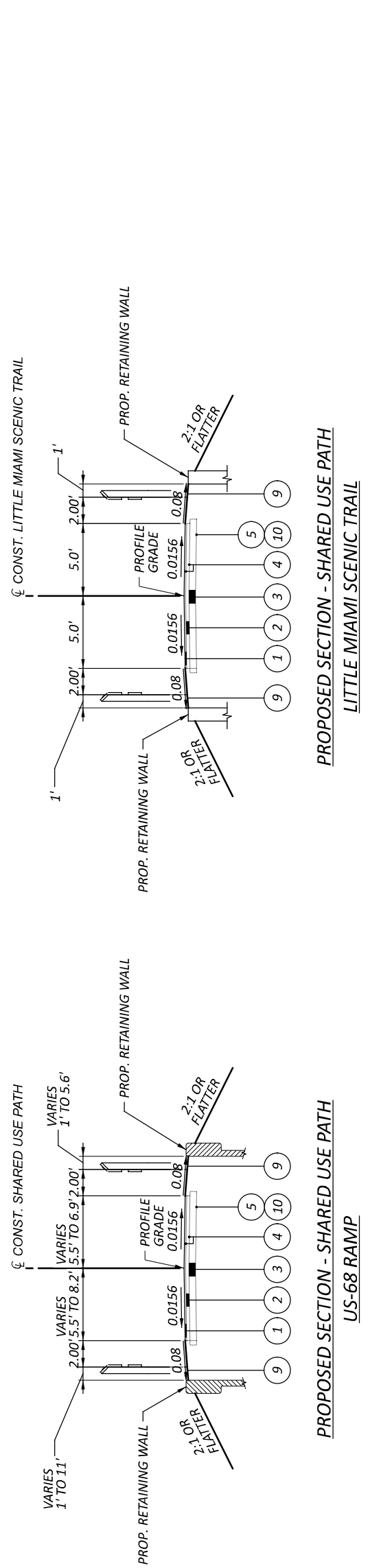


- LEGEND**
- 1 ITEM 441 - 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), PG64-22
 - 2 ITEM 441 - 3" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, (448), (TWO LIFTS)
 - 3 ITEM 304 - 6" AGGREGATE BASE
 - 4 ITEM 407 - NON-TRACKING TACK COAT
 - 5 ITEM 204 - PROOF ROLLING
 - 6 ITEM 609 - CURB, TYPE 6
 - 7 ITEM 608 - 4" CONCRETE WALK
 - 8 ITEM 659 - SEEDING AND MULCHING
 - 9 ITEM 607 - FENCE, MISC: WOOD FENCE
 - 10 ITEM 204 - SUBGRADE COMPACTION
 - 11 ITEM 254 - PAVEMENT PLANING
-
- A EX. CONCRETE SIDEWALK
 - B EX. CURB
 - C EX. ASPHALT CONCRETE
 - D EX. AGGREGATE BASE

NOTES

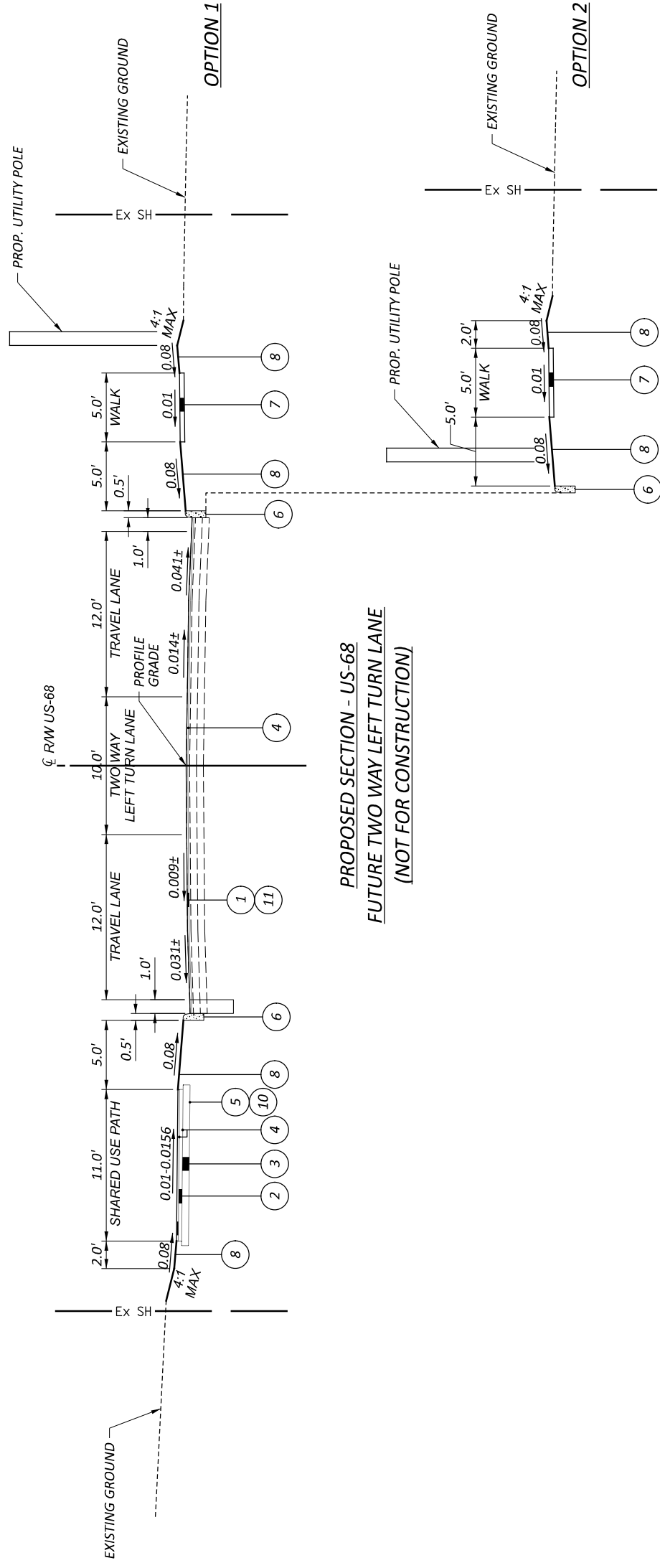
1. EXISTING PAVEMENT BUILD-UP ASSUMED.
2. EXISTING PAVEMENT CROSS SLOPE OBTAINED FROM SURVEY DATA.



PROPOSED SECTION - SHARED USE PATH
 US-68 RAMP

PROPOSED SECTION - SHARED USE PATH
 LITTLE MIAMI SCENIC TRAIL

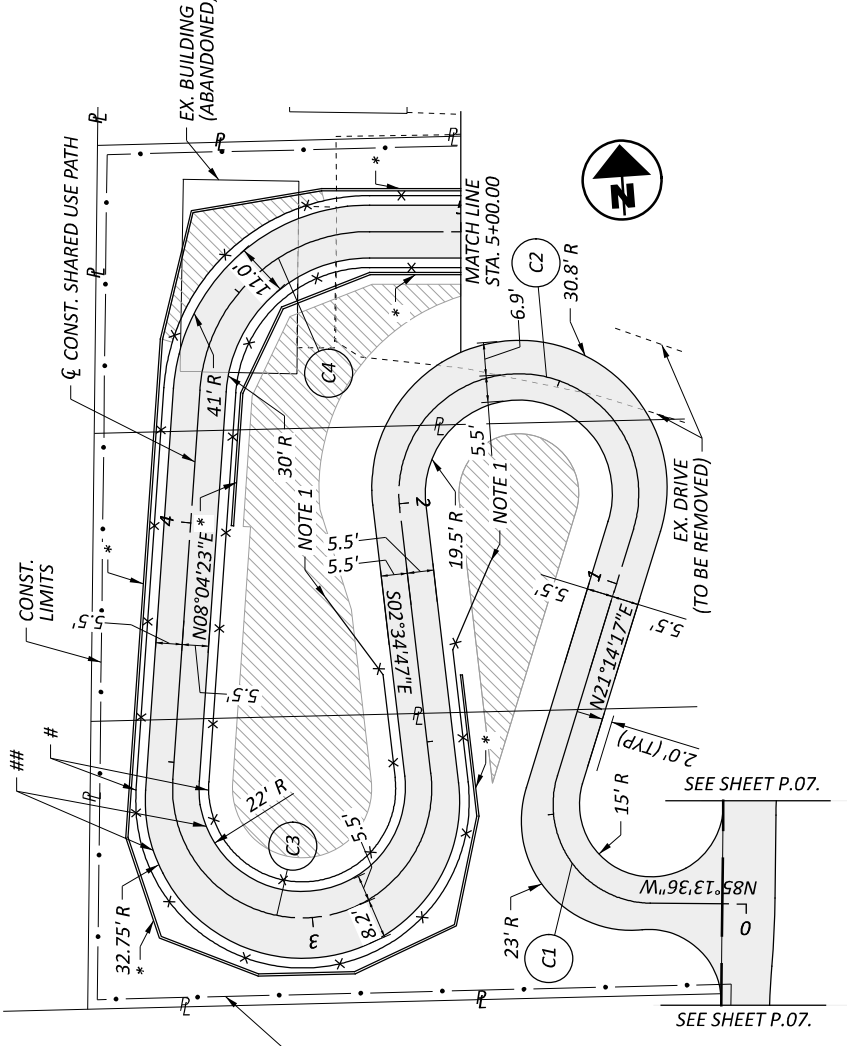
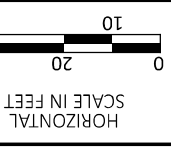
TYPICAL SECTIONS



PROPOSED SECTION - US-68
FUTURE TWO WAY LEFT TURN LANE
(NOT FOR CONSTRUCTION)

DESIGNER	JAL
REVIEWER	JAH
PROJECT ID	115388
SHEET TOTAL	P.04 / 22

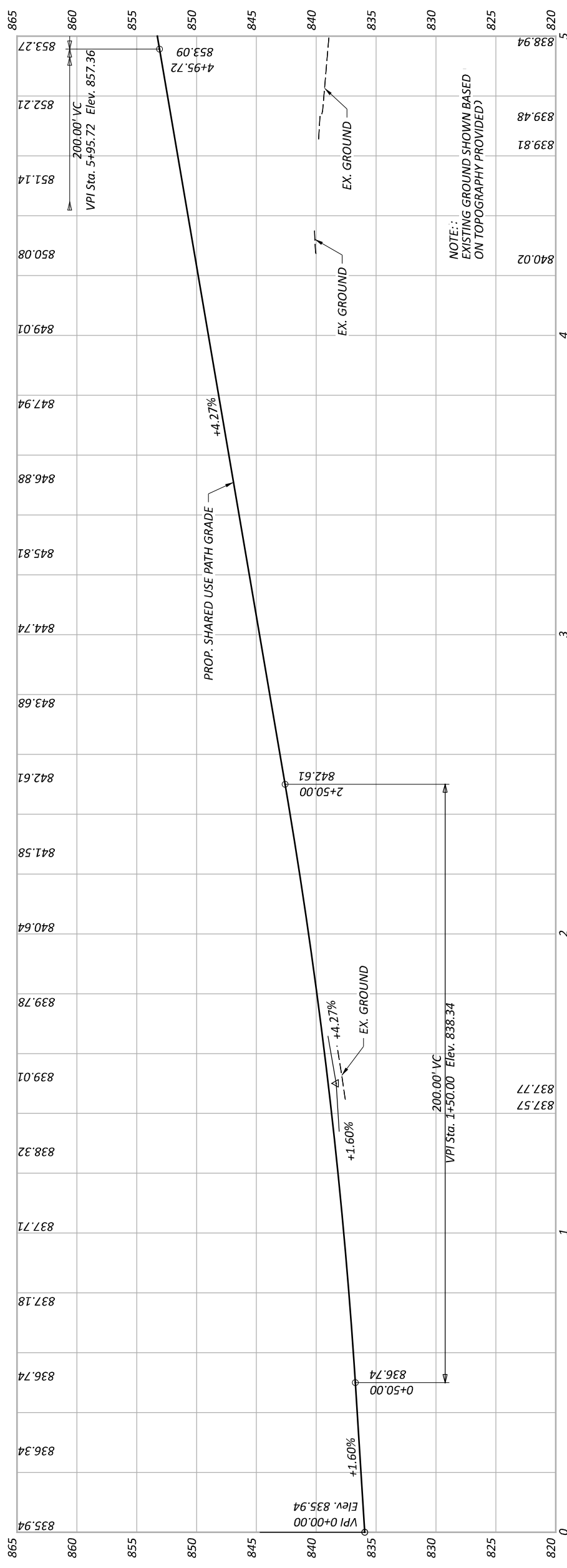
PLAN AND PROFILE - SHARED USE PATH
 BEGIN PATH TO STA. 5+00



- LEGEND:**
- # PROP. BIKEWAY RAILING
 - ## PROP. SHARED USE PATH
 - ### PROP. WALK
 - #### PROP. CURB, TYPE 6
 - * PROP. RETAINING WALL
 - POTENTIAL AESTHETIC / LANDSCAPING IMPROVEMENT AREAS (FINAL DRAINAGE DESIGN BY DBT)
 - ▨ PROP. SHARED USE PATH
 - ** EX. WATER (DISPOSITION TBD)
 - WV EX. WATER VALVE (DISPOSITION TBD)
 - CI CURB INLET
 - DW REPLACE DRIVEWAY IN-KIND
 - POLE EX. POLE, TO BE RELOCATED
- NOTES:**
- BEGIN BIKEWAY RAILING, STA. 2+40 (SEE SCD RM-5.2) (BIKEWAY RAILING EXACT LOCATION AND EXTENTS TO BE DETERMINED BY DESIGN-BUILD ENGINEER)
 - DRAINAGE AND GRADING DETAILS TO BE DESIGNED BY DESIGN-BUILD ENGINEER.
 - ALL KNOWN SEPTIC TANKS WITHIN R/W LIMITS ARE SHOWN. SEPTIC TANKS OUTSIDE OF R/W LIMITS ARE UNKNOWN. FOR FLOODWAY DETAILS, SEE SHEET P.09.

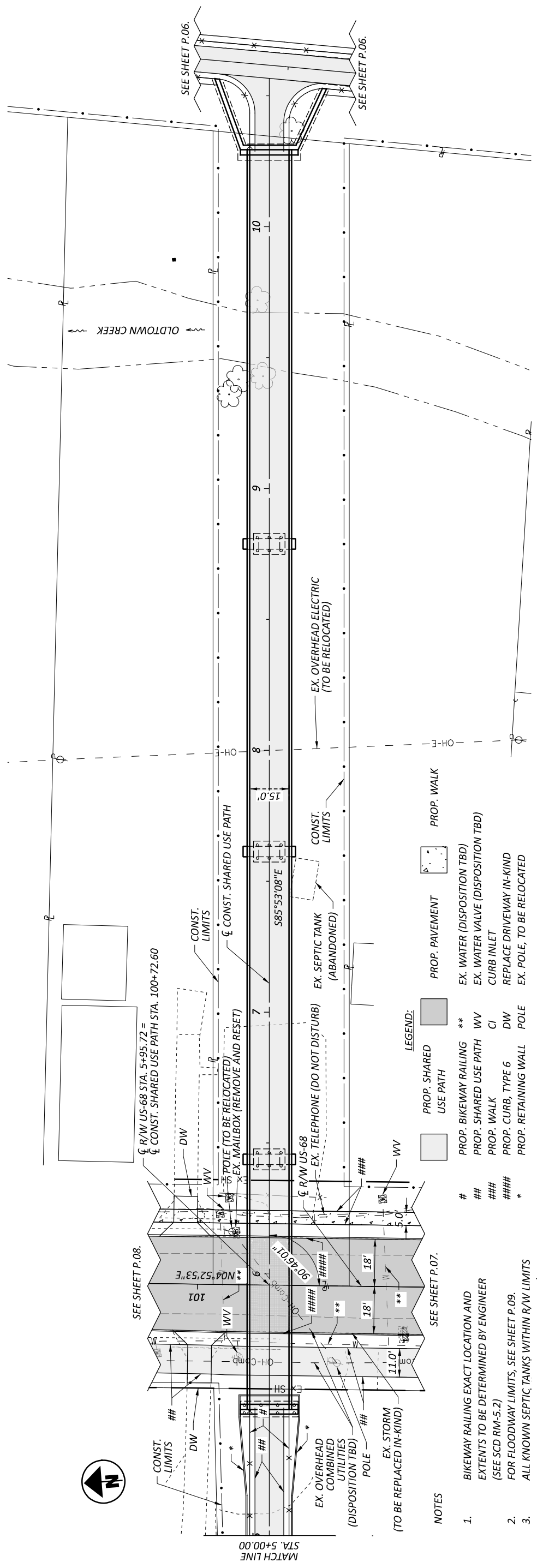
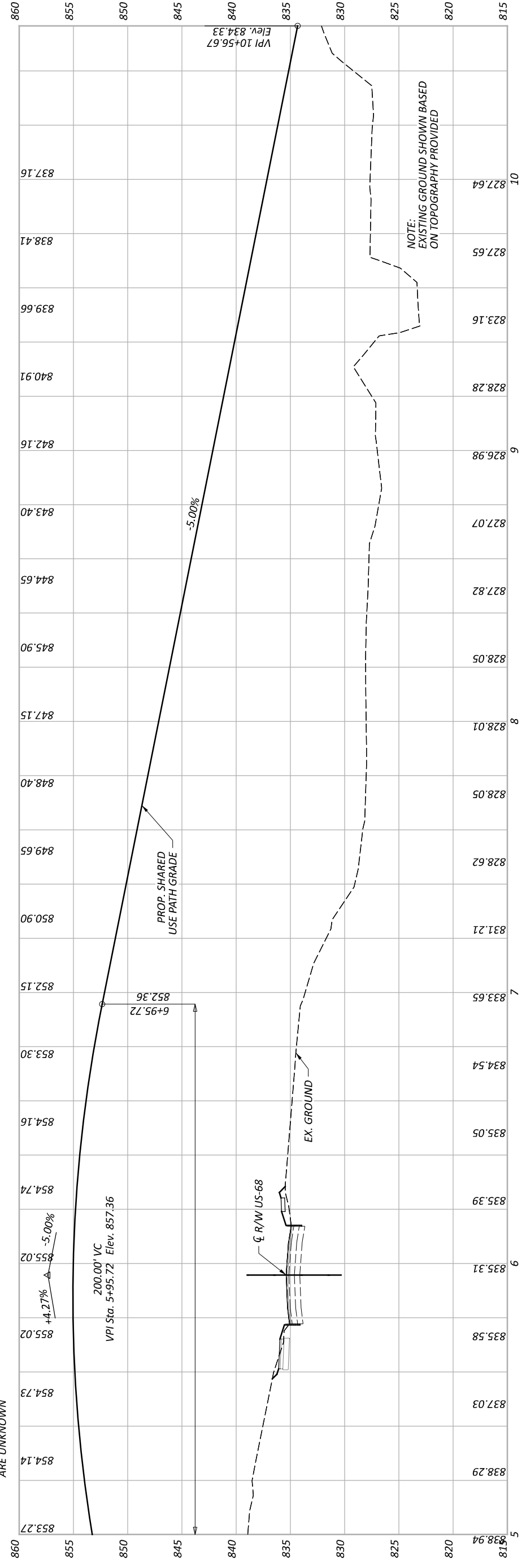
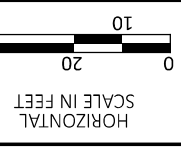
SHARED USE PATH CURVE DATA

C1	P.I. = STA. 0+47.44 Δ = 106°27'53" RT Dc = 279'29'30" R = 20.50' T = 27.44' L = 38.09' E = 13.75'
C2	P.I. = STA. 2+30.46 Δ = 203°49'04" LT Dc = 229°10'59" R = 25.00' T = 118.54' L = 88.93' E = 96.15'
C3	P.I. = STA. 5+46.17 Δ = 190°39'10" RT Dc = 212°12'24" R = 27.00' T = 289.6' L = 89.84' E = 263.86'
C4	P.I. = STA. 4+60.85 Δ = 86°02'29" RT Dc = 161°23'48" R = 35.50' T = 33.13' L = 53.31' E = 13.06'



NOTE: EXISTING GROUND SHOWN BASED ON TOPOGRAPHY PROVIDED

PLAN AND PROFILE - SHARED USE PATH
 STA. 5+00 TO STA. 10+00



- LEGEND:
- PROP. SHARED USE PATH
 - PROP. BIKEWAY RAILING
 - PROP. SHARED USE PATH
 - PROP. WALK
 - PROP. CURB, TYPE 6
 - PROP. RETAINING WALL
 - PROP. POLE
 - PROP. PAVEMENT
 - EX. WATER (DISPOSITION TBD)
 - EX. WATER VALVE (DISPOSITION TBD)
 - CURB INLET
 - REPLACE DRIVEWAY IN-KIND
 - EX. POLE, TO BE RELOCATED

- NOTES
- BIKEWAY RAILING EXACT LOCATION AND EXTENTS TO BE DETERMINED BY ENGINEER (SEE SCD RM-5.2)
 - FOR FLOODWAY LIMITS, SEE SHEET P.09.
 - ALL KNOWN SEPTIC TANKS WITHIN R/W LIMITS ARE SHOWN. SEPTIC TANKS OUTSIDE OF R/W LIMITS ARE UNKNOWN



SEE SHEET P.08.

SEE SHEET P.07.

MATCH LINE
 STA. 5+00.00

CONST. LIMITS
 DW
 WV
 EX. OVERHEAD ELECTRIC (TO BE RELOCATED)
 EX. SEPTIC TANK (ABANDONED)
 EX. TELEPHONE (DO NOT DISTURB)
 EX. STORM (TO BE REPLACED IN-KIND)
 EX. OVERHEAD COMBINED UTILITIES (DISPOSITION TBD)
 PROP. BIKEWAY RAILING
 PROP. SHARED USE PATH
 PROP. WALK
 PROP. CURB, TYPE 6
 PROP. RETAINING WALL
 PROP. POLE

CONST. LIMITS
 DW
 WV
 EX. OVERHEAD ELECTRIC (TO BE RELOCATED)
 EX. SEPTIC TANK (ABANDONED)
 EX. TELEPHONE (DO NOT DISTURB)
 EX. STORM (TO BE REPLACED IN-KIND)
 EX. OVERHEAD COMBINED UTILITIES (DISPOSITION TBD)
 PROP. BIKEWAY RAILING
 PROP. SHARED USE PATH
 PROP. WALK
 PROP. CURB, TYPE 6
 PROP. RETAINING WALL
 PROP. POLE

CONST. LIMITS
 DW
 WV
 EX. OVERHEAD ELECTRIC (TO BE RELOCATED)
 EX. SEPTIC TANK (ABANDONED)
 EX. TELEPHONE (DO NOT DISTURB)
 EX. STORM (TO BE REPLACED IN-KIND)
 EX. OVERHEAD COMBINED UTILITIES (DISPOSITION TBD)
 PROP. BIKEWAY RAILING
 PROP. SHARED USE PATH
 PROP. WALK
 PROP. CURB, TYPE 6
 PROP. RETAINING WALL
 PROP. POLE

CONST. LIMITS
 DW
 WV
 EX. OVERHEAD ELECTRIC (TO BE RELOCATED)
 EX. SEPTIC TANK (ABANDONED)
 EX. TELEPHONE (DO NOT DISTURB)
 EX. STORM (TO BE REPLACED IN-KIND)
 EX. OVERHEAD COMBINED UTILITIES (DISPOSITION TBD)
 PROP. BIKEWAY RAILING
 PROP. SHARED USE PATH
 PROP. WALK
 PROP. CURB, TYPE 6
 PROP. RETAINING WALL
 PROP. POLE

CONST. LIMITS
 DW
 WV
 EX. OVERHEAD ELECTRIC (TO BE RELOCATED)
 EX. SEPTIC TANK (ABANDONED)
 EX. TELEPHONE (DO NOT DISTURB)
 EX. STORM (TO BE REPLACED IN-KIND)
 EX. OVERHEAD COMBINED UTILITIES (DISPOSITION TBD)
 PROP. BIKEWAY RAILING
 PROP. SHARED USE PATH
 PROP. WALK
 PROP. CURB, TYPE 6
 PROP. RETAINING WALL
 PROP. POLE

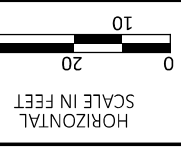
CONST. LIMITS
 DW
 WV
 EX. OVERHEAD ELECTRIC (TO BE RELOCATED)
 EX. SEPTIC TANK (ABANDONED)
 EX. TELEPHONE (DO NOT DISTURB)
 EX. STORM (TO BE REPLACED IN-KIND)
 EX. OVERHEAD COMBINED UTILITIES (DISPOSITION TBD)
 PROP. BIKEWAY RAILING
 PROP. SHARED USE PATH
 PROP. WALK
 PROP. CURB, TYPE 6
 PROP. RETAINING WALL
 PROP. POLE

OLDTOWN CREEK

SEE SHEET P.06.

SEE SHEET P.06.

PLAN AND PROFILE - LITTLE MIAMI SCENIC TRAIL
 STA. 10+00 (SHARED USE PATH) TO END PATH (LITTLE MIAMI SCENIC TRAIL)



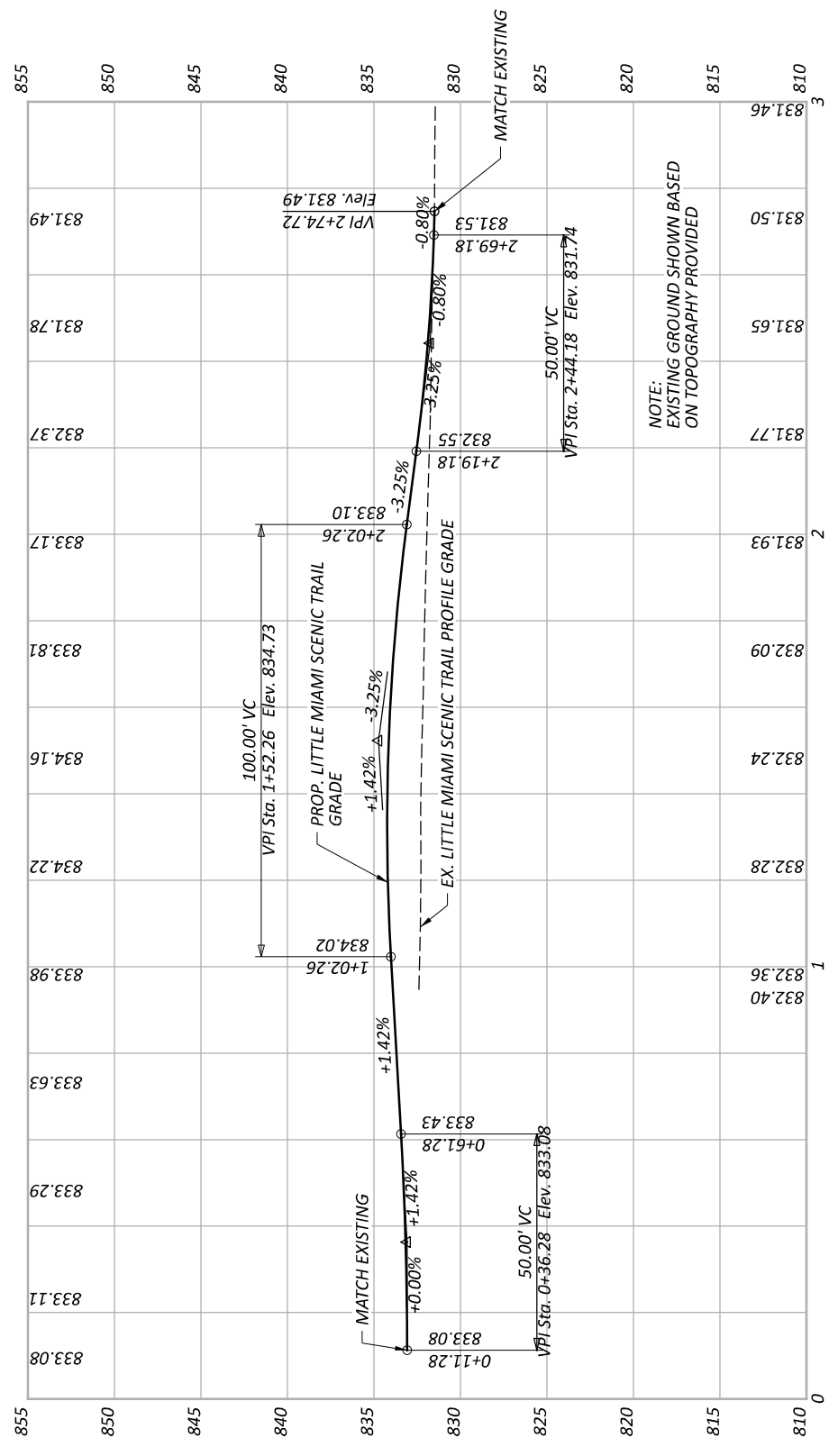
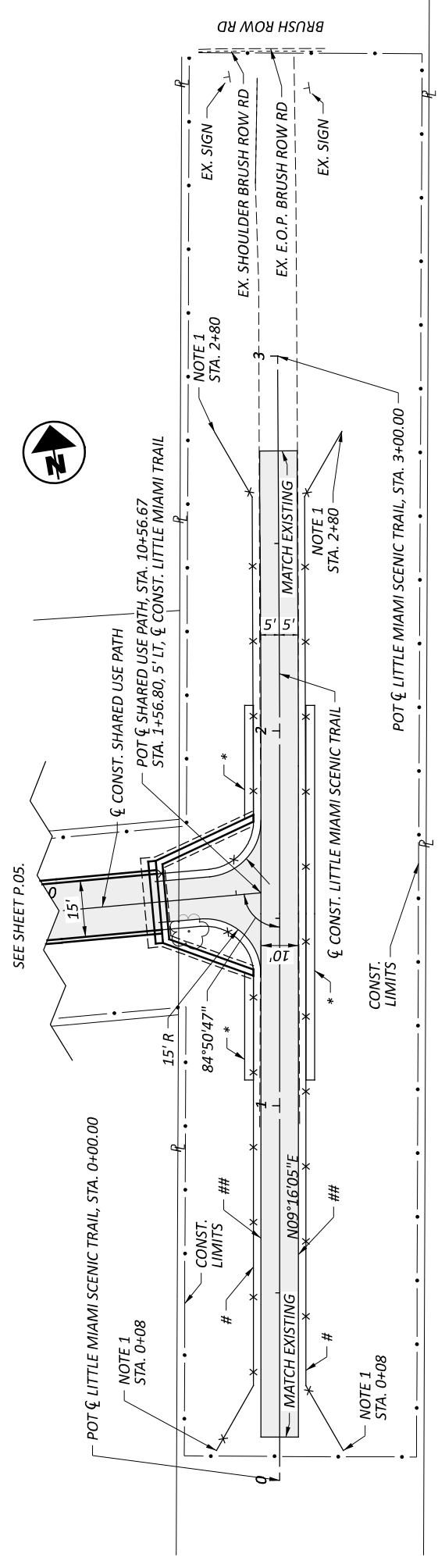
- LEGEND:**
- # PROP. BIKEWAY RAILING
 - ## PROP. SHARED USE PATH
 - ### PROP. WALK
 - #### PROP. CURB, TYPE 6
 - * PROP. RETAINING WALL
 - PROP. SHARED USE PATH
 - ** EX. WATER (DISPOSITION TBD)
 - WV EX. WATER VALVE (DISPOSITION TBD)
 - CI CURB INLET
 - DW REPLACE DRIVEWAY IN-KIND
 - POLE EX. POLE, TO BE RELOCATED

LITTLE MIAMI TRAIL CURVE DATA

- P.I. = STA. 2+25.58
 $\Delta = 00^{\circ}27'06''$ LT
 $D_c = 00^{\circ}18'13''$
 $R = 18,875.00'$
 $T = 74.42'$
 $L = 148.83'$
 $E = 0.15'$

NOTES

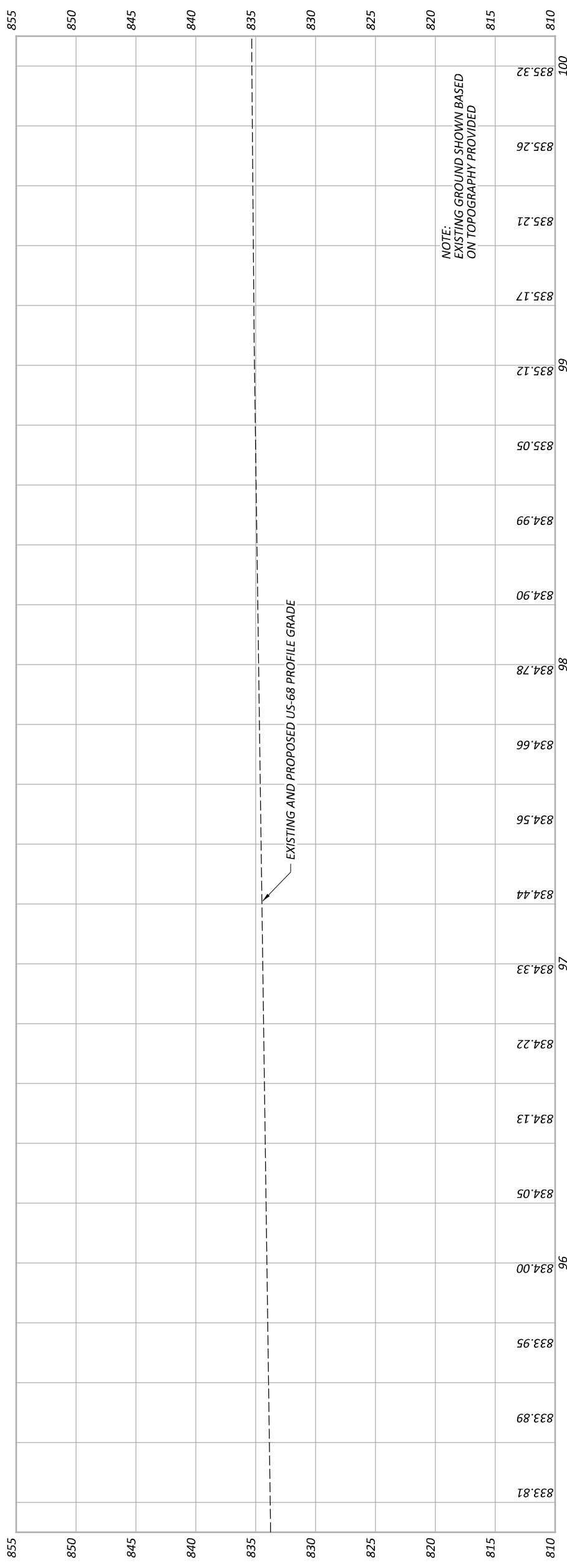
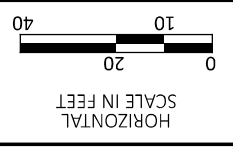
1. END BIKEWAY RAILING (SEE SCD RM-5.2) (BIKEWAY RAILING EXACT LOCATION AND EXTENTS TO BE DETERMINED BY ENGINEER)
2. FOR FLOODWAY DETAILS, SEE SHEET P.09.



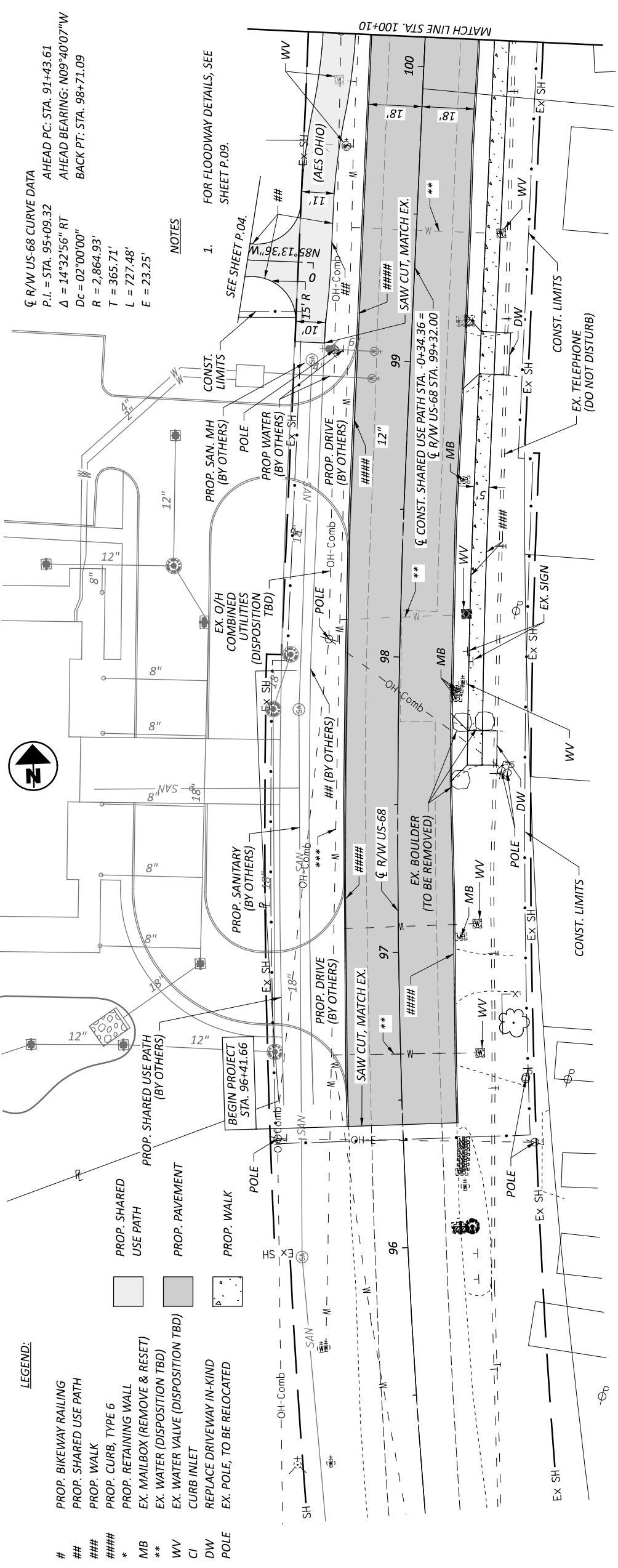
DESIGNER	JAL
REVIEWER	JAH
PROJECT ID	115388
SHEET TOTAL	P.07 22



PLAN AND PROFILE - US-68
 BEGIN PROJECT TO STA. 100+10



NOTE:
 EXISTING GROUND SHOWN BASED
 ON TOPOGRAPHY PROVIDED



- LEGEND:**
- # PROP. BIKEWAY RAILING
 - ### PROP. SHARED USE PATH
 - #### PROP. WALK
 - * PROP. CURB, TYPE 6
 - ##### PROP. RETAINING WALL
 - MB EX. MAILBOX (REMOVE & RESET)
 - ** EX. WATER (DISPOSITION TBD)
 - WV EX. WATER VALVE (DISPOSITION TBD)
 - CI CURB INLET
 - DW REPLACE DRIVEWAY IN-KIND
 - POLE EX. POLE, TO BE RELOCATED

LEGEND:

- ## PROP. SAN. MH (BY OTHERS)
- ### PROP. WATER (BY OTHERS)
- #### PROP. DRIVE (BY OTHERS)
- ##### PROP. SHARED USE PATH (BY OTHERS)
- ** EX. BOULDER (TO BE REMOVED)
- *** EX. O/H COMBINED UTILITIES (DISPOSITION TBD)
- **** EX. O/H (BY OTHERS)

NOTES

1. FOR FLOODWAY DETAILS, SEE SHEET P.09.

SEE SHEET P.04.

CONST. LIMITS

EX. TELEPHONE (DO NOT DISTURB)

CONST. LIMITS

EX. TELEPHONE (DO NOT DISTURB)

CONST. LIMITS

EX. TELEPHONE (DO NOT DISTURB)

CONST. LIMITS

EX. TELEPHONE (DO NOT DISTURB)

CONST. LIMITS

EX. TELEPHONE (DO NOT DISTURB)

CONST. LIMITS

EX. TELEPHONE (DO NOT DISTURB)

CONST. LIMITS

EX. TELEPHONE (DO NOT DISTURB)

ϕ R/W US-68 CURVE DATA
 P.I. = STA. 95+09.32 AHEAD PC: STA. 91+43.61
 Δ = 14°32'56" RT AHEAD BEARING: N09°40'07"W
 Dc = 02'00'00" BACK PT: STA. 98+71.09
 R = 2,864.93'
 T = 365.71'
 L = 727.48'
 E = 23.25'

PLAN AND PROFILE - US-68
 STA. 100+10 TO END PROJECT

HORIZONTAL SCALE IN FEET
 0 10 20 40



- LEGEND:**
- # PROP. BIKEWAY RAILING
 - ### PROP. SHARED USE PATH
 - #### PROP. WALK
 - ##### PROP. CURB, TYPE 6
 - * PROP. RETAINING WALL
 - MB EX. MAILBOX (REMOVE & RESET)
 - PROP. SHARED USE PATH
 - PROP. WALK
 - PROP. PAVEMENT
 - ** EX. WATER (DISPOSITION TBD)
 - WV EX. WATER VALVE (DISPOSITION TBD)
 - CI CURB INLET
 - DW REPLACE DRIVEWAY IN-KIND
 - POLE EX. POLE, TO BE RELOCATED
 - ⊗ TREE (TO BE REMOVED)

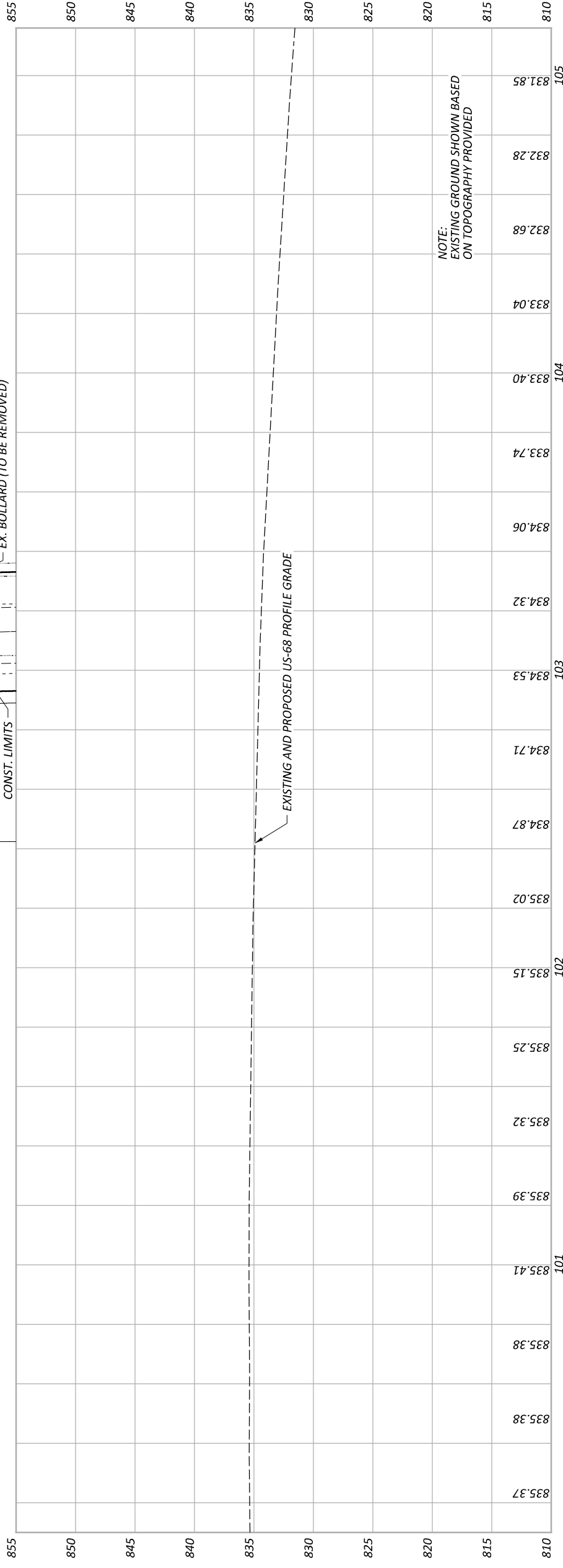
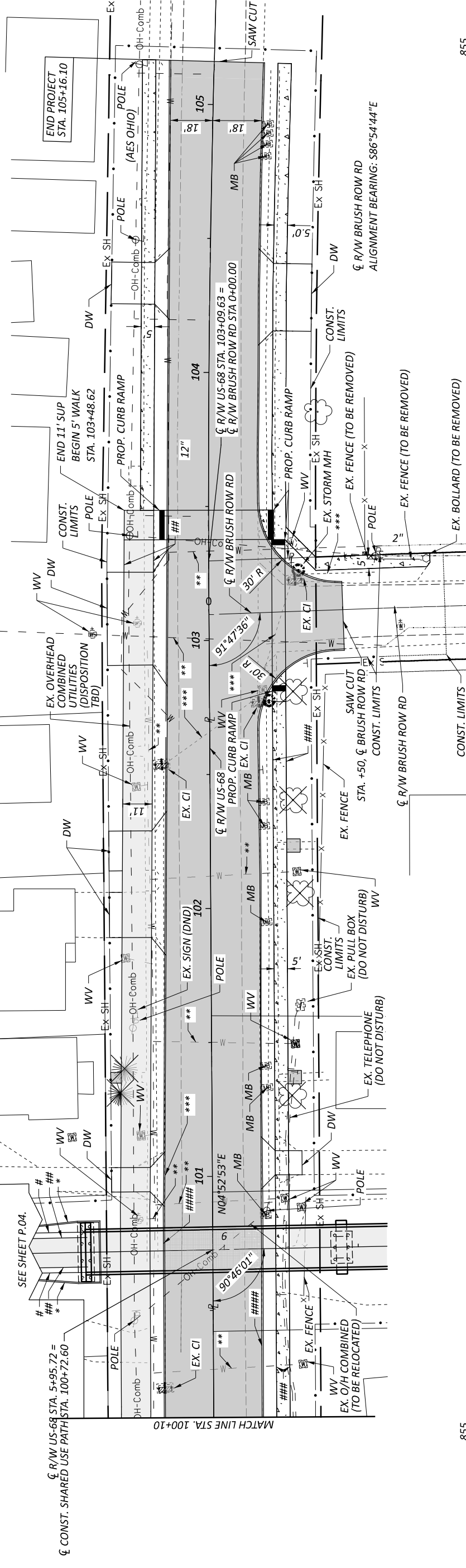
20' W

AHEAD PC: STA. 103+23.10
 BACK PT: STA. 105+13.09
 BACK BEARING: N06°46'53"E

ϕ R/W US-68 CURVE DATA
 P.I. = STA. 104+18.10
 Δ = 01°53'59" RT
 Dc = 01'00'00"
 R = 5,729.65'
 T = 95'
 L = 189.98'
 E = .79'

NOTES

1. FOR FLOODWAY DETAILS, SEE SHEET P.09.



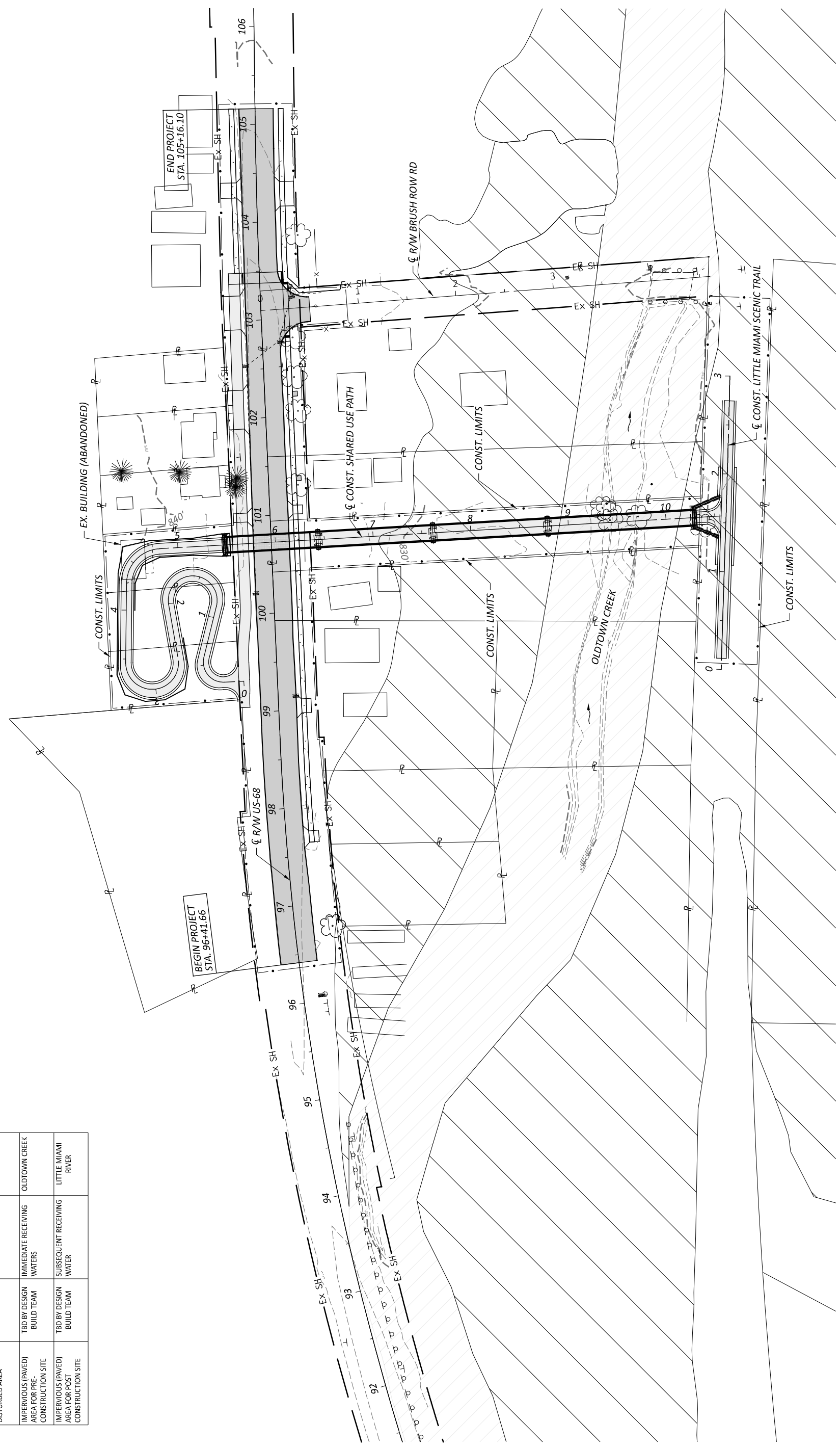
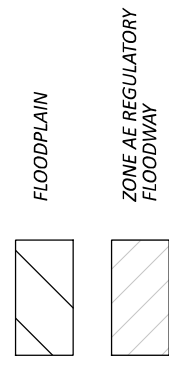
NOTE:
 EXISTING GROUND SHOWN BASED
 ON TOPOGRAPHY PROVIDED

PROJECT SITE PLAN



PROJECT DATA		0.5-0.9
TOTAL AREA RIGHT OF WAY	TBD BY DESIGN RUNOFF COEFFICIENT FOR PRE-CONSTRUCTION SITE	TBD BY DESIGN BUILD TEAM
PROJECT EARTH DISTURBED AREA	2.24 ACRES	TBD BY DESIGN BUILD TEAM
ESTIMATED CONTRACTOR EARTH DISTURBED AREA	0.25 ACRES	Required
NOTICE OF INTENT EARTH DISTURBED AREA	2.49 ACRES	
IMPERVIOUS (PAVED) AREA FOR PRE-CONSTRUCTION SITE	TBD BY DESIGN BUILD TEAM	OLDTOWN CREEK
IMPERVIOUS (PAVED) AREA FOR POST-CONSTRUCTION SITE	TBD BY DESIGN BUILD TEAM	LITTLE MIAMI RIVER

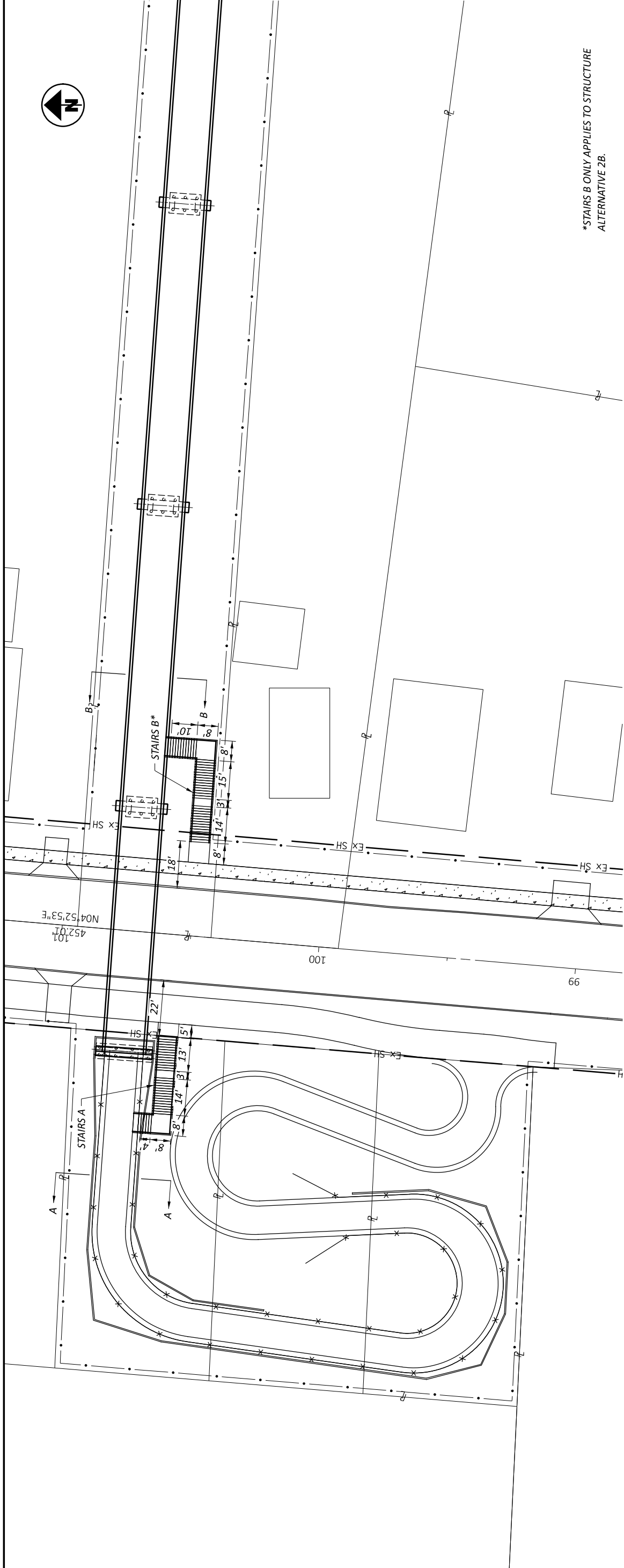
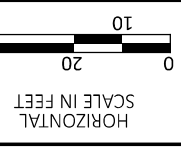
LEGEND



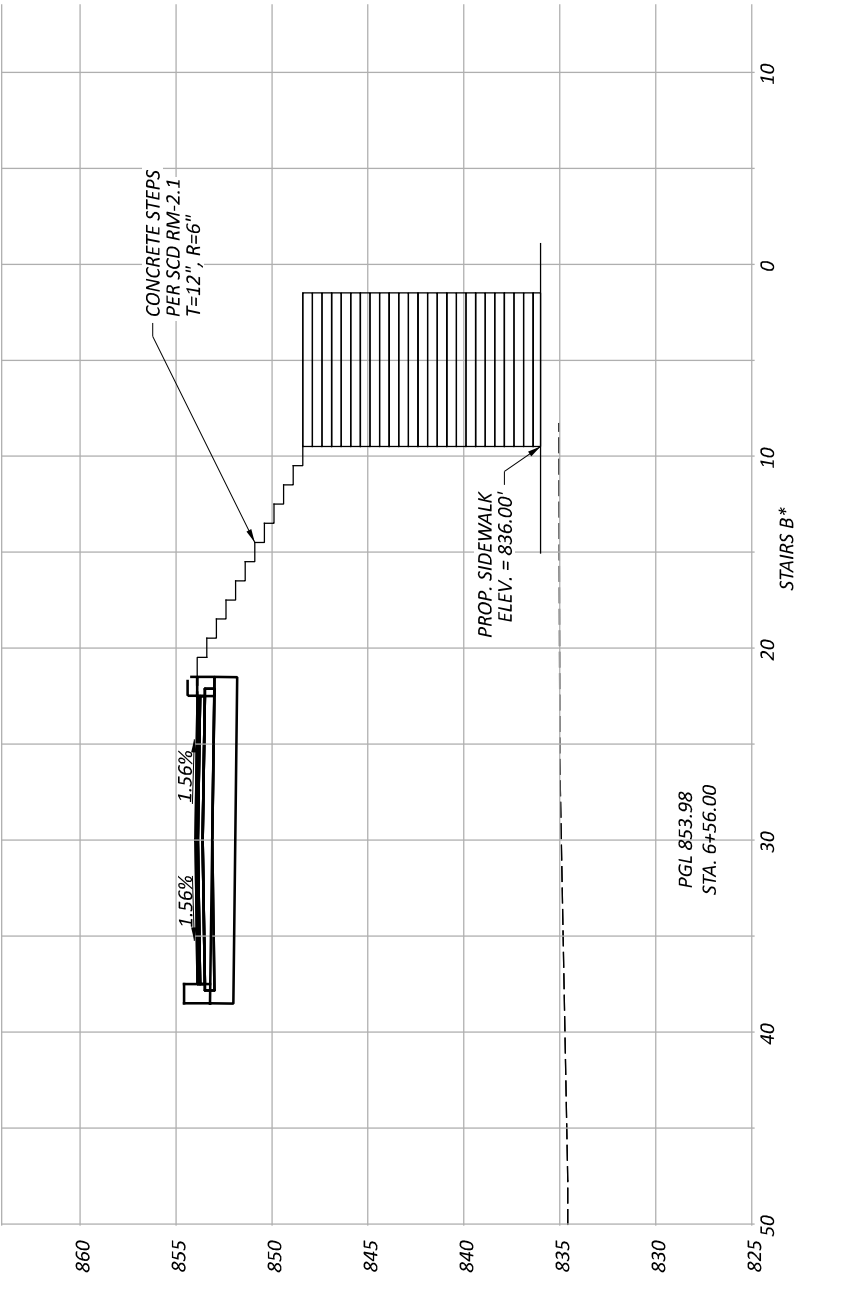
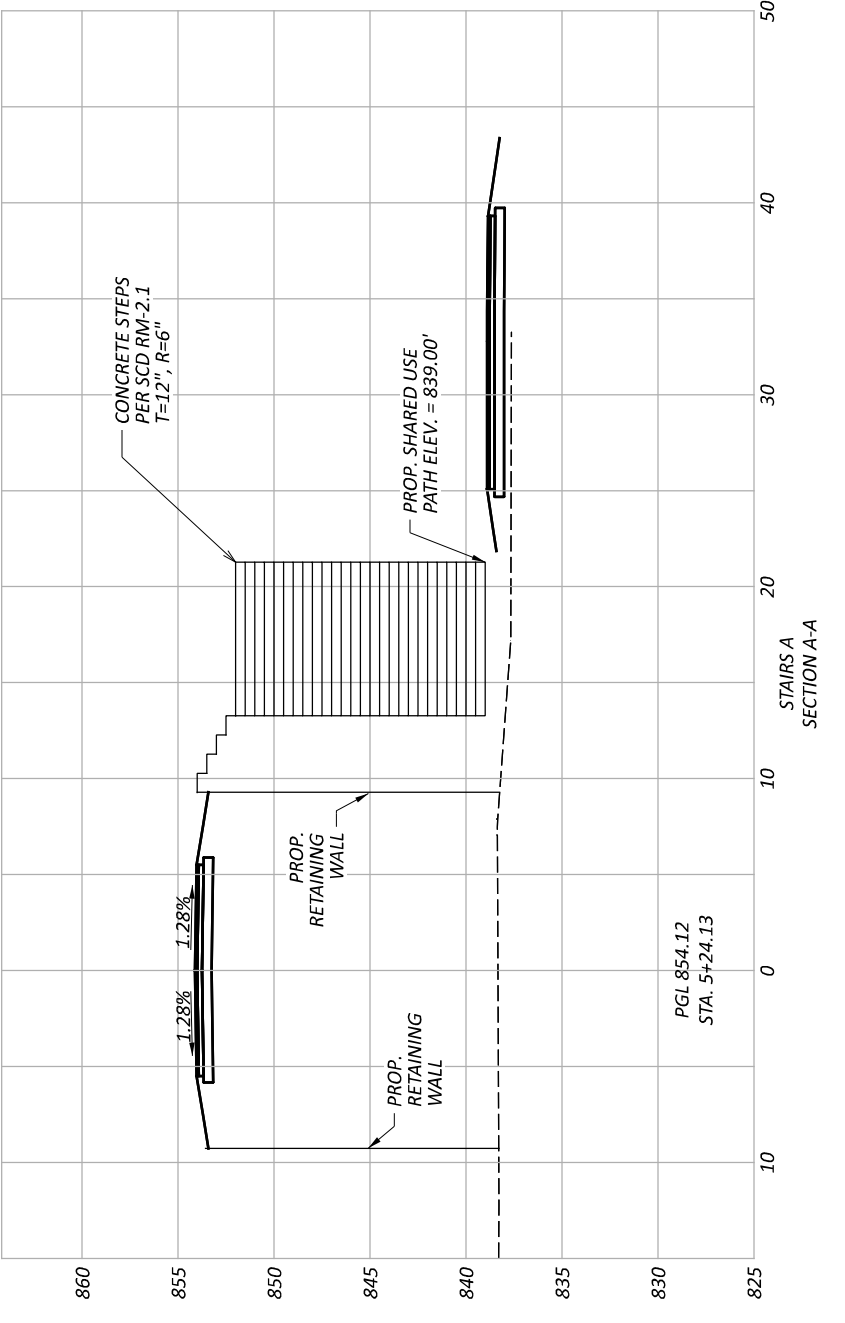
DESIGNER	JBT
REVIEWER	JAH
PROJECT ID	115388
SHEET	TOTAL
P.10	22

fishbeck
 DESIGN AGENCY

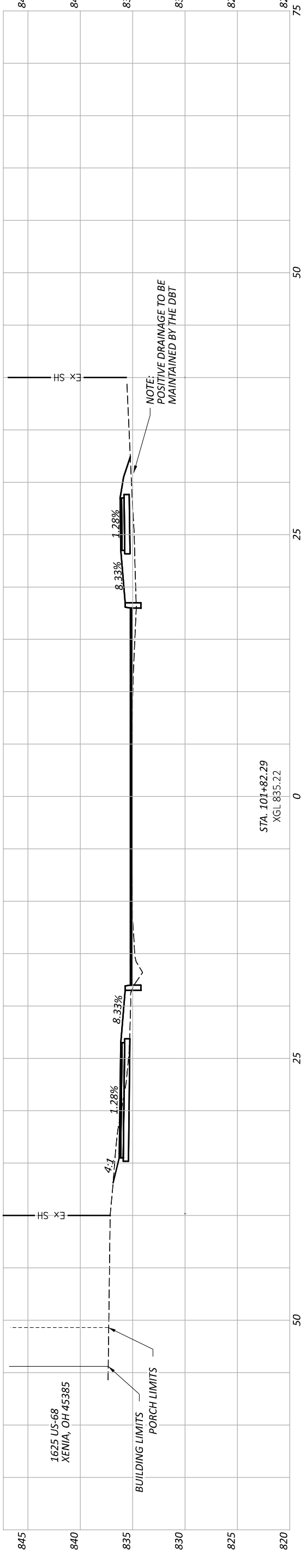
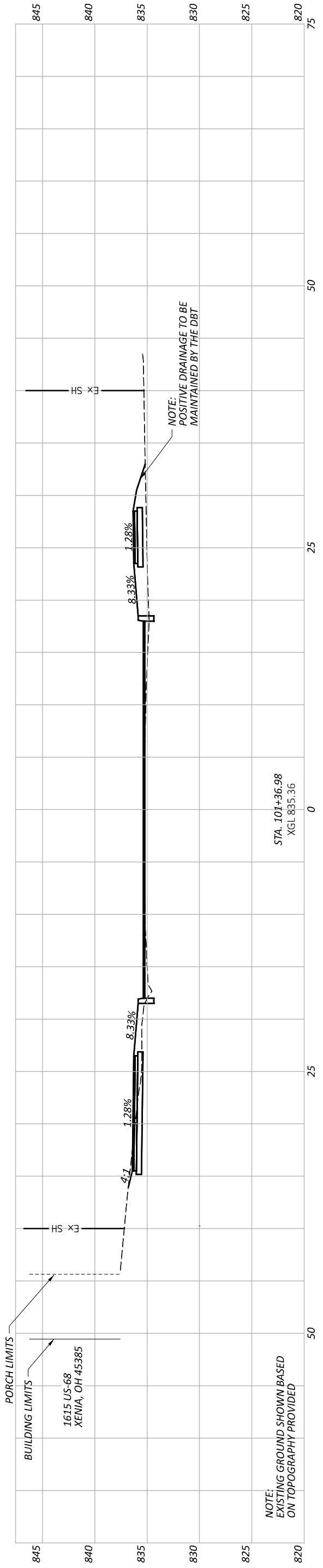
PLAN AND SECTION
 STAIRS DETAIL



*STAIRS B ONLY APPLIES TO STRUCTURE ALTERNATIVE 2B.



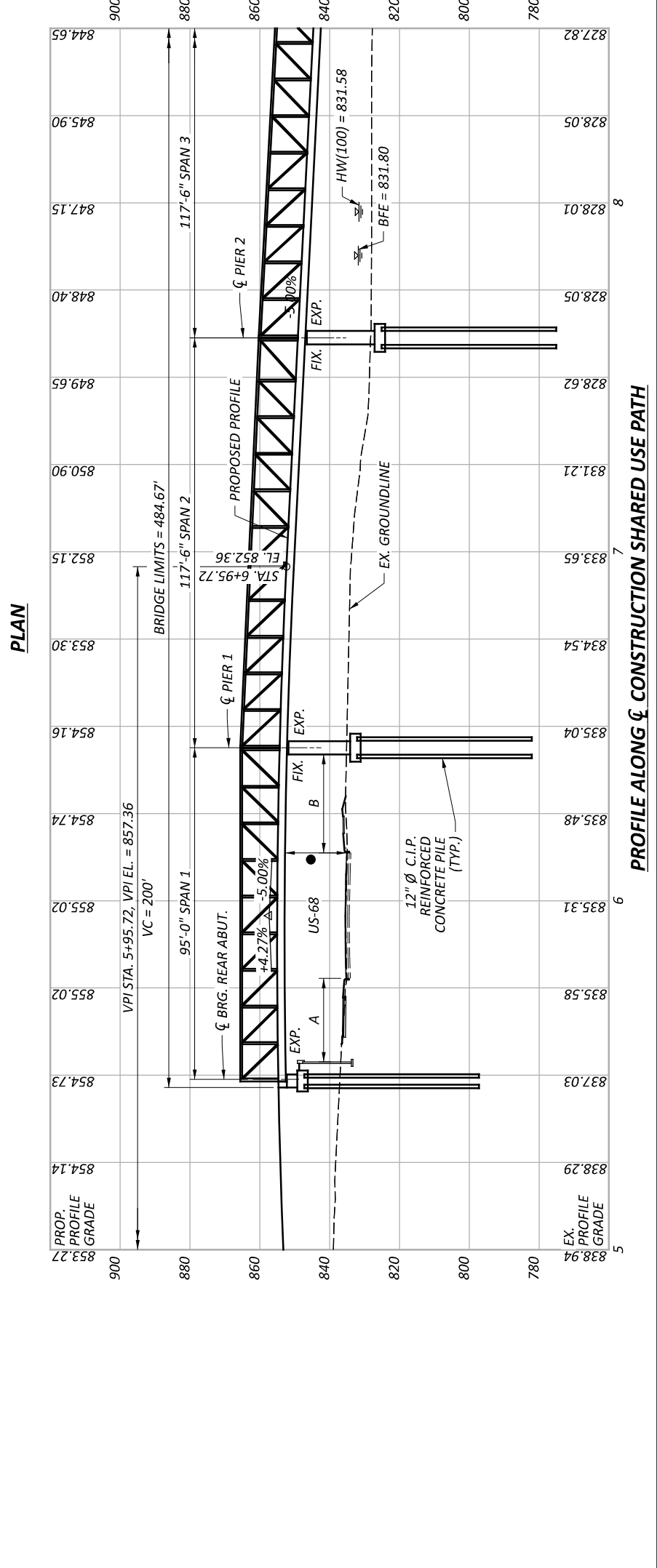
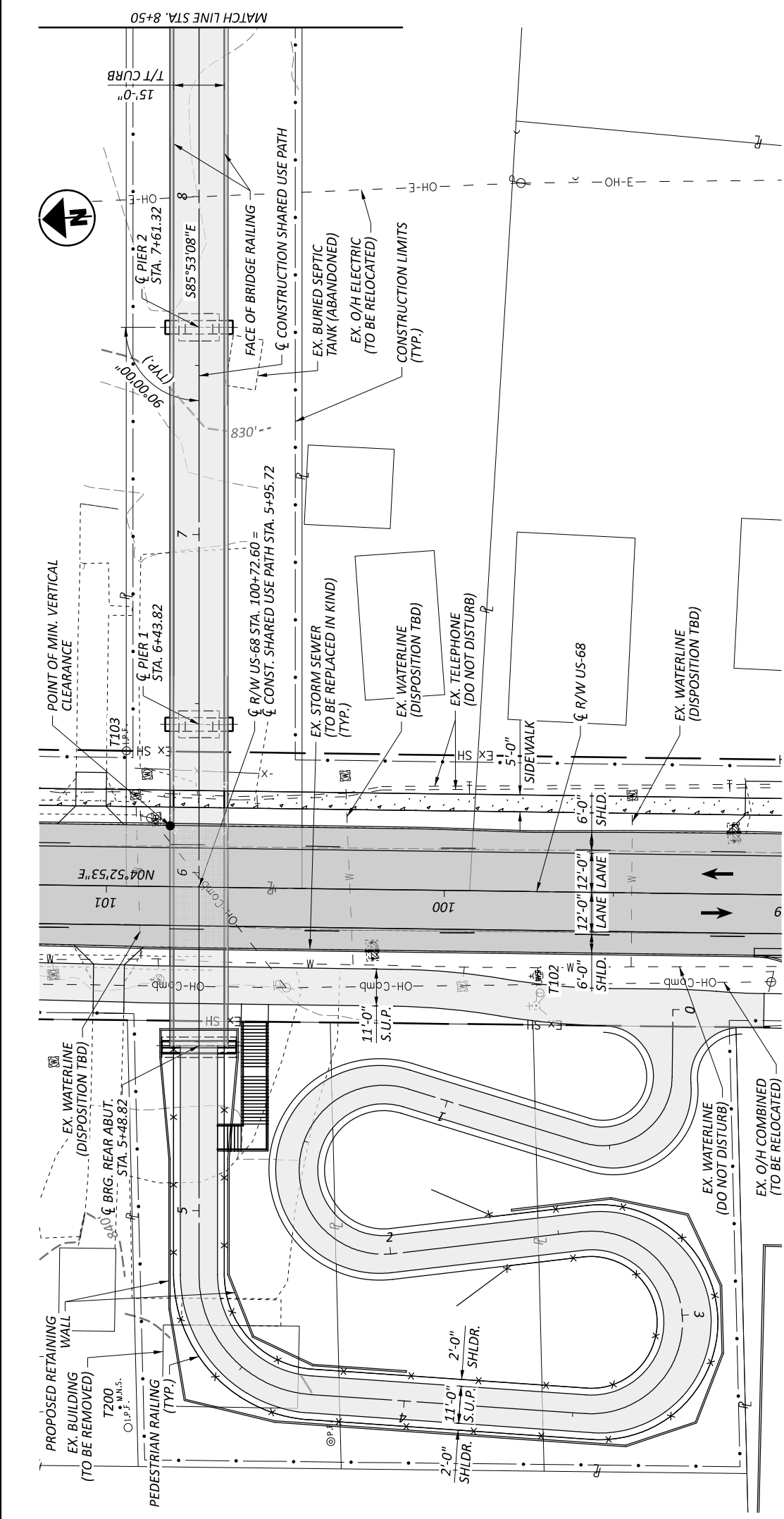
NOTE:
 EXISTING GROUND SHOWN BASED
 ON TOPOGRAPHY PROVIDED



CROSS SECTIONS - US-68
 STA. 101+36.98 TO STA. 101+82.29



DESIGNER	JBT
REVIEWER	JAH
PROJECT ID	115388
SHEET	TOTAL
P.11	22



BENCHMARK DATA

T102 STA. 99+71.31, EL. 835.661, OFFSET 29.95' LT., IRON PIN FOUND
 T103 STA. 100+94.64, EL. 835.180, OFFSET 40.01' RT., IRON PIN FOUND
 T110 STA. 100+72.99, EL. 831.871, OFFSET 457.01' RT., IRON PIN SET
 T200 STA. 100+93.88, EL. 840.801, OFFSET 154.24' LT., MAG NAIL SET

NOTES:

- EARTHWORK LIMITS SHOWN ARE APPROXIMATE. ACTUAL SLOPES SHALL CONFORM TO PLAN CROSS SECTIONS.
- SEE ROADWAY PLANS FOR ADDITIONAL SHARED USE PATH HORIZONTAL AND VERTICAL CURVE INFORMATION.
- CONCEPTUAL TRUSS STYLE SHOWN IN THE PROFILE VIEW.
- FRICTION PILES WERE THE ASSUMED FOUNDATION TYPE BASED ON GEOTECHNICAL INFORMATION FOR THE NEARBY INTERPRETIVE CENTER AND HISTORIC BORING LOGS FOR GRE-68-13.40 BRIDGE OVER MASSIES CREEK NORTH OF THE PROJECT LOCATION.

US-68 DESIGN TRAFFIC: 2026 ADT = 8,600 2026 ADTT = 602
 2046 ADT = 8,800 2046 ADTT = 616
 DIRECTIONAL DISTRIBUTION = 0.50

LEGEND:

- 17'-6" REQUIRED MINIMUM VERTICAL CLEARANCE
- 17'-10¹/₄" ACTUAL MINIMUM VERTICAL CLEARANCE
- A - REQUIRED HORIZONTAL CLEARANCE = 19'-0" MIN. HORIZONTAL CLEARANCE = 23'-9¹/₂"
- B - REQUIRED HORIZONTAL CLEARANCE = 19'-0" MIN. HORIZONTAL CLEARANCE = 27'-11³/₄"

PROP. SHARED USE PATH
 PROP. PAVEMENT
 PROP. WALK

HYDRAULIC DATA:
 DRAINAGE AREA = 10.6 SQ. MILES
 Q (100) = 2000 CFS V (100) = 1.7 FT/S
 STRUCTURE CLEARS THE 100 YEAR DESIGN HW BY 2.09 FEET.

EXISTING STRUCTURE - NONE

PROPOSED STRUCTURE

TYPE: FOUR SPAN PREFABRICATED PAINTED STEEL TRUSS SUPERSTRUCTURE WITH REINFORCED CONCRETE DECK ON REINFORCED CONCRETE ABUTMENTS AND PIERS SUPPORTED ON CAST-IN-PLACE REINFORCED CONCRETE PILES

SPANS: 95'-0", 117'-6", 117'-6", 150'-0" (SEE PLAN)
 ROADWAY: 15'-0" TOE/TOE CURB
 LOADING: 0.090 KSF PEDESTRIAN LOAD AND H15-44 VEHICULAR LOAD
 SKEW: NONE
 WEARING SURFACE: 1" MONOLITHIC CONCRETE
 APPROACH SLABS: NONE
 ALIGNMENT: TANGENT
 CROWN: 0.0156 FT/FT
 DECK AREA: 8,180 SF
 COORDINATES: LATITUDE N39°43'46.65" LONGITUDE W83°56'12.36"

SCALE IN FEET

HORIZONTAL SCALE IN FEET

VERTICAL SCALE IN FEET

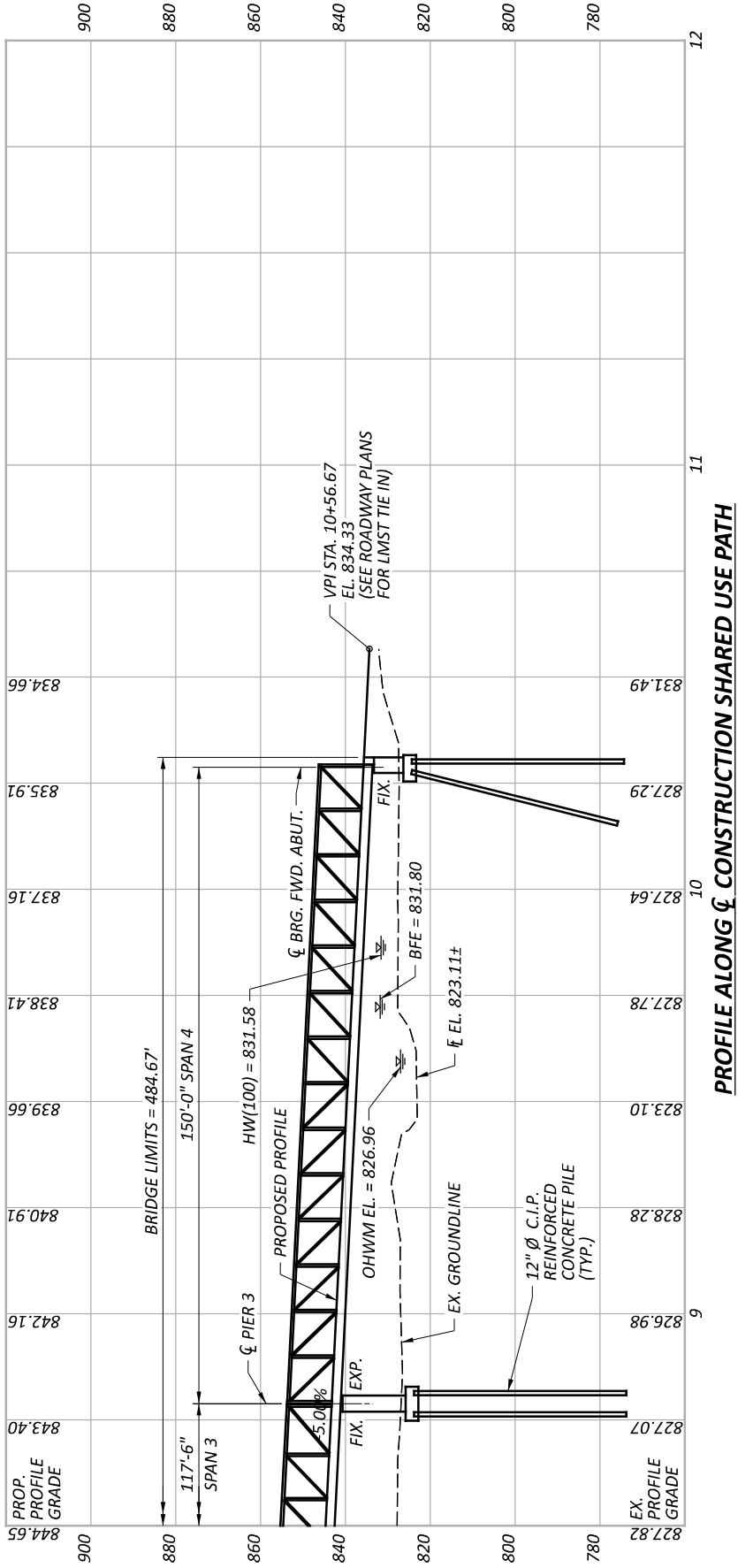
PROJECT ID: 115388
 SUBSET TOTAL: 5
 SHEET TOTAL: 22
 P.12

DESIGNER: JPC
 CHECKER: BMG
 REVIEWER: TLC
 DATE: 11/27/23

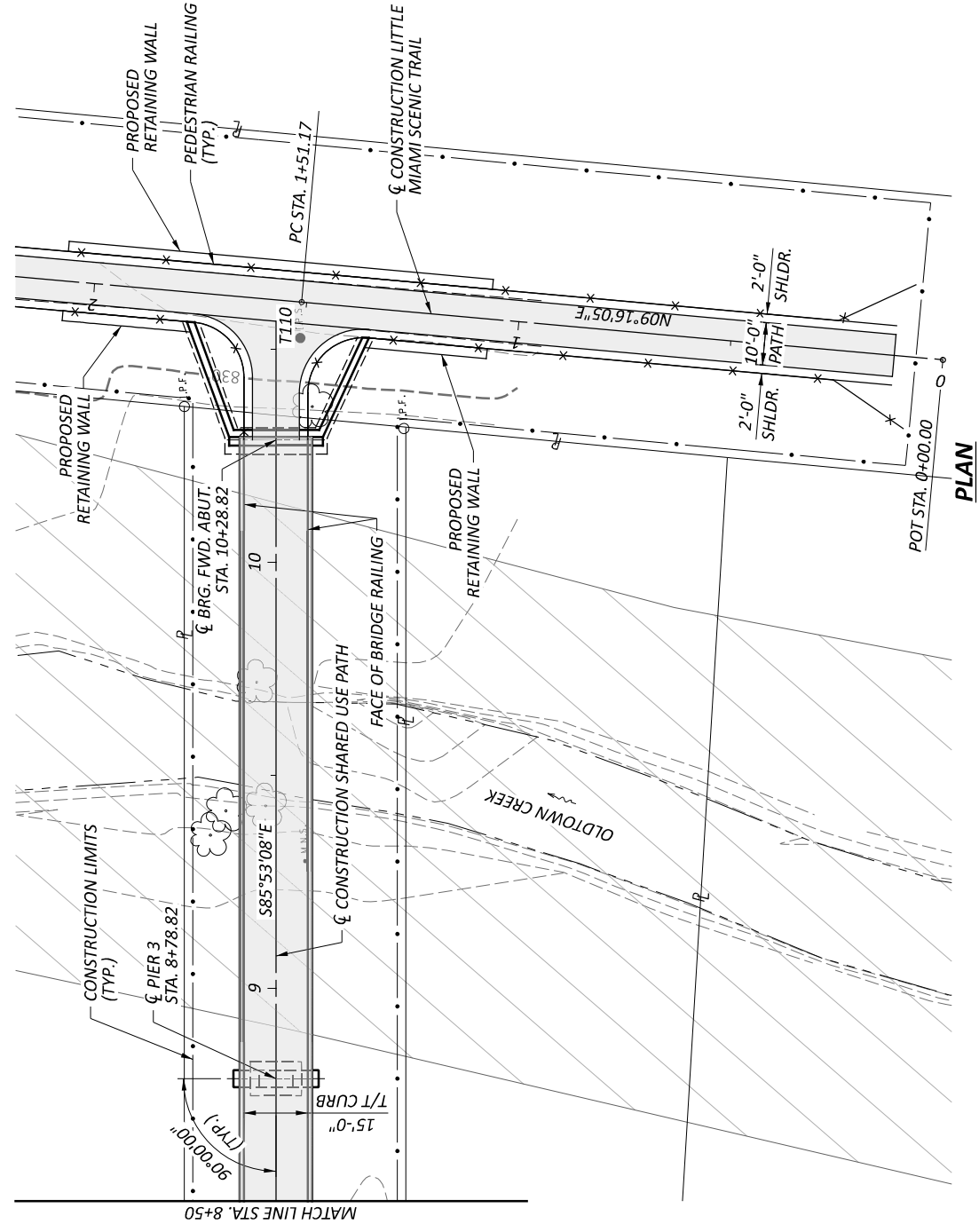
fishbeck
 DESIGN AGENCY

2926107
 SFN



ALTERNATIVE 2A - SITE PLAN (1 OF 2)
 BRIDGE NO. GRE-BK80020-00.492
 PEDESTRIAN BRIDGE OVER US-68 AND OLD TOWN CREEK



PROFILE ALONG ϕ CONSTRUCTION SHARED USE PATH

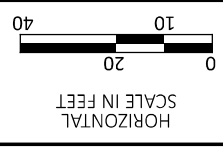


PLAN

- LEGEND:**
-  LIMITS OF FLOODWAY
 -  PROP. SHARED USE PATH

NOTES:

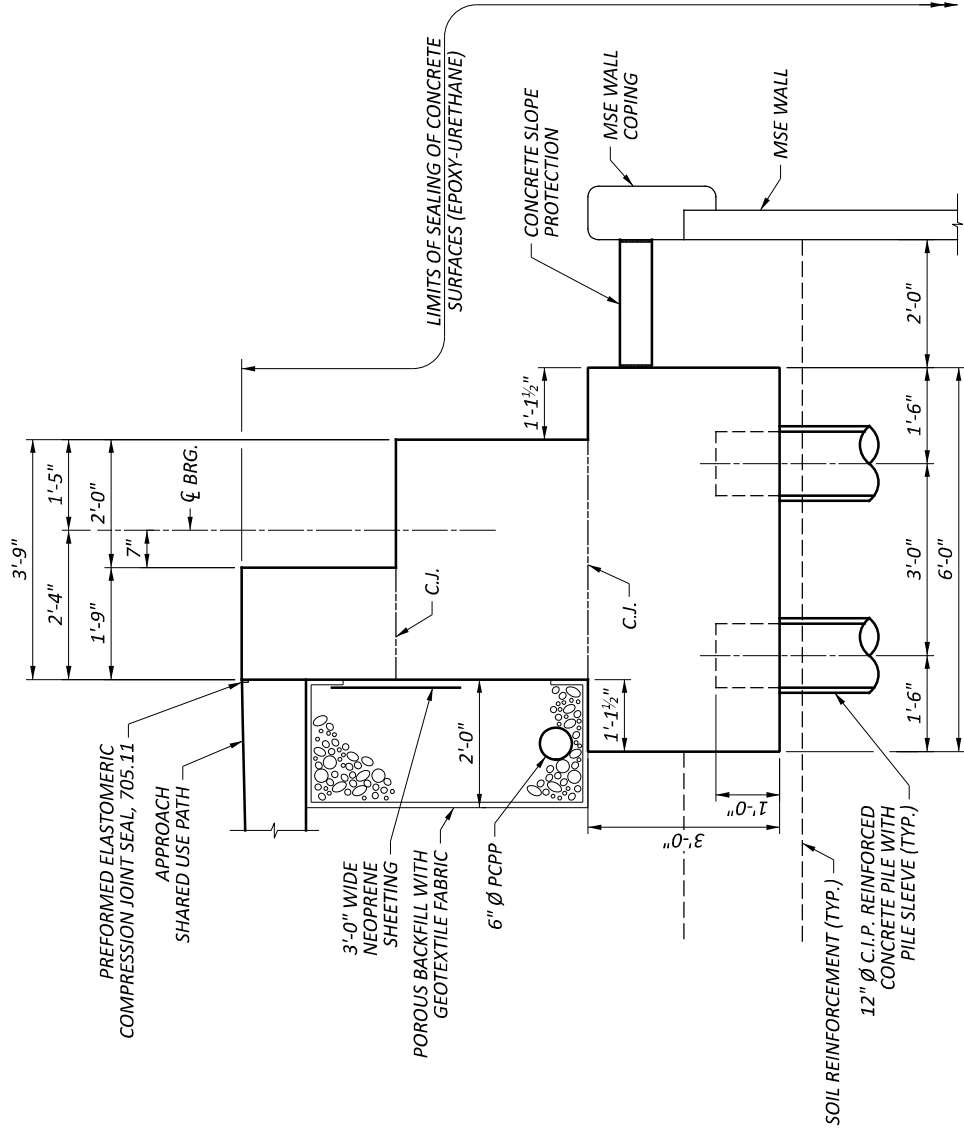
1. FOR ADDITIONAL NOTES AND INFORMATION, SEE SHEET SI.1 / 5.



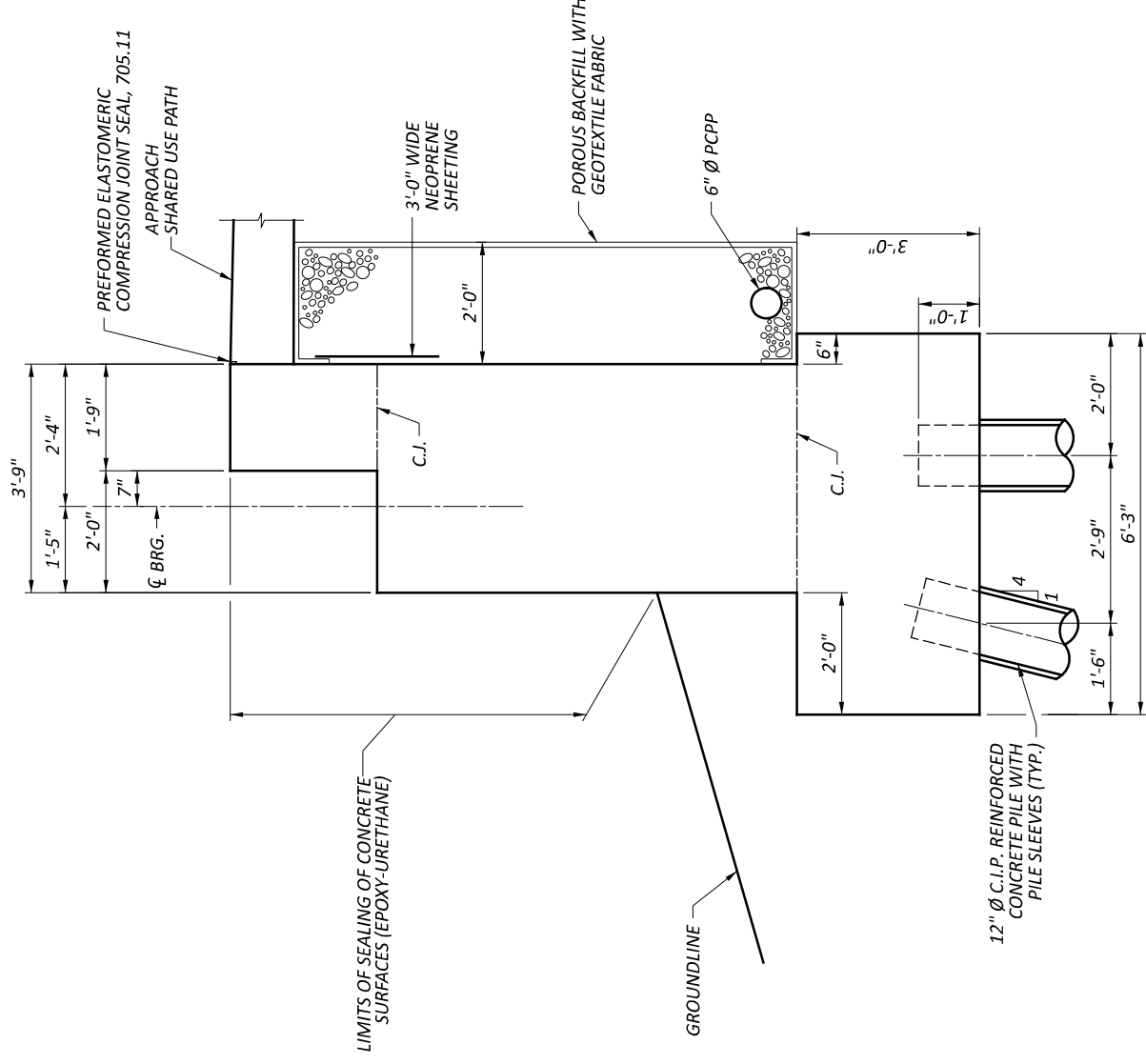
ALTERNATIVE 2A - SITE PLAN (2 OF 2)
 BRIDGE NO. GRE-BK80020-00.492
 PEDESTRIAN BRIDGE OVER US-68 AND OLD TOWN CREEK

SFN	2926107	DESIGN AGENCY
DESIGNER	BMG	CHECKER
REVIEWER	TLC	
JPC	11/27/23	
PROJECT ID	115388	
SUBSET	5	TOTAL
SHEET	5	TOTAL
P.13		P.22





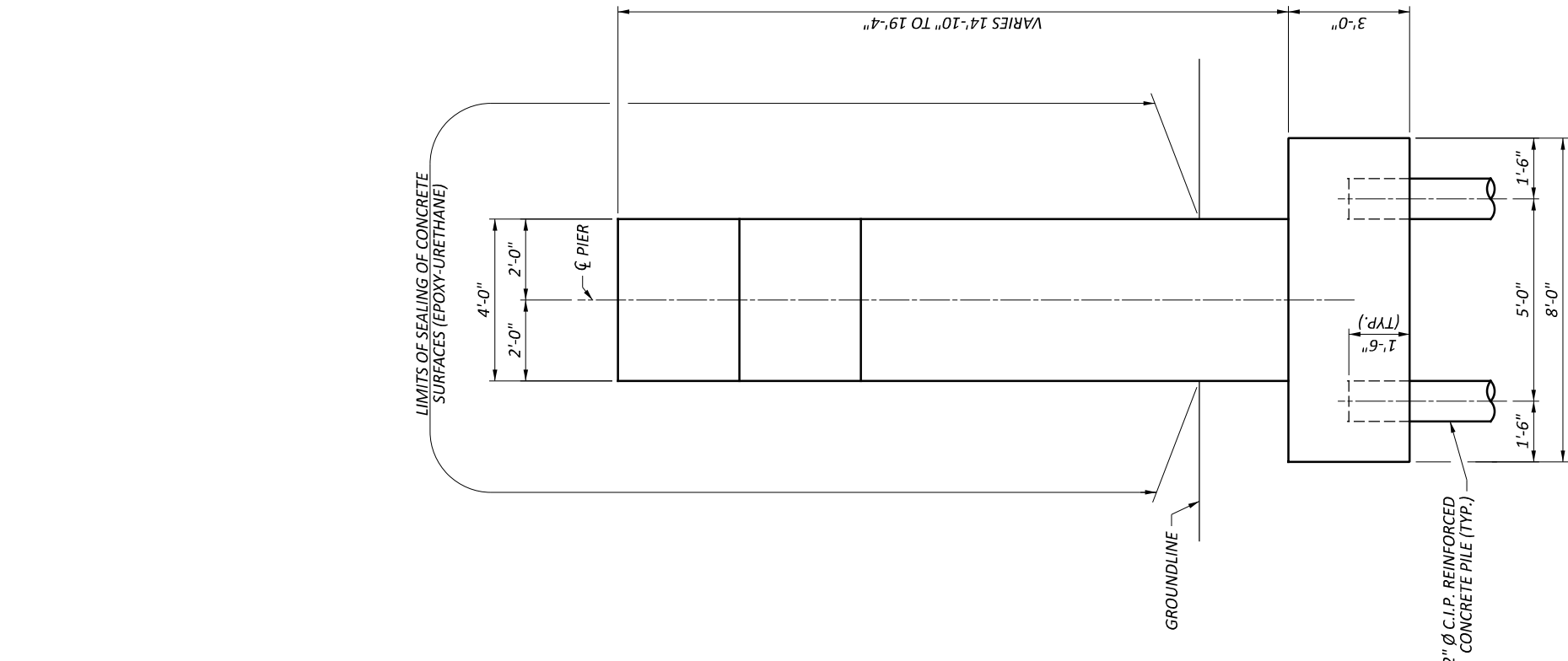
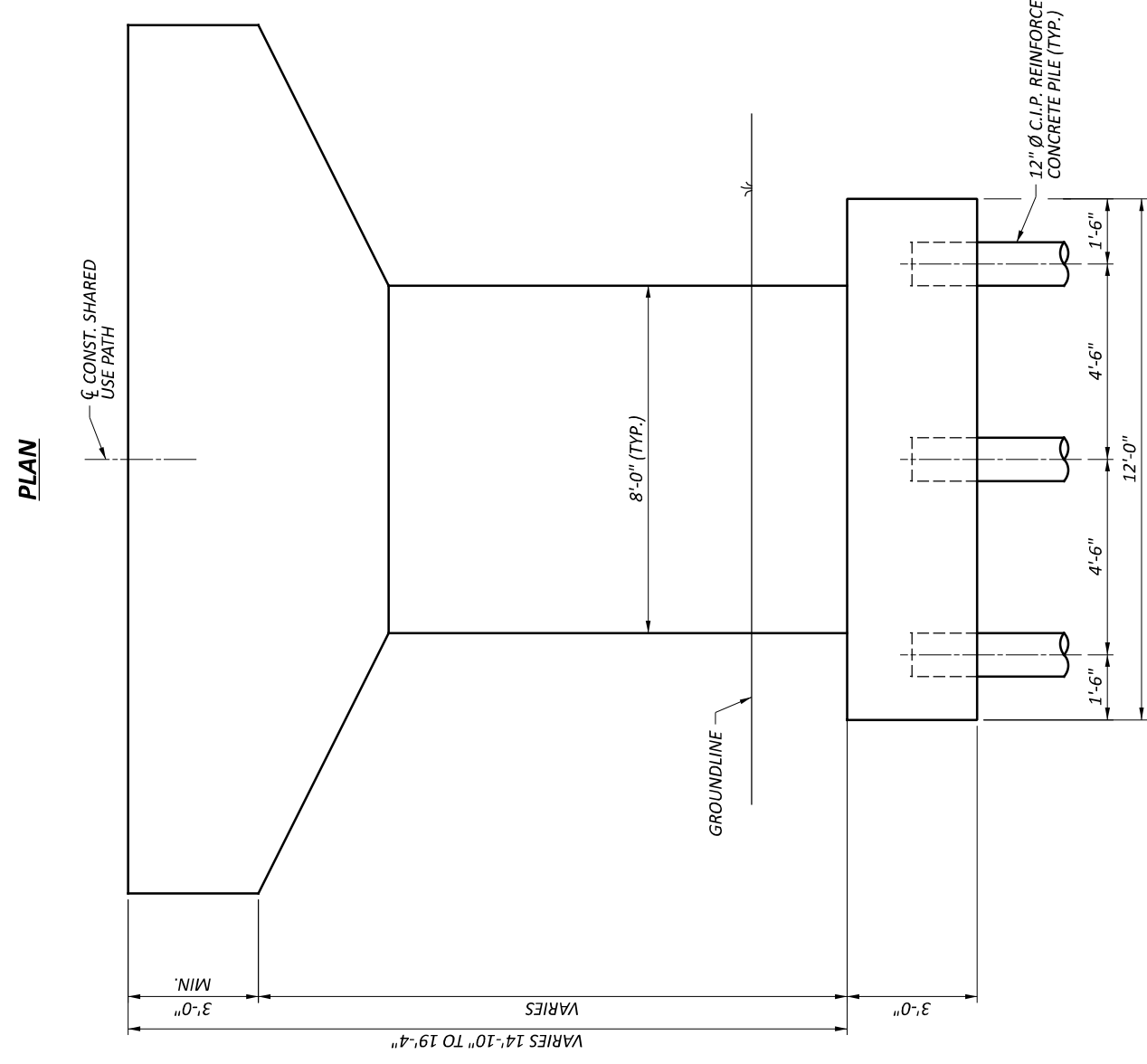
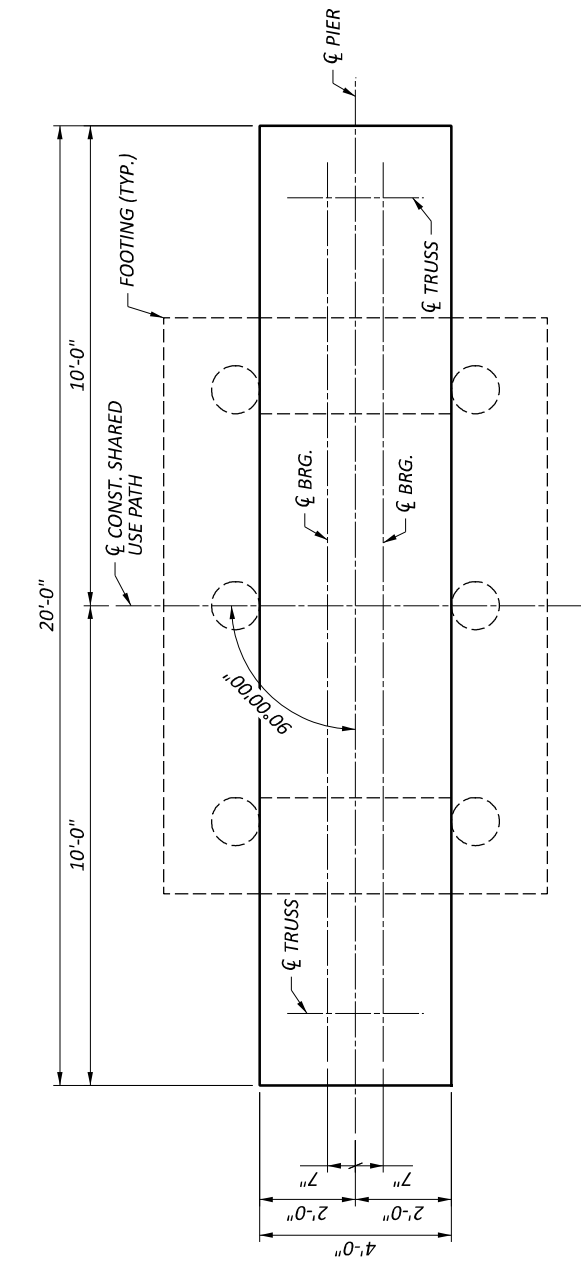
REAR ABUTMENT SECTION



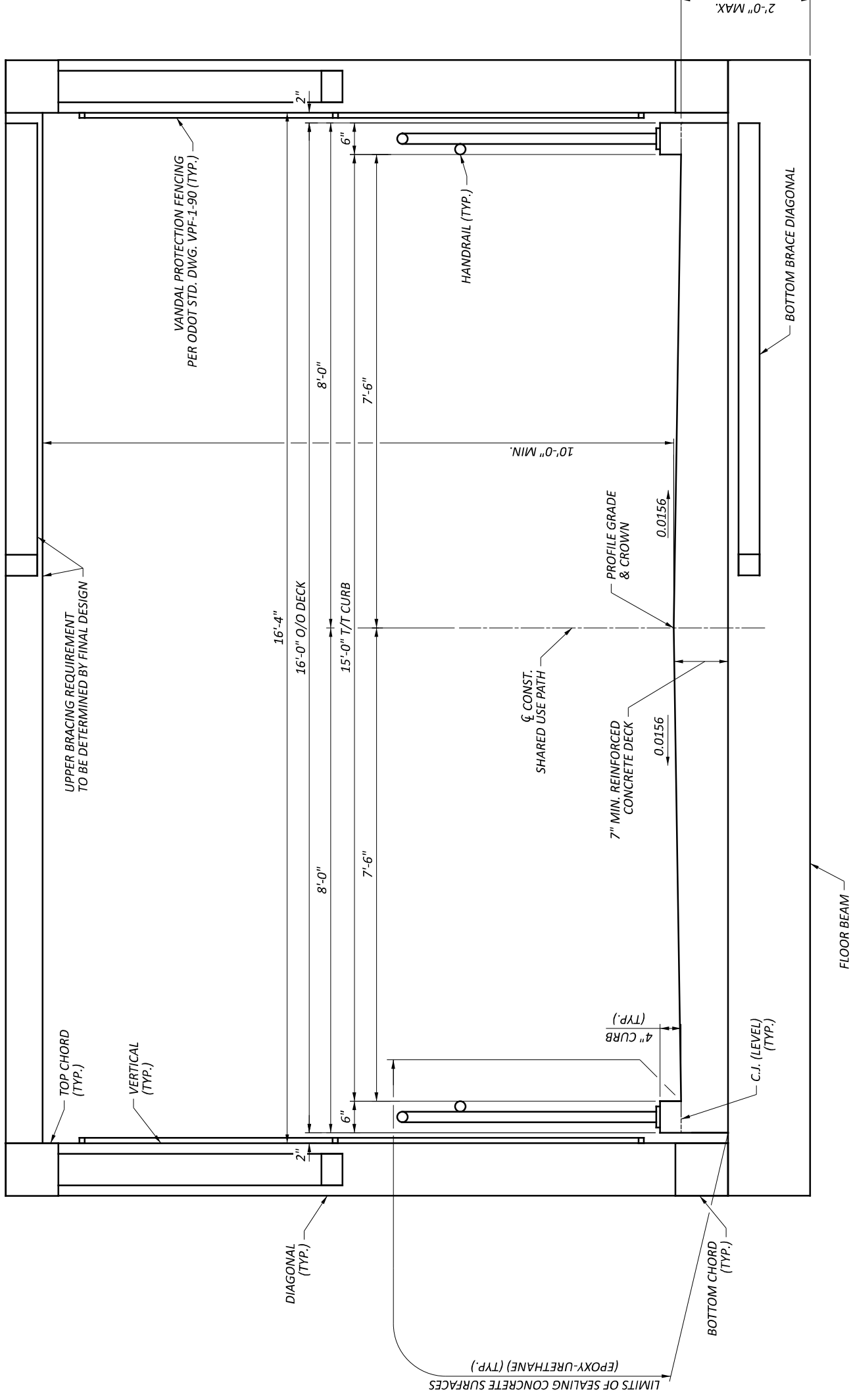
FORWARD ABUTMENT SECTION

NOTES:
 1. SUPERSTRUCTURE NOT SHOWN, INCLUDING STRIP SEAL EXPANSION JOINTS AND ELASTOMERIC BEARING ASSEMBLIES.

SFN	2926107	DESIGN AGENCY	fishbeck	
DESIGNER	TLC	CHECKER	BMG	REVIEWER
JPC	11/27/23	PROJECT ID	115388	SUBSET TOTAL
		SHEET TOTAL	5	P.14
				22



NOTES:
 1. SUPERSTRUCTURE NOT SHOWN, INCLUDING STRIP SEAL EXPANSION JOINTS AND ELASTOMERIC BEARING ASSEMBLIES.



TRANSVERSE SECTION
 (PREFABRICATED PAINTED STEEL TRUSS DESIGNED BY OTHERS)
 (VANDAL PROTECTION FENCING EXCLUDED ON SPANS 2, 3 & 4)

NOTES:
 1. CONCEPTUAL TRUSS STYLE SHOWN IN THE TRANSVERSE SECTION.

ALTERNATIVE 2A- TRANSVERSE SECTION

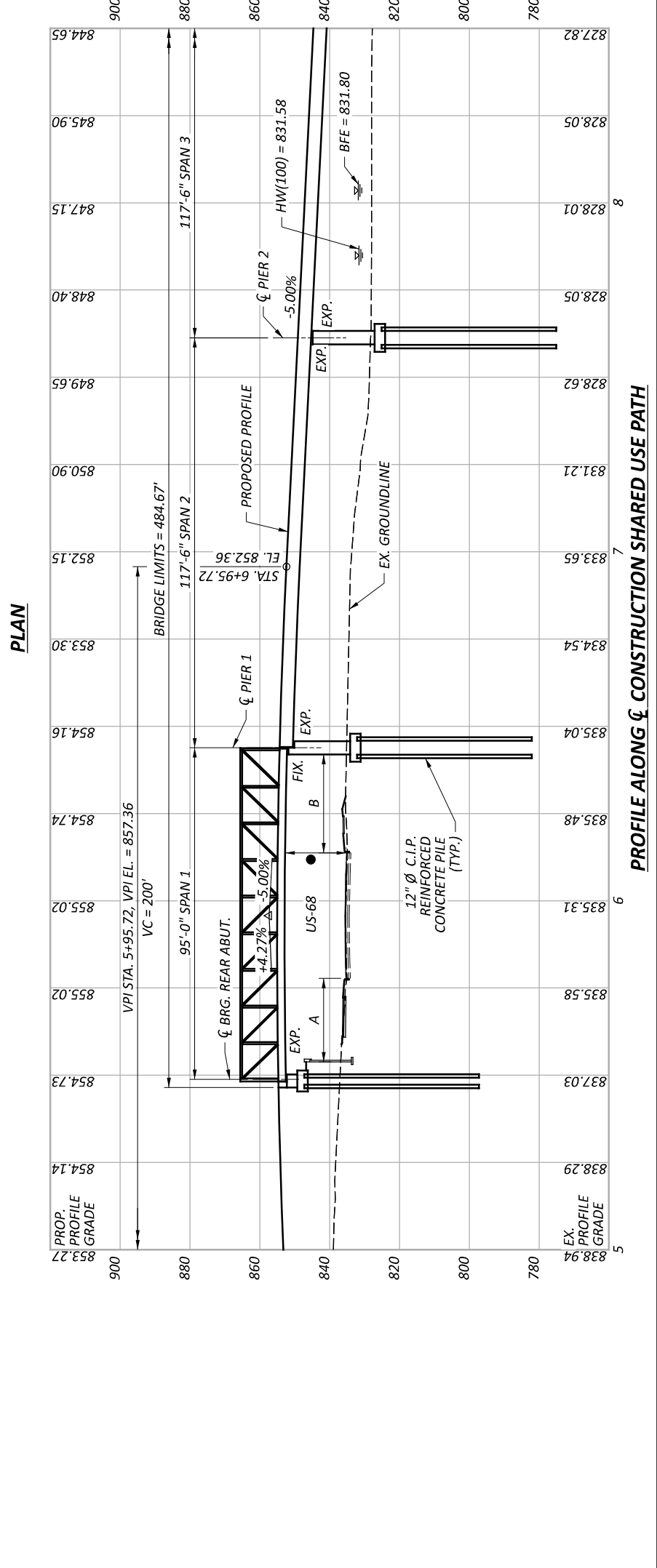
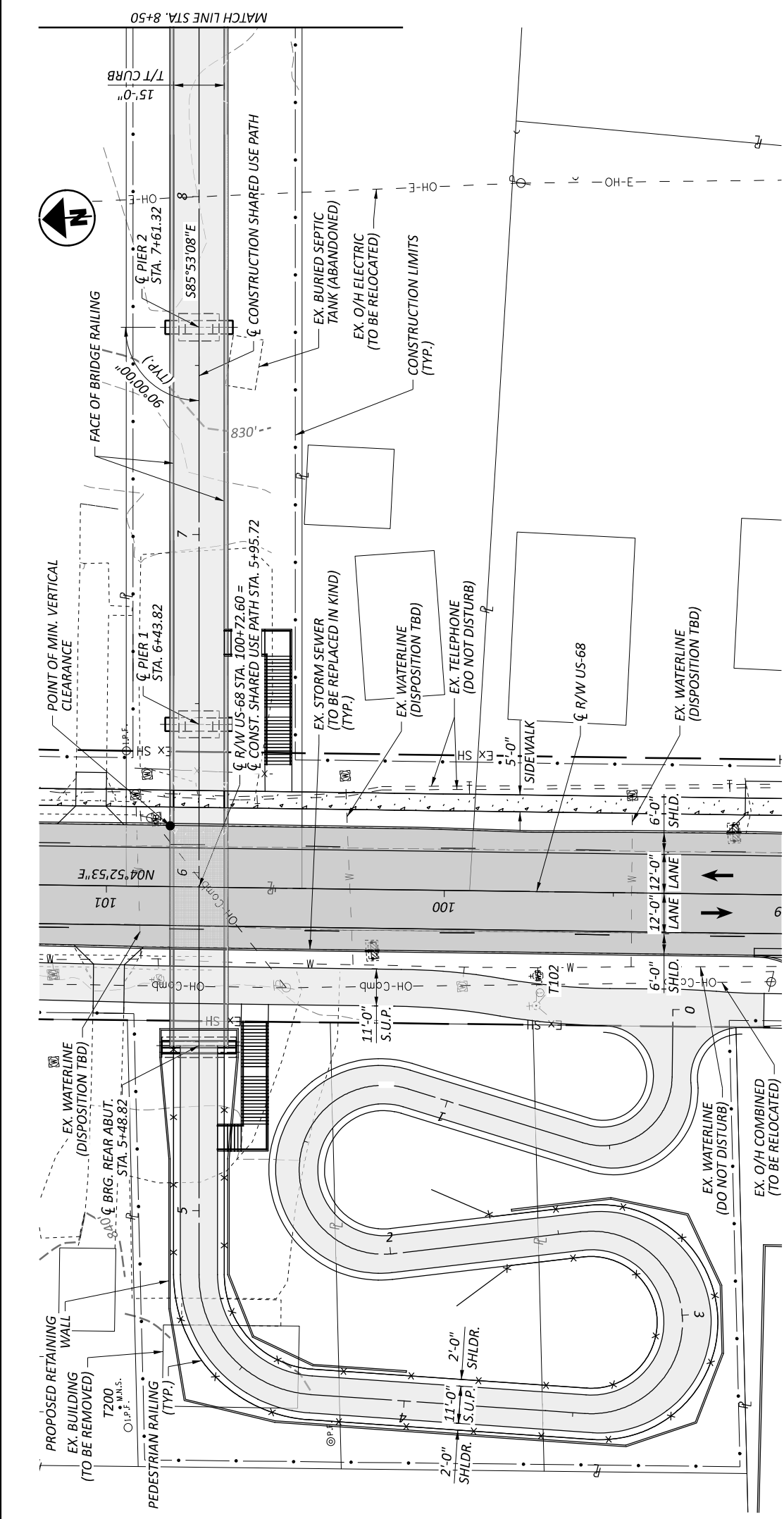
BRIDGE NO. GRE-BK80020-00.492
 PEDESTRIAN BRIDGE OVER US-68 AND OLD TOWN CREEK

SFN 2926107

DESIGN AGENCY



DESIGNER	CHECKER	
NCS	BMG	
REVIEWER		
JPC	11/27/23	
PROJECT ID		
115388		
SUBSET TOTAL		
S1.5	5	
SHEET TOTAL		
P.16	22	



BENCHMARK DATA

T102 STA. 99+71.31, EL. 835.661, OFFSET 29.95' LT., IRON PIN FOUND
 T103 STA. 100+94.64, EL. 835.180, OFFSET 40.01' RT., IRON PIN FOUND
 T110 STA. 100+72.99, EL. 831.871, OFFSET 457.01' RT., IRON PIN SET
 T200 STA. 100+93.88, EL. 840.801, OFFSET 154.24' LT., MAG NAIL SET

NOTES:

- EARTHWORK LIMITS SHOWN ARE APPROXIMATE. ACTUAL SLOPES SHALL CONFORM TO PLAN CROSS SECTIONS.
- SEE ROADWAY PLANS FOR ADDITIONAL SHARED USE PATH HORIZONTAL AND VERTICAL CURVE INFORMATION.
- CONCEPTUAL TRUSS STYLE SHOWN IN THE PROFILE VIEW.
- FRICITION PILES WERE THE ASSUMED FOUNDATION TYPE BASED ON GEOTECHNICAL INFORMATION FOR THE NEARBY INTERPRETIVE CENTER AND HISTORIC BORING LOGS FOR GRE-68-13.40 BRIDGE OVER MASSIES CREEK NORTH OF THE PROJECT LOCATION.

US-68 DESIGN TRAFFIC: 2026 ADT = 8,600 2026 ADTT = 602
 2046 ADT = 8,800 2046 ADTT = 616
 DIRECTIONAL DISTRIBUTION = 0.50

LEGEND:

- 17'-6" REQUIRED MINIMUM VERTICAL CLEARANCE
- 17'-10 1/4" ACTUAL MINIMUM VERTICAL CLEARANCE
- A - REQUIRED HORIZONTAL CLEARANCE = 19'-0" MIN. HORIZONTAL CLEARANCE = 23'-9 1/2"
- B - REQUIRED HORIZONTAL CLEARANCE = 19'-0" MIN. HORIZONTAL CLEARANCE = 27'-11 3/4"

PROP. SHARED USE PATH
 PROP. PAVEMENT
 PROP. WALK

HYDRAULIC DATA:
 DRAINAGE AREA = 10.6 SQ. MILES
 Q (100) = 2000 CFS V (100) = 1.7 FT/S
 STRUCTURE CLEARS THE 100 YEAR DESIGN HW BY 2.09 FEET.

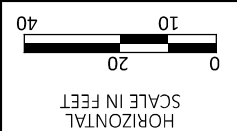
EXISTING STRUCTURE - NONE

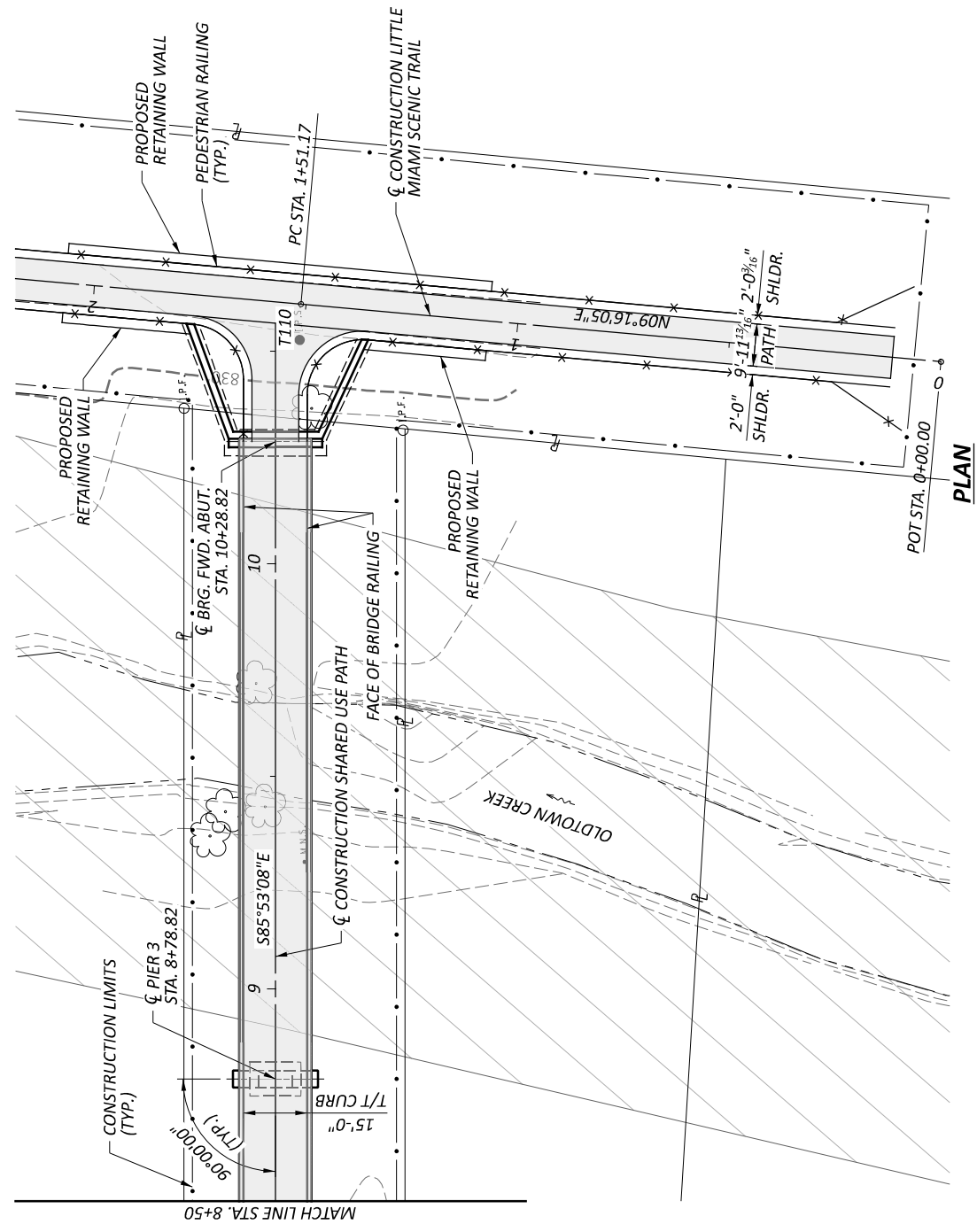
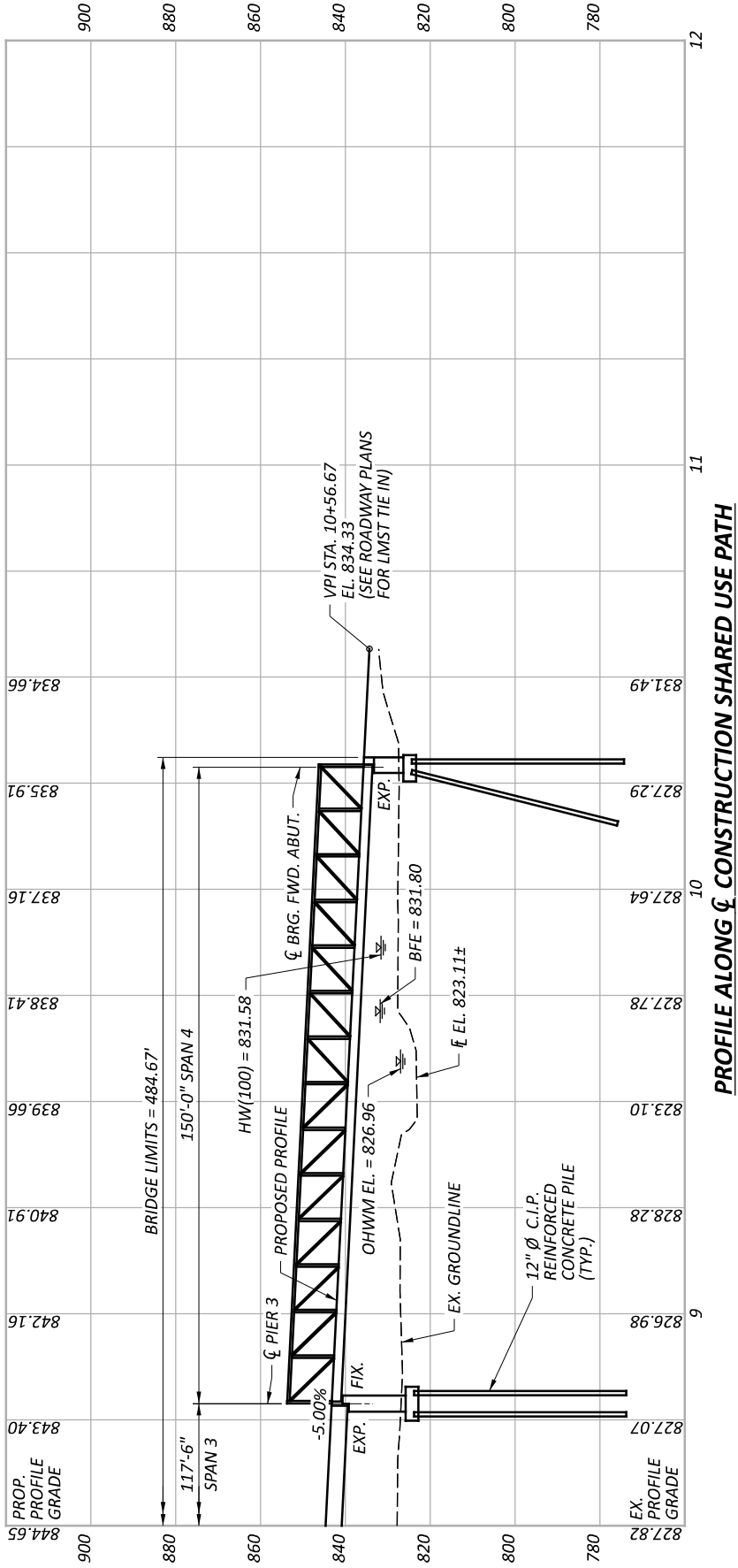
PROPOSED STRUCTURE

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'-0", 117'-6", 117'-6", 150'-0" (SEE PLAN)
 ROADWAY: 15'-0" TOE/TOE CURB
 LOADING: 0.090 KSF PEDESTRIAN LOAD AND H15-44 VEHICULAR LOAD
 SKEW: NONE
 WEARING SURFACE: 1" MONOLITHIC CONCRETE
 APPROACH SLABS: NONE
 ALIGNMENT: TANGENT
 CROWN: 0.0156 FT/FT
 DECK AREA: 8,180 SF
 COORDINATES: LATITUDE N39°43'46.65" LONGITUDE W83°56'12.36"

DESIGNER BMG
CHECKER TLC
REVIEWER JPC
DATE 11/27/23
PROJECT ID 115388
SUBSET TOTAL 6
SHEET TOTAL 22
P.17

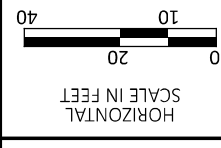




- LEGEND:**
- LIMITS OF FLOODWAY
 - PROP. SHARED USE PATH

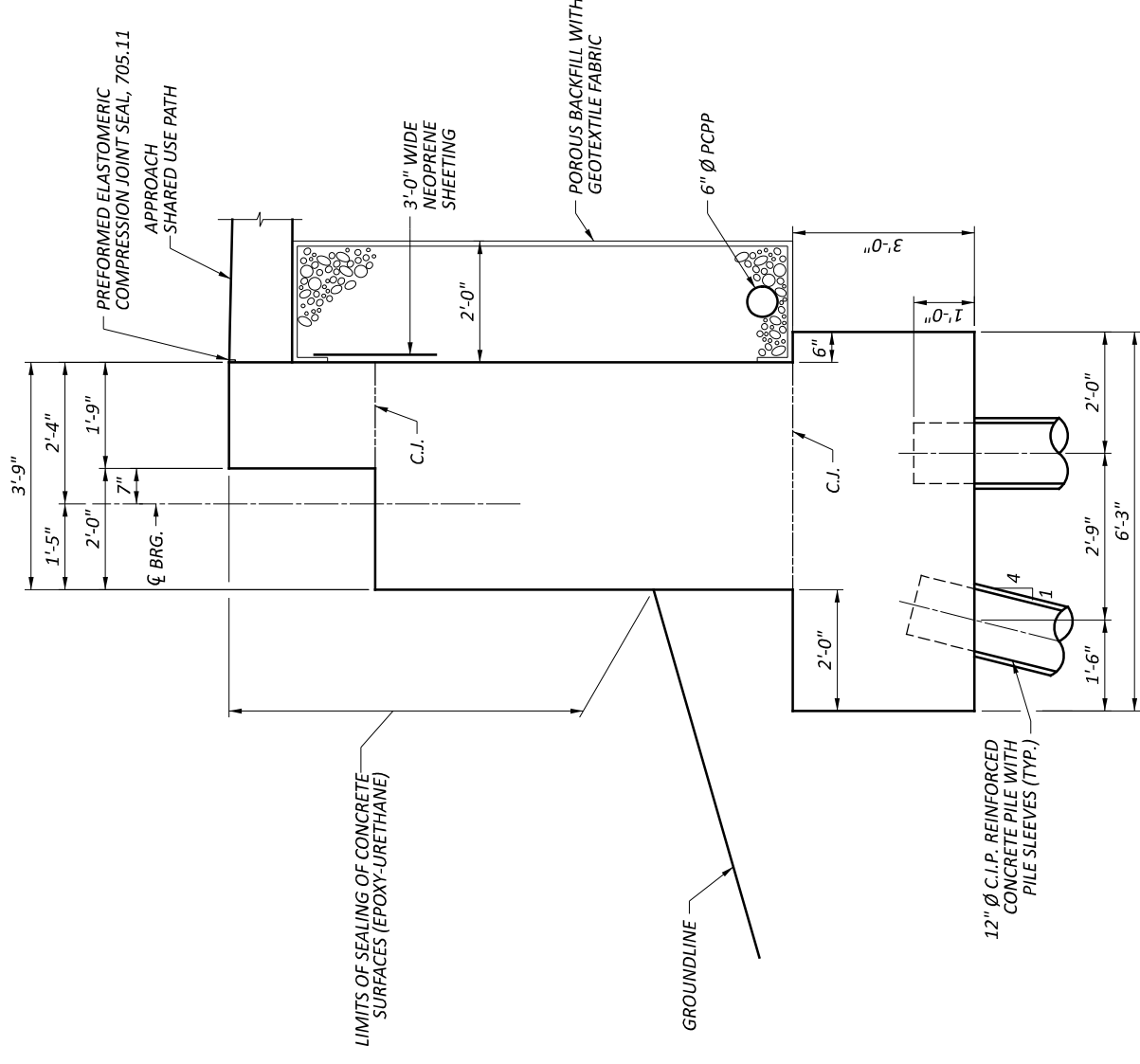
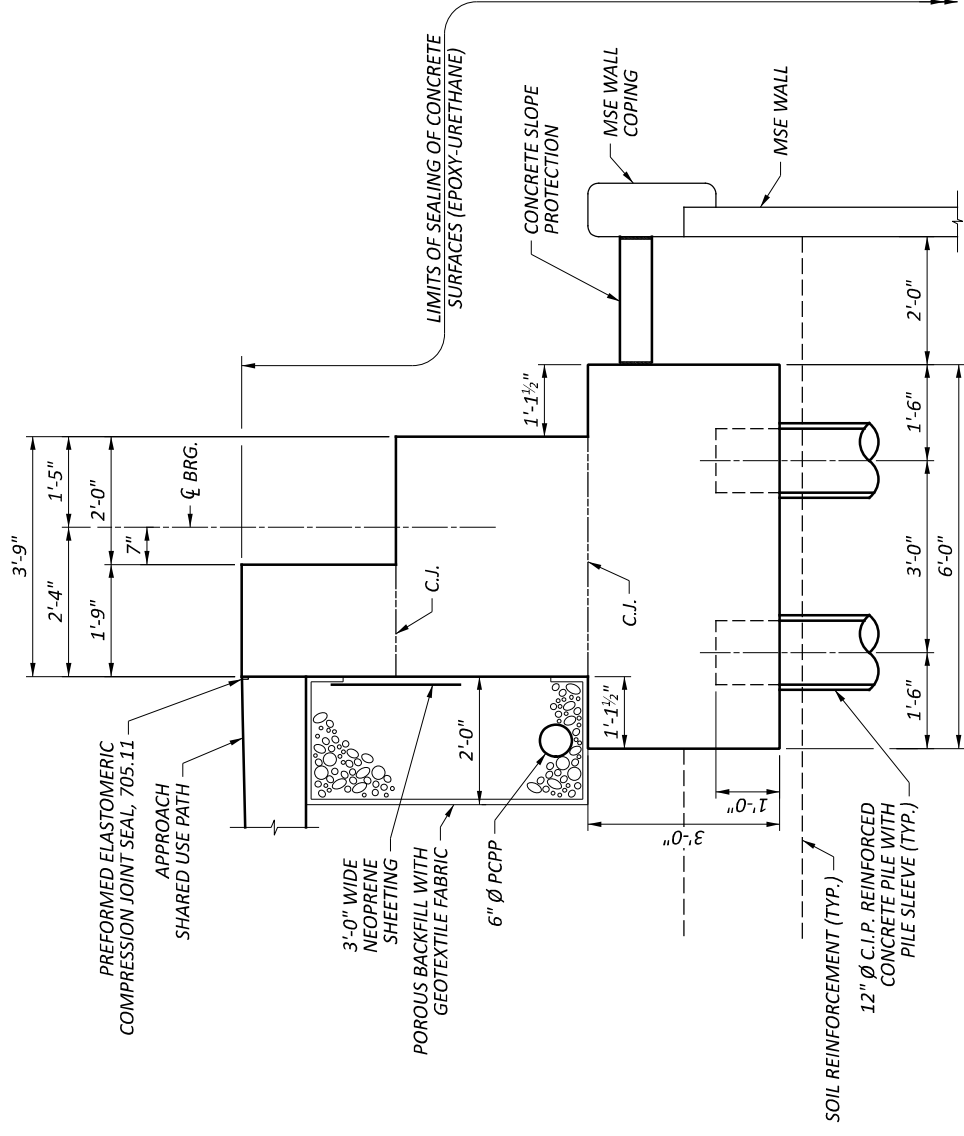
NOTES:

1. FOR ADDITIONAL NOTES AND INFORMATION, SEE SHEET S2.1 / 6



ALTERNATIVE 2B - SITE PLAN (2 OF 2)
 BRIDGE NO. GRE-BK80020-00.492
 PEDESTRIAN BRIDGE OVER US-68 AND OLD TOWN CREEK

SFN	2926107	DESIGN AGENCY	fishbeck
DESIGNER	BMG	CHECKER	TLC
REVIEWER	JPC	DATE	11/27/23
PROJECT ID	115388	SUBSET	S2.2
TOTAL SHEET	6	TOTAL SHEET	6
TOTAL P.	18	TOTAL P.	22



NOTES:
 1. SUPERSTRUCTURE NOT SHOWN, INCLUDING STRIP SEAL EXPANSION JOINTS AND ELASTOMERIC BEARING ASSEMBLIES.

ALTERNATIVE 2B - ABUTMENT DETAILS

BRIDGE NO. GRE-BK80020-00.492

PEDESTRIAN BRIDGE OVER US 68 AND OLD TOWN CREEK

SFN 2926107

DESIGN AGENCY

fishbeck

DESIGNER TLC
 CHECKER BMG

REVIEWER

JPC 11/27/23

PROJECT ID 115388

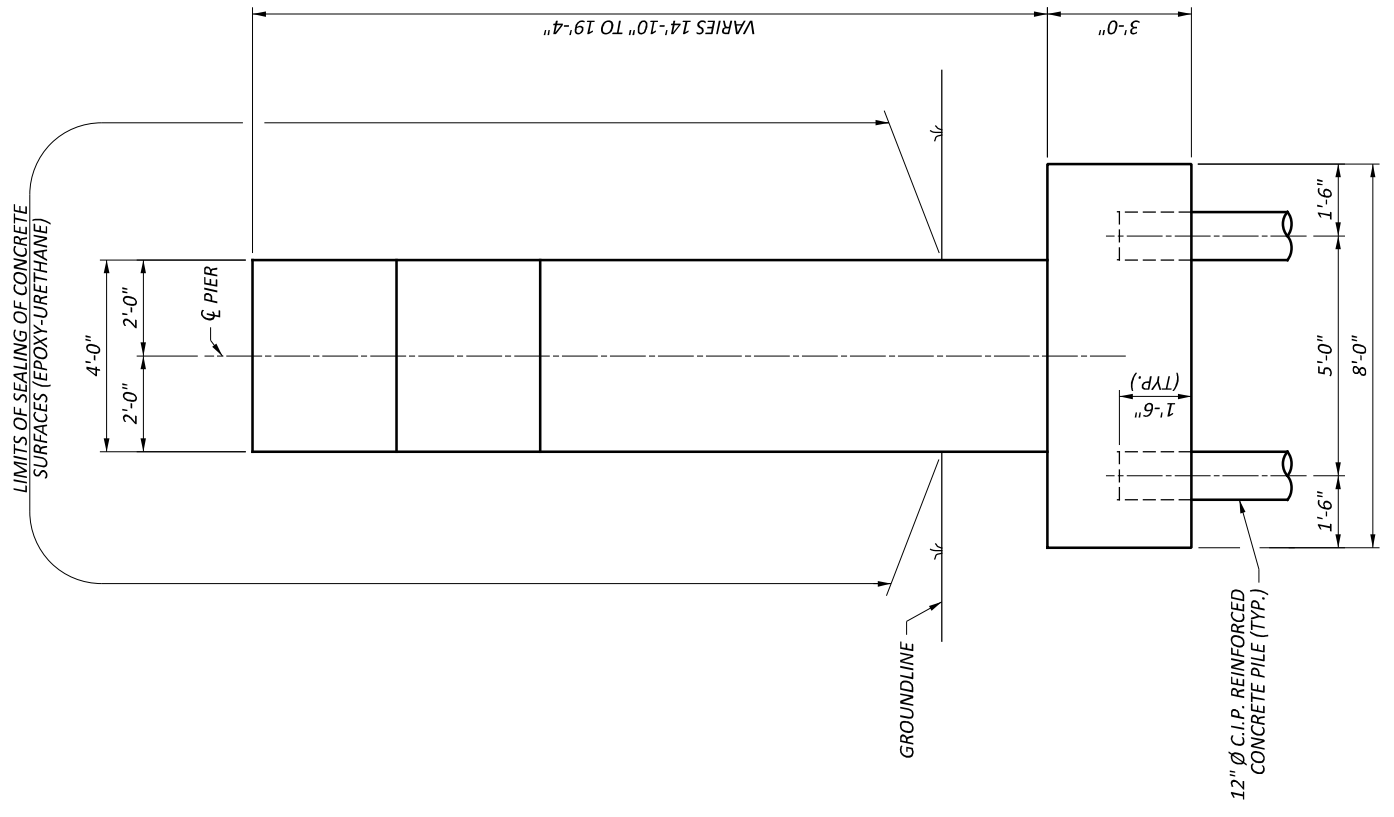
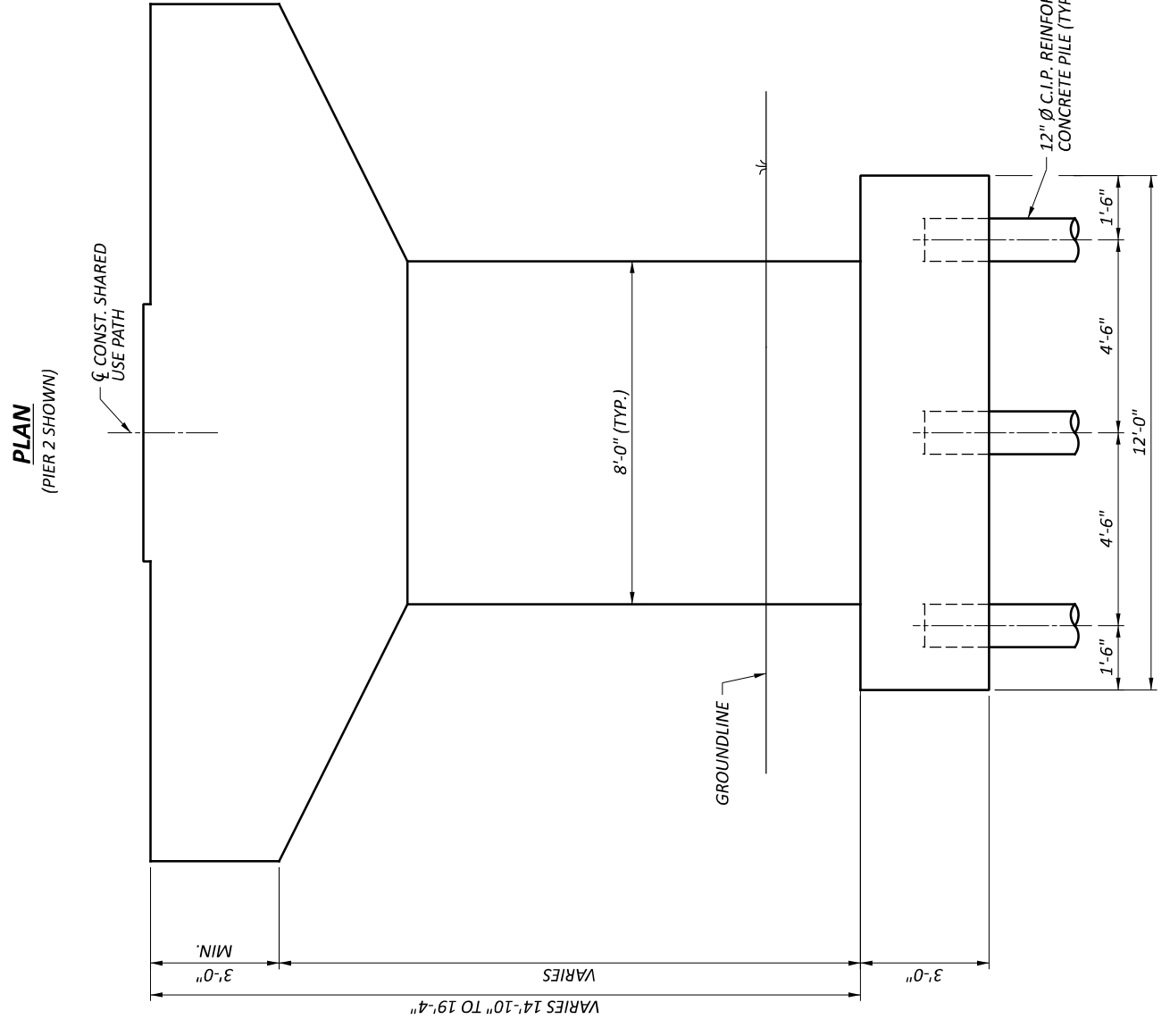
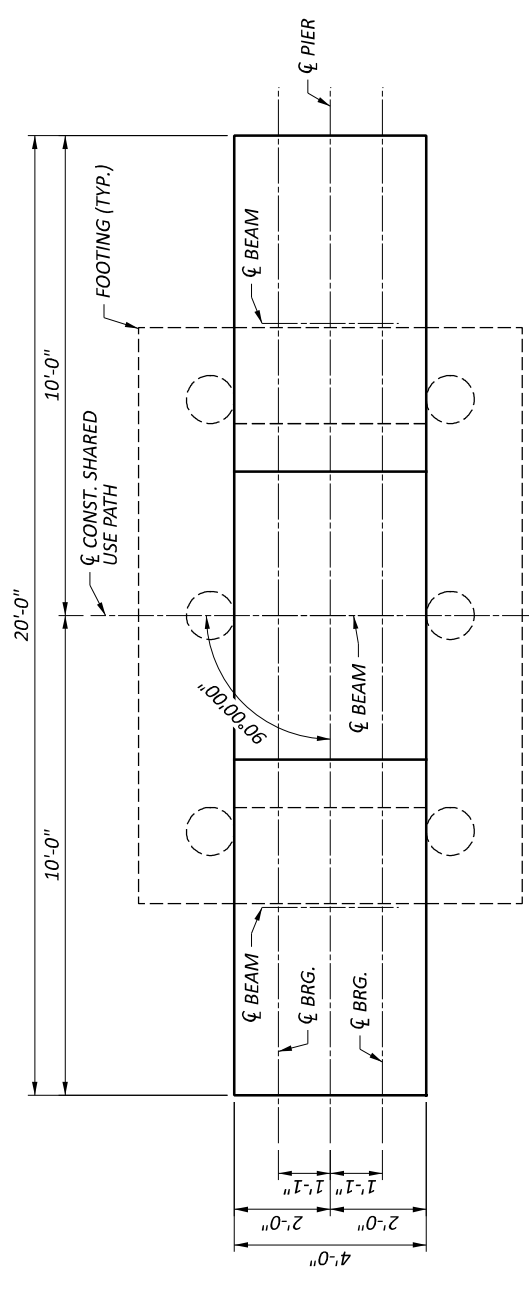
SUBSET TOTAL 6

SHEET TOTAL 6

P.19 TOTAL 22

SFN	2926107
DESIGN AGENCY	fishbeck
DESIGNER	TLC
CHECKER	BMG
REVIEWER	JPC
PROJECT ID	115388
SUBSET TOTAL	6
SHEET TOTAL	22
	P.20

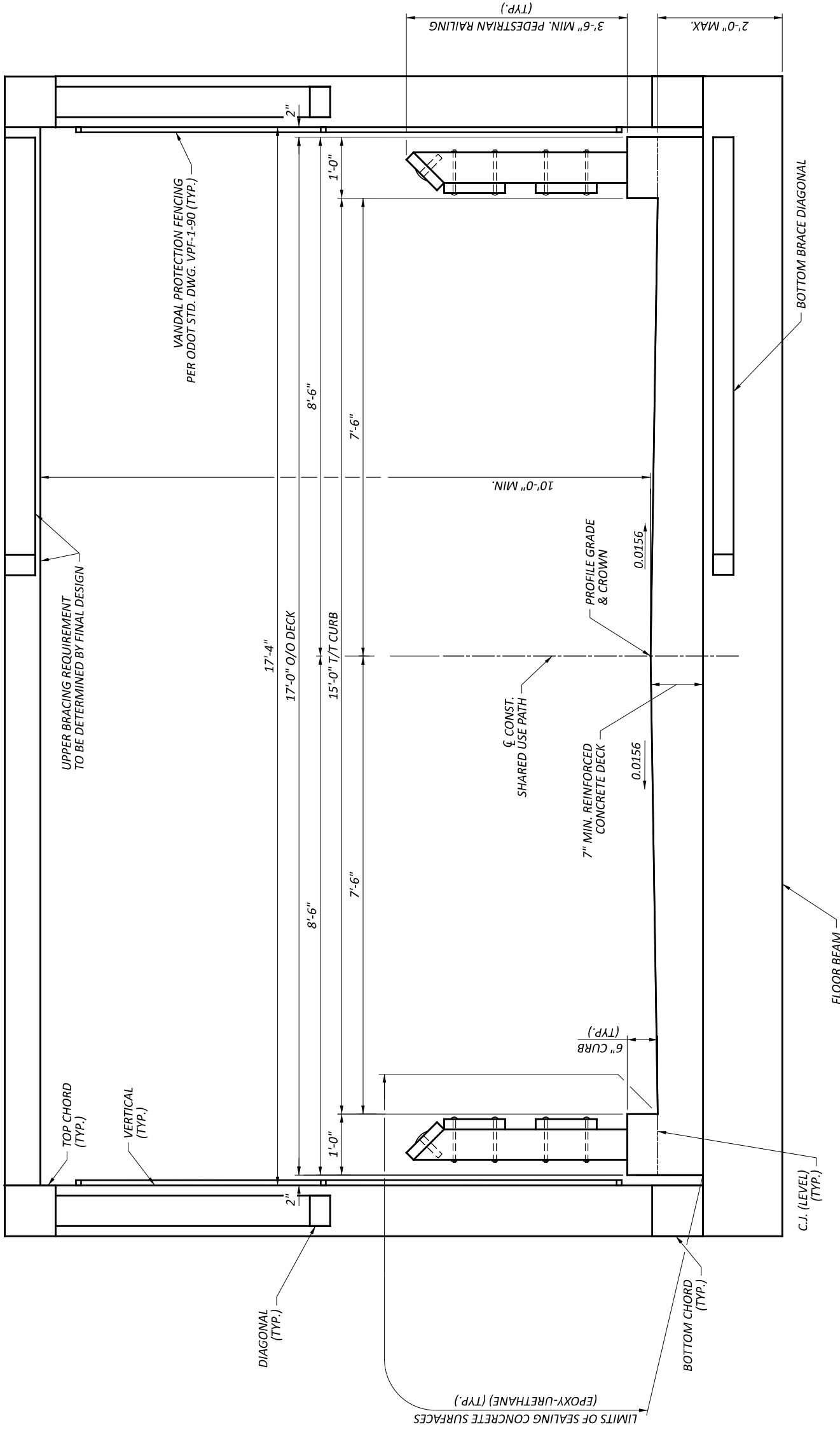
- NOTES:**
- SUPERSTRUCTURE NOT SHOWN, INCLUDING STRIP SEAL EXPANSION JOINTS AND ELASTOMERIC BEARING ASSEMBLIES.
 - PIERS 1 AND 3 SHALL HAVE A STEP IN THE CAP TO ACCOMMODATE DIFFERENCE IN SUPERSTRUCTURE DEPTH.



LIMITS OF SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)

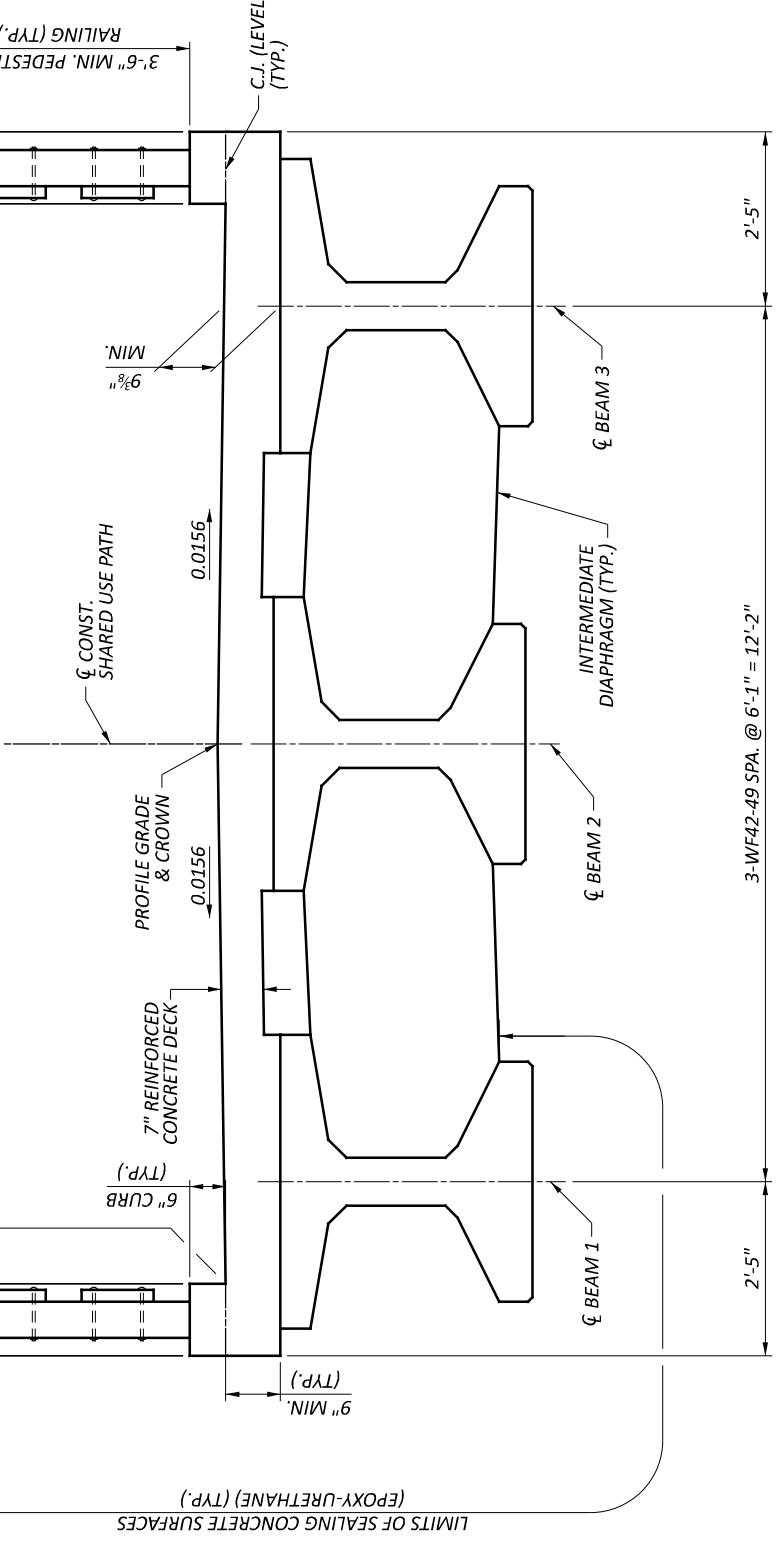
PIER SECTION

ELEVATION
(PIER 2 SHOWN)



TRANSVERSE SECTION
 (PREFABRICATED PAINTED STEEL TRUSS DESIGNED BY OTHERS)
 (SPANS 1 AND 4)
 (VANDAL PROTECTION FENCING EXCLUDED ON SPANS 2, 3, & 4)

NOTES:
 1. CONCEPTUAL TRUSS STYLE SHOWN IN THE TRANSVERSE SECTION.



TRANSVERSE SECTION
 (SPANS 2 AND 3)

ALTERNATIVE 2B - TRANSVERSE SECTION (2 OF 2)
 BRIDGE NO. GRE-BK80020-00.492
 PEDESTRIAN BRIDGE OVER US 68 AND OLD TOWN CREEK

SFN	2926107
DESIGN AGENCY	fishbeck
DESIGNER	NCS
CHECKER	BMG
REVIEWER	JPC
PROJECT ID	115388
SUBSET	TOTAL
52.6	6
SHEET	TOTAL
P. 22	22



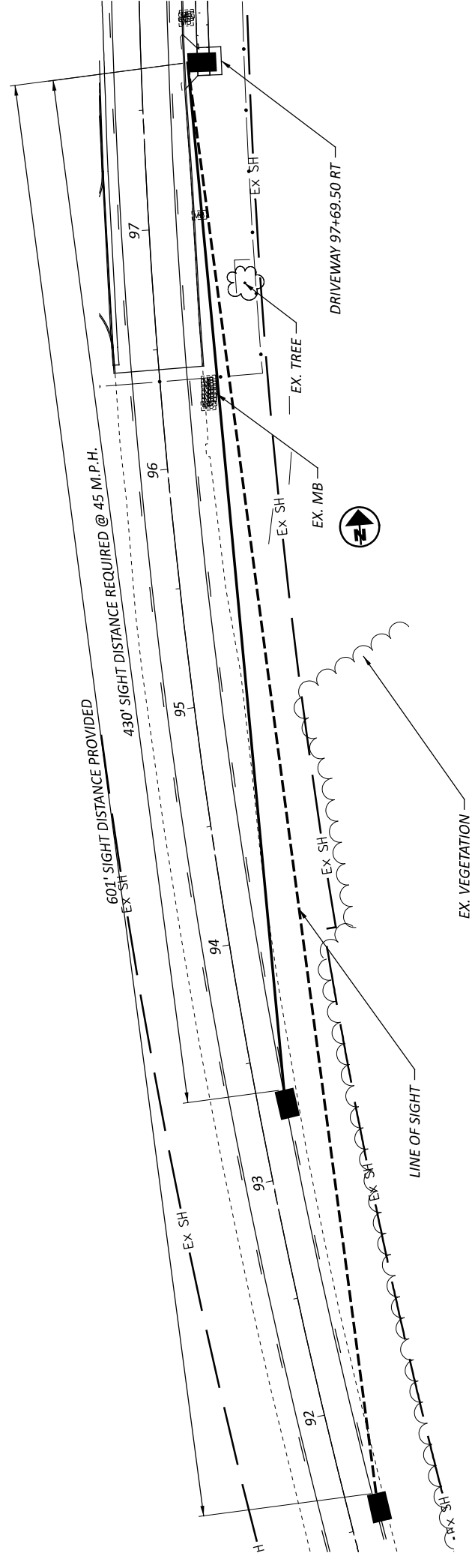
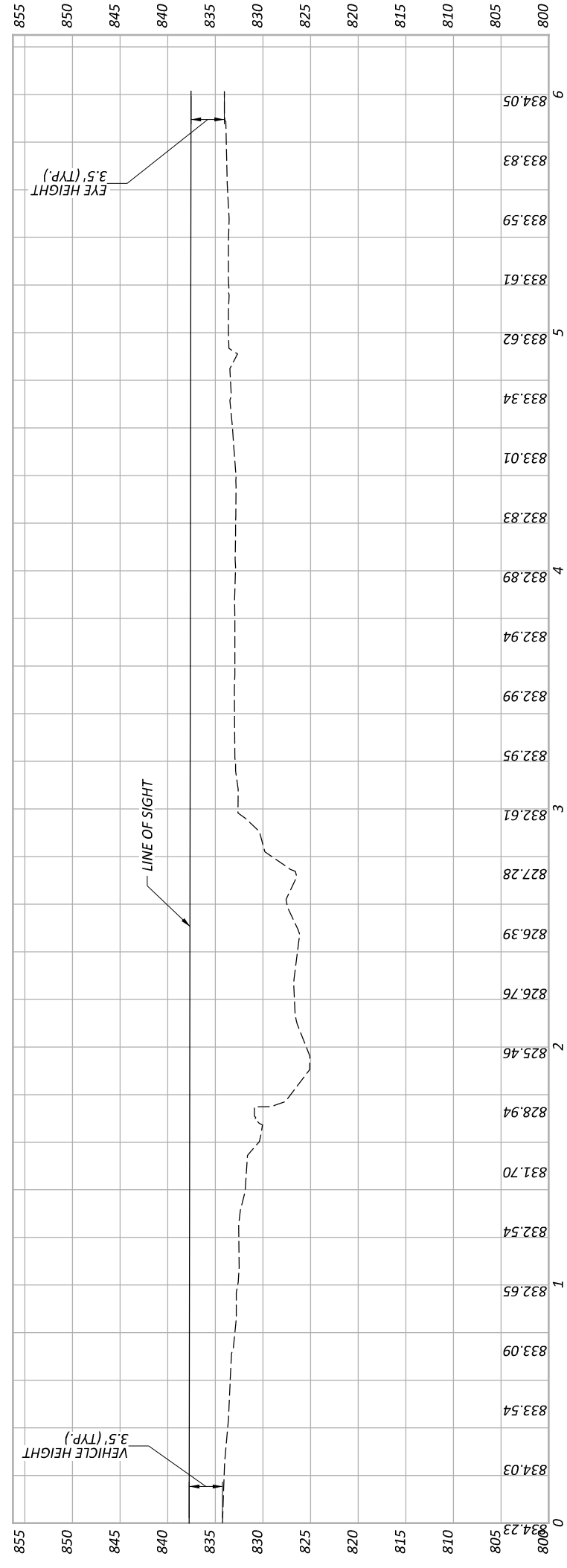
Appendix C – Sight Distance Exhibits

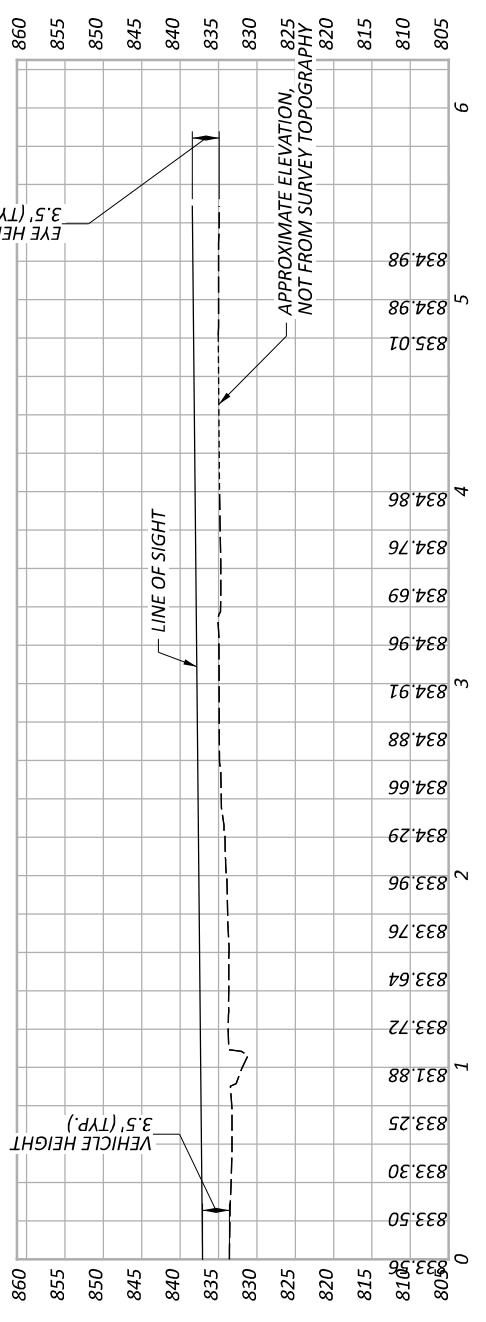
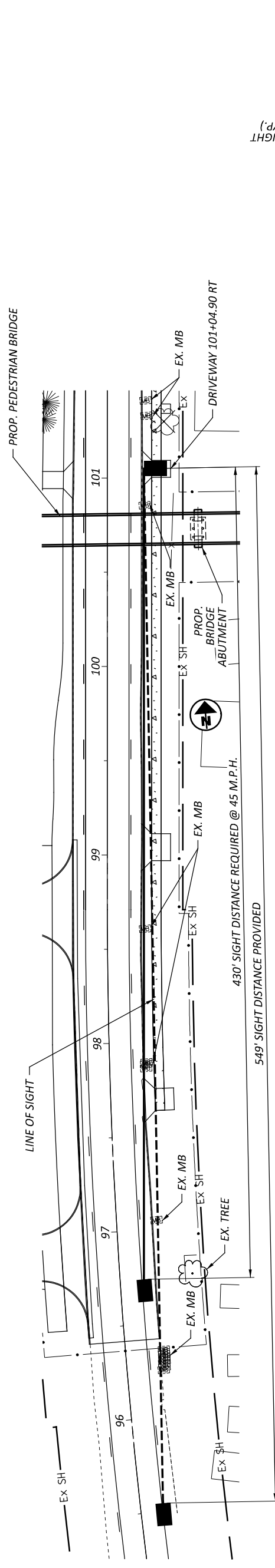
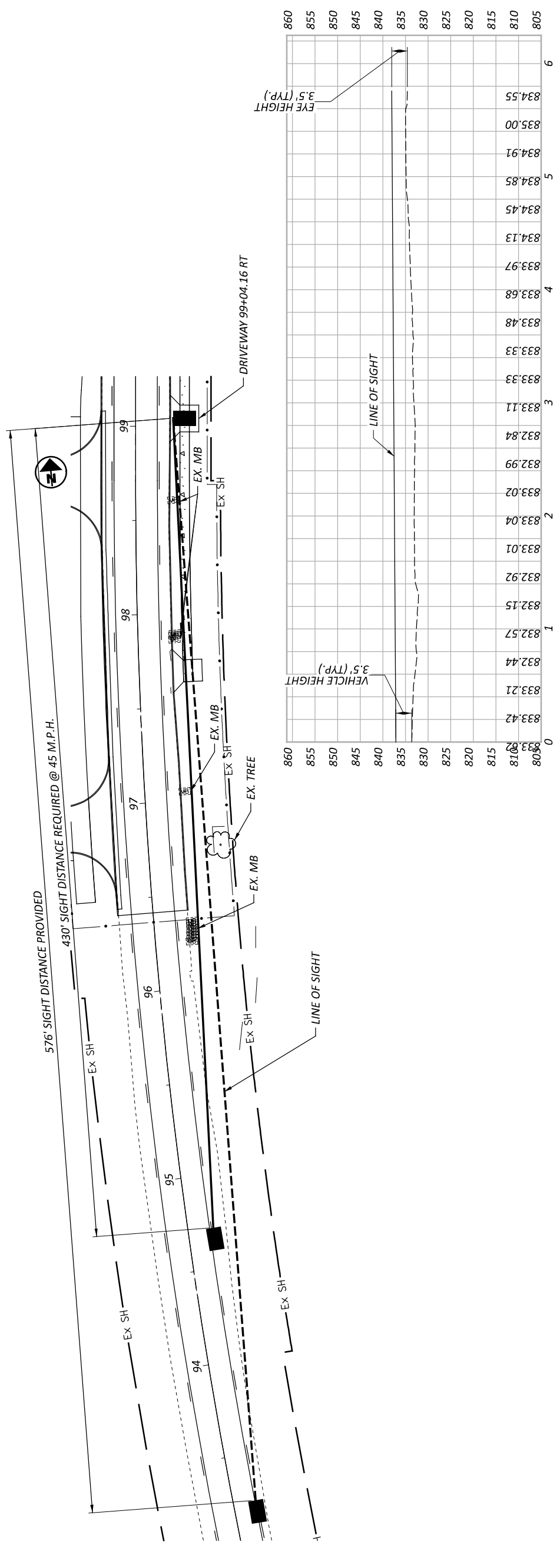
NOTE: FUTURE TWO WAY LEFT TURN LANE SHOWN FOR ALL PROPOSED EXHIBITS

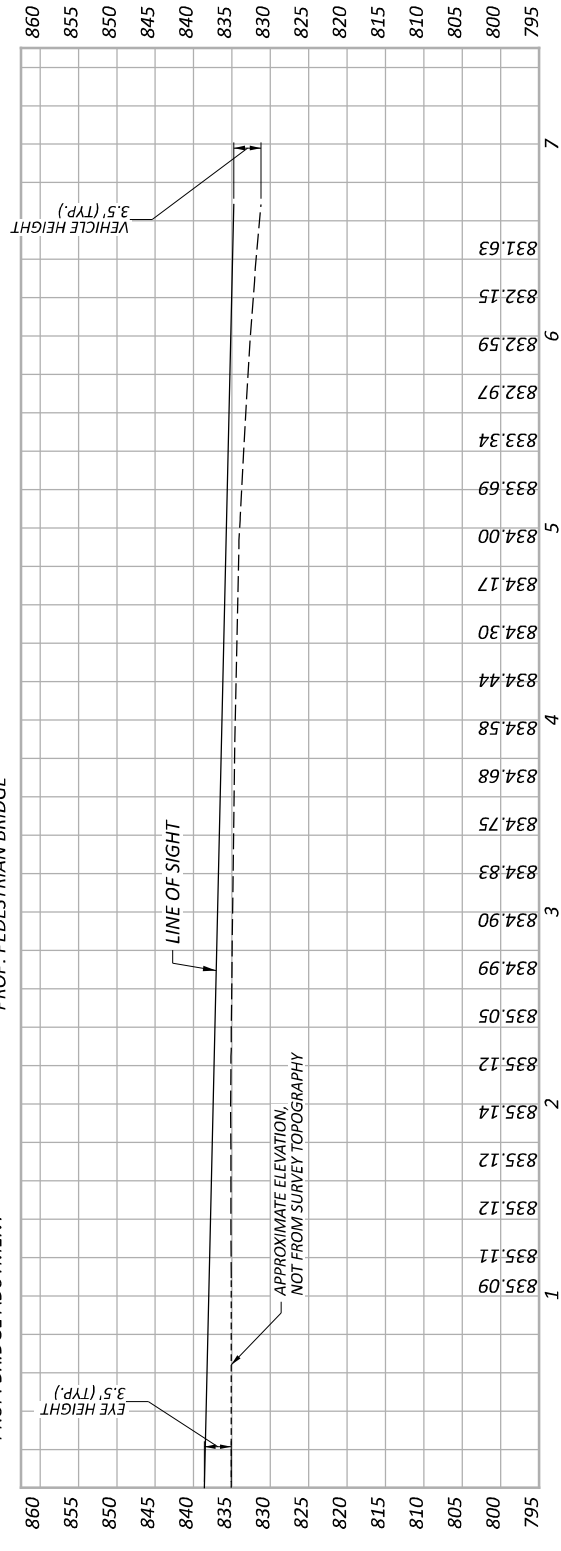
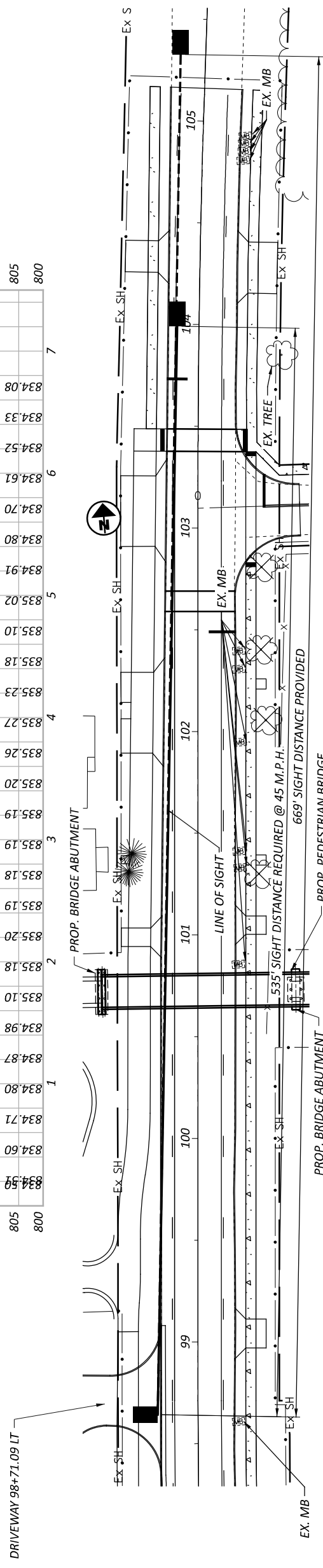
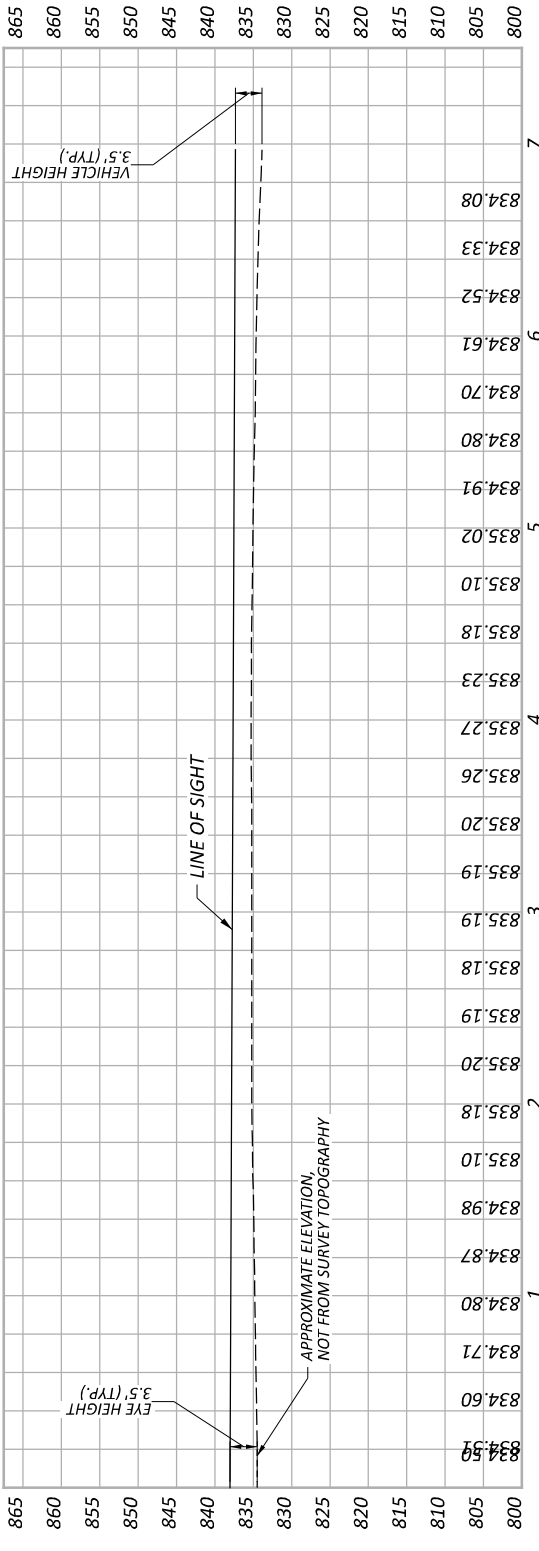
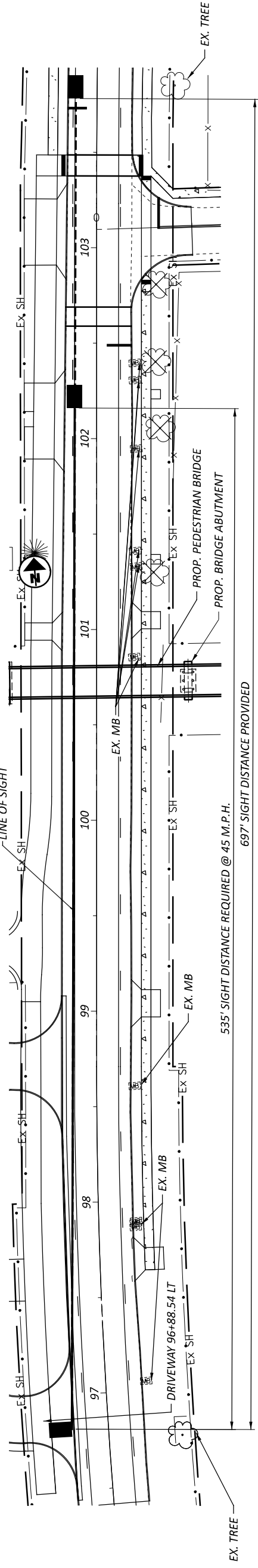
DESIGNER	AJV
REVIEWER	JAH 11/20/23
PROJECT ID	115388
SHEET	TOTAL
P.1	8

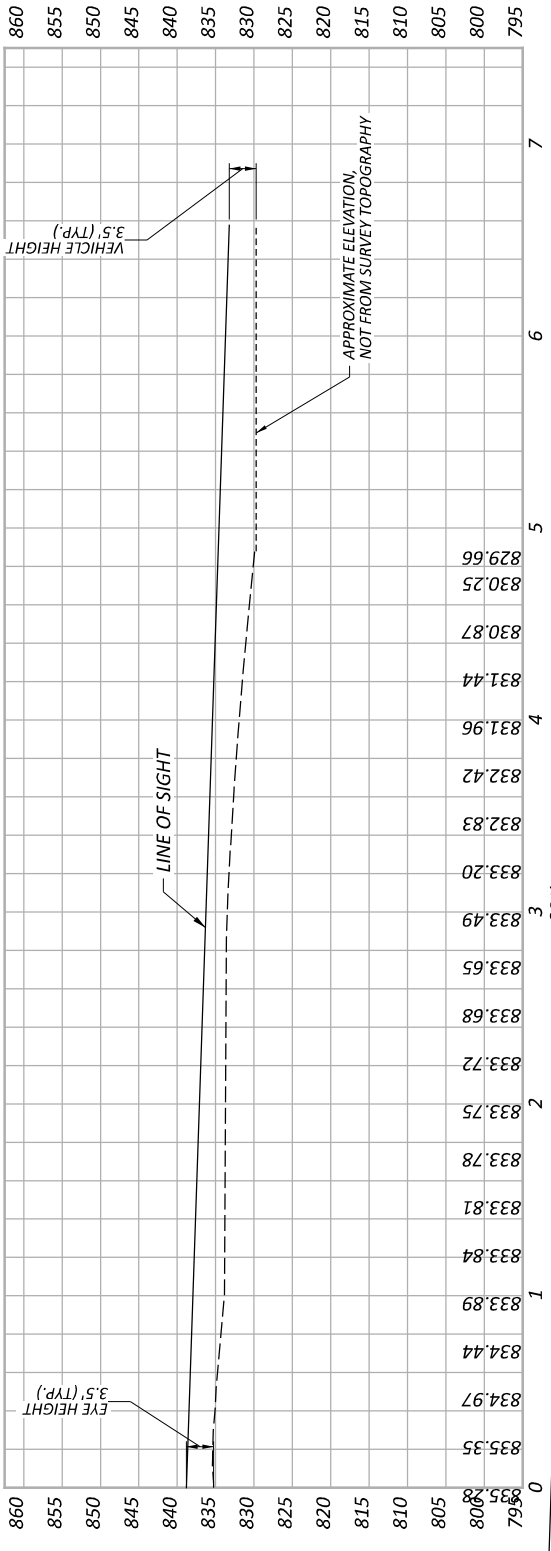
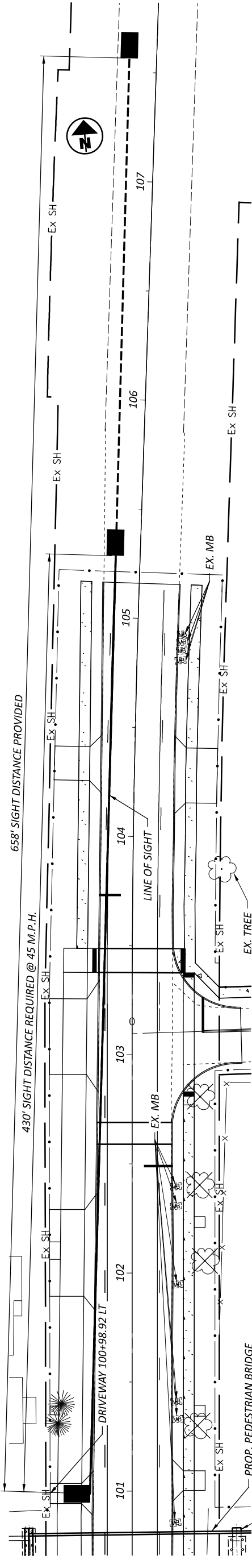


GRE-68 SSD EXHIBIT
 97+69.50 RT





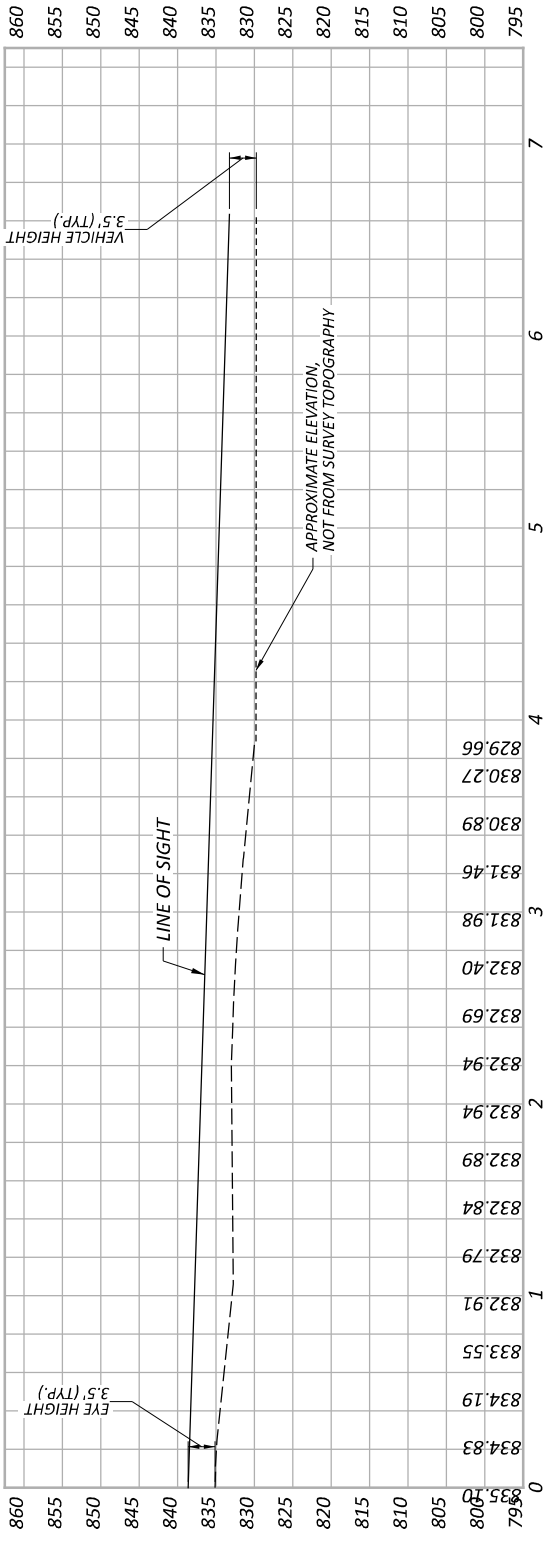
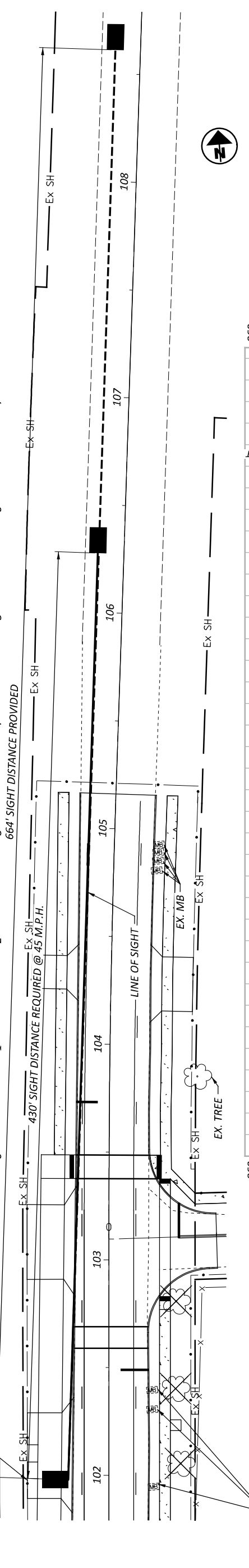




658' SIGHT DISTANCE PROVIDED

430' SIGHT DISTANCE REQUIRED @ 45 M.P.H.

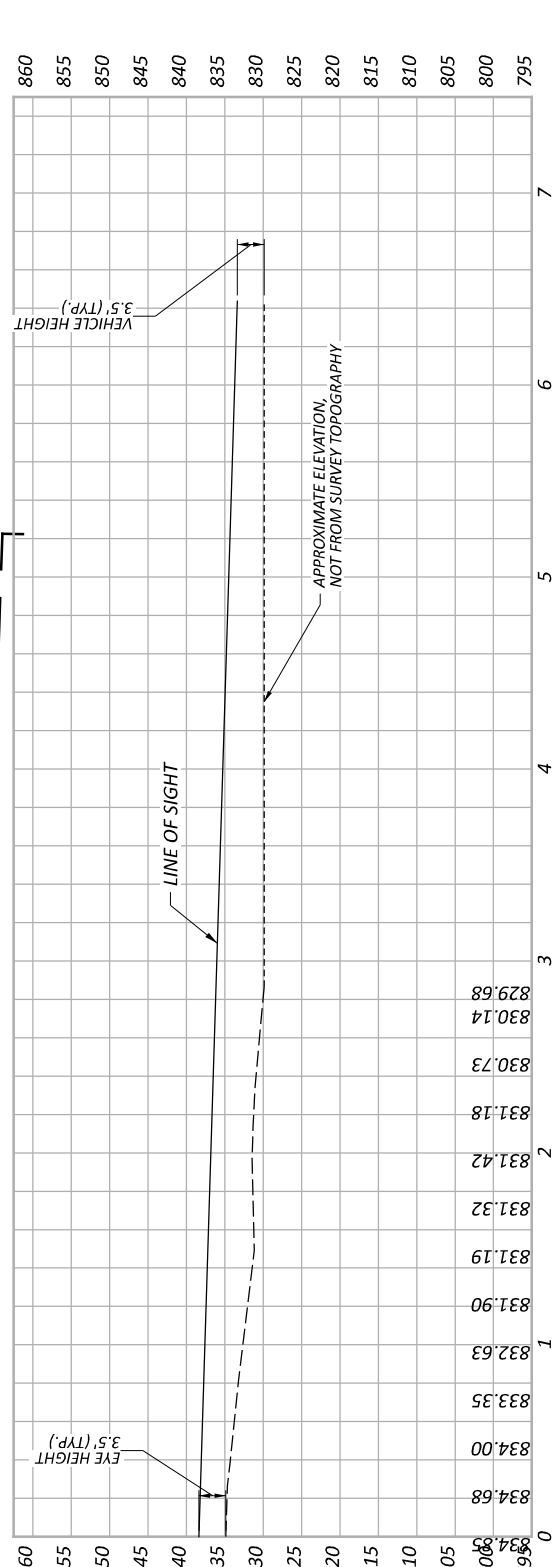
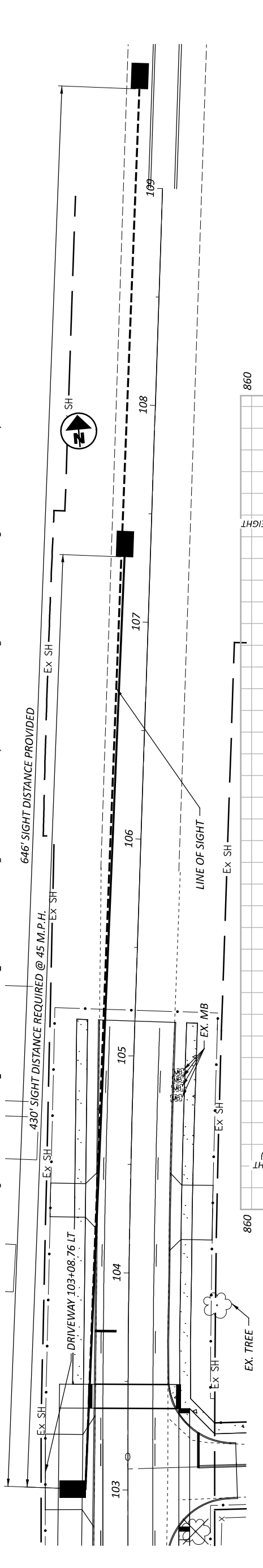
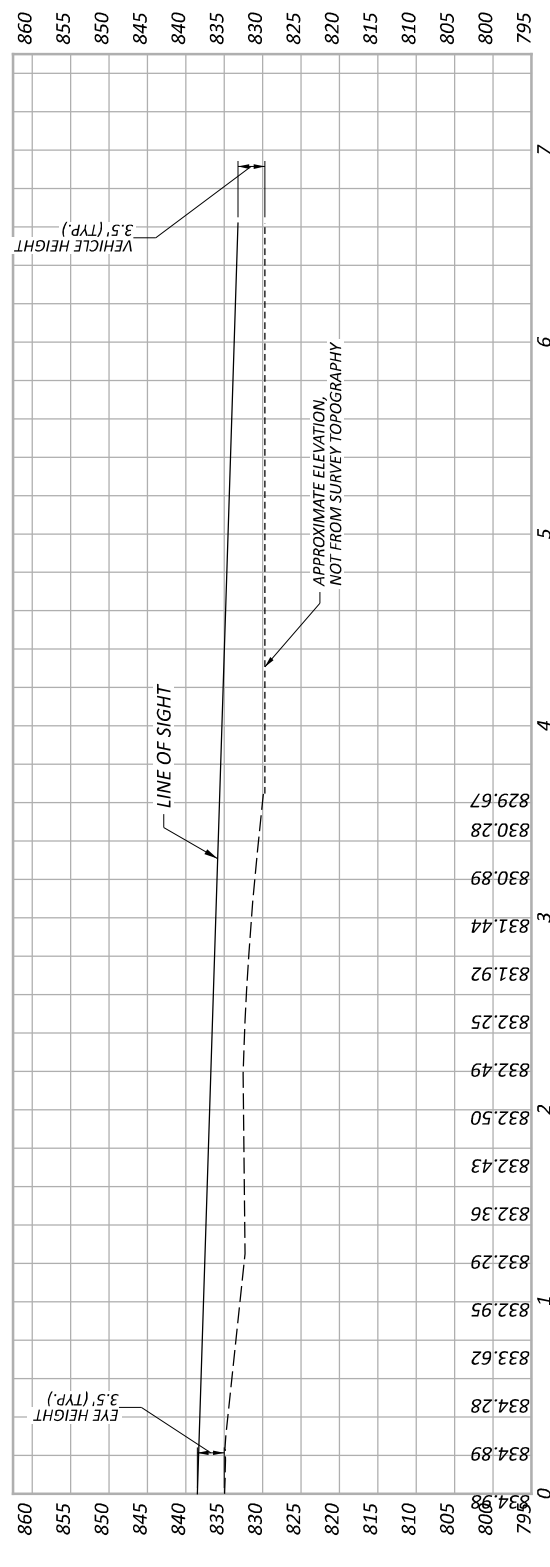
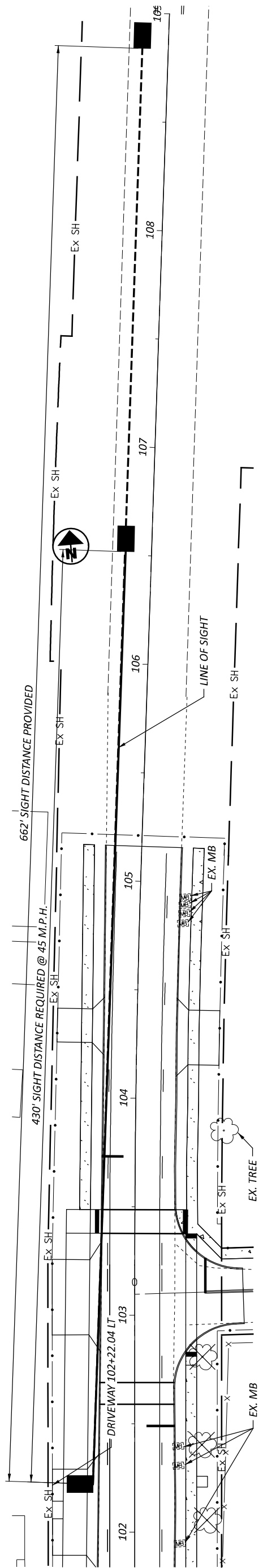
DRIVEWAY 101+97.76 LT



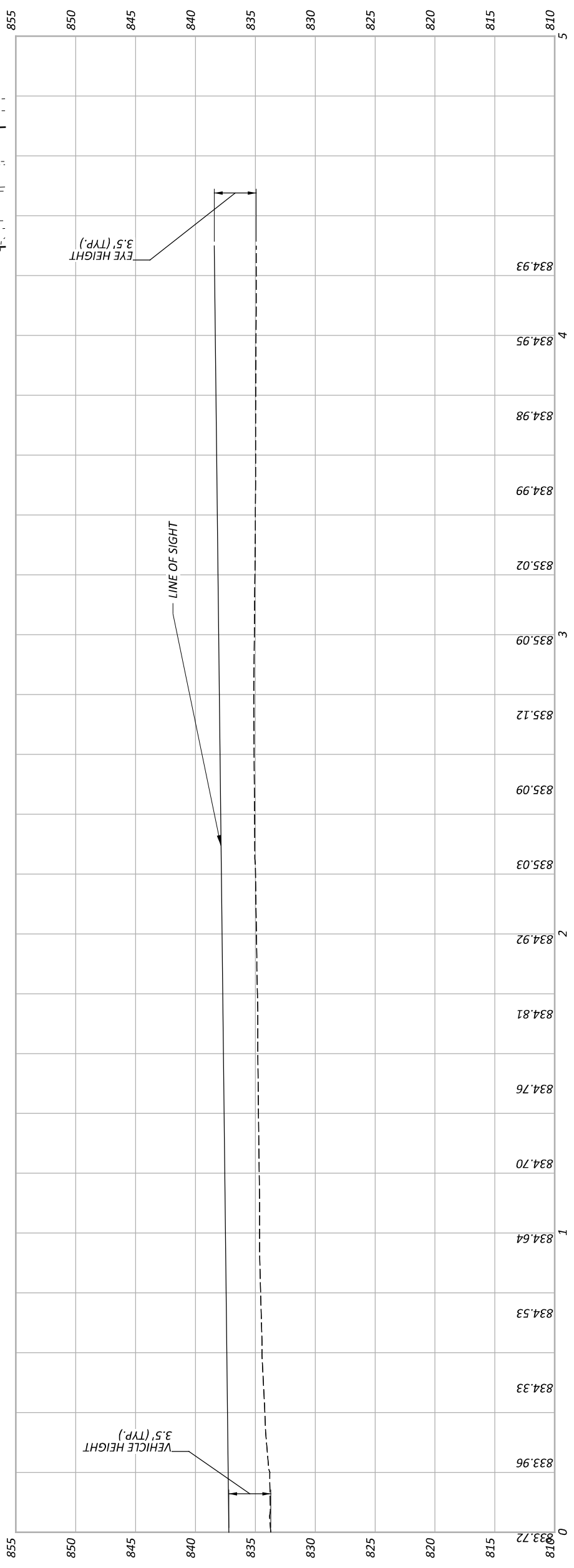
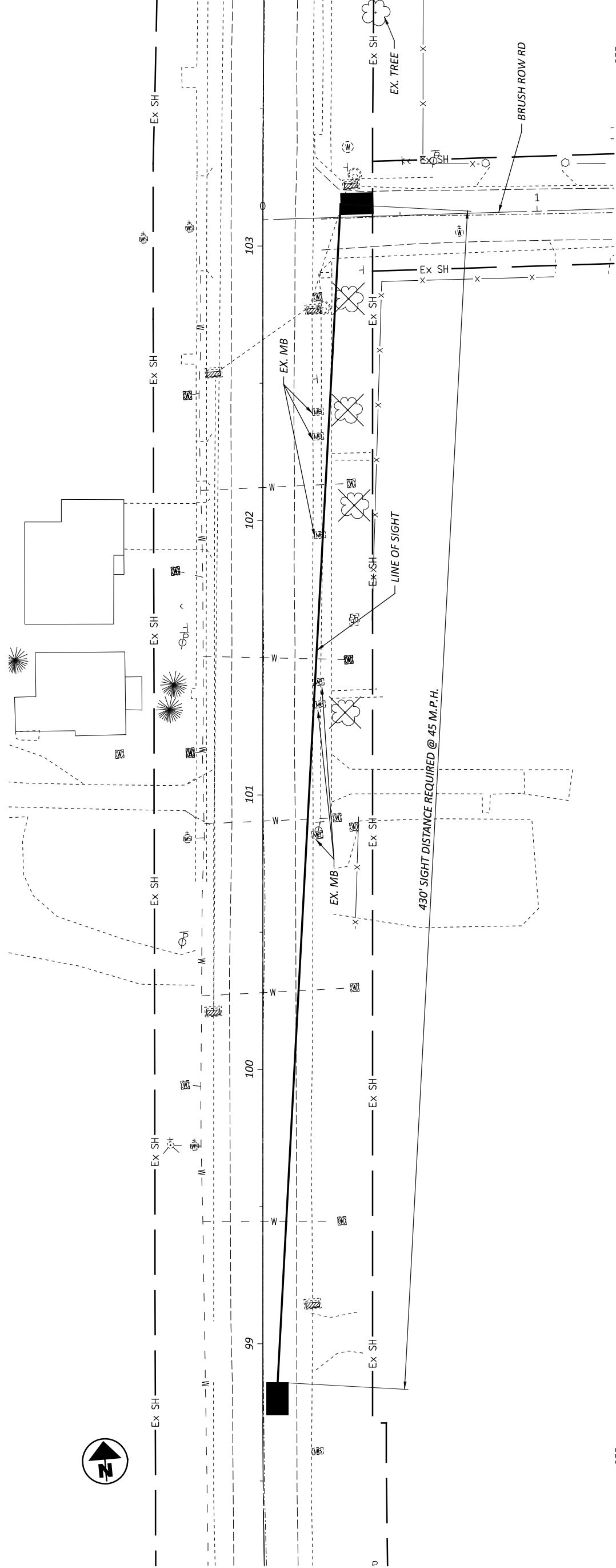
664' SIGHT DISTANCE PROVIDED

430' SIGHT DISTANCE REQUIRED @ 45 M.P.H.

GRE-68 SSD EXHIBIT
 102+22.04 LT, 103+08.76 LT

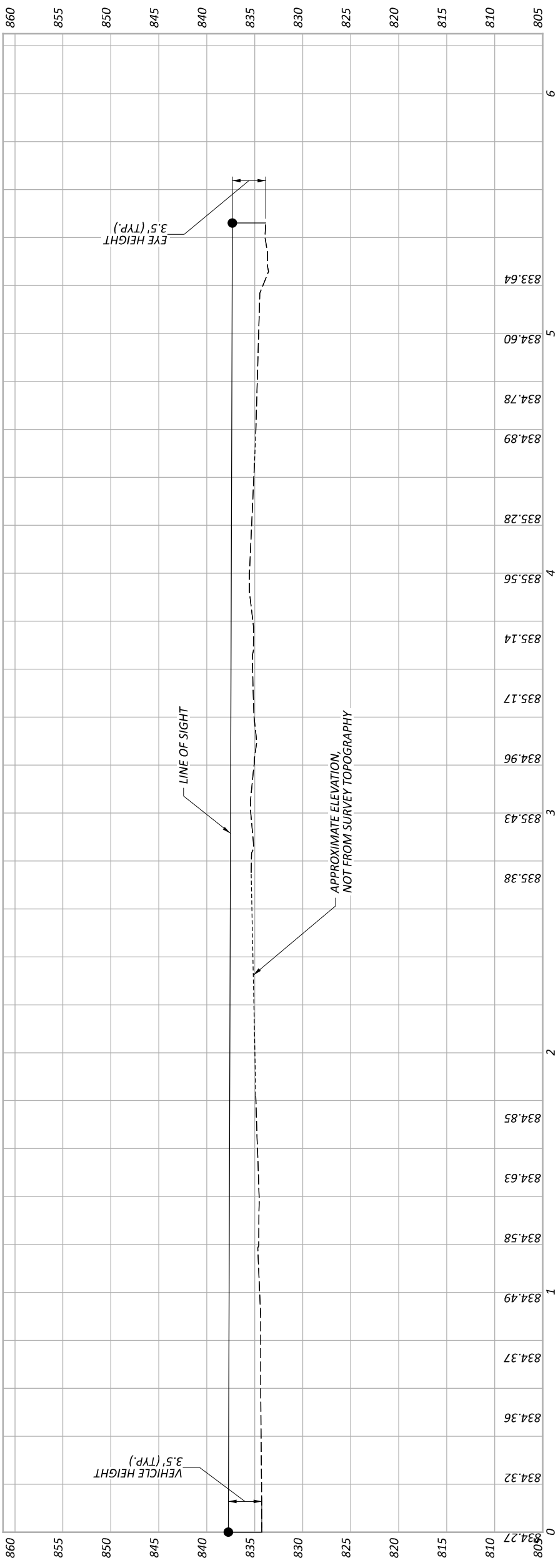
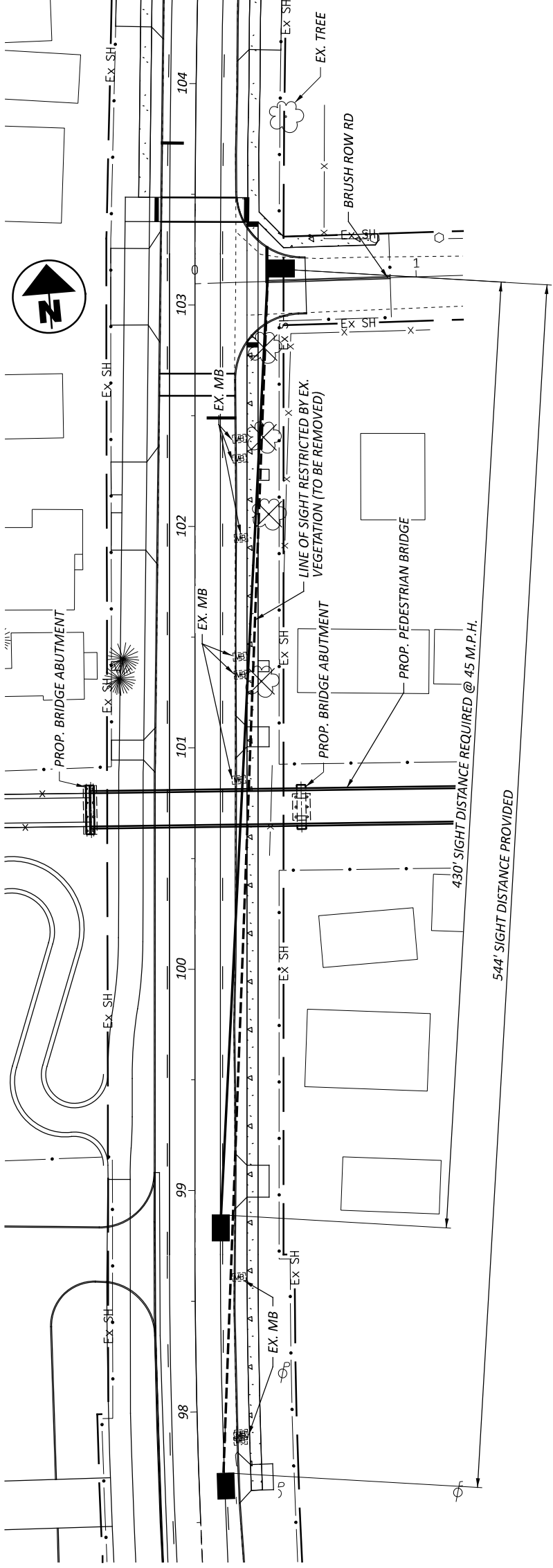


GRE-68 SSD EXHIBIT
 BRUSH ROW RD - EXISTING



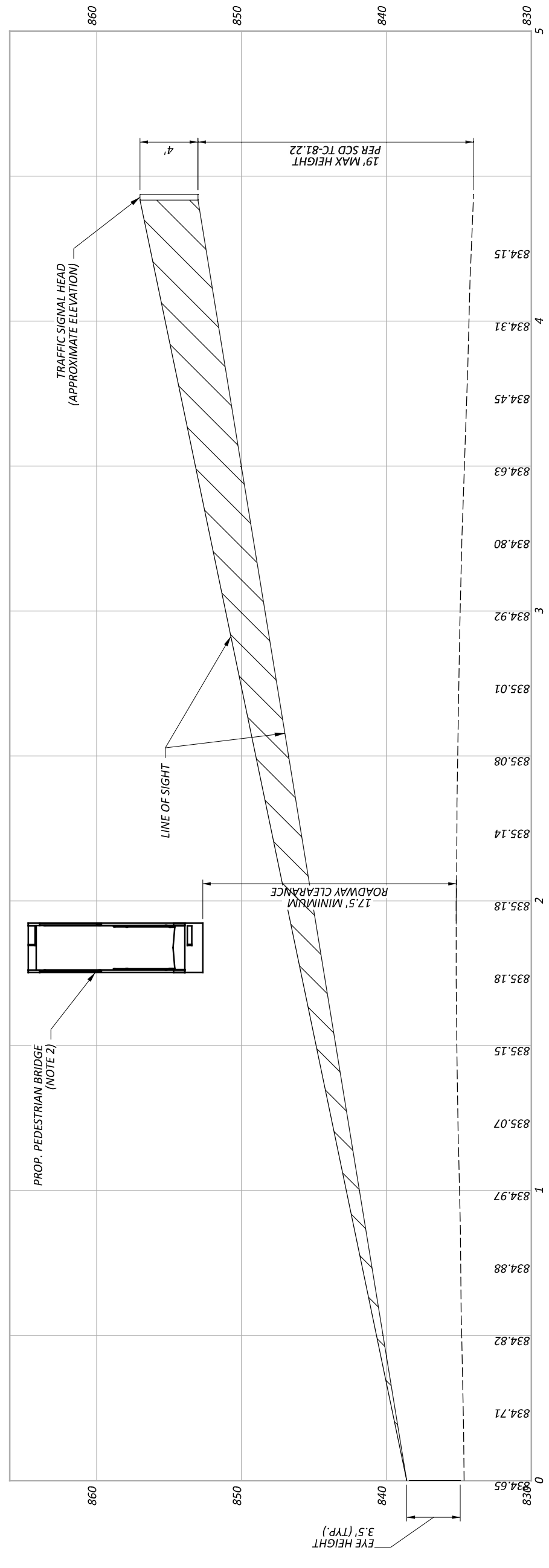
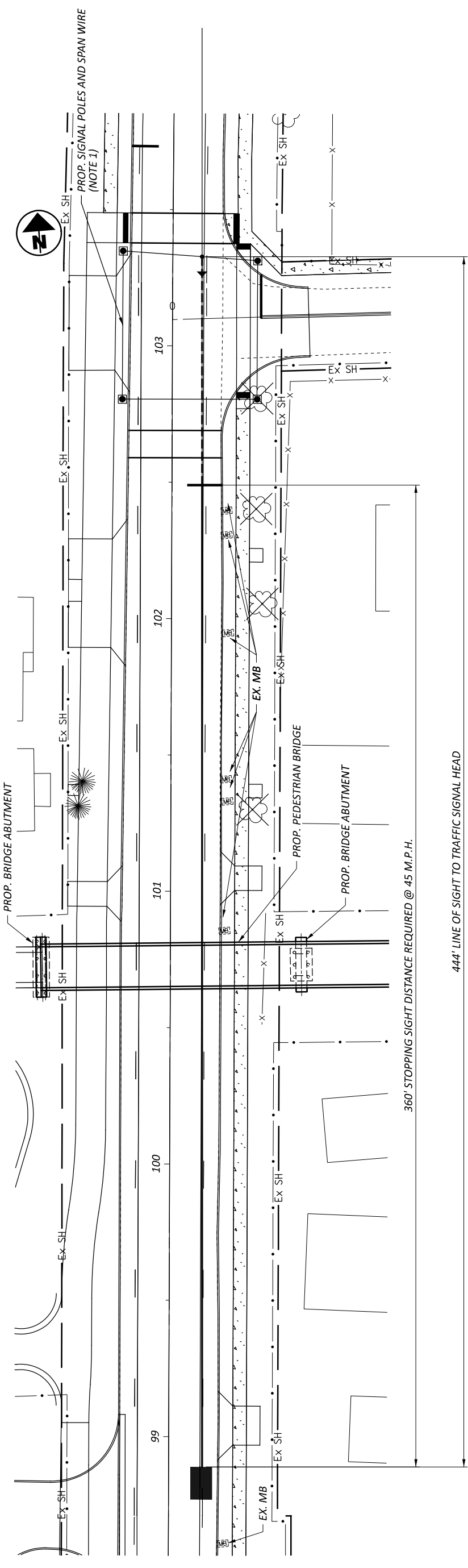
DESIGN AGENCY	fishbeck
DESIGNER	AJV
REVIEWER	JAH
PROJECT ID	11/20/23
SHEET	115388
TOTAL	P.7
	8

GRE-68 SSD EXHIBIT
BRUSH ROW RD - PROPOSED



GRE-68 SSD EXHIBIT
 BRUSH ROW RD - PROPOSED TRAFFIC SIGNAL

DESIGN AGENCY	fishbeck
DESIGNER	AJV
REVIEWER	JAH 11/20/23
PROJECT ID	115388
SHEET	TOTAL
P.8	8



- NOTES:
- PROPOSED TRAFFIC SIGNAL POLES AND SPAN WIRE DO NOT REFLECT A FINAL DESIGN LAYOUT AND ARE SHOWN FOR ILLUSTRATIVE PURPOSES ONLY.
 - BRIDGE ALTERNATIVE 2A TRANSVERSE SECTION SHOWN, CLEARANCE TO ROADWAY IDENTICAL FOR BRIDGE ALTERNATIVE 2B.