

VAN-ROTARY SOCCER PARK TRAIL

CITY OF VAN WERT
VAN WERT COUNTY, OHIO

THE HORIZONTAL COORDINATES EXPRESSED HEREIN ARE BASED ON THE OHIO STATE PLANE COORDINATE SYSTEM NAD 88, ODOT VRS GEOID 12B. THE PROJECT ADJUSTMENT FACTOR USED FOR THIS PROJECT IS 1.0000869135.

VERTICAL CONTROL:

BENCHMARK #1 ELEV. 784.12 FINISH FLOOR OF MENS BATHROOM DOOR OF THE SOUTH SHELTER HOUSE STA. 15+64.30, 43.95' RT	BENCHMARK #4 ELEV. 776.93' TRAVERSE IRON PIN	TRAVERSE POINT #1 N=44148.3860 E=1385966.0221 STA. 11+23.98, 76.27 LT	TRAVERSE POINT #4 N=446655.1370 E=1385615.7260 STA. 41+14.04, 21.16 RT
BENCHMARK #2 ELEV. 784.77 FINISH FLOOR OF THE WOMENS BATHROOM OF THE NORTH SHELTER HOUSE STA. 20+41.38, 24.73' RT	BENCHMARK #5 ELEV. 777.89 TRAVERSE IRON PIN	TRAVERSE POINT #2 N=44597.3860 E=1385963.5000 STA. 15+51.37, 2.82 LT	TRAVERSE POINT #5 N=446619.9020 E=1386176.9640 STA. 35+86.75, 83.83 RT
BENCHMARK #3 ELEV. 784.53 BOLT TIP ARROW TOP FLANGE FIRE HYDRANT ON THE SOUTH SIDE OF WOODLAND AVE. 110± EAST OF PARK ENTRANCE STA. 22+98.70, 91.56' RT	BENCHMARK #6 ELEV. 779.04 TRAVERSE IRON PIN	TRAVERSE POINT #3 N=445068.3950 E=138596029.7640 STA. 20+24.80, 44.17 LT	TRAVERSE POINT #6 N=445997.4790 E=1386139.7000 STA. 30+01.53, 11.88 LT

HORIZONTAL CONTROL:

NOTE: REFER TO THE SURVEY PARAMETERS NOTE IN THE GENERAL NOTES FOR ADDITIONAL PROJECT CONTROL INFORMATION

BIKE PATH CURVE 1 DATA

P.I. STA. = 8+65.06
D = 49° 12' 55" (LT)
Dc = 52° 0' 21.8"
R = 11.00'
T = 5.04'
L = 9.45'
E = 1.10'

BIKE PATH CURVE 7 DATA

P.I. STA. = 15+35.78
D = 14° 34' 04" (RT)
Dc = 87° 59' 6.93"
R = 65.12'
T = 8.32'
L = 16.56'
E = 0.53'

BIKE PATH CURVE 13 DATA

P.I. STA. = 20+72.14
D = 34° 59' 22" (LT)
Dc = 71° 37' 12"
R = 80.00'
T = 25.22'
L = 48.85'
E = 3.88'

BIKE PATH CURVE 2 DATA

P.I. STA. = 10+45.13
D = 22° 19' 58" (RT)
Dc = 31° 46' 3.27"
R = 180.36'
T = 35.60'
L = 70.30'
E = 3.48'

BIKE PATH CURVE 8 DATA

P.I. STA. = 16+39.78
D = 9° 55' 04" (LT)
Dc = 63° 24' 56.18"
R = 90.35'
T = 7.84'
L = 15.64'
E = 0.34'

BIKE PATH CURVE 14 DATA

P.I. STA. = 21+49.06
D = 11° 12' 40" (RT)
Dc = 15° 51' 9.31"
R = 361.43'
T = 35.47'
L = 70.72'
E = 1.74'

BIKE PATH CURVE 3 DATA

P.I. STA. = 11+53.77
D = 9° 39' 32" (RT)
Dc = 12° 18' 32.45"
R = 465.48'
T = 39.33'
L = 78.47'
E = 1.66'

BIKE PATH CURVE 9 DATA

P.I. STA. = 17+23.14
D = 21° 20' 52" (LT)
Dc = 18° 39' 16.87"
R = 307.14'
T = 57.89'
L = 114.44'
E = 5.41'

BIKE PATH CURVE 15 DATA

P.I. STA. = 22+30.06
D = 26° 40' 54" (RT)
Dc = 81° 03' 50.22"
R = 70.68'
T = 16.76'
L = 32.91'
E = 1.96'

BIKE PATH CURVE 19 DATA

P.I. STA. = 29+37.15
D = 11° 01' 49" (LT)
Dc = 15° 24' 07.29"
R = 372.00'
T = 35.92'
L = 71.62'
E = 1.73'

BIKE PATH CURVE 4 DATA

P.I. STA. = 12+55.91
D = 18° 57' 00" (RT)
Dc = 17° 03' 34.16"
R = 335.86'
T = 56.05'
L = 111.08'
E = 4.65'

BIKE PATH CURVE 10 DATA

P.I. STA. = 17+97.52
D = 07° 23' 39" (LT)
Dc = 36° 31' 19.86"
R = 156.88'
T = 10.14'
L = 20.25'
E = 0.33'

BIKE PATH CURVE 16 DATA

P.I. STA. = 22+74.78
D = 37° 55' 52" (LT)
Dc = 95° 29' 36"
R = 60.00'
T = 20.62'
L = 39.72'
E = 3.44'

BIKE PATH CURVE 20 DATA

P.I. STA. = 30+38.47
D = 12° 39' 55" (LT)
Dc = 13° 27' 36.69"
R = 425.67'
T = 47.24'
L = 94.10'
E = 2.61'

BIKE PATH CURVE 23 DATA

P.I. STA. = 39+13.94
D = 14° 10' 18" (RT)
Dc = 11° 48' 09.57"
R = 485.45'
T = 60.34'
L = 120.07'
E = 3.74'

BIKE PATH CURVE 26 DATA

P.I. STA. = 43+08.89
D = 20° 44' 23" (LT)
Dc = 12° 31' 43.12"
R = 457.32'
T = 83.69'
L = 165.54'
E = 7.59'

BIKE PATH CURVE 5 DATA

P.I. STA. = 13+93.50
D = 7° 58' 18" (RT)
Dc = 14° 44' 28.23"
R = 388.68'
T = 27.08'
L = 54.08'
E = 0.94'

BIKE PATH CURVE 11 DATA

P.I. STA. = 18+95.43
D = 01° 31' 17" (LT)
Dc = 02° 54' 30.87"
R = 1969.90'
T = 26.16'
L = 52.31'
E = 0.17'

BIKE PATH CURVE 17 DATA

P.I. STA. = 25+60.92
D = 12° 43' 27" (LT)
Dc = 14° 59' 49.16"
R = 382.05'
T = 42.60'
L = 84.85'
E = 2.37'

BIKE PATH CURVE 21 DATA

P.I. STA. = 32+53.66
D = 26° 33' 18" (RT)
Dc = 12° 06' 31.36"
R = 473.18'
T = 111.66'
L = 219.31'
E = 13.00'

BIKE PATH CURVE 24 DATA

P.I. STA. = 40+14.01
D = 10° 34' 17" (RT)
Dc = 15° 26' 02.75"
R = 371.23'
T = 34.34'
L = 68.49'
E = 1.59'

BIKE PATH CURVE 27 DATA

P.I. STA. = 45+02.04
D = 15° 36' 27" (RT)
Dc = 13° 00' 56.18"
R = 440.21'
T = 60.33'
L = 119.91'
E = 4.11'

BIKE PATH CURVE 6 DATA

P.I. STA. = 14+68.72
D = 21° 48' 15" (RT)
Dc = 53° 22' 26.66"
R = 107.35'
T = 20.68'
L = 40.85'
E = 1.97'

BIKE PATH CURVE 12 DATA

P.I. STA. = 19+90.69
D = 38° 07' 56" (RT)
Dc = 57° 17' 45.60"
R = 100.00'
T = 34.56'
L = 66.55'
E = 5.80'

BIKE PATH CURVE 18 DATA

P.I. STA. = 27+42.65
D = 25° 08' 18" (RT)
Dc = 11° 48' 27.95"
R = 485.24'
T = 108.19'
L = 212.90'
E = 11.91'

BIKE PATH CURVE 22 DATA

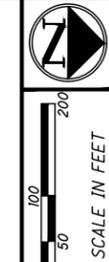
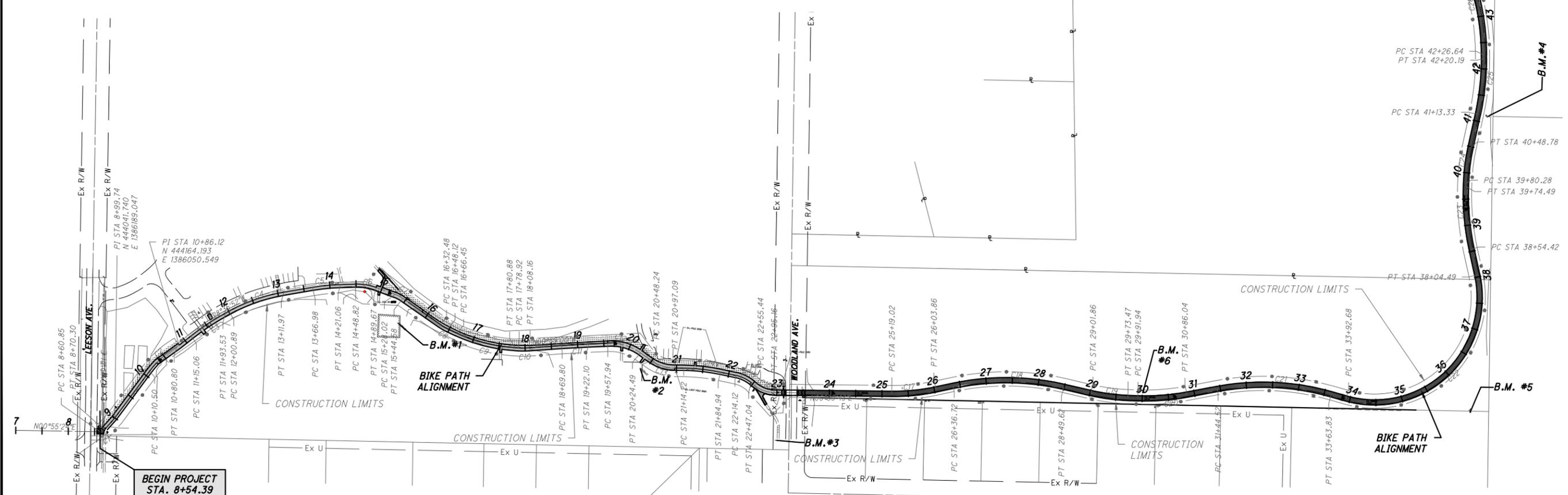
P.I. STA. = 35+98.07
D = 118° 13' 16" (LT)
Dc = 28° 42' 29.83"
R = 199.58'
T = 333.62'
L = 411.81'
E = 189.18'

BIKE PATH CURVE 25 DATA

P.I. STA. = 41+66.24
D = 12° 29' 12" (LT)
Dc = 11° 09' 01.99"
R = 490.31'
T = 53.64'
L = 106.86'
E = 2.93'

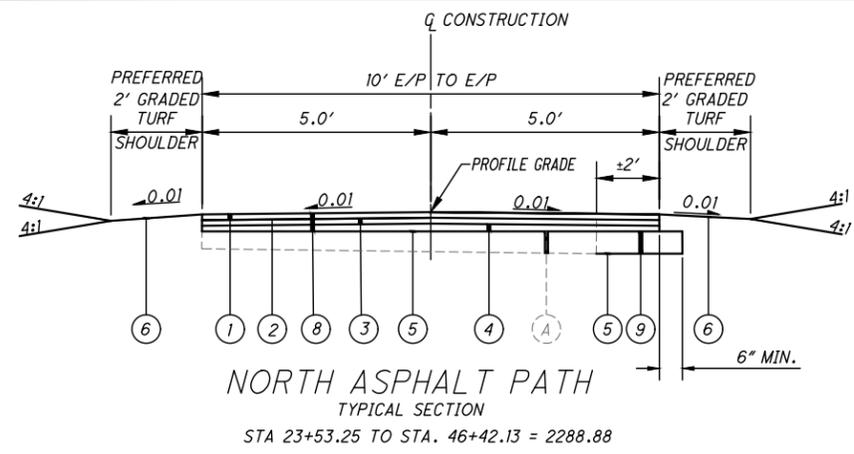
BIKE PATH CURVE 28 DATA

P.I. STA. = 46+16.91
D = 04° 57' 24" (RT)
Dc = 11° 09' 01.99"
R = 513.84'
T = 22.24'
L = 44.452'
E = 0.48'

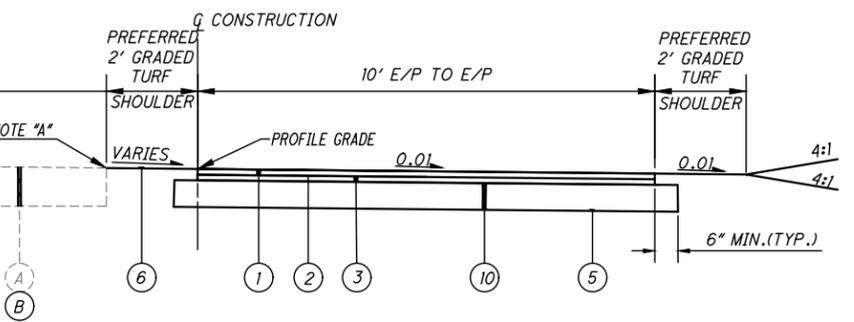


SCHEMATIC PLAN

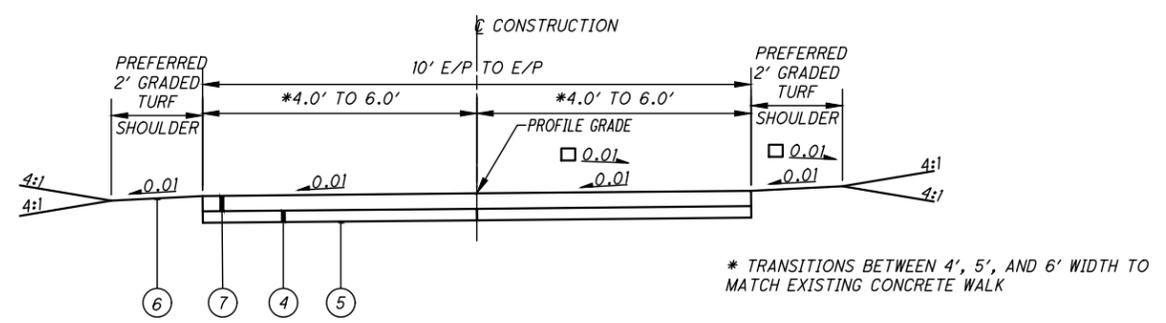
VAN-ROTARY SOCCER PARK TRAIL



NORTH ASPHALT PATH
TYPICAL SECTION
STA 23+53.25 TO STA. 46+42.13 = 2288.88



ASPHALT PATH EXTENSION
TYPICAL SECTION
STA 71+90.00 TO STA. 77+32.87 = 542.87



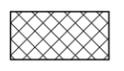
CONCRETE BIKE PATH FULL RECONSTRUCTION
TYPICAL SECTION

- STA 8+54.91 TO 8+73.90 STA. = 18.99'
- STA 10+31.51 TO 10+86.25 STA. = 54.74'
- STA 14+89.15 TO STA. 15+88.37 = 87.98'
- STA 19+57.42 TO STA. 20+96.57 = 139.15'
- STA 22+46.52 TO STA. 23+17.33 = 70.81'
- STA 23+38.59 TO STA. 23+53.25 = 14.66'

HATCH SYMBOLS FOR PLANS



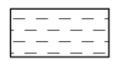
CONCRETE WALK REMOVED



ASPHALT BIKE PATH OVERLAY:
ITEM 441, 1-1/4" ASPHALT CONCRETE, SURFACE COURSE, TYPE 1, (448), PG 64-22
ITEM 407, NON-TRACKING TACK COAT (APPLIED AT A RATE OF 0.06 GAL/SY)
ITEM 441, 1-3/4" ASPHALT CONCRETE, INTERMEDIATE COURSE, TYPE 2, (448)
ITEM 411, 3" STABILIZED CRUSHED AGGREGATE
ITEM 204, SUBGRADE COMPACTION



FULL DEPTH ASPHALT BIKE PATH WIDENING:
ITEM 441, 1-1/4" ASPHALT CONCRETE, SURFACE COURSE, TYPE 1, (448), PG 64-22
ITEM 407, NON-TRACKING TACK COAT (APPLIED AT A RATE OF 0.06 GAL/SY)
ITEM 441, 1-3/4" ASPHALT CONCRETE, INTERMEDIATE COURSE, TYPE 2, (448)
ITEM 411, 3" STABILIZED CRUSHED AGGREGATE
ITEM 304, 6" AGGREGATE BASE, AS PER PLAN
ITEM 204, SUBGRADE COMPACTION



FULL DEPTH ASPHALT BIKE PATH EXTENSION:
ITEM 441, 1-1/4" ASPHALT CONCRETE, SURFACE COURSE, TYPE 1, (448), PG 64-22
ITEM 407, NON-TRACKING TACK COAT (APPLIED AT A RATE OF 0.06 GAL/SY)
ITEM 441, 1-3/4" ASPHALT CONCRETE, INTERMEDIATE COURSE, TYPE 2, (448)
ITEM 304, 9" AGGREGATE BASE, AS PER PLAN
ITEM 204, SUBGRADE COMPACTION



CURB RAMP:
ITEM 608, CURB RAMP, AS PER PLAN
ITEM 411, 3" STABILIZED CRUSHED AGGREGATE
ITEM 204, SUBGRADE COMPACTION



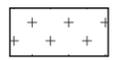
CONCRETE BIKE PATH:
ITEM 608, 4" CONCRETE WALK, AS PER PLAN
ITEM 411, 3" STABILIZED CRUSHED AGGREGATE
ITEM 204, SUBGRADE COMPACTION



REGULAR DUTY ASPHALT PAVEMENT (PARKING LOT):
ITEM 441, 1-1/2" ASPHALT CONCRETE, SURFACE COURSE, TYPE 1, (448) PG 64-22 ON
ITEM 407, NON-TRACKING TACK COAT (APPLIED AT A RATE OF 0.06 GAL/SY)
ITEM 441, 2-1/2" ASPHALT CONCRETE, INTERMEDIATE COURSE, TYPE 2, (448) ON
ITEM 209, SPECIAL-SHAPING



STANDARD DUTY CONCRETE PAVEMENT:
ITEM 452, 6" NON-REINFORCED CONCRETE PAVEMENT, AS PER PLAN ON
ITEM 304 - 6" AGGREGATE BASE, AS PER PLAN
ITEM 209, SPECIAL-SHAPING



VEGETATED FILTER STRIP (BMP REQUIREMENT):
ITEM 659 - TOPSOIL (4" MIN. THICKNESS)
ITEM 659 - SEEDING AND MULCHING, CLASS 1
ITEM 670 - SLOPE EROSION PROTECTION

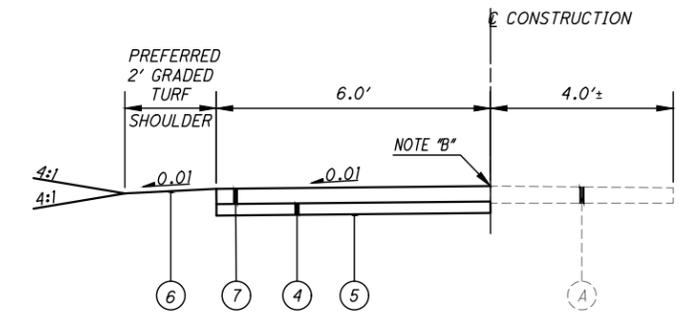
- (ATG) ADJUST TO GRADE
- (DND) DO NOT DISTURB
- (TBR) TO BE REMOVED
- (TBA) TO BE ABANDONED
- MANHOLE ADJUSTED TO GRADE

LEGEND

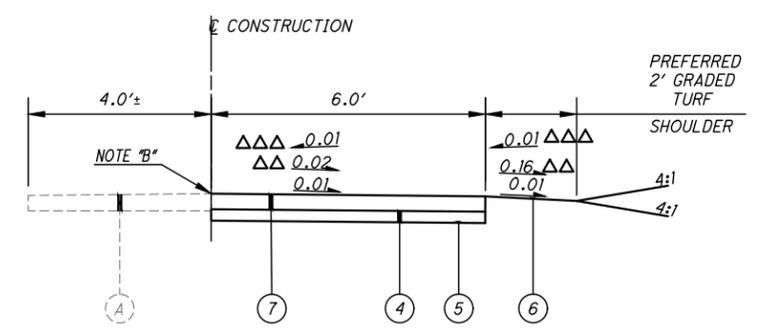
- ① ITEM 441, 1-1/4" ASPHALT CONCRETE, SURFACE COURSE, TYPE 1 (448), PG 64-22
- ② ITEM 407, NON-TRACKING TACK COAT (APPLIED AT A RATE OF 0.06 GAL/SY)
- ③ ITEM 441, 1-3/4" ASPHALT CONCRETE, INTERMEDIATE COURSE, TYPE 2 (448)
- ④ ITEM 411, 3" STABILIZED CRUSHED AGGREGATE
- ⑤ ITEM 204, SUBGRADE COMPACTION
- ⑥ ITEM 659, SEEDING AND MULCHING, CLASS 1
- ⑦ ITEM 608, 4" CONCRETE WALK, AS PER PLAN
- ⑧ ITEM SPECIAL - 5"+/- AGGREGATE BASE REMOVED, AS PER PLAN
- ⑨ ITEM 304, 6" AGGREGATE BASE, AS PER PLAN
- ⑩ ITEM 304, 9" AGGREGATE BASE, AS PER PLAN
- (A) EXISTING PAVEMENT, TO REMAIN
- (B) PROPOSED PARKING LOT PAVEMENT

NOTE A
GRADED SHOULDER TIES INTO EXISTING/PROPOSED ASPHALT PARKING LOT

NOTE B
PROPOSED SIDEWALK TO TIE INTO EXISTING 4' CONCRETE WALK WITH #4 DOWELS
24" O/C, INCIDENTAL TO ITEM 608.
*UNLESS OTHERWISE SHOWN IN CROSS SECTIONS



CONCRETE BIKE PATH WIDENING WEST SIDE
TYPICAL SECTION
STA 8+73.90 TO STA. 10+31.51 = 157.61'
STA 20+96.57 TO STA. 22+46.52 = 149.95'



CONCRETE BIKE PATH WIDENING EAST SIDE
TYPICAL SECTION

- STA 10+86.25 TO STA. 11+80.60 = 94.35'
- SLOPE TRANSITIONS FROM STA 11+80.60 TO STA. 11+90.60 = 10'
- ▲▲ BIKE PATH STA. 11+90.60 TO STA. 12+13.67 = 23.07'
- SLOPE TRANSITIONS FROM STA 12+13.67 TO STA. 12+23.67 = 10'
- STA 12+23.67 TO STA. 14+38.82 = 215.15'
- SLOPE TRANSITIONS FROM STA 14+38.82 TO STA. 14+48.82 = 10'
- ▲▲ BIKE PATH STA. 14+48.82 TO STA. 14+72.00 = 23.18'
- SLOPE TRANSITIONS FROM STA 14+72.00 TO STA. 15+00.39 = 28.39'
- ▲▲▲ BIKE PATH STA. 15+88.37 TO STA. 19+57.42 = 369.05'

GENERAL

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

ROUNDING

THE ROUNDING AT SLOPE BREAKPOINTS SHOWN ON THE TYPICAL SECTIONS APPLIES TO ALL CROSS-SECTIONS EVEN THOUGH OTHERWISE SHOWN.

UTILITIES

LISTED BELOW ARE ALL UTILITIES LOCATED WITHIN THE PROJECT CONSTRUCTION LIMITS TOGETHER WITH THEIR RESPECTIVE OWNERS:

STORM SEWER

CITY OF VAN WERT
515 E. MAIN STREET
VAN WERT, OH 45891
PH: 419-238-3698
ATTN: STEVE THOMAS

ELECTRIC

AMERICAN ELECTRIC POWER
209 N. WOOD STREET
FOSTORIA, OH 44830
PH: 419-436-4532
ATTN: JEFF MEYERS

SANITARY SEWER

CITY OF VAN WERT
515 E. MAIN STREET
VAN WERT, OH 45891
PH: 419-513-1009
ATTN: STEVE MENDERINK

WATER

CITY OF VAN WERT
515 E. MAIN STREET
VAN WERT, OH 45891
PH: 419-238-1237
ATTN: DANIEL MENDERINK

TELEPHONE

CENTURYLINK
125 N. MAIN STREET
SIDNEY, OH 45365
PH: 937-498-5105
ATTN: RICK KROGMAN

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

EXISTING UTILITIES ARE SHOWN IN THEIR APPROXIMATE LOCATION ACCORDING TO THE BEST AVAILABLE DATA. THE CONTRACTOR WILL BE RESPONSIBLE FOR LOCATING THEM IN THE FIELD PRIOR TO CONSTRUCTION AND WILL BE RESPONSIBLE FOR ANY DAMAGE DONE TO THEM. CONTRACTOR TO CONTACT OHIO UTILITIES PROTECTION SERVICE AT 1-800-362-2764 AT LEAST 48 HOURS PRIOR TO CONSTRUCTION. NON-MEMBERS MUST BE CALLED DIRECTLY.

SURVEY PARAMETERS

PRIMARY PROJECT CONTROL MONUMENTS GOVERN ALL POSITIONING ON ODOT PROJECTS. SEE SHEET 2 OF THE PLANS FOR A TABLE CONTAINING PROJECT CONTROL INFORMATION.

USE THE FOLLOWING PROJECT CONTROL, VERTICAL POSITIONING, AND HORIZONTAL POSITIONING PARAMETERS FOR ALL SURVEYING:

PROJECT CONTROL

POSITIONING METHOD: ODOT VRS
MONUMENT TYPE: TRAVERSE MAG NAIL

VERTICAL POSITIONING

ORTHOMETRIC HEIGHT DATUM: NAVD88
GEOID: GEOID 12A

HORIZONTAL POSITIONING

REFERENCE NAME: NAD83 (CORS 2011 ADJUSTMENT)
ELLIPSOID: GRS80
MAP PROJECTION: LAMBERT CONFORMAL CONIC
COORDINATE SYSTEM: OHIO STATE PLANE-NORTH ZONE
COMBINED SCALE FACTOR: 1.0000869135
ORIGIN OF COORDINATE SYSTEM: N=445329.270, E=1387387.389

USE THE POSITIONING METHODS AND MONUMENT TYPE USED IN THE ORIGINAL SURVEY TO RESTORE ALL MONUMENTS RELATED TO PRIMARY PROJECT CONTROL THAT ARE DAMAGED OR DESTROYED BY CONSTRUCTION ACTIVITIES. RESTORE DAMAGED OR DESTROYED MONUMENTS IN ACCORDANCE WITH CMS 623.

UNITS ARE U.S. SURVEY FEET. USE THE FOLLOWING CONVERSION FACTOR: 1 METER=3.280833333 U.S. SURVEY FEET.

WORK LIMITS

THE WORK LIMITS SHOWN ON THESE PLANS ARE FOR PHYSICAL CONSTRUCTION, STAGING, AND STORAGE OF CONSTRUCTION EQUIPMENT OR MATERIALS ONLY. THESE SHALL NOT TAKE PLACE OUTSIDE OF THE PROPOSED CONSTRUCTION LIMITS AS DEFINED IN THESE PLANS. THE CONTRACTOR SHALL PROVIDE THE INSTALLATION AND OPERATION OF ALL WORK ZONE TRAFFIC CONTROL AND WORK ZONE TRAFFIC CONTROL DEVICES REQUIRED BY THESE PLANS WHETHER INSIDE OR OUTSIDE THESE WORK LIMITS.

CLEARING AND GRUBBING

REMOVE ALL TREES AND STUMPS SPECIFICALLY MARKED FOR REMOVAL WITHIN THE CONSTRUCTION LIMITS UNDER THE LUMP SUM BID FOR ITEM 201 - CLEARING AND GRUBBING. THE FOLLOWING IS AN APPROXIMATE ESTIMATE OF THE NUMBER OF TREES AND STUMPS TO BE REMOVED:

SIZES 18"	NO. TREES	NO. STUMPS	TOTAL
	4	0	4

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.

REVIEW OF DRAINAGE FACILITIES

BEFORE ANY WORK IS STARTED ON THE PROJECT AND AGAIN BEFORE FINAL ACCEPTANCE BY THE CITY, REPRESENTATIVES OF THE CITY AND THE CONTRACTOR, ALONG WITH ANY OTHER STATE OR LOCAL REPRESENTATIVES, SHALL MAKE AN INSPECTION OF ALL EXISTING SEWERS WHICH ARE TO REMAIN IN SERVICE AND WHICH MAY BE AFFECTED BY THE WORK. THE CONDITION OF THE EXISTING CONDUITS AND THEIR APPURTENANCE SHALL BE DETERMINED FROM FIELD OBSERVATIONS. RECORDS OF THE INSPECTION SHALL BE KEPT IN WRITING BY THE STATE.

ALL NEW CONDUITS, INLETS, CATCH BASINS, AND MANHOLES CONSTRUCTED AS A PART OF THE PROJECT SHALL BE FREE OF ALL FOREIGN MATTER AND IN A CLEAN CONDITION BEFORE THE PROJECT WILL BE ACCEPTED BY THE STATE.

ALL EXISTING SEWERS INSPECTED INITIALLY BY THE ABOVE MENTIONED PARTIES SHALL BE MAINTAINED AND LEFT IN A CONDITION REASONABLY COMPARABLE TO THAT DETERMINED BY THE ORIGINAL INSPECTION. ANY CHANGE IN THE CONDITION RESULTING FROM THE CONTRACTOR'S OPERATIONS SHALL BE CORRECTED BY THE CONTRACTOR TO THE SATISFACTION OF THE ENGINEER.

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

SUBCONTRACTOR SUPERVISION

THE CONTRACTOR IS REQUIRED TO HAVE A PROJECT SUPERVISOR ON-SITE TO SUPERVISE THE SUBCONTRACTOR FOR QUALITY CONTROL PURPOSES AND TO PROVIDE ANY NECESSARY ASSISTANCE TO THE SUBCONTRACTOR TO ENSURE QUALITY WORK. COST OF THIS ITEM SHALL BE INCLUDED IN THE COST OF RELATED PAY ITEMS OF THIS PROJECT.

PROPERTY POINTS AND SURVEY MONUMENTS

CARE SHALL BE TAKEN BY THE CONTRACTOR TO SAFEGUARD ANY PROPERTY POINTS OR OTHER SURVEY REFERENCE MARKS ENCOUNTERED DURING CONSTRUCTION OF THIS PROJECT. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO RESET ANY PROPERTY POINT OR SURVEY MONUMENT WHICH IS DISTURBED AS A RESULT OF CONSTRUCTION OF THIS PROJECT. THE PROPERTY POINTS AND SURVEY MONUMENTS SHALL BE RESET UNDER THE SUPERVISION OF A REGISTERED PROFESSIONAL SURVEYOR.

PAYMENT FOR THIS ITEM OF SHALL BE INCIDENTAL TO OTHER ITEMS PAID FOR IN THIS PROJECT.

MUD AND DEBRIS

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

SAFETY

THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR COMPLYING WITH ALL FEDERAL, STATE, AND LOCAL SAFETY REQUIREMENTS, TOGETHER WITH EXERCISING PRECAUTIONS AT ALL TIMES FOR THE PROTECTION OF PERSONS (INCLUDING EMPLOYEES) AND PROPERTY. IT IS ALSO THE SOLE RESPONSIBILITY OF THE CONTRACTOR TO INITIATE, MAINTAIN, AND SUPERVISE ALL SAFETY REQUIREMENTS, PRECAUTIONS, AND PROGRAMS IN CONNECTION WITH THE WORK.

NON-RUBBER TIRE VEHICLES

NO NON-RUBBER TIRE VEHICLES SHALL BE MOVED ON CITY STREETS. EXCEPTIONS MAY BE GRANTED BY THE CITY WERE SHORT DISTANCES AND SPECIAL CIRCUMSTANCES ARE INVOLVED. GRANTING OF EXCEPTIONS MUST BE IN WRITING AND ANY RESULTING DAMAGE MUST BE REPAIRED TO THE SATISFACTION OF THE CITY. THE CONTRACTOR SHALL USE EXTREME CARE WHEN OPERATING NON-RUBBER TIRE VEHICLES ON STREETS OR DRIVEWAYS TO AVOID MARKING OR DAMAGING THE PAVEMENT. PROTECTION OF THE PAVEMENT FROM DAMAGE RESULTING FROM THE TRACTS OF NON-RUBBER TIRE VEHICLES UTILIZED IN TRENCH EXCAVATION SHALL BE REQUIRED. A WOOD PLANK SYSTEM, USED TIRES, RUBBER MATS, OR OTHER MEANS AS APPROVED BY THE CITY SHALL BE USED TO PROTECT THE PAVEMENT. THE COST OF THIS WORK SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE VARIOUS ITEMS OF THE CONTRACT.

CONSTRUCTION NOISE

IN ORDER TO MINIMIZE ANY ADVERSE CONSTRUCTION NOISE IMPACTS, THE PROJECT MUST BE CONSTRUCTED IN ACCORDANCE WITH THE CONSTRUCTION NOISE ORDINANCES IN AFFECT FOR THE CITY OF VAN WERT. IF THE CONTRACTOR AND PROJECT ENGINEER DETERMINE THAT THIS PROJECT CANNOT BE CONSTRUCTED IN ACCORDANCE WITH THE LOCAL CONSTRUCTION NOISE ORDINANCES, JAY FLEMING AT 419-238-1237 OR JFLEMING@VANWERT.ORG MUST BE CONTACTED BY THE CONTRACTOR AT LEAST 48 HOURS IN ADVANCE OF THE WORK THAT WOULD VIOLATE THESE NOISE ORDINANCE. ADDITIONALLY THE CONTRACTOR MUST ENSURE RESIDENTS/AND OR BUSINESS OWNERS WITHIN A 500-FOOT RADIUS OF THE CONSTRUCTION NOISE WILL BE NOTIFIED PRIOR TO THE COMMENCEMENT OF THE WORK IN VIOLATION OF THESE NOISE ORDINANCES.

SEEDING AND MULCHING

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

ITEM 659 - TOPSOIL	608 CU. YD.
ITEM 659 - SEEDING AND MULCHING, CLASS 1	5466 SQ. YD.
ITEM 659 - REPAIR SEEDING AND MULCHING	275 SQ. YD.
ITEM 659 - INTER-SEEDING	275 SQ. YD.
ITEM 659 - COMMERCIAL FERTILIZER	0.5 TON
ITEM 659 - LIME	1.13 ACRE
ITEM 659 - WATER	0.03 M. GAL

SEEDING AND MULCHING SHALL BE APPLIED TO ALL AREAS OF EXPOSED SOIL BETWEEN THE RIGHT-OF-WAY LINES, AND WITHIN THE CONSTRUCTION LIMITS FOR AREAS OUTSIDE THE RIGHT-OF-WAY LINES COVERED BY WORK AGREEMENT OR SLOPE EASEMENT. IN ADDITION, SEEDED AREAS SHALL RECEIVE CLASS 1 SEEDING. COORDINATION AND APPROVAL SHALL BE MADE WITH THE CITY TO DETERMINE SEEDING REQUIREMENTS. QUANTITY CALCULATIONS FOR SEEDING AND MULCHING ARE BASED ON THESE LIMITS.

POST CONSTRUCTION STORM WATER TREATMENT

THIS PLAN UTILIZES STRUCTURAL BEST MANAGEMENT PRACTICES (BMP'S) FOR POST CONSTRUCTION STORM WATER TREATMENT.

VEGETATED FILTER STRIP

THIS PLAN UTILIZES VEGETATED FILTER STRIP(S) FOR POST CONSTRUCTION STORM WATER TREATMENT. PLACE EITHER ITEM 660 - SODDING OR ITEM 659 - SEEDING AND MULCHING WITH A 4-INCH LIFT OF TOPSOIL AND ITEM 670 - SLOPE EROSION PROTECTION TO ALL DISTURBED AREAS DESIGNATED AS VEGETATED FILTER STRIPS, THE EDGE OF SHOULDER, AND THE FORESLOPE AS SPECIFIED IN THE PLANS.

MINIMIZING OF CONSTRUCTION DAMAGE TO TREES

BEFORE CONSTRUCTION:

1. THE CONTRACTOR WILL PRUNE TO THE MINIMUM HEIGHT FOR CLEARANCE BEFORE CONSTRUCTION BEGINS WITH GUIDANCE FROM THE CITY OF VAN WERT
2. DESIGNATE STORAGE AREA FOR HEAVY EQUIPMENT AND MATERIALS WELL AWAY FROM TREE ROOTS.
3. KEEP THE SOIL AT THE PRESENT GRADE AS MUCH AS POSSIBLE.
4. SELECT A TRAVEL ROUTE FOR ALL CONSTRUCTION VEHICLES THAT WILL CAUSE THE LEAST AMOUNT OF SOIL COMPACTION.
5. CONSTRUCT WORK LIMIT FENCING AROUND EACH TREE.

DURING CONSTRUCTION:

1. DO NOT PILE SOIL, MATERIALS, OR EQUIPMENT ON THE ROOTS.
2. DO NOT PARK CARS, TRUCKS, OR EQUIPMENT ON THE ROOTS.
3. DO NOT GRADE SOIL AWAY FROM THE ROOTS.
4. STAY OUTSIDE THE WORK LIMIT FENCING. THIS CAN REDUCE TRUNK DAMAGE AND SOIL COMPACTION.

5. STAY ON THE TRAVEL ROUTES. THIS CAN MINIMIZE SOIL COMPACTION AND CRUSHING OF ROOTS.
6. PLACE MULCH, GRAVEL, WOOD CHIPS, SNOW FENCE, OR PLANKING ON TRAVEL ROUTES TO MINIMIZE COMPACTION.
7. CUT AS FEW ROOTS AS POSSIBLE.
8. DO NOT USE A BACKHOE TO SEVER THE ROOTS. THE BACKHOE DAMAGES TREE ROOTS BY RIPPING THEM AND TEARING THEM FARTHER UNDER THE SOIL. USE A SOIL SAW. THIS CAN CUT ROOTS UP TO 14" DEEP.

MINIMIZING OF CONSTRUCTION DAMAGE TO TREES (CONTINUED)

9. PRUNE THE ROOTS AT THE EDGE OF THE TRENCH OR HOLE TO GENERATE NEW ROOTS.
10. DO NOT ALLOW THE ROOTS TO DRY AFTER THEY ARE CUT. PLACE DAMP BURLAP OVER THE EXPOSED ROOT ENDS TO MINIMIZE DRYING.
11. AVOID SOIL COMPACTION. DO NOT DRIVE EQUIPMENT OVER THE ROOTS.

AFTER CONSTRUCTION:

1. THE CITY MAY ELECT TO AIR SPADE AROUND THE EXISTING TREES THAT ARE TO REMAIN TO POP SOME AIR INTO THE SOIL AT THEIR OWN EXPENSE.

CAD FILE DISCLAIMER

THE CAD FILE ASSOCIATED WITH THESE CONSTRUCTION PLANS IS A NON-CERTIFIED DOCUMENT. ANY USE OF THE INFORMATION OBTAINED OR DERIVED FROM THE ASSOCIATED CAD FILE WILL BE AT THE RECEIVING PARTY/USER'S RISK. CHOICE ONE ENGINEERING CORP. OFFERS NO WARRANTY AS TO THE ACCURACY OF THE INFORMATION IN THE CAD FILE OR THAT REVISIONS HAVE BEEN ISSUED AFTER THE CAD DRAWING WAS RELEASED. RECEIVING PARTIES/USERS SHALL HOLD HARMLESS TO THE MAXIMUM EXTENT ALLOWED BY LAW CHOICE ONE ENGINEERING CORP. FROM ANY USE OF THE CAD FILE BY THE RECEIVING PARTY/USER. IN ALL CIRCUMSTANCES, AND AT ALL TIMES, THE PUBLISHED PAPER AND/OR PDF DRAWINGS FOR THE PROJECT SHALL SUPERSEDE THE CAD FILES. IN THE CASE OF AN INCONSISTENCY BETWEEN THE PUBLISHED PAPER/PDF DRAWINGS AND THE ASSOCIATED CAD FILE, THE PUBLISHED PAPER/PDF DRAWINGS SHALL GOVERN THE PROJECT AND ALL WORK.

PERSONAL PROTECTION EQUIPMENT (PPE)

THE CONTRACTOR SHALL FOLLOW ALL REQUIREMENTS OF SECTIONS XXIV AND XXXIV OF THE OHIO DEPARTMENT OF TRANSPORTATION SAFETY & HEALTH STANDARD OPERATING PROCEDURE 220-006(SP) EFFECTIVE: NOVEMBER 1, 2018 (EXCEPT AS AMENDED BELOW) AND ALL SUBSEQUENT UPDATES POSTED AT THE FOLLOWING WEBSITE:

[HTTP://WWW.DOT.STATE.OH.US/POLICY/POLICIESANDSOPS/POLICIES/220-006\(SP\).PDF](http://www.dot.state.oh.us/policy/policiesandsops/policies/220-006(sp).pdf)

AMENDMENTS TO THE REQUIREMENTS OF THIS DOCUMENT ARE:

XXIV. HEAD PROTECTION (HARD HATS)

ALL PERSONS WITHIN THE RIGHT-OF-WAY OF ANY HIGHWAY OR ANY OTHER TYPE OF ROADWAY OR CONSTRUCTION SITE WHO ARE EXPOSED TO EITHER TRAFFIC (VEHICLES USING THE HIGHWAY FOR PURPOSES OF TRAVEL) OR CONSTRUCTION EQUIPMENT WITHIN THE WORK AREA, REGARDLESS OF JOB TYPE, SHALL WEAR APPROPRIATE HEAD PROTECTION. ALL HARD HATS MUST MEET OR EXCEED ANSI Z89.1-2009 TYPE I, CLASS E-G REQUIREMENTS.

XXXIV. SAFETY APPAREL AND VEST (HIGH VISIBILITY)

ALL PERSONS WITHIN THE RIGHT-OF-WAY OF ANY HIGHWAY OR ANY OTHER TYPE OF ROADWAY OR CONSTRUCTION SITE WHO ARE EXPOSED TO EITHER TRAFFIC (VEHICLES USING THE HIGHWAY FOR PURPOSES OF TRAVEL) OR CONSTRUCTION EQUIPMENT WITHIN THE WORK AREA, REGARDLESS OF JOB TYPE, SHALL WEAR A HIGH-VISIBILITY SAFETY VEST THAT MEETS THE PER-FORMANCE CLASS II OR CLASS III REQUIREMENTS OF THE ANSI/ISEA 107-2015 PUBLICATION ENTITLED "AMERICAN NATIONAL STANDARD FOR HIGH-VISIBILITY SAFETY APPAREL AND ACCESSORIES."

WORKERS MAY WEAR AN ANSI CLASS II OR ANSI CLASS III APPROVED RAIN SUIT, JACKET OR OTHER APPAREL WITHOUT A SAFETY VEST OVER IT.

CONCRETE FIBERS

ALL WALKS, AND CURB RAMPS SHALL HAVE 1.5 LBS PER CUBIC YARD OF EITHER CHEMICAL TUFSTRAND SF, FORTA FERRO FIBRILLATED MICROFIBERS OR APPROVED EQUIVALENT. CONTRACTOR SHALL CONTACT THE FIBER MANUFACTURER'S SUPPLIER 48 HOURS PRIOR TO ORDERING THE FIRST BATCH OF CONCRETE FOR APPROPRIATE MIXING AND FINISHING PROCEDURES. CONCRETE FIBERS WILL BE INCLUDED IN THE FOLLOWING PAY ITEMS:

- ITEM 608 CONCRETE WALK, AS PER PLAN
- ITEM 608 CURB RAMP, AS PER PLAN

ALL DRIVES SHALL HAVE 3 LBS/CY OF EITHER EUCLID CHEMICAL TUFSTRAND SF, FORTA FERRO FIBRILLATED MACROFIBERS OR APPROVED EQUIVALENT MEETING ASTM C 1116 TYPE 3, MINIMUM 2" LENGTH, ASPECT RATIO 50 TO 90. CONTRACTOR SHALL CONTACT THE FIBER MANUFACTURER'S SUPPLIER 48 HOURS PRIOR TO ORDERING THE FIRST BATCH OF CONCRETE FOR APPROPRIATE MIXING AND FINISHING PROCEDURES. CONCRETE FIBERS WILL BE INCLUDED IN THE FOLLOWING PAY ITEMS:

- ITEM 452 6" NON-REINFORCED CONCRETE PAVEMENT, AS PER PLAN

ITEM 202 REMOVAL, MISC.: REMOVED

THIS ITEM OF WORK SHALL CONSIST OF THE WORK AS DESCRIBED IN OHIO DEPARTMENT OF TRANSPORTATION ITEM 202 REMOVAL OF STRUCTURES AND OBSTRUCTIONS, EXCEPT AS HEREIN MODIFIED.

ITEM 202 REMOVAL, MISC.: REMOVED CONSISTS OF ALL ITEMS THAT DO NOT HAVE AN INDIVIDUAL REMOVAL BID ITEM, AS NECESSARY FOR THE CONSTRUCTION OF THE PROJECT, INCLUDING SAWCUTTING PAVEMENT.

THE FOLLOWING ODOT 202 ITEMS (PIPE REMOVED, MANHOLE REMOVED, AND CATCH BASIN AND INLET REMOVED) SHALL REFER TO ANY PIPE OR STRUCTURE THAT IS TO BE REMOVED OUTSIDE THE LIMITS OF ANY PROPOSED CONDUIT AND/OR STRUCTURE TRENCH AND SHALL BE PAID FOR UNDER EACH OF THOSE INDIVIDUAL REMOVED LINE ITEMS. ALL EXISTING PIPE, MANHOLE, CATCH BASIN, AND INLET LOCATED WITHIN THE TRENCH LIMITS OF ANY PROPOSED CONDUIT AND/OR STRUCTURE SHALL BE REMOVED FOR THE PROPER INSTALLATION OF THAT ITEM AND ANY ASSOCIATED REMOVAL COSTS SHALL BE INCLUDED IN THE COST OF THAT PROPOSED CONDUIT OR STRUCTURE ITEM. THE TRENCH LIMITS SHALL BE BASED ON THE TRENCH DETAIL SHOWN IN THE CONSTRUCTION PLANS.

ANY ITEM THAT IS REMOVED UNDER OR WITHIN 5' OF PROPOSED CURB, PAVEMENT, SIDEWALK, OR DRIVEWAY SHALL BE BACKFILLED AND COMPACTED USING ONLY ODOT ITEM 703.11 STRUCTURAL BACKFILL TYPE 1 OR 2 STRUCTURAL MATERIAL.

THE CONTRACTOR SHALL SAWCUT ALL EXISTING PAVEMENT, SIDEWALK AND CURB AGAINST WHICH ALL IMPROVEMENTS ARE PROPOSED. PAVEMENT, WALK, AND CURB SHALL BE SAWCUT IN NEAT, STRAIGHT LINES. SAWCUT PAVEMENT JOINTS SHALL BE INCLUDED IN THE PAYMENT OF THIS ITEM. MORE THAN ONE SAWCUT MAY BE NECESSARY TO ENSURE A CLEAN CUT ON THE VERTICAL FACE OF SAWCUT JOINTS PRIOR TO PAVING AS PER 401.14. AFTER THE ASPHALT WORK IS COMPLETED, THE TRANSVERSE JOINTS SHALL BE SEALED WITH LIQUID ASPHALT, PER 401.22, 409.02 AND 409.03.

ANY PRIVATE PROPERTY WITHIN THE ROAD RIGHT-OF-WAY OR PROJECT CONSTRUCTION LIMITS SHALL BE REMOVED CAREFULLY AND STORED FOR THE PROPERTY OWNER AT A PLACE DESIGNATED BY THE PROPERTY OWNER ON THAT PARTICULAR PROPERTY. ANY SALVAGED PUBLIC ITEMS SHALL REMAIN CITY PROPERTY AND SHALL BE CAREFULLY REMOVED BY THE CONTRACTOR AND STORED AT A DESIGNATED LOCATION ON THE PROJECT SITE FOR CITY PICKUP.

PAYMENT FOR ITEM 202 REMOVAL, MISC.: REMOVED, FOR ALL OPERATIONS DESCRIBED ABOVE SHALL BE AT THE CONTRACT LUMP SUM BID PRICE AND SHALL INCLUDE ALL LABOR, MATERIAL, AND EQUIPMENT REQUIRED TO COMPLETE THIS ITEM OF WORK.

ITEM 204 - SUBGRADE COMPACTION

CONSTRUCT THE SUBGRADE AS FOLLOWS AND IN THE FOLLOWING SEQUENCE:

- SHAPE THE SUBGRADE TO WITHIN 0.2 FEET OF THE PLAN SUBGRADE ELEVATION.
- EXCAVATE AND REPLACE UNSUITABLE SUBGRADE BEFORE PROOF ROLLING. WHERE SUBGRADE SOILS FOUND TO BE UNSTABLE, NON-ORGANIC SOILS SHOULD BE OVER EXCAVATED 6 TO 12 INCHES AND BACKFILLED WITH ITEM 703.16.C, TYPE B GRANULAR UNDERLAIN BY GEOTEXTILE FABRIC.
- COMPACT THE SUBGRADE ACCORDING TO 204.03.
- THE ENGINEER WILL IDENTIFY THE ACTUAL LIMITS OF EXCAVATION FOR UNSTABLE SUBGRADE BASED ON THE PROOF ROLLING RESULTS AND VISUAL OBSERVATIONS. PROOF ROLL THE COMPACTED SUBGRADE ACCORDING TO 204.06.
- EXCAVATE UNSTABLE SUBGRADE AS DIRECTED BY THE ENGINEER AND STABILIZE BY REPLACING WITH THE SPECIFIED MATERIALS ACCORDING TO 204.07. EXCAVATION WILL EXTEND 18" BEYOND THE EDGE OF THE SURFACE OF THE ROADWAY. WHERE SUBGRADE SOILS FOUND TO BE UNSTABLE, NON-ORGANIC SOILS SHOULD BE OVER EXCAVATED 6 TO 12 INCHES AND BACKFILLED WITH ITEM 703.16.C, TYPE B GRANULAR UNDERLAIN BY GEOTEXTILE FABRIC.
- PROOF ROLL THE STABILIZED AREAS ACCORDING TO 204.06 TO VERIFY STABILITY.
- FINE GRADE THE SUBGRADE TO THE SPECIFIC GRADE.

FOR ESTIMATING PURPOSE, THE BELOW CONTINGENT QUANTITIES ARE FOR THE ASPHALT TRAIL AND ASSUMED AN AVERAGE OF 6" OF SOIL OVER EXCAVATED AND THE FOLLOWING QUANTITIES ARE CARRIED TO THE GENERAL SUMMARY:

- ITEM 204, EXCAVATION OF SUBGRADE.....407 C.Y.
- ITEM 204, GRANULAR MATERIAL, TYPE B.....407 C.Y.
- ITEM 204, GEOTEXTILE FABRIC.....2442 S.Y.

ITEM 204 - PROOF ROLLING

THE FOLLOWING QUANTITY IS PROVIDED IN THE GENERAL SUMMARY TO ADDRESS LOCATIONS REQUIRING PROOF ROLLING.

- ITEM 204 - PROOF ROLLING - 3 HOURS

ITEM 209 - SPECIAL, SHAPING

THIS ITEM OF WORK SHALL CONSIST OF THE WORK AS DESCRIBED IN OHIO DEPARTMENT OF TRANSPORTATION ITEM 209 - LINEAR GRADING, EXCEPT AS HEREIN MODIFIED:

CONTRACTOR SHALL GRADE THE EXISTING AGGREGATE PARKING LOT TO THE PROPOSED GRADE SHOWN IN THESE PLANS, MINUS THE PLAN ASPHALT AND CONCRETE THICKNESS. THE GRADED AGGREGATE AREA SHALL THEN BE PROOF ROLLED IN PREPARATION OF FINAL PAVEMENT PLACEMENT.

ALL EXCESS AGGREGATE MATERIAL SHALL BE DISPOSED OF BY THE CONTRACTOR AT HIS OWN RESPONSIBILITY AND EXPENSE OUTSIDE OF THE RIGHT-OF-WAY AT A SITE APPROVED BY THE CITY OF VAN WERT. IT IS THE PROJECT INTENT TO HAVE A NET ZERO EXCESS MATERIAL FOR THIS PROJECT.

PAYMENT FOR ITEM 209 - SPECIAL, SHAPING, FOR ALL OPERATIONS DESCRIBED ABOVE SHALL BE AT THE CONTRACT SQUARE YARD BID PRICE AND SHALL INCLUDE ALL LABOR, MATERIAL, AND EQUIPMENT REQUIRED TO COMPLETE THIS ITEM OF WORK.

ITEM 304 - AGGREGATE BASE, AS PER PLAN

THIS ITEM OF WORK SHALL CONSIST OF THE WORK AS DESCRIBED IN OHIO DEPARTMENT OF TRANSPORTATION ITEM 304 - AGGREGATE BASE, EXCEPT AS HEREIN MODIFIED:

CONTRACTOR TO USE MATERIAL GENERATED FROM ITEM SPECIAL - AGGREGATE BASE REMOVED, AS PER PLAN.

PAYMENT FOR ITEM 304 - AGGREGATE BASE, AS PER PLAN, FOR ALL OPERATIONS DESCRIBED ABOVE SHALL BE AT THE CONTRACT CUBIC YARD BID PRICE AND SHALL INCLUDE ALL LABOR, MATERIAL, AND EQUIPMENT REQUIRED TO COMPLETE THIS ITEM OF WORK.

ITEM SPECIAL - AGGREGATE BASE REMOVED

THIS ITEM OF WORK SHALL CONSIST OF THE WORK AS DESCRIBED BELOW.

CONTRACTOR SHALL REMOVE THE TOP 5" +/- OF AGGREGATE FROM THE EXISTING AGGREGATE TRAIL, SO THAT THE TOP OF THE AGGREGATE IS 6" BELOW THE PROPOSED ASPHALT TRAIL GRADE. THE REMOVED AGGREGATE IS TO BE UTILIZED AS THE AGGREGATE BASE FOR ALL AREAS OF WIDENED AND NEW ASPHALT TRAIL AS SHOWN IN THE PLANS.

THIS MATERIAL SHALL BE FREE AND CLEAR OF ALL MUD AND DEBRIS MATERIAL THAT MAY HAVE ACCUMULATED IN THE EXISTING PATHWAY BEFORE BEING USED FOR ITEM 304 - AGGREGATE BASE, AS PER PLAN.

ALL EXCESS AGGREGATE MATERIAL SHALL BE DISPOSED OF BY THE CONTRACTOR AT HIS OWN RESPONSIBILITY AND EXPENSE OUTSIDE OF THE RIGHT-OF-WAY AT A SITE APPROVED BY THE CITY OF VAN WERT.

PAYMENT FOR ITEM SPECIAL, AGGREGATE BASE REMOVED, FOR ALL OPERATIONS DESCRIBED ABOVE SHALL BE AT THE CONTRACT CUBIC YARD BID PRICE AND SHALL INCLUDE ALL LABOR, MATERIAL, AND EQUIPMENT REQUIRED TO COMPLETE THIS ITEM OF WORK.

ITEM SPECIAL - BICYCLE RACK

THIS ITEM OF WORK SHALL CONSIST OF THE WORK AS DESCRIBED BELOW.

CONTRACTOR SHALL REMOVE AND RELOCATE THE BICYCLE RACK AND CONCRETE PAD. CONTRACTOR SHALL USE CARE TO NOT DAMAGE THE BICYCLE RACK, CONCRETE PAD, OR PLAQUE EMBEDDED IN THE CONCRETE PAD.

PAYMENT FOR ITEM SPECIAL, BICYCLE RACK, 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 - BOLLARD

THIS ITEM OF WORK SHALL CONSIST OF THE WORK AS DESCRIBED BELOW.

THE CONTRACTOR SHALL INSTALL A REMOVABLE ROUND BOLLARD PER ODOT SCD RM-5.1 AND CENTER THE BOLLARD IN THE PROPOSED 10' PATH.

PAYMENT FOR ITEM SPECIAL, BOLLARD, 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 623 CONSTRUCTION LAYOUT STAKES AND SURVEYING, AS PER PLAN

THIS ITEM OF WORK SHALL CONSIST OF THE WORK AS DESCRIBED IN OHIO DEPARTMENT OF TRANSPORTATION ITEM 623 CONSTRUCTION LAYOUT STAKES, EXCEPT AS HEREIN MODIFIED.

THE VERTICAL CONTROL IS LISTED ON THE PLANS WITH THE BENCHMARKS. TRAVERSE POINTS ARE SHOWN ON SHEET 2 FOR HORIZONTAL CONTROL. THE BEARINGS ARE LISTED FOR THE CENTERLINE OF CONSTRUCTION.

PAYMENT FOR ITEM 623 CONSTRUCTION LAYOUT STAKES AND SURVEYING, AS PER PLAN, FOR ALL OPERATIONS DESCRIBED ABOVE SHALL BE AT THE CONTRACT LUMP SUM BID PRICE AND SHALL INCLUDE ALL LABOR, MATERIAL, AND EQUIPMENT, REQUIRED TO COMPLETE THIS ITEM OF WORK.

ITEM 614 MAINTAINING TRAFFIC

IT IS THE INTENTION TO PERFORM THE REQUIRED WORK WITHIN THESE PLANS WITH THE LEAST INCONVENIENCE TO, AND THE MAXIMUM SAFETY OF, THE CONTRACTOR, LOCAL MERCHANTS, PEDESTRIAN TRAFFIC, AND THE TRAVELING PUBLIC.

REQUIREMENTS FOR MAINTAINING TRAFFIC AS SPECIFIED IN THE "OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS" (CURRENT EDITION, LATEST REVISION), PERTINENT PROVISIONS OF THE "OHIO DEPARTMENT OF TRANSPORTATION CONSTRUCTION AND MATERIAL SPECIFICATIONS" (INCLUDING SUPPLEMENTAL SPECIFICATIONS) AND APPLICABLE STANDARD CONSTRUCTION DRAWINGS SHALL APPLY TO THIS PROJECT IN ADDITION TO THE FOLLOWING NOTES.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING SAFE AND EFFECTIVE VEHICULAR TRAFFIC CONTROL 24 HOURS A DAY FOR THE DURATION OF THIS PROJECT. THIS WILL INCLUDE PROVIDING, PLACING, MAINTAINING, AND SUBSEQUENTLY REMOVING ALL NECESSARY TRAFFIC CONTROL MEASURES FOR ALL PROPOSED CONSTRUCTION OPERATIONS.

BEFORE THE WORK BEGINS, THE CONTRACTOR SHALL SUBMIT TO THE CITY THE NAME(S) AND TELEPHONE NUMBER(S) OF A PERSON OR PERSONS WHO CAN BE CONTACTED TWENTY-FOUR (24) HOURS A DAY BY THE CITY, OR ANY OTHER INTERESTED POLICE AGENCY.

ITEM 614 MAINTAINING TRAFFIC (CONTINUED)

THIS PERSON OR PERSONS SHALL BE RESPONSIBLE FOR REPAIRING AND/OR REPLACING ALL TRAFFIC CONTROL DEVICES NEEDED TO MAINTAIN THE SAFETY OF THE TRAVELED PAVEMENT FOR THE DURATION OF THIS PROJECT. THIS PERSON SHALL HAVE AVAILABLE ALL MATERIALS, EQUIPMENT, AND INCIDENTALS NECESSARY TO PERFORM THE REQUIRED REPAIRS WITHIN A REASONABLE PERIOD OF TIME AS PER C.M.S. 614.14.

THE CONTRACTOR SHALL ALSO SUBMIT A CONSTRUCTION SEQUENCING SCHEDULE PRIOR TO WORK BEGINNING FOR APPROVAL BY THE CITY. THE CONSTRUCTION SEQUENCING SCHEDULE SHALL TAKE INTO CONSIDERATION ALL ASPECTS OF THE PROJECT INCLUDING HOW LOCAL TRAFFIC TO THE SMILEY PARK AND ROTARY SOCCER PARK ATHLETIC COMPLEX WILL BE MAINTAINED. THE CONSTRUCTION SEQUENCE WILL NEED TO BE APPROVED BY THE CITY AND ODOT PRIOR TO ANY COMMENCEMENT OF WORK.

ACCESS TO SMILEY PARK AND THE ROTARY SOCCER PARK ATHLETIC COMPLEX SHALL BE MAINTAINED AT ALL TIMES DURING CONSTRUCTION ACTIVITIES; HOWEVER, VEHICULAR ACCESS TO THE PARKING AREA AT THE ROTARY SOCCER PARK ATHLETIC COMPLEX WILL BE RESTRICTED DURING PAVING.

ACCESS TO AND FROM ALL LOCAL RESIDENTIAL AND BUSINESS DRIVES WITHIN THE LIMITS OF THIS PROJECT SHALL BE MAINTAINED AT ALL TIMES (24 HOURS A DAY) BY USING THE EXISTING PAVEMENT, TEMPORARY PAVEMENT, AND THE PROPOSED PAVEMENT UNLESS OTHERWISE DIRECTED BY THE ENGINEER. IT IS THE CONTRACTOR'S RESPONSIBILITY TO SEQUENCE HIS WORK TO HELP MINIMIZE THE NEED FOR TEMPORARY AGGREGATE PAVEMENT. TEMPORARY AGGREGATE PAVEMENT CAN BE ASPHALT GRINDINGS OR OTHER AGGREGATE APPROVED BY THE CITY. THE COST OF INSTALLATION, MATERIAL, AND REMOVAL OF THE TEMPORARY AGGREGATE PAVEMENT IS TO BE PART OF THE LUMP SUM BID FOR ITEM 614 MAINTAINING TRAFFIC.

WHERE MORE THAN ONE ACCESS TO A BUSINESS OR RESIDENCE EXISTS, ONLY ONE ACCESS NEEDS TO BE MAINTAINED AT A TIME DURING CONSTRUCTION. WHEN A BUSINESS OR RESIDENCE ONLY HAS ONE ACCESS DRIVE, ACCESS SHALL BE MAINTAINED AT ALL TIMES. IF THE PROJECT REQUIRES IMPROVEMENTS TO THIS ACCESS DRIVE, THE CONTRACTOR SHALL REPLACE HALF OF THE DRIVE AT ONE TIME TO ALLOW ACCESS AT ALL TIMES. THESE ACCESS OPTIONS ARE SUBJECT TO THE APPROVAL OF THE CITY.

THE CONTRACTOR SHALL PROVIDE, ERECT AND MAINTAIN SIGNS AND SIGN SUPPORTS, AND CONSTRUCTION BARRELS AS DETAILED IN THE "OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES," AND TYPE II BARRICADES WITH THE SIGN R9-9 ("SIDEWALK CLOSED") OF THE TYPE AND LOCATION AS FOLLOWS:

AT THE BEGINNING AND END OF THE PROJECT LIMITS AT ALL INTERSECTIONS OF EXISTING SIDEWALKS AND PROJECT LIMITS AT THE ENTRANCE TO THE CHILDREN'S GARDEN DURING THE TEMPORARY CLOSURE.

THE CONTRACTOR SHALL MAINTAIN PEDESTRIAN TRAFFIC TO THE CHILDREN'S GARDEN UNTIL THE ENTRANCE IS RECONSTRUCTED. AT THIS TIME THE CONTRACTOR SHALL KEEP THE ENTRANCE CLOSURE TO A MINIMUM UNTIL THE NEW SIDEWALK CAN BE REOPENED.

ANY DAMAGE TO MAINTENANCE OF TRAFFIC EQUIPMENT SUCH AS SIGNS, BARRELS, ETC. SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.

THE CONTRACTOR WILL BE REQUIRED TO PROVIDE, ERECT, MAINTAIN (IN PROPER POSITION, CLEAN AND LEGIBLE, AND IN GOOD WORKING CONDITION), AND SUBSEQUENTLY REMOVE ALL LIGHTS, SIGNS, CONES, BARRICADES, EXISTING PAVEMENT MARKINGS, AND ANY OTHER TRAFFIC CONTROL DEVICES NECESSARY FOR THE MAINTENANCE OF TRAFFIC.

IT IS INTENDED THAT THE LOCAL TRAFFIC NOT BE SUBJECTED TO ANY LANE CLOSURES UNLESS ACTIVE WORK IS BEING PERFORMED IN OR IMMEDIATELY ADJACENT TO THE CLOSED LANE. THE ROADWAY SHALL NOT BE RESTRICTED TO ANY LANE CLOSURE DURING PERIODS OF INTERMITTENT OR IRREGULAR WORK, NOR CLOSED SOLELY FOR THE CONVENIENCE OF THE CONTRACTOR. THE CITY SHALL MAKE THE FINAL DETERMINATION AS TO WHAT CONSTITUTES ACTIVE WORK AND WHETHER OR NOT THE LANE CLOSURE IS JUSTIFIED.

IF, IN THE OPINION OF THE CITY, THE LANE CLOSURE IS NOT JUSTIFIED, THEY MAY ORDER ALL OR PART OF THE LANE CLOSURE REOPENED TO LOCAL TRAFFIC (UNTIL SUCH TIME THIS CONDITION IS CORRECTED).

THE CONTRACTOR SHALL FURNISH AND INSTALL ADVANCE WARNING "ROAD WORK AHEAD" (W20-1) SIGNS AND "END ROAD WORK" (G20-2) SIGNS, PLACED AT EACH CROSSROAD IN THE PROJECT AREA, AS WELL AS OTHER NECESSARY MAINTENANCE OF TRAFFIC SIGNS.

THE CONTRACTOR SHALL NOTIFY THE CITY OF ANY INTENDED CHANGES TO ANY EXISTING OR TEMPORARY TRAFFIC CONTROL DEVICES AND SHALL OBTAIN THE CITY'S APPROVAL PRIOR TO MAKING THE CHANGES. THE CONTRACTOR SHALL ALSO NOTIFY THE CITY AND LOCAL NEWSPAPER FORTY-EIGHT (48) HOURS IN ADVANCE OF ANY INTENDED LANE CLOSURES.

REF NO.	SHEET NO.	STATION TO STATION		SIDE	MEASURED AREA (S.F.)	202	204	SPECIAL	304	407	411	441	441	452	608	608	611	642	670	690	SPECIAL	SPECIAL
						WALK REMOVED	SUBGRADE COMPACTION	SHAPING	AGGREGATE BASE, AS PER PLAN	NON-TRACKING TACK COAT	STABILIZED CRUSHED AGGREGATE	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), PG64-22	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, (448)	6" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC 1P, AS PER PLAN	4" CONCRETE WALK, AS PER PLAN	CURB RAMP, AS PER PLAN	MANHOLE ADJUSTED TO GRADE	CROSSWALK LINE, TYPE 1	SLOPE EROSION PROTECTION	SPECIAL -AGGREGATE BASE REMOVED	BICYCLE RACK	BOLLARD
		TO				SF	SY	SY	CY	GAL	CY	CY	CY	SY	SF	SF	EACH	FT	SY	CY	EACH	EACH
EC1	10	8+54.30		10+86.24	LT	1354.8													150.5			
EC2	11-12	15+00.27		20+19.62	LT	5151.4													572.4			
EC3	12	20+23.02		21+33.12	LT	963.1													107.0			
EC4	12-13	21+36.49		23+17.12	LT	1801.0													200.1			
EC5	18	71+99.27		72+09.27	LT	437.0													48.6			
P1	10-13	8+54.39		8+68.92	LT/RT	134.0		14.9			1.24					134.0						
P2	10-13	8+68.92		23+09.13	LT/RT	10563.2		1173.7			97.81				10348.0							
P3	10	11+61.71		11+67.66	LT	60.0		6.7			0.56											
P4	13	23+09.13		23+17.33	LT/RT	81.2		9.0			0.75					81.2						
P5	13	23+38.59		23+53.25	LT/RT	146.5		16.3			1.36					146.5						
P6	13	23+49.36		23+53.29	RT	14.1		1.6			0.13				14.1							
P7	13-17	23+53.25		46+42.13	LT/RT	18746.0		2082.9		125.0	173.57	72.32	101.25						289.29			
P8	13-17	23+53.29		46+38.88	RT	3853.9		428.2	71.37	25.7	35.68	14.87	20.82									
P9	17-19	74+07.64		77+44.03	LT	30485.8				203.2		141.14	235.23									
P10	17-19	70+90.00		77+32.72	RT	5449.4		605.5	151.37	36.3		21.02	29.43									
P11	18	71+89.27		71+97.64	LT	261.7		29.1		1.7	2.42	1.01	1.41									
P12	18	71+97.64		71+99.27	LT	67.9		7.5	1.26	0.5	0.63	0.26	0.37						1.05			
P13	18	71+89.01		71+99.01	LT	110.0		12.2			1.02					110.0						
P14	18	74+07.64		74+72.97	LT	567.8			63.1	10.51				63.1								
R1	10	10+31.51		10+86.24	LT/RT	214.7	214.7															
R2	10	11+35.42		11+41.53	RT	69.9	69.9															
R3	10	11+52.95		11+58.35	RT	57.7	57.7															
R4	11	14+84.29		15+88.37	LT/RT	594.2	594.2															
R5	12	17+50.37		17+58.10	RT	50.3	50.3															
R6	12	19+60.30		20+96.58	LT/RT	706.1	706.1															
R7	12	21+31.30		21+38.12	LT	45.7	45.7															
R8	13	22+46.52		22+82.78	RT	200.7	200.7															
R9	13	23+38.59		23+53.25	LT/RT	156.3	156.3															
R10	18	71+89.15		71+97.27	LT	87.0	87.0															
XW1	13	23+17.13		23+38.58	LT/RT												42.9					
B1	10	8+73.00			LT																	1
B2	13	23+02.00			LT/RT																	1
D1	11	14+69.00			RT												1					
TOTALS CARRIED TO GENERAL SUMMARY						2183	4388	3451	235	393	316	251	389	64	10363	472	1	43	1079	291	1	2

PAVEMENT SUBSUMMARY

VAN-ROTARY SOCCER PARK TRAIL

CALCULATED
BMW
CHECKED
MJH

BMP TYPE	LAT. BEGIN	LONG. BEGIN	STA. BEGIN	LAT. END	LONG. END	STA. END	WIDTH	EDA CREDIT
VEGETATED FILTER STRIP #1 (VFS#1)	40.866103	-84.605524	8+54.40	40.866554	-84.606201	10+85.60	6 FEET	0.06 ACRES
VEGETATED FILTER STRIP #2 (VFS#2)	40.867564	-84.606582	15+00.27	40.869730	-84.605936	23+17.33	10 FEET	0.37 ACRES
TREATMENT PROVIDED								0.43 ACRES
TREATMENT REQUIRED								0.39 ACRES

PROJECT DATA:

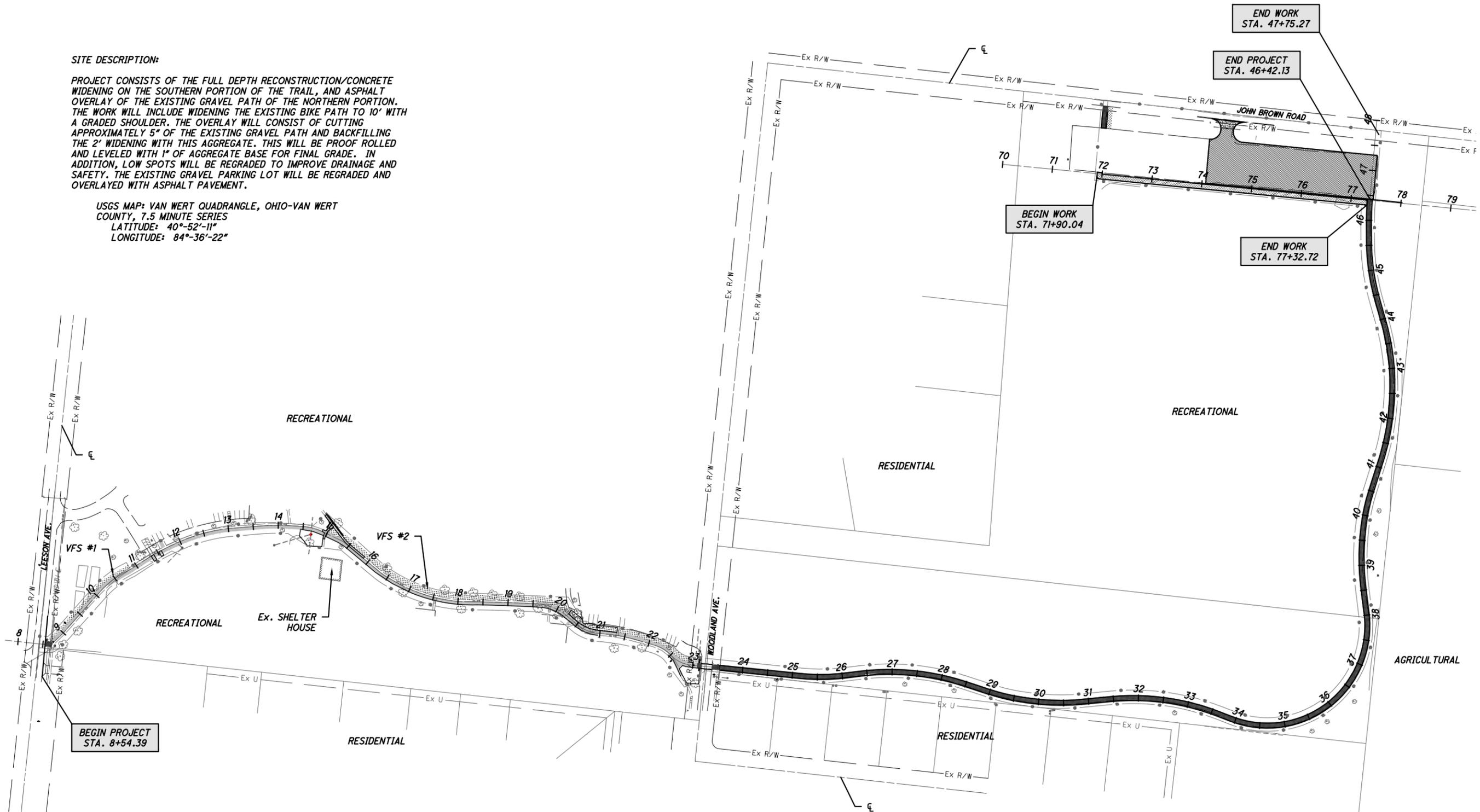
PROJECT AREA = 2.67 ACRES
 PROJECT EARTH DISTURBED AREA = 1.97 ACRES
 ESTIMATED CONTRACTOR EARTH DISTURBED AREA = 0.10 ACRES
 NOTICE OF INTENT EARTH DISTURBED AREA = 4.90 ACRES
 IMPERVIOUS AREA FOR PRE-CONSTRUCTION SITE = 1.26 ACRES
 IMPERVIOUS AREA FOR POST-CONSTRUCTION SITE = 1.71 ACRES
 RUNOFF COEFFICIENT FOR PRE-CONSTRUCTION SITE = 0.58
 RUNOFF COEFFICIENT FOR POST-CONSTRUCTION SITE = 0.68
 POST CONSTRUCTION BMP: VEGETATED FILTER STRIP MAINTAINED
 BY CITY OF VAN WERT
 IMMEDIATE RECEIVING WATERS: CITY STORM SYSTEM
 SUBSEQUENT RECEIVING WATERS: MADDOX CREEK



SITE DESCRIPTION:

PROJECT CONSISTS OF THE FULL DEPTH RECONSTRUCTION/CONCRETE WIDENING ON THE SOUTHERN PORTION OF THE TRAIL, AND ASPHALT OVERLAY OF THE EXISTING GRAVEL PATH OF THE NORTHERN PORTION. THE WORK WILL INCLUDE WIDENING THE EXISTING BIKE PATH TO 10' WITH A GRADED SHOULDER. THE OVERLAY WILL CONSIST OF CUTTING APPROXIMATELY 5" OF THE EXISTING GRAVEL PATH AND BACKFILLING THE 2' WIDENING WITH THIS AGGREGATE. THIS WILL BE PROOF ROLLED AND LEVELED WITH 1" OF AGGREGATE BASE FOR FINAL GRADE. IN ADDITION, LOW SPOTS WILL BE REGRADED TO IMPROVE DRAINAGE AND SAFETY. THE EXISTING GRAVEL PARKING LOT WILL BE REGRADED AND OVERLAYED WITH ASPHALT PAVEMENT.

USGS MAP: VAN WERT QUADRANGLE, OHIO-VAN WERT COUNTY, 7.5 MINUTE SERIES
 LATITUDE: 40°-52'-11"
 LONGITUDE: 84°-36'-22"



PROJECT SITE PLAN

VAN-ROTARY SOCCER PARK TRAIL

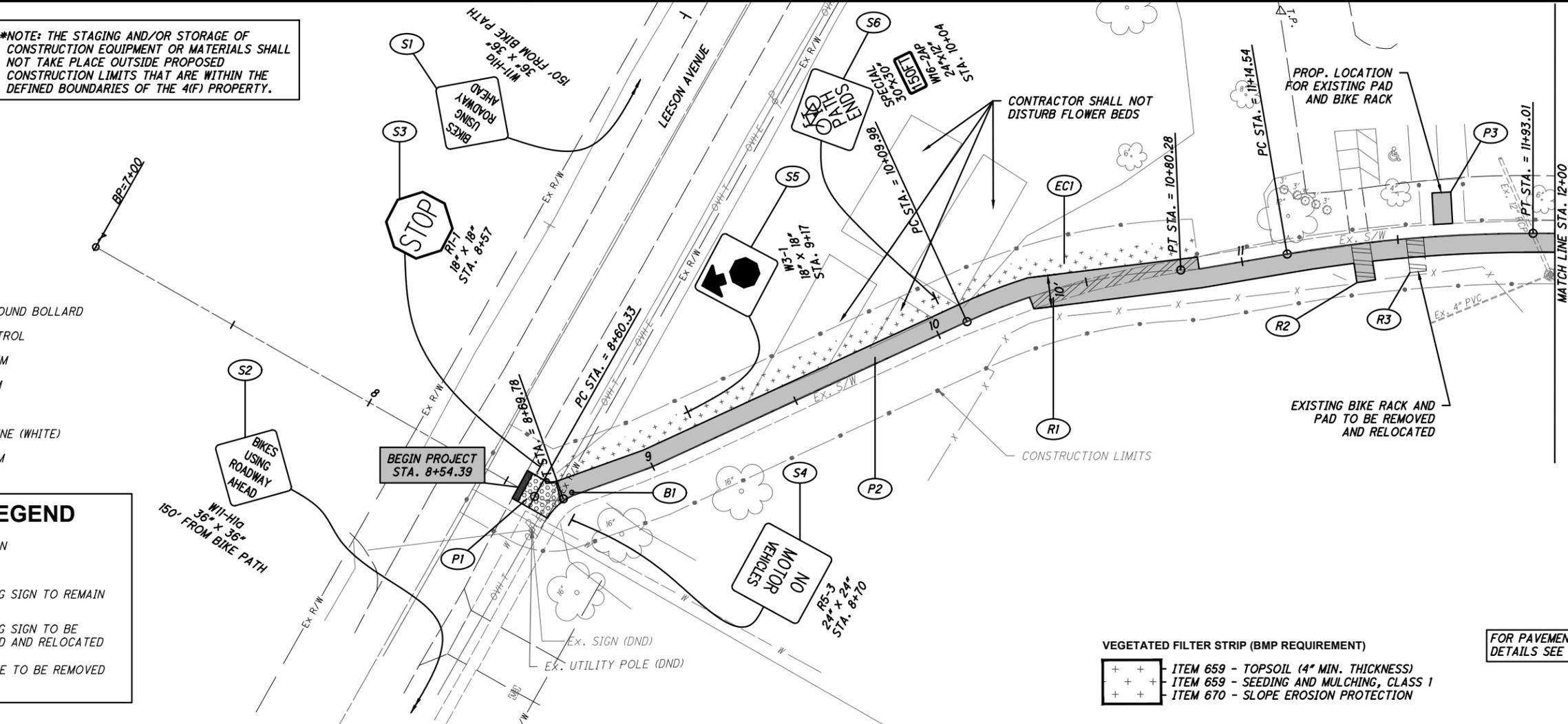
*NOTE: THE STAGING AND/OR STORAGE OF CONSTRUCTION EQUIPMENT OR MATERIALS SHALL NOT TAKE PLACE OUTSIDE PROPOSED CONSTRUCTION LIMITS THAT ARE WITHIN THE DEFINED BOUNDARIES OF THE 4(F) PROPERTY.

LEGEND

- (BX) REMOVABLE ROUND BOLLARD
- (ECX) EROSION CONTROL
- (PX) PAVEMENT ITEM
- (RX) REMOVAL ITEM
- (SX) SIGN ITEM
- (XWX) CROSSWALK LINE (WHITE)
- (DX) DRAINAGE ITEM

SIGN LEGEND

- NEW SIGN
- EXISTING SIGN TO REMAIN
- EXISTING SIGN TO BE REMOVED AND RELOCATED
- Ex. TREE TO BE REMOVED



VEGETATED FILTER STRIP (BMP REQUIREMENT)

- + + ITEM 659 - TOPSOIL (4" MIN. THICKNESS)
- + + ITEM 659 - SEEDING AND MULCHING, CLASS 1
- + + ITEM 670 - SLOPE EROSION PROTECTION

FOR PAVEMENT LEGEND AND DETAILS SEE SHEET 3

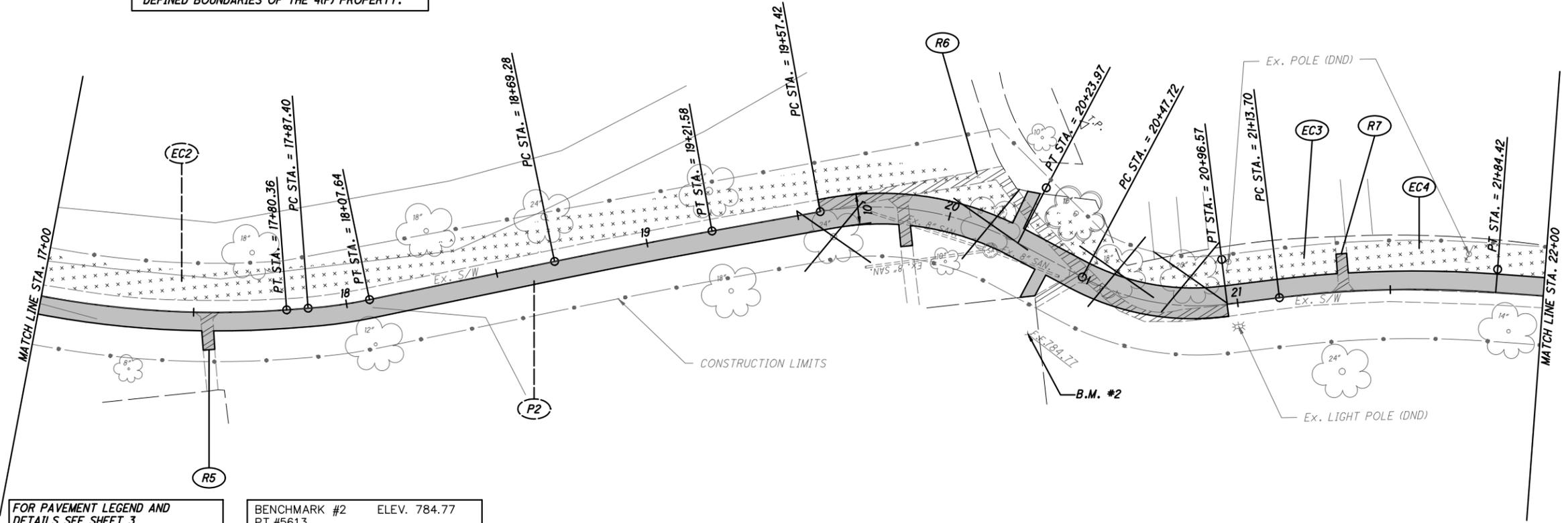
PROPOSED CENTERLINE ELEVATIONS	EXISTING CENTERLINE ELEVATIONS
790	790
785	785
780	780
775	775
770	770
765	765
760	760
782.04	782.1
782.24	782.2
782.04	782.5
782.24	782.6
782.04	782.7
782.24	782.6
782.04	782.6
782.24	782.6



**PLAN AND PROFILE - SMILEY PARK BIKE PATH
STA. 7+00 TO STA. 12+00**

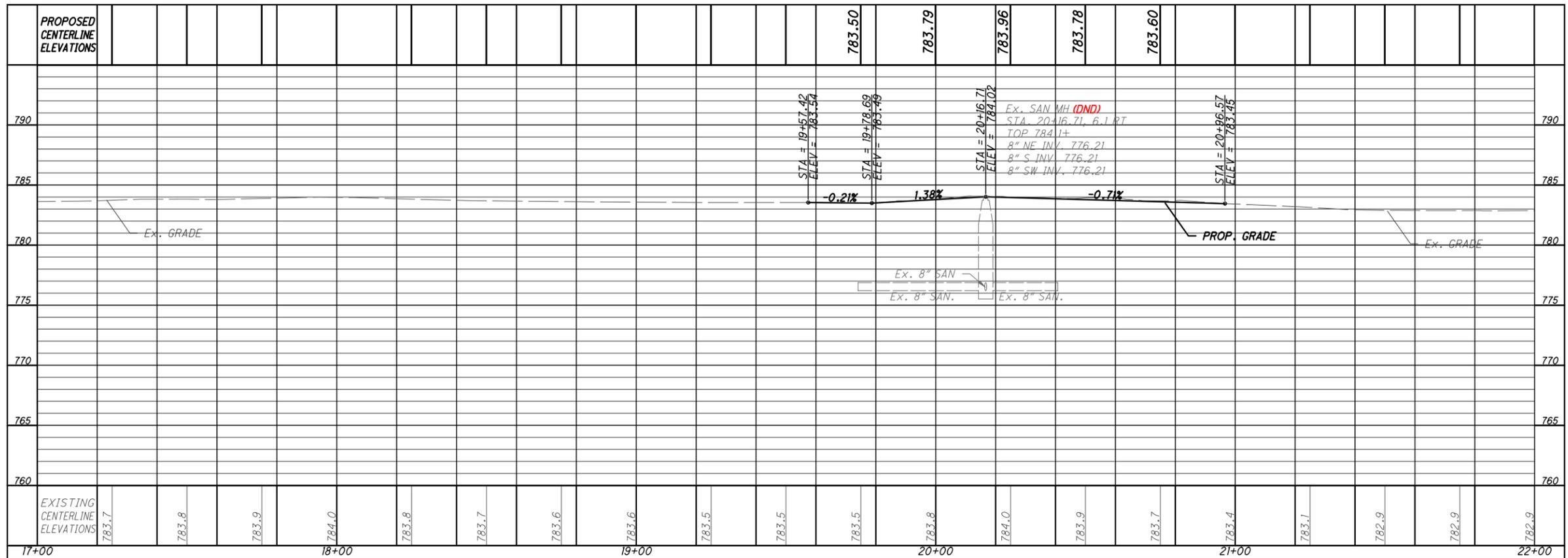
**VAN-ROTARY SOCCER
PARK TRAIL**

*NOTE: THE STAGING AND/OR STORAGE OF CONSTRUCTION EQUIPMENT OR MATERIALS SHALL NOT TAKE PLACE OUTSIDE PROPOSED CONSTRUCTION LIMITS THAT ARE WITHIN THE DEFINED BOUNDARIES OF THE 4(F) PROPERTY.



FOR PAVEMENT LEGEND AND DETAILS SEE SHEET 3
FOR SIGN LEGEND & VEGETATIVE STRIP REQUIREMENTS SEE SHEET 10.

BENCHMARK #2 ELEV. 784.77
PT.#5613
FINISH FLOOR OF THE WOMEN'S BATHROOM OF THE NORTH SHELTER HOUSE

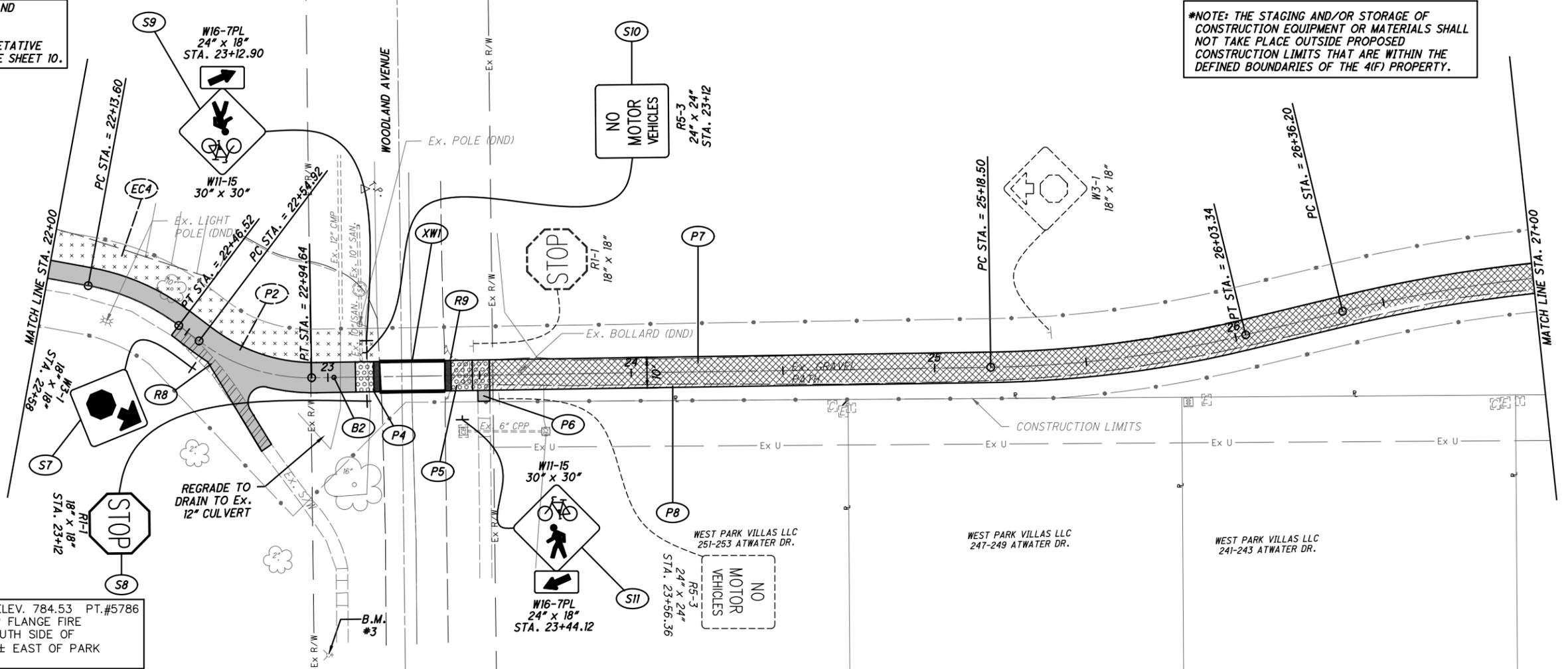


PLAN AND PROFILE - SMILEY PARK BIKE PATH
STA. 17+00 TO STA. 22+00

VAN-ROTARY SOCCER PARK TRAIL

FOR PAVEMENT LEGEND AND DETAILS SEE SHEET 3
FOR SIGN LEGEND & VEGETATIVE STRIP REQUIREMENTS SEE SHEET 10.

*NOTE: THE STAGING AND/OR STORAGE OF CONSTRUCTION EQUIPMENT OR MATERIALS SHALL NOT TAKE PLACE OUTSIDE PROPOSED CONSTRUCTION LIMITS THAT ARE WITHIN THE DEFINED BOUNDARIES OF THE 4(F) PROPERTY.



BENCHMARK #3 ELEV. 784.53 PT.#5786
BOLT TIP ARROW TOP FLANGE FIRE HYDRANT ON THE SOUTH SIDE OF WOODLAND AVE. 110'± EAST OF PARK ENTRANCE

PROPOSED CENTERLINE ELEVATIONS	782.77	782.25	781.81	781.75	780.84	780.66	780.55	780.41	780.22	780.02	779.82	779.62	779.43	779.38	779.34	779.31	779.27	779.24			
EXISTING CENTERLINE ELEVATIONS	782.9	782.9	782.5	781.4	782.2	781.8	780.6	780.5	780.3	780.1	779.9	779.6	779.5	779.4	779.1	779.0	779.0	779.0			
PROPOSED GRADE	-2.11%	-2.98%	-3.48%	-1.50%	-3.94%	-0.45%	-0.79%	-0.14%													
VERTICAL CURVE DATA	VPI STA = 23+03.56 VPI EL = 781.64 V.C. = 27.43 K = 5.39			VPC STA = 22+89.84 VPC EL = 781.93 TOP 781.7± 10" W INV. 773.80 10" E INV. 773.80			VPT STA = 23+17.33 VPT EL = 782.05			VPI STA = 23+44.41 VPI EL = 782.0± TOP 782.0± 6" W INV. 777.22 6" E INV. 777.22			VPC STA = 23+47.61 VPC EL = 781.78 TOP 780.4± 8" S INV. 771.42			VPT STA = 24+44.10 VPT EL = 780.46			VPI STA = 25+76.60 VPI EL = 779.41		
UTILITY NOTES	Ex. SAN WH (DND) STA. 23+10.99, 28.9 LT TOP 781.7± 10" W INV. 773.80 10" E INV. 773.80			Ex. 12" CMP INV. 780.64			Ex. 10" SAN.			Ex. 6" CPP			Ex. 6" CPP			Ex. 6" CPP					
PROPERTY NOTES	West Park Villas LLC 251-253 ATWATER DR.			West Park Villas LLC 247-249 ATWATER DR.			West Park Villas LLC 241-243 ATWATER DR.														

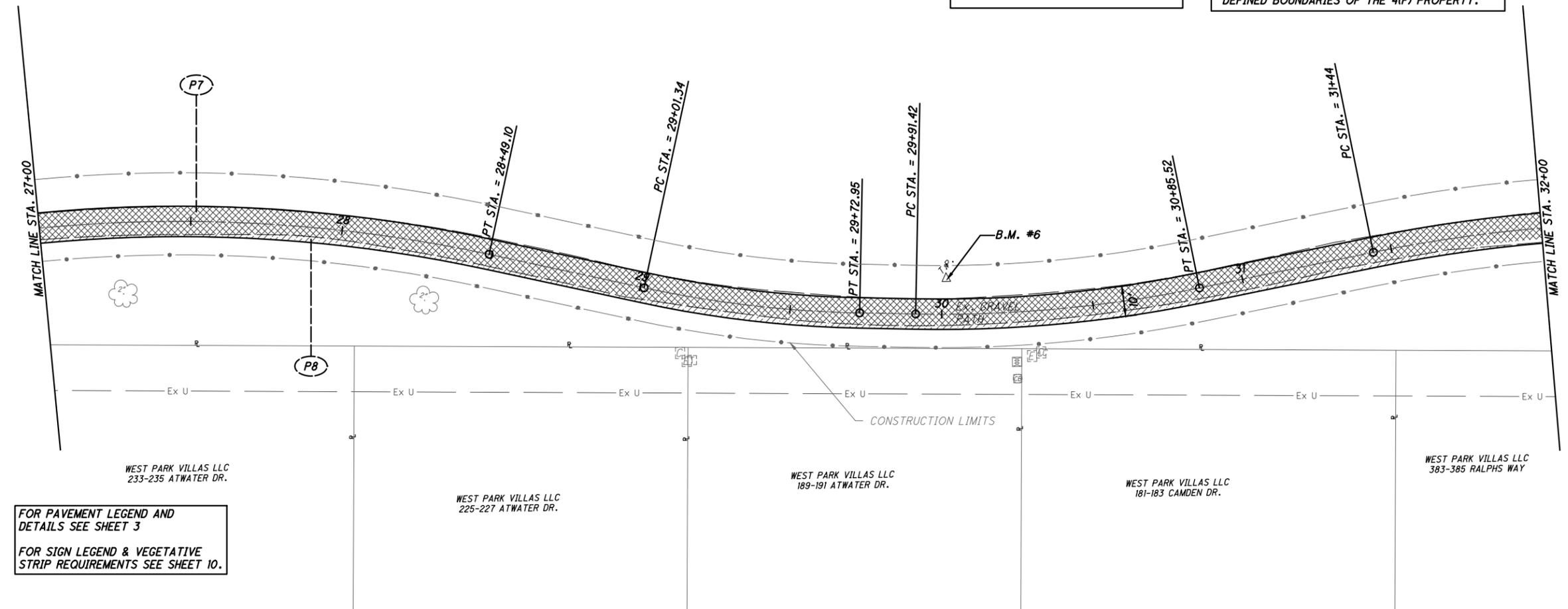


PLAN AND PROFILE - SMILEY PARK BIKE PATH
STA. 22+00 TO STA. 27+00

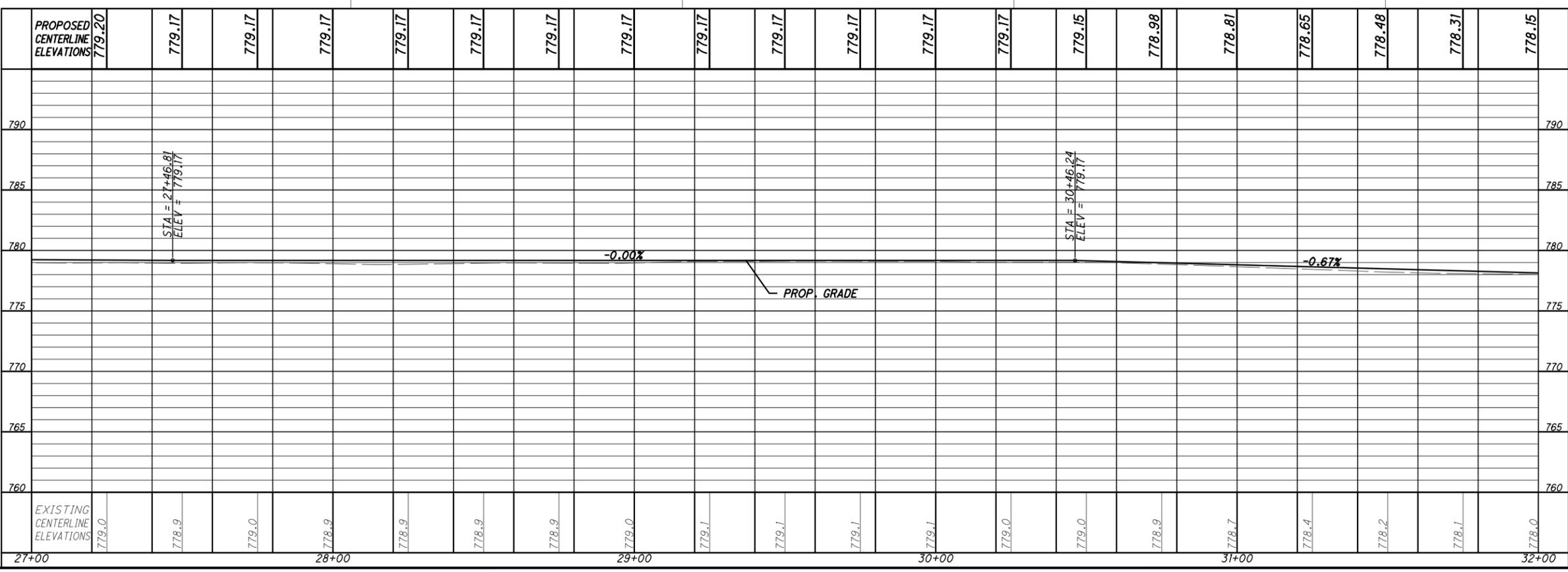
VAN-ROTARY SOCCER PARK TRAIL

BENCHMARK #6 ELEV. 779.04
 PT.#206
 TRAVERSE IRON PIN

*NOTE: THE STAGING AND/OR STORAGE OF
 CONSTRUCTION EQUIPMENT OR MATERIALS SHALL
 NOT TAKE PLACE OUTSIDE PROPOSED
 CONSTRUCTION LIMITS THAT ARE WITHIN THE
 DEFINED BOUNDARIES OF THE 4(F) PROPERTY.



FOR PAVEMENT LEGEND AND
 DETAILS SEE SHEET 3
 FOR SIGN LEGEND & VEGETATIVE
 STRIP REQUIREMENTS SEE SHEET 10.



CALCULATED
 EMW
 CHECKED
 MJH

PLAN AND PROFILE - SMILEY PARK BIKE PATH
 STA. 27+00 TO STA. 32+00

VAN-ROTARY SOCCER
 PARK TRAIL

*NOTE: THE STAGING AND/OR STORAGE OF CONSTRUCTION EQUIPMENT OR MATERIALS SHALL NOT TAKE PLACE OUTSIDE PROPOSED CONSTRUCTION LIMITS THAT ARE WITHIN THE DEFINED BOUNDARIES OF THE 4(F) PROPERTY.

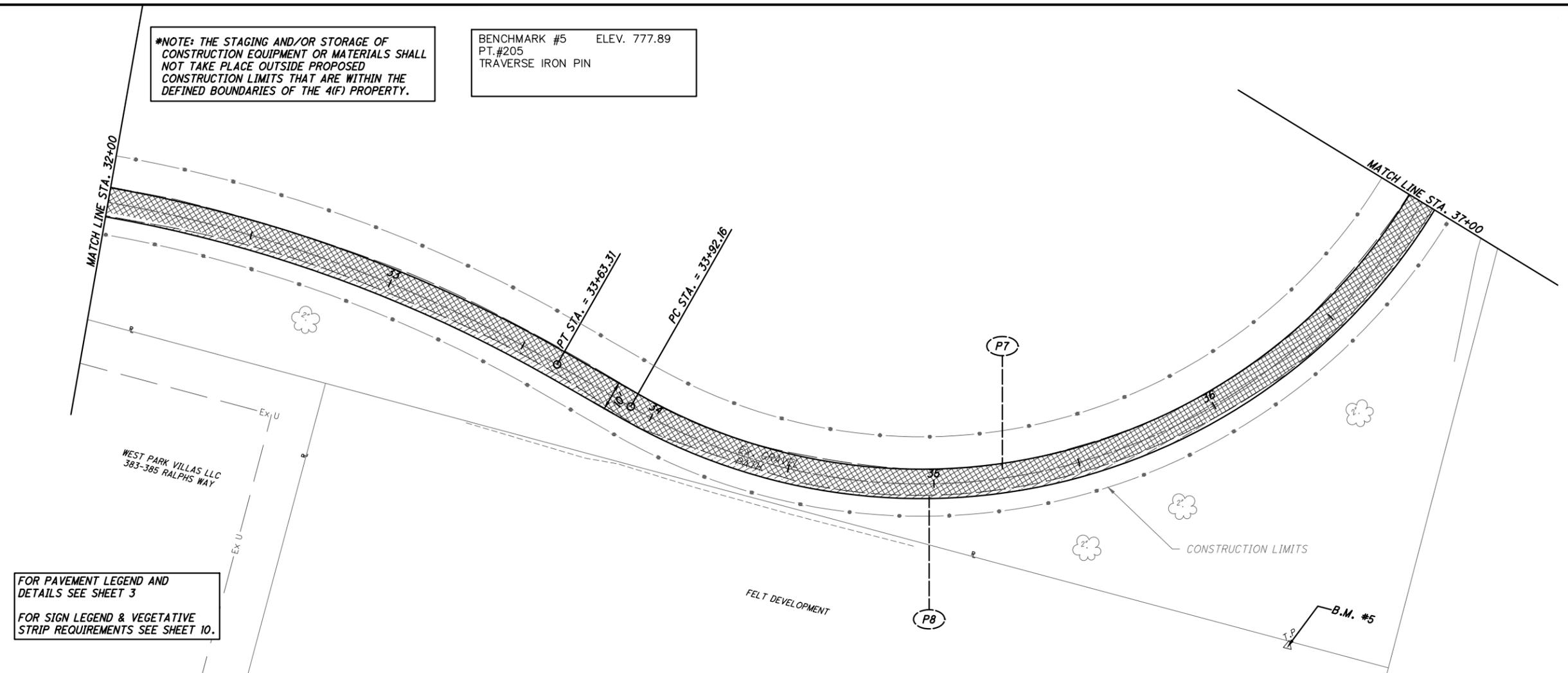
BENCHMARK #5
ELEV. 777.89
PT.#205
TRAVERSE IRON PIN



CALCULATED
EMW
CHECKED
M/JH

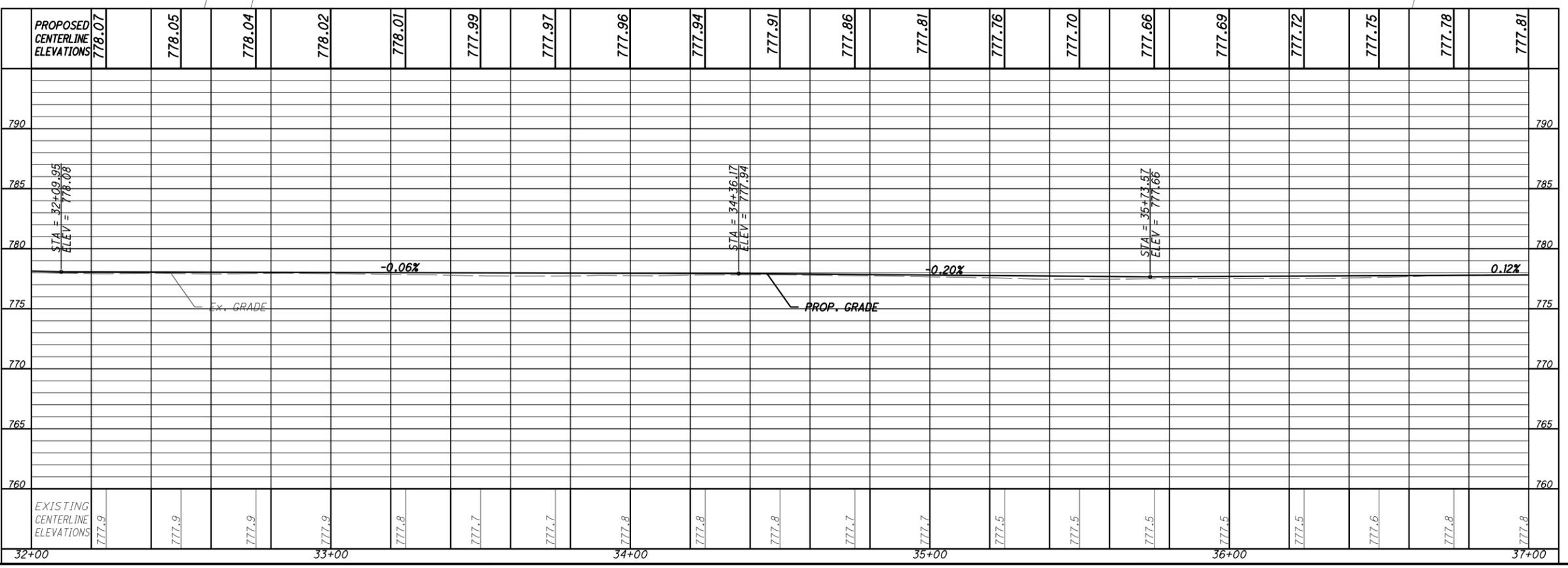
PLAN AND PROFILE - SMILEY PARK BIKE PATH
STA. 32+00 TO STA. 37+00

VAN-ROTARY SOCCER
PARK TRAIL

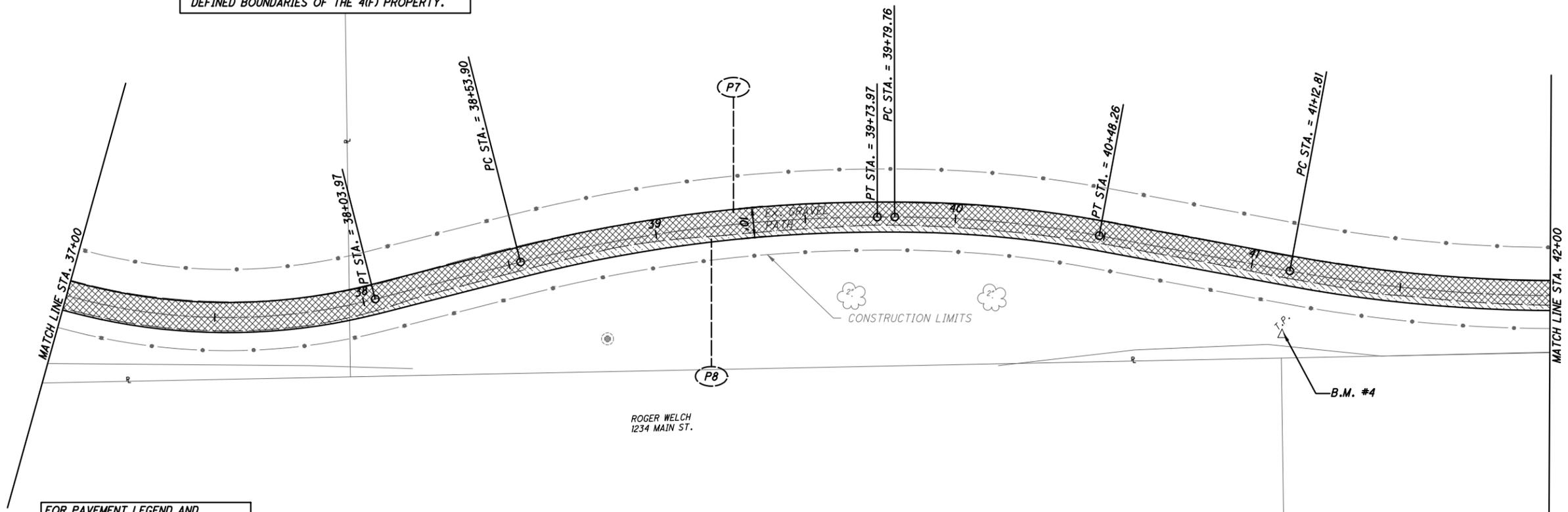


PROPOSED CENTERLINE ELEVATIONS	778.07	778.05	778.04	778.02	778.01	777.99	777.97	777.96	777.94	777.91	777.86	777.81	777.76	777.70	777.66	777.69	777.72	777.75	777.78	777.81
EXISTING CENTERLINE ELEVATIONS	777.9	777.9	777.9	777.9	777.8	777.7	777.7	777.8	777.8	777.8	777.7	777.7	777.5	777.5	777.5	777.5	777.5	777.6	777.8	777.8
PROPOSED CENTERLINE ELEVATIONS	778.07	778.05	778.04	778.02	778.01	777.99	777.97	777.96	777.94	777.91	777.86	777.81	777.76	777.70	777.66	777.69	777.72	777.75	777.78	777.81
EXISTING CENTERLINE ELEVATIONS	777.9	777.9	777.9	777.9	777.8	777.7	777.7	777.8	777.8	777.8	777.7	777.7	777.5	777.5	777.5	777.5	777.5	777.6	777.8	777.8

FOR PAVEMENT LEGEND AND DETAILS SEE SHEET 3
FOR SIGN LEGEND & VEGETATIVE STRIP REQUIREMENTS SEE SHEET 10.



*NOTE: THE STAGING AND/OR STORAGE OF CONSTRUCTION EQUIPMENT OR MATERIALS SHALL NOT TAKE PLACE OUTSIDE PROPOSED CONSTRUCTION LIMITS THAT ARE WITHIN THE DEFINED BOUNDARIES OF THE 4(F) PROPERTY.



FOR PAVEMENT LEGEND AND DETAILS SEE SHEET 3
FOR SIGN LEGEND & VEGETATIVE STRIP REQUIREMENTS SEE SHEET 10.

BENCHMARK #4 ELEV. 776.93'
PT. #204
TRAVERSE IRON PIN

PROPOSED CENTERLINE ELEVATIONS	777.84	777.87	777.91	777.94	777.95	777.92	777.88	777.85	777.82	777.78	777.75	777.72	777.68	777.65	777.62	777.58	777.55	777.52	777.48	777.45
EXISTING CENTERLINE ELEVATIONS	777.8	777.7	777.6	777.8	777.9	777.7	777.7	777.6	777.6	777.5	777.4	777.3	777.3	777.2	777.1	777.1	777.1	777.2	777.2	777.2
Station	37+00			38+00				39+00				40+00				41+00				42+00

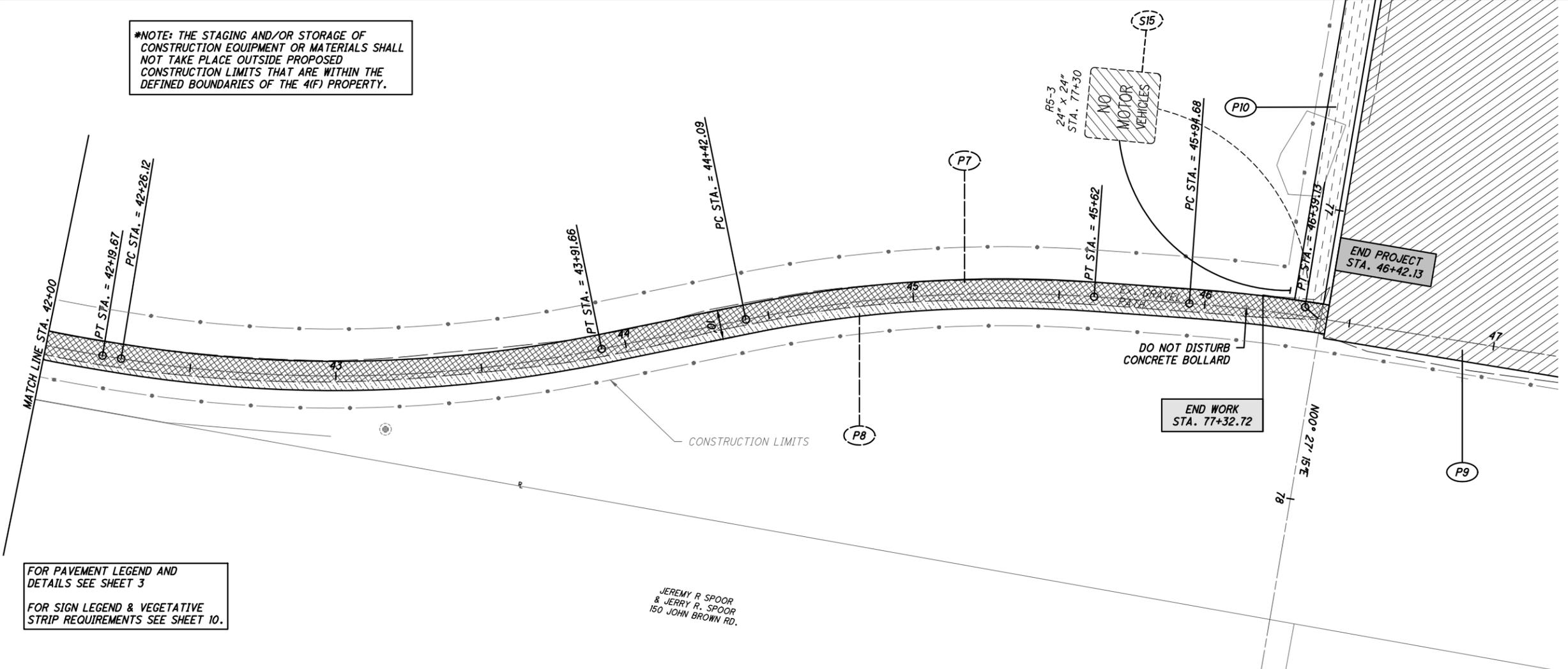


CALCULATED
EMW
CHECKED
M/JH

PLAN AND PROFILE - SMILEY PARK BIKE PATH
STA. 37+00 TO STA. 42+00

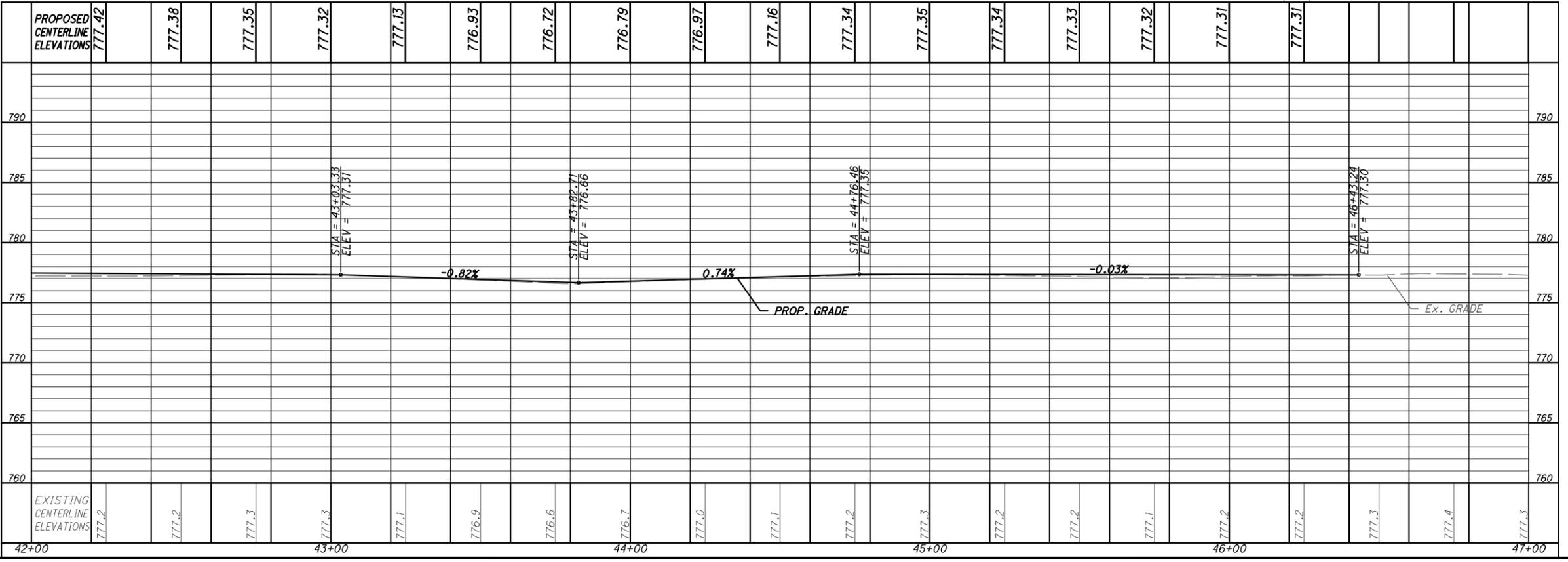
VAN-ROTARY SOCCER
PARK TRAIL

*NOTE: THE STAGING AND/OR STORAGE OF CONSTRUCTION EQUIPMENT OR MATERIALS SHALL NOT TAKE PLACE OUTSIDE PROPOSED CONSTRUCTION LIMITS THAT ARE WITHIN THE DEFINED BOUNDARIES OF THE 4(F) PROPERTY.



FOR PAVEMENT LEGEND AND DETAILS SEE SHEET 3
 FOR SIGN LEGEND & VEGETATIVE STRIP REQUIREMENTS SEE SHEET 10.

JEREMY R. SPOOR & JERRY R. SPOOR
 150 JOHN BROWN RD.

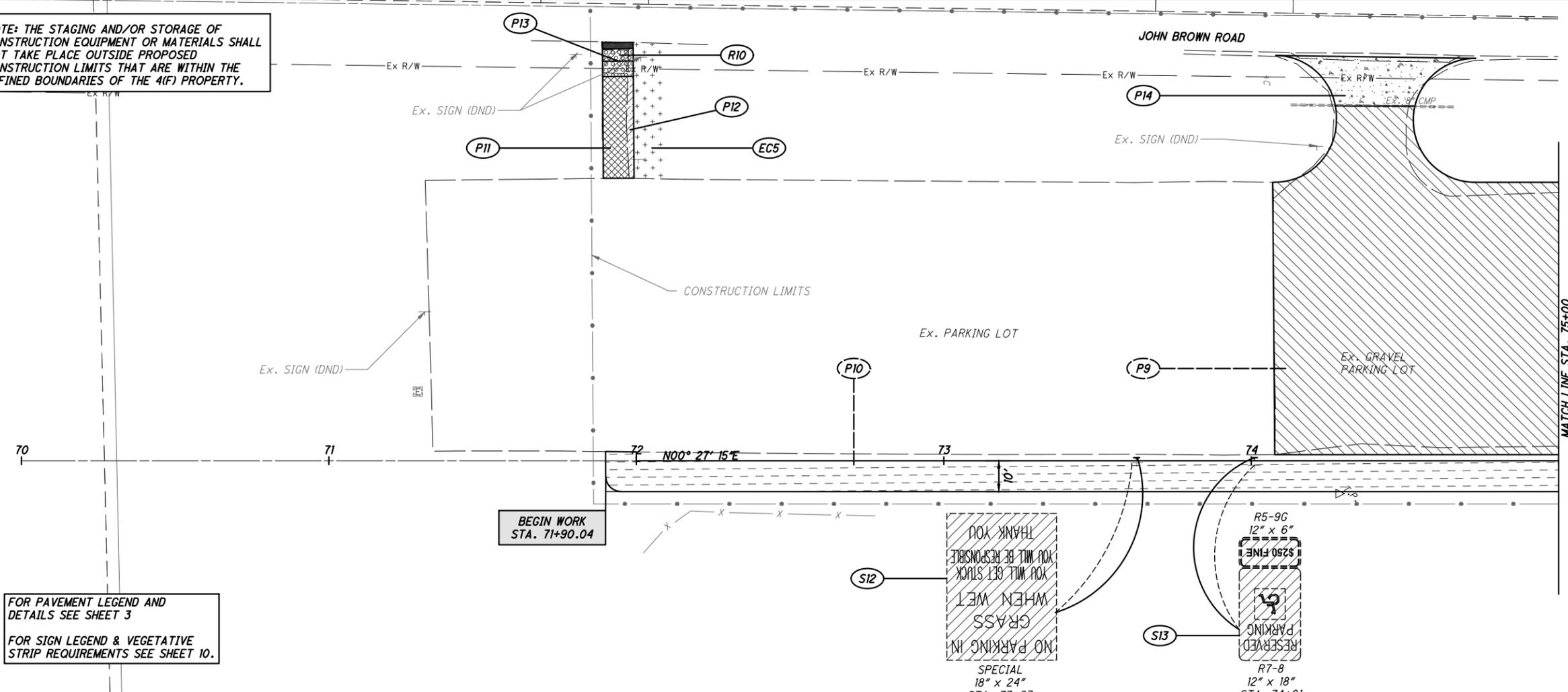


CALCULATED
 EMW
 CHECKED
 M/JH

PLAN AND PROFILE - SMILEY PARK BIKE PATH
 STA. 42+00 TO STA. 47+00

VAN-ROTARY SOCCER
 PARK TRAIL

*NOTE: THE STAGING AND/OR STORAGE OF CONSTRUCTION EQUIPMENT OR MATERIALS SHALL NOT TAKE PLACE OUTSIDE PROPOSED CONSTRUCTION LIMITS THAT ARE WITHIN THE DEFINED BOUNDARIES OF THE 4(F) PROPERTY.



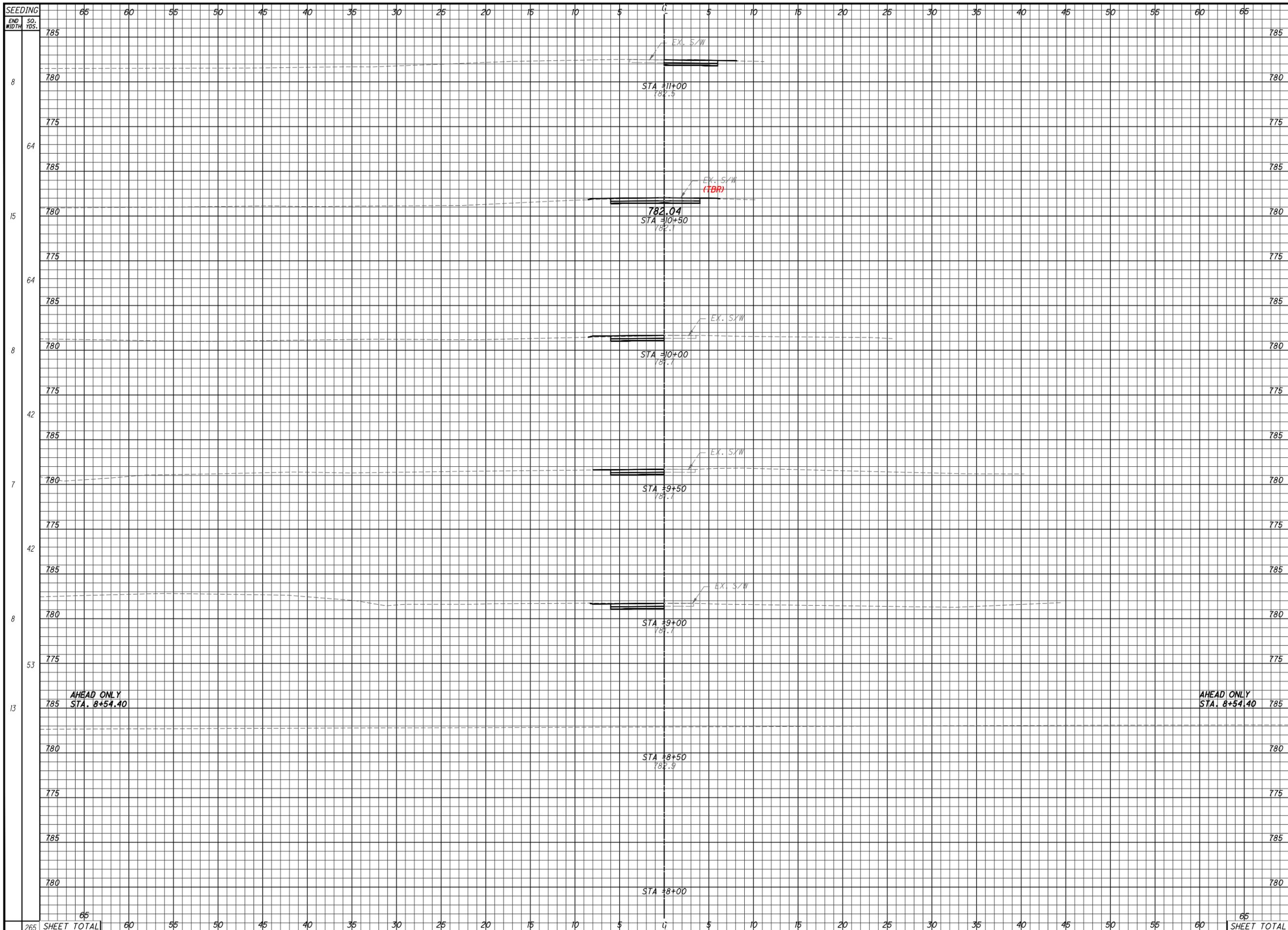
FOR PAVEMENT LEGEND AND DETAILS SEE SHEET 3
FOR SIGN LEGEND & VEGETATIVE STRIP REQUIREMENTS SEE SHEET 10.

PROPOSED CENTERLINE ELEVATIONS	70+00	71+00	71+90	72+00	72+50	73+00	73+50	74+00	74+50	75+00
795										
790										
785										
780										
775										
770										
765										
EXISTING CENTERLINE ELEVATIONS										



PLAN AND PROFILE BIKE PATH EXTENSION
STA. 70+00 TO STA. 75+00

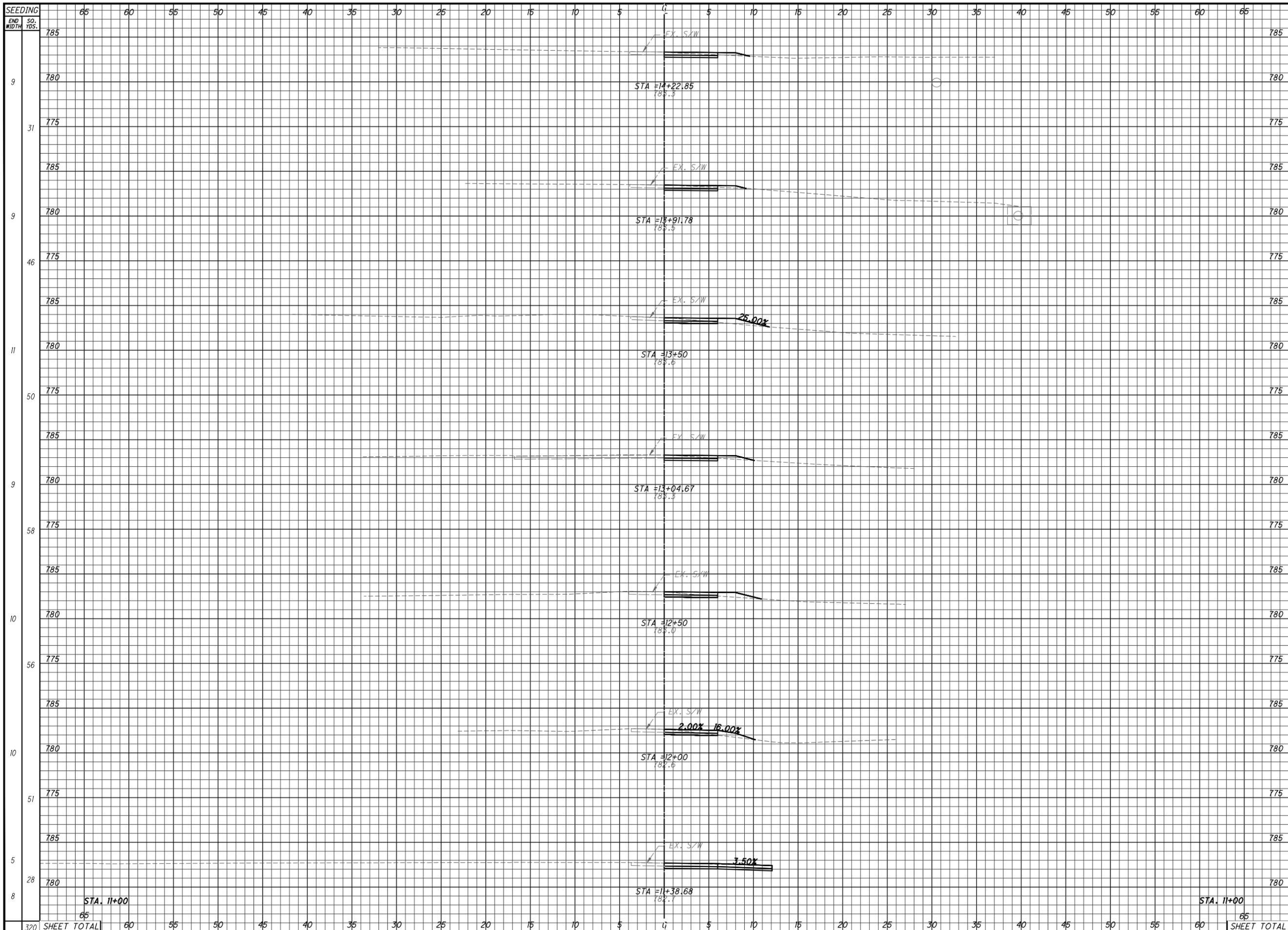
VAN-ROTARY SOCCER
PARK TRAIL



SEEDING END WIDTH	SO. YDS.	END AREA		VOLUME		CALCULATED BMW	CHECKED MJH
		CUT	FILL	CUT	FILL		
8	785	0	0	0	1		
64	780	0	0	0	1		
15	775	0	0.4	0	1		
64	785	0	0	0	1		
8	780	0	0.3	0	1		
42	775	0	0	0	1		
7	785	0	0	0	1		
42	780	0	0	1	0		
7	775	0	0	1	0		
8	785	0.4	0	1	0		
53	780	0.4	0	1	0		
13	775	0.4	0	1	0		
65	785	0.4	0	1	0		
65	780						
65	775						
65	785						
65	780						
265	SHEET TOTAL			2	3		

**CROSS SECTION - SMILEY PARK BIKE PATH
 STA. 8+00 TO STA. 11+00**

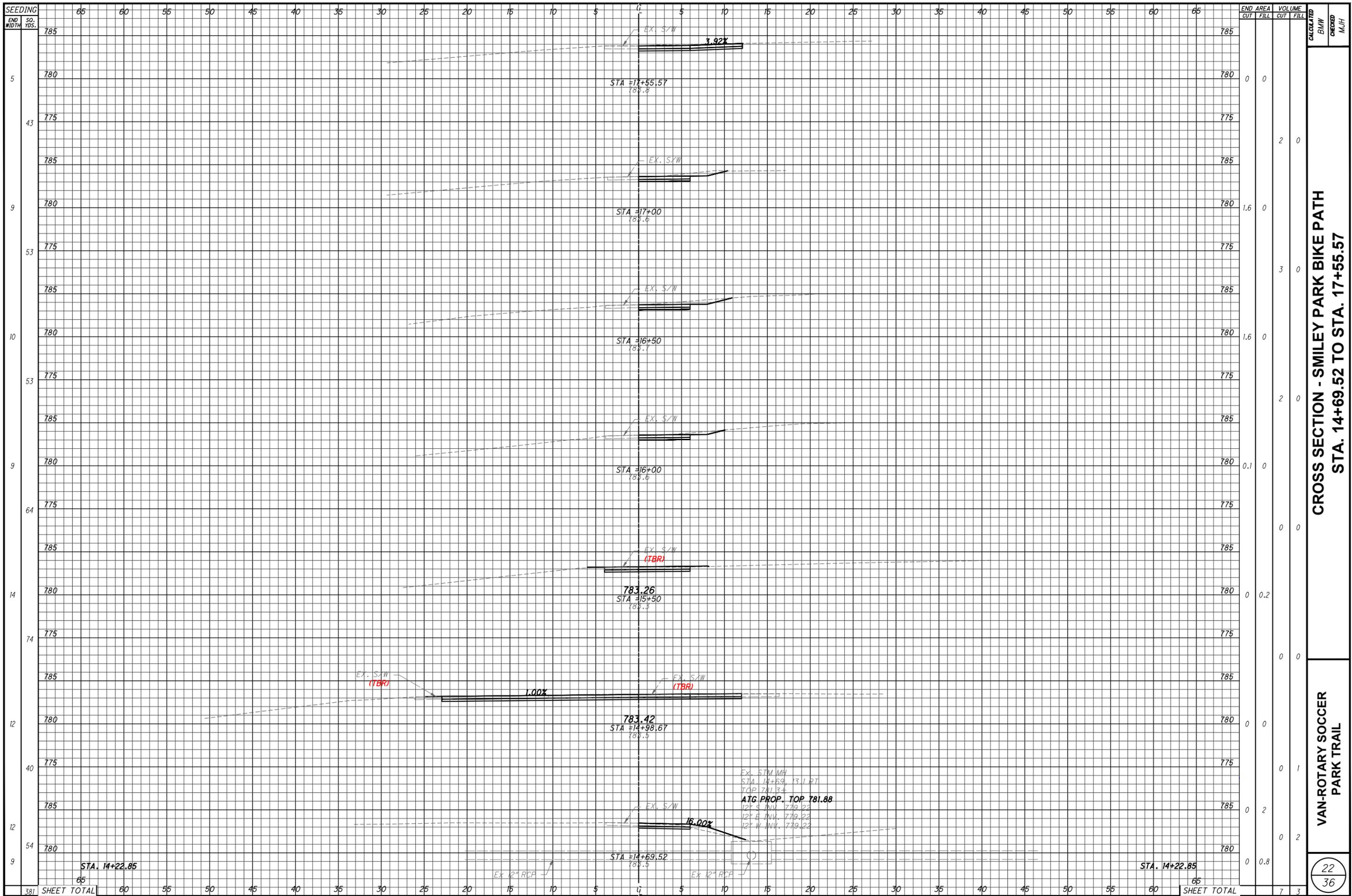
**VAN-ROTARY SOCCER
 PARK TRAIL**



END AREA	VOLUME		CALCULATED	CHECKED
	CUT	FILL		
0	0.8	0		
0	0	1		
0	0.6	0		
0	0	2		
0	2.2	0		
0	0	3		
0	1.1	0		
0	0	3		
0	1.7	0		
0	0	3		
0	1.5	0		
0	0	2		
0	0	0		
0	0	0		
0	0	14		

**CROSS SECTION - SMILEY PARK BIKE PATH
STA. 11+38.68 TO STA. 14+22.85**

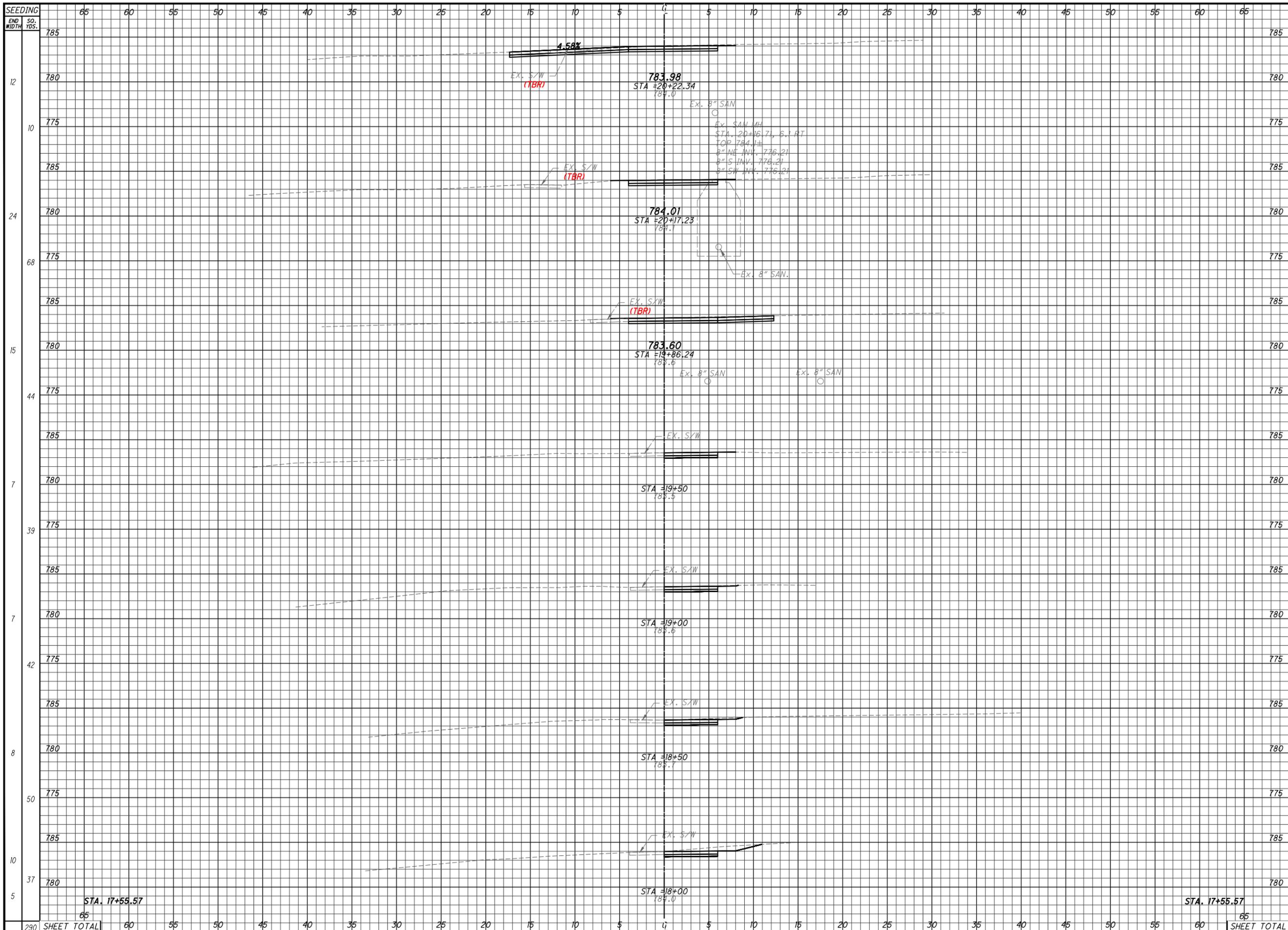
**VAN-ROTARY SOCCER
PARK TRAIL**



CROSS SECTION - SMILEY PARK BIKE PATH
STA. 14+69.52 TO STA. 17+55.57

VAN-ROTARY SOCCER
PARK TRAIL

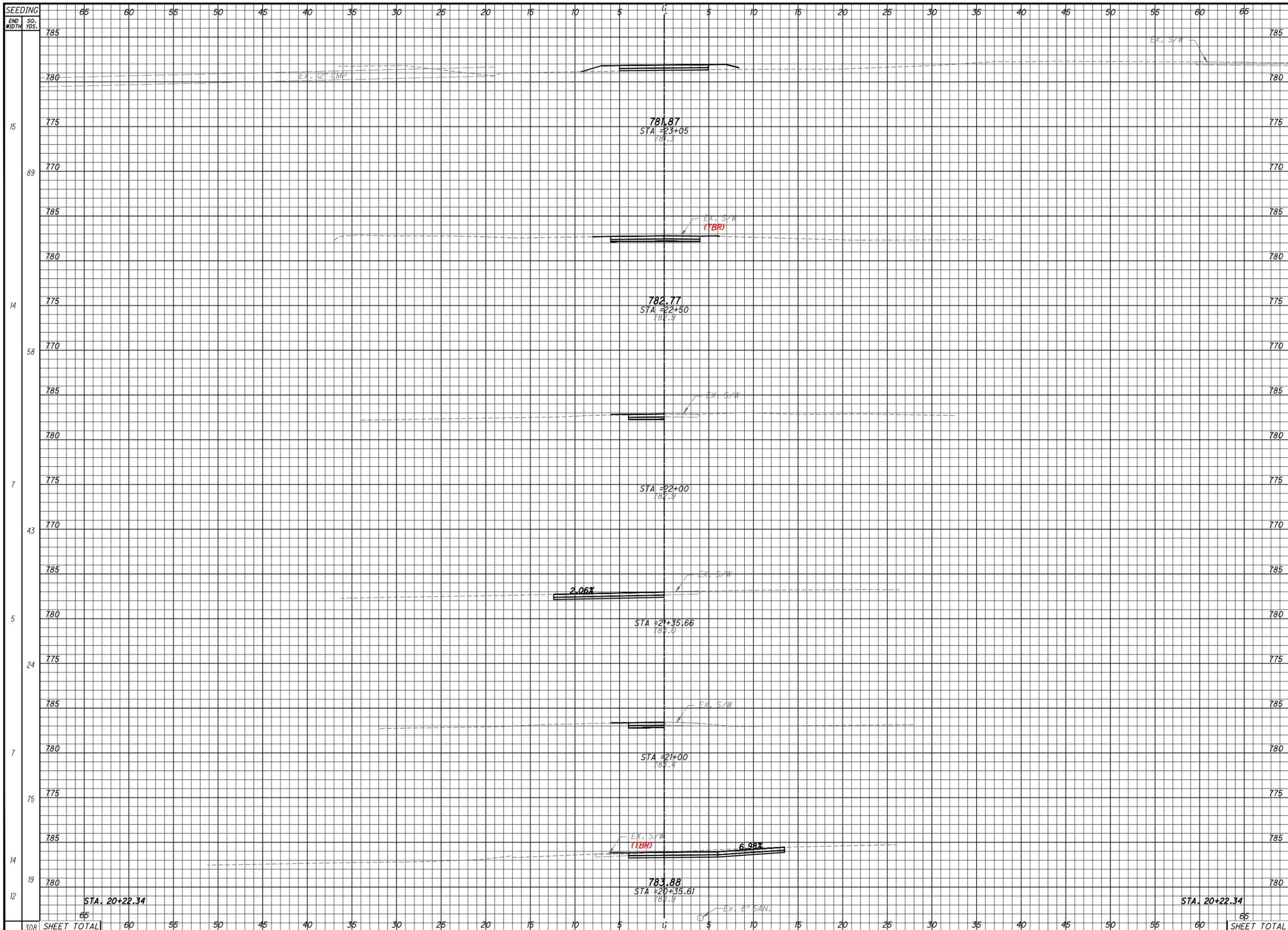
SEEDING END WIDTH SO. YDS.	END AREA		VOLUME		CALCULATED BMW	CHECKED MJH
	CUT	FILL	CUT	FILL		
785						
780	0	0				
775			2	0		
785						
780	1.6	0				
775			3	0		
785						
780	1.6	0				
775			2	0		
785						
780	0.1	0				
775			0	0		
785						
780	0	0.2				
775			0	0		
785						
780	0	0				
775			0	1		
785			0	2		
780	0	0.8				
381 SHEET TOTAL			7	3		



END AREA	VOLUME	CALCULATED	CHECKED
CUT	CUT	BMV	MJH
FILL	FILL		
0	0.2		
0	0		
0	0		
0	0		
0	0		
0	0		
0	0		
0	0		
0	0		
0.1	0		
1	0		
0.4	0		
2	0		
1.8	0		
2	0		
0	0		
5	0		

CROSS SECTION - SMILEY PARK BIKE PATH
STA. 18+00 TO STA. 20+22.34

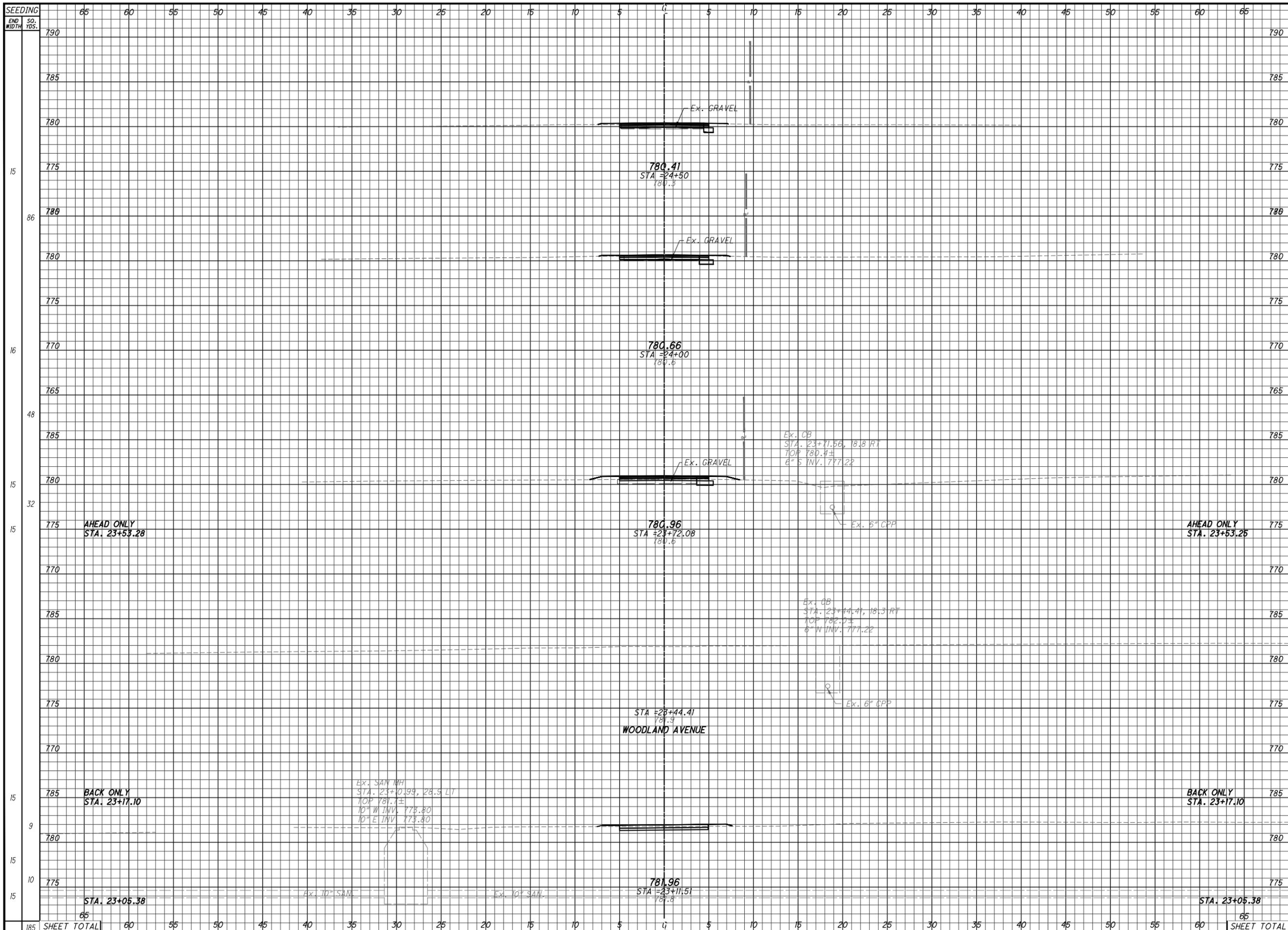
VAN-ROTARY SOCCER
PARK TRAIL



END AREA	VOLUME		CALCULATED	CHECKED
	CUT	FILL		
0	3.4	0		
0	0	4		
0	0	0		
0	0.2	0		
0	0	1		
0	0	0		
0	0	0		
0	0	0		
0	0	0		
0	0	5		

CROSS SECTION - SMILEY PARK BIKE PATH
STA. 20+35.61 TO STA. 23+05.38

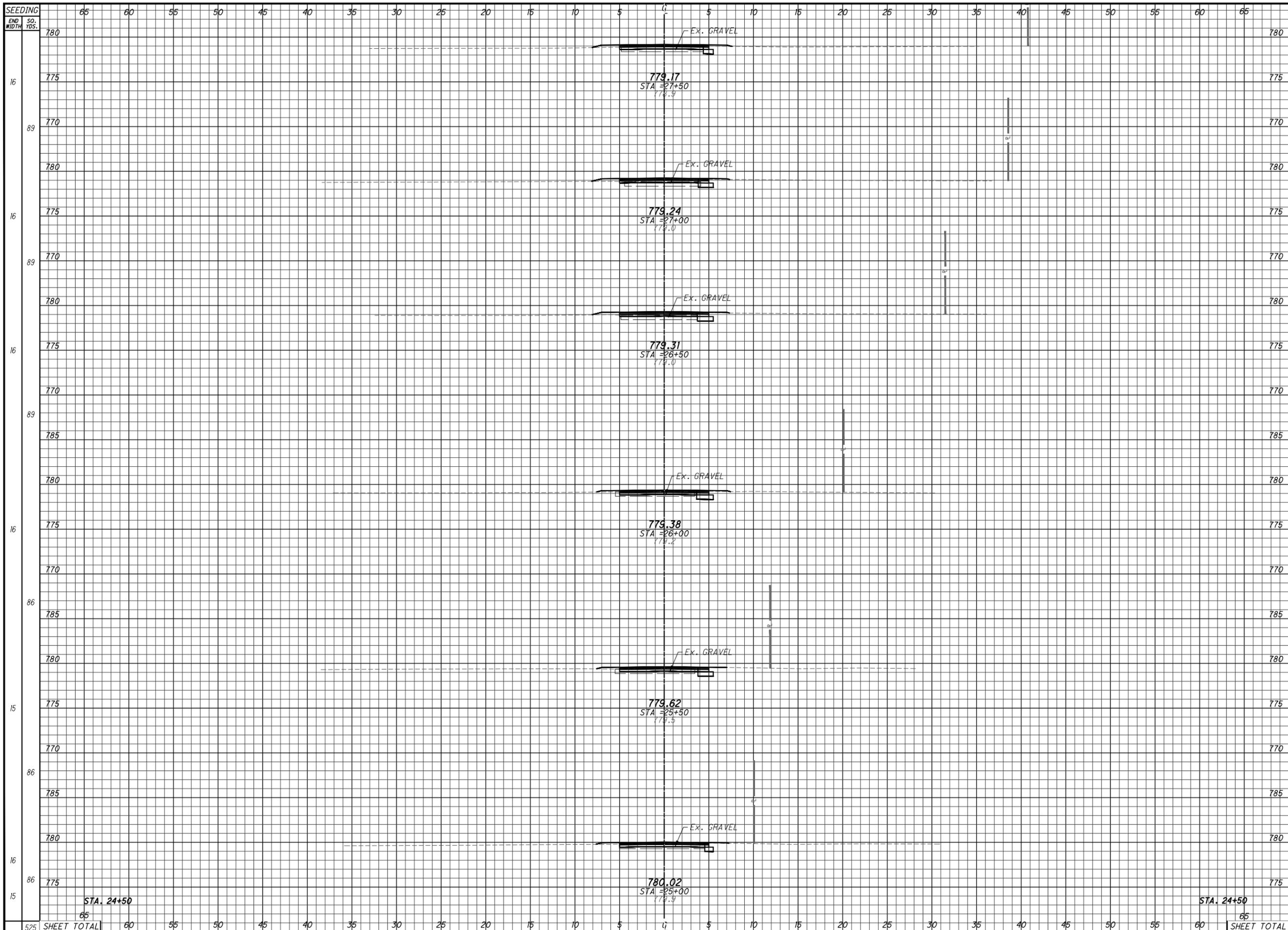
VAN-ROTARY SOCCER
PARK TRAIL



END AREA	VOLUME	CUT		FILL	
		CUT	FILL	CUT	FILL
1.1	0.4				
				3	1
1.5	0.4				
				3	2
1.3	2				
0	0.9				
0	3.4				
				6	4

CROSS SECTION - SMILEY PARK BIKE PATH
STA. 23+11.51 TO STA. 24+50

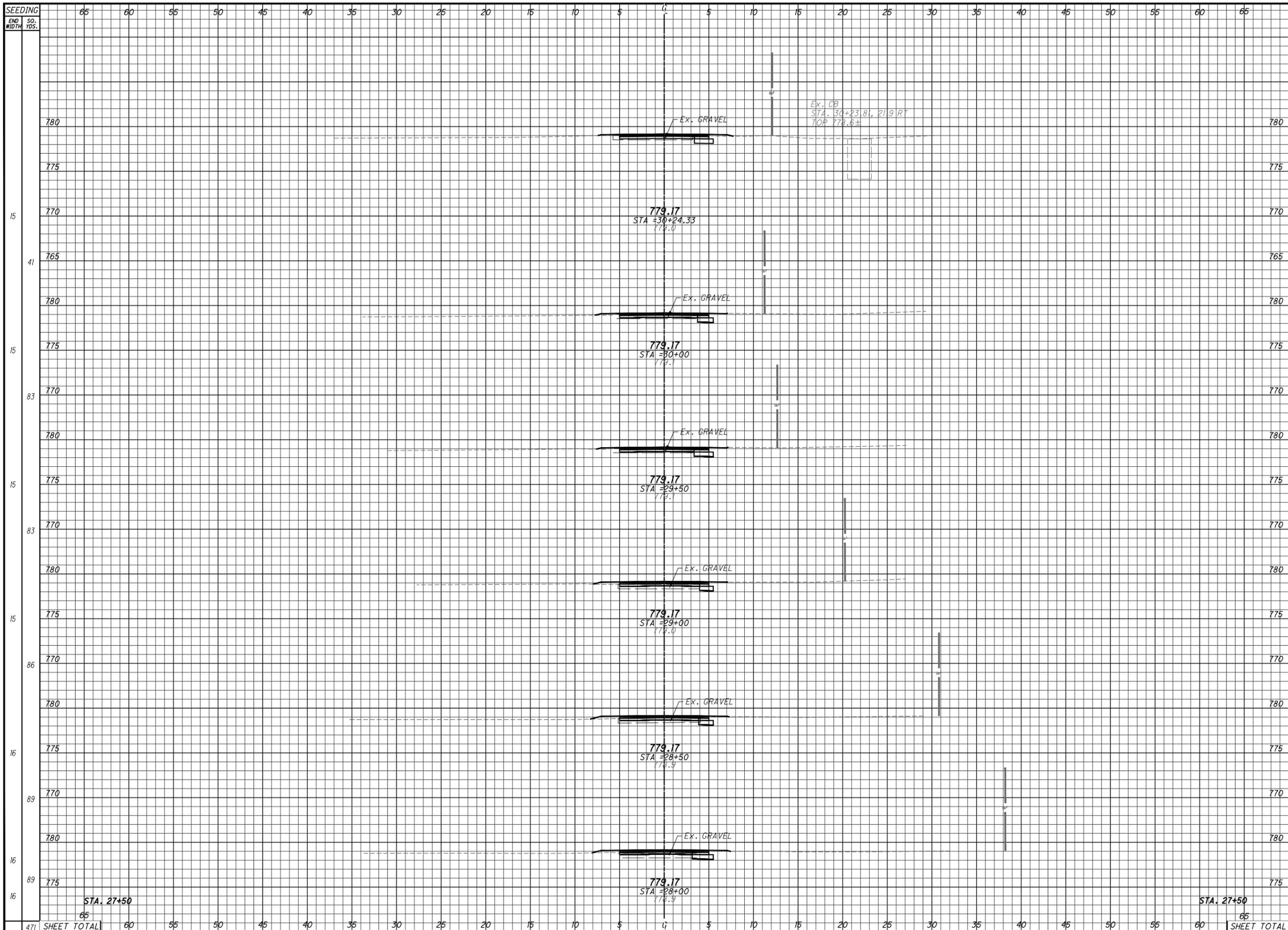
VAN-ROTARY SOCCER
PARK TRAIL



END AREA	VOLUME	CALCULATED	CHECKED
CUT	CUT	BMV	MJH
FILL	FILL		
1.0	1		
2	2		
1.5	1		
3	2		
1.6	0.9		
3	2		
1.7	0.6		
3	1		
1.7	0.4		
3	1		
0.9	0.5		
2	1		
1.1	0.4		
16	9		

**CROSS SECTION - SMILEY PARK BIKE PATH
STA. 25+00 TO STA. 27+50**

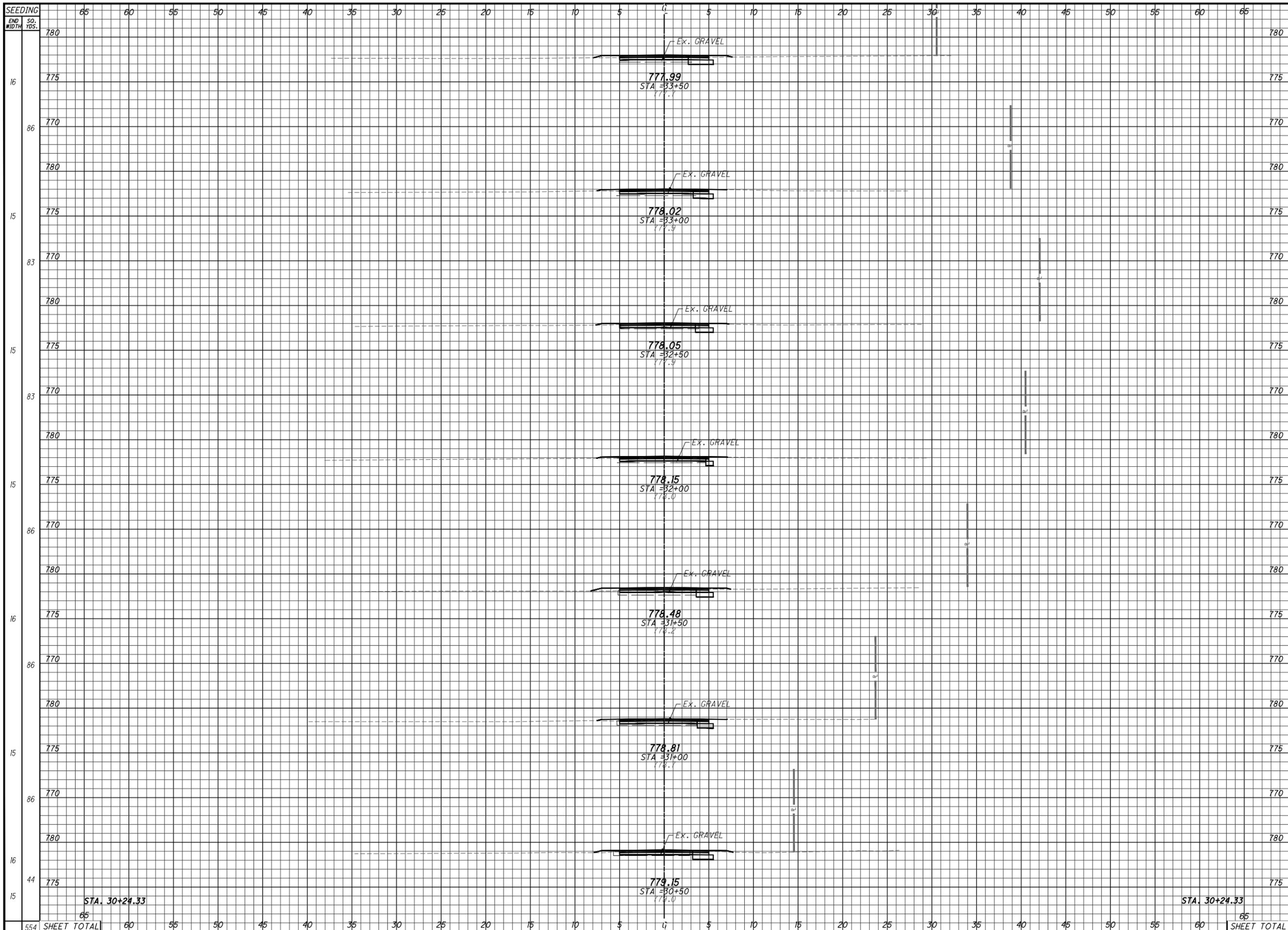
**VAN-ROTARY SOCCER
PARK TRAIL**



SEEDING	END AREA	VOLUME
END WIDTH	CUT	CUT
SO. YDS.	FILL	FILL
15	1.8	0.6
41	2	1
15	1.7	0.4
83	4	1
15	2.3	0.3
83	4	1
15	1.5	0.8
86	3	2
16	1.5	1
89	3	2
16	2.0	1
89	3	2
16	1.0	1
471	19	9

CROSS SECTION - SMILEY PARK BIKE PATH
STA. 28+00 TO STA. 30+50

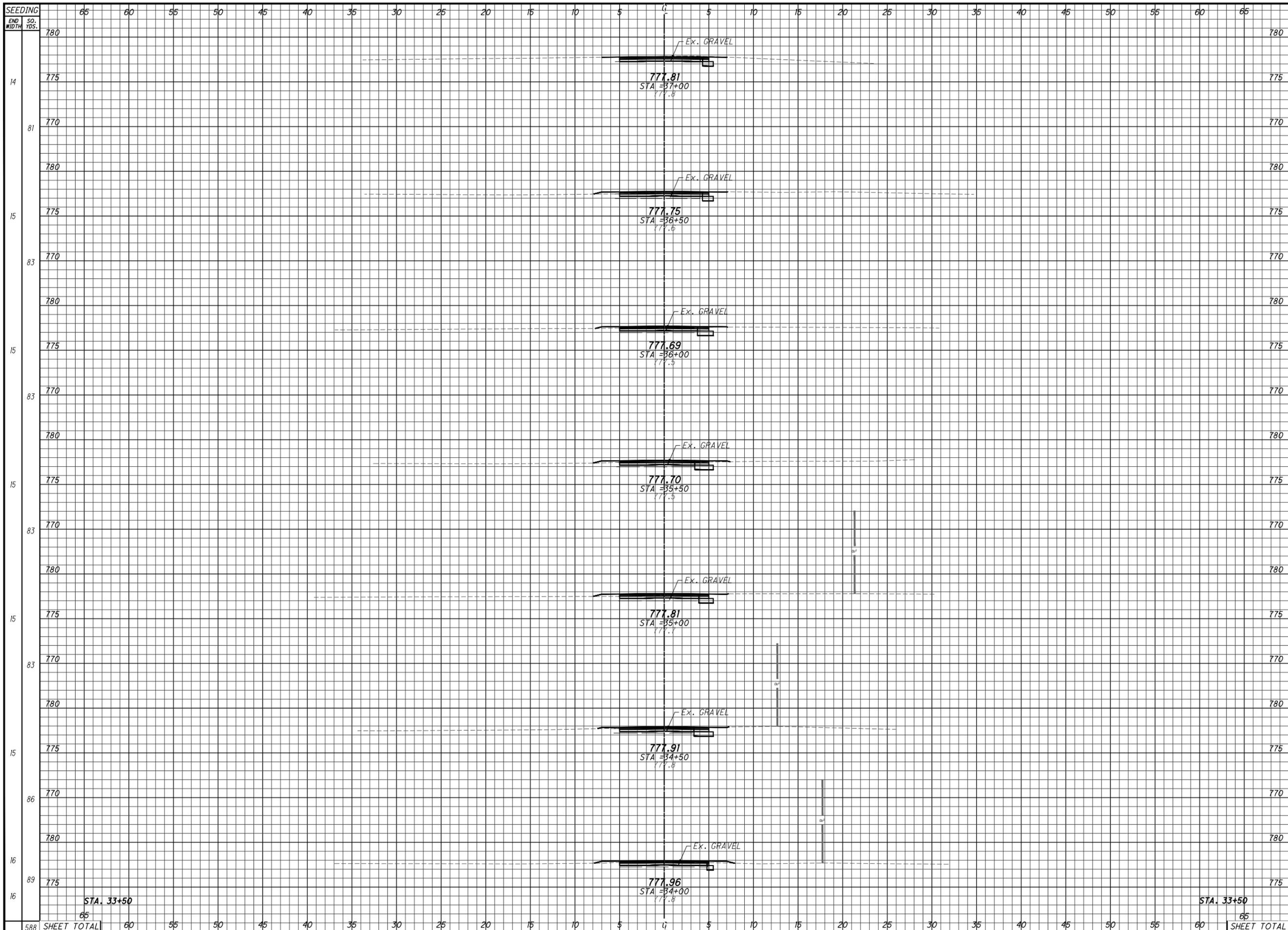
VAN-ROTARY SOCCER
PARK TRAIL



SEEDING	END WIDTH	SO. YDS.	END AREA		VOLUME	
			CUT	FILL	CUT	FILL
780	16	86	2.2	1	4	1
775	15	83	2.3	0.4	4	1
770	15	83	1.9	0.5	3	1
780	15	86	0.8	0.4	2	1
775	16	86	1.7	1.1	3	1
770	15	86	1.8	0.4	4	1
780	16	44	2.1	0.8	2	1
775	15	15	1.8	0.6	22	7

CROSS SECTION - SMILEY PARK BIKE PATH
STA. 31+00 TO STA. 34+00

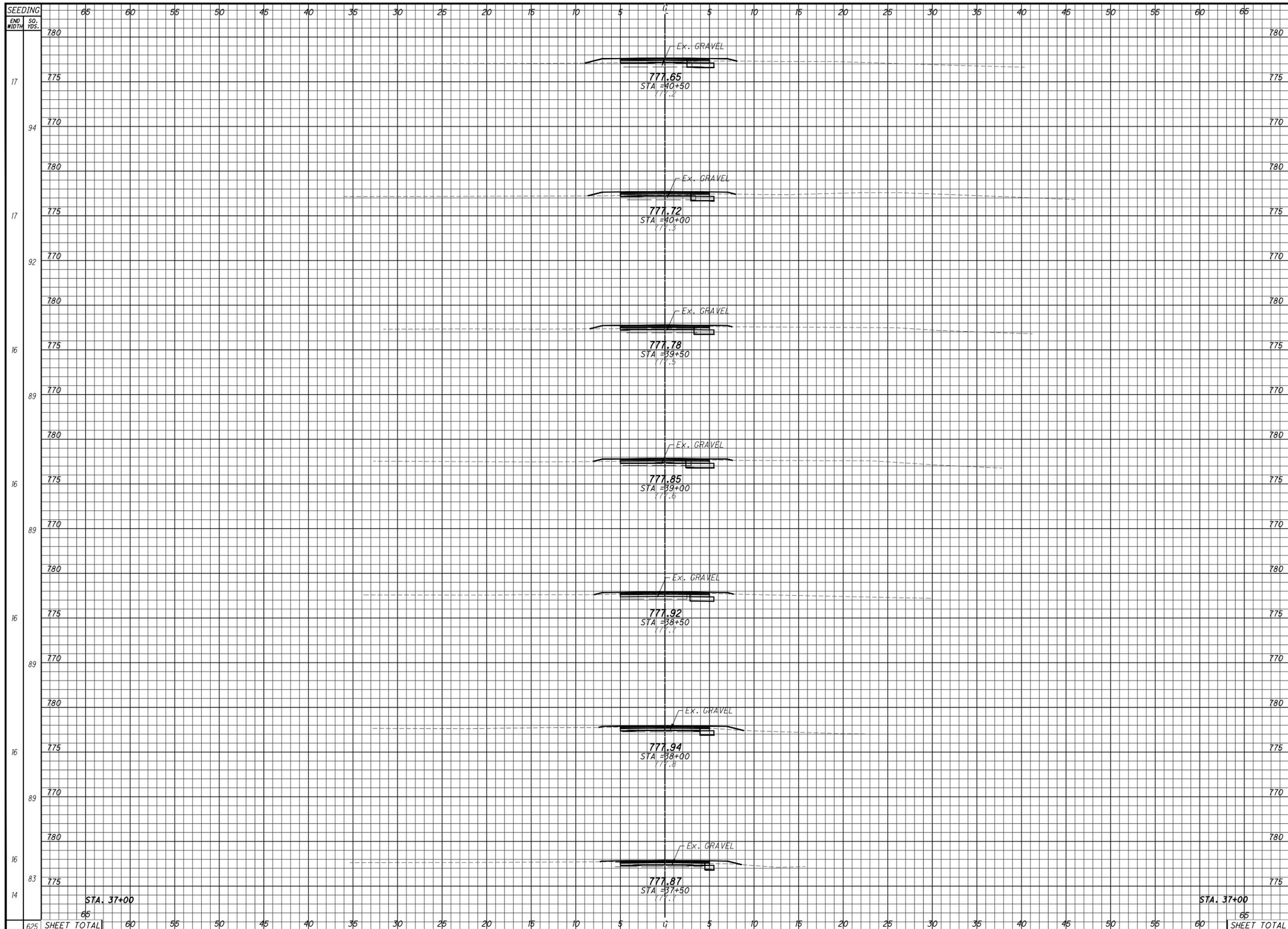
VAN-ROTARY SOCCER
PARK TRAIL



SEEDING END WIDTH	SO. YDS.	END AREA		VOLUME		CALCULATED BMV	CHECKED MJH
		CUT	FILL	CUT	FILL		
14	81	780	780	1.3	0		
15	83	775	770	1.3	0.6		
15	83	770	770	1.6	0.5		
15	83	775	770	1.7	0.8		
15	83	770	770	1.7	0.6		
15	86	775	770	2.3	0.3		
16	89	770	770	0.6	1		
16	89	775	775	2.2	1		
SHEET TOTAL		588	60	22	8		

CROSS SECTION - SMILEY PARK BIKE PATH
STA. 34+50 TO STA. 37+50

VAN-ROTARY SOCCER
PARK TRAIL

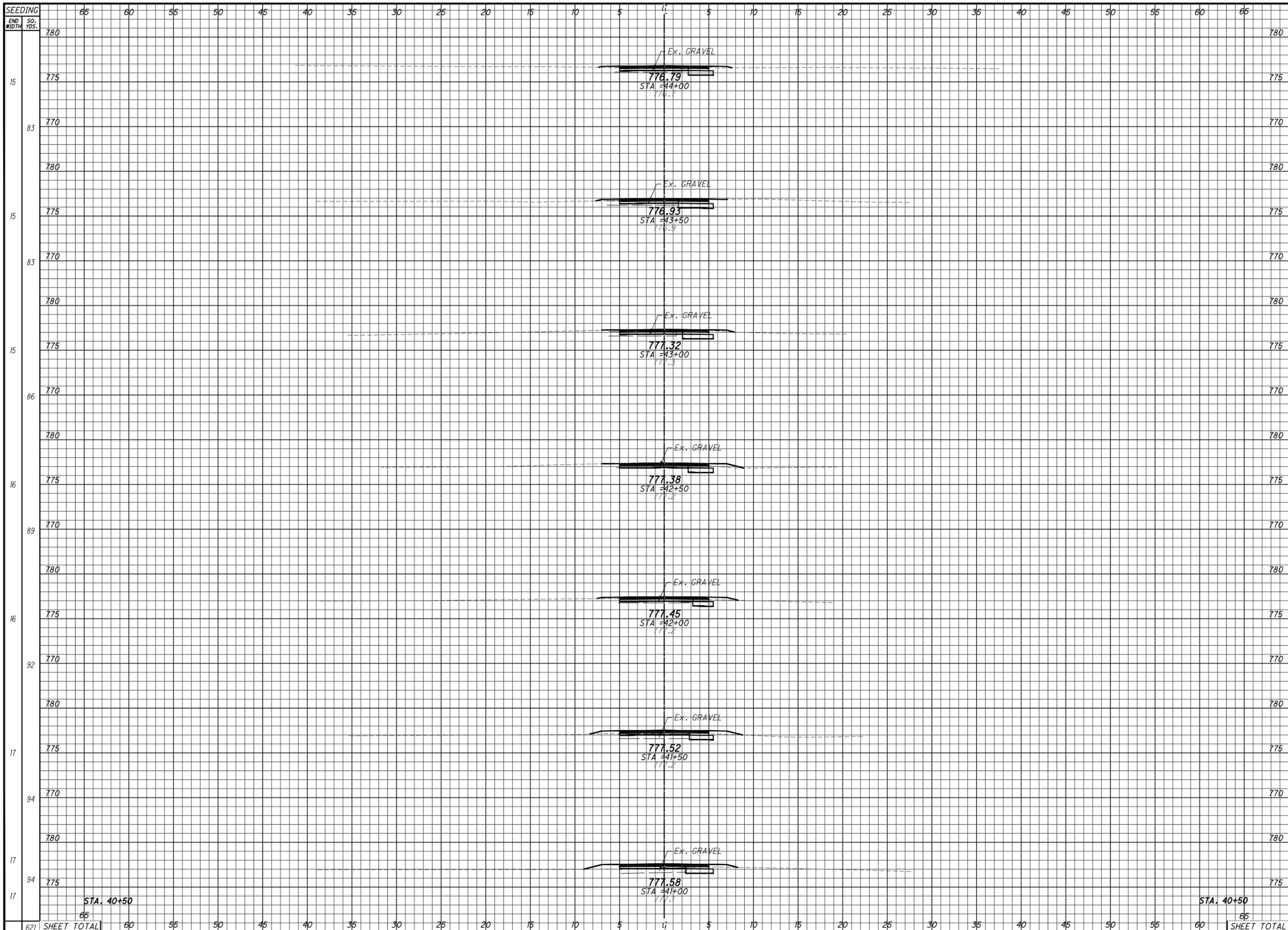


SEEDING END WIDTH	SO. YDS.	END AREA		VOLUME	
		CUT	FILL	CUT	FILL
17	780				
	775	2.1	2.1		
94	770			4	4
	780				
17	775	1.9	1.7		
92	770			4	3
	780				
16	775	1.9	1.3		
89	770			4	2
	780				
16	775	2.7	1		
89	770			5	2
	780				
16	775	2.4	0.8		
89	770			3	2
	780				
16	775	1.2	1.1		
89	770			2	2
	780				
16	775	0.7	1		
83	770			2	1
14	775	1.3	0		
625	SHEET TOTAL			24	16

CROSS SECTION - SMILEY PARK BIKE PATH
STA. 38+00 TO STA. 41+00

VAN-ROTARY SOCCER
PARK TRAIL

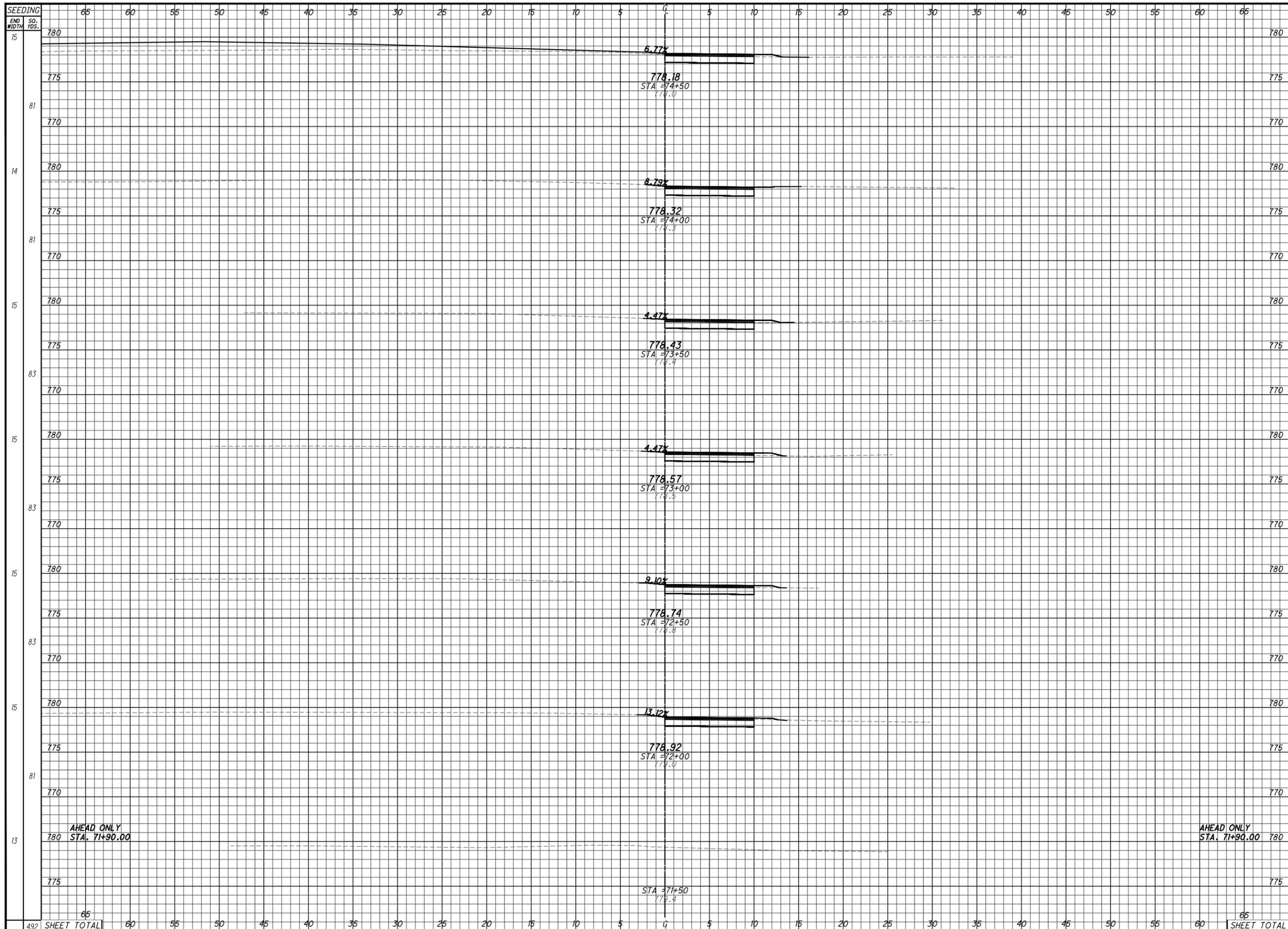
30
 36



SEEDING SO. YDS.	END WIDTH	END AREA		VOLUME	
		CUT	FILL	CUT	FILL
15	83	780	775	2.7	0.6
15	83	775	770	4.1	0.4
15	86	770	775	3.5	0.3
16	89	775	770	2.2	1.1
16	92	770	775	1.7	1.1
17	94	775	770	1.9	1.9
17	94	770	775	2.2	2.3
17	94	775	770	2.1	2.1
SHEET TOTAL		65	65	33	16

**CROSS SECTION - SMILEY PARK BIKE PATH
 STA. 41+50 TO STA. 44+50**

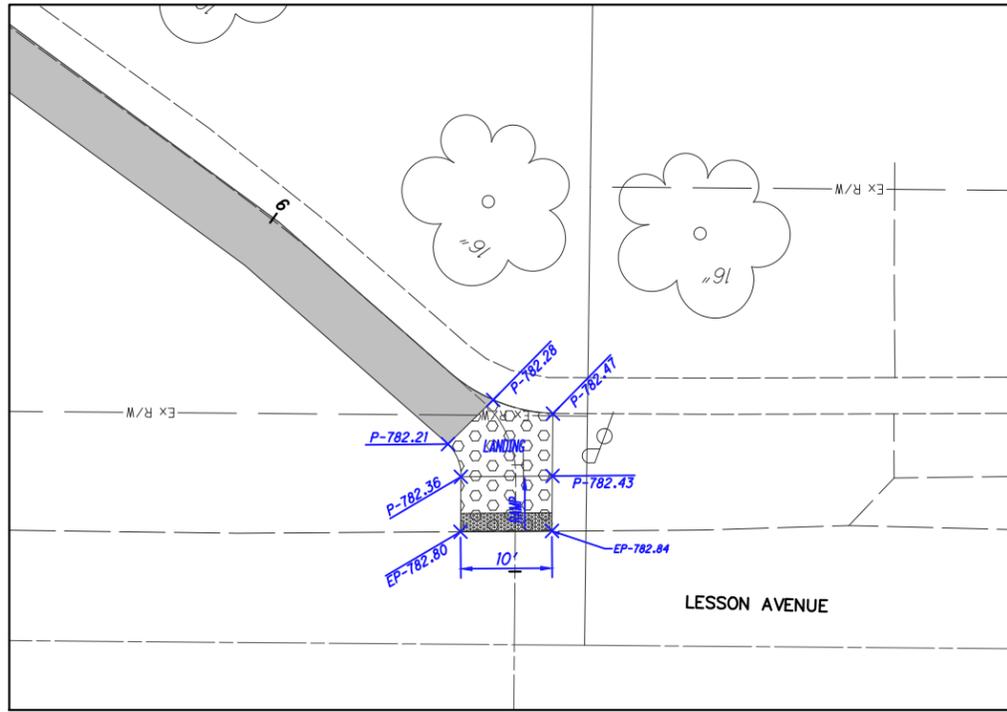
**VAN-ROTARY SOCCER
 PARK TRAIL**



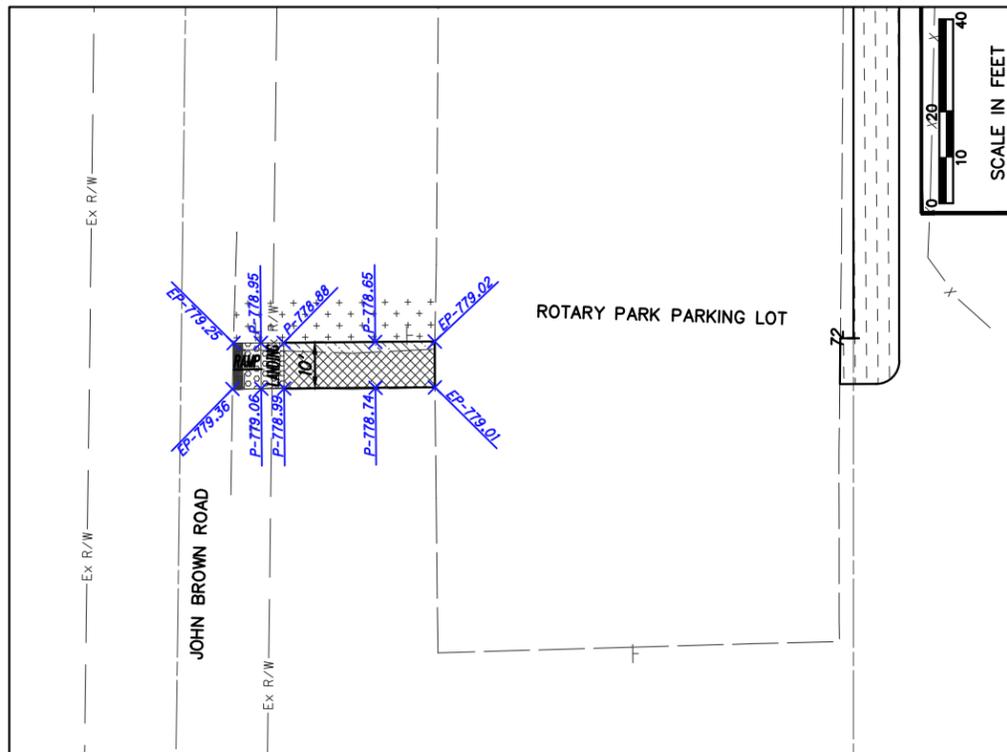
END SO. YDS.	AREA CUT	AREA FILL	VOLUME		CALCULATED	CHECKED
			CUT	FILL		
780						
775						
770	7.6	1.0				
780						
775			16	1		
770	9.8	0.0				
780						
775			17	1		
770	8.3	0.7				
780						
775			15	1		
770	7.8	0.9				
780						
775			16	1		
770	9.3	0.5				
780						
775			18	1		
770	9.6	0.4				
780						
775			4	0		
780	11.8	0.3				
775						
492 SHEET TOTAL			325	5		

CROSS SECTION - BIKE PATH EXTENSION
STA. 71+50 TO STA. 74+50

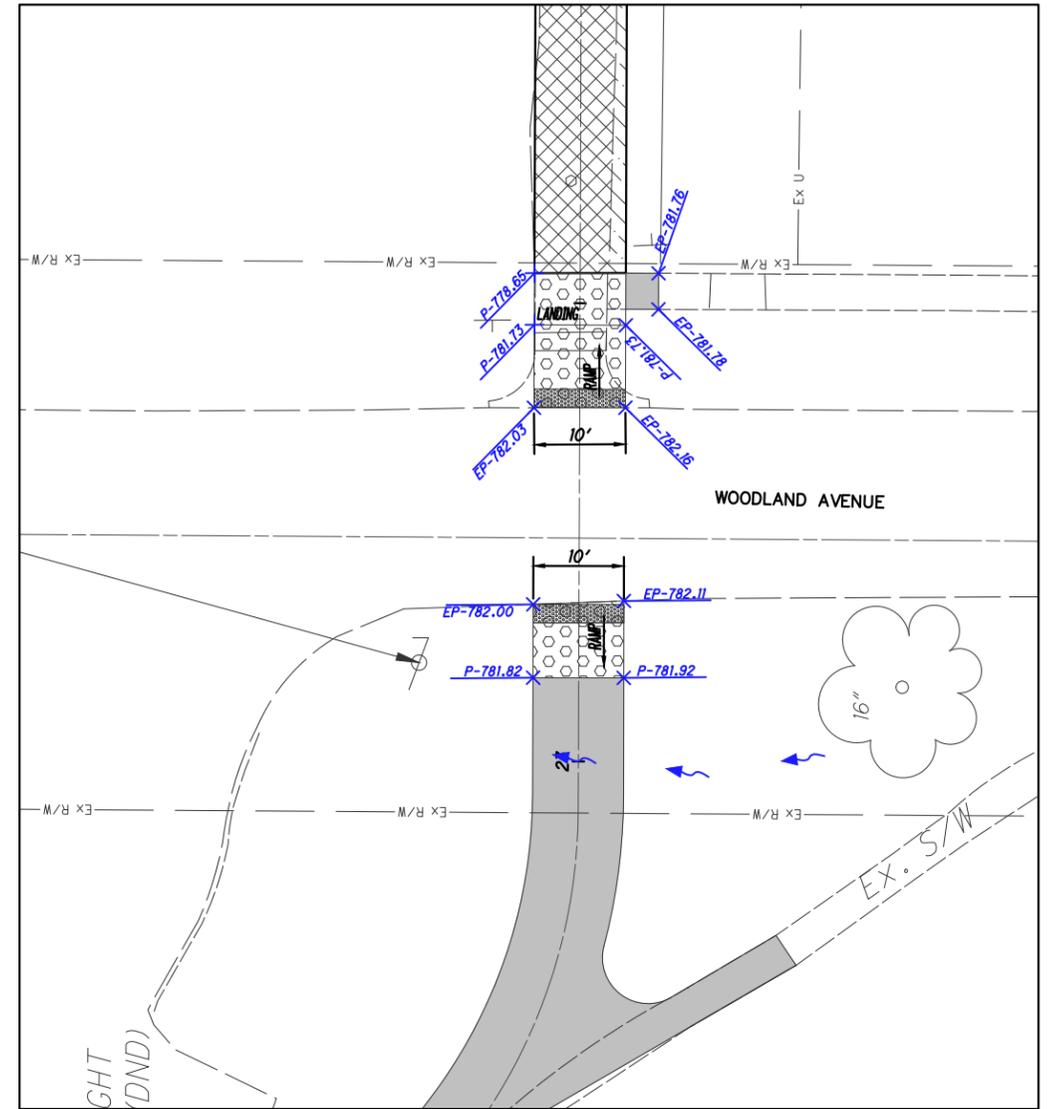
VAN-ROTARY SOCCER
PARK TRAIL



CURB RAMP AT LESSON AVENUE



CURB RAMP AT JOHN BROWN ROAD



CURB RAMPS AT WOODLAND AVENUE

LEGEND

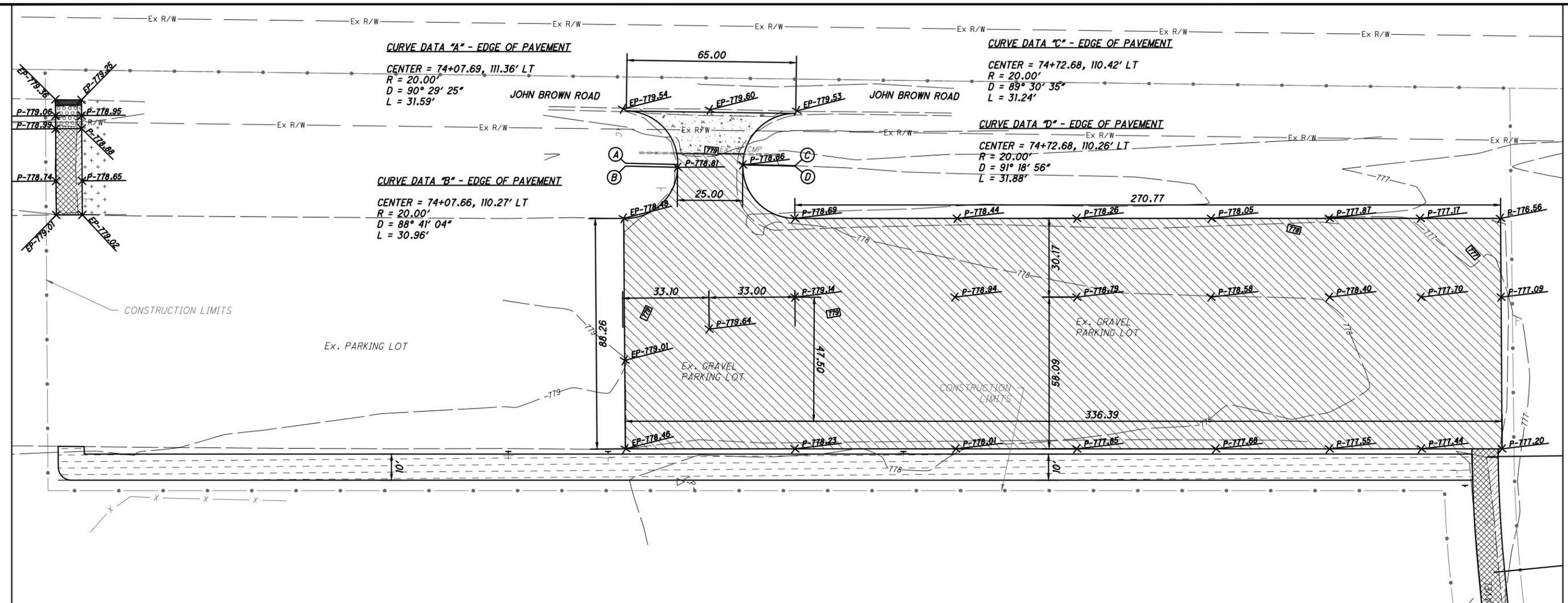
- P = PROPOSED PAVEMENT ELEVATION
- EP = EXISTING PAVEMENT ELEVATION



 0 10 20

 SCALE IN FEET

CALCULATED	BMW	CHECKED	MJH
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CURVE DATA "A" - EDGE OF PAVEMENT

CENTER = 74+07.69, 111.36' LT
 R = 20.00'
 D = 90° 29' 25"
 L = 31.59'

CURVE DATA "B" - EDGE OF PAVEMENT

CENTER = 74+07.66, 110.27' LT
 R = 20.00'
 D = 88° 41' 04"
 L = 30.96'

CURVE DATA "C" - EDGE OF PAVEMENT

CENTER = 74+72.68, 110.42' LT
 R = 20.00'
 D = 89° 30' 35"
 L = 31.24'

CURVE DATA "D" - EDGE OF PAVEMENT

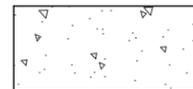
CENTER = 74+72.68, 110.26' LT
 R = 20.00'
 D = 91° 18' 56"
 L = 31.88'

LEGEND

- P = PROPOSED PAVEMENT ELEVATION
- EP = EXISTING PAVEMENT ELEVATION
- 778- EXISTING CONTOURS
- 778- PROPOSED CONTOURS
- E- PROPOSED EDGE PAVEMENT
- F-F- FILTER FABRIC FENCE



REGULAR DUTY ASPHALT PAVEMENT
 ITEM 441 - 1-1/2" ASPHALT CONCRETE,
 SURFACE COURSE, TYPE 1, (448) PG 64-22 ON
 ITEM 407, NON-TRACKING TACK COAT
 (APPLIED AT A RATE OF 0.06 GAL/SY)
 ITEM 441 - 2-1/2" ASPHALT CONCRETE,
 INTERMEDIATE COURSE, TYPE 2, (448) ON
 ITEM 209 - SPECIAL-SHAPING, AS PER PLAN



STANDARD DUTY CONCRETE PAVEMENT
 ITEM 452 - 6" NON-REINFORCED CONCRETE PAVEMENT, AS PER PLAN ON
 ITEM 304 - 6" AGGREGATE BASE ON
 ITEM 209 - SPECIAL-SHAPING, AS PER PLAN

NOTES:

- 1) INSTALL DRIVEWAY PER VAN WERT STANDARDS.
- 2) CONTRACTOR TO VERIFY EXACT LOCATION, DEPTH AND SIZE OF UTILITIES PRIOR TO CONSTRUCTION. CONTRACTOR SHALL NOTIFY OWNER OF ANY CONFLICTS PRIOR TO THE INSTALLATION OF UTILITIES.
- 3) CONTRACTOR TO FOLLOW ALL PERMIT REQUIREMENTS AND SPECIFICATIONS TO INSTALL THE PROPOSED DEVELOPMENT INCLUDING COORDINATING THE INSTALLATION WITH LOCAL OFFICIALS AS NEEDED AND/OR REQUIRED.
- 4) CONTRACTOR TO COORDINATE ALL WORK WITH THE CITY AS NEEDED/REQUIRED.



CALCULATED
 EMW
 CHECKED
 M/JH

**PARKING LOT EXHIBIT
 GRADING, PAVEMENT COMPOSITION, AND DIMENSION PLAN**

**VAN-ROTARY SOCCER
 PARK TRAIL**