REF NO.	SHEET NO.	STATION TO STATION					614 WORK ZONE IMPACT ATTENUATOR, 24" WIDE HAZARDS, (UNIDIRECTIONAL) EACH	615 PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A SY	614 WORK ZONE LANE LINE, CLASS III, 6", 642 PAINT MILE	614 WORK ZONE CENTER LINE, CLASS III, 642 PAINT MILE	614 WORK ZONE EDGE LINE, CLASS III, 4", 642 PAINT MILE	614 WORK ZONE CHANNELIZING LINE, CLASS III, 12", 642 PAINT FT	614 WORK ZONE DOTTED LINE, CLASS III, 642 PAINT FT	614 WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS III, 642 PAINT FT	614 WORK ZONE STOP LINE, CLASS III, 642 PAINT FT	622 PORTABLE BARRIER, UNANCHORED FT	614 WORK ZONE ARROW, CLASS III, 642 PAINT EACH	606 GUARDRAIL, TYPE MGS FT
PHASE 1A																			
ELW	P.33	59+39.00	RT	TO	306+13.00	LT					0.13								
CLD	P.33	301+05.00	LT/RT	TO	304+14.00	LT/RT				0.06									
TLY	P.33	301+05.00	LT/RT	TO	302+00.00	LT/RT								309					
CH	P.33	300+85.00	RT	TO	303+25.00	RT						240							
DL	P.33	600+85.00	RT	TO	300+72.00	RT							157						
DL	P.33	600+85.00	RT	TO	301+05.00	RT							190						
ELW	P.33	61+26.00	RT	TO	303+25.00	RT					0.07								
LA	P.33	601+14.00	LT															1	
LA	P.33	301+15.00	LT															1	
LA	P.33	301+82.00	LT															1	
LA	P.35	302+48.00	LT															1	
LA	P.36	602+25.00	LT															1	
LA	P.36	604+22.00	LT															1	
PHASE 1B																			
PHASE 2A																			
ELW	P.41	62+65.00	RT	TO	68+11.64	RT					0.11								
ELY	P.41	63+16.87	RT	TO	71+40.90	RT					0.19								
CH	P.41	62+65.00	RT	TO	68+11.64	RT						548							
LA	P.41	802+62.00	RT															1	
LA	P.41	801+83.00	RT															1	
LA	P.41	800+89.00	RT															1	
ELW	P.41	697+21.00	LT	TO	698+81.00	RT					0.04								
ELY	P.41	697+42.00	LT	TO	698+72.00	RT					0.03								
PHASE 2B																			
PHASE 3A																			
PHASE 3B																			
ELW	P.52	402+74.29	LT/RT	TO	420+78.44	LT/RT					0.65								
ELY	P.52	402+73.00	RT	TO	418+95.00	RT													
DL	P.52	68+00.00	RT	TO	69+50.00	RT							150						
CH	P.52	69+50.00	RT	TO	71+11.00	RT						320							
PB	P.52	404+40.00	RT	TO	417+68.00	RT										1328			
LL	P.52	68+50.00	RT	TO	74+27.00	RT			0.11										
GR	P.53	403+43.00	LT	TO	410+16.00	LT													670
PB	P.53	72+17.00	RT	TO	79+83.00	RT										766			
IA	P.53	72+17.00	LT				1												
IA	P.53	417+75.00	RT				1												
Pavement	P.53	402+72.45	LT/RT	TO	418+94.47	LT/RT		883.2											
PHASE 3C																			
IA	P.57	419+14.00	RT				1												
PB	P.57	415+51.00	RT	TO	419+14.00	RT										363			
CH	P.57	66+81.00	RT	TO	73+33.00	LT						652							
ELW	P.57	66+81.00	RT	TO	421+00.00	RT					0.46								
ELY	P.58	404+43.00	LT	TO	416+78.00	LT					0.24								
IA	P.59	409+55.00	RT				1												
PB	P.59	404+43.00	RT	TO	409+55.00	RT										512			
GR	P.59	406+00.00	LT	TO	407+32.00	LT													132
CH	P.61	401+51.00	LT	TO	404+43.00	LT						292							
Pavement	P.60		LT	TO	404+43.00	LT		118.6											
TOTALS CARRIED TO		P.22					4	1002	0.11	0.06	1.92	2052	497	309		2969	9	802	

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MAINTENANCE OF TRAFFIC SUBSUMMARY

DESIGN AGENCY
B&N
burgessniple.com

DESIGNER
RML

REVIEWER
HLM 07/2026

PROJECT ID
120103

SHEET P.20 | TOTAL P.407

REF NO.	SHEET NO.	STATION TO STATION					614 WORK ZONE IMPACT ATTENUATOR, 24" WIDE HAZARDS, (UNIDIRECTIONAL)	615 PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A	614 WORK ZONE LANE LINE, CLASS III, 6", 642 PAINT	614 WORK ZONE CENTER LINE, CLASS III, 642 PAINT	614 WORK ZONE EDGE LINE, CLASS III, 4", 642 PAINT	614 WORK ZONE CHANNELIZING LINE, CLASS III, 12", 642 PAINT	614 WORK ZONE DOTTED LINE, CLASS III, 642 PAINT	614 WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS III, 642 PAINT	614 WORK ZONE STOP LINE, CLASS III, 642 PAINT	622 PORTABLE BARRIER, UNANCHORED	614 WORK ZONE ARROW, CLASS III, 642 PAINT	606 GUARDRAIL, TYPE MGS
							EACH	SY	MILE	MILE	MILE	FT	FT	FT	FT	FT	EACH	FT
PHASE 4																		
ELW	P.73	67+17.00	RT	TO	67+86.00	RT					0.02							
DLW	P.73	68+00.00	RT	TO	68+70.00	RT						70						
CH	P.73	66+41.00	RT	TO	79+81.00	RT						1340						
ELW	P.73	73+28.00	RT	TO	79+81.00	RT					0.13							
CH	P.73	70+88.00	RT	TO	73+28.00	RT						228						
PB	P.75	72+93.01	RT	TO	79+81.00	RT										689		
CH	P.74	69+88.00	RT	TO	73+28.00	RT						340						
IA	P.75	119+43.78	RT				1											
PHASE 5																		
IA	P.79	46+77.00	RT				1											
IA	P.79	51+64.00	LT				1											
PB	P.79	46+77.00	RT	TO	51+50.00	RT										473		
PB	P.79	47+00.00	LT	TO	52+64.00	LT										574		
PHASE 6A								376.7										
ELW	P.81	83+30.00	RT	TO	88+42.00						0.10							
CH	P.81	83+30.00	RT	TO	87+80.88	RT					0.09							
CLD	P.81	83+30.00	RT	TO	85+00.00	LT				0.04								
CH	P.81	85+50.00	RT	TO	87+82.00	RT					0.05							
ELY	P.81	510+50.00	LT	TO	516+22.00	LT					0.12							
ELW	P.81	510+00.00	RT	TO	516+70.85	RT					0.14							
PB	P.82	511+75.00	RT	TO	516+63.32	RT										668		
CH	P.81	83+31.00	LT/RT	TO	87+80.88	LT/RT						780						
SL	P.82	87+82.00	RT												63			
DLW	P.82	87+80.78	RT	TO	89+98.24	RT							67					
IA	P.82	511+62.28	LT/RT	TO	514+51.15	LT/RT	2											
LA	P.81	85+60.00	LT														1	
LA	P.82	86+26.00	LT														1	
LA	P.82	86+92.00	LT														1	
LA	P.82	87+58.00	LT														1	
PHASE 6B								516.3										
CLD	P.85	83+30.98	RT	TO	87+67.74	LT				0.09								
ELW	P.85	83+31.01	RT	TO	88+36.45	RT												
ELW	P.86	505+83.44	RT	TO	516+29.90	RT					0.27							
PB	P.86	511+75.00	LT	TO	516+21.62	LT										454		
CH	P.85	83+31.00	RT	TO	87+79.26	RT						1122						
SL	P.86	87+67.76	RT	TO	88+33.18	RT									87			
DLW	P.86	87+79.07	RT	TO	89+74.47	RT							330					
IA	P.86	511+62.12	RT				1											
LA	P.85	84+86.00	RT														1	
LA	P.86	85+54.00	RT														1	
LA	P.86	86+22.00	LT														1	
LA	P.86	86+90.00	LT														1	
LA	P.86	87+58.00	LT														1	
LA	P.86	515+58.00	LT														1	
LA	P.86	515+59.00	RT														1	
LA	P.86	516+09.00	RT														1	
LA	P.86	516+10.00	RT														1	
PHASE 6C																		
PB	P.91	512+96.00	RT	TO	88+43.00	RT										388		
DLW	P.91	87+85.85	RT	TO	88+38.00	RT								77				
DLW	P.91	511+55.36	RT	TO	88+38.00	RT								70				
LL	P.91	88+38.00	RT	TO	92+02.00	RT			0.07									
ELW	P.91	200+00.00	RT	TO	92+02.00	RT					0.16							
ELY	P.91	200+00.00	LT	TO	203+98.00	LT					0.08							
TOTALS CARRIED TO			P.22				6	893	0.07	0.13	1.16	3880	397	147	150	3246	13	

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MAINTENANCE OF TRAFFIC SUBSUMMARY

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DESIGN AGENCY
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DESIGNER
RML

REVIEWER
HLM 07/2026

PROJECT ID
120103

SHEET P.21 | TOTAL P.407

REF NO.	SHEET NO.	STATION TO STATION					614 WORK ZONE IMPACT ATTENUATOR, 24" WIDE HAZARDS, (UNIDIRECTIONAL)	615 PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A	614 WORK ZONE LANE LINE, CLASS III, 6", 642 PAINT	614 WORK ZONE CENTER LINE, CLASS III, 642 PAINT	614 WORK ZONE EDGE LINE, CLASS III, 4", 642 PAINT	614 WORK ZONE CHANNELIZING LINE, CLASS III, 12", 642 PAINT	614 WORK ZONE DOTTED LINE, CLASS III, 642 PAINT	614 WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS III, 642 PAINT	614 WORK ZONE STOP LINE, CLASS III, 642 PAINT	622 PORTABLE BARRIER, UNANCHORED	614 WORK ZONE ARROW, CLASS III, 642 PAINT	606 GUARDRAIL, TYPE MGS
							EACH	SY	MILE	MILE	MILE	FT	FT	FT	FT	FT	EACH	FT
PHASE 6C																		
CH	P.91	203+47.00	LT	TO	203+98.00	LT						45						
SL	P.91	203+98.00	LT/RT												30			
LA	P.91	202+22.00	LT														1	
LA	P.91	203+20.00	LT														1	
LA	P.91	203+86.00	LT														1	
LA	P.91	203+88.00	LT														1	
LA	P.92	201+81.00	LT														1	
IA	P.92	512+76.00	RT				1											
PHASE 7																		
LL	P.93	85+28.09	RT	TO	99+10.21	RT			0.27									
DLW	P.96	99+09.27	RT	TO	100+75.67	RT												
ELW	P.93	85+28.09	RT	TO	99+11.19	RT					0.25							
IA	P.94	88+75.00	RT				1											
TOTALS FOR THIS SHEET							2		0.27		0.25	45			30		5	
TOTALS FROM SHEET	P.20						4	1002	0	0.06	1.92	2052	497	309		2969	9	802
TOTALS FROM SHEET	P.21						6	893	0.07	0.13	1.16	3880	397	147	150	3246	13	
TOTALS CARRIED TO GENERAL SUMMARY							12	1895	0.45	0.19	3.33	5977	894	456	180	6215	27	802

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MAINTENANCE OF TRAFFIC SUBSUMMARY

DESIGN AGENCY
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RML

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HLM 07/2026

PROJECT ID
120103

SHEET P.22 | TOTAL P.407

MAINTENANCE OF TRAFFIC NOTES

GENERAL MAINTENANCE OF TRAFFIC NOTE

BETWEEN THE HOURS OF 6:00 AM - 9:00 PM TWO THROUGH LANES SHALL REMAIN OPEN ON CEMETERY ROAD. TURN LANES AT BRITTON PKWY OR LYMAN DR MAY BE CLOSED AS INDICATED IN THESE PLANS, PROVIDED THAT THE CLOSURE OF TURN LANES IN THE SAME DIRECTION DOES NOT HAPPEN CONCURRENTLY.

ACCESS TO BUSINESSES SHALL REMAIN OPEN AT ALL TIMES DURING NORMAL OPERATING HOURS. WHEN ACTIVE WORK IS BLOCKING ACCESS VIA CEMETERY ROAD, MOT SIGNS SHALL BE PROVIDED, IN ACCORDANCE WITH THESE PLANS, DIRECTING MOTORISTS TO ALTERNATE DRIVEWAYS TO ACCESS EACH BUSINESS.

ITEM 614, MAINTAINING TRAFFIC

THE FOLLOWING MAINTENANCE OF TRAFFIC PHASES ARE NOT INTENDED TO REPRESENT THE SEQUENTIAL ORDER OF WORK FOR THE PROJECT. THE PHASES ARE GROUPED BY LOGICAL WORK AREA AND IDENTIFY THE PHASING REQUIRED TO COMPLETE THE WORK AT EACH LOCATION, WITH SOME PHASES ANTICIPATED TO BE COMPLETED CONCURRENTLY. THE CONTRACTOR SHALL DETERMINE THE APPROPRIATE CONSTRUCTION SEQUENCE BASED ON THE REQUIREMENTS OF THE PLANS AND CONTRACT DOCUMENTS. THE CONTRACTOR SHALL SUBMIT A PROPOSED CONSTRUCTION SCHEDULE FOR REVIEW BY ODOT AND THE CITY OF HILLIARD PRIOR TO THE PRECONSTRUCTION MEETING.

PHASE 1

PHASE 1A SHALL CONSTRUCT THE CURBS, INLETS, AND SHARED-USE PATH (SUP) FROM PARKWAY LANE TO LYMAN DRIVE. CONSTRUCTION SHALL TAKE PLACE FROM STA. 59+06 TO STA. 64+95. CONSTRUCTION ON CEMETERY ROAD SHALL BE RESTRICTED TO NIGHTTIME HOURS ONLY, 9PM - 6AM. EASTBOUND TRAFFIC ON CEMETERY ROAD SHALL BE REDUCED TO ONE THROUGH LANE DURING NIGHTTIME CONSTRUCTION. CONSTRUCTION ON PARKWAY LANE SHALL NOT BE TIME RESTRICTED. TRAFFIC SHALL BE SHIFTED ON PARKWAY LANE TO ALLOW CONSTRUCTION OF THE SOUTHEAST AND SOUTHWEST CORNERS OF THE PARKWAY LANE AND CEMETERY ROAD INTERSECTION. THE CONTRACTOR SHALL MAINTAIN BUSINESS ACCESS ON PARKWAY LANE AND CEMETERY ROAD. PHASE 1A SHALL BE COMPLETED IN FULL BEFORE CONSTRUCTION OF PHASE 1B BEGINS.

PHASE 1B SHALL CONSTRUCT THE CENTER MEDIAN FROM STA. 61+33 TO STA. 63+49. CONSTRUCTION SHALL BE RESTRICTED TO NIGHTTIME HOURS ONLY, 9PM - 6AM, OR BY CLOSING THE LEFT-TURN LANES DURING OFF-PEAK DAYTIME HOURS. THIS WORK SHALL BE COMPLETED BY REDUCING EASTBOUND AND WESTBOUND TRAFFIC ON CEMETERY ROAD TO ONE THROUGH LANE USING THE OUTSIDE LANE. THE CEMETERY ROAD WESTBOUND LEFT TURN TO PARKWAY LANE SHALL BE DETOURED ACCORDING TO THE DETOUR PLAN ON SHEET P.28 .

PHASE 2

PHASE 2A SHALL CONSTRUCT THE CURB, INLET, AND SHARED-USE PATH FROM STA. 64+95 TO STA. 66+64 AND CONSTRUCT THE NEW LYMAN DRIVE CURB AND MEDIAN. DURING THIS PHASE EASTBOUND AND WESTBOUND CEMETERY ROAD TRAFFIC WILL BE SHIFTED NORTH WHILE REDUCING LANE WIDTHS TO 10.5 FEET. THE CEMETERY ROAD EASTBOUND LEFT TURN ONTO LYMAN DRIVE WILL BE CLOSED DURING THIS PHASE. THE CEMETERY ROAD TRAFFIC AND LYMAN DRIVE TRAFFIC SHALL BE DETOURED ACCORDING TO THE DETOUR PLAN ON SHEET P.29 .

PHASE 2B SHALL CONSTRUCT THE CURB ON THE NORTHEAST AND NORTHWEST CORNERS OF CEMETERY ROAD AND LYMAN DRIVE. DURING THIS PHASE, THE WESTBOUND CEMETERY ROAD RIGHT TURN LANE ONTO LYMAN DRIVE WILL BE CLOSED. INSTEAD, THE NORTHMOST THROUGH LANE WILL BE TURNED INTO A THROUGH-RIGHT MOVEMENT, STILL ALLOWING ACCESS TO LYMAN DRIVE. THE SOUTHBOUND LYMAN DR TO EAST CEMETERY ROAD LANE WILL BE CLOSED. SOUTHBOUND LYMAN DR TRAFFIC SHALL BE DETOURED ACCORDING TO SHEET P.30. THIS WORK SHALL BE RESTRICTED TO NIGHTTIME HOURS ONLY, 9PM - 6AM.

PHASE 1 AND 2 COORDINATION WITH ADJACENT PROJECT

PHASES 1 AND 2 HAVE OVERLAPPING DETOUR ROUTES (BRITTON PARKWAY) AND CONFLICTING SIGNING WITH THE CITY OF HILLIARD CULVERT REPLACEMENT PROJECT DETOUR. NO WORK OR TEMPORARY TRAFFIC CONTROL SHOWN IN PHASES 1 AND 2 SHALL BE PERFORMED OR IMPLEMENTED DURING THE 20-DAY MAX. FULL CLOSURE OF CEMETERY ROAD FOR THE CULVERT REPLACEMENT PROJECT, UNLESS OTHERWISE APPROVED BY THE ENGINEER, ODOT, AND THE CITY OF HILLIARD.

THE CONTRACTOR SHALL COORDINATE WITH ODOT, THE CITY OF HILLIARD, AND THE CITY OF HILLIARD CULVERT REPLACEMENT CONTRACTOR TO CONFIRM SCHEDULE AND ENSURE ALL CONFLICTING SIGNING AND TRAFFIC CONTROL DEVICES HAVE BEEN REMOVED OR ADDRESSED PRIOR TO IMPLEMENTING PHASE 1 OR 2 WORK.

PHASE 3

PHASE 3A SHALL USE NIGHTTIME WORK (9PM-6AM) TO CONSTRUCT THE CURBS, INLETS, AND SHARED-USE PATH FROM THE EDGE OF LYMAN DRIVE, STA. 66+64 TO STA. 69+94, JUST BEFORE THE SOUTHBOUND ENTRANCE RAMP. DRUMS WILL BE USED TO CLOSE THE EASTBOUND CURB LANE ON CEMETERY ROAD. THE DRUMS WILL BE PUT OUT AT NIGHT THEN REMOVED IN THE MORNING, ALLOWING NORMAL TRAFFIC OPERATIONS DURING DAYTIME HOURS (9PM-6AM). THIS PHASE WILL ALSO PLACE DOWN THE TEMPORARY PAVEMENT NEEDED FOR PHASES 3B AND 3C.

PHASE 3B SHALL BEGIN THE CONSTRUCTION OF THE PROPOSED I-270 ENTRANCE RAMP. THIS PHASE WILL UTILIZE TEMPORARY PAVEMENT ON THE SOUTH END OF THE ENTRANCE RAMP, ALLOWING THE PROPOSED RAMP TO BE BUILT FROM STA. 401+41 TO STA. 417+14. BARRIER WILL BE USED TO SEPARATE THE WORK AREA FROM THE TEMPORARY EXIT RAMP, WHICH WILL HAVE A 12-FOOT LANE WIDTH WITH A MINIMUM OF A TWO-FOOT SHOULDER. PHASE 3B MAY BE CONSTRUCTED CONCURRENTLY WITH PHASE 4.

PHASE 3C SHALL UTILIZE THE RECENTLY BUILT ENTRANCE RAMP CONSTRUCTED IN PHASE 3B WHILE THE BIKE PATH IS BEING CONSTRUCTED. TRAFFIC ON THE NEW ENTRANCE RAMP WILL BE PUSHED NORTH WITH A 12-FOOT LANE WIDTH, AND A MINIMUM TWO-FOOT SHOULDER. THE REMAINING PROPOSED ENTRANCE RAMP SHALL BE CONSTRUCTED IN THIS PHASE, WITH TEMPORARY PAVEMENT BEING USED TO MOVE TRAFFIC TO THE NORTHERN END OF THE RAMP.

PHASE 4

PHASE 4 SHALL CONSTRUCT THE CURBS, INLETS, AND SHARED-USE PATH FROM STA. 73+28 TO STA. 79+68. BARRIER WILL BE USED TO SEPARATE THE WORK AREA AND EASTBOUND CEMETERY ROAD TRAFFIC. DURING THIS PHASE, TRAFFIC WILL BE SHIFTED TO THE NORTH, WITH LANE WIDTHS REDUCED TO 10 FEET. CONSTRUCTION WILL END JUST BEFORE THE BRIDGE OVER I-270. PHASE 4 MAY BE CONSTRUCTED CONCURRENTLY WITH PHASE 3B.

PHASE 5

PHASE 5 SHALL CONSTRUCT THE PROPOSED BRIDGE PIERS AND BRIDGE SPAN FOR THE PEDESTRIAN BRIDGE. THE INSIDE SHOULDER ON I-270 SHALL BE CLOSED IN BOTH DIRECTIONS. PORTABLE BARRIER SHALL BE USED TO SEPARATE THE WORK AREA FROM I-270 WITHOUT AFFECTING EXISTING TRAFFIC IN EITHER DIRECTION. DURING THE BEAM SETTING, NORTHBOUND AND SOUTHBOUND TRAFFIC ON I-270 SHALL BE DETOURED ACCORDING TO THE DETOUR PLAN ON SHEETP.31 . THE ON-RAMP FROM CEMETERY RD WB TO I-270 SB AND THE OFF-RAMP FROM I-270 NB TO CEMETERY RD WB SHALL ALSO BE CLOSED FOR THE BEAM SETTING. PHASE 5 MAY BE CONSTRUCTED CONCURRENTLY TO ANY PHASE.

PHASE 6

PHASE 6A SHALL CONSTRUCT THE CURBS, INLETS AND SHARED-USE PATH FROM STA. 83+31 TO STA. 87+37. THIS PHASE SHALL ALSO CONSTRUCT PART OF THE PROPOSED I-270 EXIT RAMP. RAMP TRAFFIC SHALL BE SHIFTED TO THE WEST TO ALLOW THE EASTERN PART OF THE PROPOSED EXIT TO BE BUILT. THE RAMP DURING THIS PHASE SHALL BE 12-FOOT LANE WIDTHS WITH A MINIMUM OF A TWO-FOOT SHOULDER, WITH BARRIER SEPARATING THE RAMP AND THE WORK AREA. TEMPORARY PAVEMENT SHALL BE PLACED ON THE WEST SIDE OF THE EXISTING RAMP PRIOR TO CONSTRUCTION OF PHASE 6A . EASTBOUND TRAFFIC ON CEMETERY ROAD SHALL BE SHIFTED NORTH AND REDUCED TO 11-FOOT IN WIDTH TO ACCOMMODATE THE WORK ZONES FOR THE EXIT RAMP AND SHARED-USE PATH.

PHASE 6B SHALL CONTINUE THE CONSTRUCTION OF THE PROPOSED I-270 EXIT RAMP AND THE NEW SIGNAL POLE AT THE NORTHEAST CORNER OF THE ENTRANCE RAMP AND CEMETERY ROAD. DURING THIS PHASE, EXIT RAMP TRAFFIC SHALL BE MOVED TO THE EAST AND THE WESTERN PORTION OF THE EXIT RAMP SHALL BE CONSTRUCTED. TEMPORARY PAVEMENT SHALL BE UTILIZED TO KEEP A 12-FOOT WIDTH WITH A MINIMUM TWO-FOOT SHOULDER TO KEEP TRAFFIC ON EAST SIDE. EASTBOUND TRAFFIC ON CEMETERY ROAD SHALL BE SHIFTED NORTH AND REDUCED TO 11-FOOT LANES TO ACCOMMODATE THE RAMP WORK ZONE. THE SHOULDER FOR WESTBOUND TRAFFIC ON CEMETERY ROAD APPROACHING THE I-270 ENTRANCE RAMP AND THE SHOULDER OF THE ENTRANCE RAMP SHALL BE CLOSED PER SCD MT 95.45 TO ACCOMMODATE THE CONSTRUCTION OF THE SIGNAL POLE.

PHASE 6C SHALL FINISH THE CONSTRUCTION OF THE PROPOSED I-270 EXIT RAMP. DURING THIS PHASE, THE REMAINING EASTERN PORTION OF THE RAMP WILL BE BUILT, ALONG WITH THE CURBS AND INLETS ON CEMETERY ROAD TO STA. 89+98. THERE WILL BE TWO 10-FOOT RIGHT TURN LANES DURING THIS PHASE, UTILIZING THE WESTMOST PAVEMENT OF THE PROPOSED RAMP. BARRIER WILL BE USED TO SEPARATE THE WORK AREA AND TRAFFIC.

ALL SUBPHASES OF PHASE 6 SHALL BE COORDINATED WITH THE CITY OF HILLIARD CEMETERY ROAD CULVERT REPLACEMENT PROJECT AS RAMP CONSTRUCTION MAY BE ABLE TO OCCUR DURING THE PLANNED CLOSURE OF THE EXIT RAMP DURING THE CULVERT REPLACEMENT.

PHASE 7

PHASE 7 SHALL CONSTRUCT THE REMAINING CURBS, INLETS, RETAINING WALL, AND SHARED-USE PATH ALONG CEMETERY ROAD FROM STA. 89+98 TO STA. 100+41. THE SOUTHMOST LANE ON EASTBOUND CEMETERY ROAD WILL BE CLOSED DURING THIS PHASE, WITH THE MIDDLE-LEFT TURN LANE BECOMING A THROUGH LANE. THE CONDITION DURING THIS PHASE SHALL BE TWO THROUGH LANES AND ONE LEFT TURN LANE.

THE CITY OF HILLIARD CULVERT REPLACEMENT PROJECT INCLUDES A ROAD CLOSURE OF UP TO 20 DAYS, WITH THE FINAL CLOSURE DURATION TO BE DETERMINED THROUGH A+B BIDDING. THE CULVERT REPLACEMENT WORK IS ANTICIPATED TO BE COMPLETED DURING THE FIRST CONSTRUCTION YEAR OF THIS PROJECT AND THE CLOSURE IS REQUIRED TO TAKE PLACE BETWEEN JUNE 1 - AUGUST 15 OF 2027. TO THE EXTENT PRACTICABLE, THE CONTRACTOR FOR PID 120103 SHALL COORDINATE THE PHASE 7 WORK WITH THE CULVERT REPLACEMENT CLOSURE.

NO LATER THAN 7 DAYS AFTER THE PRECONSTRUCTION MEETING, THE CONTRACTOR SHALL COORDINATE WITH ODOT AND THE CITY OF THE HILLIARD TO CONFIRM THE ANTICIPATED SCHEDULE FOR THE PHASE 7 WORK. ANY SUBSEQUENT SCHEDULE CHANGES SHALL BE COMMUNICATED TO ODOT AND THE CITY OF HILLIARD. NOTICE OF THE FINAL PHASE 7 START DATE SHALL BE PROVIDED TO ALL PARTIES A MINIMUM OF 60 DAYS IN ADVANCE TO ALLOW THE CULVERT REPLACEMENT CONTRACTOR SUFFICIENT TIME TO PLAN AND MOBILIZE.

PHASE 8

PHASE 8 SHALL APPLY THE FINAL ASPHALT WEARING COURSE AND PAVEMENT MARKING TO THE ENTIRE PROJECT BETWEEN THE HOURS OF 9PM AND 6AM. IF THE PAVEMENT MARKING CREW CANNOT BE SCHEDULED IMMEDIATELY FOLLOWING THE PAVING, TEMPORARY MARKINGS SHALL BE APPLIED (TAPE ONLY). ALL TEMPORARY MARKINGS SHALL BE FULLY REMOVED ONLY WHEN FINAL MARKINGS CAN BE IMMEDIATELY INSTALLED. LANE RESTRICTIONS ARE ACCEPTABLE PER MAINTENANCE OF TRAFFIC SCD MT-0.95.30 AND MT-099.20.

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 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.

PRE-PHASE MOT WORK AND DEVICES

THERE WILL BE MANY ACTIVITIES THAT WILL NEED TO BE PERFORMED PRIOR TO SHIFTING TRAFFIC INTO THE TEMPORARY LANE LOCATIONS FOR A GIVEN PHASE. THIS WORK IS GENERALLY REFERRED TO AS PRE-PHASE WORK AND INCLUDES PLACEMENT OF TEMPORARY PAVEMENT, SHOULDER RECONDITIONING OR RECONSTRUCTION, RUMBLE-STRIP REMOVAL, EXISTING CONCRETE BARRIER REMOVAL, MEDIAN CROSS-OVER CONSTRUCTION, TEMPORARY DRAINAGE STRUCTURE CONSTRUCTION, EMBANKMENT PLACEMENT, OVERHEAD SIGN INSTALLATIONS, ETC.

THESE PRE-PHASE ACTIVITIES SHALL BE COMPLETED UNDER STANDARD MAINTAINING TRAFFIC SCENARIOS PER THE APPLICABLE ODOT STANDARD CONSTRUCTION DRAWINGS AND PER DETAILS IN THE PLANS. FURTHERMORE, THEY SHALL BE PERFORMED IN ADHERENCE TO ALL OTHER MUTCD REQUIREMENTS, CONSTRUCTION AND MATERIALS SPECIFICATIONS, AND PERMITTED LANE CLOSURE TIMES FOR THE PROJECT AREA. SOME SHORT-TERM LANE CLOSURES AND NIGHT WORK SHALL BE REQUIRED.

ALL DEVICES, SET-UP, TEAR-DOWN, LABOR, EQUIPMENT, AND OTHER MATERIALS NECESSARY FOR MAINTAINING TRAFFIC FOR PRE-PHASE MOT OPERATIONS NOT OTHERWISE QUANTIFIED SHALL BE INCLUDED WITH ITEM 614, MAINTAINING TRAFFIC, LUMP SUM.

ITEM 614, MAINTAINING TRAFFIC (AT ALL TIMES)

A MINIMUM OF 2 LANES OF TRAFFIC IN EACH DIRECTION OF CEMETERY ROAD SHALL BE MAINTAINED BY USE OF THE EXISTING PAVEMENT, THE COMPLETED PAVEMENT, ITEM 502 STRUCTURE FOR MAINTAINING TRAFFIC, ITEM 615 PAVEMENT FOR MAINTAINING TRAFFIC, ITEM 615 ROADS FOR MAINTAINING TRAFFIC, AND TEMPORARY SURFACES USING ITEMS 410 AND 614.

LENGTH AND DURATION OF LANE CLOSURE(S) AND RESTRICTIONS SHALL BE AT THE APPROVAL OF THE ENGINEER. IT IS THE INTENT TO MINIMIZE THE IMPACT TO THE TRAVELING PUBLIC. LANE CLOSURES OR RESTRICTIONS OVER SEGMENTS OF THE PROJECTS IN WHICH NO WORK IS ANTICIPATED WITHIN A REASONABLE TIME FRAME, AS DETERMINED BY THE ENGINEER, SHALL NOT BE PERMITTED. THE LEVEL OF UTILIZATION OF MAINTENANCE OF TRAFFIC DEVICES SHALL BE COMMENSURATE WITH THE WORK IN PROGRESS.

ITEM 614, MAINTAINING TRAFFIC (TIME LIMITATION ON A DETOUR)

A MINIMUM OF 2 LANES OF TRAFFIC IN EACH DIRECTION OF CEMETERY ROAD SHALL BE MAINTAINED BETWEEN THE HOURS OF 6AM AND 9 PM. A DISINCENTIVE SHALL BE ASSESSED IN THE AMOUNT OF $160 PER LANE PER MINUTE THAT THE ROADWAY REMAINS CLOSED TO TRAFFIC BEYOND THE SPECIFIED LIMIT AS PER THE LANE VALUE CONTRACT TABLE. LEFT TURN DETOURS AS SHOWN ON SHEETS P.28 AND P.30 SHALL NOT EXCEED 30 DAYS AND A DISINCENTIVE SHALL BE ASSESSED IN THE AMOUNT OF $3,416 PER DAY THAT THE LEFT TURN LANE REMAINS CLOSED TO TRAFFIC.

LANE VALUE CONTRACT TABLE

DESCRIPTION OF CRITICAL LANE/RAMP TO BE MAINTAINED	RESTRICTED TIME PERIOD	TIME UNIT	DISINCENTIVE $
2 LANES OF CEMETERY RD FROM LACON RD TO FISHINGER BLVD	6:00 - 21:00	EACH MINUTE PER LANE	$160
4 LANES OF I-270, NB & SB	7:30 - 17:00	EACH MINUTE PER LANE	$390
LEFT TURN DETOURS	30 DAYS	DAYS	$3,416

ITEM 614, MAINTAINING TRAFFIC (LANE CLOSURE/REDUCTION REQUIRED)

LENGTH AND DURATION OF LANE CLOSURES AND RESTRICTIONS SHALL BE AT THE APPROVAL OF THE ENGINEER. IT IS THE INTENT TO MINIMIZE THE IMPACT TO THE TRAVELING PUBLIC. LANE CLOSURES OR RESTRICTIONS OVER SEGMENTS OF THE PROJECT IN WHICH NO WORK IS ANTICIPATED WITHIN A REASONABLE TIME FRAME, AS DETERMINED BY THE ENGINEER, SHALL NOT BE PERMITTED. THE LEVEL OF UTILIZATION OF MAINTENANCE OF TRAFFIC DEVICES SHALL BE COMMENSURATE WITH THE WORK IN PROGRESS.

ITEM 614, MAINTAINING TRAFFIC (NOTICE OF CLOSURE SIGN)

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.

NOTICE OF CLOSURE SIGN 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 BUSINESS 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.

NOTIFICATION OF TRAFFIC RESTRICTIONS

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), THE DISTRICT PUBLIC INFORMATION OFFICE (PIO), AND THE CITY OF HILLIARD. 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	NOTICE DUE TO PERMITS & PIO
RAMP & ROAD CLOSURES	≥ 2 WEEKS	21 CALENDAR DAYS PRIOR TO CLOSURE
	> 12 HOURS & < 2 WEEKS	14 CALENDAR DAYS PRIOR TO CLOSURE
	> 12 HOURS & < 2 WEEKS	4 BUSINESS DAYS PRIOR TO CLOSURE
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 (UNLESS OTHERWISE NOTED)

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

FRA-CEMETERY RD-SUP
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DESIGN AGENCY
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DESIGNER RML
REVIEWER HLM 07/2026
PROJECT ID 120103
SHEET P.24 TOTAL P.407

SHEET NUMBER											PART.		ALT	ITEM	ITEM	GRAND	UNIT	DESCRIPTION	SEE SHEET NO.
P.17	P.18	P.19	P.106	P.107	P.112	P.113					01/S>02	02/S>02	(X)		EXT	TOTAL			
																		EROSION CONTROL	
123											123			659	35000	123	MGAL	WATER	
51											51			659	40000	51	MSF	MOWING	
						5,324					5,324			670	00500	5,324	SY	SLOPE EROSION PROTECTION	
						808					808			670	00720	808	SY	DITCH EROSION PROTECTION MAT, TYPE B	
						LS					LS			832	15000	LS		STORM WATER POLLUTION PREVENTION PLAN	
						LS					LS			832	15002	LS		STORM WATER POLLUTION PREVENTION INSPECTIONS	
						LS					LS			832	15010	LS		STORM WATER POLLUTION PREVENTION INSPECTION SOFTWARE	
						180,000					180,000			832	30000	180,000	EACH	EROSION CONTROL	
																		DRAINAGE	
				11.5							11.5			602	20000	11.5	CY	CONCRETE MASONRY	
	100										100			605	05200	100	FT	4" UNCLASSIFIED PIPE UNDERDRAINS	
					3,689						3,689			605	06001	3,689	FT	4" BASE PIPE UNDERDRAINS, AS PER PLAN	P.18
	100										100			605	13300	100	FT	6" UNCLASSIFIED PIPE UNDERDRAINS	
					2,956						2,956			605	14000	2,956	FT	6" BASE PIPE UNDERDRAINS	
	50										50			611	00406	50	FT	4" CONDUIT, TYPE F	
					293						293			611	00407	293	FT	4" CONDUIT, TYPE F, AS PER PLAN	P.18
	50				119						169			611	01500	169	FT	6" CONDUIT, TYPE F	
				35							35			611	04400	35	FT	12" CONDUIT, TYPE B	
				394							394			611	04600	394	FT	12" CONDUIT, TYPE C	
				106							106			611	05900	106	FT	15" CONDUIT, TYPE B	
				179							179			611	06100	179	FT	15" CONDUIT, TYPE C	
				202							202			611	06400	202	FT	15" CONDUIT, TYPE D	
				68							68			611	06700	68	FT	15" CONDUIT, TYPE F	
				104							104			611	10400	104	FT	24" CONDUIT, TYPE B	
				8							8			611	13400	8	FT	30" CONDUIT, TYPE B	
				5							5			611	98150	5	EACH	CATCH BASIN, NO. 3	
				15							15			611	98180	15	EACH	CATCH BASIN, NO. 3A	
				6							6			611	98630	6	EACH	CATCH BASIN ADJUSTED TO GRADE	
				1							1			611	98634	1	EACH	CATCH BASIN RECONSTRUCTED TO GRADE	
				1							1			611	98851	1	EACH	INLET, NO. 2-A-8, AS PER PLAN	P.18
				1							1			611	99131	1	EACH	INLET, NO. 4 FOR SINGLE SLOPE BARRIER, TYPE B, AS PER PLAN	P.18
				13							13			611	99574	13	EACH	MANHOLE, NO. 3	
				10							10			611	99654	10	EACH	MANHOLE ADJUSTED TO GRADE	
				1							1			611	99661	1	EACH	MANHOLE RECONSTRUCTED TO GRADE, AS PER PLAN	P.18
	5			4							9			611	99710	9	EACH	PRECAST REINFORCED CONCRETE OUTLET	
																		PAVEMENT	
			40,892								40,892			254	01000	40,892	SY	PAVEMENT PLANING, ASPHALT CONCRETE, 1.5"	
			1,784								1,784			302	56000	1,784	CY	ASPHALT CONCRETE BASE, PG64-22, (449)	
		16	2,048								2,064			304	20000	2,064	CY	AGGREGATE BASE	
			4,391								4,391			407	20000	4,391	GAL	NON-TRACKING TACK COAT	
			184								184			441	50000	184	CY	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), PG64-22	
			1,989								1,989			442	10000	1,989	CY	ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (446)	
			281								281			442	10080	281	CY	ASPHALT CONCRETE INTERMEDIATE COURSE, 12.5 MM, TYPE A (446)	
			14								14			442	10100	14	CY	ASPHALT CONCRETE INTERMEDIATE COURSE, 19 MM, TYPE A (446)	
			325								325			442	20170	325	CY	ASPHALT CONCRETE INTERMEDIATE COURSE, 12.5 MM, TYPE A (448)	
			146								146			452	12051	146	SY	8" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC MS, AS PER PLAN	P.19
			809								809			609	24510	809	FT	CURB, TYPE 4-C	
			75								75			609	26001	75	FT	CURB, TYPE 6, AS PER PLAN	P.18
			454								454			609	71000	454	SF	CONCRETE MEDIAN	
			77								77			609	96000	77	SY	MEDIAN, MISC.: BRICK PAVER MEDIAN	P.18
			521								521			609	96000	521	SY	MEDIAN, MISC.: MOUNTABLE MEDIAN	P.18
			227								227			609	98000	227	FT	CURB, MISC.: MOUNTABLE CURB	P.18
			3,393								3,393			609	98000	3,393	FT	CURB, MISC.: HILLIARD CURB & GUTTER	P.18

GENERAL SUMMARY

FRA-CEMETERY RD-SUP

MODEL: Sub>Summary PAPERSIZE: 17x11 (in.) DATE: 11/5/2026 TIME: 10:48:21 AM USER: sosko
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REVIEWER DSS 07/2026
PROJECT ID 120103
SHEET P.98 TOTAL P.407

SHEET NUMBER											PART.		ALT	ITEM	ITEM	GRAND	UNIT	DESCRIPTION	SEE SHEET NO.
P.278	P.279	P.306	P.316								01/S>02	02/S>02	(X)		EXT	TOTAL			
																		LIGHTING	
		40									40			625	00480	40	EACH	CONNECTION, UNFUSED PERMANENT	
		776									776			625	23200	776	FT	NO. 4 AWG 2400 VOLT DISTRIBUTION CABLE	
		1,020	5100								6,120			625	23306	6,120	FT	NO. 10 AWG 600 VOLT DISTRIBUTION CABLE	
		1,110									1,110			625	24100	1,110	FT	1-1/2" DUCT CABLE WITH TWO NO. 4 AWG 2400 VOLT CABLES	
			600								600			625	25001	600	FT	CONDUIT, 3/4", 725.04, AS PER PLAN	P.305
		220									220			625	25101	220	FT	CONDUIT, 1", 725.04, AS PER PLAN	P.304
			400								400			625	25104	400	FT	CONDUIT, 1", 725.051	
		50									50			625	25408	50	FT	CONDUIT, 2", 725.051	
		140									140			625	25500	140	FT	CONDUIT, 3", 725.04	
		118									118			625	25902	118	FT	CONDUIT, JACKED OR DRILLED, 725.04, 3"	
		5									5			625	27503	5	EACH	LUMINAIRE, UNDERPASS, SOLID STATE (LED), AS PER PLAN, TUNNEL	P.304
			130								130			625	27551	130	EACH	LUMINAIRE, DECORATIVE, AS PER PLAN, BRIDGE	P.305
			16								16			625	27551	16	EACH	LUMINAIRE, DECORATIVE, AS PER PLAN, ABUTMENT LIGHTING	P.305
			6								6			625	27551	6	EACH	LUMINAIRE, DECORATIVE, AS PER PLAN, ABUTMENT SIGN LIGHTING	P.305
		1,355	200								1,555			625	29010	1,555	FT	TRENCH, 30" DEEP	
		6									6			625	29901	6	EACH	JUNCTION BOX, AS PER PLAN (UNDERPASS)	P.304
			7								7			625	29901	7	EACH	JUNCTION BOX, AS PER PLAN (BRIDGE)	P.305
		11	1								12			625	30700	12	EACH	PULL BOX, 725.08, 18"	
			1								1			625	33000	1	EACH	STRUCTURE GROUNDING SYSTEM	
		1									1			625	34001	1	EACH	POWER SERVICE, AS PER PLAN	P.304
		1,355									1,355			625	36010	1,355	FT	UNDERGROUND WARNING/MARKING TAPE	
		1									1			625	98000	1	EACH	LIGHTING, MISC.: ARC FLASH CALCULATIONS & LABEL	P.258
											LS			625	98200	LS		LIGHTING, MISC.: TEMPORARY RELOCATION OF EXISTING LIGHTING	P.304
		1									1			632	70400	1	EACH	CONDUIT RISER, 2" DIAMETER	
1											1			202	62000	1	EACH	**TRAFFIC SURVEILLANCE** JUNCTION BOX REMOVED	
574											574			625	23001	574	FT	NO. 4 AWG 600 VOLT DISTRIBUTION CABLE, AS PER PLAN	P.257
1,671											1,671			625	25500	1,671	FT	CONDUIT, 3", 725.04	
878											878			625	25504	878	FT	CONDUIT, 3", 725.051	
793											793			625	25713	793	FT	CONDUIT, 6", 725.051, AS PER PLAN, SCH 80 SLEEVE	P.257
418											418			625	25802	418	FT	CONDUIT, CONCRETE ENCASED, 2", 725.051	
500											500			625	25802	500	FT	CONDUIT, CONCRETE ENCASED, 3", 725.051	
85											85			625	25907	85	FT	CONDUIT, JACKED OR DRILLED, 725.051, AS PER PLAN, 6" SCH 80 SLEEVE	P.257
456											456			625	25920	456	FT	CONDUIT, MISC.: CONDUIT, 2", 725.04, ATTACHED TO BRIDGE OR TUNNEL	P.280
1,810											1,810			625	29000	1,810	FT	TRENCH	
1											1			625	29931	1	EACH	MEDIAN JUNCTION BOX, AS PER PLAN	P.280
3											3			625	30700	3	EACH	PULL BOX, 725.08, 18"	
6											6			625	30706	6	EACH	PULL BOX, 725.08, 24"	
2											2			625	30711	2	EACH	PULL BOX, 725.08, 32", AS PER PLAN	P.280
3											3			625	31510	3	EACH	PULL BOX REMOVED	
2											2			625	32000	2	EACH	GROUND ROD	
1											1			625	98000	1	EACH	LIGHTING, MISC.: ARC FLASH CALCULATIONS & LABEL	P.258
659											659			632	43300	659	FT	SIGNAL CABLE, MISC.: ARMORED CAT 6A POE CABLE	P.258
1,434											1,434			632	69320	1,434	FT	POWER CABLE, 3 CONDUCTOR, NO. 2 AWG	
2											2			632	70001	2	EACH	POWER SERVICE, AS PER PLAN	P.258
4											4			632	70400	4	EACH	CONDUIT RISER, 2" DIAMETER	
											LS			632	90300	LS		SIGNALIZATION, MISC.: MAINTAIN EXISTING ITS	P.280
30,810											30,810			632	90500	30,810	FT	SIGNALIZATION, MISC.: REMOVAL OF FIBER OPTIC CABLE	P.280
1											1			633	67101	1	EACH	CABINET FOUNDATION, AS PER PLAN	P.259
1											1			633	99000	1	EACH	CONTROLLER ITEM, MISC.: WORK PAD	P.259
2											2			633	99000	2	EACH	CONTROLLER ITEM, MISC.: FIBER OPTIC ETHERNET SWITCH	P.259
1											1			633	99000	1	EACH	CONTROLLER ITEM, MISC.: POWER METER CABINET, BASE MOUNT, 50"x12"x8.25" WITH FOUNDATION	P.259
	1,843										1,843			804	15010	1,843	FT	FIBER OPTIC CABLE, 24 FIBER	
	4,866										4,866			804	15040	4,866	FT	FIBER OPTIC CABLE, 144 FIBER	
	29,945										29,945			804	15050	29,945	FT	FIBER OPTIC CABLE, 288 FIBER	
	2										2			804	34022	2	EACH	FIBER TERMINATION PANEL, 24 FIBER	
	2,016										2,016			804	35000	2,016	EACH	FUSION SPLICE	
	13										13			804	98100	13	EACH	FIBER OPTIC CABLE, MISC.: SLACK INSTALLATION	P.280
	20										20			809	24000	20	FT	CONDUIT, MULTICELL, JACKED OR DRILLED, 4"	
	266										266			809	24500	266	FT	CONDUIT, 4", MULTICELL, HDPE WITH 4 – 1" INNERDUCTS	
	1										1			809	65000	1	EACH	ITS CABINET - GROUND MOUNTED	

GENERAL SUMMARY

FRA-CEMETERY RD-SUP

MODEL: Sub-Summary PAPERSIZE: 17x11 (in.) DATE: 11/6/2026 TIME: 12:50:41 PM USER: sosko
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DESIGNER MAS

REVIEWER DSS 07/2026

PROJECT ID 120103

SHEET P.99 TOTAL P.407

SHEET NUMBER							PART.		ALT	ITEM	ITEM	GRAND	UNIT	DESCRIPTION	SEE SHEET NO.
P.22	P.25	P.26	P.256				01/S>02	02/S>02	(X)		EXT	TOTAL			
														TRAFFIC SIGNALS ALTERNATES	
			4				4		X	809	69201	4	EACH	EMERGENCY VEHICLE PREEMPTION, AS PER PLAN, ALTERNATE #1	P.260
			14				14		X	809	69211	14	EACH	PREEMPT RECEIVING UNIT, AS PER PLAN, ALTERNATE #1	P.260
			2,827				2,827		X	809	69221	2,827	FT	PREEMPT DETECTOR CABLE, AS PER PLAN, ALTERNATE #1	P.260
			4				4		X	809	69231	4	EACH	PREEMPT PHASE SELECTOR, AS PER PLAN, ALTERNATE #1	P.260
			15				15		X	809	69241	15	EACH	PREEMPT CONFIRMATION LIGHT, AS PER PLAN, ALTERNATE #1	P.260
			4				4		X	809	69201	4	EACH	EMERGENCY VEHICLE PREEMPTION, AS PER PLAN, ALTERNATE #2	P.260
			14				14		X	809	69211	14	EACH	PREEMPT RECEIVING UNIT, AS PER PLAN, ALTERNATE #2	P.260
			2,827				2,827		X	809	69221	2,827	FT	PREEMPT DETECTOR CABLE, AS PER PLAN, ALTERNATE #2	P.260
			4				4		X	809	69231	4	EACH	PREEMPT PHASE SELECTOR, AS PER PLAN, ALTERNATE #2	P.260
			15				15		X	809	69241	15	EACH	PREEMPT CONFIRMATION LIGHT, AS PER PLAN, ALTERNATE #2	P.260
														TRAFFIC SIGNALS ALTERNATES 2	
			2				2		X	816	30001	2	EACH	VIDEO DETECTION SYSTEM, AS PER PLAN, ALTERNATE #1	P.260
			2				2		X	816	30001	2	EACH	VIDEO DETECTION SYSTEM, AS PER PLAN, ALTERNATE #2	P.260
														RETAINING WALLS (RETAINING WALL AT SHARED USE PATH)	
														SEE PAY ITEMS AND ESTIMATED QUANTITIES ON SHEET	
														P.223	
														STRUCTURE OVER 20 FOOT SPAN (PED TUNNEL FRA-270-1261)	
														SEE PAY ITEMS AND ESTIMATED QUANTITIES ON SHEET	
														P.319	
														RETAINING WALLS (MSE WALL FRA-270-1262)	
														SEE PAY ITEMS AND ESTIMATED QUANTITIES ON SHEET	
														P.326	
														STRUCTURE OVER 20 FOOT SPAN (PED BRIDGE FRA-270-1262)	
														SEE PAY ITEMS AND ESTIMATED QUANTITIES ON SHEET	
														P.341	
														MAINTENANCE OF TRAFFIC	
		480					480			614	11110	480	HOUR	LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE	
12							12			614	12380	12	EACH	WORK ZONE IMPACT ATTENUATOR, 24" WIDE HAZARDS, (UNIDIRECTIONAL)	
							LS			614	12420	LS		DETOUR SIGNING	
	10						10			614	12500	10	EACH	REPLACEMENT SIGN	
	200						200			614	12600	200	EACH	REPLACEMENT DRUM	
		112					112			614	13310	112	EACH	BARRIER REFLECTOR, TYPE 1 (ONE-WAY)	
		112					112			614	13350	112	EACH	OBJECT MARKER, ONE WAY	
	6						6			614	18601	6	SNMT	PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN	P.25
	0.82						0.82			614	20010	0.82	MILE	WORK ZONE LANE LINE, CLASS I, 6"	
0.45							0.45			614	20560	0.45	MILE	WORK ZONE LANE LINE, CLASS III, 6", 642 PAINT	
	0.57						0.57			614	21000	0.57	MILE	WORK ZONE CENTER LINE, CLASS I	
0.19							0.19			614	21550	0.19	MILE	WORK ZONE CENTER LINE, CLASS III, 642 PAINT	
	1.18						1.18			614	22010	1.18	MILE	WORK ZONE EDGE LINE, CLASS I, 6"	
3.33							3.33			614	22350	3.33	MILE	WORK ZONE EDGE LINE, CLASS III, 4", 642 PAINT	
	2,565						2,565			614	23010	2,565	FT	WORK ZONE CHANNELIZING LINE, CLASS I, 12"	
5,977							5,977			614	23690	5,977	FT	WORK ZONE CHANNELIZING LINE, CLASS III, 12", 642 PAINT	
	500						500			614	24000	500	FT	WORK ZONE DOTTED LINE, CLASS I	
894							894			614	24610	894	FT	WORK ZONE DOTTED LINE, CLASS III, 4", 642 PAINT	
	240						240			614	25000	240	FT	WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS I	
456							456			614	25620	456	FT	WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS III, 642 PAINT	
	250						250			614	26000	250	FT	WORK ZONE STOP LINE, CLASS I	
180							180			614	26610	180	FT	WORK ZONE STOP LINE, CLASS III, 642 PAINT	
	940						940			614	27010	940	FT	WORK ZONE CROSSWALK LINE, CLASS I, 12"	
	33						33			614	30000	33	EACH	WORK ZONE ARROW, CLASS I	
27							27			614	30650	27	EACH	WORK ZONE ARROW, CLASS III, 642 PAINT	
		2					2			614	40051	2	EACH	BUSINESS ENTRANCE SIGN, AS PER PLAN	P.26
	500						500			614	98100	500	FT	WORK ZONE PAVEMENT MARKING, MISC.: REPLACEMENT PAVEMENT MARKINGS	P.25
							LS			615	10000	LS		ROADS FOR MAINTAINING TRAFFIC	
1,895							1,895			615	20000	1,895	SY	PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A	
	182						182			616	10000	182	MGAL	WATER	
6,215							6,215			622	41100	6,215	FT	PORTABLE BARRIER, UNANCHORED	
														INCIDENTALS	
							LS			614	11000	LS		MAINTAINING TRAFFIC	
							LS			623	10000	LS		CONSTRUCTION LAYOUT STAKES AND SURVEYING	
							LS			624	10000	LS		MOBILIZATION	

GENERAL SUMMARY

FRA-CEMETERY RD-SUP

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DESIGNER MAS
REVIEWER DSS 07/2026
PROJECT ID 120103
SHEET P.102 TOTAL P.407

PAVEMENT SUB-SUMMARY

STATION RANGE			SHEET NUMBER	SIDE	REF NO.	CADD GENERATED AREA	204 SUBGRADE COMPACTION	254 PAVEMENT PLANING, ASPHALT CONCRETE, 1.5"	302 ASPHALT CONCRETE BASE, PG64-22, (449), 9"	302 ASPHALT CONCRETE BASE, PG64-22, (449), 14.5"	304 AGGREGATE BASE, 6"	407 NON-TRACKING TACK COAT	441 ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), PG64-22, 1.5"	442 ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (446), 1.5"	442 ASPHALT CONCRETE INTERMEDIATE COURSE, 12.5 MM, TYPE A (446), 1.5"	442 ASPHALT CONCRETE INTERMEDIATE COURSE, 19 MM, TYPE A (446), 2.5"	442 ASPHALT CONCRETE INTERMEDIATE COURSE, 12.5 MM, TYPE A (448), 2.5"	452 8" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC MS, AS PER PLAN	608 8" CONCRETE WALK	609 CURB, TYPE 4-C	609 CURB, TYPE 6, AS PER PLAN	609 CONCRETE MEDIAN	609 MEDIAN, MISC.: BRICK PAVER MEDIAN	609 MEDIAN, MISC.:MOUNTABLE MEDIAN	609 CURB, MISC.: MOUNTABLE CURB	609 CURB, MISC.:HILLIARD CURB & GUTTER
						SQ YD	SY	SY	CY	CY	CY	GAL	CY	CY	CY	CY	CY	SY	SF	FT	FT	SF	SY	SY	FT	FT
CEMETERY ROAD																										
55+29.43	TO	65+25.67	P.119	RT/LT		7190.12		7190				611		300												
58+04.29		58+09.29	P.119	LT	SW-1	2.13	3												19							
60+84.68		62+90.94	P.119	RT	SW-3	230.52	252												2075							
61+72.00		65+15.14	P.119	RT/LT	M-1	76.06																	76			
62+21.69		62+26.69	P.120	RT	SW-4	3.89	5												35							
62+74.98		63+39.98	P.120	RT	C-1	79.30												79								65
					C-2	14.34			4		2	2		1						7						
63+59.98		64+19.98	P.120	RT	C-3	67.09												67								60
					C-4	13.06			3		2	2		1						8						
63+26.44		63+76.84	P.120	RT	SW-5	56.01	62												504							
64+04.84		65+48.97	P.120	RT	SW-6	157.63	173												1419							
64+61.64		64+66.64	P.120	RT	SW-7	4.48	6												40							
64+95.50		65+25.67	P.120	RT	C-5	6.71	7		2		1	0		0	0											30
65+25.67		73+28.14	P.120	RT/LT		6303.43		6303				536		263												
65+82.78		66+24.40	P.120	RT	M-2	520.54																		521		
					C-6																				227	
66+63.95		73+28.14	P.120	RT	C-7	1144.61	1145		286		191	63		48	48											665
66+63.95		70+74.23	P.120	RT		502.82	579				97	29	21				37									
69+39.59		69+59.56	P.121	RT	C-8	20.00															20					
73+13.13		73+28.14	P.122	RT	M-3	21.37																192				
73+28.14		79+56.00	P.122	RT/LT		4640.96		4641				394		193												
73+28.14		79+68.00	P.122	RT	C-9	284.90	285		71		47	16		12	12											621
79+47.94		79+68.00	P.123	RT	C-10															20						
47+65.00		49+69.24	P.123	RT/LT		195.33	195			79	33	11				14										
						93.35								4												
83+20.00		83+31.00	P.124	RT	C-11	11.00														11						
83+20.00		87+66.25	P.124	RT	C-12	96.74	97		24		16	5		4	4											435
83+31.00		87+66.25	P.124	RT/LT		4700.46		4700				400		196												
84+97.51		87+58.93	P.124	RT		319.49	368				61	19	13				24									
87+59.21		88+23.39	P.125	RT	M-4	28.98																261				
88+17.09		92+50.00	P.125	RT		527.76	608				101	31	22				39									
88+32.19		92+50.00	P.125	RT/LT		2923.38		2923				248		122												
88+32.19		92+50.00	P.125	RT	C-13	115.31	115		29		19	6		5	5											418
92+50.00		100+47.00	P.126	RT/LT		8180.66		8181				695		341												
92+50.00		98+78.17	P.126	RT	C-14	134.48	134		34		22	7		6	6											604
92+50.00		96+15.24	P.126	RT		429.26	494				82	25	18				32									
96+15.24		98+10.23	P.126	RT		223.81	241				40	13	9				16									
98+10.23		100+43.54	P.127	RT		241.92	285				47	14	10				18									
SHARED USE PATH																										
10+00.00		17+94.58	P.128	RT/LT		1005.73	1153				192	59	42				74									
18+55.58		25+98.05	P.129	RT/LT		944.12	1103				184	55	39				70									
25+73.05		25+98.05	P.129	LT	C-15															25						
25+73.05		25+98.05	P.129	RT	C-16															25						
29+68.26		31+39.28	P.131	RT/LT		213.15	245				41	12	9				16									
29+68.26		29+93.23	P.131	LT	C-17															23						
29+68.26		29+93.23	P.131	RT	C-18															26						
TOTALS CARRIED TO SHEET P.106							7554	33939	531		1180	3254	184	1493	74	14	325	146	4092	146	20	453	76	521	227	2898

FRA-CEMETERY RD-SUP

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DESIGNER JND

REVIEWER DSS 07/2026

PROJECT ID 120103

SHEET P.105 | TOTAL P.407

PAVEMENT SUB-SUMMARY

STATION RANGE			SHEET NUMBER	SIDE	REF NO.	CADD GENERATED AREA	204 SUBGRADE COMPACTION	254 PAVEMENT PLANING, ASPHALT CONCRETE, 1.5"	302 ASPHALT CONCRETE BASE, PG64-22, (449), 9"	302 ASPHALT CONCRETE BASE, PG64-22, (449), 14.5"	304 AGGREGATE BASE, 6"	407 NON-TRACKING TACK COAT	441 ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), PG64-22, 1.5"	442 ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (446), 1.5"	442 ASPHALT CONCRETE INTERMEDIATE COURSE, 12.5 MM, TYPE A (446), 1.5"	442 ASPHALT CONCRETE INTERMEDIATE COURSE, 19 MM, TYPE A (446), 2.5"	442 ASPHALT CONCRETE INTERMEDIATE COURSE, 12.5 MM, TYPE A (448), 2.5"	452 8" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC MS, AS PER PLAN	608 8" CONCRETE WALK	609 CURB, TYPE 4-C	609 CURB, TYPE 6, AS PER PLAN	609 CONCRETE MEDIAN	609 MEDIAN, MISC.: BRICK PAVER MEDIAN	609 MEDIAN, MISC.:MOUNTABLE MEDIAN	609 CURB, MISC.: MOUNTABLE CURB	609 CURB, MISC.:HILLIARD CURB & GUTTER
						SQ YD	SY	SY	CY	CY	CY	GAL	CY	CY	CY	CY	CY	SY	SF	FT	FT	SF	SY	SY	FT	FT
RAMP WS																										
401+51.00		404+41.00	P.132	RT/LT		842.25		842				72		35												
404+41.00		115+96.96	P.132	RT/LT		3215.54	3431		819		572	360		134	134											
115+00.00		115+96.96	P.134	LT	C-19															98						
115+00.00		115+96.96	P.134	RT	C-20															97						
RAMP SE																										
505+83.00		200+00.00	P.135	RT/LT		2028.75		2029				172		85												
200+00.00		204+22.58	P.135	RT/LT		1617.33	1700		407		283	179		67	67											
202+00.00		204+22.58	P.136	LT	C-21															205						
202+00.00		204+22.58	P.136	RT	C-22															250						
PARKWAY LANE																										
300+23.74		301+19.58	P.119	RT	C-23	34.76			9			2		1	1											153
300+40.28		300+50.46	P.119	RT	C-31																40					
300+50.00		307+44.12	P.119	RT/LT		3415.46		3415				290		142												
300+30.88		301+01.11	P.119	RT	SW-2	157.63	158												1419							
300+30.94		300+90.83	P.119	LT	C-24	19.48	19		5		3	1		1	1											84
300+41.94		300+90.83	P.119	LT		41.40	41																			
LYMAN DRIVE																										
697+90.00		699+70.00	P.139	RT/LT		665.92		666				57		28												
698+31.36		699+84.58	P.139	LT	C-25	37.56	38		9		6	2		2	2											166
698+38.70		699+51.07	P.120	LT	SW-10	64.57	77												581							
698+54.76		698+58.19	P.139	RT	C-26	1.28	1		0		0	0		0	0					5						
698+85.40		698+90.80	P.139	RT	C-27	1.89	2		0		0	0		0	0					8						
698+99.38		699+40.55	P.120	RT	SW-11	57.09	64												514							
699+22.44		699+29.41	P.139	RT	C-27																					
699+32.54		699+49.23	P.139	RT	C-28	13.15	13		3		2	1		1	1											56
699+44.66		699+59.05	P.120	RT	SW-12	23.76	24												214							
800+26.23		800+68.20	P.139	LT	C-32																15					
800+35.82		800+68.15	P.120	LT	SW-8	32.25	47												290							
800+60.74		800+72.93	P.139	RT	C-30																					36
800+70.38		800+95.47	P.120	RT	SW-9	23.63	35												213							
TOTAL FROM THIS SHEET							5649	6952	1252		867	1136		496	206				3230	663	54					495
TOTAL FROM SHEET P.105							7554	33939	531		1180	3254	184	1493	74	14	325	146	4092	146	20	453	76	521	227	2898
TOTALS CARRIED TO GENERAL SUMMARY							13204	40892	1784		2048	4391	184	1989	281	14	325	147	7323	809	75	454	77	521	227	3393

FRA-CEMETERY RD-SUP

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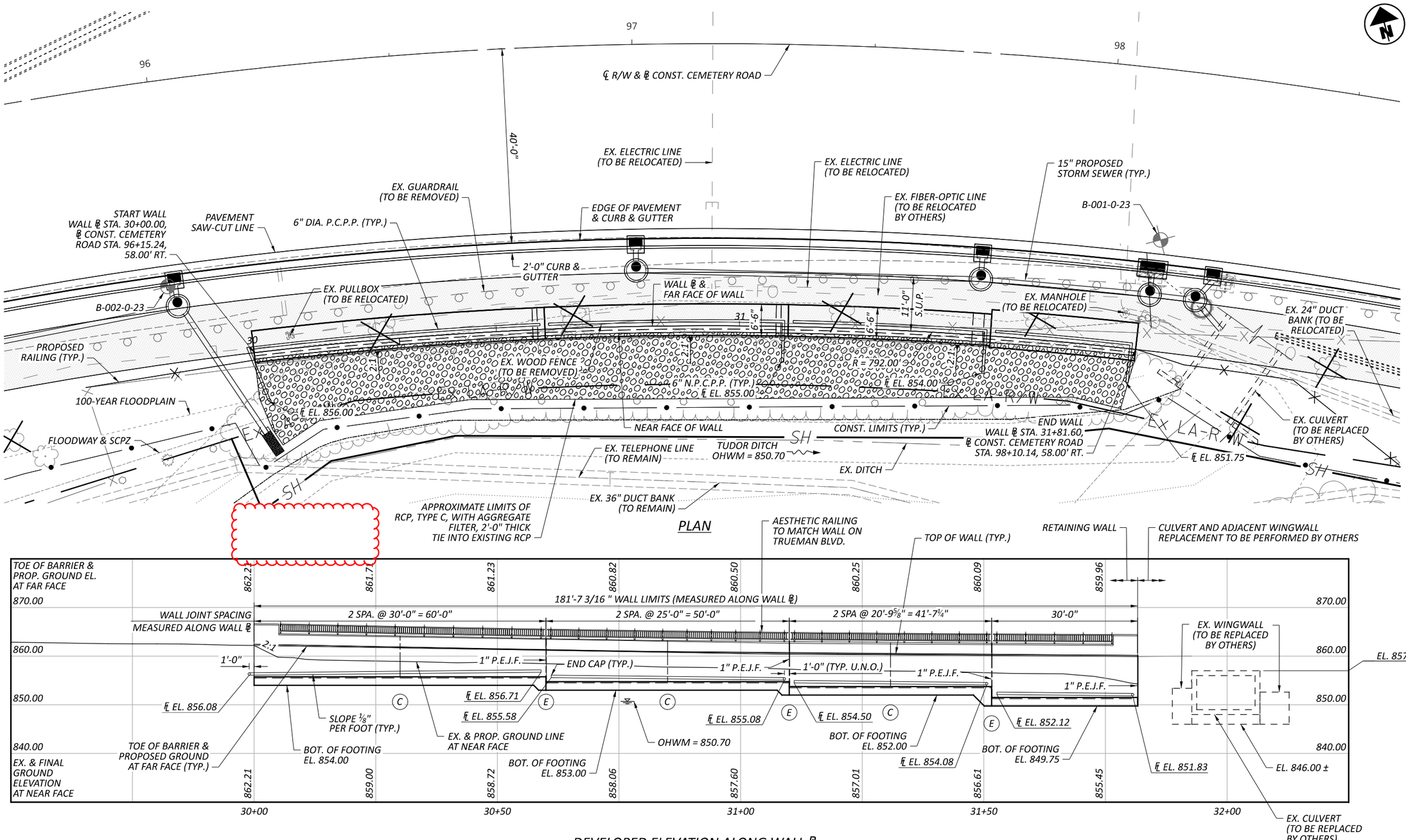
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DESIGNER
JND

REVIEWER
DSS 07/2026

PROJECT ID
120103

SHEET P.106 | TOTAL P.407



DEVELOPED ELEVATION ALONG WALL ℄

BORING LOCATIONS		
BORING	STATION *, OFFSET *	APPROX. TOP OF ROCK EL.
B-001-0-23	98+12.86, 35.06' RT.	NOT ENCOUNTERED
B-002-0-23	95+98.40, 42.22' RT.	NOT ENCOUNTERED

LEGEND:

* = ALONG ℄ CONSTRUCTION CEMETERY ROAD

(C) - CONTRACTION JOINT

(E) - EXPANSION JOINT

- BORING LOCATION

NOTES:

1. EARTHWORK LIMITS SHOWN ARE APPROXIMATE. ACTUAL SLOPES SHALL CONFORM TO PLAN ACROSS SECTIONS.

PLAN & PROFILE
RETAINING WALL ALONG
SHARED USE PATH

FRA-CEMETERY RD-SUP

MODEL: Sheet PAPERSIZE: 17x11 (in.) DATE: 10/28/2026 TIME: 9:18:23 AM USER: colvin
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SFN N/A

DESIGN AGENCY

B&N burgessniple.com

DESIGNER	CHECKER
BWC	JFM

REVIEWER BCS 07/2026

PROJECT ID 120103

SUBSET	TOTAL
P.1	P.9

SHEET	TOTAL
P.221	P.407

WALL GENERAL NOTES:

REFER TO THE FOLLOWING SUPPLEMENTAL SPECIFICATIONS:
SUPPLEMENTAL SPEC 800 1/17/2025

DESIGN SPECIFICATIONS:

THIS STRUCTURE CONFORMS TO THE 10TH EDITION OF THE "LRFD BRIDGE DESIGN SPECIFICATIONS" ADOPTED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS, 2024, AND THE ODOT BRIDGE DESIGN MANUAL, 2020 INCLUDING UPDATES THROUGH 1-16-2026.

DESIGN DATA:

CONCRETE CLASS QC1 - COMPRESSIVE STRENGTH 4.0 KSI
(RETAINING WALLS AND BARRIER)
EPOXY COATED REINFORCING STEEL - MINIMUM YIELD STRENGTH 60 KSI

EXISTING UTILITIES:

THE UTILITY(IES) SHALL BEAR ALL EXPENSE INVOLVED IN RELOCATING (INSTALLING) THE AFFECTED UTILITY LINES THAT ARE TO BE RELOCATED. THE CONTRACTOR AND UTILITY(IES) ARE TO COOPERATE BY ARRANGING THEIR WORK IN SUCH A MATTER THAT INCONVENIENCE TO EITHER WILL BE HELD TO A MINIMUM.

FOUNDATION BEARING RESISTANCE:

THE RETAINING WALL FOOTING WITH FOOTING ELEVATION 854.00, 853.00, AND 852.00 AS DESIGNED, PRODUCE A MAXIMUM SERVICE LIMIT STATE BEARING PRESSURE OF 1.37 KIPS PER SQUARE FOOT AND A MAXIMUM STRENGTH LIMIT STATE BEARING PRESSURE OF 1.89 KIPS PER SQUARE FOOT. THE FACTORED BEARING RESISTANCE IS 3.50 KIPS PER SQUARE FOOT.

THE RETAINING WALL FOOTING WITH FOOTING ELEVATION 849.75, AS DESIGNED, PRODUCE A MAXIMUM SERVICE LIMIT STATE BEARING PRESSURE OF 1.62 KIPS PER SQUARE FOOT AND A MAXIMUM STRENGTH LIMIT STATE BEARING PRESSURE OF 2.24 KIPS PER SQUARE FOOT. THE FACTORED BEARING RESISTANCE IS 2.97 KIPS PER SQUARE FOOT.

BACKFILL LIMITATION:

THE BACKFILL BEHIND THE RETAINING WALLS SHALL NOT BE PLACED HIGHER THAN THE ELEVATION OF THE SOIL ABOVE THE TOE. WHEN THE SOIL ABOVE THE TOE IS AT ITS FINISHED ELEVATION, THE REMAINDER OF THE BACKFILL MAY BE PLACED.

ITEM 512 - SEALING OF CONCRETE SURFACES (EPOXY-URETHANE), AS PER PLAN:
THE COLOR OF THE SEALANT SHALL BE FEDERAL COLOR NO. 30450 (BEIGE).

ITEM 512 - SEALING OF CONCRETE SURFACES, AS PER PLAN:

APPLY A PERMANENT GRAFFITI COATING QUALIFIED ACCORDING TO SUPPLEMENT 1083 THAT IS COMPATIBLE WITH THE EPOXY-URETHANE CONCRETE SEALER OVER WHICH IT IS APPLIED. APPLY THE GRAFFITI COATING IN ACCORDANCE WITH THE MANUFACTURER'S PRINTED INSTRUCTIONS. THE PERMANENT GRAFFITI COATING SHALL BE APPLIED TO ALL SEALED SURFACES ON THE RETAINING WALL.

ITEM 516 - 1" PREFORMED EXPANSION JOINT FILLER, AS PER PLAN:

SEAL ALL RETAINING WALL EXPANSION JOINTS WITH NON-SAG POLYURETHANE SEALANT CONFORMING TO ASTM C920, TYPE S . LEAVE THE BOTTOM ½" UNSEALED TO ALLOW ANY WATER WHICH MAY ENTER THE JOINT TO ESCAPE.

THIS ITEM SHALL INCLUDE, BUT IS NOT LIMITED TO THE PEJF AND JOINT SEAL NECESSARY TO FORM AND PLACE THE RETAINING WALL EXPANSION JOINTS. PAYMENT FOR THIS ITEM SHALL INCLUDE ALL OTHER NECESSARY MATERIAL, LABOR, AND EQUIPMENT AND SHALL BE INCLUDED IN THE UNIT PRICE BID PER FOOT FOR ITEM 516 - 1" PREFORMED EXPANSION JOINT FILLER, AS PER PLAN.

ITEM 517 - RAILING, MISC. ALUMINUM RAILING

THE ORNAMENTAL METAL FENCE RAILING SYSTEM SHALL CONFORM TO AMERISTAR FENCE PRODUCTS, INC. ECHELON II (tm) MAJESTIC, 2-RAIL, INDUSTRIAL ALUMINUM WITH A BRONZE POWDER COATED FINISH OR APPROVED EQUAL. THE FENCE RAILING SYSTEM SHALL CLOSELY MATCH THE EXISTING FENCE THAT IS LOCATED ADJACENT TO THE PROJECT ON TRUEMAN BLVD. PROVIDE THE NAME OF THE SELECTED MANUFACTURER AND TYPE OF RAILING SYSTEM TO THE CITY FOR APPROVAL BEFORE ORDERING MATERIALS TO ENSURE AN APPROPRIATE MATCH WITH THE EXISTING TRUEMAN BLVD. FENCE. THE SYSTEM SHALL INCLUDE ALL COMPONENTS (I.E. PICKETS, RAILS, POSTS, AND HARDWARE) REQUIRED.

THE PRECAST CONCRETE CAP SHALL MATCH THE SHAPE AS DETAILED IN THE PLANS WITH A CHISELED FACE FINISH, HAVE A MINIMUM LENGTH OF 12" AND A MAXIMUM LENGTH OF 18" AND CONSIST OF QC1 CONCRETE. THE PRECAST CONCRETE CAP SHALL BE ATTACHED TO THE TOP OF THE BARRIER WITH A POLYURETHANE CONSTRUCTION ADHESIVE. A GROUT JOINT OF ½" THICKNESS SHALL BE USED BETWEEN THE PLACEMENT OF EACH INDIVIDUAL PRECAST CAP AND COLOR OF THE GROUT SHALL MATCH THE COLOR OF THE PRECAST CAP. THE SELECTED PRECAST CONCRETE CAP AND COLOR SHALL BE APPROVED BY THE ENGINEER BEFORE FABRRICATION. CAULK COMPOUND SHALL BE APPLIED AROUND THE PERIMETER OF THE RAILING THAT EXTENDS THROUGH THE PRECAST CAP AND SHALL CONFORM TO FEDERAL SPECIFICATION TT-S-00230C TYPE II, CLASS A, WITH A COLOR THAT MATCHES THE ALUMINUM RAILING. MANUFACTURER SHALL COORDINATE SEGMENT LENGTHS WITH RAILING POST SPACING SUCH THAT POSTS CLEAR THE JOINTS BETWEEN PRECAST SEGMENTS BY 4" MIN.

PAYMENT FOR THIS ITEM SHALL INCLUDE ALL MATERIALS, EQUIPMENT, AND LABOR NEEDED TO INSTALL THE FENCE RAILING SYSTEM AND THE PRECAST CONCRETE CAP SHALL BE INCLUDED IN THE UNIT BID PRICE BID PER FOOT FOR ITEM 517 - RAILING, MISC. ALUMINUM RAILING.

ITEM 530 SPECIAL - STRUCTURES: BUFF WASH

DESCRIPTION:
THIS WORK SHALL CONSIST OF THE BUFF WASH OF THE WALL CONCRETE SURFACE ON THE NEAR FACE OF WALL BARRIER AND THE FAR FACE OF WALL BARRIER AND WALL AS WELL AS THE WALL ENDS. ON THE BACKFACE OF THE WALL THE BUFF WASH SHALL EXTEND TO 1'-0" BELOW THE TOP OF THE PROPOSED GROUND ELEVATION.

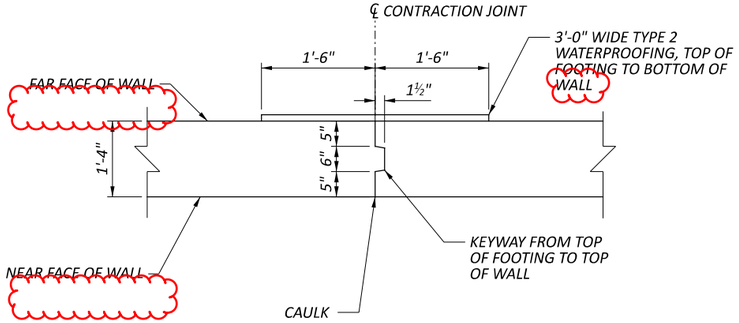
DESIGN REQUIREMENTS:

1. APPLY CHEMICAL SURFACE RETARDER FOR BUFF WASH FINISH AFTER BULL FLOATING CONCRETE WITH A STEEL TROWEL. THE RETARDER NEEDS TO SIT FOR 6 TO 24 HOURS DEPENDING ON TEMPERATURE AND ENVIRONMENTAL CONDITIONS. POWER WASH CONCRETE BARRIER AND WALLS AS NEEDED TO CLEAN OFF THE PASTE.

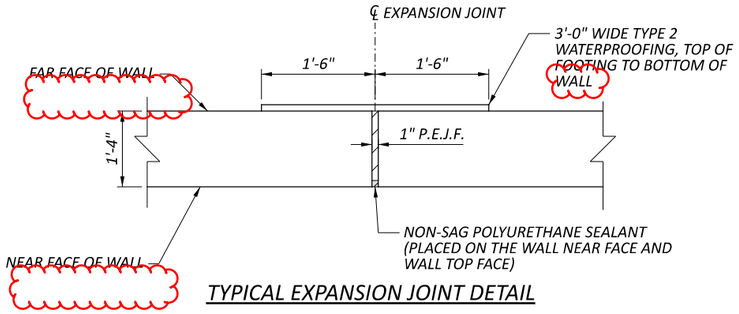
2. CHEMICAL SURFACE RETARDER FOR BUFF WASH FINISH: CONCRETE SURFACE RETARDER SYSTEM PROVIDED BY DECOCRETE SUPPLY (614) 253-3326 OR ENGINEER APPROVED EQUAL.
DECOCRETE D-ACTIVATOR 0.5

SUBMITTAL:
THE CONTRACTOR IS REQUIRED TO PREPARE IN THE FIELD A MINIMUM OF 4-FT (HEIGHT) x 4-FT (WIDTH) x 1-FT (THICK) CAST-IN-PLACE CONCRETE MOCK-UP THAT UTILIZES THE SIMULATED BUFF WASH WITH FINAL COLOR AT LEAST 10 WORKING DAYS BEFORE CONSTRUCTING WALLS. USE THE SAME MATERIALS, METHODS AND WORK FORCE THAT WILL BE USED ON THE PROJECT. APPROVAL OF THE SAMPLE MOCK-UP AS REQUIRED BY THE ENGINEER PRIOR TO USE ON THE PROPOSED BARRIER AND WALLS. IF EXCESSIVE HONEYCOMBING OR SPALLS EXIST, OR IF THE MOCK-UP IS DETERMINED TO BE UNACCEPTABLE BY THE ENGINEER, CONSTRUCTION METHODS SHALL BE REVISED TO PROVIDE AN ACCEPTABLE PRODUCT AND ADDITIONAL MOCK-UP(S) SHALL BE CONSTRUCTED. AFTER MOCK-UP IS DETERMINED TO BE ACCEPTABLE BY THE ENGINEER, CONSTRUCTION OF WALLS MAY PROCEED, USING THE APPROVED MOCK-UP AS THE QUALITY STANDARD.

PAYMENT:
ALL TOOLS, LABOR, EQUIPMENT, AND MATERIALS NECESSARY TO COMPLETE THIS ITEM OF WORK AS SPECIFIED ABOVE SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE BID FOR ITEM 530 SPECIAL - STRUCTURES: BUFF WASH.



TYPICAL CONTRACTION JOINT DETAIL



TYPICAL EXPANSION JOINT DETAIL

ABBREVIATIONS:

THE FOLLOWING ABBREVIATIONS HAVE BEEN USED THROUGHOUT THESE PLANS TO INDICATE THE DESIGNATIONS CONTAINED IN THE LEGEND BELOW:

℄ = BASELINE
BOT. - BOTTOM
℄ - CENTERLINE
C/C - CENTER TO CENTER
CIP - CAST-IN-PLACE
C.J. - CONSTRUCTION JOINT
CLR. - CLEARANCE
CMS - CONSTRUCTION AND MATERIAL SPECIFICATIONS
CONST. - CONSTRUCTION
C-R-S - COUNTY-ROAD-SECTION
CU YD - CUBIC YARD
DIA. - DIAMETER
E.F. - EACH FACE
ELEV., EL. - ELEVATION
EQ. - EQUAL
EX. - EXISTING
EXP. - EXPANSION
F.F. - FAR FACE
FT/FT - FOOT PER FOOT
FTG. - FOOTING
LT. - LEFT
MAX. - MAXIMUM
MH - MANHOLE
MIN. - MINIMUM
MISC. - MISCELLANEOUS
N.F. - NEAR FACE
NPCPP - NON-PERFORATED CORRUGATED PLASTIC PIPE
NO./# - NUMBER
O/O - OUT TO OUT
PCPP - PERFORATED CORRUGATED PLASTIC PIPE
PEJF - PREFORMED EXPANSION JOINT FILLER
PG - PROFILE GRADE
PROP. - PROPOSED
RT. - RIGHT
R/W - RIGHT OF WAY
SAN. - SANITARY
SER. - SERIES
SHT. - SHEET
S.O. - SERIES OF
SPA. - SPACES OR SPACING
SR - STATE ROUTE
STA. - STATION
STD. - STANDARD
STR. - STRAIGHT
TEMP. - TEMPORARY
T.O.S. - TOE OF SLOPE
T&B - TOP AND BOTTOM
T/PARAPET - TOE OF PARAPET
T/T - TOE TO TOE
TYP. - TYPICAL
T/ - TOP OF
UNO - UNLESS NOTED OTHERWISE
VAR. - VARIES
VERT. - VERTICAL
W/O - WITHOUT

WALL GENERAL NOTES - 1
RETAINING WALL ALONG
SHARED USE PATH

SFN N/A
DESIGN AGENCY B&N burgessniple.com
DESIGNER JFM | CHECKER BWC
REVIEWER BCS 07/2026
PROJECT ID 120103
SUBSET P.2 | TOTAL P.9
SHEET P.222 | TOTAL P.407

FRA-CEMETERY RD-SUP

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ESTIMATED QUANTITIES - RETAINING WALL AT SHARED USE PATH					
ITEM	EXTENSION	TOTAL	UNIT	DESCRIPTION	SEE SHEET NUMBER
503	21300	1	LS	UNCLASSIFIED EXCAVATION	
509	10000	15367	LB	EPOXY COATED STEEL REINFORCEMENT	
511	46012	82	CY	CLASS QC1 CONCRETE WITH QC/QA, RETAINING/WINGWALL NOT INCLUDING FOOTING	
511	46512	72	CY	CLASS QC1 CONCRETE WITH QC/QA, FOOTING	
512	10001	216	SY	SEALING OF CONCRETE SURFACES, AS PER PLAN	P. 2 OF P. 9
512	10101	216	SY	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE), AS PER PLAN	P. 2 OF P. 9
512	33000	15	SY	TYPE 2 WATERPROOFING	
516	13600	7	SF	1" PREFORMED EXPANSION JOINT FILLER	
516	13601	43	SF	1" PREFORMED EXPANSION JOINT FILLER, AS PER PLAN	P. 2 OF P. 9
516	31000	182	FT	JOINT SEALER	
517	76300	171	FT	RAILING, MISC.: ALUMINUM RAILING	P. 2 OF P. 9
518	20000	94	SY	PREFABRICATED GEOCOMPOSITE DRAIN	
518	21200	14	CY	POROUS BACKFILL WITH GEOTEXTILE FABRIC	
518	40000	182	FT	6" PERFORATED CORRUGATED PLASTIC PIPE	
518	40010	40	FT	6" NON-PERFORATED CORRUGATED PLASTIC PIPE, INCLUDING SPECIALS	
SPECIAL	53000600	1681	SF	STRUCTURES - BUFF WASH	P. 2 OF P. 9
601	32210	191	CY	ROCK CHANNEL PROTECTION, TYPE C WITH AGGREGATE FILTER	

ESTIMATED QUANTITIES
RETAINING WALL ALONG
SHARED USE PATH

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SFN
N/A

DESIGN AGENCY
B&N
burgessniple.com

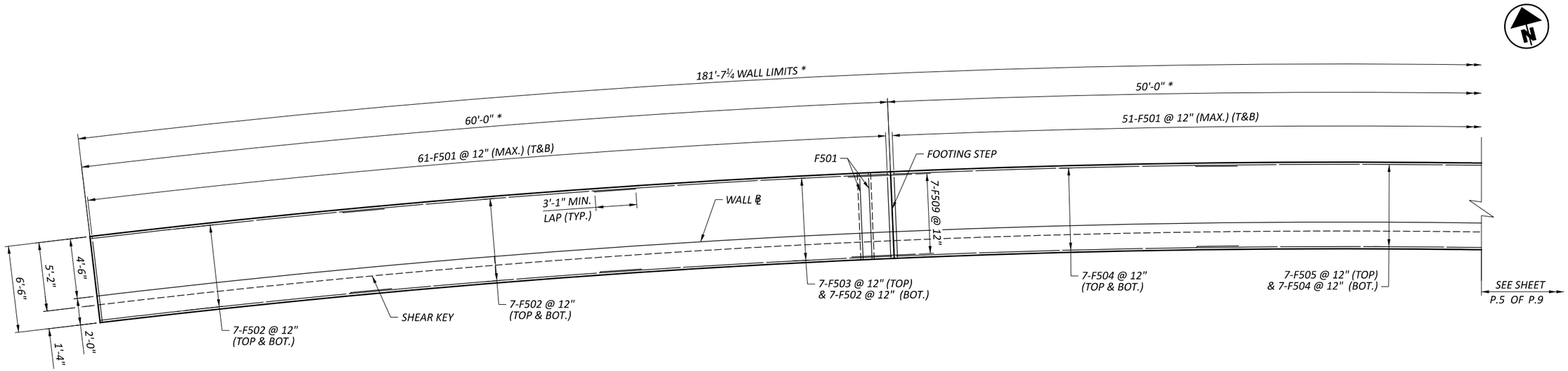
DESIGNER	CHECKER
BWC	JFM

REVIEWER
BCS 07/2026

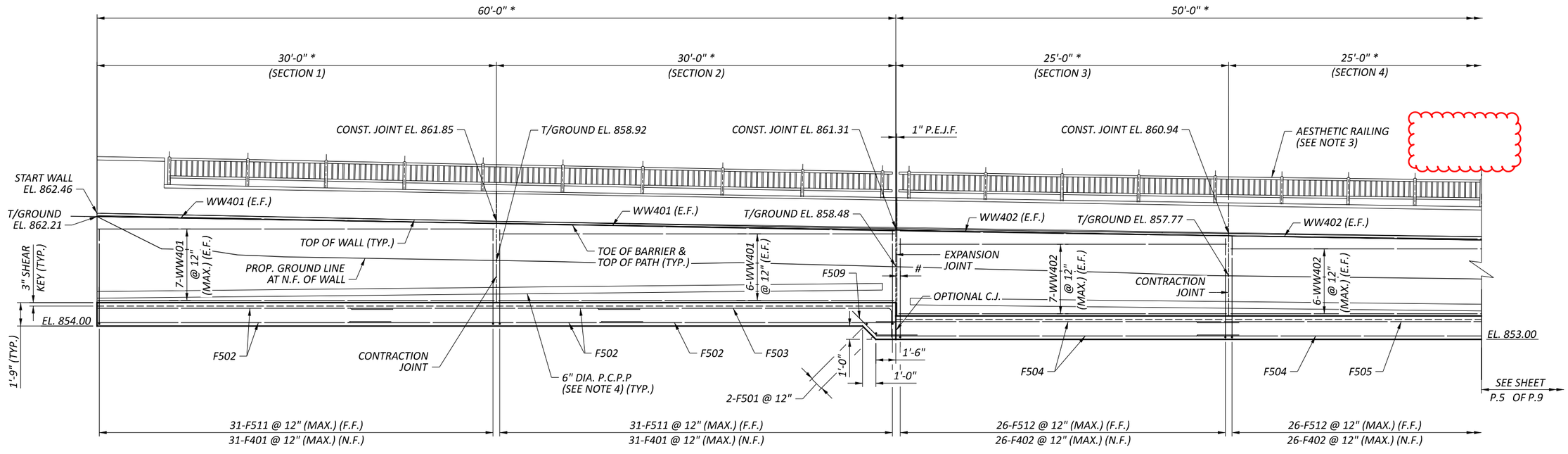
PROJECT ID
120103

SUBSET	TOTAL
P.3	P.9

SHEET	TOTAL
P.223	P.407



FOOTING PLAN



ELEVATION

(TRANSVERSE FOOTING BARS NOT SHOWN U.N.O.)
(BARRIER REINFORCING NOT SHOWN)

LEGEND

* = MEASURED ALONG WALL ℄

\# = 3" CLR. (TYP.) @ EXPANSION AND CONTRACTION JOINTS

NOTES

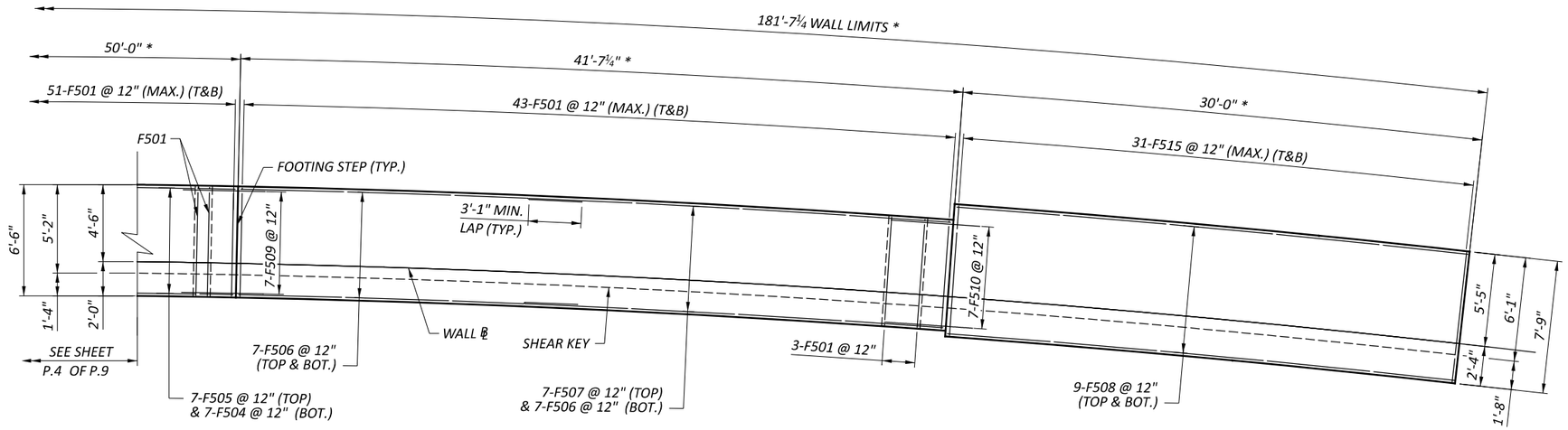
1. FOR DETAILS ABOUT THE EXPANSION AND CONTRACTION JOINTS, SEE SHEET P.2 OF P.9.
2. FOR ADDITIONAL NOTES AND TYPICAL SECTIONS, SEE SHEET P.6 OF P.9.
3. FOR BARRIER DETAILS, SEE SHEETS P.7 AND P.8 OF P.9.
4. SLOPE PIPE ⅛" PER FOOT (MIN.)
5. FOR BARRIER REINFORCING THAT EXTENDS INTO WALL, SEE SHEETS P.7 AND P.8 OF P.9.

WALL DETAILS - 1
RETAINING WALL ALONG SHARED USE PATH

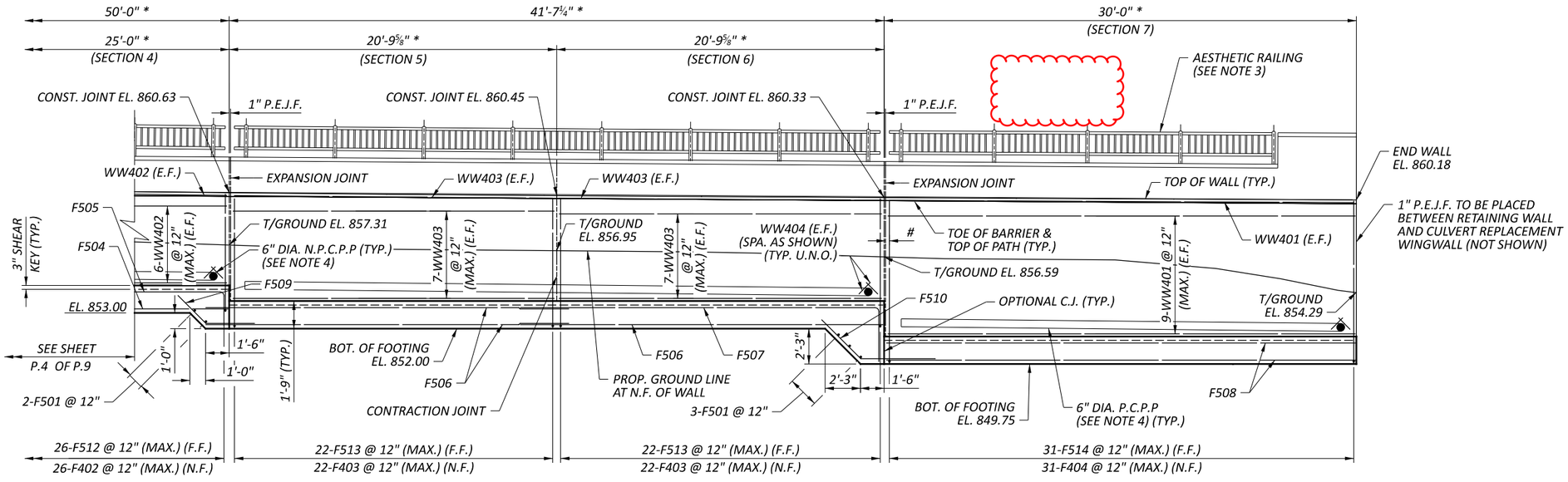
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SFN N/A
DESIGN AGENCY B&N burgessniple.com
DESIGNER BWC | CHECKER JFM
REVIEWER BCS 07/2026
PROJECT ID 120103
SUBSET P.4 | TOTAL P.9
SHEET P.224 | TOTAL P.407



FOOTING PLAN



ELEVATION

(TRANSVERSE FOOTING BARS NOT SHOWN U.N.O.)
(BARRIER REINFORCING NOT SHOWN)

LEGEND

* = ALONG WALL ℄

\# = 3" CLR. (TYP.) @ EXPANSION AND CONTRACTION JOINTS

● = DRAINAGE PIPE THROUGH WALL

NOTES

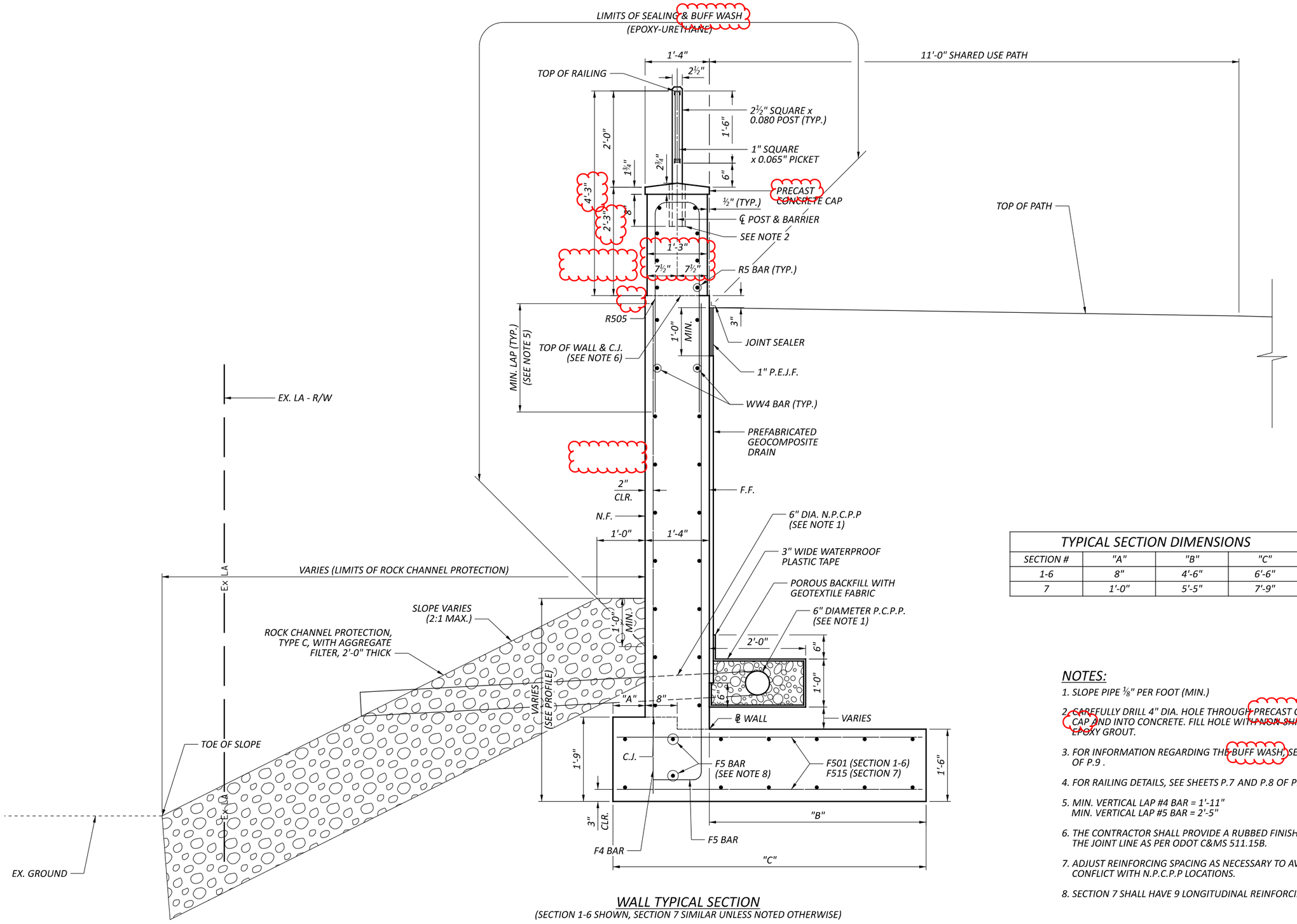
1. FOR DETAILS ABOUT THE EXPANSION AND CONTRACTION JOINTS, SEE SHEET P.2 OF P.9.
2. FOR ADDITIONAL NOTES AND TYPICAL SECTIONS, SEE SHEET P.6 OF P.9.
3. FOR BARRIER DETAILS, SEE SHEETSP.7 AND P.8 OF P.9 .
4. SLOPE PIPE ⅛" PER FOOT (MIN.)
5. ADJUST REINFORCING SPACING AS NECESSARY TO AVOID CONFLICT WITH N.P.C.P.P LOCATIONS.
6. FOR BARRIER REINFORCING THAT EXTENDS INTO WALL, SEE SHEETS P.7 AND P.8 OF P.9.
7. FOR FLOWLINE ELEVATIONS, SEE SHEET P.1 OF P.9.

WALL DETAILS - 2
RETAINING WALL ALONG SHARED USE PATH

FRA-CEMETERY RD-SUP

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SFN N/A
DESIGN AGENCY B&N burgessniple.com
DESIGNER BWC | CHECKER JFM
REVIEWER BCS 07/2026
PROJECT ID 120103
SUBSET P.5 | TOTAL P.9
SHEET P.225 | TOTAL P.407



WALL TYPICAL SECTION

(SECTION 1-6 SHOWN, SECTION 7 SIMILAR UNLESS NOTED OTHERWISE)

TYPICAL SECTION DIMENSIONS			
SECTION #	"A"	"B"	"C"
1-6	8"	4'-6"	6'-6"
7	1'-0"	5'-5"	7'-9"

NOTES:

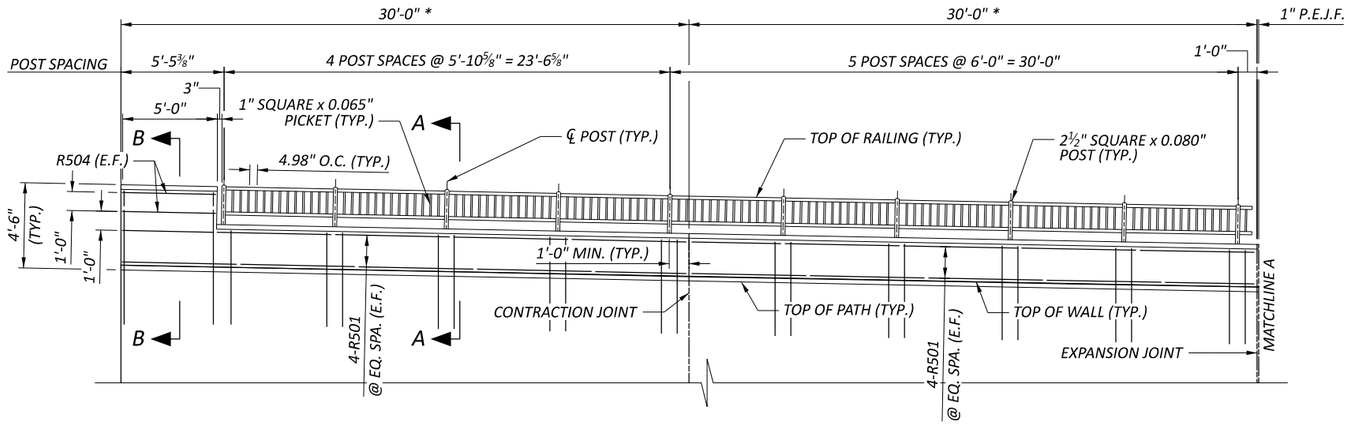
1. SLOPE PIPE ⅛" PER FOOT (MIN.)
2. CAREFULLY DRILL 4" DIA. HOLE THROUGH PRECAST CONCRETE CAP AND INTO CONCRETE. FILL HOLE WITH NON SHRINKING EPOXY GROUT.
3. FOR INFORMATION REGARDING THE BUFF WASH, SEE SHEET P.2 OF P.9 .
4. FOR RAILING DETAILS, SEE SHEETS P.7 AND P.8 OF P.9.
5. MIN. VERTICAL LAP #4 BAR = 1'-11"
   MIN. VERTICAL LAP #5 BAR = 2'-5"
6. THE CONTRACTOR SHALL PROVIDE A RUBBED FINISH ALONG THE JOINT LINE AS PER ODOT C&MS 511.15B.
7. ADJUST REINFORCING SPACING AS NECESSARY TO AVOID CONFLICT WITH N.P.C.P.P LOCATIONS.
8. SECTION 7 SHALL HAVE 9 LONGITUDINAL REINFORCING BARS.

WALL TYPICAL SECTION
RETAINING WALL ALONG
SHARED USE PATH

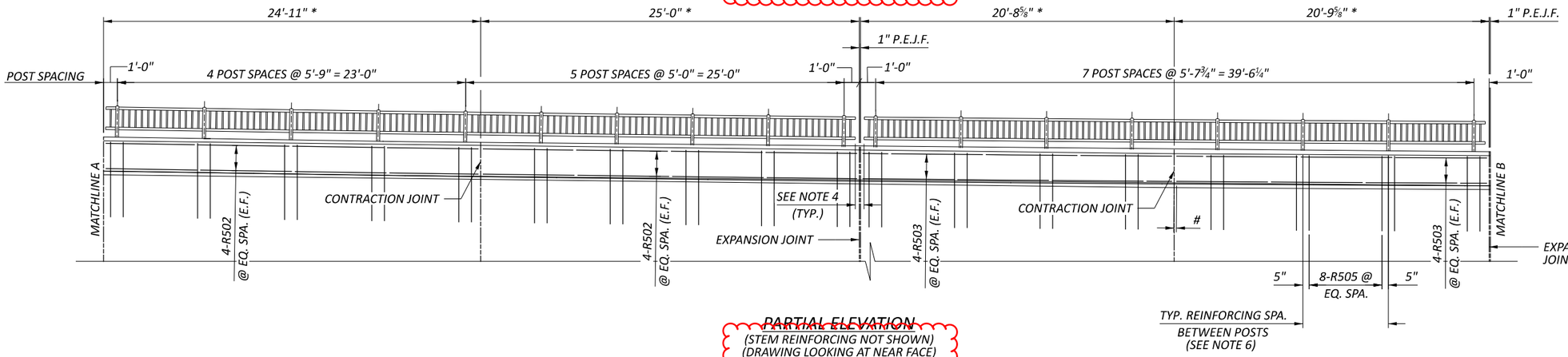
FRA-CEMETERY RD-SUP

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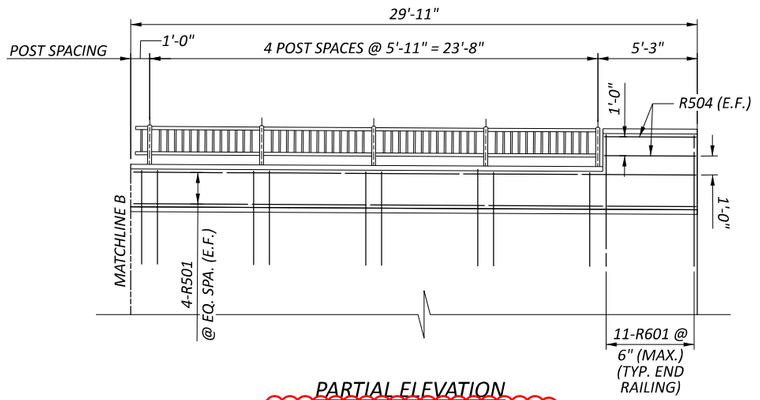
SFN	N/A
DESIGN AGENCY	B&N burgessniple.com
DESIGNER	BWC
CHECKER	JFM
REVIEWER	BCS 07/2026
PROJECT ID	120103
SUBSET	P.6
TOTAL	P.9
SHEET	P.226
TOTAL	P.407



PARTIAL ELEVATION
(STEM REINFORCING NOT SHOWN)
(DRAWING LOOKING AT NEAR FACE)



PARTIAL ELEVATION
(STEM REINFORCING NOT SHOWN)
(DRAWING LOOKING AT NEAR FACE)



PARTIAL ELEVATION
(STEM REINFORCING NOT SHOWN)
(DRAWING LOOKING AT NEAR FACE)

LEGEND:

 # = 3" CLR. (TYP.) @ EXPANSION AND CONTRACTION JOINTS

∗ = ALONG WALL ℄

NOTES:

1. *FOR INFORMATION REGARDING THE BUFF WASH, SEE SHEET P.2 OF P.9.*
2. *FOR SECTION A-A AND SECTION B-B, SEE SHEET P.8 OF P.9.*
3. *RAIL POSTS SHALL BE PLACED PERPENDICULAR TO THE TOP OF THE PARAPET.*
4. *MAX GAP BETWEEN THE RAILINGS THAT SPAN THE EXPANSION JOINTS SHALL BE 5". IN LIEU OF A GAP BETWEEN THE RAILINGS, AN EXPANSION JOINT IN THE TOP AND BOTTOM RAILS MAY BE UTILIZED.*
5. *ALTERNATE POST LAYOUT MAY BE MADE AS LONG AS THE POSTS ARE PLACED AT A MINIMUM OF 1'-0" FROM THE EXPANSION AND CONTRACTION JOINTS. IF ALTERNATIVE POST LAYOUT IS USED, CONTRACTOR IS RESPONSIBLE FOR ADJUSTMENT TO REINFORCING.*
6. *ADJUST THE REINFORCING SPACING IN THE VICINITY OF THE CONTRACTION JOINTS TO PROVIDE A MINIMUM OF 3 INCHES BETWEEN THE REINFORCING AND THE CONTRACTION JOINT.*

BARRIER & RAILING DETAILS - 1
RETAINING WALL ALONG
SHARED USE PATH

FRA-CEMETERY RD-SUP

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SFN N/A

DESIGN AGENCY B&N burgessniple.com

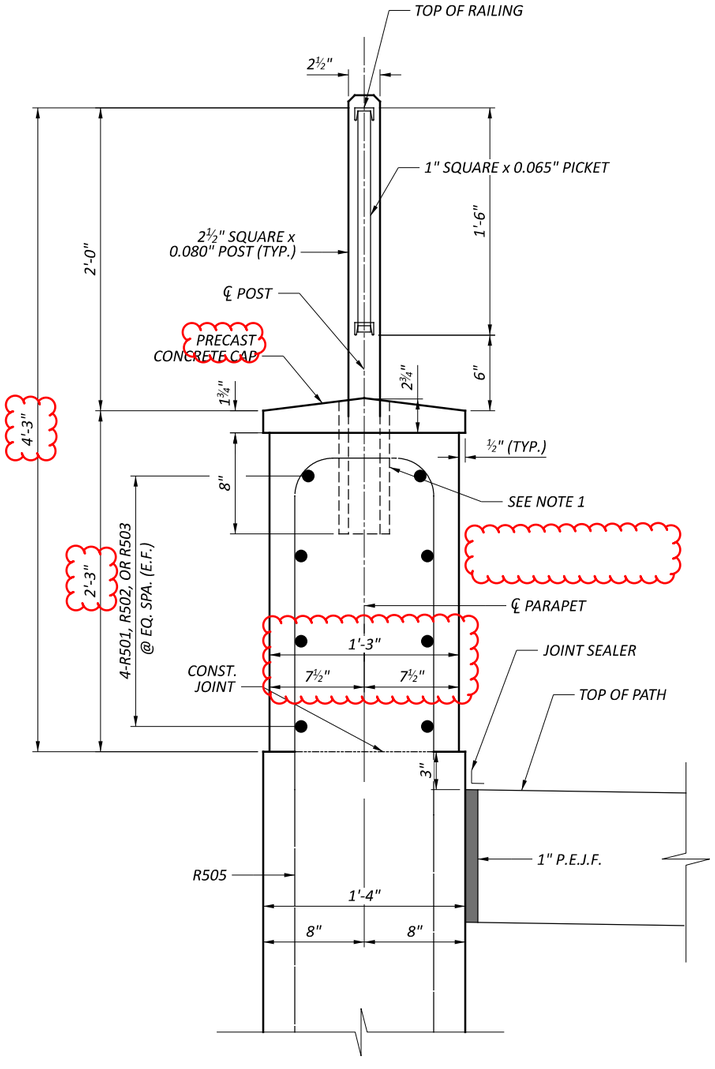
DESIGNER	CHECKER
BWC	JFM

REVIEWER BCS 07/2026

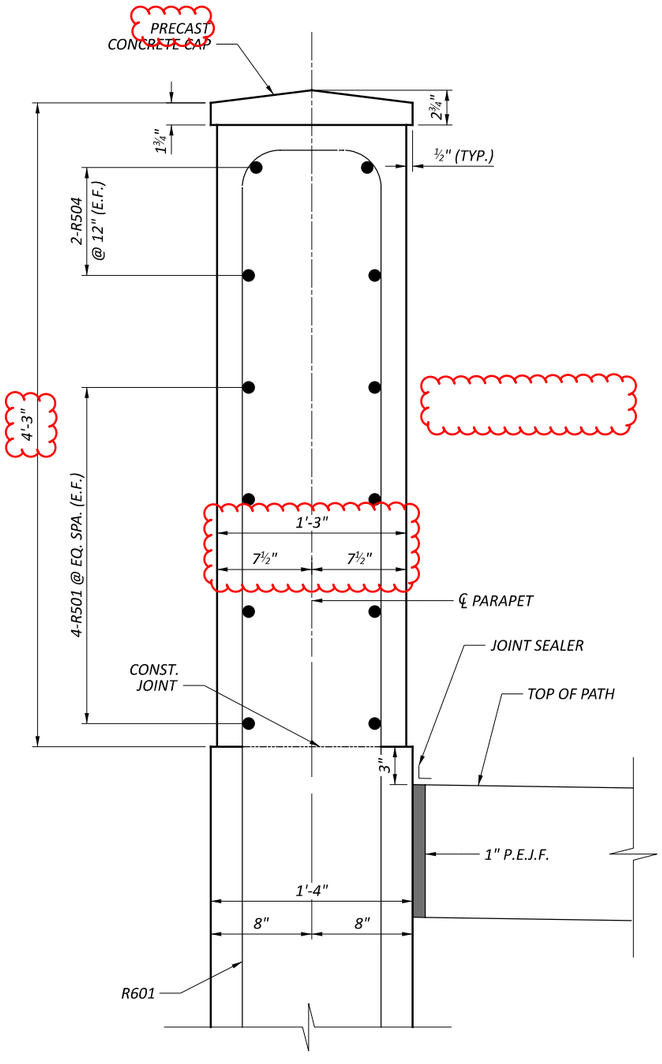
PROJECT ID 120103

SUBSET	TOTAL
P.7	P.9

SHEET	TOTAL
P.227	P.407



SECTION A-A
(STEM REINFORCING NOT SHOWN)



SECTION B-B
(STEM REINFORCING NOT SHOWN)

NOTES:
1. CAREFULLY DRILL 4"∅ HOLE THROUGH PRECAST CONCRETE CAP AND INTO CONCRETE. FILL HOLE WITH NON-SHRINKING, NON-METALLIC EPOXY GROUT.

BARRIER & RAILING DETAILS - 2
RETAINING WALL ALONG SHARED USE PATH

FRA-CEMETERY RD-SUP

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SFN
N/A

DESIGN AGENCY
B&N
burgessniple.com

DESIGNER	CHECKER
BWC	JFM

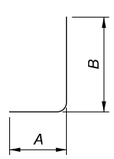
REVIEWER
BCS 07/2026

PROJECT ID
120103

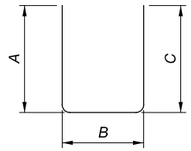
SUBSET	TOTAL
P.8	P.9

SHEET	TOTAL
P.228	P.407

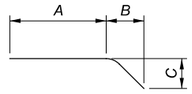
MARK	NUMBER TOTAL	LENGTH	WEIGHT	TYPE	DIMENSIONS A	B	C	D	E	R	INC
RETAINING WALL ALONG SHARED USE PATH REINFORCING											
F401	62	6'-10"	283	STR							
F402	52	7'-2"	249	STR							
F403	44	7'-10"	230	STR							
F404	31	10'-0"	207	STR							
F501	317	6'-2"	2039	STR							
F502	35	22'-0"	803	STR							
F503	7	23'-11"	175	1	2'-1"	22'-0"					
F504	21	27'-3"	597	STR							
F505	7	29'-2"	213	1	2'-1"	27'-3"					
F506	21	23'-0"	504	STR							
F507	7	26'-2"	191	1	3'-4"	23'-0"					
F508	18	29'-7"	555	STR							
F509	14	5'-11"	86	19	3'-1"	2'-0"	2'-0"				
F510	7	9'-4"	68	19	4'-9"	3'-3"	3'-3"				
F511	62	7'-6"	485	1	0'-10"	6'-10"					
F512	52	7'-10"	425	1	0'-10"	7'-2"					
F513	44	8'-6"	390	1	0'-10"	7'-10"					
F514	31	10'-8"	345	1	0'-10"	10'-0"					
F515	62	7'-5"	480	STR							
WW401	50	29'-6"	985	STR							
WW402	30	24'-5"	489	STR							
WW403	32	20'-2"	431	STR							
WW404	12	1'-6"	12	STR							
R501	24	29'-6"	738	STR							
R502	16	24'-5"	407	STR							
R503	16	20'-2"	337	STR							
R504	8	4'-8"	39	STR							
R505	232	12'-4"	2984	2	5'-10"	0'-11"	5'-10"				
R601	22	18'-9"	620	2	9'-1"	0'-11"	9'-1"				
		TOTAL= 15,367									



TYPE-1



TYPE-2



TYPE-19

NOTES:

1. ALL REINFORCING STEEL SHALL BE EPOXY COATED.
2. BAR SIZE: THE BAR SIZE IS INDICATED IN THE BAR MARK. THE MARK BEGINS WITH TWO OR THREE LETTERS OR NUMBERS THAT IDENTIFY THE BAR LOCATION. THE NEXT ONE OR TWO DIGITS INDICATE THE BAR SIZE, AND THE REMAINING TWO DIGITS ARE THE SEQUENCE NUMBER.

   EXAMPLE: F601
   F = FOOTING BAR
   6 = #6 BAR
   01 = BAR SEQUENCE NUMBER 1
3. BAR DIMENSIONS ARE OUT TO OUT UNLESS OTHERWISE INDICATED.
4. STR. IN THE BAR TYPE COLUMN INDICATES A STRAIGHT BAR.
5. RAD. INDICATES INSIDE RADIUS, UNLESS OTHERWISE NOTED.
6. INCR. INDICATES THE LENGTH INCREMENT FOR SERIES BARS.
7. STD. WRITTEN IN PLACE OF A DIMENSION INDICATES A STANDARD BEND AT THE END OF A BAR.

REINFORCING STEEL LIST
RETAINING WALL ALONG
SHARED USE PATH

SFN N/A

DESIGN AGENCY B&N burgessniple.com

DESIGNER	CHECKER
BWC	JFM

REVIEWER BCS 07/2026

PROJECT ID 120103

SUBSET	TOTAL
P.9	P.9

SHEET	TOTAL
P.229	P.407

FRA-CEMETERY RD-SUP

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ITEM 625 - LUMINAIRE, UNDERPASS, SOLID STATE (LED), AS PER PLAN, TUNNEL

THIS ITEM OF WORK SHALL CONSIST OF PROVIDING A LED TUNNEL LUMINAIRE EQUAL TO KENALL #MS11CD-PP-MW-50L35K-DV.

PAYMENT SHALL BE MADE FOR EACH LUMINAIRE THAT IS FURNISHED AND INSTALLED BY THE CONTRACTOR.

ITEM 625 - CONDUIT, 1", 725.04, AS PER PLAN

THIS ITEM SHALL BE PER 625 AND 725 SPECIFICATIONS EXCEPT THE MATERIAL SHALL BE SCHEDULE 80 PVC.

PAYMENT SHALL BE MADE FOR EACH LINEAR FOOT OF CONDUIT THAT IS FURNISHED AND INSTALLED BY THE CONTRACTOR.

ITEM 625 - JUNCTION BOX, AS PER PLAN (UNDERPASS)

IN ADDITION TO THE REQUIREMENTS OF 625 AND 725, THIS ITEM SHALL BE A 6" X 6" X 4" DEEP PVC WEATHERPROOF JUNCTION BOX.

FOR THE JUNCTION BOX TO THE UNDERPASS LIGHTING THE CONDUIT SHALL BE 1" IN DIAMETER.

PAYMENT SHALL BE MADE BY EACH FURNISHED AND INSTALLED BY THE CONTRACTOR.

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.

625, POWER SERVICE, AS PER PLAN

THIS ITEM OF WORK SHALL CONFORM TO THE REQUIREMENTS SET FORTH IN ODOT 625.15 AND 725.19. THE CONTROL CENTER CABINET SHALL BE PAD MOUNTED AND SHALL BE POWDER COATED DARK BRONZE. ADDITIONALLY, THE CONTROL CENTER SHALL BE IN ACCORDANCE WITH CITY OF HILLIARD STANDARD CONSTRUCTION DRAWING SL-10. DISCONNECT SWITCHES SHALL BE LABELED WITH HEAVY DUTY TAGS AS TO THEIR FUNCTION (STREET LIGHTING, IRRIGATION, ETC.) AN AMERICAN LOCK #1207B WITH KEY CODE 43737 SHALL BE PROVIDED WITH EACH SWITCH. POWER FOR THE PROPOSED STREET LIGHTING CONTROLLER SHALL BE OBTAINED FROM AMERICAN ELECTRIC POWER COMPANY.

THE CONTRACTOR IS RESPONSIBLE FOR CONTACTING AEP TO ESTABLISH SERVICE THAT WILL PROVIDE POWER TO THE STREET LIGHTING CIRCUIT. THE SERVICE SHALL NOT INCLUDE OVERHEAD LINES ACROSS THE PROPOSED SHARED-USE-PATH (SUP) OR PROPOSED RAMP WS. THE SERVICE MUST BE WITHIN 50' OF THE CONTROLLER. CONTACT DETAILS CAN BE FOUND IN THE PROJECT PLANS AND SPECIFICATIONS. IN THE EVENT THAT THE PLANS DO NOT PROVIDE CONTACT INFORMATION FOR THE SPECIFIC AEP TECHNICIAN ASSIGNED TO THE PROJECT, PLEASE CONTACT THE AEP CUSTOMER SOLUTION CENTER AT 1-888-710-4237.

THE CITY OF HILLIARD HAS ESTABLISHED THE FOLLOWING ADDRESS FOR THE NEW POWER SERVICE METER. IF THE PROPOSED LOCATION OF THE METER CHANGES BY MORE THAN 25-FEET, CONTRACTOR SHALL PROVIDE HILLIARD WITH THE FINAL LOCATION OF THE METER.
4171 CEMETERY ROAD

625, POWER SERVICE, AS PER PLAN (CONT.)

IT SHALL BE THE CONTRACTORS RESPONSIBILITY TO COORDINATE WITH AEP AND PLACE THE PROPOSED LIGHTING CONTROLLER AS CLOSE TO THE POWER TAP-IN LOCATION AS POSSIBLE. ANY CHANGE TO THE LOCATION OF THE PROPOSED LIGHTING CONTROLLER SHALL BE APPROVED BY THE CITY OF HILLIARD. THE CONTRACTOR SHALL CONTACT ROBERT E. MATTHEWS (614-883-7947) OR ANGEL M. ECHARD (614-883-7189) TO COORDINATE THIS WORK. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ADJUSTMENTS DUE TO ANY CHANGES MADE BY THE POWER COMPANY IN CONJUNCTION WITH THE ESTABLISHING THE POWER SERVICE.

THE CONTRACTOR SHALL PAY ELECTRICAL ENERGY CHARGES FOR NEW POWER SERVICES ESTABLISHED BY THIS PROJECT. AFTER ACCEPTANCE OF THE LIGHTING, POWER SERVICE ELECTRICAL ENERGY ACCOUNTS SHALL BE TRANSFERRED TO THE MAINTAINING AGENCY.

CONTRACTOR SHALL INSTALL AEP FURNISHED METER SOCKET. METER SOCKET SHALL BE GROUNDED PER AEP REQUIREMENTS. AEP WILL PROVIDE THE METER.

POWER SUPPLIED SHALL BE 240 VOLT, SINGLE PHASE, 3 WIRE (1-HOT, 1-NEUTRAL, 1-GROUND) WITH GROUND FROM STREET LIGHTING SYSTEM AT THE LOCATION SHOWN ON THE PLANS. THE SINGLE DOOR PAD MOUNT ENCLOSURE SHALL BE 30" HIGH, 18" WIDE AND 15" DEEP. THE CABINET AND DOOR SHALL BE MADE FROM 0.125" THICK ALUMINUM TYPE 5052-H32. THE CABINET SHALL BE POWDER COATED DARK BRONZE FINISH. THE CABINET SHALL HAVE A GROUNDING LUG. THE ENCLOSURE SHALL MEET OR EXCEED THE REQUIREMENT OF NEMA 4X RATING AND SHALL BE UL LISTED. THE ENCLOSURE SHALL BE AN APX TECHNOLOGIES, CATALOG NUMBER TC301815 (WITHOUT SWITCH COMPARTMENT) OR APPROVED INTERCHANGEABLE EQUAL.

THE CONTROL PANEL SHALL BE APPROXIMATELY 16" X 12" X 5/16". THE PANEL SHALL BE PRE-DRILLED TO FIT THE MOUNTING CHANNELS ON THE BACK WALL OF THE ENCLOSURE. THE CONTROL PANEL SHALL HAVE THE FOLLOWING FEATURES:

1) NEMA RATED FUSED DISCONNECT SWITCH 100 AMP, 2 POLE, 240 VOLTS. THE SWITCH SHALL HAVE PROTECTIVE COVER PLATE.
2) TWO FUSES 60 AMPS DUAL ELEMENT TYPE.
3) 2 POLE, 240 VOLT CONTACTOR WITH 100 AMP RELAY NORMALLY OPEN CLAPPER TYPE SILVER CADMIUM OXIDE CONTACTS.
4) HAND-OFF-AUTO SWITCH. PLACE A CLEARLY MARKED PLATE INDICATING CONTROL SWITCH FOR 240 VOLT STREET LIGHTING SYSTEM POWER.
5) INSULATED NEUTRAL BUS BLOCK CAPABLE OF TERMINATING FIVE #4-10 AWG COPPER WIRES.
6) THE CONTROL PANEL SHALL BE A TRINETICS INC. NUMBER 33119600 OR APPROVED EQUAL. THE CONTROL WIRE SHALL BE TYPE USE, RHH, OR RHW #12 SEVEN STRAND COPPER.

THE PRECAST REINFORCED CONCRETE MOUNTING PAD SHALL BE 28" X 27" X 6" WITH AN 8" X 12" OPENING IN THE CENTER FOR THE CONDUIT. THREADED INSERTS FOR 3/4" BOLTS SHALL BE CAST INTO THE PAD TO FIT THE BOLT PATTERN FOR THE CABINET. THE PRECAST PAD SHALL BE CAST BY NORWALK CONCRETE INDUSTRIES OR APPROVED EQUAL. A VAPOR BARRIER OF 6 MIL POLY FILM SHALL BE PLACED BETWEEN THE CONCRETE PAD AND THE COMPACTED SOIL. THE FILM SHALL BE SLIT AND SLID OVER THE CONDUIT AND GROUND ROD. THE CONCRETE PAD SHALL BE SET ON TOP OF THE FILM DIRECTLY OVER THE CONDUIT. THE PAD SHALL BE SET LEVEL. SAND MAY BE USED, IF NECESSARY, TO LEVEL THE PAD.

ALL CONDUIT ENTERING THE CABINET SHALL BE 2" STEEL. BEFORE THE ENCLOSURE IS SET, THE PAD SHALL BE FILLED WITH A CONCRETE MIX. THE CONCRETE SHALL BE ROUGH FINISHED TO ASSURE A SEAL AROUND THE CONDUIT AND THE GROUND ROD. THE ENCLOSURE SHALL BE ATTACHED TO THE PAD WITH STAINLESS STEEL BOLTS AND WASHERS.

PAYMENT FOR ITEM 625 POWER SERVICE, AS PER PLAN SHALL BE MADE AT THE PRICE FOR EACH INSTALLATION SPECIFIED IN THE PLANS INCLUDING ALL MATERIALS, EQUIPMENT AND INCIDENTALS COMPLETE IN PLACE.

SPECIAL, MAINTAIN EXISTING LIGHTING

EXISTING ROADWAYS WHICH ARE TO REMAIN OPEN TO TRAFFIC DURING CONSTRUCTION OF THIS PROJECT AND WHICH ARE LIGHTED SHALL HAVE THE LIGHTING MAINTAINED AS DESCRIBED HEREIN.

BEFORE ANY WORK IS STARTED IN THE IMMEDIATE VICINITY OF THE EXISTING LIGHTING CIRCUITS, REPRESENTATIVES OF ODOT, THE MAINTAINING AGENCY AND THE CONTRACTOR SHALL MAKE A VISUAL INSPECTION OF THE EXISTING ROADWAY LIGHTING CIRCUITS TO BE MAINTAINED. DURING THIS INSPECTION, A WRITTEN RECORD OF THE CONDITION OF EXISTING LIGHTING SHALL BE MADE BY ODOT'S REPRESENTATIVE. THIS WRITTEN REPORT SHALL NOTE INDIVIDUAL LUMINAIRES WHICH ARE NOT IN WORKING ORDER, INDIVIDUAL POLES WHICH ARE NOT STANDING, AND INDIVIDUAL CIRCUITS WHICH ARE NOT IN WORKING ORDER. THE COMPLETED REPORT SHALL BE SIGNED BY THE REPRESENTATIVES OF ODOT, THE MAINTAINING AGENCY AND THE CONTRACTOR.

IF, AS A RESULT OF THIS INSPECTION, IT IS DETERMINED THAT THE CONDITION OF THE EXISTING SYSTEM IS BELOW THAT REQUIRED FOR THE SAFETY OF THE TRAVELING PUBLIC, THEN THE MAINTAINING AGENCY SHALL MAKE THE REPAIRS NECESSARY TO RETURN THE SYSTEM TO AN ACCEPTABLE CONDITION. FOLLOWING THESE REPAIRS, THE SYSTEM SHALL AGAIN BE INSPECTED AND A REPORT SHALL BE MADE AND SIGNED AS OUTLINED HEREIN.

WHEN THE EXISTING SYSTEM IS IN AN ACCEPTABLE CONDITION, IT SHALL BE TURNED OVER TO THE CONTRACTOR WHO SHALL THEN BE REQUIRED TO MAINTAIN THE EXISTING LIGHTING TO THE CONDITION OUTLINED IN THIS REPORT WITH THE EXCEPTION OF KNOCKDOWNS DUE TO TRAFFIC ACCIDENTS.

REPLACEMENT OF KNOCKED DOWNED UNITS SHALL BE DONE ONLY WHEN THE ENGINEER HAS DETERMINED THAT THE REPLACEMENT OF THE KNOCKED DOWN UNIT IS NECESSARY AND SHALL BE PAID SEPARATELY ON A UNIT BASIS.

BETTERMENTS SHALL BE COVERED IN ITEMS OF WORK PERTAINING TO THE CONSTRUCTION OF PERMANENT IMPROVEMENT.

PRIOR TO INSTALLING SUCH LIGHTING, THE CONTRACTOR SHALL PREPARE AND SUBMIT FOUR SETS OF THE TEMPORARY LIGHTING PLAN TO THE ENGINEER FOR REVIEW AND APPROVAL.

THIS PLAN SHALL SHOW LOCATIONS OF POLES, LENGTHS OF BRACKET ARMS, STYLES OF LUMINAIRES, MOUNTING HEIGHTS, WIRING METHODS AND OTHER PERTINENT INFORMATION. THE TEMPORARY LIGHTING SHALL PROVIDE AN AVERAGE INITIAL INTENSITY OF 1.2 FOOTCANDLES WITH AN AVERAGE TO MINIMUM UNIFORMITY NOT TO EXCEED 3:1. MOUNTING HEIGHT OF TEMPORARY LUMINAIRES SHALL NOT BE LESS THAN 30 FEET, AND THE MINIMUM OVERHEAD CONDUCTOR CLEARANCE SHALL BE 20 FEET. TEMPORARY OVERHEAD CONSTRUCTION SHALL NOT BE LESS THAN GRADE "B" FOR STRENGTH REQUIREMENTS AS DEFINED BY THE NATIONAL ELECTRIC SAFETY CODE. WOOD POLES WITH OVERHEAD WIRING MAY BE USED. HOWEVER, TEMPORARY LIGHTING SHALL MEET FEDERAL AND STATE SAFETY CRITERIA. IF BREAKAWAY POLES ARE USED TO MEET THESE CRITERIA, THEN UNDERGROUND WIRING SHALL BE USED. RECONDITIONED OR USED MATERIALS MAY BE FURNISHED FOR TEMPORARY LIGHTING.

SPECIAL, MAINTAIN EXISTING LIGHTING (CONT.)

ALL MATERIALS NECESSARY TO COMPLETE THE TEMPORARY LIGHTING SHALL BE FURNISHED AND INSTALLED BY THE CONTRACTOR. WHEN NO LONGER NEEDED, THE TEMPORARY LIGHTING INSTALLATION SHALL BE REMOVED AND PROPERLY DISPOSED OF BY THE CONTRACTOR.

WHEN THE PROJECT BEGINS AND THE CONTRACTOR HAS TAKEN OVER MAINTENANCE OF THE EXISTING FACILITIES, THE CONTRACTOR IS RESPONSIBLE FOR ALL REQUIRED LAYOUTS AND LOCATIONS OF THE EXISTING AND PROPOSED ELECTRICAL CIRCUITS AND RELATED ITEMS WITHIN THE PROJECT LIMITS. THE CONTRACTOR SHALL LOCATE AND MARK ALL UNDERGROUND ELECTRICAL CIRCUITS (INCLUDING TRAFFIC LOOPS AND LOOP LEAD-INS) FOR THE DURATION OF THE PROJECT.

THE MAINTAINING AGENCY WILL PAY FOR ELECTRICAL ENERGY CONSUMED BY EXISTING POWER SERVICES AND BY PROPOSED PERMANENT POWER SERVICES AFTER ACCEPTANCE OF THE LIGHTING WORK. THE CONTRACTOR WILL PAY FOR ELECTRICAL ENERGY, INSTALLATION, REMOVAL AND MAINTENANCE OF ANY TEMPORARY POWER SERVICES.

THE LUMP SUM PRICE BID FOR ITEM SPECIAL "MAINTAIN EXISTING LIGHTING" SHALL INCLUDE PAYMENT FOR ALL LABOR, EQUIPMENT, MATERIALS AND INCIDENTALS NECESSARY TO MAINTAIN THE EXISTING LIGHTING AS SPECIFIED HEREIN.

THE UNIT PRICE BID FOR ITEM SPECIAL "REPLACEMENT OF EXISTING LIGHTING UNIT" SHALL BE FULL PAYMENT FOR THE REPLACEMENT OF AN EXISTING LIGHTING UNIT WHICH HAS BEEN KNOCKED DOWN AFTER THE AFOREMENTIONED INSPECTION AND SHALL INCLUDE ALL LABOR, EQUIPMENT, MATERIALS AND INCIDENTALS NECESSARY TO PROVIDE A REPLACEMENT FOR SUCH UNIT.

ITEM 625 - LIGHTING MISC.: TEMPORARY RELOCATION OF EXISTING LIGHTING

EXISTING UNDERGROUND LIGHTING CONDUIT OWNED BY ODOT IS LOCATED WITHIN THE PROJECT LIMITS AND CONFLICTS WITH PROPOSED IMPROVEMENTS.

THE CONTRACTOR SHALL COORDINATE WITH ODOT AND THE ENGINEER PRIOR TO THE START OF WORK TO DETERMINE THE EXTENT OF REQUIRED RELOCATION.

THE CONTRACTOR SHALL MAINTAIN CONTINUOUS OPERATION OF THE EXISTING LIGHTING SYSTEM AT ALL TIMES. TEMPORARY RELOCATION OR PROTECTION OF EXISTING LIGHTING CONDUIT AND CIRCUITS SHALL BE PROVIDED AS NECESSARY TO MAINTAIN SERVICE DURING CONSTRUCTION.

TEMPORARY LIGHTING WORK WILL INSTALL OVERHEAD ELECTRICAL ON WOOD POLES. WHERE FEASIBLE, THE LIGHTING CABLES CAN USE THE SAME TEMPORARY WOOD POLES USED FOR THE TEMPORARY INTERCONNECT WORK.

UPON COMPLETION OF CONSTRUCTION, THE CONTRACTOR SHALL CONSTRUCT THE LIGHTING CONDUIT TO THE FINAL CONFIGURATION AS SHOWN IN THE PLANS OR AS DIRECTED BY THE ENGINEER. ANY TEMPORARY INSTALLATIONS SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR. WHERE FEASIBLE, TEMPORARY INSTALLATIONS CAN BE USED FOR THE FINAL PERMANENT DESIGN IF THE INSTALLATION MEETS STANDARDS AND IS THE CORRECT ITEM TYPE CALLED OUT IN THE PERMANENT PLAN. EXISTING CONDUIT, LIGHTING CABLES, AND PULL BOXES TO BE REMOVED AND DISPOSED BY THE CONTRACTOR.

ALL COSTS ASSOCIATED WITH TEMPORARY RELOCATION, MAINTENANCE OF SERVICE, AND EXISTING REMOVALS SHALL BE INCLUDED IN THE PAY ITEM FOR:
ITEM 625- LIGHTING MISC.: TEMPORARY RELOCATION OF EXISTING LIGHTING

ALL COSTS ASSOCIATED WITH PERMANENT RELOCATION IS INCLUDED AND CALLED OUT IN THE LIGHTING SUBSUMMARY AND PERMANENT LIGHTING RELOCATION PLAN.

LIGHTING NOTES

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DESIGNER MAS
REVIEWER RJC 07/2026
PROJECT ID 120103
SHEET P.304 TOTAL P.407

ITEM 625 - JUNCTION BOX, AS PER PLAN (BRIDGE)

IN ADDITION TO THE REQUIREMENTS OF 625 AND 725, THIS ITEM SHALL BE A 6" X 6" X 4" DEEP FIBERGLASS WEATHERPROOF JUNCTION BOX.

PAYMENT SHALL BE MADE BY EACH FURNISHED AND INSTALLED BY THE CONTRACTOR.

ITEM 625 - CONDUIT, 3/4", 725.04, AS PER PLAN

IN ADDITION TO THE REQUIREMENTS OF CMS 625 AND 725, THIS ITEM SHALL FOLLOW THE REQUIREMENTS SPECIFIED IN THE AESTHETIC LIGHTING NOTES AND SPECIFICATION PROVIDED IN THESE PLANS.

AESTHETIC LIGHTING NOTES

THIS ITEM CONSISTS OF SUPPLYING, INSTALLING, TESTING, AND COMMMISSIONING SUPPORT FOR AN AESTHETIC LIGHTING SYSTEM, ACCORDING TO THE DETAILS SHOWN IN THE PLANS.

LUMINAIRES, BRACKETS, AND MOUNTING:

- •RECORD THE SERIAL NUMBER AND LOCATION OF EACH LUMINAIRE INSTALLED FOR DOCUMENTATION. PROVIDE DOCUMENTATION TO ODOT AND CITY OF HILLIARD FOR RECORD KEEPING, ALONG WITH OTHER PERTINENT MATERIALS NEEDED FOR FUTURE MAINTENANCE AND OPERATION THAT ARE SUPPLIED BY THE MANUFACTURER.
- •ASSURE LUMINAIRE POWER/CONTROL CABLES ARE UL LISTED FOR OUTDOOR APPLICATION AND SUNLIGHT RESISTANCE.
- •LUMINAIRES AND ASSOCIATED COMPONENTS SHALL HAVE AN INGRESS PROTECTION RATING OF IP66 MINIMUM, BE CORROSION RESISTANT, AND BE WATERTIGHT AND UL LISTED FOR WET LOCATIONS. FIXTURES EXPOSED TO SALT SPRAY OR HARSH ENVIRONMENTS SHALL MEET ASTM B117 SALT SPRAY RESISTANCE.
- •ASSURE THE LUMINAIRE AND BRACKET ASSEMBLY HAVE A 3G VIBRATION RATING PER NEMA C136.31.
- •SUPPLY A LUMINAIRE THAT MATCHES THE BEAM ANGLE SPECIFIED TO WITHIN +/- 5 DEGREES.
- •ASSURE THE LUMINAIRE INCLUDES A SURGE PROTECTIVE DEVICE (SPD) MEETING ODOT SUPPLEMENTAL SPECIFICATION 913.
- • VERIFY LUMINAIRE WEIGHT AND MOUNTING METHOD. USE VIBRATION-ISOLATED HARDWARE RATED FOR BRIDGE USE. ALL HARDWARE SHALL BE MARINE-GRADE STAINLESS STEEL OR HOT-DIP GALVANIZED.
- • ISOLATE DISSIMILAR METALS TO PREVENT CORROSION
- •LOCATIONS OF LUMINAIRES ARE SHOWN DIAGRAMMATICALLY. INSTALL PER MANUFACTURER REQUIREMENTS AND DETAILS SHOWN IN THESE PLANS. NOTIFY THE ENGINEER OF ANY CONDITIONS THAT VARY FROM THE CONTRACT DOCUMENTS BEFORE PROCEEDING.
- •ALL LIGHTING COMPONENTS, INCLUDING FIXTURES, CONDUITS, AND SUPPORTS, SHALL BE COORDINATED WITH STRUCTURAL DRAWINGS TO AVOID INTERFERENCE.
- • FIXTURE PLACEMENT SHALL NOT OBSTRUCT OR INTERFERE WITH BRIDGE INSPECTION ACTIVITIES.

AESTHETIC LIGHTING NOTES CONT.

- • FIELD-VERIFY EACH RUN LENGTH OF CONTINUOUS FIXTURES PRIOR TO ORDERING.
- •CONDUITS AND WIRING SHALL BE ROUTED TO MINIMIZE VISIBILITY AND SECURED AGAINST MOVEMENT FROM WIND OR VIBRATION.
- • SUPPLY FASTENERS AND SUPPORTS AS NEEDED TO ATTACH MANUFACTURER SUPPLIED FIXTURES AND BRACKETS TO LOCATIONS SPECIFIED IN THE PLANS.
- •LIGHTING SHALL BE CAREFULLY AIMED AND SHIELDED TO PREVENT DRIVER DISTRACTION OR DIRECT GLARE ONTO TRAVEL LANES. ENSURE FINAL AIMING AND SECURE LOCKING OF ALL ADJUSTABLE LUMINAIRES
- •PROVIDE AT LEAST 5%, A MINIMUM OF ONE (1), SPARE LUMINAIRES FOR EACH TYPE AND SIZE INSTALLED TO THE CITY OF HILLIARD.

AESTHETIC LIGHTING FIXTURE TYPES SHALL BE APOGEE LIGHTING ML 66, OR APPROVED EQUAL, WITH ALL SPECIFICATIONS, CUSTOMIZATIONS, AND ACCESSORIES LISTED IN THE LIGHTING FIXTURE SCHEDULE. FIXTURE SPECIFICATION INCLUDES SUPPLIER APPROVED MOUNTING AS SHOWN IN THE PLANS AND DETAILS. CONTRACTOR MAY CHOOSE ANOTHER SUPPLIER, AND SHALL ENSURE ALL SPECIFICATIONS, DETAILS, AND REQUIREMENTS SHOWN IN THESE PLANS ARE MET.

CONDUIT, FITTINGS AND ENCLOSURES:

- •INSTALL GALVANIZED STEEL, OR STAINLESS STEEL RIGID METALLIC CONDUIT AND FITTINGS AT LOCATIONS SHOWN IN THE PLANS.
- •IF SPECIFIC DETAILS ARE NOT SHOWN, OR CHANGES TO LOCATION OF CONDUITS AND APPURTENANCE ARE MADE, CONTRACTOR SHALL VERIFY PROPOSED INSTALLATION METHOD AND PLACEMENT WITH ENGINEER PRIOR TO PERFORMING WORK.
- •IF CONDUIT MATERIAL FOR THIS ITEM IS NOT SPECIFIED ELSEWHERE, THEN PROVIDE GALVANIZED STEEL RIGID METALLIC CONDUIT AND FITTINGS.
- •INSTALL VENT DRAINS IN ALL ELECTRICAL ENCLOSURES AND BOXES.
- •INSTALL VENT DRAINS IN ALL CONDUIT RUNS EXCEEDING 50 FEET, AT INTERVALS NOT EXCEEDING 50 FEET BETWEEN CONDUIT SYSTEM VENT DRAINS.
- •INSTALL VENT DRAINS IN A MANNER THAT MAINTAINS THE NEMA INGRESS RATING OF THE ENCLOSURE.
- •ALL CONDUITS AND FITTINGS SHALL BE UL LISTED FOR WET LOCATIONS, CONSTRUCTED AND INSTALLED IN A MANNER TO BE WATERTIGHT.
- •MAKE ALL CONDUIT ENCLOSURE ENTRIES USING WATERTIGHT HUBS; DO NOT USE THREADED CONDUIT ENDS AND LOCKNUTS.
- •MAKE ALL WIRE AND CABLE ENCLOSURE ENTRIES USING WATERTIGHT COMPRESSION FITTINGS.
- •MAKE WIRE CONNECTIONS (E.G., WIRE NUTS) IN BOXES WATERPROOF BY WRAPPING WITH 3M NUMBER 23 SELF-FUSING RUBBER TAPE FOLLOWED BY A LAYER OF 3M SUPER 88 HEAVY-DUTY VINYL ELECTRICAL TAPE, OR USE APPROVED EQUAL TAPES.

AESTHETIC LIGHTING NOTES CONT.

- •INSTALL POWER WIRING INSIDE ¾-INCH 725.04 GALVANIZED CONDUIT, UNLESS INDICATED OTHERWISE IN THE PLANS.
- •SUPPORT CONDUIT AT INTERVALS OF TEN FEET OR LESS PER NEC ARTICLE 344.
- •COATINGS FOR CONDUITS, ENCLOSURES AND FITTINGS, IF REQUIRED, SHALL MEET THE REQUIREMENTS OF ODOT SUPPLEMENTAL SPECIFICATION 916.
- • ENSURE THAT ALL COMPONENTS ARE SAFELY ACCESSIBLE FOR FUTURE MAINTENANCE. PROVIDE AND MAINTAIN REQUIRED SERVICE CLEARANCES FOR EACH LUMINAIRE, ASSOCIATED CONTROL BOXES, AND JUNCTION BOXES.

TESTING & MAINTENANCE:
INITIAL ACTIVATION AND INITIAL ILLUMINANCE TEST:
DO NOT ENERGIZE ANY AESTHETIC LIGHTING FIXTURE FOR THE FIRST TIME, INCLUDING FOR CHECKOUT, AIMING, OR TESTING, UNTIL THE NOTIFICATION BELOW HAS BEEN MADE AND THE ENGINEER HAS CONFIRMED THE ACTIVATION DATE IN WRITING. LIGHTING LEVELS, AIMING ANGLES, AND BEAM SPREADS SHALL BE FIELD VERIFIED AT NIGHT TO CONFIRM THE DESIGN INTENT SHOWN IN THE PLANS. ODOT AND THE CITY OF HILLIARD SHALL APPROVE THE FINAL ILLUMINANCE, AIMING, AND FIXTURE LAYOUT IN WRITING. THE CONTRACTOR MAY SEPARATE TESTING FOR VARIOUS LUMINAIRE TYPES, CIRCUITS, OR SEGMENTS INTO NO MORE THAN FOUR INITIAL ILLUMINANCE TESTS, AT THE APPROVAL OF THE ENGINEER.

BURN-IN TEST:
FOLLOWING APPROVAL OF THE LAST INITIAL ILLUMINANCE TEST, OPERATE THE ENTIRE SYSTEM FOR AT LEAST FOURTEEN DAYS WITHOUT ANY MAINTENANCE INTERVENTION. DURING THIS INTERVAL THE SYSTEM MUST NOT EXPERIENCE ANY OPERATIONAL OR EQUIPMENT FAILURES. ANY FAILURE REQUIRES A RESTART OF THE BURN-IN INTERVAL.

NOTIFICATION:
NOTIFY THE CITY OF HILLIARD, ODOT DISTRICT 6, AND THE ADMINISTRATORS OF THE FOLLOWING ODOT OFFICES AT LEAST FOUR WEEKS IN ADVANCE OF THE INITIAL ACTIVATION DATE AND THE START AND FINISH DATES OF EACH INITIAL ILLUMINANCE TEST AND THE BURN-IN TEST: THE OFFICE OF ROADWAY ENGINEERING, THE OFFICE OF STRUCTURAL ENGINEERING, AND THE OFFICE OF TSMO. A REPRESENTATIVE FROM AT LEAST ONE OF THESE ODOT OFFICES MUST BE PRESENT TO APPROVE EACH TEST.

AESTHETIC LIGHTING NOTES CONT.

SUBMITTALS AND APPROVALS

- •SUBMIT A MAINTENANCE MANUAL AND OPERATIONAL SUBMITTALS. AFTER SUBMITTAL IS REVIEWED, MAKE CHANGES AND RESUBMIT, IF NECESSARY. AFTER REVIEW AND APPROVAL, THIS MANUAL WILL BE KEPT ON SITE FOR REFERENCE USE BY FACILITY MAINTENANCE PERSONNEL.
- •SUBMIT SHOP DRAWINGS, FIXTURE CUTSHEETS, WIRING DIAGRAMS, CONTROL SCHEMATICS, AND VIBRATION TEST DATA FOR REVIEW AND APPROVAL PRIOR TO INSTALLATION.
- •SUBMIT LUMINAIRE SHOP DRAWINGS, REVIEW AND APPROVAL BY THE LIGHTING DESIGNER AND ENGINEER OF RECORD PRIOR TO FABRICATION. FOR ALL CONTINUOUS-RUN LUMINAIRES, PROVIDE LAYOUT SHOP DRAWINGS INDICATING THE RUN LENGTHS OF SPECIFIED FIXTURES.
- •ENSURE ODOT BUILD AMERICA BUY AMERICA REQUIREMENTS ARE SATISFIED AND SUBMIT PROPER DOCUMENTATION AS REQUIRED BY ODOT

CLOSE OUT

- •UPON COMPLETION OF CONSTRUCTION, CLEAN ALL LUMINAIRE LENSES AND REFLECTORS TO ENSURE THEY ARE FREE FROM ANY FOREIGN MATERIALS, SUBSTANCES, OR FILMS. REPLACE ANY LUMINAIRES THAT ARE BLEMISHED, DAMAGED, OR DEEMED UNSATISFACTORY BY THE ENGINEER.
- •PROVIDE FULL AS-BUILT DOCUMENTATION TO THE OWNER (CITY OF HILLIARD) AND ODOT, INCLUDING LIGHTING LAYOUT, ZONES/CIRCUITING, FINAL AIMING DIRECTIONS, AND THE SERIAL NUMBER AND LOCATION OF EACH LUMINAIRE.

THE FOLLOWING PAY ITEMS SHALL INCLUDE MATERIALS, LABOR, AND EQUIPMENT TO FURNISH AND INSTALL AESTHETIC LIGHTING FIXTURES, INCLUDING ALL BRACKETS AND MOUNTING HARDWARE AS SUPPLIED BY MANUFACTURER, AND ANY ADDITIONAL SUPPORTS NEEDED. ALL REQUIREMENTS AND DETAILS INCLUDED IN THESE PLANS SHALL BE INCLUDED IN THE FOLLOWING PAY ITEMS UNLESS QUANTIFIED SEPARATELY.

ITEM 625 - LUMINAIRE DECORATIVE, AS PER PLAN, BRIDGE
ITEM 625 - LUMINAIRE DECORATIVE, AS PER PLAN, ABUTMENT LIGHTING
ITEM 625 - LUMINAIRE DECORATIVE, AS PER PLAN, ABUTMENT SIGN LIGHTING

BRIDGE LUMINAIRES ARE IDENTIFIED AS F1, MSE WALL SIGN LIGHTING LUMINAIRES ARE IDENTIFIED AS F2, AND ABUTMENT LIGHTING LUMINAIRES ARE IDENTIFIED AS F3. SEE LIGHTING FIXTURE SCHEDULE FOR ADDITIONAL SPECIFICATIONS.

LIGHTING FIXTURE SCHEDULE

TYPE	LOCATION	DESCRIPTION	FIXTURE & MOUNTING MATERIALS FINISH	LAMPS/ SOURCE	POWER SUPPLY/ DRIVER	INPUT WATTS	INPUT WATT UNITS	LISTING	MANUFACTURER
F1	PEDESTRIAN WALKWAY (BRIDGE)	SURFACE MOUNTED CONTINUOUS LINEAR GRAZER UPLIGHT WITH CUSTOM PARALLEL BLADE LOUVER AND SHIELD DETAIL THAT IS SECURED TO THE BRIDGE PARAPET. CONTINUOUS SHIELD (BY MANUFACTURER) HIDES THE FIXTURE FROM PEDESTRIAN VIEW AND HOUSES ALL CONDUIT RUNS IN A BUILT-IN WIREWAY WITH GASKETED COVER. CONFIGURATION INCLUDES TAMPER-PROOF SCREWS, WATERPROOF DRIVER BOX, EXTRUDED ALUMINUM CONSTRUCTION. FIXTURE INCLUDES CLEAR, UV PROTECTED, POLYCARBONATE LENS WITH WALL GRAZE OPTIC, TAMPER-PROOF ALUMINUM CONSTRUCTION, CONTINUOUS, AND DIE CUT SILICONE GASKETS. GRAZER LIGHT IS DISCONTINUOUS AROUND BRIDGE'S STRUCTURAL POSTS, BUT THE SHIELD ELEMENT IS CONTINUOUS AND DIVIDED INTO SEGMENTS TO ALLOW ACCESS TO EACH FIXTURE AND THE JUMPER CABLES BETWEEN FIXTURE RUNS. FIXTURE CONFIGURATION TO BE DELIVERED TO SITE IN PARTS WITH CLEAR INSTRUCTIONS FOR ASSEMBLY ON SITE BY CONTRACTOR. CUSTOM CONFIGURATION TO BE 3G RATED. NOMINAL FIXTURE DIMENSIONS: 2 5/8" T X 1 1/2" W X 36"L (F1A) OR 48"L (F1B) SEE FIXTURE DETAIL DRAWINGS FOR DIMENSIONS OF CUSTOM MOUNTING CONFIGURATION	ENTIRE CONFIGURATION TO HAVE POWDER-COAT FINISH IN WHITE TO MATCH BRIDGE FRAME. INTERIOR OF SHIELD AND PARALLEL BLADE LOUVER TO BE FINISHED IN BLACK. COLOR SAMPLE TO BE PROVIDED AND APPROVED BY CITY OF HILLIARD AND ENGINEER PRIOR TO FABRICATION. ALL FINISHES TO BE CORROSION-RESISTANT.	LED 3000K 80 CRI 200 INITIAL LUMENS PER FOOT	INTEGRAL SWITCH NON-DIM	4.0W	LFT	UL/CUL LISTED; IP66 RATED; IK10 RATED; 3G RATED; EMI TESTED; BABA COMPLIANT; 10 YEAR WARRANTY	APOGEE LIGHTING, ML66 (OR APPROVED EQUAL) ML-4W OUTPUT-30-GRZ-POWER FEED WIRING LENGTH-CUSTOM LINKING WIRING-LENGTHS PER DRAWING(3', 4' RUNS)-CUSTOM MOUNTING CONFIGURATION-ND-CUSTOM CORROSION RESISTANT FINISH WITH CUSTOM 1.5" ANGLED LOUVER INSTALLED AT FACTORY ENTIRE CONFIGURATION IS TO BE 3G RATED. FINAL CONFIGURATION TESTING TO BE COMPLETED AND DOCUMENTED BY CONTRACTOR BEFORE FIXTURES ARE INSTALLED. EXTERIOR CONDUIT AND CONNECTORS, AS NEEDED, BY CONTRACTOR
F2	"HILLIARD" MSE WALL SIGN	LINEAR GRAZER LIGHT WITH CUSTOM CONTINUOUS SHIELD, ADJUSTABLE MOUNTING, AND 18" NOMINAL, HORIZONTAL ARM ATTACHMENTS TO MOUNTING PLATES AT ABUTMENT COPING ABOVE SIGNAGE. THE MOUNTING PLATES ARE ATTACHED TO THE LOWER PORTION OF THE VERTICAL FACE OF THE WALL COPING ABOVE THE ABUTMENT, AND ALL MOUNTING PLATES AND THE ENTIRE LINEAR CONFIGURATION RUNS PARALLEL TO THE COPING EDGE. CONFIGURATION INCLUDES TAMPER-PROOF SCREWS, WATERPROOF DRIVER BOX, EXTRUDED ALUMINUM CONSTRUCTION. FIXTURE INCLUDES CLEAR, UV PROTECTED, POLYCARBONATE LENS WITH GRAZER OPTIC, TAMPER-PROOF ALUMINUM CONSTRUCTION, CONTINUOUS, AND DIE CUT SILICONE GASKETS. FIXTURE CONFIGURATION TO BE DELIVERED TO SITE IN PARTS WITH CLEAR INSTRUCTIONS FOR ASSEMBLY ON SITE BY CONTRACTOR. CUSTOM OUTPUT TO BE PRESET AT FACTORY. CUSTOM CONFIGURATION TO BE 3G RATED. NOMINAL FIXTURE DIMENSIONS: 2 5/8" T X 1 1/2" W X 48"L SEE FIXTURE DETAIL DRAWINGS FOR DIMENSIONS OF CUSTOM MOUNTING CONFIGURATION	ENTIRE CONFIGURATION TO HAVE POWDER-COAT FINISH IN GREY TO MATCH ABUTMENT. COLOR SAMPLE TO BE PROVIDED AND APPROVED BY CITY OF HILLIARD AND ENGINEER PRIOR TO FABRICATION. ALL FINISHES TO BE CORROSION-RESISTANT.	LED 3000K 80 CRI 100 INITIAL LUMENS PER FOOT	INTEGRAL SWITCH NON-DIM	1.0W	LFT	UL/CUL LISTED; IP66 RATED; IK10 RATED; 3G RATED; EMI TESTED; BABA COMPLIANT; 10 YEAR WARRANTY	APOGEE LIGHTING, ML66 (OR APPROVED EQUAL) ML-CUSTOM 1W OUTPUT-30-GRZ-POWER FEED WIRING-ST-LENGTHS PER DRAWING(4' RUNS)-CUSTOM MOUNTING WITH ARMS-ND-CUSTOM CORROSION RESISTANT FINISH ENTIRE CONFIGURATION IS TO BE 3G RATED. FINAL CONFIGURATION TESTING TO BE COMPLETED AND DOCUMENTED BY CONTRACTOR BEFORE FIXTURES ARE INSTALLED. EXTERIOR CONDUIT AND CONNECTORS, AS NEEDED, BY CONTRACTOR
F3	BRIDGE ABUTMENTS	LINEAR GRAZER LIGHT WITH CUSTOM CONTINUOUS MOUNTING BRACKET ATTACHED TO THE LOWER PORTION OF THE ABUTMENT WALL COPING WITH THE BOTTOM EDGE OF THE FIXTURE CONFIGURATION ALIGNED WITH THE BOTTOM EDGE OF THE COPING. CONFIGURATION INCLUDES TAMPER-PROOF SCREWS, WATERPROOF DRIVER BOX, EXTRUDED ALUMINUM CONSTRUCTION. FIXTURE INCLUDES CLEAR, UV PROTECTED, POLYCARBONATE LENS WITH GRAZER OPTIC, TAMPER-PROOF ALUMINUM CONSTRUCTION, AND CONTINUOUS, DIE CUT SILICONE GASKETS. FIXTURE CONFIGURATION TO BE DELIVERED TO SITE IN PARTS WITH CLEAR INSTRUCTIONS FOR ASSEMBLY ON SITE BY CONTRACTOR. CUSTOM OUTPUT TO BE PRESET AT FACTORY. CUSTOM CONFIGURATION TO BE 3G RATED. NOMINAL FIXTURE DIMENSIONS: 2 5/8" T X 1 1/2" W X (2',3', OR 4')L SEE FIXTURE DETAIL DRAWINGS FOR DIMENSIONS OF CUSTOM MOUNTING CONFIGURATION	ENTIRE CONFIGURATION TO HAVE POWDER-COAT FINISH IN GREY TO MATCH ABUTMENT. COLOR SAMPLE TO BE PROVIDED AND APPROVED BY CITY OF HILLIARD AND ENGINEER PRIOR TO FABRICATION. ALL FINISHES TO BE CORROSION-RESISTANT.	LED 3000K 80 CRI 100 INITIAL LUMENS PER FOOT	INTEGRAL SWITCH NON-DIM	1.0W	LFT	UL/CUL LISTED; IP66 RATED; IK10 RATED; 3G RATED; EMI TESTED; BABA COMPLIANT; 10 YEAR WARRANTY	APOGEE LIGHTING, ML66 (OR APPROVED EQUAL) ML-CUSTOM 1W OUTPUT-30-GRZ-POWER FEED WIRING-ST-LENGTHS PER DRAWING(2',3',4' RUNS)-CUSTOM MOUNTING-ND-CUSTOM CORROSION RESISTANT FINISH ENTIRE CONFIGURATION IS TO BE 3G RATED. FINAL CONFIGURATION TESTING TO BE COMPLETED AND DOCUMENTED BY CONTRACTOR BEFORE FIXTURES ARE INSTALLED. EXTERIOR CONDUIT AND CONNECTORS, AS NEEDED, BY CONTRACTOR

LIGHTING NOTES

DESIGN AGENCY
B&N
burgessniple.com

DESIGNER MAS
REVIEWER RJC 07/2026
PROJECT ID 120103
SHEET P.305 TOTAL P.407

FRA-CEMETERY RD-SUP
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STATION RANGE			SIDE	REF NO.	SHEET NO.		625 CONNECTION, UNFUSED PERMANENT EACH	625 NO. 4 AWG 2400 VOLT DISTRIBUTION CABLE FT	625 NO. 10 AWG 600 VOLT DISTRIBUTION CABLE FT	625 CONDUIT, 1", 725.04, AS PER PLAN FT	625 CONDUIT, 2", 725.051 FT	625 CONDUIT, 3", 725.04 FT	625 PULL BOX, 725.08, 18" EACH	625 LUMINAIRE, UNDERPASS, SOLID STATE (LED), AS PER PLAN, TUNNEL EACH	625 TRENCH, 30" DEEP FT	625 JUNCTION BOX, AS PER PLAN (UNDERPASS) EACH	625 CONDUIT, JACKED OR DRILLED, 725.04, 3" FT	625 1-1/2" DUCT CABLE WITH TWO NO. 4 AWG 2400 VOLT CABLES FT	625 POWER SERVICE, AS PER PLAN EACH	625 UNDERGROUND WARNING/MARKING TAPE FT	625 LIGHTING, MISC.:ARC FLASH CALCULATIONS & LABEL EACH	632 CONDUIT RISER, 2" DIAMETER EACH
18+00.00			RT	L-1	P.309		3							1		1						
18+10.00			LT	L-2	P.309		3							1		1						
18+25.00			RT	L-3	P.309		3							1		1						
18+40.00			LT	L-4	P.309		3							1		1						
18+51.00			RT	L-5	P.309		3							1		1						
19+30.00	TO	18+55.77	RT/LT	L-6	P.309				375	105					105				105			
18+55.77	TO	18+51.00	RT	L-7	P.309				75	5												
18+51.00	TO	18+25.00	RT	L-8	P.309				135	25												
18+25.00	TO	18+00.00	RT	L-9	P.309				135	25												
18+55.77	TO	18+40.00	RT/LT	L-10	P.309				150	30												
18+40.00	TO	18+10.00	LT	L-11	P.309				150	30												
19+30.00			LT	CC-1	P.309															1		
19+40.00			LT	PS-1	P.309			140			50							1			1	
18+55.77			RT	JB-1	P.309		3									1						
				A	P.308		2						1									
				B	P.308										50			50		50		
				C	P.308		2						1									
				D	P.308			110				35			35					35		
				E	P.308		2						1									
				F	P.308										175			175		175		
				G	P.308		2						1									
				H	P.308										252			252		252		
				L	P.308										145			145		145		
				M	P.308		2						1									
				N	P.308		2						1									
				O	P.308										130			130		130		
				R	P.308										100			100		100		
				S	P.308		2						1									
				T	P.308			250				105			105					105		
				U	P.308		2						1									
				V	P.308		2						1									
				W	P.308			276									118					
				X	P.308		2						1									
				Y	P.308										258			258		258		
				Z	P.308		2						1									
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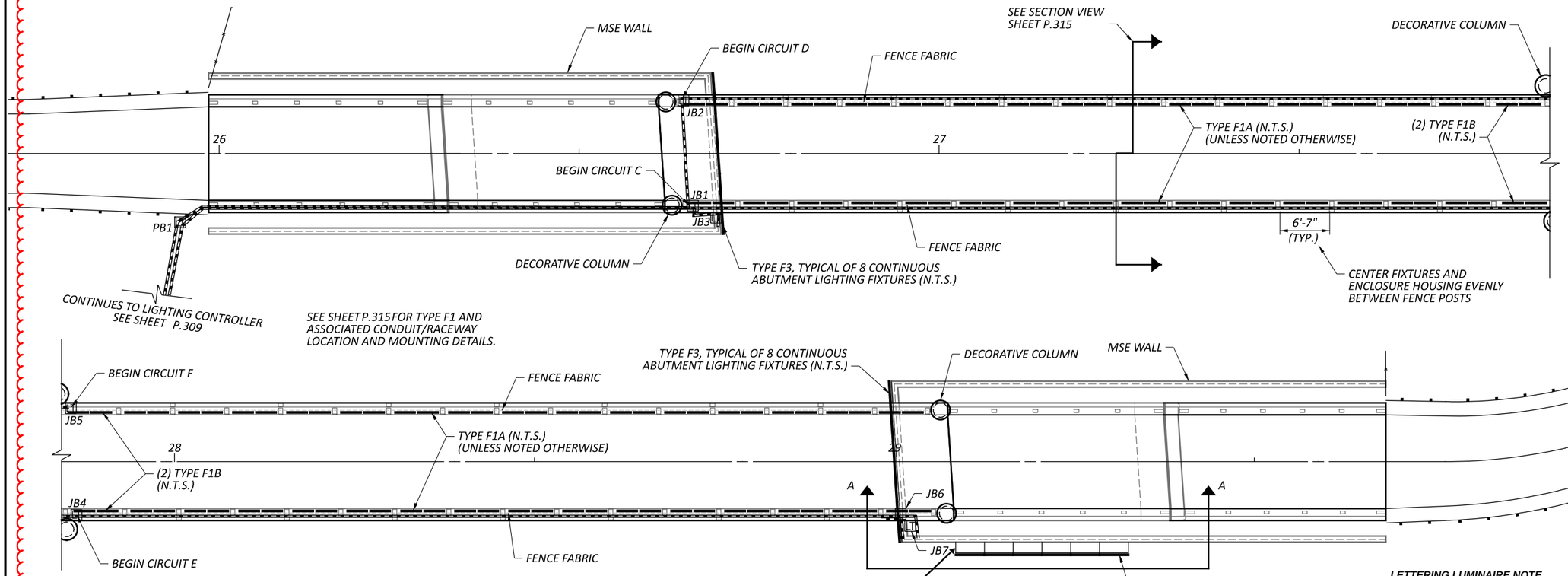
LIGHTING SUBSUMMARY

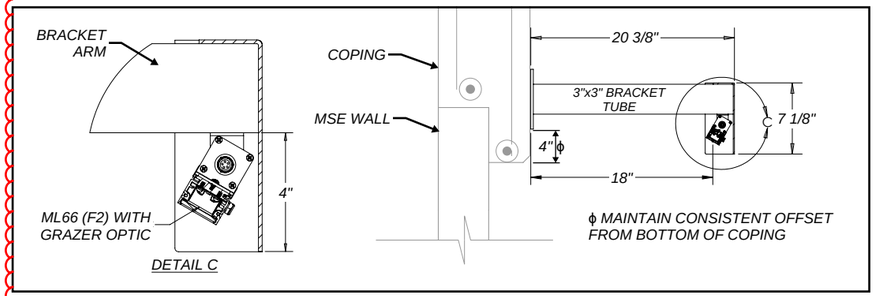
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DESIGN AGENCY
B&N
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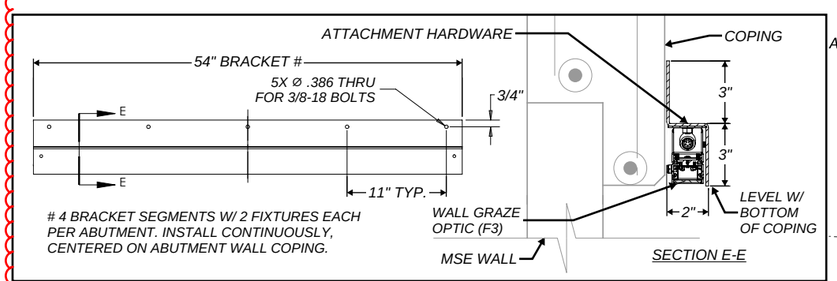
DESIGNER JND
REVIEWER DSS 07/2026
PROJECT ID 120103
SHEET P.306 TOTAL P.407





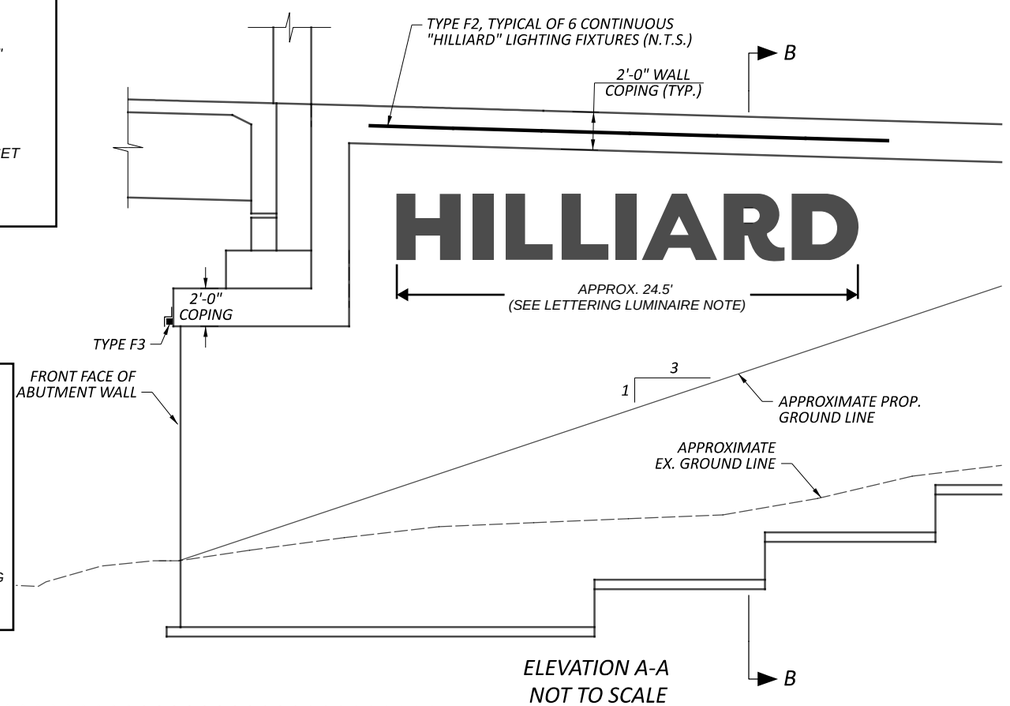
FIXTURE TYPE F2 ("HILLIARD" SIGN LIGHTING) MOUNTING DETAILS (N.T.S)

SEE LIGHTING NOTES AND FIXTURE SCHEDULE FOR ADDITIONAL DETAILS



FIXTURE TYPE F3 (ABUTMENT LIGHTING) MOUNTING DETAILS (N.T.S)

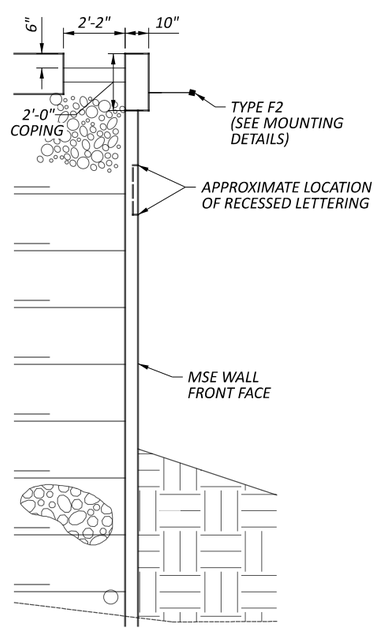
SEE LIGHTING NOTES AND FIXTURE SCHEDULE FOR ADDITIONAL DETAILS



ELEVATION A-A
NOT TO SCALE

LETTERING LUMINAIRE NOTE

ENSURE FINAL F2 LUMINAIRES AND BRACKET IS CENTERED ABOVE "HILLIARD" LETTERING, AND WIDTH EXTENDS A MINIMUM OF 2" BEYOND THE EDGE OF LETTERING AT EACH END BASED ON FINAL MSE WALL AND LETTERING DESIGN.



SECTION B-B
NOT TO SCALE

HORIZONTAL SCALE IN FEET
0 4 8 16

BRIDGE LIGHTING PLAN

DESIGN AGENCY
B&N
burgessniple.com

DESIGNER MAS
REVIEWER DSS 07/2026
PROJECT ID 120103
SHEET P.313 TOTAL P.407

FRA-CEMETERY RD-SUP

MODEL: SUP - Birdge Lighting Plans [Sheet] PAPERSIZE: 17x11 (in.) DATE: 11/5/2026 TIME: 11:47:06 AM USER: soroka
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BRIDGE LIGHTING - SCHEMATIC WIRING DIAGRAM



CODED NOTES:

1. PROVIDE ONE 1" PVC CONDUIT WITH 6 #10 AWG CU FROM CONTROLLER TO BRIDGE. REFER TO SHEET P.309 FOR CONTROLLER LOCATION.
2. PROVIDE ONE 3/4" CONDUIT WITH 6 #10 AWG CU.
3. PROVIDE ONE 3/4" CONDUIT WITH 3 #10 AWG CU.
4. PROVIDE LUMINAIRE LINKING CABLE FROM LUMINAIRE MANUFACTURER.

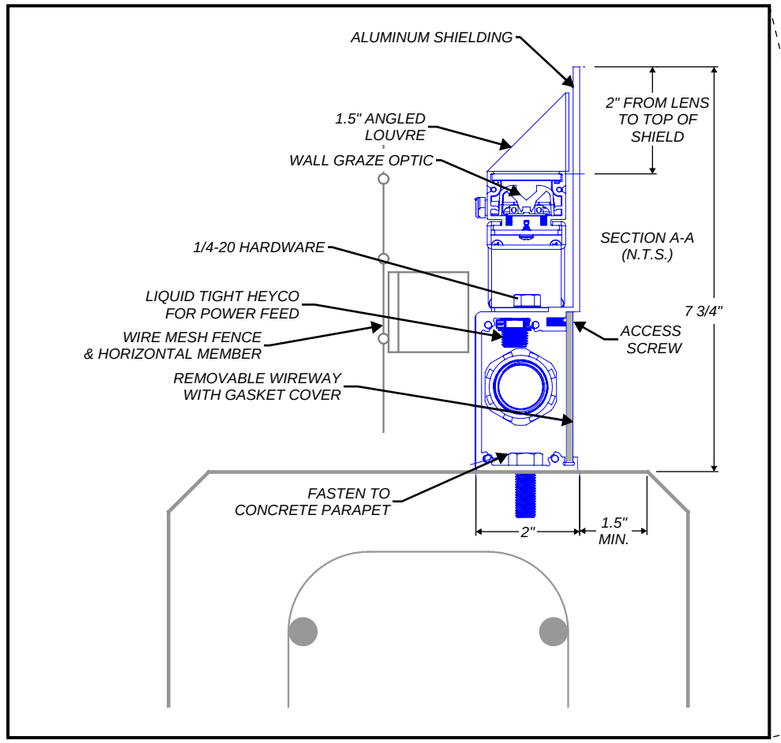
XXX-X
FIXTURE TYPE — CIRCUIT

FRA-CEMETERY RD-SUP

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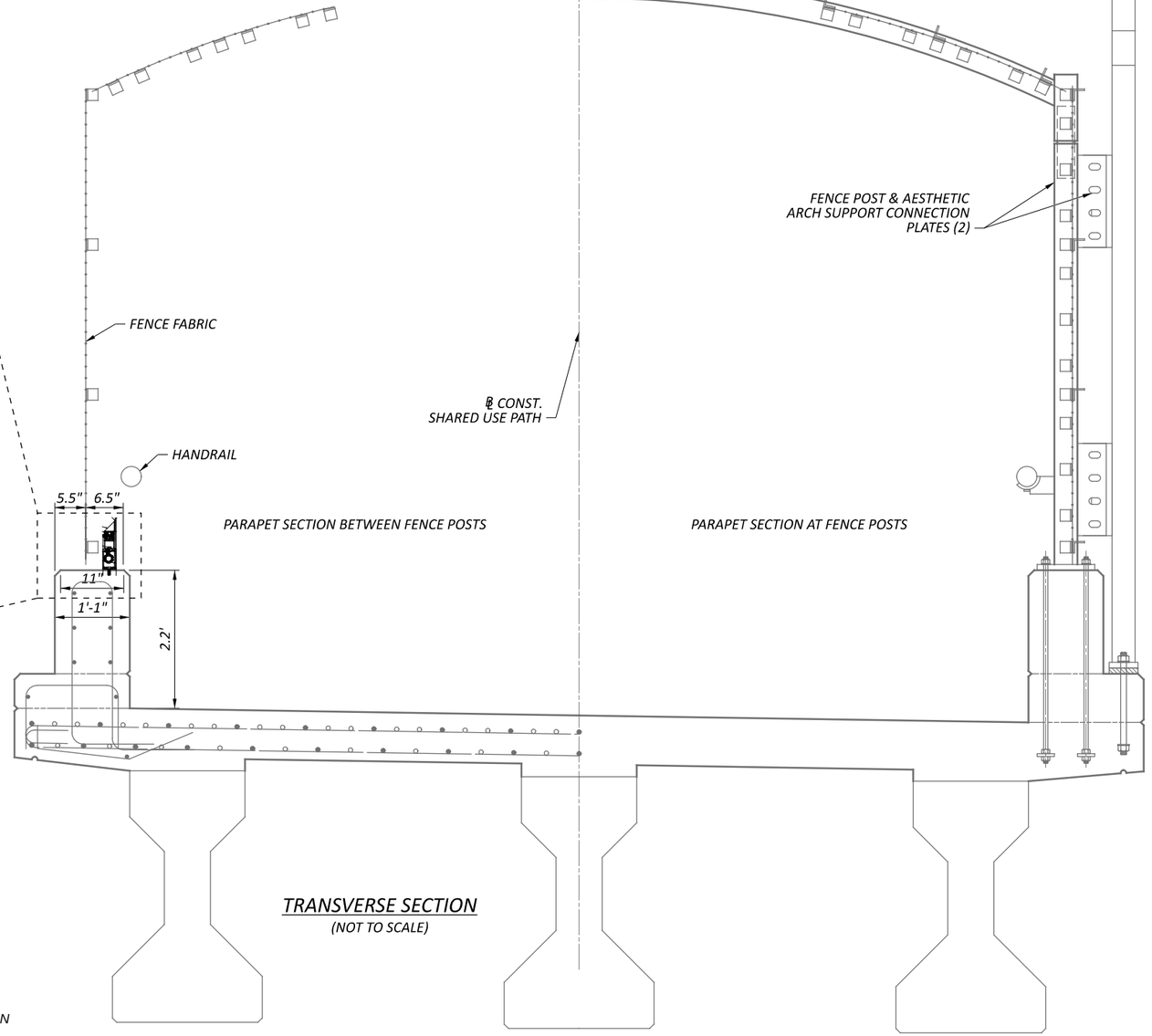
DESIGN AGENCY
B&N burgessniple.com

DESIGNER	REVIEWER	PROJECT ID	SHEET	TOTAL
MAS	DSS 07/2026	120103	P.314	P.407



FIXTURE TYPE F1 (BRIDGE LIGHTING) MOUNTING DETAILS

SEE LIGHTING NOTES AND FIXTURE SCHEDULE FOR ADDITIONAL DETAILS

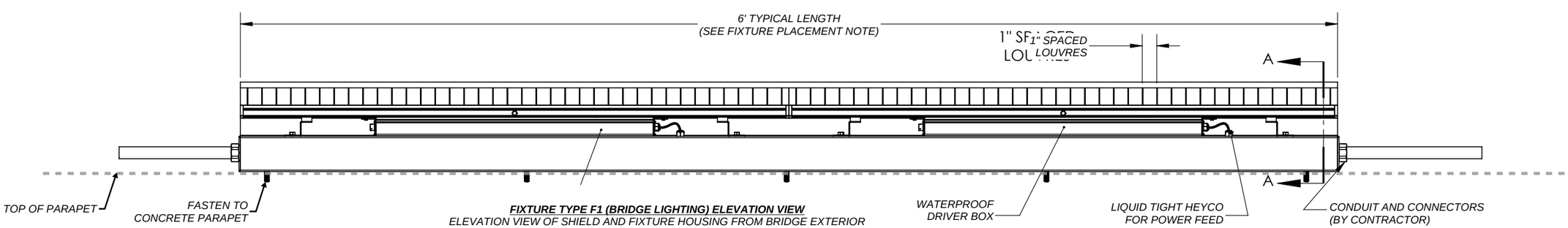


TRANSVERSE SECTION

(NOT TO SCALE)

FIXTURE PLACEMENT NOTE

CENTER FIXTURES AND ENCLOSURE HOUSING EVENLY BETWEEN FENCE POSTS AS SHOWN ON THE BRIDGE LIGHTING PLAN



FIXTURE TYPE F1 (BRIDGE LIGHTING) ELEVATION VIEW

ELEVATION VIEW OF SHIELD AND FIXTURE HOUSING FROM BRIDGE EXTERIOR

BRIDGE LIGHTING DETAILS

FRA-CEMETERY RD-SUP

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DESIGN AGENCY

B&N burgessniple.com

DESIGNER MAS

REVIEWER RJC 07/2026

PROJECT ID 120103

SHEET P.315 | TOTAL P.407

STATION RANGE	SIDE	REF NO.	SHEET NO.		625 NO. 10 AWG 600 VOLT DISTRIBUTION CABLE FT	625 CONDUIT, 3/4", 725.04, AS PER PLAN FT	625 CONDUIT, 1", 725.051 FT	625 LUMINAIRE, DECORATIVE, AS PER PLAN, BRIDGE EACH	625 LUMINAIRE, DECORATIVE, AS PER PLAN, ABUTMENT LIGHTING EACH	625 LUMINAIRE, DECORATIVE, AS PER PLAN, ABUTMENT SIGN LIGHTING EACH	625 TRENCH, 30" DEEP FT	625 JUNCTION BOX, AS PER PLAN (BRIDGE) EACH	625 PULL BOX, 725.08, 18" EACH	625 STRUCTURE GROUNDING SYSTEM EACH										
			P.313		5100	600	400	130	16	6	200	7	1	1										

VOLTAGE DROP CALCULATIONS

VOLTAGE: 240V

WIRE FACTORS USED (THREE - NO. 10 AWG SERIES): 1.20 OHM/MFT/1000

(THREE - NO. 12 AWG SERIES): 2.00 OHM/MFT/1000

CIRCUIT C

Section			Amperes		Ampere-Feet	AWG	Voltage Drop		% Drop	At Point
From	To	Design Feet	At Point	Accum.			In Section	Accum.		
Ctrl	PB1	180	0.00	1.92	346	10	0.83	0.83	0.35	PB1
PB1	JB1	75	0.00	1.92	144	10	0.35	1.18	0.49	JB1
JB1	JB3	25	0.00	0.30	8	10	0.02	0.85	0.35	JB3
JB3	F3-C-1	5	0.05	0.30	2	10	0.00	1.18	0.49	F3-C-1
F3-C-1	F3-C-2	3	0.05	0.25	1	12	0.00	1.18	0.49	F3-C-2
F3-C-2	F3-C-3	3	0.05	0.20	1	12	0.00	1.18	0.49	F3-C-3
F3-C-3	F3-C-4	3	0.05	0.15	0	12	0.00	1.19	0.49	F3-C-4
F3-C-4	F3-C-5	3	0.05	0.10	0	12	0.00	1.19	0.49	F3-C-5
F3-C-5	F3-C-6	3	0.05	0.05	0	12	0.00	1.19	0.49	F3-C-6
JB1	F1A-C-1	6	0.05	1.62	10	10	0.02	1.20	0.50	F1A-C-1
F1A-C-1	F1A-C-2	4	0.05	1.57	5	12	0.02	1.22	0.51	F1A-C-2
F1A-C-2	F1A-C-3	5	0.05	1.52	8	12	0.03	1.25	0.52	F1A-C-3
F1A-C-3	F1A-C-4	4	0.05	1.47	5	12	0.02	1.27	0.53	F1A-C-4
F1A-C-4	F1A-C-5	5	0.05	1.42	7	12	0.03	1.30	0.54	F1A-C-5
F1A-C-5	F1A-C-6	4	0.05	1.37	5	12	0.02	1.32	0.55	F1A-C-6
F1A-C-6	F1A-C-7	5	0.05	1.32	7	12	0.03	1.35	0.56	F1A-C-7
F1A-C-7	F1A-C-8	4	0.05	1.27	4	12	0.02	1.36	0.57	F1A-C-8
F1A-C-8	F1A-C-9	5	0.05	1.22	6	12	0.02	1.39	0.58	F1A-C-9
F1A-C-9	F1A-C-10	4	0.05	1.17	4	12	0.02	1.40	0.58	F1A-C-10
F1A-C-10	F1A-C-11	5	0.05	1.12	6	12	0.02	1.43	0.59	F1A-C-11
F1A-C-11	F1A-C-12	4	0.05	1.07	4	12	0.01	1.44	0.60	F1A-C-12
F1A-C-12	F1A-C-13	5	0.05	1.02	5	12	0.02	1.46	0.61	F1A-C-13
F1A-C-13	F1A-C-14	4	0.05	0.97	3	12	0.01	1.48	0.61	F1A-C-14
F1A-C-14	F1A-C-15	5	0.05	0.92	5	12	0.02	1.49	0.62	F1A-C-15
F1A-C-15	F1A-C-16	4	0.05	0.87	3	12	0.01	1.51	0.63	F1A-C-16
F1A-C-16	F1A-C-17	5	0.05	0.82	4	12	0.02	1.52	0.63	F1A-C-17
F1A-C-17	F1A-C-18	4	0.05	0.77	3	12	0.01	1.53	0.64	F1A-C-18
F1A-C-18	F1A-C-19	5	0.05	0.72	4	12	0.01	1.55	0.64	F1A-C-19
F1A-C-19	F1A-C-20	4	0.05	0.67	2	12	0.01	1.56	0.65	F1A-C-20
F1A-C-20	F1A-C-21	5	0.05	0.62	3	12	0.01	1.57	0.65	F1A-C-21
F1A-C-21	F1A-C-22	4	0.05	0.57	2	12	0.01	1.58	0.66	F1A-C-22
F1A-C-22	F1A-C-23	5	0.05	0.52	3	12	0.01	1.59	0.66	F1A-C-23
F1A-C-23	F1A-C-24	4	0.05	0.47	2	12	0.01	1.59	0.66	F1A-C-24
F1A-C-24	F1A-C-25	5	0.05	0.42	2	12	0.01	1.60	0.67	F1A-C-25
F1A-C-25	F1A-C-26	4	0.05	0.37	1	12	0.01	1.61	0.67	F1A-C-26
F1A-C-26	F1A-C-27	5	0.05	0.32	2	12	0.01	1.61	0.67	F1A-C-27
F1A-C-27	F1A-C-28	4	0.05	0.27	1	12	0.00	1.62	0.67	F1A-C-28
F1A-C-28	F1A-C-29	5	0.05	0.22	1	12	0.00	1.62	0.68	F1A-C-29
F1A-C-29	F1A-C-30	4	0.05	0.17	1	12	0.00	1.62	0.68	F1A-C-30
F1A-C-30	F1B-C-31	5	0.07	0.12	1	12	0.00	1.63	0.68	F1B-C-31
F1B-C-31	F1A-C-32	4	0.05	0.05	0	12	0.00	1.63	0.68	F1A-C-32

CIRCUIT D

Section			Amperes		Ampere-Feet	AWG	Voltage Drop		% Drop	At Point
From	To	Design Feet	At Point	Accum.			In Section	Accum.		
Ctrl	PB1	180	0.00	1.62	292	10	0.70	0.70	0.29	PB1
PB1	JB1	75	0.00	1.62	122	10	0.29	0.99	0.41	JB1
JB1	JB2	25	0.00	1.62	41	10	0.10	1.09	0.45	JB2
JB2	F1A-D-1	6	0.05	1.62	10	10	0.02	1.11	0.46	F1A-D-1
F1A-D-1	F1A-D-2	4	0.05	1.57	5	12	0.02	1.13	0.47	F1A-D-2
F1A-D-2	F1A-D-3	5	0.05	1.52	8	12	0.03	1.16	0.49	F1A-D-3
F1A-D-3	F1A-D-4	4	0.05	1.47	5	12	0.02	1.18	0.49	F1A-D-4
F1A-D-4	F1A-D-5	5	0.05	1.42	7	12	0.03	1.21	0.51	F1A-D-5
F1A-D-5	F1A-D-6	4	0.05	1.37	5	12	0.02	1.23	0.51	F1A-D-6
F1A-D-6	F1A-D-7	5	0.05	1.32	7	12	0.03	1.26	0.52	F1A-D-7
F1A-D-7	F1A-D-8	4	0.05	1.27	4	12	0.02	1.28	0.53	F1A-D-8
F1A-D-8	F1A-D-9	5	0.05	1.22	6	12	0.02	1.30	0.54	F1A-D-9
F1A-D-9	F1A-D-10	4	0.05	1.17	4	12	0.02	1.32	0.55	F1A-D-10
F1A-D-10	F1A-D-11	5	0.05	1.12	6	12	0.02	1.34	0.56	F1A-D-11
F1A-D-11	F1A-D-12	4	0.05	1.07	4	12	0.01	1.35	0.56	F1A-D-12
F1A-D-12	F1A-D-13	5	0.05	1.02	5	12	0.02	1.38	0.57	F1A-D-13
F1A-D-13	F1A-D-14	4	0.05	0.97	3	12	0.01	1.39	0.58	F1A-D-14
F1A-D-14	F1A-D-15	5	0.05	0.92	5	12	0.02	1.41	0.59	F1A-D-15
F1A-D-15	F1A-D-16	4	0.05	0.87	3	12	0.01	1.42	0.59	F1A-D-16
F1A-D-16	F1A-D-17	5	0.05	0.82	4	12	0.02	1.44	0.60	F1A-D-17
F1A-D-17	F1A-D-18	4	0.05	0.77	3	12	0.01	1.45	0.60	F1A-D-18
F1A-D-18	F1A-D-19	5	0.05	0.72	4	12	0.01	1.46	0.61	F1A-D-19
F1A-D-19	F1A-D-20	4	0.05	0.67	2	12	0.01	1.47	0.61	F1A-D-20
F1A-D-20	F1A-D-21	5	0.05	0.62	3	12	0.01	1.48	0.62	F1A-D-21
F1A-D-21	F1A-D-22	4	0.05	0.57	2	12	0.01	1.49	0.62	F1A-D-22
F1A-D-22	F1A-D-23	5	0.05	0.52	3	12	0.01	1.50	0.63	F1A-D-23
F1A-D-23	F1A-D-24	4	0.05	0.47	2	12	0.01	1.51	0.63	F1A-D-24
F1A-D-24	F1A-D-25	5	0.05	0.42	2	12	0.01	1.52	0.63	F1A-D-25
F1A-D-25	F1A-D-26	4	0.05	0.37	1	12	0.01	1.52	0.63	F1A-D-26
F1A-D-26	F1A-D-27	5	0.05	0.32	2	12	0.01	1.53	0.64	F1A-D-27
F1A-D-27	F1A-D-28	4	0.05	0.27	1	12	0.00	1.53	0.64	F1A-D-28
F1A-D-28	F1A-D-29	5	0.05	0.22	1	12	0.00	1.54	0.64	F1A-D-29
F1A-D-29	F1A-D-30	4	0.05	0.17	1	12	0.00	1.54	0.64	F1A-D-30
F1A-D-30	F1B-D-31	5	0.07	0.12	1	12	0.00	1.54	0.64	F1B-D-31
F1B-D-31	F1A-D-32	4	0.05	0.05	0	12	0.00	1.54	0.64	F1A-D-32

CIRCUIT E

Section			Amperes		Ampere-Feet	AWG	Voltage Drop		% Drop	At Point
From	To	Design Feet	At Point	Accum.			In Section	Accum.		
Ctrl	PB1	180	0.00	2.22	400	10	0.96	0.96	0.40	PB1
PB1	JB1	75	0.00	2.22	167	10	0.40	1.36	0.57	JB1
JB1	JB4	125	0.00	2.22	278	10	0.67	2.02	0.84	JB4
JB4	F1A-E-1	6	0.05	1.62	10	10	0.02	2.05	0.85	F1A-E-1
F1A-E-1	F1B-E-2	4	0.07	1.57	5	12	0.02	2.07	0.86	F1B-E-2
F1B-E-2	F1A-E-3	5	0.05	1.50	8	12	0.03	2.10	0.87	F1A-E-3
F1A-E-3	F1A-E-4	4	0.05	1.45	5	12	0.02	2.12	0.88	F1A-E-4
F1A-E-4	F1A-E-5	5	0.05	1.40	7	12	0.03	2.15	0.90	F1A-E-5
F1A-E-5	F1A-E-6	4	0.05	1.35	5	12	0.02	2.17	0.90	F1A-E-6
F1A-E-6	F1A-E-7	5	0.05	1.30	7	12	0.03	2.19	0.91	F1A-E-7
F1A-E-7	F1A-E-8	4	0.05	1.25	4	12	0.02	2.21	0.92	F1A-E-8
F1A-E-8	F1A-E-9	5	0.05	1.20	6	12	0.02	2.23	0.93	F1A-E-9
F1A-E-9	F1A-E-10	4	0.05	1.15	4	12	0.02	2.25	0.94	F1A-E-10
F1A-E-10	F1A-E-11	5	0.05	1.10	6	12	0.02	2.27	0.95	F1A-E-11
F1A-E-11	F1A-E-12	4	0.05	1.05	4	12	0.01	2.29	0.95	F1A-E-12
F1A-E-12	F1A-E-13	5	0.05	1.00	5	12	0.02	2.31	0.96	F1A-E-13
F1A-E-13	F1A-E-14	4	0.05	0.95	3	12	0.01	2.32	0.97	F1A-E-14
F1A-E-14	F1A-E-15	5	0.05	0.90	5	12	0.02	2.34	0.97	F1A-E-15
F1A-E-15	F1A-E-16	4	0.05	0.85	3	12	0.01	2.35	0.98	F1A-E-16
F1A-E-16	F1A-E-17	5	0.05	0.80	4	12	0.02	2.37	0.99	F1A-E-17
F1A-E-17	F1A-E-18	4	0.05	0.75	3	12	0.01	2.38	0.99	F1A-E-18
F1A-E-18	F1A-E-19	5	0.05	0.70	4	12	0.01	2.39	1.00	F1A-E-19
F1A-E-19	F1A-E-20	4	0.05	0.65	2	12	0.01	2.40	1.00	F1A-E-20
F1A-E-20	F1A-E-21	5	0.05	0.60	3	12	0.01	2.41	1.01	F1A-E-21
F1A-E-21	F1A-E-22	4	0.05	0.55	2	12	0.01	2.42	1.01	F1A-E-22
F1A-E-22	F1A-E-23	5	0.05	0.50	3	12	0.01	2.43	1.01	F1A-E-23
F1A-E-23	F1A-E-24	4	0.05	0.45	2	12	0.01	2.44	1.02	F1A-E-24
F1A-E-24	F1A-E-25	5	0.05	0.40	2	12	0.01	2.44	1.02	F1A-E-25
F1A-E-25	F1A-E-26	4	0.05	0.35	1	12	0.00	2.45	1.02	F1A-E-26
F1A-E-26	F1A-E-27	5	0.05	0.30	2	12	0.01	2.46	1.02	F1A-E-27
F1A-E-27	F1A-E-28	4	0.05	0.25	1	12	0.00	2.46	1.02	F1A-E-28
F1A-E-28	F1A-E-29	5	0.05	0.20	1	12	0.00	2.46	1.03	F1A-E-29
F1A-E-29	F1A-E-30	4	0.05	0.15	1	12	0.00	2.46	1.03	F1A-E-30
F1A-E-30	F1A-E-31	5	0.05	0.10	1	12	0.00	2.47	1.03	F1A-E-31
F1A-E-31	F1A-E-32	4	0.05	0.05	0	12	0.00	2.47	1.03	F1A-E-32
JB4	JB6	120	0.00	0.60	72	10	0.17	2.20	0.92	JB6
JB6	F2-E-1	30	0.05	0.30	9	10	0.02	2.22	0.92	F2-E-1
F2-E-1	F2-E-2	4	0.05	0.25	1	12	0.00	2.22	0.93	F2-E-2
F2-E-2	F2-E-3	4	0.05	0.20	1	12	0.00	2.23	0.93	F2-E-3
F2-E-3	F2-E-4	4	0.05	0.15	1	12	0.00	2.23	0.93	F2-E-4
F2-E-4	F2-E-5	4	0.05	0.10	0	12	0.00	2.23	0.93	F2-E-5
F2-E-5	F2-E-6	4	0.05	0.05	0	12	0.00	2.23	0.93	F2-E-6
JB6	JB7	25	0.00	0.30	8	10	0.02	2.22	0.92	JB7
JB7	F3-E-1	5	0.05	0.30	2	10	0.00	2.22	0.92	F3-E-1
F3-E-1	F3-E-2	4	0.05	0.25	1	12	0.00	2.22	0.93	F3-E-2
F3-E-2	F3-E-3	4	0.05	0.20	1	12	0.00	2.23	0.93	F3-E-3
F3-E-3	F3-E-4	4	0.05	0.15	1	12	0.00	2.23	0.93	F3-E-4
F3-E-4	F3-E-5	4	0.05	0.10	0	12	0.00	2.23	0.93	F3-E-5
F3-E-5	F3-E-6	4	0.05	0.05	0	12	0.00	2.23	0.93	F3-E-6

CIRCUIT F

Section			Amperes		Ampere-Feet	AWG	Voltage Drop		% Drop	At Point
From	To	Design Feet	At Point	Accum.			In Section	Accum.		
Ctrl	PB1	180	0.00	1.62	292	10	0.70	0.70	0.29	PB1
PB1	JB1	75	0.00	1.62	122	10	0.29	0.99	0.41	JB1
JB1	JB2	25	0.00	1.62	41	10	0.10	1.09	0.45	JB2
JB2	JB5	125	0.00	1.62	203	10	0.49	1.57	0.66	JB5
JB5	F1A-F-1	6	0.05	1.62	10	10	0.02	1.60	0.67	F1A-F-1
F1B-F-2	F1B-F-2	4	0.07	1.57	5	12	0.02	1.62	0.67	F1B-F-2
F1A-F-3	F1A-F-3	5	0.05	1.50	8	12	0.03	1.65	0.69	F1A-F-3
F1A-F-4	F1A-F-4	4	0.05	1.45	5	12	0.02	1.67	0.70	F1A-F-4
F1A-F-5	F1A-F-5	5	0.05	1.40	7	12	0.03	1.70	0.71	F1A-F-5
F1A-F-6	F1A-F-6	4	0.05	1.35	5	12	0.02	1.72	0.72	F1A-F-6
F1A-F-7	F1A-F-7	5	0.05	1.30	7	12	0.03	1.74	0.73	F1A-F-7
F1A-F-8	F1A-F-8	4	0.05	1.25	4	12	0.02	1.76	0.73	F1A-F-8
F1A-F-9	F1A-F-9	5	0.05	1.20	6	12	0.02	1.78	0.74	F1A-F-9
F1A-F-10	F1A-F-10	4	0.05	1.15	4	12	0.02	1.80	0.75	F1A-F-10
F1A-F-11	F1A-F-11	5	0.05	1.10	6	12	0.02	1.82	0.76	F1A-F-11
F1A-F-12	F1A-F-12	4	0.05	1.05	4	12	0.01	1.84	0.77	F1A-F-12
F1A-F-13	F1A-F-13	5	0.05	1.00	5	12	0.02	1.86	0.77	F1A-F-13
F1A-F-14	F1A-F-14	4	0.05	0.95	3	12	0.01	1.87	0.78	F1A-F-14
F1A-F-15	F1A-F-15	5	0.05	0.90	5	12	0.02	1.89	0.79	F1A-F-15
F1A-F-16	F1A-F-16	4	0.05	0.85	3	12	0.01	1.90	0.79	F1A-F-16
F1A-F-17	F1A-F-17	5	0.05	0.80	4	12	0.02	1.92	0.80	F1A-F-17
F1A-F-18	F1A-F-18	4	0.05	0.75	3	12	0.01	1.93	0.80	F1A-F-18
F1A-F-19	F1A-F-19	5	0.05	0.70	4	12	0.01	1.94	0.81	F1A-F-19
F1A-F-20	F1A-F-20	4	0.05	0.65	2	12	0.01	1.95	0.81	F1A-F-20
F1A-F-21	F1A-F-21	5	0.05	0.60	3	12	0.01	1.96	0.82	F1A-F-21
F1A-F-22	F1A-F-22	4	0.05	0.55	2	12	0.01	1.97	0.82	F1A-F-22
F1A-F-23	F1A-F-23	5	0.05	0.50	3	12	0.01	1.98	0.82	F1A-F-23
F1A-F-24	F1A-F-24	4	0.05	0.45	2	12	0.01	1.99	0.83	F1A-F-24
F1A-F-25	F1A-F-25	5	0.05	0.40	2	12	0.01	1.99	0.83	F1A-F-25
F1A-F-26	F1A-F-26	4	0.05	0.35	1	12	0.00	2.00	0.83	F1A-F-26
F1A-F-27	F1A-F-27	5	0.05	0.30	2	12	0.01	2.01	0.84	F1A-F-27
F1A-F-28	F1A-F-28	4	0.05	0.25	1	12	0.00	2.01	0.84	F1A-F-28
F1A-F-29	F1A-F-29	5	0.05	0.20	1	12	0.00	2.01	0.84	F1A-F-29
F1A-F-30	F1A-F-30	4	0.05	0.15	1	12	0.00	2.01	0.84	F1A-F-30
F1A-F-31	F1A-F-31	5	0.05	0.10	1	12	0.00	2.02	0.84	F1A-F-31
F1B-D-31	F1A-F-32	4	0.05	0.05	0	12	0.00	2.02	0.84	F1A-F-32

BRIDGE LIGHTING DETAILS

FRA-CEMETERY RD-SUP

MODEL: Sheet_Surv1 PAPERSIZE: 17x11 (in.) DATE: 11/6/2026 TIME: 9:40:02 AM USER: rdavis
pw:\\bn-pw.bentley.com:bn-pw-01\Documents\PR61865400-Engineering\Lighting\Sheets\120103_LD301.dgn

DESIGN AGENCY

B&N burgessniple.com

DESIGNER MAS

REVIEWER RJC 07/2026

PROJECT ID 120103

SHEET P.316 TOTAL P.407

GENERAL NOTES:

REFER TO THE FOLLOWING SUPPLEMENTAL SPECIFICATION:
SUPPLEMENTAL SPEC 800 1/17/2025
SUPPLEMENTAL SPEC 940 4/17/2015

DESIGN SPECIFICATIONS:
THIS STRUCTURE CONFORMS TO THE 10th EDITION OF THE "LRFD BRIDGE DESIGN SPECIFICATIONS" ADOPTED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS, 2024 AND THE ODOT BRIDGE DESIGN MANUAL, 2020 INCLUDING UPDATES THROUGH 1-16-2026.

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:
HL-93

DESIGN DATA: THE FOLLOWING DESIGN DATA IS ASSUMED:

CONCRETE CLASS QC1 CONCRETE COMPRESSIVE STRENGTH
4,000 PSI (FOOTING, WINGWALL, AND FORESLOPE WALL)

REINFORCING STEEL: MINIMUM YIELD STRENGTH 60,000 PSI
(ALL REINFORCING SHALL BE EPOXY COATED)

BACKFILL LIMITATION:
THE BACKFILL BEHIND THE WINGWALLS SHALL NOT BE PLACED HIGHER THAN THE ELEVATION OF THE SOIL ABOVE THE TOE. WHEN THE SOIL ABOVE THE TOE IS AT ITS FINISHED ELEVATION, THE REMAINDER OF THE BACKFILL MAY BE PLACED. THE BACKFILL AT THE TOE SHALL BE COMPACTED AFTER PLACEMENT.

ITEM 509, EPOXY COATED REINFORCING STEEL, AS PER PLAN:
MECHANICAL CONNECTORS: THREADED INSERTS OR NON-PROTRUDING MECHANICAL CONNECTORS CAPABLE OF DEVELOPING, AT LEAST 125 PERCENT OF THE SPECIFIED YIELD STRENGTH OF THE REINFORCING SHOWN SHALL MAINTAIN A MINIMUM COVER OF 3 INCHES AT THE BOTTOM OF THE CULVERT SLAB.

INSTALLATION OF CONNECTORS SHALL CONFORM WITH MANUFACTURER'S RECOMMENDED PROCEDURES. CONNECTORS USED WITH EPOXY COATED BARS SHALL BE EPOXY COATED. COATING FOR CONNECTORS AND BARS SHALL CONFORM TO THE SAME SPECIFICATIONS. COATINGS WHICH HAVE BEEN DAMAGED OR WHICH OTHERWISE DO NOT MEET SPECIFICATIONS WITH RESPECT TO COLOR, CONTINUITY AND UNIFORMITY MAY BE REPAIRED AS DIRECTED BY THE ENGINEER OR THEY SHALL BE REPLACED WITH MATERIAL THAT MEETS SPECIFICATIONS.

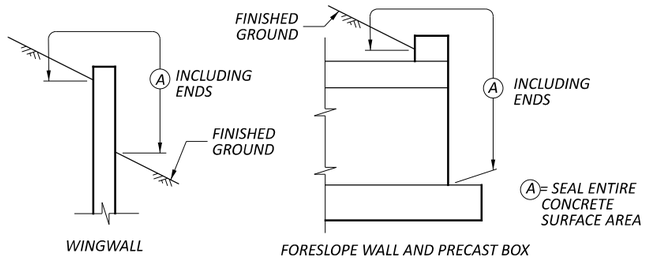
CONNECTORS SHALL CONFORM WITH ITEM 509.

ITEM 511: CLASS QC1 CONCRETE, RETAINING/WINGWALL NOT INCLUDING FOOTING, AS PER PLAN:
THE EXPOSED FACES OF THE WINGWALLS INCLUDING 1'-0" BELOW THE TOP OF THE FINISHED GROUND SHALL HAVE A RUBBED FINISH AS PER ODOT CMS 511.15B.

ITEM 511: CLASS QC1 CONCRETE, HEADWALL, AS PER PLAN:
THE FACES OF THE HEADWALL SHALL HAVE A RUBBED FINISH AS PER ODOT CMS 511.15B.

ITEM 512 SEALING OF CONCRETE SURFACES, AS PER PLAN:
APPLY A PERMANENT GRAFFITI COATING QUALIFIED ACCORDING TO SUPPLEMENT 1083 THAT IS COMPATIBLE WITH THE NON-EPOXY CONCRETE SEALER OVER WHICH IT IS APPLIED. APPLY THE GRAFFITI COATING IN ACCORDANCE WITH THE MANUFACTURER'S PRINTED INSTRUCTIONS. THE PERMANENT GRAFFITI COATING SHALL BE APPLIED TO ALL SEALED SURFACES ON THE WINGWALLS, FORESLOPE WALLS, AND TUNNEL.

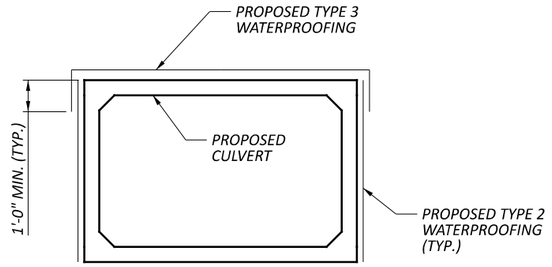
LIMITS OF CONCRETE SEALING FOR FORESLOPE WALL AND WINGWALL:
ALL EXPOSED FORESLOPE WALL AND WINGWALL CONCRETE AS SHOWN IN THE DIAGRAM BELOW SHALL BE SEALED FIRST WITH NON-EPOXY SEALER FOLLOWED BY PERMANENT GRAFFITI PROTECTION SEALER.



SEALING OF THE INSIDE TUNNEL:
CONCRETE SURFACES SHALL INCLUDE ALL EXPOSED SURFACES ABOVE THE BOTTOM OF THE BOTTOM HAUNCHES FOR THE ENTIRE BOX CULVERT (61'-0"). SEALING SHALL FIRST CONSIST OF A COAT OF NON-EPOXY SEALER FOLLOWED BY PERMANENT GRAFFITI PROTECTION SEALER.

ITEM 512 WATERPROOFING:
TYPE 2 WATERPROOFING, PER CMS 512 AND 711.25, SHALL EXTEND VERTICALLY DOWN THE ENTIRE SIDES OF THE PRECAST CULVERT SECTIONS FOR ALL PORTIONS OF THE CULVERT WHICH SHALL BE IN CONTACT WITH THE BACKFILL.

TYPE 3 WATERPROOFING, PER CMS 512 AND 711.29 SHALL BE APPLIED TO THE ENTIRE TOP SURACE OF THE PRECAST CULVERT SECTIONS AND SHALL EXTEND ONE FOOT VERTICALLY DOWN THE SIDES FOR ALL PORTIONS OF THE CULVERT WHICH SHALL BE IN CONTACT WITH THE BACKFILL.



ITEM 516, PREFORMED EXPANSION JOINT FILLER:
PREFORMED EXPANSION JOINT FILLER (PEJF) CONFORMING TO CMS 705.03, 1 INCH THICK, SHALL BE PLACED ABOVE THE FOOTING BETWEEN THE SIDES OF THE BOX CULVERT AND THE ENDS OF THE WINGWALLS. PAYMENT FOR MATERIALS AND INSTALLATION SHALL BE INCLUDED WITH ITEM 516 - 1" PREFORMED EXPANSION JOINT FILLER.

ITEM 518, POROUS BACKFILL WITH GEOTEXTILE FABRIC:
2'-0" THICK POROUS BACKFILL SHALL BE PLACED BEHIND THE WINGWALLS ONLY AND SHALL EXTEND TO 12" BELOW THE EMBANKMENT SURFACE AND 6" MINIMUM BELOW THE WEEP HOLES. GEOTEXTILE FABRIC SHALL BE PLACED BETWEEN THE POROUS BACKFILL AND BACKFILL ADJACENT TO THE STRUCTURE. THE FABRIC SHALL TURN UNDER THE BOTTOM OF THE POROUS BACKFILL AND RETURN 6" ABOVE THE TOP ELEVATION OF THE WEEP HOLE. PLACE 2CF OF BAGGED NO. 3 AGGREGATE AT EACH WEEP HOLE TO RETAIN POROUS BACKFILL IN ACCORDANCE WITH 518.05.

ITEM 611 - 16' X 10' CONDUIT, TYPE A, 706.05 AS PER PLAN, DESIGN COVER LESS THAN 2 FEET:
THE STRUCTURE SHALL BE INSTALLED IN ACCORDANCE WITH ITEM 611 EXCEPT AS MODIFIED HEREIN. THE PRECAST CULVERT GEOMETRY SHALL BE AS PER THESE PLANS. CONTRACTOR SHALL MANUFACTURE THE PRECAST BOX END SEGMENT WITHOUT MALE/FEMALE FITTING AT THE ENDS OF CULVERT.

THE CULVERT FILL VARIES FROM GREATER THAN ZERO FEET TO LESS THAN 3'-0". WHEN REFERENCING THE ODOT SUPPLEMENTAL SPECIFICATION 940 CHOOSE THE ROW FROM THE "0<2" FILL. HOWEVER FOR THE "M" VALUE USE 78" INSTEAD OF 65".

THE STRUCTURAL BACKFILL MATERIAL REQUIRED TO RAISE THE EXISITNG GROUND LINE TO THE BOTTOM OF THE PROPOSED BEDDING MATERIAL SHALL BE PAID FOR WITH ITEM 611 - 16' X 10' CONDUIT, TYPE A, 706.05 AS PER PLAN, DESIGN COVER LESS THAN 2 FEET.

MECHANICAL CONNECTORS PLACED IN THE CULVERT TO ALLOW CONNECTION TO THE HEADWALL SHALL BE PAID FOR WITH ITEM 611 - 16' X 10' CONDUIT, TYPE A, 706.05 AS PER PLAN, DESIGN COVER LESS THAN 2 FEET.

THE CULVERT WILL BE USED FOR PEDESTRIAN TRAFFIC AND THEREFORE NONE OF THE TYPICAL INTERIOR CULVERT MARKINGS SHALL BE USED ON THE INSIDE FACES OF THE CULVERT.

ABBREVIATIONS:
THE FOLLOWING ABBREVIATIONS HAVE BEEN USED THROUGHOUT THESE PLANS TO INDICATE THE DESIGNATIONS CONTAINED IN THE LEGEND BELOW:

℄ = BASELINE
BOT. OR BTM. = BOTTOM
C.J. = CONSTRUCTION JOINT
℄ = CENTERLINE
CLR. = CLEAR
CMS OR C&MS = CONSTRUCTION AND MATERIALS SPECIFICATIONS
CONST. = CONSTRUCTION
DIA. = DIAMETER
E.F. = EACH FACE
EL. = ELEVATION
EQ. = EQUAL
EX. = EXISTING
F/F = FACE TO FACE
F.F. = FAR FACE
FWD = FORWARD
I.F. = INSIDE FACE
LT. = LEFT
L.F. = LEFT FORWARD
MAX. = MAXIMUM
MID. = MIDDLE
MIN. = MINIMUM
N.F. = NEAR FACE
O.F. = OUTSIDE FACE
P.E.J.F. = PREFORMED EXPANSION JOINT FILLER
PG = PROFILE GRADE
PGL = PROPOSED GRADE LINE
P.I.S. = PLAN INSERT SHEET
PROP. = PROPOSED
RAD. = RADIUS
RT. = RIGHT
R.C.P. = ROCK CHANNEL PROTECTION
S.C.P.Z. = STREAM CHANNEL PROTECTION ZONE
SHLDR. = SHOULDER
S.O. = SERIES OF
SPA. = SPACES
STA. = STATION
S.U.P. = SHARED USE PATH
T&B = TOP AND BOTTOM
TYP. = TYPICAL
t/t = TOE-TO-TOE
U.N.O. = UNLESS NOTED OTHERWISE

GENERAL NOTES
FRA-270-1261
UNDER SOUTHBOUND I.R.-270 ON-RAMP

SFN 2513085
DESIGN AGENCY B&N burgessniple.com
DESIGNER JFM | CHECKER BWC
REVIEWER JCS 07/2026
PROJECT ID 120103
SUBSET P.2 | TOTAL P.8
SHEET P.318 | TOTAL P.407

FRA-CEMETERY RD-SUP

MODEL: Sheet PAPERSIZE: 17x11 (in.) DATE: 10/27/2026 TIME: 7:55:47 AM USER: colvin
pw:\\bn-pw.bentley.com:bn-pw-01\Documents\PR61865\400-Engineering\Structures\Tunnel\Sheets\120103_SN001.dgn

ESTIMATED QUANTITIES - FRA-270-1261 (SFN: 2513085)

ITEM	EXTENSION	TOTAL	UNIT	DESCRIPTION	SEE SHEET NUMBER
503	21300	LS	LS	UNCLASSIFIED EXCAVATION	
509	10001	13183	LB	EPOXY COATED REINFORCING STEEL, AS PER PLAN	P. 2 / P. 8
511	46011	42	CY	CLASS QC1 CONCRETE, RETAINING/WINGWALL NOT INCLUDING FOOTING, AS PER PLAN	P. 2 / P. 8
511	46510	82	CY	CLASS QC1 CONCRETE, FOOTING	
511	46611	2	CY	CLASS QC1 CONCRETE, HEADWALL, AS PER PLAN	P. 2 / P. 8
512	10001	341	SY	SEALING OF CONCRETE SURFACES, AS PER PLAN	P. 2 / P. 8
512	10050	341	SY	SEALING OF CONCRETE SURFACES (NON-EPOXY)	
512	33000	181	SY	TYPE 2 WATERPROOFING	
512	33010	132	SY	TYPE 3 WATERPROOFING	
516	13600	82	SF	1" PREFORMED EXPANSION JOINT FILLER	
518	21200	28	CY	POROUS BACKFILL WITH GEOTEXTILE FABRIC	
607	98000	19	FT	FENCE, MISC.: WOOD FENCE AS PER PLAN	P. 7 / P. 8
611	96457	61	FT	16' X 10' CONDUIT, TYPE A, 706.05, AS PER PLAN	P. 2 & P.7 / P. 8

FRA-CEMETERY RD-SUP

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ESTIMATED QUANTITIES
FRA-270-1261
UNDER SOUTHBOUND I.R.-270 ON-RAMP

SFN
2513085

DESIGN AGENCY
B&N
burgessniple.com

DESIGNER	CHECKER
BWC	JFM

REVIEWER
JCS 07/2026

PROJECT ID
120103

SUBSET	TOTAL
P.3	P.8

SHEET	TOTAL
P.319	P.407

GENERAL NOTES:

REFER TO THE FOLLOWING SUPPLEMENTAL SPECIFICATIONS:
800 DATED 1/16/2026
840 DATED 1/17/2025
867 DATED 4/15/2022
878 DATED 1/21/2022

DESIGN SPECIFICATIONS:
THIS STRUCTURE CONFORMS TO THE 10th EDITION OF THE "LRFD BRIDGE DESIGN SPECIFICATIONS" ADOPTED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS, 2024 AND THE ODOT BRIDGE DESIGN MANUAL, 2020 INCLUDING UPDATES THROUGH 1-16-2026.

OPERATIONAL IMPORTANCE:
A LOAD MODIFIER OF 1.00 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:
LIVE LOAD SURCHARGE: 250 PSF

DESIGN DATA:
STEEL SHEET PILING - ASTM A572
GRADE 50 - YIELD STRENGTH 50 KSI

PILE DRIVING CONSTRAINTS:

SEE THE BRIDGE GENERAL NOTES.

PROPRIETARY RETAINING WALL DATA:

THE PROPRIETARY WALL SUPPLIER SHALL DESIGN THE INTERNAL STABILITY OF A MECHANICALLY STABILIZED EARTH (MSE) WALL IN ACCORDANCE WITH SS 840 TO SUPPORT THE ABUTMENT. THE DESIGN FOR INTERNAL STABILITY SHALL INCLUDE A NOMINAL (I.E. UNFACTORED) HORIZONTAL STRIP LOAD DUE TO FRICTION (FR) FROM THE SUPERSTRUCTURE OF 3.37 K/FT APPLIED PERPENDICULAR TO THE FACE OF WALL AT THE BASE OF THE CONCRETE FOOTING. THIS STRIP LOAD DOES NOT INCLUDE EARTH PRESSURE LOADS FROM THE ABUTMENT BACKFILL. HOWEVER, THE PROPRIETARY WALL SUPPLIER SHALL INCLUDE EARTH PRESSURE LOADS FROM THE ABUTMENT BACKFILL IN THE DESIGN CALCULATIONS.

FOUNDATION BEARING RESISTANCE:

THE WALL 1 REINFORCED SOIL MASS, AS DESIGNED, PRODUCES A MAXIMUM SERVICE LIMIT STATE BEARING PRESSURE OF 4.6 KIPS PER SQUARE FOOT AND A MAXIMUM STRENGTH LIMIT STATE BEARING PRESSURE OF 6.3 KIPS PER SQUARE FOOT. THE MAXIMUM FACTORED BEARING RESISTANCE IS 9.5 KIPS PER SQUARE FOOT.

THE WALL 2 REINFORCED SOIL MASS, AS DESIGNED, PRODUCES A MAXIMUM SERVICE LIMIT STATE BEARING PRESSURE OF 4.5 KIPS PER SQUARE FOOT AND A MAXIMUM STRENGTH LIMIT STATE BEARING PRESSURE OF 6.1 KIPS PER SQUARE FOOT. THE MAXIMUM FACTORED BEARING RESISTANCE IS 15.6 KIPS PER SQUARE FOOT.

ITEM 512 SEALING OF CONCRETE SURFACES, AS PER PLAN, (PERMANENT GRAFFITI PROTECTION):

APPLY A PERMANENT GRAFFITI COATING QUALIFIED ACCORDING TO SUPPLEMENT 1083 THAT IS COMPATIBLE WITH THE EPOXY-URETHANE SEALER OVER WHICH IT IS APPLIED. APPLY THE GRAFFITI COATING IN ACCORDANCE WITH THE MANUFACTURER'S PRINTED INSTRUCTIONS. THE PERMANENT GRAFFITI COATING SHALL BE APPLIED TO ALL MSE WALL SEALED SURFACES.

ITEM 512 SEALING OF CONCRETE SURFACES (EPOXY URETHANE), AS PER PLAN:

THE MSE WALL SURFACES (INCLUDING COPING) SHALL BE SEALED WITH AN EPOXY URETHANE SEALER AS SHOWN ON THE PLANS. ~~THE SEALER SHALL BE COLOR AS SPECIFIED BELOW (GRAY) AND CONFORM TO 512 AND 705.23.A.~~

PANTONE MATCHING SYSTEM (PMS) 428 C

LETTERS SHALL BE SEALED WITH AN EPOXY URETHANE SEALER. THE SEALER SHALL BE THE COLOR AS SPECIFIED BELOW (HILLIARD BLUE) AND CONFORM TO 512 AND 705.23.A.

PANTONE MATCHING SYSTEM (PMS) 2945 C

THE FABRICATOR IS REQUIRED TO PREPARE TWO (12" MINIMUM LENGTH X 12" MINIMUM WIDTH) PRECAST CONCRETE MOCK UPS THAT WILL SIMULATE THE MSE WALL PANEL. EACH OF THE TWO MOCK UP PANELS SHALL BE SEALED WITH THE SELECTED EPOXY URETHANE SEALER FOR EACH OF THE SELECTIVE COLORS. SUBMIT MOCK UPS TO THE CITY FOR REVIEW AND APPROVAL. PREPARE AS MANY MOCK UPS AS NEEDED TO OBTAIN CITY APPROVAL. AFTER MOCK-UP IS DETERMINED TO BE ACCEPTABLE BY THE CITY REPRESENTATIVE, SEALING OF THE MSE WALLS MAY PROCEED, USING THE APPROVED MOCK-UP AS THE QUALITY STANDARD.

THE SPECIFIC WALL AND LETTER COLORS AND SEALANT, AS WELL AS MOCK UPS, SHALL BE PAID FOR WITH ITEM 512 SEALING OF CONCRETE SURFACES (EPOXY-URETHANE), AS PER PLAN.

ITEM 840 - FOUNDATION PREPARATION, AS PER PLAN:

CONSTRUCT THE FOUNDATION PREPARATION ACCORDING TO ODOT SUPPLEMENTAL SPECIFICATION 840.06.D, EXCEPT SPREAD, PLACE, AND COMPACT 2'-0" OF GRANULAR MATERIAL TYPE C ACCORDING TO THE REQUIREMENT OF 204.07 IN THE AREAS SPECIFIED ON SHEETS P. 11 AND P. 12 OF P. 57.

ITEM 867, TEMPORARY WIRE FACED MECHANICALLY STABILIZED EARTH WALL, AS PER PLAN

IN ADDITION TO THE REQUIREMENTS OF SUPPLEMENTAL SPECIFICATION 867, STEEL COMPONENTS OF THE TEMPORARY WIRE-FACED MSE WALLS SHALL BE GALVANIZED IF THE CONTRACTOR ELECTS TO USE STEEL COMPONENTS FOR THE PERMANENT MSE WALLS AS PERMITTED IN SUPPLEMENTAL SPECIFICATION 840.03.B.1 AND 840.03.B.2. IF THE CONTRACTOR ELECTS TO USE NON-METALLIC COMPONENTS FOR THE PERMANENT MSE WALLS AS PERMITTED IN SUPPLEMENTAL SPECIFICATION 840.03.B.3, 840.03.B.4, AND 840.03.B.5, THEN STEEL COMPONENTS OF THE TEMPORARY WIRE-FACED MSE WALLS DO NOT NEED TO BE GALVANIZED.

ITEM 840 AESTHETIC SURFACE TREATMENT:

THE FRONT FACE OF THE MSE WALL FACING PANELS SHALL BE SMOOTH, EXCEPT AS NOTED BELOW. FORM THE LETTERS SPELLING "HILLIARD" ON THE WALL PANELS AS DESCRIBED IN THE PLANS. SEE SHEET P. 14 OF P. 57 FOR DETAILS AND ADDITIONAL REQUIREMENTS. IN ADDITION TO THE REQUIREMENTS OF ODOT SUPPLEMENTAL SPECIFICATION 840.04.B, INCLUDE ALL DIMENSIONS AND DETAILS FOR THE LETTERS IN THE SHOP DRAWINGS.

THE WALL LETTERING SHALL BE PAID FOR UNDER ITEM 840 AESTHETIC SURFACE TREATMENT.

ITEM 503 - COFFERDAMS AND EXCAVATION BRACING, AS PER PLAN:

COFFERDAMS AND EXCAVATION BRACING SHALL REMAIN IN PLACE AND SHALL NOT BE REMOVED. ONCE THE SHEETING IS DONE BEING UTILIZED, THE TOP OF THE SHEETING SHALL BE CUT 1'-0" BELOW THE PROPOSED GROUND LINE. ~~THE DESIGN SHOWN ON THE PLANS FOR TEMPORARY SUPPORT OF EXCAVATION IS ONE REPRESENTATIVE DESIGN THAT MAY BE USED TO CONSTRUCT THE PROJECT. THE CONTRACTOR MAY CONSTRUCT THE DESIGN SHOWN ON THE PLANS OR PREPARE AN ALTERNATE DESIGN TO SUPPORT THE SIDES OF EXCAVATIONS. IF CONSTRUCTING AN ALTERNATE DESIGN FOR TEMPORARY SUPPORT OF EXCAVATION, PREPARE AND PROVIDE PLANS IN ACCORDANCE WITH C&MS 501.05. THE DEPARTMENT WILL PAY FOR THE TEMPORARY SUPPORT OF EXCAVATION AT THE CONTRACT LUMP SUM PRICE FOR COFFERDAMS AND EXCAVATION BRACING. THE DEPARTMENT WILL NOT MAKE ADDITIONAL PAYMENT FOR PROVIDING AN ALTERNATE DESIGN.~~

ITEM 203, SPECIAL-SETTLEMENT PLATFORM:

DESCRIPTION: THIS ITEM CONSISTS OF FURNISHING, CONSTRUCTING, AND MAINTAINING SETTLEMENT PLATFORMS AND OBTAINING SETTLEMENT READINGS AS REQUIRED BY THE PLANS OR AS DIRECTED BY THE ENGINEER. AT THE OPTION AND EXPENSE OF THE CONTRACTOR, ADDITIONAL SETTLEMENT PLATFORMS MAY BE INSTALLED AT LOCATIONS ACCEPTED BY THE ENGINEER. TAKE SETTLEMENT READINGS WEEKLY DURING CONSTRUCTION AND DURING ANY SPECIFIED WAITING PERIOD. PLOT THE READINGS ON A GRAPH WITH DEFORMATION ON THE NEGATIVE Y-AXIS AND FILL HEIGHT ON THE POSITIVE Y-AXIS, VERSUS TIME ON THE X-AXIS. IN ORDER TO CREATE THE GRAPH, USE THE SETTLEMENT PLATFORM SPREADSHEET LOCATED ON THE ODOT OFFICE OF GEOTECHNICAL ENGINEERING WEBSITE:

HTTPS://WWW.DOT.STATE.OH.US/GEOTECHNICAL/PAGES/SETTLEMENT.ASPX.

PREPARE A SEPARATE GRAPH FOR EACH SETTLEMENT PLATFORM. SEND A COPY OF EACH CUMULATIVE PLOT TO THE ENGINEER AFTER EACH SETTLEMENT READING IS RECORDED.

THE DEPARTMENT WILL CONSIDER VIBRATING WIRE SETTLEMENT CELL SYSTEMS IN LIEU OF SETTLEMENT PLATFORMS. PROVIDE DETAILS AND DESIGN DRAWINGS OF THE PROPOSED SETTLEMENT CELL SYSTEM INCLUDING MANUFACTURER, INSTALLATION PROCEDURES, PROPOSED CABLE LAYOUT WITH ALL EXISTING AND PROPOSED SITE FEATURES AND UTILITIES TO SHOW NO CONFLICT, RESERVOIR/TERMINAL BOX LOCATION, AND RESERVOIR PROTECTIVE MEASURES TO THE ENGINEER AT LEAST 30 DAYS PRIOR TO CONSTRUCTION. THE ENGINEER WILL REQUIRE 10 WORKING DAYS FOR REVIEW AND APPROVAL. NO ADDITIONAL PAYMENT WILL BE MADE IF THE CONTRACTOR ELECTS TO USE VIBRATING WIRE SETTLEMENT CELL SYSTEMS.

MATERIALS: USE SOUND 36"X 36"X ¾"EXTERIOR GRADE PLYWOOD FOR THE BASE. USE STANDARD 2-1/2" BLACK PIPE WITH THREADED FITTINGS AS SHOWN ON THE PLANS. A STEEL PLATE 36" X 36" X ¼" MAY BE SUBSTITUTED FOR THE LUMBER FOR THE PLATFORMS, AT THE CONTRACTOR'S OPTION.

CONSTRUCTION METHODS: CONFORM THE PLATFORM TO THE DETAILS SHOWN ON THE PLANS. SET THE PLATFORM ON A LEVEL SURFACE. SECURE THE SETTLEMENT PLATFORM TO THE GROUND BY DRIVING A NO. 4 REBAR THROUGH EACH CORNER AND BENDING AT 90 DEGREES. FIRMLY SECURE THE PIPE TO THE PLATFORM AND MAINTAIN THE PIPE IN A PLUMB POSITION DURING THE PLACEMENT OF THE EMBANKMENT. MARK THE PIPE AT INTERVALS TO FACILITATE MEASUREMENT OF THE DEPTH OF FILL. ADD NEW SECTIONS TO THE TOP OF THE PIPE AS THE EMBANKMENT HEIGHT RISES. DETERMINE AND RECORD THE LENGTH OF PIPE ADDED AND THE DATE IT WAS ADDED ON THE SETTLEMENT GRAPH.

PROTECT THE SETTLEMENT PLATFORMS FROM CONSTRUCTION EQUIPMENT WITH GUARD STAKES AND HIGH VISIBILITY MARKINGS. SETTLEMENT PLATFORMS MUST BE PLACED INSIDE THE BREAK OF THE SLOPE BUT MAY BE PLACED BEYOND THE EDGE OF PAVEMENT TO BE OUT OF THE WAY AS MUCH AS POSSIBLE. IMMEDIATELY STOP WORK IN ANY LOCATION WHERE THE SETTLEMENT PLATFORM HAS BEEN DISTURBED OR DAMAGED AND NOTIFY THE ENGINEER. RESTORE PLATFORMS OR PIPES DAMAGED OR DISPLACED DURING CONSTRUCTION TO THEIR PROPER CONDITION AT THE CONTRACTOR'S EXPENSE.

PRIOR TO PAVING, CUT THE TOP OF THE SETTLEMENT PLATFORM PIPE OFF TWO FEET BELOW THE FINISHED SURFACE OF THE SUBGRADE OR FINISHED GROUND SURFACE, WHICHEVER IS APPLICABLE.

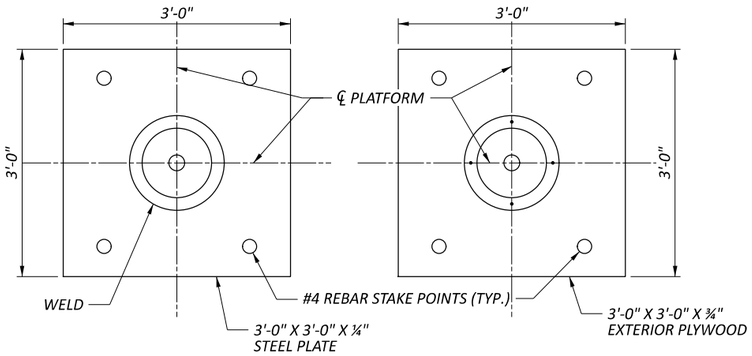
WAITING PERIOD: A WAITING PERIOD OF 30 CALENDAR DAYS IS ANTICIPATED FOR SETTLEMENT MITIGATION. THE WAITING PERIOD WILL COMMENCE ONCE THE FILL HAS REACHED THE LEVEL OF THE SUBGRADE ELEVATION. THE WAITING PERIOD MAY BE REDUCED OR EXTENDED DEPENDING ON THE PLATFORM READINGS. THE ENGINEER MAY CONSIDER THE WAITING PERIOD COMPLETE WHEN CONSECUTIVE SETTLEMENT READINGS, RECORDED AFTER EMBANKMENT CONSTRUCTION IS COMPLETE AND AT LEAST ONE WEEK (168 HOURS) APART, RESULT IN ELEVATION DIFFERENCES EQUAL TO OR LESS THAN $\frac{1}{8}$ INCH.

METHOD OF MEASUREMENT: THE NUMBER OF SETTLEMENT PLATFORMS TO BE PAID FOR SHALL BE THE ACTUAL NUMBER OF SETTLEMENT PLATFORMS COMPLETED, MAINTAINED, AND ACCEPTED BY THE ENGINEER.

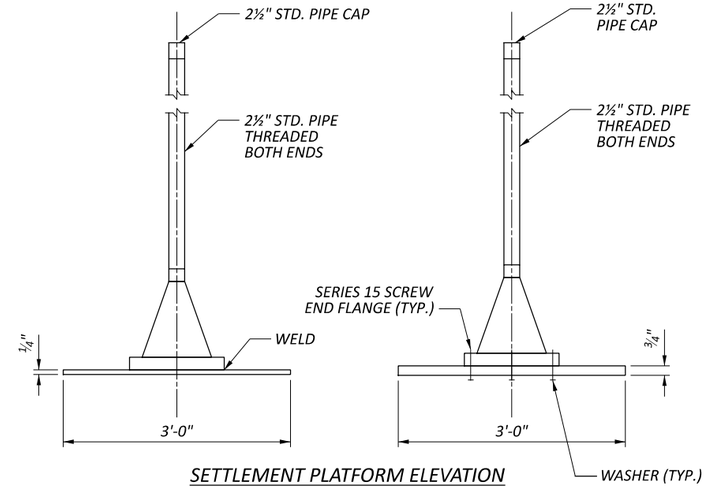
BASIS OF PAYMENT: PAYMENT SHALL BE MADE AT THE CONTRACT UNIT PRICE EACH FOR "ITEM 203, SPECIAL-SETTLEMENT PLATFORM" WHICH IS COMPENSATION FOR CONSTRUCTING, MAINTAINING, AND MONITORING THE SETTLEMENT PLATFORMS INCLUDING FURNISHING ALL LABOR, EQUIPMENT, MATERIALS, AND INCIDENTALS NECESSARY TO COMPLETE THE WORK. PAYMENT SHALL NOT BE MADE FOR SETTLEMENT PLATFORMS WHICH BECOME USELESS DUE TO DAMAGE CAUSED BY THE CONTRACTOR'S OPERATIONS.

SETTLEMENT PLATFORM LOCATION				
SETTLMENT PLATFORM DESIGNATION	ALIGNMENT	STATION	OFFSET	ESTIMATED SETTLEMENT (IN.)
SP-1	℄ CONST. S.U.P.	25+45	0	3.5
SP-2	℄ CONST. S.U.P.	26+55	0	4.0
SP-3	℄ CONST. S.U.P.	29+10	0	4.0
SP-4	℄ CONST. S.U.P.	30+20	0	3.5

SETTLEMENT PLATES SHALL BE PLACED AT THE LOCATIONS INDICATED UNLESS OTHERWISE DIRECTED BY THE ENGINEER.



PLAN



SETTLEMENT PLATFORM ELEVATION

STANDARD ABBREVIATIONS LIST:

ABUT. = ABUTMENT
BRG. = BEARING
C.I.P. = CAST IN PLACE
CONST. = CONSTRUCTION
DIA. = DIAMETER
EL. = ELEVATION
EX. = EXISTING
℄ = FLOWLINE
FWD. = FORWARD
MIN. = MINIMUM
N.P.C.P.P. = NON-PERFORATED CORRUGATED PLASTIC PIPE
O/O = OUT/OUT
P.C.P.P. = PERFORATED CORRUGATED PLASTIC PIPE
P.E.J.F. = PREFORMED EXPANSION JOINT FILLER
PROP. = PROPOSED
REINF. = REINFORCING
STA. = STATION
S.U.P. = SHARED USE PATH
TYP. = TYPICAL
U.N.O. = UNLESS NOTED OTHERWISE

WALL GENERAL NOTES
FRA-270-1262
SHARED USE PATH I.R.-270

SFN 2513083
DESIGN AGENCY
B&N burgessniple.com
DESIGNER JFM | CHECKER BES
REVIEWER BWC 07/2026
PROJECT ID 120103
SUBSET P. 1 | TOTAL P. 57
SHEET P.325 | TOTAL P.407

FRA-CEMETERY RD-SUP

MODEL: Sheet PAPERSIZE: 17x11 (in.) DATE: 11/6/2026 TIME: 8:23:47 AM USER: colvin
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MSE WALL ESTIMATED QUANTITIES - FRA-270-1262

ITEM	EXTENSION	UNIT	DESCRIPTION	WALL #1	WALL #2	01/S>2	02/S>2	SEE SHEET NUMBER
203	35120	CY	GRANULAR MATERIAL, TYPE C	90	65	155		
SPECIAL	203E65000	EACH	SPECIAL - SETTLEMENT PLATFORM	2	2	4		P. 1 OF P. 57
503	11101	LS	COFFERDAMS AND EXCAVATION BRACING, AS PER PLAN	LS	LS	LS		P. 1 OF P. 57
512	10001	SY	SEALING OF CONCRETE SURFACES, AS PER PLAN	230	216	446		P. 1 OF P. 57
512	10101	SY	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE), AS PER PLAN	230	216	446		P. 1 OF P. 57
516	13900	SF	2" PREFORMED EXPANSION JOINT FILLER	29	29	58		
601	21001	SY	CONCRETE SLOPE PROTECTION, AS PER PLAN	5	5	10		P. 11 OF P. 57
611	99710	EA	PRECAST REINFORCED CONCRETE OUTLET	2	2	4		
840	20000	SF	MECHANICALLY STABILIZED EARTH WALL	3417	3210	6627		
840	21000	CY	WALL EXCAVATION	457	387	844		
840	22001	SY	FOUNDATION PREPARATION, AS PER PLAN	206	199	405		P. 1 OF P. 57
840	23000	CY	SELECT GRANULAR BACKFILL	1116	1044	2160		
840	23050	CY	NATURAL SOIL	3	3	6		
840	25010	FT	6" DRAINAGE PIPE, PERFORATED	218	213	431		
840	25020	FT	6" DRAINAGE PIPE, NON-PERFORATED	125	121	246		
840	26000	FT	CONCRETE COPING	183	178	361		
840	26050	SF	AESTHETIC SURFACE TREATMENT	0	86		86	P. 1 OF P. 57
840	27000	DAY	ON-SITE ASSISTANCE	2.5	2.5	5		
840	28000	LS	SGB INSPECTION AND COMPACTION TESTING	LS	LS	LS		
867	00101	LS	TEMPORARY WIRE FACED MECHANICALLY STABILIZED EARTH WALL, AS PER PLAN	LS	LS	LS		P. 1 OF P. 57

ESTIMATED QUANTITIES
FRA-270-1262
SHARED USE PATH I.R.-270

FRA-CEMETERY RD-SUP

MODEL: Sheet PAPERSIZE: 17x11 (in.) DATE: 10/27/2026 TIME: 7:32:58 AM USER: colvin
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SFN
2513083

DESIGN AGENCY
B&N
burgessniple.com

DESIGNER	CHECKER
BWC	SCA

REVIEWER
JFM 07/2026

PROJECT ID
120103

SUBSET	TOTAL
P. 2	P. 57

SHEET	TOTAL
P.326	P.407

GENERAL NOTES:

REFER TO THE FOLLOWING STANDARD BRIDGE DRAWINGS:
AS-1-15 DATED 1/20/2023
AS-2-15 DATED 7/21/2023
PSID-1-13 DATED 7/18/2025
SICD-2-14 DATED 1/15/2021

REFER TO THE FOLLOWING SUPPLEMENTAL SPECIFICATIONS:
800 DATED 1/16/2026

DESIGN SPECIFICATIONS:
THIS STRUCTURE CONFORMS TO THE 10TH EDITION OF THE "LRFD BRIDGE DESIGN SPECIFICATIONS" ADOPTED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS, 2024, THE "LRFD GUIDE SPECIFICATIONS FOR THE DESIGN OF PEDESTRIAN BRIDGES" ADOPTED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS, 2009 EDITION, AND THE ODOT BRIDGE DESIGN MANUAL, 2020 INCLUDING UPDATES THROUGH 1-16-2026.

OPERATIONAL IMPORTANCE:
A LOAD MODIFIER OF 1.00 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:
PEDESTRIAN LIVE LOAD: 0.090 KIPS/SF
VEHICULAR LIVE LOAD: H15-44 (TRUCK ONLY)

DESIGN DATA:
CONCRETE CLASS QC2 - COMPRESSIVE STRENGTH 4.5 KSI
(SUPERSTRUCTURE INCLUDING DECK, PARAPETS, CURBS, DIAPHRAGMS (ABUTMENT, INTERMEDIATE AND PIER), AND APPROACH SLABS)
CONCRETE CLASS QC1 - COMPRESSIVE STRENGTH 4.0 KSI (SUBSTRUCTURE)
EPOXY COATED STEEL REINFORCEMENT - GRADE 60, MINIMUM YIELD STRENGTH 60 KSI
STRUCTURAL STEEL - ASTM A709 GRADE 50 - YIELD STRENGTH 50 KSI (BEARING HP SECTION AND LOAD PLATE)
STEEL CIP PILES - ASTM A252 GRADE 3 - YIELD STRENGTH 45 KSI

CONCRETE FOR PRESTRESSED I-BEAMS:
COMPRESSIVE STRENGTH (FINAL) - 9.0 KSI
COMPRESSIVE STRENGTH (RELEASE) - 7.0 KSI
CONCRETE INTERMEDIATE DIAPHRAGMS SHALL BE USED

WELDED WIRE FABRIC: YIELD STRENGTH - 70 KSI

PRESTRESSING STRANDS: ASTM A416 GRADE 270
ULTIMATE STRENGTH = 270 KSI
STRAND AREA = 0.217 SQ. IN.
INITIAL STRESS = 202.5 KSI (LOW RELAXATION STRANDS)

DECK PROTECTION METHOD:
EPOXY COATED REINFORCING STEEL
2½" CONCRETE COVER
CLASS QC2 CONCRETE

PILE DESIGN LOADS (ULTIMATE BEARING VALUE):
THE ULTIMATE BEARING VALUE IS 250 KIPS PER PILE FOR THE REAR AND FORWARD ABUTMENT PILES.
THE ULTIMATE BEARING VALUE IS 323 KIPS PER PILE FOR THE PIER PILES.

REAR ABUTMENT PILES: (6)-PILES, 12" Ø C.I.P., 65 FT LONG (ORDER LENGTH)

FORWARD ABUTMENT PILES: (6)-PILES, 12" Ø C.I.P., 70 FT LONG (ORDER LENGTH)

PIER PILES: (13)-PILES, 14" Ø C.I.P., 35 FT LONG (ORDER LENGTH)

2 DYNAMIC LOAD TESTING ITEMS (1 FOR 12" Ø C.I.P. & 1 FOR 14" Ø C.I.P.)

PROVIDE PLAIN CYLINDRICAL CASINGS WITH A MINIMUM PILE WALL THICKNESS OF 0.312" FOR THE CAST-IN-PLACE REINFORCED CONCRETE PILES

PILE DRIVING CONSTRAINTS:
PILE DRIVING CONSTRAINTS: PRIOR TO DRIVING ABUTMENT PILES TO THE ULTIMATE BEARING VALUE (UBV), CONSTRUCT THE MSE WALL UP TO THE BOTTOM OF THE FOOTING AND CONSTRUCT A TEMPORARY WIRE-FACED MSE WALL AND THE BRIDGE APPROACH EMBANKMENT BEHIND THE ABUTMENT UP TO THE LEVEL OF THE SUBGRADE ELEVATION FOR A MINIMUM DISTANCE OF 200 FEET BEHIND EACH ABUTMENT PER THE ABUTMENT SECTION DETAIL DRAWING. THE CONTRACTOR MAY PRE-DRIVE ABUTMENT PILES BEFORE CONSTRUCTING MSE WALLS. PRE-DRIVING CONSISTS OF INSTALLING THE ABUTMENT PILES INTO THE SOIL ONLY AS FAR AS NECESSARY SO THAT THE PILE WILL REMAIN VERTICAL DURING MSE WALL CONSTRUCTION. IF PRE-DRIVING PILES, INSTALL PILE SLEEVES AROUND PILES BEFORE CONSTRUCTING THE MSE WALL. PROVIDE AT LEAST 3-FT OF PILE ABOVE THE TOP OF THE PILE SLEEVE TO MEET THE REQUIREMENTS OF C&MS 507.09 REGARDING SPLICES. DO NOT DRIVE ABUTMENT PILES TO THE UBV UNTIL AFTER THE ABOVE REQUIRED MSE WALL AND EMBANKMENT HAVE BEEN CONSTRUCTED AND A 30 CALENDAR DAY WAITING PERIOD HAS ELAPSED. THE ENGINEER MAY ADJUST THE LENGTH OF THE WAITING PERIOD BASED ON SETTLEMENT PLATFORM READINGS. AFTER THE SPECIFIED WAITING PERIOD HAS ELAPSED, DRIVE ABUTMENT PILES TO THE UBV. IN ORDER TO REMOVE ANY NEGATIVE SKIN FRICTION THAT HAS DEVELOPED DURING THE WAITING PERIOD, DRIVE EACH ABUTMENT PILE A DISTANCE OF AT LEAST 0.5-IN.

IF NOT PRE-DRIVING ABUTMENT PILES, INSTALL THE ABUTMENT PILES THROUGH PILE SLEEVES AFTER THE ABOVE REQUIRED MSE WALL AND EMBANKMENT HAVE BEEN CONSTRUCTED AND THE SPECIFIED WAITING PERIOD HAS ELAPSED.

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.

PROPRIETARY RETAINING WALL DATA:
FOR THE PROPRIETARY RETAINING WALL DATA NOTE, SEE SHEET 1 OF 57.

ITEM 511 - CLASS QC2 CONCRETE WITH QC/QA, BRIDGE DECK, AS PER PLAN:
THIS ITEM SHALL INCLUDE THE BRIDGE DECK, REAR AND FORWARD ABUTMENT DIAPHRAGMS, PIER DIAPHRAGM, AND THE EXPANDED POLYSTYRENE FILLER USED TO FORM THE BOTTOM OF THE DIAPHRAGMS.

ITEM 512 - SEALING OF CONCRETE SURFACES (EPOXY-URETHANE), AS PER PLAN:
BRIDGE ABUTMENTS (INCLUDING DECORATIVE COLUMNS), DECK, BEAM, AND PARAPET SURFACES AS SHOWN IN THE PLANS AND ALL EXPOSED CONCRETE SURFACES OF THE PIER (INCLUDING DECORATIVE COLUMNS) EXCEPT FOR THE TOP OF THE PIER CAP SHALL BE SEALED WITH EPOXY-URETHANE SEALER PER ITEM 512. THE COLOR OF THE SEALER SHALL BE GRAY (PANTONE MATCHING SYSTEM (PMS) 428 C).

ITEM SPECIAL - STRUCTURE, MISC.: FENCE WITH DECORATIVE ARCH:
REFER TO SPECIAL PROVISIONS.

SHOP DRAWINGS:

IN ADDITION TO THE REQUIREMENTS OF 501 AND THE REQUIREMENTS IN THESE NOTES, FOR THE ITEMS LISTED BELOW, SUBMIT TO THE CITY OF HILLIARD, OHIO (ATTN: NICK VANDIA AND LETTY SCHAMP), 3800 MUNICIPAL WAY, HILLIARD OHIO 43026 AND TO EMAIL ADDRESSES nvandia@hilliardohio.gov AND lschamp@hilliardohio.gov FOR REVIEW AND ACCEPTANCE, THREE COPIES OF SHOP DRAWINGS, UNLESS ADDITIONAL COPIES ARE REQUESTED. DO NOT BEGIN FABRICATION UNTIL WRITTEN ACCEPTANCE OF THE SUBMITTED DRAWINGS HAS BEEN RECEIVED FROM THE CITY OF HILLIARD.

SELECT A FABRICATOR FROM THE PRE-QUALIFIED FABRICATORS LIST FOR ITEM 513 IN EFFECT AT THE DATE OF THE CONTRACT LETTING. SELECT A FABRICATOR THAT IS AT LEAST PREQUALIFIED AT LEVEL UF. BEFORE OR AT THE PRECONSTRUCTION CONFERENCE, PROVIDE A WRITTEN NOTIFICATION TO THE DISTRICT CONSTRUCTION ENGINEER AND OFFICE OF MATERIALS MANAGEMENT OF THE SELECTED FABRICATORS.

SUBMIT SHOP DRAWINGS PER 501.04 AND PER THE REQUIREMENTS IN THESE NOTES. THE REQUIREMENTS IN 501.04A, 501.04B, AND 501.04C APPLY, IN ADDITION TO THE REQUIREMENTS IN THE PLANS.

THE ABOVE REQUIREMENTS APPLY TO:
ITEM 517 - RAILING, MISC.: BRIDGE RAILING
ITEM SPECIAL - STRUCTURE, MISC.: FENCE WITH DECORATIVE ARCH

ITEM 517 - RAILING, MISC.: BRIDGE RAILING:

DESCRIPTION:
THIS ITEM CONSISTS OF PREPARING SHOP DRAWINGS, FURNISHING, FABRICATING, COATING, AND ERECTING STEEL RAILINGS ON TOP OF THE CONCRETE PARAPETS ON THE APPROACH SLABS AND APPROACH UNREINFORCED CONCRETE SLABS AT THE REAR AND FORWARD ABUTMENTS.

SHOP DRAWINGS:
SEE "SHOP DRAWINGS" NOTE ON THIS SHEET.

CONSTRUCTION:
FABRICATE RAILINGS ACCORDING TO C&MS 513 AND 517.

REFER TO SHEETS P. 53 AND P. 54 OF P. 57 FOR DETAILS.

COATING:
ALL RAILING COMPONENTS (EXCEPT STAINLESS STEEL CABLES), INCLUDING ANCHOR BOLTS, BASE PLATES, POSTS, CRADLE PLATES, RUBRAILS, RUBRAIL SPLICE SLEEVES, AND OTHER MISCELLANEOUS STEEL PLATES AND HARDWARE, SHALL BE GALVANIZED PER C&MS 711.02 AND PAINTED GLOSS WHITE (FEDERAL STANDARD 17925). FOR ADDITIONAL DETAILS CONCERNING THE COATING, REFER TO THE SPECIAL PROVISIONS FOR ITEM SPECIAL - STRUCTURE, MISC.: FENCE WITH DECORATIVE ARCH, SECTION 3.0. DO NOT PAINT THE PORTION OF HARDWARE THAT WILL BE EMBEDDED INTO CONCRETE.

ITEM 517 - RAILING, MISC.: BRIDGE RAILING (CONTINUED):

METHOD OF MEASUREMENT:
THE DEPARTMENT WILL MEASURE RAILING BY THE NUMBER OF FEET OF RAILING ALONG THE CENTERLINE OF THE RUBRAIL BETWEEN THE CENTERLINES OF THE END POSTS AT EACH END OF THE RAILINGS. THE DEPARTMENT WILL NOT MEASURE ANY PORTIONS OF THE RAILING ELEMENTS EXTENDING BEYOND THE FIRST AND LAST POST CENTERLINES.

BASIS OF PAYMENT:
THE COST OF RAILING ELEMENTS EXTENDING BEYOND THE MEASURED LIMITS ARE INCLUDED FOR PAYMENT IN THE UNIT PRICE BID FOR THE MEASURED LENGTH.

ALL MATERIALS AND LABOR NECESSARY TO PREPARE SHOP DRAWINGS AND FURNISH, FABRICATE, COAT, AND ERECT THE RAILINGS, AS SPECIFIED IN THESE NOTES AND ON THE PLANS SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE RAILING.

THE DEPARTMENT WILL PAY FOR THE ACCEPTED QUANTITIES AT THE CONTRACT PRICE FOR ITEM 517-RAILING, MISC.: BRIDGE RAILING, PER FOOT.

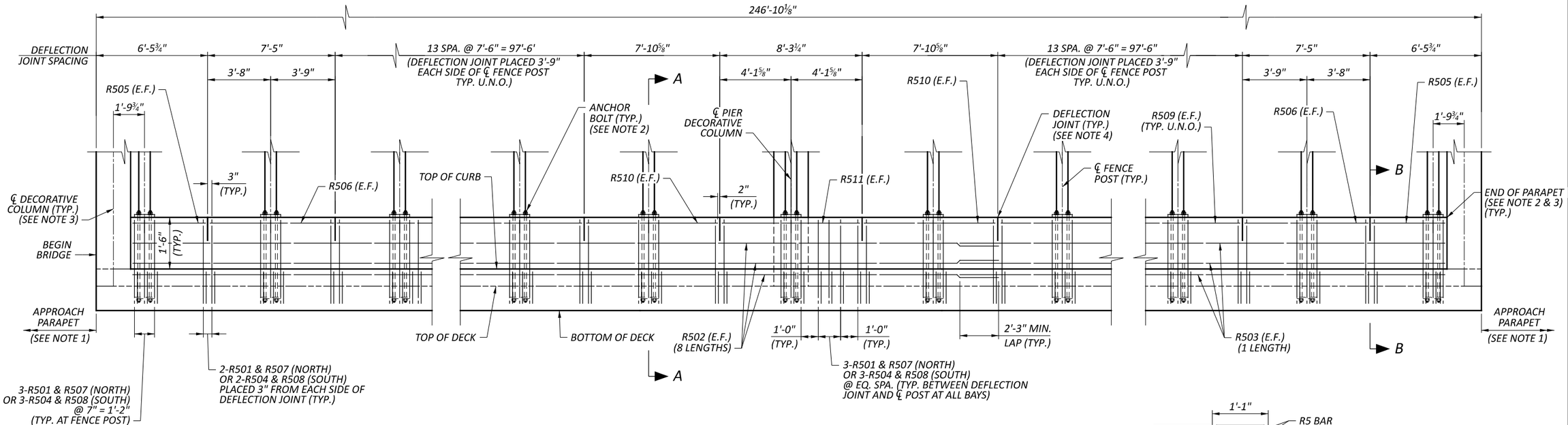
ABBREVIATIONS:
ABUT. = ABUTMENT
APP. = APPROACH
BOT. = BOTTOM
BRG. = BEARING
C.I.P. = CAST-IN-PLACE
C.J. = CONSTRUCTION JOINT
CJP = COMPLETE JOINT PENETRATION
CLR. = CLEAR
CMS OR C&MS = CONSTRUCTION AND MATERIAL SPECIFICATIONS
CONST. = CONSTRUCTION
DIA. = DIAMETER
EB = EASTBOUND
E.F. = EACH FACE
EL. = ELEVATION
EQ. = EQUAL
EX. = EXISTING
EXP. = EXPANSION
F.A. = FORWARD ABUTMENT
F.F. = FAR FACE
FTG. = FOOTING
LT. = LEFT
NB = NORTHBOUND
N.F. = NEAR FACE
N.P.C.P.P. = NON-PERFORATED CORRUGATED PLASTIC PIPE
O/O = OUT-TO-OUT
P.C.P.P. = PERFORATED CORRUGATED PLASTIC PIPE
P.E.J.F. = PREFORMED EXPANSION JOINT FILLER
PJP = PARTIAL JOINT PENETRATION
PROP. = PROPOSED
R.A. = REAR ABUTMENT
R.F. = RIGHT FORWARD
RT. = RIGHT
R/W = RIGHT-OF-WAY
SB. = SOUTHBOUND
SPA. = SPACE / SPACED
STA. = STATION
S.U.P. = SHARED USE PATH
T/R = TOP OF ROCK
T/T = TOE TO TOE
TBD = TO BE DETERMINED
TYP. = TYPICAL
U.N.O. = UNLESS NOTED OTHERWISE
WB = WESTBOUND
W.R.T. = WITH RESPECT TO
W.W.R. = WELDED WIRE REINFORCEMENT

BRIDGE GENERAL NOTES
FRA-270-1262
SHARED USE PATH I.R.-270

SFN 2513083
DESIGN AGENCY B&N burgessniple.com
DESIGNER JFM | CHECKER BES
REVIEWER JCS 07/2026
PROJECT ID 120103
SUBSET P. 16 | TOTAL P. 57
SHEET P.340 | TOTAL P.407

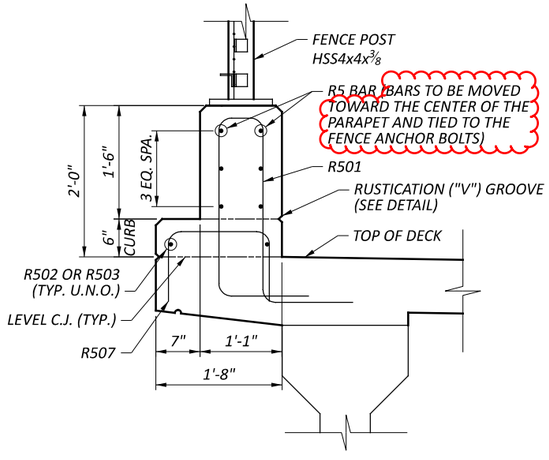
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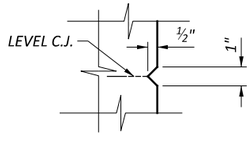
PARAPET ELEVATION

(NORTH PARAPET SHOWN, SOUTH PARAPET SIMILAR)
(DECK AND DECORATIVE COLUMN REINFORCING NOT SHOWN FOR CLARITY)
(FENCE AND AESTHETIC ARCH NOT SHOWN FOR CLARITY)
(NOT TO SCALE)

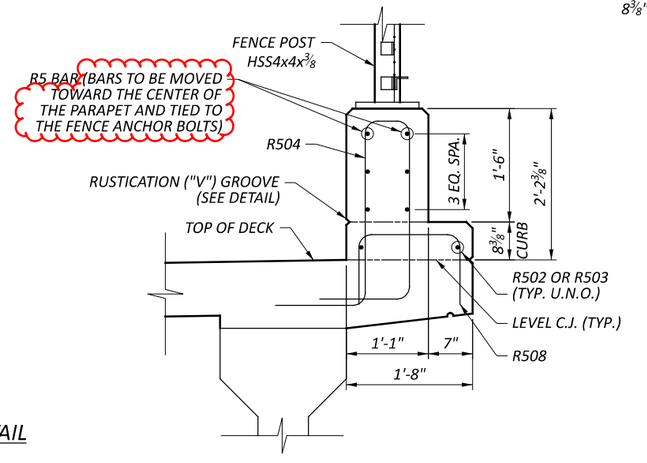


SECTION A-A

(NORTH CURB/PARAPET SHOWN)
(DECK REINFORCING NOT SHOWN FOR CLARITY)
(ANCHOR BOLTS NOT SHOWN FOR CLARITY)

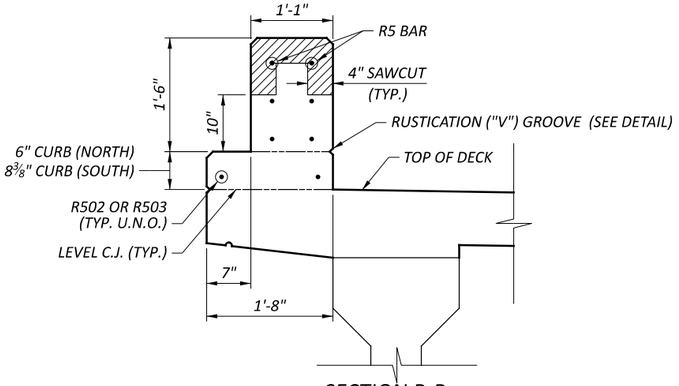


RUSTICATION ("V") GROOVE DETAIL



SECTION A-A

(SOUTH CURB/PARAPET SHOWN)
(DECK REINFORCING NOT SHOWN FOR CLARITY)
(ANCHOR BOLTS NOT SHOWN FOR CLARITY)



SECTION B-B

(NORTH PARAPET/CURB SHOWN, SOUTH SIMILAR)
(DECK REINFORCING NOT SHOWN FOR CLARITY)

NOTES:

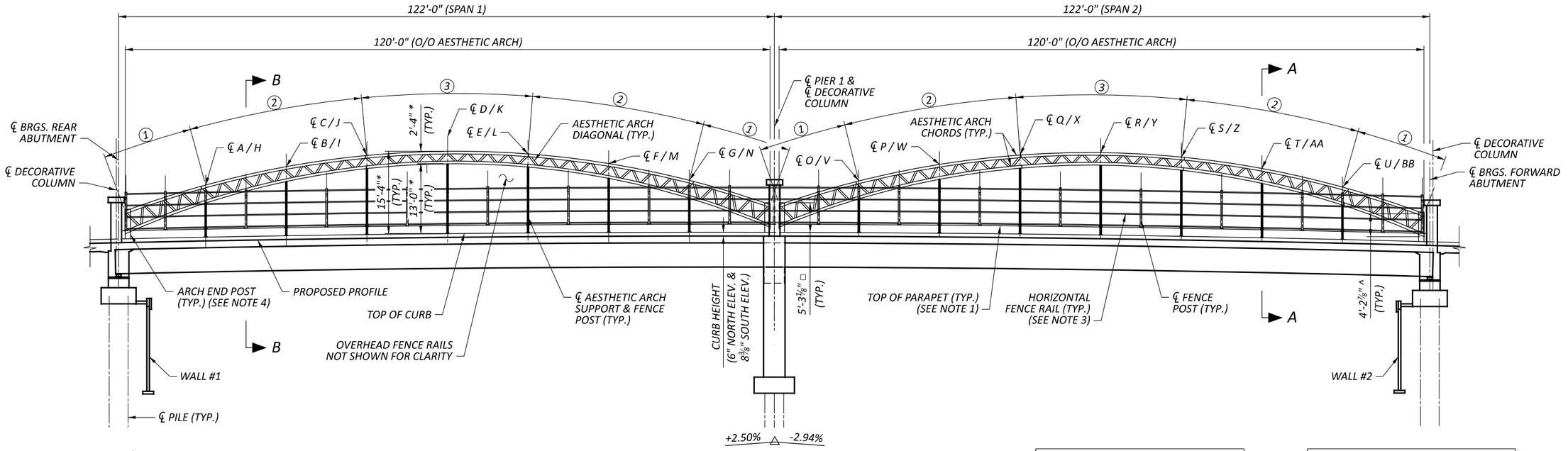
1. FOR APPROACH SLAB PARAPET DETAILS, SEE SHEET P. 55 OF P. 57 .
2. FOR ANCHOR BOLT LOCATIONS AND PARAPET END DETAILS, SEE SHEET P. 49 OF P. 57. ANCHOR BOLTS SHALL BE PLACED PRIOR TO THE PLACEMENT OF THE DECK AND CURB/PARAPET CONCRETE.
3. FOR ABUTMENT DECORATIVE COLUMN INFORMATION AND REINFORCING DETAILS, SEE SHEET P. 38 OF P. 57 .
4. USE AN EDGE GUIDE, FENCE, OR JIG TO ENSURE THAT THE CUT JOINT IS STRAIGHT, TRUE, AND ALIGNED ON ALL FACES OF THE PARAPET. THE JOINT WIDTH SHALL BE OF THE SAW BLADE, A NOMINAL WIDTH OF ¼ INCH.
5. SEAL THE PERIMETER OF THE DEFLECTION JOINT TO A MINIMUM DEPTH OF ONE INCH WITH A POLYURETHANE OR POLYMERIC MATERIAL CONFORMING TO ASTM C920, TYPE S. LEAVE THE BOTTOM ½ INCH OF BOTH THE INSIDE AND OUTSIDE FACES OF THE PARAPET UNSEALED TO ALLOW ANY WATER WHICH MAY ENTER THE JOINT TO ESCAPE. PAYMENT FOR THIS WORK AND MATERIALS SHALL BE PAID FOR UNDER ITEM CLASS QC2 CONCRETE, BRIDGE DECK (PARAPET), AS PER PLAN.

PARAPET DETAILS
FRA-270-1262
SHARED USE PATH I.R.-270

FRA-CEMETERY RD-SUP

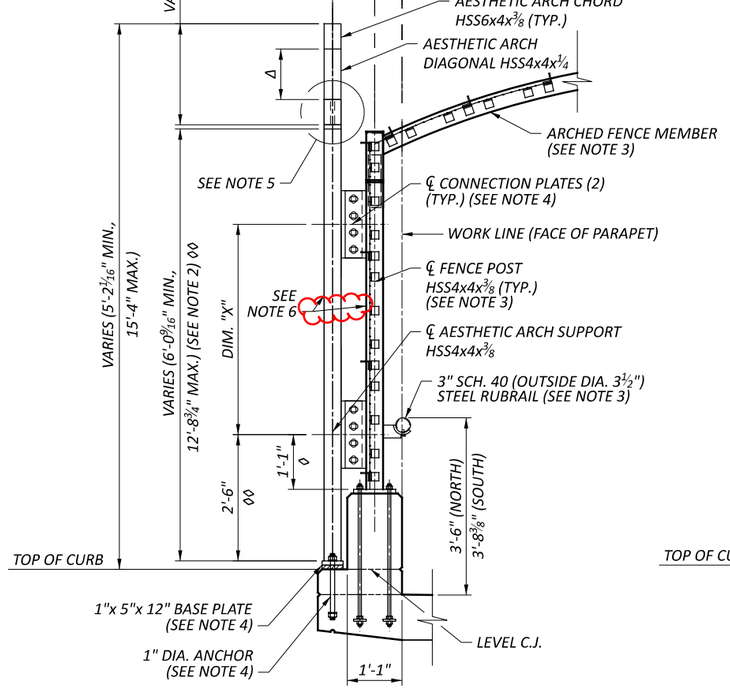
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SFN 2513083
DESIGN AGENCY B&N burgessniple.com
DESIGNER JFM | CHECKER BWC
REVIEWER JCS 07/2026
PROJECT ID 120103
SUBSET P. 40 | TOTAL P. 57
SHEET P.364 | TOTAL P.407



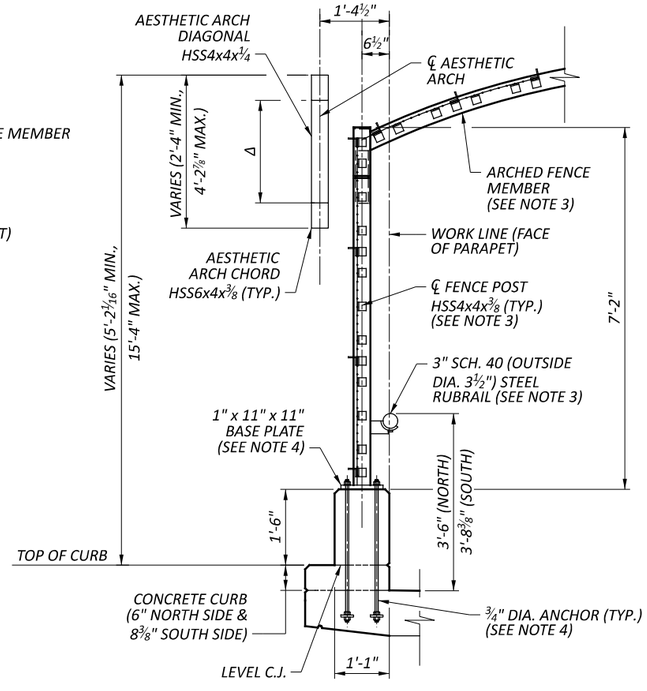
ELEVATION VIEW

(SOUTH ELEVATION SHOWN, NORTH ELEVATION SIMILAR)
(STEEL RUBRAIL NOT SHOWN FOR CLARITY)
(APPROACH SLAB CUSTOM RAILING NOT SHOWN FOR CLARITY)



SECTION A-A

(SEE SECTION B-B FOR ADDITIONAL INFORMATION NOT SHOWN)



SECTION B-B

NORTH ARCH CONNECTION PLATE SPACING

LOCATION	DIM. "X"
"A"	2'-6"
"B"	4'-2"
"C"	4'-2"
"D"	4'-2"
"E"	4'-2"
"F"	4'-2"
"G"	2'-6"
"O"	2'-6"
"P"	4'-2"
"Q"	4'-2"
"R"	4'-2"
"S"	4'-2"
"T"	4'-2"
"U"	2'-6"

SOUTH ARCH CONNECTION PLATE SPACING

LOCATION	DIM. "X"
"H"	2'-6"
"I"	4'-2"
"J"	4'-2"
"K"	4'-2"
"L"	4'-2"
"M"	4'-2"
"N"	2'-6"
"V"	2'-6"
"W"	4'-2"
"X"	4'-2"
"Y"	4'-2"
"Z"	4'-2"
"AA"	4'-2"
"BB"	2'-6"

LEGEND:

- * = AS MEASURED AT CENTER SPAN
- ^ = AS MEASURED AT END SPAN
- □ = MEASURED TO HEIGHT OF ARCH END POST
- Δ = VARIES (1'-4" MIN. TO 3'-2" MAX)
- ◊ = MEASURED TO THE BOTTOM OF THE FENCE POST
- ◊◊ = MEASURED TO THE BOTTOM OF THE AESTHETIC ARCH SUPPORT
- (#) = ARCH SECTION SEE SHEETS P. 47 AND P. 48 OF P. 57

NOTES:

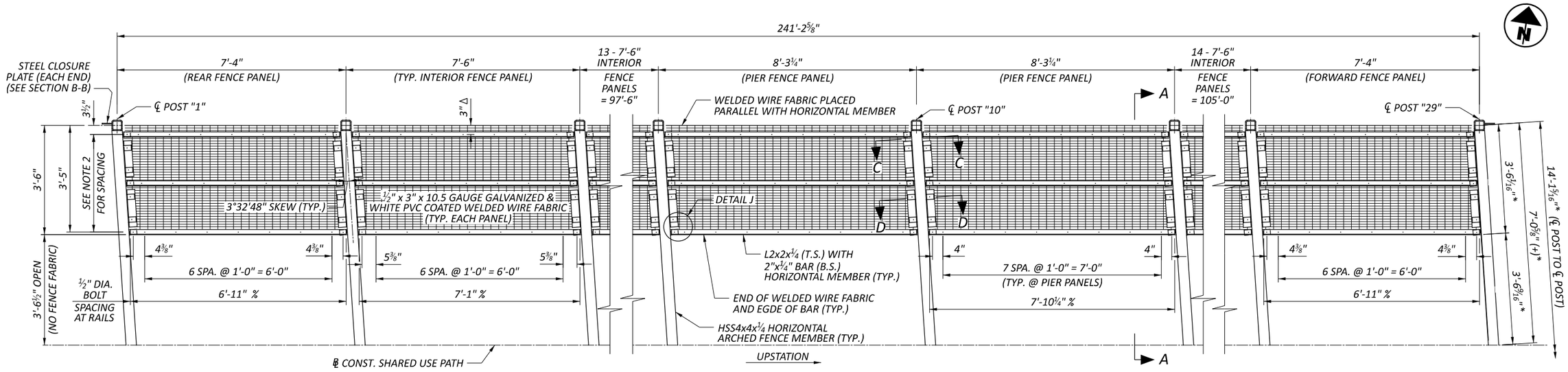
1. FOR CONCRETE PARAPET DETAILS, SEE SHEET P. 40 OF P. 57.
2. FOR AESTHETIC ARCH SUPPORT AND FENCE POST LAYOUT, NAMING CONVENTION, AND POST/SUPPORT HEIGHTS, SEE SHEETS P. 41 AND P. 42 OF P. 57.
3. FOR ADDITIONAL FENCE AND RUBRAIL DETAILS, AND INFORMATION NOT SHOWN, SEE SHEETS P. 44 THROUGH P. 46 OF P. 57.
4. FOR BASE PLATES, CONNECTION PLATES, AND OTHER MISCELLANEOUS DETAILS, SEE SHEETS P. 49 AND P. 50 OF P. 57.
5. FOR SPLICE AND CONNECTION TO POST DETAILS, SEE SHEETS P. 47 AND P. 48 OF P. 57.
6. THE AESTHETIC ARCH AND AESTHETIC ARCH SUPPORTS, INCLUDING HARDWARE, ARE TO BE PAINTED "HILLIARD BLUE", AND ALL FENCE COMPONENTS, INCLUDING HARDWARE, ARE TO BE PAINTED "WHITE". SEE SHEET 50 OF 57 FOR WHERE THE COLORS ARE TO DEVIATE. DO NOT PAINT THE PORTION OF HARDWARE THAT WILL BE EMBEDDED INTO CONCRETE. SEE THE SPECIAL PROVISIONS FOR DETAILS.

AESTHETIC ARCH DETAILS
FRA-270-1262
SHARED USE PATH I.R.-270

FRA-CEMETERY RD-SUP

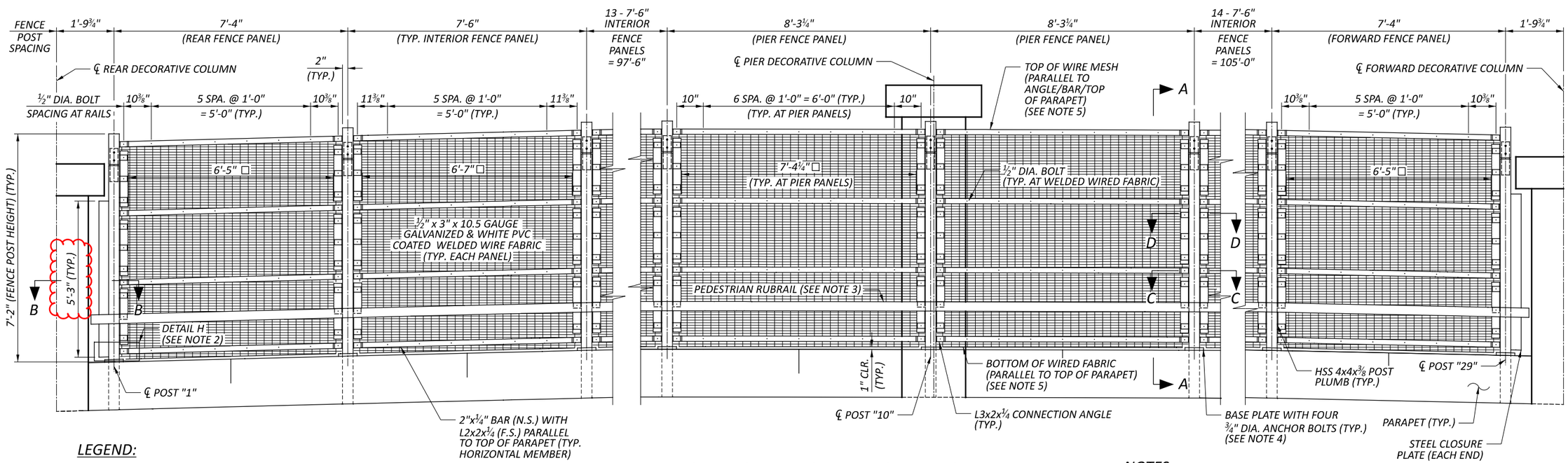
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SFN	2513083
DESIGN AGENCY	B&N burgessniple.com
DESIGNER	BWC
CHECKER	JFM
REVIEWER	JCS 07/2026
PROJECT ID	120103
SUBSET	P. 43
TOTAL	P. 57
SHEET	P.367
TOTAL	P.407



UPPER MESH FENCING PLAN

(NORTH SIDE UPPER MESH FENCING SHOWN; SOUTH SIDE UPPER MESH FENCING SIMILAR)
(AESTHETIC ARCH, END DECORATIVE COLUMNS & LOWER MESH FENCING NOT SHOWN FOR CLARITY)



LEGEND:

* = AS MEASURED ALONG THE SKEW

△ = AS MEASURED FROM ℄ OF BAR TO OUTER EDGE OF WELDED WIRE FABRIC (SEE NOTE 5)

□ = LENGTH OF 2"x¼" BAR (LENGTH OF L2x2x¼ IS 6" LONGER)

% = LENGTH OF L2x2x¼ (LENGTH OF 2"x¼" BAR IS 6" SHORTER)

N.S. = NEAR SIDE
F.S. = FAR SIDE
B.S. = BOTTOM SIDE
T.S. = TOP SIDE

NORTH, LOWER MESH FENCING ELEVATION

(VIEW FROM BRIDGE DECK)
(SOUTH, LOWER MESH FENCING SIMILAR)
(AESTHETIC ARCH & UPPER MESH FENCING NOT SHOWN FOR CLARITY)

NOTES:

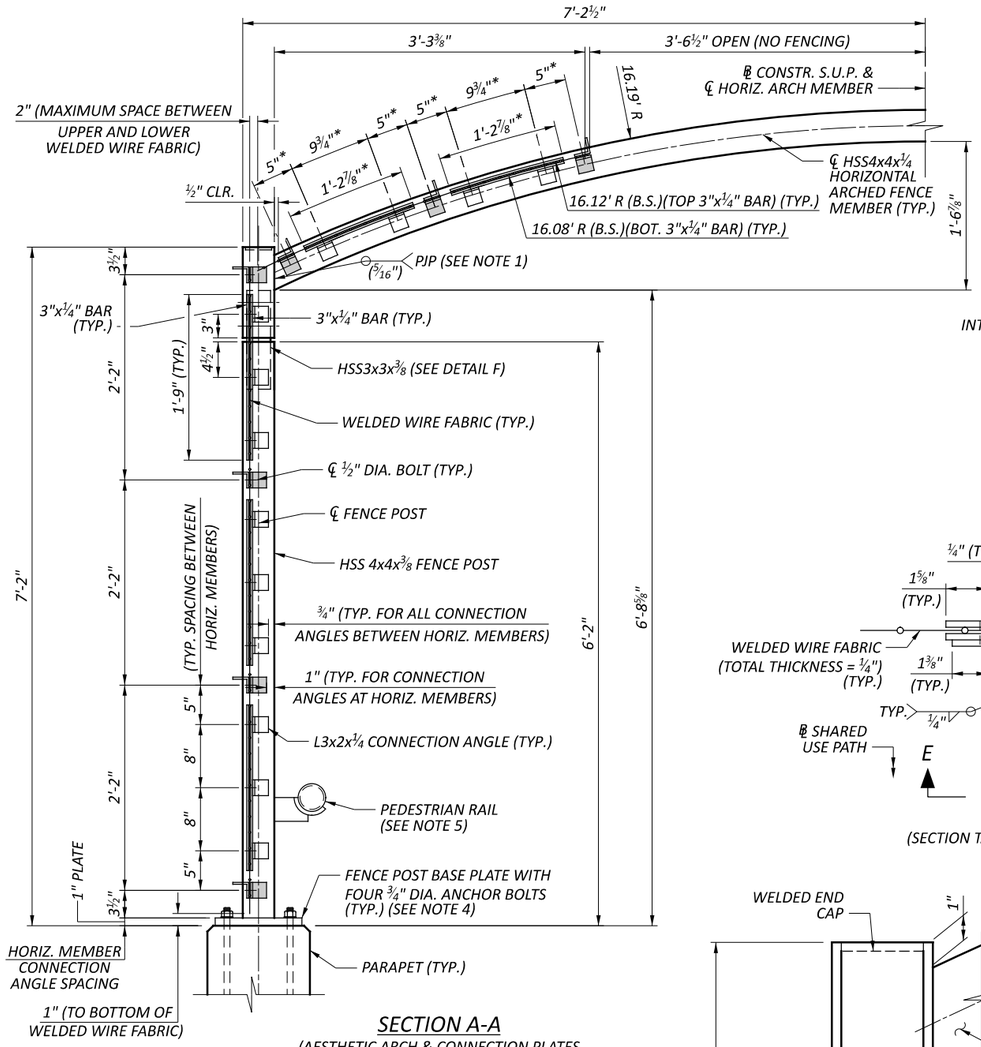
1. BOLTS SHALL BE ASTM A325 TYPE 1 GALVANIZED.
2. FOR SECTIONS A-A, B-B, C-C, D-D & DETAIL H, SEE SHEET P. 45 OF P. 57 .
3. FOR PEDESTRIAN RUBRAIL DETAILS, SEE SHEET P. 46 OF P. 57 .
4. FOR ANCHOR BOLT AND BASE PLATE DETAILS, SEE SHEET P. 49 OF P. 57 .
5. FOR WELDED WIRED FABRIC TRIMMING DETAILS, SEE SHEET P. 46 OF P. 57 .
6. FOR DETAIL J, SEE SHEET P. 46 OF P. 57 .

FENCE DETAILS - 1
FRA-270-1262
SHARED USE PATH I.R.-270

FRA-CEMETERY RD-SUP

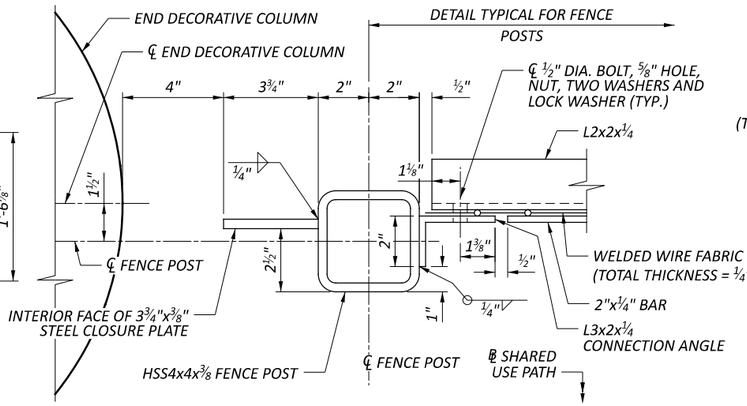
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SFN 2513083
DESIGN AGENCY
B&N burgessniple.com
DESIGNER SCA | CHECKER JFM
REVIEWER JCS 07/2026
PROJECT ID 120103
SUBSET P. 44 | TOTAL P. 57
SHEET P.368 | TOTAL P.407



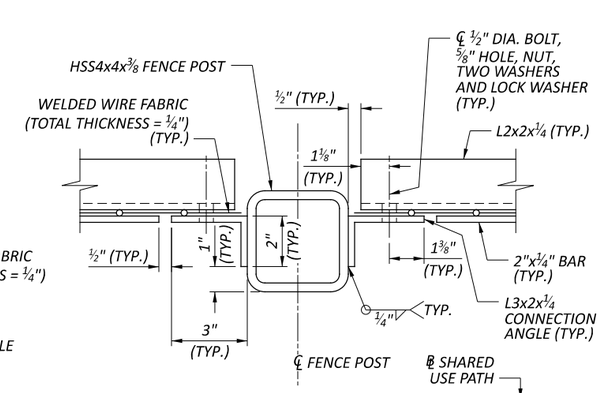
SECTION A-A

(AESTHETIC ARCH & CONNECTION PLATES NOT SHOWN FOR CLARITY)



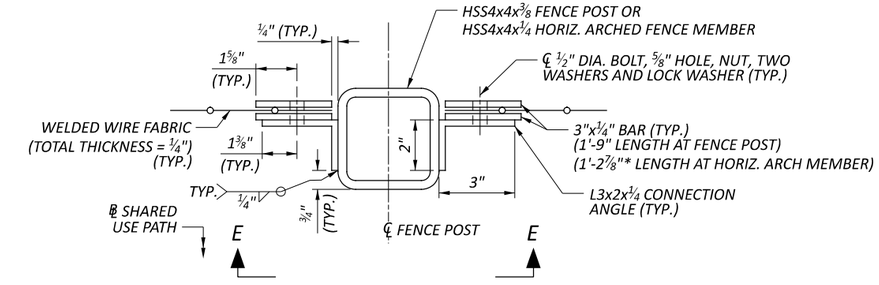
SECTION B-B

(SECTION TAKEN AT HORIZONTAL MEMBER)



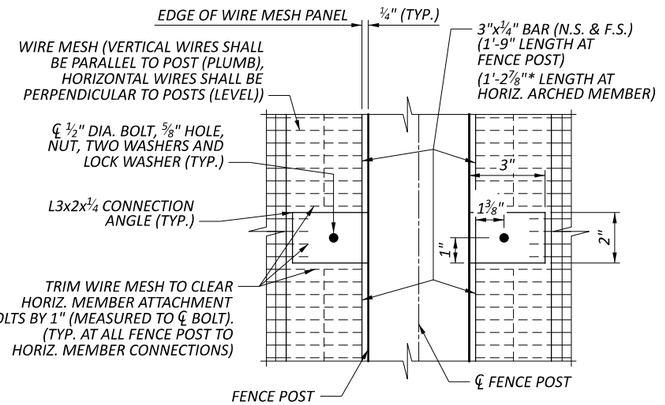
SECTION C-C

(SECTION TAKEN AT HORIZONTAL MEMBER)

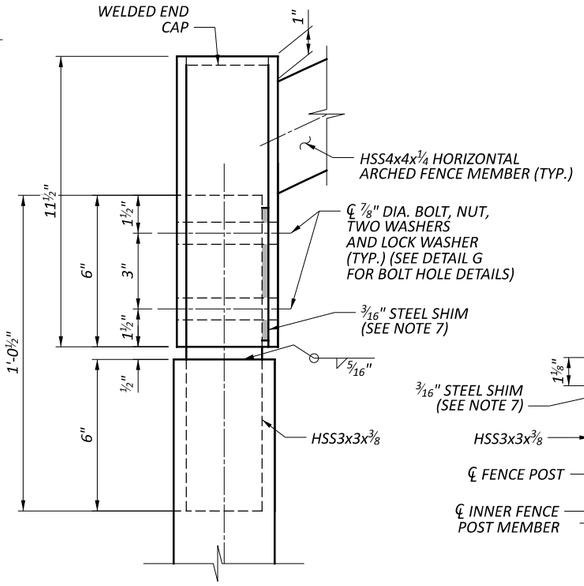


SECTION D-D

(SECTION TAKEN AT NON-HORIZONTAL MEMBER)

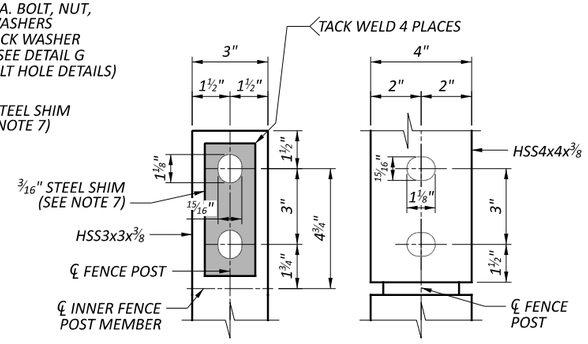


VIEW E-E



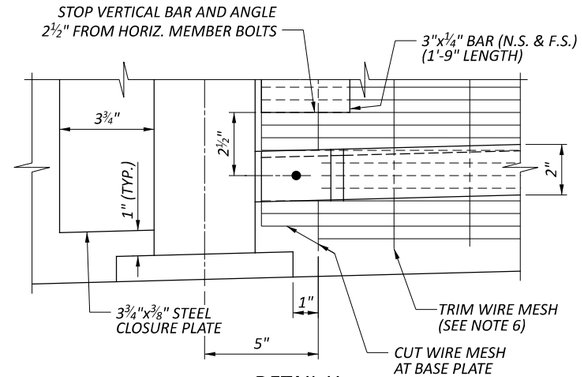
DETAIL F

(WELDED WIRE FABRIC CONNECTIONS NOT SHOWN FOR CLARITY)



DETAIL G

(WIRE MESHING NOT SHOWN FOR CLARITY)



DETAIL H

(DETAIL TYPICAL AT EACH VERTICAL FENCE POST)
(ANCHOR BOLTS NOT SHOWN FOR CLARITY)
(TYPICAL HORIZONTAL MEMBER SHOWN)

LEGEND:

= HORIZONTAL MEMBER LOCATION

* = AS MEASURED ALONG ℄ HORIZONTAL ARCHED FENCE MEMBER

B.S. = BOTTOM SIDE

NOTES:

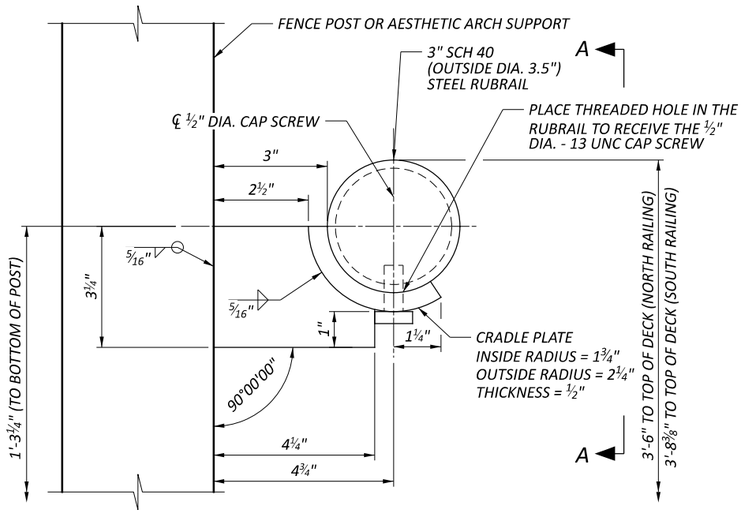
1. PARTIAL PENETRATION GROOVE WELDS BETWEEN TUBULAR MEMBERS SHALL BE PERFORMED ACCORDING TO AWS D1.1 (2015) FIGURE 9.11. SEE GENERAL NOTES FOR ADDITIONAL WELDING AND TESTING REQUIREMENTS.
2. BOLTS SHALL BE ASTM A325 TYPE 1 GALVANIZED AND PAINTED.
3. FOR LOCATIONS OF SECTION A-A, B-B, C-C, D-D & DETAIL H, SEE SHEET P. 44 OF P. 57.
4. FOR ANCHOR BOLT AND BASE PLATE DETAILS, SEE SHEET P. 49 OF P. 57.
5. FOR PEDESTRIAN RAILING DETAILS, SEE SHEET P. 46 OF P. 57.
6. FOR WIRE MESH TRIMMING DETAILS, SEE SHEET P. 46 OF P. 57.
7. THE SHIM SHALL BE PLACED ON ONE OF THE OUTSIDE FACES AS SHOWN AND BE 5" x 2" x 3/16" WITH CUTOUTS FOR THE BOLT HOLES AND BE TACK WELDED TO THE HSS3x3x3/8 TUBE.

FENCE DETAILS - 2
FRA-270-1262
SHARED USE PATH I.R.-270

FRA-CEMETERY RD-SUP

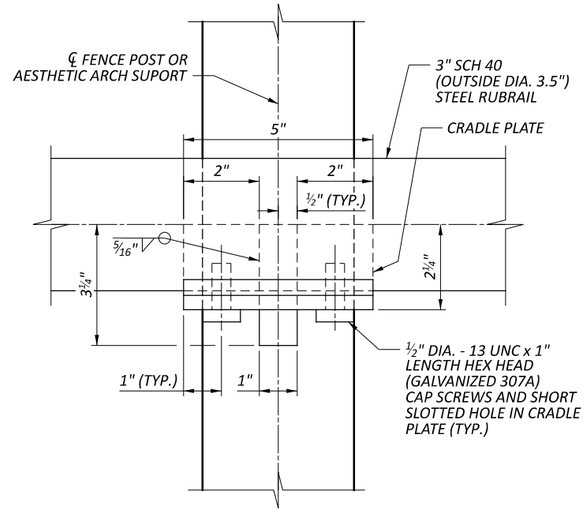
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SFN 2513083
DESIGN AGENCY
B&N burgessniple.com
DESIGNER SCA | CHECKER JFM
REVIEWER JCS 07/2026
PROJECT ID 120103
SUBSET P. 45 | TOTAL P. 57
SHEET P.369 | TOTAL P.407



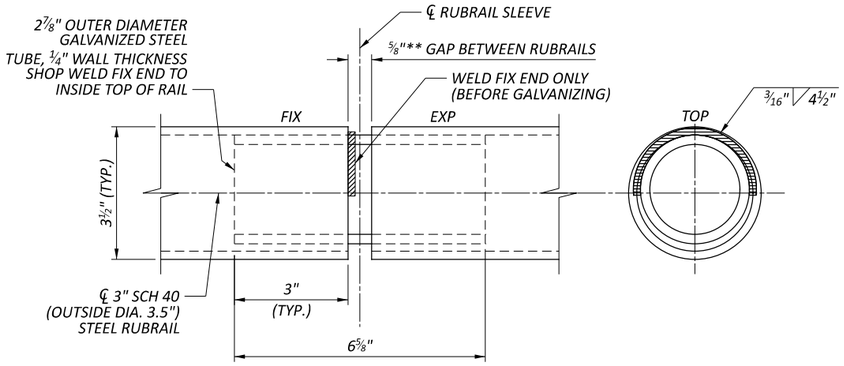
PEDESTRIAN RAILING DETAILS

(WELDED WIRE FABRIC NOT SHOWN FOR CLARITY)



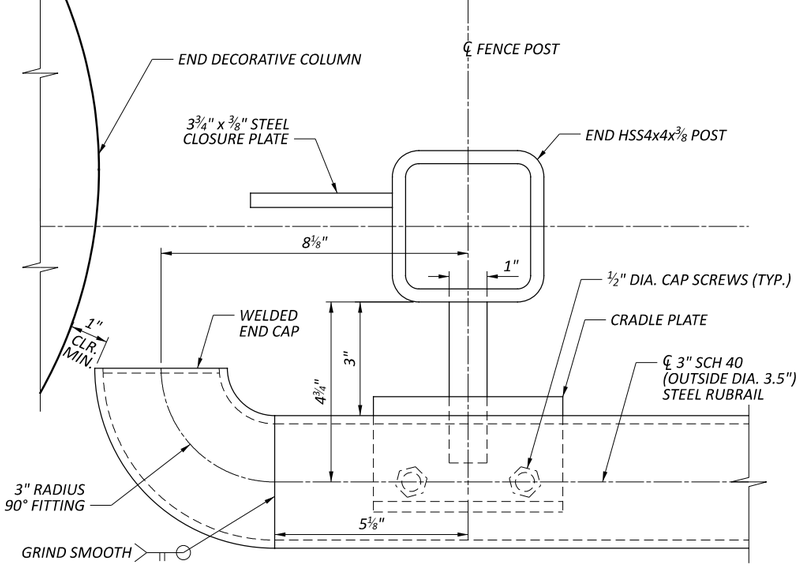
VIEW A-A

(WELDED WIRE FABRIC NOT SHOWN FOR CLARITY)



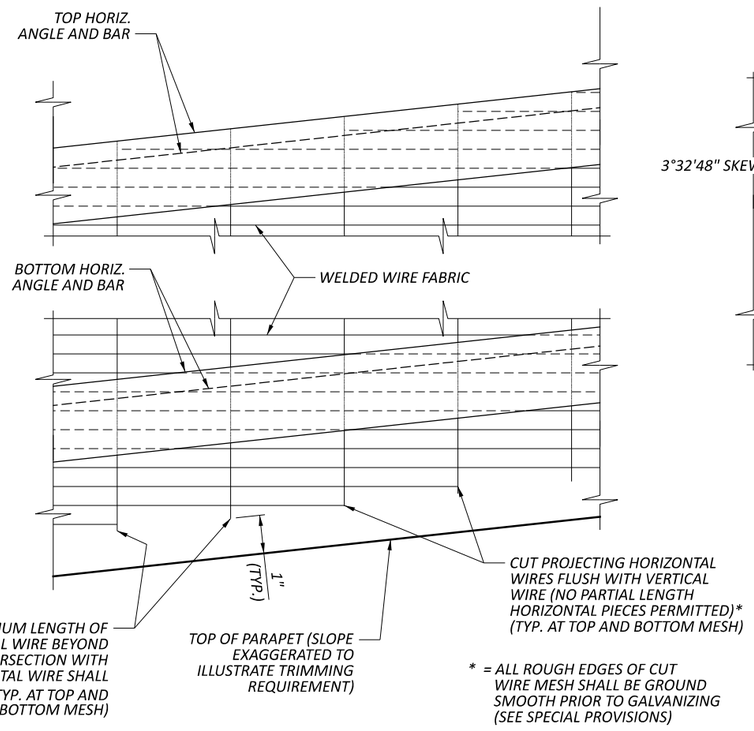
TYPICAL RUBRAIL EXPANSION SPLICE DETAIL

(** = DIMENSION ASSUMED AT 60° F)



RUBRAIL END TERMINATION DETAIL AT ABUTMENT DECORATIVE COLUMN

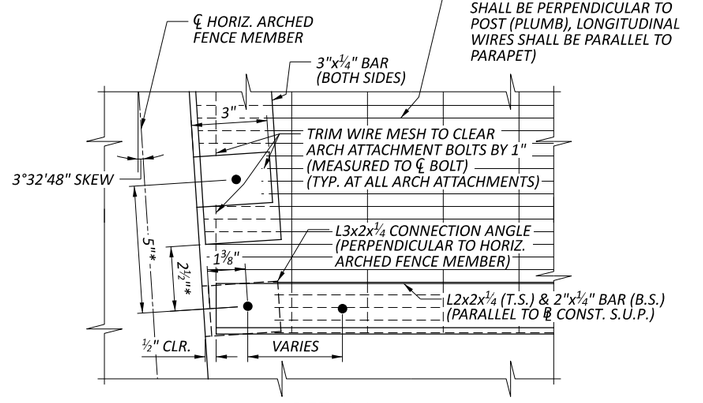
(WELDED WIRE FABRIC NOT SHOWN FOR CLARITY)
(LEFT REAR AND RIGHT FORWARD DETAILS SHOWN, RIGHT REAR AND LEFT FORWARD DETAILS SIMILAR)



* = ALL ROUGH EDGES OF CUT WIRE MESH SHALL BE GROUND SMOOTH PRIOR TO GALVANIZING (SEE SPECIAL PROVISIONS)

TOP & BOTTOM OF WIRE MESH DETAIL

(NOT TO SCALE)
(VIEW LOOKING FROM BRIDGE)



DETAIL J

(* = ALONG CURVE OF HORIZ. ARCHED FENCE MEMBER)

NOTES:

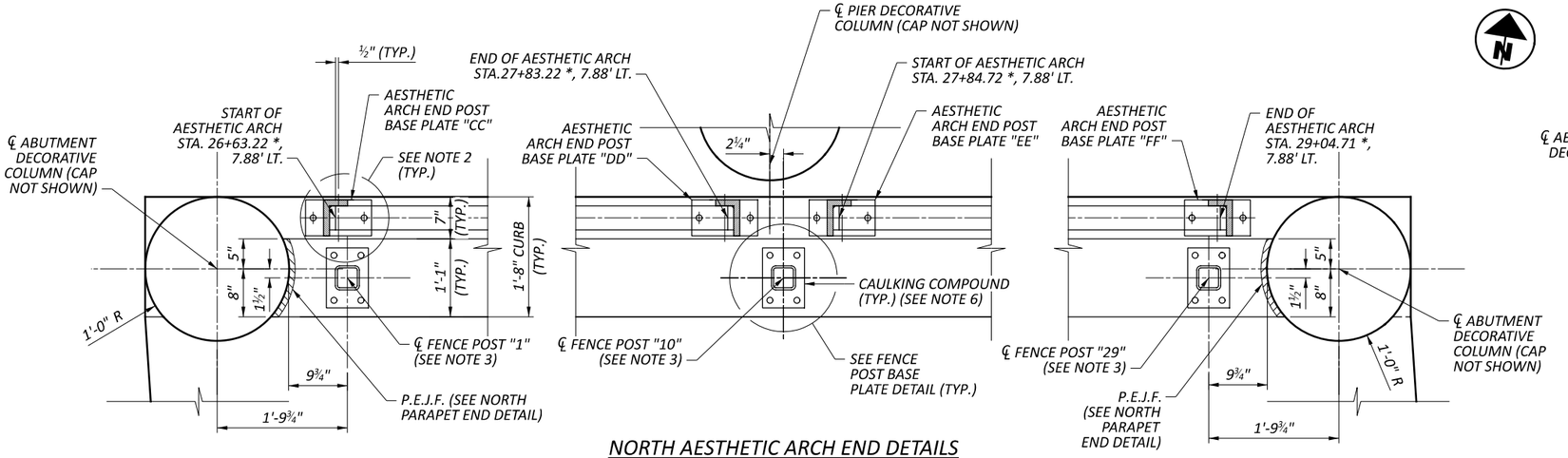
1. THE RUBRAIL SPLICES SHALL BE POSITIONED SO THAT THE ℄ OF THE INTERNAL RAILING SLEEVE IS A MINIMUM OF 1'-6" FROM THE ℄ OF THE NEAREST FENCE POST.
2. RUBRAIL AND MISCELLANEOUS PLATES SHALL BE GALVANIZED PER 711.02 AND PAINTED "WHITE".
3. ALL RUBRAIL AND FENCE COMPONENTS SHALL BE SHOP FABRICATED AND GALVANIZED PER 711.02 AND PAINTED "WHITE".
4. FOR LOCATION OF DETAIL J, SEE SHEET P. 44 OF P. 57 .
5. CRADLE PLATES AND RUBRAIL SHALL BE PLACED PARALLEL WITH THE TOP OF THE PARAPET.

FENCE DETAILS - 3
FRA-270-1262
SHARED USE PATH I.R.-270

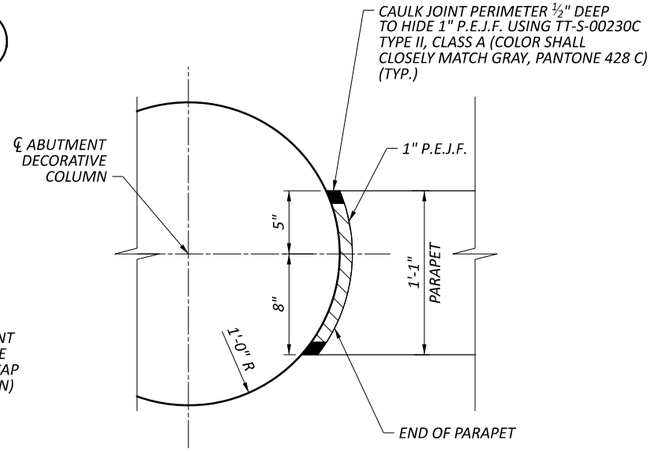
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SFN	2513083
DESIGN AGENCY	B&N burgessniple.com
DESIGNER	SCA
CHECKER	JFM
REVIEWER	JCS 07/2026
PROJECT ID	120103
SUBSET	P. 46
TOTAL	P. 57
SHEET	P.370
TOTAL	P.407

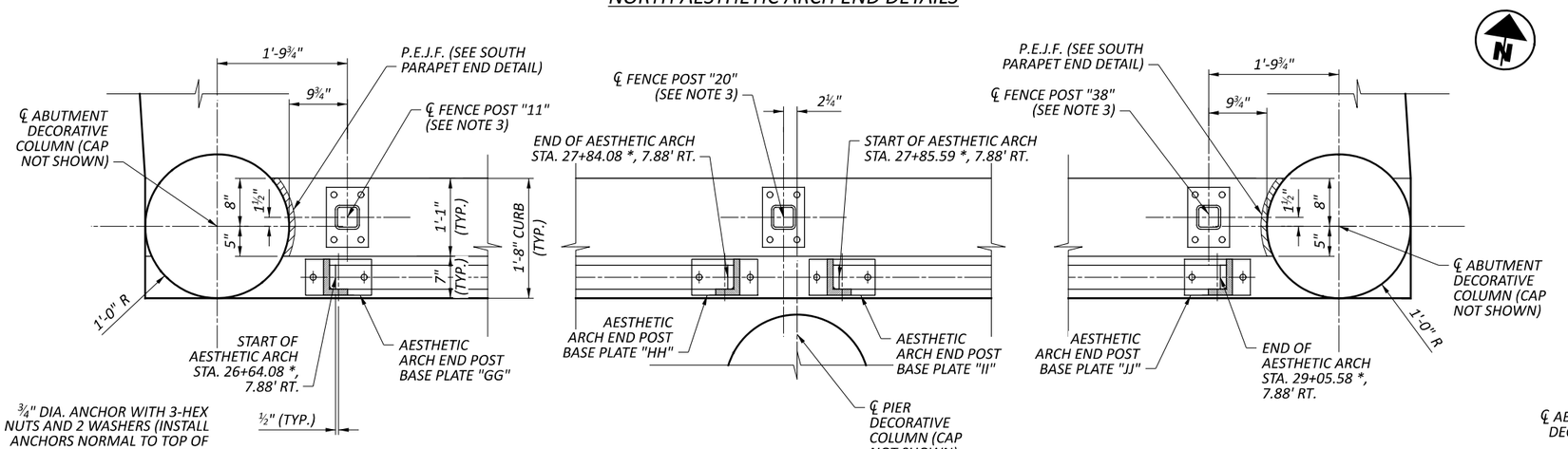


NORTH AESTHETIC ARCH END DETAILS

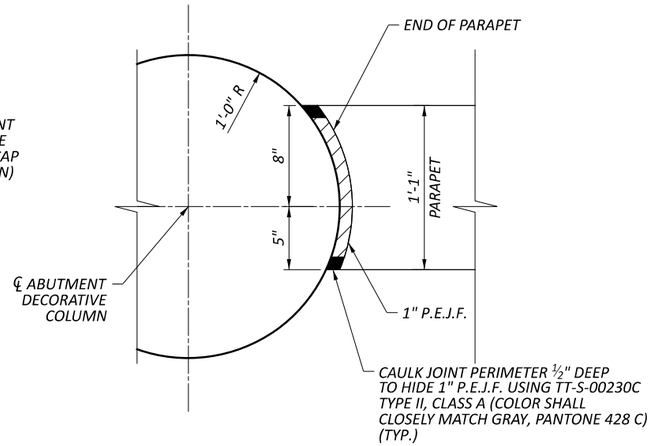


NORTH PARAPET END DETAIL

(DECORATIVE CAP NOT SHOWN FOR CLARITY)
(REAR END SHOWN, FORWARD END MIRRORED)

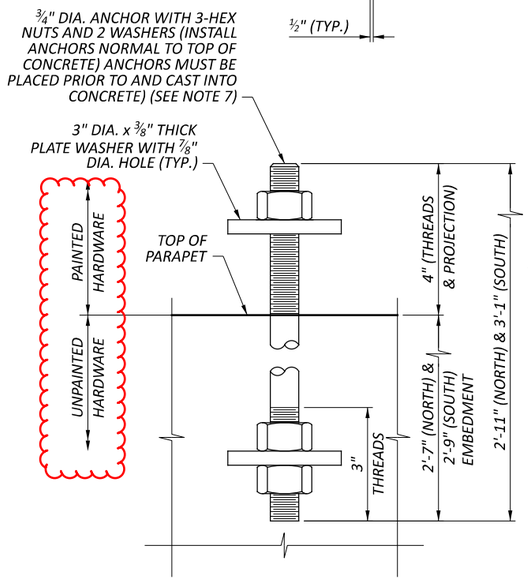


SOUTH AESTHETIC ARCH END DETAILS



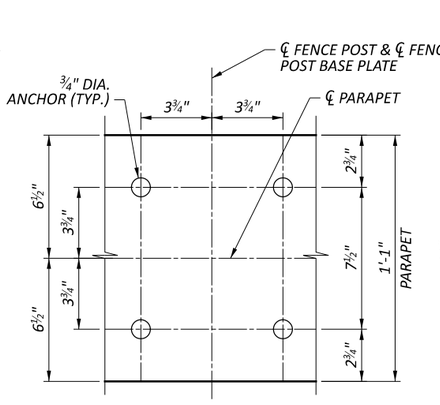
SOUTH PARAPET END DETAIL

(DECORATIVE CAP NOT SHOWN FOR CLARITY)
(REAR END SHOWN, FORWARD END MIRRORED)



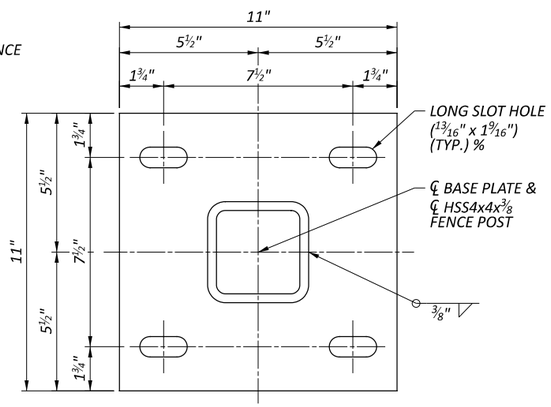
FENCE POST ANCHOR BOLT

(132 REQUIRED PER SIDE)
(4 PER FENCE POST)



ANCHOR BOLT LAYOUT PLAN

(FENCE POST BASE PLATE)



SOUTH FENCE POST BASE PLATE

(1" THICK PLATE) (TYP. OF 33 PER SIDE)
% = ROTATE THE LONG SLOT HOLE 90°
FOR THE NORTH FENCE POST BASE PLATE

LEGEND:

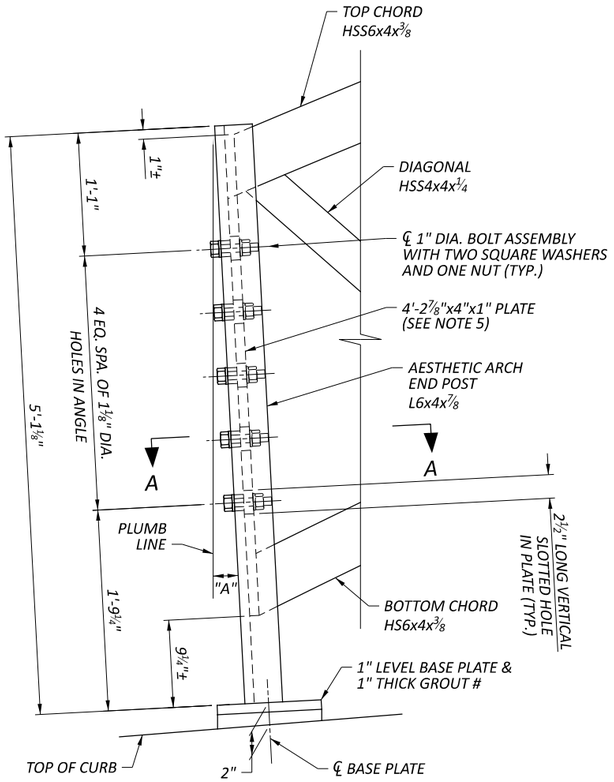
* = SEE NOTE 4

NOTES:

1. THE STEEL PLATES ARE A709 GRADE 50 AND SHALL BE GALVANIZED AND PAINTED "WHITE". THE PLATES ON THIS SHEET IN CONTACT WITH THE AESTHETIC ARCH SHALL BE PAINTED TO MATCH THE AESTHETIC ARCH.
2. FOR AESTHETIC ARCH END DETAILS, AESTHETIC ARCH SUPPORT BASE PLATE, AND CONNECTION PLATE DETAILS, SEE SHEET P. 50 OF P. 57.
3. FOR AESTHETIC ARCH SUPPORT AND FENCE POST LAYOUT, SEE SHEETS P. 41 AND P. 42 OF P. 57.
4. THE START AND END OF THE AESTHETIC ARCH IS GIVEN TO W.P. 1 AS DESCRIBED ON SHEET P. 47 OF P. 57.
5. THE AESTHETIC ARCH END POST BASE PLATE IS TO BE CONNECTED TO THE ARCH AS PER P. 50 OF P. 57.
6. CAULKING COMPOUND SHALL CONFORM TO FEDERAL SPECIFICATION TT-S-00230C TYPE II, CLASS A, "WHITE". WHEN APPLYING THE CAULK TO THE BASE PLATE, PROVIDE A 1" OPENING THROUGH THE CAULKING ON THE LOW SIDE OF THE BASE PLATE.
7. FENCE POST ANCHOR BOLTS SHALL BE ¾" DIA. ASTM F1554 GRADE 36 GALVANIZED. PLATE WASHERS SHALL BE ASTM A709 GRADE 50 GALVANIZED. ALL FENCE HARDWARE SHALL BE PAINTED "WHITE". DO NOT PAINT THE PORTION OF HARDWARE THAT WILL BE EMBEDDED INTO CONCRETE.
8. THE P.E.J.F. AND CAULK SHALL BE PAID WITH ITEM 511 - CLASS QC2 CONCRETE, BRIDGE DECK (PARAPET), AS PER PLAN

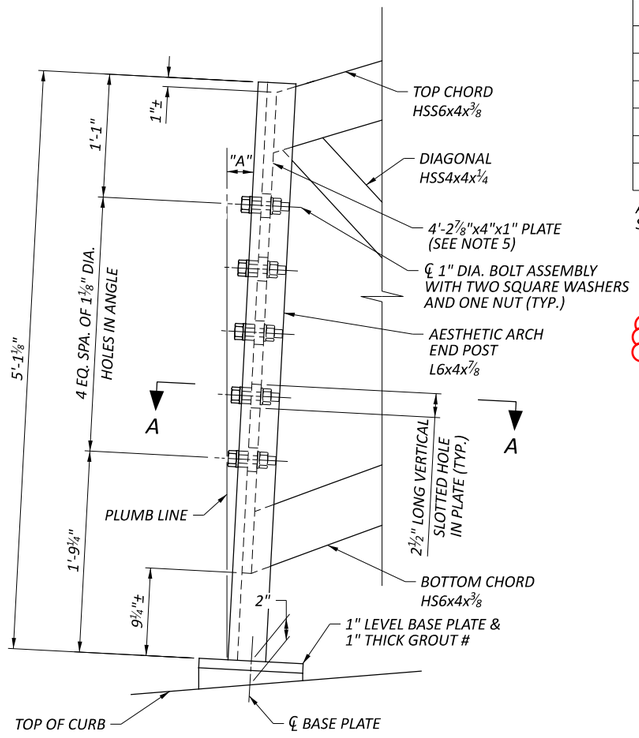
SFN 2513083
DESIGN AGENCY B&N burgessniple.com
DESIGNER BWC | CHECKER JFM
REVIEWER JCS 07/2026
PROJECT ID 120103
SUBSET P. 49 | TOTAL P. 57
SHEET P.373 | TOTAL P.407

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AESTHETIC ARCH END POST DETAIL

(APPLICABLE FOR END POSTS CC, FF, GG, & JJ)
(END SKEW EXAGGERATED, NOT TO SCALE)
(ANCHORS NOT SHOWN)

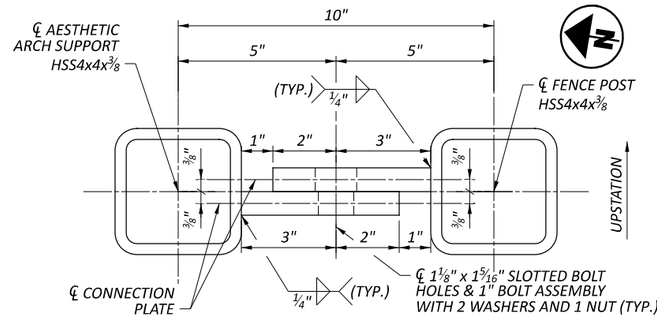


AESTHETIC ARCH END POST DETAIL

(APPLICABLE FOR END POSTS DD, EE, HH, & II)
(END SKEW EXAGGERATED, NOT TO SCALE)
(ANCHORS NOT SHOWN)

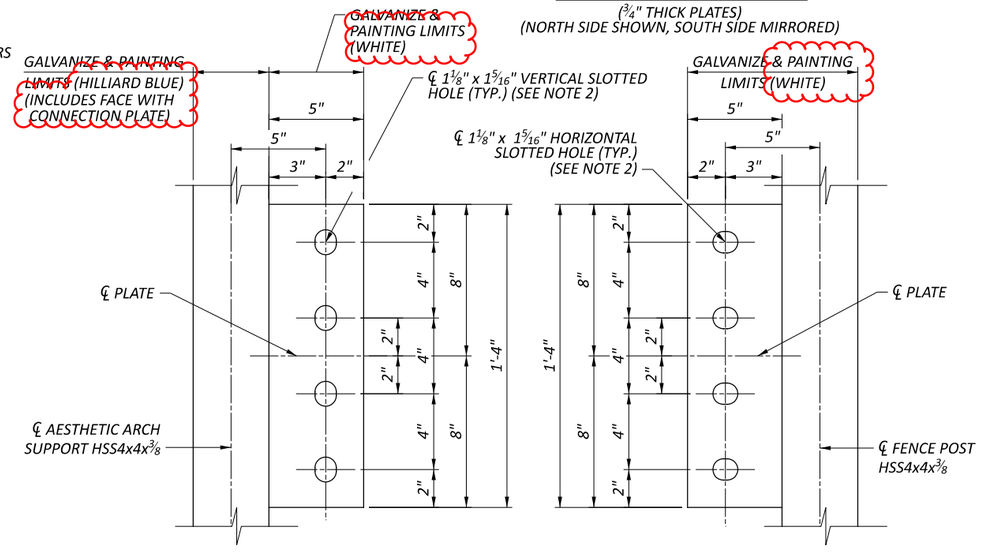
ARCH END PLATE SKEW INFORMATION	
LOCATION	ANGLE "A"
"CC"	00°35'
"DD"	00°35'
"EE"	00°49'
"FF"	00°49'
"GG"	00°35'
"HH"	00°35'
"II"	00°50'
"JJ"	00°50'

ANGLE "A" IS APPROXIMATE, END POST IS TO BE SET TO MATCH FIELD CONDITIONS.



CONNECTION PLATE PLAN

(¾" THICK PLATES)
(NORTH SIDE SHOWN, SOUTH SIDE MIRRORED)

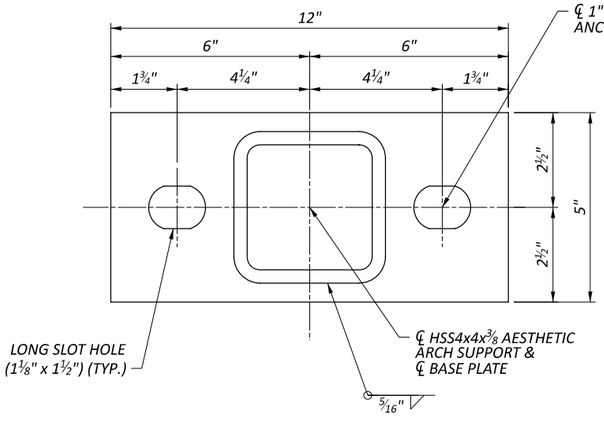


AESTHETIC ARCH SUPPORT CONNECTION PLATE

(¾" THICK PLATE)
(TYP. OF 56, TWO PER AESTHETIC ARCH SUPPORT)

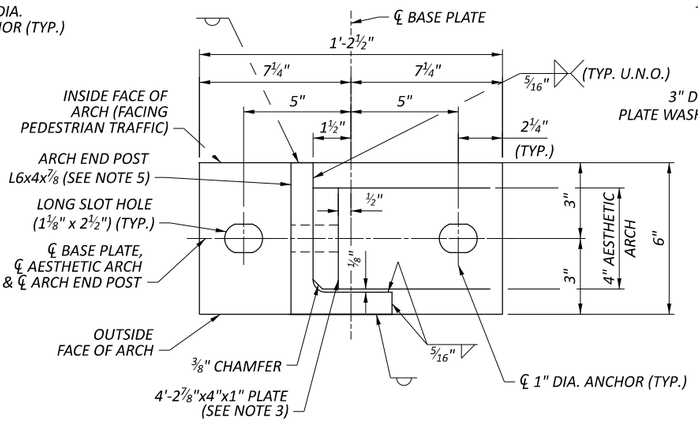
FENCE POST CONNECTION PLATE

(¾" THICK PLATE)
(TYP. OF 56, TWO PER FENCE POST WITH AESTHETIC ARCH SUPPORT)



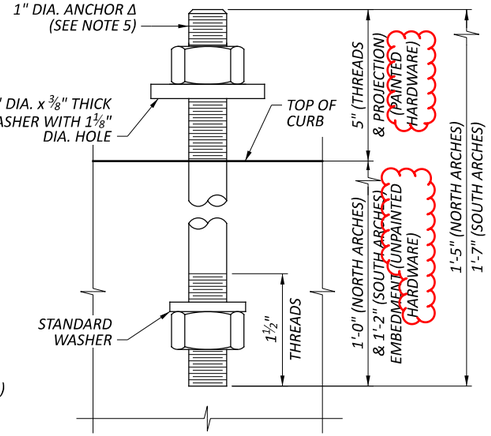
AESTHETIC ARCH SUPPORT BASE PLATE

(1" THICK PLATE)
(TYP. OF 28, SEVEN PER ARCH)



SECTION A-A

(1" THICK PLATE) (TYP. OF 8, TWO PER ARCH)
(START ARCH SHOWN, END ARCH MIRRORED)



AESTHETIC ARCH BASE PLATE ANCHOR BOLT

(72 REQUIRED, 18 PER ARCH)
(2 PER BASE PLATE)

LEGEND:

 # = GROUT THICKNESS VARIES TO ACCOMODATE CURB SLOPE. THE 1" VALUE IS MEASURED AT THE ℄ PLATE.

Δ = WITH 2-HEX NUTS AND 2 WASHERS (INSTALL ANCHORS NORMAL TO TOP OF CONCRETE) (ANCHORS MUST BE PLACED PRIOR TO AND CAST INTO CONCRETE)

NOTES:

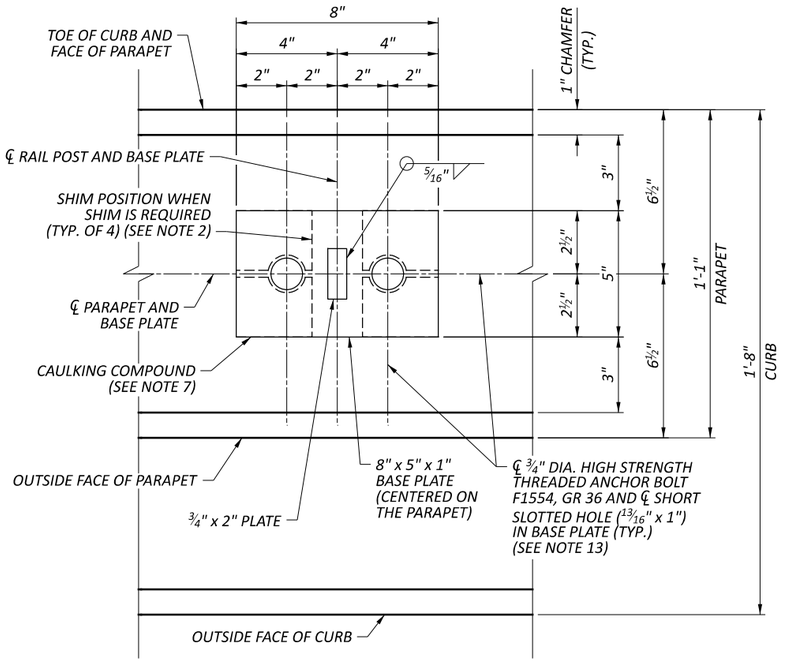
1. *THE STEEL PLATES AND ANGLES ARE ASTM A709 GRADE 50 AND SHALL BE GALVANIZED. ALL PLATES AND ANGLES SHALL BE PAINTED TO MATCH THE COLOR OF THE AESTHETIC ARCH.*
2. *THE CONNECTION PLATES ARE ASTM A709 GRADE 50 AND SHALL BE GALVANIZED AND PAINTED. ARCH END POST BOLTS AND ASSOCIATED HARDWARE SHALL BE 1" DIA. ASTM A325 (GALVANIZED AND PAINTED).*
3. *FOR ADDITIONAL INFORMATION ON THE 4'-2⅞"x4x1" PLATE, SEE DETAIL C ON SHEET P. 47 OF P. 57.*
4. *FOR ORIENTATION AND LABELING OF THE AESTHETIC ARCH END PLATES AND INSTALLATION DIRECTIONS, SEE SHEET P. 49 OF P. 57.*
5. *AESTHETIC ARCH ANCHOR BOLTS SHALL BE 1" DIA. ASTM F1554 GRADE 36 GALVANIZED. PLATE WASHERS SHALL BE ASTM A709 GRADE 50 GALVANIZED. ALL AESTHETIC ARCH HARDWARE SHALL BE PAINTED "HILLIARD BLUE". DO NOT PAINT THE PORTION OF HARDWARE THAT WILL BE EMBEDDED INTO CONCRETE.*

MISCELLANEOUS DETAILS - 2
FRA-270-1262
SHARED USE PATH I.R.-270

SFN 2513083
DESIGN AGENCY B&N burgessniple.com
DESIGNER BWC | CHECKER JFM
REVIEWER JCS 07/2026
PROJECT ID 120103
SUBSET P. 50 | TOTAL P. 57
SHEET P.374 | TOTAL P.407

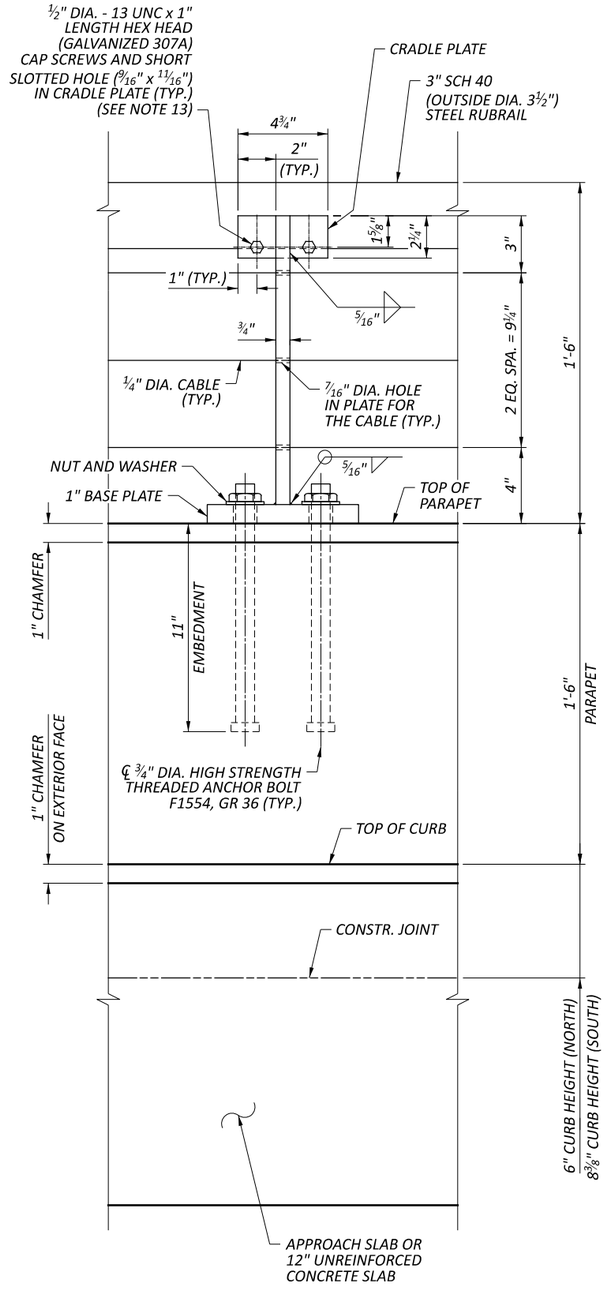
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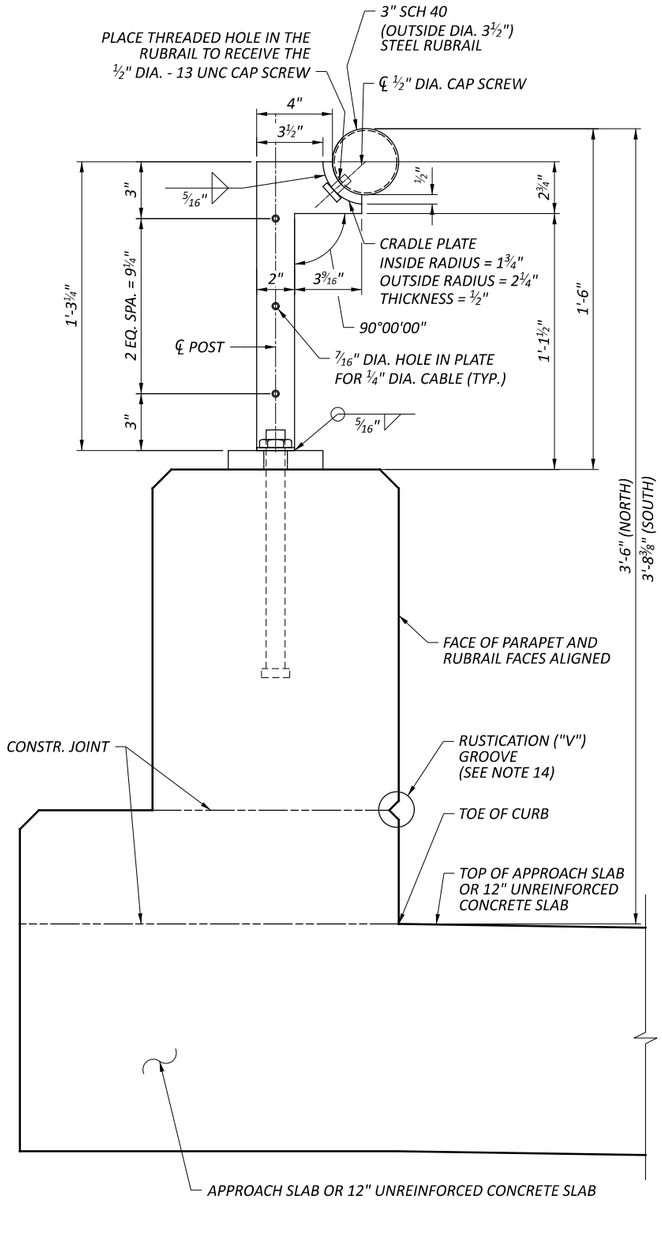
INTERMEDIATE POST DETAIL (SECTION TAKEN AT BASE PLATE)

(SOUTH RAILING POSTS SHOWN; NORTH RAILING POSTS MIRRORED)



INTERMEDIATE POST ELEVATION VIEW

(APPROACH AND SLEEPER SLAB REINFORCING NOT SHOWN)



SECTION AT INTERMEDIATE POST

(APPROACH AND SLEEPER SLAB REINFORCING NOT SHOWN)

NOTES:

1. FOR INTERMEDIATE POST LOCATIONS, SEE SHEET P. 51 AND P. 52 OF P. 57 .

2. SHIM PLATES SHALL BE MADE FROM ANY MULTI-POLYMER PLASTIC WITH A MINIMUM COMPRESSIVE STRENGTH OF 5,000 PSI.

3. RAIL POSTS SHALL BE PLACED PERPENDICULAR TO THE TOP OF THE PARAPET IN THE LONGITUDINAL DIRECTION (ALONG THE BRIDGE). THE RUBRAIL SHALL BE PLACED PARALLEL WITH THE TOP OF THE PARAPET.

4. BASE PLATES, POSTS, RUBRAIL AND ALL OTHER MISCELLANEOUS PLATES AND BARS SHALL BE ASTM A709 GRADE 50 AND GALVANIZED PER 711.02.

5. ANCHOR BOLTS SHALL BE HIGH STRENGTH THREADED F1554, GR36 WITH ASTM A 563 NUTS AND ASTM F 436 WASHERS (ALL BEING PAINTED WHITE AND GALVANIZED). ANCHOR BOLTS SHALL BE CAST-IN-PLACE. DO NOT PAINT THE PORTION OF BOLTS THAT WILL BE EMBEDDED INTO CONCRETE.

6. THE TENSILE STRENGTH OF THE WELD ELECTRODE SHALL BE 70,000 PSI.

7. CAULKING COMPOUND SHALL CONFORM TO FEDERAL SPECIFICATION TT-S-00230C TYPE II, CLASS A, OF A COLOR WHITE. APPLY THE CAULK TO THE FULL PERIMETER OF THE BASE PLATE WHILE PROVIDING A ONE INCH OPENING THROUGH THE CAULKING ON THE LOW SIDE OF THE BASE PLATE FOR DRAINAGE.

8. RUBRAIL SHALL BE 3" SCHEDULE 40, (OUTSIDE DIAMETER OF 3½"). FOR RUBRAIL SPLICE DETAILS, SEE SHEET P. 46 OF P. 57. RUBRAIL SPLICES (EXCEPT AT END POST LOCATIONS) SHALL BE POSITIONED SO THAT THE CENTERLINE OF THE INTERNAL SLEEVE IS A MINIMUM OF 1'-6" FROM THE CENTERLINE OF A POST. RUBRAIL SEGMENTS SHALL NOT BE LESS THAN 10'-0" IN LENGTH.

9. ALL RAILING, POST AND RUBRAIL COMPONENTS (EXCEPT STAINLESS STEEL CABLES) SHALL BE SHOP FABRICATED AND GALVANIZED PER 711.02, PAINTED WHITE, AND SHIPPED TO SITE FOR INSTALLATION.

10. BASIS OF PAYMENT: THE UNIT BID PRICE INCLUDES EVERYTHING IN THE RAILING (INCLUDING BUT NOT LIMITED TO) THE BOLTS, BASE PLATES, POSTS, RUBRAIL, CONNECTIONS/TURNBUCKLES, CABLE RAILING, GALVANIZATION AND PAINTING. PAYMENT SHALL BE INCLUDED IN THE ITEM 517, RAILING, MISC.: BRIDGE RAILING.

11. EACH OF THE ¼" CABLES SHALL BE STAINLESS STEEL GRADE 316, 1 x 19 CONSTRUCTION AND TENSIONED TO APPROXIMATELY 225 LBS. THE CONNECTION HARDWARE SHALL HAVE EQUAL OR BETTER CORROSION PROTECTION THAN THE STAINLESS STEEL PROPERTIES OF THE STAINLESS STEEL CABLES.

12. THE CONTRACTOR SHALL ENSURE ACCURATE PLACEMENT OF THE POST ANCHORS SO THAT THE THREADED HOLES IN THE RUBRAIL WILL FIT UP CORRECTLY WITH THE HOLES IN THE CRADLE PLATE.

13. THE SLOTTED HOLES SHOWN IN THE CRADLE PLATE AND BASE PLATE ARE TO BE PLACED WITH SLOT ALONG THE RAILING.

14. FOR RUSTICATION ("V") GROOVE DETAILS, SEE SHEET P. 40 OF P. 57 .

INTERMEDIATE POST DETAILS
FRA-270-1262
SHARED USE PATH I.R.-270

FRA-CEMETERY RD-SUP

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SFN 2513083

DESIGN AGENCY

B&N burgessniple.com

DESIGNER	CHECKER
JFM	BES

REVIEWER JCS 07/2026

PROJECT ID 120103

SUBSET	TOTAL
P. 54	P. 57

SHEET	TOTAL
P.378	P.407