

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

PROJECT DESCRIPTION

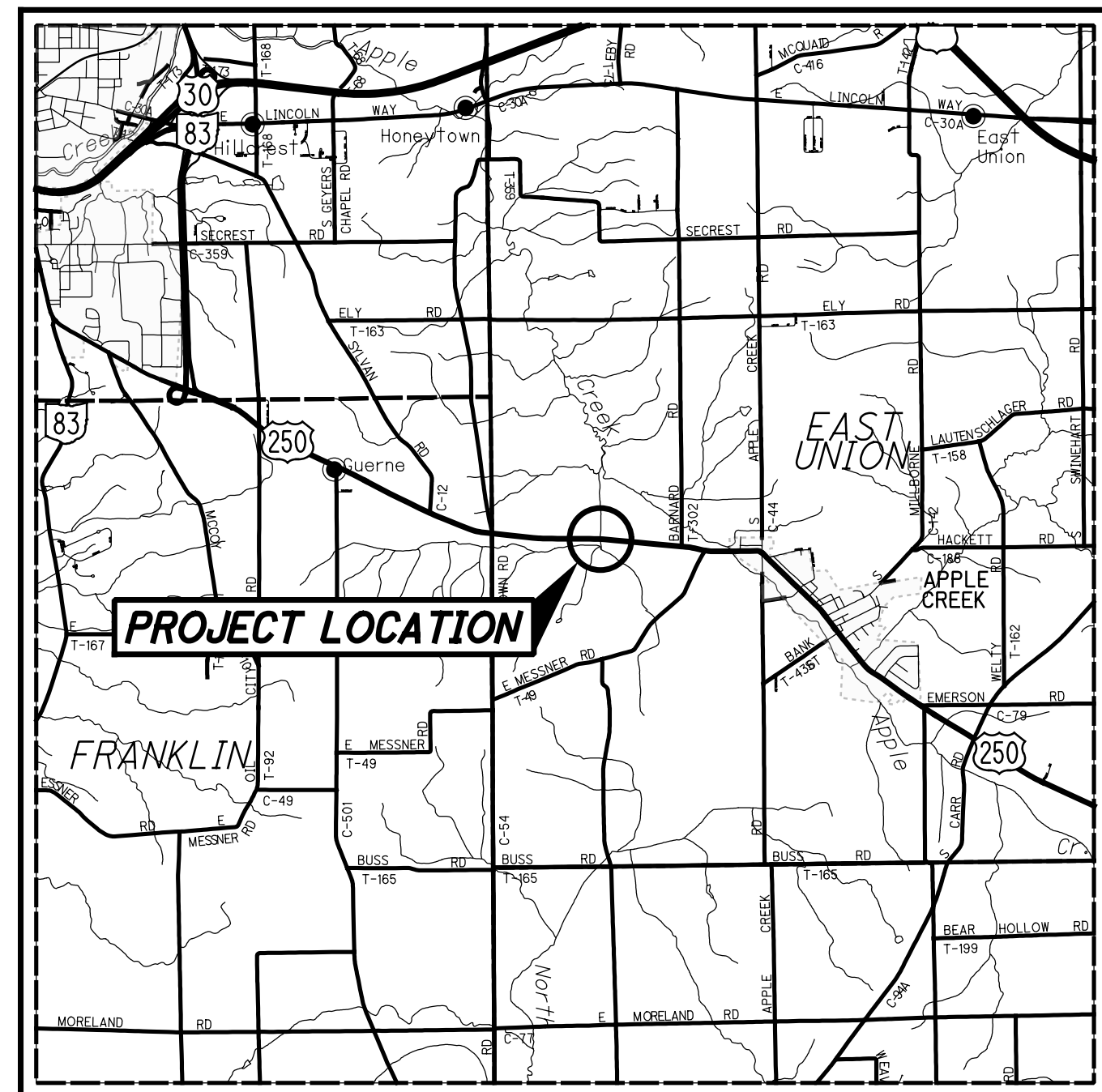
THIS PROJECT IS THE COMPLETE BRIDGE REPLACEMENT OF SFN 8504776, WAY-250-17.27 STRUCTURE OVER A TRIBUTARY OF APPLE CREEK IN WAYNE COUNTY, OHIO. PROJECT ALSO INCLUDES RAISING THE PAVEMENT PROFILE, GUARDRAIL REPLACEMENT, AND DRIVEWAY RECONSTRUCTION.

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

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ROADWAY
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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	8/4/2023
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	HW-2.2	7/20/18	961	4/17/20		
		RM-4.2	4/17/20	TST-1-99	1/15/21				
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)**
CONSTRUCTION PROJECT NO. **102768**
RAILROAD INVOLVEMENT **NONE**
WAY-250-17.27
1/73

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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
- 659, TOPSOIL
- 659, SEEDING AND MULCHING
- 659, REPAIR SEEDING AND MULCHING
- 659, INTER-SEEDING
- 659, COMMERCIAL FERTILIZER
- 659, LIME
- 659, WATER

- 2 EACH
- 116 CU. YD.
- 1031 SQ. YD.
- 52 SQ. YD.
- 52 SQ. YD.
- 0.14 TON
- 0.31 ACRES
- 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

CALCULATED
BEO
CHECKED
CMK

GENERAL NOTES

WAY - 250 - 17 . 27

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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

CALCULATED
BEO
CHECKED
CMK
MAINTENANCE OF TRAFFIC - GENERAL NOTES
WAY - 250 - 17.27
7
73

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 SHALL BE MADE BY INSTALLING THE OBJECT MARKERS ON THE EXTENSION BLOCKS RATHER THAN DIRECTLY ONTO THE GUARDRAIL ITSELF. OBJECT MARKERS SHALL CONFORM TO C&MS 614.03 AND THE SPACING SHALL BE APPROXIMATELY 50 FEET 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

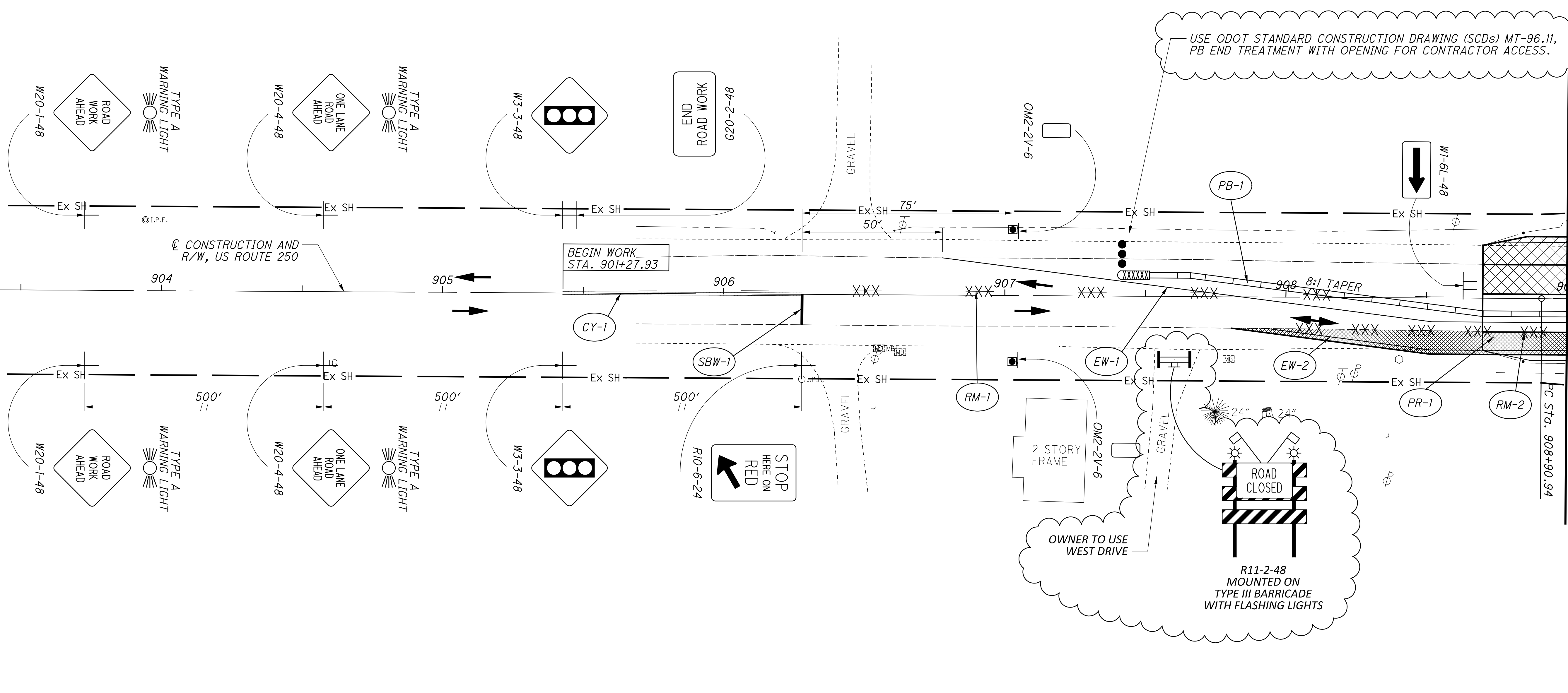
ITEM	DURATION OF CLOSURE	NOTICE DUE TO PERMITS & PIO
RAMP & ROAD CLOSURES	> = 2 WEEKS	21 CALENDAR DAYS PRIOR TO CLOSURE
	> 12 HOURS & < 2 WEEKS	14 CALENDAR DAYS PRIOR TO CLOSURE
	< = 12 HOURS	4 CALENDAR DAYS PRIOR TO CLOSURE
LANE CLOSURES & RESTRICTIONS	> = 2 WEEKS	14 CALENDAR DAYS PRIOR TO CLOSURE
	< 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 - QDOT DISTRICT 3\Project\02768\Design\M01\Sheets\02768_M000.dgn Sheet 10/17/2023 7:10:27 AM Jcoy

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

CALCULATED BEO CHECKED CMK
WAY - 250-17.27
 MAINTENANCE OF TRAFFIC - SUBSUMMARY

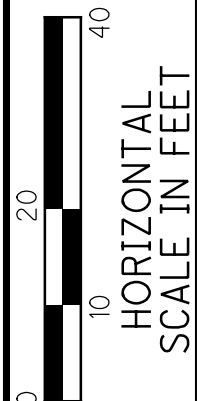
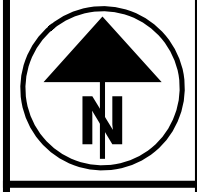


LEGEND

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"			

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

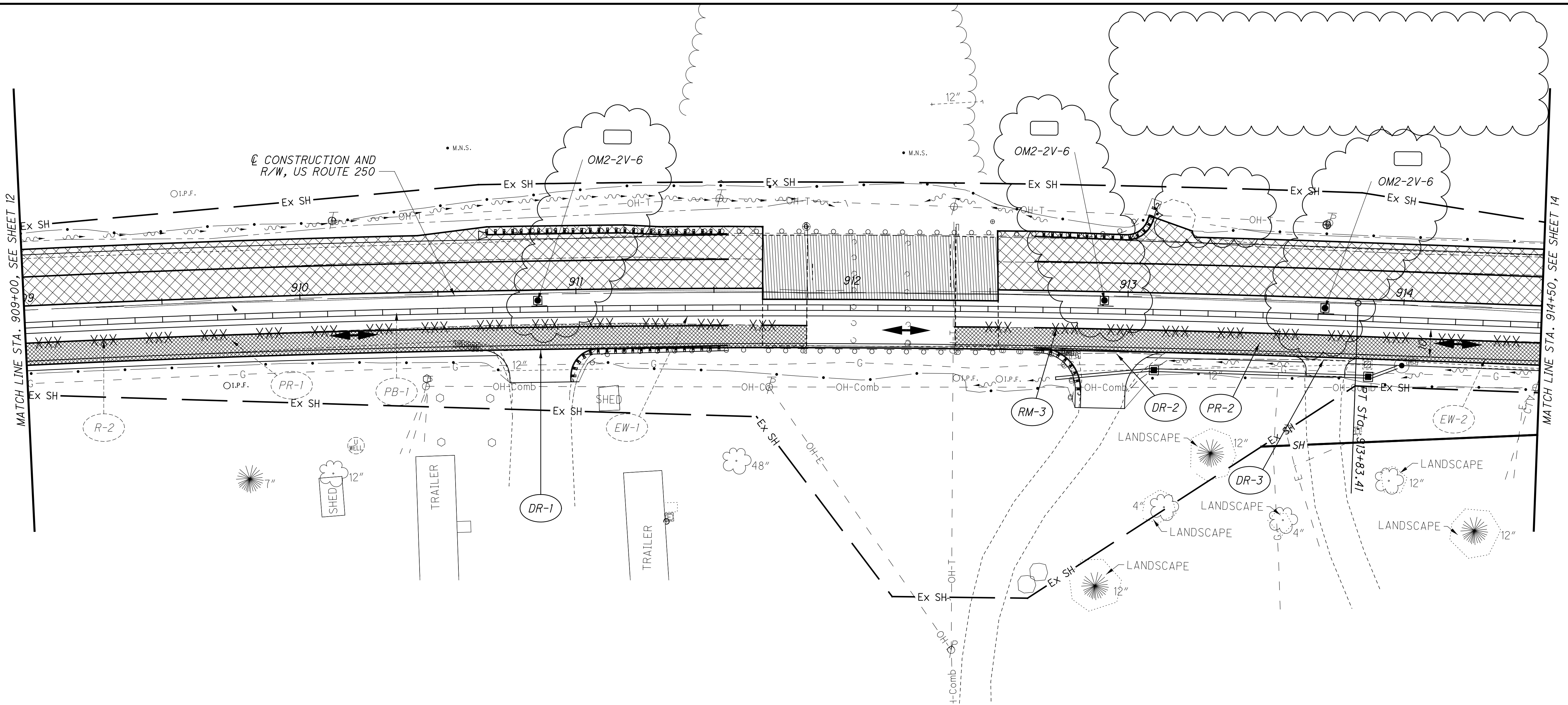
MATCH LINE STA. 909+00, SEE SHEET 13



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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

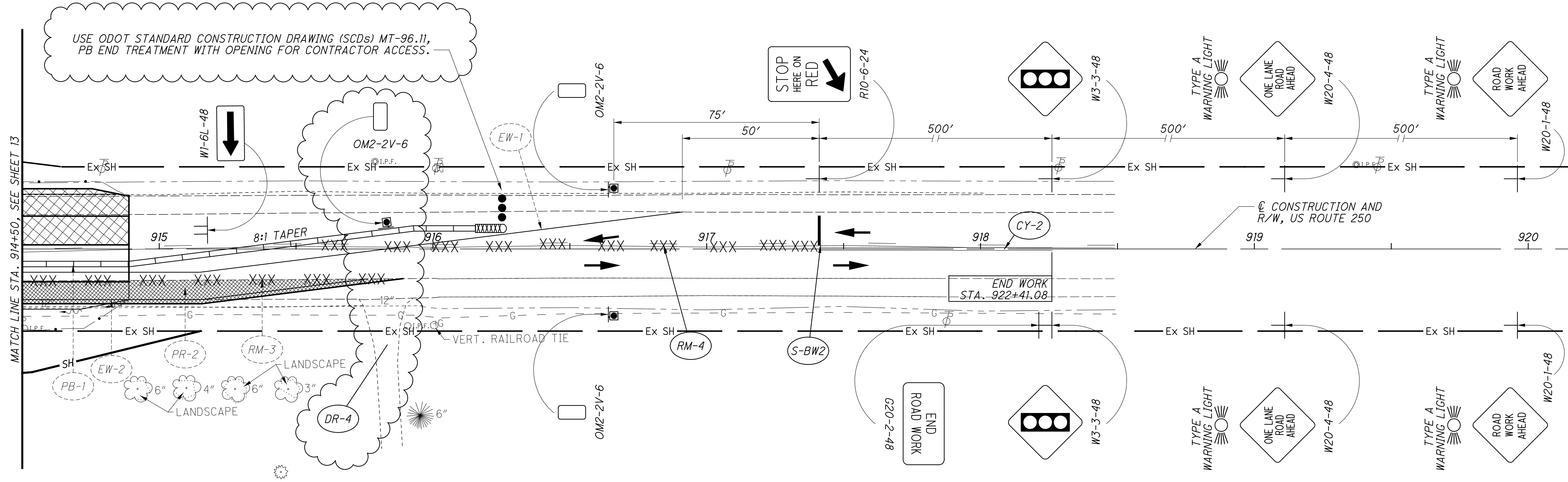
LEGEND

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



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

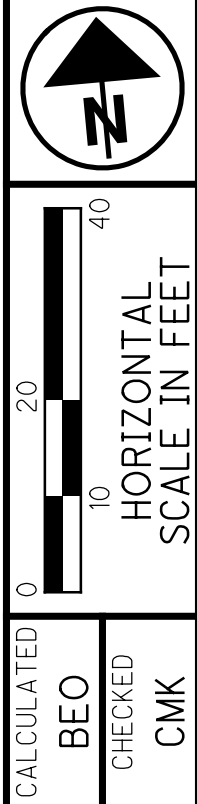
MATCH LINE STA. 914+50, SEE SHEET 13

END WORK STA. 922+41.08

CONSTRUCTION AND R/W, US ROUTE 250

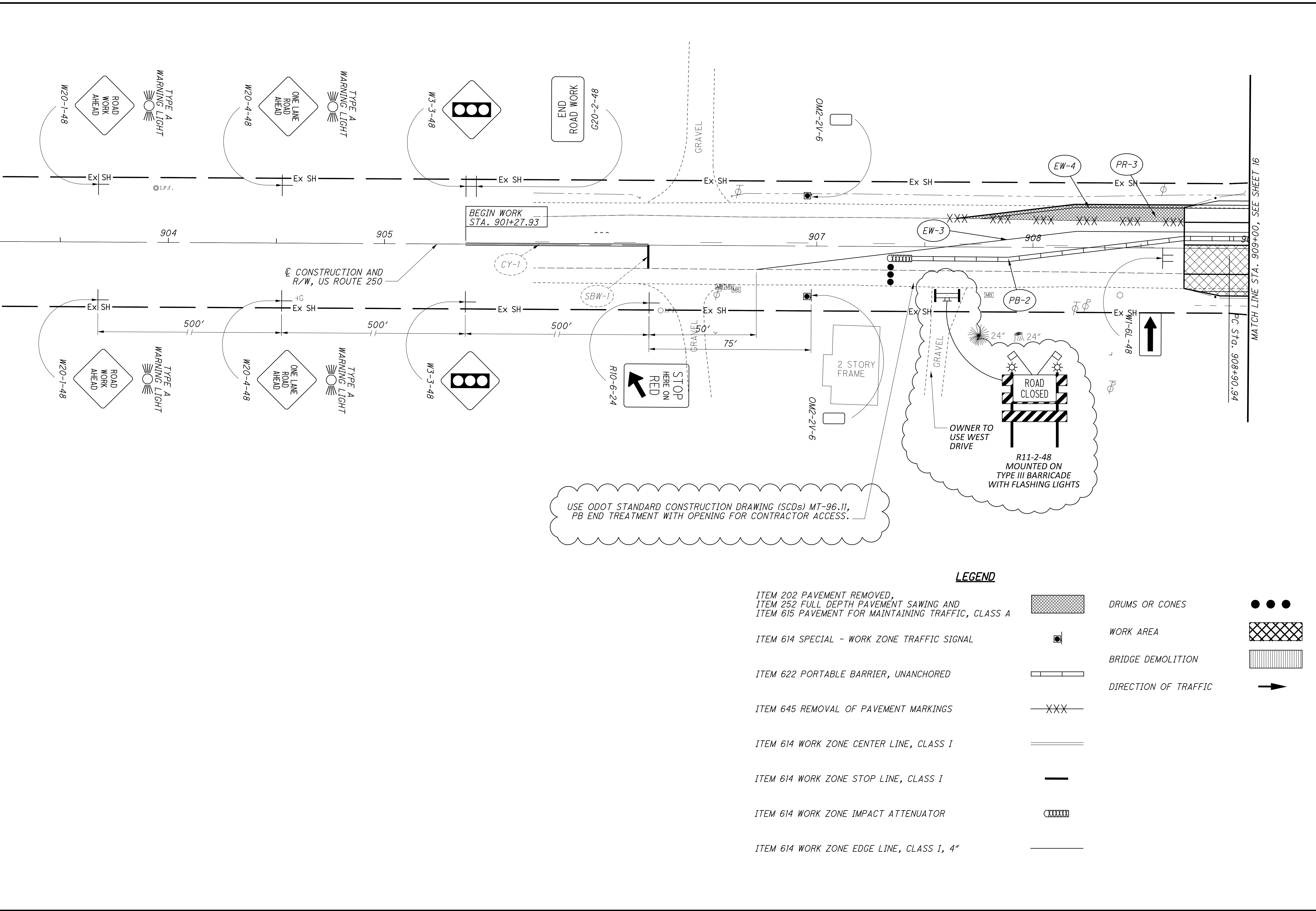
LEGEND

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

WAY - 250-17.27



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"

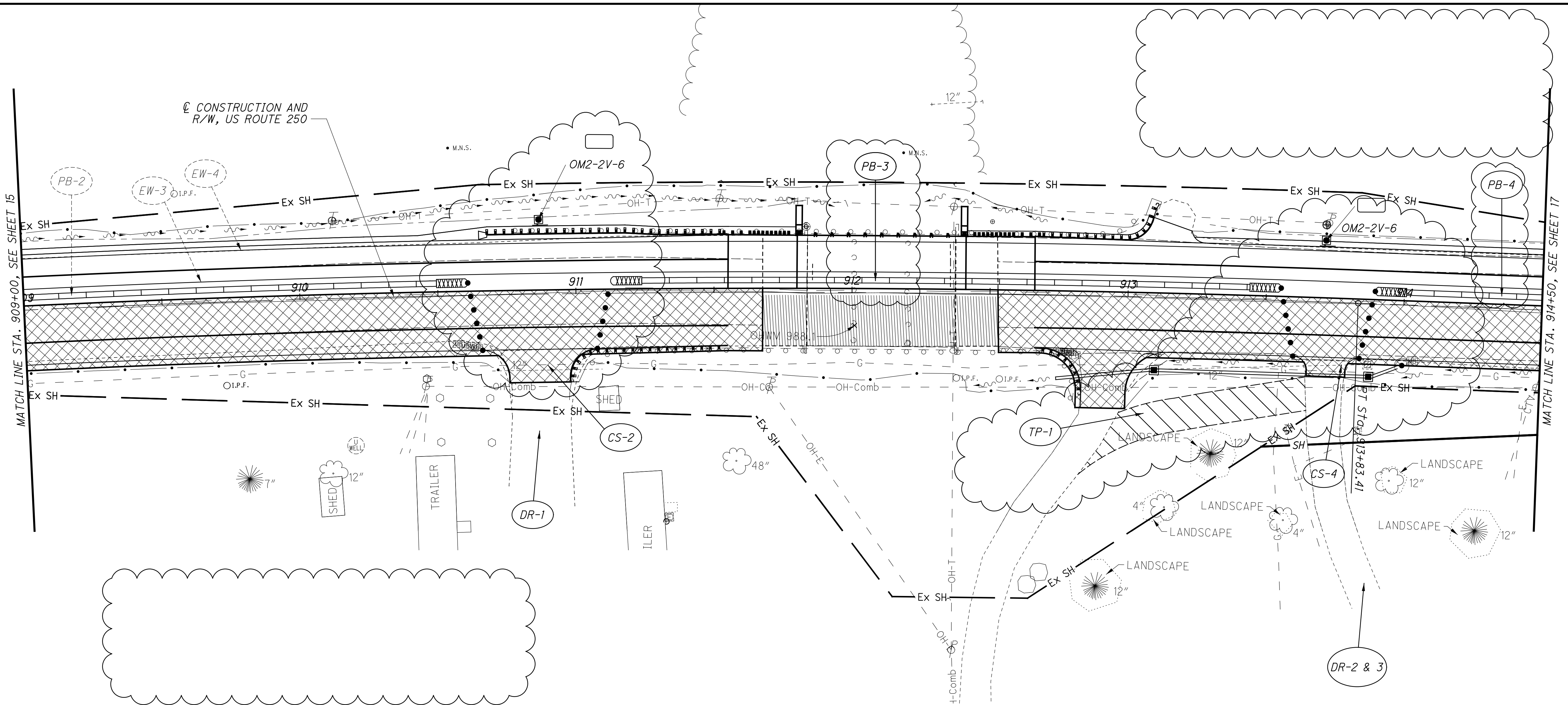
WAY - 250-17.27

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

15
73

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CMK

0 20 40
HORIZONTAL
SCALE IN FEET



MATCH LINE STA. 909+00, SEE SHEET 15

MATCH LINE STA. 914+50, SEE SHEET 17

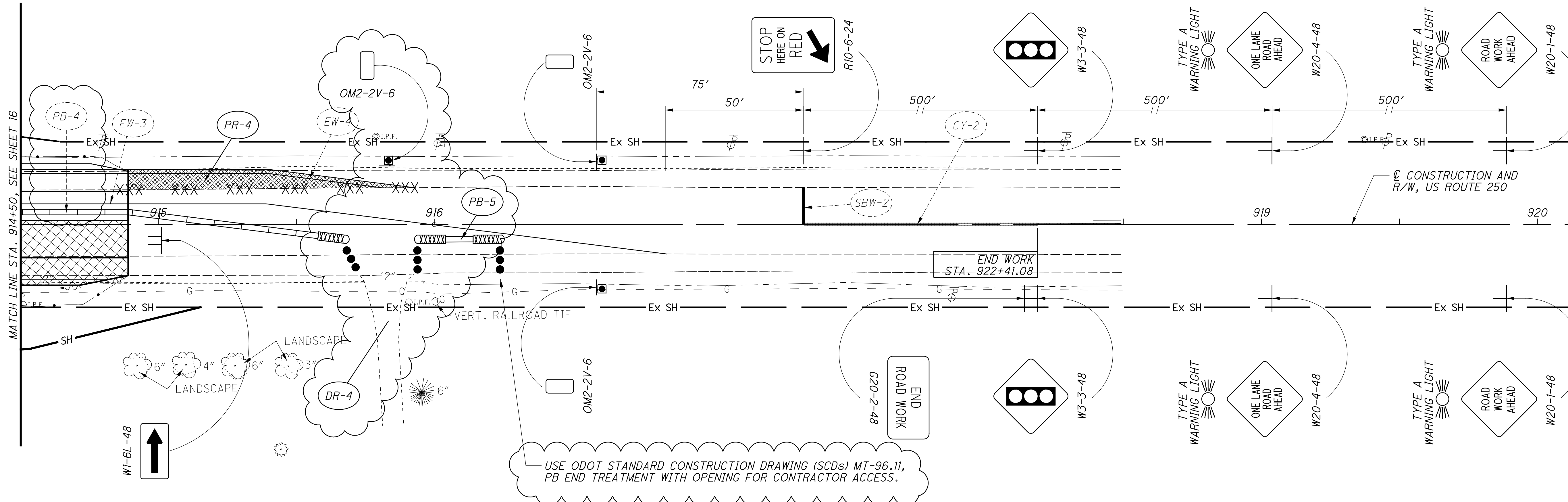
LEGEND

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"			

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CMK

HORIZONTAL SCALE IN FEET

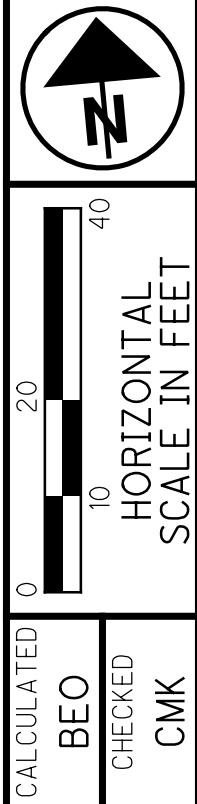
**MAINTENANCE OF TRAFFIC - PHASE TWO
US ROUTE 250 - STA. 909+00 TO STA. 914+50**



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	
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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 - ODOT DISTRICT 3\Project Data\02768\Design\Roadway\Sheets\02768_GG001.dgn Sheet 10/12/2023 11:17:56 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 1		
				4					4	606	34600	4	EACH	MGS BRIDGE TERMINAL ASSEMBLY, TYPE TST-2		
				2					2	625	75401	2	EACH	LIGHT POLE REMOVED, AS PER PLAN	6	
				1					1	SPECIAL	69050100	1	EACH	MAILBOX SUPPORT SYSTEM, SINGLE	6	
				2					2	SPECIAL	69050300	2	EACH	MAILBOX SUPPORT SYSTEM, MULTIPLE	6	
				11					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		
									1	602	20000	1	CY	CONCRETE MASONRY		
62									62	605	31100	62	FT	AGGREGATE DRAINS		
									126	611	04600	126	FT	12" CONDUIT, TYPE C		
									2	611	98470	2	EACH	CATCH BASIN, NO. 2-2B		
									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)		
									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	644	00104	0.32	MILE	EDGE LINE, 6"		

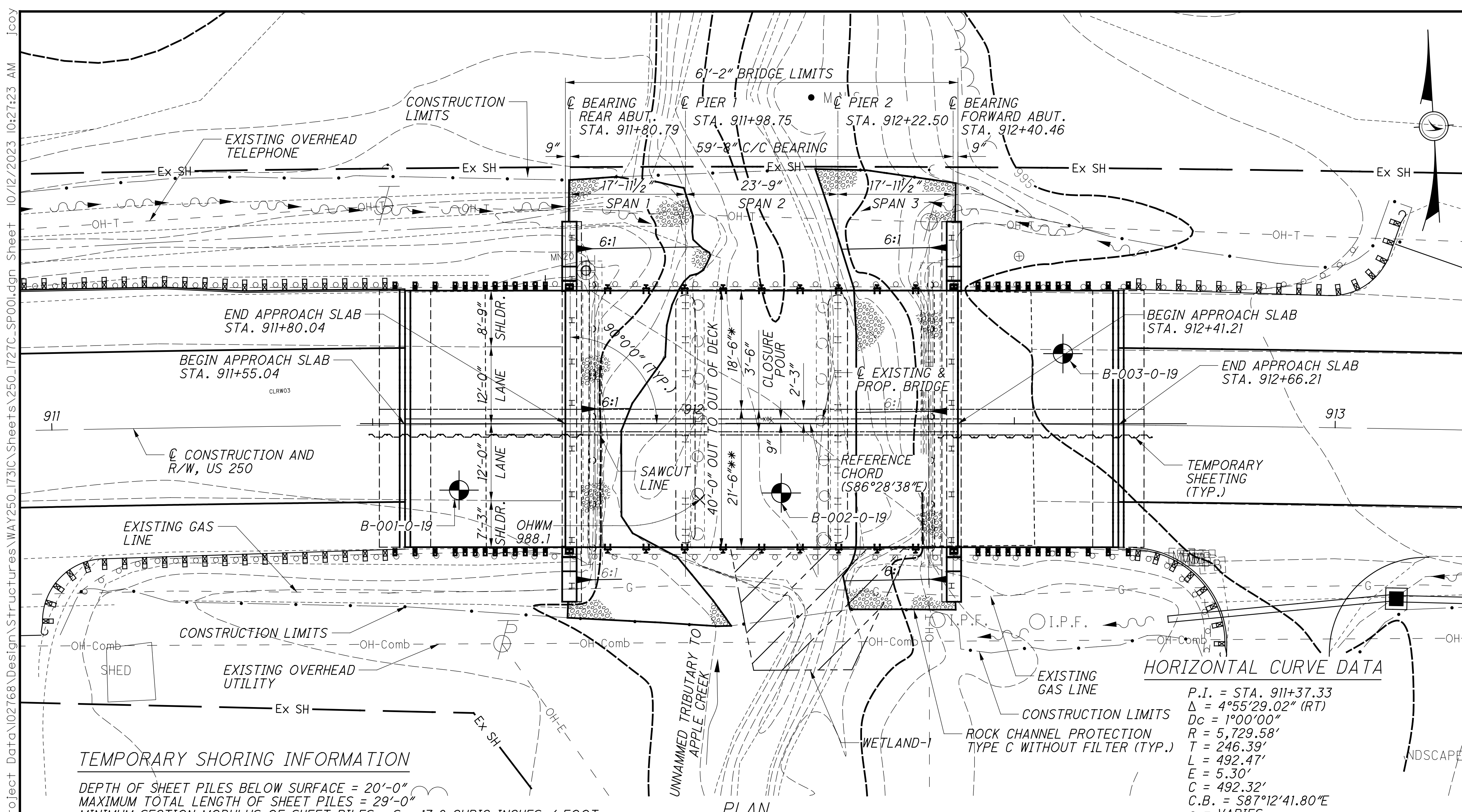
GENERAL SUMMARY

WAY - 250-17.27

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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		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	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
CALCULATED BEO CHECKED CMK	21 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
 $\Delta = 4^{\circ}55'29.02''$ (RT)
 $D_c = 1^{\circ}00'00''$
 $R = 5,729.58'$
 $T = 246.39'$
 $L = 492.47'$
 $E = 5.30'$
 $C = 492.32'$
 $C.B. = S87^{\circ}12'41.80''E$
 $\theta = \text{VARIES}$

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

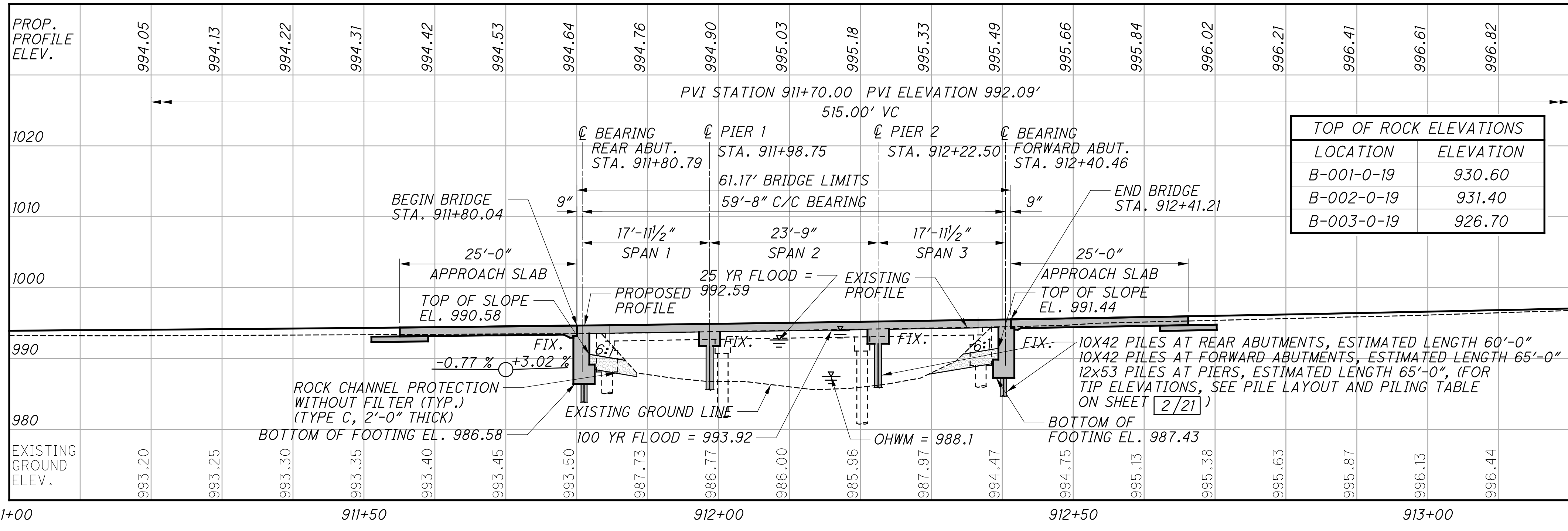
SPANS: 16'-0"± 20'-0"± 16'-0"± C/C BEARINGS
 ROADWAY: 40'-0" F/F RAIL
 LOADING: H-15
 SKEW: 0°
 WEARING SURFACE: 2" SUPER-PLASTICIZED DENSE CONCRETE
 APPROACH SLABS: AS-1-54 (15'-0"±)
 ALIGNMENT: 1°00'00" CURVE RIGHT
 CROWN: 0.024 FT/FT
 STRUCTURAL FILE NUMBER: 8504776
 DATE BUILT: 1956
 DISPOSITION: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



PROFILE ALONG CL US 250

R:\080\080-10011-WAYNE COUNTY US-250 BRIDGE REPLACEMENT - ODOT DISTRICT 3\Project Data\02768\Design\Structures\WAY250\I731C\Sheets\250-I727C-SP001.dgn Sheet 10/12/2023 10:27:23 AM jcoy

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

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	1	LS	UNCLASSIFIED EXCAVATION					
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					