

ITEM 611, MANHOLE MISC.: TYPE 3 SANITARY MANHOLE

THIS ITEM OF WORK SHALL CONSIST OF THE WORK AS DESCRIBED IN OHIO DEPARTMENT OF TRANSPORTATION ITEM 611, PIPE, CULVERTS, SEWERS, DRAINS AND DRAINAGE STRUCTURES, EXCEPT AS HEREIN MODIFIED.

THIS WORK SHALL CONSIST OF EXCAVATION, STRUCTURAL BEDDING, INSTALLATION OF THE NEW SANITARY SEWER MANHOLE, STRUCTURAL BACKFILL, COMPACTION, AND REQUIRED VACUUM TESTING. REGULAR MANHOLES SHALL BE PAID FOR UNDER "TYPE 3 SANITARY MANHOLE." THE MANHOLE SHALL BE FURNISHED PER THE DETAIL SHOWN ON SHEET 122 OF THE PLANS AND INCLUDE ITEM 611 MANHOLE RECONSTRUCTED TO GRADE, AS PER PLAN FOR THE EXTERNAL CHIMNEY SEAL PER THE DETAIL SHOWN ON SHEET 125.

CONTRACTOR TO VERIFY THE TYPE, DIRECTION, DEPTH, AND SIZE OF ALL PIPES INTO MANHOLES PRIOR TO ORDERING THE MANHOLES.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR KEEPING THE SANITARY SEWER IN SERVICE DURING THE INSTALLATION OF THE NEW SANITARY SEWER MANHOLE. THE CONTRACTOR SHALL COORDINATE WITH THE CITY ON THE PROCEDURE THE CONTRACTOR WILL USE.

PAYMENT OF ITEM 611, MANHOLE MISC.: TYPE 3 SANITARY MANHOLE, AS PER PLAN, FOR ALL OPERATIONS DESCRIBED ABOVE SHALL BE AT THE CONTRACT EACH BID PRICE AND SHALL INCLUDE ALL LABOR, MATERIAL AND EQUIPMENT REQUIRED TO COMPLETE THIS ITEM OF WORK.

ITEM 611 CONDUIT, TYPE B, AS PER PLAN, (SANITARY)

THIS ITEM OF WORK SHALL CONSIST OF THE WORK AS DESCRIBED IN OHIO DEPARTMENT OF TRANSPORTATION ITEM 611, PIPE CULVERTS, SEWERS AND DRAINS, EXCEPT AS HEREIN MODIFIED.

THIS WORK SHALL CONSIST OF EXCAVATION, STRUCTURAL BEDDING, INSTALLATION OF THE NEW SANITARY SEWER, STRUCTURAL BACKFILL, COMPACTION, AND ALL REQUIRED TESTING PER CITY STANDARDS THIS ITEM SHALL ALSO INCLUDE ANY DEWATERING NECESSARY FOR INSTALLATION OF SANITARY.

IN REPLACEMENT SITUATIONS THE CONTRACTOR SHALL PERFORM THE FOLLOWING:

1. WHEN A NEW SANITARY SEWER MAIN, CONNECTS TO AN EXISTING SEWER MAIN A FERNCO COUPLING SHALL BE INSTALLED. THE COST OF THE COUPLING AND ASSOCIATED WORK SHALL BE INCLUDED IN THE COST OF THE PROPOSED SANITARY SEWER MAIN.
2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR KEEPING THE EXISTING SANITARY SEWER MAIN IN SERVICE DURING THE INSTALLATION OF THE NEW SANITARY SEWER. CONTRACTOR SHALL PUMP THE EXISTING SEWAGE STARTING FROM THE NEXT UPSTREAM MANHOLE TO THE NEXT DOWNSTREAM MANHOLE LOCATED OUTSIDE OF THE PROJECT LIMITS DURING CONSTRUCTION, OR AS DIRECTED BY THE CITY . CONTRACTOR IS TO HAVE ON SITE ONE SPARE PUMP AND NECESSARY PUMP LINE IN CASE OF EMERGENCY. CONTRACTOR IS ALSO TO CONNECT ALL EXISTING SERVICES TO MAIN. THE CONTRACTOR SHALL COORDINATE WITH THE CITY ON THE PROCEDURE THE CONTRACTOR WILL USE.

PAYMENT OF ITEM 611, SANITARY SEWER, AS PER PLAN, FOR ALL OPERATIONS DESCRIBED ABOVE SHALL BE AT THE CONTRACT FOOT BID PRICE AND SHALL INCLUDE ALL LABOR, MATERIAL AND EQUIPMENT REQUIRED TO COMPLETE THIS ITEM OF WORK.

ITEM 611 6" CONDUIT, TYPE B, AS PER PLAN, 707.45 (SANITARY)

THIS ITEM OF WORK SHALL CONSIST OF THE WORK AS DESCRIBED IN OHIO DEPARTMENT OF TRANSPORTATION ITEM 611, PIPE CULVERTS, SEWERS AND DRAINS, EXCEPT AS HEREIN MODIFIED.

THIS WORK SHALL CONSISTS OF THE EXCAVATION, STRUCTURAL BEDDING, INSTALLATION OF THE SANITARY SEWER LATERAL (INCLUDING ALL WYES, TEES, BENDS, CLEANOUT (IF APPLICABLE), PLUG/CAP AND PAINTED POST (FOR NEW), AND FERNCO COUPLING (TO TIE INTO EXISTING LATERAL), STRUCTURAL BACKFILL, COMPACTION, AND ALL REQUIRED TESTING. EACH LATERAL SHALL BE INSTALLED PER ONE OF THE OPTIONS SHOWN IN THE PLANS.

IN REPAIR SITUATIONS, TO AVOID CONFLICTS WITH THE PROPOSED CONSTRUCTION, THE SANITARY SEWER LATERAL SHALL BE REPLACED TO THE STREET RIGHT-OF-WAY OR AS INDICATED IN THE PLANS. THIS WORK SHALL CONSIST OF EXCAVATION, STRUCTURAL BEDDING, INSTALLATION OF THE SANITARY SEWER LATERAL (INCLUDING ALL FITTINGS, BENDS, ETC.), STRUCTURAL BACKFILL, COMPACTION CLEANOUT (IF APPLICABLE) AND FERNCO COUPLING (TO TIE INTO EXISTING). TESTING OF THE LATERAL WILL BE WAIVED.

ITEM 611 4" CONDUIT, TYPE B, AS PER PLAN, 707.45 (SANITARY)

THE SANITARY LATERAL SHALL BE PAID FOR BY THE HORIZONTAL FOOT INSTALLED. THERE SHALL BE NO ADDITIONAL COMPENSATION FOR VERTICAL SECTIONS OF PIPE INSTALLED.

EACH SANITARY LATERALS SHALL BE INSTALLED PER THE DETAIL SHOWN IN THE PLANS.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR KEEPING THE SANITARY SEWER IN SERVICE DURING THE INSTALLATION. THE CONTRACTOR SHALL COORDINATE WITH THE CITY ON THE PROCEDURE THE CONTRACTOR WILL USE.

ITEM 611 - CONDUIT MISC.: 16" STEEL ENCASED CONDUIT, BORED AND JACKED

WHERE IT IS SPECIFIED THAT A CONDUIT BE INSTALLED BY THE METHOD OF BORING OR JACKING, NO TRENCH EXCAVATION SHALL BE CLOSER THAN 25 FEET TO THE (EDGE OF PAVEMENT) (NEAREST RAIL). PROVIDE A STEEL CASING PIPE CONFORMING TO 748.06. JOINTS WITH A CIRCUMFERENTIAL FULLY PENETRATING BU4B WELD THAT IS PERFORMED BY A CERTIFIED WELDER FOR WELDING CODE AMERICAN WELDING SOCIETY (AWS) D1.1. THE INSTALLED CASING PIPE IS THE STORM WATER CONVEYANCE CARRIER UNLESS OTHERWISE SPECIFIED IN THE PLANS. HYDROSTATIC TESTING IS NOT REQUIRED FOR THE CASING PIPE. ADDITIONAL NOTES AND DETAILS CAN BE FOUND ON SHEET 123.

ITEM 611 - CONDUIT UNDER RAILROAD

THE DEPARTMENT WILL PAY TO THE RAIL COMPANY ALL COSTS FOR WATCHMEN OR FLAGGERS DEEMED NECESSARY BY THE RAIL COMPANY DURING THE INSTALLATION OF CONDUIT UNDER THE RAILROAD. ANY COSTS FOR WATCHMEN OR FLAGGERS REQUIRED BY AN ALTERNATE METHOD OF INSTALLATION ARE THE RESPONSIBILITY OF THE CONTRACTOR. THE COSTS FOR WATCHMEN OR FLAGGERS DUE TO THE NEGLIGENCE OF THE CONTRACTOR, OR ANY SUB-CONTRACTOR, IN CONNECTION WITH THE INSTALLATION OF THE CONDUIT MUST BE PAID BY THE CONTRACTOR.

TRACK SUPPORTS REQUIRED BY THE RAIL COMPANY IN CONNECTION WITH THE INSTALLATION OF THE CONDUIT ARE INCLUDED IN THE COMPANY FORCE ACCOUNT WORK AND PAID BY THE DEPARTMENT. THE COST OF ANY TRACK SUPPORTS REQUIRED BY AN ALTERNATE METHOD OF INSTALLATION OF CONDUIT ARE THE RESPONSIBILITY OF THE CONTRACTOR.

THE CONTRACTOR IS RESPONSIBLE TO SECURE APPROVAL OF OPERATIONS FROM THE DEPARTMENT AND THE RAIL COMPANY. THE RAIL COMPANY WILL PERFORM AN ENGINEERING REVIEW OF METHODS OF OPERATIONS AND ENGINEERING SUPERVISION OF CONSTRUCTION WITHOUT COST TO THE CONTRACTOR.

PRIOR TO BIDDING, COORDINATE WITH THE RAIL COMPANY TO AGREE UPON THE REQUIREMENTS OF WATCHMEN AND FLAGGERS TO PROTECT RAILROAD TRAFFIC DURING THE CONTRACTOR'S OPERATIONS. EXECUTE A BOND IN FAVOR OF BOTH THE STATE AND THE COMPANY AS REQUIRED BY SECTION 5525.16 OF THE REVISED CODE OF OHIO.

COORDINATE WITH THE RAIL COMPANY CONCERNING WORK ADJACENT TO RAILROAD TRACKS, IN ORDER TO AVOID DELAY TO, OR INTERFERENCE WITH RAILROAD TRAFFIC, AND NOTIFY THE RAIL COMPANY 72 HOURS IN ADVANCE OF CONSTRUCTION OPERATIONS.

ITEM 638 WATER MAIN POLYVINYL CHLORIDE PIPE AND FITTINGS, AWWA C900, DR18, AS PER PLAN

THIS ITEM OF WORK SHALL APPLY TO ALL WATERMAIN SIZES AND SHALL CONSIST OF THE WORK AS DESCRIBED IN OHIO DEPARTMENT OF TRANSPORTATION ITEM 638 WATER MAINS AND SERVICE BRANCHES EXCEPT AS HEREIN MODIFIED. ALL MATERIALS, PROCEDURES, AND TESTING USED SHALL CONFORM WITH THE CITY ENGINEERING STANDARDS AND SPECIFICATIONS. ALL FITTINGS SHALL BE MADE IN THE USA. THE CONTRACTOR WILL PERFORM THE WATER MAIN HYDROSTATIC AND CHLORINATING TEST. BACTERIA TEST WILL BE PERFORMED BY THE CITY. NO WATER SERVICES SHALL BE TIED INTO THE NEW WATER MAIN UNTIL A SUCCESSFUL BACTERIA TEST IS COMPLETED. PAVEMENT RESTORATION, CURB AND GUTTER, CONCRETE PAVEMENT AND SIDEWALK REPLACEMENT SHALL BE PAID UNDER THEIR RESPECTIVE ITEM NUMBER. HOWEVER, STRUCTURAL BEDDING AND ANY REQUIRED STRUCTURAL BACKFILL SHALL BE INCLUDED WITH THIS ITEM. ALL WATER MAIN SHALL BE INSTALLED AND IN SERVICE PRIOR TO THE REMOVAL OF THE EXISTING STREET. WORK SHALL INCLUDE THE 8 MIL. POLYETHYLENE WRAP REQUIRED FOR ALL SADDLES, FITTINGS AND FIRE HYDRANTS. PAYMENT FOR ITEM 638 WATER MAIN, AS PER PLAN, FOR ALL OPERATIONS DESCRIBED ABOVE SHALL BE AT THE CONTRACT FOOT BID PRICE AND SHALL INCLUDE ALL LABOR, MATERIAL AND EQUIPMENT REQUIRED TO COMPLETE THIS ITEM OF WORK.

ITEM 638 POLYETHYLENE SERVICE BRANCH, AS PER PLAN

THIS ITEM OF WORK SHALL CONSIST OF THE WORK AS DESCRIBED IN OHIO DEPARTMENT OF TRANSPORTATION ITEM 638, FURNISHING AND INSTALLING SERVICE BRANCHES, EXCEPT AS HEREIN MODIFIED. CONTRACTOR IS RESPONSIBLE FOR COMPLETE TAP, INCLUDING ALL COORDINATION, TAPPING SADDLES, CORPORATION STOPS, SERVICE STOPS AND SERVICE BOXES IF APPLICABLE. PAYMENT FOR ITEM 638 POLYETHYLENE SERVICE BRANCHES, AS PER PLAN, FOR ALL OPERATIONS DESCRIBED ABOVE SHALL BE AT THE CONTRACT FOOT BID PRICE AND SHALL INCLUDE ALL LABOR, MATERIAL AND EQUIPMENT REQUIRED TO COMPLETE THIS ITEM OF WORK.

ITEM 638 METER SETTING, STOP AND CHAMBER, AS PER PLAN

THIS ITEM OF WORK SHALL CONSIST OF THE WORK AS DESCRIBED IN OHIO DEPARTMENT OF TRANSPORTATION ITEM 638, METER, SETTING, STOP, AND CHAMBER EXCEPT AS HEREIN MODIFIED. FOR SINGLE METERS, THIS ITEM SHALL CONSIST OF ALL PARTS THAT ARE LISTED UNDER EACH SPECIFIC METER SIZE. PAYMENT FOR ITEM 638 METER, SETTING, STOP, AND CHAMBER, AS PER PLAN, FOR ALL OPERATIONS DESCRIBED ABOVE SHALL BE AT THE CONTRACT EACH BID PRICE AND SHALL INCLUDE ALL LABOR, MATERIAL AND EQUIPMENT REQUIRED TO COMPLETE THIS ITEM OF WORK.

ITEM SPECIAL - MAILBOX REMOVED AND RESET

THIS WORK SHALL CONSIST OF FURNISHING AND ERECTING MAILBOX SUPPORTS AND ANY ASSOCIATED MOUNTING HARDWARE IN ACCORDANCE WITH PLAN DETAILS, AND ATTACHING AN OWNER-SUPPLIED MAILBOX AT LOCATIONS SPECIFIED IN THE PLAN, OR OTHERWISE ESTABLISHED BY THE ENGINEER.

WOOD POSTS SHALL BE NOMINAL 4 INCHES BY 4 INCHES SQUARE OR 4.5 INCHES DIAMETER ROUND, AND CONFORM TO 710.14.

STEEL POSTS SHALL BE NOMINAL PIPE SIZE 2 INCHES I.D., AND CONFORM TO AASHTO M 181.

ALL HARDWARE INCLUDING BUT NOT LIMITED TO PLATES, SCREWS, BOLTS, AND ETC. SHALL BE COMMERCIAL-GRADE GALVANIZED STEEL.

POSTS SHALL BE SET PER THE FIRST PARAGRAPH OF 606.03, AND SHALL IN NO INSTANCE BE ENCASED IN CONCRETE.

SUPPORT HARDWARE SHALL ACCOMMODATE EITHER A SINGLE OR A DOUBLE MAILBOX INSTALLATION, AND NO MORE THAN TWO BOXES MAY BE MOUNTED ON A SINGLE POST.

THE MAILBOX SHALL BE SECURELY AND NEATLY ATTACHED BY THE CONTRACTOR TO THE NEW SUPPORT. THE CONTRACTOR SHALL FURNISH ALL NECESSARY ATTACHMENT HARDWARE (NUTS, BOLTS, PLATES, SPACERS, AND WASHERS) AS NECESSARY TO ACCOMMODATE THE COMPLETE INSTALLATION.

IN THE ABSENCE OF A NEW BOX SUPPLIED BY THE OWNER, THE CONTRACTOR SHALL SALVAGE THE EXISTING BOX AND PLACE IT ON THE NEW SUPPORT. DUE CARE SHALL BE EXERCISED IN SUCH AN OPERATION, AND THE CONTRACTOR SHALL BE RESPONSIBLE FOR REPAIRING OR REPLACING ANY BOX DAMAGED BY IMPROPER HANDLING ON HIS PART, AS JUDGED AND DIRECTED BY THE ENGINEER.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING WITH THE LOCAL POST MASTER REGARDING THE TIMING OF THE MOVEMENT OF ANY MAILBOX TO A NEW LOCATION.

PAYMENT UNDER THIS ITEM SHALL BE LIMITED TO FINAL PERMANENT INSTALLATIONS. TEMPORARY INSTALLATIONS SHALL BE IN ACCORDANCE WITH 107.10. HOWEVER, THE SAME MATERIAL AND SIZE LIMITATIONS AS FOR PERMANENT INSTALLATIONS SHALL APPLY.

MAILBOX SUPPORTS, COMPLETE IN PLACE, WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER EACH, FOR ITEM SPECIAL MAILBOX SUPPORT SYSTEM, (SINGLE) (DOUBLE).

RAILROAD COORDINATION

AS CLARIFICATION, THE RAIL LINE INVOLVED IS OWNED BY CSX TRANSPORTATION, BUT LEASED TO THE CHICAGO, FORT WAYNE & EASTERN (CFE) FOR MAINTENANCE AND OPERATION. THE CONTRACTOR SHOULD REFER TO THE "SPECIAL CLAUSES IN THE PROPOSAL" FOR ALL NECESSARY INSURANCE, CONTACT AND SAFETY INFORMATION REQUIRED BY CFE BEFORE WORK CAN BEGIN ON THE RAILROAD ROW.

CSX GENERAL NOTES FOR WORK WITHIN CSX PROPERTY

1. REFER TO THE CSX PIPELINE DESIGN & CONSTRUCTION SPECIFICATIONS FOR ADDITIONAL INFORMATION.
2. THE FRONT OF THE PIPE SHALL BE PROVIDED WITH MECHANICAL ARRANGEMENTS OR DEVICES THAT WILL POSITIVELY PREVENT THE AUGER FROM LEADING THE PIPE SO THAT NO UNSUPPORTED EXCAVATION IS AHEAD OF THE PIPE.
3. THE OPERATIONS SHALL BE PROGRESSED ON A 24-HR BASIS WITHOUT STOPPAGE (EXCEPT FOR ADDING LENGTHS OF PIPE) UNTIL THE LEADING EDGE OF THE PIPE HAS REACHED THE RECEIVING PIT.
4. THE AUGER AND CUTTING HEAD ARRANGEMENT SHALL BE REMOVABLE FROM WITHIN THE PIPE IN THE EVENT AN OBSTRUCTION IS ENCOUNTERED.
5. PIPELINE SHALL BE PROMINENTLY MARKED AT BOTH SIDES OF THE CSX PROPERTY LINES BY DURABLE, WEATHERPROOF SIGNS LOCATED OVER THE CENTERLINE OF THE PIPE IN ACCORDANCE WITH CSX SPECIFICATIONS.
6. NO CONSTRUCTION OR ENTRY UPON THE CSX CORRIDOR IS PERMITTED UNTIL THE DOCUMENT TRANSACTION IS COMPLETED, YOU ARE IN RECEIPT OF A FULLY EXECUTED DOCUMENT, AND YOU HAVE OBTAINED AUTHORITY FROM THE LOCAL ROADMASTER.
7. IF REQUIRED, A DEWATERING PLAN IN ACCORDANCE WITH CSX SPECIFICATIONS WILL BE SUBMITTED TO THE CSX REPRESENTATIVE FOR REVIEW AND APPROVAL PRIOR TO ANY DEWATERING OPERATIONS. CSX PROHIBITS THE DISCHARGE OF WATER ONTO ITS PROPERTY WITHOUT PRIOR APPROVAL.
8. BLASTING IS NOT PERMITTED UNDER OR ON CSX PROPERTY.
9. CSX DOES NOT GRANT OR CONVEY AN EASEMENT FOR THIS INSTALLATION.
10. EXISTING PIPES TO BE ABANDONED WILL BE COMPLETELY FILLED WITH CEMENT GROUT OR COMPACTED SAND.
11. PROJECTS THAT GENERATE SOILS FROM CSX PROPERTY MUST ADHERE TO CSX'S SOIL MANAGEMENT POLICIES. CSX REQUIRES SOILS GENERATED FROM ITS PROPERTY TO EITHER BE PROPERLY DISPOSED IN A CSX APPROVED DISPOSAL FACILITY OR REUSED ON CSX PROPERTY. THE MANAGEMENT OF SOILS GENERATED FROM CSX PROPERTY SHOULD BE PLANNED FOR AND PROPERLY PERMITTED (IF APPLICABLE) PRIOR TO INITIATING ANY WORK ON CSX PROPERTY.

ENVIRONMENTAL COMMITMENT NOTES

1. THE PROJECT IS LOCATED WITHIN THE KNOWN HABITAT RANGES OF THE FEDERALLY ENDANGERED INDIANA BAT AND NORTHERN LONG-EARED BAT, AND THE STATE ENDANGERED LITTLE BROWN AND TRICOLORED BATS. NO TREES SHALL BE REMOVED UNDER THIS PROJECT FROM APRIL 1 THROUGH SEPTEMBER 30. ALL NECESSARY TREE REMOVAL SHALL OCCUR FROM OCTOBER 1 THROUGH MARCH 31. THIS REQUIREMENT IS NECESSARY TO AVOID AND MINIMIZE IMPACTS TO THESE SPECIES AS REQUIRED BY THE ENDANGERED SPECIES ACT AND ORC 1531.25. FOR THE PURPOSES OF THIS NOTE, A TREE IS DEFINED AS A LIVE, DYING, OR DEAD WOODY PLANT, WITH A TRUNK THREE INCHES OR GREATER IN DIAMETER AT A HEIGHT OF 4.5 FEET ABOVE THE GROUND SURFACE, AND WITH A MINIMUM HEIGHT OF 13 FEET.
2. THE PROJECT IS LOCATED WITHIN THE KNOWN NESTING RANGE OF THE STATE ENDANGERED UPLAND SANDPIPER (BIRD). THE CITY OF VAN WERT WILL INSTRUCT THE AIRPORT TO MOW THE GRASSY AREA BETWEEN STA 33+10 AND STA 36+10 SOUTH OF LEESON AVENUE PRIOR TO APRIL 1ST. TO DISCOURAGE THE BIRDS FROM NESTING IN THIS AREA DURING THE CONSTRUCTION OF THIS PROJECT, THIS AREA MUST BE ROUTINELY MOWED DURING THE NEST SEASON OF APRIL 1ST THROUGH JULY 31ST. ROUTINE MOWING CAN STOP ONCE CONSTRUCTION IN THIS AREA HAS BEEN COMPLETED.

PAYMENT FOR ROUTINE MOWING SHALL BE PAID AT THE CONTRACT MSF BID PRICE FOR ITEM 659, MOWING. A QUANTITY OF 48 MSF HAS BEEN INCLUDED IN THE BID FOR THIS ITEM OF WORK.

3. ACCESS TO SMILEY PARK SHALL BE MAINTAINED AT ALL TIMES, EXCEPT FOR THE TIME NEEDED TO TEMPORARILY OCCUPY THE PROPERTY, WHICH SHALL BE LESS THAN THE TIME NEEDED TO CONSTRUCT THE PROJECT.
4. TEMPORARY CONSTRUCTION FENCING SHALL BE INSTALLED ALONG THE PROPOSED CONSTRUCTION LIMITS WITHIN SMILEY PARK PRIOR TO THE START OF CONSTRUCTION TO PROTECT THE PARK PROPERTY AND THE PUBLIC.

PAYMENT FOR THE CONSTRUCTION FENCING AT SMILEY PARK SHALL BE AT THE CONTRACT LUMP SUM BID PRICE ITEM 607, FENCE MISC.: CONSTRUCTION FENCING.

5. APPROPRIATE SIGNAGE SHALL BE INSTALLED TO ALERT USERS OF SMILEY PARK OF CONSTRUCTION ACTIVITIES, ACCESS RESTRICTIONS OR CLOSURES, AND TO DIRECT USERS TO SECONDARY ACCESS POINTS.

PAYMENT FOR THE APPROPRIATE SIGNAGE SHALL BE INCIDENTAL TO ITEM 614 MAINTENANCE OF TRAFFIC.

6. THE CONTRACTOR SHALL BE REQUIRED TO CLOSELY COORDINATE THE CONSTRUCTION SCHEDULE WITH ODOT AND THE CITY OF VAN WERT PRIOR TO THE START OF CONSTRUCTION ACTIVITIES THAT MAY IMPACT SMILEY PARK.

Z:\project\VanWert\VanWert\VAN-VWE-1903\LeesonAvenueReconstruction\113907_GN.dwg 27-Nov-23 8:36 AM

CALCULATED
BAW
CHECKED
MJH

GENERAL NOTES

VAN-LEESON AVENUE

Z:\project\VanWert\VanWert-VWE-1903LeesonAvenueReconstruction\113907_GG.dwg 27-Nov-23 9:01 AM

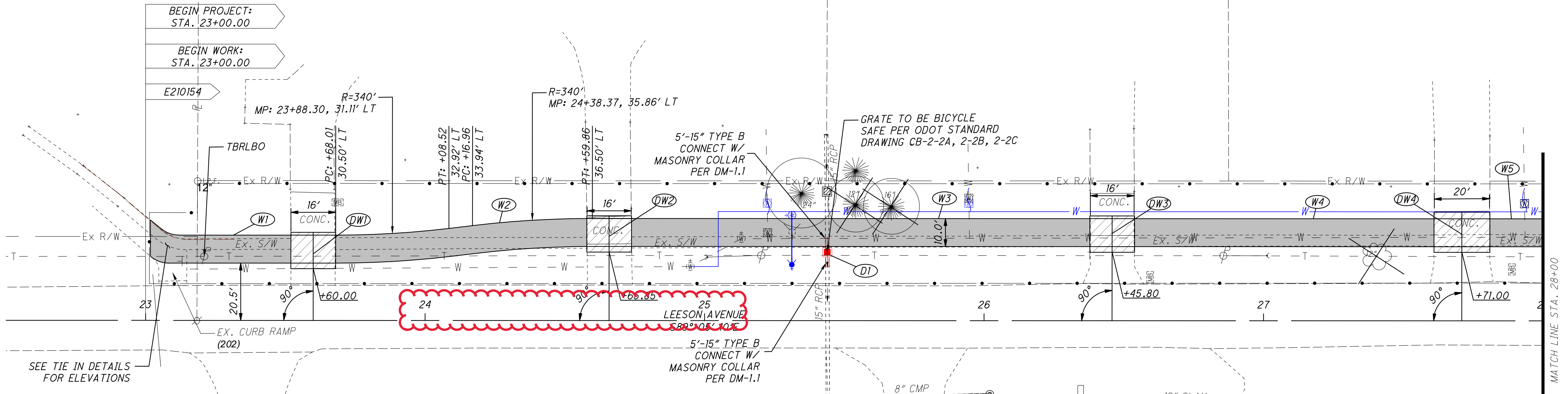
SHEET NUM.											PART.			ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
7	14	15	16	17	18	19	45	46	47	57	01/S<2/04	02/NFP/43	03/ENH/28						
DRAINAGE																			
20											20			611	97400	20	FT	CONDUIT, MISC.:TYPE C FOR DRAINAGE DISCHARGE CONTINUANCE	7
20											20			611	97400	20	FT	CONDUIT, MISC.:TYPE E FOR DRAINAGE DISCHARGE CONTINUANCE	7
20											20			611	97400	20	FT	CONDUIT, MISC.:TYPE F FOR DRAINAGE DISCHARGE CONTINUANCE	7
					1						1			611	98470	1	EACH	CATCH BASIN, NO. 2-2B	
					37	15					52			611	98690	52	EACH	CATCH BASIN, MISC.: CB-1	123
					2						2			611	98690	2	EACH	CATCH BASIN, MISC.: CB-1A	124
					15	6					21			611	99575	21	EACH	MANHOLE, NO. 3, AS PER PLAN	7,124
					1						1			611	99584	1	EACH	MANHOLE, NO. 3 WITH 96" BASE I.D. AND 9" WEIR	
						3				2	3	2		611	99661	5	EACH	MANHOLE RECONSTRUCTED TO GRADE, AS PER PLAN	7,125
1											1			611	99720	1	EACH	INSPECTION WELL	
					4	1					5			611	99900	5	EACH	DRAINAGE STRUCTURE, MISC.:CLEAN OUT	121
		2									2			613	41200	2	CY	LOW STRENGTH MORTAR BACKFILL	
											1			895	10030	1	EACH	MANUFACTURED WATER QUALITY STRUCTURE, TYPE 3	
PAVEMENT																			
	872										872			254	01001	872	SY	PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN, VARIABLE DEPTH	7
	44										44			254	01601	44	SY	PATCHING PLANED SURFACE, AS PER PLAN	7
	1,329										1,329			302	56000	1,329	CY	ASPHALT CONCRETE BASE, PG64-22, (449)	
	2,657	478		44							2,657	522		304	20000	3,179	CY	AGGREGATE BASE	
	1,513	1		1							1,515			407	20000	1,515	GAL	NON-TRACKING TACK COAT	
	792										792			409	30000	792	FT	SAWING AND SEALING ASPHALT CONCRETE PAVEMENT JOINTS	
	1,296	623	226	266							1,296	1,115		411	10000	2,411	CY	STABILIZED CRUSHED AGGREGATE	
	910	1									911			441	70000	911	CY	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (449), PG64-22	
	582										582			441	70300	582	CY	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, (449)	
				1								1		441	70500	1	CY	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (449), (DRIVEWAYS)	
				2								2		441	70600	2	CY	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, (449), (DRIVEWAYS)	
							1,578					1,578		452	10010	1,578	SY	6" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC 1P	
		6,422									6,422			609	12001	6,422	FT	COMBINATION CURB AND GUTTER, TYPE 2, AS PER PLAN	5
		27		9								36		609	26000	36	FT	CURB, TYPE 6	
WATER WORK																			
							13	36	23		72			202	75600	72	EACH	METER VAULT REMOVED	
									11		11			202	75610	11	EACH	VALVE BOX REMOVED	
							87				87			638	00521	87	FT	4" WATER MAIN POLYVINYL CHLORIDE PIPE AND FITTINGS, AWWA C900, DR18, AS PER PLAN	8,126
							279				279			638	01131	279	FT	6" WATER MAIN POLYVINYL CHLORIDE PIPE AND FITTINGS, AWWA C900, DR18, AS PER PLAN	8,126
							3,593				3,593			638	01721	3,593	FT	8" WATER MAIN POLYVINYL CHLORIDE PIPE AND FITTINGS, AWWA C900, DR18, AS PER PLAN	8,126
							718				718			638	02321	718	FT	10" WATER MAIN POLYVINYL CHLORIDE PIPE AND FITTINGS, AWWA C900, DR18, AS PER PLAN	8,126
								46			46			638	05301	46	FT	3/4" POLYETHYLENE SERVICE BRANCH, AS PER PLAN	8,127
							447	1,772			2,219			638	05401	2,219	FT	1" POLYETHYLENE SERVICE BRANCH, AS PER PLAN	8,127
							82	63			145			638	05501	145	FT	1-1/2" POLYETHYLENE SERVICE BRANCH, AS PER PLAN	8,127
							11				11			638	05600	11	FT	2" POLYETHYLENE SERVICE BRANCH	
							54				54			638	07300	54	FT	16" STEEL PIPE ENCASEMENT, BORED OR JACKED	
							1				1			638	07700	1	EACH	4" GATE VALVE AND VALVE BOX	
							12				12			638	07800	12	EACH	6" GATE VALVE AND VALVE BOX	
							18				18			638	07900	18	EACH	8" GATE VALVE AND VALVE BOX	
							5				5			638	08000	5	EACH	10" GATE VALVE AND VALVE BOX	
							10				10			638	10201	10	EACH	6" FIRE HYDRANT, AS PER PLAN	126
									6		6			638	10480	6	EACH	FIRE HYDRANT REMOVED	
							23	58			81			638	11201	81	EACH	METER, SETTING, STOP AND CHAMBER, AS PER PLAN	8,127
							2				2			SPECIAL	63820876	2	EACH	CUT AND PLUG EXISTING 4" WATER LINE, CITY OFVAN WERT	127
							3				3			SPECIAL	63820878	3	EACH	CUT AND PLUG EXISTING 6" WATER LINE, CITY OF VAN WERT	127
							1				1			SPECIAL	63820882	1	EACH	CUT AND PLUG EXISTING 10" WATER LINE, CITY OF VAN WERT	127
							1				1			638	98000	1	EACH	WATER WORK, MISC.: 6" CAP W/ 2" FEMALE THREADED COPPER TUBING, CITY OF VAN WERT	1
							1				1			638	98000	1	EACH	WATER WORK, MISC.: 8" SOLID SLEEVE, CITY OF VAN WERT	1

GENERAL SUMMARY

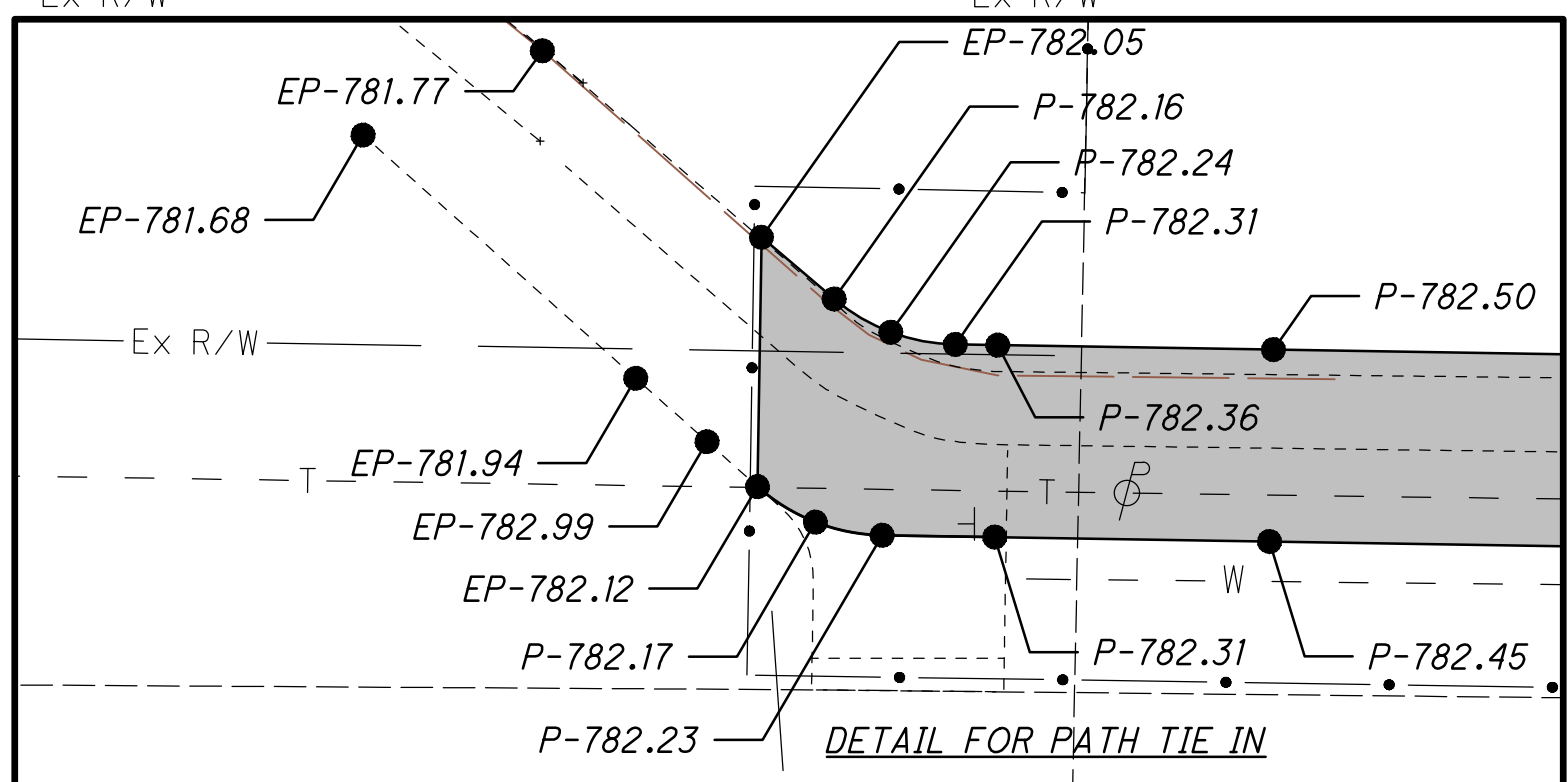
VAN-LEESON AVENUE

CALCULATED
BAW
CHECKED
MJH

Z:\project\VanWert\VanWert\VAN-VWE-1903LeesonAvenueReconstruction\113907_GP.dwg 27-Nov-23 10:27 AM

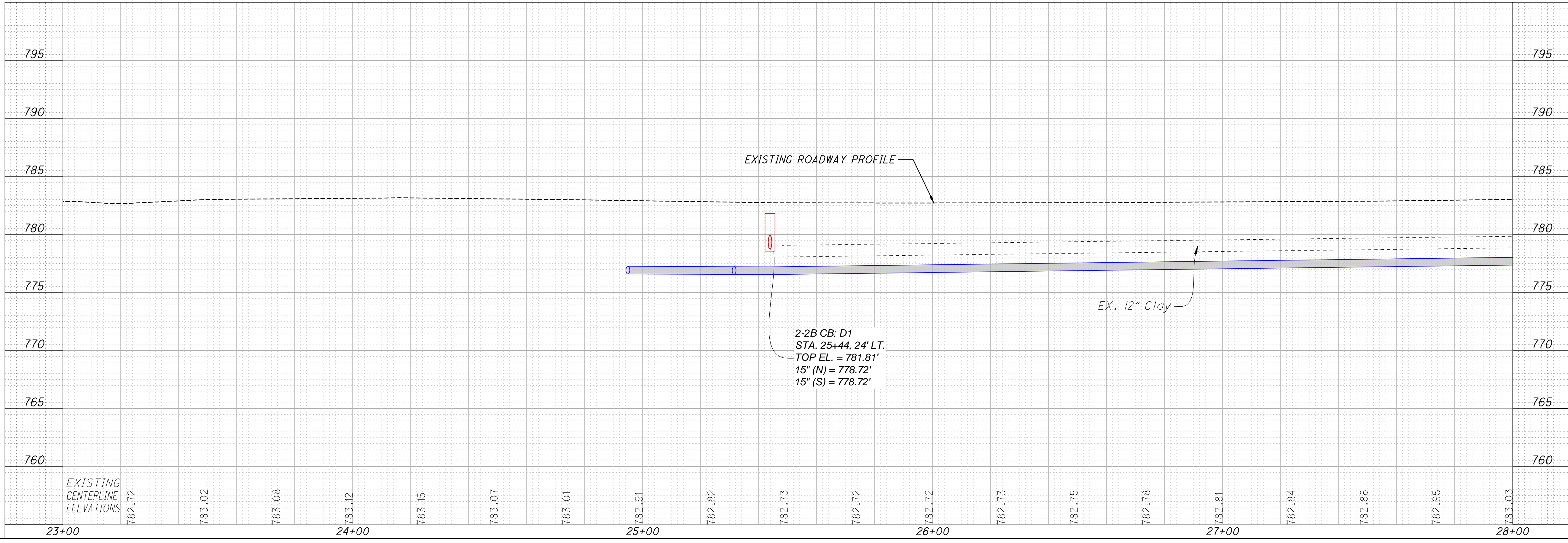


SEE SHEETS 48-56 FOR WATER WORK PLANS
SEE SHEETS 59-64 FOR SANITARY WORKS PLAN
SANITARY=GREEN
WATER=BLUE
STORM=RED



HATCH LEGEND FOR ALL PLAN SHEETS (SEE SHEET 5 FOR DETAILS OF EACH BUILD-UP)

	PROPOSED CURB RAMP		PAVEMENT PLANING AND RESURFACING
	RESIDENTIAL CONCRETE DRIVEWAYS		PAVEMENT TRENCH REPAIR
	PROPOSED SIDEWALK/SHARED USE PATH		RESIDENTIAL ASPHALT DRIVE
	RESIDENTIAL GRAVEL DRIVE		SEEDING AND MULCHING



20
10
0
HORIZONTAL SCALE IN FEET

CALCULATED
E.A.W.
CHECKED
M.J.H.

PLAN AND PROFILE PATH EXTENSION
23+00 TO STA. 28+00

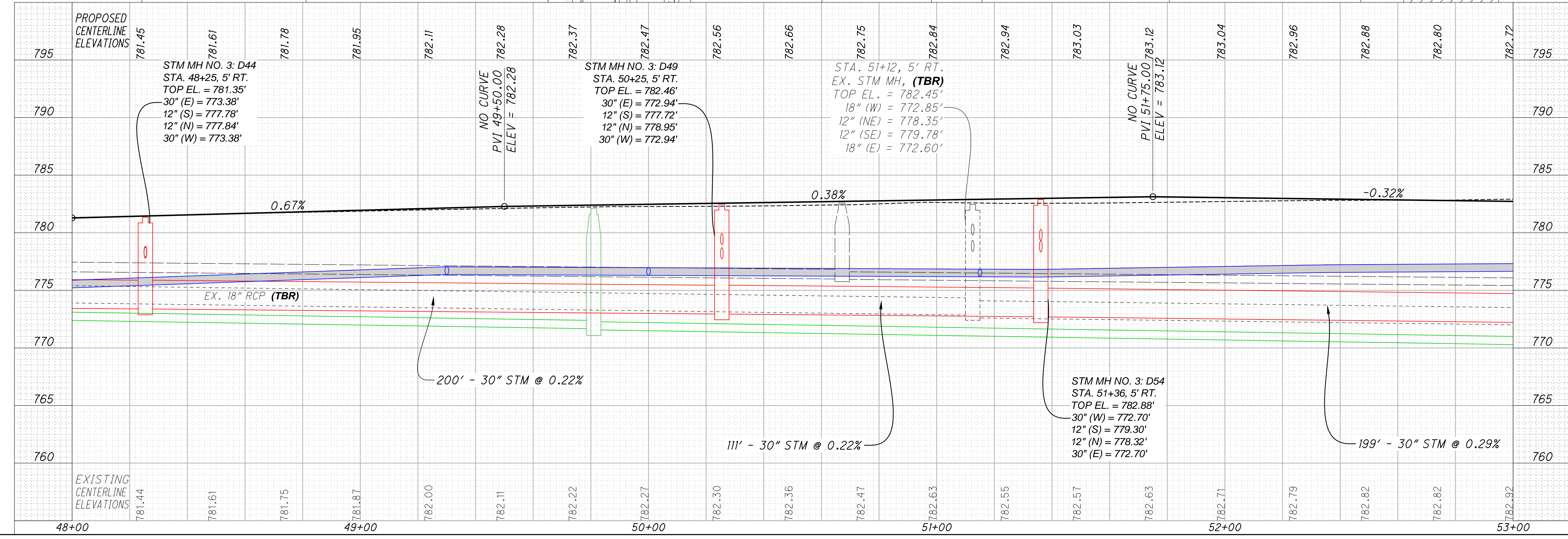
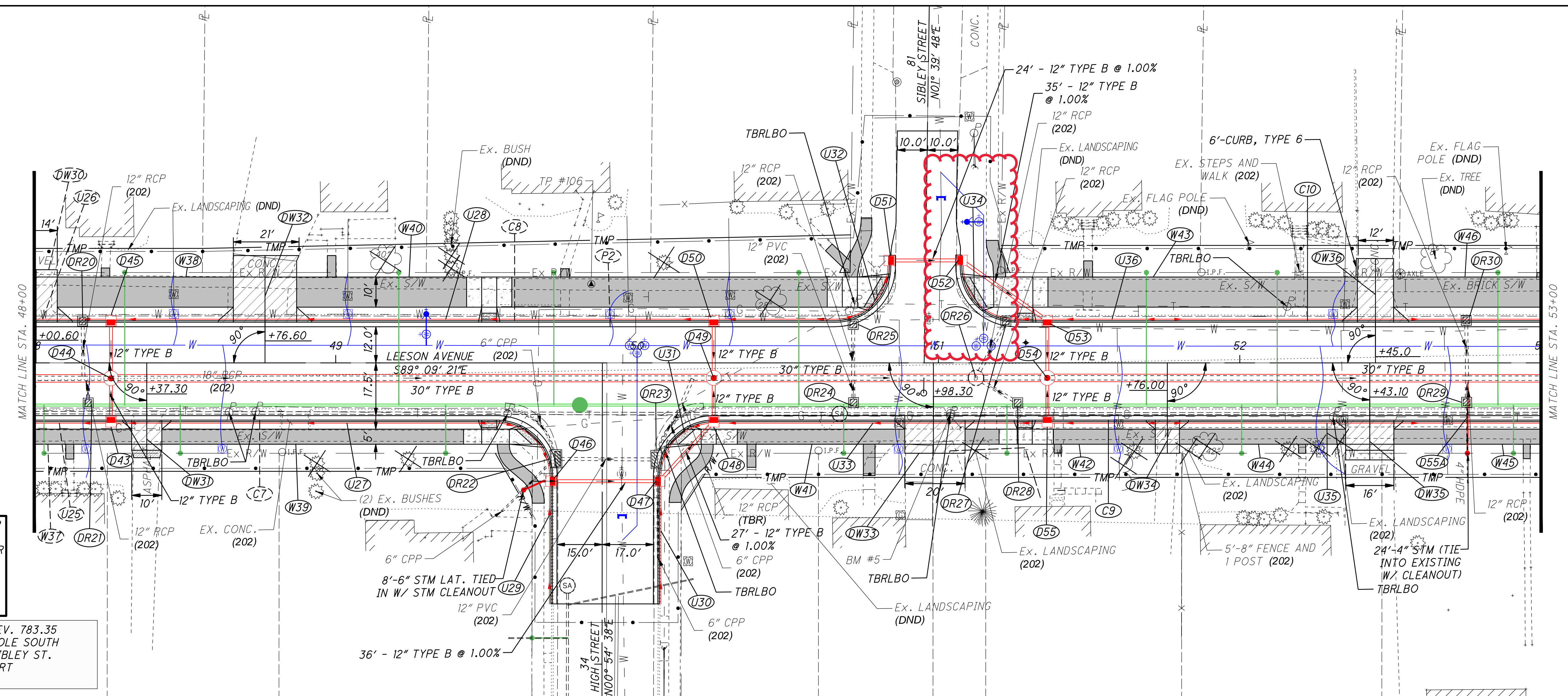
VAN-LEESON AVENUE

25
166

Z:\project\VanWert\VanWert\VAN-VWE-1903LeesonAvenueReconstruction\113907_GP.dwg 27-Nov-23 8:44 AM

SEE SHEETS 48-56 FOR WATER WORK PLANS
SEE SHEETS 59-64 FOR SANITARY WORKS PLAN
SANITARY=GREEN
WATER=BLUE
STORM=RED

BENCHMARK #5 ELEV. 783.35
MAG NAIL IN POWER POLE SOUTH SIDE OF LEESON AT SIBLEY ST.
STA. 51+03.99, 17.17' RT

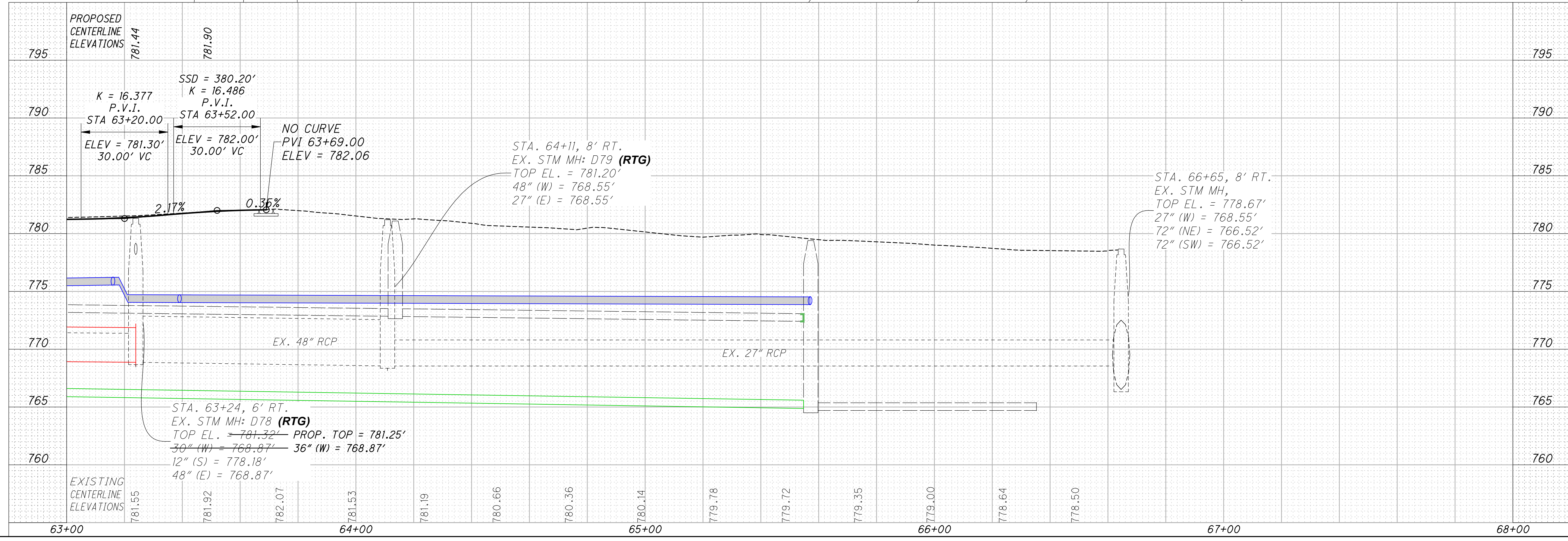
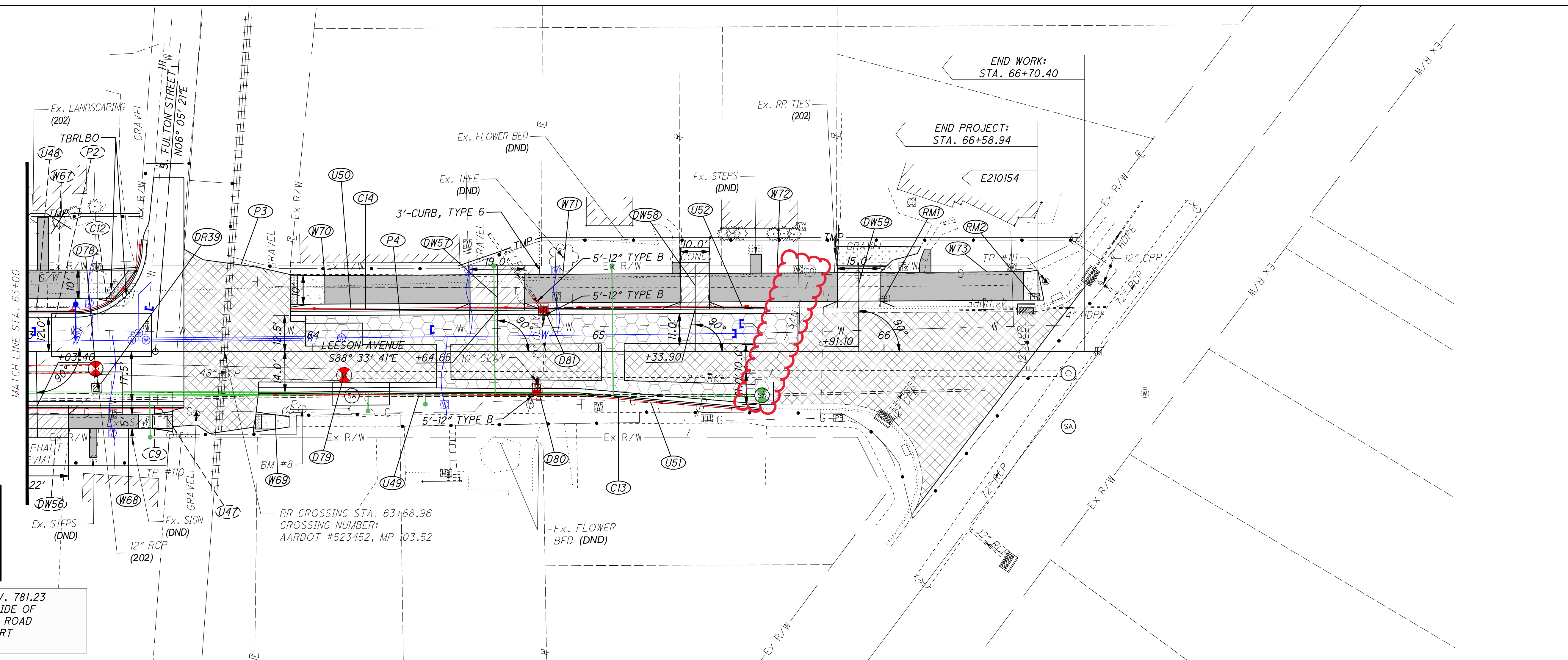


20'
 10'
 0'
 HORIZONTAL SCALE IN FEET
 CALCULATED BAW M/JH
 CHECKED M/JH
PLAN AND PROFILE LEESON AVENUE
STA. 48+00 TO STA. 53+00
VAN-LEESON AVENUE
 30
 166

Z:\project\VanWert\VanWert\VAN-VWE-1903LeesonAvenueReconstruction\113907_GP.dwg 27-Nov-23 9:03 AM

SEE SHEETS 48-56 FOR
WATER WORK PLANS
SEE SHEETS 59-64 FOR
SANITARY WORKS PLAN
SANITARY=GREEN
WATER=BLUE
STORM=RED

BENCHMARK # 8 ELEV. 781.23
NOAA R124 ON SOUTH SIDE OF
LEEESON EAST OF RAIL ROAD
STA. 63+96.24, 20.16' RT



0 20 40
HORIZONTAL
SCALE IN FEET

CALCULATED

BAW

CHECKED

M/JH

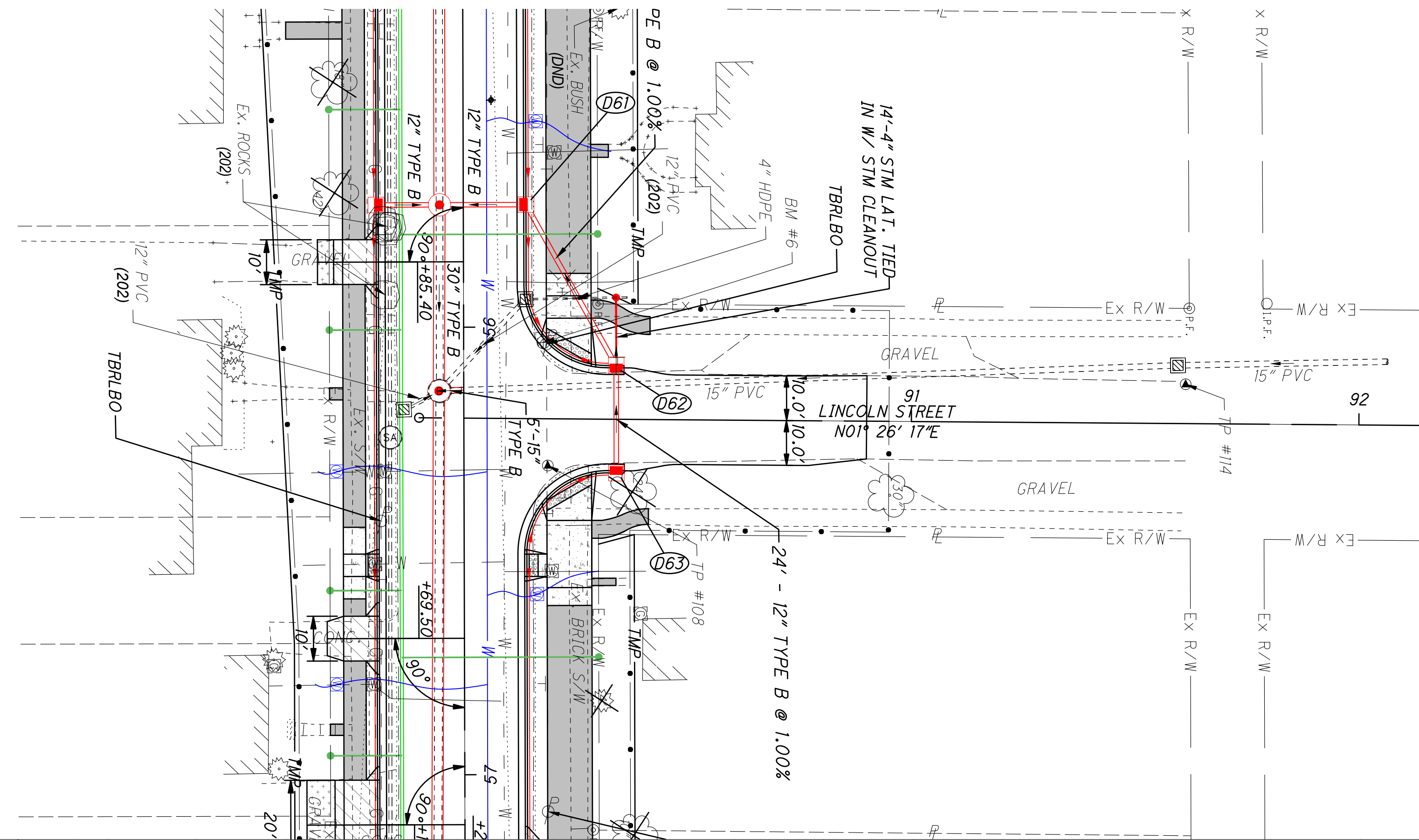
PLAN AND PROFILE LEEESON AVENUE
 STA. 63+00 TO STA. 66+75.51

VAN-LEEESON AVENUE

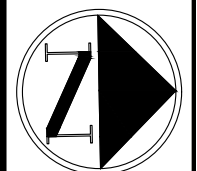
33

166

Z:\project\VanWert\VanWert\VAN-VWE-1903LeesonAvenueReconstruction\113907_GP.dwg 27-Nov-23 9:10 AM



PROPOSED CENTERLINE ELEVATIONS	EXISTING CENTERLINE ELEVATIONS
795	795
790	790
785	785
780	780
775	775
770	770
765	765
760	760
89+00	89+00
90+00	90+00
91+00	91+00
92+00	92+00
93+00	93+00
94+00	94+00



0 20 40
HORIZONTAL SCALE IN FEET

CALCULATED
EAW

CHECKED
M/JH

PLAN AND PROFILE LINCOLN STREET
STA. 89+00 TO STA. 94+00

VAN-LEESON AVENUE

42
166

Z:\project\VanWert\VanWert\VAN-VWE-1903\LeesonAvenueReconstruction\113907_GS.dwg 27-Nov-23 10:47 AM

REF NO.	SHEET NO.	STATION TO STATION		SIDE	CENTERLINE	ITEMS																									
						202	202	638	638	638	638	638	638	638	638	638	638	638	638	638	638	638	638	638	638	638	638	638	SPECIAL	SPECIAL	SPECIAL
						METER VAULT REMOVED	VALVE BOX REMOVED	4" WATER MAIN POLYVINYL CHLORIDE PIPE AND FITTINGS, AWWA C900, DR18, AS PER PLAN	6" WATER MAIN POLYVINYL CHLORIDE PIPE AND FITTINGS, AWWA C900, DR18, AS PER PLAN	8" WATER MAIN POLYVINYL CHLORIDE PIPE AND FITTINGS, AWWA C900, DR18, AS PER PLAN	10" WATER MAIN POLYVINYL CHLORIDE PIPE AND FITTINGS, AWWA C900, DR18, AS PER PLAN	3/4" POLYETHYLENE SERVICE BRANCH, AS PER PLAN	1" POLYETHYLENE SERVICE BRANCH, AS PER PLAN	1-1/2" POLYETHYLENE SERVICE BRANCH, AS PER PLAN	2" POLYETHYLENE SERVICE BRANCH	16" STEEL PIPE ENCASMENT, BORED OR JACKED	4" GATE VALVE AND VALVE BOX	6" GATE VALVE AND VALVE BOX	8" GATE VALVE AND VALVE BOX	10" GATE VALVE AND VALVE BOX	10" INSERTING VALVE AND VALVE BOX	6" FIRE HYDRANT, AS PER PLAN	FIRE HYDRANT REMOVED	METER, SETTING, STOP AND CHAMBER, AS PER PLAN	CUT AND PLUG EXISTING 4" WATER LINE	CUT AND PLUG EXISTING 6" WATER LINE	CUT AND PLUG EXISTING 10" WATER LINE	WATER WORK, MISC.: 8" SOLID SLEEVE	WATER WORK, MISC.: 6" CAP W/ 2" FEMALE THREADED COPPER TUBING		
						EACH	EACH	FT	FT	FT	FT	FT	FT	FT	FT	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH		
WW1	48-50	24+94.88	TO	34+55.00	LT	LEESON				980																					
WW2	48	25+31.21	TO	25+31.21	LT	LEESON				19																					
WW3	49	29+08.00	TO	29+08.00	LT	LEESON				19																					
WW4	50	34+52.50	TO	34+55.00	LT	LEESON				16	34																				
WW5	50	35+15.00	TO	35+15.00	LT	LEESON				25																					
WW6	50	34+55.00	TO	36+22.00	LT	LEESON					167																				
WW7	50	36+22.00	TO	36+22.00	RT	LEESON																									
WW8	50	36+22.00	TO	36+22.00	LT/RT	LEESON																									
WW9	50-51	36+22.00	TO	42+56.00	LT	LEESON																									
WW10	50	37+63.00	TO	37+63.00	LT	LEESON																									
WW11	50	37+63.00	TO	37+63.00	RT/LT	LEESON																									
WW12	51	39+61.00	TO	39+61.00	LT	LEESON																									
WW13	51	42+56.00	TO	42+56.00	LT	LEESON																									
WW14	51	42+56.00	TO	42+56.00	LT	LEESON																									
WW15	51-56	42+56.00	TO	65+57.50	LT	LEESON																									
WW16	52	43+53.40	TO	43+53.50	LT	LEESON																									
WW17	52	46+48.50	TO	46+48.50	LT	LEESON																									
WW18	52	46+48.50	TO	46+48.50	LT/RT	LEESON																									
WW19	53	49+30.00	TO	49+30.00	LT	LEESON																									
WW20	53	50+00.00	TO	50+00.00	LT	LEESON																									
WW21	53	50+00.00	TO	50+00.00	LT/RT	LEESON																									
WW22	53	51+15.00	TO	51+15.00	LT	LEESON																									
WW23	53	51+15.00	TO	51+15.00	LT	LEESON																									
WW24	53	80+41.00	TO	80+41.00	RT	SIBLEY																									
WW25	54	53+97.00	TO	53+97.00	LT	LEESON																									
WW26	54	57+78.50	TO	57+78.50	LT	LEESON																									
WW27	55	61+26.50	TO	61+26.50	LT	LEESON																									
WW28	55	61+26.50	TO	61+26.50	LT	LEESON																									
WW29	56	63+17.00	TO	63+17.00	LT	LEESON																									
WW30	56	63+39.00	TO	63+39.00	LT	LEESON																									
WW31	56	63+39.00	TO	63+39.00	LT	LEESON																									
WW32	56	63+43.50	TO	63+97.50	LT	LEESON																									
WW33	56	64+10.00	TO	64+10.00	LT	LEESON																									
WW34	56	65+57.50	TO	65+57.50	LT	LEESON																									
WS1	48	25+22.00			LT	LEESON																									
WS2	48	25+95.00			LT	LEESON																									
WS3	48	27+93.00			LT	LEESON																									
WS4	49	28+51.00			LT	LEESON																									
WS5	49	29+03.00			LT	LEESON																									
WS6	49	29+27.00			LT	LEESON																									
WS7	49	30+52.00			LT	LEESON																									
WS8	49	31+91.00			LT	LEESON																									
WS9	49	32+63.00			LT	LEESON																									
WS10	50	36+05.00			LT	LEESON																									
WS11	50	36+73.00			RT	LEESON																									
WS12	50	37+33.00			LT	LEESON																									
WS13	51	38+06.00			LT	LEESON																									
WS14	51	38+56.00			LT	LEESON																									
WS15	51	38+84.00			LT	LEESON																									
WS16	51	38+86.00			RT	LEESON																									
WS17	51	39+26.00			LT	LEESON																									
WS18	51	39+94.00			RT	LEESON																									
WS19	51	40+35.00			LT	LEESON																									
WS20	51	41+32.00			RT	LEESON																									
WS21	51	41+34.00			LT	LEESON																									
WS22	51	41+88.00			LT	LEESON																									
WS23	51	42+41.00			RT	LEESON																									
TOTALS CARRIED TO GENERAL SUMMARY							13	0	87	279	3593	718	447	82	11	54	1	12	18	5	10	23	2	3	1	1	1				

SUBSUMMARY - WATER WORK

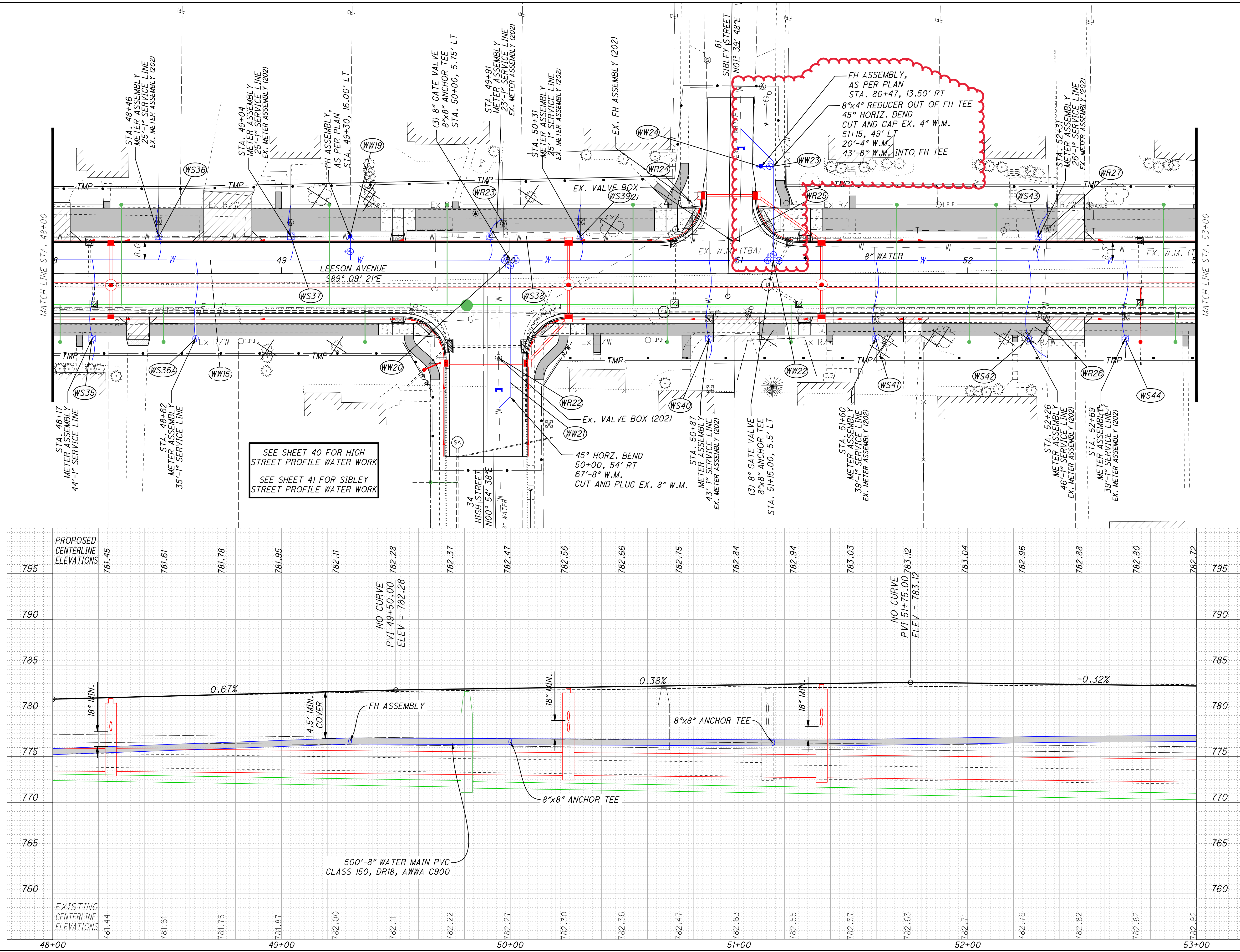
VAN-LEESON AVENUE

Z:\project\VanWert\VanWert-VWE-1903\LeesonAvenueReconstruction\113907_GS.dwg 27-Nov-23 10:21 AM

REF NO.	SHEET NO.	STATION TO STATION	SIDE	CENTERLINE	202	202	638	638	638	638	638	638	638	638	638	638	638	638	638	638	638	SPECIAL	SPECIAL	SPECIAL	SPECIAL	638	638	
					EACH	EACH	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH
WS24	51	42+89.00	LT	LEESON																								
WS24A	52	43+12.00	RT	LEESON																								
WS25	52	43+68.00	RT	LEESON	1																							
WS26	52	43+69.00	LT	LEESON	1																							
WS27	52	44+26.00	LT	LEESON	1																							
WS28	52	44+52.00	RT	LEESON																								
WS29	52	45+14.00	LT	LEESON	1																							
WS30	52	45+86.00	LT	LEESON	1																							
WS31	52	46+53.00	LT	LEESON																								
WS32	52	47+17.00	RT	LEESON	1																							
WS33	52	47+47.00	RT	LEESON	1																							
WS34	52	47+82.00	LT	LEESON	1																							
WS35	53	48+17.00	RT	LEESON																								
WS36	53	48+46.00	LT	LEESON	1																							
WS36A	53	48+62.00	RT	LEESON																								
WS37	53	49+04.00	LT	LEESON	1																							
WS38	53	49+91.00	LT	LEESON																								
WS39	53	50+31.00	LT	LEESON	1																							
WS40	53	50+87.00	RT	LEESON	1																							
WS41	53	51+60.00	RT	LEESON	1																							
WS42	53	52+26.00	RT	LEESON																								
WS43	53	52+31.00	LT	LEESON																								
WS44	53	52+69.00	RT	LEESON	1																							
WS45	54	53+06.00	LT	LEESON																								
WS46	54	53+51.00	RT	LEESON																								
WS47	54	53+78.00	LT	LEESON	1																							
WS48	54	54+05.00	RT	LEESON	1																							
WS49	54	54+31.00	LT	LEESON	1																							
WS50	54	54+87.00	RT	LEESON	1																							
WS51	54	54+88.00	LT	LEESON	1																							
WS52	54	55+27.00	RT	LEESON	1																							
WS53	54	55+54.00	LT	LEESON																								
WS54	54	56+32.00	RT	LEESON	1																							
WS55	54	56+60.00	LT	LEESON																								
WS56	54	56+80.00	RT	LEESON	1																							
WS57	54	57+50.00	RT	LEESON	1																							
WS58	54	57+51.00	LT	LEESON	1																							
WS59	55	58+09.00	LT	LEESON																								
WS60	55	58+19.00	RT	LEESON																								
WS61	55	58+69.00	RT	LEESON	1																							
WS62	55	58+84.00	LT	LEESON	1																							
WS63	55	59+48.00	LT	LEESON	1																							
WS64	55	59+68.00	RT	LEESON	1																							
WS65	55	59+85.00	LT	LEESON	1																							
WS66	55	60+47.00	RT	LEESON	1																							
WS66A	55	60+63.00	LT	LEESON																								
WS67A	55	60+73.00	RT	LEESON																								
WS67	55	61+19.00	RT	LEESON																								
WS68	55	61+88.00	RT	LEESON	1																							
WS69	55	61+91.00	LT	LEESON																								
WS70	55	62+40.00	LT	LEESON	1																							
WS71	55	62+49.00	RT	LEESON																								
WS72	56	63+22.00	LT	LEESON																								
WS73	56	63+30.00	RT	LEESON	1																							
WS74	56	64+46.00	RT	LEESON	1																							
WS75	56	64+55.00	LT	LEESON	1																							
WS76	56	64+85.00	LT	LEESON	1																							
TOTALS CARRIED TO GENERAL SUMMARY					36						46	1772	63															

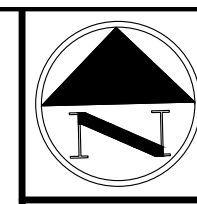
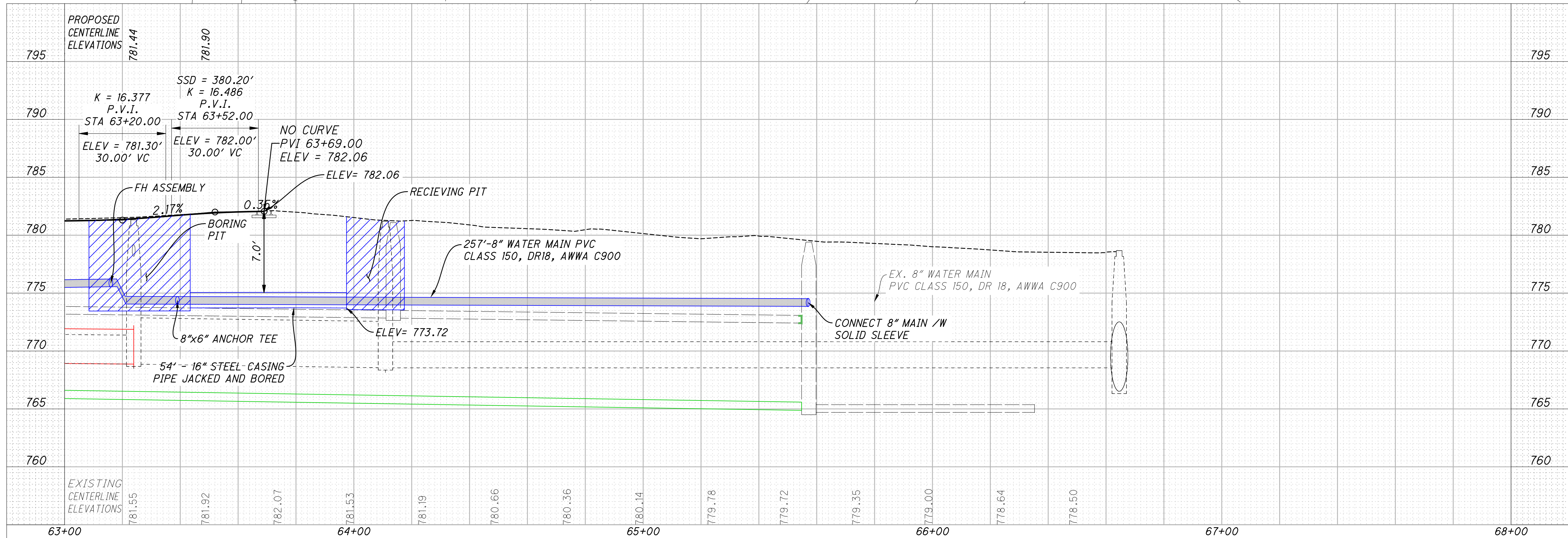
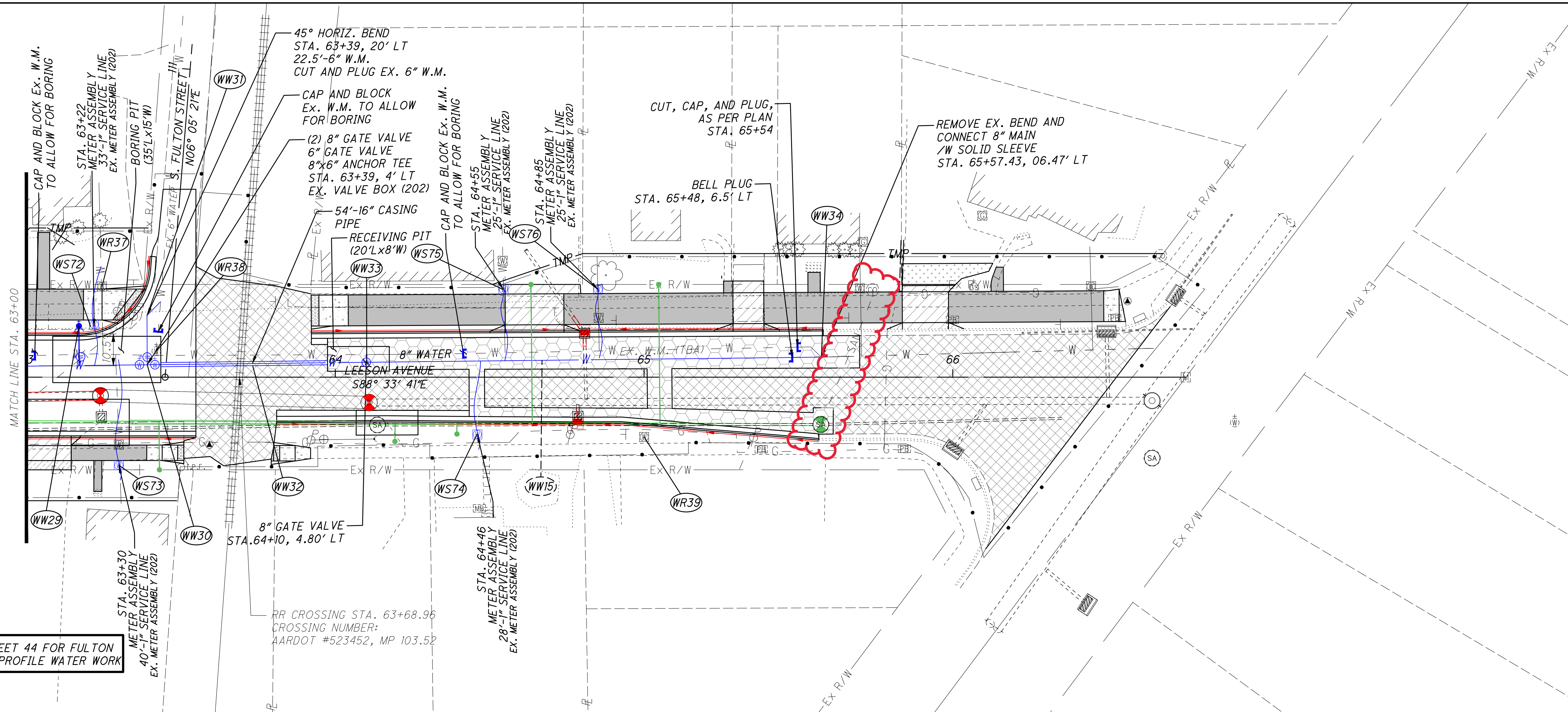
SUBSUMMARY - WATER WORK

VAN-LEESON AVENUE



Z:\project\VanWert\VanWert\VAN-VWE-1903LeesonAvenueReconstruction\113907_UP001.dwg 27-Nov-23 9:32 AM

SEE SHEET 44 FOR FULTON STREET PROFILE WATER WORK



CALCULATED
B.A.W.
CHECKED
M.J.H.

WATER WORKS - PLAN AND PROFILE - LEESON AVENUE
STA. 63+00 TO STA. 66+00

VAN-LEESON AVENUE

Z:\project\VanWert\VanWert\VAN-VWE-1903\LeesonAvenueReconstruction\113907_GS.dwg 27-Nov-23 9:32 AM

REF NO.	SHEET NO.	STATION TO STATION		ROAD	CENTERLINE	202	202	611	611	611	611	611	611	611	611	611	611	
						PIPE REMOVED, 24" AND UNDER, (SANITARY)	MANHOLE REMOVED	6" CONDUIT, TYPE B, AS PER PLAN, 707.45 (SANITARY)	8" CONDUIT, TYPE B, AS PER PLAN, (SANITARY)	10" CONDUIT, TYPE B, AS PER PLAN, (SANITARY)	CONDUIT, MISC.: 16" STEEL ENCASED CONDUIT, BORED AND JACKED	MANHOLE, MISC.: SANITARY SEWER CLEAN OUT	MANHOLE, MISC.: TYPE 3 SANITARY MANHOLE	MANHOLE RECONSTRUCTED TO GRADE, AS PER PLAN	FT	EACH	FT	FT
SS1	59	36+67.00	TO	36+67.00	RT	LEESON												
SS2	59-60	37+91.00	TO	37+91.00	RT	LEESON												
SS3	60-61	39+72.00	TO	39+72.00	RT	LEESON												
SS4	60	50+36.52	TO	50+36.52	LT	ELL												
SS5	61	43+20.00	TO	43+20.00	RT	LEESON												
SS6	61-62	46+38.00	TO	46+38.00	LT	LEESON												
SS6A	61	46+37.00	TO	46+37.00	LT	LEESON	97											
SS7	62-63	49+81.00	TO	49+81.00	RT	LEESON												
SS8	63	53+20.00	TO	53+20.00	RT	LEESON												
SS9	63-64	57+20.00	TO	57+20.00	RT	LEESON												
SS10	64	60+96.00	TO	60+96.00	RT	LEESON												
SS11	64	100+44.15	TO	100+44.15	LT	EUCLID												
SS12	64-65	62+61.00	TO	62+61.00	RT	LEESON												
SS13	65	65+57.00	TO	65+57.00	RT	LEESON												
SR1	59	37+91.00	TO	37+91.00	LT	LEESON	66	1										
SR2	60	38+33.00	TO	38+33.00	LT	LEESON	427	1										
SR3	60	42+64.00	TO	42+64.00	LT	LEESON	362	1										
SR4	61	46+31.00	TO	46+31.00	LT	LEESON	30	1										
SR5	61	46+66.00	TO	46+66.00	LT	LEESON	64	1										
SR6	61	46+93.00	TO	46+93.00	RT	LEESON	460	1										
SR7	62	50+67.00	TO	50+67.00	RT	LEESON	553	1										
SR8	63	56+25.00	TO	56+25.00	RT	LEESON	515	1										
SR9	64	61+44.00	TO	61+44.00	RT	LEESON	265	1										
SR10	65	64+14.00	TO	64+14.00	RT	LEESON	139	1										
SL1	59	36+67.00	TO	36+67.00	RT	LEESON												
SL1A	59	37+14.00	TO	37+14.00	RT	LEESON												
SL2	59	37+17.00	TO	37+17.00	LT	LEESON												
SL2A	59	37+84.00	TO	37+84.00	LT	LEESON												
SL3	59	37+91.00	TO	37+91.00	RT	LEESON	14											
SL4	60	38+29.00	TO	38+29.00	LT	LEESON												
SL5	60	38+62.00	TO	38+62.00	RT	LEESON												
SL6	60	38+78.00	TO	38+78.00	LT	LEESON												
SL7	60	39+28.00	TO	39+28.00	RT	LEESON												
SL8	60	39+61.00	TO	39+61.00	LT	LEESON												
SL9	60	40+29.00	TO	40+29.00	RT	LEESON												
SL10	60	40+73.00	TO	40+73.00	LT	LEESON												
SL11	60	40+89.00	TO	40+89.00	LT	LEESON												
SL12	60	41+01.00	TO	41+01.00	RT	LEESON												
SL13	60	41+94.00	TO	41+94.00	RT	LEESON												
SL14	60	42+18.00	TO	42+18.00	LT	LEESON												
SL14A	61	43+29.00	TO	43+29.00	RT	LEESON												
SL15	61	43+34.00	TO	43+34.00	LT	LEESON												
SL16	61	43+41.00	TO	43+41.00	RT	LEESON												
SL17	61	43+83.00	TO	43+83.00	LT	LEESON												
SL18	61	44+48.00	TO	44+48.00	LT	LEESON												
SL19	61	44+77.00	TO	44+77.00	RT	LEESON												
SL20	61	45+37.00	TO	45+37.00	LT	LEESON												
SL20A	61	45+96.00	TO	45+96.00	RT	LEESON												
SL21	61	45+99.00	TO	45+99.00	LT	LEESON												
SL21A	61	46+81.00	TO	46+81.00	RT	LEESON												
SL22	61	46+81.00	TO	46+81.00	LT	LEESON												
SL23	61	46+96.00	TO	46+96.00	RT	LEESON												
SL24	61	47+56.00	TO	47+56.00	LT	LEESON												
SL25	61	47+62.00	TO	47+62.00	RT	LEESON												
SL26	62	48+03.00	TO	48+03.00	RT	LEESON												
SL27	62	48+30.00	TO	48+30.00	LT	LEESON												
SL28	62	49+21.00	TO	49+21.00	LT	LEESON												
SL28A	62	49+37.00	TO	49+37.00	RT	LEESON												
SL29	62	49+66.00	TO	49+66.00	RT	LEESON												
TOTALS CARRIED TO GENERAL SUMMARY							3005	10	1047	3020	5	69				35	12	2

CALCULATED	BAW
CHECKED	MJH
SUBSUMMARY - SANITARY WORK	
VAN-LEESON AVENUE	
57	
166	

Z:\project\VanWert\VanWert\VAN-VWE-1903\LeesonAvenueReconstruction\113907_GS.dwg 27-Nov-23 9:32 AM

REF NO.	SHEET NO.	STATION TO STATION		ROAD	CENTERLINE	202	202	611	611	611	611	611	611	611	611	611	611	
						PIPE REMOVED, 24" AND UNDER, (SANITARY) FT	REMOVAL MISC.: (SANITARY CLEAN OUT) EACH	6" CONDUIT, TYPE B, AS PER PLAN, 707.45 (SANITARY) FT	8" CONDUIT, TYPE B, AS PER PLAN, (SANITARY) FT	10" CONDUIT, TYPE B, AS PER PLAN, (SANITARY) FT	CONDUIT, MISC.: 16" STEEL ENCASED CONDUIT, BORED AND JACKED, AS PER PLAN FT	MANHOLE, MISC.: SANITARY SEWER CLEAN OUT EACH	MANHOLE, MISC.: TYPE 3 SANITARY MANHOLE, AS PER PLAN EACH	MANHOLE RECONSTRUCTED TO GRADE, AS PER PLAN EACH				
SL29A	62	49+72.00	TO	49+72.00	LT	LEESON											1	
	62	50+54.00	TO	50+54.00	LT	LEESON											1	
SL31	62	50+69.00	TO	50+69.00	RT	LEESON											1	
SL32	62	51+23.00	TO	51+23.00	RT	LEESON											1	
SL33	62	51+69.00	TO	51+69.00	LT	LEESON											1	
SL34	62	52+01.00	TO	52+01.00	RT	LEESON											1	
SL35	62	52+12.00	TO	52+12.00	LT	LEESON											1	
SL36	62	52+86.00	TO	52+86.00	LT	LEESON											1	
SL36A	62	52+91.00	TO	52+91.00	RT	LEESON											1	
SL37	63	53+23.00	TO	53+23.00	RT	LEESON											1	
SL38	63	53+65.00	TO	53+65.00	LT	LEESON											1	
SL39	63	54+14.00	TO	54+14.00	LT	LEESON											1	
SL40	63	54+20.00	TO	54+20.00	RT	LEESON											1	
SL41	63	54+20.00	TO	54+20.00	RT	LEESON											1	
SL42	63	55+12.00	TO	55+12.00	LT	LEESON											1	
SL43	63	55+51.00	TO	55+51.00	RT	LEESON											1	
SL44	63	55+79.00	TO	55+79.00	LT	LEESON											1	
SL45	63	56+01.00	TO	56+01.00	RT	LEESON											1	
SL45A	63	56+59.00	TO	56+59.00	RT	LEESON											1	
SL46	63	56+74.00	TO	56+74.00	LT	LEESON											1	
SL47	63	56+96.00	TO	56+96.00	RT	LEESON											1	
SL48	63	57+32.00	TO	57+32.00	RT	LEESON											1	
SL49	63	57+38.00	TO	57+38.00	LT	LEESON											1	
SL50	63	57+95.00	TO	57+95.00	RT	LEESON											1	
SL51	64	58+36.00	TO	58+36.00	LT	LEESON											1	
SL52	64	58+62.00	TO	58+62.00	LT	LEESON											1	
SL53	64	59+00.00	TO	59+00.00	RT	LEESON											1	
SL54	64	59+18.00	TO	59+18.00	LT	LEESON											1	
SL55	64	59+55.00	TO	59+55.00	RT	LEESON											1	
SL56	64	60+15.00	TO	60+15.00	RT	LEESON											1	
SL57	64	60+24.00	TO	60+24.00	LT	LEESON											1	
SL57A	64	60+78.00	TO	60+78.00	LT	LEESON											1	
SL58	64	60+90.00	TO	60+90.00	RT	LEESON											1	
SL59	64	61+31.00	TO	61+31.00	RT	LEESON											1	
SL60	64	61+71.00	TO	61+71.00	RT	LEESON											1	
SL61	64	61+77.00	TO	61+77.00	LT	LEESON											1	
SL62	64	62+20.00	TO	62+20.00	LT	LEESON											1	
SL63	64	62+32.00	TO	62+32.00	RT	LEESON											1	
SL64	64	62+90.00	TO	62+90.00	LT	LEESON	36										1	
SL65	64	62+93.00	TO	62+93.00	LT	LEESON	37										1	
SL66	65	63+43.00	TO	63+43.00	RT	LEESON											1	
SL66A	65	64+19.00	TO	64+19.00	RT	LEESON											1	
SL67	65	64+39.00	TO	64+39.00	RT	LEESON											1	
SL68	65	64+64.00	TO	64+64.00	LT	LEESON											1	
SL69	65	65+05.00	TO	65+05.00	LT	LEESON											1	
TOTALS CARRIED TO GENERAL SUMMARY							73	2	1349								45	

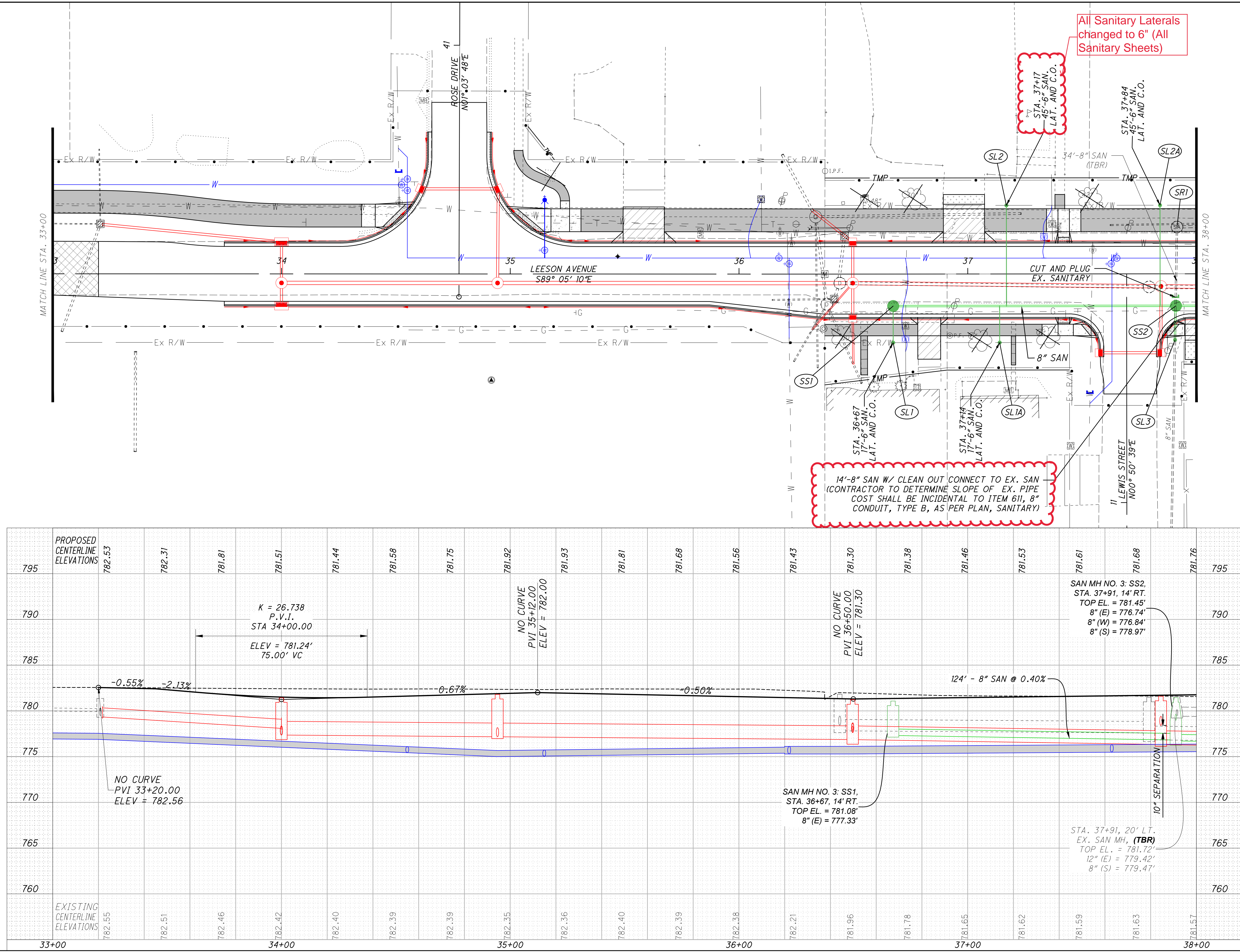
SUBSUMMARY - SANITARY WORK

VAN-LEESON AVENUE

58
166

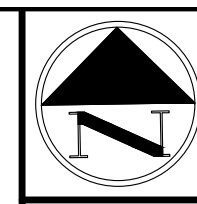
CALCULATED
BAW
CHECKED
MJH

Z:\project\VanWert\VanWert\VAN-VWE-1903LeesonAvenueReconstruction\113907_UP002.dwg 27-Nov-23 9:33 AM



14'-8" SAN W/ CLEAN OUT CONNECT TO EX. SAN (CONTRACTOR TO DETERMINE SLOPE OF EX. PIPE COST SHALL BE INCIDENTAL TO ITEM 611, 8" CONDUIT, TYPE B, AS PER PLAN, SANITARY)

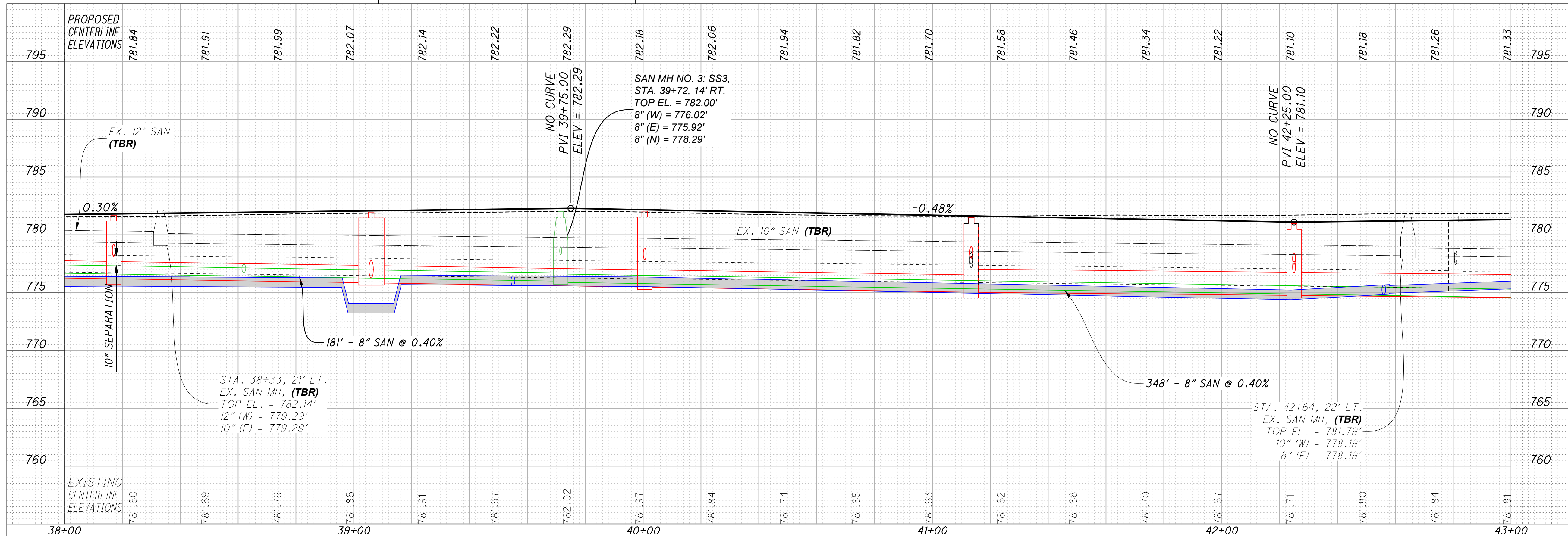
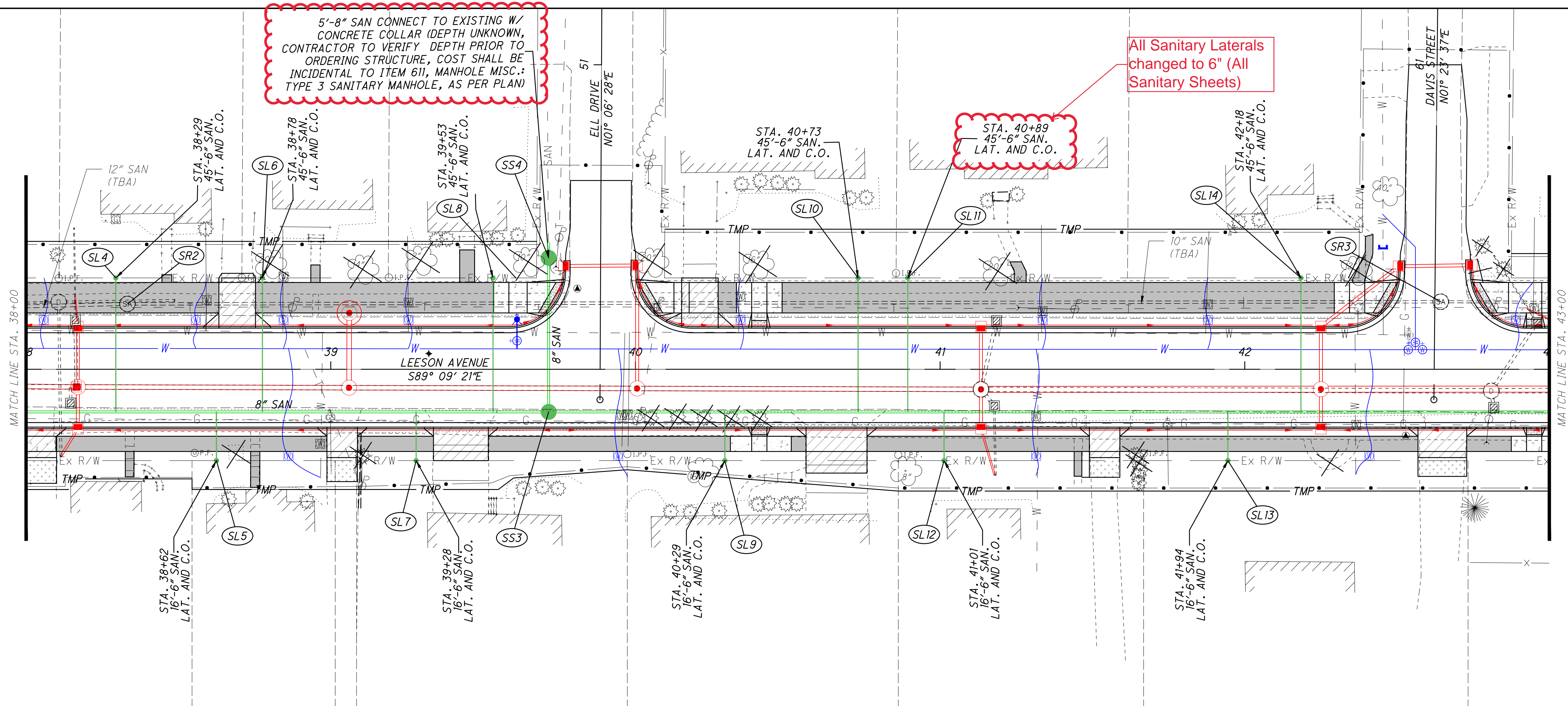
All Sanitary Laterals changed to 6" (All Sanitary Sheets)



CALCULATED
E.A.W.
CHECKED
M.J.H.

SANITARY WORK - PLAN AND PROFILE - LEESON AVENUE
STA. 33+00 TO STA. 38+00

VAN-LEESON AVENUE



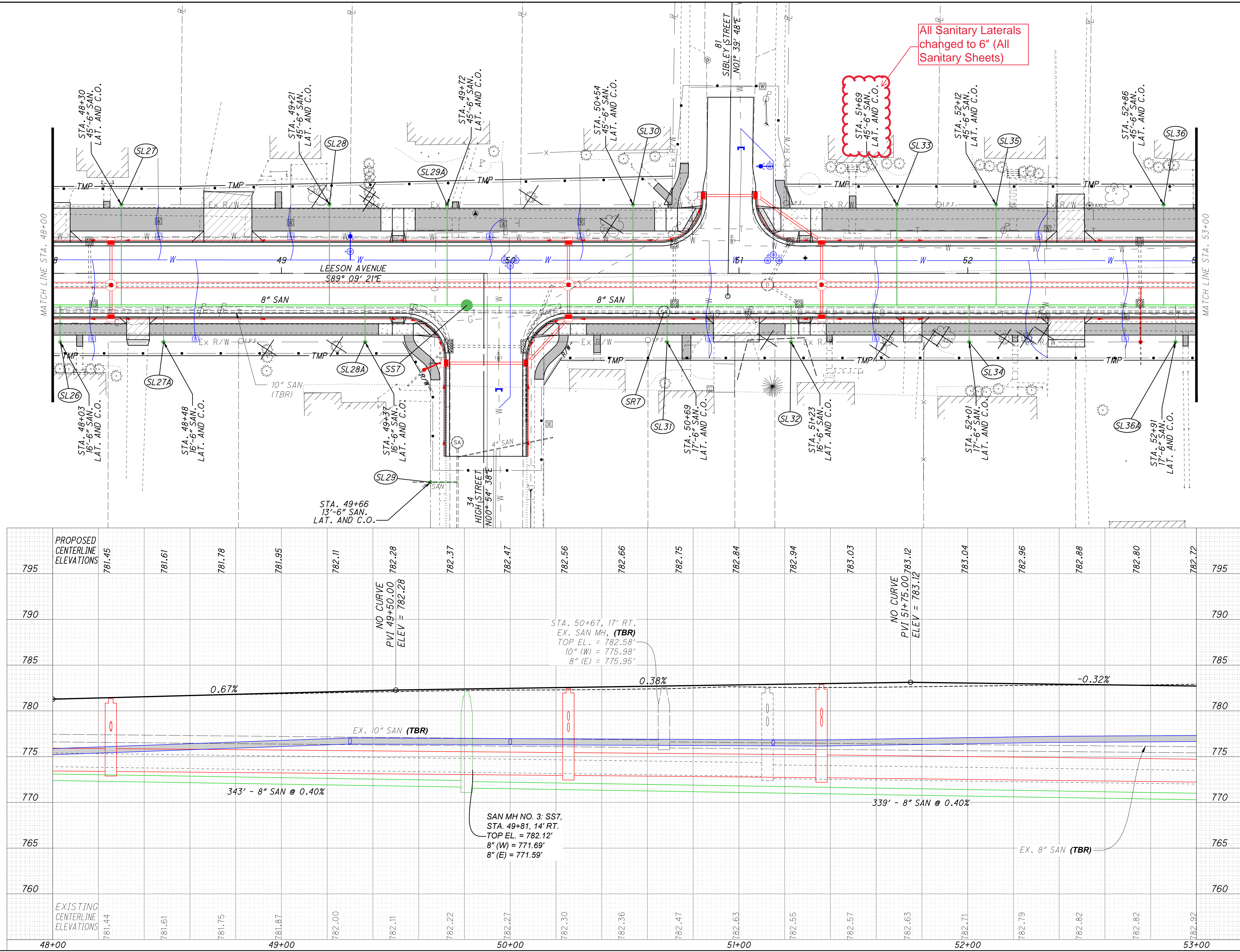
CALCULATED
B.A.W.
CHECKED
M.J.H.

VAN-LEESON AVENUE

SANITARY WORK - PLAN AND PROFILE - LEESON AVENUE

STA. 38+00 TO STA. 43+00

60
166



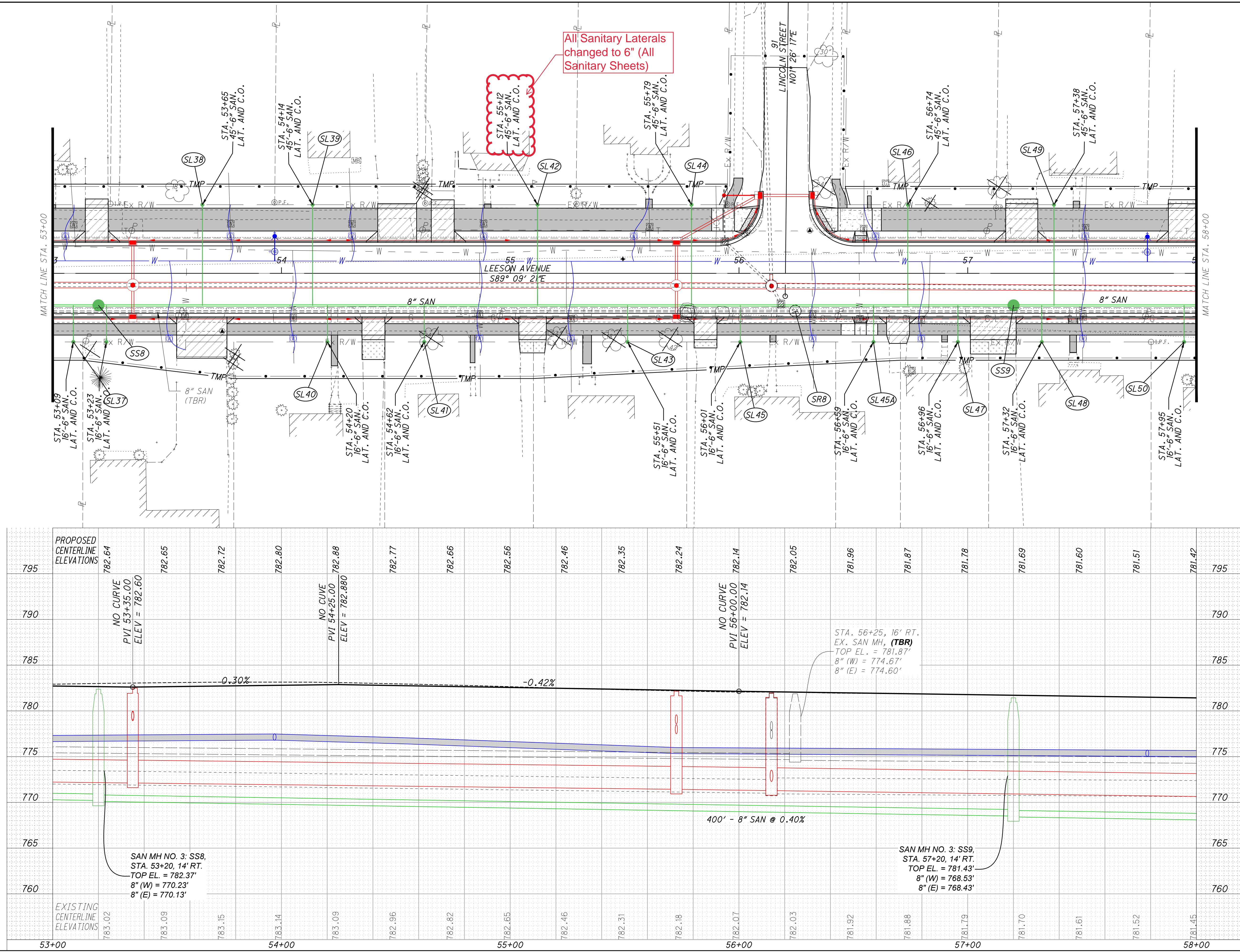
VAN-LEESON AVENUE

SANITARY WORK - PLAN AND PROFILE - LEESON AVENUE
STA. 48+00 TO STA. 53+00

CALCULATED
B.A.W.

CHECKED
M.J.H.

62
166

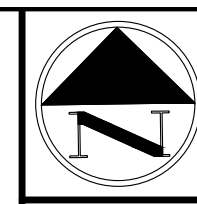


All Sanitary Laterals changed to 6" (All Sanitary Sheets)

STA. 55+12
45'-6" SAN.
LAT. AND C.O.

MATCH LINE STA. 53+00

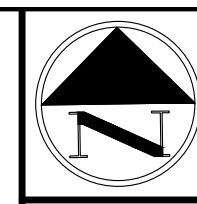
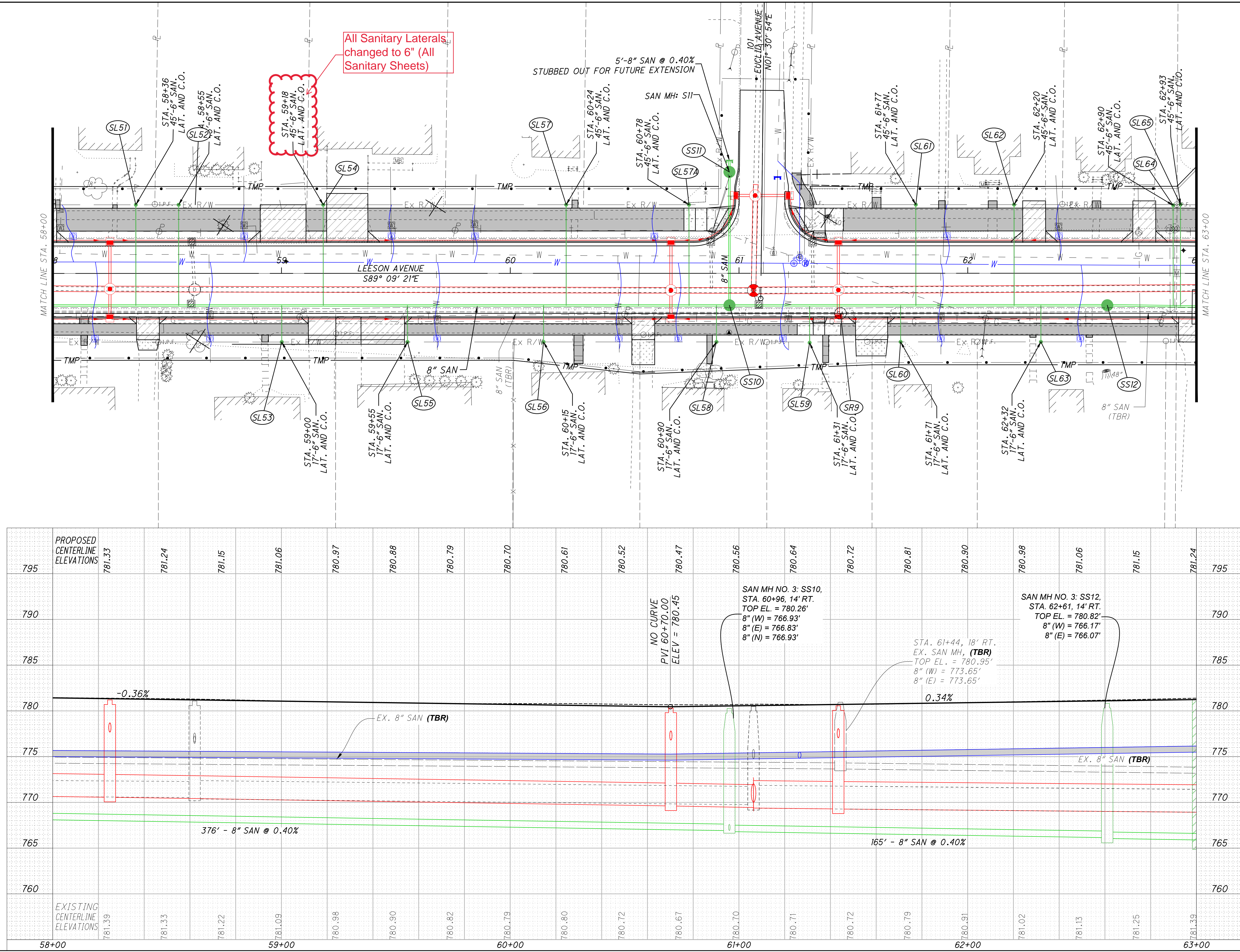
MATCH LINE STA. 58+00



CALCULATED	B.A.W.
CHECKED	M.J.H.

SANITARY WORK - PLAN AND PROFILE - LEESON AVENUE
STA. 53+00 TO STA. 58+00

VAN-LEESON AVENUE

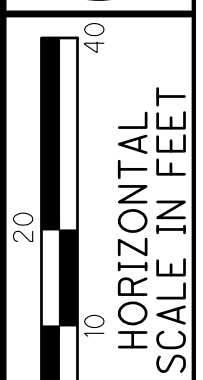
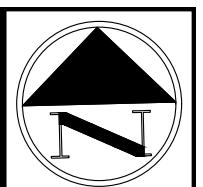
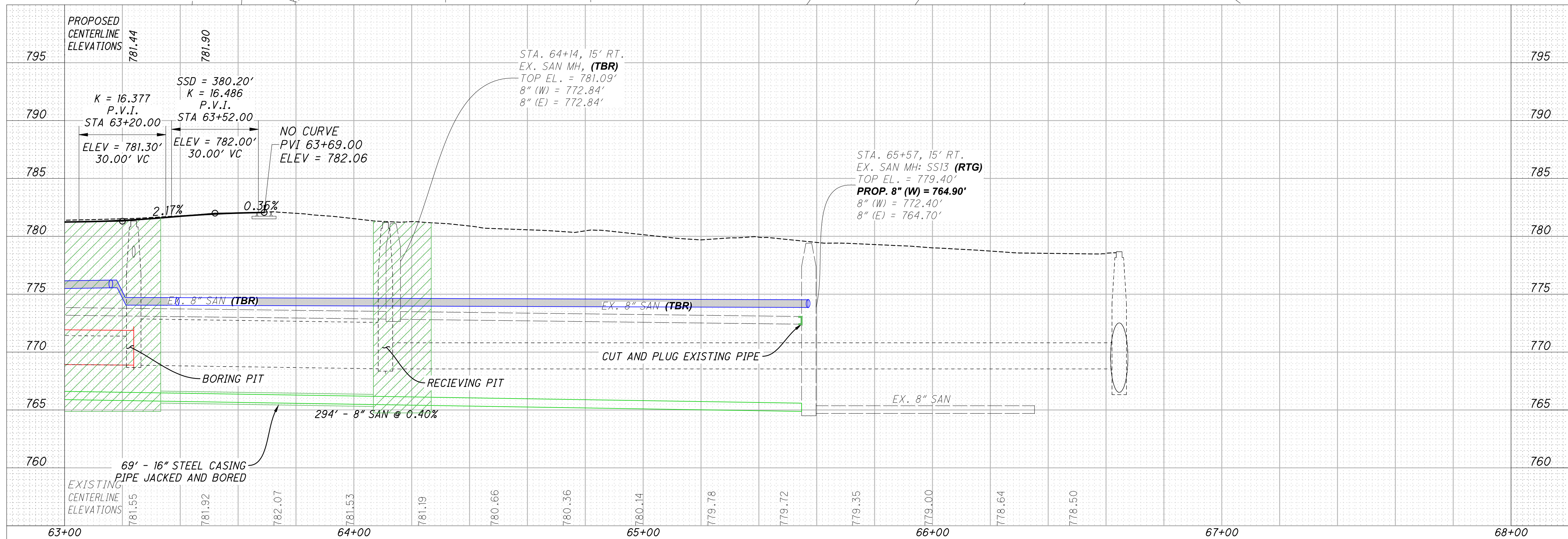
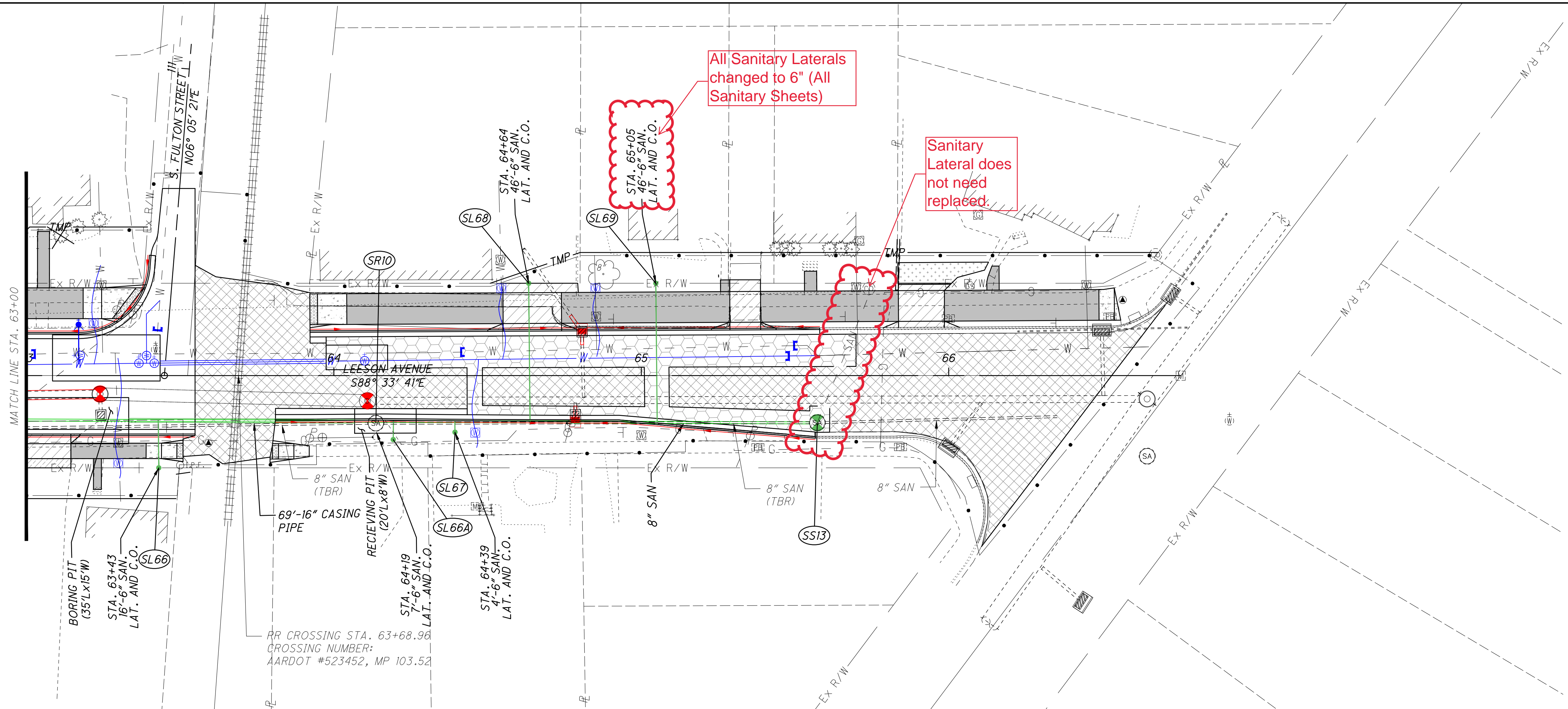


CALCULATED	B.A.W.	CHECKED	M.J.H.
------------	--------	---------	--------

SANITARY WORK-PLAN AND PROFILE - LEESON AVENUE
 STA. 58+00 TO STA. 63+00

VAN-LEESON AVENUE

Z:\project\VanWert\VanWert\VAN-VWE-1903LeesonAvenueReconstruction\113907_UP002.dwg 27-Nov-23 9:35 AM



CALCULATED
B.A.W.
CHECKED
M.J.H.

SANITARY WORK - PLAN AND PROFILE - LEESON AVENUE
STA. 63+00 TO STA. 66+00

VAN-LEESON AVENUE

SANITARY SEWER TESTING NOTES

LOW PRESSURE TEST

A. AFTER BACKFILLING, THE AIR TEST SHALL BE CONDUCTED BETWEEN TWO CONSECUTIVE MANHOLES. ALL PIPE OUTLETS MUST BE PLUGGED IN THE SECTION BEING TESTED WITH SUITABLE TEST PLUGS. ONE OF THE PLUGS USED AT A MANHOLE MUST BE TAPPED AND EQUIPPED FOR AN AIR INLET CONNECTION FOR FILLING THE LINE FROM THE AIR COMPRESSOR. AIR SHALL BE SUPPLIED SLOWLY TO THE TEST SECTION UNTIL THE INTERNAL PRESSURE REACHES APPROXIMATELY 4 PSI. IF THE PIPE IS BELOW EXISTING GROUNDWATER LEVEL, THE INTERNAL PRESSURE SHALL BE INCREASED BY THE AVERAGE BACK PRESSURE OF ANY GROUNDWATER THAT MAY BE OVER THE PIPE, BUT IN NO CASE SHOULD THE INTERNAL PRESSURE EVER EXCEED 5 PSI.

B. AT LEAST 2 MINUTES SHALL BE ALLOWED FOR THE AIR PRESSURE TO STABILIZE. WHEN THE PRESSURE HAS STABILIZED AND IS AT OR ABOVE 3.5 PSI, THE AIR SUPPLY SHALL BE DISCONNECTED AND TIMING SHALL BEGIN WITH A STOP WATCH. THE STOP WATCH SHALL BE ALLOWED TO RUN UNTIL THE PRESSURE HAS DROPPED 1.0 PSI. IF THE TIME SHOWN ON THE STOP WATCH IS GREATER THAN THE SPECIFIED MINIMUM TIME, THE SECTION SHALL BE CONSIDERED TO HAVE PASSED THE TEST. TIME MAY BE INTERPOLATED FROM THE FIGURES LISTED BELOW.

PIPE DIA. (IN.)	Time For Longer Length (sec)	Specified Minimum for Length (L) Shown (min:sec)						
		100 FT.	150 FT.	200 FT.	250 FT.	300 FT.	350 FT.	400 FT.
4	0.380L	3:46	3:46	3:46	3:46	3:46	3:46	3:46
6	0.854L	5:40	5:40	5:40	5:40	5:40	5:40	5:42
8	1.520L	7:34	7:34	7:34	7:34	7:36	8:52	10:08
10	2.374L	9:26	9:26	9:26	9:53	11:52	13:51	15:49
12	3.418L	11:20	11:20	11:24	14:15	17:05	19:56	22:47
15	5.342L	14:10	14:10	17:48	22:15	26:42	31:09	35:36
18	7.692L	17:00	19:13	25:38	32:03	38:27	44:52	51:16
21	10.470L	19:50	26:10	34:54	43:37	52:21	61:00	69:48
24	13.674L	22:47	34:11	45:34	56:58	68:22	79:46	91:10
27	17.306L	28:51	43:16	57:41	72:07	86:32	100:57	115:22
30	21.366L	35:37	53:25	71:13	89:02	106:50	124:38	142:26

SPECIFICATION TIME FOR LENGTH (L) SHOWN (MIN-SEC.)

MANHOLE VACUUM TEST

ALL SANITARY SEWER MANHOLES SHALL BE VACUUM TESTED USING THE FOLLOWING PROCEDURES FROM ASTM C-1244.

A. PREPARATION OF THE MANHOLE

- ALL LIFT HOLES SHALL BE PLUGGED.
- ALL PIPES ENTERING THE MANHOLE SHALL BE TEMPORARILY PLUGGED, TAKING CARE TO SECURELY BRACE THE PIPES AND PLUGS TO PREVENT THEM FROM BEING DRAWN INTO THE MANHOLE.

B. PROCEDURE

- THE FIRST HEAD SHALL BE PLACED AT THE TOP OF THE MANHOLE IN THE CASTING IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS.
- A VACUUM OF 10" OF MERCURY (4.0 PSI) SHALL BE DRAWN ON THE MANHOLE, THE VALVE ON THE VACUUM LINE OF THE TEST HEAD CLOSED, AND THE VACUUM PUMP SHUT OFF. THE TIME SHALL BE MEASURED FOR THE VACUUM TO DROP TO 9" OF MERCURY (4.4 PSI).
- THE MANHOLE SHALL PASS IF THE TIME FOR THE VACUUM READING TO DROP FROM 10" OF MERCURY (4.0 PSI) TO 9" OF MERCURY (4.4 PSI) MEETS OR EXCEEDS THE VALUES INDICATED ON THE TABLE.
- IF THE MANHOLE FAILS THE INITIAL TEST, NECESSARY REPAIRS SHALL BE MADE BY AN APPROVED METHOD. THE MANHOLE SHALL THEN BE RETESTED UNTIL A SATISFACTORY TEST IS OBTAINED.

DEPTH (FT.)	DIAMETER, INCHES	
	48	60 72
8 OR <	20	26 33
10	25	33 41
12	30	39 49
14	35	46 57
16	40	52 67
18	45	59 73
20	50	65 81
22	55	72 89
24	59	78 97
26	64	85 105
28	69	91 113
30	74	98 121

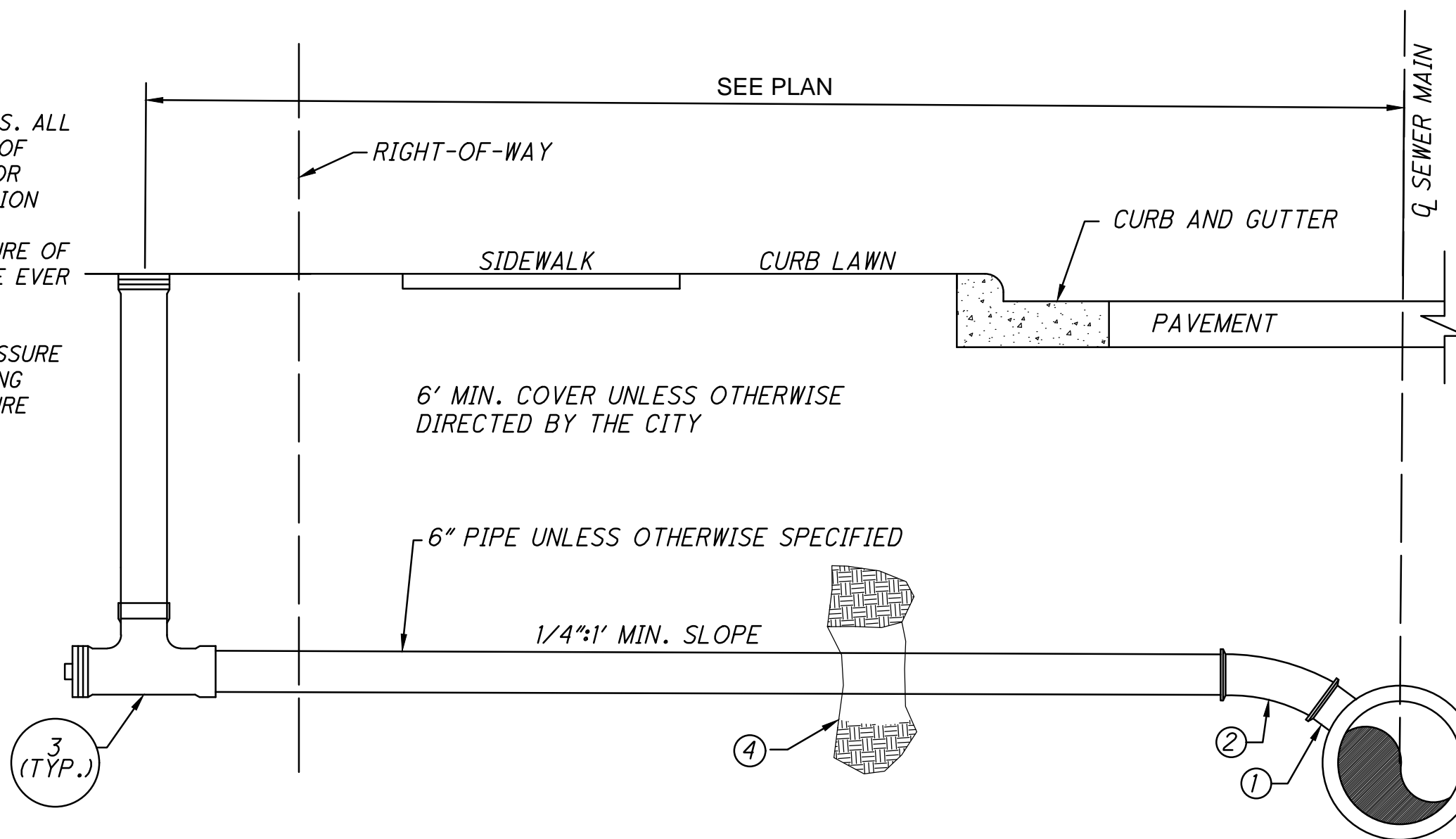
MINIMUM TEST TIMES FOR VARIOUS MANHOLE DIAMETERS

DEFLECTION TEST

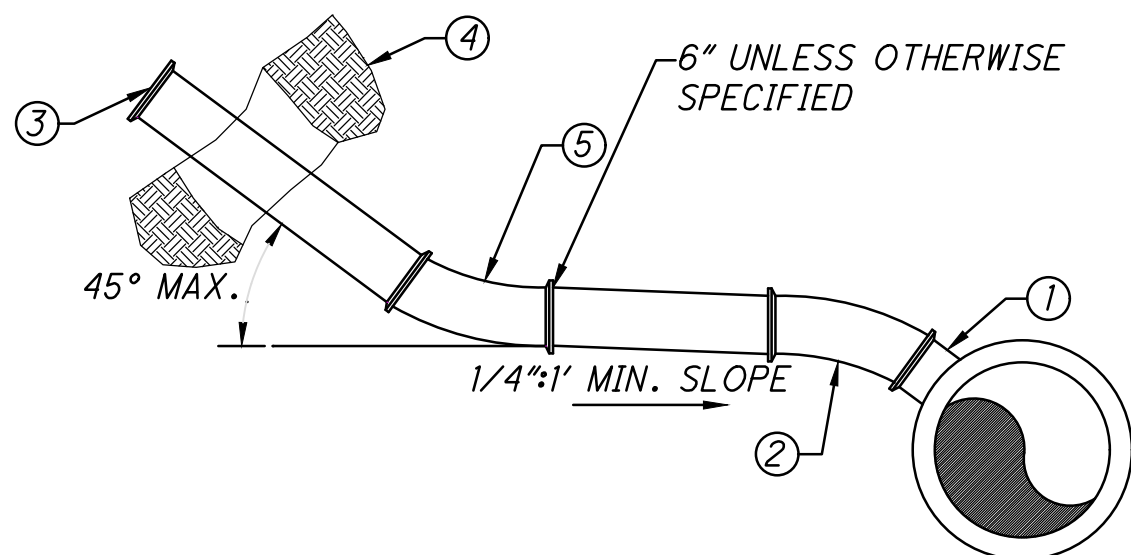
A. DEFLECTION TEST SHALL BE PERFORMED ON ALL FLEXIBLE PIPE. THE TEST SHALL BE CONDUCTED AFTER THE FINAL BACKFILL HAS BEEN IN PLACE AT LEAST 30 DAYS TO PERMIT STABILIZATION OF THE SOIL-PIPE SYSTEM.

B. NO PIPE SHALL EXCEED A DEFLECTION OF 5%. IF DEFLECTION EXCEEDS 5%, REPLACEMENT OR CORRECTION SHALL BE ACCOMPLISHED IN ACCORDANCE WITH THE REQUIREMENTS OF APPROVING AGENCY.

C. THE RIGID BALL OR MANDREL USED FOR THE DEFLECTION TEST SHALL HAVE A DIAMETER NOT LESS THAN 95% OF THE BASE INSIDE DIAMETER OR AVERAGE INSIDE DIAMETER OF THE PIPE DEPENDING ON WHICH IS MANUFACTURED. THE PIPE SHALL BE MEASURED IN COMPLIANCE WITH ASTM D-2122 STANDARD TEST METHOD OF DETERMINING DIMENSIONS OF THERMOPLASTIC PIPE AND FITTINGS. THE TEST SHALL BE PERFORMED WITHOUT MECHANICAL PULLING DEVICES.

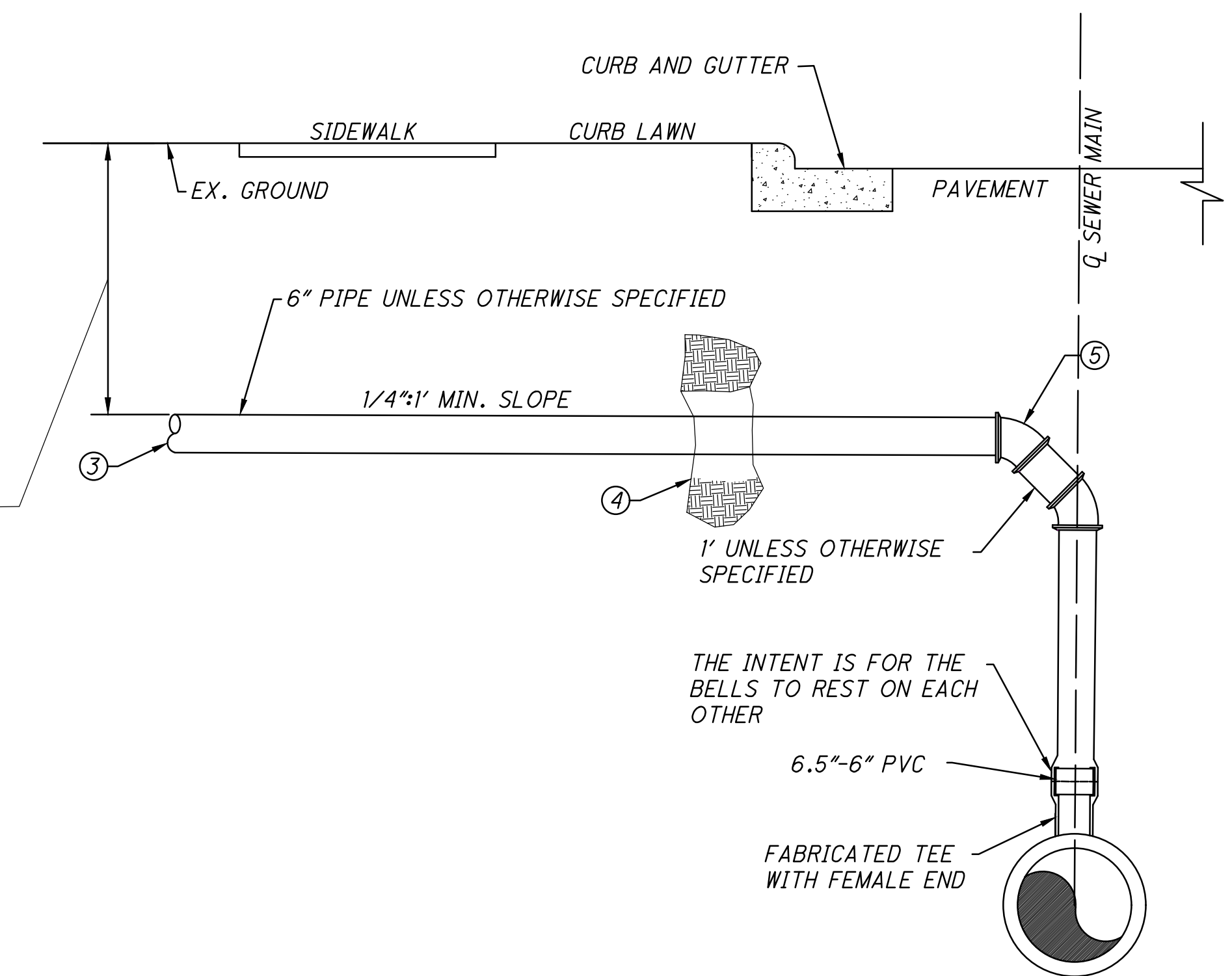


TYPE A SANITARY SEWER LATERAL CONNECTION



TYPE C SANITARY SEWER LATERAL CONNECTION

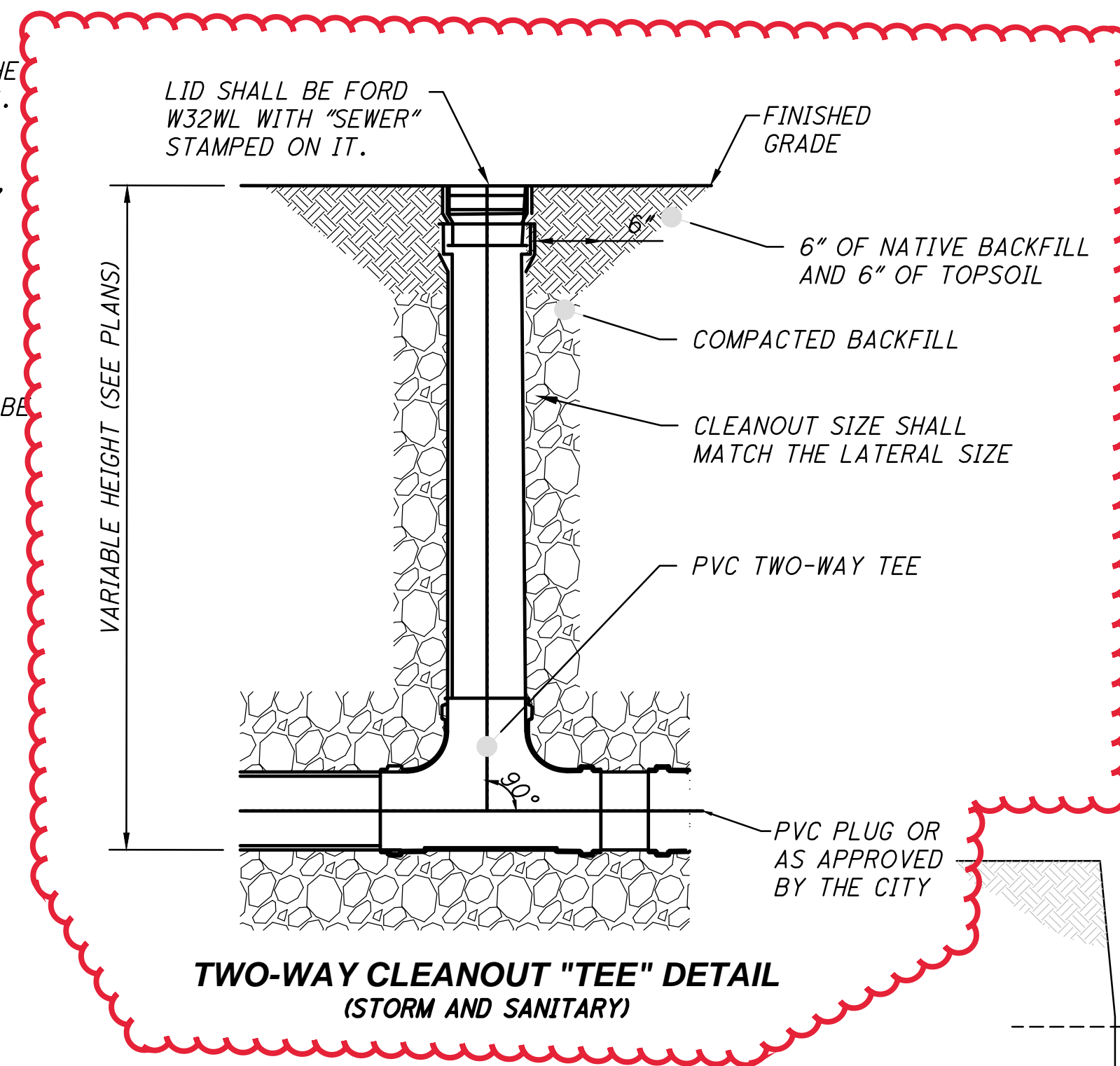
TYPE B SANITARY SEWER LATERAL CONNECTION



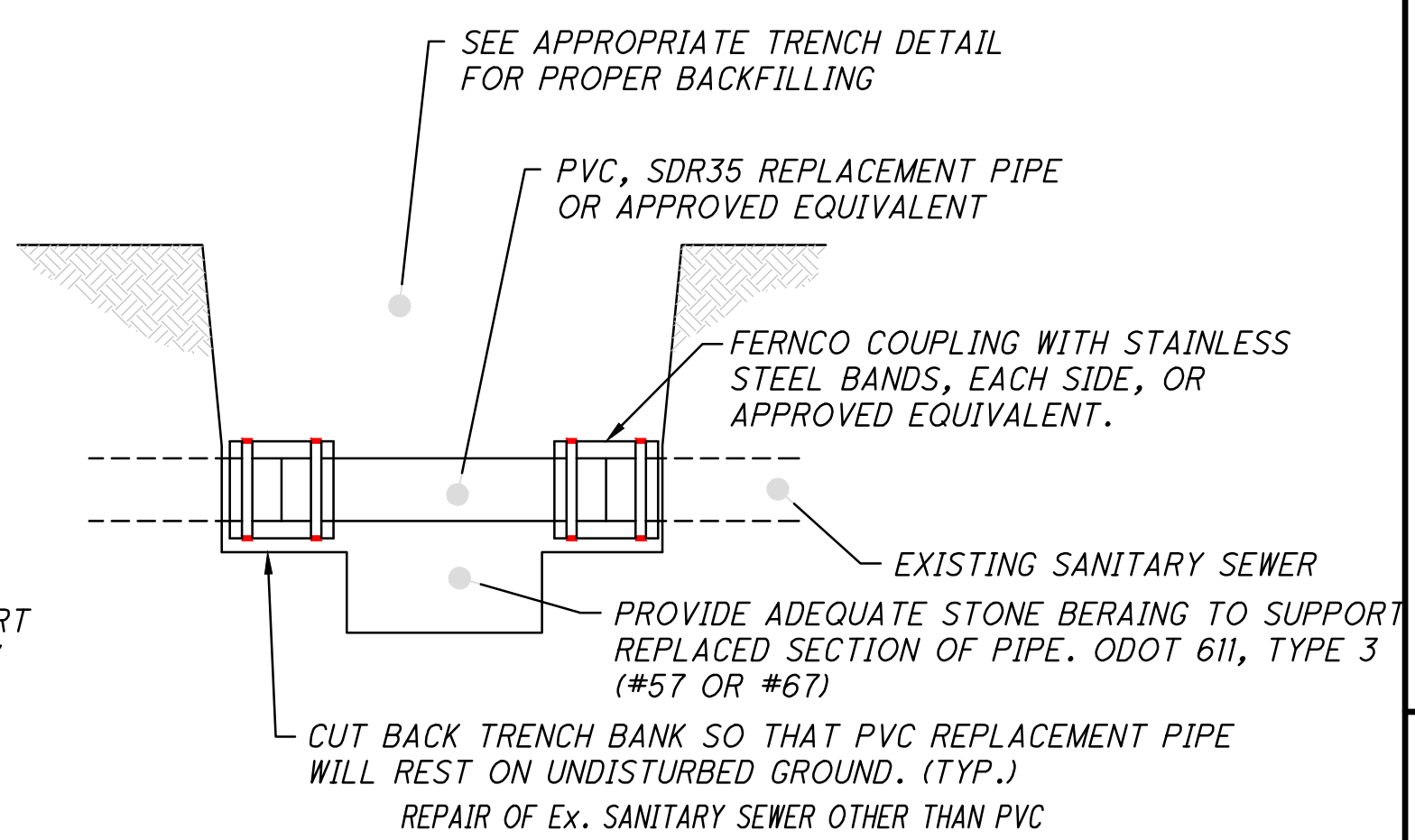
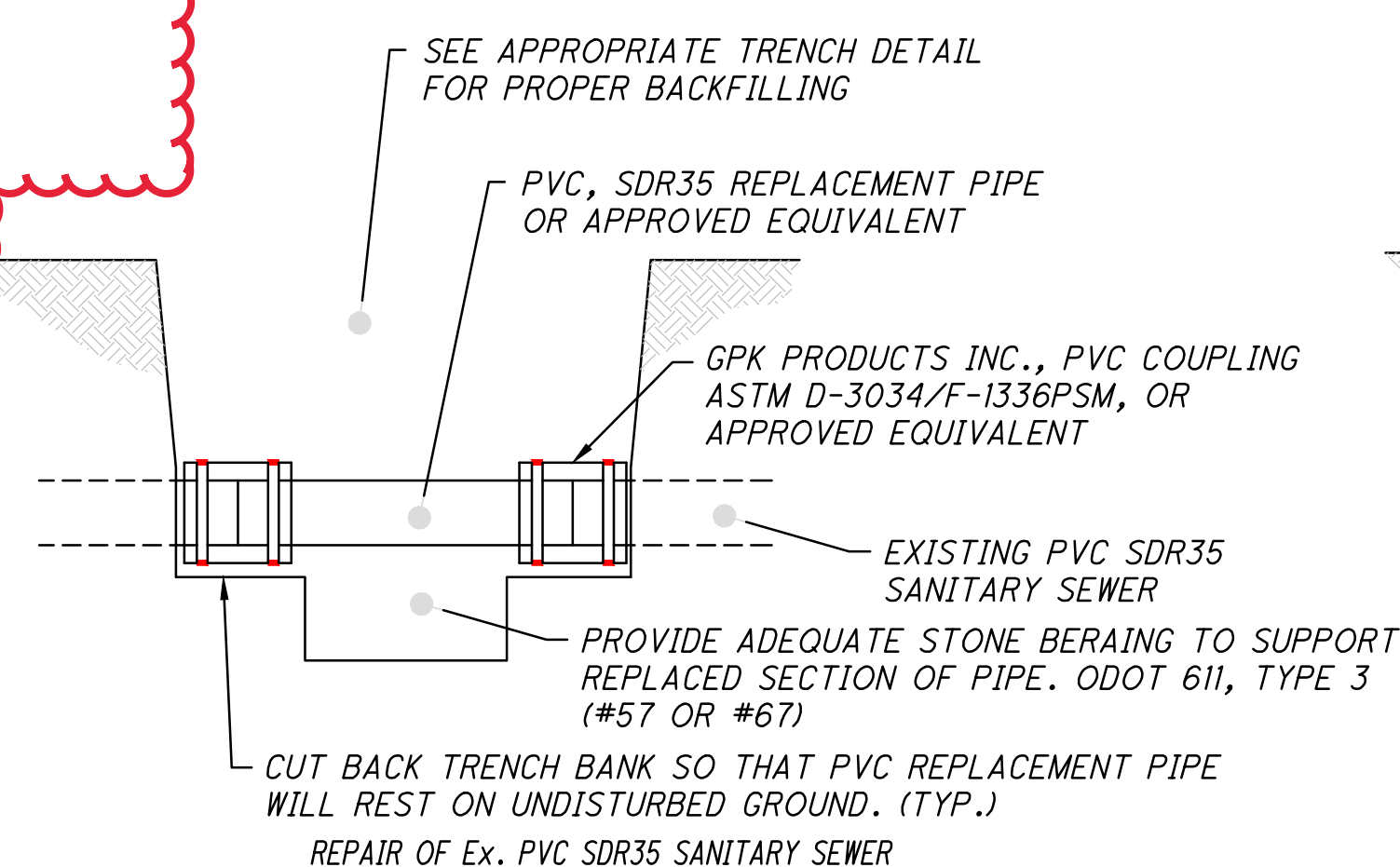
TYPE D SANITARY SEWER LATERAL CONNECTION

SANITARY SEWER LATERAL NOTES

- 6" TEE UNLESS OTHERWISE SPECIFIED.
 - 6" 1/8 OR 1/16 BEND AS NEEDED.
 - INSERT CLEANOUT, SEE CLEANOUT DETAIL.
 - BED PIPE WITH 8" STRUCTURAL MATERIAL AND BACKFILL WITH STRUCTURAL MATERIAL TO 8" ABOVE THE PIPE PER ODOT 703.11, TYPE 3 (#57 OR #67).
 - EXACT RECORD OF BEND LOCATIONS MUST BE MADE, AS TO DEPTH FROM SURFACE AND DISTANCE FROM CENTERLINE OF SEWER, BEFORE BACKFILL IS PLACED.
- NOTE: ALL SANITARY SEWER FITTINGS MUST BE FABRICATED.



TWO-WAY CLEANOUT \"TEE\" DETAIL (STORM AND SANITARY)



SANITARY NOTES AND DETAILS

VAN-LEESON AVENUE

Z:\project\VanWert\VanWert\VAN-VWE-1903LeesonAvenueReconstruction\113907_GM.dwg 27-Nov-23 8:39 AM

CALCULATED
BAW
CHECKED
MJH