

# BIG WALNUT TRAIL CONCEPT PLAN

City of Gahanna, Ohio  
July, 2008



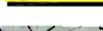
CITY OF GAHANNA  
DEPARTMENT OF PARKS & RECREATION

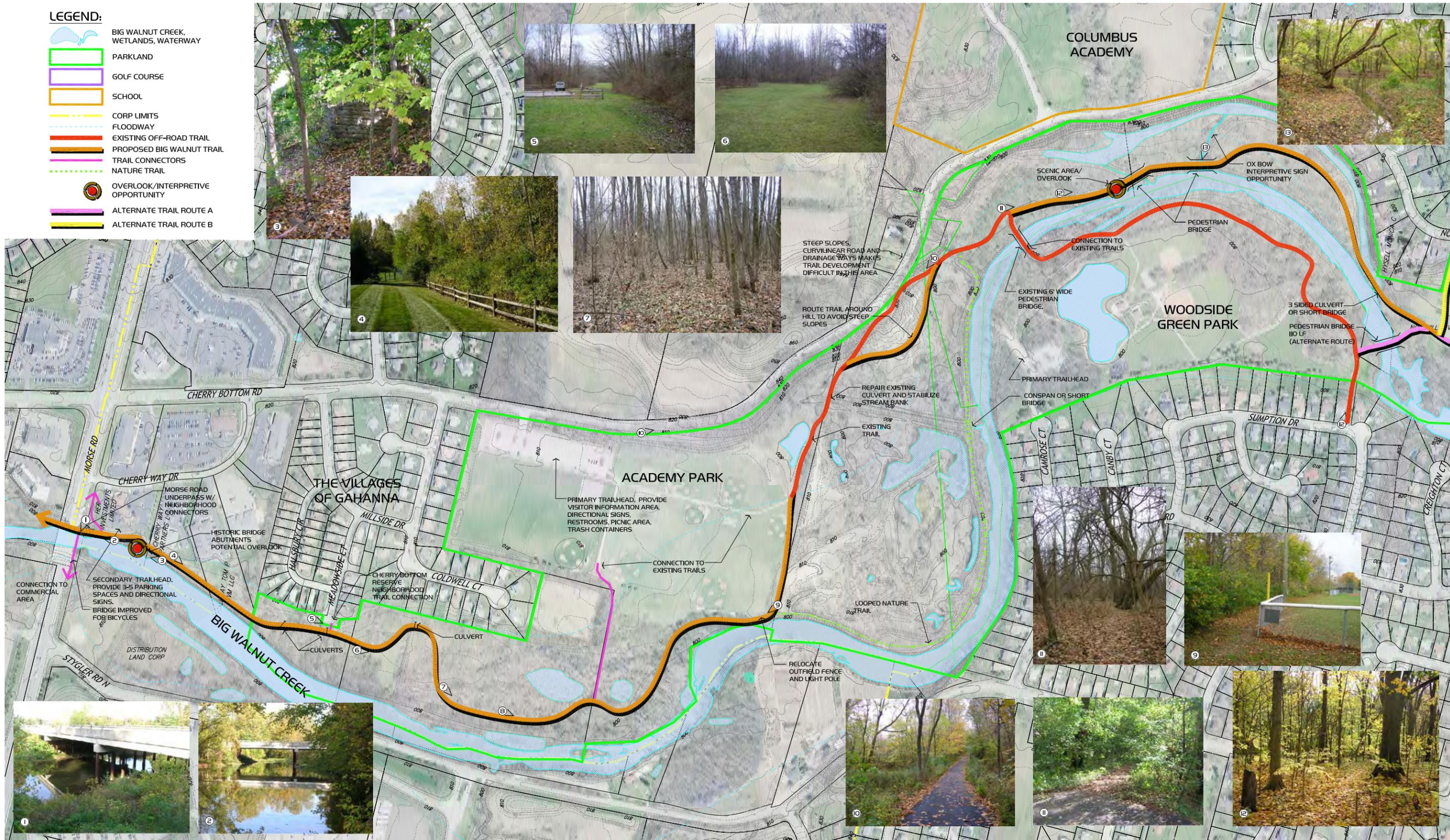


IN ASSOCIATION WITH:  
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**LEGEND:**

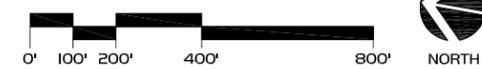
-  BIG WALNUT CREEK, WETLANDS, WATERWAY
-  PARKLAND
-  GOLF COURSE
-  SCHOOL
-  CORP LIMITS
-  FLOODWAY
-  EXISTING OFF-ROAD TRAIL
-  PROPOSED BIG WALNUT TRAIL
-  TRAIL CONNECTORS
-  NATURE TRAIL
-  OVERLOOK/INTERPRETIVE OPPORTUNITY
-  ALTERNATE TRAIL ROUTE A
-  ALTERNATE TRAIL ROUTE B



# BIG WALNUT TRAIL

## CITY OF GAHANNA, OHIO

### CONCEPT PLAN



GRAPHIC SCALE: 1"=200'-0"  
 DATE: JULY, 2008  
 JOB NO.: 07-50831-010

PREPARED FOR:



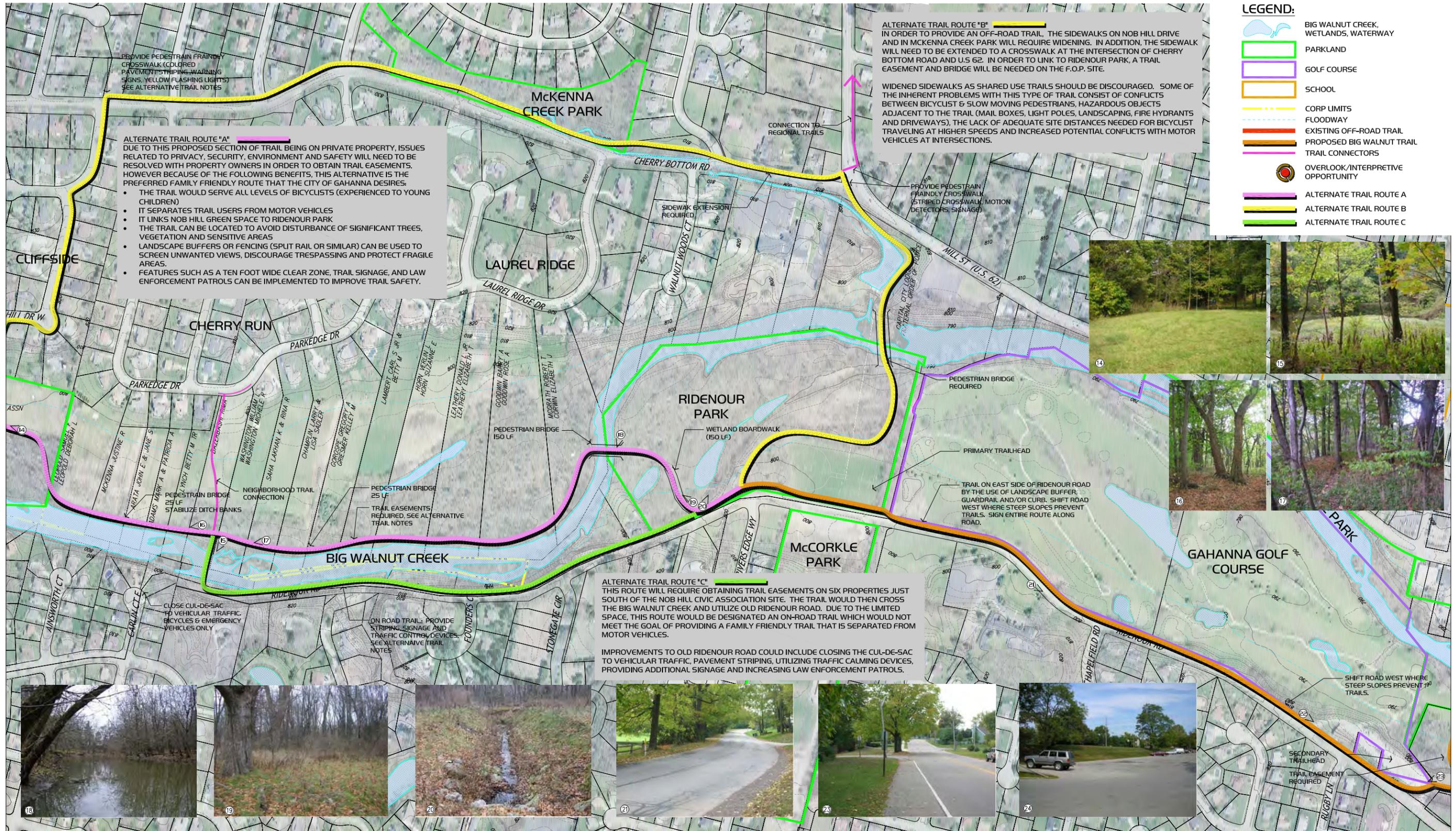
**CITY OF GAHANNA**  
 DEPARTMENT OF PARKS & RECREATION



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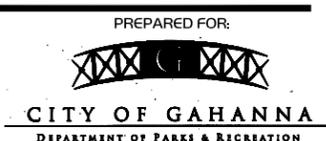
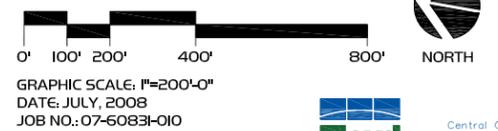
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# BIG WALNUT TRAIL

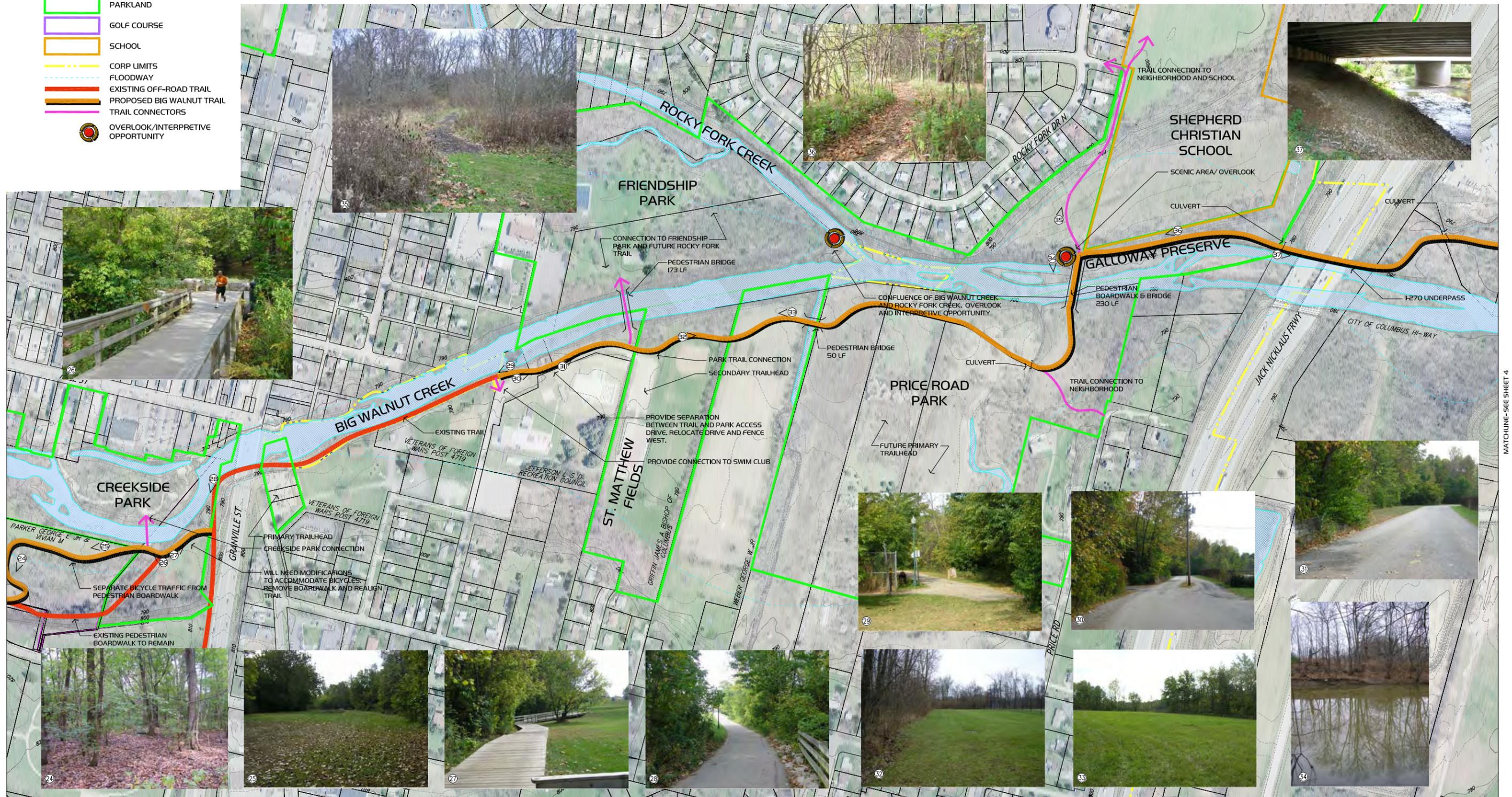
## CITY OF GAHANNA, OHIO

### CONCEPT PLAN



**LEGEND:**

-  BIG WALNUT CREEK, WETLANDS, WATERWAY
-  PARKLAND
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-  CORP LIMITS
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# BIG WALNUT TRAIL

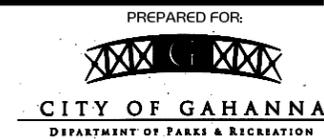
## CITY OF GAHANNA, OHIO

CONCEPT PLAN

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GRAPHIC SCALE: 1"=200'-0"  
 DATE: JULY, 2008  
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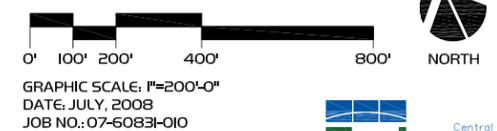


# BIG WALNUT TRAIL

## CITY OF GAHANNA, OHIO

CONCEPT PLAN

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PREPARED FOR:  
  
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**GENERAL NOTES**

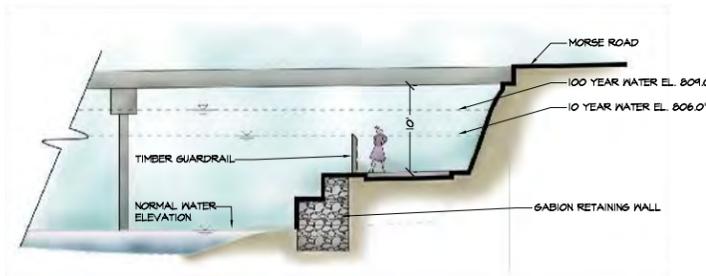
- 1) DRAINAGE CALCULATIONS FOR BRIDGE STRUCTURES HAVE NOT BEEN PERFORMED AT THIS TIME. HYDRAULIC CONSIDERATIONS FOR EACH SITE HAVE BEEN ASSESSED BASED ON EXISTING FEMA DOCUMENTS, LOCAL CONDITIONS AND ENGINEERING JUDGMENT.
- 2) ANY CONSTRUCTION WITHIN THE FLOODWAY MAY NOT INCREASE THE BASE FLOOD ELEVATION BY MORE THAN SIX (6) INCHES.
- 3) NO SUBSURFACE INVESTIGATIONS HAVE BEEN COMPLETED AT THIS TIME.

**BRIDGE NOTES**

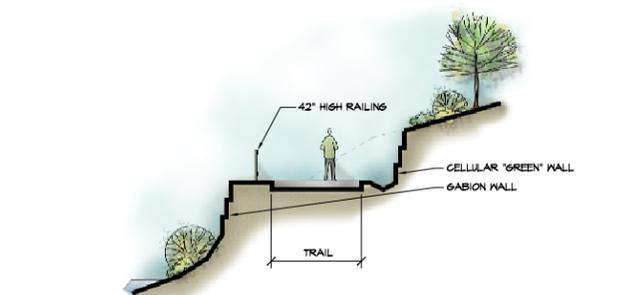
- 1) DUE TO THE WIDE FLOODPLAIN, RAISING THE BRIDGE STRUCTURES ABOVE THE FLOODPLAIN IS IMPRACTICAL. A MORE REASONABLE SOLUTION IS TO LOWER THE STRUCTURE TO MINIMIZE THE AMOUNT OF FILL, THEREBY MINIMIZING THE HYDRAULIC IMPACT ON THE CREEK.
- 2) BRIDGES SHOWN HAVE THE CAPABILITY TO CARRY SMALL VEHICLES FOR ROUTINE TRAIL MAINTENANCE (GOLF CART OR SOMETHING LESS THAN A PICKUP TRUCK)
- 3) BRIDGES SHOWN ARE PRE-ENGINEERED, PREFABRICATED, SINGLE SPAN TRUSS BRIDGES. THEY COME IN WIDE RANGE OF AESTHETIC AND SAFETY OPTIONS. NOTE THAT SKETCHES PORTRAYED ARE APPROXIMATE AND MAY NOT REQUIRE ARCHING GRADES SHOWN.
- 4) WEATHERING STEEL FINISH IS RECOMMENDED OVER PAINTED FINISH DUE TO 30% REDUCTION IN COST. FOR BRIDGES OVER 200' PAINTING WILL MOST LIKELY BE REQUIRED SINCE ACQUIRING WEATHERING STEEL OF THAT LENGTH IS DIFFICULT.
- 5) BECAUSE OF THE LONGER SPANS ON THIS PROJECT, THE BRIDGE DECKING IS RECOMMENDED TO BE CONCRETE. IT DISTRIBUTES THE LOAD THUS REDUCING STRUCTURAL STEEL. COMPOSITE DECKING MATERIALS MAY BE USED ON BRIDGES WITH SHORTER SPANS.

**UNDERPASS NOTES**

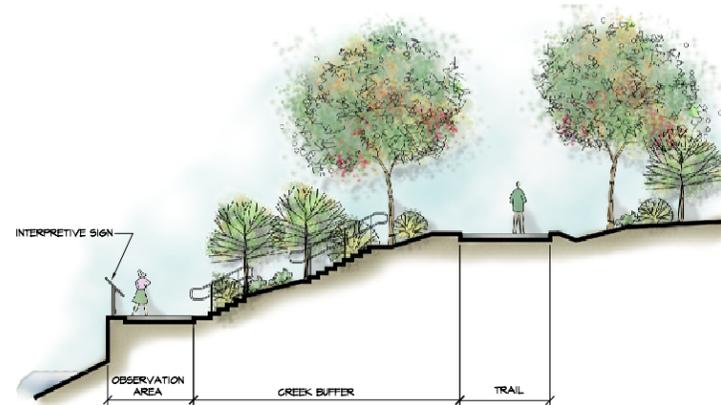
- 1) THREE UNDERPASSES WERE INVESTIGATED, SPECIFICALLY MORSE ROAD, I-270 AND HAMILTON ROAD. THEY WERE REVIEWED FOR THEIR INTERACTION WITH EXISTING BRIDGES, TRAIL SURFACES, FLOOD PROTECTION AND SAFETY CONTROLS.
- 2) DUE TO THE HIGH PROBABILITY THAT THE TRAIL WILL BE SUBJECT TO FLOODING AT THESE LOCATIONS, ARRANGEMENTS WERE DEVELOPED THAT MINIMIZE THE IMPACT ON FLOODWAY AND EXISTING STRUCTURES.
- 3) GABION RETAINING WALLS ARE RECOMMENDED DUE TO THEIR WATERWAY APPLICATIONS, LOW MAINTENANCE, STABLE GRAVITY SYSTEM, FLEXIBLE ARRANGEMENTS AND AVAILABILITY OF WIDE RANGE OF COLORS AND TEXTURES.
- 4) THE TRAIL SURFACE AT UNDERPASSES IS CONCRETE OVER AGGREGATE BASE MEETING ODOT DESIGN GUIDELINES. IT SHOULD HAVE CONTROL JOINTS AND SLIP RESISTANT BROOM FINISH. AN ASPHALT SURFACE TO ACT AS A WEARING COURSE SHOULD BE CONSIDERED.
- 5) SAFETY RAILING MEETING ODOT STANDARDS IS RECOMMENDED. RAILING TO BE A MINIMUM HEIGHT OF 4'-6". THE MINIMUM VERTICAL HEAD CLEARANCE IS TEN (10) FEET.



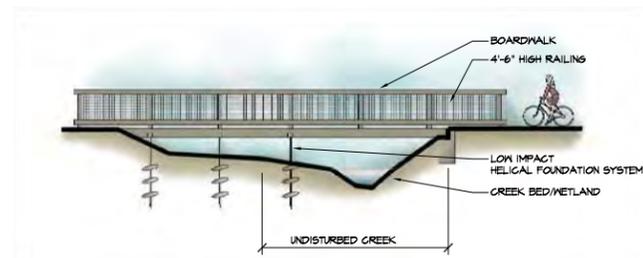
**1 MORSE ROAD UNDERPASS**  
NOT TO SCALE



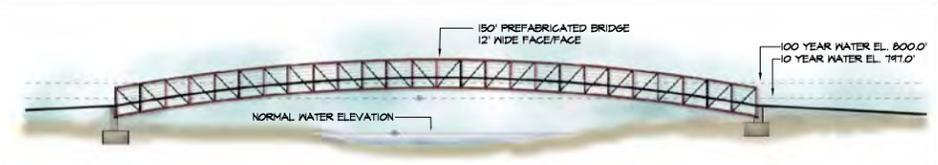
**2 MORSE ROAD RAMP TO GRADE**  
NOT TO SCALE



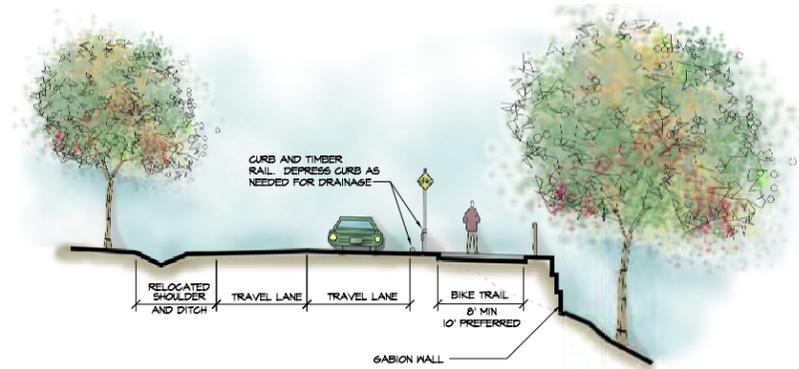
**3 HISTORIC BRIDGE OVERLOOK**  
NOT TO SCALE



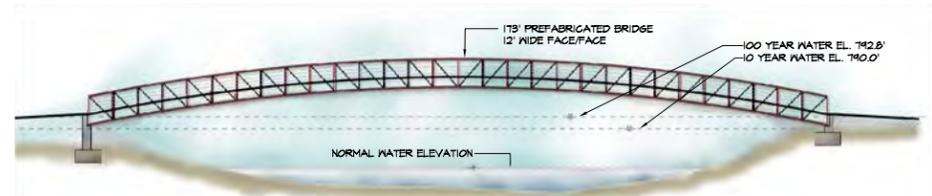
**4 TRIBUTARY/WETLAND CROSSING**  
NOT TO SCALE



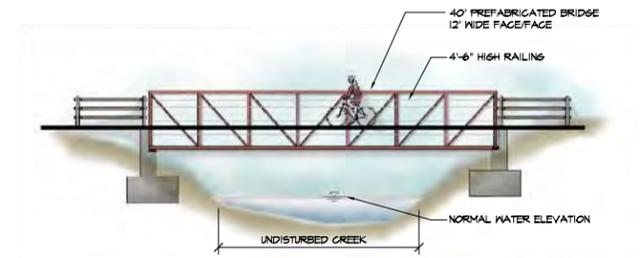
**5 BRIDGE TO RIDENOUR PARK**  
NOT TO SCALE



**6 RIDENOUR ROAD REALIGNMENT**  
NOT TO SCALE



**7 BRIDGE TO FRIENDSHIP PARK**  
NOT TO SCALE



**8 DITCH CROSSING**  
NOT TO SCALE

# BIG WALNUT TRAIL

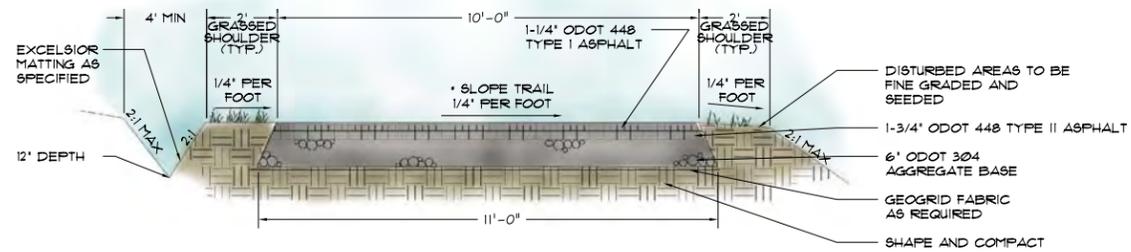
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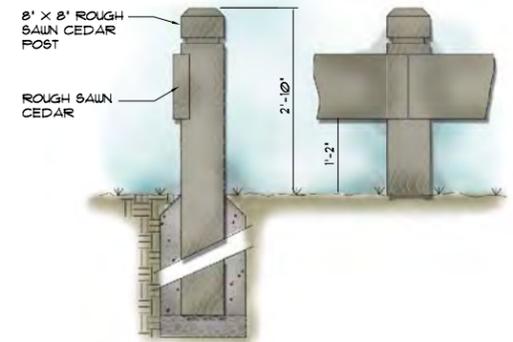
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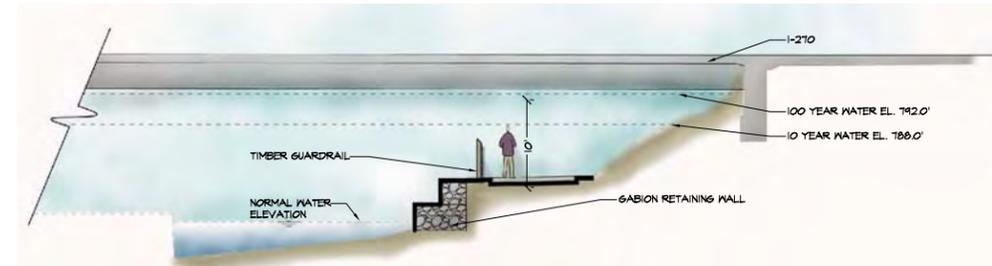
9 BRIDGE TO GALLOWAY PRESERVE  
NOT TO SCALE



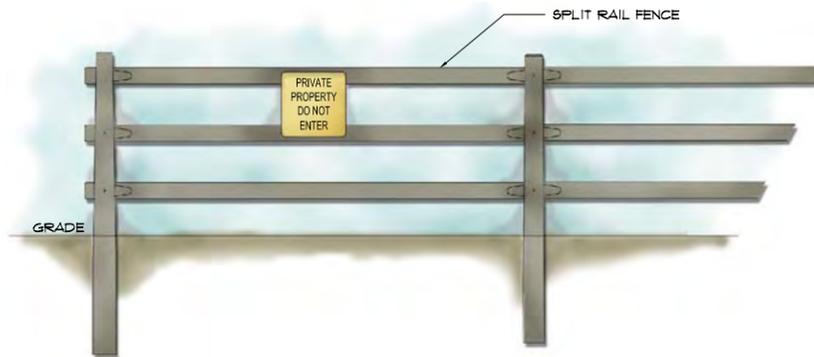
13 TYPICAL TRAIL SECTION  
NOT TO SCALE



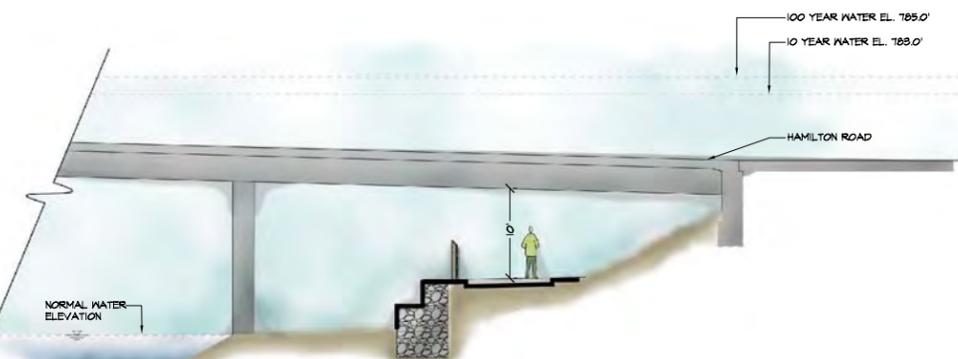
16 TIMBER BARRIER  
NOT TO SCALE



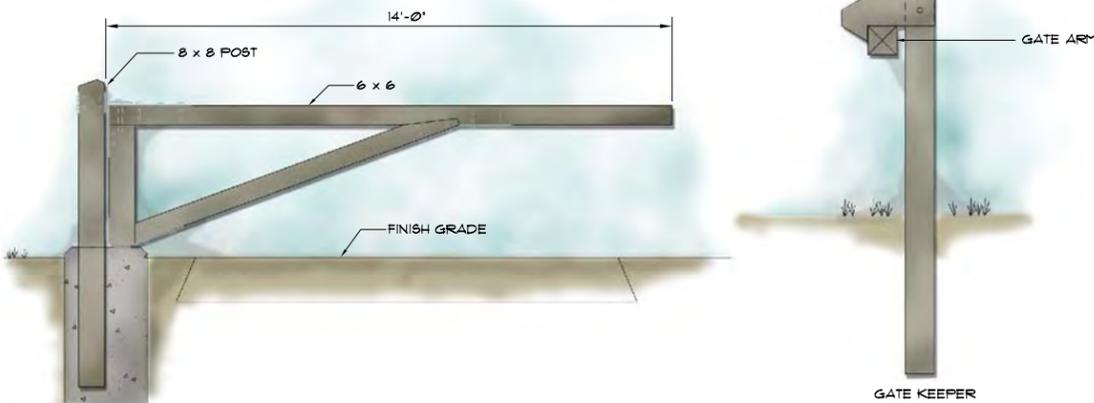
10 I-270 UNDERPASS  
NOT TO SCALE



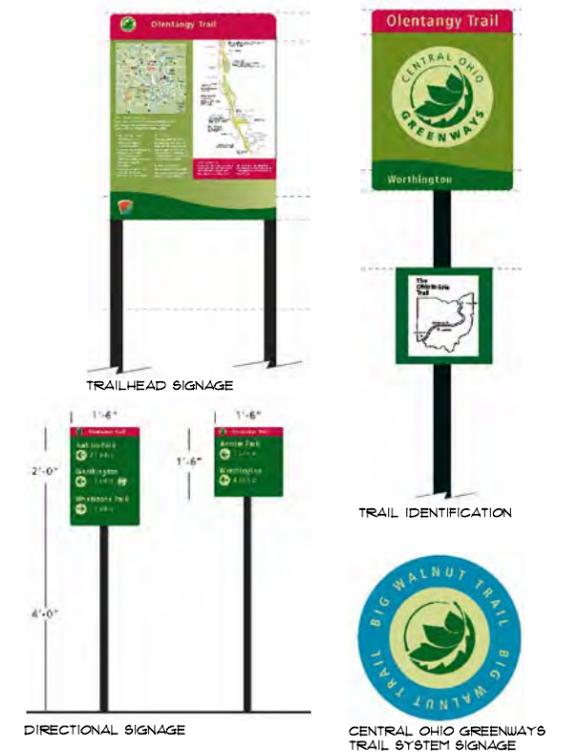
14 VISITOR CONTROL, FENCING  
NOT TO SCALE



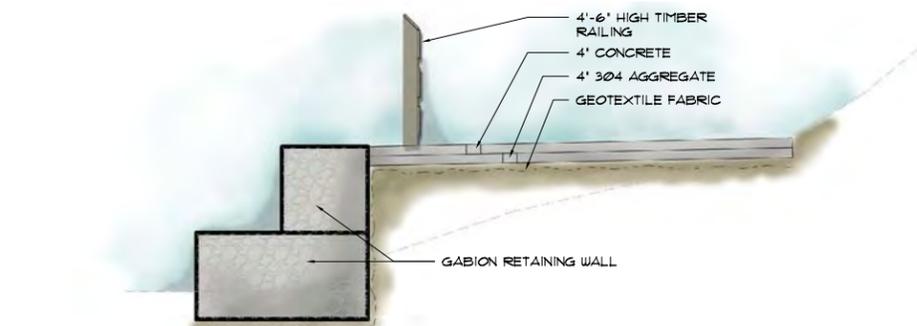
11 HAMILTON ROAD UNDERPASS  
NOT TO SCALE



15 VISITOR CONTROL, GATE  
NOT TO SCALE



17 TRAIL SIGNAGE  
NOT TO SCALE



12 UNDERPASS DETAIL  
NOT TO SCALE

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