



**County Engineer  
Environmental Engineer  
Building Department**  
233 W. Sixth Street  
Marysville, Ohio 43040  
P 937. 645. 3018  
F 937. 645. 3161  
[www.co.union.oh.us/engineer](http://www.co.union.oh.us/engineer)

**Marysville Operations Facility**  
16400 County Home Road  
Marysville, Ohio 43040  
P 937. 645. 3017  
F 937. 645. 3111

**Richwood Outpost**  
190 Beatty Avenue  
Richwood, Ohio 43344

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*Public Service with integrity*

## **ADDENDUM #1**

FROM: Union County Engineers Office  
Josh Holtschulte

DATE: March 3, 2022

RE: **UNI-CR194-2.30 Bridge Replacement**

PAGES: 1 (Addendum #1); 1 (Soil Boring Locations)

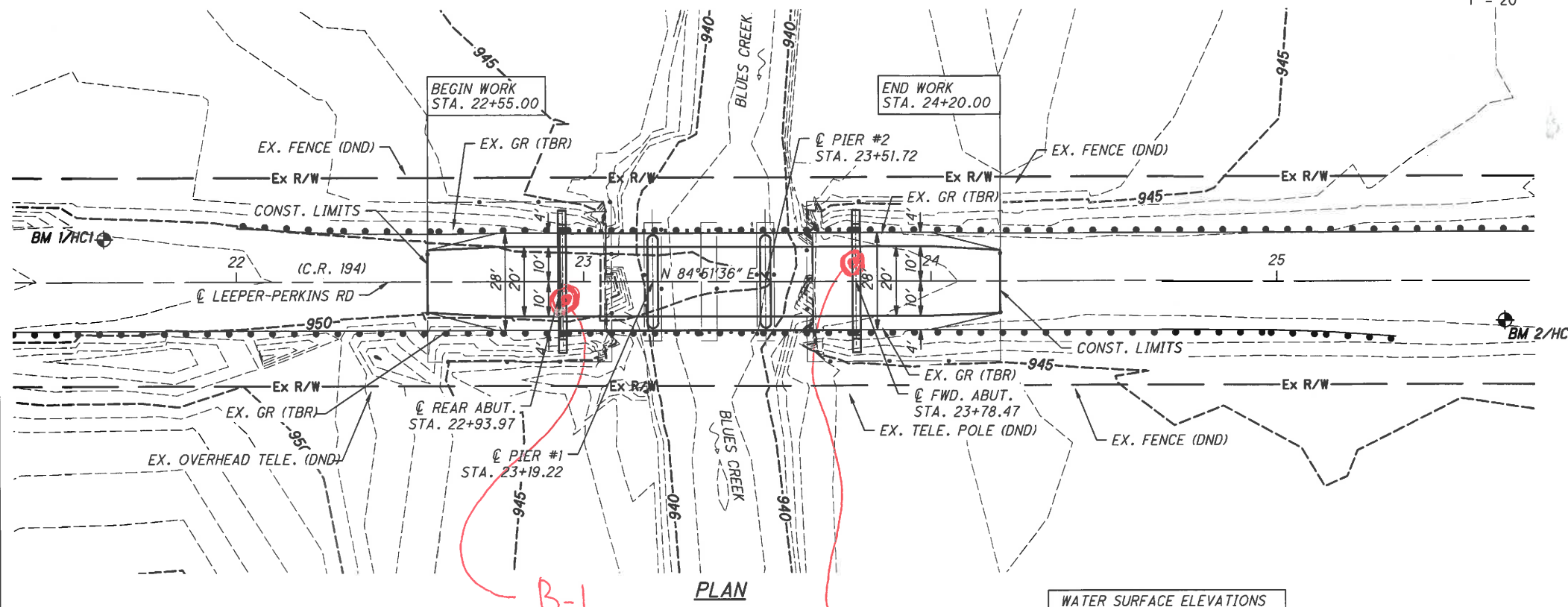
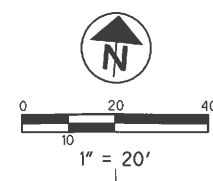
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This addendum supplements and amends the original Drawings and Specification issued and shall be taken into account in preparing proposals, and shall become a part of the Contract Documents.

1. Foundation report or geotechnical/soil profile plan sheets will not be required.
2. Prequalification requirements for contractor's consultant include Non-complex Roadway and Level 2 Bridge Design. No further geotechnical prequalifications are required.
3. Approximate locations of the soil borings are shown on the attached drawing.
4. The Stage 1 plans visually depict a shoulder taper rate less than the standard 25:1. The shoulder taper rate shall meet the standard requirements in the Location & Design Manual 301.2.3.2.
5. Bridge rail type TST-1-99 (Twin Steel Tube) may be used in lieu of type TST-2-21 (Three Steel Tube).
6. There are no DBE or EDGE goals for this project.
7. Approach slabs per AS-1-15 shall be required even though they are not shown on the Stage 1 drawings. Limits of full depth pavement shall be adjusted if necessary to meet the requirements for taper rates.

**Please note and sign the bottom portion of 6.6 of the bid packet proposal acknowledging that this Addendum was received.**

# Soil Boring Locations



BENCHMARK DATA		
BM #1 STA. 21+61.65	ELEV. 951.21	OFFSET 12.36' LT
BM #2 STA. 25+65.86	ELEV. 948.25	OFFSET 11.69' RT

FOR ADDITIONAL BENCHMARK INFORMATION. SEE ROADWAY PLAN SHEET

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

**TRAFFIC DATA**  
DESIGN TRAFFIC:  
2022 ADT = 740  
2042 ADT = 950  
DIRECTIONAL DISTRIBUTION = 53%

**LEGEND**  
 - EXISTING STRUCTURE TO REMAIN  
 - SOIL BORING

**HYDRAULIC DATA**  
DRAINAGE AREA = 18.9 SQ. MILES  
Q (10) = 1590 CFS V (10) = 5.27 FT/S  
Q (100) = 2910 CFS V(100) = 5.84 FT/S  
STRUCTURE CLEARS THE 10 YEAR STORM EVENT BY 1.56 FT.

**FIRST GUARDRAIL POST LOCATION**  
REAR ABUTMENT LEFT - STA. 22+93.97, 14.33' LT.  
REAR ABUTMENT RIGHT - STA. 22+93.97, 14.33' RT.  
FORWARD ABUTMENT LEFT - STA. 23+78.47, 14.33' LT.  
FORWARD ABUTMENT RIGHT - STA. 23+78.47, 14.33' RT.

WATER SURFACE ELEVATIONS	
A: H (OHWM) EL.	944.52
B: H (10) EL.	946.29
C: H (100) EL.	948.01

**EXISTING STRUCTURE**

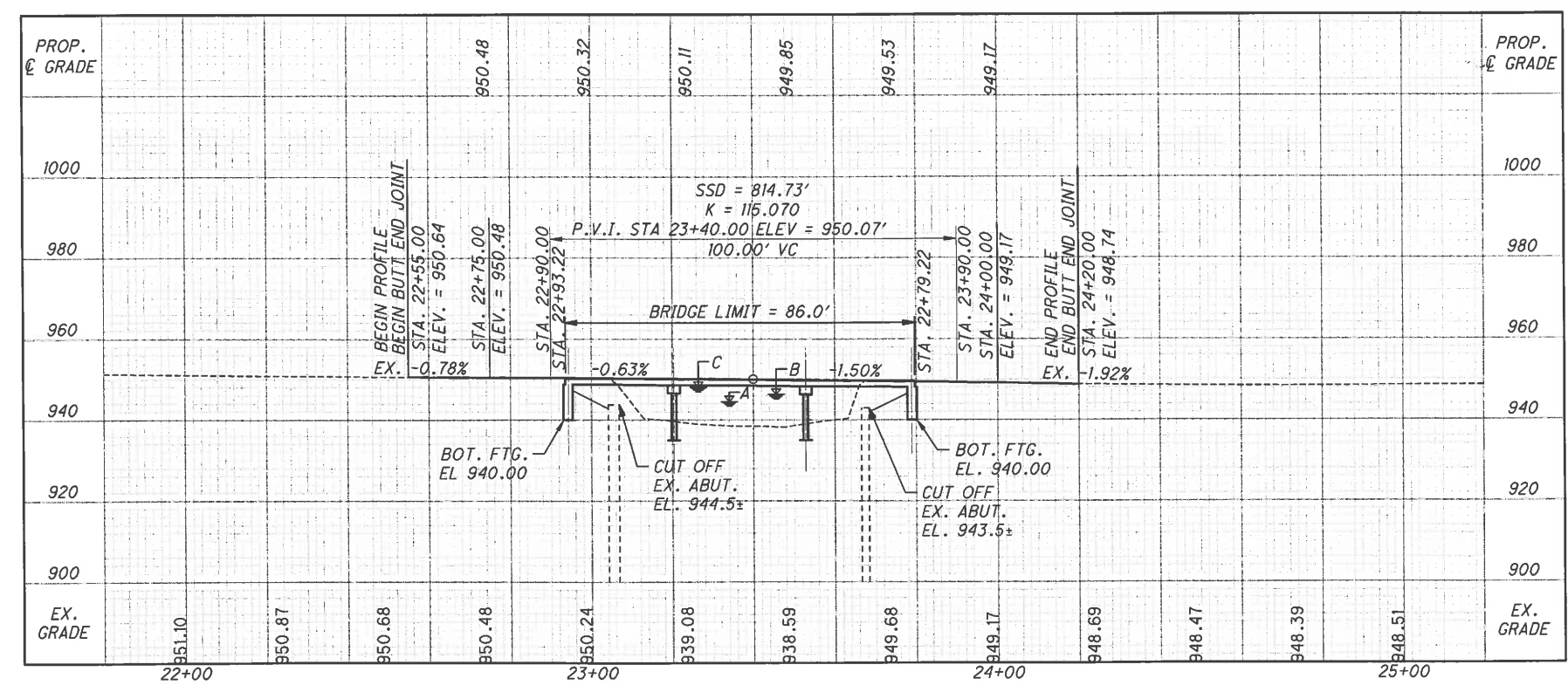
TYPE: TWO SPAN PRESTRESSED CONCRETE BOX BEAM ON CAP COLUMN CENTER PIER AND REINFORCED CONCRETE ABUTMENTS ON SPREAD FOOTINGS.

SPANS: (2) 65'-0", MAX SPAN = 31'-0"  
ROADWAY: 28.3 FT.  
LOADING: HS20-44 AND ALTERNATE MILITARY LOADING  
SKEW: NONE  
APPROACH SLABS: NONE  
ALIGNMENT: TANGENT  
CROWN: 0.016 FT/FT (NORMAL CROWN)  
STRUCTURAL FILE NUMBER: 8034338  
DATE BUILT: 1971  
DISPOSITION: BRIDGE REPLACEMENT

**PROPOSED STRUCTURE**

TYPE: THREE SPAN REINFORCED CONCRETE SLAB ON CAP AND COLUMN PIER AND ABUTMENTS. THE NEW ABUTMENTS ARE PLACED BEHIND THE EXISTING ABUTMENTS. MIN. BOTTOM CHORD EL. 947.85.

SPANS: 26'-0", 32'-6", 26'-0"  
ROADWAY: 28'-0" F/F RAILING  
LOADING: HL-93 (FUTURE WEARING SURFACE = 0.060 KSF)  
SKEW: 0° 00' 00"  
APPROACH SLABS: NONE  
ALIGNMENT: TANGENT  
CROWN: 0.0156 FT/FT (NORMAL CROWN)  
COORDINATES: LATITUDE 40° 17' 04"  
LONGITUDE 83° 17' 45"



PROFILE ALONG  $\phi$  CONSTRUCTION - LEEPER-PERKINS ROAD (C.R. 194)

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DESIGN AGENCY: E.P. FERRIS & ASSOC., INC. CONSULT. ENG. & SURVEYORS

DATE: 2/2022

REVIEWED: MLS 8034339

DRAWN: RJH

DESIGNED: RJH

CHECKED: MLS

UNION COUNTY STA. 22+93.65 STA. 23+79.65

BRIDGE SITE PLAN BRIDGE NO. UNI-CR194-0230 OVER BLUES CREEK

UNI-CR194-02.30

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