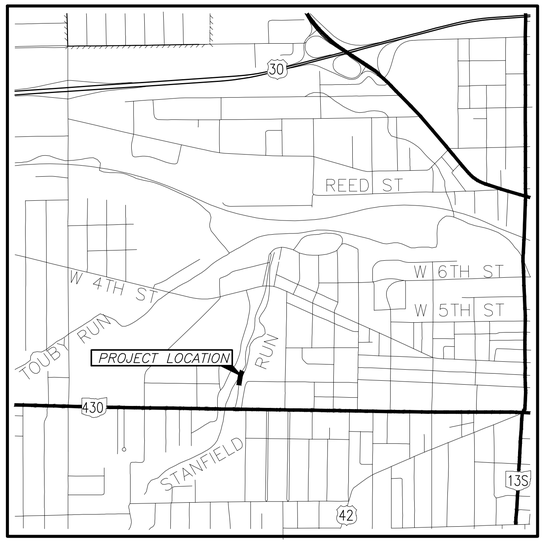
CITY OF MANSFIELD

MIDDLE PARK PEDESTRIAN BRIDGE

RICHLAND COUNTY, OHIO



LOCATION MAP

LATITUDE: 40°45'37.7"N LONGITUDE: 82°32'27.3"W

SCALE: 1" = .25 MILE

0 .5 1 1.5 2

N

PORTION TO BE IMPROVED
INTERSTATE HIGHWAY
STATE & FEDERAL ROUTES
COUNTY & TOWNSHIP ROADS
OTHER ROADS

INDEX OF SHEETS:

PROJECT DESCRIPTION

INSTALLATION OF A NEW PEDESTRIAN BRIDGE. THE IMPROVEMENTS INCLUDE CONCRETE WALK AND STORM SEWER.

2023 SPECIFICATIONS

THE STANDARD SPECIFICATIONS OF THE STATE OF OHIO, DEPARTMENT OF TRANSPORTATION, INCLUDING SUPPLEMENTAL SPECIFICATIONS LISTED IN THE PLANS AND CHANGES LISTED IN THE PROPOSAL SHALL GOVERN THIS IMPROVEMENT, UNLESS OTHERWISE NOTED.

CITY OF MANSFIELD APPROVAL

I HEREBY APPROVE THESE PLANS AND DECLARE THAT THE MAKING OF THIS IMPROVEMENT WILL REQUIRE THE CLOSING OF THE ROADWAY TO TRAFFIC, AS NOTED WITHIN. PROVISIONS FOR THE MAINTENANCE AND SAFETY OF TRAFFIC WILL BE AS SET FORTH ON THE PLANS AND ESTIMATES.

11/7/2024

ROBERT P. BIANCHI, PE, CITY ENGINEER, CITY OF MANSFIELD, OHIO — DATE

DESIGN EXCEPTIONS

NONE

STANDARD CONSTRUCTION DRAWINGS			SUPPLEMENTAL SPECIFICATIONS
ODOT			ODOT
HW 2.2 07/20/18			
CB 2–2B 07/19/24			
CB 3A 07/19/24			

ENGINEERS SEAL:

STATE OF OHIO — CRAIG A. SCHRADER E-27433 — REGISTERED PROFESSIONAL ENGINEER

SIGNED:
DATE: 11/7/2024

PREPARED BY:

EMHT
Evans, Mechwart, Hambleton & Tilton, Inc.
Engineers • Surveyors • Planners • Scientists
5500 New Albany Road, Columbus, OH 43054
Phone: 614.775.4500 Toll free: 888.775.3648
emht.com

FEDERAL PROJECT NO. N/A

PID NO. N/A

CONSTRUCTION PROJECT NO. N/A

RAILROAD INVOLVEMENT NONE

MIDDLE PARK PEDESTRIAN BRIDGE

OCTOBER, 2024

GENERAL PLAN NOTES

UTILITIES

THE IDENTITY AND LOCATION OF EXISTING UNDERGROUND UTILITIES LOCATED IN AND AROUND THE CONSTRUCTION AREA HAVE BEEN SHOWN AND LABELED ON THE PLANS BY USING INFORMATION PROVIDED BY THE RESPECTIVE UTILITY OWNERS AND FIELD OBSERVATIONS.

PRIOR TO EXCAVATION THE CONTRACTOR SHALL GIVE A 48-HOUR NOTICE TO THE OHIO UTILITIES PROTECTION SERVICE (OUPS) BY CALLING (800) 362-2764. A 48-HOUR NOTICE SHALL ALSO BE GIVEN TO THE OWNERS OF UNDERGROUND UTILITIES SHOWN ON THE PLANS WHO ARE NOT MEMBERS OF A REGISTERED UNDERGROUND PROTECTION SERVICE.

LISTED BELOW ARE UTILITY COMPANIES THAT HAVE FACILITIES LOCATED WITHIN THE WORK LIMITS OF THIS PROJECT AND SUBSCRIBE TO THE OHIO UTILITIES PROTECTION SERVICE.

UTILITY	OWNER	TELEPHONE
WATER & SEWER FACILITIES	CITY OF MANSFIELD ROBERT BIANCHI 30 N DIAMOND ST MANSFIELD, OHIO 44902	(419) 755-9702
ELECTRIC	OHIO EDISON/FIRST ENERGY TRAVIS BALLOG 1717 ASHLAND RD MANSFIELD, OHIO 44905 BALLOGT@FIRSTENERGYCORP.COM	(419) 521-6214

THE LOCATION OF THE UNDERGROUND UTILITIES SHOWN ON THE PLANS ARE AS OBTAINED FROM THE OWNERS AS REQUIRED BY SECTION 153.64 O.R.C.

THE INFORMATION SHOWN CONCERNING EXISTING UTILITIES IS NOT REPRESENTED, WARRANTED OR GUARANTEED TO BE COMPLETE OR ACCURATE. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO PHYSICALLY LOCATE AND VERIFY IN THE FIELD, ALL UTILITY LOCATIONS AND ELEVATIONS, WHETHER SHOWN ON THE PLANS OR NOT, PRIOR TO THE BEGINNING OF CONSTRUCTION OPERATIONS.

THE LOCATIONS OF UNDERGROUND UTILITIES SHOWN HEREON ARE BASED ON ABOVE GROUND EVIDENCE AND RECORD DRAWINGS PROVIDED TO THE SURVEYOR. ACTUAL LOCATIONS OF UNDERGROUND UTILITIES/STRUCTURES MAY VARY FROM LOCATIONS SHOWN HEREON. ADDITIONAL BURIED UTILITIES/STRUCTURES MAY BE ENCOUNTERED. NO EXCAVATIONS WERE MADE DURING THE PROGRESS OF THIS SURVEY TO LOCATE BURIED UTILITIES/STRUCTURES.

COORDINATION WITH UTILITIES

THE CONTRACTOR IS ADVISED THAT SOME UTILITY FACILITIES MAY NOT BE CLEAR OF THE CONSTRUCTION AREA DURING THE TIME OF CONSTRUCTION. THESE UTILITY FACILITIES MAY REMAIN IN PLACE OR BE RELOCATED WITHIN THE CONSTRUCTION LIMITS. THE CONTRACTOR SHALL NOT WAIT ON THE RELOCATION'S TO BE COMPLETED, BUT INSTEAD SHALL COOPERATE WITH THE UTILITIES INCLUDING THEIR CONTRACTORS, AND WORK AROUND THE EXISTING FACILITIES. SECTIONS 105.07 AND 107.16 OF THE OHIO DEPARTMENT OF TRANSPORTATION CONSTRUCTION AND MATERIAL SPECIFICATIONS REQUIRE THAT THE CONTRACTOR COOPERATE WITH ALL UTILITIES LOCATED WITHIN THE LIMITS OF THIS CONSTRUCTION PROJECT AND TAKE RESPONSIBILITY FOR THE PROTECTION OF THE UTILITY PROPERTY AND SERVICES. NO SEPARATE PAYMENT SHALL BE MADE FOR THE CONTRACTOR TO COORDINATE WITH UTILITY COMPANIES.

THE CONTRACTOR SHALL EXERCISE CAUTION WHEN WORKING IN THE PROXIMITY OF EXISTING AND/OR RELOCATED UTILITY FACILITIES. COSTS TO EXPOSE CONDUIT SHALL BE INCLUDED IN THE ITEMS OF WORK AFFECTED. THE CONTRACTOR IS REMINDED TO KEEP THEIR OUPS TICKET UPDATED ACCORDING TO INDUSTRY PRACTICES.

CLEARING AND GRUBBING

ALTHOUGH IT MAY NOT BE LIMITED TO THE SPECIFIED TREES OR STUMPS MARKED FOR REMOVAL WITHIN THE LIMITS OF THE PROJECT, A LUMP SUM QUANTITY IS INCLUDED IN THE GENERAL SUMMARY FOR ITEM 201, CLEARING AND GRUBBING. ALL PROVISIONS AS SET FORTH IN THE SPECIFICATIONS UNDER THIS ITEM ARE INCLUDED IN THE LUMP SUM PRICE BID FOR ITEM 201, CLEARING AND GRUBBING.

DRAINAGE & EROSION CONTROL NOTES

CROSSINGS AND CONNECTIONS TO EXISTING PIPES AND UTILITIES

WHERE PLANS PROVIDE FOR A PROPOSED CONDUIT TO BE CONNECTED TO, OR CROSS OVER OR UNDER AN EXISTING SEWER OR UNDERGROUND UTILITY, THE CONTRACTOR SHALL LOCATE THE EXISTING PIPES OR UTILITIES BOTH AS TO LINE AND GRADE BEFORE STARTING TO LAY THE PROPOSED CONDUIT.

IF IT IS DETERMINED THAT THE ELEVATION OF THE EXISTING CONDUIT, OR EXISTING APPURTENANCE TO BE CONNECTED TO, DIFFERS FROM THE PLAN ELEVATION OR RESULTS IN A CHANGE IN THE PLAN CONDUIT SLOPE, THE ENGINEER SHALL BE NOTIFIED BEFORE STARTING CONSTRUCTION OF ANY PORTION OF THE PROPOSED CONDUIT WHICH WILL BE AFFECTED BY THE VARIANCE IN THE EXISTING ELEVATIONS.

IF IT IS DETERMINED THAT THE PROPOSED CONDUIT WILL INTERSECT AN EXISTING SEWER OR UNDERGROUND UTILITY IF CONSTRUCTED AS SHOWN ON THE PLAN, THE ENGINEER SHALL BE NOTIFIED BEFORE STARTING CONSTRUCTION OF ANY PORTION OF THE PROPOSED CONDUIT WHICH WOULD BE AFFECTED BY THE INTERFERENCE WITH AN EXISTING FACILITY.

PAYMENT FOR ALL OPERATIONS DESCRIBED ABOVE SHALL BE INCLUDED IN THE CONTRACT PRICE FOR THE PERTINENT 611 CONDUIT ITEM.

REVIEW OF DRAINAGE FACILITIES

PRIOR TO THE START OF WORK AND AGAIN BEFORE FINAL ACCEPTANCE, PERFORM AN INSPECTION WITH REPRESENTATIVES OF THE CITY, CONTRACTOR, AND LOCALS OF ALL EXISTING DRAINAGE FACILITIES THAT ARE TO REMAIN IN SERVICE WHICH MAY BE AFFECTED BY THE WORK. THE CONDITION OF THE EXISTING CONDUITS AND THEIR APPURTENANCES SHALL BE DETERMINED FROM FIELD OBSERVATIONS. RECORDS OF THE INSPECTION SHALL BE KEPT IN WRITING BY THE CITY.

CONFIRM ALL EXISTING SEWERS INSPECTED INITIALLY BY THE ABOVE MENTIONED PARTIES ARE MAINTAINED AND LEFT IN A CONDITION COMPARABLE TO THAT DETERMINED BY THE ORIGINAL INSPECTION. THE CONTRACTOR IS RESPONSIBLE TO CORRECT ANY CHANGE IN THE CONDITION RESULTING FROM THEIR OPERATIONS AS DIRECTED AND APPROVED BY THE ENGINEER.

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

SEEDING AND MULCHING

THE FOLLOWING QUANTITIES ARE PROVIDED TO PROMOTE GROWTH AND CARE OF PERMANENT SEEDED AREAS:

659 – TOPSOIL (T=4")	10 CU. YD.
659 – SEEDING AND MULCHING, CLASS 1	80 SQ. YD.
659 – COMMERCIAL FERTILIZER	0.02 TON
659 – WATER	1.00 M GAL

APPLY SEEDING AND MULCHING TO ALL AREAS OF EXPOSED SOIL BETWEEN THE RIGHT-OF-WAY LINES AND WITHIN THE CONSTRUCTION LIMITS FOR AREAS OUTSIDE THE RIGHT-OF-WAY LINES COVERED BY WORK AGREEMENT OR SLOPE EASEMENT. QUANTITY CALCULATIONS FOR SEEDING AND MULCHING ARE BASED ON THESE LIMITS.

ITEM 614, MAINTAINING TRAFFIC, AS PER PLAN

GENERAL

PRIOR TO COMMENCEMENT OF WORK, THE CONTRACTOR SHALL SUBMIT A SCHEDULE OF OPERATIONS IN WRITING TO THE CITY OF MANSFIELD FOR APPROVAL. CONTRACTOR SHALL INSTALL ROAD CLOSED BARRICADES AND ORANGE CONSTRUCTION FENCE AROUND THE LIMITS OF THE PROJECT TO PREVENT ACCESS AND NOTIFY PUBLIC OF PROJECT WORK. CONTRACTOR SHALL COORDINATE INSTALLATION WITH THE CITY OF MANSFIELD FOR APPROVAL.

ALL TRAFFIC CONTROL DECIDED SHALL BE FURNISHED, ERECTED, MAINTAINED AND REMOVED BY THE CONTRACTOR IN ACCORDANCE WITH THE "OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES FOR CONSTRUCTION AND MAINTENANCE OPERATIONS" (CURRENT EDITION_ AND "CMS 614" (AND OTHER APPLICABLE PORTIONS OF THE SPECIFICATIONS), COPIES OF WHICH ARE AVAILABLE FROM THE OHIO DEPARTMENT OF TRANSPORTATION, 1980 WEST BROAD STREET, COLUMBUS, OHIO 43223.

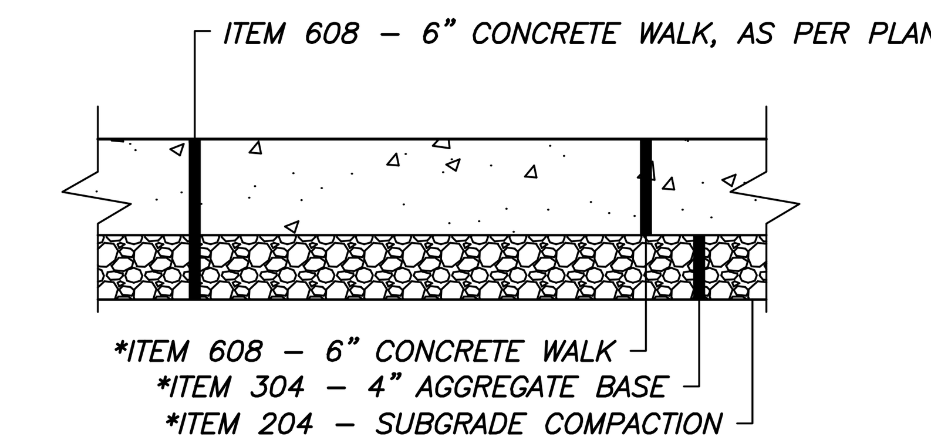
CONSTRUCTION OPERATIONS SHALL NOT BEGIN UNTIL ALL TEMPORARY TRAFFIC CONTROL DEVICES ARE IN PLACE AND APPROVED BY THE ENGINEER AND THE CITY.

ACCESS TO ALL ADJOINING PROPERTIES SHALL BE MAINTAINED AT ALL TIMES. ACCESS FOR MAIL DELIVERY, EMERGENCY AND SERVICE VEHICLES SHALL NOT BE DISRUPTED. THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH THE ENGINEER AND THE OWNERS OF THE ABUTTING PROPERTIES IN ADVANCE (10 DAYS) OF ANY OPERATIONS WHICH AFFECT ACCESS.

MAINTENANCE OF ALL TRAFFIC CONTROL DEVICES INCLUDING DRUMS, SIGNS, BARRICADES, SIGN BOARDS, DETOR SIGNAGE, ETC., SHALL BE THE CONTRACTOR'S RESPONSIBILITY. ALL SIGNS AND BARRICADES, VERTICAL PANELS, AND DRUMS WILL BE LIKE NEW AND IN GOOD CONDITION IN CONFORMANCE WITH "QUALITY STANDARDS FOR WORK ZONE TRAFFIC CONTROL DEVICES" PUBLISHES BY ATSSA.

THE TRACKING OR SPILLAGE OF MUD, DIRT OR DEBRIS UPON PUBLIC STREETS IS PROHIBITED AND ANY SUCH OCCURRENCE SHALL BE CLEANED UP IMMEDIATELY BY THE CONTRACTOR.

DROP OFFS WITHIN THE WORK ZONE SHALL CONFORM TO THE REQUIREMENTS SET FORTH ON ODOT STANDARD CONSTRUCTION DRAWING MT-101.90.



*INCLUDED WITH ITEM 608 – 6" CONCRETE WALK, AS PER PLAN

ITEM 608 – 6" CONCRETE WALK, AS PER PLAN
SCALE: NONE

LEGEND

EXISTING ABBREVIATIONS

- WM ······ WATER MAIN
- WS ······ WATER SERVICE
- WSV ······ WATER SERVICE VALVE
- SAN ······ SANITARY SEWER
- FM ······ SANITARY FORCE MAIN
- SS ······ SANITARY SERVICE
- GM ······ GAS MAIN
- GS ······ GAS SERVICE
- RD ······ ROOF DRAIN
- OHE ······ OVERHEAD ELECTRIC
- OHC ······ OVERHEAD COMMUNICATIONS
- UGC ······ UNDERGROUND COMMUNICATIONS
- UGD ······ UNDERGROUND DUCT BANK
- CATV ······ CABLE TELEVISION
- CO ······ CLEAN OUT
- E/TW ······ EDGE OF TRAVELED WAY
- E/P ······ EDGE OF PAVEMENT
- E/S ······ EDGE OF SHOULDER
- F/C ······ FACE OF CURB
- C&G ······ CURB & GUTTER

EXISTING CONDITIONS

- CENTERLINE SURVEY
- CENTERLINE EXIST. DRIVE
- EDGE OF PAVEMENT
- CURB
- SHOULDER
- DRIVEWAY
- PARKING LOT
- CONC. WALK
- FENCE
- GUARDRAIL
- Ex R/W — RIGHT OF WAY
- PROPERTY LINE
- PROPERTY LINE EXTENDED
- LOT LINE (SAME OWNER BOTH SIDES)
- RAILROAD RIGHT OF WAY
- 12" 12" — STORM
- 12" SAN 12" — SANITARY
- 12" WM 12" — WATER
- 12" GM 12" — GAS
- E — ELECTRIC (UNDERGROUND)
- C — TELEPHONE (UNDERGROUND)
- FO — FIBER OPTIC
- E — ELECTRIC
- EDB — ELECTRIC DUCT BANK
- DITCH
- CORPORATION LINE
- WOOD FENCE
- CATV — CATV
- C — TEL/COMM
- OHE–OHC — ELECTRIC / COMMUNICATION (OVERHEAD)
- CONC. WALL
- ROCK
- TREELINE
- TREES
- BUSHES
- HEDGE/SHRUB
- STUMP
- CONC. PAD
- WOOD POST
- POST/BOLLARD
- MB — MAILBOX
- FLAGPOLE
- PARKING BLOCK
- BUILDING

EXISTING UTILITY SYMBOLS

- STM. MH
- STM. MH (OPEN GRATE)
- CURB & GUTTER INLET
- CURB INLET
- SA — SAN. MH
- CATCH BASIN
- W — WATER VALVE
- WS — WATER SERVICE VALVE
- FIRE HYDRANT
- G — GAS METER
- G — GAS VALVE
- GAS MARKER
- LIGHT POLE
- TELEPHONE POLE
- TELEPHONE LIGHT POLE
- TELEPHONE ELECTRIC LIGHT POLE
- TELEPHONE ELECTRIC POLE
- ELECTRIC POLE
- LIGHT POLE
- GUY ANCHOR
- PB — PULLBOX
- E — ELEC. PULLBOX
- T — TEL. PEDESTAL
- TEL/COMM MH
- LIGHTING CONTROLLER
- SIGNAL POLE MOUNT
- PAD — SIGNAL CONTROLER
- PEDESTRIAN PUSH BUTTON
- SIGNS

EXISTING SURVEY SYMBOLS

- I.P.F. — IRON PIN FND./METAL BAR FND.
- P.K.F. — PK NAIL FND.
- M — RIGHT-OF-WAY MON. FND.
- I.P.F. — IRON ROD FND./RR SPIKE FND.
- BENCHMARK
- I.P.S. — IRON PIN SET/MAG NAIL SET/PK NAIL SET/RR SPIKE SET/TRAVERSE DRILL HOLE

PROPOSED ABBREVIATIONS

- (DND) ······ DO NOT DISTURB
- (TBA) ······ TO BE ABANDONED
- (TBR) ······ TO BE REMOVED
- (TBRL) ······ TO BE RELOCATED BY THIS PROJECT
- (TBRLO) ······ TO BE RELOCATED (BY OTHERES)
- (TBRO) ······ TO BE REMOVED (BY OTHERS)
- (APP) ······ AS PER PLAN
- (ATG) ······ ADJUST TO GRADE
- (RTG) ······ RECONSTRUCT TO GRADE
- (R&R) ······ REMOVE AND RESET
- (BO) ······ BY OTHERS
- (BSP) ······ BY SEPARATE PLAN
- (SUP) ······ SHARED USE PATH
- (PA) ······ PREVIOUSLY ABANDONED
- E/TW ······ EDGE OF TRAVELED WAY
- E/P ······ EDGE OF PAVEMENT
- E/S ······ EDGE OF SHOULDER
- F/C ······ FACE OF CURB
- C&G ······ CURB & GUTTER

PROPOSED UTILITY SYMBOLS

- 2 — STM. MH
- 2 — CURB & GUTTER INLET
- 2 — CURB INLET
- SA — SAN. MH
- EW — END WALL
- EP — END OF PIPE
- CATCH BASIN
- W — WATER VALVE
- FIRE HYDRANT
- LIGHT POLE

PROPOSED LAYOUT

- CENTERLINE CONSTRUCTION
- CENTERLINE PROP. DRIVE
- EDGE OF PAVEMENT
- BACK OF CURB
- FACE OF CURB
- CONC. WALK/ASPH. BIKEPATH
- R/W — RIGHT-OF-WAY
- SW — STORM EASEMENT
- U — UTILITY EASEMENT
- SL — SLOPE EASEMENT
- TMP — TEMPORARY EASEMENT
- PL — PROPERTY LINE
- CONSTRUCTION LIMITS
- 12" 12" — STORM
- 12" SAN 12" — SANITARY
- 12" WM 12" — WATER MAIN
- TR — TRAFFIC INTERCONNECT
- C — COMMUNICATION
- L — UNDERGROUND LIGHTING
- CENTERLINE OF DITCH
- CHAIN LINK / WIRE WOVEN FENCE
- WOOD FENCE
- GUARDRAIL

CROSS SECTIONS

Proposed Grade @ ℄ Const.
806.32
109+50.00 ← ℄ Station
797.08
Ex. Grade @ ℄ Const.

CALCULATED	CHECKED
JAF	CAS

GENERAL NOTES

MIDDLE PARK PEDESTRIAN BRIDGE

OCTOBER, 2024

GENERAL NOTES - PEDESTRIAN BRIDGE

THE FOLLOWING SPECIFICATION SECTIONS AMONG OTHERS SHALL BE ADHERED TO WHILE CONSTRUCTING THIS STRUCTURE:

CMS 501 CMS 508 CMS 511 CMS 516 CMS 526 CMS 613
CMS 503 CMS 509 CMS 512 CMS 518 CMS 607

PROPOSED STRUCTURE
THE PROPOSED PEDESTRIAN BRIDGE SUPERSTRUCTURE SHALL BE A 45'–0" LENGTH X 6'–0" WIDE PREFABRICATED STEEL TRUSS WITH CONCRETE DECK SUPPORTED ON CAST–IN–PLACE ABUTMENTS.

THE PROPOSED CAST–IN–PLACE REINFORCED CONCRETE ABUTMENTS, WINGWALLS AND FOUNDATIONS DETAILED IN THESE PLANS WERE DESIGNED FOR A 45'–0" LENGTH X 6'–0" WIDE PREFABRICATED PEDESTRIAN BRIDGE. THIS INCLUDES THE ABUTMENT ANCHOR BOLTS, ANCHOR BOLT LOCATIONS, DIMENSIONS AND SPACING.

DESIGN SPECIFICATION
THIS STRUCTURE CONFORMS TO THE 9TH EDITION OF THE "LRFD BRIDGE DESIGN SPECIFICATIONS" ADOPTED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS, 2020 AND THE ODOT BRIDGE DESIGN MANUAL, 2020. CONSTRUCTION AND MATERIALS SHALL CONFORM TO THE 2019 EDITION OF THE ODOT CONSTRUCTION & SPECIFICATIONS (CMS), INCLUDING ALL CURRENT AND APPLICABLE SUPPLEMENTAL SPECIFICATIONS AND REVISIONS THERETO.

DESIGN DATA
CONCRETE CLASS QC1 – COMPRESSIVE STRENGTH 4000 PSI MINIMUM (ABUTMENTS)
CONCRETE CLASS QC2 – COMPRESSIVE STRENGTH 4500 PSI MINIMUM (DECK)
EPOXY COATED REINFORCING STEEL – ASTM A615 OR A996 GRADE 60, MINIMUM YIELD STRENGTH 60,000 PSI

DESIGN LOADING
PEDESTRIAN LOAD = 90 PSF
WIND LOAD = 35 PSF
NOTE: VERIFY BRIDGE LIFTING WEIGHT WITH MANUFACTURER. EACH ABUTMENT WAS DESIGNED FOR A BRIDGE DEAD LOAD, EXCLUSIVE OF THE ABUTMENT DEAD LOAD, OF 15,400 LBS.

SHOP DRAWINGS
PRIOR TO ORDERING, THE CONTRACTOR SHALL SUBMIT REINFORCING STEEL SHOP DRAWINGS FOR THE CAST–IN–PLACE STRUCTURE AND PREFABRICATED TRUSS TO EMH&T, WHICH WILL DETERMINE WHETHER THE PROPOSED REINFORCING AND DIMENSIONS CONFORM TO THE PLANS AND SPECIFICATIONS. SHOP DRAWINGS SHALL INCLUDE ALL NECESSARY BAR MARKS, BAR SIZES, BAR LENGTHS, BAR SHAPES, AND BAR QUANTITIES NECESSARY FOR THE CONSTRUCTION OF THE CAST–IN–PLACE WALLS AND FOOTINGS FOR REVIEW AND APPROVAL BY THE ENGINEER.

INSTALLATION
THE CONTRACTOR SHALL VERIFY THAT PROPOSED ANCHOR BOLT SIZE AND LOCATIONS SHOWN ON THESE PLANS CONFORM TO THE ACTUAL MOUNTING CONFIGURATION OF THE PROPOSED PEDESTRIAN BRIDGE BEFORE THE ABUTMENTS ARE CONSTRUCTED IF THE BOLTS ARE TO BE CAST–IN–PLACE AS THEY ARE SHOWN IN THESE PLANS. IF IT IS DETERMINED THAT THERE WILL BE A FITMENT ISSUE, THE CONTRACTOR SHALL COORDINATE WITH THE ENGINEER FOR CORRECTIVE MEASURES PRIOR TO PROCEEDING WITH ABUTMENT CONSTRUCTION. IF THE CONTRACTOR DECIDES TO POST–INSTALL THE ANCHOR BOLTS IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO PROVIDE AN ADEQUATE EMBEDMENT DEPTH, CLEAR DISTANCE TO EDGE OF CONCRETE, AND BOLT TYPE TO ENSURE THE CAPACITY OF THE ANCHOR BOLT IS ADEQUATE.

ITEM SPECIAL – PREFABRICATED PEDESTRIAN BRIDGE SUPERSTRUCTURE, AS PER PLAN
THIS ITEM WILL BE PAID FOR AT THE CONTRACT BID PRICE, COMPLETE IN PLACE. THE BID SHALL INCLUDE ALL TOOLS, LABOR, MATERIALS, EQUIPMENT, AND INCIDENTALS NECESSARY TO PROCURE AND INSTALL THE BRIDGE SUPERSTRUCTURE PER THE MANUFACTURER'S SPECIFICATIONS.

THE PREFABRICATED BRIDGE SHALL CLOSELY MATCH THE STYLE AND CONSTRUCTION OF THE EXISTING NORTH LAKE PARK PEDESTRIAN BRIDGE, LOCATED ABOUT 1/2 MILE NORTH OF THE PROJECT SITE IN THE CITY OF MANSFIELD.

THE PREFABRICATED BRIDGE SUPERSTRUCTURE SHALL BE A STEEL TRUSS STYLE, PARALLEL CHORD, ONE (1) DIAGONAL PER PANEL, WITH TUBE–SECTION FLOOR BEAMS. THE BRIDGE SHALL INCLUDE ACCOMMODATION FOR A CAST IN PLACE CONCRETE DECK, INCLUDING GALVANIZED STAY IN PLACE FORMS AND EDGE FORMS. A BOLTED FAUX ARCH SHALL BE INSTALLED IN EACH FASCIA AND INCISED PRESSURE TREATED RUB RAILS SHALL BE USED. COMPLETE STAMPED AND SIGNED SUPERSTRUCTURE DETAILS/CALCULATIONS SHALL BE SUBMITTED TO THE ENGINEER FOR REVIEW. THE SUPERSTRUCTURE MUST BE DESIGNED FOR THE LOADINGS STATED ABOVE. THE CONTRACTOR WILL BE COMPLETELY RESPONSIBLE FOR ANY GEOMETRIC AND/OR STRUCTURAL CHANGES REQUIRED TO THE ABUTMENTS DETAILED HEREIN FOR COMPATIBILITY WITH THE SELECTED SUPERSTRUCTURE. ANY NECESSARY SUBSTRUCTURE MODIFICATION CALCULATIONS AND/OR DETAILS MUST BE STAMPED AND SIGNED BY A PROFESSIONAL ENGINEER REGISTERED IN THE STATE OF OHIO AND SUBMITTED TO THE ENGINEER FOR REVIEW.

THE STEEL FINISH SHALL BE WEATHERING STEEL UTILIZING ASTM A500 GRADE B, ASTM A572 50W AND ASTM A588 GRADES. THE BRIDGE WIDTH SHALL BE 6'–0' FACE TO FACE OF TRUSS. THE DECK SHALL CONSIST OF A REINFORCED CONCRETE DECK WITH BROOM FINISH AS DETAILED. BRIDGE RAILING SHALL CONSIST OF HORIZONTAL INSIDE SAFETY RAILS (36" MINIMUM HEIGHT, OPENINGS LESS THAN 4"), AND INCISED WOOD RUB RAILS. THE CONTRACTOR TO VERIFY THE ABOVE PREFABRICATED SUPERSTRUCTURE CONFIGURATION WITH THE ENGINEER PRIOR TO PURCHASE.

THE FINAL CAMBER OF THE BRIDGE AFTER TIMBER DECKING INSTALLATION SHALL BE UP (POSITIVE) AND SHALL BE NO MORE THAN 1.5". NEGATIVE AND EXCESSIVE POSITIVE CAMBERS ARE NOT ACCEPTABLE.

THE BRIDGE SHALL BE MANUFACTURED BY:

EXCEL BRIDGE MANUFACTURING CO.
HTTP://WWW.EXCELBRIDGE.COM
CONTACT: NOAHGOULD@EXCELBRIDGE.COM
(949) 326–3545

A MANUFACTURER'S REPRESENTATIVE MUST BE PRESENT AT PRE–BID MEETING IF ONE IS HELD. A MANUFACTURER'S REPRESENTATIVE SHALL ALSO BE AVAILABLE TO CONDUCT ONSITE PRECONSTRUCTION MEETING WITH THE CONTRACTOR AND BE PRESENT DURING THE ASSEMBLY AND/OR ERECTION OF THE STRUCTURE.

REINFORCING STEEL
SPACING OF BARS IS FROM CENTER OF BARS. MINIMUM LAP LENGTHS: NO. 5 BAR – 2'–5"

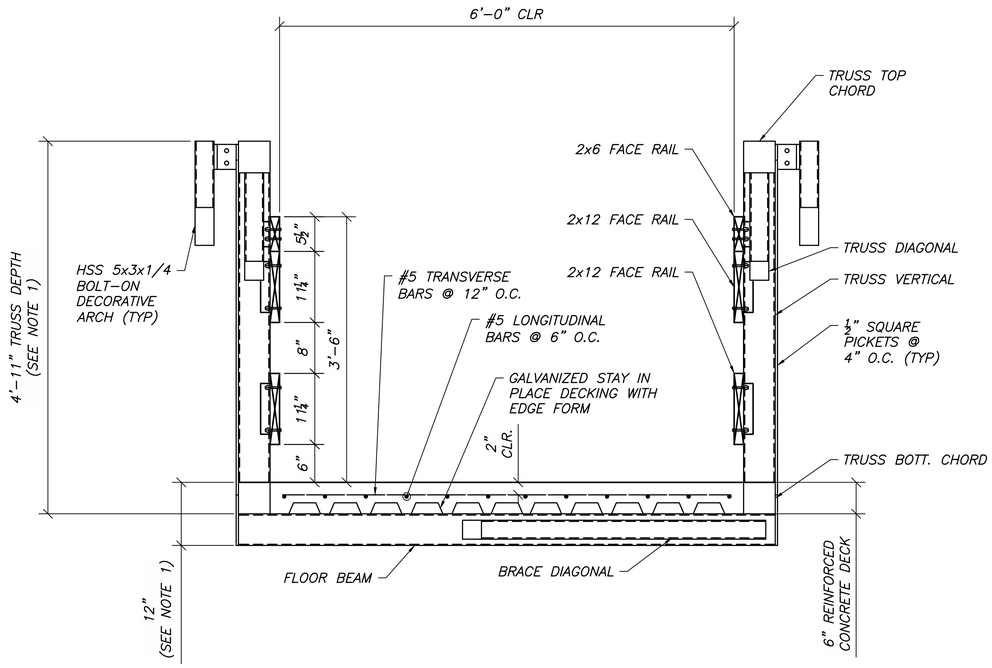
THE CLEARANCE OF REINFORCING STEEL FROM THE FACE OF THE CONCRETE SHALL BE 2" MINIMUM UNLESS OTHERWISE SHOWN.

MINIMUM REINFORCING STEEL SHALL BE #5 BARS @ 1'–0", EACH WAY, EACH FACE.

FOUNDATION BEARING PRESSURE
THE PROPOSED FOUNDATION SHALL BEAR FULLY ON EXISTING BEDROCK AT SITE AND CONTRACTOR SHALL CONSTRUCT PROPOSED FOUNDATION SUCH THAT THE BOTTOM OF FOOTING IS KEYED 3" INTO BEDROCK. DURING EXCAVATION, ANY LOOSE, DETERIORATED, OR FRACTURED ROCK SHALL BE REMOVED PRIOR TO PLACING CONCRETE.

ELEVATIONS TO THE TOP OF ROCK PRESENTED ARE APPROXIMATE AND CONTRACTOR SHALL NOTIFY THE ENGINEER AND THE CITY IF THE OBSERVED TOP OF ROCK DIFFERS BY MORE THAN 12" AS PLAN REVISIONS MAY BE REQUIRED.

THE DESIGN FOUNDATION BEARING PRESSURE IS 3.00 KSF UNDER THE ABUTMENT AND WINGWALL FOOTINGS.



TRANSVERSE SECTION

GENERAL SUMMARY

ITEM NO.	ESTIMATED QUANTITY	UNIT	DESCRIPTION	SEE SHEET
			Roadway	
201	1	L.Sum	Clearing and Grubbing	
202	30	Ft	Curb Removed	
202	4	Each	Structure Removed: Concrete Barrier	
203	60	Cu Yd	Excavation	2
203	20	Cu Yd	Embankment	2
608	570	Sq Ft	Concrete Walk (T=6"), As Per Plan	2
630	4	Each	Removal of Ground Mounted Post Support and Disposal	
			Sediment & Erosion Control	
653	10	Cu Yd	Topsoil (T=4")	2
659	80	Sq Yd	Seeding and Mulching	2
659	0.02	Ton	Commercial Fertilizer	2
659	1	M Gal	Water	2
832	1	Each	Erosion Control, Misc.: Concrete Washout Area	
832	2	Each	Erosion Control, Misc.: Inlet Protection	
832	166	Ft	Erosion Control, Misc.: Filter Sock	
			Drainage	
602	0.25	Cu Yd	Concrete Masonry	
611	26	Ft	15" Conduit, Type B	
611	52	Ft	15"Conduit, Type C	
611	1	Each	Catch Basin, No. 2-28	
611	1	Each	Catch Basin, No. 3A	
			Structures	
503	1	L.Sum	Unclassified Excavation	
509	2,757	Lb	Epoxy Coated Steel Reinforcement	
511	8	Cu Yd	Class QC1 Concrete, Retaining/Wingwall Not Including Footing	
511	7	Cu Yd	Class QC1 Concrete with QC/QA, Footing	
511	6	Cu Yd	Class QC2 Concrete, Bridge Deck	
512	6	Sq Yd	Sealing of Concrete Surfaces (Non-Epoxy)	
513	45	Ft	Prefabricated Excel Pedestrian Bridge, As Per Plan	3
601	16	Cu Yd	Rock Channel Protection, Type B with Filter	
			Miscellaneous	
614	1	L.Sum	Maintaining Traffic, As Per Plan	2
623	1	L.Sum	Construction Layout Stakes	
624	1	L.Sum	Mobilization	

ABBREVIATION LEGEND

℄	: CENTERLINE	OHWM	: ORDINARY HIGH WATER MARK
ø	: DIAMETER	OPT	: OPTIONAL
ABT	: ABUTMENT	PA	: PREVIOUSLY ABANDONED
ATG	: ADJUST TO GRADE	PCPP	: PERFORATED CORRUGATED PLASTIC PIPE
BOF	: BOTTOM OF FOOTING	PEJF	: PREFORMED EXPANSION JOINT FILLER
CB	: CATCH BASIN	RT	: RIGHT
C/C	: CENTER TO CENTER	SPA	: SPACED
CIP	: CAST–IN–PLACE	STA	: STATION
CLR	: CLEAR	SQ MI	: SQUARE MILES
CMS	: CONSTRUCTION & MATERIAL SPECIFICATION	SQ FT	: SQUARE FOOT
CJ	: CONSTRUCTION JOINT	SUP	: SHARED USE PATH
C&G	: CURB AND GUTTER	SS	: STAINLESS STEEL
EF	: EACH FACE	STM	: STORM
ELEV	: ELEVATION	TBA	: TO BE ABANDONED
EX	: EXISTING	TBR	: TO BE REMOVED
FF	: FAR FACE	TBRL	: TO BE RELOCATED
F/F	: FACE TO FACE	TBRR	: TO BE REMOVED AND REPLACED
LT	: LEFT	TYP	: TYPICAL
MIN	: MINIMUM	W/	: WITH
NF	: NEAR FACE	WW	: WINGWALL
NPCPP	: NON–PERFORATED CORRUGATED PLASTIC PIPE		

NOTES

1. DIMENSIONS REFLECTED ARE DEPENDANT ON THE MANUFACTURER AND ARE PROVIDED FOR REFERENCE ONLY. IF DIMENSIONS DIFFER FROM THOSE REFERENCED, THE ENGINEER SHALL BE NOTIFIED TO VERIFY ANY NECESSARY ABUTMENT REVISIONS.

CALCULATED JAF CHECKED CAS

GENERAL NOTES

MIDDLE PARK PEDESTRIAN BRIDGE

3
6

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SUBSURFACE AND ENVIRONMENTAL CONDITIONS WERE NOT EXAMINED OR CONSIDERED AS A PART OF THIS SURVEY. NO STATEMENT IS MADE CONCERNING THE EXISTENCE OF UNDERGROUND OR OVERHEAD CONTAINERS OR FACILITIES THAT MAY AFFECT THE USE OF THE SURVEYED AREA.
DATE(S) OF FIELD SURVEY:OCTOBER 9, 2024
COORDINATE SYSTEM: OHIO STATE PLANE, NORTH ZONE GRID COORDINATES

HORIZONTAL REFERENCE DATUM: NAD83 (2011)
ELLIPSOID: GRS80
GRID TO GROUND MULTIPLIER (1/CSF): 1.000000000
ORIGIN OF COMBINED SCALE FACTOR: (0,0)
VERTICAL REFERENCE DATUM: NAVD88
GEOID MODEL: GEOID18
UNITS: US SURVEY FEET (SFT)

PROPOSED STRUCTURE

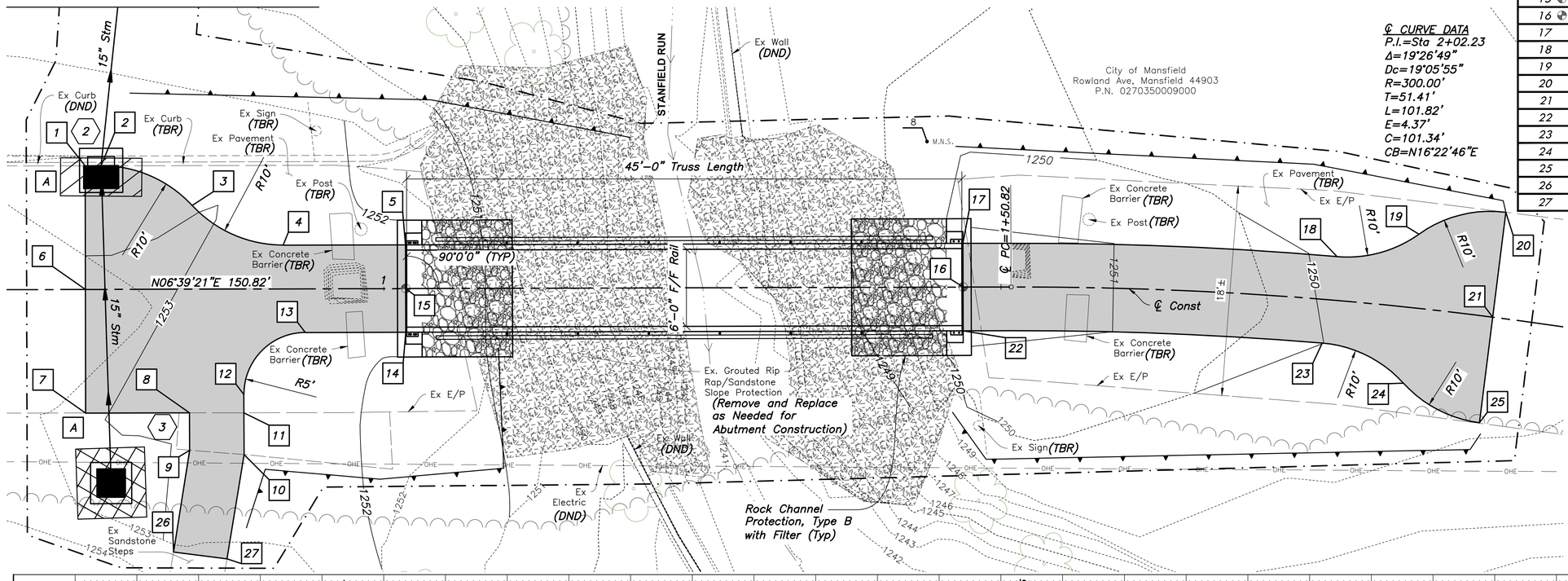
TYPE: SINGLE SPAN PREFABRICATED WEATHERING STEEL TRUSS SUPERSTRUCTURE WITH CONCRETE DECK ON REINFORCED CONCRETE SUBSTRUCTURES
SPAN: 45'–0" O/O TRUSS
ROADWAY: 6'–0" FACE TO FACE RUB RAIL
LOADING: 0.090 KIPS/SQ FT
SKEW: NONE
APPROACH SLABS: None
ALIGNMENT: TANGENT
TRANSVERSE SLOPE: 0%
COORDINATES: LATITUDE N 40°45'37.54"
LONGITUDE W 82°32'27.31"

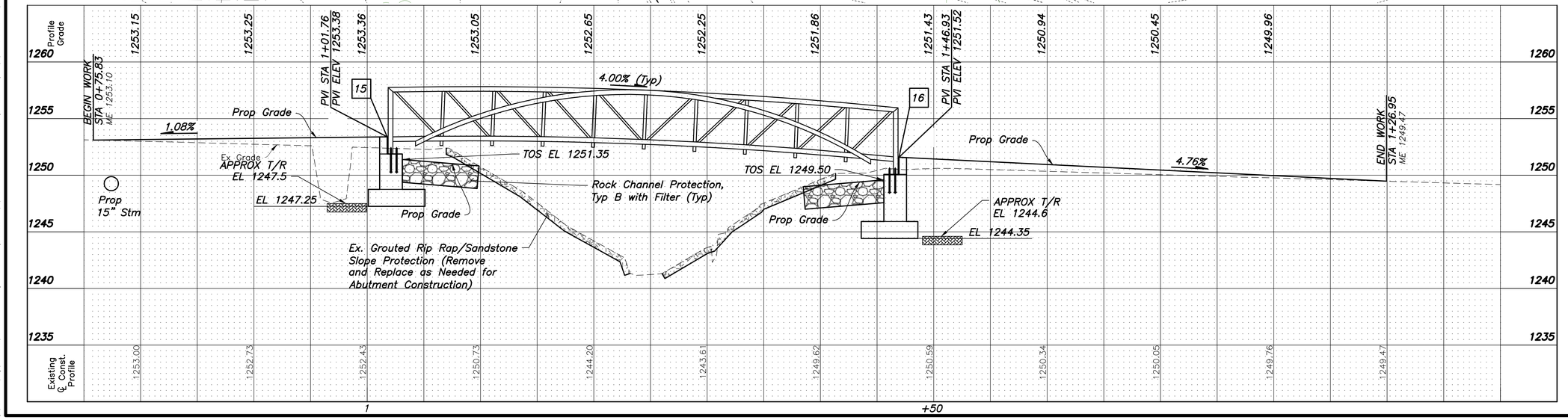
CONTROL POINT TABLE

Point #	Northing	Easting	Elevation	Description	Location Description
BM1			1256.34'	NW CORNER OF CON. STEP	
BM2			1248.54'	RAILROAD SPIKE EAST SIDE OF POWER POLE	
CP01	397871.1200'	1957248.8300'		5/8" REBAR W/RED TRAVERSE CAP	APPROX 325' SOUTH OF POWER POLE AND 145' EAST OF PAVEMENT
CP02	398010.8880'	1957104.2310'		5/8" REBAR W/RED TRAVERSE CAP	APPROX 300' SOUTH OF CURB LINE
CP03	398307.5480'	1957125.2280'		5/8" REBAR W/RED TRAVERSE CAP	APPROX 9.5' WEST OF CURB LINE
CP04	398605.2920'	1957178.3060'		5/8" REBAR W/RED TRAVERSE CAP	APPROX 70' NORTH OF POST
CP05	398742.4800'	1957114.0900'		5/8" REBAR W/RED TRAVERSE CAP	APPROX 126' NORTH WEST OF BM2

	Station	Offset	Elevation
1	0+75.83	10.00' Lt	ME 1252.70
2	0+77.12	10.00' Lt	1252.74
3	0+84.48	6.77' Lt	1252.97
4	0+91.85	3.54' Lt	1253.21
5	1+01.76	3.54' Lt	1253.38
6	0+75.83		ME 1253.10
7	0+75.83	10.00' Rt	ME 1252.91
8	0+84.25	10.00' Rt	1253.36
9	0+84.25	13.00' Rt	1253.49
10	0+88.64	13.00' Rt	1253.43
11	0+88.64	10.00' Rt	1253.30
12	0+88.63	8.50' Rt	1253.20
13	0+93.63	3.54' Rt	1253.24
14	1+01.76	3.54' Rt	1253.38
15	1+01.76		1253.38
16	1+46.93		1251.52
17	1+46.93	3.54' Lt	1251.52
18	1+56.77	3.54' Lt	1250.15
19	1+63.98	6.06' Lt	1249.70
20	1+69.58	8.68' Lt	ME 1249.42
21	1+69.95		ME 1249.47
22	1+46.93	3.54' Rt	1251.52
23	1+56.91	3.54' Rt	1250.00
24	1+63.96	6.00' Rt	1249.69
25	1+69.95	8.37' Rt	ME 1249.17
26	0+82.90	21.27' Rt	ME 1253.88
27	0+87.22	21.83' Rt	ME 1253.83

MATCHLINE SEE SHEET 5





LEGEND

- Filter Sock
- Construction Limits
- Inlet Protection
- Item 608 – 6" Concrete Walk, As Per Plan
- A — If existing underdrain is present, connect to proposed storm structure
- — Workpoint

GRAPHIC SCALE 0 2.5 5 10 — 1 inch = 5 feet

CALCULATED JAF CHECKED CAS

SITE PLAN

MIDDLE PARK PEDESTRIAN BRIDGE

4 / 6

OCTOBER, 2024

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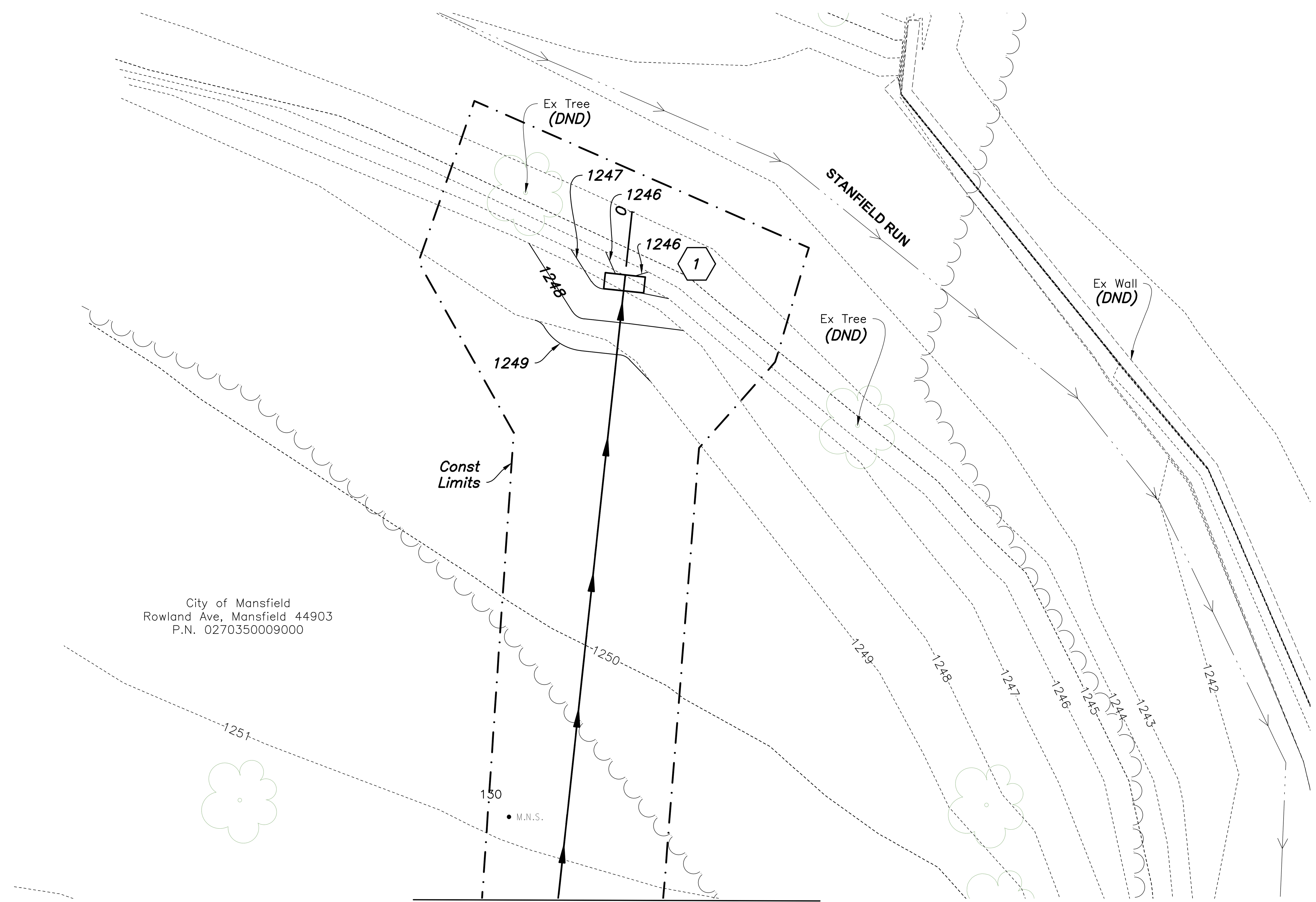
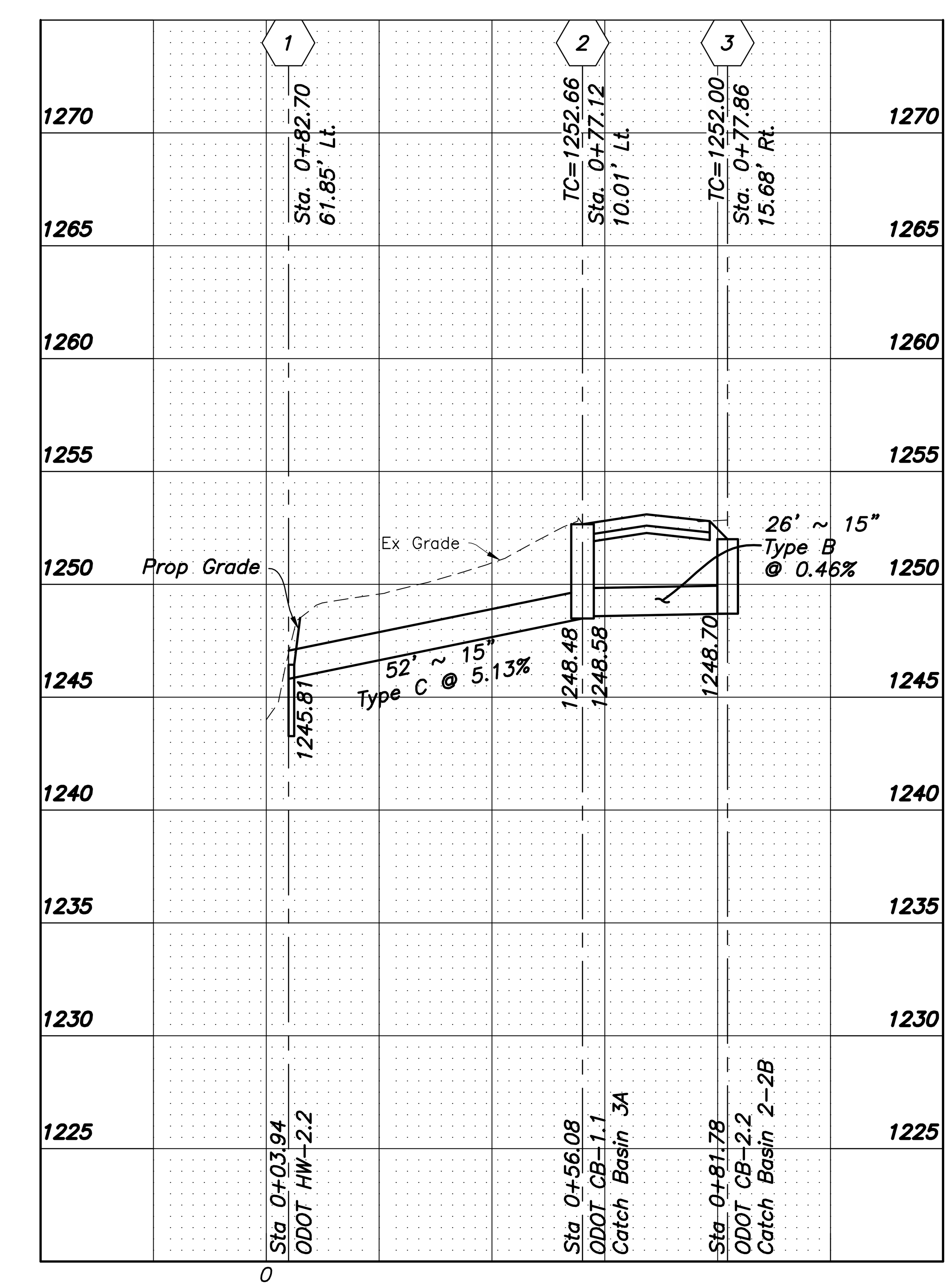


MATCHLINE SEE SHEET 4

NOTES:
1. For manholes and catch basins, station offset references center of base of structure.
2. TC references top of casting at finished grade. TC references top of curb box or top of curb for curb and gutter inlets.
3. All station / offsets are from CL Middle Park Pedestrian Bridge.
4. Station/Offsets for Curb and Gutter Inlets represent center of structure at face of curb.



GRAPHIC SCALE
0 10 20 40
1 inch = 20 feet

CALCULATED JAF
CHECKED CAS

STORM PROFILE

MIDDLE PARK PEDESTRIAN BRIDGE

OCTOBER, 2024

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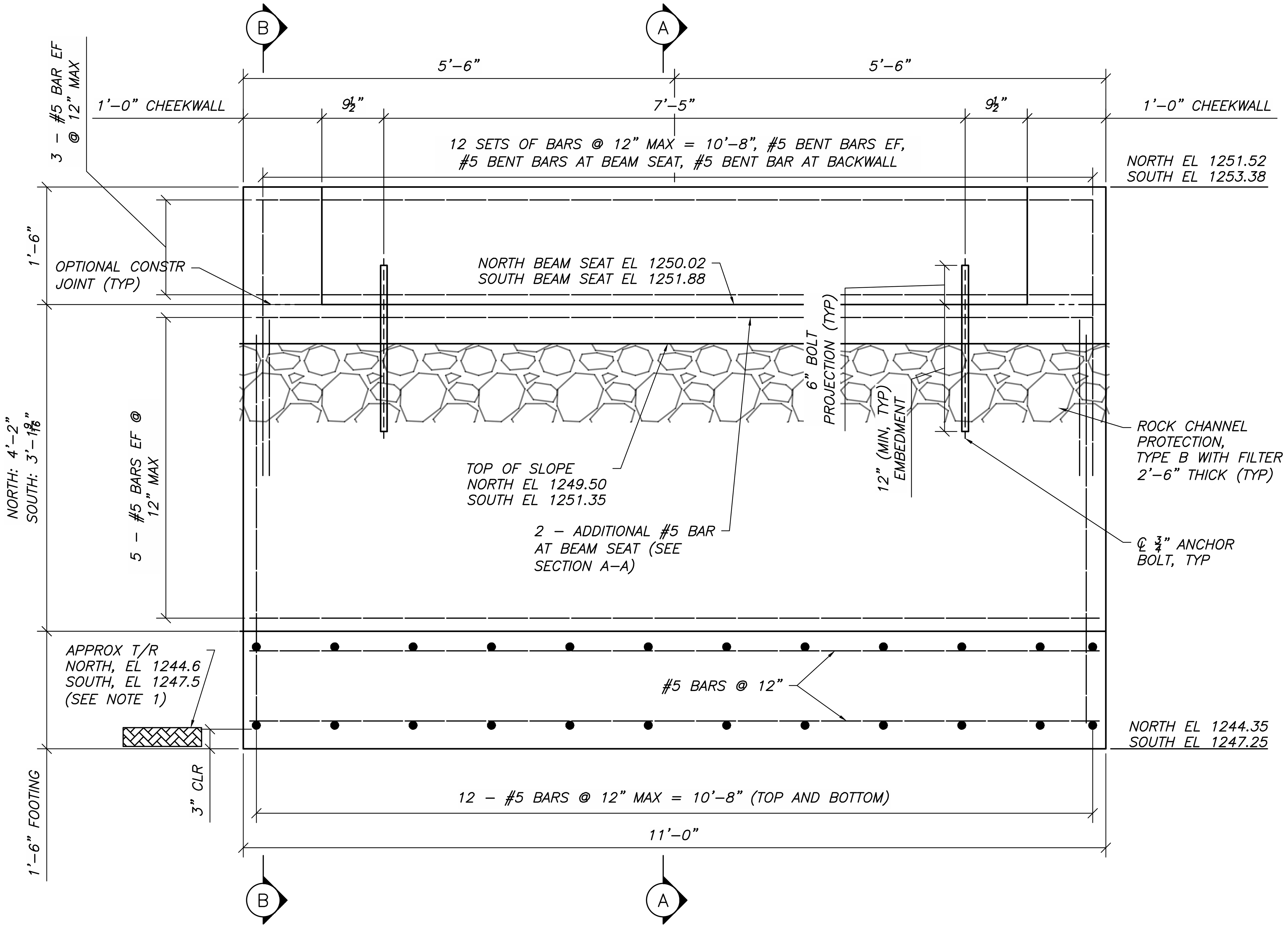
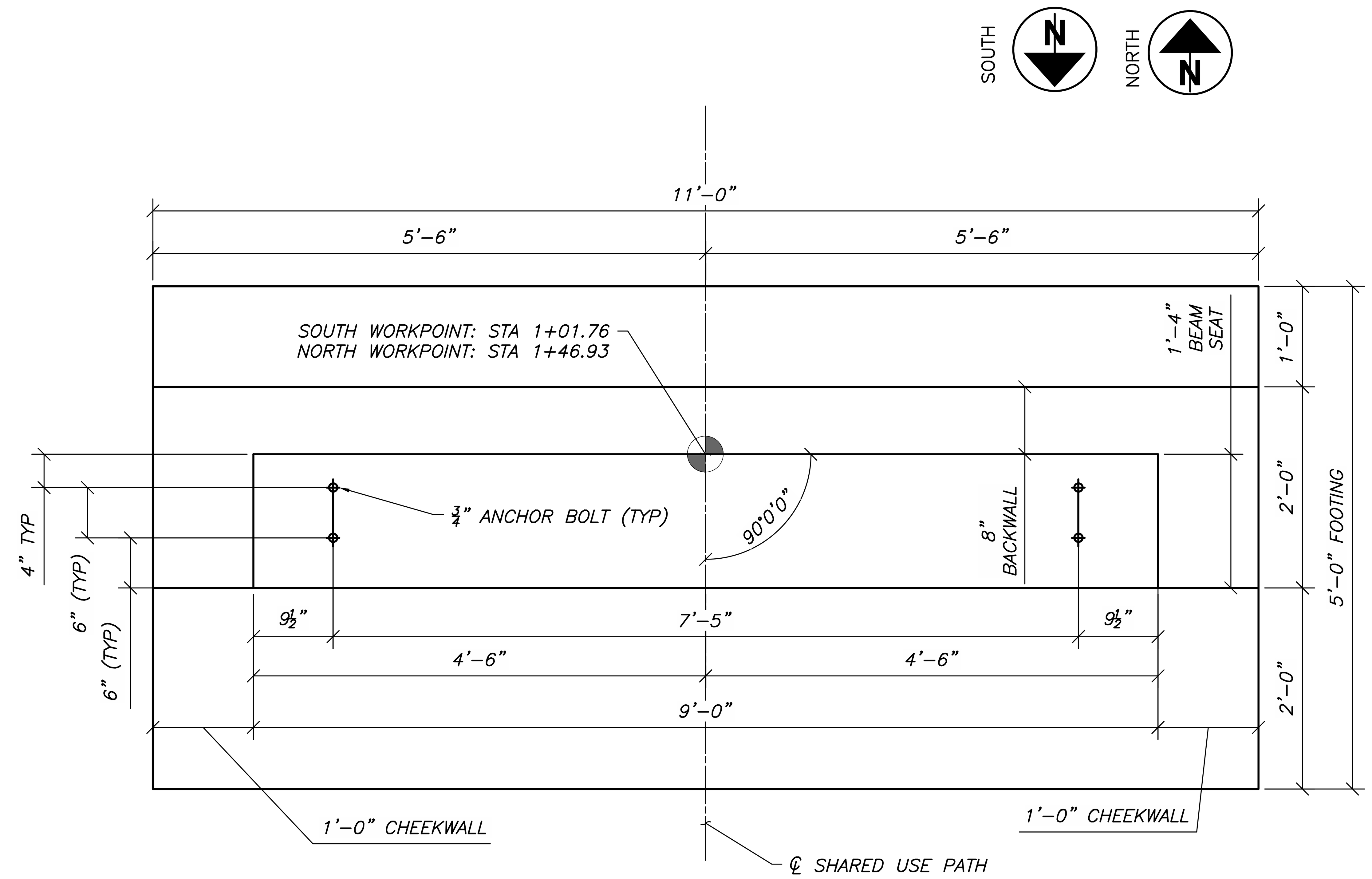
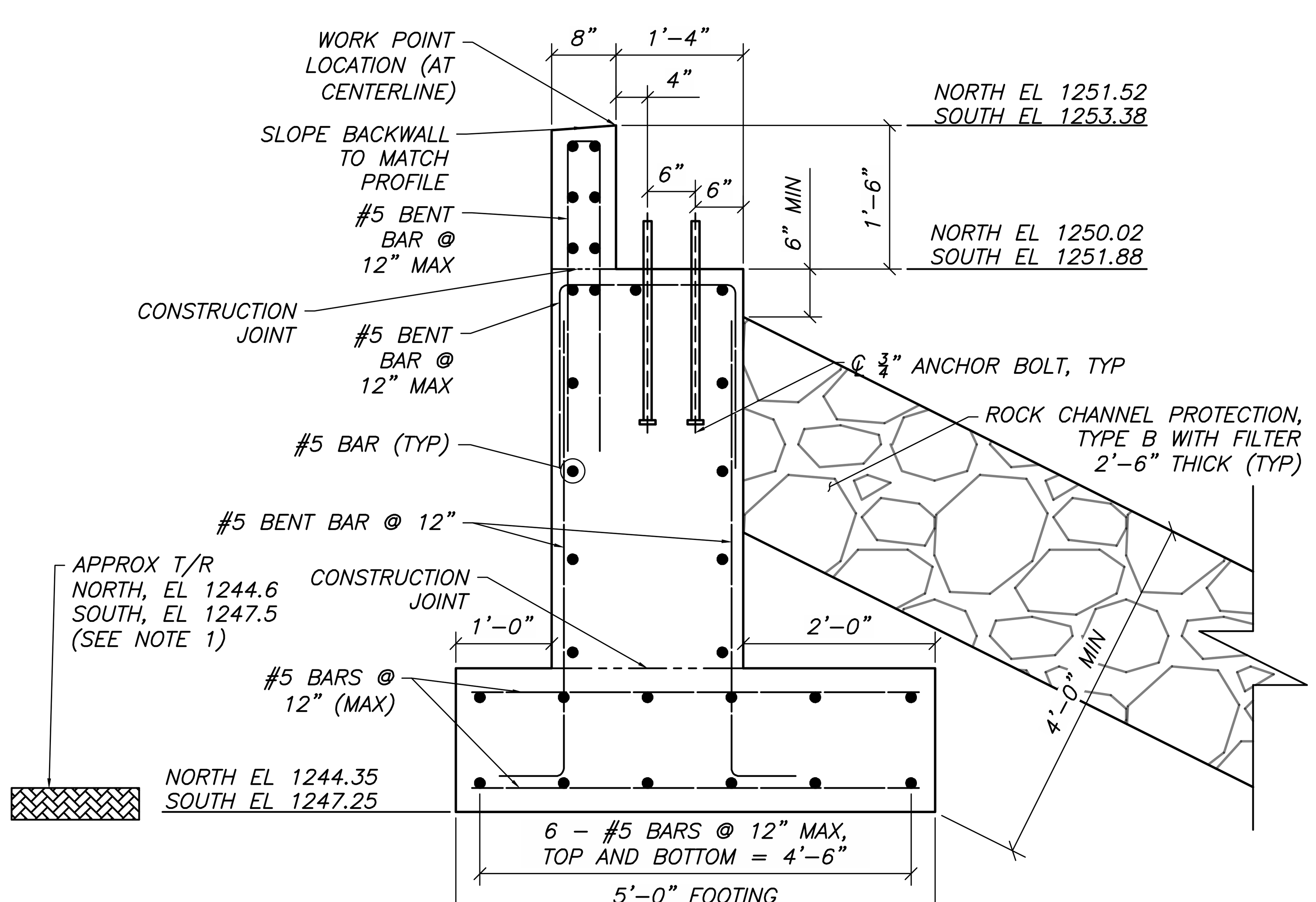


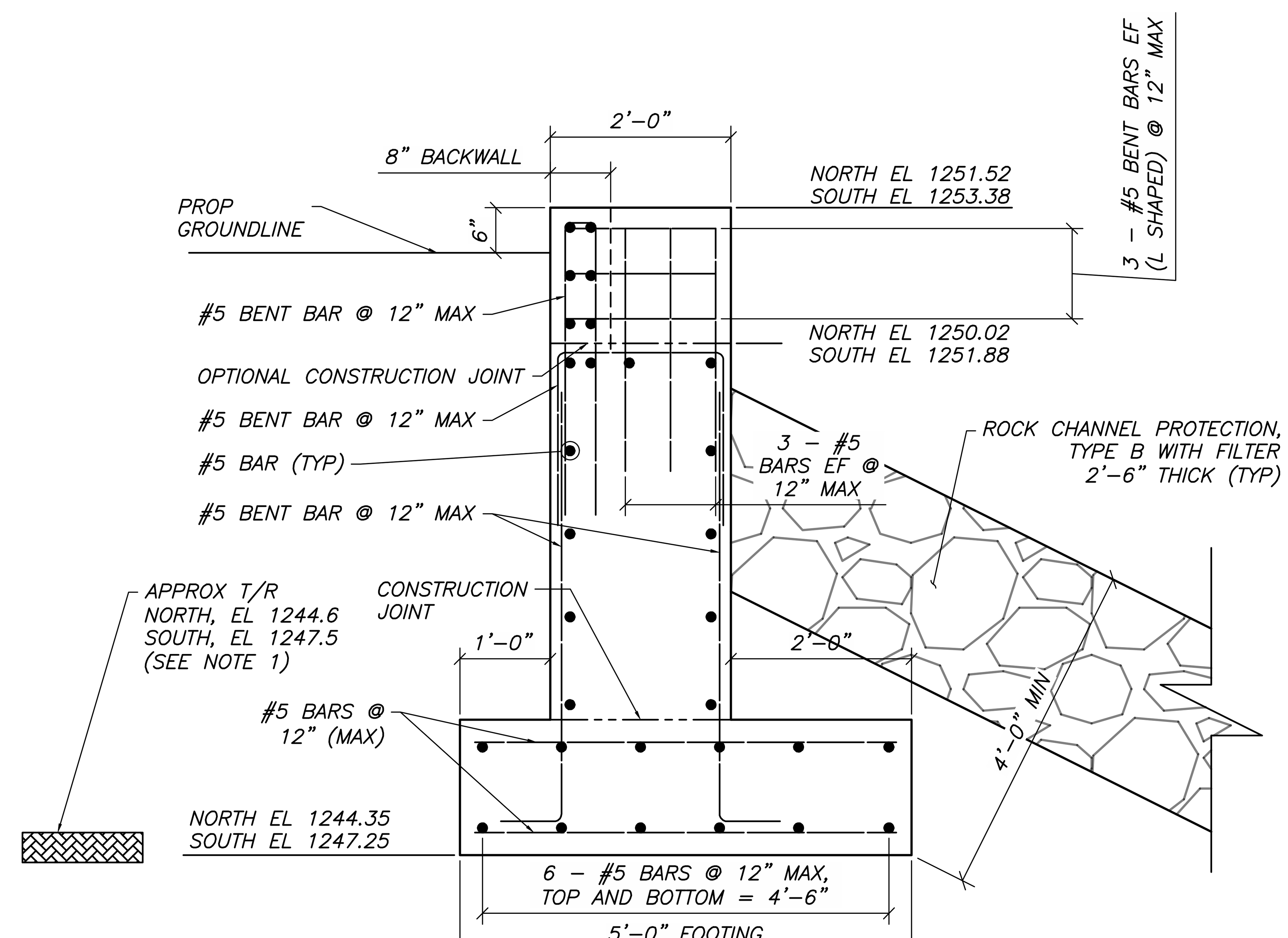
ABUTMENT ELEVATION



ABUTMENT PLAN
(PEDESTRIAN BRIDGE NOT SHOWN)



SECTION A–A
(PEDESTRIAN BRIDGE NOT SHOWN)



SECTION B–B

NOTES:

1. Contractor shall excavate foundation area such that foundation bears fully existing bedrock. Loose and fractured rock shall be removed and foundation shall be keyed into rock 3" minimum.

2. Clear cover to reinforcing bars shall be 2" unless noted otherwise.

GRAPHIC SCALE
1 inch = 2 feet

CALCULATED RAW
CHECKED CAS

ABUTMENT DETAILS

MIDDLE PARK PEDESTRIAN BRIDGE