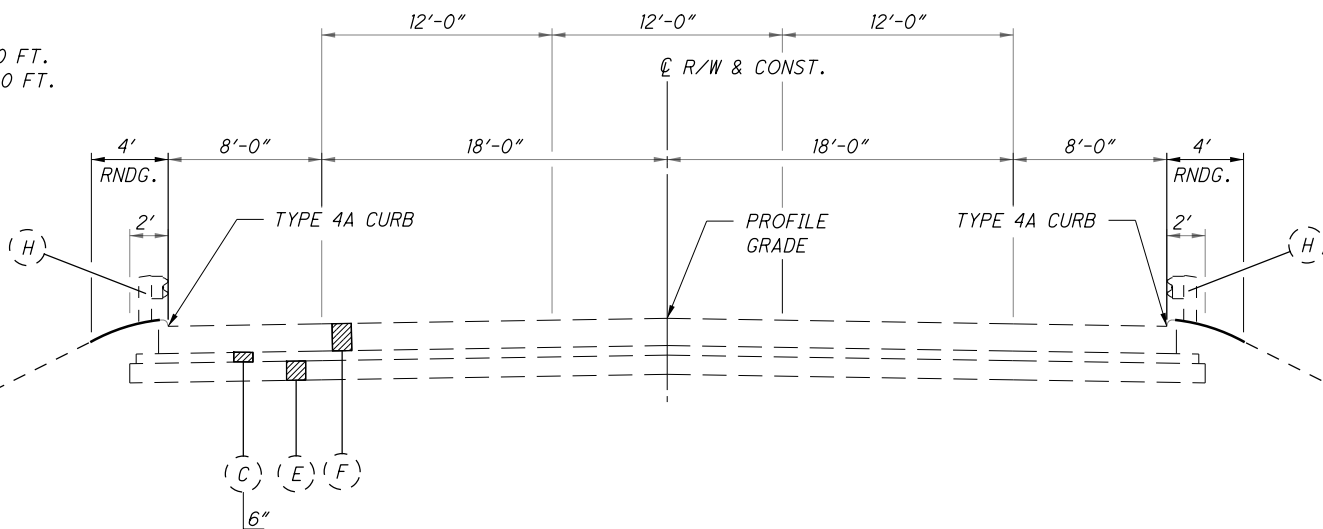
** SECTION APPLIES:

STA. 205+11.38 TO STA. 205+38.38 (LT & RT) = 27.00 FT.
STA. 207+81.38 TO STA. 208+08.38 (LT & RT) = 27.00 FT.

TOTAL = 54.00 FT.



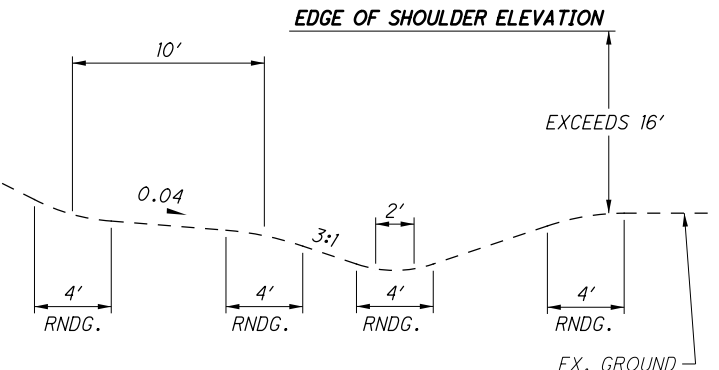
TYPICAL SECTION "F"



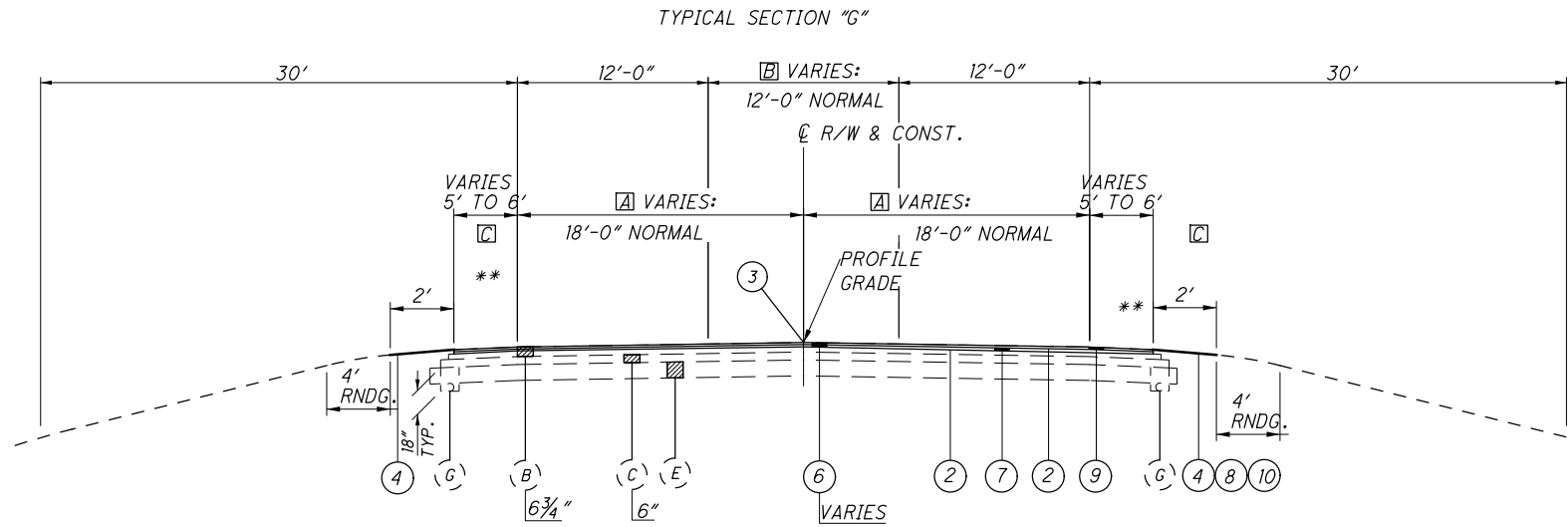
SECTION APPLIES:

STA. 205+38.38 TO STA. 205+68.38 = 30.00 FT.
STA. 207+51.38 TO STA. 207+81.38 = 30.00 FT.

TOTAL = 60.00 FT.



FOR LEGEND, SEE SHEET 2



SECTION APPLIES:
STA. 199+77 TO STA. 202+92 = 315 FT.
STA. 210+32 TO STA. 213+47 = 315 FT.
TOTAL = 630 FT.

A 12'-0" AT STA. 196+92.47 TO 18'-0" AT STA. 200+52.47
18'-0" AT STA. 212+81.22 TO 12'-0" AT STA. 216+41.22

B 0'-0" AT STA. 196+92.47 TO 12'-0" AT STA. 200+52.47
12'-0" FROM STA. 200+52.47 TO STA. 202+41.51
12'-0" FROM STA. 210+91.51 TO STA. 212+81.22
12'-0" AT STA. 212+81.22 TO 0'-0" AT STA. 216+41.22

C 25.77' LT. AT STA. 201+19.39 TO 35.42' LT. AT STA. 201+68.41
22' RT. AT STA. 201+29.19 TO 24.0' RT. AT STA. 201+39.19
24.0' LT. AT STA. 211+97.26 TO 22.0' LT. AT STA. 212+07.26
35.42' RT. AT STA. 211+65.29 TO 25.77' RT. AT STA. 212+14.3

FOR LEGEND, SEE SHEET 2.

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UTILITIES

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

AT&T
130 N. ERIE STREET, RM 714
TOLEDO, OH 43624
(419) 245-7304

BUCKEYE CABLE SYSTEM
4818 ANGOLA ROAD
TOLEDO, OH 43615

FRONTIER CABLE
300 WEST GYPSY LANE BLDG A
BOWLING GREEN, OH 43402

VILLAGE OF GRAND RAPIDS (WATER & SEWER)
PO BOX 309
17460 SYCAMORE RD
GRAND RAPIDS, OH 43522
(419) 832-5305

LUCAS COUNTY (WATER AND SEWER)
111 S. MCCORD RD.
HOLLAND, OH 43528
(419) 213-2926

SUBURBAN NATURAL GAS CO.
P.O. BOX 130
CYGNET, OH 43413-0130
(419) 655-2345

TIME WARNER CABLE
3760 INTERCHANGE DR.
COLUMBUS, OH 43204
(614) 255-6349

TOLEDO EDISON
6099 ANGOLA ROAD
HOLLAND, OH 43528
(419) 249-5218

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.

PROFILE AND ALIGNMENT

PLACE THE PROPOSED PAVEMENT TO FOLLOW THE ALIGNMENT AND PROFILE OF THE EXISTING PAVEMENT. PLACE THE PROPOSED OVERLAY WITH A UNIFORM THICKNESS.

ASPHALT CONCRETE FOR DRIVEWAYS AND INTERSECTIONS

THE FOLLOWING ESTIMATED QUANTITY FOR ASPHALT CONCRETE IS TO BE USED FOR ADJUSTING DRIVEWAYS AS DIRECTED BY THE ENGINEER:

ITEM 441 ASPHALT CONCRETE SURFACE COURSE, TYPE 1 (448), PG64-22

SR 295	22 CU. YD.
TOTAL CARRIED TO GENERAL SUMMARY	22 CU. YD.

THE JOB WILL NOT BE CONSIDERED COMPLETE UNTIL ALL DRIVEWAYS HAVE BEEN TREATED AS DIRECTED BY THE ENGINEER.

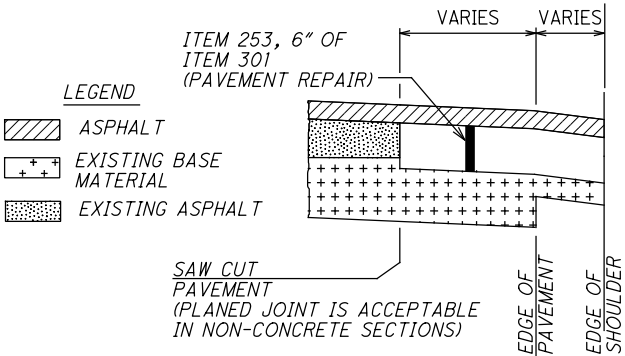
PAVEMENT REPAIRS

ALL EXISTING PAVEMENT AREAS WHICH WILL BE IN CONTACT WITH THE PAVEMENT REPAIR SHALL BE COATED WITH PG GRADE LIQUID ASPHALT (SIDES AND BOTTOM) AT AN APPLICATION RATE OF 0.25 PER SQ. YD.

THE FOLLOWING ESTIMATED QUANTITIES ARE TO BE USED FOR 6" PAVEMENT REPAIR ON SR 295 AS DIRECTED BY THE ENGINEER AND ARE BASED ON THE PERCENTAGES SHOWN:

SR 295 - 2%	01/STR/PV	1544.8 SQ. YD.
SR 295 - 2%	03/S>2/PV	469.2 SQ. YD.

ITEM 253 - PAVEMENT REPAIR
2014 SQ. YD. CARRIED TO GENERAL SUMMARY



NOTE: THE ENGINEER SHALL FIELD VERIFY ALL LOCATIONS PRIOR TO THE BEGINNING OF WORK. ANY ADJUSTMENTS NECESSARY SHALL BE AS DIRECTED BY THE ENGINEER.

CONSTRUCTION NOTIFICATION

THE CONTRACTOR WILL ADVISE THE PROJECT ENGINEER A MINIMUM OF EIGHTEEN (18) DAYS PRIOR TO THE FOLLOWING: THE START OF CONSTRUCTION ACTIVITIES, LANE RESTRICTIONS, LANE CLOSURES, AND/OR ROAD CLOSURES. THE PROJECT ENGINEER WILL FORWARD THIS INFORMATION TO THE FOLLOWING:

DISTRICT 2 PUBLIC INFORMATION OFFICER (PIO) OR EMAIL AT D02.PIO@DOT.OHIO.GOV

DISTRICT PERMIT SECTION BY PHONE AT: (419) 373-4301 OR BY FAX AT: (419) 352-7524

CENTRAL OFFICE SPECIAL HAUL PERMITS SECTION BY EMAIL AT: HAULING PERMITS@DOT.STATE.OH.US

THE PIO WILL NOTIFY AFFECTED AGENCIES INCLUDING LOCAL SCHOOL DISTRICTS, POLICE, FIRE, EMERGENCY SERVICES, BUS TRANSPORTATION DEPARTMENTS, POST OFFICES, AND MEDIA OUTLETS (RADIO, NEWSPAPER, TV, ETC.) PRIOR TO THE WORK BEGINNING, ANY MAJOR DISRUPTIVE, TIME DELAYING TRAFFIC CONTROL CHANGES, AND/OR DETOURS DURING CONSTRUCTION.

ITEM 606 - ANCHOR ASSEMBLY, MGS TYPE E

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

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

REFER TO THE MANUFACTURER'S INSTRUCTIONS REGARDING THE INSTALLATION OF, AND THE GRADING AROUND THE FOUNDATION TUBES AND GROUND STRUT. THE TOP OF ANY FOUNDATION TUBE SHOULD BE LESS THAN 4 INCHES ABOVE THE GROUND. THE PLACEMENT OF THE FOUNDATION TUBES SHOULD BE AN APPROPRIATE DEPTH BELOW THE LEVEL LINE IN ORDER TO MAINTAIN THE FINISHED GUARDRAIL HEIGHT OF 31 INCHES FROM THE EDGE OF THE SHOULDER.

ON-SITE GRADING IS REQUIRED IF THE TOP OF THE FOUNDATION TUBES OR TOP OF THE GROUND STRUT DOES PROJECT MORE THAN 4 INCHES ABOVE THE GROUND LINE.

PAYMENT FOR THE ABOVE WORK SHALL BE MADE AT THE UNIT PRICE BID FOR ITEM 606, ANCHOR ASSEMBLY, MGS TYPE E, EACH, AND SHALL INCLUDE ALL LABOR, TOOLS, EQUIPMENT AND MATERIALS NECESSARY TO CONSTRUCT A COMPLETE AND FUNCTIONAL ANCHOR ASSEMBLY SYSTEM, INCLUDING ALL RELATED TRANSITIONS, REFLECTIVE SHEETING, HARDWARE, GRADING, EMBANKMENT AND EXCAVATION NOT SEPARATELY SPECIFIED, AS REQUIRED BY THE MANUFACTURER.

CONNECTION BETWEEN EXISTING AND PROPOSED GUARDRAIL

WHEN IT IS NECESSARY TO SPLICE PROPOSED GUARDRAIL TO EXISTING GUARDRAIL, ONLY THE EXISTING GUARDRAIL SHALL BE CUT, DRILLED, OR PUNCHED. THE CONNECTION SHALL BE MADE USING A W-BEAM, BEAM SPLICE AS SHOWN IN AASHTO M 180-12, EXCEPT THE BEAM WASHERS ARE NOT TO BE USED. PAYMENT SHALL BE INCLUDED IN THE CONTRACT PRICE FOR THE RESPECTIVE GUARDRAIL ITEMS.

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SAFETY EDGE PLAN NOTE

ITEM 424, FINE GRADED POLYMER ASPHALT CONCRETE TYPE B

ITEM 442, ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (446)

ITEM 442, ASPHALT CONCRETE INTERMEDIATE COURSE, 19MM, TYPE A (446)

IN ADDITION TO THE REQUIREMENTS OF 401.12, ATTACH A DEVICE TO THE SCREED OF THE PAVER THAT CONFINES MATERIAL AT THE END GATE AND EXTRUDES THE ASPHALT MATERIAL IN SUCH A WAY THAT RESULTS IN A COMPACTED WEDGE SHAPE PAVEMENT EDGE OF APPROXIMATELY 30 DEGREES (NOT STEEPER THAN 40 DEGREES). ENSURE THE DEVICE MAINTAINS CONTACT WITH THE EXISTING SURFACE, AND ALLOW FOR AUTOMATIC TRANSITION TO CROSS ROADS, DRIVEWAYS AND OBSTRUCTIONS. DO NOT USE CONVENTIONAL SINGLE PLATE STRIKE OFF.

CONSTRUCTION SAFETY EDGE CAN BE OMITTED AT LOCAITONS WHERE EXISTING WIDTH OF GRADED SHOULDER OR BERM IS LESS THAN 12". PROJECTS WITH VARYING CONDITIONS SHOULD USE SAFETY EDGE WHERE POSSIBLE. PLAN PREPARATION HAS MADE EVERY REASONABLE ATTEMPT TO IDENTFY POSSIBLE SAFETY EDGE LOCATIONS.

USE THE TRANSTECH SHOULDER WEDGE MAKER, THE CARLSON SAFETY EDGE END GATE, THE ADVANTAGER, THE RAMP CHAMP SERIES II WITH SAFETY EDGE SHOE, THE TROXLER SAFET Slope, OR A SIMILAR APPROVED-EQUAL DEVICE THAT PRODUCES THE SAME WEDGE CONSOLIDATION RESULTS. CONTACT INFORMATION FOR THESE WEDGE SHAPE COMPACTION DEVICES IS THE FOLLOWING:

TRANSTECH SYSTEMS, INC.
1594 STATE STREET
SCHENECTADY, NY 12304
1-800-724-6306
WWW.TRANSTECHSYS.COM

CARLSON SAFETY EDGE END GATE
18425 50TH AVENUE EAST
TACOMA, WA 98446
253-875-8000
WWW.CARLSONPAVINGPRODUCTS.COM

ADVANT-EDGE PAVING EQUIPMENT LLC
33 OLD NISKAYUNA RD.
LOUDONVILLE, NY 12211
814-422-EDGE (3343)
WWW.ADVANTEDGEPAVING.COM

TROXLER ELECTRONIC LABORATORIES, INC.
3008 E. CORNWALLIS RD.
PO BOX 12057
RESEARCH TRIANGLE PARK, NC 27709
1-877-TROXLER (876-9537)
WWW.TROXLERLABS.COM

IF ELECTING TO USE A SIMILAR DEVICE, PROVIDE PROOF THAT THE DEVICE HAS BEEN USED ON PREVIOUS PROJECTS WITH ACCPETABLE RESULTS OR COSNTRUCT A TEST SECTION PRIOR TO THE BEGINNING OF WORK AND DEMONSTRATE WEDGE COMPACTION TO THE THE SATISFACTION OF THE ENGINEER. SHORT SECTIONS OF HANDWORK WILL BE ALLOWED WHEN NECESSARY FOR TRANSITIONS AND TURNOUTS OR OTHERWISE AUTHORIZED BY THE ENGINEER.

IN ADDITION TO THE REQUIREMENTS OF 401.16, MAKE THE FIRST ROLLER PASS 8 TO 12 INCHES (200 TO 300 MM) AWAY FROM TAPERED EDGE. DO NOT ROLL THE TAPER.

01/STR/PV

298 FT * 0.0376 = 0.41 CU YD (ITEM 424 - SURFACE)
27 STA. 131+54 TO 134+52 (RT SIDE ONLY)

12328 FT * 0.075 = 34.2 CU YD (ITEM 424 - SURFACE)
27 STA. 134+52 TO 196+16 (LT & RT)

184 FT * 0.0376 = 0.26 CU YD (ITEM 424 - SURFACE)
27 STA. 196+16 TO 198+00 (LT SIDE ONLY)

204 FT * 0.0376 = 0.28 CU YD (ITEM 424 - SURFACE)
27 STA. 214+66 TO 216+70 (RT SIDE ONLY)

36902 FT * 0.075 = 102.5 CU YD (ITEM 424 - SURFACE)
27 STA. 216+70 TO 401+21 (LT & RT)

01/STR/PV TOTAL 138.6 CU YD

03/S>2/PV

13780 FT * 0.075 = 38.3 CU YD (ITEM 424 - SURFACE)
27 STA. 401+66 TO 470+56 (LT & RT)

03/S>2/PV TOTAL 38.3 CU YD

*ABOVE QUANTITIES WERE CALCULATED USING A 30°SAFETY EDGE AND ARE CARRIED TO THE GENERAL SUMMARY.

ITEM 209 PREPARING SUBGRADE FOR SHOULDER PAVING, AS PER PLAN

PREPARE THE SHOULDER FOR PAVING A CONSISTENT SAFETY EDGE IN BOTH THICKNESS AND WIDTH.

PRIOR TO PAVING THE SAFETY EDGE, GRADE AN AREA 10 INCHES (250 MM) WIDE, BEGINNING AT THE EDGE OF THE PAVED ROADWAY, TO PROVIDE A LEVEL SURFACE FREE OF VEGETATION FOR CONSTRUCTION OF THE SAFETY EDGE. IF NECESSARY, EXCAVATE THE GRADED AREA TO THE DEPTH NEEDED TO CONSTRUCT THE SAFETY EDGE. COMPACT THE GRADED SHOULDER ACCORDING TO 617.05, OR AS DIRECTED BY THE ENGINEER.

A QUANTITY OF

01/STR/PV 9.4 MILES
03/S>2/PV 2.6 MILES

HAS BEEN CARRIED TO THE GENERAL SUMMARY FOR PREPARING SUBGRADE FOR SHOULDER PAVING, AS PER PLAN.

REQUIRED ENVIRONMENTAL NOTES

OAK OPENINGS REGION

DUE TO THE LOCATION OF THE PROJECT WITHIN THE GLOBALLY RARE OAK OPENINGS REGION, THERE SHALL BE NO EARTH DISTURBANCE STARTING 3 FEET FROM THE EDGE OF THE EXISTING PAVEMENT FROM LUC-295-6.88 TO 8.91. NO WORK SHALL BE DONE OVER 3 FEET OFF THE EXISTING PAVEMENT AND CARE SHALL BE TAKEN TO NOT DISTURB THE EXISTING VEGETATION IN THIS AREA.

WABASH CANNONBALL BIKE TRAIL

ACCESS TO THE WABASH CANNONBALL TRAIL (STA. 401+40) MUST BE MAINTAINED AT ALL TIMES.

ENVIRONMENTAL NOTE FOR BRIDGES
LUC-295 3.89, 5.48 & 6.59

THE CONTRACTOR SHALL TAKE ALL PRECAUTIONS TO PREVENT ANY AND ALL MATERIAL FROM GOING OFF THE EDGE OF BRIDGE DECK(S) AND EDGE OF CULVERT(S) DURING ALL CONSTRUCTION OPERATIONS. THE CONTRACTOR SHALL IMMEDIATELY REMOVE ANY MATERIAL THAT FALLS INTO ROADSIDE DITCHES, STREAM, WETLANDS, OR OTHER WATERS THROUGH NON-MECHANICAL MEANS. UNDER NO CIRCUMSTANCES SHALL THE CONTRACTOR WORK IN OR STORE EQUIPMENT AND/OR MATERIALS IN ANY WETLANDS, STREAMS, OR OTHER WATERS. NO WORK OR STAGING IS PERMITTED BELOW THE TOP OF BANK OF ANY STREAM AND/OR WETLAND.

DRINKING WATER SOURCE

THIS PROJECT IS LOCATED IN OR NEAR A PUBLIC DRINKING WATERS SOURCE. IN ORDER TO MINIMIZE THE POTENTIAL FOR A RELEASE IN THIS SENSITIVE AREA DON NOT PERFORM EQUIPMENT FUELING WITHIN THE LOCATIONS IDENTIFIED IN THE TABLE BELOW. IF REFUELING OF IMMOBILE EQUIPMENT IS NECESSARY WITHIN THESE LIMITS, PROVIDE SECONDARY CONTAINMENT WITH ENOUGH CAPACITY TO COMPLETELY CONTAIN AND COLLECT ALL POTENTIAL LIQUID WASTES IN THE EVENT OF A SPILL. DON NOT PERFORM MAINTENANCE ACTIVITIES ASSOCIATED WITH ANY VISCOUS MATERIAL THAT HAS POTENTIAL TO CONTAMINATE THE GROUNDWATER. ALL EQUIPMENT OR LIQUID CONTAINERS SHALL BE REGULARLY CHECKED FOR LEAKS PRIOR TO ENTERING THE RESTRICTED AREAS. THE CONTRACTOR SHALL DEVELOP A SPILL PREVENTION CONTROL AND COUNTERMEASURE (SPCC) WHICH SHALL ALSO INCLUDE ALL AREAS OF FUEL STORAGE, EQUIPMENT MAINTENANCE, AND SPILL KITS. ALL AREAS UTILIZED BY THE CONTRACTOR NOT INCLUDED WITHIN THE TABLE BELOW AND NOT IN THE PROJECT LIMITS SHALL BE ASSESSED FOR POTENTIAL GROUNDWATER CONTAMINATION AND BE INDICATED ON THE SPILL PREVENTION CONTROL AND COUNTERMEASURES PLAN. THE CONTRACTOR SHALL IMMEDIATELY TAKE STEPS TO MITIGATE ANY EVENT, SUCH AS SPILL OF FUELS, OR CHEMICALS. ANY SUCH SPILL OR EVENT SHALL BE REPORTED IMMEDIATELY TO THE EMERGENCY CONTACT LISTED BELOW FOR EACH DRINKING WATER SOURCE. IF THE SPILL IS A REPORTABLE AMOUNT, THE CONTRACTOR SHOULD CONTACT LUCAS COUNTY EMERGENCY MANAGEMENT (419-213-6506) AND OHIO EPA ENVIRONMENTAL RESPONSE AND REVITALIZATION (419-373-3031 OR 800-282-9378) FOR CLEANUP OF THE SPILL.

DRINKING WATER SOURCE	RESTRICTED REFUELING & MAINTENANCE AREA	EMERGENCY CONTACT INFORMATION
MAUMEE RIVER	SR 295 FROM SLM 2.35 TO 2.61	419-213-6506

ENDANGERED SPECIES HABITAT

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

DISTRICT ENVIRONMENTAL COORDINATOR

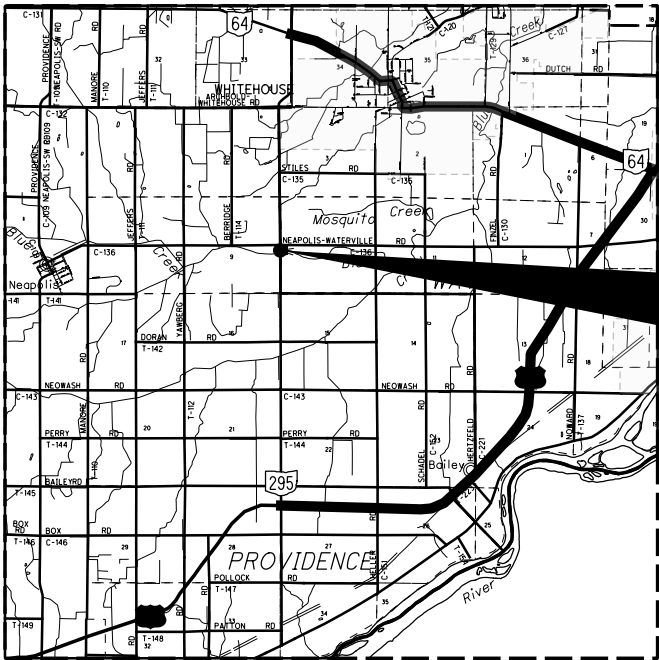
IF YOU HAVE ANY QUESTIONS OR REQUIRE CLARIFICATION OF THE ENVIRONMENTAL COMMITMENT NOTES SHOWN IN THESE PLANS, PLEASE CONTACT THE DISTRICT 2 ENVIRONMENTAL COORDINATOR, STACY SCHIMMOELLER BY PHONE AT: 419-373-4319 OR BY EMAIL AT STACY.SCHIMMOELLER@DOT.OHIO.GOV.

CALCULATED
JGA/SLS
CHECKED
JMF/SLS

GENERAL NOTES

LUC-294-2.47

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PROPOSED DETOUR ROUTE

THE PROPOSED DETOUR ROUTE DURING THE 60 DAY BRIDGE CLOSURE AT SLM 6.59 AT THE SR 295 BRIDGE CROSSING OVER BLUE CREEK WILL BE AS FOLLOWS:

NORTHBOUND SR 295 TRAFFIC WILL BE DIVERTED TO EASTBOUND US 24 THEN DIRECTED TO EXIT ONTO WESTBOUD SR 64, WHERE THEY WILL HAVE ACCESS TO SR 295 NORTH OF THE BRIDGE CLOSURE LOCATION.

SOUTHBOUND SR 295 TRAFFIC WILL BE DIVERTED TO EASTBOUND SR 64 THEN DIRECTED TO WESTBOUND US 24, WHERE THEY WILL HAVE ACCESS TO SR 295 SOUTH OF THE BRIDGE CLOSURE LOCATION.

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

A MINIMUM OF ONE LANE OF TRAFFIC IN EACH DIRECTION SHALL BE MAINTAINED AT ALL TIMES, EXCEPT FOR A PERIOD NOT TO EXCEED 60 CONSECUTIVE CALENDAR DAYS, WHEN THROUGH TRAFFIC MAY BE DETOURED AS SHOWN ON THIS SHEET.

NOTICE OF CLOSURE SIGNS SHALL BE IN PLACE 15 DAYS PRIOR TO ANY ROADWAY CLOSURE.

LIQUIDATED DAMAGES WILL BE ASSESSED IN ACCORDANCE WITH C&MS 108.07 FOR ANY DAY THE ROADWAY REMAINS CLOSED BEYOND 60 DAYS.

ITEM 614, MAINTAINING TRAFFIC (SIGNS AND BARRICADES)

THE CONTRACTOR SHALL PROVIDE, ERECT AND MAINTAIN SIGNS AND SIGN SUPPORTS, AS DETAILED IN THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, AND TYPE III BARRICADES OF THE TYPE AND LOCATION AS FOLLOWS:

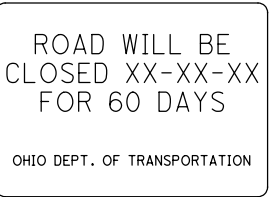
SIGN R11-2 AND TYPE III BARRICADES:

SR 295 STATION 347+00
STATION 350+00

THE DEPARTMENT OF TRANSPORTATION WILL PROVIDE AND ERECT ALL ADVANCE WARNING DETOUR ROUTE SIGNING.

NOTICE OF CLOSURE SIGNS

NOTICE OF CLOSURE SIGNS, AS DETAILED IN THESE PLANS, SHALL BE ERECTED BY THE CONTRACTOR AT LEAST 15 DAYS IN ADVANCE OF THE SCHEDULED ROAD CLOSURE. THE SIGNS SHALL BE ERECTED ON THE RIGHT-HAND SIDE OF THE ROAD FACING TRAFFIC. THEY SHALL BE PLACED SO AS NOT TO INTERFERE WITH THE VISIBILITY OF ANY OTHER TRAFFIC CONTROL SIGNS. THEY SHOULD BE ERECTED AT THE POINT OF CLOSURE.



W20-H14-60

WORK ZONE MARKINGS AND SIGNS

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

ITEM 614 - WORK ZONE MARKING SIGN 54 EACH

ITEM 614 - WORK ZONE CENTER LINE CLASS III 6.43 MILE

ITEM 614, MAINTAINING TRAFFIC (LANES OPEN DURING HOLIDAYS OR SPECIAL EVENTS)

NO WORK SHALL BE PERFORMED AND ALL EXISTING LANES SHALL BE OPEN TO TRAFFIC DURING THE FOLLOWING DESIGNATED HOLIDAYS OR EVENTS:

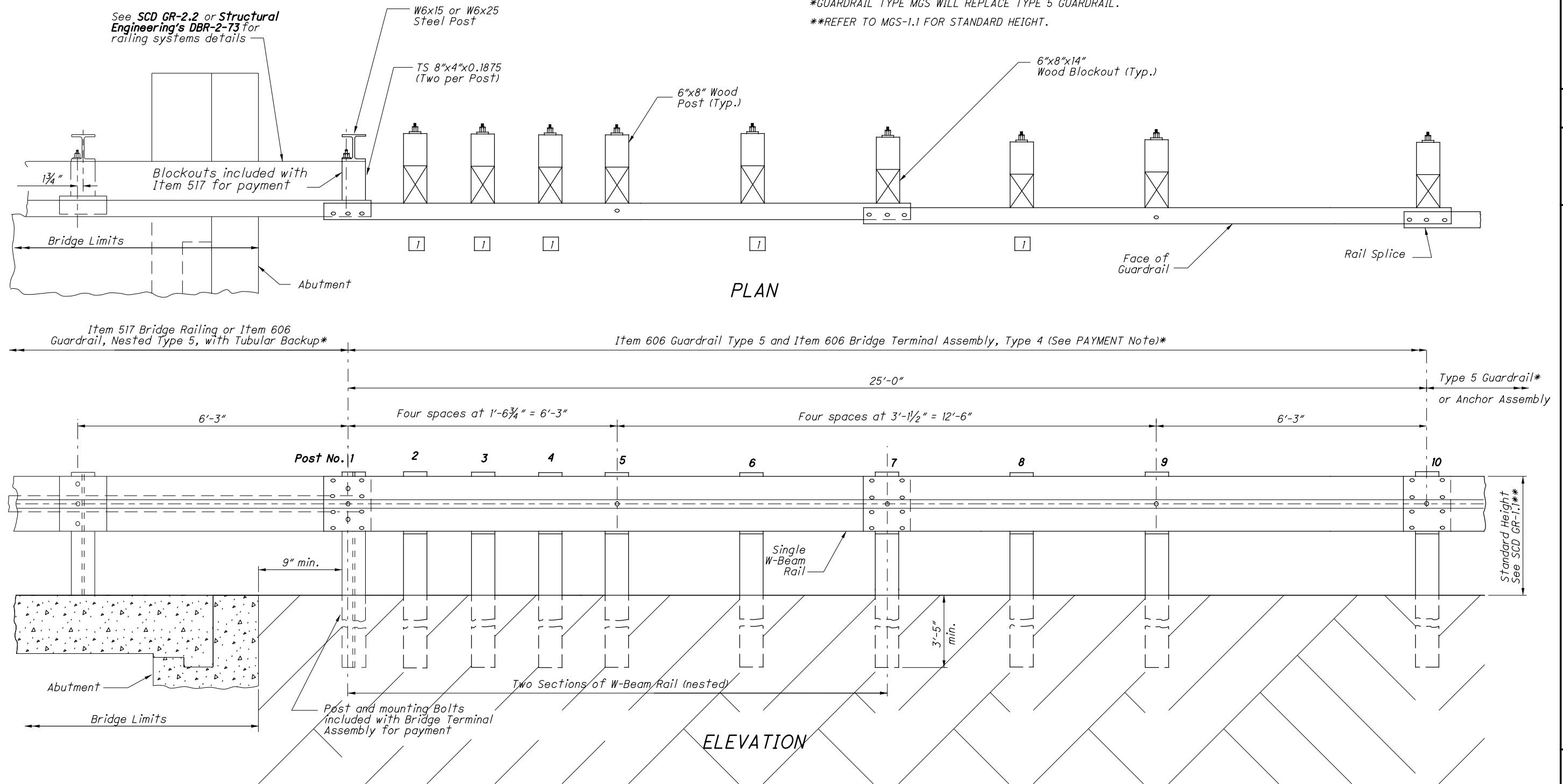
CHRISTMAS	FOURTH OF JULY
NEW YEARS	LABOR DAY
MEMORIAL DAY	THANKSGIVING
EASTER	

THE PERIOD OF TIME THAT THE LANES ARE TO BE OPEN DEPENDS ON THE DAY OF THE WEEK ON WHICH THE HOLIDAY OR EVENT FALLS. THE FOLLOWING SCHEDULE SHALL BE USED TO DETERMINE THIS PERIOD:

DAY OF HOLIDAY OR EVENT	TIME ALL LANES MUST BE OPEN TO TRAFFIC
SUNDAY	12:00N FRIDAY THROUGH 6:00 AM MONDAY
MONDAY	12:00N FRIDAY THROUGH 6:00 AM TUESDAY
TUESDAY	12:00N MONDAY THROUGH 6:00 AM WEDNESDAY
WEDNESDAY	12:00N TUESDAY THROUGH 6:00 AM THURSDAY
THURSDAY	12:00N WEDNESDAY THROUGH 6:00 AM FRIDAY
THURSDAY	(THANKSGIVING ONLY) 6:00 AM WEDNESDAY THROUGH 6:00 AM MONDAY
FRIDAY	12:00N THURSDAY THROUGH 6:00 AM MONDAY
SATURDAY	12:00N FRIDAY THROUGH 6:00 AM MONDAY

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

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NOTES

GENERAL: For additional details, see **SCD GR-1.1**.

APPLICATION: The Type 4 Bridge Terminal Assembly shall connect Type 5 Guardrail runs to Type 5 Guardrail with Tubular Backup or to Deep Beam Bridge Guardrail (as shown on **Structural Engineering SCD DBR-2-73**).

DETAIL INFORMATION: The first post off the bridge shall be steel (W6x15 or W6x25). All holes in the off-structure end of the approach panel rail section spanning the abutment are slotted 3/4"x2 1/2". Tighten the bolts as specified for expansion joints in Item 606.05.

POSTS: Posts may be set in drilled holes or driven to grade. See **SCD GR-1.1** for additional Post embedment details. Guardrail is not attached to certain posts (see **LEGEND**).

WOOD POSTS - Use square sawed pressure treated wood as specified in CMS 710.14 and fabricated with square ends. Bore bolt holes and trim the tops of posts, if required after the posts are set.

STEEL POSTS - are allowed as an alternate. Use W6x9 or W6x8.5 in lieu of the 6"x8" wood post. Use same post material through-out assembly.

BLOCKOUTS: Use wood blockouts only. Steel or plastic blockouts are not permitted. Notched wood blockouts are used with steel posts.

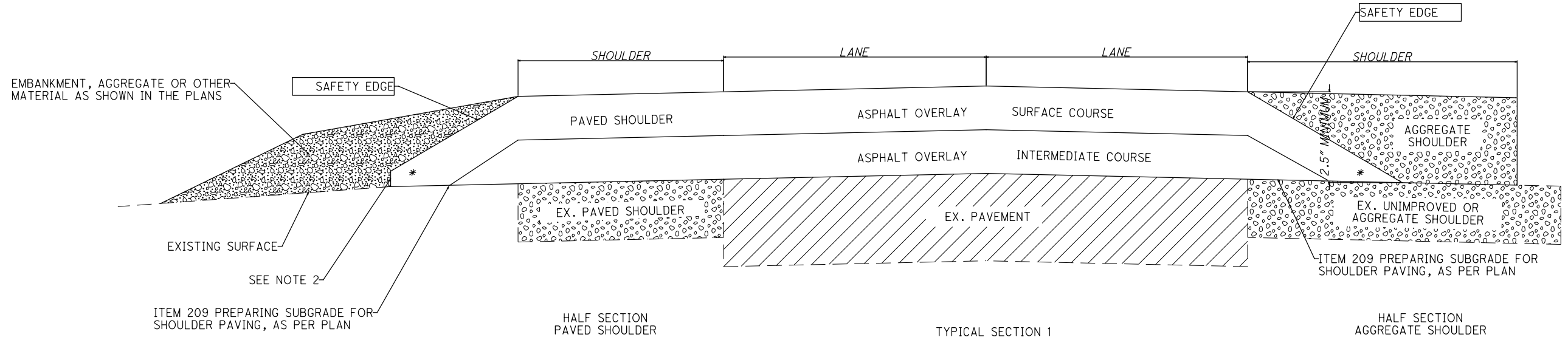
FLARED GUARDRAIL: Start Standard Guardrail Flares as shown on **SCD GR-5.1** at or beyond Post No. 10; however, the flare may begin at Post No. 7.

PAYMENT: Item 606 - Bridge Terminal Assembly, Type 4, Each, includes the cost of extra components in excess of normal guardrail, such as additional posts and other hardware. The TS 8"x4" spacers and tubular backup rail extending to the first post off the bridge is included with **Item 517 - Railing**, or **Item 606 - Guardrail, Nested Type 5 with Tubular Backup***, for payment.

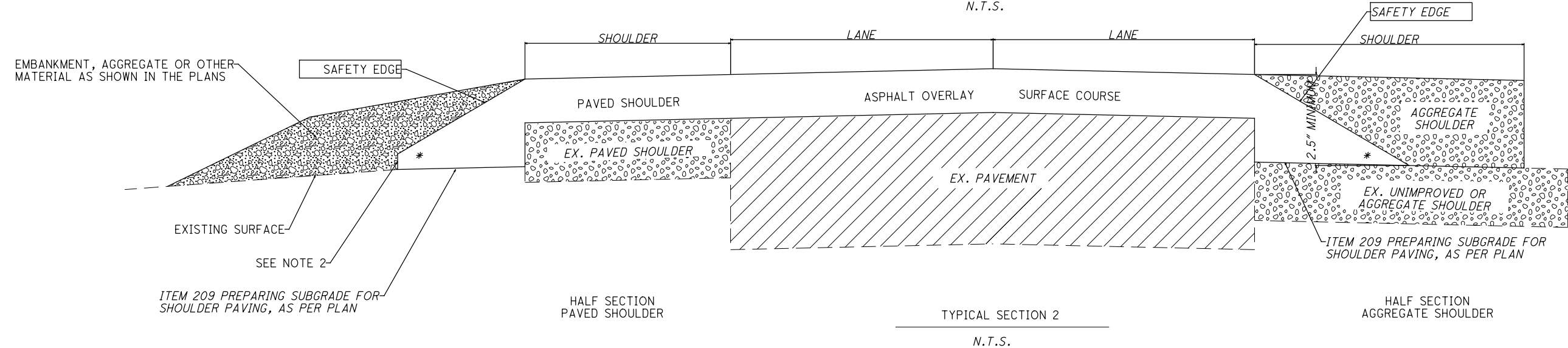
LEGEND

- 1** Guardrail is not attached to posts at Posts 2, 3, 4, 6, and 8. Blockout is fastened to post with standard Post Bolt.

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(SEE NOTE 2)

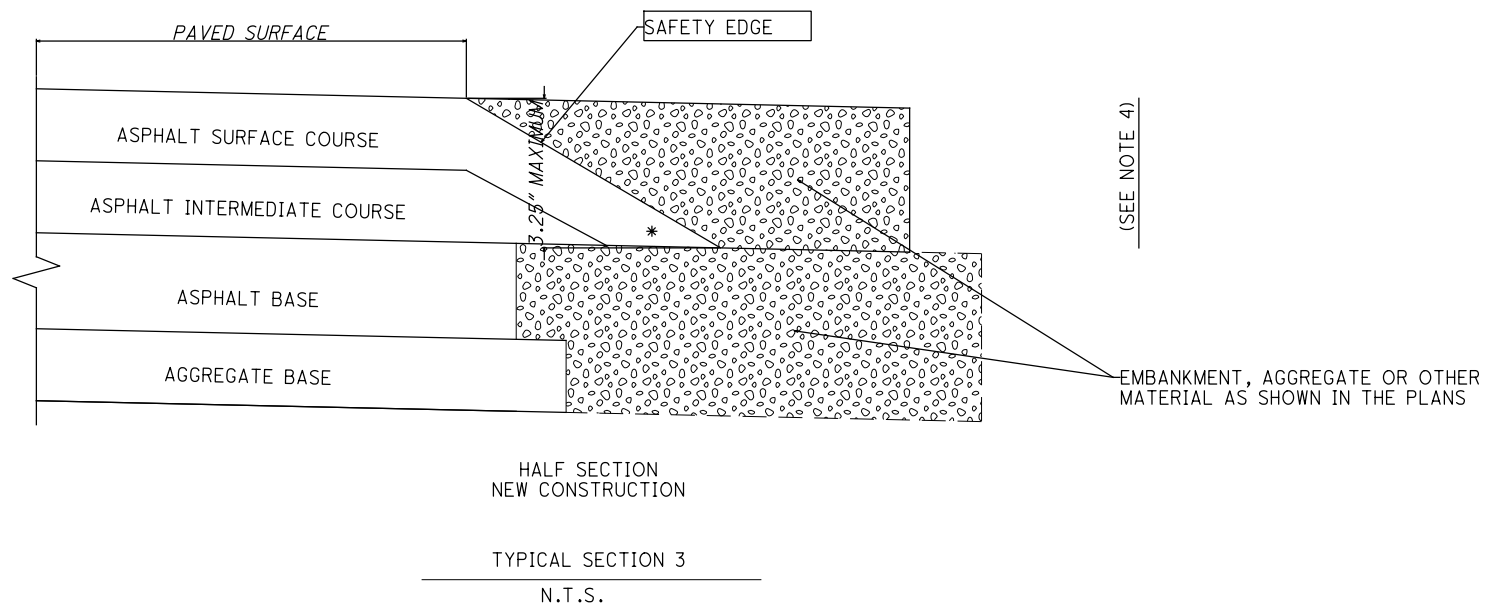


(SEE NOTE 2)

NOTES:

- 1.) SAFETY EDGES ARE REQUIRED AT THE OUTSIDE EDGES OF THE PAVED ROADWAY (EDGE OF TRAVEL LANE OR EDGE OF PAVED SHOULDER).
- 2.) CONSTRUCT THE SAFETY EDGE THE FULL ASPHALT CONCRETE OVERLAY THICKNESS OR 2.5" (63MM) WHICHEVER IS GREATER, NOT TO EXCEED THE MAXIMUM SAFETY EDGE THICKNESS OF 6" (150MM). CONSTRUCT A NEAR-VERTICAL FACE BELOW THE SAFETY EDGE FOR THICKNESS GREATER THAN 6" (150 MM).
- 3.) BLADE AND SHAPE EXISTING SHOULDER MATERIAL TO FORM A UNIFORM SURFACE UNDER THE SAFETY EDGE PRIOR TO PLACEMENT OF THE ASPHALT CONCRETE OVERLAY.
- 4.) FOR NEW PAVEMENT CONSTRUCT THE SAFETY EDGE THE FULL THICKNESS OF THE SURFACE AND INTERMEDIATE COURSES, NOT TO EXCEED 3.25" (82 MM).

* 40° MAX



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SHEET NUM.										PART.				ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.	CALCULATED JGA	CHECKED JMF
6	7	8	12	13	14	15				01/STR/PV	02/S>2/BR	03/S>2/PV	04/STR/BR								
			1,885	1,432						2,822		495		202	23500	3,317	SY	PAVEMENT			
			416							416				203	10000	416	CY	WEARING COURSE REMOVED			
	12									9.4		2.6		209	72051	12	MILE	EXCAVATION	7		
			12.4							9.8		2.6		209	60500	12.4	MILE	PREPARING SUBGRADE FOR SHOULDER PAVING, AS PER PLAN			
2,014										1,545		469		253	01000	2,014	SY	LINEAR GRADING			
			6,346							6,346				254	01001	6,346	SY	PAVEMENT REPAIR			
																		PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN	24-26		
																		VARIABLE DEPTH (PER PROFILE)			
			40							40				302	46000	40	CY	ASPHALT CONCRETE BASE, PG64-22			
			60							60				304	20000	60	CY	AGGREGATE BASE			
			8,540	133						6,982		1,691		407	20000	8,673	GAL	NON-TRACKING TACK COAT			
	176.9		2,495							2,089.6		582.3		424	12000	2,671.9	CY	FINE GRADED POLYMER ASPHALT CONCRETE, TYPE B			
22				50						51		21		441	50000	72	CY	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), PG64-22			
			282							282				442	10000	282	CY	ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (446)			
			373							373				442	10100	373	CY	ASPHALT CONCRETE SURFACE COURSE, 19 MM, TYPE A (446)			
																		ASPHALT CONCRETE INTERMEDIATE COURSE, 19 MM, TYPE A (446)			
			1,021							802		219		617	10100	1,021	CY	COMPACTED AGGREGATE			
			5,647							4,488		1,159		875	10000	5,647	LB	LONGITUDINAL JOINT ADHESIVE			
																		TRAFFIC CONTROL			
										12.63		2.53		618	41000	12.63	MILE	EDGE LINE, RUMBLE STRIPE (ASPHALT CONCRETE)			
										12.63		2.53		642	00094	12.63	MILE	EDGE LINE, 6"			
										6.43		1.27		642	00290	6.43	MILE	CENTER LINE			
										705				644	00400	705	FT	CHANNELIZING LINE, 8"			
										43		25		644	00500	43	FT	STOP LINE			
										2				644	01000	2	EACH	RAILROAD SYMBOL MARKING			
										241.6				644	00700	241.6	FT	TRANSVERSE/DIAGONAL LINE			
										128.5				644	00900	128.5	SF	ISLAND MARKING			
										8				644	01300	8	EACH	LANE ARROW			
										198				644	01500	198	FT	DOTTED LINE, 4"			
										163.5				644	01514	163.5	FT	DOTTED LINE, 8"			
										481		103		621	00100	481	EACH	RPM			
										481		103		621	54000	481	EACH	RAISED PAVEMENT MARKER REMOVED			
																		MAINTENANCE OF TRAFFIC			
		54								40		14		614	12460	54	EACH	WORK ZONE MARKING SIGN			
		16.2								10.2		6		614	21550	16.2	MILE	WORK ZONE CENTER LINE, CLASS III, 642 PAINT			
														614	11000	LS		MAINTAINING TRAFFIC			
														623	10000	LS		CONSTRUCTION LAYOUT STAKES AND SURVEYING			
														624	10000	LS		MOBILIZATION			
																		DRAINAGE			
					66					66				203	20000	66	CY	EMBANKMENT			
					165					165				601	21060	165	SY	TIED CONCRETE BLOCK MAT, TYPE 2			
					811					811				609	24510	811	FT	CURB, TYPE 4-C			
																		ROADWAY			
					2,237					2,237				202	38000	2,237	FT	GUARDRAIL REMOVED			
					2,000					2,000				606	15050	2,000	FT	GUARDRAIL, TYPE MGS			
					1					1				606	26550	1	EACH	ANCHOR ASSEMBLY, MGS TYPE T			
					5					5				606	26150	5	EACH	ANCHOR ASSEMBLY, MGS TYPE E			
					4					4				606	35002	4	EACH	MGS BRIDGE TERMINAL ASSEMBLY, TYPE 1			
					4					4				606	35140	4	EACH	BRIDGE TERMINAL ASSEMBLY, TYPE 4			
					30					30				626	00100	30	EACH	BARRIER REFLECTOR			
																		STRUCTURE REPAIR (LUC-295-3.89)	27		
																		SEE SHEET 27			
																		STRUCTURE REPAIR (LUC-295-6.59)	30		
																		SEE SHEET 30			

GENERAL SUMMARY

LUC-295-2.47

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STATION RANGE			TYPICAL SECTION	SIDE	DISTANCE (D)	AVERAGE WIDTH (W)	SURFACE AREA (A) A=DxW/9	CADD GENERATED AREA	407	407	424	442	442	617	875	254	202	302	304	209	203
					FT	FT	SQ YD		GAL	GAL	CY	CY	CY	CY	LB	SY	SY	CY	CY	MILE	CY
BEGIN STATION	TO	END STATION																			
131+54.00		133+00.00	A	L&R	146.00	53.50	867.89		74		25			5	25		60			0.06	
133+00.00		133+93.00	A	L&R	93.00	26.00	268.67		23		8			3	16					0.04	
133+93.00		138+68.00	A	L&R	475.00	24.00	1266.67		108		36			15	80					0.18	
138+68.00		141+71.00	A	L&R	303.00	23.00	774.33		66		22			10	51		26			0.11	
TLE&W RR (NO WORK)																					
141+89.00		166+50.00	A	L&R	2461.00	24.00	6562.67		558		183			76	411		27			0.93	
166+50.00		191+41.51	A	L&R	2491.51	24.00	6644.03		565		185			77	416					0.94	
191+41.51		194+40.00	A	L&R	298.49	25.00	829.14		71		24			10	50					0.11	
194+40.00		194+41.51	C	L&R	1.51	32.00	5.37		1		1			1	1					0.10	
194+41.51		196+92.47	C	L&R	250.96	32.00	892.30		76		25			8	42					0.10	
196+92.47		198+00.00	E	L&R	107.53	34.00	406.22		35		12			4	18					0.04	
198+00.00		199+77.00	E	L&R	177.00	44.00	865.33		74		25			6	30		48.89			0.07	
199+77.00		200+52.47	G	L&R	75.47	44.00	368.96		52			16	21	3	13	369				0.03	
200+52.47		202+92.00	G	L&R	239.53	48.00	1277.49		179			54	71		40	1277					
202+92.00		205+38.38	D	L&R	246.38	52.00	1423.53		199	31		67	89		84	1424		20	30		206
205+38.38		205+68.38	F (APPROACH SLAB)	L&R	30.00	52.00	173.33														
SR 295 BRIDGE OVER US 24																					
207+51.38		207+80.00	F (APPROACH SLAB)	L&R	28.62	52.00	165.36														
207+80.00		209+25.00	D	L&R	145.00	52.00	837.78		118	16			52			838		11	16		118
209+25.00		210+32.00	D	L&R	107.00	52.00	618.22		87	14		39	39		36	618		9	14		92
210+32.00		213+47.00	G	L&R	315.00	52.00	1820.00		255			76	101		53	1820					
213+47.00		216+41.22	E	L&R	294.22	52.00	1699.94		145		48			10	50		57.78			0.11	
216+41.22		218+96.51	C	L&R	255.29	25.00	709.14		61		20			8	43					0.10	
218+96.51		246+35.00	A	L&R	2738.49	24.00	7302.64		621		203			85	457					1.04	
246+35.00		272+77.00	A	L&R	2642.00	24.00	7045.33		599		196			82	441					1.00	
272+77.00		296+50.00	A	L&R	2373.00	24.00	6328.00		538		176			74	396					0.90	
296+50.00		298+00.00	A	L&R	150.00	25.00	416.67		36		12			5	25					0.06	
298+00.00		347+00.00	A	L&R	4900.00	23.00	12522.22		1065		348			152	817		537			1.86	
347+00.00		347+90.00	A	L&R	90.00	25.00	250.00		22		7			3	15		250			0.03	
SR 295 BRIDGE OVER BLUE CREEK																					
348+67.00		350+45.00	A	L&R	178.00	26.00	514.22		44		15			6	30		514			0.07	
350+45.00		355+70.00	A	L&R	525.00	25.00	1458.33		124		41			17	88		339			0.20	
355+70.00		396+00.00	A	L&R	4030.00	24.00	10746.67		914		299			125	672					1.53	
396+00.00		401+28.00	A	L&R	528.00	24.00	1408.00		120		40			17	88					0.20	
01/STR/PV SUBTOTAL CARRIED TO GENERAL SUMMARY									6892		1951	282	373	802	4488	6346	1859	40	60	9.79	416
401+28.00		410+50.00	A	L&R	922.00	24.00	2458.67		209		69			29	154					0.35	
410+50.00		425+50.00	A	L&R	1500.00	26.00	4333.33		369		121			47	250					0.57	
425+50.00		426+87.00	A	L&R	137.00	26.00	395.78		34		11			5	23					0.05	
426+87.00		427+75.00	B	L&R	88.00	26.00	254.22		22		8			3	15					0.03	
427+75.00		433+00.00	B	L&R	525.00	26.00	1516.67		129		43			17	88					0.20	
433+00.00		439+43.00	B	L&R	643.00	25.00	1786.11		152		50			20	108					0.24	
439+43.00		443+50.00	B	L&R	407.00	24.00	1085.33		93		31			13	68					0.15	
443+50.00		468+00.00	B	L&R	2450.00	25.00	6805.56		579		190			76	409					0.93	
468+00.00		468+33.50	B	L&R	33.50	25.00	93.06		8		3			2	6					0.01	
468+33.50		470+56.00	B	L&R	222.50	25.00	618.06		53		18			7	38		26			0.08	
03/S>2/PV SUBTOTAL CARRIED TO GENERAL SUMMARY									1648		544	0.00	0	219	1159	0	26	0		2.62	0
TOTALS CARRIED TO GENERAL SUMMARY									8540		2495	282	373	1021	5647	6346	1885	40	60	12.4	416

* 0.24" IS AN AVERAGE OF THE ADDITIONAL ITEM 442 INTERMED. THAT WILL BE NEEDED TO MEET NEW ELEVATIONS AS SHOWN ON SHEETS 24 AND 25.

CALCULATED
JGA
CHECKED
JMF

PAVEMENT CALCULATIONS

LUC-295-2.47

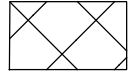
12
34

INTERSECTIONS	SIDE	DISTANCE (D)	AVERAGE WIDTH (W)	SURFACE AREA (A) A=DxW/9	CADD GENERATED AREA	407	407	441	442	442	617	875	254	202
		FT	FT	SQ YD	SQ YD	NON-TRACKING TACK COAT GAL	NON-TRACKING TACK COAT (FOR WIDENING AREAS) GAL	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448)', PG64-22 CY	ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A (446) 1.5" CY	ASPHALT CONCRETE INTERMEDIATE COURSE, 19MM, TYPE A (446) 1.75" CY	COMPACTED AGGREGATE 2.5" THICK 2' WIDE/SHOULDER CY	LONGITUDINAL JOINT ADHESIVE 0.167/FT LB	PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN SY	WEARING COURSE REMOVED SY
SR 295 AND PATTON RD. (STA. 138+68)	LT	73.00	18.50	--	82.19	7		3						82.19
SR 295 AND POLLUCK RD. (STA. 165+11.69)	LT	44.00	5.00	--	22.56	2		1						22.56
SR 295 AND POLLUCK RD. (STA. 165+11.69)	RT	55.00	5.00	--	25.56	3		1						25.56
SR 295 AND BOX RD. (STA. 191+61.88)	LT	54.70	15.00	--	60.91	6		2						60.91
SR 295 AND BOX RD. (STA. 191+61.88)	RT	64.00	8.00	--	37.52	4		2						37.52
SR 295 AND BAILEY RD. (STA. 218+20.35)	LT	81.50	35.00	--	108.66	10		4						108.66
SR 295 AND BAILEY RD. (STA. 218+20.35)	RT	52.40	34.00	--	97.00	9		3						97.00
SR 295 AND PERRY RD. (STA. 244+13)	RT	64.00	2.00	--	23.84	3		1						23.84
SR 295 AND PERRY RD. (STA. 244+67.65)	LT	61.50	10.00	--	58.74	5		2						58.74
SR 295 AND NEOWASH RD. (STA. 271+22.15)	LT	93.00	4.00	--	31.89	3		1						31.89
SR 295 AND NEOWASH RD. (STA. 271+22.15)	RT	92.00	17.00	--	103.26	9		3						103.26
SR 295 AND DORAN RD. (STA. 297+75.45)	LT	65.80	4.00	--	18.48	2		1						18.48
SR 295 AND DORAN RD. (STA. 297+75.45)	RT	91.00	18.00	--	106.02	10		3						106.02
SR 295 AND NEAPOLIS-WATERVILLE RD, (STA.350+83.15)	LT	118.70	12.00	--	127.97	11		4						127.97
SR 295 AND NEAPOLIS-WATERVILLE RD, (STA.350+83.15)	RT	125.90	3.00	--	40.77	4		2						40.77
SR 295 AND STILES RD. (STA. 390+63.70)	RT	85.00	2.00	--	17.11	2		1						17.11
01/STR/PV SUBTOTAL CARRIED TO GENERAL SUMMARY						90		34						963
SR 295 AND ARCHBOLD WHITEHOUSE RD. (STA. 426+81.91)	LT	90.80	17.00	--	111.53	10		4						111.53
SR 295 AND ARCHBOLD WHITEHOUSE RD. (STA. 426+81.91)	RT	121.60	16.00	--	137.34	12		4						137.34
SR 295 AND MIDWAY RD. (STA. 440+50)	RT	99.00	25.00	--	120.17	11		4						120.17
SR 295 AND SR 64 (STA. 469+99)	LT	93.00	5.00	--	47.60	5		2						47.60
SR 295 AND SR 64 (STA. 469+99)	RT	99.00	5.00	--	52.00	5		2						52.00
03/S>2/PV SUBTOTAL CARRIED TO GENERAL SUMMARY						43		16						469
TOTALS CARRIED TO GENERAL SUMMARY						133		50						1432

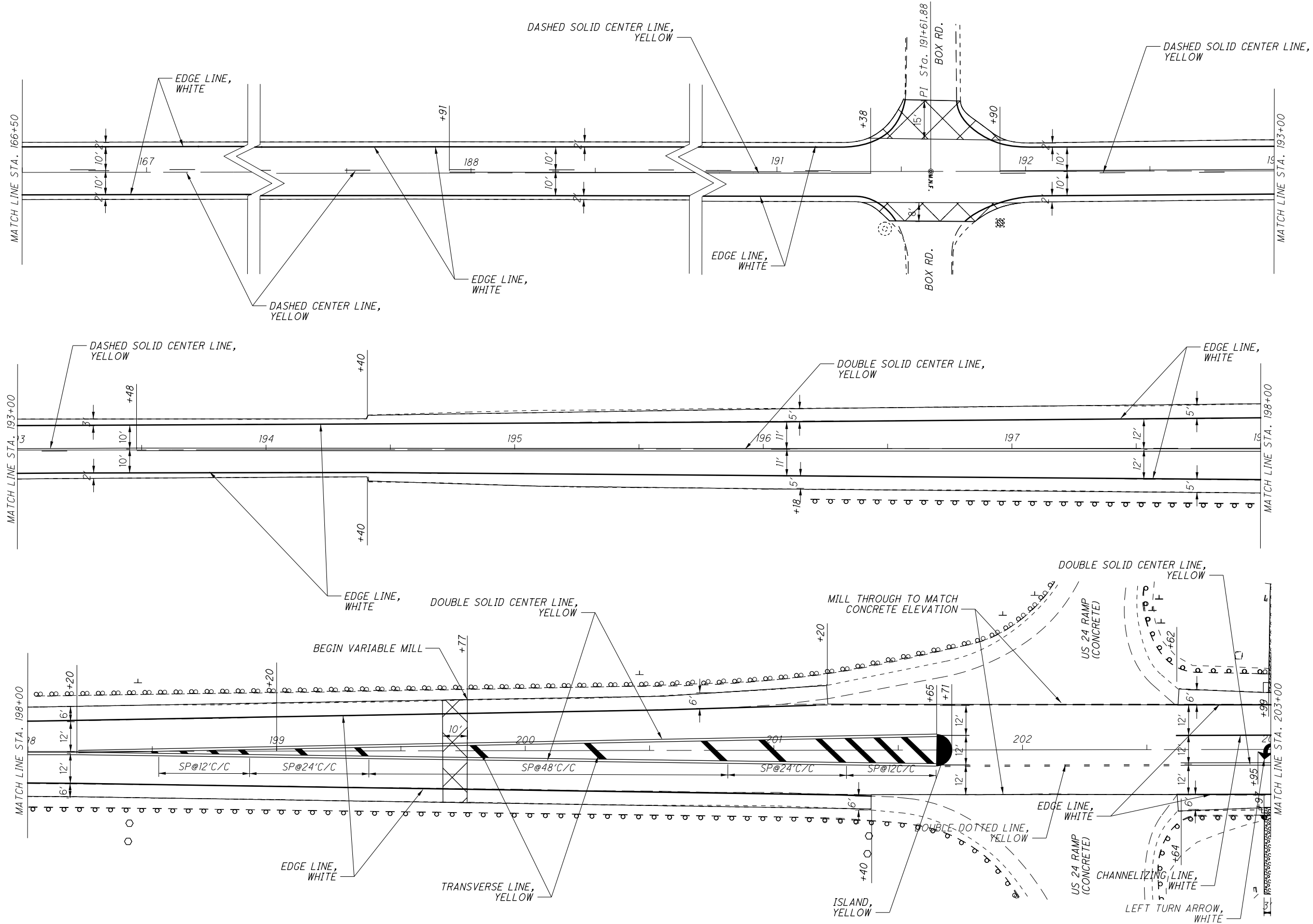
STATION	TYPICAL SECTION	SIDE	LENGTH (L)	AVERAGE WIDTH (W)	SURFACE AREA (A) A=DxW/9	CADD GENERATED AREA	203	601	609	606	202	606	606	606	606	626
			FT	FT	SQ YD	SQ YD	EMBANKMENT CY	TIED CONCRETE BLOCK MAT, TYPE 2 SY	CURB, TYPE 4-C FT	BRIDGE TERMINAL ASSEMBLY, TYPE 4 EACH	GUARDRAIL REMOVED FT	GUARDRAIL, TYPE MGS FT	ANCHOR ASSEMBLY, MGS TYPE T EACH	ANCHOR ASSEMBLY, MGS TYPE E EACH	MGS BRIDGE TERMINAL ASSEMBLY, TYPE 1 EACH	BARRIER REFLECTOR EACH
127+50.5 TO 134+52	--										702	650.0		2		10
202+97.00 TO 205+02.00	--	RT	207	--	--	20.14	3.36	35.06	207.00		215	212.5				3
202+99.00 TO 205+01.00	--	LT	204	--	--	19.76	3.29	43.43	204.00		215	212.5				3
205+01.00	--	LT		--	--	59.23	9.87									
205+02.00	--	RT		--	--	65.20	10.87									
205+01 TO 208+17		LT & RT	316	--	--						276	275.0			4	3
208+17.00	--	RT		--	--	57.07	9.51									
208+18.00	--	LT		--	--	63.36	10.56									
208+18.00 TO 210+18.00	--	LT	200	--	--	111.13	18.52		200.00		220	225.0				3
208+17.00 TO 210+17.00	--	RT	200	--	--				200.00		225	225.0				3
210+18.00 TO 210+27.00	--	LT		--	--	389.70		43.30								
210+17.00 TO 210+26.00	--	RT		--	--	387.00		43.00								
346+00 TO 348+00	--	LT & RT	173							2	173	87.5	1	1		2
348+67 TO 349+80	--	LT & RT	211							2	211	112.5		2		3
	--			--	--											
	--			--	--											
01/STR/PV SUBTOTAL CARRIED TO GENERAL SUMMARY							66	165	811	4	2237	2000	1	5	4	30
TOTALS CARRIED TO GENERAL SUMMARY							66	165	811	4	2237	2000	1	5	4	30

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SHEET NO.	LOCATION	STATION		SIDE	618	642	642	642	642	642	644	644	644	644	644	644	644	644	621	621	INFORMATION ONLY		
					EDGE LINE, RUMBLE STRIPE (ASPHALT CONCRETE)	EDGE LINE, 6" WHITE	CENTER LINE DASHED	CENTER LINE DOUBLE SOLID	CENTER LINE RIGHT SOLID	CENTER LINE LEFT SOLID	CHANNELIZING LINE, 8" WHITE	24" STOP BAR	TRANSVERSE LINE YELLOW	RAILROAD SYMBOL	ISLAND MARKING	TURN LANE ARROW, 96"	DOTTED LINE, WHITE 8"	DOUBLE DOTTED LINE, YELLOW 4"	RAISED PAVEMENT MARKER REMOVAL	RAISED PAVEMENT MARKER INSTALLATION	TWO WAY YELLOW/YELLOW	ONE WAY WHITE	TWO WAY WHITE/RED
		FROM	TO		MILE	MILE	MILE	MILE	MILE	MILE	L. FT.	L. FT.	L. FT.	EACH	SQ FT	EACH	L. FT.	L. FT.	EACH	EACH	EACH	EACH	EACH
17	SR 295	131+54	134+08	RT/LT	0.10	0.10		0.05										378	378	4	7		
17	SR 295	134+08	135+00	RT/LT	0.03	0.03		0.02				1								2	2		
17	SR 295	135+00	138+68	RT/LT	0.13	0.13		0.06												5			
17	SR 295	138+68	141+04	RT/LT	0.08	0.08		0.04												3			
17	SR 295	141+04	141+71	RT/LT	0.03	0.03		0.01												1			
17	NSRR (NO WORK)	141+71	141+89	RT/LT																0			
17	SR 295	141+89	143+82	RT/LT	0.07	0.07		0.01		0.03										3			
17	SR 295	143+82	166+50	RT/LT	0.86	0.86	0.31			0.11			1							28			
18	SR 295	166+50	193+00	RT/LT	1.00	1.00	0.43		0.07											33			
18	SR 295	193+00	198+00	RT/LT	0.19	0.19	0.01	0.09												7			
18	SR 295	198+00	203+00	RT/LT	0.14	0.14		0.14			38		114		65	1				10		1	
18	SR 295	203+00	213+00	RT/LT	0.33	0.33		0.20			667		92.6		63.5	7	163.5			99	13		20
19	SR 295	213+00	272+77	RT/LT	2.26	2.26	0.91	0.15	0.07	0.04			35								78		
20	SR 295	272+77	355+70	RT/LT	3.14	3.14	1.40		0.07	0.09		18									103		
21	SR 295	355+70	401+28	RT/LT	1.73	1.73	0.72	0.01	0.13	0.01											58		
LINE TYPE TOTALS							3.77	0.65	0.45	0.28													
01/ STR/ PV CARRIED TO GEN. SUMMMARY					10.10	10.09	5.16				705	18	241.6	2	128.5	8	163.5	198	378	378			
22	SR 295	401+28	427+75	RT/LT	1.00	1.00	0.20	0.02	0.13	0.15								103	103	33			
22	SR 295	427+75	438+50	RT/LT	0.36	0.36		0.20												14			
23	SR 295	438+50	470+56	RT/LT	1.17	1.17	0.33	0.02	0.06	0.16		25								39	17		
LINE TYPE TOTALS							0.53	0.24	0.19	0.31													
03/ S>2/ PV CARRED TO GEN. SUMMARY					2.53	2.53	1.27				0	25	0	0	0	0			103	103			



BUTT JOINT AS PER STD. DRAWING BP-3.1

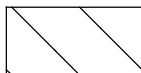




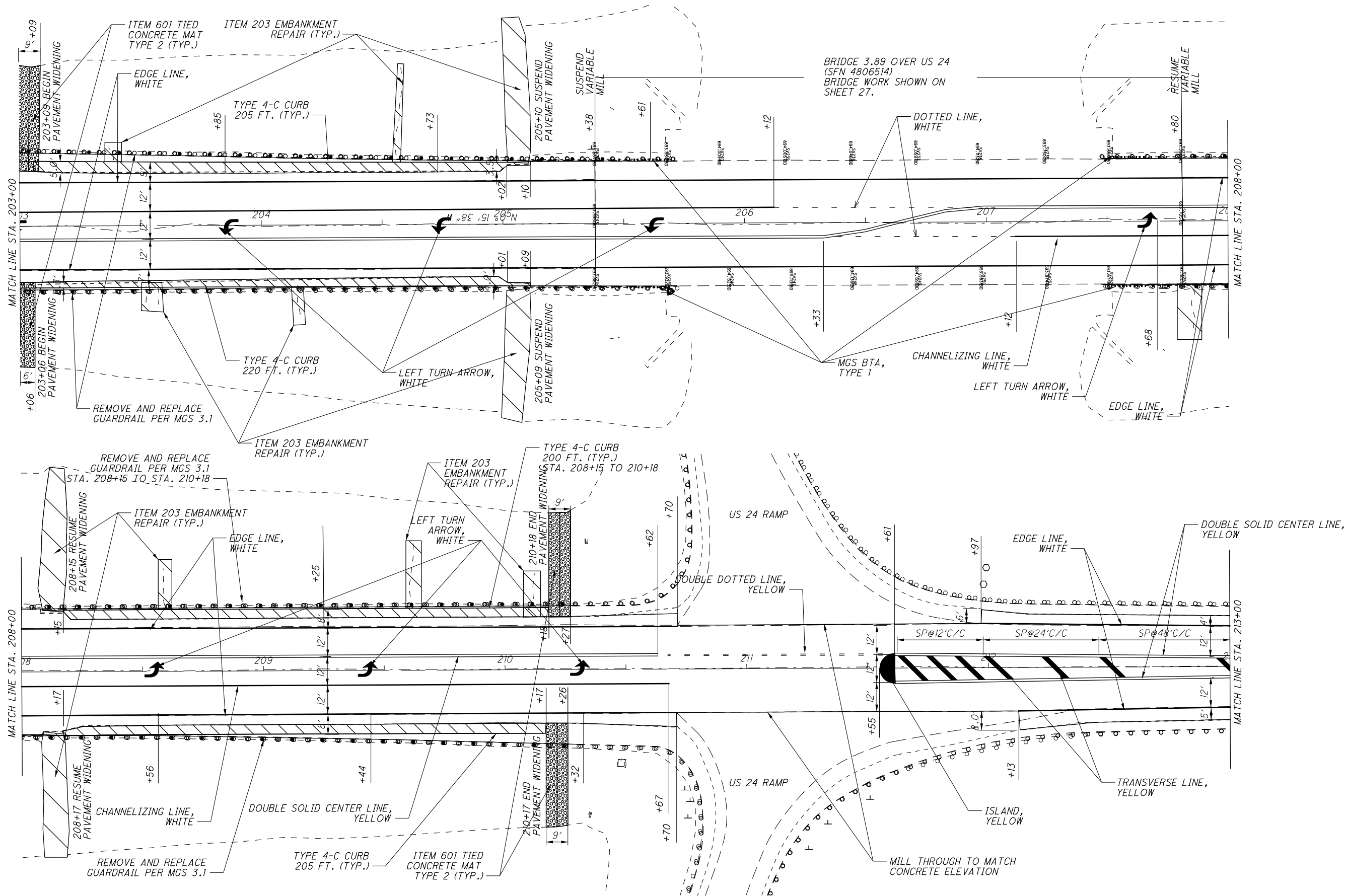
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PAVEMENT WIDENING AREA



EMBANKMENT REPAIR AREA



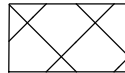
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SCALE IN FEET

CALCULATED
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JMF

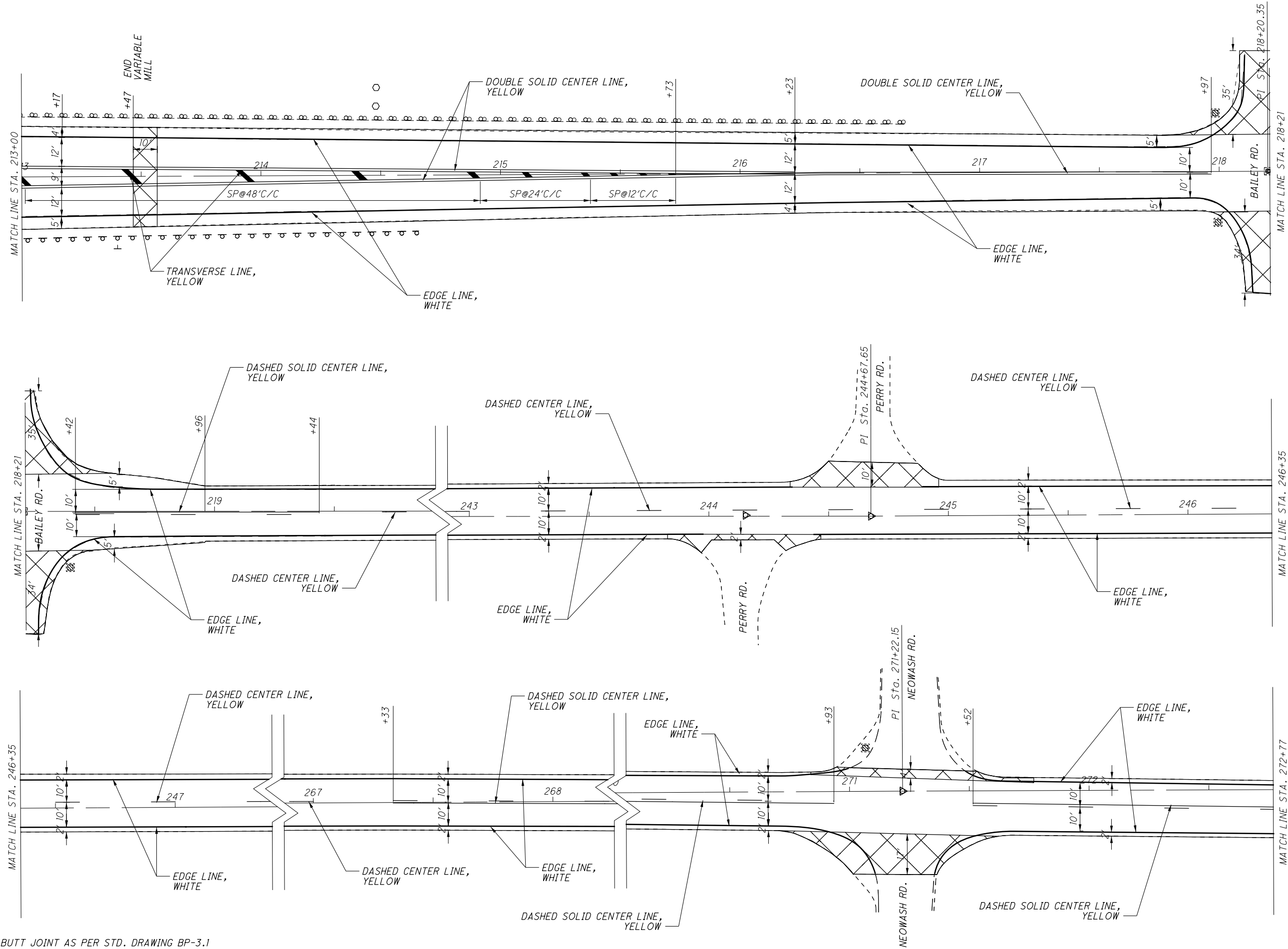
SR 295 PLAN SHEET
STA. 203+00 TO STA. 213+00

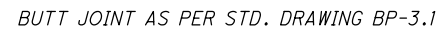
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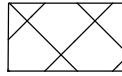
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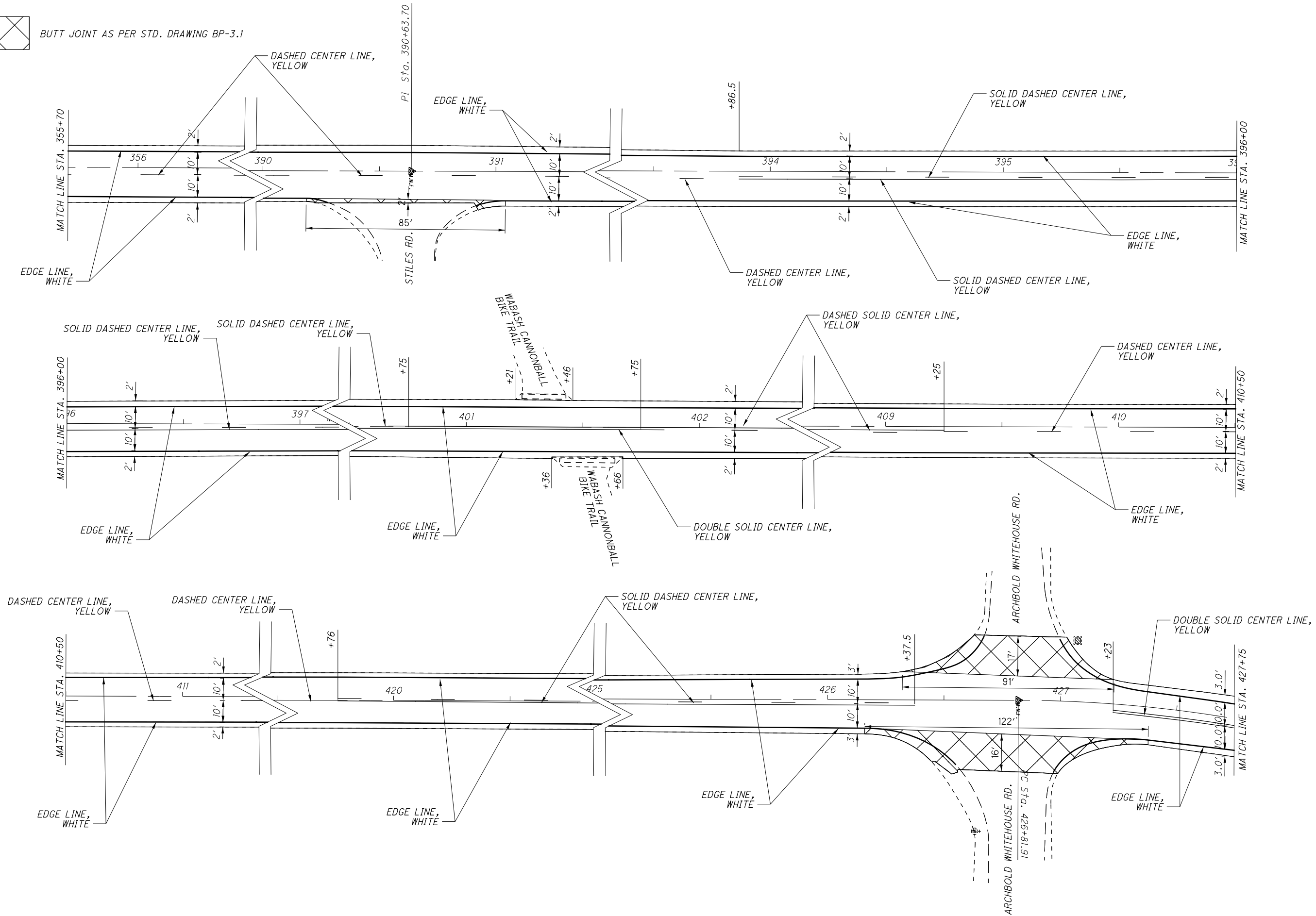


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BUTT JOINT AS PER STD. DRAWING BP-3.1



CALCULATED

JGA

CHECKED

JMF

0

20

40

HORIZONTAL

SCALE IN FEET

SR 295 PLAN SHEET

STA. 355+70 TO STA. 427+75

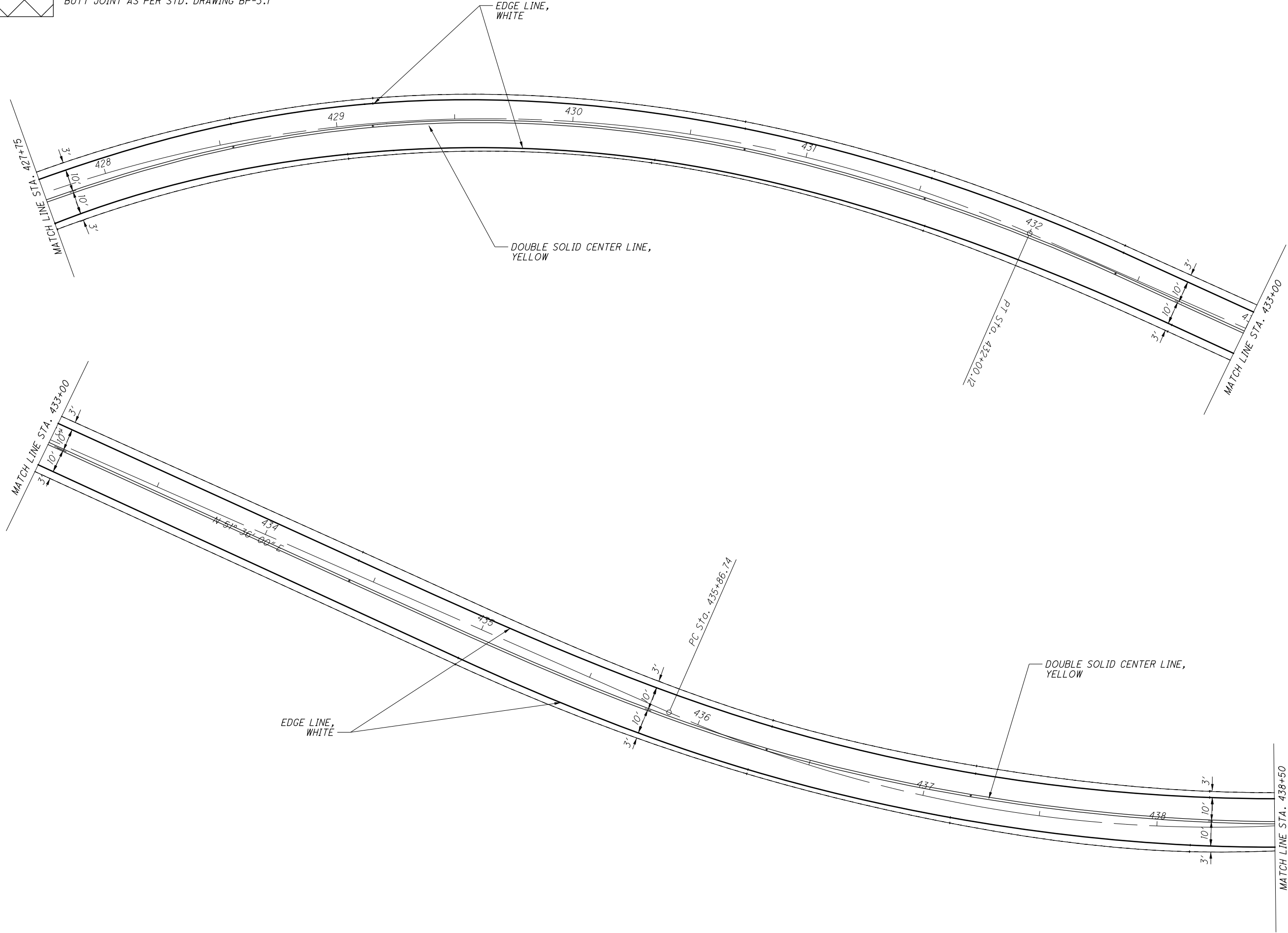
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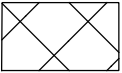
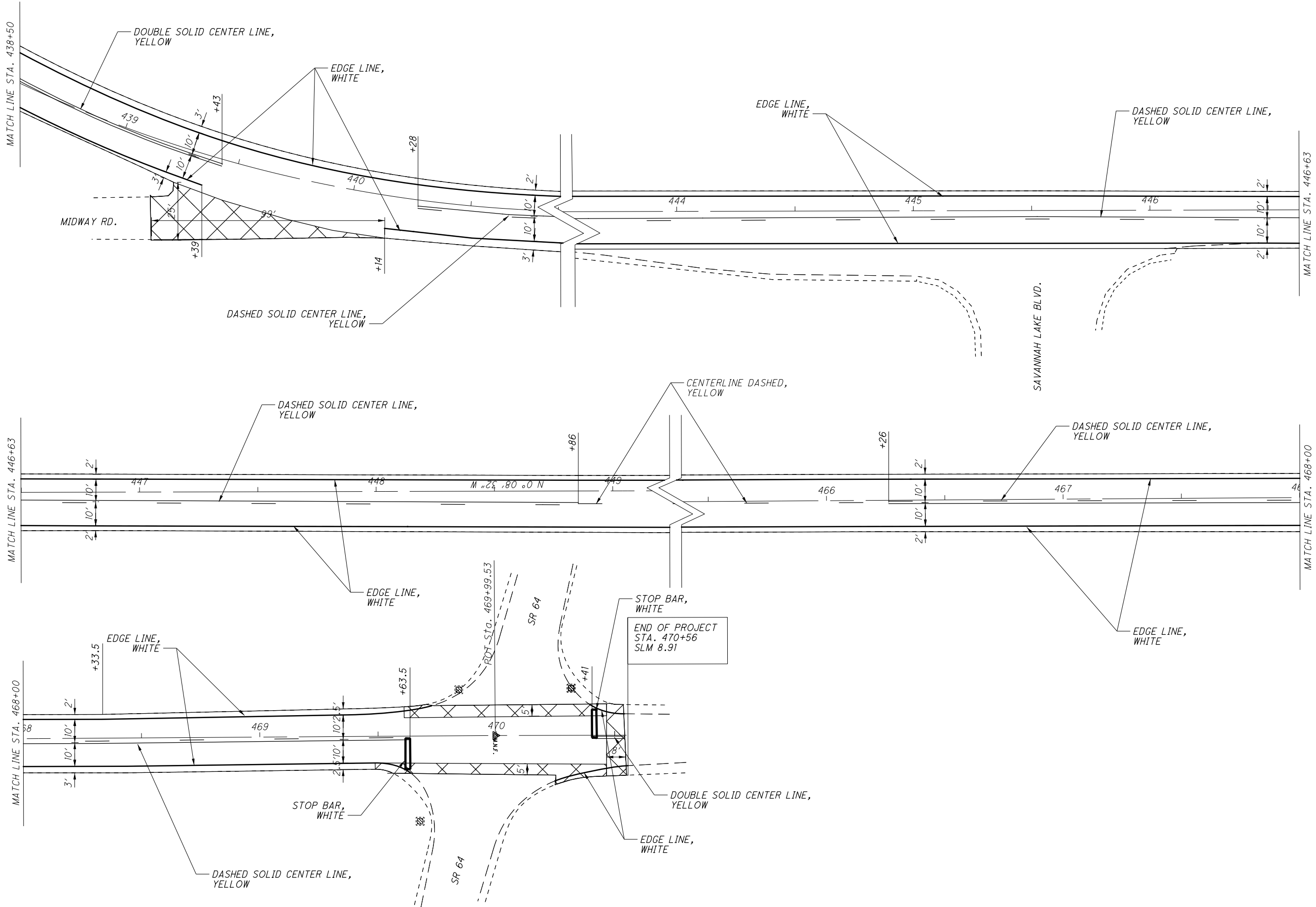
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BUTT JOINT AS PER STD. DRAWING BP-3.1



		HORIZONTAL SCALE IN FEET	CALCULATED	
			JGA	JMF
SR 295 PLAN SHEET			STA. 427+75 TO STA. 438+50	
LUC-295-2.47			22 34	



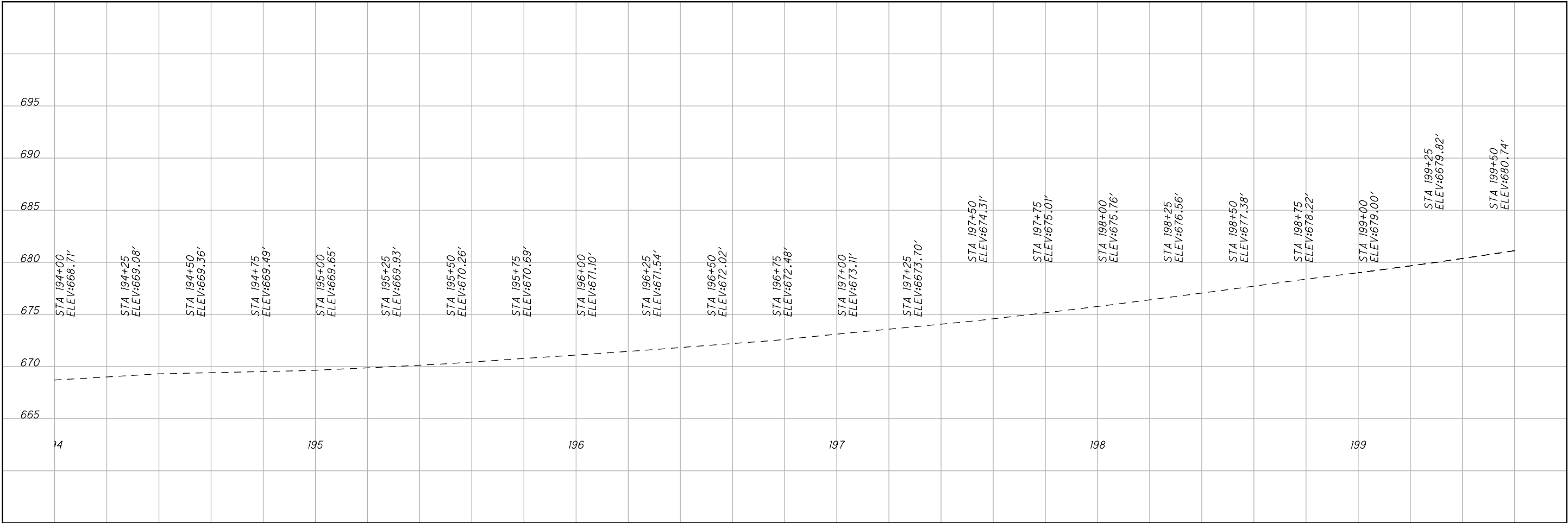
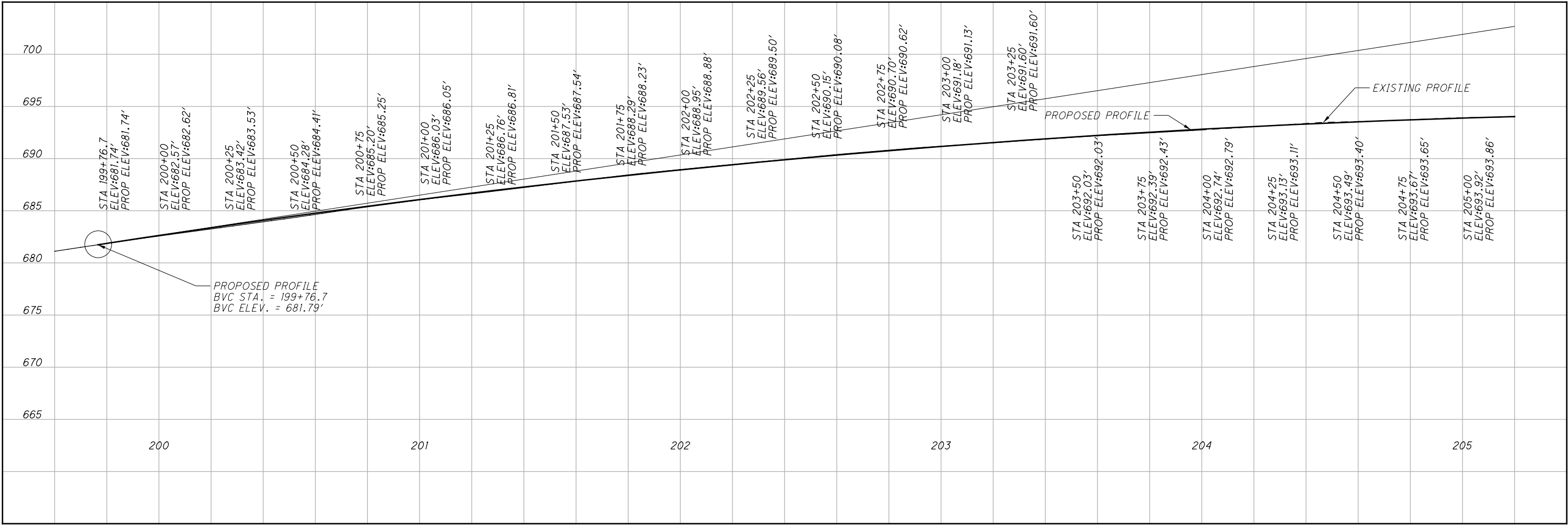
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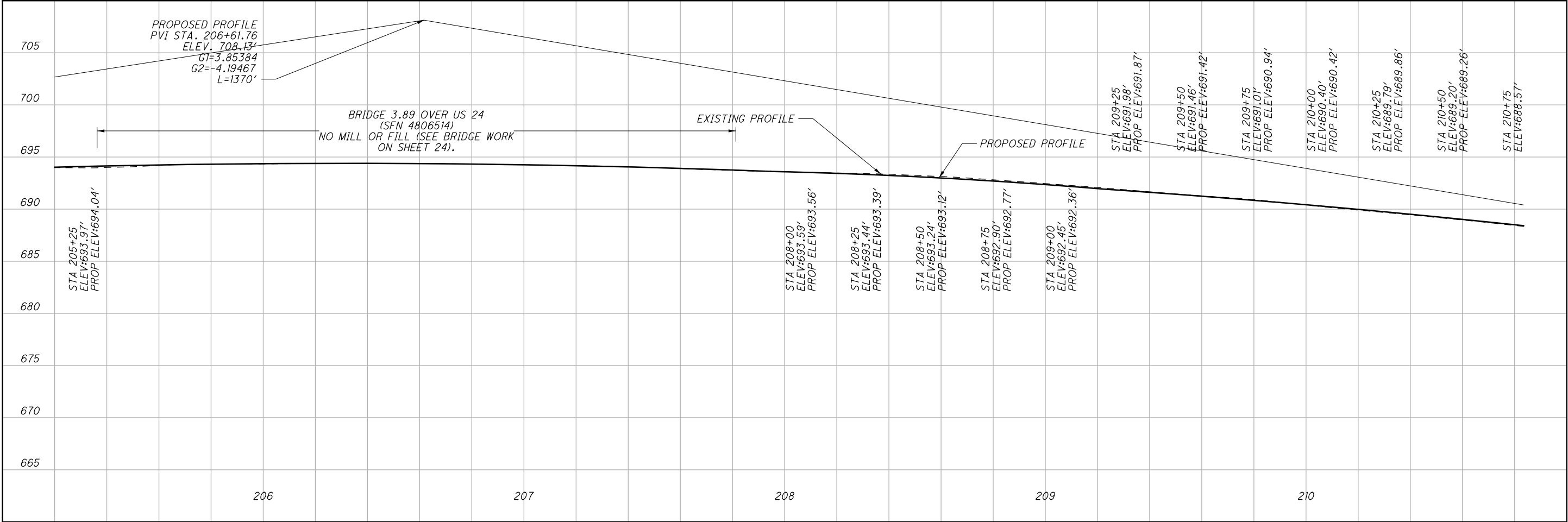
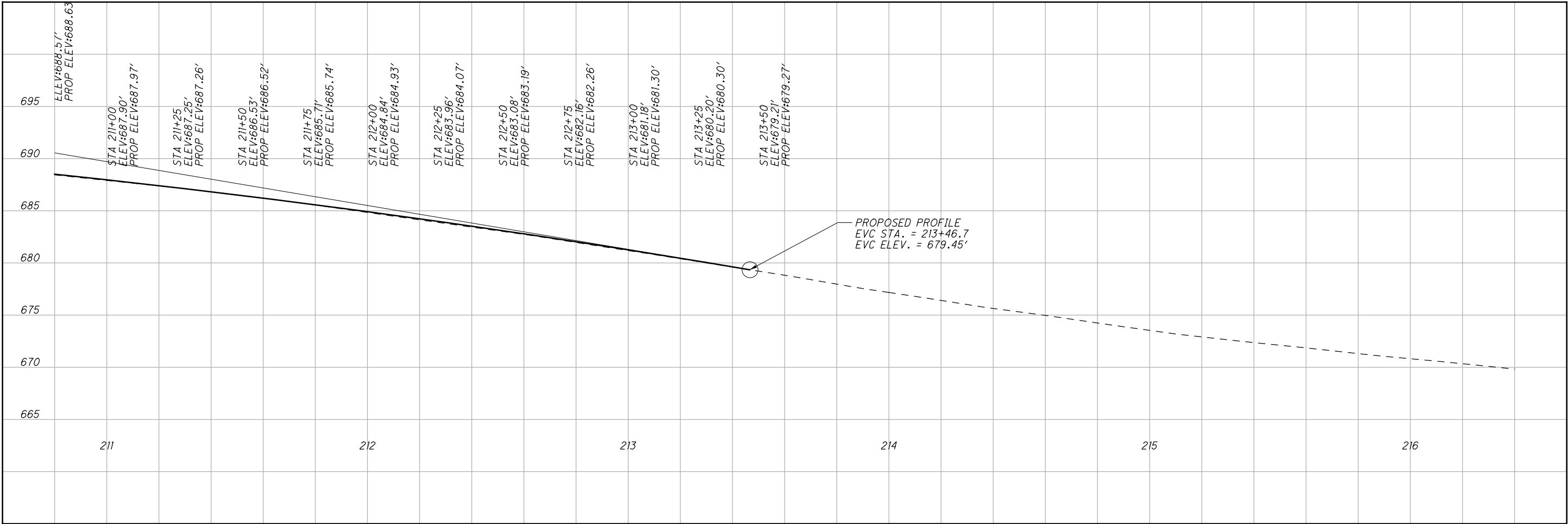


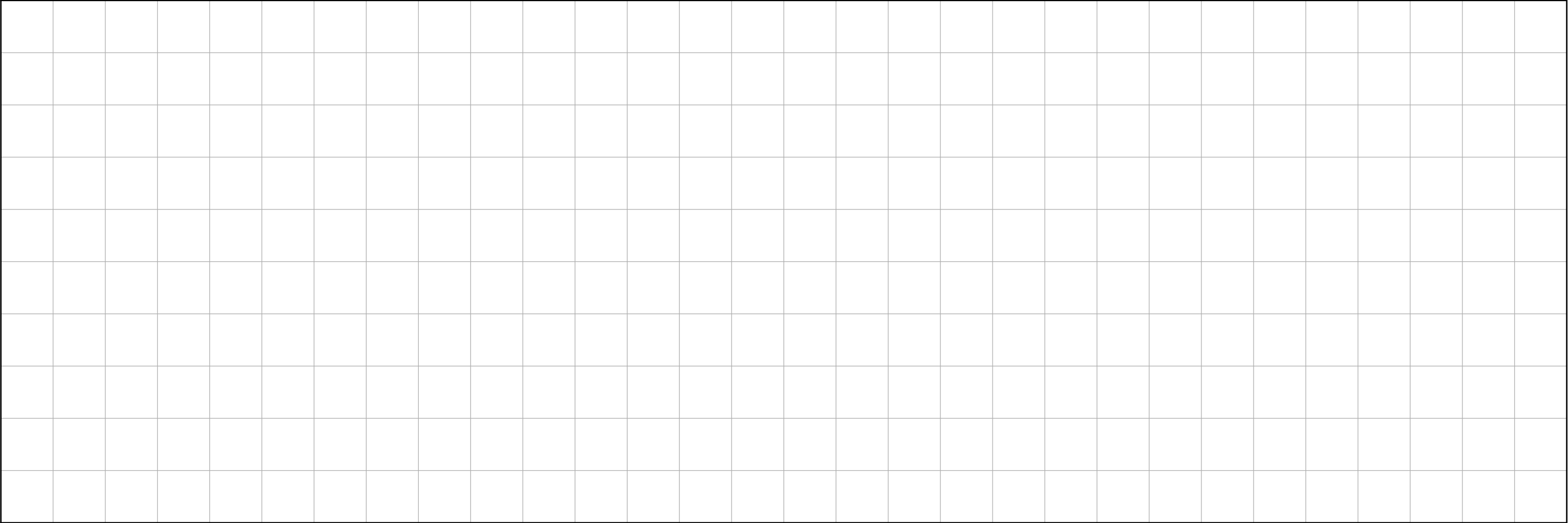
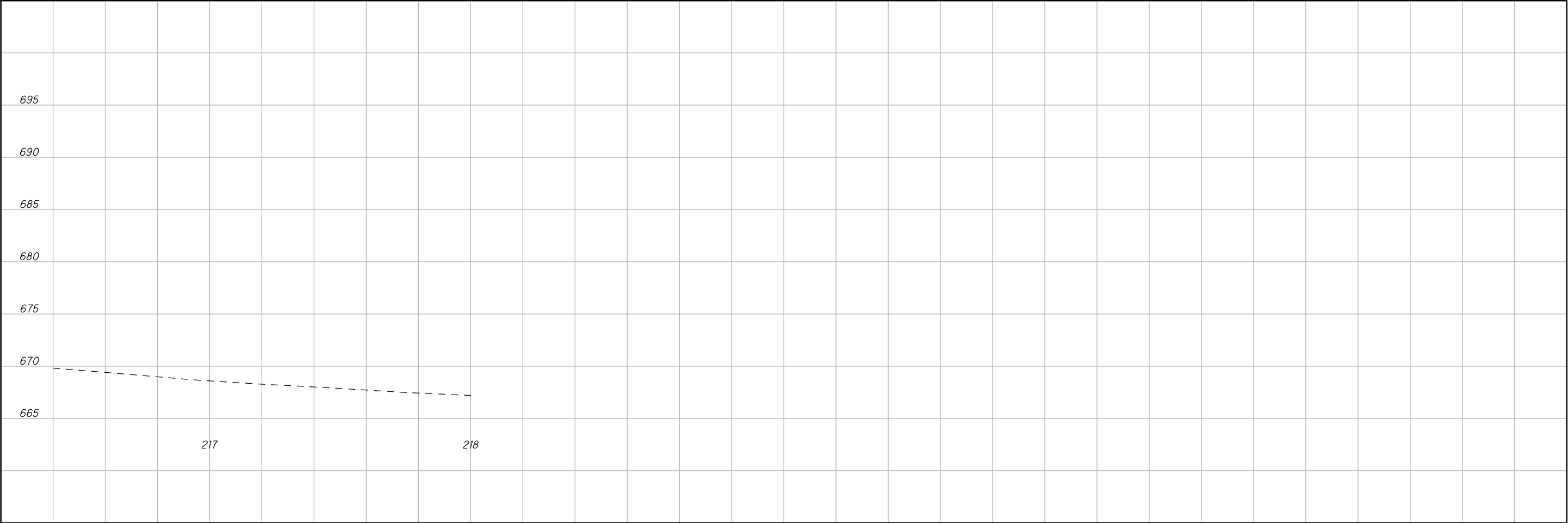
CALCULATED JGA
CHECKED JMF

SR 295 PLAN SHEET
STA. 438+50 TO STA. 470+56

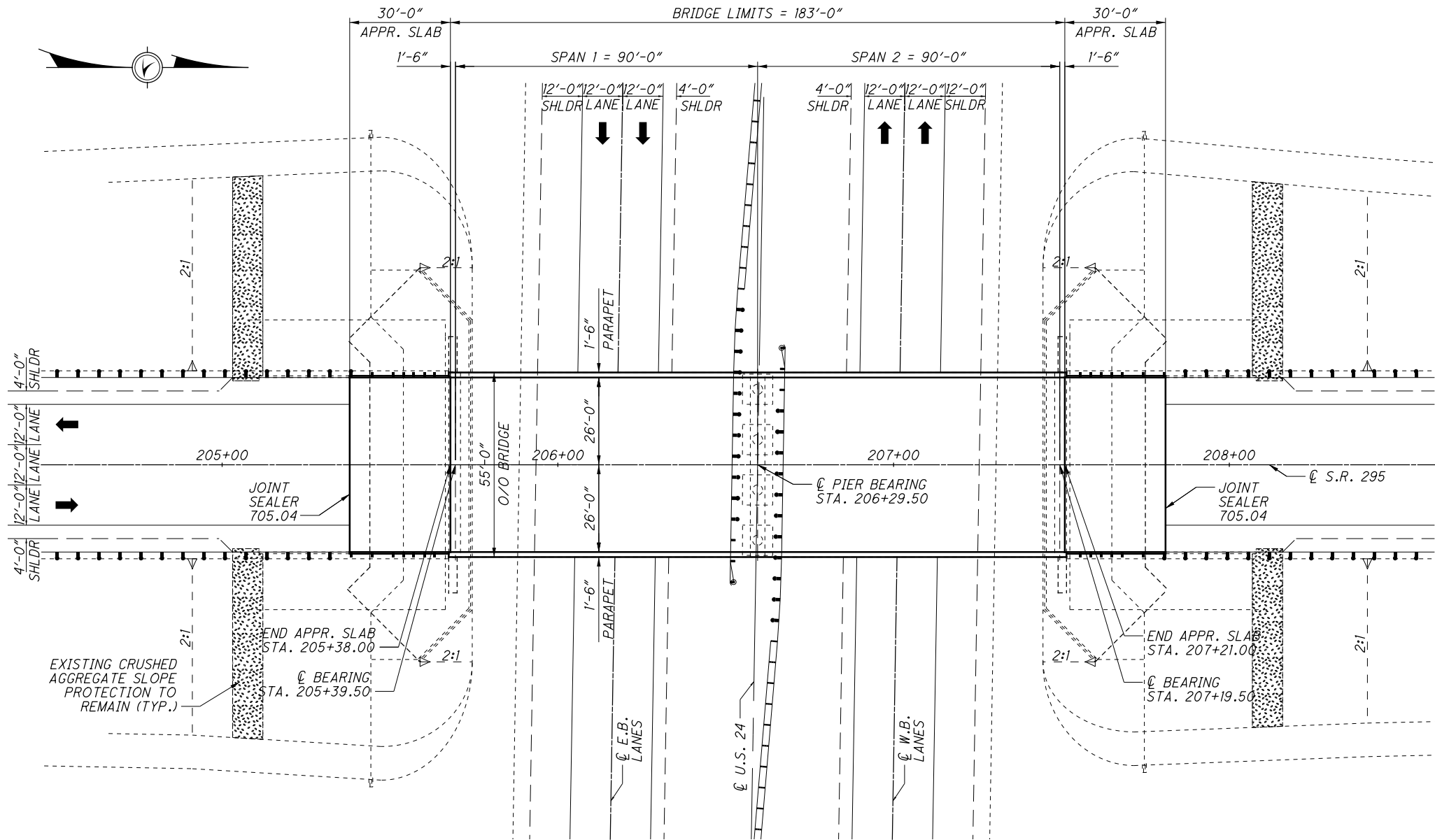
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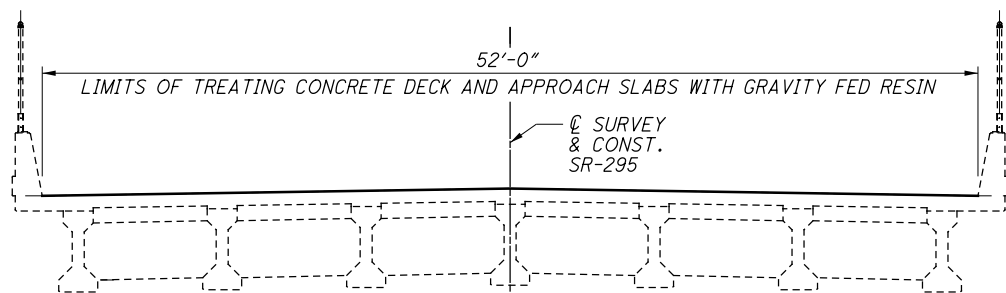




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PLAN



TRANSVERSE SECTION

LUC-295-0389 ESTIMATED QUANTITIES (04/STR/BR)

ITEM	EXTENSION	TOTAL	UNIT	DESCRIPTION	SUPER.	GEN.
512	73500	1405	SY	TREATING CONCRETE BRIDGE DECKS WITH GRAVITY FED RESIN	1058	347
516	31000	104	FT	JOINT SEALER, 705.04		104

*APPROACH SLABS

STANDARD DRAWINGS AND SUPPLEMENTAL SPECIFICATIONS

REFER TO THE FOLLOWING STANDARD DRAWINGS:

MT-97.10 DATED/REVISED 7-18-14

EXISTING STRUCTURE VERIFICATION

DETAILS AND DIMENSIONS SHOWN ON THESE PLANS PERTAINING TO THE EXISTING STRUCTURE HAVE BEEN OBTAINED FROM PLANS OF THE EXISTING STRUCTURE AND FROM FIELD OBSERVATIONS AND MEASUREMENTS. CONSEQUENTLY, THEY ARE INDICATIVE OF THE EXISTING STRUCTURE AND THE PROPOSED WORK BUT THEY SHALL BE CONSIDERED TENTATIVE AND APPROXIMATE. THE CONTRACTOR IS REFERRED TO CMS SECTION 102.05.

CONTRACT BID PRICES SHALL BE BASED UPON RECOGNITION OF THE UNCERTAINTIES DESCRIBED ABOVE AND UPON A PREBID EXAMINATION OF THE EXISTING STRUCTURE BY THE CONTRACTOR. HOWEVER, ALL PROJECT WORK SHALL BE BASED UPON ACTUAL DETAILS AND DIMENSIONS WHICH HAVE BEEN VERIFIED BY THE CONTRACTOR IN THE FIELD.

EXISTING BRIDGE PLANS

EXISTING PLANS MAY BE INSPECTED IN THE OFFICE OF STRUCTURAL ENGINEERING IN COLUMBUS, OHIO OR AT THE ODOT DISTRICT 2 OFFICE AT 317 EAST POE RD., BOWLING GREEN, OHIO.

DESIGN TRAFFIC:
2017 ADT = 1900 2017 ADTT = 209
2037 ADT = 2200 2037 ADTT = 242
DIRECTIONAL DISTRIBUTION = 0.66

PROPOSED WORK:

1. MAINTAIN TRAFFIC WITH FLAGGERS AS PER STD. DWG. MT-97.10.
2. SEAL CONCRETE BRIDGE DECK AND APPROACH SLABS WITH GRAVITY FED RESIN.

EXISTING STRUCTURE

TYPE: TWO SPAN PRESTRESSED CONCRETE TYPE IV I-BEAM BRIDGE ON SEMI-INTEGRAL ABUTMENTS WITH MSE WALL RETAINED EMBANKMENTS AND CAP AND COLUMN PIERS

SPANS: 90'-0", 90'-0" C/C SUBSTRUCTURES
ROADWAY: 52'-0" TOE/TOE PARAPET
LOADING: HS25 AND ALTERNATE MILITARY
F.W.S. = 60 PSF

SKEW: NONE
APPROACH SLABS: 30'-0" LONG (AS-1-15)
WEARING SURFACE: MONOLITHIC CONCRETE
ALIGNMENT: TANGENT
CROWN: 0.016 FT/FT

STRUCTURAL FILE NUMBER: 4806514
COORDINATES: LATITUDE N 41° 28' 21"
LONGITUDE W 83° 49' 32"

DESIGN AGENCY
OHIO DEPARTMENT
OF TRANSPORTATION

DATE
06/22/16
REVIEWED
DUG
STRUCTURE FILE NUMBER
4806514

DRAWN
KAH
REVIEWED
BPN

DESIGNED
KAH
CHECKED
BPN

LUCAS COUNTY
STA. 205+38.00
STA. 207+21.00

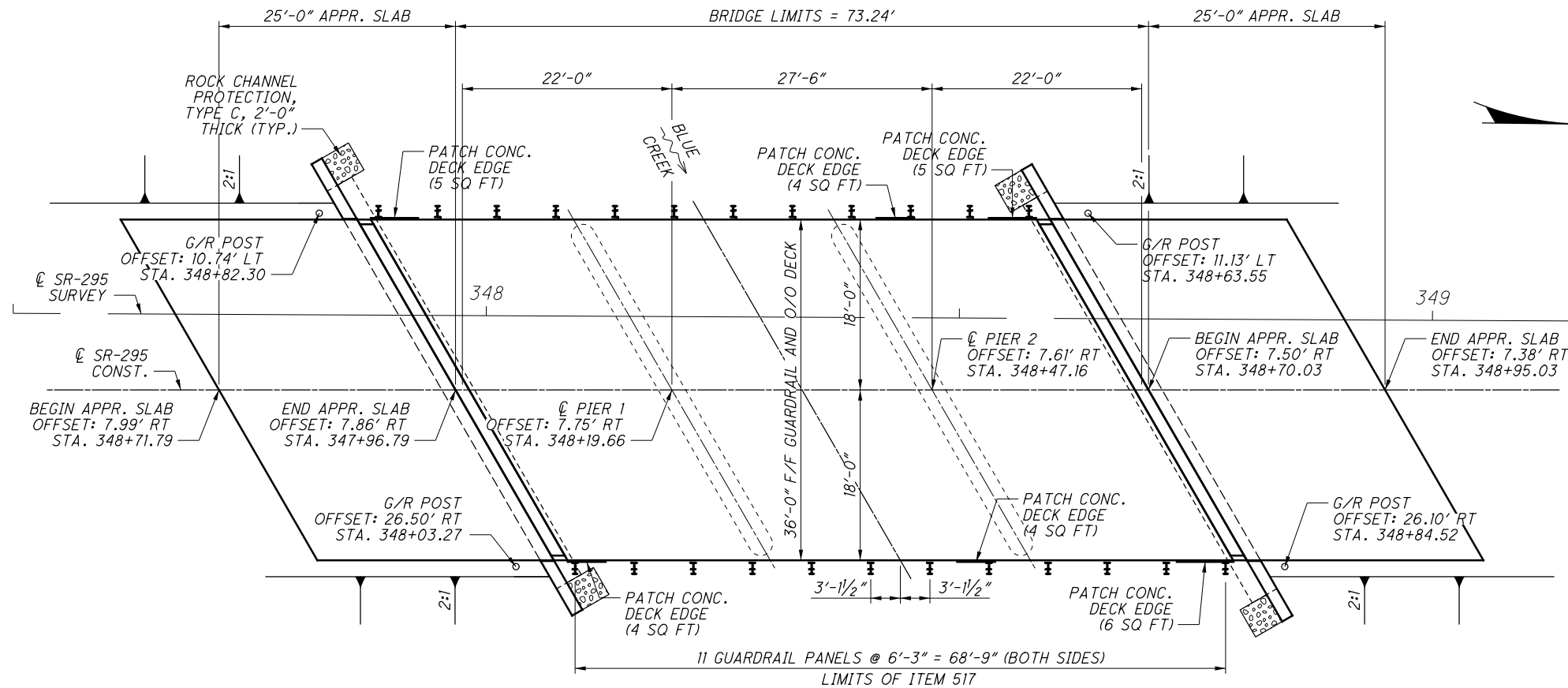
SITE PLAN
BRIDGE NO. LUC-295-0389
OVER US-24

LUC-295-2.47
PID No. 95751

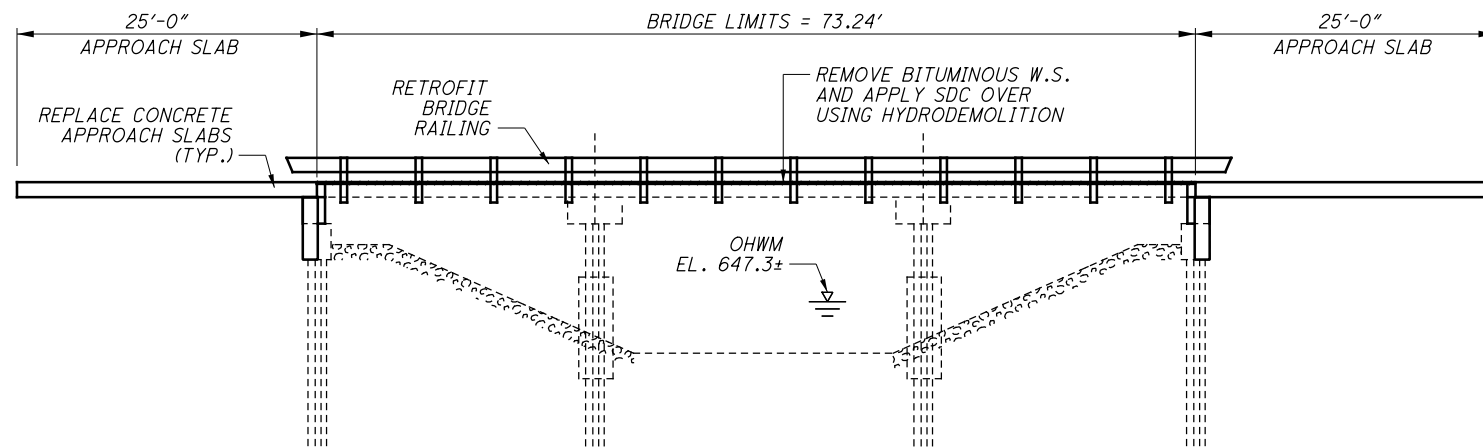
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PLAN



ELEVATION

DESIGN TRAFFIC:
2017 ADT = 1900 2017 ADTT = 209
2037 ADT = 2200 2037 ADTT = 242
DIRECTIONAL DISTRIBUTION = 0.66

BENCHMARK ELEVATION = 657.35

TYPE: 1" BOLT, SW WINGWALL OF BRIDGE.

EXISTING STRUCTURE

TYPE: CONTINUOUS REINF. CONCRETE SLAB WITH CAPPED PILE SUBSTRUCTURE.

SPANS: 22'-27.5'-22' C/C BRG
ROADWAY: 36' F/F GUARDRAIL
LOADING: CF-130 (57)
SKEW: 30°0'0" R.F.
APPROACH SLABS: AS-1-15 (25' LONG)
ALIGNMENT: TANGENT
WEARING SURFACE: BITUMINOUS
STRUCTURAL FILE NUMBER: 4806549
DATE BUILT: 1965
COORDINATES: LATITUDE N. 41°-29'-41"
LONGITUDE W. 83°-49'-36"

PROPOSED STRUCTURAL WORK:

1. CLOSE BRIDGE TO TRAFFIC.
2. REMOVE EXISTING BITUMINOUS WEARING SURFACE.
3. SUPPORT REINFORCED CONCRETE BRIDGE DECK WITH WOOD SUPPORTS/FORMS AND REMOVE APPROACH SLABS AND TOP PORTIONS OF THE ABUTMENTS.
4. RECONSTRUCT INTEGRAL ABUTMENTS AND CONSTRUCT NEW APPROACH SLABS.
5. PLACE SUPERPLASTICIZED DENSE CONCRETE OVERLAY.
6. RETROFIT EXISTING BRIDGE RAIL.
7. OPEN BRIDGE TO TRAFFIC.

DESIGN AGENCY
OHIO DEPARTMENT
OF TRANSPORTATION

DATE
06/22/16
REVIEWED
DUG
STRUCTURE FILE NUMBER
4806549

DRAWN
BPN
REVIS
DUG

DESIGNED
BPN
CHECKED
DUG

LUCAS COUNTY
STA. 347+96.79
STA. 348+70.03

SITE PLAN

BRIDGE NO. LUC-295-0659
OVER BLUE CREEK

LUC-295-2.47
PID No. 95751

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STANDARD DRAWINGS AND SUPPLEMENTAL SPECIFICATIONS

REFER TO THE FOLLOWING STANDARD BRIDGE DRAWING(S):

AS-1-15	DATED/REVISED	7-17-15
AS-2-15	DATED/REVISED	7-17-15
CPA-1-08	DATED/REVISED	7-18-08
DBR-2-73	DATED/REVISED	7-19-02
DBR-3-11	DATED/REVISED	7-15-11
DS-1-92	DATED/REVISED	7-18-03

AND TO THE FOLLOWING SUPPLEMENTAL SPECIFICATION(S):

848	DATED	7-17-15
-----	-------	---------

DESIGN SPECIFICATIONS:

CLASS QC2 CONCRETE WITH QC/QA - COMPRESSIVE STRENGTH 4.5 KSI (SUPERSTRUCTURE)
CLASS QC1 CONCRETE WITH QC/QA - COMPRESSIVE STRENGTH 4.0 KSI (SUBSTRUCTURE)
REINFORCING STEEL - ASTM A615 OF A996 GRADE 60 MINIMUM YIELD STRENGTH 60 KSI

DECK PROTECTION METHOD:

EPOXY COATED REINFORCING STEEL
SUPERPLASTICIZED DENSE CONCRETE OVERLAY
STEEL DRIP STRIP

EXISTING STRUCTURE VERIFICATION

DETAILS AND DIMENSIONS SHOWN ON THESE PLANS PERTAINING TO THE EXISTING STRUCTURE HAVE BEEN OBTAINED FROM PLANS OF THE EXISTING STRUCTURE AND FROM FIELD OBSERVATIONS AND MEASUREMENTS. CONSEQUENTLY, THEY ARE INDICATIVE OF THE EXISTING STRUCTURE AND THE PROPOSED WORK BUT THEY SHALL BE CONSIDERED TENTATIVE AND APPROXIMATE. THE CONTRACTOR IS REFERRED TO CMS SECTIONS 102.05 & 105.02.

BASE CONTRACT BID PRICES UPON A RECOGNITION OF THE UNCERTAINTIES DESCRIBED ABOVE AND UPON A PREBID EXAMINATION OF THE EXISTING STRUCTURE. HOWEVER, THE DEPARTMENT WILL PAY FOR ALL PROJECT WORK BASED UPON ACTUAL DETAILS AND DIMENSIONS THAT HAVE BEEN VERIFIED IN THE FIELD.

EXISTING BRIDGE PLANS

EXISTING PLANS MAY BE INSPECTED IN THE OFFICE OF STRUCTURAL ENGINEERING IN COLUMBUS, OHIO OR AT THE ODOT DISTRICT 2 OFFICE AT 317 EAST POE RD., BOWLING GREEN, OHIO.

ITEM 202, PORTIONS OF STRUCTURE REMOVED, AS PER PLAN

THIS ITEM SHALL INCLUDE THE ELEMENTS INDICATED IN THE PLANS AND GENERAL NOTES AND THAT ARE NOT SEPARATELY LISTED FOR PAYMENT, EXCEPT FOR WEARING COURSE REMOVAL. ITEMS TO BE REMOVED INCLUDE ALL EXISTING MATERIALS BEING REPLACED BY NEW CONSTRUCTION AND MISCELLANEOUS ITEMS THAT ARE NOT SHOWN TO BE INCORPORATED INTO THE FINAL CONSTRUCTION AND ARE DIRECTED TO BE REMOVED BY THE ENGINEER. THE USE OF EXPLOSIVES, HEADACHE BALLS AND/OR HOE-RAMS WILL NOT BE PERMITTED. THE METHOD OF REMOVAL AND THE WEIGHT OF HAMMER SHALL BE APPROVED BY THE ENGINEER. PERFORM ALL WORK IN A MANNER THAT WILL NOT CUT, ELONGATE OR DAMAGE THE EXISTING REINFORCING STEEL

TO BE PRESERVED. CHIPPING HAMMERS SHALL NOT BE HEAVIER THAN THE NOMINAL 90-POUND [41 KILOGRAM] CLASS. PNEUMATIC HAMMERS SHALL NOT BE PLACED IN DIRECT CONTACT WITH REINFORCING STEEL THAT IS TO BE RETAINED IN THE REBUILT STRUCTURE. SUBMIT CONSTRUCTION PLANS ACCORDING TO CMS 501.05.

ITEM 503 UNCLASSIFIED EXCAVATION, AS PER PLAN

UNCLASSIFIED EXCAVATION SHALL BE IN ACCORDANCE WITH 503 EXCEPT THAT THE BACKFILL MATERIAL PLACED IN BEHIND THE ABUTMENTS SHALL BE 703.17 MATERIAL PLACED IN 6 INCH LIFTS AS PER 304.05.

CUT LINE CONSTRUCTION JOINT PREPARATION

SAW CUT BOUNDARIES OF PROPOSED CONCRETE REMOVALS 1 INCH [25 MM] DEEP. REMOVE CONCRETE TO A ROUGH SURFACE. LEAVE THE EXISTING REINFORCING STEEL, IF REQUIRED IN THE PLANS, IN PLACE. INSTALL DOWEL BARS IF SPECIFIED. PRIOR TO CONCRETE PLACEMENT ABRASIVELY CLEAN JOINT SURFACES AND EXISTING EXPOSED REINFORCEMENT TO REMOVE LOOSE AND DISINTEGRATED CONCRETE AND LOOSE RUST. THOROUGHLY CLEAN THE JOINT SURFACE AND EXPOSED REINFORCEMENT OF ALL DIRT, DUST, RUST OR OTHER FOREIGN MATERIAL BY THE USE OF WATER, AIR UNDER PRESSURE, OR OTHER METHODS THAT PRODUCE SATISFACTORY RESULTS. EXISTING REINFORCING STEEL DOES NOT HAVE TO HAVE A BRIGHT STEEL FINISH, BUT REMOVE ALL PACK AND LOOSE RUST. THOROUGHLY DRENCH EXISTING CONCRETE SURFACES WITH CLEAN WATER AND ALLOW TO DRY TO A DAMP CONDITION BEFORE PLACING CONCRETE.

SUBSTRUCTURE CONCRETE REMOVAL

REMOVE CONCRETE BY MEANS OF APPROVED PNEUMATIC HAMMERS EMPLOYING POINTED AND BLUNT CHISEL TOOLS. HYDRAULIC HOE-RAM TYPE HAMMERS WILL NOT BE PERMITTED. THE WEIGHT OF THE HAMMER SHALL NOT BE MORE THAN 35 POUNDS [16 KILOGRAMS] FOR REMOVAL WITHIN 18 INCHES [450 MM] F PORTIONS TO BE PRESERVED. OUTSIDE THE 18 INCH [450 MM] LIMIT, THE CONTRACTOR MAY USE HAMMERS NOT EXCEEDING 90 POUNDS [41 KILOGRAMS] UPON THE APPROVAL OF THE ENGINEER. DO NOT PLACE PNEUMATIC HAMMERS IN DIRECT CONTACT WITH REINFORCING STEEL THAT IS TO BE RETAINED IN THE REBUILT STRUCTURE.

ITEM 509, EPOXY COATED REINFORCING STEEL

IN ADDITION TO THE PROVISIONS OF ITEM 509, REINFORCING STEEL DESIGNATED IN THE PLANS SHALL BE FIELD BENT AND/OR CUT, AS NECESSARY, IN ORDER TO MAINTAIN THE REQUIRED CLEARANCES AND BAR SPACINGS. ALL DAMAGE TO THE EPOXY COATING AS A RESULT OF THIS WORK SHALL BE REPAIRED ACCORDING TO 709.00.

ITEM 509 REINFORCING STEEL, REPLACEMENT OF EXISTING REINFORCING STEEL, AS PER PLAN

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

ITEM 848, SUPERPLASTICIZED DENSE CONCRETE OVERLAY, AS PER PLAN

THE FINAL BRIDGE DECK AND APPROACH SURFACE SMOOTHNESS SHALL COMPLY WITH PROPOSAL NOTE 555, DATED 4/17/2015.

ITEM, SPECIAL, STRUCTURE MISC.: SURVEY OF EXISTING STRUCTURE

PRIOR TO PERFORMING ANY STRUCTURAL REMOVAL OPERATIONS AND BEFORE ANY BRIDGE DEMOLITION, THE CONTRACTOR SHALL MAKE A SURVEY. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE FOLLOWING:

1. TAKE ELEVATIONS OF THE BRIDGE DECK ALONG ALL EDGES, CROWNS AND CONSTRUCTION JOINTS. THE CONTRACTOR WILL BE RESPONSIBLE FOR DEVELOPING THE DECK SCREED TABLE.
2. TAKE ELEVATIONS AT BRIDGE APPROACHES. THE CONTRACTOR WILL BE RESPONSIBLE TO ENSURE THAT APPROACH PAVEMENT PROFILES SHALL MEET CRITERIA IN THE ODOT LOCATION AND DESIGN MANUAL.

ALL SURVEY AND FIELD INFORMATION SHALL BE SUBMITTED TO THE ENGINEER PRIOR TO THE FINAL PLACEMENT OF THE BRIDGE DECK OVERLAY AND APPROACH SLABS. THE ENGINEER SHALL HAVE THE AUTHORITY TO MAKE REVISIONS TO THE FINAL PLANS.

ITEM 517, BRIDGE RAILING REBUILT, AS PER PLAN

THE CONTRACTOR SHALL FURNISH AND INSTALL 24 NEW RAILING POSTS AS SHOWN IN THE PLAN UTILIZING EXISTING BRIDGE BEAM ANCHOR BOLTS, DEEP BEAM RAIL AND STEEL TUBULAR BACKUP. ALL MOUNTING HARDWARE TO INSTALL THE NEW POSTS SHALL BE REPLACED WITH NEW. REBUILT BRIDGE RAILING SHALL CONFORM TO STANDARD DRAWING DBR-2-73. PAYMENT FOR REMOVAL OF OLD POSTS SHALL BE INCLUDED WITH ITEM 202, BRIDGE RAILING REMOVED FOR REUSE. ALL WORK TO INSTALL THE REBUILT RAILING SHALL BE COMPLETED WHILE THE STRUCTURE IS CLOSED TO TRAFFIC AS PER ITEM 614.

PAYMENT FOR BRIDGE RAILING REBUILD SHALL BE MADE AT THE UNIT PRICE BID AND SHALL INCLUDE ALL MATERIALS, LABOR AND EQUIPMENT TO COMPLETE THE WORK TO THE SATISFACTION OF THE ENGINEER.

DECK OVERLAY PLACEMENT DESIGN ASSUMPTIONS:

THE FOLLOWING ASSUMPTIONS OF CONSTRUCTION MEANS AND METHODS WERE MADE FOR THE ANALYSIS AND DESIGN OF THE SUPERSTRUCTURE. THE CONTRACTOR IS RESPONSIBLE FOR THE DESIGN OF THE FALSEWORK SUPPORT SYSTEM WITHIN THESE PARAMETERS AND WILL ASSUME RESPONSIBILITY FOR THE SUPERSTRUCTURE ANALYSIS FOR DEVIATION FROM THESE DESIGN ASSUMPTIONS.

AN EIGHT WHEEL FINISHING MACHINE WITH A MAXIMUM WHEEL LOAD OF 2.7 KIPS.

A MINIMUM OUT-TO-OUT WHEEL SPACING AT EACH END OF THE MACHINE OF 103".

A MAXIMUM SPACING OF OVERHANG FALSEWORK BRACKETS OF 48 INCHES.

BENCHMARK PLACEMENT:

THE ENGINEER SHALL FURNISH TO THE CONTRACTOR A BENCH MARK DISK TO BE INSTALLED IN THE RIGHT WINGWALL OF THE

FORWARD BRIDGE ABUTMENT. PAYMENT SHALL BE INCLUDED WITH ITEM 511, CLASS QC1 CONCRETE WITH QC/QA, ABUTMENT.

FINISHED SURFACES OF NEW CLASS QC2 CONCRETE DECK REPAIRS IN CONTACT WITH THE WEARING SURFACE SHALL BE PREPARED BY HYDRO-DEMOLITION OR RECEIVE A SIMILAR HAND TOOLED FINISH PRIOR TO THE PLACEMENT OF THE SUPERPLASTICIZED DENSE CONCRETE OVERLAY. NEW DECK REPAIRS SHALL BE WATERCURED AS PER 511 FOR A MINIMUM OF 48 HOURS BEFORE HYDRO-DEMOLITION OR PLACEMENT OF THE WEARING SURFACE.

ITEM 519, PATCHING CONCRETE STRUCTURE, AS PER PLAN:

THE QUANTITY GIVEN IN THE ESTIMATED QUANTITY TABLE HAS BEEN ESTIMATED FROM INSPECTION AND ORIGINAL PLANS. THE ACTUAL AREA OF PATCHING SHALL BE DETERMINED BY THE FIELD ENGINEER. PAYMENT SHALL BE MADE PER SQ. FT. AT THE PRICE BID FOR THE ACTUAL AREA PATCHED AND SHALL INCLUDE ALL COST FOR LABOR, MATERIALS AND EQUIPMENT.

PRIOR TO THE SURFACE CLEANING SPECIFIED IN 519.04 AND WITHIN 24 HOURS OF PLACING PATCHING MATERIAL, BLAST CLEAN ALL SURFACES TO BE PATCHED INCLUDING THE EXPOSED REINFORCING STEEL. ACCEPTABLE METHODS INCLUDE HIGH-PRESSURE WATER BLASTING WITH OR WITHOUT ABRASIVES IN THE WATER, ABRASIVE BLASTING WITH CONTAINMENT, OR VACUUM BLASTING.

AFTER CURING AND BEFORE FINAL ACCEPTANCE, SOUND ALL PATCHED AREAS. REMOVE AND REPLACE ALL UNSOUND OR VISIBLY CRACKED AREAS.

GENERAL NOTES

BRIDGE NO. LUC-295-0659
OVER BLUE CREEK

LUC-295-2.47

PID No. 95751

27

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DESIGN AGENCY

OHIO DEPARTMENT
OF TRANSPORTATION

DATE

06/22/16

REVIEWED

DJG

STRUCTURE FILE NUMBER

4606549

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BPN

REVISED

DESIGNED

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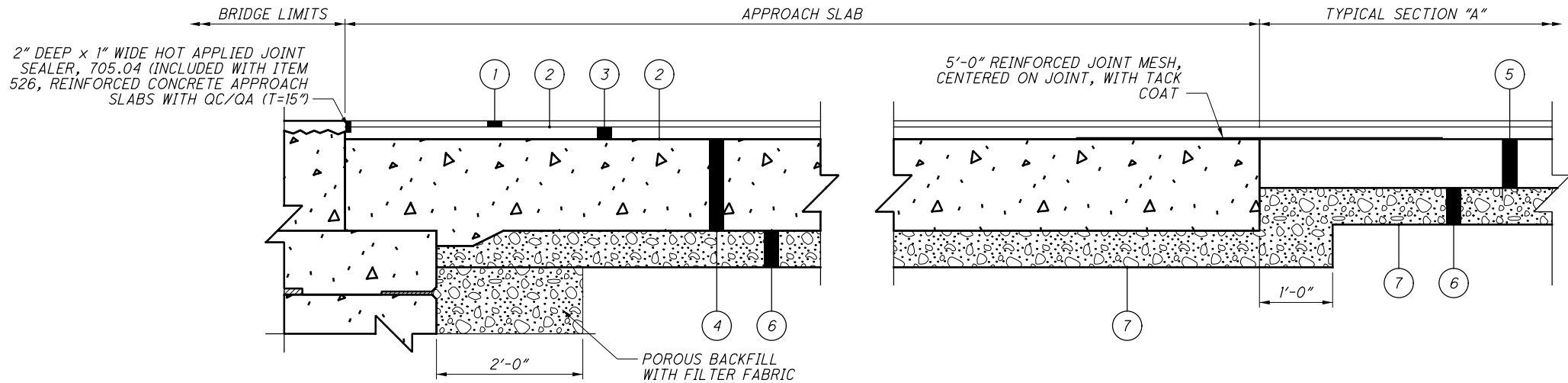
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LUC-295-0659 ESTIMATED QUANTITIES (02/S>2/BR)										
ITEM	EXTENSION	TOTAL	UNIT	DESCRIPTION	ABUT.	PIERS	SUPER.	GEN.	SHEET #	
202	11203		LS	PORTIONS OF STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN				LUMP	1	
202	22900	112	SY	APPROACH SLAB REMOVED				112*		
202	23000	195	SY	PAVEMENT REMOVED	195					
202	23500	427	SY	WEARING COURSE REMOVED			293	134*		
202	38602	161.92	FT	BRIDGE RAILING REMOVED FOR REUSE			161.92			
204	10000	189	SY	SUBGRADE COMPACTION				189*		
301	46000	45	CY	ASPHALT CONCRETE BASE, PG64-22	45					
304	20000	32	CY	AGGREGATE BASE				32*		
407	20000	23	GAL	NON-TRACKING TACK COAT				23*		
424	12000	6	CY	FINE GRADED POLYMER ASPHALT CONCRETE, TYPE B				6*		
442	20200	12	CY	ASPHALT CONCRETE INTERMEDIATE COURSE, 19MM, TYPE A (448)				12*		
503	21100	75	CY	UNCLASSIFIED EXCAVATION	75					
509	10000	5902	LB	EPOXY COATED REINFORCING STEEL	5752		150			
509	20001	100	LB	REINFORCING STEEL, REPLACEMENT OF EXISTING REINFORCING STEEL, AS PER PLAN				100	5	
510	10000	212	EACH	DOWEL HOLES WITH NONSHRINK, NONMETALLIC GROUT	212					
511	34412	6	CY	CLASS QC2 CONCRETE WITH QC/QA, SUPERSTRUCTURE			6			
511	45712	21	CY	CLASS QC1 CONCRETE WITH QC/QA, ABUTMENT	21					
SPECIAL	51160000	285	SY	BRIDGE DECK GROOVING			285			
512	10050	34	SY	SEALING OF CONCRETE SURFACES (NON-EPOXY)	34					
516	13600	8	SF	1" PREFORMED EXPANSION JOINT FILLER	8					
517	75501	161.92	FT	BRIDGE RAILING REBUILT, AS PER PLAN			161.92		6	
517	75600	161.92	FT	DEEP BEAM BRIDGE RETROFIT RAILING			161.92			
518	21200	19	CY	POROUS BACKFILL WITH FILTER FABRIC	19					
SPECIAL	51822300	183	FT	STEEL DRIP STRIP			183			
518	40000	110	FT	6" PERFORATED CORRUGATED PLASTIC PIPE	110					
518	40010	17	FT	6" NON-PERFORATED CORRUGATED PLASTIC PIPE, INCLUDING SPECIALS	17					
519	11101	28	SF	PATCHING CONCRETE STRUCTURE, AS PER PLAN			28		2	
526	25010	200	SY	REINFORCED CONCRETE APPROACH SLABS WITH QC/QA (T=15")				200*		
526	90021	47	SY	TYPE B INSTALLATION, AS PER PLAN				47*	2	
SPECIAL	53000200		LS	STRUCTURE, MISC.: SURVEY OF EXISTING STRUCTURE				LUMP		
601	20000	6	SY	CRUSHED AGGREGATE SLOPE PROTECTION				6	6	
601	32204	4	CY	ROCK CHANNEL PROTECTION, TYPE C WITH FABRIC FILTER				4	6	
848	10201	293	SY	SUPERPLASTICIZED DENSE CONCRETE OVERLAY USING HYDRODEMOLITION, AS PER PLAN			293		6	
848	20000	293	SY	SURFACE PREPARATION USING HYDRODEMOLITION			293			
848	30200	3	CY	SUPERPLASTICIZED DENSE CONCRETE OVERLAY (VARIABLE THICKNESS), MATERIAL ONLY			3			
848	50000	15	SY	HAND CHIPPING			15			
848	50100		LS	TEST SLAB			LUMP			

* APPROACH SLABS



- 1 ITEM 424, 1" FINE GRADED POLYMER ASPHALT CONCRETE, TYPE B
- 2 ITEM 407, NON-TRACKING TACK COAT
- 3 ITEM 442, 2" ASPHALT CONCRETE INTERMEDIATE COURSE, 19MM, TYPE A (448)
- 4 ITEM 526, REINFORCED CONCRETE APPROACH SLAB WITH QC/QA (T=15")
- 5 ITEM 301, 8" ASPHALT CONCRETE BASE
- 6 ITEM 304, 6" AGGREGATE BASE
- 7 ITEM 204, SUBGRADE COMPACTION

TYPE B APPROACH SLAB INSTALLATION
SEE STD. DWG. AS-2-15, SHEET 3 OF 14, FOR MORE DETAILS

ESTIMATED QUANTITIES

BRIDGE NO. LUC-295-0659
OVER BLUE CREEK

LUC-295-2.47

PID No. 95751

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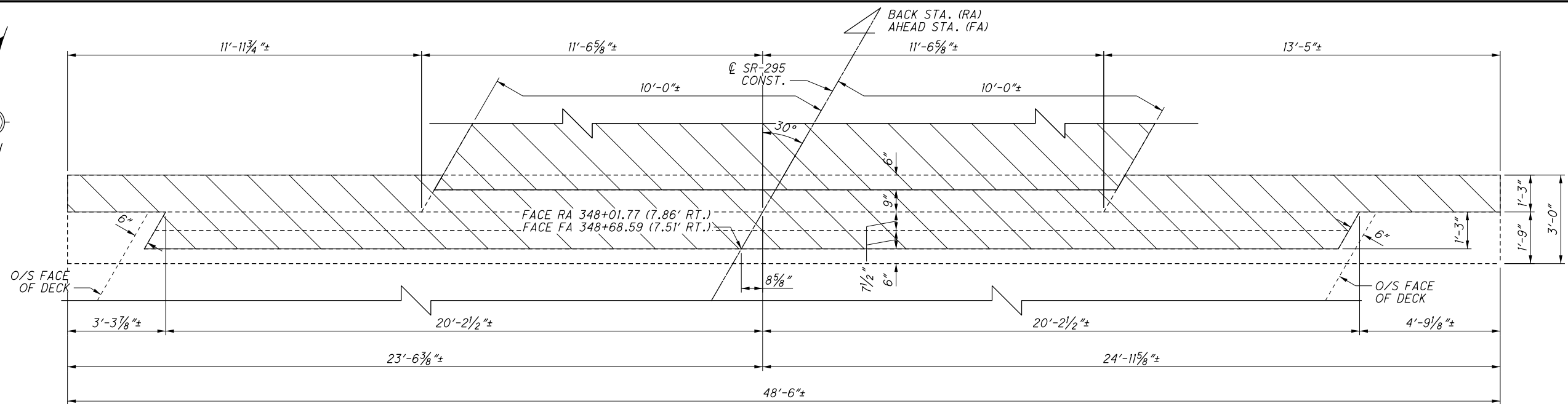
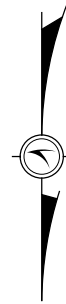
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STRUCTURE FILE NUMBER
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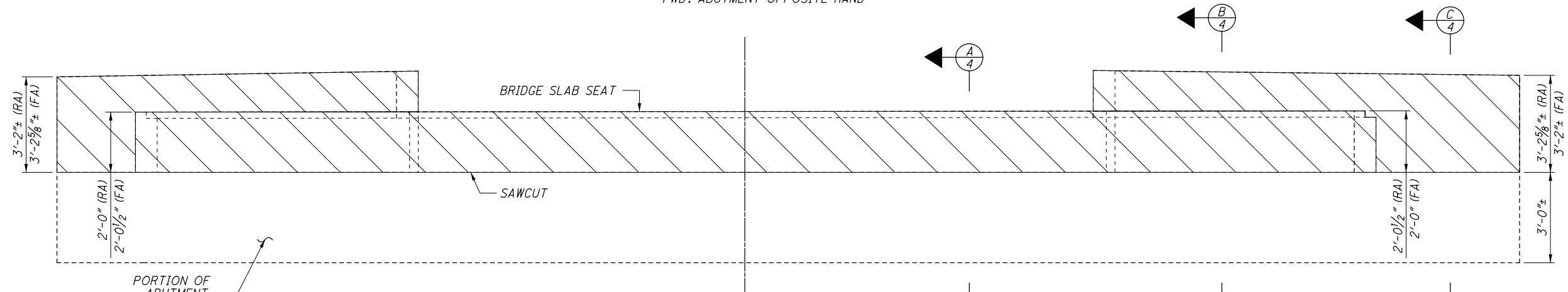
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ABUTMENT PLAN

REMOVAL LIMITS SHOWN FOR REAR ABUTMENT,
FWD. ABUTMENT OPPOSITE HAND

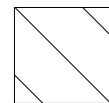


ABUTMENT ELEVATION

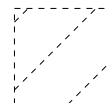
NOTE:

RA - DENOTES REAR ABUTMENT
FA - DENOTES FORWARD ABUTMENT

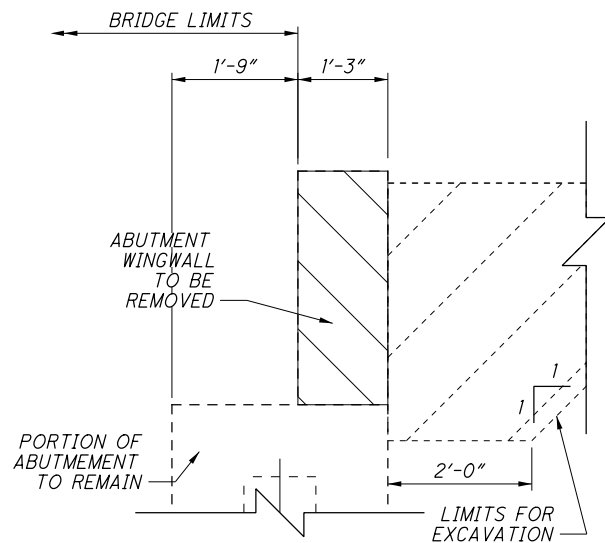
(*) - PLACE FORMS PRIOR TO REMOVAL,
USE 2"x6" WOOD FRAME SUPPORT
SPACED AT 2'-0" C/C AND INCLUDE
WITH ITEM 511 FOR PAYMENT.



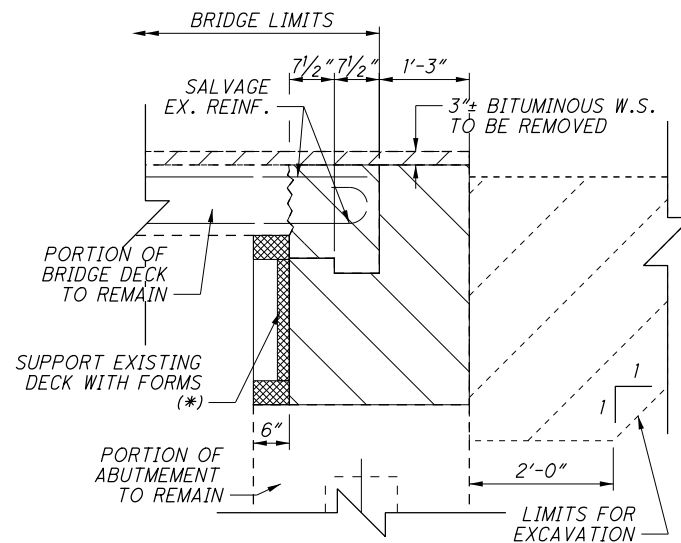
CONCRETE REMOVAL LIMITS



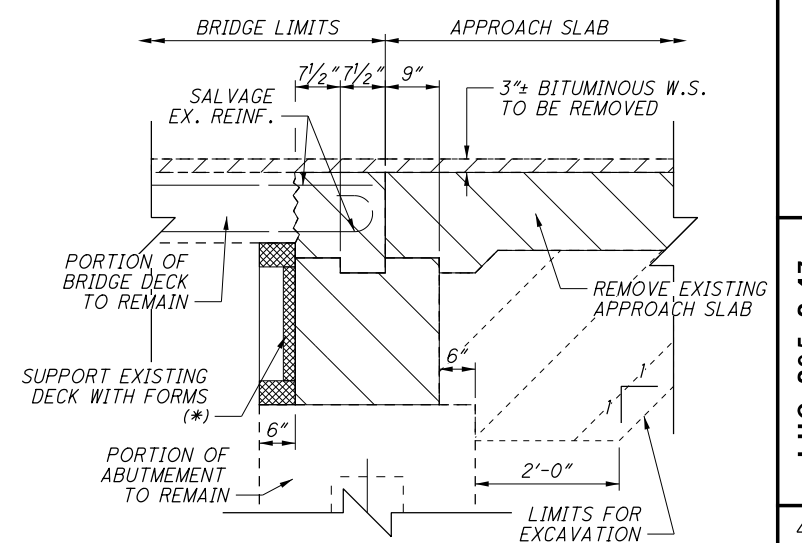
LIMITS OF PAYMENT FOR
UNCLASSIFIED EXCAVATION



SECTION C-C



SECTION B-B



SECTION A-A

ABUTMENT REMOVAL DETAILS

BRIDGE NO. LUC-295-0659
OVER BLUE CREEK

LUC-295-2.47
PID No. 95751

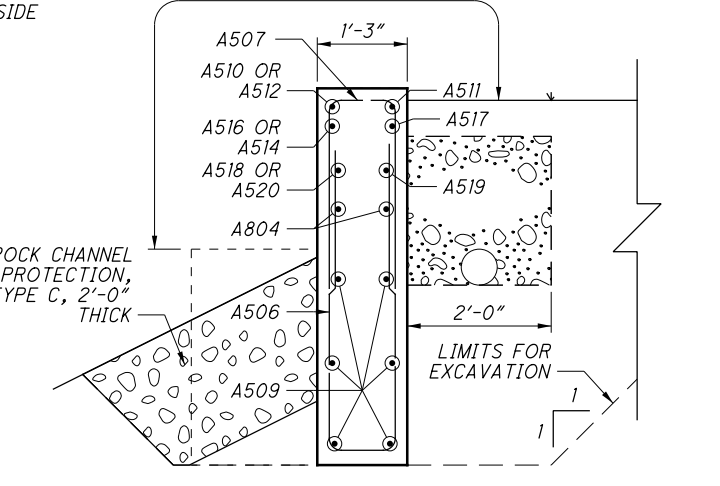
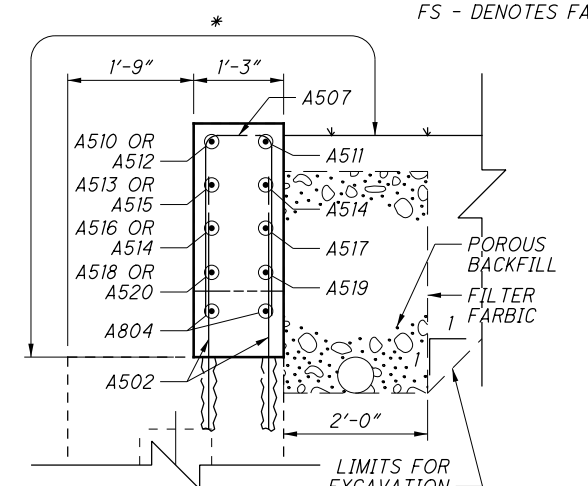
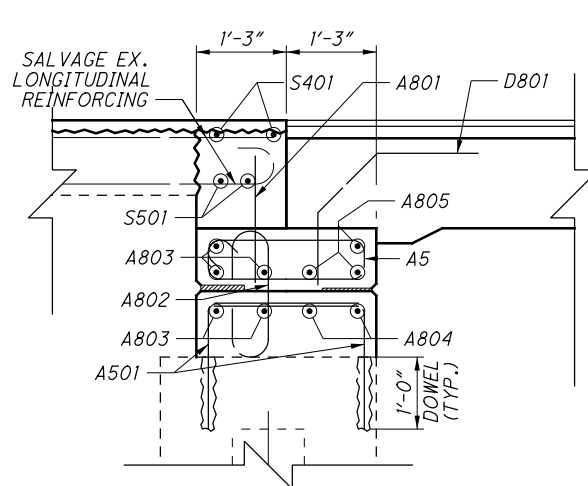
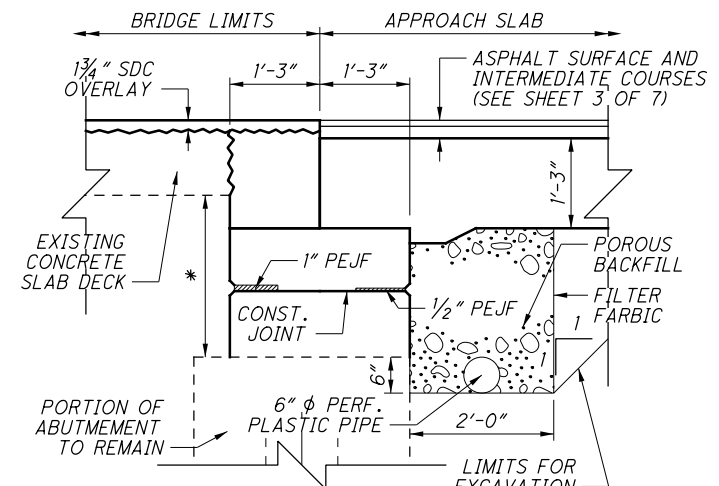
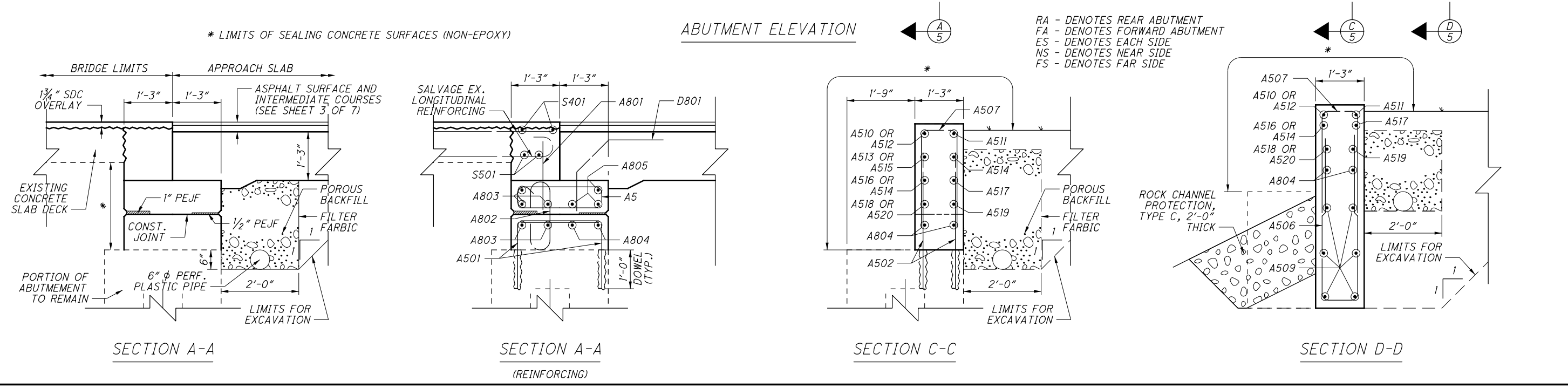
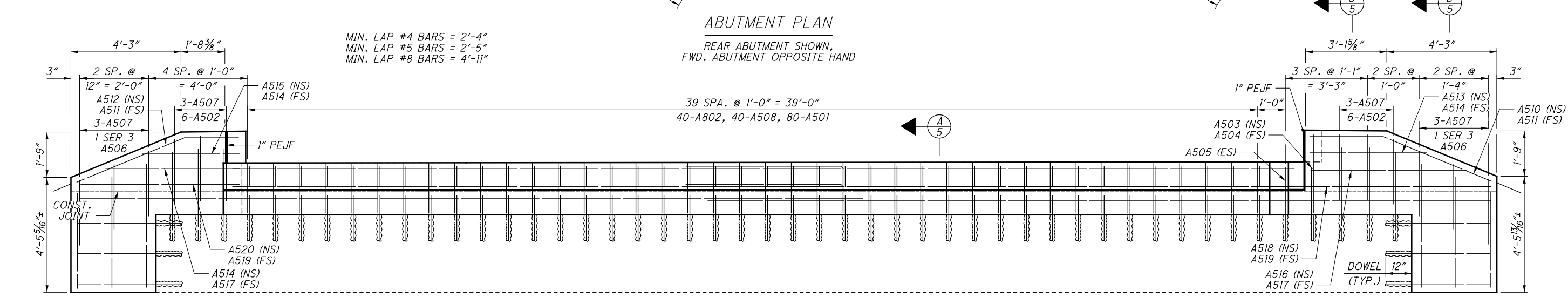
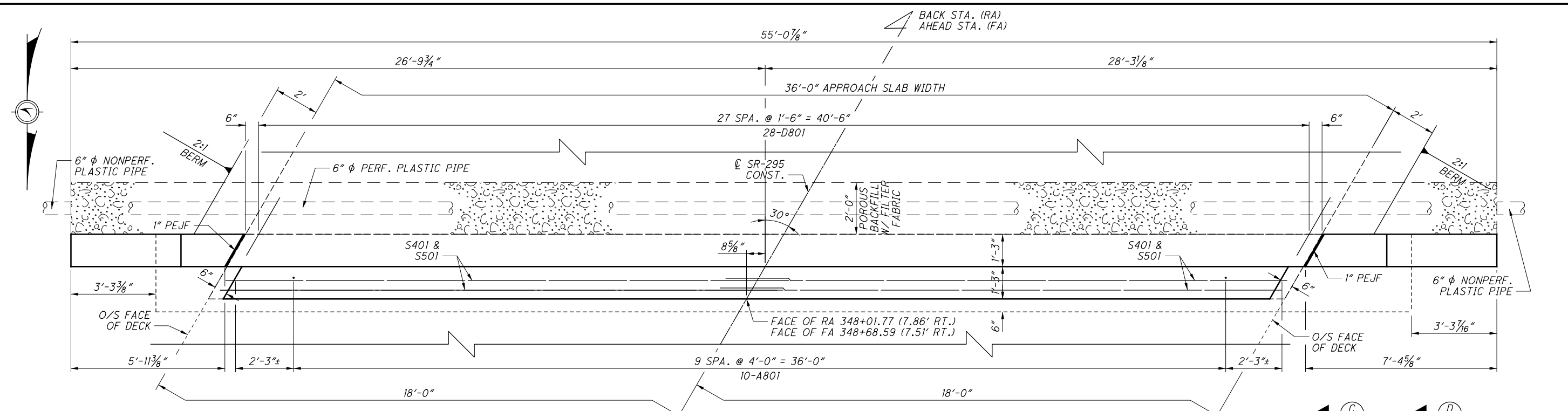
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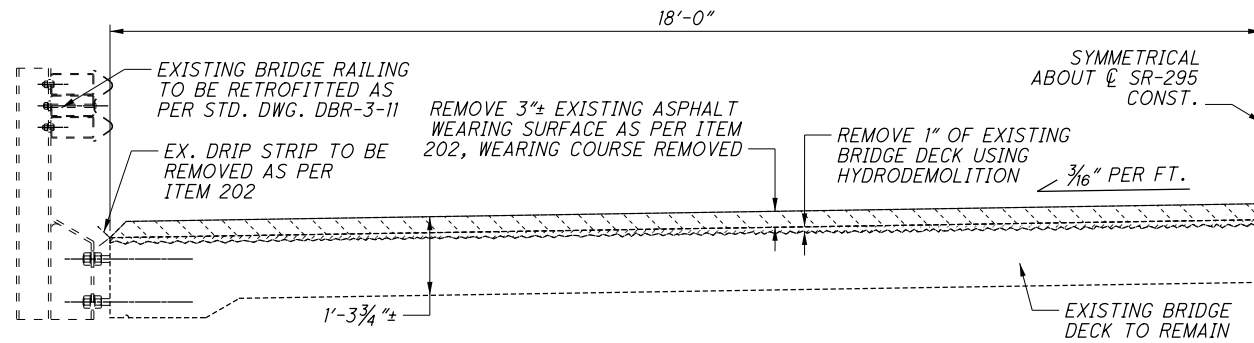
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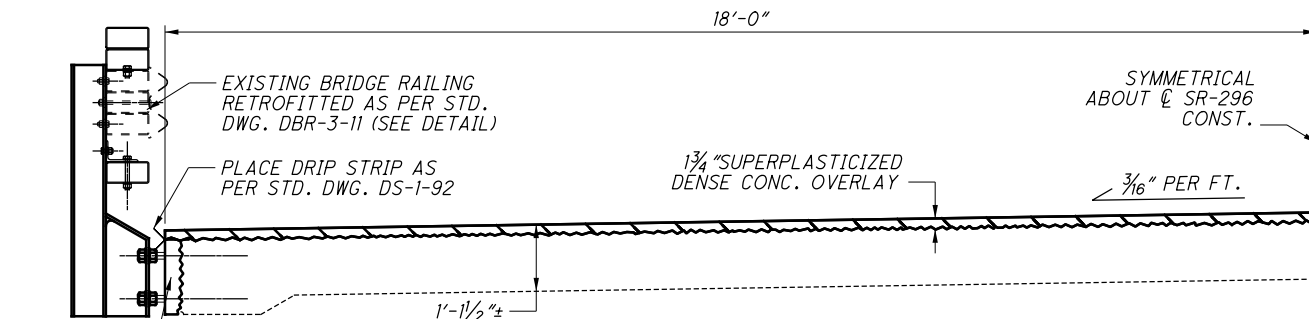


RA - DENOTES REAR ABUTMENT
FA - DENOTES FORWARD ABUTMENT
ES - DENOTES EACH SIDE
NS - DENOTES NEAR SIDE
FS - DENOTES FAR SIDE

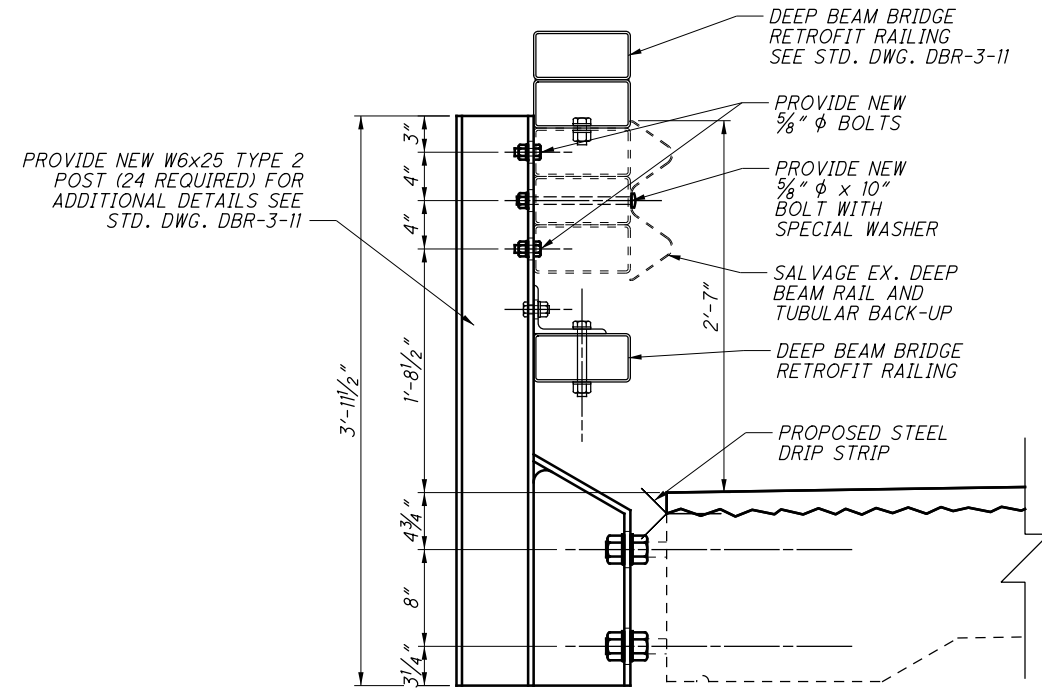
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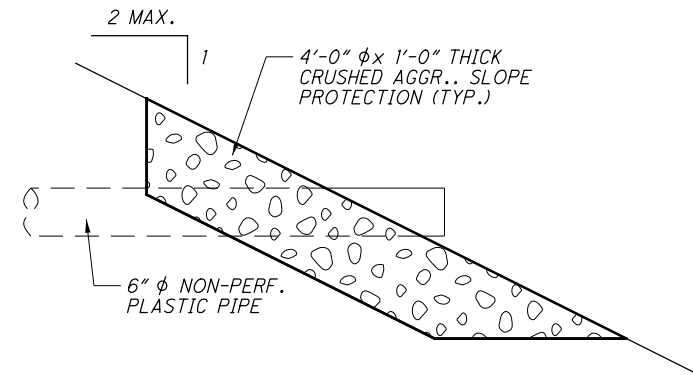
HALF TRANSVERSE SECTION
(EXISTING)



HALF TRANSVERSE SECTION
(PROPOSED)



BRIDGE RAILING REBUILD DETAIL



ABUTMENT BACKWALL OUTLET DRAIN

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ABUTMENTS										
MARK	NUMBER			LENGTH	TYPE	WEIGHT	DIMENSIONS			
	RA	FA	TOTAL				A	B	C	D
A501	80	80	160	3'-9"	1	626	2'-1"	1'-9"		
A502	12	12	24	3'-7"	STR.	90				
A503	1	1	2	4'-1"	STR.	9				
A504	1	1	2	2'-10"	STR.	6				
A505	2	2	4	3'-7"	1	15	10"	2'-10"		
A506	2 SER 3	2 SER 3	4 SER 3	8'-1" TO 10'-1"	2	114	3'-9" TO 4'-9" inc. = 6"	10"	3'-9" TO 4'-9" inc. = 6"	
A507	12	12	24	5'-7"	2	140	2'-6"	10"	2'-6"	
A508	40	40	80	6'-0"	3	501	2'-2"	7"		
A509	12	12	24	4'-0"	STR.	101				
A510	1	1	2	7'-4"	19	16	2'-10"	4'-2"	1'-9"	
A511	2	2	4	6'-8"	19	28	2'-2"	4'-2"	1'-9"	
A512	1	1	2	5'-10"	19	13	1'-4"	4'-2"	1'-9"	
A513	2	2	4	4'-6"	STR.	19				
A514	2	2	4	3'-9"	STR.	16				
A515	1	1	2	3'-0"	STR.	7				
A516	1	1	2	6'-0"	STR.	13				
A517	2	2	4	5'-3"	STR.	22				
A518	1	1	2	7'-0"	STR.	15				
A519	2	2	4	6'-3"	STR.	27				
A520	1	1	2	5'-6"	STR.	12				
A801	10	10	20	1'-9"	STR.	94				
A802	40	40	80	3'-4"	17	712	2'-0"			
A803	10	10	20	22'-6"	STR.	1202				
A804	4	4	8	30'-6"	STR.	652				
A805	6	6	12	23'-6"	STR.	753				
D801	28	28	56	3'-8"	13	549	1'-6"	10"	10"	1'-0"
TOTAL FOR ABUTMENTS = 5752 LBS										

NOTE:

ALL REINFORCING STEEL BE EPOXY COATED.

THE BAR SIZE IS INDICATED IN THE BAR MARK.
THE FIRST DIGIT INDICATES THE BAR SIZE.
FOR EXAMPLE, AN A501 IS A #5 BAR.
DIMENSIONS SHOWN ARE OUT TO OUT UNLESS OTHERWISE INDICATED. "R" INDICATES THE INSIDE RADIUS.

REINFORCING STEEL MAY REQUIRE FIELD CUTTING OR BENDING TO BE PROPERLY FITTED.
PAYMENT SHALL BE INCLUDED WITH THE ASSOCIATED CONCRETE ITEM.

SUPERSTRUCTURE										
MARK	NUMBER			LENGTH	TYPE	WEIGHT	DIMENSIONS			
	RA	FA	TOTAL				A	B	C	D
S401	2	2	4	21'-9"	STR.	59				
S501	2	2	4	21'-9"	STR.	91				
TOTAL FOR SUPERSTRUCTURE = 150 LBS										

