

VILLAGE OF ADDYSTON
HAMILTON COUNTY, OHIO
1ST STREET
STABILIZATION

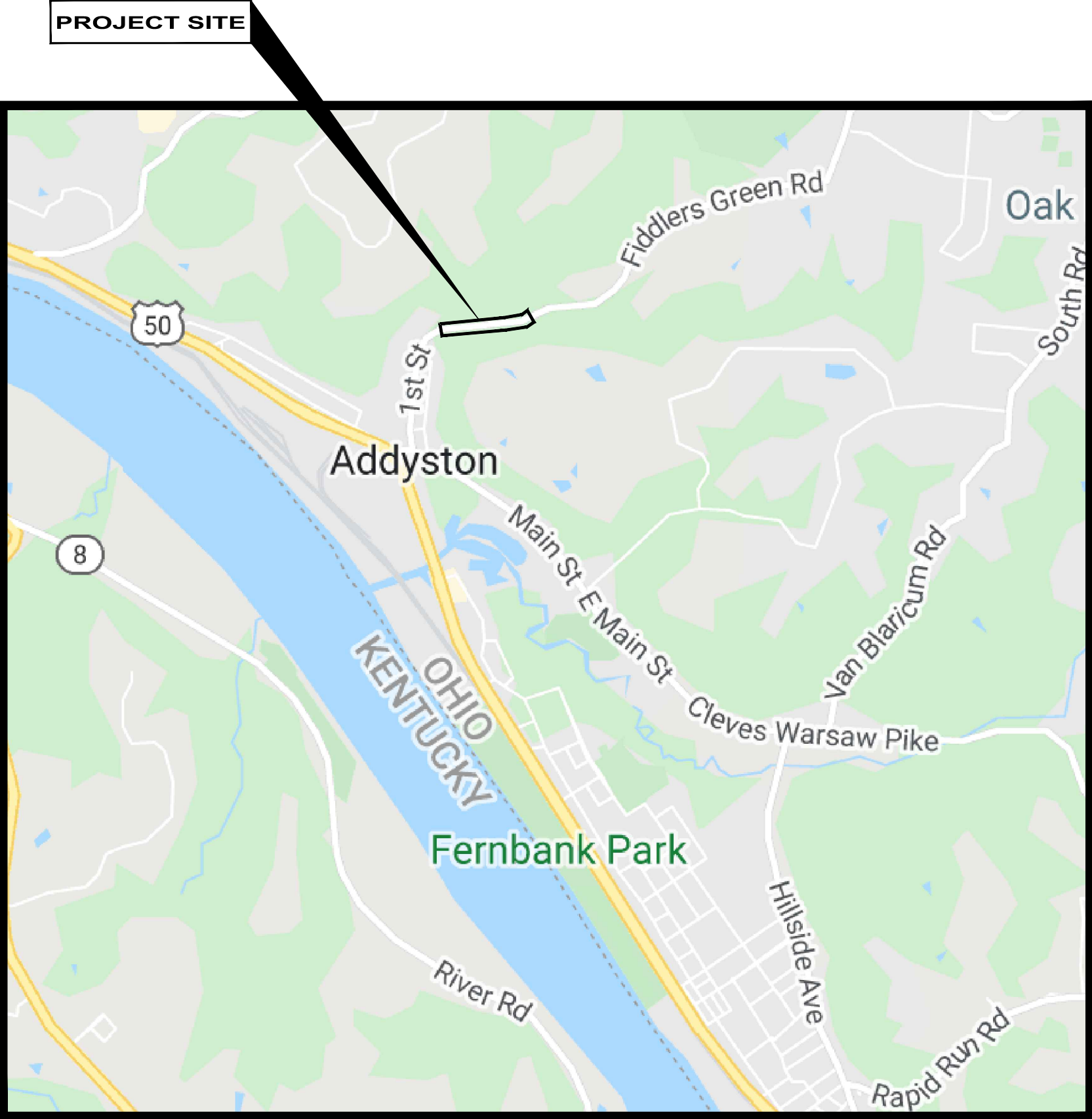
210766

VILLAGE OF ADDYSTON OFFICIALS

MAYOR
LISA MEAR

VILLAGE CLERK
MARGARET ANN DOZIER

VILLAGE COUNCIL
AL GICK
PAM JACKSON
CATHY NIXON-BYESS
DAN PILLOW
ANN PILLOW
JENNIFER WIEHE



VICINITY MAP
NOT TO SCALE

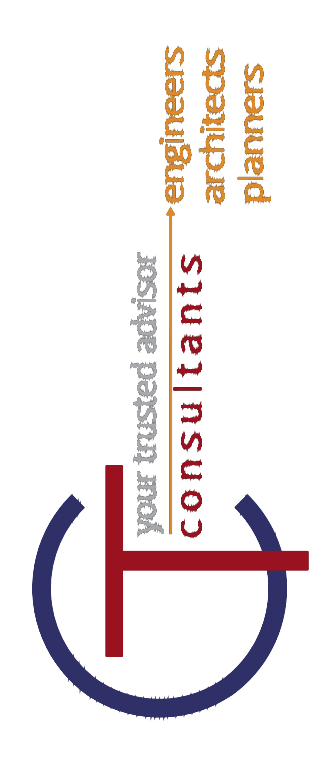
O.D.O.T. SPECIFICATIONS

THE LATEST STANDARD SPECIFICATIONS OF THE OHIO DEPARTMENT OF TRANSPORTATION, INCLUDING CHANGES AND SUPPLEMENTAL SPECIFICATIONS THERETO SHALL GOVERN THIS IMPROVEMENT.

SOURCE OF BOUNDARY INFORMATION

THE SURVEY INFORMATION SHOWN ON THESE PLANS IS BASED UPON A SURVEY PERFORMED BY CT CONSULTANTS, INC. IN FEBRUARY 2020.

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5	PNP2	PLAN & PROFILE 13+00 – 18+15
6	XSEC	CROSS SECTIONS
7	WALL PLAN	TEST BORING LOGS
8	MOT	MAINTENANCE OF TRAFFIC
9	EROS	EROSION CONTROL



SCALE:	AS NOTED	NO	REVISION	DATE
DATE:	09/11/2024			
DESIGNED BY:	RLAD			
DRAWN BY:	RLAD			
CHECKED BY:	SRIG			

VILLAGE OF ADDYSTON
1ST STREET STABILIZATION
- ADDYSTON, OH -

TITLE SHEET

PROJECT NO:	
210766	
DRAWING NAME	
TTL	
SHEET	OF
1	9

GENERAL NOTES

CONSTRUCTION STIPULATION

THE CONTRACTOR SHALL NOT STORE MATERIALS AND EQUIPMENT, OPERATE EQUIPMENT ON OR OVER PROPERTY OTHER THAN THE PUBLIC RIGHT-OF-WAY OR AREAS THAT ARE A PART OF THE PROJECT CONSTRUCTION. THE CONTRACTOR SHALL LIMIT THEIR WORK AREA TO THE EASEMENTS AND RIGHTS-OF-WAY SHOWN ON THESE PLANS UNLESS WRITTEN PERMISSION IS GIVEN BY THE PROPERTY OWNER AND APPROVED BY THE VILLAGE OF ADDYSTON.

THE CONTRACTOR SHALL SUBMIT, IN WRITING, A SCHEDULE OF OPERATIONS TO THE ENGINEER AND RECEIVE APPROVAL BEFORE STARTING WORK ON THIS PROJECT.

IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO ORGANIZE THE WORK IN SUCH A MANNER TO PROVIDE THE MOST SAFETY WITH THE LEAST INCONVENIENCE TO THE PUBLIC.

MAINTAINING STREET TRAFFIC

THE CONTRACTOR SHALL BE ALLOWED TO CLOSE 1ST STREET WITHIN THE PROJECT LIMITS DURING WORK HOURS.

THE CONTRACTOR SHALL MAINTAIN TRAFFIC TO ALL ROADWAYS INTERSECTING THE CONSTRUCTION AREAS.

WORK HOURS SHALL BE LIMITED TO THE HOURS OF 8:00 A.M. TO 4:00 P.M., MONDAY THROUGH FRIDAY.

ALL MAINTENANCE OF TRAFFIC PROCEDURES SHALL MEET THE REQUIREMENTS OF THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES AND ODOT STANDARD SPECIFICATIONS. THE CONTRACTOR SHALL PROVIDE SUFFICIENT SIGN, WARNING LIGHTS, BARRICADES, DETOUR SIGNS, OR OTHER NECESSARY DEVICES TO MAKE THE SITE SAFE TO THE TRAVELING PUBLIC. THE COST FOR THESE MAINTENANCE OF TRAFFIC ITEMS SHALL BE INCLUDED WITH MAINTENANCE OF TRAFFIC LUMP SUM.

IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO SUBMIT TO THE ENGINEER AND THE OWNER A TRAFFIC CONTROL PLAN FOR THIS PROJECT.

PRIOR TO ANY CONSTRUCTION, THE CONTRACTOR SHALL NOTIFY THE VILLAGE OF ADDYSTON POLICE DEPARTMENT AND FIRE DEPARTMENT. AT ALL TIMES, EMERGENCY VEHICLES SHALL BE GIVEN ACCESS.

DURING NON-WORK HOURS, THE EXISTING PAVEMENT SHALL BE CLEAR OF ALL CONSTRUCTION EQUIPMENT AND MATERIAL TO PROVIDE ACCESS FOR OWNERS AND EMERGENCY VEHICLES TO ALL PROPERTIES ON 1ST STREET.

MATERIALS AND SPECIFICATIONS

ALL CONSTRUCTION SHALL CONFORM TO THESE PLANS AND SPECIFICATIONS, AND THE 2023 OHIO DEPARTMENT OF TRANSPORTATION CONSTRUCTION AND MATERIAL SPECIFICATIONS INCLUDING CHANGES AND SUPPLEMENTAL SPECIFICATIONS THERETO.

UNLESS OTHERWISE SPECIFIED, ALL MATERIALS SHALL BE NEW. BOTH WORKMANSHIP AND MATERIALS SHALL BE OF PREMIUM QUALITY, PROPER AND SUFFICIENT FOR THE PURPOSE CONTEMPLATED. THE CONTRACTOR SHALL FURNISH, IF SO REQUIRED, SATISFACTORY EVIDENCE AS TO TYPE AND QUALITY OF MATERIALS AND WORKMANSHIP.

ALL ITEMS OF EQUIPMENT AND/OR MATERIAL PROPOSED BY THE CONTRACTOR FOR SUBSTITUTIONS MUST BE APPROVED BY THE ENGINEER IN WRITING AND SHALL BE EQUAL OR SUPERIOR TO THE ITEMS SPECIFIED IN THE CONTRACT DOCUMENTS. IF SAID SUBSTITUTION PROPOSED BY THE CONTRACTOR FOR A SPECIFIED ITEM REQUIRES ENGINEERING REVISIONS, THE TOTAL EXPENSE OF SAID REVISIONS SHALL BE PAID BY THE CONTRACTOR.

ANY ITEMS OF LABOR AND MATERIALS REQUIRED BUT NOT SHOWN AS A SEPARATE PAY ITEM IN THE PROPOSAL SHALL BE FURNISHED AND INSTALLED AS INCIDENTAL TO THE CONTRACT, EXCEPT AS NOTED IN THE PLANS AND SPECIFICATIONS.

OPEN TRENCHES

ALL OPEN TRENCHES FOR STORM SEWERS, WATER MAINS, ETC., SHALL BE PROPERLY DELINEATED FROM THE TRAVELED ROADWAY BY REFLECTIVE DRUMS. TRENCHES SHALL EITHER BE BACKFILLED OR COVERED FOR ANY EXTENDED PERIODS OF NO CONSTRUCTION IN ORDER TO MAINTAIN CONTINUOUS TWO-WAY TRAFFIC, PART WIDTH CONSTRUCTION AND OFF PEAK TRAFFIC VOLUME PERIODS SHALL BE UTILIZED TO CONSTRUCT ANY REQUIRED UTILITY CROSSEOVERS, LATERALS, OR CATCH BASIN LEADS WITHIN THE TRAVELED ROADWAY.

PERMITS

THE CONTRACTOR SHALL OBTAIN ALL PERMITS AND PAY ALL CHARGES AND FEES AS MAY BE NECESSARY AND REQUIRED BY THE VILLAGE OR STATE. NO CONSTRUCTION SHALL COMMENCE UNTIL ALL HAMILTON COUNTY AND THE VILLAGE OF ADDYSTON PERMITS HAVE BEEN ISSUED AS REQUIRED.

RESPONSIBILITY

IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO PERFORM HIS WORK IN SUCH A MANNER AS NOT TO DAMAGE OR DESTROY ANY EXISTING FEATURE, (I.E. EXISTING INLETS, CONDUITS, ETC.) WHICH IS NOT MARKED FOR REPLACEMENT OR REMOVAL. IF ANY SUCH DAMAGE DOES OCCUR DUE TO THE OPERATIONS OF THE CONTRACTOR, HE SHALL REPLACE THE DAMAGED PORTION AT HIS EXPENSE.

THE CONTRACTOR SHALL EXERCISE DUE CARE DURING CONSTRUCTION SO AS NOT TO DESTROY ANY TREES, PLANTS, SHRUBS OR STRUCTURES OUTSIDE OF THE INDICATED WORK LIMITS AND THOSE NOT SPECIFICALLY MARKED FOR REMOVAL OR RELOCATION WITHIN THE WORK LIMITS.

IN SOME INSTANCES, THE CONTRACTOR WILL BE REQUIRED TO EXCAVATE UNDER AND AROUND THE EXISTING UTILITIES. EXTREME CARE SHOULD BE USED NOT TO DAMAGE THE UTILITY DURING THIS OPERATION.

THE CONTRACTOR MUST CONTACT OUPS (OHIO UTILITIES PROTECTION SERVICE) AT 811 OR 800-362-2764 AT LEAST 48 HOURS, BUT NO MORE THAN 10 WORKING DAYS, BEFORE BEGINNING ANY DIGGING, EXCLUDING SATURDAYS, SUNDAYS AND LEGAL HOLIDAYS. NON-MEMBER UTILITIES MUST BE CONTACTED DIRECTLY.

WATER POLLUTION, SOIL EROSION AND SILTATION CONTROL

THE CONTRACTOR SHALL TAKE EXTREME CARE AND UTILIZE BEST MANAGEMENT PRACTICES TO CONTROL SEDIMENT AND EROSION DURING THE PROJECT AND TO PREVENT UNNECESSARY EROSION, WATER POLLUTION AND SILTATION AT ALL POINTS OF THE PROJECT. TEMPORARY SEEDING AND MULCHING; INLET PROTECTION; STRAW BALES; SLOPE DRAINS, ETC., SHALL BE USED AS NECESSARY OR AS DIRECTED BY THE VILLAGE, THE COST OF WHICH SHALL BE INCIDENTAL TO THE OVERALL CONTRACT PRICE.

ALL DISTURBED AREAS ARE TO BE RESTORED (SEEDED AND MULCHED) BY THE CONTRACTOR AND SHALL PROCEED WITH JOB PROGRESSION. THE CONTRACTOR SHALL ALSO BE RESPONSIBLE FOR REMOVING ANY EXCESS MATERIALS AT THE SITE AND MAINTAINING ALL SEEDED AND MULCHED AREAS UNTIL PROJECT COMPLETION AND FINAL INSPECTION. A RESIDENTIAL YARD SHALL BE RESTORED WITHIN SEVEN (7) DAYS AFTER CONSTRUCTION.

ALL APPLICABLE RECOMMENDATIONS IN OHIO'S STANDARDS FOR STORMWATER MANAGEMENT, LAND DEVELOPMENT AND URBAN STREAM PROTECTION MANUAL SHALL BE FOLLOWED BY THE CONTRACTOR, INCLUDING SEEDING OF DISTURBED GROUND.

EROSION AND DUST CONTROL

THE CONTRACTOR SHALL TAKE EXTREME CARE TO PREVENT UNNECESSARY EROSION AT ALL POINTS OF THE PROJECT.

DUST SHALL BE KEPT TO A MINIMUM. COST OF EQUIPMENT, WATER,LABOR AND MATERIAL, ETC. REQUIRED TO PERFORM DUST CONTROL SHALL BE INCIDENTAL TO THE OVERALL BID PRICE.

TESTING

THE CONTRACTOR SHALL INCLUDE THE COST OF ALL REQUIRED TESTS IN THE UNIT PRICE BID FOR THE PERTINENT ITEM AND NO SEPARATE COMPENSATION IS TO BE MADE FOR SAID TESTING.

UTILITIES

UTILITIES DATA HAS NOT BEEN VERIFIED BY THE ENGINEER. THE ENGINEER OR THE OWNER IS NOT RESPONSIBLE OR LIABLE FOR DATA SUPPLIED BY OTHERS.

THE CONTRACTOR MUST CONTACT OUPS (OHIO UTILITIES PROTECTION SERVICE) AT 811 OR 800-362-2764 AT LEAST 48 HOURS, BUT NO MORE THAN 10 WORKING DAYS, BEFORE BEGINNING ANY DIGGING, EXCLUDING SATURDAYS, SUNDAYS AND LEGAL HOLIDAYS. NON-MEMBER UTILITIES MUST BE CONTACTED DIRECTLY. IT IS THE CONTRACTOR RESPONSIBILITY TO BE FAMILIAR WITH THE REQUIREMENTS OF OUPS. THE CONTRACTOR SHALL COORDINATE THE MARKINGS AND/OR LOCATING TO STAY A MINIMUM OF 2 WORKING DAYS AHEAD OF PLANNED CONSTRUCTION ACTIVITIES.

DURING CONSTRUCTION, THE CONTRACTOR SHALL REPORT IMMEDIATELY TO THE OWNERS OF THE UNDERGROUND FACILITIES ANY BREAK OR LEAK IN THE FACILITIES, OR ANY DENT, GOUGE, GROOVE OR OTHER DAMAGE. THE CONTRACTOR SHALL NOTIFY NEARBY OCCUPANTS OF ANY EMERGENCY SITUATION THAT MAY ARISE.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING ALL UTILITY ACTIVITIES AND SCHEDULES.



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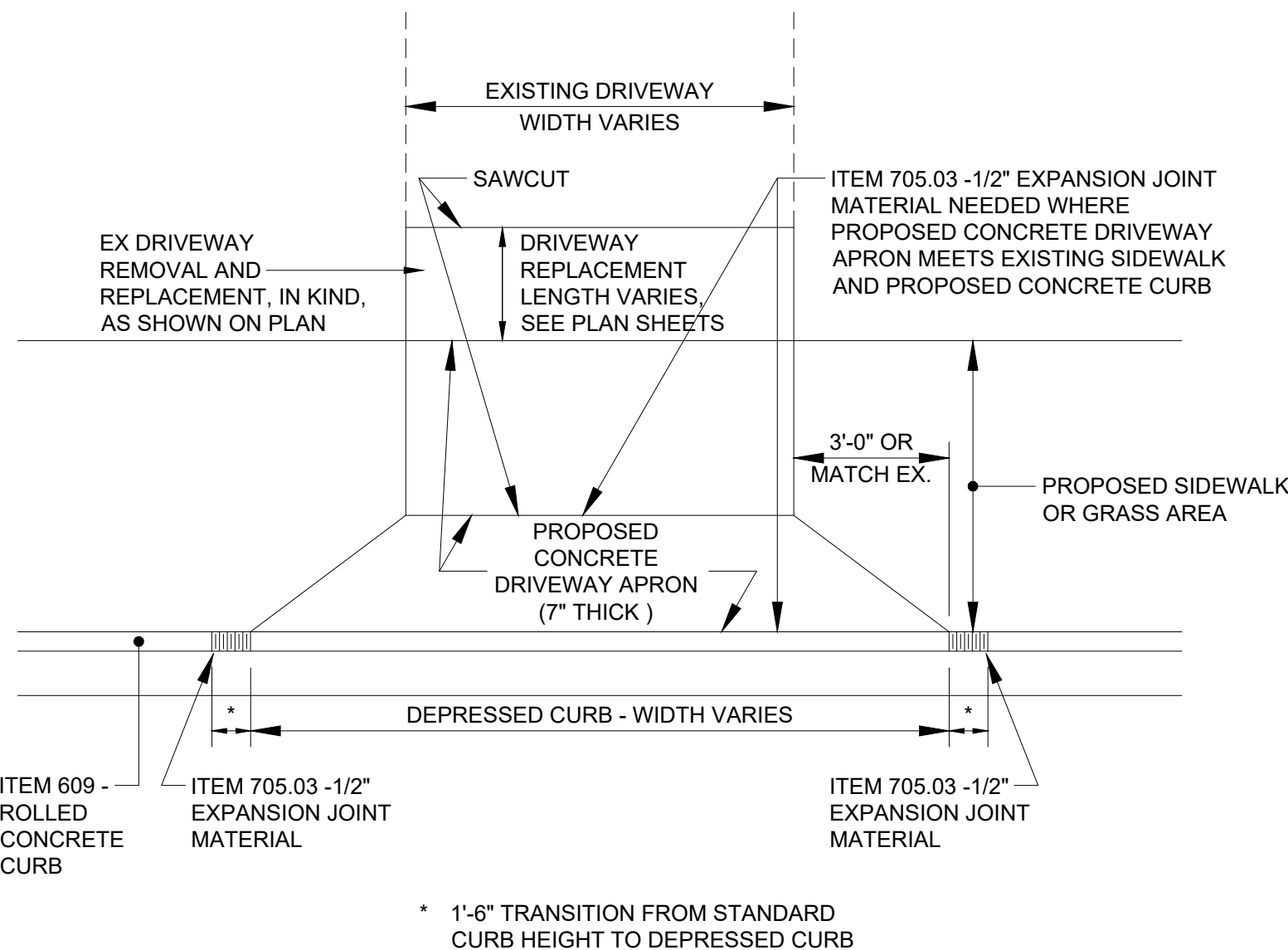
REVISION									
NO									

SCALE:	AS NOTED
DATE:	09/11/2024
DESIGNED BY:	RLAD
DRAWN BY:	RLAD
CHECKED BY:	SRIG

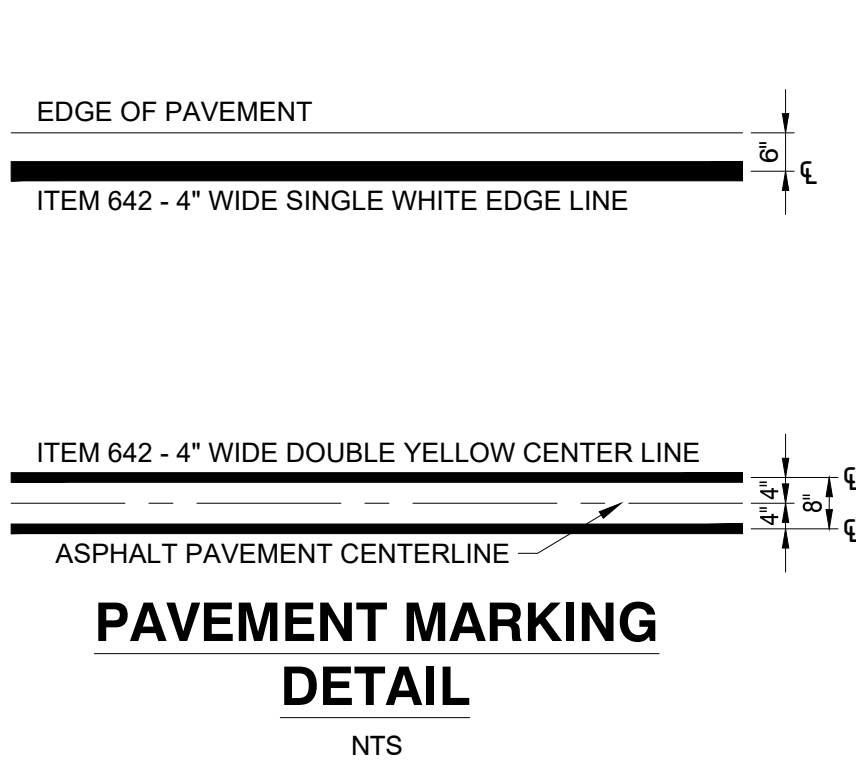
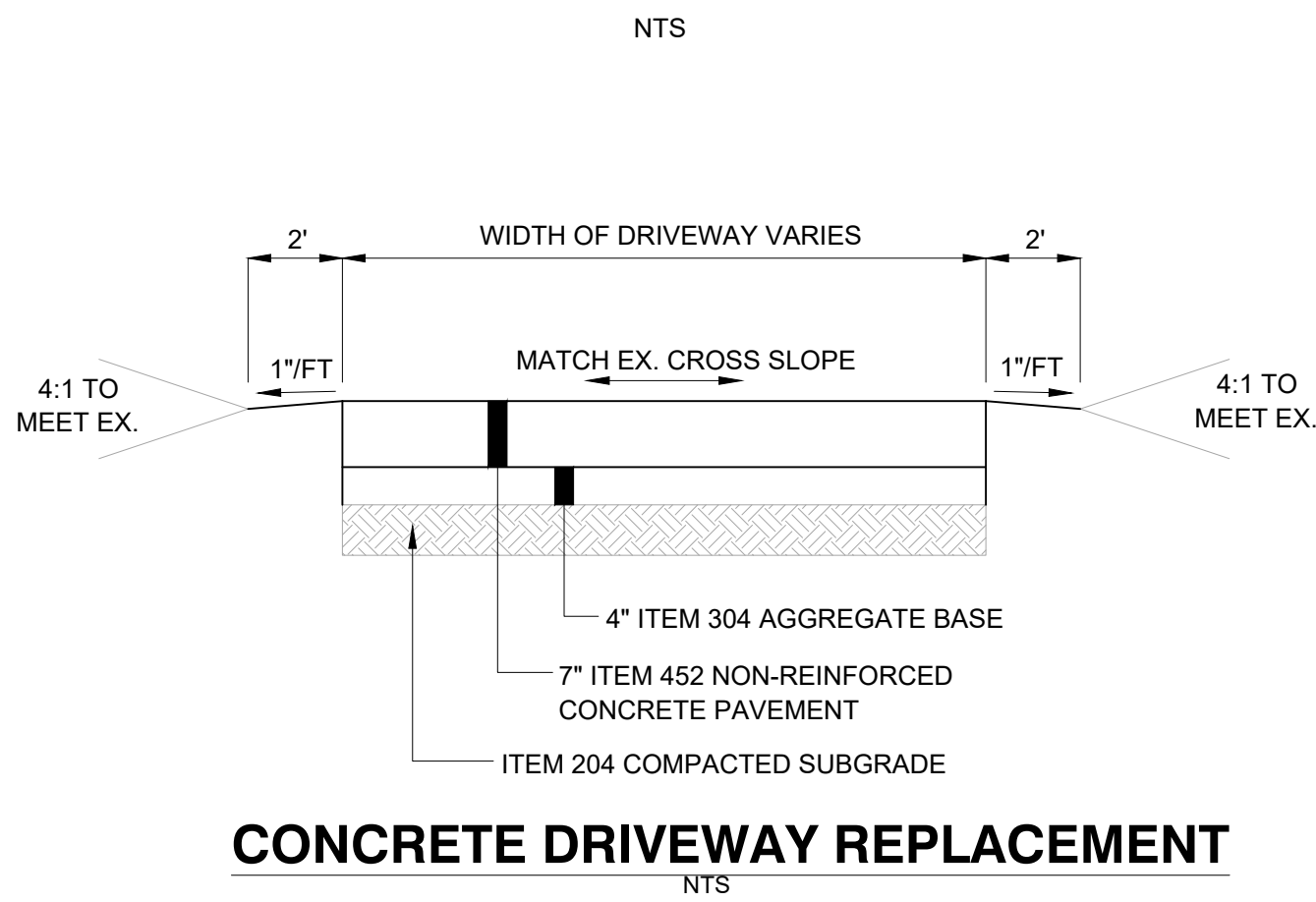
VILLAGE OF ADDYSTON
1ST STREET STABILIZATION
- ADDYSTON, OH -

GENERAL NOTES

PROJECT NO:	
210766	
DRAWING NAME	
GN	
SHEET	OF
2	9

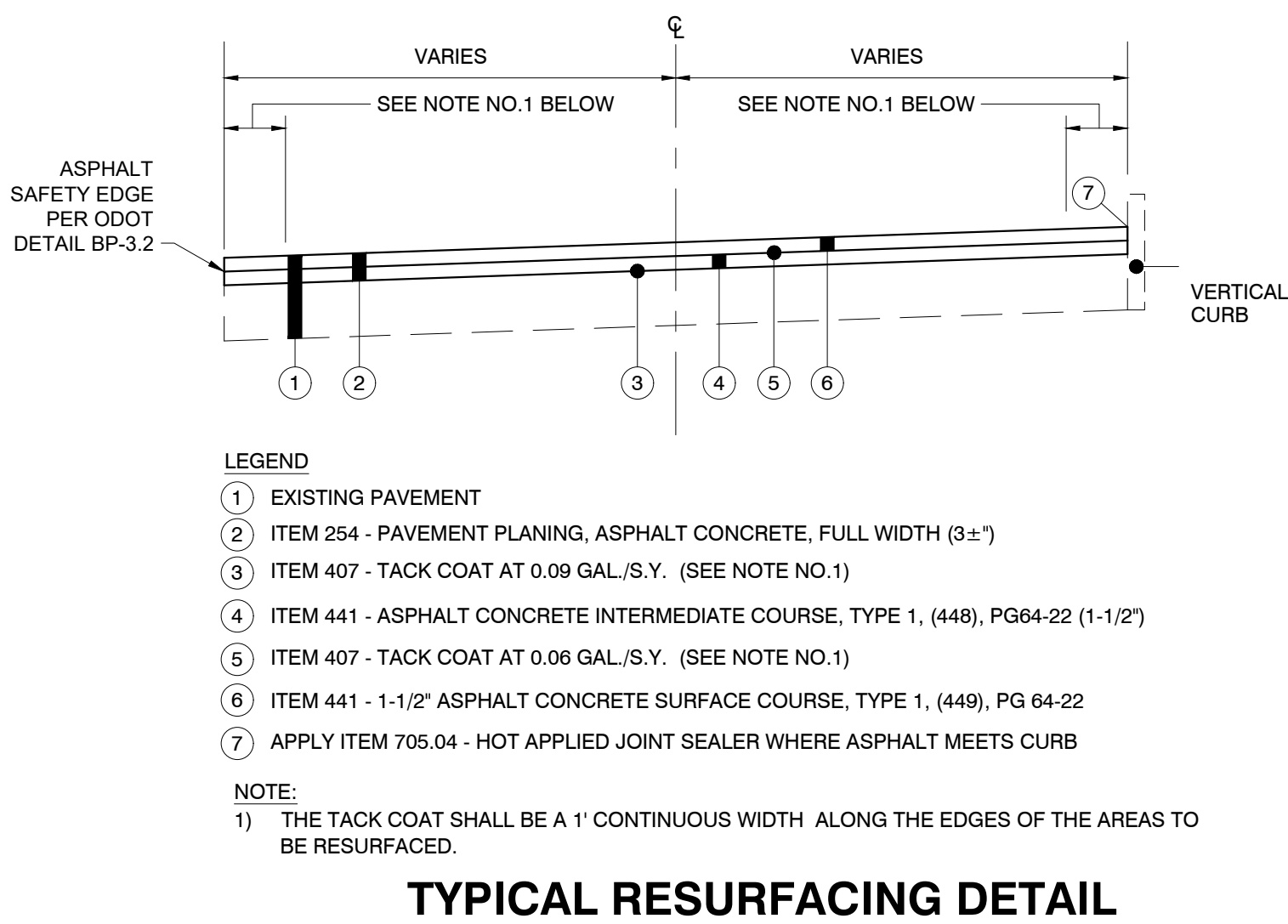


ITEM 452 - (7'') NON-REINFORCED CONCRETE PAVEMENT - DRIVEWAY APRON

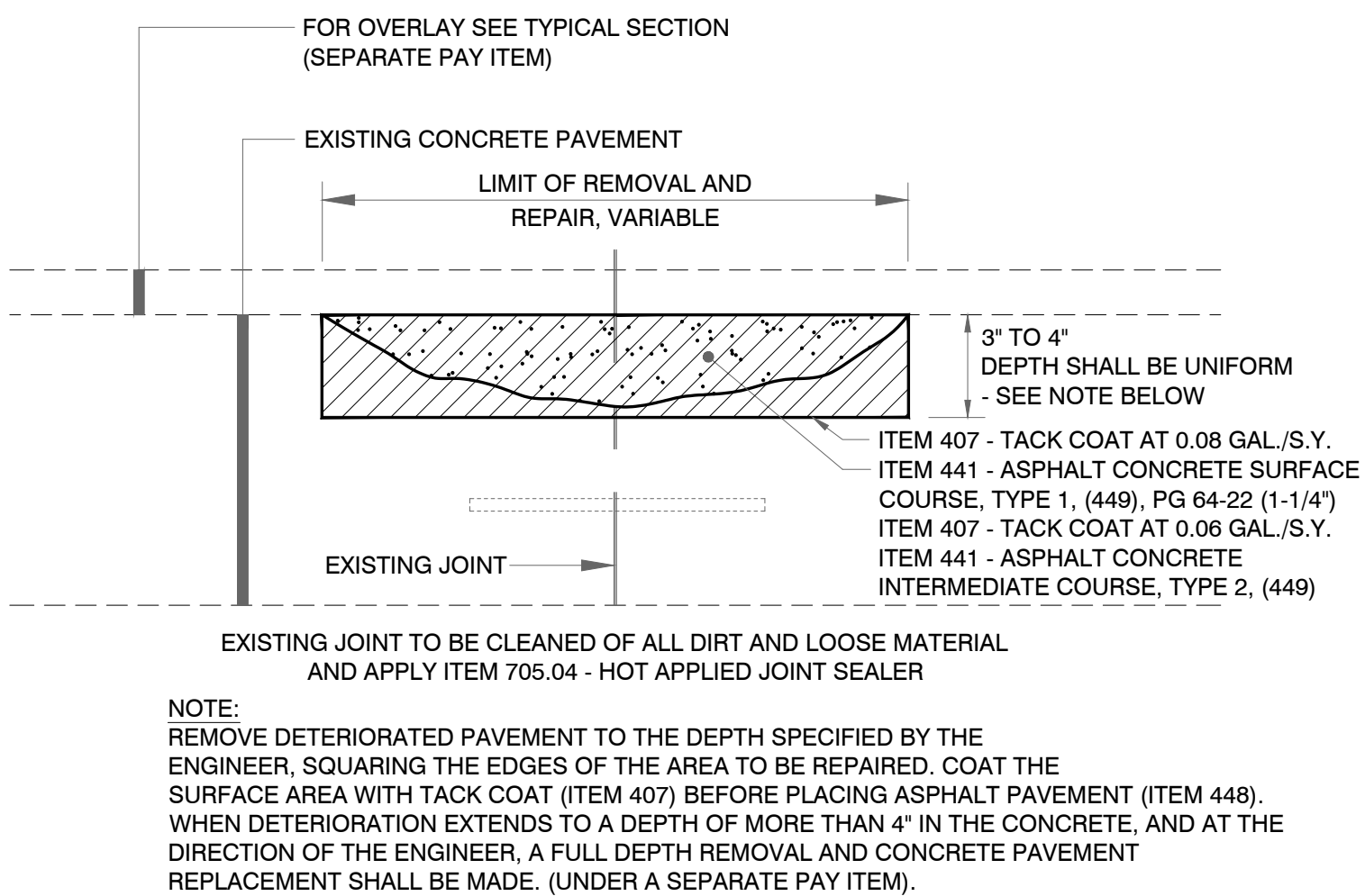


MIDWEST GUARDRAIL SYSTEM DETAIL

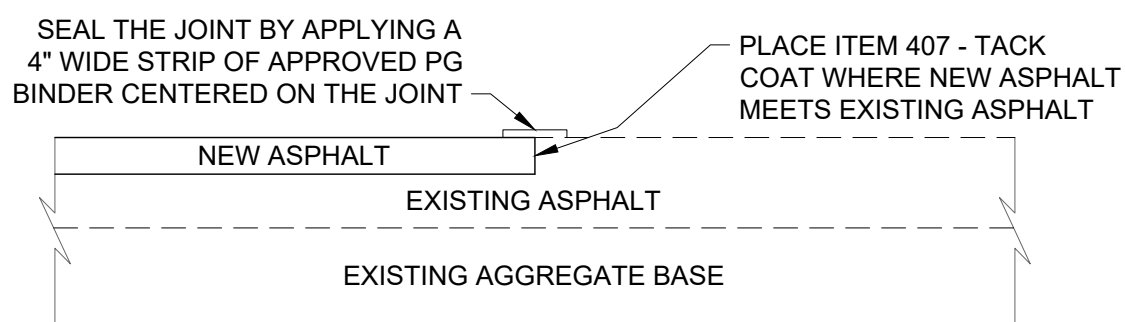
NTS
NOTE: PER ODOT SCD MGS-1.1, MGS-2.1, MGS-4.1 & MGS-4.2



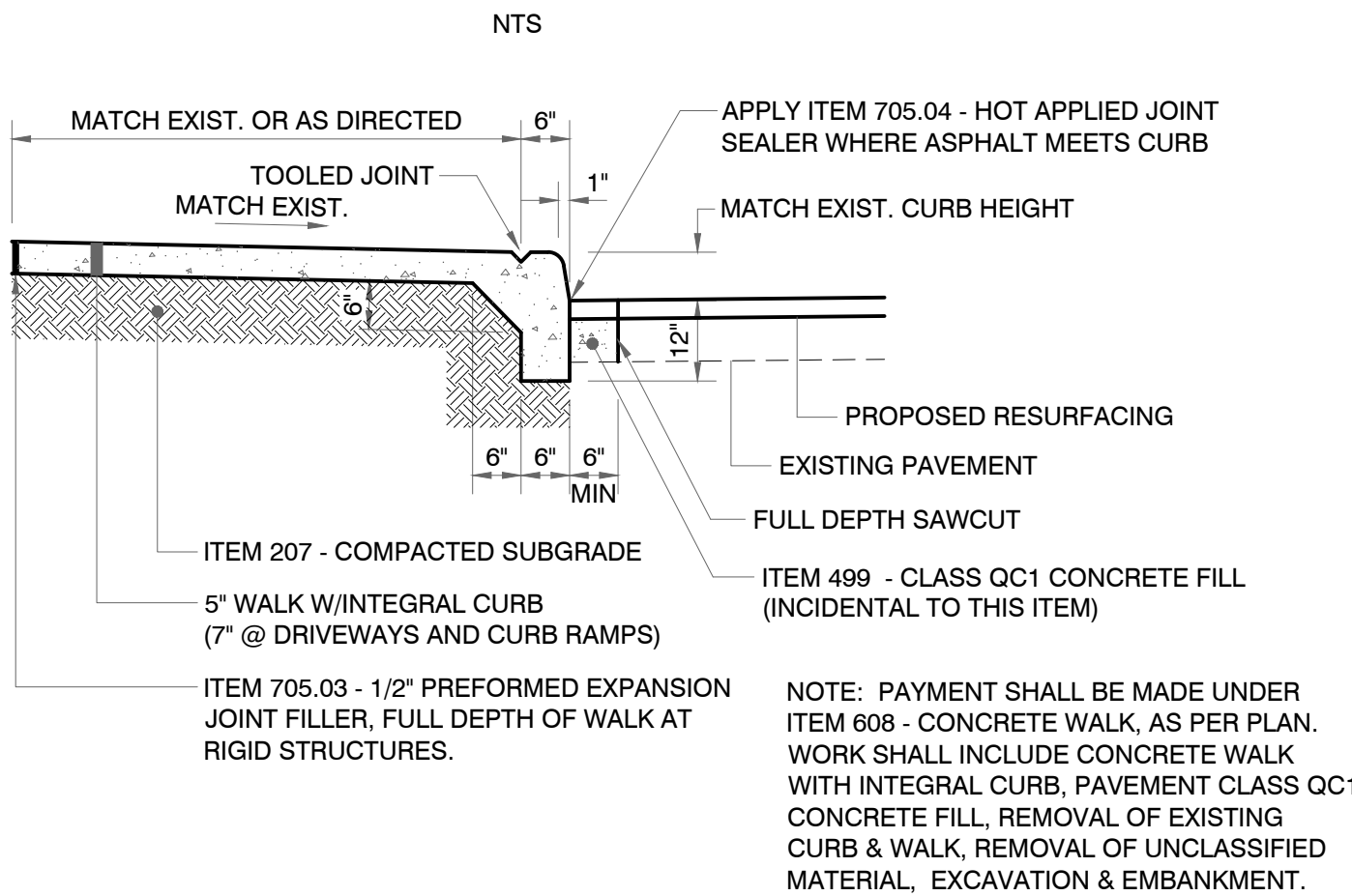
TYPICAL RESURFACING DETAIL



ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR DETAIL

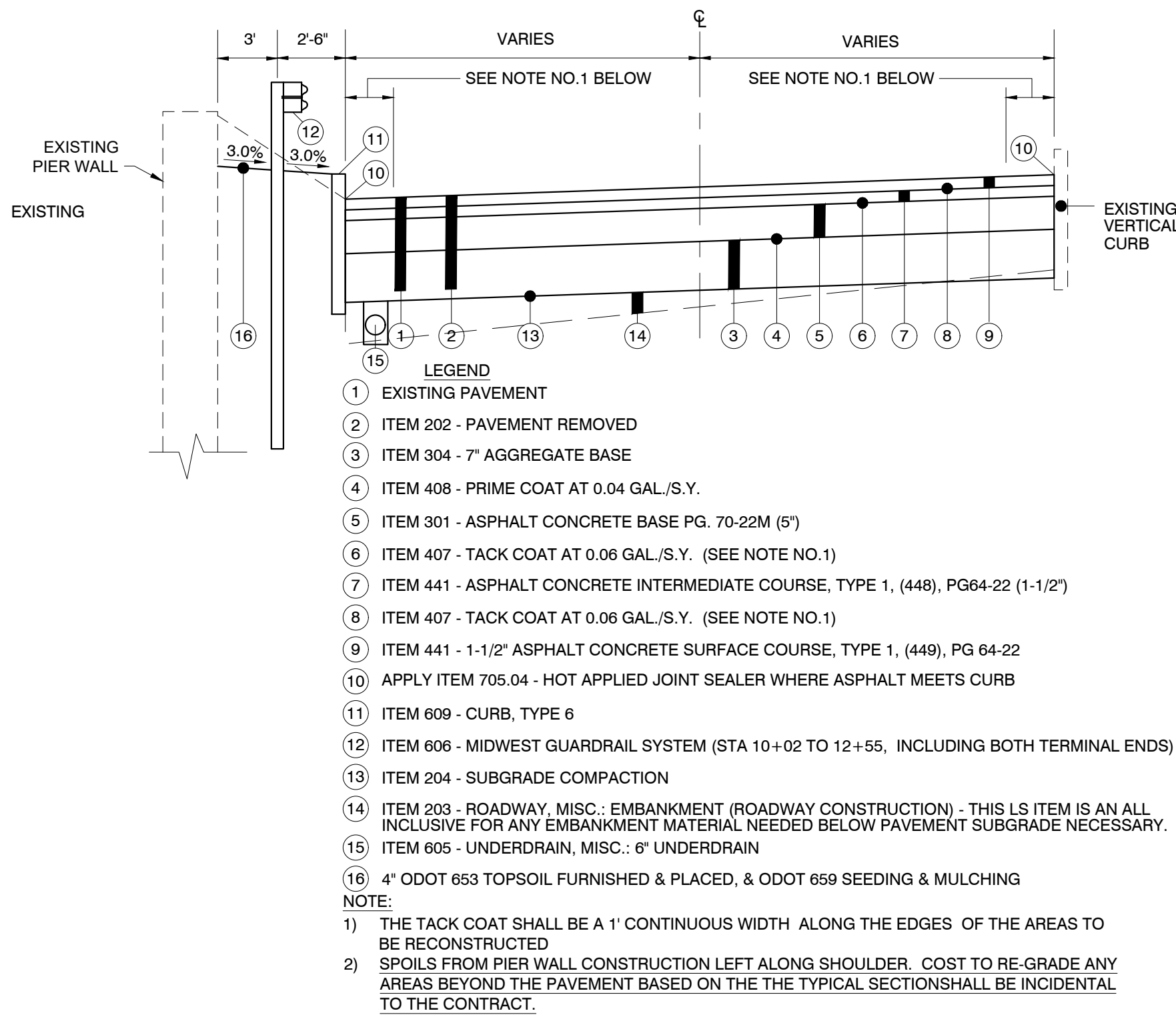


NEW ASPHALT PAVEMENT ABUTS EXISTING ASPHALT PAVEMENT DETAIL

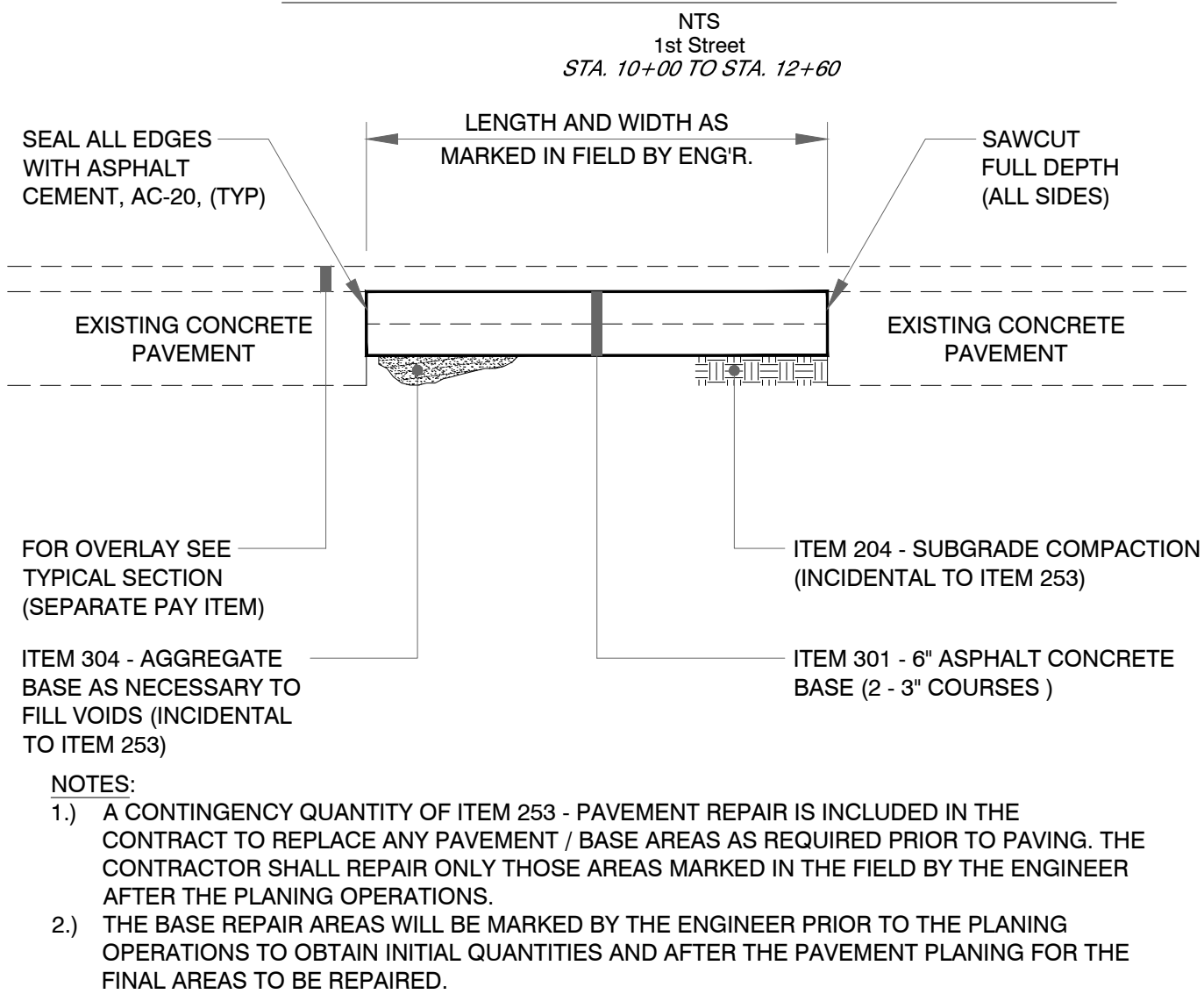


CONCRETE WALK W/INTEGRAL CURB REPLACEMENT

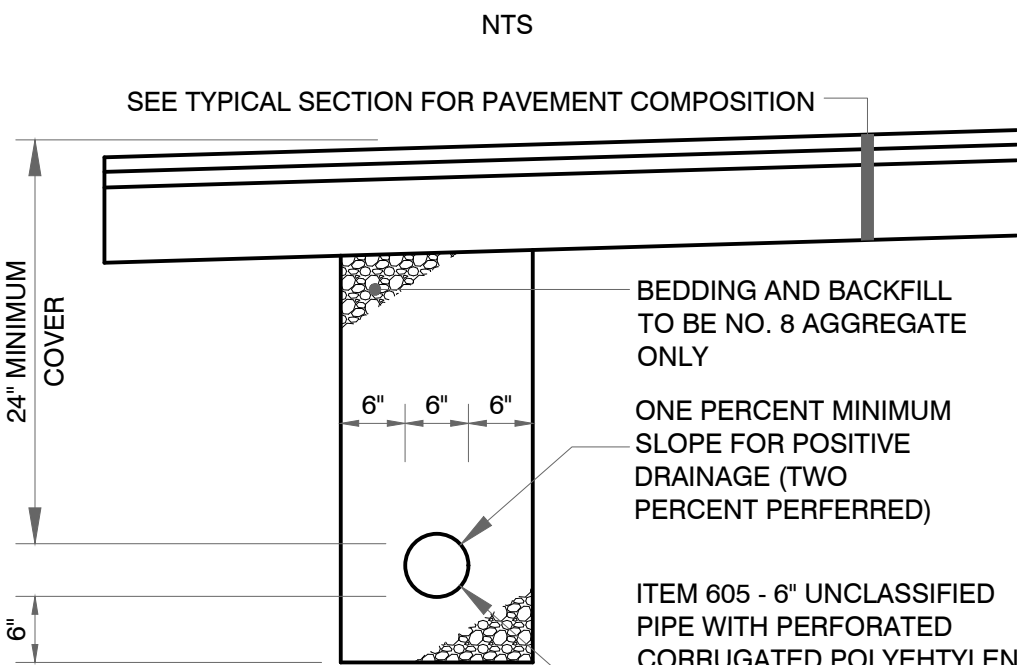
NTS
NOTE: THIS IS A CONTINGENCY ITEM TO ONLY BE USED AT THE DIRECTION OF THE ENGINEER



TYPICAL RECONSTRUCTION DETAIL



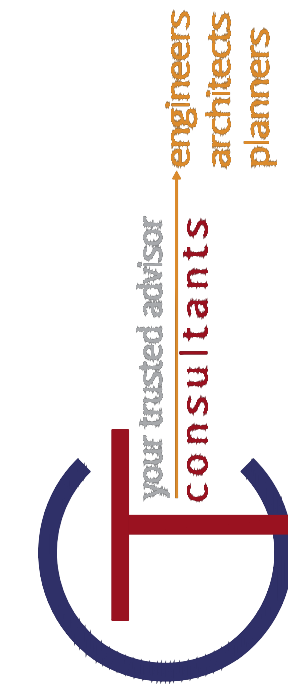
ITEM 253 - PAVEMENT REPAIR DETAIL



- NOTES:
- 1.) CONTINGENCY ITEM ONLY TO BE USED WITH APPROVAL BY THE ENGINEER AT LOCATIONS DETERMINED IN THE FIELD THAT REQUIRE SUBGRADE DRAINAGE.
 - 2.) CONTRACTOR TO ADJUST ALIGNMENT OF THE UNDERDRAIN WHERE NECESSARY (UNDER THE SUPERVISION OF THE ENGINEER) BOTH HORIZONTALLY AND VERTICALLY TO AVOID GAS AND WATER SERVICES.
 - 3.) THE CONTRACTOR SHALL TIE THE PROPOSED 6\"/>

ITEM 605 - UNDERDRAIN, MISC.: 6\"/>

NTS

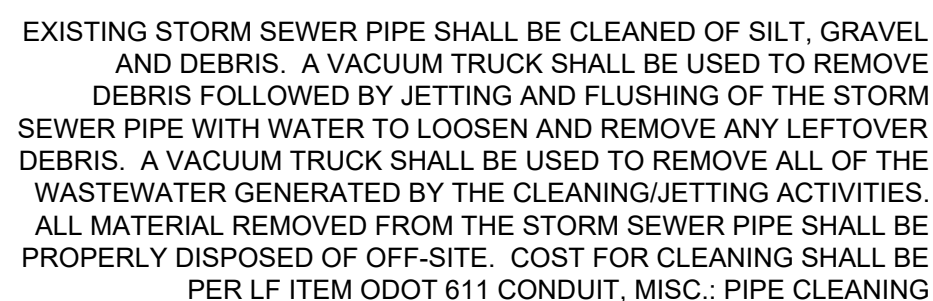
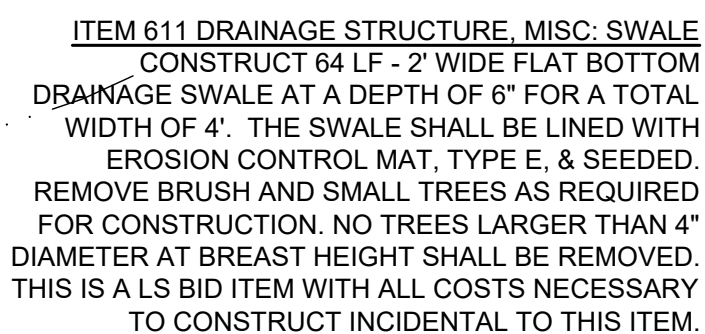


DATE									
REVISION									
NO									
SCALE:	AS NOTED								
DATE:	09/11/2024								
DESIGNED BY:	RLAD								
DRAWN BY:	RLAD								
CHECKED BY:	SRIG								

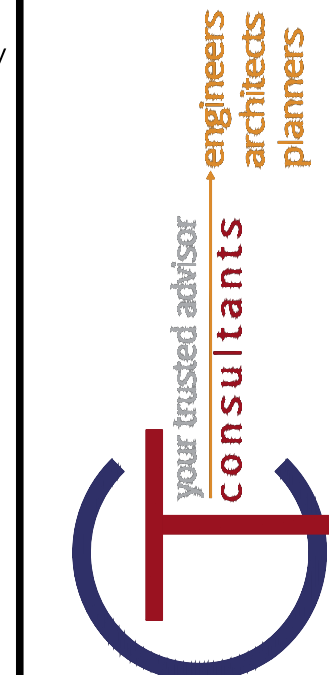
VILLAGE OF ADDYSTON 1ST STREET STABILIZATION - ADDYSTON, OH -

DETAILS

PROJECT NO:	
210766	
DRAWING NAME	
DETAILS	
SHEET	OF
3	9



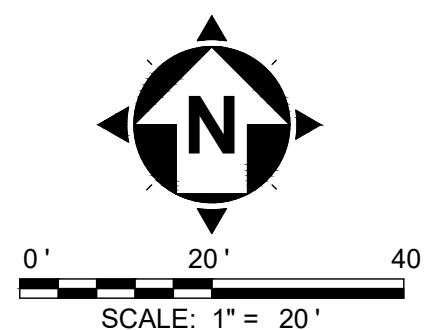
- 1) THE EXISTING OVERHEAD UTILITIES AND EXISTING GAS MAIN ON THE NORTHERN SHOULDER OF THE ROADWAY HAVE BEEN RELOCATED.
- 2) THE FINAL BASE REPAIR AREAS WILL BE MARKED BY THE ENGINEER WHEN THE PLANING OPERATIONS HAVE BEEN COMPLETED.
- 3) THE FINAL LOCATIONS AND LIMITS FOR THE CONCRETE WALK/W/INTEGRAL CURB REPAIR AREAS WILL BE DETERMINED PRIOR TO BEGINNING CONSTRUCTION.
- 4) THE FINAL LOCATIONS AND LIMITS FOR THE DRIVEWAY APRONS THAT ARE TO BE REMOVED AND REPLACED WILL BE DETERMINED PRIOR TO BEGINNING CONSTRUCTION.



**VILLAGE OF ADDYSTON
1ST STREET STABILIZATION
- ADDYSTON, OH -**

**PLAN AND PROFILE
8+05 TO 13+00**

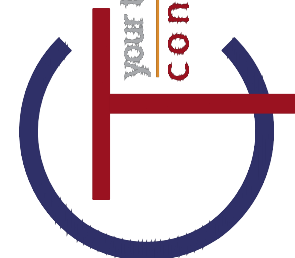
4	9
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4.) THE FINAL LOCATIONS AND LIMITS FOR THE DRIVEWAY APRONS THAT ARE TO BE REMOVED AND REPLACED WILL BE DETERMINED PRIOR TO BEGINNING CONSTRUCTION.



your trusted advisor
consultants
engineers
architects
planners



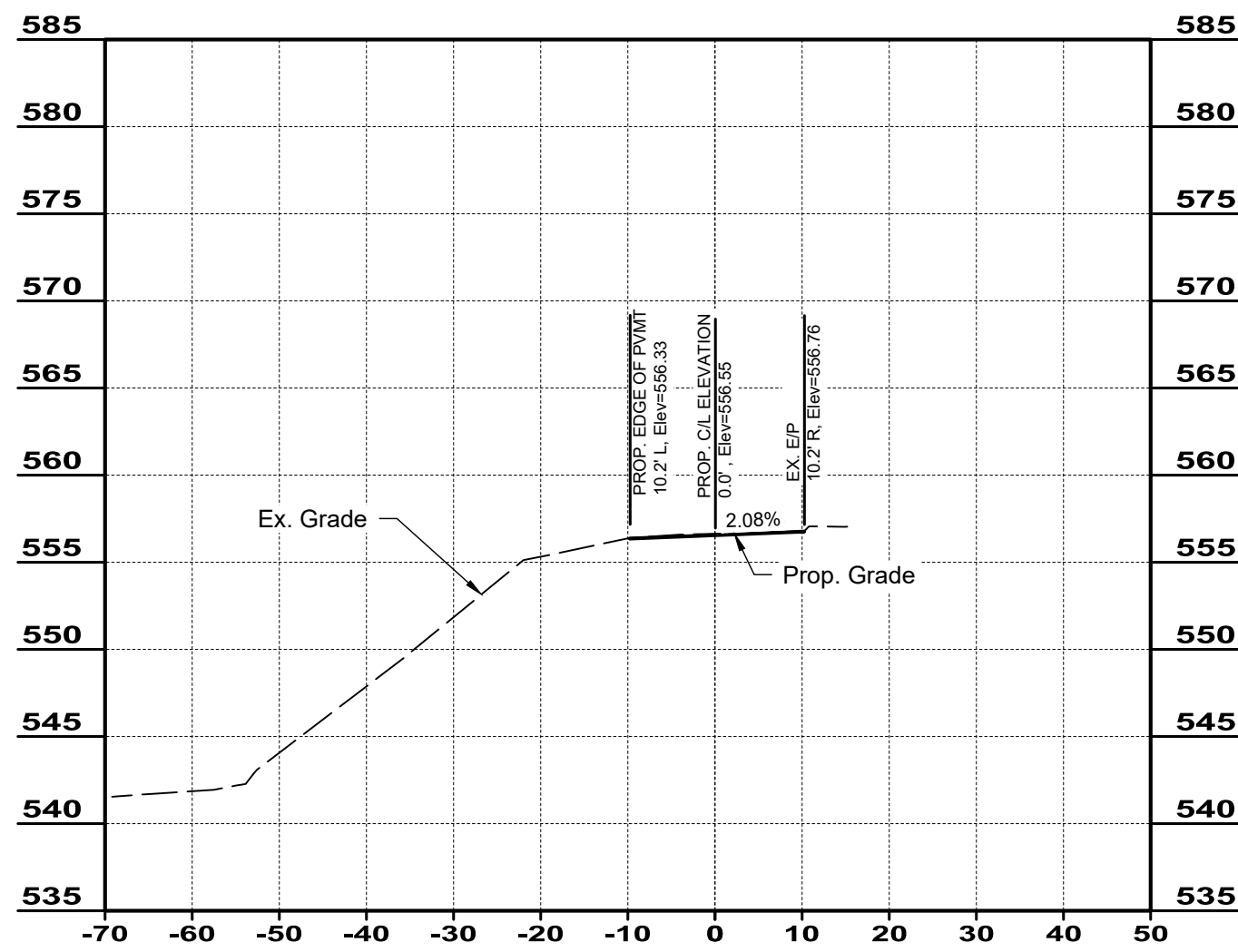
SCALE:	AS NOTED	NO	REVISION	DATE
DATE:	09/11/2024			
DESIGNED BY:	RLAD			
DRAWN BY:	RLAD			
CHECKED BY:	SRIG			

**VILLAGE OF ADDYSTON
1ST STREET STABILIZATION**

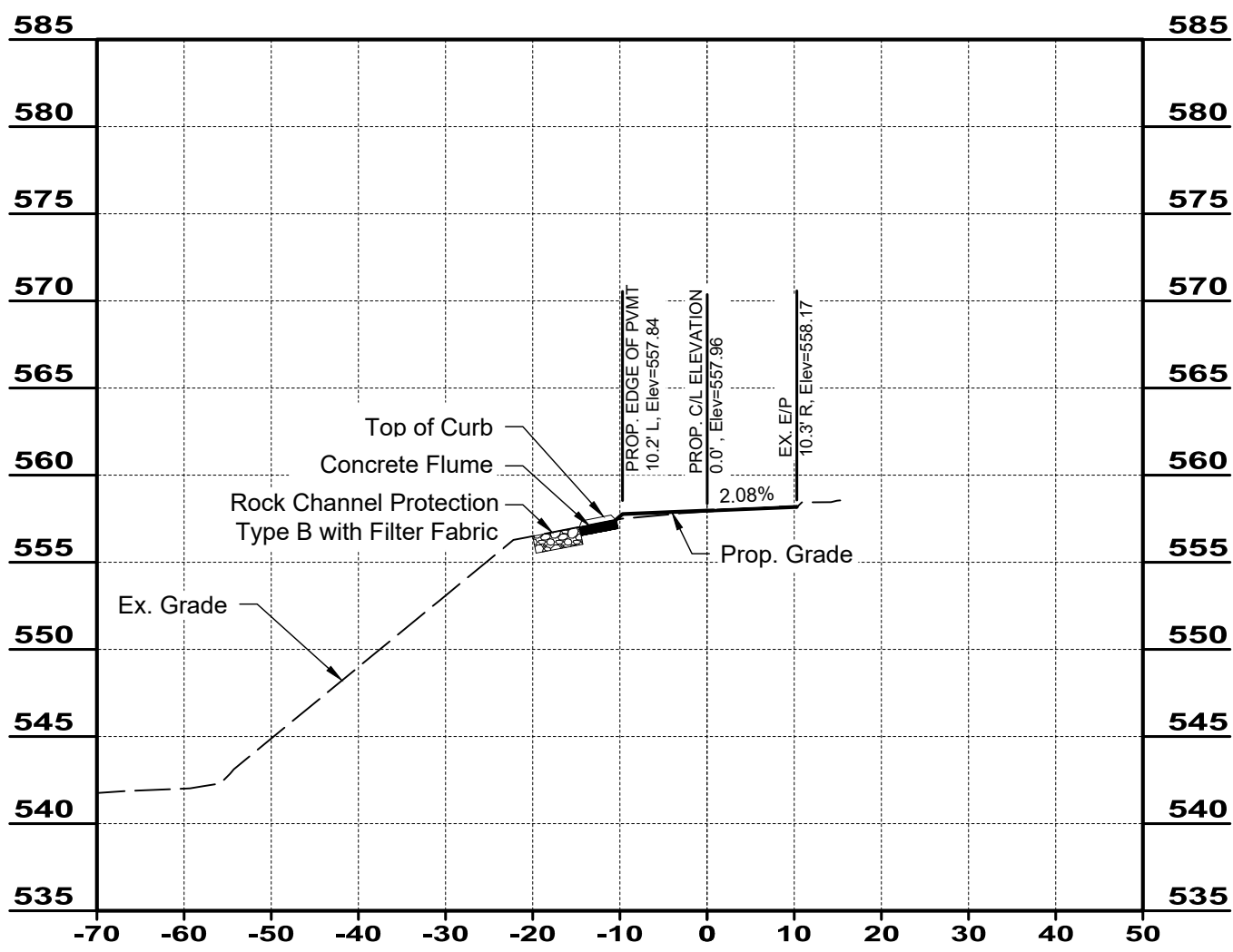
- ADDYSTON, OH -

PLAN AND PROFILE 13+00 TO 18+15

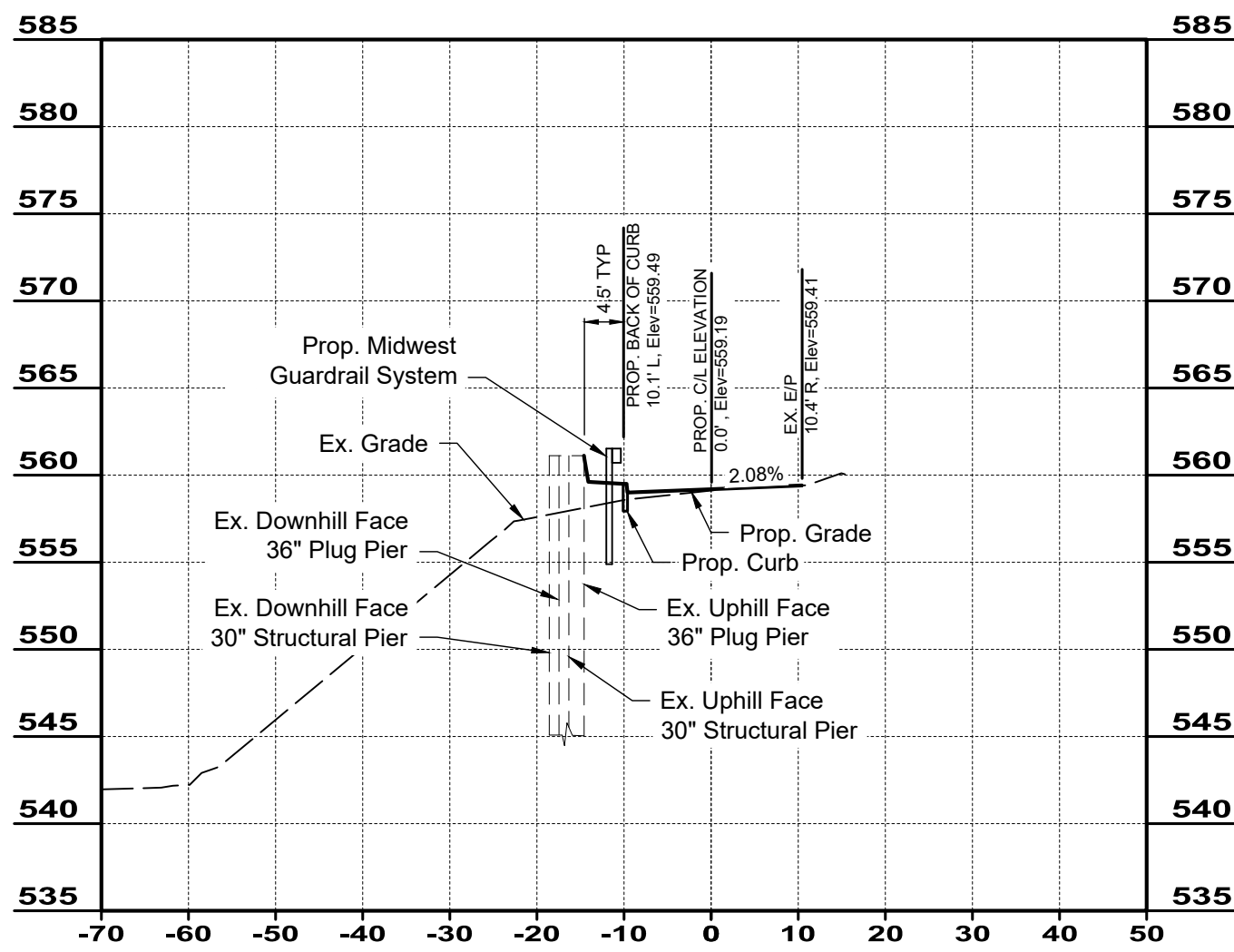
PROJECT NO:	
210766	
DRAWING NAME	
PNP2	
SHEET	OF
5	9



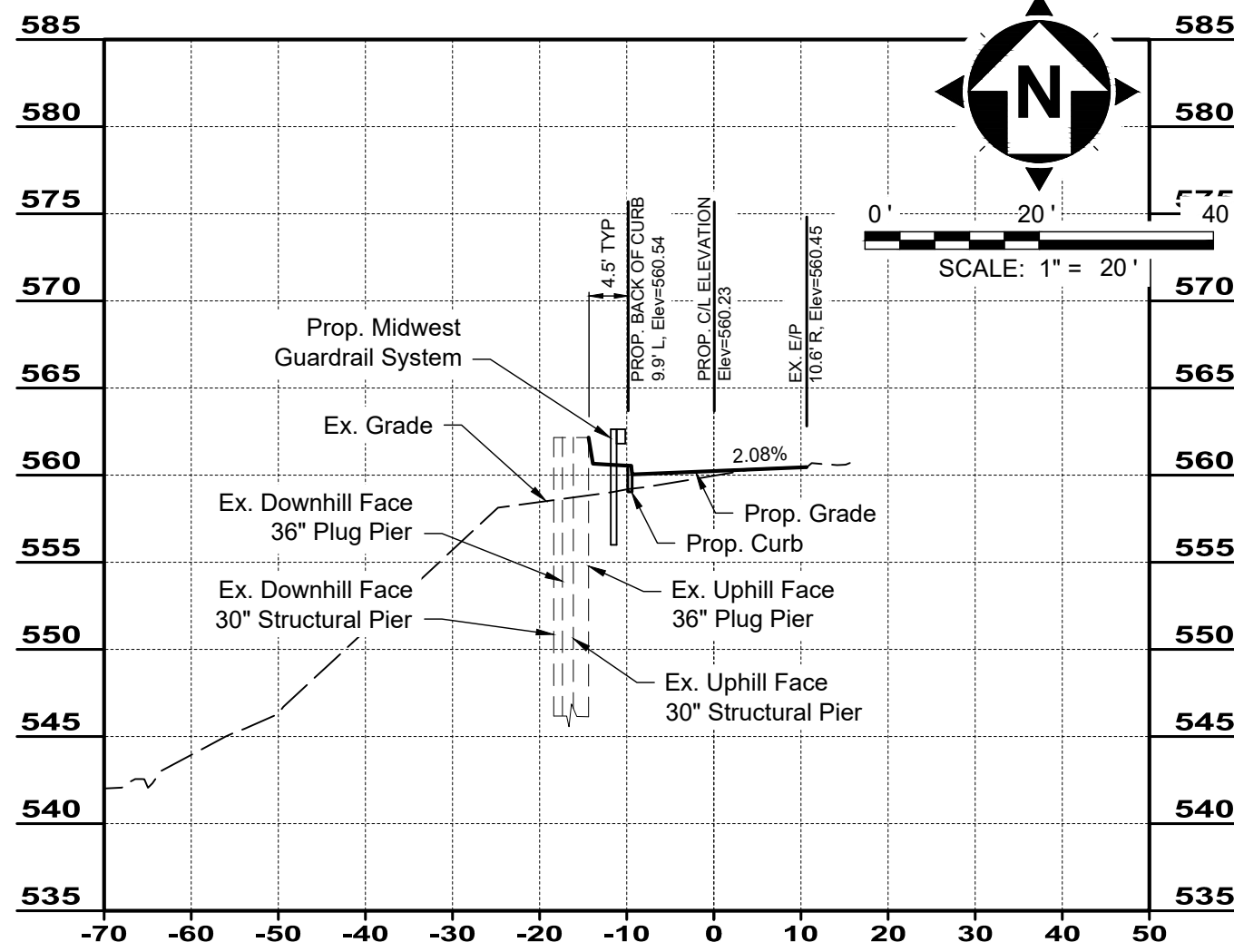
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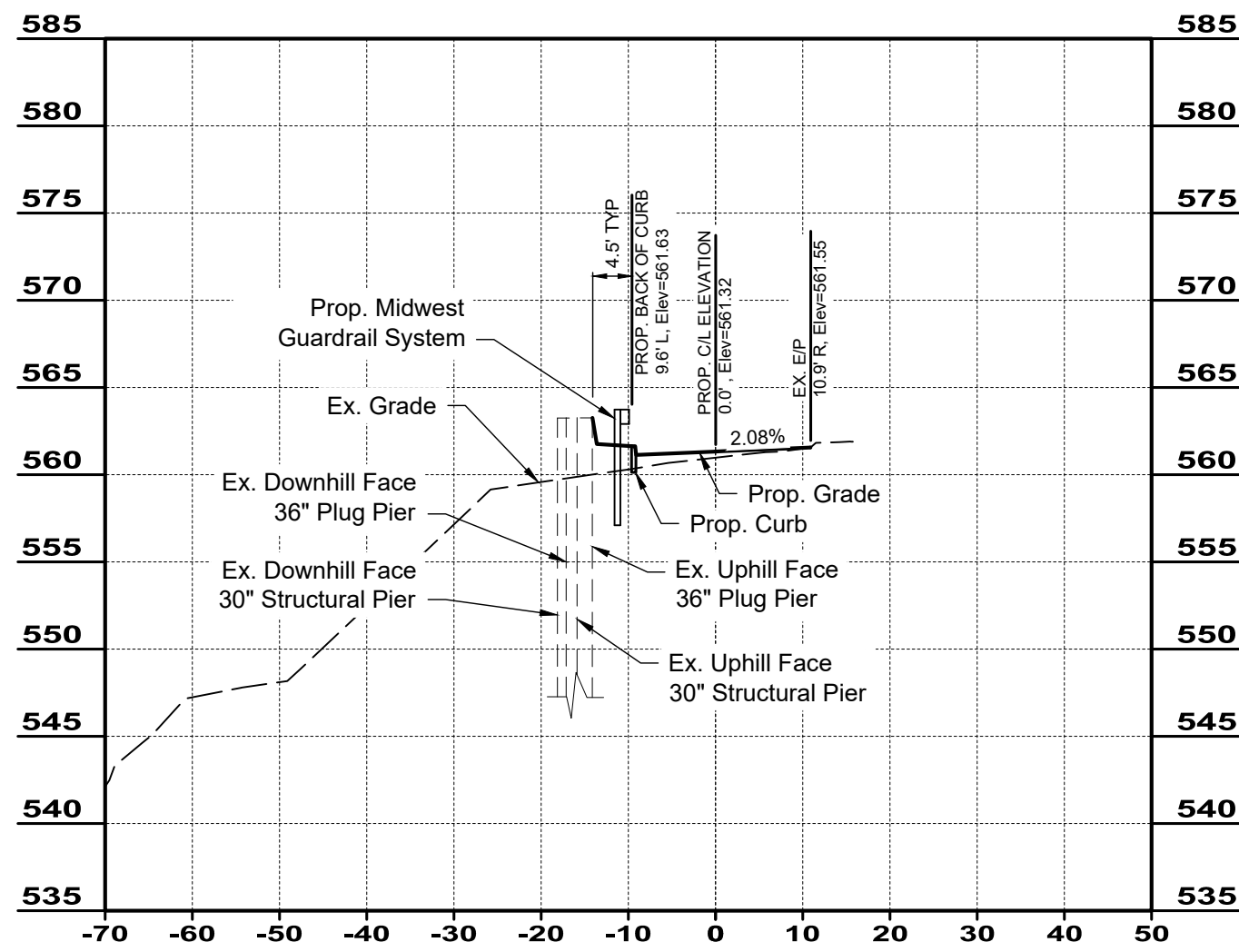
10+00.00



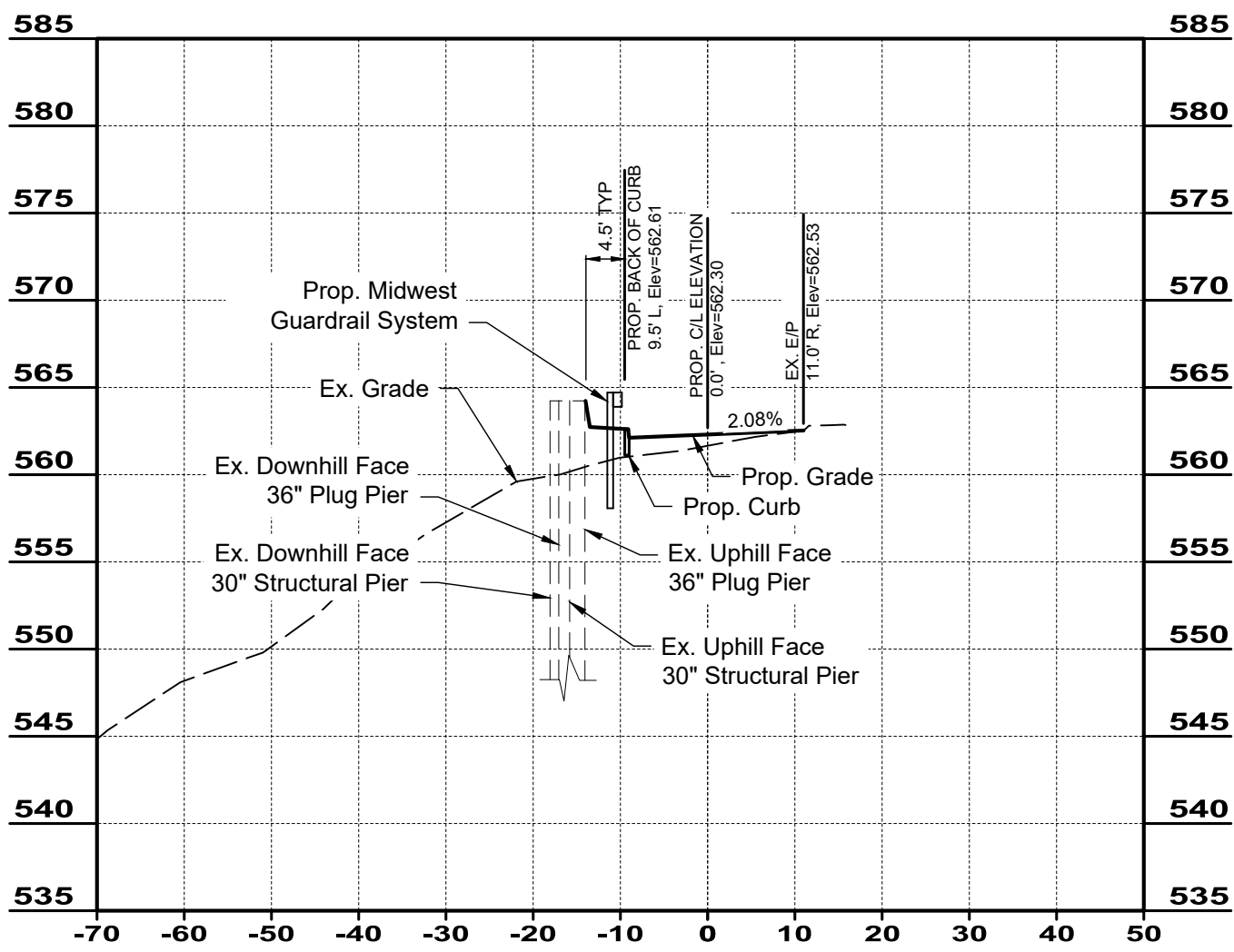
10+25.00



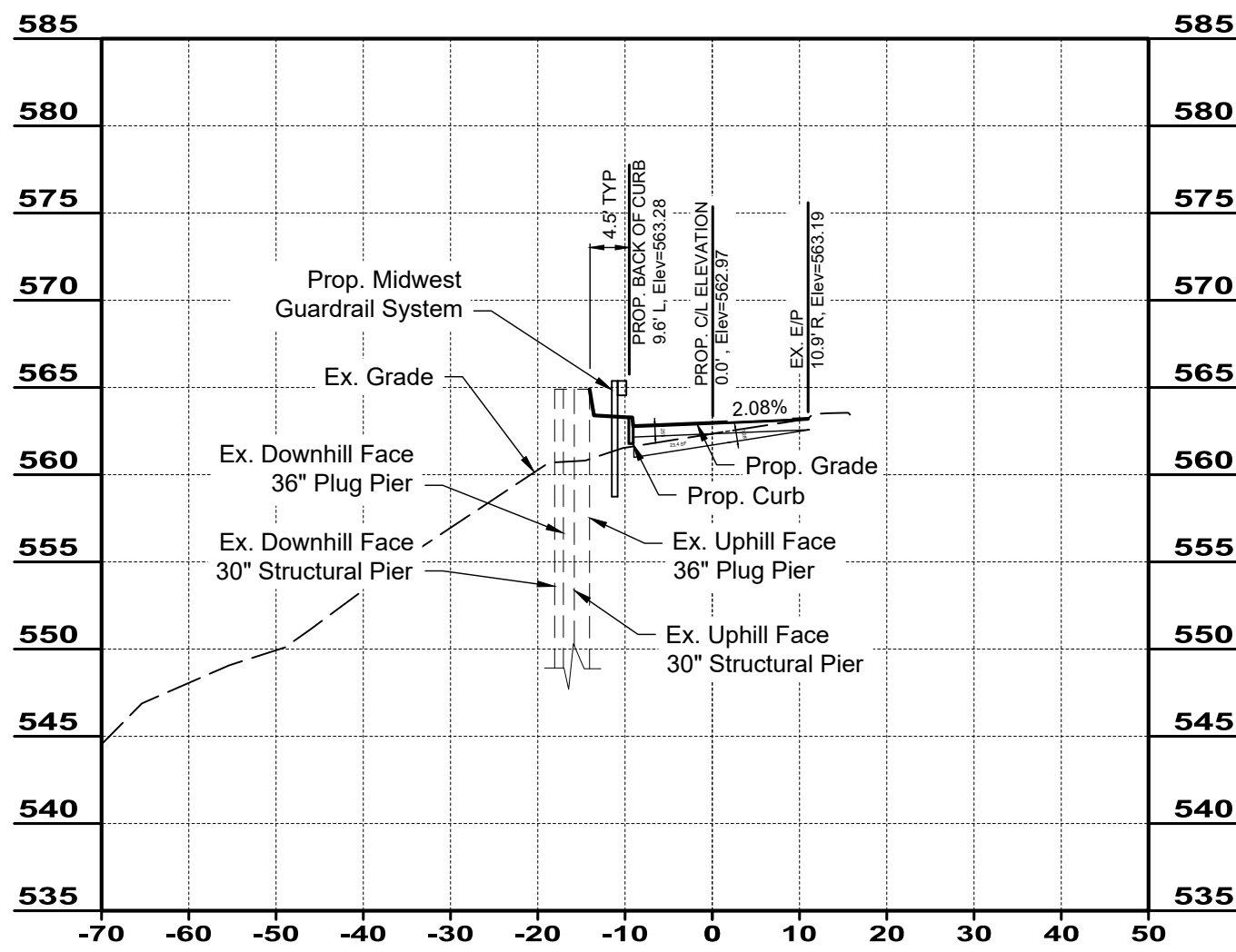
10+50.00



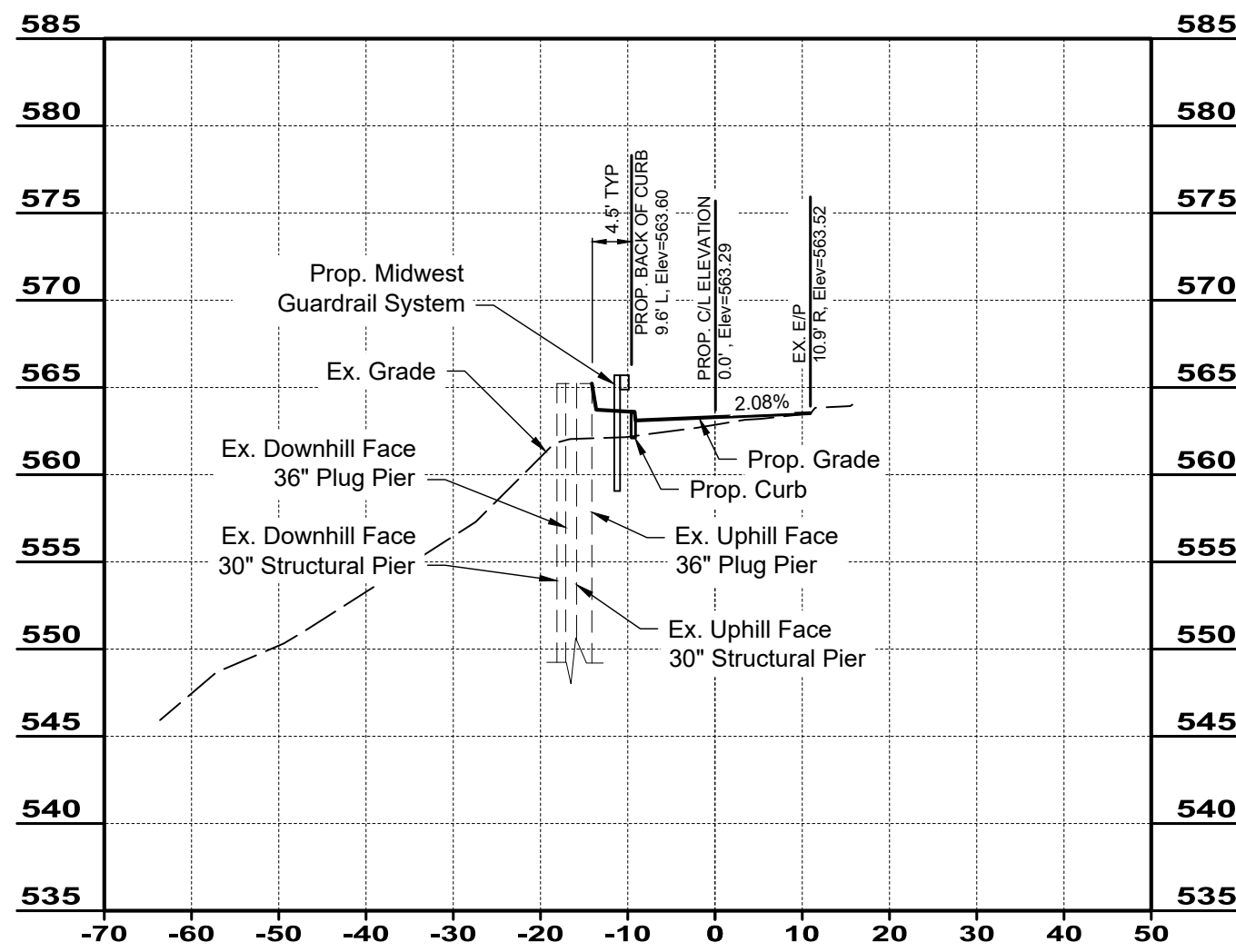
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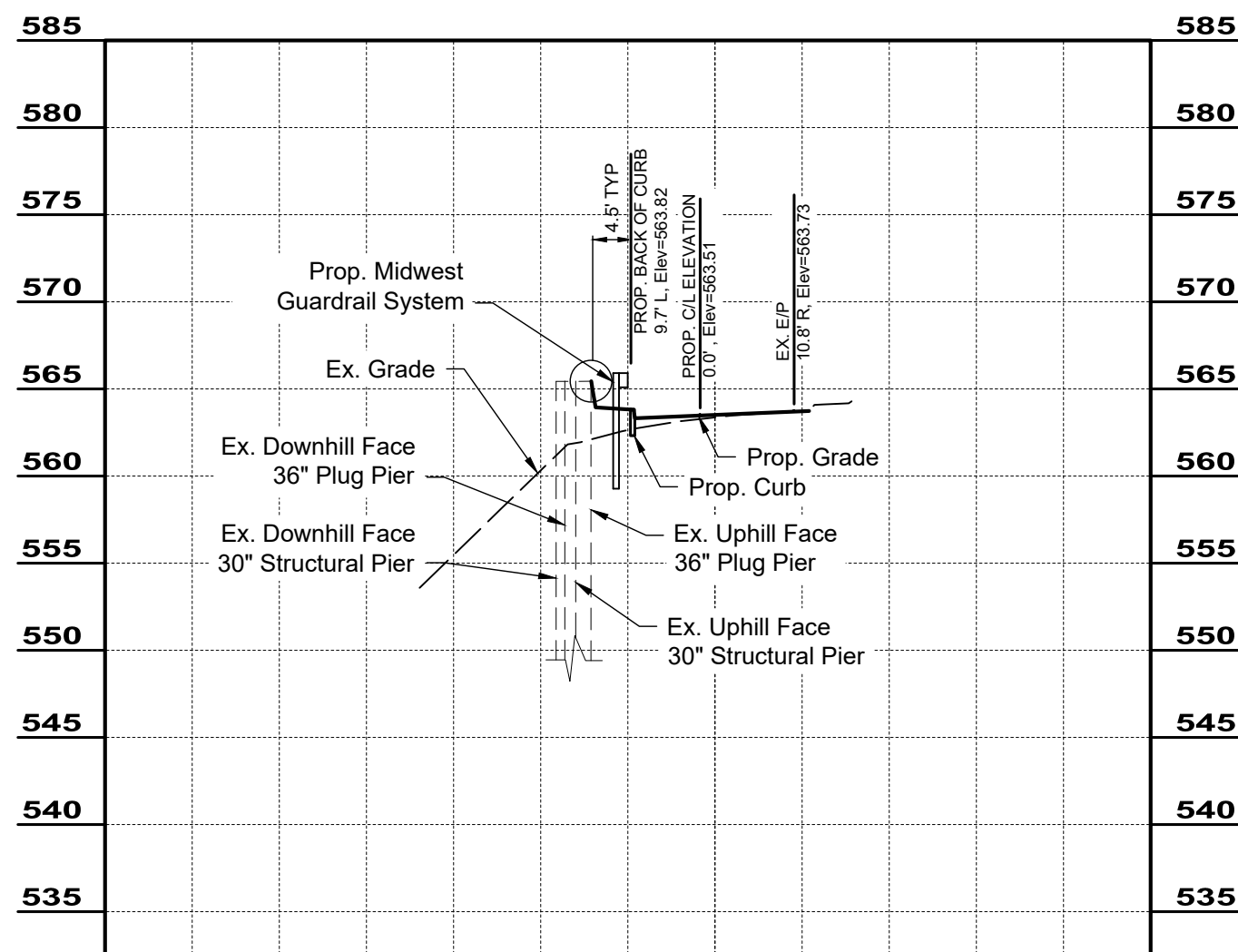
11+00.00



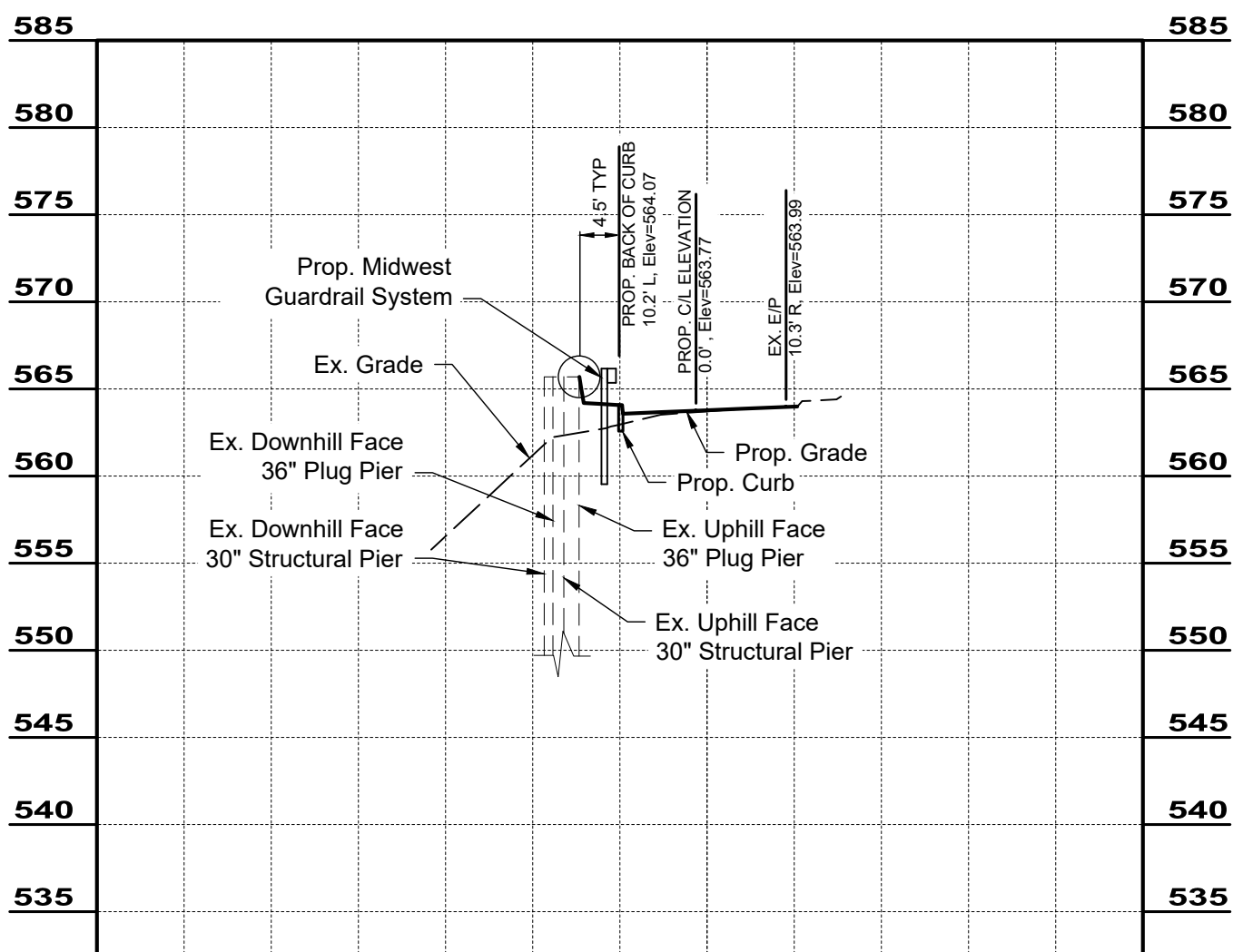
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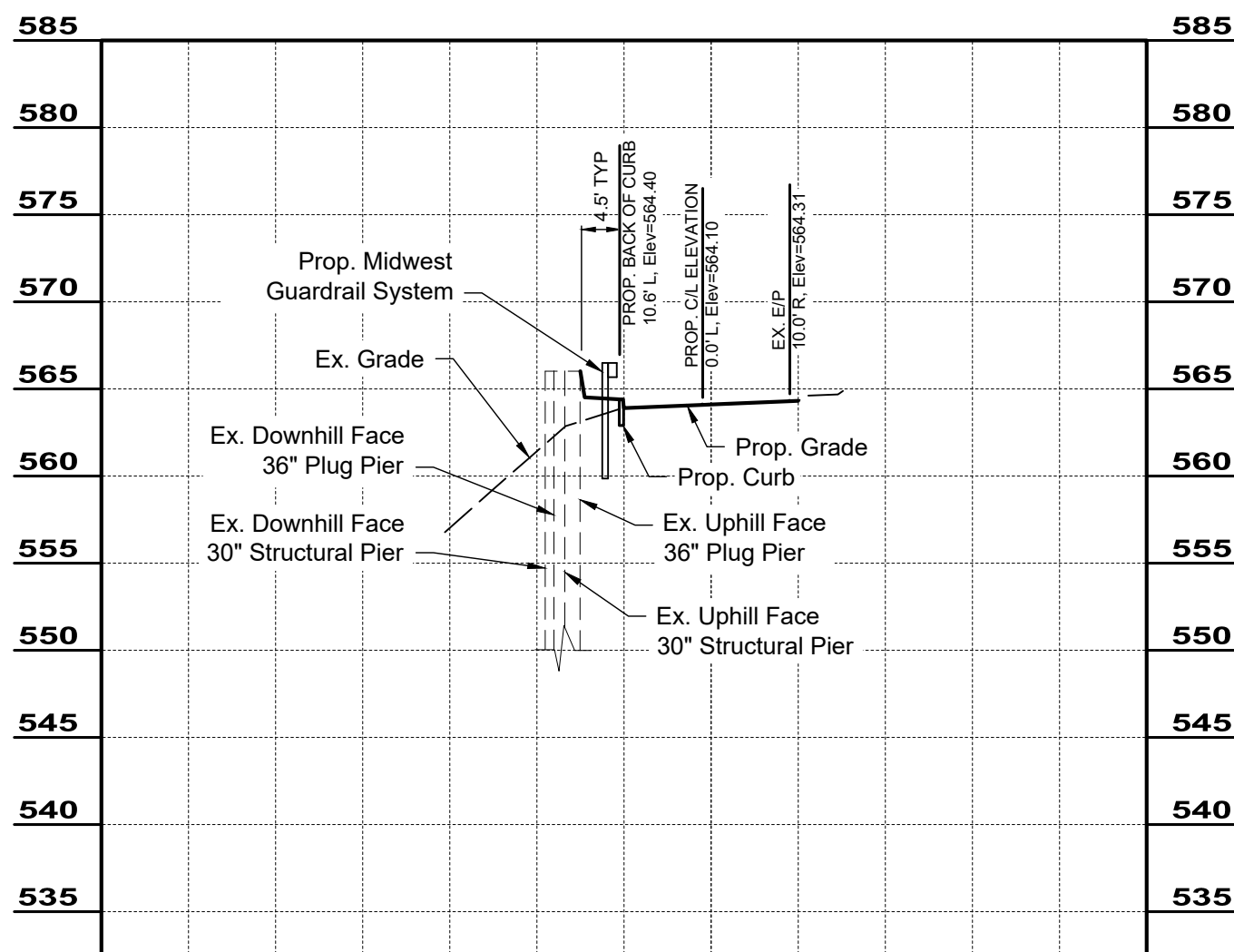
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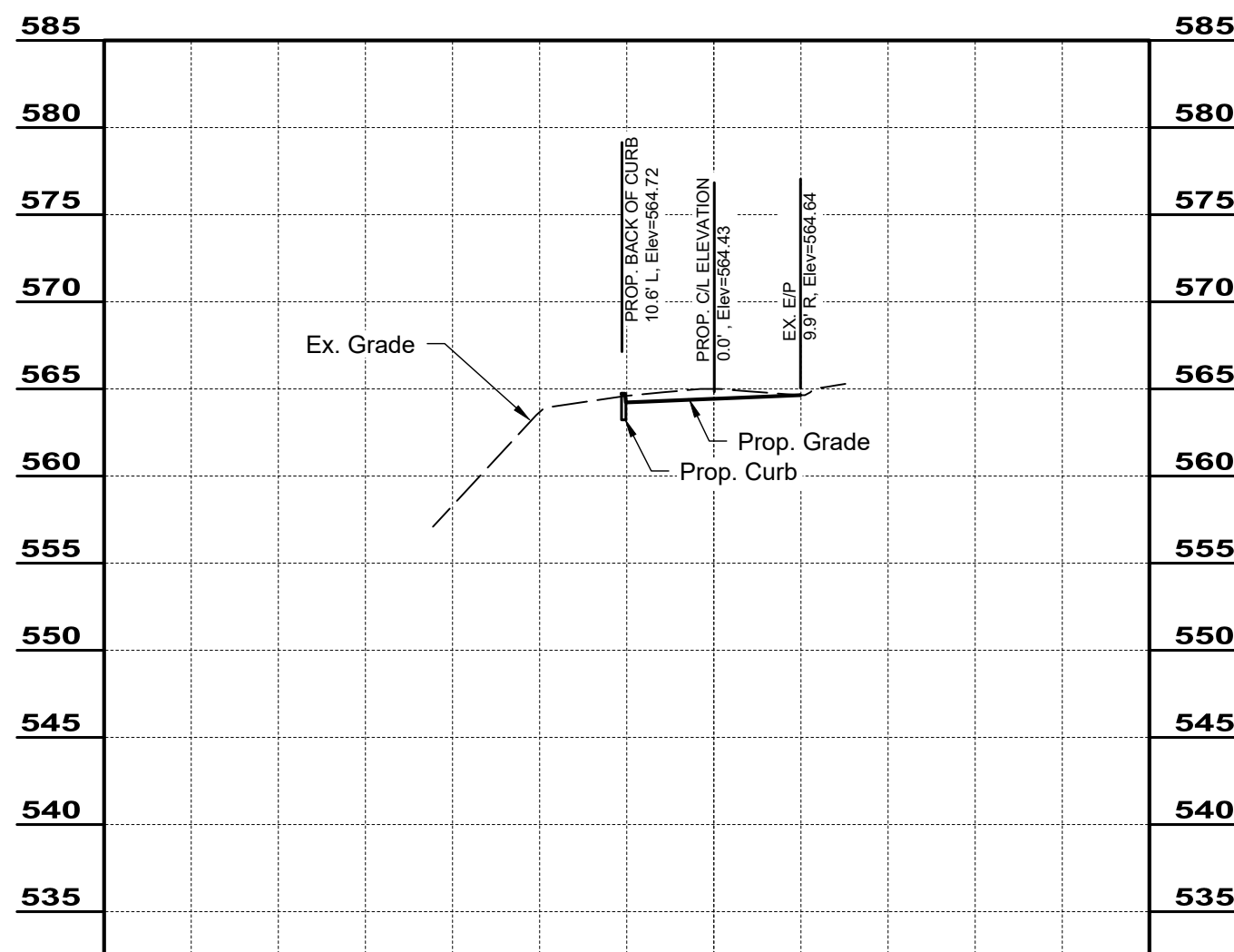
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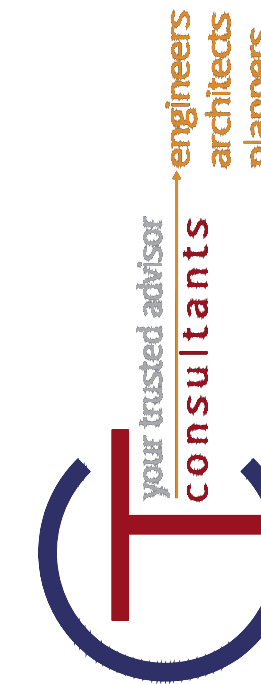
12+00.00



12+25.00



12+50.00



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VILLAGE OF ADDYSTON
1ST STREET STABILIZATION
- ADDYSTON, OH -
CROSS SECTIONS

PROJECT NO:	210766
DRAWING NAME	XSEC
SHEET	6
OF	9



11121 Canal Road
Cincinnati, OH 45241
(513) 771-2112
(513) 782-6908

TEST BORING LOG

CLIENT **CT Consultants** BORING # **1**
PROJECT NAME **Landslide** JOB # **241GC00376**
PROJECT LOCATION **First Street** DRAWN BY **TJN**
Addyston, Ohio APPROVED BY **JAK**

DRILLING and SAMPLING INFORMATION

Date Started **10/5/2020** Hammer Wt. **140** lbs.
Date Completed **10/5/2020** Hammer Drop **30** in.
Drill Foreman **TS** Spoon Sampler OD **2** in.
Inspector Rock Core Dia. in.
Boring Method **HSA** Shelby Tube OD in.

TEST DATA

SOIL CLASSIFICATION		Stratum	Depth	Sample	Sample Type	Groundwater	Standard Penetration Test, t_{60} or Rock Quality Designation, %	Quasi-Unconfined Compressive Strength	PP-100 Pocket Penetrometer	Moisture Content %	Liquid Limit (LL)	Plasticity Index (PI)	Remarks
SURFACE ELEVATION ~548		Depth	Scale	No.									
Brown SILTY CLAY, with trace fine rock fragments (CL). Damp, stiff				1	SS		15						
Brown SILTY CLAY, with trace fine to coarse rock fragments and cobbles, random structure (CL) [colluvium]. Damp to moist, stiff to very stiff		3.5		2	SS	58/0.9							*8-8-500.4'
		5		3	SS	33**				18			**8-8-25
		10		4	SS	26				16			
SHALE with occasional thin interbedded LIMESTONE. Shale gray, severely to highly weathered, very weak to weak, moist to damp.		11.0		5	SS	18				15			
		15		6	SS	15				23			
		15		7	SS	28				16			
		19.5		8	SS	50/0.5				10			
Boring discontinued at 19.5 feet depth due to auger refusal.													

Sample Type
SS - Driven Split Spoon
ST - Pressed Shelby Tube
CA - Continuous Flight Auger
RC - Rock Core
CU - Cuttings
CT - Continuous Tube
SPT - Standard Penetration Test

Depth to Groundwater
● Noted on Drilling Tools **12.5** ft.
✂ At Completion (in augers) **Dry** ft.
✂ At Completion (open hole) **Dry** ft.
⏴ After _____ hours _____ ft.
⏴ After _____ hours _____ ft.
⏴ Cave Depth **16.0** ft.

Boring Method
HSA - Hollow Stem Augers
CFA - Continuous Flight Augers
DC - Driving Casing
MD - Mud Drilling

Page 1 of 1



11121 Canal Road
Cincinnati, OH 45241
(513) 771-2112
(513) 782-6908

TEST BORING LOG

CLIENT **CT Consultants** BORING # **2**
PROJECT NAME **Landslide** JOB # **241GC00376**
PROJECT LOCATION **First Street** DRAWN BY **TJN**
Addyston, Ohio APPROVED BY **JAK**

DRILLING and SAMPLING INFORMATION

Date Started **10/5/2020** Hammer Wt. **140** lbs.
Date Completed **10/5/2020** Hammer Drop **30** in.
Drill Foreman **TS** Spoon Sampler OD **2** in.
Inspector Rock Core Dia. in.
Boring Method **HSA** Shelby Tube OD in.

TEST DATA

SOIL CLASSIFICATION		Stratum	Depth	Sample	Sample Type	Groundwater	Standard Penetration Test, t_{60} or Rock Quality Designation, %	Quasi-Unconfined Compressive Strength	PP-100 Pocket Penetrometer	Moisture Content %	Liquid Limit (LL)	Plasticity Index (PI)	Remarks
SURFACE ELEVATION ~552		Depth	Scale	No.									
Brown SILTY CLAY, with trace fine to coarse rock fragments and cobbles, random structure (CL) [colluvium]. Damp, very stiff to hard				1	SS		20						
		5		2	SS	23							
		5		3	SS	19				14			
		10		4	SS	60				16			
SHALE with occasional thin interbedded LIMESTONE. Shale gray, severely to highly weathered, very weak to weak, damp.		11.0		5	SS	16				15			
		15		6	SS	85				9			
		15		7	SS	50/0.3				9			
Boring discontinued at 17.8 feet depth.		17.8											Set inclinometer to 17.8.

Sample Type
SS - Driven Split Spoon
ST - Pressed Shelby Tube
CA - Continuous Flight Auger
RC - Rock Core
CU - Cuttings
CT - Continuous Tube
SPT - Standard Penetration Test

Depth to Groundwater
● Noted on Drilling Tools **Dry** ft.
✂ At Completion (in augers) _____ ft.
✂ At Completion (open hole) _____ ft.
⏴ After _____ hours _____ ft.
⏴ After _____ hours _____ ft.
⏴ Cave Depth _____ ft.

Boring Method
HSA - Hollow Stem Augers
CFA - Continuous Flight Augers
DC - Driving Casing
MD - Mud Drilling

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11121 Canal Road
Cincinnati, OH 45241
(513) 771-2112
(513) 782-6908

TEST BORING LOG

CLIENT **CT Consultants** BORING # **3**
PROJECT NAME **Landslide** JOB # **241GC00376**
PROJECT LOCATION **First Street** DRAWN BY **TJN**
Addyston, Ohio APPROVED BY **JAK**

DRILLING and SAMPLING INFORMATION

Date Started **10/2/2020** Hammer Wt. **140** lbs.
Date Completed **10/2/2020** Hammer Drop **30** in.
Drill Foreman **TS** Spoon Sampler OD **2** in.
Inspector Rock Core Dia. **2** in.
Boring Method **HSA** Shelby Tube OD in.

TEST DATA

SOIL CLASSIFICATION		Stratum	Depth	Sample	Sample Type	Groundwater	Standard Penetration Test, t_{60} or Rock Quality Designation, %	Quasi-Unconfined Compressive Strength	PP-100 Pocket Penetrometer	Moisture Content %	Liquid Limit (LL)	Plasticity Index (PI)	Remarks
SURFACE ELEVATION ~564		Depth	Scale	No.									
ASPHALT													
POSSIBLE FILL: Brown SILTY CLAY, with trace fine to coarse rock fragments and cobbles, random structure (CL) [colluvium]. Moist, soft to medium stiff		1.2		1	SS	5							
		5		2	SS	9							
SHALE with occasional thin interbedded LIMESTONE. Shale brown, extremely weathered, very weak.		6.0		3	SS	40				15			
SHALE (85%) with interbedded LIMESTONE (5%). Shale severely to highly weathered, very weak to weak. Limestone light gray, slightly weathered, very strong, <0.2" bedding thicknesses.		8.5		4	SS	50/0.5				11			
		10				118.0				11			
		15		5	RC					9			RQD = 56
		20.5		6	RC					9			RQD = 0 Set inclinometer to 20.5.
Boring discontinued at 20.5 feet depth.													

Sample Type
SS - Driven Split Spoon
ST - Pressed Shelby Tube
CA - Continuous Flight Auger
RC - Rock Core
CU - Cuttings
CT - Continuous Tube
SPT - Standard Penetration Test

Depth to Groundwater
● Noted on Drilling Tools **Dry** ft.
✂ At Completion (in augers) _____ ft.
✂ At Completion (open hole) _____ ft.
⏴ After _____ hours _____ ft.
⏴ After _____ hours _____ ft.
⏴ Cave Depth _____ ft.

Boring Method
HSA - Hollow Stem Augers
CFA - Continuous Flight Augers
DC - Driving Casing
MD - Mud Drilling

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11121 Canal Road
Cincinnati, OH 45241
(513) 771-2112
(513) 782-6908

TEST BORING LOG

CLIENT **CT Consultants** BORING # **4**
PROJECT NAME **Landslide** JOB # **241GC00376**
PROJECT LOCATION **First Street** DRAWN BY **TJN**
Addyston, Ohio APPROVED BY **JAK**

DRILLING and SAMPLING INFORMATION

Date Started **10/2/2020** Hammer Wt. **140** lbs.
Date Completed **10/2/2020** Hammer Drop **30** in.
Drill Foreman **TS** Spoon Sampler OD **2** in.
Inspector Rock Core Dia. **2** in.
Boring Method **HSA** Shelby Tube OD in.

TEST DATA

SOIL CLASSIFICATION		Stratum	Depth	Sample	Sample Type	Groundwater	Standard Penetration Test, t_{60} or Rock Quality Designation, %	Quasi-Unconfined Compressive Strength	PP-100 Pocket Penetrometer	Moisture Content %	Liquid Limit (LL)	Plasticity Index (PI)	Remarks
SURFACE ELEVATION ~561		Depth	Scale	No.									
ASPHALT													
GRAVEL BASE		0.8											
FILL: Gray with some brown SILTY CLAY, with trace fine rock fragments (CL). Moist, medium stiff		1.2		1	SS	6							Patched pavement with concrete.
Mottled brown SILTY CLAY, with trace fine to coarse rock fragments (CL) [colluvium]. Moist, medium stiff to stiff		3.5		2	SS	13							
		5		3	SS	9				31			
Brown with little gray horizontally laminated SILTY CLAY (CL). Damp to moist, stiff to very stiff		9.0		4	SS	12				21			
		10		5	SS	19				27			
SHALE (85%) with interbedded LIMESTONE (5%). Shale severely to highly weathered, very weak to weak. Limestone light gray, slightly weathered, very strong, <2 1/2" bedding thicknesses.		12.5		6	SS	50/0.4				8			
		15				312.0				7			
		20		7	RC					12			RQD = 32
		23.9		8	RC					8			RQD = 30
Boring discontinued at 23.9 feet depth.													

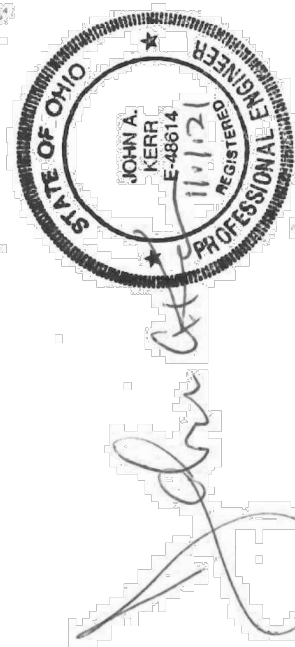
Sample Type
SS - Driven Split Spoon
ST - Pressed Shelby Tube
CA - Continuous Flight Auger
RC - Rock Core
CU - Cuttings
CT - Continuous Tube
SPT - Standard Penetration Test

Depth to Groundwater
● Noted on Drilling Tools **Dry** ft.
✂ At Completion (in augers) _____ ft.
✂ At Completion (open hole) _____ ft.
⏴ After _____ hours _____ ft.
⏴ After _____ hours _____ ft.
⏴ Cave Depth _____ ft.

Boring Method
HSA - Hollow Stem Augers
CFA - Continuous Flight Augers
DC - Driving Casing
MD - Mud Drilling

Page 1 of 1

ATLAS
1121 CANAL ROAD
CINCINNATI, OHIO 45241



SCALE: AS SHOWN
DATE: 10/20/2021
DESIGNED BY: JK
DRAWN BY: DH
CHECKED BY: JK

VILLAGE OF ADDYSTON
1ST STREET STABILIZATION
- ADDYSTON, OH -

PIER WALL -
TEST BORING LOGS

PROJECT NO:
280EM00780
DRAWING NAME
WALL PLAN
SHEET **7** OF **8**

	Arrow board		Shadow vehicle
	Arrow board support or trailer (shown facing down)		Sign (shown facing left)
	Changeable message sign or support trailer		Surveyor
	Channelizing device		Temporary barrier
	Crash cushion		Temporary barrier with warning light
	Direction of temporary traffic detour		Traffic or pedestrian signal
	Direction of traffic		Truck-mounted attenuator
	Flagger		Type 3 barricade
	High-level warning device (Flag tree)		Warning light
	Longitudinal channelizing device		Work space
	Luminaire		Work vehicle
	Pavement markings that should be removed for a long-term project		

Table 6H-3. Meaning of Letter Codes on Typical Application Diagrams

Road Type	Distance Between Signs**		
	A	B	C
Urban (low speed)*	100 feet	100 feet	100 feet
Urban (high speed)*	350 feet	350 feet	350 feet
Rural	500 feet	500 feet	500 feet
Expressway / Freeway	1,000 feet	1,500 feet	2,640 feet

* Speed category to be determined by highway agency
 ** The column headings A, B, and C are the dimensions shown in Figures 6H-1 through 6H-46. The A dimension is the distance from the transition or point of restriction to the first sign. The B dimension is the distance between the first and second signs. The C dimension is the distance between the second and third signs. (The "first sign" is the sign in a three-sign series that is closest to the TTC zone. The "third sign" is the sign that is furthest upstream from the TTC zone.)

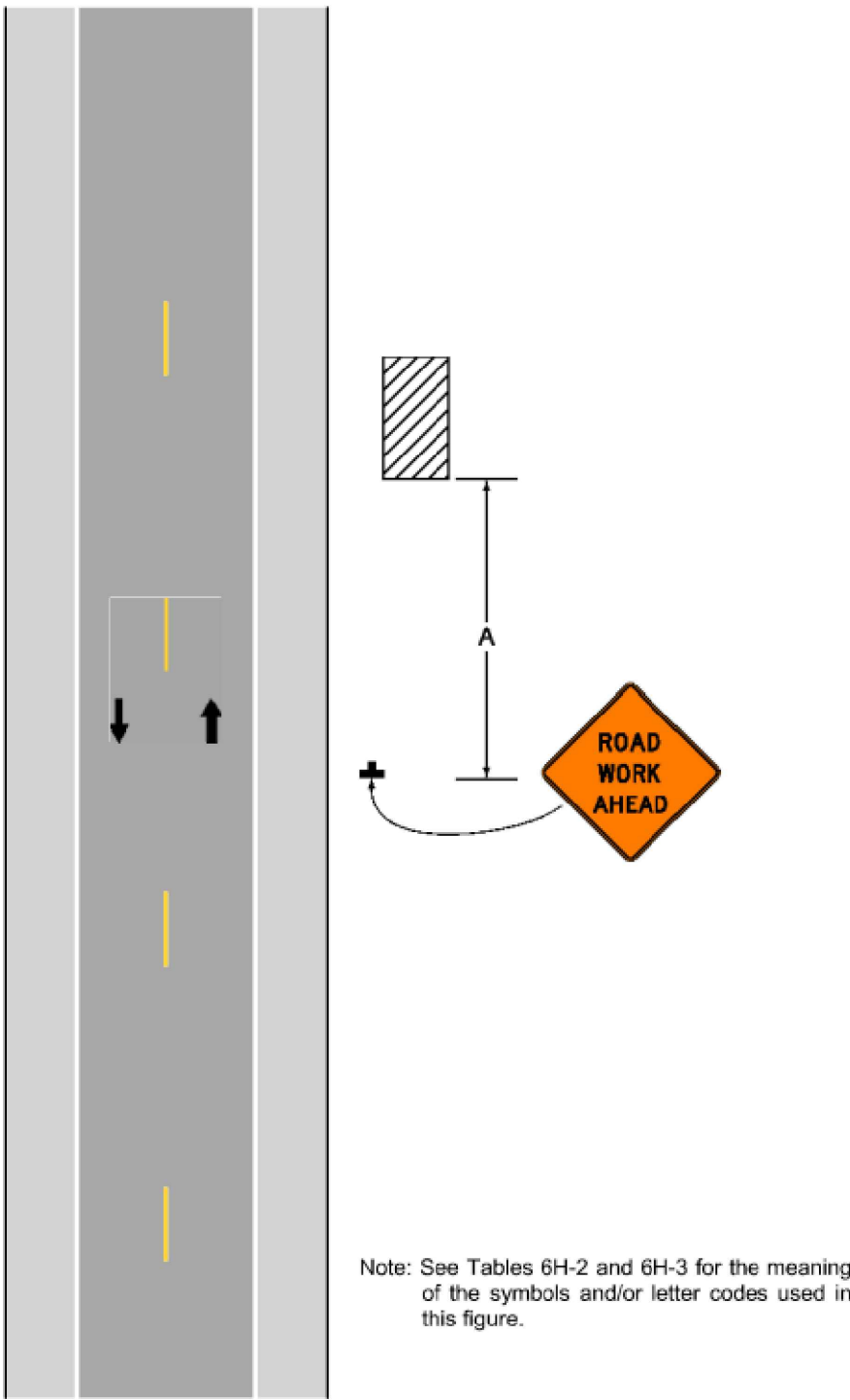
Table 6H-4. Formulas for Determining Taper Length

Speed (S)	Taper Length (L) in feet
40 mph or less	$L = \frac{WS^2}{60}$
45 mph or more	$L = WS$

Where: L = taper length in feet
 W = width of offset in feet
 S = posted speed limit, or off-peak 85th-percentile speed prior to work starting, or the articulated operating speed in mph

SYMBOLS AND TAPER RATES

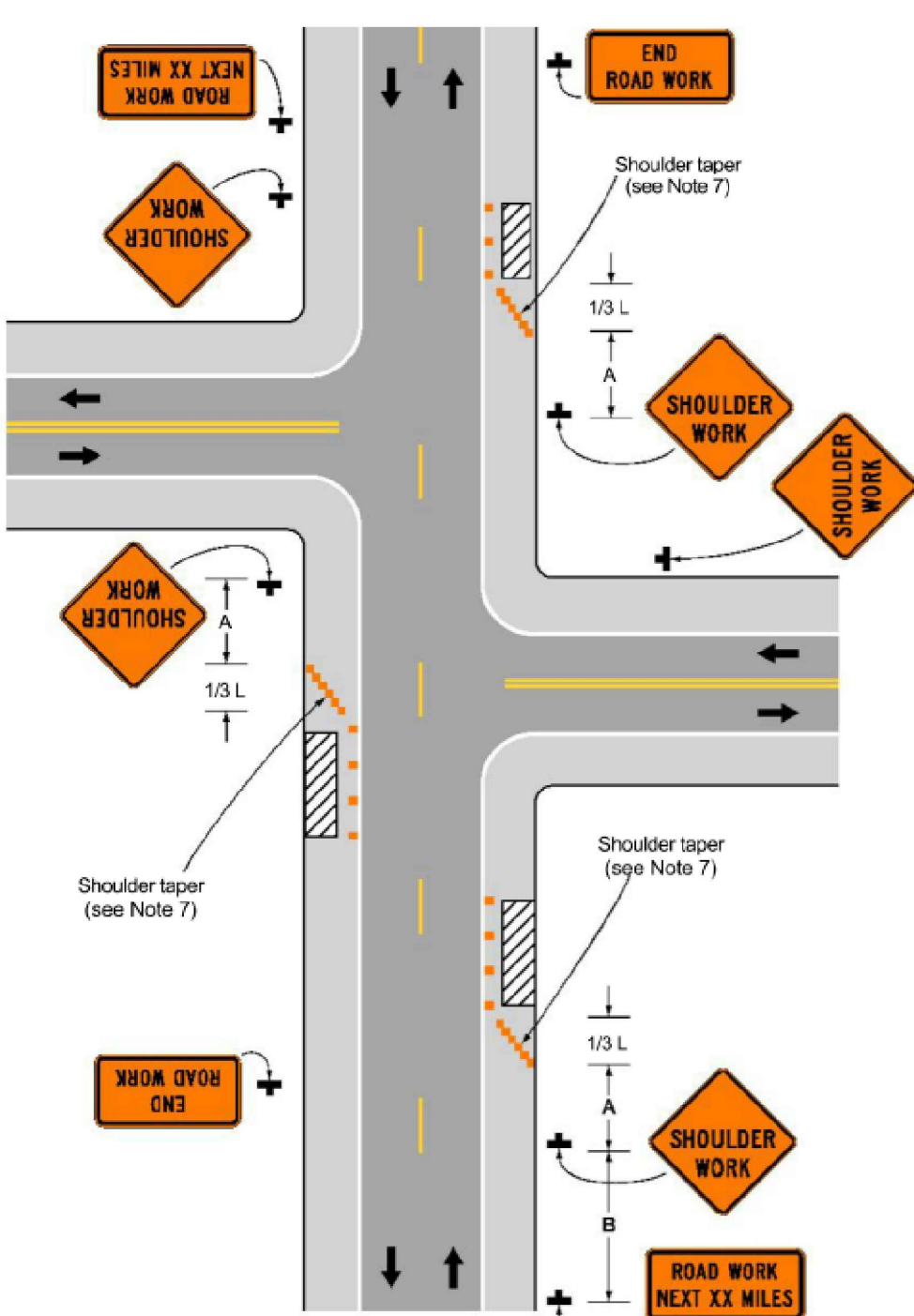
NOT TO SCALE



Typical Application 1

WORK BEYOND THE SHOULDER

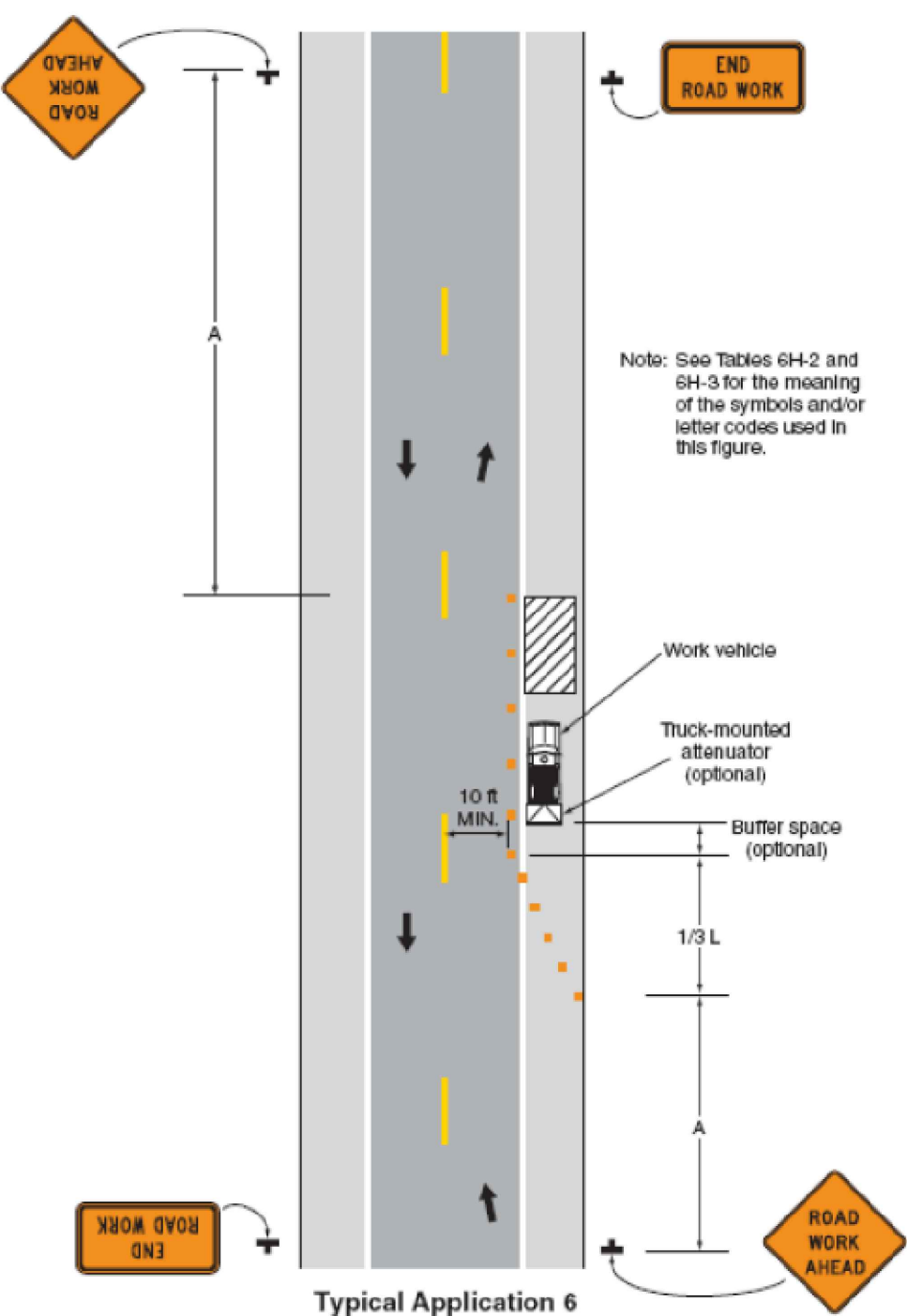
NOT TO SCALE



Typical Application 3

WORK ON THE SHOULDERS

NOT TO SCALE



Typical Application 6

SHOULDER WORK WITH MINOR ENCROACHMENT

NOT TO SCALE

1ST STREET LANE CLOSURE NOTES

- DURING THE REMOVAL OF THE ASPHALT WEARING COURSE, THE REPAIR OF THE BASE PAVEMENT AND/OR THE CONSTRUCTION OF THE ASPHALT COURSES FOR THE ROADWAY, THE CONTRACTOR WILL BE PERMITTED TO CLOSE ONE LANE OF PAVEMENT WHILE MAINTAINING TRAFFIC IN THE OTHER LANE ON AN ALTERNATING FLOW BASIS.
- THE CONTRACTOR WILL BE HELD STRICTLY TO THE FLAGGING REQUIREMENTS LISTED UNDER ITEM 614.08. THE CLOSING OF THE LANE TO TRAFFIC WILL BE PERMITTED DURING THE ABOVE OPERATIONS AND FOR THE PERIODS OF TIME CONSISTENT WITH THE REQUIREMENTS OF THE SPECIFICATIONS FOR THE PROTECTION OF THE COMPLETED ASPHALT CONCRETE COURSES.
- DURING PAVEMENT REMOVAL AND THE CONSTRUCTION/GRADING OF THE ASPHALT RECONSTRUCTION SECTION, THE CONTRACTOR WILL BE PERMITTED TO CLOSE FIRST STREET TO THROUGH TRAFFIC FOR THE DURATION OF THAT PHASE OF THE PROJECT.
- THE ROAD SHALL BE RE-OPENED TO THROUGH TRAFFIC FOR EXTENDED PERIODS (GREATER THAT ONE WEEK) OF NO CONSTRUCTION ACTIVITY. PLACE ADVANCE NOTIFICATION SIGNAGE ON FIDDLERS GREEN ROAD AT BRIDGETOWN ROAD, STATING THAT THE ROAD IS CLOSED TO THROUGH TRAFFIC AT THE ADDYSTON CORPORATION LINE (2 MILES AHEAD). PLACE TYPE III BARRICADES AT THE NORTH CORPORATION LINE AND AT MAIN STREET. BARRICADES SHALL STATE "ROAD CLOSED, LOCAL TRAFFIC ONLY" AND PROVIDE CLOSURE DATE RANGE. THE CONTRACTOR SHALL COORDINATE WITH THE HAMILTON COUNTY ENGINEER'S OFFICE (ERIC BECK (513-946-4250) REGARDING PLACEMENT OF DETOUR SIGNAGE OUTSIDE OF THE VILLAGE. PROVISIONS FOR EMERGENCY VEHICLE ACCESS SHALL BE MAINTAINED AT ALL TIMES.

TRAFFIC CONTROL GENERAL NOTES

- ALL TRAFFIC CONTROL DEVICES AND INSTALLATION PROCEDURES SHALL BE IN ACCORDANCE WITH CURRENT EDITION OF THE OHIO MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (OMUTCD) AND OHIO DEPARTMENT OF TRANSPORTATION (ODOT) STANDARDS.
- THE CONTRACTOR SHALL COORDINATE WORK ITEMS TO MINIMIZE INTERRUPTIONS TO TRAFFIC ON 1ST STREET.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE TRAFFIC CONTROL DEVICES AT ALL TIMES DURING CONSTRUCTION ACTIVITIES AND SHALL COORDINATE THE ITEMS OF WORK TO KEEP TRAFFIC HAZARDS AND/OR INCONVENIENCES TO A MINIMUM.
- THE CONTRACTOR SHALL FURNISH THE NAME AND PHONE NUMBER OF THE INDIVIDUAL IN HIS OR HER DIRECT EMPLOY WHO IS RESPONSIBLE FOR THE INSTALLATION AND MAINTENANCE OF THE TRAFFIC CONTROL FOR THIS PROJECT. THIS PERSON SHALL BE ABLE TO BE CONTACTED ON A 24-HOUR PER DAY BASIS TO FURNISH AND MAINTAIN TRAFFIC CONTROL IN CASE OF AN EMERGENCY.
- TRAFFIC CONTROL DEVICES SHALL BE UTILIZED AS INDICATED ON THE FIGURE APPROPRIATE FOR THE LEVEL OF ROADWAY ENCROACHMENT. REFER TO CURRENT EDITION OF THE OHIO MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (OMUTCD) FOR ADDITIONAL INFORMATION PERTAINING TO RESPECTIVE TRAFFIC CONTROL TYPICAL APPLICATION FIGURES.
- TRAFFIC CONTROL TYPICAL APPLICATION 1 SHALL GOVERN DURING THE PROJECT SET UP AND CLEAN UP WHEN WORKERS, VEHICLES OR OTHER EQUIPMENT ARE LOCATED BEYOND THE SHOULDER, BUT WITHIN THE RIGHT-OF-WAY.
- TRAFFIC CONTROL TYPICAL APPLICATION 3 SHALL GOVERN DURING THE PROJECT SET UP AND CLEAN UP WHEN WORKERS, VEHICLES OR OTHER EQUIPMENT ARE LOCATED WITHIN 15' OF THE EDGE OF PAVEMENT AND NOT CLOSING A TRAVEL LANE.
- TRAFFIC CONTROL TYPICAL APPLICATION 6 SHALL BE USED DURING CONSTRUCTION ACTIVITIES WHEN IT IS NECESSARY FOR THE CONTRACTOR TO marginally ENCROACH INTO the ADJACENT TRAVEL LANE FOR LESS THAN 12 HOURS AT A TIME.
- TRAFFIC CONTROL TYPICAL APPLICATION 10 SHALL BE USED DURING CONSTRUCTION ACTIVITIES WHEN THE TRAVEL LANE WILL BE CLOSED FOR LESS THAN 12 HOURS AT A TIME.
- SPACING OF TRAFFIC CONTROL SIGNS SHALL BE ACCORDING TO OMUTCD TABLE 6H-3 USING THE RURAL ROAD CRITERIA. TAPER LENGTHS SHALL BE CALCULATED USING OMUTCD TABLE 6H-4.
- 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 VILLAGE OF ADDYSTON. 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 TIME TABLE

ITEM
LANE
CLOSURES &
RESTRICTIONS

DURATION OF CLOSURE
 >= 2 WEEKS
 < 2 WEEKS

NOTICE DUE

14 CALENDAR DAYS PRIOR TO CLOSURE
 5 BUSINESS DAYS PRIOR TO CLOSURE

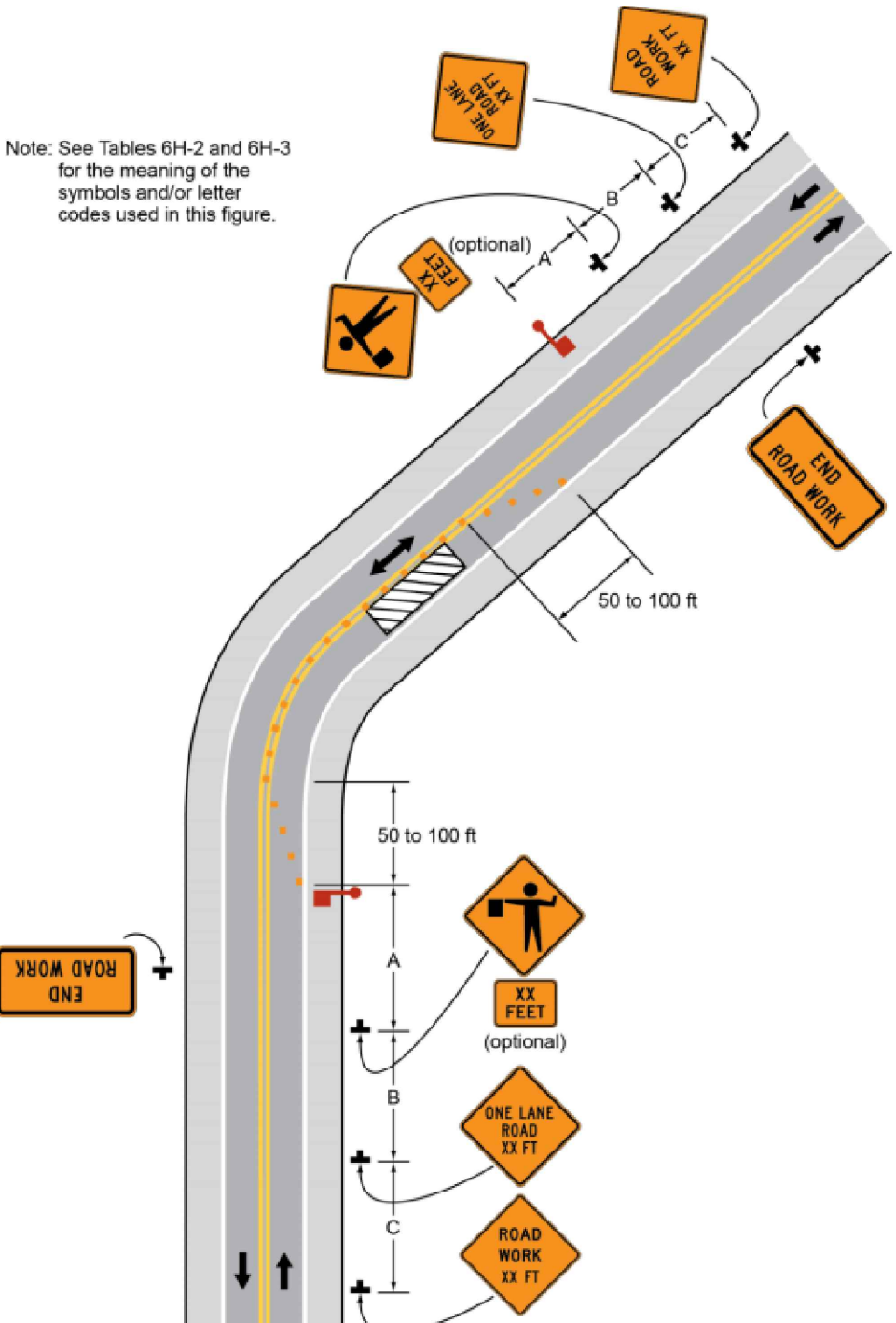
14 CALENDAR DAYS PRIOR TO IMPLEMENTATION

START OF CONSTRUCTION &
TRAFFIC PATTERN CHANGES

N/A

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

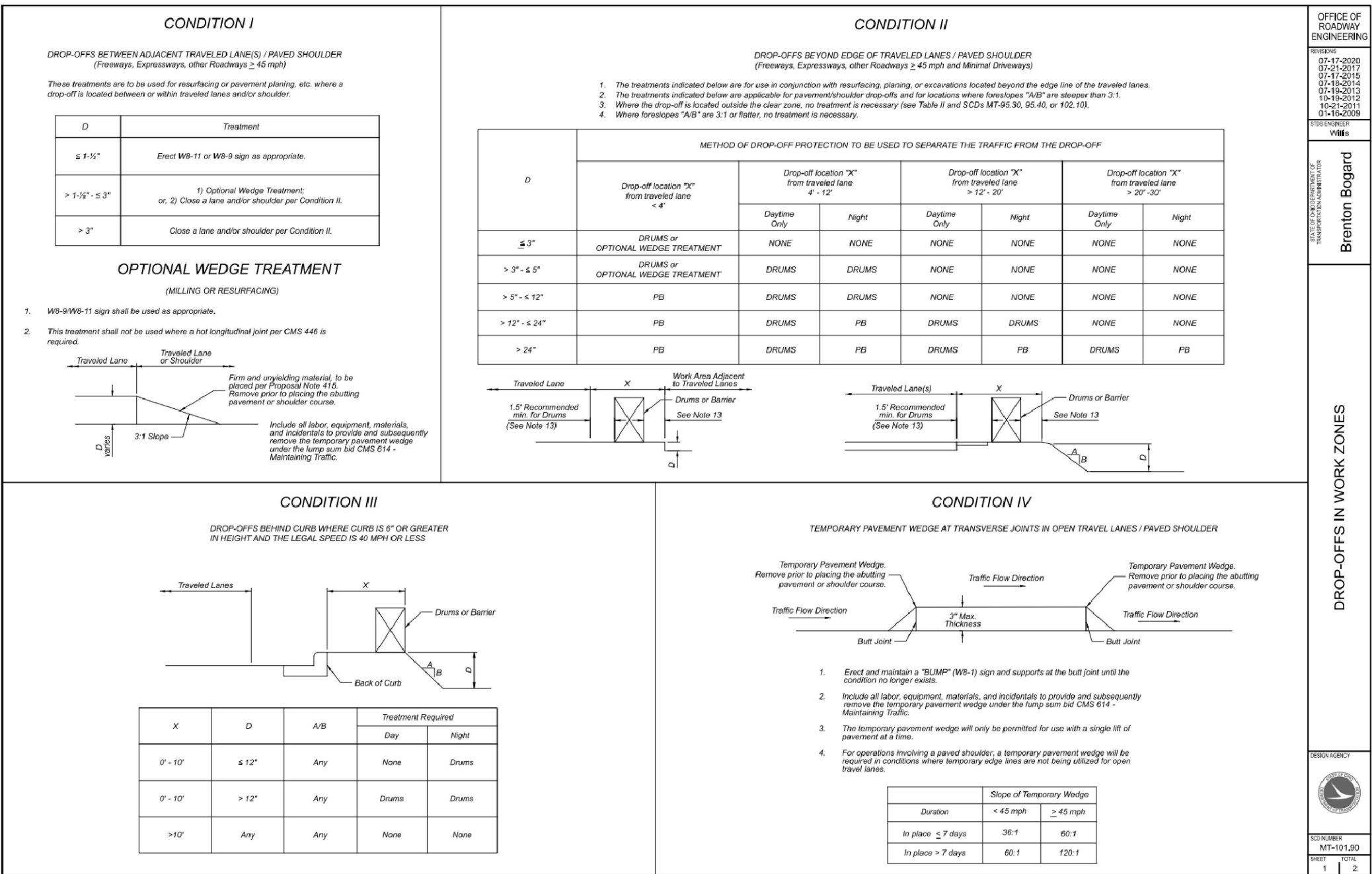
- UNLESS OTHERWISE SPECIFIED, ALL WARNING SIGNS SHALL BE 48" X 48", WITH A BLACK LEGEND ON A FLUORESCENT ORANGE REFLECTORIZED BACKGROUND MEETING MINIMUM RETROREFLECTIVITY STANDARDS AS INDICATED IN THE CURRENT EDITION OF THE OMUTCD.

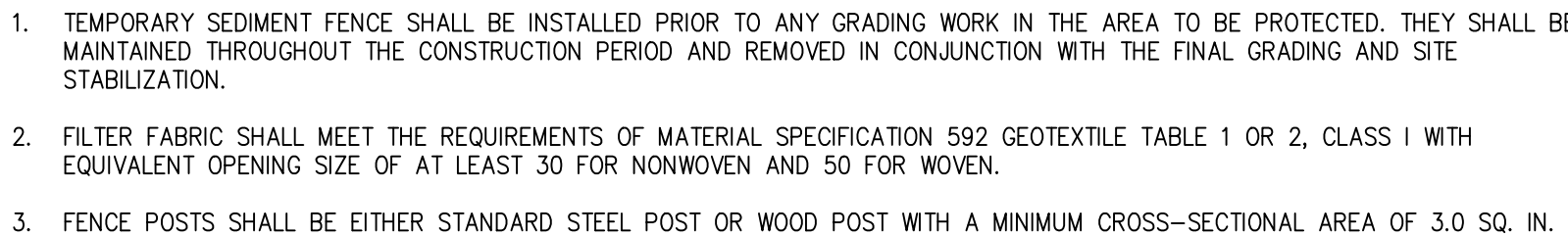


Typical Application 10

TRAVELED LANE CLOSURES

NOT TO SCALE





SCALE: NOT TO SCALE



SCALE: NOT TO SCALE

1

SCALE: NOT TO SCALE



SCALE: NOT TO SCALE

* Wood-Cellulose Fiber--Wood-cellulose fiber binder shall be applied at a net dry weight of 750 lb./ac. The wood-cellulose fiber shall be mixed with water and the mixture shall contain a maximum of 50 lb./100 gal.

