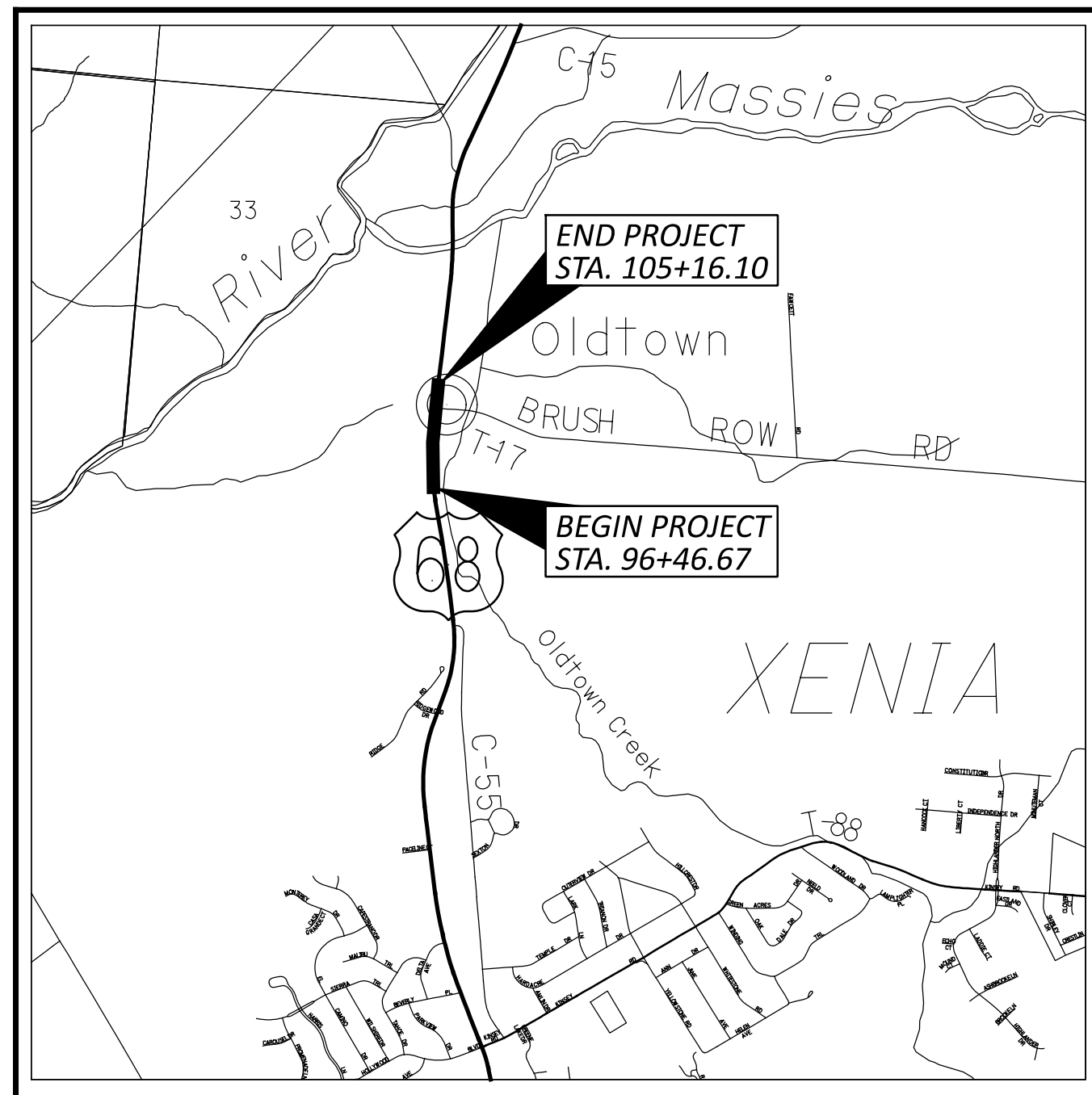


# STATE OF OHIO DEPARTMENT OF TRANSPORTATION

## GRE-68-12.65

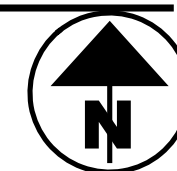
XENIA TOWNSHIP  
GREENE COUNTY

### 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

**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

comments were made on the drainage report

is detention required based on greene county requirements?

I am still waiting for the updated H&H

floodplain coordination is still pending on this project.

#### INDEX OF SHEETS:

TITLE SHEET	1
TYPICAL SECTIONS	2-4
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MOT PLANS AND DETOUR ROUTES	7-14
PLAN AND PROFILE - U.S. 68	15-17
CROSS SECTIONS - U.S. 68	18-25
PLAN AND PROFILE - LITTLE MIAMI SCENIC TRAIL	26
CROSS SECTIONS - LITTLE MIAMI SCENIC TRAIL	27-29
PLAN AND PROFILE - RAMP	30
INTERSECTION DETAIL - U.S. 68 AND BRUSH ROW ROAD	31
INTERSECTION DETAIL - SHARED USE PATH AND LMST	32
CURB RAMP DETAILS	33
PARKING LOT DETAIL	34
DRIVEWAY DETAILS	35-38
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SIGNING SUBSUMMARY	79
TRAFFIC CONTROL PLAN	80-81
LIGHTING PLANS	82-83

Add "Special Provisions - Waterway Permits Conditions 02/25/2025"

**INTERIM SUBMITTAL  
DATE: 02/17/2025**

STANDARD CONSTRUCTION DRAWINGS								SUPPLEMENTAL SPECIFICATIONS		SPECIAL PROVISIONS	
BP-4.1	07/19/13	TC-41.20	10/18/13	CB-2-2B	07/19/24	EXJ-6-17	01/19/24	800	07/19/24		
BP-5.1	01/17/25	<del>TC-42.10</del>	<del>10/18/13</del>	CB-3	07/19/24			813	07/21/23		
BP-7.1	01/17/25	TC-42.20	10/18/13	CB-3A	07/19/24	PSID-1-13	07/19/24	832	07/19/24		
				CB-6	07/19/24	GSD-1-19	07/19/24	913	04/16/21		
RM-2.1	07/19/13	TC-52.10	10/18/13	MH-3	07/19/24						
RM-5.2	07/21/23	TC-65.10	01/17/14					825			
		TC-65.11	01/17/25	DM-1.1	01/17/25						
HL-30.11	07/21/23	TC-71.10	04/21/23	DM-4.3	04/15/16			839, 939			
HL-30.22	01/17/25	TC-74.10	07/21/23	DM-4.4	04/15/16						
HL-30.31	01/17/25	TC-87.10	01/17/25					1073			
HL-40.20	01/17/25	MT-101.60	01/17/25	TC-41.30				1083			
HL-50.21	07/15/22	MT-110.10	07/19/13	TC-83.20							
HL-60.31	07/19/24	MT-102.20	07/21/23								
		MT-105.10	01/17/23								
		MT-97.10	04/19/19								
		MT-101.90	07/17/20								

#### 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.	02/26/2025
BRIDGES	Amy Shell, P.E. 02/28/2025 R. Scott Kramer, 02/28/2025	
CONSTRUCT	Dana Bicknell	03/03/2025
DRAINAGE	Tami Brehm, P.E.	03/03/2025
ENVIRON		
GEOTECH	Casey Carriere, P.E.	2/27/2025
ITS		
MOT		
PAVEMENT		
ROADWAY	Katherine S. DeStefano, P.E.	02/26/2025
R/W		
SURVEY		
TRAFFIC	Teri C. Scanlon, P.E.	02/28/2025
UTILITIES	Lucas W. Braun, P.E.	03/03/2025
OTHER	Katherine S. DeStefano, P.E.	02/26/2025
OTHER		

GRE-68-12.65

MODEL: Sheet\_SurvFI PAPER SIZE: 34x42 (in.) DATE: 2/17/2025 TIME: 4:11:14 PM USER: wshannon P:\DBP\EA\003\_GRE-68-12.65\15388\00-Engineering\Roadway\Sheets\115388\_GT001.dgn

TITLE SHEET

DESIGN AGENCY	CEF
REVIEWER	BAA 02/10/25
PROJECT ID	115388
SHEET TOTAL	P.01 P.83

**LEGEND**

- ① ITEM 204 - PROOF ROLLING
- ② ITEM 204 - SUBGRADE COMPACTION
- ③ ITEM 254 - 1/2" 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 - 1/2" A.C. SURFACE COURSE, TYPE 1 (448), PG64-22
- ⑨ ITEM 441 - 1/2" A.C. INTERMEDIATE COURSE, TYPE 2 (448)
- ⑩ ITEM 441 - 3" A.C. INTERMEDIATE COURSE, TYPE 2 (448)
- 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 - PEDESTIAN AND BICYCLE RAILING
- ⑰ ITEM 530 - RETAINING WALL

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

Minimum lift for Type 2 Intermediate is 1.75". Could reduce 301 to 9.5" and increase intermediate to 2" in this area.

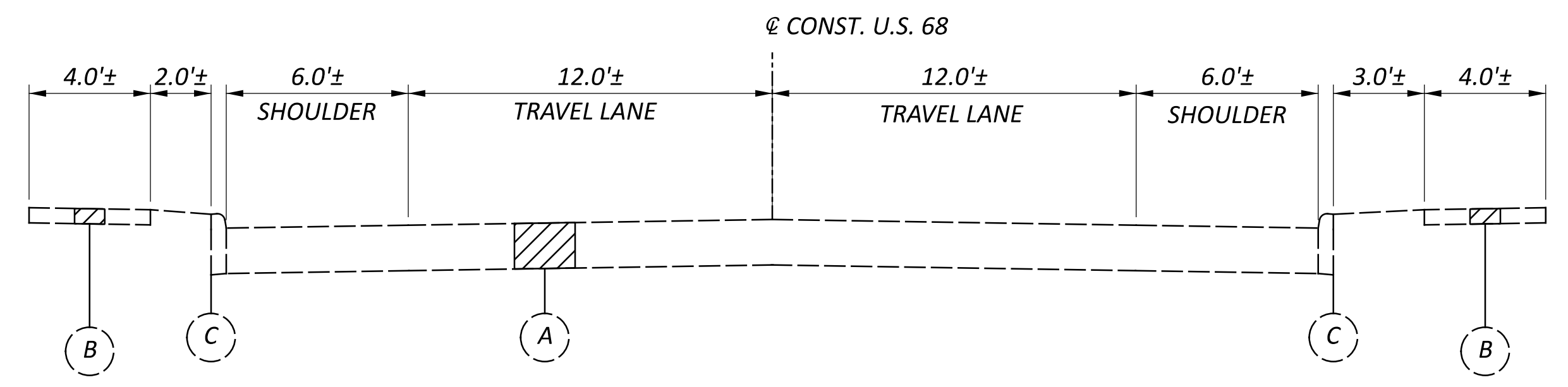
TABLE A	
STATION	PATH WIDTH
98+84.08 TO 99+00.50	9.6'
99+00.50 TO 99+22.00	9.6' TO 11.0'

TABLE B	
STATION	BUFFER WIDTH
98+84.08 TO 99+00.50	11.7'
99+00.50 TO 99+22.00	11.7' TO 5.0'
100+73.00 TO 100+93.00	5.0' TO 3.0'
100+93.00 TO 102+28.93	3.0'
102+28.93 TO 102+48.93	3.0' TO 5.0'

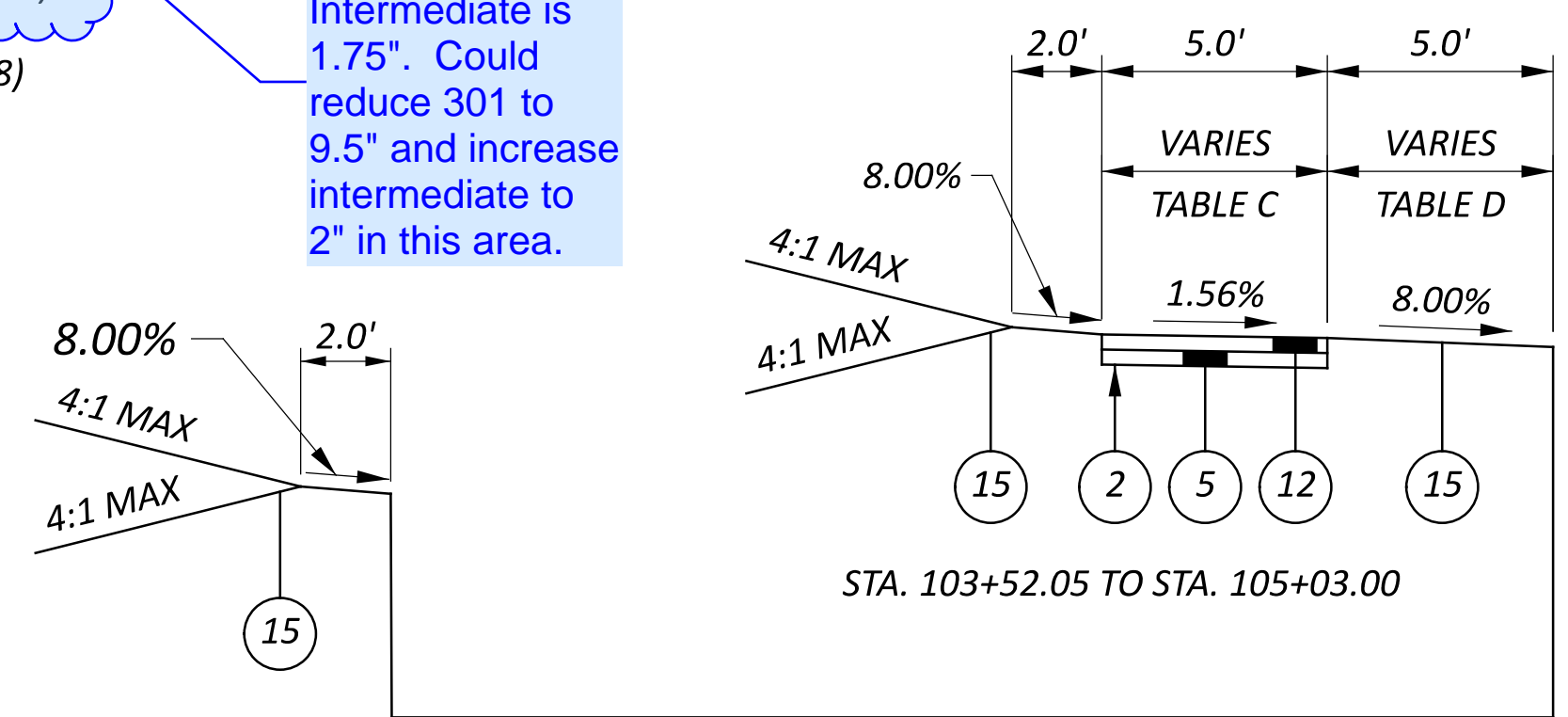
TABLE C	
STATION	WALK WIDTH
105+11.10 TO 105+16.10	5.0' TO 3.9'

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

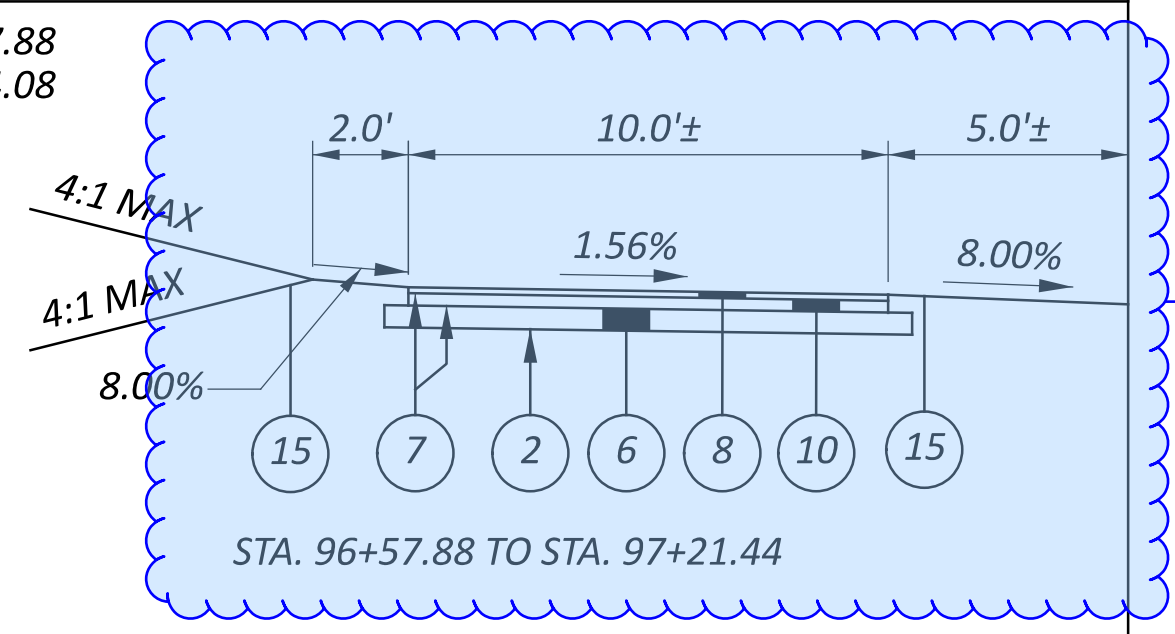
TABLE E	
STATION	BUFFER WIDTH
104+66.10 TO 105+16.10	5.0' TO 2.6'



**EXISTING SECTION - U.S. 68**

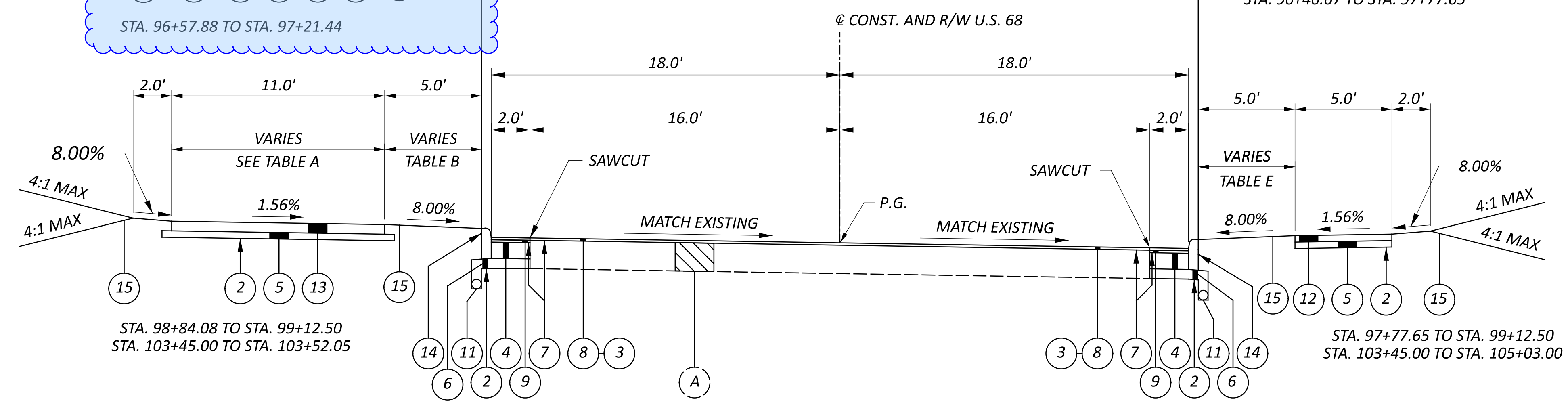
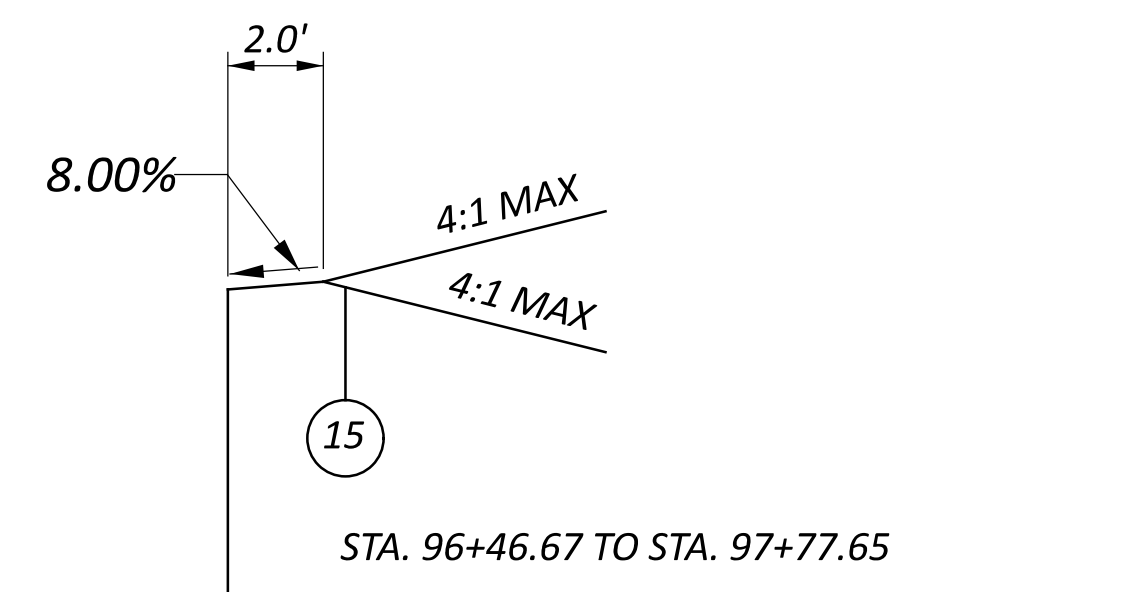


STA. 96+46.67 TO STA. 96+57.88  
 STA. 97+21.44 TO STA. 98+84.08



Should this be concrete?

Yes. All SUP and sidewalk sections shall be concrete.

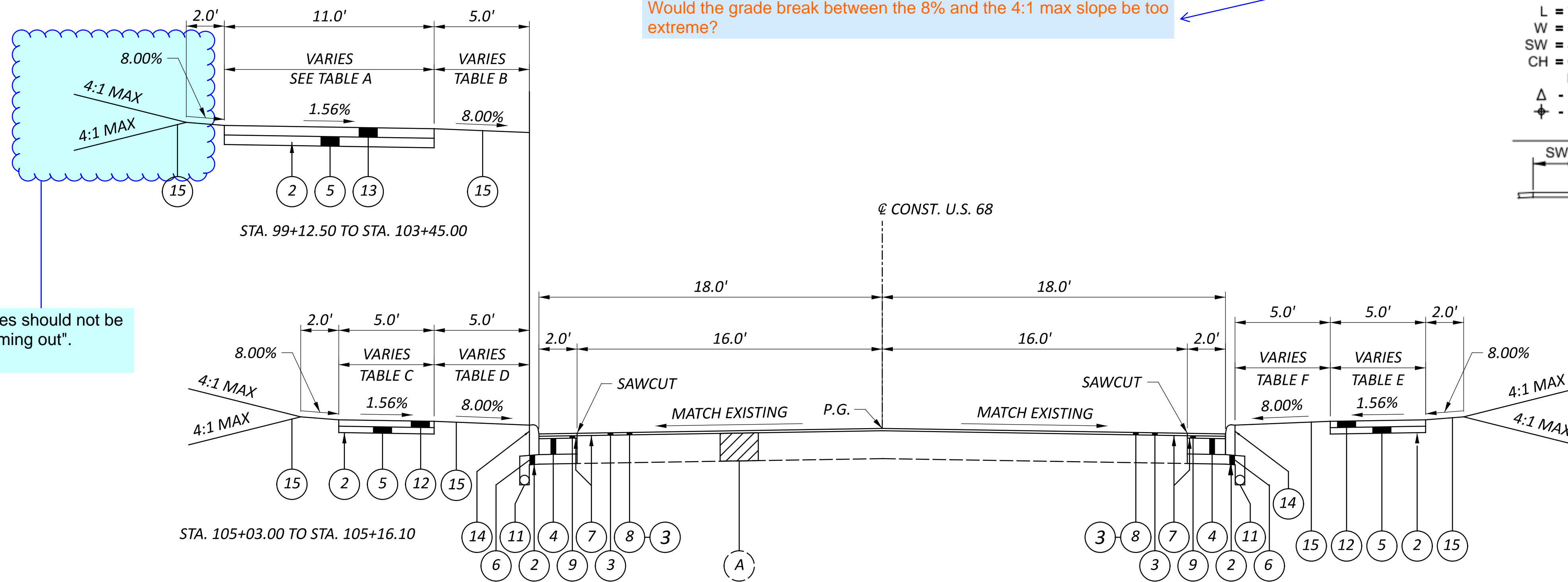


**SUPERELEVATION SECTION - U.S. 68**

STA. 96+46.67 TO STA. 99+12.50  
 STA. 103+45.00 TO STA. 105+03.00

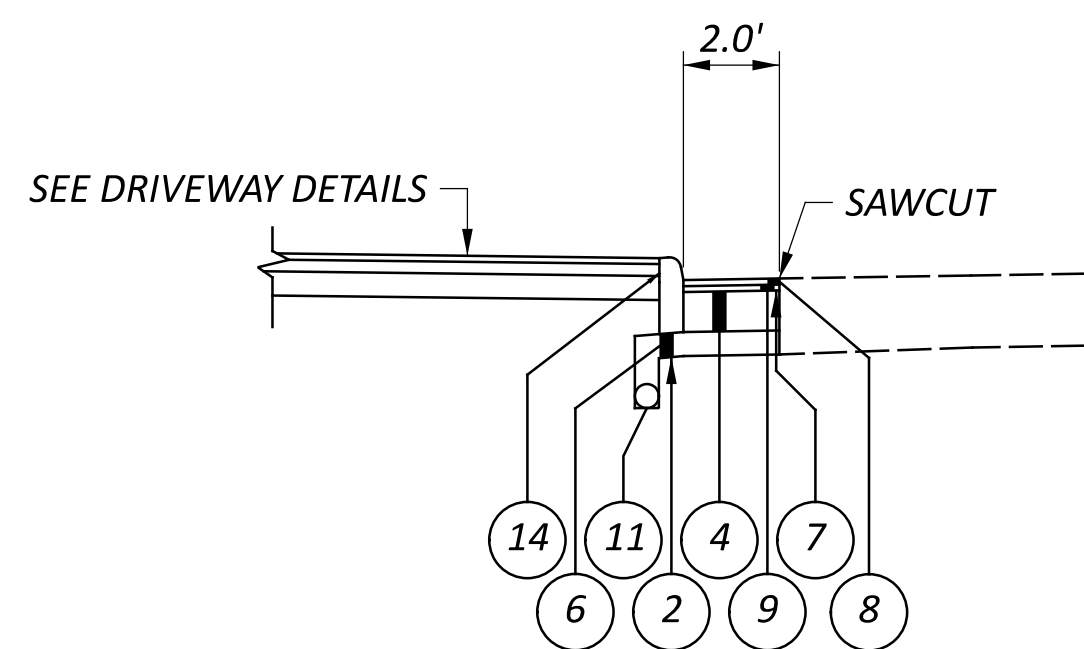
Would the grade break between the 8% and the 4:1 max slope be too extreme?

Vehicles should not be "bottoming out".



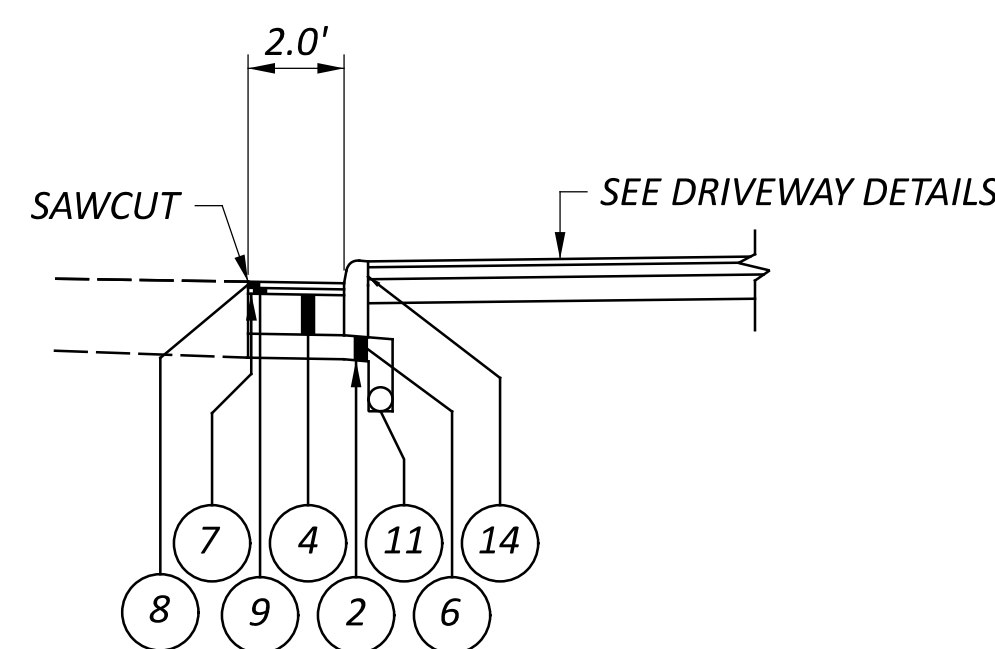
**NORMAL SECTION - U.S. 68**

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



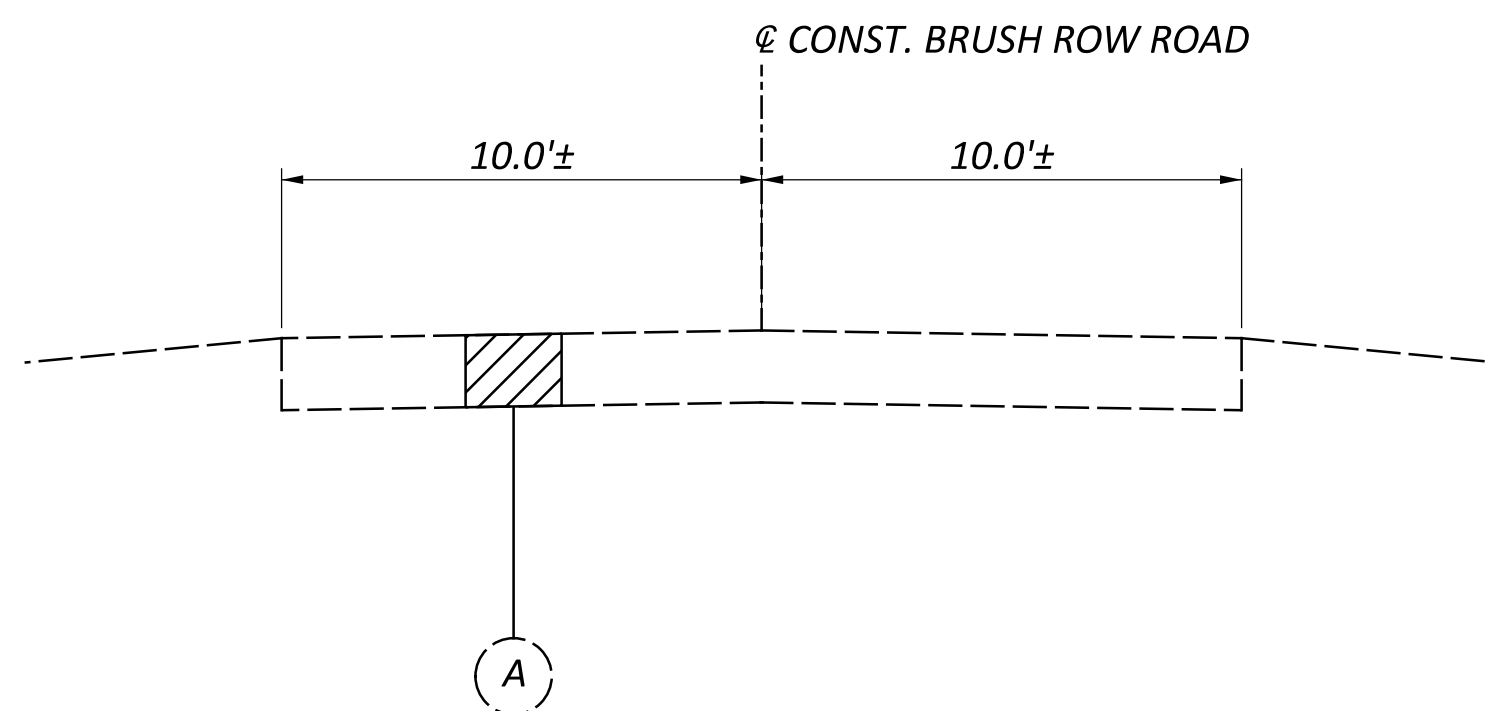
**CURB DETAIL - U.S.**

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

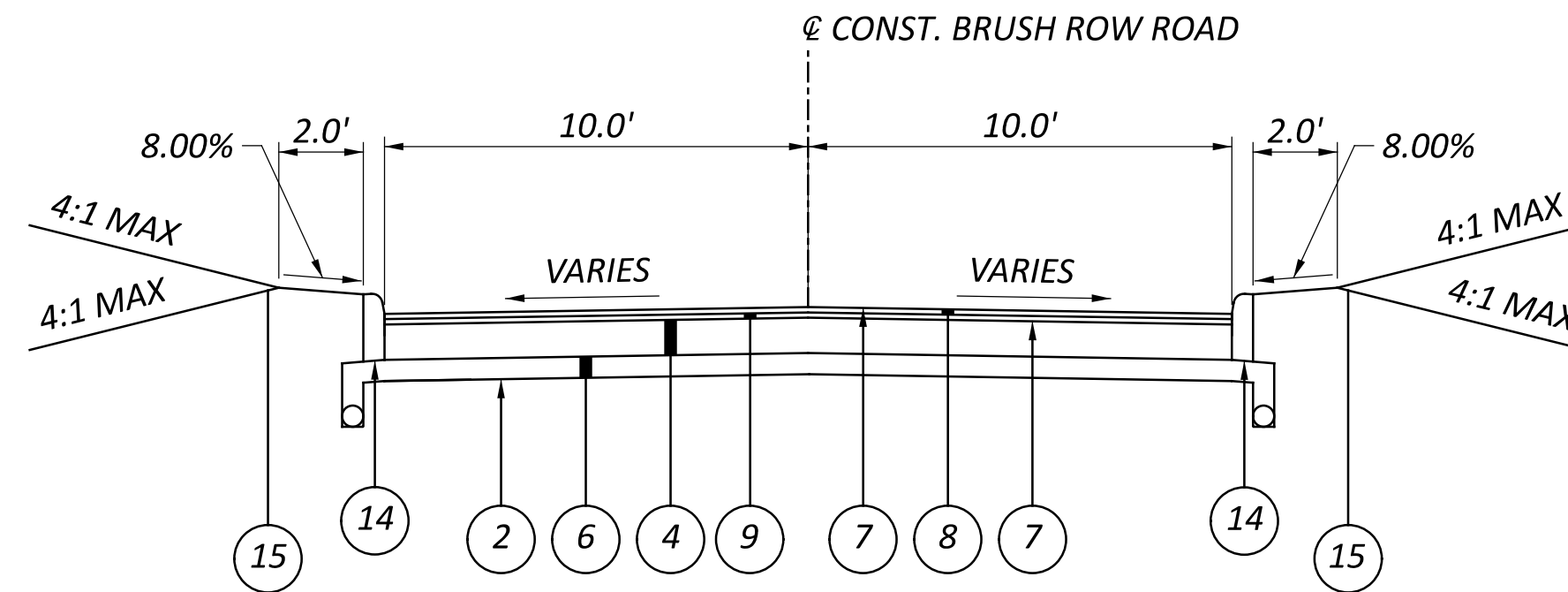


**CURB DETAIL - U.S. 68**

STA. 96+32.41 TO STA. 96+46.67

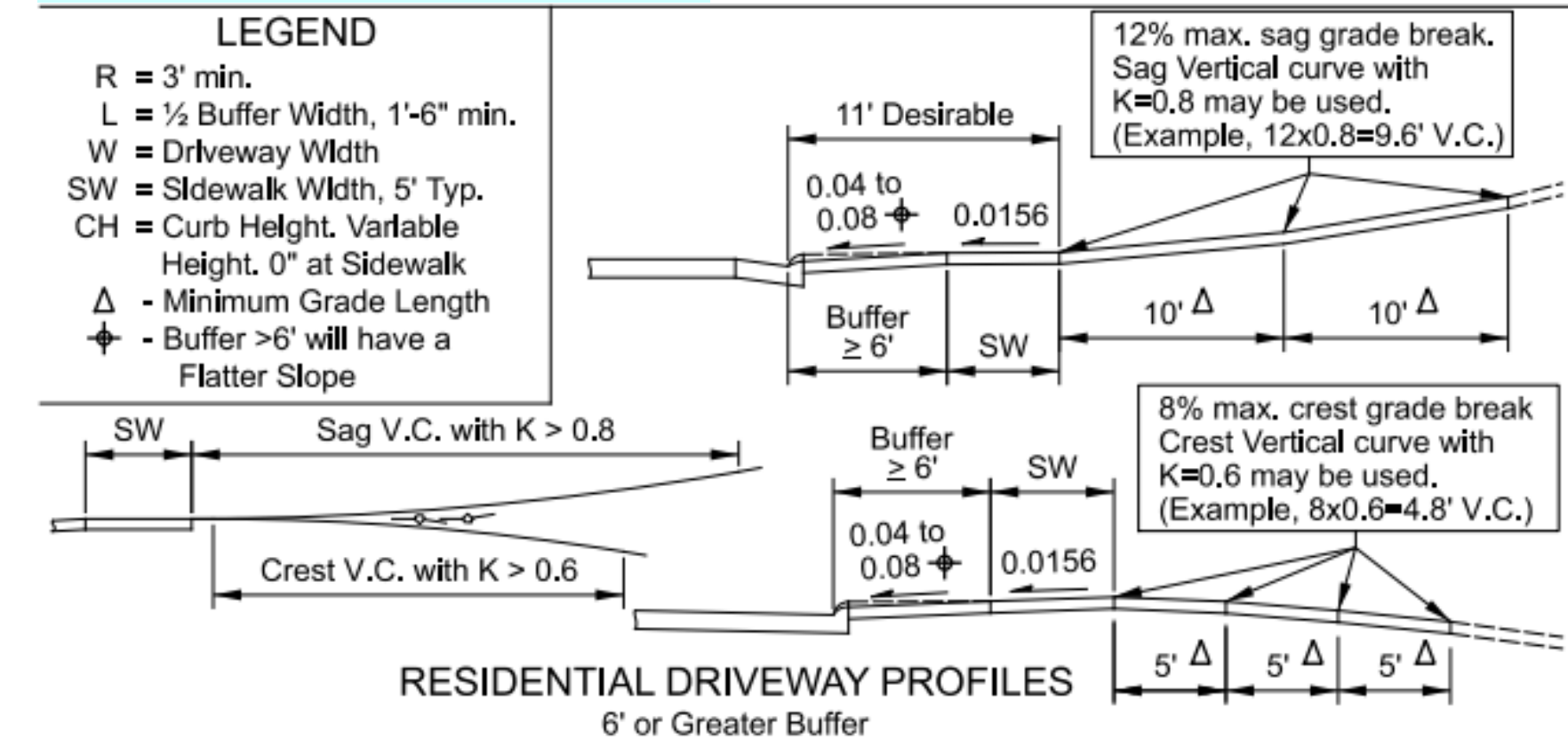


**EXISTING SECTION - BRUSH ROW ROAD**



**TYPICAL SECTION - BRUSH ROW ROAD**

STA. 10+00.00 TO STA. 10+78.00



**RESIDENTIAL DRIVEWAY PROFILES**  
 6' or Greater Buffer

**NOTE:**  
 SEE SHEET P.02 FOR TYPICAL SECTION LEGEND.

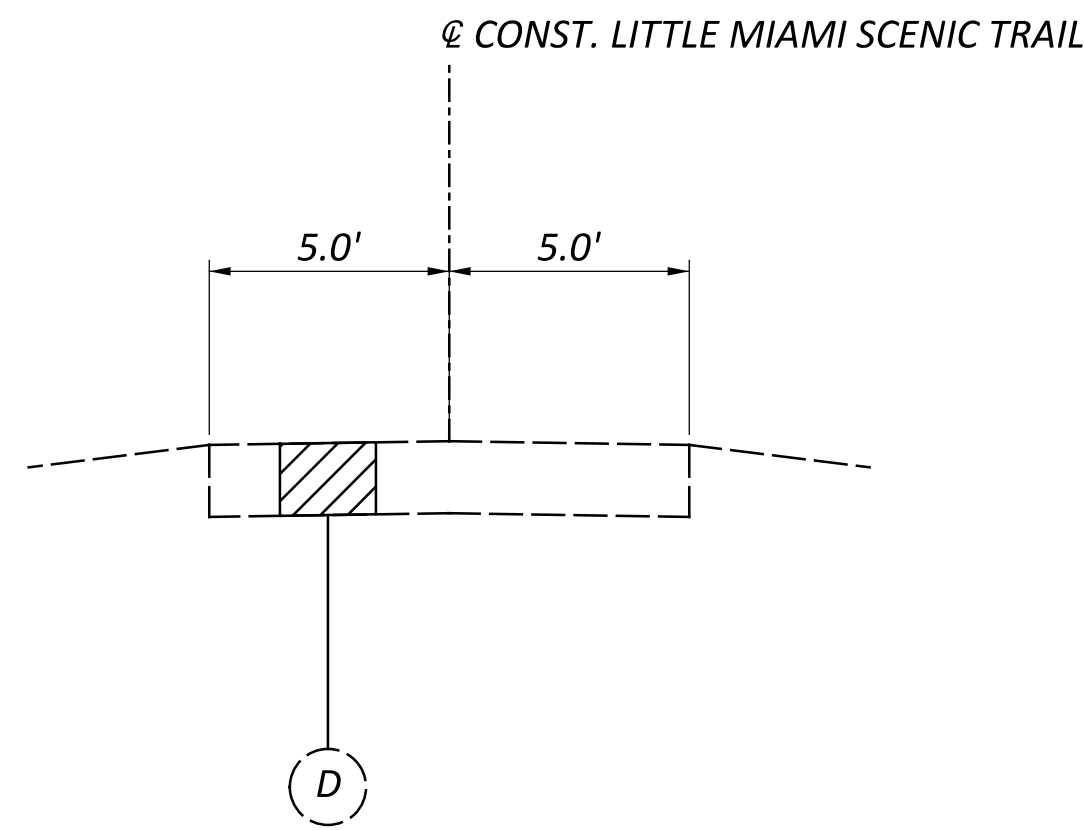
TABLE A	
STATION	PATH WIDTH
98+84.08 TO 99+05.00	9.6'
99+05.00 TO 99+22.00	9.6' TO 11.0'

TABLE B	
STATION	BUFFER WIDTH
98+84.08 TO 99+05.00	11.7'
99+05.00 TO 99+22.00	11.7' TO 5.0'
100+73.00 TO 100+93.00	5.0' TO 3.0'
100+93.00 TO 102+28.93	3.0'
102+28.93 TO 102+48.93	3.0' TO 5.0'

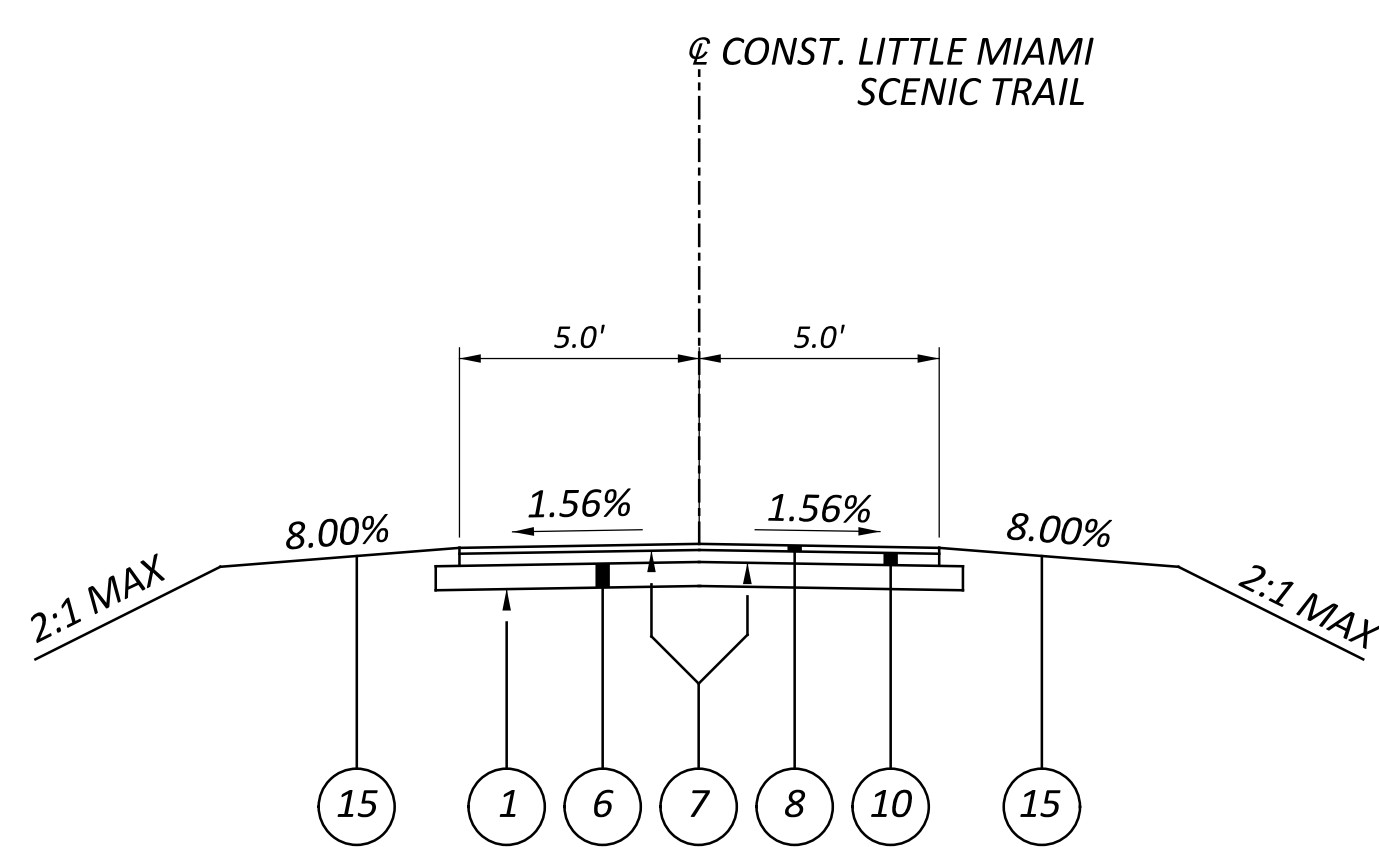
TABLE C	
STATION	WALK WIDTH
105+11.10 TO 105+16.10	5.0' TO 3.9'

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'

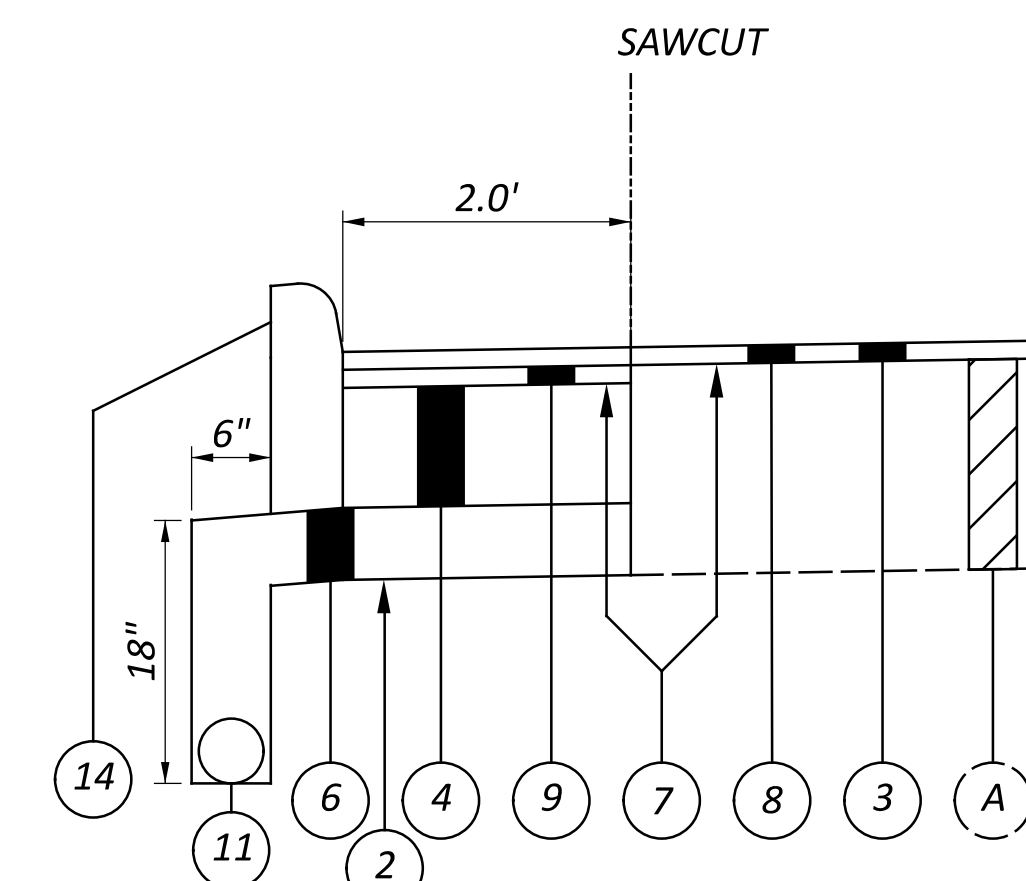


**EXISTING SECTION - LITTLE MIAMI SCENIC TRAIL**

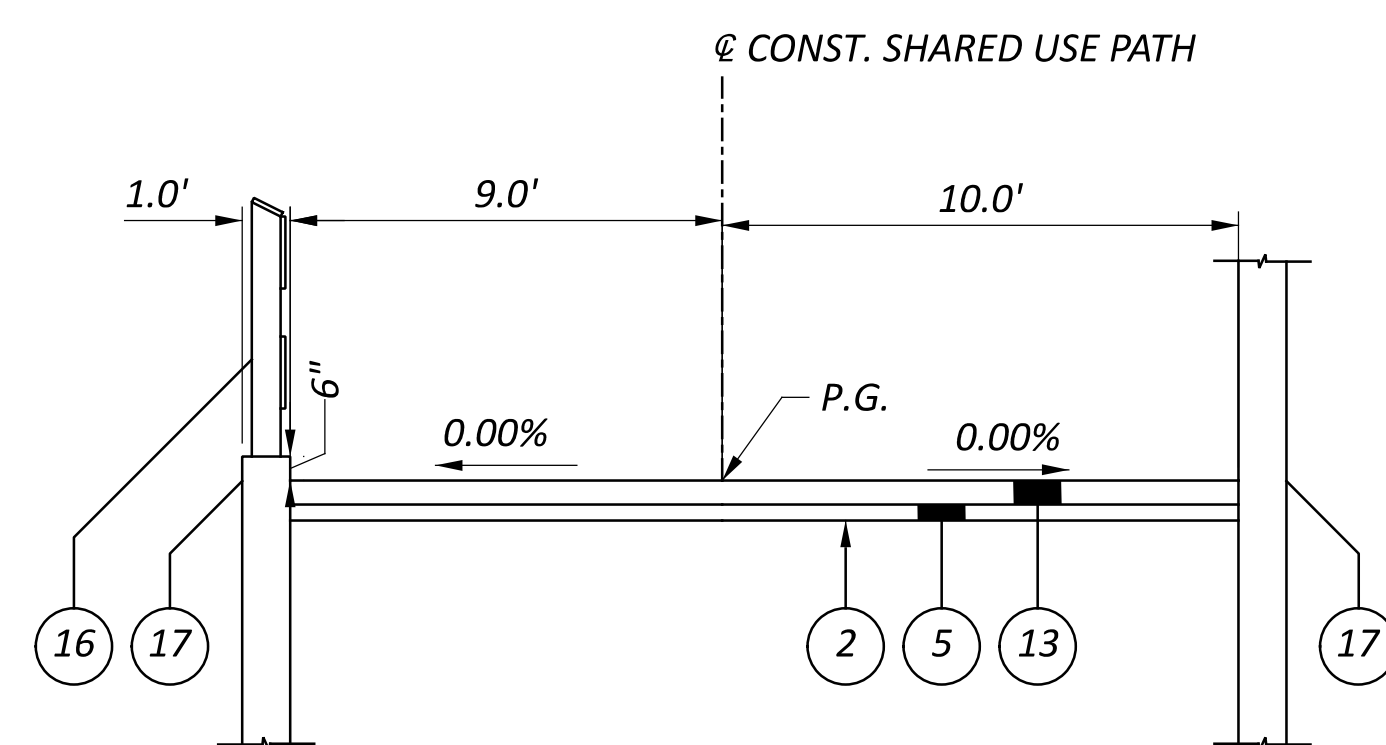


**TYPICAL SECTION - LITTLE MIAMI SCENIC TRAIL**

STA. 200+03.52 TO STA. 203+37.21

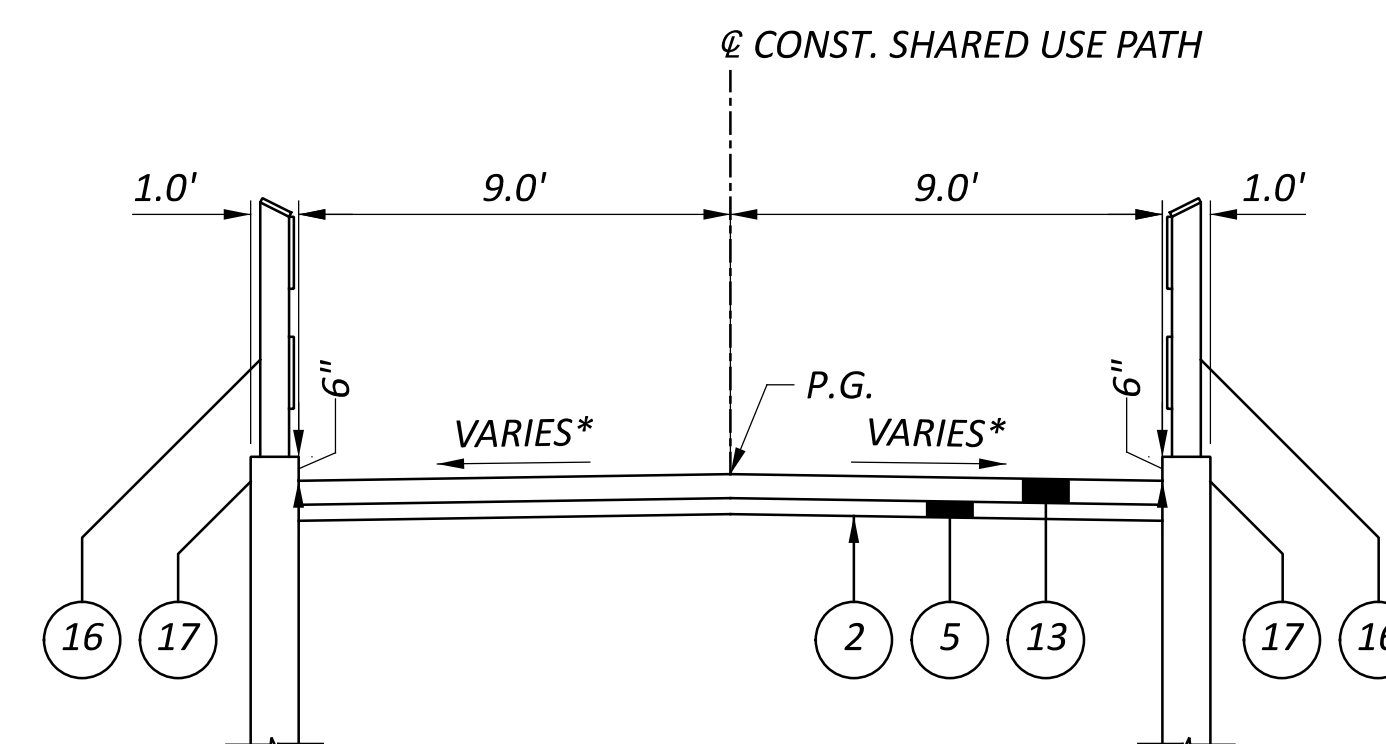


**FULL DEPTH PAVEMENT BUILDUP**



**TYPICAL SECTION - SHARED USE PATH**

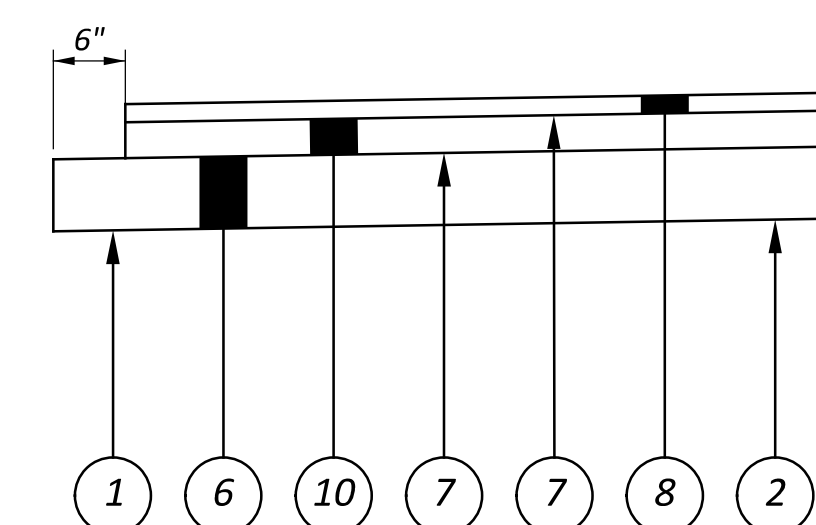
STA. 1+62.62 TO STA. 2+72.53



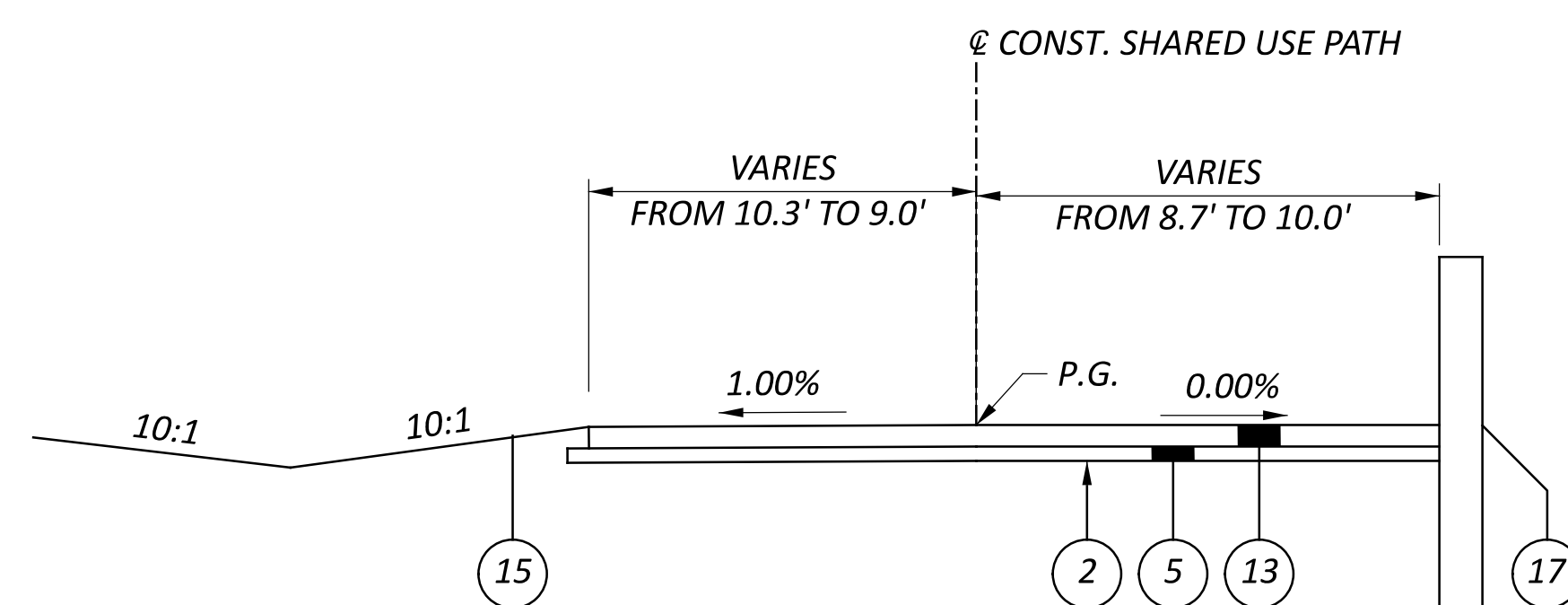
**TYPICAL SECTION - SHARED USE PATH**

STA. 2+72.53 TO STA. 4+95.94

\* VARIES FROM 1.00% TO 0.00% FROM STA. 4+50.00 TO STA. 4+95.94



**SHARED USE PATH STEP DETAIL**



**TYPICAL SECTION - SHARED USE PATH**

STA. 0+34.51 TO STA. 1+62.62

Is it possible to drain this section away from the retaining wall?

- NOTES**  
 1. SEE SHEET P.02 FOR TYPICAL SECTION LEGEND  
 SEE SHEETS P.68 - P.78 FOR WALL DETAIL SHEETS

UTILITIES

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

AES OHIO CHARTER COMMUNICATIONS
1900 DRYDEN RD. 3691 TURNER ROAD
DAYTON, OH 45439 DAYTON, OH 45415
ATTN: WILLIAM WARD JEFF GAMMON
PHONE: 937-554-9063 937-396-7290
WILLIAM.WARD@AES.COM JEFFERY.GAMMON@CHARTER.COM

AT&T OHIO ALTA FIBER
7201 FAR HILLS AVE. 221 E. 4TH ST.
DAYTON, OH 45439 CINCINNATI, OH 45201
ATTN: ALAN STUTES ATTN: GARY MCCARTNEY
PHONE: 937-708-1026 PHONE: 937-271-8730
AS1634@ATT.COM GARY.MCCARTNEY@ALTA FIBER.COM

CITY OF XENIA MIAMI VALLEY LIGHTING
11 N. DETROIT ST. ATTN: ROBYN LIVESAY
XENIA, OHIO 45385 ROBYN.LIVESAY@AES.COM
ATTN: CHRIS BERGER
PHONE: 937-376-7265
CBERGER@CI.XENIA.OH.US

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.

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

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. List what all is included: water, lime, commercial fertilizer, repair, interseeding

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 1-800-282-9378 FOR CLEAN-UP OF THE SPILL.

Concrete testing notes needed. Example Sheet emailed to Katie.

See Sheet 6

Table with columns: CL OF CONSTRUCTION PROPOSED SEWER (POINT NUMBER, STATION, OFFSET), PROJECT GROUND COORDINATES (NORTH (Y) U.S. FT., EAST (X) U.S. FT.), ELEVATION, DESCRIPTION. Rows include CP01 through CP14 and T2.

Table with columns: STATION, OFFSET (FT), SIDE, NORTHING, EASTING, ELEVATION, DESCRIPTION. Rows include 85+42.87 through 109+00.00.

Table with columns: CL OF CONSTRUCTION PROPOSED SEWER (POINT NUMBER, STATION, OFFSET), PROJECT GROUND COORDINATES (NORTH (Y) U.S. FT., EAST (X) U.S. FT.), ELEVATION, DESCRIPTION. Rows include CP15 through CP17.

Add the following plan notes:

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 instream fills during the ODNR instream work restriction period of April 15th and June 30th.

Bat Notification

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.

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.



**ITEM SPECIAL - MAILBOX SUPPORT**

THIS WORK SHALL CONSIST OF FURNISHING AND ERECTING MAILBOX SUPPORTS AND ANY ASSOCIATED MOUNTING HARDWARE IN ACCORDANCE WITH PLAN DETAILS, AND ATTACHING AN OWNER-SUPPLIED MAILBOX AT LOCATIONS SPECIFIED IN THE PLAN, OR OTHERWISE ESTABLISHED BY THE ENGINEER.

WOOD POSTS SHALL BE NOMINAL 4 INCHES BY 4 INCHES SQUARE OR 4.5 INCHES DIAMETER ROUND, AND CONFORM TO 710.14.

STEEL POSTS SHALL BE NOMINAL PIPE SIZE 2 INCHES I.D., AND CONFORM TO AASHTO M 181.

ALL HARDWARE INCLUDING BUT NOT LIMITED TO PLATES, SCREWS, BOLTS, AND ETC. SHALL BE COMMERCIAL-GRADE GALVANIZED STEEL.

POSTS SHALL BE SET PER THE FIRST PARAGRAPH OF 606.03, AND SHALL IN NO INSTANCE BE ENCASED IN CONCRETE.

SUPPORT HARDWARE SHALL ACCOMMODATE EITHER A SINGLE OR A DOUBLE MAILBOX INSTALLATION, AND NO MORE THAN TWO BOXES MAY BE MOUNTED ON A SINGLE POST.

THE MAILBOX SHALL BE SECURELY AND NEATLY ATTACHED BY THE CONTRACTOR TO THE NEW SUPPORT. THE CONTRACTOR SHALL FURNISH ALL NECESSARY ATTACHMENT HARDWARE (NUTS, BOLTS, PLATES, SPACERS, AND WASHERS) AS NECESSARY TO ACCOMMODATE THE COMPLETE INSTALLATION.

IN THE ABSENCE OF A NEW BOX SUPPLIED BY THE OWNER, THE CONTRACTOR SHALL SALVAGE THE EXISTING BOX AND PLACE IT ON THE NEW SUPPORT. DUE CARE SHALL BE EXERCISED IN SUCH AN OPERATION, AND THE CONTRACTOR SHALL BE RESPONSIBLE FOR REPAIRING OR REPLACING ANY BOX DAMAGED BY IMPROPER HANDLING ON HIS PART, AS JUDGED AND DIRECTED BY THE ENGINEER.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING WITH THE LOCAL POST MASTER REGARDING THE TIMING OF THE MOVEMENT OF ANY MAILBOX TO A NEW LOCATION.

PAYMENT UNDER THIS ITEM SHALL BE LIMITED TO FINAL PERMANENT INSTALLATIONS. TEMPORARY INSTALLATIONS SHALL BE IN ACCORDANCE WITH 107.10. HOWEVER, THE SAME MATERIAL AND SIZE LIMITATIONS AS FOR PERMANENT INSTALLATIONS SHALL APPLY.

MAILBOX SUPPORTS, COMPLETE IN PLACE, WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER EACH, FOR ITEM SPECIAL MAILBOX SUPPORT SYSTEM, (SINGLE) (DOUBLE).

Add the following plan note:  
**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.

**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.

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

Add L&D Volume 2, Appendix C Sample Plan Note W100

**MANUFACTURED WATER QUALITY STRUCTURE**

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

**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.

Painting and Blasting Note?

SWPPP and Spills note?

Proof Rolling Note

**ITEM SPECIAL MISC.: CONSULTANT FOR CONCRETE QUALITY CONTROL INCLUDING TESTING AND INSPECTION**

ALL CONCRETE SHALL BE TESTED. ALL TESTING, INSPECTION AND QUALITY CONTROL FOR CONCRETE, NOT INCLUDED UNDER QC/QA PAY ITEMS, SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR. THE CONTRACTOR SHALL PROVIDE A CONCRETE TESTING CONSULTANT WITH PREVIOUS EXPERIENCE AND FAMILIARITY IN ODOT PROCEDURES, CONCRETE TESTING REQUIREMENTS AND CONCRETE TESTING DOCUMENTATION. AT LEAST 30 DAYS PRIOR TO CONCRETE PLACEMENT, SUBMIT TO THE ENGINEER FOR APPROVAL, THE PROPOSED CONCRETE TESTING CONSULTANT ALONG WITH THE RESUMES OF THE PROPOSED TESTING PERSONNEL.

TESTING CONCRETE FOR STRUCTURES AND PORTLAND CEMENT CONCRETE PAVEMENT SHALL BE PERFORMED AS OUTLINED IN CMS SPECIFICATIONS 455 RESPECTIVELY.

THROUGH THE CONTRACTOR, THE CONSULTANT SHALL BE RESPONSIBLE FOR ENSURING THAT ALL CONCRETE PLACED IS IN ACCORDANCE WITH THE SPECIFICATIONS. SUCH WORK SHALL BE IN ACCORDANCE WITH THE APPLICABLE CONSTRUCTION AND MATERIAL SPECIFICATIONS AND THE ODOT CONSTRUCTION INSPECTION MANUAL OF PROCEDURES FOR CONCRETE. THE CONCRETE CONSULTANT SHALL PROVIDE THE NECESSARY TRAINED TECHNICIAN(S), ALL EQUIPMENT, AND SHALL FURNISH THE PROJECT ENGINEER WITH TWO (2) COPIES OF ALL TEST RESULTS WITHIN 24 HOURS AFTER COMPLETION OF CONCRETE PLACEMENT.

THE TECHNICIAN SHALL BE ACI LEVEL 1 CERTIFIED AND WILL BE REQUIRED TO DEMONSTRATE HIS/HER COMPETENCE AND EXPERIENCE LEVELS TO THE ENGINEER PRIOR TO BEGINNING WORK. THE ENGINEER WILL ORDER THE CONTRACTOR TO REPLACE ANY TECHNICIAN THAT IS NOT VERSED IN THE REQUIRED TESTING PROCEDURE.

THE TECHNICIAN SHALL VERBALLY NOTIFY THE ODOT PROJECT ENGINEER OF ANY FAILING TEST AND SHALL SUBMIT FOLLOW-UP WRITTEN NOTIFICATION TO THE PROJECT ENGINEER OF REMEDIAL ACTION(S) TAKEN. TESTS SHALL BE TAKEN AS SPECIFIED WITHIN THE CONSTRUCTION AND MATERIAL SPECIFICATIONS, CONCRETE MANUAL OR APPROPRIATE SUPPLEMENTAL SPECIFICATION AS LISTED IN THE PROPOSAL GOVERNING THE PROJECT. IT SHALL BE THE SOLE RESPONSIBILITY OF THE CONTRACTOR TO MAKE IMMEDIATE CORRECTIONS OR ADJUSTMENTS TO THE CONCRETE MIX VIA DIRECT COMMUNICATION WITH THE CONCRETE SUPPLIER'S PLANT PERSONNEL TO MAINTAIN UNINTERRUPTED COMPLIANCE WITH THE SPECIFICATIONS UPON NOTIFICATION OF CONCRETE MIX NON-COMPLIANCE BY THE CONSULTANT TECHNICIAN. THE PROJECT ENGINEER MAY REQUIRE MORE FREQUENT TESTING AS CONDITIONS WARRANT.

UPON COMPLETION OF DAILY CONCRETE PLACEMENT(S), THE CONCRETE CONSULTANT SHALL PROVIDE THE PROJECT ENGINEER WITH DAILY TEST REPORTS, TE-45'S, INSPECTORS DAILY REPORT AND SUPPORTING DOCUMENTATION FOR EACH ITEM OF CONCRETE WORK PERFORMED SEPARATED BY MIX DESIGN. SUBSEQUENTLY, UPON COMPLETION OF AN ENTIRE CONCRETE SPECIFICATION ITEM, THE CONCRETE CONSULTANT SHALL ALSO PROVIDE THE PROJECT ENGINEER WITH TWO (2) COPIES OF AN ADDITIONAL INSPECTION REPORT BY A REGISTERED PROFESSIONAL ENGINEER, STATE OF OHIO, WHICH CONTAINS THE TESTING-RESULTS SUMMARY FOR EACH ITEM BY CONTRACT REFERENCE NUMBER AND THE CONSULTANT'S CONCLUSIONS RELATIVE TO SPECIFICATION COMPLIANCE FOR ALL CONCRETE-TESTING WORK.

THE ODOT PROJECT ENGINEER RESERVES THE RIGHT TO MAKE UNANNOUNCED QUALITY-CONTROL TESTS TO VERIFY PROCEDURES USED AND RESULTS BEING OBTAINED BY THE CONTRACTOR.

**ITEM SPECIAL MISC.: CONSULTANT FOR CONCRETE QUALITY CONTROL INCLUDING TESTING AND INSPECTION CONT.**

THE CONCRETE TECHNICIAN SHALL WORK UNDER THE DIRECTION OF A REGISTERED PROFESSIONAL ENGINEER, STATE OF OHIO, WHO WILL MONITOR THE CONCRETE TEST RESULTS. THE FINAL INSPECTION REPORTS FOR EACH COMPLETED ITEM SHALL BE SIGNED BY A REGISTERED PROFESSIONAL ENGINEER, STATE OF OHIO, CERTIFYING THAT ALL CONCRETE TESTS PROVIDED BY THE CONTRACTOR MET APPLICABLE CONTRACT REQUIREMENTS. A FINAL REPORT ISSUED BY THE CONSULTING FIRM SHALL CONTAIN A CERTIFIED STATEMENT OF COMPLIANCE WITH ODOT SPECIFICATIONS AND ANY OTHER CONCLUSIONS REGARDING THE CONCRETE MATERIALS INCORPORATED INTO THE PROJECT. SUCH STATEMENT SHALL BE SIGNED BY A REGISTERED PROFESSIONAL ENGINEER, STATE OF OHIO, AND, THE CONCRETE CONSULTANT SHALL BE REQUIRED TO ATTEND MONTHLY PROGRESS MEETINGS AS REQUIRED BY THE PROJECT ENGINEER.

ADDITIONALLY, THE CONTRACTOR SHALL BE REQUIRED TO KEEP A POSTED LIST OF BEAM AND CYLINDER IDENTIFICATION NUMBERS FOR THE PURPOSE OF IDENTIFYING THE CORRESPONDING PLACEMENT LOCATION AND CONCRETE SPECIFICATION ITEM.

PAYMENT SHALL BE BID AS LUMP SUM FOR ITEM SPECIAL MISC.: CONSULTANT FOR CONCRETE QUALITY CONTROL INCLUDING TESTING AND INSPECTION. THE ITEM WILL BE PAID FOR AS FOLLOWS:

- UPON APPROVAL OF CONSULTANT . . . . . 20%
- PROGRESSIVE EQUIVALENT PAYMENTS . . . . . 50%
- UPON SUBMISSION OF FINAL REPORT . . . . . 30%.

THE TECHNICIAN SHALL HAVE THE FULL EFFECT AND AUTHORITY OF AN ODOT PROJECT INSPECTOR IN DETERMINING ACCEPTABILITY OF MATERIAL AND CONCRETE PLACEMENT PRACTICES.



**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 RAMP AS LONG AS THEY ARE VISIBLE TO THE MOTORISTS USING THE RAMP. ON ENTRANCE RAMP, THE SIGN SHALL BE ERECTED WELL IN ADVANCE OF THE MERGE AREA TO AVOID DISTRACTING MOTORISTS.

**ITEM 614, MAINTAINING TRAFFIC (CONT.)**

NOTIFICATION OF TRAFFIC RESTRICTIONS TIME TABLE		
ITEM	DURATION OF CLOSURE	SIGN DISPLAYED TO PUBLIC
	>= 2 WEEKS	14 CALENDAR DAYS PRIOR TO CLOSURE
RAMP & ROAD CLOSURES	> 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 WHICH 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
	>= 2 WEEKS	21 CALENDAR DAYS PRIOR TO CLOSURE
RAMP & ROAD CLOSURES	> 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
	>= 2 WEEKS	14 CALENDAR DAYS PRIOR TO CLOSURE
LANE CLOSURES & RESTRICTIONS	< 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

Reword to:  
 Continuous emergency vehicle access to Fire Station #51 shall be maintained at all times, including during closures.

**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**

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

**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.

**LAW ENFORCEMENT OFFICER (WITH PATROL CAR) FOR ASSISTANCE DURING CONSTRUCTION OPERATIONS**

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).

DURING PERIODS WHERE TRAFFIC NEEDS TO BE DIRECTED CONTRARY TO A TRAFFIC CONTROL DEVICE (FLAGGER, SIGN [E.G. STOP SIGN, STREET OR HIGHWAY SIGNS, ETC], SIGNAL OR OTHER DEVICE USED TO REGULATE, WARN OR GUIDE TRAFFIC). TRAFFIC IN THIS INSTANCE INCLUDES VEHICULAR, PEDESTRIAN AND/OR SHARED USE PATH USERS.

IN ADDITION TO THE REQUIREMENT 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) SHOULD BE PROVIDED FOR THE FOLLOWING TRAFFIC CONTROL TASKS AS APPROVED BY THE ENGINEER:

FOR LANE CLOSURES THAT MEET ALL OF THE CRITERIA LISTED BELOW: DURING INITIAL SET-UP PERIODS, TEAR DOWN PERIODS, SUBSTANTIAL SHIFTS OF A CLOSURE POINT OR WHEN NEW LANE CLOSURE ARRANGEMENTS ARE INITIATED FOR LONG-TERM LANE CLOSURES/SHIFTS (FOR THE FIRST AND LAST DAY OF MAJOR CHANGES IN TRAFFIC CONTROL SETUP).

- CRITERIA ON A MULTI-LANE DIVIDED INTERSTATE, OTHER FREEWAY OR EXPRESSWAY; AND, AN AUTHORIZED SPEED LIMIT OF 45 MPH OR GREATER THAT IS IN EFFECT AT THE TIME OF THE OPERATION; AND, AADT OF 50,000 (OR AADT OF 30,000 WITH 25% OR HIGHER PERCENT TRUCKS)

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 ASSISTANCE DURING CONSTRUCTION OPERATIONS (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 QUANTITIES 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.

Adequate?

**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



DESIGNER

WCS

REVIEWER

BAA 02/10/25

PROJECT ID

115388

SHEET TOTAL

P.08 P.83



**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.

**SEQUENCE OF CONSTRUCTION**

**PHASE 2**

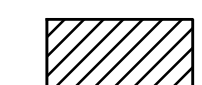

TRAFFIC SHALL BE SHIFTED TO THE WEST SIDE OF THE ROADWAY, UTILIZING THE EXISTING PAVEMENT TO MAINTAIN TRAFFIC WHILE WORKING ON THE EAST SIDE OF THE ROADWAY. TWO TRAVEL LANES, ONE NORTHBOUND AND ONE SOUTHBOUND SHALL BE PROVIDED DURING THIS PHASE. PEDESTRIAN ACCESS SHALL BE MAINTAINED BY UTILIZING THE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

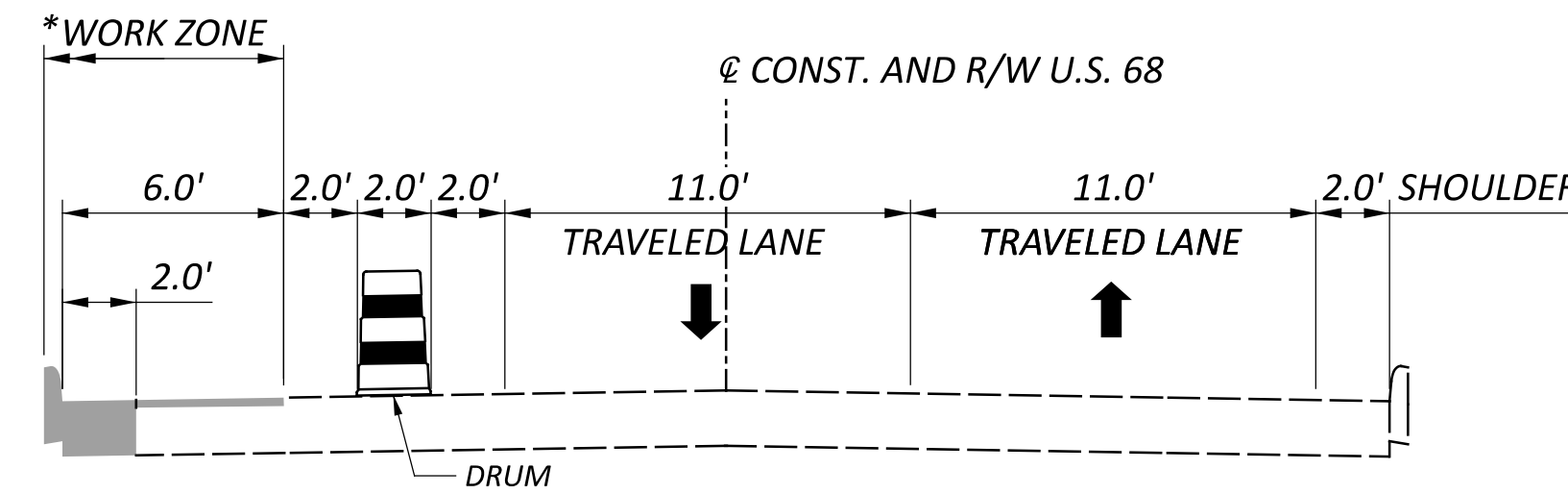
THE WORK ON THE WEST SIDE INCLUDES NEW CURB REPLACEMENT WITH A SAW CUT LINE 2' FROM THE EXISTING CURB, PAVEMENT PLANING AND SURFACE COURSE, CONCRETE WALK, CURB RAMP RECONSTRUCTION, DRIVEWAY RECONSTRUCTION, AND THE REPLACEMENT OF THE RRFB. BRUSH ROW ROAD INTERSECTION WILL BE CONSTRUCTED WITH THIS PHASE.

**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.

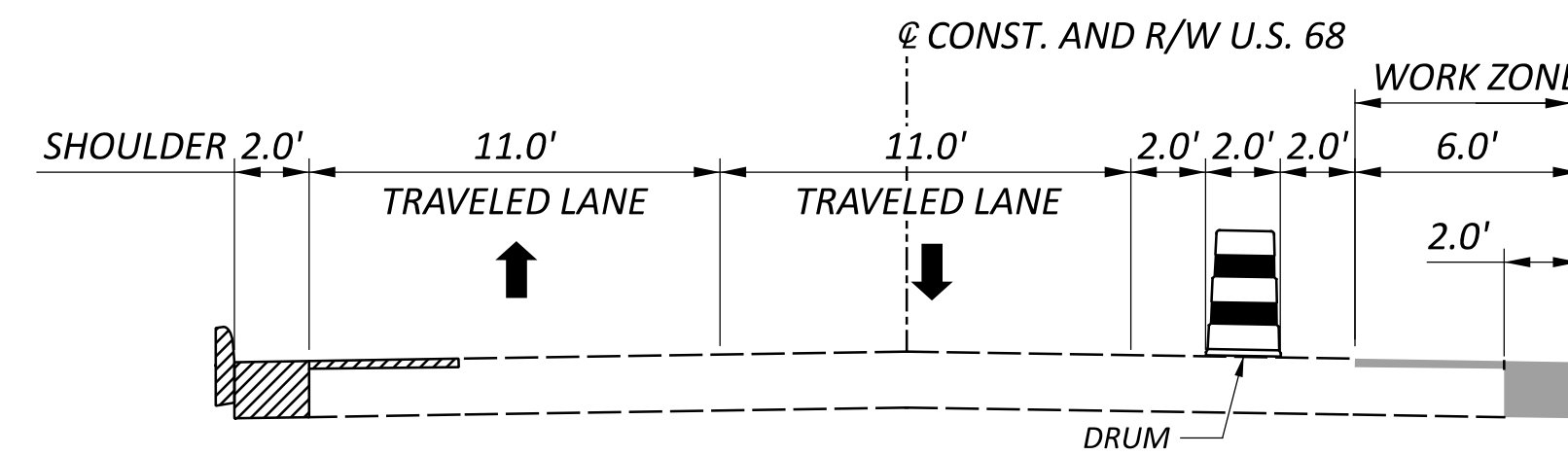
**LEGEND**

-  CONSTRUCTED IN PREVIOUS PHASE
-  CURRENT CONSTRUCTION PHASE



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

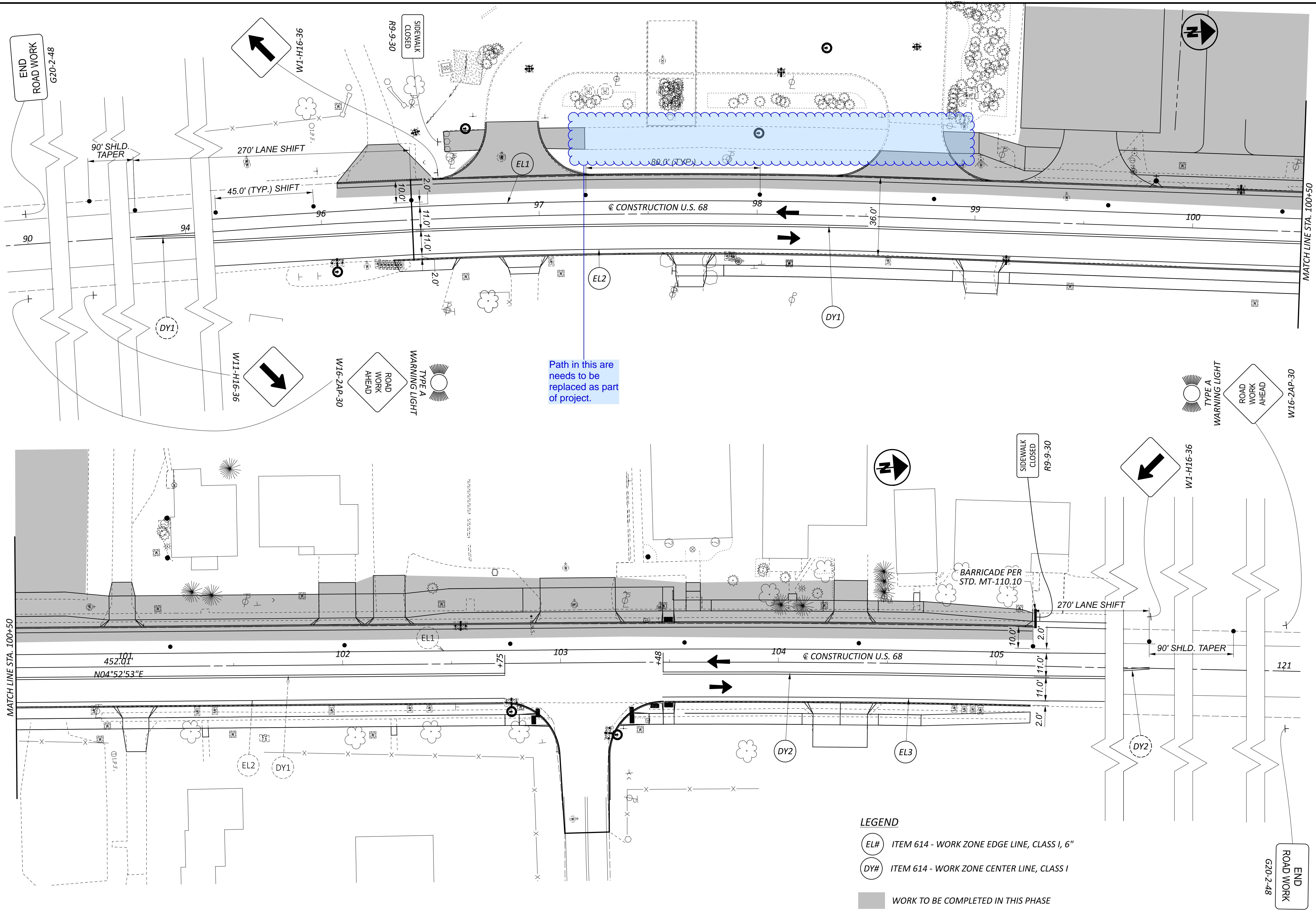
STA. 91+46.67 TO STA. 105+16.10



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

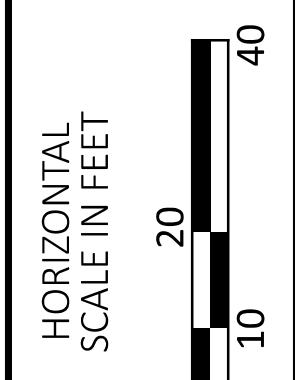
STA. 91+46.67 TO STA. 105+16.10

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



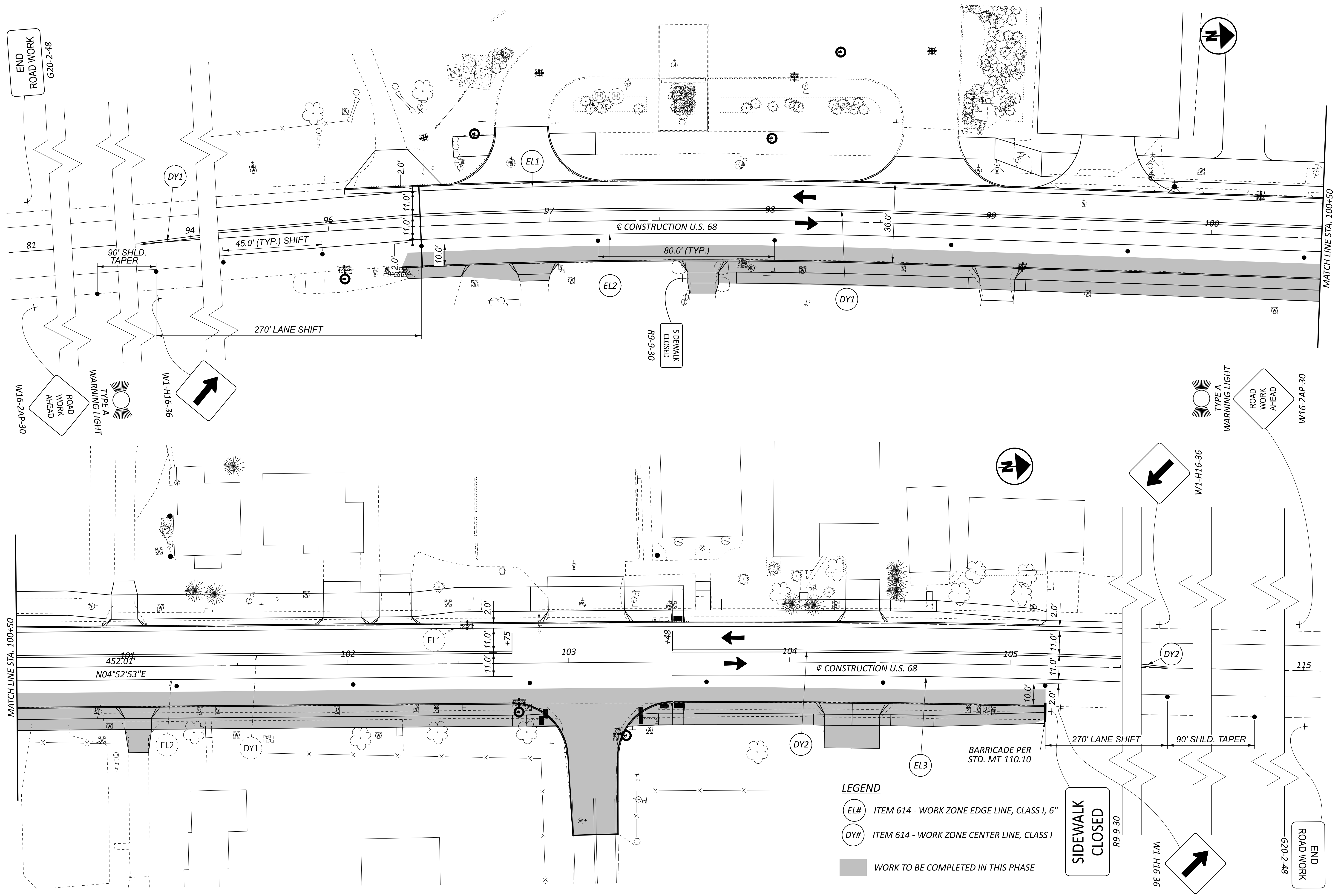
LEGEND

- 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



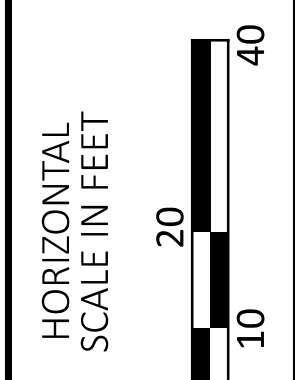
MAINTENANCE OF TRAFFIC PLAN  
 PHASE 1

DESIGN AGENCY	
CARPENTER	MARTY
DESIGNER	
WCS	REVIEWER
BAA	02/10/25
PROJECT ID	
115388	
SHEET	TOTAL
P.10	P.83



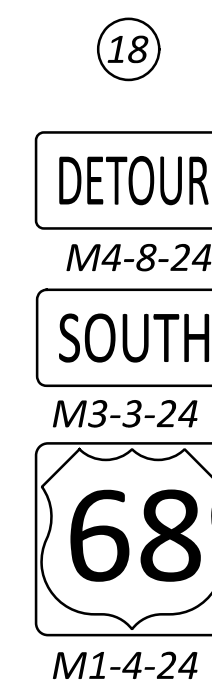
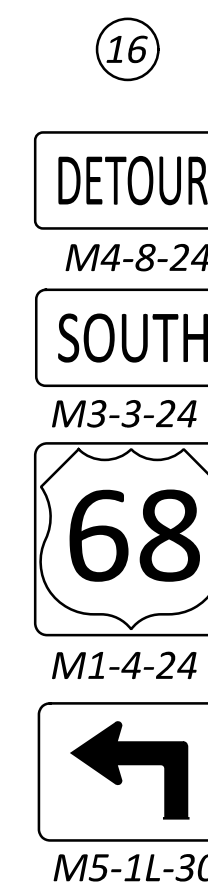
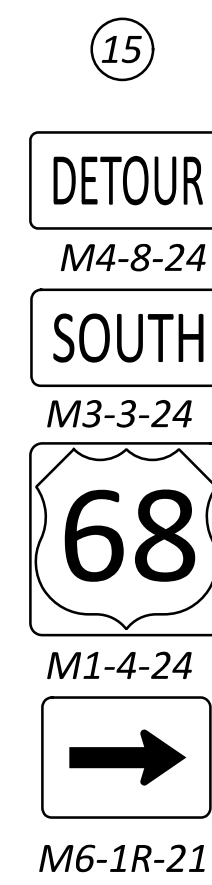
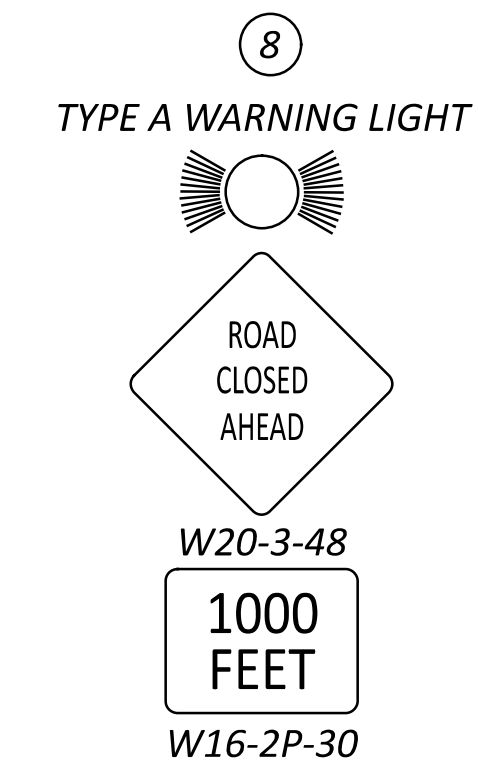
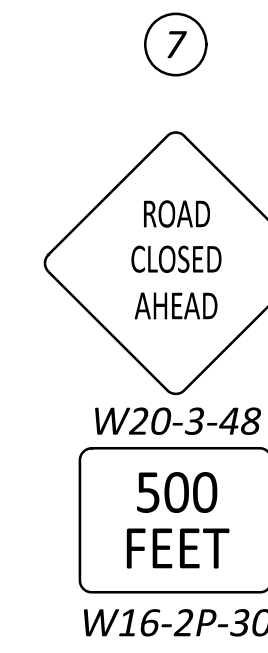
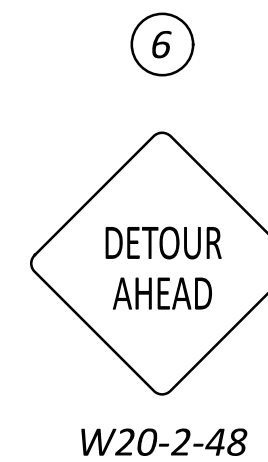
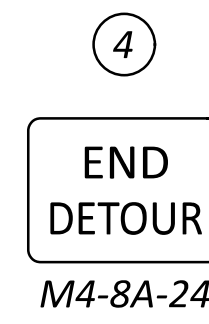
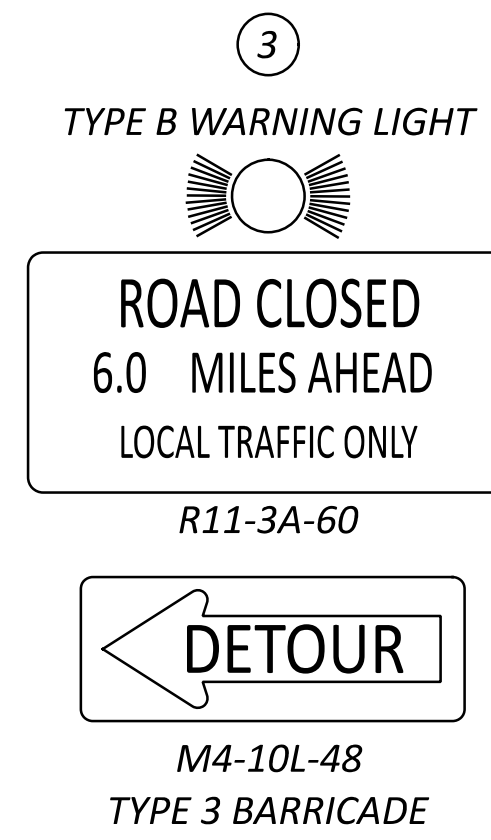
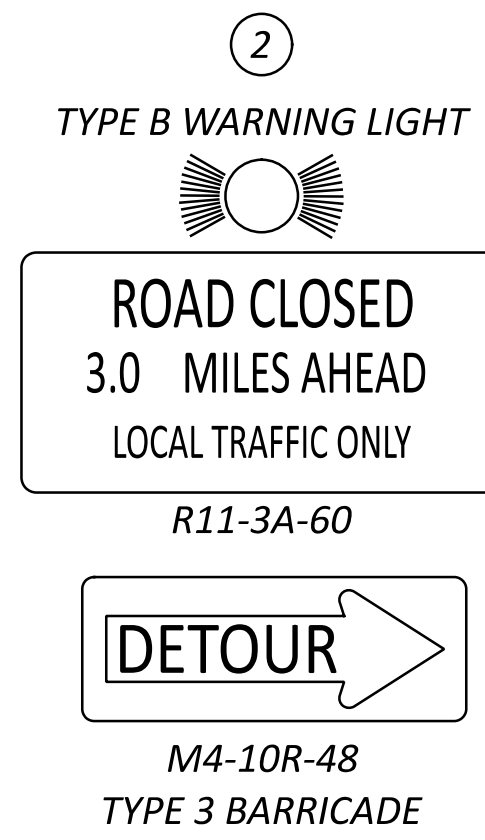
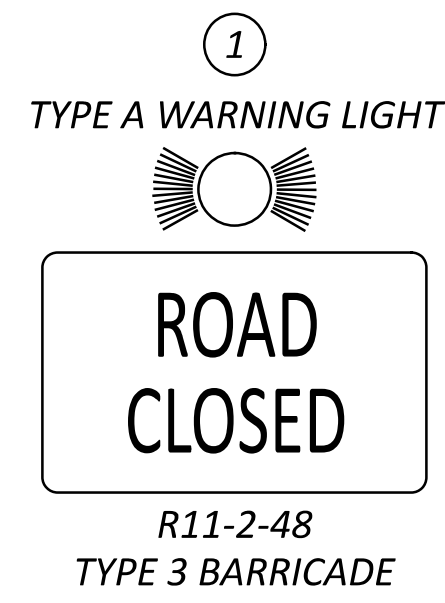
**LEGEND**

- ITEM 614 - WORK ZONE EDGE LINE, CLASS 1, 6"
- ITEM 614 - WORK ZONE CENTER LINE, CLASS 1
- WORK TO BE COMPLETED IN THIS PHASE

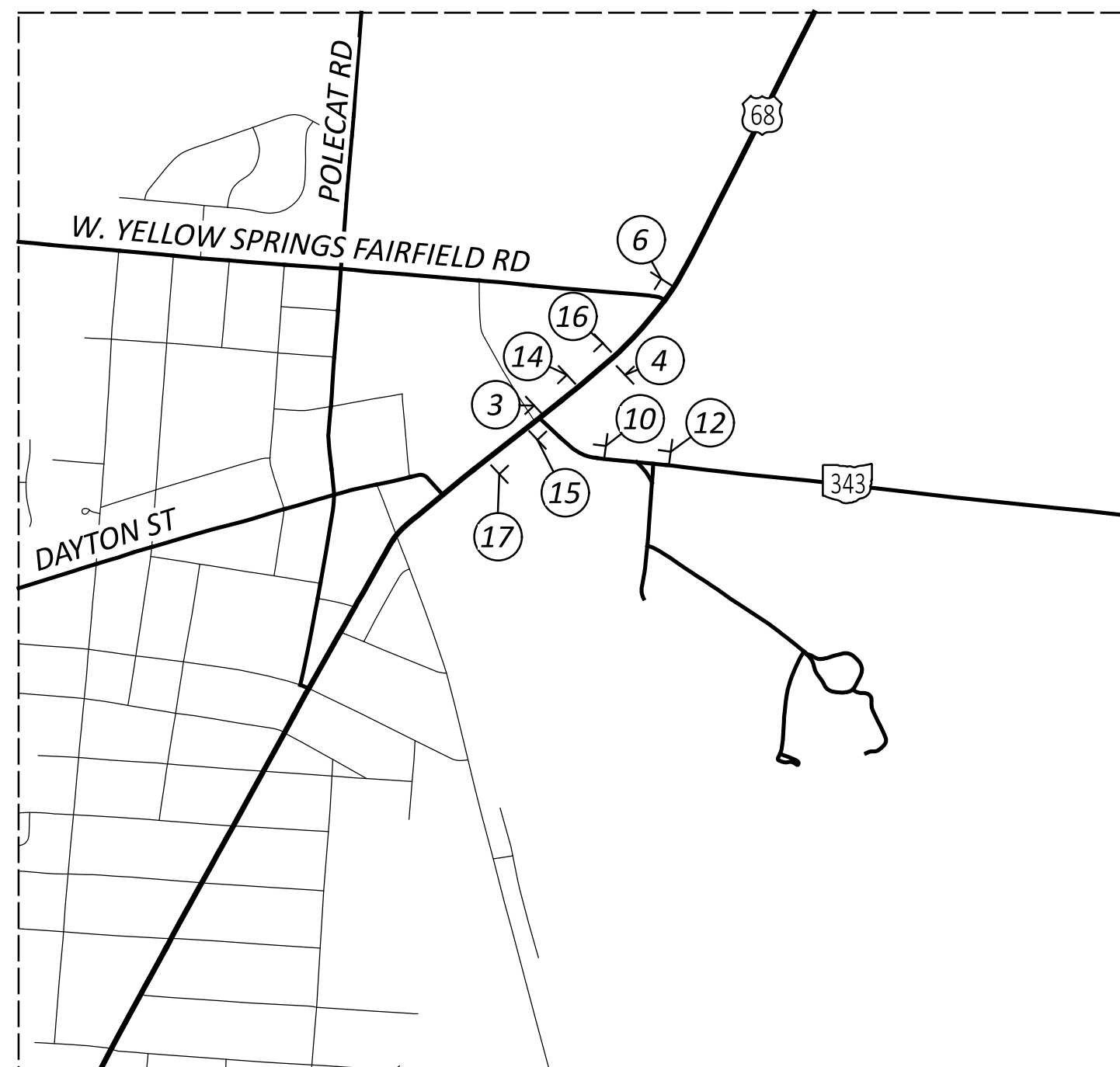


**MAINTENANCE OF TRAFFIC PLAN  
PHASE 2**

DESIGN AGENCY	
DESIGNER	WCS
REVIEWER	BAA 02/10/25
PROJECT ID	115388
SHEET	TOTAL
P.11	P.83



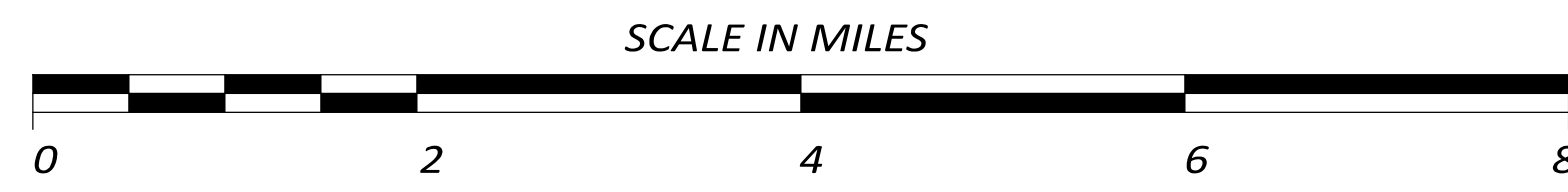
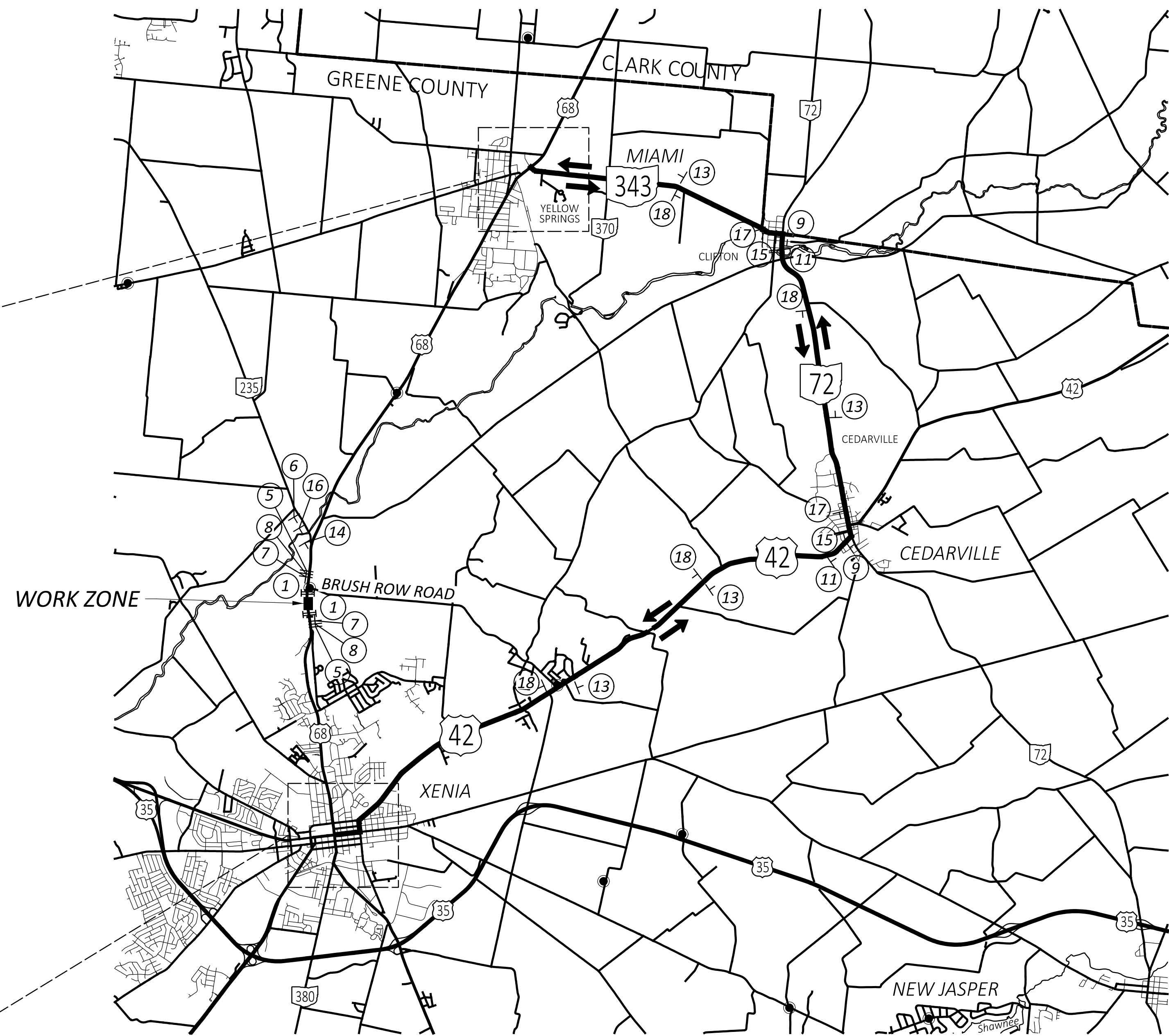
**NOTE**  
1. SEE SHEET P.13 FOR U.S. 68 DETOUR PLAN



ENLARGED PLAN



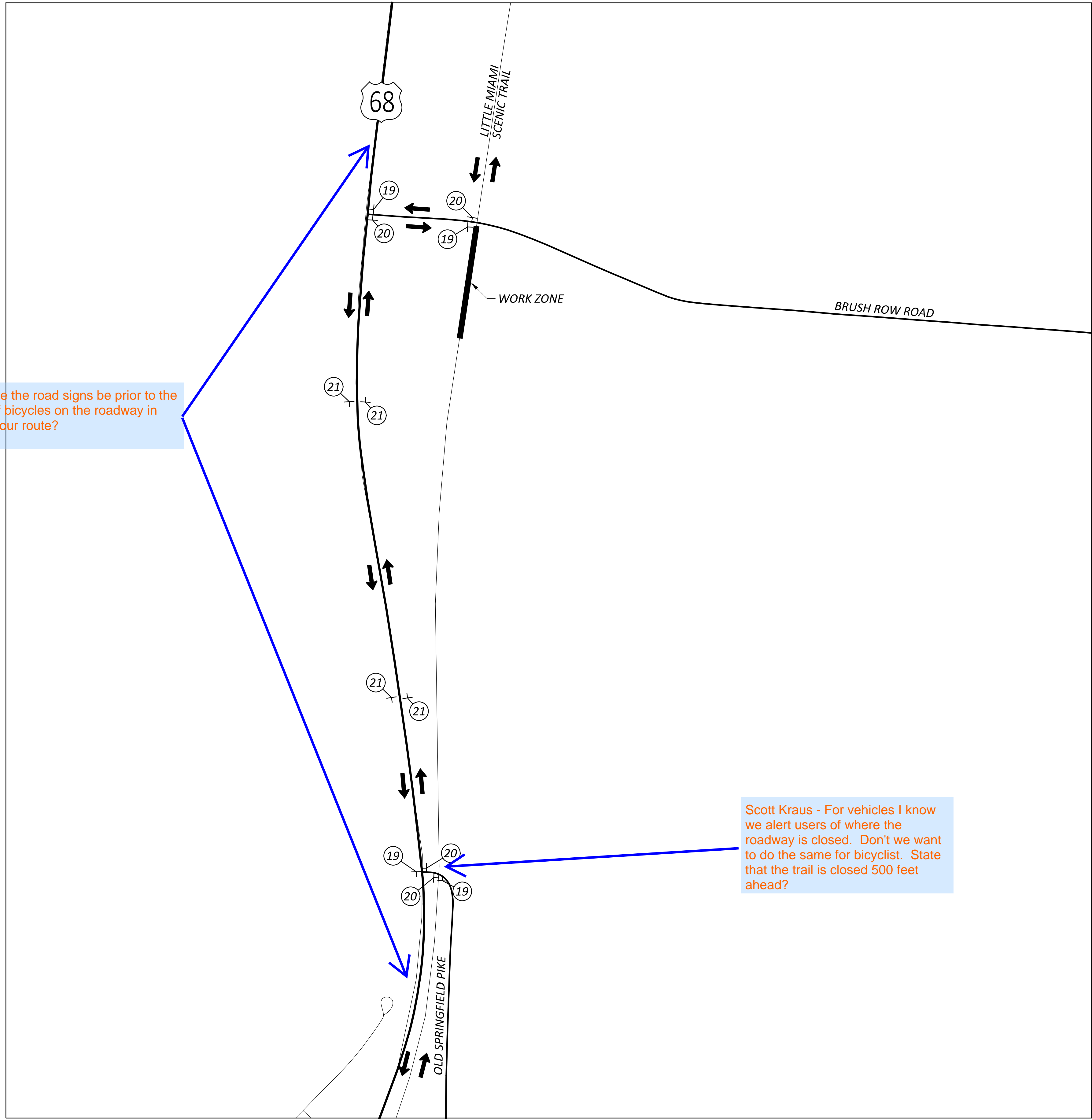
ENLARGED PLAN



— DETOUR ROUTE

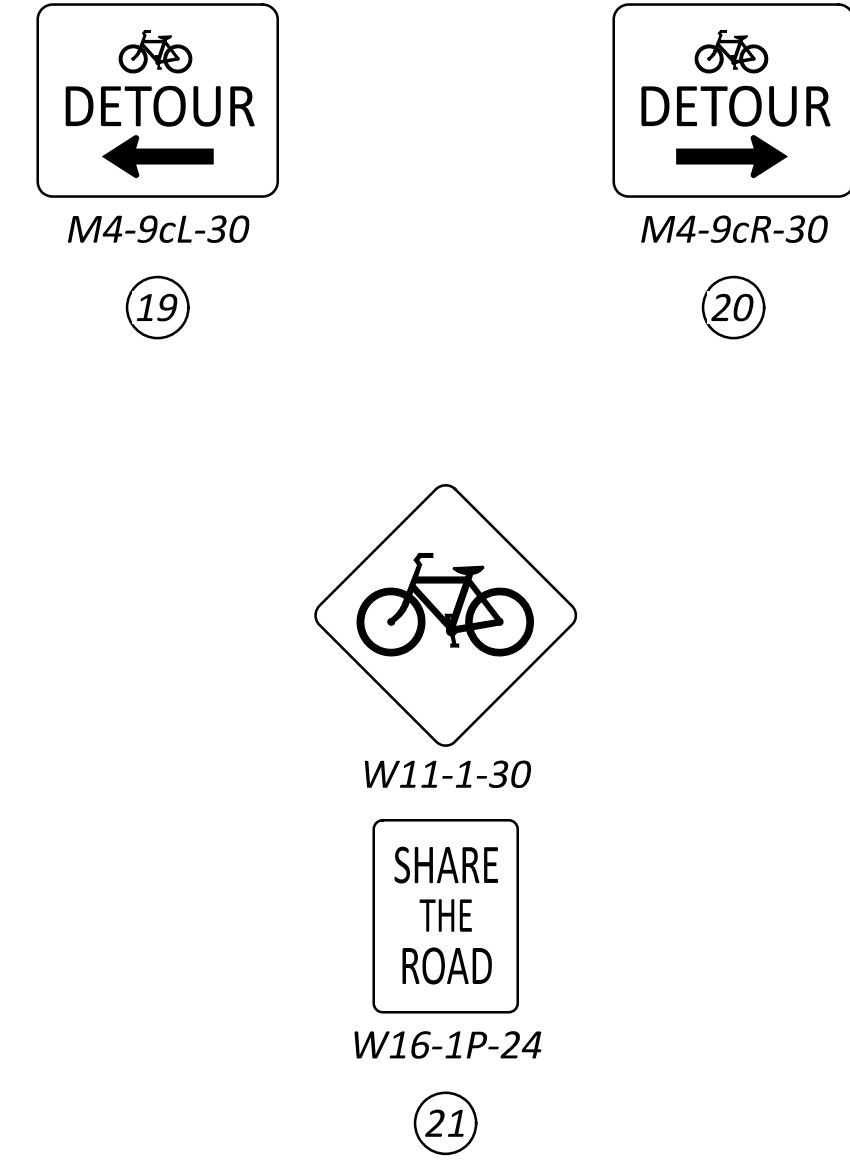
- NOTES:  
 1. DETOUR PLAN IS TO BE USED FOR SHORT-TERM/ INTERMEDIATE-TERM DETOURS ONLY SEE MOT NOTES FOR INFORMATION  
 2. SEE SHEET P.12 FOR DETOUR SIGNS

DESIGN AGENCY	CARPENTER MARTY
DESIGNER	WCS
REVIEWER	BAA 02/10/25
PROJECT ID	115388
SHEET TOTAL	P.13 P.83



Scott Kraus - Shouldn't the share the road signs be prior to the detour starting to alert drivers of bicycles on the roadway in addition to along the bicycle detour route?

Scott Kraus - For vehicles I know we alert users of where the roadway is closed. Don't we want to do the same for bicyclist. State that the trail is closed 500 feet ahead?



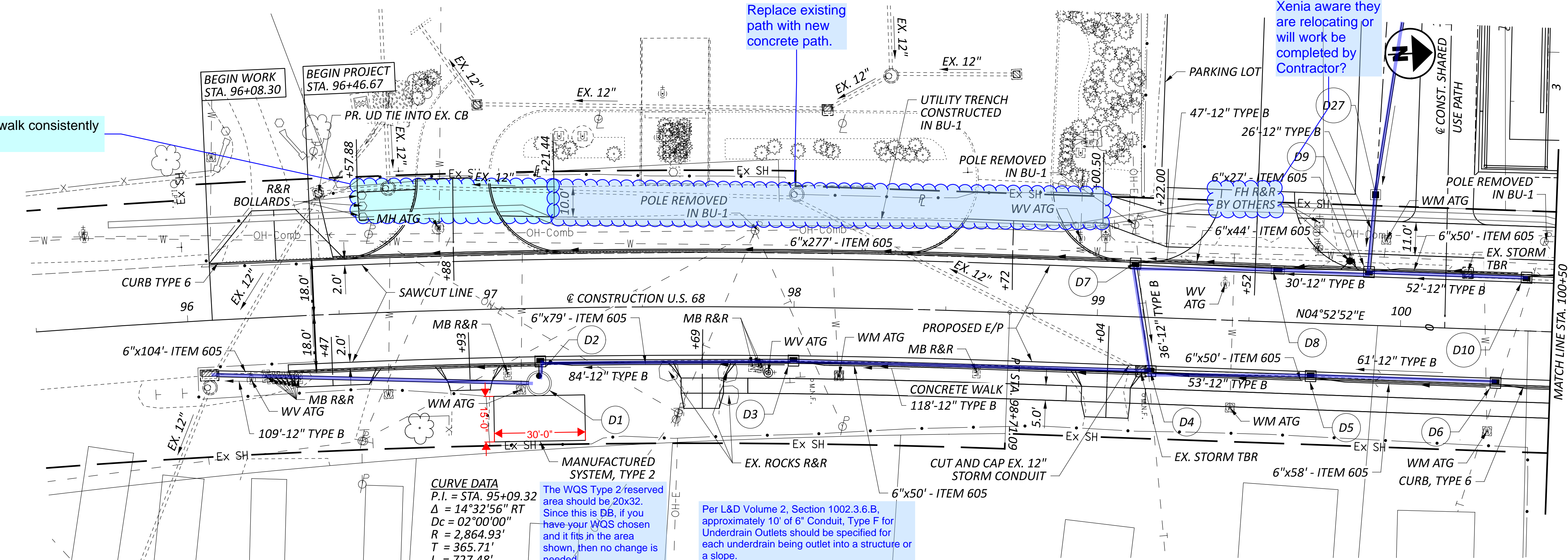
DETOUR PLAN  
 LITTLE MIAMI SCENIC TRAIL - BICYCLE

DESIGN AGENCY	
DESIGNER	
CEF	
REVIEWER	
BAA 02/10/25	
PROJECT ID	
115388	
SHEET	TOTAL
P.14	P.83

Keep the SUP and sidewalk consistently concrete along US68.

Replace existing path with new concrete path.

Is the City of Xenia aware they are relocating or will work be completed by Contractor?



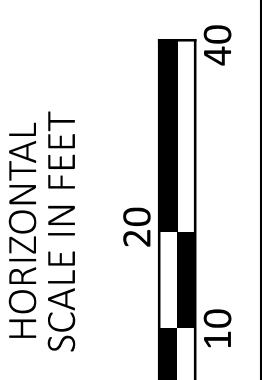
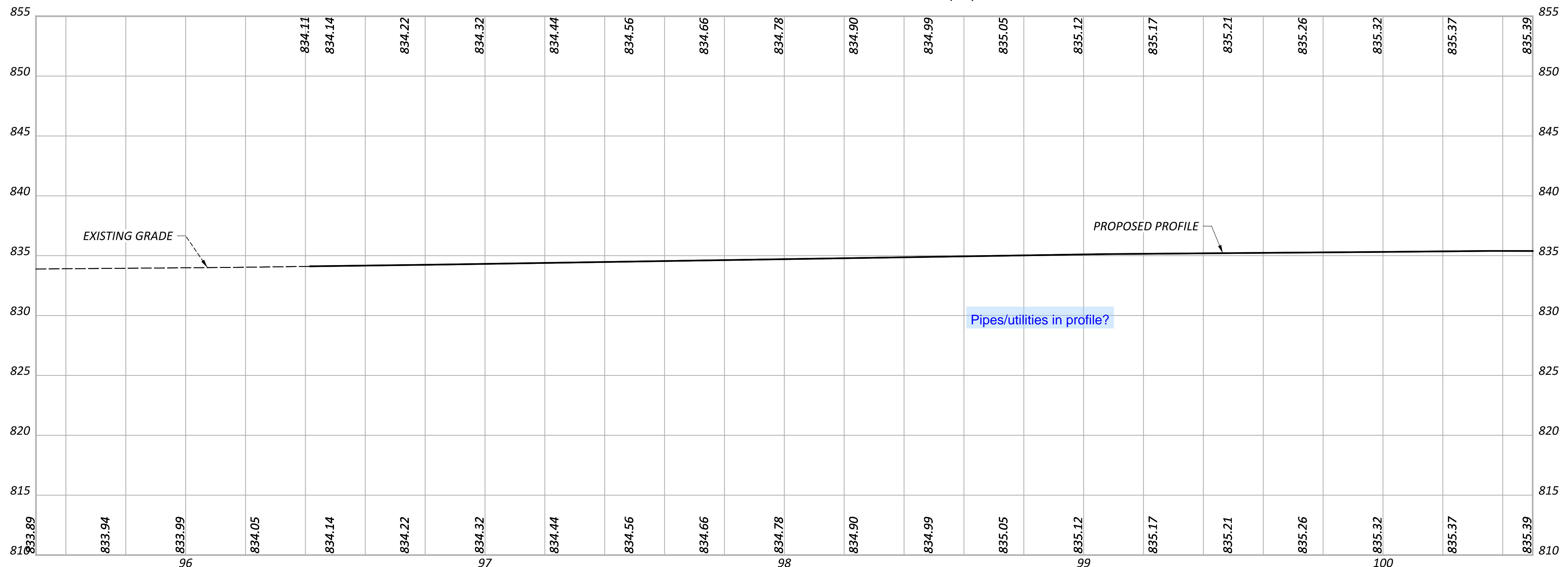
**CURVE DATA**  
P.I. = STA. 95+09.32  
 $\Delta = 14^{\circ}32'56''$  RT  
Dc = 02°00'00"  
R = 2,864.93'  
T = 365.71'  
L = 727.48'  
E = 23.25'

The WQS Type 2 reserved area should be 20x32. Since this is DB, if you have your WQS chosen and it fits in the area shown, then no change is needed.

Per L&D Volume 2, Section 1002.3.6.B, approximately 10' of 6" Conduit, Type F for Underdrain Outlets should be specified for each underdrain being outlet into a structure or a slope.

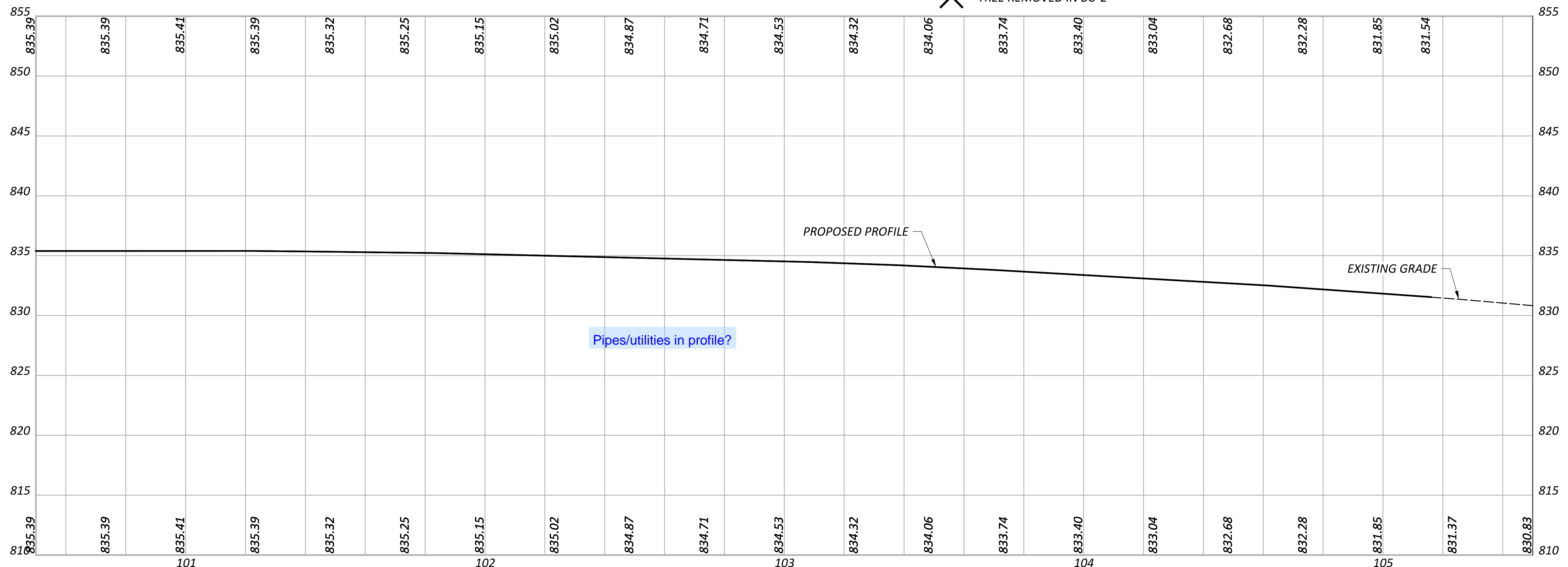
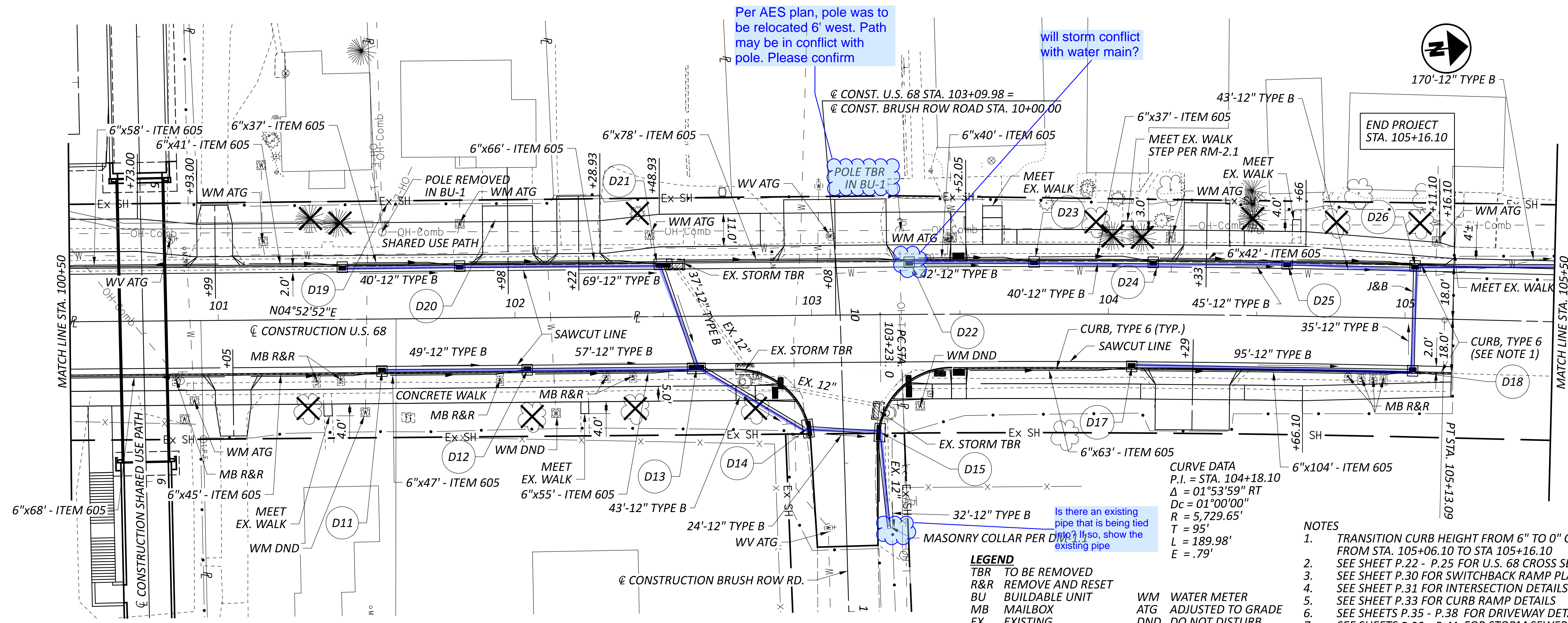
- LEGEND**
- TBR TO BE REMOVED
  - R&R REMOVE AND RESET
  - BU BUILDABLE UNIT
  - MB MAILBOX
  - EX EXISTING
  - PR PROPOSED
  - WV WATER VALVE
  - WM WATER METER
  - ATG ADJUSTED TO GRADE
  - DND DO NOT DISTURB
  - UD UNDERDRAIN
  - ✕ TREE REMOVED IN BU-2

- 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.34 FOR PARKING LOT PLAN
  4. SEE SHEETS P.35 - P.38 FOR DRIVEWAY DETAILS
  5. SEE SHEETS P.39 - P.40 FOR STORM SEWER PROFILES
  6. SEE SHEET P.80 FOR TRAFFIC CONTROL PLANS



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

DESIGN AGENCY  
**CARPENTER MARTY**  
DESIGNER  
**WCS**  
REVIEWER  
**BAA 02/10/25**  
PROJECT ID  
**115388**  
SHEET TOTAL  
P.15 P.83



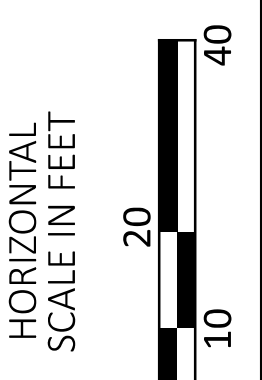
**LEGEND**

- 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

**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.31 FOR INTERSECTION DETAILS
5. SEE SHEET P.33 FOR CURB RAMP DETAILS
6. SEE SHEETS P.35 - P.38 FOR DRIVEWAY DETAILS
7. SEE SHEETS P.39 - P.41 FOR STORM SEWER PROFILES
8. SEE SHEETS P.43 - P.67 FOR BRIDGE STRUCTURE PLANS
9. SEE SHEET P.80 FOR TRAFFIC CONTROL PLAN

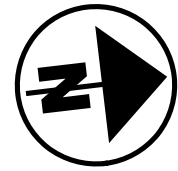
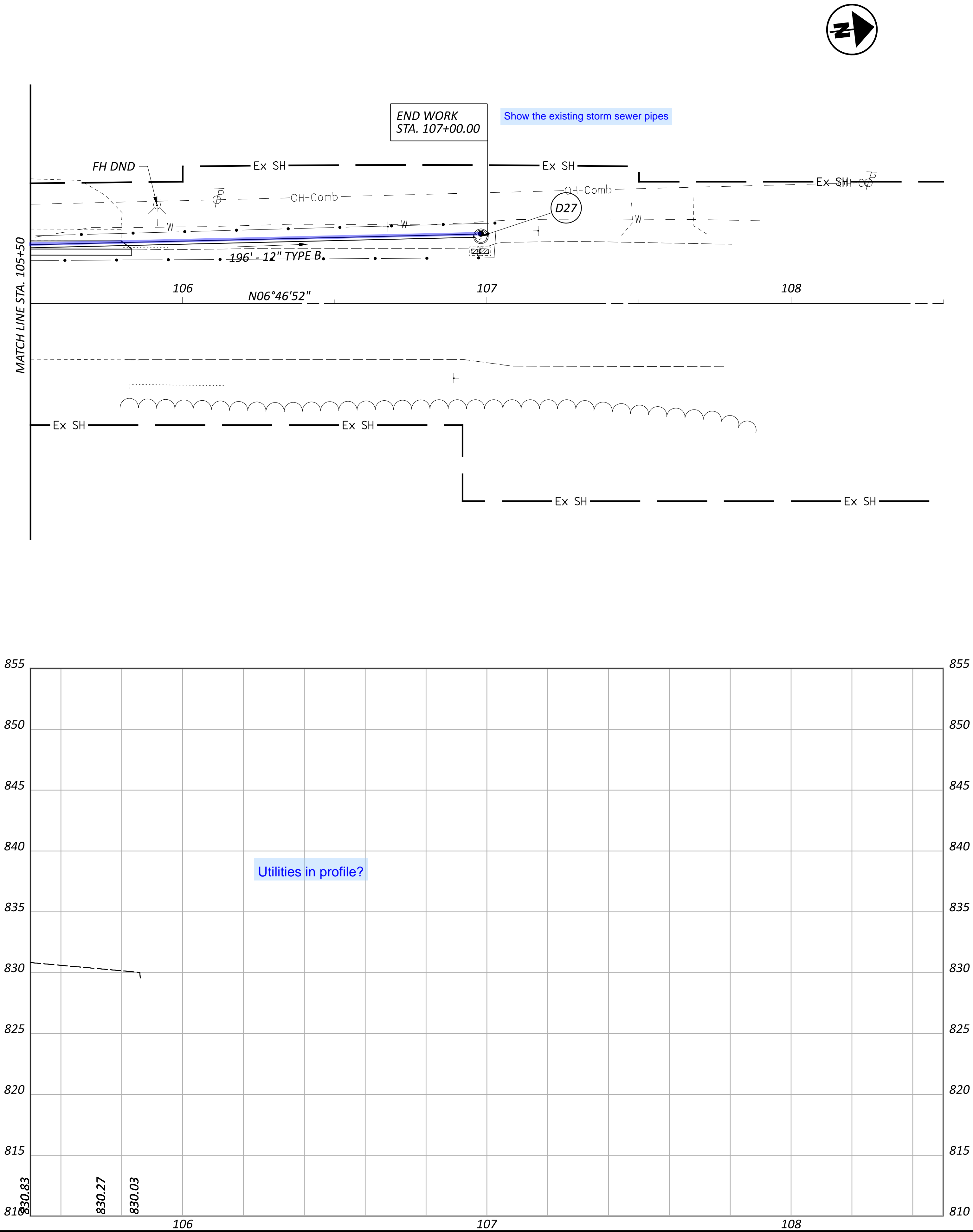
**CURVE DATA**  
 P.I. = STA. 104+18.10  
 $\Delta = 01^{\circ}53'59''$  RT  
 $D_c = 01^{\circ}00'00''$   
 $R = 5,729.65'$   
 $T = 95'$   
 $L = 189.98'$   
 $E = .79'$



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

DESIGN AGENCY	
DESIGNER	WCS
REVIEWER	BAA 02/10/25
PROJECT ID	115388
SHEET	TOTAL
P.16	P.83

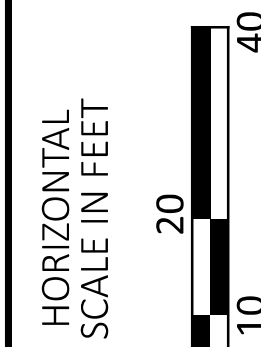




**NOTE:**

FIELD INVESTIGATION OF MANHOLE/CATCH BASIN D27 SHOWS THAT THE STRUCTURE IS CLOGGED. DESIGNER IS TO VERIFY THE ABILITY TO OUTLET TO THIS STRUCTURE.

The preference is to drain to the North as currently shown. We dont want the 8" pipe draining to the south as mentioned in the email. ODOT should clean out the structure.



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

DESIGN AGENCY

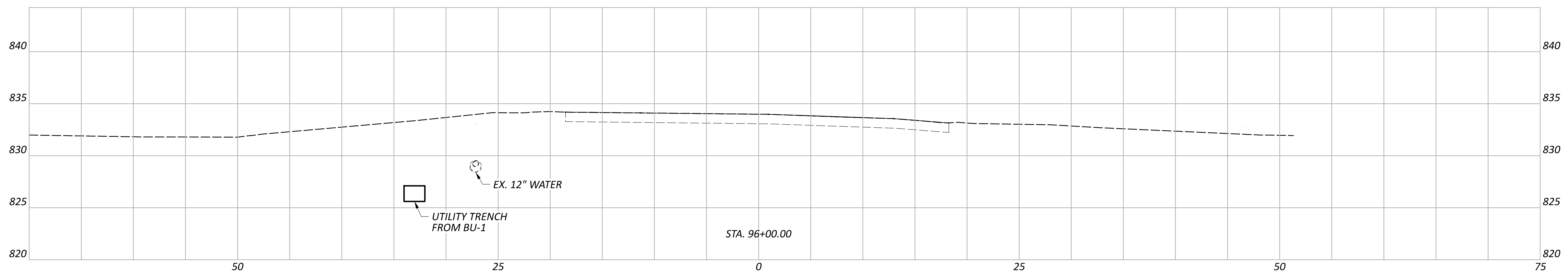
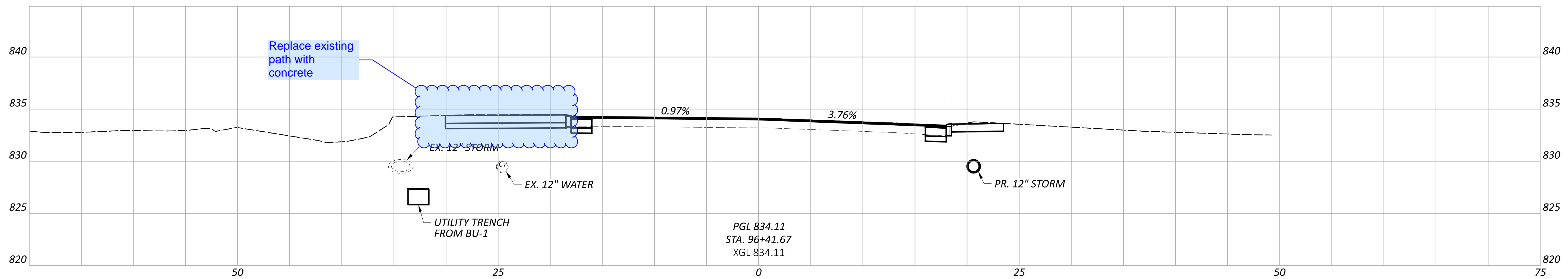
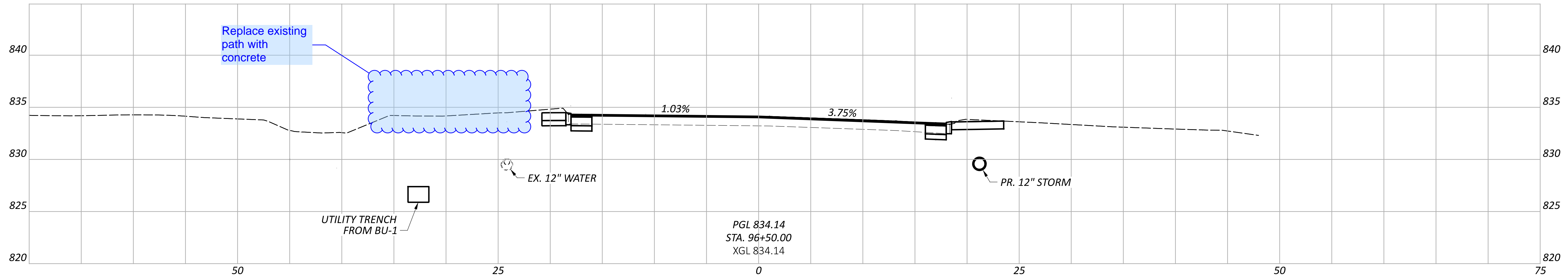


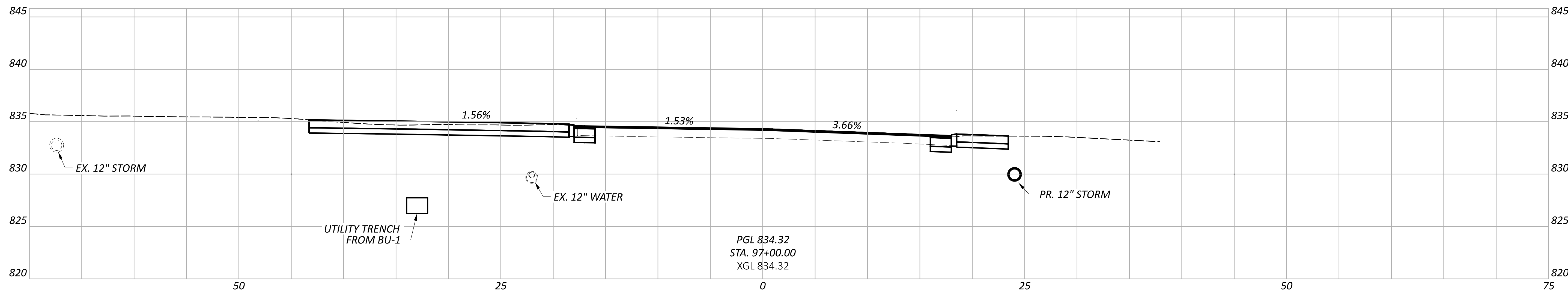
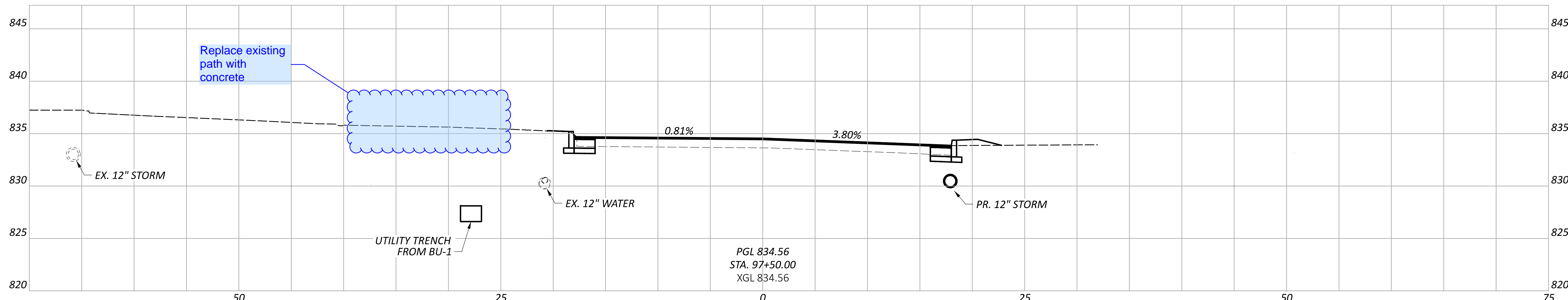
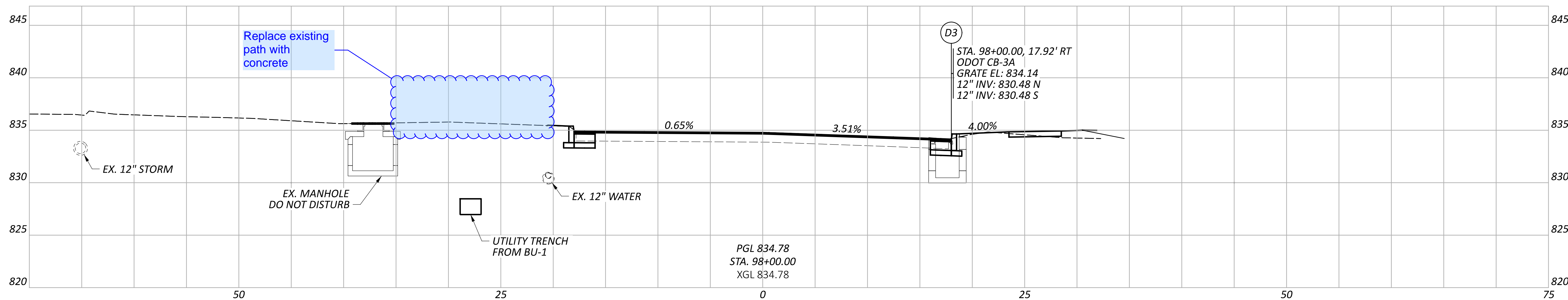
DESIGNER  
 WCS

REVIEWER  
 BAA 02/10/25

PROJECT ID  
 115388

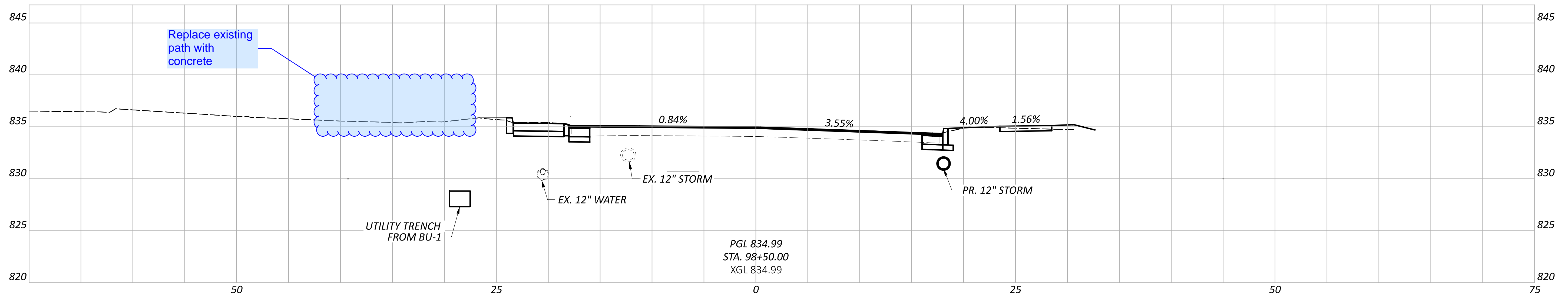
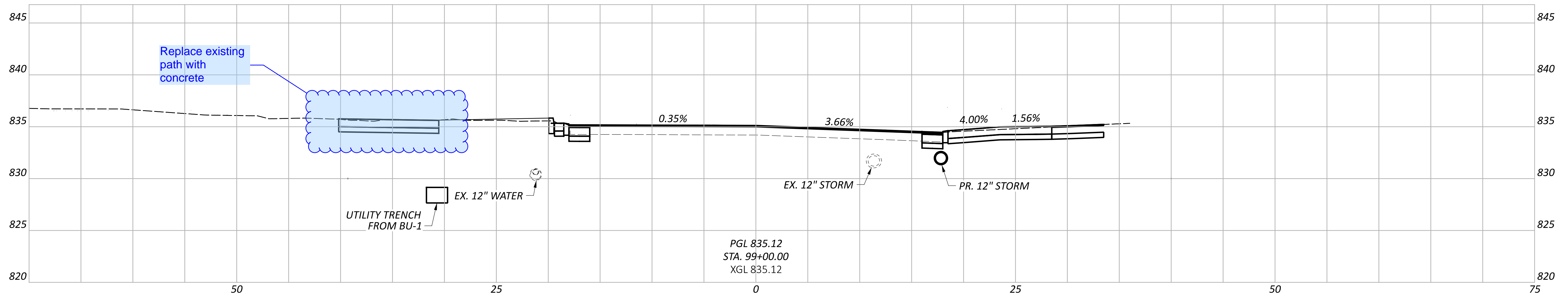
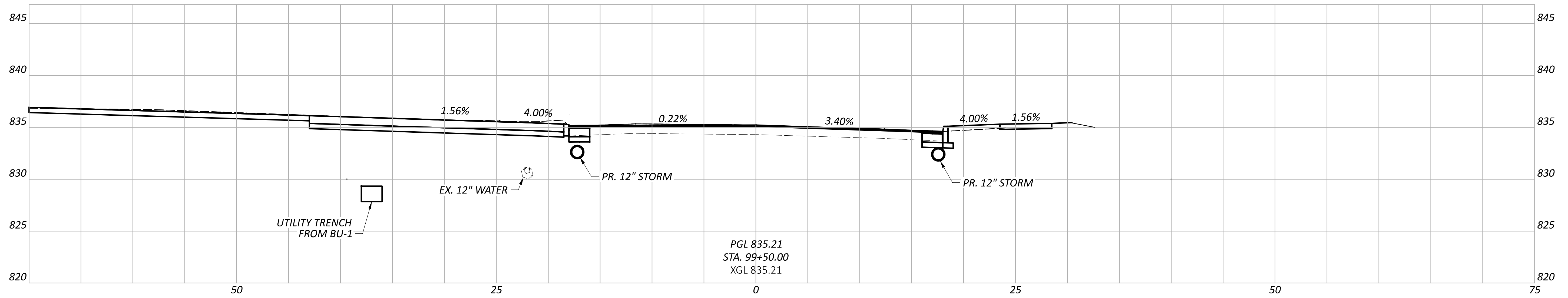
SHEET TOTAL  
 P.17 P.83





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

DESIGN AGENCY	CARPENTER MARTY
DESIGNER	WCS
REVIEWER	BAA 02/10/25
PROJECT ID	115388
SHEET	TOTAL
P.19	P.83



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

DESIGN AGENCY



DESIGNER

WCS

REVIEWER

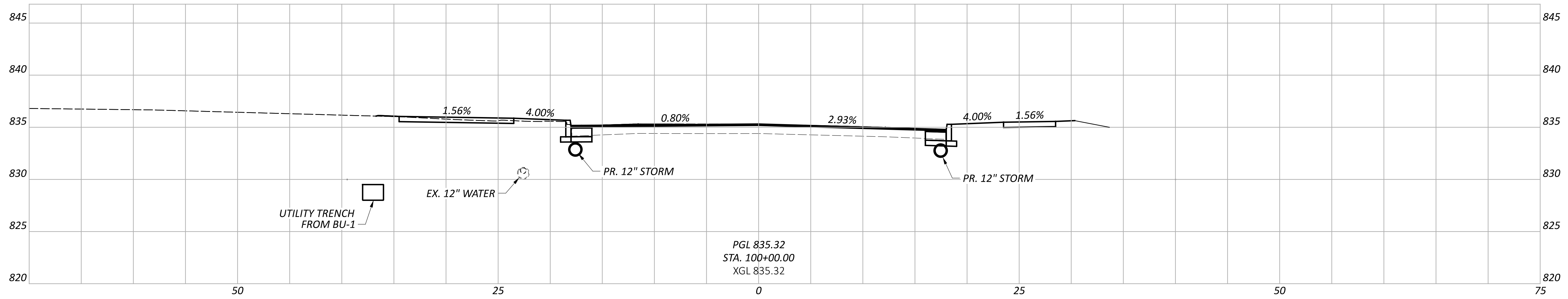
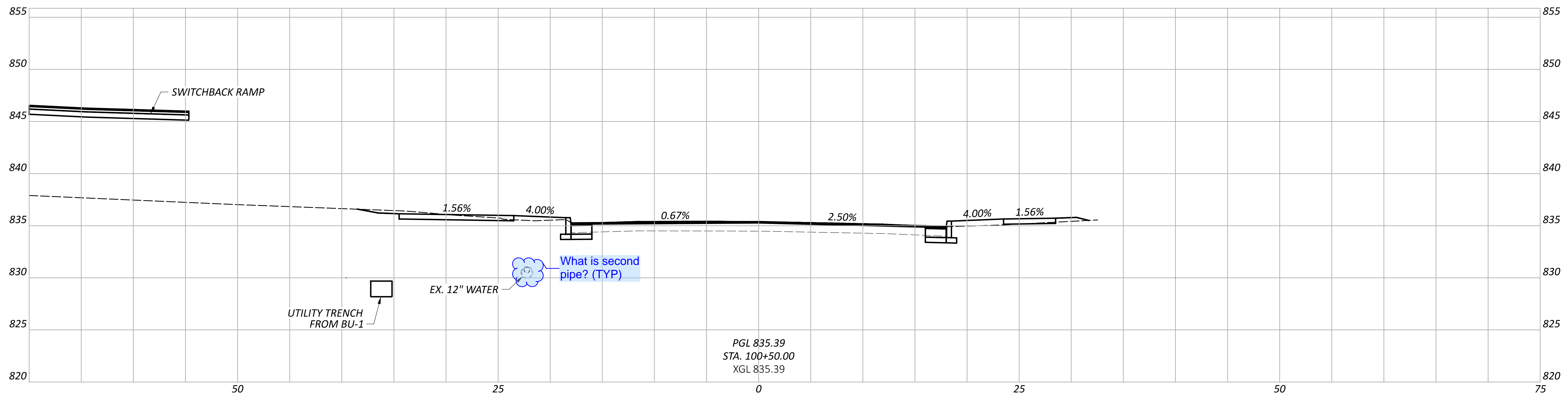
BAA 02/10/25

PROJECT ID

115388

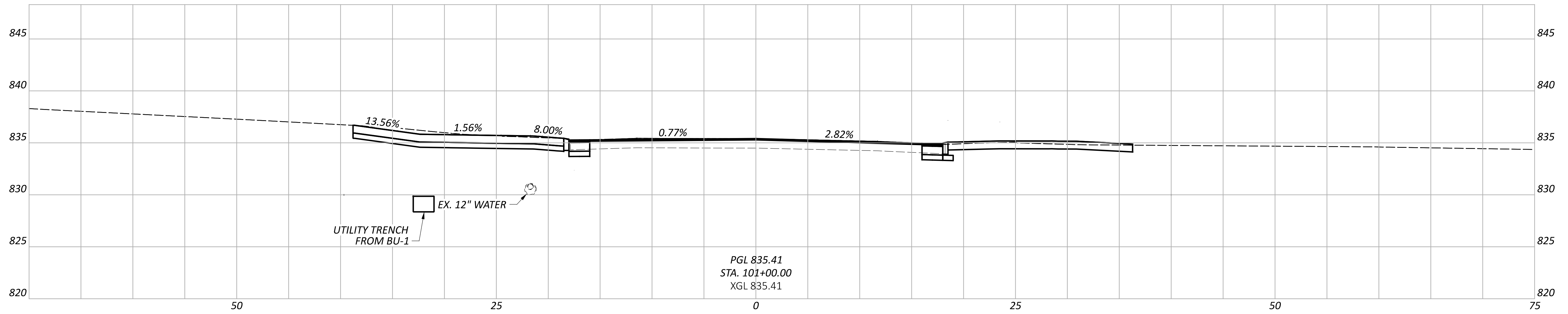
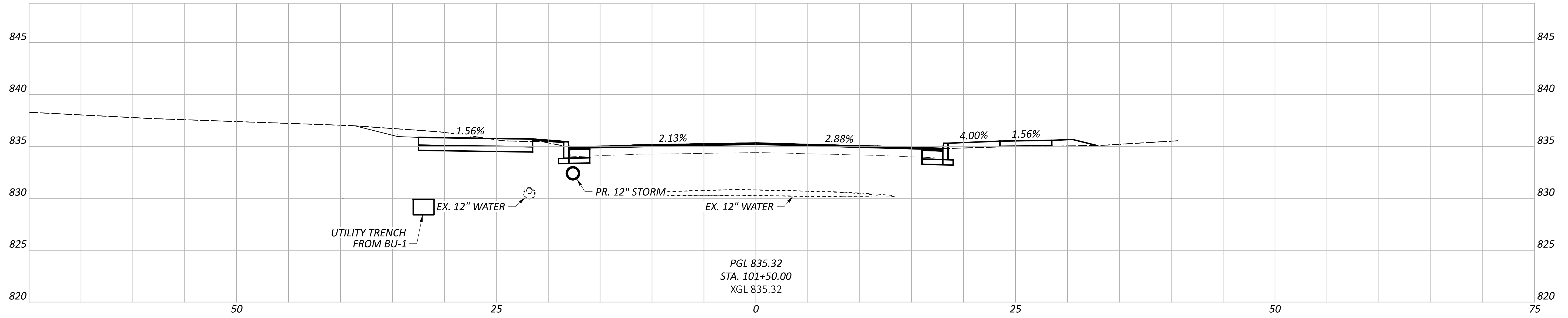
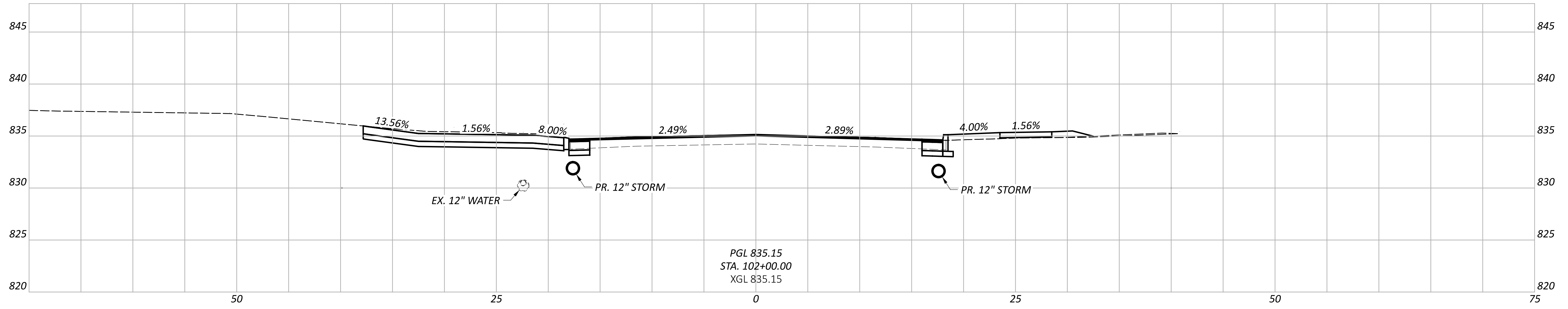
SHEET TOTAL

P.20 P.83



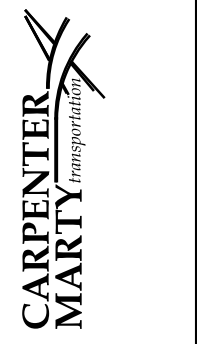
CROSS SECTIONS - U.S. 68  
STA. 100+00.00 TO STA. 100+50.00

DESIGN AGENCY
<b>CARPENTER MARTY</b>
DESIGNER
CEF
REVIEWER
BAA 02/10/25
PROJECT ID
115388
SHEET TOTAL
P.21 P.83



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

DESIGN AGENCY



DESIGNER

CEF

REVIEWER

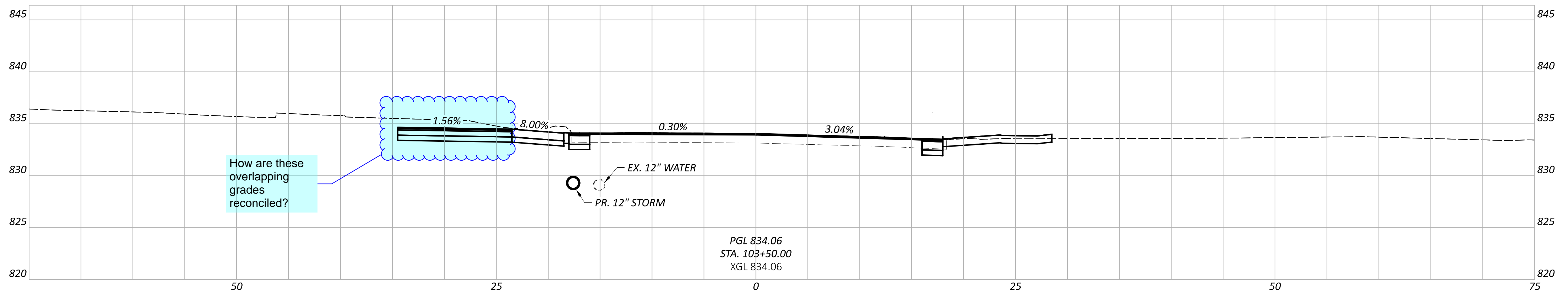
BAA 02/10/25

PROJECT ID

115388

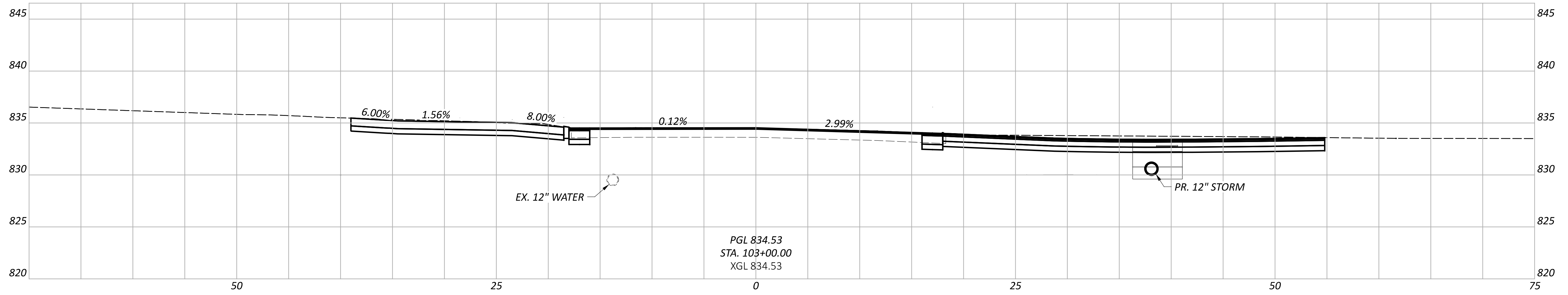
SHEET TOTAL

P.22 P.83

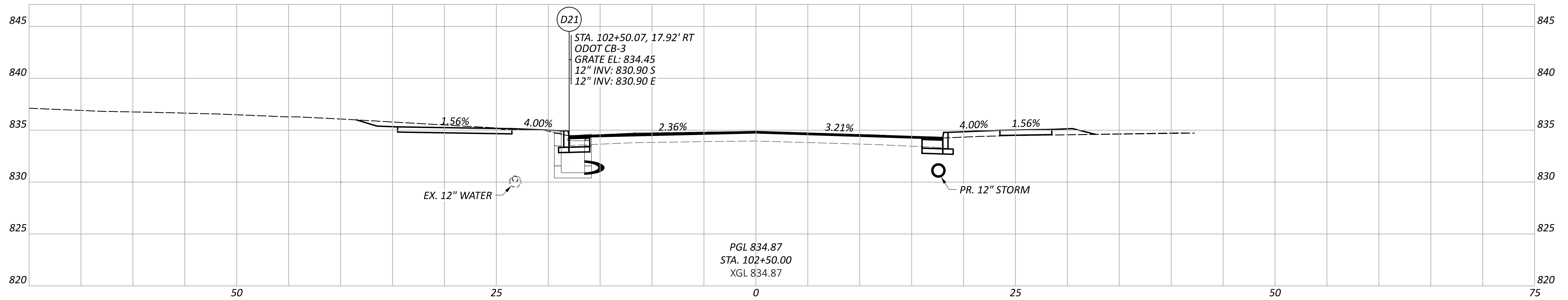


How are these overlapping grades reconciled?

PGL 834.06  
STA. 103+50.00  
XGL 834.06



PGL 834.53  
STA. 103+00.00  
XGL 834.53



D21  
STA. 102+50.07, 17.92' RT  
ODOT CB-3  
GRATE EL: 834.45  
12" INV: 830.90 S  
12" INV: 830.90 E

PGL 834.87  
STA. 102+50.00  
XGL 834.87

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

DESIGN AGENCY

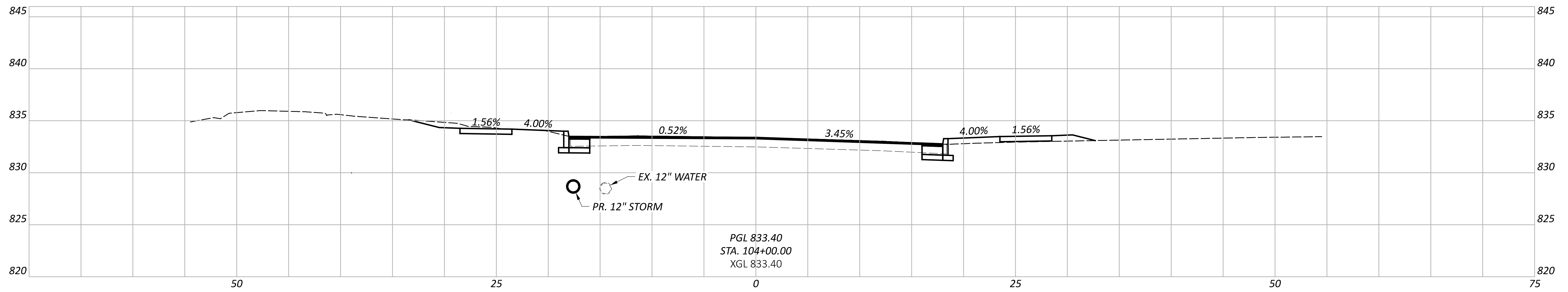
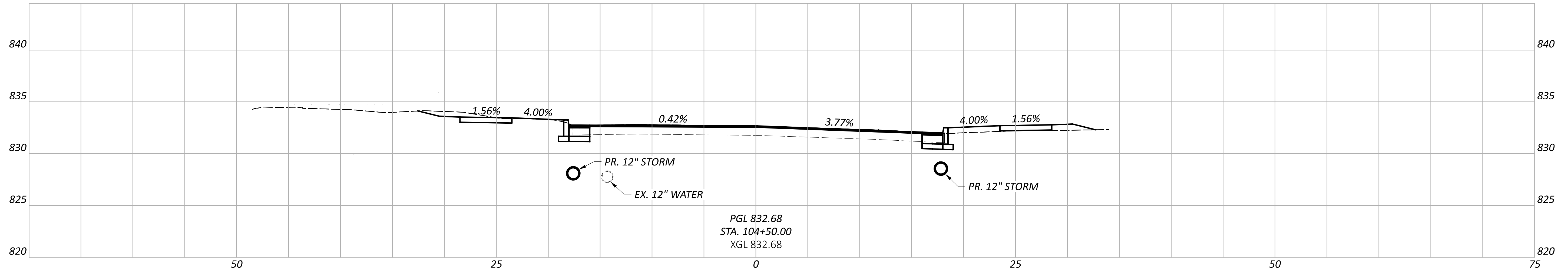
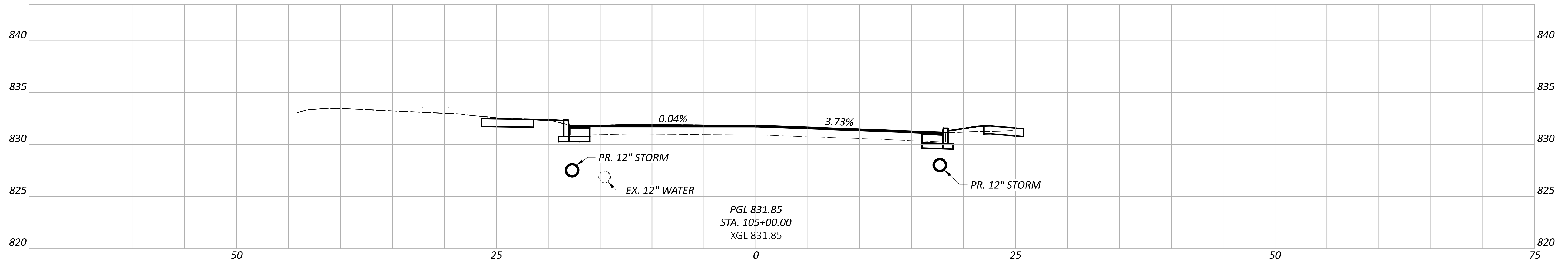


DESIGNER  
CEF

REVIEWER  
BAA 02/10/25

PROJECT ID  
115388

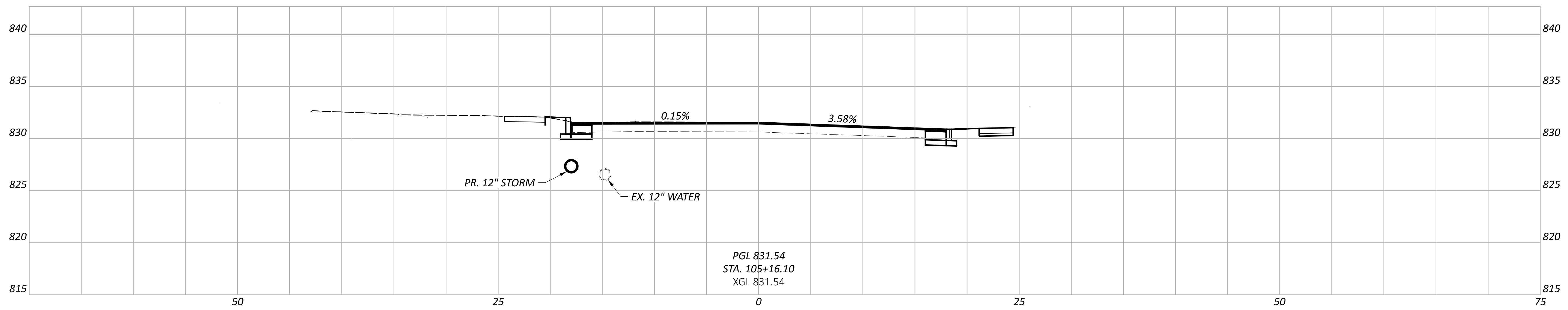
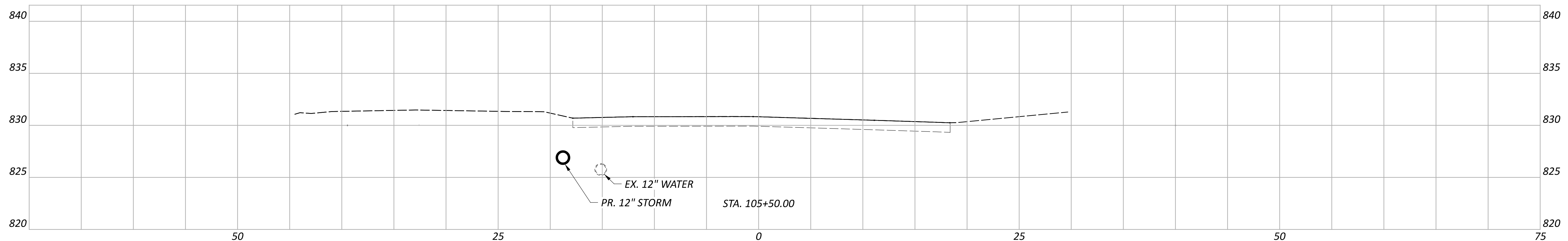
SHEET TOTAL  
P.23 P.83



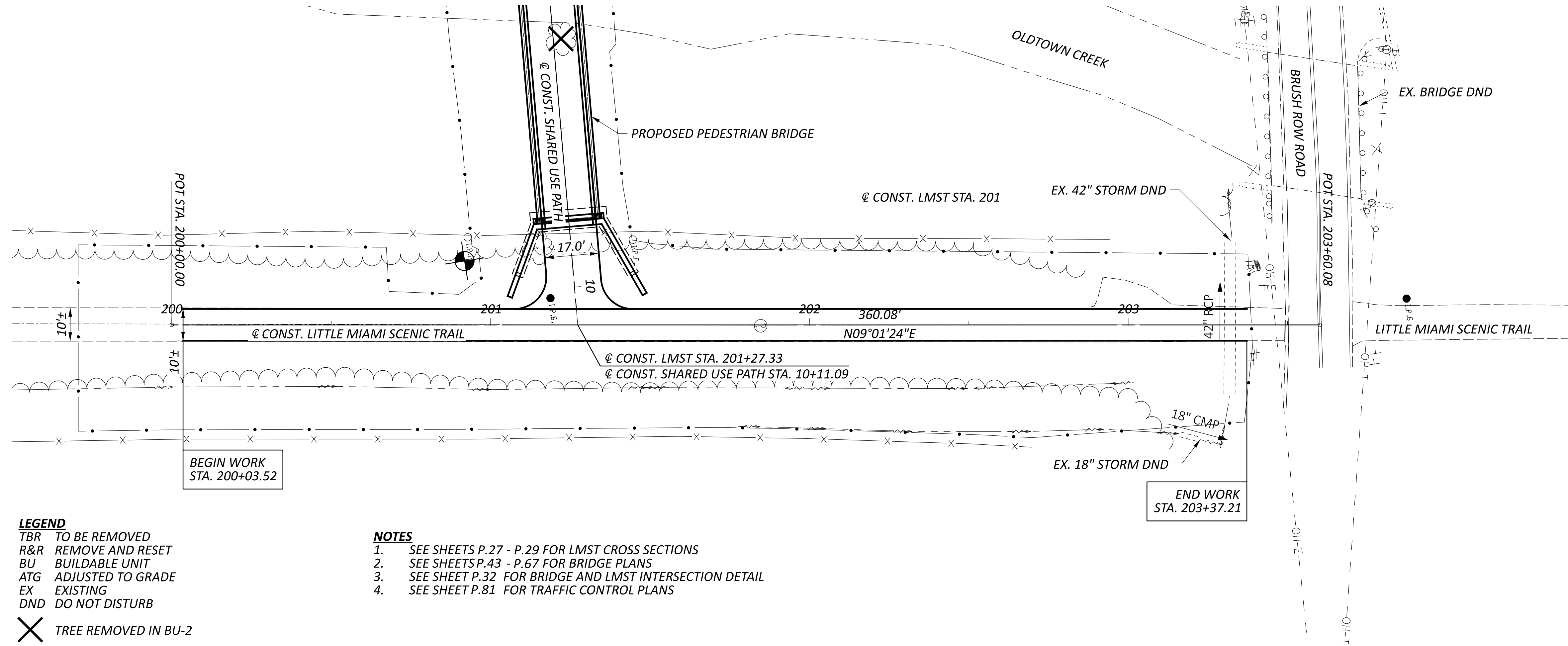
CROSS SECTIONS - U.S. 68  
STA. 104+00.00 TO STA. 105+00.00

DESIGN AGENCY	CARPENTER MARTY
DESIGNER	CEF
REVIEWER	BAA 02/10/25
PROJECT ID	115388
SHEET	TOTAL
P.24	P.83





DESIGN AGENCY
DESIGNER
CEF
REVIEWER
BAA 02/10/25
PROJECT ID
115388
SHEET TOTAL
P.25 P.83



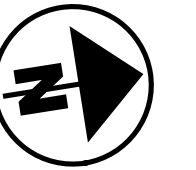
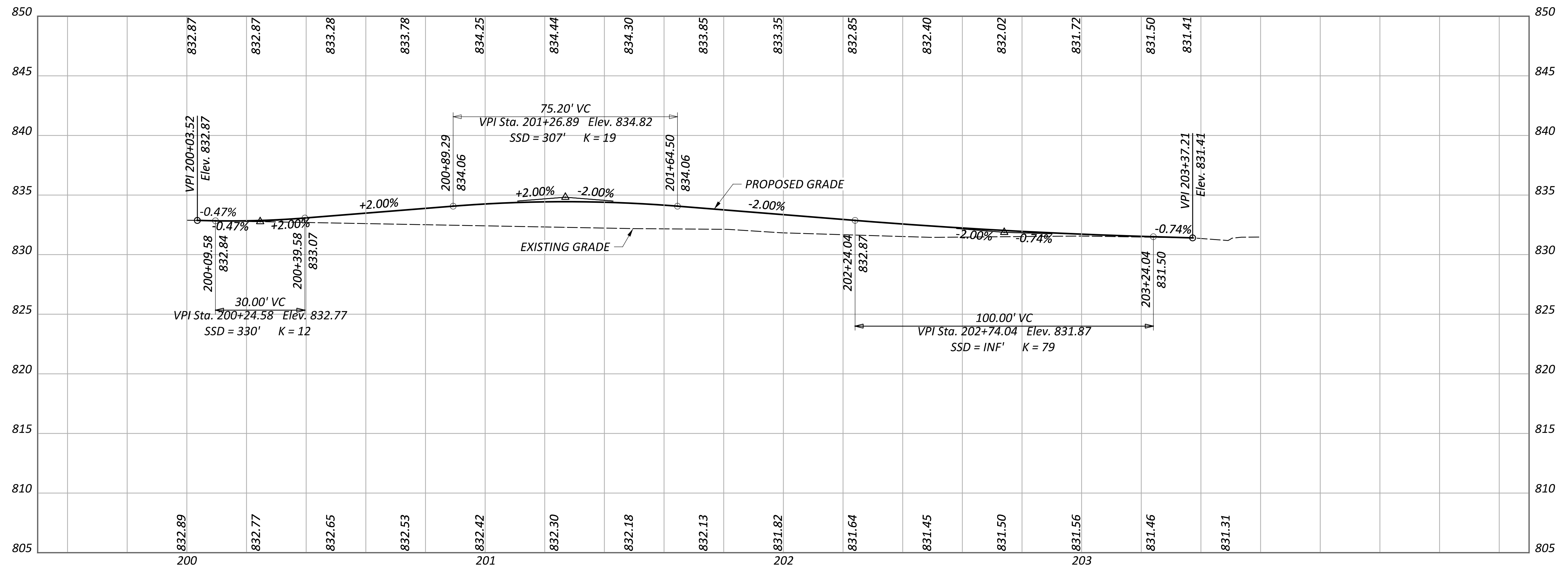
**LEGEND**

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

✕ TREE REMOVED IN BU-2

**NOTES**

1. SEE SHEETS P.27 - P.29 FOR LMST CROSS SECTIONS
2. SEE SHEETS P.43 - P.67 FOR BRIDGE PLANS
3. SEE SHEET P.32 FOR BRIDGE AND LMST INTERSECTION DETAIL
4. SEE SHEET P.81 FOR TRAFFIC CONTROL PLANS



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

DESIGN AGENCY

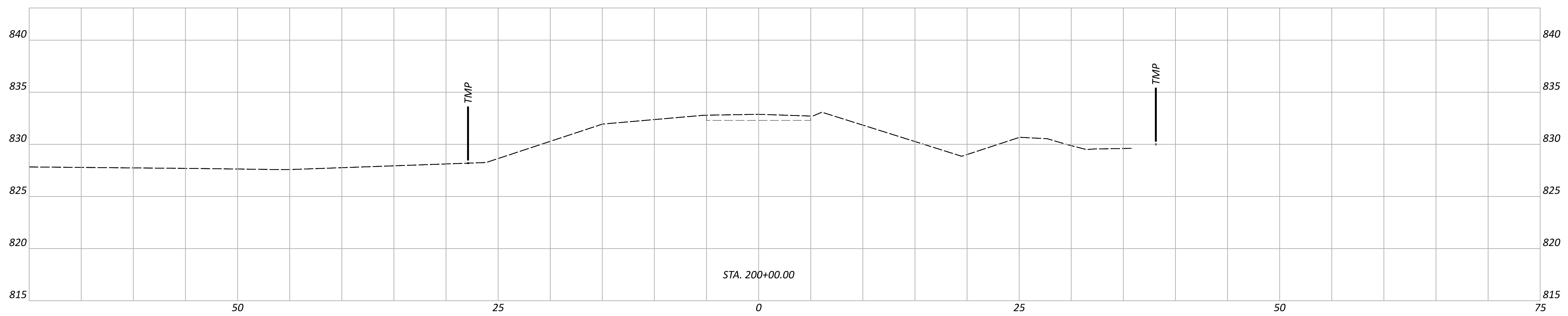
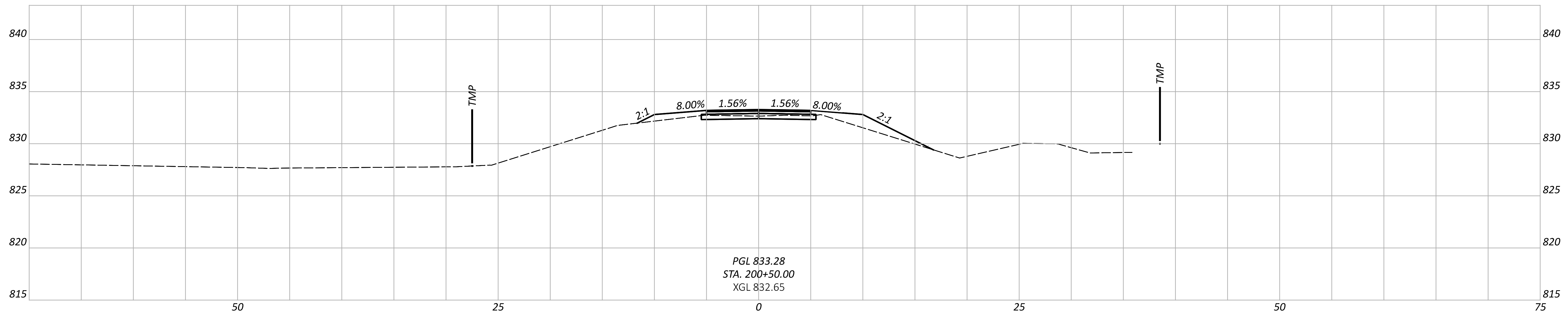
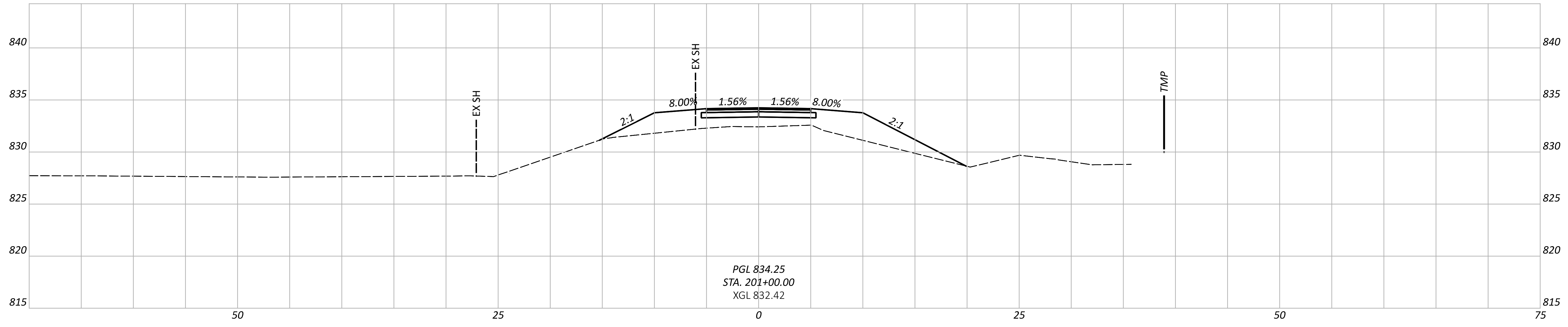


DESIGNER  
 CEF

REVIEWER  
 BAA 02/10/25

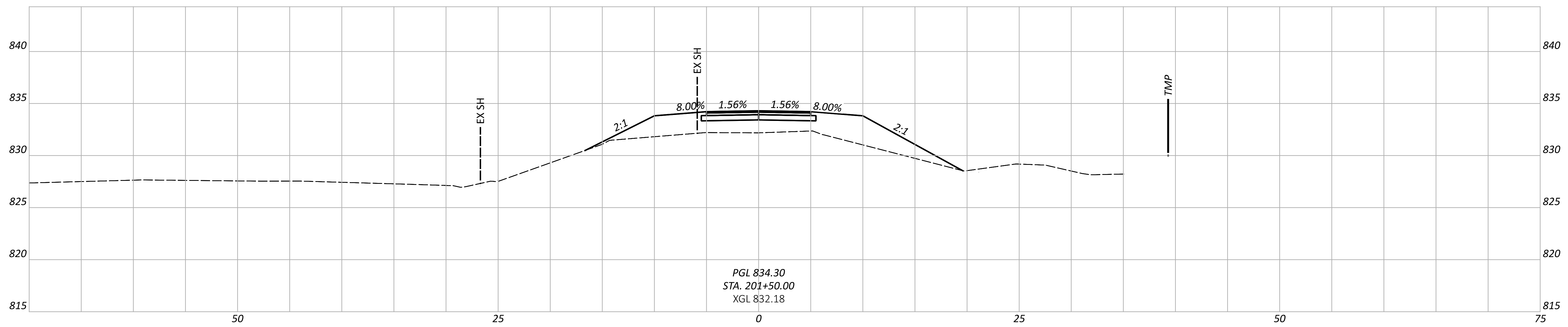
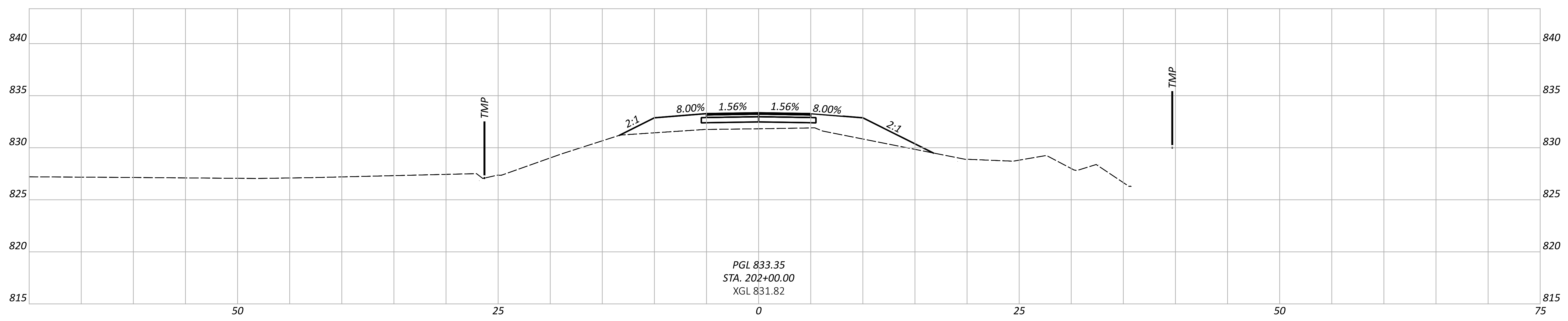
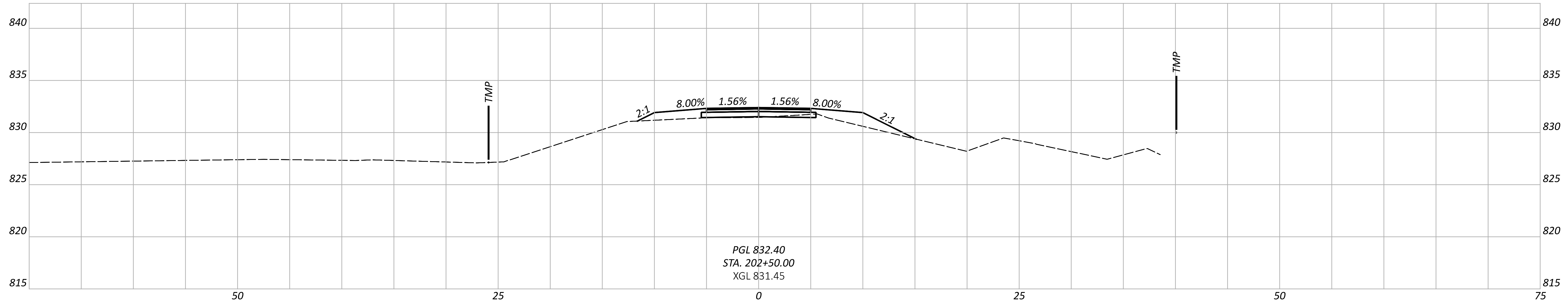
PROJECT ID  
 115388

SHEET TOTAL  
 P.26 P.83



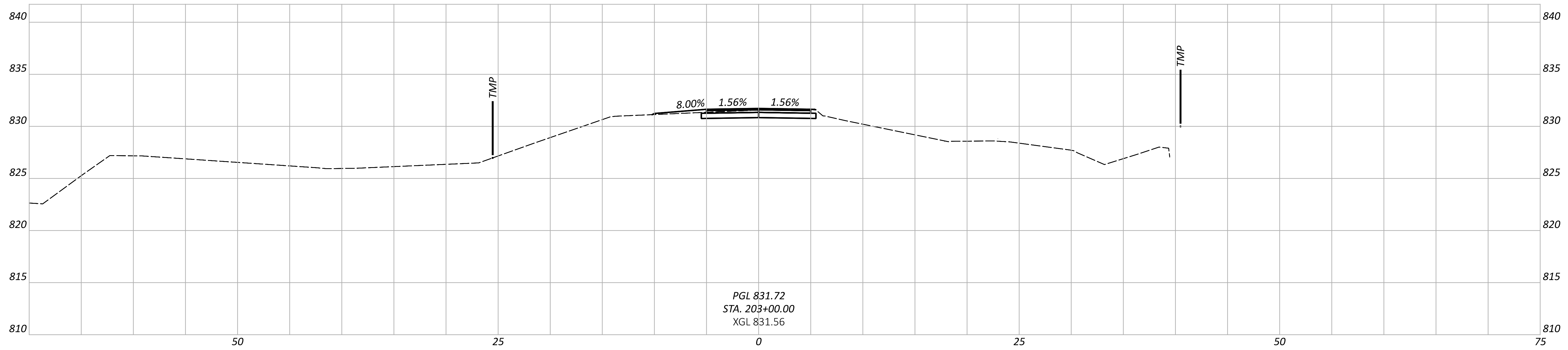
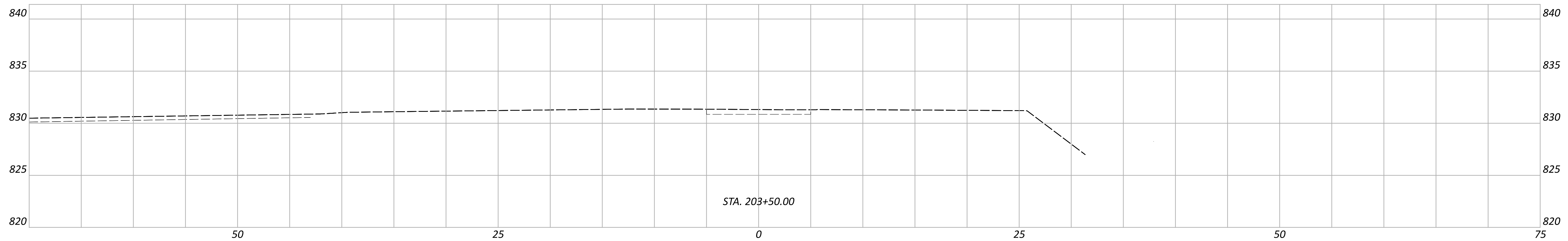
CROSS SECTIONS - LITTLE MIAMI SCENIC TRAIL  
 STA. 200+00.00 TO STA. 201+00.00

DESIGN AGENCY	
DESIGNER	CEF
REVIEWER	BAA 02/10/25
PROJECT ID	115388
SHEET	TOTAL
P.27	P.83



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

DESIGN AGENCY	
	
DESIGNER	
CEF	
REVIEWER	
BAA 02/10/25	
PROJECT ID	
115388	
SHEET	TOTAL
P.28	P.83



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

DESIGN AGENCY



DESIGNER

CEF

REVIEWER

BAA 02/10/25

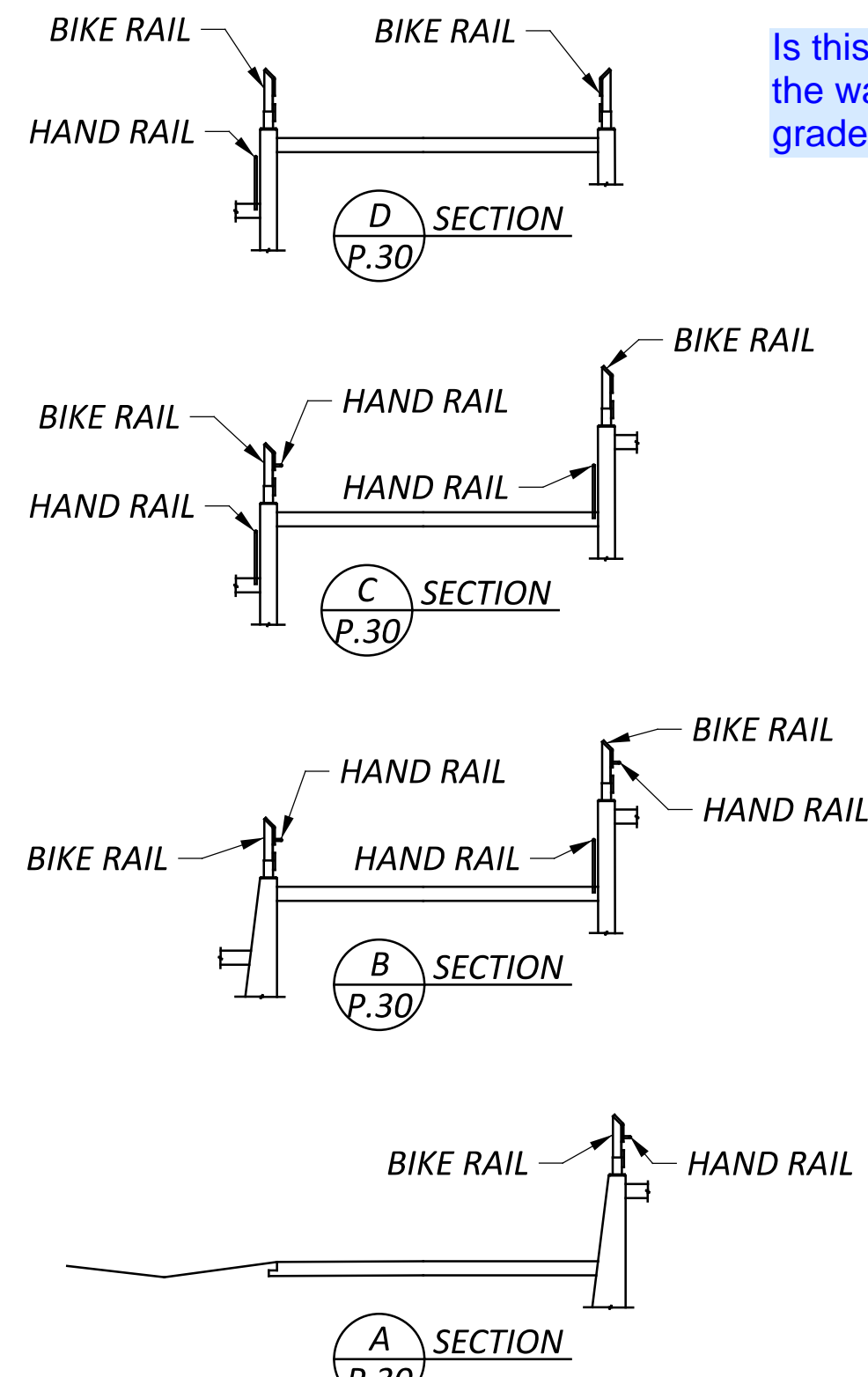
PROJECT ID

115388

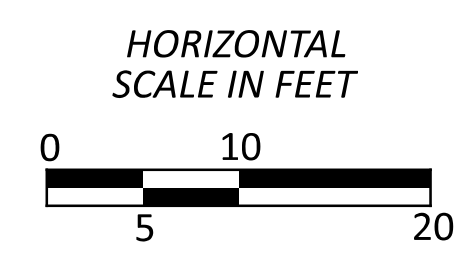
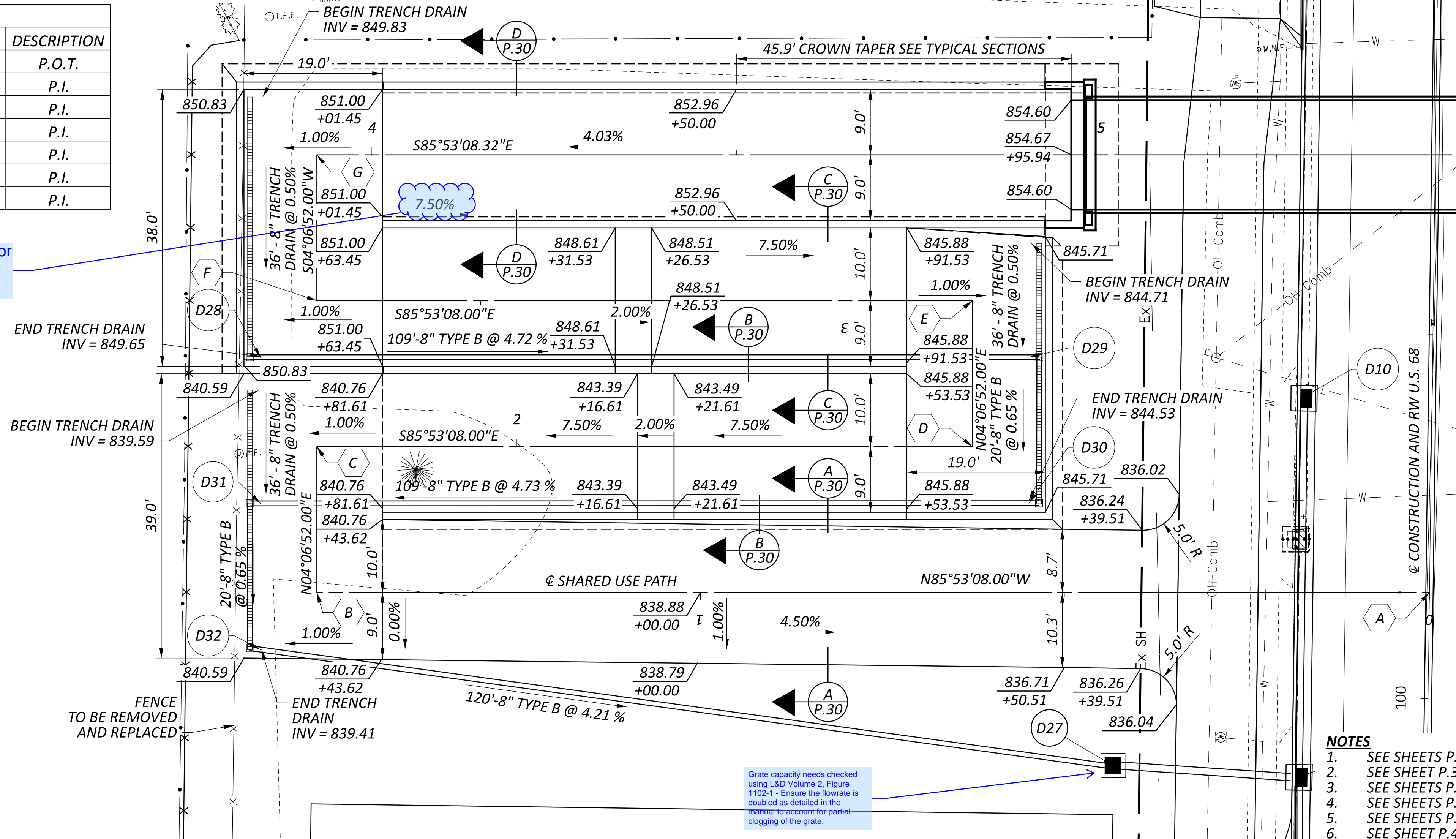
SHEET TOTAL

P.29 P.83

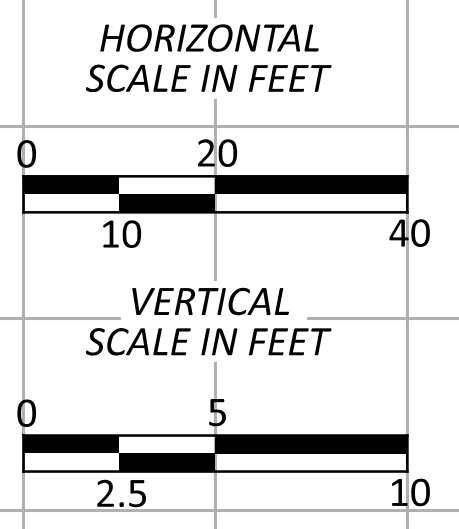
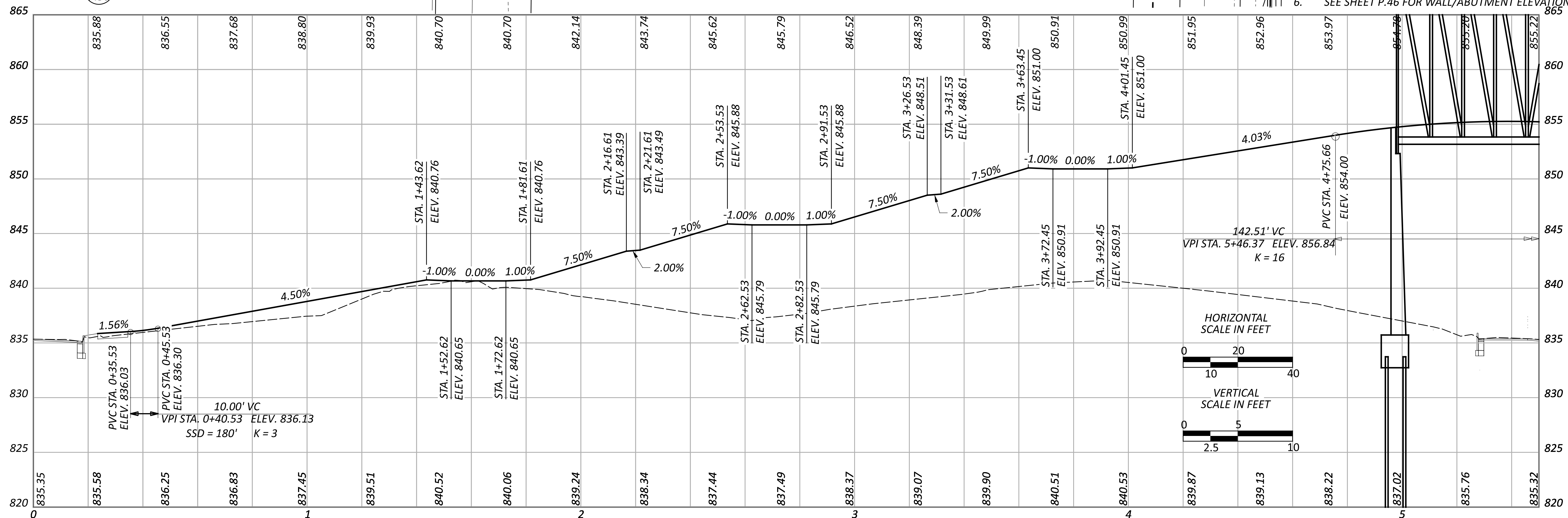
SWITCHBACK RAMP CONTROL POINTS					
STATION	OFFSET	NORTHING	EASTING	DESCRIPTION	
A	0+00.00	0.00'	633129.80	1564419.19	P.O.T.
B	1+52.62	0.00'	633140.75	1564266.97	P.I.
C	1+72.62	0.00'	633160.70	1564268.40	P.I.
D	2+62.53	0.00'	633154.25	1564358.09	P.I.
E	2+82.53	0.00'	633174.20	1564359.53	P.I.
F	3+72.45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



Is this 7.5% for the wall/rail grade?

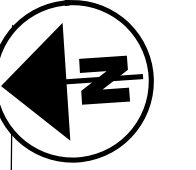
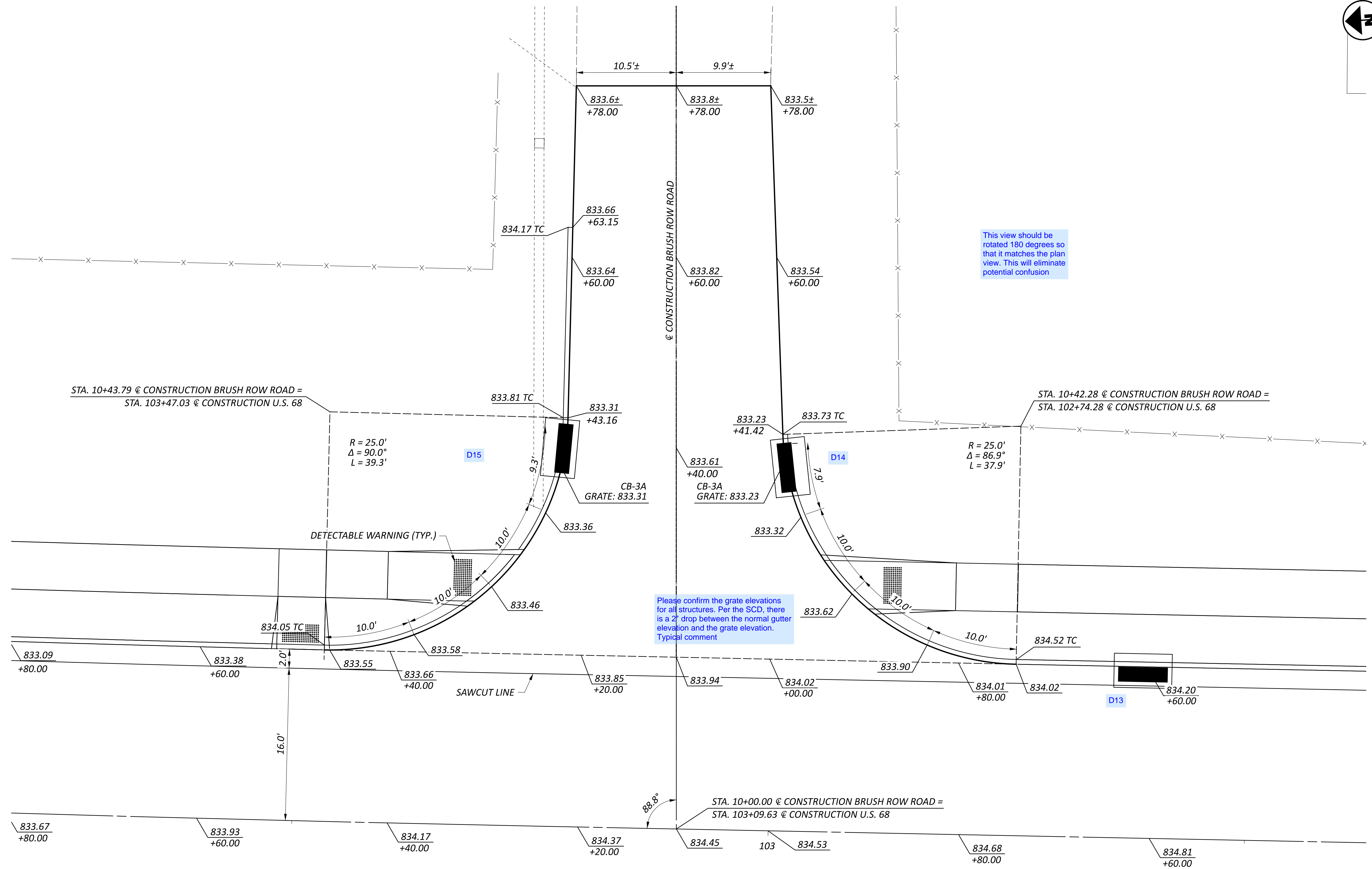


- NOTES**
- SEE SHEETS P.15 - P.17 FOR U.S. 68 PLAN AND PROFILE
  - SEE SHEET P.34 FOR PARKING LOT DETAILS
  - SEE SHEETS P.39 - P.41 FOR STORM SEWER PROFILES
  - SEE SHEETS P.43 - P.67 FOR BRIDGE STRUCTURE PLANS
  - SEE SHEETS P.69 - P.78 FOR WALL DETAILS
  - SEE SHEET P.46 FOR WALL/ABUTMENT ELEVATIONS



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

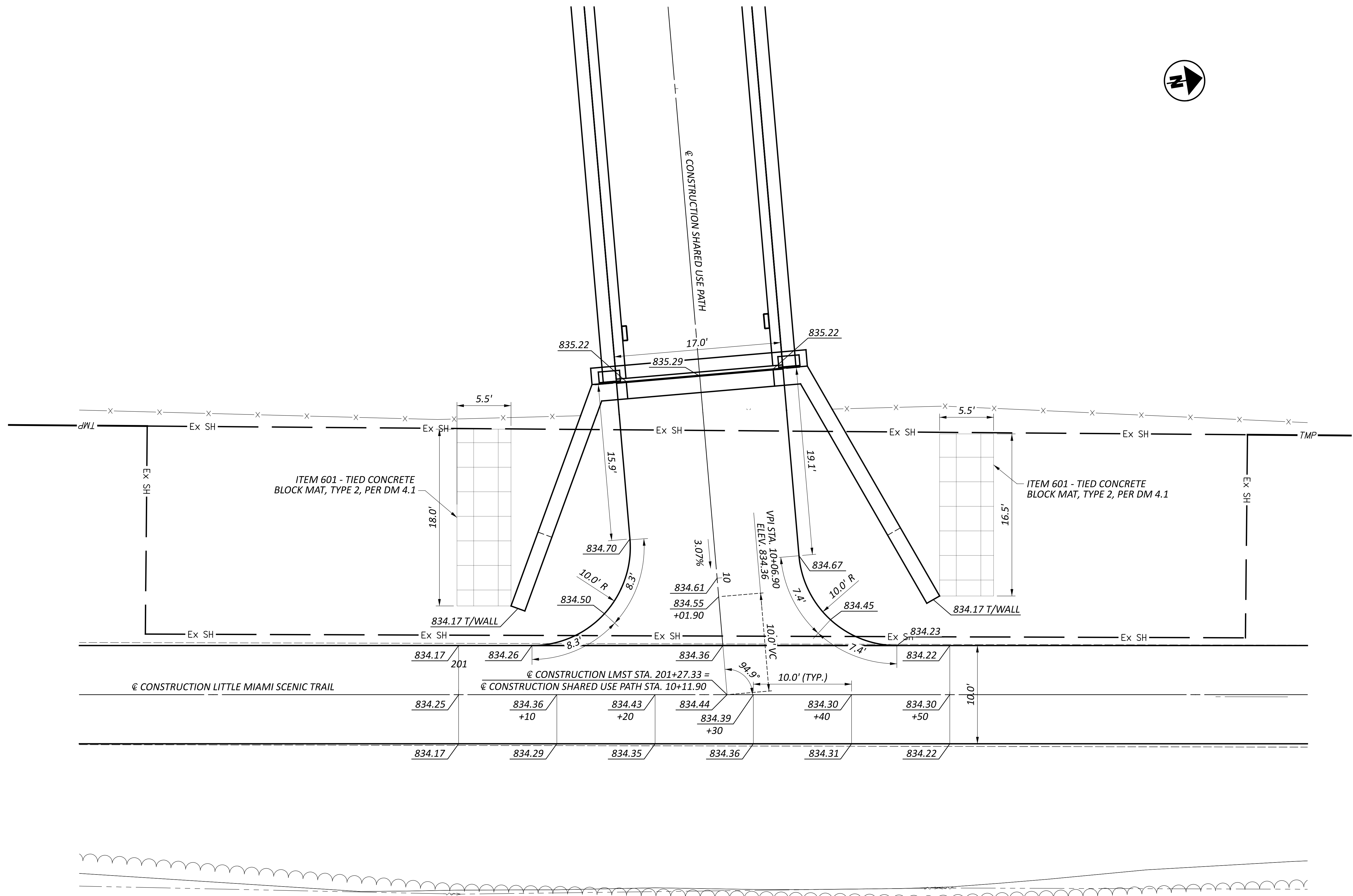
DESIGN AGENCY	CARPENTER MARTY
DESIGNER	WCS
REVIEWER	BAA 02/10/25
PROJECT ID	115388
SHEET	P.30
TOTAL	P.83



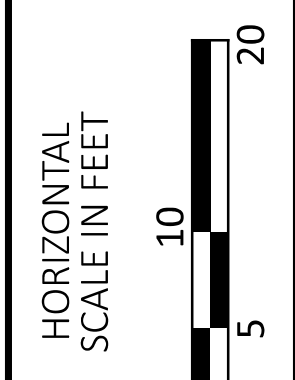
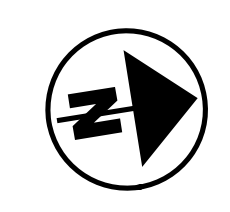
INTERSECTION DETAIL  
 U.S 68 AND BRUSH ROW ROAD

- NOTES:
1. ALL ELEVATIONS SHOWN ON THIS SHEET, UNLESS LABELED OTHERWISE, ARE PAVEMENT ELEVATIONS
  2. SEE SHEET P.33 FOR CURB RAMP DETAILS

DESIGN AGENCY	
CARPENTER MARTY	
DESIGNER	WCS
REVIEWER	BAA
PROJECT ID	02/10/25
SHEET	115388
TOTAL	P.83



NOTES:  
 SEE SHEET P.49 FOR TOP OF WALL/ABUTMENT ELEVATIONS



LITTLE MIAMI TRAIL  
 INTERSECTION DETAIL

DESIGN AGENCY	CARPENTER MARTY
DESIGNER	WCS
REVIEWER	BAA 02/10/25
PROJECT ID	115388
SHEET	P.32
TOTAL	P.83

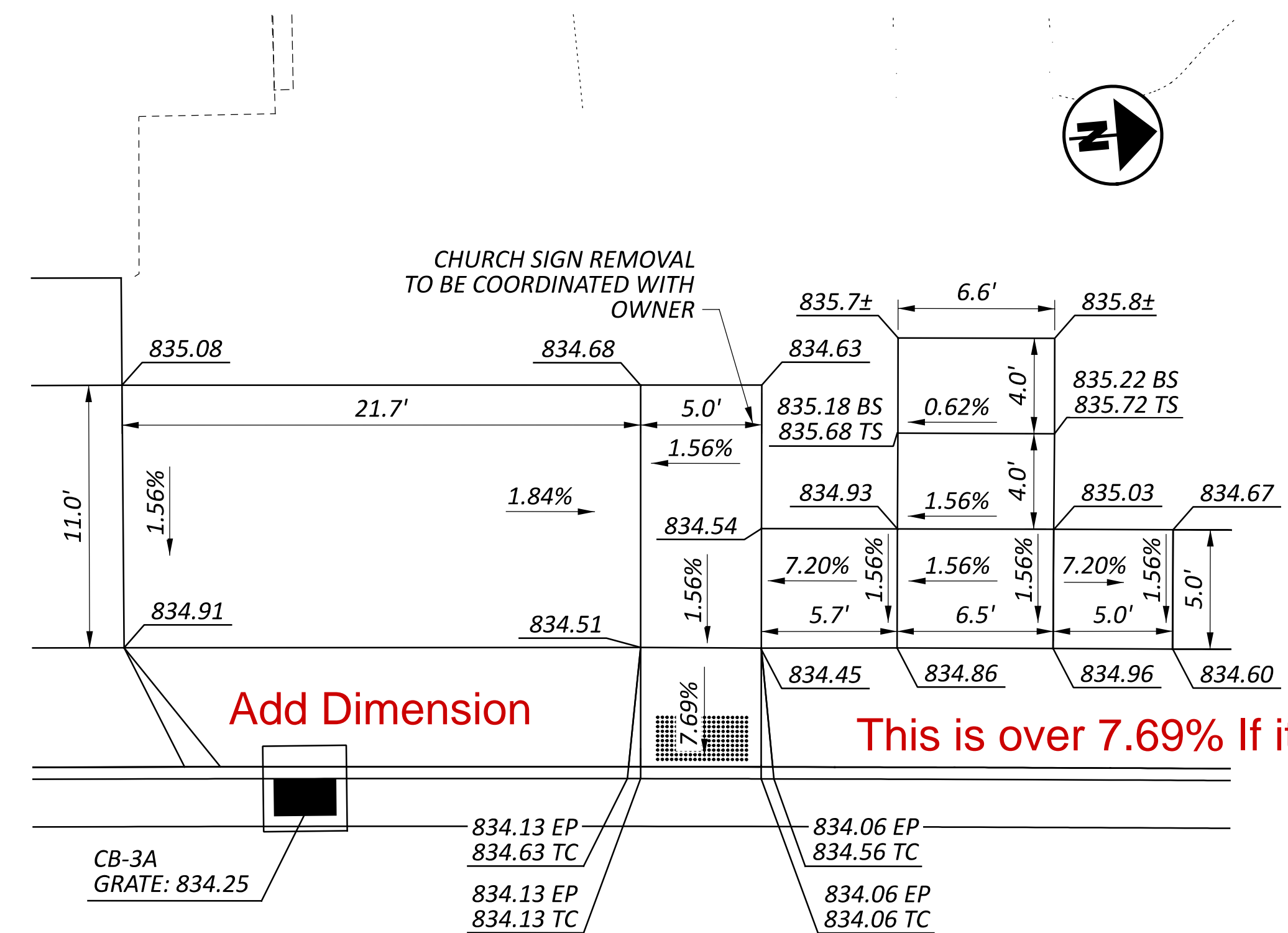


- LEGEND**
- TBR TO BE REMOVED
  - R&R REMOVE AND RESET
  - BU BUILDABLE UNIT
  - EP EDGE OF PAVEMENT
  - EX EXISTING
  - BS BOTTOM OF STEP
  - TS TOP OF STEP
  - TC TOP OF CURB
  - ATG ADJUST TO GRADE

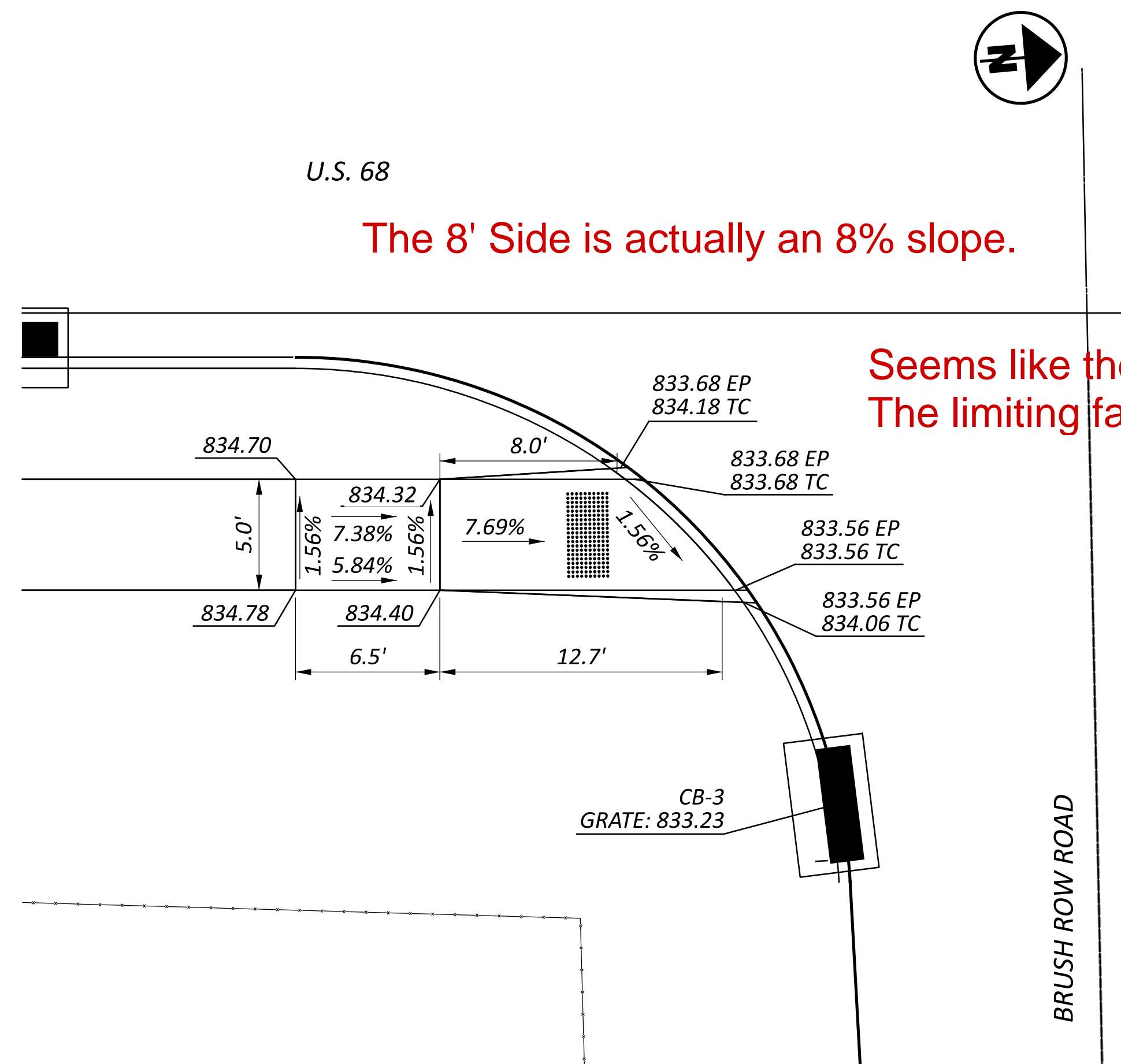
Many of the slopes and cross slopes shown are at the absolute maximum, not allowing any room for error. Consider adjusting to allow for error in the field.

Might Need a Waiver on these.

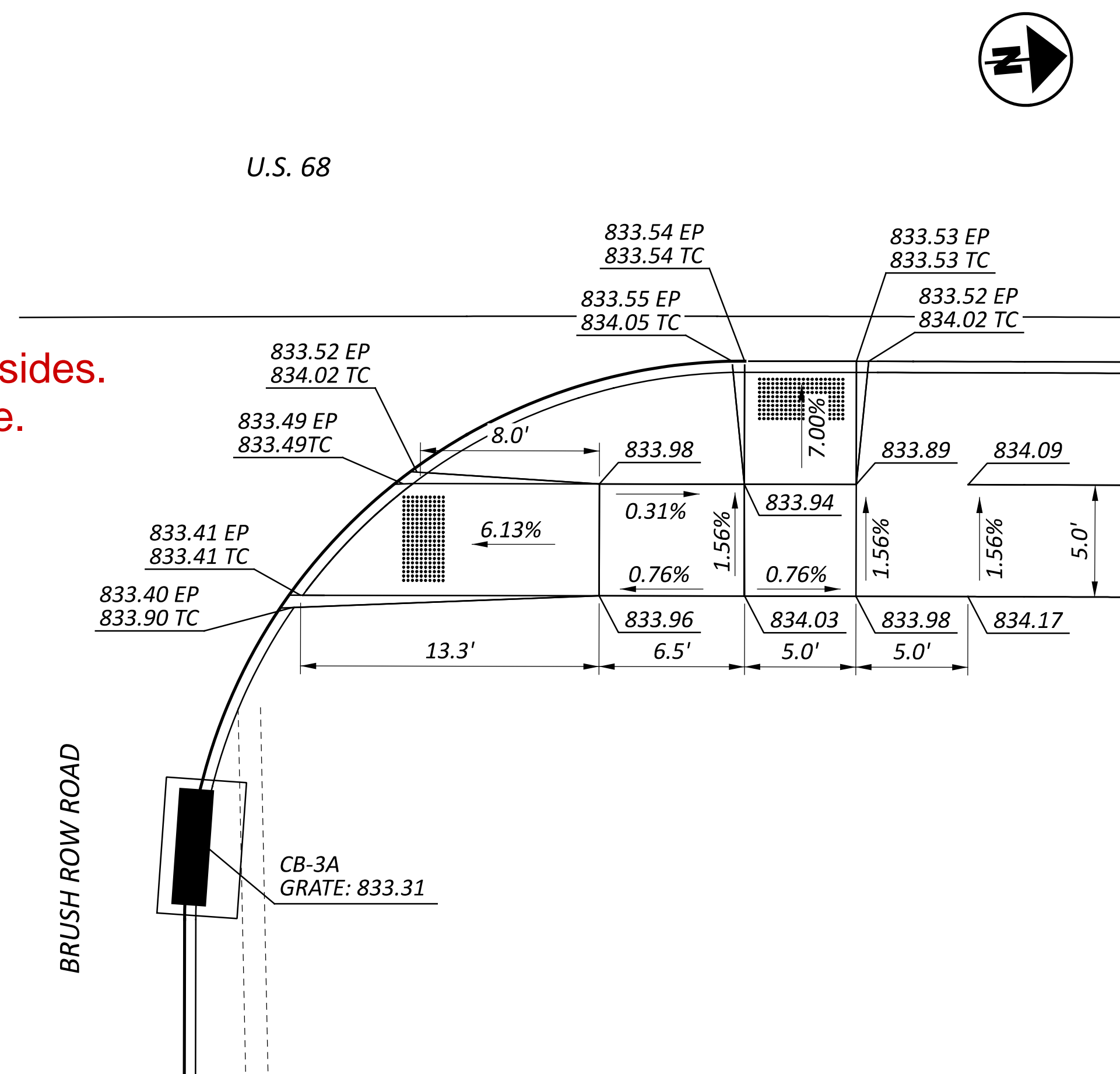
This is over 7.69% If it is a 5' panel.



Add Stationing



Seems like the 7.69% is an average of two sides. The limiting factor would be the steeper side.



CURB RAMP DETAILS

DESIGN AGENCY	
DESIGNER	WCS
REVIEWER	BAA 02/10/25
PROJECT ID	115388
SHEET	TOTAL
P.33	P.83

PARKING LOT BUILD-UP

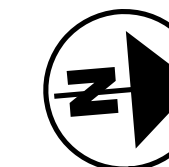
- ① ITEM 304 - 6" AGGREGATE BASE
- ② ITEM 452 - 8" NON-REINFORCED CONCRETE PAVEMENT

NOTES:

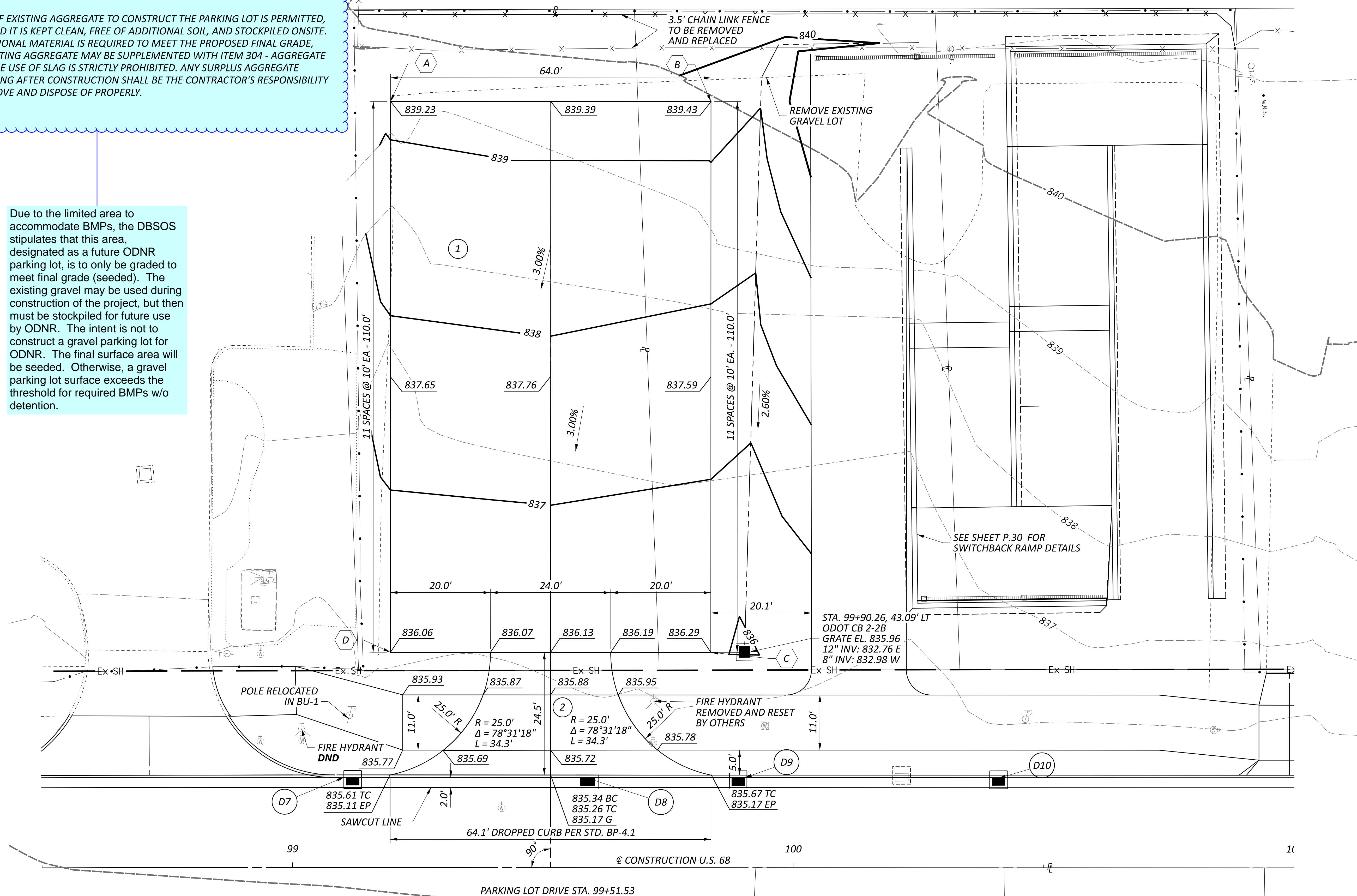
1. REUSE OF EXISTING AGGREGATE TO CONSTRUCT THE PARKING LOT IS PERMITTED, PROVIDED IT IS KEPT CLEAN, FREE OF ADDITIONAL SOIL, AND STOCKPILED ONSITE. IF ADDITIONAL MATERIAL IS REQUIRED TO MEET THE PROPOSED FINAL GRADE, THE EXISTING AGGREGATE MAY BE SUPPLEMENTED WITH ITEM 304 - AGGREGATE BASE. THE USE OF SLAG IS STRICTLY PROHIBITED. ANY SURPLUS AGGREGATE REMAINING AFTER CONSTRUCTION SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO REMOVE AND DISPOSE OF PROPERLY.

Due to the limited area to accommodate BMPs, the DBSOS stipulates that this area, designated as a future ODNR parking lot, is to only be graded to meet final grade (seeded). The existing gravel may be used during construction of the project, but then must be stockpiled for future use by ODNR. The intent is not to construct a gravel parking lot for ODNR. The final surface area will be seeded. Otherwise, a gravel parking lot surface exceeds the threshold for required BMPs w/o detention.

PARKING LOT CONTROL POINTS				
	STATION	OFFSET	NORTHING	EASTING
A	99+19.53	153.00 LT	633048.10	1564258.66
B	99+83.53	153.00 LT	633111.87	1564264.10
C	99+83.53	43.00 LT	633102.51	1564373.70
D	99+19.53	43.00 LT	633038.75	1564368.26



PARKING LOT DETAILS



DESIGN AGENCY



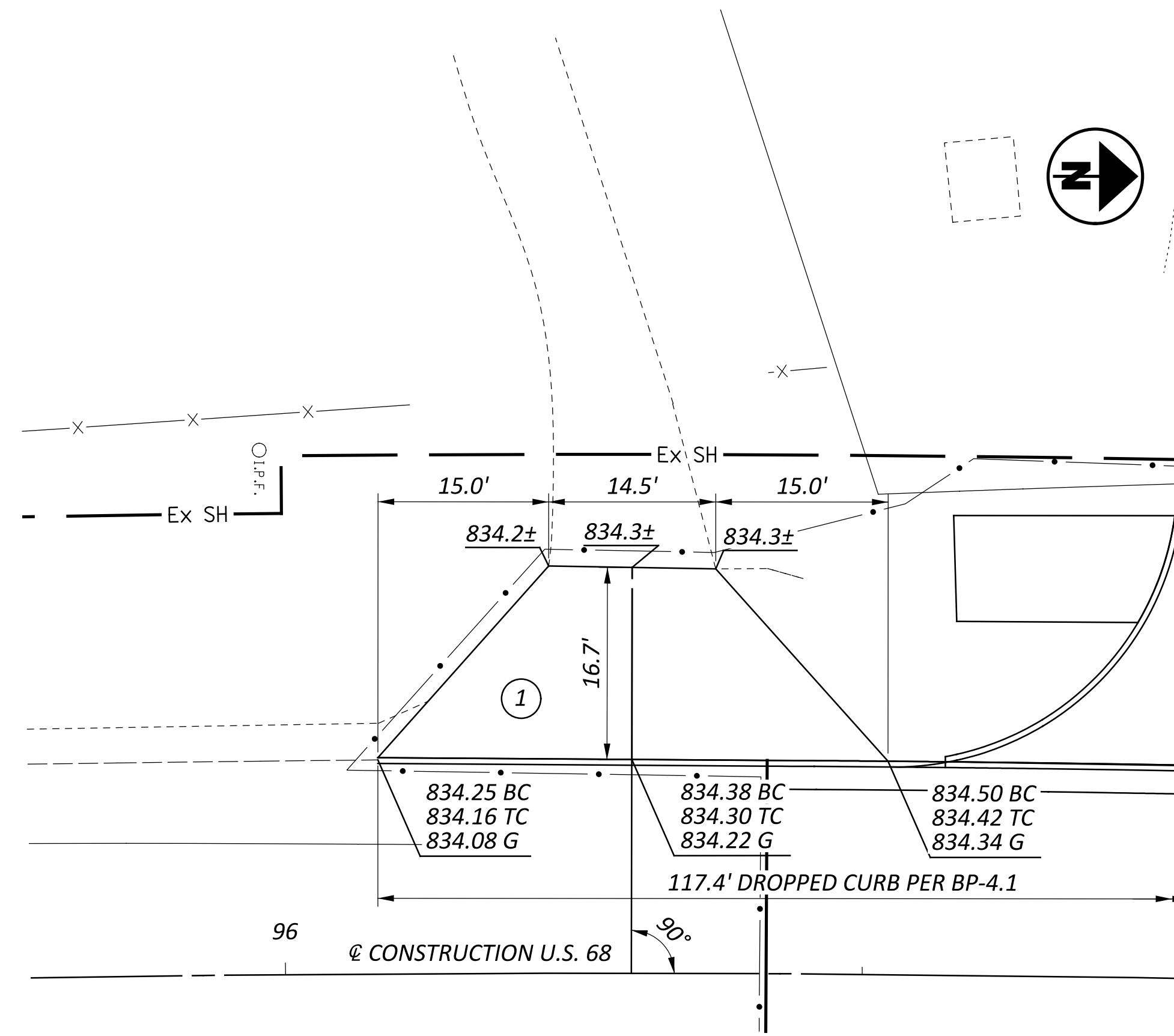
DESIGNER  
WCS  
 REVIEWER  
BAA 02/10/25  
 PROJECT ID  
115388  
 SHEET TOTAL  
P.34 P.83

**LEGEND - DRIVEWAY PAVEMENT BUILDUP**

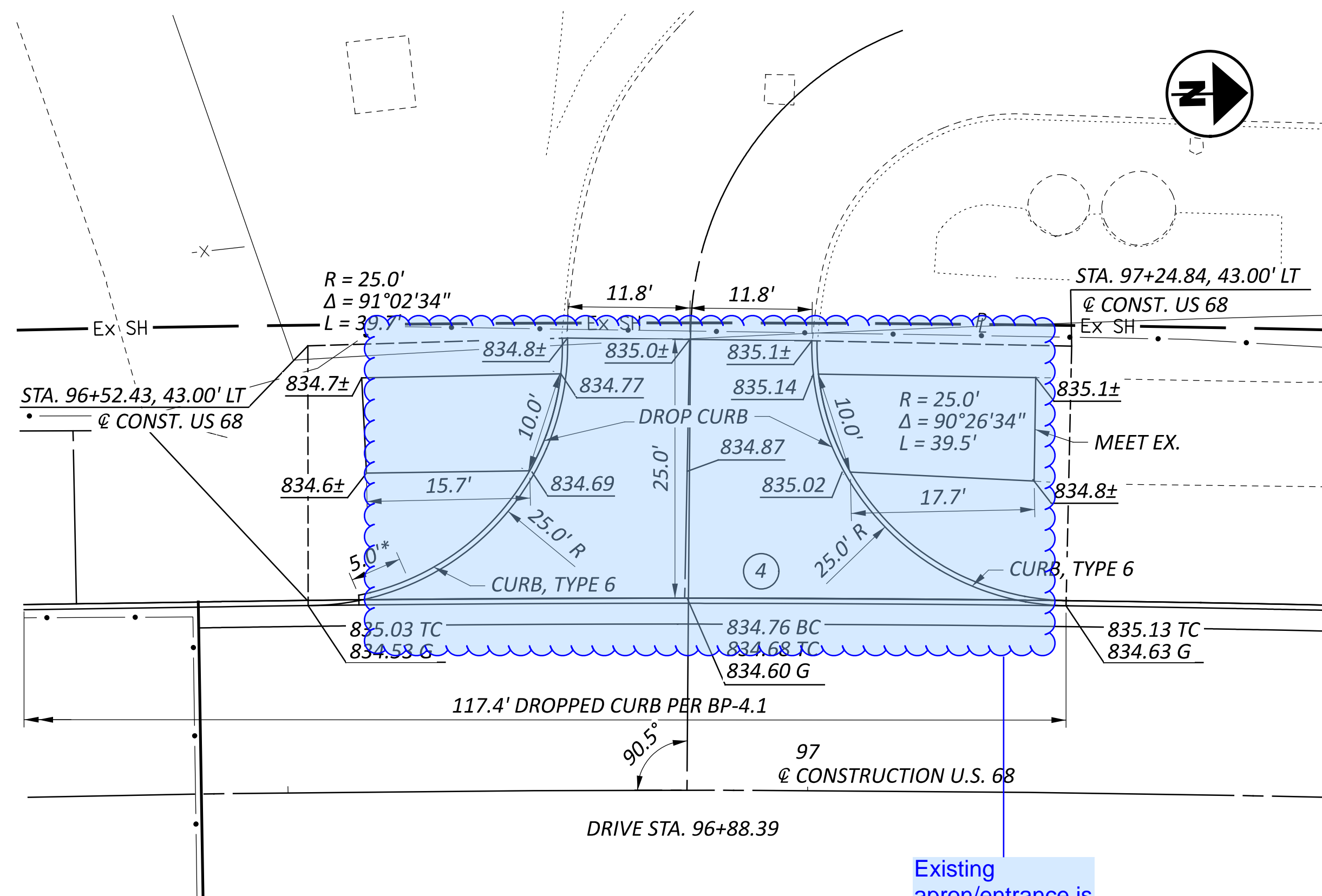
- ① ITEM 452 - 6" NON-REINFORCED CONCRETE PAVEMENT
- ② ITEM 441 - 2" AC SURFACE COURSE, TYPE 1, 449, (DRIVEWAYS)  
ITEM 304 - 6" AGGREGATE BASE
- ③ ITEM 304 - 8" AGGREGATE BASE
- ④ ITEM 441 - 1.25" AC SURFACE COURSE, TYPE 1, 449, (DRIVEWAYS)  
ITEM 407 - TACK COAT  
ITEM 441 - 1.75" AC INTERMEDIATE COURSE, TYPE 2, 449, (DRIVEWAYS)  
ITEM 304 - AGGREGATE BASE
- ⑤ ITEM 452 - 8" NON-REINFORCED CONCRETE PAVEMENT

What is the depth of the aggregate base?

No 8" item included in item breakdown, only 6".

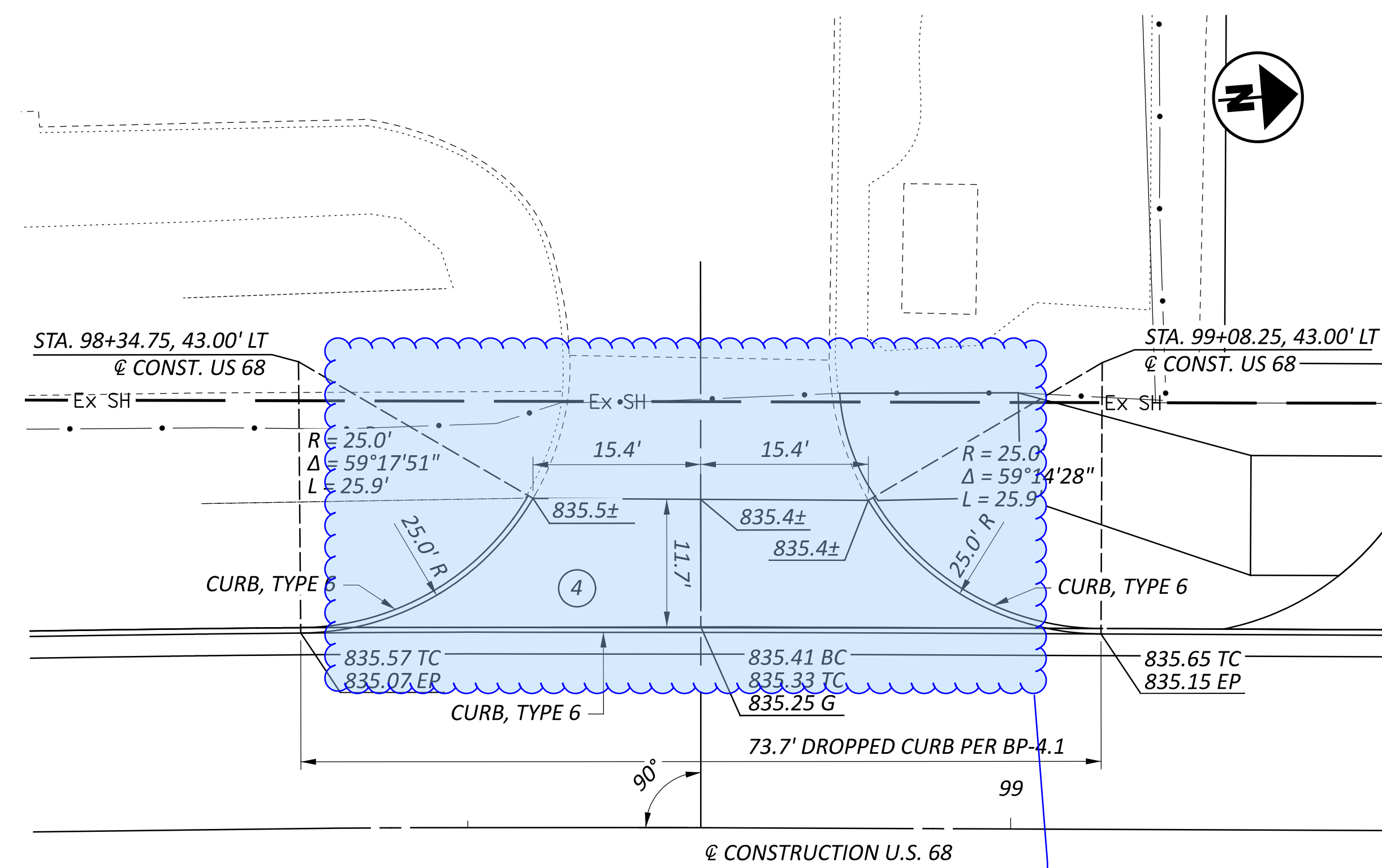


DRIVE STA. 96+29.88



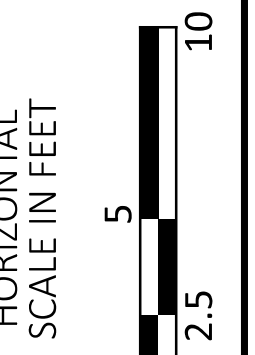
DRIVE STA. 96+88.39

Existing apron/entrance is concrete. Need to remain concrete.



STA. 98+71.46

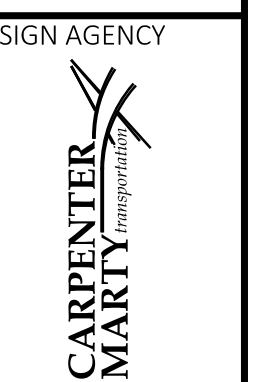
Existing apron/entrance is concrete. Need to remain concrete.



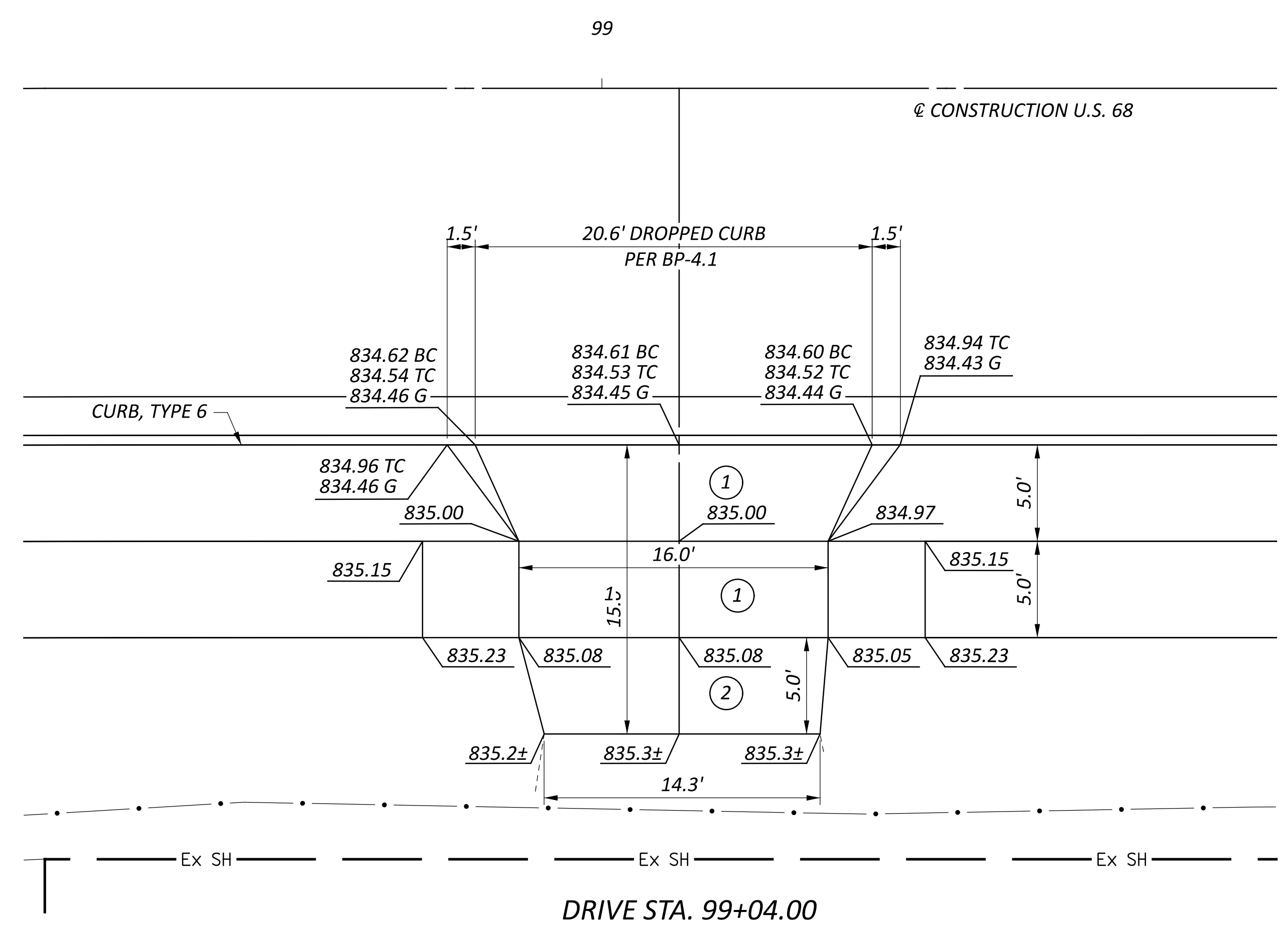
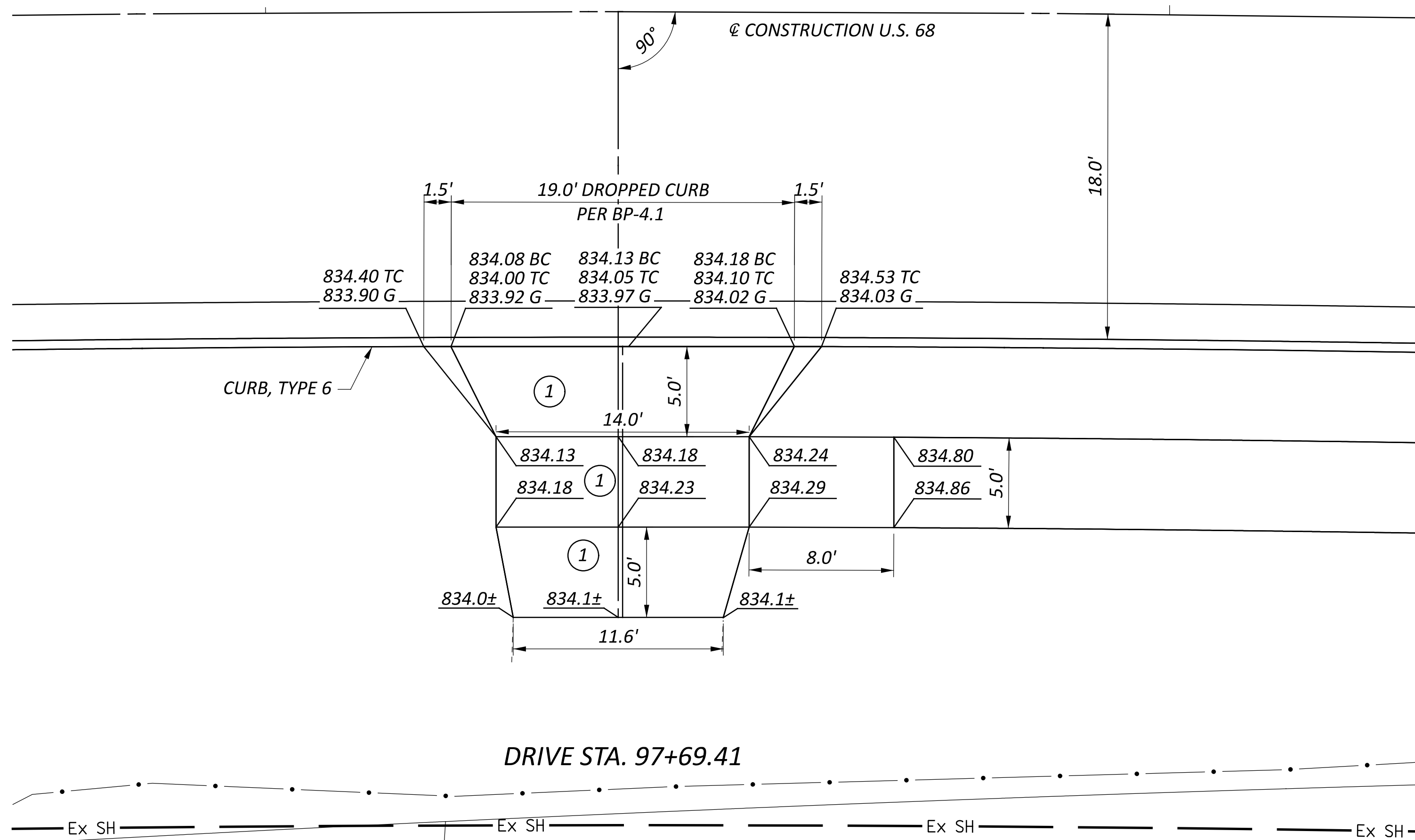
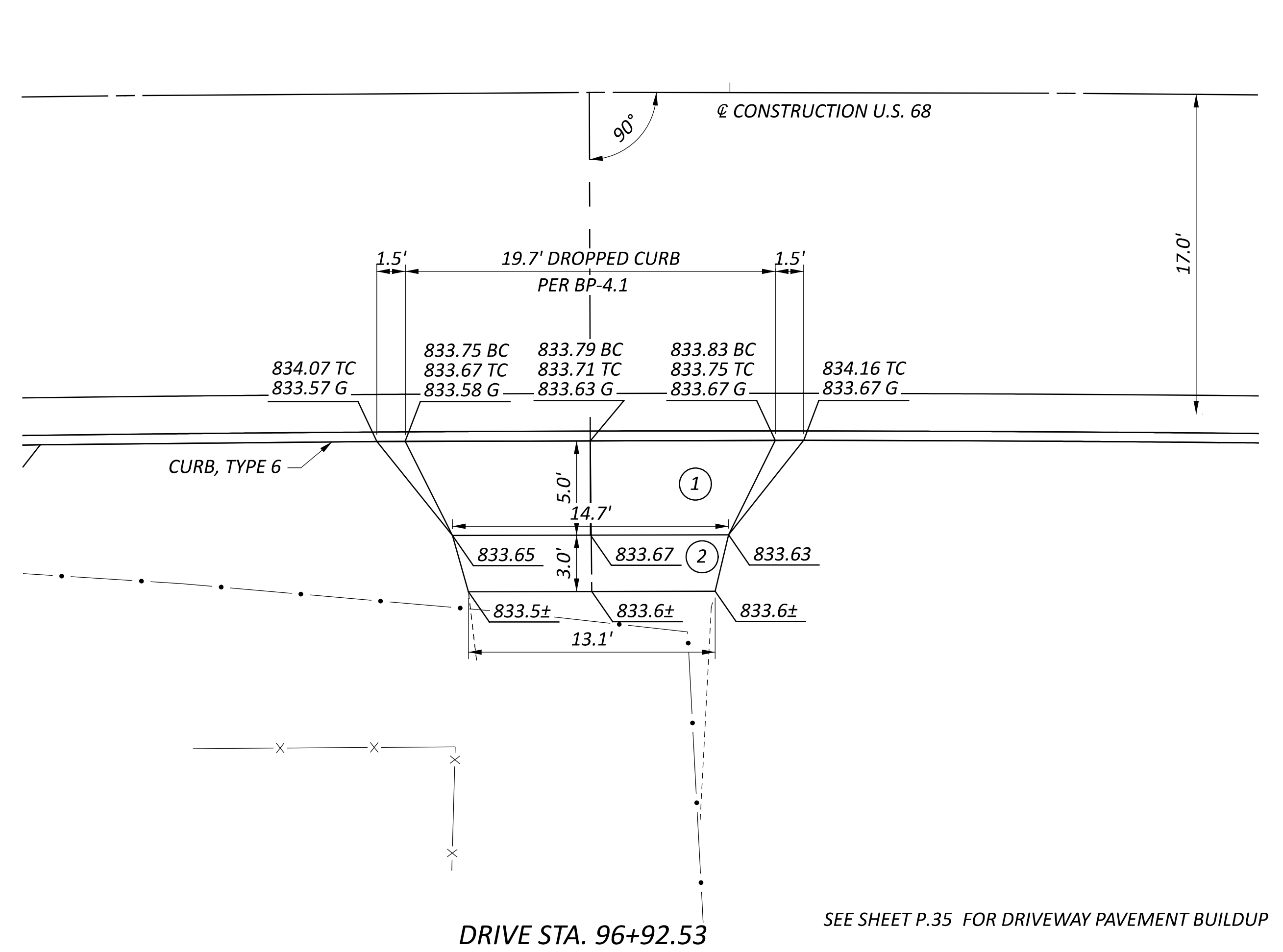
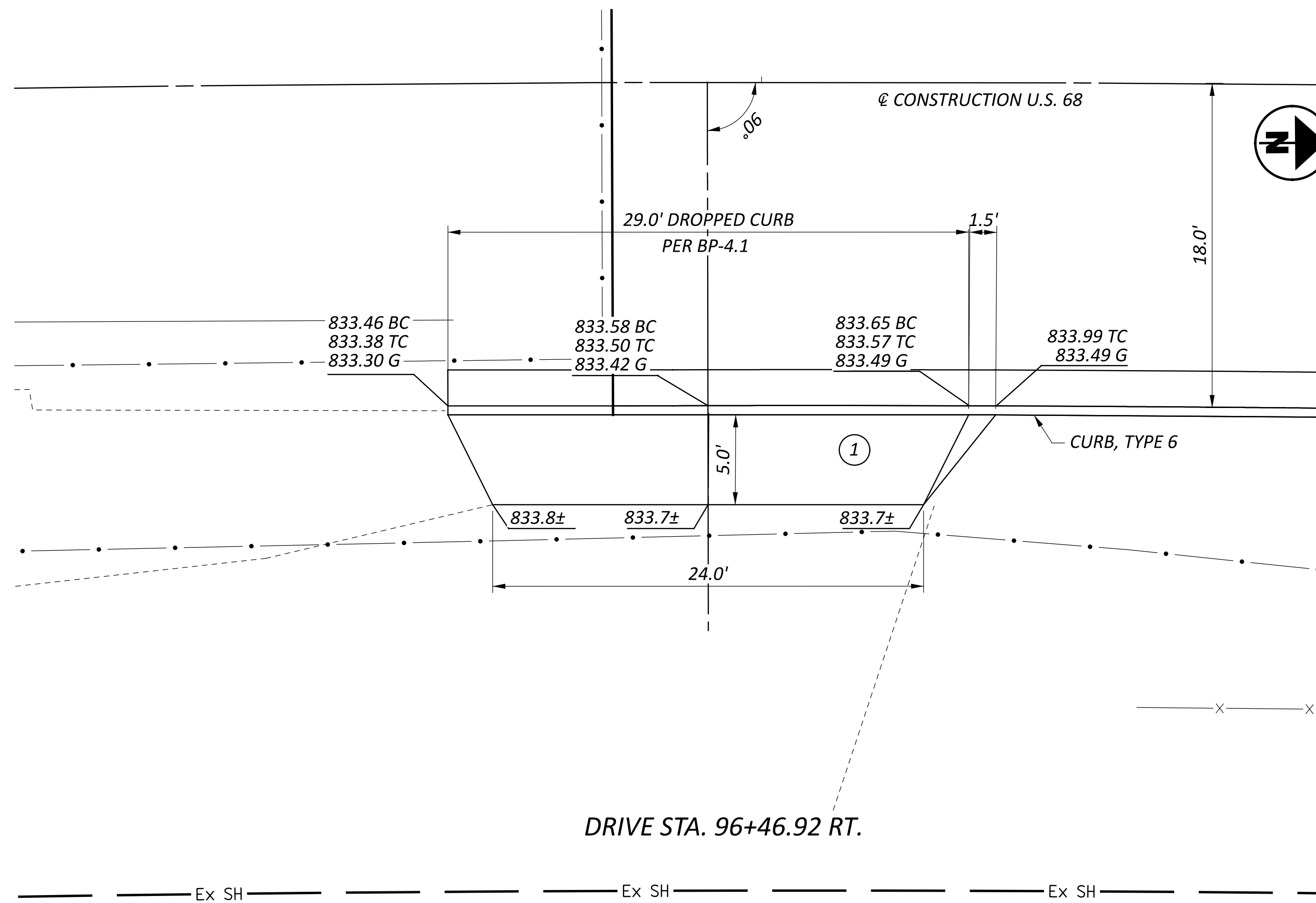
DRIVEWAY PLANS

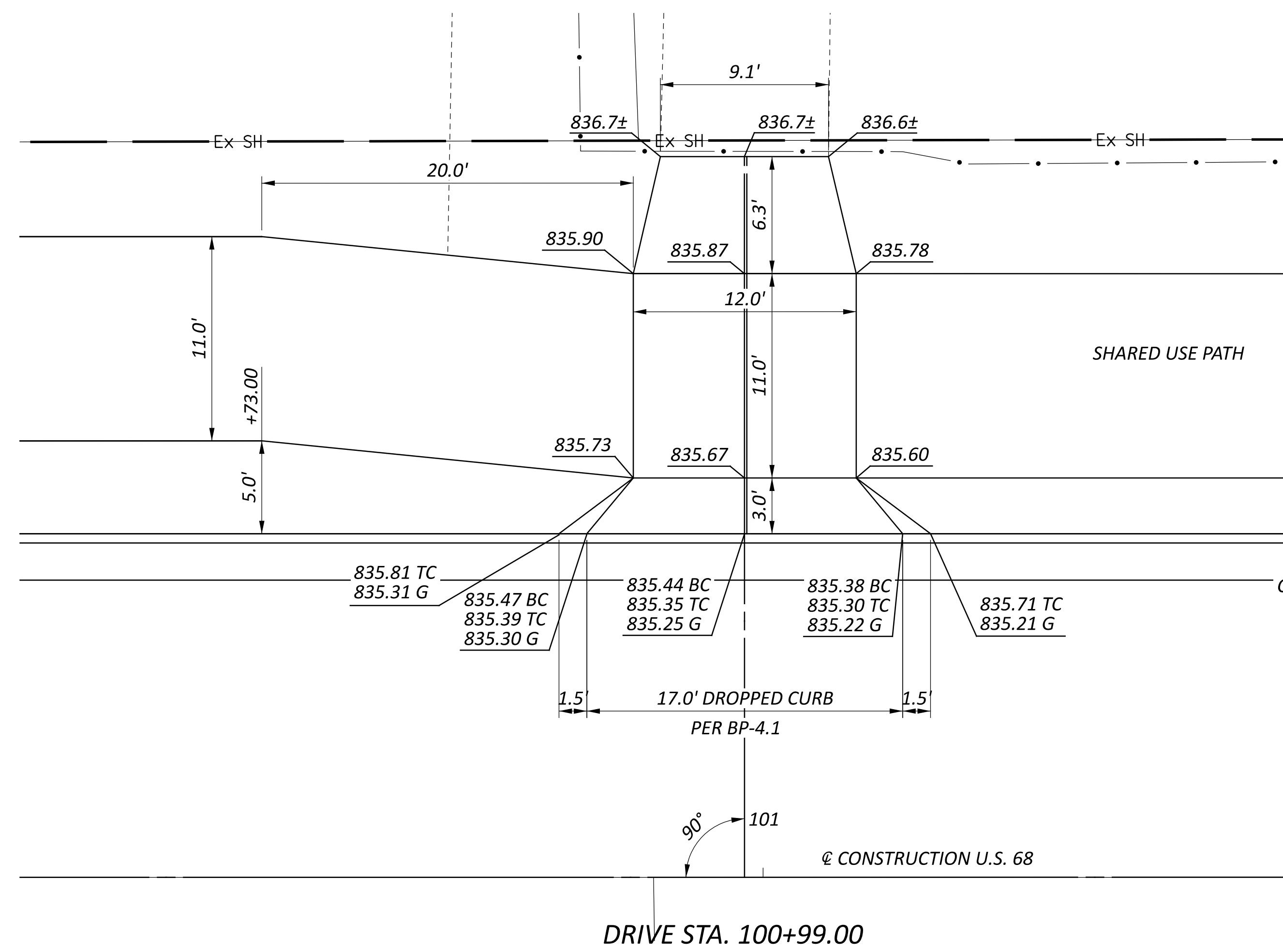
GRE-68-12.65

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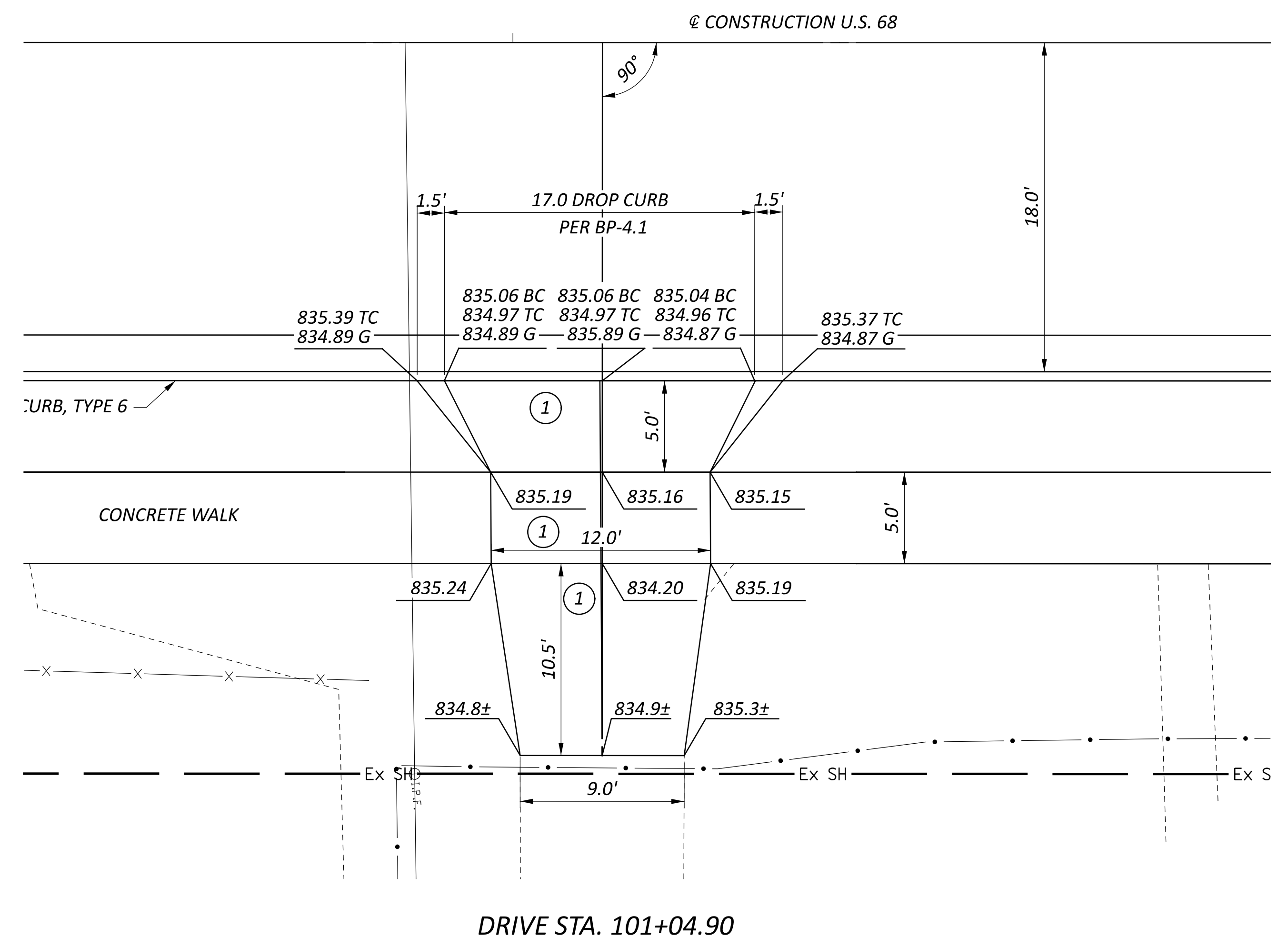


DESIGNER	WCS
REVIEWER	BAA 02/10/25
PROJECT ID	115388
SHEET TOTAL	P.35 P.83

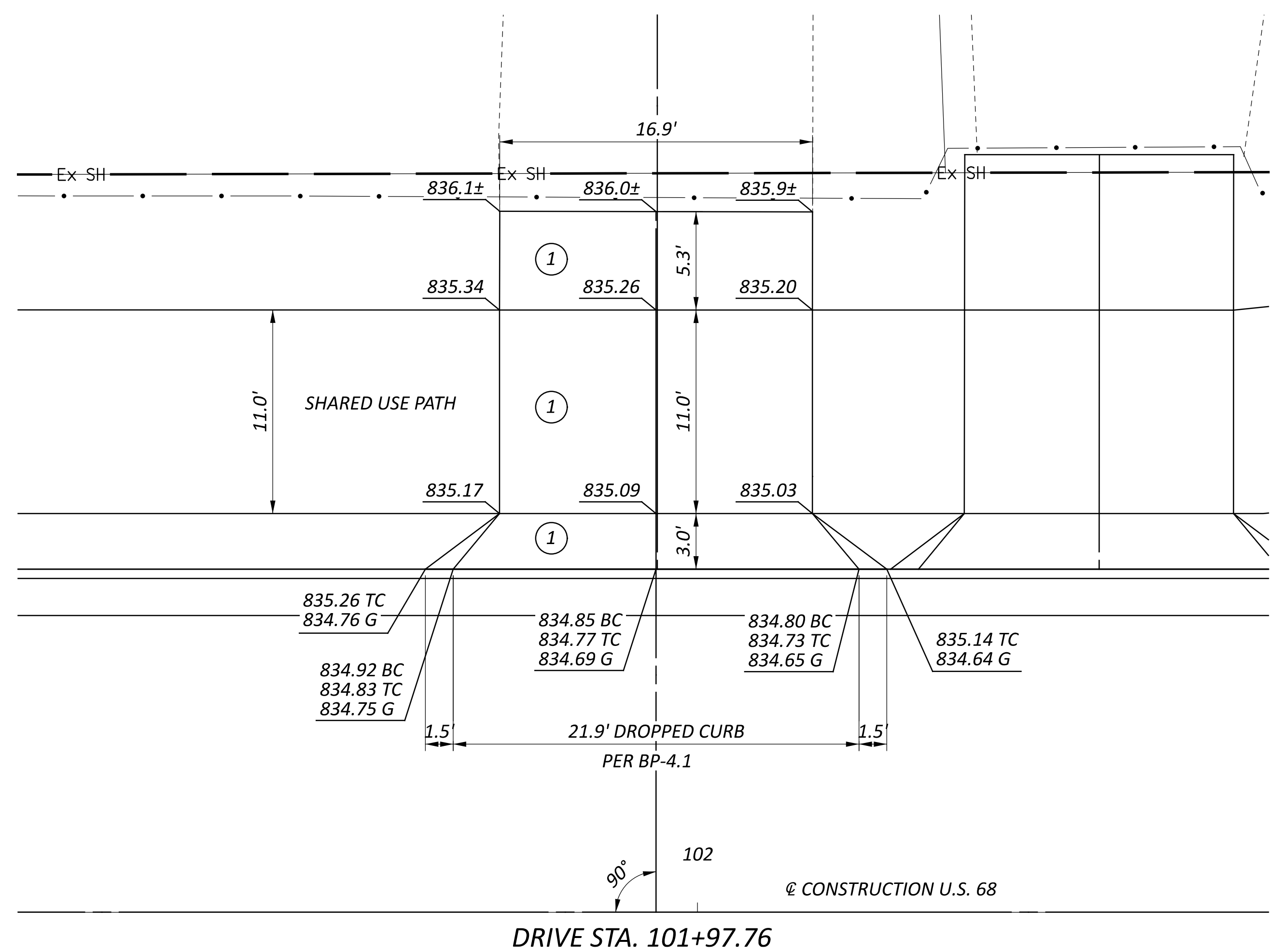




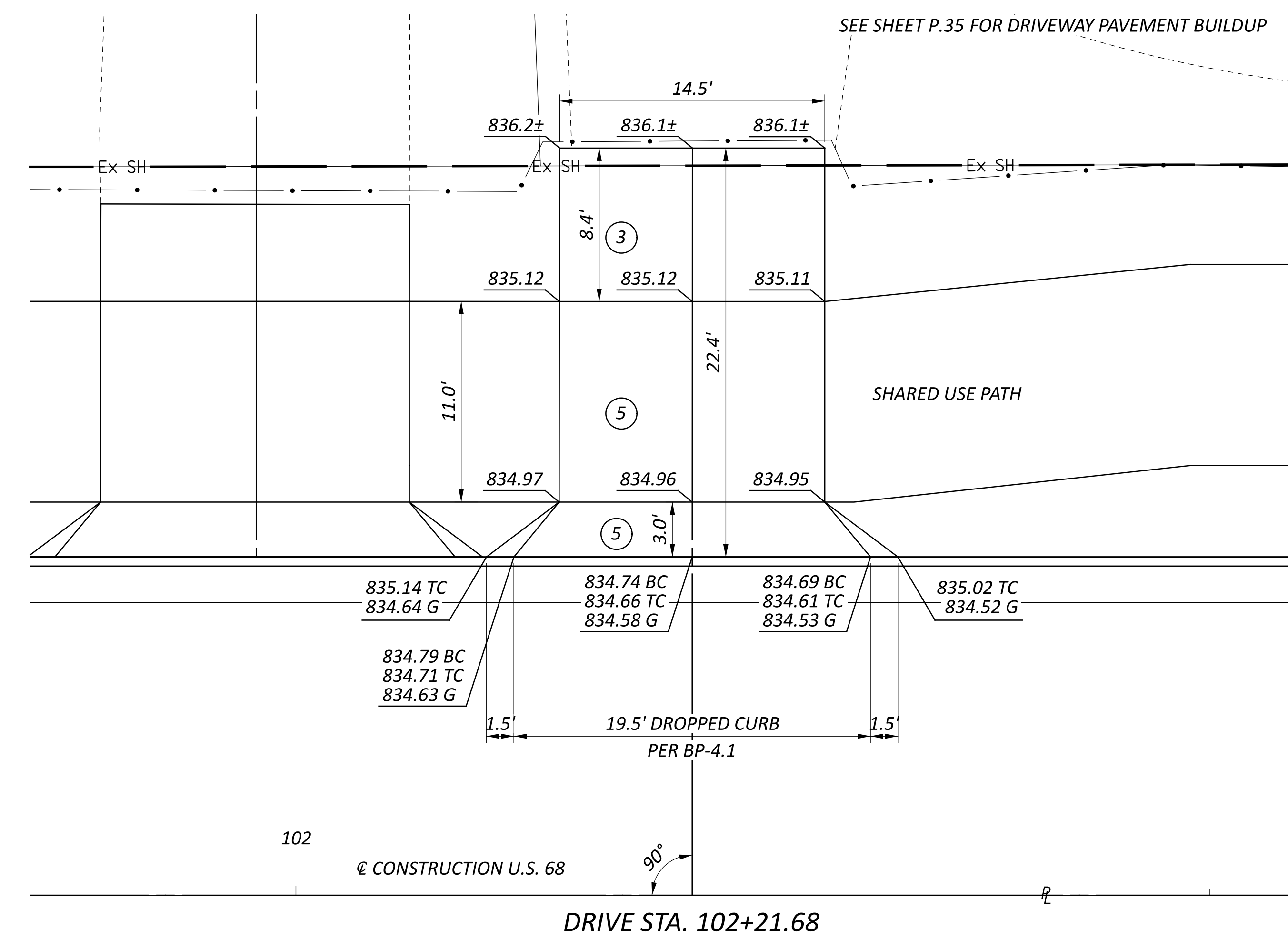
DRIVE STA. 100+99.00



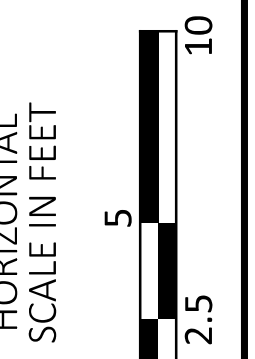
DRIVE STA. 101+04.90



DRIVE STA. 101+97.76



DRIVE STA. 102+21.68

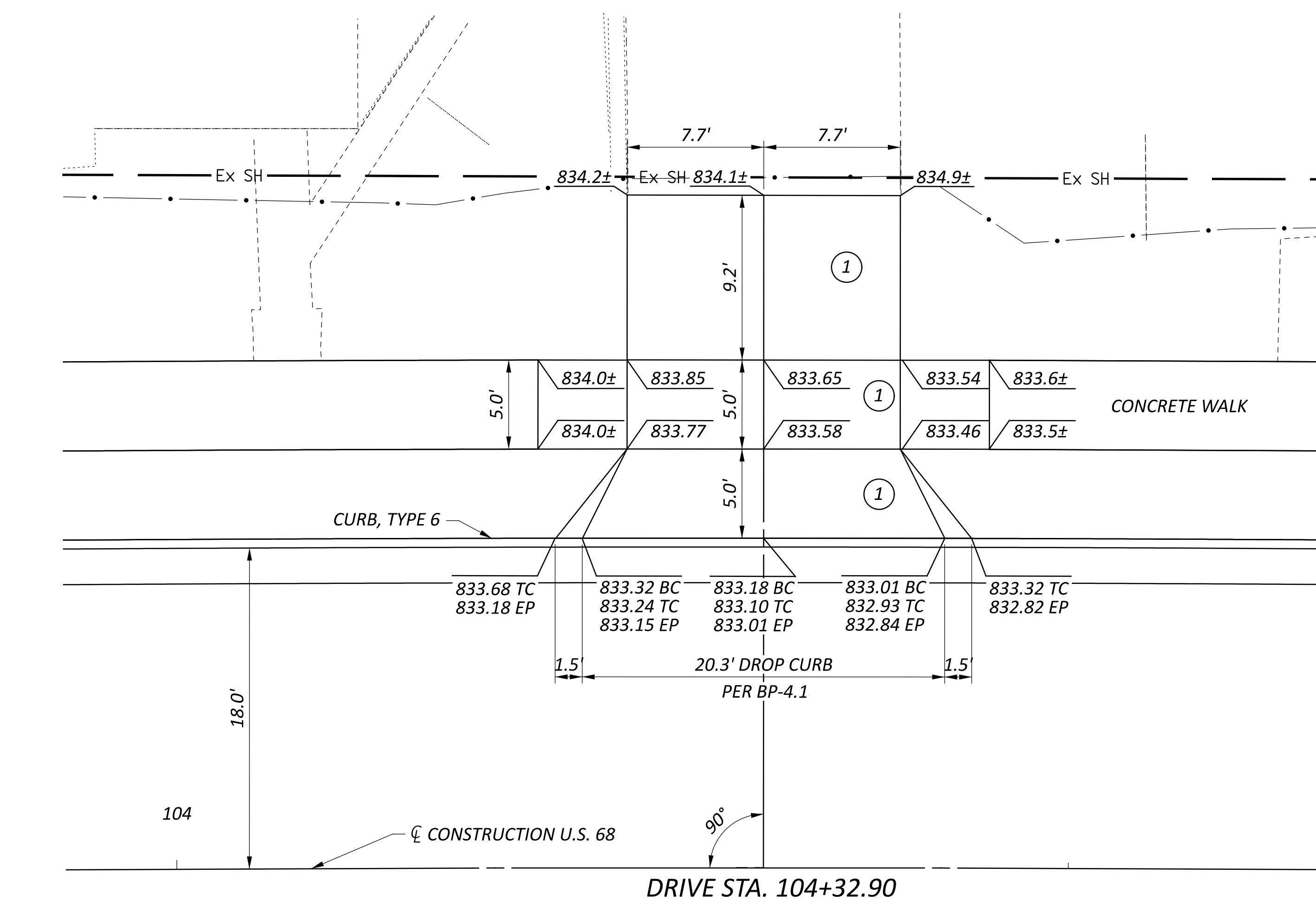
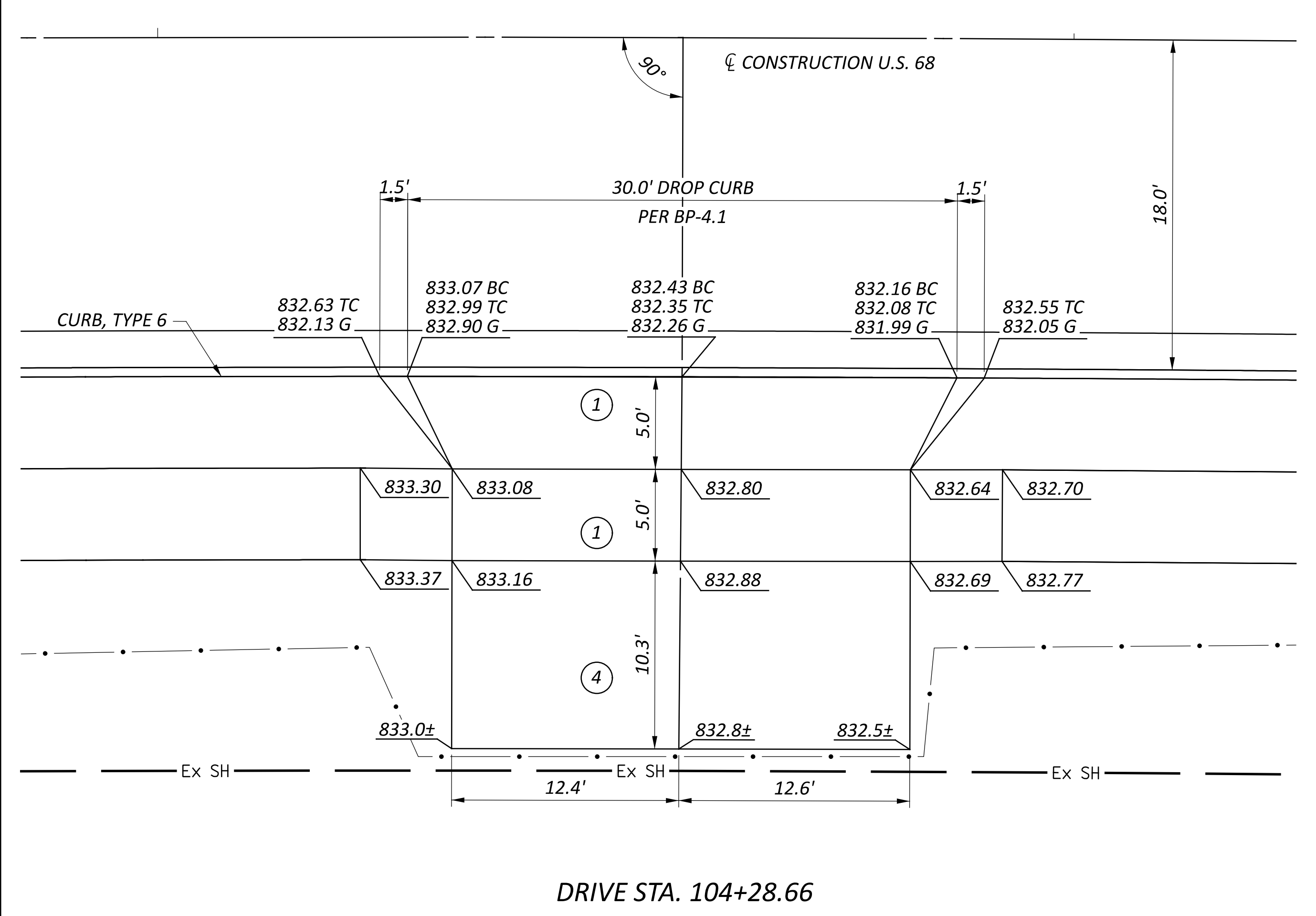
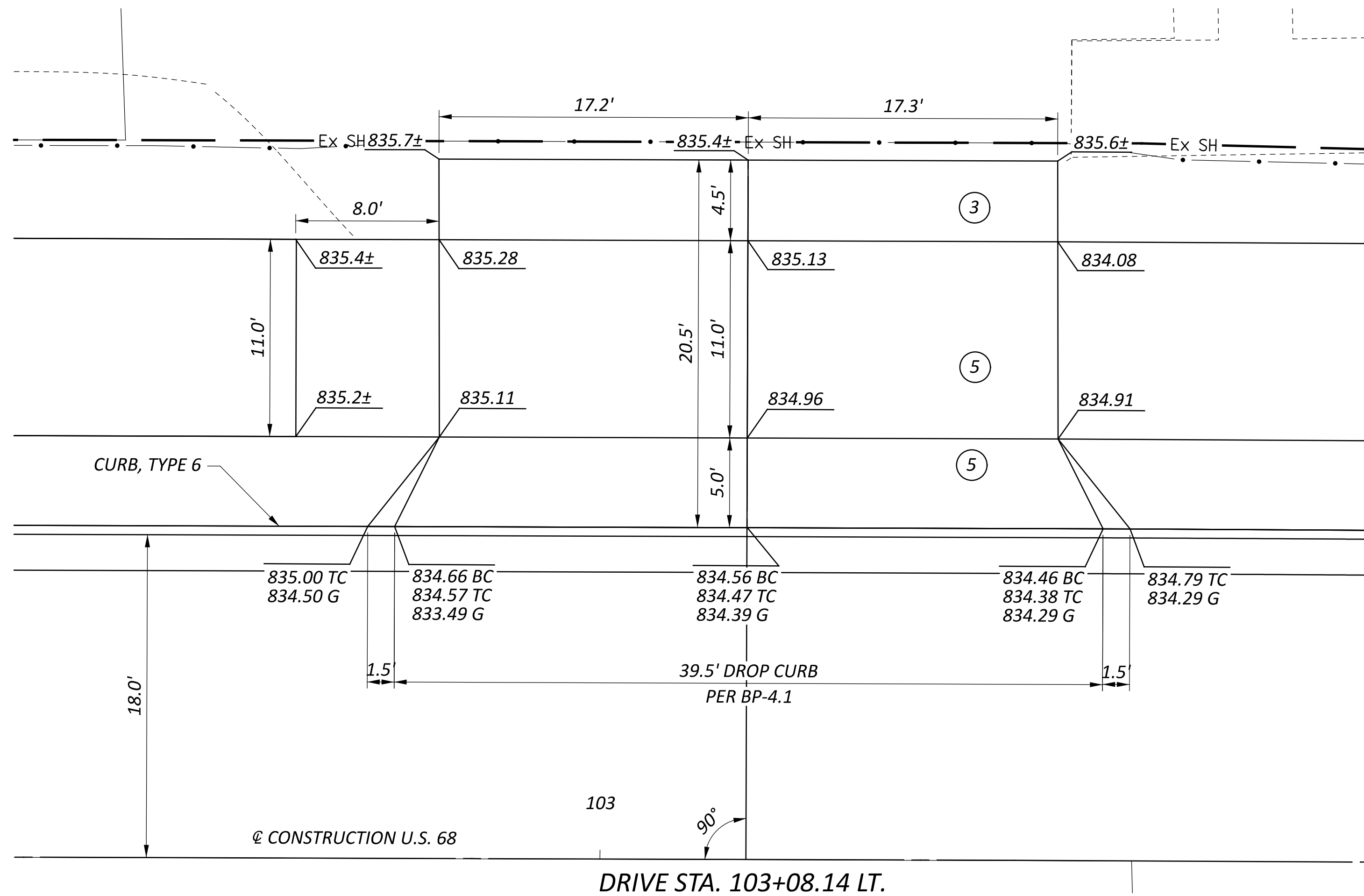


DRIVEWAY PLANS

DESIGN AGENCY

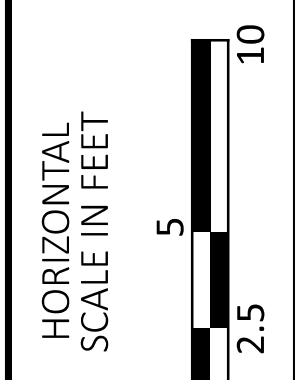


DESIGNER	WCS
REVIEWER	BAA 02/10/25
PROJECT ID	115388
SHEET	P.37
TOTAL	P.83



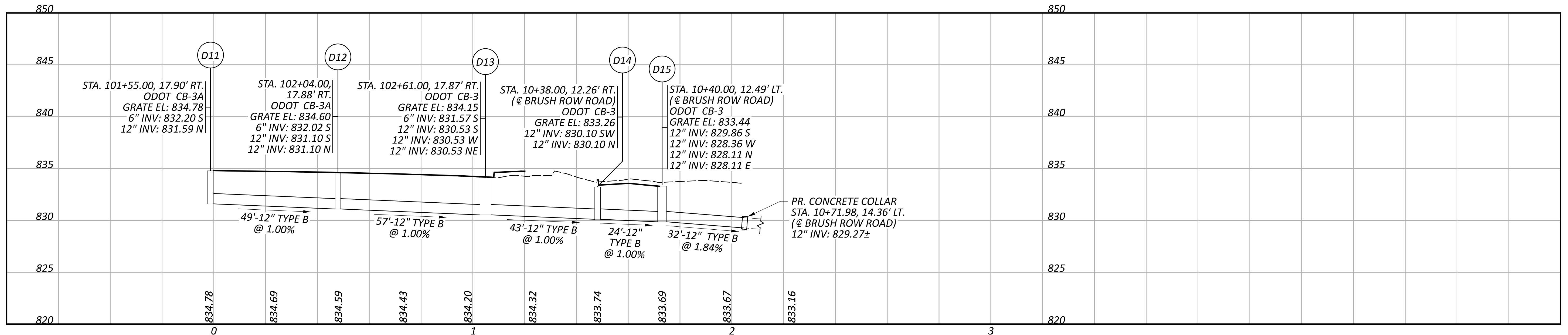
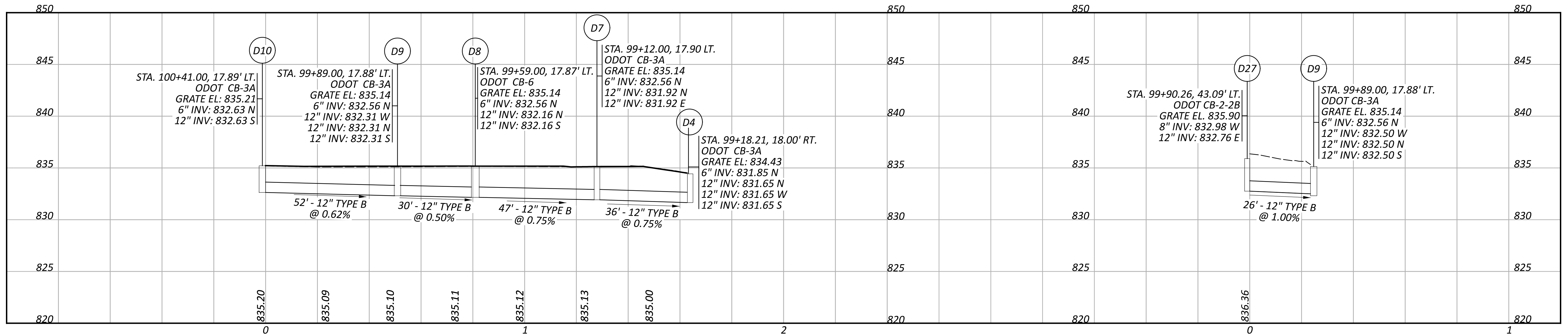
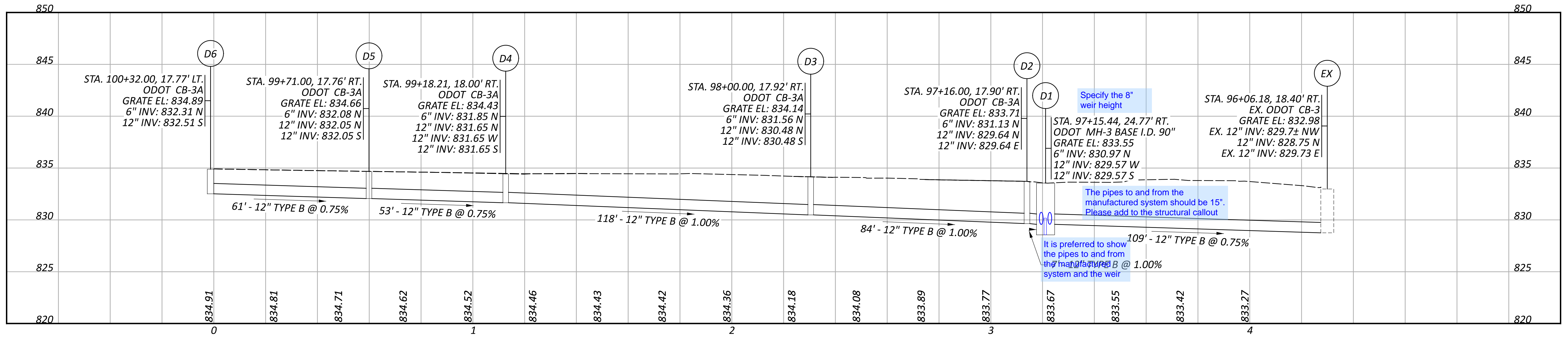
Are drive profiles provided in a later submission? Some grades seem quite steep.

SEE SHEET P.35 FOR DRIVEWAY PAVEMENT BUILDUP



DRIVEWAY PLANS

DESIGN AGENCY	
CARPENTER MARTY	
DESIGNER	WCS
REVIEWER	BAA 02/10/25
PROJECT ID	115388
SHEET	TOTAL
P.38	P.83



STORM SEWER  
PROFILES

DESIGN AGENCY



DESIGNER

CEF

REVIEWER

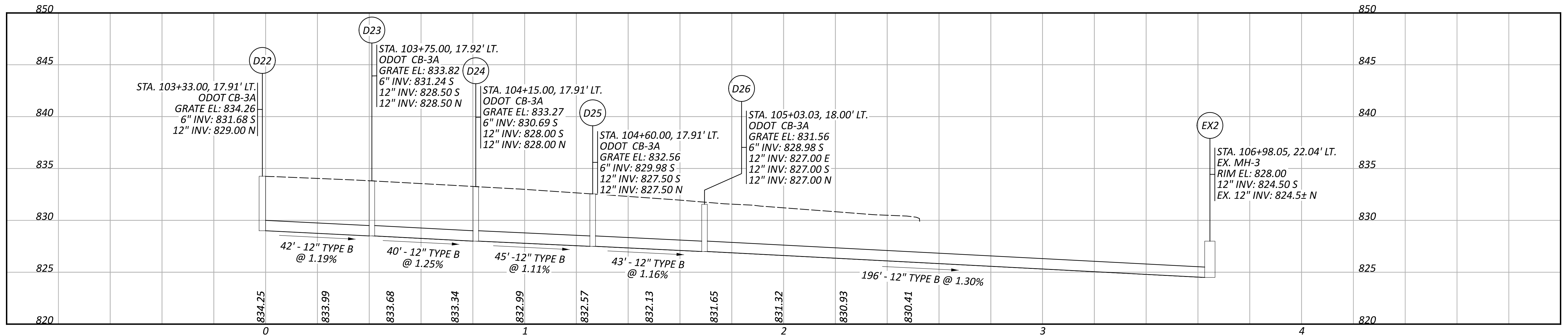
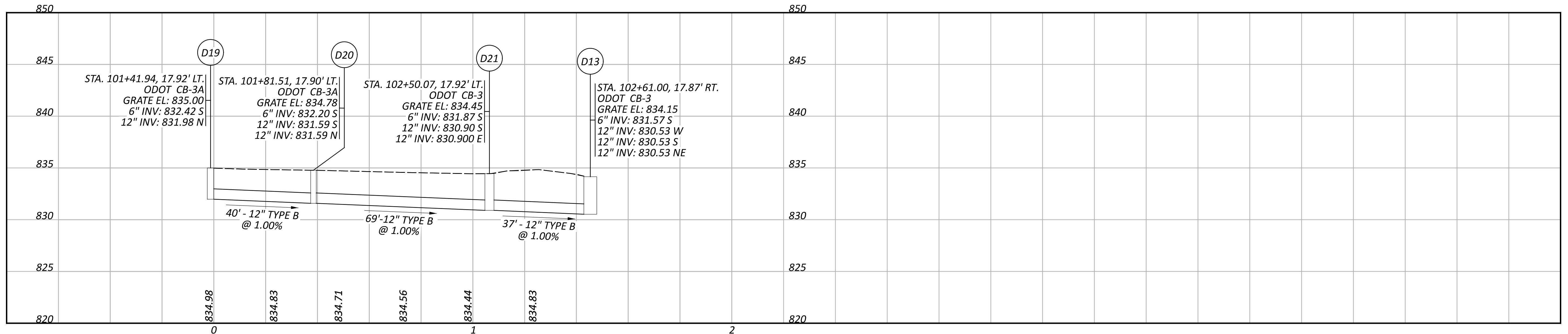
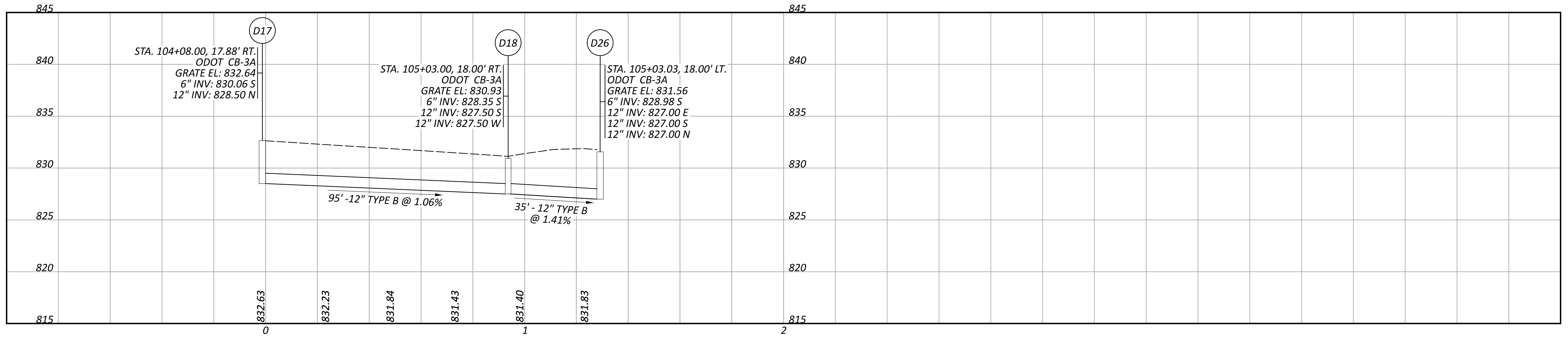
BAA 02/10/25

PROJECT ID

115388

SHEET TOTAL

P.39 P.83



STORM SEWER  
PROFILES

DESIGN AGENCY



DESIGNER

CEF

REVIEWER

BAA 02/10/25

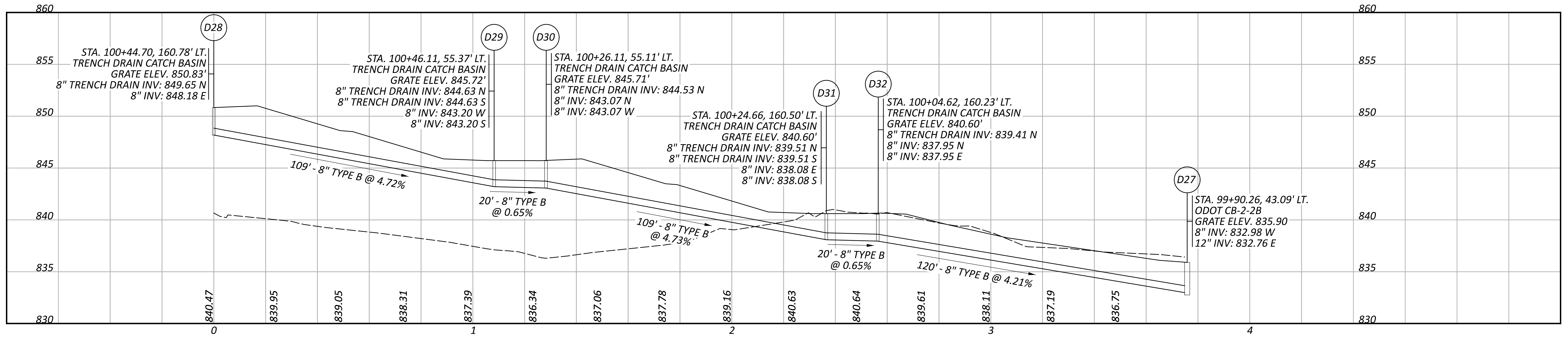
PROJECT ID

115388

SHEET TOTAL

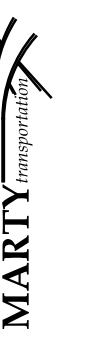
P.40 P.83





STORM SEWER  
PROFILES

DESIGN AGENCY



DESIGNER

CEF

REVIEWER

BAA 02/10/25

PROJECT ID

115388

SHEET

P.41

TOTAL

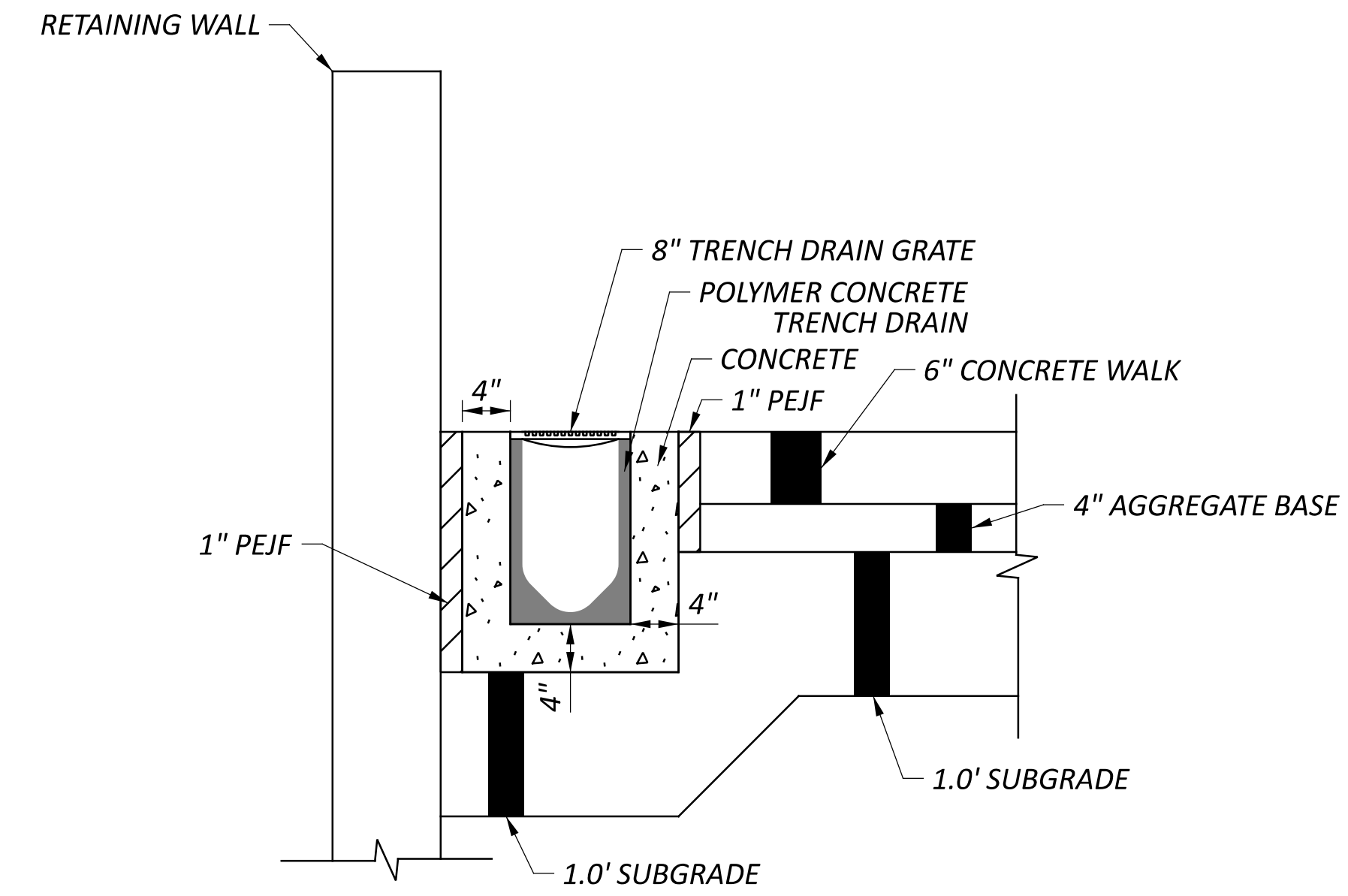
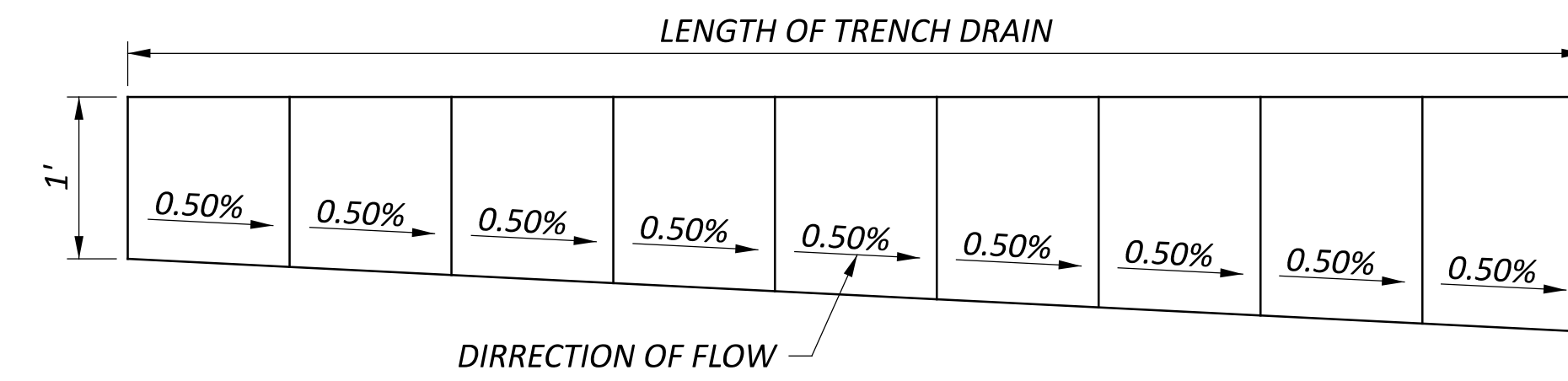
P.83

**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.
2. THE MANUFACTURER MUST BE CERTIFIED PER ODOT SUPPLEMENT 1073.
3. THE GRATES SHALL BE LIGHT-DUTY WITH SLOTS OR PERFORATIONS MADE OUT OF GALVANIZED OR STAINLESS STEEL. THE GRATES SHALL BE ANTI-SLIP, ADA COMPLAINT, BOTH PEDESTRIAN AND BICYCLE SAFE, AND HEEL RESISTANT. THE GRATES SHALL INCLUDE LOCKING MECHANISMS TO RESTRICT UNNECESSARY GRATE MOVEMENT.
4. 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. A MINIMUM OF 4 INCHES OF CONCRETE SHALL SURROUND THE TRENCH DRAIN AS SEEN IN THE DETAIL ON THIS SHEET.
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.

the trench drain should be per SS839 and 939

trench drain, Type B with pedestrian grate



**TRENCH DRAIN SECTION DETAIL**





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	REVISED	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<sup>2</sup>

**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 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.

**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:

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

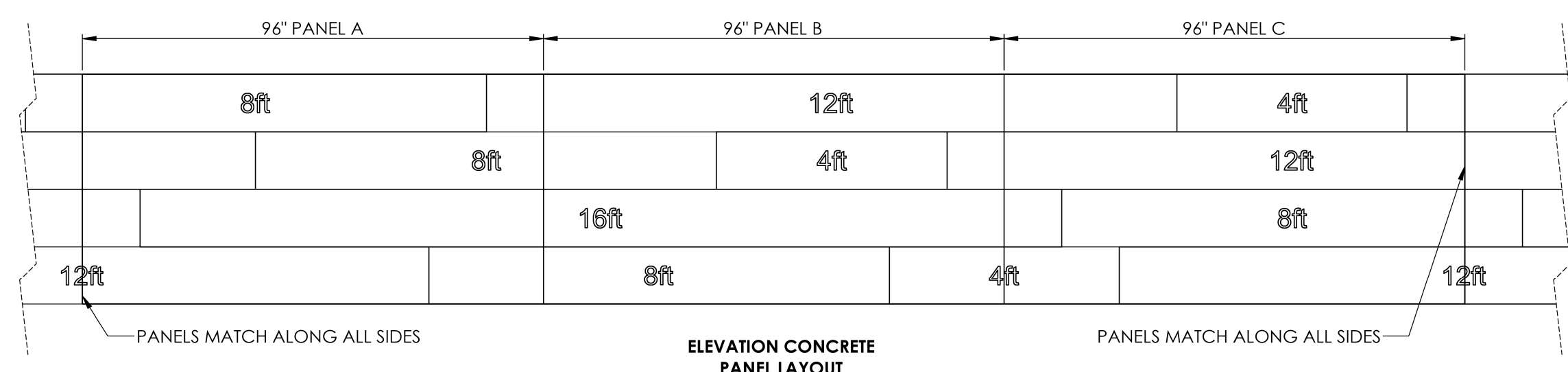
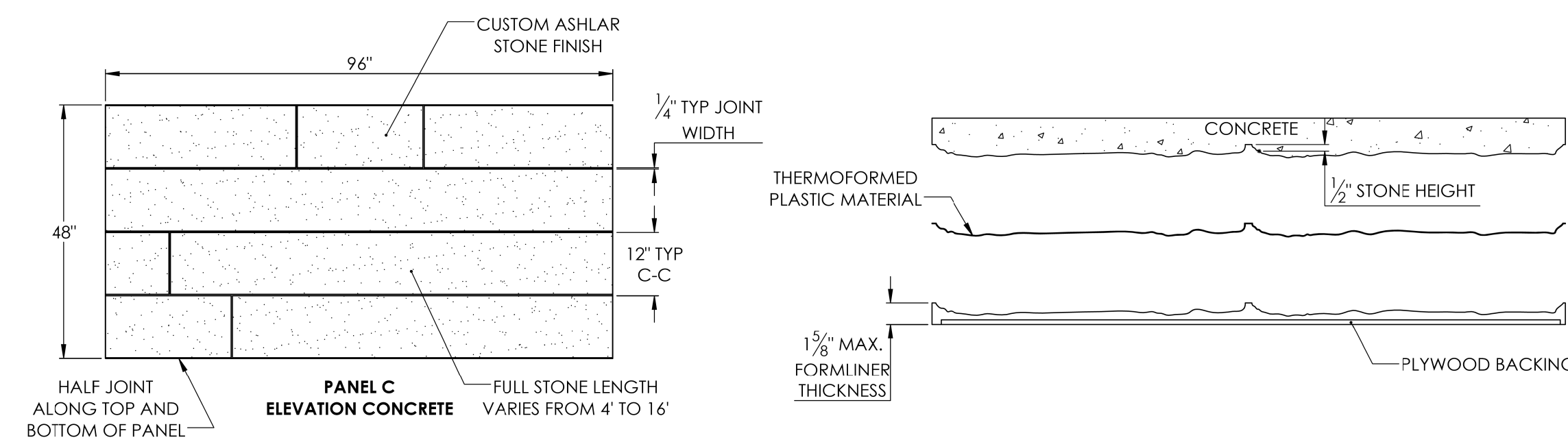
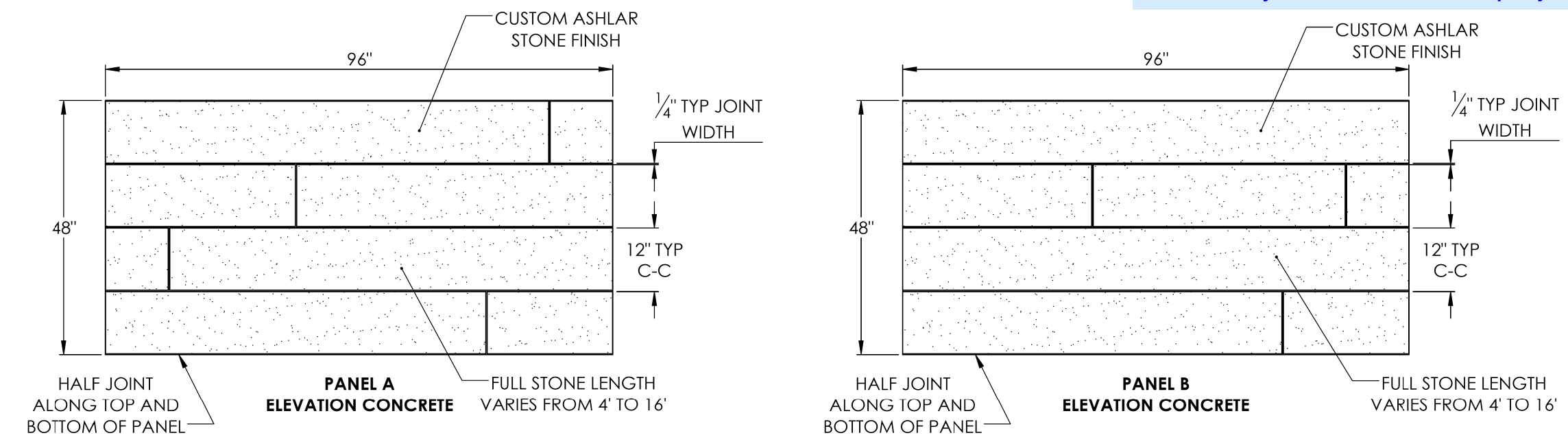
PROVIDE PLAIN CYLINDRICAL CASINGS WITH A MINIMUM PILE WALL THICKNESS PER TABLE [3/25] FOR THE CAST-IN-PLACE REINFORCED CONCRETE PILES.

**AESTHETIC TREATMENT (CONCRETE FORMLINER)**

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 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.

Katie, please confirm "District 8 Bridge Section" is the right people to approve this

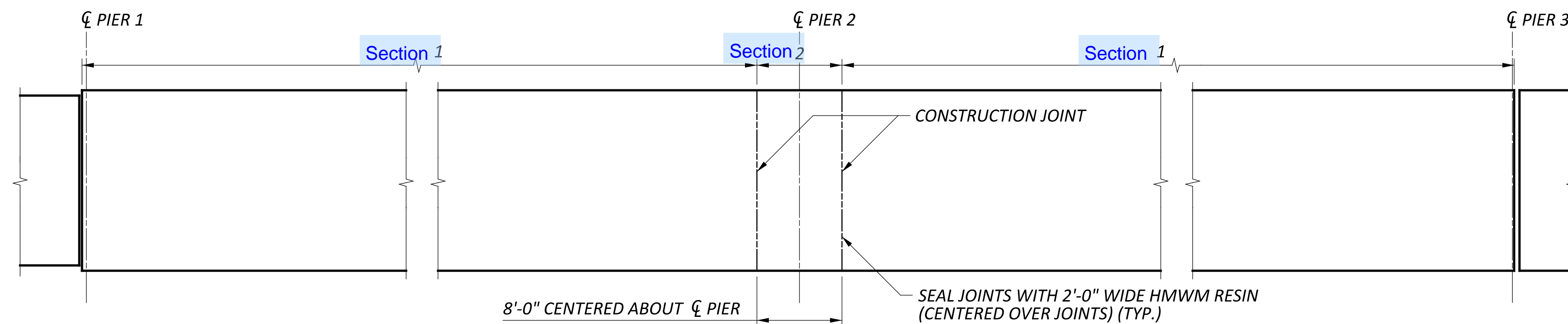
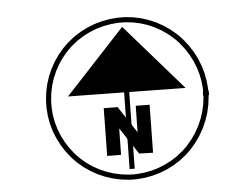
This is Aesthetics and not structural. Normally we say the Project Engineer. The Project Engineer who administers the contract would work behind the scenes and get staff input from those who are responsible for aesthetics which would most likely be Katie for this project.



Any Tip Elevations?

Is restrike included in dynamic load testing if UBV is not achieved during initial driving?

**CONCRETE FORMLINER DETAIL**



**DECK POURING SEQUENCE PLAN**

Any Pile Driving Constraints?

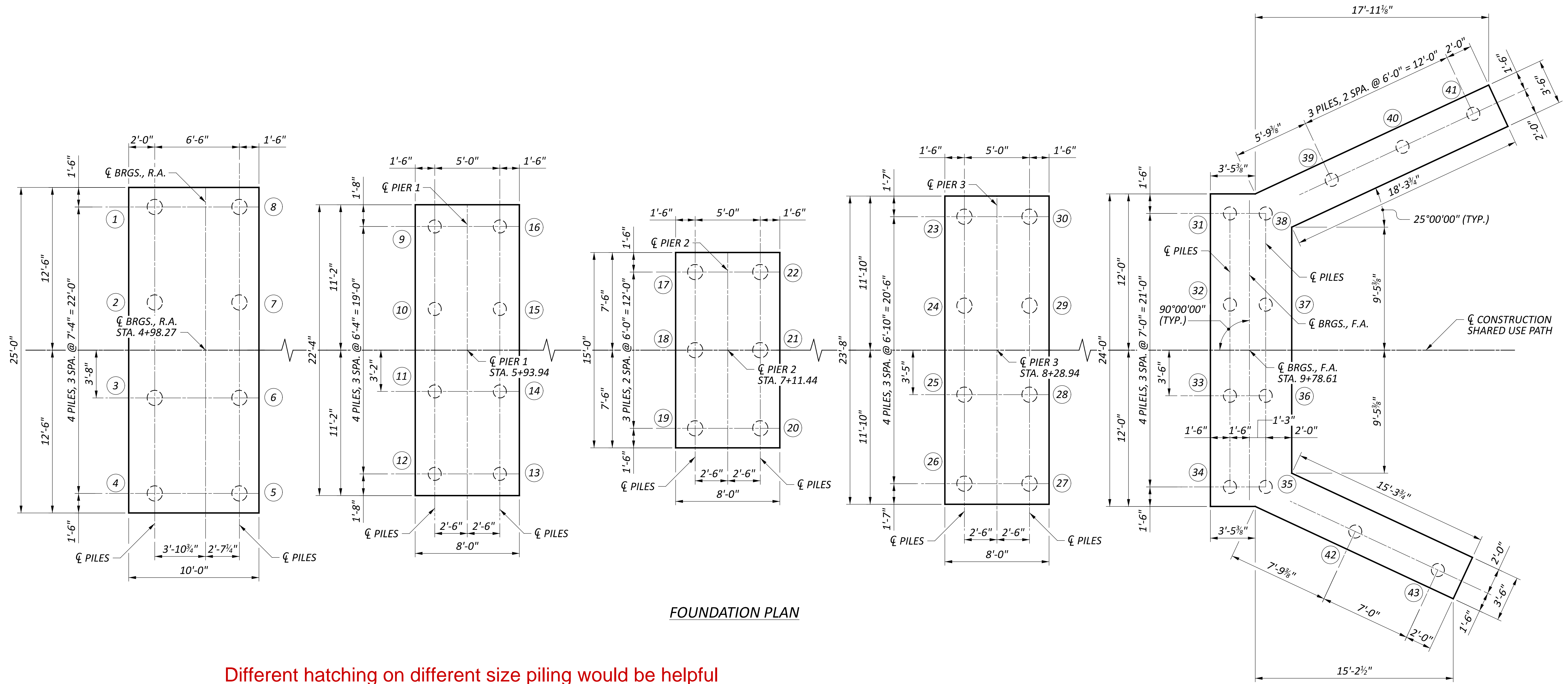
I would only have them do this if it was required in the scope since this is DB.

Provide Bridge Estimated Quantities in future submittal

**NOTE**

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

SFN	2926107
DESIGN AGENCY	CARPENTER MARTY
DESIGNER	CHECKER
JZ	AMR
REVIEWER	
GDJ	02/10/25
PROJECT ID	115388
SUBSET	TOTAL
2	25
SHEET	TOTAL
P.44	P.83



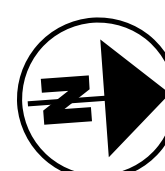
FOUNDATION PLAN

Different hatching on different size piling would be helpful

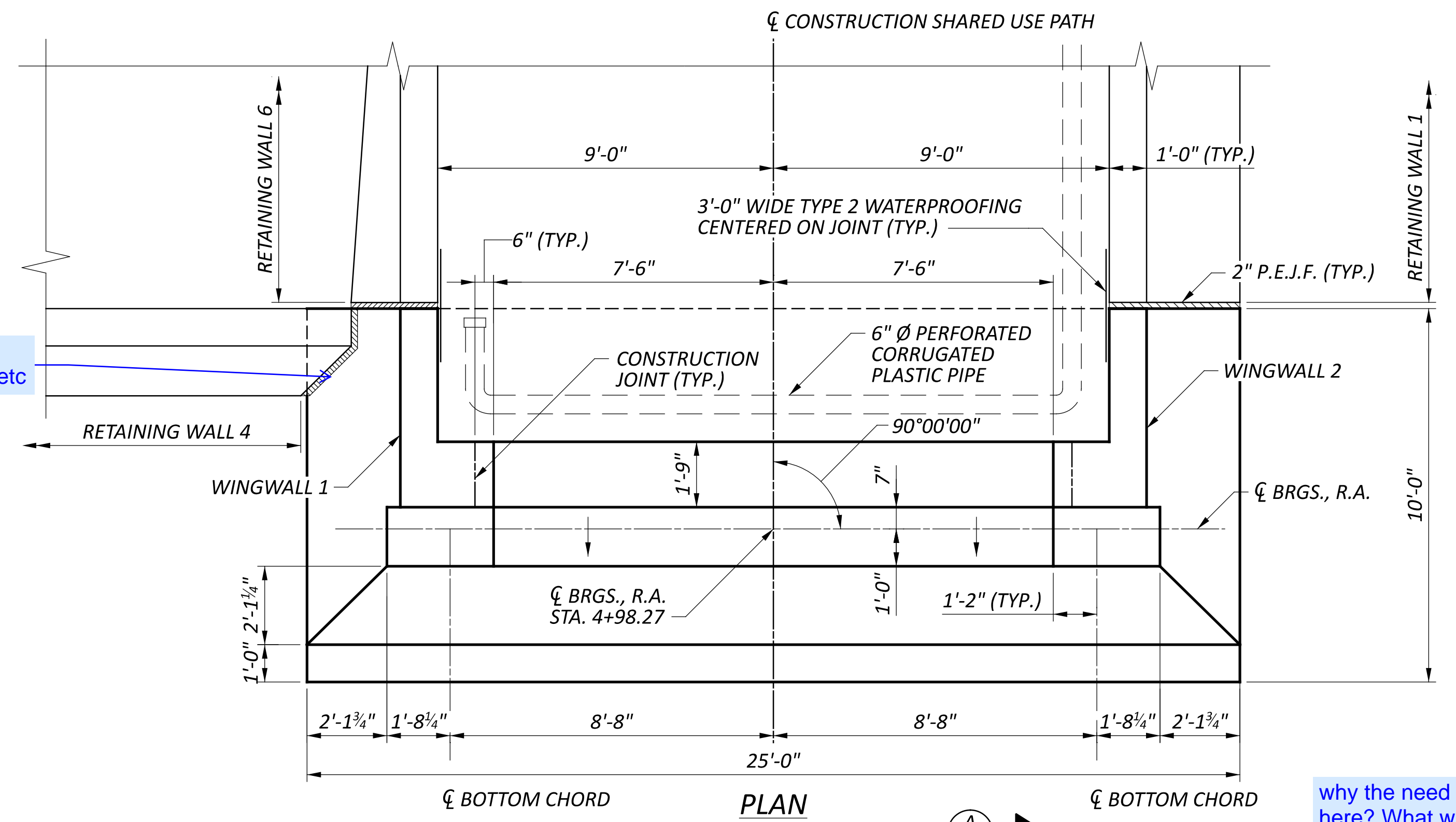
LEGEND

- # - PILE NUMBER
  - 12" C.I.P. REINFORCED CONCRETE PILE (PIER 1 AND F.A.)
  - 14" C.I.P. REINFORCED CONCRETE PILE (R.A., PIER 2, AND PIER 3)
- just a different size can be hard to distinguish, as long as contractor knows

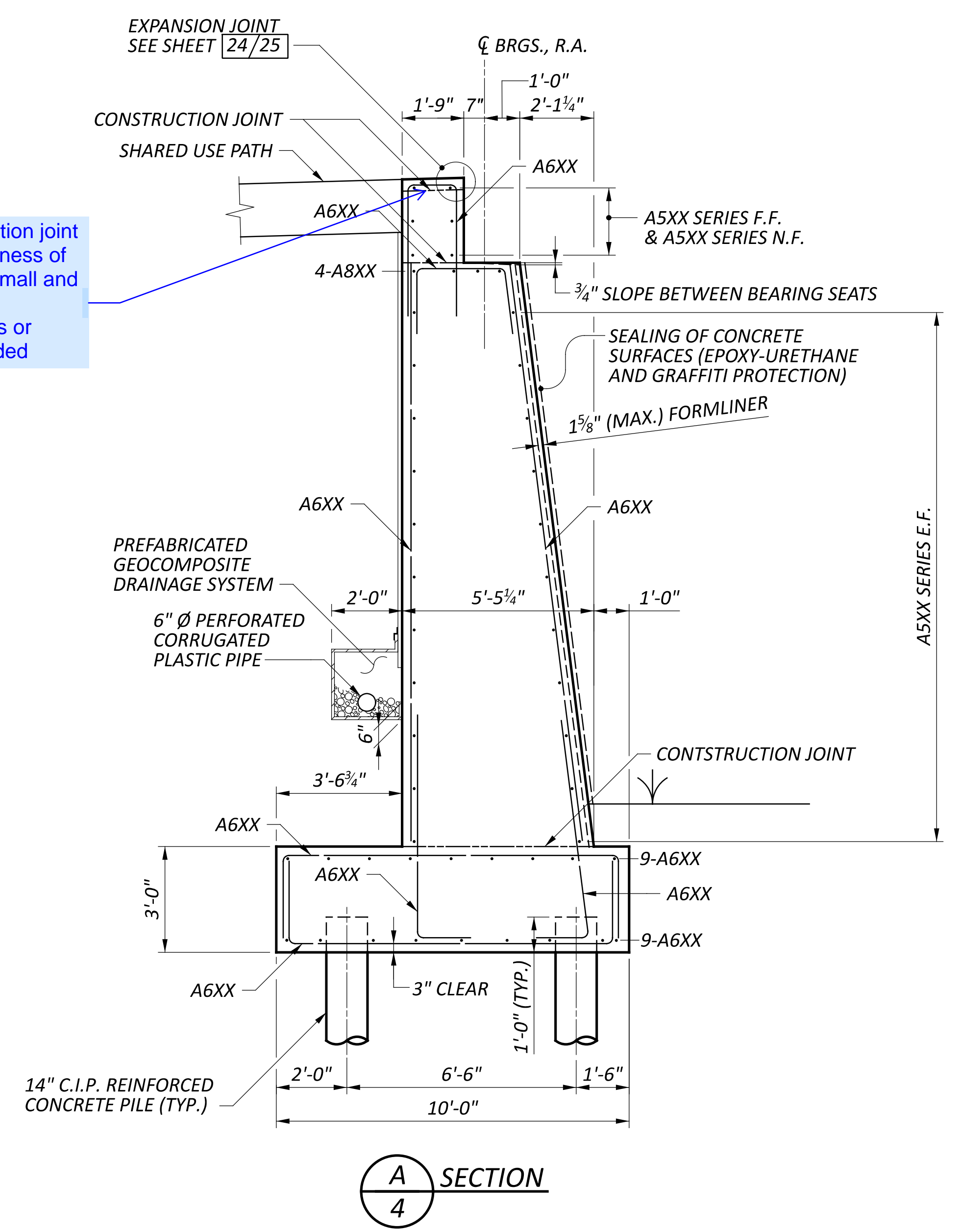
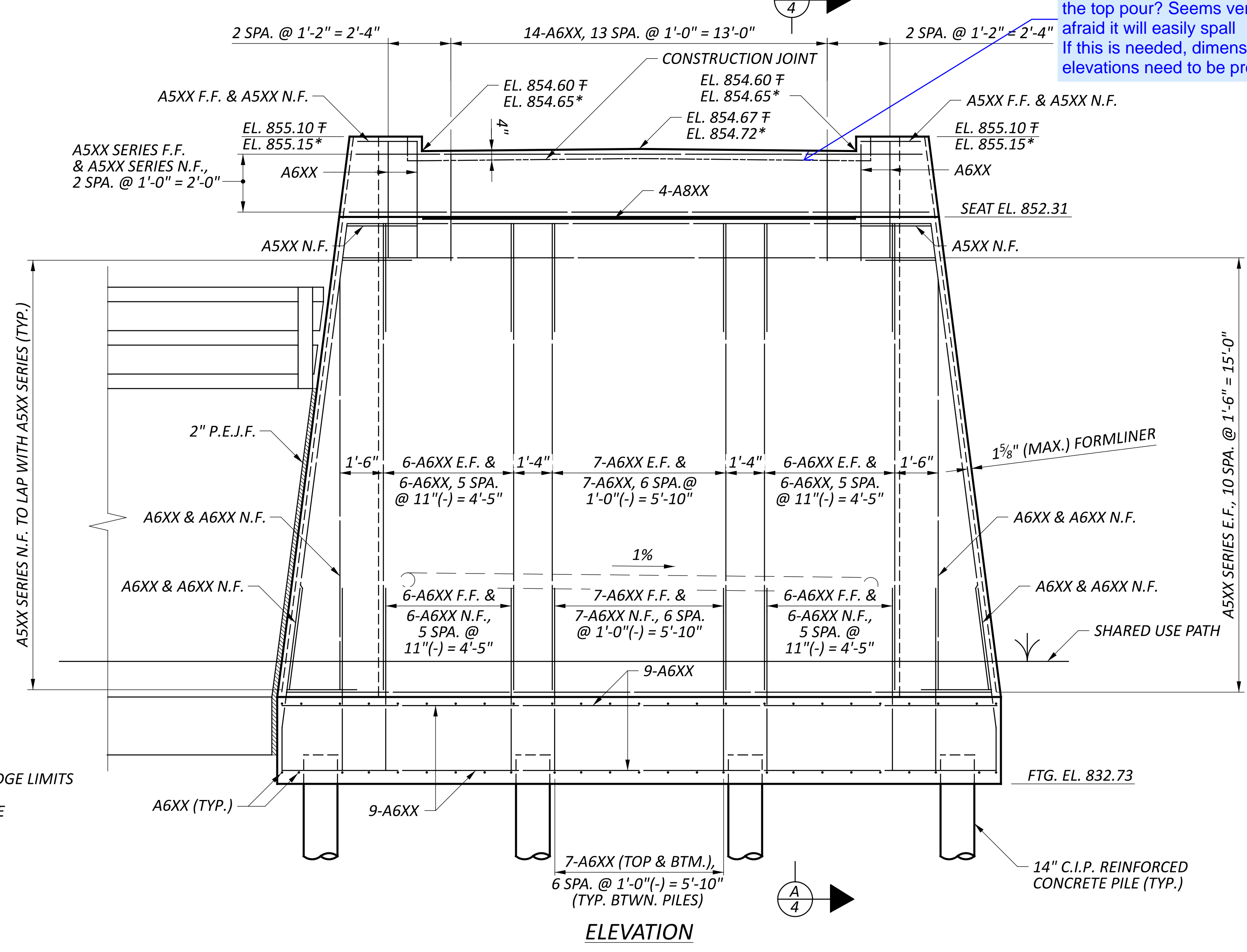
LOCATION	PILE TYPE ( ASTM A252)	PREBORE LENGTH FROM BOTTOM OF FOOTING (FT)	ESTIMATED PILE LENGTH (FT)	ORDER LENGTH (FT)	MINIMUM PILE WALL THICKNESS (INCHES)
R.A.	14-INCH C.I.P. (GRADE 3)	7.4	20	25	0.438
PIER 1	12-INCH C.I.P. (GRADE 3)	6.0	20	25	0.250
PIER 2	14-INCH C.I.P. (GRADE 3)	14.0	30	35	0.312
PIER 3	14-INCH C.I.P. (GRADE 3)	10.0	15	20	0.312
F.A.	12-INCH C.I.P. (GRADE 3)	N/A	20	25	0.250



what is this "cut-out" for?  
 Need to detail dimensions, etc



why the need for a construction joint here? What will be the thickness of the top pour? Seems very small and afraid it will easily spall  
 If this is needed, dimensions or elevations need to be provided

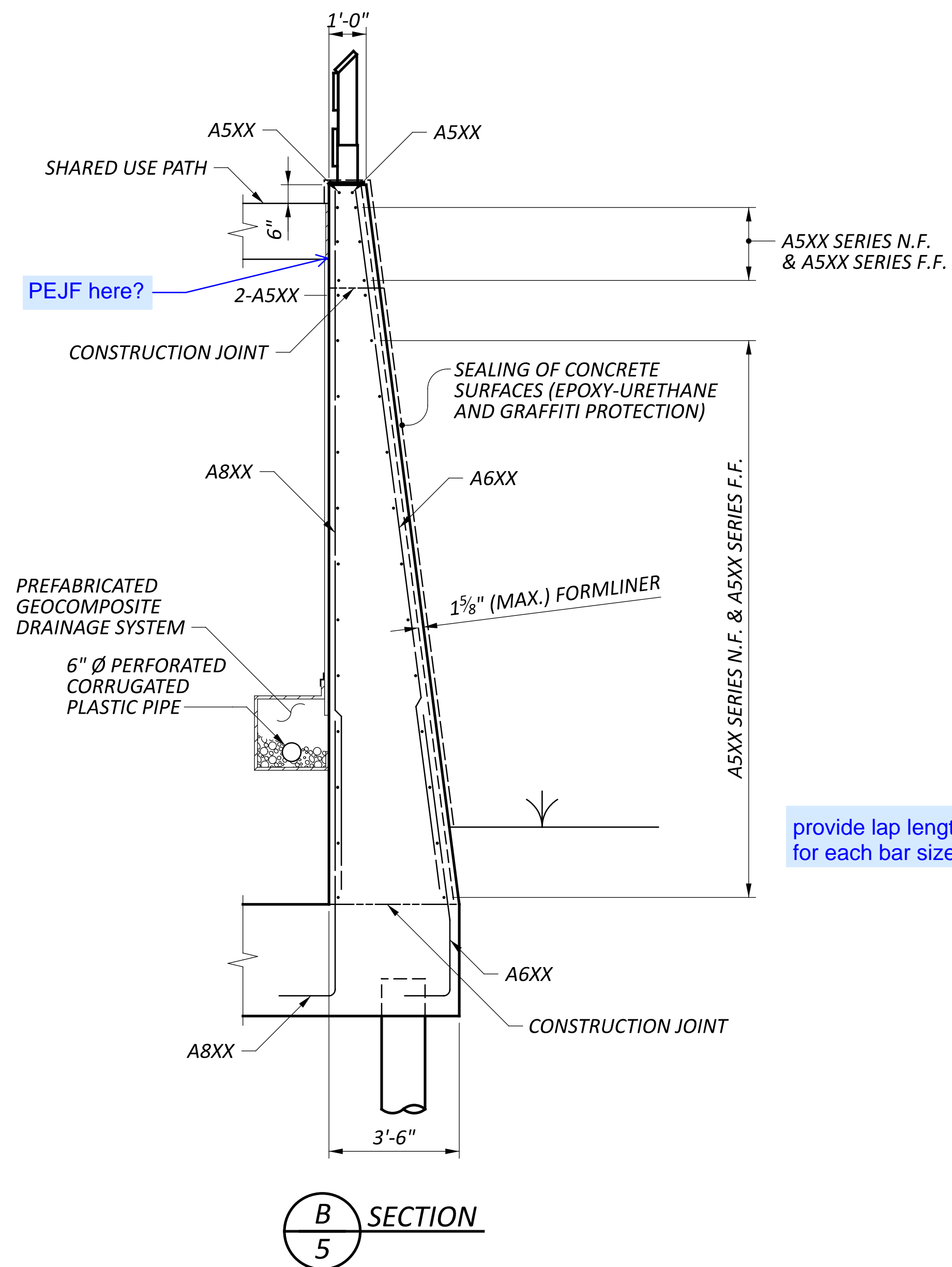
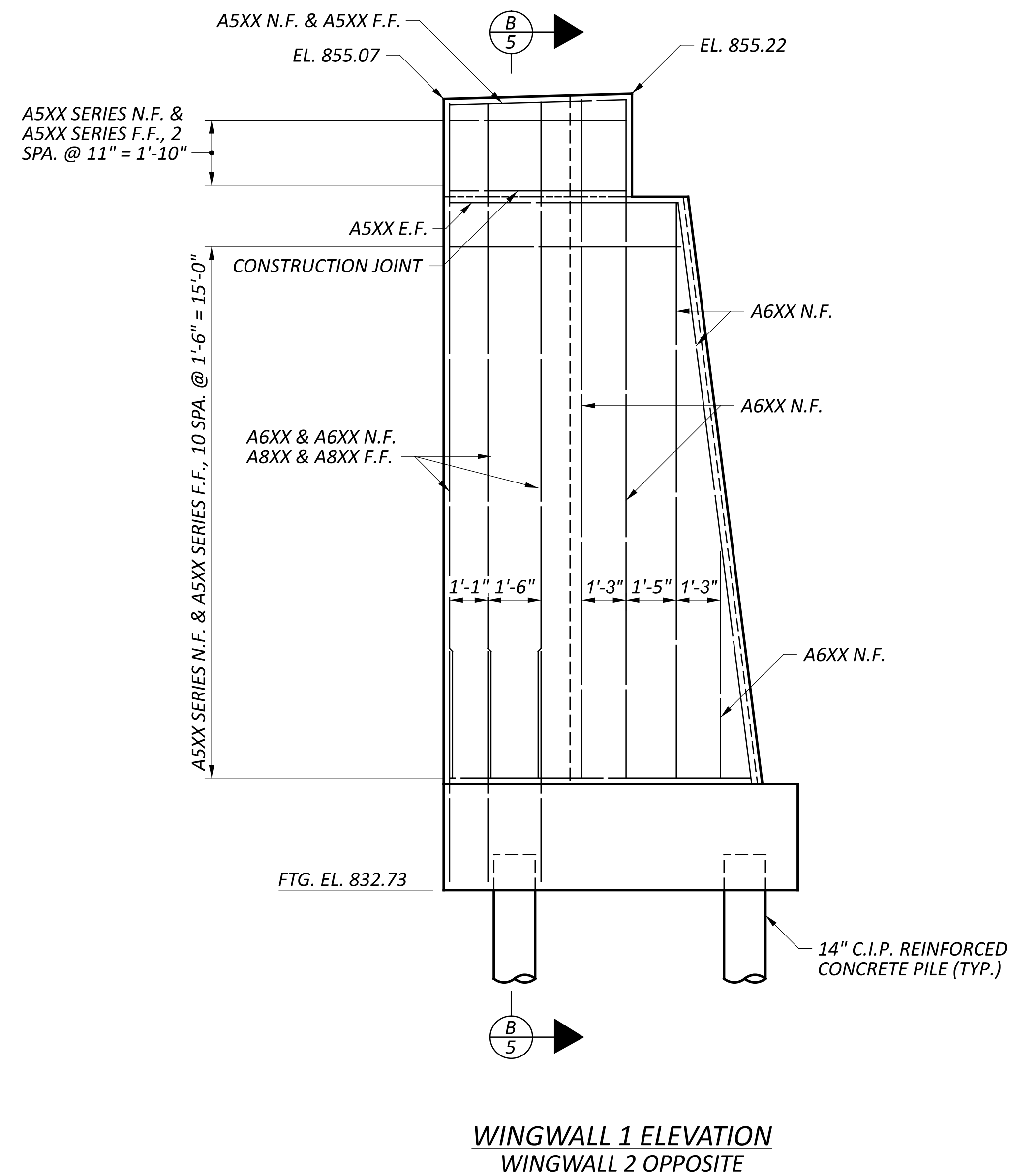
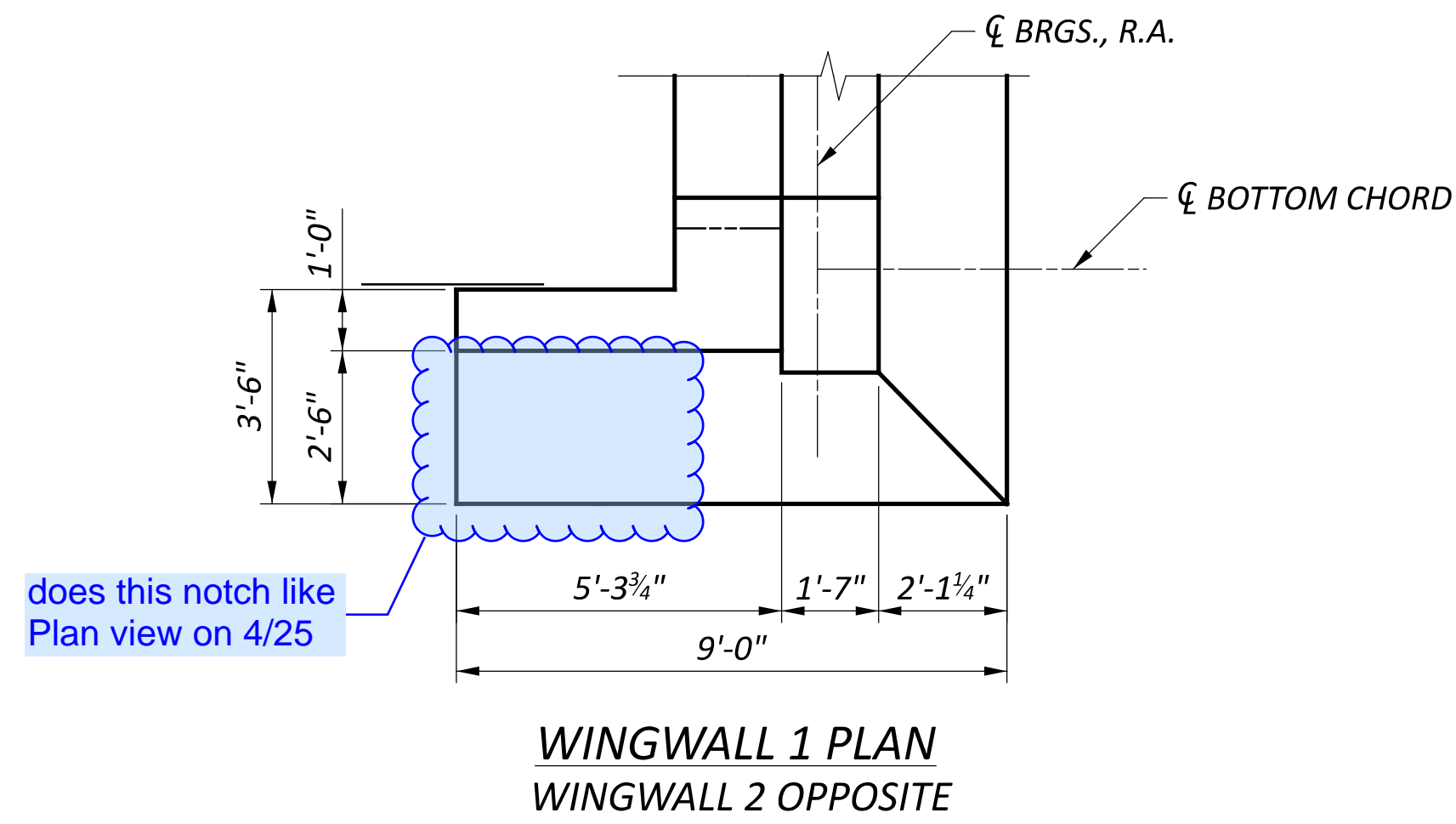
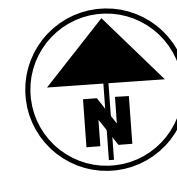


**LEGEND**  
 F - ELEVATION TAKEN AT BRIDGE LIMITS  
 \* - ELEVATION TAKEN AT FACE  
 E.F. - EACH FACE  
 F.F. - FAR FACE  
 N.F. - NEAR FACE

SFN	2926107
DESIGN AGENCY	CARPENTER MARTY
DESIGNER	CHECKER
SMH	AMR
REVIEWER	
GDJ	02/10/25
PROJECT ID	1153888
SUBSET	TOTAL
4	25
SHEET	TOTAL
P.46	P.83

**LEGEND**

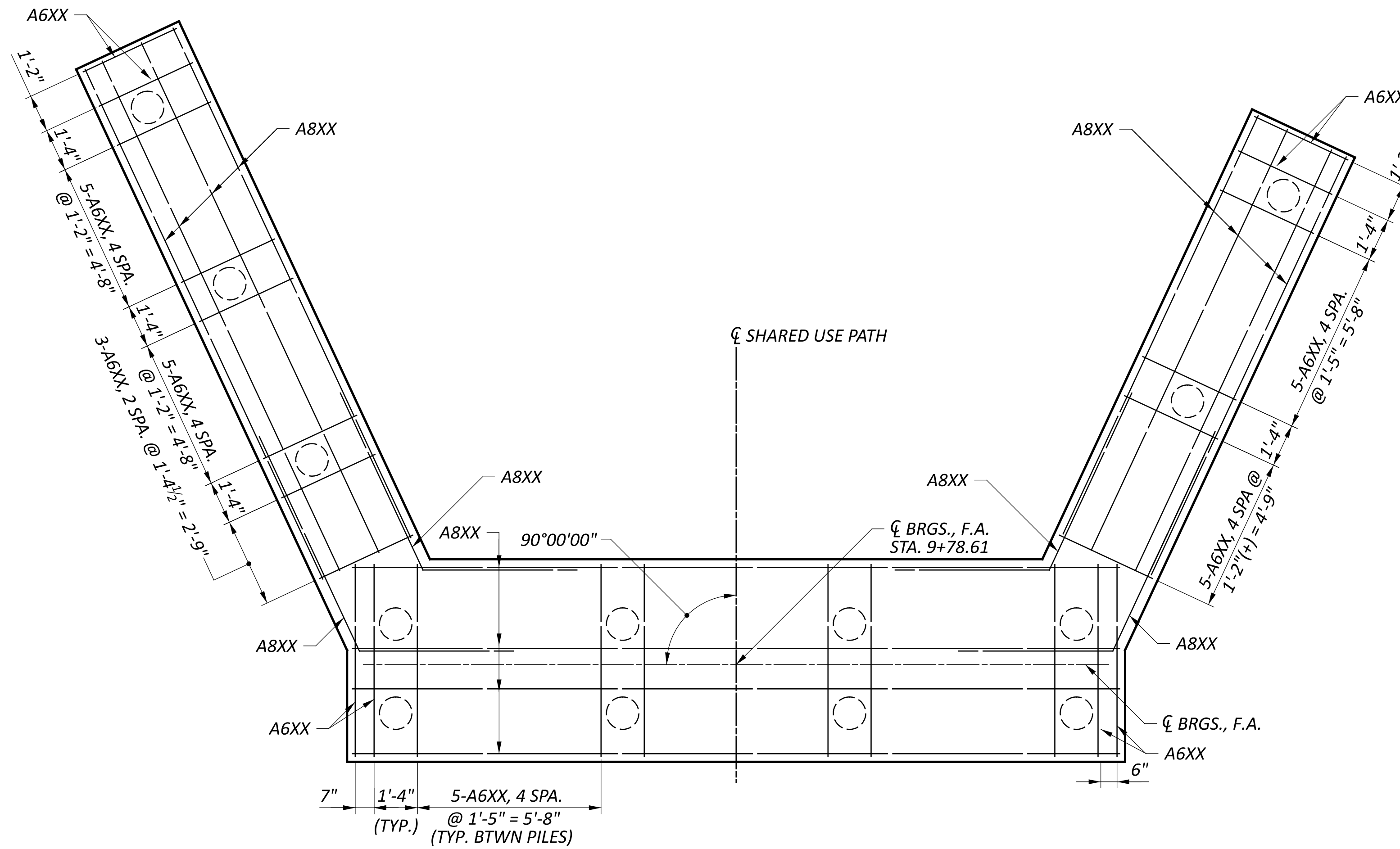
- E.F. - EACH FACE
- F.F. - FAR FACE
- N.F. - NEAR FACE



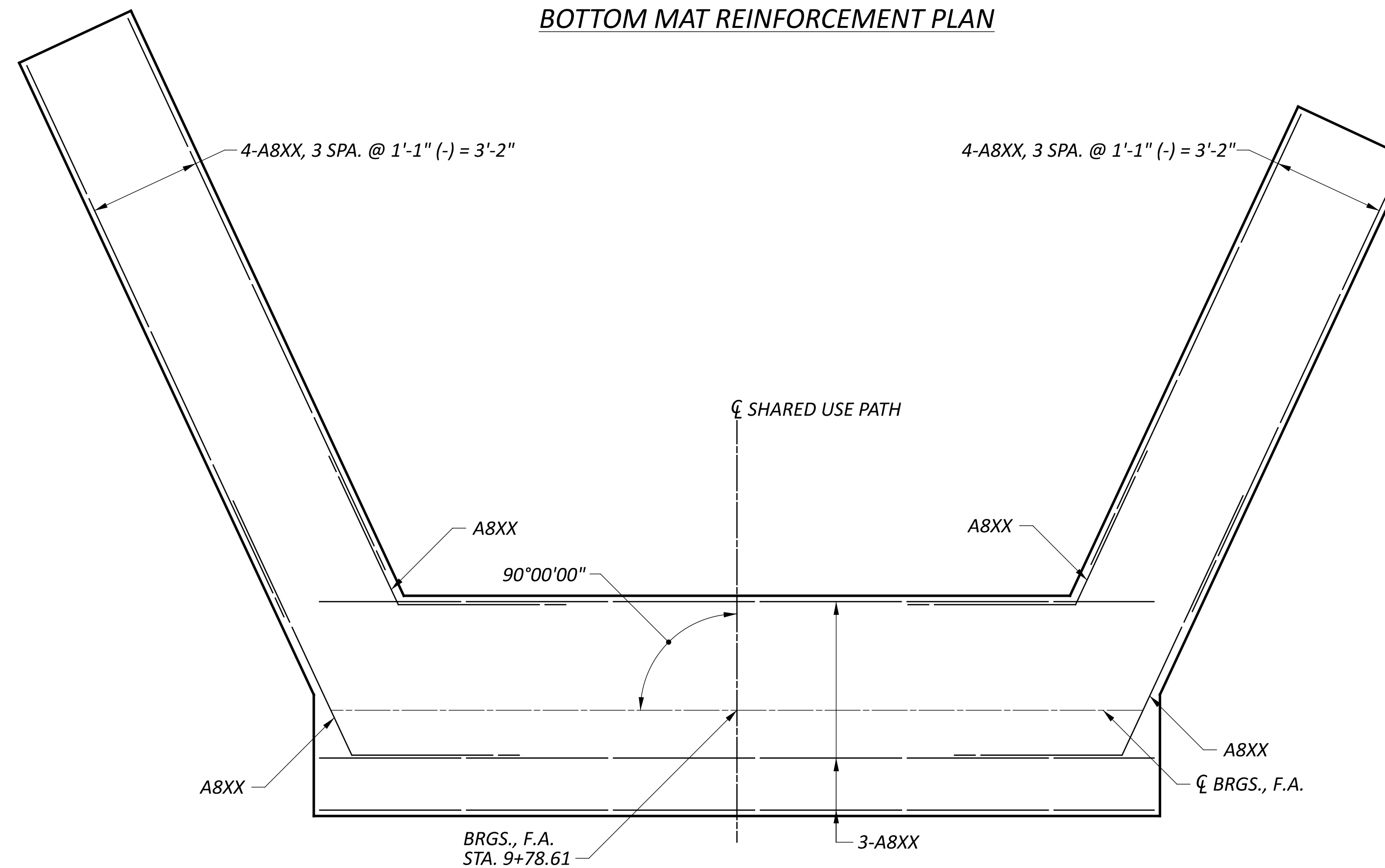
SFN 2926107	
DESIGN AGENCY	
DESIGNER	CHECKER
SMH	AMR
REVIEWER	
GDJ 02/10/25	
PROJECT ID	
1153888	
SUBSET	TOTAL
5	25
SHEET	TOTAL
P.47	P.83

**NOTE**

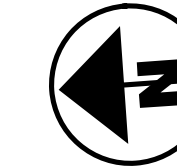
MINIMUM LAP SPLICE LENGTH:  
 #6 BAR = 43 INCHES  
 #8 BAR = 57 INCHES



**BOTTOM MAT REINFORCEMENT PLAN**

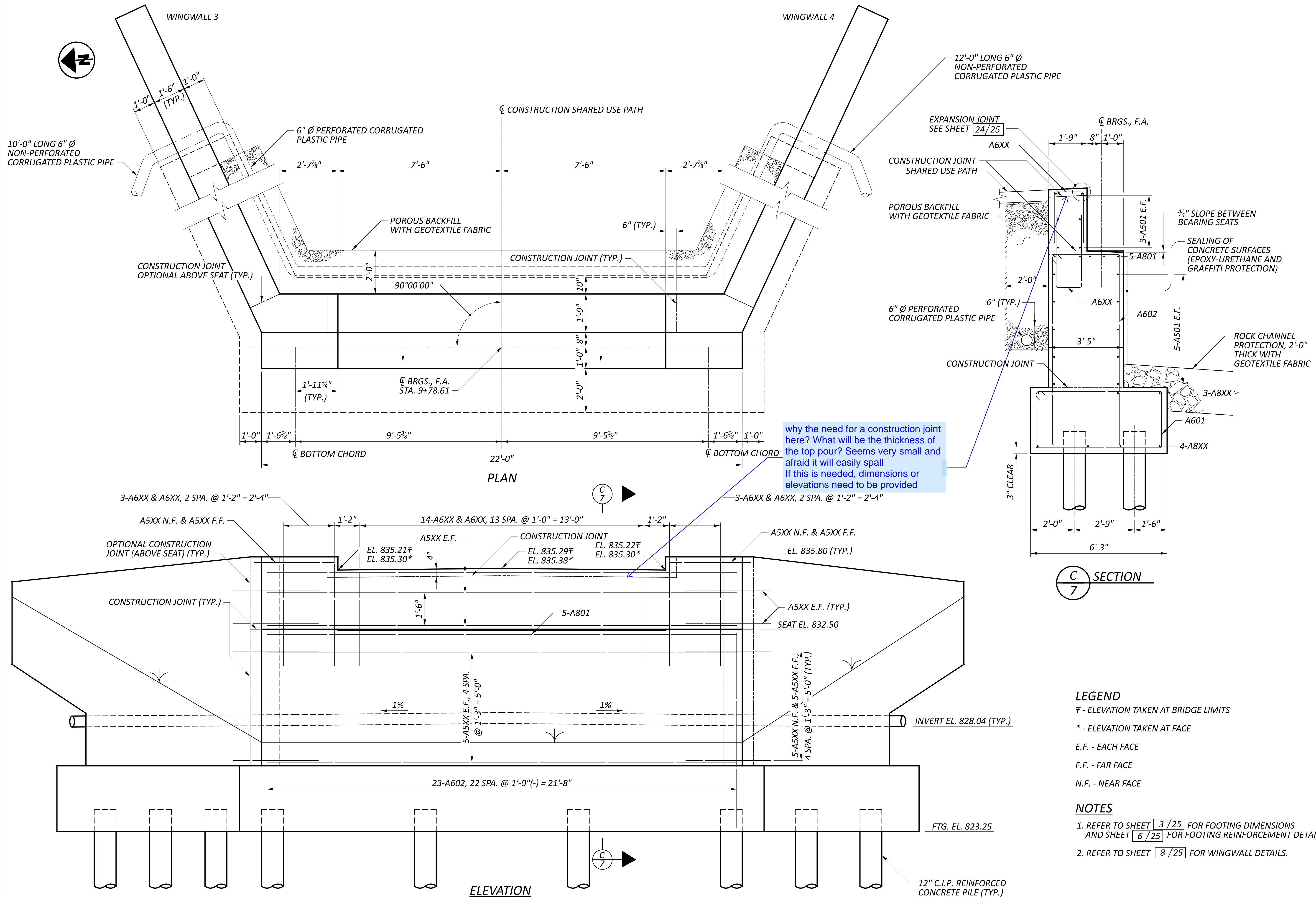


**TOP MAT REINFORCEMENT PLAN**



SFN 2926107	
DESIGN AGENCY	
DESIGNER	CHECKER
SMH	AMR
REVIEWER	
GDJ 02/10/25	
PROJECT ID	
115388	
SUBSET	TOTAL
6	25
SHEET	TOTAL
P.48	P.83





why the need for a construction joint here? What will be the thickness of the top pour? Seems very small and afraid it will easily spall  
 If this is needed, dimensions or elevations need to be provided

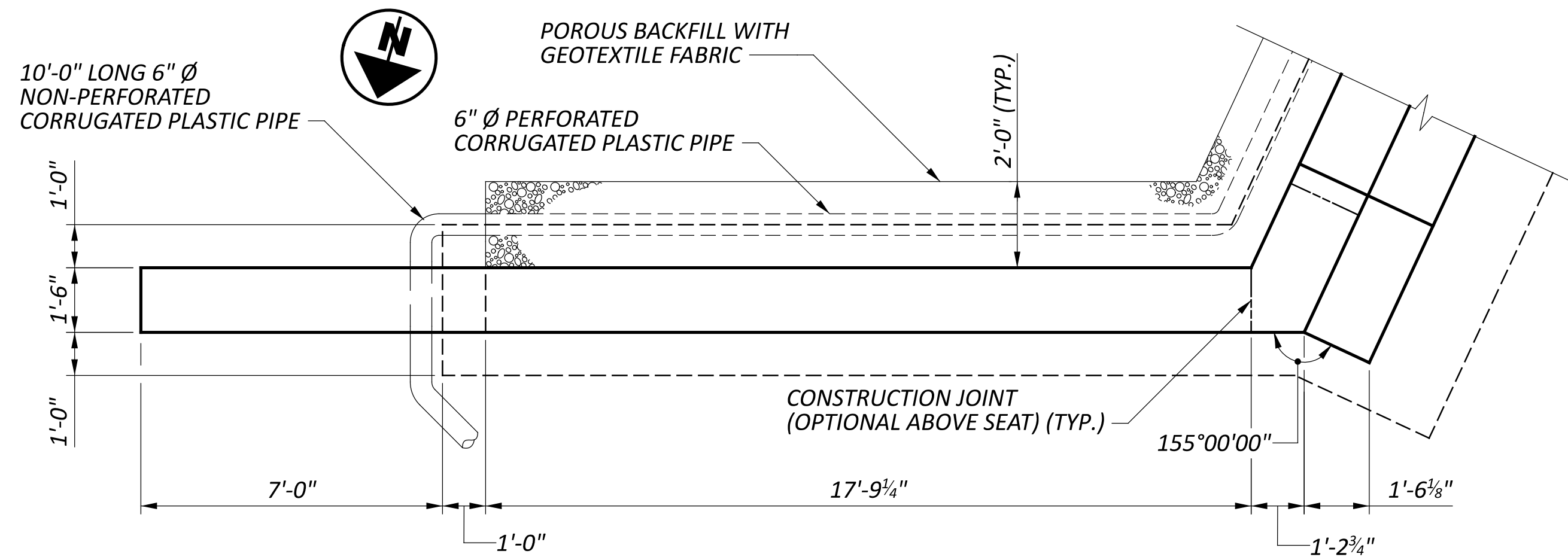
**LEGEND**

- ∇ - ELEVATION TAKEN AT BRIDGE LIMITS
- \* - ELEVATION TAKEN AT FACE
- E.F. - EACH FACE
- F.F. - FAR FACE
- N.F. - NEAR FACE

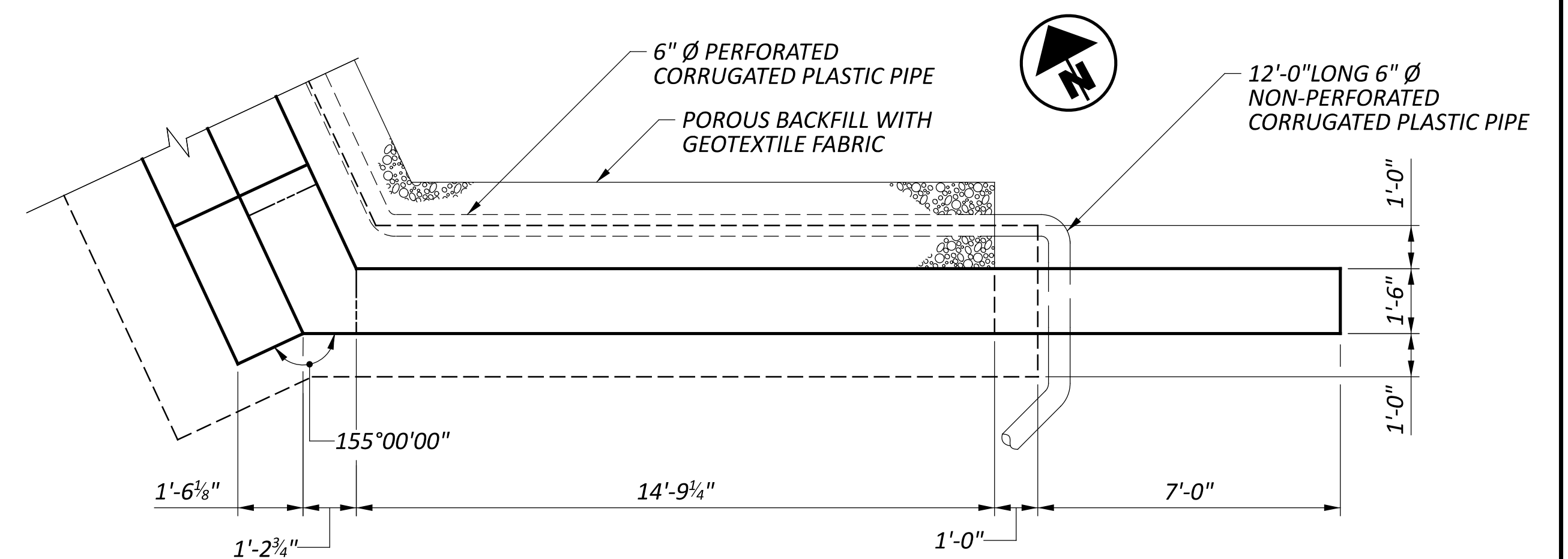
**NOTES**

1. REFER TO SHEET 3/25 FOR FOOTING DIMENSIONS AND SHEET 6/25 FOR FOOTING REINFORCEMENT DETAILS.
2. REFER TO SHEET 8/25 FOR WINGWALL DETAILS.

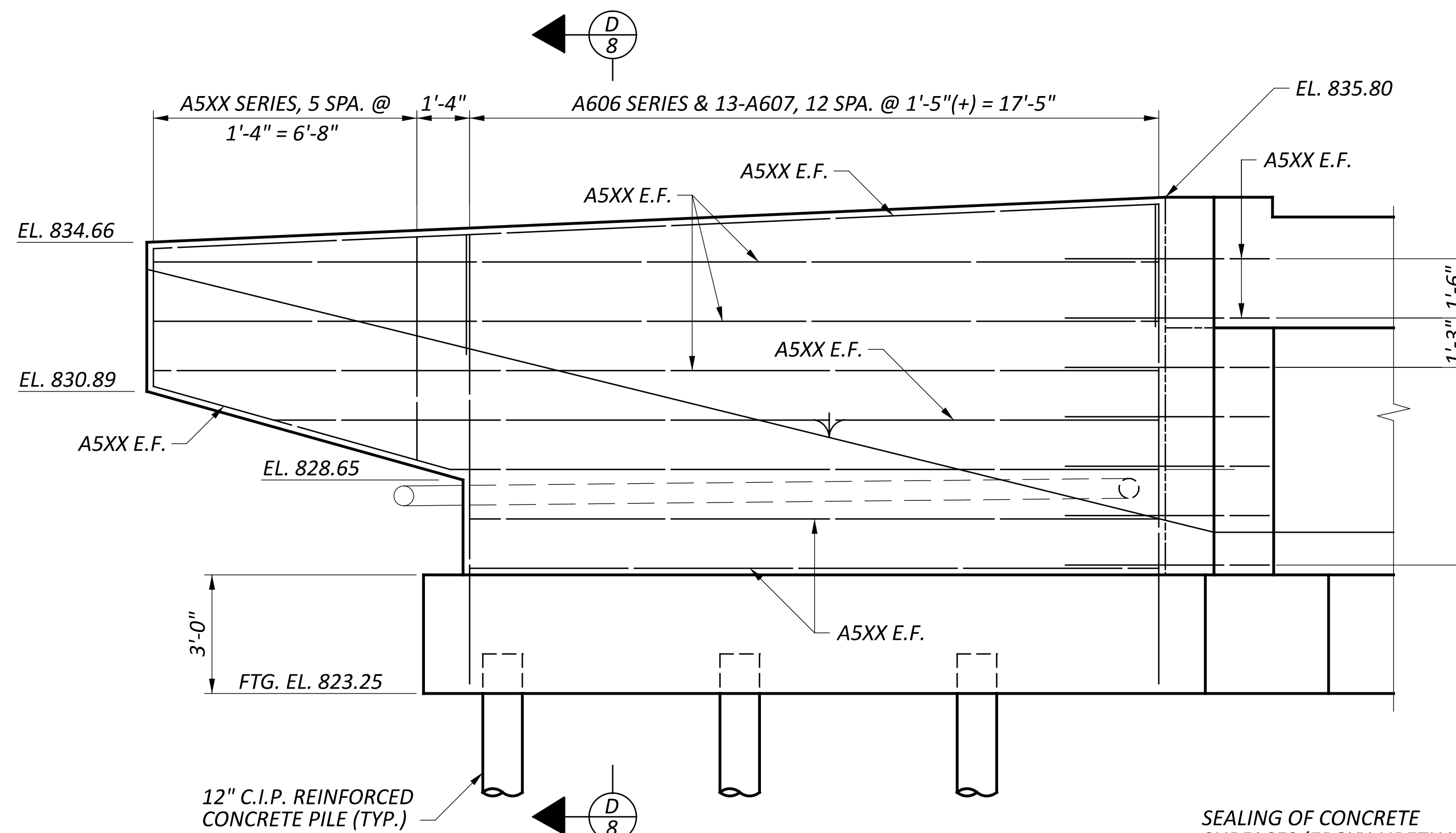
SFN 2926107	
DESIGN AGENCY	
DESIGNER SMH	CHECKER AMR
REVIEWER	
GDJ 02/10/25	
PROJECT ID 115388	
SUBSET 7	TOTAL 25
SHEET P.49	TOTAL P.83



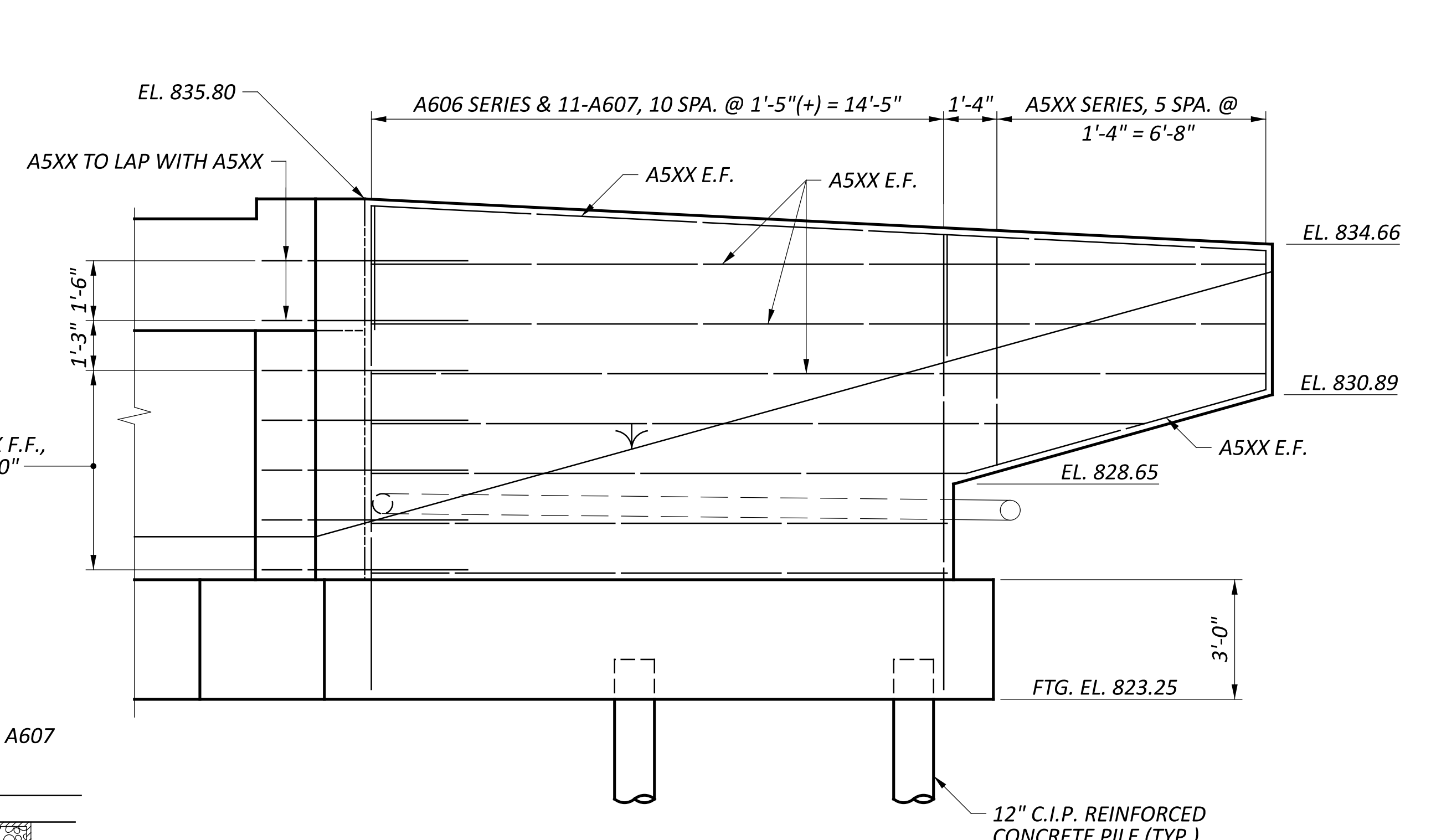
WINGWALL 3 PLAN



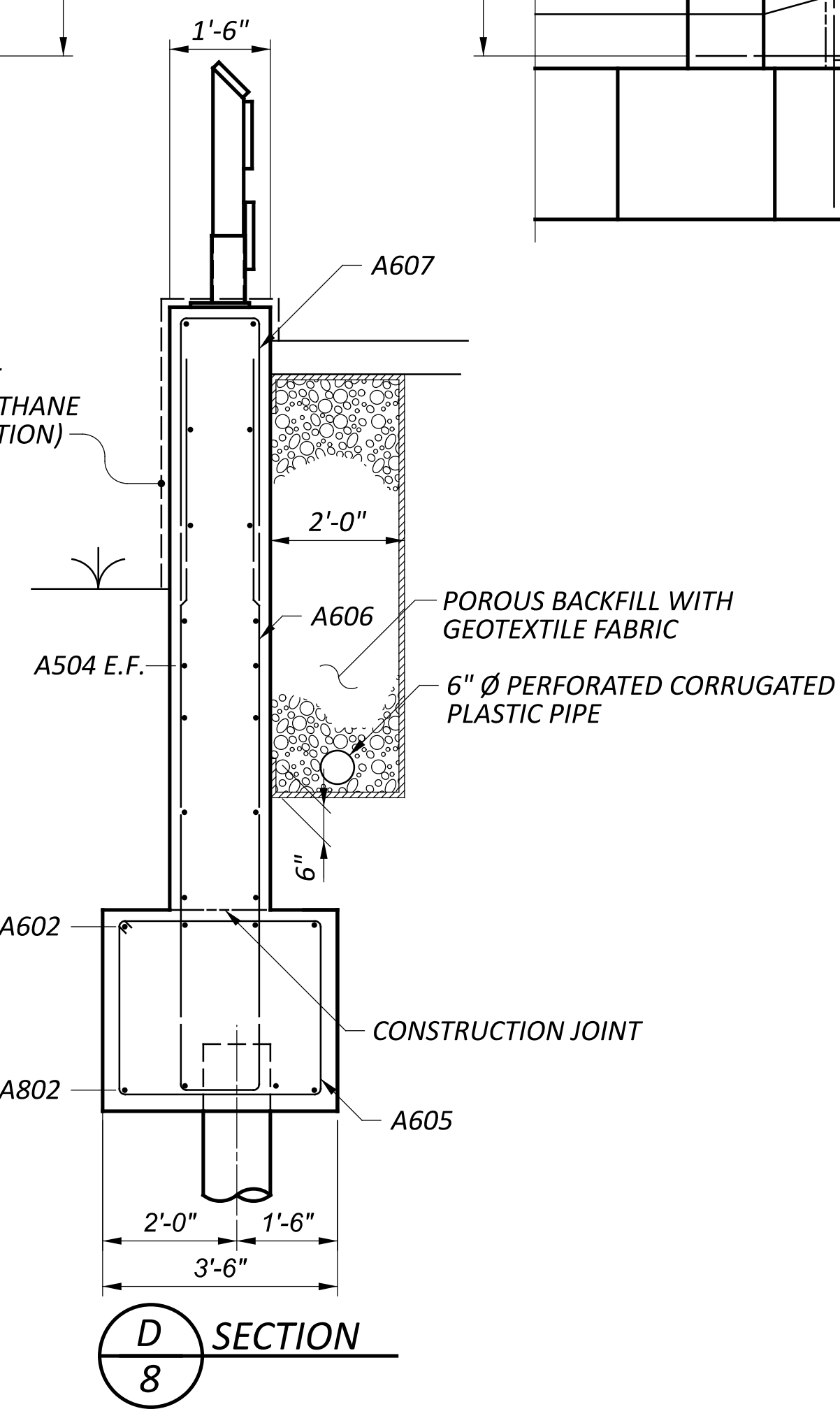
WINGWALL 4 PLAN



WINGWALL 3 ELEVATION



WINGWALL 4 ELEVATION



SECTION D

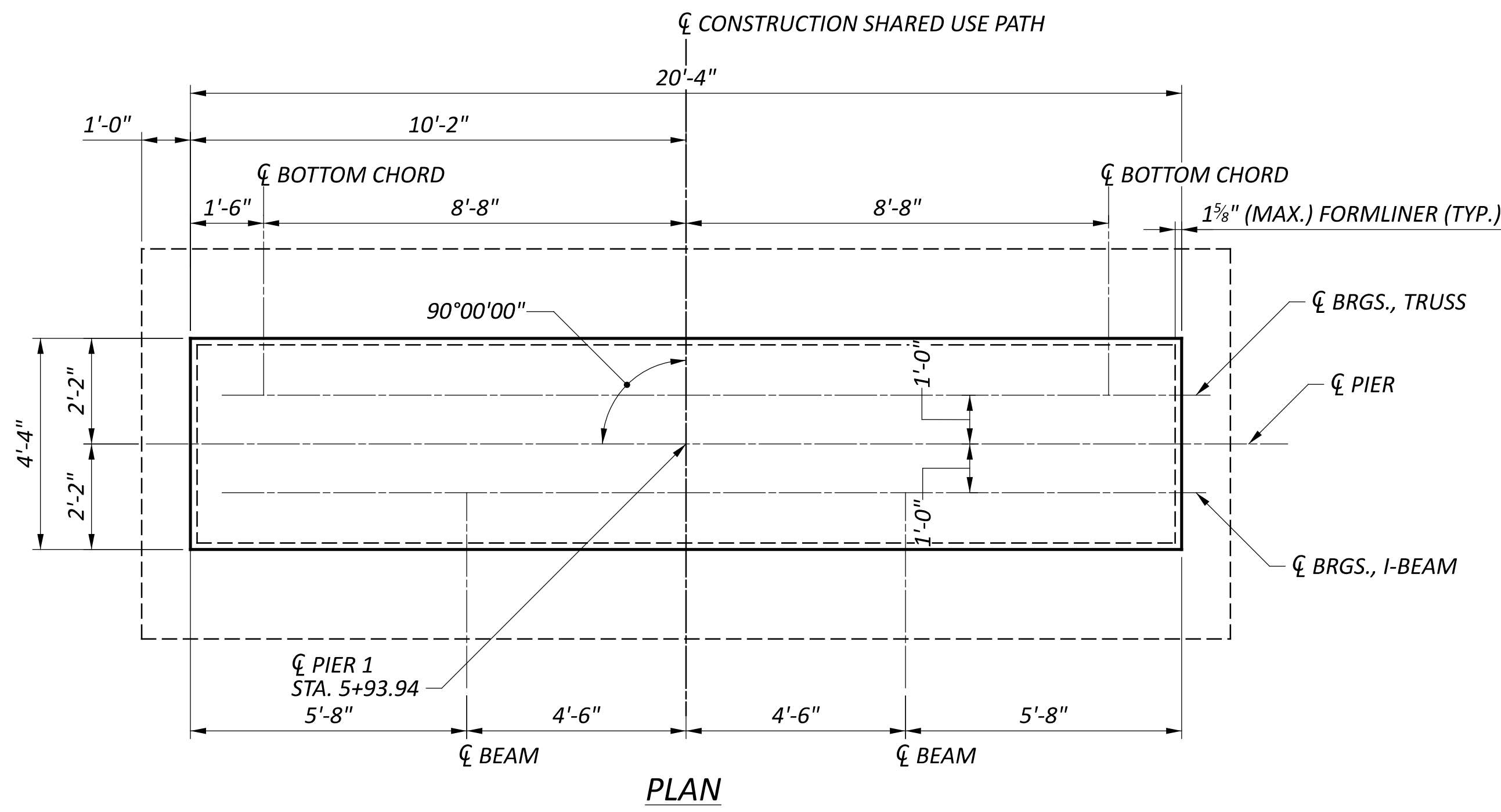
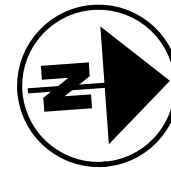
**LEGEND**

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

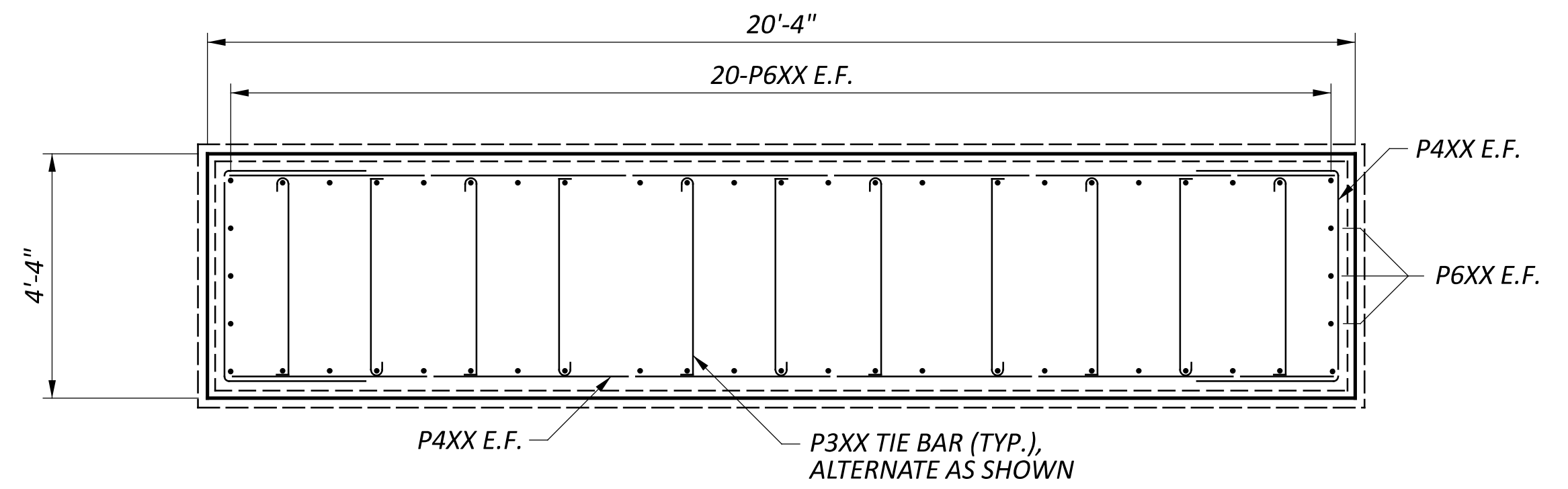
**NOTES**

1. MINIMUM LAP SPLICE LENGTH:  
 #6 BAR = 38 INCHES  
 #8 BAR = 50 INCHES
2. REFER TO SHEET 3/25 FOR FOOTING DIMENSIONS  
 AND SHEET 6/25 FOR FOOTING REINFORCEMENT DETAILS.

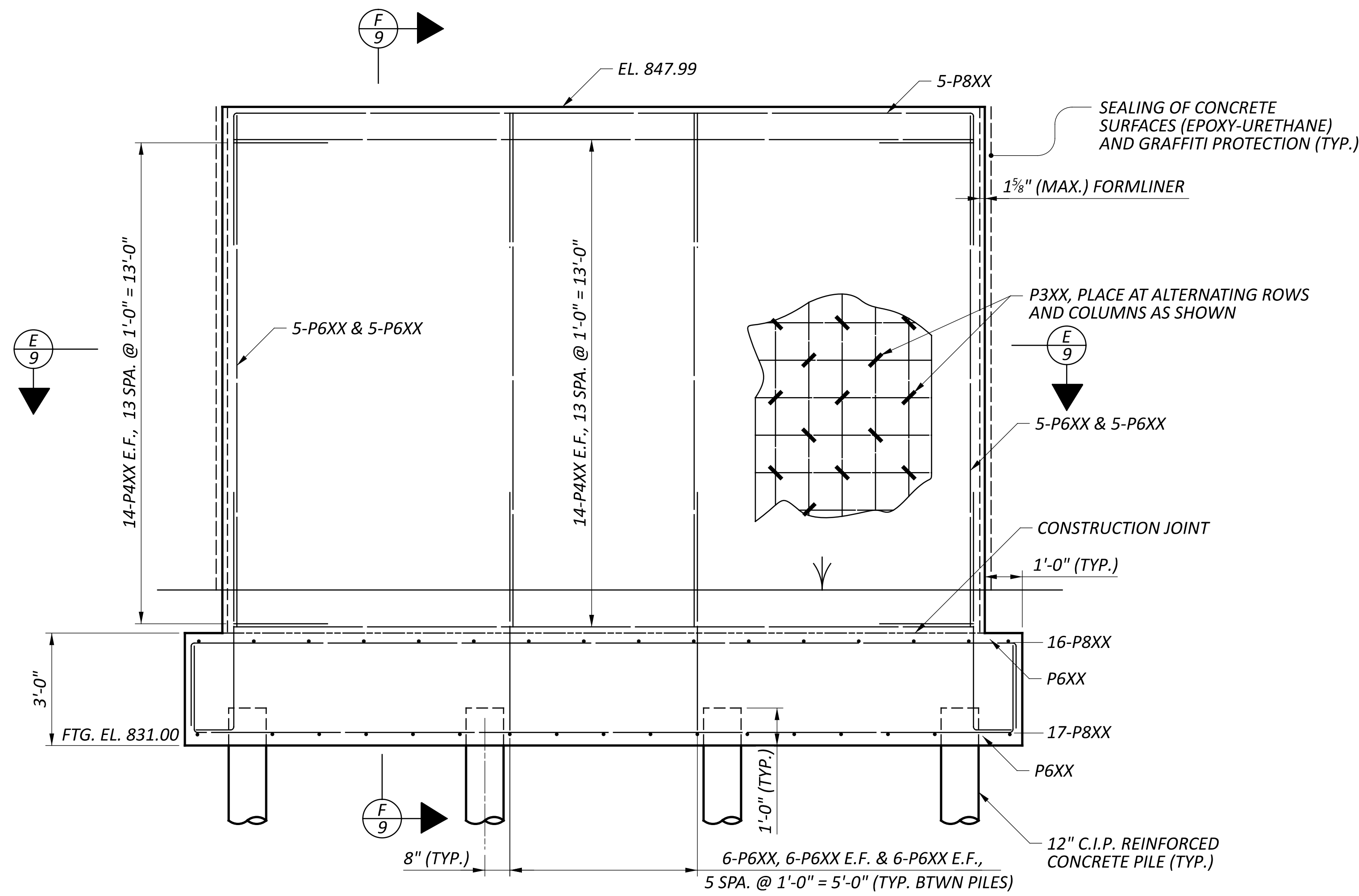
SFN	2926107
DESIGN AGENCY	CARPENTER MARTY
DESIGNER	CHECKER
SMH	AMR
REVIEWER	
GDJ	02/10/25
PROJECT ID	115388
SUBSET	TOTAL
8	25
SHEET	TOTAL
P.50	P.83



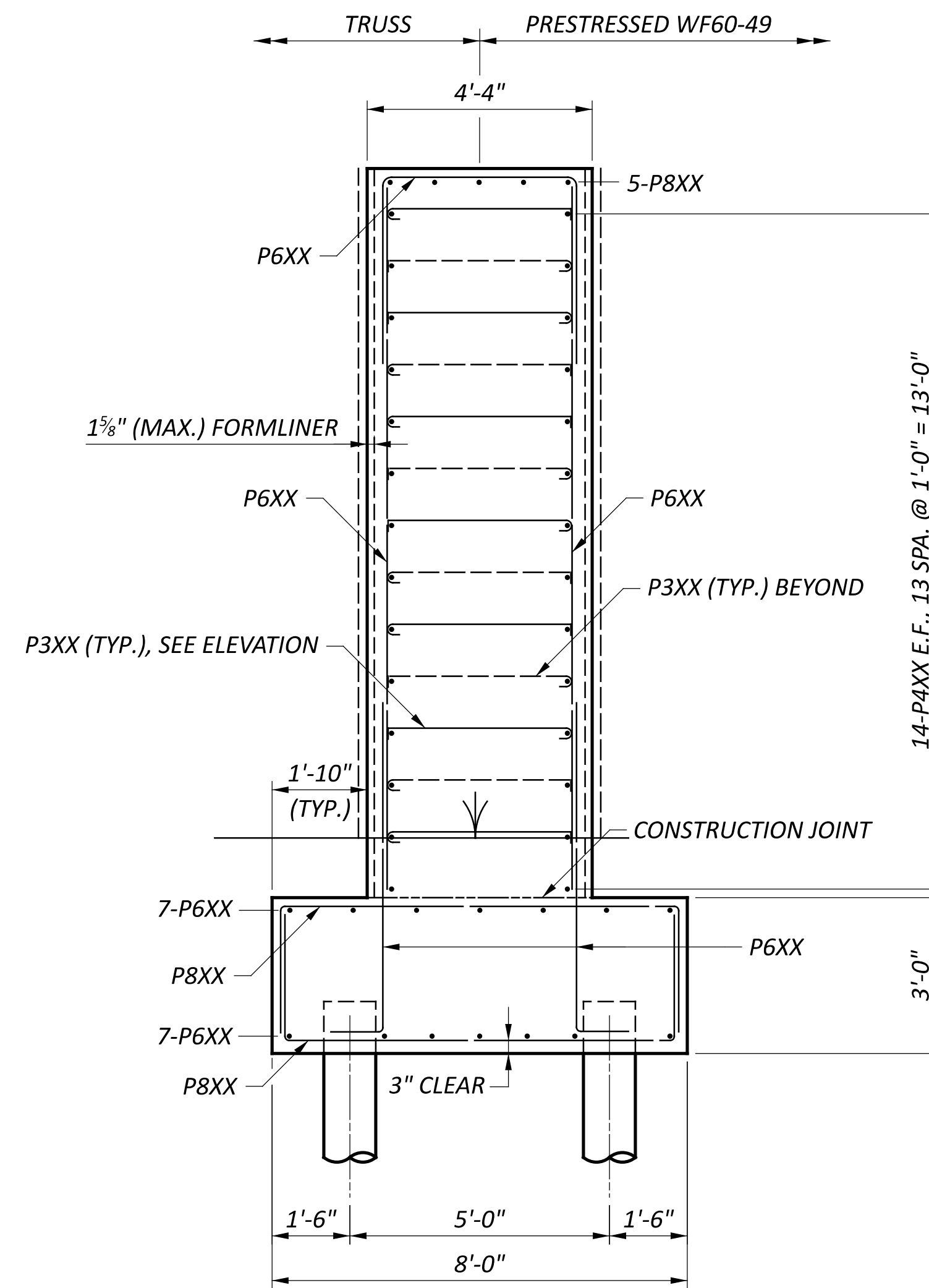
PLAN



E SECTION



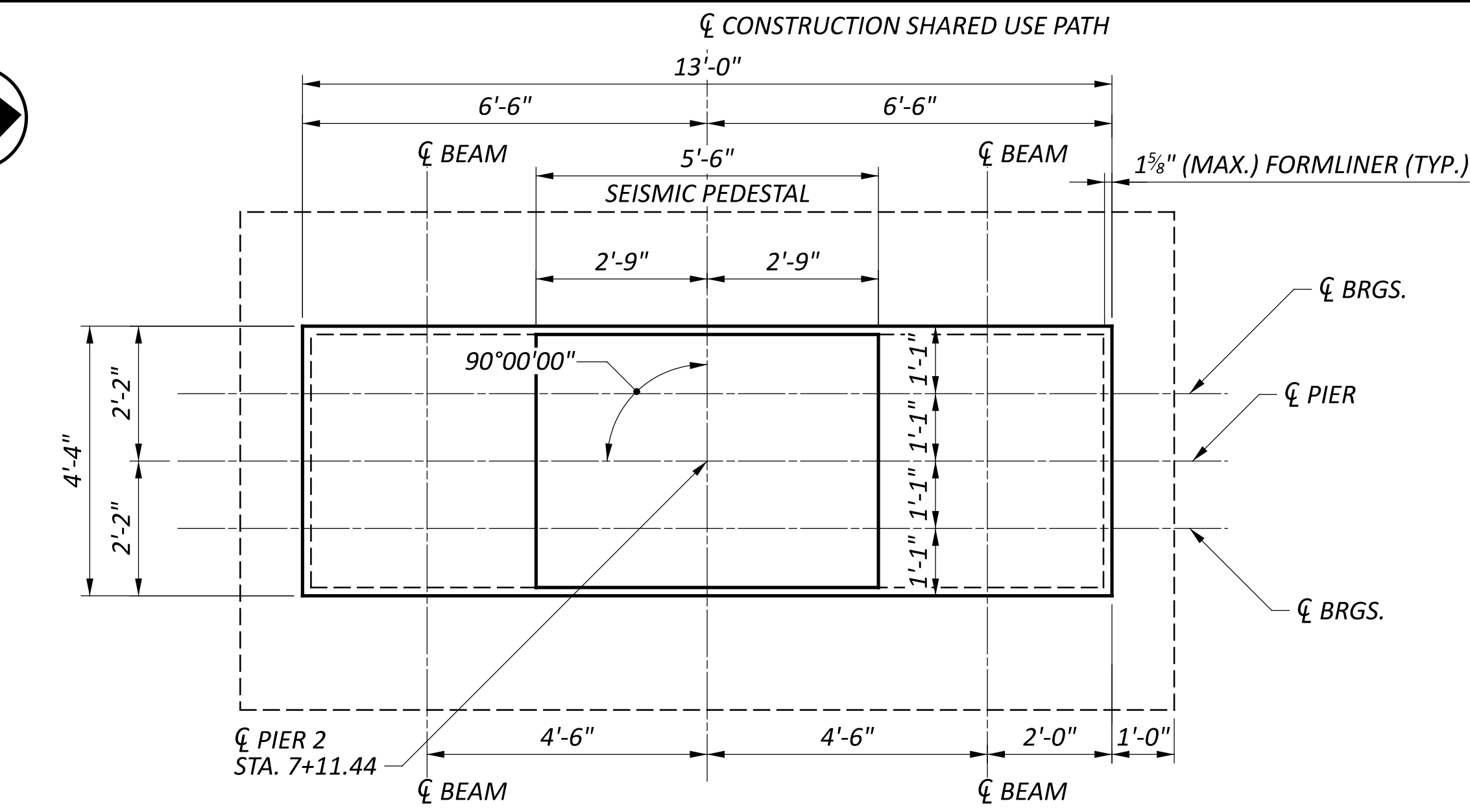
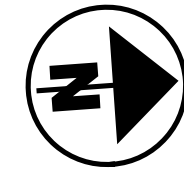
ELEVATION



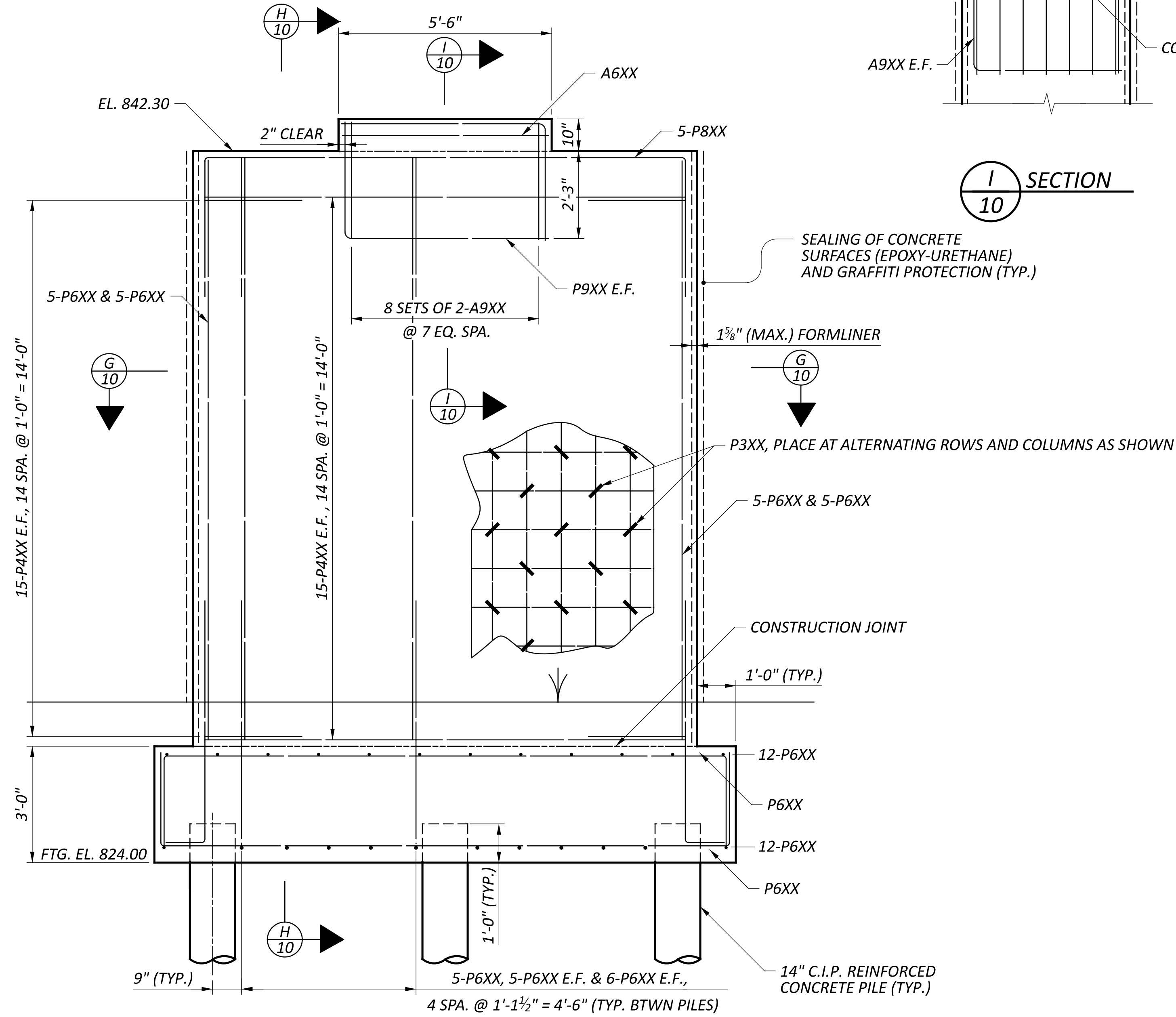
F SECTION

LEGEND  
 E.F. - EACH FACE

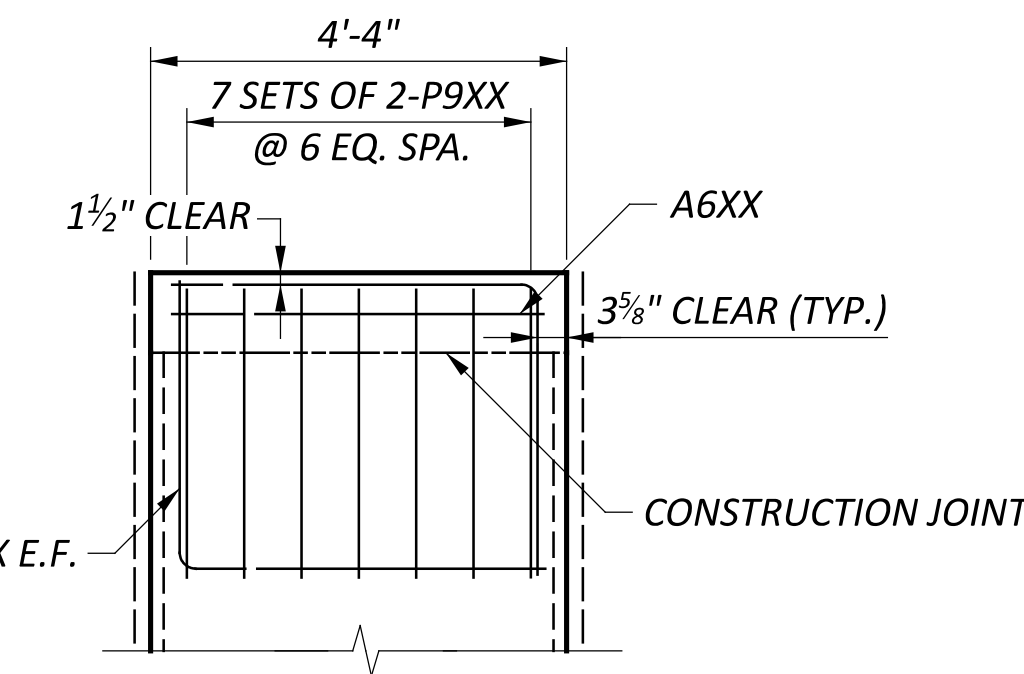
SFN	2926107
DESIGN AGENCY	CARPENTER MARTY
DESIGNER	CHECKER
JZ	AMR
REVIEWER	
GDJ	02/10/25
PROJECT ID	115388
SUBSET	TOTAL
9	25
SHEET	TOTAL
P.51	P.83



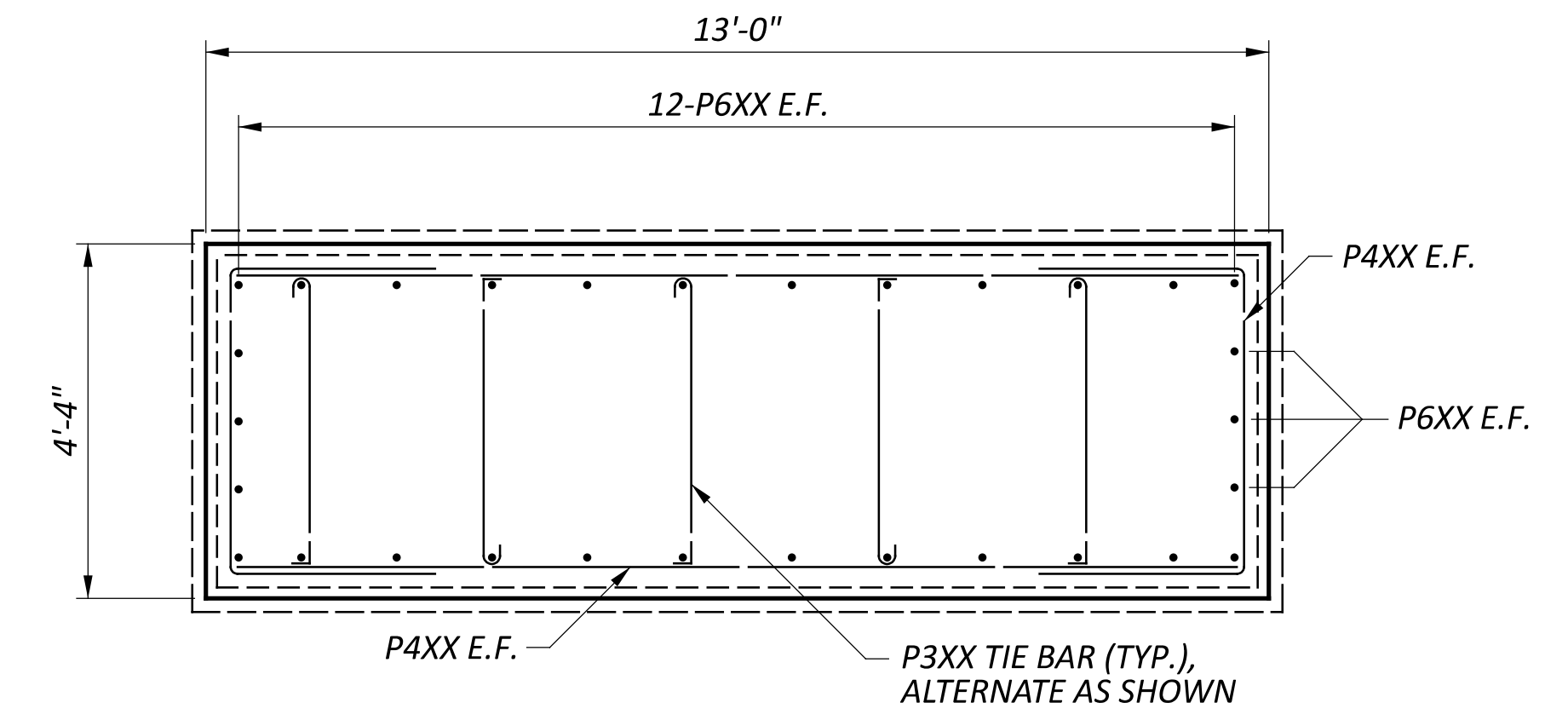
PLAN



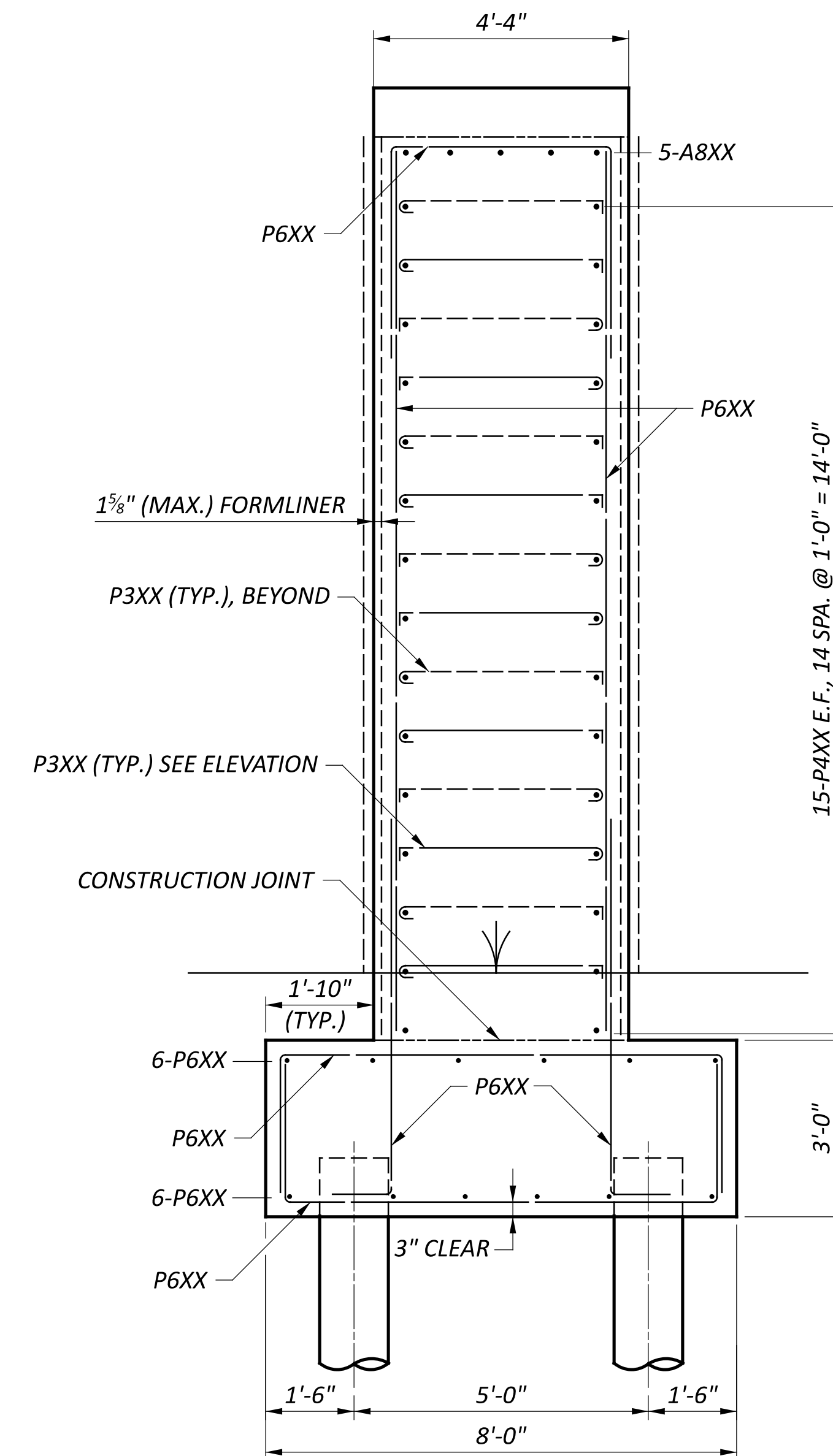
ELEVATION



SECTION 10



SECTION G 10

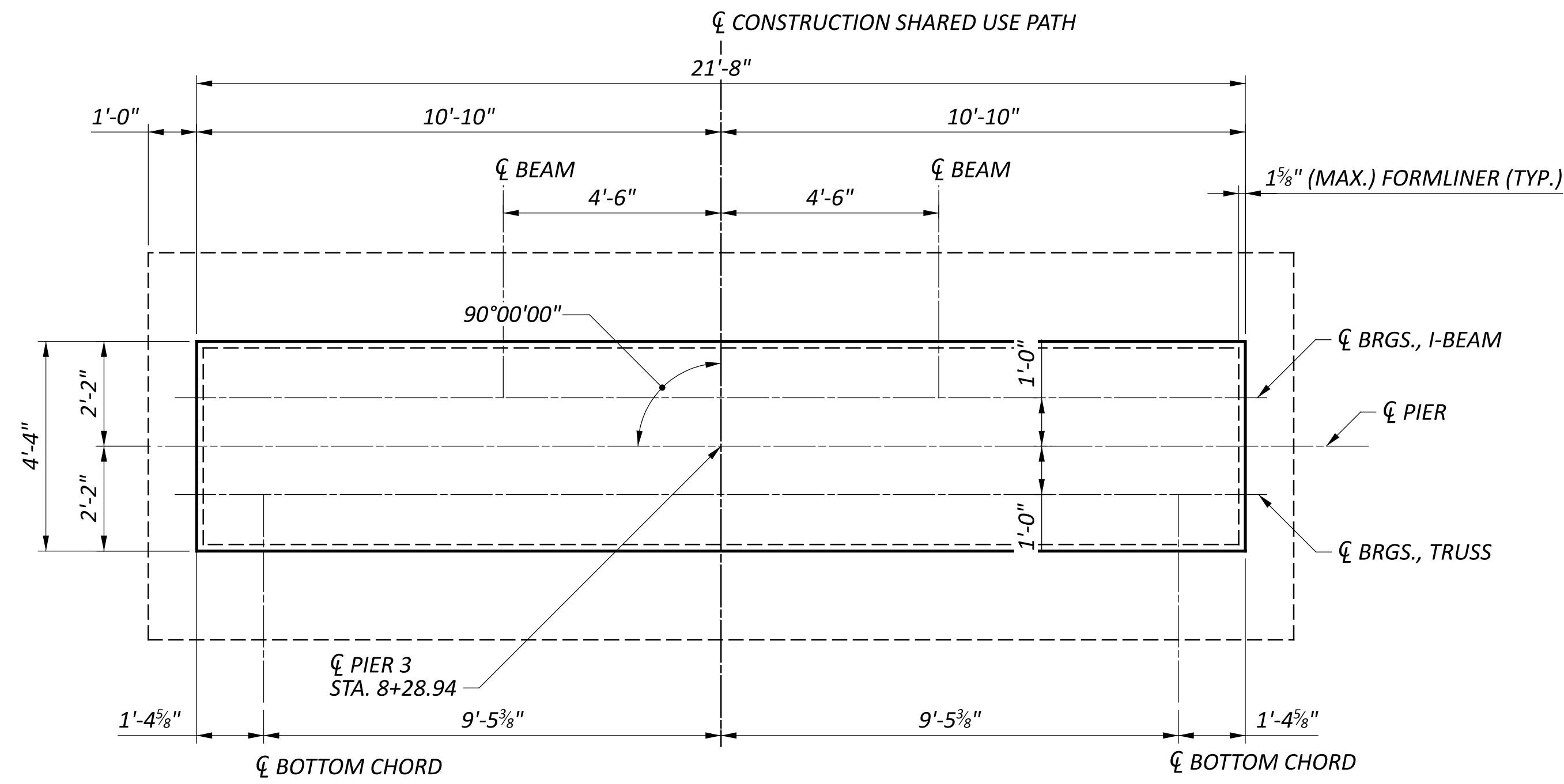
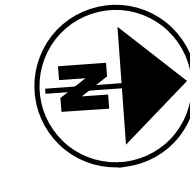


SECTION H 10

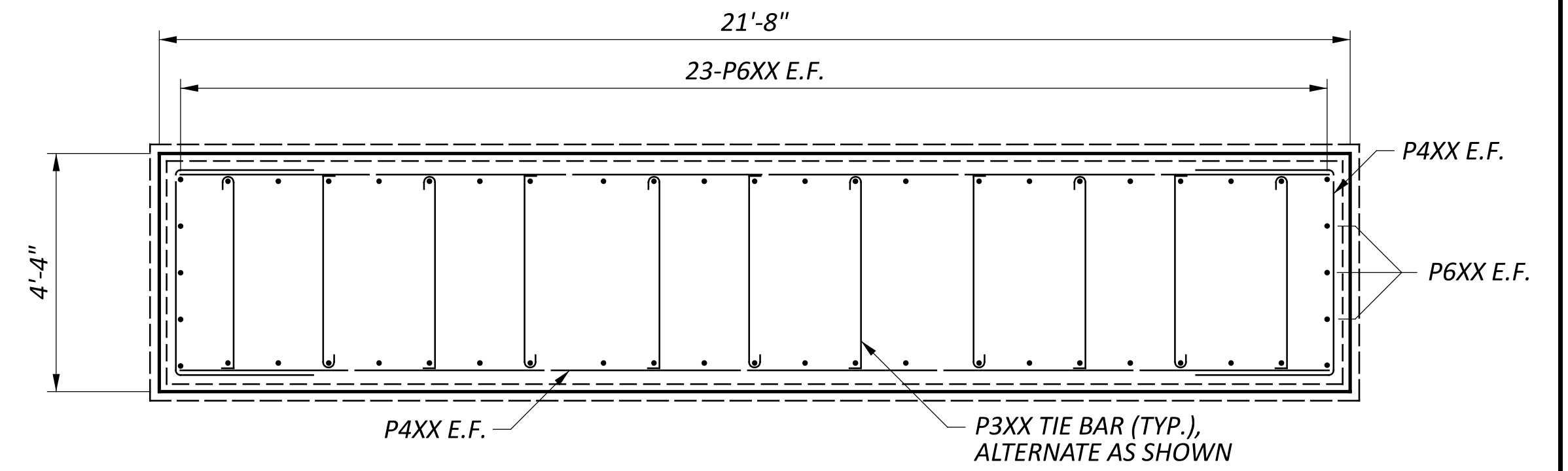
LEGEND

E.F. - EACH FACE

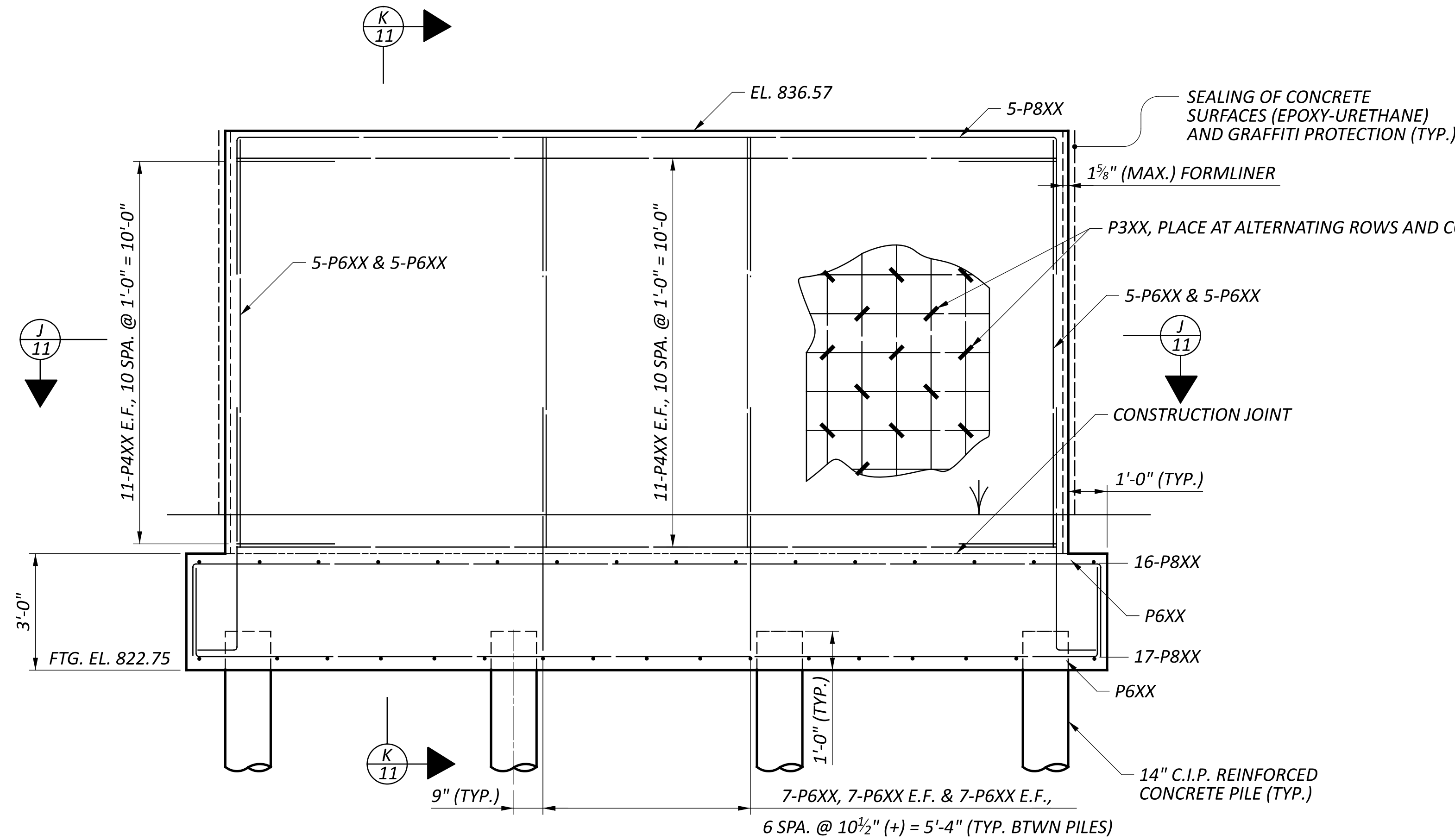
SFN 2926107	
DESIGN AGENCY CARPENTER MARTY	
DESIGNER SMH	CHECKER AMR
REVIEWER GDJ 02/10/25	
PROJECT ID 115388	
SUBSET 10	TOTAL 25
SHEET P.52	TOTAL P.83



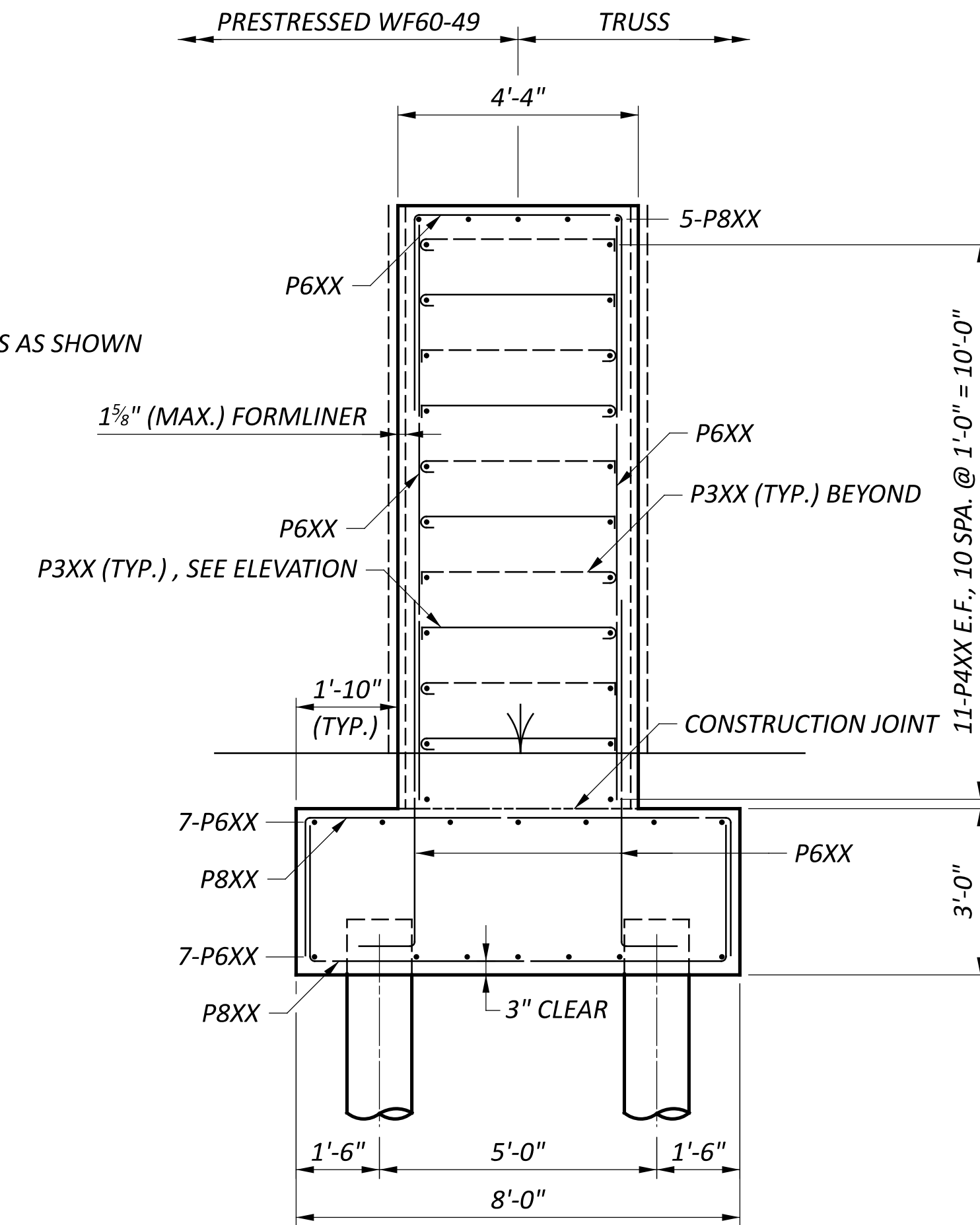
PLAN



J SECTION  
11



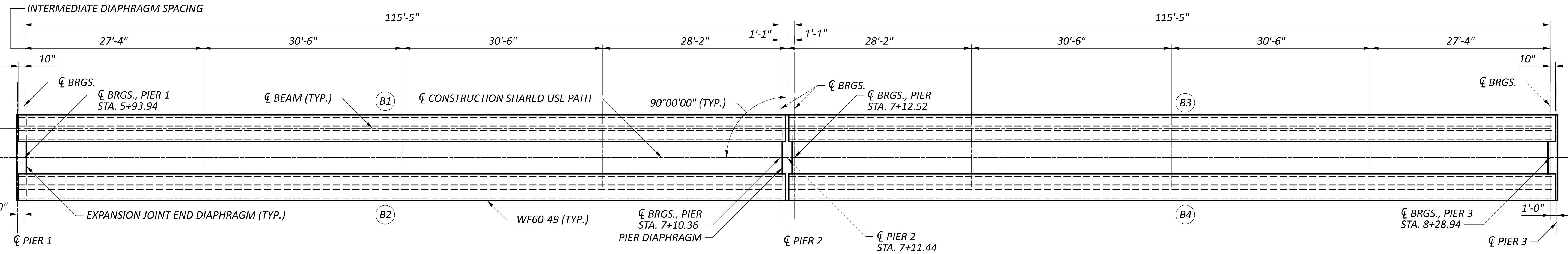
ELEVATION



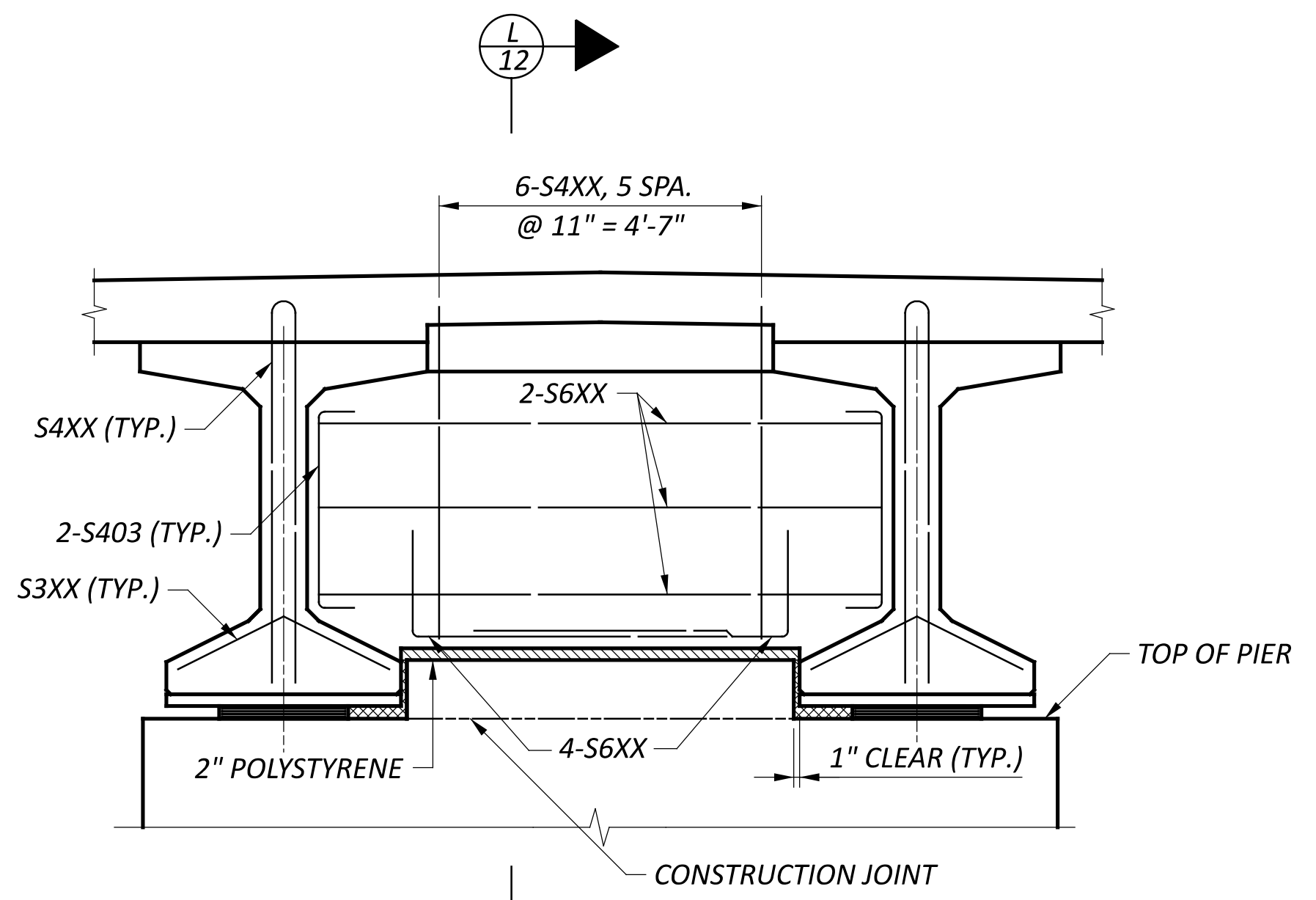
K SECTION  
11

LEGEND  
E.F. - EACH FACE

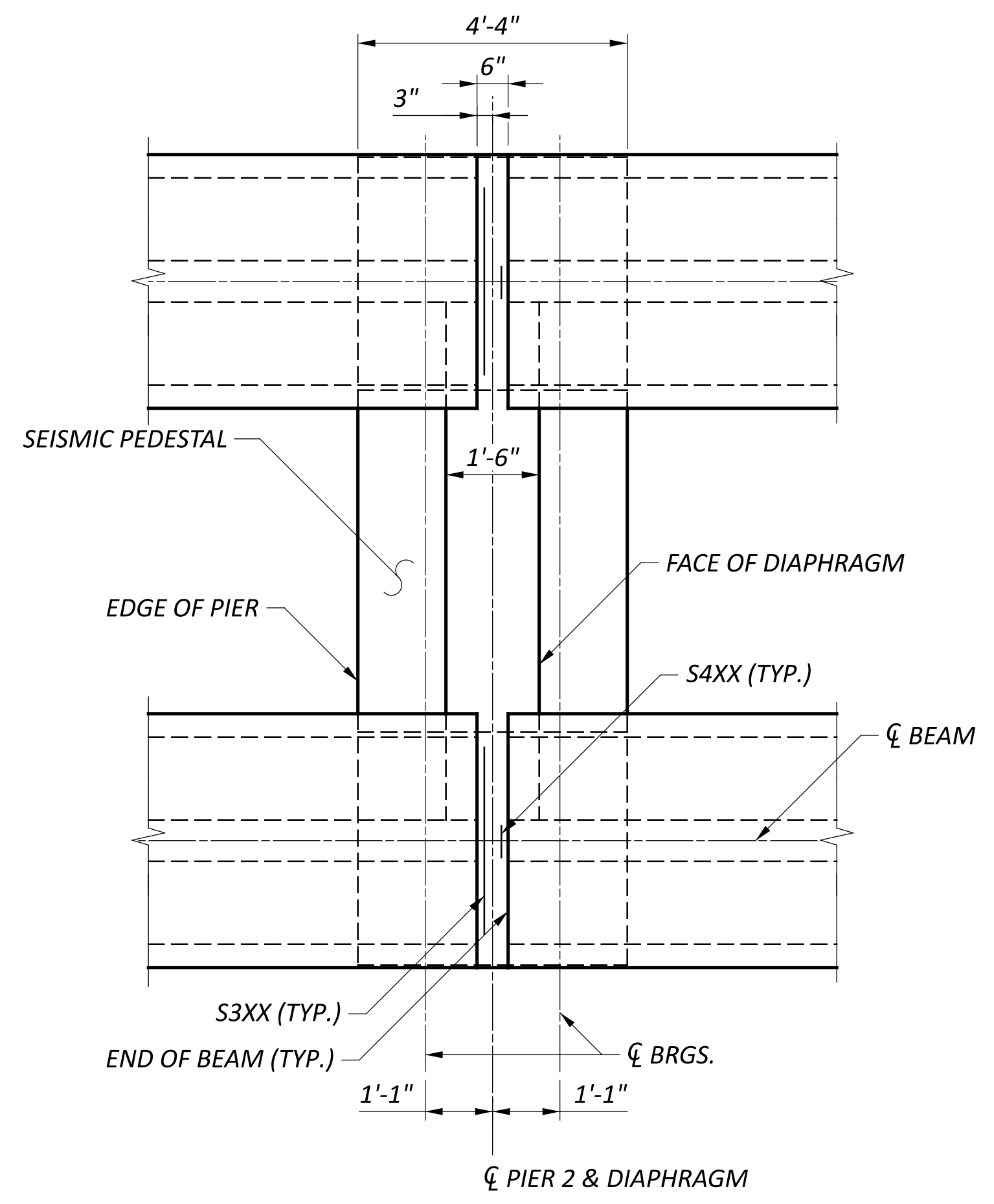
SFN	2926107
DESIGN AGENCY	CARPENTER MARTY
DESIGNER	CHECKER
JZ	AMR
REVIEWER	
PROJECT ID	115388
SUBSET	TOTAL
11	25
SHEET	TOTAL
P.53	P.83



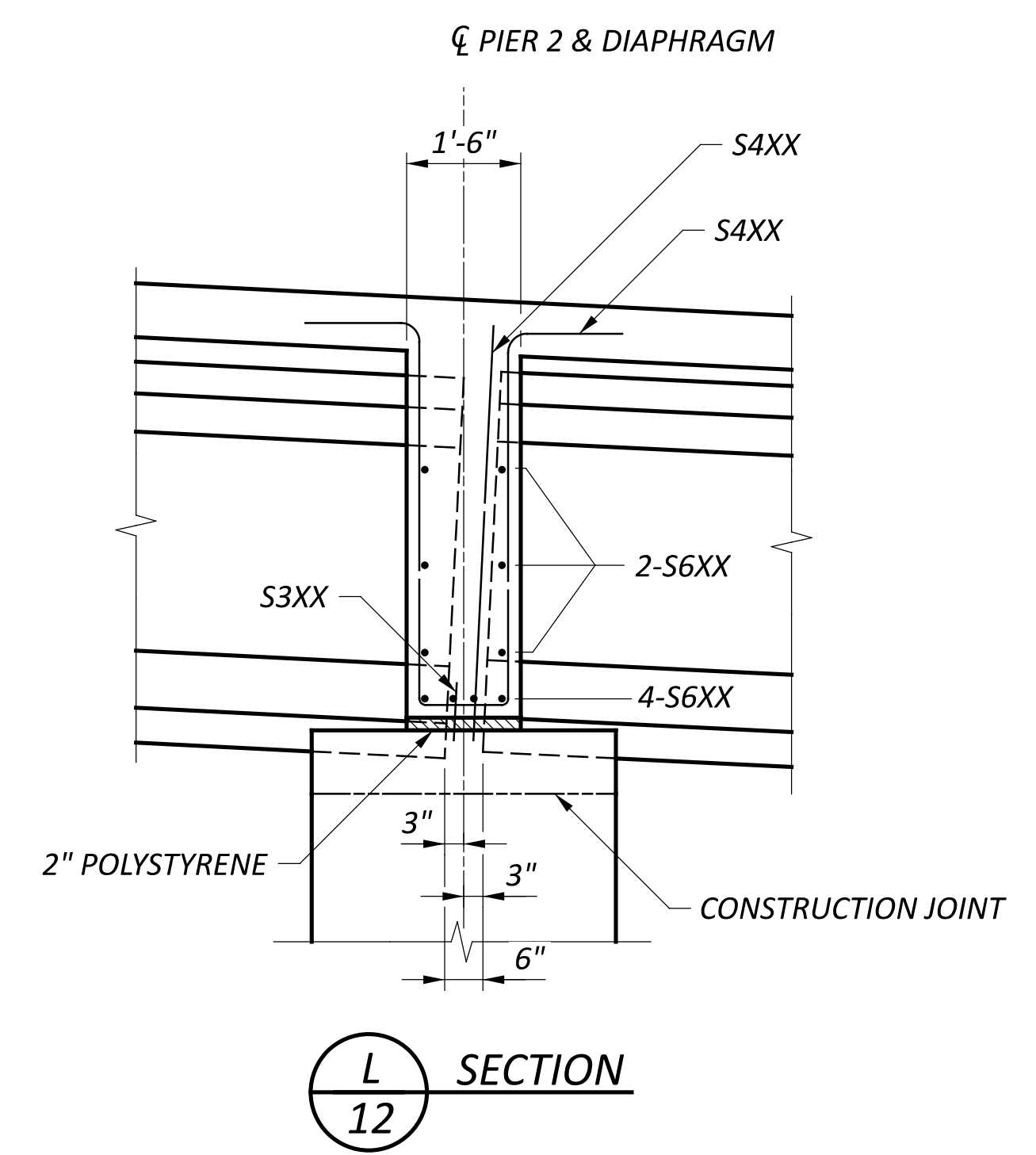
FRAMING PLAN



PIER 2 DIAPHRAGM ELEVATION



PIER 2 PLAN



SECTION

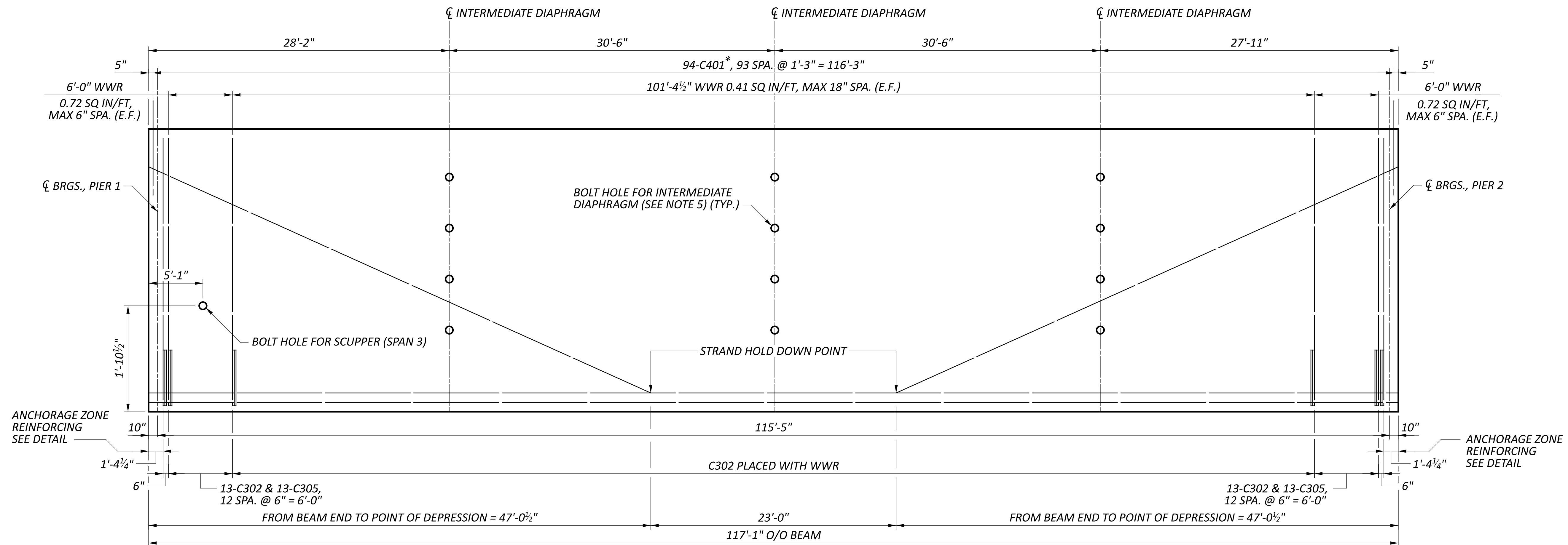
LEGEND  
 (B#) - BEAM NUMBER

NOTES  
 1. REFER TO STD. DWG. PSID-1-13 FOR ADDITIONAL NOTES AND DETAILS.  
 2. REFER TO SHEET 13/25 FOR BEAM SECTION AND STRAND LAYOUT.



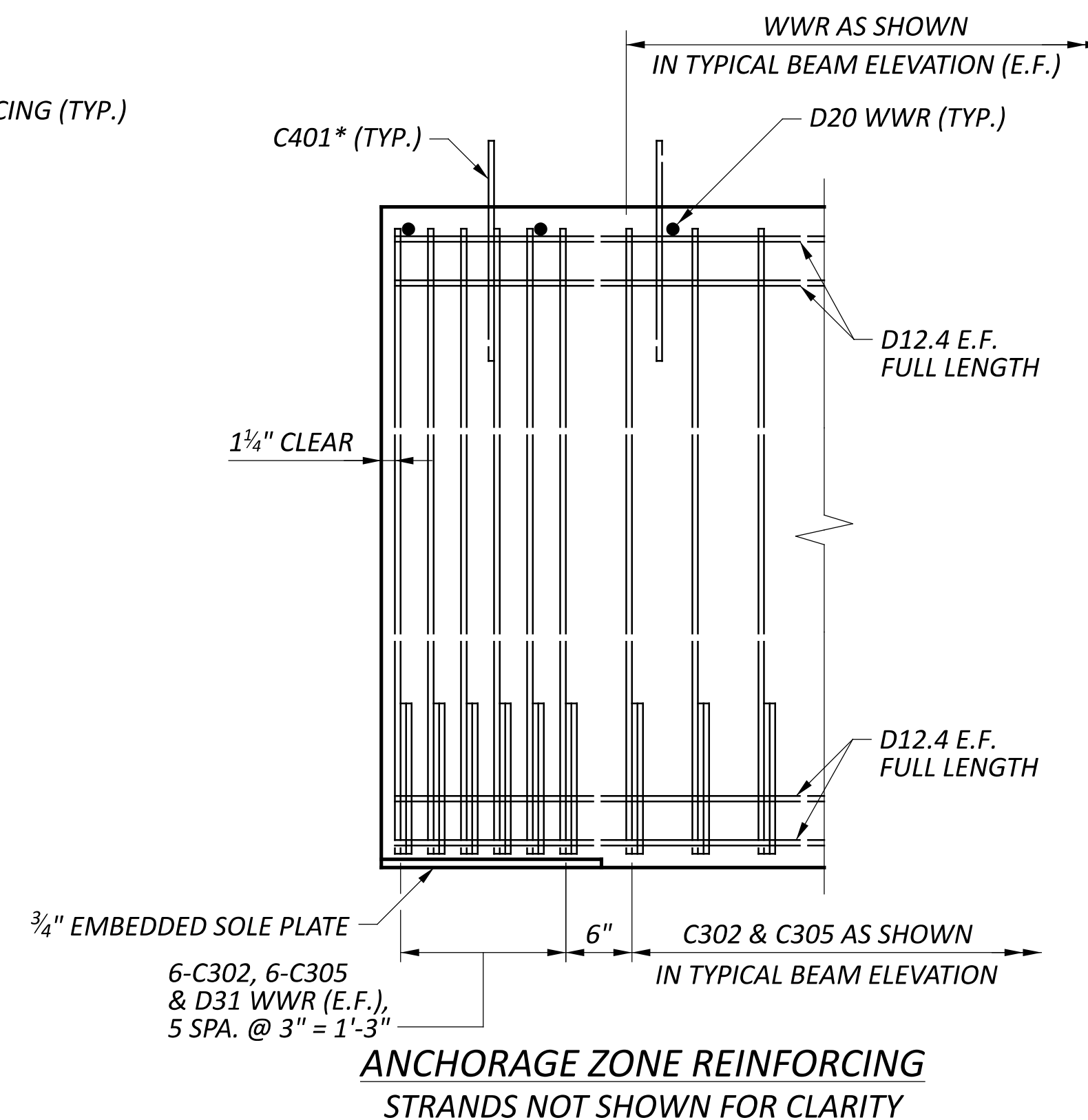
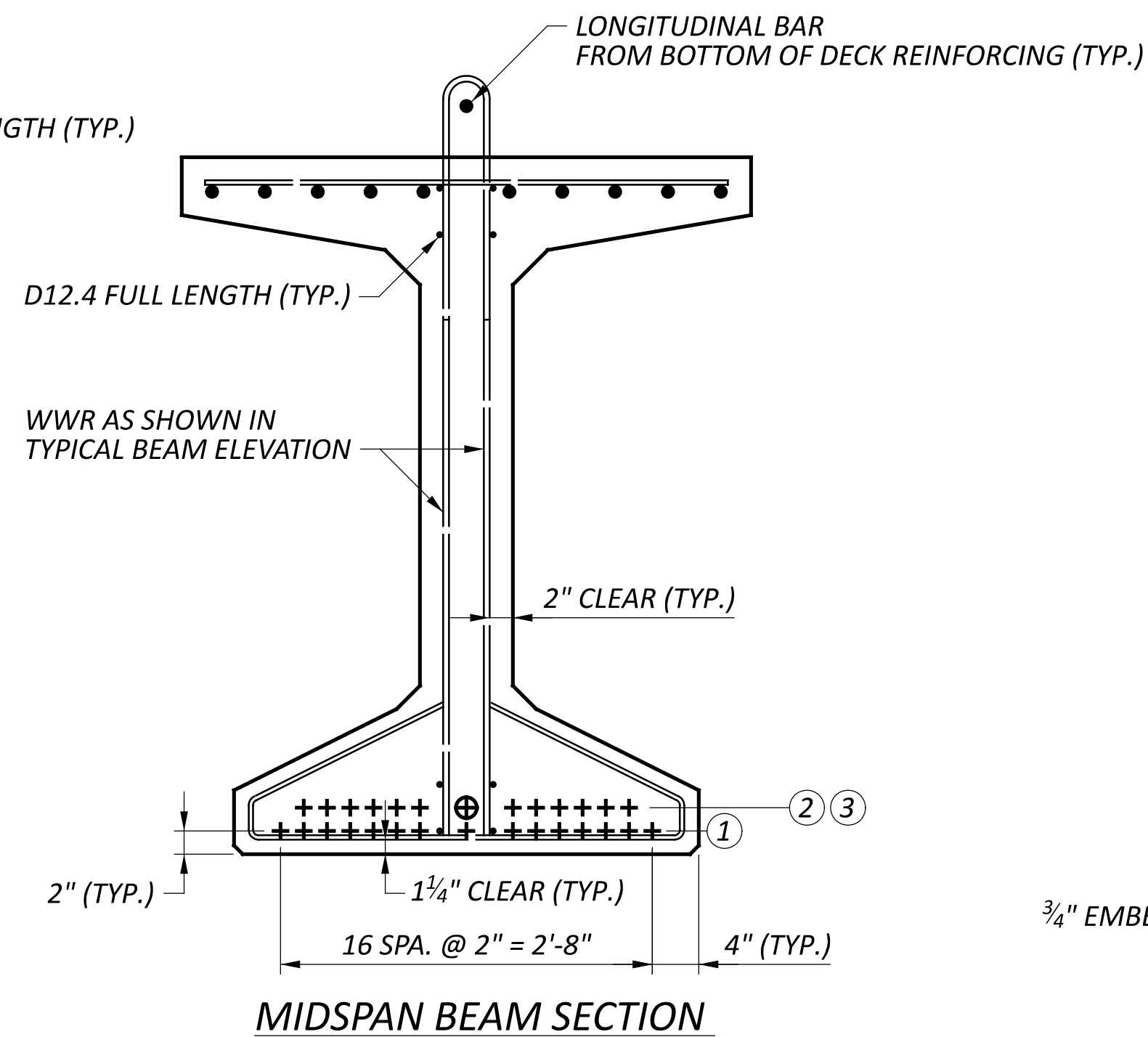
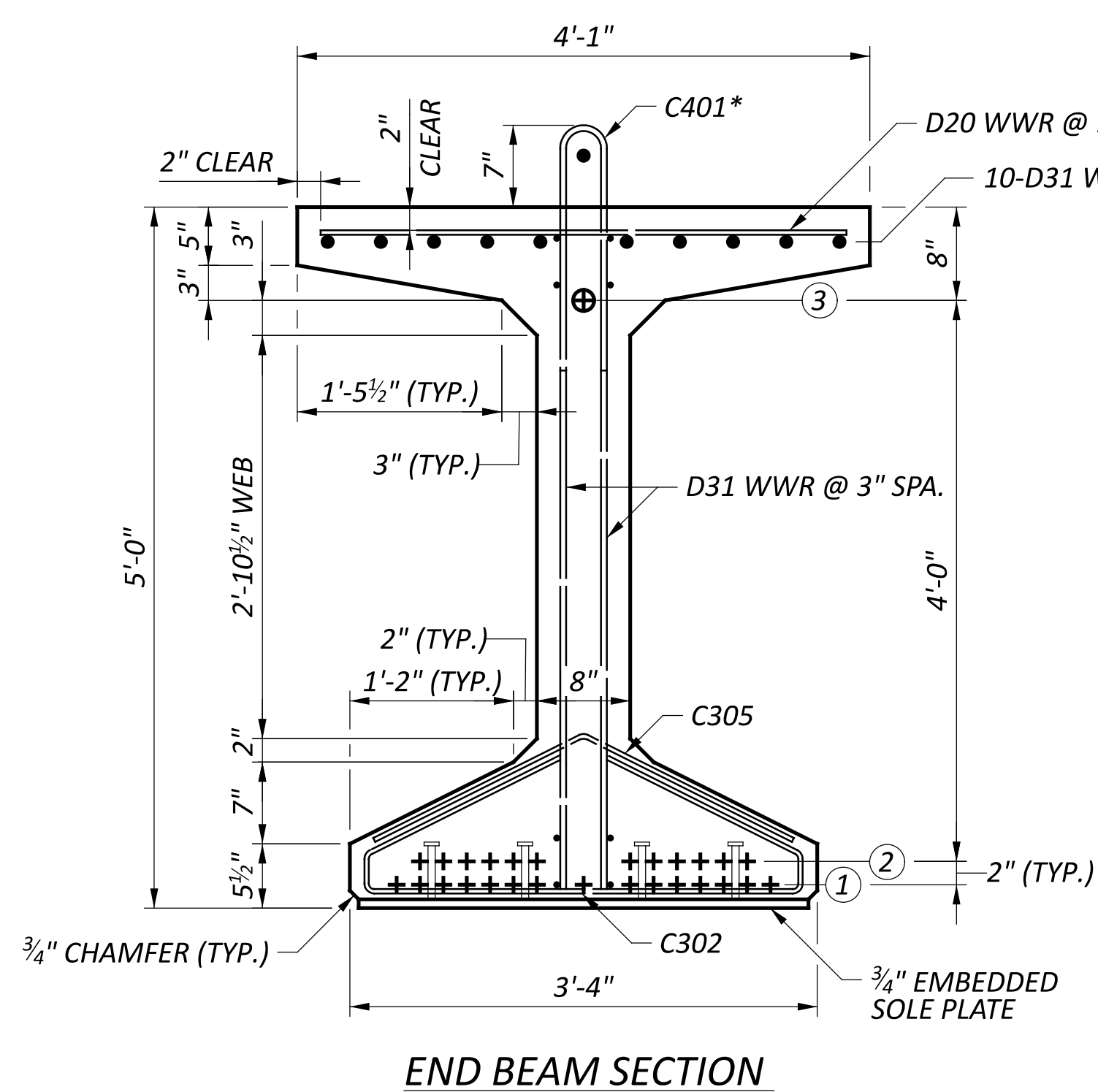
FRAMING PLAN (SPANS 2 & 3) AND PIER 2 DIAPHRAGM DETAILS  
 BRIDGE NO. GRE-BK80020-00.492  
 PEDESTRIAN BRIDGE OVER US 68 AND OLDTOWN CREEK

SFN 2926107	
DESIGN AGENCY	
CARPENTER MARTY	
DESIGNER JZ	CHECKER AMR
REVIEWER GDJ 02/10/25	
PROJECT ID 115388	
SUBSET 12	TOTAL 25
SHEET P.54	TOTAL P.83



SECTION	NUMBER OF STRANDS PER ROW			TOTAL	CONCRETE STRENGTHS (KSI)		C305 REQ'D	C401* REQ'D
	①	②	③		f'ci	f'cf		
END	15	12	1	28	f'ci	f'cf		
MID	15	12	1	28	5.0	7.0	38	94

\* - TO BE GALVANIZED



**LEGEND**

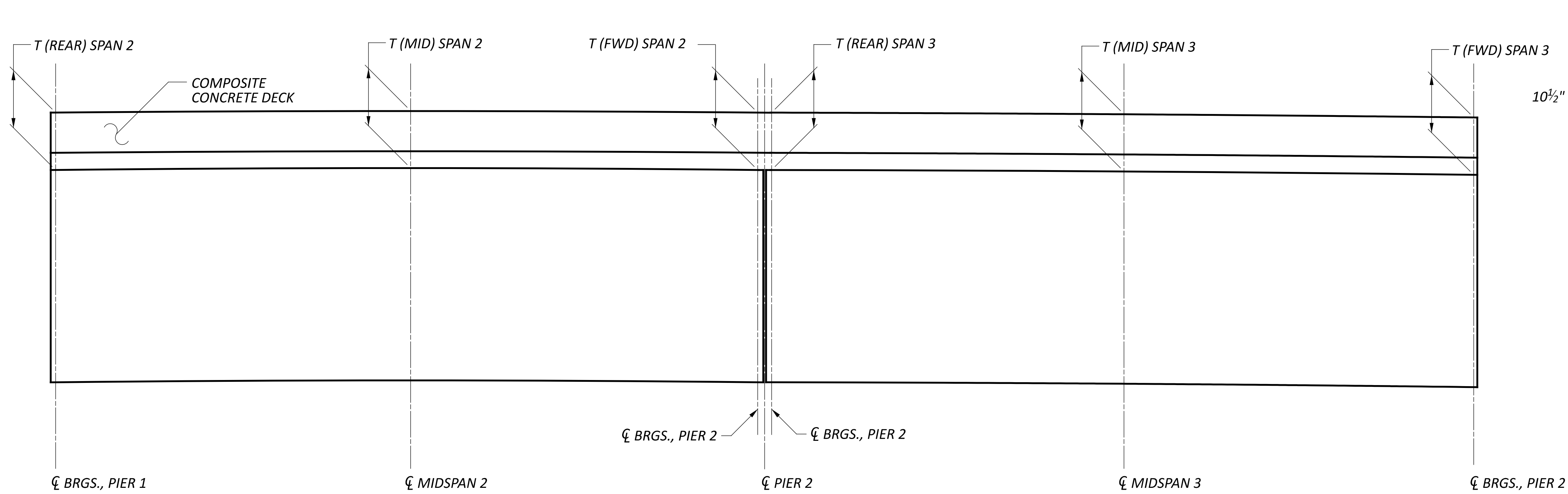
- ⊕ - DRAPED STRAND
- E.F. - EACH FACE

**NOTES**

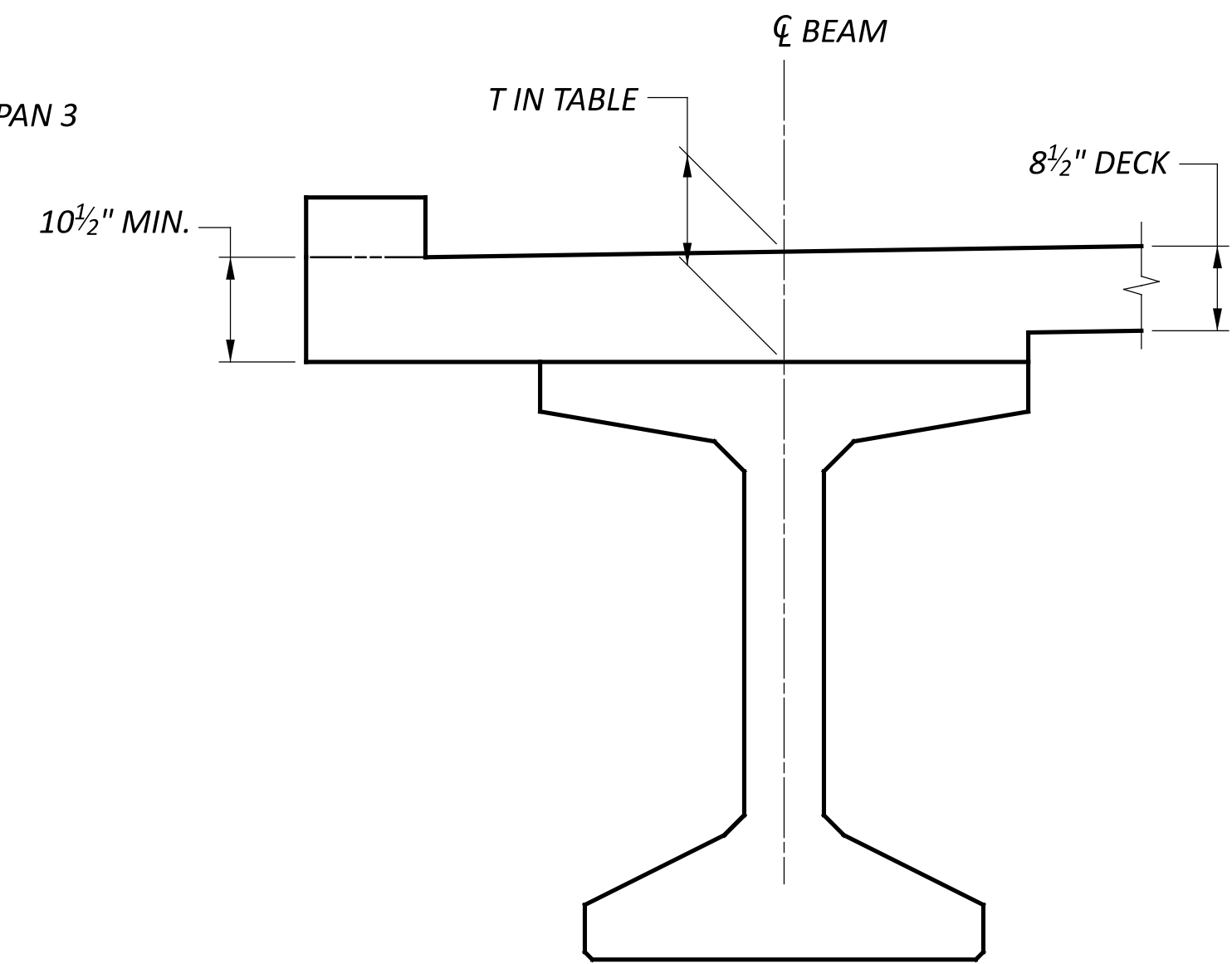
1. WWR DENOTES WELDED WIRE REINFORCEMENT.
2. REFER TO STD. DWG. PSID-1-13 FOR ADDITIONAL NOTES AND DETAILS.
3. STRANDS ARE TO BE LOW-RELAXATION, 0.6 INCH DIAMETER (A = 0.217 SQ. IN.) SEVEN WIRE UNCOATED, ASTM A416, GRADE 270.
4. VERTICAL UPLIFT FORCE AT HOLD DOWN POINT = 4.16 K
5. APPROXIMATE LOCATIONS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

Add note to cut shipping strands

SFN	2926107
DESIGN AGENCY	CARPENTER MARTY
DESIGNER	CHECKER
JZ	AMR
REVIEWER	
GDJ	02/10/25
PROJECT ID	115388
SUBSET	TOTAL
13	25
SHEET	TOTAL
P.55	P.83



TOPPING DIAGRAM



TOPPING THICKNESS DETAIL

Span 3 is typically what we see with less thickness in the middle due to the camber and more at the substructure units. What makes span 2 different?

TOPPING THICKNESSES (T) AT CL OF BEAM							
LOCATION	SPAN 2			LOCATION	SPAN 3		
	T (REAR)	T (MID)	T (FWD)		T (REAR)	T (MID)	T (FWD)
BEAM 1	10 3/4"	12 1/4"	12 3/8"	BEAM 3	11 1/8"	10 3/4"	11 1/8"
BEAM 2	10 3/4"	12 1/4"	12 3/8"	BEAM 4	11 1/8"	10 3/4"	11 1/8"

**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.

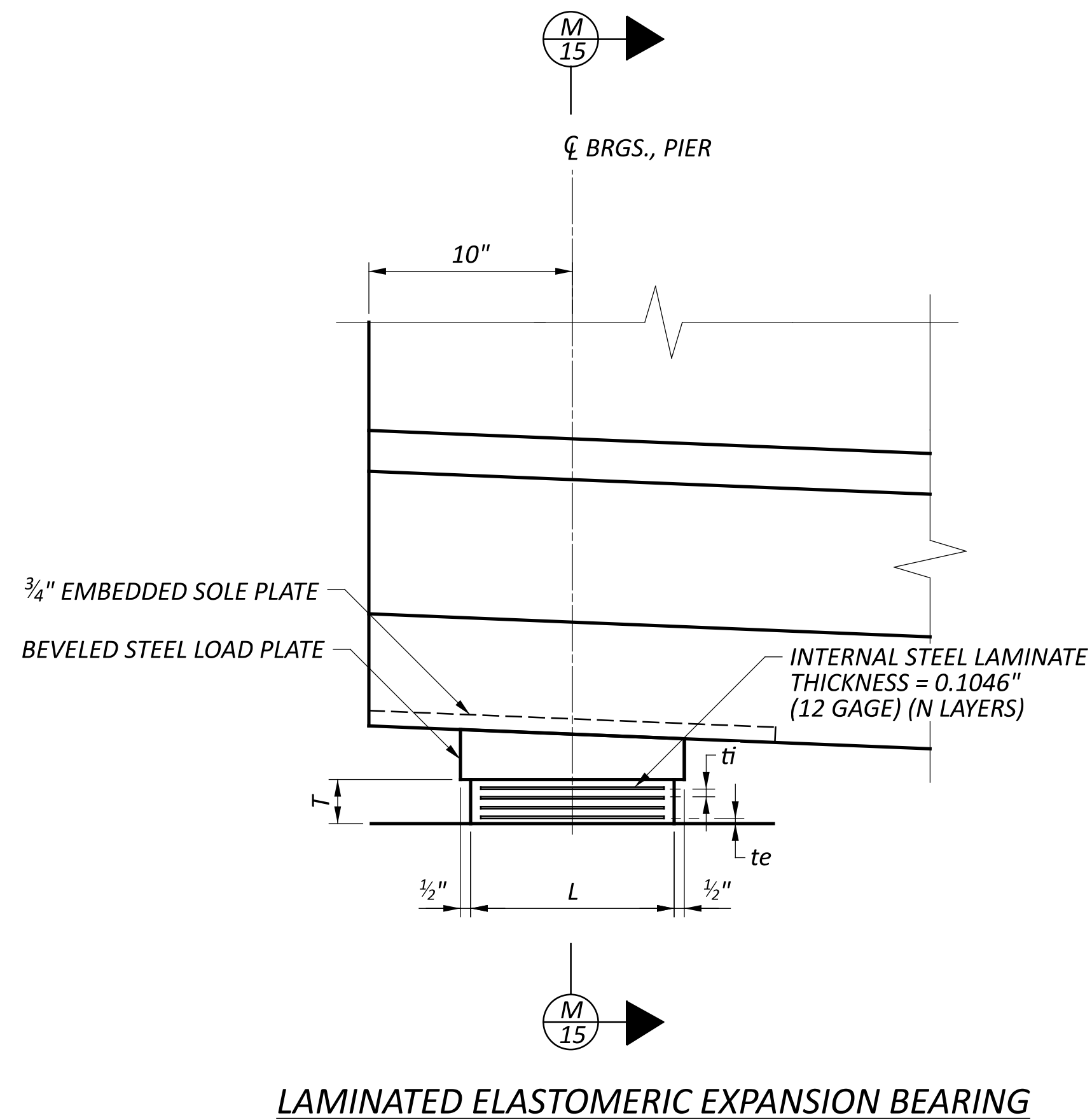
CAMBER: SPAN 2 & SPAN 3

ESTIMATED CAMBER AT DAY 0 (D0) IS 1 1/4 INCHES.  
 ESTIMATED CAMBER AT DAY 30 (D30) IS 2 INCHES.

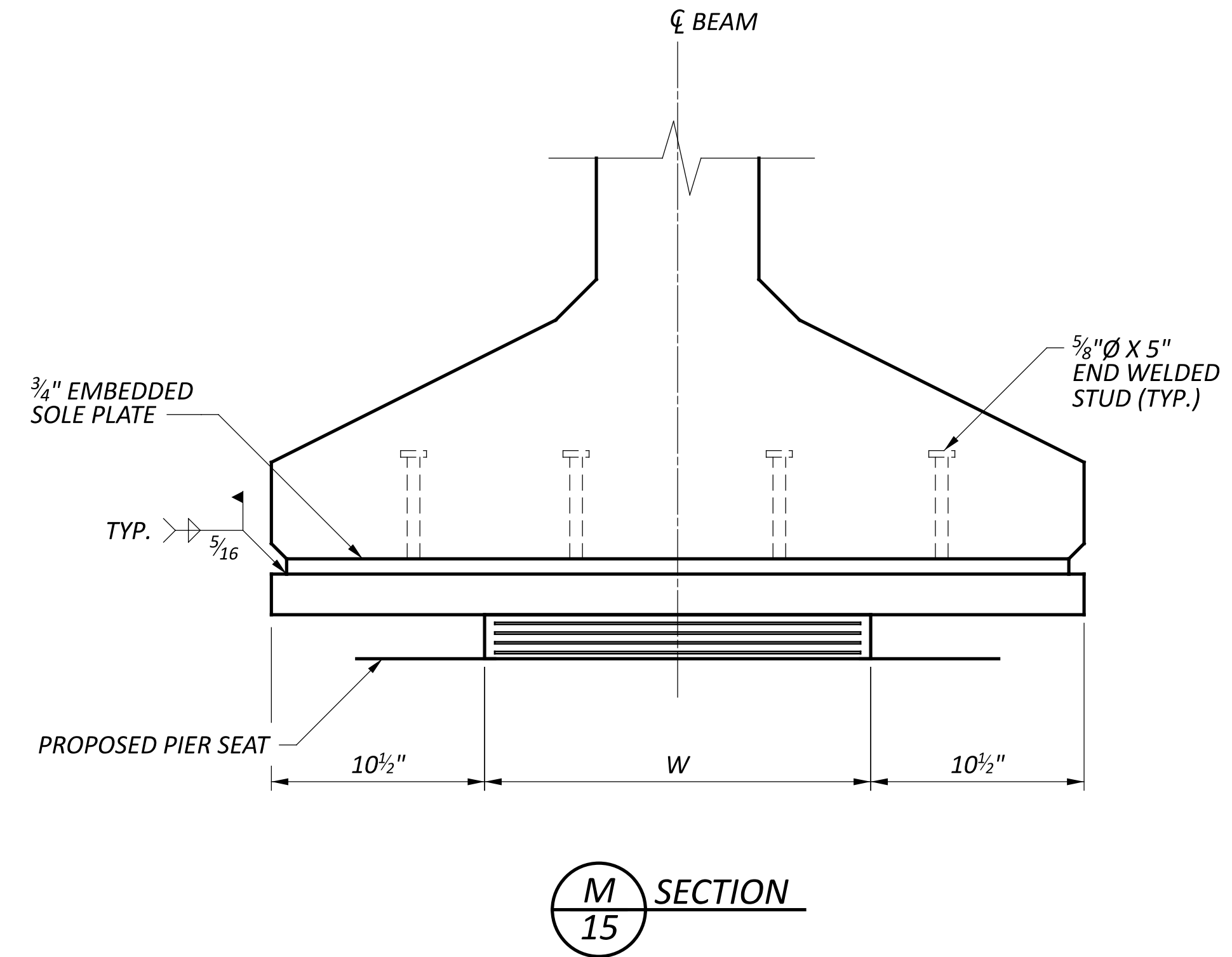
DEFLECTION DUE TO REMAINING DEAD LOAD (E.G. CONCRETE DECK, CROSS FRAMES, DIAPHRAGMS, BRIDGE RAILING, ETC) IS 1 3/4 INCHES.

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

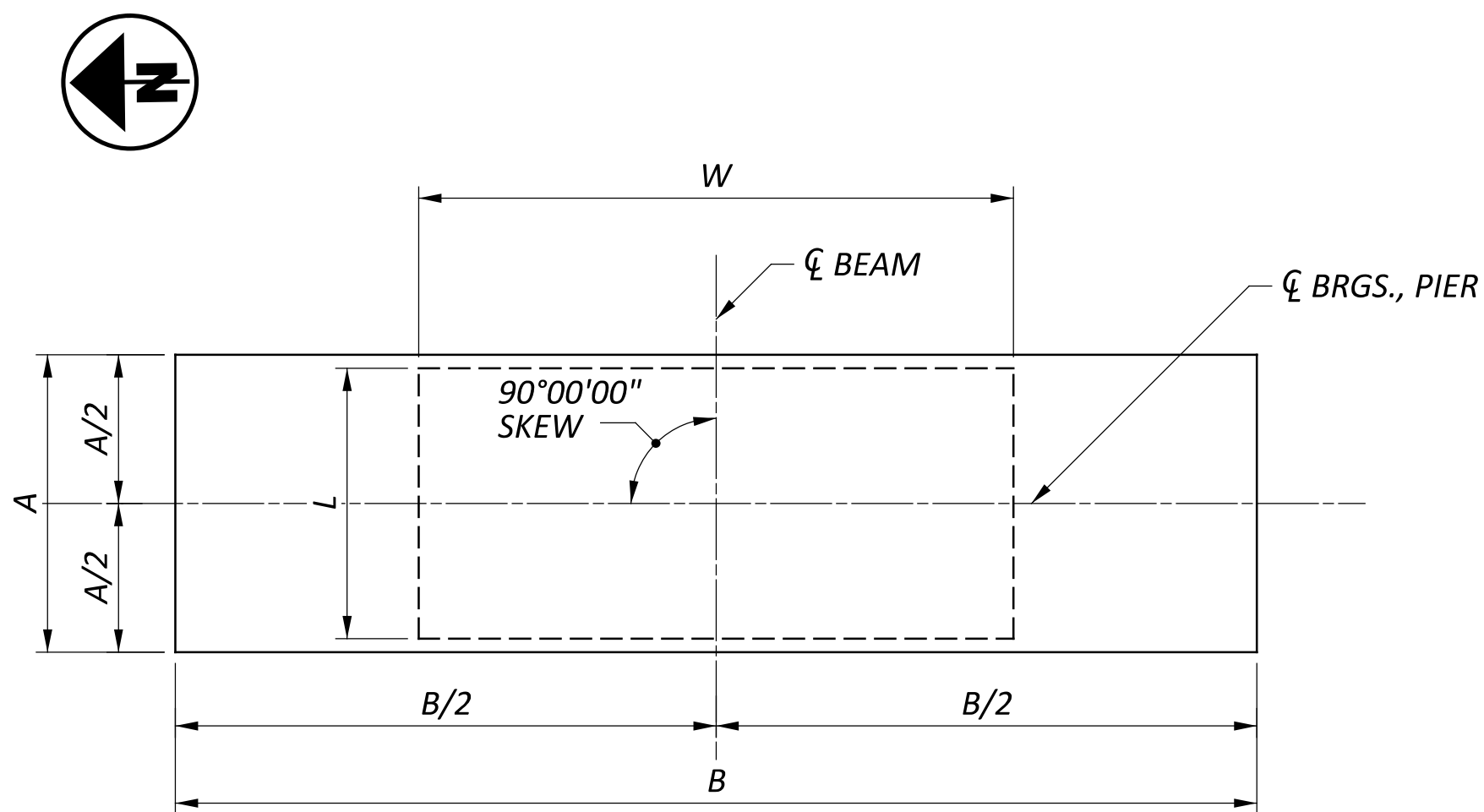




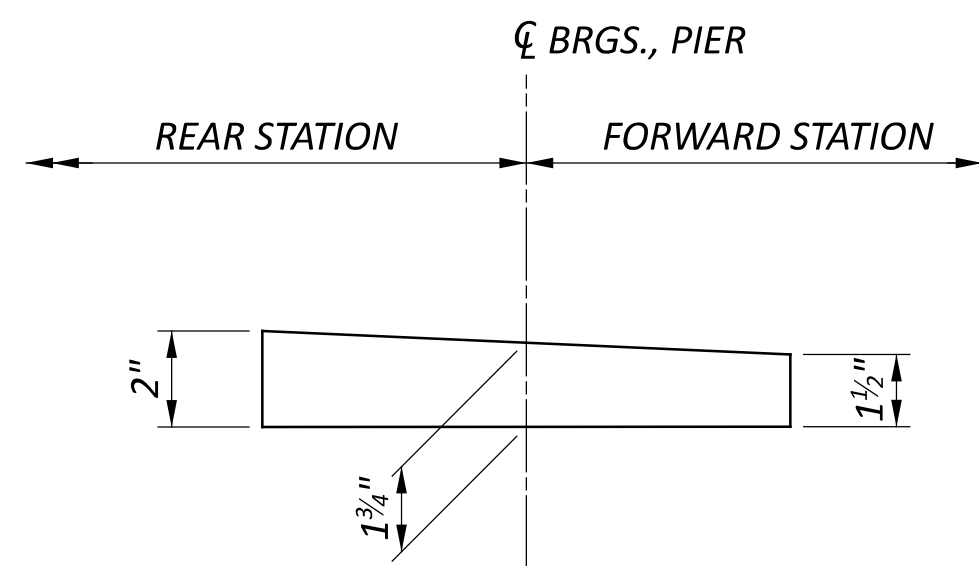
LAMINATED ELASTOMERIC EXPANSION BEARING



SECTION M/15



ELASTOMERIC BEARING AND STEEL LOAD PLATE PLAN



BEVELED STEEL LOAD PLATE DETAIL

**LEGEND**

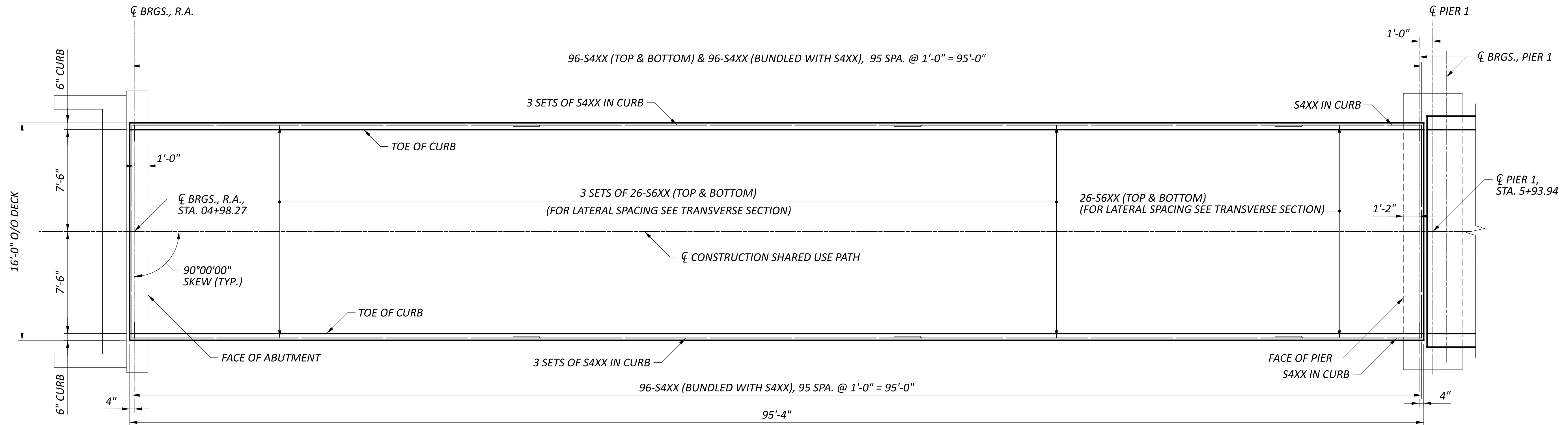
- ti = THICKNESS OF INTERNAL LAYERS
- te = THICKNESS OF EXTERNAL LAYER
- T = TOTAL THICKNESS OF ELASTOMERIC BEARINGS
- N = NUMBER OF STEEL LAMINATES & INTERNAL LAYERS

**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.

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





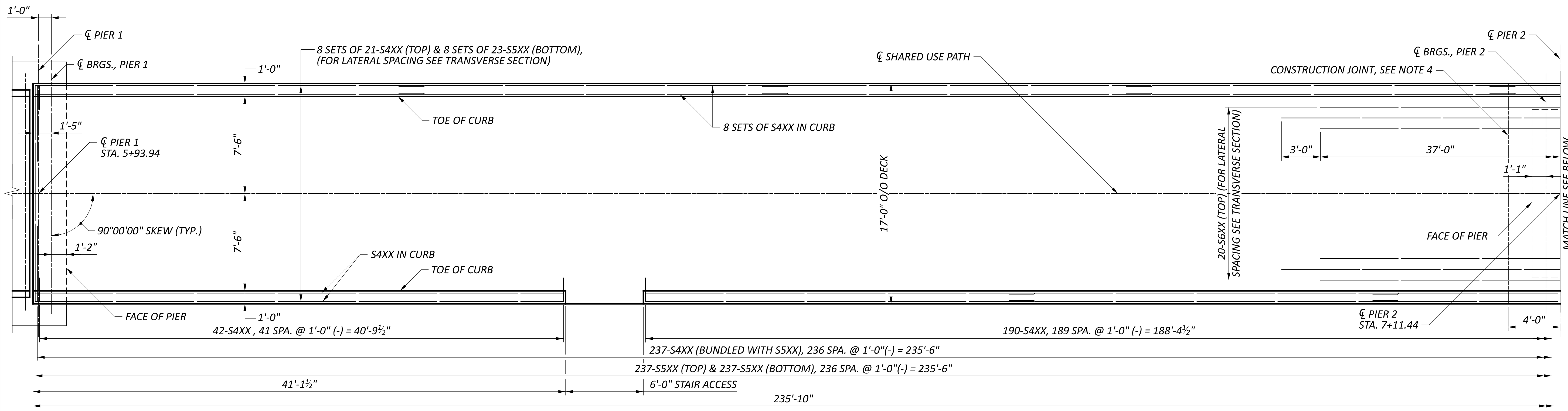
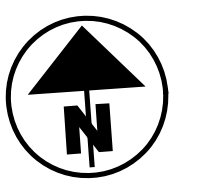
DECK PLAN - SPAN 1

**NOTES**

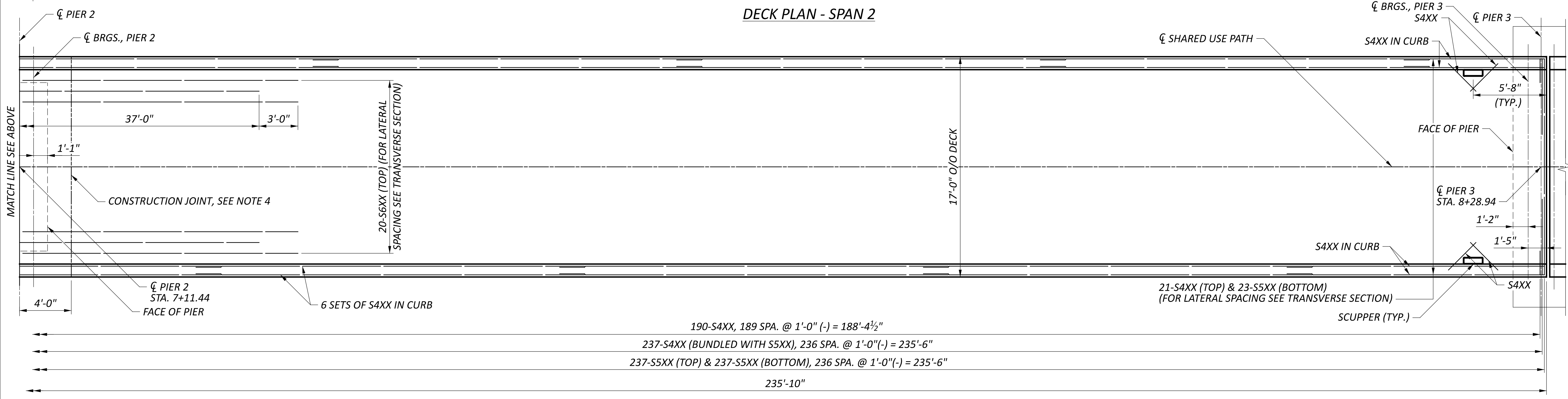
1. MINIMUM LAP SPLICE LENGTHS:  
 #4 BARS = 23 INCHES  
 #6 BARS = 43 INCHES
2. REFER TO SHEET 23/25 FOR TRANSVERSE SECTION.



SFN	
2926107	
DESIGN AGENCY	
DESIGNER	CHECKER
JZ	AMR
REVIEWER	
GDJ 02/10/25	
PROJECT ID	
115388	
SUBSET	TOTAL
16	25
SHEET	TOTAL
P.58	P.83



DECK PLAN - SPAN 2



DECK PLAN - SPAN 3

- NOTES**
1. MINIMUM LAP SPLICE LENGTHS:  
 #4 BARS = 23 INCHES  
 #5 BARS = 36 INCHES
  2. REFER TO SHEET 22/25 FOR TRANSVERSE SECTION
  3. REFER TO SHEET 2/25 FOR DECK POUR SEQUENCE
  4. SEAL JOINT WITH 2'-0" WIDE HMWM

MATCH LINE SEE BELOW

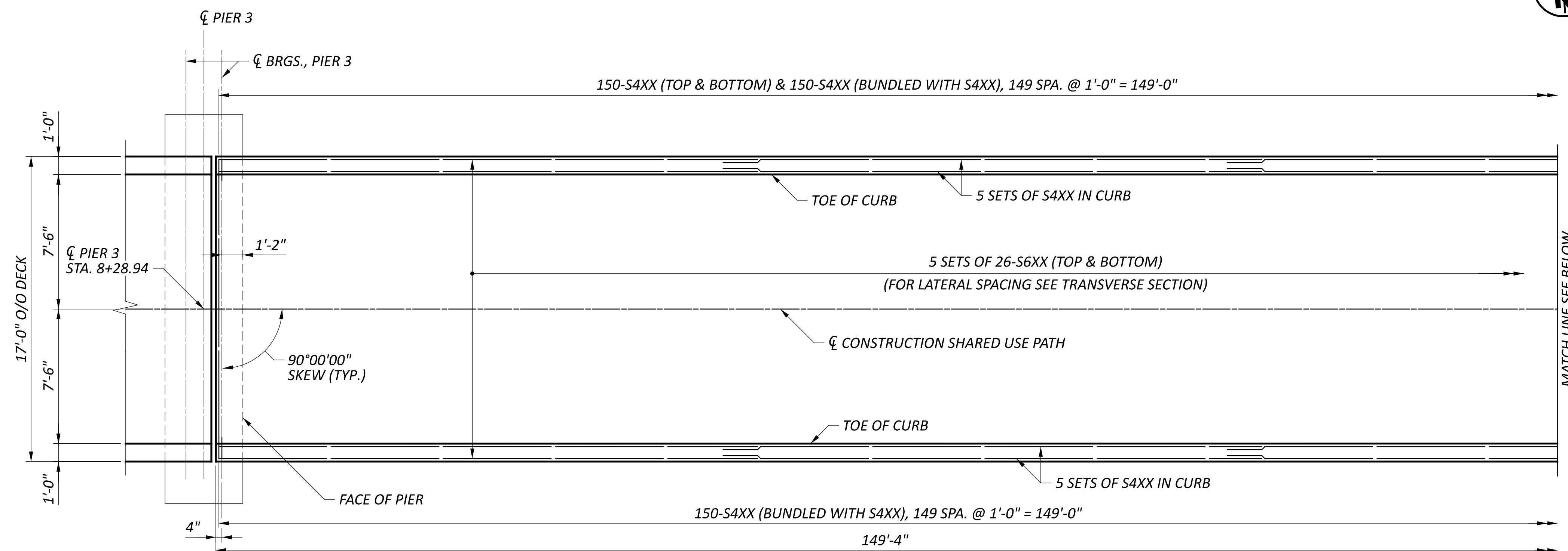
MATCH LINE SEE ABOVE

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

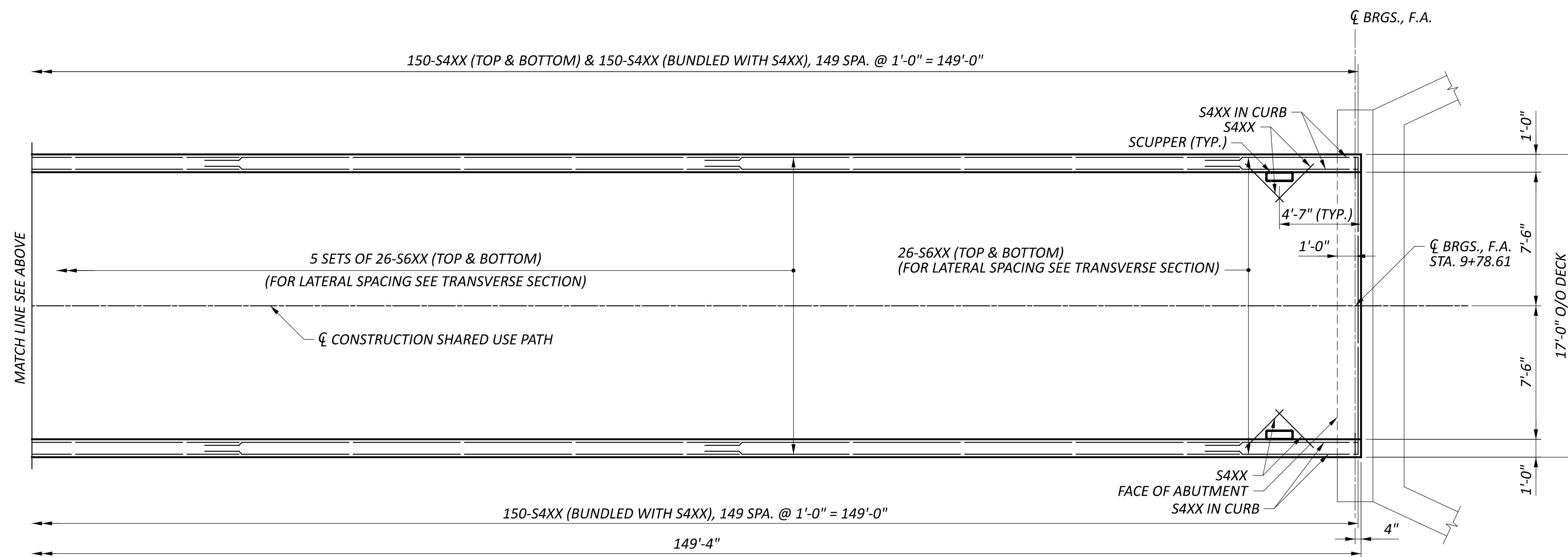
SFN	
2926107	
DESIGN AGENCY	
DESIGNER	CHECKER
SMH	AMR
REVIEWER	
GDJ 02/10/25	
PROJECT ID	
115388	
SUBSET	TOTAL
17	25
SHEET	TOTAL
P.59	P.83

**NOTES**

1. MINIMUM LAP SPLICE LENGTHS:  
 #4 BARS = 23 INCHES  
 #6 BARS = 43 INCHES
2. REFER TO SHEET 23/25 FOR TRANSVERSE SECTION.



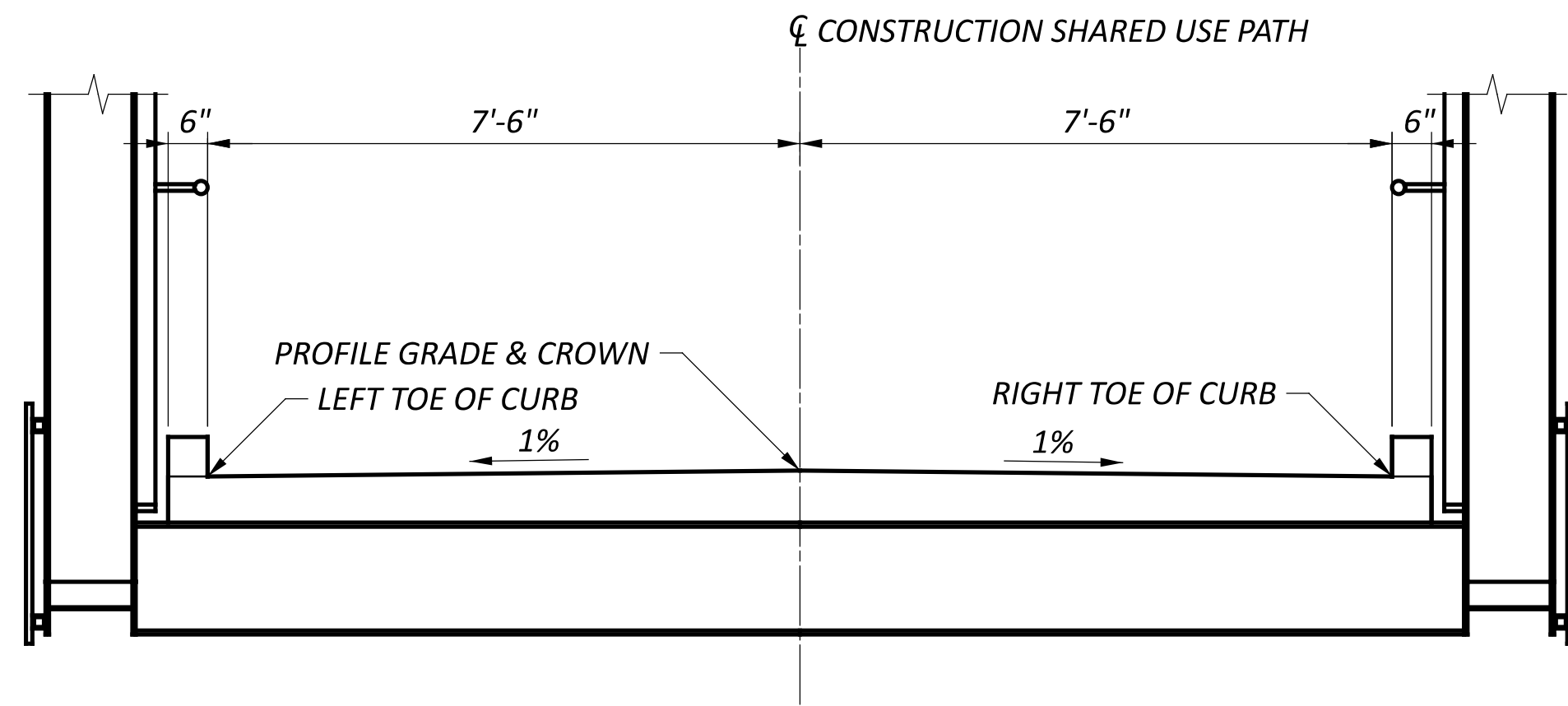
PARTIAL DECK PLAN - SPAN 4



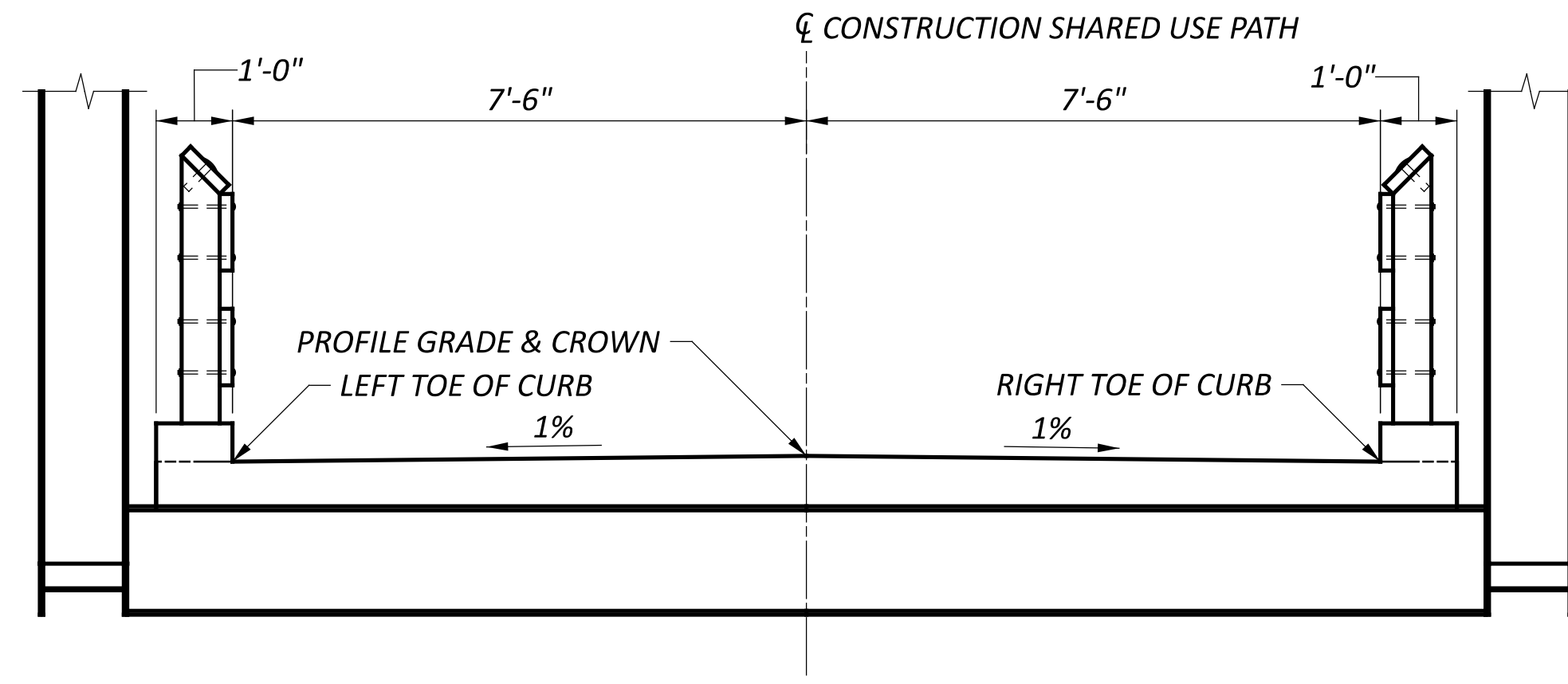
PARTIAL DECK PLAN - SPAN 4

SFN	
2926107	
DESIGN AGENCY	
DESIGNER	CHECKER
JZ	AMR
REVIEWER	
GDJ 02/10/25	
PROJECT ID	
115388	
SUBSET	TOTAL
18	25
SHEET	TOTAL
P.60	P.83

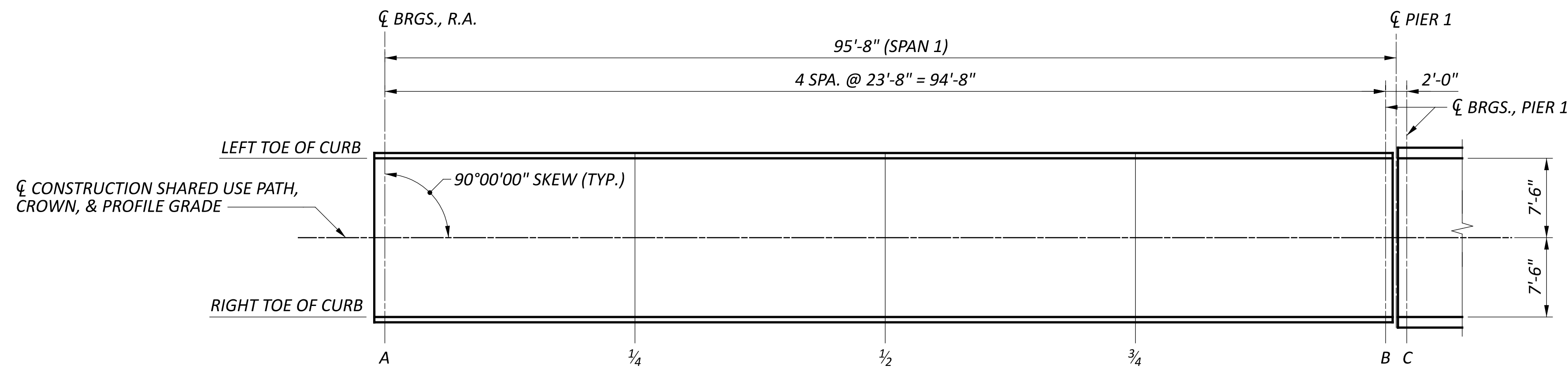
FINAL DECK SURFACE ELEVATIONS TABLE (FT.) (SPAN 1 & SPAN 4)															
LOCATION		A	1/4	1/2	3/4	B	G	5/8	1/2	3/8	1/2	5/8	3/4	7/8	H
LEFT TOE OF CURB	STATION	4+98.27	5+21.94	5+45.61	5+69.27	5+92.94	8+29.94	8+48.52	8+67.11	8+85.69	9+04.27	9+22.86	9+41.44	9+60.02	9+78.61
	FINAL ELEVATION	854.66	855.09	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



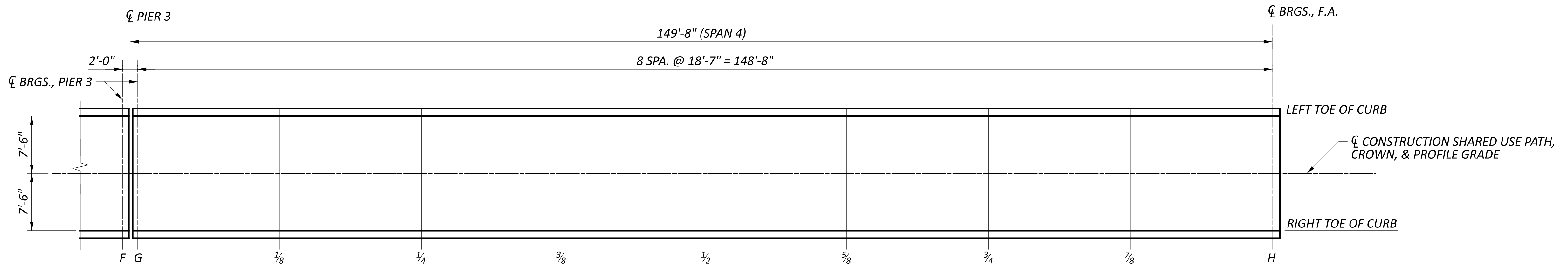
TRANSVERSE SECTION - SPAN 4



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 20/25 FOR SPANS 2 & 3 FINAL DECK SURFACE ELEVATIONS



PLAN - SPAN 4



GRE-68-12.65

MODEL: Sheet\_SurvFt\_PAPER: 34x22 (in.) DATE: 2/17/2025 TIME: 5:05:58 PM USER: jzhu  
P:\DBP\LAG\0003\_GRE-68-12.65\115388\400-Engineering\Structures\SFN\_2926107\Sheets\115388\_SF1\_2926107\_55006.dgn

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

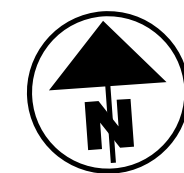
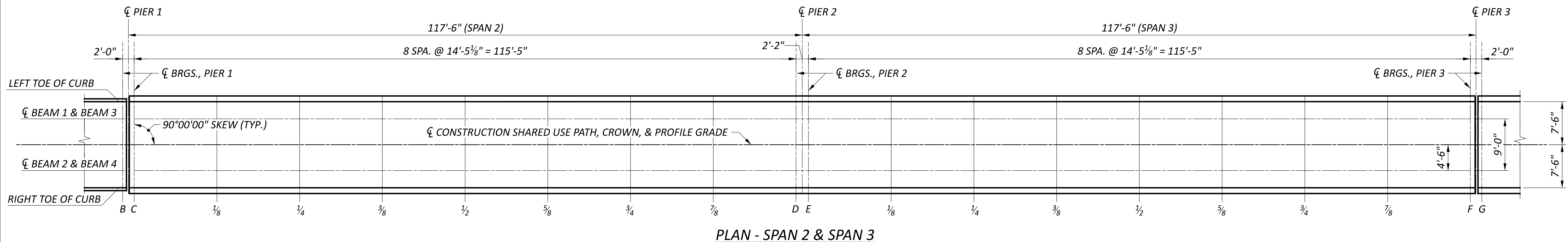
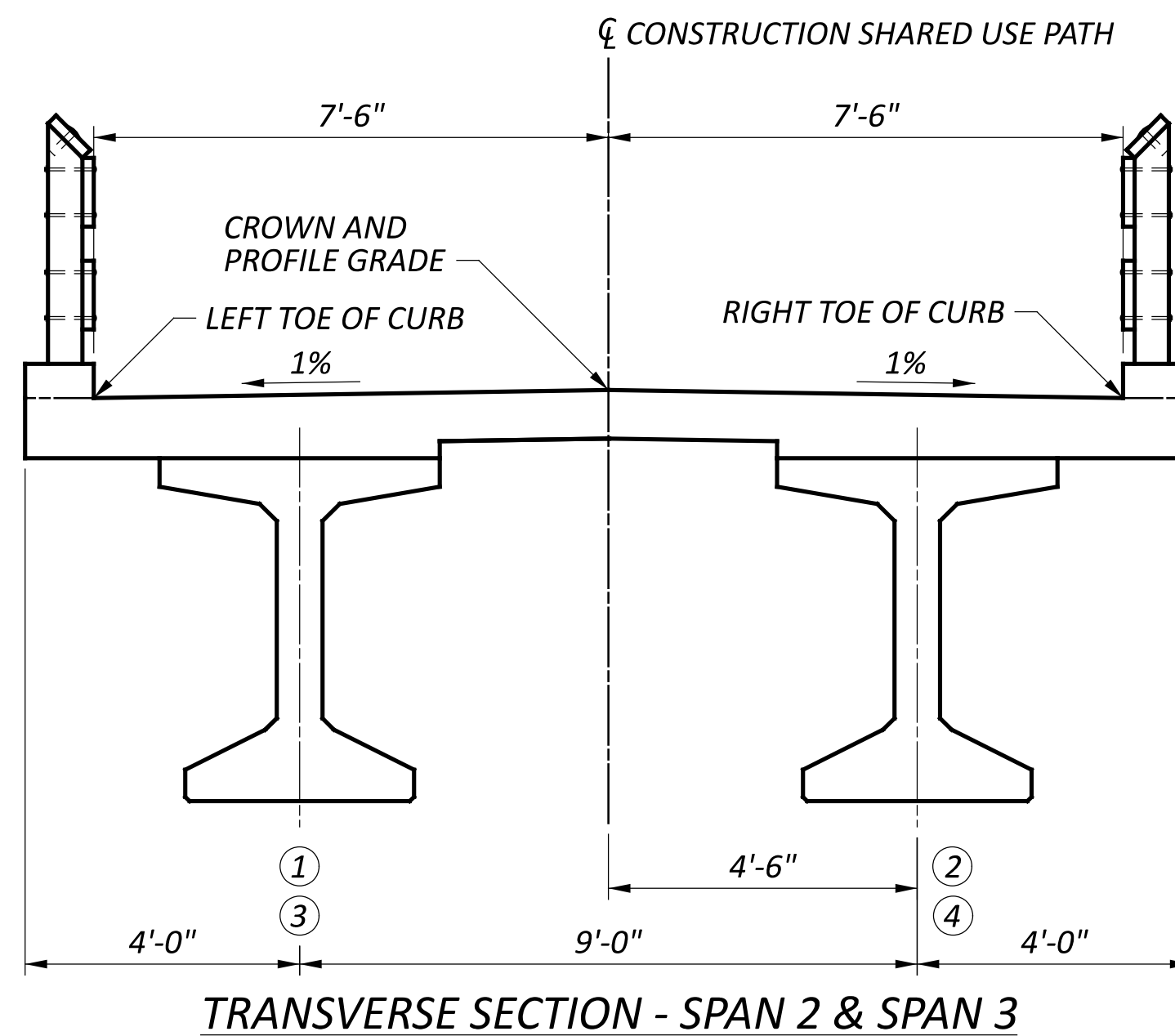
SFN	2926107
DESIGN AGENCY	CARPENTER MARTY
DESIGNER	CHECKER
JZ	AMR
REVIEWER	
GDJ	02/10/25
PROJECT ID	115388
SUBSET	TOTAL
19	25
SHEET	TOTAL
P.61	P.83

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

LOCATION		C	1/8	1/4	3/8	1/2	5/8	3/4	7/8	D	E	1/8	1/4	3/8	1/2	5/8	3/4	7/8	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

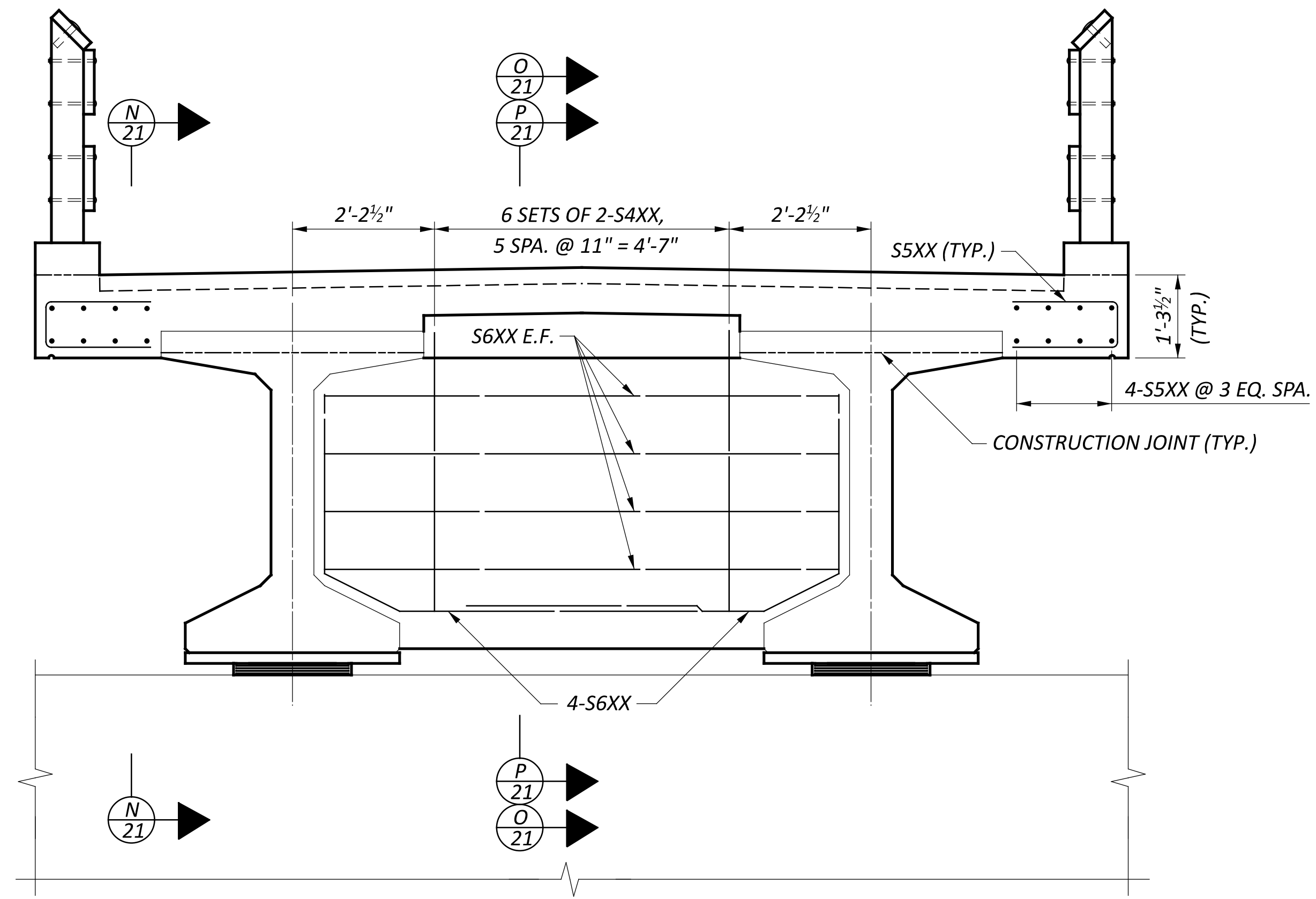
NOTES

- SCREED ELEVATIONS SHOWN REPRESENT THE THEORETICAL DECK SURFACE LOCATION PRIOR TO DEFLECTIONS CAUSED BY DECK PLACEMENT AND OTHER ANTICIPATED DEAD LOADS.
- 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.
- FINAL DECK SURFACE ELEVATIONS SHOWN REPRESENT THE DECK SURFACE LOCATION AFTER ALL ANTICIPATED DEAD LOAD DEFLECTIONS HAVE OCCURRED.

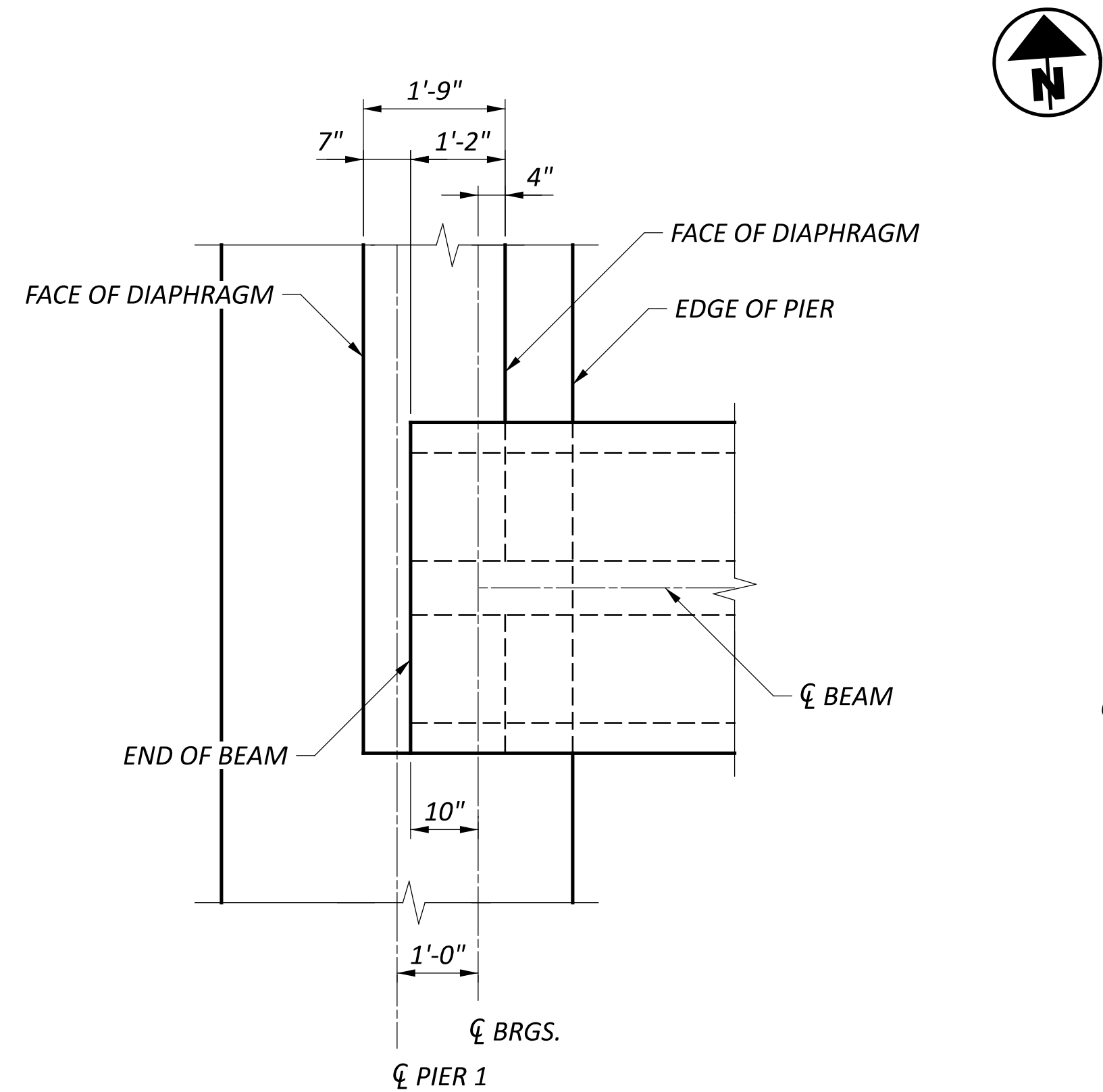


SCREED, TOP OF HAUNCH, AND FINAL DECK SURFACE ELEVATIONS (SPAN 2 & SPAN 3)  
 BRIDGE NO. GRE-BK80020-00.492  
 PEDESTRIAN BRIDGE OVER US-68 AND OLDTOWN CREEK

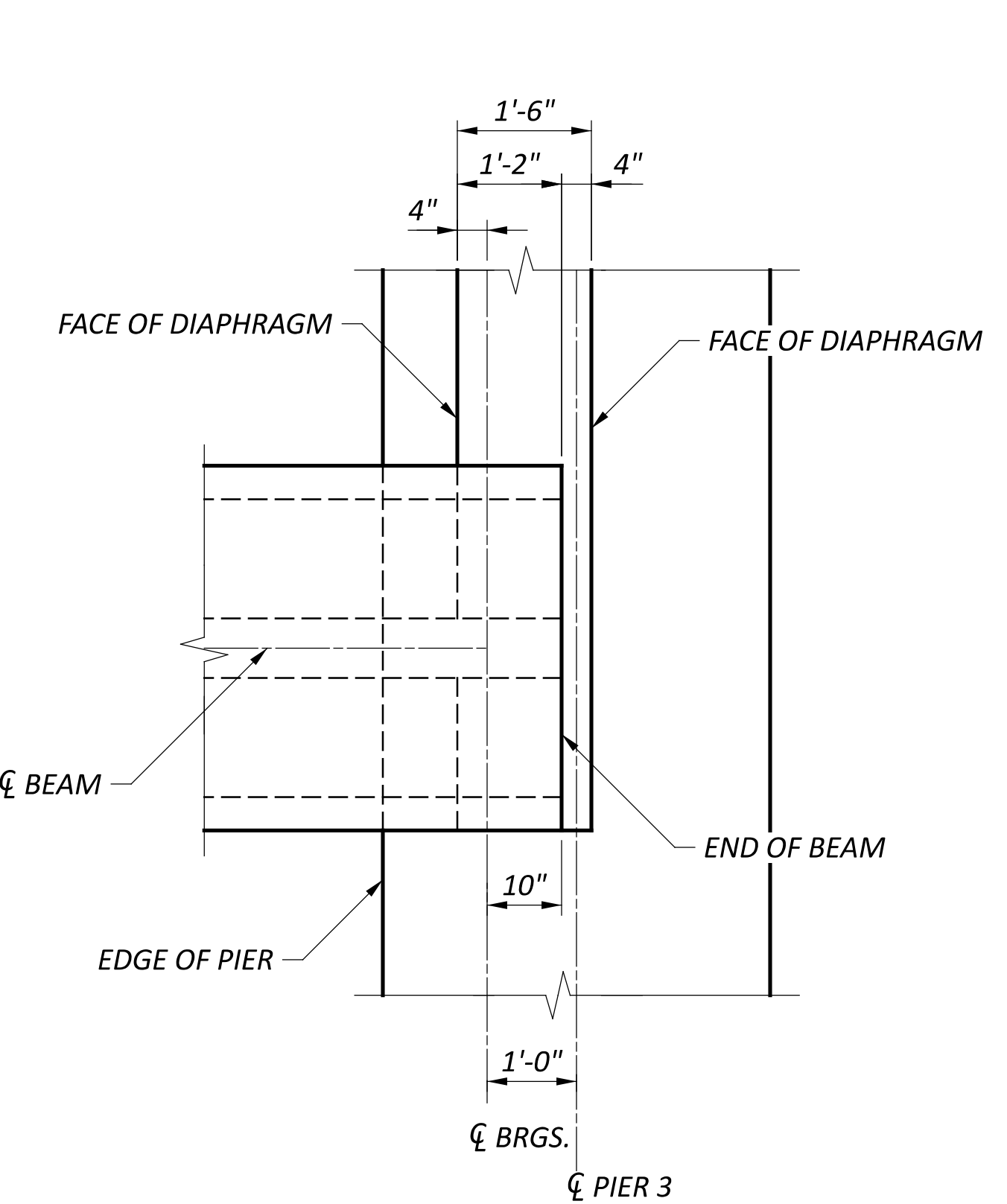
SFN	2926107
DESIGN AGENCY	CARPENTER MARTY
DESIGNER	CHECKER
JZ	AMR
REVIEWER	
GDJ	02/10/25
PROJECT ID	115388
SUBSET	TOTAL
20	25
SHEET	TOTAL
P.62	P.83



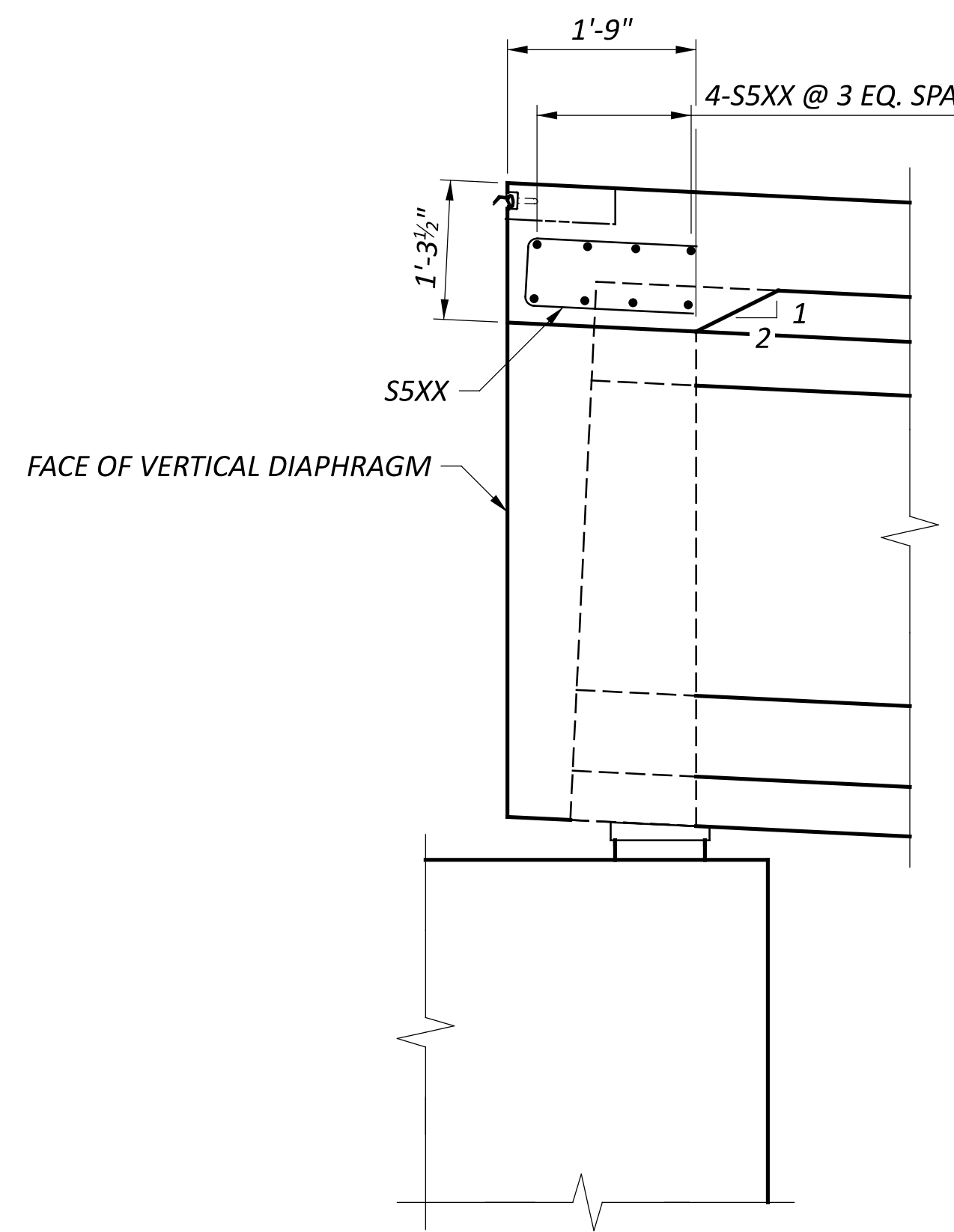
PIER 1 & PIER 3 DIAPHRAGM ELEVATION



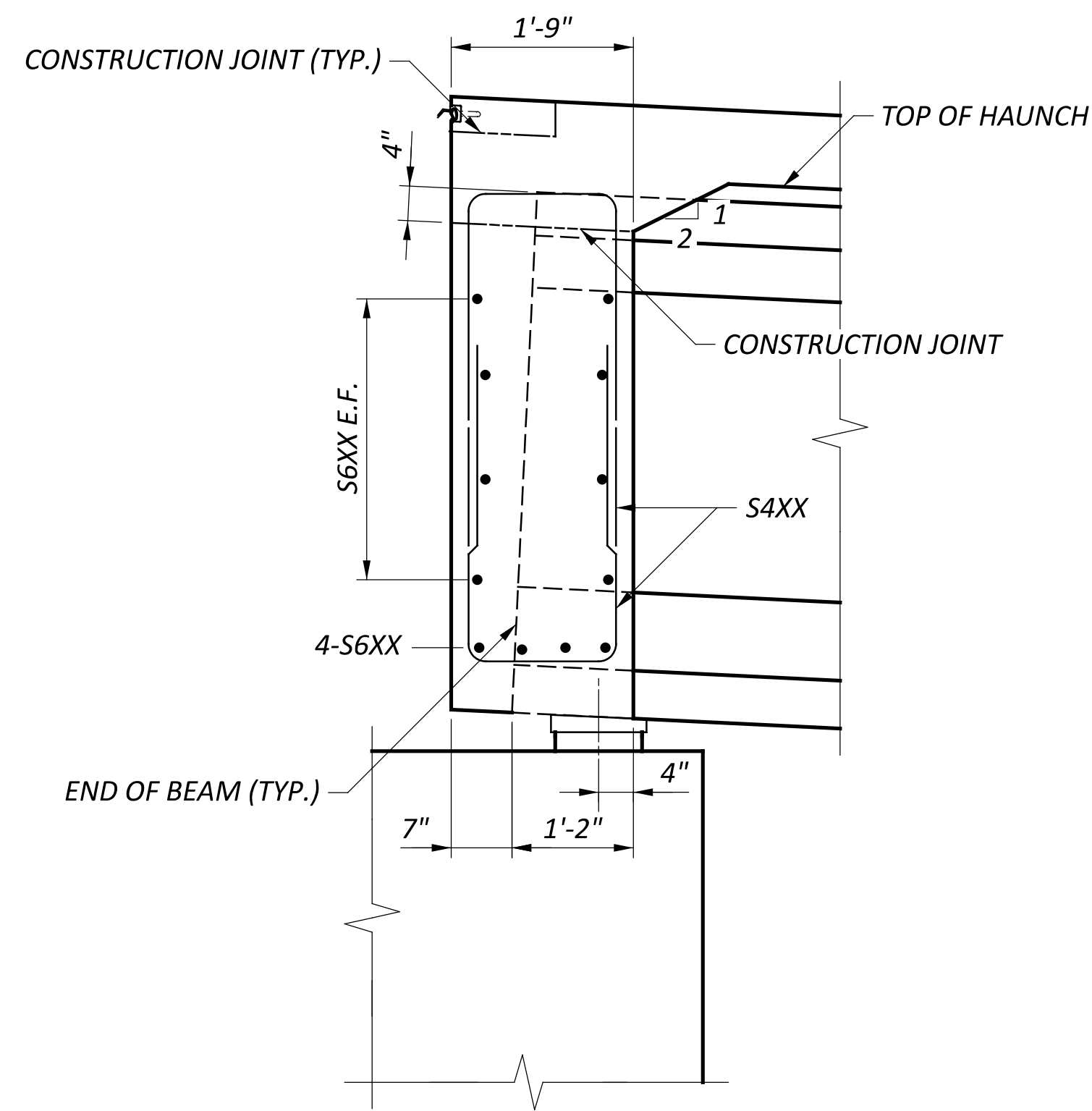
PIER 1 PARTIAL PLAN



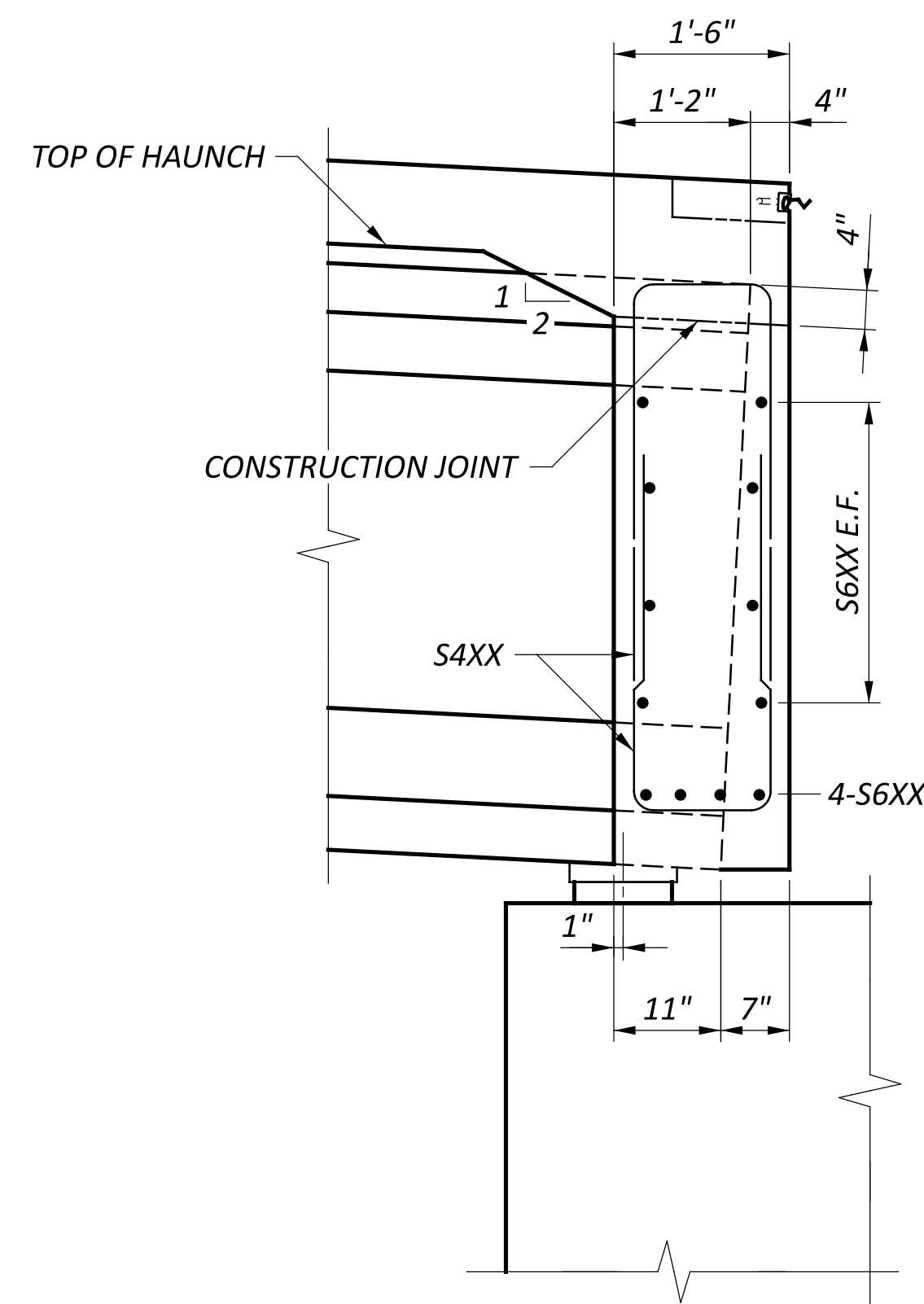
PIER 3 PARTIAL PLAN



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

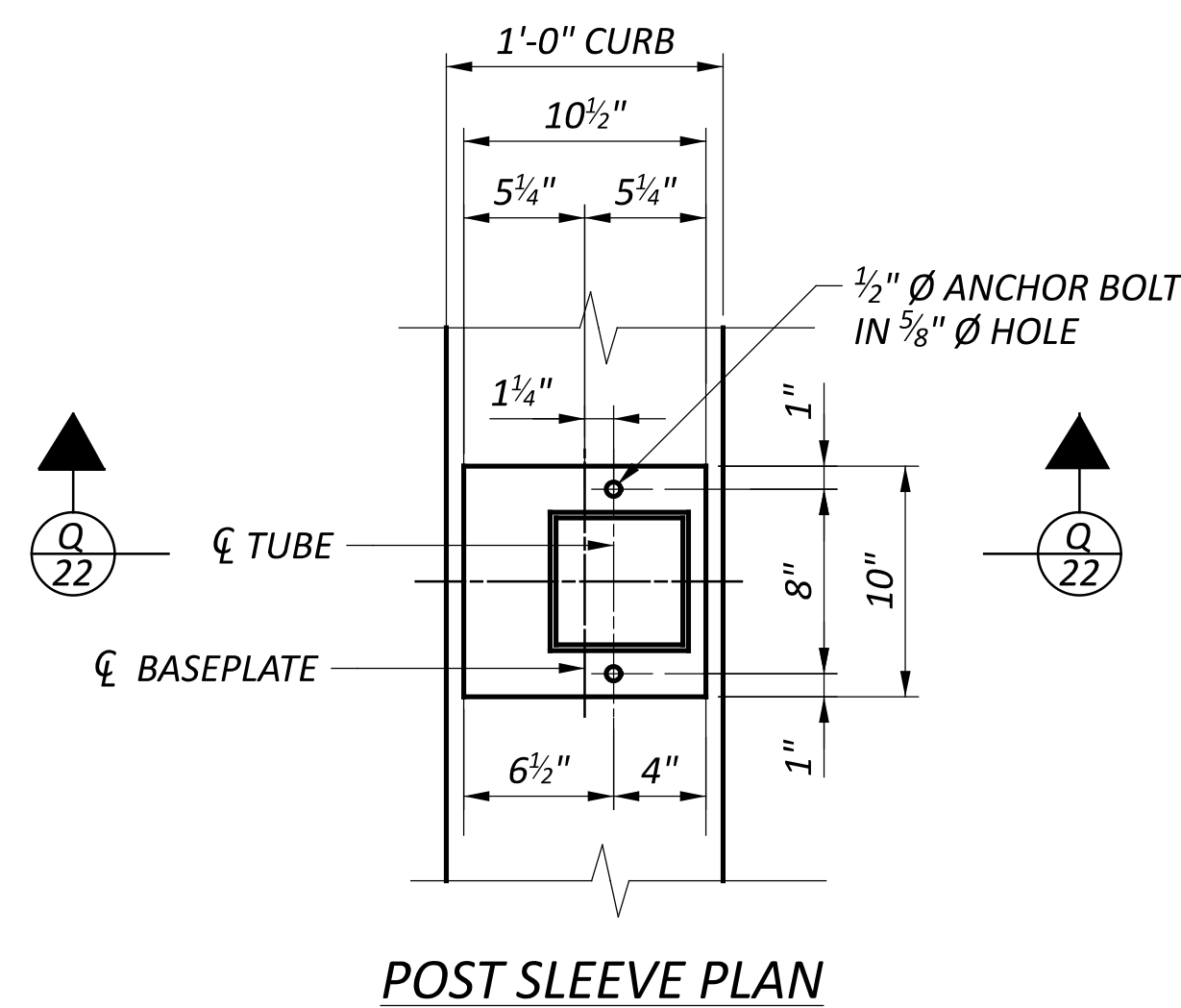
**NOTES**  
 1. REFER TO STD. DWGS. PSID-1-13 & EXJ-6-17 FOR ADDITIONAL NOTES AND DETAILS.  
 2. SEE TRANSVERSE SECTION FOR ADDITIONAL REINFORCING.

SFN 2926107	
DESIGN AGENCY	
DESIGNER JZ	CHECKER AMR
REVIEWER GDJ 02/10/25	
PROJECT ID 115388	
SUBSET 21	TOTAL 25
SHEET P.63	TOTAL P.83

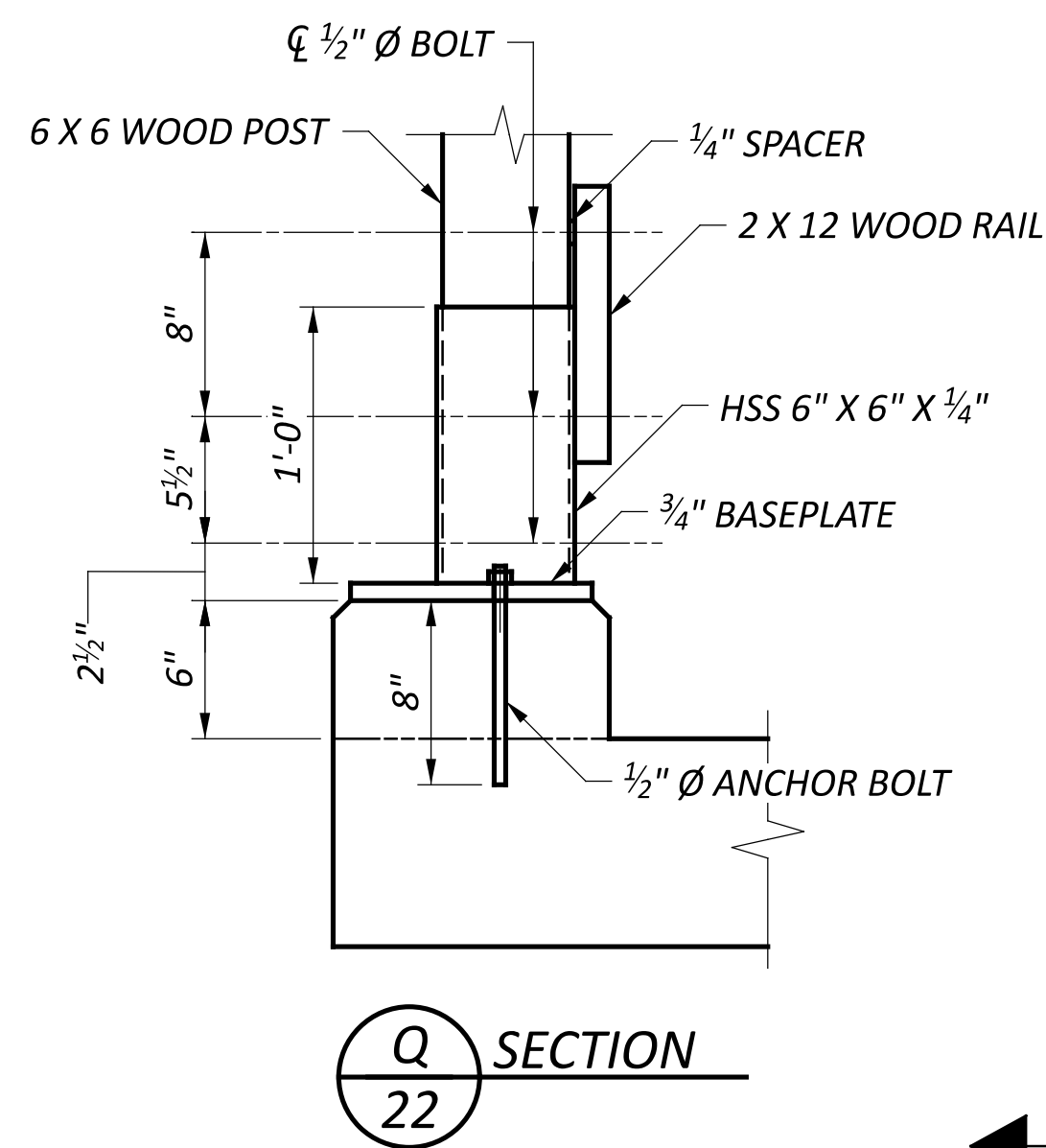


**NOTES**

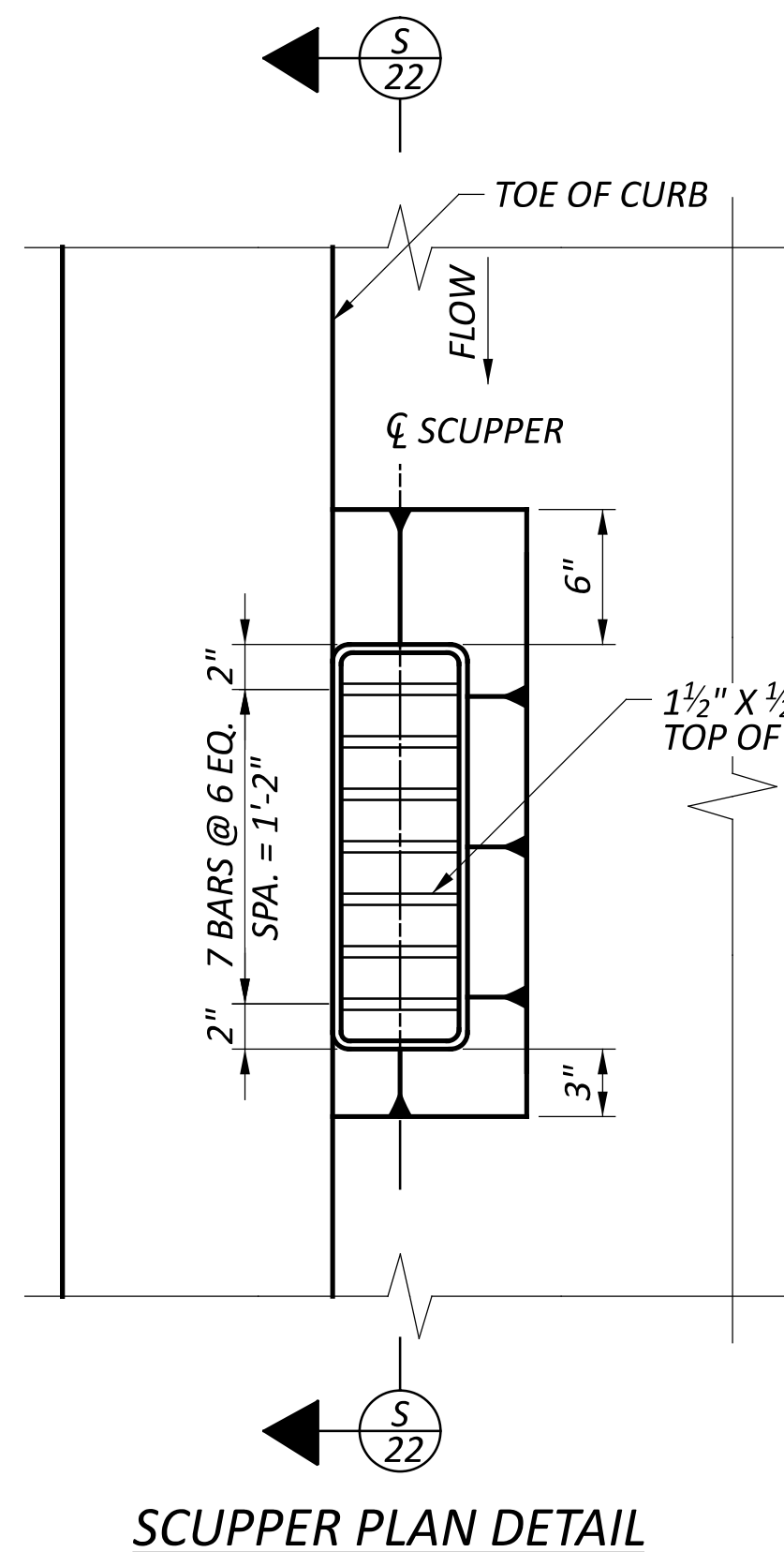
1. TRIM DECK REINFORCEMENT IN CONFLICT WITH SCUPPERS AND ADDITIONAL SCUPPER REINFORCEMENT.
2. STEEL YIELD STRENGTH = 36 KSI (POST SLEEVES AND SCUPPERS)
3. POST SLEEVE TO BE GALVANIZED AND PAINTED "BROWN" - AMS - STD 10076



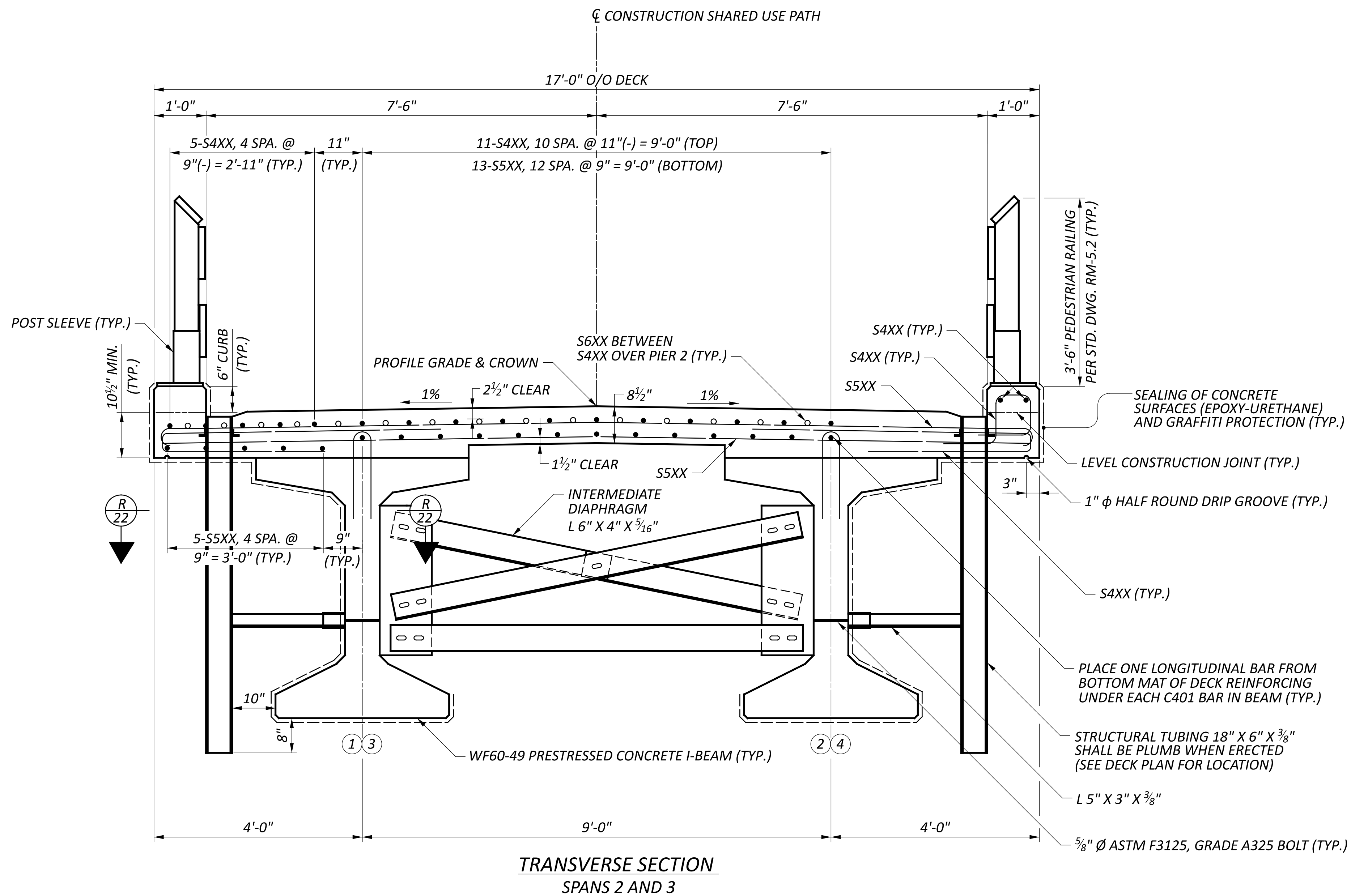
POST SLEEVE PLAN



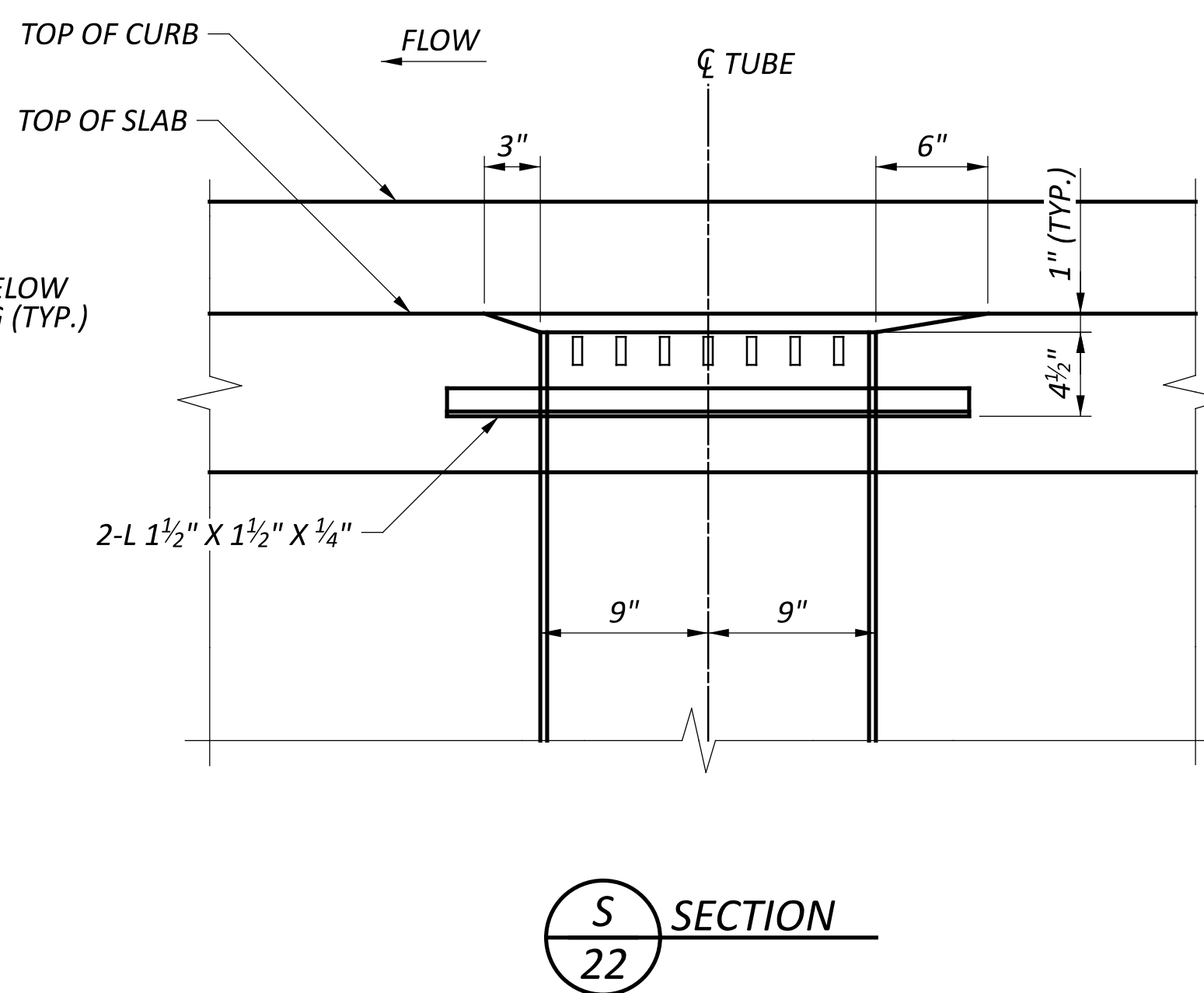
SECTION Q-22



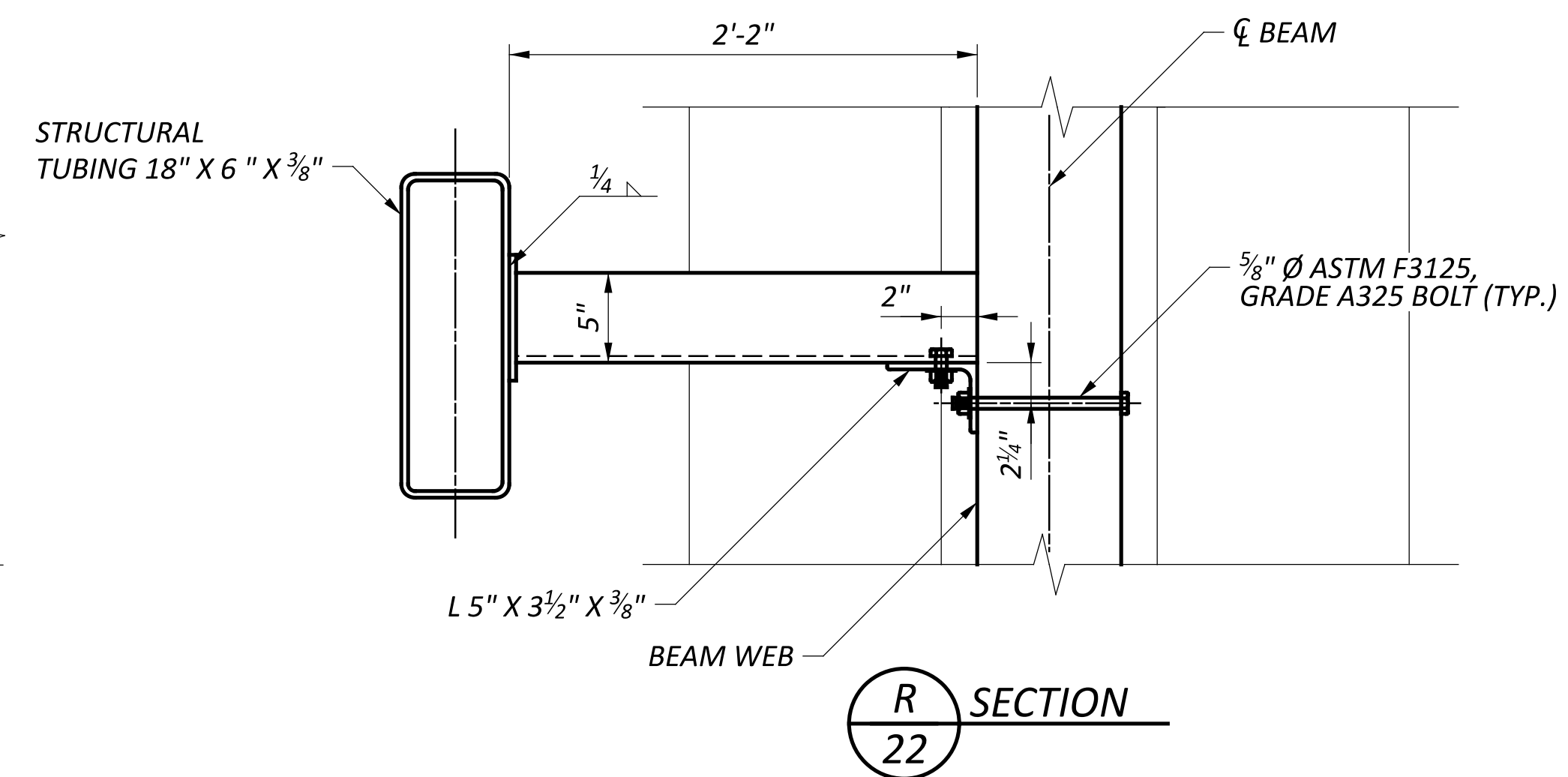
SCUPPER PLAN DETAIL



TRANSVERSE SECTION SPANS 2 AND 3



SECTION S-22

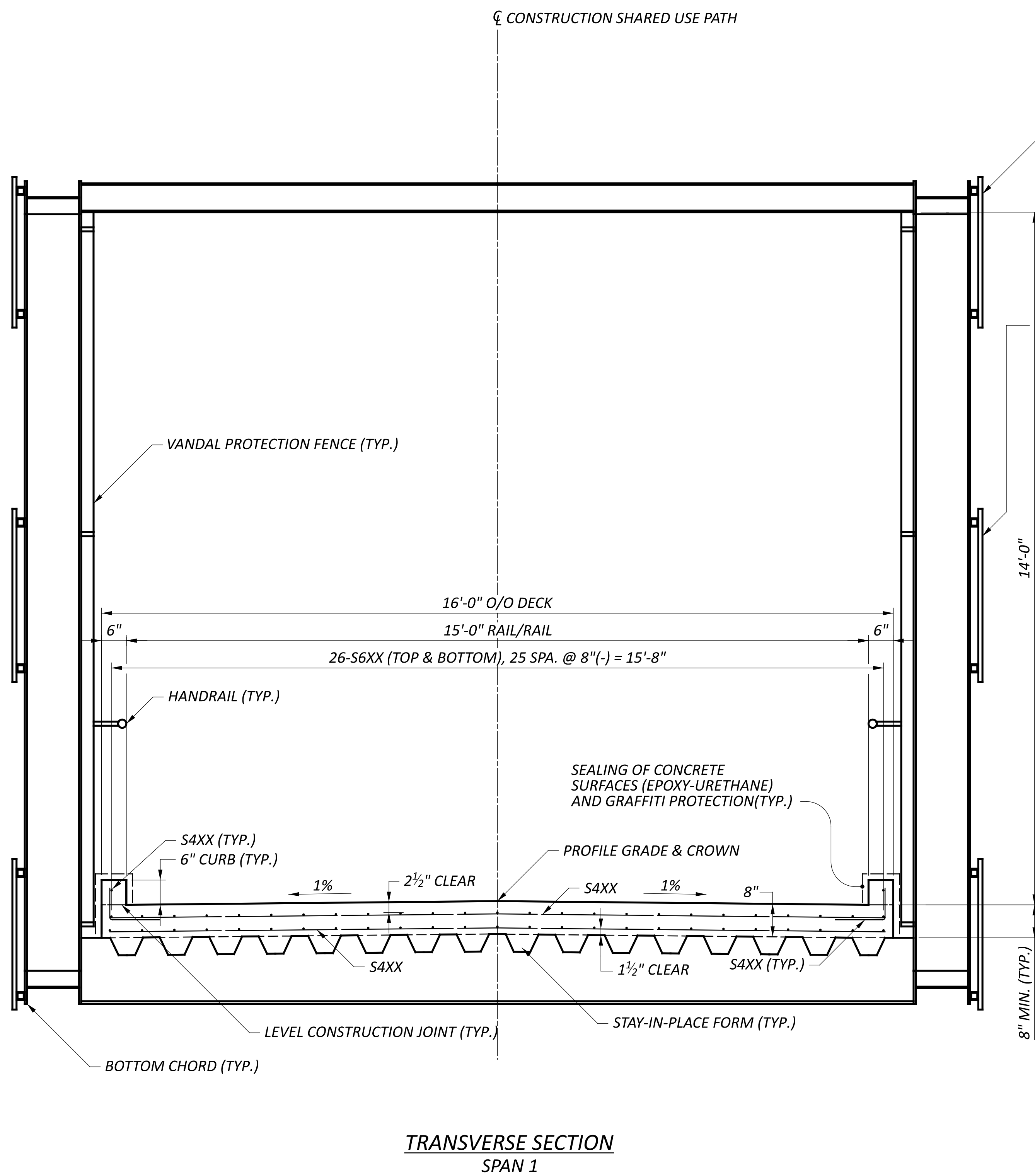


SECTION R-22

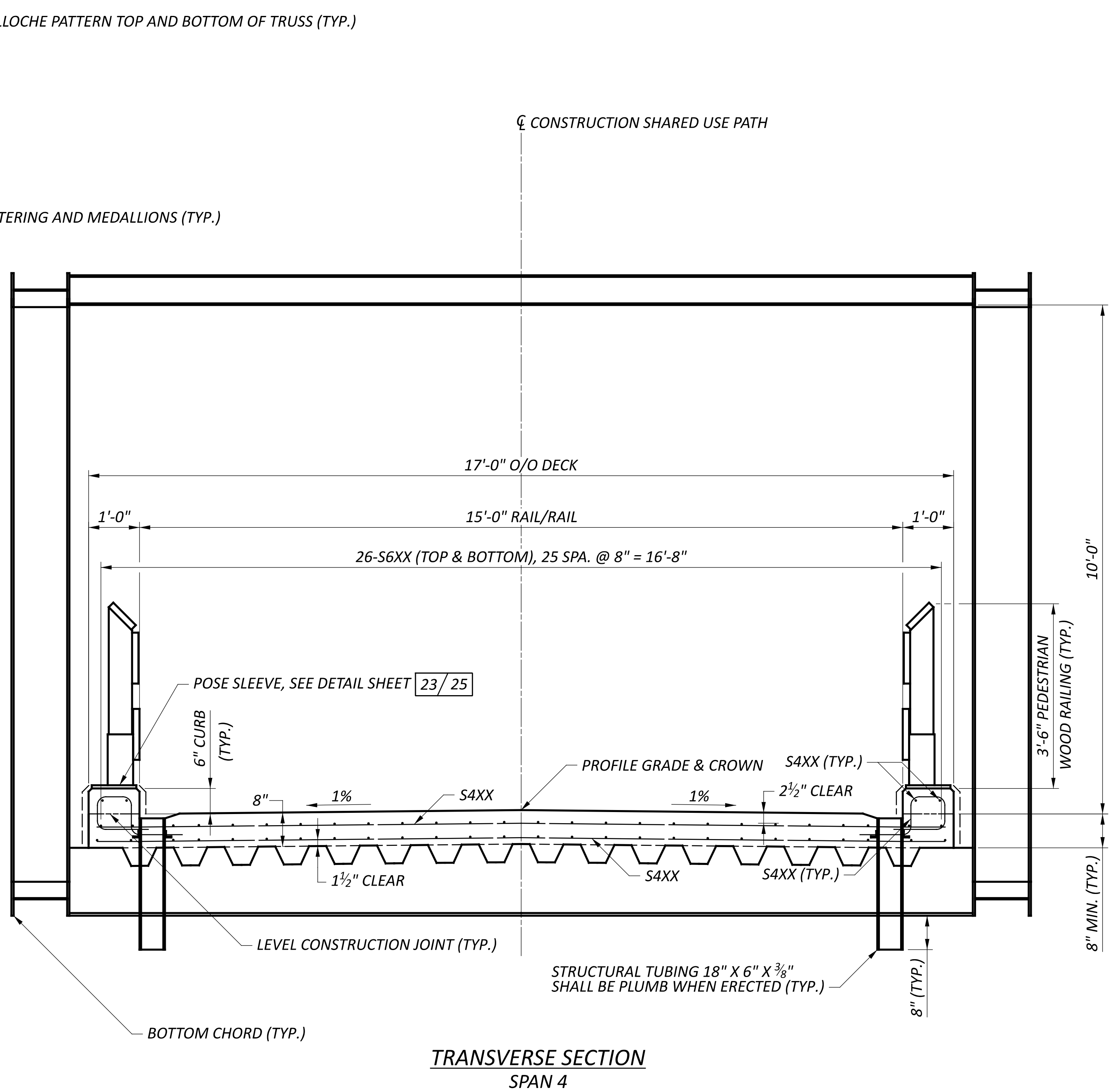
TRANSVERSE SECTION - SPANS 2 AND 3  
 BRIDGE NO. GRE-BK80020-00.492  
 PEDESTRIAN BRIDGE OVER US 68 AND OLDTOWN CREEK

SFN	2926107
DESIGN AGENCY	CARPENTER MARTY
DESIGNER	CHECKER
JZ	AMR
REVIEWER	
GDJ	02/10/25
PROJECT ID	115388
SUBSET	TOTAL
22	25
SHEET	TOTAL
P.64	P.83





TRANSVERSE SECTION  
SPAN 1



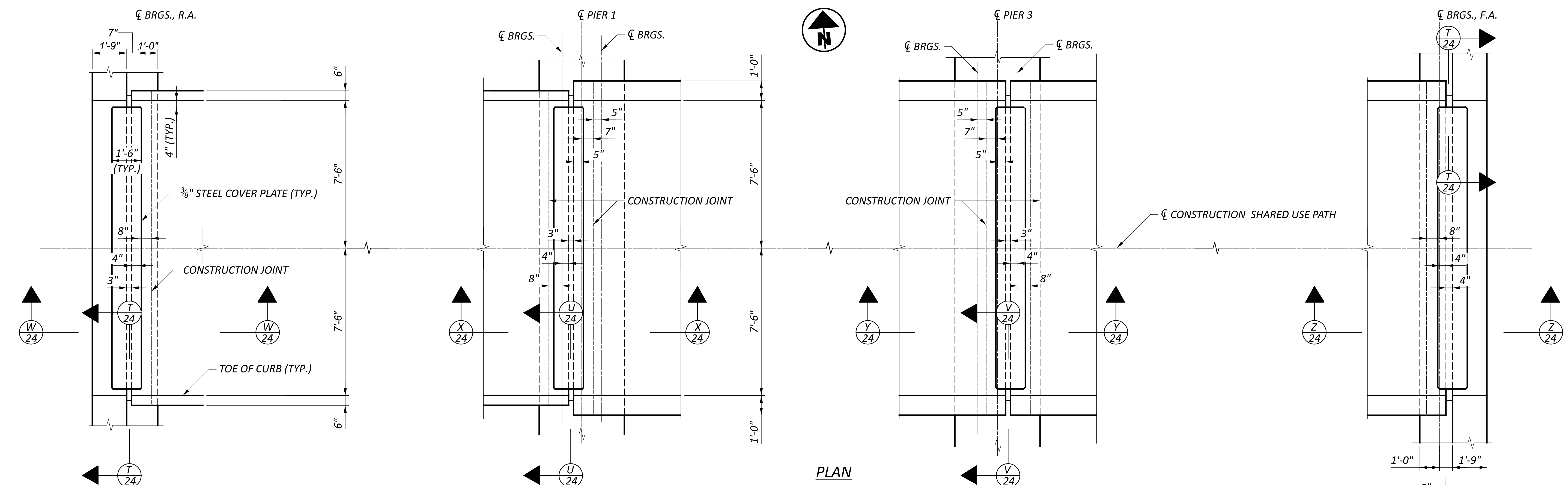
TRANSVERSE SECTION  
SPAN 4

**NOTE**

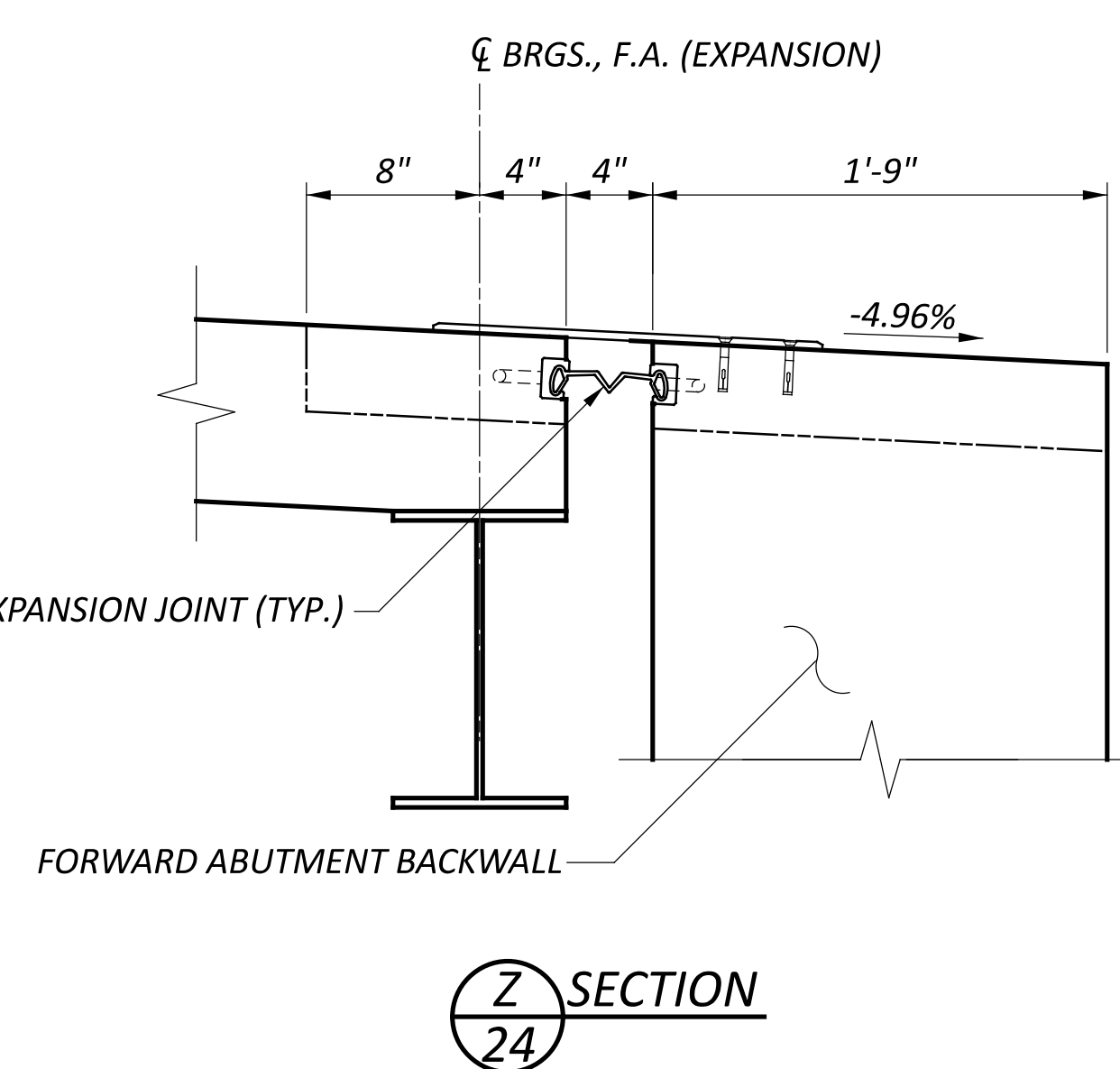
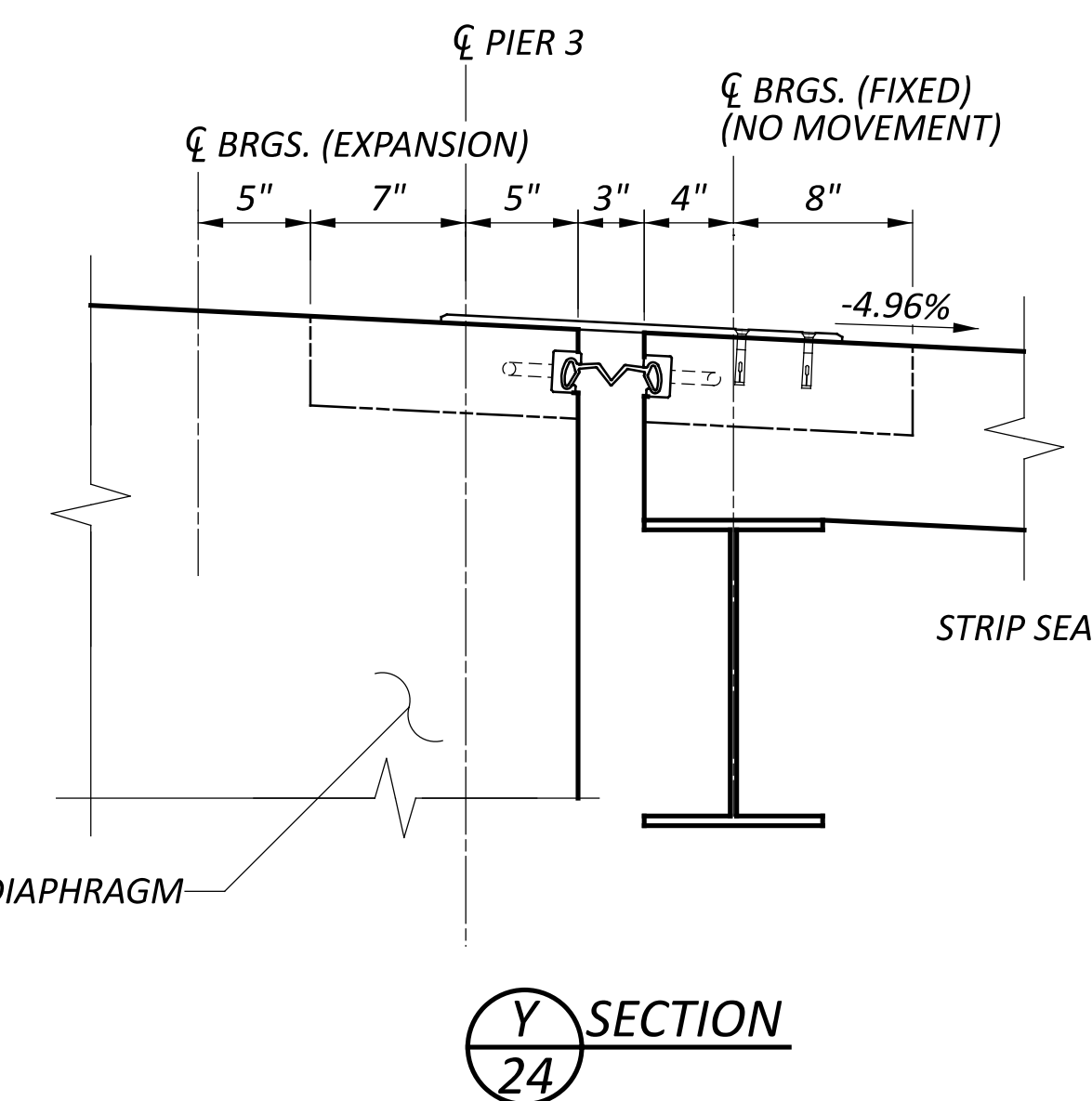
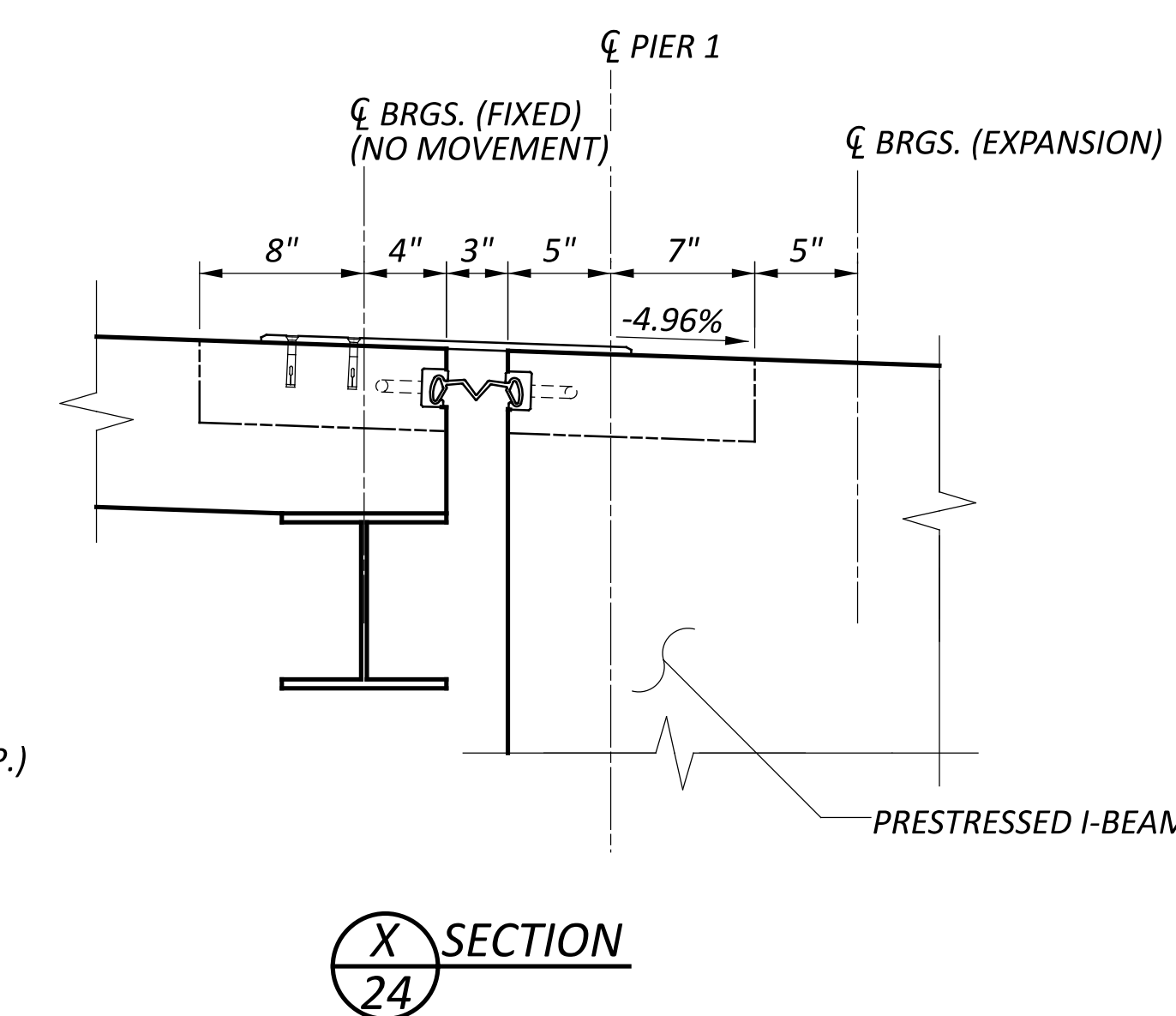
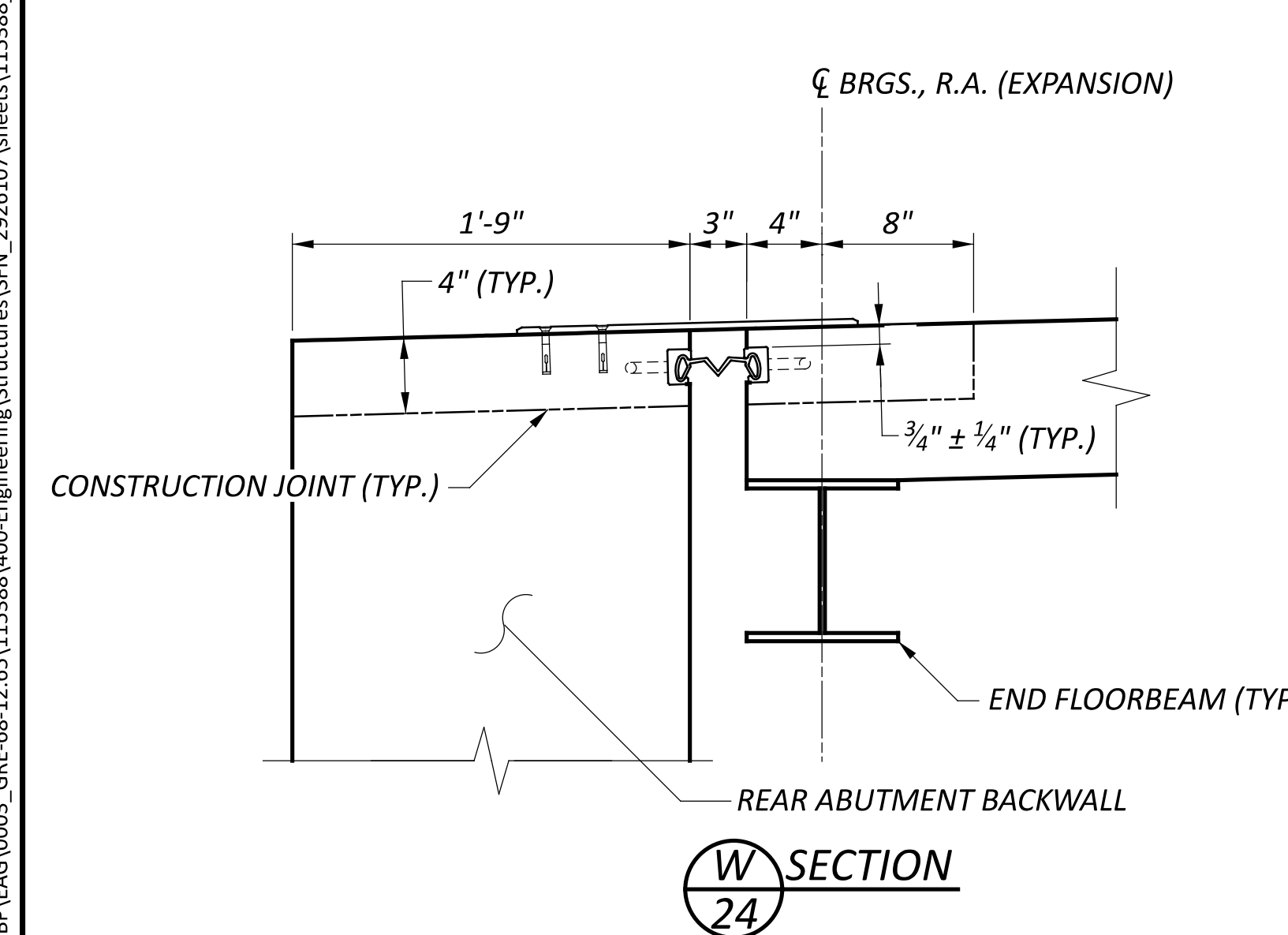
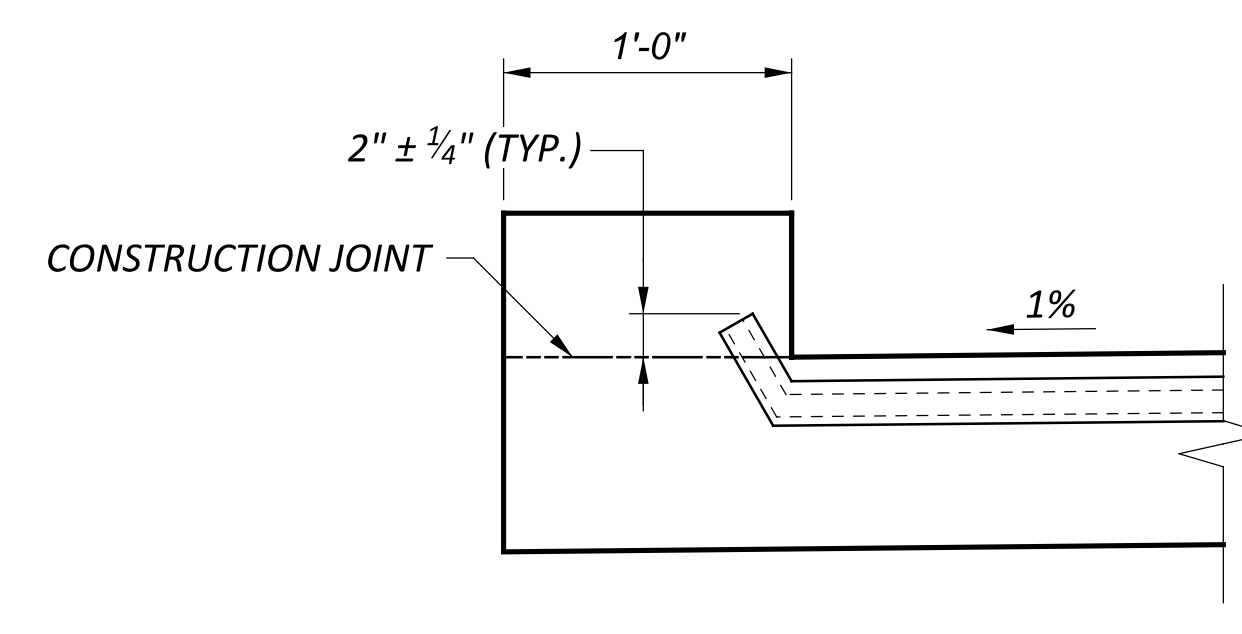
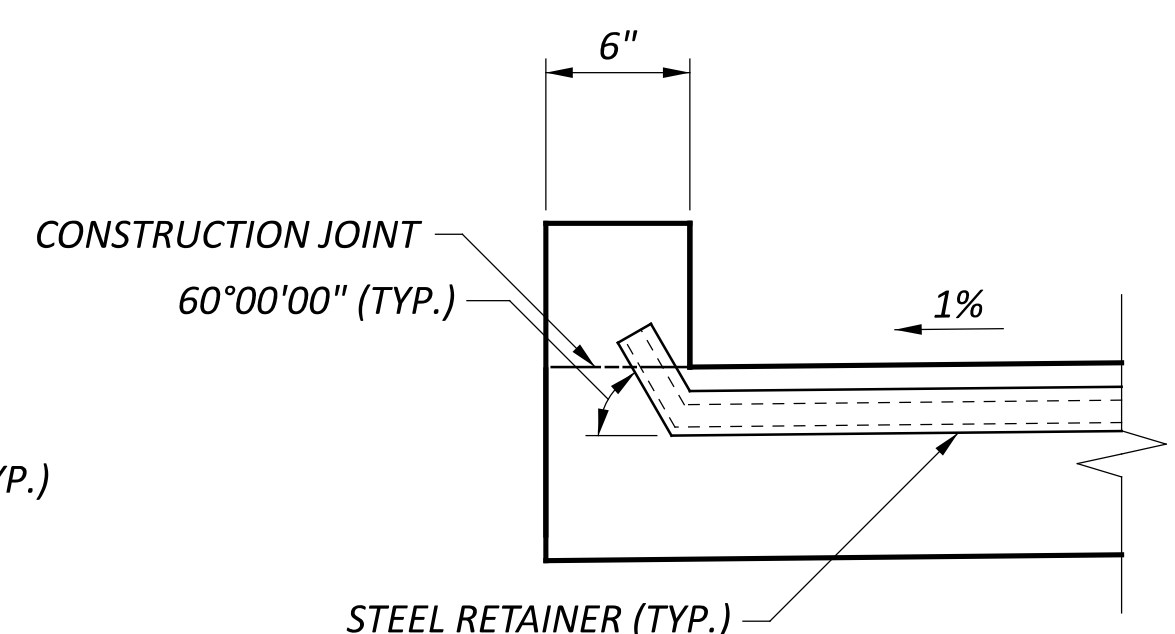
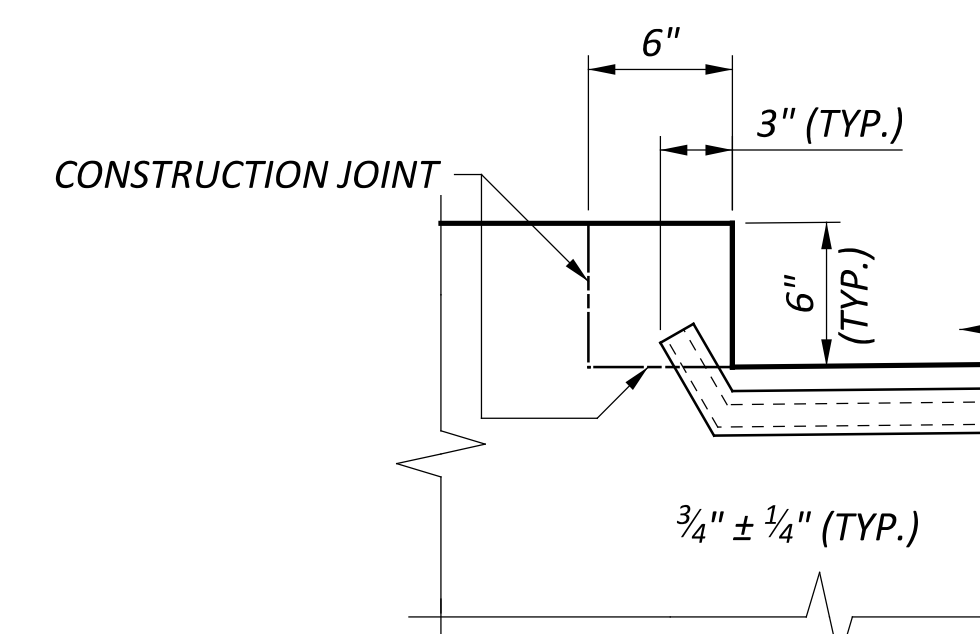
1. REFER TO SCHEMATIC A6.1 FOR COLORING AND DIMENSION DETAILS OF GUILLOCHE PATTERN, MEDALLIONS AND LETTERING.
2. SEE SHEET 22 / 25 FOR SCUPPER DETAILS. TRUSS SCUPPERS DO NOT REQUIRE L 5" X 3 1/2" X 3/8" BRACE.
3. CUT STAY-IN-PLACE FORM IN FIELD FOR SCUPPER PENETRATION.

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

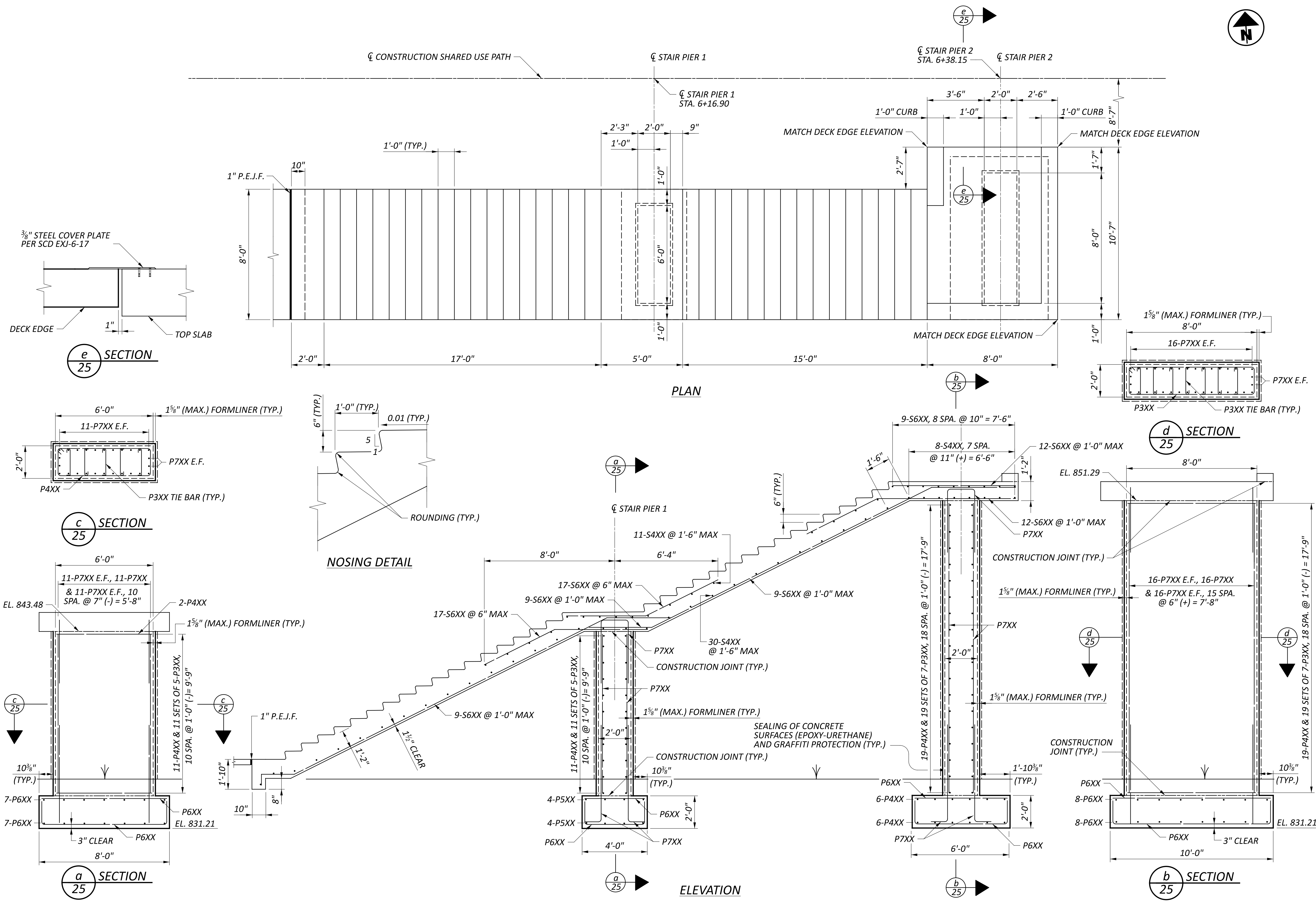
SFN 2926107	
DESIGN AGENCY	
CARPENTER MARTY	
DESIGNER	CHECKER
SMH	AMR
REVIEWER	
GDJ 02/10/25	
PROJECT ID	
115388	
SUBSET	TOTAL
23	25
SHEET	TOTAL
P.65	P.83



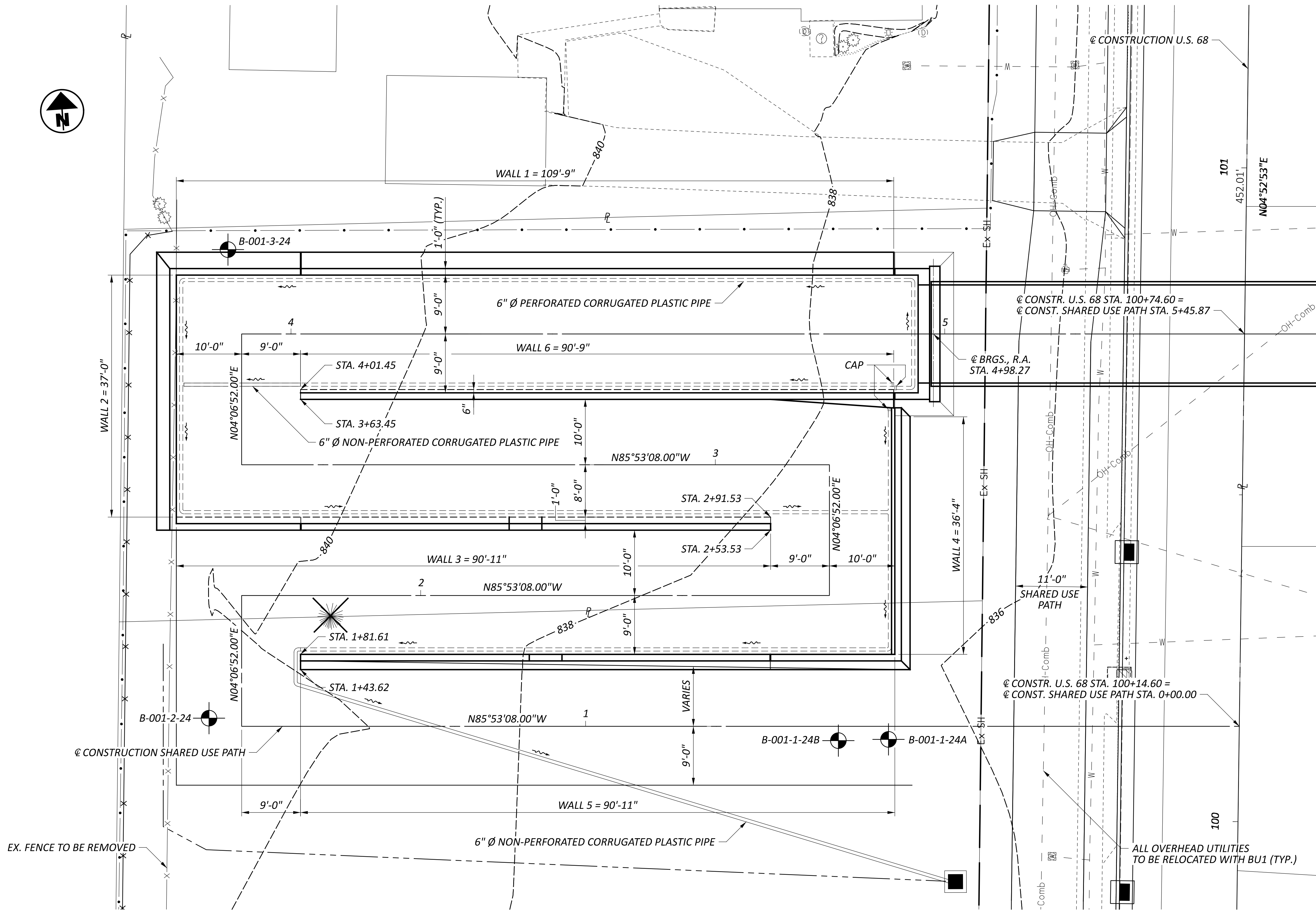
- NOTES**
1. UTILIZE WABO STRIP SEAL MODEL CRETE SE-400 WITH SINUSOIDAL ANCHORAGE AT ALL LOCATIONS.
  2. REFER TO STD. DWG. EXJ-6-17 FOR ADDITIONAL NOTES AND DETAILS.
  3. STEEL RETAINERS AND COVER PLATES SHALL BE FABRICATED TO MATCH CROSS-SLOPE OF DECK.



SFN	2926107
DESIGN AGENCY	CARPENTER MARTY
DESIGNER	AMR
CHECKER	SMH
REVIEWER	
PROJECT ID	115388
SUBSET	24
TOTAL	25
SHEET	P.66
TOTAL	P.83




SFN	2926107
DESIGN AGENCY	CARPENTER MARTY
DESIGNER	JZ
CHECKER	AMR
REVIEWER	
PROJECT ID	1153888
SUBSET	25
TOTAL	25
SHEET	P.67
TOTAL	P.83



PLAN

**NOTE**  
 REFER TO SHEET **P.42/P.83** FOR ADDITIONAL  
 RAMP DRAINAGE DETAILS.

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

DESIGN AGENCY	
 CARPENTER MARTY	
DESIGNER	CHECKER
SMH	AMR
REVIEWER	
GDJ 02/10/25	
PROJECT ID	
115388	
SUBSET	TOTAL
1	11
SHEET	TOTAL
P.68	P.83

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)

Should this call out galvanized steel?

**CONCRETE REINFORCEMENT:**

EPOXY COATED STEEL REINFORCEMENT - MINIMUM YIELD STRENGTH 60 KSI (SUBSTRUCTURE)

**AESTHETIC TREATMENT (CONCRETE FORMLINER)**

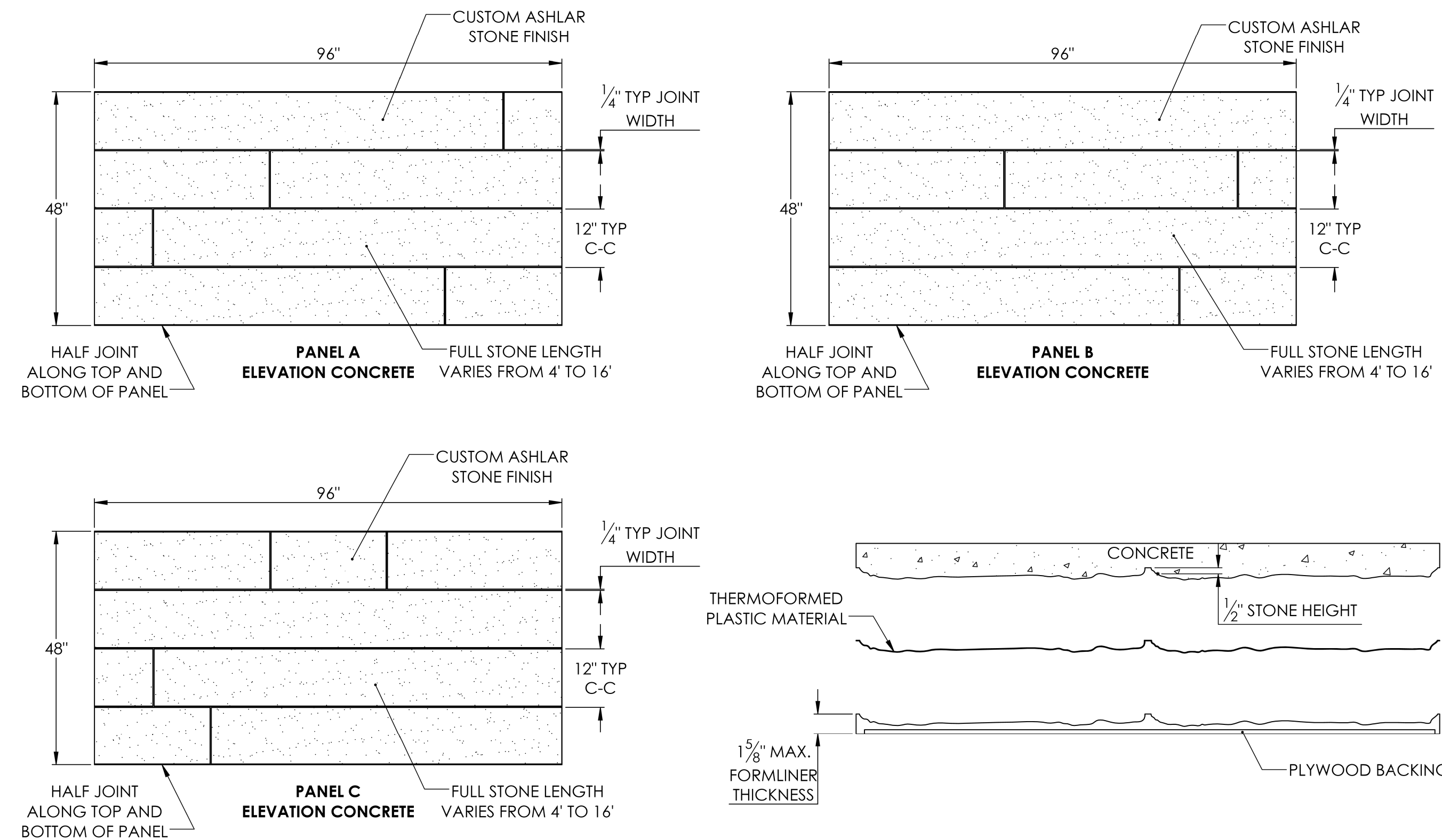
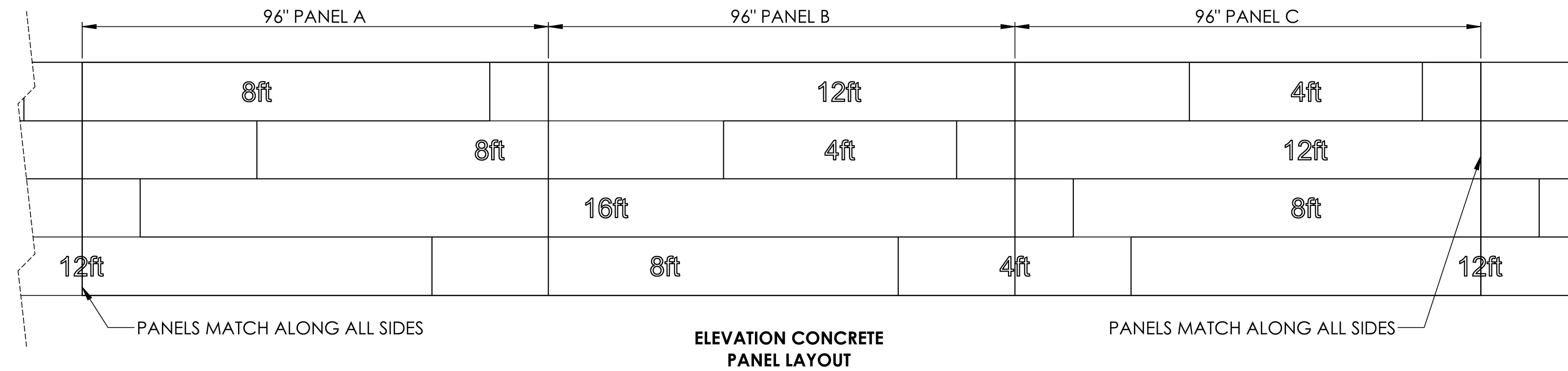
ONE FULL SCALE PATTERNED PRECONSTRUCTION TEST PANEL SHALL BE PROVIDED FOR APPROVAL BY THE DISTRICT 8 BRIDGE SECTION. IF THE TEST PANEL DOES NOT MEET THE APPROVAL OF THE DISTRICT 8 BRIDGE SECTION, THE RESULT WILL BE GROUNDS TO REJECT THE PROPOSED PANEL SURFACE CHOSEN. THE TEST PANEL WILL BE PROVIDED REPEATEDLY, 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.



**CONCRETE FORMLINER DETAIL**

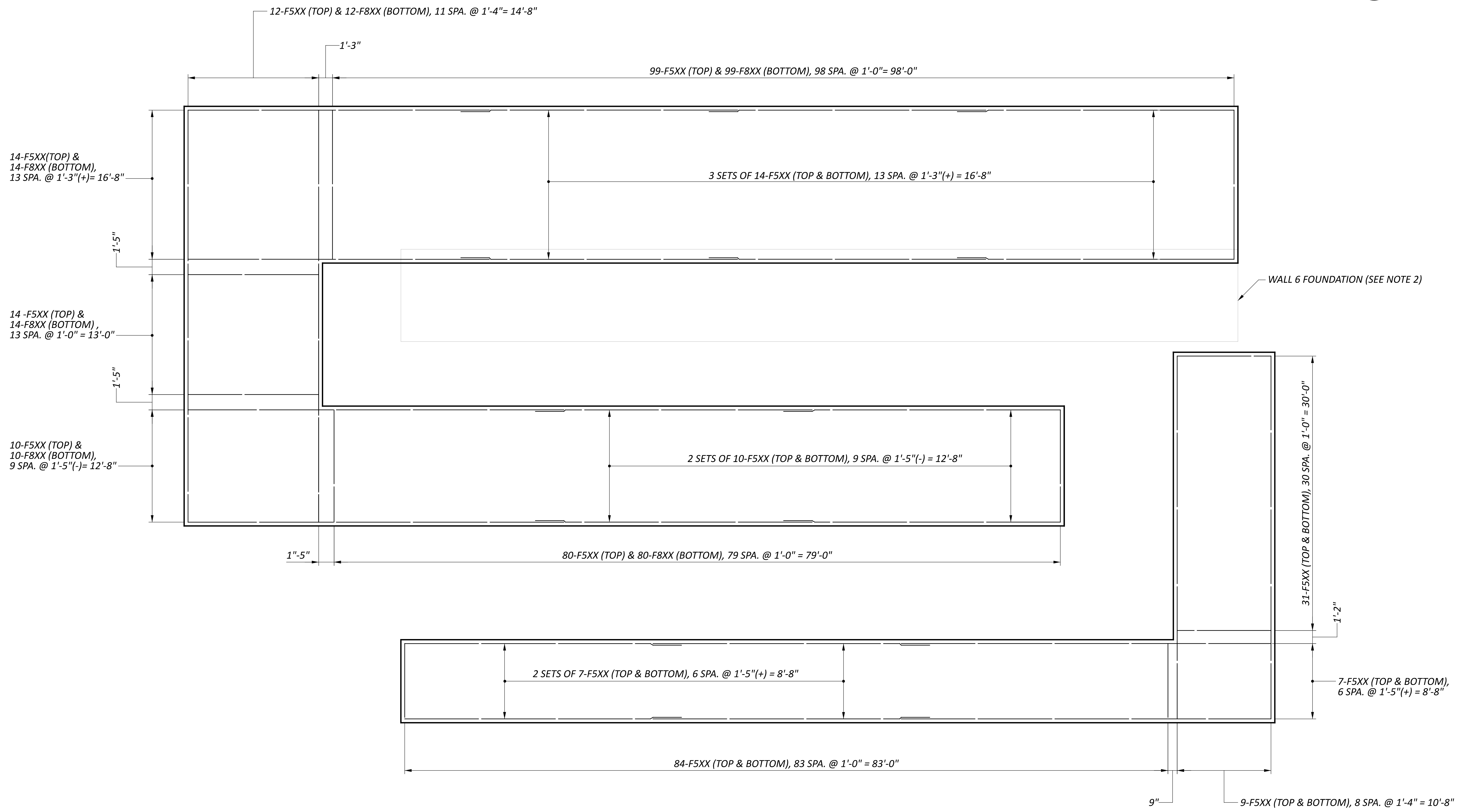
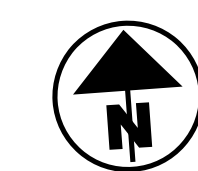
GRE-68-12.65

MODEL: Sheet\_SurvFt\_PAPER: 34422 (in.) DATE: 2/17/2025 TIME: 3:40:16 PM USER: wshannon P:\DBP\IAG\0003\_GRE-68-12.65\115388\400-Engineering\Structures\Wall\Sheets\115388\_Wall\_W\N001.dgn

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

DESIGN AGENCY	
DESIGNER	CHECKER
JZ	AMR
REVIEWER	
GDJ 02/10/25	
PROJECT ID	
115388	
SUBSET	TOTAL
2	11
SHEET	TOTAL
P.69	P.83






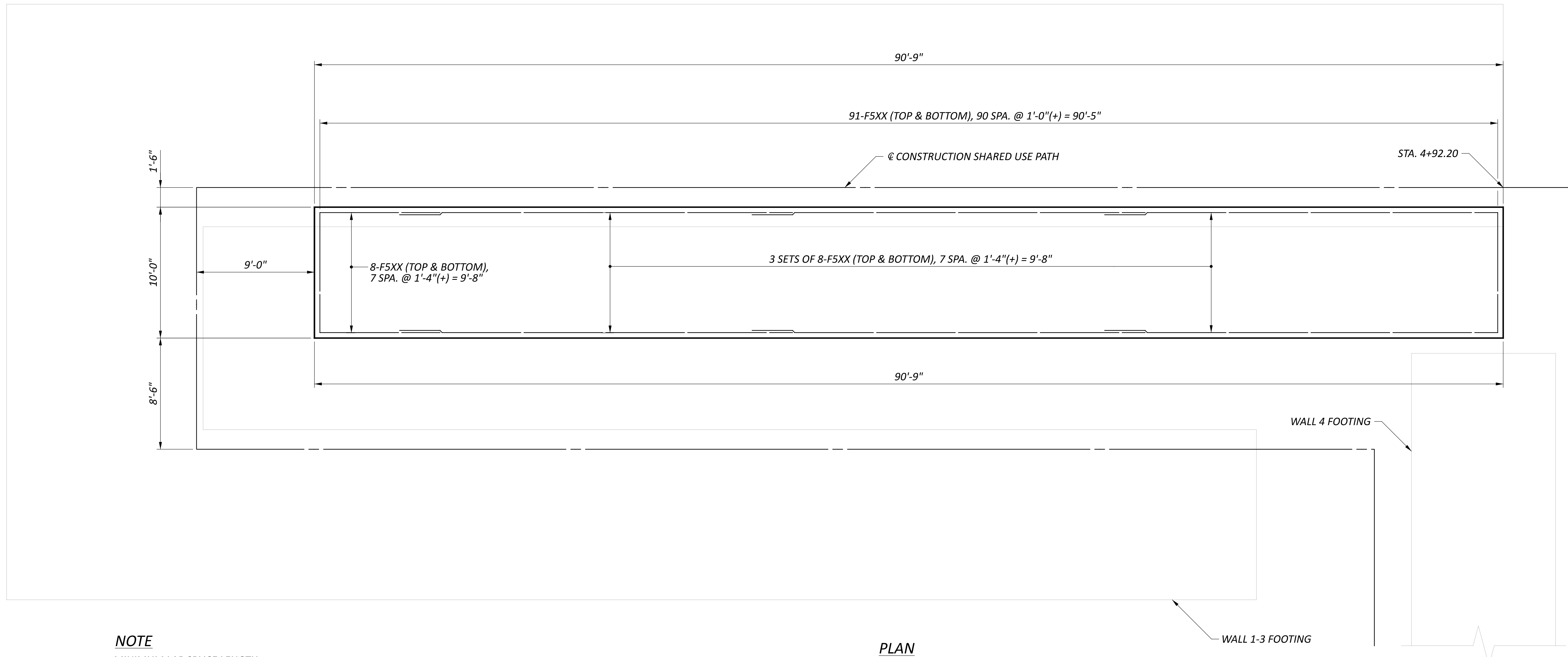
PLAN

**NOTES**

1. MINIMUM LAP SPLICE LENGTH:  
 #5 BARS = 37 INCHES  
 #8 BARS = 45 INCHES
2. REFER TO SHEET 5 / 11 FOR WALL 6 FOUNDATION DETAILS.

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

DESIGN AGENCY	
	
DESIGNER	CHECKER
MME	AMR
REVIEWER	
GDJ 02/10/25	
PROJECT ID	
115388	
SUBSET	TOTAL
4	11
SHEET	TOTAL
P.71	P.83



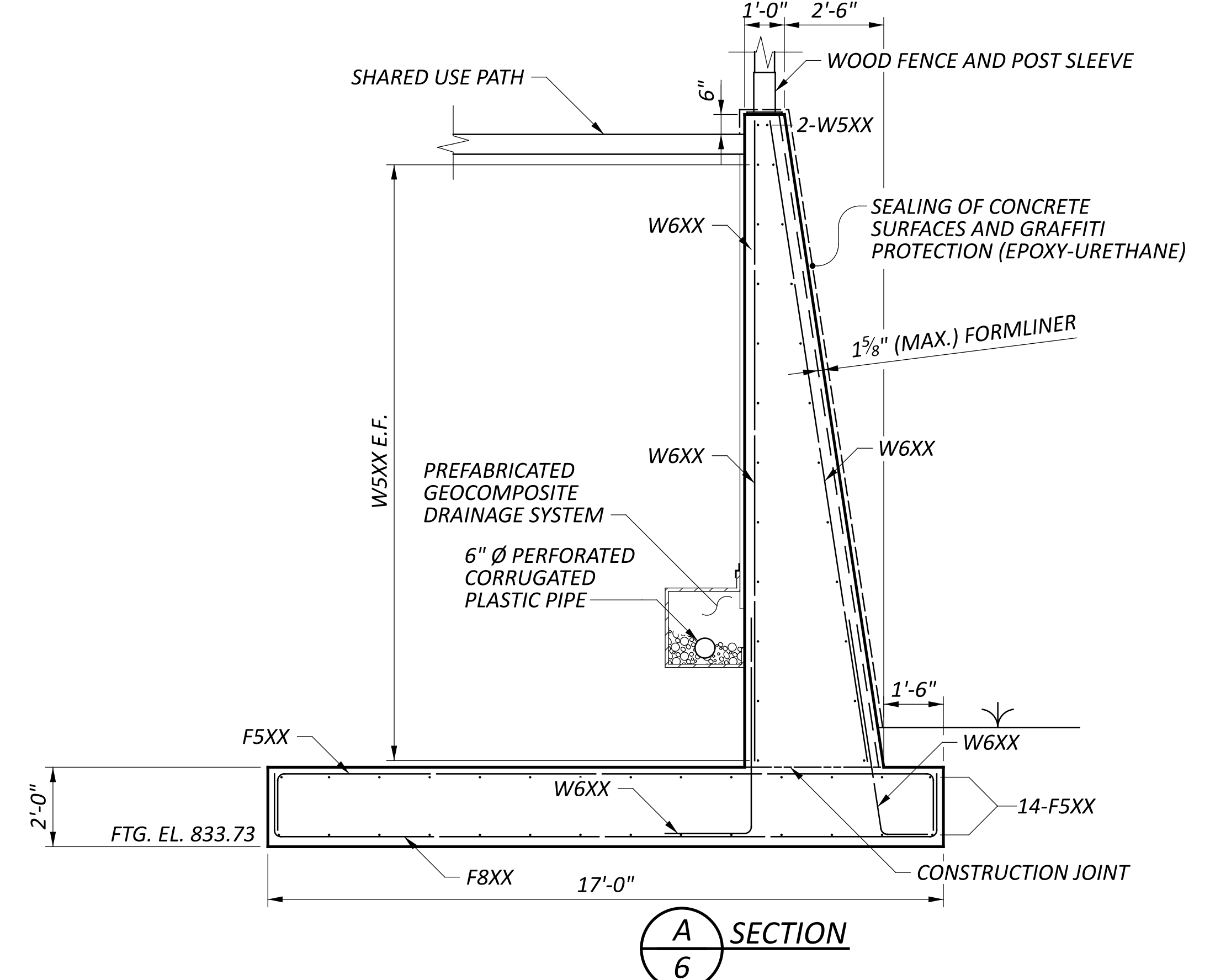
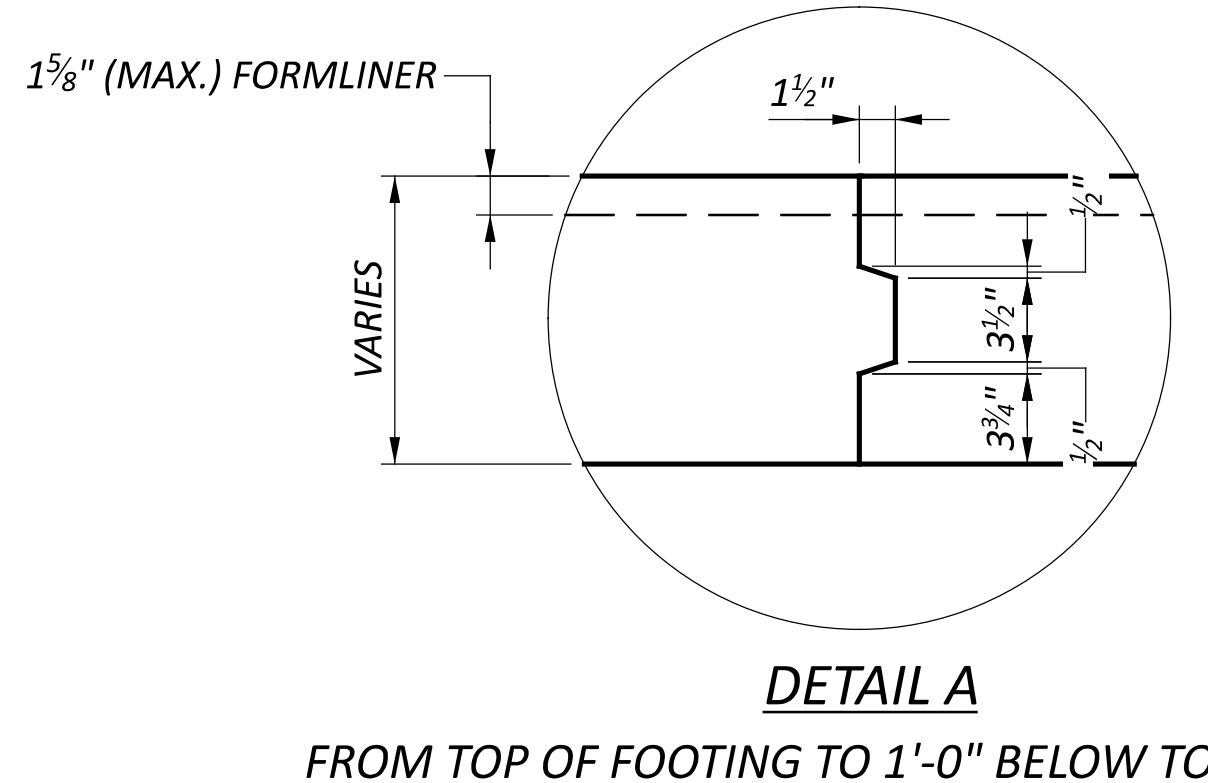
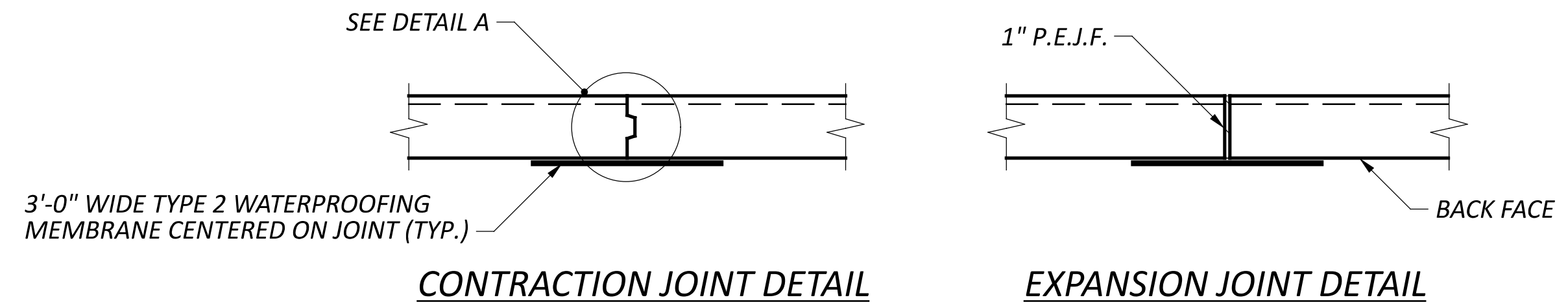
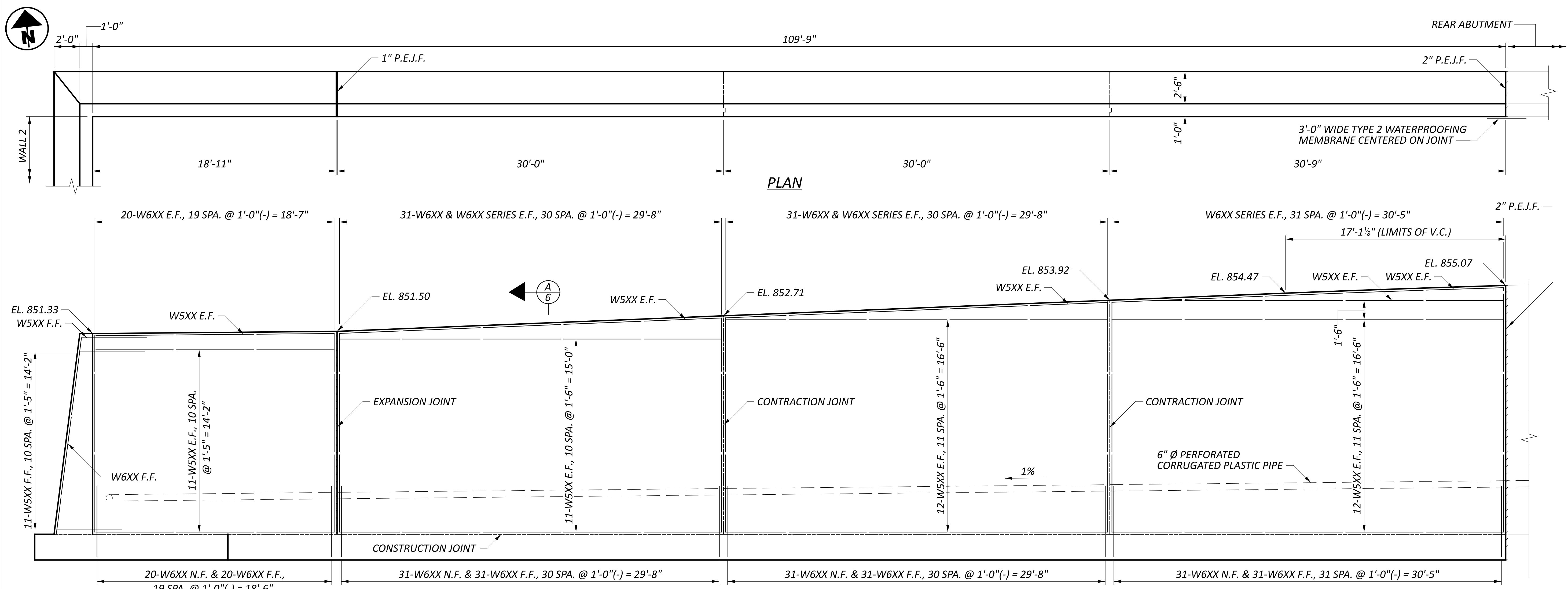
**NOTE**  
 MINIMUM LAP SPLICE LENGTH  
 #5 BAR= 37 INCHES

PLAN

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	
DESIGNER	CHECKER
MME	AMR
REVIEWER	
GDJ 02/10/25	
PROJECT ID	
115388	
SUBSET	TOTAL
5	11
SHEET	TOTAL
P.72	P.83



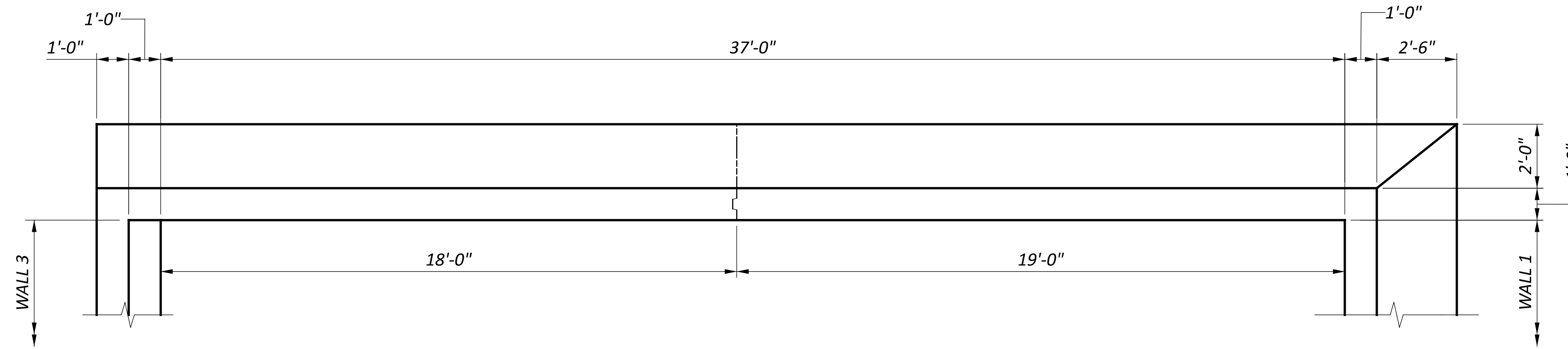


**NOTE**  
 REFER TO SHEET P.65/P.83 FOR POST SLEEVE DETAILS.

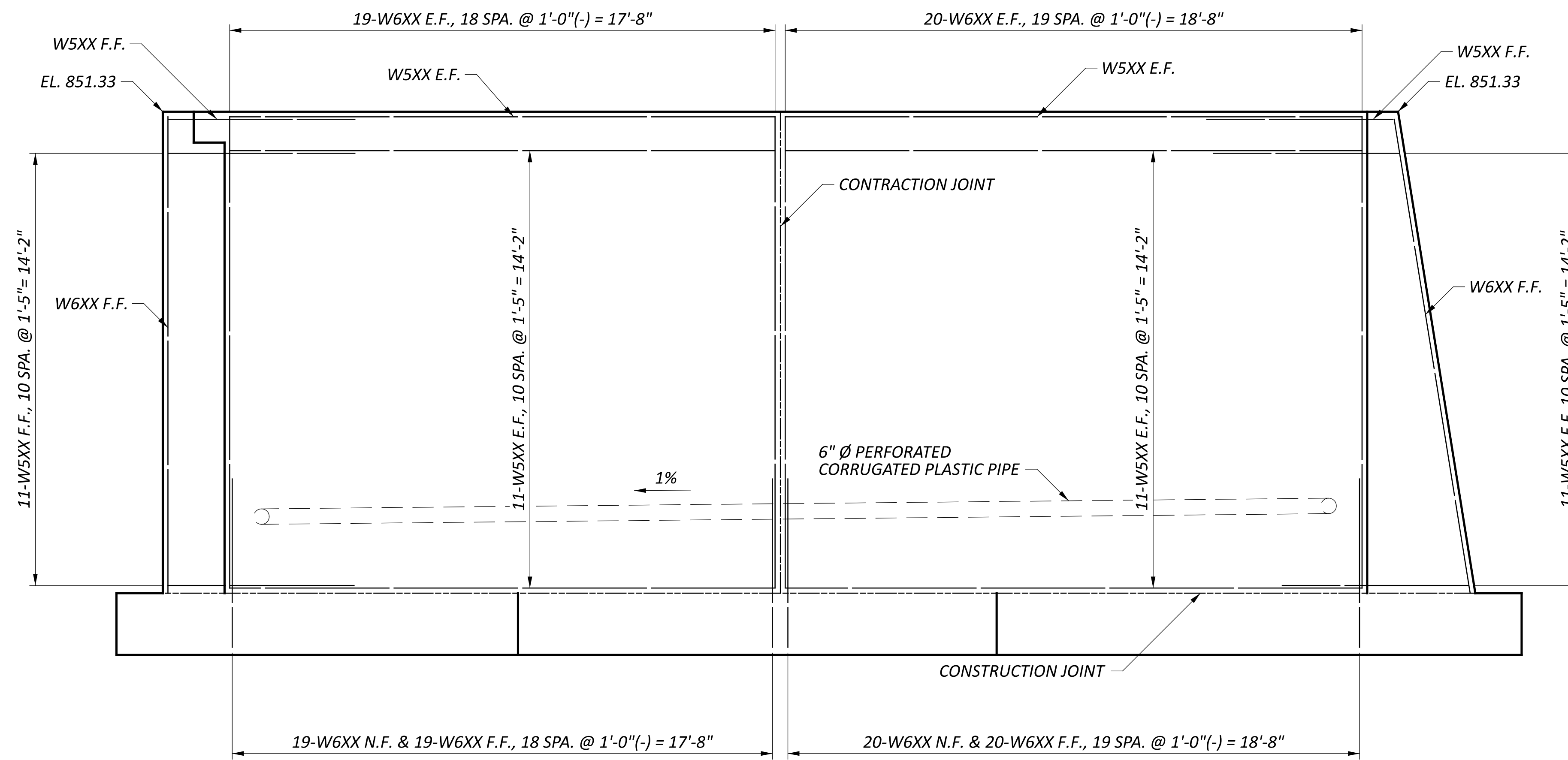
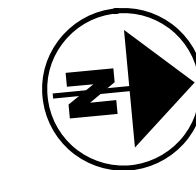
**LEGEND**  
 E.F. - EACH FACE  
 N.F. - NEAR FACE  
 F.F. - FAR FACE

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

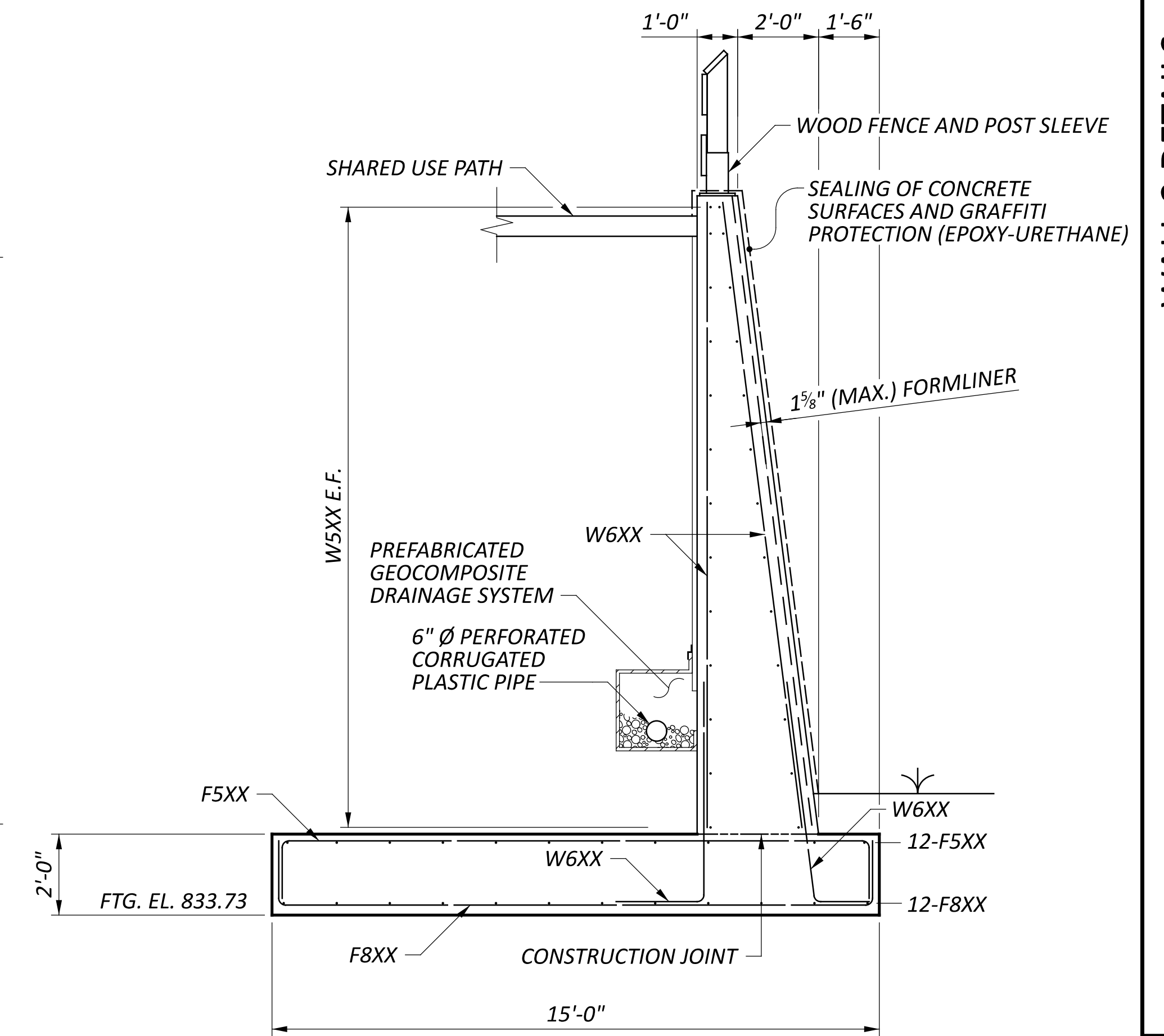
DESIGN AGENCY	
DESIGNER	CHECKER
SMH	AMR
REVIEWER	
GDJ 02/10/25	
PROJECT ID	
115388	
SUBSET	TOTAL
6	11
SHEET	TOTAL
P.73	P.83



PLAN



ELEVATION  
VIEWED ALONG BACK FACE



B SECTION  
7

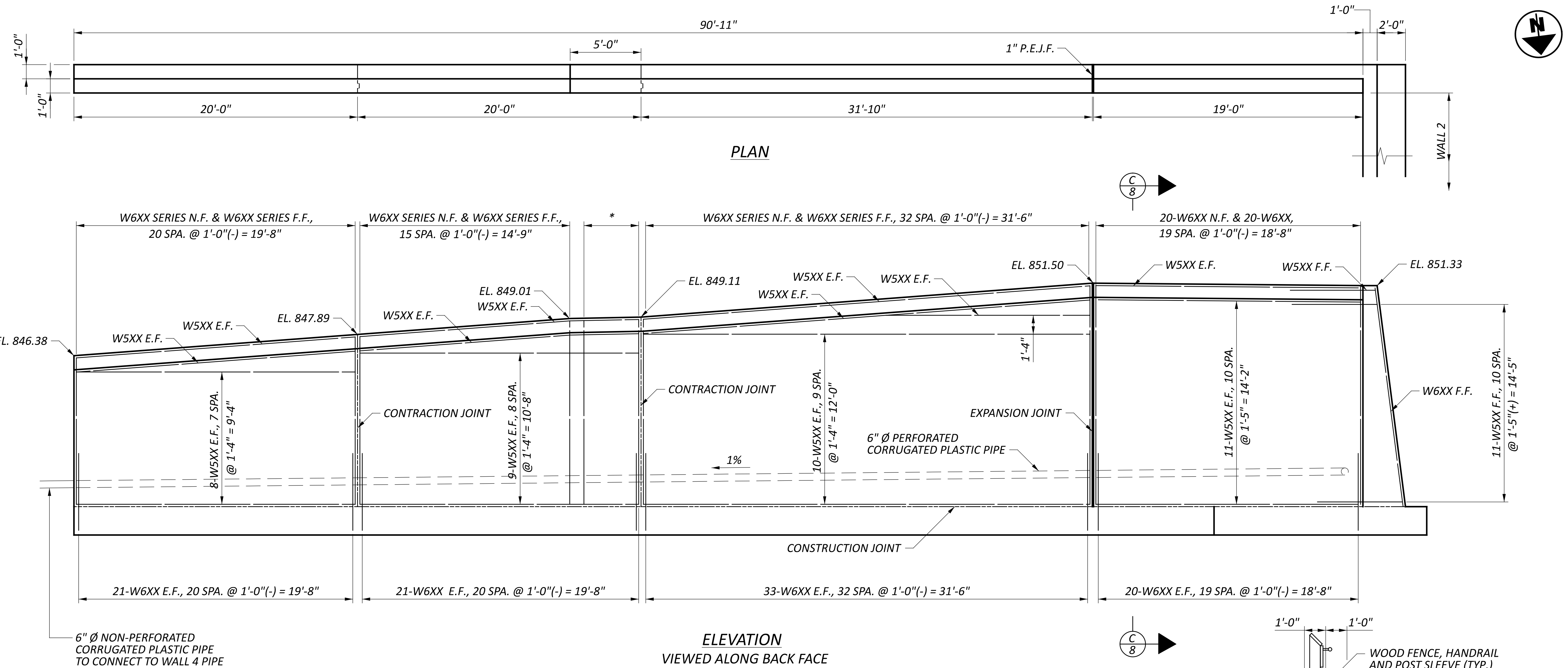
NOTES

1. REFER TO SHEET 6/11 FOR CONTRACTION JOINT DETAIL.
2. REFER TO SHEET P.65/P.83 FOR POST SLEEVE DETAILS.

LEGEND

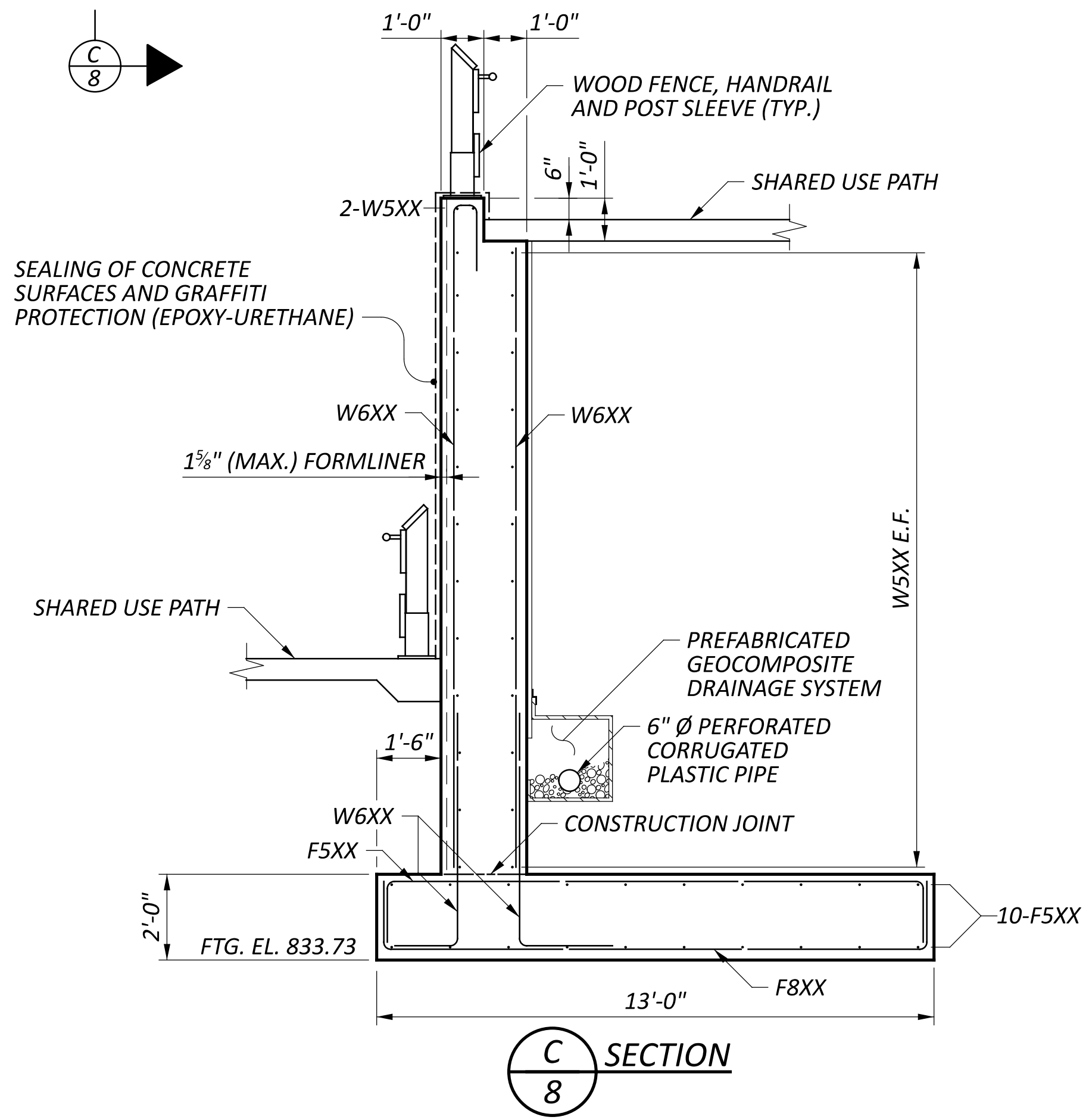
- E.F. - EACH FACE
- N.F. - NEAR FACE
- F.F. - FAR FACE

DESIGN AGENCY	
DESIGNER	CHECKER
SMH	AMR
REVIEWER	
GDJ 02/10/25	
PROJECT ID	
115388	
SUBSET	TOTAL
7	11
SHEET	TOTAL
P.74	P.83



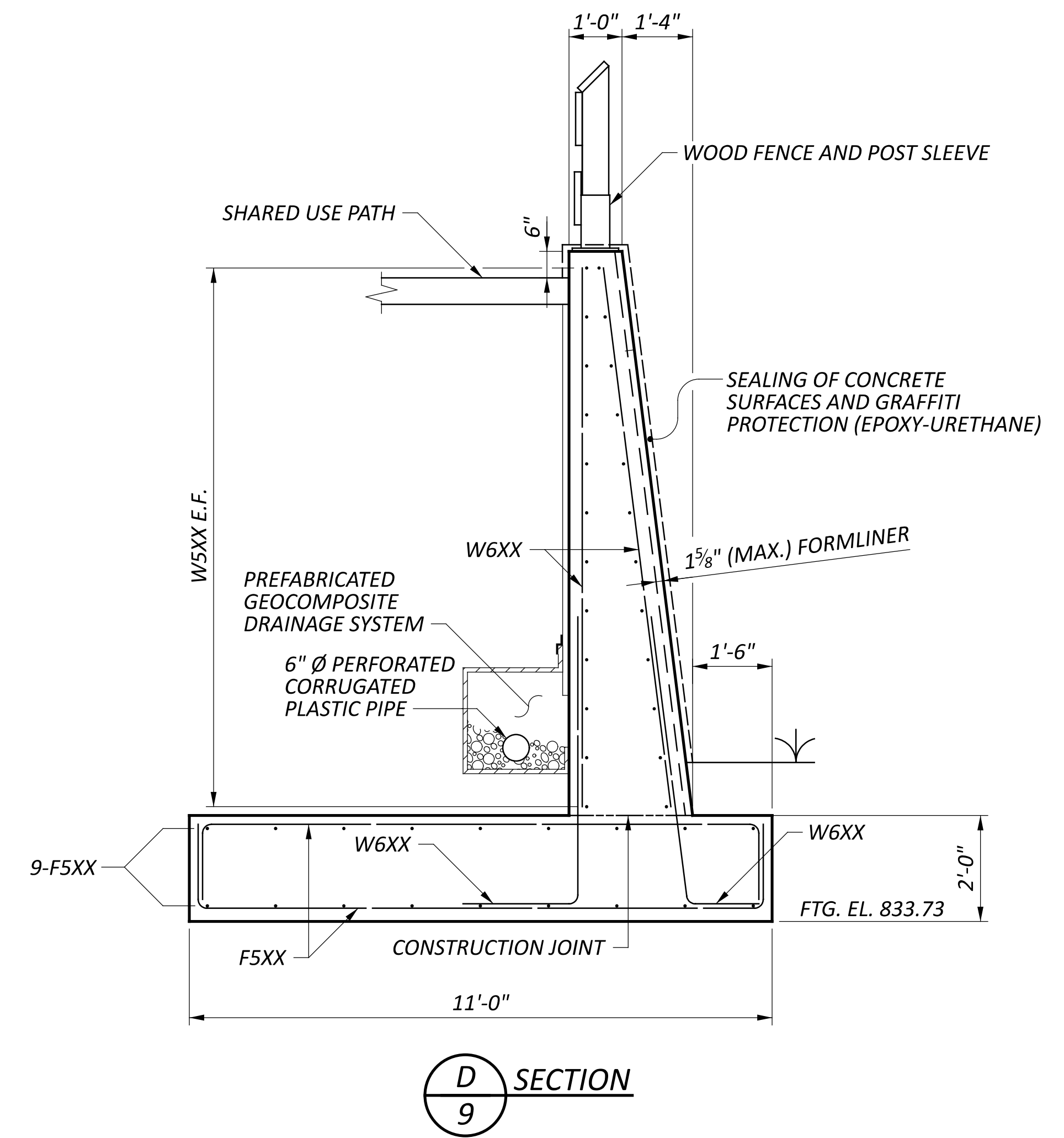
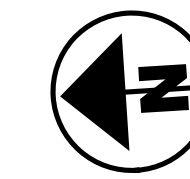
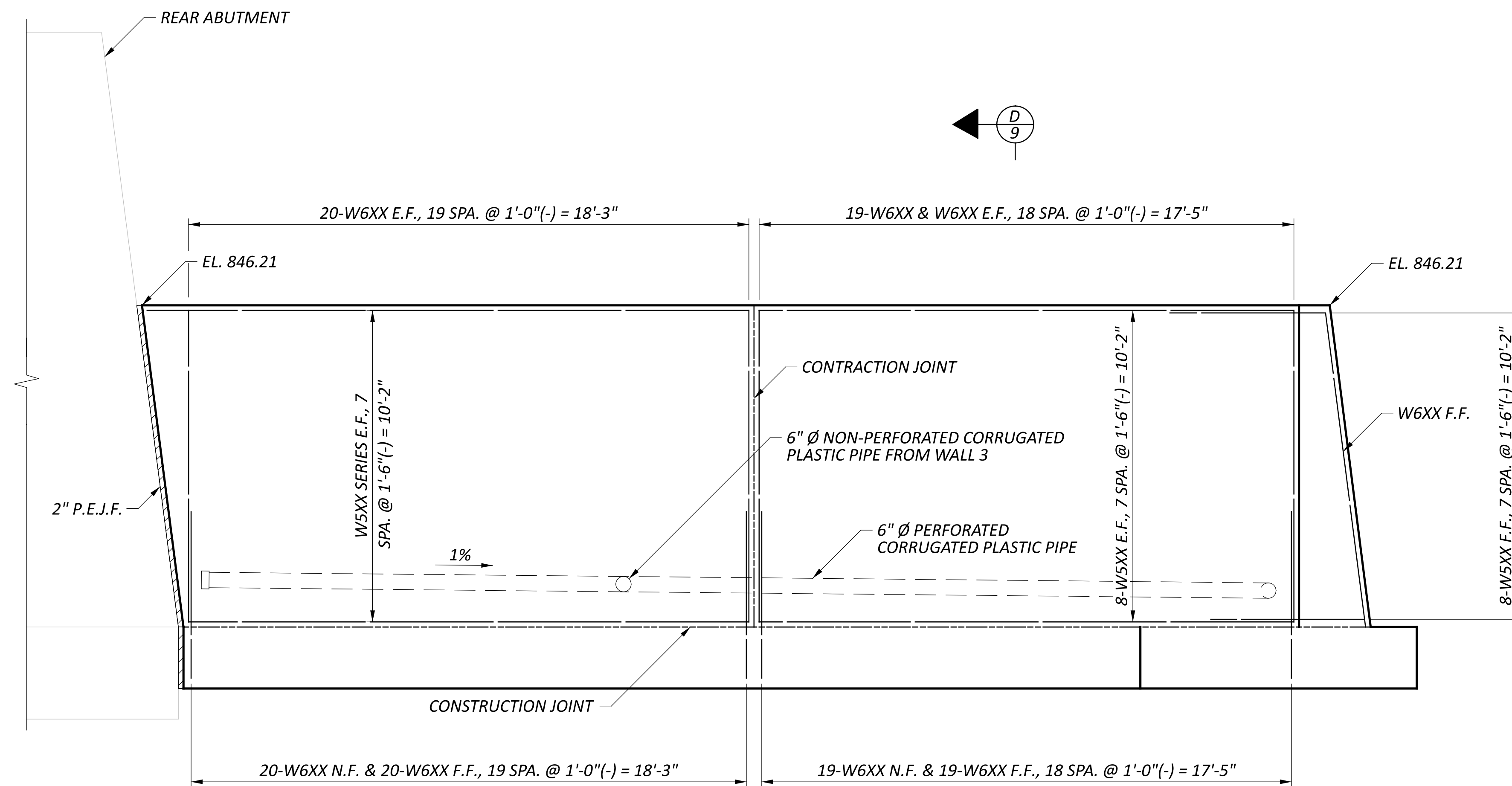
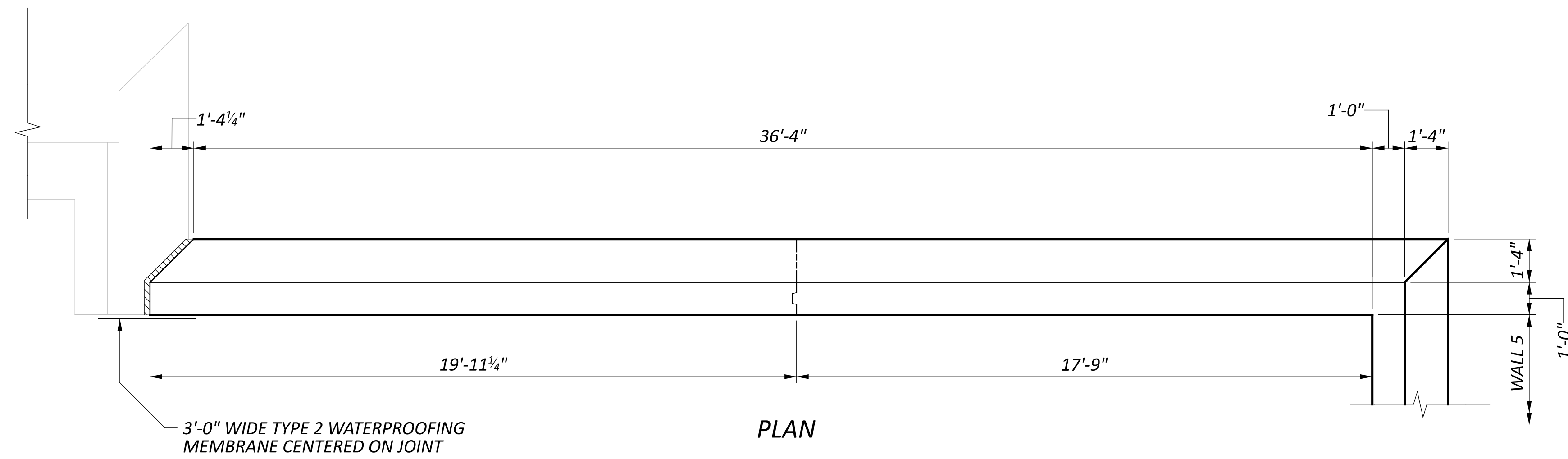
- NOTES**
- REFER TO SHEET **6/11** FOR CONTRACTION JOINT DETAIL.
  - REFER TO SHEET **P.65/P.83** FOR POST SLEEVE DETAILS.

- LEGENDED**
- \* - 5-W6XX N.F. & 5-W6XX F.F., 4 SPA. @ 1'-0" = 4'-0"
  - E.F. - EACH FACE
  - N.F. - NEAR FACE
  - F.F. - FAR FACE



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

DESIGN AGENCY	
DESIGNER	CHECKER
SMH	AMR
REVIEWER	
GDJ 2/10/25	
PROJECT ID	
115388	
SUBSET	TOTAL
8	11
SHEET	TOTAL
P.75	P.83



**NOTES**

- REFER TO SHEET **6 / 11** FOR CONTRACTION JOINT DETAIL.
- REFER TO SHEET **P.65/P.83** FOR POST SLEEVE DETAILS.

**LEGEND**

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

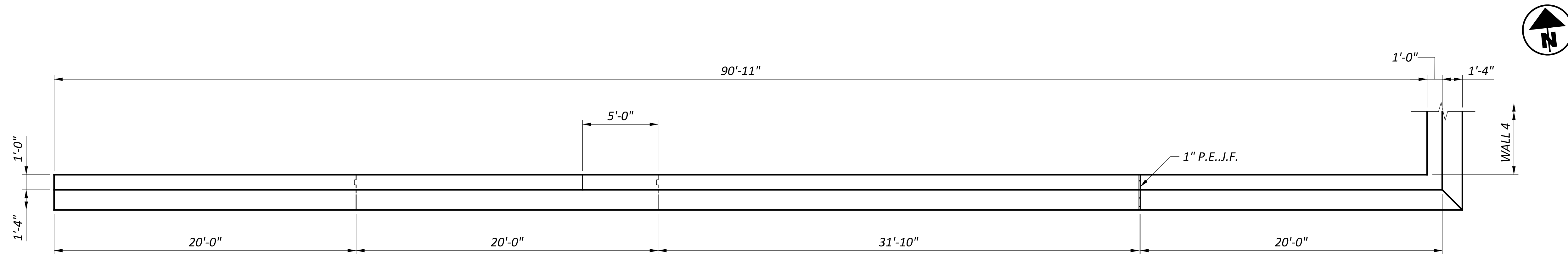
DESIGN AGENCY	
CARPENTER MARTY	
DESIGNER	CHECKER
SMH	AMR
REVIEWER	
GDJ 02/10/25	
PROJECT ID	
115388	
SUBSET	TOTAL
9	11
SHEET	TOTAL
P.76	P.83

**NOTES**

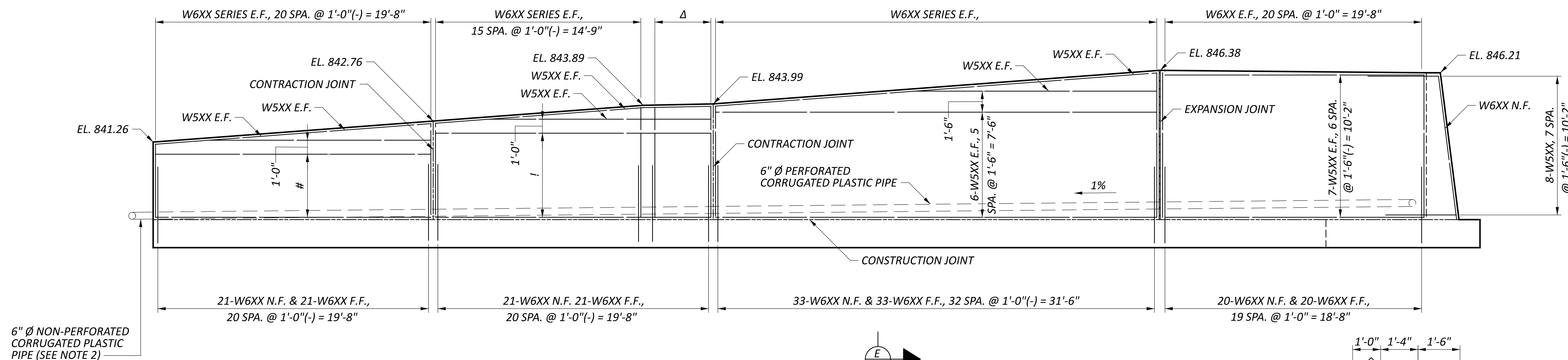
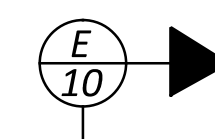
1. REFER TO SHEET **6/11** FOR EXPANSION AND CONTRACTION JOINT DETAILS.
2. PIPE CONNECTS TO CATCH BASIN (D27), INVERT EL. 833.50
3. REFER TO SHEET **P.65/P.83** FOR POST SLEEVE DETAILS.

**LEGEND**

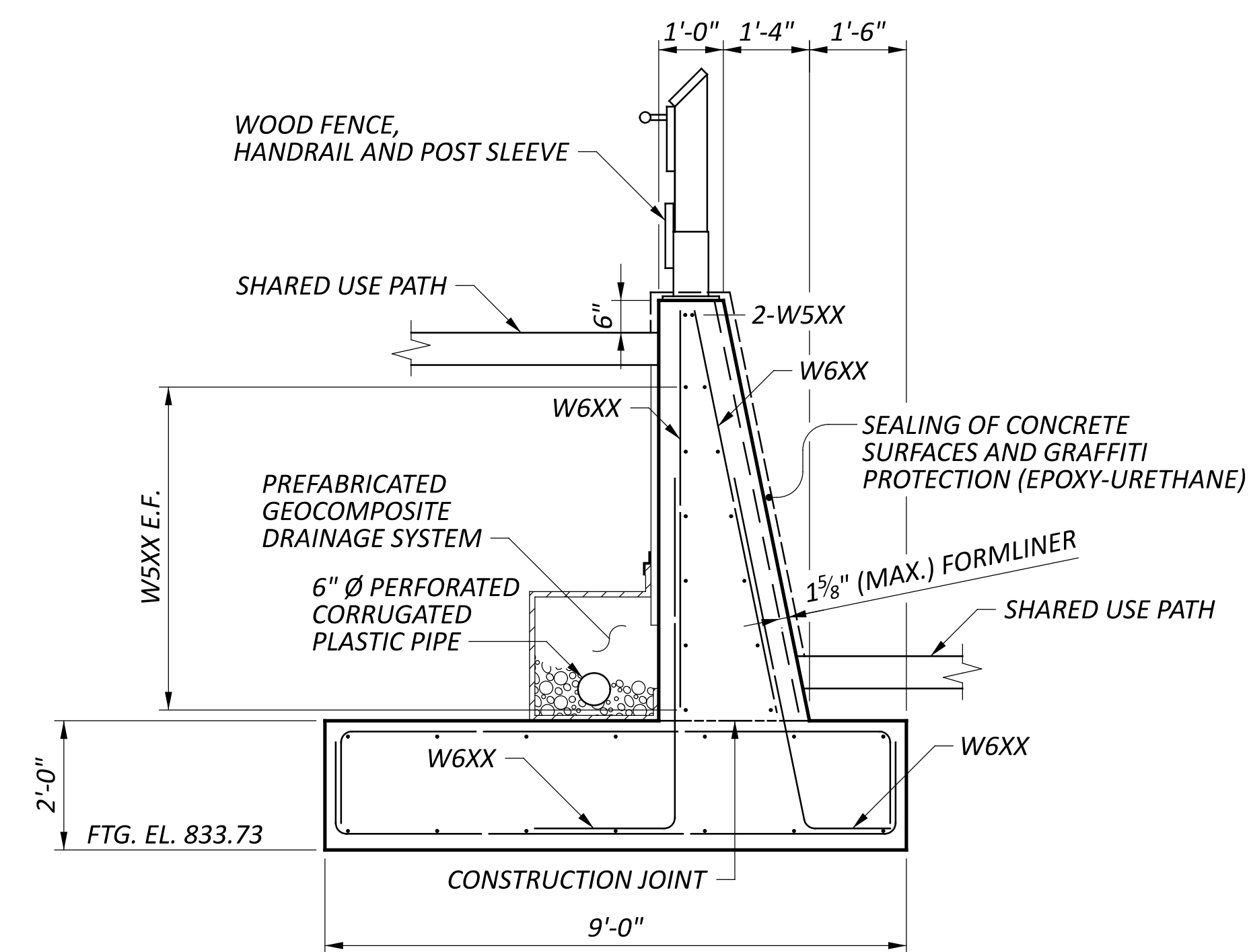
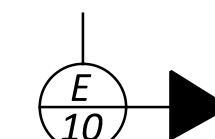
- Δ - 5-W6XX E.F., 4 SPA. @ 1'-0" = 4'-0"
- # - 4-5XX E.F., 3 SPA. @ 1'-6" = 4'-6"
- ! - 5-W5XX E.F., 4 SPA. @ 1'-6" = 6'-0"
- E.F. - EACH FACE
- N.F. - NEAR FACE
- F.F. - FAR FACE



PLAN



ELEVATION  
VIEWED ALONG FRONT FACE



SECTION

DESIGN AGENCY



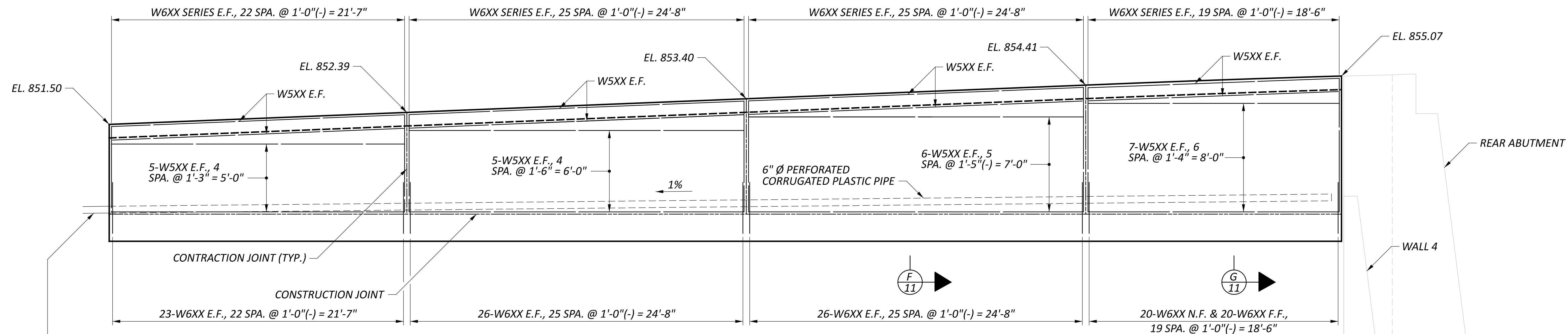
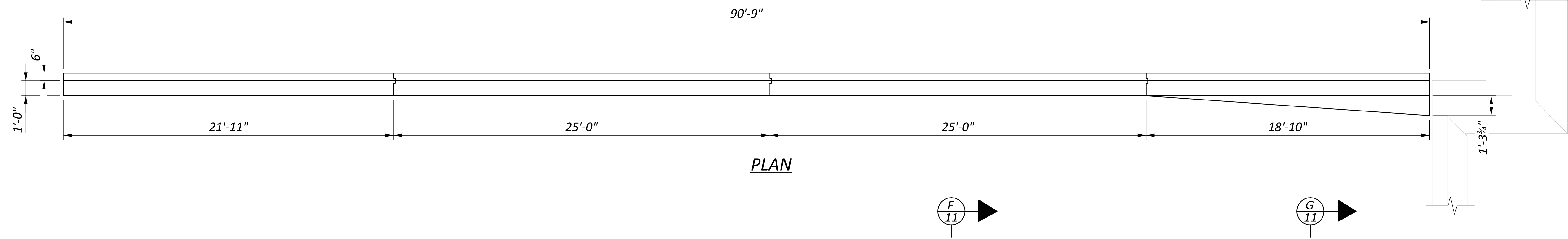
DESIGNER: SMH  
CHECKER: AMR

REVIEWER: GDJ  
DATE: 02/10/25

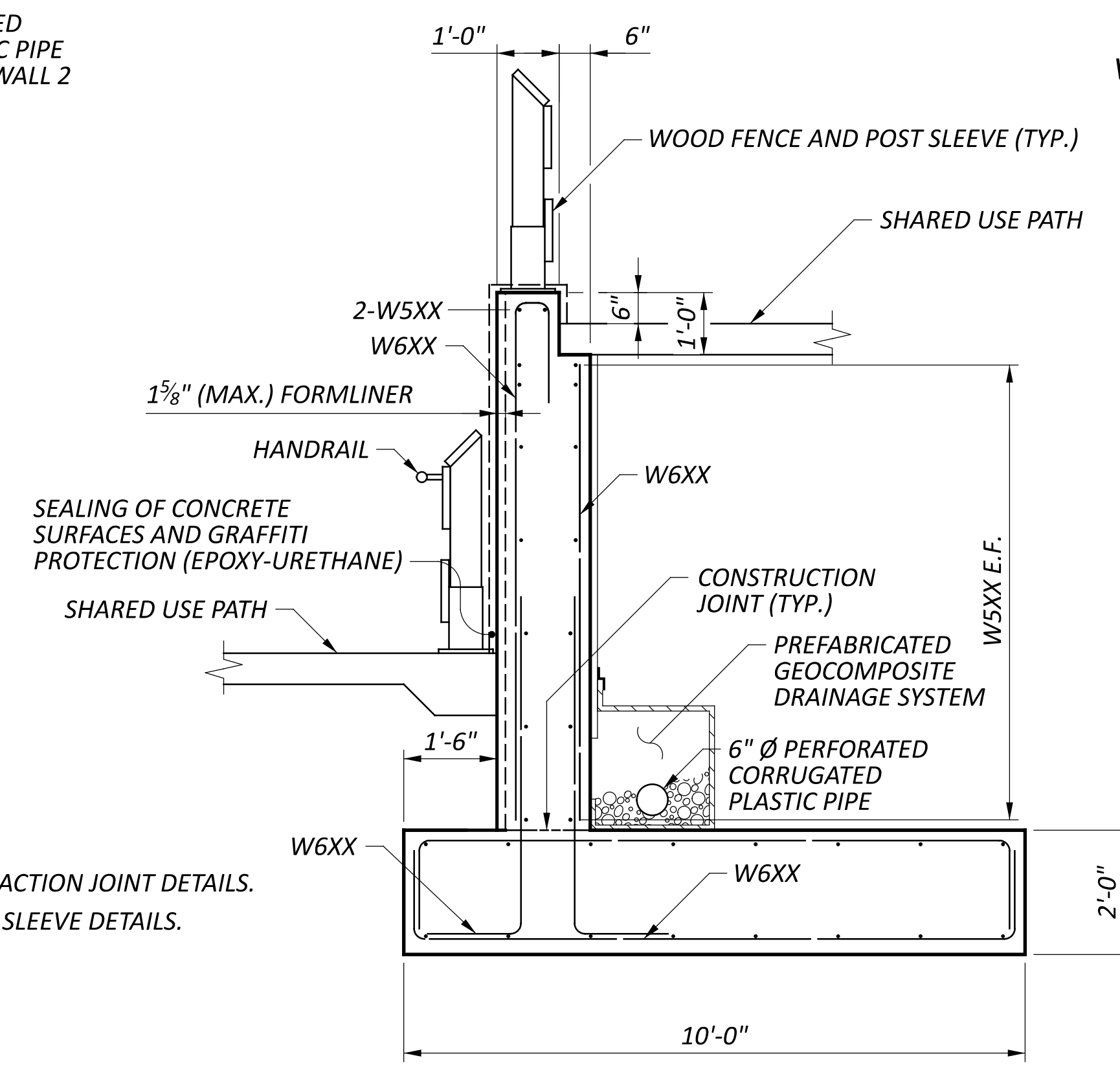
PROJECT ID: 115388

SUBSET: 10  
TOTAL: 11

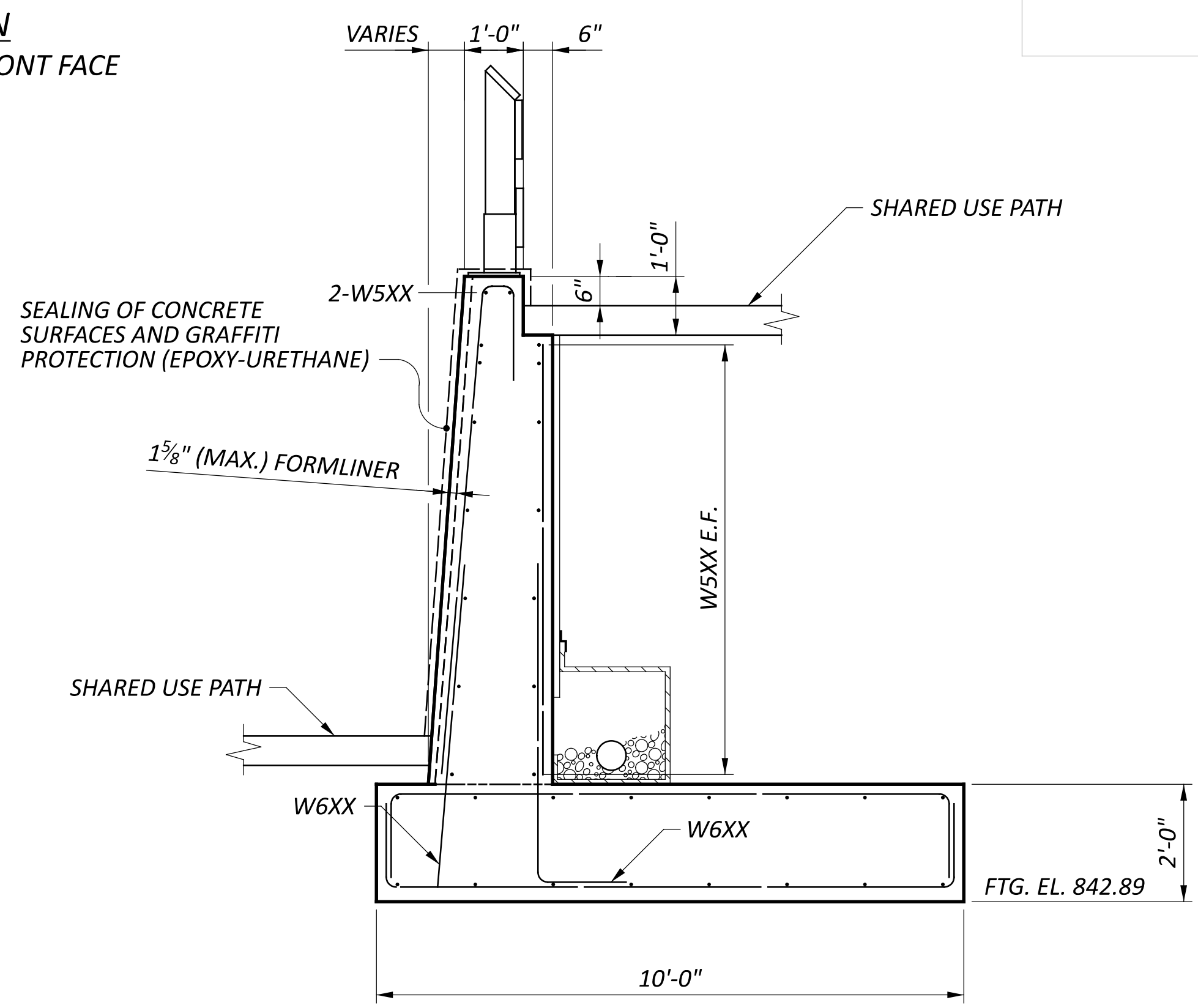
SHEET: P.77  
TOTAL: P.83



ELEVATION  
VIEWED ALONG FRONT FACE



F SECTION  
11



G SECTION  
11

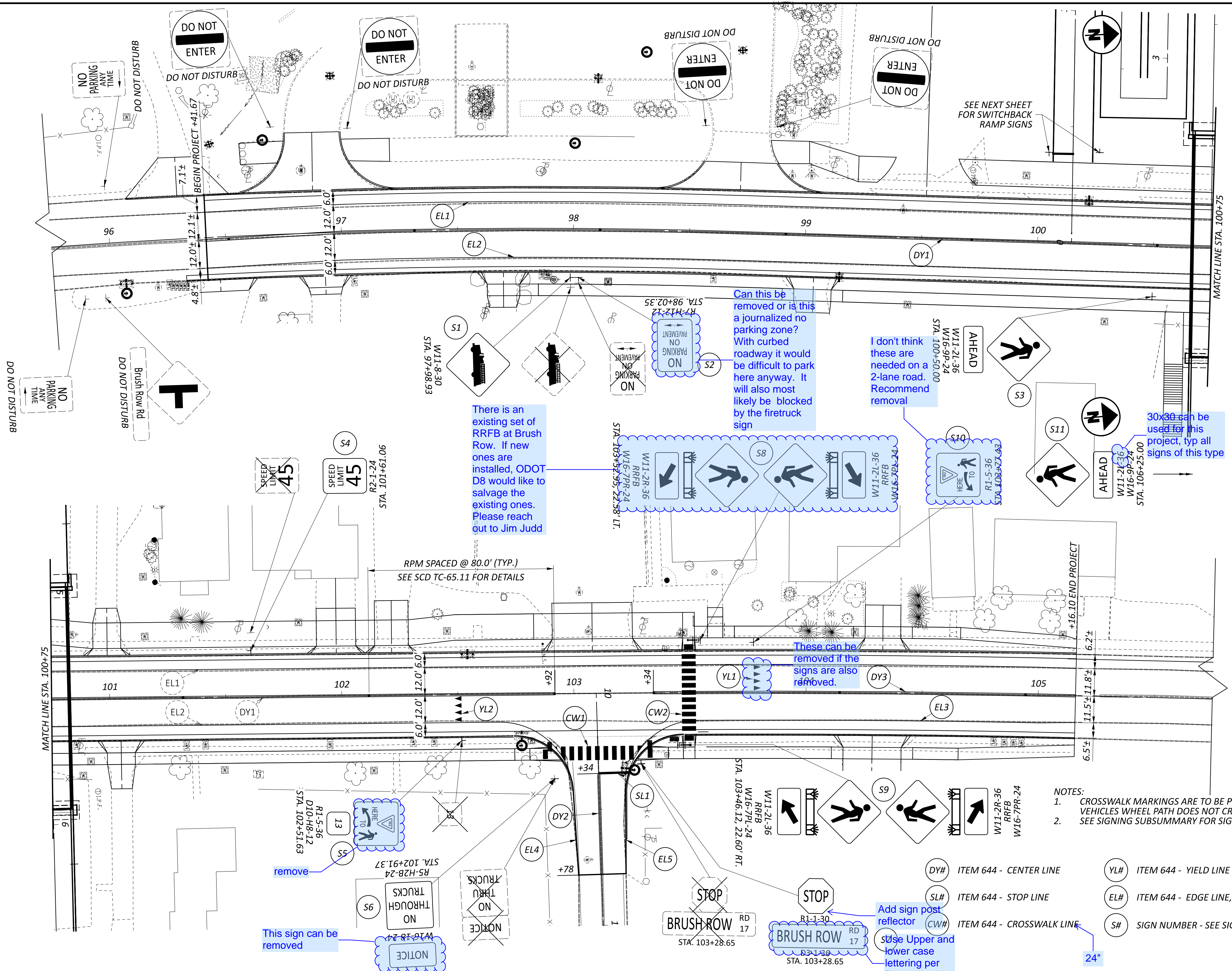
- NOTES**
1. REFER TO SHEET **6/11** FOR CONTRACTION JOINT DETAILS.
  2. REFER TO SHEET **P.65/P.83** FOR POST SLEEVE DETAILS.

- 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	
DESIGNER	CHECKER
MME	AMR
REVIEWER	
GDJ 02/10/25	
PROJECT ID	
115388	
SUBSET	TOTAL
11	11
SHEET	TOTAL
P.78	P.83





There is an existing set of RRFB at Brush Row. If new ones are installed, ODOT D8 would like to salvage the existing ones. Please reach out to Jim Judd

Can this be removed or is this a journalized no parking zone? With curbed roadway it would be difficult to park here anyway. It will also most likely be blocked by the firetruck sign

I don't think these are needed on a 2-lane road. Recommend removal

30x30 can be used for this project, typ all signs of this type

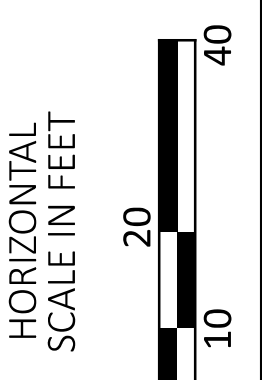
These can be removed if the signs are also removed.

This sign can be removed

Add sign post reflector  
 Stage upper and lower case lettering per D3-1. should be dual sided

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

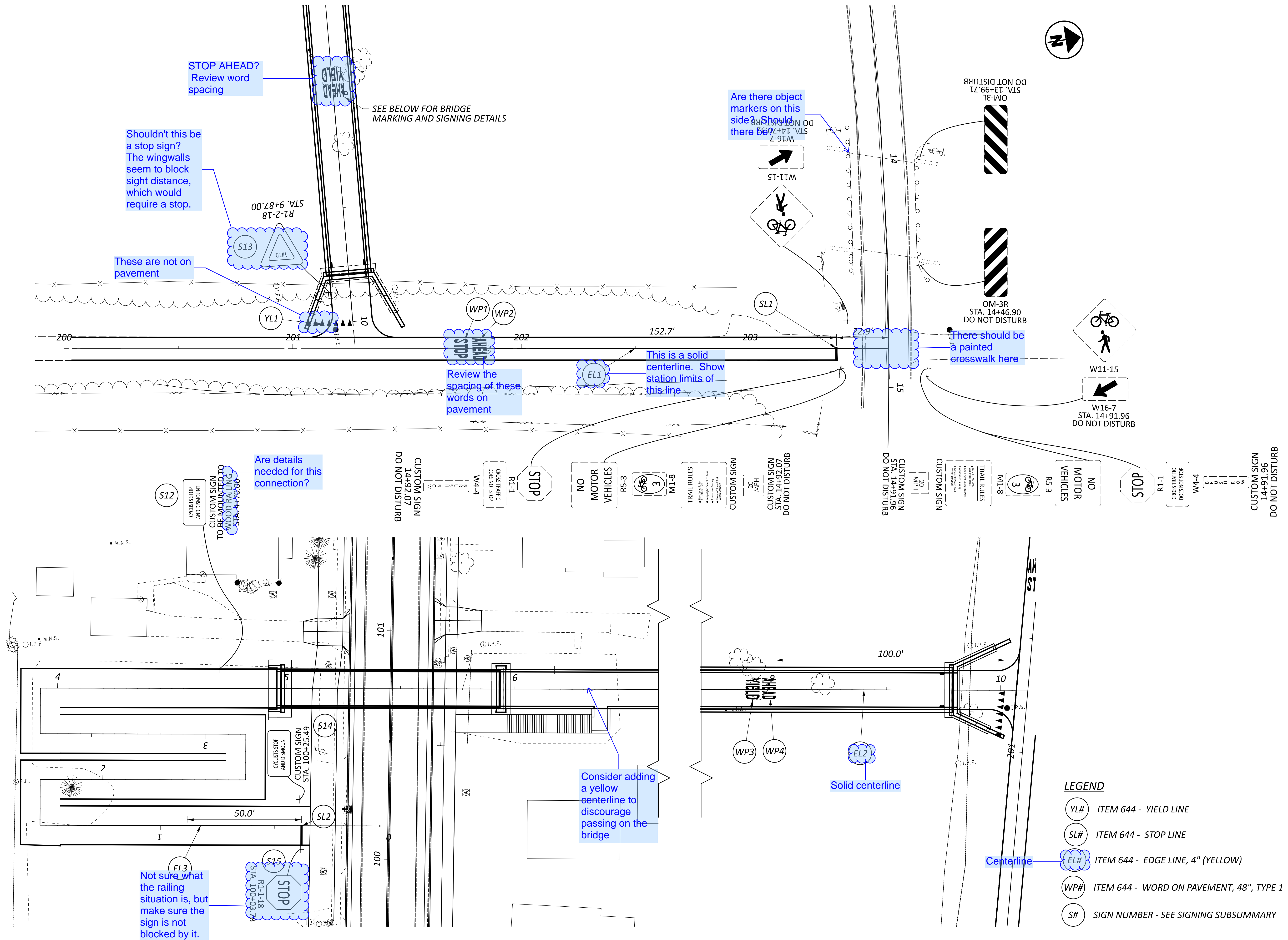
- (DY#) ITEM 644 - CENTER LINE
- (SL#) ITEM 644 - STOP LINE
- (CW#) ITEM 644 - CROSSWALK LINE
- (YL#) ITEM 644 - YIELD LINE
- (EL#) ITEM 644 - EDGE LINE, 6" (WHITE)
- (S#) SIGN NUMBER - SEE SIGNING SUBSUMMARY



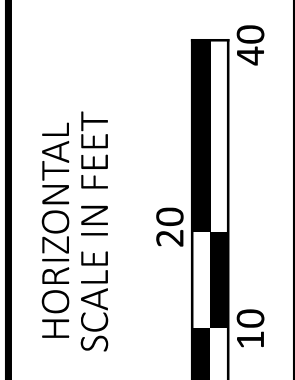
TRAFFIC CONTROL PLANS - U.S. 68  
 STA. 95+75.00 TO STA. 105+75.00

DESIGN AGENCY	
CARPENTER MARTY	
DESIGNER	WCS
REVIEWER	BAA 02/10/25
PROJECT ID	115388
SHEET	P.80
TOTAL	P.83





TRAFFIC CONTROL PLANS  
 LITTLE MIAMI SCENIC TRAIL AND NEW BRIDGE TRAIL



DESIGN AGENCY	CARPENTER MARTY
DESIGNER	WCS
REVIEWER	BAA 02/10/25
PROJECT ID	115388
SHEET	P.81
TOTAL	P.83

**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: SF150-SCT-S-G2-10-BZ
3. LUMINAIRES SUPPLIED SHALL INCLUDE ALL NECESSARY ADAPTERS TO FIT THE PROPOSED LIGHTING MOUNTING BRACKETS.

**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.

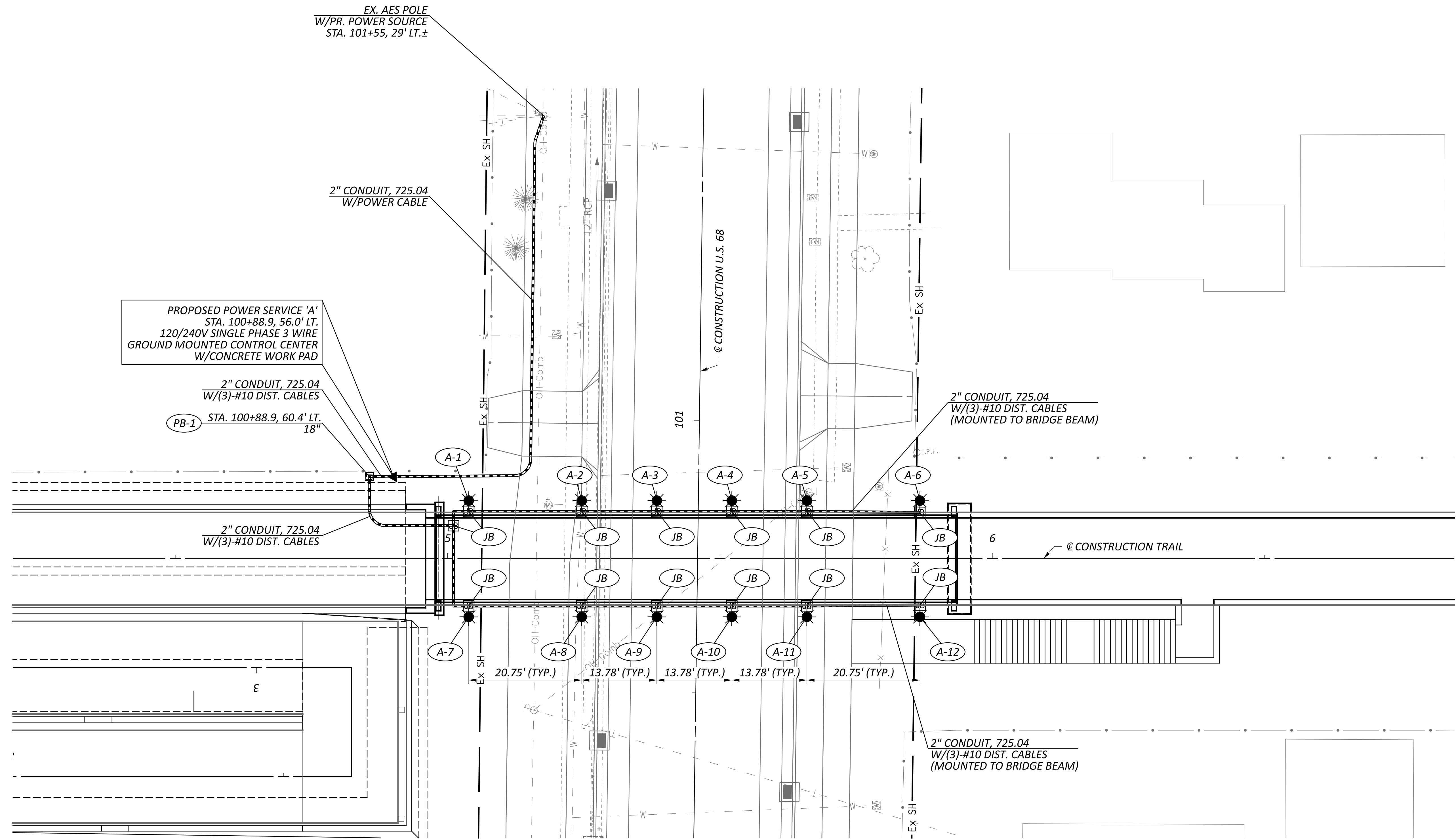
SECURE NEOPRENE WRAP WITH TIE-WRAPS PRIOR TO EMBEDMENT OF THE FITTING.

**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.

Should a note be added about structure grounding in the structure plans so it is not missed during construction?





EX. AES POLE  
 W/PR. POWER SOURCE  
 STA. 101+55, 29' LT.±

2" CONDUIT, 725.04  
 W/POWER CABLE

PROPOSED POWER SERVICE 'A'  
 STA. 100+88.9, 56.0' LT.  
 120/240V SINGLE PHASE 3 WIRE  
 GROUND MOUNTED CONTROL CENTER  
 W/CONCRETE WORK PAD

2" CONDUIT, 725.04  
 W/(3)-#10 DIST. CABLES

PB-1 STA. 100+88.9, 60.4' LT.  
 18"

2" CONDUIT, 725.04  
 W/(3)-#10 DIST. CABLES

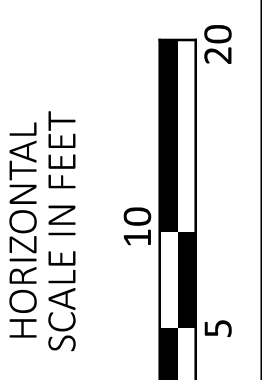
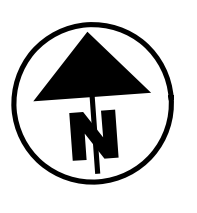
2" CONDUIT, 725.04  
 W/(3)-#10 DIST. CABLES  
 (MOUNTED TO BRIDGE BEAM)

2" CONDUIT, 725.04  
 W/(3)-#10 DIST. CABLES  
 (MOUNTED TO BRIDGE BEAM)

No. Only to illuminate the truss.

Are these lights intended to light the path on the bridge, or the roadway below?

LEGEND	
	BRIDGE MOUNTED LUMINAIRE, FLOODLIGHT
	CONDUIT (SIZE AS NOTED), 725.04
	PULL BOX, IDENTIFICATION NO.
	BRIDGE JUNCTION BOX
	POWER SERVICE



LIGHTING PLAN  
 PEDESTRIAN BRIDGE OVER U.S. 68

DESIGN AGENCY	CARPENTER MARTY
DESIGNER	CTF
REVIEWER	NAU 02/17/25
PROJECT ID	115388
SHEET	P.83
TOTAL	P.83