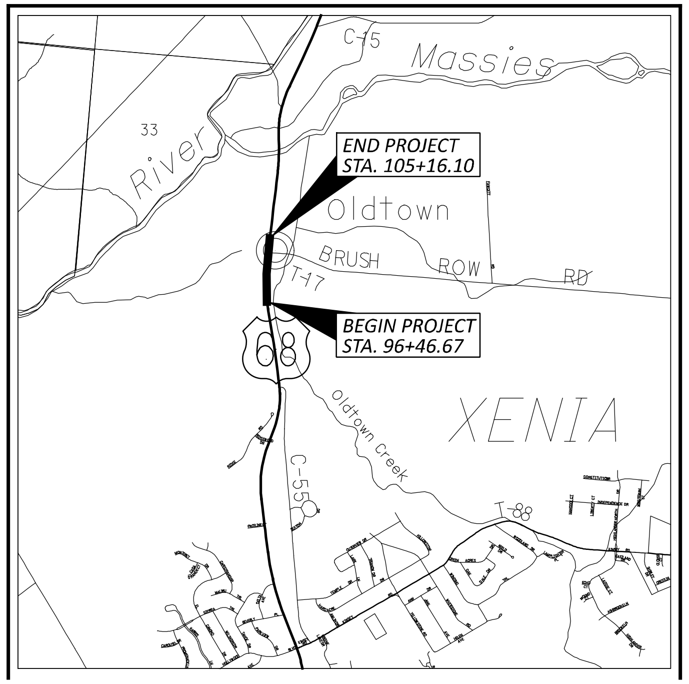
STATE OF OHIO
DEPARTMENT OF TRANSPORTATION

GRE-68-12.65

XENIA TOWNSHIP

GREENE COUNTY

BUILDABLE UNIT #3 AND #4



LOCATION MAP

LATITUDE: 39 °43'46"   LONGITUDE: 83 °56'12"

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

DESIGN DESIGNATION

CURRENT ADT (2024) ____ 8600
DESIGN YEAR ADT (2044) ____ 8800
DESIGN HOURLY VOLUME (2044) ____ 1200
DIRECTIONAL DISTRIBUTION ____ 50%
TRUCKS (24 HOUR B&C) ____ 7%
DESIGN SPEED ____ 45 MPH
LEGAL SPEED ____ 45 MPH
DESIGN FUNCTIONAL CLASSIFICATION: PRINCIPAL ARTERIAL URBAN
NHS PROJECT ____ YES

DESIGN EXCEPTIONS

NONE

ADA DESIGN WAIVERS

NONE

ENGINEER'S SEAL:
ROADWAY

ENGINEER'S SEAL:
STRUCTURE

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:
CARPENTER MARTY transportation
6612 SINGLETREE DRIVE COLUMBUS, OH 43229
614.656.2424 • WWW.CMTRAN.COM

is detention required based on greene county requirements?

INDEX OF SHEETS:

A schematic plan would be very helpful on this project. There are only 3 plan sheets for US 68 but there is a plan sheet for the ramp and a plan sheet for the LMST intersection. (5 plan sheets.)

Aesthetic Details Plan Sheet? i.e., final emblem design installed on span#1; This should include, at a minimum, any finalized aesthetic treatments that were confirmed post award.

FINAL SUBMITTAL
DATE: 03/31/2025

STANDARD CONSTRUCTION DRAWINGS										SUPPLEMENTAL SPECIFICATIONS		SPECIAL PROVISIONS
BP-4.1	07/19/13	TC-41.20	10/18/13	MT-101.60	01/17/25	CB-2-2B	07/19/24	EXJ-6-17	01/19/24	800	07/19/24	WATERWAY PERMITS CONDITIONS
BP-5.1	01/17/25	TC-41.30	04/21/23	MT-110.10	07/19/13	CB-3	07/19/24			813	07/21/23	02/25/25
BP-7.1	01/17/25	TC-42.20	10/18/13	MT-102.20	07/21/23	CB-3A	07/19/24	PSID-1-13	07/19/24	825	10/20/23	
		TC-52.10	10/18/13	MT-105.10	01/17/23			GSD-1-19	07/19/24	832	07/19/24	
RM-2.1	07/19/13	TC-52.20	01/15/21	MT-97.10	04/19/19	MH-3	07/19/24			839	07/16/21	
RM-5.2	07/21/23	TC-65.10	01/17/14	MT-101.90	07/17/20					913	04/16/21	
		TC-65.11	01/17/25			HW-2.1	07/15/22			939	01/17/20	
HL-30.11	07/21/23	TC-71.10	04/21/23			HW-2.2	07/20/18			Are 895/995 for WQS?		
HL-30.22	01/17/25	TC-74.10	07/21/23	MT-95.61		DM-4.1						
HL-30.31	01/17/25	TC-83.20	07/19/24			DM-4.3	01/17/25					
HL-40.20	01/17/25	TC-87.10	01/17/25			DM-4.3	04/15/16					
HL-50.21	07/15/22					DM-4.4	04/15/16					
HL-60.31	07/19/24					DM- 1.2?						

PROJECT DESCRIPTION

PROPOSED IMPROVEMENTS SHALL FOCUS ON THE CONSTRUCTION OF A GRADE SEPARATED CROSSING, CONNECTING THE LITTLE MIAMI SCENIC TRAIL WITH THE NEW SHAWNEE INTERPRETIVE CENTER. ADDITIONAL AT-GRADE CROSSING IMPROVEMENTS ARE TO BE INSTALLED AT THE US 68 AND BRUSH ROW INTERSECTION, LOCATED APPROXIMATELY 400 FEET NORTH OF THE SHAWNEE INTERPRETIVE CENTER. THE PEDESTRIAN FACILITIES, WITHIN THE DEFINED PROJECT LIMITS OF THE US 68 ROADWAY CORRIDOR WILL ALSO BE UPGRADED.

EARTH DISTURBED AREAS

PROJECT EARTH DISTURBED AREA:	2.08 ACRES
ESTIMATED CONTRACTOR EARTH DISTURBED AREA:	0.50 ACRES
NOTICE OF INTENT EARTH DISTURBED AREA:	2.58 ACRES

2023 SPECIFICATIONS

THE STANDARD SPECIFICATIONS OF THE STATE OF OHIO, DEPARTMENT OF TRANSPORTATION, INCLUDING SUPPLEMENTAL SPECIFICATIONS LISTED IN THE PLANS, CHANGES LISTED IN THE PROPOSAL, AND THE SUPPLEMENTAL SPECIFICATION 800 VERSION INDICATED ON THE PROPOSAL SHALL GOVERN THIS IMPROVEMENT.

I HEREBY APPROVE THESE PLANS AND DECLARE THAT THE MAKING OF THIS IMPROVEMENT WILL REQUIRE THE CLOSING TO TRAFFIC OF THE HIGHWAY AND THAT DETOURS WILL BE PROVIDED AS INDICATED ON SHEET P.13 .

REVIEW COMPLETE

PM Katherine S. DeStefano, P.E. 04/02/2025
BRIDGES Amy Shell, P.E 04/07/2025
R. Scott Kramer, 04/08/2025
CONSTRUCT Dana Bicknell 04/08/2025
DRAINAGE Tami Brehm, P.E. 04/08/2025
ENVIRON Anthony Pankala, P.E. 04/04/2025
GEOTECH Casey Carriere, P.E. 4/07/2025
ITS ____
MOT Scott Kraus, P.E., 04/10/2025
PAVEMENT ____
ROADWAY Katherine S. DeStefano, P.E. 04/02/2025
R/W ____
SURVEY ____
TRAFFIC Teri C. Scanlon, P.E. 04/04/2025
UTILITIES Lucas W. Braun, P.E. 04/07/2025
OTHER Katherine S. DeStefano, P.E. 04/02/2025
OTHER ____

TITLE SHEET

DESIGN AGENCY
CARPENTER MARTY transportation
DESIGNER
CEF
REVIEWER
BAA 03/28/25
PROJECT ID
115388
SHEET P.01
TOTAL P.107

GRE-68-12.65

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LEGEND

In two lifts (6" max per lift per Pavement Design Manual)

1. ITEM 204 - PROOF ROLLING
2. ITEM 204 - SUBGRADE COMPACTION
3. ITEM 254 - 1½" PAVEMENT PLANING
4. ITEM 301 - 10" A.C. BASE, PG64-22, (449)
5. ITEM 304 - 4" AGGREGATE BASE
6. ITEM 304 - 6" AGGREGATE BASE
7. ITEM 407 - NON-TRACKING TACK COAT
8. ITEM 441 - 1½" A.C. SURFACE COURSE, TYPE 1 (448), PG64-22
9. ITEM 441 - 2" A.C. INTERMEDIATE COURSE, TYPE 2 (448)
10. ITEM 530 - RETAINING WALL
11. ITEM 605 - 6" BASE PIPE UNDERDRAIN
12. ITEM 608 - 4" CONCRETE WALK
13. ITEM 608 - 6" CONCRETE WALK
14. ITEM 609 - 6" CURB, TYPE 6
15. ITEM 659 - SEEDING AND MULCHING
16. ITEM 517 - PEDESTRIAN AND BICYCLE RAILING
17. ITEM 204 - PROOF ROLLING

(A) EXISTING COMPOSITE PAVEMENT
(B) EXISTING CONCRETE WALK
(C) EXISTING CURB
(D) EXISTING ALPHALT SHARED-USE PATH

TABLE A

STATION	PATH WIDTH
96+57.88 TO 99+00.80	10.0'
99+00.50 TO 99+22.00	10.0' TO 11.0'

TABLE B

STATION	BUFFER WIDTH
96+57.88 TO 99+00.80	11.5'
99+00.80 TO 99+22.00	11.5' TO 8.8'
100+31.76 TO 100+93.00	8.8' TO 3.0'
100+93.00 TO 102+28.93	3.0'
102+28.93 TO 102+48.93	3.0' TO 5.0'

TABLE C

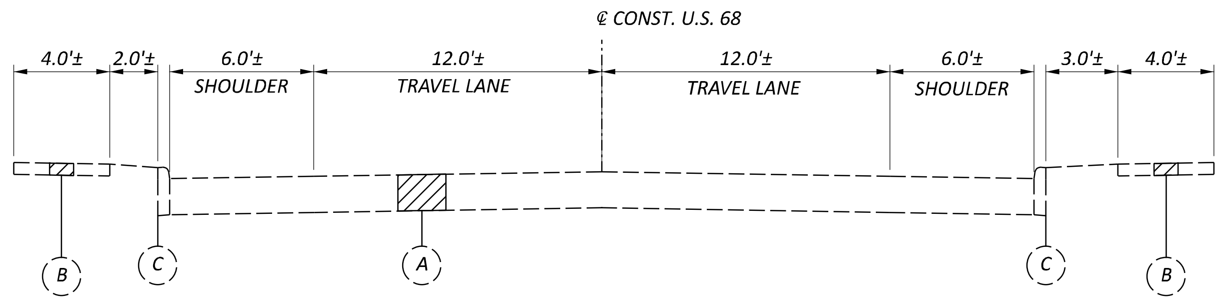
STATION	WALK WIDTH
105+11.10 TO 105+16.10	5.0' TO 3.9'

TABLE D

STATION	BUFFER WIDTH
104+66.10 TO 105+16.10	5.0' TO 2.6'

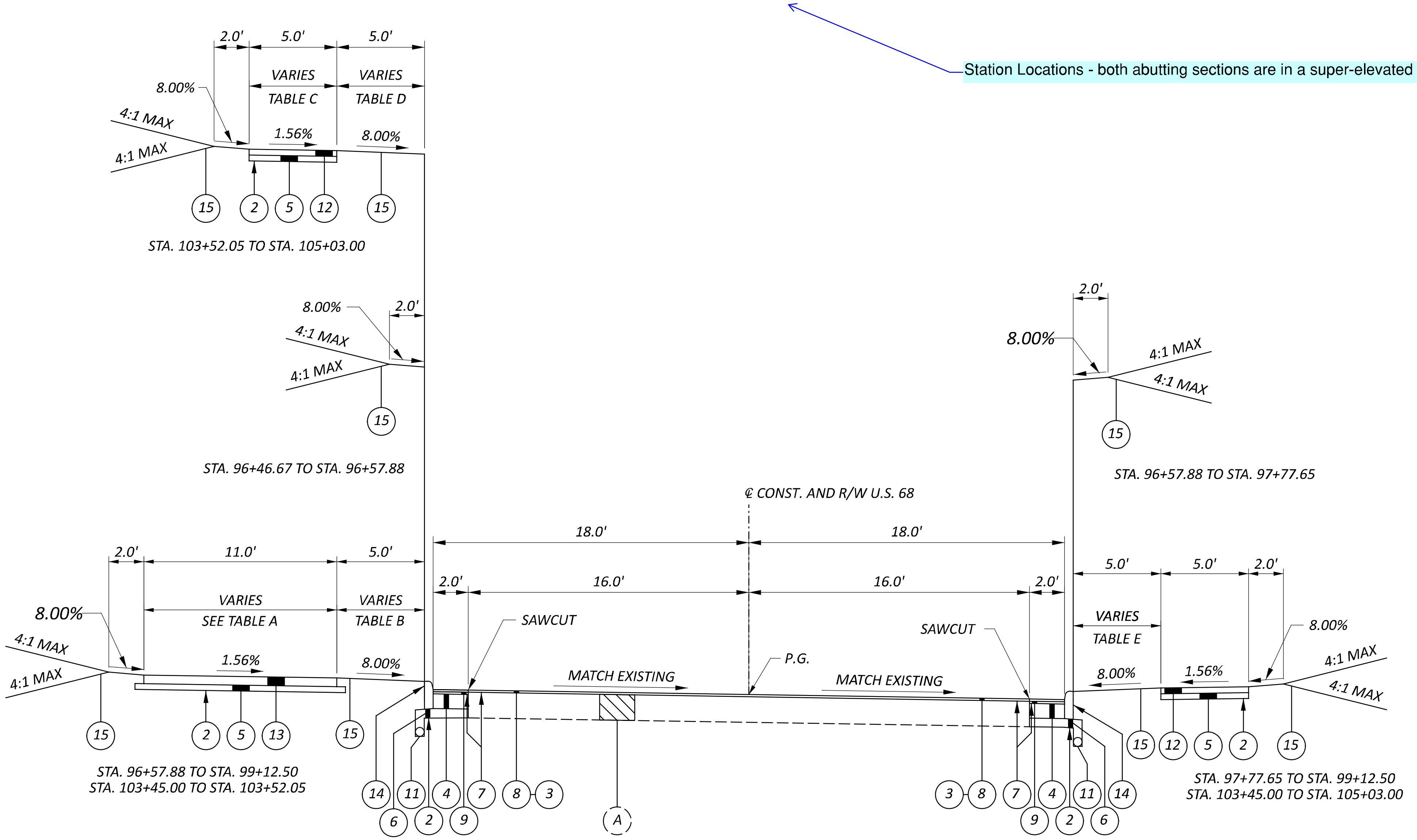
TABLE E

STATION	BUFFER WIDTH
104+66.10 TO 105+16.10	5.0' TO 2.6'



EXISTING SECTION - U.S. 68

Station Locations - both abutting sections are in a super-elevated section.



SUPERELEVATION SECTION - U.S. 68

STA. 96+57.88 TO STA. 99+12.50
STA. 103+45.00 TO STA. 105+03.00

TYPICAL SECTIONS

DESIGN AGENCY
CARPENTER MARTY transportation

DESIGNER
CEF
REVIEWER
BAA 03/28/25
PROJECT ID
115388
SHEET P.02
TOTAL P.107

GRE-68-12.65

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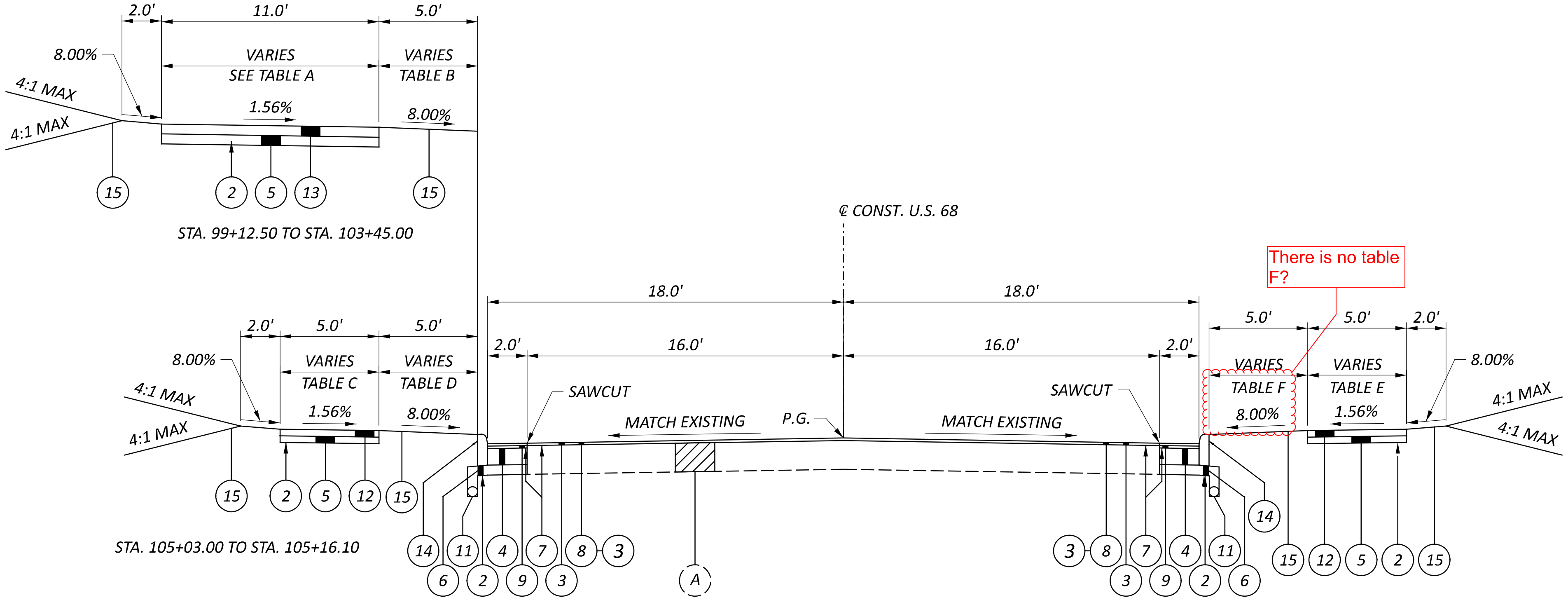
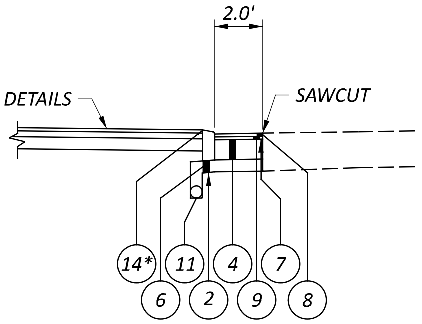


There is no table F?

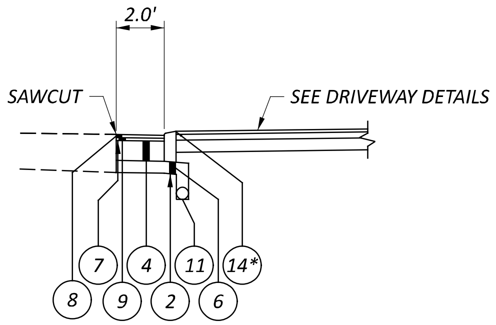
NORMAL SECTION - U.S. 68

STA. 99+12.50 TO STA. 103+45.00
STA. 105+03.00 TO STA. 105+16.10



CURB DETAIL - U.S. 68

STA. 96+08.30 TO STA. 96+46.67
STA. 105+16.10 TO STA. 105+83.28



CURB DETAIL - U.S. 68

STA. 96+32.41 TO STA. 96+46.67

NOTE:
SEE SHEET P.02 FOR TYPICAL SECTION LEGEND.
* = DROP CURB PER ODOT SCD BP-4.1

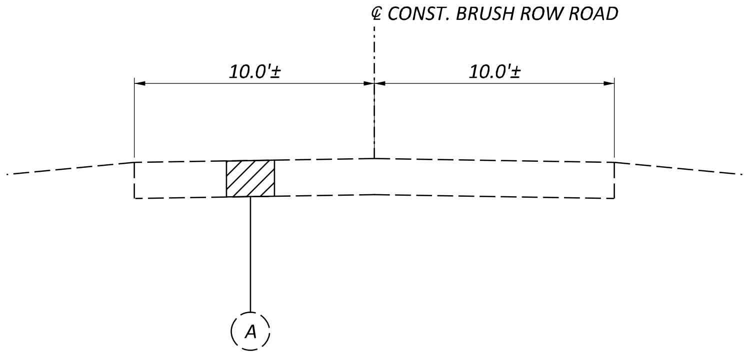
TABLE A	
STATION	PATH WIDTH
96+57.88 TO 99+00.80	10.0'
99+00.50 TO 99+22.00	10.0' TO 11.0'

TABLE B	
STATION	BUFFER WIDTH
96+57.88 TO 99+00.80	11.5'
99+00.80 TO 99+22.00	11.5' TO 8.8'
100+31.76 TO 100+93.00	8.8' TO 3.0'
100+93.00 TO 102+28.93	3.0'
102+28.93 TO 102+48.93	3.0' TO 5.0'

TABLE C	
STATION	WALK WIDTH
105+11.10 TO 105+16.10	5.0' TO 3.9'

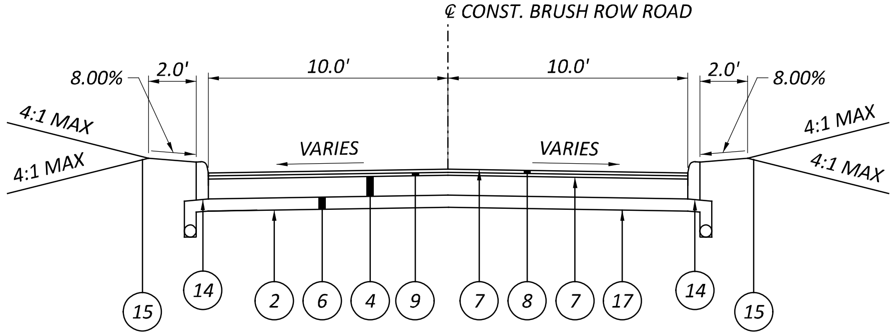
TABLE D	
STATION	BUFFER WIDTH
104+66.10 TO 105+16.10	5.0' TO 2.6'

TABLE E	
STATION	BUFFER WIDTH
104+66.10 TO 105+16.10	5.0' TO 2.6'



EXISTING SECTION - BRUSH ROW ROAD

Station Location



TYPICAL SECTION - BRUSH ROW ROAD

STA. 10+00.00 TO STA. 10+78.00

TYPICAL SECTIONS

DESIGN AGENCY
CARPENTER MARTY transportation
DESIGNER
CEF
REVIEWER
BAA 03/28/25
PROJECT ID
115388
SHEET P.03
TOTAL P.107

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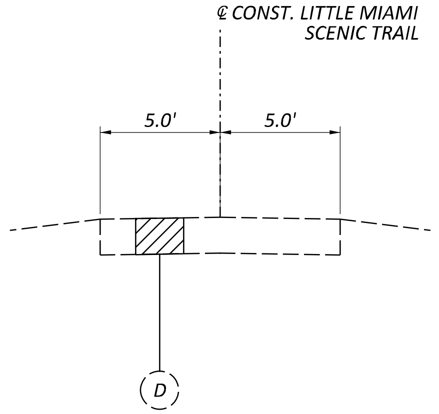
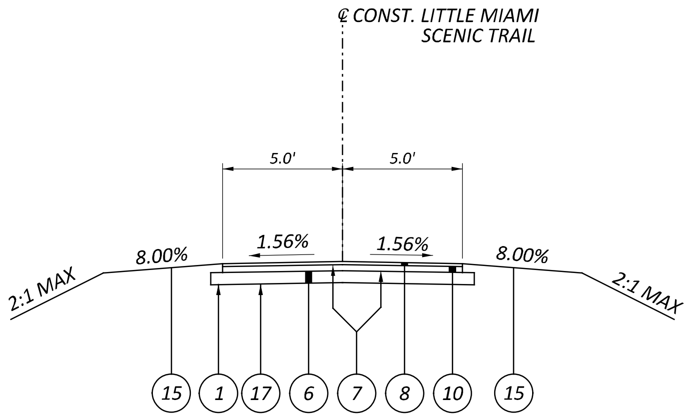
GRE-68-12.65

TYPICAL SECTIONS



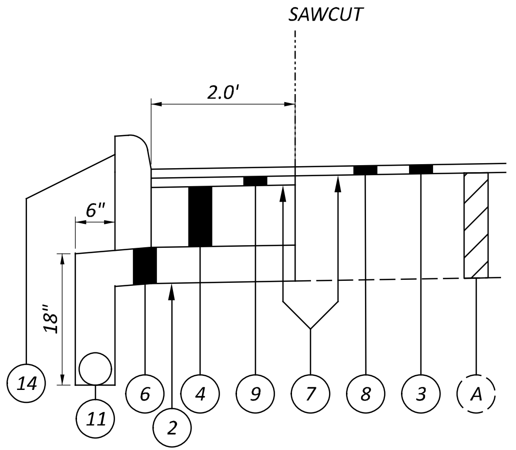
EXISTING SECTION - LITTLE MIAMI SCENIC TRAIL

Station Location



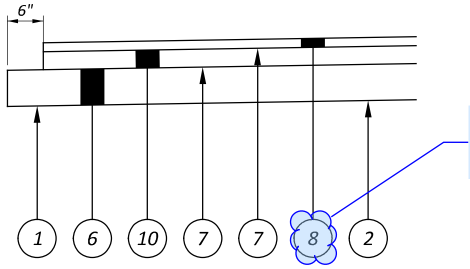
TYPICAL SECTION - LITTLE MIAMI SCENIC TRAIL

STA. 200+03.52 TO STA. 203+37.21



FULL DEPTH PAVEMENT BUILDUP

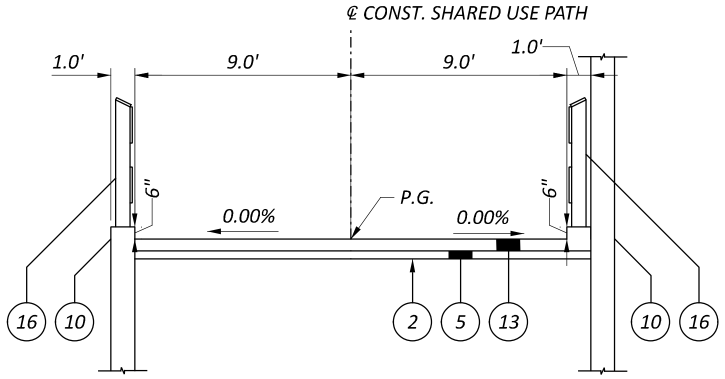
Where....US68?



SHARED USE PATH STEP DETAIL

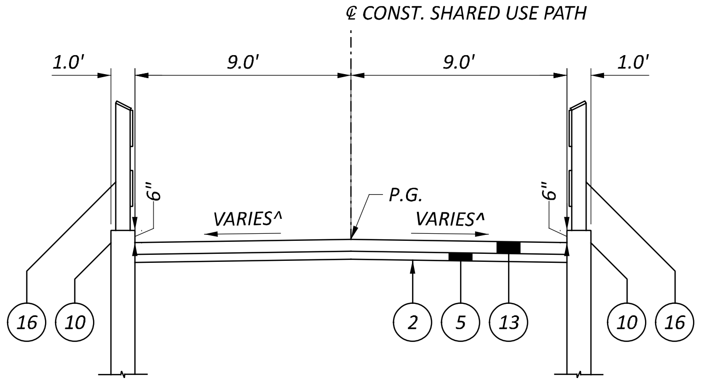
Should all shared use path be concrete?

Where...along US68 or abutting the future seeded parking lot? Need some stations.



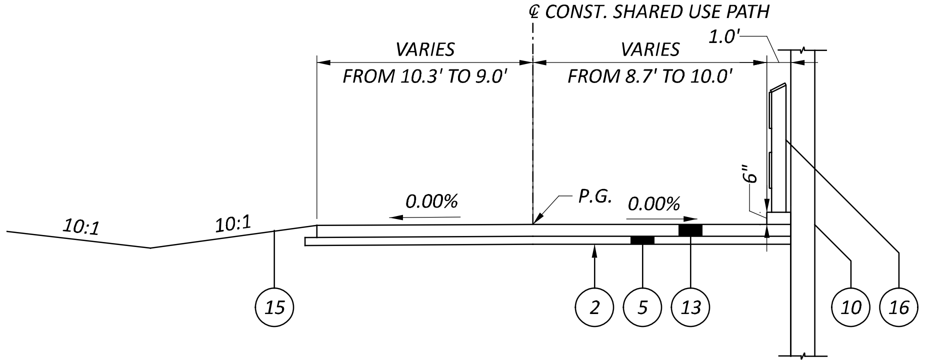
TYPICAL SECTION - SHARED USE PATH

STA. 1+62.62 TO STA. 2+72.53



TYPICAL SECTION - SHARED USE PATH

STA. 2+72.53 TO STA. 4+95.94



TYPICAL SECTION - SHARED USE PATH

STA. 0+34.51 TO STA. 1+62.62

NOTES
1. SEE SHEET P.02 FOR TYPICAL SECTION LEGEND
2. SEE SHEETS P.74 - P.84 FOR WALL DETAIL SHEETS
^ VARIES FROM 1.00% TO 0.00% FROM STA. 4+50.00 TO STA. 4+95.94

DESIGN AGENCY
CARPENTER MARTY transportation
DESIGNER
CEF
REVIEWER
BAA 03/28/25
PROJECT ID
115388

SHEET	TOTAL
P.04	P.107

GRE-68-12.65

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UTILITIES

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

AES OHIO
1900 DRYDEN RD.
DAYTON, OH 45439
ATTN: WILLIAM WARD
PHONE: 937-554-9063
WILLIAM.WARD@AES.COM

CHARTER COMMUNICATIONS
3691 TURNER ROAD
DAYTON, OH 45415
JEFF GAMMON
937-396-7290
JEFFERY. GAMMON@ CHARTER.COM

AT&T OHIO
7201 FAR HILLS AVE.
DAYTON, OH 45439
ATTN: ALAN STUTES
PHONE: 937-708-1026
AS1634@ATT.COM

ALTAFIBER
221 E. 4TH ST.
CINCINNATI, OH 45201
ATTN: GARY MCCARTNEY
PHONE: 937-271-8730
GARY.MCCARTNEY@ALTAFIBER.COM

CITY OF XENIA
11 N. DETROIT ST.
XENIA, OHIO 45385
ATTN: CHRIS BERGER
PHONE: 937-376-7265
CBERGER@CI.XENIA.OH.US

MIAMI VALLEY LIGHTING
ATTN: ROBYN LIVESAY
ROBYN.LIVESAY@AES.COM

SPECIFICATIONS

THE STATE OF OHIO DEPARTMENT OF TRANSPORTATION 2023 CONSTRUCTION AND MATERIAL SPECIFICATIONS, CURRENT EDITION, SHALL GOVERN THIS IMPROVEMENT.

CONSTRUCTION NOISE

ACTIVITIES AND LAND USE ADJACENT TO THIS PROJECT MAY BE AFFECTED BY CONSTRUCTION NOISE. IN ORDER TO MINIMIZE ANY ADVERSE CONSTRUCTION NOISE IMPACTS, DO NOT OPERATE POWER-OPERATED CONSTRUCTION-TYPE DEVICES BETWEEN THE HOURS OF 10 PM AND 7 AM. IN ADDITION, DO NOT OPERATE AT ANY TIME ANY DEVICE IN SUCH A MANNER THAT THE NOISE CREATED SUBSTANTIALLY EXCEEDS THE NOISE CUSTOMARILY AND NECESSARILY ATTENDANT TO THE REASONABLE AND EFFICIENT PERFORMANCE OF SUCH EQUIPMENT.

OVERHEAD UTILITIES

THE CONTRACTOR SHALL EXERCISE EXTREME CAUTION WHEN WORKING UNDER OR AROUND OVERHEAD UTILITY LINES.

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.

ENDANGERED BAT HABITAT REMOVAL

THIS PROJECT IS LOCATED WITHIN THE KNOWN HABITAT RANGES OF THE FEDERALLY LISTED AND PROTECTED INDIANA BAT, AND NORTHERN LONG-EARED BAT. NO TREES SHALL BE REMOVED UNDER THIS PROJECT FROM APRIL 1 THROUGH SEPTEMBER 30. ALL NECESSARY TREE REMOVAL SHALL OCCUR FROM OCTOBER 1 THROUGH MARCH 31. THIS REQUIREMENT IS NECESSARY TO AVOID AND MINIMIZE IMPACTS TO THESE SPECIES AS REQUIRED BY THE ENDANGERED SPECIES ACT (ESA). FOR THE PURPOSES OF THIS NOTE, A TREE IS DEFINED AS: A LIVE, DYING, OR DEAD WOODY PLANT, WITH A TRUNK 3 INCHES OR GREATER IN DIAMETER AT A HEIGHT OF 4.5 FEET ABOVE THE GROUND SURFACE, AND WITH A MINIMUM HEIGHT OF 13 FEET.

ANY PARTY FINDING A DEAD, INJURED, OR SICK BAT SPECIMEN MUST PROMPTLY NOTIFY THE USFWS OHIO FIELD OFFICE AT (614) 416-8993. THE CONTRACTOR SHALL CONTACT ODOT WHO WILL IN TURN CONTACT USFWS ABOUT ANY BATS FOUND WITHIN THE PROJECT.

SURVEYING PARAMETERS - OHIO STATE PLANE (SOUTH)

PRIMARY PROJECT CONTROL MONUMENTS GOVERN ALL POSITIONING ON ODOT PROJECTS. SEE THIS SHEET FOR A TABLE CONTAINING PROJECT CONTROL INFORMATION.

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

PROJECT CONTROL
POSITIONING METHOD: ODOT VRS
MONUMENT TYPE: 5/8" IRON PIN TRAVERSE POINT WITH RED CARPENTER MARTY TRANSPORTATION CAP

VERTICAL POSITIONING
ORTHOMETRIC HEIGHT DATUM: NAVD 88
GEOID: GEOID 18

HORIZONTAL POSITIONING
REFERENCE FRAME: NAD 83 (2011)
ELLIPSOID: GRS80
COORDINATE SYSTEM: LAMBERT CONFORMAL CONIC
MAP PROJECTION: OHIO STATE PLANE, SOUTH OHIO
PROJECT ADJUSTMENT FACTOR: 1.00000000000 (PRJ. IS IN GRID COORD.)
ORIGIN OF COORDINATE SYSTEM: 0,0

USE THE POSITIONING METHODS AND MONUMENT TYPE USED IN THE ORIGINAL SURVEY TO RESTORE ALL MONUMENTS RELATED TO PRIMARY PROJECT CONTROL THAT ARE DAMAGED OR DESTROYED BY CONSTRUCTION ACTIVITIES. RESTORE THE DAMAGED OR DESTROYED MONUMENTS IN ACCORDANCE WITH CMS 623.

UNITS ARE IN U.S. SURVEY FEET.

SEEDING AND MULCHING

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

659, TOPSOIL	641 CY
659, SEEDING AND MULCHING	5766 SY
659, REPAIR SEEDING AND MULCHING	288 SY
659, INTER-SEEDING	288 SY
659, COMMERCIAL FERTILIZER	0.78 TON
659, LIME	1.20 ACRES
659, WATER	15600 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.

IN-STREAM WORK RESTRICTIONS

THE CONTRACTOR SHALL NOT WORK BELOW THE ORDINARY HIGH-WATER MARK OF OLDTOWN CREEK, OR INSTALL, MODIFY, OR REMOVE ANY EXISTING IN-STREAM FILLS DURING THE ODNR INSTREAM WORK RESTRICTION PERIOD OF APRIL 15TH AND JUNE 30TH.

ITEM 204 - PROOF ROLLING

THE FOLLOWING QUANTITY IS PROVIDED IN THE GENERAL SUMMARY TO ADDRESS LOCATIONS REQUIRING PROOF ROLLING. SEE PLAN SHEET NO. 2 FOR ADDITIONAL INFORMATION.

ITEM 204 – PROOF ROLLING 2 HOUR.

ODNR NOTIFICATION

THE ODNR DIVISION OF PARKS AND WATERCRAFT'S GREAT COUNCIL STATE PARK MANAGER, TIM PRITCHARD, SHALL BE INFORMED OF ANY PARK RELATED INTERESTS (I.E. SCHEDULING, ROAD CLOSURES, ETC.) AS THE PROJECT PROGRESSES. MR. PRITCHARD CAN BE REACHED AT TIMOTHY.PRITCHARD@DNR.OHIO.GOV OR 937-629-1740.

ODNR has one comment: Tim Pritchard is no longer with ODNR. Please update contact information: Ivy Ortman, Ivy.Ortman@dnr.ohio.gov, (937) 629-1740

CL OF CONSTRUCTION PROPOSED SEWER			PROJECT GROUND COORDINATES		ELEVATION	DESCRIPTION
POINT NUMBER	STATION	OFFSET	NORTH (Y) U.S. FT.	EAST (X) U.S. FT.		
CP01	93+69.19	21.53 LT	632483.62	1564386.75	833.71	IRON PIN
BM01	95+30.07	41.84 LT	632644.71	1564356.84	833.23	FH BOLT (BENCHMARK)
CP02	95+98.17	46.38 LT	632713.73	1564351.23	831.80	IRON PIN
CP03	96+73.50	146.38 RT	632787.14	1564543.33	833.71	IRON PIN
CP04	97+86.00	96.87 RT	632896.57	1564497.72	835.37	MAG NAIL
T2	97+91.42	21.63 RT	632906.33	1564422.92	834.79	CONCRETE MONUMENT (BENCHMARK)
CP05	98+06.23	23.91 RT	632920.64	1564426.05	835.76	MAG NAIL
CP06	99+16.17	25.68 RT	633029.55	1564436.40	843.32	MAG NAIL
CP07	99+71.31	29.95 LT	633089.22	1564385.67	835.66	IRON PIN
CP08	100+31.42	163.51 LT	633160.48	1564257.70	840.84	PIPE FOUND
T104	100+88.75	24.39 LT	633205.76	1564401.20	835.68	MAG NAIL (BENCHMARK)
CP09	100+91.43	160.17 LT	633219.98	1564266.14	841.12	IRON PIN
CP10	100+93.88	154.24 LT	633221.93	1564272.26	840.80	MAG NAIL
CP11	100+94.64	40.00 RT	633206.15	1564465.86	835.18	IRON PIN
CP12	101+36.27	123.47 LT	633261.54	1564306.52	840.36	MAG NAIL
CP13	101+50.51	97.12 RT	633256.96	1564527.52	835.69	MAG NAIL
CP14	102+87.83	13.92 LT	633402.82	1564420.92	834.97	MAG NAIL

CENTERLINE REFERENCES AND KEY SURVEY POINTS PROPOSED US 68 - GROUND COORDINATES

STATION	OFFSET (FT)	SIDE	NORTHING	EASTING	ELEVATION	DESCRIPTION
85+42.87	0	CL	631669.86	1564538.15	---	P.O.T.
91+43.61	0	CL	632261.92	1564437.28	---	P.C.
98+71.09	0	CL	632986.82	1564406.98	---	P.T.
103+23.10	0	CL	633437.19	1564445.44	---	P.C.
105+13.09	0	CL	633626.18	1564464.74	---	P.T.
109+00.00	0	CL	634010.40	1564510.43	---	P.O.T.

LITTLE MIAMI SCENIC TRAIL PROJECT CONTROL

CL OF CONSTRUCTION PROPOSED SEWER			PROJECT GROUND COORDINATES		ELEVATION	DESCRIPTION
POINT NUMBER	STATION	OFFSET	NORTH (Y) U.S. FT.	EAST (X) U.S. FT.		
CP15	200+92.80	27.47 LT	633126.36	1564856.57	827.97	IRON PIN
CP16	201+18.85	8.39 LT	633149.09	1564879.51	831.87	IRON PIN
CP17	201+44.60	26.74 LT	633177.41	1564865.42	828.19	IRON PIN

DAYTON AQUIFER AND DRINKING WATER PROTECTION

THIS PROJECT IS LOCATED WITHIN THE GREAT MIAMI SOLE SOURCE AQUIFER AND A DRINKING WATER PROTECTION AREA. IN ORDER TO MINIMIZE THE POTENTIAL FOR CONTAMINATION, THE CONTRACTOR SHALL UTILIZE PROPER CONTAINMENT AND DIKING IN REFUELING AREAS. FUELS, TOXIC/HAZARDOUS MATERIALS, AND CHEMICALS SHALL NOT BE STORED NEAR DRAINAGE WAYS, DITCHES, OR STREAMS. A SPILL KIT IS TO BE MAINTAINED ON-SITE THROUGHOUT CONSTRUCTION ACTIVITIES. THE CONTRACTOR SHALL IMMEDIATELY TAKE STEPS TO MITIGATE ANY EVENT, SUCH AS SPILL OF FUELS, OILS, OR CHEMICALS THAT COULD THREATEN TO CONTAMINATE THE DRINKING WATER SUPPLY. ANY SUCH SPILL OR EVENT SHALL BE REPORTED IMMEDIATELY TO THE XENIA CITY PWS (OH2902812) COMMUNITY SYSTEM (937) 376-7269. IF THE SPILL IS A REPORTABLE AMOUNT (PER OHIO EPA'S RELEASE REPORTING REQUIREMENTS), THE CONTRACTOR SHALL CONTACT XENIA TOWNSHIP FIRE DEPARTMENT (937) 372-7857 OR THE OHIO EPA'S SPILLS HOTLINE 1-800-282-9378FOR CLEAN-UP OF THE SPILL.

POST CONSTRUCTION STORM WATER TREATMENT

THIS PLAN UTILIZES STRUCTURAL BEST MANAGEMENT PRACTICES (BMP'S) FOR POST CONSTRUCTION STORM WATER TREATMENT.

THIS PLAN UTILIZES MANUFACTURED WATER QUALITY STRUCTURES FOR WATER QUALITY TREATMENT. AREAS HAVE BEEN SHOWN IN THE PLANS FOR PLACEMENT OF AN IN-LINE SYSTEM. PAYMENT FOR THESE DEVICES SHALL BE MADE AT THE CONTRACT UNIT PRICE FOR ITEM 895, MANUFACTURED WATER QUALITY STRUCTURE, TYPE 2.

GENERAL NOTES

DESIGN AGENCY
CARPENTER MARTY Transportation
DESIGNER
CEF
REVIEWER
BAA 03/28/25
PROJECT ID
115388
SHEET TOTAL
P.05 P.107

GENERAL NOTES

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 OWNER-SUPPLIED MAILBOX AT LOCATIONS SPECIFIED IN THE PLANS, 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 EMCASED 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 (STRAPS, 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.

NEW POSTED TIMES THAT ITEM SHALL BE LIMITED TO FINAL PERMANENT INSTALLATIONS. TEMPORARY INSTALLATIONS SHALL BE IN ACCORDANCE WITH ITEM 730.10. HOWEVER, THE REQUIREMENTS FOR POST DIMENSIONS AS SPECIFIED IN THIS INSTALLATION SHALL APPLY.

MAILBOX SUPPORTS, COMPLETE IN PLACE, WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER EACH, FOR ITEM REFERENCED IN THE SUPPORTING SPECIFICATION (I.E. 606.80).

CROSSINGS AND CONNECTIONS TO EXISTING PIPES AND UTILITIES

WHERE PLANS PROVIDE FOR A PROPOSED CONDUIT TO BE CONNECTED TO, OR CROSS OVER OR UNDER AN EXISTING SEWER OR UNDERGROUND UTILITY, LOCATE THE EXISTING PIPES OR UTILITIES BOTH AS TO LINE AND GRADE BEFORE STARTING TO LAY THE PROPOSED CONDUIT.

IF IT IS DETERMINED THAT THE ELEVATION OF THE EXISTING CONDUIT, OR EXISTING APPURTENANCE TO BE CONNECTED, DIFFERS FROM THE PLAN ELEVATION OR RESULTS IN A CHANGE IN THE PLAN CONDUIT SLOPE, NOTIFY THE ENGINEER BEFORE STARTING CONSTRUCTION OF ANY PORTION OF THE PROPOSED CONDUIT WHICH WILL BE AFFECTED BY THE VARIANCE IN THE EXISTING ELEVATIONS.

IF IT IS DETERMINED THAT THE PROPOSED CONDUIT WILL INTERSECT AN EXISTING SEWER OR UNDERGROUND UTILITY IF CONSTRUCTED AS SHOWN ON THE PLAN, NOTIFY THE ENGINEER BEFORE STARTING CONSTRUCTION OF ANY PORTION OF THE PROPOSED CONDUIT WHICH WOULD BE AFFECTED BY THE INTERFERENCE WITH AN EXISTING FACILITY.

PAYMENT FOR ALL THE OPERATIONS DESCRIBED ABOVE IS INCLUDED IN THE CONTRACT PRICE FOR THE PERTINENT 611 CONDUIT ITEM.

REVIEW OF DRAINAGE FACILITIES

PRIOR TO THE START OF WORK AND AGAIN BEFORE FINAL ACCEPTANCE, PERFORM AN INSPECTION WITH REPRESENTATIVES OF THE DEPARTMENT, CONTRACTOR AND LOCALS OF ALL EXISTING DRAINAGE FACILITIES THAT ARE TO REMAIN IN SERVICE WHICH MAY BE AFFECTED BY THE WORK. THE CONDITION OF THE EXISTING CONDUITS AND THEIR APPURTENANCES IS DETERMINED FROM FIELD OBSERVATIONS. RECORDS OF THE INSPECTION ARE MAINTAINED BY THE DEPARTMENT.

CONFIRM ALL EXISTING SEWERS INSPECTED INITIALLY BY THE ABOVE-MENTIONED PARTIES ARE MAINTAINED AND LEFT IN A CONDITION COMPARABLE TO THAT DETERMINED BY THE ORIGINAL INSPECTION. THE CONTRACTOR IS RESPONSIBLE TO CORRECT ANY CHANGE IN THE CONDITION RESULTING FROM THEIR OPERATIONS AS DIRECTED AND APPROVED BY THE ENGINEER.

LITTLE MIAMI SCENIC TRAIL

ACCESS TO THE LITTLE MIAMI SCENIC TRAIL WILL BE RESTRICTED FOR THE DURATION OF CONSTRUCTION ACTIVITIES DUE TO SAFETY CONCERNS AND LACK OF A FEASIBLE AND SAFE DETOUR FOR PEDESTRIANS. THERE WILL BE ASSIGNED DETOUR ROUTE FOR BICYCLISTS.

TEMPORARY CONSTRUCTION FENCING SHALL BE INSTALLED ALONG PROPOSED CONSTRUCTION LIMITS PRIOR TO THE START OF CONSTRUCTION ACTIVITIES TO PROTECT THE EXISTING SECTION 4(F) PROPERTY AND THE PUBLIC.

APPROPRIATE SIGNAGE SHALL BE INSTALLED TO ALERT USERS OF THE LITTLE MIAMI SCENIC TRAIL OF CONSTRUCTION ACTIVITIES, ACCESS RESTRICTIONS OR CLOSURES, AND TO DIRECT USERS TO SECONDARY ACCESS POINTS.

THE CONTRACTOR SHALL BE REQUIRED TO CLOSELY COORDINATE THE CONSTRUCTION SCHEDULE WITH ODOT, ODNR, AND GREENE COUNTY PARKS & TRAILS PRIOR TO THE START OF CONSTRUCTION ACTIVITIES.

ITEM SPEC - CONCRETE QUALITY CONTROL

ALL CONCRETE SHALL BE TESTED. CONCRETE TESTING FOR QC/QA ITEMS (SWITCHBACK RAMP WALLS & FOOTERS, BRIDGE ABUTMENTS, BRIDGE PIERS, BRIDGE STAIRS, BRIDGE DECK) SHALL BE TESTED AS PER CMS ITEM 455. CONCRETE INSPECTION AND TESTING FOR NON-QC/QA ITEMS SHALL BE COVERED AND TESTED BY ODOT (SIDEWALKS, CURBS, BRIDGE PILES, DRIVEWAYS).

ITEM 630 - SIGNING, MISC.: SOLAR-POWERED RECTANGULAR RAPID FLASHING BEACON (RRFB) SIGN ASSEMBLY, TWO-SIDED

THIS WORK SHALL CONSIST OF FURNISHING AND INSTALLING A SOLAR POWERED RECTANGULAR RAPID FLASHING BEACON (RRFB) SIGN ASSEMBLY. THE FLASHING UNIT SHALL BE SOLAR POWERED, PEDESTRIAN ACTIVATED, AND 2-SIDED WITH TWO LED ARRAY BASED YELLOW INDICATIONS ON EACH SIDE. MULTIPLE UNITS SHALL BE WIRELESSLY CONTROLLED AND SYNCHRONIZED. THE UNIT SHALL BE COMPLIANT WITH THE MOST CURRENT OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (OMUTCD) AND FHWA INTERIM APPROVAL FOR RRFBS (IA-21).

GENERAL REQUIREMENTS –
1. EACH RRFB SHALL CONSIST OF TWO RAPIDLY FLASHED RECTANGULAR-SHAPED YELLOW INDICATIONS HAVING LED ARRAY BASED LIGHT SOURCE.
2. EACH RRFB SHALL BE A COMPLETE ASSEMBLY, CONSISTING OF BUT NOT LIMITED TO, SIGNAGE, SIGN MOUNTING HARDWARE, INDICATIONS AND ELECTRICAL COMPONENTS (WIRING, SOLID-STATE CIRCUIT BOARDS, ETC.).
3. EACH RRFB SHALL CONTAIN A PEDESTRIAN INDICATION LIGHT VISIBLE BY THE PEDESTRIAN IN THE DIRECTION OF TRAVEL.

FUNCTIONAL REQUIREMENTS –
1. EACH RRFB SHALL UTILIZE SOLAR POWER.
2. EACH RRFB SHALL BE ACTIVATED BY ADA COMPLIANT PUSHBUTTONS.
3. THE RRFB SHALL BE NORMALLY DARK, SHALL INITIATE OPERATION ONLY UPON PEDESTRIAN ACTUATION, AND SHALL CEASE OPERATION AFTER A PREDETERMINED TIME LIMIT (BASED ON OMUTCD PROCEDURES).
4. EACH REMOTE RRFB SHALL BE WIRELESSLY ACTIVATED.
5. ALL RRFB LIGHT INDICATIONS SHALL BE WIRELESSLY SYNCHRONIZED (ALL LIGHTS WILL TURN ON WITHIN 120 MSEC AND REMAIN SYNCHRONIZED THROUGHOUT THE DURATION OF THE FLASHING CYCLE).
6. THE UNIT SHALL BE CAPABLE OF RUNNING 14 DAYS WITHOUT SUNLIGHT.

MATERIALS – FURNISH A COMPLETE ASSEMBLY, CONSISTING OF BUT NOT LIMITED TO, SIGNAGE, SIGN MOUNTING HARDWARE, INDICATIONS, AND ELECTRICAL COMPONENTS (WIRING, SOLID-STATE CIRCUIT BOARDS, ETC.). THE RRFB ASSEMBLY INCLUDES THE FOLLOWING ITEMS:

1. RRFB INDICATIONS
   - A. EACH RRFB INDICATION LENS SHALL BE A MINIMUM SIZE OF APPROXIMATELY 5" WIDE X 2" HIGH.
   - B. THE RRFB INDICATIONS SHALL BE ALIGNED HORIZONTALLY, WITH THE LONGER DIMENSION OF THE INDICATION HORIZONTAL. THERE SHALL BE TWO INDICATIONS ON THE FRONT AND TWO INDICATIONS ON THE BACK.
   - C. EACH RRFB SHALL BE SUPPLIED WITH ALL REQUIRED HARDWARE TO INSTALL ASSEMBLY. ALL EXPOSED HARDWARE SHALL BE ANTI-VANDAL.
   - D. EACH RRFB SHALL BE LOCATED BETWEEN THE BOTTOM OF THE CROSSING WARNING SIGN AND THE TOP OF THE SUPPLEMENTAL DOWNWARD DIAGONAL ARROW PLAQUE.
   - E. THE LIGHT INTENSITY OF THE YELLOW INDICATIONS SHALL MEET THE MINIMUM CLASS 1 SPECIFICATIONS OF SOCIETY OF AUTOMOTIVE ENGINEERS (SAE) STANDARD J595 (DIRECTIONAL FLASHING OPTICAL WARNING DEVICES FOR AUTHORIZED EMERGENCY, MAINTENANCE, AND SERVICE VEHICLES) DATED JANUARY, 2005.
   - F. TO MINIMIZE EXCESSIVE GLARE DURING NIGHTTIME CONDITIONS, AN AUTOMATIC SIGNAL DIMMING DEVICE SHALL BE USED TO REDUCE THE BRILLIANCE OF THE RRFB INDICATIONS.
   - G. AN LED PEDESTRIAN CONFIRMATION LIGHT DIRECTED AT AND VISIBLE TO PEDESTRIANS IN THE CROSSWALK SHALL BE INSTALLED INTEGRAL TO THE RRFB OR PUSHBUTTON TO GIVE CONFIRMATION THAT THE RRFB IS IN OPERATION.
   - H. THE PEDESTRIAN CONFIRMATION LIGHT SHALL HAVE A MINIMUM AREA OF 0.5 SQUARE INCHES AND BE CONSPICUOUS TO PEDESTRIANS AT ALL DISTANCES FROM THE BEGINNING OF THE CONTROLLED CROSSWALK TO A POINT 10 FEET FROM THE END OF THE CONTROLLED CROSSWALK DURING BOTH DAY AND NIGHT.

2. SIGNS
   - A. ALL SIGN ASSEMBLIES SHALL USE ANTI-VANDAL FASTENERS TO MOUNT COMPONENTS TO SIGN AND SIGN TO FIXTURE.
   - B. PEDESTRIAN PUSHBUTTONS SIGNS SHALL BE PROVIDED AND INCLUDE THE LEGEND "PUSH BUTTON TO TURN ON WARNING LIGHTS". SIGNS SHOULD BE MOUNTED ADJACENT TO OR INTEGRAL WITH EACH PEDESTRIAN PUSHBUTTON.
   - C. TWO SETS OF SIGNS SHALL BE REQUIRED PER UNIT FOR VIEW FROM EACH APPROACH.
   - D. ASSURE SIGN MEETS THE REQUIREMENTS OF C&MS 630.

3. CONTROL CIRCUIT
   - A. THE CONTROL CIRCUIT SHALL HAVE THE CAPABILITY OF INDEPENDENTLY FLASHING UP TO TWO INDEPENDENT OUTPUTS. THE LED LIGHT OUTPUTS AND FLASH PATTERN SHALL BE COMPLETELY PROGRAMMABLE.
   - B. THE CONTROL CIRCUIT SHALL BE SEALED WATERTIGHT TO ELIMINATE DIRT CONTAMINATION AND ALLOW FOR SAFE HANDLING IN ALL WEATHER CONDITIONS.
   - C. THE LEDS SHALL BE SEALED AGAINST DUST AND MOISTURE INTRUSION AS PER THE REQUIREMENTS OF NEMA STANDARD 250-1991 FOR TYPE 4 ENCLOSURE AND TO PROTECT ALL INTERNAL LED AND ELECTRICAL COMPONENTS.

4. BATTERY AND SOLAR PANELS
   - A. BATTERY UNIT SHALL BE A 12VDC, 35 AHR MINIMUM, SEALED GEL OR AGM LEAD ACID BATTERY. BATTERIES SHALL HAVE A WRITTEN TWO YEAR FULL REPLACEMENT WARRANTY.
   - B. THE SOLAR PANEL SHALL PROVIDE A MINIMUM OF 40 WATTS PEAK TOTAL OUTPUT.
   - C. THE SOLAR PANEL SHALL BE MOUNTED TO AN ALUMINUM PLATE AND BRACKET AT AN ANGLE OF 45 DEGREES- 60 DEGREES TO PROVIDE MAXIMUM OUTPUT.
   - D. ALL FASTENERS USED SHALL BE ANTI-VANDAL.

5. WIRELESS RADIO
   - A. RADIO CONTROL SHALL OPERATE ON A 900 MHZ FREQUENCY HOPPING SPREAD SPECTRUM NETWORK, WI-FI OR APPROVED EQUAL.
   - B. RADIO SHALL INTEGRATE COMMUNICATION OF RRFB CONTROL CIRCUIT TO ACTIVATE SIGN FROM PUSHBUTTON INPUT.
   - C. THE RADIO SHALL BE SYNCHRONIZED SO ALL OF THE REMOTE RRFB LIGHT INDICATIONS WILL TURN ON WITHIN 120 MSEC OF EACH OTHER AND REMAIN SYNCHRONIZED THROUGH-OUT THE DURATION OF THE FLASHING CYCLE.

6. PUSHBUTTON
   - A. THE PUSHBUTTON SHALL BE CAPABLE OF CONTINUOUS OPERATION OVER A TEMPERATURE RANGE OF -30 DEGREES F TO +165 DEGREES F.
   - B. PUSHBUTTON SHALL BE ADA COMPLIANT.

7. PEDESTAL SHAFT AND BASE - MOUNT ON A STANDARD 4.5-INCH OD ALUMINUM PEDESTAL POLE WITH BREAKAWAY BASE. A 14 FOOT POLE SHALL BE PROVIDED AND FIELD ADJUSTED AND CAPPED TO MAINTAIN THE PROPER SIGN MOUNTING HEIGHTS, UNLESS SPECIFIED OTHERWISE IN THE PLANS. POLE AND BASE MANUFACTURER SHALL BE LISTED ON ODOT'S QUALIFIED PRODUCTS LIST.

CONSTRUCTION – THE RRFB SHALL BE ASSEMBLED AND CONSTRUCTED BY THE CONTRACTOR AS SHOWN AND SPECIFIED ON THE PLANS.

WARRANTY – WARRANTY SHALL BE TWO YEARS FROM THE DATE OF FINAL ACCEPTANCE.

MEASUREMENT – THE DEPARTMENT WILL MEASURE THE ITEM COMPLETE IN PLACE, INCLUDING ALL MATERIALS, TESTING, LABOR AND SOFTWARE FOR A FULLY FUNCTIONAL UNIT.

DESIGN AGENCY
CARPENTER MARTY Transportation

DESIGNER
CEF
REVIEWER
BAA 03/28/25
PROJECT ID
115388

MODEL: Sheet_SurvFt - 2 PAPERSIZE: 34x22 (in.) DATE: 3/31/2025 TIME: 4:25:53 PM USER: wshannon
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MAINTENANCE OF TRAFFIC NOTES

ITEM 614, MAINTAINING TRAFFIC

A MINIMUM OF ONE LANE OF TRAFFIC IN EACH DIRECTION SHALL BE MAINTAINED AT ALL TIMES, EXCEPT FOR A PERIOD NOT TO EXCEED 3 CONSECUTIVE CALENDAR DAYS, WHEN THROUGH TRAFFIC MAY BE DETOURED AS SHOWN ON SHEET P.13. A DISINCENTIVE SHALL BE ASSESSED IN THE AMOUNT OF $ 2500 PER DAY FOR EACH CALENDAR DAY THE ROADWAY REMAINS CLOSED TO TRAFFIC BEYOND THE SPECIFIED LIMIT.

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

NEW YEAR'S (OBSERVED)	GENERAL/REGULAR ELECTION DAY ((NOV)
THANKSGIVING	DAYTON HAMVENTION
MEMORIAL DAY	CHRISTMAS (OBSERVED)
FOURTH OF JULY (OBSERVED)	GREENE COUNTY FAIR
LABOR DAY	INTERPRETIVE CENTER EVENTS

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

DAY OF HOLIDAY OR SPECIAL 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
TUESDAY (GEN./REG. ELECTION)	5:00 AM TUESDAY THROUGH 12:00 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

DURING THE SAME PERIODS, MAINTAIN PEDESTRAIN ACCESS IF PEDESTRIAN ACCESS WAS PRESENT PRIOR TO CONSTRUCTION.

SHOULD THE CONTRACTOR FAIL TO MEET ANY OF THESE REQUIREMENTS, THE CONTRACTOR SHALL BE ASSESSED A DISINCENTIVE PER THE LANE VALUE CONTRACT (PN 127).

DESCRIPTION OF CRITICAL LANE/RAMP TO BE MAINTAINED	RESTRICTED TIME PERIOD	TIME UNIT	DISINCENTIVE PER TIME UNIT
U.S. 68 ALL LANES	PER PLCS	DAY	$2500

NOTICE OF CLOSURE SIGNS (W20-H13) SHALL BE ERECTED BY THE CONTRACTOR PRIOR TO THE SCHEDULED ROAD OR RAMP CLOSURE IN ACCORDANCE WITH THE NOTICE OF CLOSURE TIME TABLE BELOW. [AT THE APPROVAL OF THE ENGINEER, PORTABLE CHANGEABLE MESSAGE SIGNS MAY BE USED IN LIEU OF THE STANDARD FLATSHEET SIGN FOR CLOSURE DURATIONS OF LESS THAN 1 WEEK.]

THE SIGNS SHALL BE ERECTED ON THE RIGHT-HAND SIDE OF THE ROAD/RAMP FACING TRAFFIC. THEY SHALL BE PLACED SO AS NOT TO INTERFERE WITH THE VISIBILITY OF ANY OTHER TRAFFIC CONTROL SIGNS. ON ROADWAYS, THEY SHOULD BE ERECTED AT OR NEAR THE POINT OF CLOSURE. THE SIGNS MAY BE ERECTED ANYWHERE ON RAMPS AS LONG AS THEY ARE VISIBLE TO THE MOTORISTS USING THE RAMP. ON ENTRANCE RAMPS, THE SIGN SHALL BE ERECTED WELL IN ADVANCE OF THE MERGE AREA TO AVOID DISTRACTING MOTORISTS.

US 68 is not listed on the PLCS. If the table is included for the holiday restriction; it is acceptable to remove the table and replace reference to the Lane Value Contract Table with the disincentive.

ITEM 614, MAINTAINING TRAFFIC (CONT.)

NOTIFICATION OF TRAFFIC RESTRICTIONS TIME TABLE

ITEM	DURATION OF CLOSURE	SIGN DISPLAYED TO PUBLIC
RAMP & ROAD CLOSURES	>= 2 WEEKS	14 CALENDAR DAYS PRIOR TO CLOSURE
	> 12 HOURS & < 2 WEEKS	7 CALENDAR DAYS PRIOR TO CLOSURE
	<= 12 HOURS	2 CALENDAR DAYS PRIOR TO CLOSURE

THE SIGN SHALL DISPLAY THE DATE OF THE CLOSURE IN MMM-DD FORMAT AND THE NUMBER OF DAYS OF THE CLOSURE. THE LAST LINE OF THE W20-H13 SIGN LISTS A PHONE NUMBER WHICH A MOTORIST MAY CALL FOR ADDITIONAL INFORMATION. THIS IS TO BE A SPECIFIC OFFICE WITHIN THE DISTRICT RATHER THAN THE GENERAL SWITCHBOARD NUMBER

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

ITEM 410,	TRAFFIC COMPACTED SURFACE, TYPE A OR B	40 CY
ITEM 614,	ASPHALT CONCRETE FOR MAINTAINING TRAFFIC	40 CY

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 AS SHOWN IN THE MAINTENANCE OF TRAFFIC PLANS.

THE CONTRACTOR SHALL PROVIDE, ERECT AND MAINTAIN STANDARD 48 X 30 INCH ROAD CLOSED SIGNS, SIGN SUPPORTS, BARRICADES AND LIGHTS, AS DETAILED IN TRAFFIC SCD MT-101.60 AT THE FOLLOWING LOCATIONS DURING PERIODS IN WHCH THE AFFECTED ROADS ARE CLOSED TO TRAFFIC.

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	SIGN DISPLAYED TO PUBLIC
RAMP & ROAD CLOSURES	>= 2 WEEKS	21 CALENDAR DAYS PRIOR TO CLOSURE
	> 12 HOURS & < 2 WEEKS	14 CALENDAR DAYS PRIOR TO CLOSURE
	<= 12 HOURS	4 BUSINESS DAYS PRIOR TO CLOSURE

NOTIFICATION OF TRAFFIC RESTRICTIONS TIME TABLE CONT.

ITEM	DURATION OF CLOSURE	SIGN DISPLAYED TO PUBLIC
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.

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

DESIGNATED LOCAL DETOUR ROUTE

IN ADDITION TO THE OFFICIAL, SIGNED DETOUR ROUTE, A LOCAL ROUTE HAS BEEN DETERMINED TO BE THE SECONDARY, UNSIGNED DETOUR ROUTE OR "DESIGNATED LOCAL DETOUR ROUTE." THIS ROUTE IS SHOWN ON SHEET NO. P.13. DURING THE TIME THAT TRAFFIC IS DETOURED, THE CONTRACTOR SHALL MAINTAIN THIS ROUTE IN A CONDITION WHICH IS REASONABLY SMOOTH AND FREE FROM HOLES, RUTS, RIDGES, BUMPS, DUST AND STANDING WATER. ONCE THE DETOUR IS REMOVED AND TRAFFIC RETURNED TO ITS NORMAL PATTERN, THE DESIGNATED LOCAL DETOUR ROUTE SHALL BE RESTORED TO A CONDITION THAT IS EQUIVALENT TO THAT WHICH EXISTED PRIOR TO ITS USE FOR THIS PURPOSE. ALL SUCH WORK SHALL BE PERFORMED WHEN AND AS DETERMINED BY THE ENGINEER.

THE FOLLOWING ITEMS ARE PROVIDED FOR USE AS DETERMINED BY THE ENGINEER TO MAINTAIN AND SUBSEQUENTLY RESTORE THE DESIGNATED LOCAL DETOUR ROUTE:

ITEM 441,	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448) PG64-22	150 CY
ITEM 407,	NON-TRACKING TACK COAT	50 GAL
ITEM 616,	WATER	70 MGAL
ITEM 617,	COMPACTED AGGREGATE, TYPE A	100 CY
ITEM 617,	WATER	50 MGAL

TRENCH FOR WIDENING

TRENCH EXCAVATION FOR BASE WIDENING SHALL BE ONLY ON ONE SIDE OF THE PAVEMENT AT A TIME. THE OPEN TRENCH SHALL BE ADEQUATELY MAINTAINED AND PROTECTED WITH DRUMS OR BARRICADES AT ALL TIMES. PLACEMENT OF PROPOSED SUBBASE AND BASE MATERIAL SHALL FOLLOW AS CLOSELY AS POSSIBLE BEHIND EXCAVATION OPERATIONS. THE LENGTH OF WIDENING TRENCH WHICH IS OPEN AT ANY ONE TIME SHALL BE HELD TO A MINIMUM AND SHALL AT ALL TIMES BE SUBJECT TO APPROVAL OF THE ENGINEER.

DUST CONTROL

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

DRUM REQUIREMENTS

IN ADDITION TO THE REQUIREMENTS OF THE PLANS, SPECIFICATION AND PROPOSAL, DRUMS FURNISHED BY THE CONTRACTOR SHALL BE NEW AND UNUSED AT THE TIME OF ARRIVAL ON THE PROJECT. ANY DRUMS BROUGHT ON THE PROJECT, WHICH HAVE PREVIOUSLY BEEN USED ELSEWHERE, WILL NOT BE ACCEPTED.

PAYMENT FOR DRUMS SHALL BE INCLUDED IN THE LUMP SUM PRICE BID FOR MAINTAINING TRAFFIC UNLESS SEPARATELY ITEMIZED.

OVERNIGHT TRENCH CLOSING

THE BASE WIDENING SHALL BE COMPLETED TO A DEPTH OF NO MORE THAN 3 INCHES BELOW THE EXISTING PAVEMENT BY THE END OF EACH WORK DAY. NO TRENCH SHALL BE LEFT OPEN OVERNIGHT EXCEPT FOR A SHORT LENGTH (25 FEET OR LESS) OF A WORK SECTION AT THE END OF THE TRENCH. IN CASE WORK MUST BE SUSPENDED BECAUSE OF INCLEMENT WEATHER OR OTHER REASONS, THE TRENCH FOR THE UNCOMPLETED BASE WIDENING SHALL BE BACKFILLED AT THE DIRECTION OF THE ENGINEER.

FIRE STATION

CONTINUOUS EMERGENCY VEHICLE ACCESS TO FIRE STATION #51 SHALL BE MAINTAINED AT ALL TIMES, INCLUDING DURING CLOSURES.

DETOUR DURATION REQUIREMENTS

US 68 MAY REQUIRE UP TO EIGHT (8) SHORT-TERM/INTERMEDIATE-TERM CLOSURES, FOR THE PURPOSES OF SUPERSTRUCTURE INSTALLATION AND STRUCTURE PAINTING. SHORT-TERM/INTERMEDIATE-TERM CLOSURES ARE ANY CLOSURES LASTING UP TO 3 CALENDAR DAYS. EACH SHORT-TERM/ INTERMEDIATE-TERM CLOSURE IS REQUIRED TO HAVE A POSTED DETOUR. DETOUR SIGNING ALONG THE DETOUR ROUTE SHALL BE INSTALLED OR UNCOVERED NO MORE THAN 3 CALENDAR DAYS BEFORE THE CLOSURE AND SHALL BE REMOVED OR COVERED NO MORE THAN 3 CALENDAR DAYS AFTER THE CLOSURE; DETOUR SIGNING ALONG US 68 SHALL BE INSTALLED/ REMOVED ON THE SAME DAY AS THE CLOSURE.

DESIGN AGENCY
CARPENTER MARTY transportation
DESIGNER
WCS
REVIEWER
BAA 03/28/25
PROJECT ID
115388
SHEET P.07
TOTAL P.107

GRE-68-12.65
MODEL: Sheet_SurvFI PAPERSIZE: 34x22 (in.) DATE: 3/31/2025 TIME: 4:25:55 PM USER: wshannon
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MAINTENANCE OF TRAFFIC NOTES

LAW ENFORCEMENT OFFICER (WITH PATROL CAR) FOR ASSITANCE DURING CONSTRUCTION OPERRATIONS

USE OF LAW ENFORCEMENT OFFICERS (LEOS) BY CONTRACTORS OTHER THAN THE USES SPECIFIED BELOW SHALL NOT BE PERMITTED AT PROJECT COST NOR TIME COMPENSATION. LEOS SHOULD NOT BE USED WHERE THE OMUTCD INTENDS THAT FLAGGERS BE USED.

IN ADDITION TO THE REQUIREMENTS OF C&MS 614 AND THE OMUTCD, A UNIFORMED LEO WITH AN OFFICIAL PATROL CAR (CAR WITH TOP-MOUNTED EMERGENCY FLASHING LIGHTS AND COMPLETE MARKINGS OF THE APPROPRIATE LAW ENFORCEMENT AGENCY) SHALL BE PROVIDED FOR THE FOLLOWING TRAFFIC CONTROL TASKS:

DURING THE ENTIRE ADVANCE PREPARATION AND CLOSURE SEQUENCE WHERE COMPLETE BLOCKAGE OF TRAFFIC IS REQUIRED. DURING A TRAFFIC SIGNAL INSTALLATION WHEN IMPACTING THE NORMAL FUNCTION OF THE SIGNAL OR THE FLOW OF TRAFFIC, OR WHEN TRAFFIC NEEDS TO BE DIRECTED THROUGH AN ENERGIZED TRAFFIC SIGNAL CONTRARY TO THE SIGNAL DISPLAY (E.G., DIRECTING MOTORISTS THROUGH A RED LIGHT).

IN GENERAL, LEOS SHOULD BE POSITIONED IN ADVANCE OF AND ON THE SAME SIDE AS THE LANE RESTRICTION (OR AT THE POINT OF ROAD CLOSURE), AND TO MANUALLY CONTROL TRAFFIC MOVEMENTS THROUGH SIGNALIZED INTERSECTIONS AND/OR IN CONTRARY TO OTHER TRAFFIC CONTROL DEVICES IN WORK ZONES.

LEOS SHOULD NOT FORGO THEIR TRAFFIC CONTROL RESPONSIBILITIES TO APPREHEND MOTORISTS FOR ROUTINE TRAFFIC VIOLATIONS. HOWEVER, IF A MOTORIST'S ACTIONS ARE CONSIDERED TO BE RECKLESS, THEN PURSUIT OF THE MOTORIST IS APPROPRIATE.

THE LEOS WORK AT THE DIRECTION OF THE CONTRACTOR. THE CONTRACTOR IS RESPONSIBLE FOR SECURING THE SERVICES OF THE LEOS WITH THE APPROPRIATE AGENCIES AND COMMUNICATING THE INTENTIONS OF THE PLANS WITH RESPECT TO DUTIES OF THE LEOS. THE ENGINEER SHALL HAVE FINAL CONTROL OVER THE LEOS' DUTIES AND PLACEMENT, AND WILL RESOLVE ANY ISSUES THAT MAY ARISE BETWEEN THE TWO PARTIES.

ENSURE PROVIDED LEOS HAVE BEEN TRAINED APPROPRIATE TO THE JOB DECISIONS THEY ARE REQUIRED TO MAKE WHILE ON THE PROJECT, IN ACCORDANCE WITH C&MS 614.03.

LAW ENFORCEMENT OFFICER (WITH PATROL CAR) FOR ASSITANCE DURING CONSTRUCTION OPERRATIONS (CONT.)

THE LEO SHALL REPORT IN TO THE CONTRACTOR PRIOR TO THE START OF THE SHIFT, IN ORDER TO RECEIVE INSTRUCTIONS REGARDING SPECIFIC WORK ASSIGNMENTS DURING HIS/HER SHIFT. THE SHIFT DURATION SHALL NOT BE LESS THAN THE LEO'S MINIMUM SHOW-UP TIME REQUIRED BY THEIR LAW ENFORCEMENT AGENCY. THE LEO IS EXPECTED TO STAY AT THE PROJECT SITE FOR THE ENTIRE DURATION OF HIS/HER SHIFT. THE LEO SHALL REPORT TO THE CONTRACTOR AT THE END OF HIS/HER SHIFT. SHOULD IT BE NECESSARY TO LEAVE THE PROJECT SITE, THE LEO SHALL NOTIFY THE ENGINEER. THE CONTRACTOR SHALL PROVIDE THE LEO WITH A TWO-WAY COMMUNICATION DEVICE THAT SHALL BE RETURNED TO THE CONTRACTOR AT THE END OF HIS/HER SHIFT.

LEOS (WITH PATROL CAR) REQUIRED BY THE TRAFFIC MAINTENANCE TASKS ABOVE SHALL BE PAID FOR ON A UNIT PRICE (HOURLY) BASIS UNDER ITEM 614, LAW ENFORCEMENT OFFICER (WITH PATROL CAR) FOR ASSISTANCE. THE FOLLOWING ESTIMATED QUANTITIE ARE TO BE USED AS DIRECTED BY THE ENGINEER.

ITEM 614,	LAW ENFORCEMENT OFFICE WITH PATROL CAR FOR ASSISTANCE	80 HOURS

ANY ADDITIONAL COSTS (ADMINISTRATIVE OR OTHERWISE) INCURRED BY THE CONTRACTOR TO OBTAIN THE SERVICES OF AN LEO ARE INCLUDED WITH THE BID UNIT PRICE FOR ITEM 614, LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE.

DETOUR ROUTE

THE FOLLOWING DETOUR ROUTE SHALL BE USED FOR SHORT-TERM/ INTERMEDIATE-TERM DETOURS IN CONJUNCTION WITH THE DETOUR PLAN

DETOUR ROUTE FOR U.S. 68 SOUTHBOUND TRAFFIC:
TRAVEL SOUTH ON U.S. 68.
TURN EAST ONTO STATE ROUTE 343.
TURN SOUTH ON STATE ROUTE 72.
TURN WEST ONTO U.S. 42.
TURN WEST ONTO U.S. 35.
TURN SOUTH ONTO U.S. 68.

DETOUR ROUTE FOR U.S. 68 NORTHBOUND TRAFFIC:
TRAVEL NORTH ON U.S. 68.
TURN EAST ONTO U.S. 35.
TURN NORTH ON U.S. 42.
TURN NORTH ONTO STATE ROUTE 72.
TURN WEST ON STATE ROUTE 343.
RECONNECT WITH NORTHBOUND U.S. 68.

DETOUR DURATION REQUIREMENTS

U.S. 68 MAY REQUIRE UP TO EIGHT (8) SHORT-TERM/INTERMEDIATE-TERM CLOSURES, FOR THE PURPOSES OF SUPERSTRUCTURE INSTALLATION AND STRUCTURE PAINTING. SHORT-TERM/INTERMEDIATE-TERM CLOSURES ARE AND CLOSURES LASTING UP TO 3 CALENDAR DAYS. EACH SHORT-TERM/ INTERMEDIATE-TERM CLOSURE IS REQUIRED TO HAVE A POSTED DETOUR. DETOUR SIGNING ALONG THE DETOUR ROUTE SHALL BE INSTALLED OR UNCOVERED NO MORE THAN 3 CALENDAR DAYS BEFORE THE CLOSURE AND SHALL BE REMOVED OR COVERED NO MORE THAN 3 CALENDAR DAYS AFTER THE CLOSURE; DETOUR SIGNING ALONG U.S. 68 SHALL BE INSTALLED/ REMOVED ON THE SAME DAY AS THE CLOSURE. THE SIGNING SHALL BE INSTALLED PER THE DETOUR PLAN.

LITTLE MIAMI SCENIC TRAIL DETOUR

THE FOLLOWING DETOUR ROUTE SHALL BE USED IN CONJUNCTION WITH THE LITTLE MIAMI SCENIC TRAIL DETOUR PLAN TO DETOUR PEDESTRIAN AND BICYCLE TRAFFIC ON THE LITTLE MIAMI SCENIC TRAIL.

DETOUR ROUTE FOR NORTHBOUND PEDESTRIANS/BICYCLES:
TRAVEL NORTH ON LITTLE MIAMI SCENIC TRAIL
TURN WEST AT OLD TOWN RESERVE PARK
TURN NORTH ON U.S. 68
TURN EAST ON BRUSH ROW ROAD
TURN NORTH ON LITTLE MIAMI SCENIC TRAIL

DETOUR ROUTE FOR SOUTHBOUND PEDESTRIANS/BICYCLES:
TRAVEL SOUTH ON LITTLE MIAMI SCENIC TRAIL
TURN WEST ON BRUSH ROW ROAD
TURN SOUTH ON U.S. 68
TURN EAST AT OLD TOWN RESERVE PARK
TURN SOUTH ON LITTLE MIAMI SCENIC TRAIL

DESIGN AGENCY
CARPENTER MARTY Transportation

DESIGNER
WCS

REVIEWER
BAA 03/28/25

PROJECT ID
115388

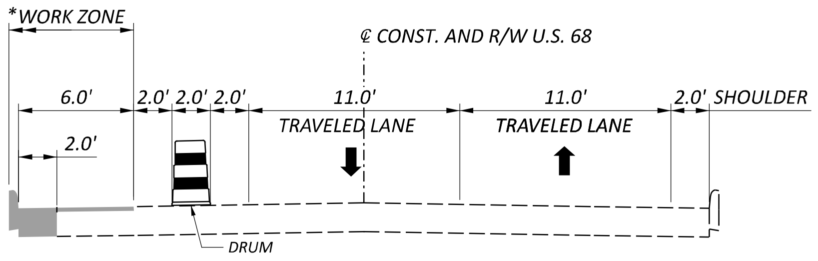
SHEET P.08
TOTAL P.107

SEQUENCE OF CONSTRUCTION

PHASE 1

TRAFFIC SHALL BE SHIFTED TO THE EAST SIDE OF THE ROADWAY, UTILIZING THE EXISTING PAVEMENT TO MAINTAIN TRAFFIC WHILE WORKING ON THE WEST SIDE OF THE ROADWAY. TWO TRAVEL LANES, ONE NORTHBOUND AND ONE SOUTHBOUND SHALL BE PROVIDED DURING THIS PHASE. PEDESTRIAN ACCESS SHALL BE MAINTAINED BY UTILIZING THE EXISTING SIDEWALK ON THE EAST SIDE OF THE ROADWAY.

THE WORK ON THE EAST SIDE INCLUDES NEW CURB REPLACEMENT WITH A SAW CUT LINE 2' FROM THE EXISTING CURB, PAVEMENT PLANING AND SURFACE COURSE, A SHARED USE PATH, CURB RAMP RECONSTRUCTION, DRIVEWAY RECONSTRUCTION, AND THE REPLACEMENT OF THE RRFB.



MAINTENANCE OF TRAFFIC SECTION PHASE 1 - U.S. 68

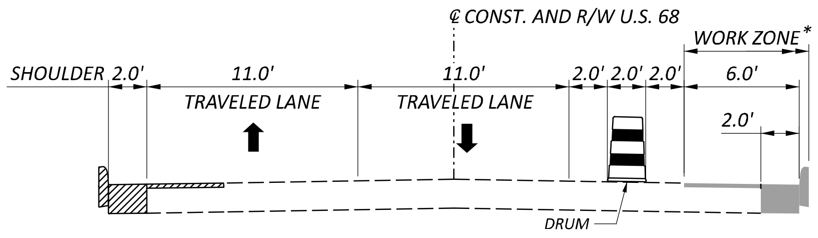
STA. 91+46.67 TO STA. 105+16.10

SEQUENCE OF CONSTRUCTION

PHASE 2

TRAFFIC SHALL BE SHIFTED TO THE WEST SIDE OF THE ROADWAY, UTILIZING THE EXISTING PAVEMENT TO MAINTAIN TRAFFIC WHILE WORKING ON THE EAST SIDE OF THE ROADWAY. TWO TRAVEL LANES, ONE NORTHBOUND AND ONE SOUTHBOUND SHALL BE PROVIDED DURING THIS PHASE. PEDESTRIAN ACCESS SHALL BE MAINTAINED BY UTILIZING THE NEW SHARED USE PATH ON THE WEST SIDE OF THE ROADWAY.

THE WORK ON THE WEST SIDE INCLUDES NEW CURB REPLACEMENT WITH A SAW CUT LINE 2' FROM THE EXISTING CURB, PAVEMENT PLANING AND SURFACE COURSE, CONCRETE WALK, CURB RAMP RECONSTRUCTION, DRIVEWAY RECONSTRUCTION, AND THE REPLACEMENT OF THE RRFB. BRUSH ROW ROAD INTERSECTION WILL BE CONSTRUCTED WITH THIS PHASE.



MAINTENANCE OF TRAFFIC SECTION PHASE 2 - U.S. 68

STA. 91+46.67 TO STA. 105+16.10

PLANING AND RESURFACING

THE CONTRACTOR MAY PERFORM PLANING AND RESURFACING OPERATIONS OUTSIDE OF THE LISTED PHASES. THE CONTRACTOR SHALL UTILIZE FLAGGERS TO DIRECT TRAFFIC DURING THIS OPERATION. ALL WORK AND MAINTENANCE OF TRAFFIC SHALL MEET THE REQUIREMENTS OF THE OHIO CONSTRUCTION AND MATERIAL SPECIFICATIONS AND STANDARD DRAWINGS, CURRENT EDITIONS. ALL CONSTRUCTION SIGNAGE AND THE DEVICES EMPLOYED FOR MAINTENANCE OF TRAFFIC SHALL MEET THE STANDARDS ESTABLISHED IN THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (OMUTCD), CURRENT EDITION.

LEGEND

▨ CONSTRUCTED IN PREVIOUS PHASE

■ CURRENT CONSTRUCTION PHASE

NOTE:
* WORK ZONE IS TO INCLUDE ALL WORK WITHIN THE CONSTRUCTION LIMITS THAT IS PAST THE CURB

MAINTENANCE OF TRAFFIC - TYPICAL SECTIONS

DESIGN AGENCY
CARPENTER MARTY Transportation

DESIGNER
CEF
REVIEWER
BAA 03/28/25
PROJECT ID
115388
SHEET P.09
TOTAL P.107

GRE-68-12.65

MODEL: CLP_US68 - Plan 1 PAPERSIZE: 34x22 (in.) DATE: 3/31/2025 TIME: 4:26:00 PM USER: wshannon
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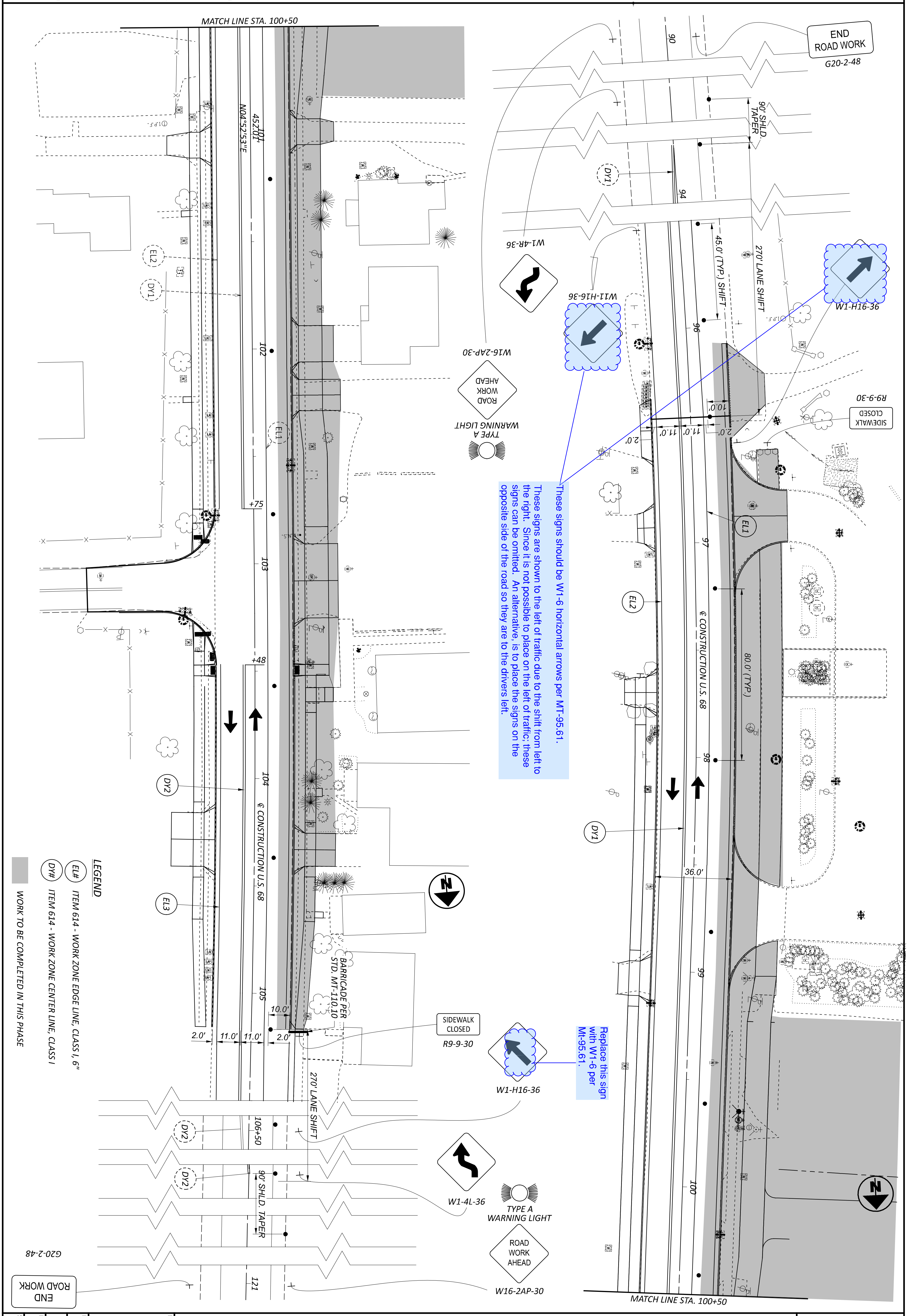


These signs should be W1-6 horizontal arrows per MT-95.61.

These signs are shown to the left of traffic due to the shift from left to the right. Since it is not possible to place on the left of traffic; these signs can be omitted. An alternative, is to place the signs on the opposite side of the road so they are to the drivers left.

Replace this sign with W1-6 per Mt-95.61.

LEGEND

- EL# ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 6"
- DY# ITEM 614 - WORK ZONE CENTER LINE, CLASS I
- ▨ WORK TO BE COMPLETED IN THIS PHASE

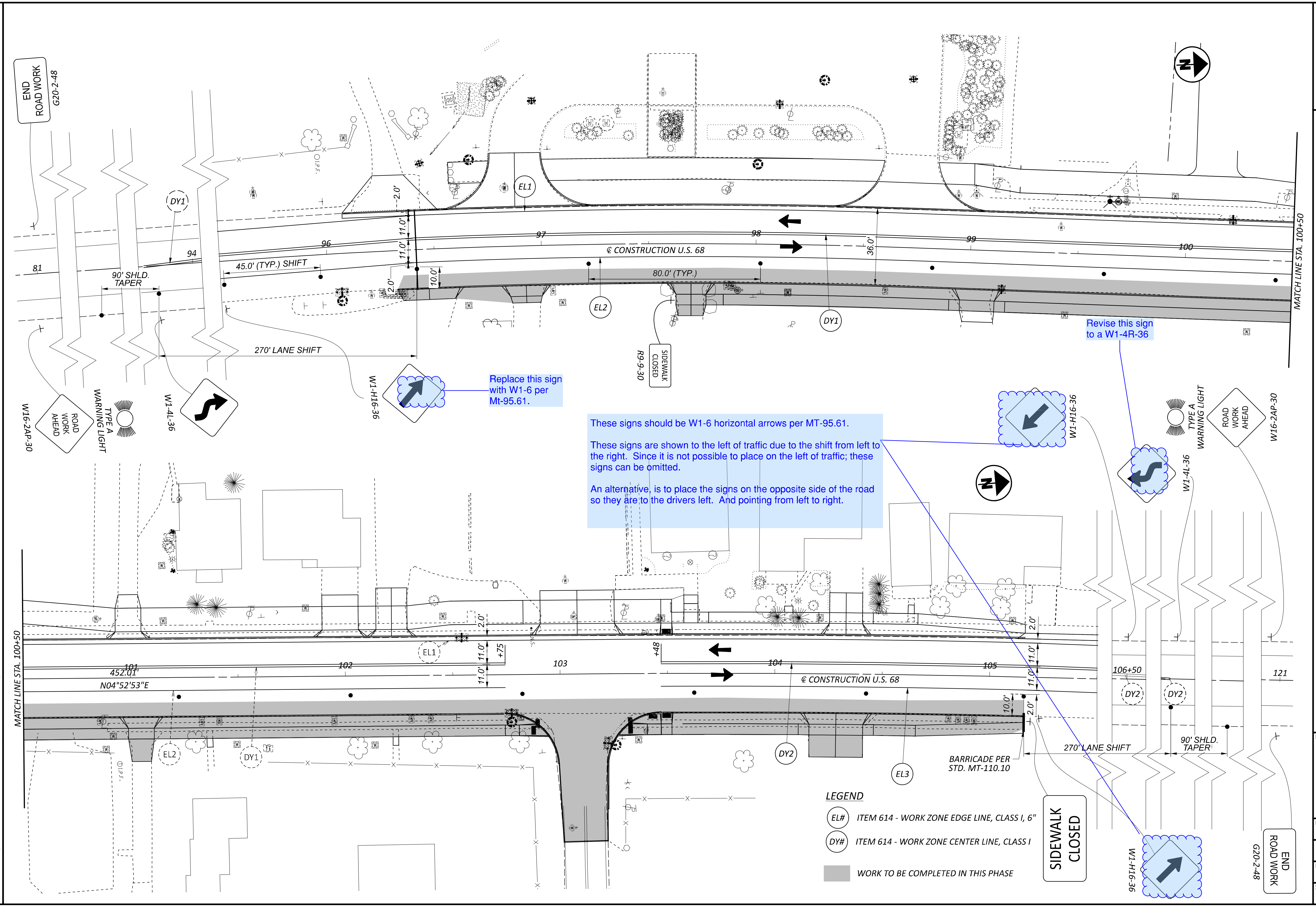
DESIGN AGENCY	CARPENTER MARTY transportation
DESIGNER	WCS
REVIEWER	BAA 03/28/25
PROJECT ID	115388
SHEET	P.10
TOTAL	P.107

MAINTENANCE OF TRAFFIC PLAN
PHASE 1

HORIZONTAL SCALE IN FEET
0 10 20 40

MAINTENANCE OF TRAFFIC PLAN
PHASE 2

HORIZONTAL
SCALE IN FEET
0 10 20 40



Replace this sign
with W1-6 per
Mt-95.61.

Revise this sign
to a W1-4R-36

These signs should be W1-6 horizontal arrows per MT-95.61.

These signs are shown to the left of traffic due to the shift from left to the right. Since it is not possible to place on the left of traffic; these signs can be omitted.

An alternative, is to place the signs on the opposite side of the road so they are to the drivers left. And pointing from left to right.

LEGEND

- (EL#) *ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 6"*
- (DY#) *ITEM 614 - WORK ZONE CENTER LINE, CLASS I*
- ▨ *WORK TO BE COMPLETED IN THIS PHASE*

DESIGN AGENCY
CARPENTER MARTY transportation

DESIGNER	REVIEWER	PROJECT ID	SHEET	TOTAL
WCS	BAA 03/28/25	115388	P.11	P.107

GRE-68-12.65

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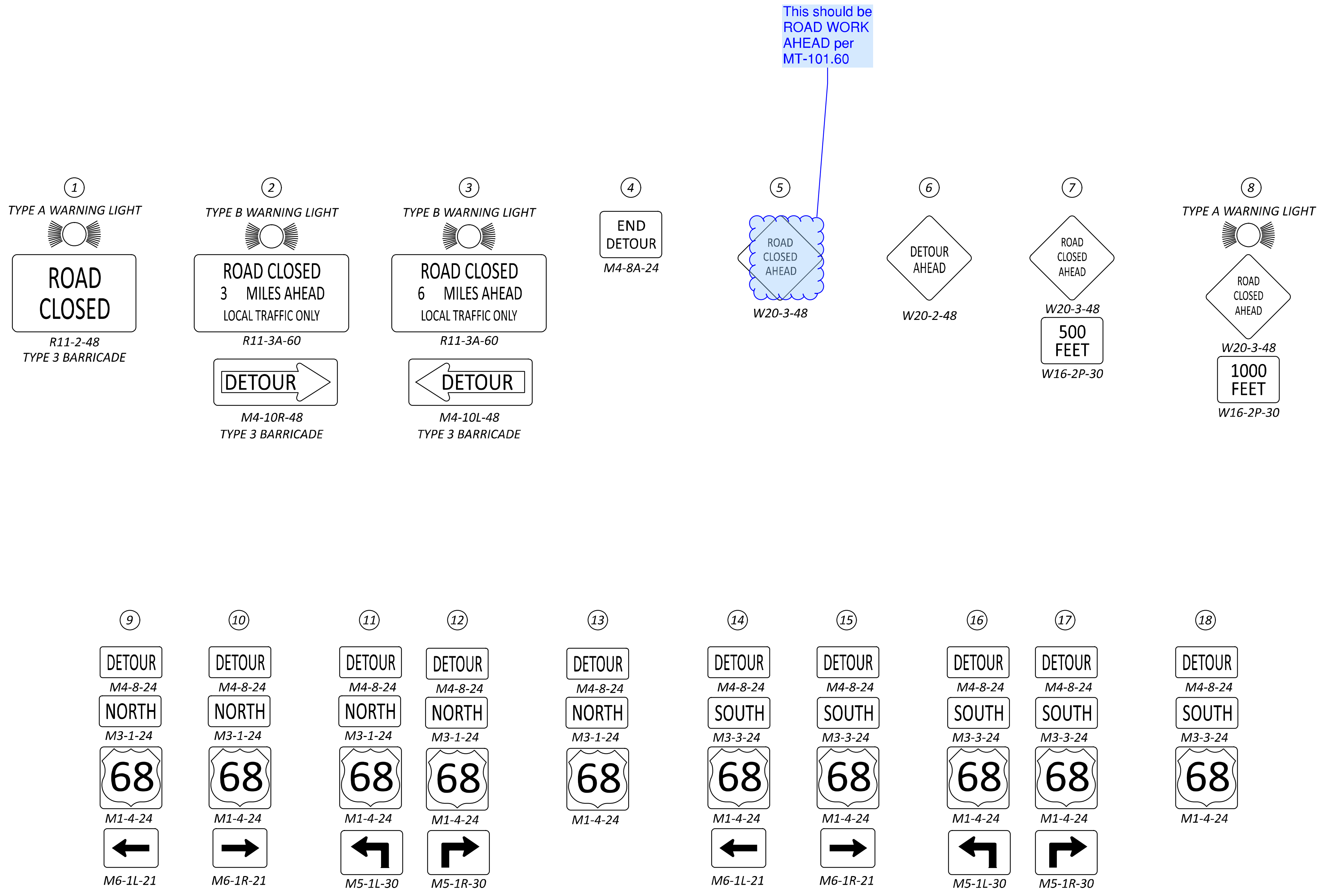
DETOUR SIGNS - U.S. 68



This should be ROAD WORK AHEAD per MT-101.60

NOTE

1. SEE SHEET P.13 FOR U.S. 68 DETOUR PLAN

DESIGN AGENCY
CARPENTER MARTY transportation

DESIGNER	REVIEWER	PROJECT ID	SHEET	TOTAL
WCS	BAA 03/28/25	115388	P.12	P.107

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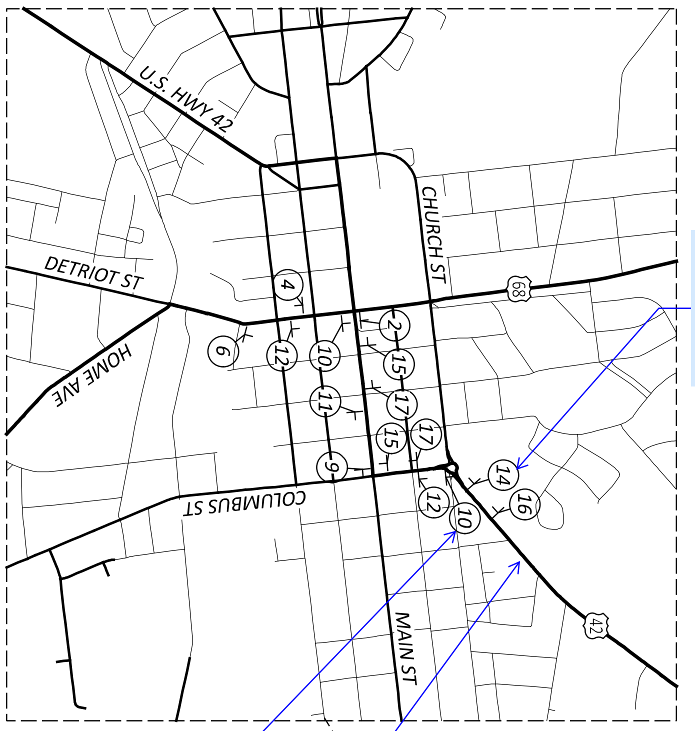
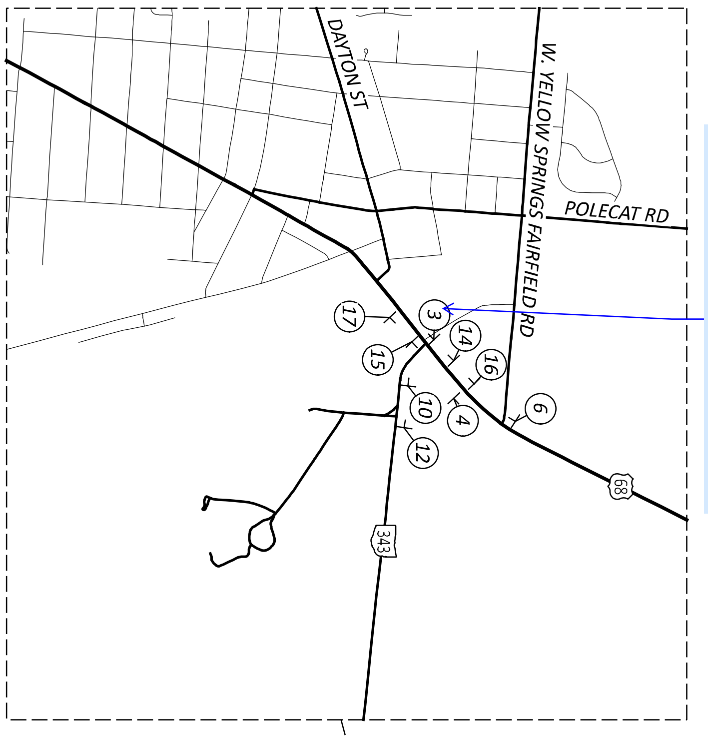


Place this sign in the splitter island where traffic is to turn.

ENLARGED PLAN

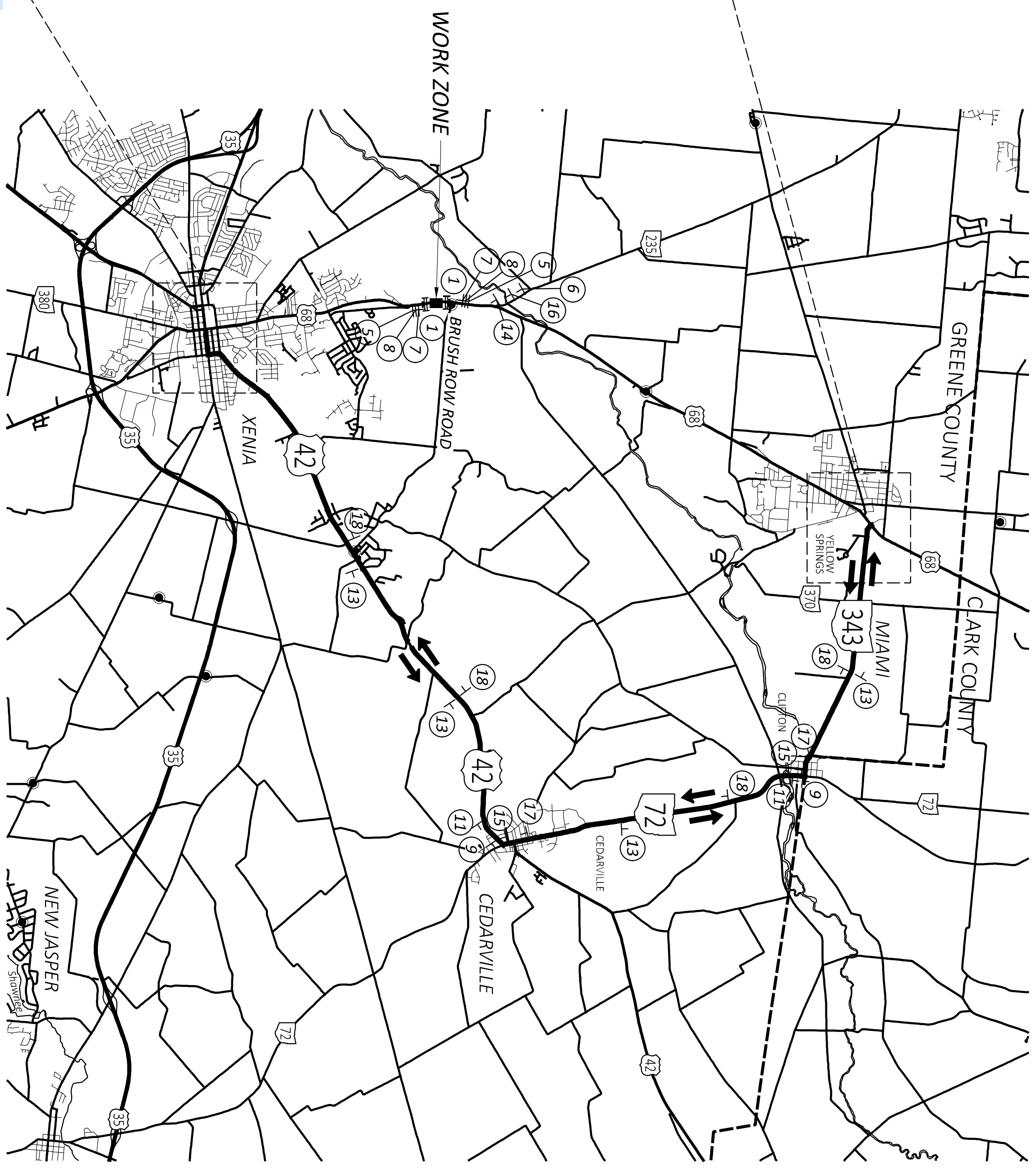


This assembly needs to be dual mounted on both sides of the roadway.

ENLARGED PLAN

Sign 13

This sign should be placed in the splitter island at the US 42 leg; to prevent turns on to the local road.



SCALE IN MILES

0 2 4 6 8

DETOUR ROUTE

NOTES:
1. DETOUR PLAN IS TO BE USED FOR SHORT-TERM/ INTERMEDIATE-TERM DETOURS ONLY SEE MOT NOTES FOR INFORMATION
2. SEE SHEET P.12 FOR DETOUR SIGNS

DETOUR PLAN
U.S 68

DESIGN AGENCY
CARPENTER MARTY Transportation

DESIGNER
WCS

REVIEWER
BAA 03/28/25

PROJECT ID
115388

SHEET P.13 TOTAL P.107

GRE-68-12.65

MODEL: Sheet_SurvFt PAPERSIZE: 34x22 (in.) DATE: 3/31/2025 TIME: 4:26:23 PM USER: wshannon
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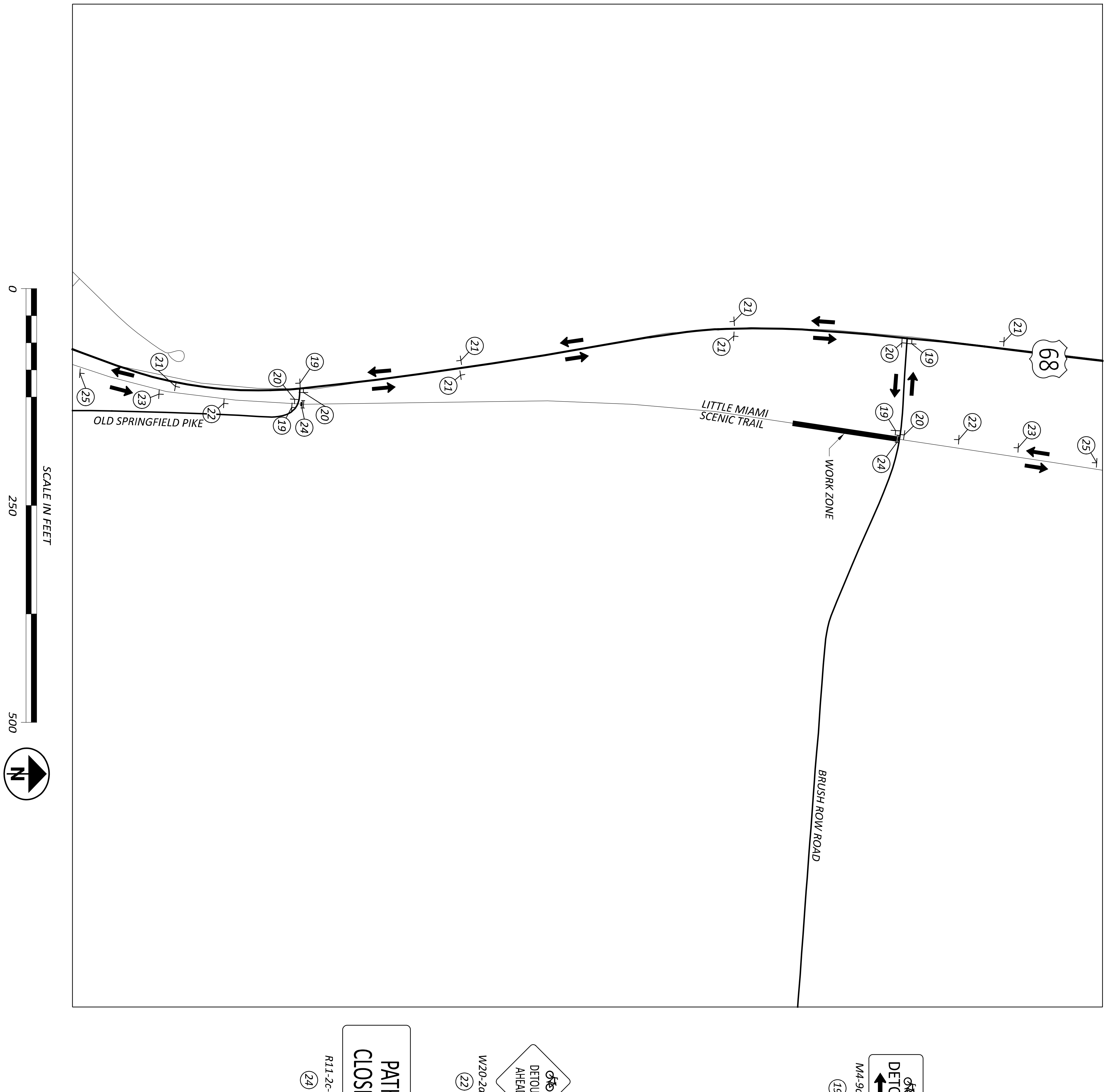

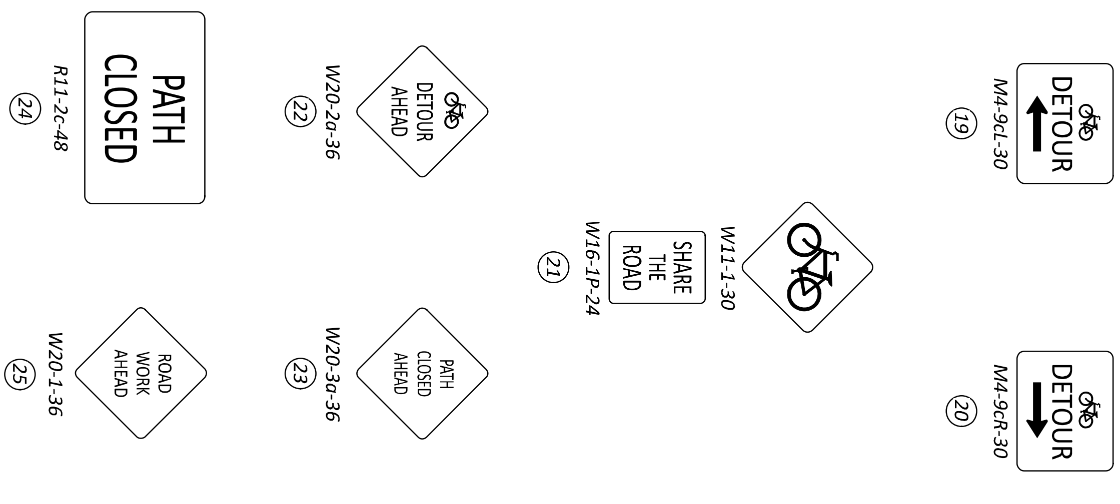

DESIGN AGENCY	CARPENTER MARTY transportation
DESIGNER	CEF
REVIEWER	BAA 03/28/25
PROJECT ID	115388
SHEET	P.14
TOTAL	P.107

DETOUR PLAN
LITTLE MIAMI SCENIC TRAIL - BICYCLE

MODEL: 115388_GP101 PAPERSIZE: 34x22 (in.) DATE: 3/31/2025 TIME: 4:26:26 PM USER: wshannon
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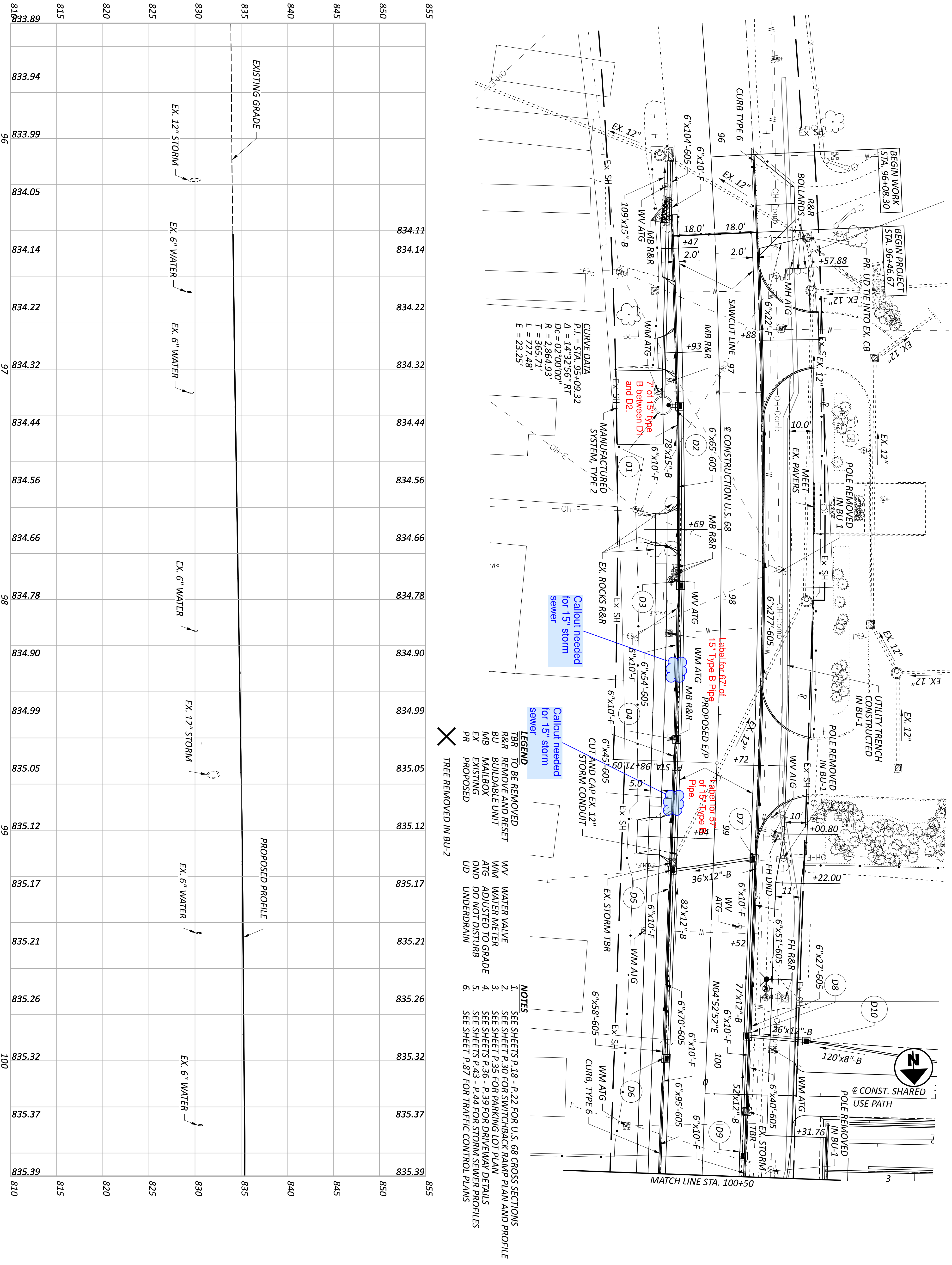

CURVE DATA
P.I. = STA. 95+09.32
Δ = 14°32'56" RT
Dc = 02°00'00"
R = 2,864.93'
T = 365.71'
L = 727.48'
E = 23.25'

Label for 67' of 15" Type B Pipe

Label for 57' of 15" Type B Pipe.

7' of 15" type B between D1 and D2.

Callout needed for 15" storm sewer

Callout needed for 15" storm sewer

LEGEND

TBR	TO BE REMOVED
R&R	REMOVE AND RESET
BU	BUILDABLE UNIT
MB	MAILBOX
EX	EXISTING
PR	PROPOSED
WV	WATER VALVE
WM	WATER METER
ATG	ADJUSTED TO GRADE
DND	DO NOT DISTURB
UD	UNDERDRAIN

NOTES

1. SEE SHEETS P.18 - P.22 FOR U.S. 68 CROSS SECTIONS
2. SEE SHEET P.30 FOR SWITCHBACK RAMP PLAN AND PROFILE
3. SEE SHEET P.35 FOR PARKING LOT PLAN
4. SEE SHEETS P.36 - P.39 FOR DRIVEWAY DETAILS
5. SEE SHEETS P.43 - P.44 FOR STORM SEWER PROFILES
6. SEE SHEET P.87 FOR TRAFFIC CONTROL PLANS

DESIGN AGENCY
CARPENTER MARTY transportation

DESIGNER
WCS

REVIEWER
BAA 03/28/25

PROJECT ID
115388

PLAN AND PROFILE - U.S. 68
STA. 95+50.00 TO STA. 100+50.00

HORIZONTAL SCALE IN FEET
0 10 20 40

GRE-68-12.65

MODEL: 115388_GP102 PAPERSIZE: 34x22 (in.) DATE: 3/31/2025 TIME: 4:26:37 PM USER: wshannon
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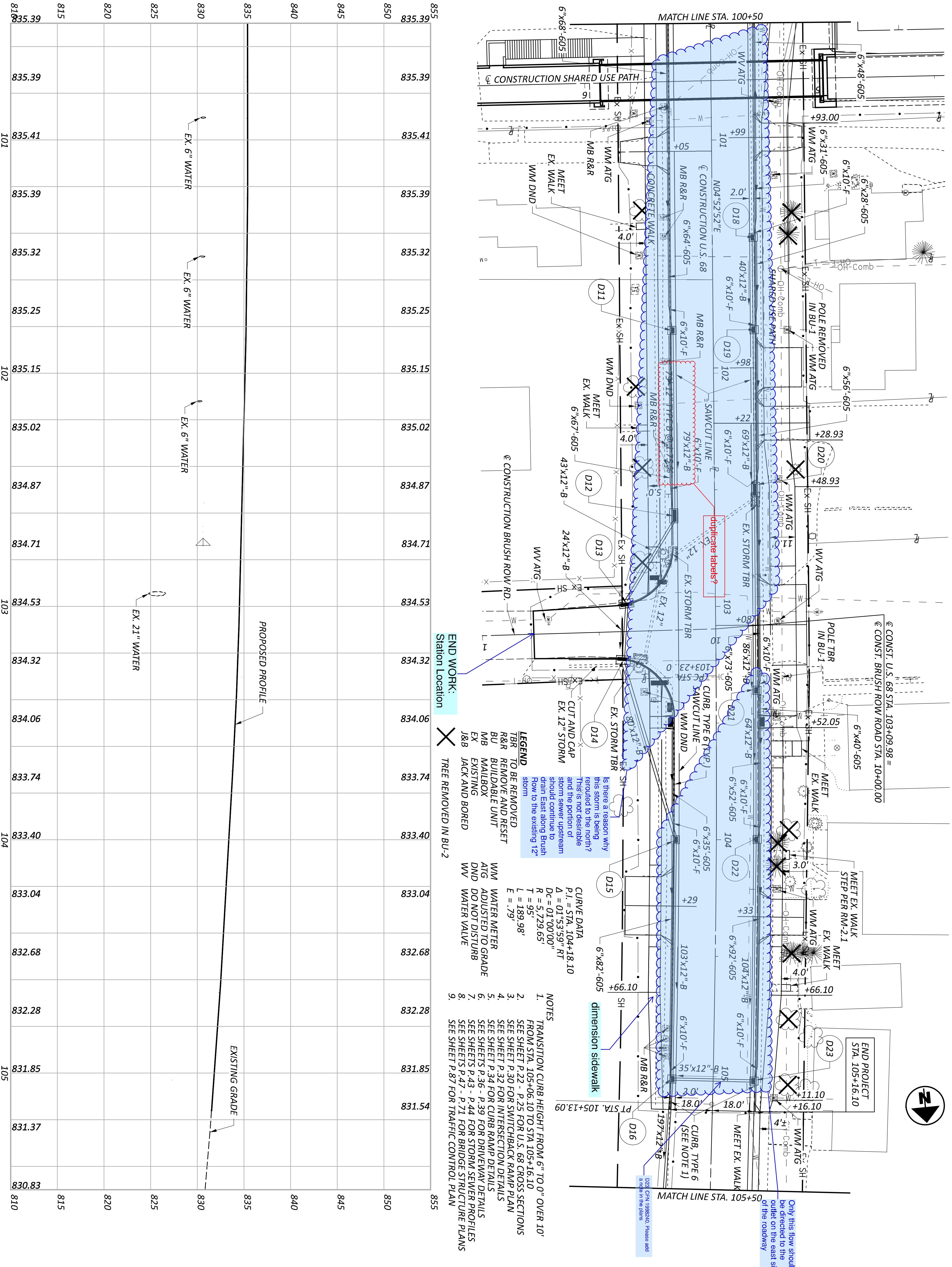

NOTES
1. TRANSITION CURB HEIGHT FROM 6" TO 0" OVER 10' FROM STA. 105+06.10 TO STA 105+16.10
2. SEE SHEET P.22 - P.25 FOR U.S. 68 CROSS SECTIONS
3. SEE SHEET P.30 FOR SWITCHBACK RAMP PLAN
4. SEE SHEET P.32 FOR INTERSECTION DETAILS
5. SEE SHEET P.34 FOR CURB RAMP DETAILS
6. SEE SHEETS P.36 - P.39 FOR DRIVEWAY DETAILS
7. SEE SHEETS P.43 - P.44 FOR STORM SEWER PROFILES
8. SEE SHEETS P.47 - P.71 FOR BRIDGE STRUCTURE PLANS
9. SEE SHEET P.87 FOR TRAFFIC CONTROL PLAN

CURVE DATA
P.I. = STA. 104+18.10
Δ = 01°53'59" RT
Dc = 01°00'00"
R = 5,729.65'
T = 95'
L = 189.98'
E = .79'

LEGEND

TBR	TO BE REMOVED
R&R	REMOVE AND RESET
BU	BUILDABLE UNIT
MB	MAILBOX
EX	EXISTING
J&B	JACK AND BORED
WM	WATER METER
ATG	ADJUSTED TO GRADE
DND	DO NOT DISTURB
WV	WATER VALVE
╳	TREE REMOVED IN BU-2

Is there a reason why this storm is being rerouted to the north? This is not desirable and the portion of storm sewer upstream should continue to drain East along Brush Row to the existing 12" storm

END WORK: Station Location

duplicate labels?

dimension sidewalk

D23. CFN 1998240. Please add a note in the plans

Only this flow should be directed to the outlet on the east side of the roadway

HORIZONTAL SCALE IN FEET
0 10 20 40

PLAN AND PROFILE - U.S. 68
STA. 100+50.00 TO STA. 105+50.00

DESIGN AGENCY
CARPENTER MARTY transportation

DESIGNER
WCS

REVIEWER
BAA 03/28/25

PROJECT ID
115388

SHEET P.16 TOTAL P.107

GRE-68-12.65

MODEL: CLP_US69 - Plan 3 PAPERSIZE: 34x22 (in.) DATE: 3/31/2025 TIME: 4:26:42 PM USER: wshannon
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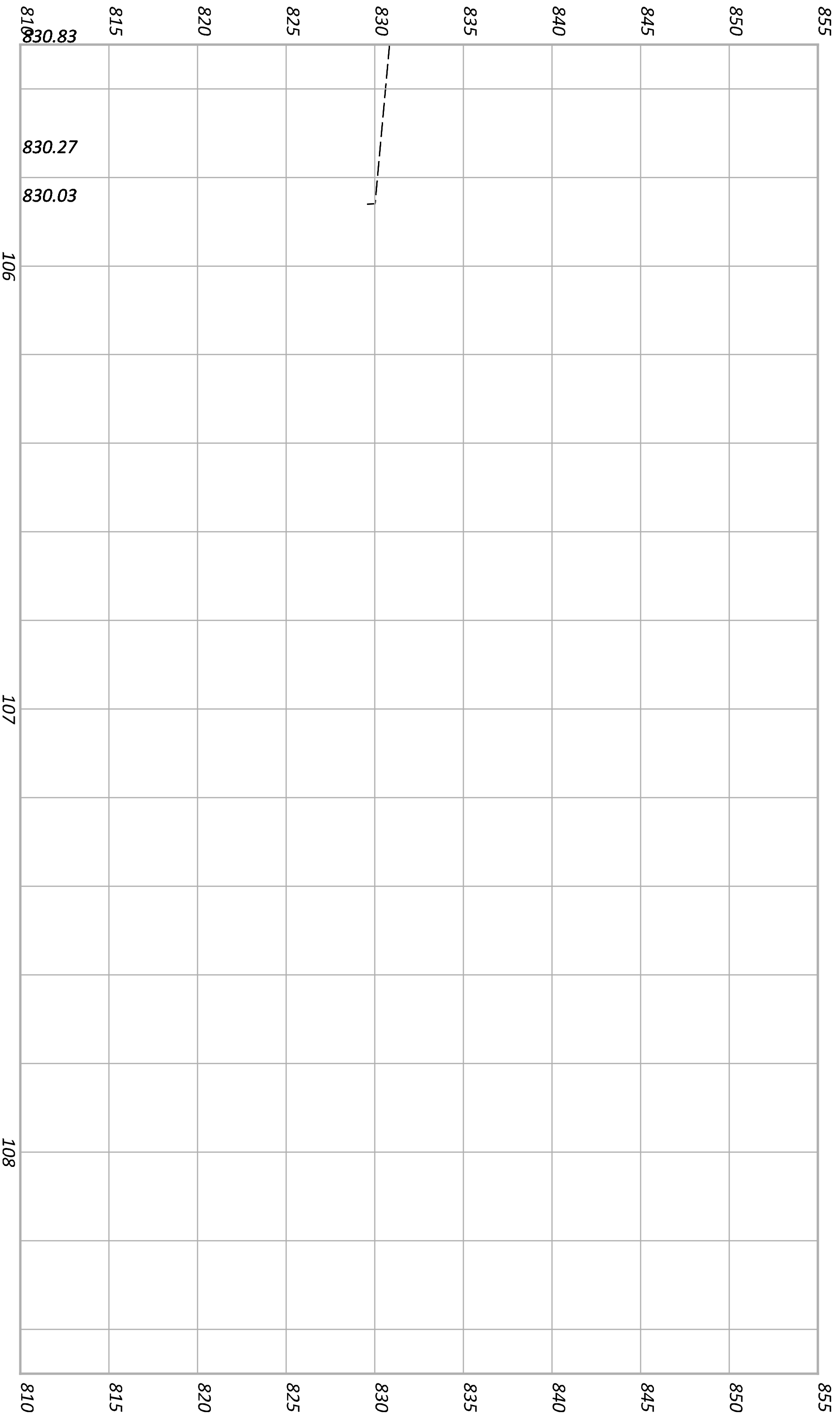

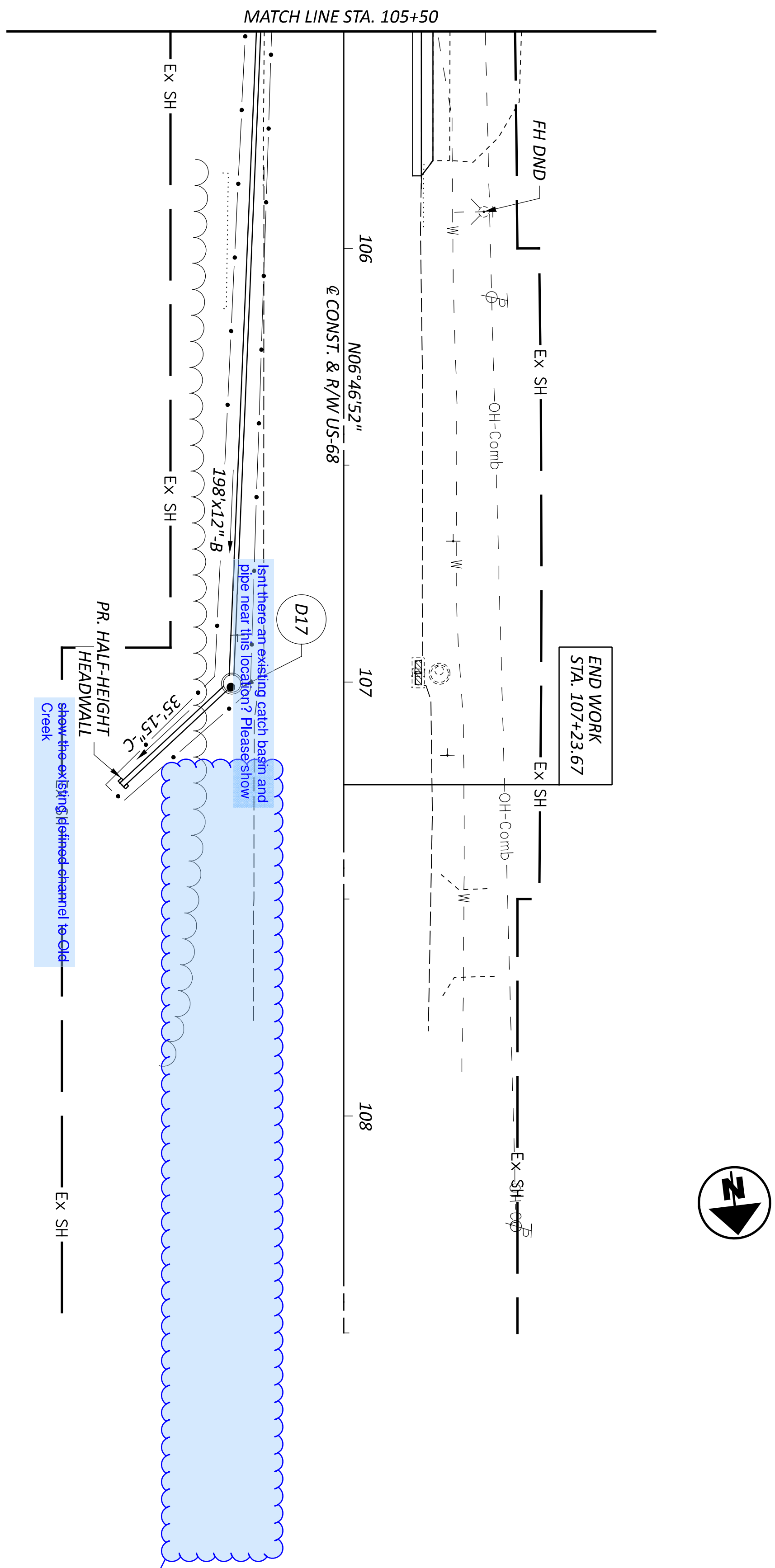

Isnt there an existing catch basin and pipe near this location? Please show

show the existing defined channel to Old Creek

There is a ditchline along the roadway that will likely need to be used. Drainage to the NE probably won't work. There are two drive pipes that would likely need replacement .

DESIGN AGENCY
CARPENTER MARTY transportation

DESIGNER
WCS

REVIEWER
BAA 03/28/25

PROJECT ID
115388

SHEET P.17

TOTAL P.107

PLAN AND PROFILE - U.S. 68
STA. 105+50.00 TO STA. 108+50.00

HORIZONTAL
SCALE IN FEET
0 10 20 40

MODEL: CLP_US69 - 96+00.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 3/31/2025 TIME: 4:26:50 PM USER: wshannon
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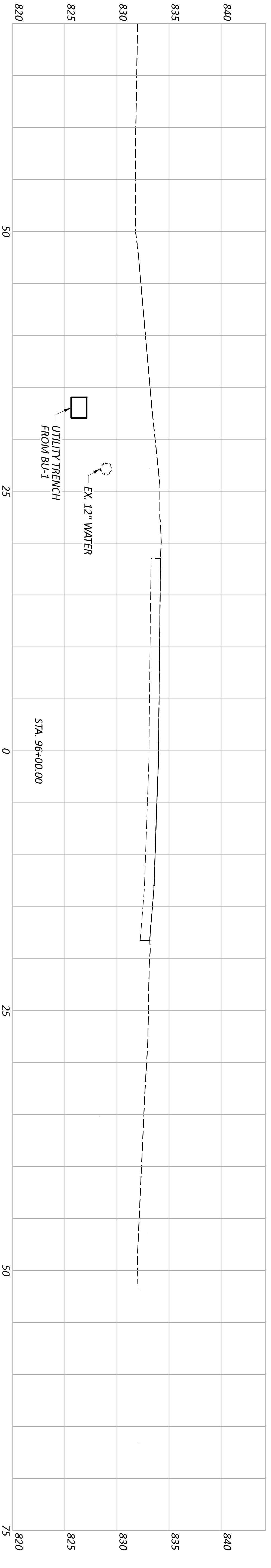

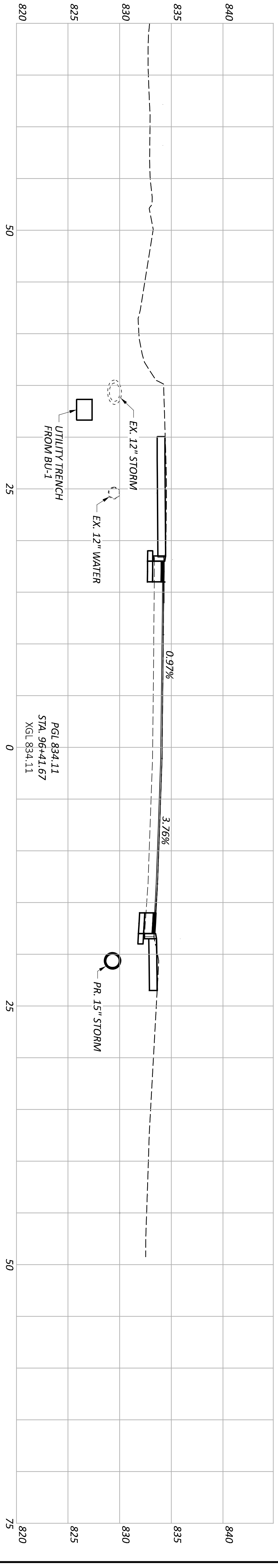

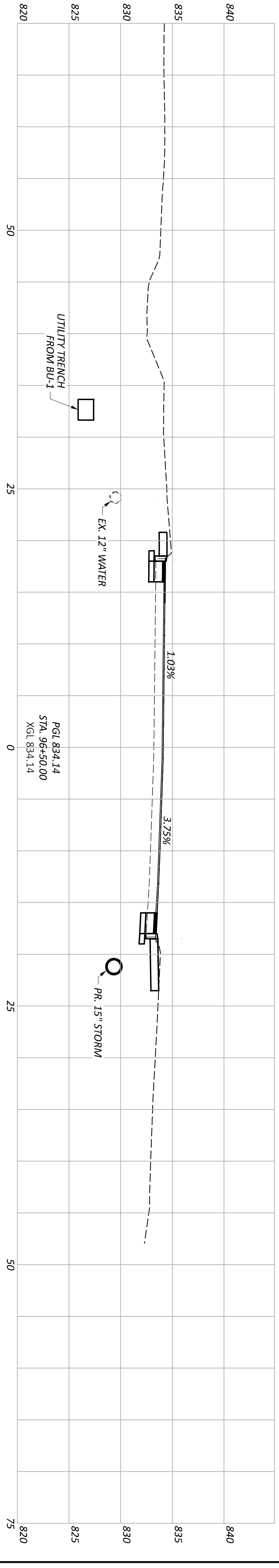

DESIGN AGENCY
CARPENTER MARTY transportation

DESIGNER
WCS

REVIEWER
BAA 03/28/25

PROJECT ID
115388

SHEET P.18
TOTAL P.107

CROSS SECTIONS - U.S. 68
STA. 96+00.00 TO STA. 96+50.00

GRE-68-12.65

MODEL: CLP_US69 - 97+00.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 3/31/2025 TIME: 4:26:53 PM USER: wshannon
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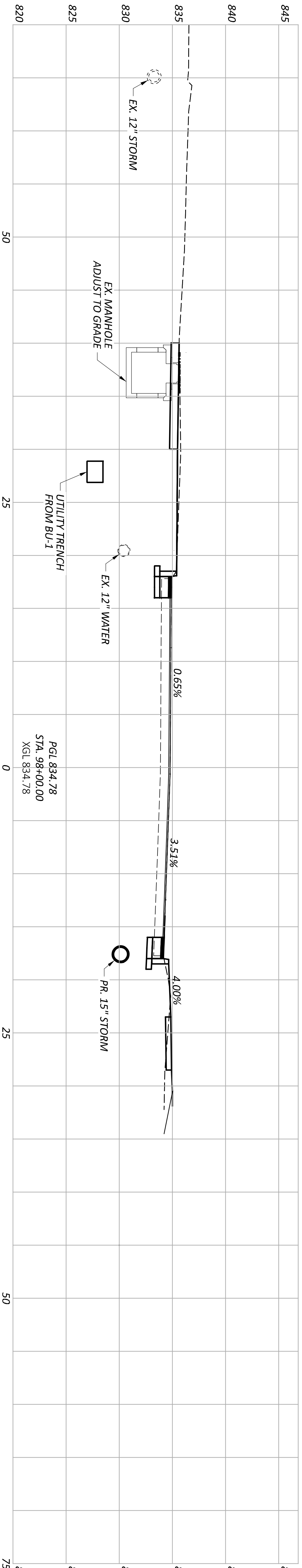

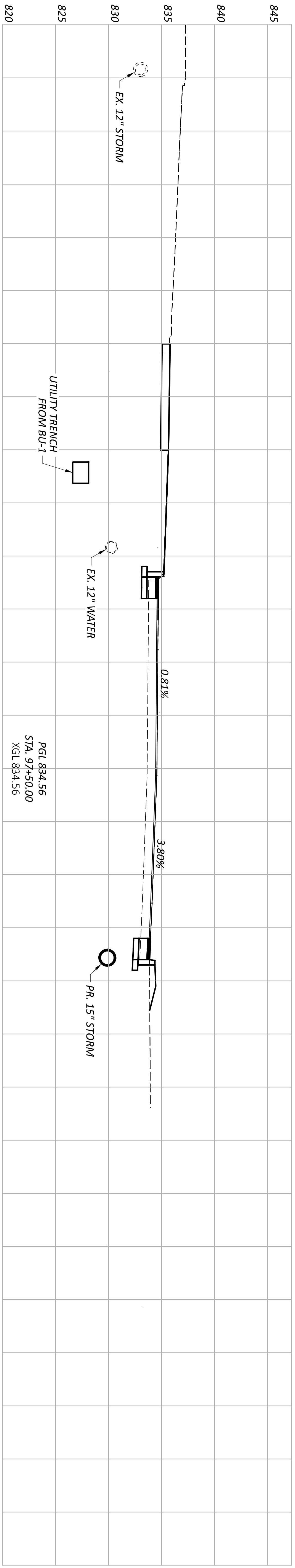

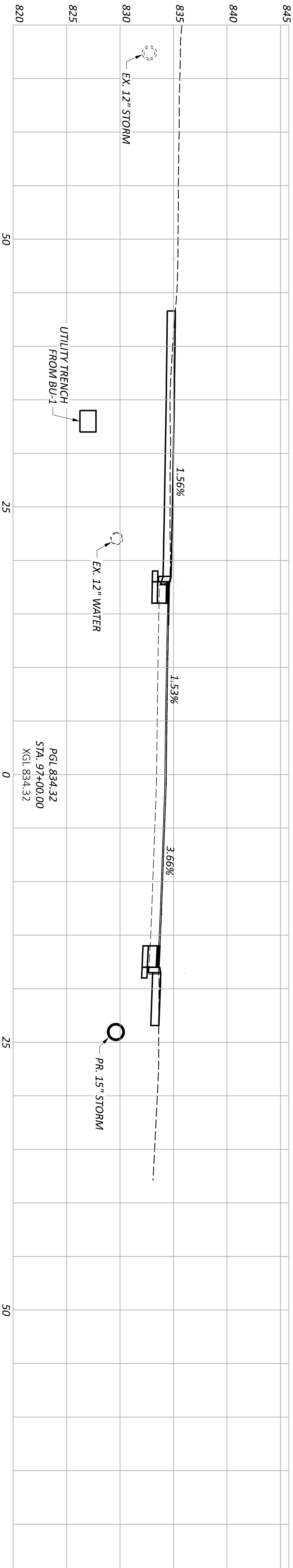

DESIGN AGENCY
CARPENTER MARTY transportation

DESIGNER
WCS
REVIEWER
BAA 03/28/25
PROJECT ID
115388
SHEET P.19
TOTAL P.107

CROSS SECTIONS - U.S. 68
STA. 97+00.00 TO STA. 98+00.00

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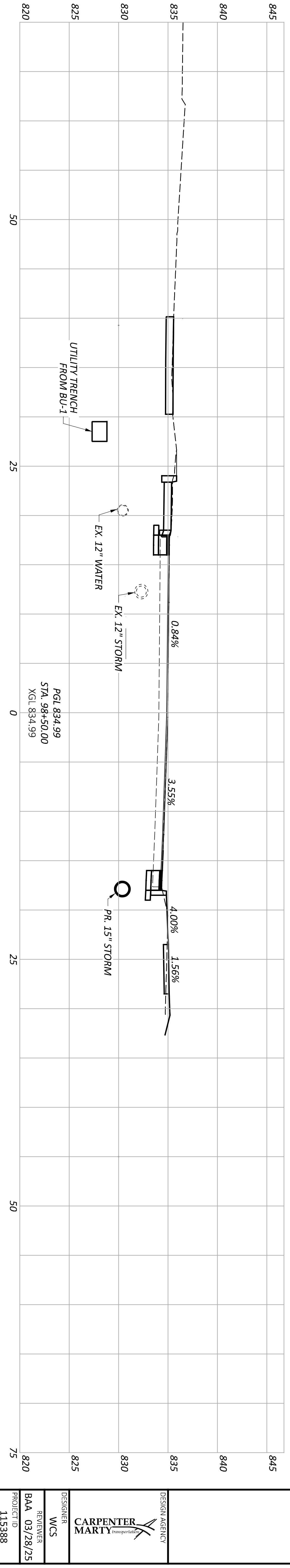
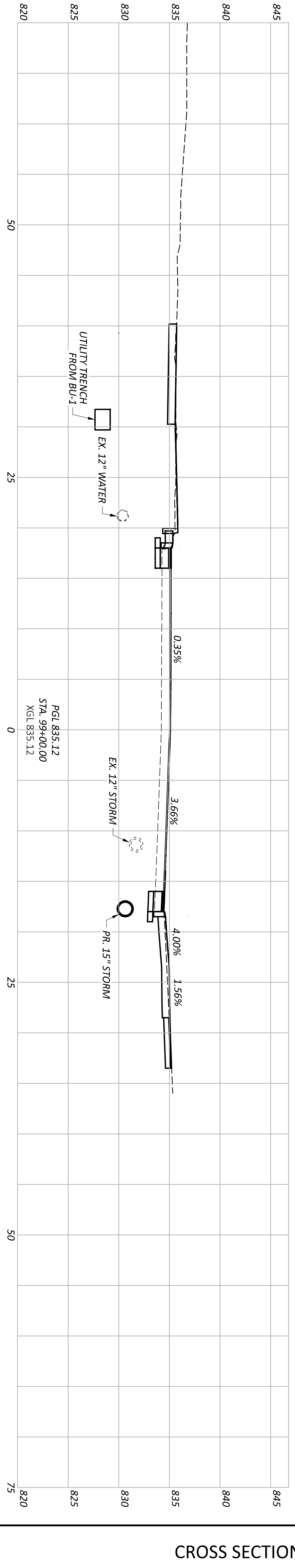
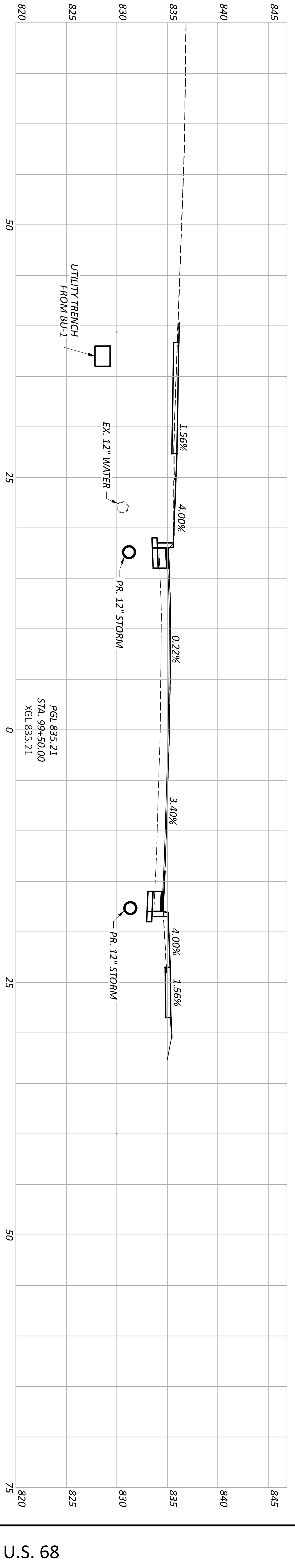






CROSS SECTIONS - U.S. 68
STA. 98+50.00 TO STA. 99+50.00

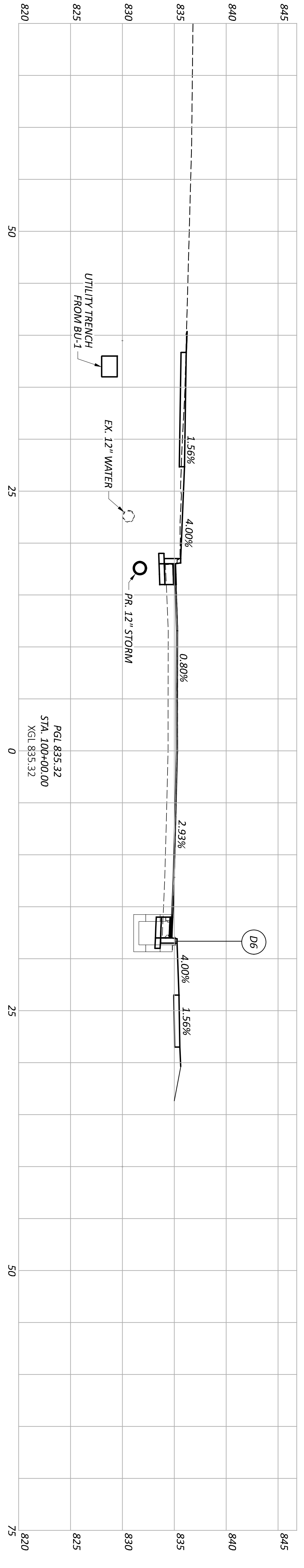
DESIGN AGENCY
CARPENTER MARTY transportation

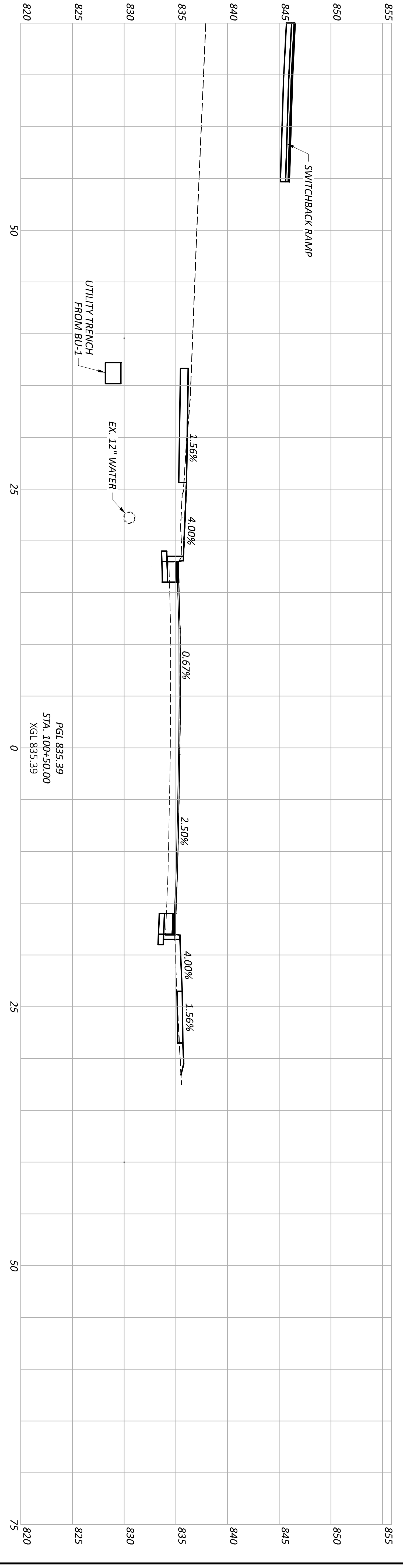
DESIGNER
WCS

REVIEWER
BAA 03/28/25

PROJECT ID
115388

SHEET P.20
TOTAL P.107





DESIGN AGENCY
CARPENTER MARTY Transportation

DESIGNER	REVIEWER	PROJECT ID	SHEET	TOTAL
CEF	BAA 03/28/25	115388	P.21	P.107

CROSS SECTIONS - U.S. 68
STA. 100+00.00 TO STA. 100+50.00

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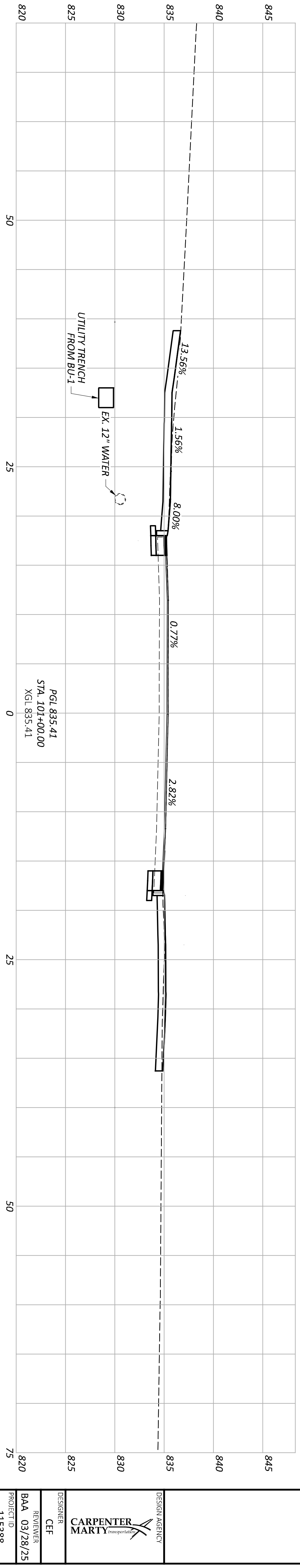

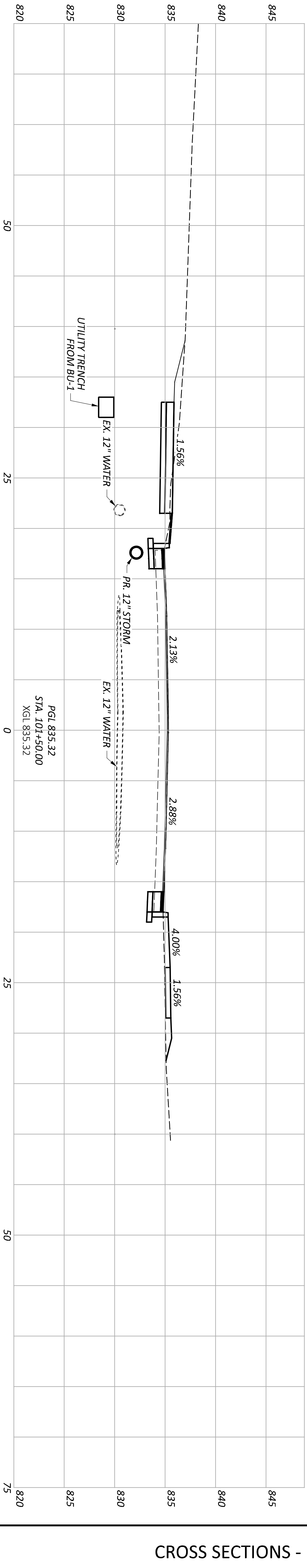

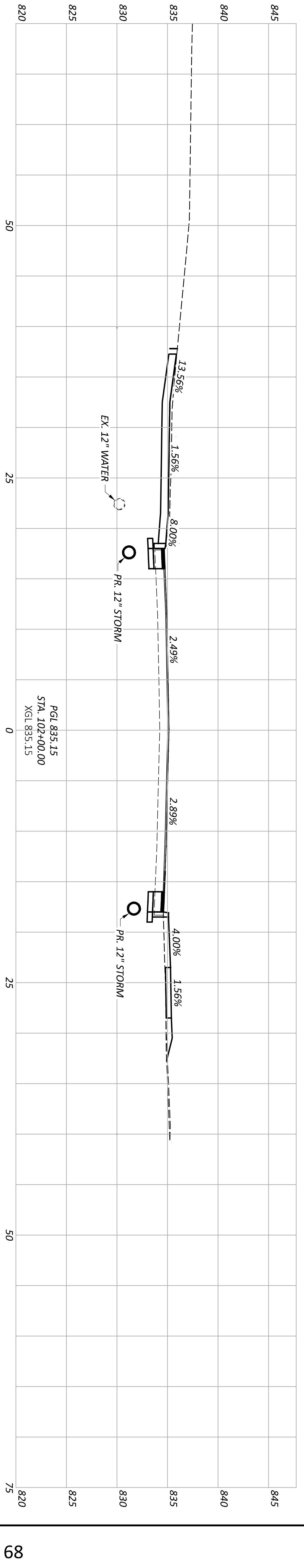

DESIGN AGENCY
CARPENTER MARTY transportation

DESIGNER	REVIEWER	PROJECT ID	SHEET	TOTAL
CEF	BAA 03/28/25	115388	P.22	P.107

CROSS SECTIONS - U.S. 68
STA. 101+00.00 TO STA. 102+00.00

MODEL: CLP_US69 - 102+50.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 3/31/2025 TIME: 4:27:07 PM USER: wshannon
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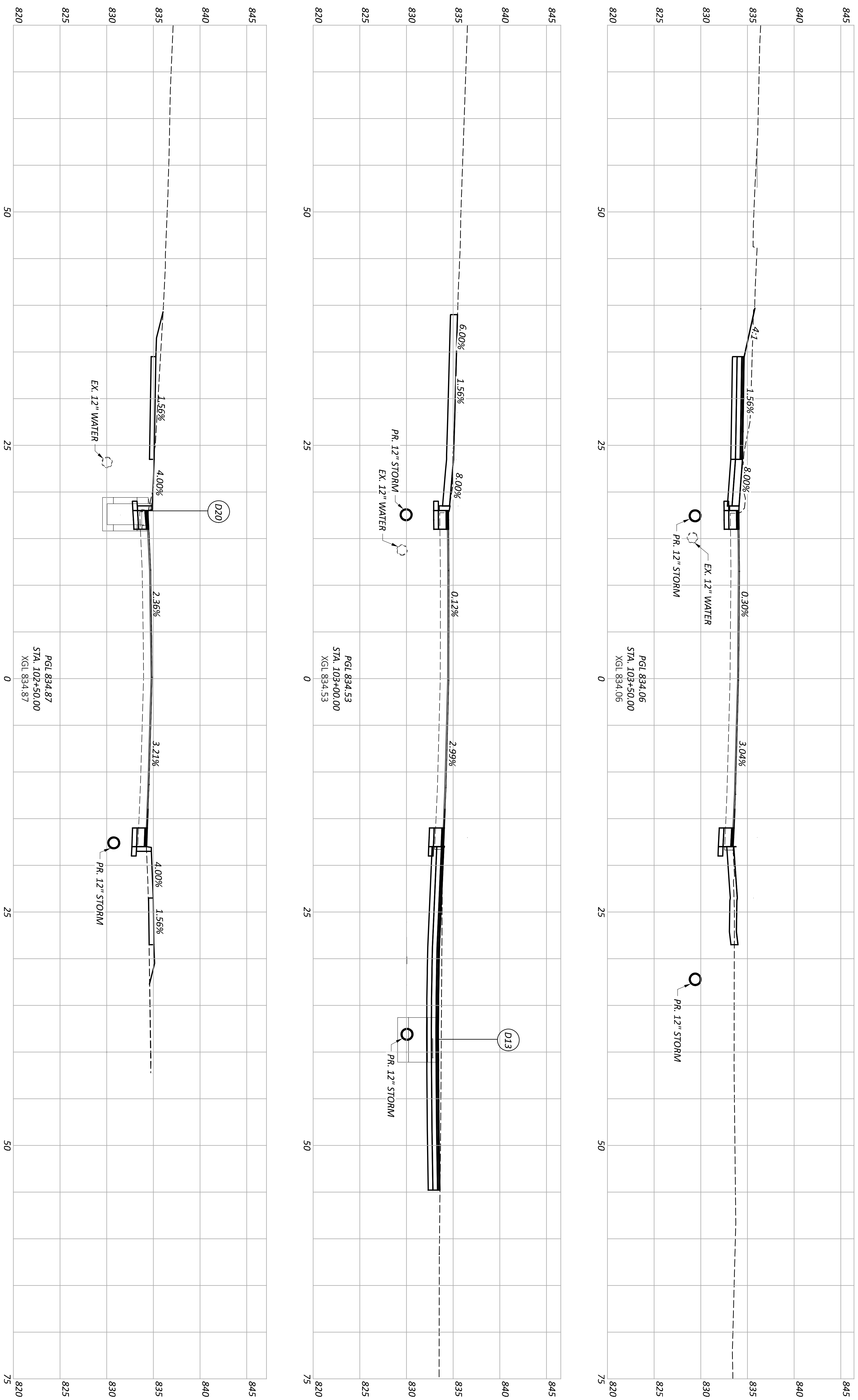

CROSS SECTIONS - U.S. 68
STA. 102+50.00 TO STA. 103+50.00

DESIGN AGENCY
CARPENTER MARTY transportation

DESIGNER	REVIEWER	PROJECT ID	SHEET	TOTAL
CEF	BAA 03/28/25	115388	P.23	P.107

GRE-68-12.65

MODEL: CLP_US69 - 104+00.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 3/31/2025 TIME: 4:27:11 PM USER: wshannon
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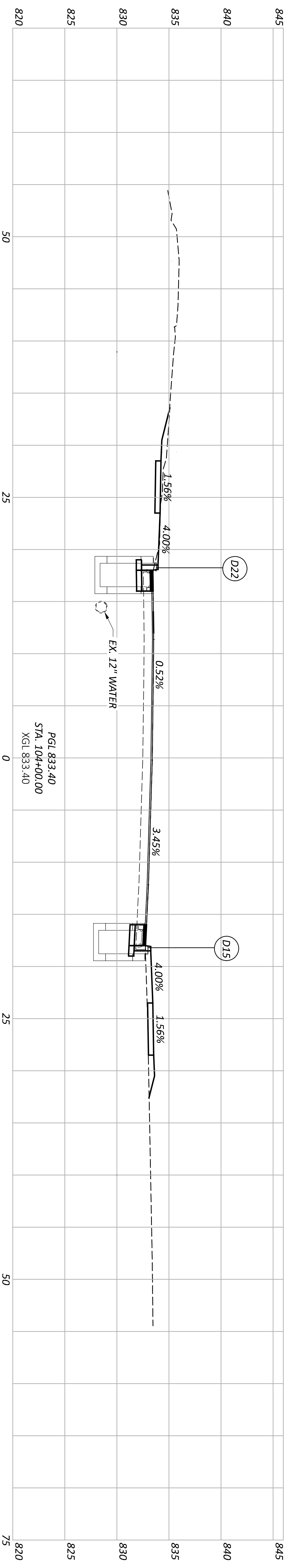
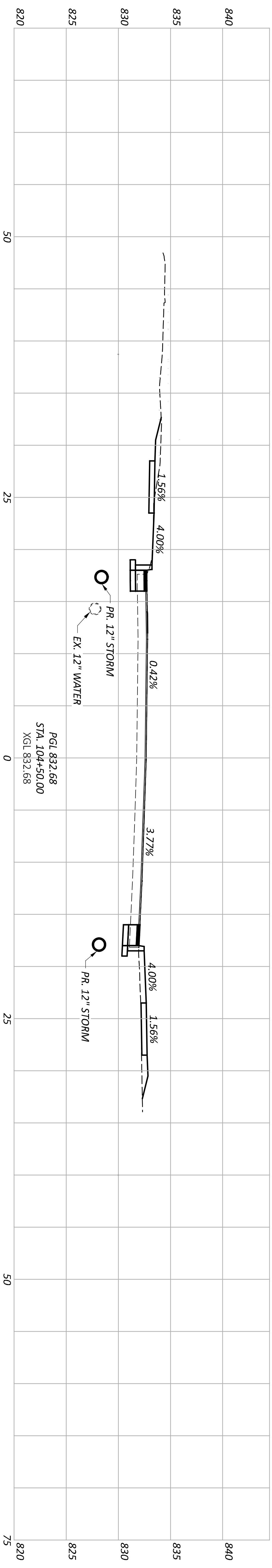
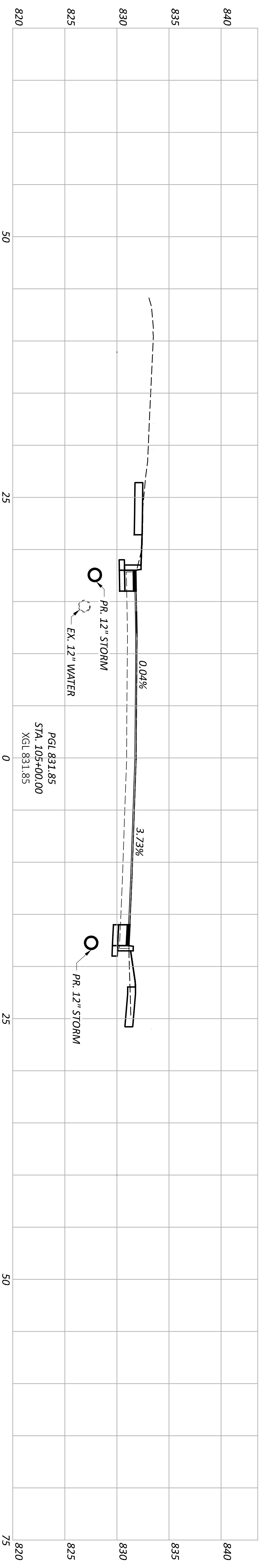






CROSS SECTIONS - U.S. 68
STA. 104+00.00 TO STA. 105+00.00

DESIGN AGENCY
CARPENTER MARTY transportation

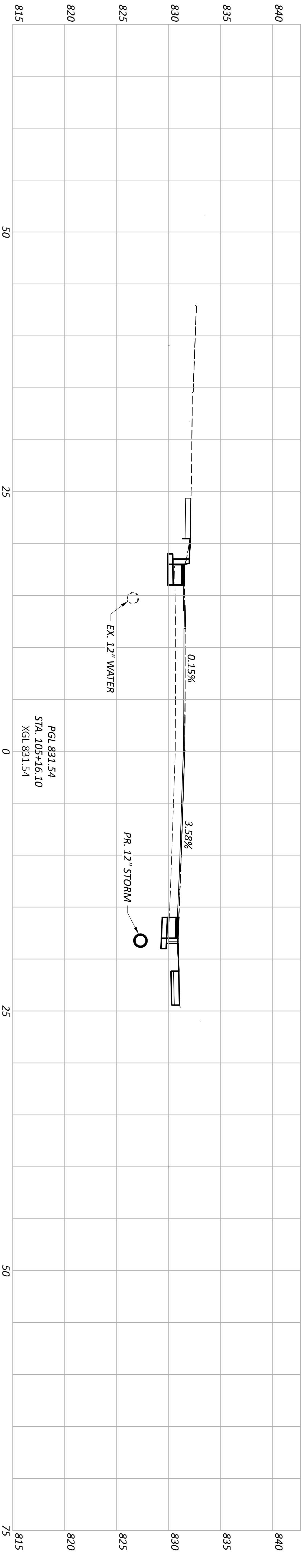
DESIGNER
CEF

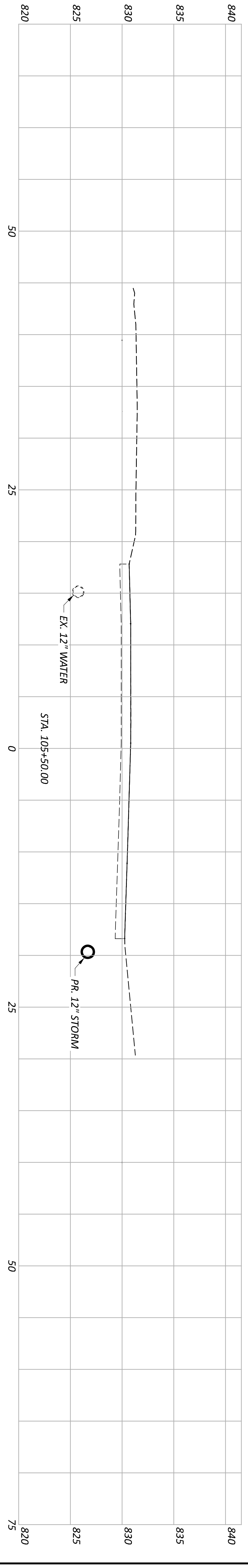
REVIEWER
BAA 03/28/25

PROJECT ID
115388

SHEET
P.24

TOTAL
P.107





SHEET	P.25
TOTAL	P.107
PROJECT ID	115388
REVIEWER	BAA 03/28/25
DESIGNER	CEF
DESIGN AGENCY	CARPENTER MARTY transportation

CROSS SECTIONS - U.S. 68
STA. 105+16.00 TO STA. 105+50.00

GRE-68-12.65

MODEL: 115388_GP301 PAPERSIZE: 34x22 (in.) DATE: 3/31/2025 TIME: 4:27:19 PM USER: wshannon
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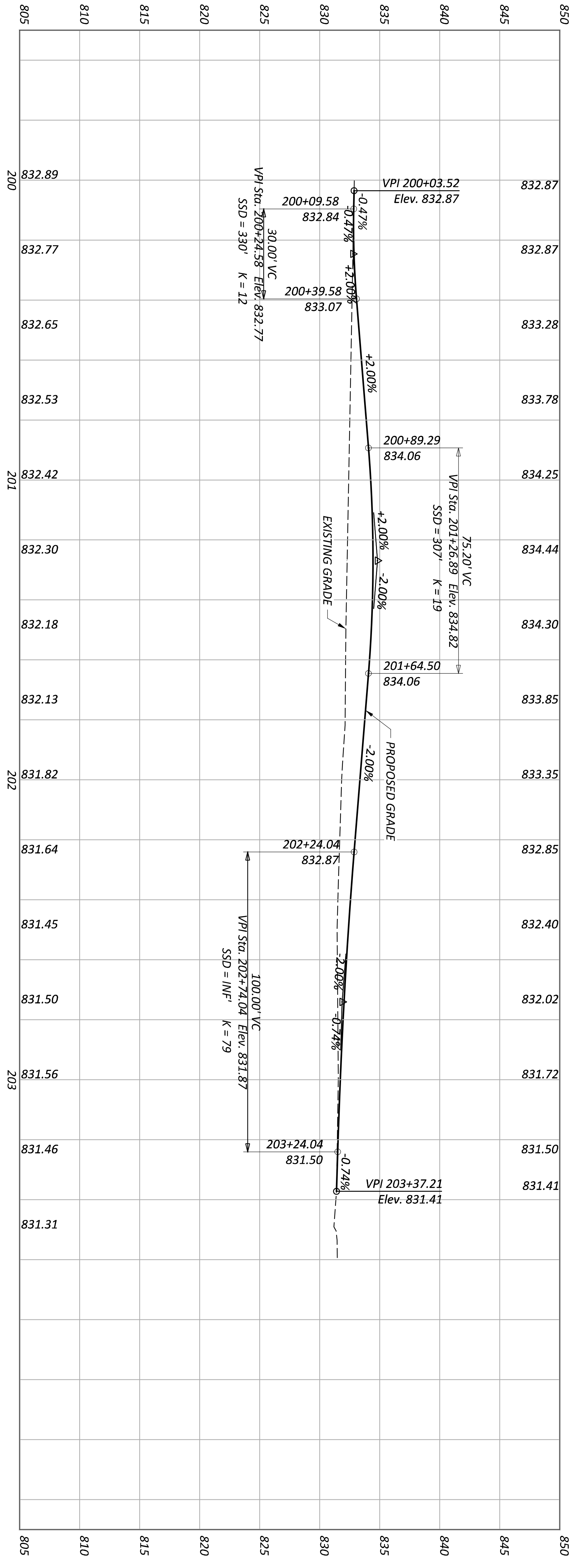

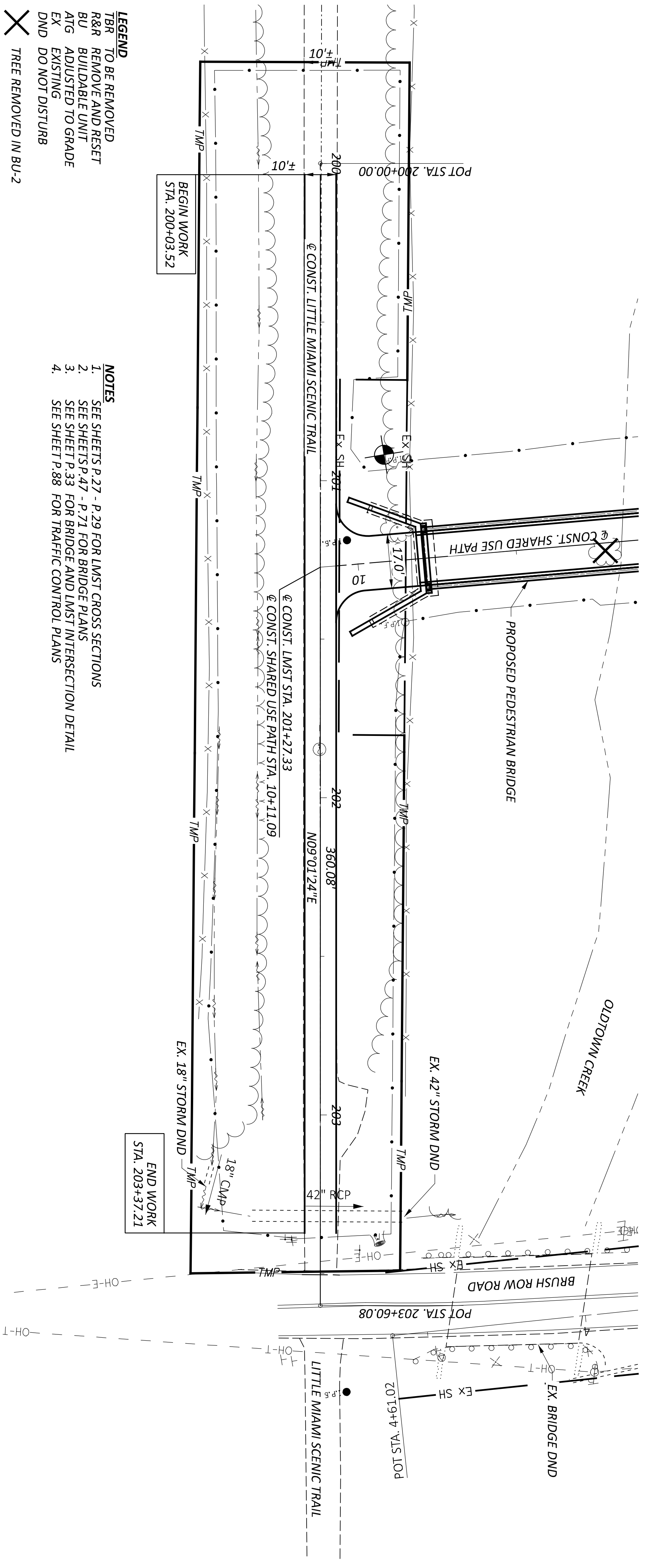

LEGEND

TBR	TO BE REMOVED
R&R	REMOVE AND RESET
BU	BUILDABLE UNIT
ATG	ADJUSTED TO GRADE
EX	EXISTING
DND	DO NOT DISTURB
X	TREE REMOVED IN BU-2

NOTES

1. SEE SHEETS P.27 - P.29 FOR LMST CROSS SECTIONS
2. SEE SHEETS P.47 - P.71 FOR BRIDGE PLANS
3. SEE SHEET P.33 FOR BRIDGE AND LMST INTERSECTION DETAIL
4. SEE SHEET P.88 FOR TRAFFIC CONTROL PLANS

SHEET	P.26
TOTAL	P.107
PROJECT ID	115388
REVIEWER	BAA 03/28/25
DESIGNER	CEF
DESIGN AGENCY	CARPENTER MARTY transportation

PLAN AND PROFILE - LITTLE MIAMI SCENIC TRAIL
STA. 200+00.00 TO STA. 203+60.08

HORIZONTAL
SCALE IN FEET
0 10 20 40

MODEL: CLP_Little Miami Trail - 200+00.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 3/31/2025 TIME: 4:27:30 PM USER: wshannon
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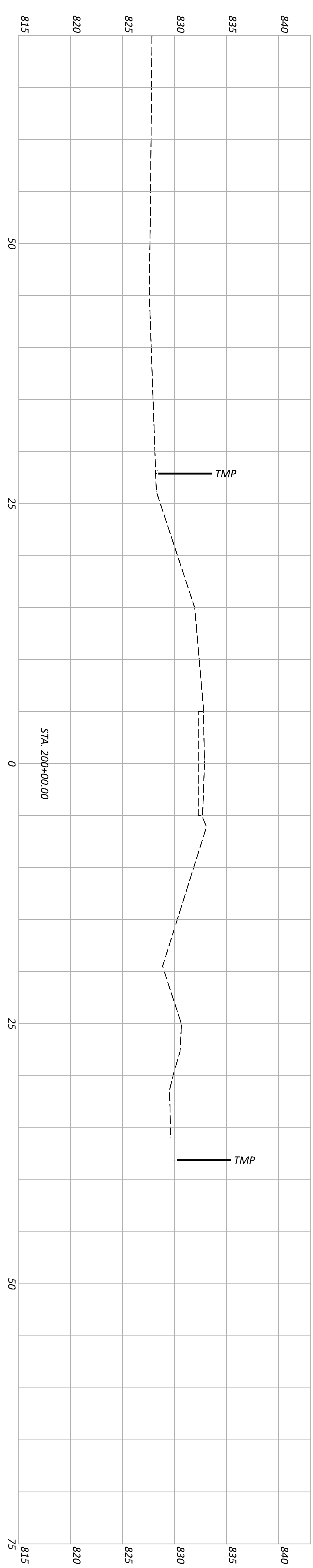

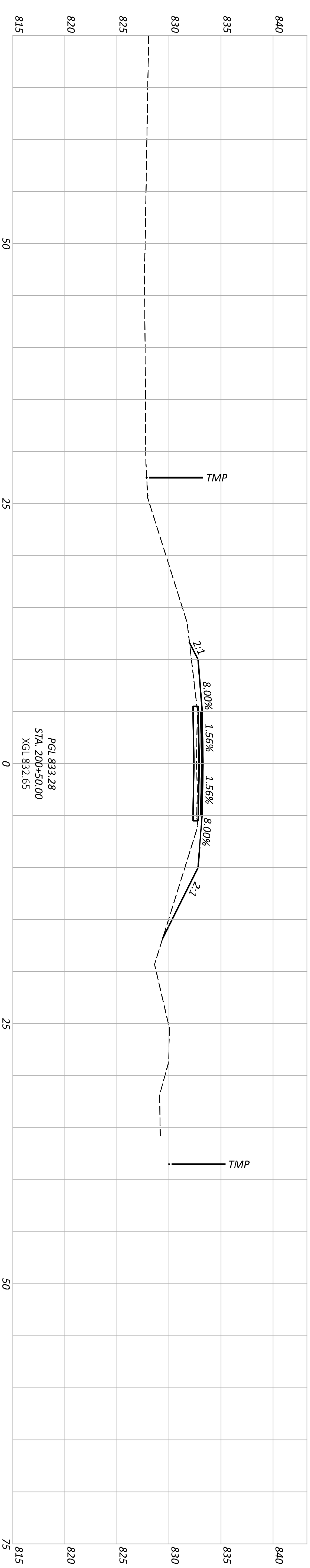

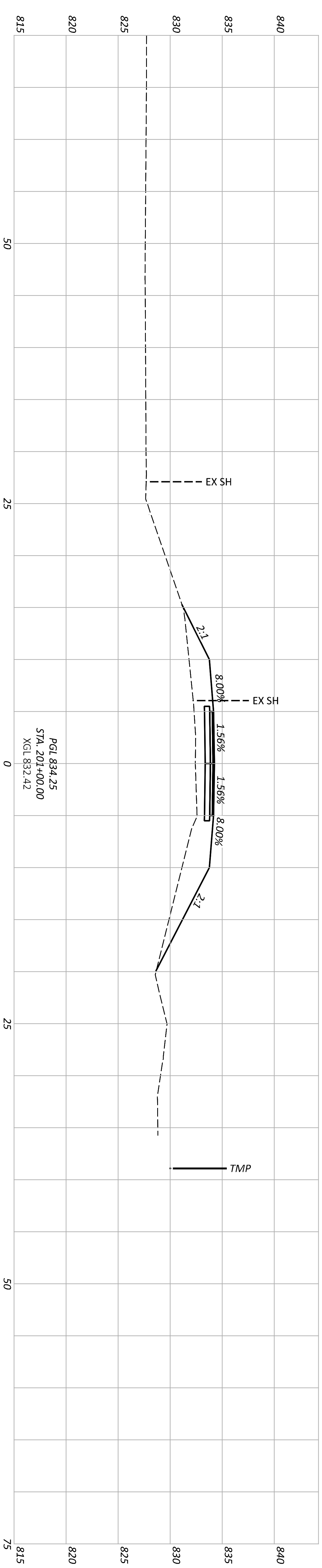

CROSS SECTIONS - LITTLE MIAMI SCENIC TRAIL
STA. 200+00.00 TO STA. 201+00.00

DESIGN AGENCY
CARPENTER MARTY transportation

DESIGNER
CEF

REVIEWER
BAA 03/28/25

PROJECT ID
115388

SHEET P.27 TOTAL P.107

MODEL: CLP_Little Miami Trail - 201+50.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 3/31/2025 TIME: 4:27:31 PM USER: wshannon
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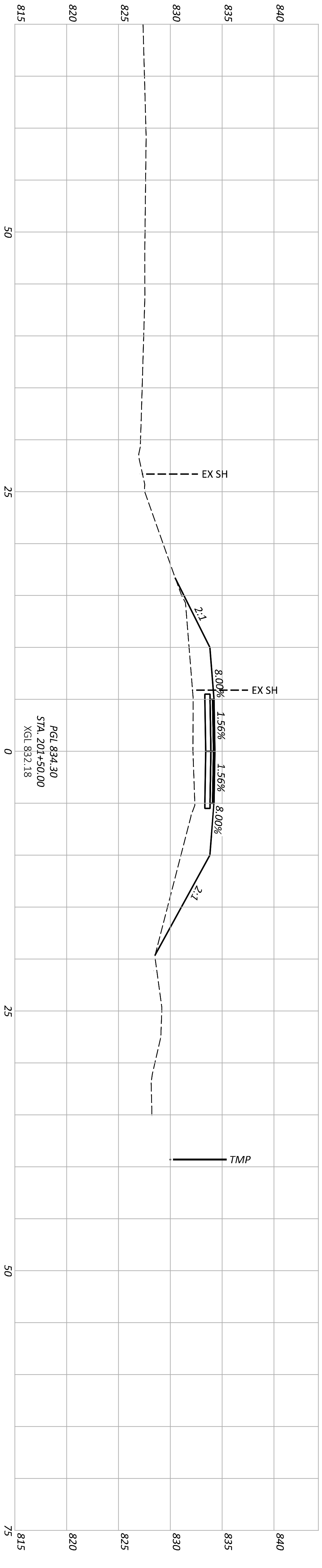

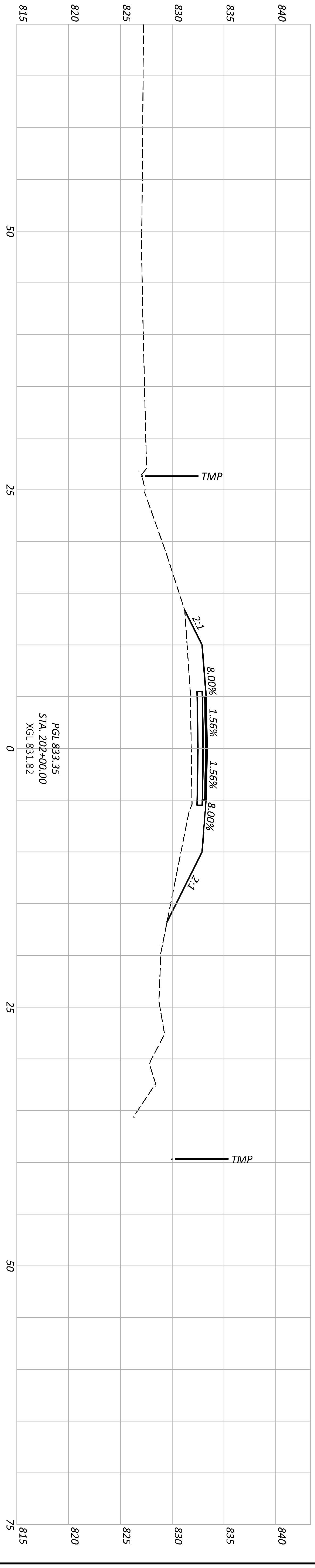

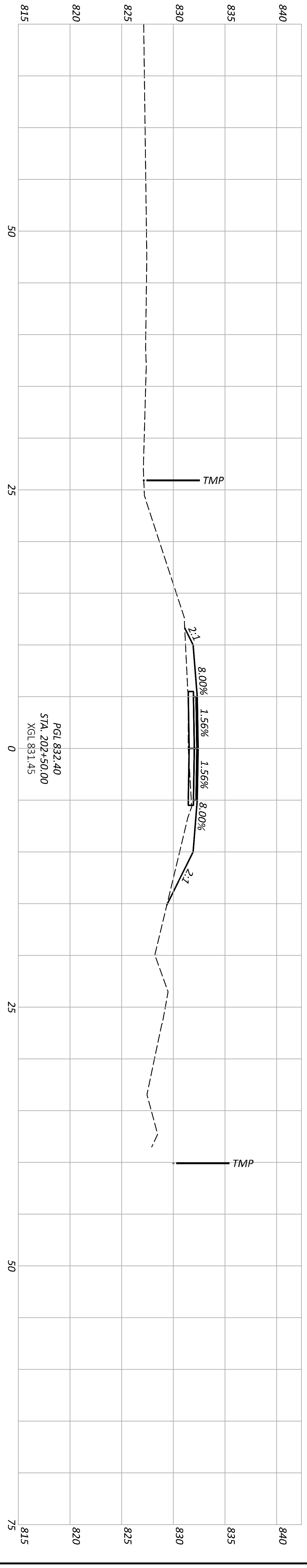

DESIGN AGENCY
CARPENTER MARTY transportation

DESIGNER
CEF

REVIEWER
BAA 03/28/25

PROJECT ID
115388

SHEET P.28 TOTAL P.107

CROSS SECTIONS - LITTLE MIAMI SCENIC TRAIL
STA. 201+50.00 TO STA. 202+50.00

GRE-68-12.65

MODEL: CLP_Little Miami Trail - 203+00.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 3/31/2025 TIME: 4:27:32 PM USER: wshannon
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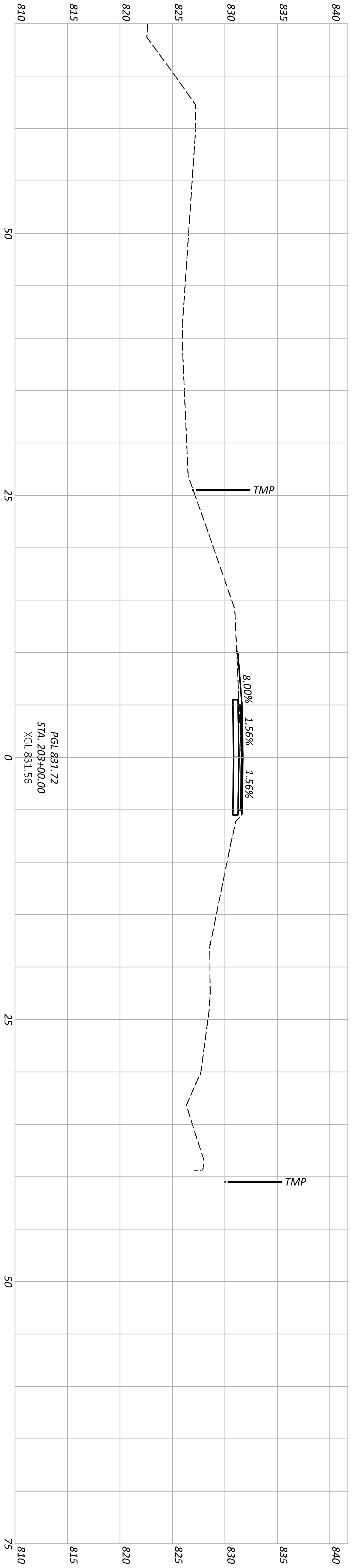
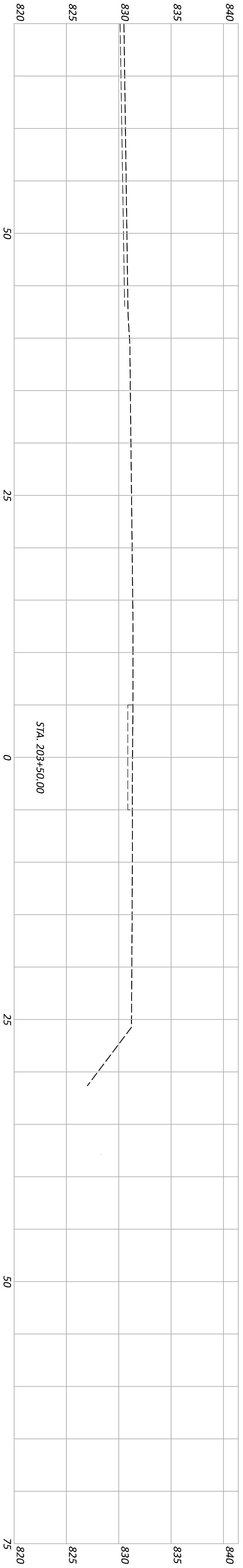




DESIGN AGENCY
CARPENTER MARTY transportation

DESIGNER
CEF

REVIEWER
BAA 03/28/25

PROJECT ID
115388

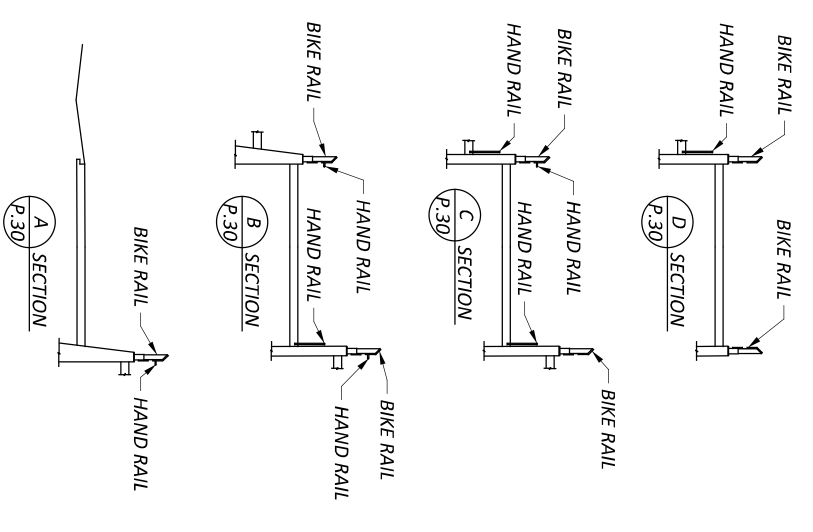
SHEET P.29
TOTAL P.107

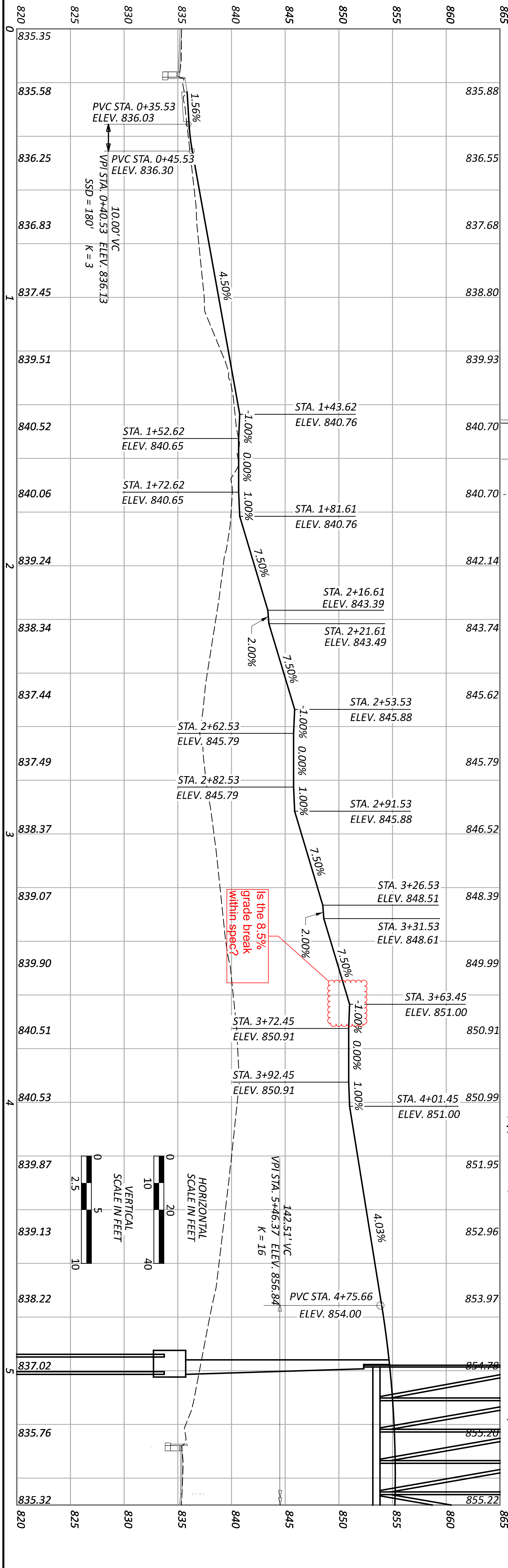
CROSS SECTIONS - LITTLE MIAMI SCENIC TRAIL
STA. 203+00.00 TO STA. 203+50.00

GRE-68-12.65

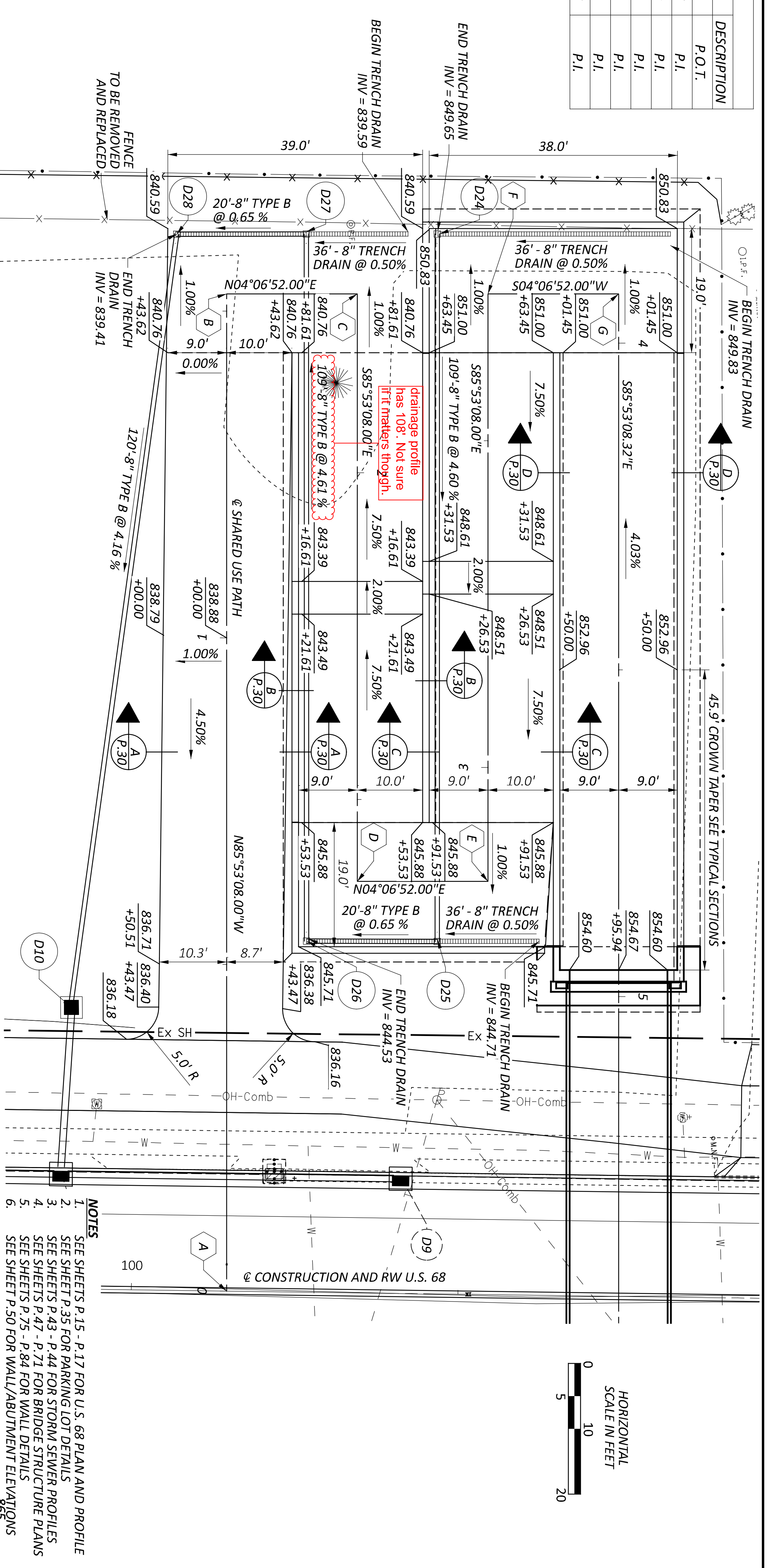
MODEL: 115388_GP201 PAPERSIZE: 34x22 (in.) DATE: 3/31/2025 TIME: 4:27:34 PM USER: wshannon
P:\DBP\EAG\0003_GRE-68-12.65\115388\400-Engineering\Roadway\Sheets\115388_GP201.dgn

	STATION	OFFSET	NORTHING	EASTING	DESCRIPTION
	SWITCHBACK RAMP CONTROL POINTS				
A	0+00.00	0.00'	633129.80	1564419.19	P.O.T.
B	1+52.62	0.00'	633140.75	1564266.97	P.I.
C	1+72.62	0.00'	633160.70	1564268.40	P.I.
D	2+62.53	0.00'	633154.25	1564358.09	P.I.
E	2+82.53	0.00'	633174.20	1564359.53	P.I.
F	3+72.45	0.00'	633180.65	1564269.84	P.I.
G	3+92.45	0.00'	633200.60	1564271.27	P.I.





Is the 8.5% grade break within spec?



drainage profile has 108'. Not sure if it matters though.

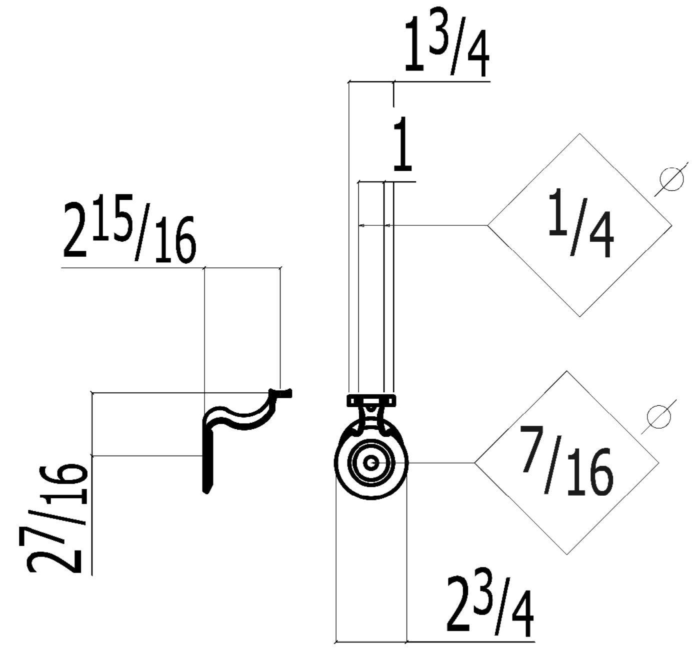
NOTES

1. SEE SHEETS P.15 - P.17 FOR U.S. 68 PLAN AND PROFILE
2. SEE SHEET P.35 FOR PARKING LOT DETAILS
3. SEE SHEETS P.43 - P.44 FOR STORM SEWER PROFILES
4. SEE SHEETS P.47 - P.71 FOR BRIDGE STRUCTURE PLANS
5. SEE SHEETS P.75 - P.84 FOR WALL DETAILS
6. SEE SHEET P.50 FOR WALL/ABUTMENT ELEVATIONS

PLAN AND PROFILE - RAMP
STA. 0+00.00 TO STA. 5+50.00

DESIGN AGENCY
CARPENTER MARTY transportation
DESIGNER
WCS
REVIEWER
BAA 03/28/25
PROJECT ID
115388
SHEET
P.30
TOTAL
P.107

HANDRAIL DETAIL



KING METALS PART # 45-3-S

STEEL HAND RAIL BRACKET, RADIUS SADDLE

STEVEN STEEL SUPPLY 500 N. STANWOOD RD COLUMBUS, OH 43209 PH: 614.297.7833 FAX: 614.297.0368	JOB NAME:	Q24223
	DESCRIPTION:	SADDLE BRACKET
	45-3-S	

3D BRACKET VIEW

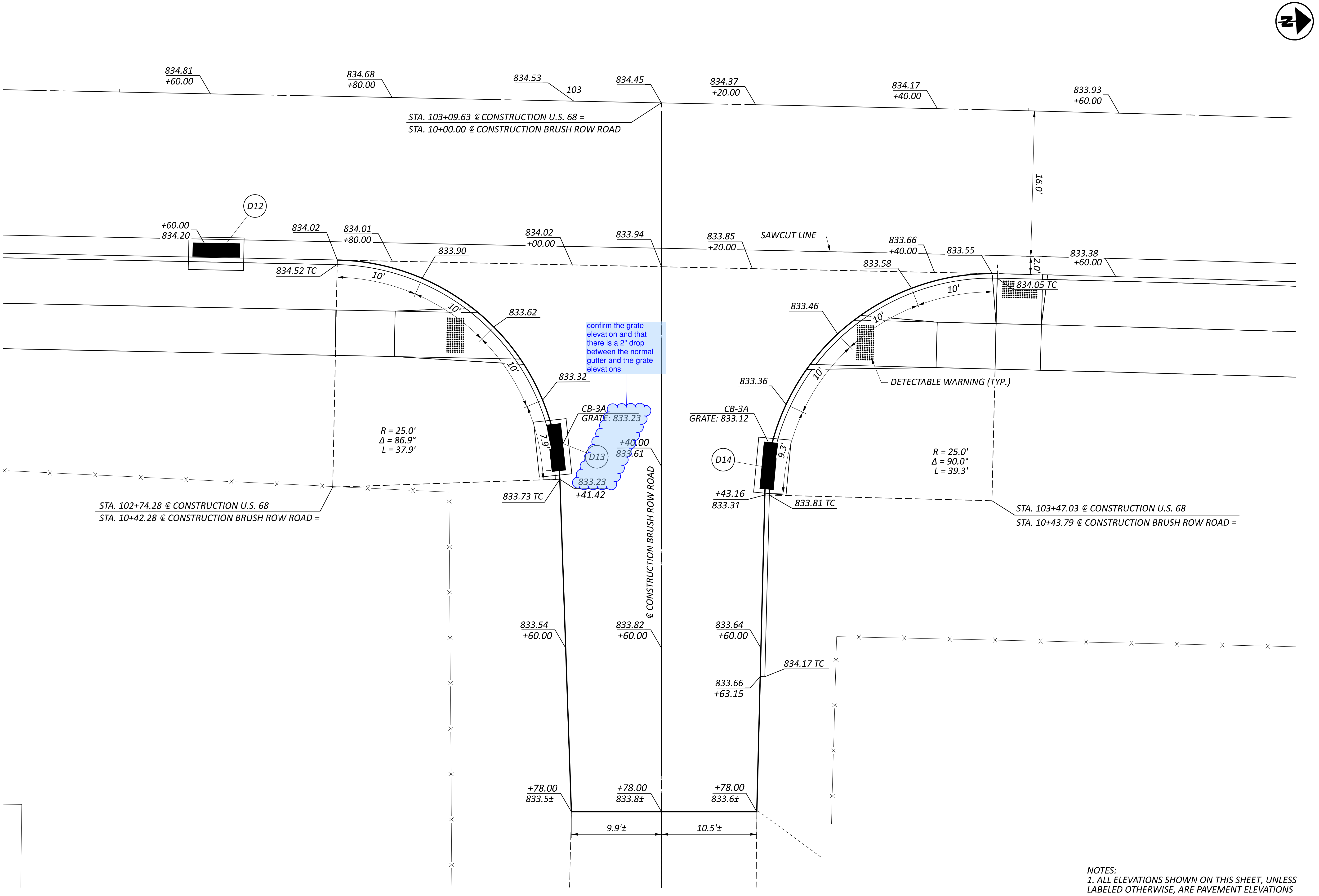
NOTE:
BRACKET IS TO BE MOUNTED TO BIKE RAIL WITH 3/8" BOLT WITH NUT AND WASHER

DESIGN AGENCY
CARPENTER MARTY transportation

DESIGNER	WCS
REVIEWER	BAA 03/27/25
PROJECT ID	115388
SHEET	TOTAL
P.31	P.107

INTERSECTION DETAIL
U.S 68 AND BRUSH ROW ROAD

HORIZONTAL
SCALE IN FEET
0 10 20 40



confirm the grate elevation and that there is a 2" drop between the normal gutter and the grate elevations

NOTES:
1. ALL ELEVATIONS SHOWN ON THIS SHEET, UNLESS LABELED OTHERWISE, ARE PAVEMENT ELEVATIONS

2. SEE SHEET P.34 FOR CURB RAMP DETAILS

DESIGN AGENCY
CARPENTER MARTY transportation

DESIGNER
WCS
REVIEWER
BAA 03/28/25
PROJECT ID
115388

MODEL: Unnamed Plan-1 - Plan 1 PAPERSIZE: 34x22 (in.) DATE: 3/31/2025 TIME: 4:27:58 PM USER: wshannon
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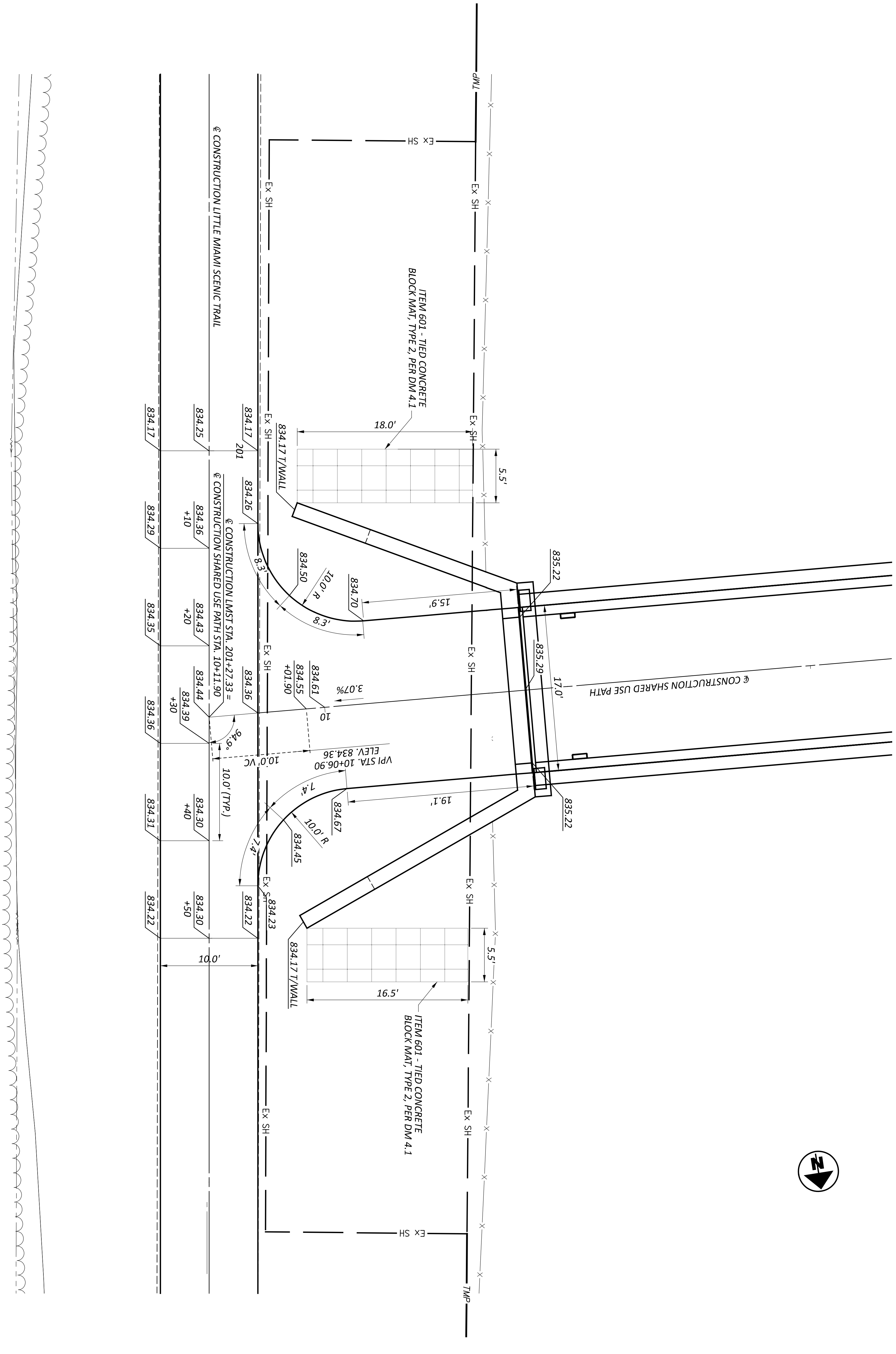

NOTES:
SEE SHEET P.53 FOR TOP OF WALL/ABUTMENT ELEVATIONS

SHEET P.33 TOTAL P.107
PROJECT ID 115388
REVIEWER BAA 03/28/25
DESIGNER WCS
CARPENTER MARTY transportation
DESIGN AGENCY

LITTLE MIAMI TRAIL
INTERSECTION DETAIL

HORIZONTAL
SCALE IN FEET
0 5 10 20

GRE-68-12.65

MODEL: CLP_US68 - Plan 2 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 3/31/2025 TIME: 4:27:59 PM USER: wshannon
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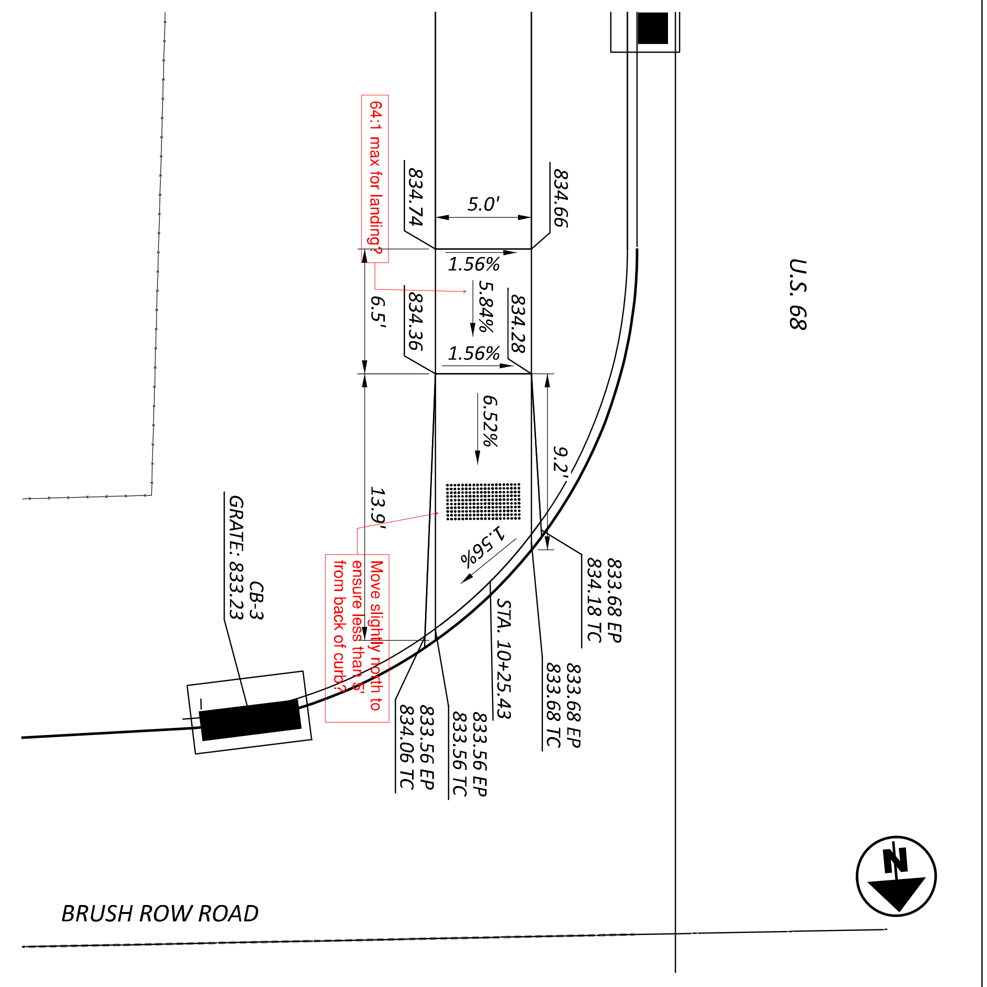
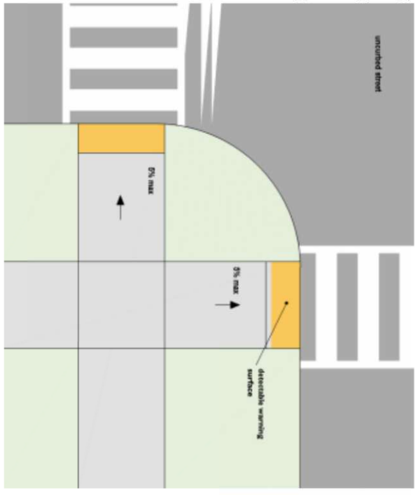
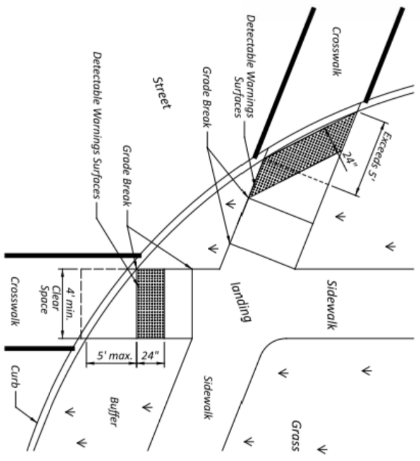


LEGEND

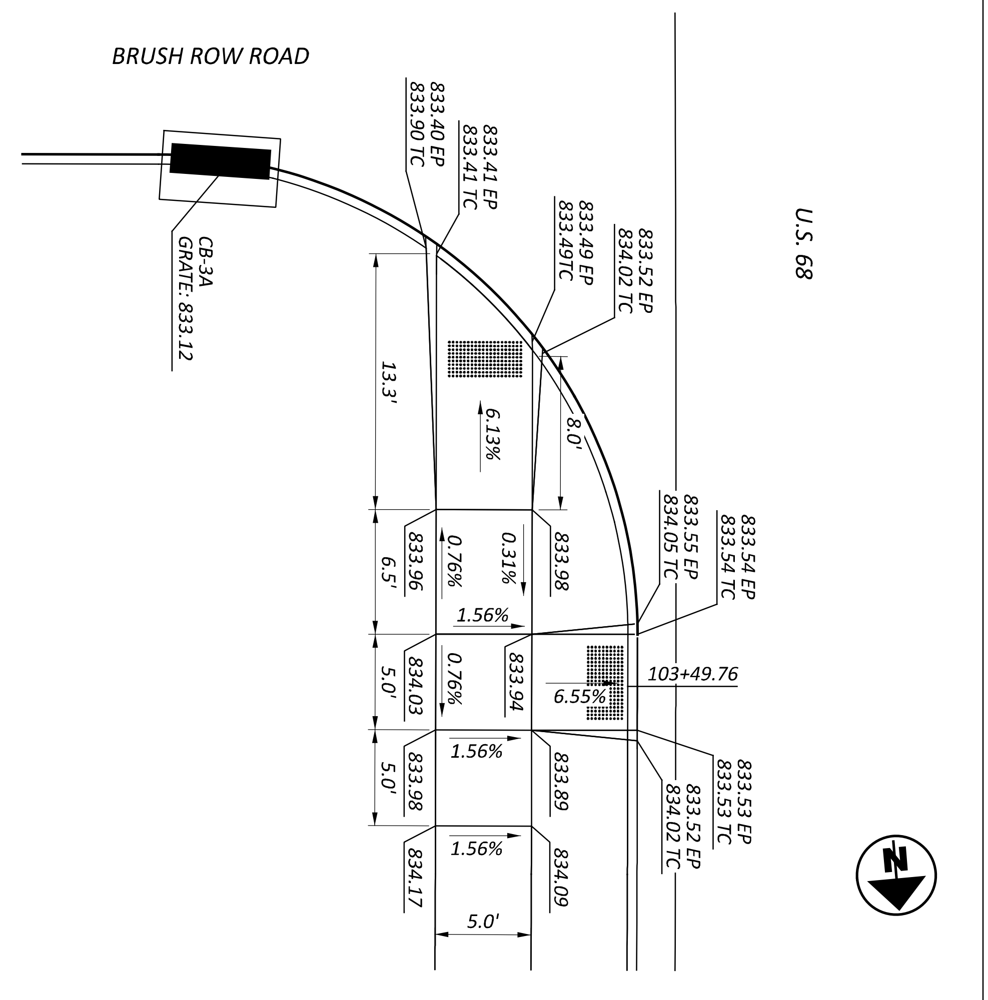
TBR	TO BE REMOVED
R&R	REMOVE AND RESET
BU	BUILDABLE UNIT
EP	EDGE OF PAVEM
EX	EXISTING
BS	BOTTOM OF STE
TS	TOP OF STEP
TC	TOP OF CURB
ATG	ADJUST TO GRA

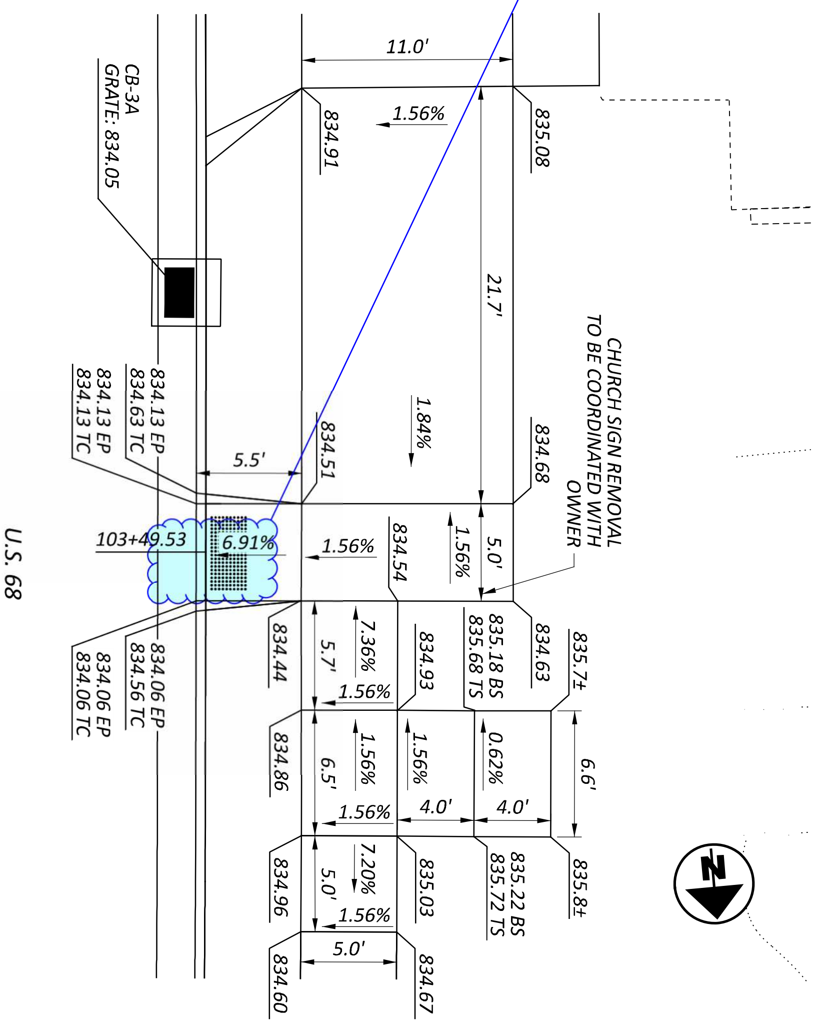


General Comment: Detectable warning mats shall encompass the entire width of the curb ramp. See SCD BP-7.1



DETECTABLE WARNING ALIGNMENT FOR DIRECTIONAL CURB RAMPS





DESIGN AGENCY
CARPENTER MARTY transportation

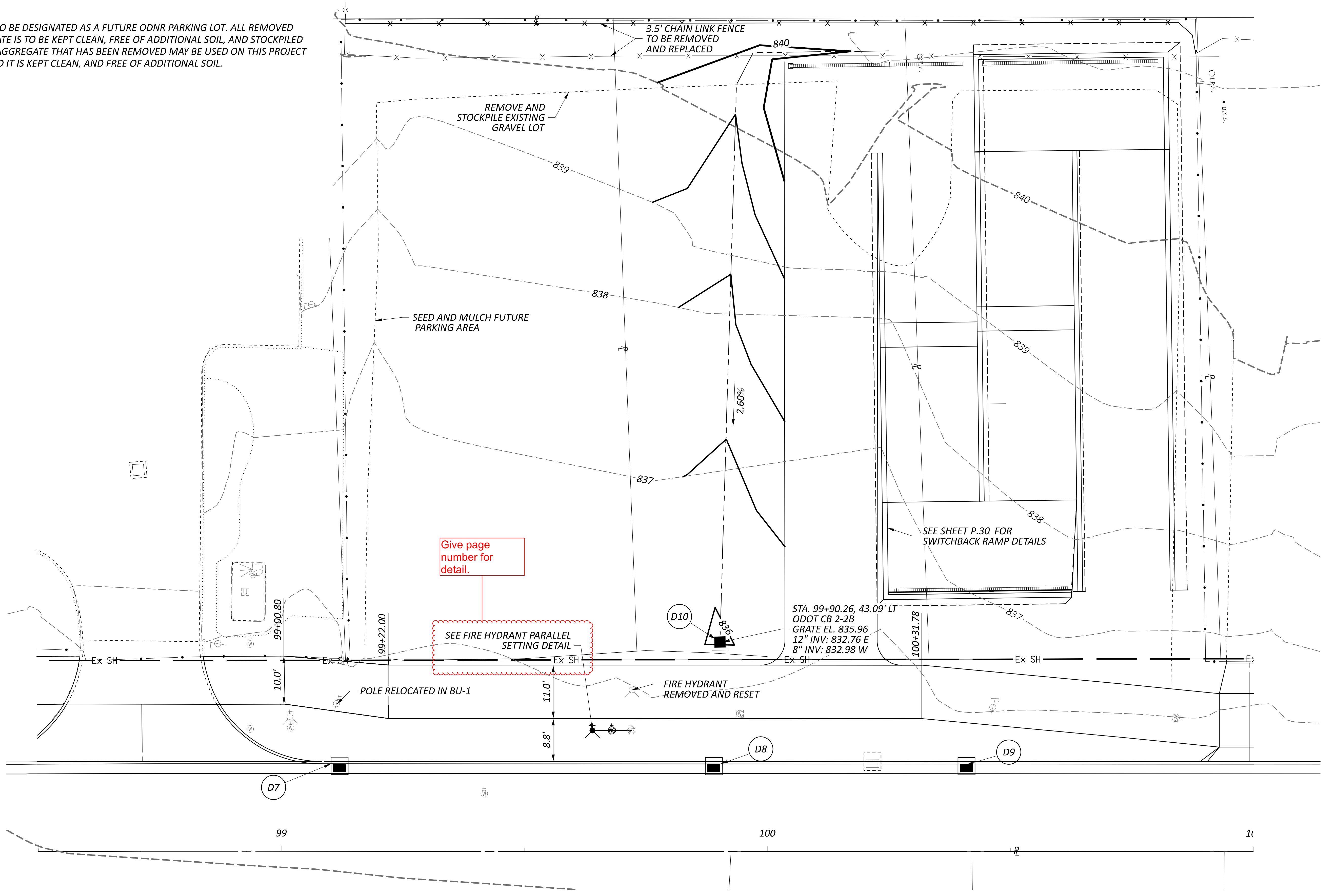
DESIGNER
WCS
REVIEWER
BAA 03/28/25
PROJECT ID
115388
SHEET P.34 TOTAL P.107

CURB RAMP DETAILS

HORIZONTAL SCALE IN FEET
0 5 10 20

NOTES:

1. AREA IS TO BE DESIGNATED AS A FUTURE ODNR PARKING LOT. ALL REMOVED AGGREGATE IS TO BE KEPT CLEAN, FREE OF ADDITIONAL SOIL, AND STOCKPILED ONSITE. AGGREGATE THAT HAS BEEN REMOVED MAY BE USED ON THIS PROJECT PROVIDED IT IS KEPT CLEAN, AND FREE OF ADDITIONAL SOIL.



Give page number for detail.

GRADING DETAILS

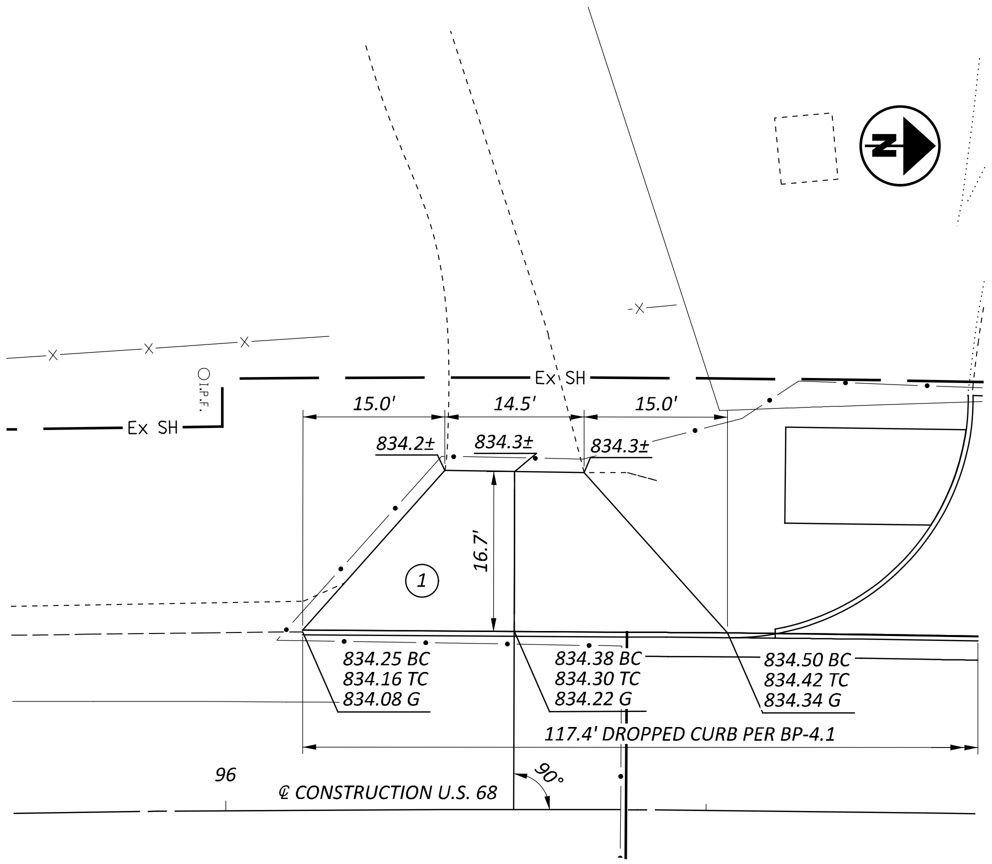
HORIZONTAL
SCALE IN FEET
0 10 20 40

DESIGN AGENCY
CARPENTER MARTY transportation

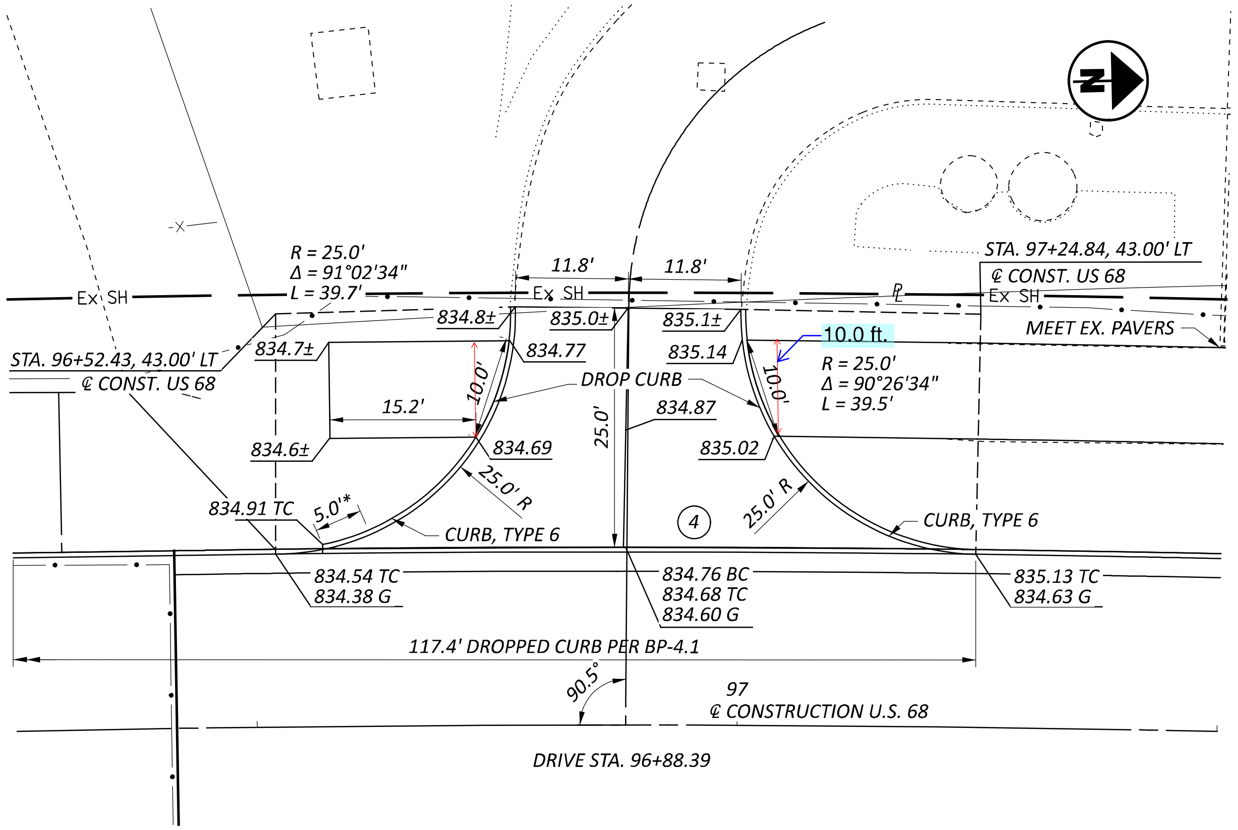
DESIGNER	WCS
REVIEWER	BAA 03/28/25
PROJECT ID	115388
SHEET	P.35
TOTAL	P.107

LEGEND - DRIVEWAY PAVEMENT BUILDUP

- ① ITEM 452 - 6" NON-REINFORCED CONCRETE PAVEMENT
- ② ITEM 441 - 2" AC SURFACE COURSE, TYPE 1, 449, (DRIVEWAYS)
  ITEM 304 - 6" AGGREGATE BASE
- ③ ITEM 304 - 8" AGGREGATE BASE
- ④ ITEM 452 - 8" NON-REINFORCED CONCRETE PAVEMENT



DRIVE STA. 96+29.88



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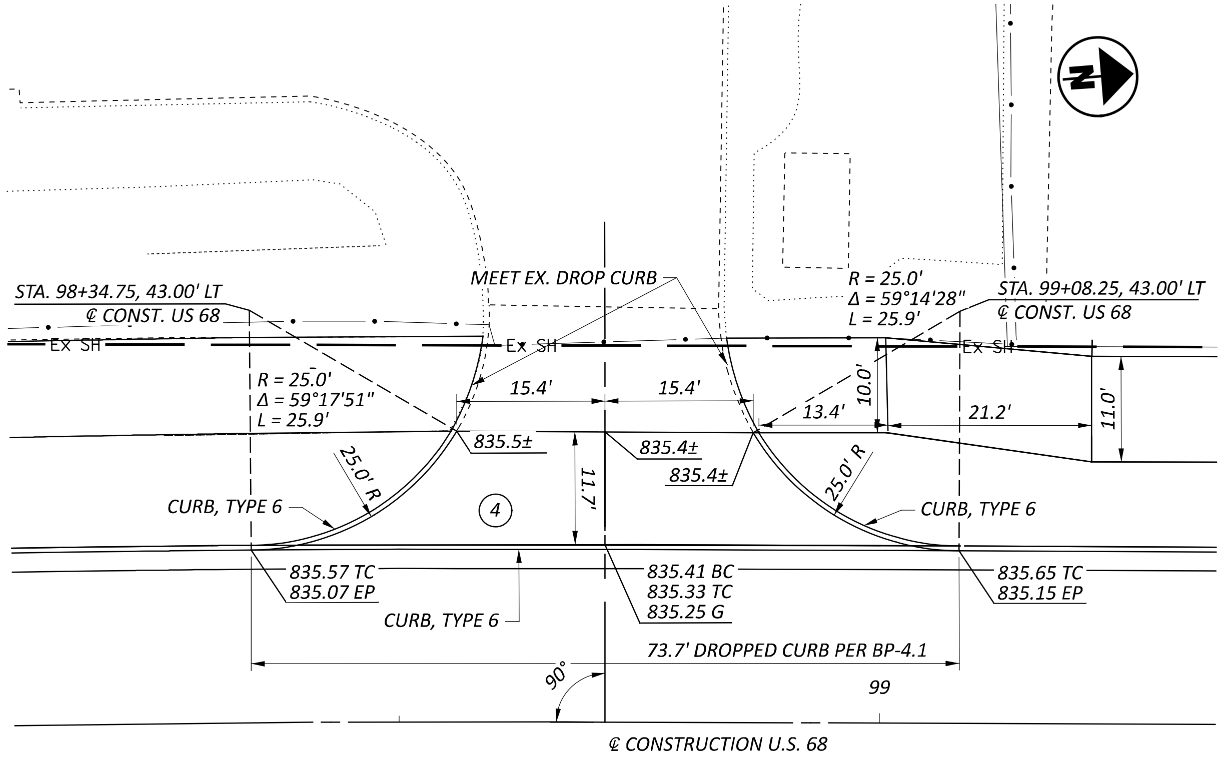

STA. 98+71.46

HORIZONTAL
SCALE IN FEET
0 2.5 5 10

DRIVEWAY DETAILS
PLANS

DESIGN AGENCY
CARPENTER MARTY transportation

DESIGNER
WCS
REVIEWER
BAA 03/28/25
PROJECT ID
115388
SHEET P.36
TOTAL P.107

MODEL: CLP_US68 - Plan 1 PAPERSIZE: 34x22 (in.) DATE: 3/31/2025 TIME: 4:28:12 PM USER: wshannon
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GRE-68-12.65

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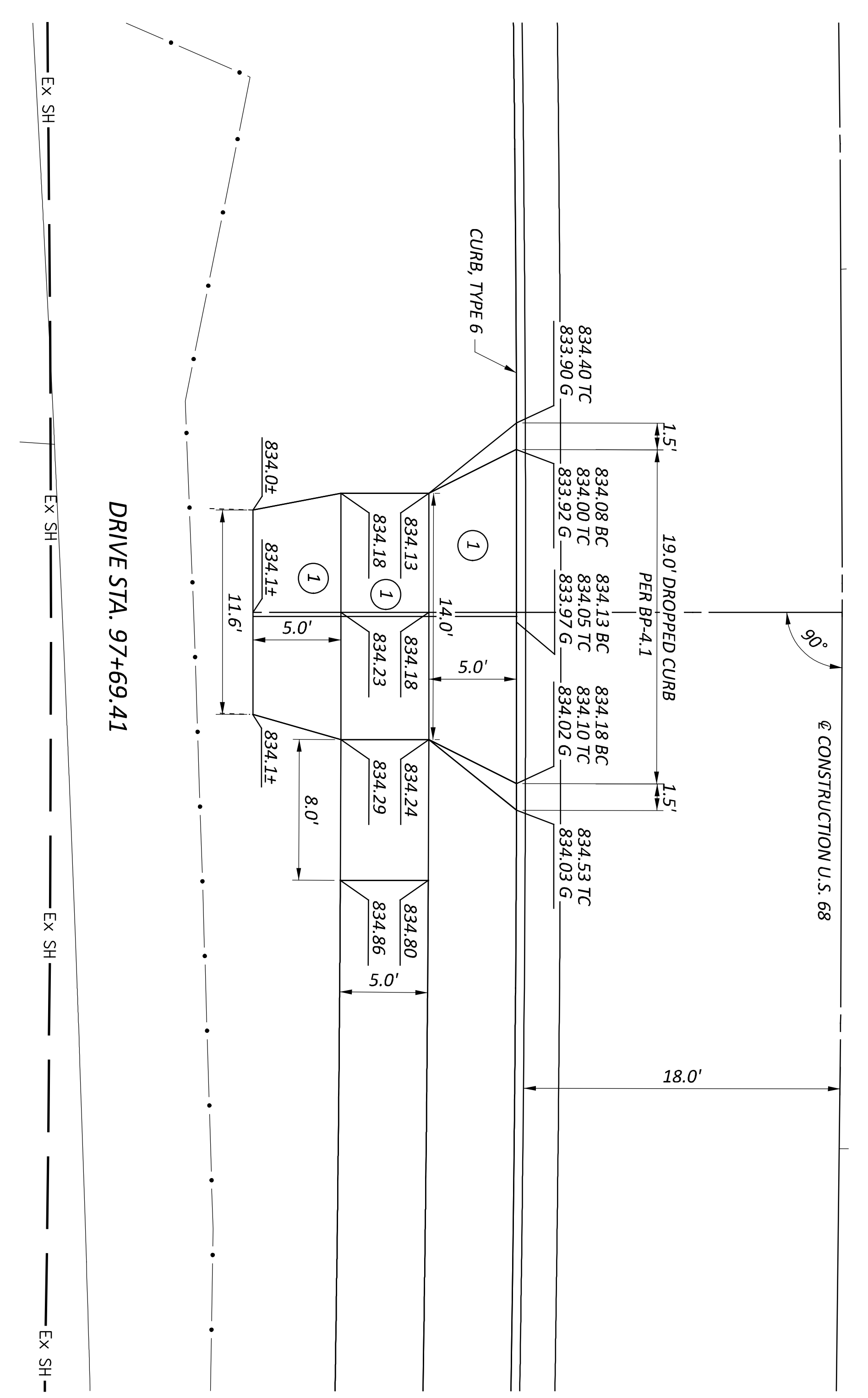
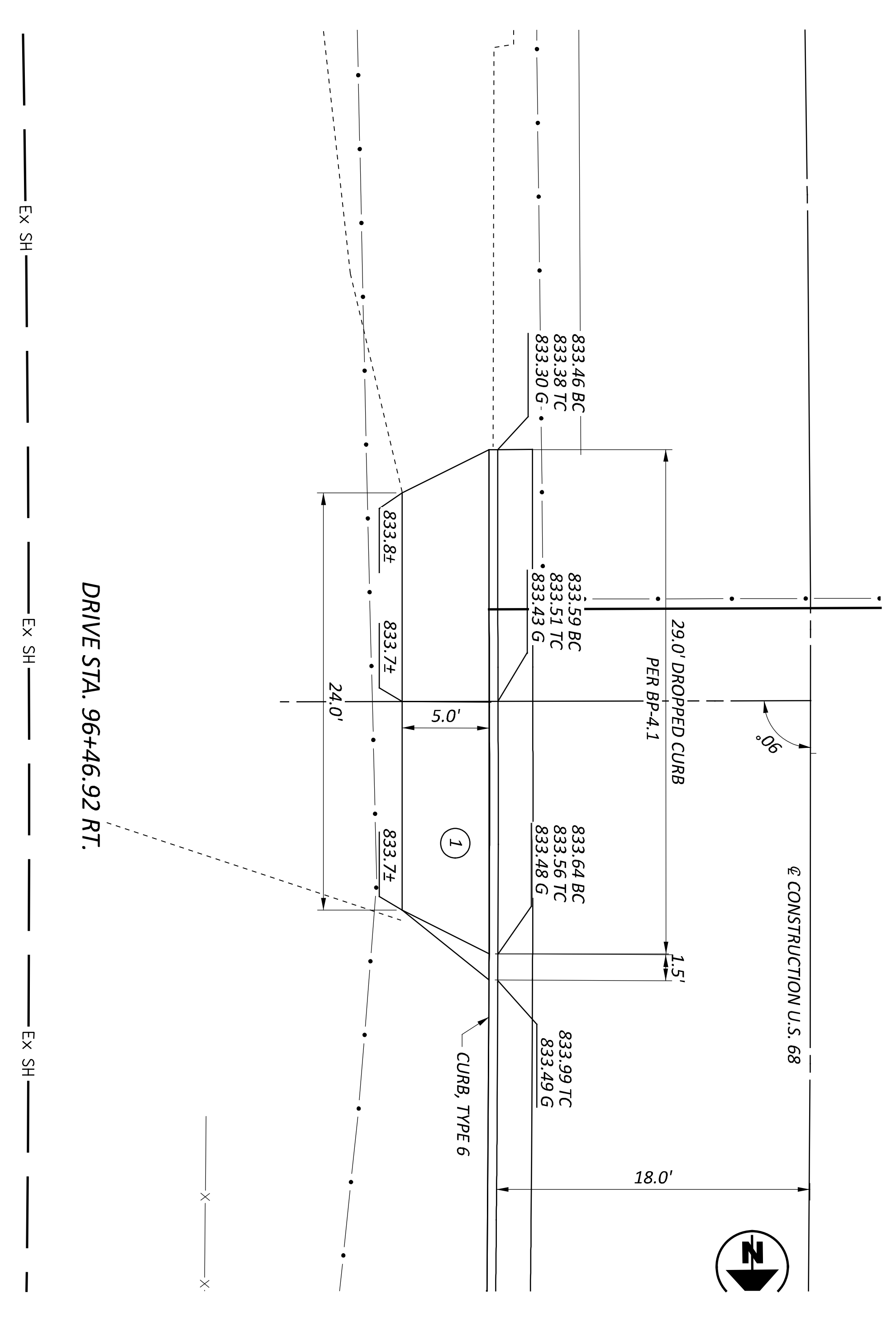
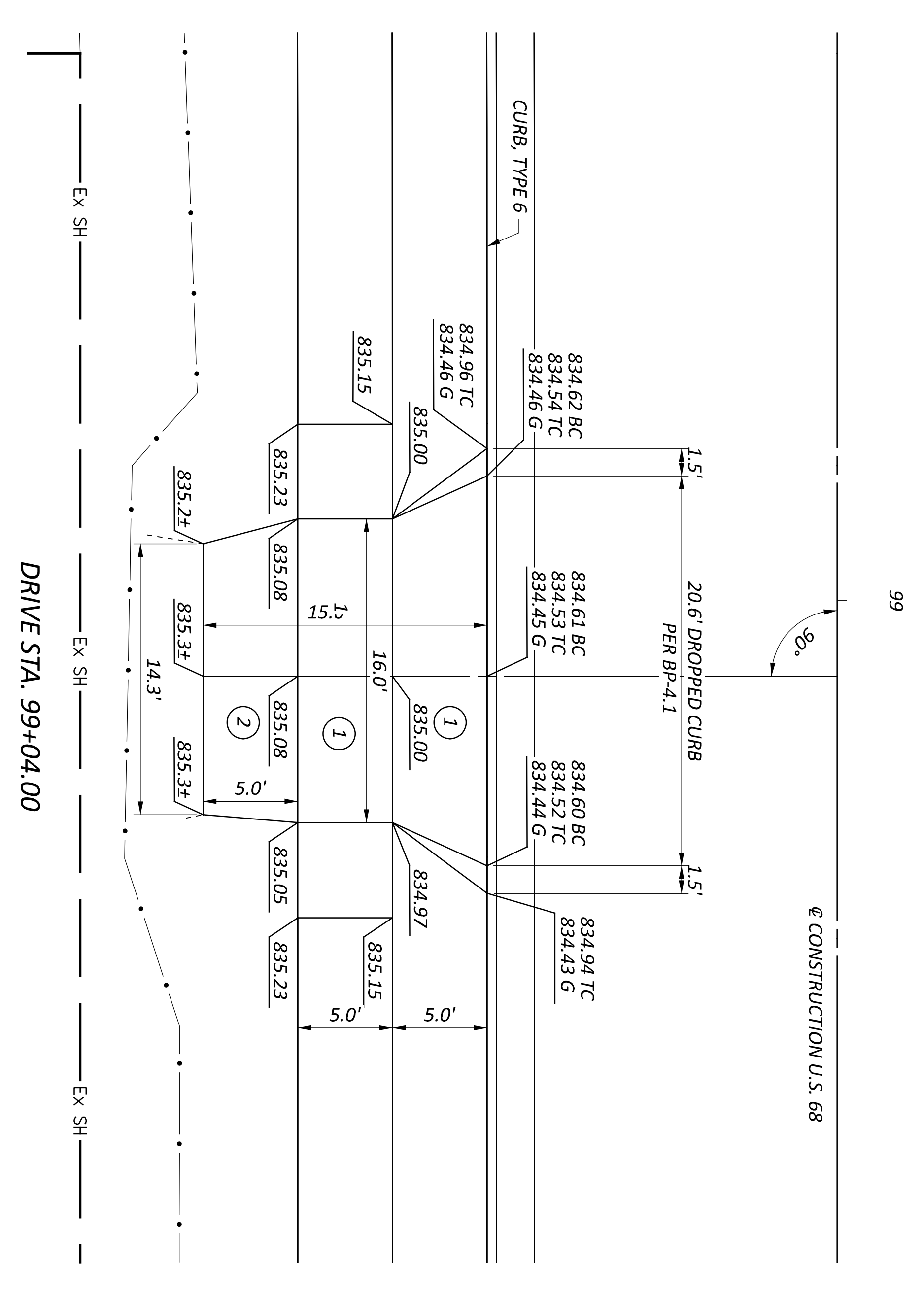


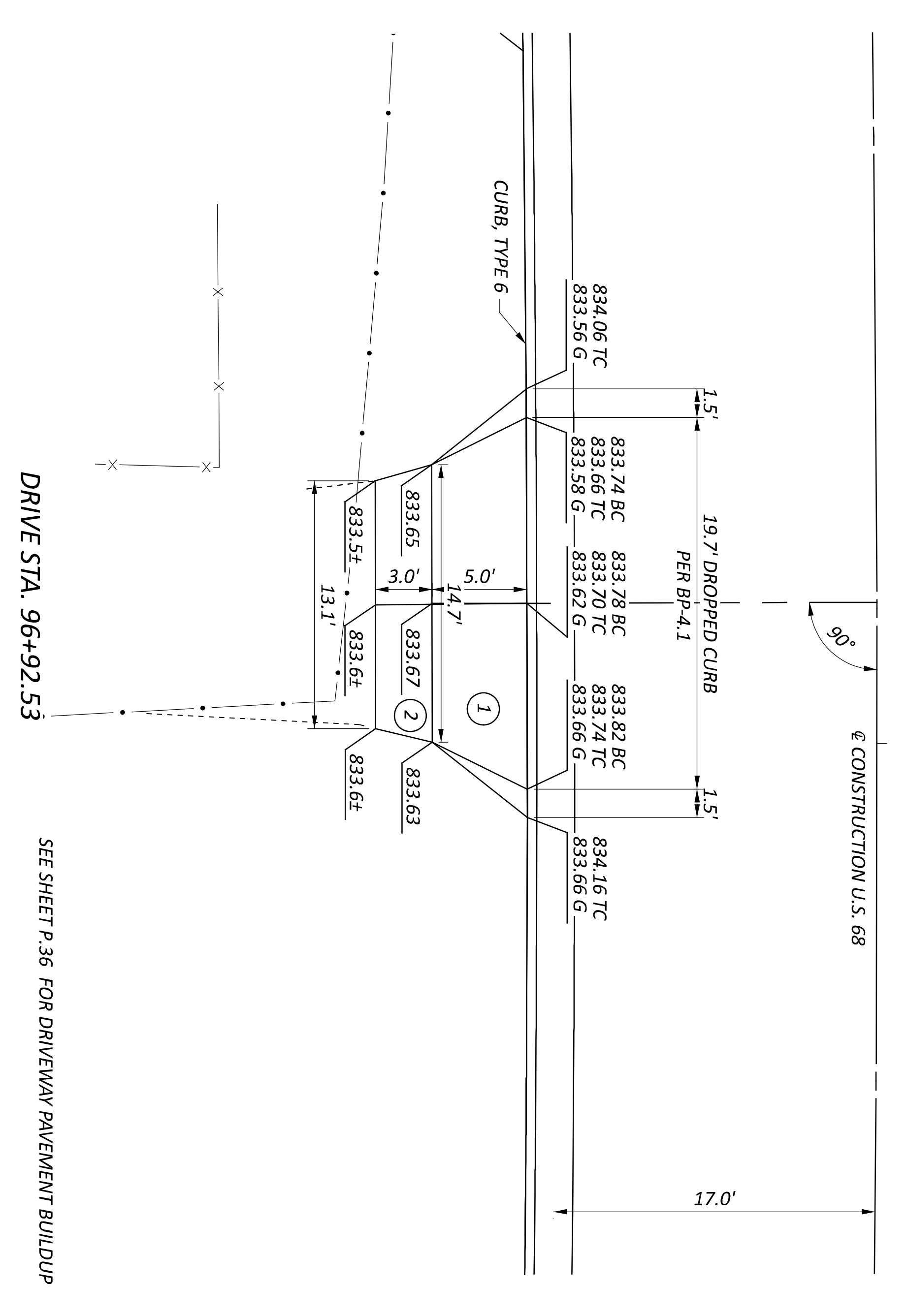
DRIVE STA. 97+69.41



DRIVE STA. 96+46.92 RT.



DRIVE STA. 99+04.00



DRIVE STA. 96+92.53

SEE SHEET P.36 FOR DRIVEWAY PAVEMENT BUILDUP

DESIGN AGENCY	DESIGNER	REVIEWER	PROJECT ID	SHEET	TOTAL
CARPENTER MARTY transportation	WCS	BAA 03/28/25	115388	P.37	P.107

DRIVEWAY DETAILS
PLANS

HORIZONTAL
SCALE IN FEET
0 2.5 5 10

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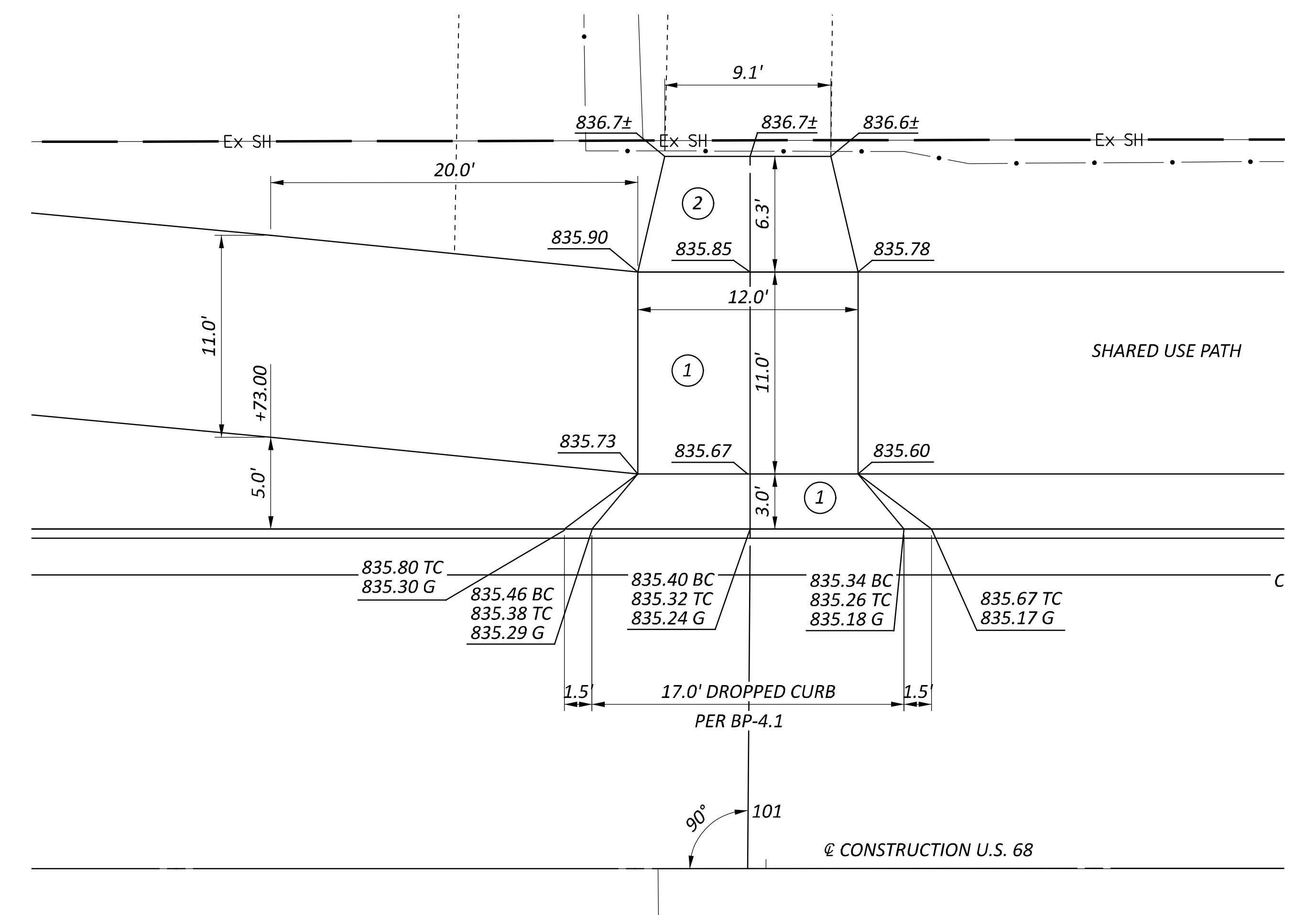
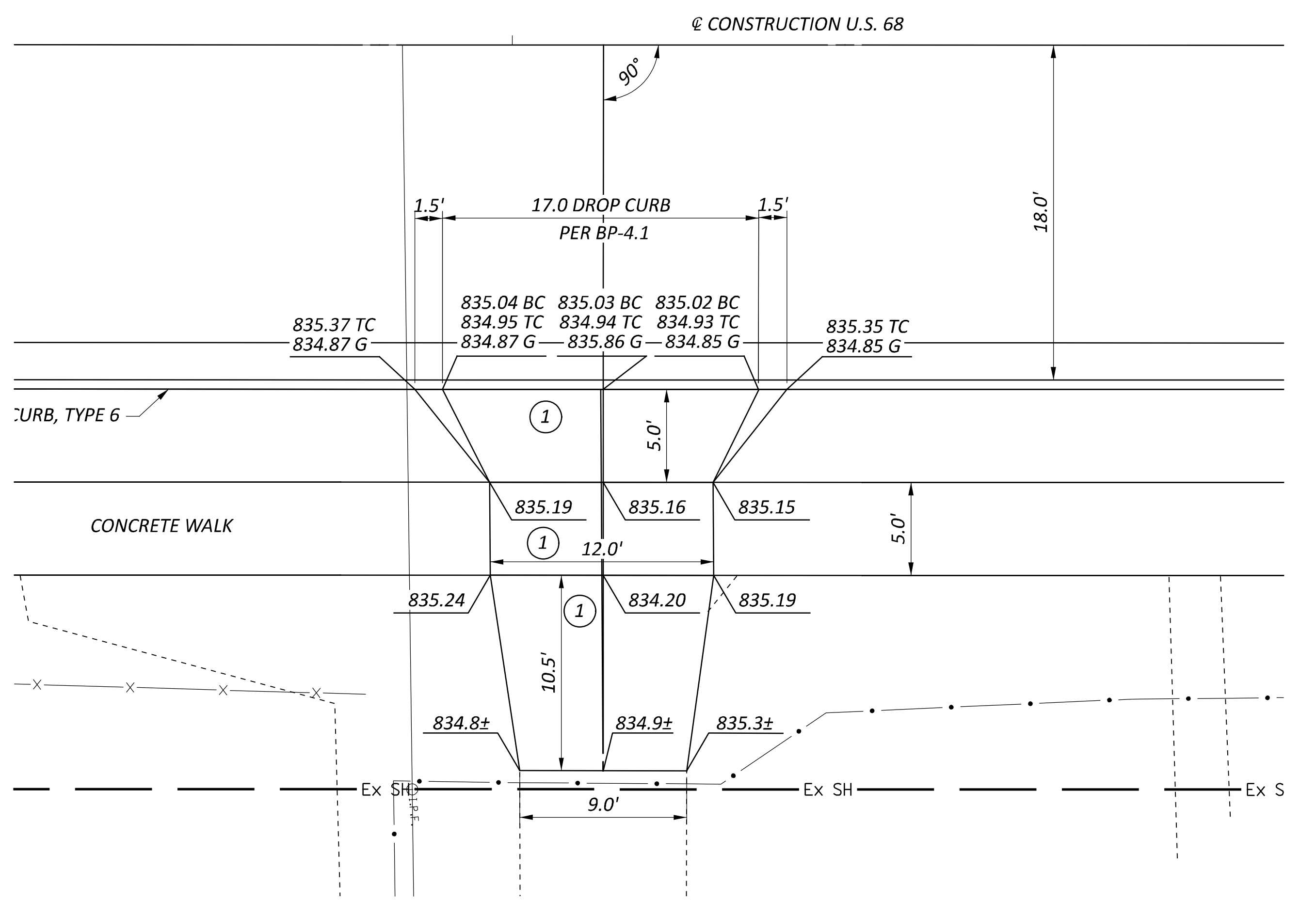


DRIVE STA. 100+99.00



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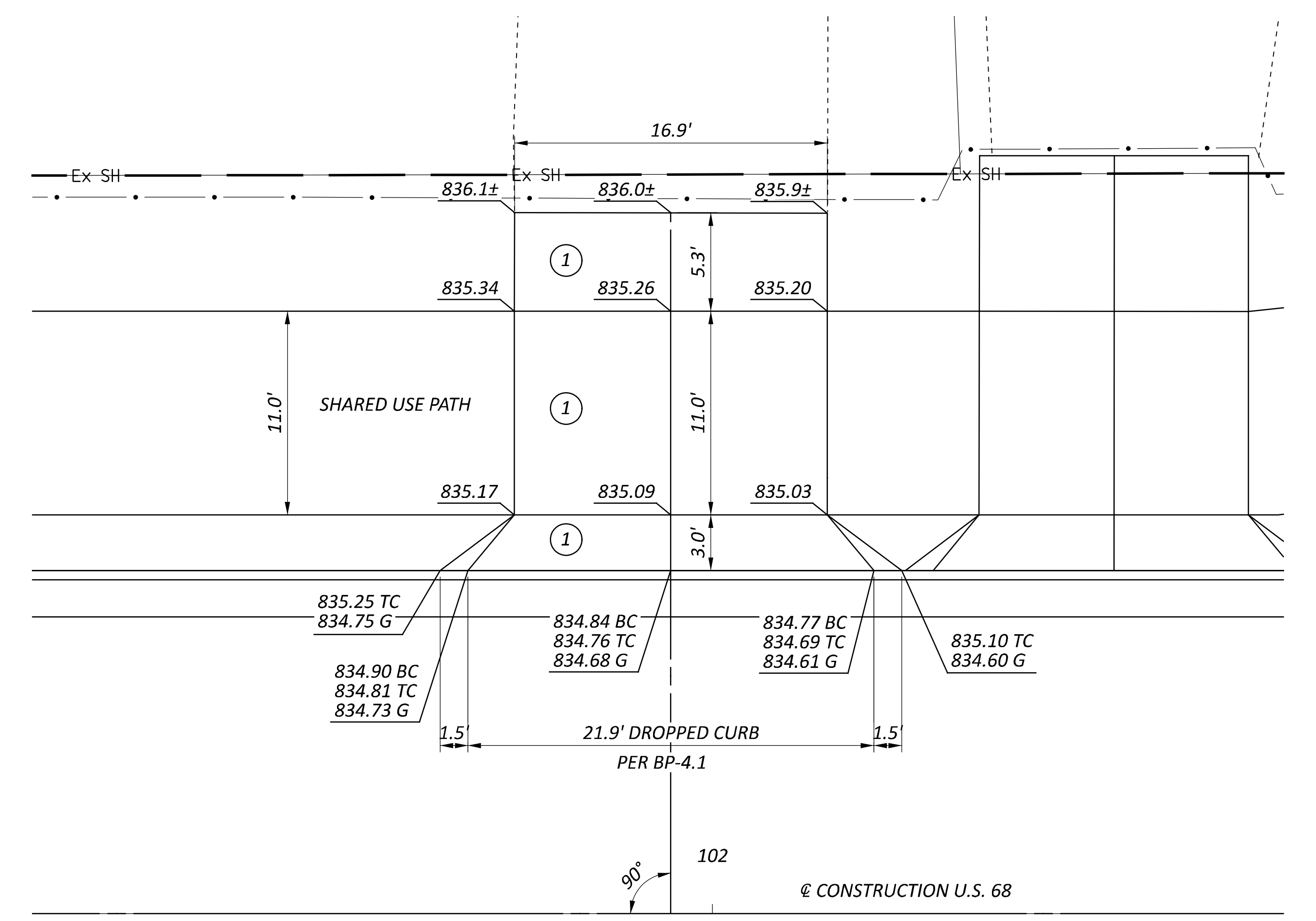

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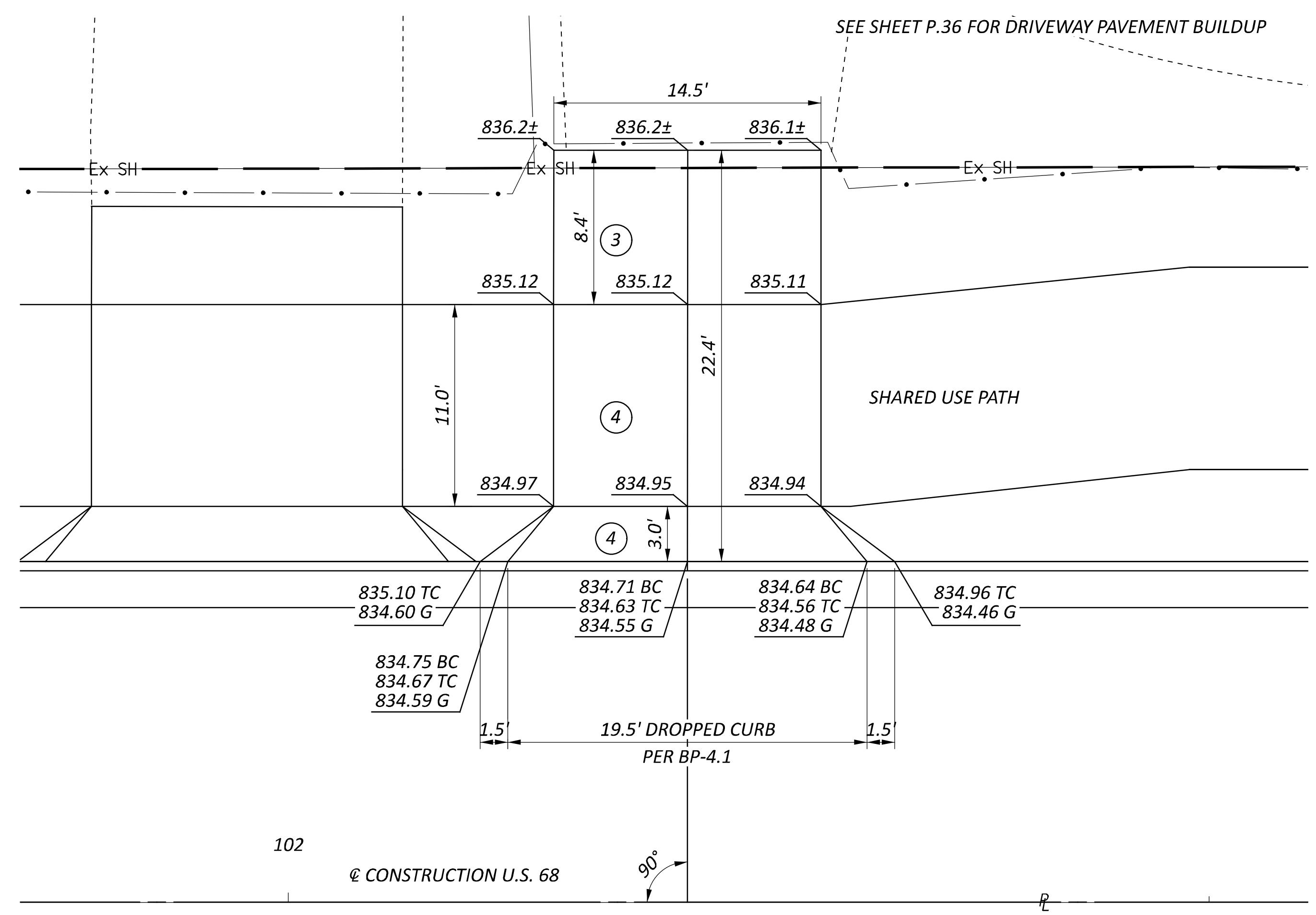


DRIVE STA. 102+21.68

HORIZONTAL
SCALE IN FEET
0 2.5 5 10

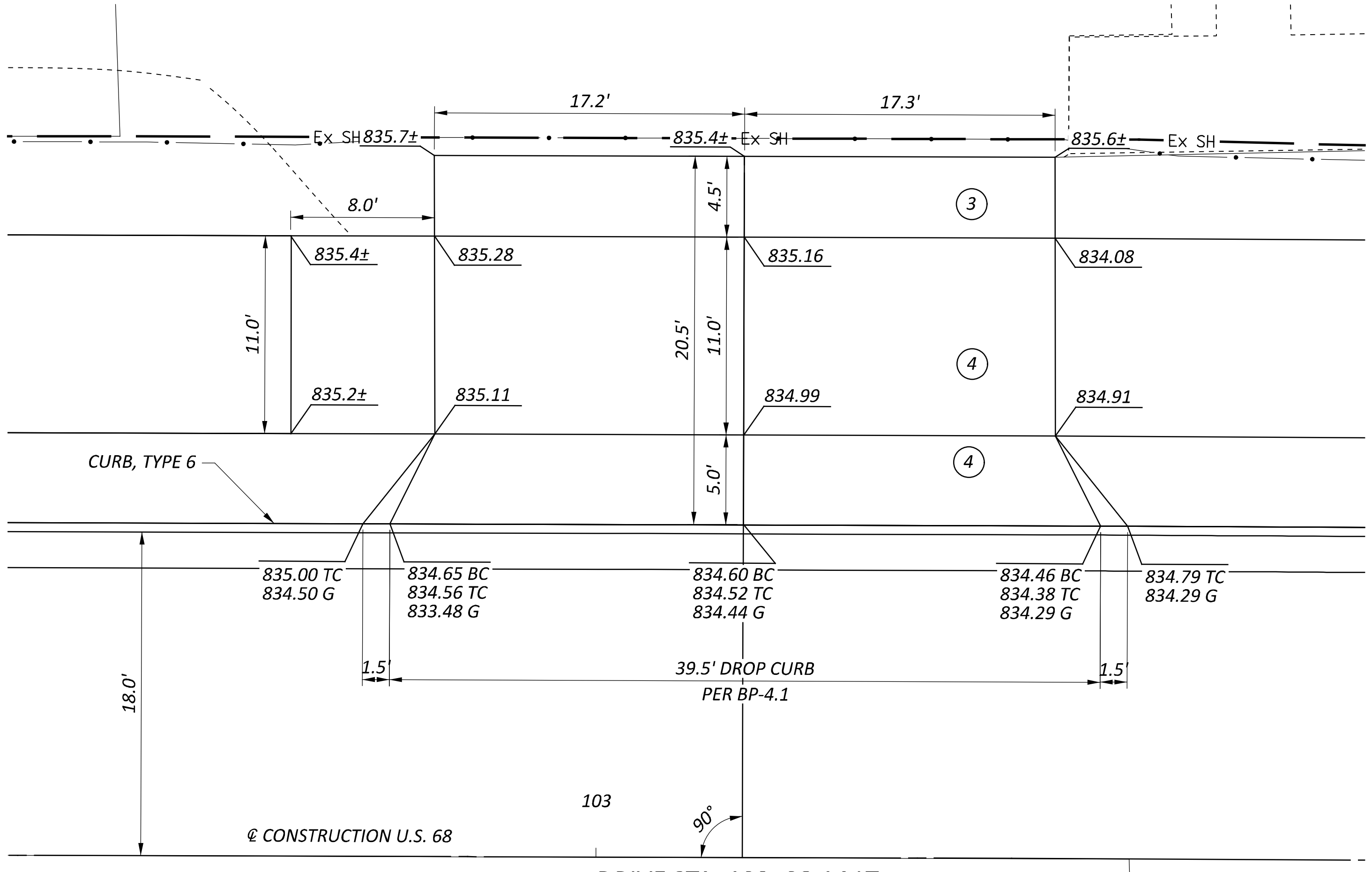
DRIVEWAY DETAILS
PLANS

DESIGN AGENCY
CARPENTER MARTY transportation

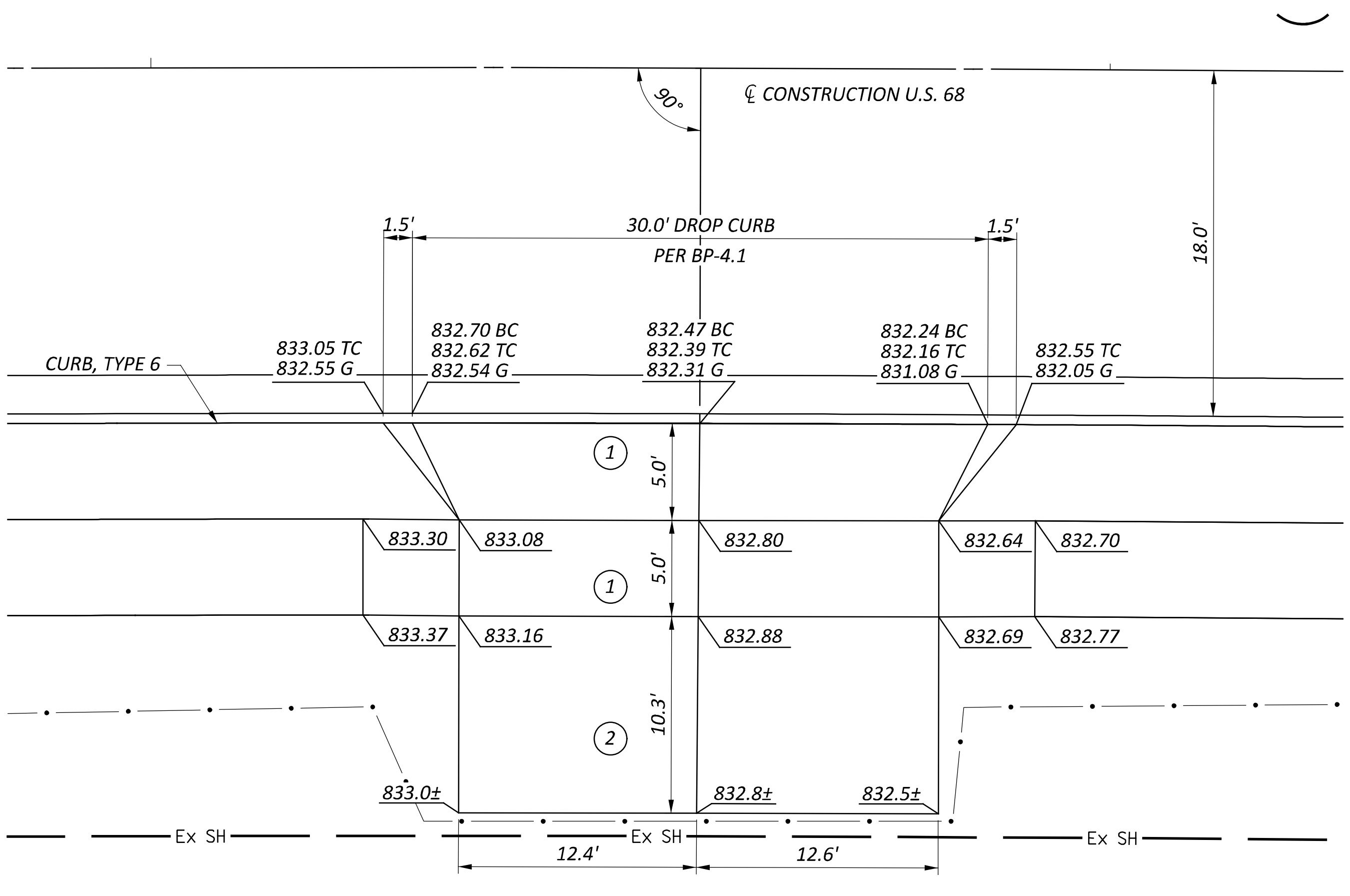
DESIGNER
WCS
REVIEWER
BAA 03/28/25
PROJECT ID
115388

SHEET	TOTAL
P.38	P.107

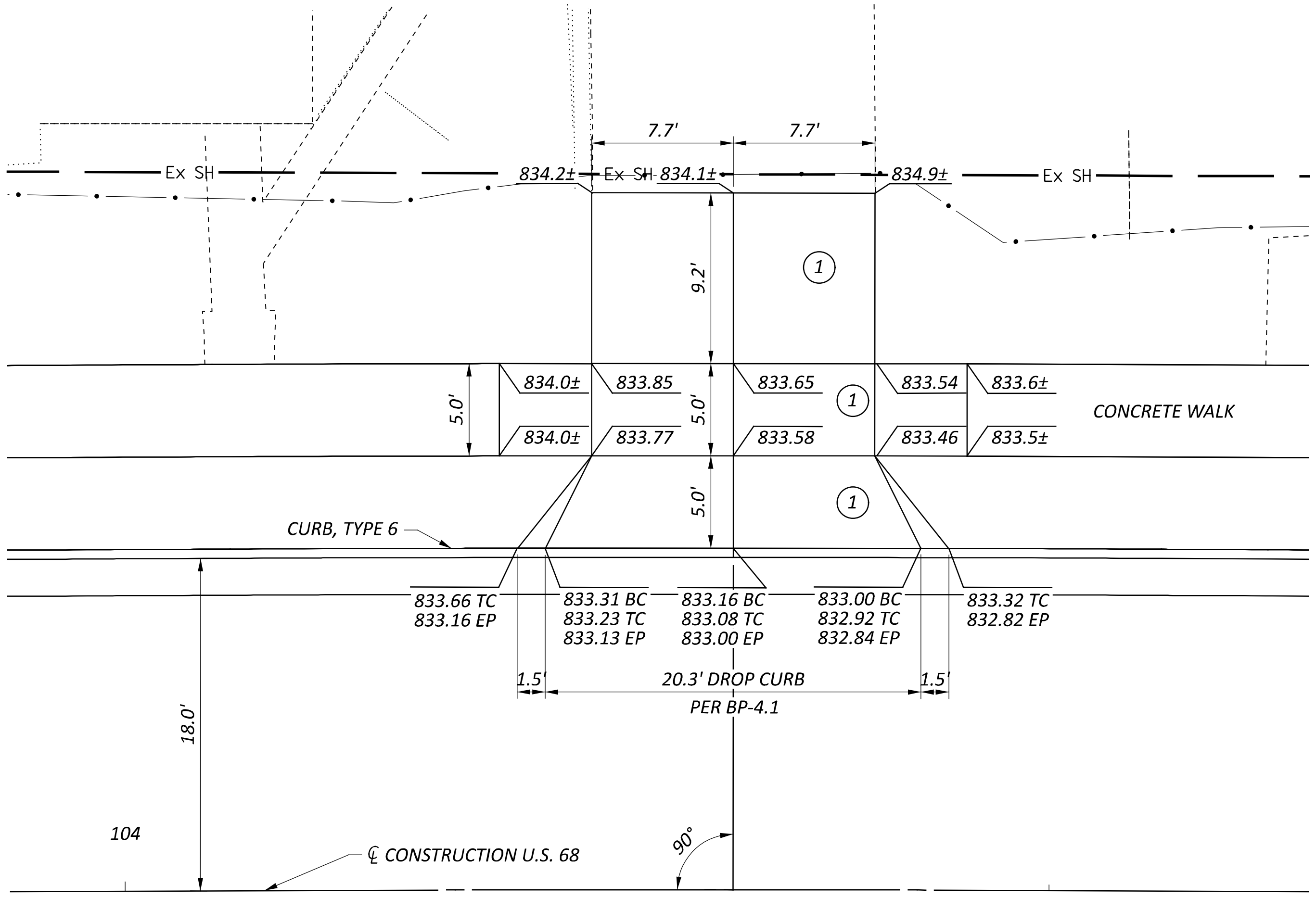
DRIVEWAY DETAILS
PLANS



DRIVE STA. 103+08.14 LT.



DRIVE STA. 104+28.66



DRIVE STA. 104+32.90

SEE SHEET P.36 FOR DRIVEWAY PAVEMENT BUILDUP

HORIZONTAL
SCALE IN FEET
0 2.5 5 10

DESIGN AGENCY
CARPENTER MARTY transportation

DESIGNER	WCS
REVIEWER	BAA 03/28/25
PROJECT ID	115388
SHEET	P.39
TOTAL	P.107

GRE-68-12.65

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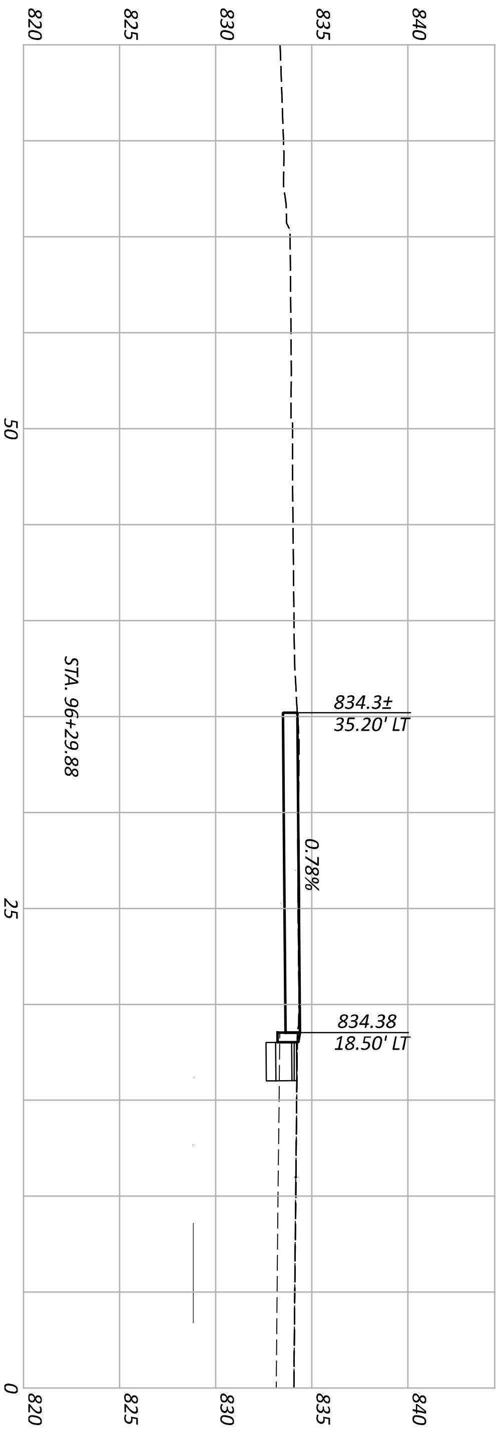

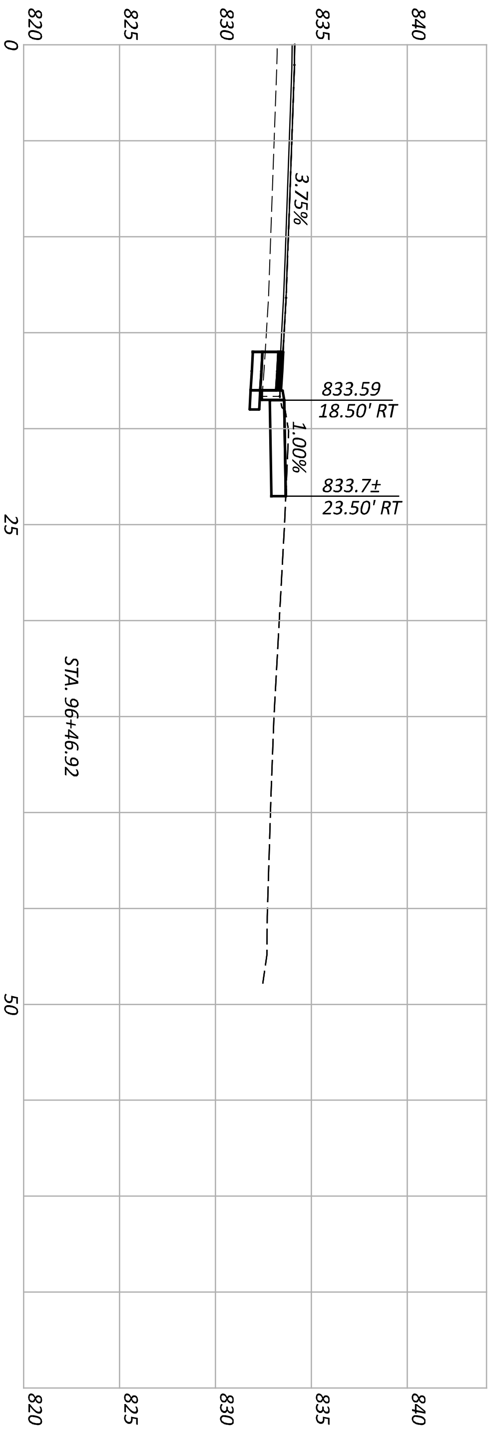

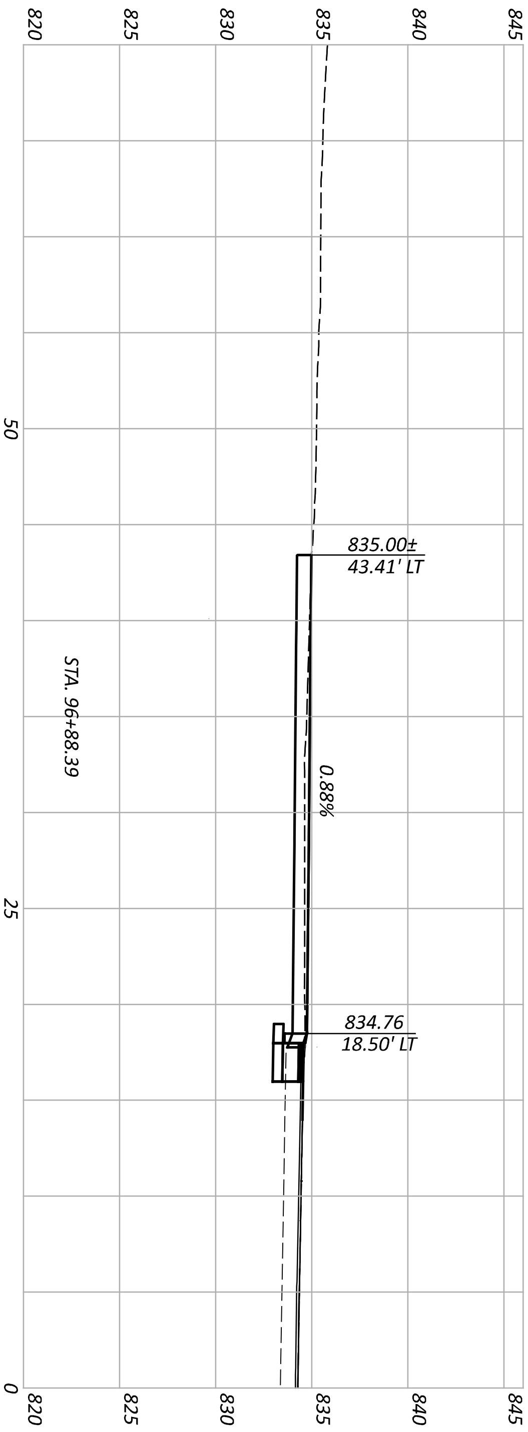

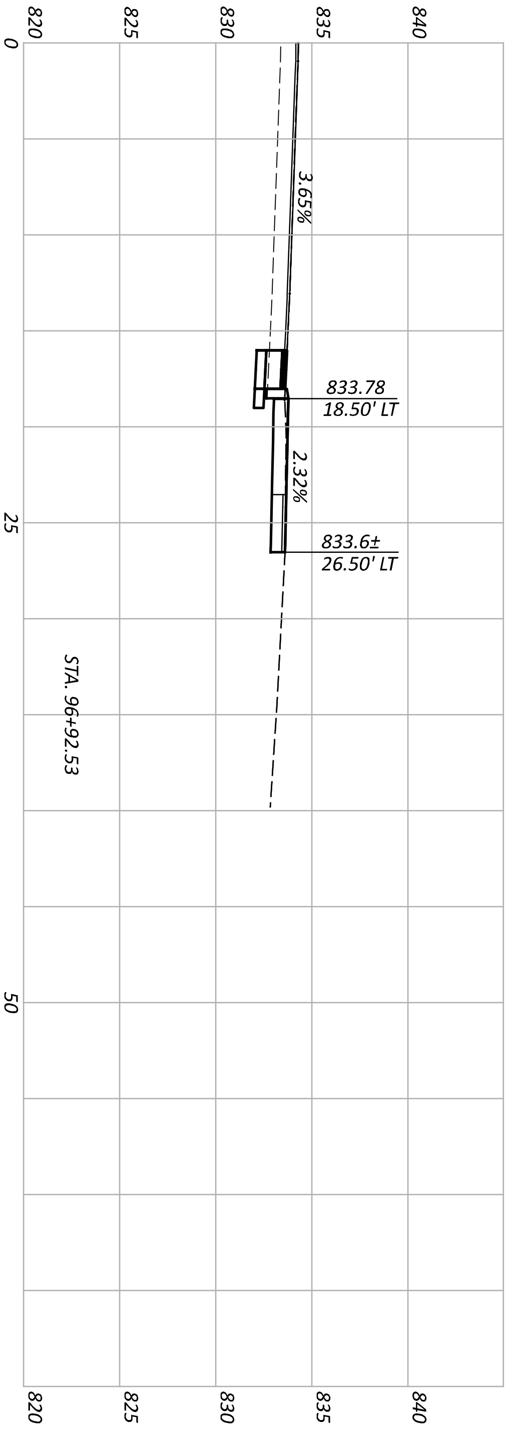

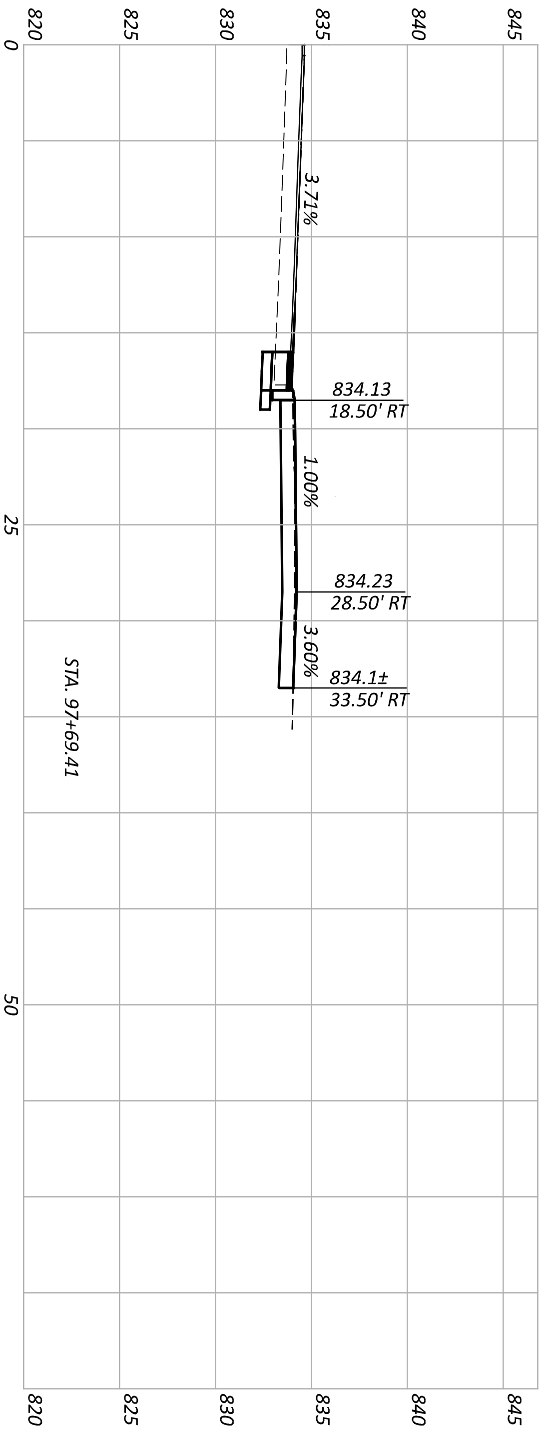

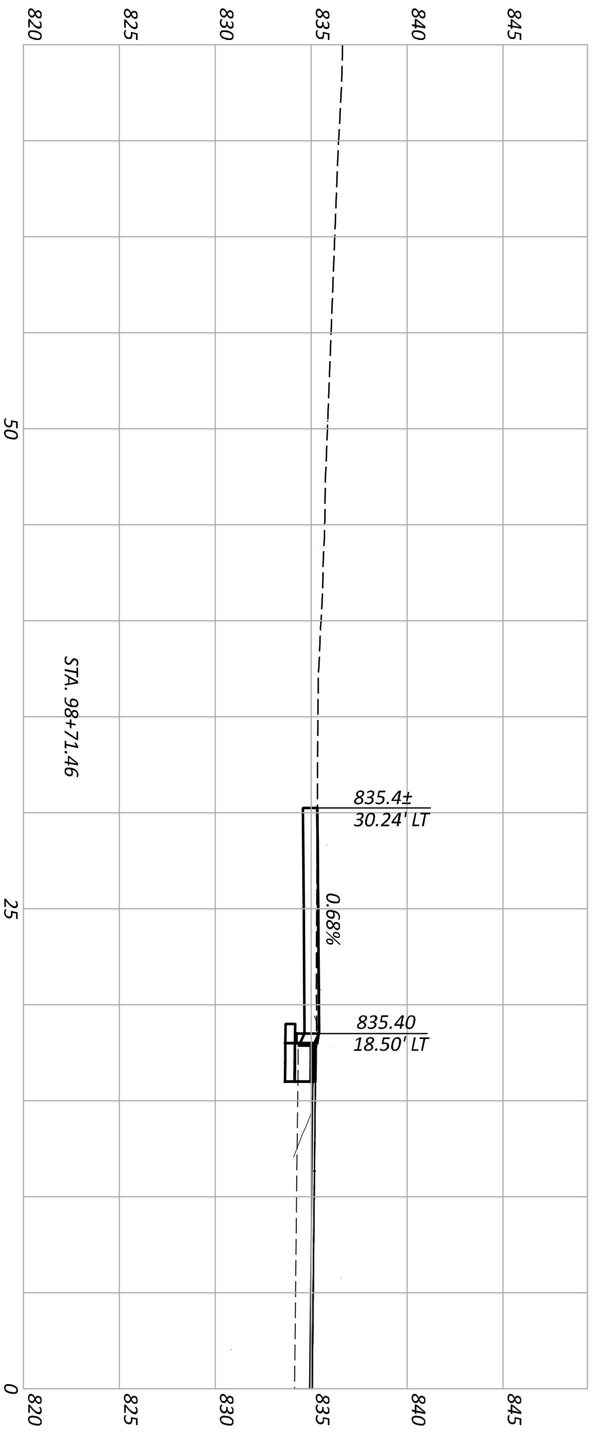

DRIVEWAY DETAILS
PROFILES

DESIGN AGENCY
CARPENTER MARTY transportation

DESIGNER
WCS

REVIEWER
BAA 03/28/25

PROJECT ID
115388

SHEET P.40 TOTAL P.107

GRE-68-12.65

MODEL: Sheet2 PAPERSIZE: 34x22 (in.) DATE: 3/31/2025 TIME: 4:28:29 PM USER: wshannon
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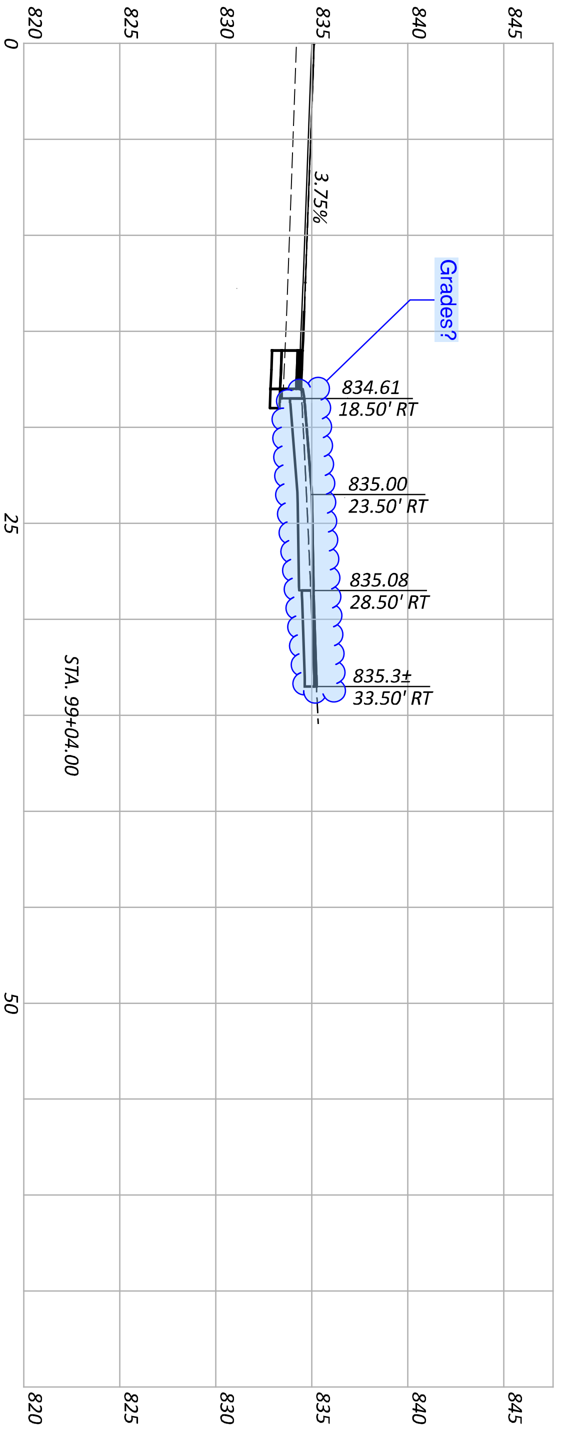

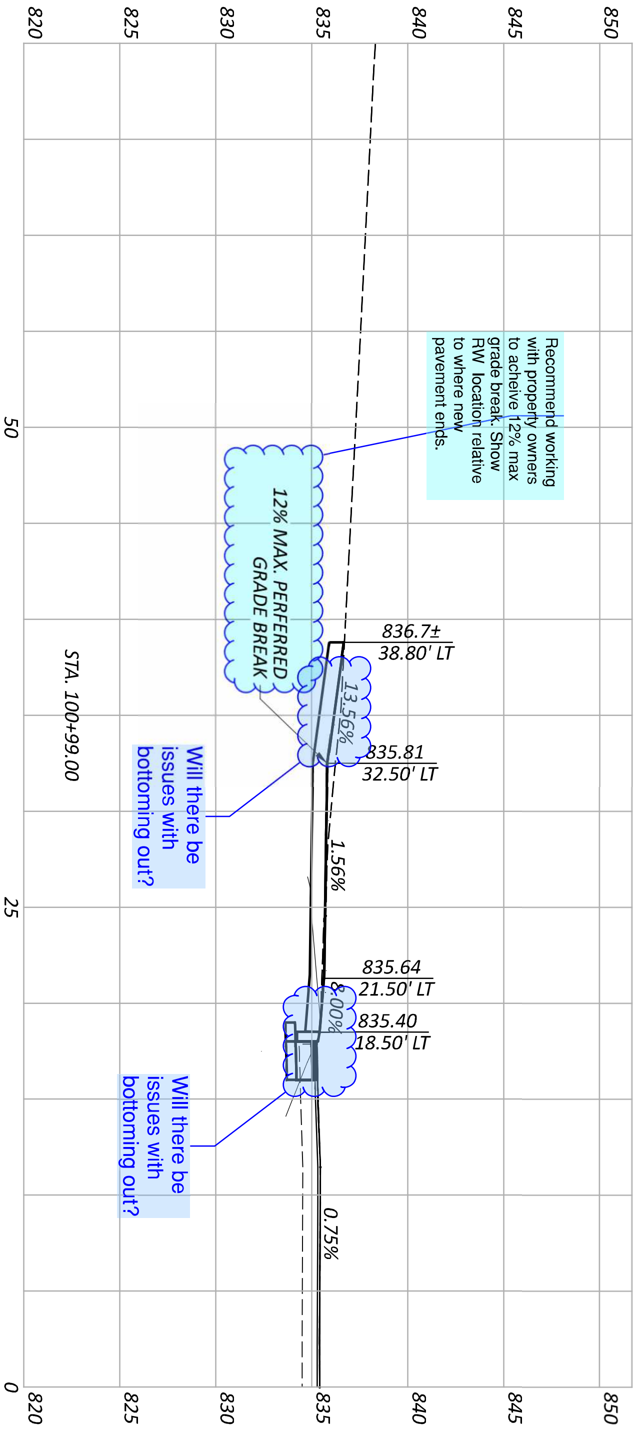

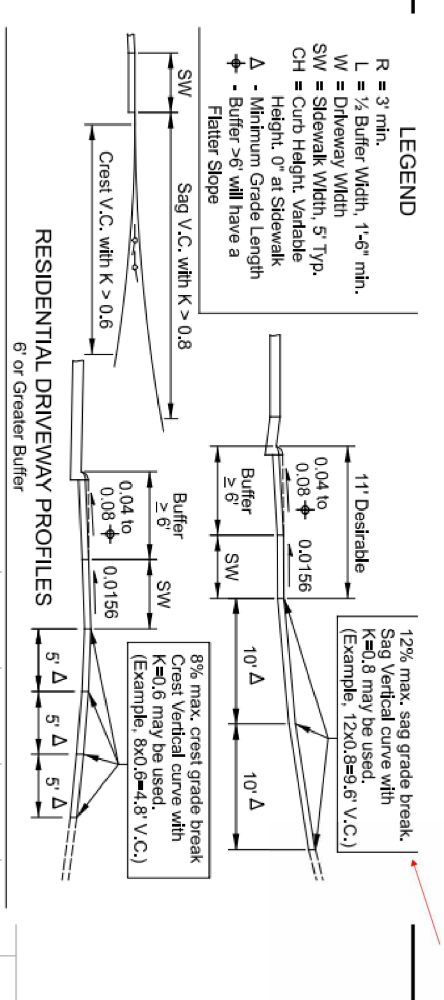

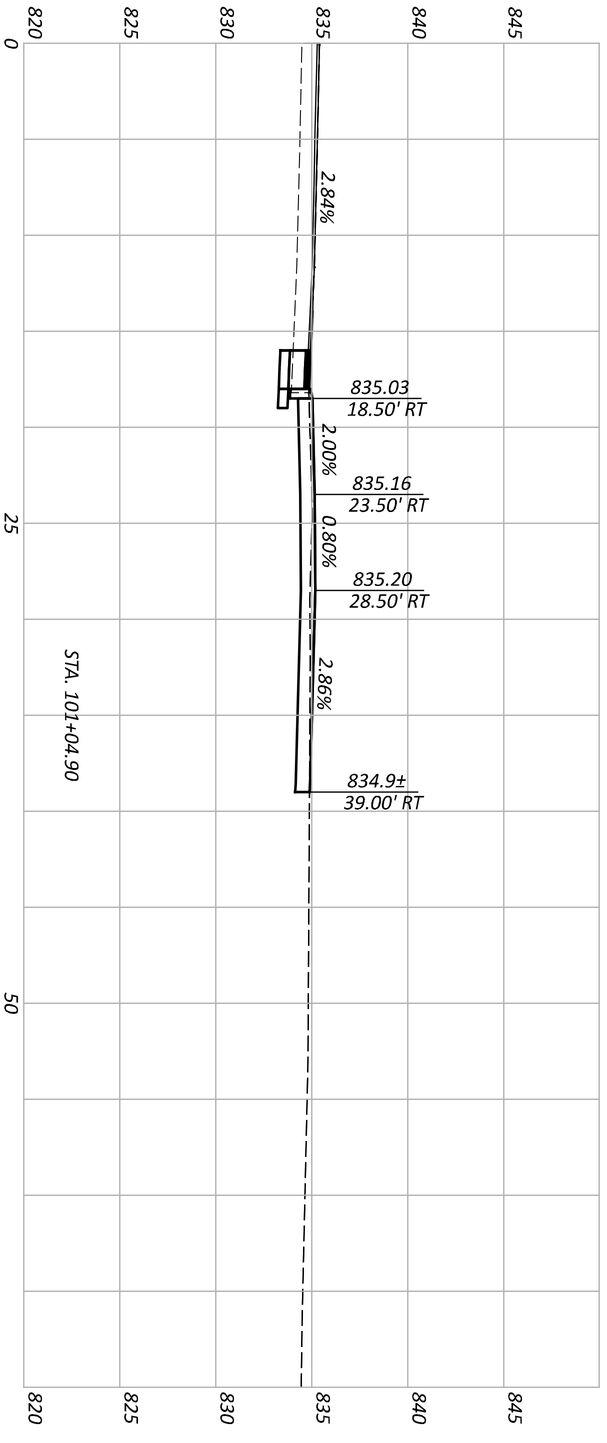

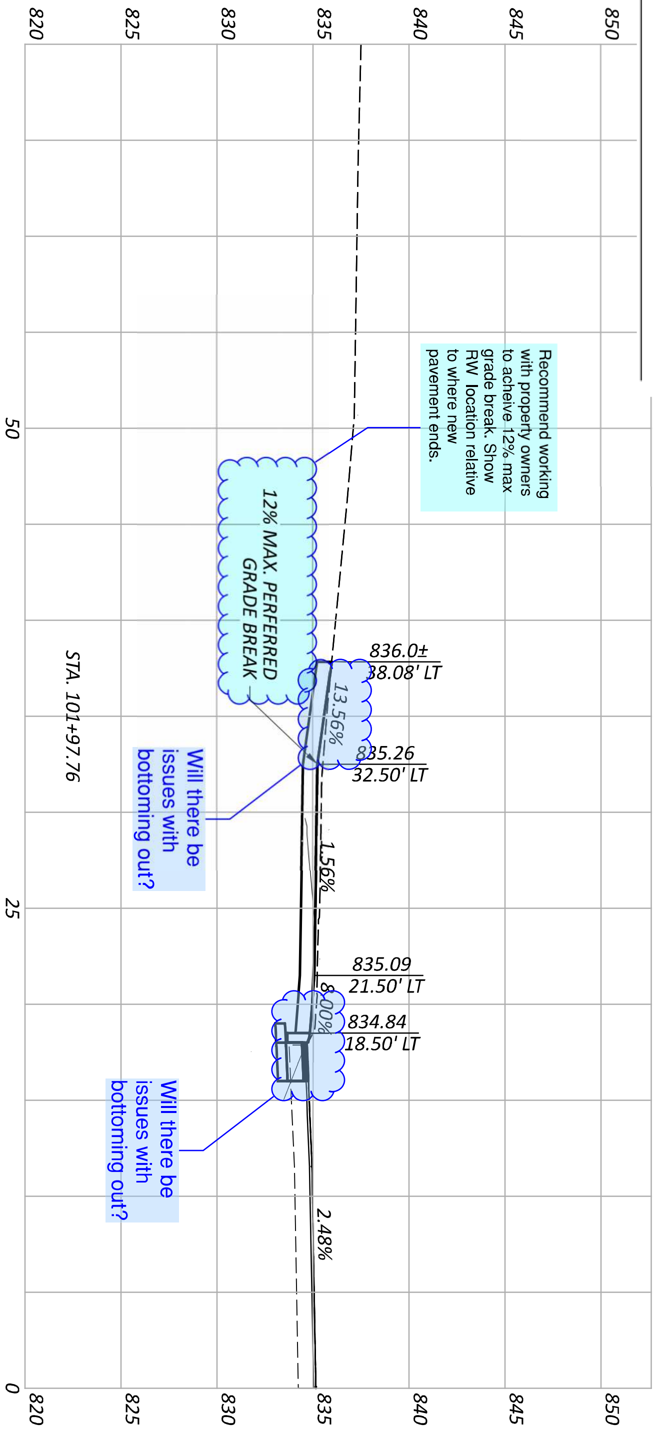

DRIVEWAY DETAILS
PROFILES

DESIGN AGENCY
CARPENTER MARTY transportation

DESIGNER
WCS

REVIEWER
BAA 03/28/25

PROJECT ID
115388

MODEL: Sheet3 PAPERSIZE: 34x22 (in.) DATE: 3/31/2025 TIME: 4:28:34 PM USER: wshannon
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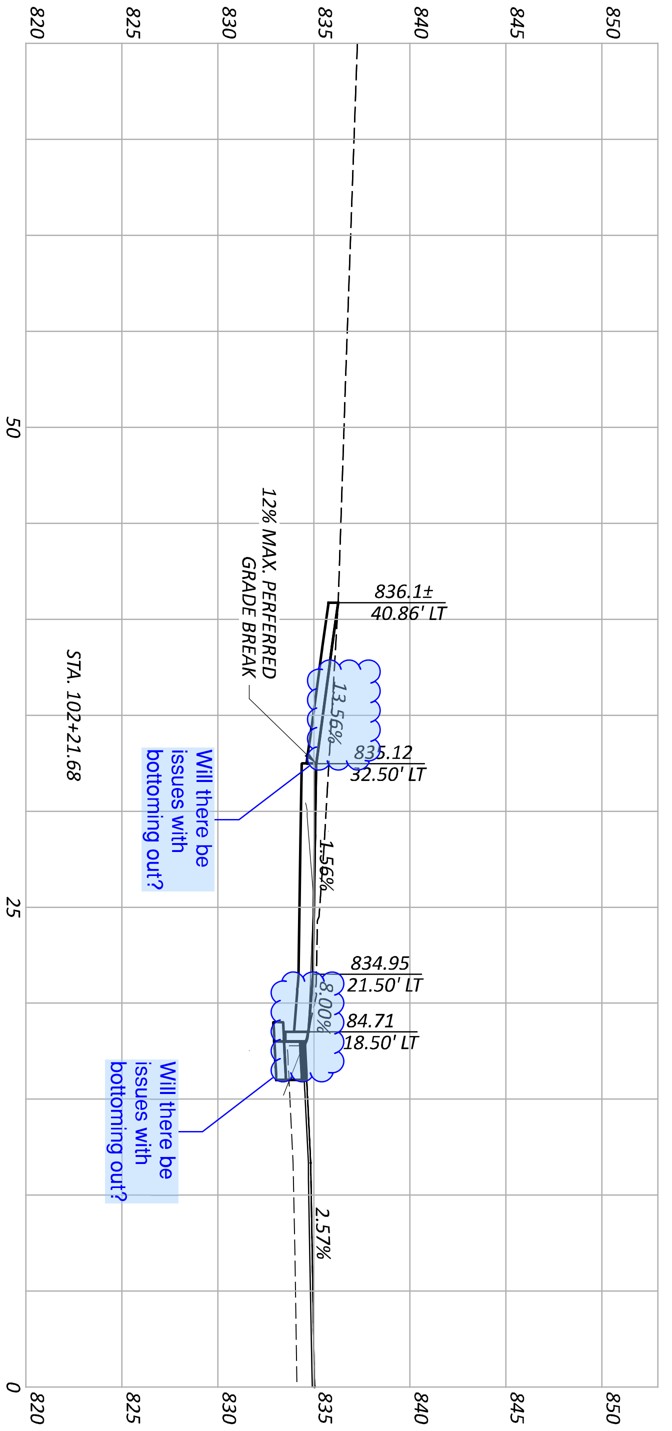

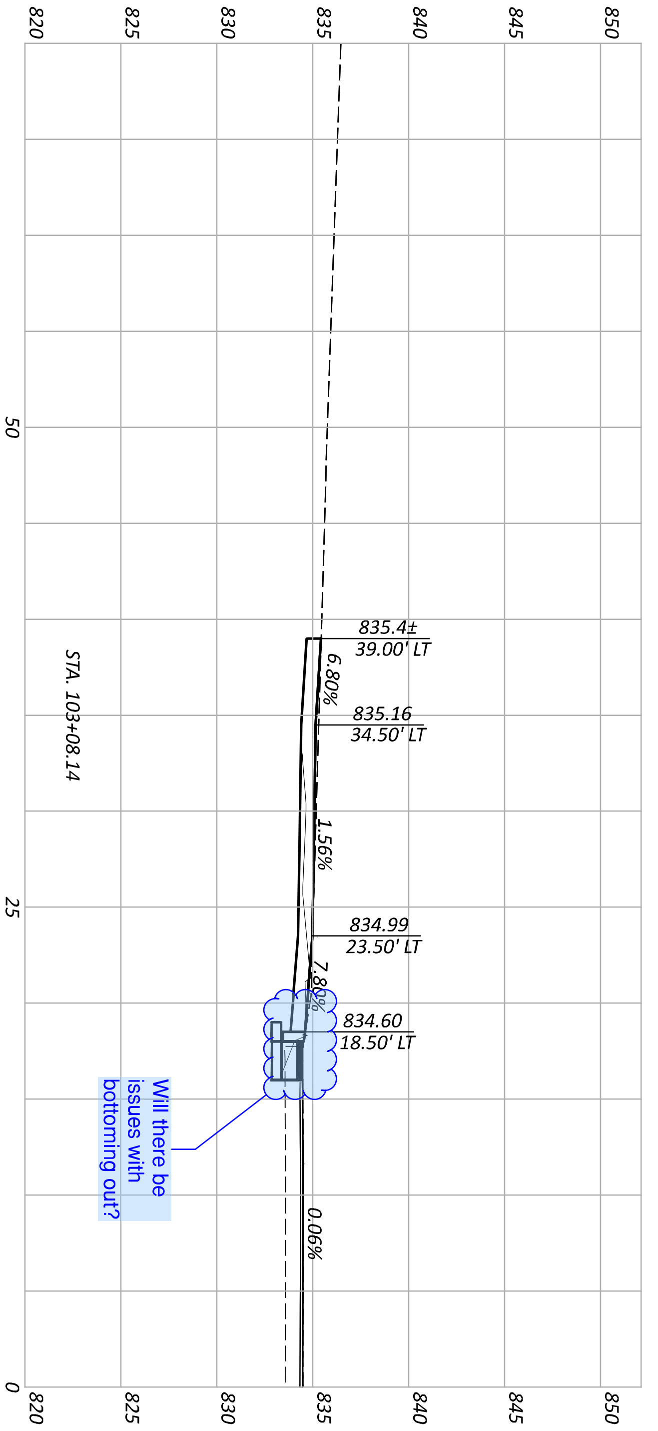

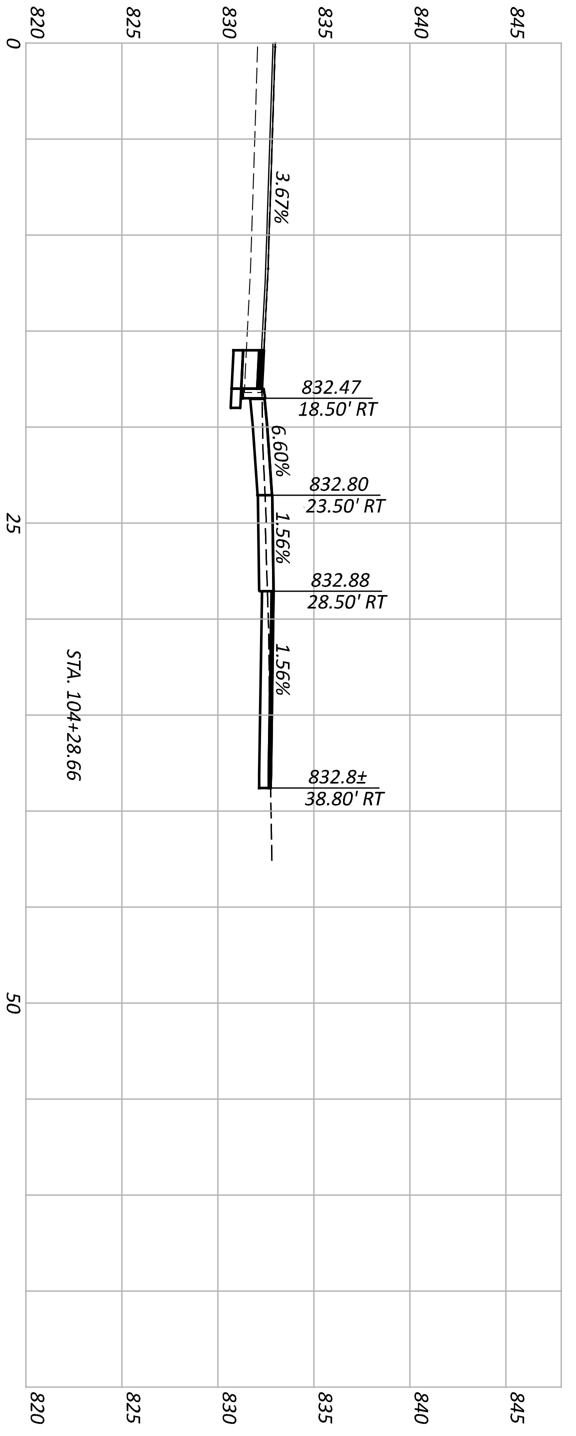

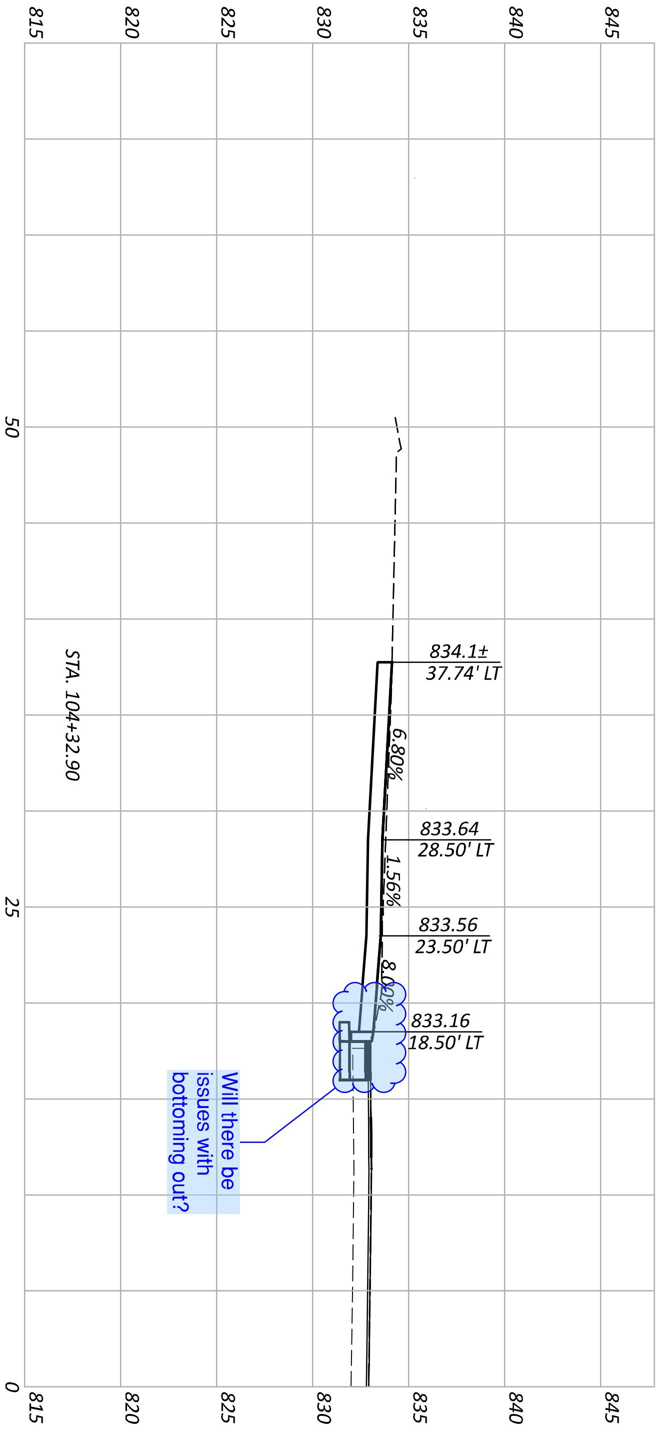

DRIVEWAY DETAILS
PROFILES

DESIGN AGENCY
CARPENTER MARTY transportation

DESIGNER
WCS

REVIEWER
BAA 03/28/25

PROJECT ID
115388

SHEET
P.42

TOTAL
P.107

GRE-68-12.65

MODEL: 115388_DF001 PAPERSIZE: 34x22 (in.) DATE: 3/31/2025 TIME: 4:28:48 PM USER: wshannon
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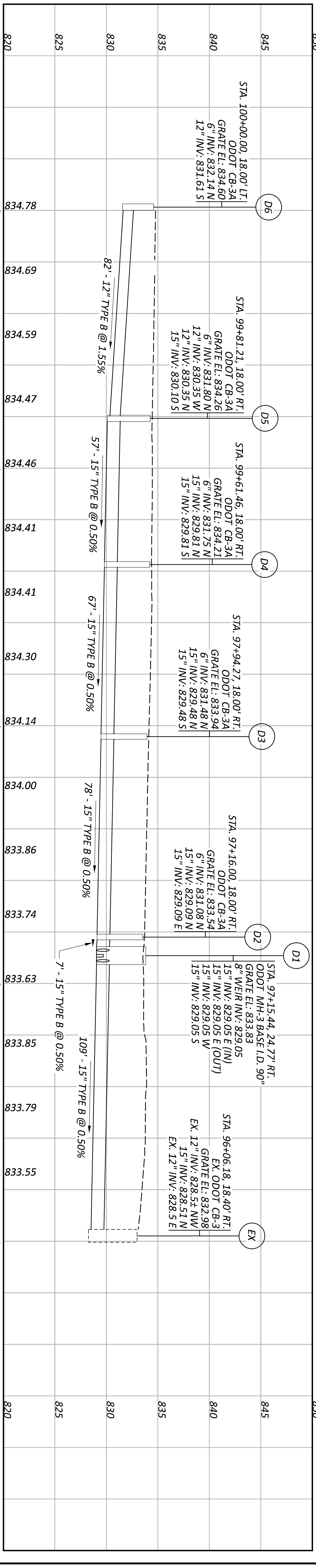

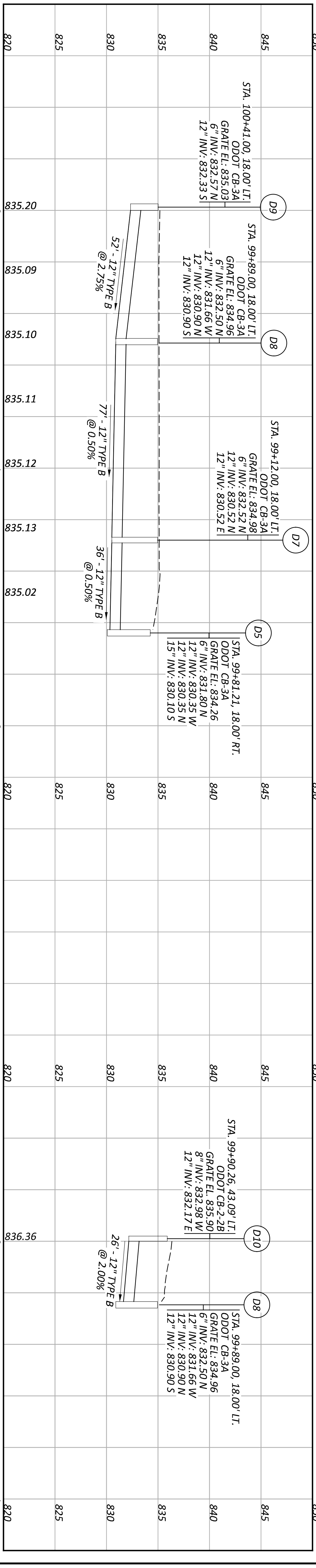

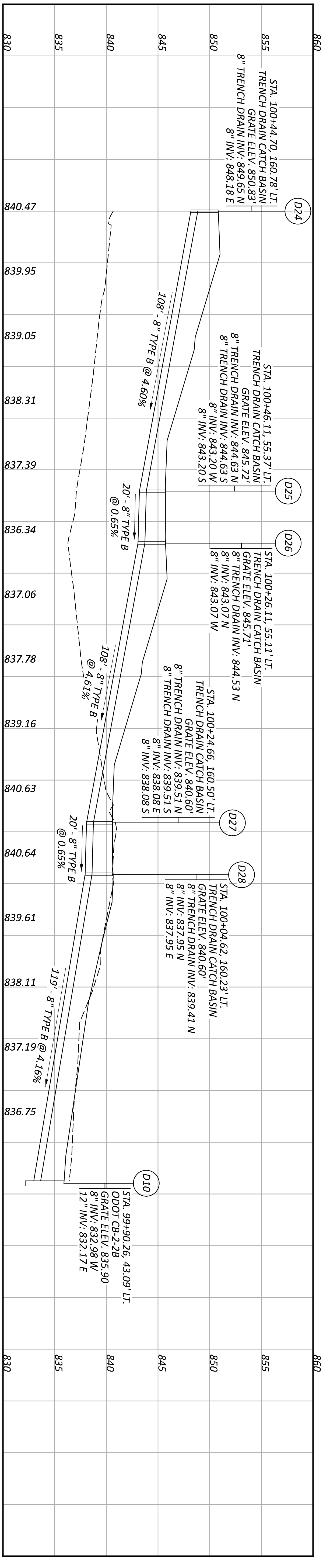

DESIGN AGENCY
CARPENTER MARTY transportation
DESIGNER
CEF
REVIEWER
BAA 03/28/25
PROJECT ID
115388
SHEET
P.43
TOTAL
P.107

STORM SEWER PROFILES

GRE-68-12.65

MODEL: 115388_DF002 PAPERSIZE: 34x22 (in.) DATE: 3/31/2025 TIME: 4:28:49 PM USER: wshannon
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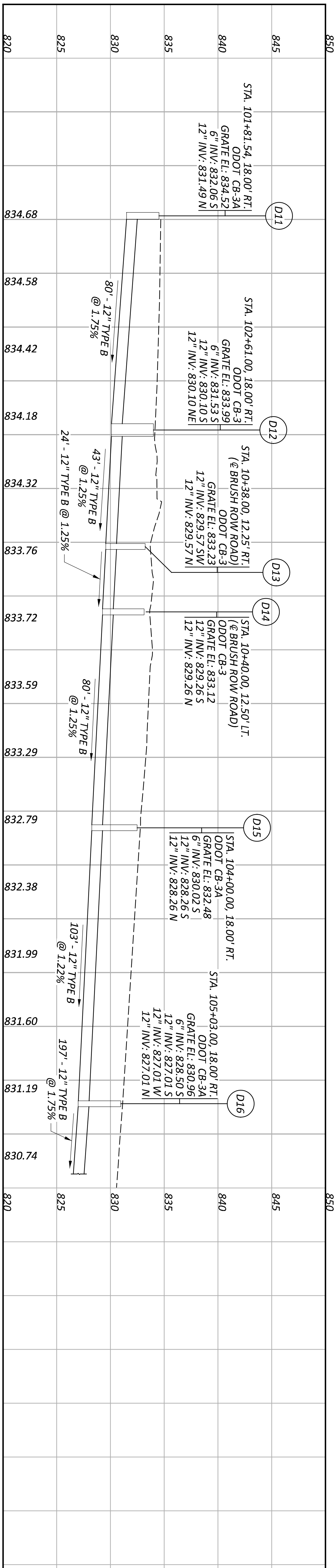
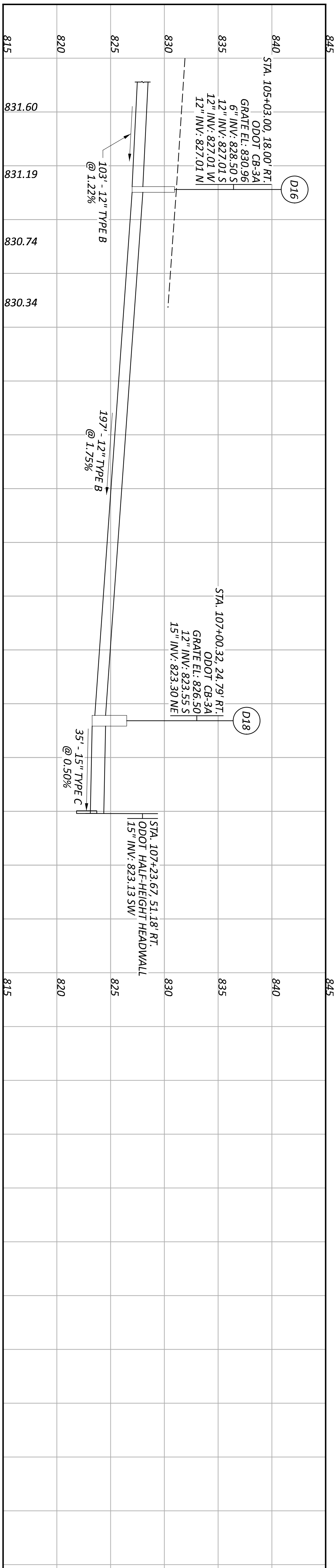
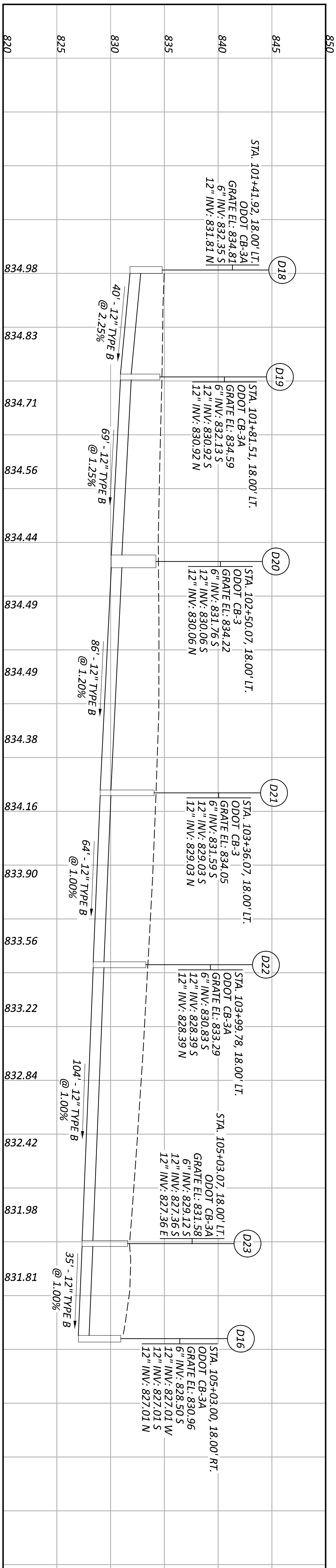






STORM SEWER
PROFILES

DESIGN AGENCY
CARPENTER MARTY Transportation

DESIGNER	CEF
REVIEWER	BAA 03/28/25
PROJECT ID	115388
SHEET	P.44
TOTAL	P.107

ITEM 611 - DRAINAGE STRUCTURE, MISC.: POLYMER CONCRETE TRENCH DRAIN SYSTEM

1. THIS WORK SHALL CONSIST OF FURNISHING AND CONSTRUCTING A TRENCH DRAIN SYSTEM FOR THE SWITCHBACK RAMP. THE WORK INCLUDES ALL NECCESSARY EXCAVATION, FRAMES, GRATES, FITTINGS, COUPLING SYSTEMS, CONCRETE BACKFILL, AND ACCESSORIES.

2. ALL WORK SHALL BE PER ODOT SUPPLEMENTAL SPECIFICATION 839 AND 939.

3. THE MANUFACTURER MUST BE CERTIFIED PER ODOT SUPPLEMENT 1073.

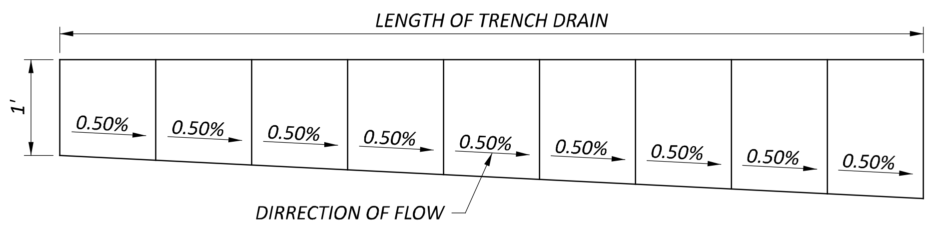
4. THE GRATES SHALL BE TYPE B FOR INTERMITTENT, NON-INTENTIONAL TRAFFIC LOADING. THE GRATES SHALL BE ADA COMPLIANT PEDETRIAN SAFE. THE GRATES SHALL FIT INTO THE FRAMES WITHOUT ROCKING OR MOVEMENT AND EITHER BE REMOVABLE OR NON-REMOVABLE. PROVIDE AT LEAST ONE REMOVABLE GRATE WITH CORROSION RESISTANT LOCKING DEVICES EVERY 200-FOOT INTERVAL AT A MINIMUM.

5. THE CHANNEL SECTIONS SHALL BE 8"INSIDE WIDTH AND MINIMUM 12" DEEP, INTER-LOCKING, SLOPED-INVERT, POLYMER-CONCRETE MODULAR UNITS WITH END CAPS. THE CHANNEL SECTIONS SHALL INCLUDE ROUNDED BOTTOM WITH A BUILT-IN INVERT SLOPE OF 0.50 PERCENT MINIMUM. THE OUTLETS SHALL BE PLACED AS SPECIFIED ON THE PLANS. INCLUDE EXTENSION SECTIONS IF NECESSARY FOR THE REQUIRED DEPTH OF THE CATCH BASIN. THE CHANNEL SECTIONS SHALL BE JOINED AND FASTENED AS REQUIRED BY THE MANUFACTURER.

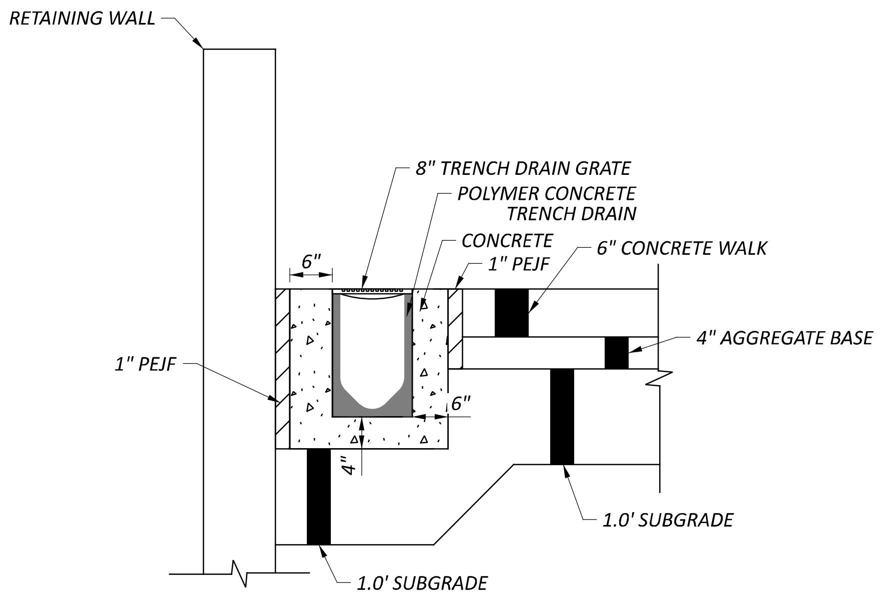
5. THE TRENCH DRAIN SHALL BE SURROUNDED BY A MNINUM OF 4-INCHES ALONG THE BOTTOM AND 6-INCHES ON EITHER SIDE.

6. A 1-INCH PERFORATED EXPANSION JOINT FILLER (PEJF) SHALL BE PLACED BETWEEN THE CONCRETE PAVEMENT AND TRENCH DRAIN AS WELL AS THE RETAINING WALL AND TRENCH DRAIN AS SHOWN ON THE DETAIL ON THIS SHEET.

minimum of one removable grate needs to be provided at each end of each path crossing to allow for cleaning



Might be nice to have a detail showing the trench drain catch basins. Or a note talking about these.



TRENCH DRAIN SECTION DETAIL

TRENCH DRAIN DETAIL

DESIGN AGENCY
CARPENTER MARTY transportation

DESIGNER
CEF
REVIEWER
BAA 03/28/25
PROJECT ID
115388
SHEET P.42
TOTAL P.107

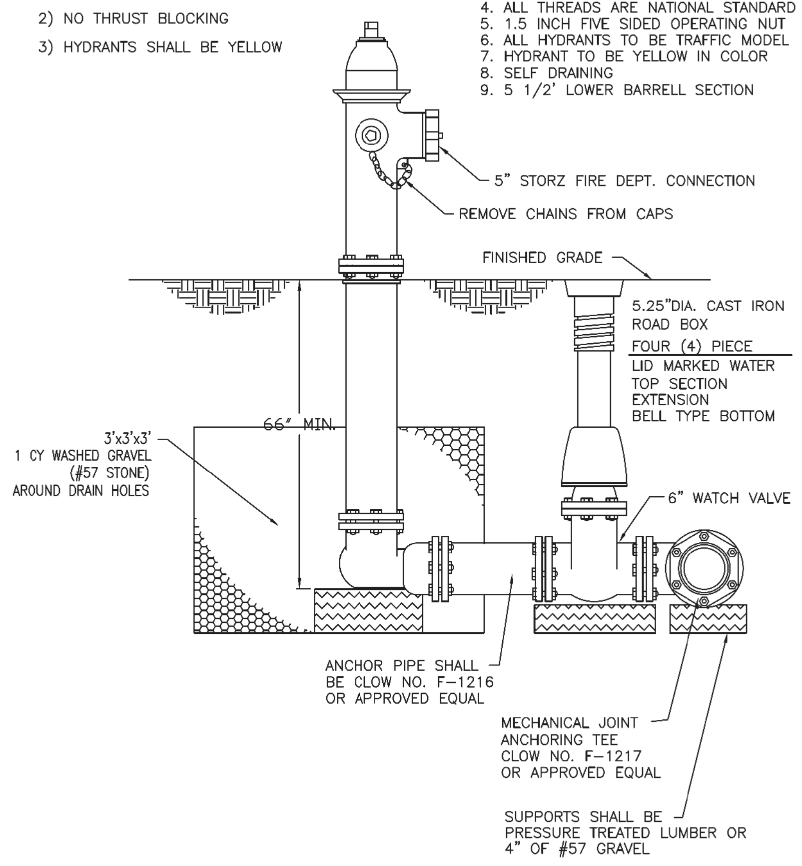
FIRE HYDRANT SETTING DETAILS

MAKE OF HYDRANTS APPROVED IN XENIA

1. MUELLER SUPER CENTURION A-423
2. CLOW MEDALLION
3. KENNEDY GUARDIAN K-81

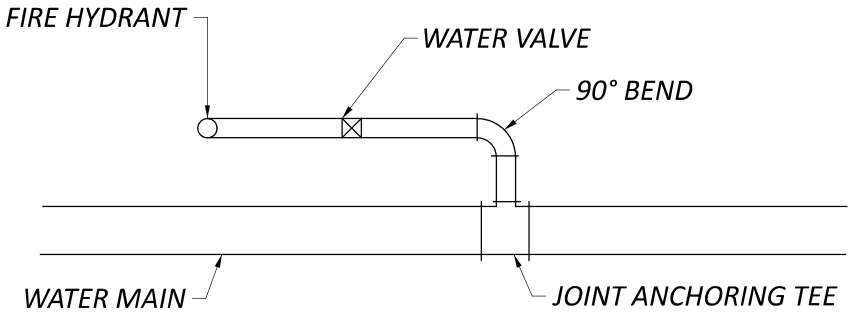
NOTE:
1) USE ANCHOR PIPE BETWEEN VALVE AND HYDRANT
2) NO THRUST BLOCKING
3) HYDRANTS SHALL BE YELLOW

HYDRANT DATA
1. ALL VALVES AND HYDRANTS "RIGHT TO OPEN"
2. 5.25 VALVE OPENING
3. 3 NOZZLES (2)2.5 & (1)5 STORZ
4. ALL THREADS ARE NATIONAL STANDARD
5. 1.5 INCH FIVE SIDED OPERATING NUT
6. ALL HYDRANTS TO BE TRAFFIC MODEL
7. HYDRANT TO BE YELLOW IN COLOR
8. SELF DRAINING
9. 5 1/2' LOWER BARRELL SECTION

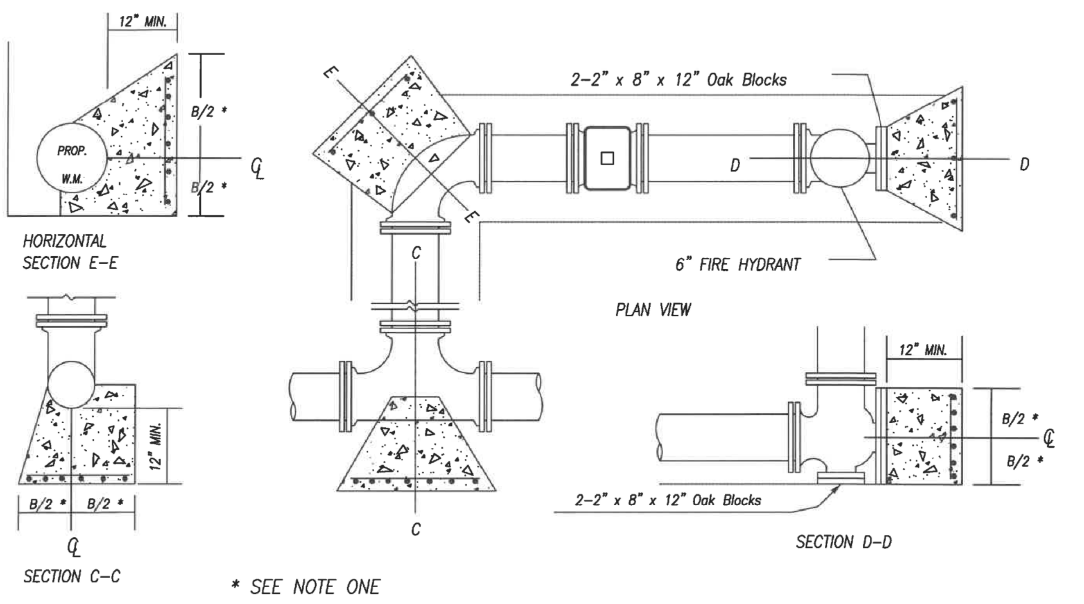


City of Xenia, Ohio
Standard Construction Drawings
Fire Hydrant Assembly

DETAIL STD-103
EDITION 2022



PARALLEL SETTING PLAN VIEW



* SEE NOTE ONE

NOTE:

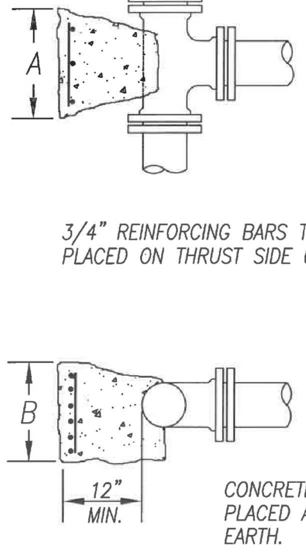
1. REFER TO STANDARD DRAWING NO. 101-5 FOR PLACEMENT OF REINFORCING STEEL AND BLOCKING DETAILS.
2. CONCRETE BLOCKING TO BE POURED AGAINST UNDISTURBED EARTH ON THE THRUST SIDE.
3. IN LIEU OF STEEL REINFORCING BARS, THE CONTRACTOR HAS THE OPTION TO USE WELDED WIRE FABRIC SHEETS (12 x 12 – W 5.8 x W 5.8) @ 42 LBS. PER 100 S.F.

GREATER CINCINNATI WATER WORKS

CONCRETE BLOCKING FOR FITTINGS

FIRE HYDRANT BLOCKING

APPROVED | DATE 1/4/13 | STANDARD DRAWING 101- 7



3/4" REINFORCING BARS TO BE PLACED ON THRUST SIDE 6" O.C.

CONCRETE BLOCKING TO BE PLACED AGAINST UNDISTURBED EARTH.

SIZE		75 P.S.I. & UNDER				75 P.S.I. TO 125 P.S.I.				125 P.S.I. TO 200 P.S.I.			
RUN	BRANCH	A	B	CU. YDS. CONC.	LBS. STEEL	A	B	CU. YDS. CONC.	LBS. STEEL	A	B	CU. YDS. CONC.	LBS. STEEL
6"	6"	1'9"	1'6"	0.1	17	2'6"	1'6"	0.1	23	2'6"	2'0"	0.2	30
8"	6"	1'6"	1'9"	0.1	17	2'0"	1'9"	0.1	23	2'6"	2'0"	0.2	30
12"	6"	1'6"	2'0"	0.2	18	2'0"	2'0"	0.2	24	2'6"	2'0"	0.2	30
16"	6"	1'6"	2'6"	0.2	23	1'6"	2'6"	0.2	23	2'0"	2'6"	0.2	30
20"	6"	1'6"	2'9"	0.2	26	1'6"	2'9"	0.2	26	1'9"	2'9"	0.2	33
8"	8"	2'0"	2'0"	0.2	24	2'6"	2'0"	0.2	28	3'0"	2'3"	0.2	32
10"	8"	2'0"	2'0"	0.2	24	2'6"	2'0"	0.2	28	3'0"	2'3"	0.2	32
12"	8"	2'0"	2'0"	0.2	24	2'6"	2'0"	0.2	28	3'0"	2'3"	0.2	32
16"	8"	2'0"	2'0"	0.2	24	2'6"	2'6"	0.3	35	3'0"	2'4"	0.3	32
20"	8"	2'0"	2'0"	0.2	24	2'6"	2'9"	0.4	35	3'0"	2'9"	0.4	39
12"	12"	3'0"	3'0"	0.5	54	4'0"	2'6"	0.4	55	4'6"	3'6"	0.7	95
16"	12"	3'0"	3'0"	0.5	54	4'0"	2'6"	0.4	55	4'6"	3'9"	0.7	98
20"	12"	3'0"	3'0"	0.5	54	4'0"	2'9"	0.6	60	4'6"	4'0"	1.0	108
20"	16"	4'0"	3'6"	0.8	84	4'6"	4'0"	1.0	108	6'0"	5'0"	1.5	180
20"	20"	4'6"	4'6"	1.1	122	5'6"	5'0"	1.4	165	7'0"	6'0"	2.0	252

NOTE:
1. PRESSURE RANGES AS SHOWN ARE OPERATING PRESSURES. CONCRETE AND STEEL QUANTITIES ARE CALCULATED USING OPERATING PRESSURE PLUS 50 P.S.I.
2. CONCRETE AND STEEL QUANTITIES ARE FOR ESTIMATING PURPOSES ONLY.
3. IN LIEU OF STEEL REINFORCING BARS, THE CONTRACTOR HAS THE OPTION TO USE WELDED WIRE FABRIC SHEETS (12 X 12 – W5.8 X W5.8) @ 42 LBS. PER 100 S.F.

NOTE:
THIS STD. DWG. SHALL BE UTILIZED FOR BLOCKING OF TEES, 90° BENDS, FIRE HYDRANTS, AND PLUGS

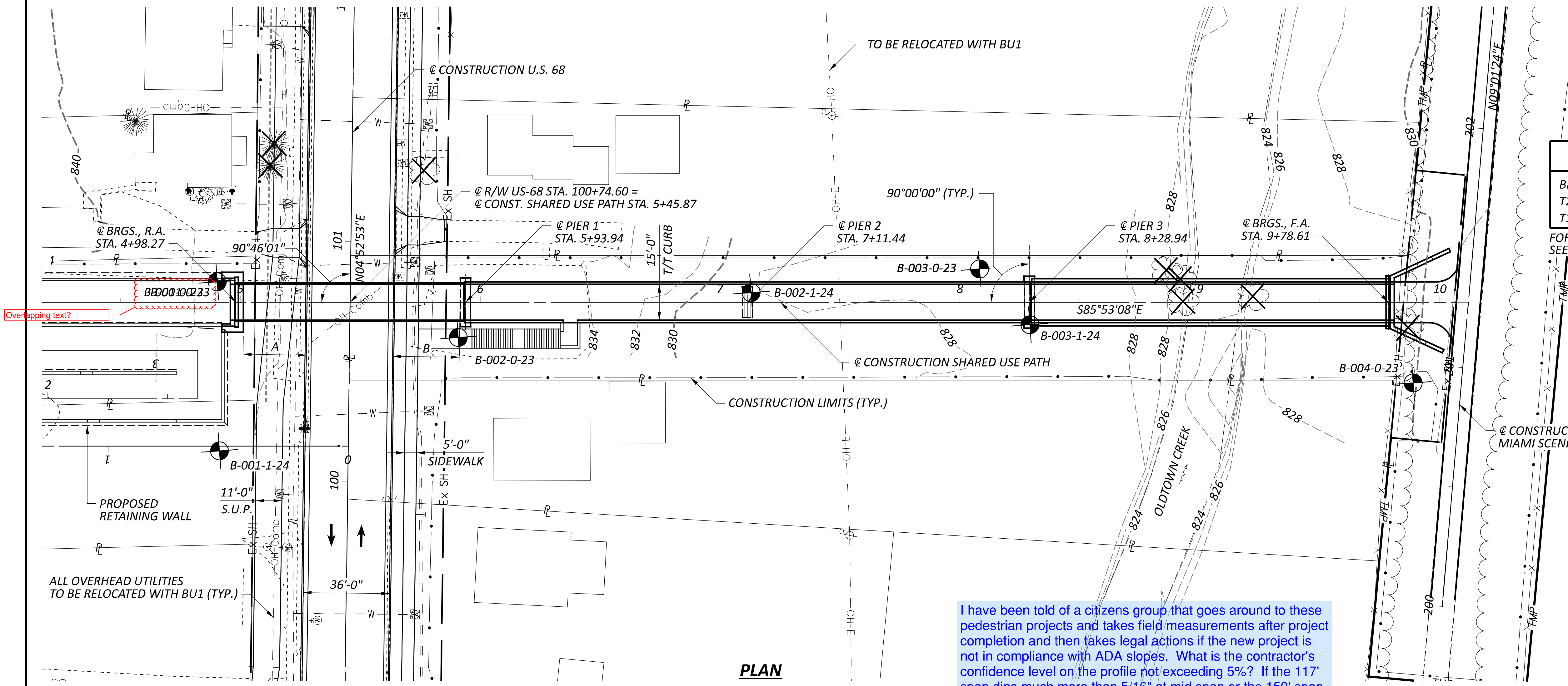
GREATER CINCINNATI WATER WORKS

CONCRETE BLOCKING FOR FITTINGS

TEES

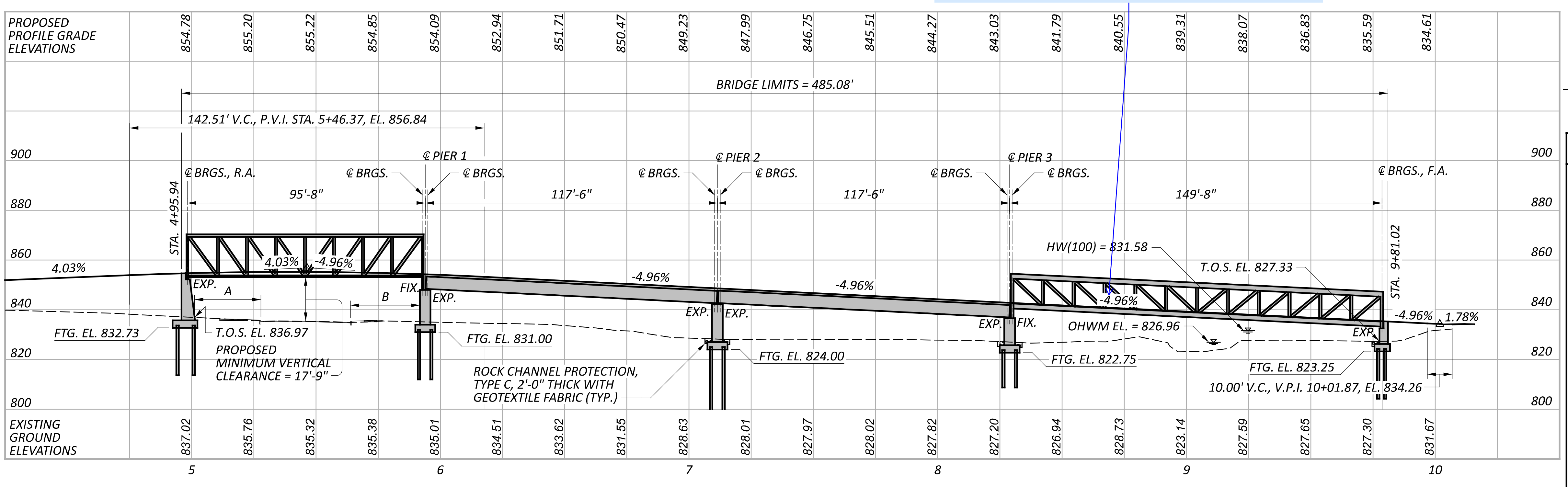
APPROVED | DATE 1/4/13 | STANDARD DRAWING 101- 5

DESIGN AGENCY
CARPENTER MARTY transportation
DESIGNER WCS
REVIEWER BAA 03/27/25
PROJECT ID 115388



PLAN

I have been told of a citizens group that goes around to these pedestrian projects and takes field measurements after project completion and then takes legal actions if the new project is not in compliance with ADA slopes. What is the contractor's confidence level on the profile not exceeding 5%? If the 117' span dips much more than 5/16" at mid span or the 150' span dips more than 3/8", the project could be in violation of ADA.



PROFILE ALONG ℄ CONSTRUCTION SHARED USE PATH

BENCHMARK DATA

BM01 STA. 95+30.07, EL. 833.23, OFFSET 41.84' LT.
T2 STA. 97+91.42, EL. 834.79, OFFSET 21.63' RT.
T104 STA. 100+88.75, EL. 835.68, OFFSET 24.39' LT.
FOR ADDITIONAL BENCHMARK INFORMATION
SEE ROADWAY PLAN SHEET P.05/P.107.

HYDRAULIC DATA

DRAINAGE AREA = 9.62 SQ. MILES
Q (1%) = 2000 CFS V (1%) = 2.06 FT/S
Q (20%) = 763 CFS V (20%) = 1.63 FT/S
STRUCTURE CLEARS THE AEP
DESIGN HW BY 1.5 FEET.

LEGEND

A - MINIMUM HORIZONTAL CLEARANCE = 26'-6"
B - MINIMUM HORIZONTAL CLEARANCE = 27'-9"
⊕ - PROJECT BORING LOCATION

PROPOSED STRUCTURE

TYPE: FOUR SPAN PREFABRICATED PAINTED STEEL TRUSS AND WIDE FLANGE BEAM SUPERSTRUCTURE WITH REINFORCED CONCRETE DECK ON REINFORCED CONCRETE ABUTMENTS AND PIERS SUPPORTED ON CAST-IN-PLACE REINFORCED CONCRETE PILES
SPANS: 95'-8", 117'-6", 117'-6", 149'-8" MEASURED BETWEEN SUBSTRUCTURE UNITS
ROADWAY: 15'-0" TOE/TOE CURB
LOADING: 0.090 KSF PEDESTRIAN LOAD OR H15-44
SKEW: NONE
WEARING SURFACE: 1" MONOLITHIC CONCRETE
APPROACH SLABS: NONE
ALIGNMENT: TANGENT
CROWN: 0.01 FT/FT
DECK AREA: 8,257 SF
COORDINATES: LATITUDE N39°43'46.65"
LONGITUDE W83°56'12.36"

HORIZONTAL
SCALE IN FEET
0 10 25 50

SITE PLAN
BRIDGE NO. GRE-BK80020-00.492
PEDESTRIAN BRIDGE OVER US 68 AND OLDTOWN CREEK

SFN	2926107
DESIGN AGENCY	CARPENTER MARTY Transportation
DESIGNER	SMH
CHECKER	AMR
REVIEWER	GDJ 03/28/25
PROJECT ID	115388
SUBSET	1
TOTAL	27
SHEET	P.47
TOTAL	P.107

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 3/31/2025 TIME: 4:29:21 PM USER: wshannon
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GRE-68-12.65

REFER TO THE FOLLOWING STANDARD BRIDGE DRAWINGS:

EXJ-6-17	REVISED	1-19-2024
PSID-1-13	REVISED	7-19-2024
GSD-1-19	REVISED	7-19-2024
RM-5.2	REIVISED	7-21-2023

DESIGN SPECIFICATIONS

THIS STRUCTURE CONFORMS TO THE 9th EDITION OF THE "LRFD BRIDGE DESIGN SPECIFICATIONS" ADOPTED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS, 2020, THE "LRFD GUIDE SPECIFICATIONS FOR THE DESIGN OF PEDESTRIAN BRIDGES" ADOPTED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS, 2009, AND THE ODOT BRIDGE DESIGN MANUAL, 2020.

OPERATIONAL IMPORTANCE:

A LOAD MODIFIER OF 1.0 HAS BEEN ASSUMED FOR THE DESIGN OF THIS STRUCTURE IN ACCORDANCE WITH THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, ARTICLE 1.3.5 AND THE ODOT BRIDGE DESIGN MANUAL.

DESIGN LOADING

VEHICULAR LIVE LOAD: H15-44 (NOT CONCURRENTLY WITH PEDESTRIAN LIVE LOAD)

PEDESTRIAN LIVE LOAD: 0.090 KIPS/FT^2

DESIGN DATA

CONCRETE CLASS QC2 WITH QC/QA - COMPRESSIVE STRENGTH 4.5 KSI (SUPERSTRUCTURE)

CONCRETE CLASS QC1 WITH QC/QA - COMPRESSIVE STRENGTH 4.0 KSI (SUBSTRUCTURE)

CONCRETE REINFORCEMENT:

GALVANIZED STEEL REINFORCEMENT - MINIMUM YIELD STRENGTH 60 KSI (SUBSTRUCTURES, SUPERSTRUCTURES)

STRUCTURAL STEEL - ASTM A709 GRADE 50 - YIELD STRENGTH 50 KSI

STEEL CIP PILES - ASTM A252 GRADE 3 - YIELD STRENGTH 45 KSI

CONCRETE FOR PRESTRESSED BEAM:
COMPRESSIVE STRENGTH (FINAL) - 7 KSI
COMPRESSIVE STRENGTH (RELEASE) - 5 KSI

WELD WIRE REINFORCEMENT:
YIELD STRENGTH - 70 KSI

PRESTRESSING STRAND:
AREA = 0.217 SQ. IN. 0.6" Ø
ULTIMATE STRENGTH = 270 KSI
INITIAL STRESS = 202.5 KSI (LOW RELAXATION STRANDS)
INITIAL TENSION LOAD = 43.95 KIP/STRAND

MONOLITHIC WEARING SURFACE

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

DECK PROTECTION METHOD

GALVANIZED REINFORCING STEEL
$2\frac{1}{2}$" CONCRETE COVER
SEAL JOINT WITH HMWM RESIN

SEALING OF CONCRETE SURFACES, AS PER PLAN, (PERMANENT GRAFFITI PROTECTION):

APPLY A PERMANENT GRAFFITI COATING QUALIFIED ACCORDING TO S1083 THAT IS COMPATIBLE WITH THE CONCRETE SEALER OVER WHICH IT IS APPLIED. APPLY THE GRAFFITI COATING IN ACCORDANCE WITH THE MANUFACTURER'S PRINTED INSTRUCTIONS.

SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)

SEALING OF ALL CONCRETE SURFACES WITH THE EXCEPTION OF THE REAR ABUTMENT AND PIERS SHALL BE LIGHT NEUTRAL FEDERAL COLOR FS-595C-17778.

Katie: Preference in aesthetic statement. Will the light neutral that is on the forward abutment, deck edges, concrete beams and stairs clash with the decorative treatment color scheme?

DECK 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 SUPERSTRUCTURE ANALYSIS FOR DEVIATION FROM THESE DESIGN ASSUMPTIONS.

AN EIGHT WHEEL FINISHING MACHINE WITH A MAXIMUM WHEEL LOAD OF 2.2 KIPS.

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

A MAXIMUM SPACING OF OVERHANG FALSEWORK BRACKETS OF 48 INCHES.

A MAXIMUM DISTANCE FROM THE CENTERLINE OF THE FASCIA GIRDER TO THE FACE OF THE SAFETY HANDRAIL OF 65 INCHES.

PILE DESIGN LOADS (ULTIMATE BEARING VALUE):

THE ULTIMATE BEARING VALUE (UBV) IS 292.9 KIPS PER PILE FOR THE REAR AND 164.8 KIPS PER PILE FORWARD ABUTMENT PILES. THE UBV IS 226.6 KIPS PER PILE FOR THE PIER 1 PILES, 303.0 KIPS PER PILE FOR THE PIER 2 PILES, AND 259.6 KIPS PER PILE FOR THE PIER 3 PILES.

REAR ABUTMENT PILES:
  14 INCH DIAMETER PILES 25 FEET LONG, ORDER LENGTH
  1 DYNAMIC LOAD TESTING ITEMS

PIER 1 PILES:
  12 INCH DIAMETER PILES 25 FEET LONG, ORDER LENGTH
  1 DYNAMIC LOAD TESTING ITEMS

PIER 2 PILES:
  14 INCH DIAMETER PILES 35 FEET LONG, ORDER LENGTH
  1 DYNAMIC LOAD TESTING ITEMS

PIER 3 PILES:
  14 INCH DIAMETER PILES 20 FEET LONG, ORDER LENGTH
  1 DYNAMIC LOAD TESTING ITEMS

FORWARD ABUTMENT PILES:
  14 INCH DIAMETER PILES 25 FEET LONG, ORDER LENGTH
  1 DYNAMIC LOAD TESTING ITEMS

PROVIDE PLAIN CYLINDRICAL CASINGS WITH A MINIMUM PILE WALL THICKNESS PER TABLE 3 / 27 FOR THE CAST-IN-PLACE REINFORCED CONCRETE PILES.

Are restrikes needed?

FOUNDATION BEARING RESISTANCE:

STAIRWAY PIER FOOTINGS, AS DESIGNED, PRODUCE A MAXIMUM SERVICE LIMIT STATE BEARING PRESSURE OF 1.7 KIPS PER SQUARE FOOT AND A MAXIMUM STRENGTH LIMIT STATE BEARING PRESSURE OF 2.1 KIPS PER SQUARE FOOT. THE FACTORED BEARING RESISTANCE IS X.X KIPS PER SQUARE FOOT.

Missing information.

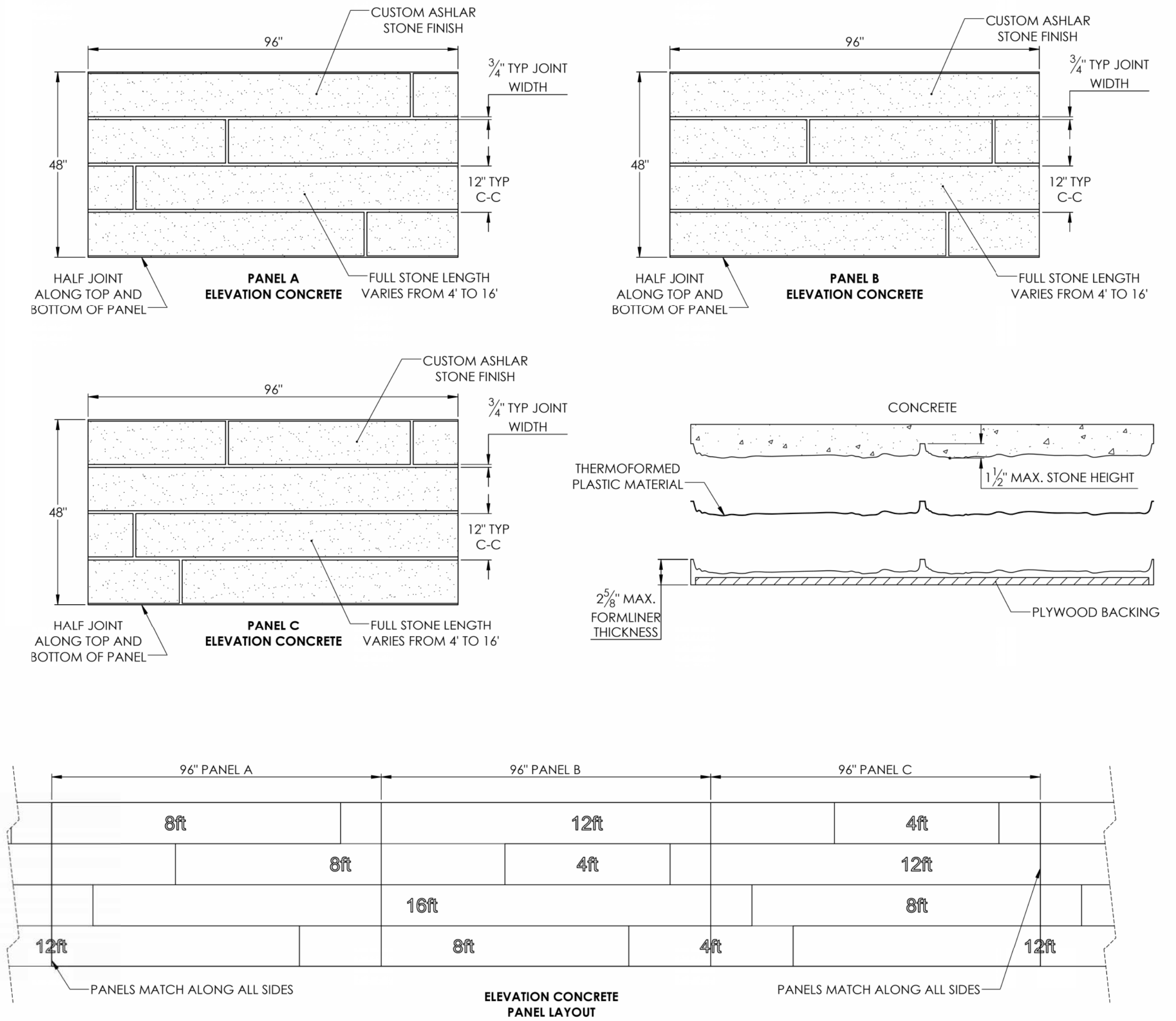
AESTHETIC TREATMENT (CONCRETE FORMLINER)

Project Manager

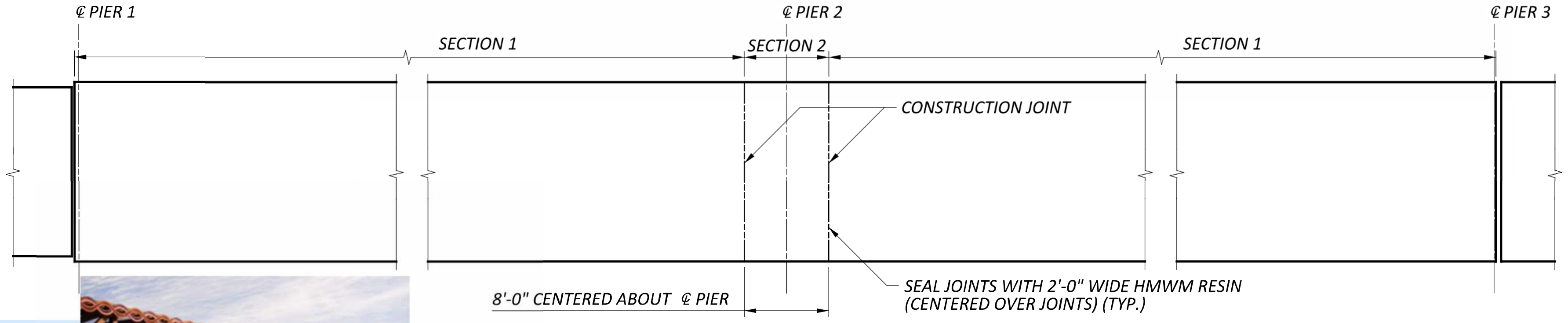
ONE FULL SCALE PATTERNED PRECONSTRUCTION TEST PANEL SHALL BE PROVIDED FOR APPROVAL BY THE DISTRICT & BRIDGE SECTION. IF THE TEST PANEL DOES NOT MEET THE APPROVAL OF THE DISTRICT & PROJECT MANAGER, THE RESULT WILL BE GROUNDS TO THE REJECT THE PROPOSED PANEL SURFACE CHOSEN. THE TEST PANEL WILL BE PROVIDED REPEATEDLY, AS NECESSARY, UNTIL APPROVAL IS GRANTED. THE MOCK-UP SHALL HAVE THE SAME ARCHITECTURAL RELIEF, THICKNESS, PATTERN INTENDED TO BE USED ON THE PROJECT. THE PANEL SHALL BE THE SAME CEMENT AND AGGREGATE SOURCE THAT WILL BE USED TO CONSTRUCT THE PROJECT. AFTER APPROVAL THE CONCRETE TEST PANEL SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR.

STRUCTURE GROUNDING

THE PROPOSED PEDESTRIAN BRIDGE OVER US-68 AND THE PROPOSED BRIDGE OVER OLDTOWN CREEK SHALL HAVE A STRUCTURE GROUNDING SYSTEM PROVIDED AS PER SCD HL-50.21.



CONCRETE FORMLINER DETAIL



DECK POURING SEQUENCE PLAN

NOTE

SECTION 2 SHALL NOT BE POURED PRIOR TO SECTION 1 WITHOUT APPROVAL OF THE ENGINEER.

BRIDGE GENERAL NOTES
BRIDGE NO. GRE-BK80020-00.492
PEDESTRIAN BRIDGE OVER US 68 AND OLDTOWN CREEK

SFN
2926107

DESIGN AGENCY
CARPENTER MARTY transportation

DESIGNER	CHECKER
JZ	AMR
REVIEWER	
GDJ 03/28/25	
PROJECT ID	
115388	
SUBSET	TOTAL
2	27
SHEET	TOTAL
P.48	P.107

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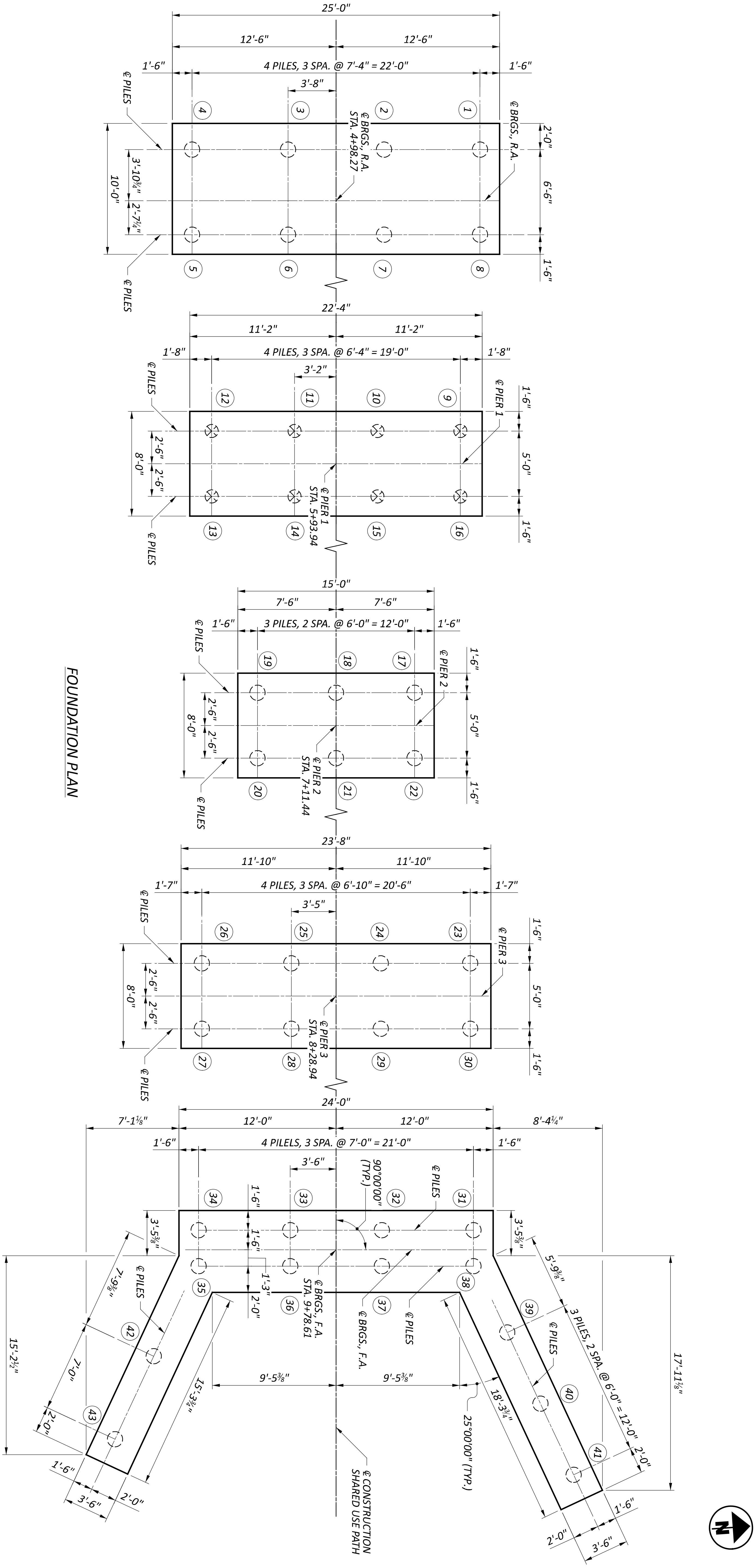
LEGEND

- ㊓ - PILE NUMBER
- ⊗ - 12" C.I.P. REINFORCED CONCRETE PILE (PIER 1)
- ○ - 14" C.I.P. REINFORCED CONCRETE PILE (R.A., PIER 2, PIER 3 AND F.A.)



FOUNDATION PLAN

LOCATION	PILE TYPE (ASTM A252)	PREBORE LENGTH FROM BOTTOM OF FOOTING (FT)	ESTIMATED PILE LENGTH (FT)	ORDER LENGTH (FT)	MINIMUM PILE WALL THICKNESS (INCHES)
R.A.	14-INCH C.I.P. (GRADE 3)	7.50	20	25	0.438
PIER 1	12-INCH C.I.P. (GRADE 3)	6.00	20	25	0.250
PIER 2	14-INCH C.I.P. (GRADE 3)	14.00	30	35	0.312
PIER 3	14-INCH C.I.P. (GRADE 3)	10.05	15	20	0.312
F.A.	14-INCH C.I.P. (GRADE 3)	10.05	15	20	0.250

Different order length than in bridge general notes.

FOUNDATION PLAN
BRIDGE NO. GRE-BK80020-00.492
PEDESTRIAN BRIDGE OVER US 68 AND OLDTOWN CREEK

SFN 2926107
DESIGN AGENCY CARPENTER MARTY Transportation
DESIGNER JZ CHECKER AMR
REVIEWER GDJ 03/28/25
PROJECT ID 115388
SUBSET 3 TOTAL 27
SHEET P.49 TOTAL P.107

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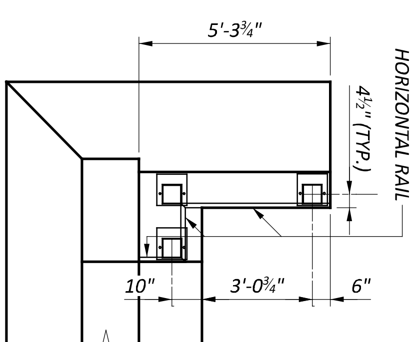
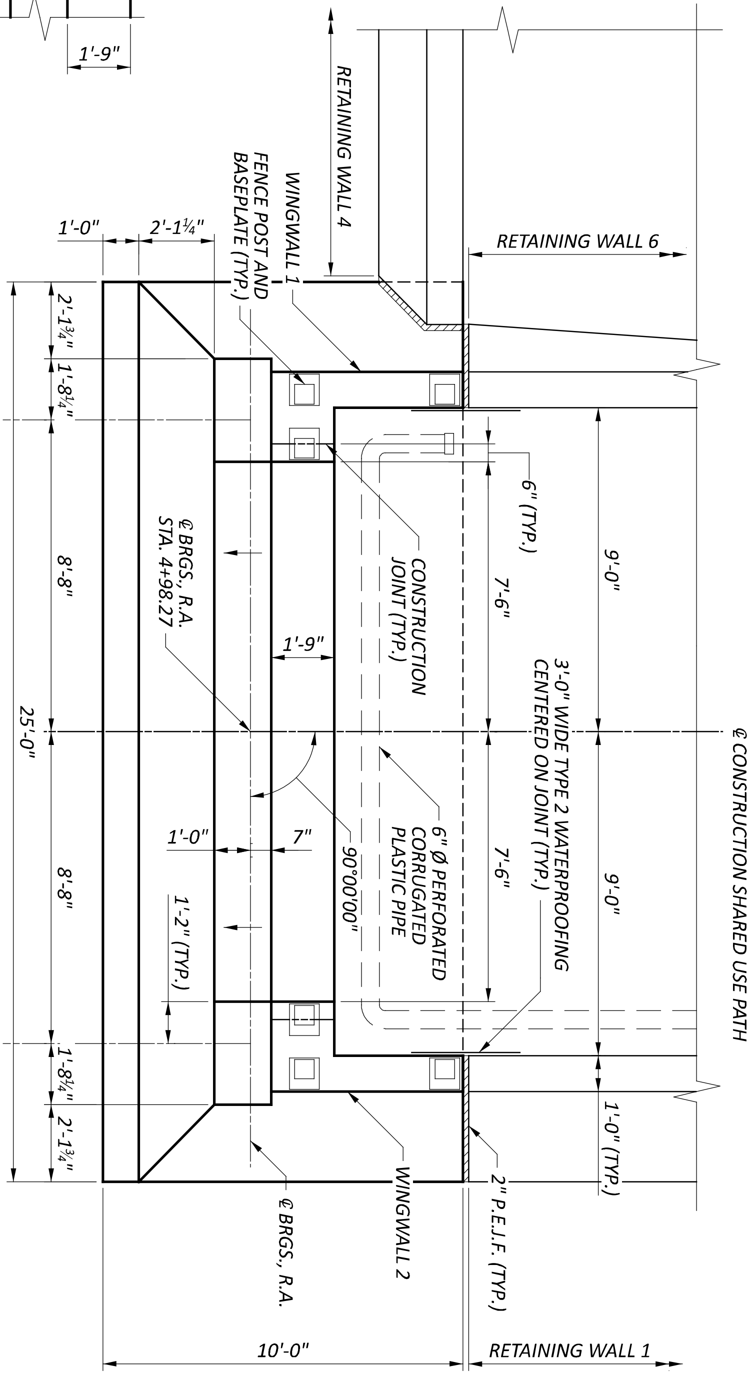
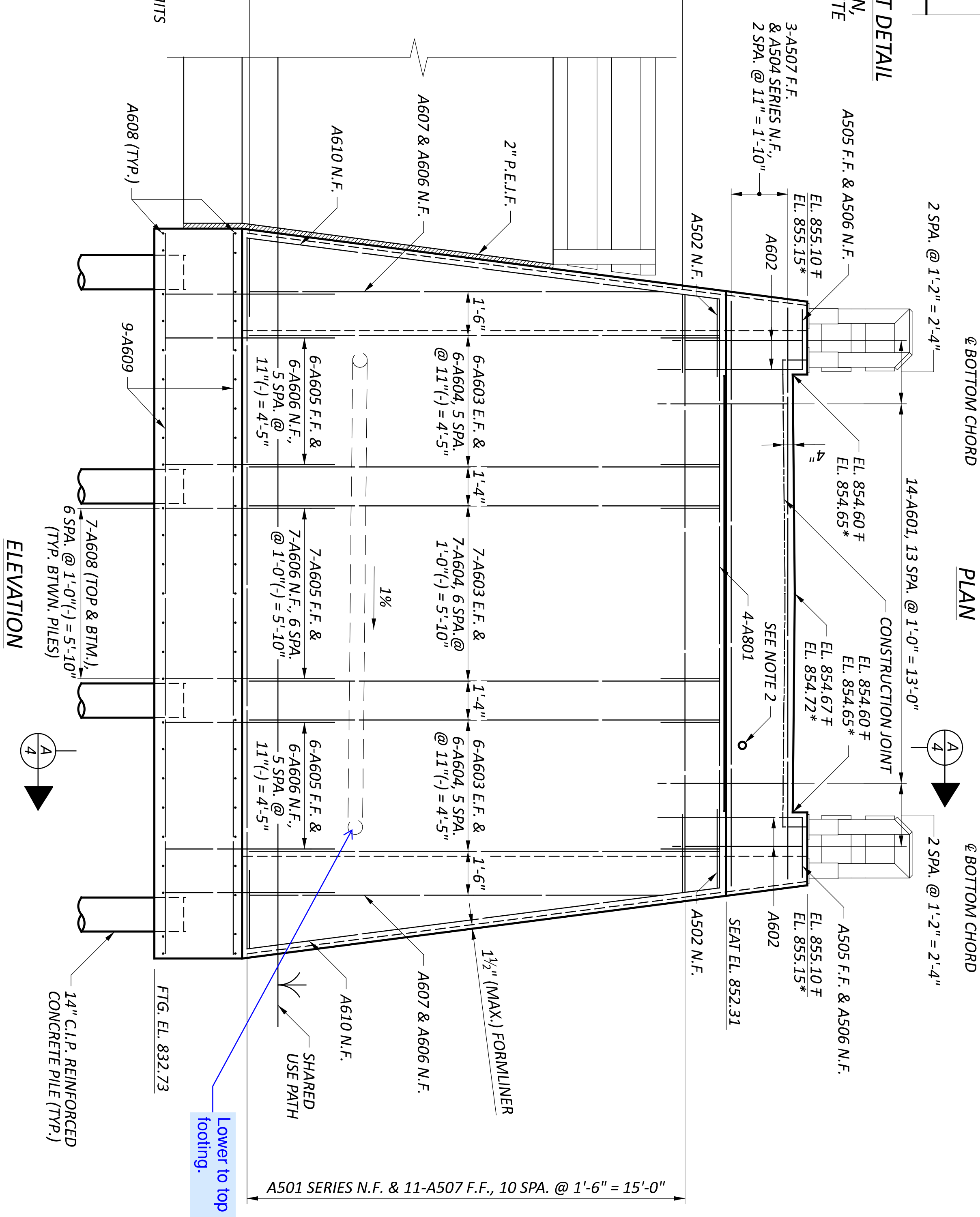


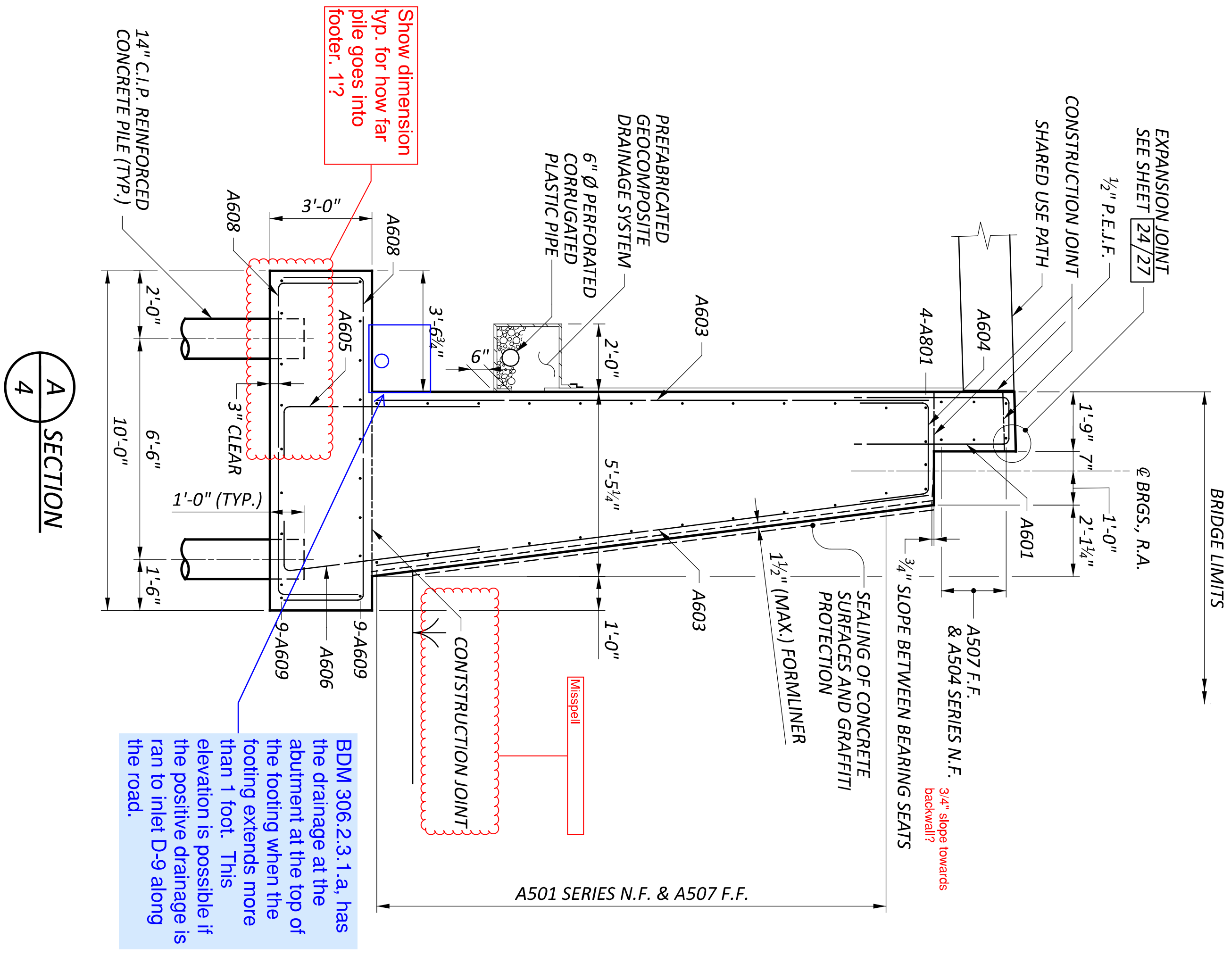
FENCE POST PLACEMENT DETAIL
WINGWALL 1 SHOWN,
WINGWALL 2 OPPOSITE



PLAN



ELEVATION



SECTION A/4

LEGEND
∓ - ELEVATION TAKEN AT BRIDGE LIMITS
* - ELEVATION TAKEN AT FACE
E.F. - EACH FACE
F.F. - FAR FACE
N.F. - NEAR FACE

NOTES
1. MINIMUM LAP SPLICE LENGTH: #6 BAR = 36 INCHES
2. 3" DIAMETER SLEEVE FOR THE 2" CONDUIT. THE GAP BETWEEN THE SLEEVE AND 2" CONDUIT SHALL BE FULLY SEALED BY CONTRACTOR.

SFN	DESIGN AGENCY	DESIGNER	CHECKER	REVIEWER	PROJECT ID	SUBSET	TOTAL	SHEET	TOTAL
2926107	CARPENTER MARTY Transportation	SMH	AMR	GDJ 03/28/25	115388	4	27	P.50	P.107

REAR ABUTMENT DETAILS
BRIDGE NO. GRE-BK80020-00.492
PEDESTRIAN BRIDGE OVER US 68 AND OLDTOWN CREEK

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 3/31/2025 TIME: 4:29:41 PM USER: wshannon
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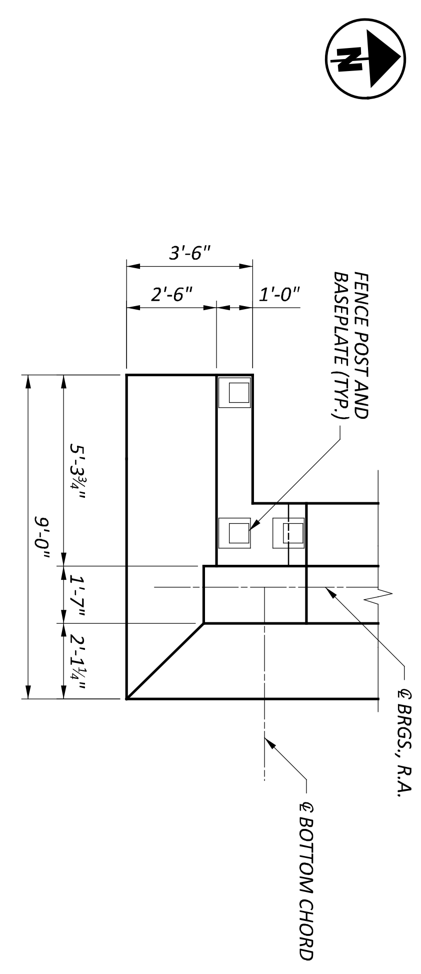
NOTE

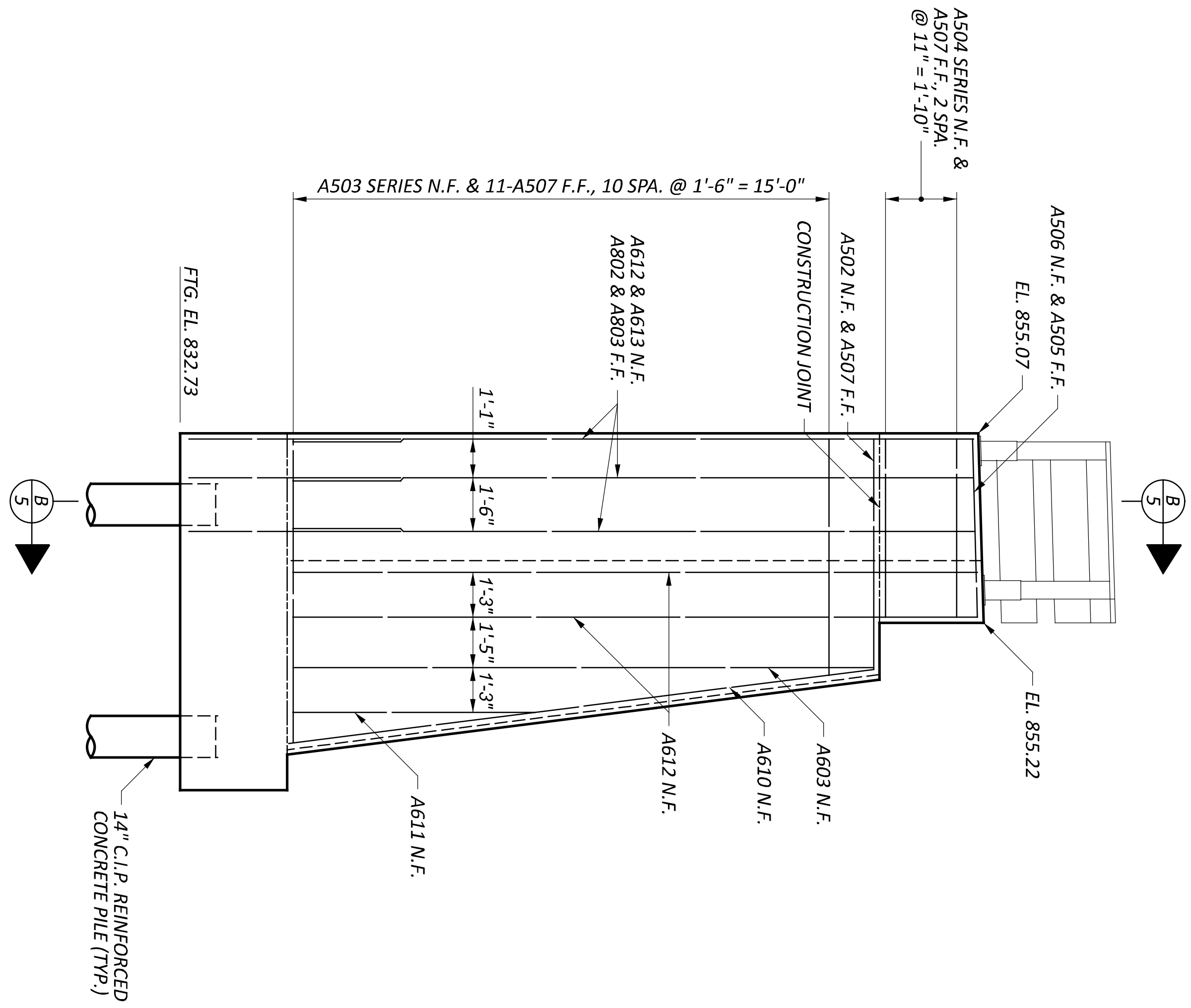
MINIMUM LAP SPLICE LENGTH:
#6 BAR = 36 INCHES

LEGEND

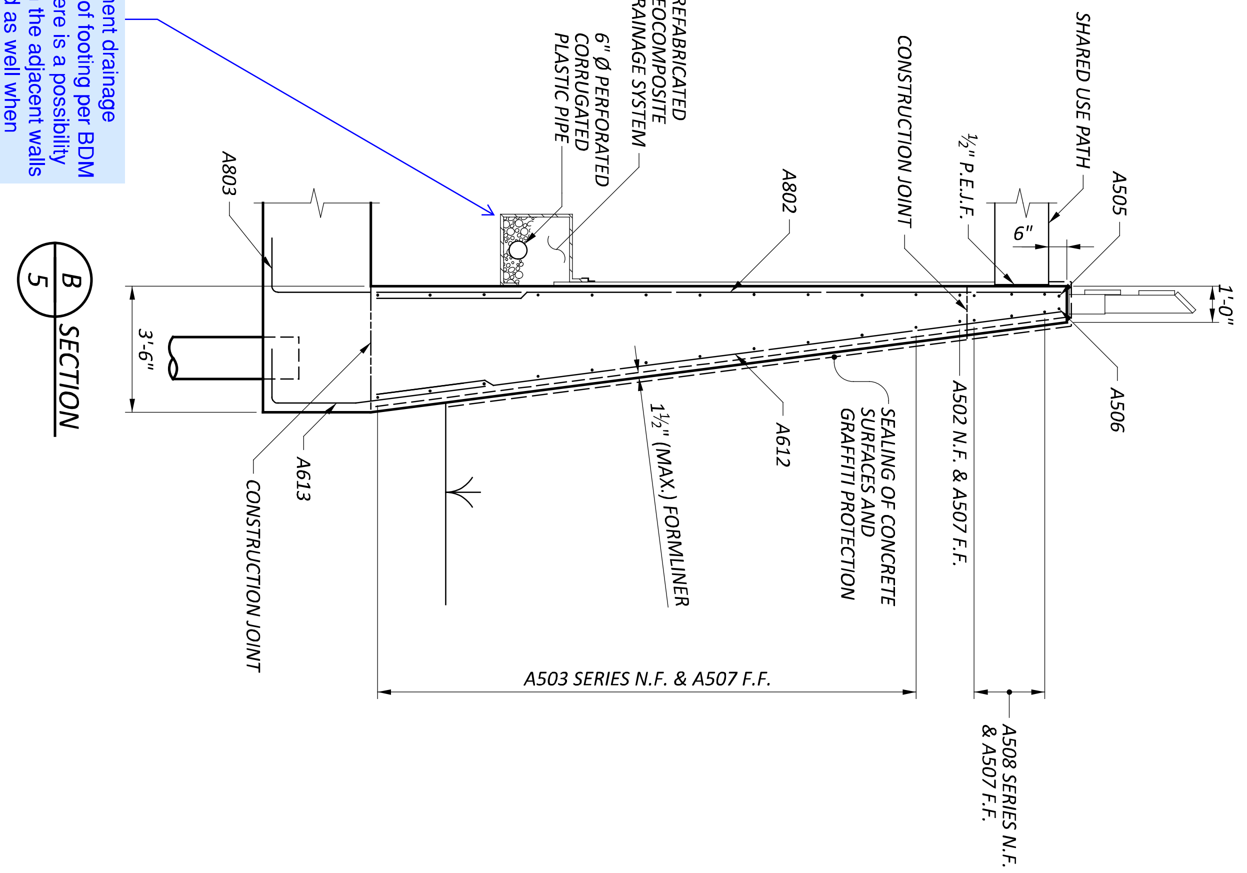
E.F. - EACH FACE
F.F. - FAR FACE
N.F. - NEAR FACE



WINGWALL 1 PLAN
WINGWALL 2 OPPOSITE,
ADJACENT RETAINING WALLS NOT SHOWN



WINGWALL 1 ELEVATION
WINGWALL 2 OPPOSITE



SECTION B/5

With the abutment drainage lowered to top of footing per BDM 306.2.3.1.a, there is a possibility the drainage in the adjacent walls can be lowered as well when connected to the abutment drainage run.

REAR ABUTMENT WINGWALL DETAILS
BRIDGE NO. GRE-BK80020-00.492
PEDESTRIAN BRIDGE OVER US 68 AND OLDTOWN CREEK

SFN	DESIGN AGENCY	DESIGNER	CHECKER	REVIEWER	PROJECT ID	SUBSET	TOTAL	SHEET	TOTAL
2926107	CARPENTER MARTY Transportation	SMH	AMR	GDJ 03/28/25	115388	5	27	P.51	P.107

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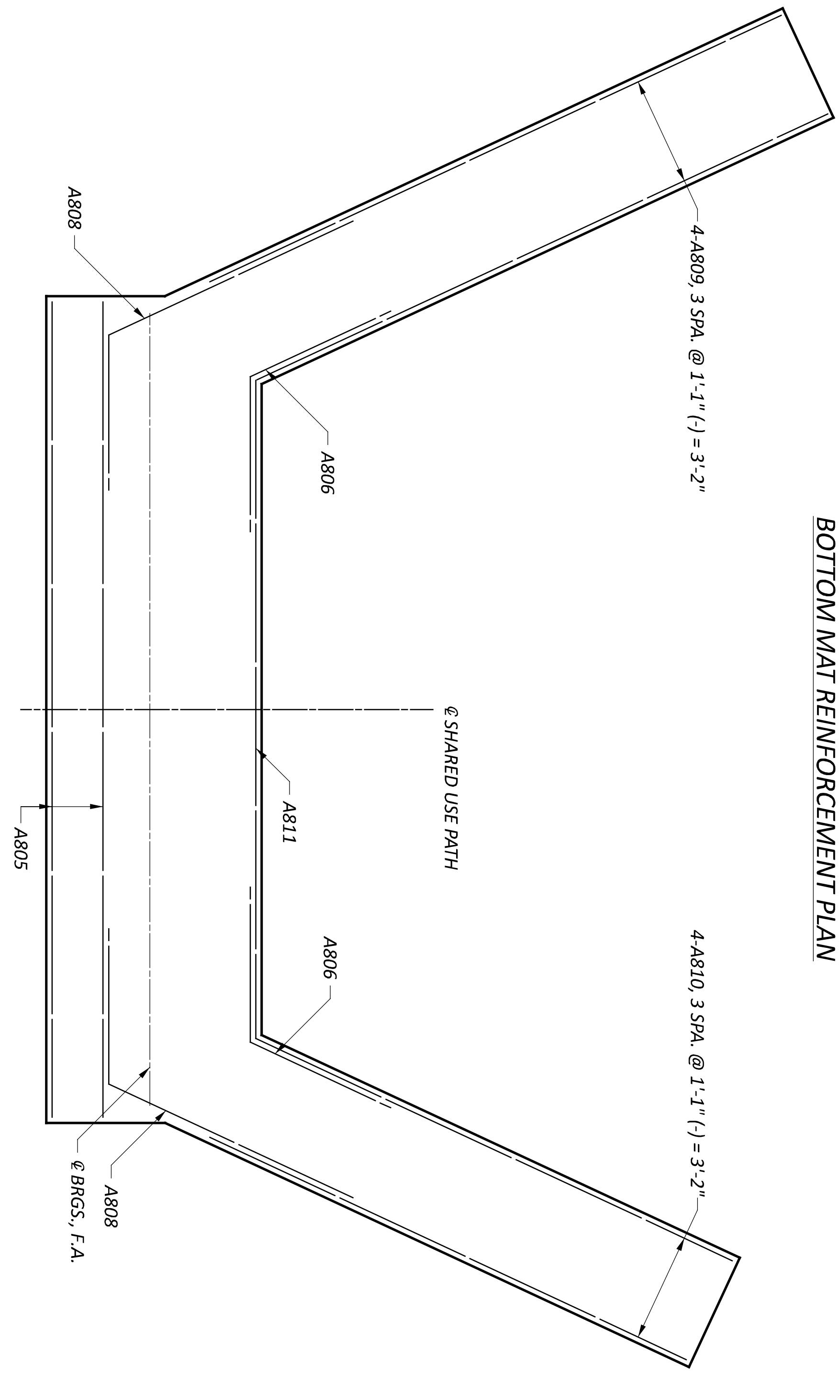
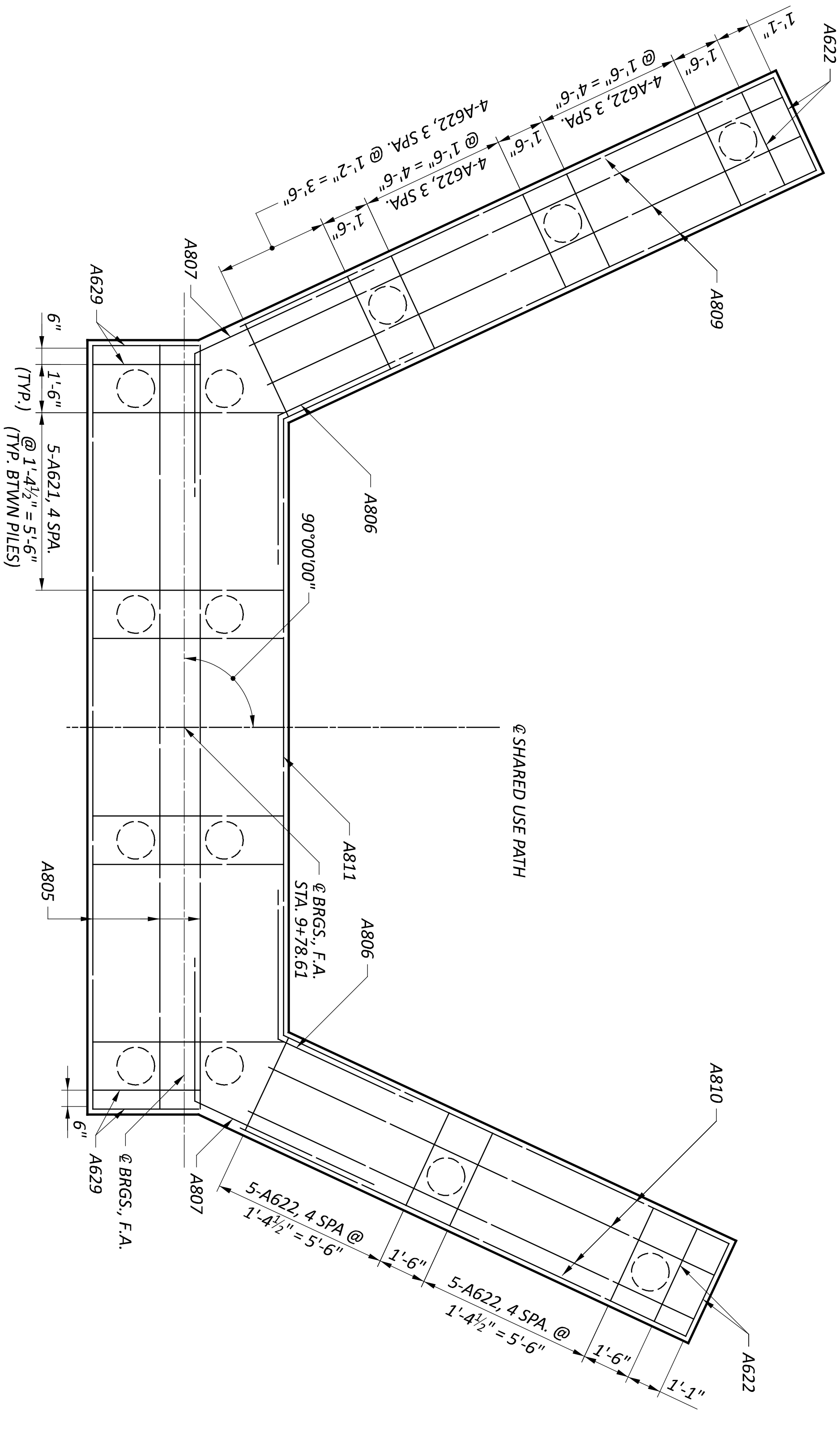
NOTE

MINIMUM LAP SPLICE LENGTH:
#8 BAR = 4'-6"



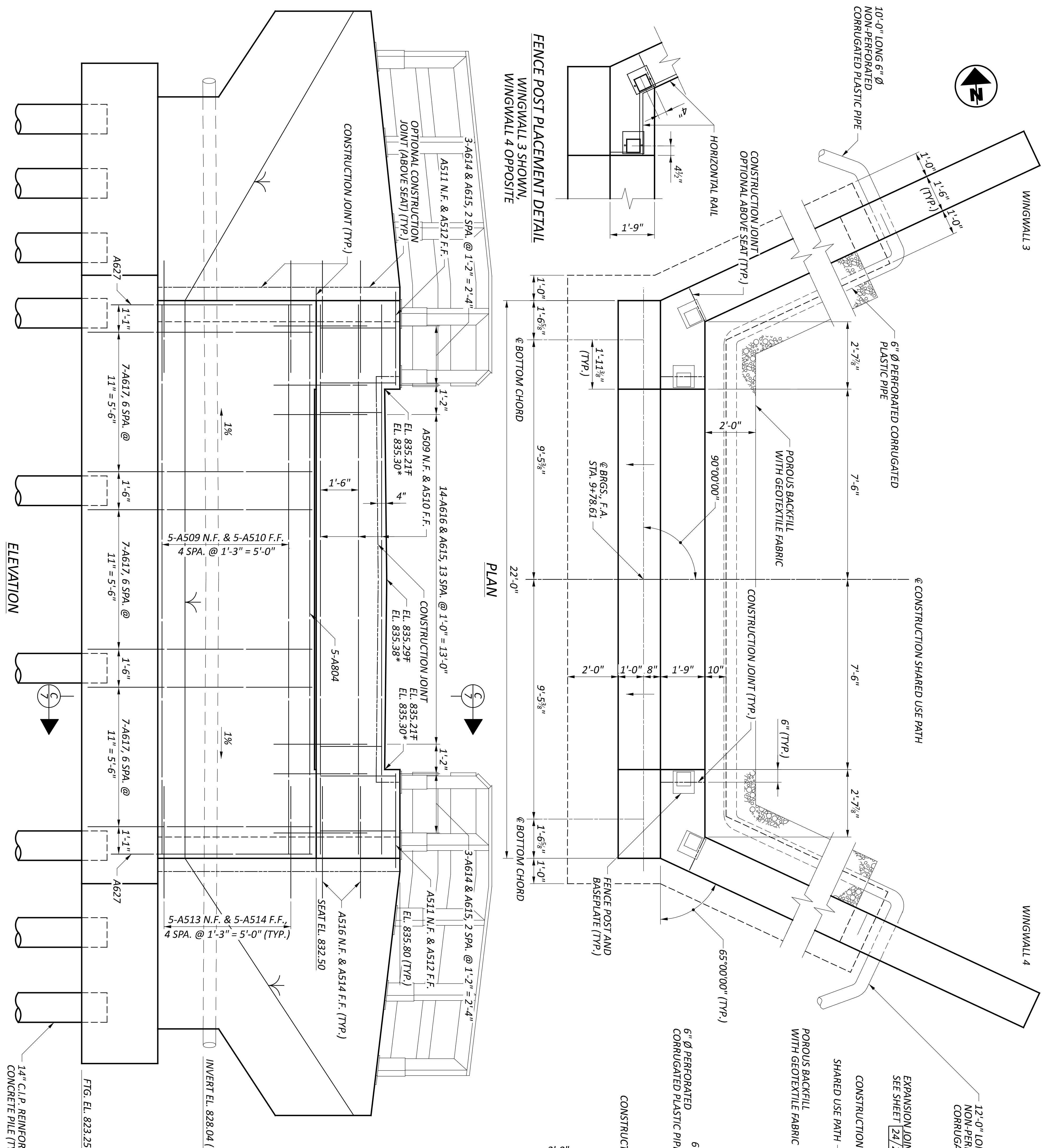
TOP MAT REINFORCEMENT PLAN

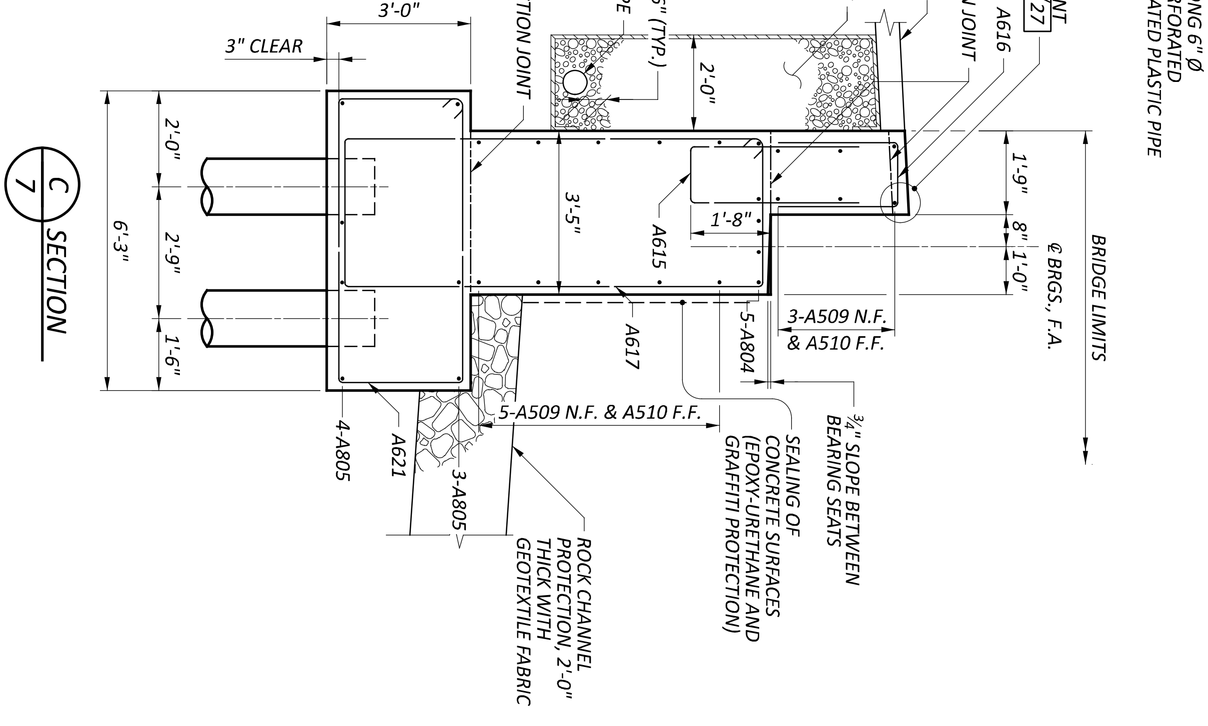


BOTTOM MAT REINFORCEMENT PLAN

SHEET	TOTAL	SUBSET	TOTAL	PROJECT ID	REVIEWER	DESIGNER	CHECKER	DESIGN AGENCY	SFN
P.52	P.107	6	27	115388	GDJ 03/28/25	SMH	AMR	CARPENTER MARTY Transportation	2926107

FORWARD ABUTMENT FOUNDATION REINFORCING PLAN
BRIDGE NO. GRE-BK80020-00.492
PEDESTRIAN BRIDGE OVER US 68 AND OLDTOWN CREEK





LEGEND

₮ - ELEVATION TAKEN AT BRIDGE LIMITS

* - ELEVATION TAKEN AT FACE

E.F. - EACH FACE

F.F. - FAR FACE

N.F. - NEAR FACE

NOTES

1. REFER TO SHEET 3/27 FOR FOOTING DIMENSIONS AND SHEET 6/27 FOR FOOTING REINFORCEMENT DETAILS.
2. REFER TO SHEET 8/27 FOR WINGWALL DETAILS.
3. MINIMUM LAP SPLICE LENGTH:
   #5 BAR = 32 INCHES

SFN	DESIGN AGENCY	DESIGNER	CHECKER	REVIEWER	PROJECT ID	SUBSET	TOTAL	SHEET	TOTAL
2926107	CARPENTER MARTY transportation	SMH	AMR	GDJ 03/28/25	115388	7	27	P.53	P.107

FORWARD ABUTMENT DETAILS
BRIDGE NO. GRE-BK80020-00.492
PEDESTRIAN BRIDGE OVER US 68 AND OLDTOWN CREEK

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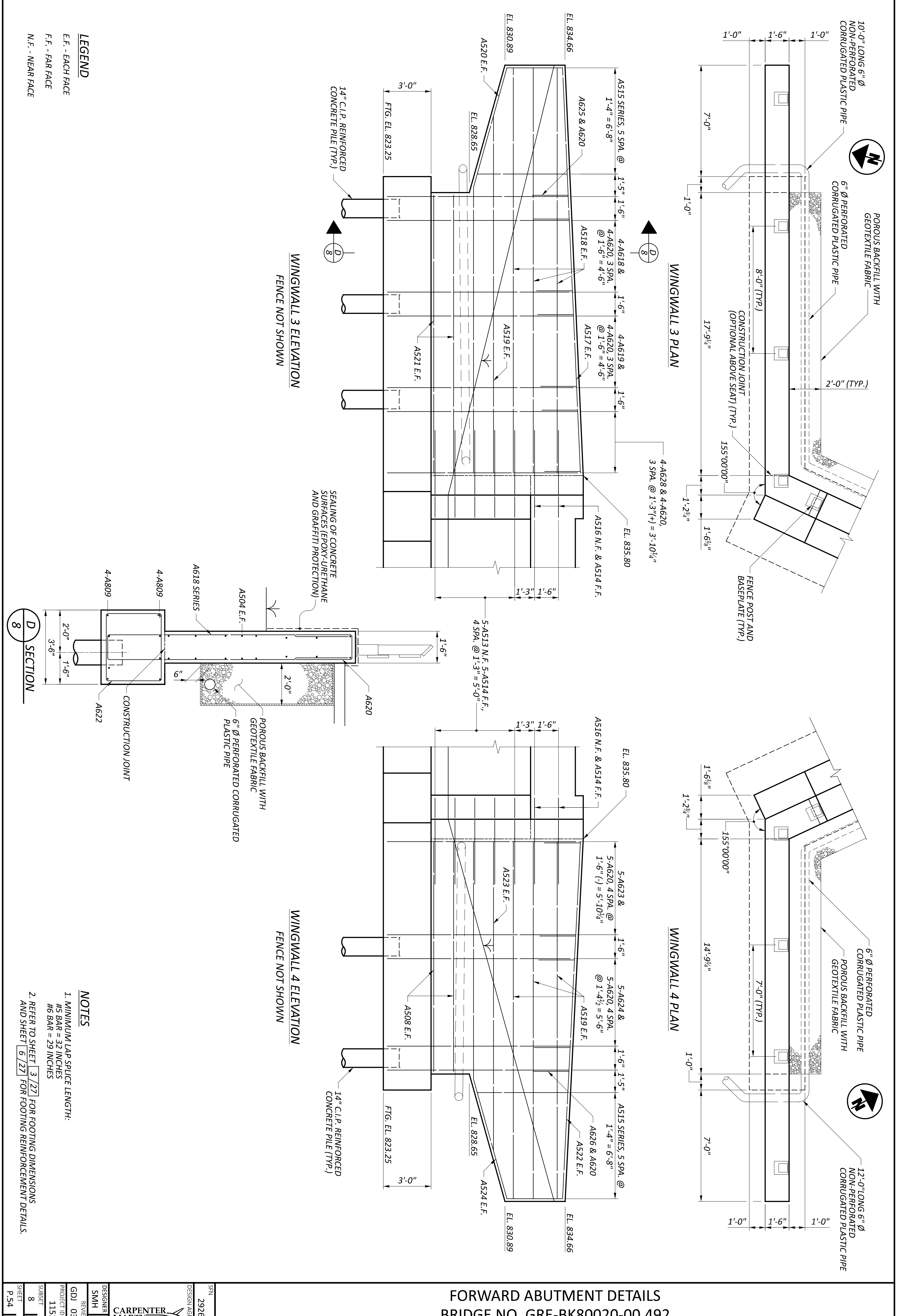


WINGWALL 3 PLAN

WINGWALL 3 ELEVATION
FENCE NOT SHOWN

SECTION D/8

WINGWALL 4 PLAN

WINGWALL 4 ELEVATION
FENCE NOT SHOWN

LEGEND

E.F. - EACH FACE
F.F. - FAR FACE
N.F. - NEAR FACE

NOTES

1. MINIMUM LAP SPLICE LENGTH:
   #5 BAR = 32 INCHES
   #6 BAR = 29 INCHES
2. REFER TO SHEET 3/27 FOR FOOTING DIMENSIONS AND SHEET 6/27 FOR FOOTING REINFORCEMENT DETAILS.

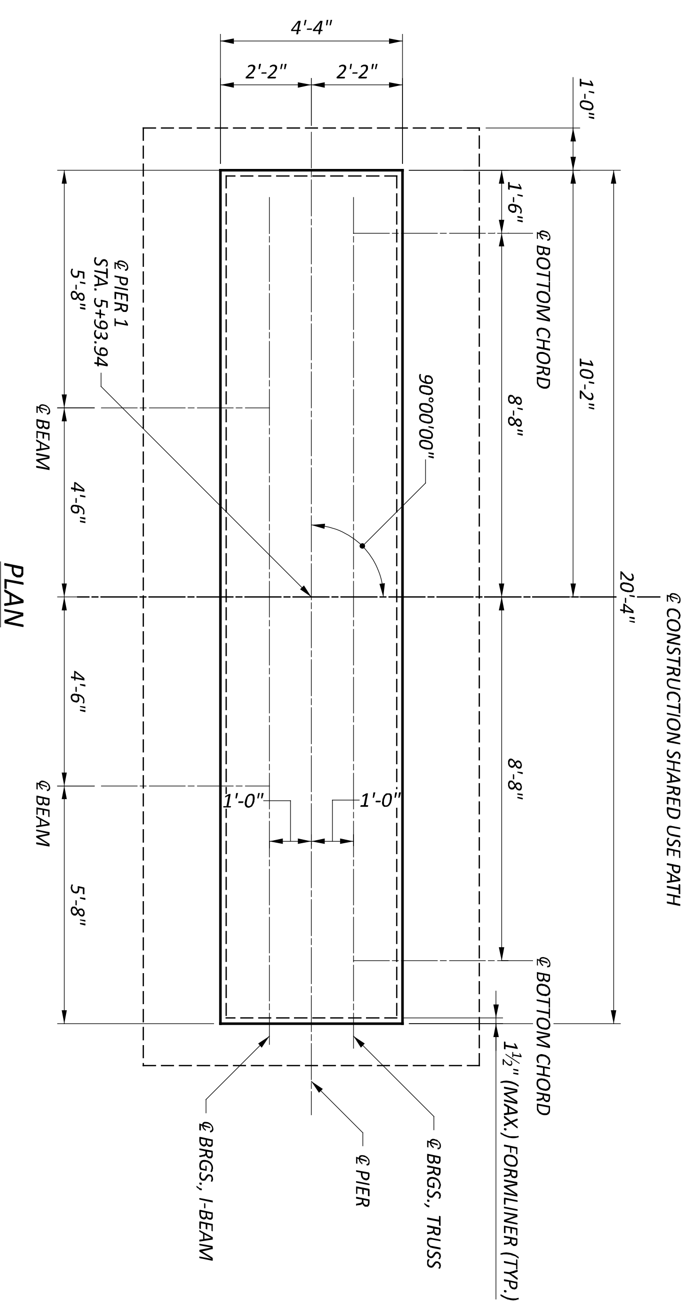
SFN	DESIGN AGENCY	DESIGNER	CHECKER	REVIEWER	PROJECT ID	SUBSET	TOTAL	SHEET	TOTAL
2926107	CARPENTER MARTY transportation	SMH	AMR	GDJ 03/28/25	115388	8	27	P.54	P.107

FORWARD ABUTMENT DETAILS
BRIDGE NO. GRE-BK80020-00.492
PEDESTRIAN BRIDGE OVER US 68 AND OLDTOWN CREEK

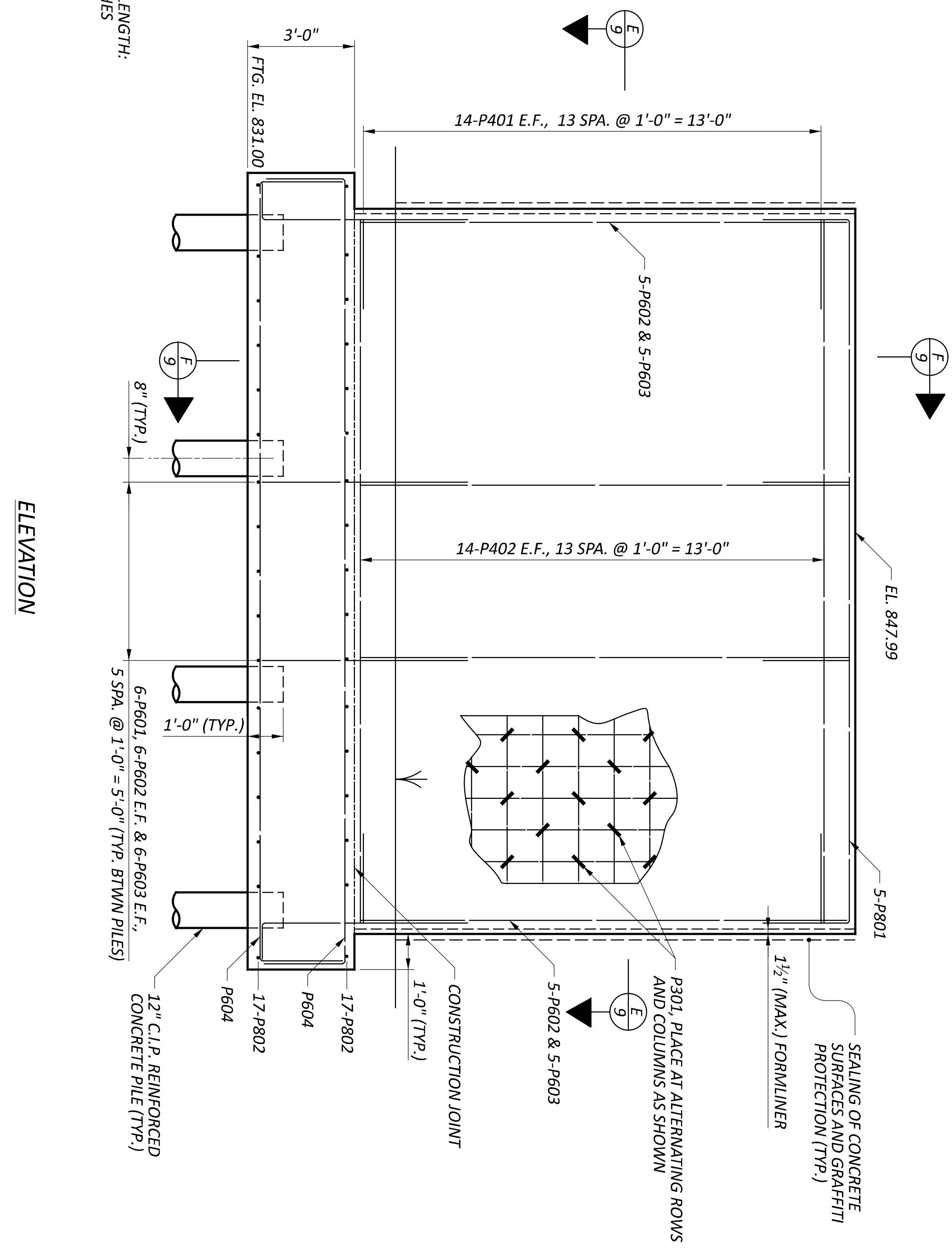
MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 3/31/2025 TIME: 4:29:45 PM USER: wshannon
P:\DBP\EAG\0003_GRE-68-12.65\115388\400-Engineering\Structures\SFN_2926107\sheets\115388_SFN_2926107_SI001.dgn

NOTE
MINIMUM LAP SPLICE LENGTH:
#6 BAR = 36 INCHES

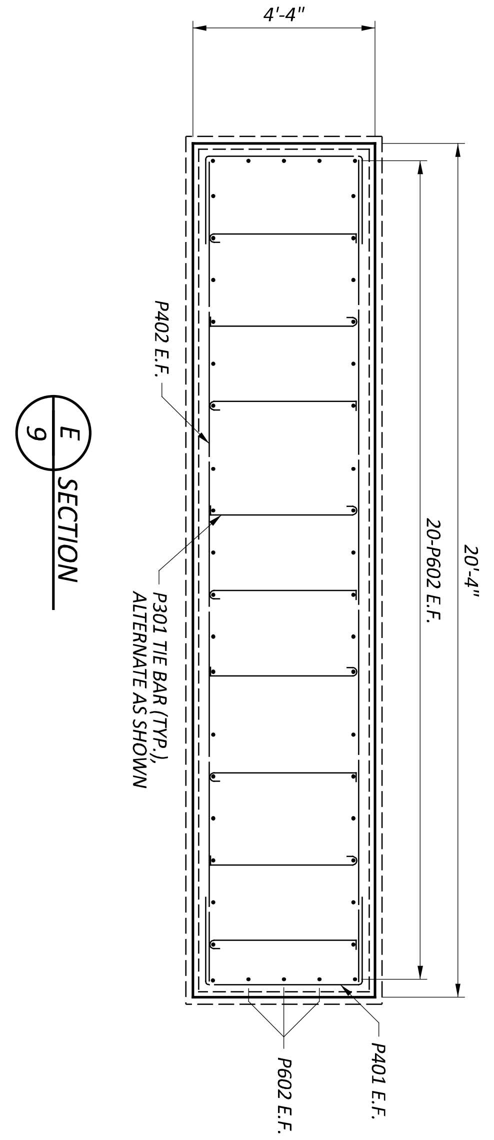
LEGEND
E.F. - EACH FACE



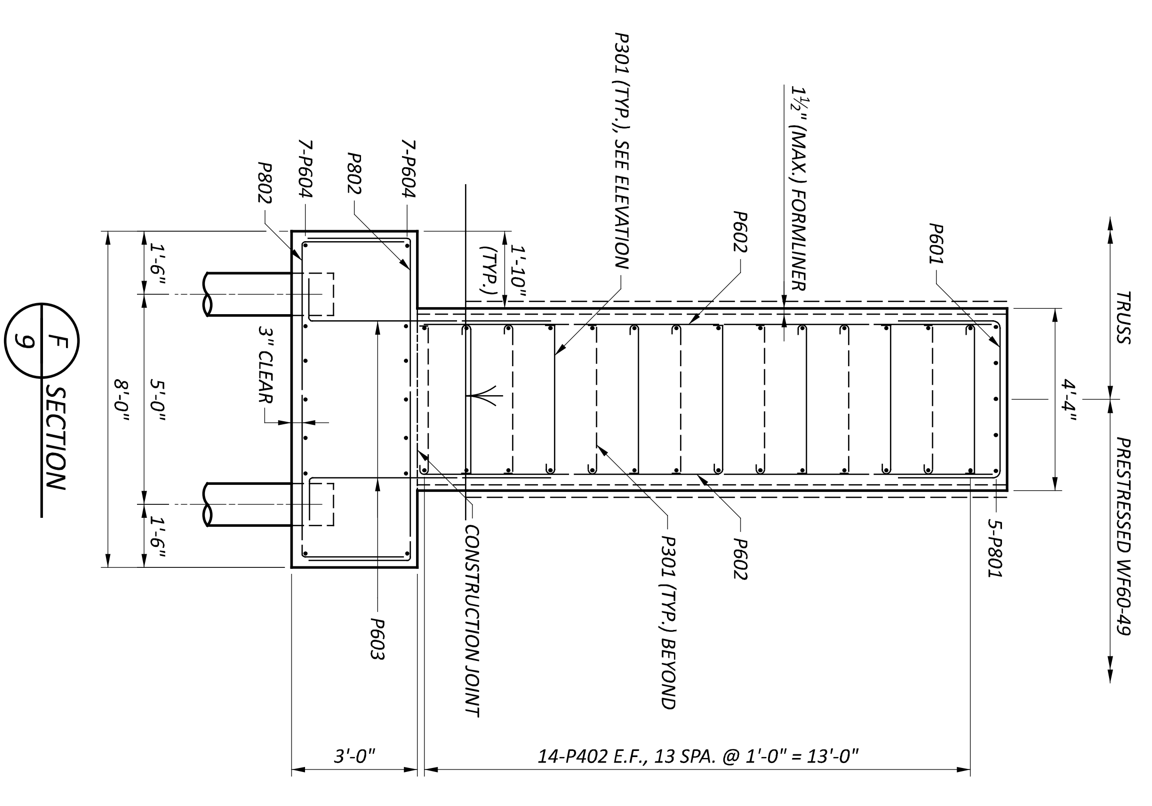
PLAN



ELEVATION



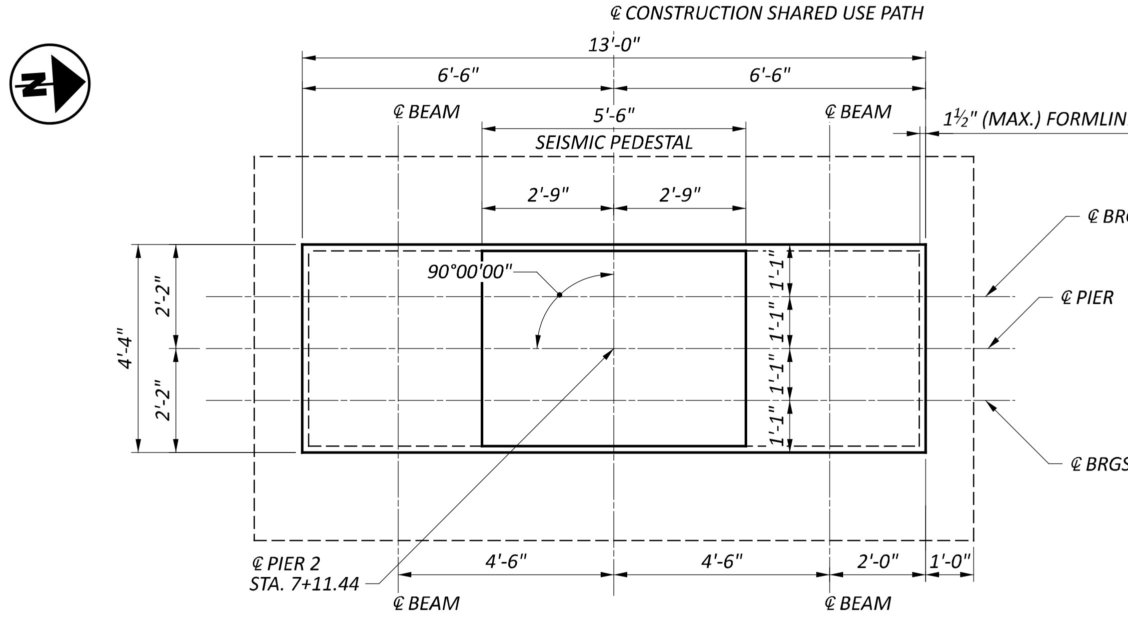
E/9 SECTION



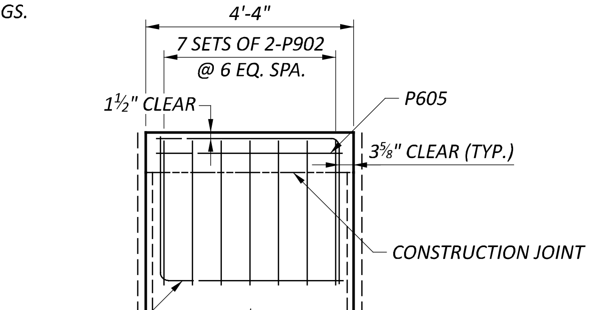
F/9 SECTION

PIER 1 DETAILS
BRIDGE NO. GRE-BK80020-00.492
PEDESTRIAN BRIDGE OVER US 68 AND OLDTOWN CREEK

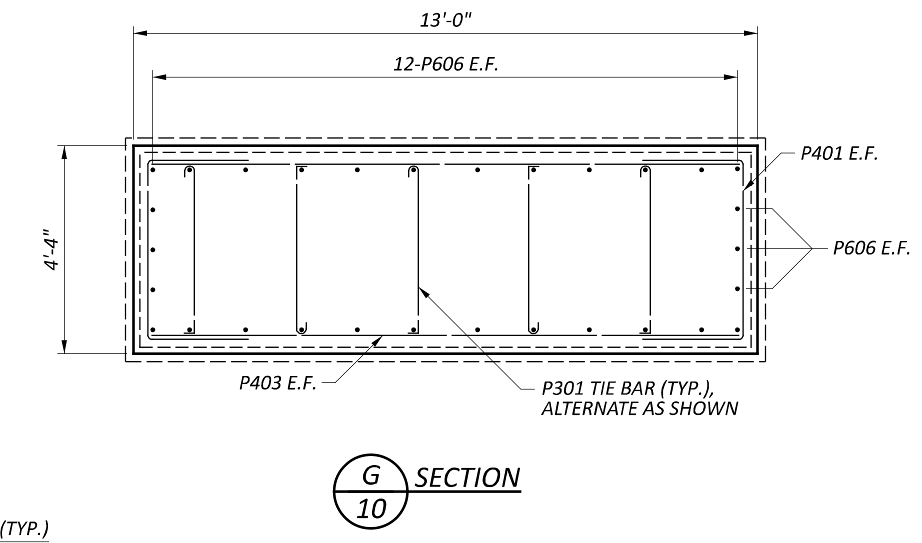
SFN	2926107
DESIGN AGENCY	CARPENTER MARTY Transportation
DESIGNER	JZ
CHECKER	AMR
REVIEWER	GDJ 02/10/25
PROJECT ID	115388
SUBSET	9
TOTAL	27
SHEET	P.55
TOTAL	P.107



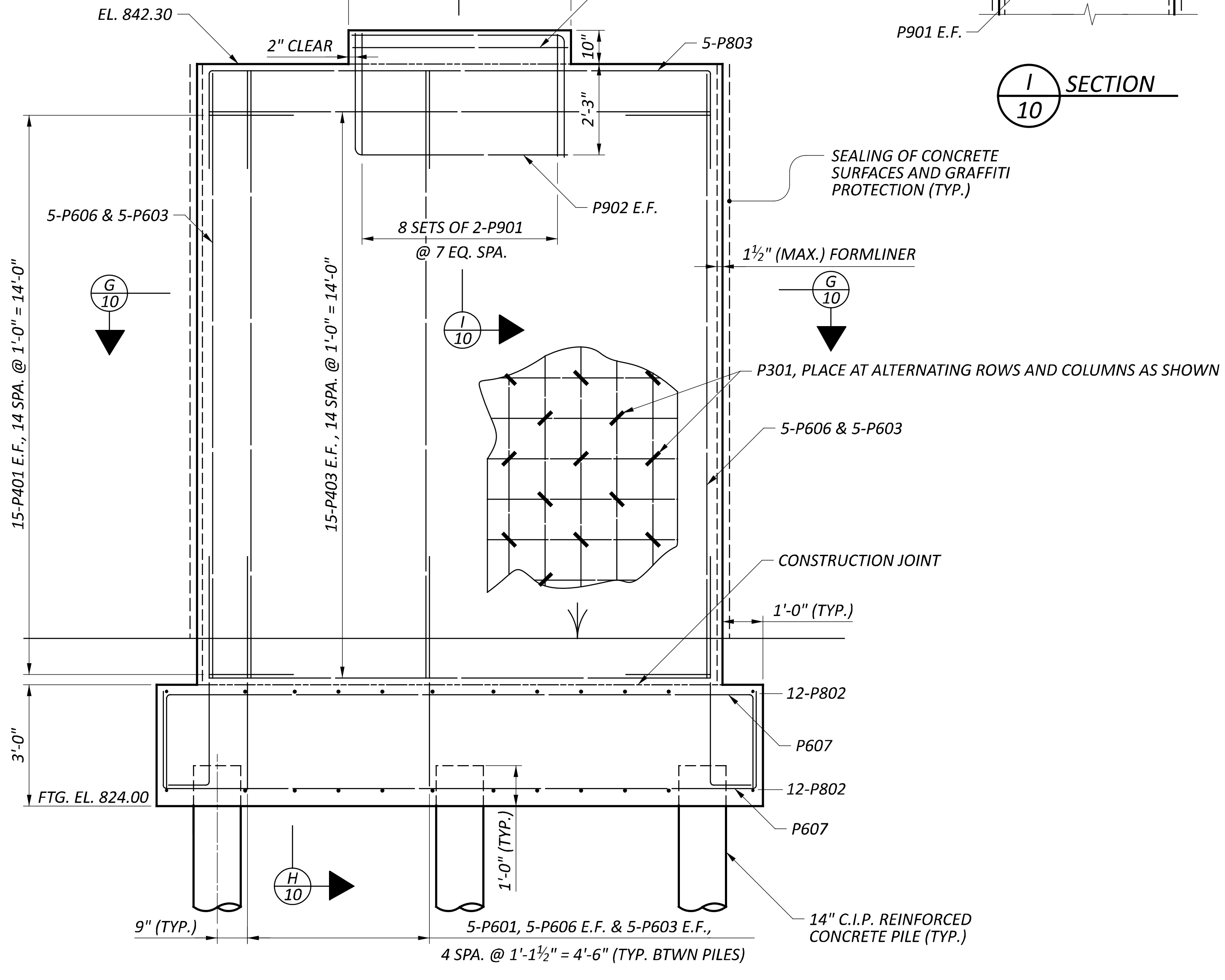
PLAN



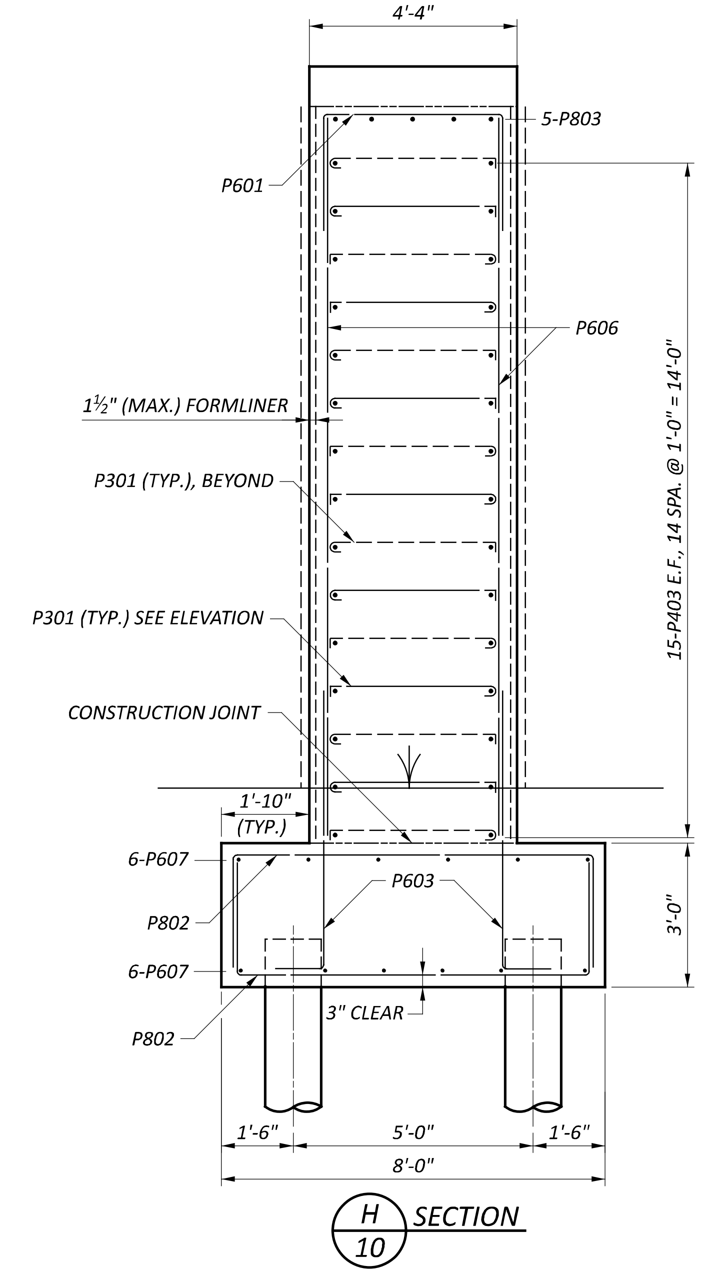
I/10 SECTION



G/10 SECTION



ELEVATION



H/10 SECTION

NOTE

MINIMUM LAP SPLICE LENGTH:
#6 BAR = 36 INCHES

LEGEND

E.F. - EACH FACE

PIER 2 DETAILS
BRIDGE NO. GRE-BK80020-00.492
PEDESTRIAN BRIDGE OVER US 68 AND OLDTOWN CREEK

SFN
2926107

DESIGN AGENCY
CARPENTER MARTY Transportation

DESIGNER	CHECKER
SMH	AMR

REVIEWER
GDJ 03/28/25

PROJECT ID
115388

SUBSET	TOTAL
10	27

SHEET	TOTAL
P.56	P.107

MODEL: Sheet_SurvFt PAPERSIZE: 34x22 (in.) DATE: 3/31/2025 TIME: 4:29:47 PM USER: wshannon
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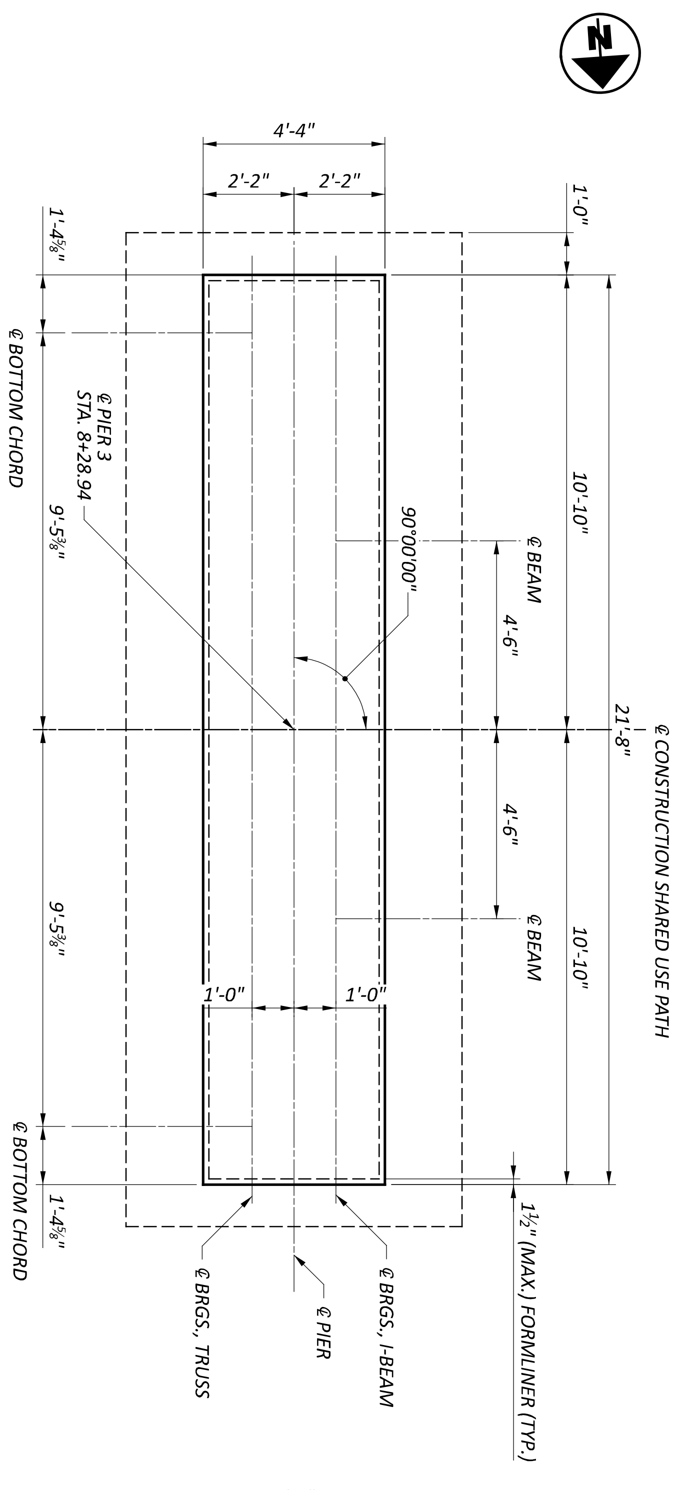
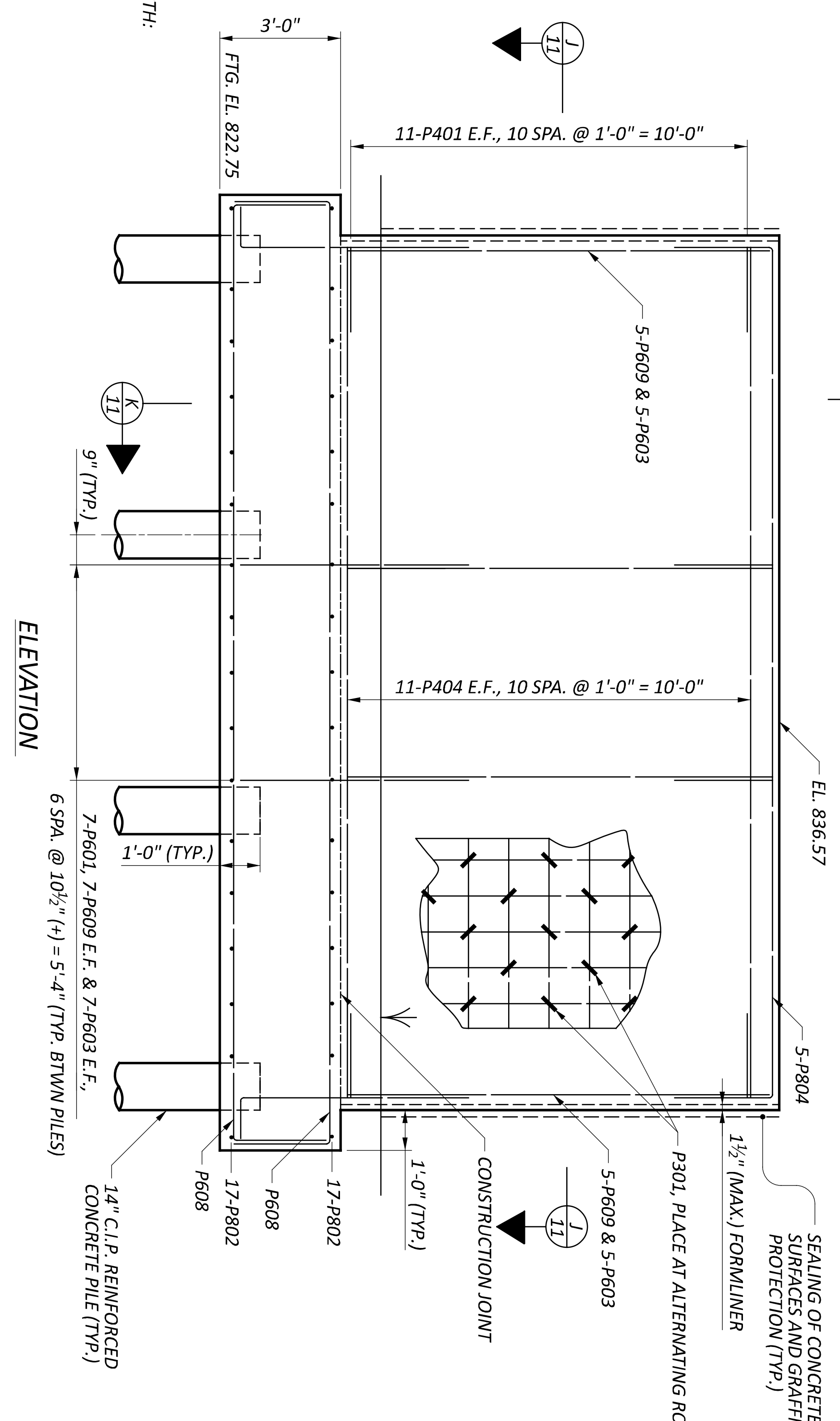
NOTE
MINIMUM LAP SPLICE LENGTH:
#6 BAR = 36 INCHES

LEGEND
E.F. - EACH FACE



PLAN



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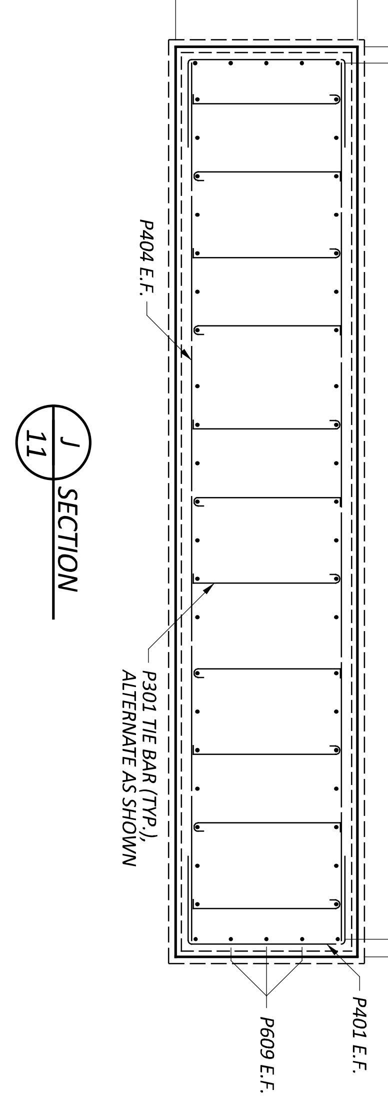
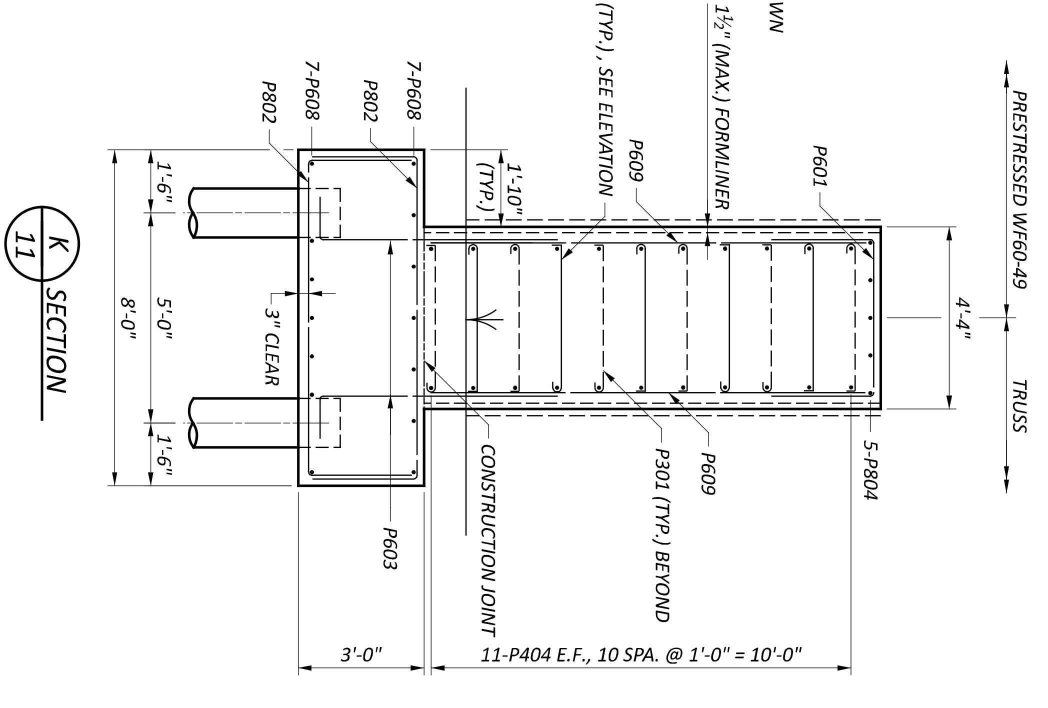


J/11 SECTION



K/11 SECTION

PIER 3 DETAILS
BRIDGE NO. GRE-BK80020-00.492
PEDESTRIAN BRIDGE OVER US 68 AND OLDTOWN CREEK

SFN	DESIGN AGENCY	DESIGNER	CHECKER	REVIEWER	PROJECT ID	SUBSET	TOTAL	SHEET	TOTAL
2926107	CARPENTER MARTY Transportation	JZ	AMR	GDJ 03/28/25	115388	11	27	P.57	P.107

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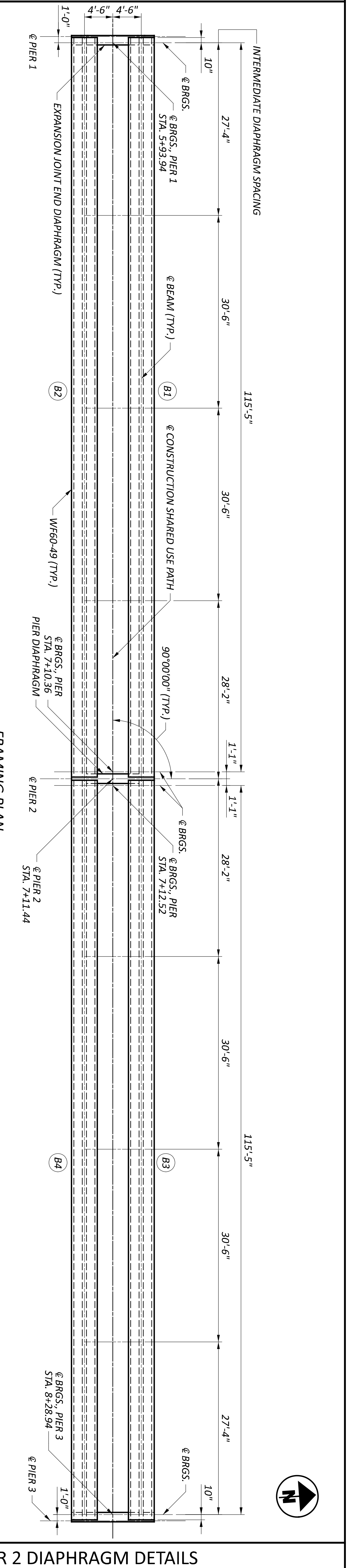
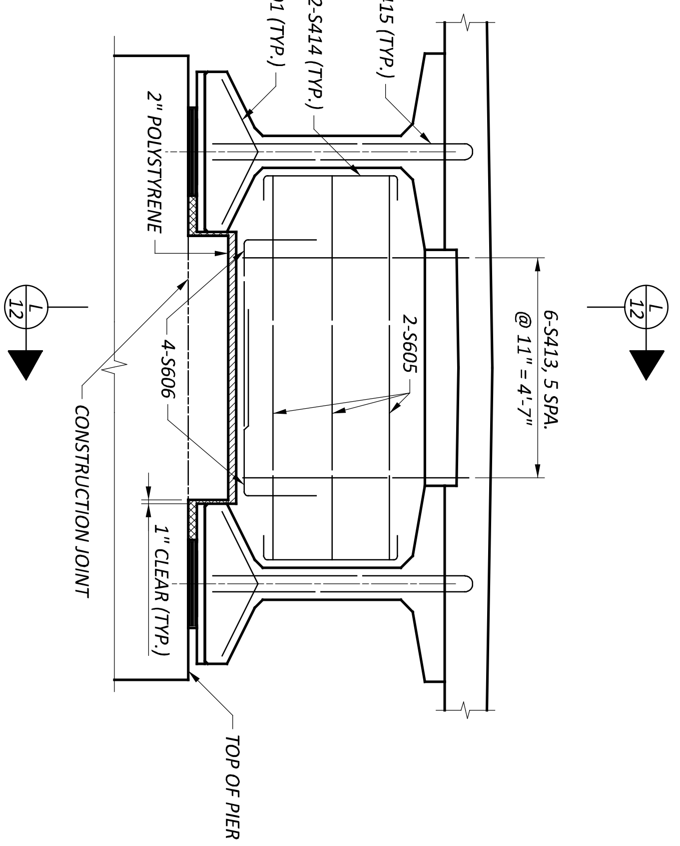


FRAMING PLAN



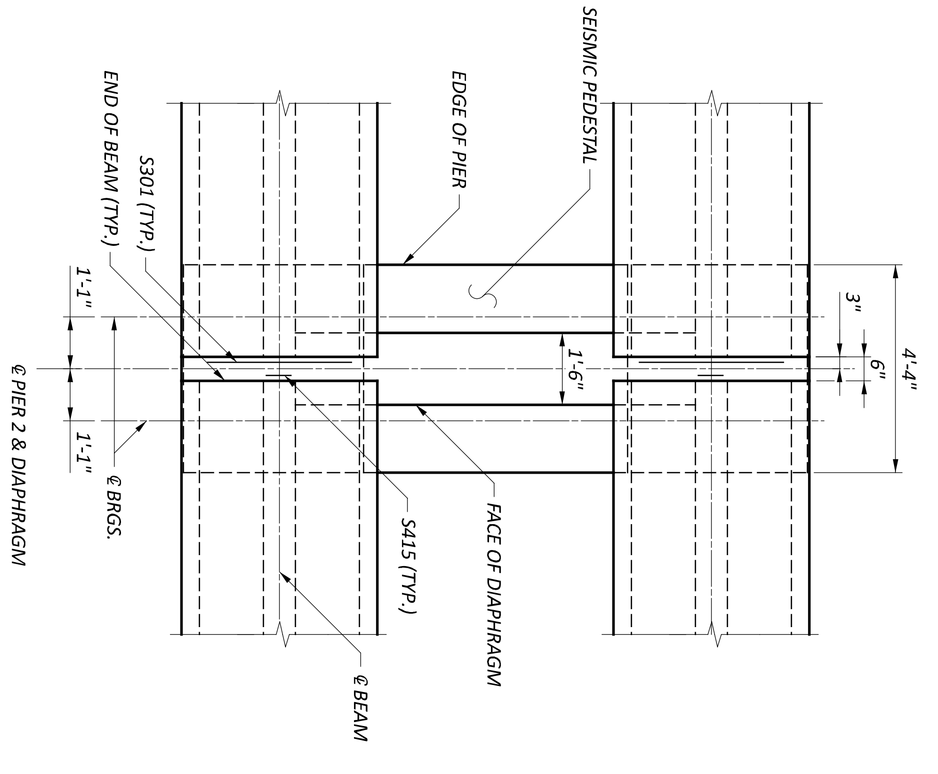
PIER 2 DIAPHRAGM ELEVATION

LEGEND

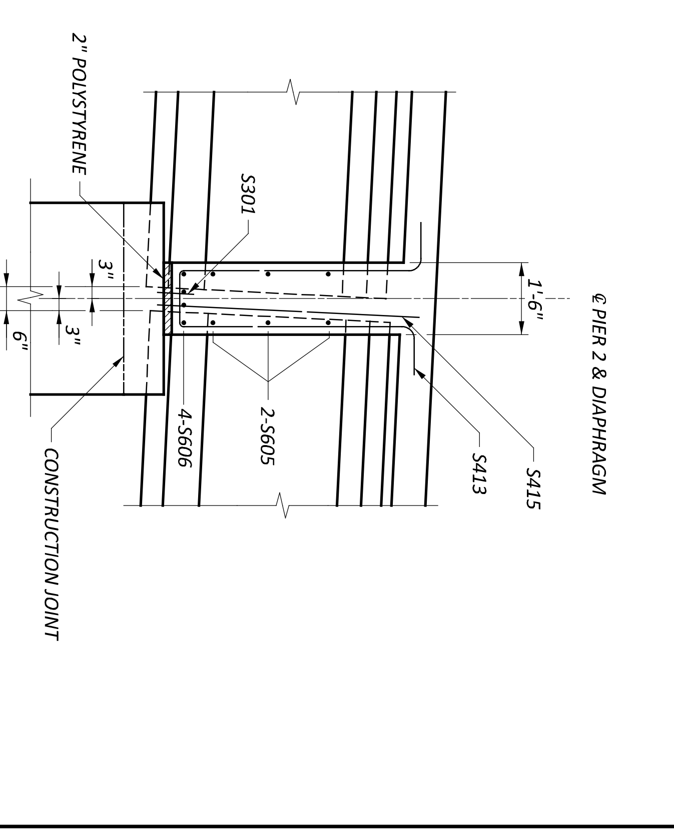
B# - BEAM NUMBER

NOTES

1. REFER TO STD. DWG. PSID-1-13 FOR ADDITIONAL NOTES AND DETAILS.
2. REFER TO SHEET 13/27 FOR BEAM SECTION AND STRAND LAYOUT.



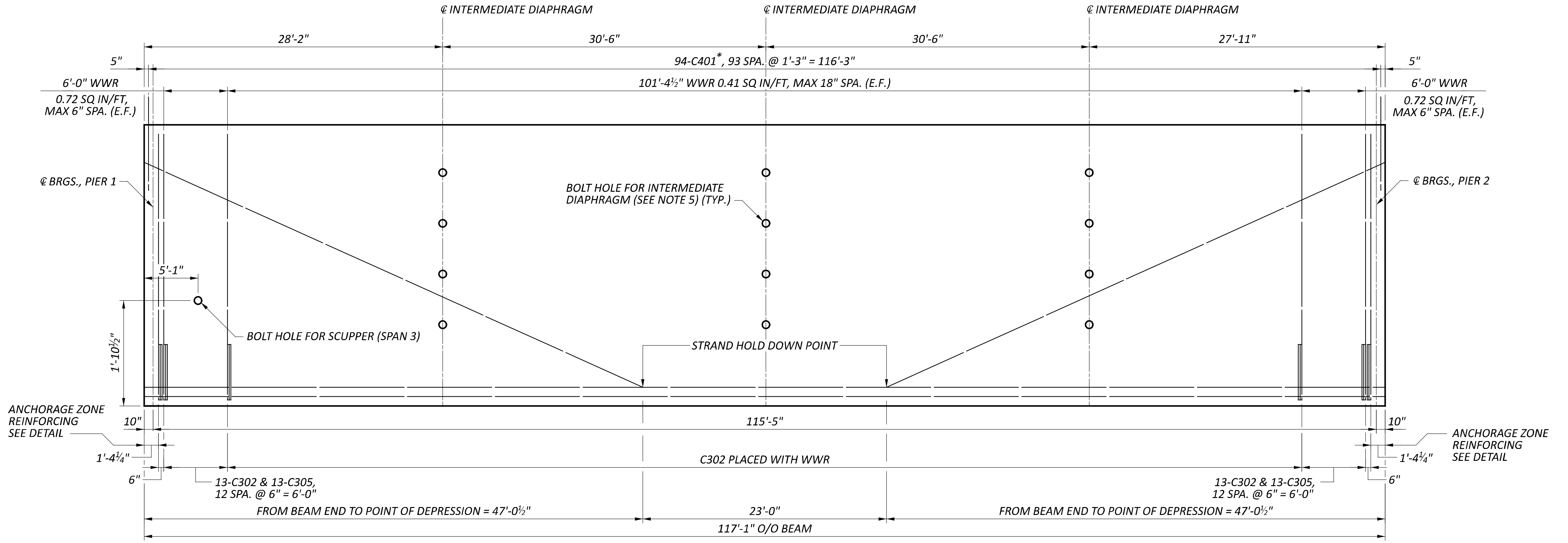
PIER 2 PLAN



L/12 SECTION

FRAMING PLAN (SPANS 2 & 3) AND PIER 2 DIAPHRAGM DETAILS
BRIDGE NO. GRE-BK80020-00.492
PEDESTRIAN BRIDGE OVER US 68 AND OLDTOWN CREEK

SFN 2926107
DESIGN AGENCY CARPENTER MARTY Transportation
DESIGNER JZ CHECKER AMR
REVIEWER GDJ 03/28/25
PROJECT ID 115388
SUBSET 12 TOTAL 27
SHEET P.58 TOTAL P.107

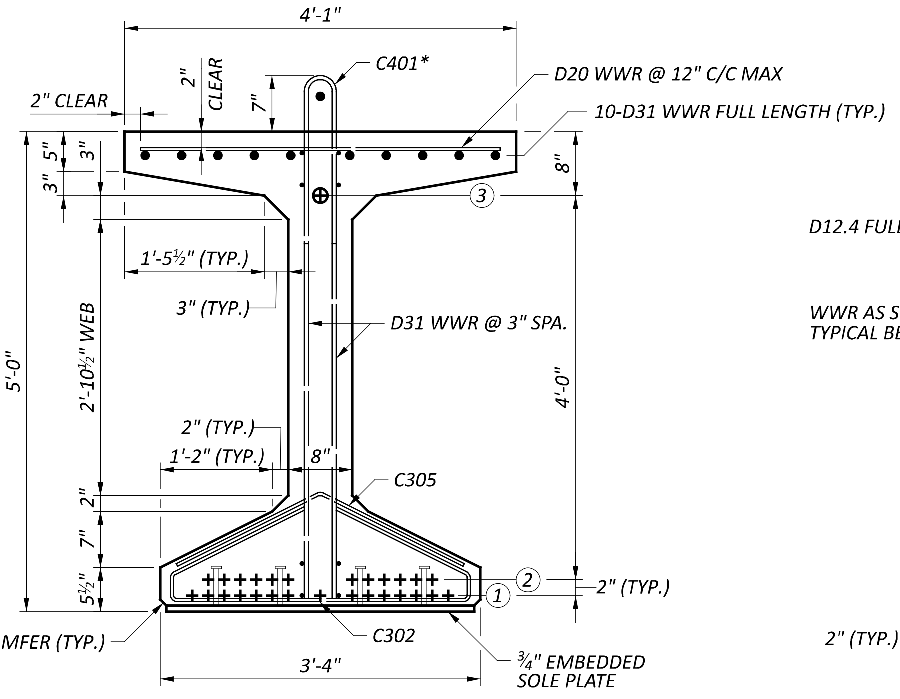


TYPICAL BEAM ELEVATION

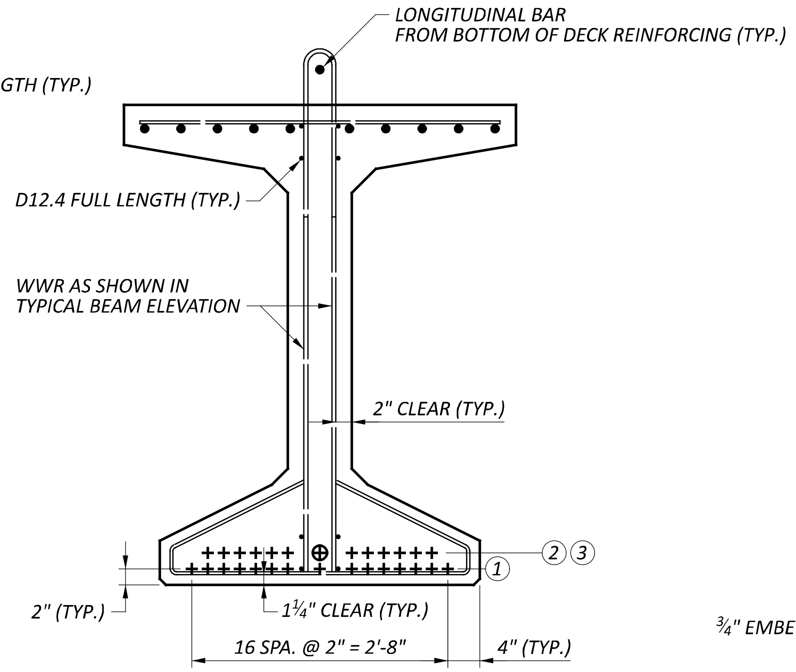
VERTICAL SCALE EXAGGERATED
SPAN 2 SHOWN, SPAN 3 OPPOSITE HAND

<table>
<tr><th colspan="5">NUMBER OF STRANDS PER ROW</th><th colspan="2">CONCRETE STRENGTHS (KSI)</th><th rowspan="2">C305 REQ'D</th><th rowspan="2">C401* REQ'D</th></tr>
<tr><th>SECTION</th><th>①</th><th>②</th><th>③</th><th>TOTAL</th><th>f'ci</th><th>f'cf</th></tr>
<tr><td>END</td><td>15</td><td>12</td><td>1</td><td>28</td><td rowspan="2">5.0</td><td rowspan="2">7.0</td><td rowspan="2">38</td><td rowspan="2">94</td></tr>
<tr><td>MID</td><td>15</td><td>12</td><td>1</td><td>28</td></tr>
</table>

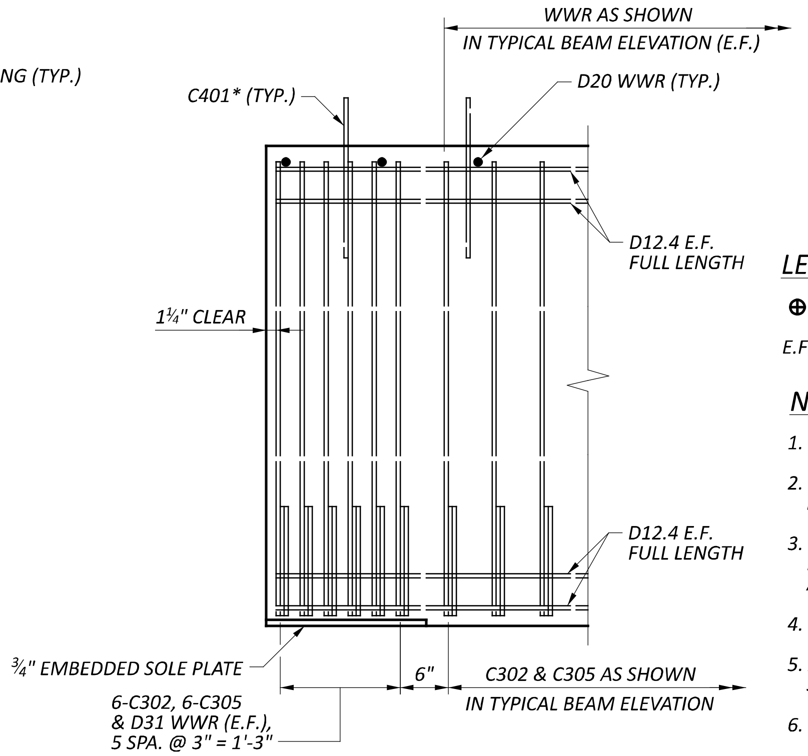
* - TO BE GALVANIZED



END BEAM SECTION



MIDSPAN BEAM SECTION



ANCHORAGE ZONE REINFORCING

STRANDS NOT SHOWN FOR CLARITY

LEGEND

⊕ - DRAPED STRAND

E.F. - EACH FACE

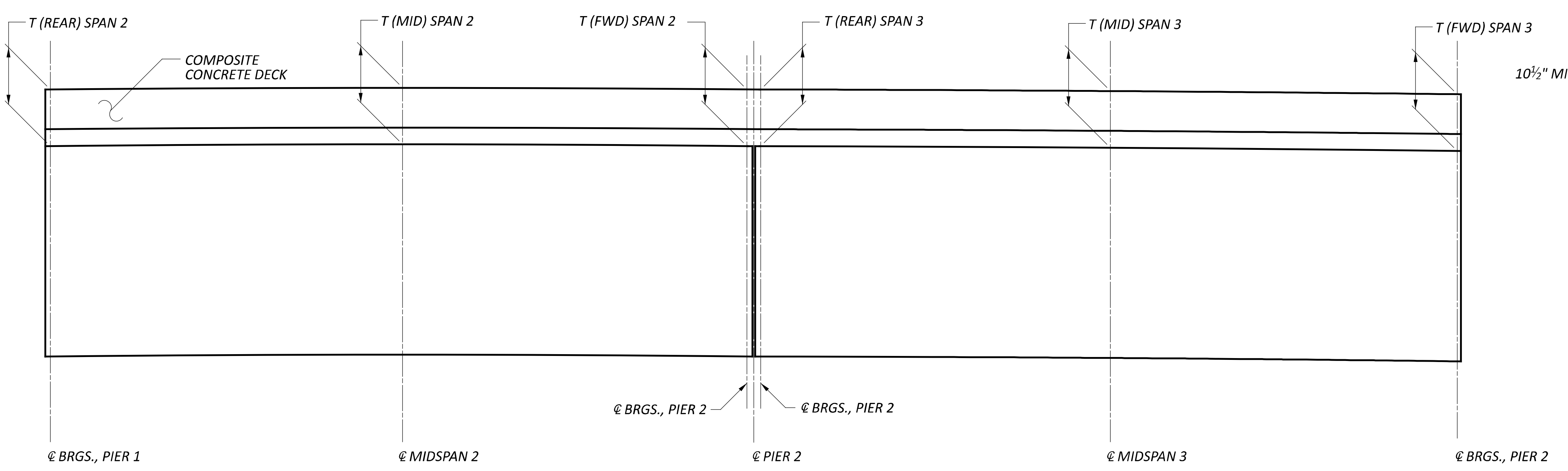
NOTES

1. WWR DENOTES WELDED WIRE REINFORCEMENT.
2. REFER TO STD. DWG. PSID-1-13 FOR ADDITIONAL NOTES AND DETAILS.
3. STRANDS ARE TO BE LOW-RELAXATION, 0.6 INCH DIAMETER (A = 0.217 SQ. IN.) SEVEN WIRE UNCOATED, ASTM A416, GRADE 270.
4. VERTICAL UPLIFT FORCE AT HOLD DOWN POINT = 4.16 K
5. APPROXIMATE LOCATIONS OF BOLT HOLES SHOWN FOR STEEL INTERMEDIATE DIAPHRAGMS.
6. SHIPPING STRANDS SHALL BE CUT FOLLOWING DELIVERY.

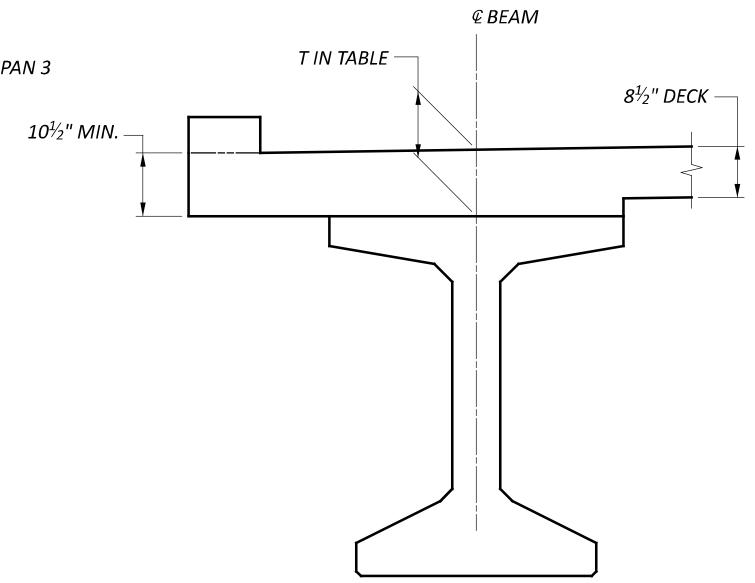
PRESTRESSED CONCRETE I-BEAM DETAILS
BRIDGE NO. GRE-BK80020-00.492
PEDESTRIAN BRIDGE OVER US 68 AND OLDTOWN CREEK

SFN
2926107
DESIGN AGENCY
CARPENTER MARTY Transportation

DESIGNER	CHECKER
JZ	AMR
REVIEWER	
GDJ 03/28/25	
PROJECT ID	
115388	
SUBSET	TOTAL
13	27
SHEET	TOTAL
P.59	P.107



TOPPING DIAGRAM



TOPPING THICKNESS DETAIL

TOPPING THICKNESSES (T) AT ℄ OF BEAM							
LOCATION	SPAN 2			LOCATION	SPAN 3		
	T (REAR)	T (MID)	T(FWD)		T (REAR)	T (MID)	T (FWD)
BEAM 1	10 ¾"	12 ¼"	12 ⅜"	BEAM 3	11 ⅛"	10 ¾	11 ⅛"
BEAM 2	10 ¾"	12 ¼"	12 ⅜"	BEAM 4	11 ⅛"	10 ¾	11 ⅛"

NOTE

DECK SLAB THICKNESS FOR CONCRETE QUANTITY: THE ESTIMATED QUANTITY OF DECK CONCRETE IS MEASURED ACCORDING TO C&MS 511. IN ADDITION TO THE DESIGN SLAB THICKNESS, THE QUANTITY INCLUDES A VARIABLE HAUNCH THICKNESS THAT PROVIDES AN ALLOWANCE FOR: VERTICAL GRADE ADJUSTMENT, BEAM CAMBER AND ADDITIONAL SACRIFICIAL HAUNCH THICKNESS.

CAMBER: SPAN 2 & SPAN 3

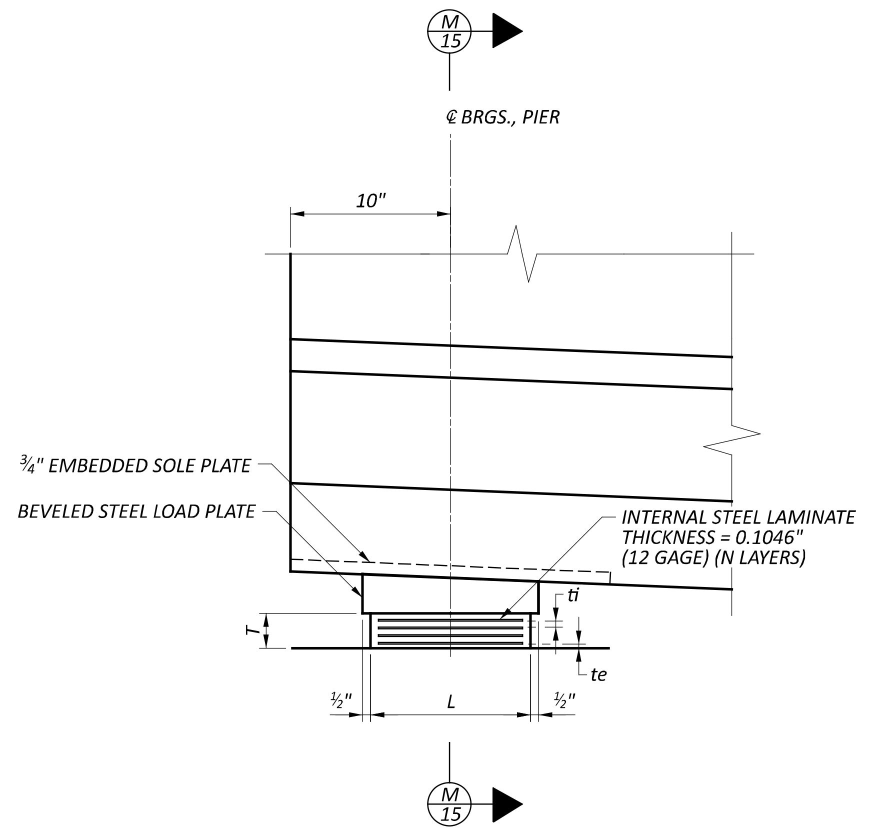
ESTIMATED CAMBER AT DAY 0 (D0) IS 1¼ INCHES.
ESTIMATED CAMBER AT DAY 30 (D30) IS 2 INCHES.

DEFLECTION DUE TO REMAINING DEAD LOAD (E.G. CONCRETE DECK, CROSS FRAMES, DIAPHRAGMS, BRIDGE RAILING, ETC) IS 1¾ INCHES.

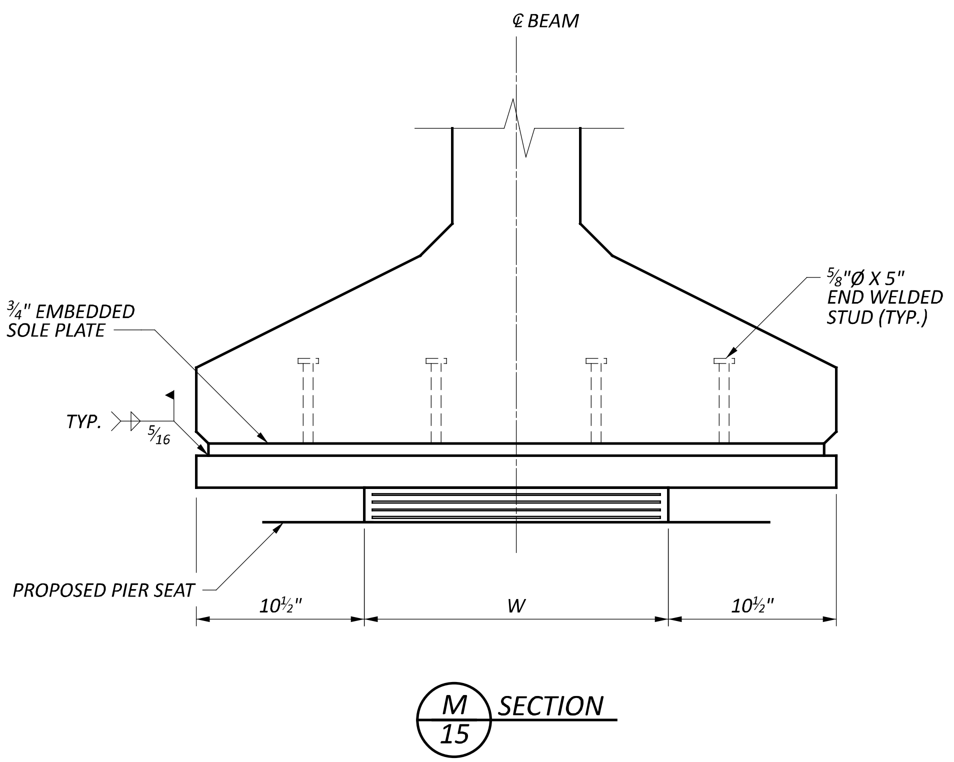
THE BEAM SEAT ELEVATIONS ASSUME ESTIMATED CAMBER D30 WITH A SACRIFICIAL HAUNCH THICKNESS AS SHOWN.

BEAM TOPPING DETAILS
BRIDGE NO. GRE-BK80020-00.492
PEDESTRIAN BRIDGE OVER US 68 AND OLDTOWN CREEK

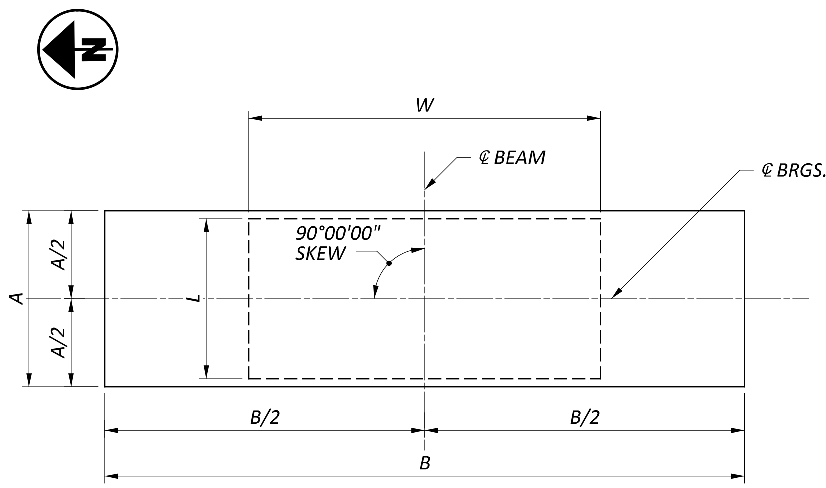
SFN 2926107
DESIGN AGENCY
CARPENTER MARTY Transportation
DESIGNER JZ | CHECKER AMR
REVIEWER GDJ 03/28/25
PROJECT ID 115388
SUBSET 14 | TOTAL 27
SHEET P.60 | TOTAL P.107



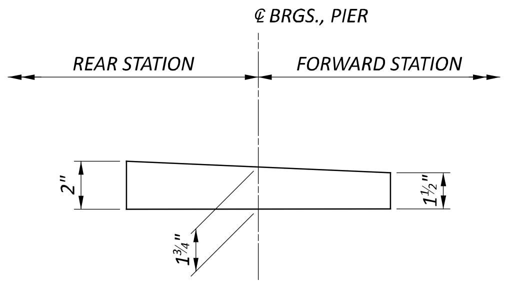
LAMINATED ELASTOMERIC EXPANSION BEARING



M 15 SECTION



ELASTOMERIC BEARING AND STEEL LOAD PLATE PLAN



BEVELED STEEL LOAD PLATE DETAIL

ELASTOMERIC BEARING

LOCATION	BEARING DIMENSIONS						STEEL LOAD PLATE		SERVICE REACTIONS		MAXIMUM TOTAL LOAD
	L	W	ti	te	T	N	A	B	DL	LL	
ALL PIERS	10"	19"	0.375"	0.25"	2.168"	4	11"	40"	146 K	39 K	185 K

LEGEND

ti = THICKNESS OF INTERNAL LAYERS
te = THICKNESS OF EXTERNAL LAYER
T = TOTAL THICKNESS OF ELASTOMERIC BEARINGS
N = NUMBER OF STEEL LAMINATES & INTERNAL LAYERS

NOTES

1. REFER TO STD. DWG. PSID-1-13 FOR ADDITIONAL NOTES AND DETAILS.

2. ELASTOMERIC BEARINGS: THE ELASTOMER SHALL HAVE A HARDNESS OF 50 DUROMETER. THE BEARINGS WERE DESIGNED IN ACCORDANCE WITH SECTION 14.7.6 (METHOD A) OF THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS. THE LONG TERM COMPRESSION PROOF LOAD TEST (AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES, DIVISION II, SECTION 18.7.2.6) IS NOT REQUIRED.

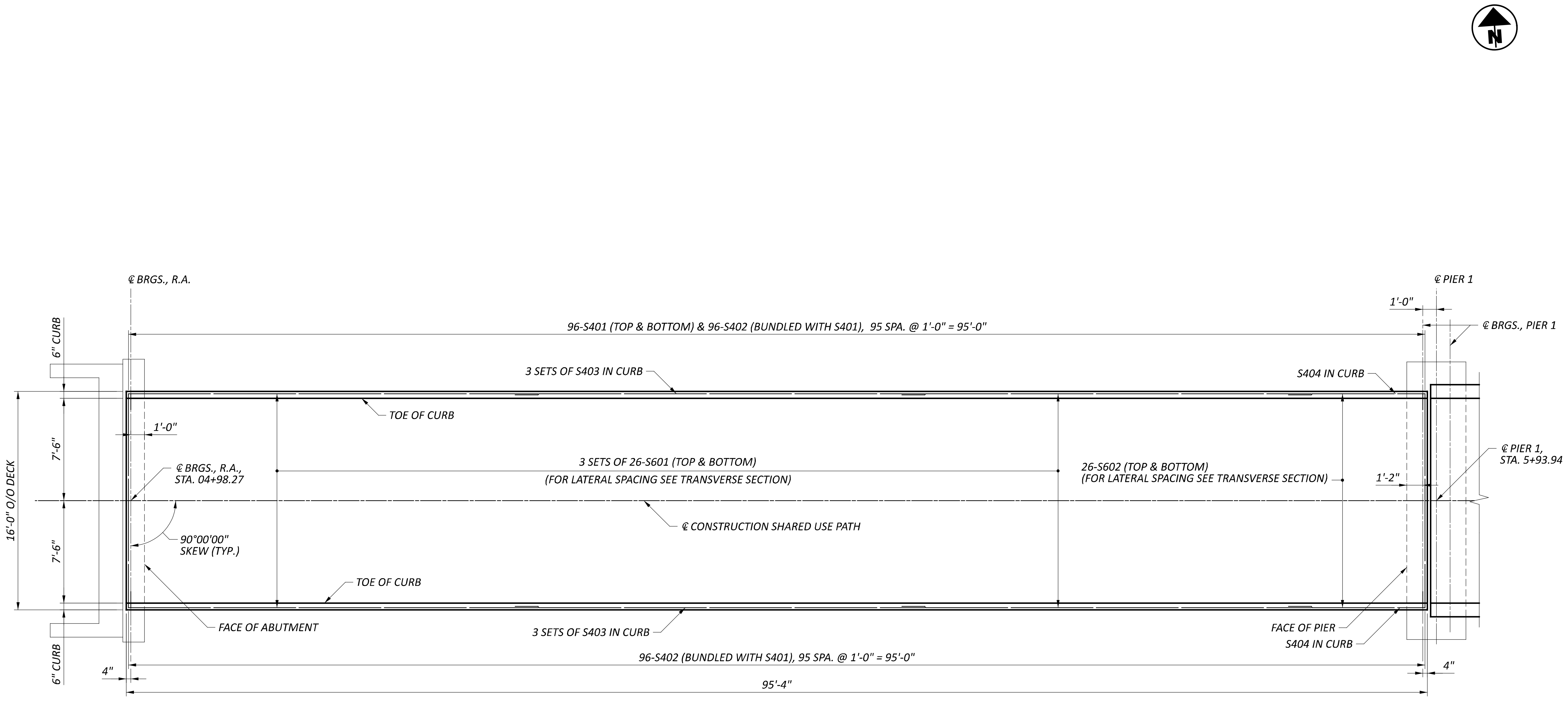
3. STEEL LOAD PLATES SHALL BE BONDED BY VULCANIZATION TO THE ELASTOMER DURING THE MOLDING PROCESS. THE STEEL PLATES SHALL BE ASTM A709 GRADE 50.

4. PER C&MS 516.03, GALVANIZE STEEL COMPONENTS OF BEARING ASSEMBLIES.

PIER BEARING DETAILS - PRESTRESSED BEAMS
BRIDGE NO. GRE-BK80020-00.492
PEDESTRIAN BRIDGE OVER US 68 AND OLDTOWN CREEK

SFN 2926107
DESIGN AGENCY CARPENTER MARTY Transportation
DESIGNER JZ
CHECKER AMR
REVIEWER GDJ 03/28/25
PROJECT ID 115388
SUBSET 15 TOTAL 27
SHEET P.61 TOTAL P.107

DECK PLAN - SPAN 1
BRIDGE NO. GRE-BK80020-00.492
PEDESTRIAN BRIDGE OVER US 68 AND OLDTOWN CREEK



DECK PLAN - SPAN 1

NOTES

1. MINIMUM LAP SPLICE LENGTHS:
   #4 BARS = 20 INCHES
   #6 BARS = 29 INCHES
2. REFER TO SHEET 23/27 FOR TRANSVERSE SECTION.

SFN	2926107
DESIGN AGENCY	CARPENTER MARTY Transportation
DESIGNER JZ	CHECKER AMR
REVIEWER	GDJ 03/28/25
PROJECT ID	115388
SUBSET 16	TOTAL 27
SHEET P.62	TOTAL P.107

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GRE-68-12.65

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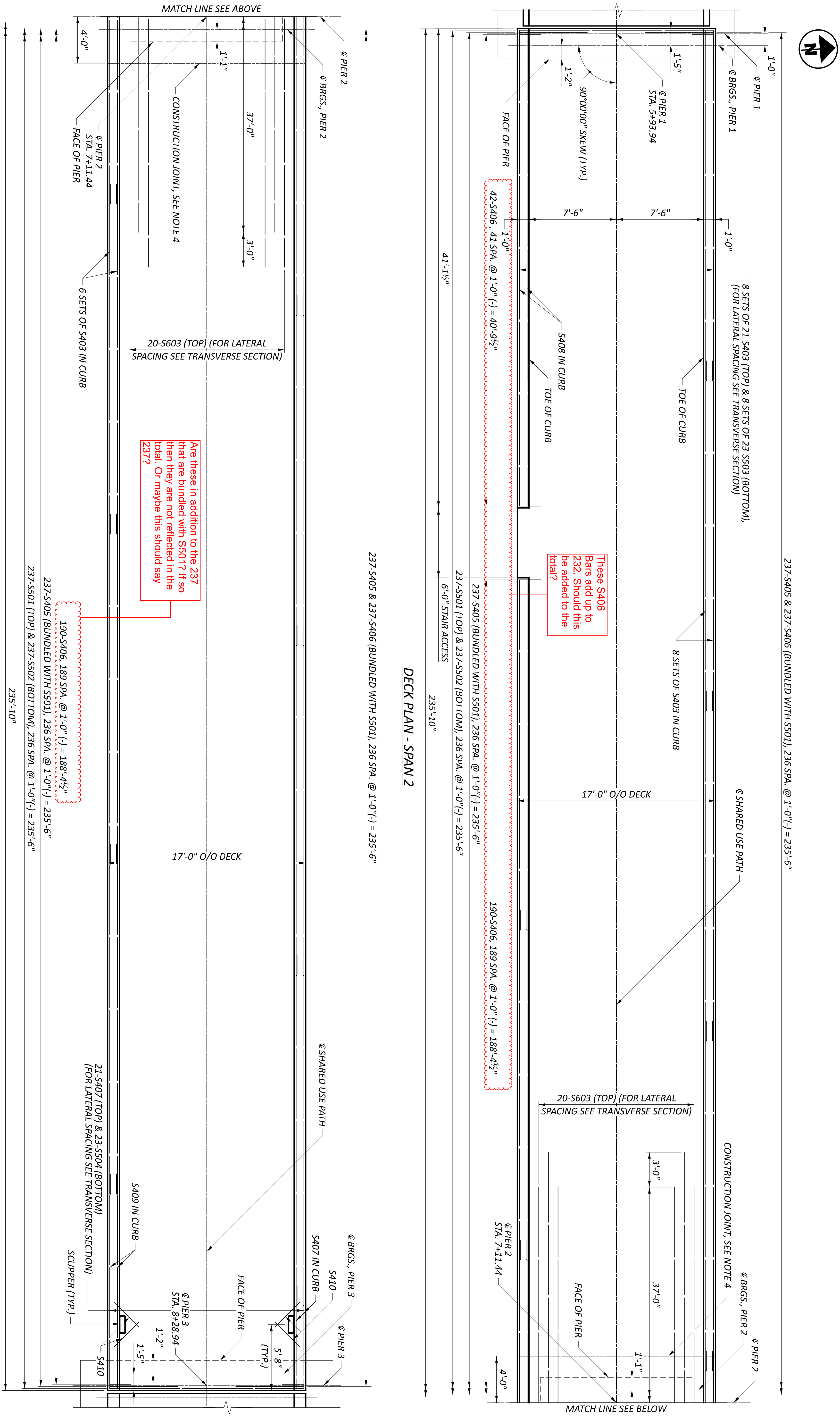

NOTES

1. MINIMUM LAP SPLICE LENGTHS:
   #4 BARS = 20 INCHES
   #5 BARS = 24 INCHES
2. REFER TO SHEET 22/27 FOR TRANSVERSE SECTION
3. REFER TO SHEET 2/27 FOR DECK POUR SEQUENCE
4. SEAL JOINT WITH 2'-0" WIDE HMWM

DECK PLAN - SPANS 2 AND 3
BRIDGE NO. GRE-BK80020-00.492
PEDESTRIAN BRIDGE OVER US 68 AND OLDTOWN CREEK

SFN	DESIGN AGENCY	DESIGNER	CHECKER	REVIEWER	PROJECT ID	SUBSET	TOTAL	SHEET	TOTAL
2926107	CARPENTER MARTY Transportation	SMH	AMR	GDJ 03/28/25	115388	17	27	P.63	P.107

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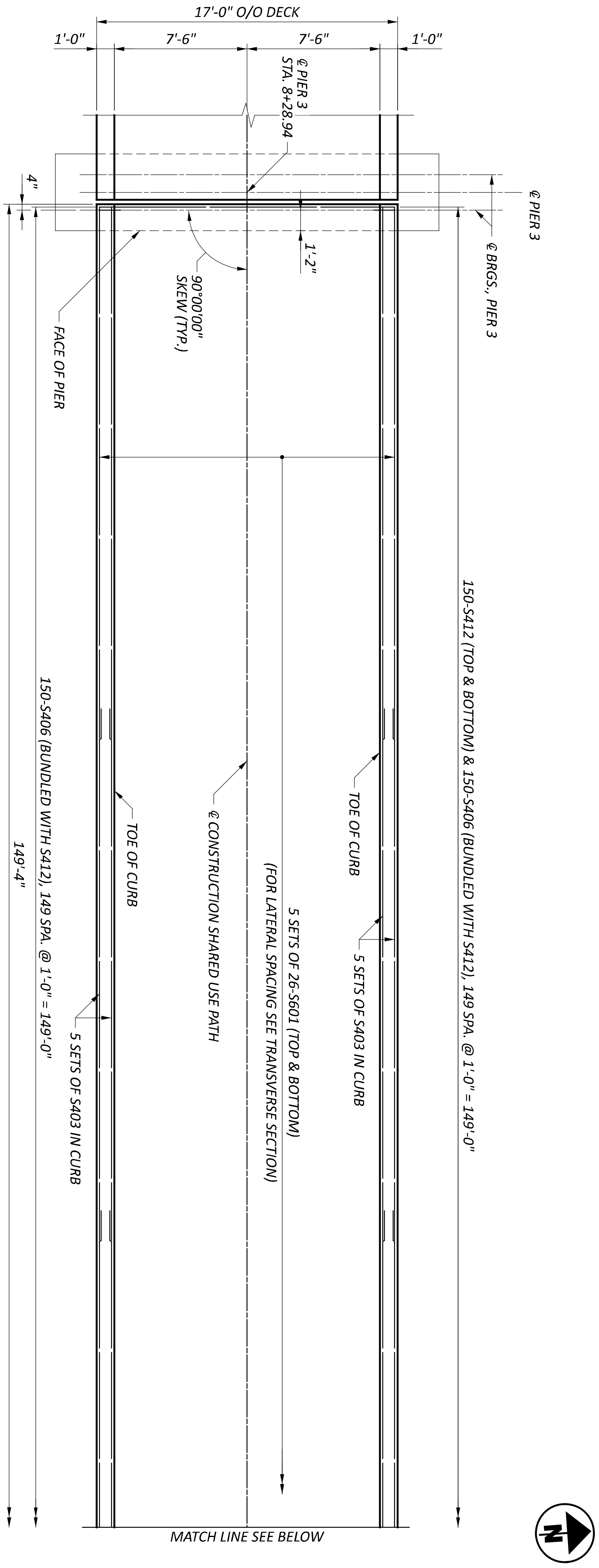
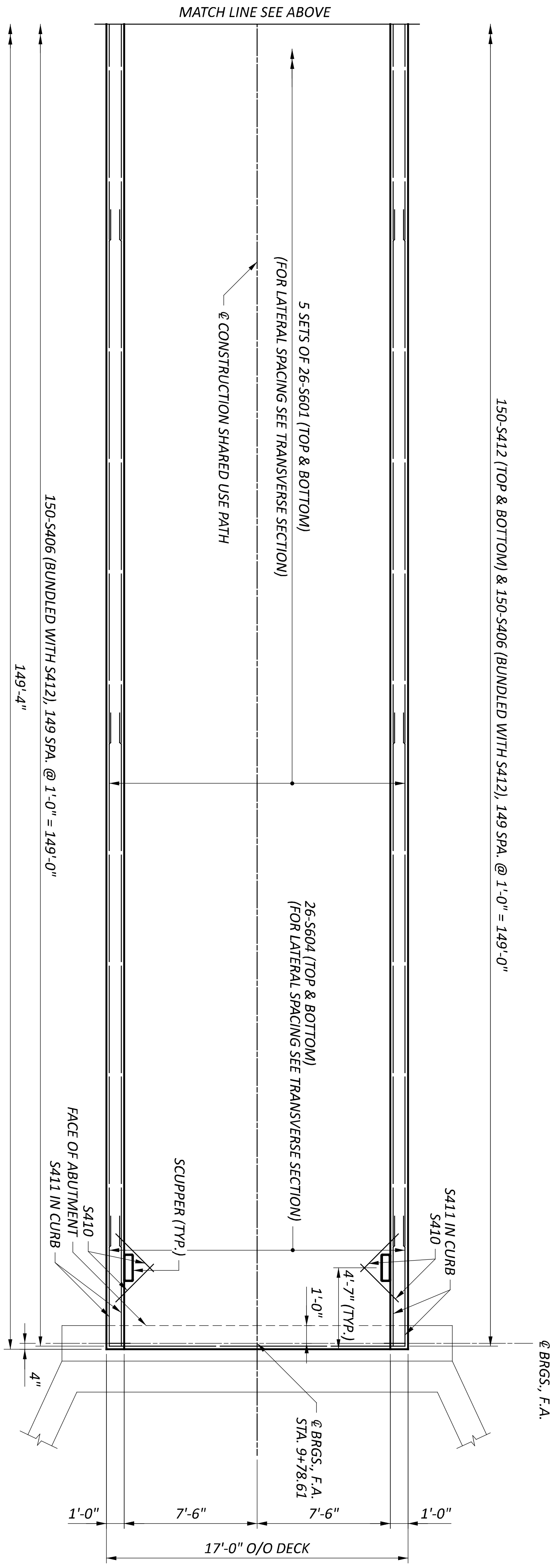
NOTES

1. MINIMUM LAP SPLICE LENGTHS:
   - #4 BARS = 20 INCHES
   - #6 BARS = 29 INCHES
2. REFER TO SHEET 23/27 FOR TRANSVERSE SECTION.



PARTIAL DECK PLAN - SPAN 4



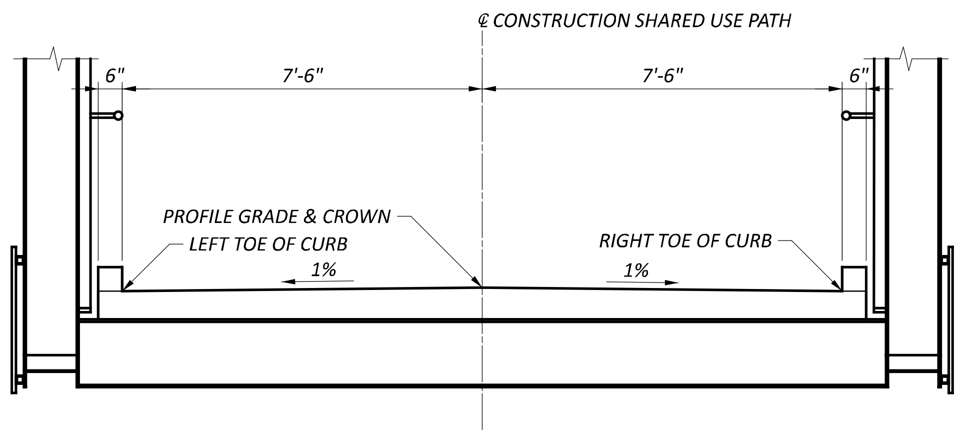
PARTIAL DECK PLAN - SPAN 4

DECK PLAN - SPAN 4
BRIDGE NO. GRE-BK80020-00.492
PEDESTRIAN BRIDGE OVER US 68 AND OLDTOWN CREEK

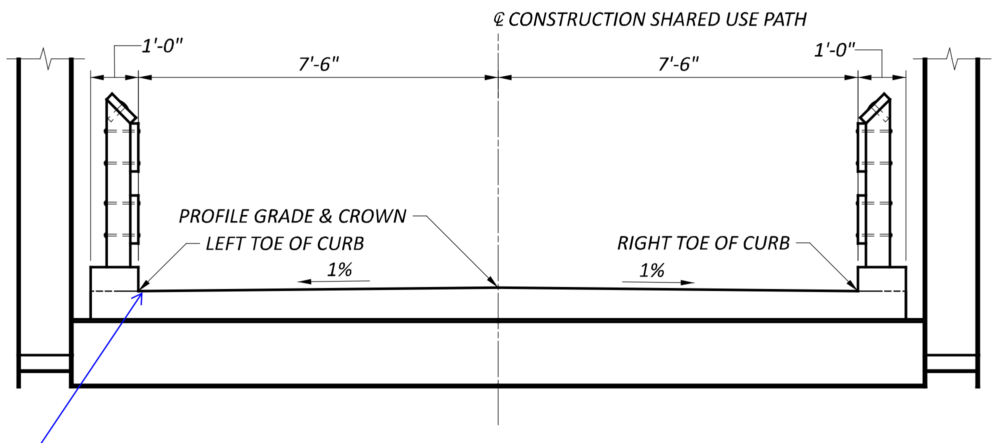
SFN 2926107
DESIGN AGENCY CARPENTER MARTY Transportation
DESIGNER JZ CHECKER AMR
REVIEWER GDJ 03/28/25
PROJECT ID 115388
SUBSET 18 TOTAL 27
SHEET P.64 TOTAL P.107

FINAL DECK SURFACE ELEVATIONS TABLE (FT.) (SPAN 1 & SPAN 4)

LOCATION		A	¼	½	¾	B	G	⅛	¼	⅜	½	⅝	¾	⅞	H
LEFT TOE OF CURB	STATION	4+98.27	5+21.94	5+45.61	5+69.27	5+92.94	8+29.94	8+48.52	8+67.11	8+85.69	9+04.27	9+22.86	9+41.44	9+60.02	9+78.61
	FINAL ELEVATION	854.66	855.09	855.17	854.89	854.26	842.70	841.78	840.86	839.93	839.01	838.09	837.17	836.25	835.33
℄ CONSTRUCTION SHARED USE PATH, CROWN, & PROFILE GRADE	STATION	4+98.27	5+21.94	5+45.61	5+69.27	5+92.94	8+29.94	8+48.52	8+67.11	8+85.69	9+04.27	9+22.86	9+41.44	9+60.02	9+78.61
	FINAL ELEVATION	854.73	855.16	855.24	854.97	854.34	842.78	841.85	840.93	840.01	839.09	838.17	837.24	836.32	835.40
RIGHT TOE OF CURB	STATION	4+98.27	5+21.94	5+45.61	5+69.27	5+92.94	8+29.94	8+48.52	8+67.11	8+85.69	9+04.27	9+22.86	9+41.44	9+60.02	9+78.61
	FINAL ELEVATION	854.66	855.09	855.17	854.89	854.26	842.70	841.78	840.86	839.93	839.01	838.09	837.17	836.25	835.33

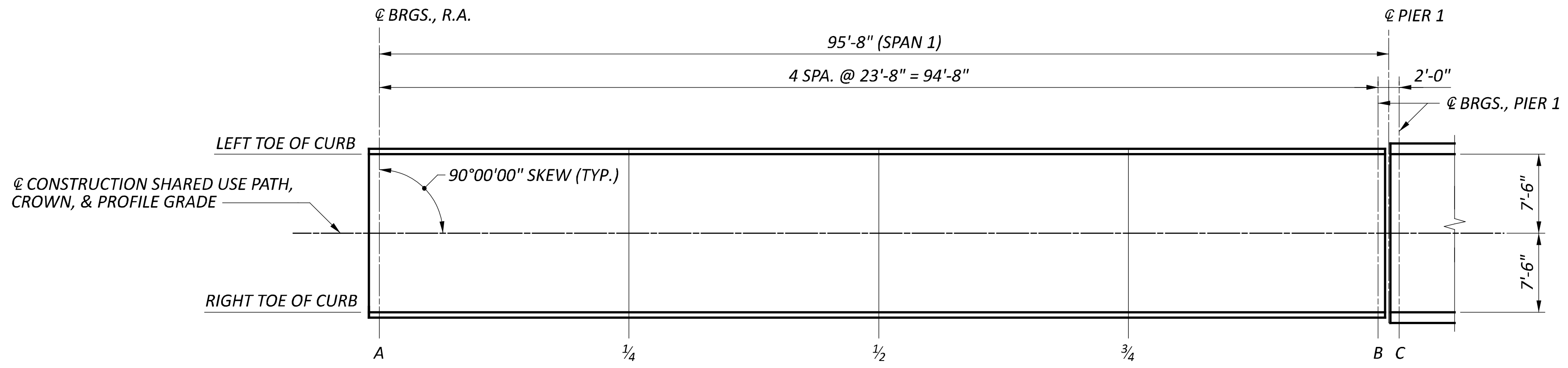


TRANSVERSE SECTION - SPAN 1



TRANSVERSE SECTION - SPAN 4

Seal cold joints with HMWM per 511.19.A.4, "Longitudinal joints between the deck and safety curb, barriers, and parapets, etc." (TYP all spans)

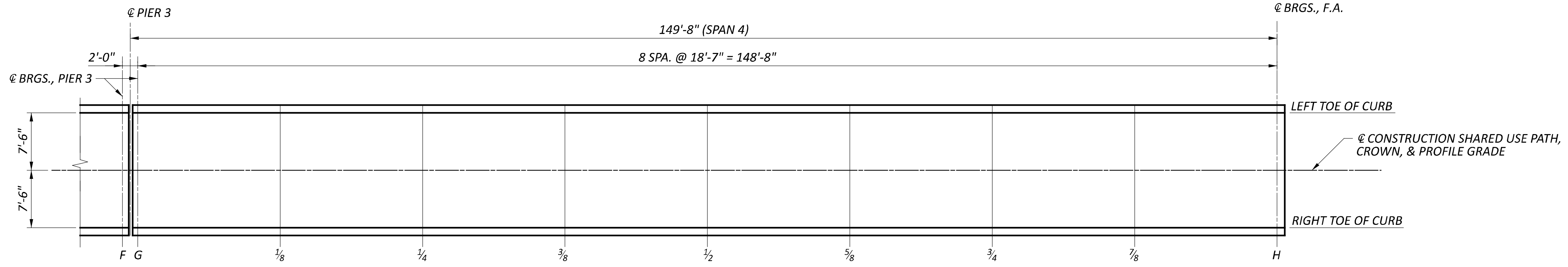


PLAN - SPAN 1

NOTES

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

2. SEE SHEET 20/27 FOR SPANS 2 & 3 FINAL DECK SURFACE ELEVATIONS



PLAN - SPAN 4

FINAL DECK SURFACE ELEVATIONS (SPAN 1 & SPAN 4)
BRIDGE NO. GRE-BK80020-00.492
PEDESTRIAN BRIDGE OVER US 68 AND OLDTOWN CREEK

SFN 2926107
DESIGN AGENCY CARPENTER MARTY Transportation
DESIGNER JZ
CHECKER AMR
REVIEWER GDJ 03/28/25
PROJECT ID 115388
SUBSET 19 TOTAL 27
SHEET P.65 TOTAL P.107

GRE-68-12.65

MODEL: Sheet_SurvFt PAPERSIZE: 34x22 (in.) DATE: 3/31/2025 TIME: 4:30:16 PM USER: wshannon
P:\DBP\EAG\0003_GRE-68-12.65\115388\400-Engineering\Structures\SFN_2926107\sheets\115388_SFN_2926107_SS006.dgn

SCREED, TOP OF HAUNCH, AND FINAL DECK SURFACE ELEVATIONS TABLE (FT.) (SPAN 2 & SPAN 3)

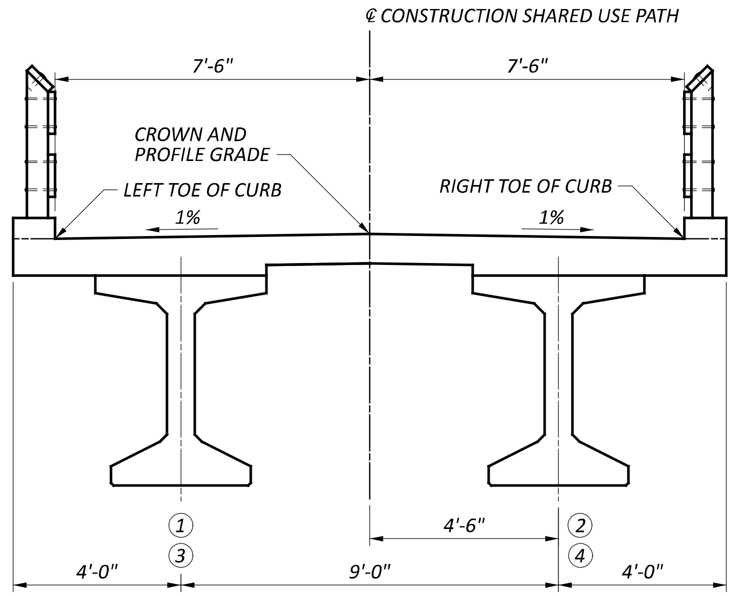
LOCATION		C	⅛	¼	⅜	½	⅝	¾	⅞	D	E	⅛	¼	⅜	½	⅝	¾	⅞	F
LEFT TOE OF CURB	STATION	5+94.94	6+09.37	6+23.79	6+38.22	6+52.65	6+67.07	6+81.50	6+95.93	7+10.36	7+12.52	7+26.95	7+41.38	7+55.80	7+70.23	7+84.66	7+99.08	8+13.51	8+27.94
	FINAL ELEVATION	854.19	853.62	852.92	852.21	851.49	850.78	850.06	849.35	848.63	848.52	847.81	847.09	846.38	845.66	844.95	844.23	843.51	842.80
	SCREED ELEVATION	854.19	853.67	853.03	852.34	851.64	850.91	850.16	849.40	848.63	848.52	847.86	847.19	846.51	845.80	845.08	844.33	843.57	842.80
℄ BEAM 1 & BEAM 3	STATION	5+94.94	6+09.37	6+23.79	6+38.22	6+52.65	6+67.07	6+81.50	6+95.93	7+10.36	7+12.52	7+26.95	7+41.38	7+55.80	7+70.23	7+84.66	7+99.08	8+13.51	8+27.94
	FINAL ELEVATION	854.22	853.65	852.95	852.24	851.52	850.81	850.09	849.38	848.66	848.55	847.84	847.12	846.41	845.69	844.98	844.26	843.54	842.83
	TOP OF HAUNCH ELEVATION	853.52	853.00	852.35	851.66	850.96	850.23	849.48	848.72	847.95	847.85	847.18	846.51	845.83	845.13	844.40	843.65	842.89	842.12
℄ CONSTRUCTION SHARED USE PATH, CROWN, & PROFILE GRADE	STATION	5+94.94	6+09.37	6+23.79	6+38.22	6+52.65	6+67.07	6+81.50	6+95.93	7+10.36	7+12.52	7+26.95	7+41.38	7+55.80	7+70.23	7+84.66	7+99.08	8+13.51	8+27.94
	FINAL ELEVATION	854.27	853.69	853.00	852.28	851.57	850.85	850.14	849.42	848.71	848.60	847.88	847.17	846.45	845.74	845.02	844.31	843.59	842.87
	SCREED ELEVATION	854.27	853.75	853.10	852.42	851.71	850.98	850.24	849.48	848.71	848.60	847.94	847.27	846.58	845.88	845.15	844.41	843.64	842.87
℄ BEAM 2 & BEAM 4	STATION	5+94.94	6+09.37	6+23.79	6+38.22	6+52.65	6+67.07	6+81.50	6+95.93	7+10.36	7+12.52	7+26.95	7+41.38	7+55.80	7+70.23	7+84.66	7+99.08	8+13.51	8+27.94
	FINAL ELEVATION	854.22	853.65	852.95	852.24	851.52	850.81	850.09	849.38	848.66	848.55	847.84	847.12	846.41	845.69	844.98	844.26	843.54	842.83
	TOP OF HAUNCH ELEVATION	853.52	853.00	852.35	851.66	850.96	850.23	849.48	848.72	847.95	847.85	847.18	846.51	845.83	845.13	844.40	843.65	842.89	842.12
RIGHT TOE OF CURB	STATION	5+94.94	6+09.37	6+23.79	6+38.22	6+52.65	6+67.07	6+81.50	6+95.93	7+10.36	7+12.52	7+26.95	7+41.38	7+55.80	7+70.23	7+84.66	7+99.08	8+13.51	8+27.94
	FINAL ELEVATION	854.19	853.62	852.92	852.21	851.49	850.78	850.06	849.35	848.63	848.52	847.81	847.09	846.38	845.66	844.95	844.23	843.51	842.80
	SCREED ELEVATION	854.19	853.67	853.03	852.34	851.64	850.91	850.16	849.40	848.63	848.52	847.86	847.19	846.51	845.80	845.08	844.33	843.57	842.80

NOTES

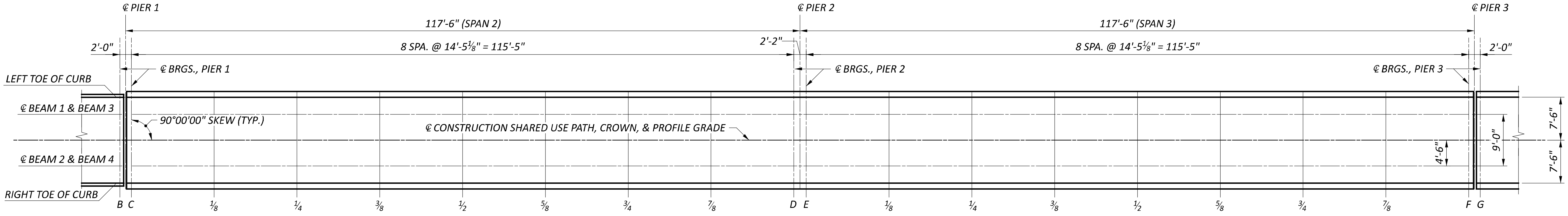
1. SCREED ELEVATIONS SHOWN REPRESENT THE THEORETICAL DECK SURFACE LOCATION PRIOR TO DEFLECTIONS CAUSED BY DECK PLACEMENT AND OTHER ANTICIPATED DEAD LOADS.

2. TOP OF HAUNCH ELEVATIONS SHOWN REPRESENT THE THEORETICAL LOCATION OF THE BOTTOM OF THE DECK ABOVE THE BEAM HAUNCH PRIOR TO DEFLECTIONS CAUSED BY DECK PLACEMENT AND OTHER ANTICIPATED DEAD LOADS.

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



TRANSVERSE SECTION - SPAN 2 & SPAN 3



PLAN - SPAN 2 & SPAN 3

SCREED, TOP OF HAUNCH, AND FINAL DECK SURFACE ELEVATIONS (SPAN 2 & SPAN 3)
BRIDGE NO. GRE-BK80020-00.492
PEDESTRIAN BRIDGE OVER US 68 AND OLDTOWN CREEK

SFN	2926107
DESIGN AGENCY	CARPENTER MARTY Transportation
DESIGNER	JZ
CHECKER	AMR
REVIEWER	GDJ 03/28/25
PROJECT ID	115388
SUBSET	20
TOTAL	27
SHEET	P.66
TOTAL	P.107

MODEL: Sheet_SurvFt PAPERSIZE: 34x22 (in.) DATE: 3/31/2025 TIME: 4:30:18 PM USER: wshannon
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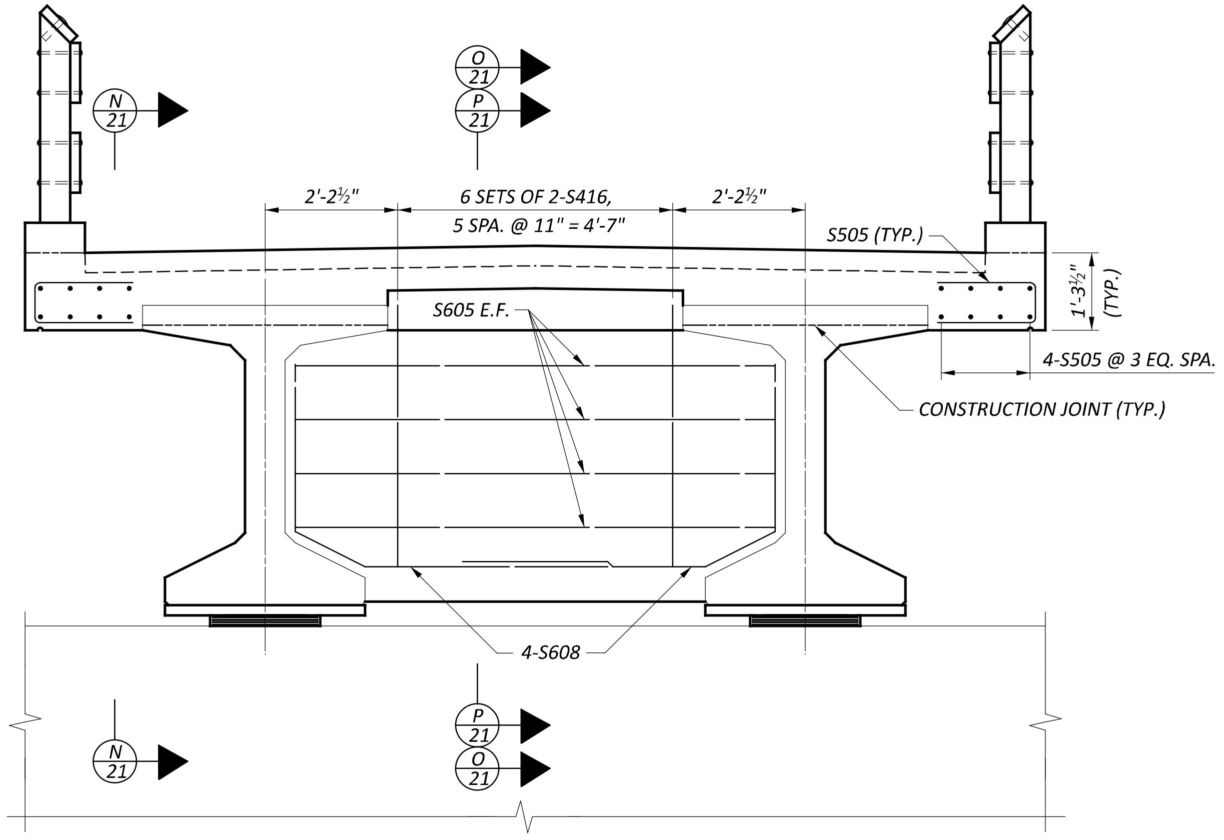
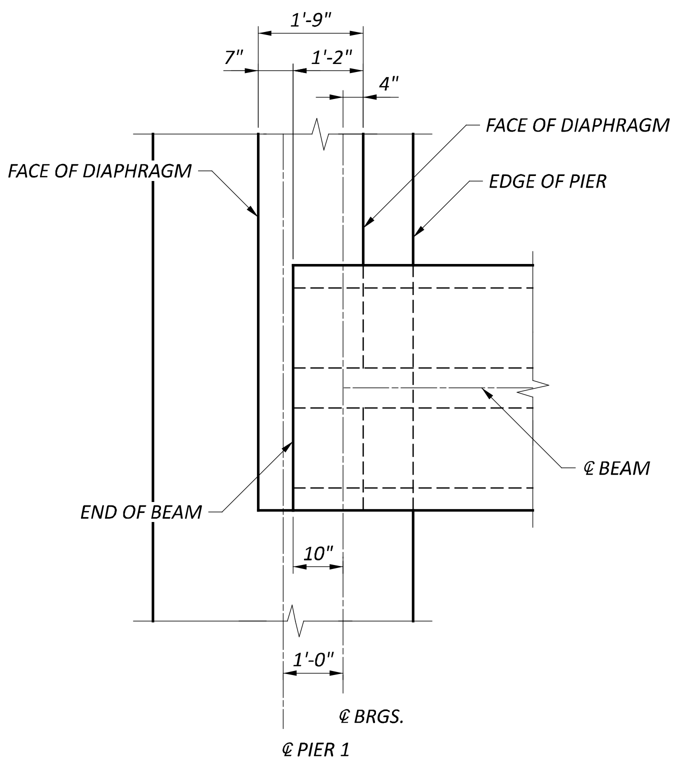
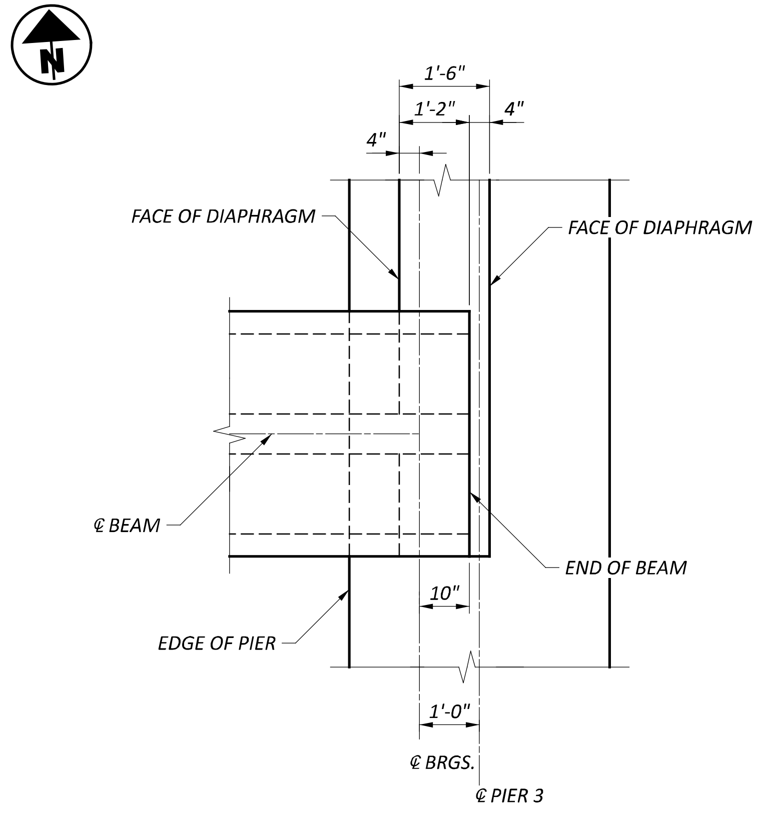


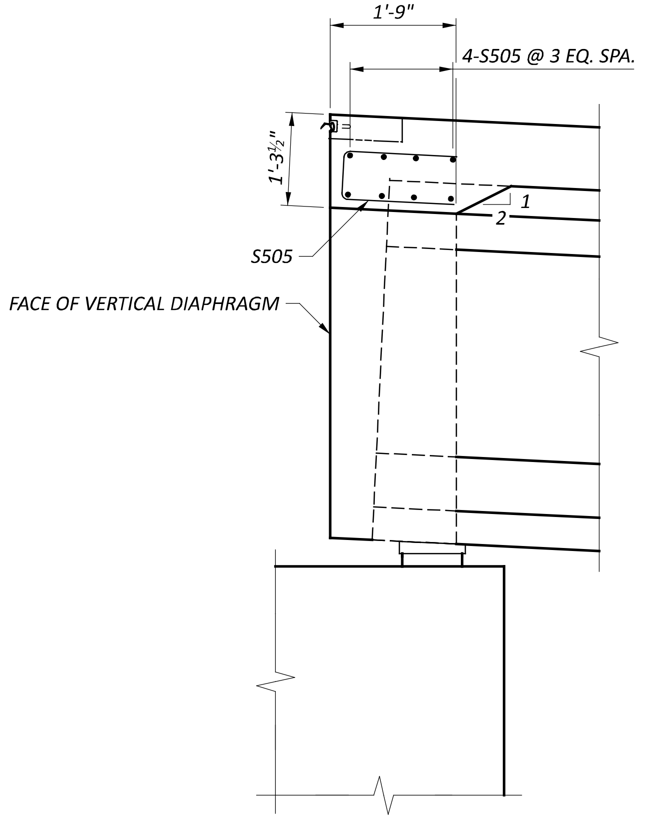
PIER 1 & PIER 3 DIAPHRAGM ELEVATION



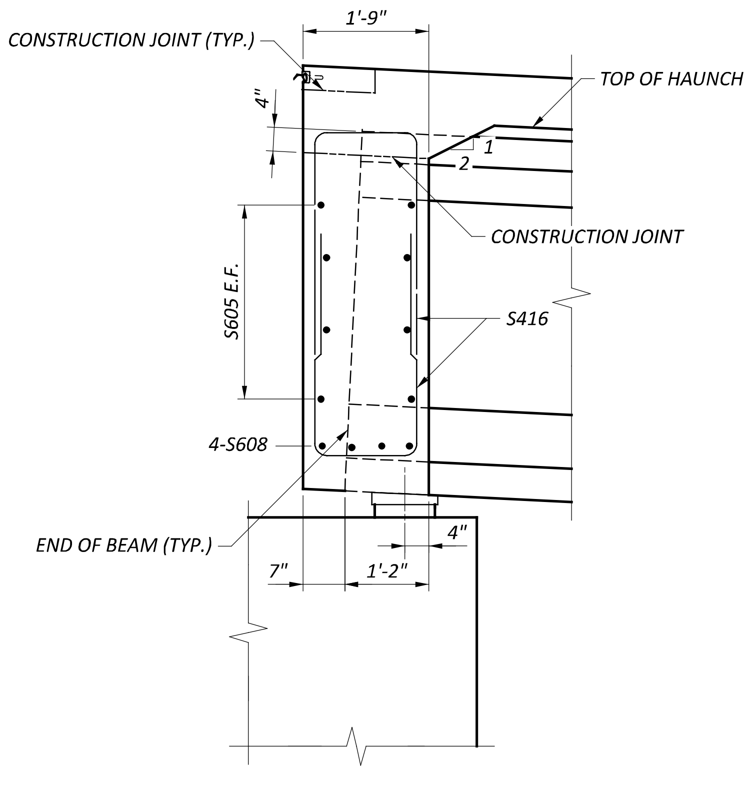
PIER 1 PARTIAL PLAN



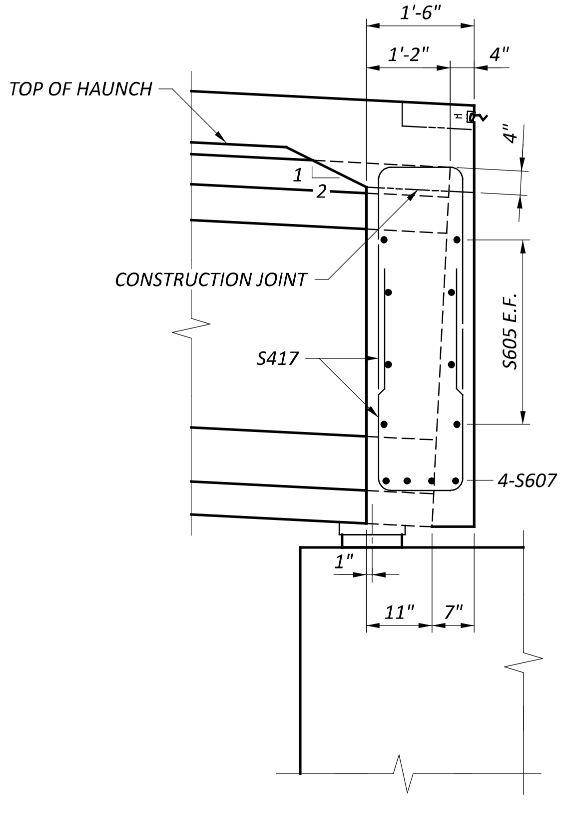
PIER 3 PARTIAL PLAN



N/21 SECTION
PIER 1 SHOWN, PIER 3 OPPOSITE HAND



O/21 SECTION
PIER 1 SHOWN



P/21 SECTION
PIER 3 SHOWN

LEGEND

E.F. - EACH FACE

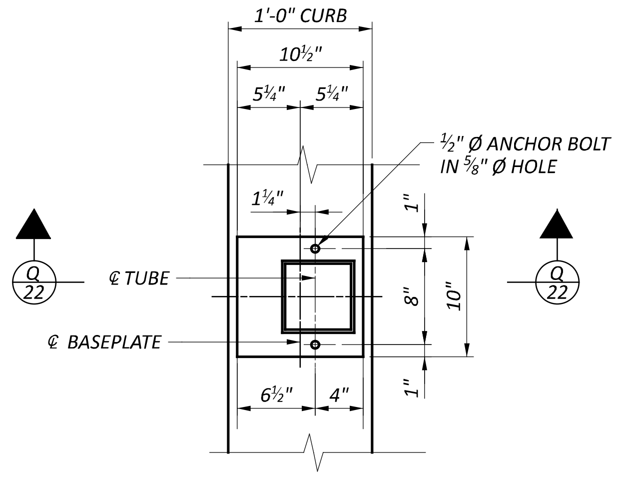
NOTES

1. REFER TO STD. DWGS. PSID-1-13 & EXJ-6-17 FOR ADDITIONAL NOTES AND DETAILS.
2. SEE TRANSVERSE SECTION FOR ADDITIONAL REINFORCING.

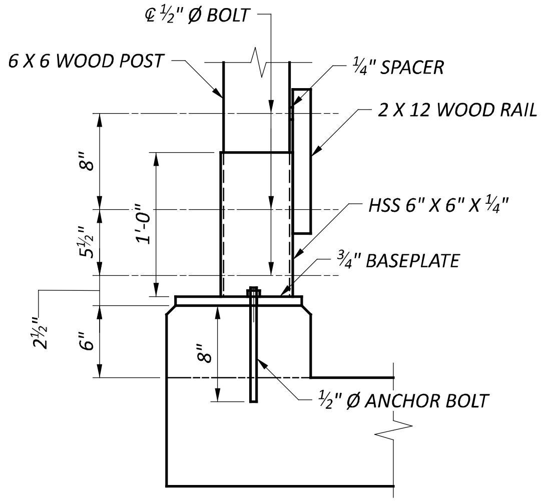
PIER 1 & PIER 3 DIAPHRAGM DETAILS
BRIDGE NO. GRE-BK80020-00.492
PEDESTRIAN BRIDGE OVER US 68 AND OLDTOWN CREEK

SFN 2926107
DESIGN AGENCY
CARPENTER MARTY Transportation

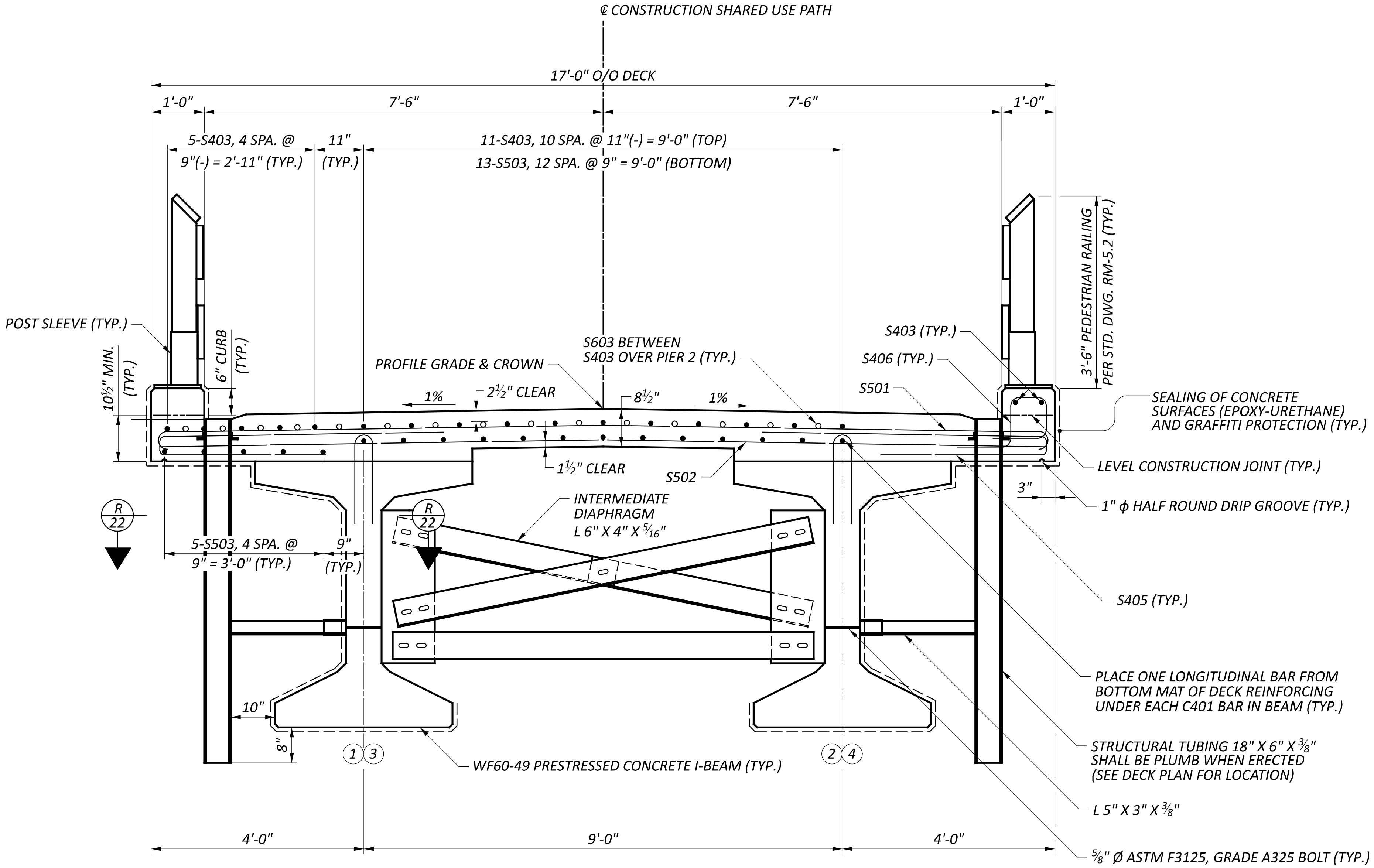
DESIGNER	CHECKER
JZ	AMR
REVIEWER	
GDJ	03/28/25
PROJECT ID	
115388	
SUBSET	TOTAL
21	27
SHEET	TOTAL
P.67	P.107



POST SLEEVE PLAN

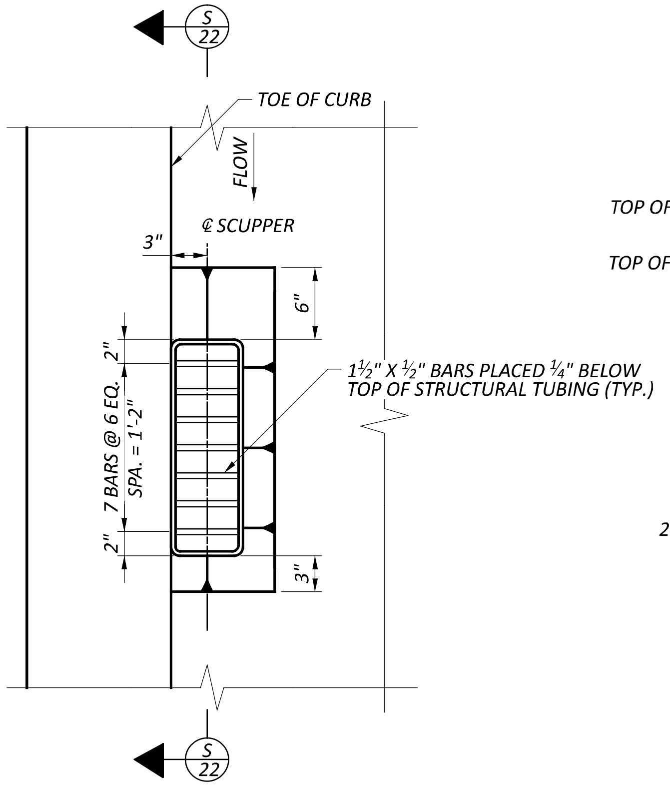


Q 22 SECTION

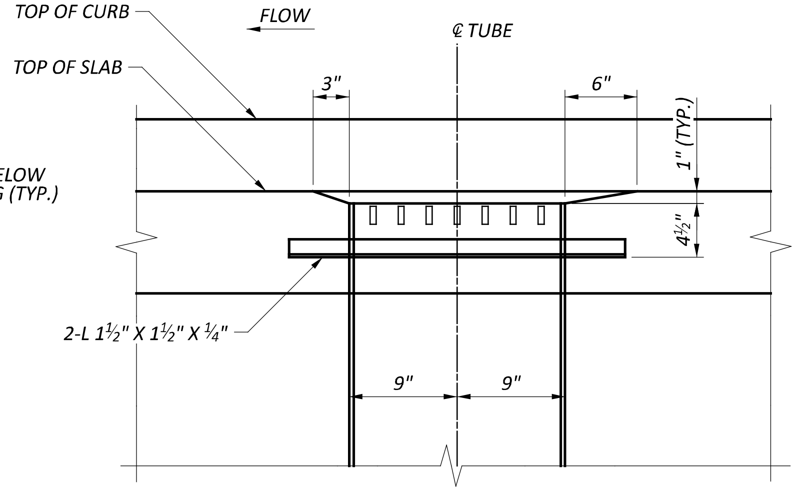


TRANSVERSE SECTION

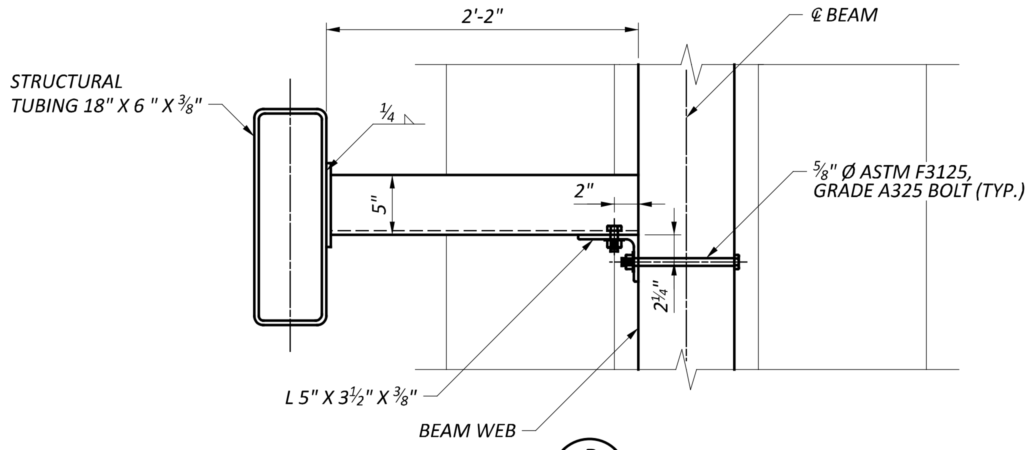
SPANS 2 AND 3



SCUPPER PLAN DETAIL



S 22 SECTION



R 22 SECTION

NOTES

1. TRIM DECK REINFORCEMENT IN CONFLICT WITH SCUPPERS AND ADDITIONAL SCUPPER REINFORCEMENT.
2. STEEL YIELD STRENGTH = 36 KSI (POST SLEEVES AND SCUPPERS)
3. POST SLEEVE TO BE GALVANIZED AND PAINTED "BROWN" - AMS - STD 10076

TRANSVESE SECTION - SPANS 2 AND 3
BRIDGE NO. GRE-BK80020-00.492
PEDESTRIAN BRIDGE OVER US 68 AND OLDTOWN CREEK

SFN	2926107
DESIGN AGENCY	CARPENTER MARTY Transportation
DESIGNER JZ	CHECKER AMR
REVIEWER	GDJ 03/28/25
PROJECT ID	115388
SUBSET 22	TOTAL 27
SHEET P.68	TOTAL P.107

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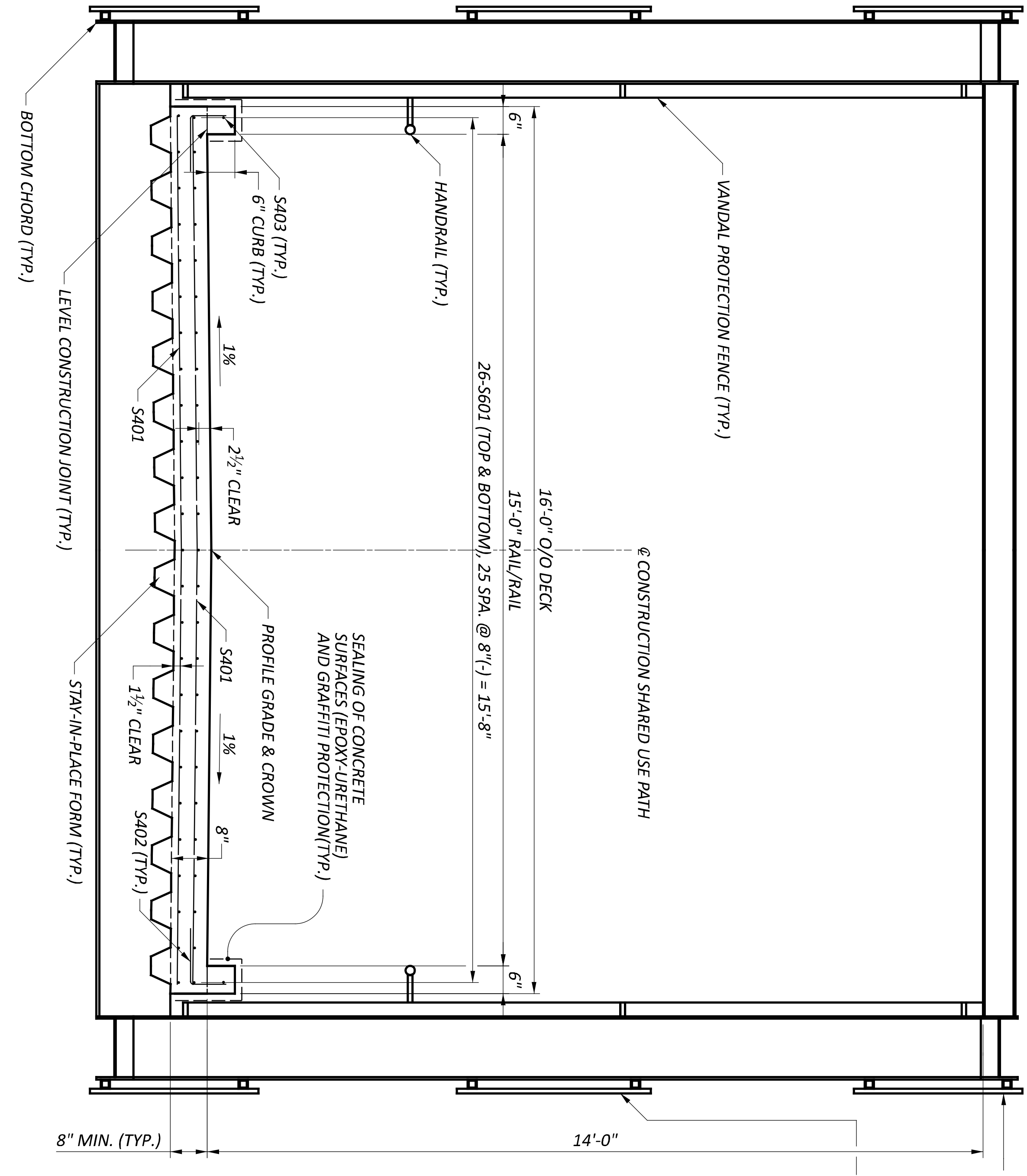
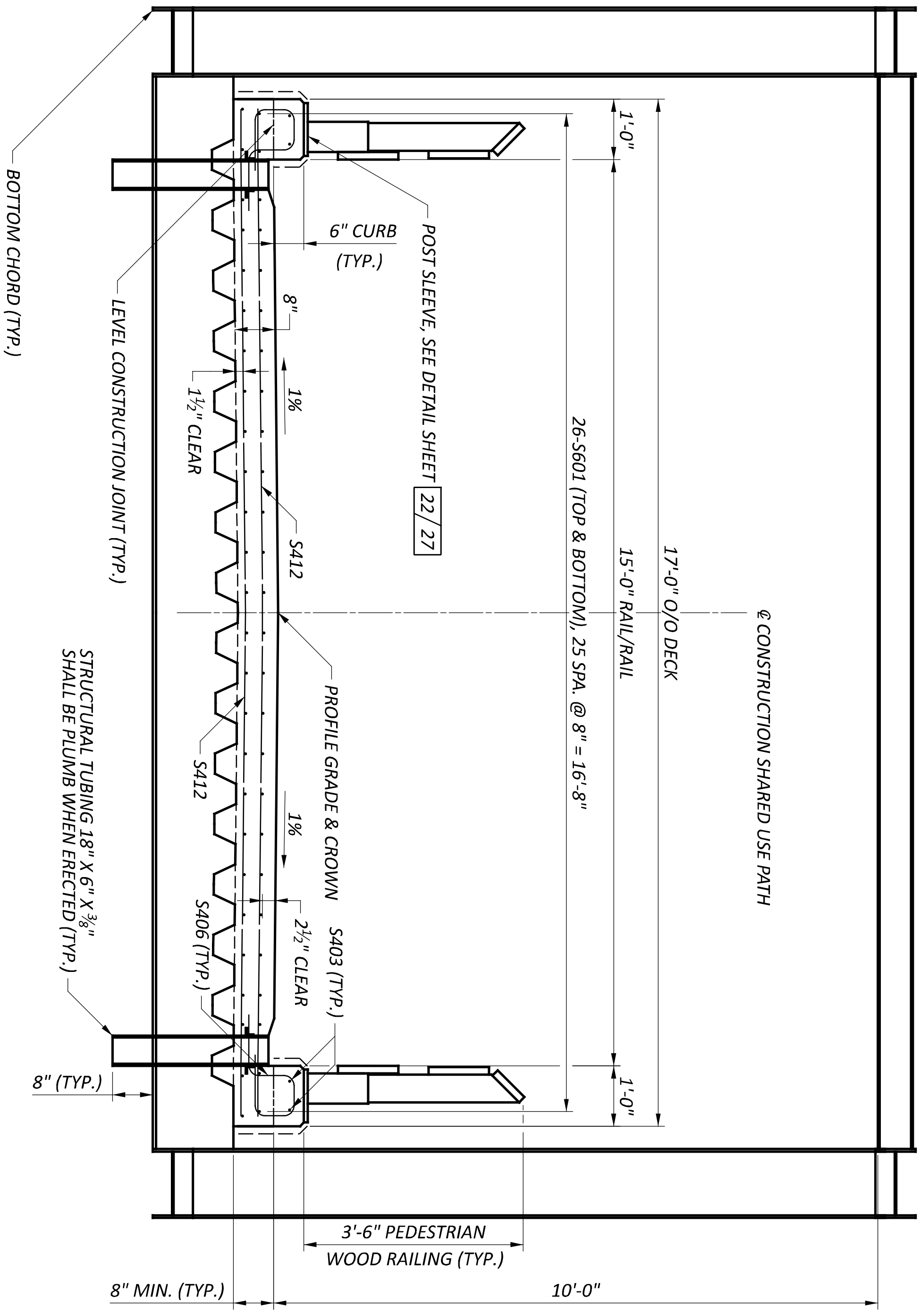


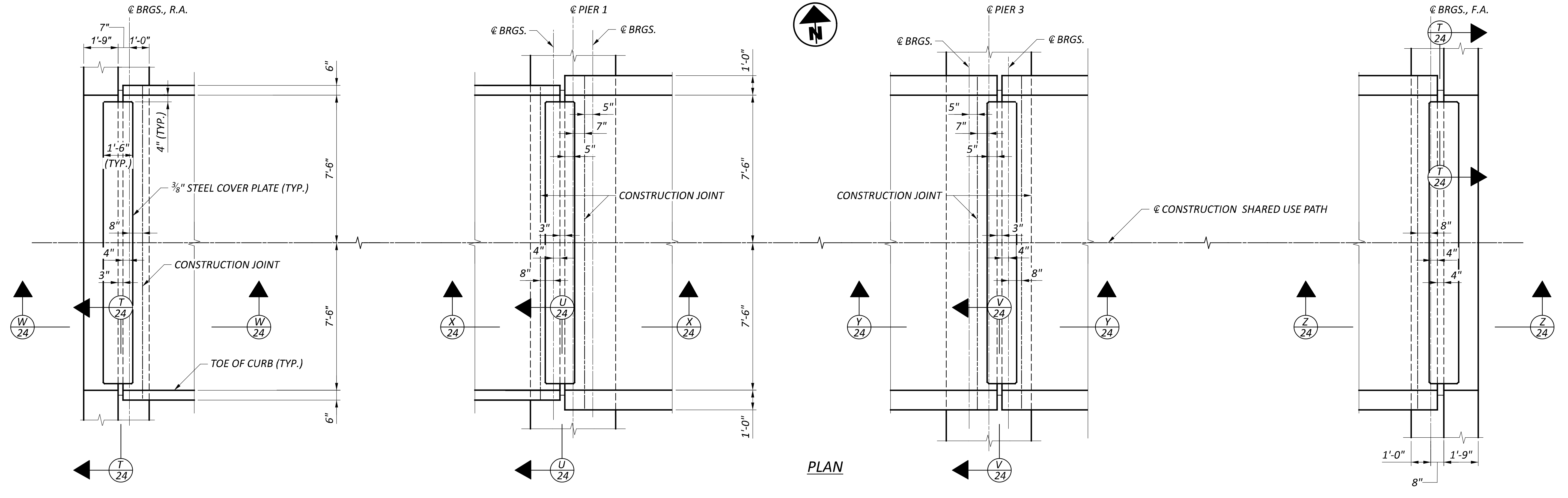
TRANSVERSE SECTION
SPAN 1



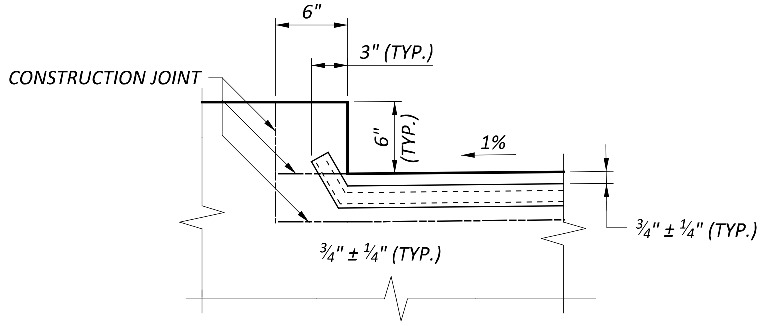
TRANSVERSE SECTION
SPAN 4

SHEET	TOTAL	SUBSET	TOTAL	PROJECT ID	REVIEWER	DESIGNER	CHECKER	DESIGN AGENCY	SFN
P.69	P.107	23	27	115388	GDJ 03/28/25	SMH	AMR	CARPENTER MARTY Transportation	2926107

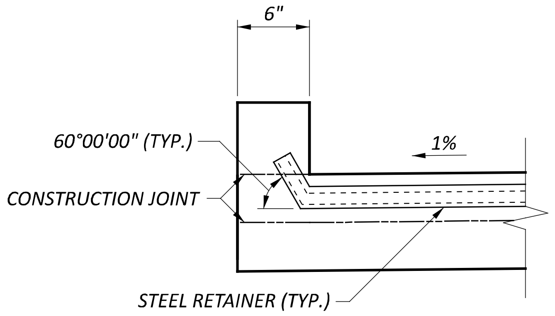
TRANSVESE SECTION - SPANS 1 AND 4
BRIDGE NO. GRE-BK80020-00.492
PEDESTRIAN BRIDGE OVER US 68 AND OLDTOWN CREEK



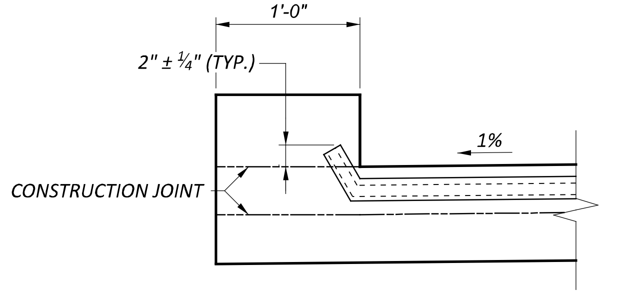
PLAN



T/24 SECTION



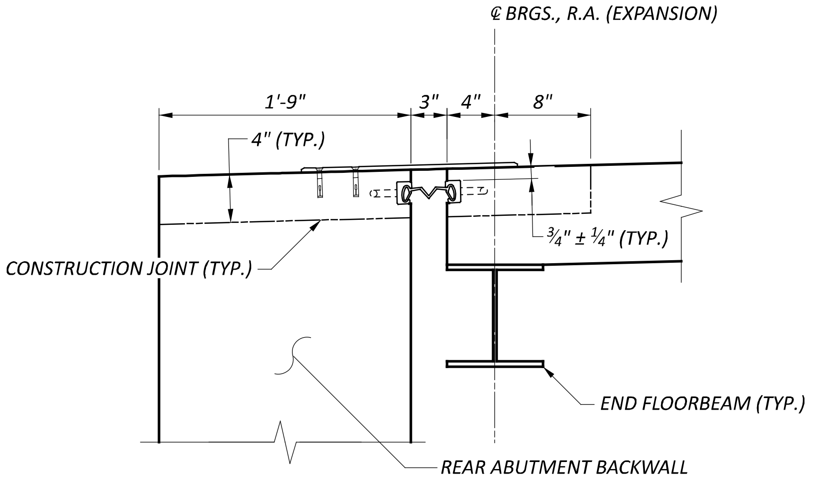
U/24 SECTION



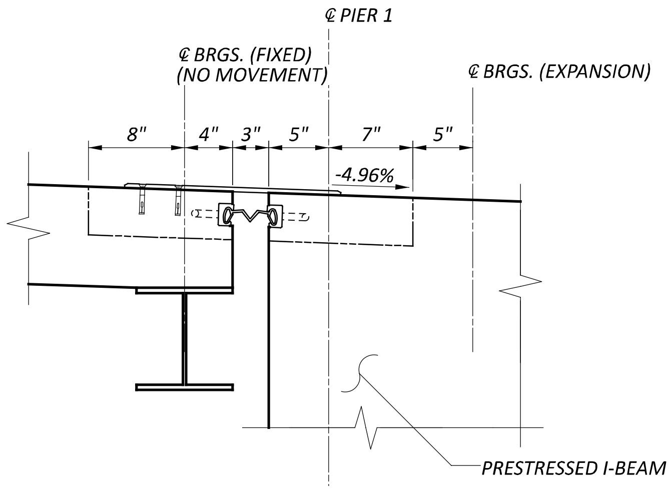
V/24 SECTION

NOTES

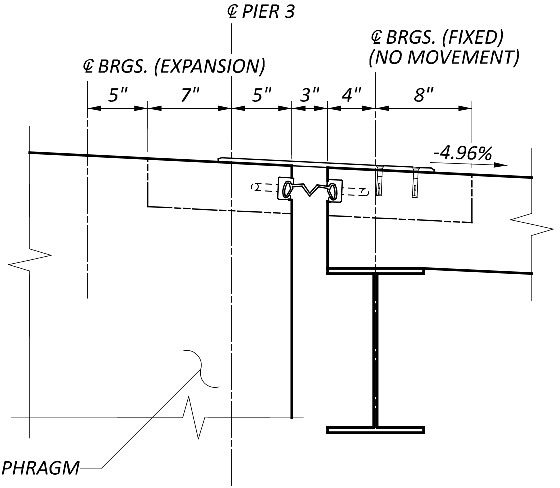
1. UTILIZE WABO STRIP SEAL MODEL CRETE SE-400 WITH SINUSOIDAL ANCHORAGE AT ALL LOCATIONS.
2. REFER TO STD. DWG. EXJ-6-17 FOR ADDITIONAL NOTES AND DETAILS.
3. STEEL RETAINERS AND COVER PLATES SHALL BE FABRICATED TO MATCH CROSS-SLOPE OF DECK.



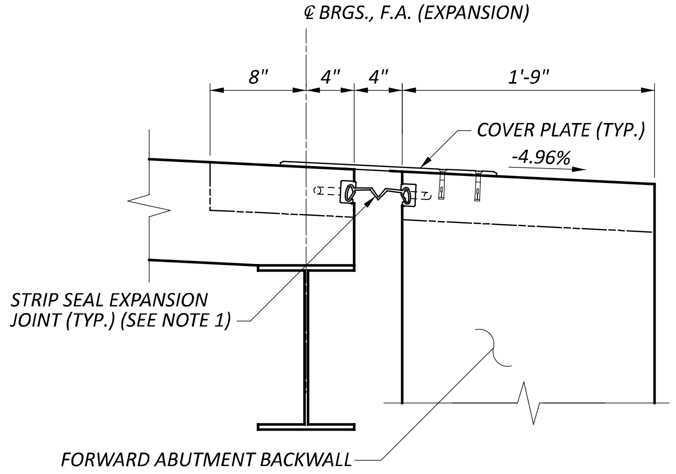
W/24 SECTION



X/24 SECTION



Y/24 SECTION



Z/24 SECTION

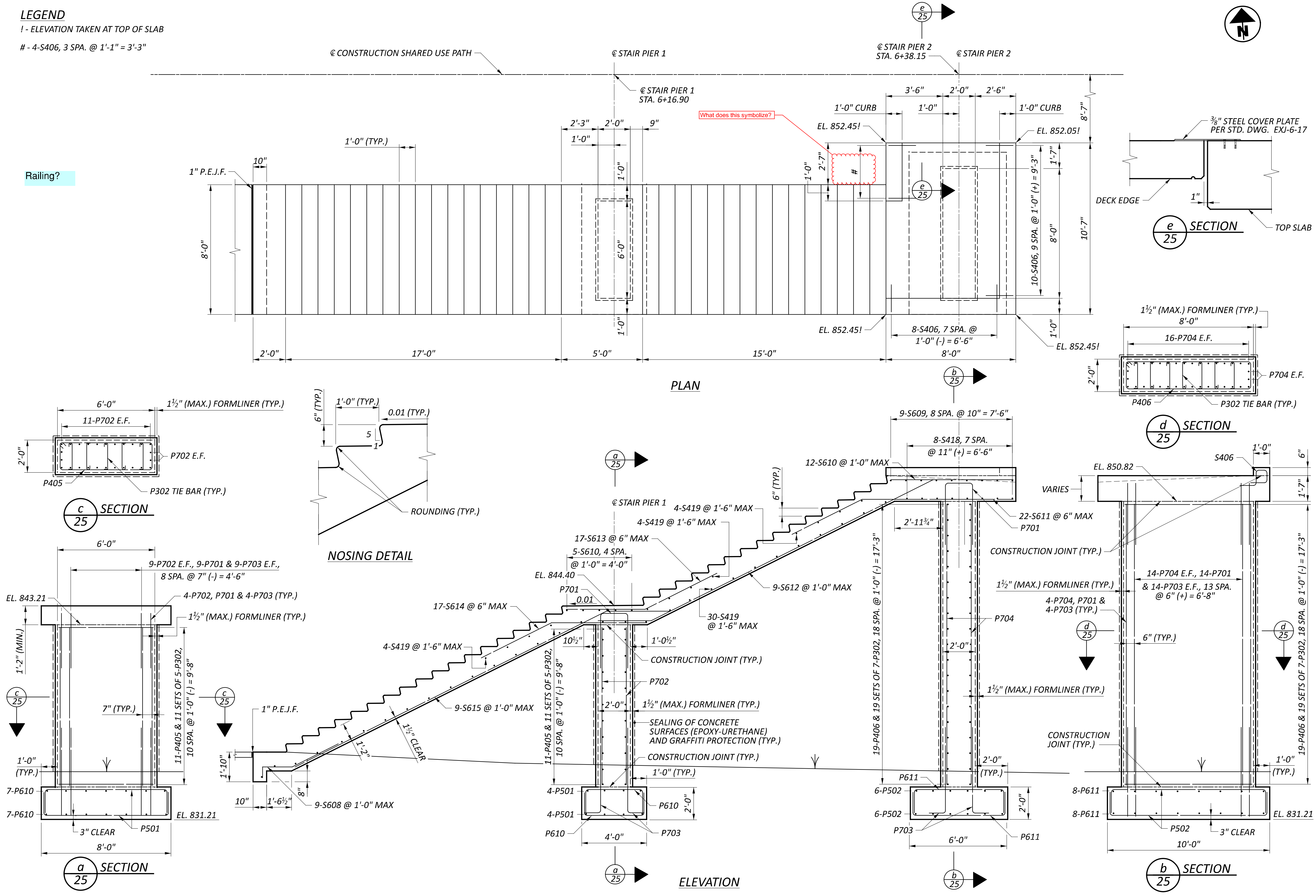
EXPANSION JOINT DETAILS
BRIDGE NO. GRE-BK80020-00.492
PEDESTRIAN BRIDGE OVER US 68 AND OLDTOWN CREEK

SFN	2926107
DESIGN AGENCY	CARPENTER MARTY Transportation
DESIGNER	AMR
CHECKER	SMH
REVIEWER	GDJ 03/28/25
PROJECT ID	115388
SUBSET	24
TOTAL	27
SHEET	P.70
TOTAL	P.107

LEGEND

! - ELEVATION TAKEN AT TOP OF SLAB

- 4-S406, 3 SPA. @ 1'-1" = 3'-3"



BRIDGE STAIRWAY

BRIDGE NO. GRE-BK80020-00.492

PEDESTRIAN BRIDGE OVER US 68 AND OLDTOWN CREEK

SFN 2926107

DESIGN AGENCY CARPENTER MARTY transportation

DESIGNER JZ | CHECKER AMR

REVIEWER GDJ 03/28/25

PROJECT ID 115388

SUBSET 25 | TOTAL 27

SHEET P.71 | TOTAL P.107

GRE-68-12.65

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Total Seems off

There is no type 30 on the next page. 39?

I'm getting 390

BAR MARK	MATERIAL TYPE	TOTAL	LENGTH	WEIGHT	TYPE	DIMENSIONS				
						A	B	C	D	R
SUPERSTRUCTURE (GALVANIZED STEEL REINFORCEMENT - GSR)										
S301	GSR	2	3'-4"	3	19	1'-8"	1'-0"	1'-4"		
S401	GSR	192	15'-8"	2010	STR					
S402	GSR	192	1'-6"	193	1	7"	1'-0"			
S403	GSR	222	30'-0"	4449	STR					
S404	GSR	2	10'-0"	14	STR					
S405	GSR	474	8'-8"	2745	2	5'-4"	6"	3'-1"		
S406	GSR	791	3'-9"	1982	30	1'-0"	8"	11"	7"	
S407	GSR	23	8'-10"	136	STR					
S408	GSR	2	40'-10"	55	STR					
S409	GSR	2	18'-5"	25	STR					
S410	GSR	8	3'-0"	17	STR					
S411	GSR	4	7'-4"	20	STR					
S412	GSR	300	16'-8"	3340	STR					
S413	GSR	6	12'-11"	52	6	1'-4"	5'-0"	1'-0"		
S414	GSR	4	3'-6"	10	2	6"	2'-9"	6"		
S415	GSR	2	11'-4"	16	24	4"	5'-5"			2"
S416	GSR	12	7'-4"	59	2	3'-1"	1'-5"	3'-1"		
S417	GSR	12	7'-1"	57	2	3'-1"	1'-2"	3'-1"		
S418	GSR	8	10'-3"	55	STR					
S419	GSR	42	7'-8"	216	STR					
S501	GSR	237	17'-10"	4409	17	16'-8"				
S502	GSR	237	16'-8"	4120	STR					
S503	GSR	184	30'-0"	5758	STR					
S504	GSR	23	11'-6"	276	STR					
S505	GSR	32	3'-7"	120	2	1'-7"	8"	1'-7"		
S601	GSR	416	30'-0"	18745	STR					
S602	GSR	52	12'-3"	957	STR					
S603	GSR	20	40'-0"	1202	STR					
S604	GSR	52	11'-1"	866	STR					
S605	GSR	22	8'-0"	265	STR					
S606	GSR	8	5'-3"	64	1	1'-6"	3'-11"			
S607	GSR	16	8'-1"	195	13	2'-9"	7"	1'-2"	4'-1"	
S608	GSR	9	5'-6"	75	39	8"	2'-0"	2'-8"	1'-4"	
S609	GSR	9	10'-3"	139	STR					
S610	GSR	17	7'-8"	196	STR					
S611	GSR	22	14'-1"	466	19	9'-3"	4'-4"	2'-2"		
S612	GSR	9	22'-8"	307	19	19'-9"	2'-8"	1'-4"		
S613	GSR	17	9'-9"	249	19	4'-11"	4'-4"	2'-2"		
S614	GSR	17	10'-9"	275	19	5'-11"	4'-4"	2'-2"		
S615	GSR	9	25'-7"	346	19	21'-8"	3'-6"	1'-9"		
SUPERSTRUCTURE GSR SUBTOTAL				54484						

BAR MARK	MATERIAL TYPE	NUMBER			LENGTH	WEIGHT	TYPE	DIMENSIONS				
		REAR	FWD	TOTAL				A	B	C	D	INC
ABUTMENTS (GALVANIZED STEEL REINFORCEMENT - GSR)												
A501	GSR	1 SERIES OF 11		1 SERIES OF 11	20'-6" TO 24'-4"	258	STR					5" (+)
A502	GSR	2		2	8'-11"	19	1	2'-8"	6'-5"			3" (-)
A503	GSR	2 SERIES OF 11		2 SERIES OF 11	9'-1" TO 11'-0"	232	1	2'-8"	6'-7" TO 8'-6"			
A504	GSR	1 SERIES OF 3		1 SERIES OF 3	29'-4" TO 29'-9"	93	2	5'-0"	19'-7" TO 20'-0"	5'-0"		3" (-)
A505	GSR	2		2	4'-11"	11	1	1'-6"	3'-7"			
A506	GSR	2		2	7'-0"	15	1	2'-2"	5'-0"			
A507	GSR	14		14	25'-3"	369	2	3'-7"	18'-4"	3'-7"		
A508	GSR		4	4	14'-5"	61	STR					
A509	GSR		8	8	21'-8"	181	STR					
A510	GSR		8	8	20'-6"	172	STR					
A511	GSR		2	2	4'-2"	9	19	3'-3"	5"	10"		
A512	GSR		2	2	2'-6"	6	STR					
A513	GSR		10	10	8'-6"	89	19	5'-10"	1'-2"	2'-5"		
A514	GSR		14	14	5'-7"	82	19	2'-11"	1'-2"	2'-5"		
A515	GSR		2 SERIES OF 6	2 SERIES OF 6	10'-0" to 14'-4"	153	3	1'-2"	3'-6" TO 5'-8"			11"(-)
A516	GSR		4	4	6'-8"	28	19	4'-0"	1'-2"	2'-5"		
A517	GSR		2	2	25'-6"	54	STR					
A518	GSR		6	6	25'-5"	160	STR					
A519	GSR		8	8	22'-5"	188	STR					
A520	GSR		2	2	25'-8"	54	19	17'-11"	7'-6"	2'-1"		
A521	GSR		4	4	17'-5"	73	STR					
A522	GSR		2	2	22'-6"	47	STR					
A523	GSR		2	2	19'-5"	41	STR					
A524	GSR		2	2	22'-8"	48	19	14'-11"	7'-6"	2'-1"		
A601	GSR	14		14	10'-1"	213	2	4'-6"	1'-5"	4'-6"		
A602	GSR	4		4	9'-11"	60	2	4'-5"	1'-5"	4'-5"		
A603	GSR	40		40	16'-3"	977	STR					
A604	GSR	19		19	6'-8"	191	10	3"	2'-0"	2'-11"	2'-0"	
A605	GSR	19		19	7'-3"	207	1	1'-6"	5'-11"			
A606	GSR	21		21	7'-1"	224	11	9"	5'-9"	1'-6"		
A607	GSR	2		2	14'-4"	44	STR					
A608	GSR	50		50	14'-6"	1089	2	2'-7"	9'-8"	2'-7"		
A609	GSR	18		18	24'-8"	667	STR					
A610	GSR	2		2	16'-6"	50	STR					
A611	GSR	2		2	6'-5"	20	STR					
A612	GSR	10		10	19'-1"	287	STR					
A613	GSR	6		6	7'-4"	67	10	3'-7"	6"	2'-4"	1'-6"	
A614	GSR		6	6	7'-1"	64	2	3'-0"	1'-5"	3'-0"		
A615	GSR		20	20	8'-1"	243	2	3'-6"	1'-5"	3'-6"		
A616	GSR		14	14	5'-11"	125	2	2'-3"	1'-5"	2'-3"		
A617	GSR		21	21	24'-6"	773	3	3'-1"	8'-9"			
A618	GSR		4	4	23'-8"	143	2	11'-5"	1'-2"	11'-5"		2"(-)
A619	GSR		4	4	24'-2"	146	2	11'-8"	1'-2"	11'-8"		2"
A620	GSR		24	24	5'-4"	193	2	2'-3"	1'-2"	2'-3"		
A621	GSR		15	15	17'-10"	402	3	5'-11"	2'-7"			
A622	GSR		26	26	12'-4"	482	3	3'-2"	2'-7"			
A623	GSR		5	5	24'-6"	184	2	11'-10"	1'-2"	11'-10"		
A624	GSR		5	5	23'-10"	179	2	11'-6"	1'-2"	11'-6"		
A625	GSR		1	1	23'-6"	36	2	11'-4"	1'-2"	11'-4"		
A626	GSR		1	1	23'-8"	36	2	11'-5"	1'-2"	11'-5"		
A627	GSR		2	2	22'-0"	67	3	2'-9"	7'-10"			
A628	GSR		4	4	24'-10"	150	2	12'-0"	1'-2"	12'-0"		
A629	GSR		4	4	12'-8"	77	3	3'-4"	2'-7"			
A801	GSR	4		4	20'-2"	216	STR					
A802	GSR	6		6	19'-0"	305	STR					
A803	GSR	6		6	8'-2"	131	1	1'-6"	6'-11"			
A804	GSR		5	5	21'-8"	290	STR					
A805	GSR		5	5	23'-8"	316	STR					
A806	GSR		4	4	8'-11"	96	19	4'-6"	1'-11"	4'-1"		
A807	GSR		2	2	10'-4"	56	19	5'-11"	1'-11"	4'-1"		
A808	GSR		2	2	12'-5"	67	19	8'-0"	1'-11"	4'-1"		
A809	GSR		8	8	18'-3"	390	STR					
A810	GSR		8	8	15'-3"	326	STR					
A811	GSR		2	2	19'-2"	103	STR					
ABUTMENT GSR SUBTOTAL						12135						

NOTES

1. THE NUMBER IS SPECIFIED ON THE PLANS IN THE BAR MARK COLUMN. THE FIRST DIGIT INDICATES THE BAR SIZE NUMBER. FOR EXAMPLE, A501 IS A NO. 5 BAR. BAR DIMENSIONS ARE OUT-TO-OUT, UNLESS OTHERWISE NOTED.
2. REFER TO SHEET 27/27 FOR BENDING DIAGRAM.

CONCRETE REINFORCEMENT
BRIDGE NO. GRE-BK80020-00.492
PEDESTRIAN BRIDGE OVER US 68 AND OLDTOWN CREEK

SFN
2926107

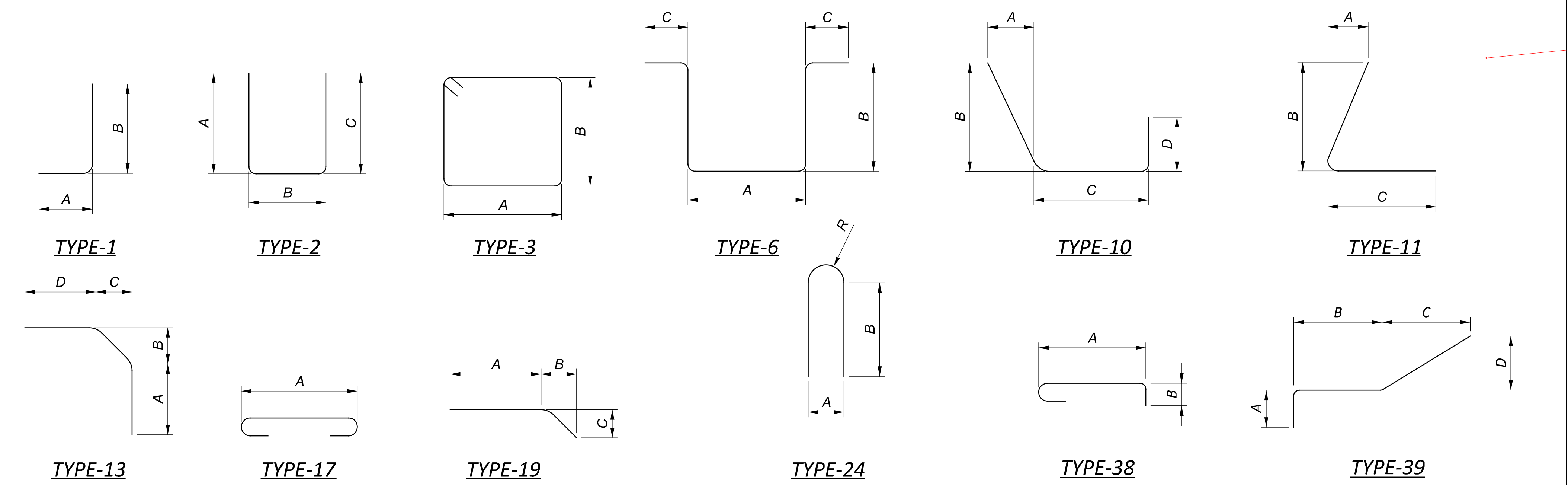
DESIGN AGENCY
CARPENTER MARTY transportation

DESIGNER JZ
CHECKER AMR
REVIEWER GDJ 03/28/25
PROJECT ID 115388
SUBSET 26 TOTAL 27
SHEET P.72 TOTAL P.107

CONCRETE REINFORCEMENT
BRIDGE NO. GRE-BK80020-00.492
PEDESTRIAN BRIDGE OVER US 68 AND OLDTOWN CREEK

BAR MARK	MATERIAL TYPE	NUMBER						LENGTH	WEIGHT						TYPE	DIMENSIONS		
		PIER 1	PIER 2	PIER 3	STAIR PIER 1	STAIR PIER 2	TOTAL		PIER 1	PIER 2	PIER 3	STAIR PIER 1	STAIR PIER 2	TOTAL		A	B	C
PIERS (GALVANIZED STEEL REINFORCEMENT - GSR)																		
P301	GSR	126	75	116			317	4'-5"	210	125	193			528	38	3'-9"	4"	
P302	GSR				55	133	188	2'-4"				49	117	166	38	1'-8"	4"	
P401	GSR	28	30	22			80	8'-6"	159	171	125			455	2	2'-6"	3'-9"	2'-6"
P402	GSR	28					28	19'-9"	370					370	STR			
P403	GSR		30				30	12'-5"		249				249	STR			
P404	GSR			22			22	21'-1"			310			310	STR			
P405	GSR				11		11	15'-1"				111		111	3	5'-8"	1'-8"	
P406	GSR					19	19	19'-1"					243	243	3	7'-8"	1'-8"	
P501	GSR				8		8	10'-7"				89		89	2	1'-7"	7'-8"	1'-7"
P502	GSR					12	12	12'-7"					158	158	2	1'-7"	9'-8"	1'-7"
P601	GSR	18	10	21			49	8'-3"	224	124	261			609	2	2'-5"	3'-9"	2'-5"
P602	GSR	46					46	13'-8"	945					945	STR			
P603	GSR	46	30	52			128	6'-9"	467	305	528			1300	1	1'-0"	5'-11"	
P604	GSR	14					14	26'-8"	561					561	2	2'-6"	22'-0"	2'-6"
P605	GSR		1				1	19'-2"		29				29	3	5'-2"	4'-0"	
P606	GSR		30				30	15'-0"		676				676	STR			
P607	GSR		12				12	19'-4"		349				349	2	2'-6"	14'-8"	2'-6"
P608	GSR			14			14	28'-0"			589			589	2	2'-6"	23'-4"	2'-6"
P609	GSR			52			52	10'-6"			821			821	STR			
P610	GSR				14		14	6'-6"				137		137	2	1'-7"	3'-8"	1'-7"
P611	GSR					16	16	8'-6"					205	205	2	1'-7"	5'-8"	1'-7"
P701	GSR				11	16	27	8'-5"				190	276	466	2	3'-7"	1'-8"	3'-7"
P702	GSR				26		26	9'-8"				514		514	STR			
P703	GSR				26	36	62	6'-3"				333	460	793	1	1'-0"	5'-5"	
P704	GSR					36	36	17'-3"					1270	1270	2	3'-9"	1'-8"	3'-9"
P801	GSR	5					5	24'-2"	323					323	2	2'-5"	19'-9"	2'-5"
P802	GSR	34	24	34			92	12'-6"	1135	801	1135			3071	2	2'-6"	7'-8"	2'-6"
P803	GSR		5				5	16'-10"		225				225	2	2'-5"	12'-5"	2'-5"
P804	GSR			5			5	25'-6"			341			341	2	2'-5"	21'-1"	2'-5"
P901	GSR		16				16	6'-6"		354				354	1	3'-9"	3'-0"	
P902	GSR		14				14	7'-11"		377				377	1	5'-2"	3'-0"	
	PIER GSR SUBTOTAL								4394	3785	4303	1423	2729	16634				

BENDING DIAGRAM



Add Type-30?

NOTE

THE BAR NUMBER IS SPECIFIED ON THE PLANS IN THE BAR MARK COLUMN. THE FIRST DIGIT INDICATES THE BAR SIZE NUMBER. FOR EXAMPLE, P301 IS A NO. 3 BAR. BAR DIMENSIONS ARE OUT-TO-OUT, UNLESS OTHERWISE NOTED.

SFN 2926107
DESIGN AGENCY
CARPENTER MARTY Transportation
DESIGNER JZ | CHECKER AMR
REVIEWER GDJ 03/28/25
PROJECT ID 115388
SUBSET 27 | TOTAL 27
SHEET P.73 | TOTAL P.107

GRE-68-12.65

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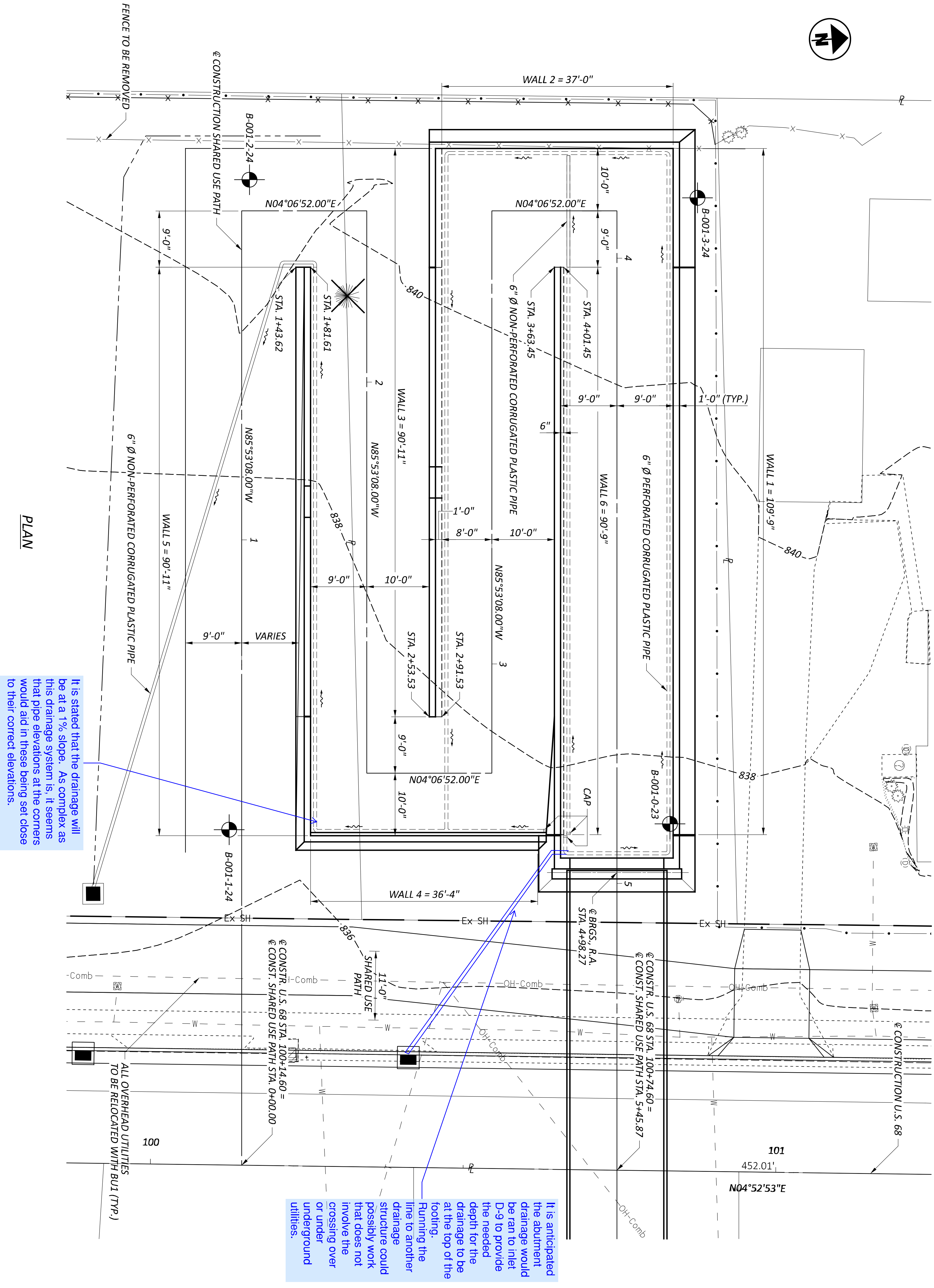


It is stated that the drainage will be at a 1% slope. As complex as this drainage system is, it seems that pipe elevations at the corners would aid in these being set close to their correct elevations.

It is anticipated the abutment drainage would be ran to inlet D-9 to provide the needed depth for the drainage to be at the top of the footing. Running the line to another drainage structure could possibly work that does not involve the crossing over or under underground utilities.

RAMP RETAINING WALL PLAN
BRIDGE NO. GRE-BK80020-00.492
PEDESTRIAN BRIDGE OVER US 68 AND OLDTOWN CREEK

DESIGN AGENCY	DESIGNER	CHECKER	REVIEWER	PROJECT ID	SUBSET	TOTAL	SHEET	TOTAL
CARPENTER MARTY Transportation	SMH	AMR	GDJ 03/28/25	115388	1	12	P.74	P.107

REFER TO THE FOLLOWING STANDARD CONSTRUCTION DRAWING:

RM - 5.2 REVISED 07-21-2023

DESIGN SPECIFICATIONS

THIS STRUCTURE CONFORMS TO THE 9th EDITION OF THE "LRFD BRIDGE DESIGN SPECIFICATIONS" ADOPTED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS, 2020, AND THE ODOT BRIDGE DESIGN MANUAL, 2020.

OPERATIONAL IMPORTANCE:

A LOAD MODIFIER OF 1.0 HAS BEEN ASSUMED FOR THE DESIGN OF THIS STRUCTURE IN ACCORDANCE WITH THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, ARTICLE 1.3.5 AND THE ODOT BRIDGE DESIGN MANUAL.

DESIGN DATA

CONCRETE CLASS QC1 WITH QC/QA - COMPRESSIVE STRENGTH 4.0 KSI (SUBSTRUCTURE)

CONCRETE REINFORCEMENT:

GALVANIZED STEEL REINFORCEMENT - MINIMUM YIELD STRENGTH 60 KSI (SUBSTRUCTURE)

AESTHETIC TREATMENT (CONCRETE FORMLINER)

Project Manager

Project Manager

ONE FULL SCALE PATTERNED PRECONSTRUCTION TEST PANEL SHALL BE PROVIDED FOR APPROVAL BY THE DISTRICT 8 BRIDGE SECTION. IF THE TEST PANEL DOES NOT MEET THE APPROVAL OF THE DISTRICT 8 BRIDGE SECTION, THE RESULT WILL BE GROUNDS TO REJECT THE PROPOSED PANEL SURFACE CHOSEN. THE TEST PANEL WILL BE PROVIDED REPEATEDLY, AS NECESSARY, UNTIL APPROVAL IS GRANTED. THE MOCK-UP SHALL HAVE THE SAME ARCHITECTURAL RELIEF, THICKNESS AND PATTERN INTENDED TO BE USED ON THE PROJECT. THE PANEL SHALL USE THE SAME CEMENT AND AGGREGATE SOURCE THAT WILL BE USED TO CONSTRUCT THE PROJECT. AFTER APPROVAL, THE CONCRETE TEST PANEL SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR.

FOUNDATION BEARING RESISTANCE:

WALL FOOTINGS, AS DESIGNED, PRODUCE A MAXIMUM SERVICE LIMIT STATE BEARING PRESSURE OF 1.6 KIPS PER SQUARE FOOT AND A MAXIMUM STRENGTH LIMIT STATE BEARING PRESSURE OF 2.9 KIPS PER SQUARE FOOT. THE FACTORED BEARING RESISTANCE IS 4.1 KIPS PER SQUARE FOOT.

SEALING OF CONCRETE SURFACES, AS PER PLAN, (PERMANENT GRAFFITI PROTECTION):

APPLY A PERMANENT GRAFFITI COATING QUALIFIED ACCORDING TO S1083 THAT IS COMPATIBLE WITH THE CONCRETE SEALER OVER WHICH IT IS APPLIED. APPLY THE GRAFFITI COATING IN ACCORDANCE WITH THE MANUFACTURER'S PRINTED INSTRUCTIONS.

Review Table 7 Section 3 of the geotechnical report. This information is not consistent.

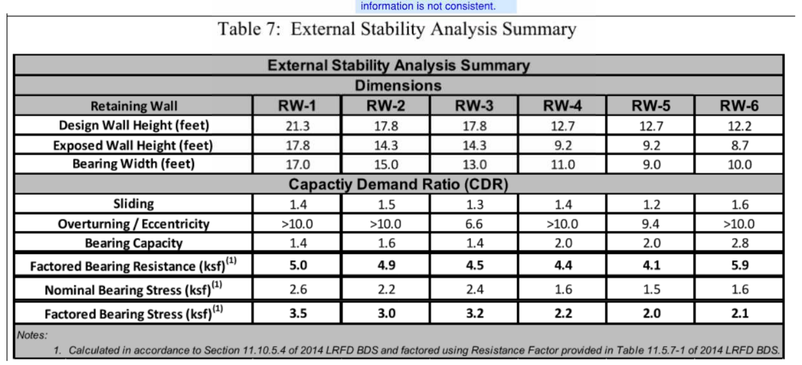
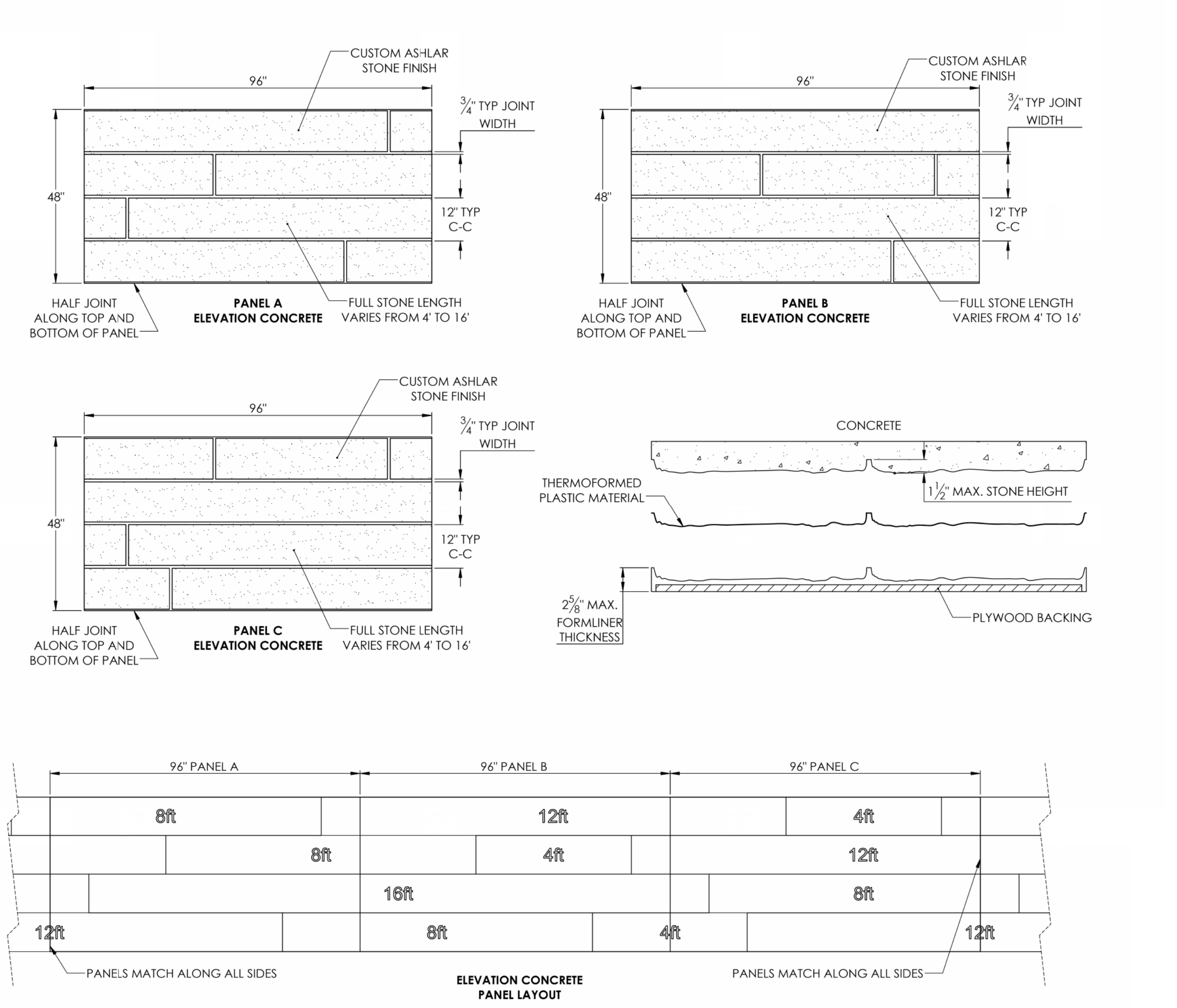


Table 7: External Stability Analysis Summary

External Stability Analysis Summary						
Dimensions						
Retaining Wall	**RW-1**	**RW-2**	**RW-3**	**RW-4**	**RW-5**	**RW-6**
Design Wall Height (feet)	21.3	17.8	17.8	12.7	12.7	12.2
Exposed Wall Height (feet)	17.8	14.3	14.3	9.2	9.2	8.7
Bearing Width (feet)	17.0	15.0	13.0	11.0	9.0	10.0
Capactiy Demand Ratio (CDR)						
Sliding	1.4	1.5	1.3	1.4	1.2	1.6
Overturning / Eccentricity	>10.0	>10.0	6.6	>10.0	9.4	>10.0
Bearing Capacity	1.4	1.6	1.4	2.0	2.0	2.8
Factored Bearing Resistance (ksf)[1]	**5.0**	**4.9**	**4.5**	**4.4**	**4.1**	**5.9**
Nominal Bearing Stress (ksf)[1]	2.6	2.2	2.4	1.6	1.5	1.6
Factored Bearing Stress (ksf)[1]	**3.5**	**3.0**	**3.2**	**2.2**	**2.0**	**2.1**

Notes:

1. Calculated in accordance to Section 11.10.5.4 of 2014 LRFD BDS and factored using Resistance Factor provided in Table 11.5.7-1 of 2014 LRFD BDS.

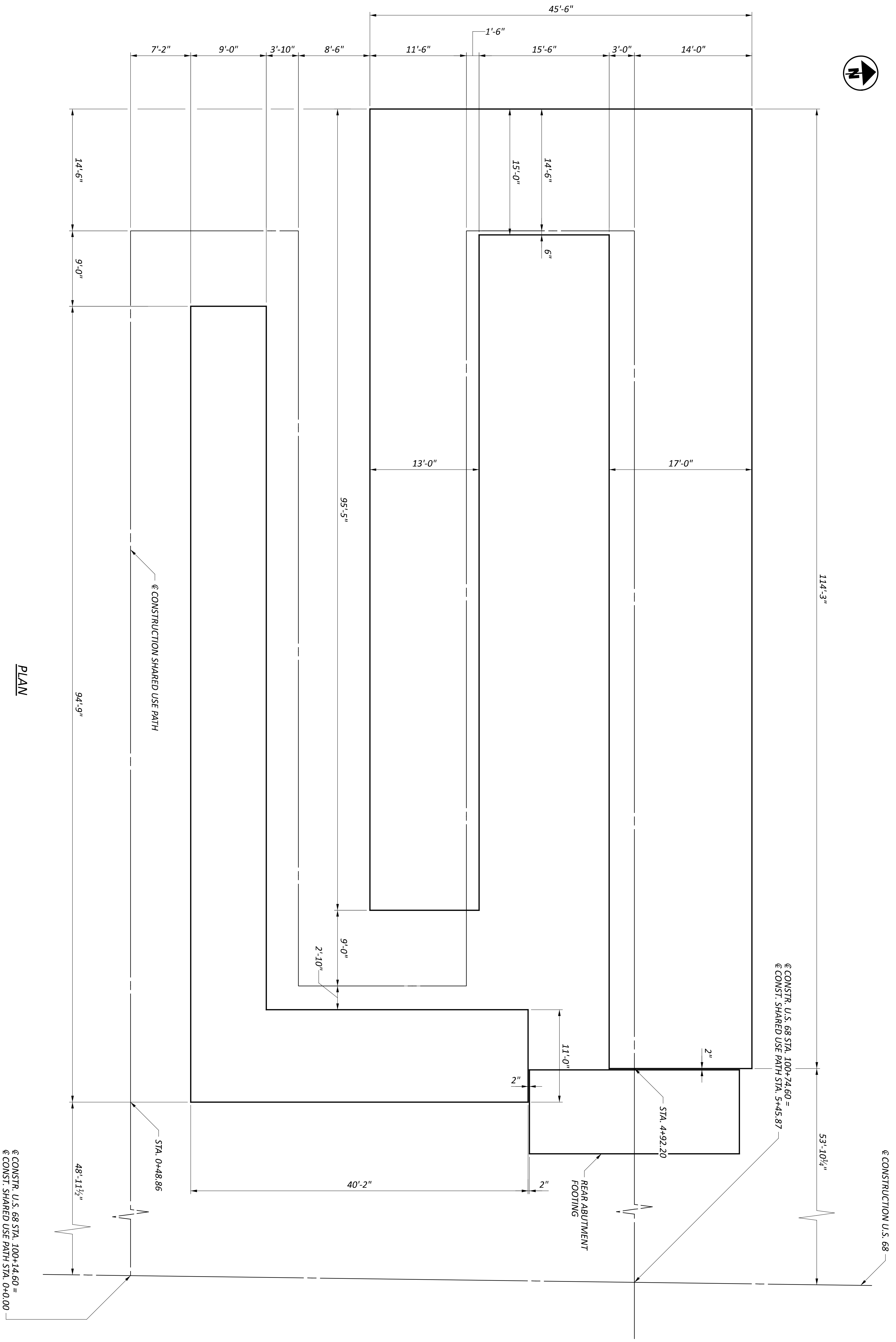


CONCRETE FORMLINER DETAIL

RETAINING WALLS GENERAL NOTES
BRIDGE NO. GRE-BK80020-00.492
PEDESTRIAN BRIDGE OVER US 68 AND OLDTOWN CREEK

DESIGN AGENCY
CARPENTER MARTY transportation

DESIGNER	CHECKER
JZ	AMR
REVIEWER	
GDJ 03/28/25	
PROJECT ID	
115388	
SUBSET	TOTAL
2	12



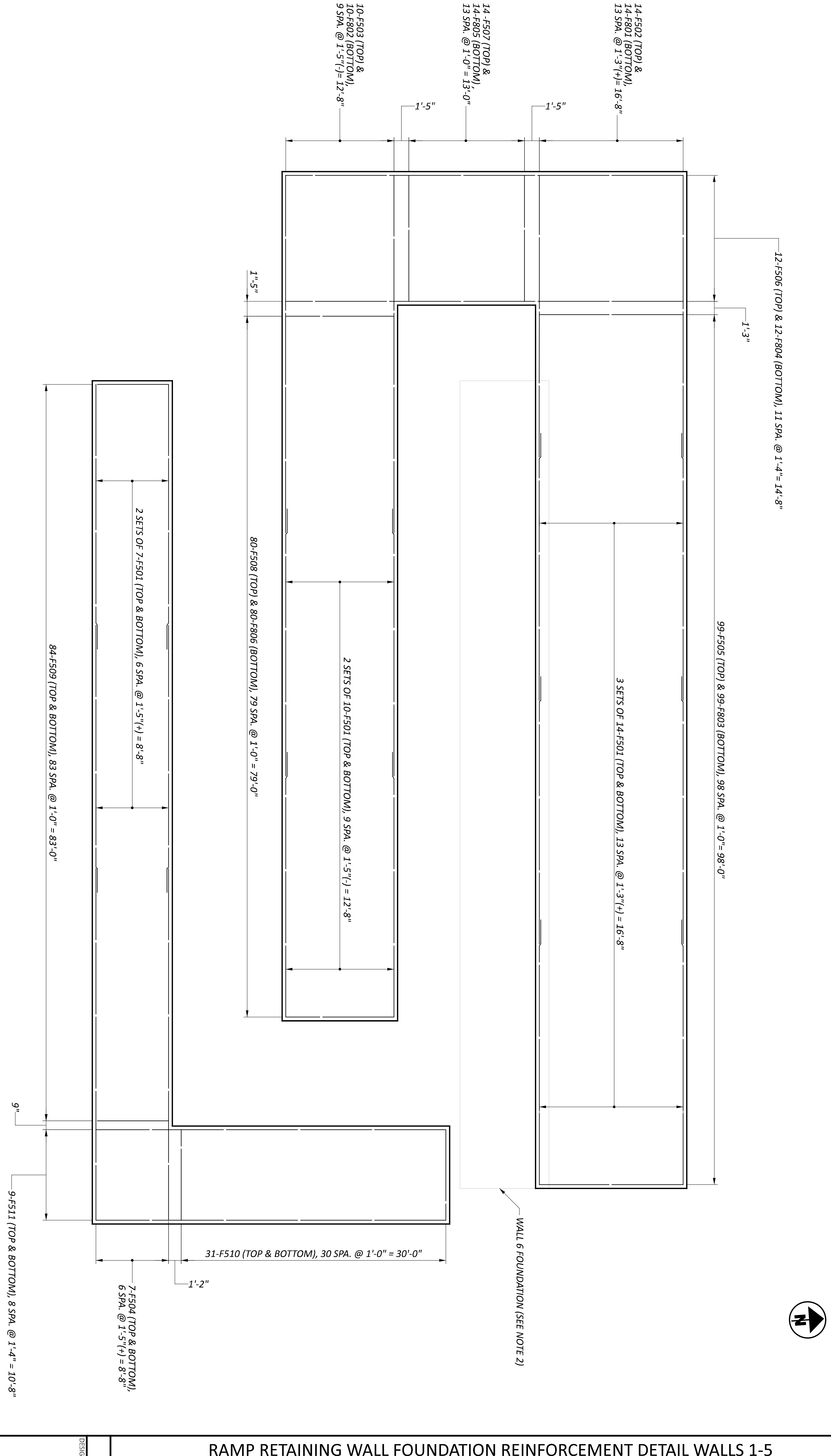
PLAN

DESIGN AGENCY

CARPENTER MARTY Transportation

DESIGNER MME
CHECKER AMR
REVIEWER GDJ 03/28/25
PROJECT ID 115388
SUBSET 3
TOTAL 12
SHEET P.76
TOTAL P.107

RAMP RETAINING WALL FOUNDATION PLAN WALLS 1-5
BRIDGE NO. GRE-BK80020.00.492
PEDESTRIAN BRIDGE OVER US 68 AND OLDTOWN CREEK



PLAN

NOTES

1. MINIMUM LAP SPLICE LENGTH:
#5 BARS = 32 INCHES
#8 BARS = 38 INCHES

2. REFER TO SHEET 5/12 FOR WALL 6 FOUNDATION DETAILS.

DESIGNER	CHECKER
MME	AMR

REVIEWER
GDJ 02/10/25

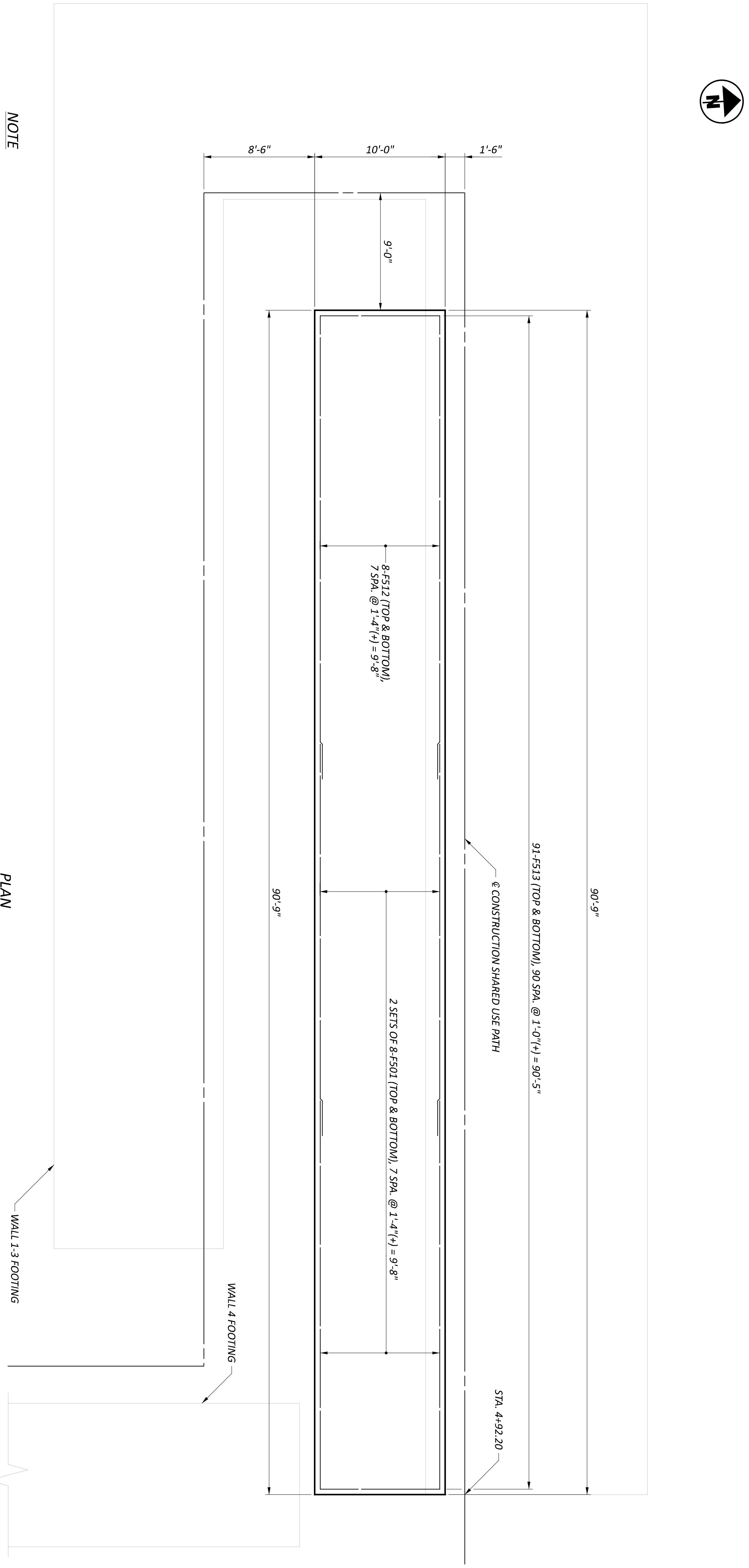
PROJECT ID
115388

SUBSET 4 TOTAL 12

SHEET P.77 TOTAL P.107

DESIGN AGENCY
CARPENTER MARTY Transportation

RAMP RETAINING WALL FOUNDATION REINFORCEMENT DETAIL WALLS 1-5
BRIDGE NO. GRE-BK80020.00.492
PEDESTRIAN BRIDGE OVER US 68 AND OLDTOWN CREEK



PLAN

NOTE

MINIMUM LAP SPLICE LENGTH
#5 BAR= 32 INCHES

RAMP RETAINING WALL FOUNDATION AND REINFORCEMENT DETAILS - WALL 6
BRIDGE NO. GRE-BK80020.00.492
PEDESTRIAN BRIDGE OVER US 68 AND OLDTOWN CREEK

DESIGN AGENCY	CARPENTER MARTY Transportation	DESIGNER MME	CHECKER AMR	
		REVIEWER GDJ 03/28/25		
		PROJECT ID 115388		
		SUBSET 5	TOTAL 12	
		SHEET P.78	TOTAL P.107	

GRE-68-12.65

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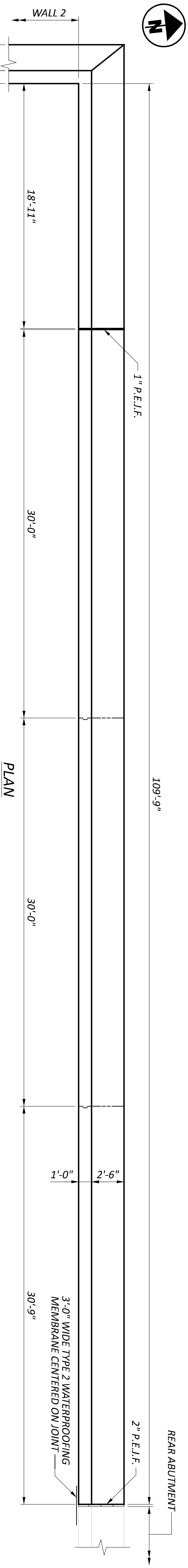
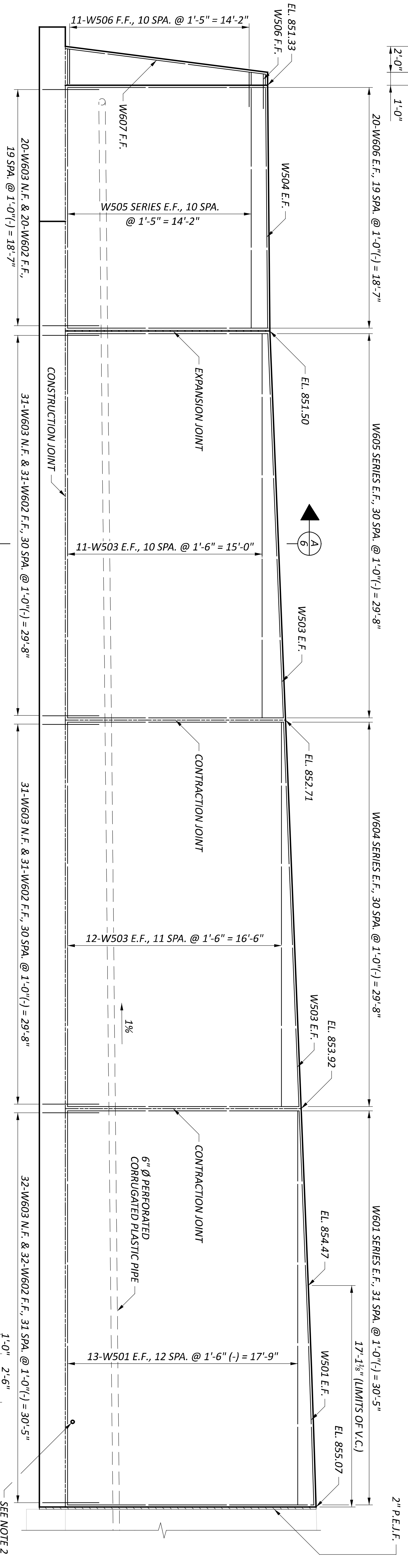
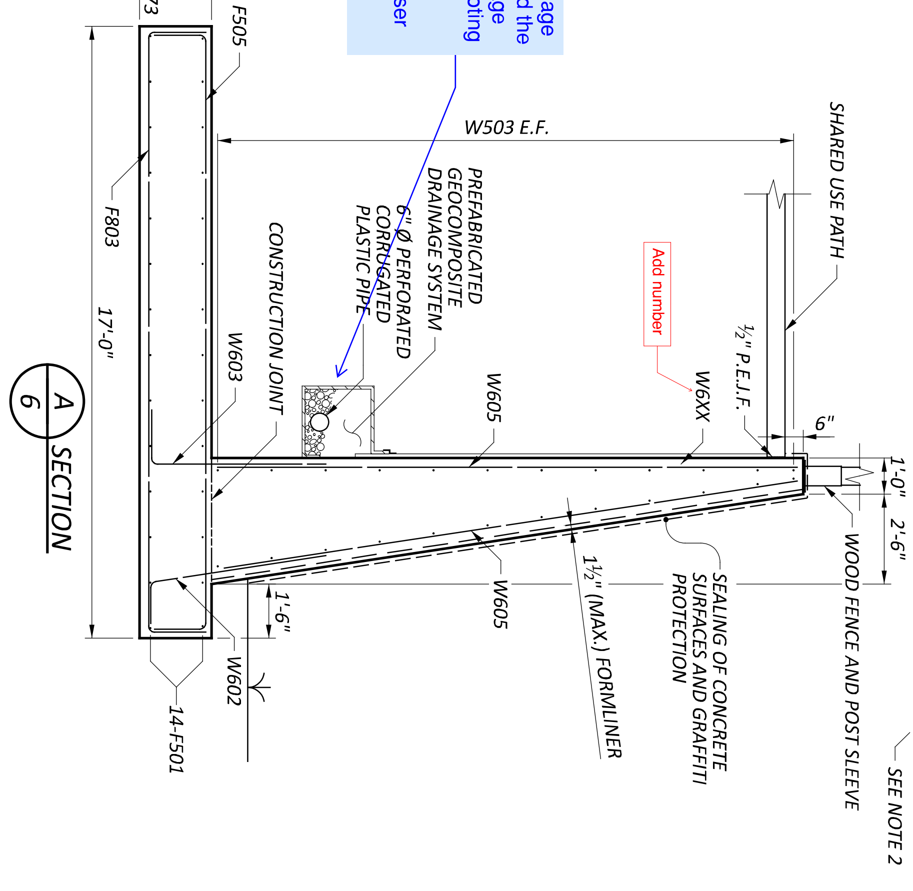


PLAN

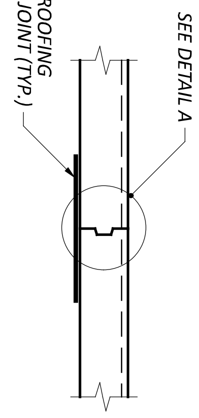


ELEVATION
VIEWED ALONG BACK FACE

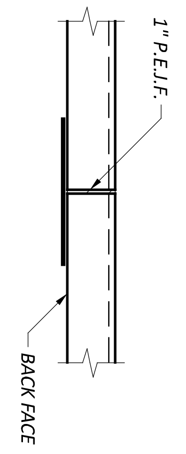


BDM 201.4.1.A.11 has the drainage placed as low as possible behind the walls. With the abutment drainage being placed at the top of the footing per BDM 306.2.3.1.a, there is a possibility the drainage in this adjoining wall can be placed closer to the top of the footing.

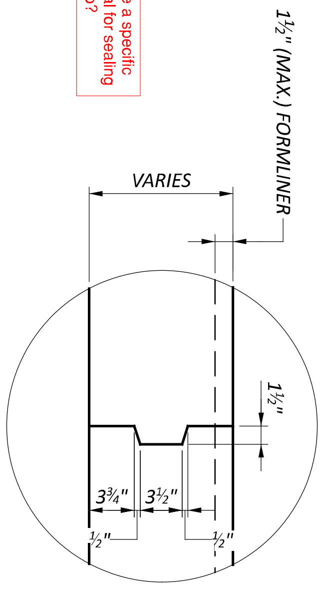
SECTION A/6



CONTRACTION JOINT DETAIL



EXPANSION JOINT DETAIL



DETAIL A
FROM TOP OF FOOTING TO 1'-0" BELOW TOP OF WALL

NOTES

1. REFER TO SHEET P.68/P.107 FOR POST SLEEVE DETAILS.
2. 3" DIAMETER SLEEVE FOR THE 2" CONDUIT. THE GAP BETWEEN THE SLEEVE AND 2" CONDUIT SHALL BE FULLY SEALED BY CONTRACTOR.

Is there a specific material for sealing the gap?

LEGEND

E.F. - EACH FACE
N.F. - NEAR FACE
F.F. - FAR FACE

WALL 1 DETAILS
BRIDGE NO. GRE-BK80020-00.492
PEDESTRIAN BRIDGE OVER US 68 AND OLDTOWN CREEK

DESIGN AGENCY
CARPENTER MARTY Transportation

DESIGNER	CHECKER
SMH	AMR
REVIEWER	
GDJ	02/10/25
PROJECT ID	
115388	
SUBSET	TOTAL
6	12
SHEET	TOTAL
P.79	P.107

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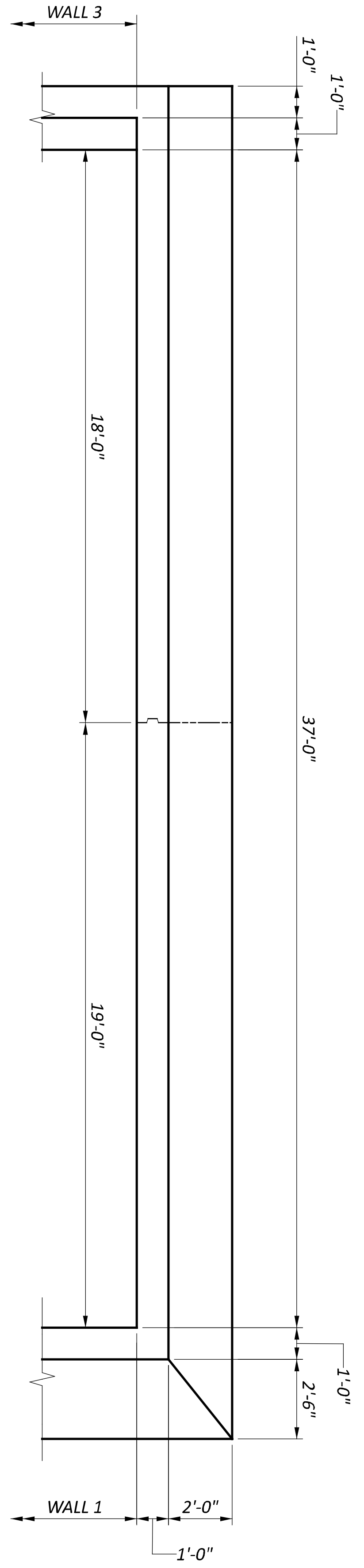
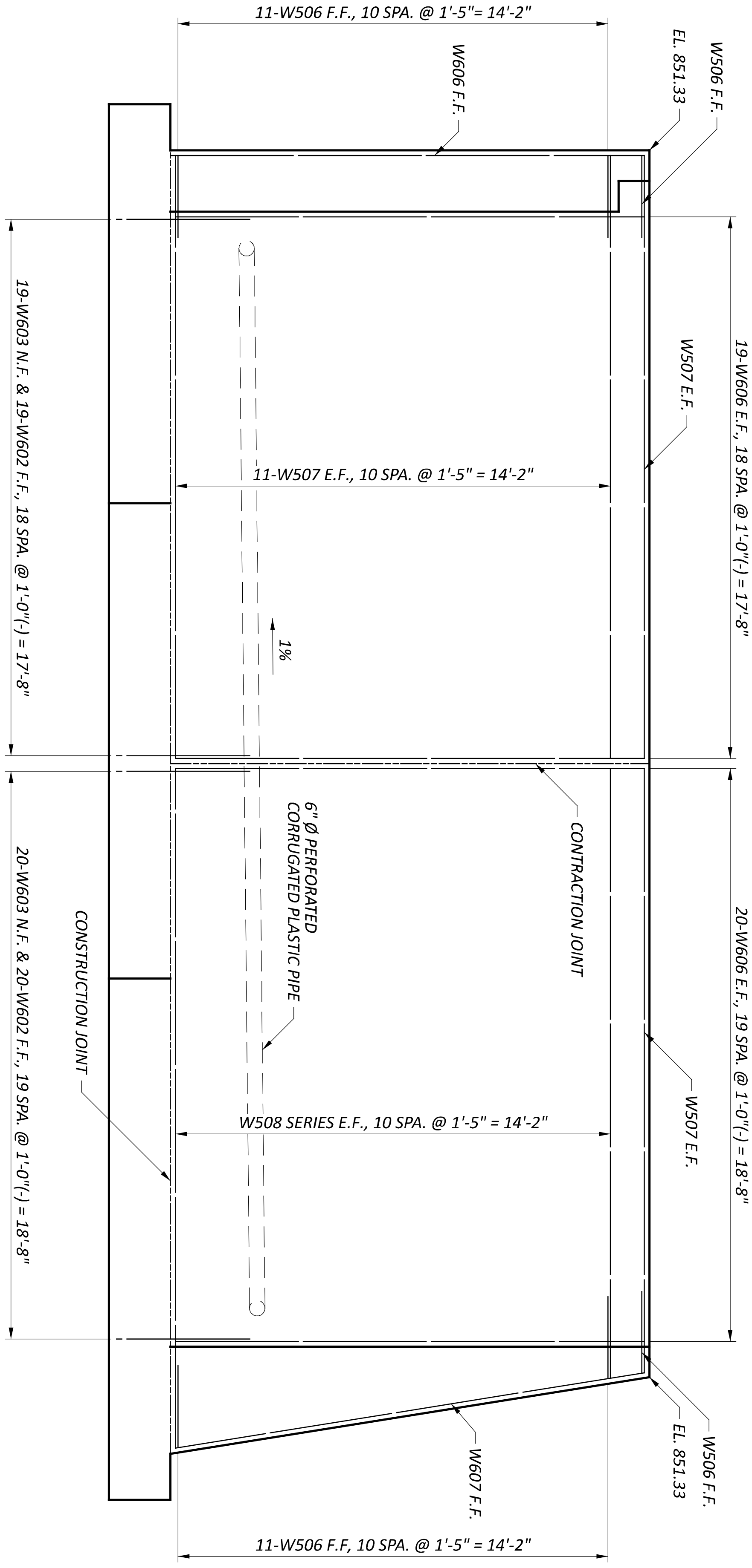
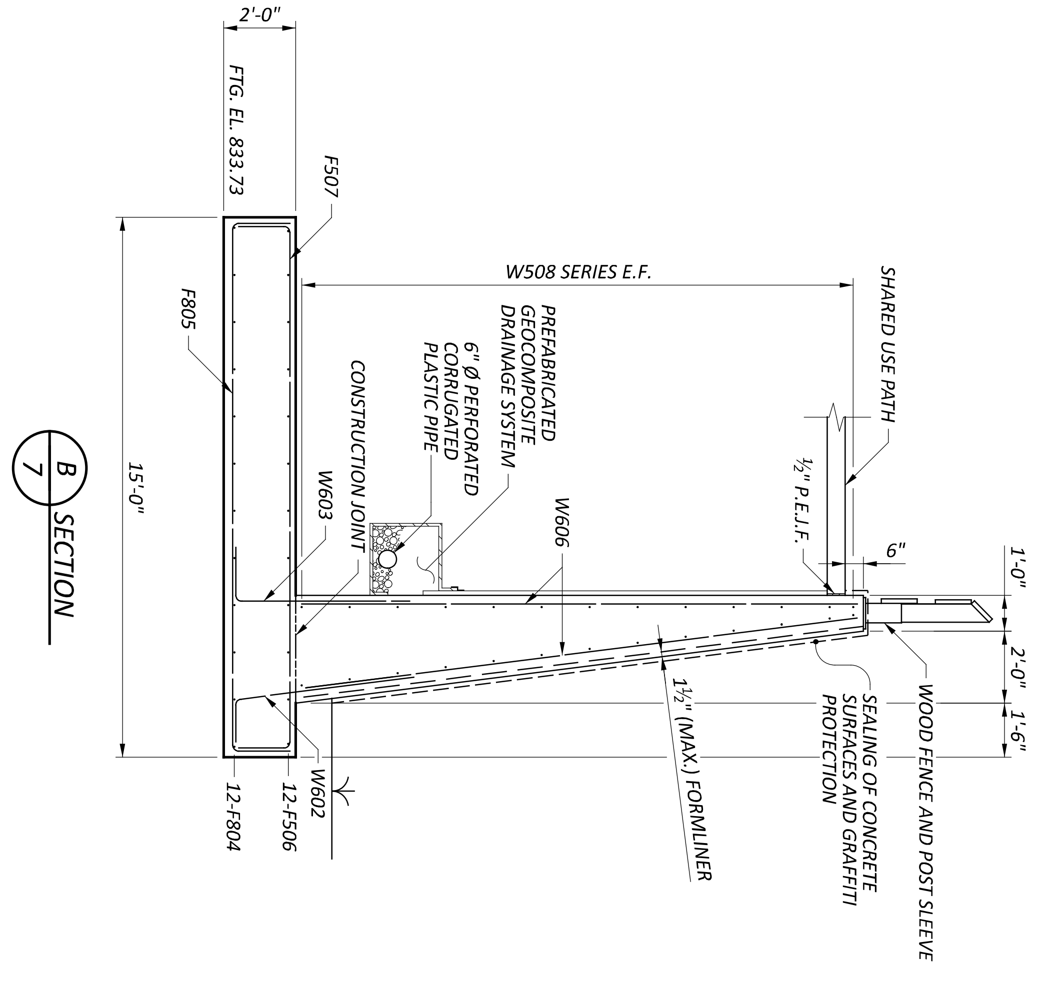


PLAN



ELEVATION
VIEWED ALONG BACK FACE



B/7 SECTION

NOTES

1. REFER TO SHEET 6/12 FOR CONTRACTION JOINT DETAIL.
2. REFER TO SHEET P.68/P.107 FOR POST SLEEVE DETAILS.

LEGEND

E.F. - EACH FACE
N.F. - NEAR FACE
F.F. - FAR FACE

DESIGNER	CHECKER
SMH	AMR
GDJ	03/28/25

DESIGN AGENCY
CARPENTER MARTY Transportation
REVIEWER
PROJECT ID 115388
SUBSET 7 TOTAL 12
SHEET P.80 TOTAL P.107

WALL 2 DETAILS
BRIDGE NO. GRE-BK80020-00.492
PEDESTRIAN BRIDGE OVER US 68 AND OLDTOWN CREEK

MODEL: Sheet_SurvFt PAPERSIZE: 34x22 (in.) DATE: 3/31/2025 TIME: 4:31:08 PM USER: wshannon
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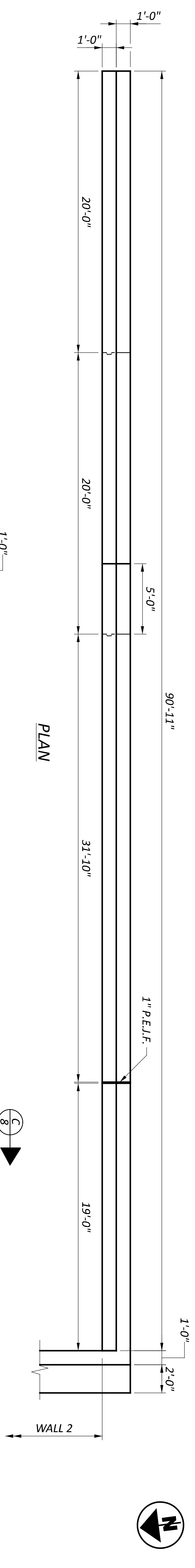

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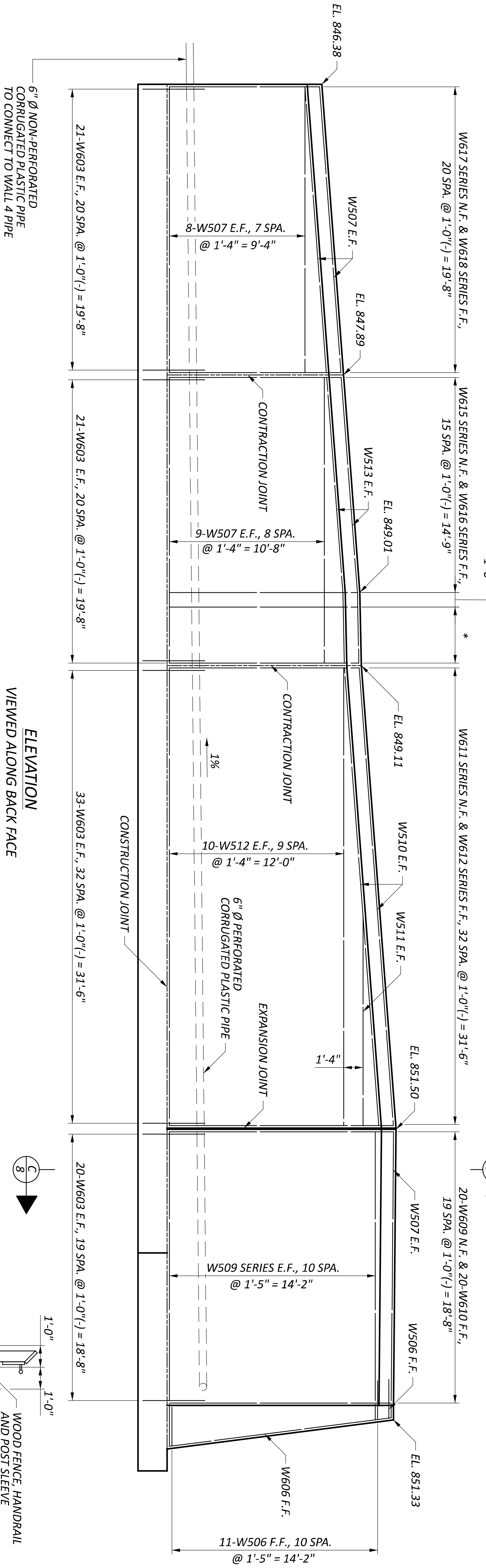
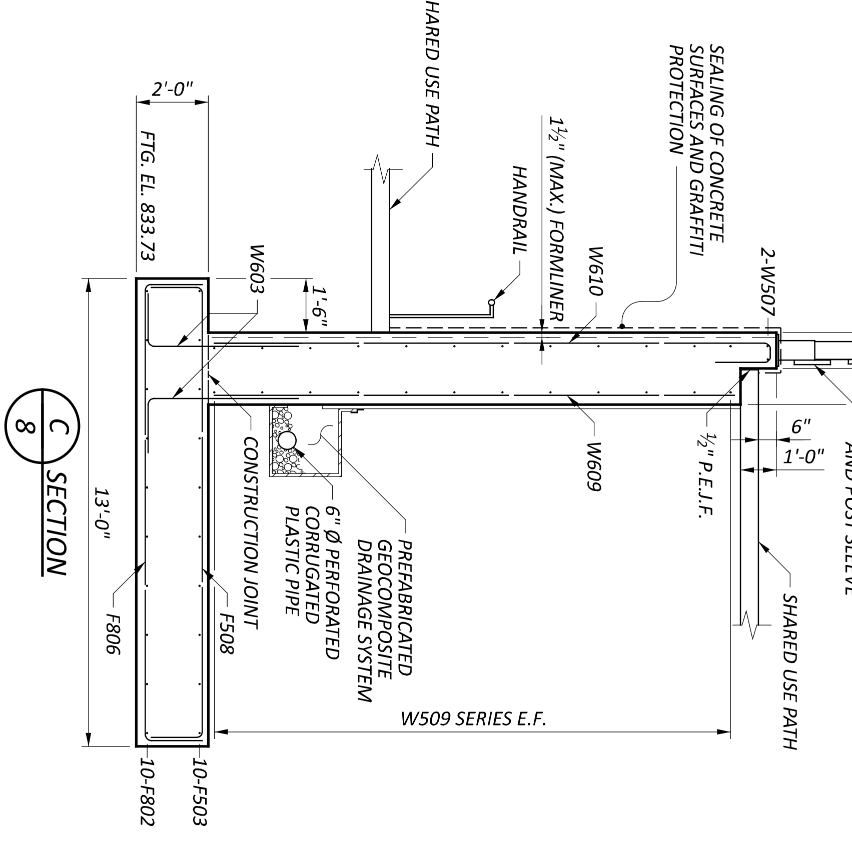


ELEVATION
VIEWED ALONG BACK FACE



SECTION C/8

NOTES

1. REFER TO SHEET 6/12 FOR CONTRACTION JOINT DETAIL.
2. REFER TO SHEET P.68/P.107 FOR POST SLEEVE DETAILS.

LEGEND

* - 5-W613 N.F. & 5-W614 F.F., 4 SPA. @ 1'-0" = 4'-0"

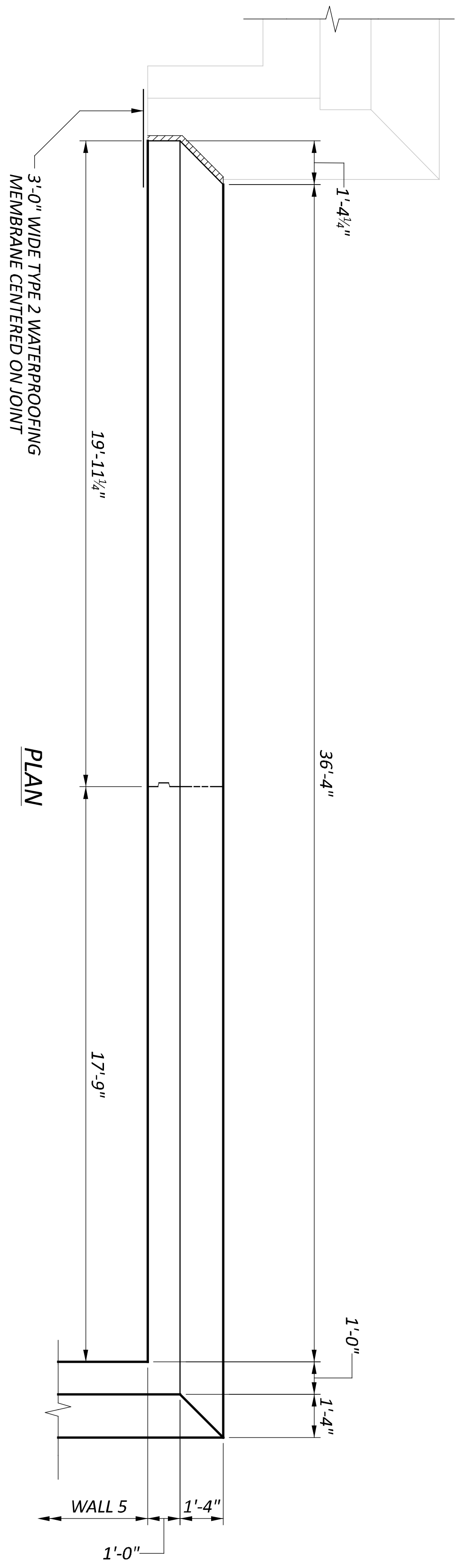
E.F. - EACH FACE

N.F. - NEAR FACE

F.F. - FAR FACE

DESIGN AGENCY	CARPENTER MARTY Transportation	
DESIGNER SMH	CHECKER AMR	
REVIEWER GDJ 03/28/25		
PROJECT ID 115388		
SUBSET 8	TOTAL 12	
SHEET P.81	TOTAL P.107	

WALL 3 DETAILS
BRIDGE NO. GRE-BK80020-00.492
PEDESTRIAN BRIDGE OVER US 68 AND OLDTOWN CREEK



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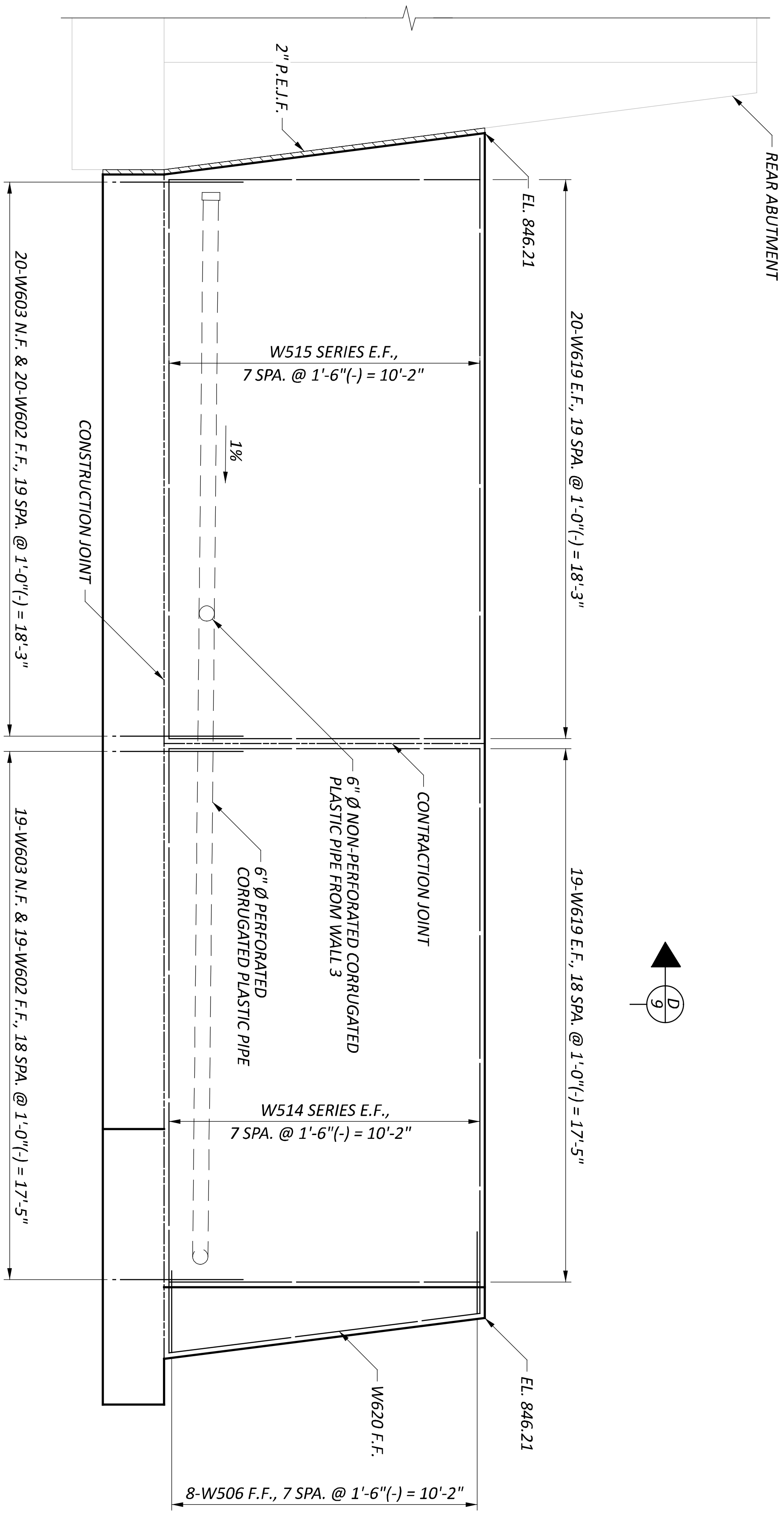
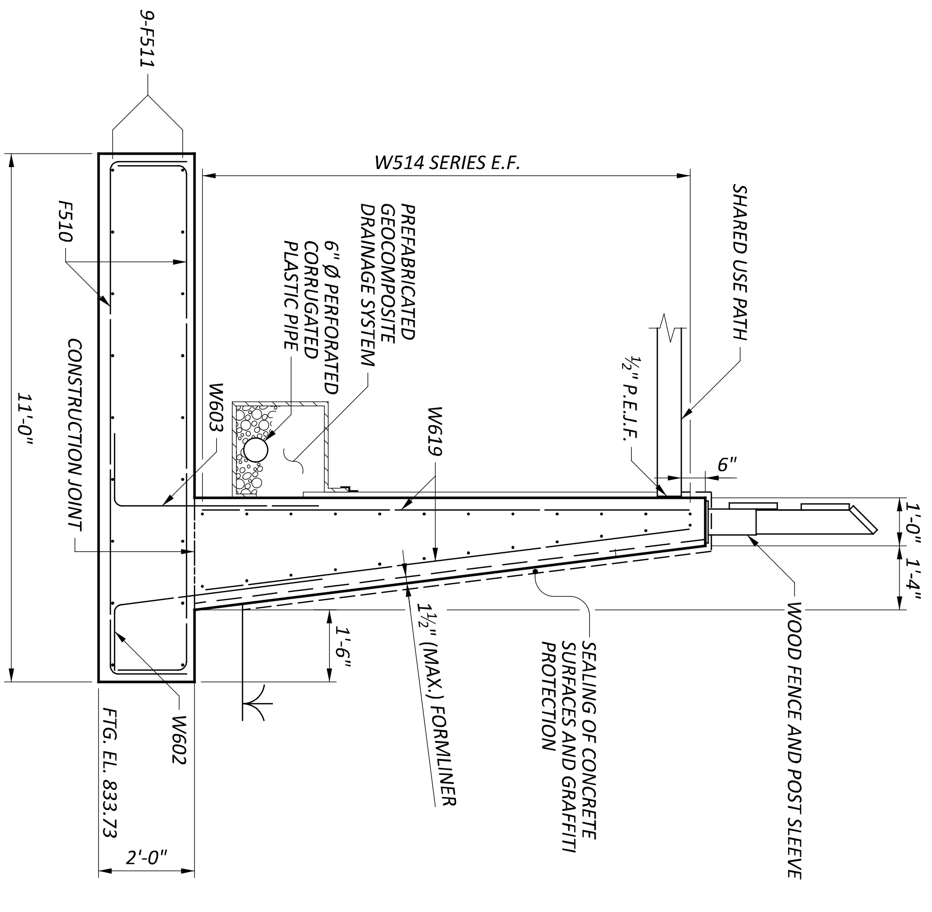


ELEVATION

VIEWED ALONG BACK FACE



D/9 SECTION

NOTES

1. REFER TO SHEET 6/12 FOR CONTRACTION JOINT DETAIL.
2. REFER TO SHEET P.68/P.107 FOR POST SLEEVE DETAILS.

LEGEND

E.F. - EACH FACE
N.F. - NEAR FACE
F.F. - FAR FACE

DESIGNER	CHECKER	REVIEWER	PROJECT ID	SUBSET	TOTAL	SHEET	TOTAL
SMH	AMR	GDJ 03/28/25	115388	9	12	P.82	P.107

DESIGN AGENCY
CARPENTER MARTY Transportation

WALL 4 DETAILS
BRIDGE NO. GRE-BK80020-00.492
PEDESTRIAN BRIDGE OVER US 68 AND OLDTOWN CREEK

MODEL: Sheet_SurvFt PAPERSIZE: 34x22 (in.) DATE: 3/31/2025 TIME: 4:31:09 PM USER: wshannon
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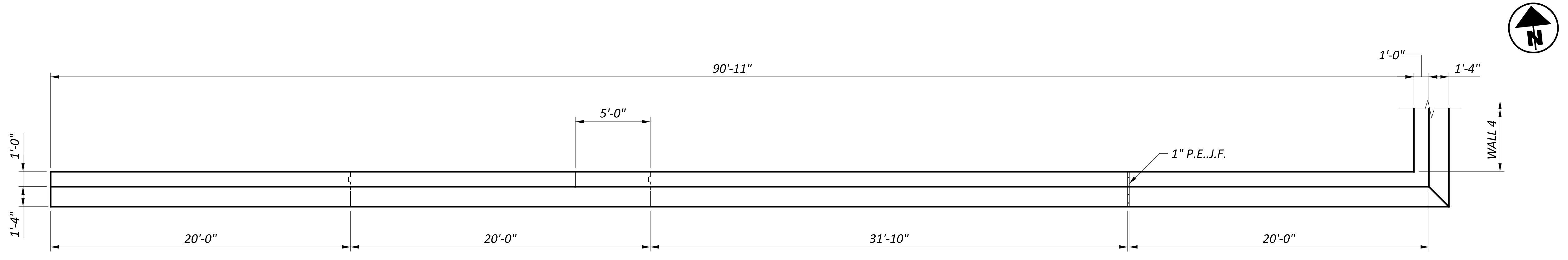

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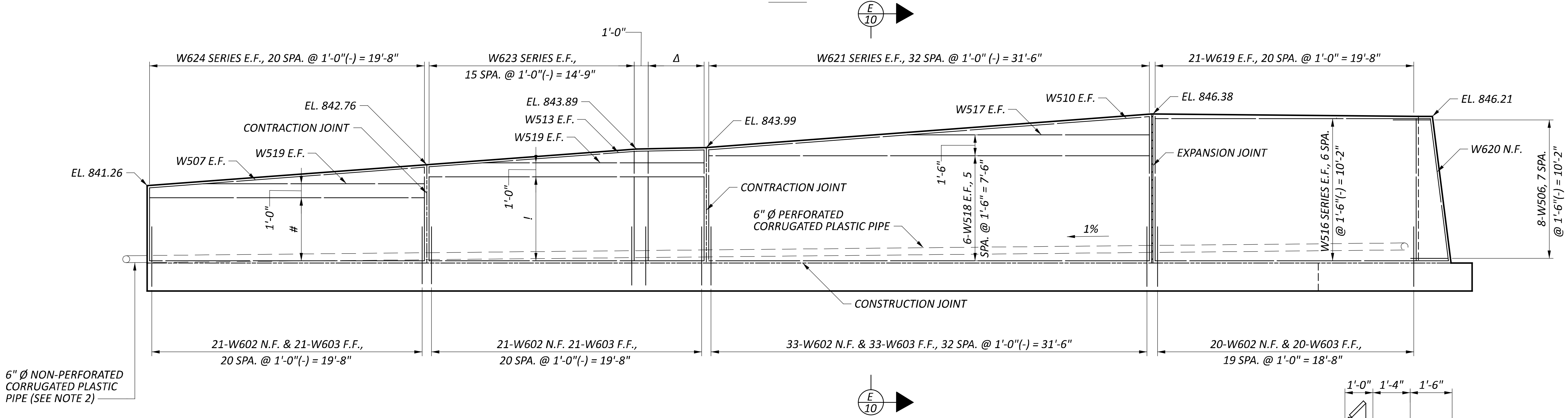
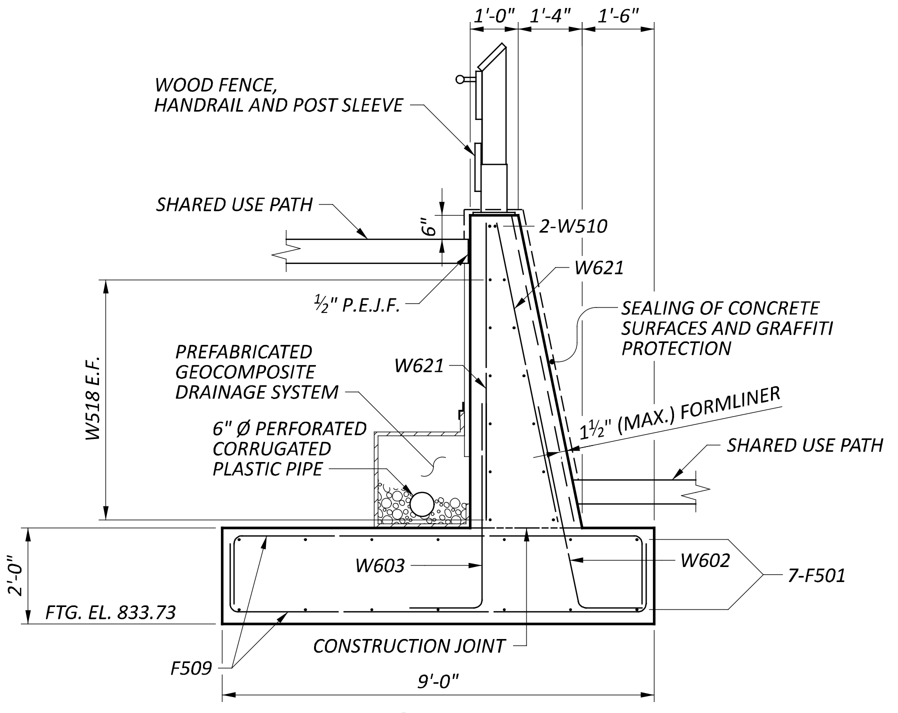


ELEVATION

VIEWED ALONG FRONT FACE



E/10 SECTION

NOTES

1. REFER TO SHEET 6/12 FOR EXPANSION AND CONTRACTION JOINT DETAILS.
2. PIPE CONNECTS TO CATCH BASIN (D27), INVERT EL. 833.50
3. REFER TO SHEET P.68/P.107 FOR POST SLEEVE DETAILS.

LEGEND

Δ - 5-W622 E.F., 4 SPA. @ 1'-0" = 4'-0"
- 4-W507 E.F., 3 SPA. @ 1'-6" = 4'-6"
! - 5-W507 E.F., 4 SPA. @ 1'-6" = 6'-0"
E.F. - EACH FACE
N.F. - NEAR FACE
F.F. - FAR FACE

WALL 5 DETAILS
BRIDGE NO. GRE-BK80020-00.492
PEDESTRIAN BRIDGE OVER US 68 AND OLDTOWN CREEK

DESIGN AGENCY
CARPENTER MARTY Transportation

DESIGNER	CHECKER
SMH	AMR

REVIEWER
GDJ 03/28/25
PROJECT ID
115388

SUBSET	TOTAL
10	12

SHEET	TOTAL
P.83	P.107

MODEL: Sheet_SurvFt PAPERSIZE: 34x22 (in.) DATE: 3/31/2025 TIME: 4:31:10 PM USER: wshannon
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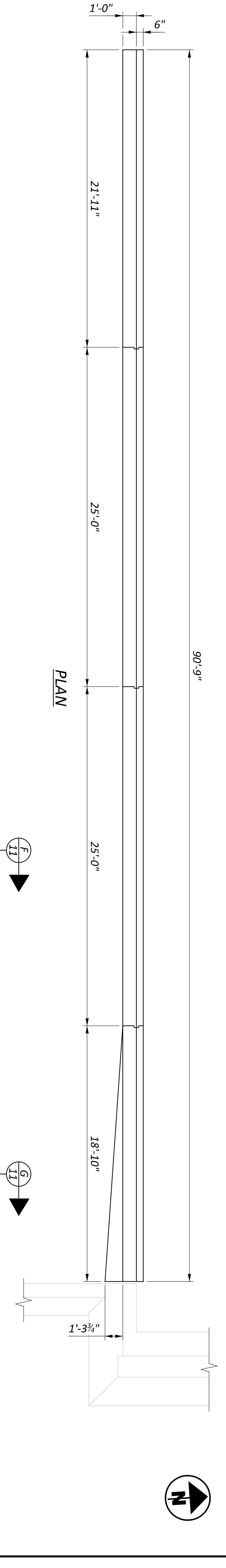
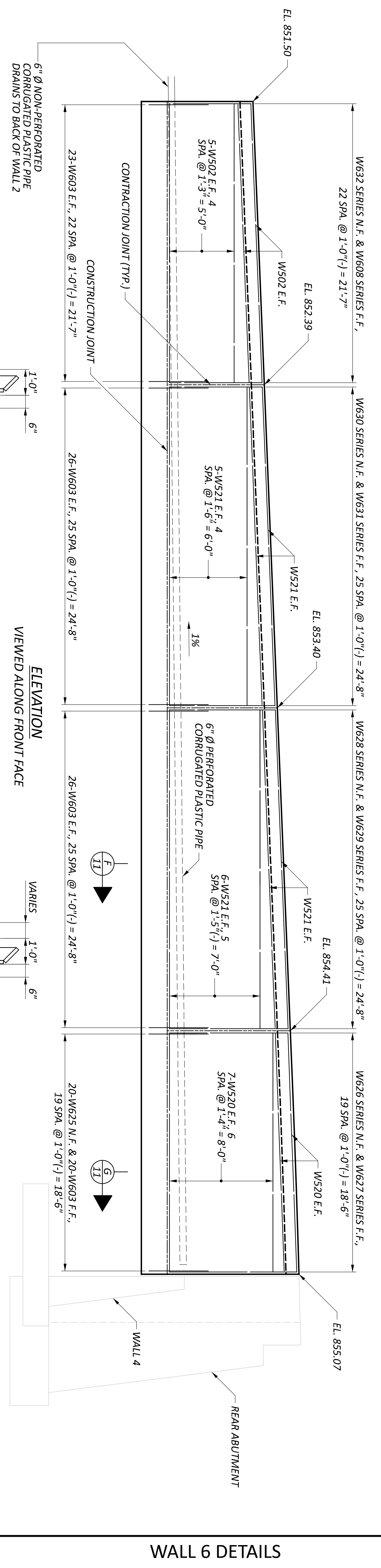
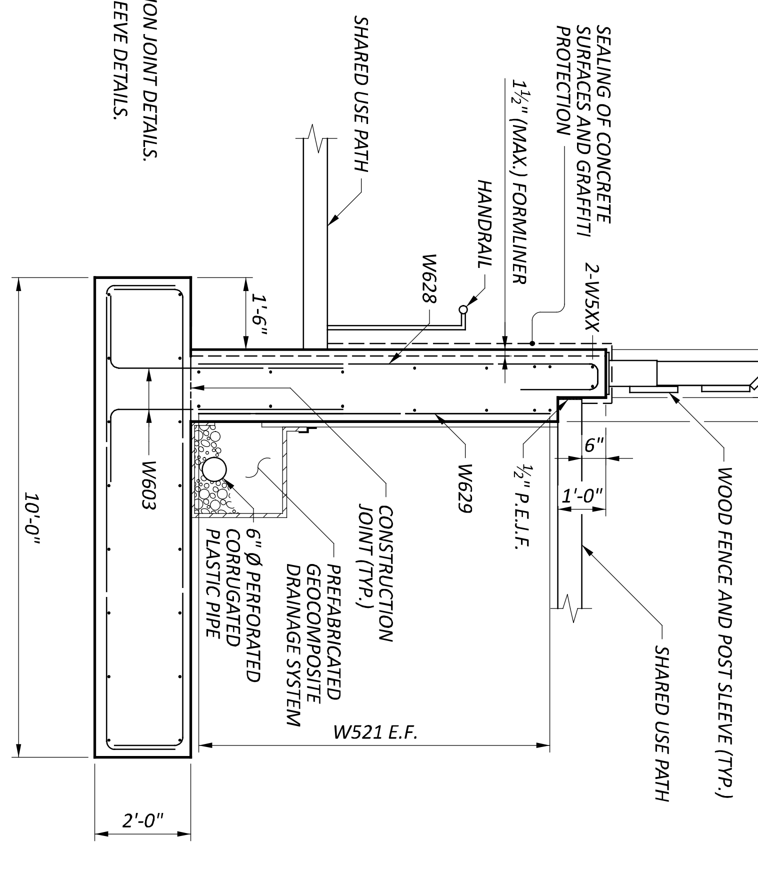


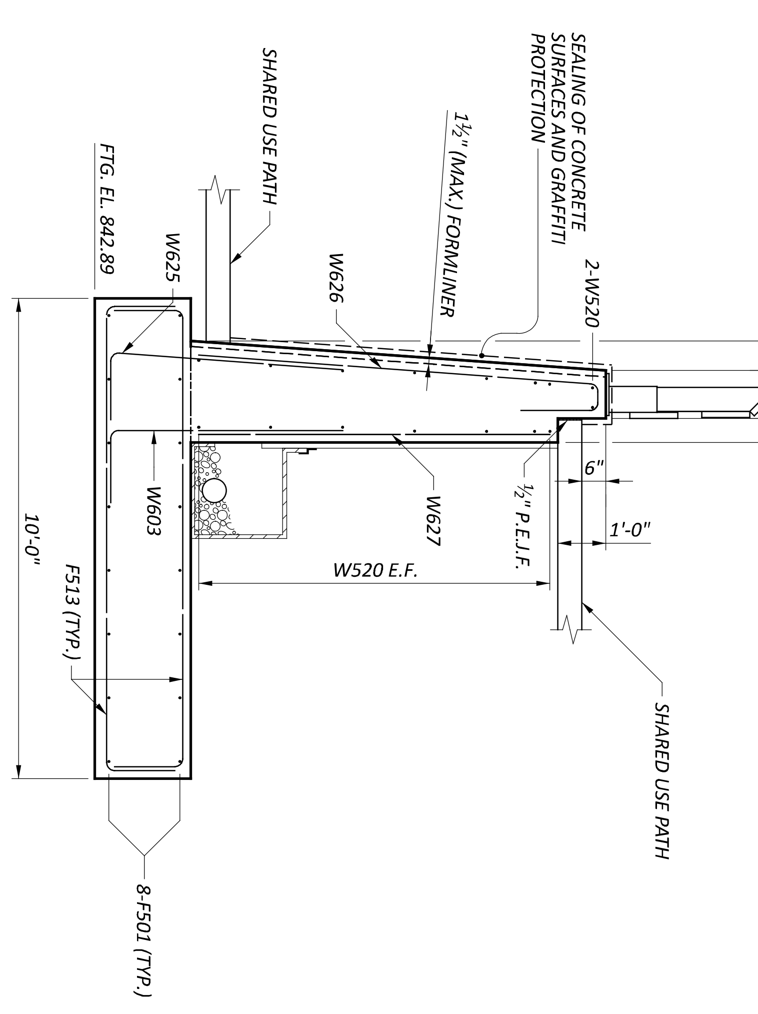
PLAN



ELEVATION
VIEWED ALONG FRONT FACE



F/11 SECTION



G/11 SECTION

NOTES

1. REFER TO SHEET 6/12 FOR CONTRACTION JOINT DETAILS.
2. REFER TO SHEET P.68/P.107 FOR POST SLEEVE DETAILS.

LEGEND

E.F. - EACH FACE
N.F. - NEAR FACE
F.F. - FAR FACE

WALL 6 DETAILS
BRIDGE NO. GRE-BK80020.00.492
PEDESTRIAN BRIDGE OVER US 68 AND OLDTOWN CREEK

DESIGN AGENCY
CARPENTER MARTY Transportation

DESIGNER	CHECKER
MME	AMR

REVIEWER
GDJ 03/28/25
PROJECT ID
115388

SUBSET	TOTAL
11	12

SHEET	TOTAL
P.84	P.107

CONCRETE REINFORCEMENT
BRIDGE NO. GRE-BK80020-00.492
PEDESTRIAN BRIDGE OVER US 68 AND OLDTOWN CREEK

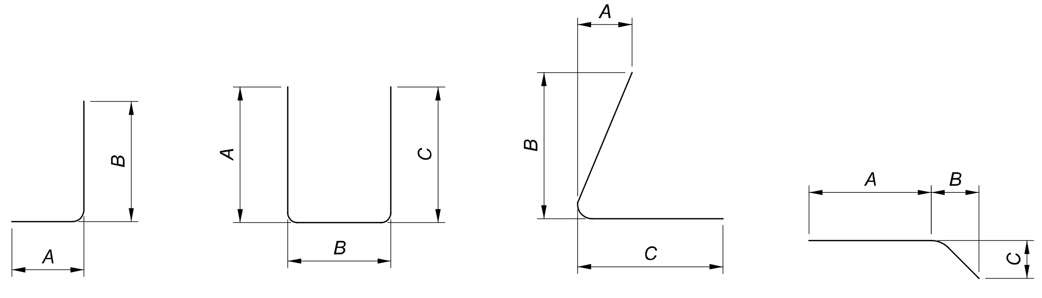
BAR MARK	MATERIAL TYPE	TOTAL	LENGTH	WEIGHT	TYPE	DIMENSIONS		
						A	B	C
RETAINING WALL FOUNDATION (GALVANIZED STEEL REINFORCEMENT - GSR)								
F501	GSR	184	30'-0"	5758	STR			
F502	GSR	14	31'-11"	467	STR			
F503	GSR	10	40'-5"	422	STR			
F504	GSR	14	39'-9"	581	STR			
F505	GSR	99	19'-7"	2023	2	1'-7"	16'-8"	1'-7"
F506	GSR	12	45'-2"	566	STR			
F507	GSR	14	17'-7"	257	2	1'-7"	14'-8"	1'-7"
F508	GSR	80	15'-7"	1301	2	1'-7"	12'-8"	1'-7"
F509	GSR	168	11'-7"	2030	2	1'-7"	8'-8"	1'-7"
F510	GSR	62	13'-7"	879	2	1'-7"	10'-8"	1'-7"
F511	GSR	18	39'-10"	748	STR			
F512	GSR	16	35'-9"	597	STR			
F513	GSR	182	12'-7"	2389	2	1'-7"	9'-8"	1'-7"
F801	GSR	14	32'-5"	1212	STR			
F802	GSR	10	40'-11"	1093	STR			
F803	GSR	99	19'-5"	5133	2	1'-7"	16'-8"	1'-7"
F804	GSR	12	45'-2"	1448	STR			
F805	GSR	14	17'-5"	652	2	1'-7"	14'-8"	1'-7"
F806	GSR	80	15'-5"	3294	2	1'-7"	12'-8"	1'-7"
RETAINING WALL FOUNDATION GSR SUBTOTAL				30850				

BAR MARK	MATERIAL TYPE	TOTAL	LENGTH	WEIGHT	TYPE	DIMENSIONS			
						A	B	C	INC
RETAINING WALL (GALVANIZED STEEL REINFORCEMENT - GSR)									
W501	GSR	28	30'-5"	889	STR				
W502	GSR	14	21'-7"	316	STR				
W503	GSR	50	29'-8"	1548	STR				
W504	GSR	2	19'-7"	41	STR				
W505	GSR	2 SERIES OF 11	19'-9" TO 21'-7"	475	STR				2"(+)
W506	GSR	32	5'-2"	173	1	2'-8"	2'-8"		
W507	GSR	86	19'-8"	1765	STR				
W508	GSR	2 SERIES OF 11	19'-11" TO 22'-2"	484	STR				3"(-)
W509	GSR	2 SERIES OF 11	19'-10" TO 21'-8"	477	STR				2"(+)
W510	GSR	6	31'-7"	198	STR				
W511	GSR	2	14'-5"	31	STR				
W512	GSR	20	31'-6"	658	STR				
W513	GSR	6	19'-9"	124	19	14'-11"	4'-10"	3"	
W514	GSR	2 SERIES OF 8	18'-5" TO 19'-9"	319	STR				2"(+)
W515	GSR	2 SERIES OF 8	18'-3" TO 19'-7"	316	STR				3"(-)
W516	GSR	2 SERIES OF 7	19'-8" TO 21'-0"	297	STR				3"(-)
W517	GSR	2	17'-3"	36	STR				
W518	GSR	12	31'-6"	395	STR				
W519	GSR	4	15'-10"	67	STR				
W520	GSR	18	18'-6"	348	STR				
W521	GSR	30	24'-8"	772	STR				
W601	GSR	2 SERIES OF 32	17'-10" TO 19'-0"	1771	STR				1" (-)
W602	GSR	287	6'-1"	2623	19	5'-0"	2"	1'-2"	
W603	GSR	647	6'-3"	6074	1	1'-6"	4'-11"		
W604	GSR	2 SERIES OF 31	16'-8" TO 17'-10"	1659	STR				1" (-)
W605	GSR	2 SERIES OF 31	15'-5" TO 16'-8"	1543	STR				1" (-)
W606	GSR	119	15'-3"	2726	STR				
W607	GSR	1	15'-5"	24	STR				
W608	GSR	1 SERIES OF 23	5'-4" TO 6'-2"	199	STR				1" (-)
W609	GSR	20	14'-3"	429	STR				
W610	GSR	20	17'-0"	511	2	15'-4"	6"	1'-6"	
W611	GSR	1 SERIES OF 33	12'-1" TO 14'-5"	657	STR				1" (-)
W612	GSR	1 SERIES OF 33	14'-9" TO 17'-1"	789	2	13'-1" TO 15'-5"	6"	1'-6"	1" (-)
W613	GSR	5	12'-0"	91	STR				
W614	GSR	5	14'-8"	111	2	13'-0"	6"	1'-6"	
W615	GSR	1 SERIES OF 16	10'-10" TO 11'-11"	274	STR				1"(-)
W616	GSR	1 SERIES OF 16	13'-6" TO 14'-7"	339	2	11'-10" TO 12'-11"	6"	1'-6"	1"(-)
W617	GSR	1 SERIES OF 21	9'-4" TO 10'-10"	319	STR				1"(-)
W618	GSR	1 SERIES OF 21	12'-0" TO 13'-6"	403	2	10'-4" TO 11'-10"	6"	1'-6"	1"(-)
W619	GSR	120	10'-2"	1833	STR				
W620	GSR	1	10'-4"	16	STR				
W621	GSR	2 SERIES OF 33	7'-11" TO 10'-4"	905	STR				1"(-)
W622	GSR	10	7'-10"	118	STR				
W623	GSR	2 SERIES OF 16	6'-9" TO 7'-10"	351	STR				1"(-)
W624	GSR	2 SERIES OF 21	5'-3" TO 6'-8"	376	STR				1"(-)
W625	GSR	20	6'-3"	188	11	8"	4'-11"	1'-6"	
W626	GSR	1 SERIES OF 20	10'-10" TO 11'-7"	338	2	9'-2" TO 9'-11"	6"	1'-6"	1" (-)
W627	GSR	1 SERIES OF 20	8'-2" TO 8'-11"	257	STR				1" (-)
W628	GSR	1 SERIES OF 26	9'-10" TO 10'-10"	404	2	8'-2" TO 9'-2"	6"	1'-6"	1" (-)
W629	GSR	1 SERIES OF 26	7'-2" TO 8'-2"	300	STR				1" (-)
W630	GSR	1 SERIES OF 26	8'-10" TO 9'-10"	365	2	7'-2" TO 8'-2"	6"	1'-6"	1" (-)
W631	GSR	1 SERIES OF 26	6'-2" TO 7'-2"	261	STR				1" (-)
W632	GSR	1 SERIES OF 23	8'-0" TO 8'-10"	291	2	6'-4" TO 7'-2"	6"	1'-6"	1" (-)
RETAINING WALL GSR SUBTOTAL				36274					

NOTE

THE BAR NUMBER IS SPECIFIED ON THE PLANS IN THE BAR MARK COLUMN. THE FIRST DIGIT INDICATES THE BAR SIZE NUMBER. FOR EXAMPLE, W501 IS A NO. 5 BAR. BAR DIMENSIONS ARE OUT-TO-OUT, UNLESS OTHERWISE NOTED.

BENDING DIAGRAM



TYPE-1 TYPE-2 TYPE-11 TYPE-19

DESIGN AGENCY
CARPENTER MARTY transportation

DESIGNER JZ	CHECKER AMR
REVIEWER GDJ 03/28/25	
PROJECT ID 115388	
SUBSET 12	TOTAL 12
SHEET P.85	TOTAL P.107

TRAFFIC CONTROL SUBSUMMARY

REF NO.	SHEET NO.	LOCATION	STATION	SIDE	CODE	SIZE (INCHES)	630 SIGN, FLAT SHEET	630 GROUND MOUNTED SUPPORT, NO. 3 POST	630 REMOVAL OF GROUND MOUNTED SIGN AND DISPOSAL	630 SIGN SUPPORT ASSEMBLY, BARRIER MOUNTED, AS PER PLAN	632 PEDESTAL FOUNDATION	625 GROUND ROD	630 SIGNING, MISC.:SOLAR-POWERED RECTANGULAR RAPID RLASHING BEACON (RRFB) SIGN ASSEMBLY, 2-SIDED	630 REMOVAL OF GROUND MOUNTED POST SUPPORT AND DISPOSAL	630 REMOVAL OF GROUND MOUNTED SIGN AND DELIVERY
							SF	FT	EACH	EACH	EACH	EACH	EACH	EACH	EACH
S1	P.87	U.S. 68	97+98.93	RT	W11-8	30 x 30	6.3	13.0	1					1	
S2	P.87	U.S. 68	98+50.00	RT	R7-H12	12 x 18	1.5	12.0	1					1	
S3	P.87	U.S. 68	100+50.00	RT	W11-2L	30 x 30	6.3	13.5							
					W16-9P	24 x 12	2.0								
S4	P.87	U.S. 68	101+61.06	LT	R2-1	24 x 30	5.0	13.00	1					1	
S5	P.87	U.S. 68	102+51.63	RT	D10-H8	12 x 12	1.0	14.00	1					1	
S6	P.87	U.S. 68	102+91.37	RT	R5-H2B-24	24 x 24	4.0	10.5	1					1	
S7	P.87	U.S. 68	103+28.65	RT	R1-1	30 x 30	6.3	13.5	1						
					D3-1	36 x 12	8.0		1						
S8	P.87	U.S. 68	103+52.95	RT							1	1	1		
S9	P.87	U.S. 68	103+46.12	LT							1	1	1		1
S10	P.87	U.S. 68	103+77.43	LT	R1-5	36 x 36	9.0	13.0							
S11	P.87	U.S. 68	106+25.00	LT	W11-2L	30 x 30	9.0	13.5							
					W16-9P	24 x 12	2.0								
S12	P.88	PROPOSED BRIDGE	4+70.00	LT	CUSTOM	24 x 30	5.0			1					
S13	P.88	PROPOSED BRIDGE	9+87.00	RT	R1-2	24 x 24	4.0	9.0							
S14	P.88	U.S. 68	100+25.49	LT	CUSTOM	30 x 24	5.0	9.5							
S15	P.88	U.S. 68	100+03.78	LT	R1-1	18 x 18	2.3	9.0							
S16	P.88	BRUSH ROW ROAD	13+88.01	RT	OM-3R	36 x 6	1.5	9.0							
S17	P.88	BRUSH ROW ROAD	14+47.15	RT	OM-3L	36 x 6	1.5	9.0							
S18	P.87	U.S. 68	106+89.34	RT	R7-1	18 x 12	1.5	9.0							
TOTALS							81.0	171.0	7	1	2	2	2	5	1

Add pay item for sign post reflector

2

qty missing

List each sign separately

There should be 2 RRFB installations to return

This reference not shown on plans

12x18

18x18 for SUP

12x18

12x18

Existing Sign and post removal?

Pavement marking subsummary missing

DESIGN AGENCY
CARPENTER MARTY transportation

DESIGNER
WCS

REVIEWER
BAA 03/28/25

PROJECT ID
115388

SHEET P.86 | TOTAL P.107

GRE-68-12.65

MODEL: Sheet_SurvFt PAPERSIZE: 34x22 (in.) DATE: 3/31/2025 TIME: 4:31:12 PM USER: wshannon
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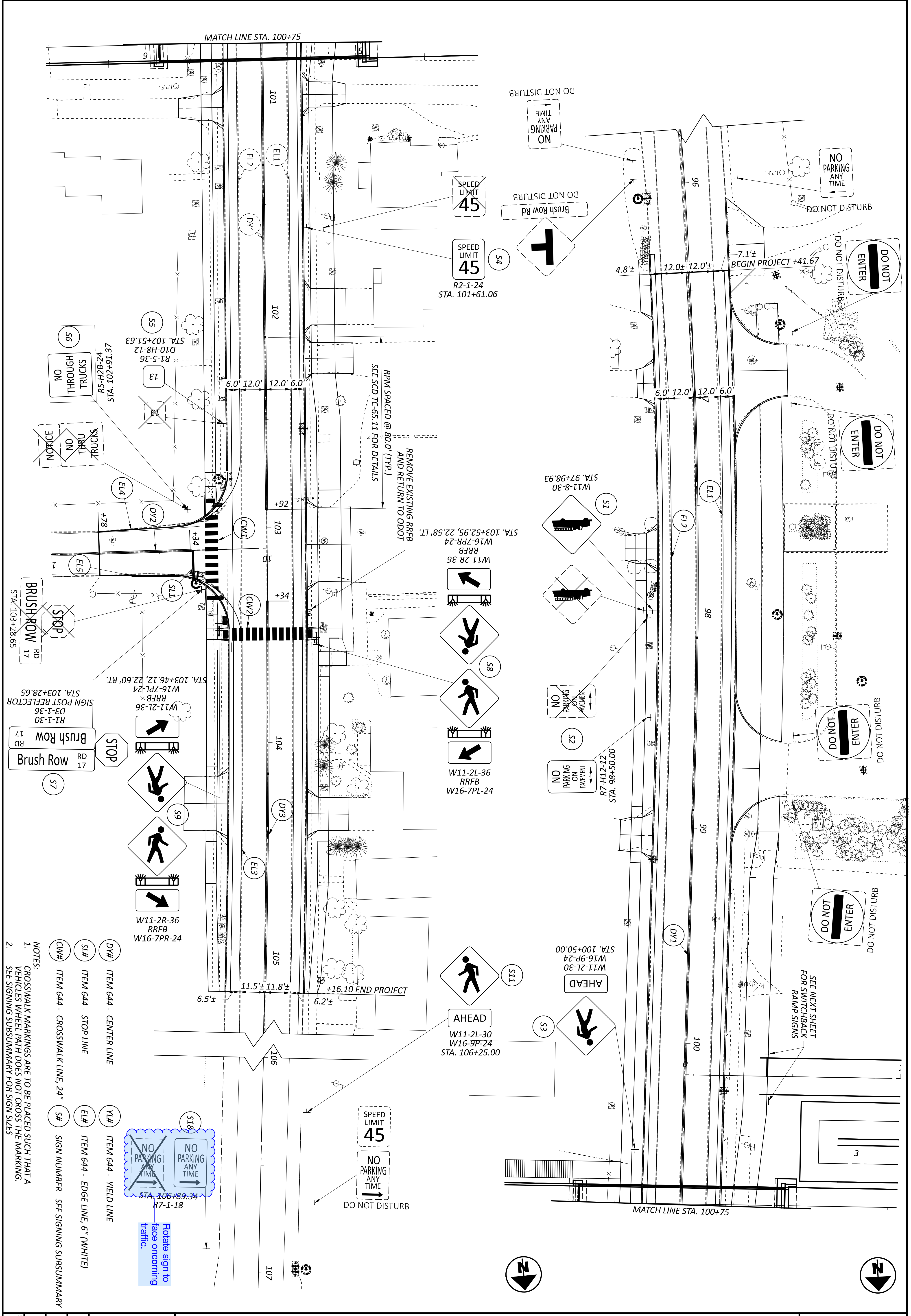

- DY# ITEM 644 - CENTER LINE
- SL# ITEM 644 - STOP LINE
- CW# ITEM 644 - CROSSWALK LINE, 24"
- YL# ITEM 644 - YIELD LINE
- EL# ITEM 644 - EDGE LINE, 6" (WHITE)
- S# SIGN NUMBER - SEE SIGNING SUBSUMMARY

NOTES:
1. CROSSWALK MARKINGS ARE TO BE PLACED SUCH THAT A VEHICLES WHEEL PATH DOES NOT CROSS THE MARKING.
2. SEE SIGNING SUBSUMMARY FOR SIGN SIZES

DESIGN AGENCY
CARPENTER MARTY transportation

DESIGNER
WCS

REVIEWER
BAA 03/28/25

PROJECT ID
115388

SHEET P.87 TOTAL P.107

TRAFFIC CONTROL PLANS - U.S. 68
STA. 95+75.00 TO STA. 105+75.00

HORIZONTAL SCALE IN FEET
0 10 20 40

MODEL: Unnamed Plan - Plan 3 PAPERSIZE: 34x22 (in.) DATE: 3/31/2025 TIME: 4:31:17 PM USER: wshannon
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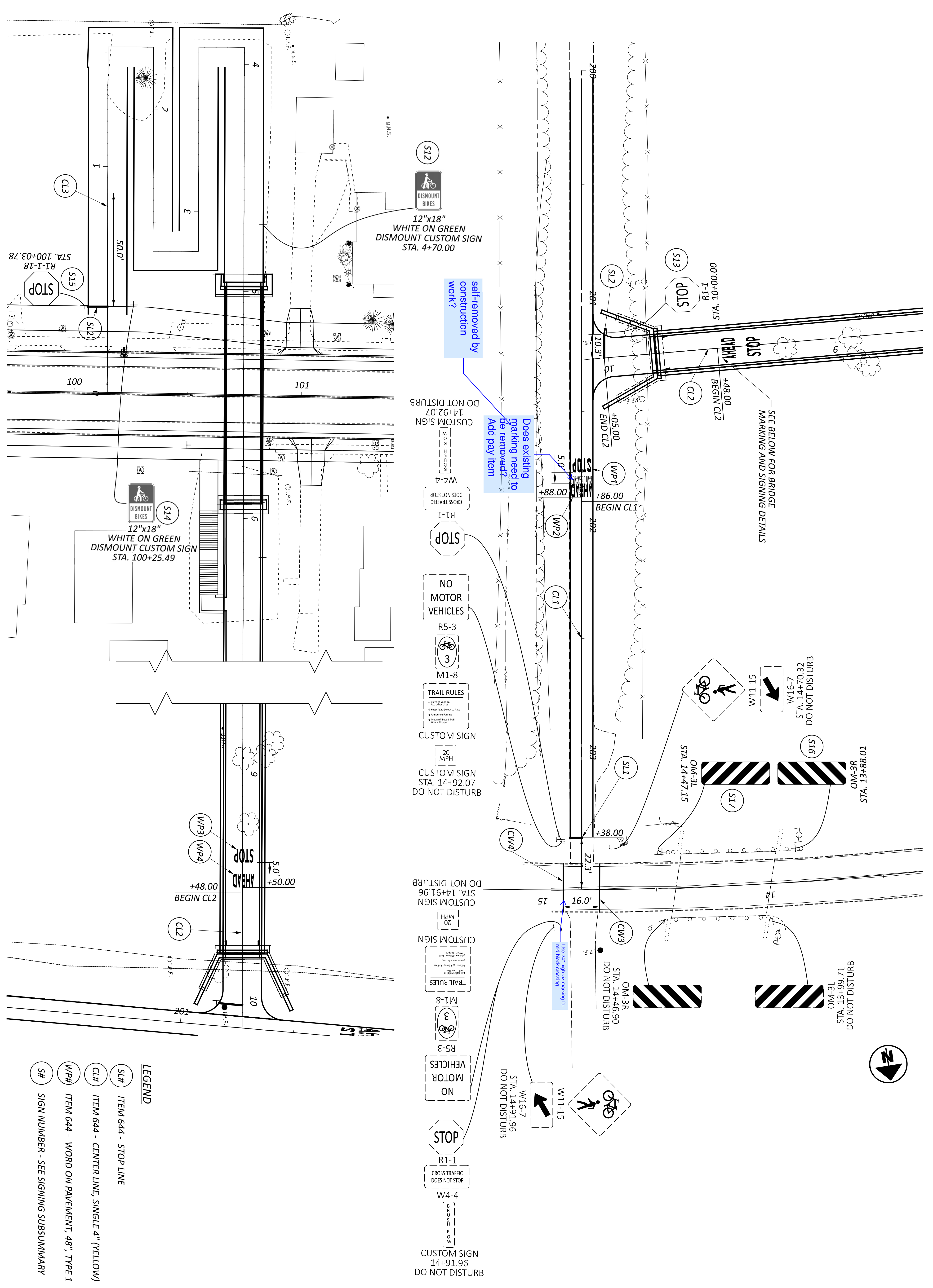


LEGEND

- SL# ITEM 644 - STOP LINE
- CL# ITEM 644 - CENTER LINE, SINGLE 4" (YELLOW)
- WP# ITEM 644 - WORD ON PAVEMENT, 48", TYPE 1
- S# SIGN NUMBER - SEE SIGNING SUBSUMMARY

DESIGN AGENCY
CARPENTER MARTY transportation

DESIGNER
WCS

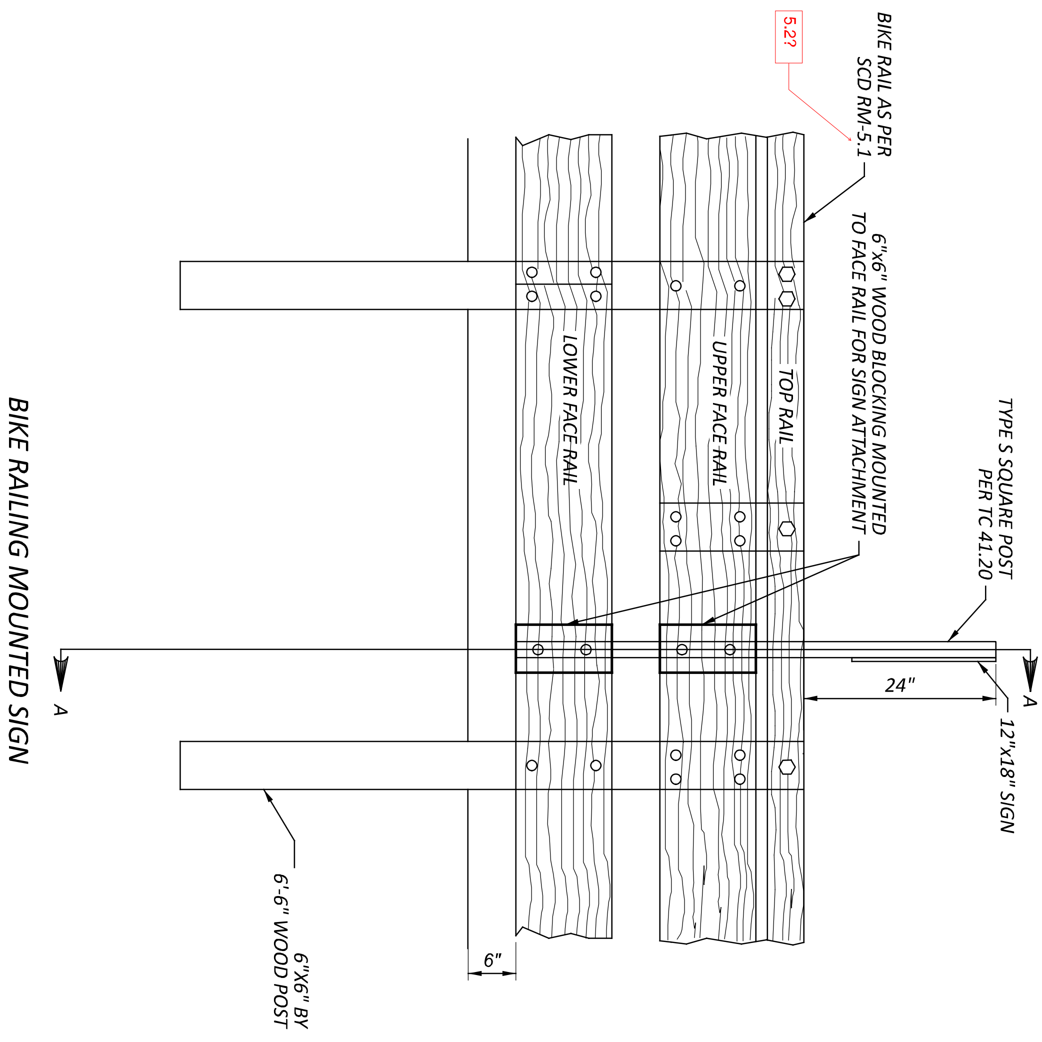
REVIEWER
BAA 03/28/25

PROJECT ID
115388

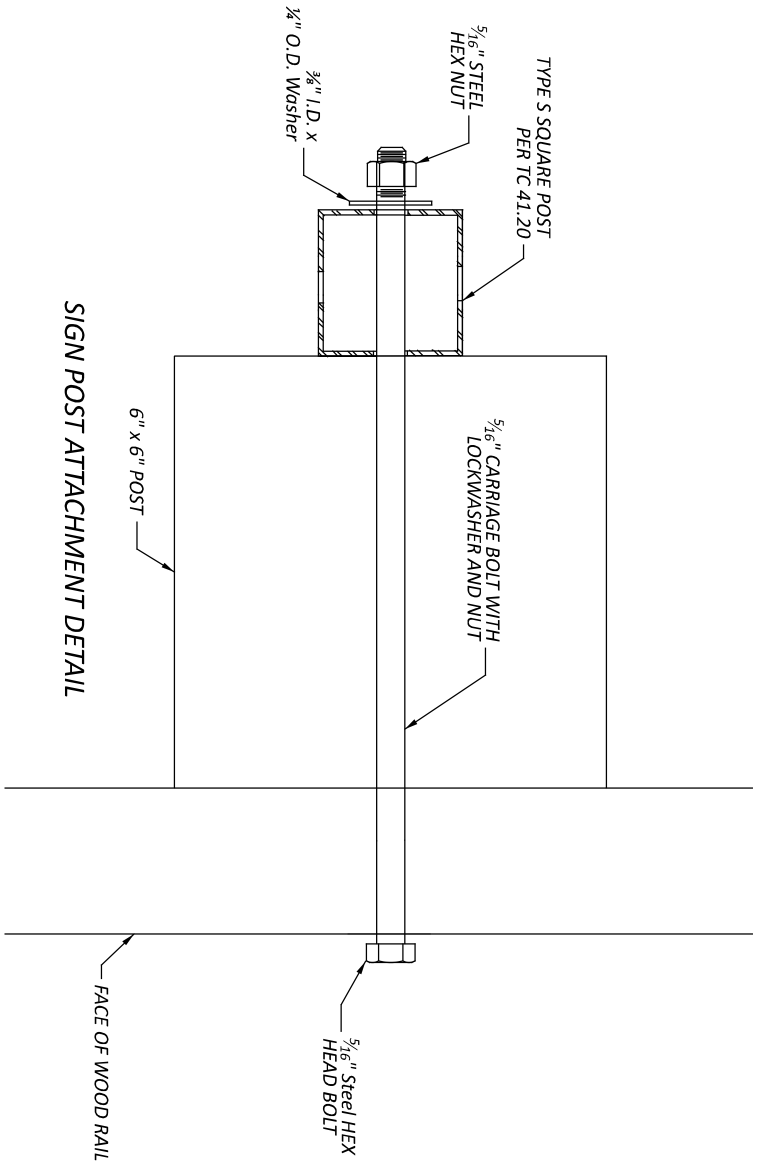
SHEET P.88 TOTAL P.107

TRAFFIC CONTROL PLANS
LITTLE MIAMI SCENIC TRAIL AND NEW BRIDGE TRAIL

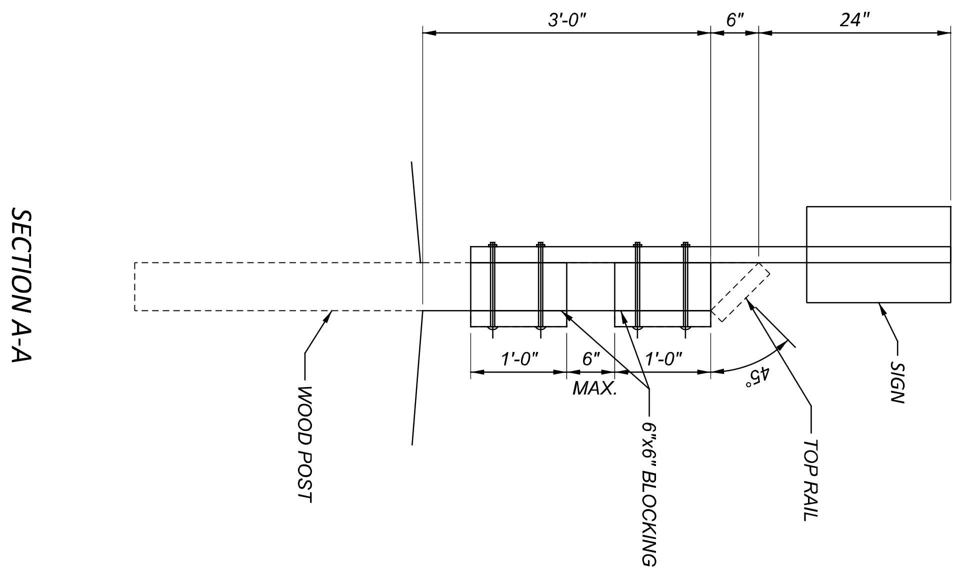
HORIZONTAL
SCALE IN FEET
0 10 20 40



BIKE RAILING MOUNTED SIGN



SIGN POST ATTACHMENT DETAIL



SECTION A-A

TRAFFIC CONTROL PLAN DETAILS
BIKE RAIL SIGN MOUNT

DESIGN AGENCY
CARPENTER MARTY transportation
DESIGNER
WCS
REVIEWER
BAA 03/28/25
PROJECT ID
115388
SHEET
P.89
TOTAL
P.107

LIGHTING GENERAL NOTES

ITEM 625, POWER SERVICE, AS PER PLAN

IN ADDITION TO THE REQUIREMENTS OF THE SPECIFICATIONS, THE FOLLOWING IS ADDED.

THE POWER SUPPLYING AGENCY FOR THIS PROJECT IS:

AES OHIO
1900 DRYDEN ROAD
DAYTON, OH 45439
937-554-9063
ATTN: WILLIAM WARD
WILLIAM.WARD@AES.COM

THE ENGINEER SHALL ENSURE THAT EACH POWER SERVICE ELECTRICAL ENERGY ACCOUNT IS IN THE NAME OF AND THAT THE BILLING ADDRESS IS TO THE MAINTAINING AGENCY NOTED IN THE PLANS. THIS SHALL BE DONE NOT ONLY FOR EACH NEW POWER SERVICE ESTABLISHED BY THIS PROJECT BUT ALSO FOR EACH EXISTING POWER SERVICE, SINCE THERE MAY BE A REASSIGNMENT OF THE RESPONSIBILITY FOR AN EXISTING SERVICE AS A RESULT OF THE WORK PERFORMED BY THIS PROJECT.

PADLOCKS AND KEYS

PADLOCKS FURNISHED SHALL BE EITHER BRASS OR BRONZE, EQUAL TO MASTER NO. 4BKA OR WILSON BOHANNAN 660A, AND SHALL BE KEYED IN ACCORDANCE WITH C&MS 631.06. PAYMENT SHALL BE INCLUDED IN THE BID FOR THE ITEM(S) BEING LOCKED.

ITEM 625, LUMINAIRE, MISC.: LUMINAIRE, FLOODLIGHT (LED)

IN ADDITION TO THE REQUIREMENTS OF SUPPLEMENTAL SPECIFICATIONS 813 AND 913:

1. LUMINAIRES FOR FLOODLIGHT LIGHTING UNITS SHALL BE 240 VOLT WITH LED LAMPS.

2. SHALL BE MANUFACTURED BY:

- SIGNIFY, STONCO SERIES,
MODEL NUMBER: SF60-SCT-S-G2-10-BZ

3. LUMINAIRES SUPPLIED SHALL INCLUDE ALL NECESSARY ADAPTERS TO FIT THE PROPOSED LIGHTING MOUNTING BRACKETS.

4. THIS ITEM SHALL INCLUDE PROVIDING AND INSTALLING A STEEL MOUNTING BRACKET WITH EACH LUMINAIRE. THE MOUNTING BRACKET SHALL BE A GARDCO, SBRKT-RA-L1-14-WA AS MANUFACTURED BY SIGNIFY. THE BRACKET SHALL BE PAINTED TO MATCH THE PEDESTRIAN BRIDGE.

ITEM 625, CONDUIT, 2", 725.051, AS PER PLAN

IN ADDITION TO THE REQUIREMENTS OF ODOT C&MS, ALL EXTERIOR CONDUIT SHALL BE PAINTED TO MATCH PEDESTRIAN BRIDGE. THIS ALSO INCLUDES ANY EXTERIOR HARDWARE NECESSARY TO ATTACH CONDUIT TO BRIDGE.

ITEM 625, JUNCTION BOX, AS PER PLAN

IN ADDITION TO THE REQUIREMENTS OF ODOT C&MS, BRIDGE MOUNTED JUNCTION BOXES SHALL BE PAINTED TO MATCH THE PEDESTRIAN BRIDGE.

ITEM 625, ARC FLASH CALCULATIONS AND LABEL

THE CONTRACTOR SHALL SATISFY THE REQUIREMENTS OF ODOT SUPPLEMENTAL SPECIFICATION 825 FOR THE CONTROL CENTERS. THE CONTRACTOR MAY BE ABLE TO OBTAIN LABELS FOR THE ODOT MAINTAINED INSTALLATIONS FROM THE ODOT SIGN SHOP, 1606 WEST BROAD ST., COLUMBUS, OH 43223, FOR NON-ODOT MAINTAINED INSTALLATIONS THE CONTRACTOR IS RESPONSIBLE FOR OBTAINING THE LABEL MADE FROM "ENGINEER GRADE" SIGN SHEETING OR AN EQUIVALENT LABEL MATERIAL.

THE ODOT OFFICE OF ROADWAY ENGINEERING AND THE DISTRICT OFFICE HAVE AN EXCEL SPREADSHEET AVAILABLE UPON REQUEST, TO ASSIST WITH MAKING AND DOCUMENTING THE REQUIRED CALCULATIONS.

METHOD OF MEASUREMENT SHALL BE AS PER 825.06. THE FOLLOWING QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY.

ITEM 625, ARC FLASH CALCULATION AND LABEL, (PS-A)	1 EACH

CONDUIT EXPANSION AND DEFLECTION

EXPANSION FITTINGS SHALL BE OZ TYPE AX, CROUSE HINDS TYPE XJG, OR EQUAL APPROVED BY THE ENGINEER. EACH EXPANSION FITTING SHALL PROVIDE EITHER 4 OR 8 INCHES TOTAL MOVEMENT AS SPECIFIED BY THE PLAN DETAILS AND SHALL HAVE AN EXTERNAL COPPER BONDING JUMPER, UNLESS SPECIFIED OTHERWISE BY THE PLAN DETAILS.

DEFLECTION COUPLINGS SHALL BE OZ TYPE DX, CROUSE HINDS TYPE XD, OR EQUAL APPROVED BY THE ENGINEER. EACH DEFLECTION COUPLING SHALL HAVE AN EXTERNAL COPPER BONDING JUMPER, UNLESS SPECIFIED OTHERWISE BY THE PLAN DETAILS. MINIMUM DEFLECTION CAPABILITY: 25°.

EXPANSION AND DEFLECTION FITTINGS FULLY OR PARTIALLY EMBEDDED IN CONCRETE, SOIL, OR SIMILAR MATERIAL SHALL BE COMPLETELY WRAPPED IN A NEOPRENE SLEEVE OR SHEET OF 1/2-INCH MINIMUM THICKNESS.

SECURE NEOPRENE WRAP WITH TIE-WRAPS PRIOR TO EMBEDMENT OF THE FITTING.

STRUCTURE GROUNDING

THE PROPOSED PEDESTRIAN BRIDGE OVER US-68 AND THE PROPOSED BRIDGE OVER OLDTOWN CREEK SHALL HAVE A STRUCTURE GROUNDING SYSTEM PROVIDED AS PER SCD HL-50.21.

DESIGN AGENCY
CARPENTER MARTY transportation

DESIGNER
CTF
REVIEWER
NAU 03/28/25
PROJECT ID
115388

LIGHTING PLAN
PEDESTRIAN BRIDGE OVER U.S. 68

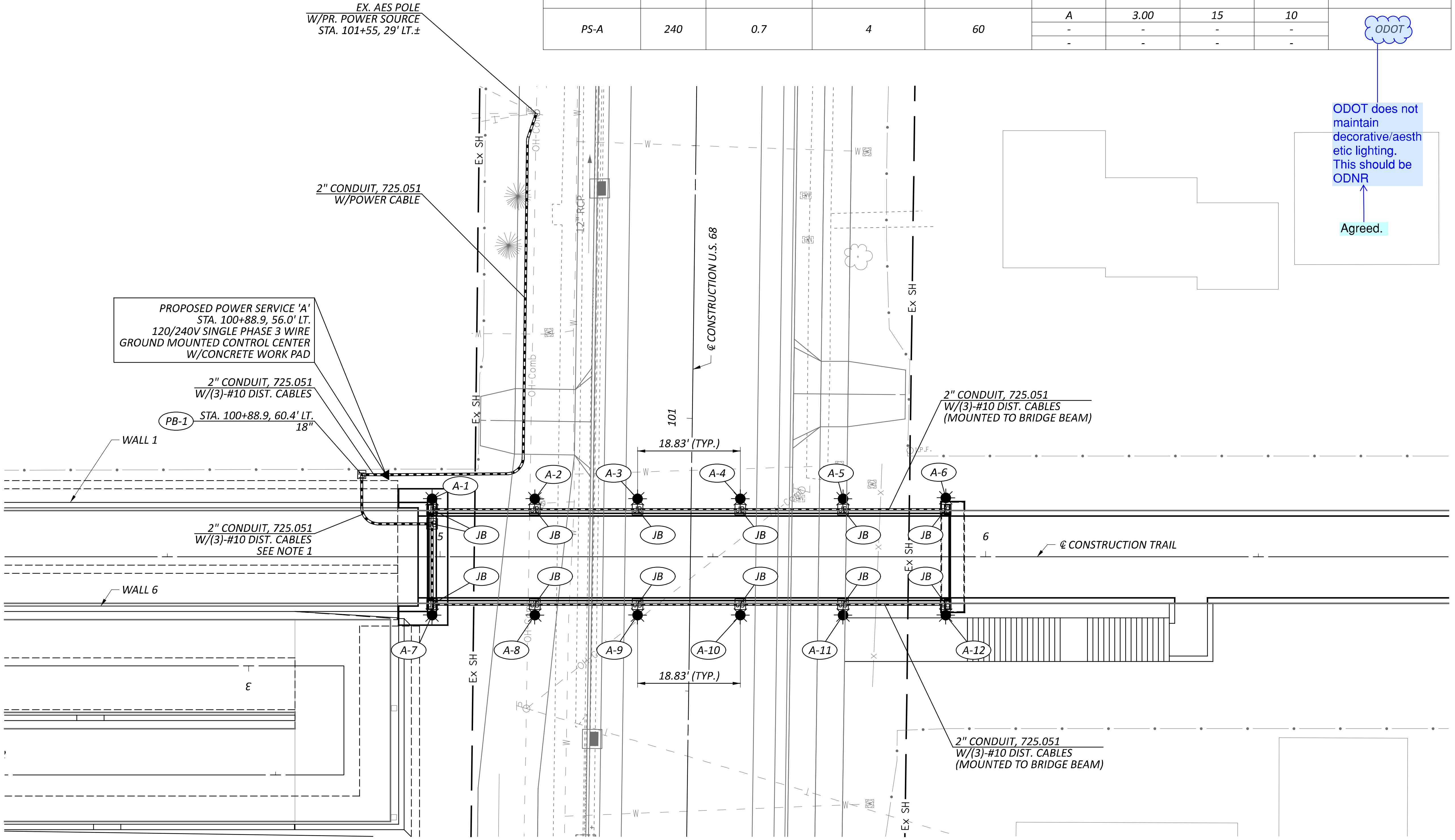
HORIZONTAL SCALE IN FEET
0 5 10 20

CONTROL CENTER DATA

CONTROL CENTER DESIGNATION	LINE VOLTS	CONNECTED LOAD (KVA)	SERVICE ENTRANCE CONDUCTOR SIZE - AWG	ENCLOSURE RATING (AMPS)	CIRCUIT NO.	CIRCUIT LOAD AMPS	CIRCUIT FUSE SIZE AMPS	CIRCUIT CABLE SIZE AWG	MAINTAINING AGENCY
PS-A	240	0.7	4	60	A	3.00	15	10	ODOT
					-	-	-	-	
					-	-	-	-	

ODOT does not maintain decorative/aesthetic lighting. This should be ODNR

Agreed.



NOTES:
1. THE 2" CONDUIT BETWEEN THE 18" PULL BOX AND BRIDGE MOUNTED JUNCTION BOX SHALL PASS THROUGH RETAINING WALL 1. A 3" DIAMETER CONDUIT SLEEVE SHALL BE PROVIDED THROUGH THE WALL FOR INSTALLATION OF LIGHTING CONDUIT. AFTER INSTALLATION OF THE 2" CONDUIT, ANY GAP BETWEEN THE SLEEVE AND CONDUIT SHALL BE FULLY SEALED BY CONTRACTOR.

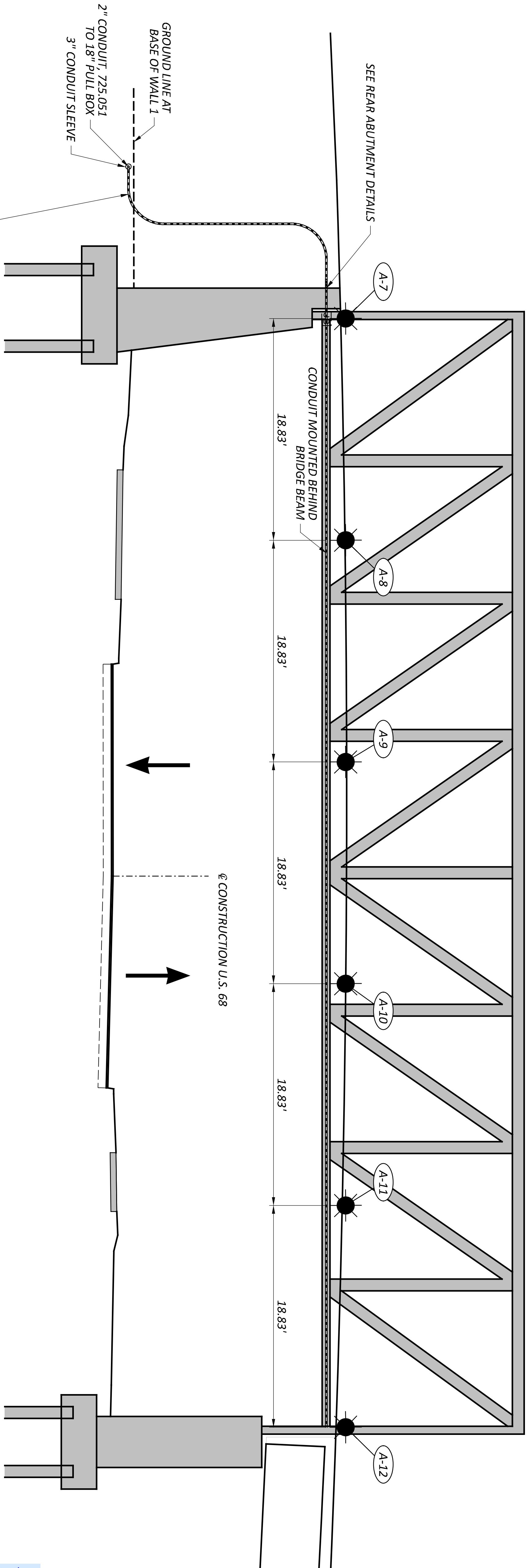
2. FOR BRIDGE MOUNTED LIGHTING DETAILS, SEE SHEET P.92.

LEGEND

✹	BRIDGE MOUNTED LUMINAIRE, FLOODLIGHT
▬▬	2" CONDUIT (725.051)
LT PB-1	PULL BOX (725.08), IDENTIFICATION NO.
JB JB	BRIDGE JUNCTION BOX (PVC)
▲	POWER SERVICE

DESIGN AGENCY
CARPENTER MARTY transportation

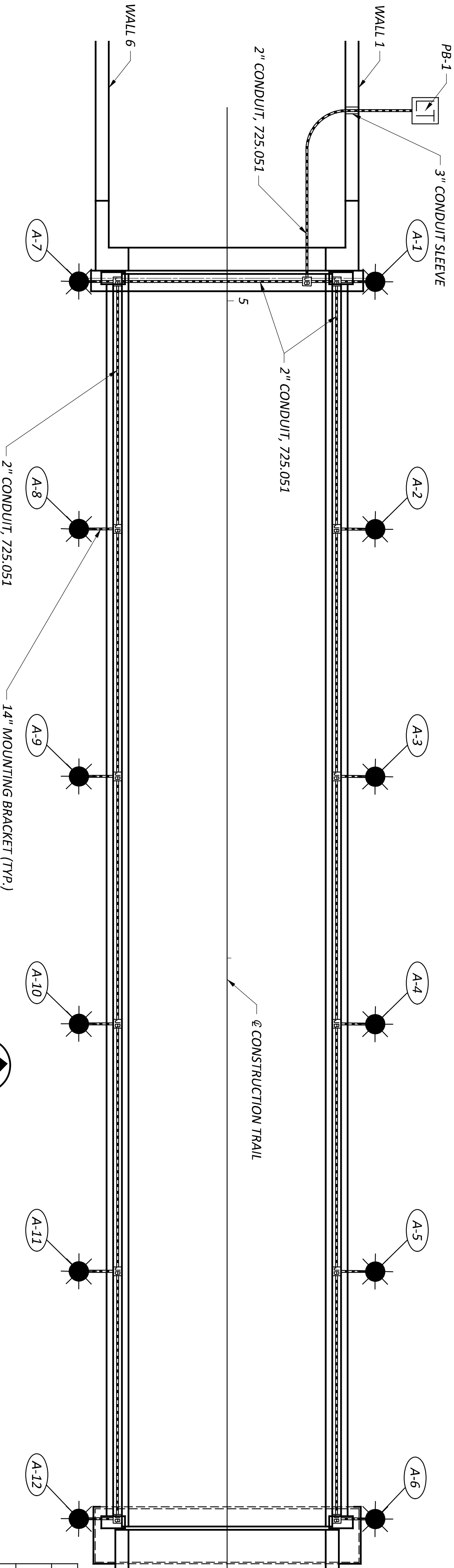
DESIGNER	REVIEWER	PROJECT ID	SHEET	TOTAL
CTF	NAU 03/28/25	115388	P.91	P.107



ELEVATION VIEW
(LOOKING NORTH)

REVIEWER NOTE: FINAL SPACING AND MOUNTING DETAILS OF DECORATIVE LIGHTING TO BE DETERMINED DURING BRIDGE SHOP DRAWING REVIEW PROCESS

Noted. Since these floodlights are aesthetic, and light is directed upward, D8 Traffic does not need to review.



PLAN VIEW

NOTES:
1. BRIDGE JUNCTION BOXES SHALL BE PVC JUNCTION BOXES 6P RATED AND SHALL BE SIZE 6" X 6" X 4".

LEGEND	
✸	BRIDGE MOUNTED LUMINAIRE, FLOODLIGHT
▬	2" CONDUIT (725.051)
LT	PULL BOX (725.08)
JB	BRIDGE JUNCTION BOX (PVC)

DESIGN AGENCY	DESIGNER	REVIEWER	PROJECT ID	SHEET	TOTAL
CARPENTER MARTY transportation	CTF	NAU 03/28/25	115388	P.92	P.107

LIGHTING DETAILS
PEDESTRIAN BRIDGE OVER U.S. 68

HORIZONTAL
SCALE IN FEET
0 2.5 5 10

MODEL: Sheet PAPERSIZE: 17x11 (in.) DATE: 3/31/2025 TIME: 2:50:02 PM USER: Rsoflkancs
P:\OHDOT_v3\WorkSets\115388\400-Engineering\Geotechnical\Sheets\115388_IC001.dgn

PROJECT DESCRIPTION

THE PROPOSED PROJECT IS INTENDED TO PROVIDE A SAFE ACCESS PATH FROM THE LITTLE MIAMI SCENIC TRAIL TO THE FACILITIES AT THE GREAT COUNCIL STATE PARK AND SHAWNEE INTERPRETIVE CENTER LOCATED AT 1575 U.S. ROUTE 68 (US-68), WITHIN OLDTOWN, OHIO. INCLUDES THE CONSTRUCTION OF A NEW PEDESTRIAN BRIDGE STRUCTURE TO DIRECT PEDESTRIAN AND BIKE TRAFFIC OVER OLDTOWN CREEK AND US-68, AND SIX (6) NEW RETAINING WALLS (RW-1 THROUGH RW-6) IN THE VICINITY OF THE REAR ABUTMENT OF THE BRIDGE TO PROVIDE GRADE SEPARATION BETWEEN THE PROPOSED PEDESTRIAN PATH AND THE SURROUNDING AREA AS IT DESCENDS FROM THE BRIDGE TO THE EXISTING SIDEWALK GRADE.

HISTORIC RECORDS

AS PART OF THE INITIAL PHASES OF THE PROJECT, ODOT CONTRACTED STANTEC CONSULTING SERVICES INC. (STANTEC) AND SUBSEQUENTLY UES (FORMERLY GEOTECHNOLOGY) TO CONDUCT AN INITIAL EXPLORATION OF THE PROJECT AREA. THE INITIAL EXPLORATION FOR THIS PROJECT WAS CONDUCTED BY UES BETWEEN JANUARY 2 AND JANUARY 4, 2024 AND INCLUDED 4 BORINGS DRILLED TO A DEPTH OF 51.5 FT BGS. THE PERTINENT INFORMATION REGARDING THE SUBSURFACE INVESTIGATION CAN BE FOUND IN THE DOCUMENT TITLED "GEOTECHNICAL EXPLORATION LOGS, GRE-68-12.65, PID 115388, GREEN COUNTY, OHIO" PROVIDED BY STANTEC DATED JANUARY 29, 2024.

A HISTORIC RECORD SEARCH WAS PERFORMED THROUGH ODOT'S TRANSPORTATION INFORMATION MAPPING SYSTEM (TIMS), HOWEVER, NO HISTORICAL INFORMATION WAS FOUND WITHIN THE PROJECT AREA.

GEOLOGY

THE PROJECT SITE IS LOCATED WITHIN THE SOUTHERN OHIO LOAMY TILL PLAIN, WHICH IS CHARACTERIZED AS END AND RECESSIONAL MORAINES, COMMONLY ASSOCIATED WITH BOULDER BELTS, BETWEEN RELATIVELY FLAT-LYING GROUND MORAINE, CUT BY STEEP-VALLEYED LARGE STREAMS WITH SURFACE SOILS CONSISTING OF LOAMY TILL. BURIED VALLEYS ARE COMMON AND ARE GENERALLY FILLED WITH OUTWASH AND ALTERNATE BETWEEN BROAD FLOODPLAINS AND NARROWS. THE GEOLOGY WITHIN THIS REGION IS DESCRIBED AS LOAMY, HIGH-LIME WISCONSINIAN-AGE TILL, OUTWASH AND LOESS OVER LOWER PALEOZOIC-AGE CARBONE ROCKS, AND IN THE EAST, SHALES.

RECONNAISSANCE

A FIELD RECONNAISSANCE VISIT FOR THE OVERALL PROJECT AREA WAS CONDUCTED BY NEAS ON NOVEMBER 15, 2024, WITHIN THE PROJECT LIMITS. SITE CONDITIONS, INCLUDING THE EXISTING LAND CONDITIONS AND PAVEMENT CONDITIONS, WERE NOTED DURING THE VISIT. DURING RECONNAISSANCE, NO GEOHAZARDS WERE OBSERVED WITHIN THE PROJECT LIMITS. THE LAND USE OF THE PROJECT AREA MOSTLY CONSISTS OF ODOT RIGHT-OF-WAY (ROW), FARMLAND/AGRICULTURAL/VACANT LAND, SINGLE-FAMILY HOMES, AND COMMERCIAL PROPERTIES. THE PROJECT AREA CONSISTS OF A GRAVEL PARKING LOT LOCATED TO THE WEST OF US-68 WITH PAVEMENT AND AGRICULTURAL/VACANT LAND TO THE EAST. THE EXISTING AGRICULTURAL/VACANT LAND IS VEGETATED WITH A MIX OF SMALL TO LARGE TREES WITH SOME BUSHES.

AT THE TIME OF RECONNAISSANCE, THE PAVEMENT CONDITIONS WITHIN THE PROJECT AREA WERE OBSERVED TO BE IN GOOD CONDITION WITH SOME SIGNS OF WEATHERING AND SURFACE WEAR. NO EVIDENCE OF STANDING WATER WAS NOTED IN THE PROJECT AREA. NO SIGNS OF GEOTECHNICAL INSTABILITY WERE OBSERVED AT THE TIME OF RECONNAISSANCE.

SUBSURFACE EXPLORATION

FIVE (5) BORINGS WERE COMPLETED AS PART OF THE SUBSURFACE EXPLORATION CONDUCTED BY NEAS BETWEEN NOVEMBER 25, 2024, AND DECEMBER 6, 2024. THE BORINGS WERE DRILLED USING A CME 55TB TRACK-MOUNTED DRILLING RIG UTILIZING 3.25-INCH I.D. HOLLOW STEM AUGERS. SOIL SAMPLES WERE GENERALLY RECOVERED USING A SPLIT SPOON SAMPLER (AASHTO T-206) AT INTERVALS OF 2.5-FT TO A DEPTH OF 35 FT BGS AND AT 5-FT INTERVALS THEREAFTER UNTIL BORING TERMINATION. THE SOIL SAMPLES OBTAINED FROM THE EXPLORATION PROGRAM WERE VISUALLY OBSERVED IN THE FIELD BY THE NEAS FIELD REPRESENTATIVE AND PRESERVED FOR REVIEW BY A GEOLOGIST AND POSSIBLE LABORATORY TESTING. STANDARD PENETRATION TESTS WERE CONDUCTED USING CME AUTO HAMMERS THAT HAVE BEEN CALIBRATED TO 89% EFFICIENCY AS INDICATED ON THE BORING LOGS.

EXPLORATION FINDINGS

RW-1 THROUGH RW-6

AT THE PROPOSED SITE OF THE RETAINING WALLS, THE MATERIALS ENCOUNTERED BELOW THE EXISTING TOPSOIL OR GROUND SURFACE WERE GENERALLY "MAN-MADE" FILL / POTENTIAL FILL SOILS OR NATURAL GLACIAL TILL SOILS. FILL / POTENTIAL FILL SOILS WERE ENCOUNTERED IN EACH OF THE BORINGS PERFORMED EXTENDING TO DEPTHS RANGING FROM 2.8 TO 9.5-FT BGS AND WERE CLASSIFIED AS EITHER COHESIVE SANDY SILT (A-4a), SILT AND CLAY (A-6a), SILTY CLAY (A-6b), AND CLAY (A-7-6). NATURALLY DEPOSITED GLACIAL TILL SOILS WERE ENCOUNTERED UNDERLYING THE FILL / POTENTIAL FILL SOILS IN EACH OF THE BORINGS PERFORMED. IN GENERAL, THE TILL ENCOUNTERED CONSISTED OF COARSE-GRAINED, NON-COHESIVE SOILS CLASSIFIED AS GRAVEL AND / OR STONE FRAGMENTS (A-1-a), GRAVEL AND / OR STONE FRAGMENTS WITH SAND (A-1-b), GRAVEL WITH SAND AND SILT (A-2-4), AND COARSE AND FINE SAND (A-3a). BEDROCK WAS NOT ENCOUNTERED WITHIN THE BORINGS PERFORMED.

GROUNDWATER WAS OBSERVED URING AND / OR UPON COMPLETION OF DRILLING IN EACH OF HTE BORINGS PERFORMED. GROUNDWATER WAS RECORDED TO BE ENCOUNTERED AT DEPTHS RANGING FROM 21.0 TO 25.0-FT BGS.

LEGEND

	DESCRIPTION	ODOT CLASS	CLASSIFIED MECH.	CLASSIFIED VISUAL
⁘	GRAVEL	A-1a	10	15
▩	GRAVEL WITH SAND	A-1b	12	23
▦	GRAVEL WITH SAND AND SILT	A-2-4	3	9
⁚	COARSE AND FINE SAND	A-3a	1	3
▥	SANDY SILT	A-4a	11	16
⁞	SILT	A-4b	3	1
▨	SILT AND CLAY	A-6a	5	1
▤	SILTY CLAY	A-6b	3	4
▦	CLAY	A-7-6	5	4
		TOTAL	53	76

▧	PAVEMENT OR BASE = X = APPROXIMATE THICKNESS	VISUAL
▨	SOD AND TOPSOIL = X = APPROXIMATE THICKNESS	VISUAL
⊕	BORING LOCATION - PLAN VIEW.	
┆	DRIVE SAMPLE AND/OR ROCK CORE BORING PLOTTED TO VERTICAL SCALE ONLY. HORIZONTAL BAR INDICATES A CHANGE IN STRATIGRAPHY.	
WC	INDICATES WATER CONTENT IN PERCENT.	
N_{60}	INDICATES STANDARD PENETRATION RESISTANCE NORMALIZED TO 60% DRILL ROD ENERGY RATIO.	
W—	INDICATES FREE WATER ELEVATION.	
●	INDICATES A PLASTIC MATERIAL WITH A MOISTURE CONTENT EQUAL TO OR GREATER THAN THE LIQUID LIMIT MINUS 3.	
ST	INDICATES A SHELBY TUBE SAMPLE.	
X/Y/D"	NUMBER OF BLOWS FOR STANDARD PENETRATION TEST (SPT) X = NUMBER OF BLOWS FOR 6 INCHES (UNCORRECTED) Y/D" = NUMBER OF BLOWS (UNCORRECTED) FOR D" OF PENETRATION AT REFUSAL.	

EXPLORATION FINDINGS, (CONT.)

PEDESTRIAN BRIDGE OVER OLDTOWN CREEK AND US-68

AT THE PROPOSED BRIDGE SITE, THE MATERIALS ENCOUNTERED BELOW THE EXISTING TOPSOIL OR GROUND SURFACE WERE GENERALLY "MAN-MADE" FILL / POTENTIAL FILL SOILS OR NATURAL GLACIAL TILL SOILS. FILL / POTENTIAL FILL SOILS WERE ENCOUNTERED IN EACH OF THE BORINGS PERFORMED AND WERE CLASSIFIED AS EITHER COHESIVE SILT AND CLAY (A-6a), SILTY CLAY (A-6B), OR CLAY (A-7-6). NATURALLY DEPOSITIED GLACIAL TILL SOILS WERE ENCOUNTERED UNDERLYING THE FILL / POTENTIAL FILL SOILS IN EACH OF THE BORINGS PERFORMED. IN GENERAL, THE TILL ENCOUNTERED CAN BE DIVDED INTO AN UPPER AND LOWER STRATUM BASED ON CHARACTERISTICS. THE UPPER TILL STRATUM GENERALLY CONSISTED OF COARSE- AND FINE-GRAINED, NON COHESIVE SOILS CLASSIFIED AS EITHER GRAVEL AND STONE FRAGMENTS (A-1-a), GRAVEL AND STONE FRAGMENTS WITH SAND (A-1-b), GRAVEL AND / OR STONE FRAGMENTS WITH SAND AND SILT (A-2-4), AND NON-COHESIVE SILT (A-4b). THE LOWER TILL STRATUM GENERALLY CONSISTED OF FINE-GRAINED, COHESIVE SOILS CLASSIFIED AS COHESIVE SANDY SILT (A-4a), COHESIVE SILT (A-4b), AND CLAY (A-7-6). BEDROCK WAS NOT ENCOUNTERED WITHIN THE BORINGS PERFORMED.

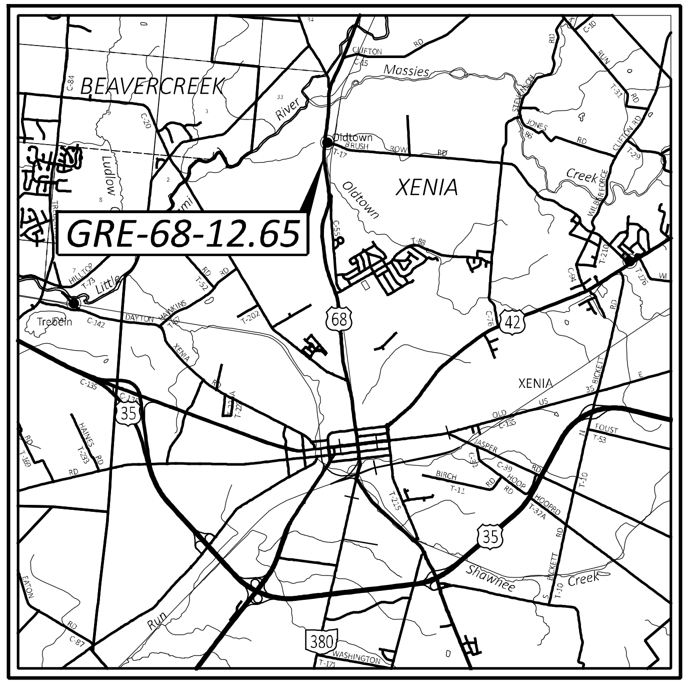
GROUNDWATER WAS OBSERVED DURING AND / OR UPON COMPLETION OF DRILLING IN EACH OF THE BORINGS PERFORMED WITH THE EXCEPTION OF B-002-1-24. GROUNDWATER WAS RECORDED TO BE ENCOUNTERED AT DEPTHS RANGING FROM 10.5 TO 21.0-FT BGS.

SPECIFICATIONS

THIS GEOTECHNICAL EXPLORATION WAS PERFORMED IN ACCORDANCE WITH THE STATE OF OHIO, DEPARTMENT OF TRANSPORTATION, OFFICE OF GEOTECHNICAL ENGINEERING, SPECIFICATIONS FOR GEOTECHNICAL EXPLORATIONS, DATED JANUARY 24TH, 2025.

AVAILABLE INFORMATION

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



LOCATION MAP

SCALE IN MILES

0 1 2 3 4

N

PARTICLE SIZE DEFINITIONS

BOULDERS	COBBLES	GRAVEL	COARSE SAND	FINE SAND	SILT	CLAY
12"	3"	2.0 mm	0.42 mm	0.074 mm	0.005 mm	
		No. 10 SIEVE	No. 40 SIEVE	No. 200 SIEVE		

SCOUR SAMPLES				
BORING ID	SAMPLE ID	SAMPLE DEPTH (ft)	SAMPLE ELEVATION	D50 VALUE (mm)
B-002-1-24	SS-1	2.5 - 4.0	825.7 - 824.3	0.148
	SS-2	5.0 - 6.5	823.3 - 821.8	0.081
	SS-3	7.5 - 9.0	820.8 - 819.3	0.931
	SS-5	12.5 - 14.0	815.8 - 814.3	0.050
	SS-7	17.5 - 19.0	810.8 - 809.3	0.064
B-003-1-24	SS-1	1.0 - 2.5	825.7 - 824.2	0.021
	SS-2	2.5 - 4.0	824.2 - 822.7	0.073
	SS-3	4.0 - 5.5	822.7 - 821.2	0.024
	SS-5	7.0 - 8.5	819.7 - 818.2	0.435

RECON. -	MA, 11/15/2024
DRILLING -	TG, JS, 01/02/2024 - 01/03/2024 JL, 11/25/2024 - 11/29/2024
DRAWN -	AS, RS
REVIEWED -	KA, BPA, 03/31/25

DESIGN AGENCY
NEAS
National Engineering & Architectural Services Inc.
2800 CORPORATE EXCHANGE DR, SUITE 240
COLUMBUS, OH, 43231
TEL:614.714.0299
WWW.NEASINC.COM

DESIGNER
AS

REVIEWER
BPA 03/31/25

PROJECT ID
115388

SUBSET	TOTAL
1	15

SHEET	TOTAL
P.93	107

GEOTECHNICAL PROFILE - BRIDGE

5710 Westbourne Avenue
Columbus, OH 43213
614.892.0162

Consolidation Test

Project Name: GRE-68-12.65
Source: B-001-3-24 ST-2 (2.6'-2.7'). Offset resampled ST-2
Description: Stiff to very stiff, brown, CLAY, some silt, some sand, little gravel, damp.

Prepared by: LR
Checked by: ZM
Date: 12/27/2024

Test Specification: ASTM D 2435
Initial Void Ratio: 0.707
In-situ Vertical Effective Stress (psf): 322

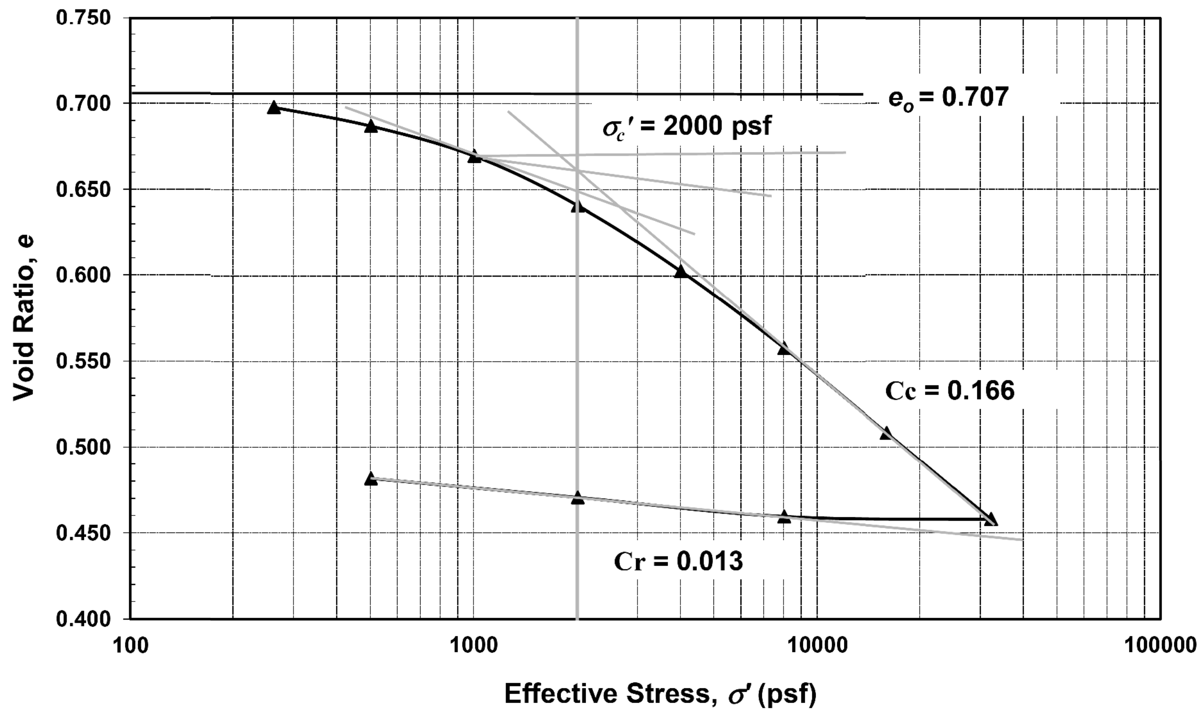
Initial Bulk Unit Weight (lb/ft^3): 124
Dry Unit Weight (lb/ft^3): 99

Compression and Swelling Index

Compression Index (*Cc*): 0.166
Recompression Index (*Cr*): 0.013

Preconsolidation Pressure (σ_c')(psf): **2000**
Over-Consolidation Ratio (*OCR*): **6.22**

Consolidation Curve



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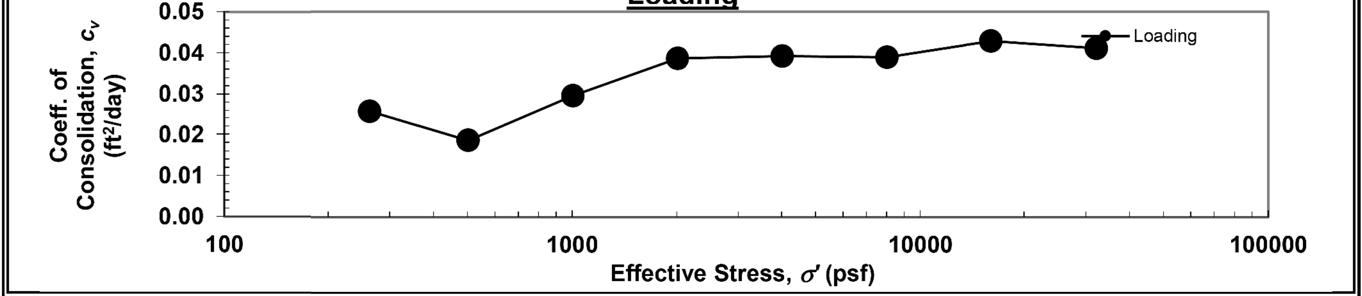

GEOTECHNICAL PROFILE - BRIDGE
LABORATORY TEST DATA
B-001-3-24 ST-2

DESIGN AGENCY
2800 CORPORATE EXCHANGE DR, SUITE 240
COLUMBUS, OH, 43231
TEL:614.714.0299
WWW.NEASINC.COM

DESIGNER AS
REVIEWER BPA 03/31/25
PROJECT ID 115388
SUBSET 2 TOTAL 15

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GRE-68-12.65

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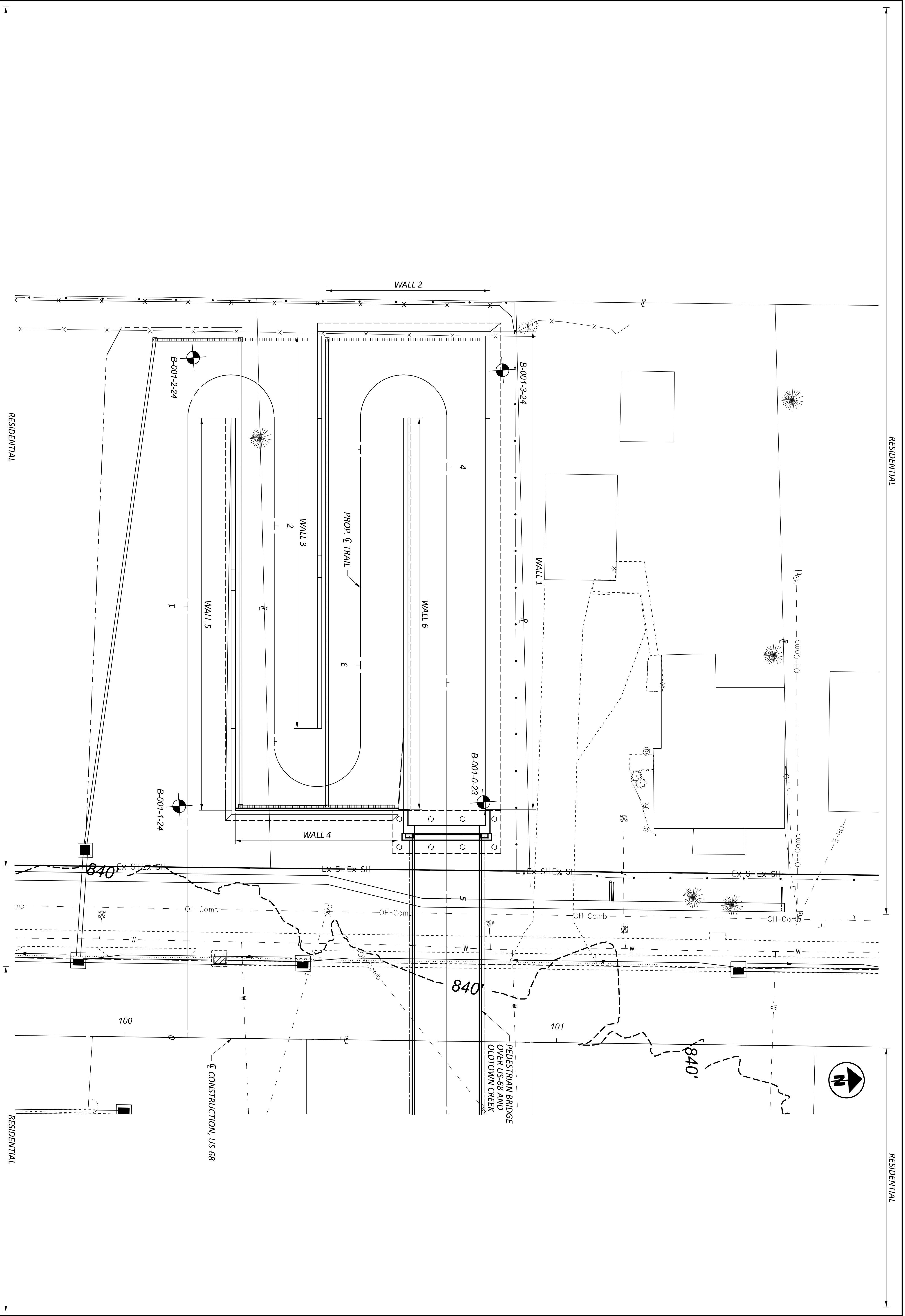

DESIGN AGENCY
NEAS
2800 CORPORATE EXCHANGE DR, SUITE 240
COLUMBUS, OH, 43231
TEL:614.714.0299
WWW.NEASINC.COM

DESIGNER
RS

REVIEWER
BPA 03/31/25

PROJECT ID
115388

SUBSET 3 TOTAL 15

SHEET P.95 TOTAL 107

GEOTECHNICAL PROFILE - BRIDGE
PEDESTRIAN BRIDGE OVER US 68 AND OLDTOWN CREEK

HORIZONTAL
SCALE IN FEET
0 10
5 20

GRE-68-12.65

MODEL: 115388_ZF001 PAPERSIZE: 17x11 (in.) DATE: 3/31/2025 TIME: 2:50:24 PM USER: Rsoflkancs
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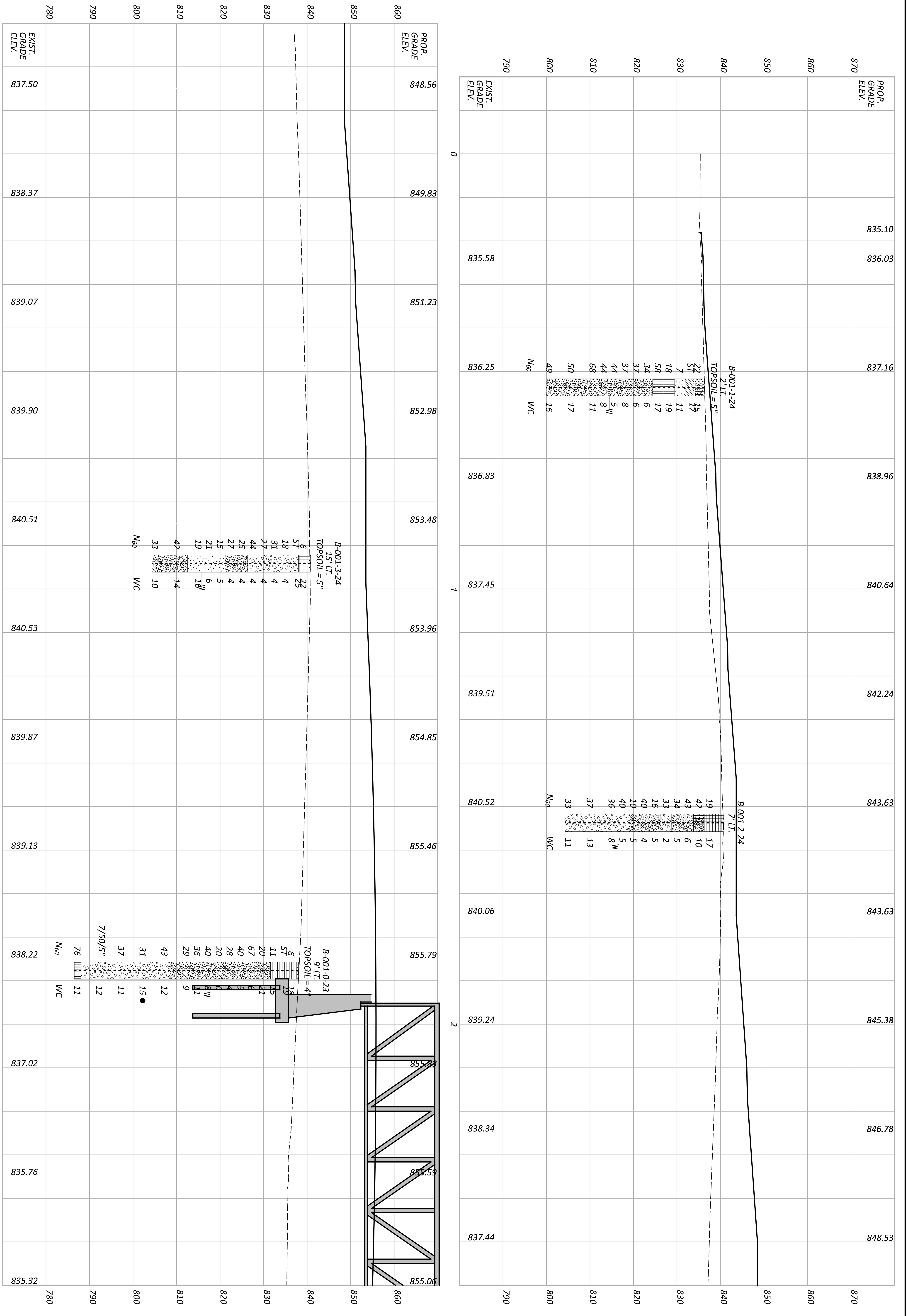

HORIZONTAL
SCALE IN FEET
0 5 10 20

GEOTECHNICAL PROFILE - BRIDGE
PEDESTRIAN BRIDGE OVER US 68 AND OLDTOWN CREEK

DESIGN AGENCY
NEAS
2800 CORPORATE EXCHANGE DR, SUITE 240
COLUMBUS, OH, 43231
TEL:614.714.0299
WWW.NEASINC.COM

DESIGNER	RS
REVIEWER	BPA 03/31/25
PROJECT ID	115388
SUBSET 4	TOTAL 15
SHEET P.96	TOTAL 107

MODEL: 115388_ZP002 PAPERSIZE: 17x11 (in.) DATE: 3/31/2025 TIME: 2:50:25 PM USER: Rsoflkancs
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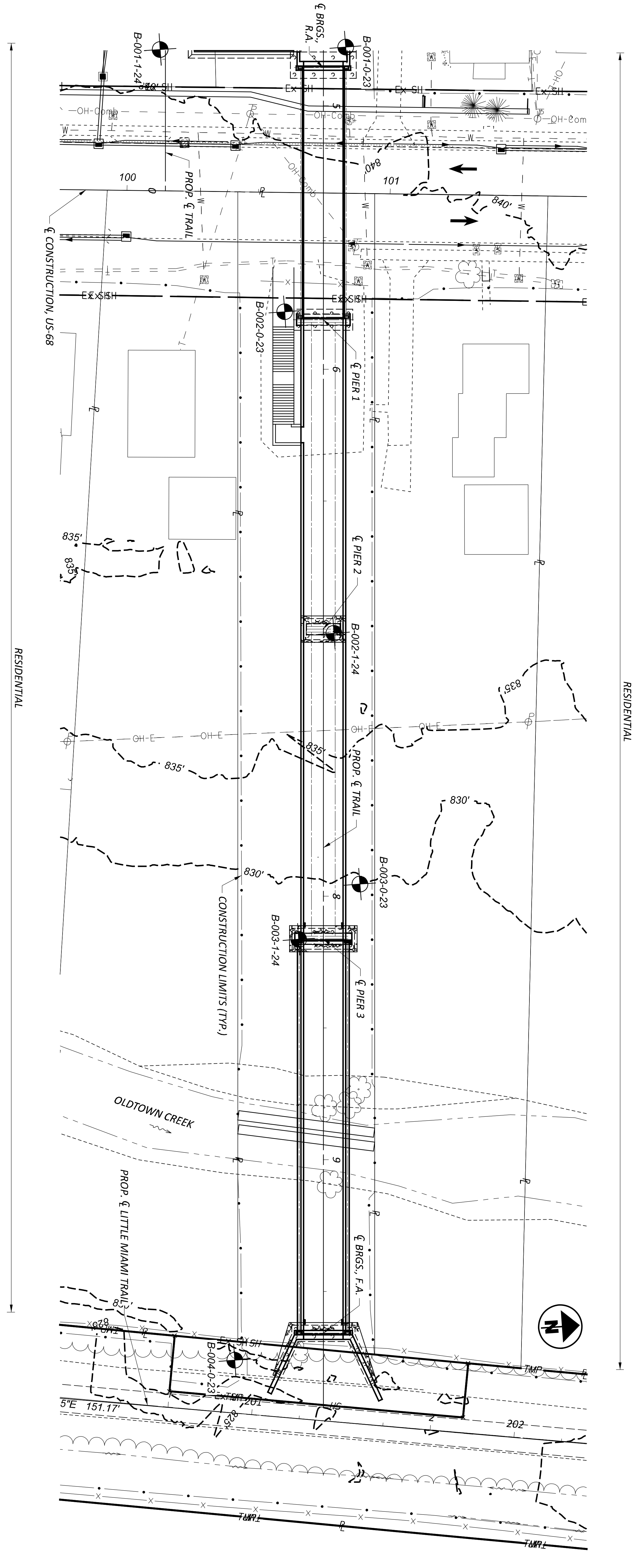

GEOTECHNICAL PROFILE - BRIDGE
PEDESTRIAN BRIDGE OVER US 68 AND OLDTOWN CREEK

HORIZONTAL
SCALE IN FEET
0 10 20 40

DESIGN AGENCY
NEAS
National Engineering & Architectural Services Inc.
2800 CORPORATE EXCHANGE DR,
SUITE 240
COLUMBUS, OH,
43231
TEL:614.714.0299
WWW.NEASINC.COM

DESIGNER
RS

REVIEWER
BPA 03/31/25

PROJECT ID
115388

SUBSET 5
TOTAL 15

MODEL: 115388_ZF002 PAPERSIZE: 17x11 (in.) DATE: 3/31/2025 TIME: 2:50:30 PM USER: Rsoflkancs
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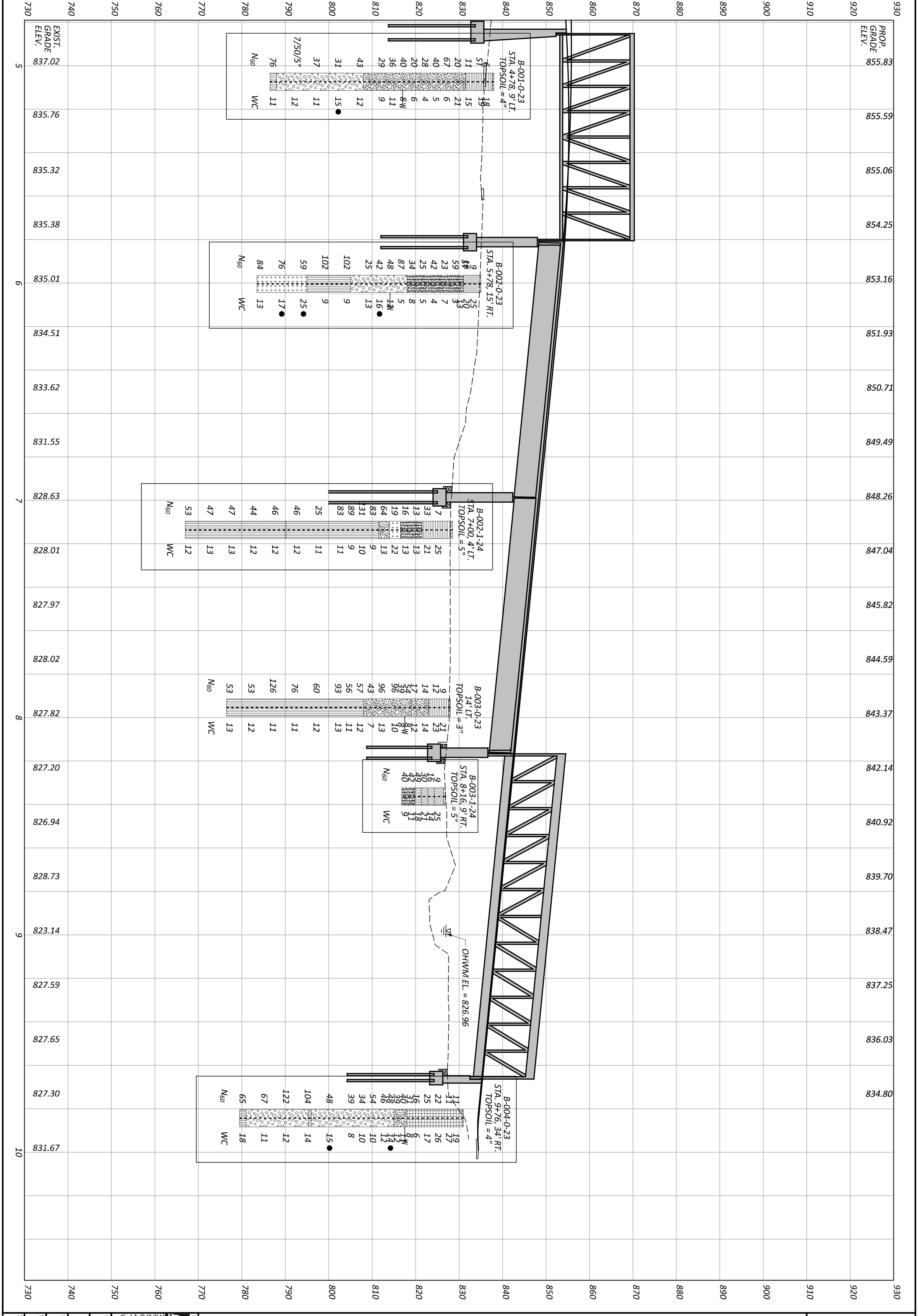

GEOTECHNICAL PROFILE - BRIDGE
PEDESTRIAN BRIDGE OVER US 68 AND OLDTOWN CREEK

HORIZONTAL SCALE IN FEET
0 10 20 40

DESIGN AGENCY
NEAS
2800 CORPORATE EXCHANGE DR, SUITE 240
COLUMBUS, OH, 43231
TEL:614.714.0299
WWW.NEASINC.COM

DESIGNER	RS
REVIEWER	BPA 03/31/25
PROJECT ID	115388
SUBSET / TOTAL	6 / 15
SHEET / TOTAL	P.98 / 107

MODEL: Sheet PAPERSIZE: 17x11 (in.) DATE: 3/31/2025 TIME: 2:50:30 PM USER: Rsoflkancs
P:\OHDOT_v3\WorkSets\115388\400-Engineering\Geotechnical\Sheets\115388_ZL001.dgn

STANDARD ODOT SOIL BORING LOG (8.5 X 11) - OH DOT.GDT - 1/29/24 08:49 - \\US0268-PPFSS01\SHARED_PROJECTS\175578516\TECHNICAL_PRODUCTION\FIELD_DATA\LOGS\GRE-68-12.65

PROJECT: GRE-68-12.65	DRILLING FIRM / OPERATOR: UES / TG	DRILL RIG: UES CME 55	STATION / OFFSET: TBD	EXPLORATION ID B-001-0-23
TYPE: STRUCTURE FOUNDATION	SAMPLING FIRM / LOGGER: STANTEC / JS	HAMMER: CME AUTOMATIC	ALIGNMENT: US 68	
PID: 115388 SFN: N/A	DRILLING METHOD: 3.25" HSA	CALIBRATION DATE: 7/17/23	ELEVATION: 838.0 (MSL) EOB: 51.5 ft.	PAGE
START: 1/2/24 END: 1/3/23	SAMPLING METHOD: SPT / ST	ENERGY RATIO (%): 90*	LAT / LONG: 39.729686, -83.936960	1 OF 2

MATERIAL DESCRIPTION AND NOTES	ELEV. 838.0	DEPTHS	SPT/ RQD	N_{60}	REC (%)	SAMPLE ID	HP (tsf)	GRADATION (%) GR	CS	FS	SI	CL	ATTERBERG LL	PL	PI	WC	ODOT CLASS (GI)	HOLE SEALED
DARK BROWN, **TOPSOIL**, 4 INCHES	837.7																	
MEDIUM STIFF TO STIFF, LIGHT BROWN TO BROWN, **SILTY CLAY**, SOME SAND, DAMP TO MOIST		1	1 2 2	6	67	SS-1	1.25	-	-	-	-	-	-	-	-	18	A-6b (V)	
QU = 4,280 PSF FROM 2.0 TO 4.0 FT.		2 3 4			100	ST-1	4.50	0	4	17	41	38	33	17	16	19	A-6b (10)	
	831.5	5 6	4 3 4	11	83	SS-2	2.00	-	-	-	-	-	-	-	-	15	A-6b (V)	
MEDIUM DENSE TO DENSE, BROWN TO LIGHT GRAY, **GRAVEL AND STONE FRAGMENTS WITH SAND**, LITTLE SILT, TRACE CLAY, MOIST TO WET		7 8 9	4 6 7	20	94	SS-3	-	-	-	-	-	-	-	-	-	21	A-1-b (V)	
VERY DENSE AT SS-4		10 11	16 18 25	65	67	SS-4	-	49	22	10	14	5	18	17	1	6	A-1-b (0)	
		12 13 14	9 11 15	39	72	SS-5	-	49	22	10	14	5	18	17	1	5	A-1-b (0)	
		15 16	7 8 10	27	61	SS-6	-	-	-	-	-	-	-	-	-	4	A-1-b (V)	
		17 18 19	6 6 7	20	78	SS-7	-	-	-	-	-	-	-	-	-	6	A-1-b (V)	
		20 W 817.0 21	8 11 15	39	83	SS-8	-	-	-	-	-	-	-	-	-	8	A-1-b (V)	
		22 23 24	8 11 12	35	83	SS-9	-	-	-	-	-	-	-	-	-	11	A-1-b (V)	
		25 26	8 9 10	29	78	SS-10	-	-	-	-	-	-	-	-	-	9	A-1-b (V)	

PID: 115388	SFN: N/A	PROJECT: GRE-68-12.65	STATION / OFFSET: TBD	START: 1/2/24	END: 1/3/23	PG 2 OF 2	B-001-0-23

MATERIAL DESCRIPTION AND NOTES	ELEV. 811.5	DEPTHS	SPT/ RQD	N_{60}	REC (%)	SAMPLE ID	HP (tsf)	GRADATION (%) GR	CS	FS	SI	CL	ATTERBERG LL	PL	PI	WC	ODOT CLASS (GI)	HOLE SEALED
MEDIUM DENSE TO DENSE, BROWN TO LIGHT GRAY, **GRAVEL AND STONE FRAGMENTS WITH SAND**, LITTLE SILT, TRACE CLAY, MOIST TO WET *(continued)*	808.0	27 28 29																
MEDIUM DENSE TO DENSE, BROWNISH GRAY, **GRAVEL AND STONE FRAGMENTS**, SOME SAND, TRACE SILT, TRACE CLAY, WET		30 31	8 15 13	42	83	SS-11	-	53	27	8	8	4	18	17	1	12	A-1-a (0)	
		32 33 34 35 36	9 9 11	30	78	SS-12	-	53	27	8	8	4	18	17	1	15	A-1-a (0)	
		37 38 39 40 41	7 9 15	36	72	SS-13	-	-	-	-	-	-	-	-	-	11	A-1-a (V)	
		42 43 44 45	7 50/5"	-	100	SS-14	-	-	-	-	-	-	-	-	-	12	A-1-a (V)	
COBBLES ENCOUNTERED FROM 46.0 to 47.0 FEET	788.0	46 47 48 49																
HARD, GRAY, **SANDY SILT**, TRACE TO LITTLE GRAVEL, SOME CLAY, GLACIAL TILL, DAMP	786.5	50 51 EOB	13 21 28	74	100	SS-15	4.50	-	-	-	-	-	-	-	-	11	A-4a (V)	

NOTES: GPS COORDINATES DETERMINED BY CELL PHONE. ELEVATION ESTIMATED USING GPS COORDINATES AND GOOGLE EARTH TOPOGRAPHIC DATA.

ABANDONMENT METHODS, MATERIALS, QUANTITIES: BENTONITE; AUGER CUTTINGS MIXED WITH BENTONITE POWDER

GEOTECHNICAL PROFILE - BRIDGE
PEDESTRIAN BRIDGE OVER US 68 AND OLDTOWN CREEK
BORING LOG B-001-0-23

DESIGN AGENCY
NEAS
National Engineering & Architectural Services Inc.
2800 CORPORATE EXCHANGE DR, SUITE 240
COLUMBUS, OH, 43231
TEL:614.714.0299
WWW.NEASINC.COM

DESIGNER AS
REVIEWER BPA 03/31/25
PROJECT ID 115388
SUBSET 7 TOTAL 15

STANDARD ODOT SOIL BORING LOG (8.5 X 11) - OH DOT.GDT - 1/29/24 08:49 - \\US0268-PPFSS01\SHARED_PROJECTS\175578516\TECHNICAL_PRODUCTION\FIELD_DATA\LOGS\GRE-68-12.65

PROJECT: GRE-68-12.65	DRILLING FIRM / OPERATOR: UES / TG	DRILL RIG: UES CME 55	STATION / OFFSET: TBD	EXPLORATION ID B-002-0-23
TYPE: STRUCTURE FOUNDATION	SAMPLING FIRM / LOGGER: STANTEC / JS	HAMMER: CME AUTOMATIC	ALIGNMENT: US 68	
PID: 115388 SFN: N/A	DRILLING METHOD: 3.25" HSA	CALIBRATION DATE: 7/17/23	ELEVATION: 835.0 (MSL) EOB: 51.5 ft.	PAGE 1 OF 2
START: 1/3/23 END: 1/3/23	SAMPLING METHOD: SPT / ST	ENERGY RATIO (%): 90*	LAT / LONG: 39.729607, -83.936608	

MATERIAL DESCRIPTION AND NOTES	ELEV. 835.0	DEPTHS	SPT/ RQD	N_{60}	REC (%)	SAMPLE ID	HP (tsf)	GRADATION (%) GR	CS	FS	SI	CL	ATTERBERG LL	PL	PI	WC	ODOT CLASS (GI)	HOLE SEALED
GRAY, **GRAVEL**, 2 INCHES	834.8																	
STIFF, LIGHT BROWN TO BROWN, **SILT AND CLAY**, TRACE GRAVEL, SOME SAND, DAMP TO MOIST		1	3 3 3	9	72	SS-1	1.25	1	8	24	41	26	35	20	15	25	A-6a (8)	
		2																
		3	3 4 6	15	56	SS-2	2.75	1	8	24	41	26	35	20	15	20	A-6a (8)	
MEDIUM DENSE TO DENSE, LIGHT BROWN TO GRAY, **GRAVEL AND STONE FRAGMENTS WITH SAND AND SILT**, TRACE TO LITTLE CLAY, MOIST VERY DENSE AT SS-3	831.0	4			100	ST-1	-	42	20	10	18	10	23	22	1	13	A-2-4 (0)	
		5 6	12 20 18	57	33	SS-3	-	-	-	-	-	-	-	-	-	3	A-2-4 (V)	
		7																
		8 9	9 7 8	23	67	SS-4	-	-	-	-	-	-	-	-	-	7	A-2-4 (V)	
		10 11	6 13 14	41	78	SS-5	-	-	-	-	-	-	-	-	-	4	A-2-4 (V)	
		12																
		13 14	6 6 10	24	78	SS-6	-	-	-	-	-	-	-	-	-	5	A-2-4 (V)	
		15 16	11 10 12	33	72	SS-7	-	-	-	-	-	-	-	-	-	8	A-2-4 (V)	
MEDIUM DENSE TO DENSE, GRAY, **GRAVEL AND STONE FRAGMENTS**, SOME SAND, TRACE SILT, TRACE CLAY, MOIST TO WET VERY DENSE AT SS-8	818.0	17																
		18 19	15 28 28	84	94	SS-8	-	-	-	-	-	-	-	-	-	5	A-1-a (V)	
		W 814.1 20 21	18 16 15	47	78	SS-9	-	61	22	6	8	3	18	18	NP	12	A-1-a (0)	
		22																
		23 24	9 11 16	41	100	SS-10	-	61	22	6	8	3	18	18	NP	16	A-1-a (0)	
		25 26	4 5 11	24	100	SS-11	-	-	-	-	-	-	-	-	-	13	A-1-a (V)	

STANDARD ODOT SOIL BORING LOG (8.5 X 11) - OH DOT.GDT - 1/29/24 08:49 - \\US0268-PPFSS01\SHARED_PROJECTS\175578516\TECHNICAL_PRODUCTION\FIELD_DATA\LOGS\GRE-68-12.65

PID: 115388	SFN: N/A	PROJECT: GRE-68-12.65	STATION / OFFSET: TBD	START: 1/3/23	END: 1/3/23	PG 2 OF 2 B-002-0-23

MATERIAL DESCRIPTION AND NOTES	ELEV. 808.5	DEPTHS	SPT/ RQD	N_{60}	REC (%)	SAMPLE ID	HP (tsf)	GRADATION (%) GR	CS	FS	SI	CL	ATTERBERG LL	PL	PI	WC	ODOT CLASS (GI)	HOLE SEALED
MEDIUM DENSE TO DENSE, GRAY, **GRAVEL AND STONE FRAGMENTS**, SOME SAND, TRACE SILT, TRACE CLAY, MOIST TO WET *(continued)*		27 28 29																
HARD, GRAY, **SANDY SILT**, LITTLE GRAVEL, SOME CLAY, GLACIAL TILL, DAMP	805.0	30 31	19 27 39	99	100	SS-12	4.50	11	21	22	20	26	21	13	8	9	A-4a (2)	
		32 33 34																
		35 36	15 30 36	99	100	SS-13	4.50	11	21	22	20	26	21	13	8	9	A-4a (2)	
		37 38 39																
HARD, GRAY, **SILT**, SOME SAND, TRACE CLAY, GLACIAL TILL, MOIST TO WET	795.0	40 41	8 18 20	57	100	SS-14	-	0	1	32	60	7	20	20	NP	25	A-4b (6)	
		42 43 44																
		45 46	10 19 30	74	100	SS-15	-	0	1	32	60	7	20	20	NP	17	A-4b (6)	
		47 48 49																
	783.5	50 51 EOB	9 26 28	81	100	SS-16	4.50	-	-	-	-	-	-	-	-	13	A-4b (V)	

NOTES: GPS COORDINATES DETERMINED BY CELL PHONE. ELEVATION ESTIMATED USING GPS COORDINATES AND GOOGLE EARTH TOPOGRAPHIC DATA.

ABANDONMENT METHODS, MATERIALS, QUANTITIES: BENTONITE; AUGER CUTTINGS MIXED WITH BENTONITE POWDER

GEOTECHNICAL PROFILE - BRIDGE
PEDESTRIAN BRIDGE OVER US 68 AND OLDTOWN CREEK
BORING LOG B-002-0-23

DESIGN AGENCY
NEAS
2800 CORPORATE EXCHANGE DR, SUITE 240
COLUMBUS, OH, 43231
TEL:614.714.0299
WWW.NEASINC.COM

DESIGNER	AS
REVIEWER	BPA 03/31/25
PROJECT ID	115388
SUBSET 8	TOTAL 15
SHEET P.100	TOTAL 107

STANDARD ODOT SOIL BORING LOG (8.5 X 11) - OH DOT.GDT - 1/29/24 08:49 - \\US0268-PPFSS01\SHARED_PROJECTS\175578516\TECHNICAL_PRODUCTION\FIELD_DATA\LOGS\GRE-68-12.65

PROJECT: GRE-68-12.65
TYPE: STRUCTURE FOUNDATION
PID: 115388 SFN: N/A
START: 1/3/23 END: 1/3/23
DRILLING FIRM / OPERATOR: UES / TG
SAMPLING FIRM / LOGGER: STANTEC / JS
DRILLING METHOD: 3.25" HSA
SAMPLING METHOD: SPT
DRILL RIG: UES CME 55
HAMMER: CME AUTOMATIC
CALIBRATION DATE: 7/17/23
ENERGY RATIO (%): 90*
STATION / OFFSET: TBD
ALIGNMENT: US 68
ELEVATION: 828.0 (MSL) EOB: 51.5 ft.
LAT / LONG: 39.729652, -83.935831
EXPLORATION ID B-003-0-23
PAGE 1 OF 2

MATERIAL DESCRIPTION AND NOTES	ELEV. 828.0	DEPTHS	SPT/ RQD	N_{60}	REC (%)	SAMPLE ID	HP (tsf)	GRADATION (%) GR	CS	FS	SI	CL	ATTERBERG LL	PL	PI	WC	ODOT CLASS (GI)
DARK BROWN, **TOPSOIL**, 3 INCHES	827.7																
STIFF, DARK BROWN TO BROWN, **SILTY CLAY**, LITTLE GRAVEL, TRACE SAND, DAMP		1	3 3 3	9	56	SS-1	1.00	-	-	-	-	-	-	-	-	21	A-6b (V)
	823.0	3	4 3 5	12	50	SS-2	4.50	-	-	-	-	-	-	-	-	23	A-6b (V)
MEDIUM DENSE, BROWN TO GRAY, **GRAVEL AND STONE FRAGMENTS WITH SAND**, LITTLE SILT, TRACE CLAY, MOIST		6	5 4 5	14	56	SS-3	-	-	-	-	-	-	-	-	-	14	A-1-b (V)
	819.0	8	6 6 5	17	61	SS-4	-	52	17	9	18	4	21	21	NP	12	A-1-b (0)
DENSE TO VERY DENSE, BROWN TO GRAY, **GRAVEL AND STONE FRAGMENTS WITH SAND**, LITTLE SILT, TRACE CLAY, MOIST TO WET		10 W 817.5	6 10 25	53	67	SS-5	-	52	17	9	18	4	21	21	NP	8	A-1-b (0)
		11	16 14 11	38	61	SS-6	-	47	17	13	16	7	18	17	1	8	A-1-b (0)
		13	9 23 39	93	56	SS-7	-	47	17	13	16	7	18	17	1	10	A-1-b (0)
		16	13 28 34	93	56	SS-8	-	-	-	-	-	-	-	-	-	13	A-1-b (V)
	808.0	18	11 14 14	42	56	SS-9	-	-	-	-	-	-	-	-	-	7	A-1-b (V)
HARD, GRAY, **SANDY SILT**, TRACE TO LITTLE GRAVEL, SOME CLAY, GLACIAL TILL, DAMP		21	16 16 21	56	61	SS-10	4.50	10	11	21	32	26	22	15	7	12	A-4a (5)
		23	12 16 20	54	78	SS-11	4.50	10	11	21	32	26	22	15	7	11	A-4a (5)
		26	8 25 35	90	100	SS-12	4.50	-	-	-	-	-	-	-	-	13	A-4a (V)

STANDARD ODOT SOIL BORING LOG (8.5 X 11) - OH DOT.GDT - 1/29/24 08:49 - \\US0268-PPFSS01\SHARED_PROJECTS\175578516\TECHNICAL_PRODUCTION\FIELD_DATA\LOGS\GRE-68-12.65

PID: 115388 SFN: N/A PROJECT: GRE-68-12.65 STATION / OFFSET: TBD START: 1/3/23 END: 1/3/23 PG 2 OF 2 B-003-0-23

MATERIAL DESCRIPTION AND NOTES	ELEV. 801.5	DEPTHS	SPT/ RQD	N_{60}	REC (%)	SAMPLE ID	HP (tsf)	GRADATION (%) GR	CS	FS	SI	CL	ATTERBERG LL	PL	PI	WC	ODOT CLASS (GI)
HARD, GRAY, **SANDY SILT**, TRACE TO LITTLE GRAVEL, SOME CLAY, GLACIAL TILL, DAMP *(continued)*		31	10 18 21	59	100	SS-13	4.50	-	-	-	-	-	-	-	-	12	A-4a (V)
		36	12 20 29	74	100	SS-14	4.50	-	-	-	-	-	-	-	-	11	A-4a (V)
		41	19 44 37	122	94	SS-15	4.50	-	-	-	-	-	-	-	-	11	A-4a (V)
		46	8 14 20	51	100	SS-16	4.50	5	11	23	33	28	23	22	1	12	A-4a (5)
	776.5	51 EOB	9 16 18	51	100	SS-17	4.50	5	11	23	33	28	23	22	1	13	A-4a (5)

NOTES: GPS COORDINATES DETERMINED BY CELL PHONE. ELEVATION ESTIMATED USING GPS COORDINATES AND GOOGLE EARTH TOPOGRAPHIC DATA.
ABANDONMENT METHODS, MATERIALS, QUANTITIES: BENTONITE; AUGER CUTTINGS MIXED WITH BENTONITE POWDER

DESIGN AGENCY
NEAS
2800 CORPORATE EXCHANGE DR, SUITE 240
COLUMBUS, OH, 43231
TEL:614.714.0299
WWW.NEASINC.COM
DESIGNER AS
REVIEWER BPA 03/31/25
PROJECT ID 115388
SUBSET 9 TOTAL 15
SHEET P.101 TOTAL 107

GEOTECHNICAL PROFILE - BRIDGE
PEDESTRIAN BRIDGE OVER US 68 AND OLDTOWN CREEK
BORING LOG B-003-0-23

MODEL: Sheet PAPERSIZE: 17x11 (in.) DATE: 3/31/2025 TIME: 2:50:59 PM USER: Rsoflkancs
P:\OHDOT_v3\WorkSets\115388\400-Engineering\Geotechnical\Sheets\115388_ZL004.dgn

STANDARD ODOT SOIL BORING LOG (8.5 X 11) - OH DOT.GDT - 1/29/24 08:49 - \\US0268-PPFSS01\SHARED_PROJECTS\175578516\TECHNICAL_PRODUCTION\FIELD_DATA\LOGS\GRE-68-12.65

PROJECT: GRE-68-12.65	DRILLING FIRM / OPERATOR: UES / TG	DRILL RIG: UES CME 55	STATION / OFFSET: TBD	EXPLORATION ID B-004-0-23
TYPE: STRUCTURE FOUNDATION	SAMPLING FIRM / LOGGER: STANTEC / JS	HAMMER: CME AUTOMATIC	ALIGNMENT: US 68	
PID: 115388 SFN: N/A	DRILLING METHOD: 3.25" HSA	CALIBRATION DATE: 7/17/23	ELEVATION: 831.0 (MSL) EOB: 51.5 ft.	PAGE 1 OF 2
START: 1/2/24 END: 1/2/24	SAMPLING METHOD: SPT	ENERGY RATIO (%): 90*	LAT / LONG: 39.729494, -83.935199	

MATERIAL DESCRIPTION AND NOTES	ELEV. 831.0	DEPTHS	SPT/ RQD	N_{60}	REC (%)	SAMPLE ID	HP (tsf)	GRADATION (%)					ATTERBERG			WC	ODOT CLASS (GI)	HOLE SEALED
								GR	CS	FS	SI	CL	LL	PL	PI			
DARK BROWN, **TOPSOIL**, 4 INCHES	830.7																	
STIFF TO VERY STIFF, DARK BROWN TO BROWN, **CLAY**, TRACE GRAVEL, LITTLE TO SOME SAND, "AND" SILT, DAMP TO MOIST		1	3 3 4	11	100	SS-1	3.00	-	-	-	-	-	-	-	-	19	A-7-6 (V)	
		2																
		3	2 3 4	11	56	SS-2	1.50	2	4	12	39	43	52	28	24	27	A-7-6 (16)	
		4																
		5	3 6 8	21	72	SS-3	2.00	2	4	12	39	43	52	28	24	26	A-7-6 (16)	
		6																
		7																
		8	6 8 8	24	78	SS-4	4.50	-	-	-	-	-	-	-	-	17	A-7-6 (V)	
		9																
		10	5 6 4	15	56	SS-5	-	2	4	18	48	28	41	23	18	6	A-7-6 (11)	
		11																
		12	2 8 12	30	72	SS-6	-	2	4	18	48	28	41	23	18	8	A-7-6 (11)	
DENSE, BROWN TO GRAY, **GRAVEL AND STONE FRAGMENTS WITH SAND**, TRACE SILT, TRACE CLAY, MOIST TO WET	818.0	13 W 817.5																
		14	9 13 13	39	72	SS-7	-	49	22	13	9	7	18	16	2	11	A-1-b (0)	
		15	9 13 12	38	61	SS-8	-	49	22	13	9	7	18	16	2	12	A-1-b (0)	
DENSE TO VERY DENSE, GRAY, **GRAVEL AND STONE FRAGMENTS**, TRACE SILT, TRACE CLAY, WET	815.0	16																
		17	8 12 19	47	100	SS-9	-	50	23	13	8	6	17	16	1	14	A-1-a (0)	
		18	10 16 14	45	100	SS-10	-	50	23	13	8	6	17	16	1	12	A-1-a (0)	
		19																
		20 21	16 20 15	53	100	SS-11	-	-	-	-	-	-	-	-	-	10	A-1-a (V)	
		22																
		23 24	5 9 13	33	67	SS-12	-	-	-	-	-	-	-	-	-	10	A-1-a (V)	
		25 26	26 14 11	38	100	SS-13	-	69	14	7	8	2	18	17	1	8	A-1-a (0)	

STANDARD ODOT SOIL BORING LOG (8.5 X 11) - OH DOT.GDT - 1/29/24 08:49 - \\US0268-PPFSS01\SHARED_PROJECTS\175578516\TECHNICAL_PRODUCTION\FIELD_DATA\LOGS\GRE-68-12.65

PID: 115388	SFN: N/A	PROJECT: GRE-68-12.65	STATION / OFFSET: TBD	START: 1/2/24	END: 1/2/24	PG 2 OF 2 B-004-0-23

MATERIAL DESCRIPTION AND NOTES	ELEV. 804.5	DEPTHS	SPT/ RQD	N_{60}	REC (%)	SAMPLE ID	HP (tsf)	GRADATION (%)					ATTERBERG			WC	ODOT CLASS (GI)	HOLE SEALED
								GR	CS	FS	SI	CL	LL	PL	PI			
DENSE TO VERY DENSE, GRAY, **GRAVEL AND STONE FRAGMENTS**, TRACE SILT, TRACE CLAY, WET *(continued)*		27 28 29																
		30 31	14 17 14	47	72	SS-14	-	69	14	7	8	2	18	17	1	15	A-1-a (0)	
		32 33 34																
HARD, GRAY, **SANDY SILT**, TRACE TO LITTLE GRAVEL, SOME CLAY, GLACIAL TILL, DAMP	796.0	35 36	15 25 42	101	100	SS-15	4.50	-	-	-	-	-	-	-	-	14	A-4a (V)	
VERY DENSE, GRAY, **GRAVEL AND STONE FRAGMENTS**, TRACE SILT, TRACE CLAY, GLACIAL TILL, WET	795.3	37 38 39																
		40 41	18 29 50	119	100	SS-16	-	-	-	-	-	-	-	-	-	12	A-1-a (V)	
		42 43 44																
		45 46	15 21 22	65	100	SS-17	-	-	-	-	-	-	-	-	-	11	A-1-a (V)	
		47 48 49																
HARD, GRAY, **SANDY SILT**, TRACE TO LITTLE GRAVEL, SOME CLAY, GLACIAL TILL, DAMP	781.0	50 51	11 16 26	63	100	SS-18	2.25	-	-	-	-	-	-	-	-	18	A-4a (V)	
	779.5	EOB																

NOTES: GPS COORDINATES DETERMINED BY CELL PHONE. ELEVATION ESTIMATED USING GPS COORDINATES AND GOOGLE EARTH TOPOGRAPHIC DATA.

ABANDONMENT METHODS, MATERIALS, QUANTITIES: BENTONITE; AUGER CUTTINGS MIXED WITH BENTONITE POWDER

DESIGN AGENCY
NEAS
National Engineering & Architectural Services Inc.
2800 CORPORATE EXCHANGE DR, SUITE 240
COLUMBUS, OH, 43231
TEL:614.714.0299
WWW.NEASINC.COM

DESIGNER AS
REVIEWER BPA 03/31/25
PROJECT ID 115388
SUBSET 10 TOTAL 15
SHEET P.102 TOTAL 107

GEOTECHNICAL PROFILE - BRIDGE
PEDESTRIAN BRIDGE OVER US 68 AND OLDTOWN CREEK
BORING LOG B-004-0-23

MODEL: Sheet PAPERSIZE: 17x11 (in.) DATE: 3/31/2025 TIME: 2:51:08 PM USER: Rsoflkancs
P:\OHDOT_v3\WorkSets\115388\400-Engineering\Geotechnical\Sheets\115388_ZL005.dgn

PROJECT: GRE-68-12.65	DRILLING FIRM / OPERATOR: NEAS INC. / JL	DRILL RIG: CME 55TB	STATION / OFFSET: 0+54, 2' LT.	EXPLORATION ID B-001-1-24
TYPE: RETAINING WALL	SAMPLING FIRM / LOGGER: NEAS INC. / JL	HAMMER: CME AUTOMATIC	ALIGNMENT: SHARED USE PATH	
PID: 115388 SFN:	DRILLING METHOD: 3.25" HSA	CALIBRATION DATE: 7/30/24	ELEVATION: 836.4 (MSL) EOB: 36.5 ft.	PAGE 1 OF 1
START: 11/29/24 END: 11/29/24	SAMPLING METHOD: SPT / ST	ENERGY RATIO (%): 89	LAT / LONG: 39.729493, -83.936971	

MATERIAL DESCRIPTION AND NOTES	ELEV. 836.4
5.0" TOPSOIL (DRILLERS DESCRIPTION)	836.0
MEDIUM DENSE, BROWN, **GRAVEL WITH SAND AND SILT**, TRACE CLAY, MOIST **(FILL)**	834.1
BROWN, **SILT**, LITTLE CLAY, TRACE SAND, TRACE GRAVEL, DAMP **(FILL)**	833.9
HARD, ORANGISH BROWN, **SILT AND CLAY**, "AND" SAND, TRACE GRAVEL, IRON STAINING, DAMP **(FILL)**	831.9
LOOSE, ORANGISH BROWN, **COARSE AND FINE SAND**, SOME SILT, LITTLE CLAY, TRACE GRAVEL, IRON STAINING, DAMP **(FILL)**	829.4
STIFF TO VERY STIFF, BROWN, **SANDY SILT**, SOME CLAY, TRACE GRAVEL, MOIST	824.4
DENSE, BROWN, **GRAVEL WITH SAND**, LITTLE SILT, TRACE CLAY, DAMP	814.4
DENSE TO VERY DENSE, BROWN, **GRAVEL WITH SAND**, TRACE SILT, TRACE CLAY, MOIST TO WET	799.9

W 814.4

EOB

DEPTHS	SPT/ RQD	N_{60}	REC (%)	SAMPLE ID	HP (tsf)	GRADATION (%) GR	CS	FS	SI	CL	ATTERBERG LL	PL	PI	WC	ODOT CLASS (GI)
1	12 6 9	22	39	SS-1	-	-	-	-	-	-	-	-	-	15	A-2-4 (V)
3			83	ST-2	4.50	-	-	-	-	-	-	-	-	17	A-6a (V)
6	3 3 2	7	61	SS-3	-	-	-	-	-	-	-	-	-	11	A-3a (V)
8	3 4 8	18	72	SS-4	2.00	3	3	20	44	30	25	16	9	19	A-4a (8)
11	17 18 21	58	11	SS-5	1.50	-	-	-	-	-	-	-	-	17	A-4a (V)
13	7 13 10	34	56	SS-6	-	-	-	-	-	-	-	-	-	6	A-1-b (V)
16	9 11 14	37	39	SS-7	-	44	28	11	13	4	NP	NP	NP	6	A-1-b (0)
18	10 12 13	37	56	SS-8	-	-	-	-	-	-	-	-	-	8	A-1-b (V)
21	8 12 18	45	50	SS-9	-	-	-	-	-	-	-	-	-	5	A-1-b (V)
23	9 11 19	45	67	SS-10	-	-	-	-	-	-	-	-	-	8	A-1-b (V)
26	14 30 16	68	89	SS-11	-	-	-	-	-	-	-	-	-	11	A-1-b (V)
31	4 14 20	50	83	SS-12	-	23	48	22	5	2	NP	NP	NP	17	A-1-b (0)
36	8 16 17	49	89	SS-13	-	-	-	-	-	-	-	-	-	16	A-1-b (V)

NOTES: GROUNDWATER ENCOUNTERED AT 22.0' DURING DRILLING. HOLE DID NOT CAVE. DRILLED AS STAKED.

ABANDONMENT METHODS, MATERIALS, QUANTITIES: POURED 1.0 BAG HOLE PLUG; SHOVELED SOIL CUTTINGS

STANDARD ODOT SOIL BORING LOG (11' X 17') - OH DOT.GDT - 3/28/25 15:40 - X:\ACTIVE PROJECTS\ACTIVE SOIL PROJECTS\GRE-68-12.65\GINT FILES\GRE-68-12.65.GPJ

DESIGN AGENCY
NEAS
2800 CORPORATE EXCHANGE DR, SUITE 240
COLUMBUS, OH, 43231
TEL:614.714.0299
WWW.NEASINC.COM

DESIGNER AS
REVIEWER BPA 03/31/25
PROJECT ID 115388
SUBSET 11 TOTAL 15
SHEET P.103 TOTAL 107

GEOTECHNICAL PROFILE - BRIDGE
PEDESTRIAN BRIDGE OVER US 68 AND OLDTOWN CREEK
BORING LOG B-001-1-24

MODEL: Sheet PAPERSIZE: 17x11 (in.) DATE: 3/31/2025 TIME: 2:51:19 PM USER: Rsoflkancs
P:\OHDOT_v3\WorkSets\115388\400-Engineering\Geotechnical\Sheets\115388_ZL006.dgn

PROJECT: GRE-68-12.65
TYPE: RETAINING WALL
PID: 115388 SFN:
START: 11/28/24 END: 11/29/24

DRILLING FIRM / OPERATOR: NEAS INC. / JL
SAMPLING FIRM / LOGGER: NEAS INC. / JL
DRILLING METHOD: 3.25" HSA
SAMPLING METHOD: SPT

DRILL RIG: CME 55TB
HAMMER: CME AUTOMATIC
CALIBRATION DATE: 7/30/24
ENERGY RATIO (%): 89

STATION / OFFSET: 1+54, 5' LT.
ALIGNMENT: SHARED USE PATH
ELEVATION: 840.7 (MSL) EOB: 36.5 ft.
LAT / LONG: 39.729517, -83.937339

EXPLORATION ID
B-001-2-24

PAGE
1 OF 1

MATERIAL DESCRIPTION AND NOTES	ELEV. 840.7	DEPTHS	SPT/ RQD	N_{60}	REC (%)	SAMPLE ID	HP (tsf)	GRADATION (%) GR	CS	FS	SI	CL	ATTERBERG LL	PL	PI	WC	ODOT CLASS (GI)	BACK FILL
HARD, BROWN, **CLAY**, SOME SAND, SOME GRAVEL, LITTLE SILT, CONTAINS ROOTS, MODERATELY ORGANIC, DAMP **(FILL)**	836.2	3	6 6 7	19	61	SS-1	4.50	24	13	12	16	35	60	24	36	17	A-7-6 (12)	
DENSE, BROWN, **GRAVEL WITH SAND AND SILT**, TRACE CLAY, DAMP	833.7	6	7 4 24	42	22	SS-2	-	-	-	-	-	-	-	-	-	10	A-2-4 (V)	
DENSE, BROWN, **GRAVEL WITH SAND**, LITTLE SILT, TRACE CLAY, DAMP		8	12 14 15	43	17	SS-3	-	-	-	-	-	-	-	-	-	6	A-1-b (V)	
	828.7	11	13 8 15	34	33	SS-4	-	-	-	-	-	-	-	-	-	5	A-1-b (V)	
DENSE, BROWN, **GRAVEL AND STONE FRAGMENTS**, LITTLE SAND, TRACE SILT, TRACE CLAY, DAMP	826.2	13	12 11 11	33	22	SS-5	-	-	-	-	-	-	-	-	-	2	A-1-a (V)	
LOOSE TO DENSE, BROWN, **GRAVEL WITH SAND**, TRACE SILT, TRACE CLAY, DAMP		16	4 5 6	16	50	SS-6	-	-	-	-	-	-	-	-	-	5	A-1-b (V)	
		18	6 8 19	40	72	SS-7	-	27	35	29	7	2	NP	NP	NP	4	A-1-b (0)	
	818.7	21	3 4 3	10	61	SS-8	-	-	-	-	-	-	-	-	-	5	A-1-b (V)	
DENSE, BROWN, **GRAVEL**, SOME SAND, TRACE SILT, TRACE CLAY, MOIST TO WET		23	7 16 11	40	50	SS-9	-	-	-	-	-	-	-	-	-	5	A-1-a (V)	
		W 815.7 26	11 12 12	36	33	SS-10	-	60	20	11	7	2	NP	NP	NP	8	A-1-a (0)	
		31	7 16 9	37	72	SS-11	-	-	-	-	-	-	-	-	-	13	A-1-a (V)	
	804.2	36 EOB	10 14 8	33	67	SS-12	-	-	-	-	-	-	-	-	-	11	A-1-a (V)	

STANDARD ODOT SOIL BORING LOG (11" X 17") - OH DOT.GDT - 3/28/25 15:40 - X:\ACTIVE PROJECTS\ACTIVE SOIL PROJECTS\GRE-68-12.65\GINT FILES\GRE-68-12.65.GPJ

NOTES: GROUNDWATER ENCOUNTERED AT 25.0' DURING DRILLING. HOLE DID NOT CAVE. DRILLED AS STAKED.

ABANDONMENT METHODS, MATERIALS, QUANTITIES: POURED 1.0 BAG HOLE PLUG; SHOVELED SOIL CUTTINGS

DESIGN AGENCY
NEAS
2800 CORPORATE EXCHANGE DR, SUITE 240
COLUMBUS, OH, 43231
TEL:614.714.0299
WWW.NEASINC.COM

DESIGNER AS
REVIEWER BPA 03/31/25
PROJECT ID 115388
SUBSET 12 TOTAL 15
SHEET P.104 TOTAL 107

GEOTECHNICAL PROFILE - BRIDGE
PEDESTRIAN BRIDGE OVER US 68 AND OLDTOWN CREEK
BORING LOG B-001-2-24

PROJECT: GRE-68-12.65
TYPE: RETAINING WALL
PID: 115388 SFN:
START: 11/27/24 END: 11/27/24

DRILLING FIRM / OPERATOR: NEAS INC. / JL
SAMPLING FIRM / LOGGER: NEAS INC. / JL
DRILLING METHOD: 3.25" HSA
SAMPLING METHOD: SPT / ST

DRILL RIG: CME 55TB
HAMMER: CME AUTOMATIC
CALIBRATION DATE: 7/30/24
ENERGY RATIO (%): 89

STATION / OFFSET: 3+92, 13' LT.
ALIGNMENT: SHARED USE PATH
ELEVATION: 840.8 (MSL) EOB: 36.5 ft.
LAT / LONG: 39.729713, -83.937315

EXPLORATION ID B-001-3-24
PAGE 1 OF 1

MATERIAL DESCRIPTION AND NOTES	ELEV. 840.8	DEPTHS	SPT/ RQD	N_{60}	REC (%)	SAMPLE ID	HP (tsf)	GRADATION (%)					ATTERBERG			WC	ODOT CLASS (GI)	BACK FILL
								GR	CS	FS	SI	CL	LL	PL	PI			
5.0" TOPSOIL (DRILLERS DESCRIPTION)	840.4																	
STIFF TO VERY STIFF, BROWN AND DARK BROWN, **CLAY**, SOME SILT, LITTLE SAND, TRACE GRAVEL, CONTAINS ROOTS, SLIGHTLY ORGANIC, DAMP **(FILL)** @2.0'-4.0'; AN ADDITIONAL ST-2 WAS COLLECTED FROM AN OFFSET BORING TO PERFORM CONSOLIDATION TESTING. FULL CLASSIFICATION RESULTS PROVIDED IN THE CONSOLIDATION REPORT ARE FROM THE OFFSET ST-2.		1	2 2 2	6	44	SS-1	1.50	-	-	-	-	-	-	-	-	22	A-7-6 (V)	
	838.0	3			65	ST-2	2.75	-	-	-	-	-	-	-	-	25	A-7-6 (V)	
MEDIUM DENSE TO DENSE, BROWN, **GRAVEL AND STONE FRAGMENTS** SOME SAND, TRACE SILT, TRACE CLAY, DAMP		6	8 6 6	18	28	SS-3	-	66	18	5	9	2	NP	NP	NP	4	A-1-a (0)	
		8	11 9 12	31	44	SS-4	-	-	-	-	-	-	-	-	-	4	A-1-a (V)	
		11	4 8 10	27	50	SS-5	-	-	-	-	-	-	-	-	-	4	A-1-a (V)	
	826.3	13	9 15 15	45	44	SS-6	-	-	-	-	-	-	-	-	-	4	A-1-a (V)	
MEDIUM DENSE, BROWN, **GRAVEL WITH SAND** TRACE SILT, TRACE CLAY, DAMP		16	8 8 9	25	56	SS-7	-	41	27	23	8	1	NP	NP	NP	4	A-1-b (0)	
	821.3	18	6 10 8	27	61	SS-8	-	-	-	-	-	-	-	-	-	4	A-1-b (V)	
MEDIUM DENSE, BROWN, **COARSE AND FINE SAND** LITTLE GRAVEL, TRACE SILT, TRACE CLAY, DAMP		21	5 6 4	15	61	SS-9	-	-	-	-	-	-	-	-	-	5	A-3a (V)	
		23	5 6 8	21	72	SS-10	-	11	32	44	10	3	NP	NP	NP	6	A-3a (0)	
SS-11 BECOMES WET	812.5	W 815.8 26	6 7 6	19	67	SS-11	-	-	-	-	-	-	-	-	-	16	A-3a (V)	
DENSE, BROWN, **GRAVEL WITH SAND** TRACE SILT, TRACE CLAY, WET		31	8 16 12	42	67	SS-12	-	-	-	-	-	-	-	-	-	14	A-1-b (V)	
	804.3	36 EOB	6 9 13	33	78	SS-13	-	-	-	-	-	-	-	-	-	10	A-1-b (V)	

STANDARD ODOT SOIL BORING LOG (11" X 17") - OH DOT.GDT - 3/28/25 15:40 - X:\ACTIVE PROJECTS\ACTIVE SOIL PROJECTS\GRE-68-12.65\GINT FILES\GRE-68-12.65.GPJ

NOTES: GROUNDWATER ENCOUNTERED AT 25.0' DURING DRILLING. HOLE DID NOT CAVE. DRILLED AS STAKED.

ABANDONMENT METHODS, MATERIALS, QUANTITIES: POURED 1.0 BAG HOLE PLUG; SHOVELED SOIL CUTTINGS

DESIGN AGENCY
NEAS National Engineering & Architectural Services Inc.
2800 CORPORATE EXCHANGE DR, SUITE 240
COLUMBUS, OH, 43231
TEL:614.714.0299
WWW.NEASINC.COM

GEOTECHNICAL PROFILE - BRIDGE
PEDESTRIAN BRIDGE OVER US 68 AND OLDTOWN CREEK
BORING LOG B-001-3-24

MODEL: Sheet PAPERSIZE: 17x11 (in.) DATE: 3/31/2025 TIME: 2:51:40 PM USER: Rsoflkancs
P:\OHDOT_v3\WorkSets\115388\400-Engineering\Geotechnical\Sheets\115388_ZL008.dgn

PROJECT: GRE-68-12.65
TYPE: BRIDGE
PID: 115388 SFN:
START: 11/25/24 END: 11/26/24

DRILLING FIRM / OPERATOR: NEAS INC. / JL
SAMPLING FIRM / LOGGER: NEAS INC. / JL
DRILLING METHOD: 3.25" HSA
SAMPLING METHOD: SPT

DRILL RIG: CME 55TB
HAMMER: CME AUTOMATIC
CALIBRATION DATE: 7/30/24
ENERGY RATIO (%): 89

STATION / OFFSET: 7+13, 4' LT.
ALIGNMENT: SHARED USE PATH
ELEVATION: 828.3 (MSL) EOB: 61.5 ft.
LAT / LONG: 39.729640, -83.936171

EXPLORATION ID
B-002-1-24
PAGE
1 OF 2

MATERIAL DESCRIPTION AND NOTES	ELEV. 828.3
5.0" TOPSOIL (DRILLERS DESCRIPTION)	827.9
MEDIUM STIFF TO STIFF, DARK BROWN AND BROWN, **SILTY CLAY**, SOME GRAVEL, SOME SAND, SS-1 IS SLIGHTLY ORGANIC, CONTAINS TRACE COAL FRAGMENTS, MOIST TO DAMP **(FILL)**	821.3
MEDIUM DENSE, BROWN AND LIGHT BROWN, **GRAVEL WITH SAND AND SILT**, TRACE CLAY, DAMP	816.3
MEDIUM DENSE, BROWN, **SILT**, SOME SAND, TRACE CLAY, TRACE GRAVEL, WET	813.8
VERY DENSE, BROWN, **GRAVEL AND STONE FRAGMENTS WITH SAND**, LITTLE SILT, TRACE CLAY, WET	811.3
HARD, GRAY, **SANDY SILT**, LITTLE CLAY, TRACE TO LITTLE GRAVEL, DAMP	790.0
HARD, GRAY, **SANDY SILT**, SOME CLAY, TRACE GRAVEL, DAMP	

SPT/ RQD	N60	REC (%)	SAMPLE ID	HP (tsf)	GR	CS	FS	SI	CL	LL	PL	PI	WC	ODOT CLASS (GI)
1 2 3	7	22	SS-1	1.00	28	12	16	27	17	40	24	16	25	A-6b (4)
8 14 8	33	50	SS-2	1.75	26	12	13	29	20	40	23	17	21	A-6b (5)
4 4 5	13	50	SS-3	-	38	24	9	20	9	NP	NP	NP	13	A-2-4 (0)
3 5 6	16	44	SS-4	-	-	-	-	-	-	-	-	-	13	A-2-4 (V)
3 5 8	19	72	SS-5	-	10	10	17	53	10	NP	NP	NP	22	A-4b (6)
38 20 23	64	50	SS-6	-	-	-	-	-	-	-	-	-	13	A-1-b (V)
9 26 30	83	78	SS-7	4.50	10	15	23	33	19	20	12	8	9	A-4a (3)
11 40 48	131	67	SS-8	4.50	-	-	-	-	-	-	-	-	10	A-4a (V)
11 27 33	89	83	SS-9	4.50	-	-	-	-	-	-	-	-	9	A-4a (V)
6 20 36	83	78	SS-10	4.50	12	15	21	32	20	21	13	8	11	A-4a (3)
20 8 9	25	50	SS-11	4.50	-	-	-	-	-	-	-	-	11	A-4a (V)
8 11 20	46	83	SS-12	4.50	-	-	-	-	-	-	-	-	12	A-4a (V)
6 13 18	46	89	SS-13	4.50	5	8	22	42	23	24	14	10	12	A-4a (6)
5 12 18	45	89	SS-14	4.50	-	-	-	-	-	-	-	-	12	A-4a (V)
8 15 17	47	94	SS-15	4.50	-	-	-	-	-	-	-	-	13	A-4a (V)
9 13 19	47	50	SS-16	4.50	7	9	22	39	23	24	14	10	13	A-4a (5)

STANDARD ODOT SOIL BORING LOG (11" X 17") - OH DOT.GDT - 3/28/25 15:40 - X:\1ACTIVE PROJECTS\ACTIVE SOIL PROJECTS\GRE-68-12.65\GINT FILES\GRE-68-12.65.GPJ

DESIGN AGENCY
NEAS
2800 CORPORATE EXCHANGE DR, SUITE 240
COLUMBUS, OH, 43231
TEL:614.714.0299
WWW.NEASINC.COM

DESIGNER AS
REVIEWER BPA 03/31/25
PROJECT ID 115388
SUBSET 14 TOTAL 15
SHEET P.106 TOTAL 107

GEOTECHNICAL PROFILE - BRIDGE
PEDESTRIAN BRIDGE OVER US 68 AND OLDTOWN CREEK
BORING LOG B-002-1-24

MODEL: Sheet PAPERSIZE: 17x11 (in.) DATE: 3/31/2025 TIME: 2:51:50 PM USER: Rsoflkancs
P:\OHDOT_v3\WorkSets\115388\400-Engineering\Geotechnical\Sheets\115388_ZL009.dgn

PROJECT: GRE-68-12.65
TYPE: SCOUR
PID: 115388 SFN:
START: 11/25/24 END: 11/25/24

DRILLING FIRM / OPERATOR: NEAS INC. / JL
SAMPLING FIRM / LOGGER: NEAS INC. / JL
DRILLING METHOD: 3.25" HSA
SAMPLING METHOD: SPT

DRILL RIG: CME 55TB
HAMMER: CME AUTOMATIC
CALIBRATION DATE: 7/30/24
ENERGY RATIO (%): 89

STATION / OFFSET: 8+29, 9' RT.
ALIGNMENT: SHARED USE PATH
ELEVATION: 826.7 (MSL) EOB: 10.0 ft.
LAT / LONG: 39.729585, -83.935761

EXPLORATION ID B-003-1-24

PAGE 1 OF 1

MATERIAL DESCRIPTION AND NOTES	ELEV. 826.7
5.0" TOPSOIL (DRILLERS DESCRIPTION)	826.3
STIFF, DARK BROWN, **SILT AND CLAY**, SOME SAND, TRACE GRAVEL, MOIST **(FILL)**	824.2
HARD, BROWN, **SILT AND CLAY**, "AND" SAND, LITTLE GRAVEL, DAMP **(FILL)**	822.7
STIFF, DARK BROWN, **SILT AND CLAY**, SOME SAND, TRACE GRAVEL, CONTAINS TRACE COAL FRAGMENTS, DAMP **(FILL)**	821.2
VERY STIFF, BROWN, **SANDY SILT**, SOME CLAY, TRACE GRAVEL, DAMP	819.7
DENSE, BROWN, **GRAVEL WITH SAND AND SILT**, TRACE CLAY, DAMP	816.7

DEPTHS	SPT/ RQD	N_{60}	REC (%)	SAMPLE ID	HP (tsf)	GRADATION (%) GR	CS	FS	SI	CL	ATTERBERG LL	PL	PI	WC	ODOT CLASS (GI)
1 – 2.5	3 3 3	9	22	SS-1	1.50	2	3	18	53	24	36	22	14	25	A-6a (10)
2.5 – 4	4 5 6	16	33	SS-2	4.50	12	13	25	29	21	35	20	15	14	A-6a (5)
4 – 5.5	4 10 10	30	44	SS-3	1.50	4	8	20	44	24	36	21	15	21	A-6a (9)
5.5 – 7	4 15 18	49	22	SS-4	3.00	-	-	-	-	-	-	-	-	18	A-4a (V)
7 – 8.5	5 14 14	42	39	SS-5	-	31	19	16	25	9	NP	NP	NP	11	A-2-4 (0)
8.5 – 10	18 13 14	40	61	SS-6	-	-	-	-	-	-	-	-	-	9	A-2-4 (V)

EOB 10

NOTES: GROUNDWATER NOT ENCOUNTERED DURING DRILLING. HOLE DID NOT CAVE. DRILLED AS STAKED.

ABANDONMENT METHODS, MATERIALS, QUANTITIES: SHOVELED SOIL CUTTINGS

STANDARD ODOT SOIL BORING LOG (8.5 X 11) - OH DOT.GDT - 3/28/25 15:39 - X:\1ACTIVE PROJECTS\ACTIVE SOIL PROJECTS\GRE-68-12.65\GINT FILES\GRE-68-12.65.GPJ

DESIGN AGENCY
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DESIGNER AS
REVIEWER BPA 03/31/25
PROJECT ID 115388
SUBSET 15 TOTAL 15
SHEET P.107 TOTAL 107

GEOTECHNICAL PROFILE - BRIDGE
PEDESTRIAN BRIDGE OVER US 68 AND OLDTOWN CREEK
BORING LOG B-003-1-24