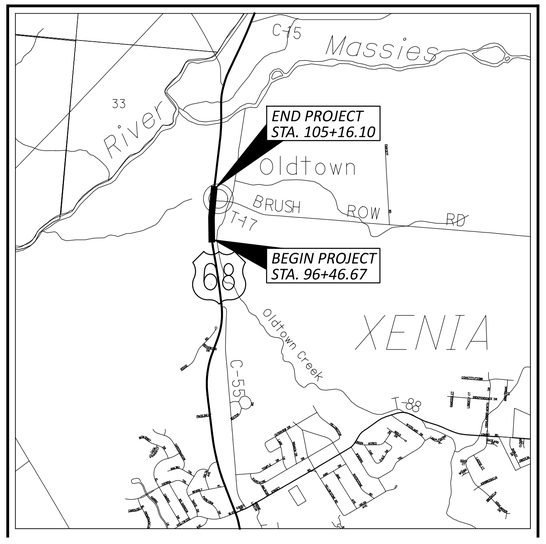
STATE OF OHIO
DEPARTMENT OF TRANSPORTATION

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

ENGINEER'S SEAL:
ROADWAY

ENGINEER'S SEAL:
STRUCTURE

INDEX OF SHEETS:

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 .

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	TC-42.10	10/18/13	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	
		TC-52.10	10/18/13	CB-6	07/19/24	GSD-1-19	07/19/24			913	04/16/21	
RM-2.1	07/19/13	TC-52.20	01/15/21	MH-3	07/19/24							
RM-5.2	07/21/23	TC-65.10	01/17/14									
		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							
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									
HL-40.20	01/17/25	MT-101.60	01/17/25									
HL-50.21	07/15/22	MT-110.10	07/19/13									
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									

TITLE SHEET

DESIGN AGENCY
CARPENTER MARTY transportation

DESIGNER
CEF

REVIEWER
BAA 02/10/25

PROJECT ID
115388

SHEET P.01 TOTAL P.83

GRE-68-12.65

MODEL: Sheet_SurvFt PAPERSIZE: 34x22 (in.) DATE: 2/17/2025 TIME: 4:11:14 PM USER: wshannon
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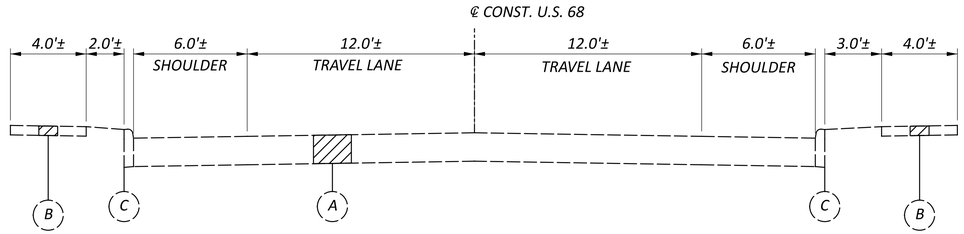
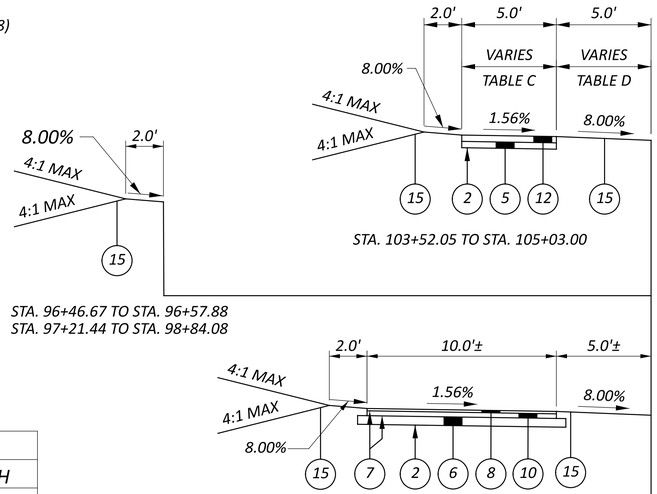
LEGEND

1. ITEM 204 - PROOF ROLLING
2. ITEM 204 - SUBGRADE COMPACTION
3. ITEM 254 - 1½" PAVEMENT PLANING
4. ITEM 301 - 10" A.C. BASE, PG64-22, (449)
5. ITEM 304 - 4" AGGREGATE BASE
6. ITEM 304 - 6" AGGREGATE BASE
7. ITEM 407 - NON-TRACKING TACK COAT
8. ITEM 441 - 1½" A.C. SURFACE COURSE, TYPE 1 (448), PG64-22
9. ITEM 441 - 1½" 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



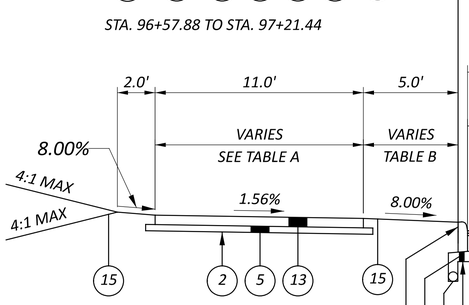
EXISTING SECTION - U.S. 68



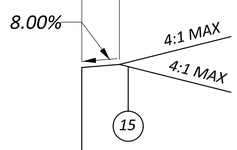
STA. 96+46.67 TO STA. 96+57.88
STA. 97+21.44 TO STA. 98+84.08

STA. 103+52.05 TO STA. 105+03.00

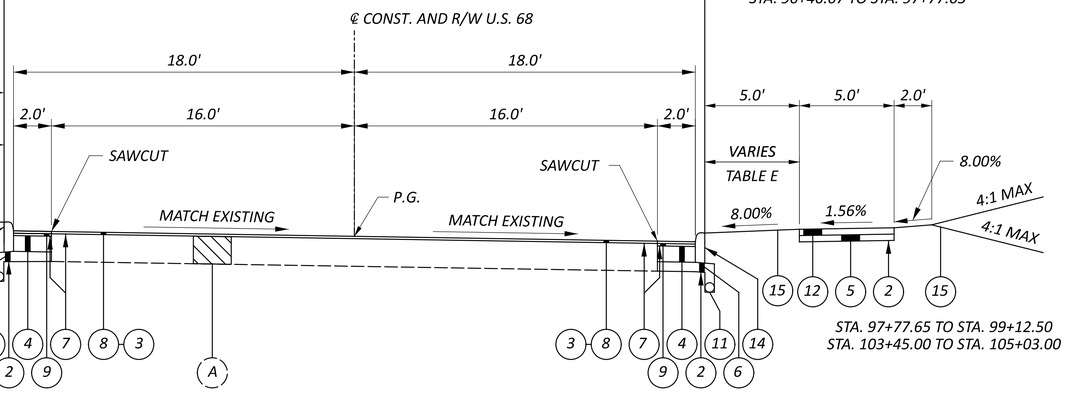
STA. 96+57.88 TO STA. 97+21.44



STA. 98+84.08 TO STA. 99+12.50
STA. 103+45.00 TO STA. 103+52.05



STA. 96+46.67 TO STA. 97+77.65



STA. 97+77.65 TO STA. 99+12.50
STA. 103+45.00 TO STA. 105+03.00

SUPERELEVATION SECTION - U.S. 68

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

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'

TYPICAL SECTIONS

DESIGN AGENCY
CARPENTER MARTY transportation

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

GRE-68-12.65

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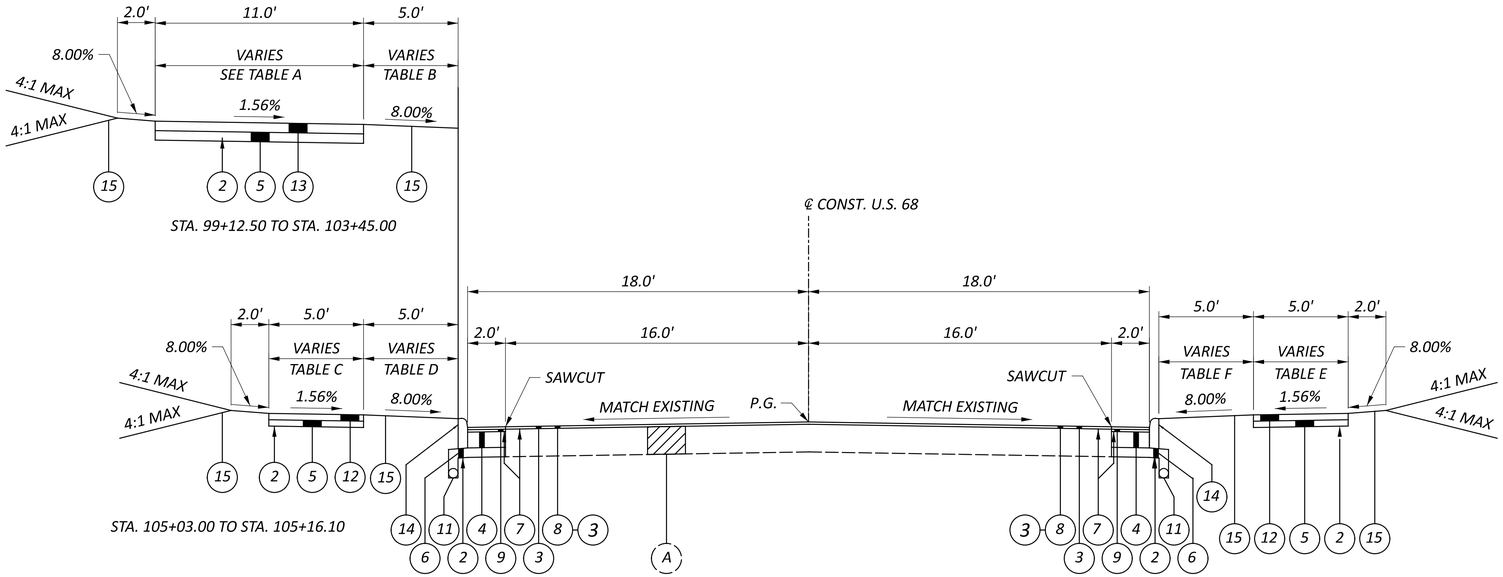
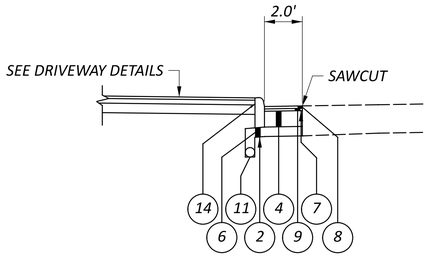


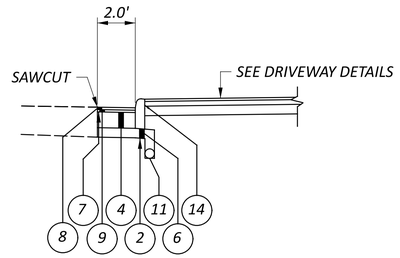
NORMAL SECTION - U.S. 68

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



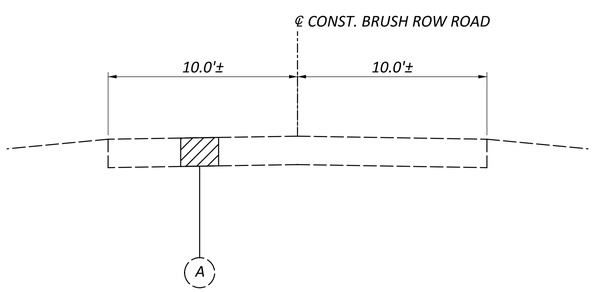
CURB DETAIL - U.S. 68

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

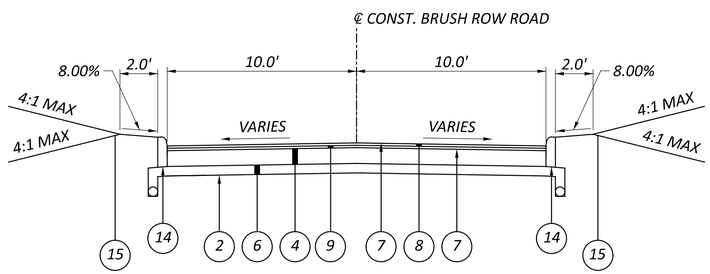


CURB DETAIL - U.S. 68

STA. 96+32.41 TO STA. 96+46.67



EXISTING SECTION - BRUSH ROW ROAD



TYPICAL SECTION - BRUSH ROW ROAD

STA. 10+00.00 TO STA. 10+78.00

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'

TYPICAL SECTIONS

DESIGN AGENCY
CARPENTER MARTY transportation

DESIGNER
CEF

REVIEWER
BAA 02/10/25

PROJECT ID
115388

SHEET P.03 | TOTAL P.83

GRE-68-12.65

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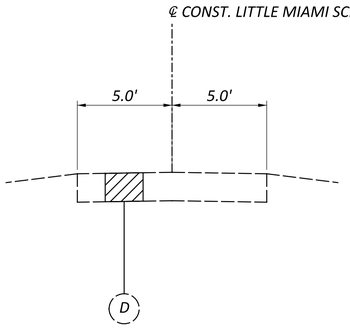
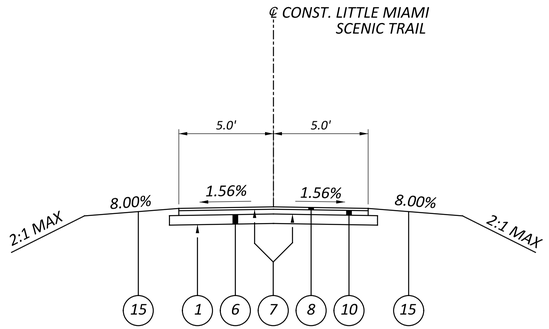
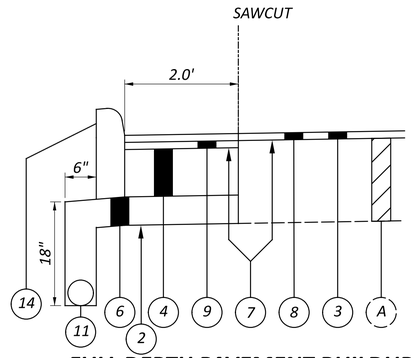


EXISTING SECTION - LITTLE MIAMI SCENIC TRAIL

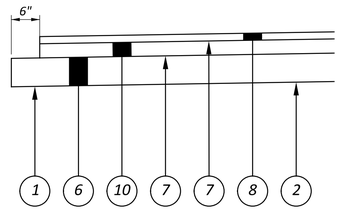


TYPICAL SECTION - LITTLE MIAMI SCENIC TRAIL

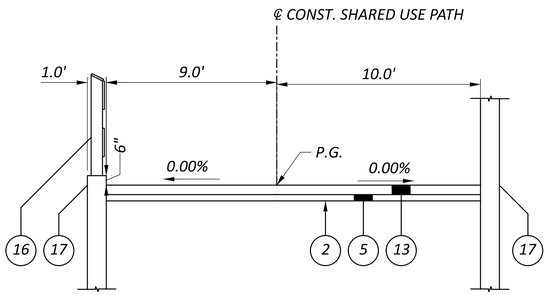
STA. 200+03.52 TO STA. 203+37.21



FULL DEPTH PAVEMENT BUILDUP

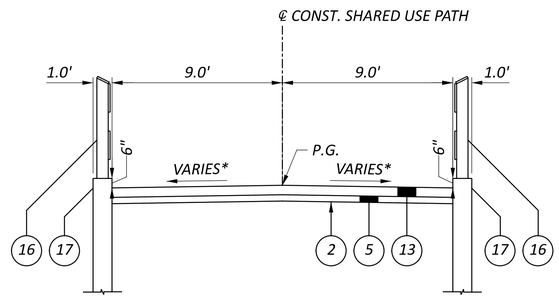


SHARED USE PATH STEP DETAIL



TYPICAL SECTION - SHARED USE PATH

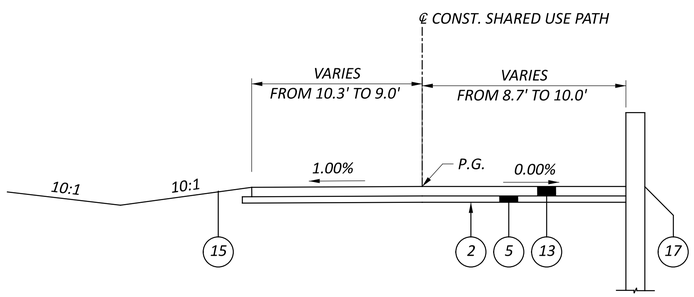
STA. 1+62.62 TO STA. 2+72.53



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*



TYPICAL SECTION - SHARED USE PATH

STA. 0+34.51 TO STA. 1+62.62

NOTES

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

TYPICAL SECTIONS

DESIGN AGENCY
CARPENTER MARTY transportation

DESIGNER
CEF

REVIEWER
BAA 02/10/25

PROJECT ID
115388

SHEET P.04 | TOTAL P.83

GRE-68-12.65

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UTILITIES

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

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

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

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

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

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

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

SPECIFICATIONS

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

CONSTRUCTION NOISE

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

OVERHEAD UTILITIES

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

WORK LIMITS

THE WORK LIMITS SHOWN ON THESE PLANS ARE FOR PHYSICAL CONSTRUCTION ONLY. PROVIDE THE INSTALLATION AND OPERATION OF ALL WORK ZONE TRAFFIC CONTROL AND WORK ZONE TRAFFIC CONTROL DEVICES REQUIRED BY THESE PLANS WHETHER INSIDE OR OUTSIDE THESE WORK LIMITS.

ENDANGERED BAT HABITAT REMOVAL

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

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.

DAYTON AQUIFIER AND DRINKING WATER PROTECTION

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

US 68 PROJECT CONTROL

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

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

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

LITTLE MIAMI SCENIC TRAIL PROJECT CONTROL

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

GENERAL NOTES

GRE-68-12.65
MODEL: Sheet_SurvFt PAPERSIZE: 34x22 (in.) DATE: 2/17/2025 TIME: 3:37:08 PM USER: wshannon
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DESIGN AGENCY
CARPENTER MARTY transportation
DESIGNER
CEF
REVIEWER
BAA 02/10/25
PROJECT ID
115388
SHEET P.05 TOTAL P.83

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).

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.

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.

GENERAL NOTES

DESIGN AGENCY
CARPENTER MARTY transportation

DESIGNER
CEF

REVIEWER
BAA 02/10/25

PROJECT ID
115388

SHEET P.06 TOTAL P.83

GRE-68-12.65

MODEL: Sheet_SurvFt - 2 PAPERSIZE: 34x22 (in.) DATE: 2/17/2025 TIME: 3:37:09 PM USER: wshannon
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ITEM 614, MAINTAINING TRAFFIC

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

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

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

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

DAY OF HOLIDAY OR SPECIAL EVENT	TIME ALL LANES MUST BE OPEN TO TRAFFIC
SUNDAY	12:00N FRIDAY THROUGH 6:00 AM MONDAY
MONDAY	12:00N FRIDAY THROUGH 6:00 AM TUESDAY
TUESDAY	12:00N MONDAY THROUGH 6:00 AM WEDNESDAY
TUESDAY (GEN./REG. ELECTION)	5:00 AM TUESDAY THROUGH 12:00 AM WEDNESDAY
WEDNESDAY	12:00N TUESDAY THROUGH 6:00 AM THURSDAY
THURSDAY	12:00N WEDNESDAY THROUGH 6:00 AM FRIDAY
THURSDAY (THANKSGIVING ONLY)	6:00 AM WEDNESDAY THROUGH 6:00 AM MONDAY
FRIDAY	12:00N THURSDAY THROUGH 6:00 AM MONDAY
SATURDAY	12:00N FRIDAY THROUGH 6:00 AM MONDAY

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

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

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

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

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

ITEM 614, MAINTAINING TRAFFIC (CONT.)

NOTIFICATION OF TRAFFIC RESTRICTIONS TIME TABLE

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

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

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

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

THE CONTRACTOR SHALL PROVIDE, ERECT AND MAINTAIN SIGNS AND SIGN SUPPORTS, AS DETAILED IN THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, AND TYPE III BARRICADES OF AS SHOWN IN THE MAINTENANCE OF TRAFFIC PLANS.

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

THROUGHOUT THE DURATION OF THE PROJECT, THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER IN WRITING OF ALL TRAFFIC RESTRICTIONS AND UPCOMING MAINTENANCE OF TRAFFIC CHANGES. THE CONTRACTOR SHALL ENSURE THE WRITTEN NOTIFICATION IS SUBMITTED IN A TIMELY MANNER TO ALLOW THE PROJECT ENGINEER TO MEET THE REQUIRED TIME FRAMES SET FORTH IN THE TABLE BELOW TO INFORM THE SPECIAL HAULING PERMITS SECTION (HAULING.PERMITS@DOT.OHIO.GOV) AND THE DISTRICT PUBLIC INFORMATION OFFICE (PIO). THIS NOTIFICATION SHALL BE RECEIVED BY THE PROJECT ENGINEER PRIOR TO THE PHYSICAL SETUP OF ANY APPLICABLE SIGNS OR MESSAGE BOARDS.

INFORMATION SHOULD INCLUDE, BUT IS NOT LIMITED TO, ALL CONSTRUCTION ACTIVITIES THAT IMPACT OR INTERFERE WITH TRAFFIC AND SHALL LIST THE SPECIFIC LOCATION, TYPE OF WORK, ROAD STATUS, DATE AND TIME OF RESTRICTION, DURATION OF RESTRICTION, NUMBER OF LANES MAINTAINED, NUMBER OF LANES CLOSED, MINIMUM VERTICAL CLEARANCE, MINIMUM WIDTH OF DRIVABLE PAVEMENT, DETOUR ROUTES, IF APPLICABLE, AND ANY OTHER INFORMATION REQUESTED BY THE PROJECT ENGINEER.

NOTIFICATION OF TRAFFIC RESTRICTIONS TIME TABLE

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

NOTIFICATION OF TRAFFIC RESTRICTIONS TIME TABLE CONT.

ITEM	DURATION OF CLOSURE	SIGN DISPLAYED TO PUBLIC
LANE CLOSURES & RESTRICTIONS	>= 2 WEEKS	14 CALENDAR DAYS PRIOR TO CLOSURE
	< 2 WEEKS	5 BUSINESS DAYS PRIOR TO CLOSURE
START OF CONSTRUCTION & TRAFFIC PATTERN CHANGES	N/A	14 CALENDAR DAYS PRIOR TO IMPLEMENTATION

ANY UNFORESEEN CONDITIONS NOT SPECIFIED IN THE PLANS REQUIRING TRAFFIC RESTRICTIONS SHALL ALSO BE REPORTED TO THE PROJECT ENGINEER USING THE NOTIFICATION TIME TABLE.

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

DESIGNATED LOCAL DETOUR ROUTE

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

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

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

TRENCH FOR WIDENING

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

DUST CONTROL

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

DRUM REQUIREMENTS

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

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

OVERNIGHT TRENCH CLOSING

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

FIRE STATION

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.

MAINTENANCE OF TRAFFIC NOTES

DESIGN AGENCY
CARPENTER MARTY transportation

DESIGNER WCS

REVIEWER BAA 02/10/25

PROJECT ID 115388

SHEET P.07 TOTAL P.83

GRE-68-12.65

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

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

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

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

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 ASSITANCE DURING CONSTRUCTION OPERRATIONS (CONT.)

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

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

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

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

DETOUR ROUTE

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

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

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

DETOUR DURATION REQUIREMENTS

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

LITTLE MIAMI SCENIC TRAIL DETOUR

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

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

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

MAINTENANCE OF TRAFFIC NOTES

DESIGN AGENCY
CARPENTER MARTY transportation

DESIGNER	WCS
REVIEWER	BAA 02/10/25
PROJECT ID	115388
SHEET	P.08
TOTAL	P.83

GRE-68-12.65

MODEL: Sheet_SurvFt PAPERSIZE: 34x22 (in.) DATE: 2/17/2025 TIME: 3:37:12 PM USER: wshannon
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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.

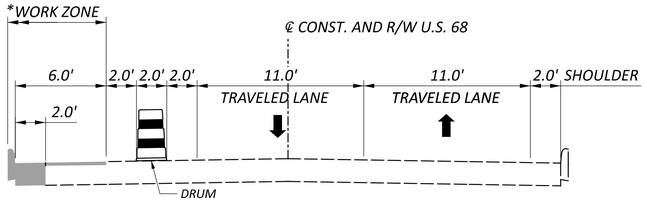
PLANING AND RESURFACING

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

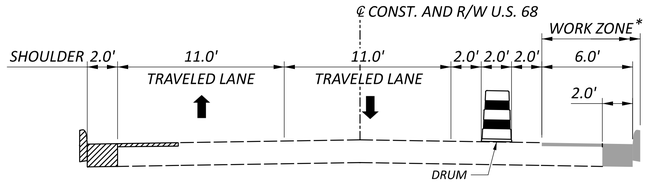
CONSTRUCTED IN PREVIOUS PHASE

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*

MAINTENANCE OF TRAFFIC - TYPICAL SECTIONS

DESIGN AGENCY
CARPENTER MARTY transportation

DESIGNER
CEF

REVIEWER
BAA 02/10/25

PROJECT ID
115388

SHEET P.09 TOTAL P.83

GRE-68-12.65

MODEL: Sheet_SurvFt PAPERSIZE: 34x22 (in.) DATE: 2/17/2025 TIME: 3:37:14 PM USER: wshannon
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MAINTENANCE OF TRAFFIC PLAN
PHASE 1

HORIZONTAL SCALE IN FEET
0 10 20 40

END ROAD WORK G20-2-48
W1-H16-36
R9-9-30 SIDEWALK CLOSED
90' SHLD. TAPER
270' LANE SHIFT
45.0' (TYP.) SHIFT
80.0' (TYP.)
10.0'
2.0'
11.0'
11.0'
2.0'
36.0'
℄ CONSTRUCTION U.S. 68
EL1
EL2
DY1
90
94
96
97
98
99
100
MATCH LINE STA. 100+50
W11-H16-36
W16-2AP-30
ROAD WORK AHEAD
TYPE A WARNING LIGHT

MATCH LINE STA. 100+50
101
452.01'
N04°52'53"E
102
+75
103
+48
104
105
℄ CONSTRUCTION U.S. 68
BARRICADE PER STD. MT-110.10
SIDEWALK CLOSED R9-9-30
W1-H16-36
270' LANE SHIFT
90' SHLD. TAPER
121
DY2
EL3
END ROAD WORK G20-2-48

LEGEND

EL# ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 6"

DY# ITEM 614 - WORK ZONE CENTER LINE, CLASS I

WORK TO BE COMPLETED IN THIS PHASE

DESIGN AGENCY
CARPENTER MARTY transportation

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

GRE-68-12.65

MODEL: CLP_US68 - Plan 1 PAPERSIZE: 34x22 (in.) DATE: 2/17/2025 TIME: 3:37:16 PM USER: wshannon
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GRE-68-12.65

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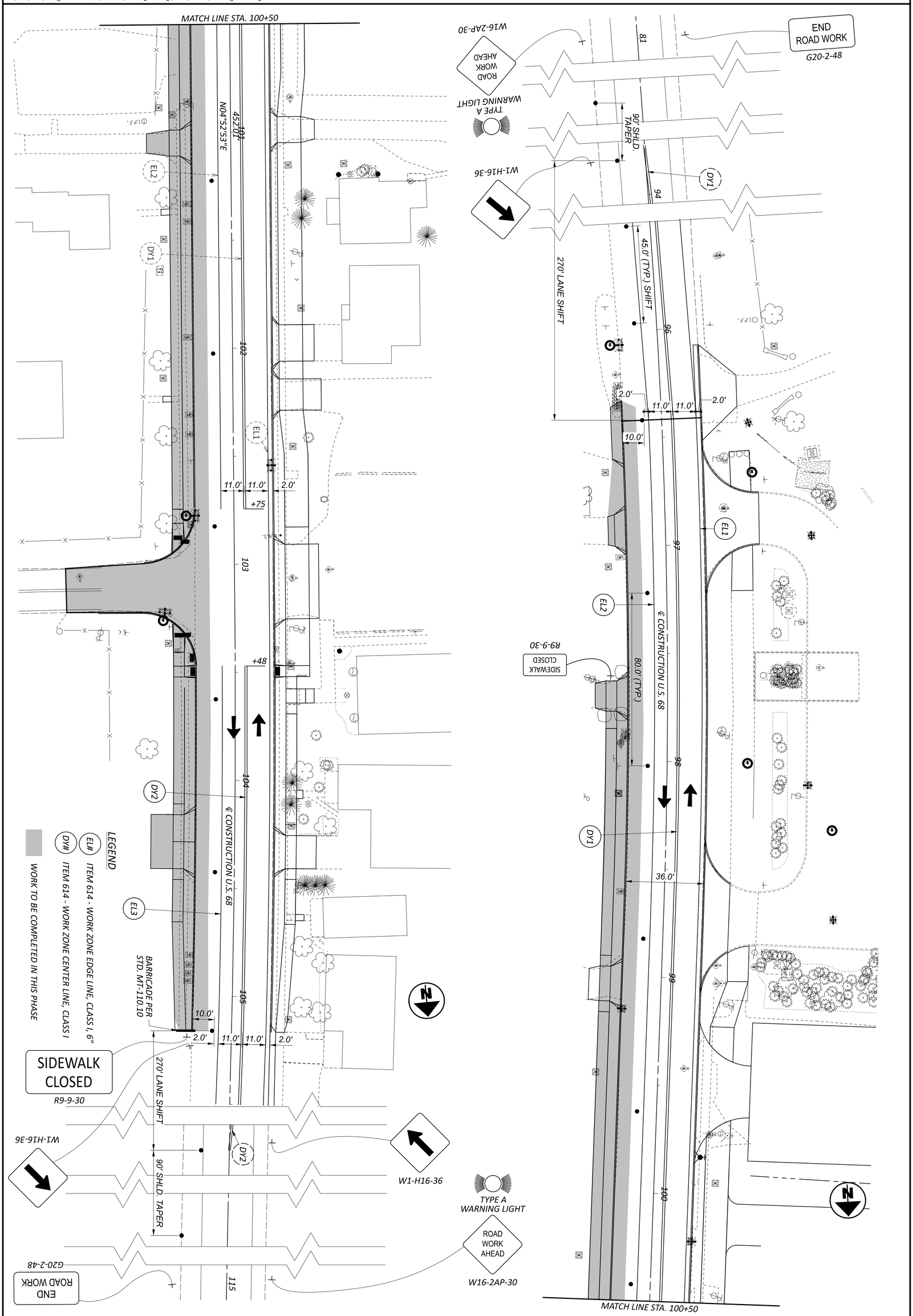


SHEET P.11	PROJECT ID 115388	DESIGNER WCS	REVIEWER BAA 02/10/25	DESIGN AGENCY CARPENTER MARTY transportation	TOTAL P.83

MAINTENANCE OF TRAFFIC PLAN
PHASE 2

HORIZONTAL SCALE IN FEET
0 20
10 40

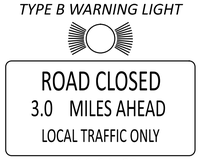
(1)

TYPE A WARNING LIGHT

R11-2-48
TYPE 3 BARRICADE

(2)

TYPE B WARNING LIGHT

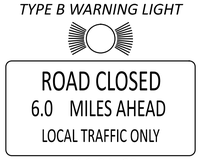


R11-3A-60

M4-10R-48
TYPE 3 BARRICADE

(3)

TYPE B WARNING LIGHT



R11-3A-60

M4-10L-48
TYPE 3 BARRICADE

(4)

M4-8A-24

(5)

W20-3-48

(6)

W20-2-48

(7)

W20-3-48

W16-2P-30

(8)

TYPE A WARNING LIGHT

W20-3-48

W16-2P-30

(9)

M4-8-24
M3-1-24
M1-4-24

M6-1L-21

(10)

M4-8-24
M3-1-24
M1-4-24

M6-1R-21

(11)

M4-8-24
M3-1-24
M1-4-24

M5-1L-30

(12)

M4-8-24
M3-1-24
M1-4-24

M5-1R-30

(13)

M4-8-24
M3-1-24
M1-4-24

(14)

M4-8-24
M3-3-24
M1-4-24

M6-1L-21

(15)

M4-8-24
M3-3-24
M1-4-24

M6-1R-21

(16)

M4-8-24
M3-3-24
M1-4-24

M5-1L-30

(17)

M4-8-24
M3-3-24
M1-4-24

M5-1R-30

(18)

M4-8-24
M3-3-24
M1-4-24

NOTE

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

DETOUR SIGNS - U.S. 68

GRE-68-12.65

MODEL: Sheet_SurvFt PAPERSIZE: 34x22 (in.) DATE: 2/17/2025 TIME: 3:37:35 PM USER: wshannon
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DESIGN AGENCY
CARPENTER MARTY transportation

DESIGNER
WCS

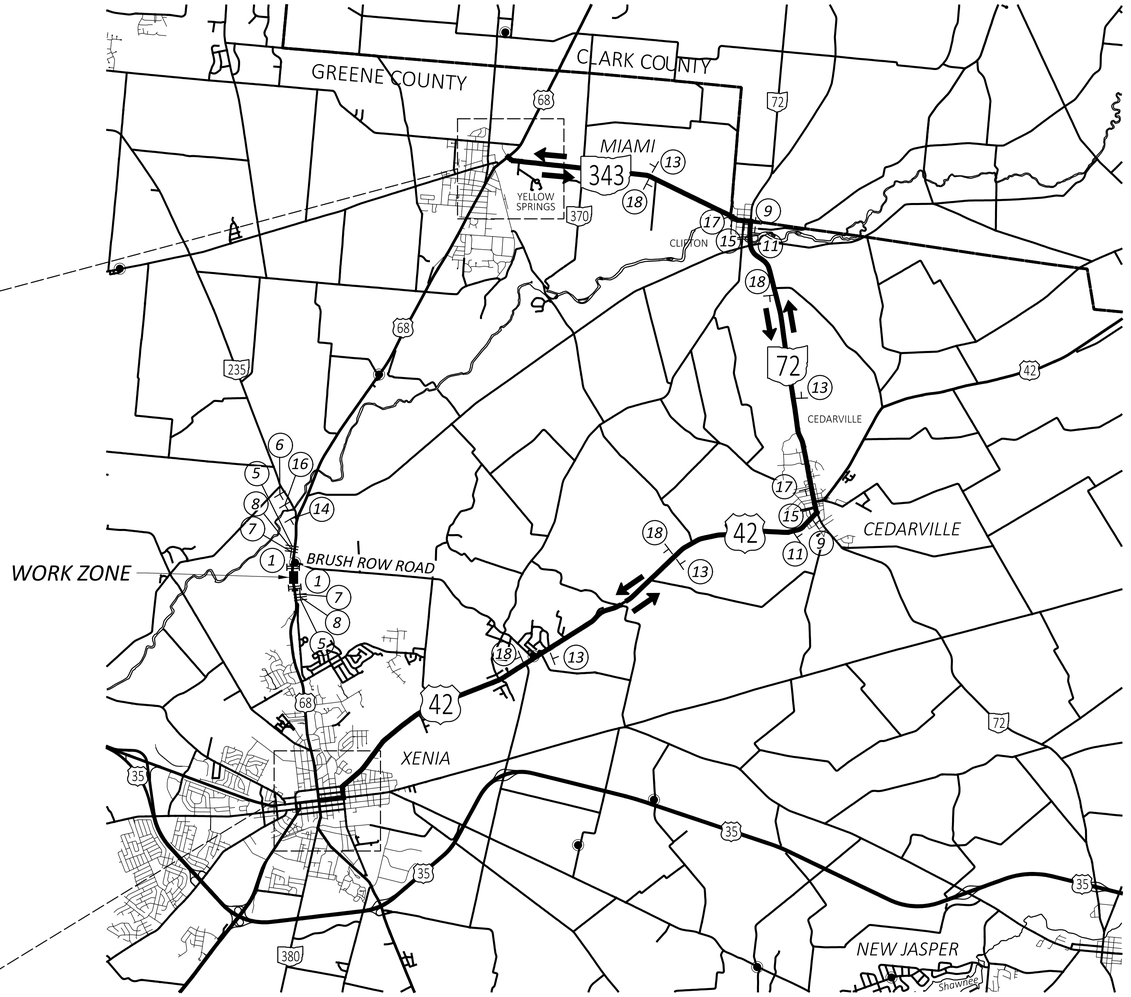
REVIEWER
BAA 02/10/25

PROJECT ID
115388

SHEET P.12 | TOTAL P.83

ENLARGED PLAN

ENLARGED PLAN



SCALE IN MILES

0 2 4 6 8

N

DETOUR ROUTE

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

DETOUR PLAN
U.S 68

DESIGN AGENCY
CARPENTER MARTY transportation

DESIGNER
WCS

REVIEWER
BAA 02/10/25

PROJECT ID
115388

SHEET P.13 TOTAL P.83

GRE-68-12.65

MODEL: Sheet_Survfit PAPERSIZE: 34x22 (in.) DATE: 2/17/2025 TIME: 3:37:37 PM USER: wshannon
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M4-9cL-30

19

M4-9cR-30

20

W11-1-30

W16-1P-24

21

SCALE IN FEET

0 250 500

N

DETOUR PLAN
LITTLE MIAMI SCENIC TRAIL - BICYCLE

GRE-68-12.65

MODEL: Sheet_SurvFt PAPERSIZE: 34x22 (in.) DATE: 2/17/2025 TIME: 3:37:38 PM USER: wshannon
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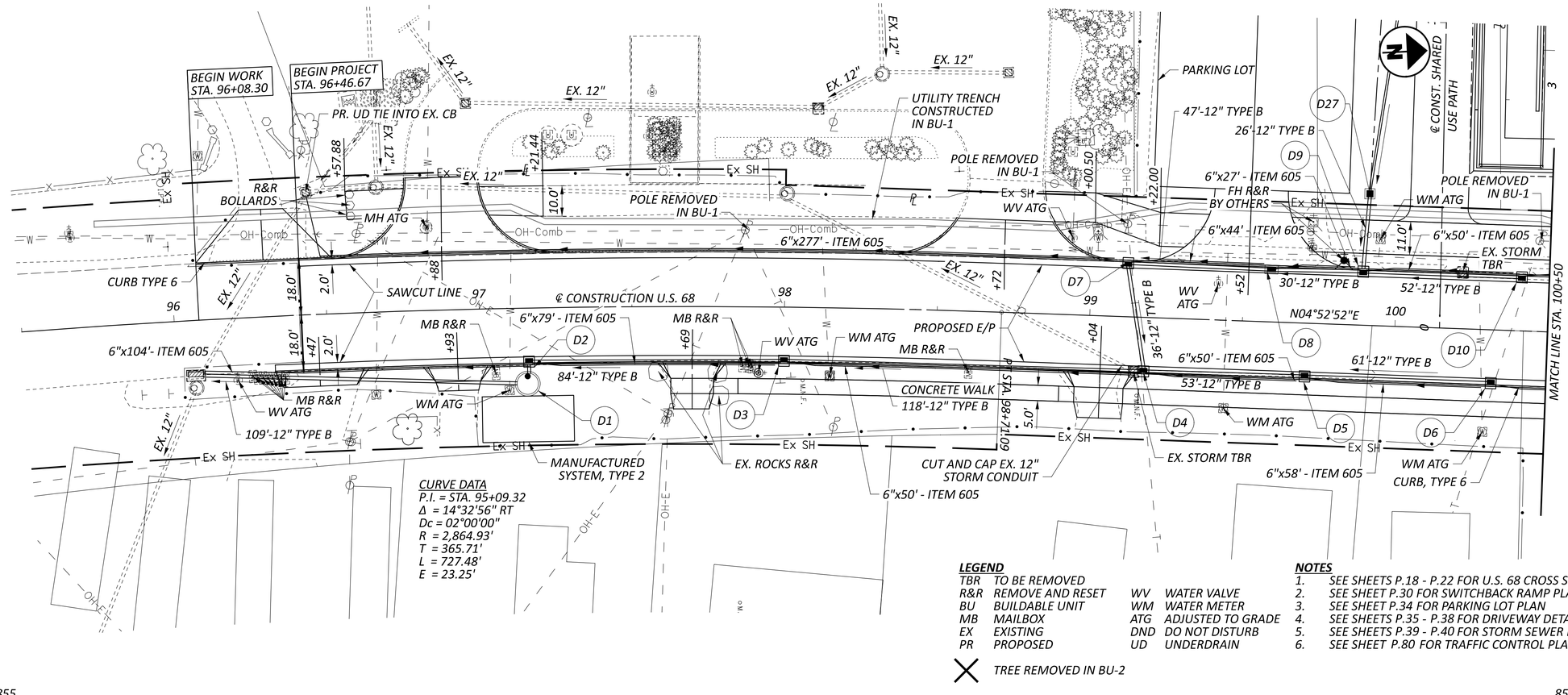
DESIGN AGENCY
CARPENTER MARTY transportation

DESIGNER
CEF

REVIEWER
BAA 02/10/25

PROJECT ID
115388

SHEET P.14 TOTAL P.83



HORIZONTAL SCALE IN FEET
0 10 20 40

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

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

GRE-68-12.65

MODEL: 115388_GP101 PAPERSIZE: 34x22 (in.) DATE: 2/17/2025 TIME: 3:37:40 PM USER: wshannon
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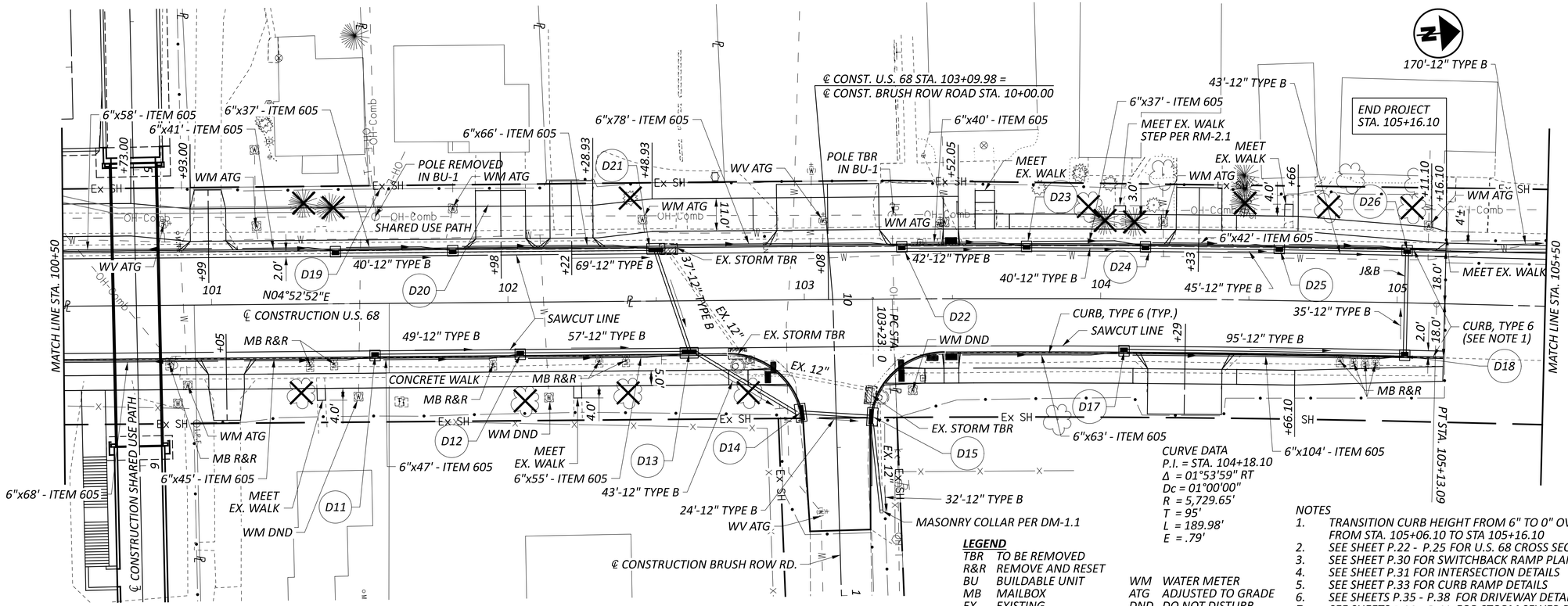


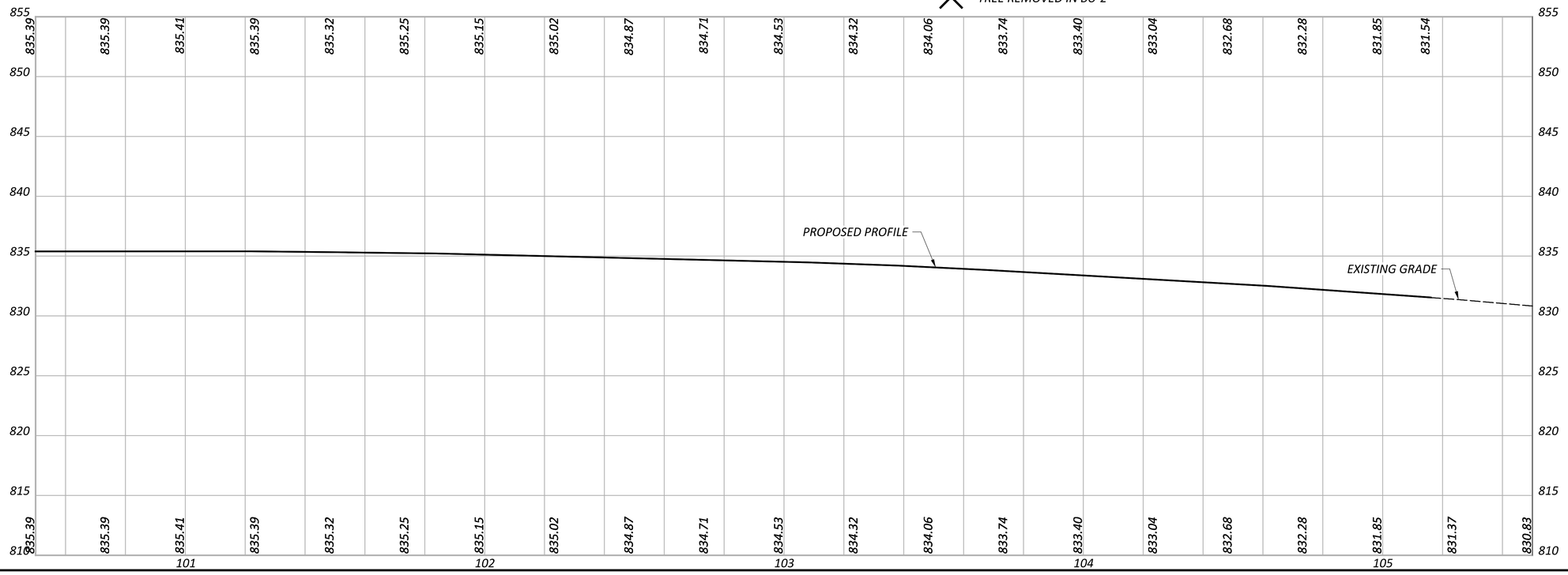
CURVE DATA
P.I. = STA. 104+18.10
Δ = 01°53'59" RT
Dc = 01°00'00"
R = 5,729.65'
T = 95'
L = 189.98'
E = .79'

LEGEND

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

TREE REMOVED IN BU-2

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



HORIZONTAL SCALE IN FEET
0 10 20 40

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

GRE-68-12.65

MODEL: 115388_GP102 PAPERSIZE: 34x22 (in.) DATE: 2/17/2025 TIME: 3:37:43 PM USER: wshannon
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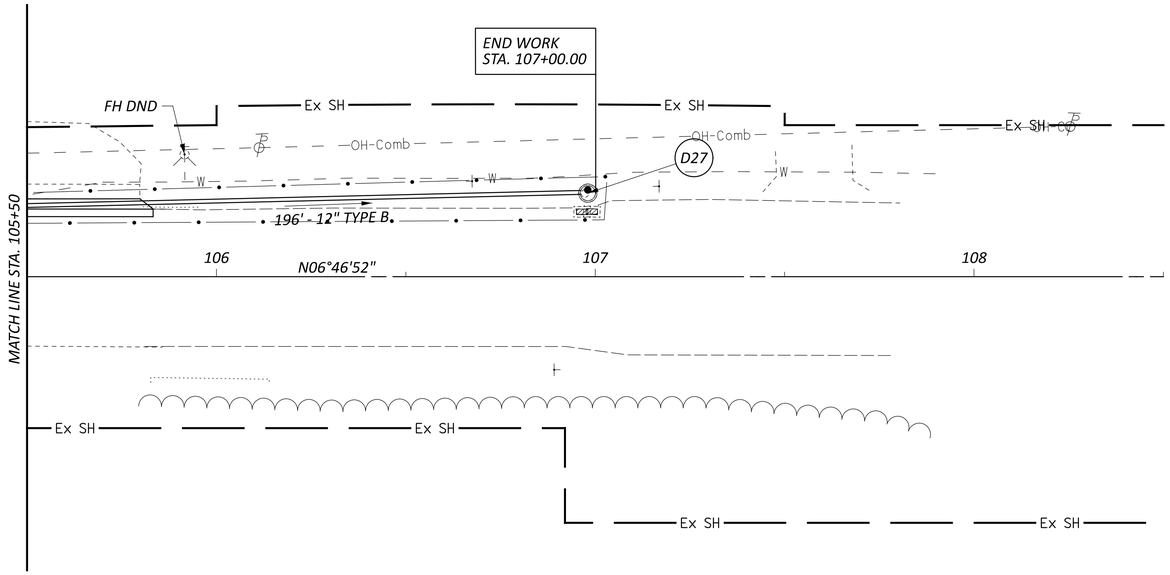
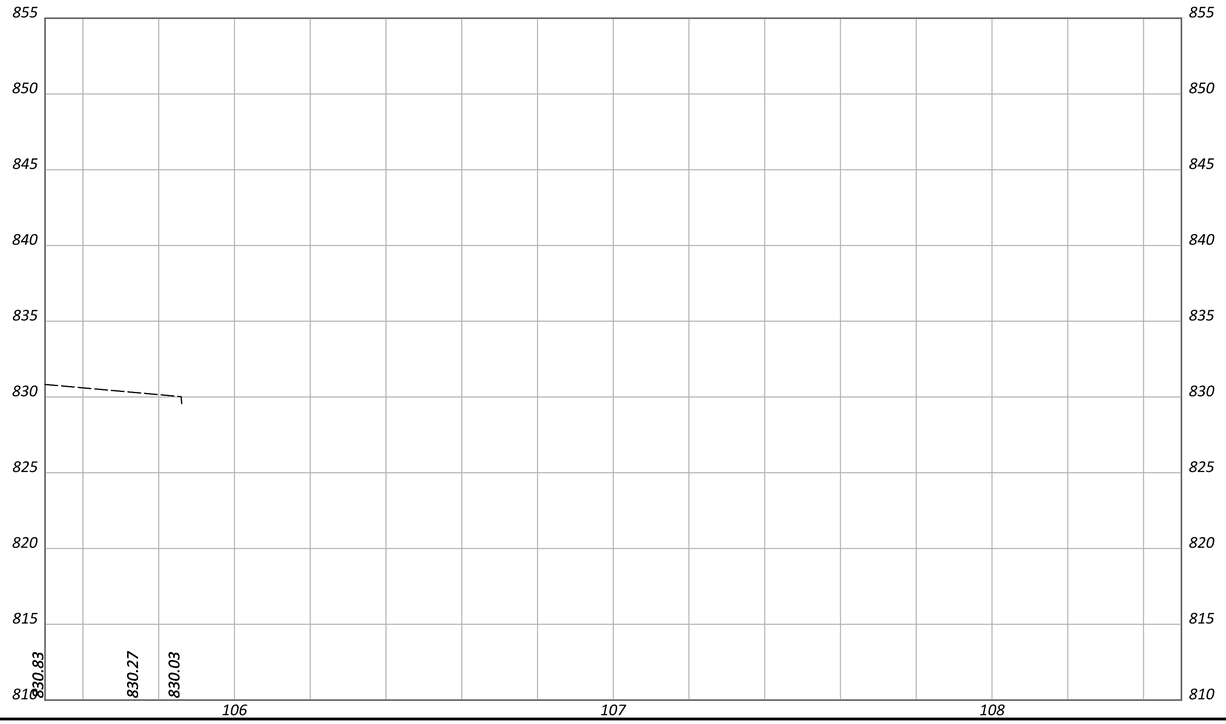
DESIGN AGENCY
CARPENTER MARTY transportation

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





NOTE:

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

HORIZONTAL SCALE IN FEET
0 10 20 40

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

DESIGN AGENCY
CARPENTER MARTY transportation

DESIGNER
WCS

REVIEWER
BAA 02/10/25

PROJECT ID
115388

SHEET P.17 TOTAL P.83

GRE-68-12.65

MODEL: CLP_US69 - Plan 3 PAPERSIZE: 34x22 (in.) DATE: 2/17/2025 TIME: 3:37:46 PM USER: wshannon
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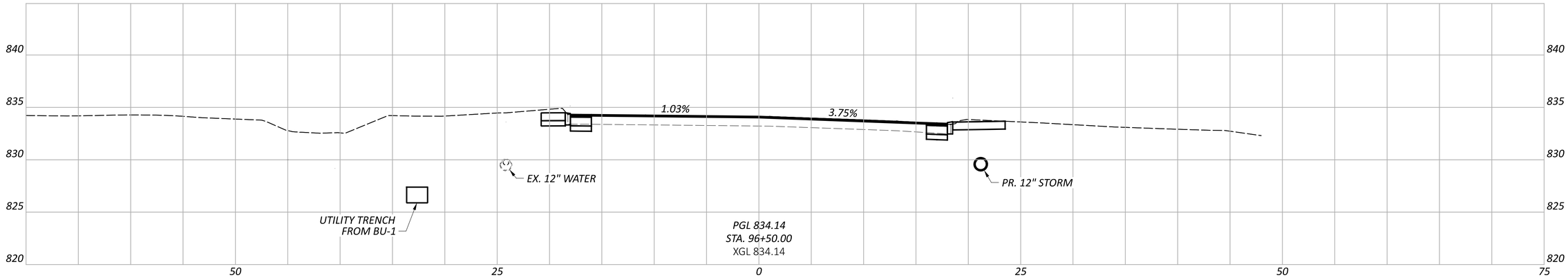

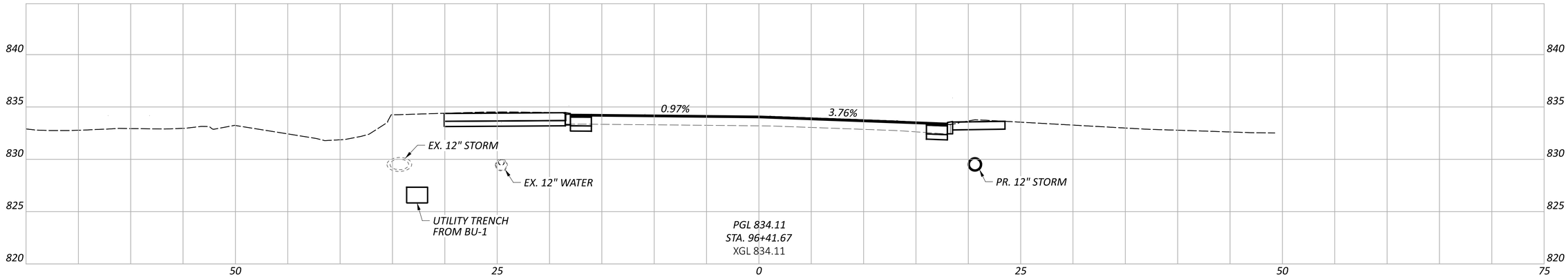

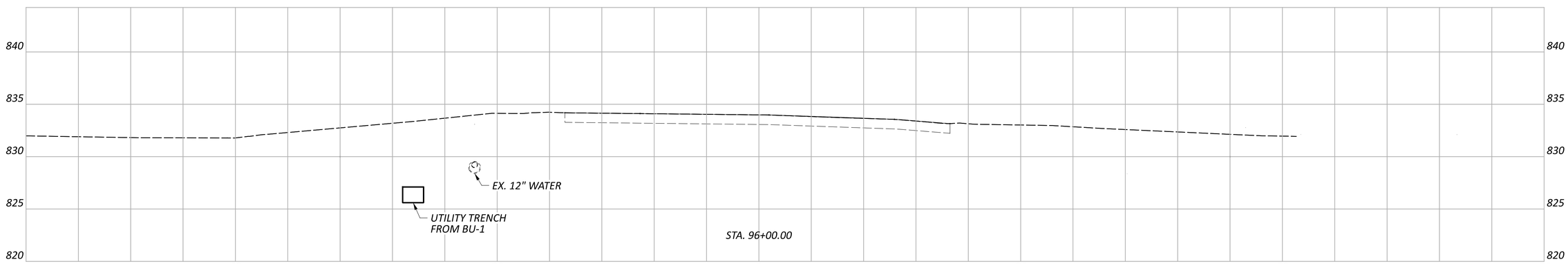

GRE-68-12.65

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

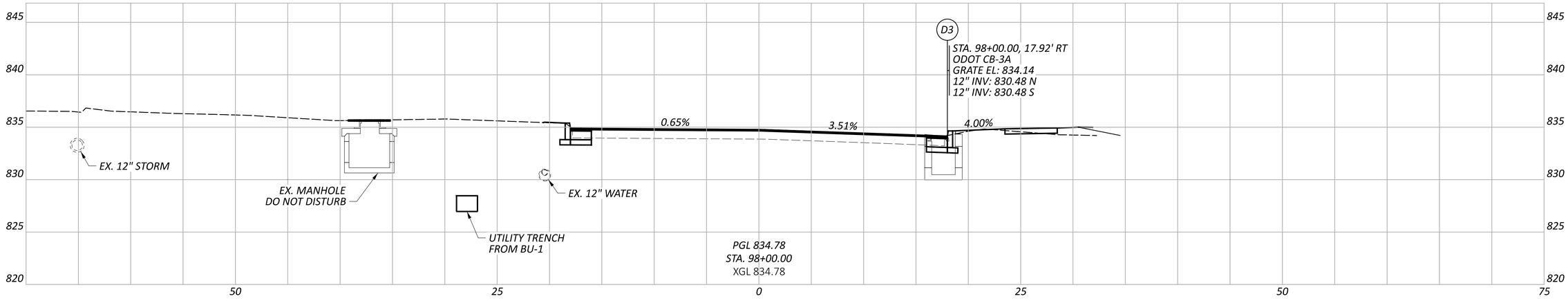
DESIGN AGENCY
CARPENTER MARTY transportation

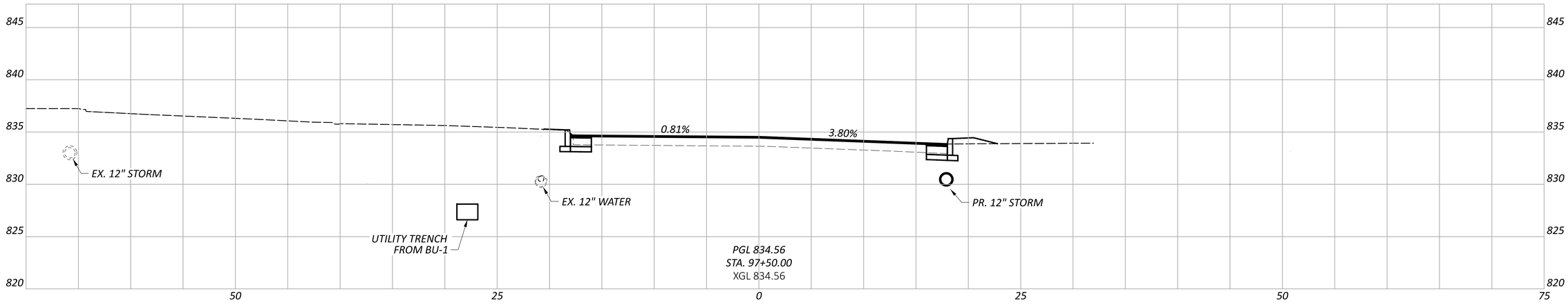
DESIGNER
WCS

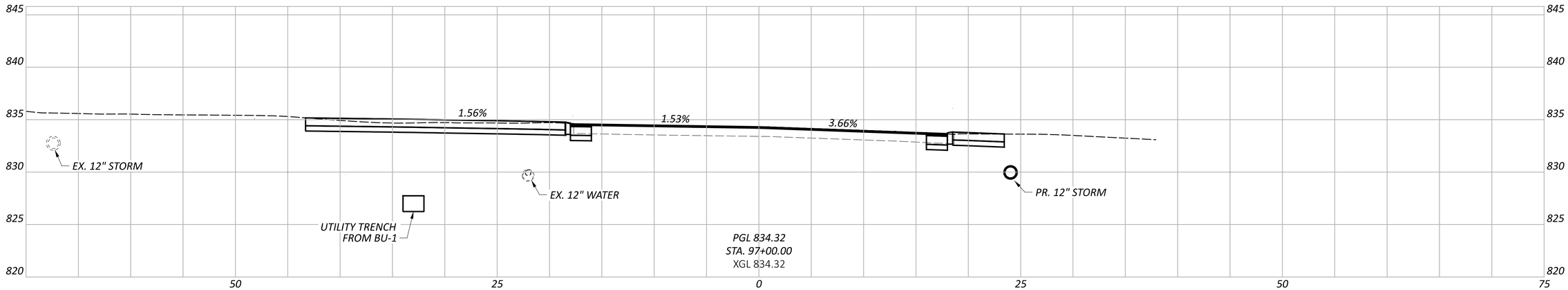
REVIEWER
BAA 02/10/25

PROJECT ID
115388

SHEET	TOTAL
P.18	P.83







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

DESIGN AGENCY
CARPENTER MARTY Transportation

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

GRE-68-12.65

MODEL: CLP_US69 - 97+00.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 2/17/2025 TIME: 3:37:55 PM USER: wshannon
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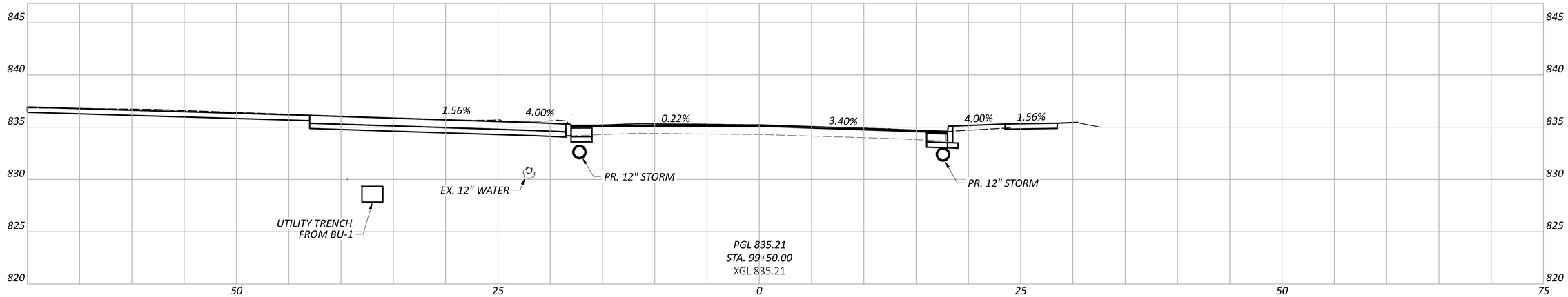

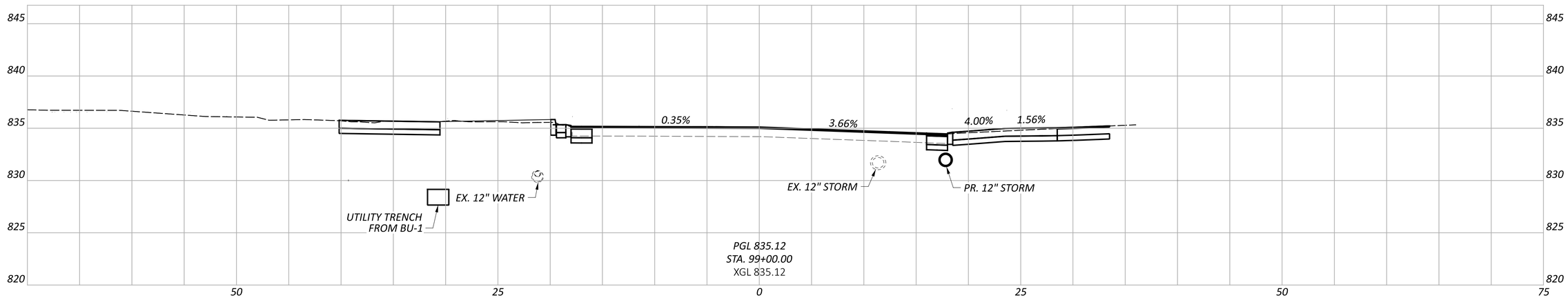

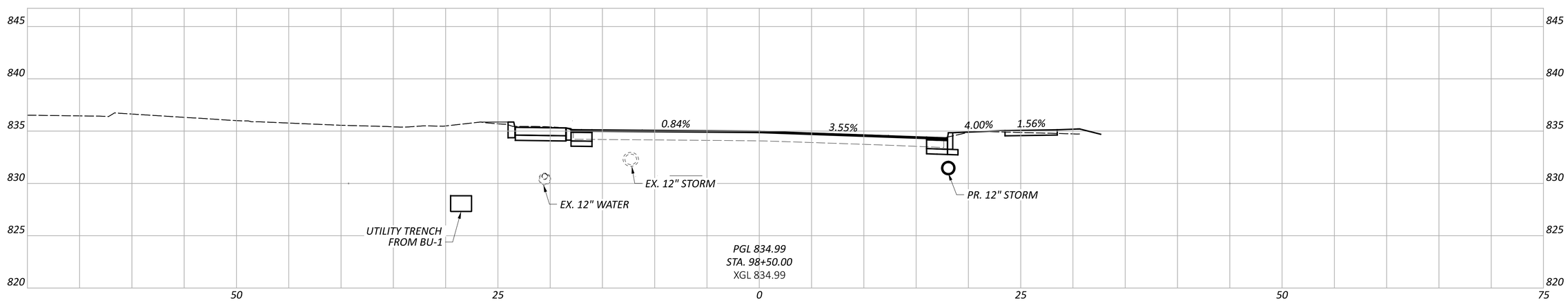

GRE-68-12.65

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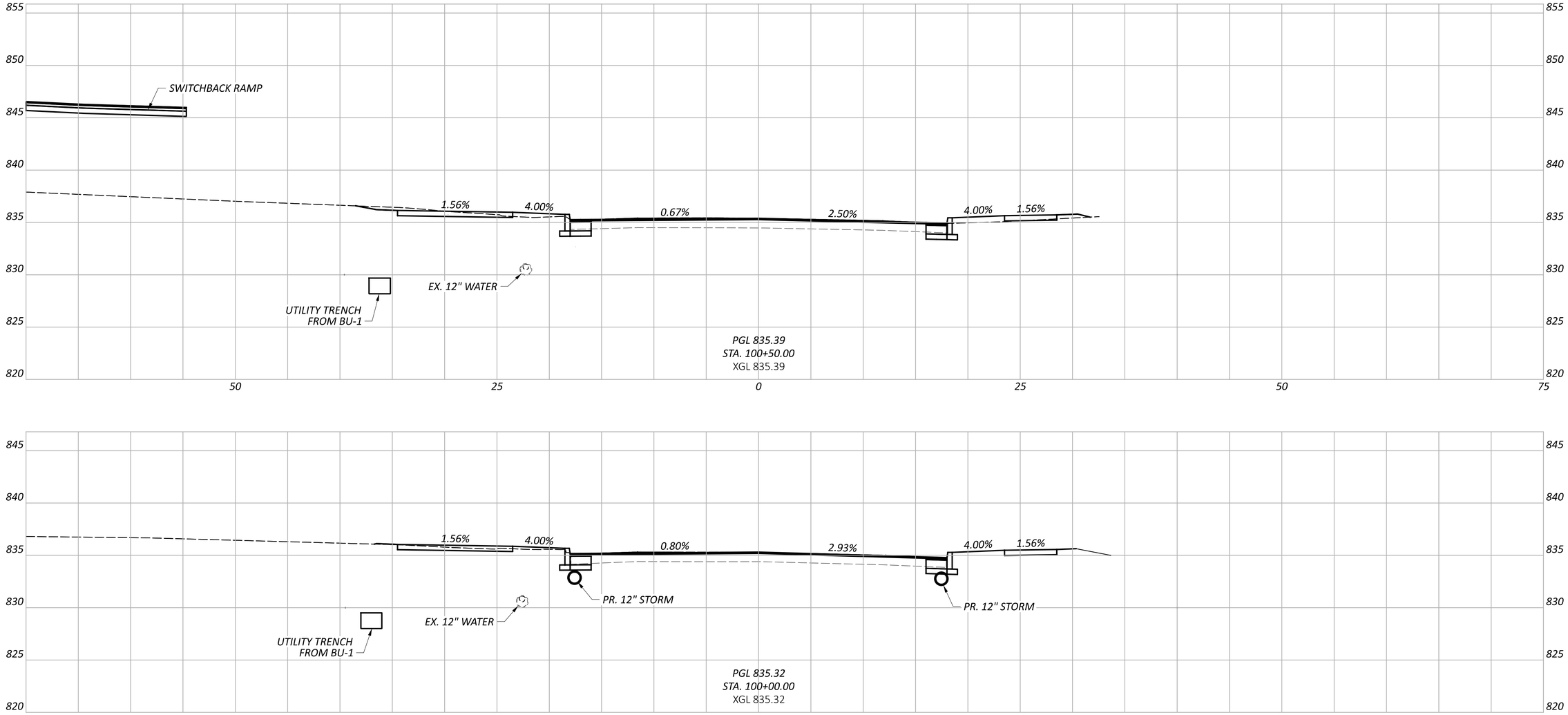
CROSS SECTIONS - U.S. 68
STA. 98+50.00 TO STA. 99+50.00

DESIGN AGENCY
CARPENTER MARTY transportation

DESIGNER	WCS
REVIEWER	BAA 02/10/25
PROJECT ID	115388
SHEET	P.20
TOTAL	P.83



GRE-68-12.65

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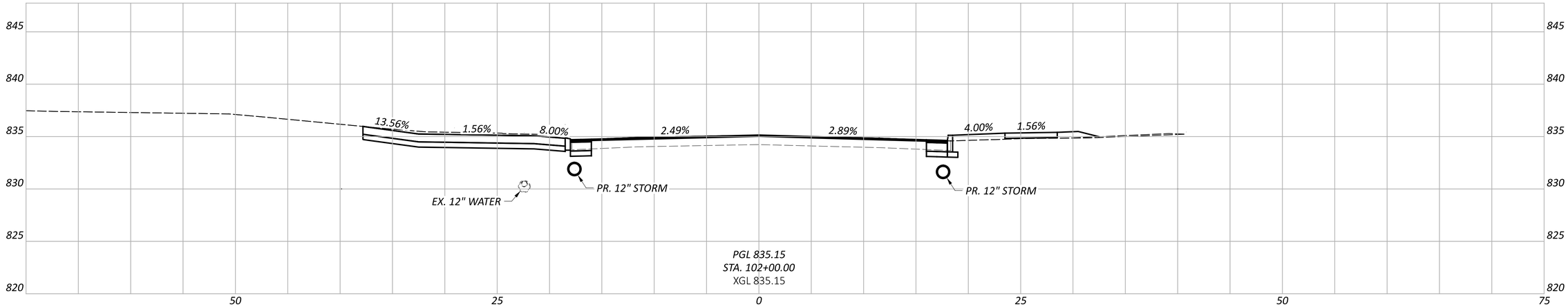
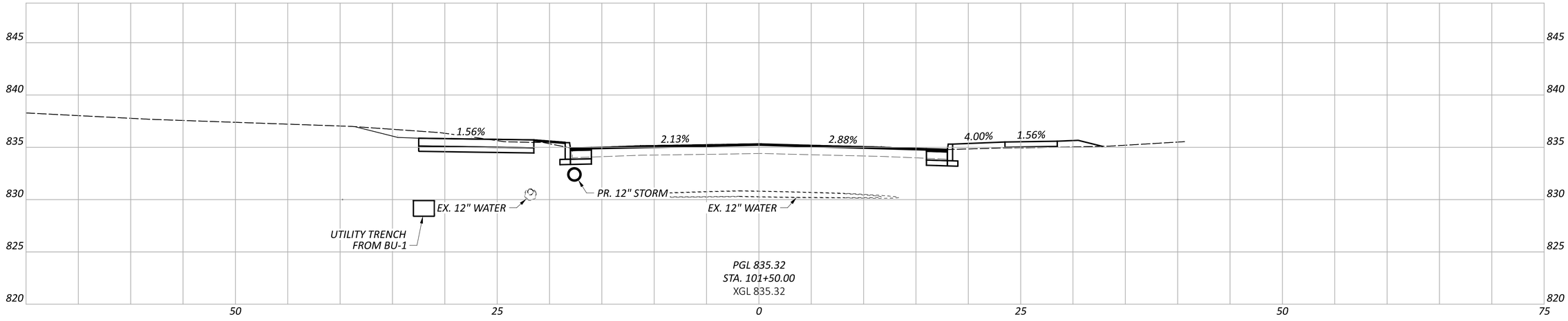
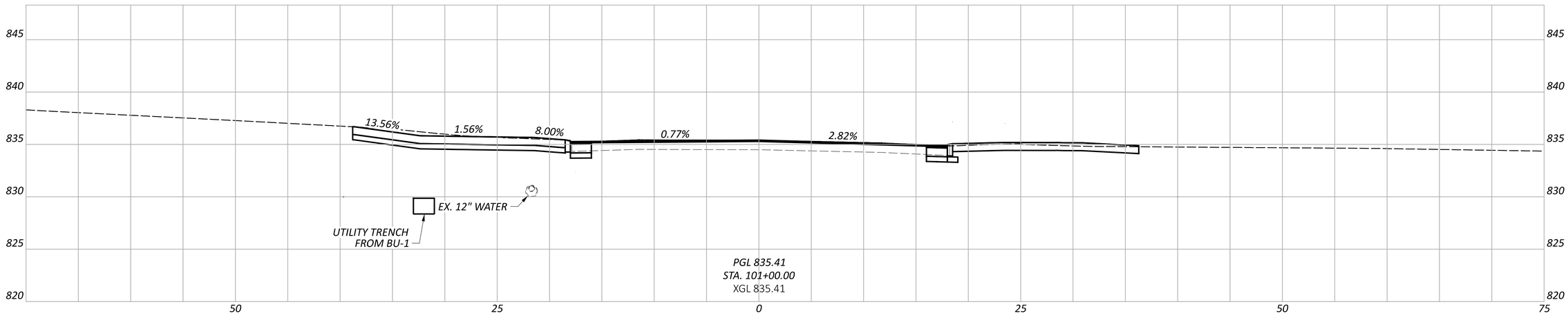
CROSS SECTIONS - U.S. 68
STA. 100+00.00 TO STA. 100+50.00

DESIGN AGENCY
CARPENTER MARTY transportation

DESIGNER	CEF
REVIEWER	BAA 02/10/25
PROJECT ID	115388
SHEET	P.21
TOTAL	P.83







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

GRE-68-12.65

MODEL: CLP_US69 - 101+00.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 2/17/2025 TIME: 3:38:10 PM USER: wshannon
P:\DBP\EAG\0003_GRE-68-12.65\115388\400-Engineering\Roadway\Sheets\115388_XS100.dgn

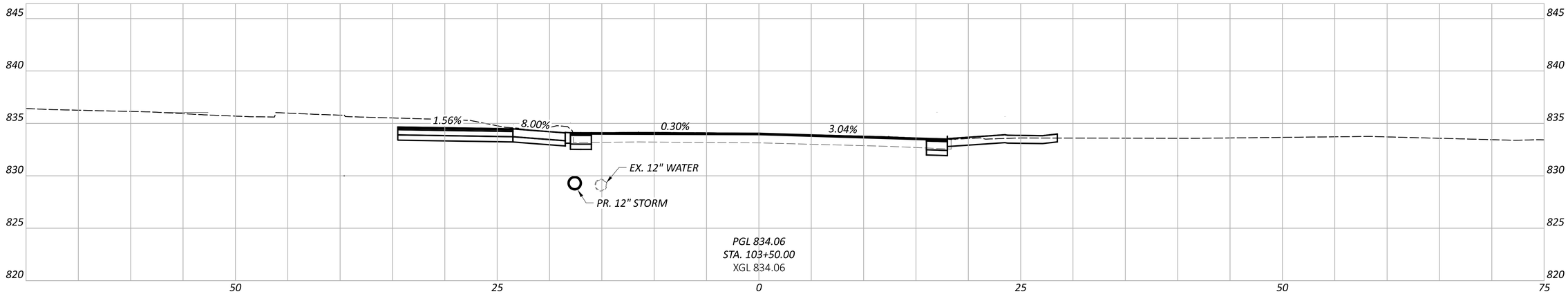
DESIGN AGENCY
CARPENTER MARTY Transportation

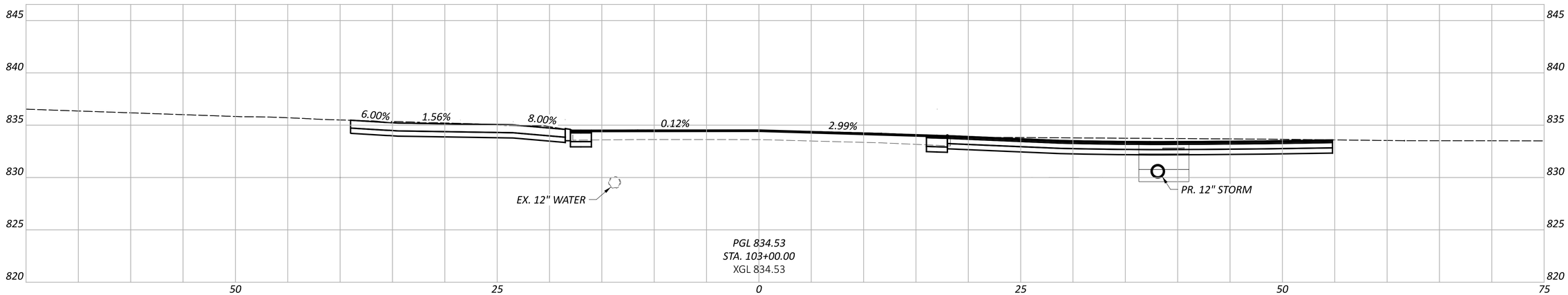
DESIGNER
CEF

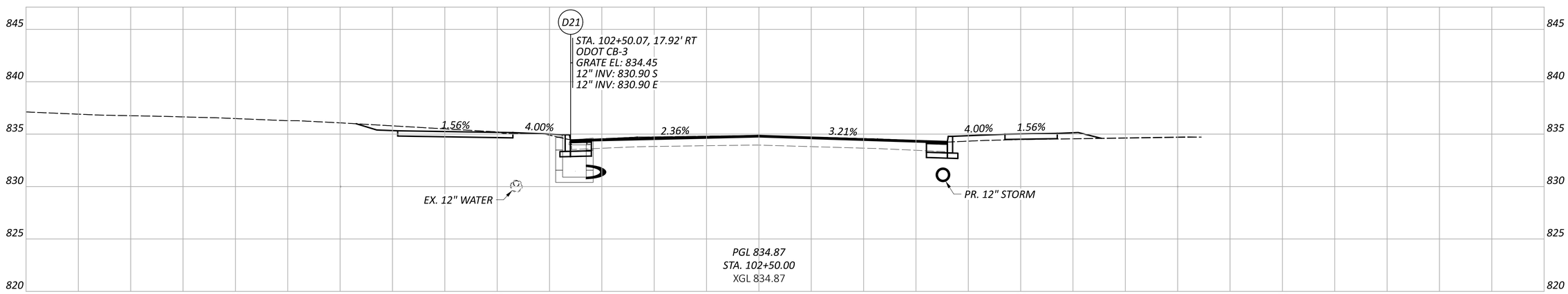
REVIEWER
BAA 02/10/25

PROJECT ID
115388

SHEET P.22 TOTAL P.83







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

DESIGN AGENCY
CARPENTER MARTY transportation

DESIGNER	CEF
REVIEWER	BAA 02/10/25
PROJECT ID	115388
SHEET	P.23
TOTAL	P.83

GRE-68-12.65

MODEL: CLP_US69 - 102+50.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 2/17/2025 TIME: 3:38:15 PM USER: wshannon
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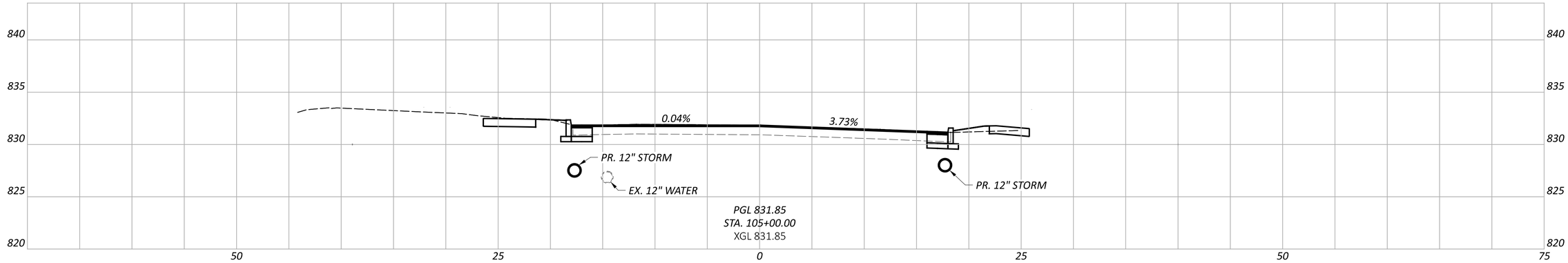

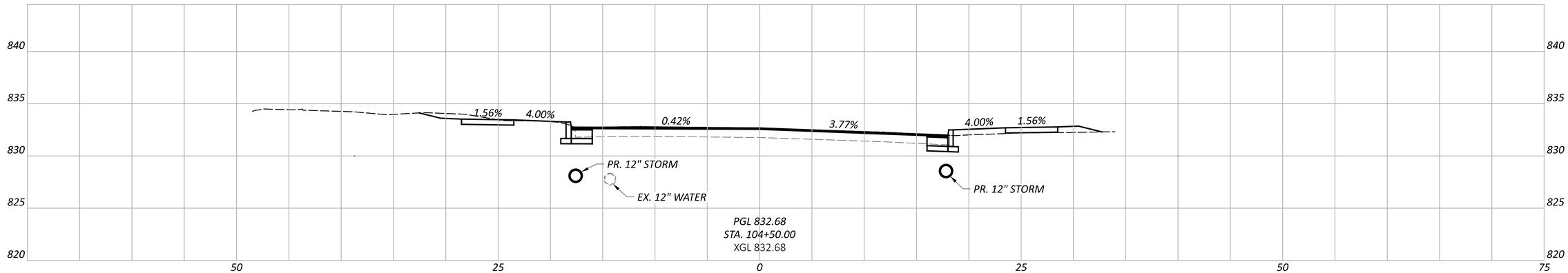

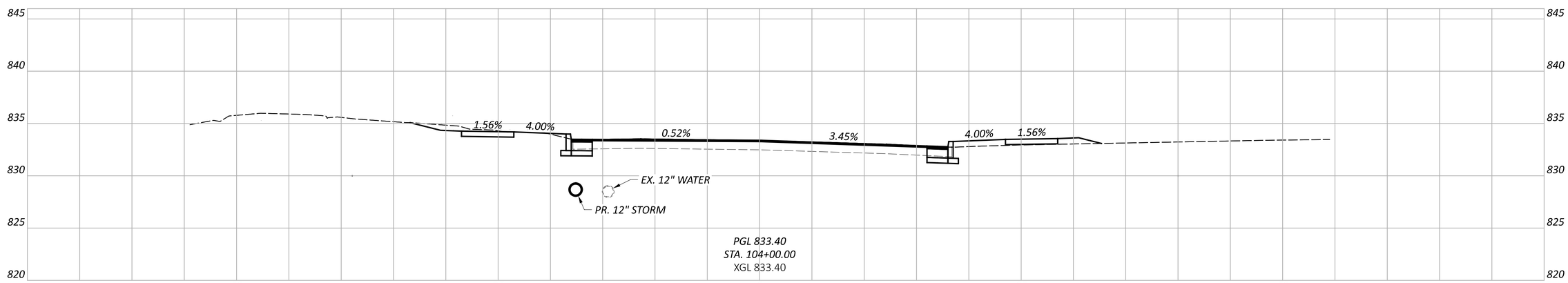

CROSS SECTIONS - U.S. 68
STA. 104+00.00 TO STA. 105+00.00

DESIGN AGENCY
CARPENTER MARTY transportation

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

GRE-68-12.65

MODEL: CLP_US69 - 104+00.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 2/17/2025 TIME: 3:38:20 PM USER: wshannon
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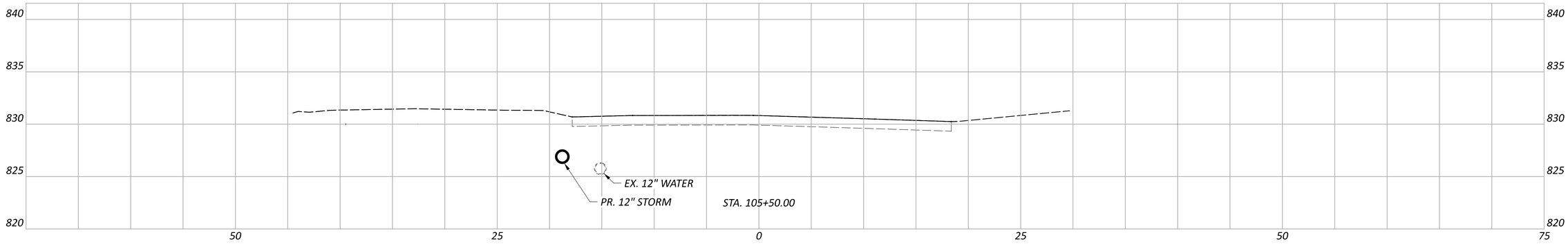

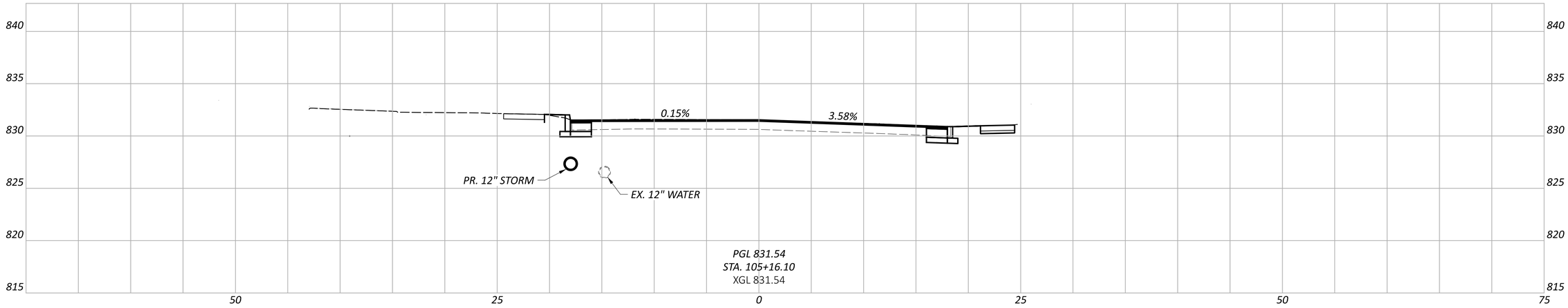

CROSS SECTIONS - U.S. 68
STA. 105+16.00 TO STA. 105+50.00

DESIGN AGENCY
CARPENTER MARTY transportation

DESIGNER
CEF

REVIEWER
BAA 02/10/25

PROJECT ID
115388

SHEET P.25 | TOTAL P.83

GRE-68-12.65

MODEL: CLP_US69 - 105+16.10 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 2/17/2025 TIME: 3:38:26 PM USER: wshannon
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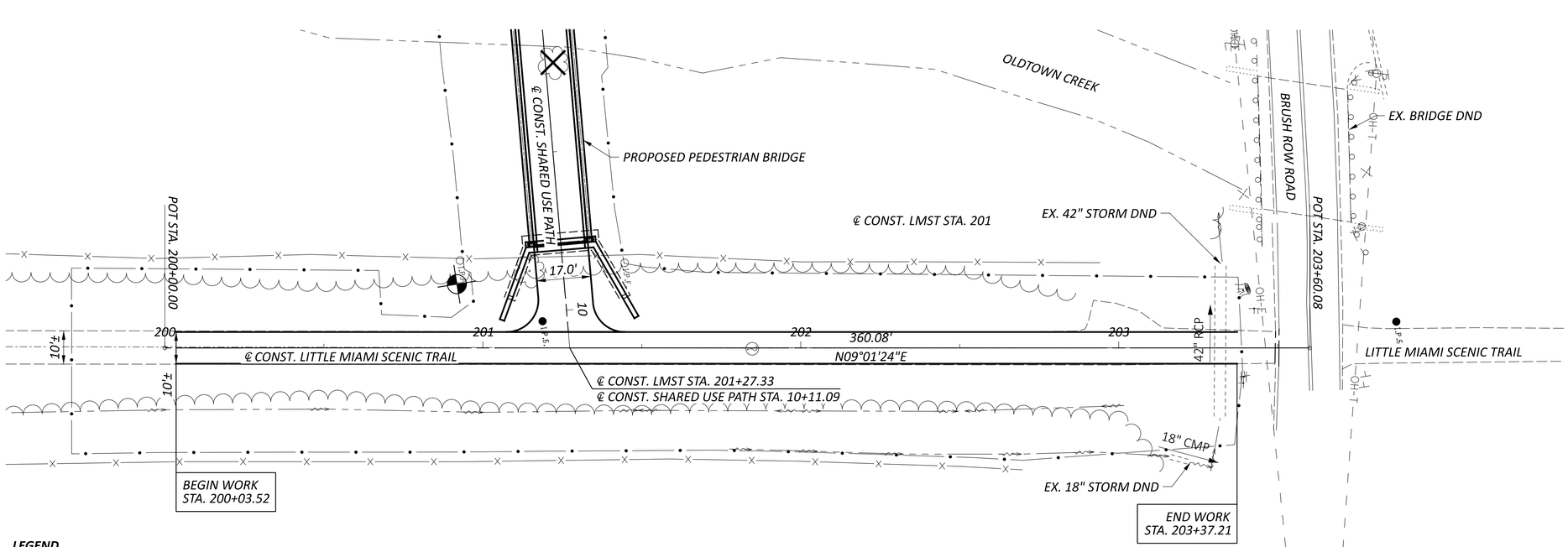


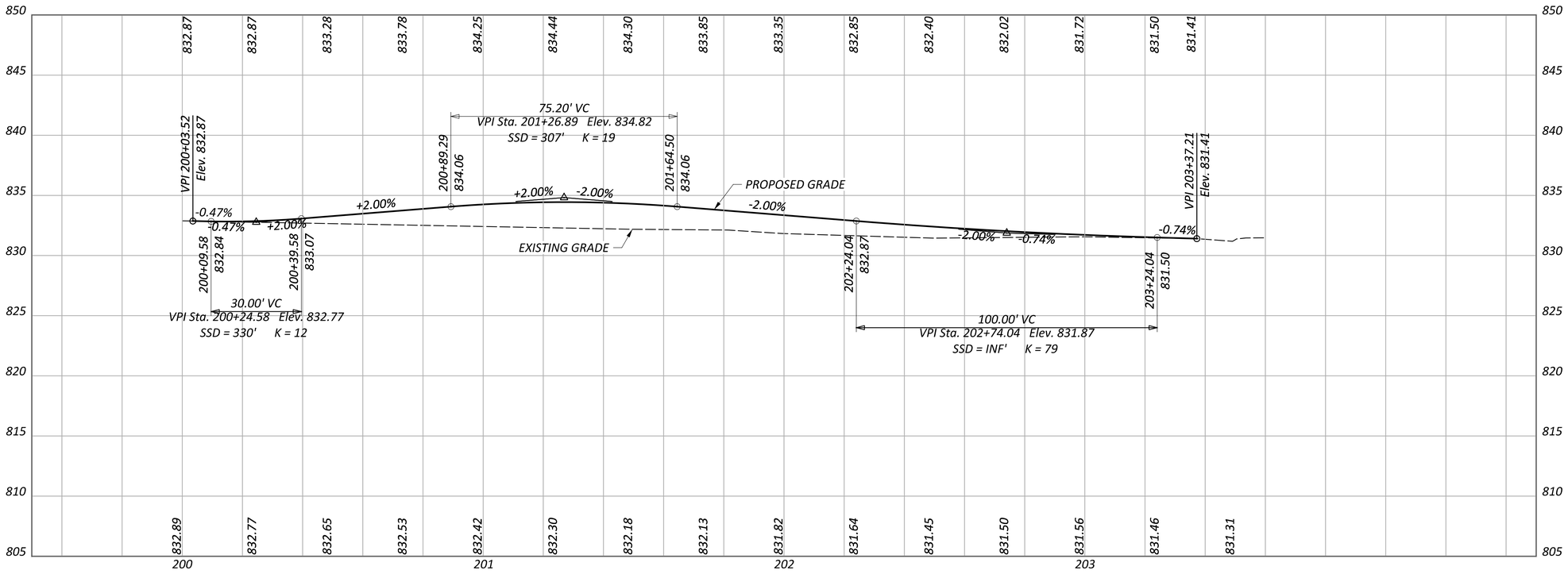
LEGEND

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

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



HORIZONTAL SCALE IN FEET
0 10 20 40

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

DESIGN AGENCY
CARPENTER MARTY transportation

DESIGNER	CEF
REVIEWER	BAA 02/10/25
PROJECT ID	115388
SHEET	P.26
TOTAL	P.83

GRE-68-12.65

MODEL: 115388_GP301 PAPERSIZE: 34x22 (in.) DATE: 2/17/2025 TIME: 3:38:29 PM USER: wshannon
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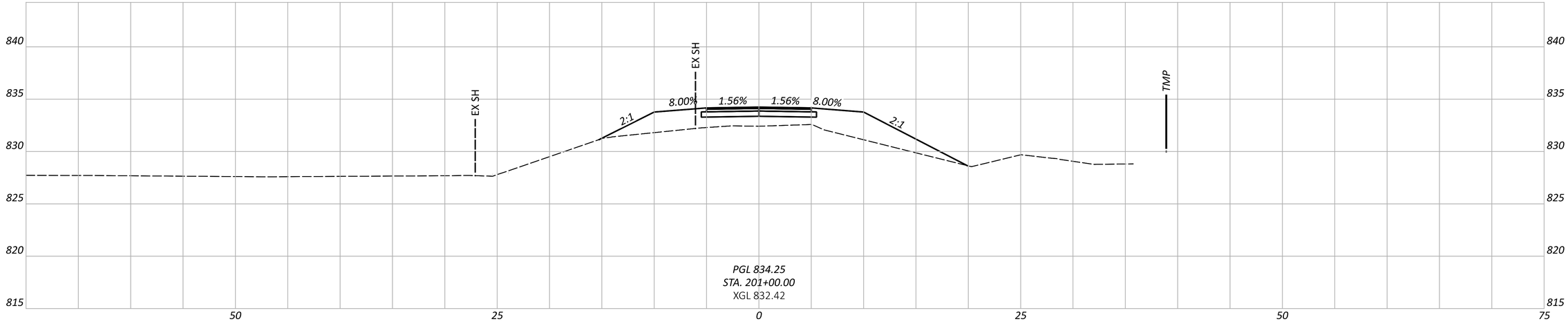

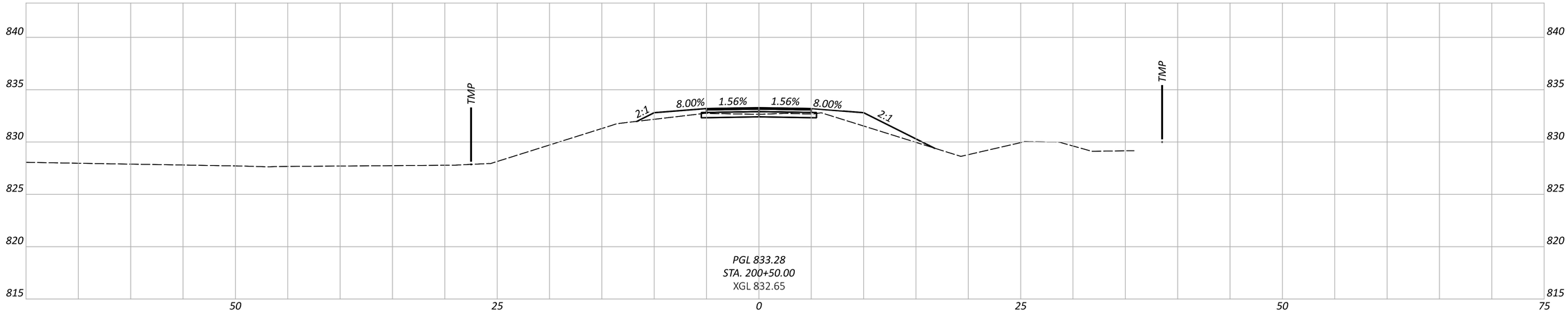

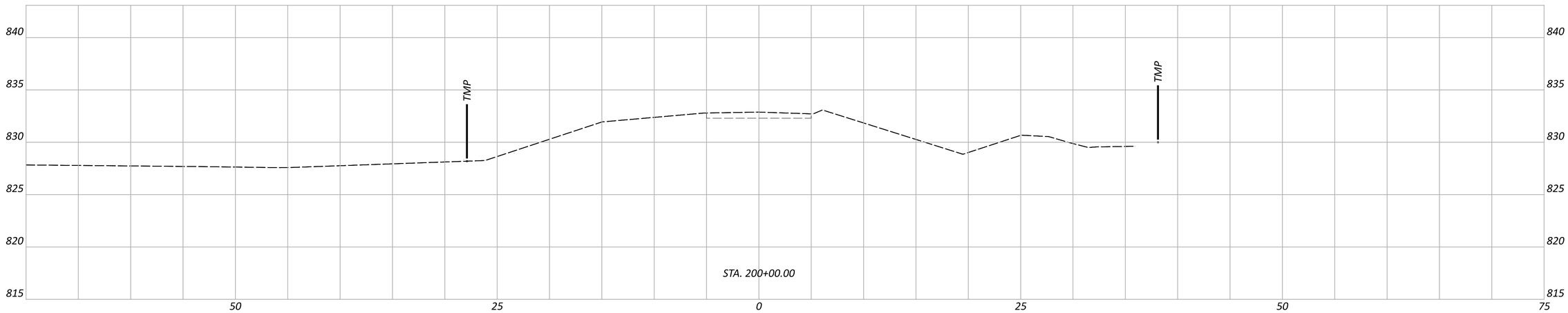

CROSS SECTIONS - LITTLE MIAMI SCENIC TRAIL
STA. 200+00.00 TO STA. 201+00.00

DESIGN AGENCY
CARPENTER MARTY transportation

DESIGNER
CEF

REVIEWER
BAA 02/10/25

PROJECT ID
115388

SHEET P.27 | TOTAL P.83

GRE-68-12.65

MODEL: CLP_Little Miami Trail - 200+00.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 2/17/2025 TIME: 3:38:33 PM USER: wshannon
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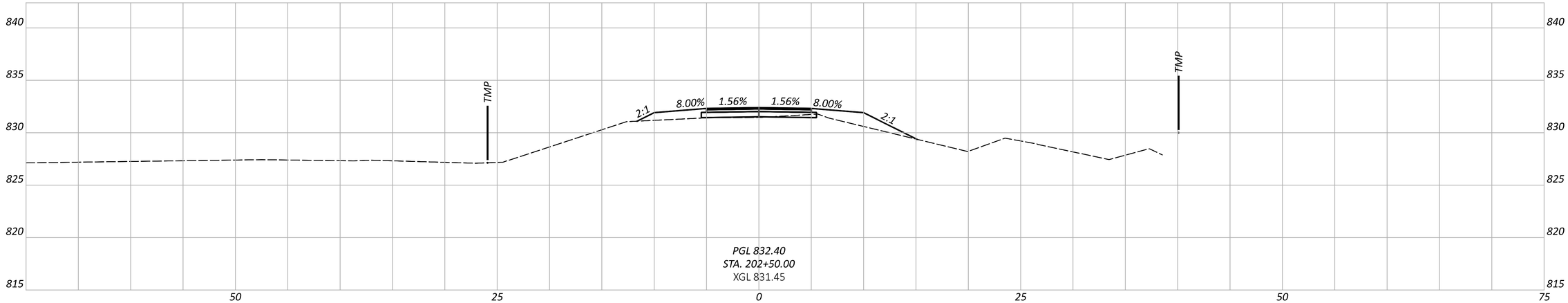

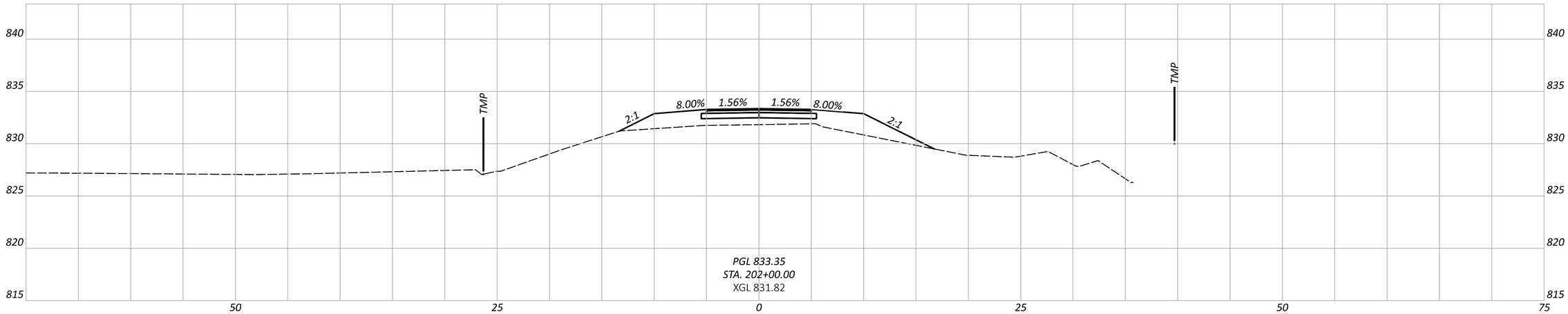

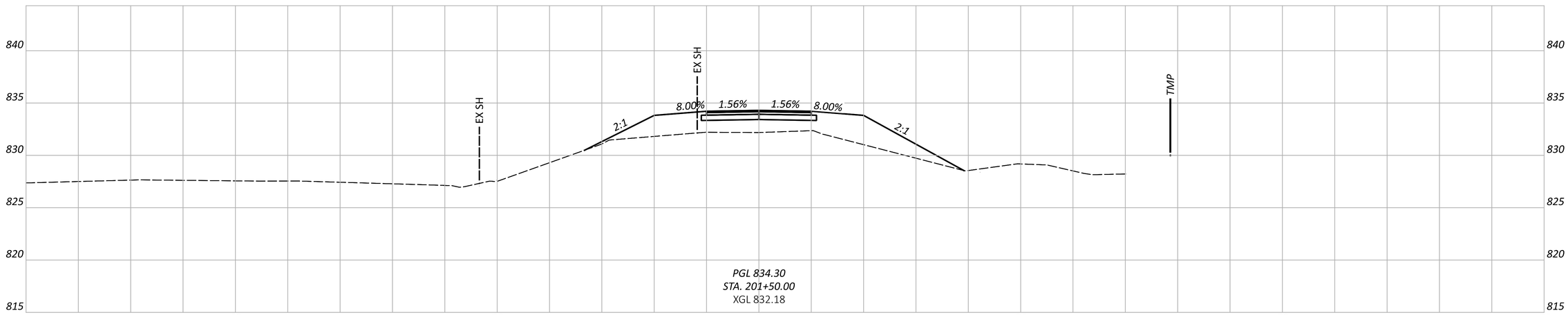

CROSS SECTIONS - LITTLE MIAMI SCENIC TRAIL
STA. 201+50.00 TO STA. 202+50.00

GRE-68-12.65

MODEL: CLP_Little Miami Trail - 201+50.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 2/17/2025 TIME: 3:38:35 PM USER: wshannon
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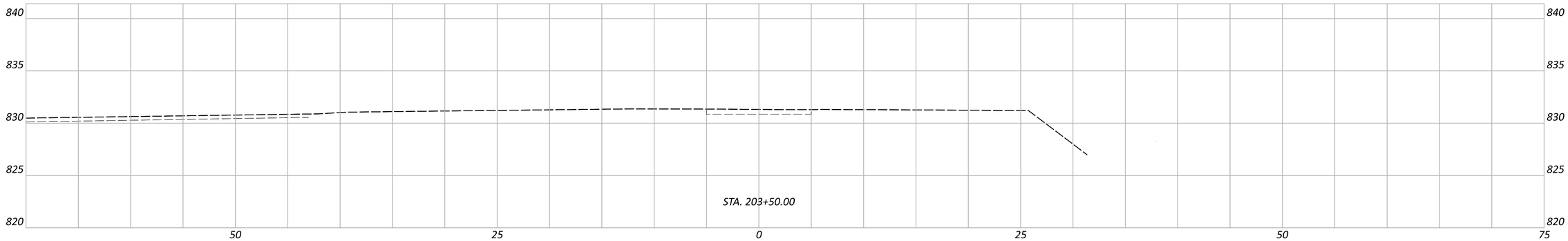
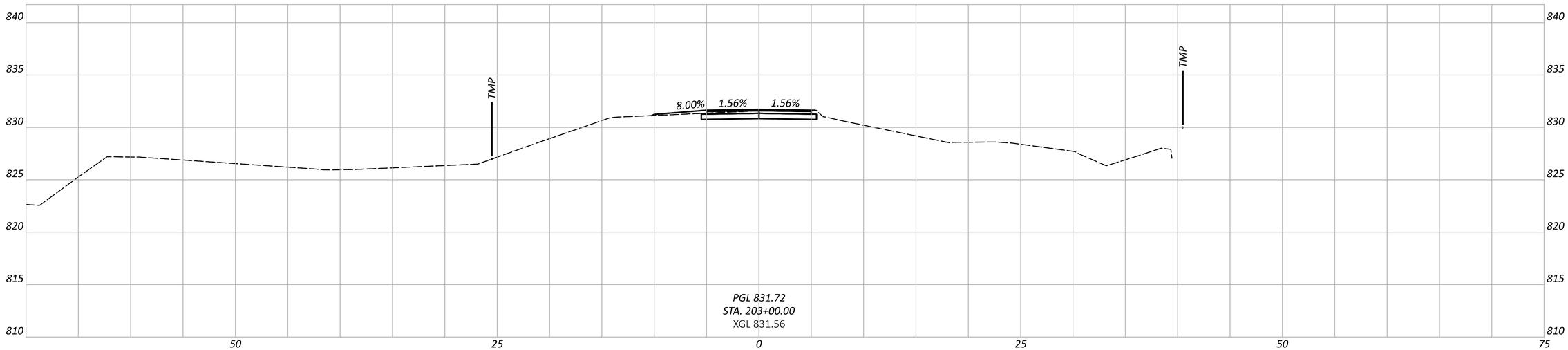
DESIGN AGENCY
CARPENTER MARTY transportation

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





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

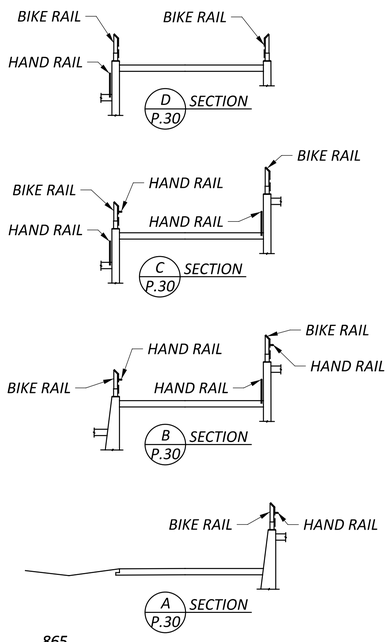
DESIGN AGENCY
CARPENTER MARTY transportation

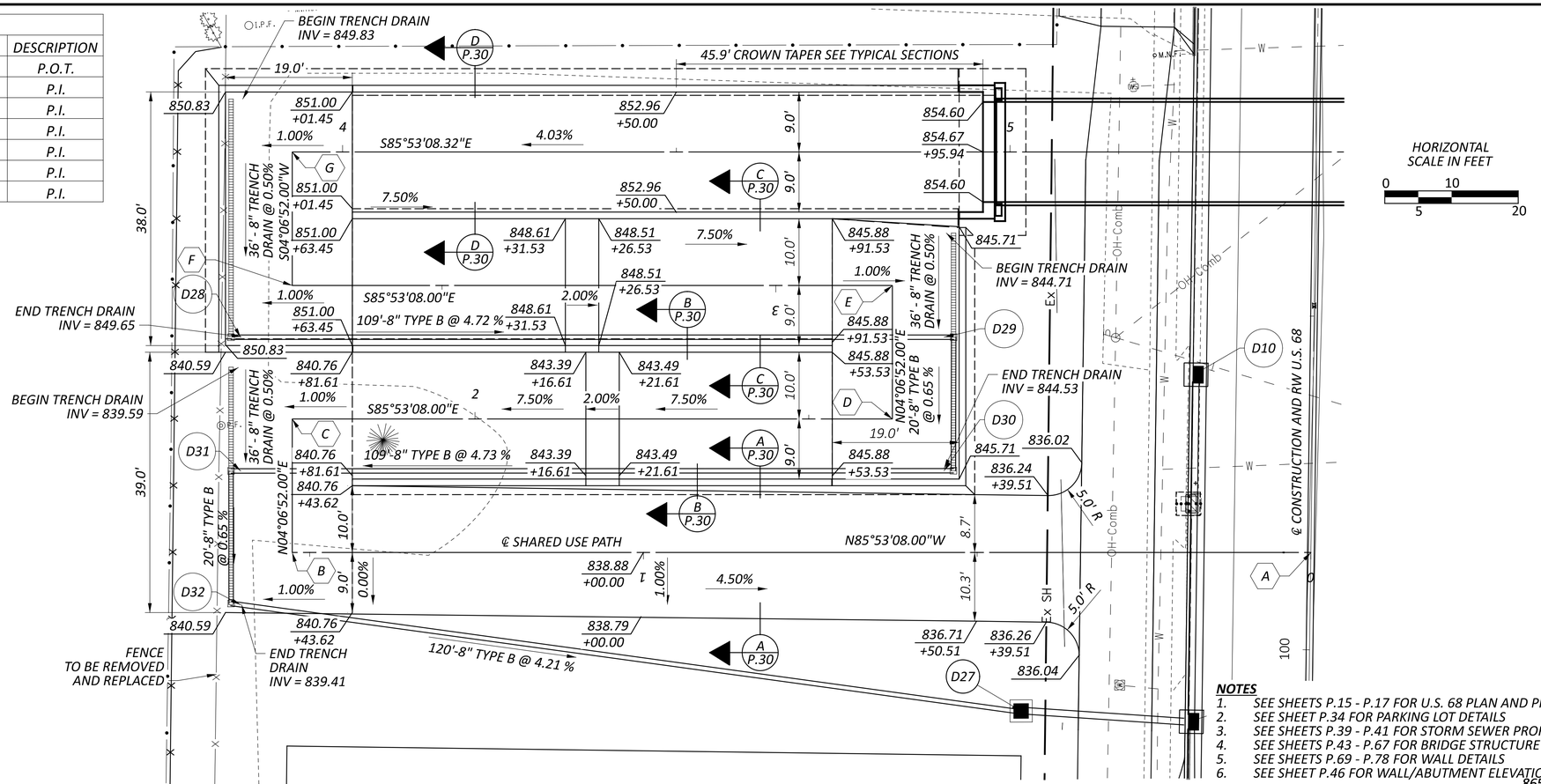
DESIGNER	CEF
REVIEWER	BAA 02/10/25
PROJECT ID	115388
SHEET	P.29
TOTAL	P.83

GRE-68-12.65

MODEL: CLP_Little Miami Trail - 203+00.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 2/17/2025 TIME: 3:38:36 PM USER: wshannon
P:\DBP\EAG\0003_GRE-68-12.65\115388\400-Engineering\Roadway\Sheets\115388_XS301.dgn

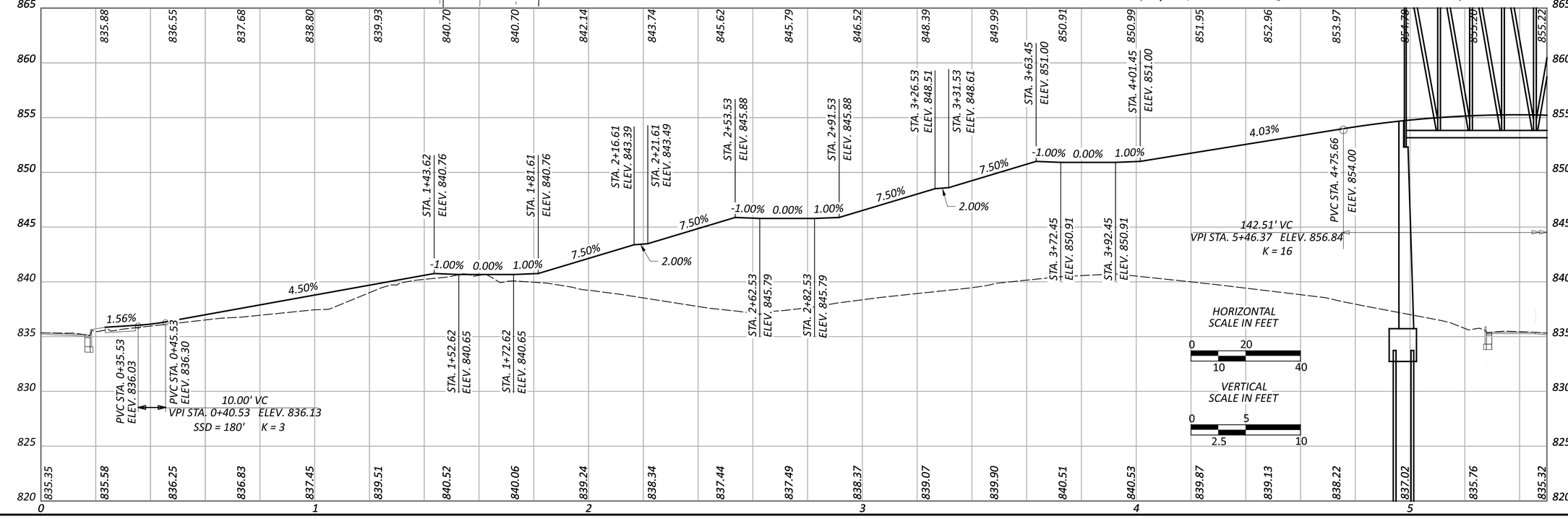
SWITCHBACK RAMP CONTROL POINTS					
	STATION	OFFSET	NORTHING	EASTING	DESCRIPTION
A	0+00.00	0.00'	633129.80	1564419.19	P.O.T.
B	1+52.62	0.00'	633140.75	1564266.97	P.I.
C	1+72.62	0.00'	633160.70	1564268.40	P.I.
D	2+62.53	0.00'	633154.25	1564358.09	P.I.
E	2+82.53	0.00'	633174.20	1564359.53	P.I.
F	3+72.45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





NOTES

1. SEE SHEETS P.15 - P.17 FOR U.S. 68 PLAN AND PROFILE
2. SEE SHEET P.34 FOR PARKING LOT DETAILS
3. SEE SHEETS P.39 - P.41 FOR STORM SEWER PROFILES
4. SEE SHEETS P.43 - P.67 FOR BRIDGE STRUCTURE PLANS
5. SEE SHEETS P.69 - P.78 FOR WALL DETAILS
6. 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 transportation

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

GRE-68-12.65

MODEL: 115388_GP201 PAPERSIZE: 34x22 (in.) DATE: 2/17/2025 TIME: 4:05:03 PM USER: wshannon
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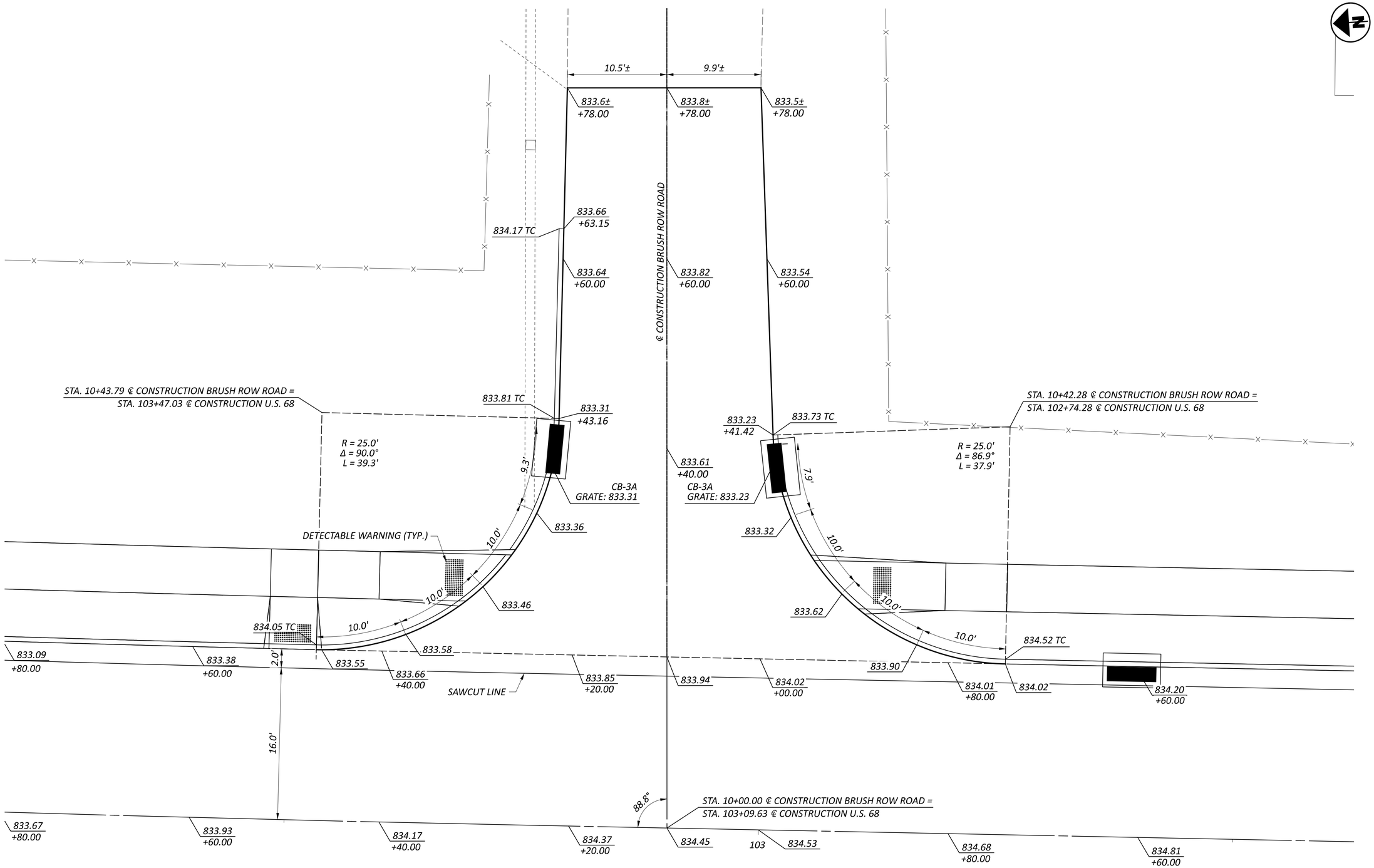

NOTES:
1. ALL ELEVATIONS SHOWN ON THIS SHEET, UNLESS LABELED OTHERWISE, ARE PAVEMENT ELEVATIONS

2. SEE SHEET P.33 FOR CURB RAMP DETAILS

HORIZONTAL SCALE IN FEET
0 10 20 40

INTERSECTION DETAIL
U.S 68 AND BRUSH ROW ROAD

DESIGN AGENCY
CARPENTER MARTY transportation

DESIGNER	WCS
REVIEWER	BAA 02/10/25
PROJECT ID	115388
SHEET	P.31
TOTAL	P.83

GRE-68-12.65

MODEL: CLP_US68 - Plan 1 PAPERSIZE: 34x22 (in.) DATE: 2/17/2025 TIME: 3:38:50 PM USER: wshannon
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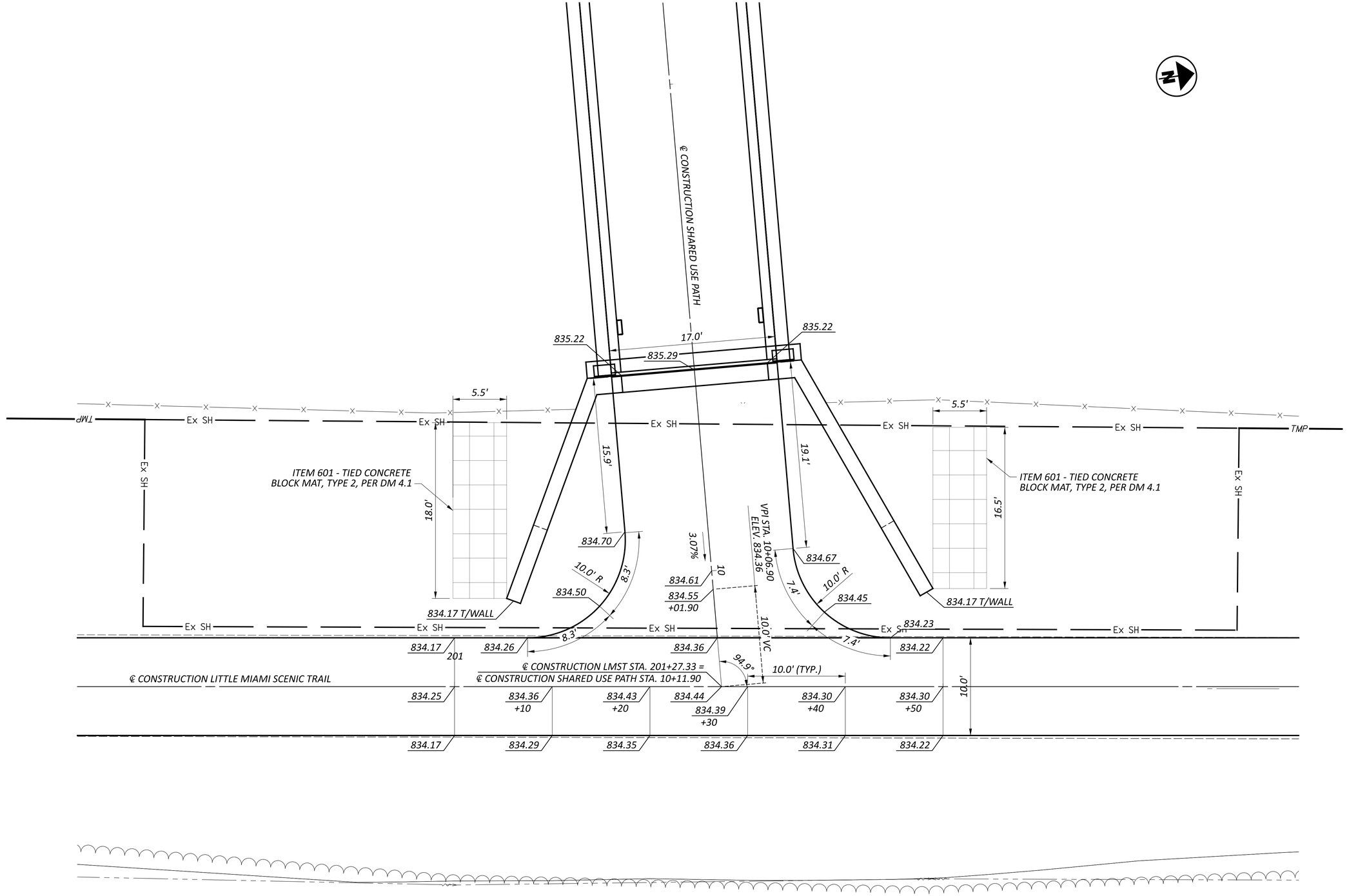


NOTES:

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

HORIZONTAL SCALE IN FEET
0 5 10 20

LITTLE MIAMI TRAIL INTERSECTION DETAIL

CTY-RTE-SECTION

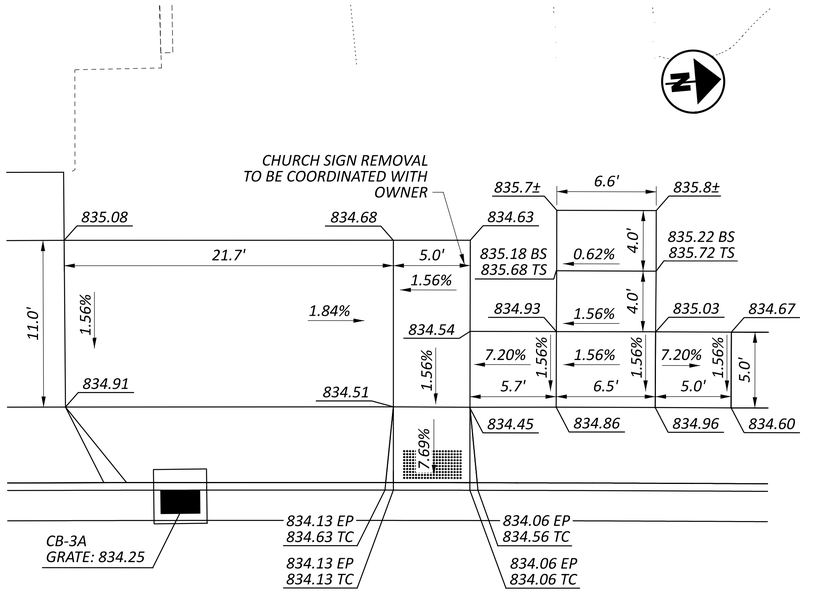
MODEL: Unnamed Plan-1 - Plan 1 PAPERSIZE: 34x22 (in.) DATE: 2/17/2025 TIME: 3:59:45 PM USER: wshannon
P:\DBP\EAG\0003_GRE-68-12.65\115388\400-Engineering\Roadway\Sheets\115388_GI301.dgn

DESIGN AGENCY
CARPENTER MARTY transportation

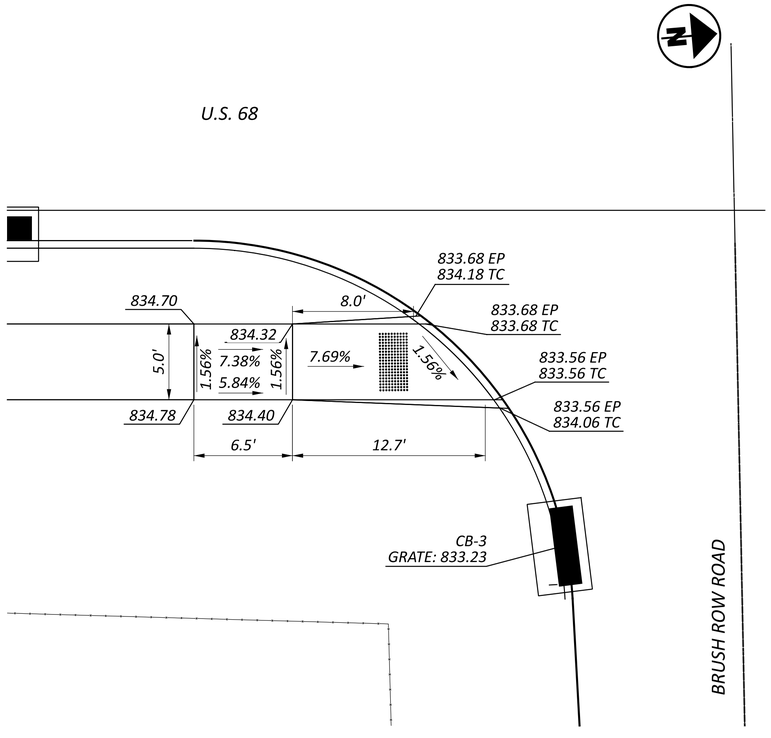
DESIGNER WCS
REVIEWER BAA 02/10/25
PROJECT ID 115388
SHEET P.32 TOTAL P.83

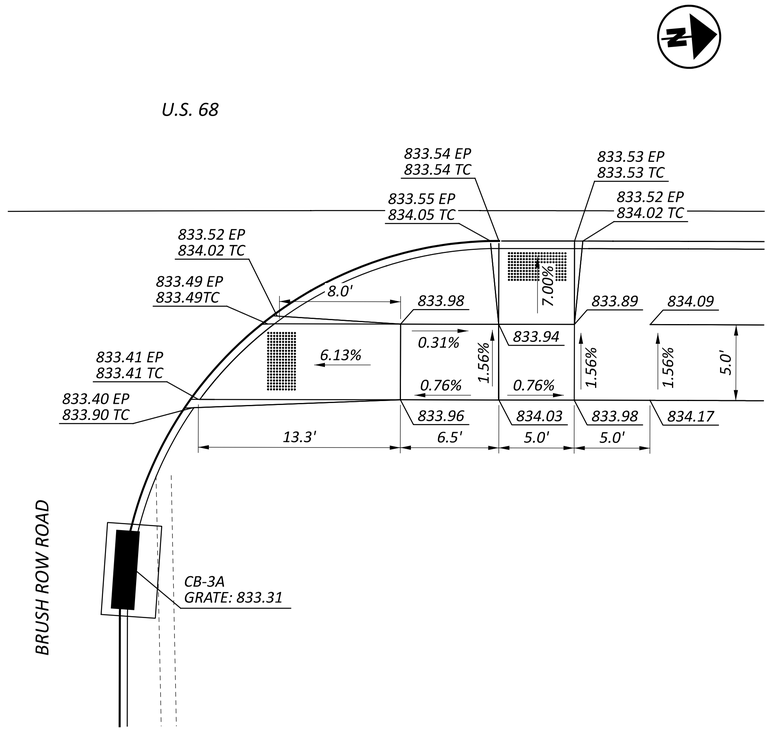
LEGEND

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



U.S. 68





HORIZONTAL
SCALE IN FEET
0 5 10 20

CURB RAMP
DETAILS

GRE-68-12.65

MODEL: CLP_US68 - Plan 2 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 2/17/2025 TIME: 3:38:52 PM USER: wshannon
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DESIGN AGENCY
CARPENTER MARTY transportation

DESIGNER
WCS

REVIEWER
BAA 02/10/25

PROJECT ID
115388

SHEET P.33 | TOTAL P.83

PARKING LOT BUILD-UP

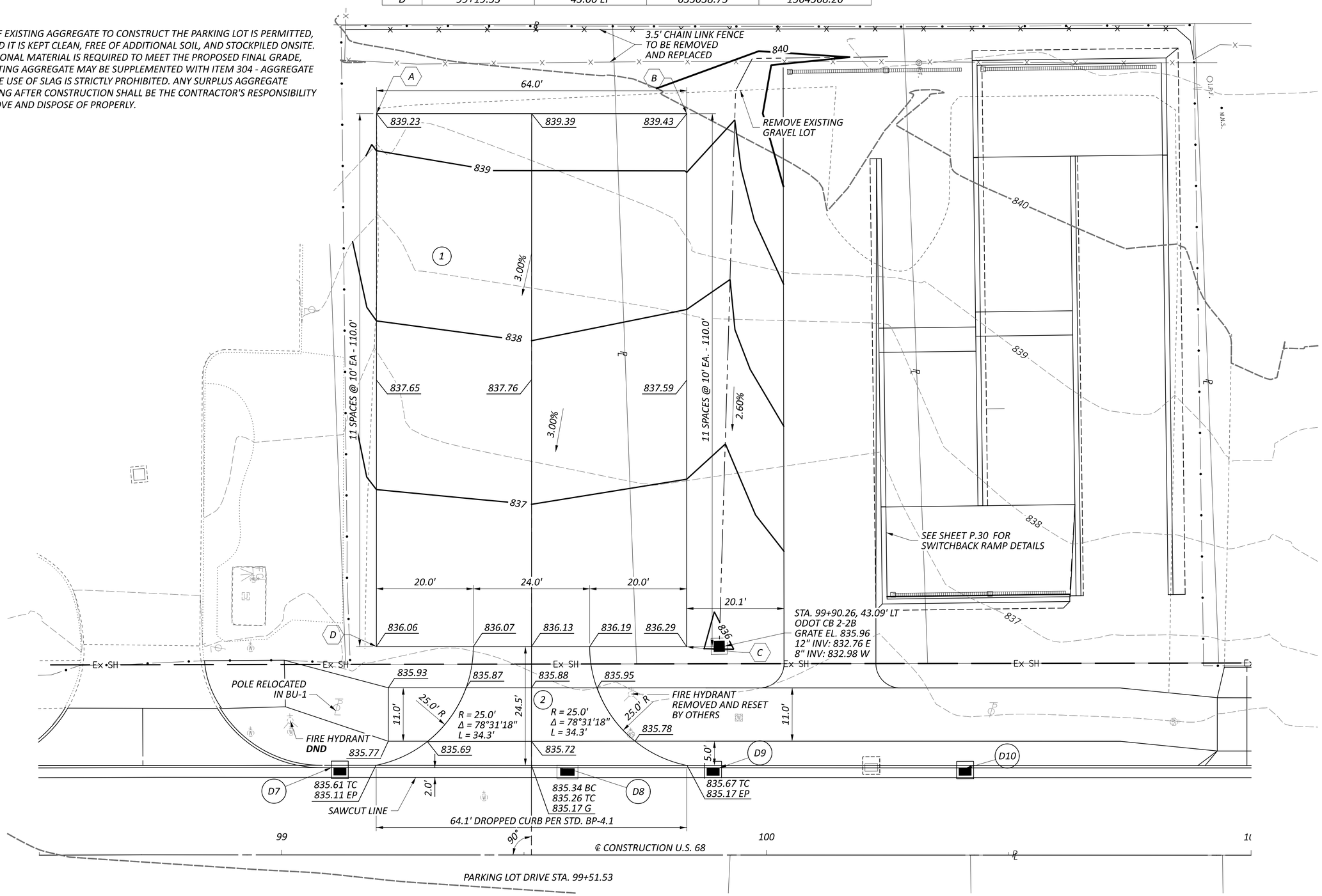
(1) *ITEM 304 - 6" AGGREGATE BASE*

(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.*

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



HORIZONTAL SCALE IN FEET
0 10 20 40

PARKING LOT DETAILS

GRE-68-12.65

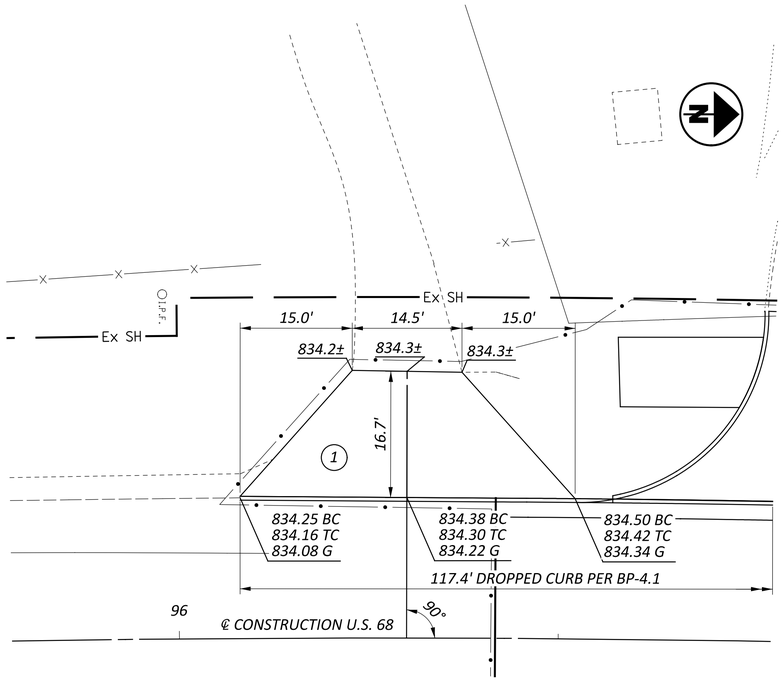
MODEL: CLP_US82 - Plan 9 PAPERSIZE: 34x22 (in.) DATE: 2/17/2025 TIME: 3:50:57 PM USER: wshannon
P:\DBP\EAG\0003_GRE-68-12.65\115388\400-Engineering\Roadway\Sheets\115388_GD101_Parking_Lot.dgn

DESIGN AGENCY
CARPENTER MARTY transportation

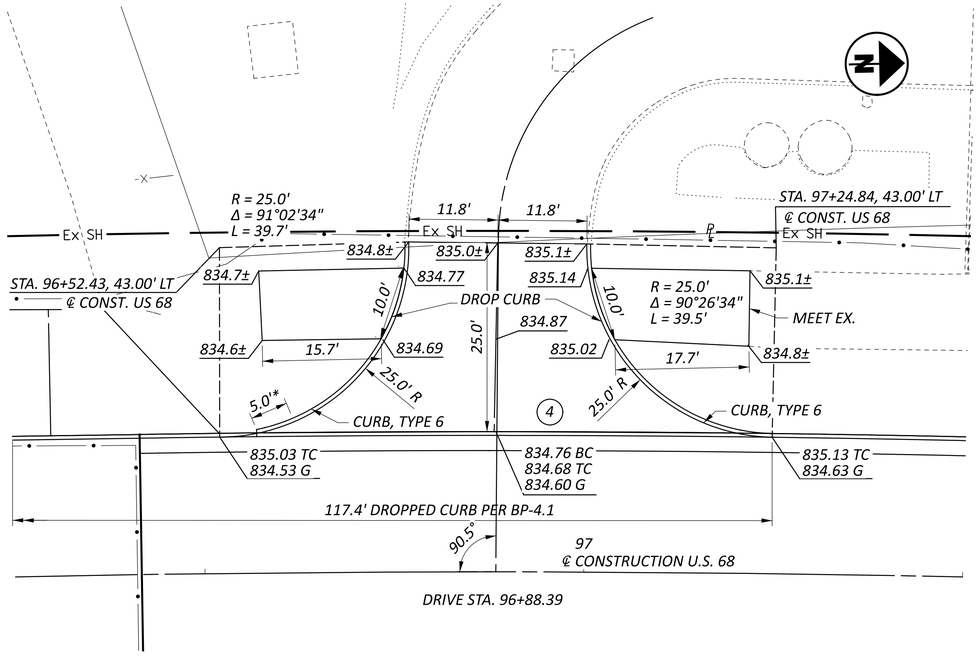
DESIGNER	WCS
REVIEWER	BAA 02/10/25
PROJECT ID	115388
SHEET	P.34
TOTAL	P.83

LEGEND - DRIVEWAY PAVEMENT BUILDUP

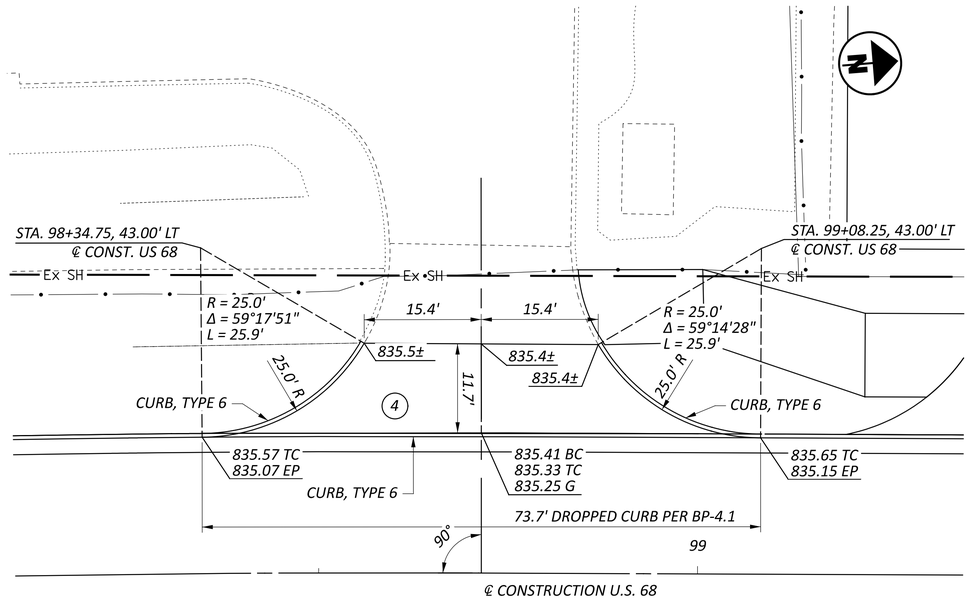
1. *ITEM 452 - 6" NON-REINFORCED CONCRETE PAVEMENT*
2. *ITEM 441 - 2" AC SURFACE COURSE, TYPE 1, 449, (DRIVEWAYS)*
   ITEM 304 - 6" AGGREGATE BASE
3. *ITEM 304 - 8" AGGREGATE BASE*
4. *ITEM 441 - 1.25" AC SURFACE COURSE, TYPE 1, 449, (DRIVEWAYS)*
   ITEM 407 - TACK COAT
   ITEM 441 - 1.75" AC INTERMEDIATE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



DRIVE STA. 96+29.88



DRIVE STA. 96+88.39



STA. 98+71.46

HORIZONTAL SCALE IN FEET
0 2.5 5 10

DRIVEWAY PLANS

DESIGN AGENCY
CARPENTER MARTY transportation

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

GRE-68-12.65

MODEL: CLP_US68 - Plan 1 PAPERSIZE: 34x22 (in.) DATE: 2/17/2025 TIME: 3:51:00 PM USER: wshannon
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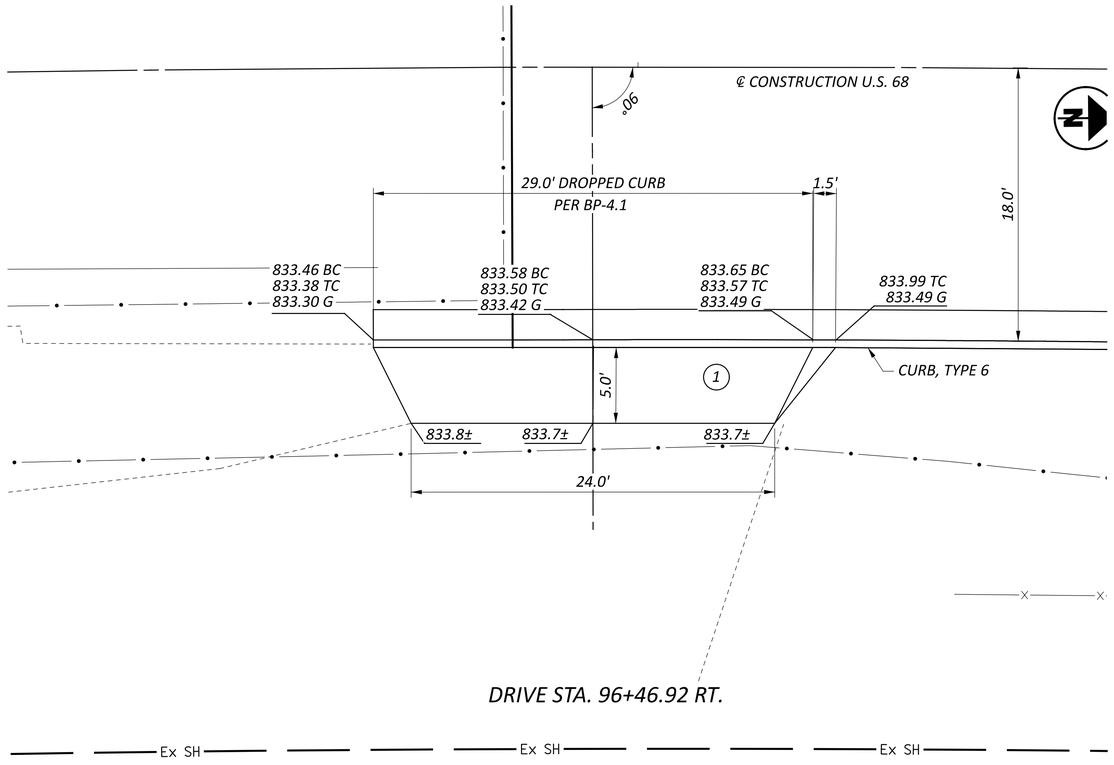
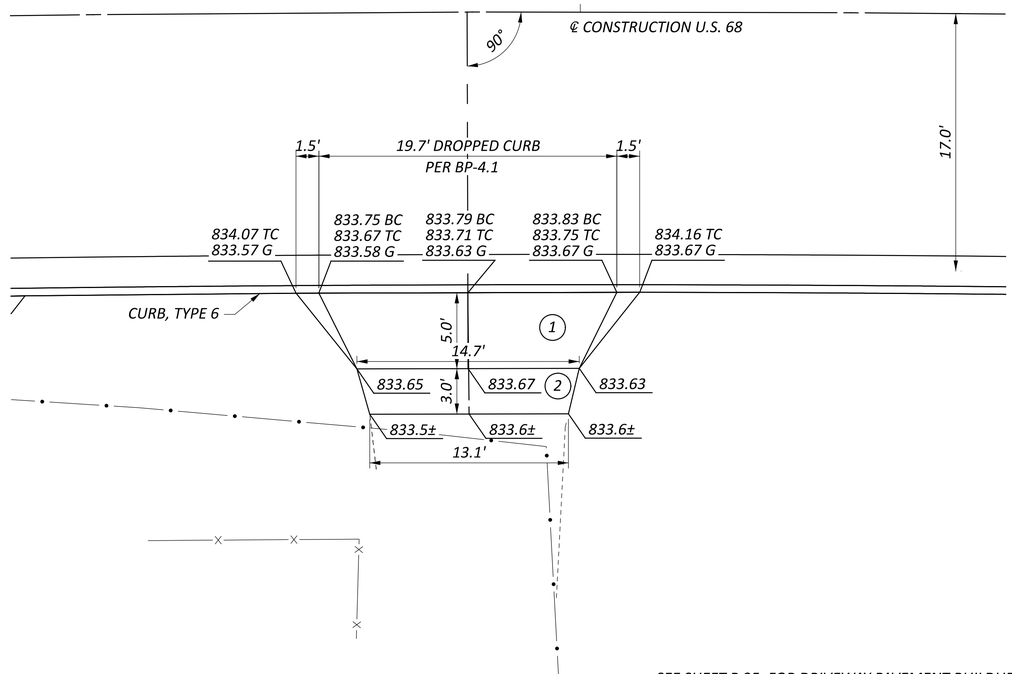
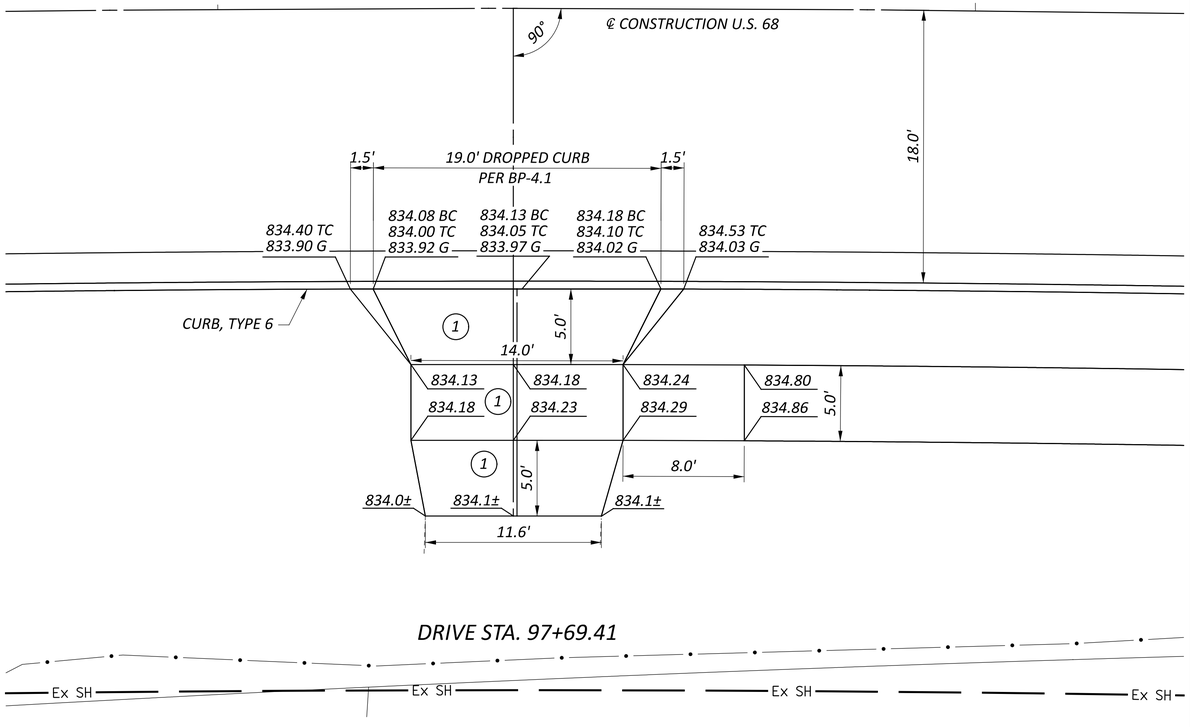


DRIVE STA. 96+46.92 RT.

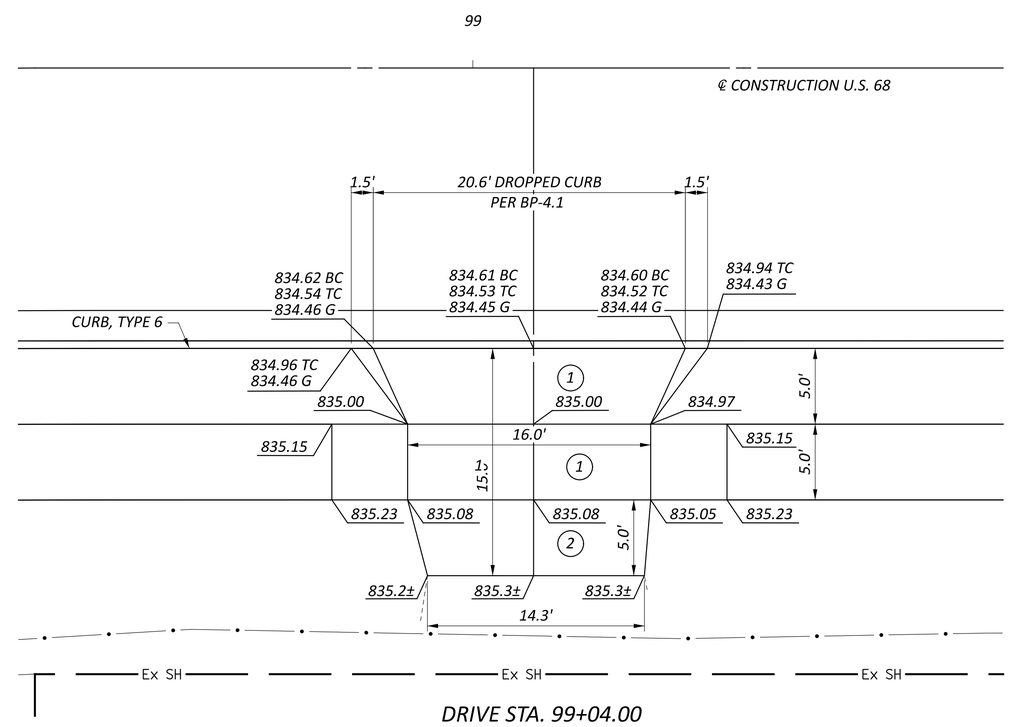


DRIVE STA. 96+92.53

SEE SHEET P.35 FOR DRIVEWAY PAVEMENT BUILDUP



DRIVE STA. 97+69.41



DRIVE STA. 99+04.00

HORIZONTAL SCALE IN FEET
0 2.5 5 10

DRIVEWAY PLANS

DESIGN AGENCY
CARPENTER MARTY transportation

DESIGNER	WCS
REVIEWER	BAA 02/10/25
PROJECT ID	115388
SHEET	P.36
TOTAL	P.83

GRE-68-12.65

MODEL: CLP_US68 - Plan 1 PAPERSIZE: 34x22 (in.) DATE: 2/17/2025 TIME: 3:51:02 PM USER: wshannon
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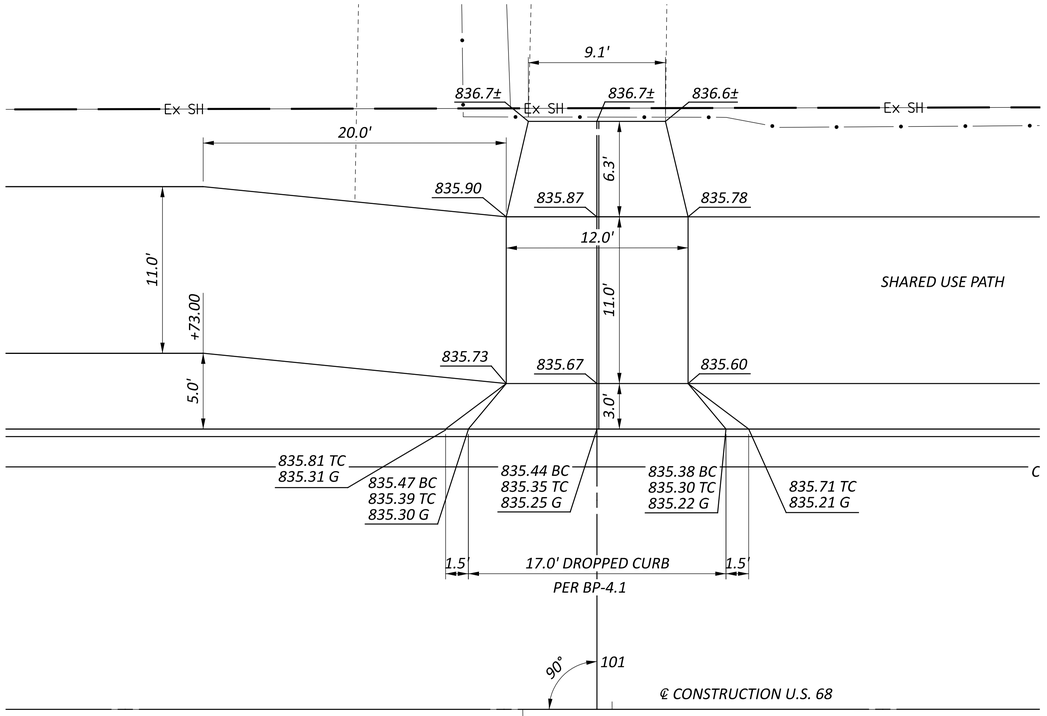
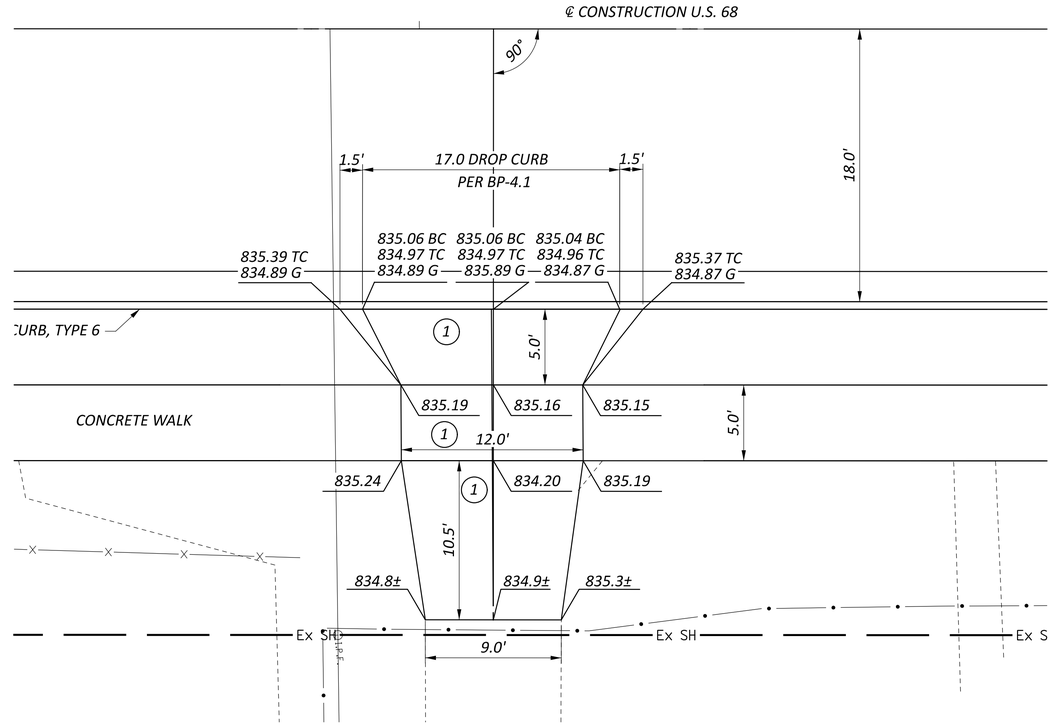
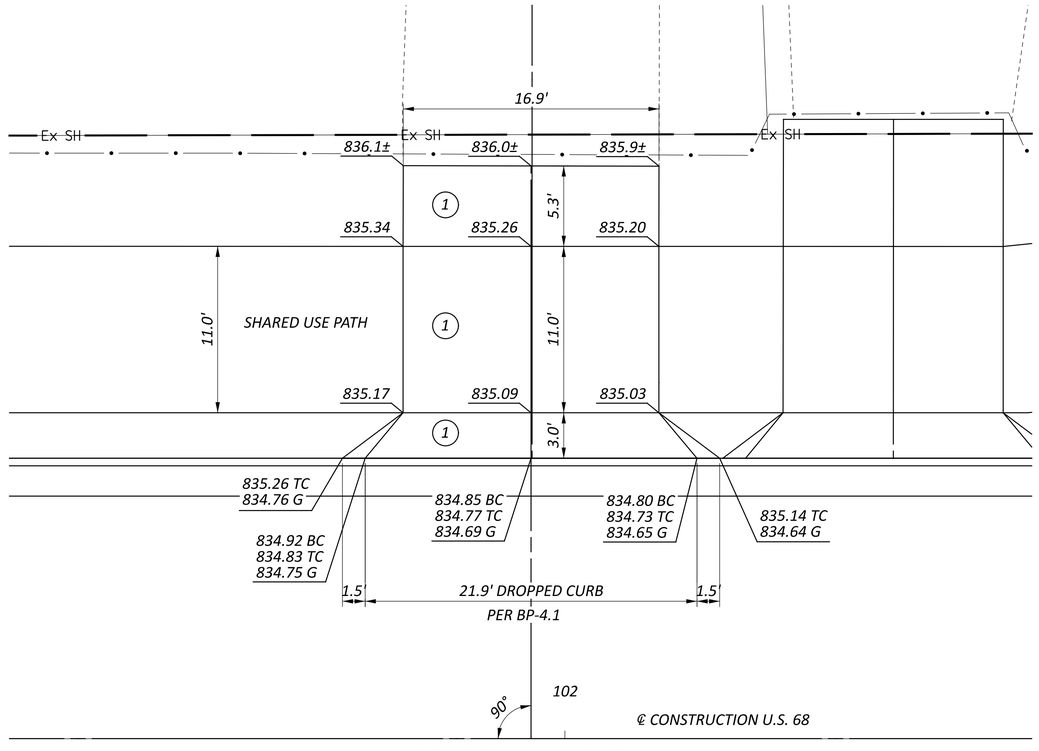


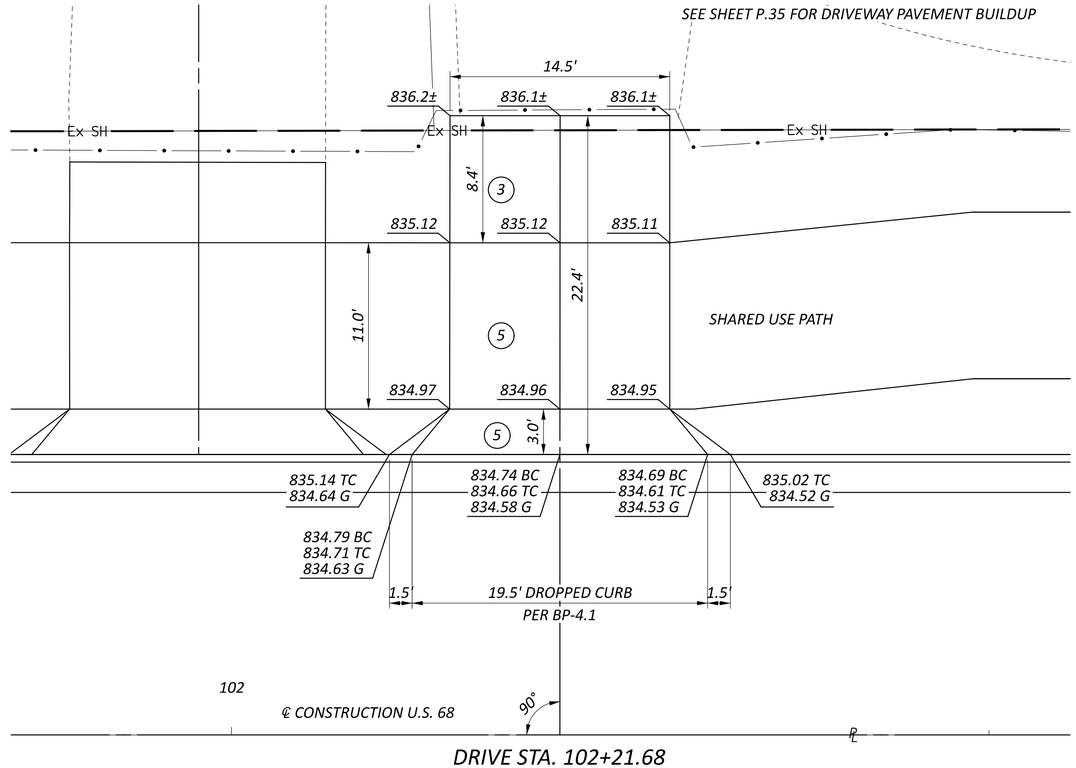
DRIVE STA. 100+99.00



DRIVE STA. 101+04.90



DRIVE STA. 101+97.76



DRIVE STA. 102+21.68

HORIZONTAL SCALE IN FEET
0 2.5 5 10

DRIVEWAY PLANS

GRE-68-12.65

MODEL: CLP_US68 - Plan 1 PAPERSIZE: 34x22 (in.) DATE: 2/17/2025 TIME: 3:51:03 PM USER: wshannon
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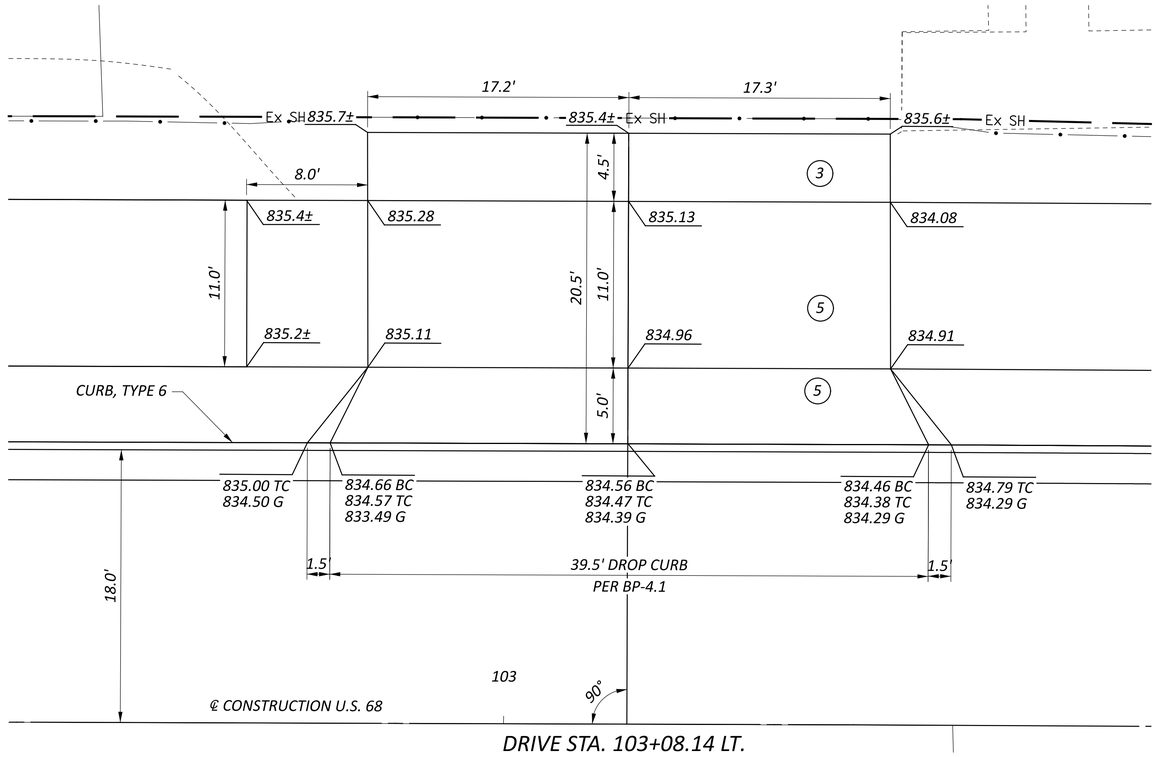
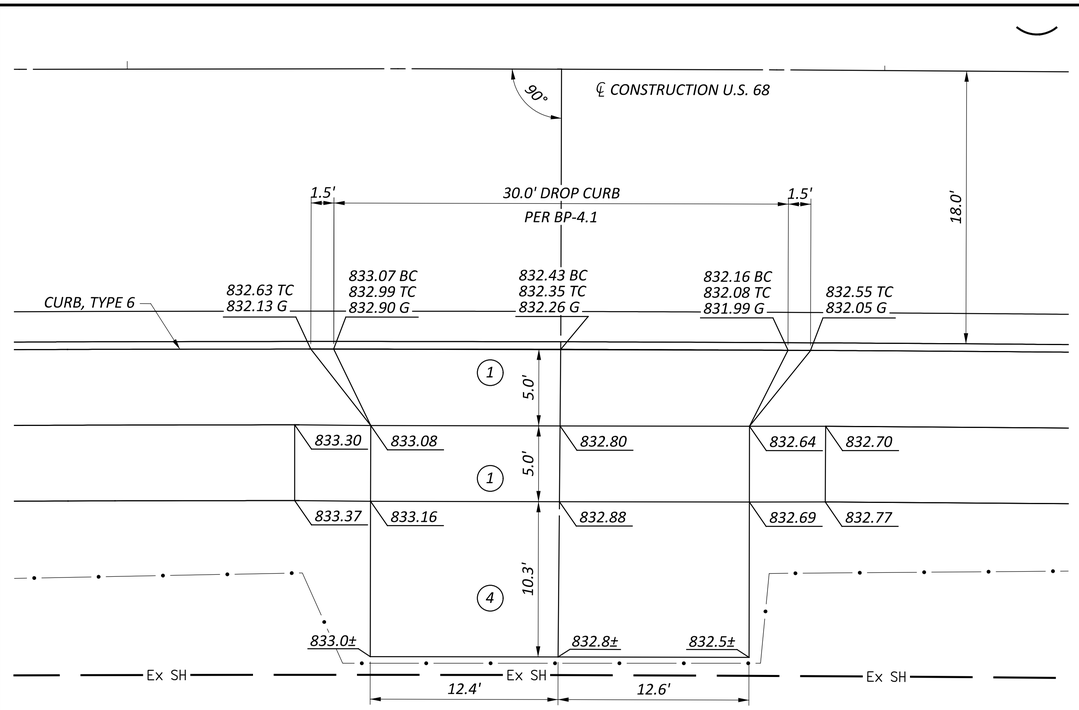
DESIGN AGENCY
CARPENTER MARTY transportation

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



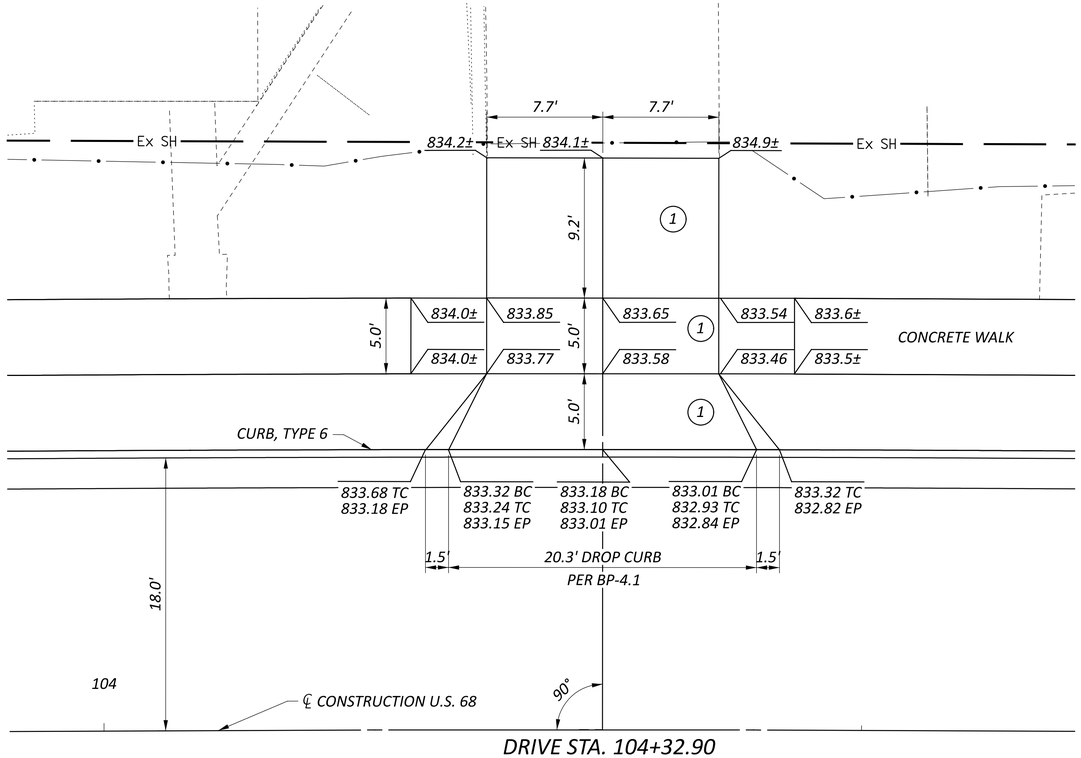
DRIVE STA. 103+08.14 LT.



DRIVE STA. 104+28.66

HORIZONTAL SCALE IN FEET
0 2.5 5 10

DRIVEWAY PLANS



DRIVE STA. 104+32.90

SEE SHEET P.35 FOR DRIVEWAY PAVEMENT BUILDUP

DESIGN AGENCY
CARPENTER MARTY transportation

DESIGNER
WCS

REVIEWER
BAA 02/10/25

PROJECT ID
115388

SHEET P.38 | TOTAL P.83

GRE-68-12.65

MODEL: CLP_US68 - Plan 1 PAPERSIZE: 34x22 (in.) DATE: 2/17/2025 TIME: 3:51:05 PM USER: wshannon
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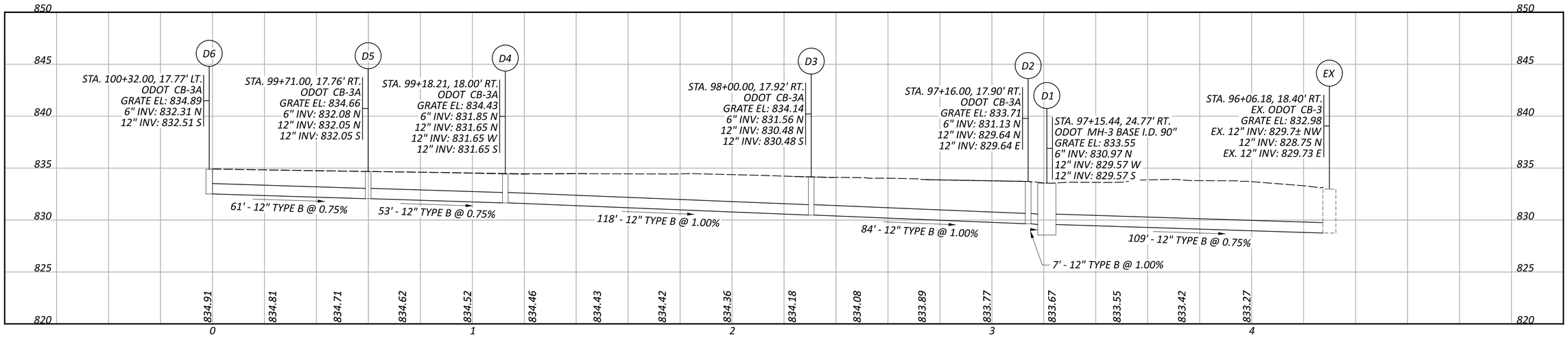
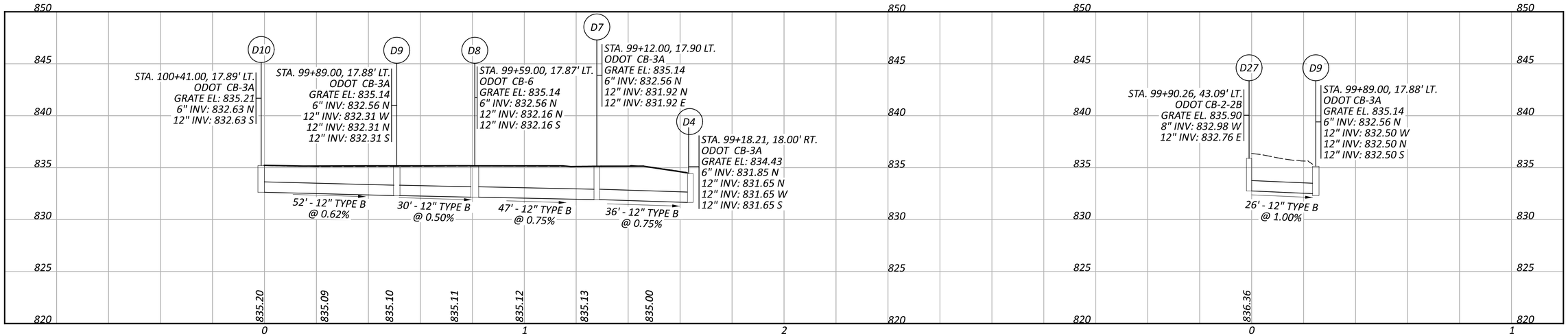
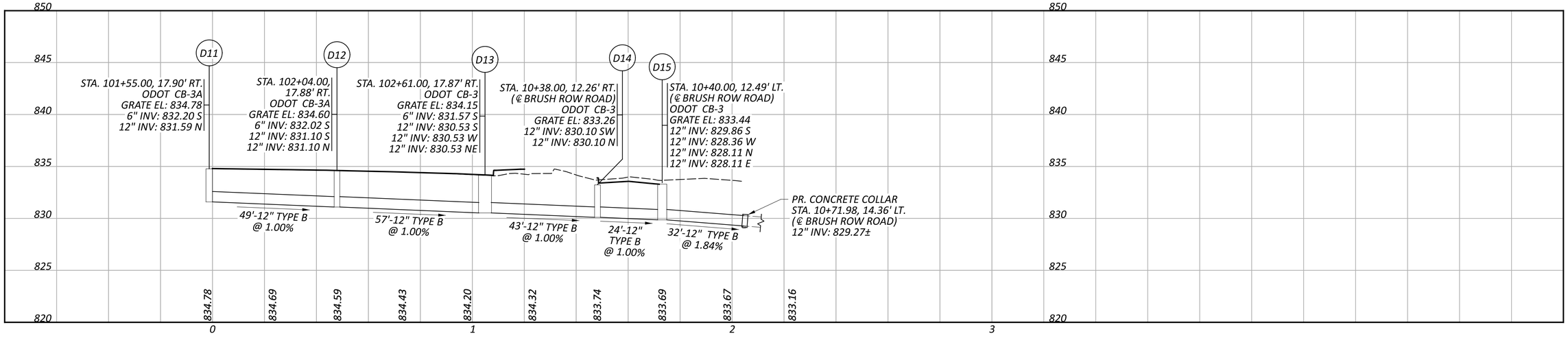






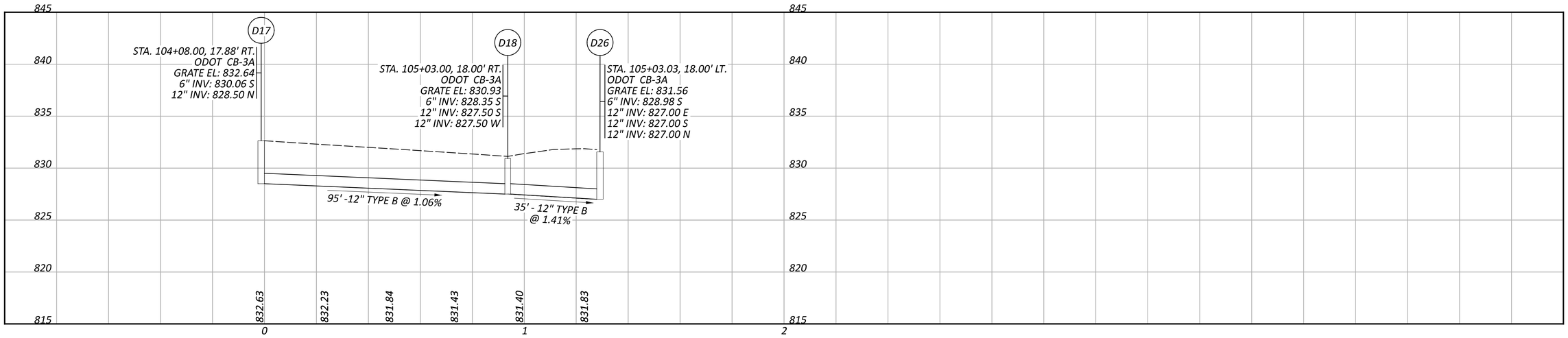
STORM SEWER PROFILES

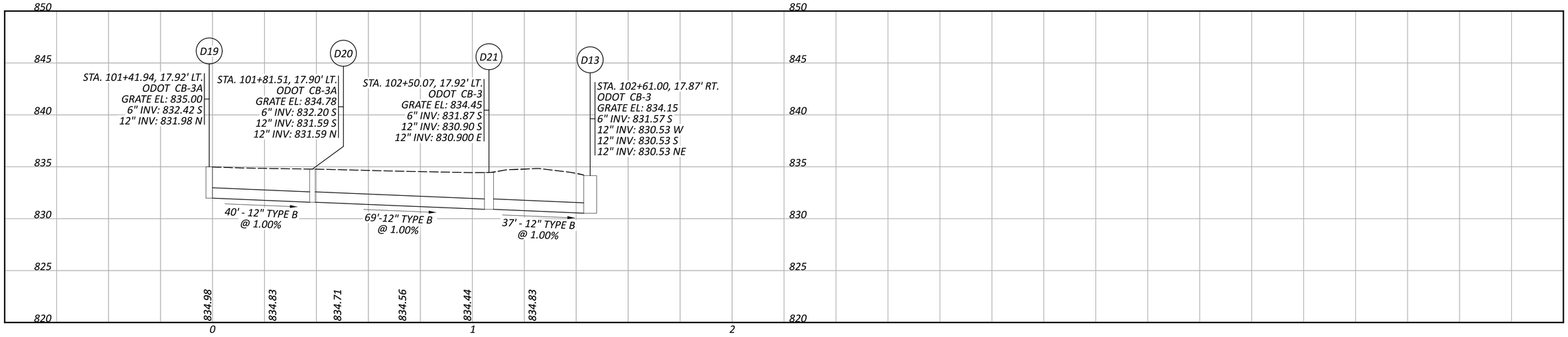
GRE-68-12.65

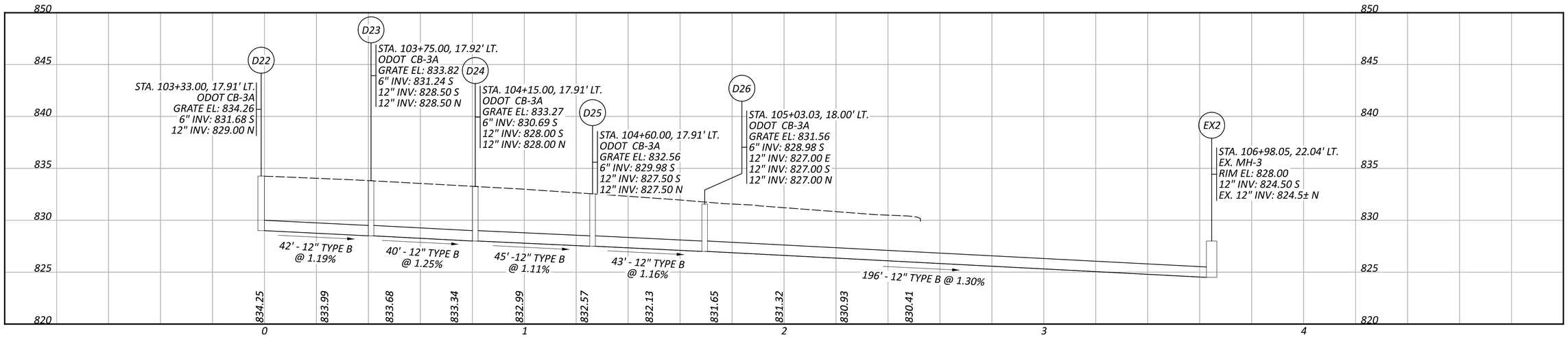
MODEL: 115388_DF001 PAPERSIZE: 34x22 (in.) DATE: 2/17/2025 TIME: 3:39:04 PM USER: wshannon
P:\DBP\EAG\0003_GRE-68-12.65\115388\400-Engineering\Drainage\Sheets\115388_DF001.dgn

DESIGN AGENCY
CARPENTER MARTY transportation

DESIGNER	CEF
REVIEWER	BAA 02/10/25
PROJECT ID	115388
SHEET	P.39
TOTAL	P.83







STORM SEWER PROFILES

GRE-68-12.65

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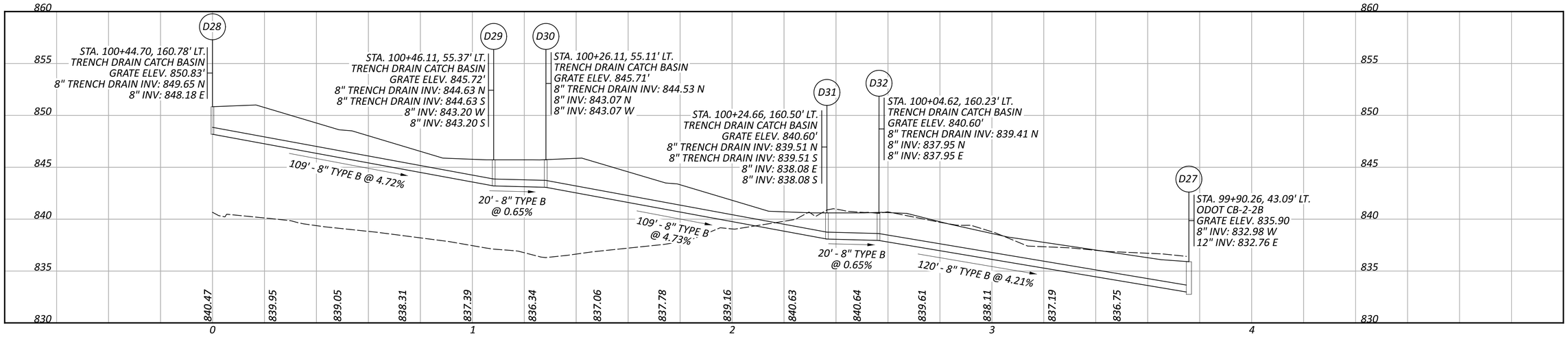
DESIGN AGENCY
CARPENTER MARTY transportation

DESIGNER
CEF

REVIEWER
BAA 02/10/25

PROJECT ID
115388

SHEET P.40 | TOTAL P.83



STORM SEWER PROFILES

CTY-RTE-SECTION

MODEL: 115388_DF003 PAPERSIZE: 34x22 (in.) DATE: 2/17/2025 TIME: 3:39:06 PM USER: wshannon
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DESIGN AGENCY
CARPENTER MARTY transportation

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.*

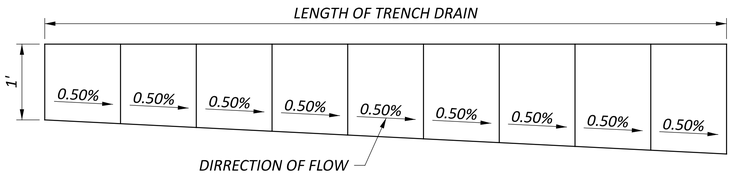
2. *THE MANUFACTURER MUST BE CERTIFIED PER ODOT SUPPLEMENT 1073.*

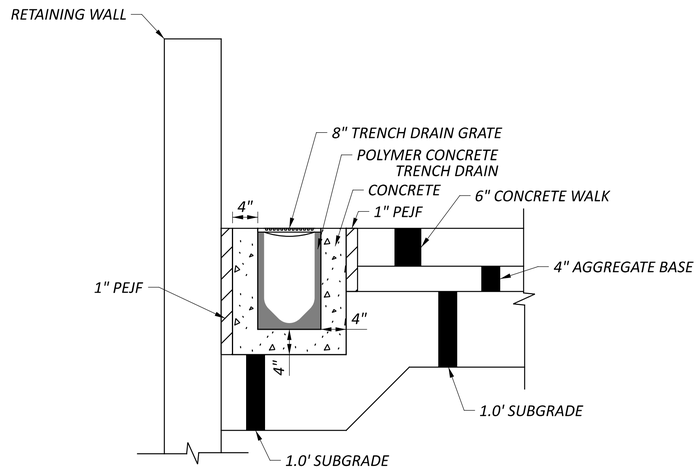
3. *THE GRATES SHALL BE LIGHT-DUTY WITH SLOTS OR PERFORATIONS MADE OUT OF GALVANIZED OR STAINLESS STEEL. THE GRATES SHALL BE ANTI-SLIP, ADA COMPLAINT, BOTH PEDESTRIAN AND BICYCLE SAFE, AND HEEL RESISTANT. THE GRATES SHALL INCLUDE LOCKING MECHANISMS TO RESTRICT UNNECESSARY GRATE MOVEMENT.*

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.*





TRENCH DRAIN SECTION DETAIL

TRENCH DRAIN DETAIL

DESIGN AGENCY
CARPENTER MARTY transportation

DESIGNER
CEF

REVIEWER
BAA 02/10/25

PROJECT ID
115388

SHEET P.42 | TOTAL P.83

GRE-68-12.65

MODEL: Sheet_SurvFt PAPERSIZE: 34x22 (in.) DATE: 2/17/2025 TIME: 4:42:15 PM USER: wshannon
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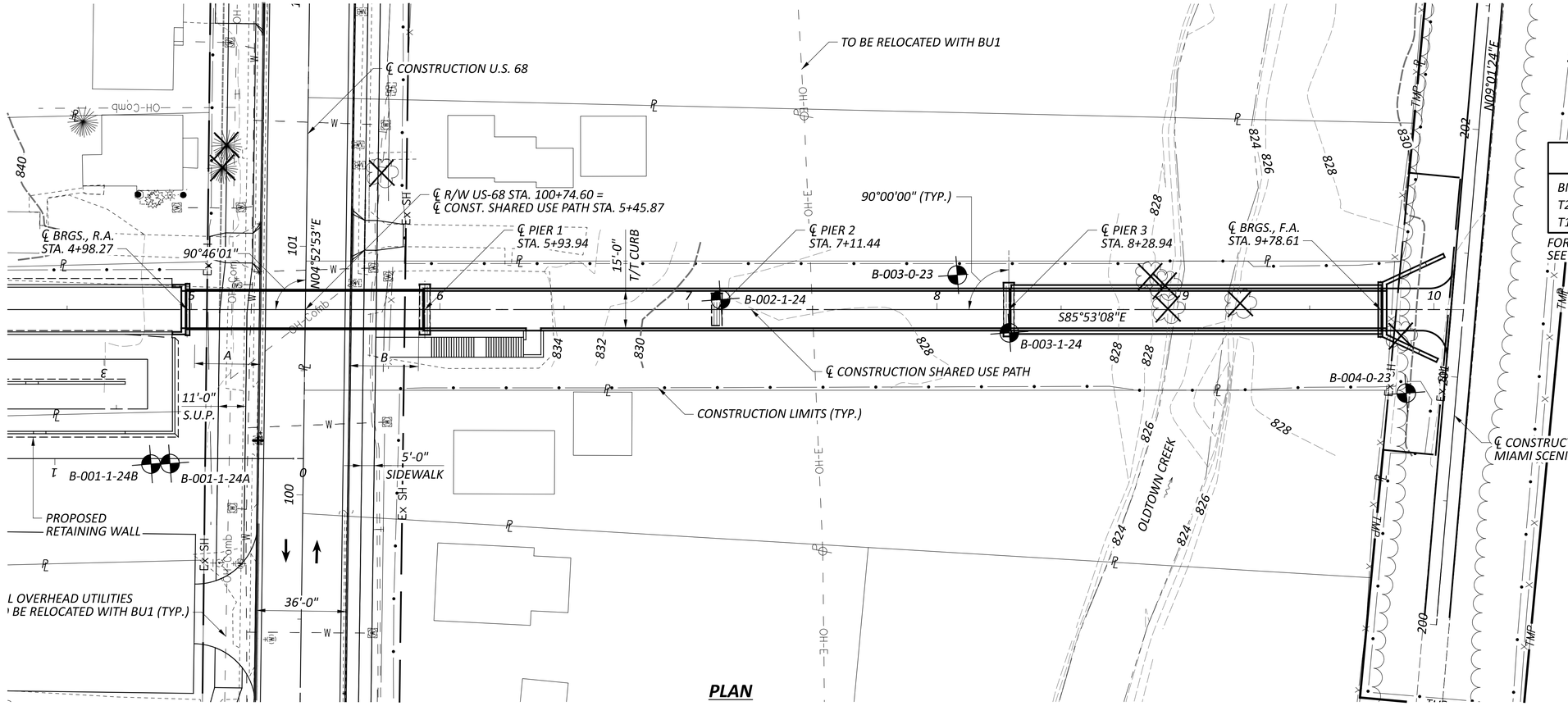
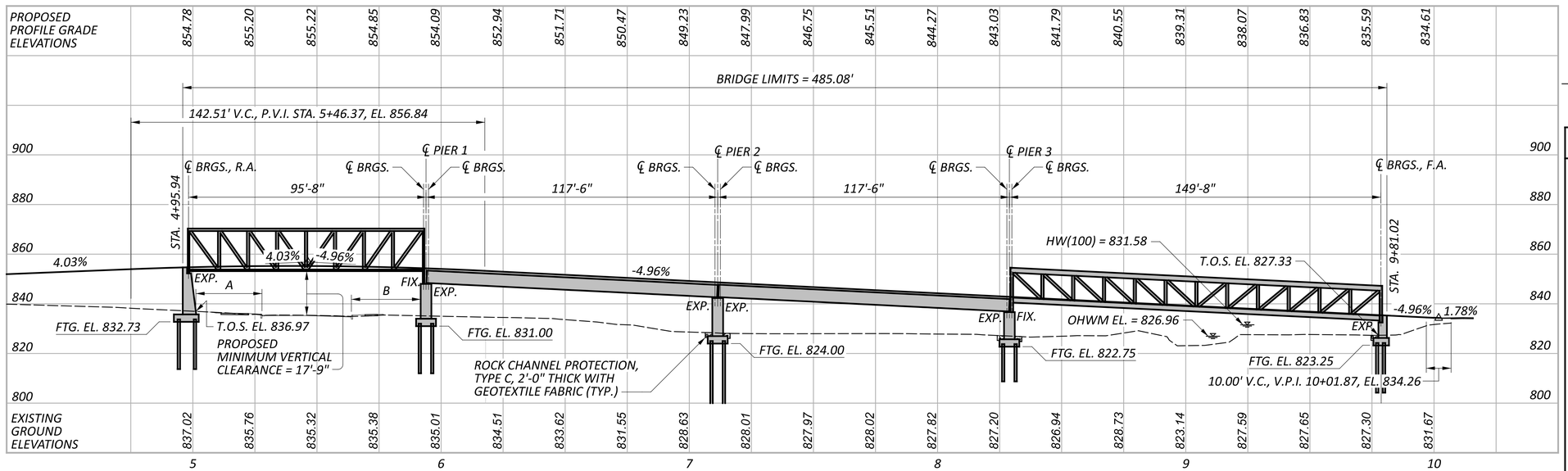


PLAN



PROFILE ALONG ℄ CONSTRUCTION SHARED USE PATH

BENCHMARK DATA

BM01	STA. 95+30.07,	EL. 833.23,	OFFSET 41.84' LT.
T2	STA. 97+91.42,	EL. 834.79,	OFFSET 21.63' RT.
T104	STA. 100+88.75,	EL. 835.68,	OFFSET 24.39' LT.

FOR ADDITIONAL BENCHMARK INFORMATION SEE ROADWAY PLAN SHEET P.05/P.83.

HYDRAULIC DATA

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

LEGEND

A - MINIMUM HORIZONTAL CLEARANCE = 26'-6"

B - MINIMUM HORIZONTAL CLEARANCE = 27'-9"

- PROJECT BORING LOCATION

PROPOSED STRUCTURE

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

SPANS: 95'-8", 117'-6", 117'-6", 149'-8" MEASURED BETWEEN SUBSTRUCTURE UNITS

ROADWAY: 15'-0" TOE/TOE CURB

LOADING: 0.090 KSF PEDESTRIAN LOAD OR H15-44

SKEW: NONE

WEARING SURFACE: 1" MONOLITHIC CONCRETE

APPROACH SLABS: NONE

ALIGNMENT: TANGENT

CROWN: 0.01 FT/FT

DECK AREA: 8,257 SF

COORDINATES: LATITUDE N39°43'46.65"
LONGITUDE W83°56'12.36"

HORIZONTAL SCALE IN FEET
0 10 25 50

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

SFN	2926107
DESIGN AGENCY	CARPENTER MARTY Transportation
DESIGNER	SMH
CHECKER	AMR
REVIEWER	GDJ 02/10/25
PROJECT ID	115388
SUBSET	1
TOTAL	25
SHEET	P.43
TOTAL	P.83

GRE-68-12.65

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 2/17/2025 TIME: 5:04:56 PM USER: jzhu
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REFER TO THE FOLLOWING STANDARD BRIDGE DRAWINGS:

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

DESIGN SPECIFICATIONS

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

OPERATIONAL IMPORTANCE:

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

DESIGN LOADING

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

PEDESTRIAN LIVE LOAD: 0.090 KIPS/FT^2

DESIGN DATA

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

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

CONCRETE REINFORCEMENT:

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

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

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

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

WELD WIRE REINFORCEMENT:
YIELD STRENGTH - 70 KSI

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

MONOLITHIC WEARING SURFACE

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

DECK PROTECTION METHOD

GALVANIZED REINFORCING STEEL
2½" 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

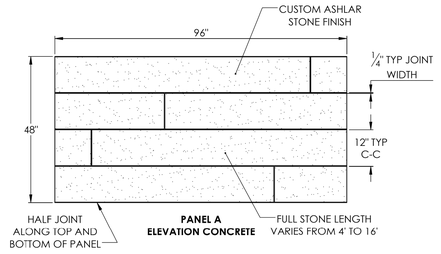
PIER 3 PILES:
14 INCH DIAMETER PILES 20 FEET LONG, ORDER LENGTH
1 DYNAMIC LOAD TESTING ITEMS

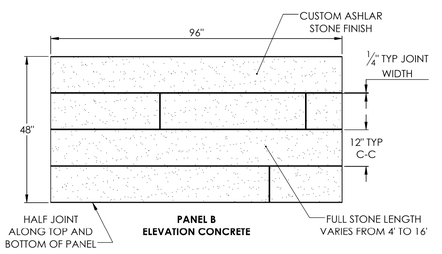
FORWARD ABUTMENT PILES:
12 INCH DIAMETER PILES 25 FEET LONG, ORDER LENGTH
1 DYNAMIC LOAD TESTING ITEMS

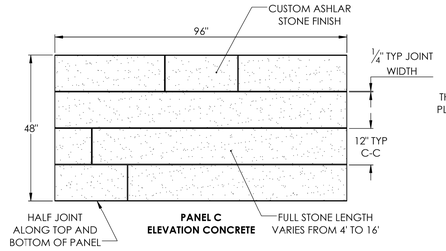
PROVIDE PLAIN CYLINDRICAL CASINGS WITH A MINIMUM PILE WALL THICKNESS PER TABLE 3/25 FOR THE CAST-IN-PLACE REINFORCED CONCRETE PILES.

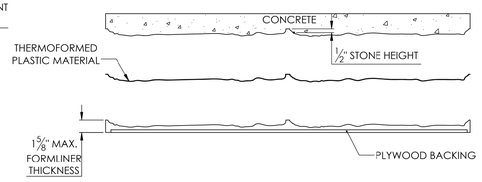
AESTHETIC TREATMENT (CONCRETE FORMLINER)

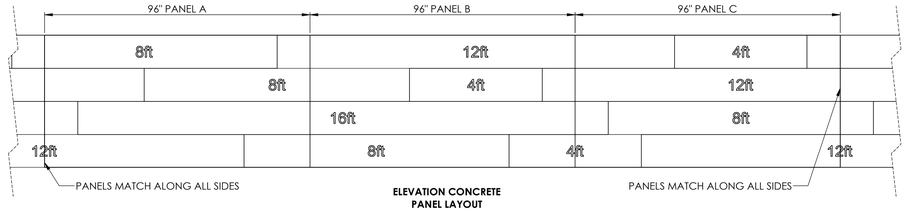
ONE FULL SCALE PATTERNED PRECONSTRUCTION TEST PANEL SHALL BE PROVIDED FOR APPROVAL BY THE DISTRICT 8 BRIDGE SECTION. IF THE TEST PANEL DOES NOT MEET THE APPROVAL OF THE DISTRICT 8 BRIDGE SECTION, THE RESULT WILL BE GROUNDS TO THE REJECT THE PROPOSED PANEL SURFACE CHOSEN. THE TEST PANEL WILL BE PROVIDED 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 SUED TO CONSTRUCT THE PROJECT. AFTER APPROVAL THE CONCRETE TEST PANEL SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR.



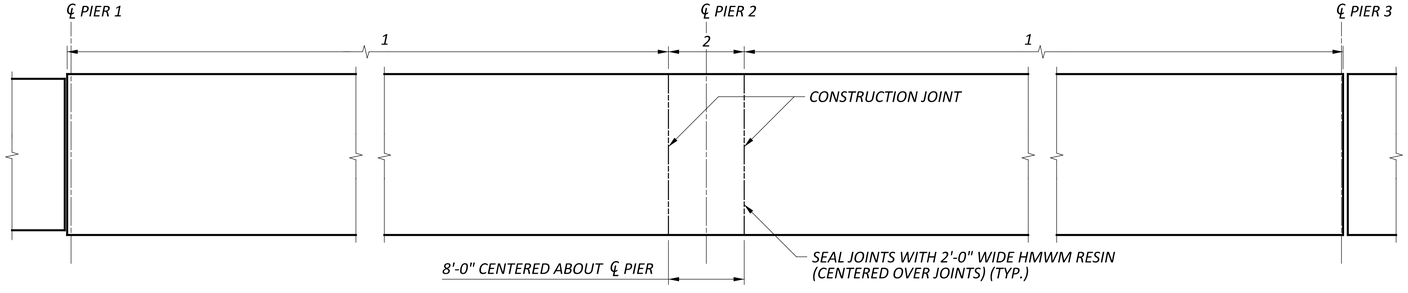








CONCRETE FORMLINER DETAIL



DECK POURING SEQUENCE PLAN

NOTE

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

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

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

GRE-68-12.65

MODEL: Sheet_Survft PAPERSIZE: 34x22 (in.) DATE: 2/17/2025 TIME: 5:04:59 PM USER: jzhu
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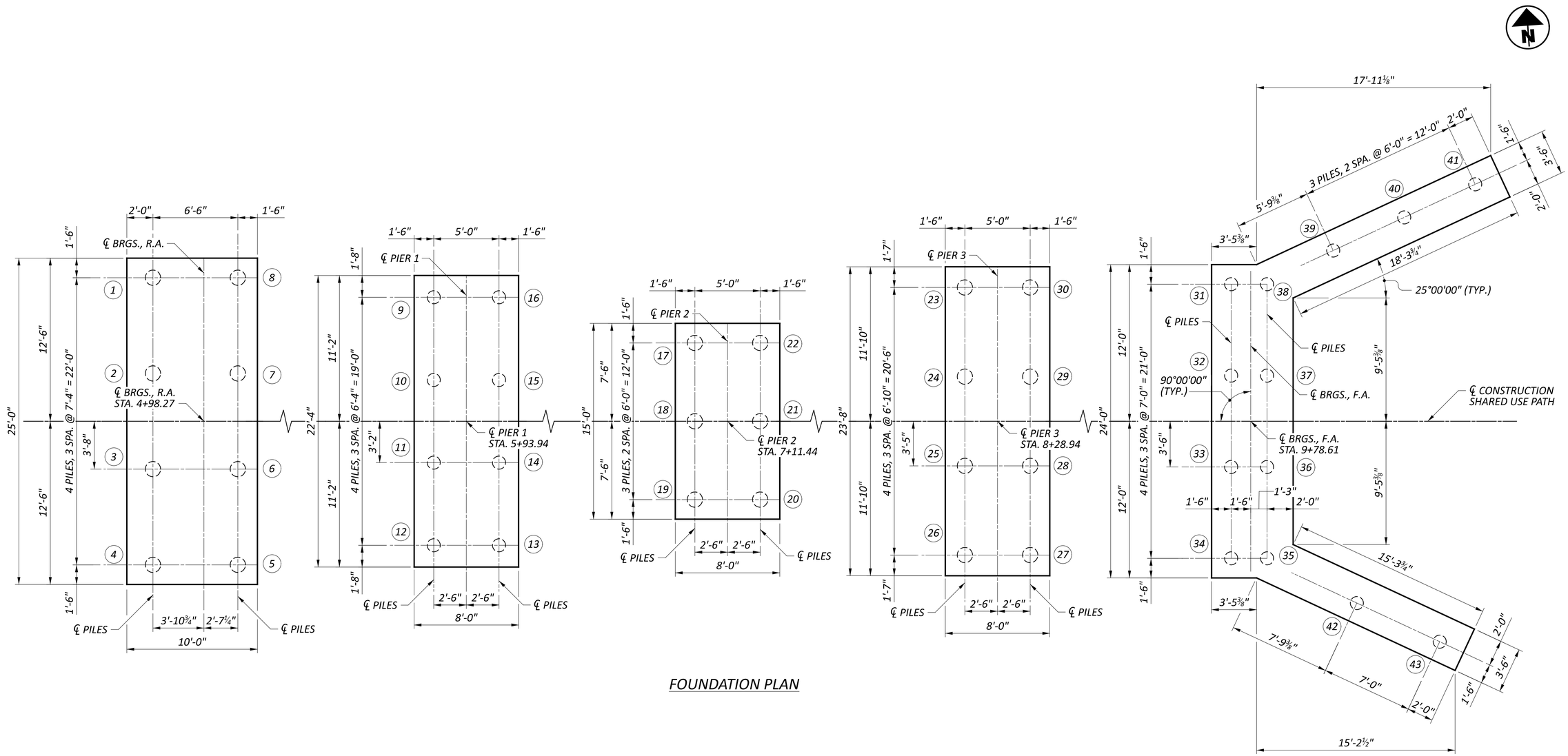

FOUNDATION PLAN

LEGEND

(#) - PILE NUMBER

( ) - 12" C.I.P. REINFORCED CONCRETE PILE (PEIR 1 AND F.A.)

( ) - 14" C.I.P. REINFORCED CONCRETE PILE (R.A., PIER 2, AND PIER 3)

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

GRE-68-12.65

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

SFN 2926107

DESIGN AGENCY
CARPENTER MARTY transportation

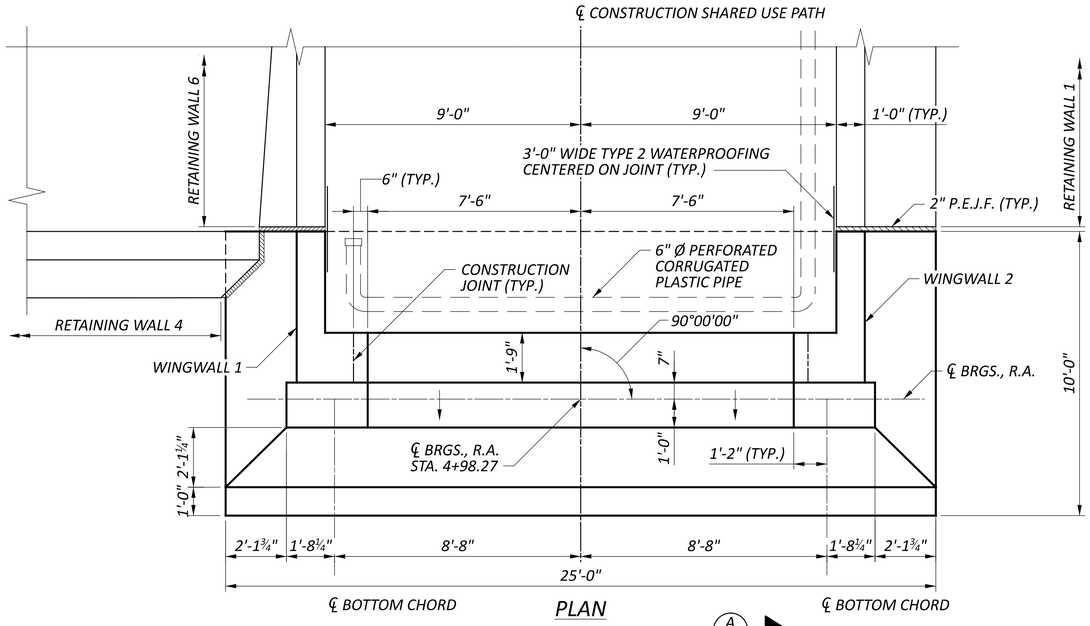
DESIGNER	CHECKER
JZ	AMR

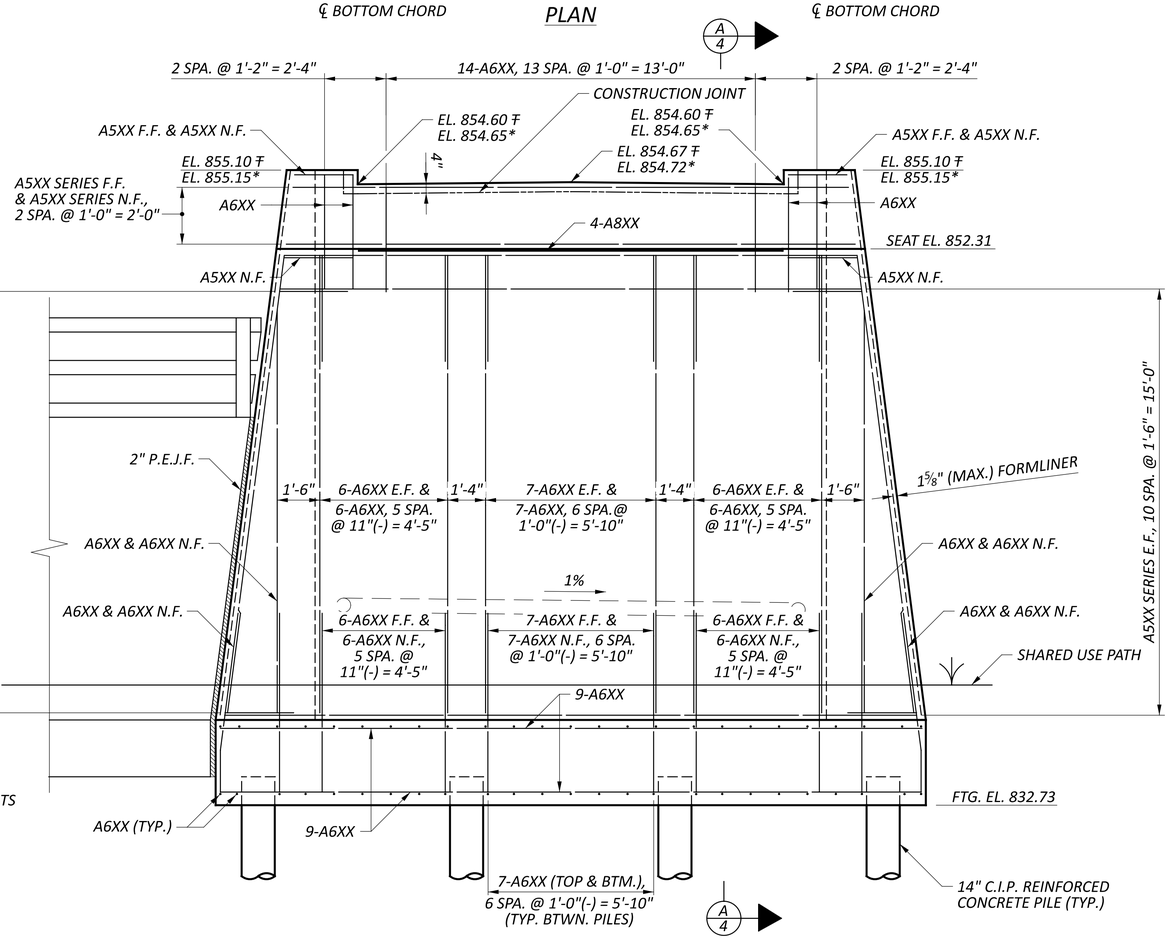
REVIEWER: GDJ 02/10/25

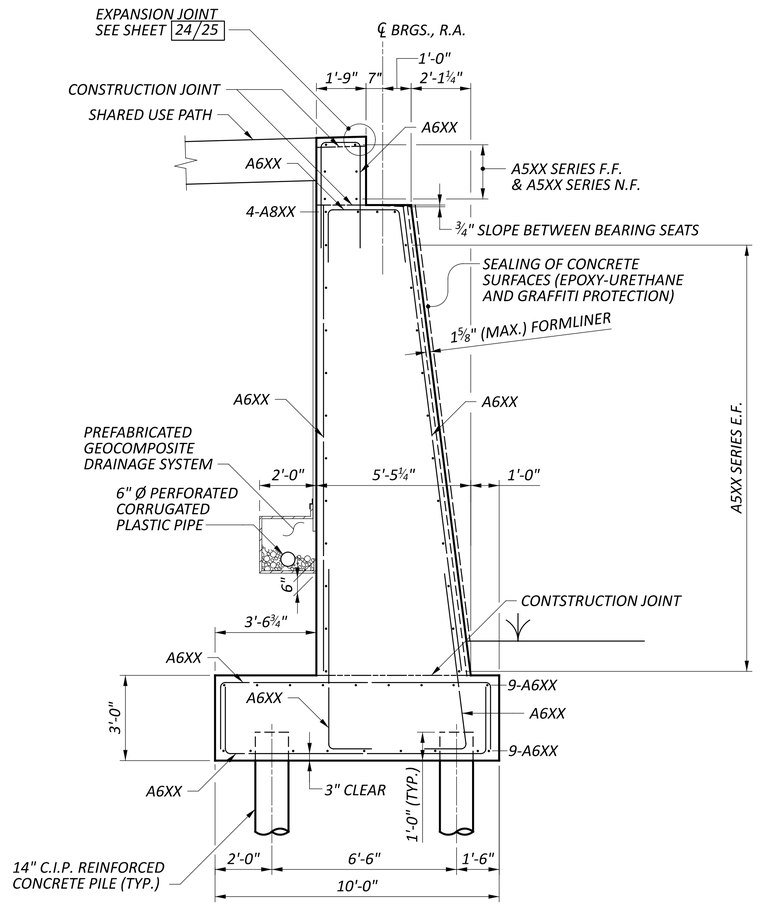
PROJECT ID: 115388

SUBSET	TOTAL
3	25

SHEET	TOTAL
P.45	P.83







LEGEND

∓ - ELEVATION TAKEN AT BRIDGE LIMITS

* - ELEVATION TAKEN AT FACE

E.F. - EACH FACE

F.F. - FAR FACE

N.F. - NEAR FACE

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

SFN	2926107
DESIGN AGENCY	CARPENTER MARTY transportation
DESIGNER	SMH
CHECKER	AMR
REVIEWER	GDJ 02/10/25
PROJECT ID	115388
SUBSET	4
TOTAL	25
SHEET	P.46
TOTAL	P.83

GRE-68-12.65

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 2/17/2025 TIME: 5:05:15 PM USER: jzhu
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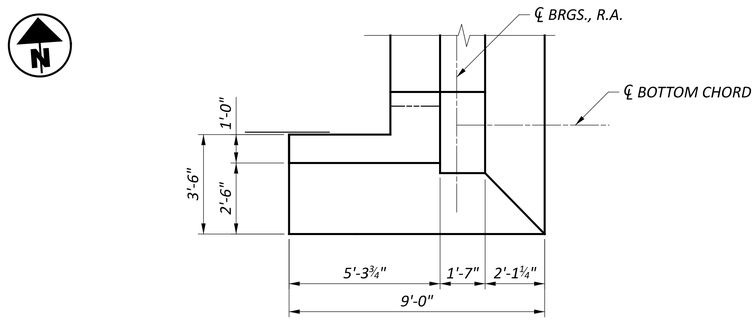
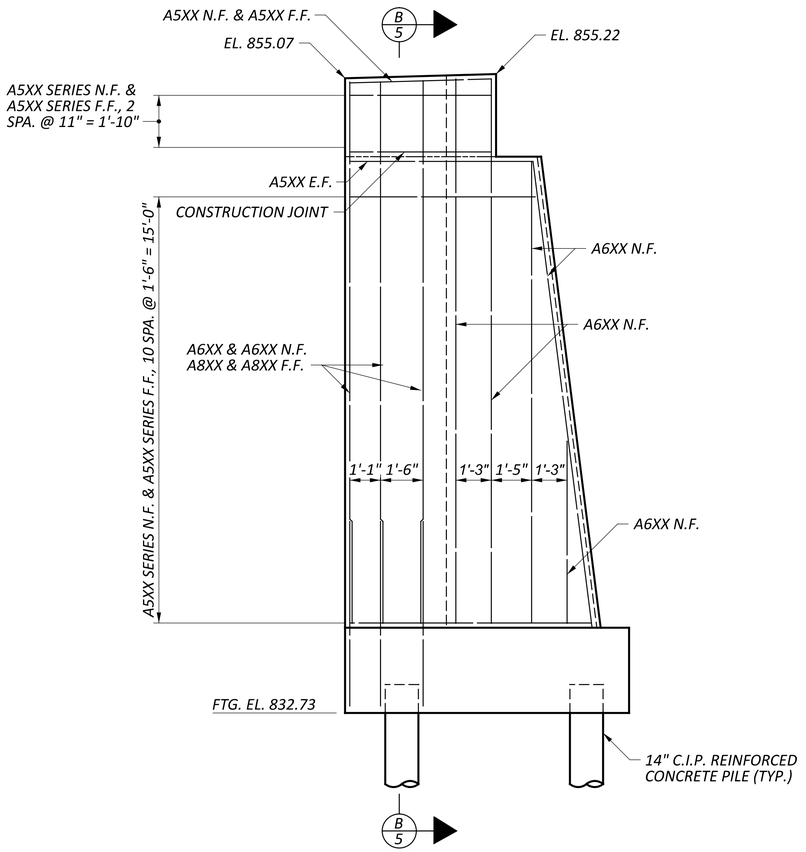
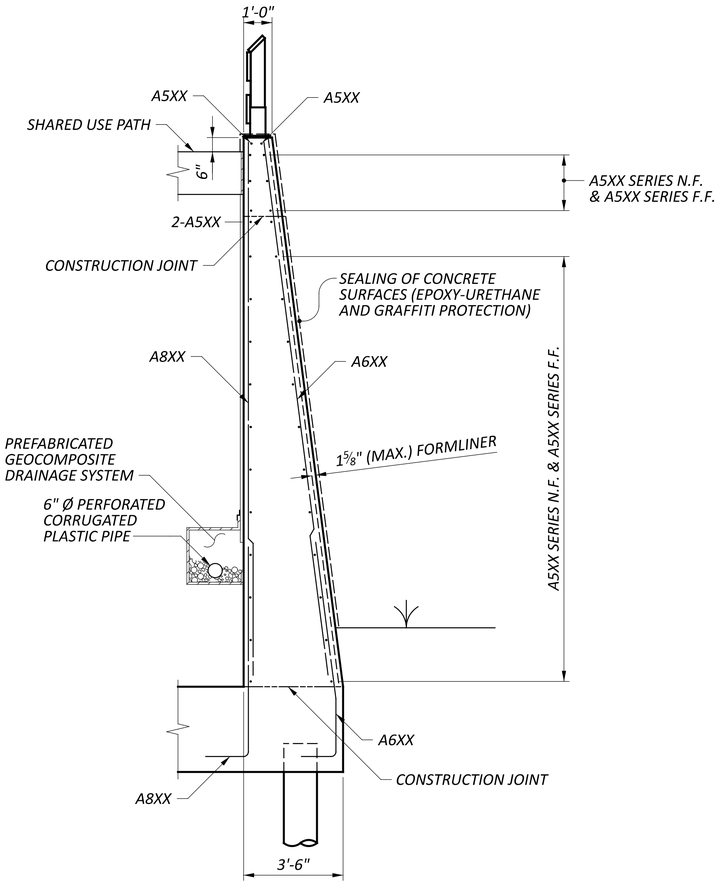


WINGWALL 1 PLAN
WINGWALL 2 OPPOSITE



WINGWALL 1 ELEVATION
WINGWALL 2 OPPOSITE



B/5 SECTION

LEGEND
E.F. - EACH FACE

F.F. - FAR FACE

N.F. - NEAR FACE

GRE-68-12.65

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 2/17/2025 TIME: 5:05:17 PM USER: jzhu
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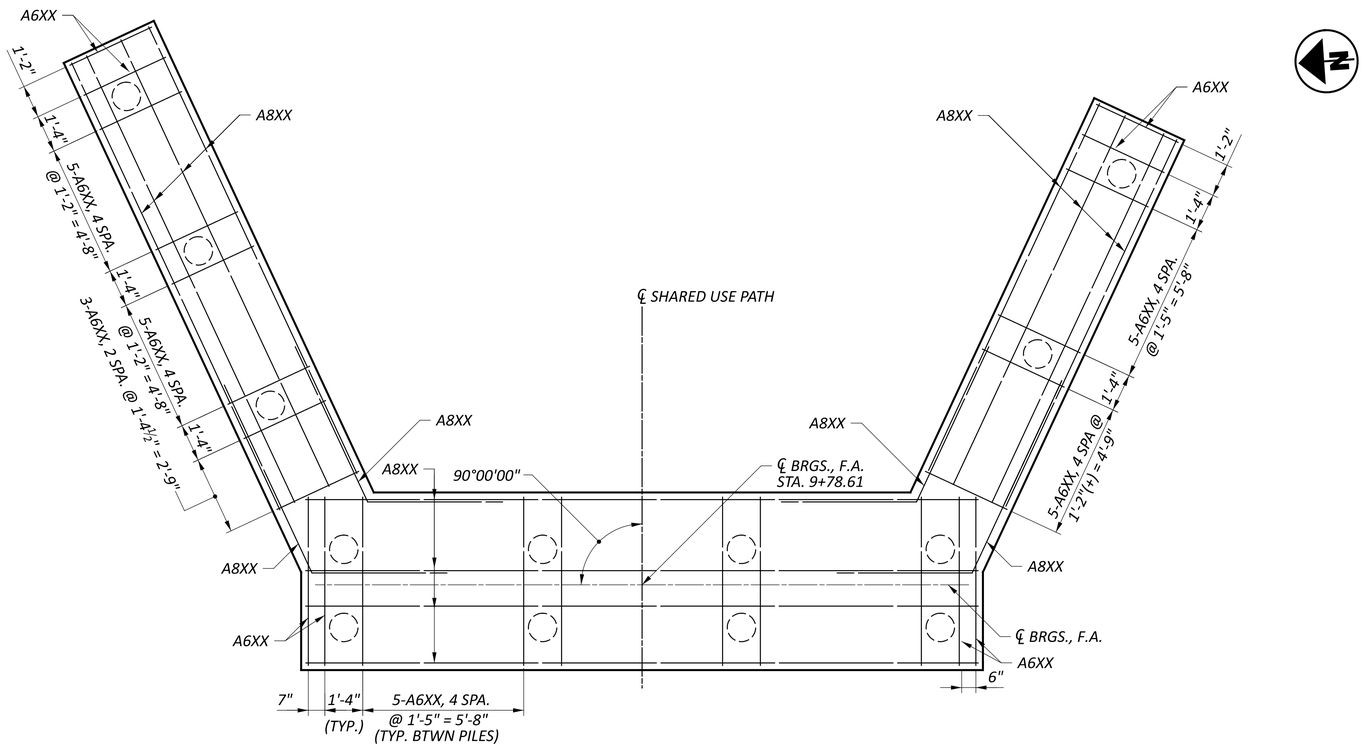
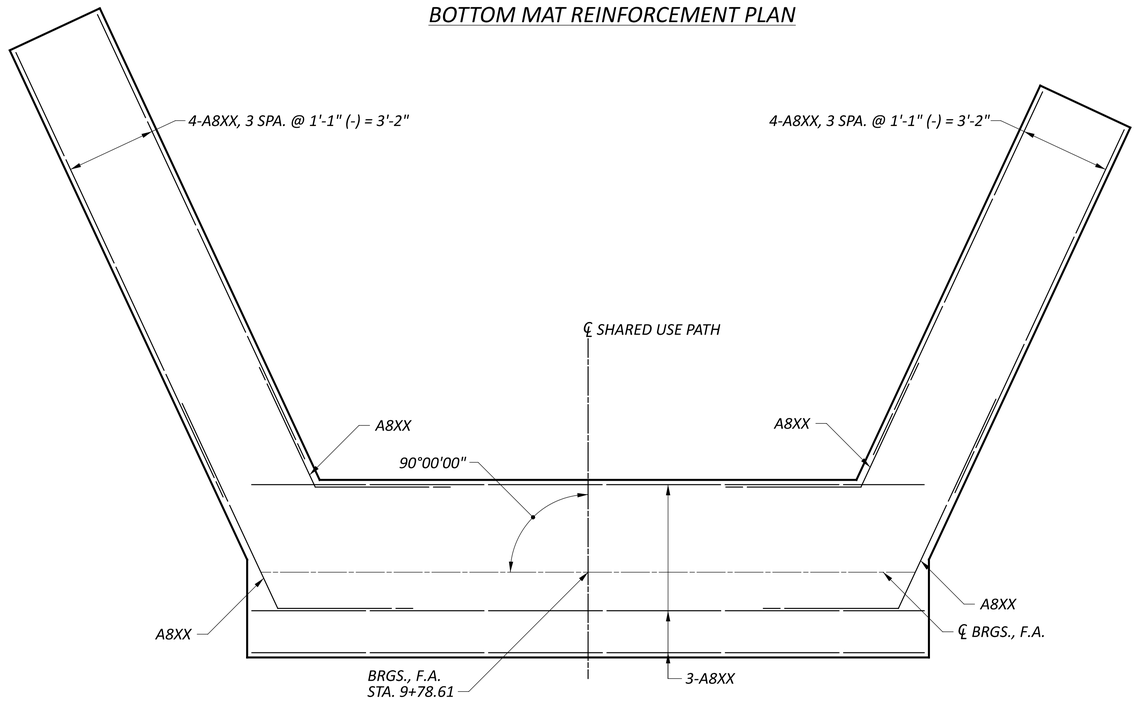
REAR ABUTMENT WINGWALL DETAILS
BRIDGE NO. GRE-BK80020-00.492
PEDESTRIAN BRIDGE OVER US 68 AND OLDTOWN CREEK

SFN	2926107
DESIGN AGENCY	CARPENTER MARTY transportation
DESIGNER	SMH
CHECKER	AMR
REVIEWER	GDJ 02/10/25
PROJECT ID	115388
SUBSET	5
TOTAL	25
SHEET	P.47
TOTAL	P.83



BOTTOM MAT REINFORCEMENT PLAN



TOP MAT REINFORCEMENT PLAN

NOTE

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

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

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

GRE-68-12.65

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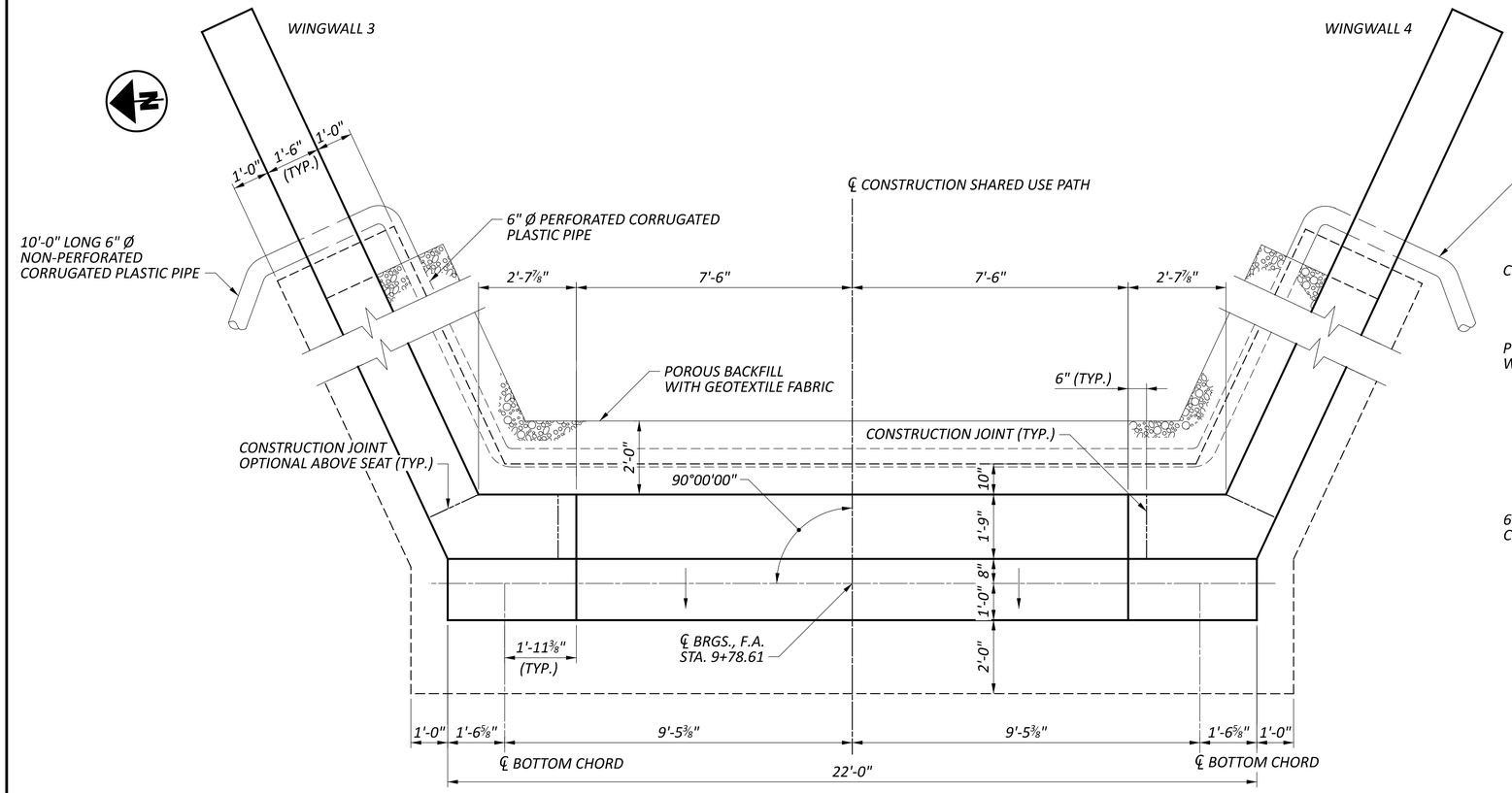
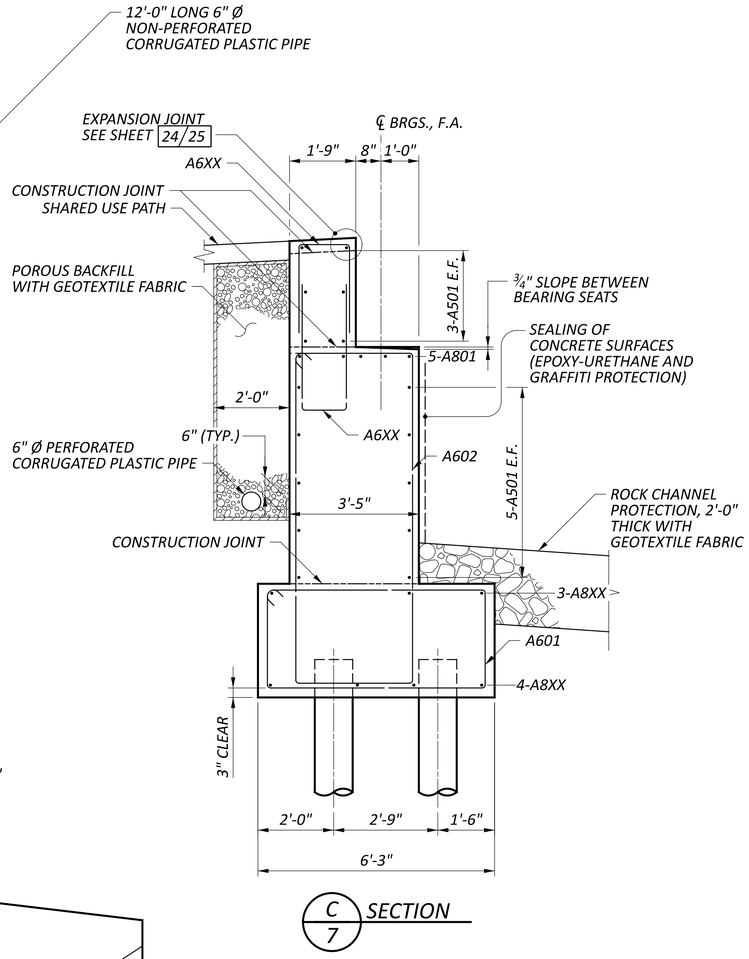
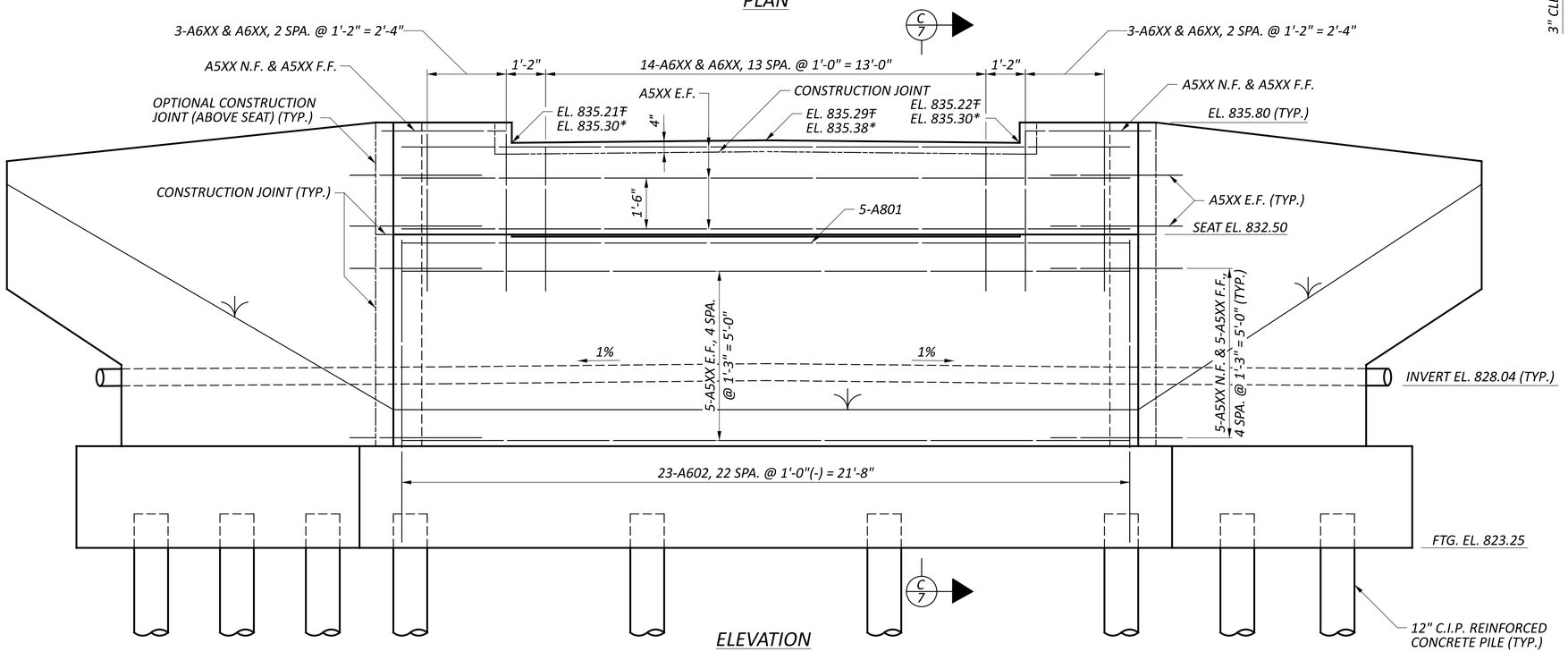


PLAN



C/7 SECTION



C/7

ELEVATION

LEGEND

Ŧ - 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.

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

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

GRE-68-12.65

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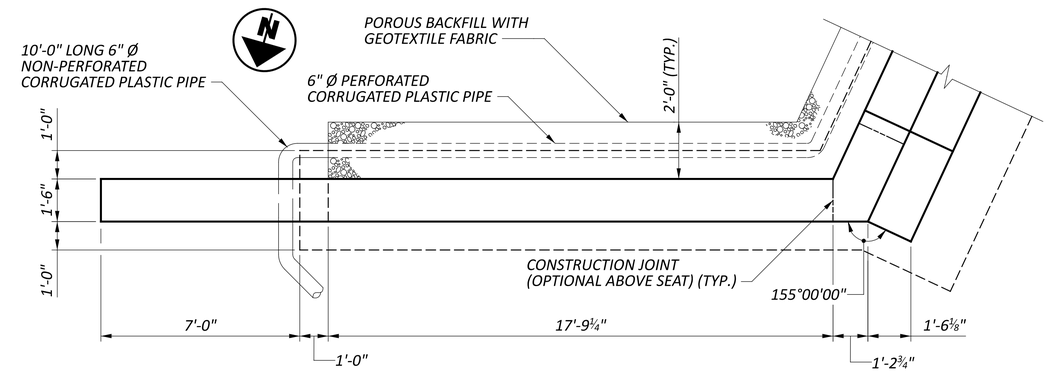
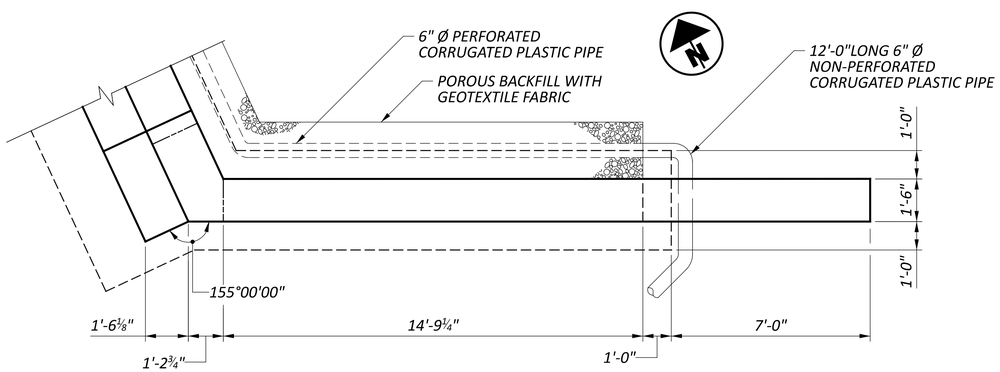
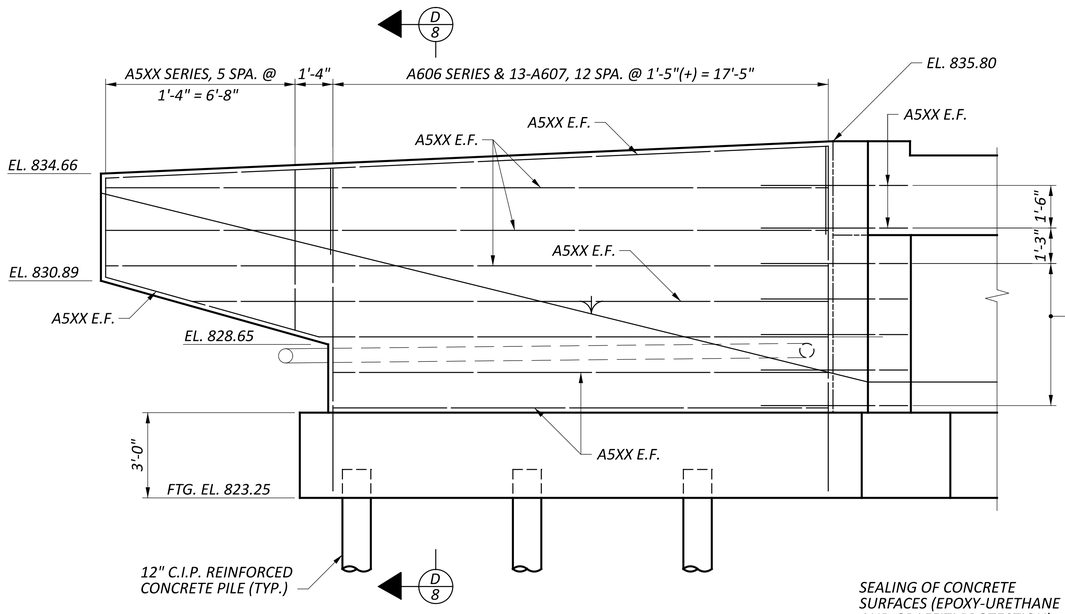


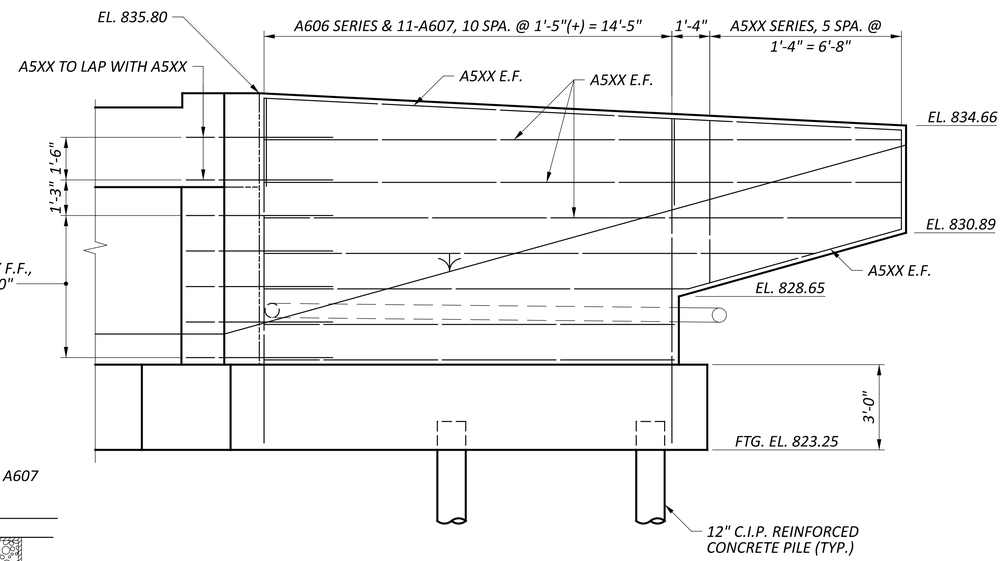
WINGWALL 3 PLAN



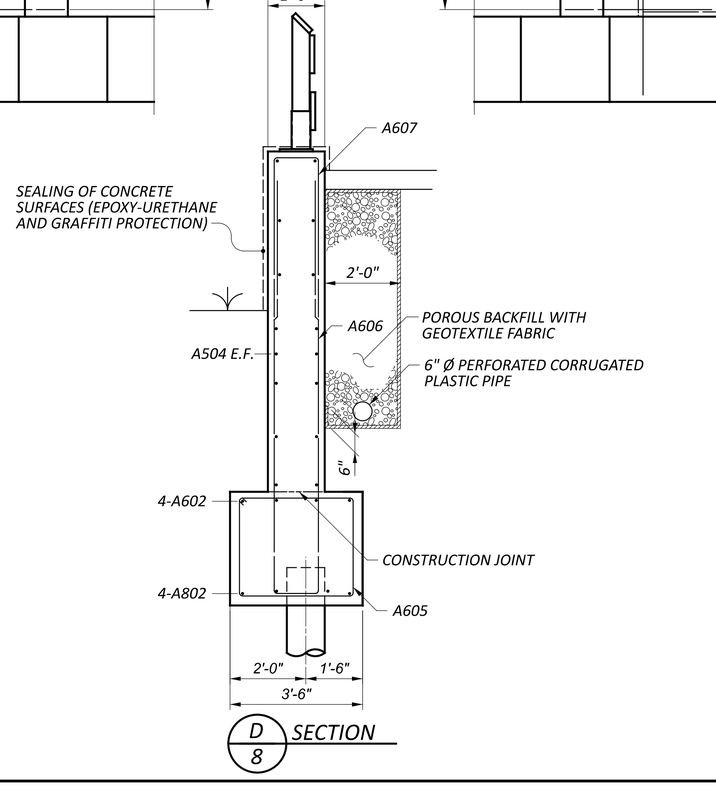
WINGWALL 4 PLAN



WINGWALL 3 ELEVATION



WINGWALL 4 ELEVATION



D 8 SECTION

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.

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

SFN 2926107

DESIGN AGENCY: CARPENTER MARTY transportation

DESIGNER	CHECKER
SMH	AMR

REVIEWER: GDJ 02/10/25

PROJECT ID: 115388

SUBSET	TOTAL
8	25

SHEET	TOTAL
P.50	P.83

GRE-68-12.65

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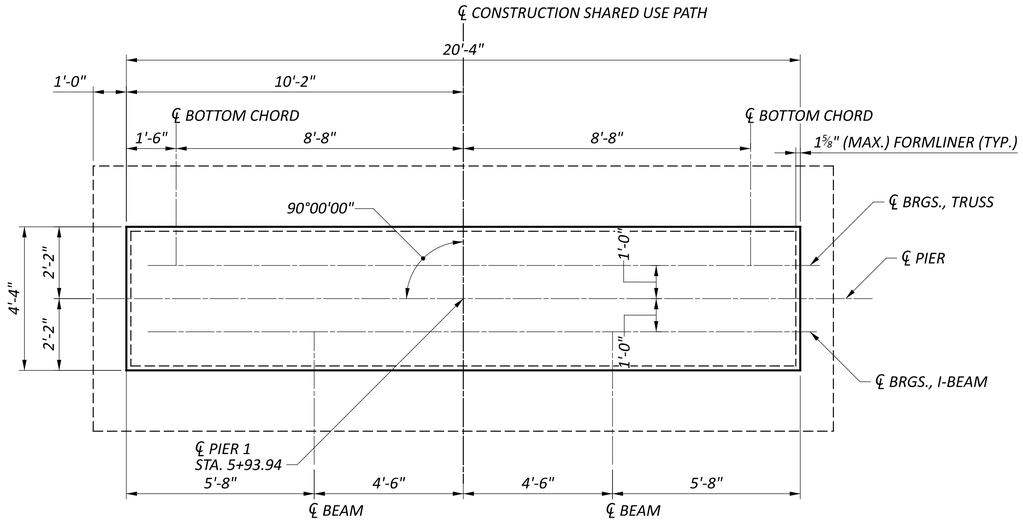

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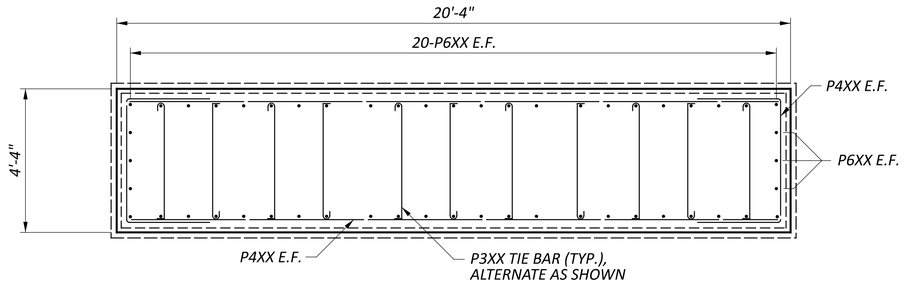
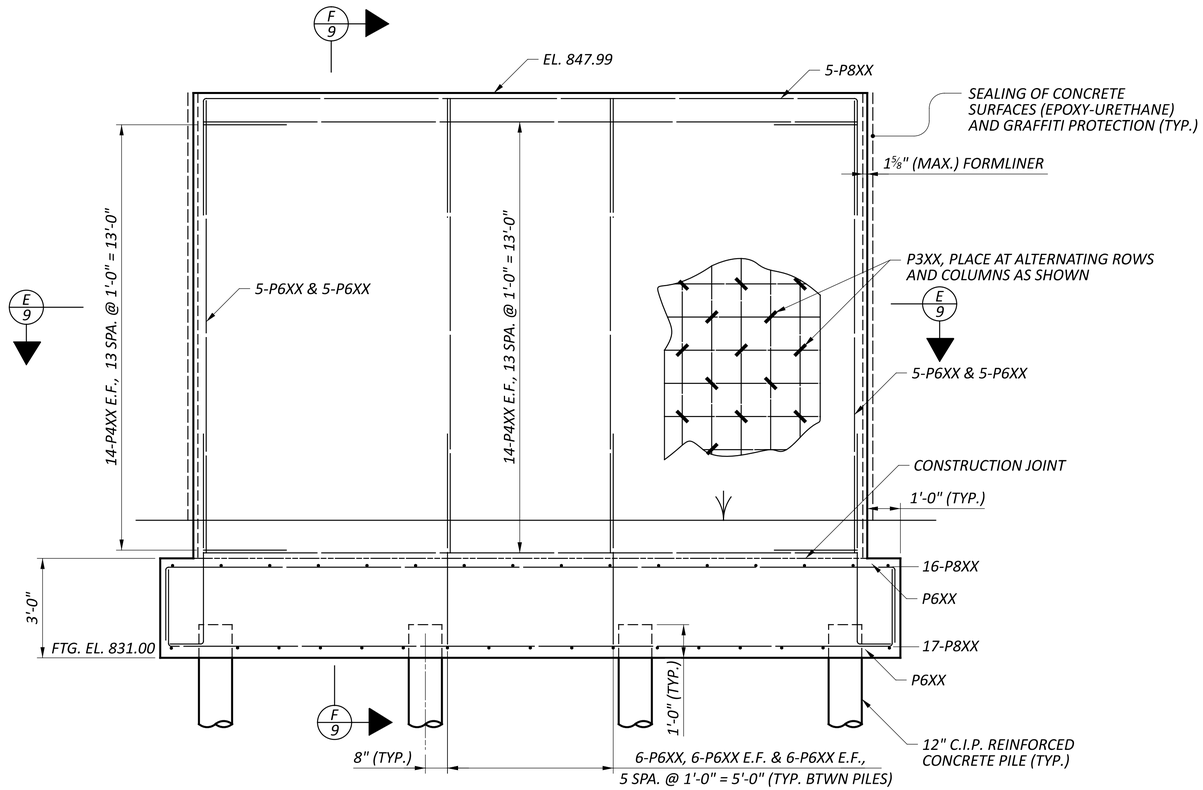
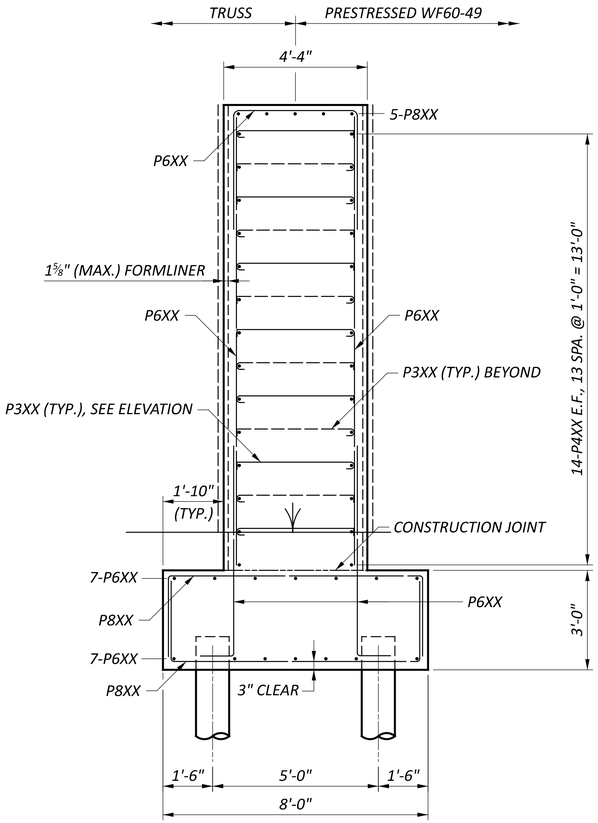


E/9 SECTION



ELEVATION



F/9 SECTION

LEGEND

E.F. - EACH FACE

GRE-68-12.65

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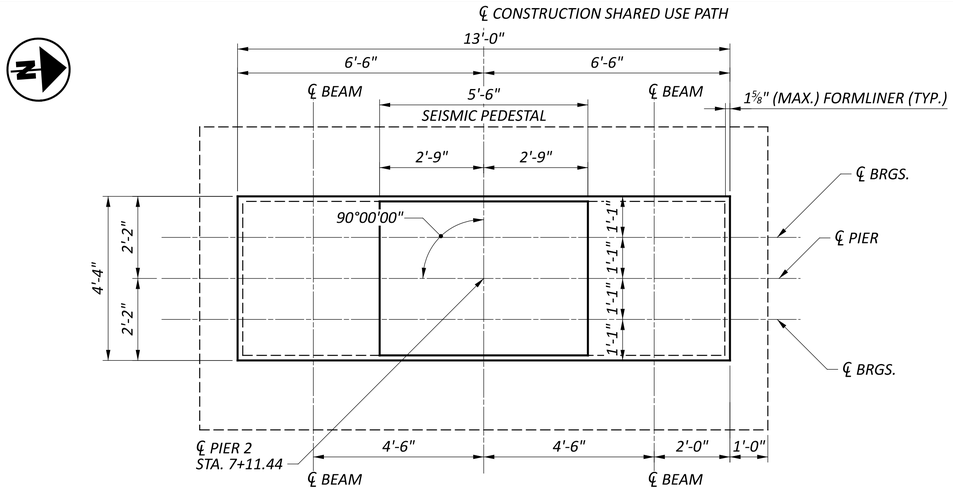
PIER 1 DETAILS
BRIDGE NO. GRE-BK80020-00.492
PEDESTRIAN BRIDGE OVER US-68 AND OLDTOWN CREEK

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



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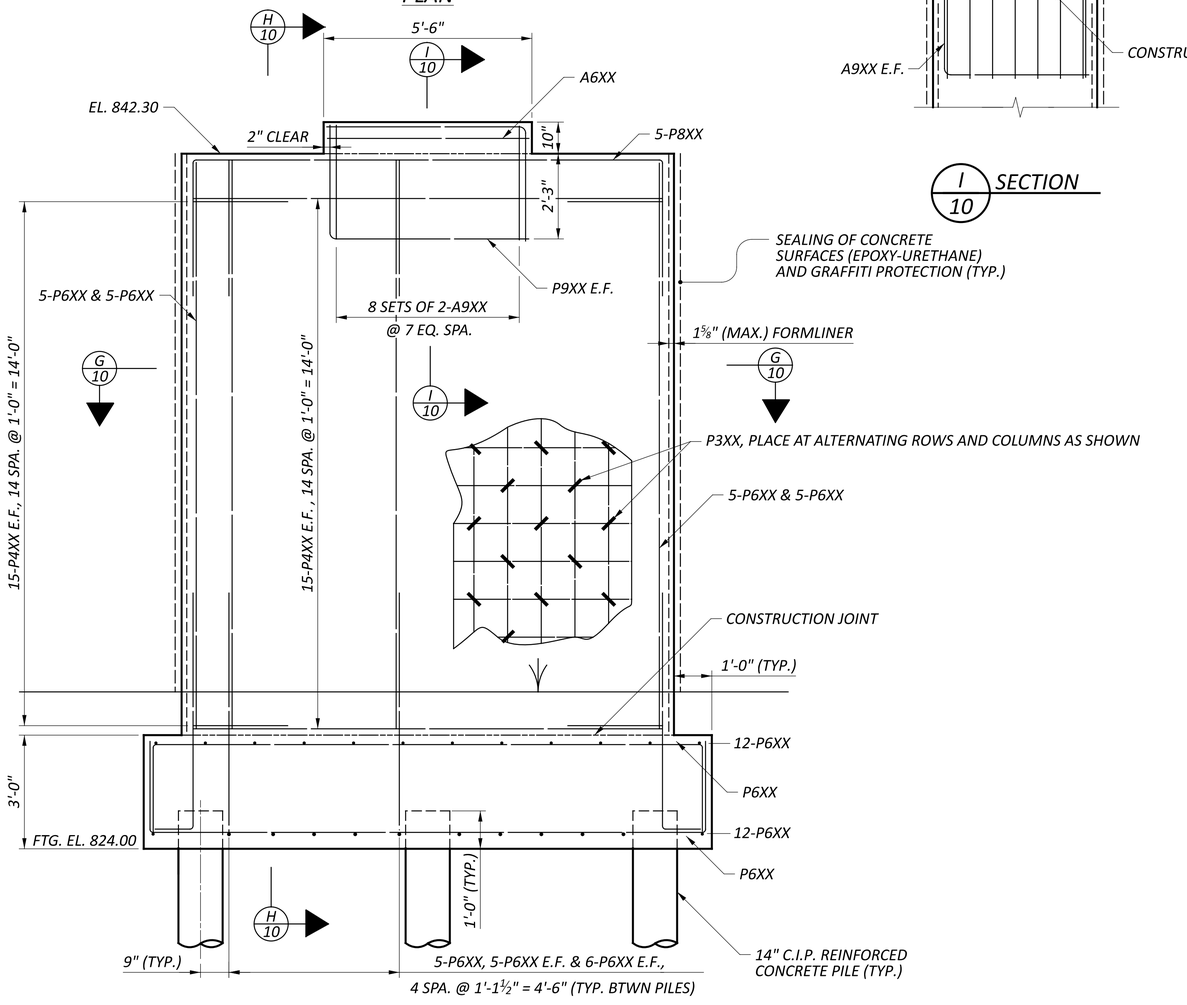

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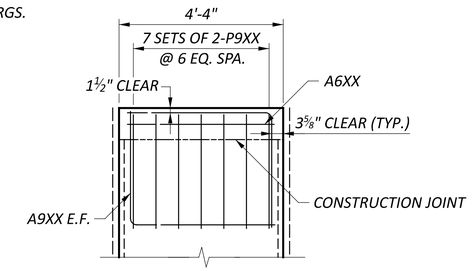
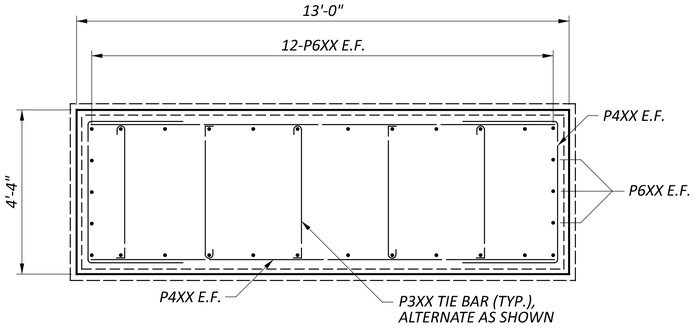


I 10 SECTION



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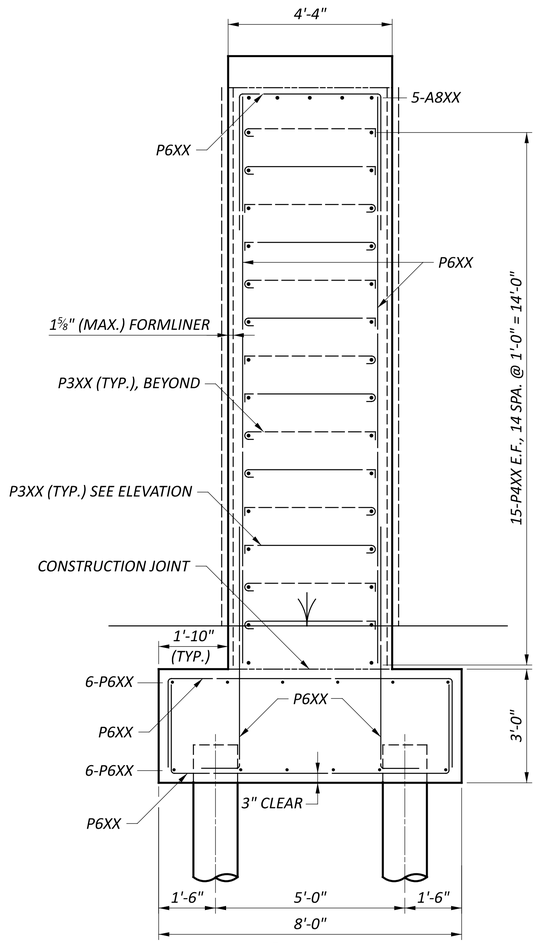

H 10 SECTION

LEGEND

E.F. - EACH FACE

GRE-68-12.65

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

SFN 2926107

DESIGN AGENCY
CARPENTER MARTY transportation

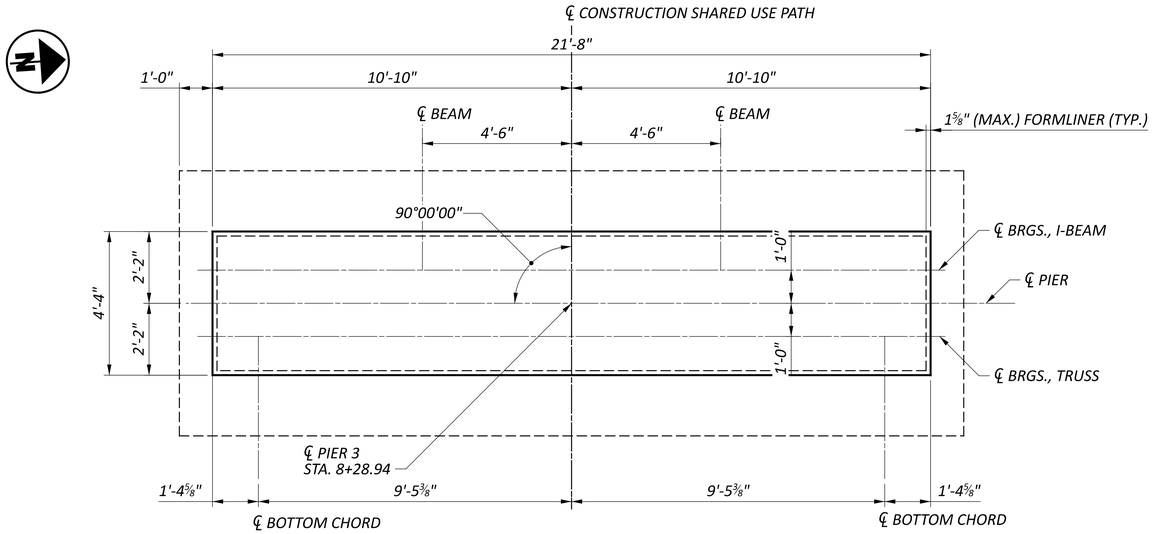
DESIGNER	CHECKER
SMH	AMR

REVIEWER
GDJ 02/10/25

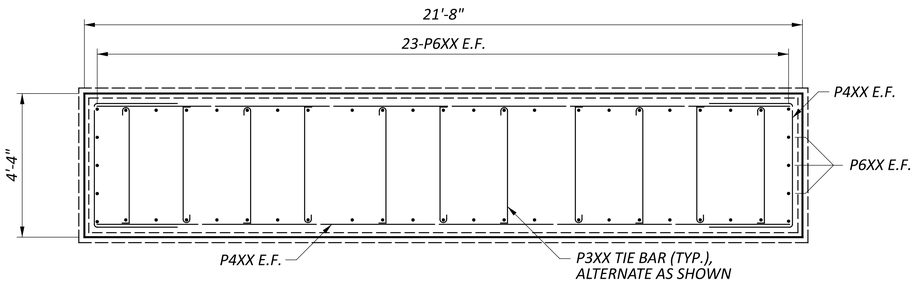
PROJECT ID
115388

SUBSET	TOTAL
10	25

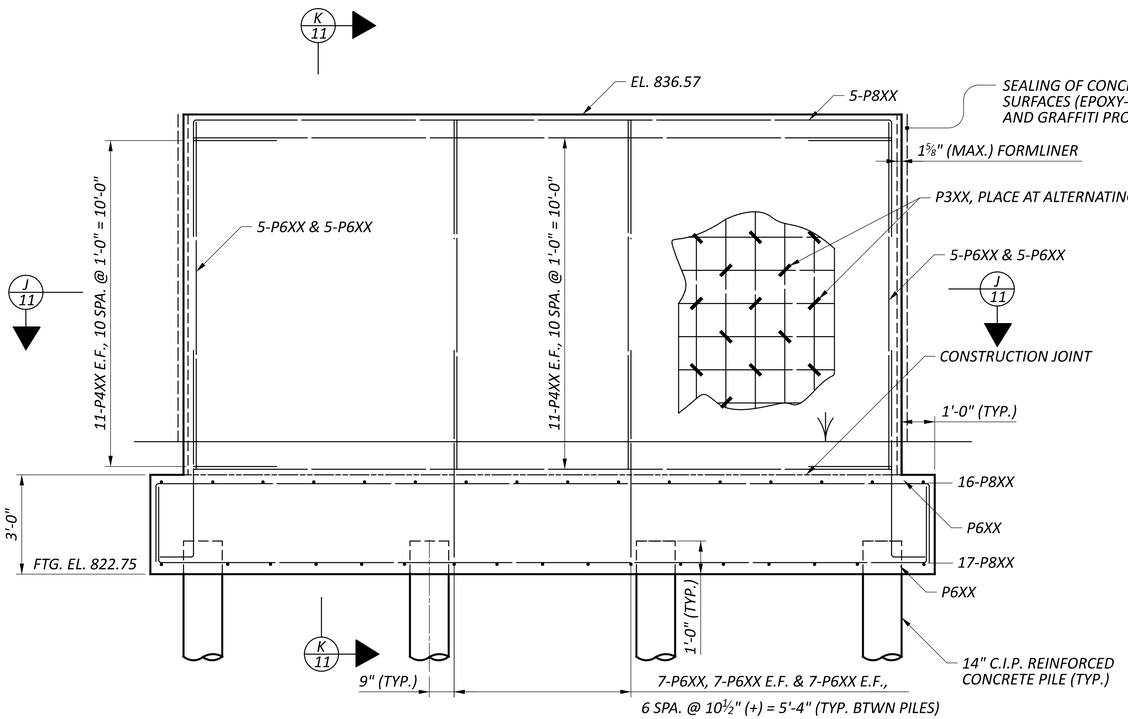
SHEET	TOTAL
P.52	P.83



PLAN



J / 11 SECTION



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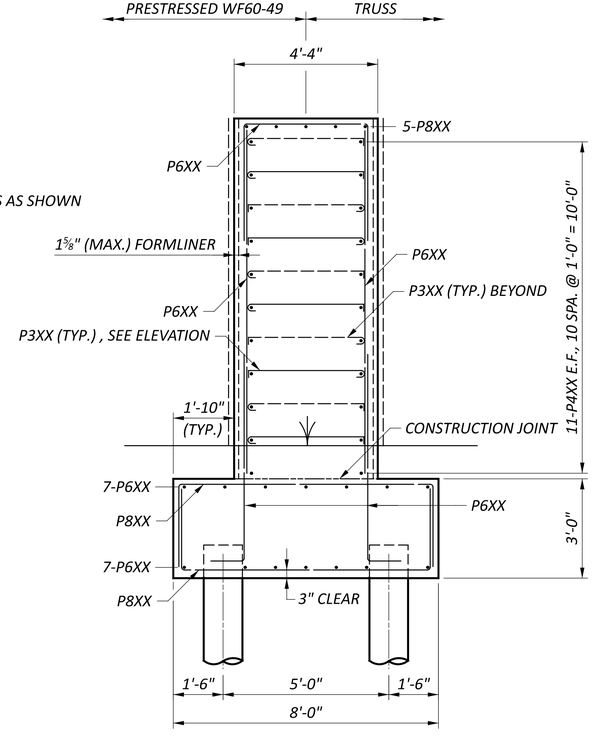

K / 11 SECTION

LEGEND

E.F. - EACH FACE

GRE-68-12.65

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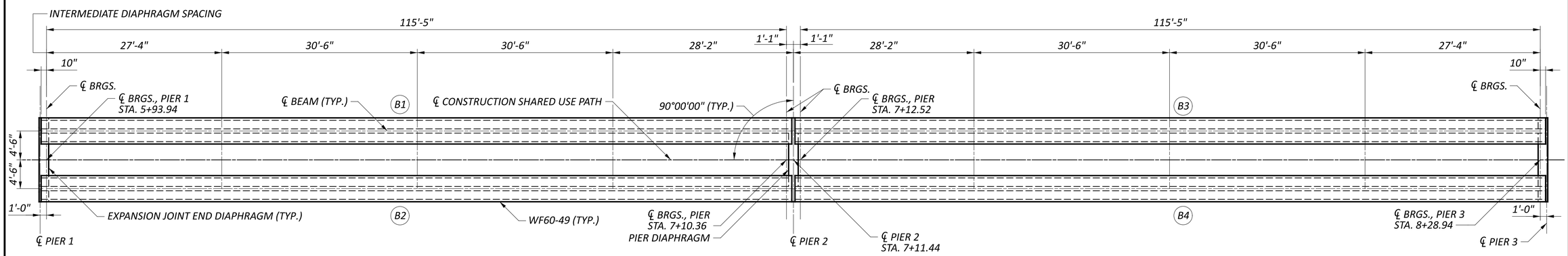
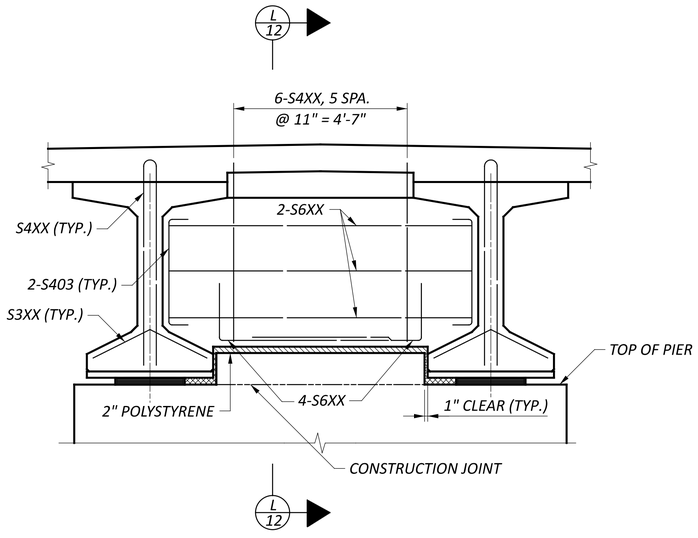
PIER 3 DETAILS

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

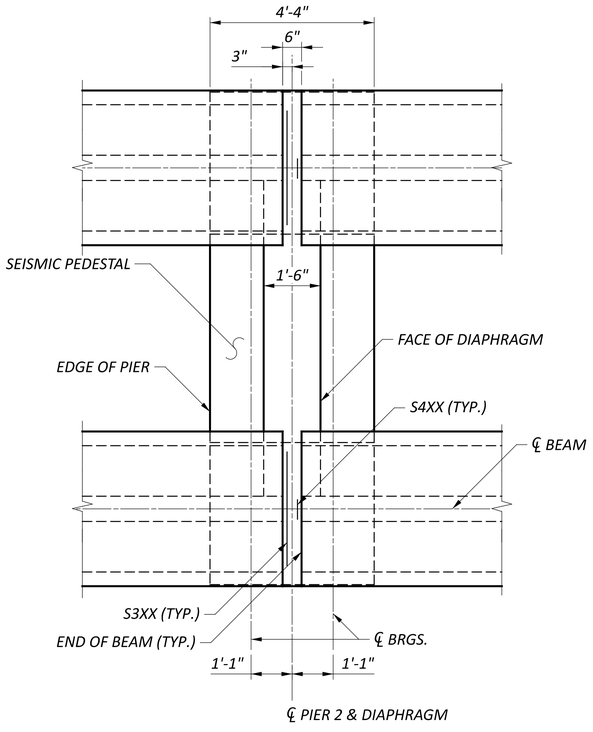
SFN	2926107
DESIGN AGENCY	CARPENTER MARTY Transportation
DESIGNER	JZ
CHECKER	AMR
REVIEWER	GDJ 02/10/25
PROJECT ID	115388
SUBSET	11
TOTAL	25
SHEET	P.53
TOTAL	P.83



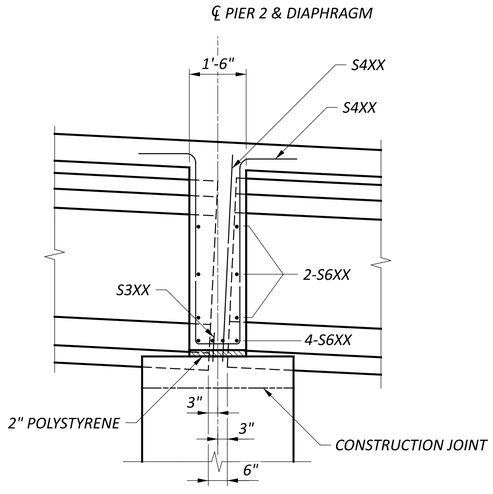
FRAMING PLAN



PIER 2 DIAPHRAGM ELEVATION



PIER 2 PLAN



L/12 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 transportation
DESIGNER	JZ
CHECKER	AMR
REVIEWER	GDJ 02/10/25
PROJECT ID	115388
SUBSET	12
TOTAL	25
SHEET	P.54
TOTAL	P.83

GRE-68-12.65

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 2/17/2025 TIME: 5:05:22 PM USER: jzhu
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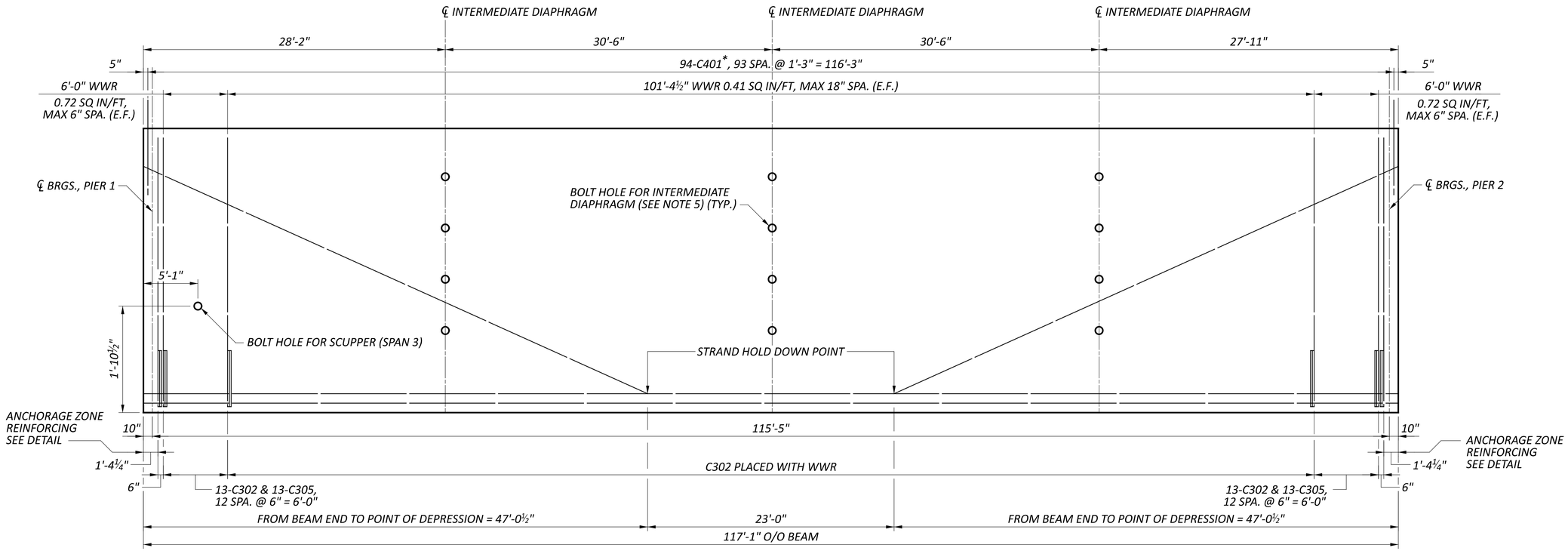
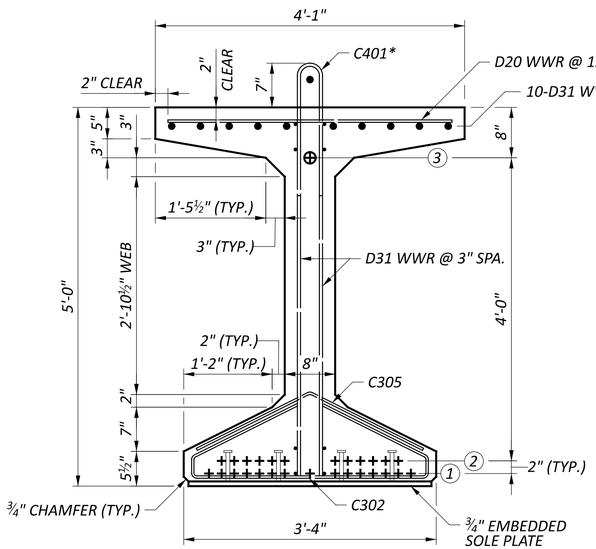


TYPICAL BEAM ELEVATION

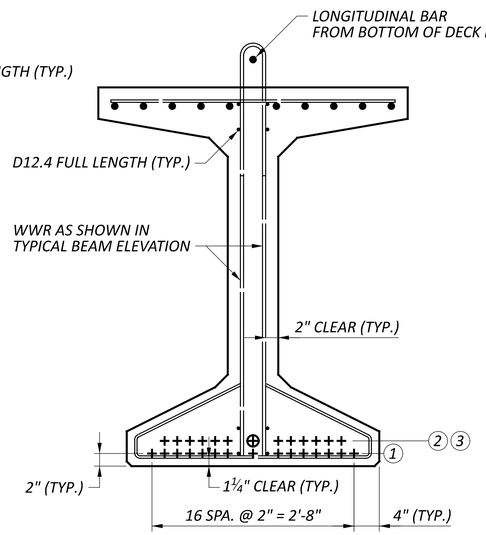
VERTICAL SCALE EXAGGERATED
SPAN 2 SHOWN, SPAN 3 OPPOSITE HAND

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

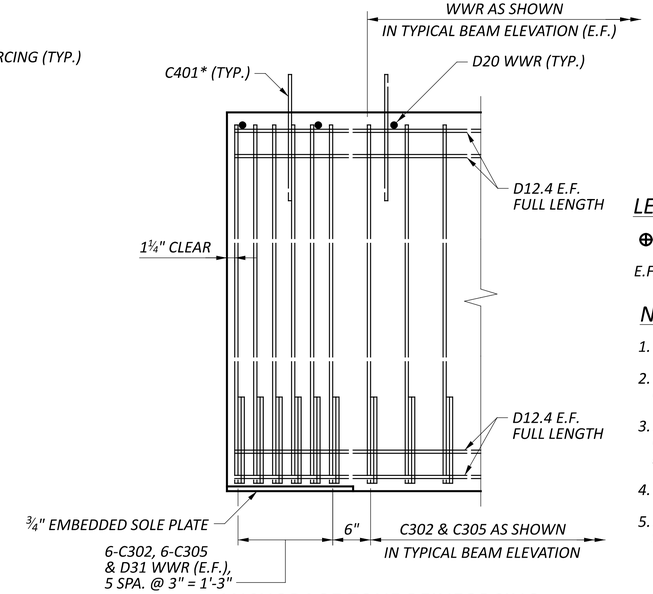
* - TO BE GALVANIZED



END BEAM SECTION



MIDSPAN BEAM SECTION



ANCHORAGE ZONE REINFORCING

STRANDS NOT SHOWN FOR CLARITY

LEGEND

⊕ - DRAPED STRAND

E.F. - EACH FACE

NOTES

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

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

SFN 2926107

DESIGN AGENCY: CARPENTER MARTY transportation

DESIGNER	CHECKER
JZ	AMR

REVIEWER: GDJ 02/10/25

PROJECT ID: 115388

SUBSET	TOTAL
13	25

SHEET	TOTAL
P.55	P.83

GRE-68-12.65

MODEL: Sheet_SurvFt PAPERSIZE: 34x22 (in.) DATE: 2/17/2025 TIME: 5:05:23 PM USER: jzhu
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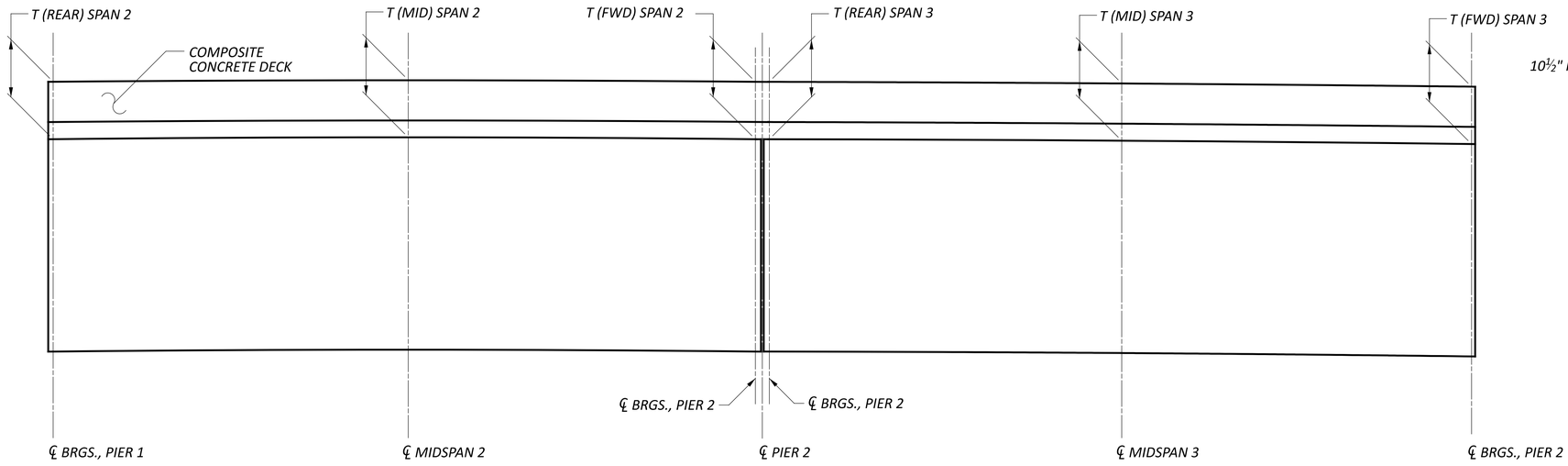
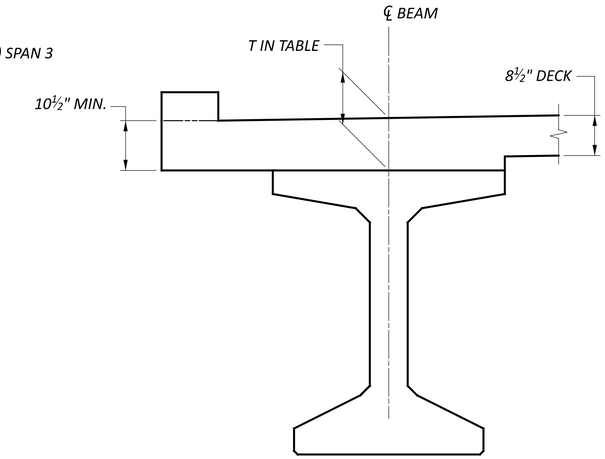


TOPPING DIAGRAM



TOPPING THICKNESS DETAIL

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

NOTE

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

CAMBER: SPAN 2 & SPAN 3

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

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

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

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

SFN 2926107
DESIGN AGENCY CARPENTER MARTY transportation
DESIGNER JZ | CHECKER AMR
REVIEWER GDJ 02/10/25
PROJECT ID 115388
SUBSET 14 | TOTAL 25
SHEET P.56 | TOTAL P.83

GRE-68-12.65

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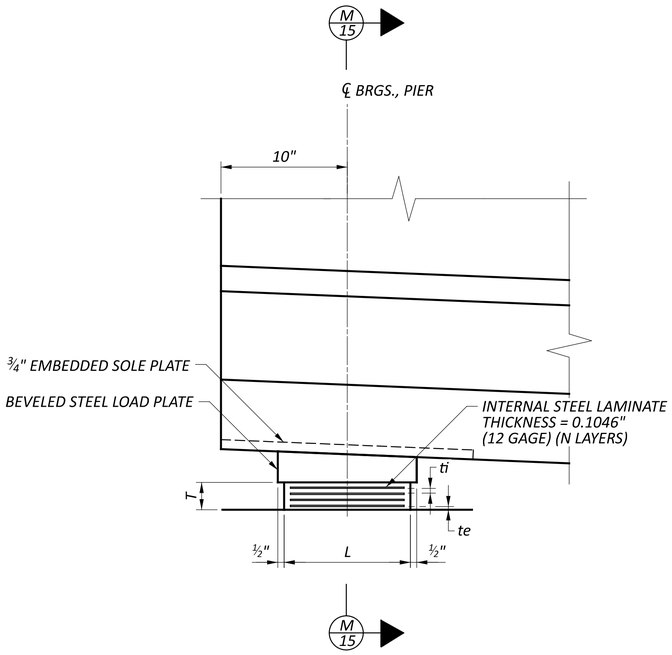
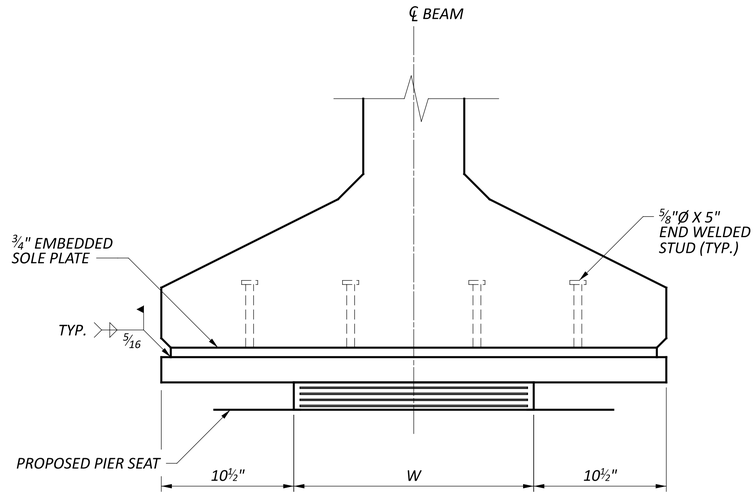
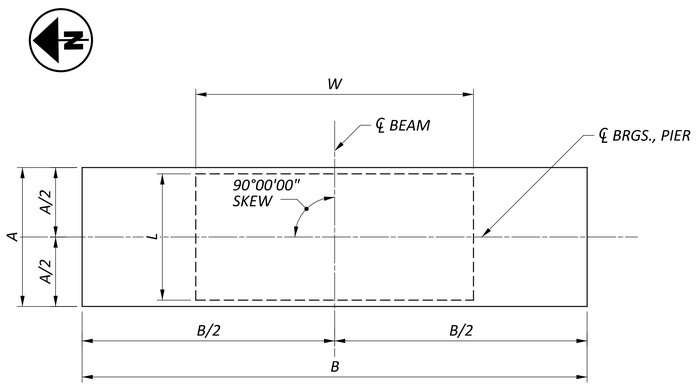


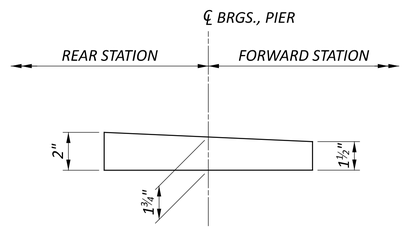
LAMINATED ELASTOMERIC EXPANSION BEARING



M 15 SECTION



ELASTOMERIC BEARING AND STEL LOAD PLATE PLAN



BEVELED STEEL LOAD PLATE DETAIL

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

LEGEND

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

NOTES

1. REFER TO STD. DWG. PSID-1-13 FOR ADDITIONAL NOTES AND DETAILS.
2. ELASTOMERIC BEARINGS: THE ELASTOMER SHALL HAVE A HARDNESS OF 50 DUROMETER. THE BEARINGS WERE DESIGNED IN ACCORDANCE WITH SECTION 14.7.6 (METHOD A) OF THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS. THE LONG TERM COMPRESSION PROOF LOAD TEST (AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES, DIVISION II, SECTION 18.7.2.6) IS NOT REQUIRED.
3. STEEL LOAD PLATES SHALL BE BONDED BY VULCANIZATION TO THE ELASTOMER DURING THE MOLDING PROCESS. THE STEEL PLATES SHALL BE ASTM A709 GRADE 50.
4. PER C&MS 516.03, GALVANIZE STEEL COMPONENTS OF BEARING ASSEMBLIES.

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

SFN 2926107
DESIGN AGENCY CARPENTER MARTY Transportation
DESIGNER JZ | CHECKER AMR
REVIEWER GDJ 02/10/25
PROJECT ID 115388
SUBSET 15 | TOTAL 25
SHEET P.57 | TOTAL P.83

GRE-68-12.65

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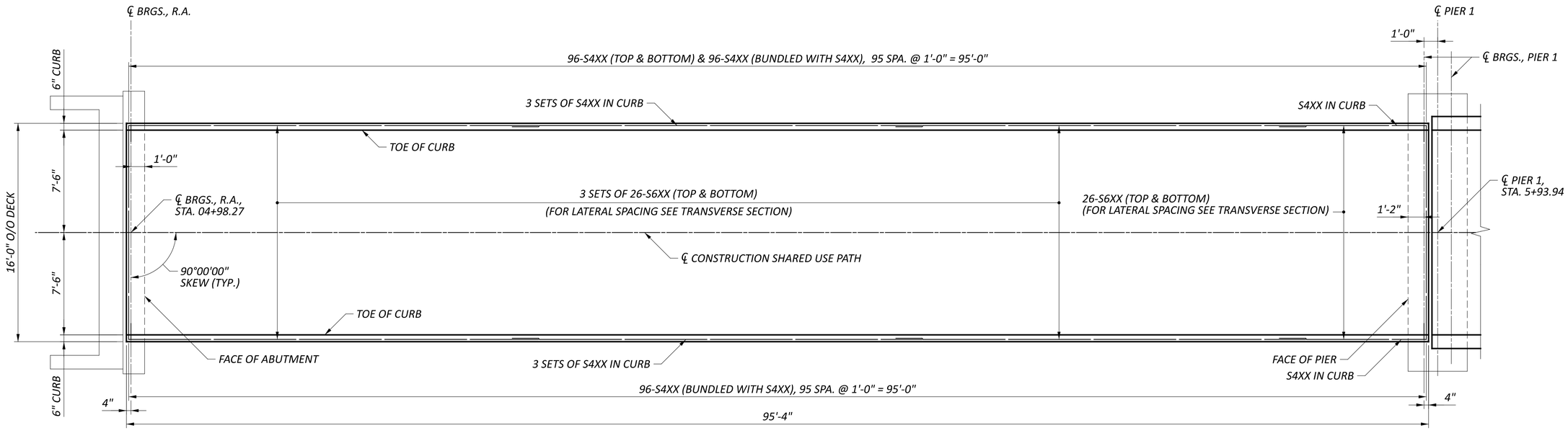

DECK PLAN - SPAN 1

NOTES

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

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

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

GRE-68-12.65

MODEL: Sheet_Survft PAPERSIZE: 34x22 (in.) DATE: 2/17/2025 TIME: 5:05:45 PM USER: jzhu
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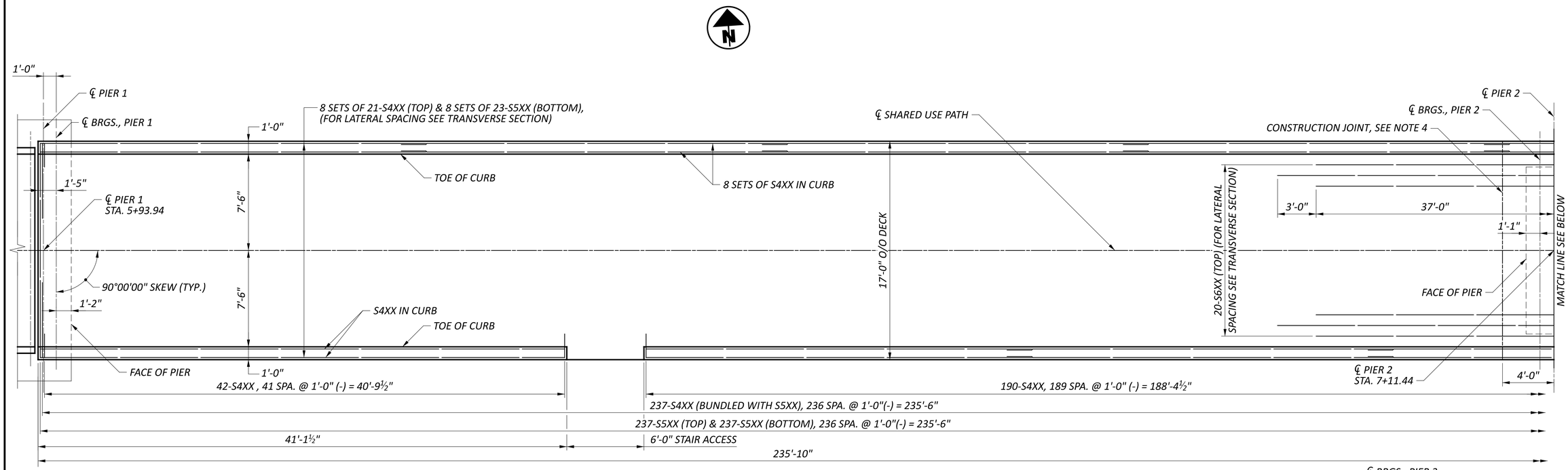
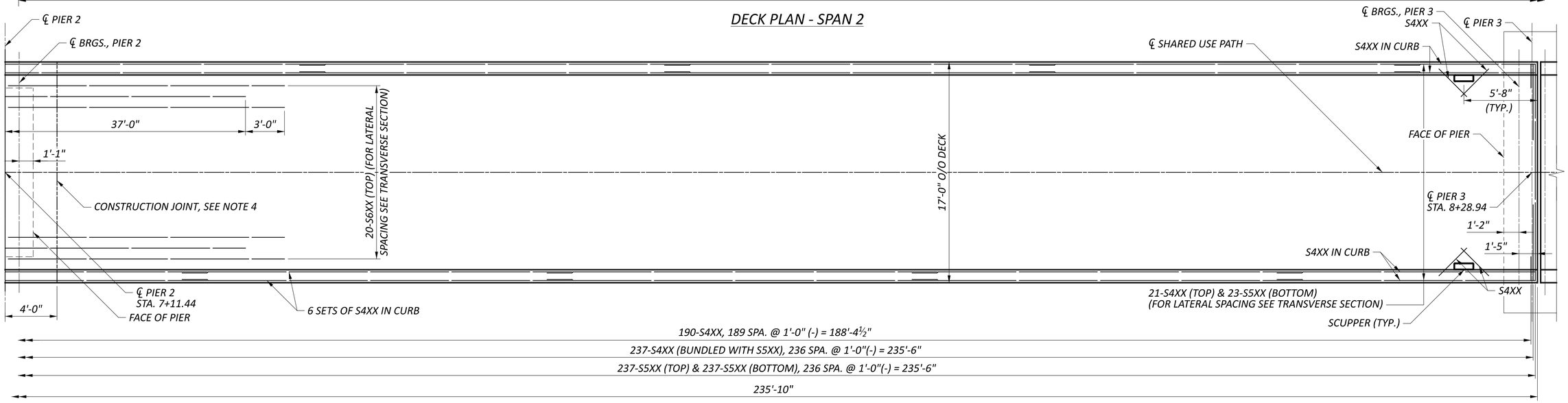


DECK PLAN - SPAN 2



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

DECK PLAN - SPANS 2 AND 3

BRIDGE NO. GRE-BK80020-00.492

PEDESTRIAN BRIDGE OVER US 68 AND OLDTOWN CREEK

GRE-68-12.65

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 2/17/2025 TIME: 5:05:57 PM USER: jzhu
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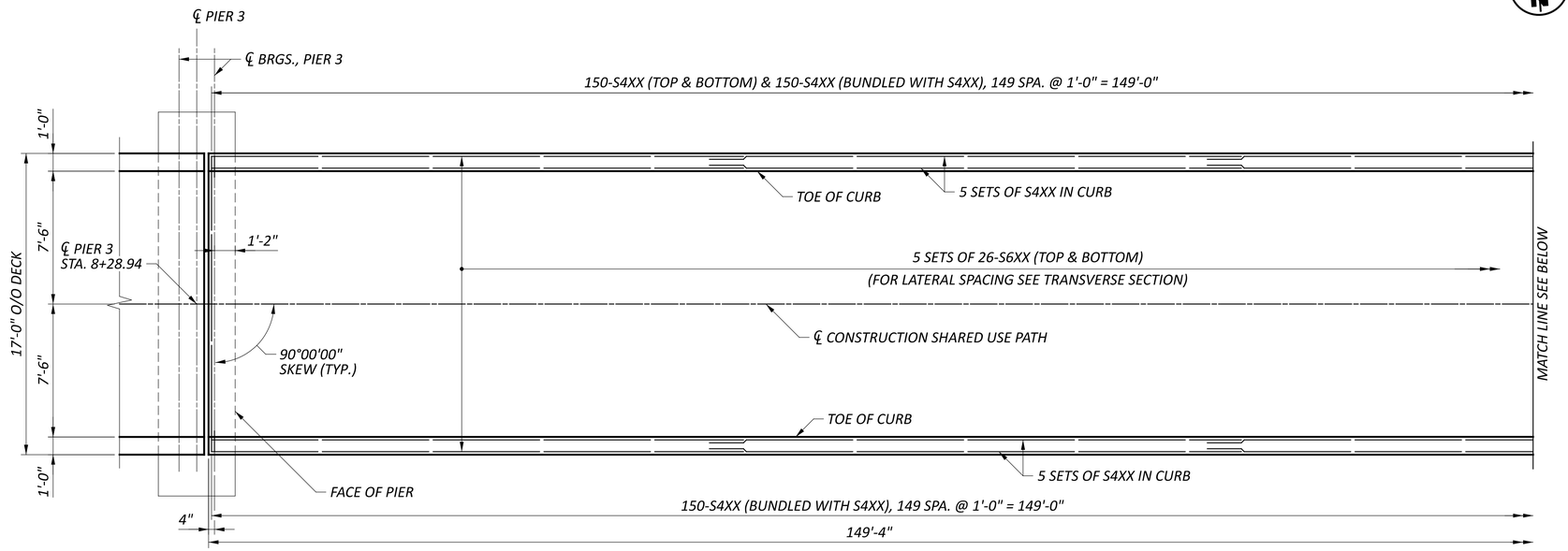
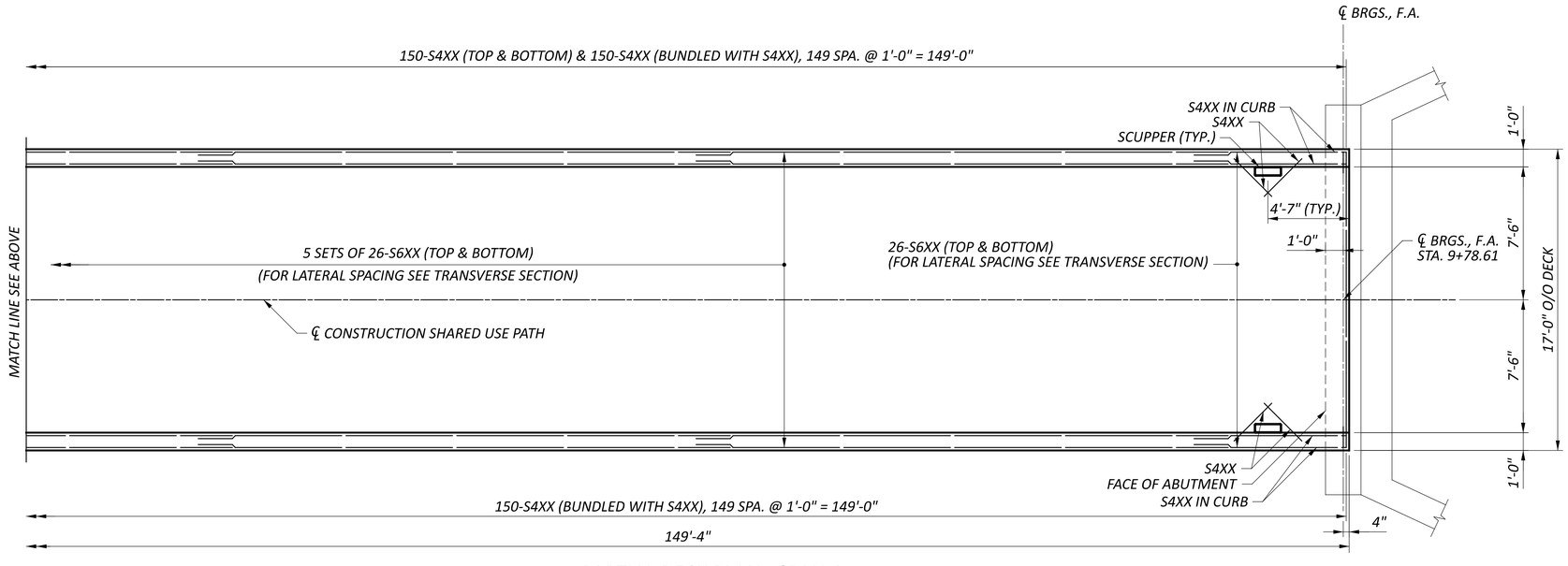
SFN	2926107
DESIGN AGENCY	CARPENTER MARTY Transportation
DESIGNER	SMH
CHECKER	AMR
REVIEWER	GDJ 02/10/25
PROJECT ID	115388
SUBSET	17
TOTAL	25
SHEET	P.59
TOTAL	P.83



PARTIAL DECK PLAN - SPAN 4



PARTIAL DECK PLAN - SPAN 4

NOTES

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

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

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

GRE-68-12.65

MODEL: Sheet_Survft PAPERSIZE: 34x22 (in.) DATE: 2/17/2025 TIME: 5:05:57 PM USER: jzhu
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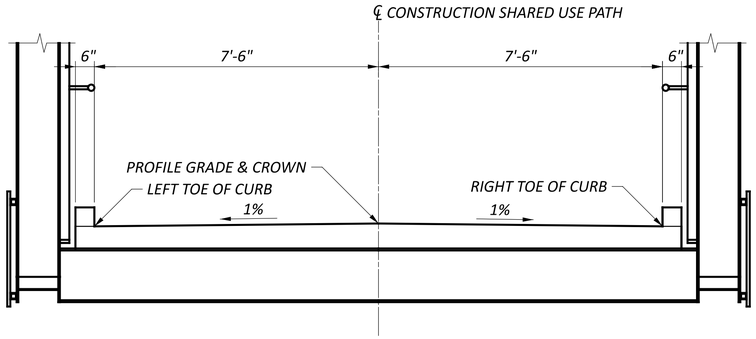
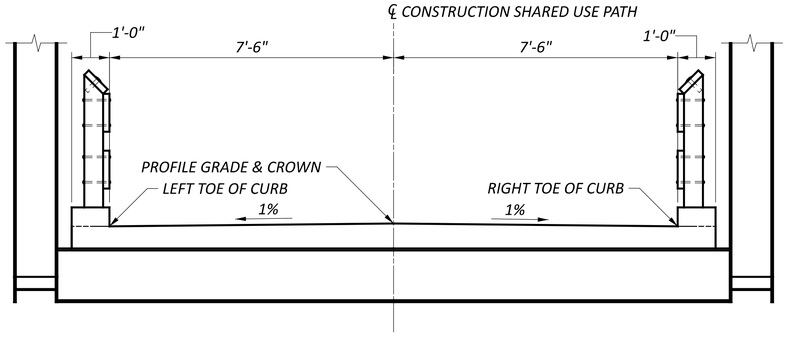
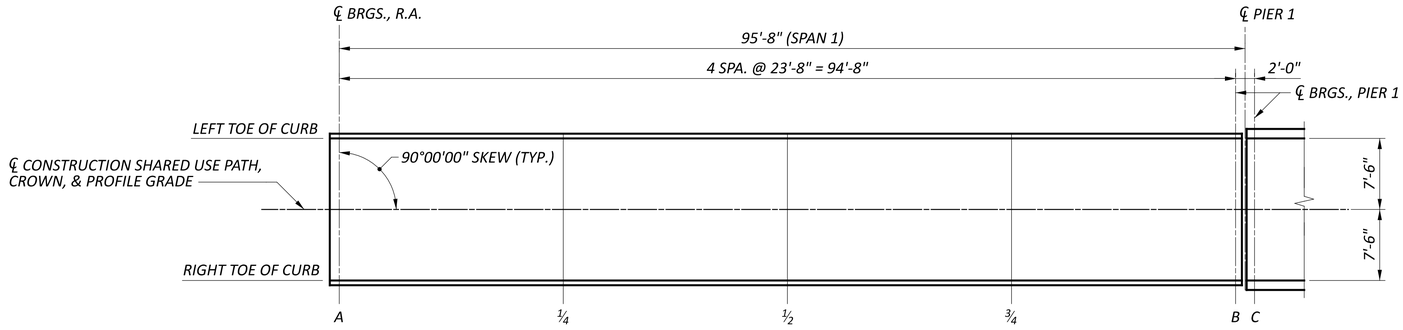
FINAL DECK SURFACE ELEVATIONS TABLE (FT.) (SPAN 1 & SPAN 4)															
LOCATION		A	1/4	1/2	3/4	B	G	1/8	1/4	3/8	1/2	5/8	3/4	7/8	H
LEFT TOE OF CURB	STATION	4+98.27	5+21.94	5+45.61	5+69.27	5+92.94	8+29.94	8+48.52	8+67.11	8+85.69	9+04.27	9+22.86	9+41.44	9+60.02	9+78.61
	FINAL ELEVATION	854.66	855.09	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



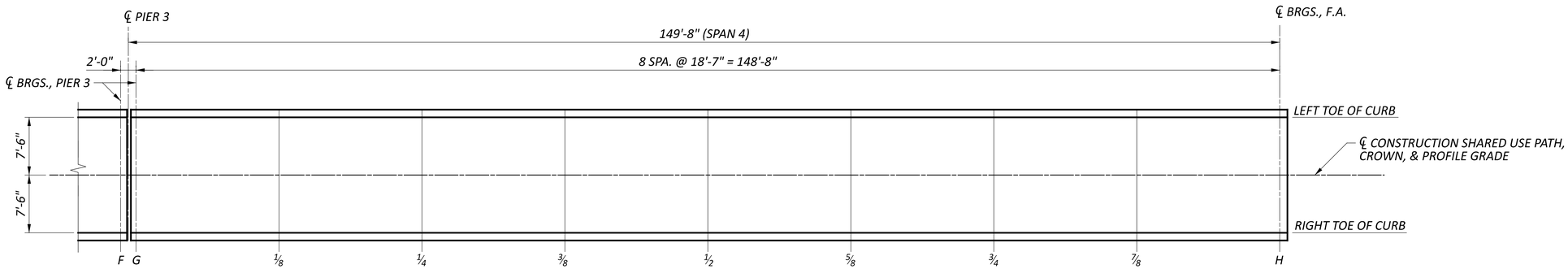
TRANSVERSE SECTION - SPAN 4



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

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

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

GRE-68-12.65

MODEL: Sheet_Surv ft PAPERSIZE: 34x22 (in.) DATE: 2/17/2025 TIME: 5:05:58 PM USER: jzhu
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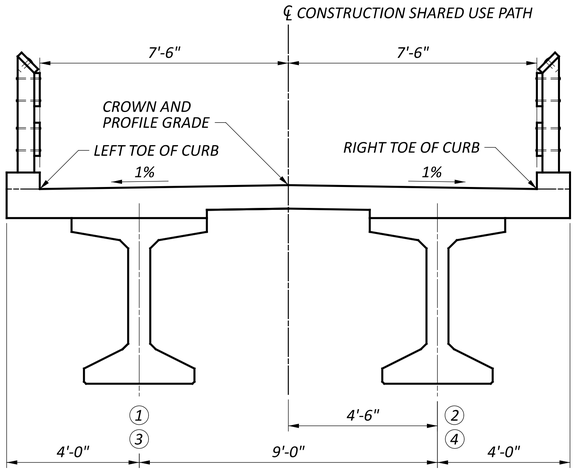
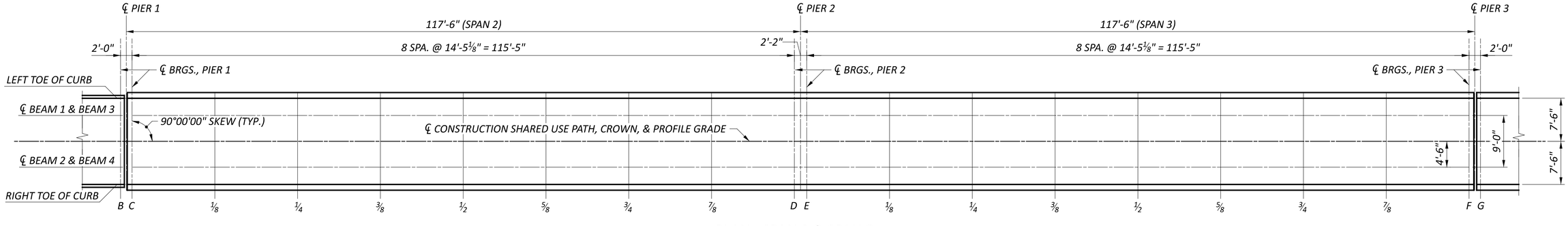
SCREED, TOP OF HAUNCH, AND FINAL DECK SURFACE ELEVATIONS TABLE (FT.) (SPAN 2 & SPAN 3)																			
LOCATION		C	1/8	1/4	3/8	1/2	5/8	3/4	7/8	D	E	1/8	1/4	3/8	1/2	5/8	3/4	7/8	F
LEFT TOE OF CURB	STATION	5+94.94	6+09.37	6+23.79	6+38.22	6+52.65	6+67.07	6+81.50	6+95.93	7+10.36	7+12.52	7+26.95	7+41.38	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

1. SCREED ELEVATIONS SHOWN REPRESENT THE THEORETICAL DECK SURFACE LOCATION PRIOR TO DEFLECTIONS CAUSED BY DECK PLACEMENT AND OTHER ANTICIPATED DEAD LOADS.
2. TOP OF HAUNCH ELEVATIONS SHOWN REPRESENT THE THEORETICAL LOCATION OF THE BOTTOM OF THE DECK ABOVE THE BEAM HAUNCH PRIOR TO DEFLECTIONS CAUSED BY DECK PLACEMENT AND OTHER ANTICIPATED DEAD LOADS.
3. FINAL DECK SURFACE ELEVATIONS SHOWN REPRESENT THE DECK SURFACE LOCATION AFTER ALL ANTICIPATED DEAD LOAD DEFLECTIONS HAVE OCCURRED.



TRANSVERSE SECTION - SPAN 2 & SPAN 3



PLAN - SPAN 2 & SPAN 3

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

BRIDGE NO. GRE-BK80020-00.492

PEDESTRIAN BRIDGE OVER US-68 AND OLDTOWN CREEK

SFN 2926107

DESIGN AGENCY CARPENTER MARTY Transportation

DESIGNER	CHECKER
JZ	AMR

REVIEWER GDJ 02/10/25

PROJECT ID 115388

SUBSET	TOTAL
20	25

SHEET	TOTAL
P.62	P.83

GRE-68-12.65

MODEL: Sheet_Survft PAPERSIZE: 34x22 (in.) DATE: 2/17/2025 TIME: 5:05:59 PM USER: jzhu
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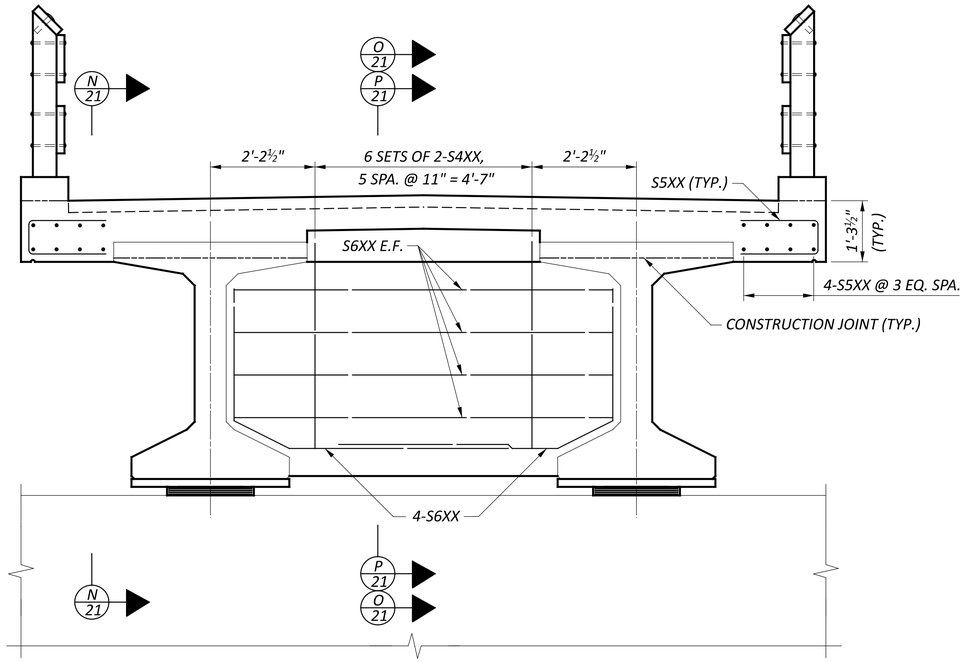
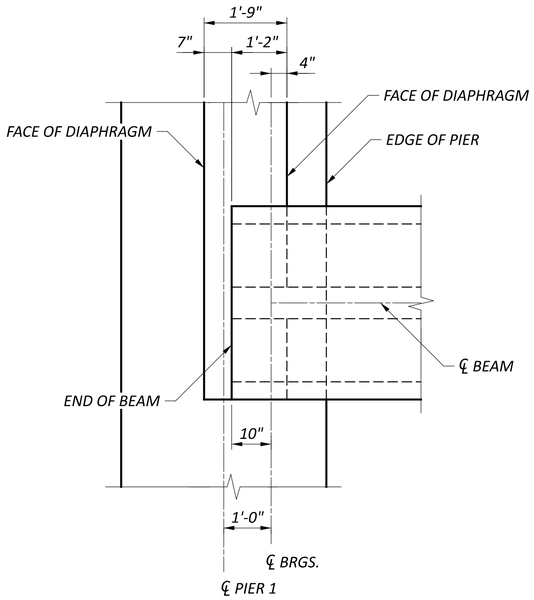
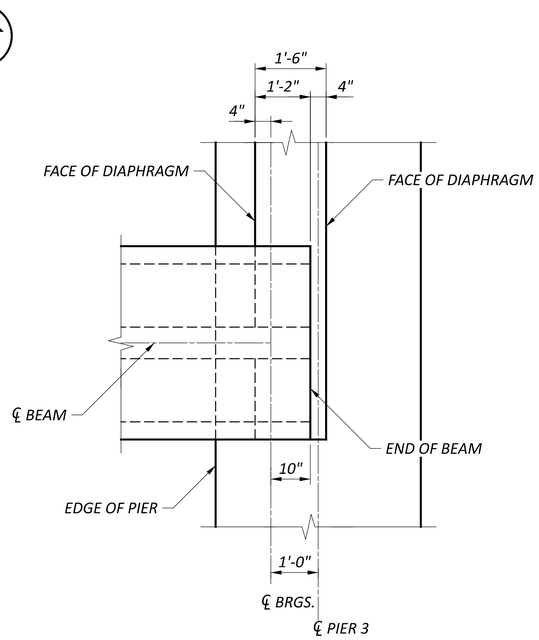


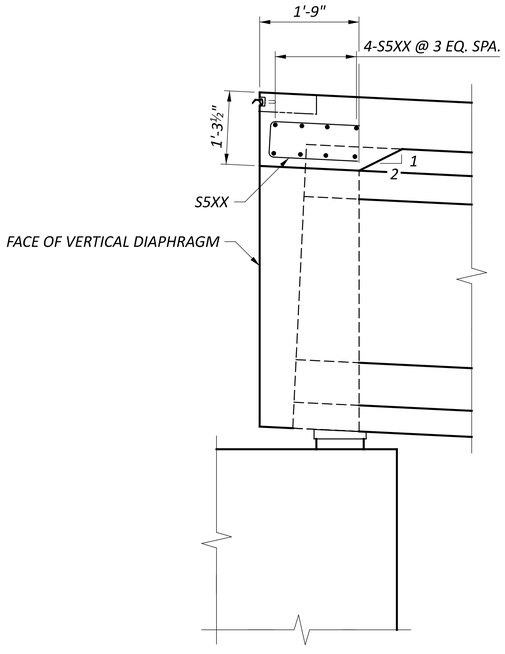
PIER 1 & PIER 3 DIAPHRAGM ELEVATION



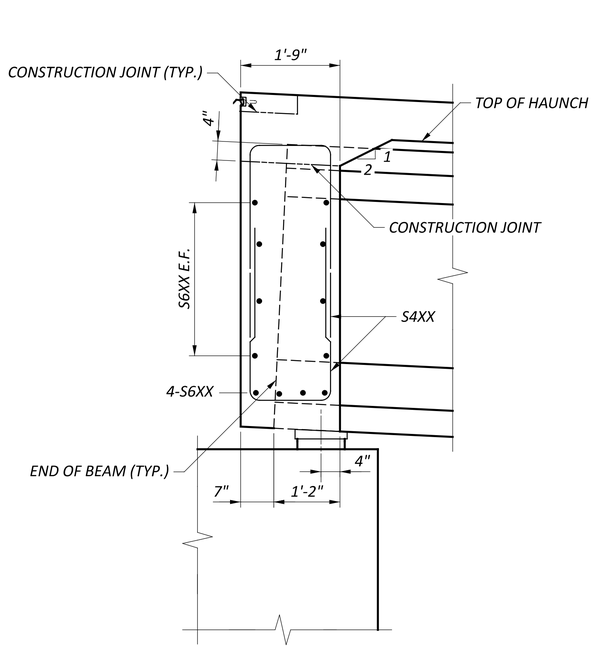
PIER 1 PARTIAL PLAN



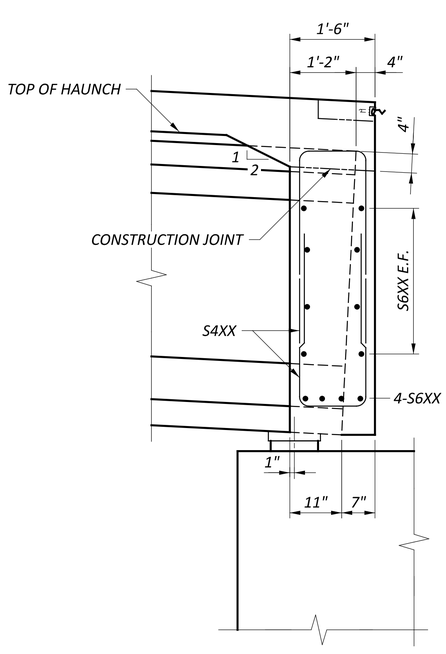
PIER 3 PARTIAL PLAN



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



O / 21 SECTION
PIER 1 SHOWN



P / 21 SECTION
PIER 3 SHOWN

LEGEND

E.F. - EACH FACE

NOTES

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

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

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

GRE-68-12.65

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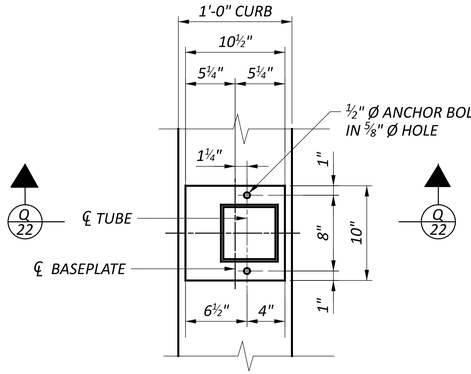
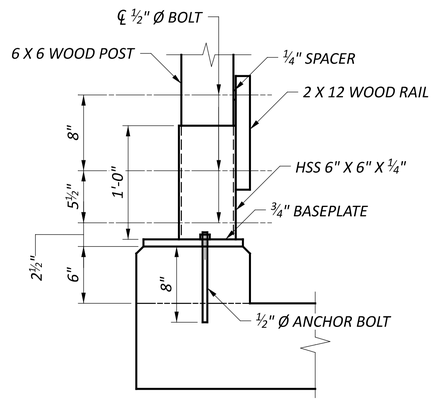
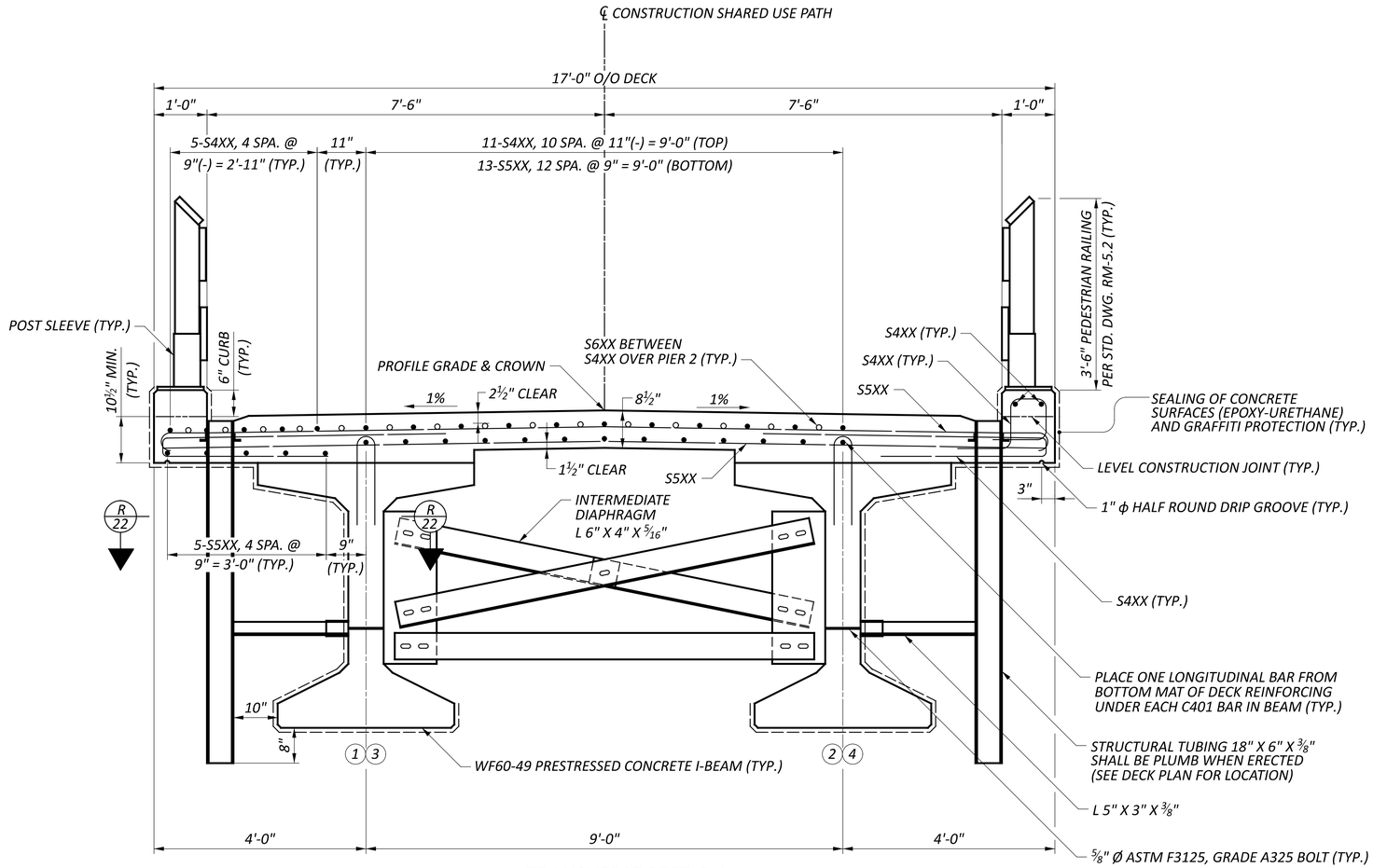


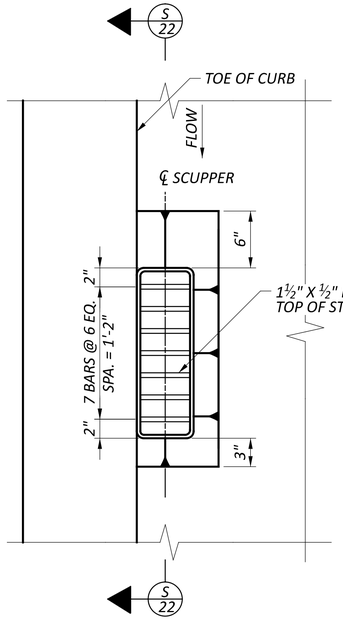
POST SLEEVE PLAN



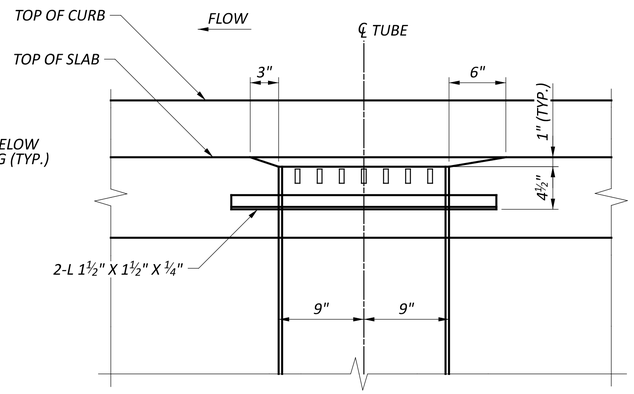
Q 22 SECTION



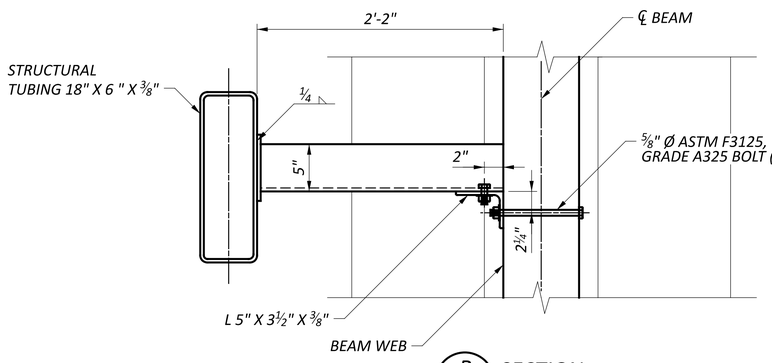
TRANSVERSE SECTION
SPANS 2 AND 3



SCUPPER PLAN DETAIL



S 22 SECTION



R 22 SECTION

NOTES

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

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

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

GRE-68-12.65

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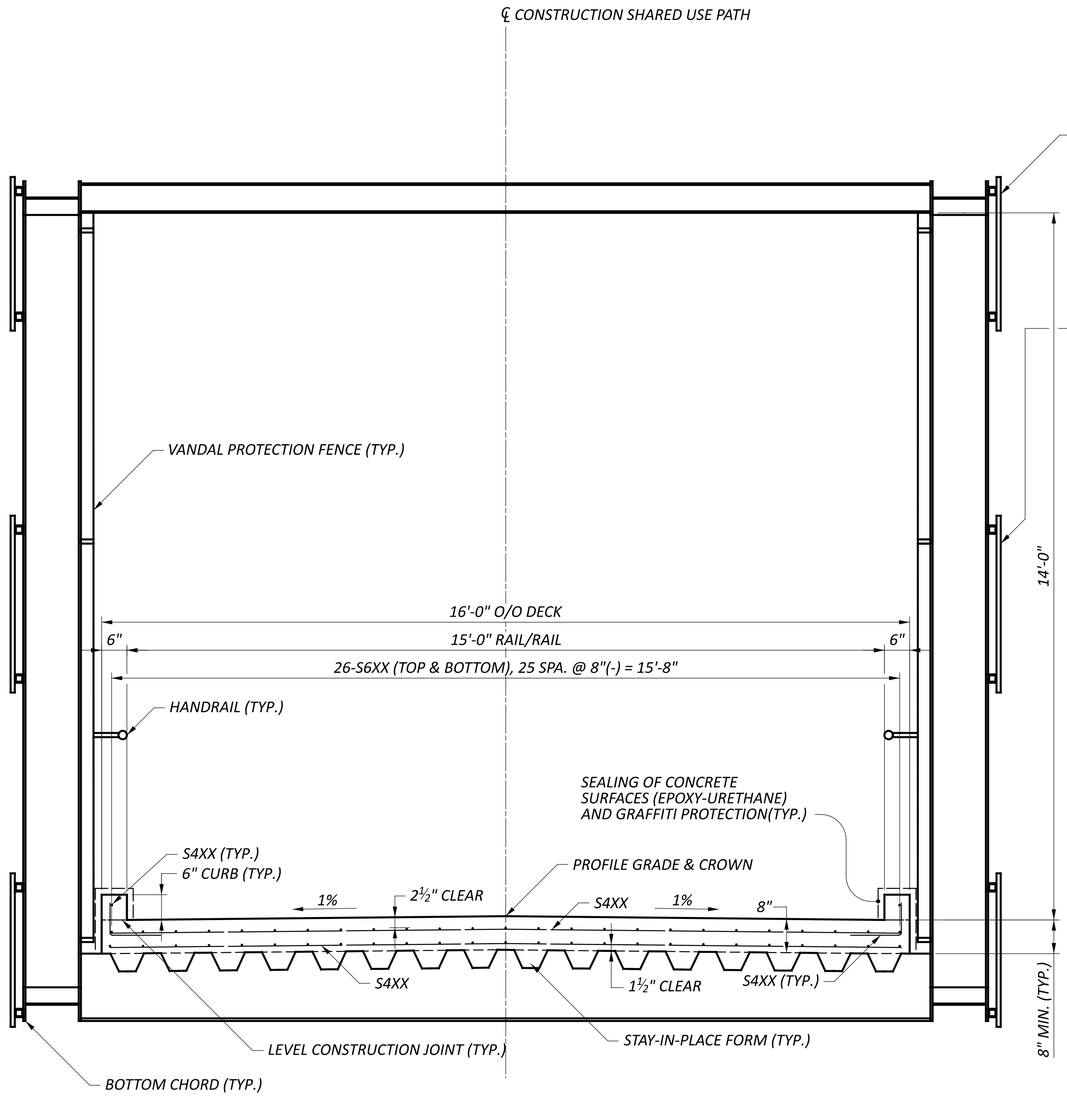
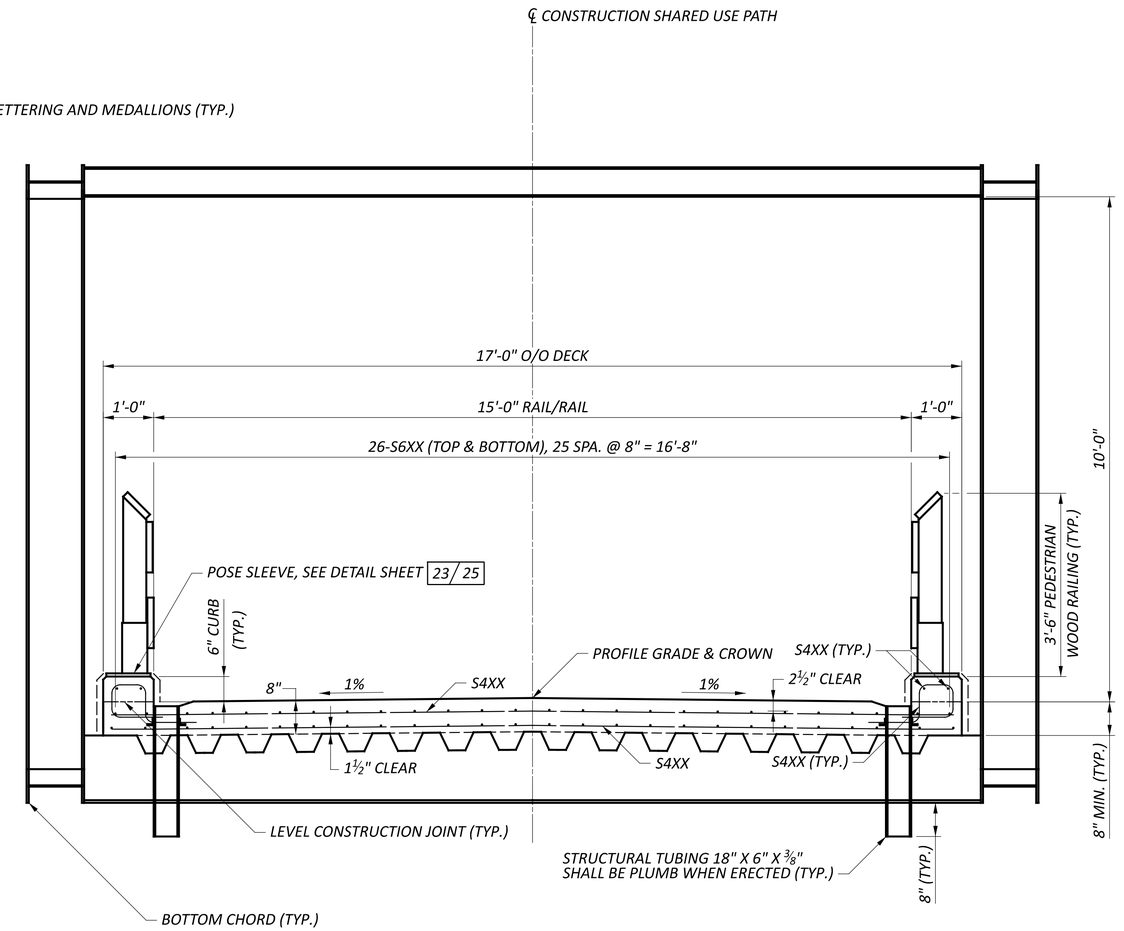


TRANSVERSE SECTION
SPAN 1



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 3½" X ⅜" BRACE.
3. CUT STAY-IN-PLACE FORM IN FIELD FOR SCUPPER PENETRATION.

TRANSVESE 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 transportation

DESIGNER	CHECKER
SMH	AMR

REVIEWER: GDJ 02/10/25

PROJECT ID: 115388

SUBSET	TOTAL
23	25

SHEET	TOTAL
P.65	P.83

GRE-68-12.65

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 2/17/2025 TIME: 5:06:02 PM USER: jshu
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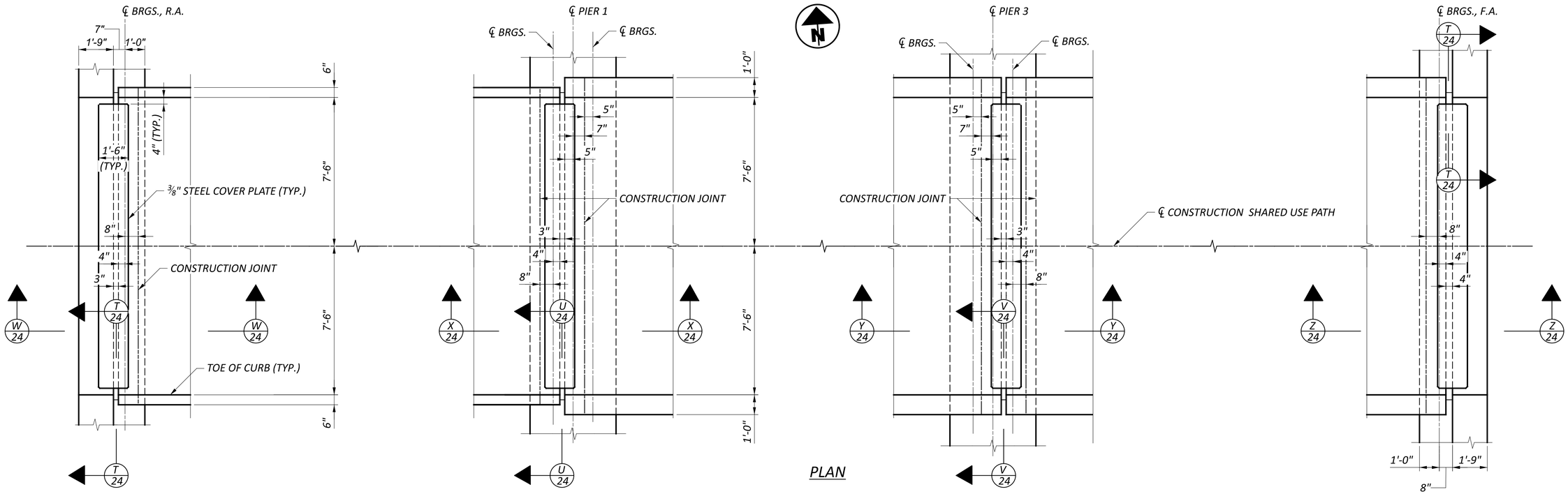
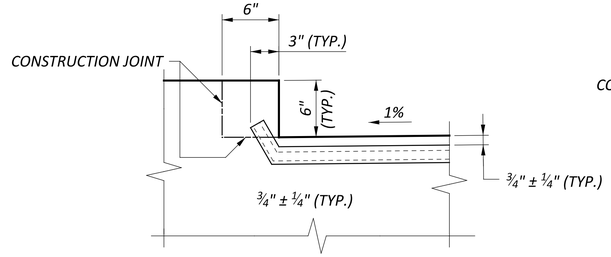
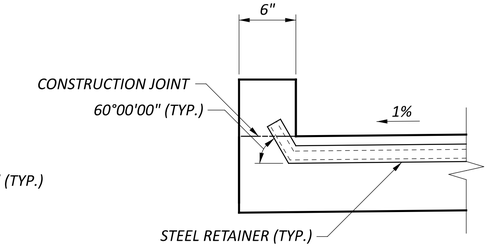


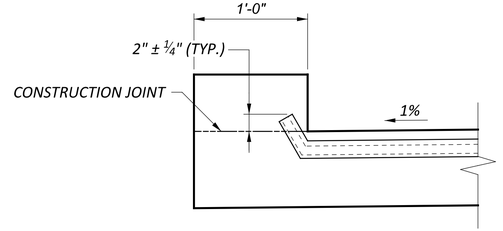
PLAN



T/24 SECTION



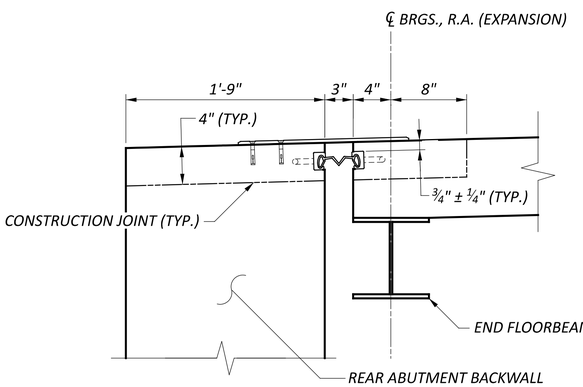
U/24 SECTION



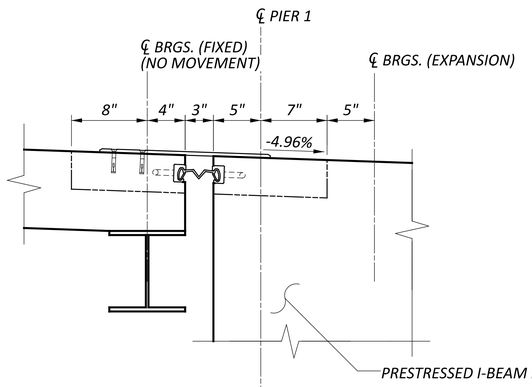
V/24 SECTION

NOTES

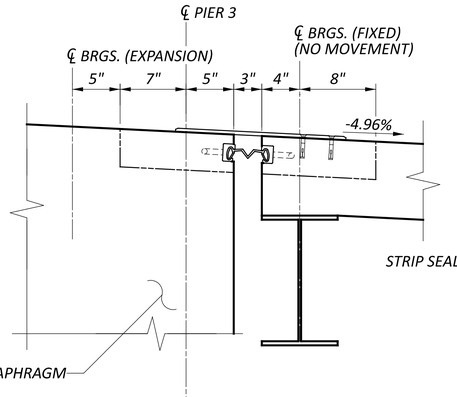
1. UTILIZE WABO STRIP SEAL MODEL CRETE SE-400 WITH SINUSOIDAL ANCHORAGE AT ALL LOCATIONS.
2. REFER TO STD. DWG. EXJ-6-17 FOR ADDITIONAL NOTES AND DETAILS.
3. STEEL RETAINERS AND COVER PLATES SHALL BE FABRICATED TO MATCH CROSS-SLOPE OF DECK.



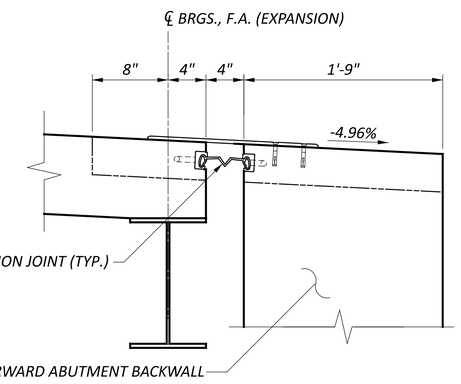
W/24 SECTION



X/24 SECTION



Y/24 SECTION



Z/24 SECTION

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

SFN	2926107
DESIGN AGENCY	CARPENTER MARTY transportation
DESIGNER	AMR
CHECKER	SMH
REVIEWER	GDJ 02/10/25
PROJECT ID	115388
SUBSET	24
TOTAL	25
SHEET	P.66
TOTAL	P.83

GRE-68-12.65

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 2/17/2025 TIME: 5:06:03 PM USER: jzhu
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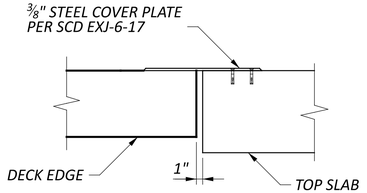
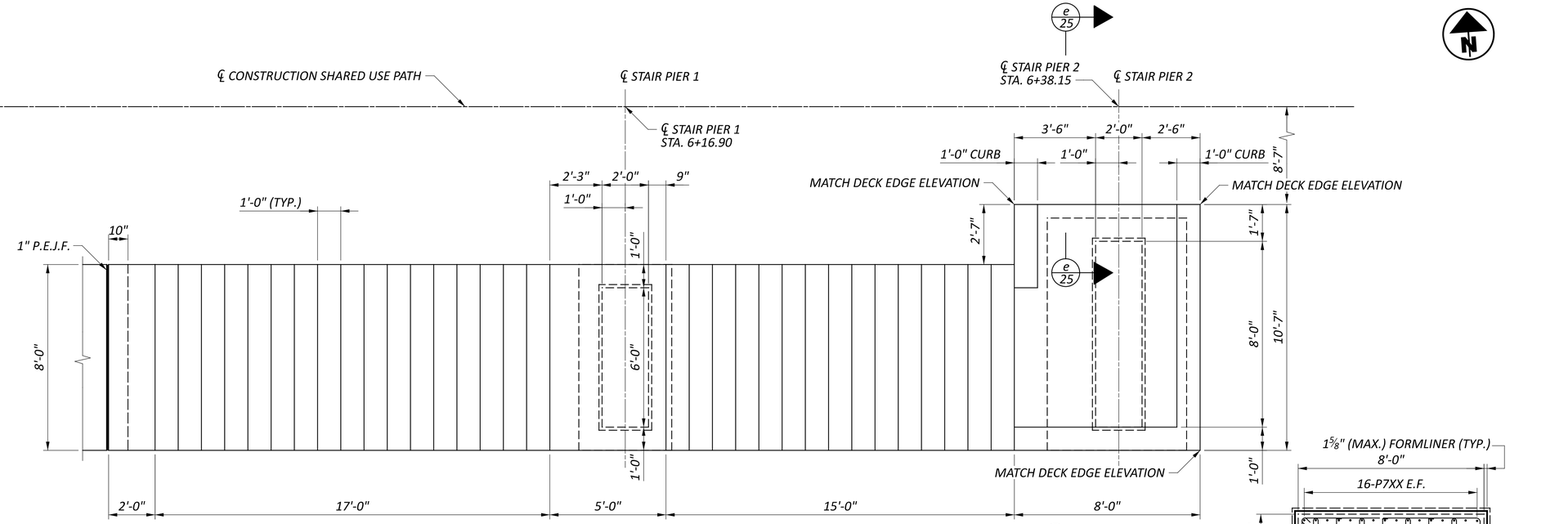
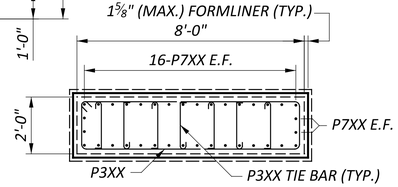


e 25 SECTION



PLAN



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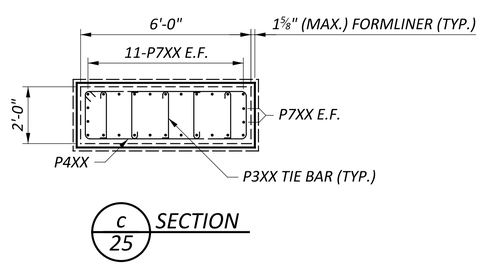

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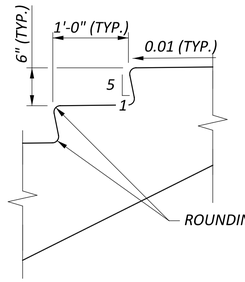
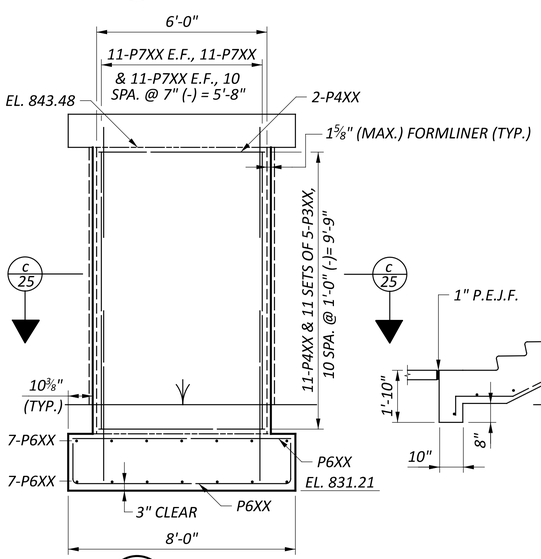
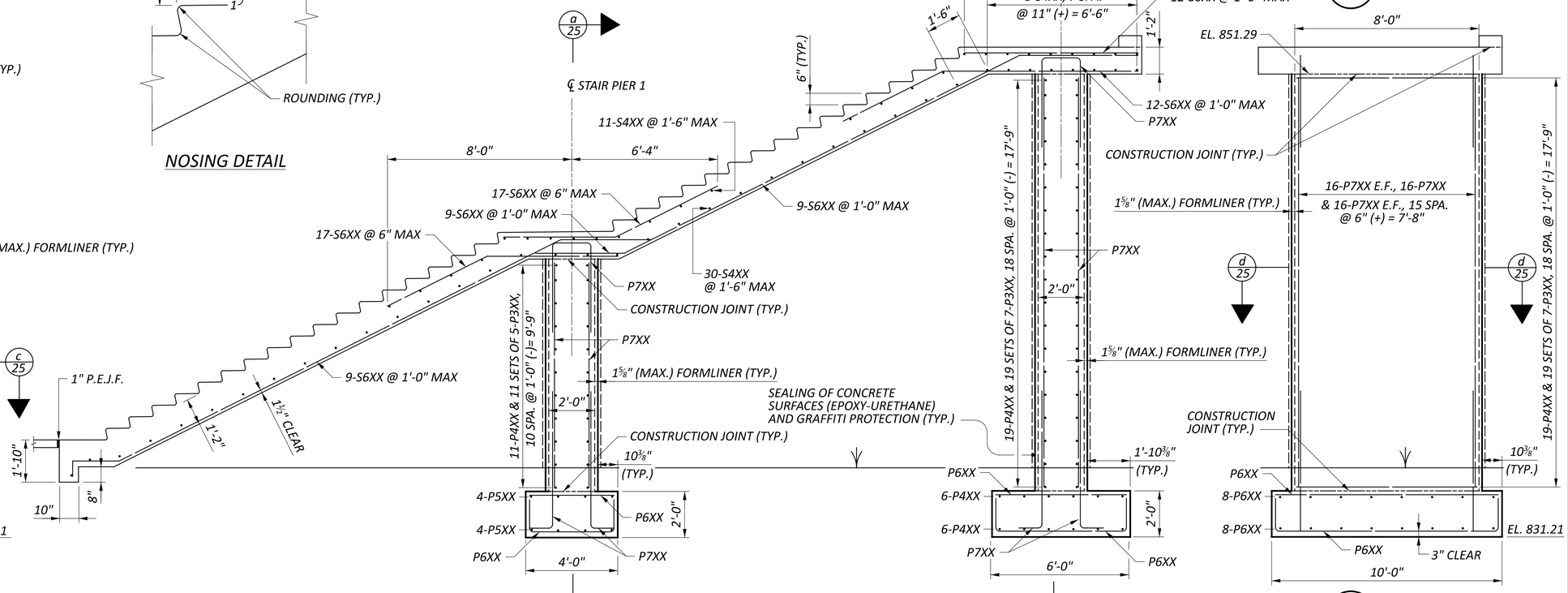


NOSING DETAIL



a 25 SECTION



ELEVATION

b 25 SECTION

BRIDGE STAIRWAY

BRIDGE NO. GRE-BK80020-00.492

PEDESTRIAN BRIDGE OVER US 68 AND OLD TOWN CREEK

SFN	2926107
DESIGN AGENCY	CARPENTER MARTY Transportation
DESIGNER	JZ
CHECKER	AMR
REVIEWER	GDJ 02/10/25
PROJECT ID	115388
SUBSET	25
TOTAL	25
SHEET	P.67
TOTAL	P.83

GRE-68-12.65

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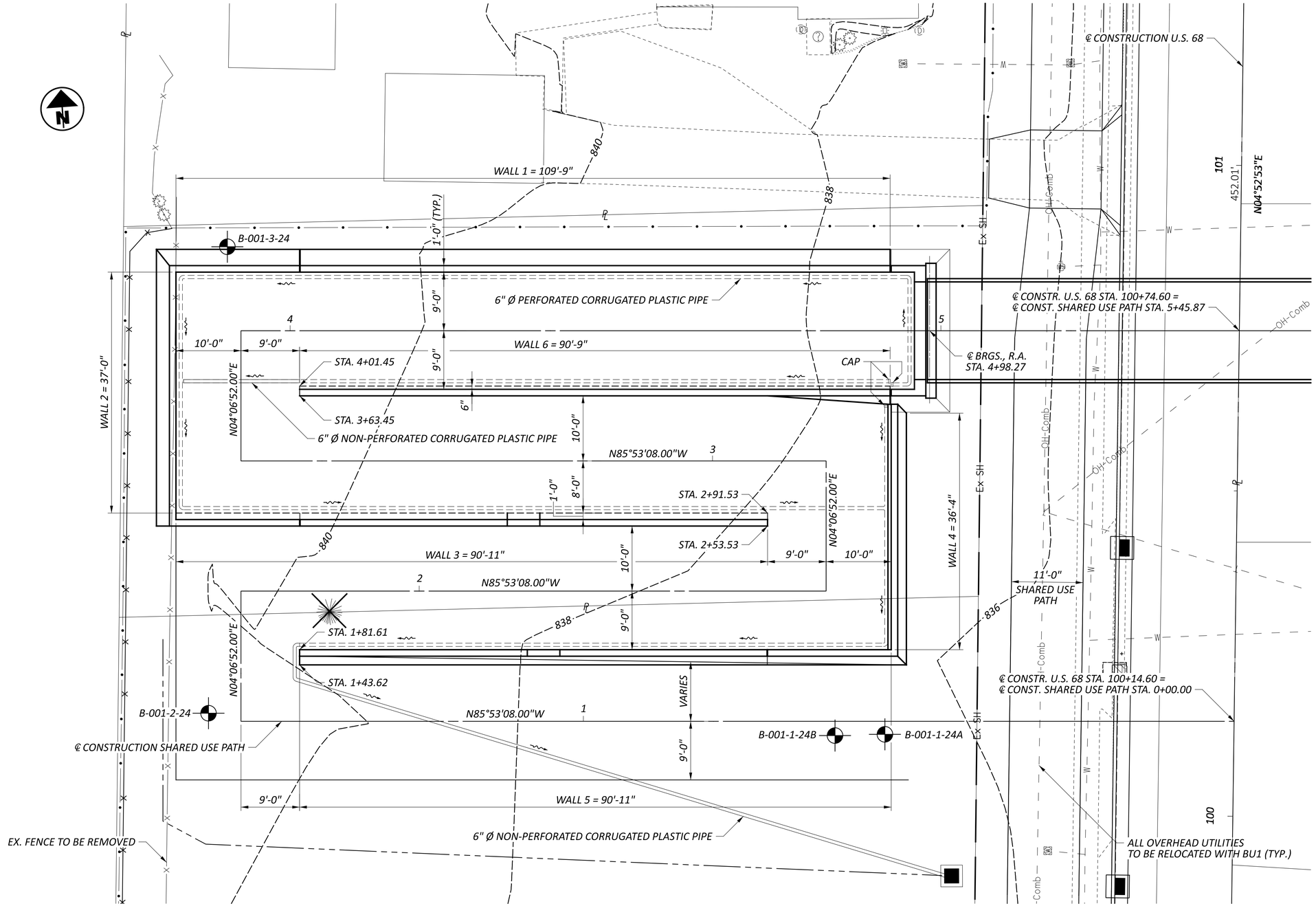

PLAN

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 transportation

DESIGNER	CHECKER
SMH	AMR

REVIEWER: GDJ 02/10/25

PROJECT ID: 115388

SUBSET	TOTAL
1	11

SHEET	TOTAL
P.68	P.83

GRE-68-12.65

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REFER TO THE FOLLOWING STANDARD CONSTRUCTION DRAWING:

RM - 5.2 REVISED 07-21-2023

DESIGN SPECIFICATIONS

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

OPERATIONAL IMPORTANCE:

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

DESIGN DATA

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

CONCRETE REINFORCEMENT:

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

AESTHETIC TREATMENT (CONCRETE FORMLINER)

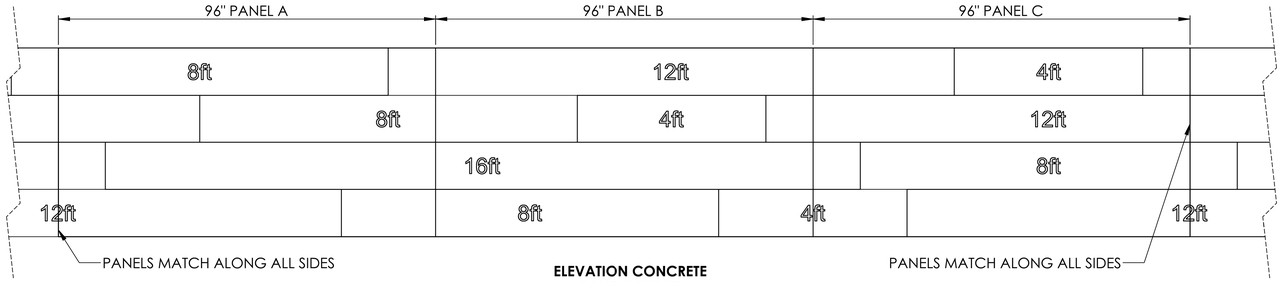
ONE FULL SCALE PATTERNED PRECONSTRUCTION TEST PANEL SHALL BE PROVIDED FOR APPROVAL BY THE DISTRICT 8 BRIDGE SECTION. IF THE TEST PANEL DOES NOT MEET THE APPROVAL OF THE DISTRICT 8 BRIDGE SECTION, THE RESULT WILL BE GROUNDS TO REJECT THE PROPOSED PANEL SURFACE CHOSEN. THE TEST PANEL WILL BE PROVIDED REPEATEDLY,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

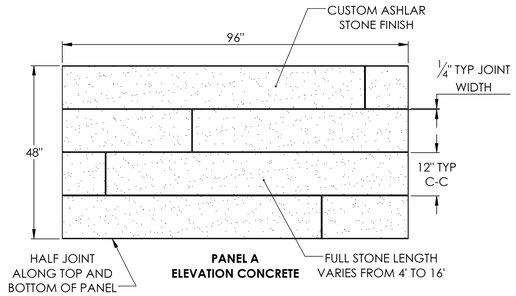
WALL FOOTINGS, AS DESIGNED, PRODUCE A MAXIMUM SERVICE LIMIT STATE BEARING PRESSURE OF 1.6 KIPS PER SQUARE FOOT AND A MAXIMUM STRENGTH LIMIT STATE BEARING PRESSURE OF 2.9 KIPS PER SQUARE FOOT. THE FACTORED BEARING RESISTANCE IS 4.1 KIPS PER SQUARE FOOT.

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

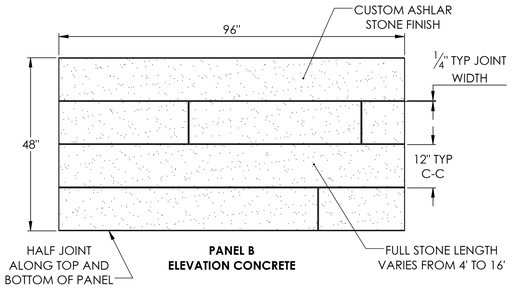
APPLY A PERMANENT GRAFFITI COATING QUALIFIED ACCORDING TO S1083 THAT IS COMPATIBLE WITH THE CONCRETE SEALER OVER WHICH IT IS APPLIED. APPLY THE GRAFFITI COATING IN ACCORDANCE WITH THE MANUFACTURER'S PRINTED INSTRUCTIONS.



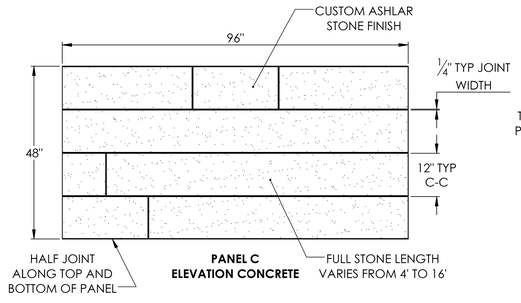
ELEVATION CONCRETE PANEL LAYOUT



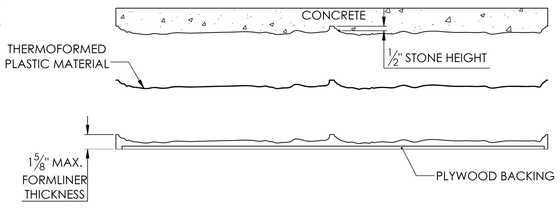
PANEL A ELEVATION CONCRETE



PANEL B ELEVATION CONCRETE



PANEL C ELEVATION CONCRETE



CONCRETE FORMLINER DETAIL

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

DESIGN AGENCY
CARPENTER MARTY transportation

DESIGNER	CHECKER
JZ	AMR

REVIEWER: GDJ 02/10/25
PROJECT ID: 115388
SUBSET: 2 TOTAL: 11
SHEET: P.69 TOTAL: P.83

GRE-68-12.65

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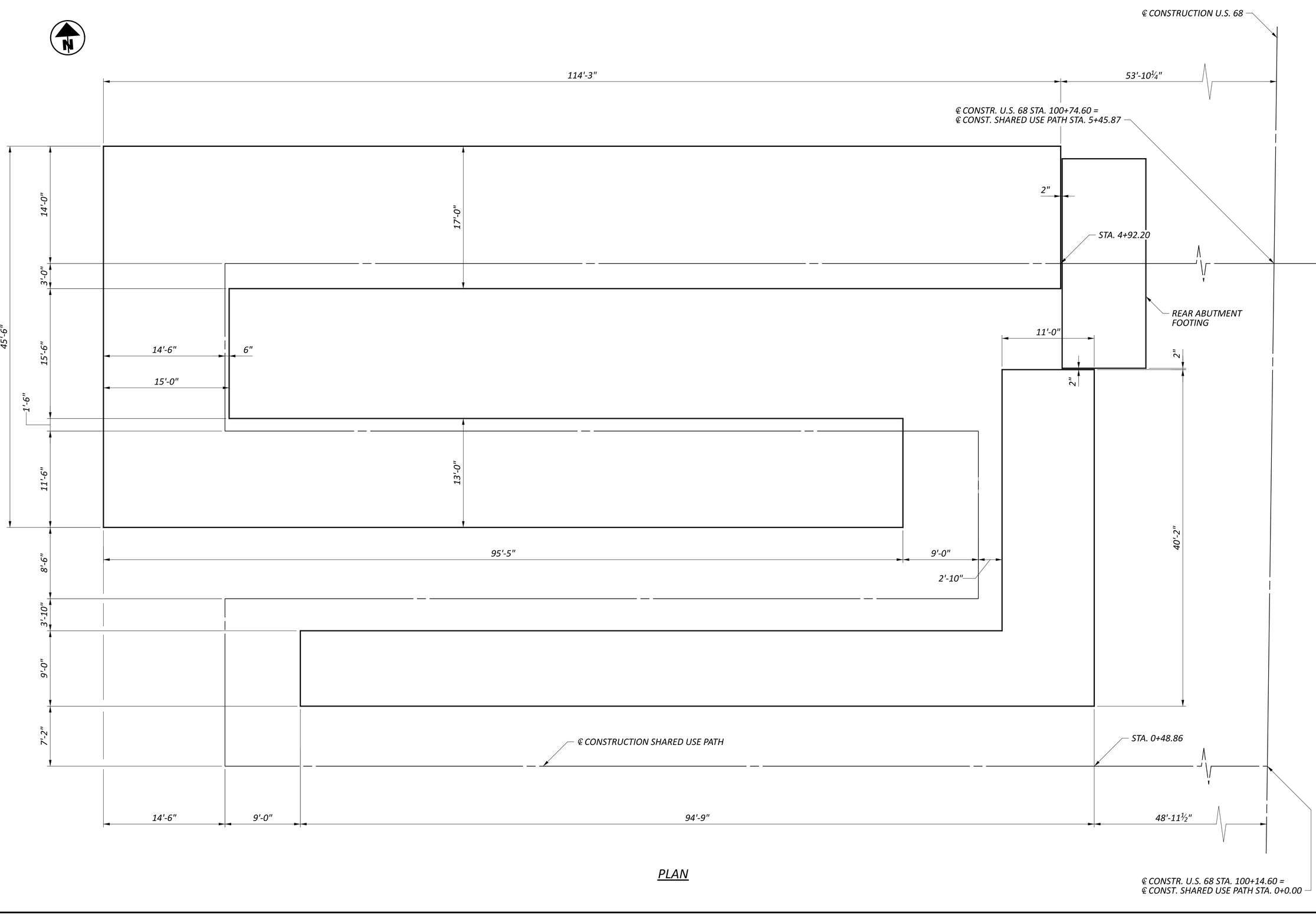

PLAN

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

DESIGN AGENCY
CARPENTER MARTY transportation

DESIGNER	CHECKER
MME	AMR

REVIEWER
GDJ 02/10/25

PROJECT ID
115388

SUBSET	TOTAL
3	11

SHEET	TOTAL
P.70	P.83

GRE-68-12.65

MODEL: Sheet_SurvFt PAPERSIZE: 34x22 (in.) DATE: 2/17/2025 TIME: 3:40:39 PM USER: wshannon
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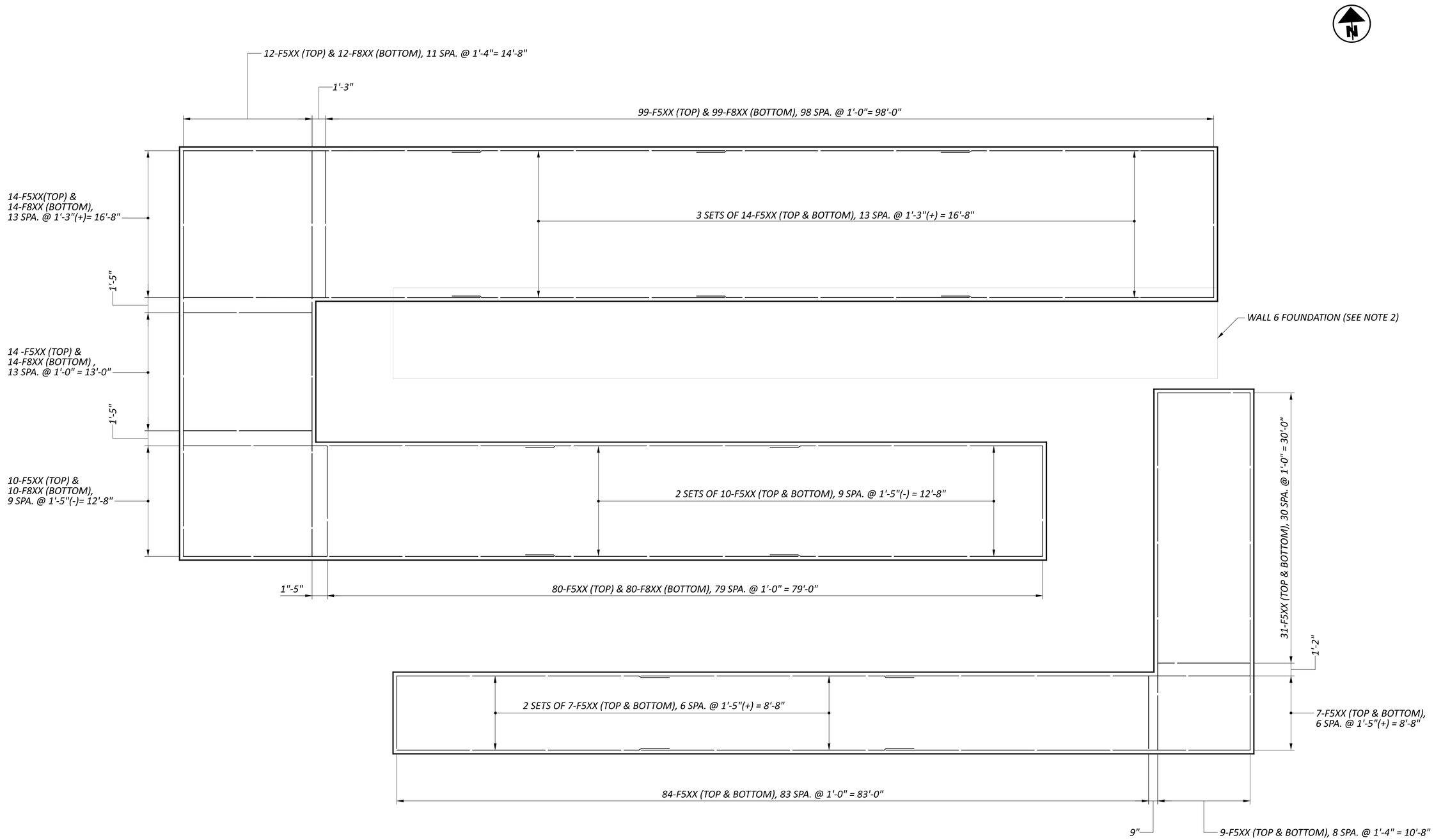

PLAN

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.

GRE-68-12.65

MODEL: Sheet_SurvFt PAPERSIZE: 34x22 (in.) DATE: 2/17/2025 TIME: 3:40:39 PM USER: wshannon
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RAMP RETAINING WALL FOUNDATION REINFORCEMENT DETAIL WALLS 1-5
BRIDGE NO. GRE-BK80020.00.492
PEDESTRIAN BRIDGE OVER US 68 AND OLDTOWN CREEK

DESIGN AGENCY
CARPENTER MARTY transportation

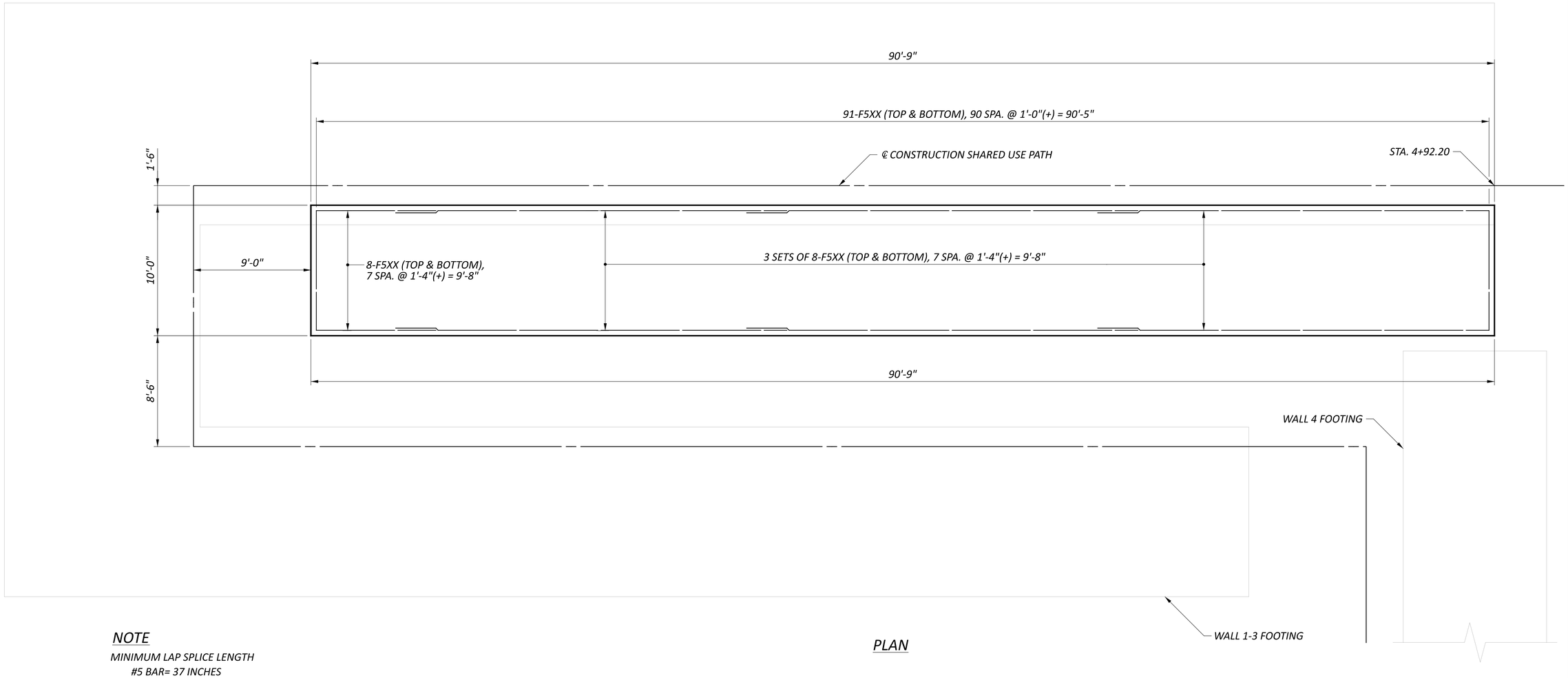
DESIGNER	CHECKER
MME	AMR

REVIEWER
GDJ 02/10/25

PROJECT ID
115388

SUBSET	TOTAL
4	11

SHEET	TOTAL
P.71	P.83



PLAN

NOTE

MINIMUM LAP SPLICE LENGTH
#5 BAR= 37 INCHES

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

DESIGN AGENCY
CARPENTER MARTY transportation

DESIGNER	CHECKER
MME	AMR

REVIEWER
GDJ 02/10/25

PROJECT ID
115388

SUBSET	TOTAL
5	11

SHEET	TOTAL
P.72	P.83

GRE-68-12.65

MODEL: Sheet_Survft PAPERSIZE: 34x22 (in.) DATE: 2/17/2025 TIME: 3:40:40 PM USER: wshannon
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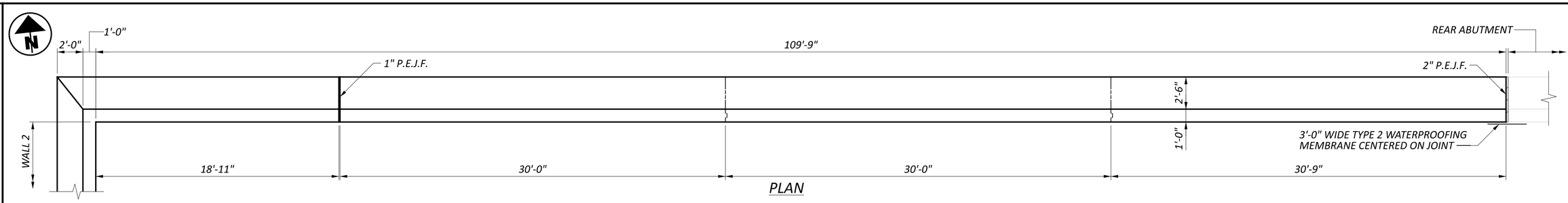
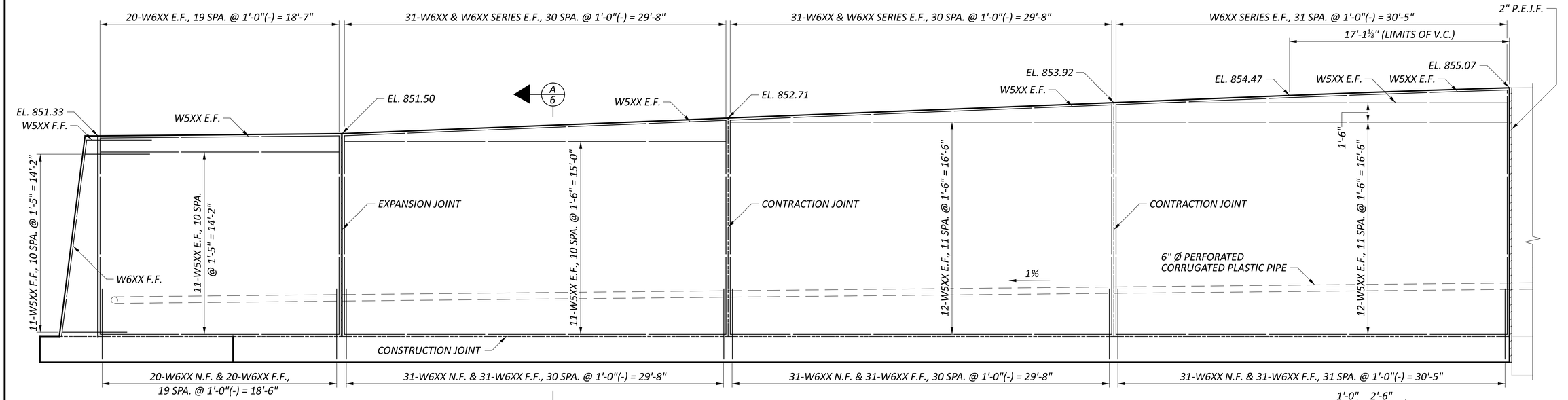
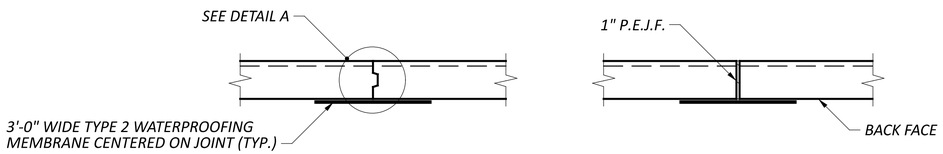


PLAN

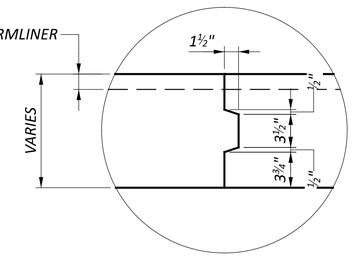


ELEVATION
VIEWED ALONG BACK FACE

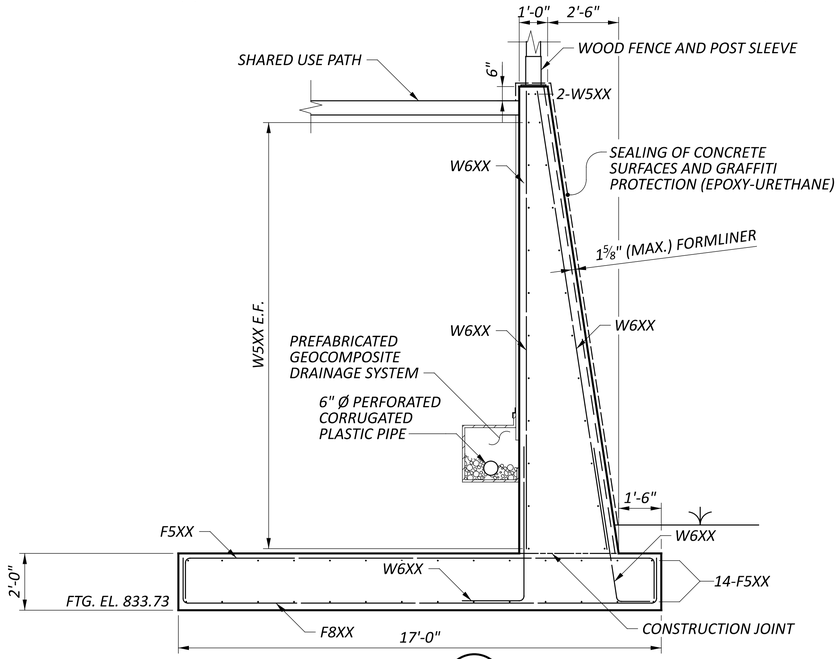


CONTRACTION JOINT DETAIL

EXPANSION JOINT DETAIL



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



A 6 SECTION

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
CARPENTER MARTY transportation

DESIGNER	CHECKER
SMH	AMR

REVIEWER
GDJ 02/10/25

PROJECT ID
115388

SUBSET	TOTAL
6	11

SHEET	TOTAL
P.73	P.83

GRE-68-12.65

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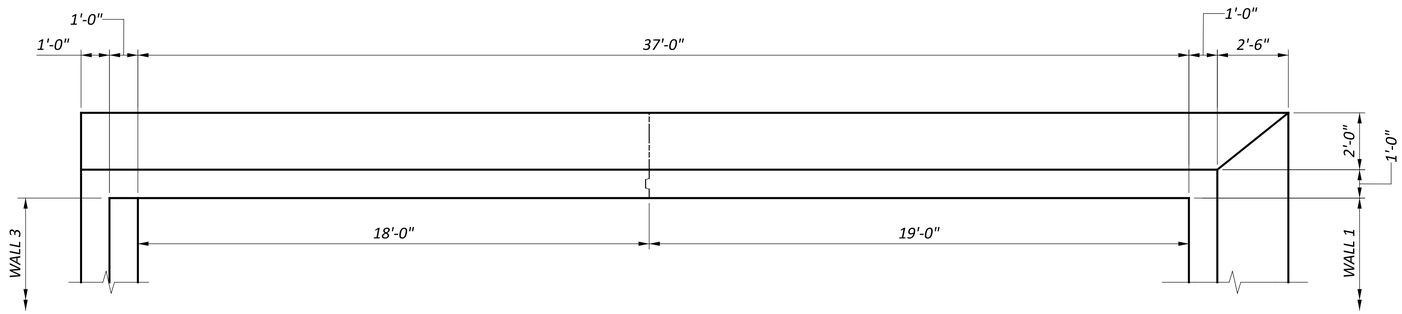
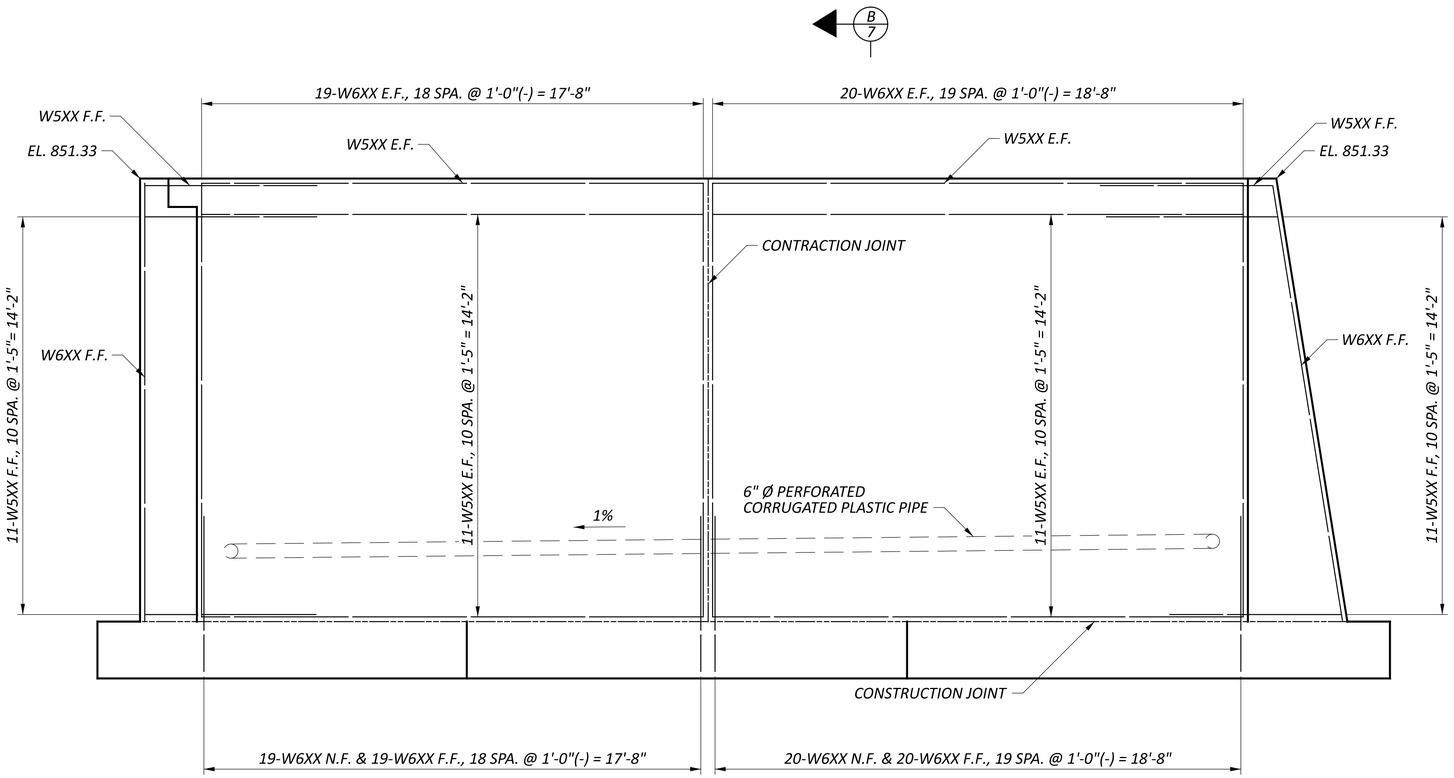
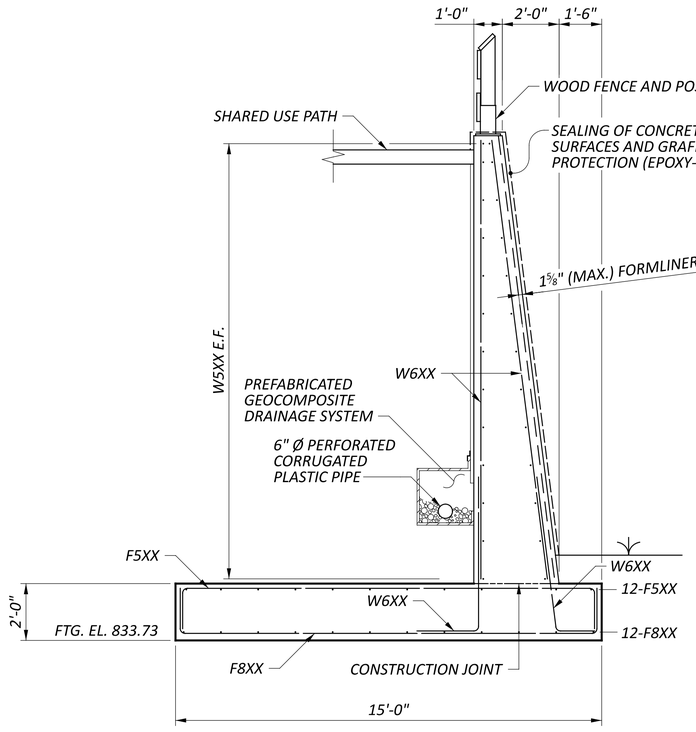


PLAN



ELEVATION

VIEWED ALONG BACK FACE



B
7
SECTION

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

WALL 2 DETAILS

BRIDGE NO. GRE-BK80020-00.492

PEDESTRIAN BRIDGE OVER US 68 AND OLDTOWN CREEK

DESIGN AGENCY

CARPENTER MARTY transportation

DESIGNER	CHECKER
SMH	AMR

REVIEWER
GDJ 02/10/25

PROJECT ID
115388

SUBSET	TOTAL
7	11

SHEET	TOTAL
P.74	P.83

GRE-68-12.65

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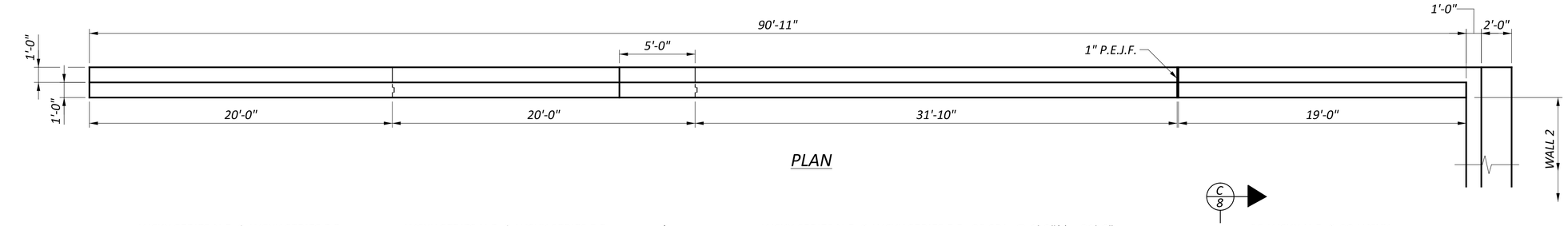
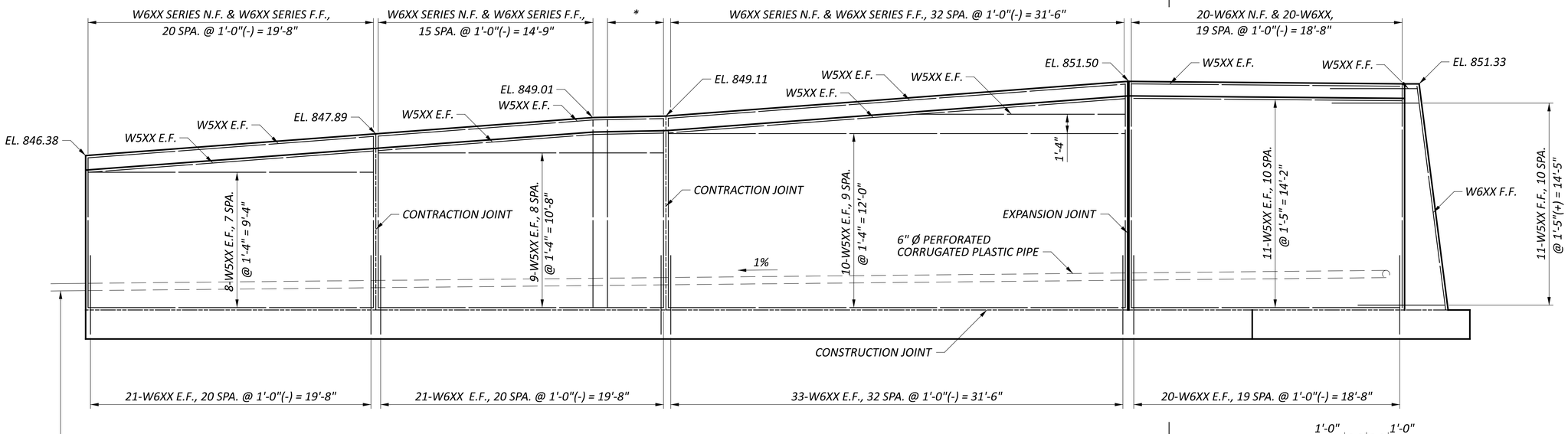
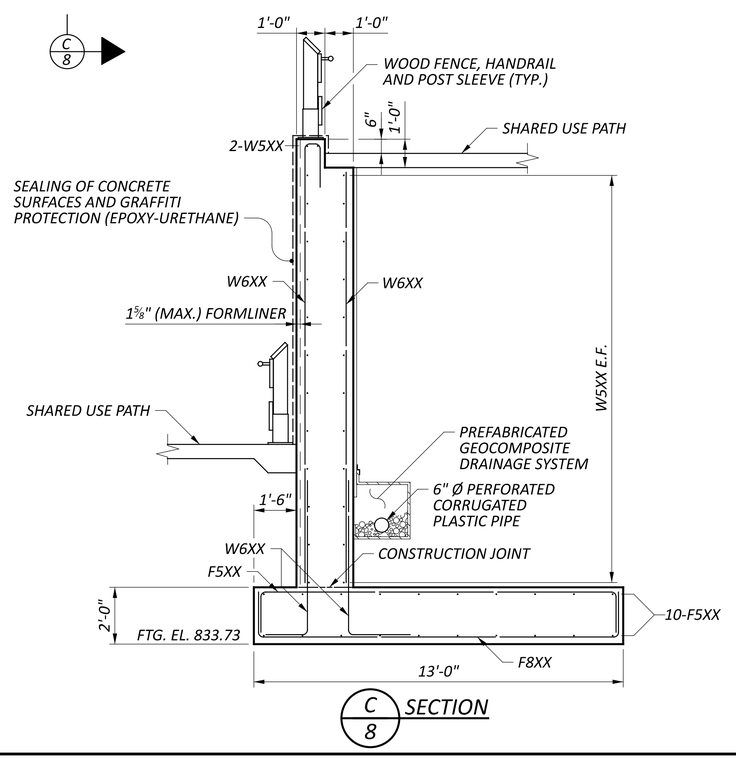


PLAN



ELEVATION
VIEWED ALONG BACK FACE



C
8
SECTION

NOTES

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

LEGENED

* - 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
CARPENTER MARTY transportation

DESIGNER	CHECKER
SMH	AMR

REVIEWER: GDJ 2/10/25

PROJECT ID: 115388

SUBSET	TOTAL
8	11

SHEET	TOTAL
P.75	P.83

GRE-68-12.65

MODEL: Sheet_SurvFt PAPERSIZE: 34x22 (in.) DATE: 2/17/2025 TIME: 3:40:53 PM USER: wshannon
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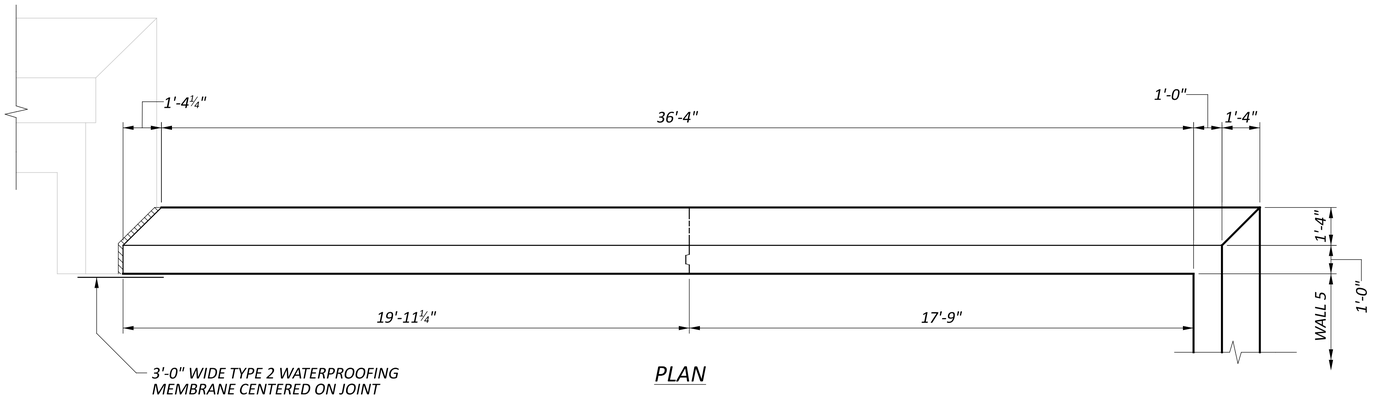
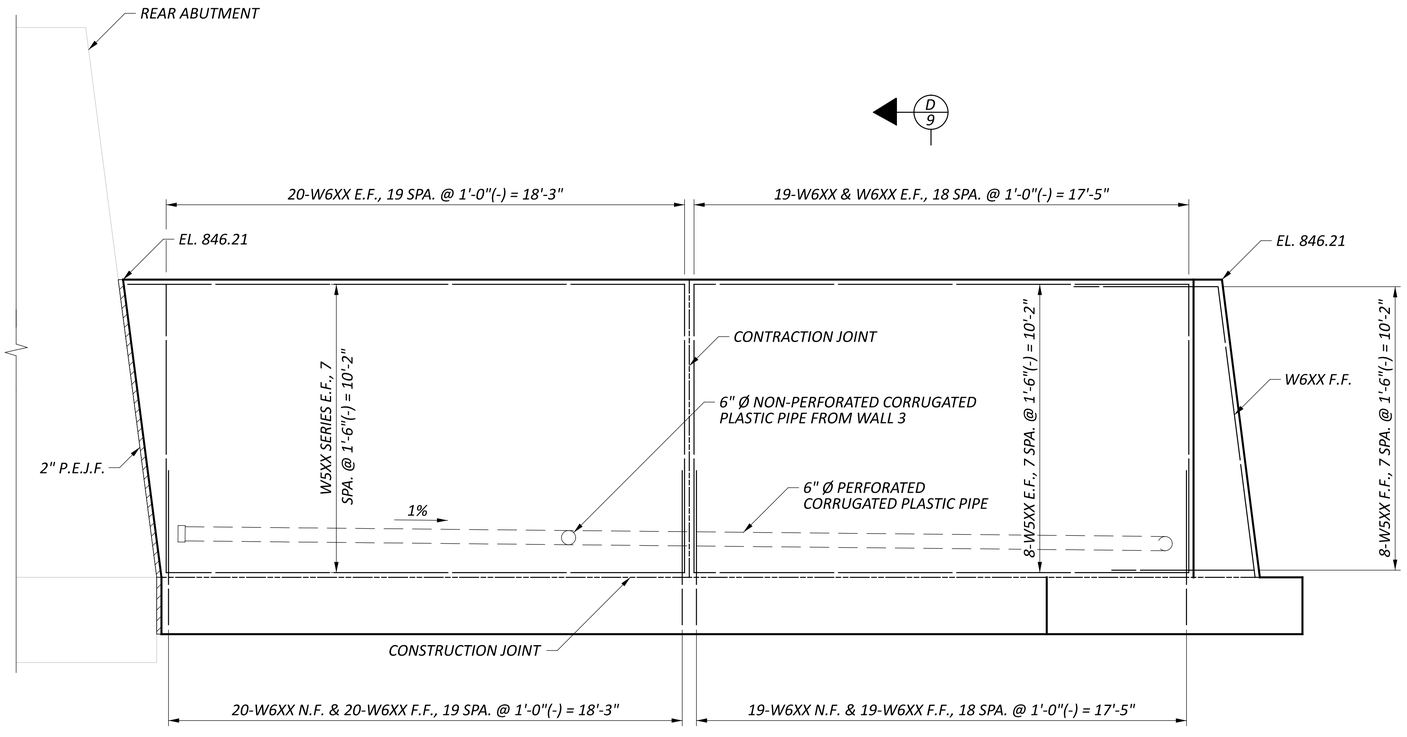
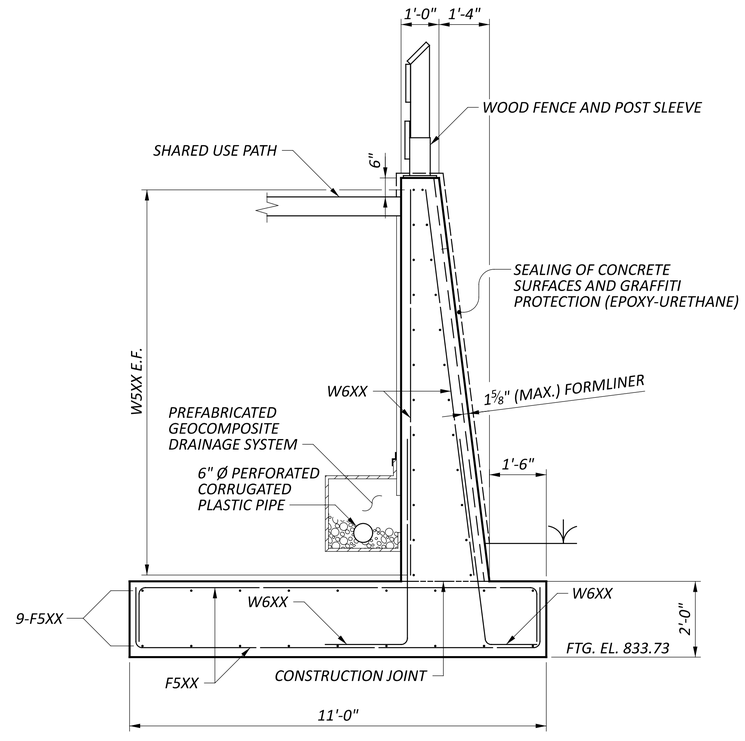


PLAN



ELEVATION

VIEWED ALONG BACK FACE



D 9 SECTION

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

WALL 4 DETAILS

BRIDGE NO. GRE-BK80020-00.492

PEDESTRIAN BRIDGE OVER US 68 AND OLDTOWN CREEK

DESIGN AGENCY

CARPENTER MARTY transportation

DESIGNER	CHECKER
SMH	AMR

REVIEWER: GDJ 02/10/25

PROJECT ID: 115388

SUBSET	TOTAL
9	11

SHEET	TOTAL
P.76	P.83

GRE-68-12.65

MODEL: Sheet_SurvFt PAPERSIZE: 34x22 (in.) DATE: 2/17/2025 TIME: 3:40:54 PM USER: wshannon
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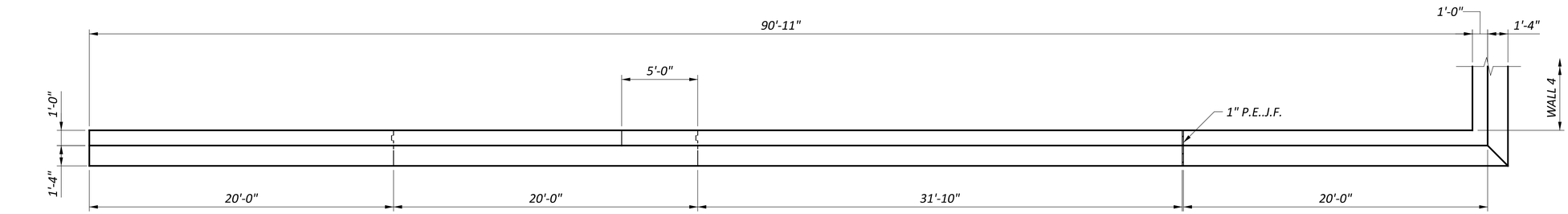
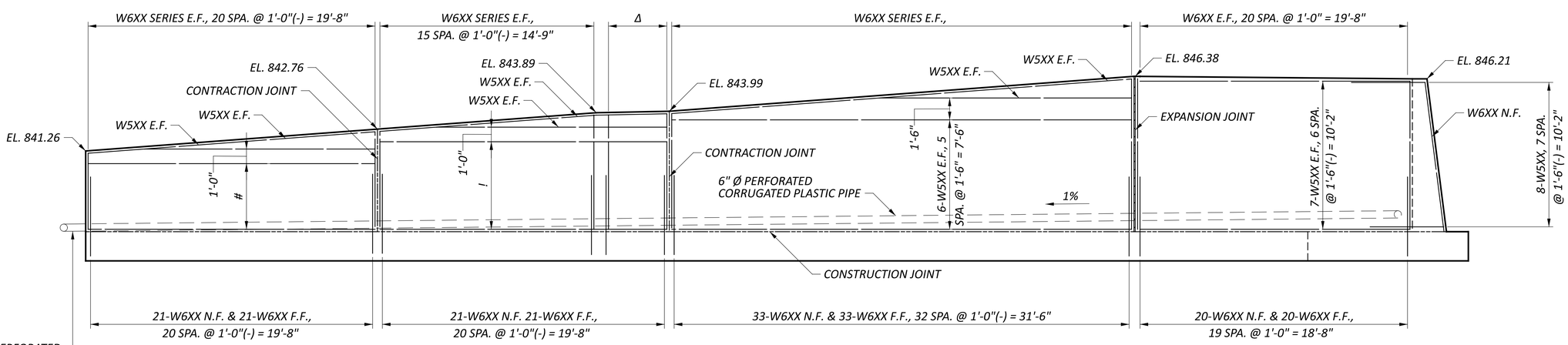


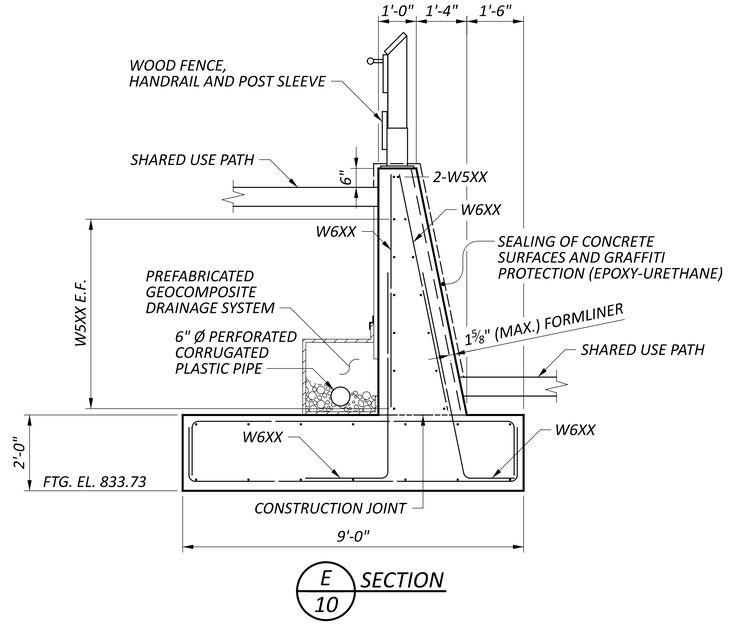
PLAN



E
10

ELEVATION

VIEWED ALONG FRONT FACE



E
10
SECTION

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

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

DESIGN AGENCY
CARPENTER MARTY transportation

DESIGNER	CHECKER
SMH	AMR

REVIEWER
GDJ 02/10/25

PROJECT ID
115388

SUBSET	TOTAL
10	11

SHEET	TOTAL
P.77	P.83

GRE-68-12.65

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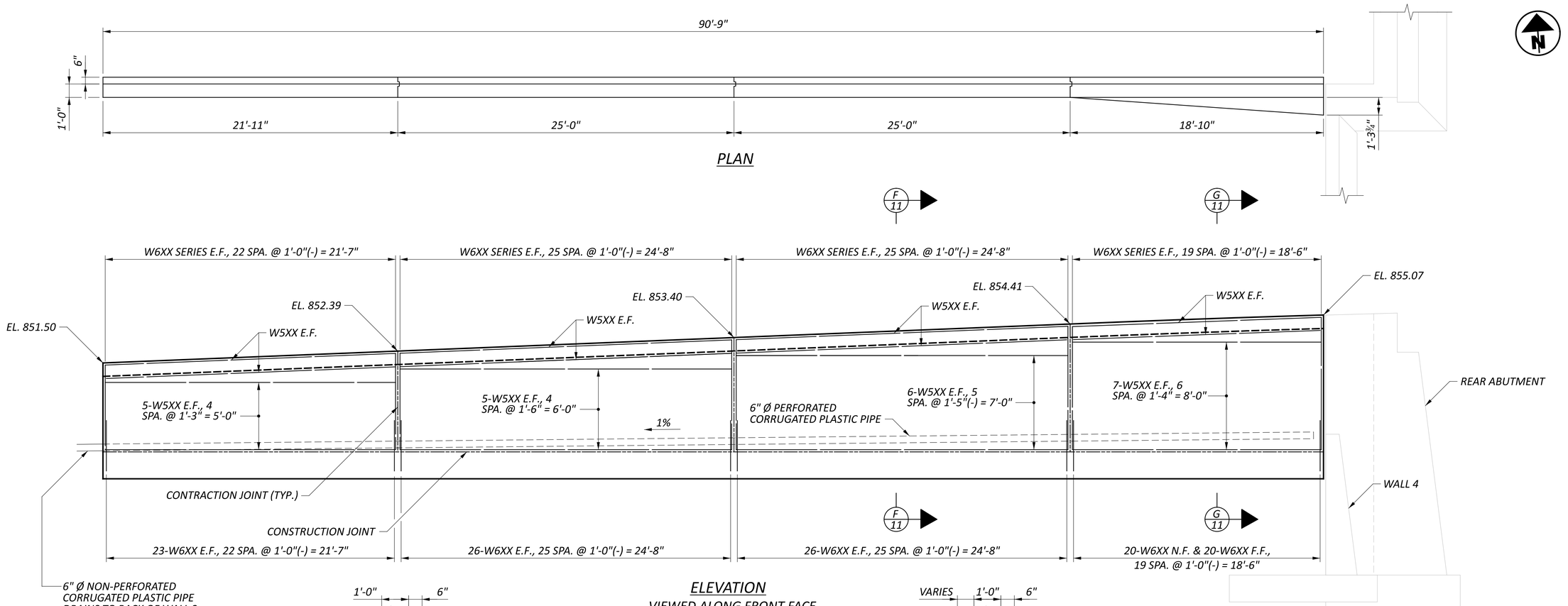
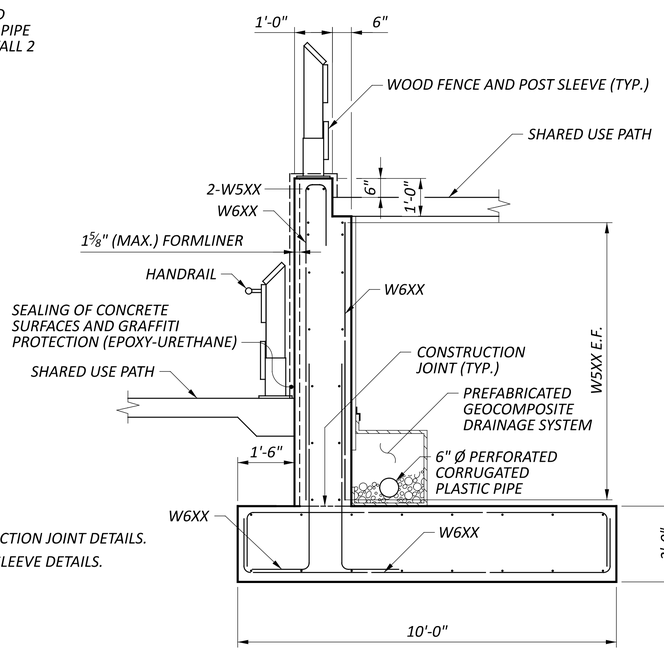
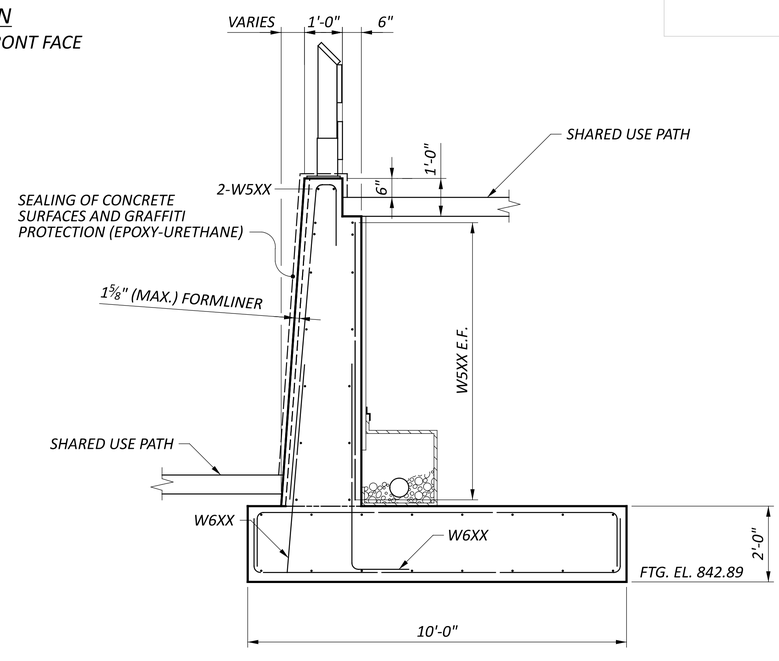


PLAN

ELEVATION
VIEWED ALONG FRONT FACE



F 11 SECTION



G 11 SECTION

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
CARPENTER MARTY transportation

DESIGNER	CHECKER
MME	AMR

REVIEWER
GDJ 02/10/25

PROJECT ID
115388

SUBSET	TOTAL
11	11

SHEET	TOTAL
P.78	P.83

GRE-68-12.65

MODEL: Sheet_SurvFt PAPERSIZE: 34x22 (in.) DATE: 2/17/2025 TIME: 3:40:56 PM USER: wshannon
P:\DBP\EAG\0003_GRE-68-12.65\115388\400-Engineering\Structures\Wall\Sheets\115388_Wall_WE006.dgn

REF NO.	SHEET NO.	LOCATION	STATION	SIDE	CODE	SIZE (INCHES)	630 SIGN, FLAT SHEET SF	630 GROUND MOUNTED SUPPORT, NO. 3 POST FT	630 REMOVAL OF GROUND MOUNTED SIGN AND DISPOSAL EACH	631 SIGN FLASHER ASSEMBLY EACH	630 SIGN SUPPORT ASSEMBLY, BARRIER MOUNTED, AS PER PLAN EACH	632 PEDESTAL FOUNDATION EACH	630 SIGN SUPPORT ASSEMBLY, POLE MOUNTED EACH	632 PEDESTRIAN PUSHBUTTON EACH	625 GROUND ROD EACH	630 SIGNING, MISC.:SOLAR-POWERED RECTANGULAR RAPID FLASHING BEACON (RRFB) SIGN ASSEMBLY, 2-SIDED EACH	630 REMOVAL OF GROUND MOUNTED POST SUPPORT AND DISPOSAL EACH
S1	P.80	U.S. 68	97+98.93	RT	W11-8	30 x 30	6.25	13	1								1
S2	P.80	U.S. 68	98+02.35	RT	R7-H12	12 x 18	1.5	12	1								1
S3	P.80	U.S. 68	100+50.00	RT	W11-2L	36 x 36	9	14									
					W16-9P	24 x 12	2										
S4	P.80	U.S. 68	101+61.06	LT	R2-1	24 x 30	5	13	1								1
S5	P.80	U.S. 68	102+51.63	RT	D10-H8	12 x 12	1	14	1								1
					R1-5	36 x 36	9										1
S6	P.80	U.S. 68	102+91.37	RT	W16-18	24 x 12	2	13.5	1								
					R5-H2B-24	24 x 24	4		1								1
S7	P.80	U.S. 68	103+28.65	RT	R1-1	30 x 30	6.25	14	1								
					D3-1	36 x 12	4		1								
S8	P.80	U.S. 68	103+52.95	RT	W11-2R	36 x 36	9			2		1	1	1	1	1	
					W16-7PR	24 x 12	2										
					W11-2R	36 x 36	9										
					W16-7PR	24 x 12	2										
S9	P.80	U.S. 68	103+46.12	LT	W11-2R	36 x 36	9			2		1	1	1	1	1	
					W16-7PR	24 x 12	2										
					W11-2R	36 x 36	9										
					W16-7PR	24 x 12	2										
S10	P.80	U.S. 68	103+77.43	LT	R1-5	36 x 36	9	13									
S11	P.80	U.S. 68	106+25.00	LT	W11-2L	36 x 36	9	14									
					W16-9P	24 x 12	2										
S12	P.81	PROPOSED BRIDGE	4+70.00	LT	CUSTOM	24 x 30	5				1						
S13	P.81	PROPOSED BRIDGE	9+87.00	RT	R1-2	24 x 24	4	9									
S14	P.81	U.S. 68	100+25.49	LT	CUSTOM	30 x 24	5	9.5									
S15	P.81	U.S. 68	100+03.78	LT	R1-1	18 x 18	2.25	9									
TOTALS							131.00	148.0	8	4	1	2	2	2	2	2	6

TRAFFIC CONTROL SUBSUMMARY

GRE-68-12.65

MODEL: Sheet_SurvFt PAPERSIZE: 34x22 (in.) DATE: 2/17/2025 TIME: 3:40:57 PM USER: wshannon
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DESIGN AGENCY
CARPENTER MARTY transportation

DESIGNER WCS

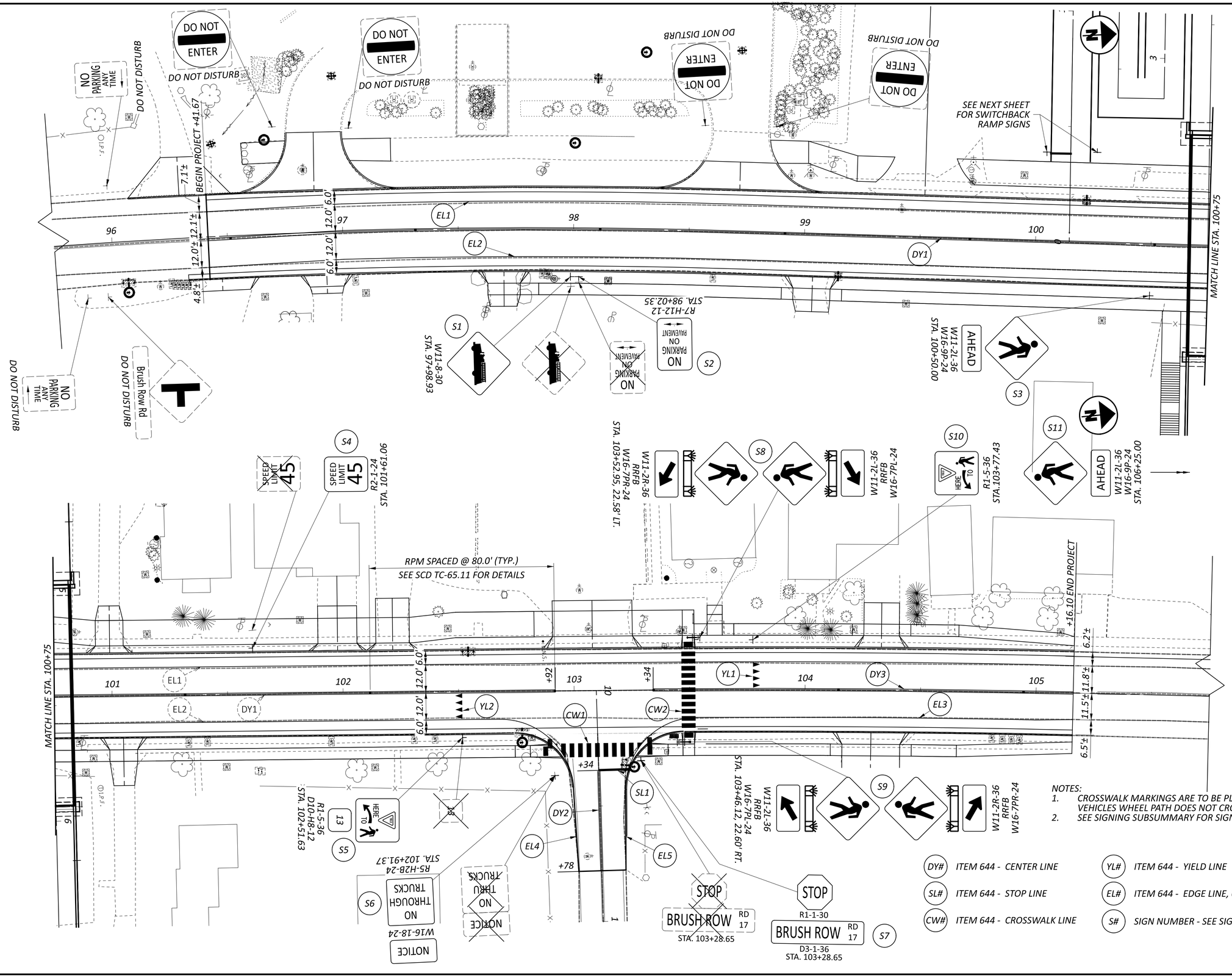
REVIEWER BAA 02/10/25

PROJECT ID 115388

SHEET P.79 TOTAL P.83

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

HORIZONTAL SCALE IN FEET
0 10 20 40



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

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

DESIGN AGENCY
CARPENTER MARTY transportation

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

GRE-68-12.65

MODEL: CLP_US68 - Plan 1 PAPERSIZE: 34x22 (in.) DATE: 2/17/2025 TIME: 3:40:59 PM USER: wshannon
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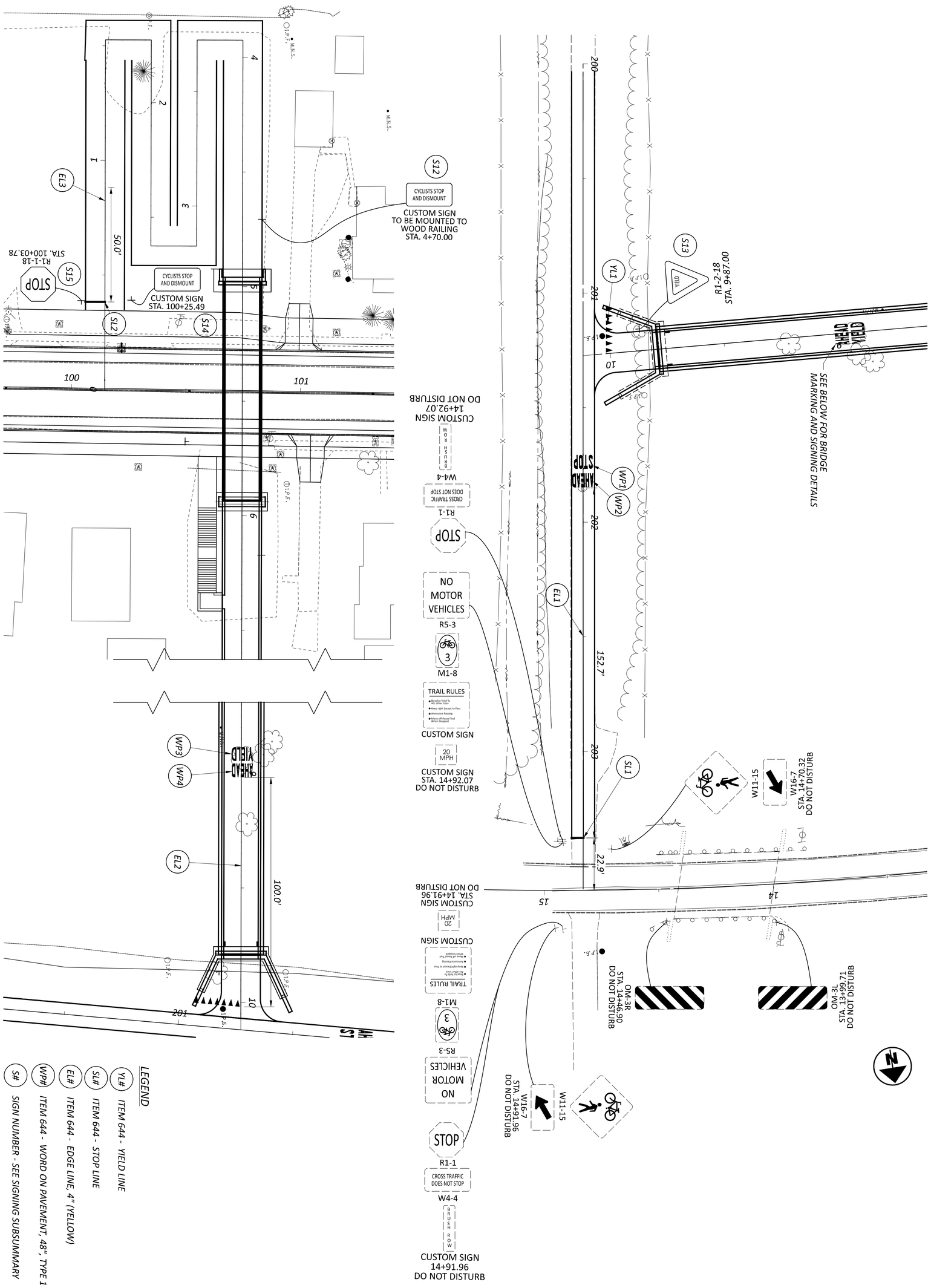

LEGEND

- *YL# ITEM 644 - YIELD LINE*
- *SL# ITEM 644 - STOP LINE*
- *EL# ITEM 644 - EDGE LINE, 4" (YELLOW)*
- *WP# ITEM 644 - WORD ON PAVEMENT, 48", TYPE 1*
- *S# SIGN NUMBER - SEE SIGNING SUBSUMMARY*

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

TRAFFIC CONTROL PLANS
LITTLE MIAMI SCENIC TRAIL AND NEW BRIDGE TRAIL

HORIZONTAL SCALE IN FEET
0 20
10 40

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.

LIGHTING GENERAL NOTES

DESIGN AGENCY
CARPENTER MARTY transportation

DESIGNER
CTF

REVIEWER
NAU 02/17/25

PROJECT ID
115388

SHEET P.82 | TOTAL P.83

GRE-68-12.65

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 2/17/2025 TIME: 3:41:02 PM USER: wshannon
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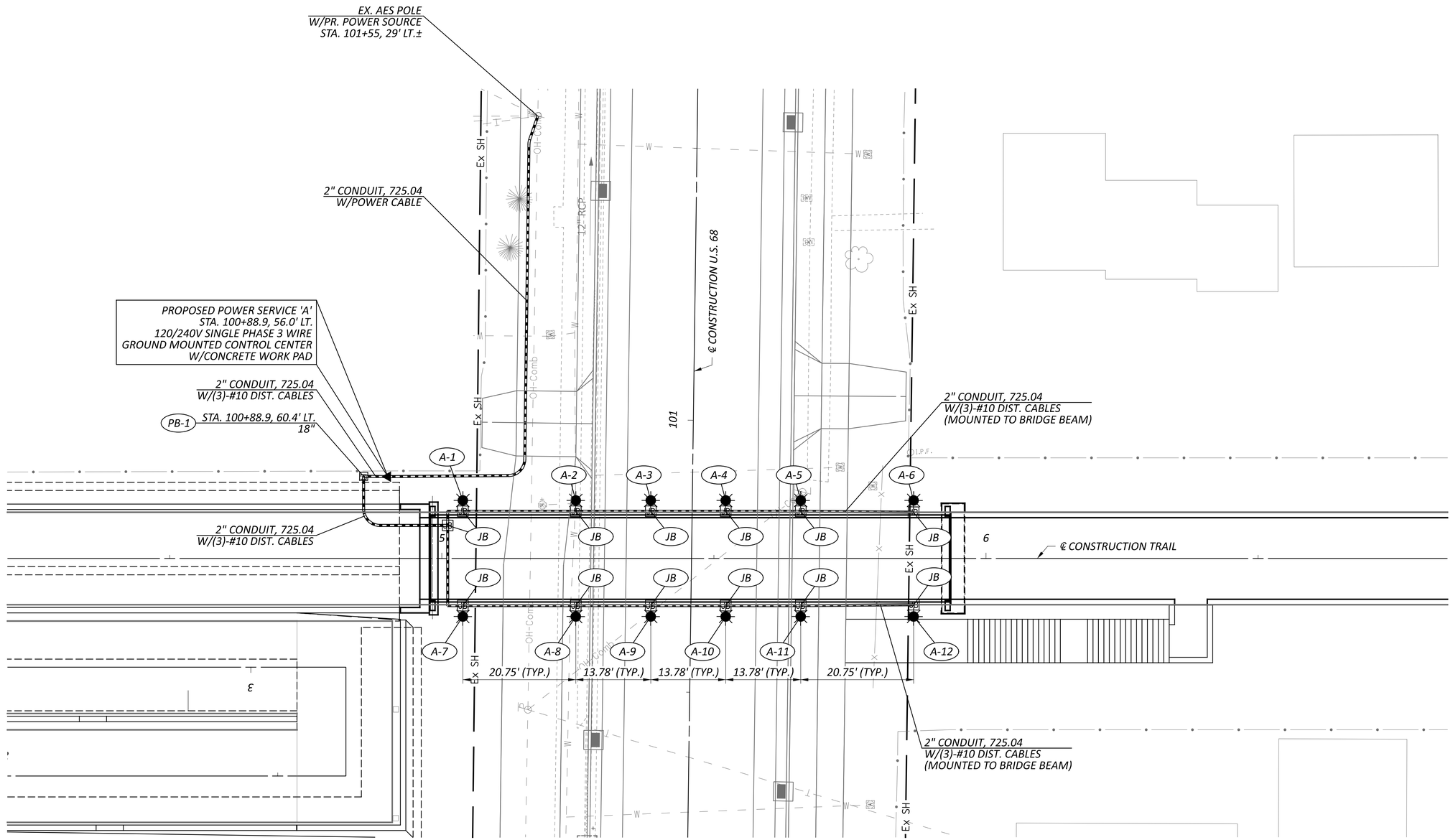

HORIZONTAL SCALE IN FEET
0 5 10 20

LIGHTING PLAN
PEDESTRIAN BRIDGE OVER U.S. 68

LEGEND	
	BRIDGE MOUNTED LUMINAIRE, FLOODLIGHT
	CONDUIT (SIZE AS NOTED), 725.04
PB-1	PULL BOX, IDENTIFICATION NO.
JB	BRIDGE JUNCTION BOX
	POWER SERVICE

DESIGN AGENCY
CARPENTER MARTY transportation

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

GRE-68-12.65

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