



The Eagle Bridge and Carpenter Marty design build team will begin the interim design for this project as soon as the contract is awarded, and subcontracts signed.

Prior to the interim design the preliminary design will be submitted and discussed during the PTI submission and discussion.

The interim design will begin as a continuation of the preliminary design. The Eagle Bridge Carpenter Marty team anticipates the project being constructed as four buildable units (BU). The first BU will be for utility relocation, the second BU will be for Right of Way and Environmental to allow for the tree clearing and TAF construction to be completed prior to any restriction dates. The third BU will include the entire structure, stairs, retaining walls, aesthetics, and switch back ramp to bring pedestrians down to road grade on the west side of the structure. Each of these items are dependent on one another making this a cohesive structure BU. Aesthetics will be highly involved for the retaining walls and the structure, the profile must be set for all segments of the structure coordinating it with the ramping system, stairs, and east trail approach. All these elements must work together to produce the final design product. One element, if possible, we would like to expedite is the truss. After the interim design is submitted and comments are received, we will work with ODOT and the selected Truss Manufacturer to begin the shop drawing process for the truss elements. Developing the truss shop drawings during the final design process will help work out any minor grade changes determined by the truss manufacturer as well as coordinate the aesthetic attachments into the final approved plans. Having these processes work together during design will ensure a more complete, streamlined design; allowing bridge and truss fit-up and aesthetic connections and treatment to be developed with fewer issues during the construction phase.

Bridge design and construction will feature cast in place retaining walls. We feel these walls will perform best with the needed element of the form liners and to allow and maintain a battered face. The batter for the retaining walls will match the face of the west abutment and will look homogenous. For the pier construction we will utilize a stem wall pier. Having the stem wall will allow for differential height in the cap to deal with the different superstructure depths anticipated between a truss span and concrete I-beam span. The stem wall also gives straight and square sides to best allow for the form liner to be applied to the pier walls.

We plan to slightly off-set the horizontal alignment for the scenic trail connector in the right of way for the structure to ensure an approximately 24 FT wide access road along the south side of the new structure. There is a delicate balance between leaving enough room on the north side back at the retaining wall section to allow for the excavation of the retaining walls and leaving enough room south of the structure for construction ingress and egress. We believe we have found the sweet spot with the edge of the new truss spans and edge of decking being approximately 24 FT of the edge of the property line. This should allow enough space for truss, beam, crane, and concrete pump access while allowing enough room on the north side of the structure for retaining wall and pier excavations.

The fourth BU will be road work and drainage along U.S. 68 and Brush Row Rd. This will be used as a separate buildable unit so that the focus could be put on the main structure design. The roadway and



drainage design are easy to separate, only having two tie-in points to the structure at the roadway bike path on the west side and sidewalk on the east. This buildable unit will move a little quicker through design than the structure so it will the roadway design will lag slightly behind the main structure design through interim design to make sure the structure is well defined and established so that the roadway can then mesh to the constraints of the structure design. Through the final design process the roadway will catch up, but there are no major lead time items that we foresee in the U.S. 68 and Brush Row Rd. design compared to truss fabrication, bearing fabrication and concrete I-beam fabrication so this buildable unit can slightly lag in design. Some preliminary work will be done on this BU during the development of the Utility Relocation BU to make sure storm drainage and other elements will not conflict.

Construction will start the winter of 2024/2025. Eagle Bridge will take this time to perform all the tree clearing within the permitted time frame that tree cutting is allowable. Eagle Bridge will perform clearing to the maximum right of way/property limits to make sure any potential trees are removed during allowable dates. To allow for better access as well as maintaining traffic on Little Miami Scenic Trail (LMST) Eagle Bridge will install erosion control, construction entrance, and the temporary access fill (TAF) so most construction traffic can come through the bridge area via U.S. 68 and access across Oldtown Creek.

Once environmental commitments have been met to remove all trees and establish the TAF outside of restricted time frames, construction may come to a short pause waiting on final plan release for BU-3 (Structures) and BU-4 (RT 68 Roadway) and materials lead times. It is anticipated that the interim design will be completed prior to the clearing and TAF establishment, but the final design may not yet be complete. There is some time during the winter of 2025/26 if the bridge construction falls behind due to design lag, material lag, or unforeseen conditions Eagle Bridge will work through that winter to finish substructure units, beam and truss erection, and have the bridge deck ready to pour by a late winter/early spring date for 2026. We are fully committed to making the completion date for a ribbon cutting as listed in the ITO.

Our aim is to quickly produce BU-1 for the Utility Relocation work to meet or exceed the dates required to let the utility companies begin their portion of the relocation work. Hand in Hand with BU-1 for Utility Relocation will also be the BU-2 Environmental and Right of Way. The goal here is to have the right of way sheets as well as any additional environmental work done and a site plan showing this so that all tree clearing and TAF installation can be completed prior to any restriction dates through the winter of 2024/2025 prior to spring restriction dates early in 2025.

After final designs of BU-3 Structures and BU-4 RT 68 Roadway are complete and construction plans are released, all materials can then be released for construction including piling, rebar, bearings, beams, trusses, etc. We anticipate substructure construction to begin spring/summer of 2025. Access for pier 1, pier 2, pier 3, and the forward abutment will come off U.S. 68 through the access road created (see preliminary erection procedure diagram). Some access will be required along the LMST from Brush Row Road to the forward abutment area. Once final locations, cuts/fills, and any cofferdam requirements are



established during interim and final plan development it will be decided if LMST can remain open during forward abutment construction or if a detour will be necessary for this work. Eagle Bridge will limit any potential detour duration. During this time both abutments and all piers of the bridge will be constructed. The northern most retaining wall and western most retaining wall for the switch back ramp will be constructed as well. Eagle Bridge will not construct any southern, eastern, or interior retaining walls for the switch back ramp prior to beam and truss erection.

Once all substructure units are built and out of cure Eagle Bridge will perform the erection sequence. If the truss material is available earlier Eagle Bridge will field assemble the span 1 truss on the laydown areas as indicated on the preliminary erection procedure. It is anticipated that all the truss members will come in pieces and be stick built on the ground near the bridge substructure units prior to erection for span 1. Once the substructure units are ready and the truss sections are assembled in the laydown areas, erection will commence. We will erect the structure starting at span 3 prestressed concrete I-beams and move toward U.S. 68 erecting span 2 concrete I-beams, both spans should be erected in 1 day per span. Third the U.S. 68 span will be erected. A short closure of U.S. 68 may be required for the span 2 as well as span 1 erection. We anticipate 1 day of erection for spans 1, 2, and 3 if schedules hold. Therefore, the closure would be approximately 2 to 3 days to allow for crane set-up and tear-down.

Due to the size, width, and weight of span 4 a different erection plan will be required. Span 4 will be erected last, it will be built in place piece by piece. We envision the truss for this span coming in three truss pieces per side for a total of six truss pieces. There will be multiple floor beams, stringer beams and top member pieces. Eagle Bridge will build a minimum of two temporary steel piers in the TAF region. We will set and brace truss member 1 left off to a guy. We will then place truss member 1 right and hold it while we install the floor beams and stringers. Once a few floor beams are placed we will continue to dress out truss section 1 until it is complete. Truss section 1 will be bearing on the forward abutment and temporary pier forward. We will then repeat the same procedure connecting truss section 2 left and right to the already assembled forward truss section and dress out the truss with floor beams, stringers, and top beams. Once this is complete, we will be connected from the rear temporary pier to the forward abutment with approximately 1/3 of the truss remaining to erect. We will repeat the same procedure with truss section 3 to finalize construction from the rear abutment to temporary pier rear. Once the entire truss is built in place, metal decking, and superstructure construction of span 4 can continue. This erection process will allow enough room for cranes for the concrete beam erection and reduce the weight of each individual pick to allow for a smaller crane to build span 4. If the truss was fully assembled off to the side, it would require large cranes that would not fit in the allowable space.

Upon all erection being complete Eagle Bridge will utilize enough crews to continue structure construction. One crew will work on finishing the rest of the retaining walls to complete the switch back ramp area. During retaining wall construction for the switch back ramps larger plate girder forms with concrete form liners will be utilized. Due to the battered nature of these walls the larger plate girder forms are more conducive to the tall, battered nature of the form work and can handle larger pour pressures that occur due to the height of the walls. These forms allow for an easy attachment and adjustment of the necessary form liners for this project. Another crew will begin bridge decking for the



superstructure. It is anticipated that this work will begin in the fall to winter of 2025 pending the final truss fabrication schedule. Retaining wall construction will continue during winter months. Should the concrete deck not get placed in late fall of 2025 it will be placed early spring 2026 allowing plenty of time to finish the railing and other elevated elements of the structure prior to the completion date. All truss spans will be decked with metal decking and spans 2 and 3 of the prestressed concrete I-beams will be traditionally decked.

The goal of the project is that in the early spring of 2026 all the retaining walls and bridge superstructure will be complete. At this point the final aesthetic elements of the project can be installed. We do not want to install any of the ornamental metal facades or medallions until after all the concrete is poured to alleviate any concrete splatter getting on these elements. If these aesthetic elements are completed and ready prior to truss erection, Eagle Bridge may elect to install them on the ground in the laydown areas ahead of time. If this method is selected, we will protect the aesthetic elements from concrete splatter that could occur during deck pour activities. During the spring of 2026 concrete sealer will be applied, the railing, stairs, and other ornamental elements of the project will be completed on the structure and any landscaping will be installed. This will give at a minimum 5 quality weather months to do weather sensitive aesthetic treatments, painting, and polish work on the structure. The access ramp will be poured early spring of 2026 to facilitate the railing installation. Concrete pumps will more than likely be utilized for this work.

Starting in the winter/early spring of 2025/2026 the U.S. 68 roadwork will begin once most of the access from U.S. 68 is no longer needed for the structure construction. This work includes curb replacement, drainage installation and slight modifications to U.S. 68 as well as utility duct bank work. Most of this work will be done under live traffic using some flaggers or along the edge of pavement. All the curb/pavement removal and drainage could be completed in the winter months of late 2025 to early 2026, having this done by the time construction season really starts will allow for curb and pavement installation early in the season. This will give time to construct the new sidewalks and paths along U.S. 68. Most of the bridge construction traffic will be gone as most of that work will be completed so the walks can be finished during the spring of 2026. Once this work is complete the landscaping and seeding will finish the project with an install date in the fall which will allow for quicker and more successful germination. The mill and fill of U.S. 68 and final pavement markings will be one of the last items of work to make sure that no pavement scaring or marking occur due to construction equipment or activities. Some of the west side roadwork may begin in 2025 to quickly follow up on work done during the utility relocation phase to allow a more homogenous work on the curb and drainage replacement.

Eagle Bridge proposes to use their one accepted ATC; the ability to use a non-ODOT prequalified structural steel fabricator for any non-structural elements. We plan to talk to both prequalified and non-prequalified fabricators to see if they can fabricate and supply the lettering, guilloche pattern, and the emblems.

Although not a contractual commitment Eagle Bridge and Carpenter Marty Design Build team will commit the following personnel to the project.



DBT Project manager: Sean Wade (Eagle Bridge)

DBT Bridge Construction Superintendent: Matthew Murphy (Eagle Bridge)

DBT Design Structural Lead: Greg Johnson (Carpenter Marty Transportation)

Eagle Bridge will work closely with the steel truss manufacturer to ensure timely delivery and they will be called upon during the design of the structure as well to ensure there are no construction variances in the plans due to truss fabrication.

Bi-Weekly updates will be given on design progress as well as construction updates and progress to highlight key moments in construction, i.e. erection or a deck pour.

Over the Shoulder Reviews may be utilized during the design phase when key elements, i.e. aesthetic connections are being finalized to make sure everyone is on board with what needs to happen structurally to provide a constructable stable product but still meet the intent of the desired aesthetics.

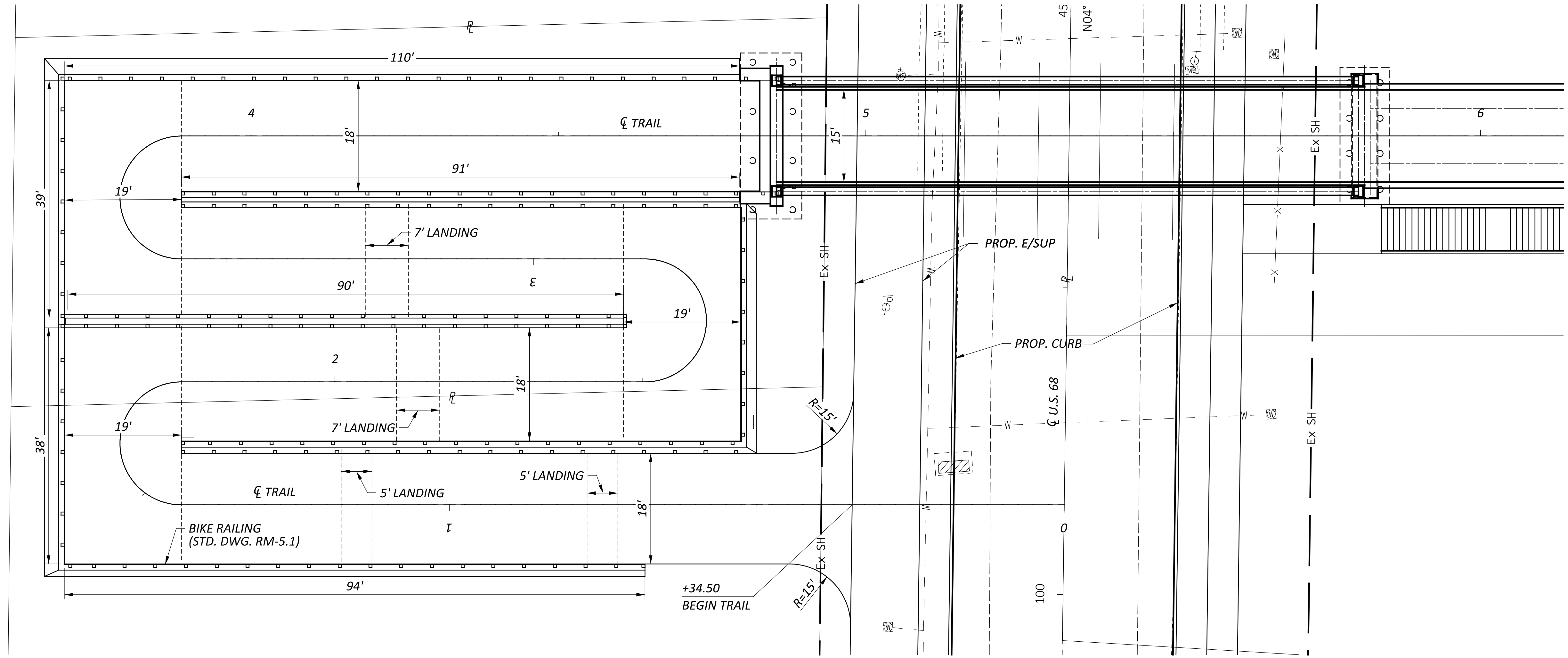
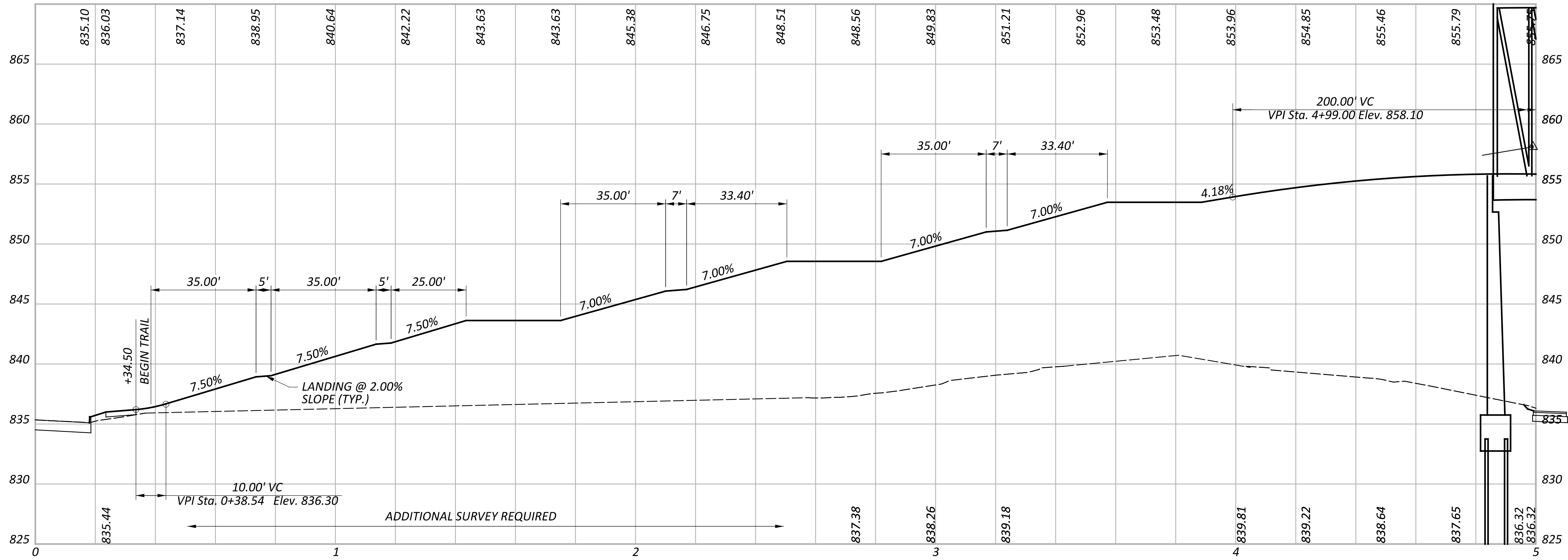
Form liner and sealer mock-ups will be performed prior to any permanent form liner or sealer use on the project.

Paint samples will be given that are to be used on the metal artwork paint.

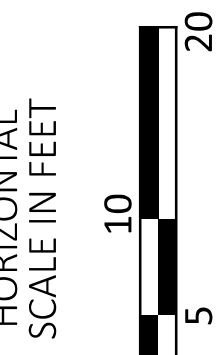
A CPM schedule will be utilized and followed during the project to maintain and forecast the schedule to ensure we meet the ribbon cutting date and final construction completion dates and other schedule requirements on the project are met.

#	Activity ID	Activity Name	Original Duration	Remaining Duration	Total Float	Start	Finish	Calendar	2025												2026												2027											
									Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun			
1	MILESTONES		560	560	126	10/14/24	12/04/26		12/04/26, MILESTONES																																			
2	1000	Project Award	0	0	0	10/14/24		243005	CURE Project Award																																			
3	1005	Start Project	0	0	960	10/14/24		243005	CURE Start Project																																			
4	1015	Project Duration	782	782	178	10/14/24	12/04/26	243005	CURE Project Duration																																			
5	1370	Bridge Opening/Ribbon Cutting	1	1	0	10/01/26	10/01/26*	243005	5 DAY Bridge Opening/Ribbon Cutting																																			
6	1010	End Project	0	0	178		12/04/26	243005	CURE End Project																																			
7	AWARD AND DESIGN		120	120	10	10/14/24	04/02/25	243005	5 DAY 04/02/25, AWARD AND DESIGN																																			
8	1020	Contract Execution	5	5	0	10/14/24	10/18/24	243005	5 DAY Contract Execution																																			
9	1021	Write and Execute Subcontracts and Purchase Orders	5	5	0	10/21/24	10/25/24	243005	5 DAY Write and Execute Subcontracts and Purchase Orders																																			
10	1025	Interim Design	40	40	0	10/28/24	12/23/24	243005	5 DAY Interim Design																																			
11	1030	ODOT Interim Design Review	10	10	0	12/24/24	01/08/25	243005	5 DAY ODOT Interim Design Review																																			
12	1038	Final Design	40	40	0	01/09/25	03/05/25	243005	5 DAY Final Design																																			
13	1031	Utility Design	20	20	2	01/09/25	02/05/25	243005	5 DAY Utility Design																																			
14	1036	ROW and Environmental Design	20	20	20	01/09/25	02/05/25	243005	5 DAY ROW and Environmental Design																																			
15	1033	ODOT Utility Design Review	5	5	2	02/06/25	02/12/25	243005	5 DAY ODOT Utility Design Review																																			
16	1037	ODOT ROW and Environmental Design Review	10	10	20	02/06/25	02/19/25	243005	5 DAY ODOT ROW and Environmental Design Review																																			
17	1040	ODOT Final Design Review	10	10	0	03/06/25	03/19/25	243005	5 DAY ODOT Final Design Review																																			
18	1045	Release for Construction Drawings	10	10	10	03/20/25	04/02/25	243005	5 DAY Release for Construction Drawings																																			
19	SUBMITTALS AND FABRICATION		180	180	1	02/13/25	10/27/25	243005	5 DAY 10/27/25, SUBMITTALS AND FABRICATION																																			
20	1049	Contractor Duct Bank Installation	10	10	2	02/13/25	02/26/25*	243005	5 DAY Contractor Duct Bank Installation																																			
21	1050	Utility Relocation- AES	12	12	63	03/06/25*	03/21/25	243005	5 DAY Utility Relocation- AES																																			
22	1135	SWPPP Development	2	2	0	03/06/25	03/07/25	243005	5 DAY SWPPP Development																																			
23	1140	SWPPP Review	10	10	0	03/10/25	03/21/25	243005	5 DAY SWPPP Review																																			
24	1055	Truss Shop Drawings	20	20	1	03/20/25	04/16/25	243005	5 DAY Truss Shop Drawings																																			
25	1115	TAF Submittal Development	1	1	0	03/20/25	03/20/25	243005	5 DAY TAF Submittal Development																																			
26	1145	Precondition Vibration Survey	15	15	1	03/20/25	04/09/25	243005	5 DAY Precondition Vibration Survey																																			
27	1120	TAF Review ODOT	15	15	0	03/21/25	04/10/25	243005	5 DAY TAF Review ODOT																																			
28	1051	Utility Relocation-Alta Fiber	15	15	63	03/24/25	04/11/25	243005	5 DAY Utility Relocation-Alta Fiber																																			

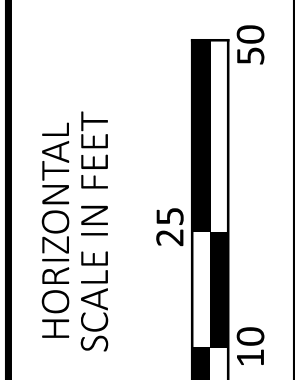
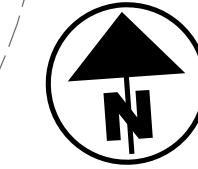
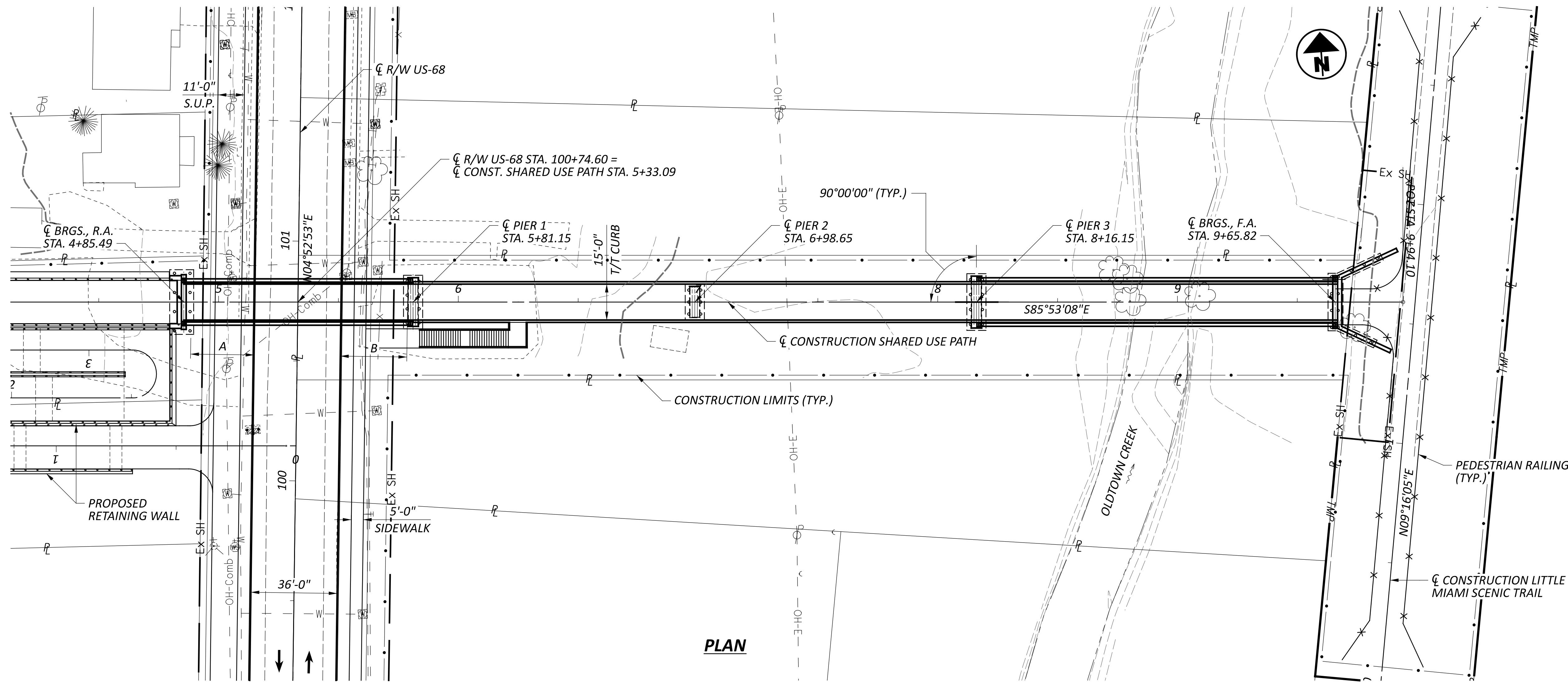
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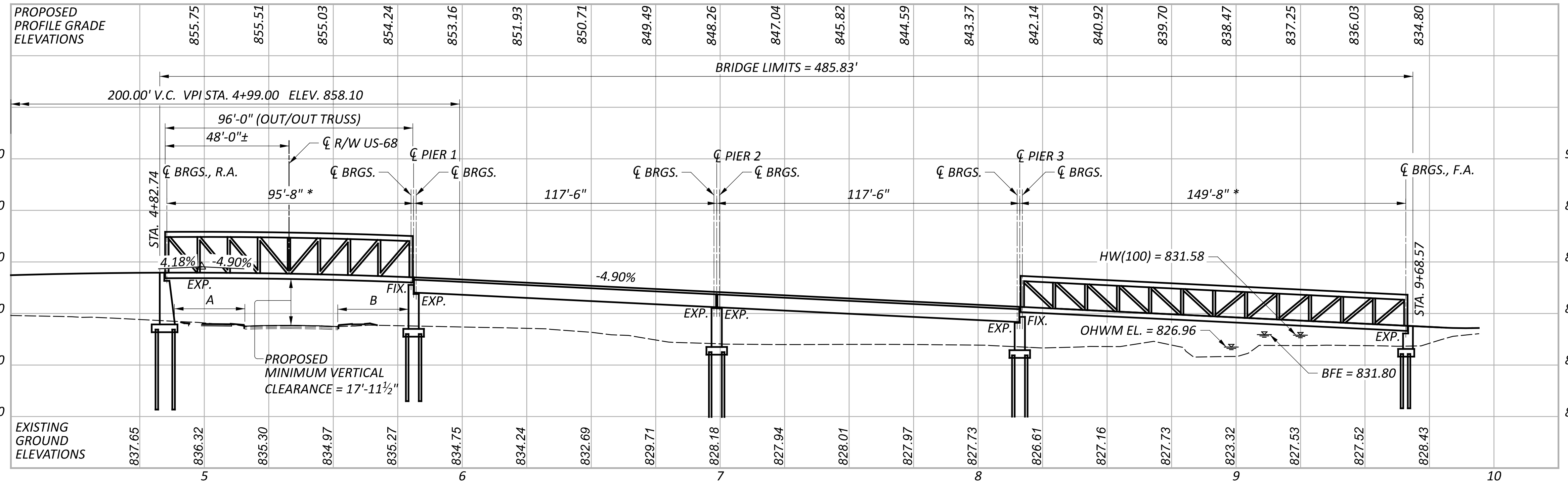
PLAN AND PROFILE
SUP SWITCHBACK GEOMETRY



DESIGN AGENCY	CARPENTER MARTY
DESIGNER	DMG
REVIEWER	BAA
PROJECT ID	07-09-24
	115388
SHEET	TOTAL
P.0	0



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

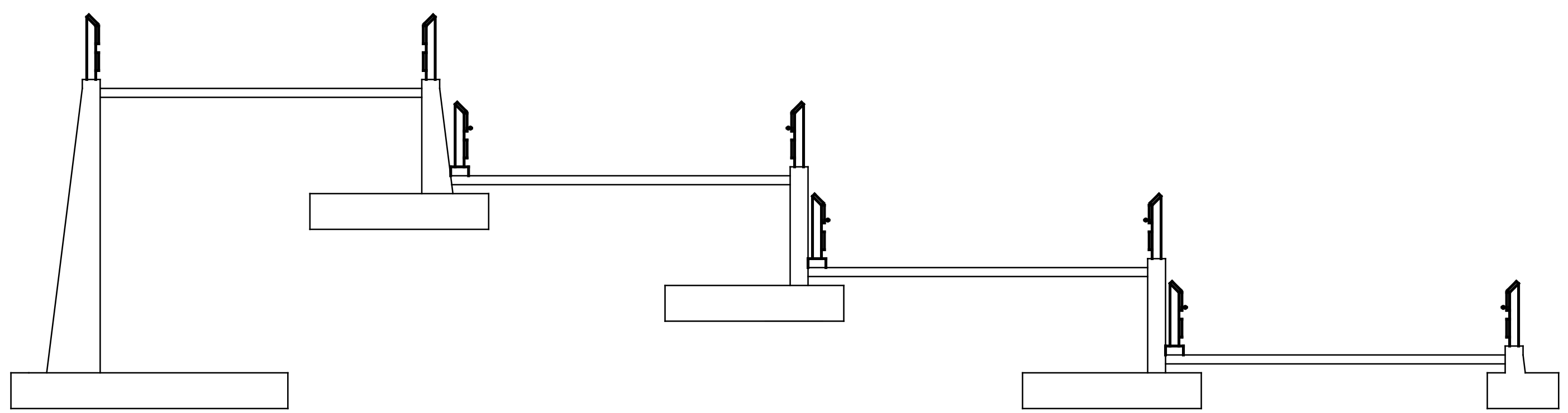
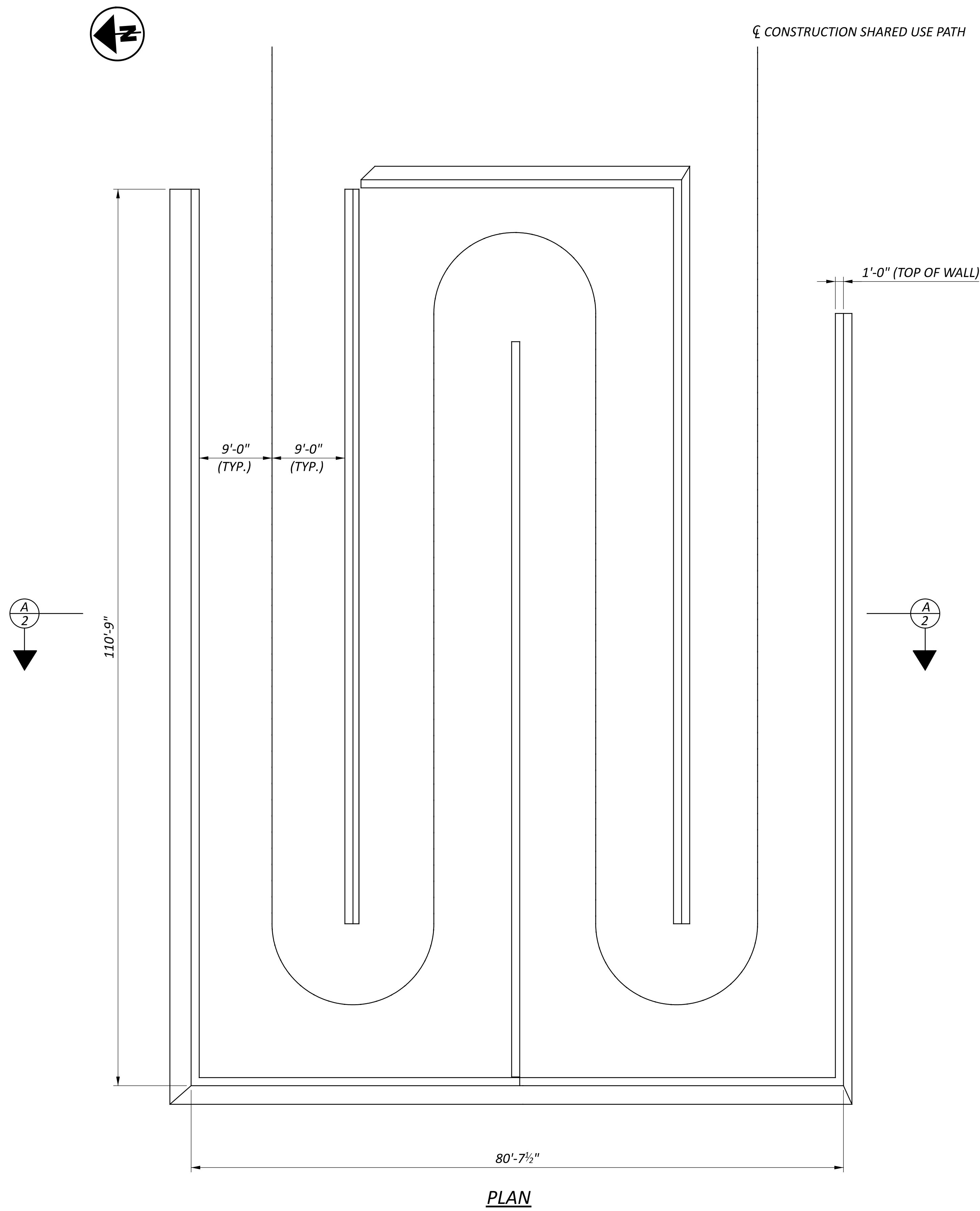


LEGEND

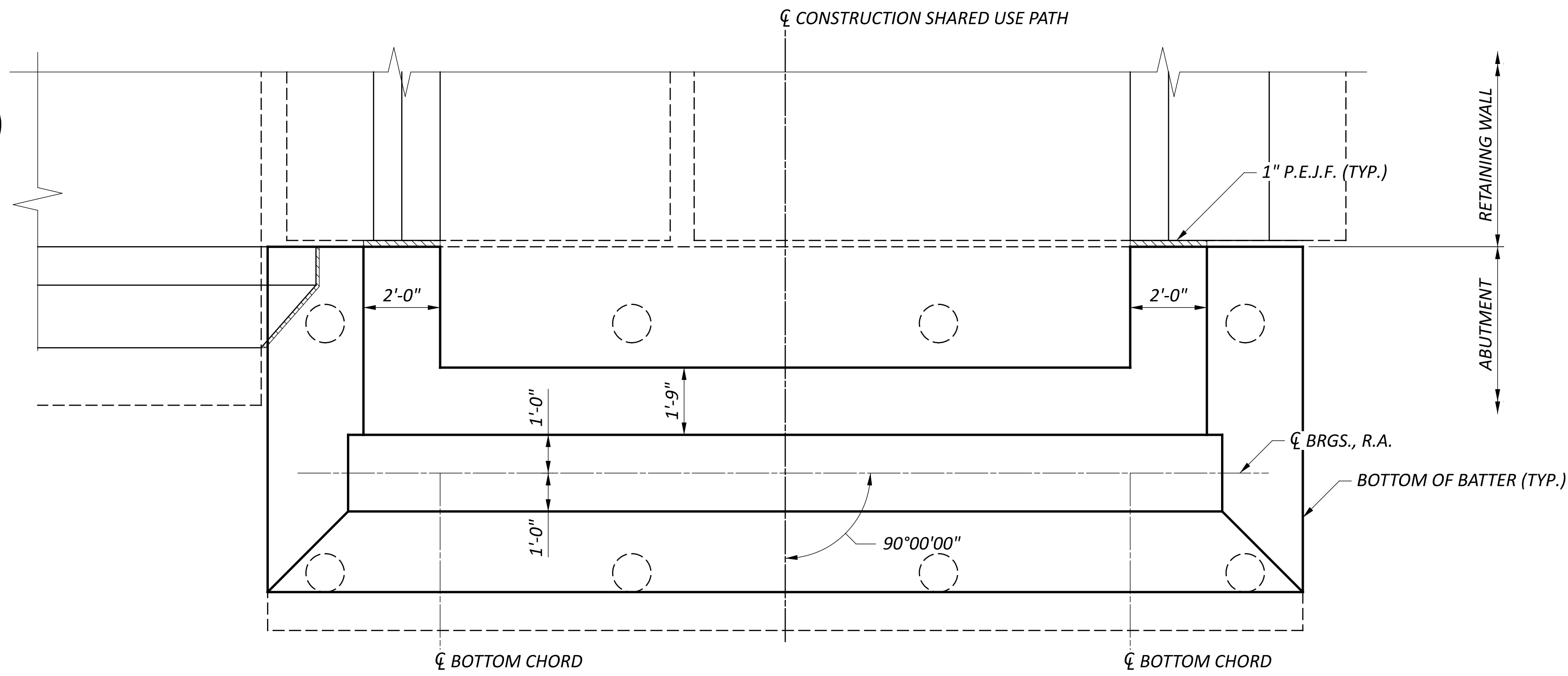
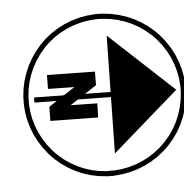
- A - MINIMUM HORIZONTAL CLEARANCE = 26'-6"
- B - MINIMUM HORIZONTAL CLEARANCE = 27'-9"
- * - DIMENSION MAY VARY BASED ON SELECTED TRUSS FABRICATOR

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

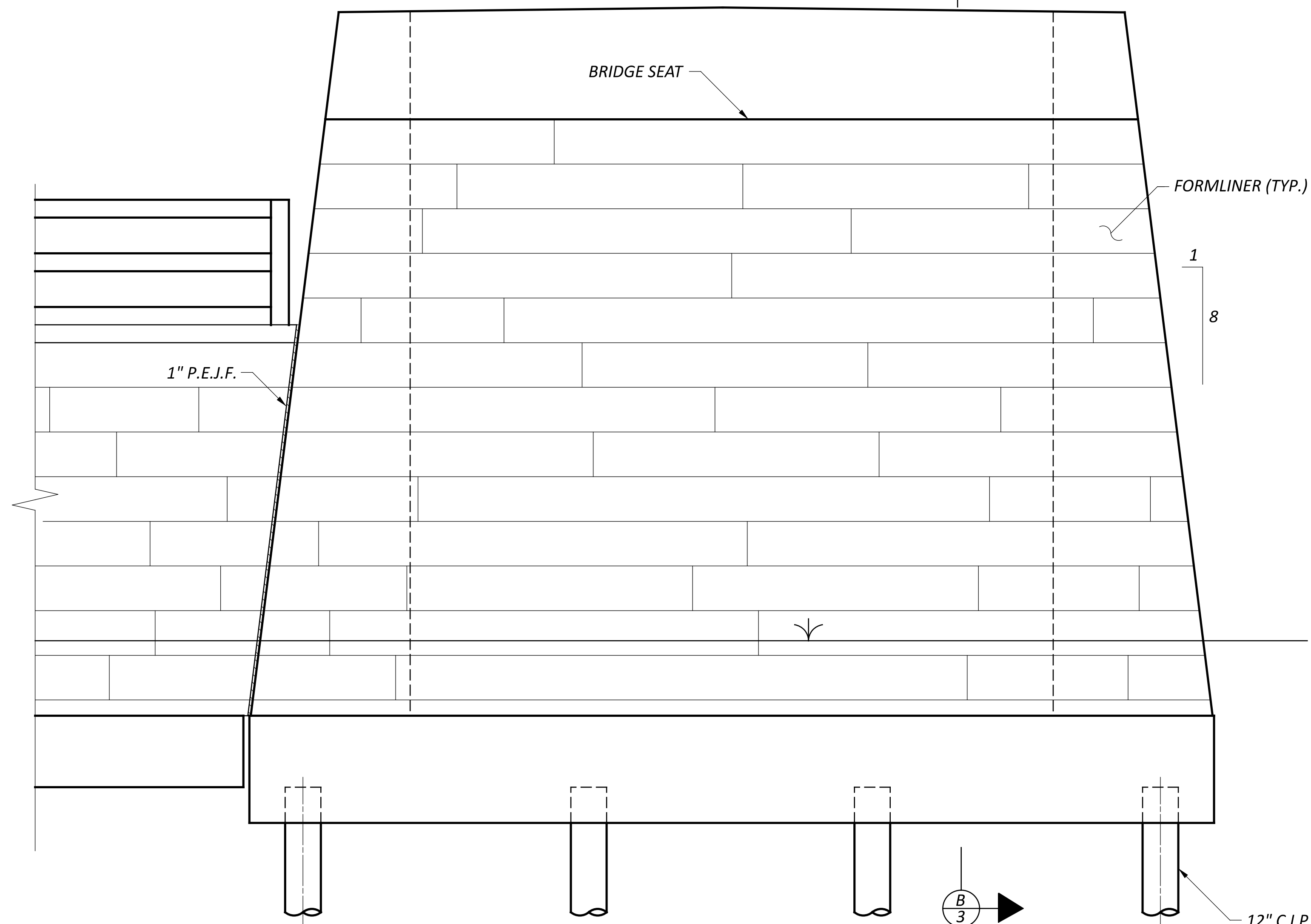
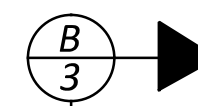
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DESIGN AGENCY	CARPENTER MARTY
DESIGNER	SMH
CHECKER	AMR
REVIEWER	
PROJECT ID	115388
SUBSET	1
TOTAL	7
SHEET	P.0
TOTAL	0



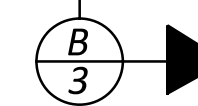
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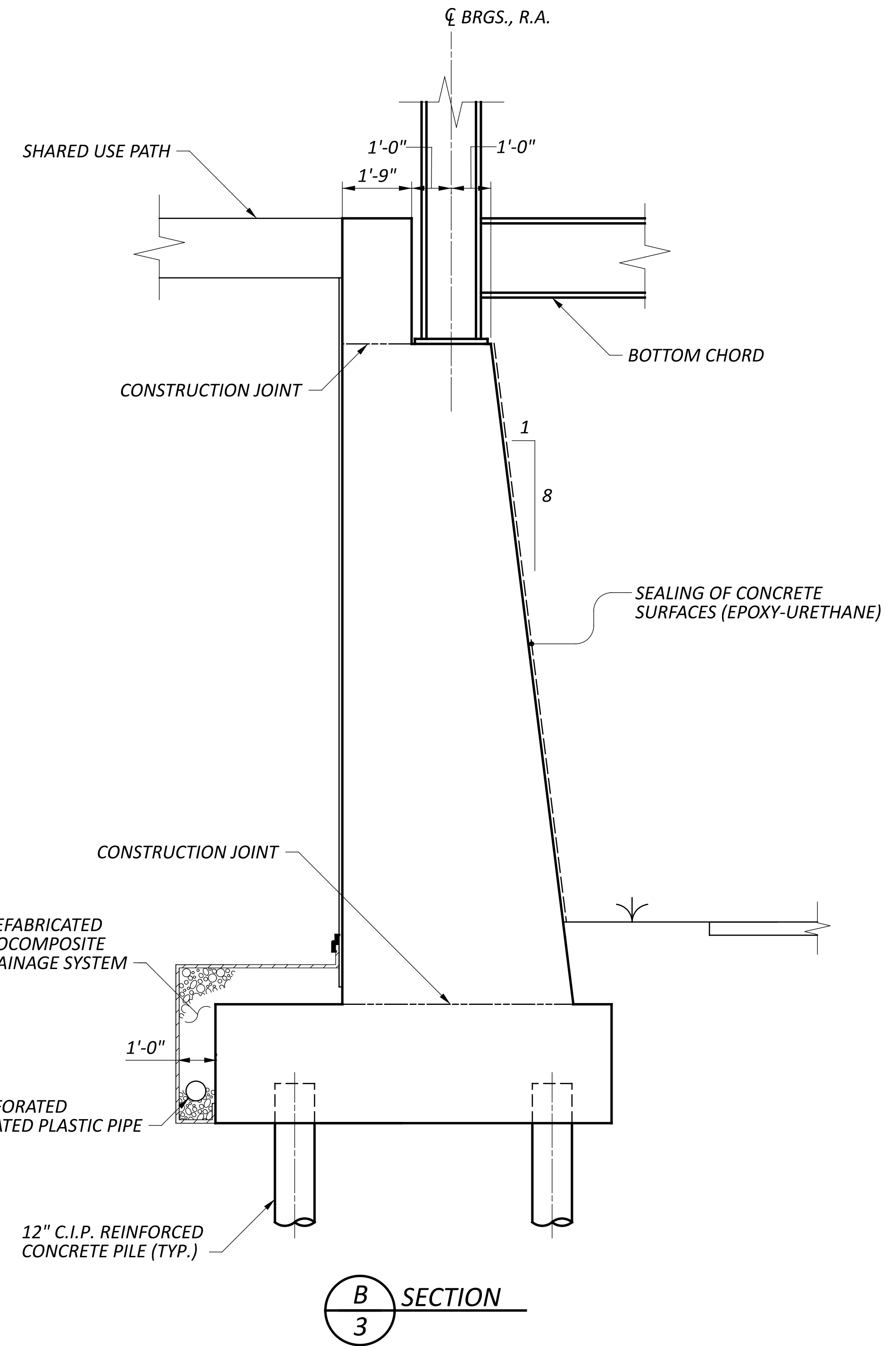
PLAN



ELEVATION



12" C.I.P. REINFORCED CONCRETE PILE (TYP.)

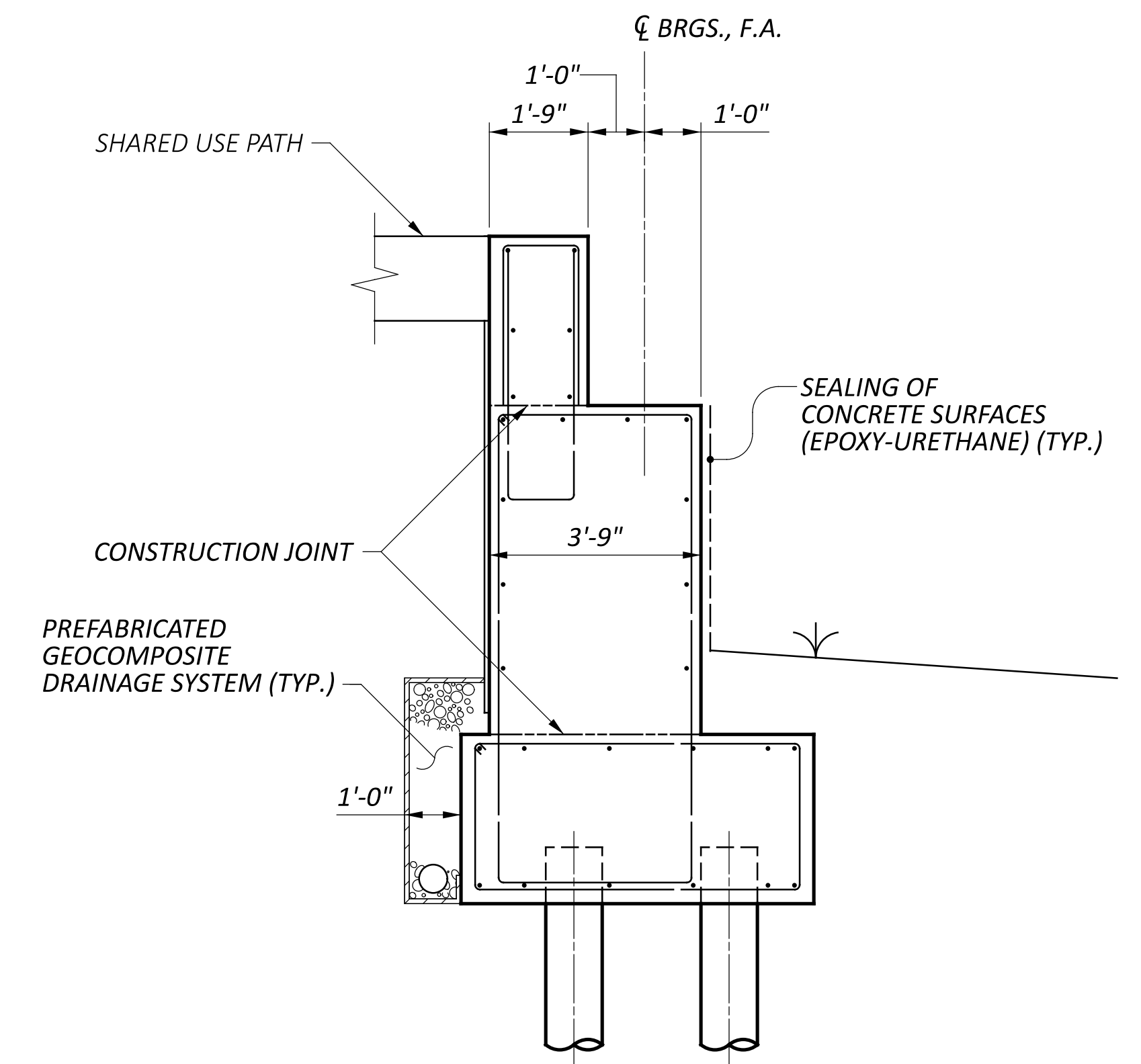
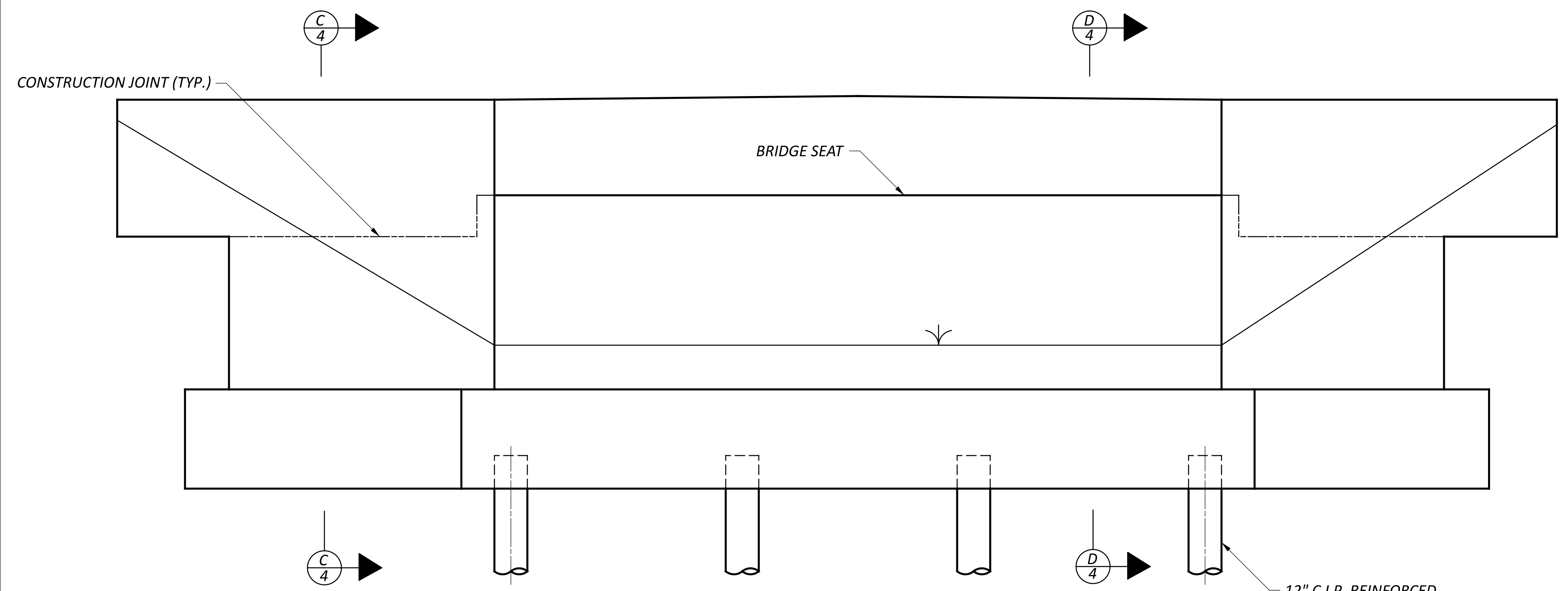
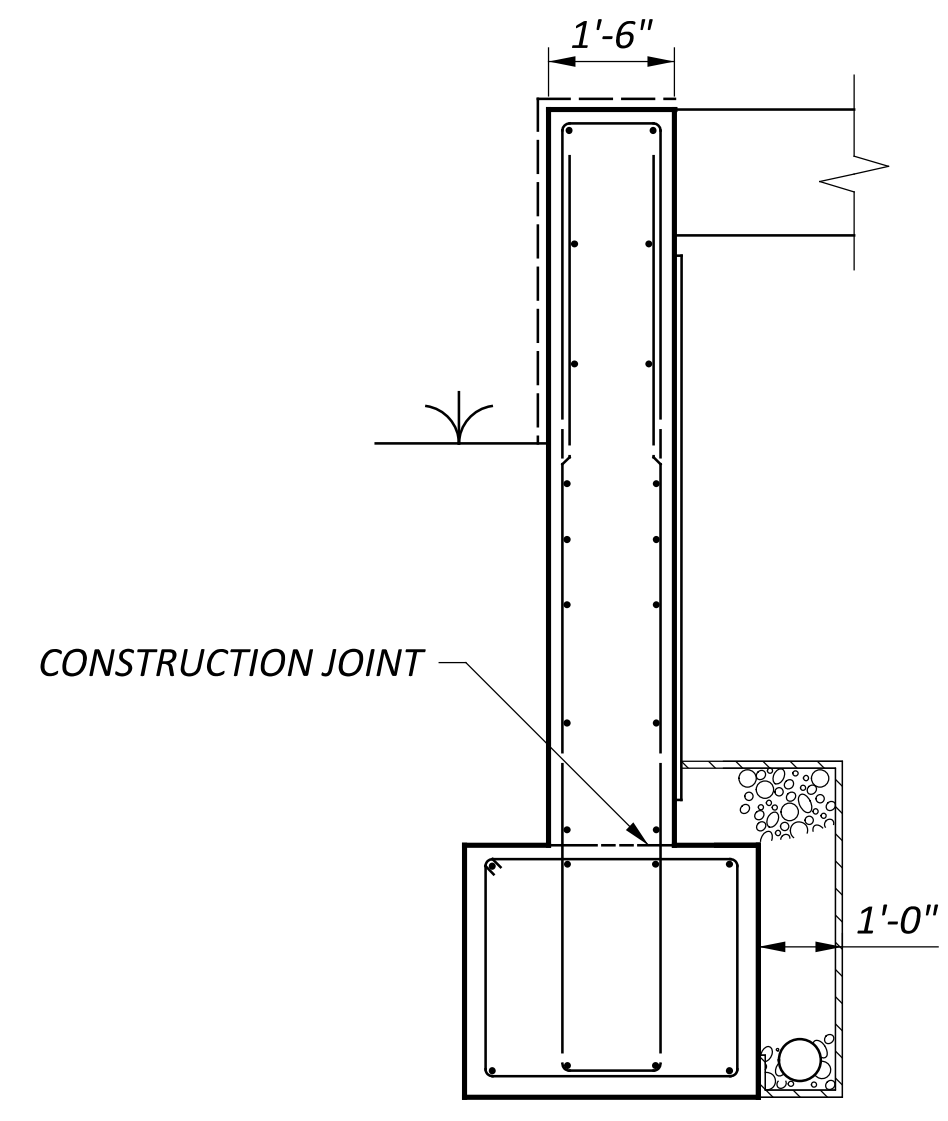
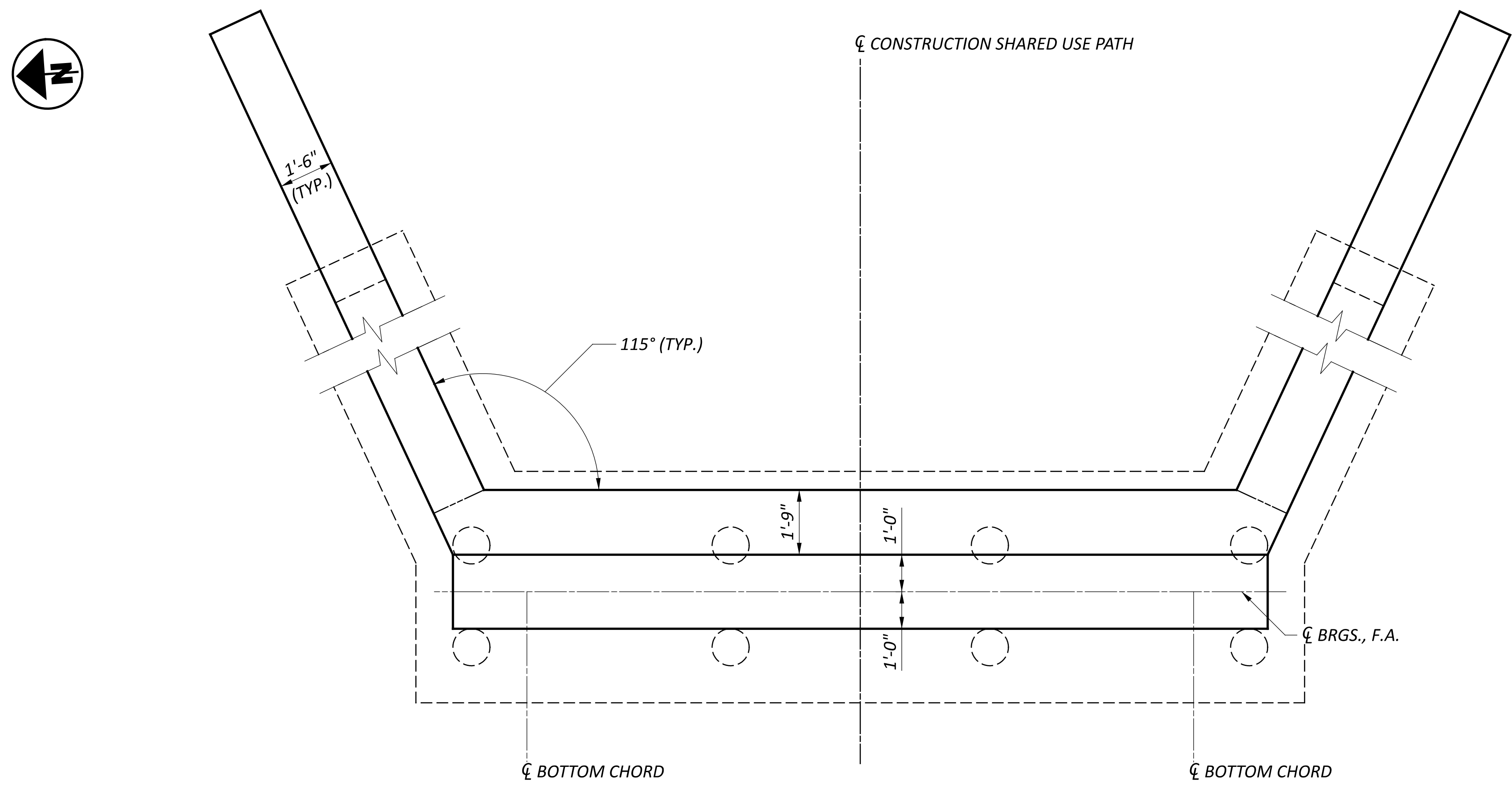


B SECTION

NOTE

REFER TO SCHEMATIC A4.2 FOR FORMLINER COLORING AND DIMENSION DETAILS.

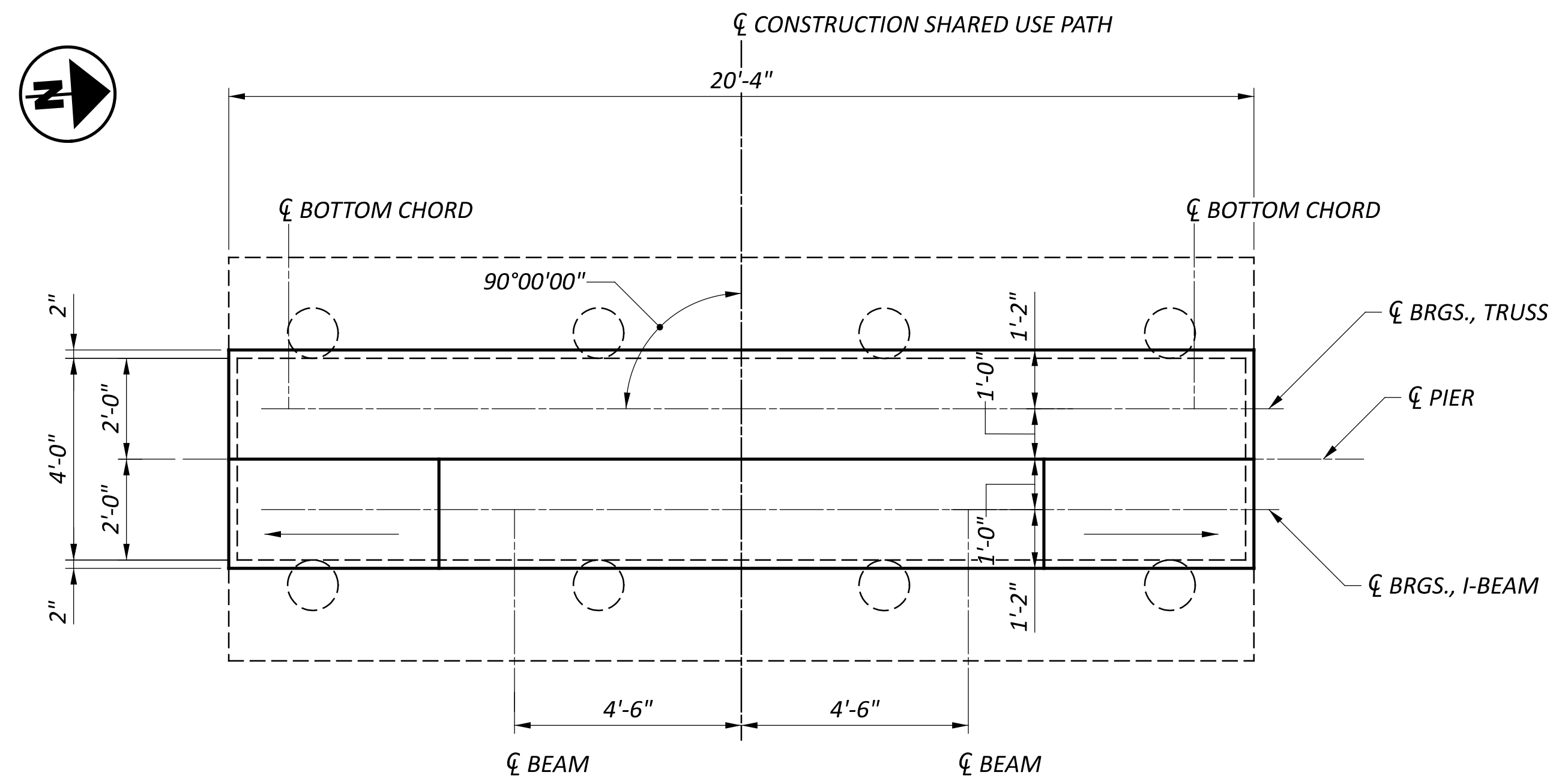
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DESIGN AGENCY CARPENTER MARTY	
DESIGNER SMH	CHECKER AMR
REVIEWER GDJ 7/9/24	
PROJECT ID 115388	
SUBSET 3	TOTAL 7
SHEET P.0	TOTAL 0



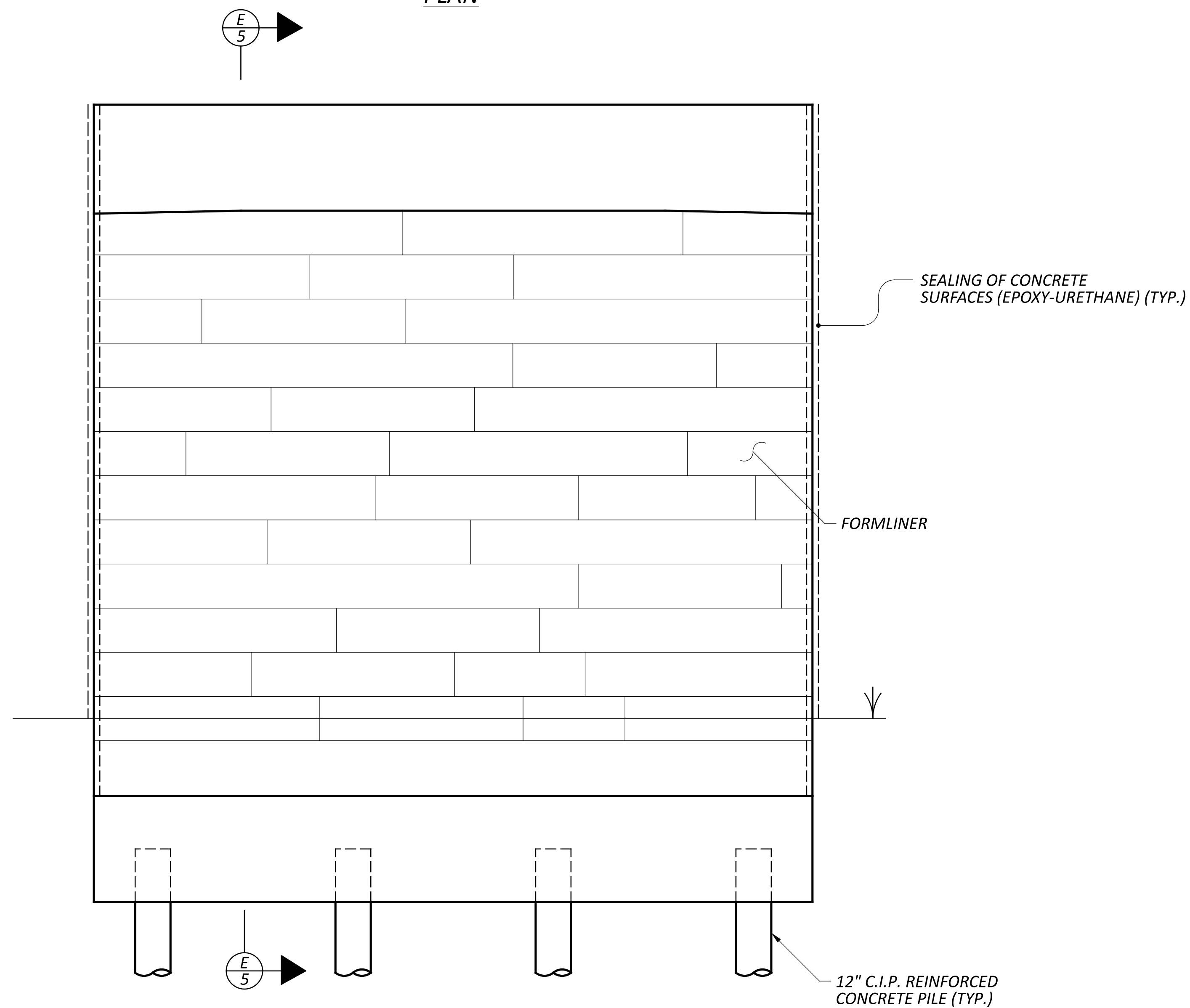
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DESIGN AGENCY	
DESIGNER JZ	CHECKER AMR
REVIEWER GDJ 07-09-24	
PROJECT ID 115388	
SUBSET 4	TOTAL 7
SHEET P.0	TOTAL 0

NOTES

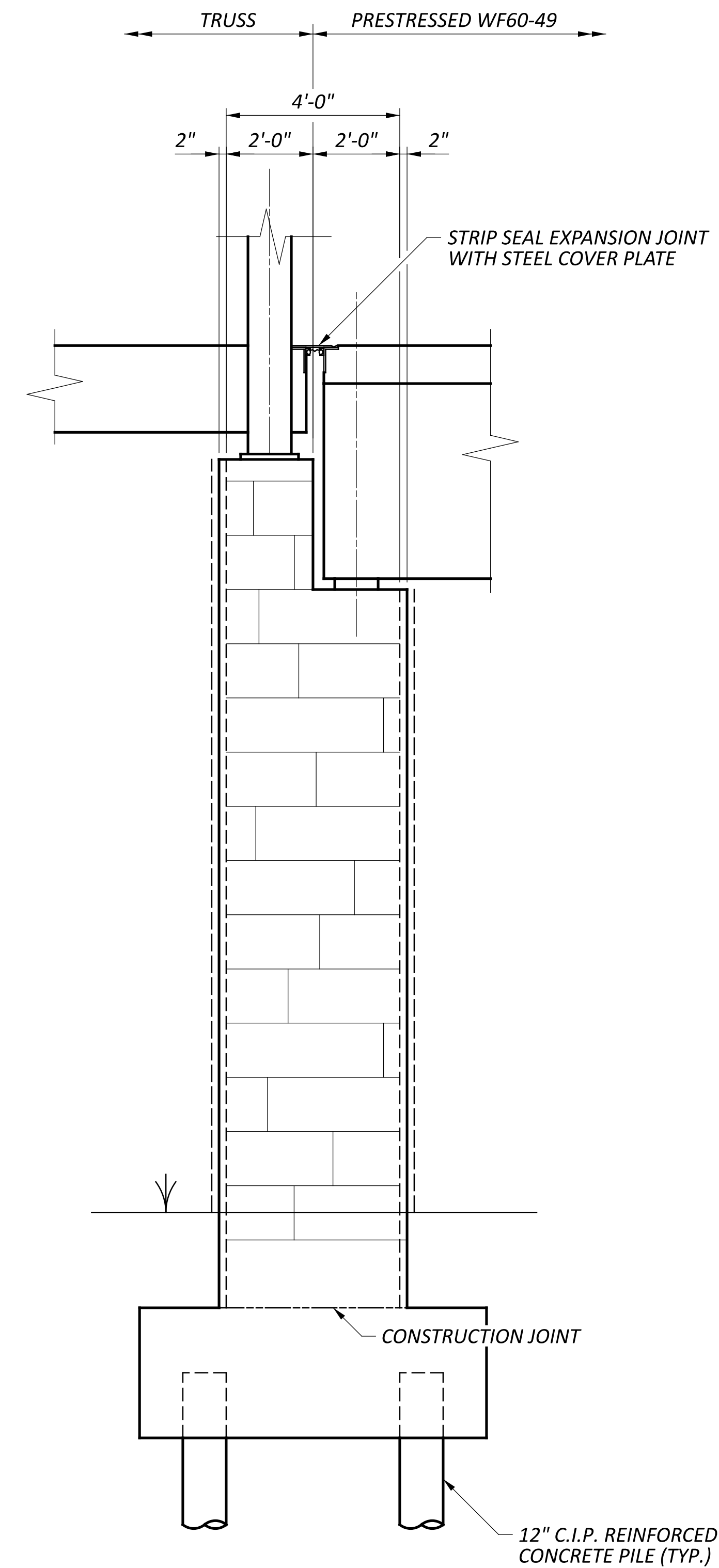
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2. REFER TO SCHEMATIC A4.2 FOR FORMLINER COLORING AND DIMENSION DETAILS.



PLAN

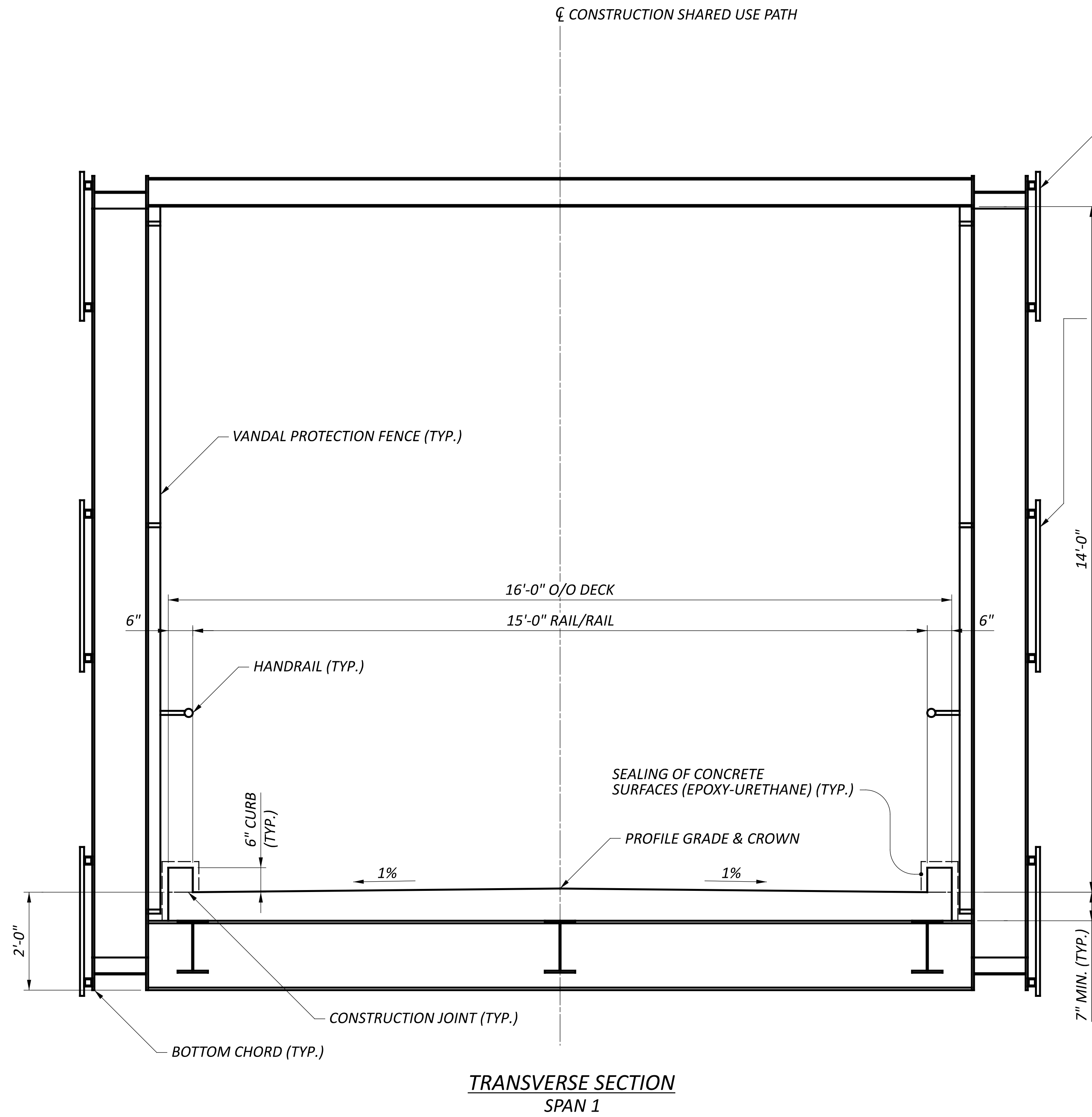


ELEVATION

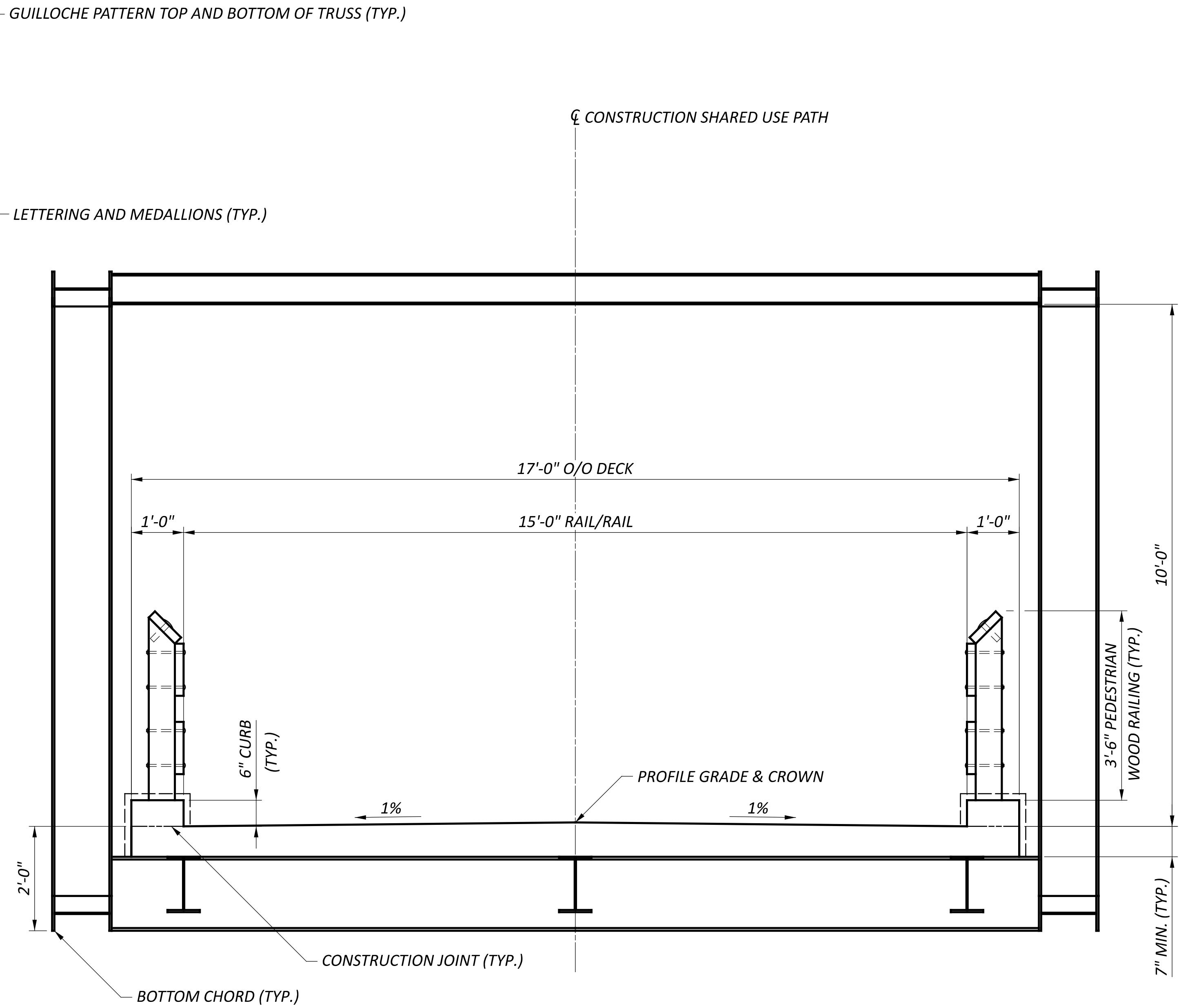


SECTION

SFN 2926107	
DESIGN AGENCY CARPENTER MARTY	
DESIGNER SMH	CHECKER AMR
REVIEWER GDJ 7/9/24	
PROJECT ID 115388	
SUBSET 5	TOTAL 7
SHEET P.0	TOTAL 0



**TRANSVERSE SECTION
SPAN 1**

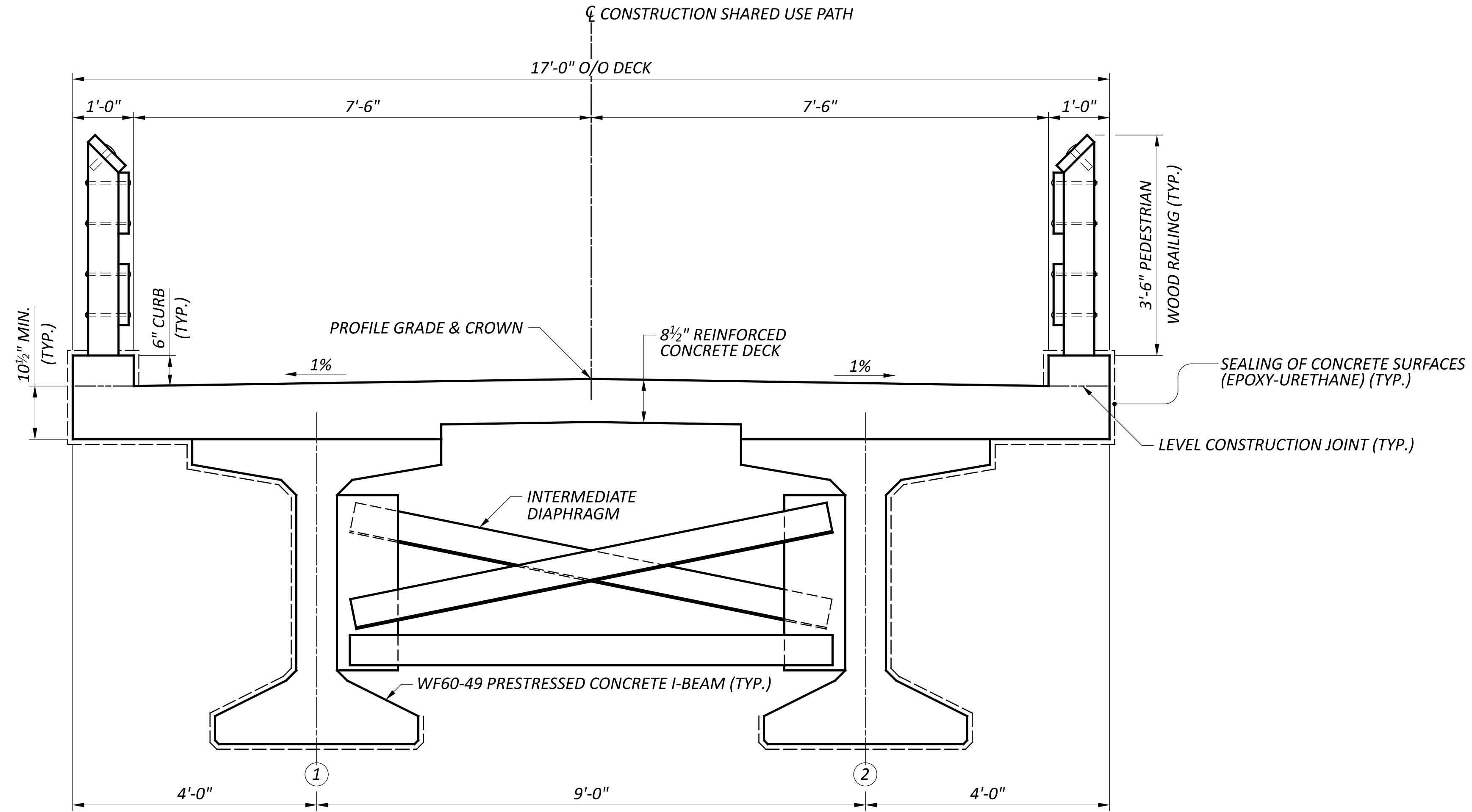


**TRANSVERSE SECTION
SPAN 4**


NOTE

REFER TO SCHEMATIC A6.1 FOR COLORING AND DIMENSION DETAILS OF GUILLOCHE PATTERN, MEDALLIONS AND LETTERING.

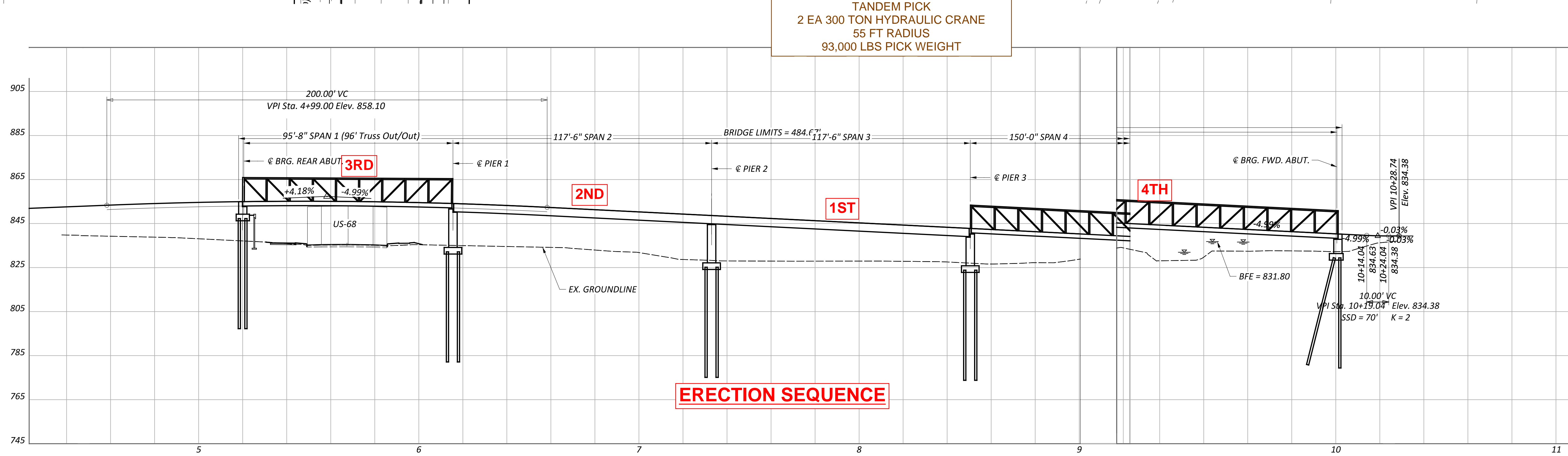
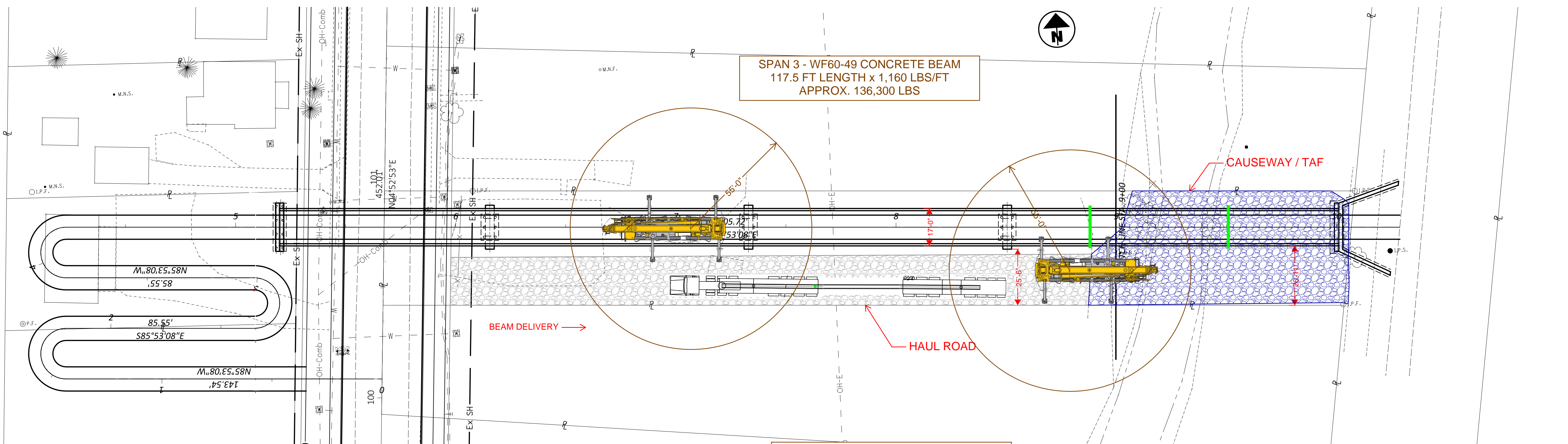
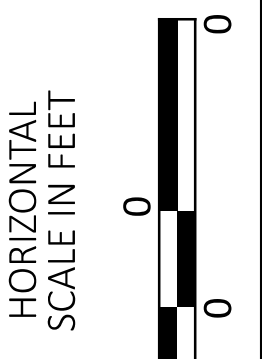
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DESIGN AGENCY	CARPENTER MARTY
DESIGNER	CHECKER
SMH	AMR
REVIEWER	
GDJ	7/9/24
PROJECT ID	115388
SUBSET	TOTAL
6	7
SHEET	TOTAL
P.0	0



TRANSVERSE SECTION
 SPANS 2 AND 3

SFN	
2926107	
DESIGN AGENCY	
	
DESIGNER	CHECKER
SMH	AMR
REVIEWER	
GDJ 7/9/24	
PROJECT ID	
115388	
SUBSET	TOTAL
7	7
SHEET	TOTAL
P.0	0

24-3007 PRELIMINARY ERECTION SCHEMATIC - SPAN 3



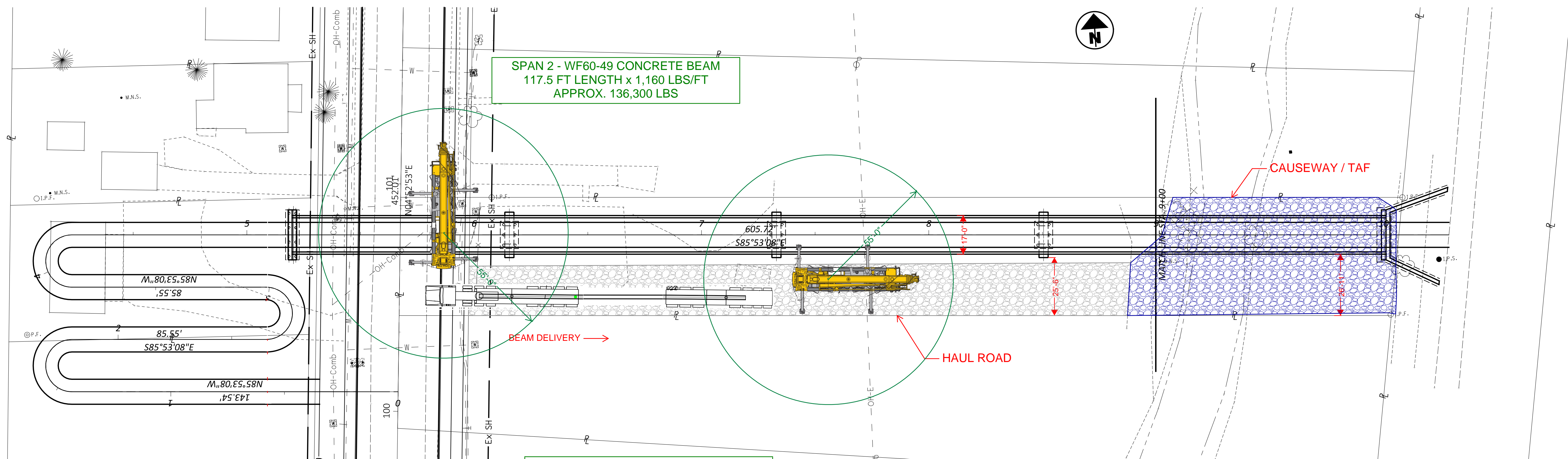
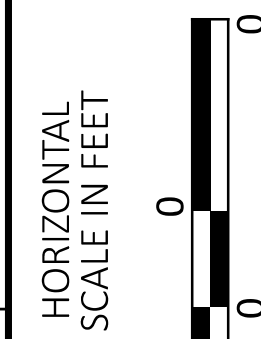
CTY-RTE-SECTION

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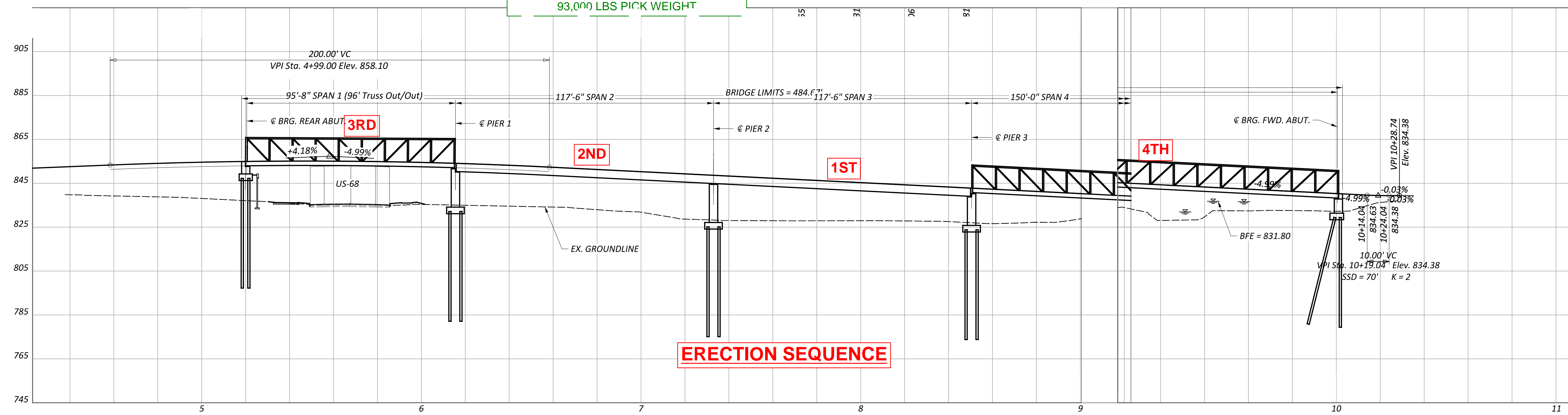
SHEET TITLE
 SHEET SUB-TITLE

DESIGN AGENCY	
DESIGNER	XXX
REVIEWER	XXX MM-DD-YY
PROJECT ID	0
SHEET	TOTAL
P.0	0

24-3007 PRELIMINARY ERECTION SCHEMATIC - SPAN 2



TANDEM PICK
2 EA 300 TON HYDRAULIC CRANE
55 FT RADIUS
93,000 LBS PICK WEIGHT



ERECTION SEQUENCE

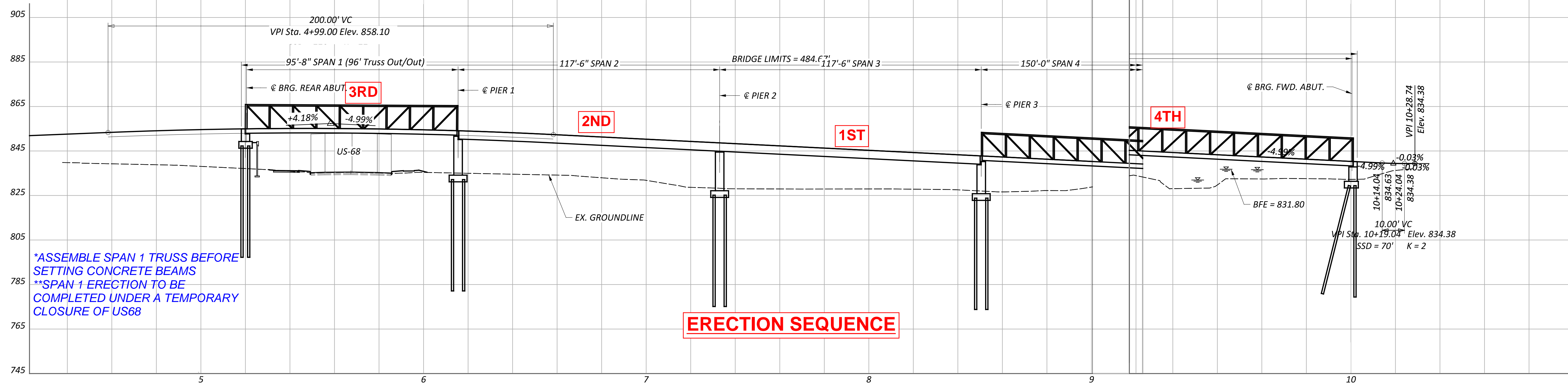
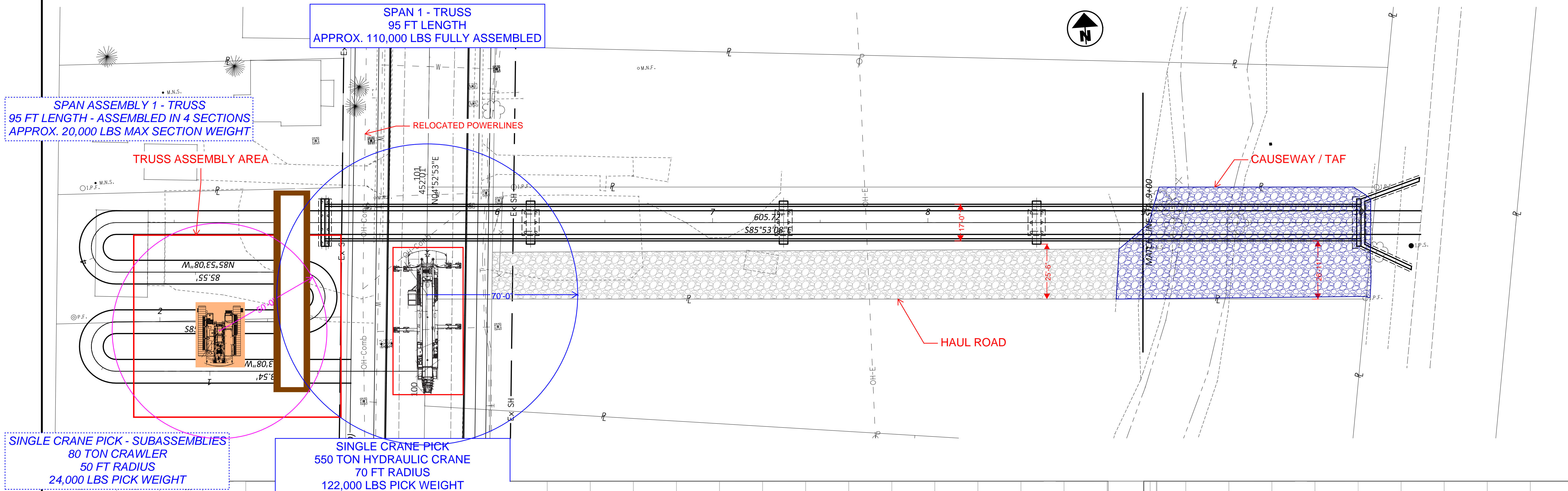
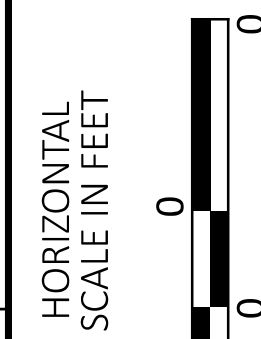
CTY-RTE-SECTION

MODEL: 115388_GP201.PAPERSIZE: 34x22 (in.) DATE: 6/26/2024 TIME: 1:00:07 PM USER: bachel
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SHEET TITLE
SHEET SUB-TITLE

DESIGN AGENCY	
DESIGNER	XXX
REVIEWER	XXX MM-DD-YY
PROJECT ID	0
SHEET	TOTAL
P.0	0

24-3007 PRELIMINARY ERECTION SCHEMATIC - SPAN 1

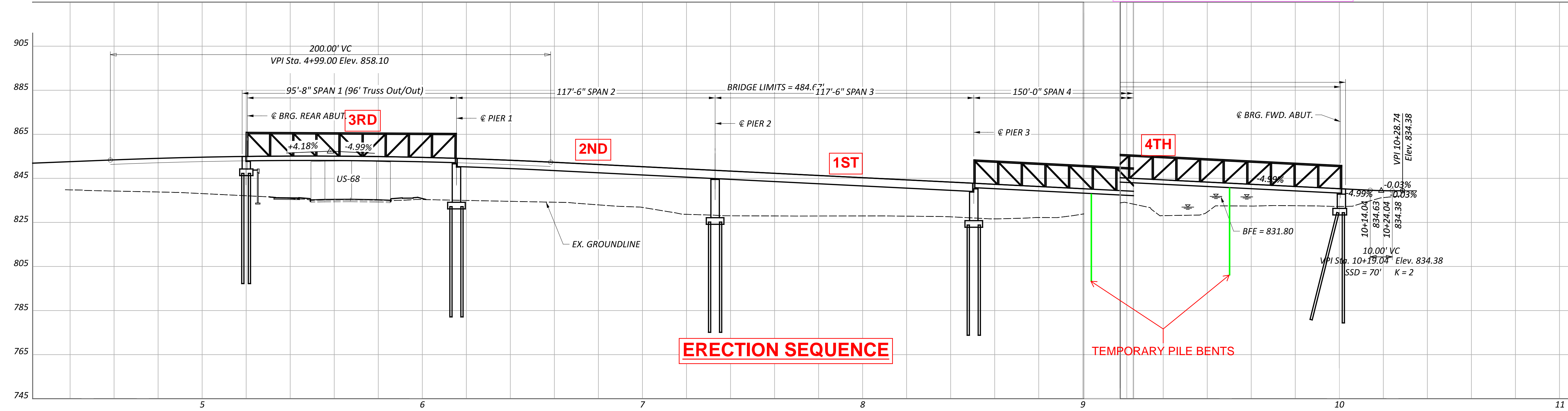
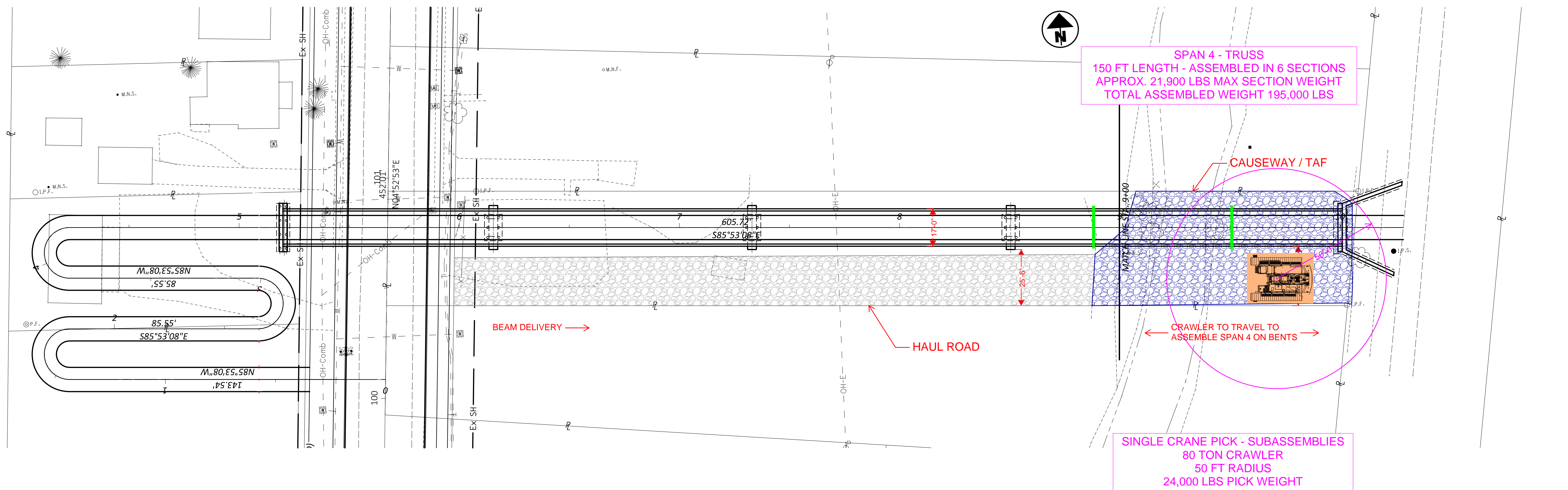
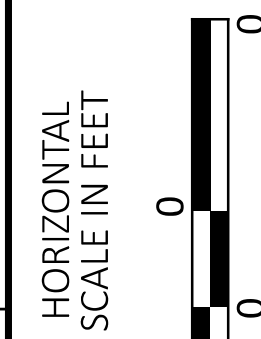


CTY-RTE-SECTION
 MODEL: 115388_GP201.PAPER SIZE: 34x22 (in.) DATE: 6/26/2024 TIME: 1:00:07 PM USER: bachel
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SHEET TITLE
 SHEET SUB-TITLE

DESIGN AGENCY	
DESIGNER	XXX
REVIEWER	XXX MM-DD-YY
PROJECT ID	0
SHEET	P.0
TOTAL	0

24-3005 PRELIMINARY ERECTION SCHEMATIC - SPAN 4



CTY-RTE-SECTION

MODEL: 115388_Gp201.PAPER SIZE: 34x22 (in.) DATE: 6/26/2024 TIME: 1:00:07 PM USER: bachel
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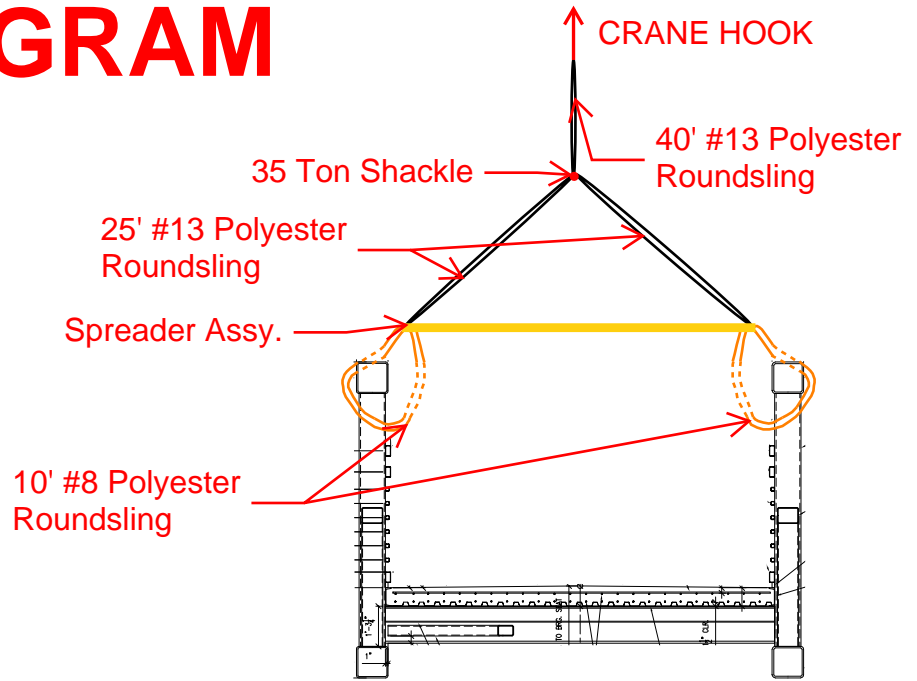
SHEET TITLE
 SHEET SUB-TITLE

DESIGN AGENCY	
DESIGNER	XXX
REVIEWER	XXX MM-DD-YY
PROJECT ID	0
SHEET	TOTAL
P.0	0

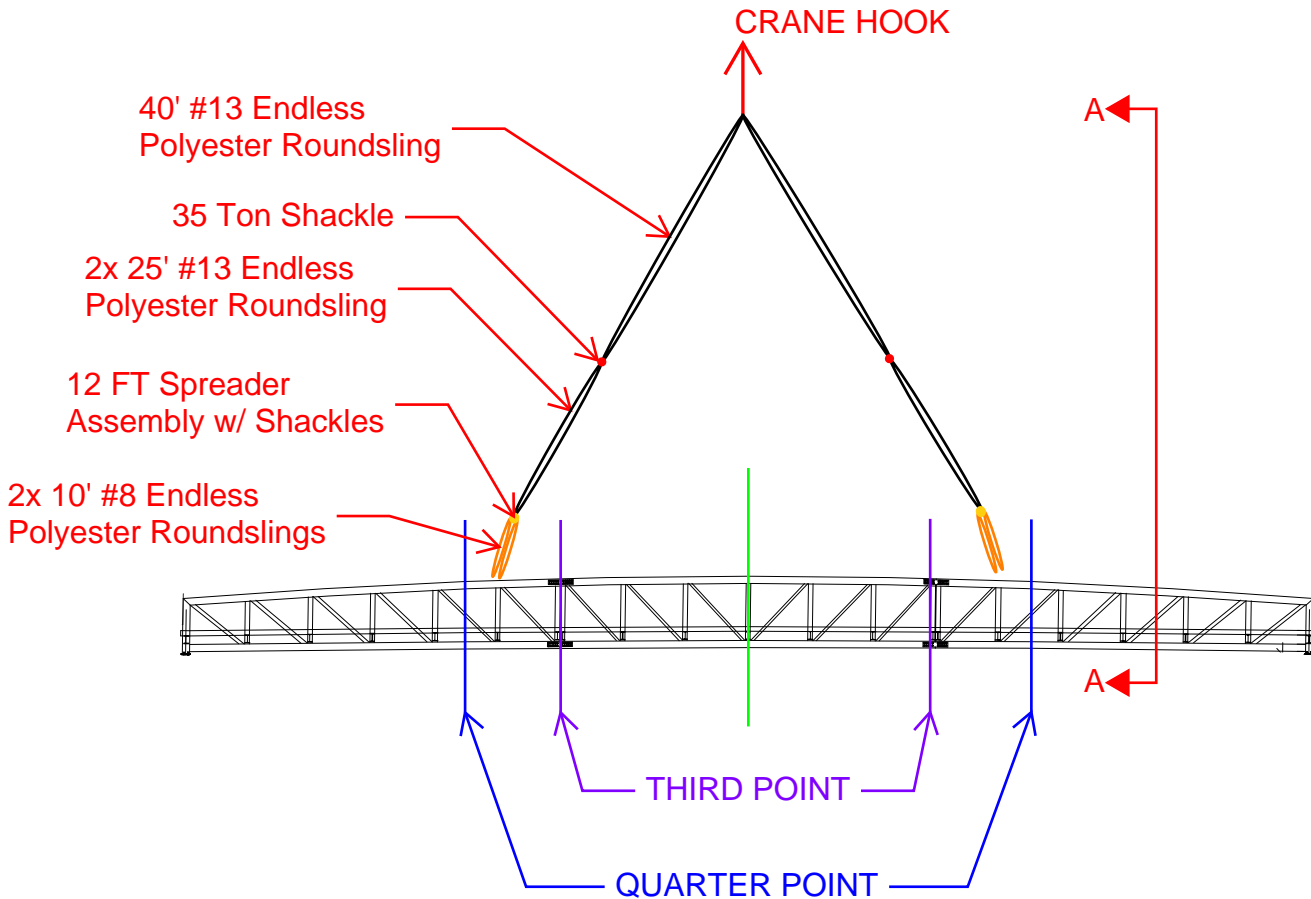
SAMPLE TRUSS RIGGING DIAGRAM

*RIGGING SYMETRICAL ABOUT
HOOK BLOCK

** SLINGS TO ATTACH DIRECTLY
TO CRANE HOOK

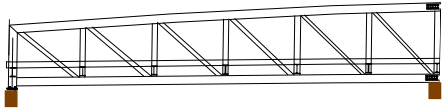


SECTION A-A
(Not to Scale)



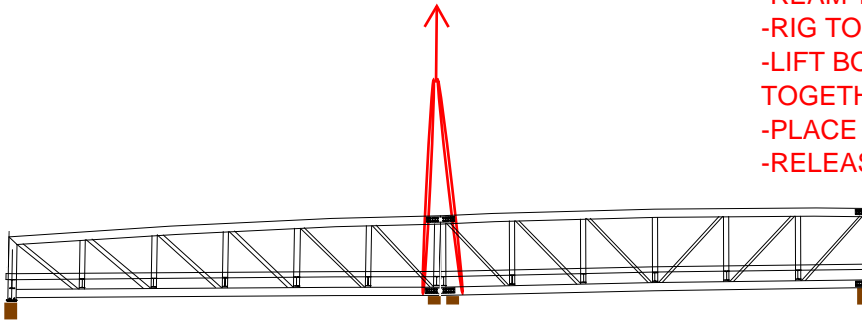
SAMPLE SPLICE SEQUENCE - SPAN 1

- 1 -SET 1st SUBASSEMBLY ON BLOCKING

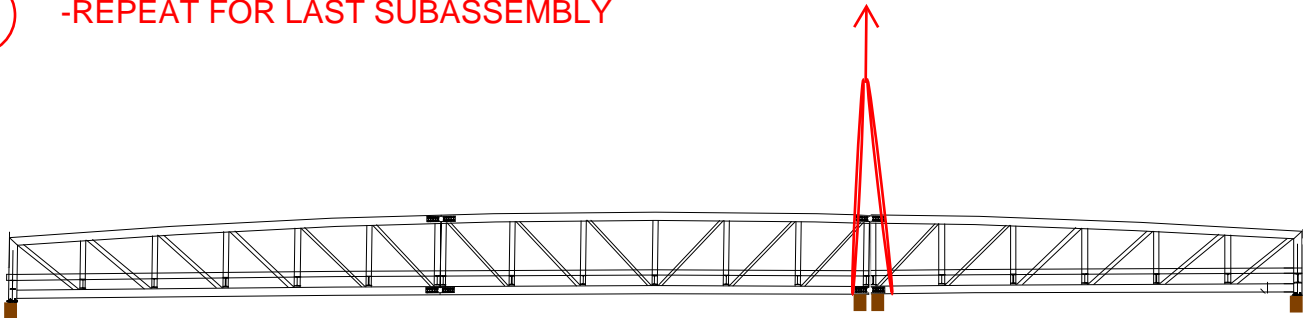


2

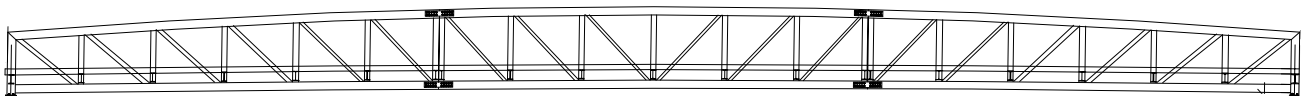
- SET MIDDLE SUBASSEMBLY ON BLOCKING
- REAM TOP CHORD TOGETHER
- RIG TO BOTTOM CHORD OF BOTH TRUSSES
- LIFT BOTTOM CHORD, BRINGING TRUSSES TOGETHER
- PLACE BOLTS
- RELEASE CRANE



- 3 -REPEAT FOR LAST SUBASSEMBLY



- 4 -COMPLETE SPLICE WITH REMAINING SPLICE PLATES, BOLTS, ETC



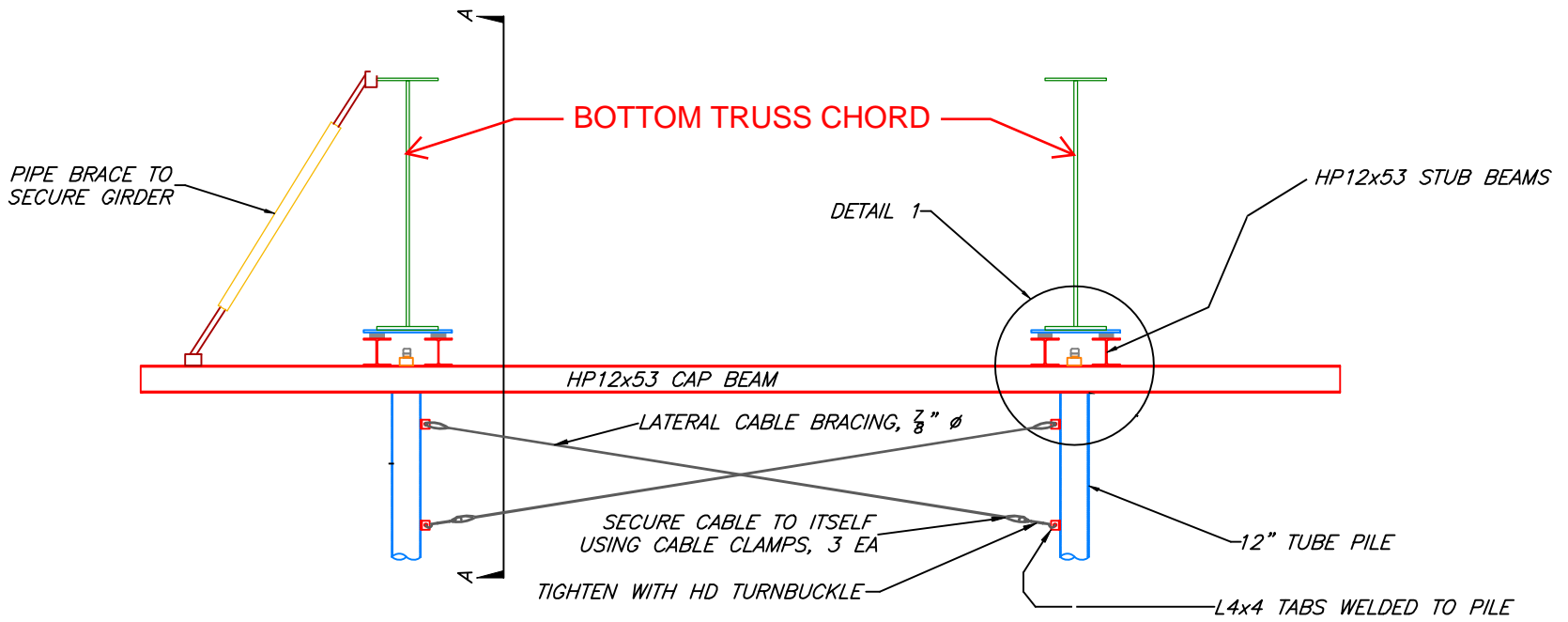
- CRANE MAY BE USED FOR OTHER LIFTS IN THIS SEQUENCE TO PROPERLY ALIGN SPLICE PLATES



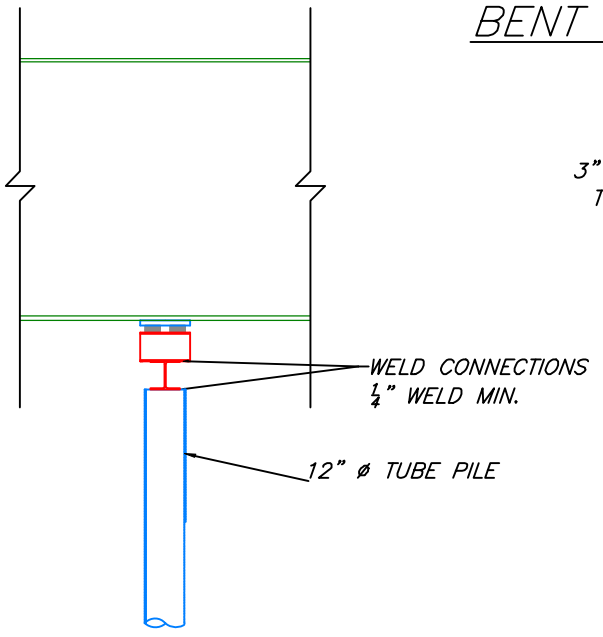
DESIGNED	JCP	CHECKED	
DRAWN	JCP	REVISED	
DATE		DATE	

BENT DETAILS
 BRIDGE No. MILEPOST 4.1 OVER TURTLE CREEK

LMM RR MP 4.1
 PROJ • 22-9052

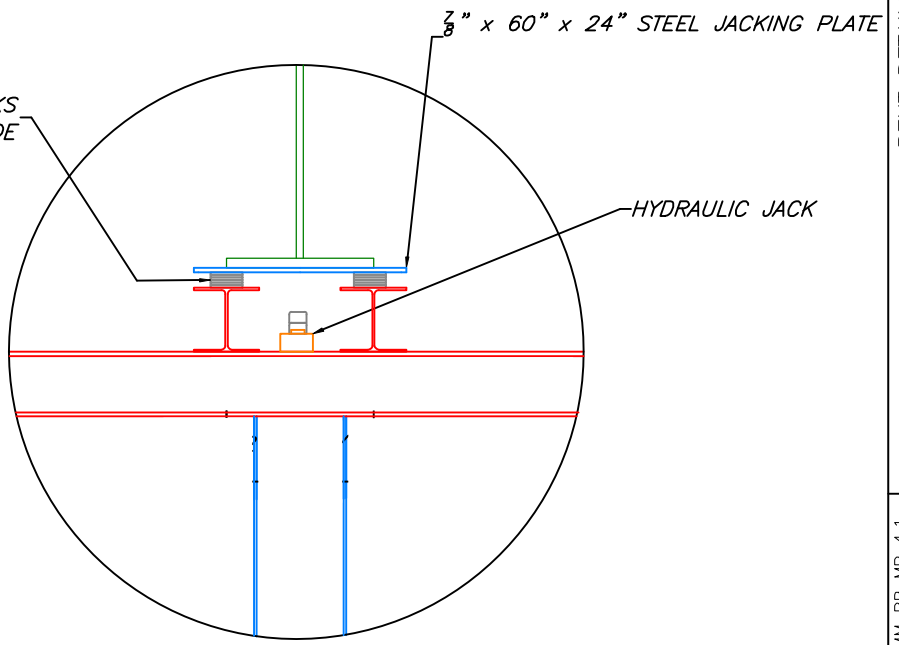


BENT ELEVATION



SECTION A-A'

3" MIN. STEEL SHIM PACKS TO ACHIEVE REQ'D GRADE



DETAIL 1

SAMPLE BENT DETAIL

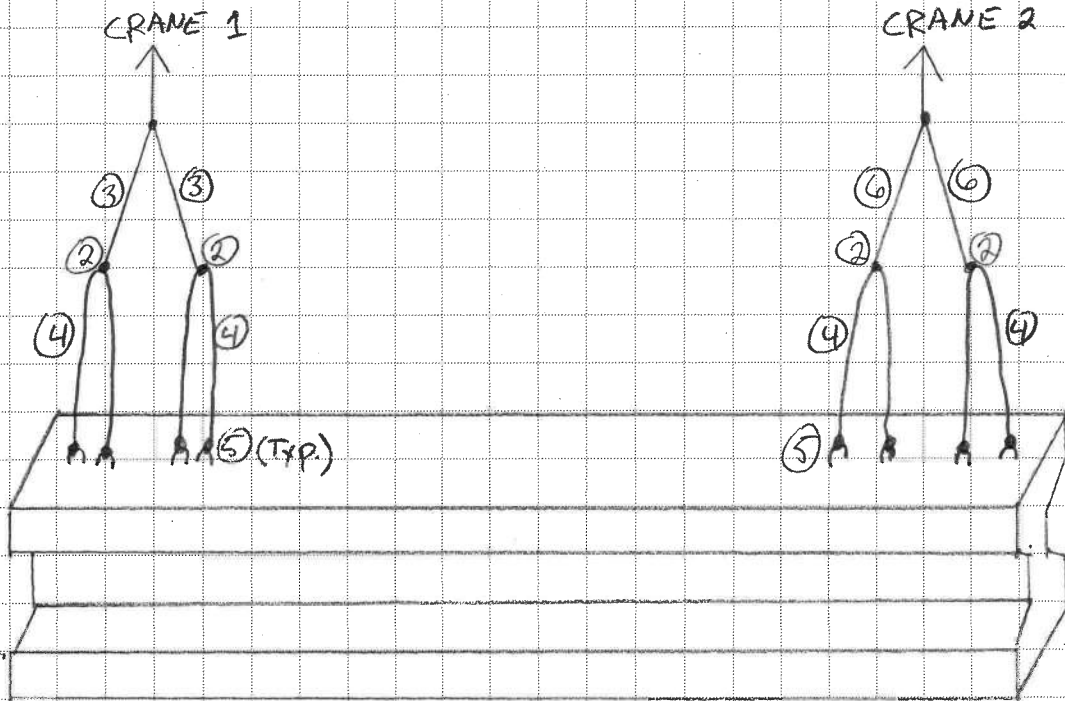


PO Box 59
Sidney, OH 45365
937-492-5654

SAMPLE RIGGING DIAGRAM - SPANS 2 - 3

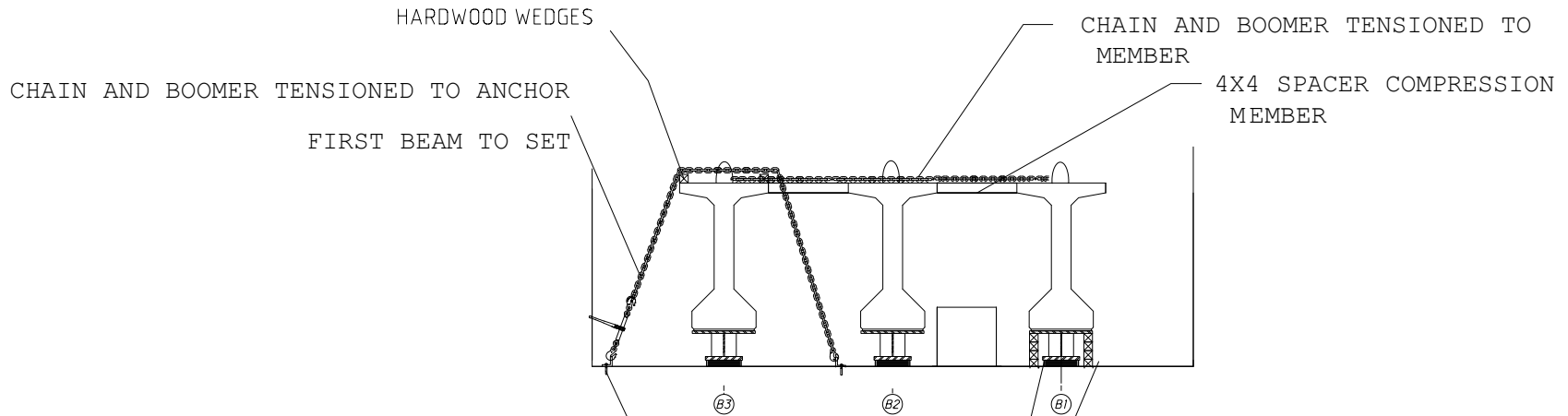
JOB _____
SHEET NO. _____ OF _____
CALCULATED BY JCP DATE _____
CHECKED BY _____ DATE _____
SCALE _____

RIGGING DIAGRAM - TANDEM PICK



ITEM	TOTAL QTY	CAPACITY (LBS)	WEIGHT PER (LBS)	SPAN 1 WEIGHT	SPAN 2 WEIGHT
① 40' Black Roundsling	2	90,000	4.3/FT	0	344
② 25 Ton Shackle	6	50,000	27/EA	108	162
③ 12' Black Roundsling	2	90,000	4.3/FT	104	104
④ 1/4" Equalizer Assy.	4	30,000	445/EA	1,780	1,780
⑤ 17 Ton Shackle	8	34,000	17/EA	136	136
⑥ 10' Black Roundsling	2	90,000	4.3/FT	86	0
Block weight			CRANE:	1,874	1,850
			TOTALS	4,088	4,376

SAMPLE BRACING DETAIL - CONCRETE BEAMS



L3x3x5/16; ANCHORED
WITH 2ea. #4 " " CONCRETE ANCHOR

HARDWOOD WEDGES SNUG UNDERNEATH
THE BEARING LOAD PLATE
TYPICAL EACH BEARING

BEARING TO REMAIN IN PLACE UNTIL
INTERMEDIATE DIAPHRAGMS ARE INSTALLED

NO.	DATE
1	10/15/11

BRACING DETAIL





300 USt



197 ft



315 ft



345 ft

The most powerful 5-axle crane on the market

LTM 1250-5.1

Mobile crane
Grue mobile

LIEBHERR

Mobile and crawler cranes

**SAMPLE CRANE SPECIFICATIONS -
300 TON HYDRAULIC**



Lifting capacities

Forces de levage

T

43 - 197 ft

360°

194,000 lb

15 ft 8 in

18 ft 4 in

85%

	43 ft	57 ft	71 ft	74 ft	85 ft	99 ft	114 ft	128 ft	142 ft	156 ft	170 ft	180 ft	184 ft	194 ft	197 ft			
9	600															9		
10	551.2	295.4	266.6	265.2	265.1											10		
11	381.9	295.4	267.7	266.1	266											11		
12	312.5	295.4	268.9	267	266.9	258.5										12		
13	309.7	295.4	270.2	268	267.2	260.1										13		
14	306.7	288.8	271.7	269	264.1	261										14		
15	303.7	279.3	273.2	269.5	263.2	262.1	226.6									15		
16	300.3	269	268.1	267.8	261.9	258.9	243.9									16		
17	292.1	259	259.3	258.6	256.2	253	239.8									17		
18	281.7	249.6	249.8	249.7	246.6	243.8	234.6									18		
19	271	240.7	241.1	240.9	237.6	235.1	226.9	203.4								19		
20	261.1	232.3	233.6	232.6	229.3	227.3	220.8	202.6								20		
22	242.9	216.9	218.4	218.5	213.9	216.3	210.3	197.7	154							22		
24	226.6	203.1	204.5	204.9	199.9	205.2	197.7	188.1	150.7							24		
26	211.7	190.7	192.2	192.5	187.4	193.5	186.6	178.5	146.4	122.6						26		
28	197.7	179.6	181.1	181.4	176.4	182.5	177	170	141.3	120.1	90.7					28		
30	184.1	169.7	171.1	171.4	166.4	172.7	168.4	161.7	135.6	117.5	99.9					30		
32	170.2	160.7	162.1	162.3	157.3	163.8	160.7	154	129.7	114.5	98.4	75.3				32		
34	155	152.3	153.8	154.1	149.4	155.5	153.7	147.2	124.3	111.6	96.6	79.2				34		
36	135.5	135.5	145.9	146.2	142.4	147.6	146.8	140.9	119.4	108.8	94.7	78.2	62.4	64.3		36		
38			138.8	139.7	135.8	140.5	139.8	135.3	115.3	105.6	92.7	77.1	61.7	63.8		38		
40			132.1	133.7	129	133.9	133.1	130.2	111.3	101.9	90.6	76	60.8	63.1	55.2	53.9	40	
45			118.3	119.2	114.2	119.2	118.3	116.9	102.4	93.1	84.7	72.7	58.1	61	53.7	52.4	45	
50			94.6	106.7	101.2	106.7	105.8	104.4	94.4	85.5	79	68.9	55.1	58.6	51.8	50.4	50	
55				95.7	90.2	95.6	94.8	93.2	87.3	78.7	73.3	65.4	52.1	56.1	49.7	48.7	55	
60				86.4	80.9	86.5	85.5	84	81.4	72.6	67.9	62.3	49.2	53.6	47.7	46.9	60	
65				63.9	70.8	78.4	77.4	75.8	75.8	67.8	63.1	59	46.6	51.3	45.6	44.9	65	
70						71.3	70.2	68.6	70.1	63.7	58.8	55.7	44.2	49	43.6	43	70	
75						64.4	64	63.4	63.9	59.9	55.1	52.4	41.9	46.9	41.6	41.2	75	
80						41.7	58.7	59.9	58.5	56.6	52.1	49.3	39.8	44.8	39.8	39.4	80	
85							54.1	55.3	53.8	53.3	49.3	46.6	37.9	42.8	38	37.6	85	
90							49.4	51.3	49.7	49.3	46.6	43.9	36.2	40.9	36.4	36	90	
95								47.6	46.1	45.7	43.9	41.4	34.5	39.1	34.8	34.4	95	
100								44.5	42.9	42.5	41.7	39.2	32.9	37.2	33.4	33	100	
105									38.4	40.2	40.5	39.8	37.1	31.5	35.5	32	105	
110										37.9	38	37.5	35.2	30.1	33.7	30.8	110	
115											35.5	35.1	33.7	28.8	32	29.6	115	
120												30.4	33.3	32.8	32	27.5	120	
125													31.3	30.8	30	26.4	125	
130													29.5	29	28.7	25.3	130	
135													23.3	27.7	27.1	24.3	135	
140														26.2	25.6	23.4	140	
145														24	24.1	22.5	145	
150															16.6	22.8	150	
155																21.5	155	
160																18.8	160	
165																9.3	165	
170																16.6	170	
175																	13.8	175
180																	15.3	180
185																	12	185
190																	8.4	190

* ± 0° over rear - en arrière

t_259_101_10003 / 12201 / 32201_00_000

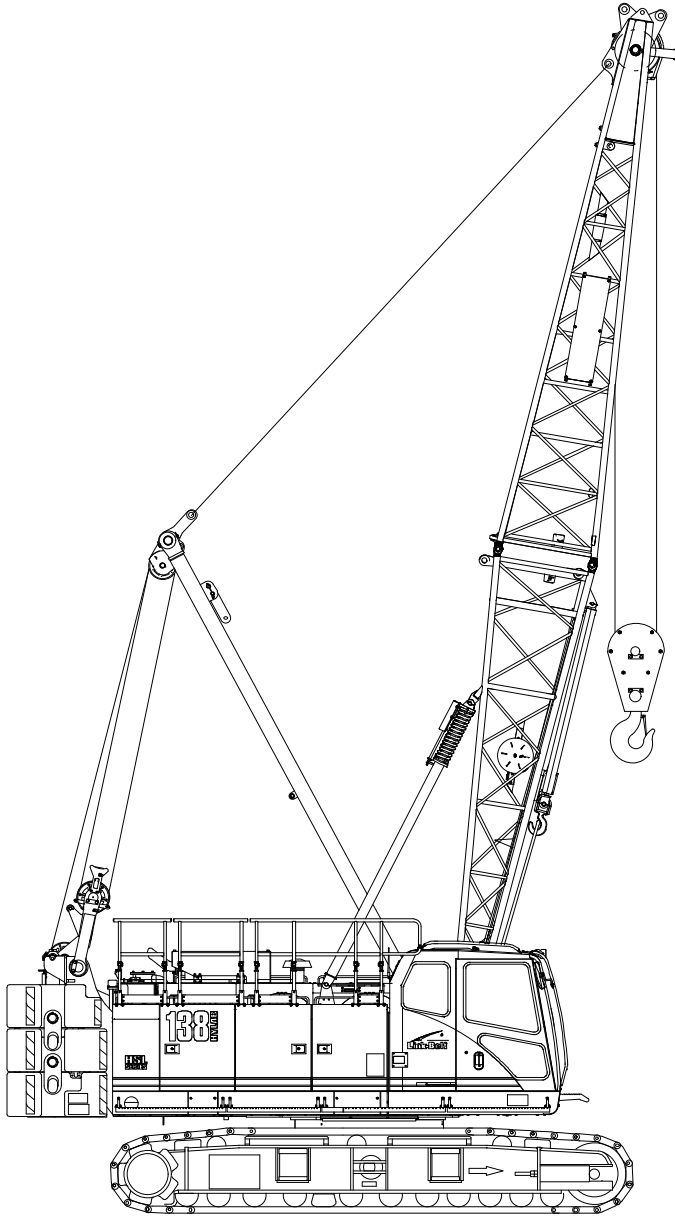
Technical Data

Specifications & Capacities

138

HYLAR

HSL Crawler Crane
80 Ton (72.6 metric ton)



CAUTION: This material is supplied for reference use only. Operator must refer to in-cab Crane Rating Manual and Operator's Manual to determine allowable crane lifting capacities and assembly and operating procedures.

**SAMPLE CRANE SPECIFICATIONS
- 80 TON CRAWLER**

Tube Boom Load Chart

Tube Boom Lift Capacity Chart – 360° Rotation ABC = 52,320 lb (23 732kg) Counterweight – Side Frames Extended [All capacities are listed in kips (mt)]										
Load Radius ft (m)	Boom Length – ft (m)									
	40 (12.2)	50 (15.2)	60 (18.3)	70 (21.3)	80 (24.4)	90 (27.4)	100 (30.5)	110 (33.5)	120 (36.6)	130 (39.6)
11 (3.4)	160.0 (72.6)									
12 (3.7)	160.0 (72.6)	160.0 (72.6)								
13 (4.0)	151.8 (68.9)	151.6 (68.8)								
14 (4.3)	141.6 (64.2)	141.4 (64.1)	141.1 (64.0)							
15 (4.6)	132.6 (60.1)	132.4 (60.1)	132.2 (60.0)							
16 (4.9)	124.7 (56.6)	124.5 (56.5)	124.3 (56.4)	123.9 (56.2)						
17 (5.2)	117.6 (53.3)	117.5 (53.3)	117.3 (53.2)	117.0 (53.1)						
18 (5.5)	111.1 (50.4)	111.2 (50.4)	111.0 (50.3)	110.7 (50.2)	109.0 (49.4)					
19 (5.8)	101.7 (46.1)	101.9 (46.2)	102.0 (46.3)	102.1 (46.3)	102.1 (46.3)	99.3 (45.0)				
20 (6.1)	93.7 (42.5)	93.9 (42.6)	94.0 (42.6)	94.1 (42.7)	94.1 (42.7)	94.0 (42.6)				
25 (7.6)	67.0 (30.4)	67.1 (30.4)	67.2 (30.5)	67.2 (30.5)	67.1 (30.4)	67.1 (30.4)	67.0 (30.4)	66.9 (30.3)	66.8 (30.3)	
30 (9.1)	51.8 (23.5)	51.9 (23.5)	52.0 (23.6)	52.0 (23.6)	51.9 (23.5)	51.8 (23.5)	51.7 (23.5)	51.6 (23.4)	51.5 (23.4)	51.4 (23.3)
35 (10.7)	42.0 (19.1)	42.2 (19.1)	42.2 (19.1)	42.1 (19.1)	42.1 (19.1)	42.0 (19.1)	41.9 (19.0)	41.8 (19.0)	41.6 (18.9)	41.5 (18.8)
40 (12.2)	35.1 (15.9)	35.3 (16.0)	35.3 (16.0)	35.3 (16.0)	35.2 (16.0)	35.1 (15.9)	35.0 (15.9)	34.9 (15.8)	34.7 (15.7)	34.6 (15.7)
50 (15.2)		26.3 (11.9)	26.4 (12.0)	26.4 (12.0)	26.3 (11.9)	26.2 (11.9)	26.0 (11.8)	25.9 (11.7)	25.8 (11.7)	25.6 (11.6)
60 (18.3)				20.8 (9.4)	20.7 (9.4)	20.6 (9.3)	20.4 (9.3)	20.3 (9.2)	20.2 (9.2)	20.0 (9.1)
70 (21.3)					16.9 (7.7)	16.7 (7.6)	16.6 (7.5)	16.5 (7.5)	16.3 (7.4)	16.2 (7.3)
80 (24.4)						14.0 (6.4)	13.8 (6.3)	13.7 (6.2)	13.5 (6.1)	13.4 (6.1)
90 (27.4)							11.7 (5.3)	11.6 (5.3)	11.4 (5.2)	11.3 (5.1)
100 (30.5)								9.9 (4.5)	9.8 (4.4)	9.6 (4.4)
110 (33.5)									8.4 (3.8)	8.3 (3.8)
120 (36.6)										7.1 (3.2)

This material is supplied for reference use only. Operator must refer to in-cab Crane Rating Manual and Operator's Manual to determine allowable crane lifting capacities and assembly and operating procedures.

GMK7550 Product Guide

ASME B30.5
Imperial 85%




Features

- 450 t (550 USt) capacity
- 60 m (197 ft) five-section boom
- 25 m - 79 m (82 ft - 259 ft) lattice luffing jib
- 120 t (264,500 lb) counterweight with hydraulic installation/removal system
- MegaWingLift™
- Allison 4800 SP transmission

Load charts

Main boom

 16,0 m - 60 m
(53 ft - 197 ft)
  120 000 kg
(264,500 lb)
  29 ft 2 in spread
(100%)
  360°

		Pounds (thousands)										
Feet	52.6	68.4	84.3	88.9	100.1	115.9	125.1	131.7	147.6	163.4	179.2	196.9
8	°1100.0											
10	678.0	624.0										
15	538.0	536.0										
20	438.0	442.0	438.0	300.0	410.0	372.0	284.0					
25	370.0	374.0	374.0	300.0	368.0	346.0	256.0	254.0				
30	318.0	320.0	320.0	298.0	318.0	316.0	232.0	228.0	204.0	181.0		
35	276.0	280.0	280.0	270.0	278.0	282.0	206.0	207.0	186.0	168.0	146.0	
40	242.0	244.0	246.0	238.0	244.0	246.0	187.0	186.0	168.0	155.0	141.0	123.0
45		215.0	216.0	209.0	219.0	217.0	170.0	170.0	154.0	142.0	131.0	119.0
50		194.0	196.0	185.0	195.0	193.0	154.0	155.0	141.0	131.0	122.0	112.0
55			176.0	165.0	175.0	174.0	143.0	145.0	129.0	129.0	114.0	105.0
60			159.0	147.0	159.0	157.0	132.0	136.0	120.0	111.0	106.0	98.0
65			144.0	136.0	144.0	142.0	121.0	128.0	111.0	104.0	98.0	92.0
70			131.0	122.0	130.0	127.0	111.0	119.0	102.0	97.0	92.0	86.0
75				109.0	117.0	114.0	104.0	113.0	96.0	90.0	87.0	80.0
80					106.0	104.0	95.0	107.0	90.0	83.0	81.0	76.0
85					97.0	94.0	86.0	98.0	84.0	79.0	75.0	72.0
90						87.0	78.0	90.0	79.0	75.0	71.0	67.0
95						84.0	70.0	82.0	75.0	70.0	68.0	63.0
100						79.0	64.0	76.0	72.0	66.0	64.0	60.0
105							59.0	70.0	69.0	62.0	60.0	57.0
110							56.0	65.0	66.0	59.0	56.0	54.0
115								61.0	62.0	56.0	53.0	51.0
120									57.0	52.0	51.0	47.0
125									54.0	49.0	49.0	45.0
130									50.0	47.0	46.0	43.4
135										46.0	44.0	41.4
140										43.4	41.2	39.6
145										40.6	38.6	37.6
150										38.2	36.0	35.8
155											33.6	33.8
160											31.4	31.6
165												29.4
170												27.6
175												25.8
180												24.2

Loads > 420,000 lb can only be lifted with additional equipment
 ° Over rear, 20 ft outrigger span, with special equipment

 16,0 m - 60 m
(53 ft - 197 ft)
  100 000 kg
(220,400 lb)
  29 ft 2 in spread
(100%)
  360°

		Pounds (thousands)										
Feet	52.6	68.4	84.3	88.9	100.1	115.9	125.1	131.7	147.6	163.4	179.2	196.9
8	°788.0											
10	664.0	624.0										
15	526.0	524.0										
20	428.0	432.0	432.0	300.0	410.0	372.0	284.0					
25	360.0	364.0	364.0	300.0	362.0	346.0	256.0	254.0				
30	308.0	312.0	312.0	298.0	310.0	314.0	232.0	228.0	204.0	181.0		
35	264.0	268.0	268.0	262.0	272.0	270.0	206.0	207.0	186.0	168.0	146.0	
40	228.0	232.0	236.0	226.0	236.0	234.0	187.0	186.0	168.0	155.0	141.0	123.0
45		206.0	208.0	196.0	207.0	205.0	170.0	170.0	154.0	142.0	131.0	119.0
50		180.0	183.0	172.0	183.0	180.0	154.0	155.0	141.0	131.0	122.0	112.0
55			159.0	150.0	158.0	155.0	143.0	145.0	129.0	129.0	114.0	105.0
60			139.0	130.0	139.0	136.0	127.0	136.0	120.0	111.0	106.0	98.0
65			123.0	115.0	123.0	120.0	111.0	124.0	111.0	104.0	98.0	92.0
70			110.0	108.0	109.0	109.0	98.0	111.0	102.0	97.0	92.0	86.0
75				96.0	98.0	102.0	87.0	99.0	90.0	90.0	87.0	80.0
80					89.0	93.0	80.0	90.0	88.0	83.0	81.0	76.0
85					81.0	84.0	75.0	82.0	83.0	78.0	75.0	72.0
90						77.0	70.0	74.0	76.0	71.0	71.0	67.0
95						71.0	65.0	68.0	69.0	67.0	67.0	63.0
100						65.0	60.0	64.0	64.0	63.0	61.0	60.0
105							55.0	61.0	61.0	58.0	56.0	56.0
110								50.0	57.0	54.0	52.0	52.0
115									53.0	50.0	48.0	48.0
120										46.0	46.0	44.0
125										44.0	42.4	40.6
130										41.2	39.4	37.6
135											36.4	34.6
140											34.0	32.0
145											31.6	29.6
150											29.4	27.4
155												25.4
160												23.4
165												21.6
170												20.0
175												18.4
180												17.0

Loads > 420,000 lb can only be lifted with additional equipment
 ° Over rear, 20 ft outrigger span, with special equipment

THIS CHART IS ONLY A GUIDE AND SHOULD NOT BE USED TO OPERATE THE CRANE.
 The individual crane's load chart, operating instructions and other instructional plates must be read and understood prior to operating the crane

APPENDIX: FORM A-1 PROPOSAL LETTER

Name of Offerors: EAGLE BRIDGE COMPANY

Date: Oct. 4th, 2024

Ohio Department of Transportation
Office of Alternative Project Delivery, Fourth Floor
1980 W. Broad Street Mail Stop 5100
Columbus, OH 43223

On behalf of the Offerors, the undersigned submit the documents described in paragraph 1 of this Proposal Letter in response to the Request for Proposals for the GRE-68-12.65 | PID 115388 | Project (24)3007 Design-Build Project (the "RFP") issued by the Ohio Department of Transportation (the "Department").

The Offerors hereby acknowledges delivery by Offerors to the Department of the enclosed Technical Proposal. Together with the Price Proposal), the submittal by the Offerors shall collectively constitute the "Proposal" for the purposes of this letter. Enclosed with this Proposal Letter is the Technical Proposal of the Offerors consisting of all documents and information required by the RFP.

If this Proposal is accepted by the Department, the Offerors is prepared to enter this agreement without varying or amending its terms (except for modifications agreed to by the Department in its sole discretion), and to satisfy all other conditions to the award of the contract, including compliance with all commitments contained in this Proposal.

If this Proposal is accepted by the Department, the following applies:

1. The Offerors hereby agrees that:
 - A. its Price Proposal is submitted without reservation, qualification, assumptions, deviations, or conditions,
 - B. it has carefully examined and is fully familiar with all the provisions of the Bid Documents, has reviewed all materials provided, the Addenda and the Department's responses to questions, and is satisfied that the Bid Documents provide sufficient detail regarding the obligations to be performed by the Offerors and does not contain internal inconsistencies,
 - C. it has conducted such other field investigations and additional design development as is prudent and reasonable in preparing the Price Proposal,
 - D. it has notified the Department of any deficiencies or omissions in the Bid Documents or other documents provided by the Department,
 - E. the Lead Contractor and the Lead Designer has been prequalified for such work by the Department in accordance with the terms of the Bid Documents,
 - F. neither the Offerors nor its employees, members, agents, consultants, or advisors have entered either directly or indirectly into any agreement, participated in any collusion, or otherwise taken any action in restraint of free competitive selection in connection with its Proposal,
 - G. the Offerors is committed to meeting the Project goals for DBE,

- H. in the event a substantive difference is identified before or after Award between the assumptions made by the Offerors in its preparation of a Price Proposal and any provision in the Contract Documents, the provisions of the relevant Contract Document will prevail, and the Offerors will not be entitled to alter its Price Proposal, as applicable,
 - I. the Department will not be responsible for any errors, omissions, inaccuracies, or incomplete statements in the Proposal,
 - J. ~~the Department's acceptance of the Proposal does not constitute any statement or determination as to its completeness, responsiveness, or compliance with the requirements of the RFP,~~
 - K. if the Offerors has the lowest responsive Price Proposal, the Superintendent and Design Project Manager will be available as necessary to fulfill their Project-related responsibilities.
2. The Offerors represents that all statements made, and information provided in the Technical Proposal are true, correct and reasonably accurate as of the date of submission of this Proposal. The Offerors information provided in the Technical Proposal depicts the Offeror's general intent to design and construct the Project and the Department can reasonably rely on such information in its evaluation of the approach, however the Offerors assumes all responsibility for designing and constructing the Project to comply with the Contract if the Offeror's approach is determined unfeasible.
 3. The Offerors further understands that all costs and expenses incurred in preparing the Technical Proposal and participating in the RFP Process will be borne solely by the Offerors, except any payment for preparation of responsive preliminary design concept that may be paid in accordance with the RFP.
 4. The Offerors consents to the Department's disclosure of its Technical Proposal pursuant to the Department's public records policy to any persons as required by law after Award. The Offerors acknowledges and agrees to the disclosure terms described in the RFP and expressly waives any right to contest such disclosures.
 5. The Proposal shall be governed by and construed in all respects according to the law of the State of Ohio.

The Offerors's business address:

800 SOUTH VANDEMARK RD. P.O. Box 59
 (No.) (Street) (Floor or Suite)

SAWNEY OHIO 45365 UNITED STATES
 (City) (State or (ZIP or Postal Code) (Country)
 Province)

State/Country of Organization (if applicable): OHIO

Thomas J. [Signature] VP 10/4/2024