

HAN-SRTS DONNELL MIDDLE SCHOOL LIMA AVE. TRAIL PROJECT

CITY OF FINDLAY, OHIO
JULY, 2013

PROJECT:

HAN-SRTS DONNELL MIDDLE SCHOOL
LIMA AVENUE TRAIL PROJECT
CITY OF FINDLAY, OHIO
PID #90953

PROJECT DESCRIPTION:

THIS PROJECT INVOLVES THE CONSTRUCTION OF 0.4 MILES OF PEDESTRIAN PATH AND 0.3 MILES OF SIDEWALK FROM LOGAN AVENUE TO W. MCPHERSON STREET. THIS PROJECT ALSO INCLUDES EROSION CONTROL AND OTHER APPURTENANCES FOR A COMPLETE TRAIL/SIDEWALK.

PROJECT DESIGN CRITERIA:

DESIGN FUNCTIONAL CLASS: PEDESTRIAN PATH & SIDEWALK

BASIS OF BEARINGS:

BEARINGS ARE BASED ON DATA ACQUIRED BY GPS OBSERVATIONS AS PER NAD 83-OHIO STATE PLANE COORDINATE SYSTEM-NORTH ZONE FROM THE HANCOCK COUNTY GEODETIC CONTROL MONUMENTATION.

TOPOGRAPHIC SOURCES:

APPROXIMATE TRAIL CENTERLINE - CT CONSULTANTS AND CITY OF FINDLAY, OCTOBER 2012.
BEYOND TRAIL - HANCOCK COUNTY GIS (APPROXIMATE INFORMATION)

FLOOD DESIGNATION:

THE SUBJECT PROPERTY LIES WITHIN ZONE "X", AN AREA DESIGNATED AS OUTSIDE THE 500 YEAR FLOODPLAIN, AS SHOWN ON FEDERAL EMERGENCY MANAGEMENT AGENCY FIRM, COMMUNITY PANEL NOS. 39063C0218E & 39063C0219E, EFFECTIVE DATE: JUNE 2, 2011.

2013 SPECIFICATIONS:

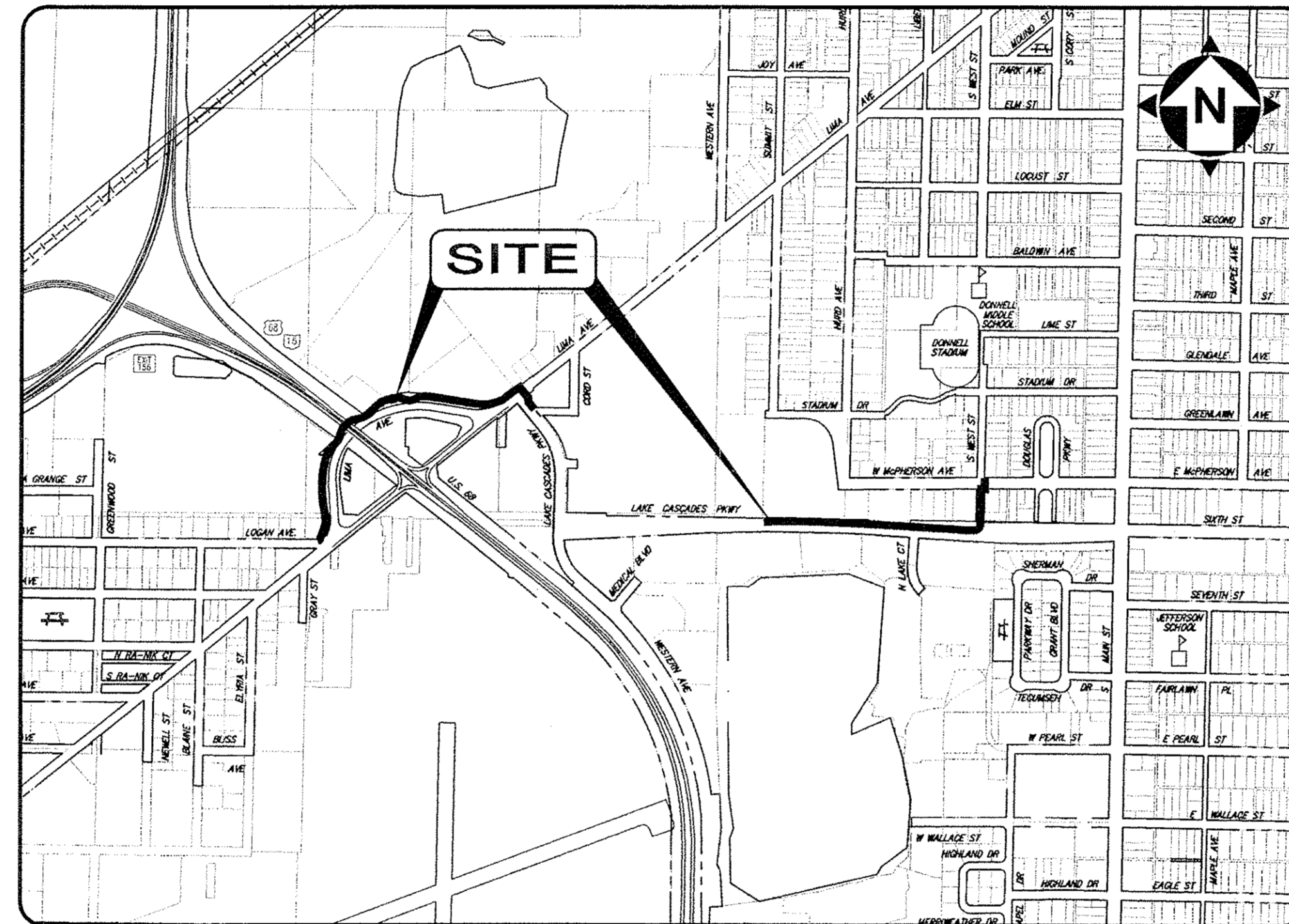
CONSTRUCTION AND MATERIAL SPECIFICATIONS MANUAL OR MOST CURRENT EDITION OF THE STATE OF OHIO, DEPARTMENT OF TRANSPORTATION, INCLUDING CHANGES AND SUPPLEMENTAL SPECIFICATIONS LISTED IN THESE PLANS AND BID DOCUMENTS SHALL GOVERN THIS IMPROVEMENT. FOR PURPOSES OF THIS PLAN REFERENCES TO DIRECTOR OR ENGINEER SHALL BE CONSTRUED TO MEAN THE COUNTY AND/OR THEIR REPRESENTATIVES.

UNDERGROUND UTILITIES:

UNDERGROUND UTILITIES SHOWN HEREON ARE BASED ON FIELD MARKINGS (BY OTHERS) AND AVAILABLE RECORDS AND AS SUCH, SHOULD BE FIELD VERIFIED PRIOR TO COMMENCEMENT OF ANY CONSTRUCTION ACTIVITY.

EARTH DISTURBED AREAS

PROJECT EARTH DISTURBED AREA: 1.40 ACRES
ESTIMATED CONTRACTOR EARTH DISTURBED AREA: 0.0 ACRES
NOTICE OF INTENT EARTH DISTURBED AREA: 1.40 ACRES



LOCATION MAP
1" = 800'

LIST OF DRAWINGS:

COVER SHEET	1
GENERAL NOTES & QUANTITIES	2
TYPICAL SECTIONS & DETAILS	3
LAYOUT AND REFERENCE PLAN	4
ALIGNMENT REFERENCE PLAN	5
PLAN & PROFILE	6
PLAN & PROFILE	7
PLAN & PROFILE	8
PLAN & PROFILE	9
PLAN & PROFILE	10
PLAN & PROFILE	11
PLAN & PROFILE	12
PATH/SIDEWALK DETAILS	13
CROSS SECTIONS	14
CROSS SECTIONS	15
CROSS SECTIONS	16
PROJECT SITE PLAN	17
MAINTENANCE OF TRAFFIC PLAN	18
PUSH BUTTON NOTES AND QUANTITIES	19
PUSH BUTTON DETAILS	20

STANDARD DRAWINGS:

THE STANDARD CONSTRUCTION DRAWINGS LISTED BELOW SHALL BE CONSIDERED A PART OF THIS PLAN.

- ODOT
HW-2.1
MH-1.2
MGS-1.1
MGS-2.1
MGS-4.1
MGS-4.2
MT-95.31
MT-101.90
TC 41.20
TC 52.10
TC 52.20
TC 85.10
DM-4.3
DM-4.4

SUPPLEMENTAL SPECIFICATIONS

800 - OCT. 18, 2013
832 - MAY 5, 2009

OWNER/DEVELOPER:

CITY OF FINDLAY
318 DORNEY PLAZA, ROOM 304
FINDLAY, OHIO 45840

CONTACT:
NATHAN HOY, PROJECT MANAGER
PHONE: 419.424.7121

ENGINEER:

CT CONSULTANTS
7965 NORTH HIGH STREET
SUITE 340
COLUMBUS, OHIO 43235

CONTACT:
MATT SIMPSON, RLA, LEED AP
PHONE: 614-885-1700

CITY APPROVALS:

SIGNATURES BELOW SIGNIFY ONLY OCCURRENCE WITH THE GENERAL PURPOSE AND GENERAL LOCATION OF THE PROJECT. ALL TECHNICAL DETAILS REMAIN THE RESPONSIBILITY OF THE ENGINEER PREPARING THE PLANS.

THESE PLANS HAVE BEEN REVIEWED AND APPROVED THIS 18th DAY, OF THE MONTH OF OCTOBER, 2013.

Paul E. Schmelzer 10-18-13
PAUL E. SCHMELZER, P.E. DATE

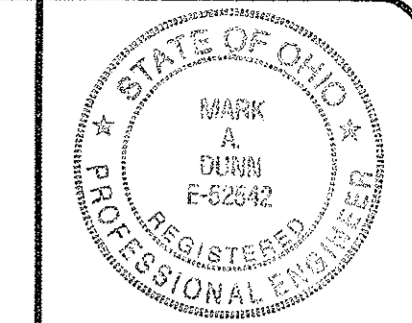
2013 SPECIFICATIONS
THE STANDARD SPECIFICATIONS OF THE STATE OF OHIO, DEPARTMENT OF TRANSPORTATION INCLUDING CHANGES AND SUPPLEMENTAL SPECIFICATIONS LISTED IN THE PROPOSAL, SHALL GOVERN THIS PROJECT.

Paul E. Schmelzer 10-18-13
PAUL E. SCHMELZER, P.E. DATE



THIS IS TO CERTIFY THAT GOOD ENGINEERING PRACTICES HAVE BEEN UTILIZED IN THE DESIGN OF THIS PROJECT AND IN OUR OPINION AND TO THE BEST OF OUR KNOWLEDGE THAT ALL MINIMUM STANDARDS HAVE BEEN MET, INCLUDING THOSE STANDARDS GREATER THAN MINIMUM WHERE, IN OUR OPINION, THEY ARE NEEDED TO PROTECT THE SAFETY OF THE PUBLIC. ANY VARIANCES TO THE ABOVE STANDARDS ARE CONSISTENT WITH SOUND ENGINEERING PRACTICE AND ARE NOT DETRIMENTAL TO THE PUBLIC SAFETY AND CONVENIENCE.

Mark A. Dunn 10/15/13
MARK A. DUNN, P.E. DATE



CT Consultants
engineers | architects | planners
Two Crossroads, 150 East Campus View Blvd., Columbus, OH 43235
614-885-1700 www.ctconsultants.com

NO.	DATE	REVISION
1	7/5/2013	95% REVIEW SUBMITTAL

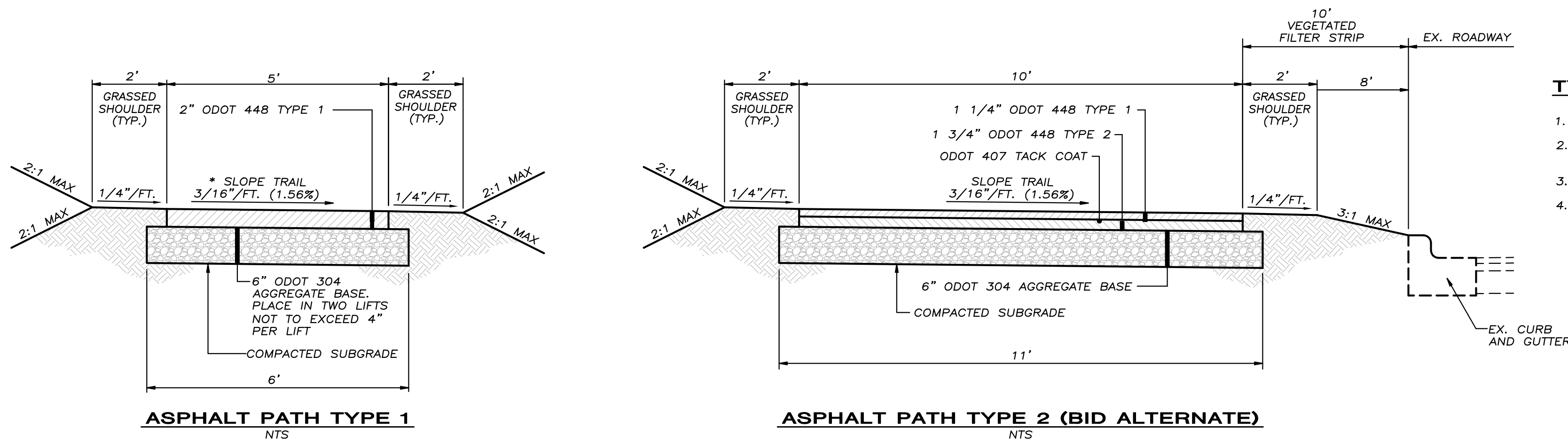
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COVER SHEET

SHEET NO.
1/20

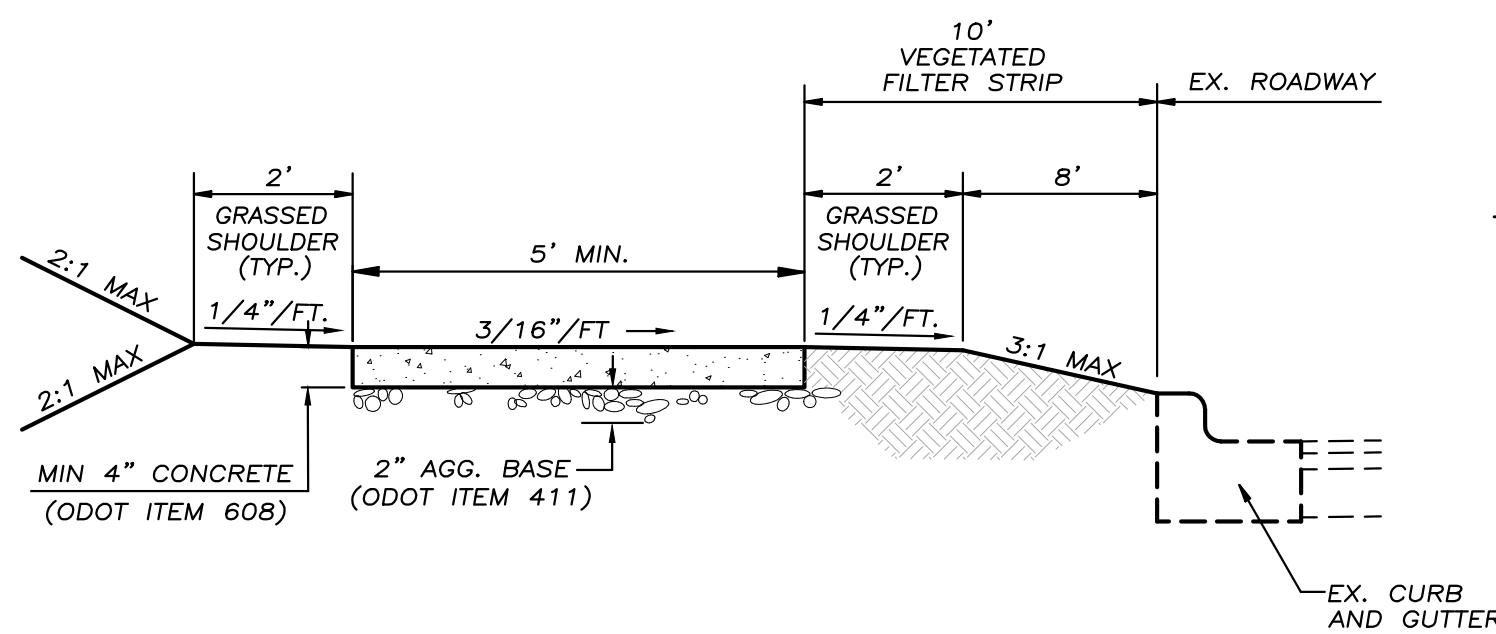


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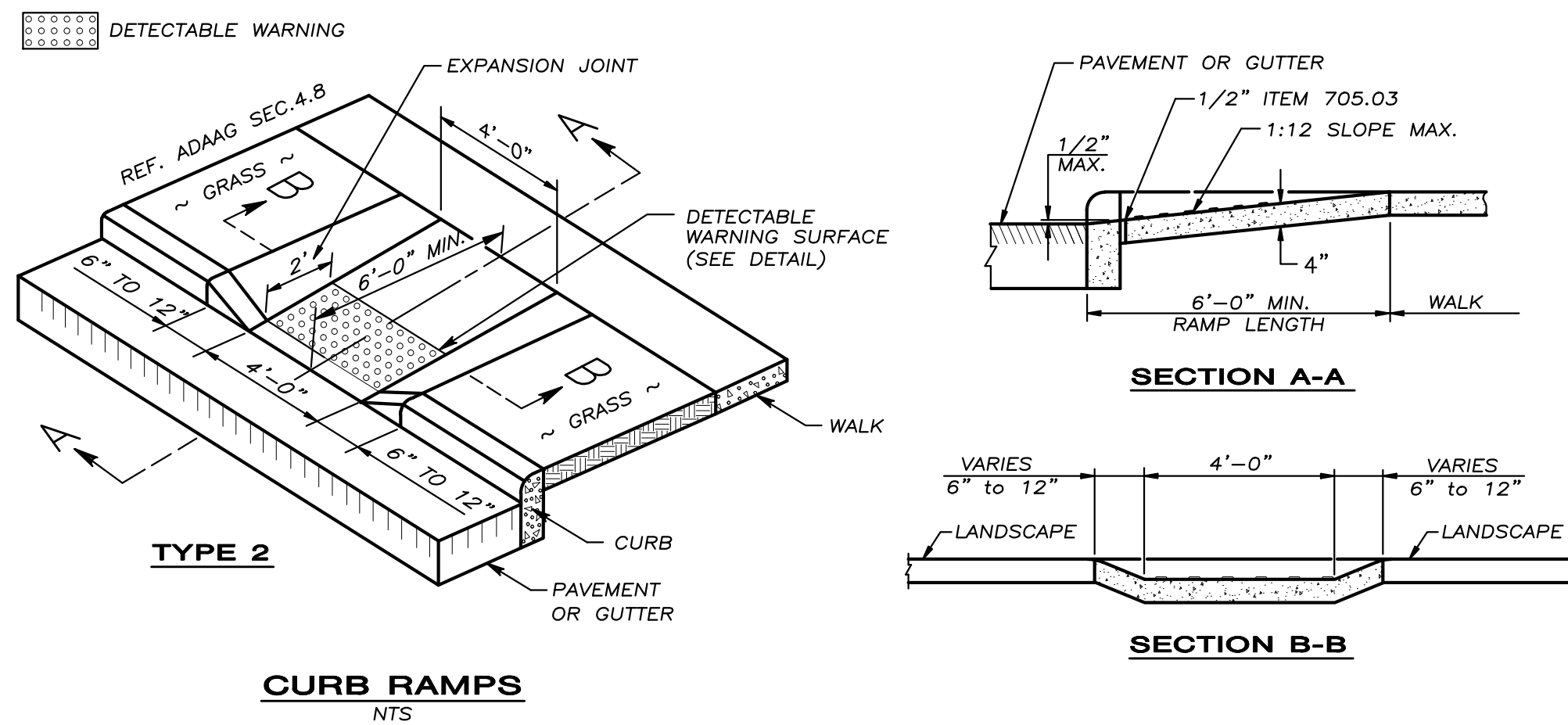
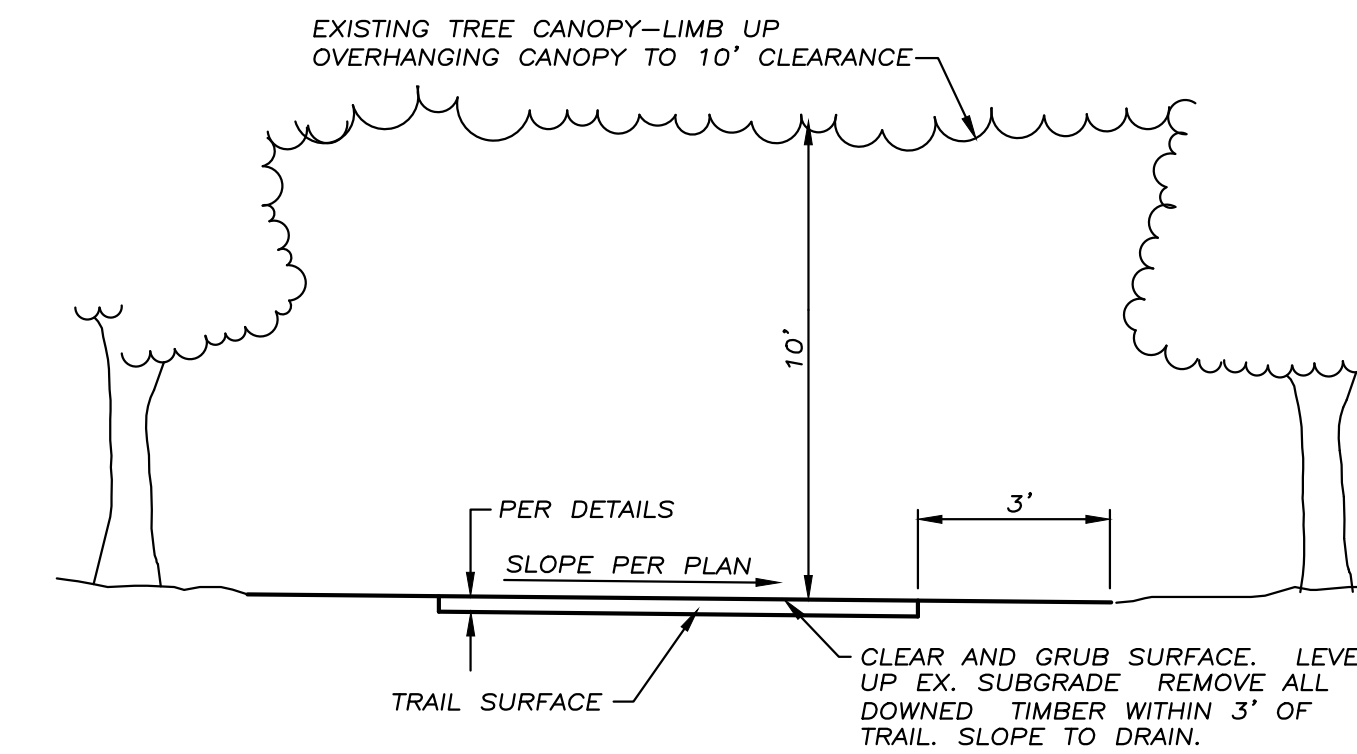
TYPICAL SECTION NOTES:

1. THE ABOVE TYPICAL SECTIONS APPLY UNLESS OTHERWISE NOTED OR SHOWN ON THE PLANS.
2. REMOVE EXISTING TOPSOIL, VEGETATION, RAILROAD RAILS & TIES, AND OTHER OBJECTIONABLE MATERIAL PRIOR TO REGRADING AND COMPACTING SUBGRADE.
3. LIMB TREES AS REQUIRED USING STANDARD ARBORICULTURAL PRACTICES.
4. DISTURBED AREAS OUTSIDE OF SHOULDER SHALL BE FINISH GRADED AND SEEDED.



SIDEWALK NOTES:

1. SIDEWALK SHALL BE CONSTRUCTED WITH A TRANSVERSE SLOPE OF 3/16" PER FOOT, SLOPING TOWARD THE STREET.
2. 1/2" EXPANSION JOINT—20' O.C. MAX. (OR AS SHOWN ON DRAWINGS) AND AT ALL CURBS, WALKS, WALLS AND OTHER FIXED OBJECTS.
3. CONTROL JOINT—5' O.C. MAX. OR AS SHOWN ON DRAWINGS.
4. MEDIUM BROOM FINISH W/ PICTURE FRAME APPEARANCE.



JOINTS: SHALL BE PROVIDED IN THE CURB RAMP AS EXTENSIONS OF WALK JOINTS AND CONSISTENT WITH ITEM 608.03 REQUIREMENTS FOR A NEW CONCRETE WALK. A 1/2" ITEM 705.03 EXPANSION JOINT FILLER SHALL BE PROVIDED AROUND THE EDGE OF RAMPS CONTACTING EXISTING CONC. SURFACES. LINES SHOWN ON THIS DRAWING INDICATE THE RAMP EDGE AND SLOPE CHANGES AND ARE NOT NECESSARILY JOINT LINES.

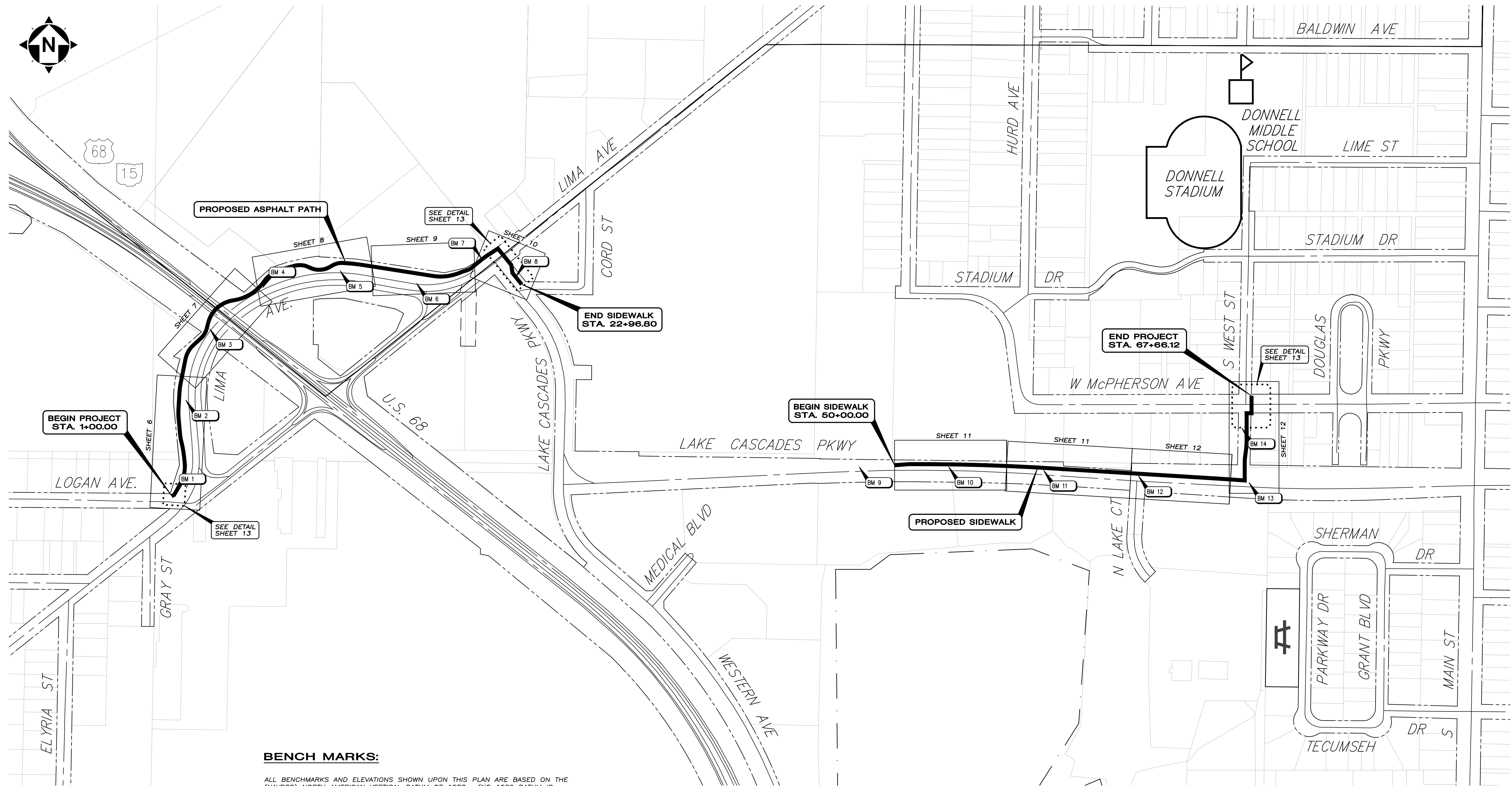
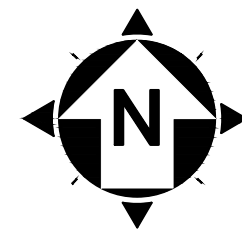
TRUNCATED DOMES: INSTALL DETECTABLE WARNINGS (TRUNCATED DOMES) FOR A DISTANCE OF 24" FROM THE BACK OF THE CURB AS SHOWN ON DETAIL. (48") DOMES TO BE ALIGNED ON A SQUARE GRID IN THE DIRECTION OF PREDOMINANT TRAVEL.

DIMENSIONS, LOCATION AND TYPE: CURB RAMPS MAY BE MODIFIED AS DIRECTED BY THE ENGINEER IN ACCORDANCE WITH THE FOLLOWING:

- THE CURB RAMP BUILT SHALL BE THE TYPE THAT TYPE: BEST FITS THE LOCATION UNLESS A TYPE IS SPECIFIED IN THE PLANS.
- TYPE 1 IS PREFERRED BECAUSE OF THE FLATTER SIDE SLOPES. (ANY COMBINATION OF TYPE 1 AND 2 SIDE SLOPES ON OPPOSITE SIDES OF A RAMP MAY BE USED TO BEST FIT THE SITE CONDITIONS.)
- TYPE 1 CURB RAMPS (FLARED SIDES) SHOULD BE USED AT LOCATIONS WHERE PEDESTRIANS MUST WALK ACROSS THE RAMP AT AN ANGLE.
- TYPE 2 CURB RAMPS (STEEP SIDES) MUST BE USED WHERE PEDESTRIANS WOULD NOT NORMALLY WALK ACROSS OR PERPENDICULAR TO THE CENTERLINE OF THE RAMP. SIDES OF THESE RAMPS MUST BE PARALLEL TO THE PEDESTRIAN FLOW.
- SLOPE: OF THE RAMP TOWARD THE CURB IS PREFERRED TO BE 1:12 OR FLATTER RELATED TO THE HORIZONTAL BUT THE MAXIMUM SLOPE SHALL BE 1:12 THE MINIMUM RAMP LENGTH IS 6'-0" FROM THE BACK OF A 6" CURB AND MAY BE INCREASED WHERE FEASIBLE TO OBTAIN A FLATTER RAMP SLOPE OR TO BETTER BLEND WITH THE WALK CONFIGURATION.
- WALK THICKNESS: IN THE RAMP SLOPES SHALL BE 6" MINIMUM.
- HORIZONTAL SAWCUTTING OF THE EXISTING CURB WILL NOT BE PERMITTED FOR CURB RAMPS (PEDESTRIAN).

NO.	DATE	REVISION
7/5/2013	95%	REVIEW SUBMITTAL

PROJECT NO:	11-60281-010
SCALE:	N/A
DATE:	10/15/13
DESIGN:	MAD
DRAWN:	BKU
CHECK:	MAD



BENCH MARKS:

ALL BENCHMARKS AND ELEVATIONS SHOWN UPON THIS PLAN ARE BASED ON THE (NAVD88) NORTH AMERICAN VERTICAL DATUM OF 1988. (NO 1929 DATUM IS LISTED FOR THE REFERENCED BENCHMARK).

LIMA AVENUE BENCHMARKS:

- BM 1: RAILROAD SPIKE IN SOUTH BASE OF POWER POLE AT THE NORTHEAST CORNER OF LIME AVENUE AND LOGAN AVENUE. ELEVATION=795.25
- BM 2: MAG NAIL SET IN SOUTH BASE OF 2ND LIGHT POLE EAST OF BM 1 (ABOVE) ON THE NORTH SIDE OF LIMA AVENUE. ELEVATION=793.53
- BM 3: MAG NAIL SET IN SOUTH BASE OF 3RD LIGHT POLE EAST OF BM 1 (ABOVE) ON THE NORTH SIDE OF LIMA AVENUE. ELEVATION=791.57
- BM 4: MAG NAIL SET IN SOUTH BASE OF 4TH LIGHT POLE EAST OF BM 1 (ABOVE) ON THE NORTH SIDE OF LIMA AVENUE. ELEVATION=791.05
- BM 5: MAG NAIL SET IN SOUTH BASE OF 5TH LIGHT POLE EAST OF BM 1 (ABOVE) ON THE NORTH SIDE OF LIMA AVENUE. ELEVATION=791.22
- BM 6: MAG NAIL SET IN SOUTH BASE OF 6TH LIGHT POLE EAST OF BM 1 (ABOVE) ON THE NORTH SIDE OF LIMA AVENUE. ELEVATION=790.56
- BM 7: MAG NAIL SET IN SOUTH BASE OF 7TH LIGHT POLE EAST OF BM#1 (ABOVE) AT THE NORTHWEST CORNER OF LIMA AVENUE AND LAKE CASCADES PARKWAY. ELEVATION=793.53
- BM 8: MAG NAIL SET IN EAST BASE OF 1ST LIGHT POLE ON THE EAST SIDE OF LAKE CASCADES PARKWAY AT THE SOUTHEAST CORNER OF LIMA AVENUE AND LAKE CASCADES PARKWAY. ELEVATION=793.53

LAKE CASCADES PARKWAY BENCHMARKS:

- BM 9: MAG NAIL SET IN EAST BASE OF 1ST LIGHT POLE WEST OF THE END OF SIDEWALK ON THE NORTH SIDE OF LAKE CASCADES PARKWAY. ELEVATION=799.39
- BM 10: MAG NAIL SET IN SOUTH BASE OF 2ND LIGHT POLE EAST OF THE END OF SIDEWALK ON THE NORTH SIDE OF LAKE CASCADES PARKWAY. ELEVATION=796.74
- BM 11: MAG NAIL SET IN NORTH BASE OF 4ND LIGHT POLE EAST OF THE END OF SIDEWALK ON THE NORTH SIDE OF LAKE CASCADES PARKWAY. ELEVATION=794.50
- BM 12: MAG NAIL SET IN NORTH BASE OF 6TH LIGHT POLE EAST OF THE END OF SIDEWALK ON THE NORTH SIDE OF LAKE CASCADES PARKWAY. ELEVATION=798.77
- BM 13: MAG NAIL SET IN NORTH BASE OF 8TH LIGHT POLE EAST OF THE END OF SIDEWALK ON THE NORTH SIDE OF LAKE CASCADES PARKWAY. ELEVATION=798.72
- BM 14: MAG NAIL SET IN EAST BASE OF POWER POLE APPROXIMATELY 220' NORTH OF BM 13 ON THE WEST SIDE OF AN OLD ALLEY. ELEVATION=797.23

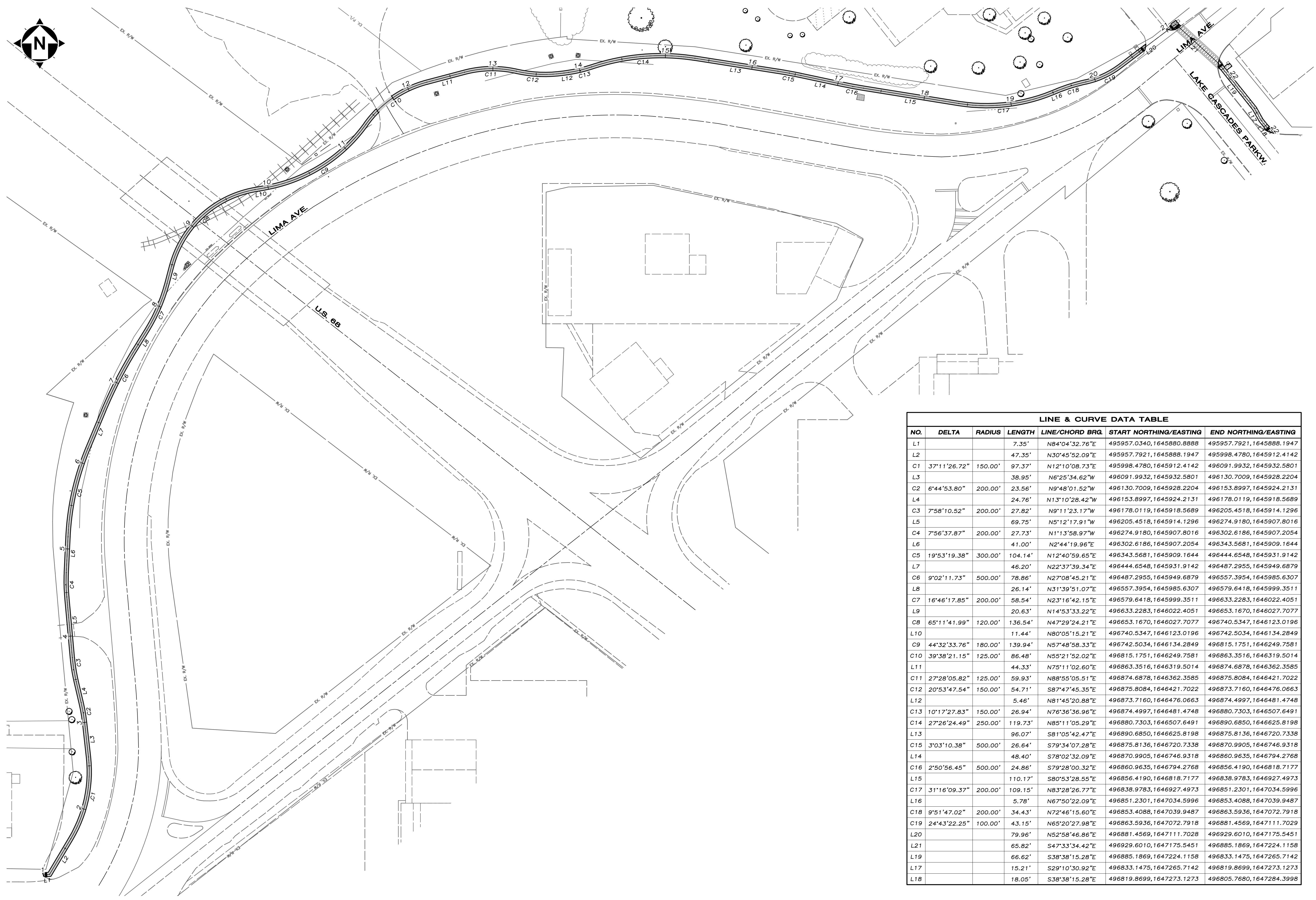
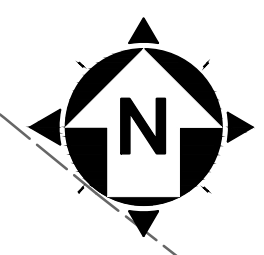
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PROJECT NO: 11-60281-010	SCALE: 1" = 200'
DATE: 8/29/13	DESIGN: MAD
	DRAWN: BKU
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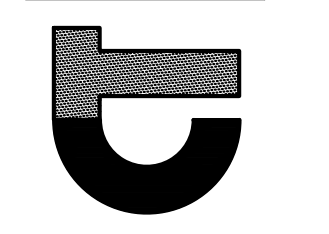
LAYOUT & REFERENCE PLAN



LINE & CURVE DATA TABLE							
NO.	DELTA	RADIUS	LENGTH	LINE/CHORD BRG.	START NORTHING/EASTING	END NORTHING/EASTING	
L1			7.35'	N84°04'32.76"E	495957.0340,1645880.8888	495957.7921,1645888.1947	
L2			47.35'	N30°45'52.09"E	495957.7921,1645888.1947	495998.4780,1645912.4142	
C1	37°11'26.72"	150.00'	97.37'	N12°10'08.73"E	495998.4780,1645912.4142	496091.9932,1645932.5801	
L3			38.95'	N6°25'34.62"W	496091.9932,1645932.5801	496130.7009,1645928.2204	
C2	6°44'53.80"	200.00'	23.56'	N9°48'01.52"W	496130.7009,1645928.2204	496153.8997,1645924.2131	
L4			24.76'	N13°10'28.42"W	496153.8997,1645924.2131	496178.0119,1645918.5689	
C3	7°58'10.52"	200.00'	27.82'	N9°11'23.17"W	496178.0119,1645918.5689	496205.4518,1645914.1296	
L5			69.75'	N5°12'17.91"W	496205.4518,1645914.1296	496274.9180,1645907.8016	
C4	7°56'37.87"	200.00'	27.73'	N1°13'58.97"W	496274.9180,1645907.8016	496302.6186,1645907.2054	
L6			41.00'	N2°44'19.96"E	496302.6186,1645907.2054	496343.5681,1645909.1644	
C5	19°53'19.38"	300.00'	104.14'	N12°40'59.65"E	496343.5681,1645909.1644	496444.6548,1645931.9142	
L7			46.20'	N22°37'39.34"E	496444.6548,1645931.9142	496487.2955,1645949.6879	
C6	9°02'11.73"	500.00'	78.86'	N27°08'45.21"E	496487.2955,1645949.6879	496557.3954,1645985.6307	
L8			26.14'	N31°39'51.07"E	496557.3954,1645985.6307	496579.6418,1645999.3511	
C7	16°46'17.85"	200.00'	58.54'	N23°16'42.15"E	496579.6418,1645999.3511	496633.2283,1646022.4051	
L9			20.63'	N14°53'33.22"E	496633.2283,1646022.4051	496653.1670,1646027.7077	
C8	65°11'41.99"	120.00'	136.54'	N47°29'24.21"E	496653.1670,1646027.7077	496740.5347,1646123.0196	
L10			11.44'	N8°05'15.21"E	496740.5347,1646123.0196	496742.5034,1646134.2849	
C9	44°32'33.76"	180.00'	139.94'	N57°48'58.33"E	496742.5034,1646134.2849	496815.1751,1646249.7581	
L11			86.48'	N55°21'52.02"E	496815.1751,1646249.7581	496863.3516,1646319.5014	
C10	39°38'21.15"	125.00'	86.48'	N55°21'52.02"E	496815.1751,1646249.7581	496863.3516,1646319.5014	
L12			44.33'	N75°11'02.60"E	496863.3516,1646319.5014	496874.6878,1646362.3585	
C11	27°28'05.82"	125.00'	59.93'	N88°55'05.51"E	496874.6878,1646362.3585	496875.8084,1646421.7022	
L13			20°53'47.54"	150.00'	54.71'	S87°47'45.35"E	496875.8084,1646421.7022
C12	20°53'47.54"	150.00'	54.71'	S87°47'45.35"E	496875.8084,1646421.7022	496873.7160,1646476.0663	
L14			5.46'	N81°45'20.88"E	496873.7160,1646476.0663	496874.4997,1646481.4748	
C13	10°17'27.83"	150.00'	26.94'	N76°36'36.96"E	496874.4997,1646481.4748	496880.7303,1646507.6491	
L15			27°26'24.49"	250.00'	119.73'	N85°11'05.29"E	496880.7303,1646507.6491
C14	27°26'24.49"	250.00'	119.73'	N85°11'05.29"E	496880.7303,1646507.6491	496890.6850,1646625.8198	
L16			96.07'	S81°05'42.47"E	496890.6850,1646625.8198	496875.8136,1646720.7338	
C15	3°03'10.38"	500.00'	26.64'	S79°34'07.28"E	496875.8136,1646720.7338	496870.9905,1646746.9318	
L17			48.40'	S78°02'32.09"E	496870.9905,1646746.9318	496860.9635,1646794.2768	
C16	2°50'56.45"	500.00'	24.86'	S79°28'00.32"E	496860.9635,1646794.2768	496856.4190,1646818.7177	
L18			110.17'	S80°53'28.55"E	496856.4190,1646818.7177	496838.9783,1646927.4973	
C17	31°16'09.37"	200.00'	109.15'	N83°28'26.77"E	496838.9783,1646927.4973	496851.2301,1647034.5996	
L19			5.78'	N67°50'22.09"E	496851.2301,1647034.5996	496853.4088,1647039.9487	
C18	9°51'47.02"	200.00'	34.43'	N72°46'15.60"E	496853.4088,1647039.9487	496863.5936,1647072.7918	
L20			43.15'	N65°20'27.98"E	496863.5936,1647072.7918	496881.4569,1647111.7029	
C19	24°43'22.25"	100.00'	79.96'	N52°58'46.86"E	496881.4569,1647111.7029	496929.6010,1647175.5451	
L21			65.82'	S47°33'34.42"E	496929.6010,1647175.5451	496885.1869,1647224.1158	
L22			66.62'	S38°38'15.28"E	496885.1869,1647224.1158	496833.1475,1647265.7142	
L17			15.21'	S29°10'30.92"E	496833.1475,1647265.7142	496819.8699,1647273.1273	
L18			18.05'	S38°38'15.28"E	496819.8699,1647273.1273	496805.7680,1647284.3998	

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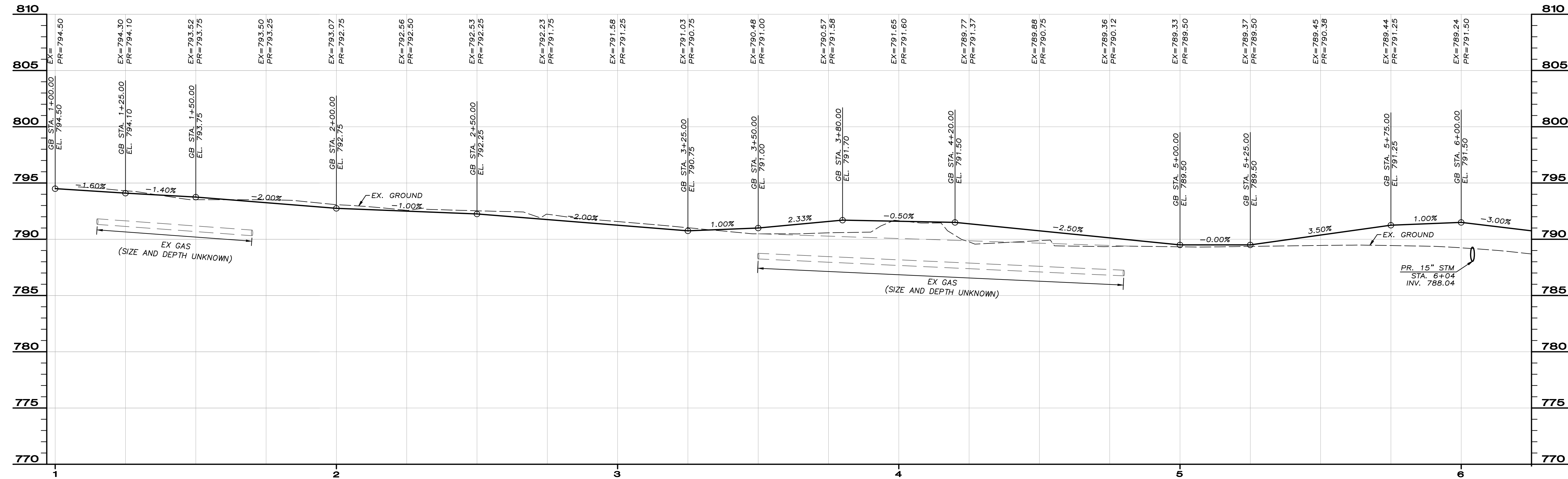
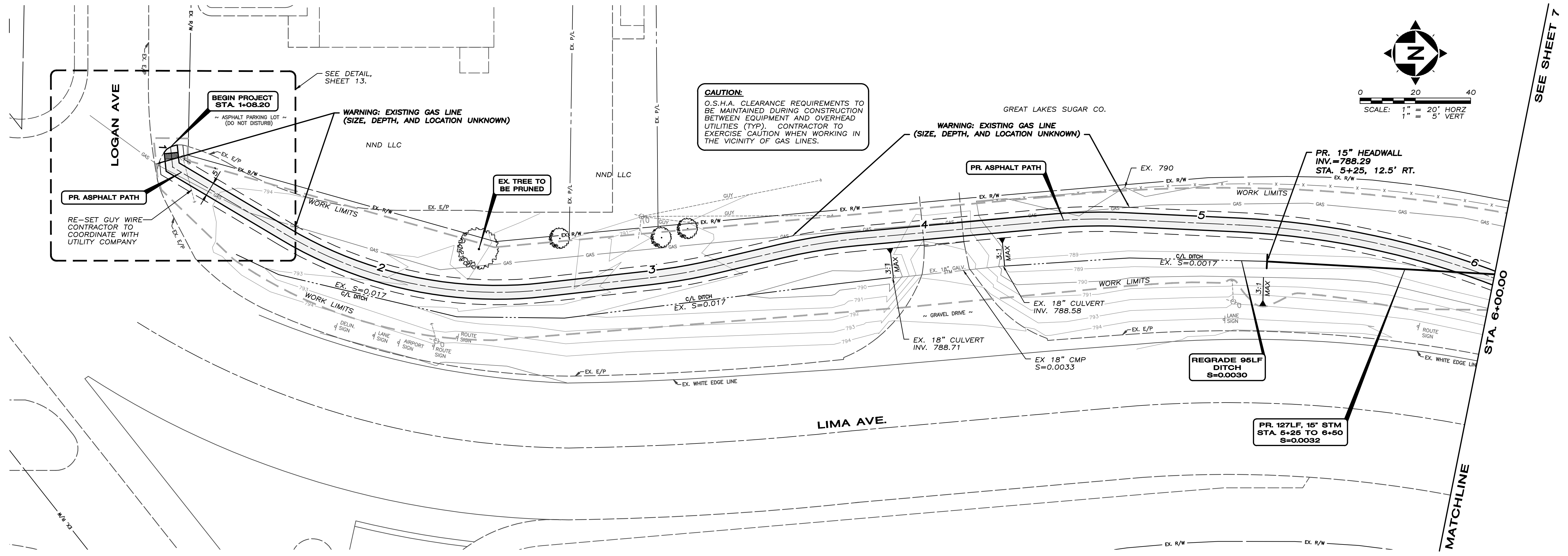
NO.	DATE	REVISION
1	7/5/2013	95% REVIEW SUBMITTAL

PROJECT NO: 11-60281-010
SCALE: 1" = 50'
DATE: 8/29/13
DESIGN: MAD
DRAWN: BKU
CHECK: MAD

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ALIGNMENT REFERENCE PLAN

SHEET NO.
5 / 20



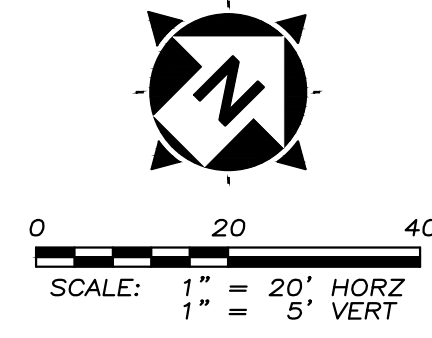
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PROJECT NO: 11-60281-010
SCALE: 1" = 20'
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CHECK: MAD

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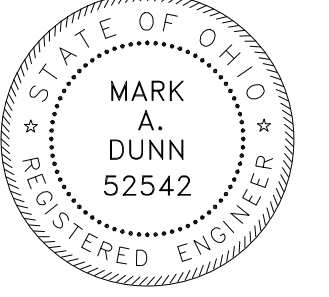
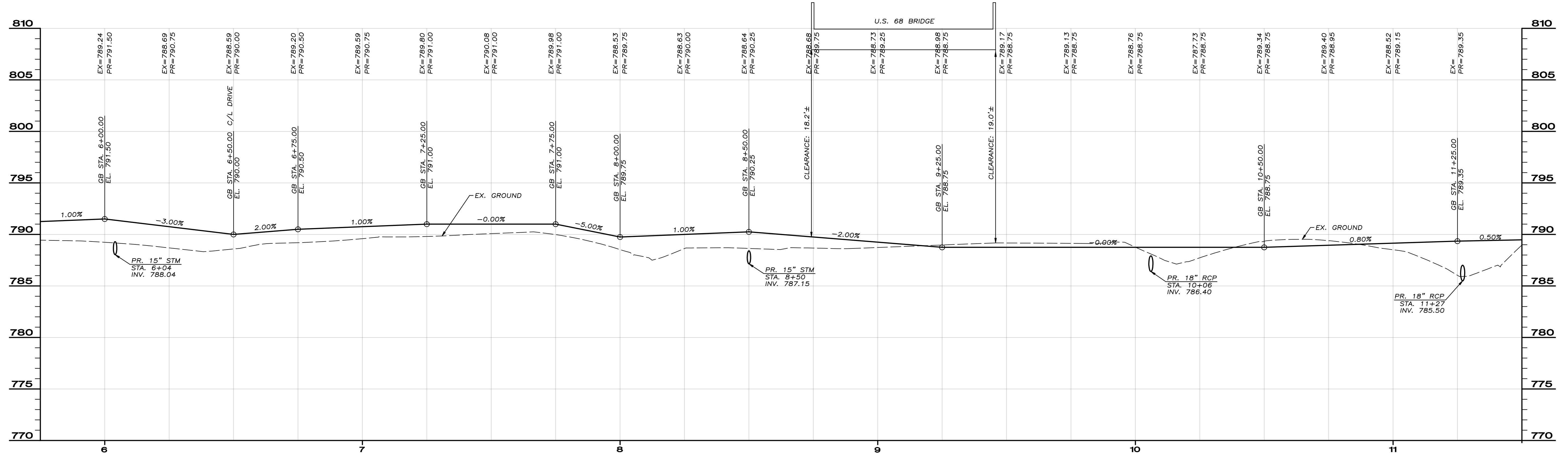
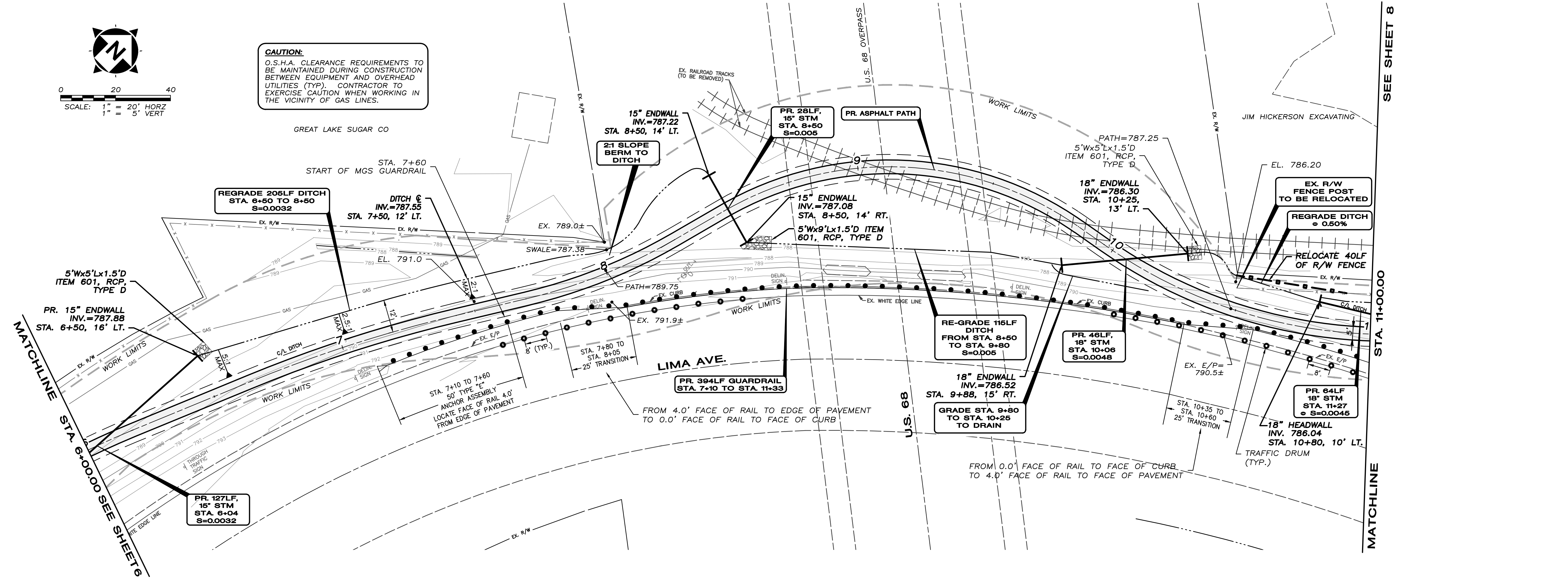
PLAN & PROFILE

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CAUTION:
O.S.H.A. CLEARANCE REQUIREMENTS TO BE MAINTAINED DURING CONSTRUCTION BETWEEN EQUIPMENT AND OVERHEAD UTILITIES (TYP). CONTRACTOR TO EXERCISE CAUTION WHEN WORKING IN THE VICINITY OF GAS LINES.

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NO.	DATE	REVISION
1	7/5/2013	95% REVIEW SUBMITTAL

PROJECT NO: 11-60281-010
SCALE: 1" = 20'
DATE: 10/15/13
DESIGN: MAD
DRAWN: BKU
CHECK: MAD

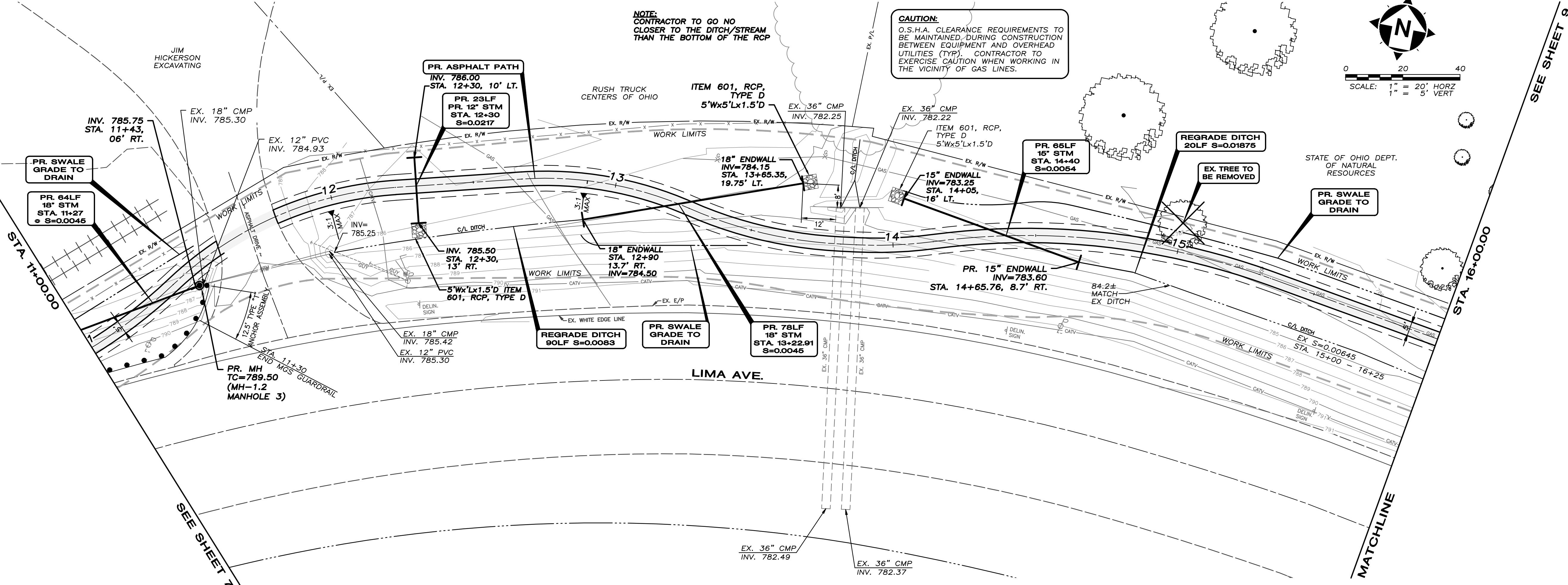
HAN-SRTS DONNELL MIDDLE SCHOOL
LIMA AVE. TRAIL PROJECT - PID #90953
FINDLAY, OHIO

SHEET NO.
7/20

PLAN & PROFILE

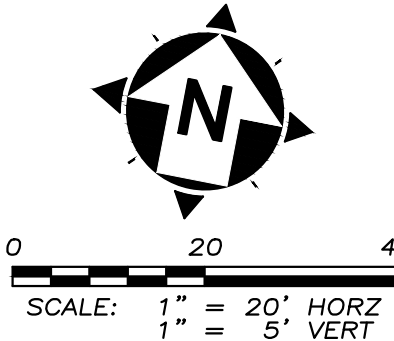
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MATCHLINE



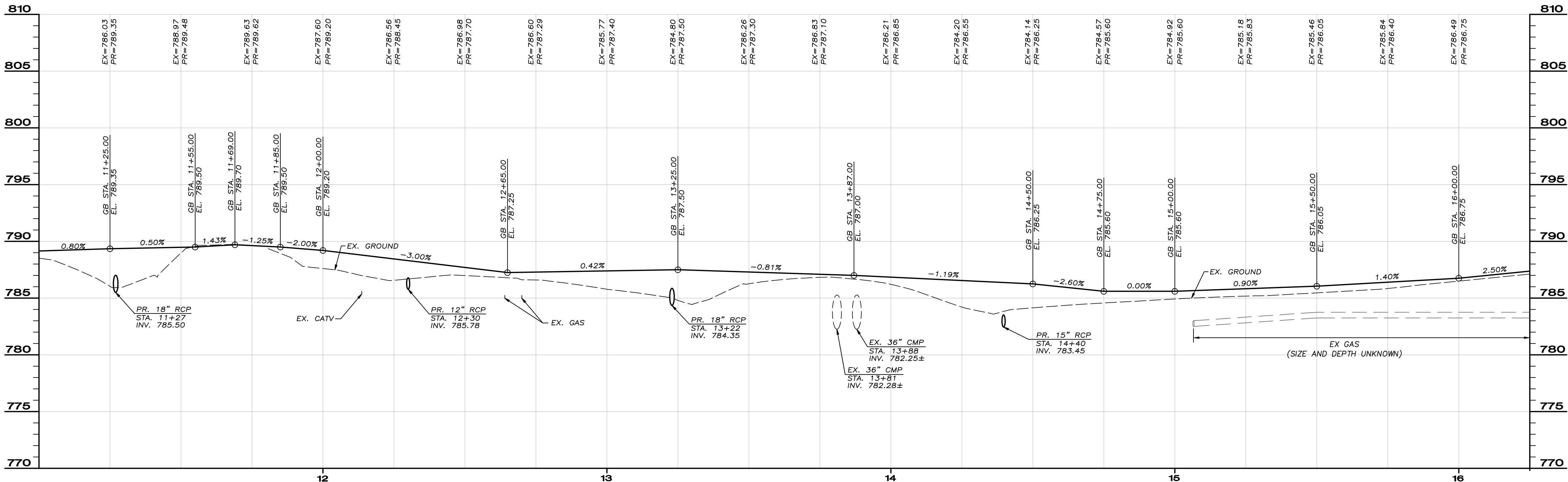
NOTE:
CONTRACTOR TO GO NO CLOSER TO THE DITCH/STREAM THAN THE BOTTOM OF THE RCP

CAUTION:
O.S.H.A. CLEARANCE REQUIREMENTS TO BE MAINTAINED DURING CONSTRUCTION BETWEEN EQUIPMENT AND OVERHEAD UTILITIES (TYP). CONTRACTOR TO EXERCISE CAUTION WHEN WORKING IN THE VICINITY OF GAS LINES.



SEE SHEET 9

SEE SHEET 7



NO.	DATE	REVISION
1	7/5/2013	95% REVIEW SUBMITTAL

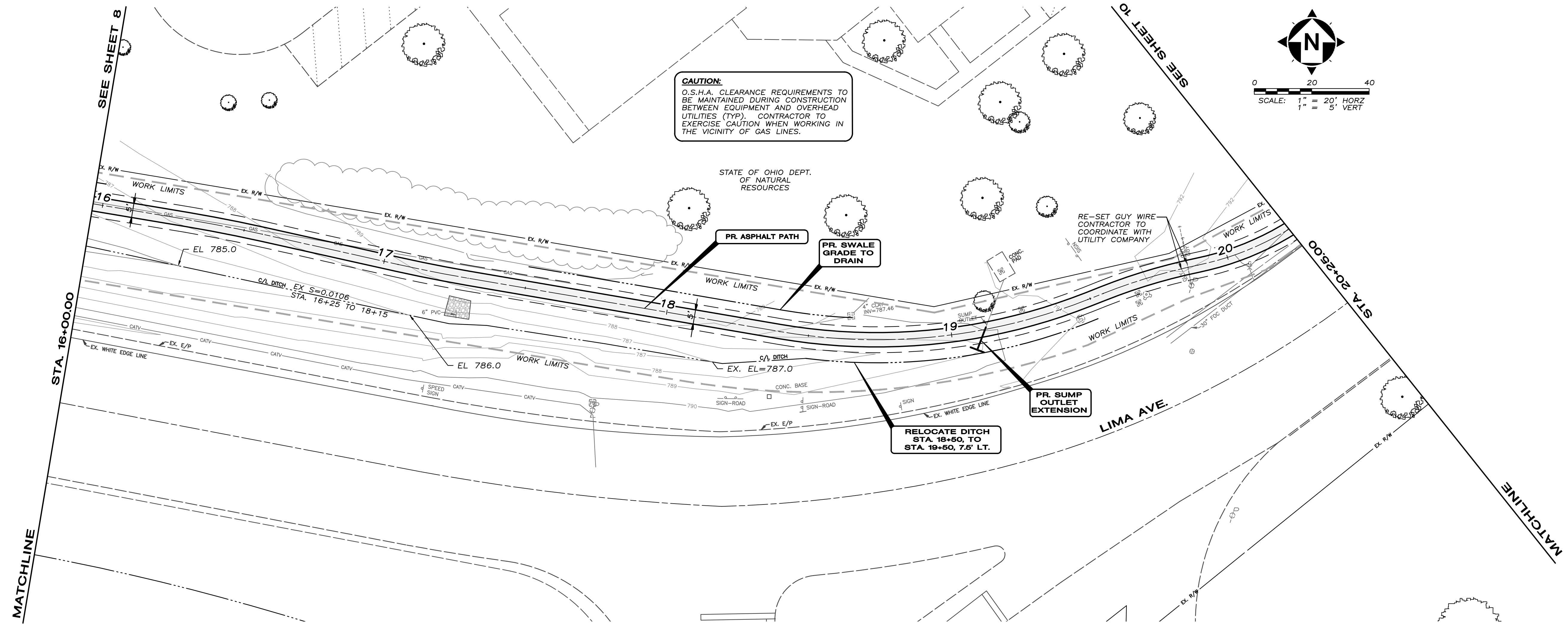
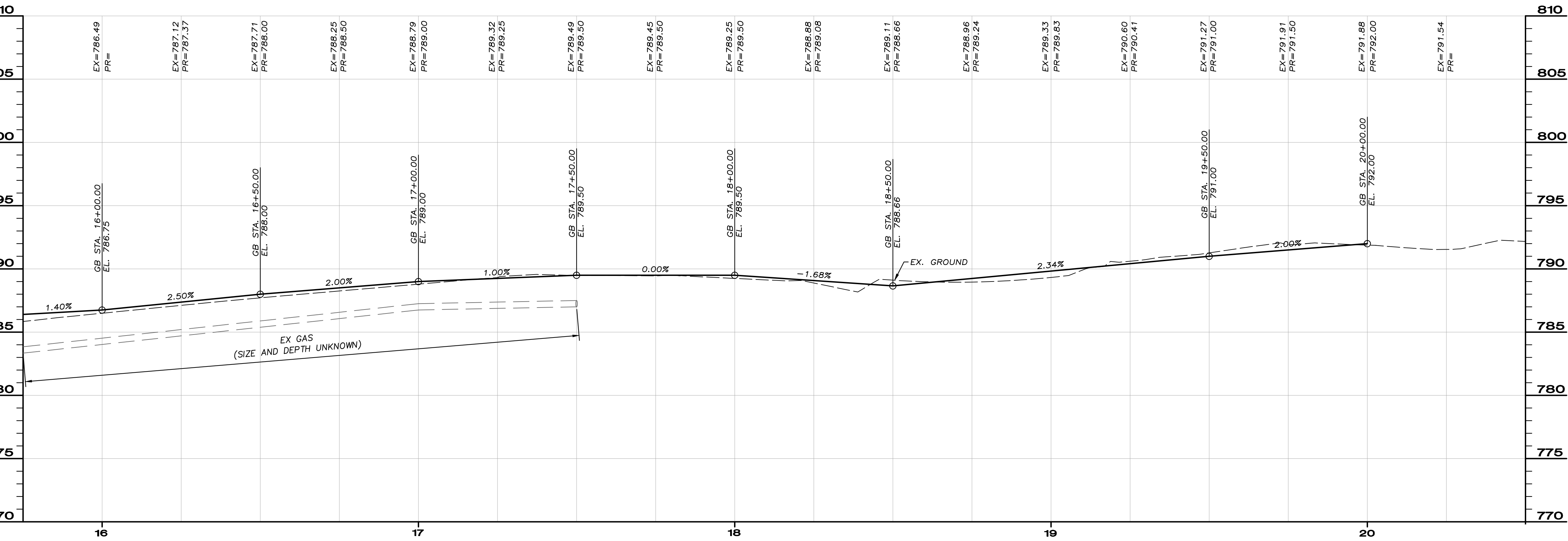
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SCALE: 1" = 20'
DATE: 10/15/13
DESIGN: MAD
DRAWN: BJK
CHECK: MAD

HAN-SRTS DONNELL MIDDLE SCHOOL
LIMA AVE. TRAIL PROJECT - PID #90953
FINDLAY, OHIO

PLAN & PROFILE

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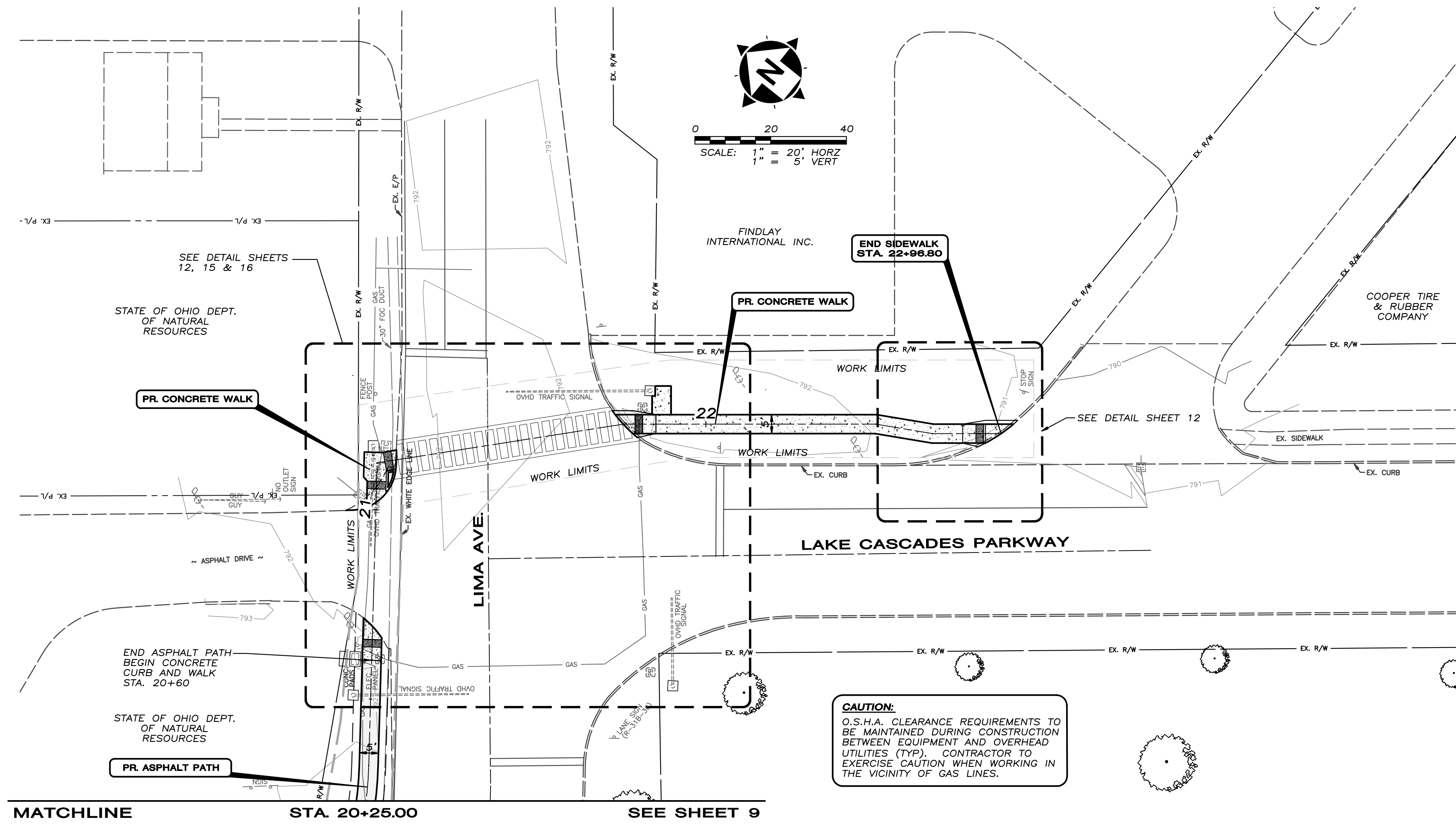


NO.	DATE	REVISION
1	7/5/2013	95% REVIEW SUBMITTAL

PROJECT NO: 11-60281-010
SCALE: 1" = 20'
DATE: 10/15/13
DESIGN: MAD
DRAWN: BKU
CHECK: MAD

HAN-SRTS DONNELL MIDDLE SCHOOL
LIMA AVE. TRAIL PROJECT - PID #90953
FINDLAY, OHIO

PLAN & PROFILE



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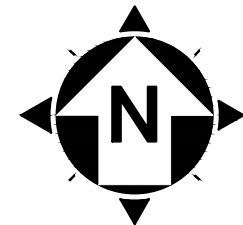
NO.	DATE	REVISION
1	7/5/2013	95% REVIEW SUBMITTAL

PROJECT NO.: 11-60281-010
SCALE: 1" = 20'
DATE: 10/15/13
DESIGN: MAD
DRAWN: BKU
CHECK: MAD

HAN-SRTS DONNELL MIDDLE SCHOOL
 LIMA AVE. TRAIL PROJECT - PID #90953
 FINDLAY, OHIO

PLAN & PROFILE

SHEET NO.
 10/20

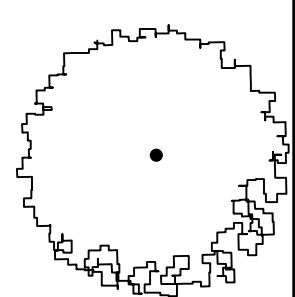
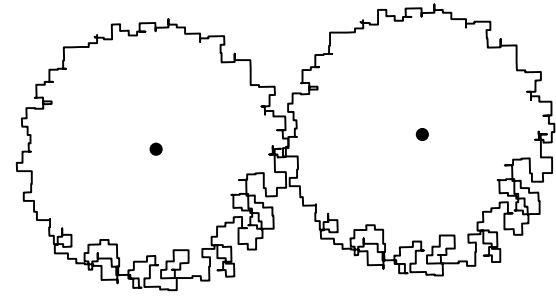
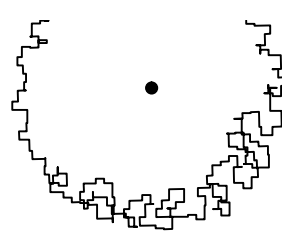
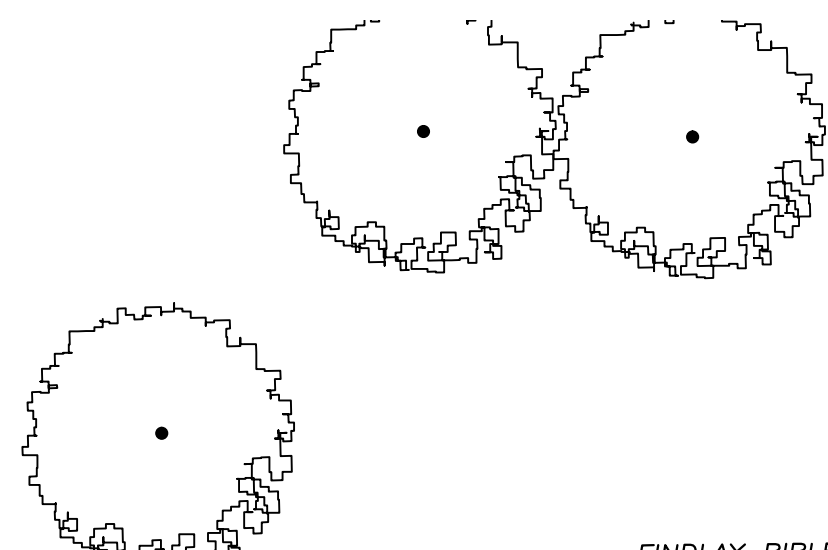
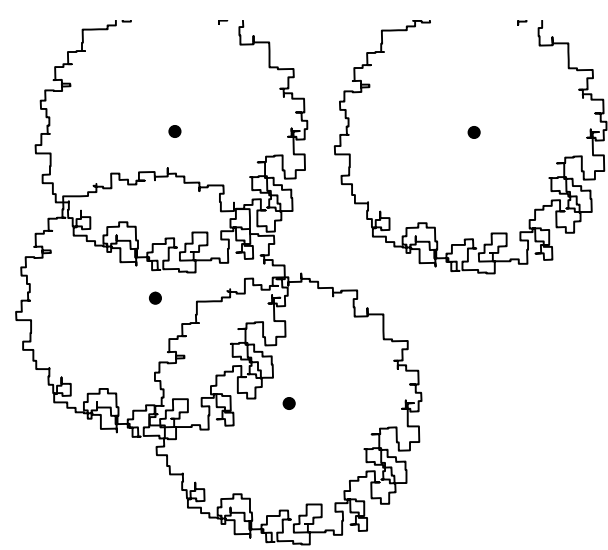


0 20 40
SCALE: 1" = 20'

COOPER TIRE & RUBBER COMPANY

BEGIN SIDEWALK STA. 50+00.00

CAUTION:
O.S.H.A. CLEARANCE REQUIREMENTS TO BE MAINTAINED DURING CONSTRUCTION BETWEEN EQUIPMENT AND OVERHEAD UTILITIES (TYP).



FINDLAY BIBLE METHODIST CHURCH INC.

BID ALTERNATE TO ASPHALT BIKE PATH

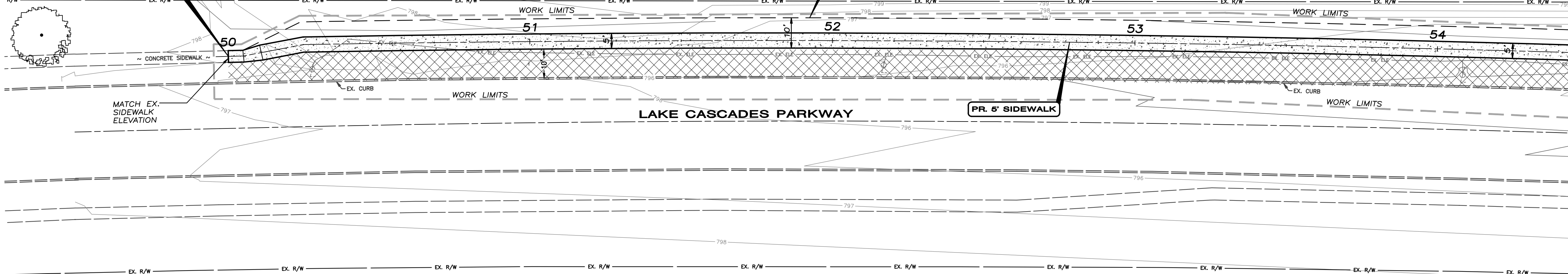
SIDEWALK GRADING NOTES:

1. THE SIDEWALK ALONG LAKE CASCADE PARKWAY SHALL GENERALLY MATCH THE SLOPE OF THE ADJACENT ROADWAY AND BE INSTALLED FLUSH WITH EXISTING GRADE.
2. THE LONGITUDINAL SLOPE OF THE SIDEWALK SHALL NOT DEFLECT MORE THAN 1" IN 5'. ANY LOW AREAS GREATER THAN 1" IN 5' SHALL BE FILLED WITH ADDITIONAL AGGREGATE TO LEVEL.
3. THE CONTRACTOR SHALL PROVIDED POSITIVE DRAINAGE IN ALL AREAS. PAVEMENT SHALL BE TESTED AND CORRECTED FOR ANY PONDING CONDITIONS FOLLOWING CONSTRUCTION.

SEE BELOW

STA. 54+50.00

MATCHLINE



VEGETATIVE FILTER STRIP

NOTE: CONTRACTOR SHALL PRESERVE EXISTING VEGETATION BETWEEN THE PROPOSED SIDEWALK/ASPHALT PATH AND EXISTING CURB DURING CONSTRUCTION. ANY AREAS DAMAGED DURING CONSTRUCTION ALONG WITH ANY EXISTING BARE OR GULLED AREAS SHALL BE FILLED WITH TOPSOIL AND SEEDED, MULCHED, AND MAINTAINED PER ITEM 659, CLASS 2.

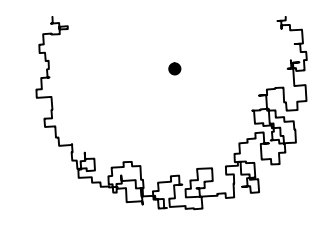
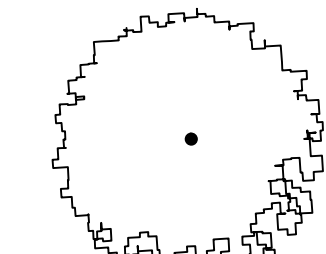
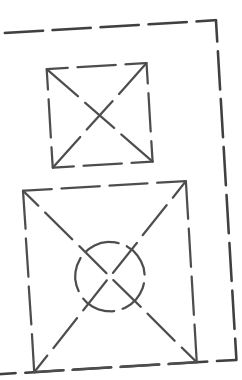


0 20 40
SCALE: 1" = 20'

FINDLAY BIBLE METHODIST CHURCH INC.

CAUTION:
O.S.H.A. CLEARANCE REQUIREMENTS TO BE MAINTAINED DURING CONSTRUCTION BETWEEN EQUIPMENT AND OVERHEAD UTILITIES (TYP).

OHIO POWER CO.



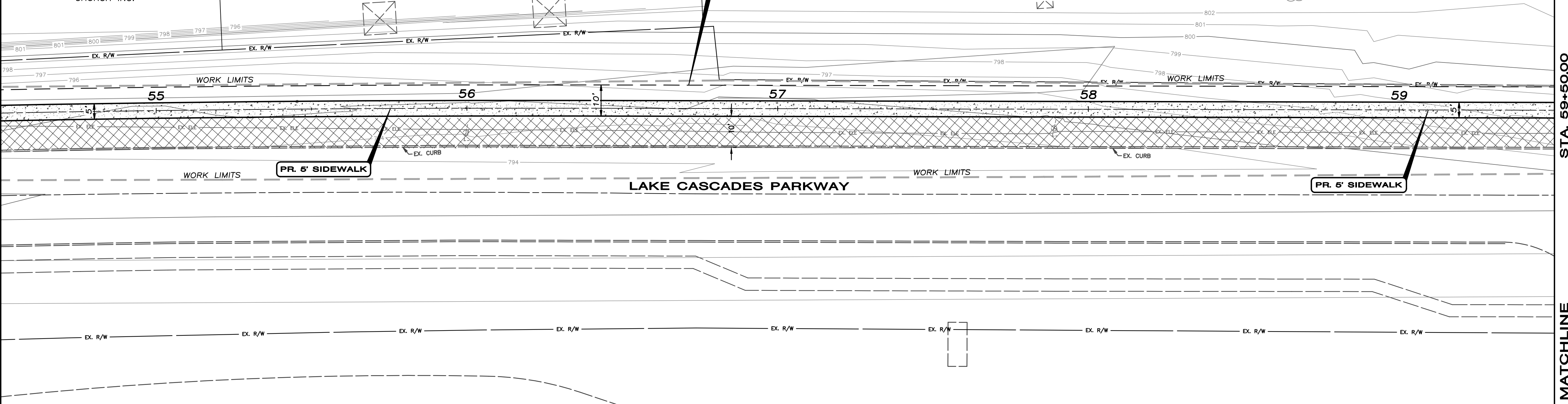
ANDEK LLC

BID ALTERNATE TO ASPHALT BIKE PATH

SEE SHEET ABOVE

STA. 54+50.00

MATCHLINE



SEE SHEET 12

STA. 59+50.00

MATCHLINE

NO.	DATE	REVISION
1	7/5/2013	95% REVIEW SUBMITAL

PROJECT NO: 11-60281-010
 SCALE: 1" = 20'
 DATE: 10/15/13
 DESIGN: MAD
 DRAWN: BKU
 CHECK: MAD

HAN-SRTS DONNELL MIDDLE SCHOOL
 LIMA AVE. TRAIL PROJECT - PID #90953
 FINDLAY, OHIO

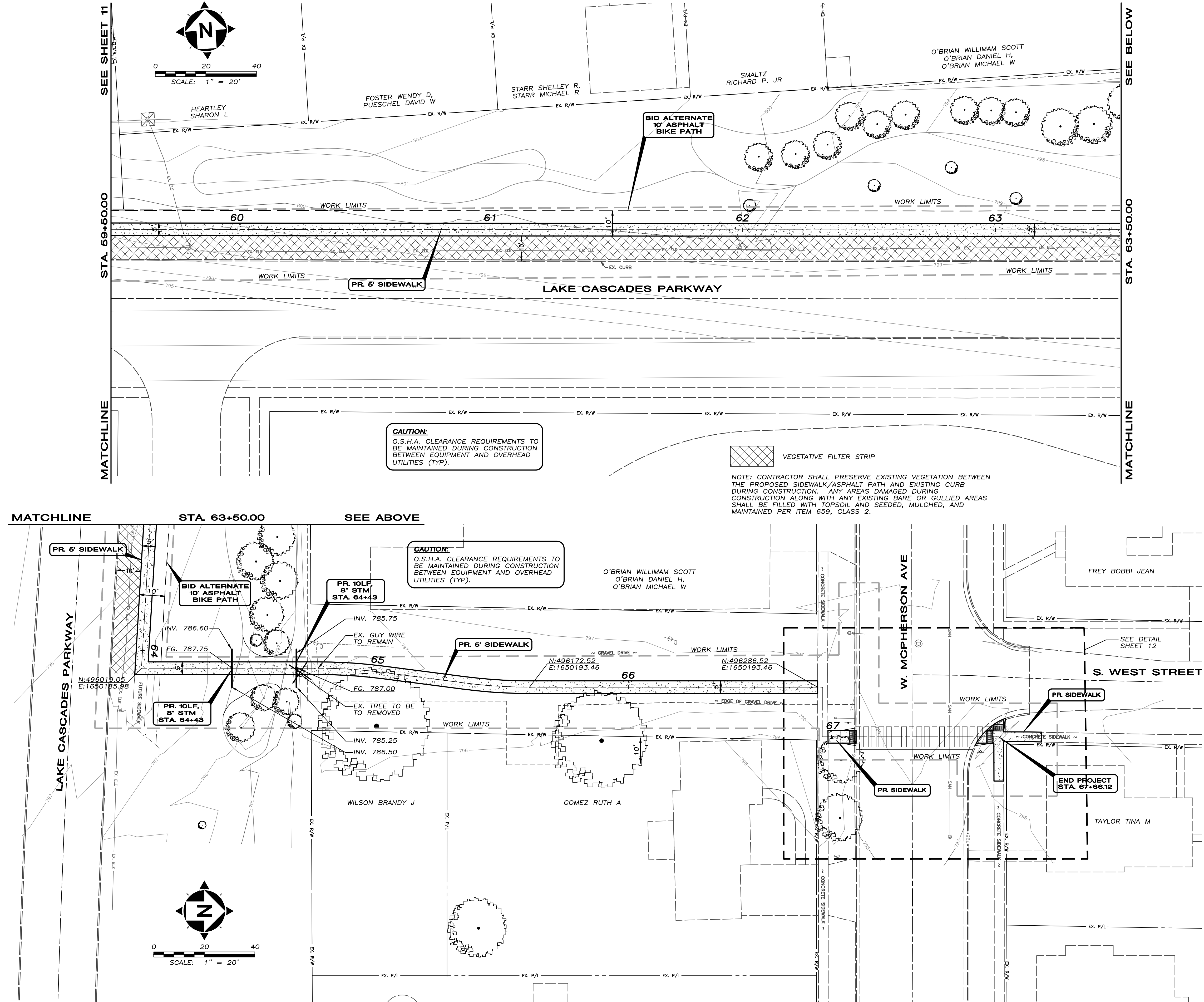
SHEET NO.
11/20

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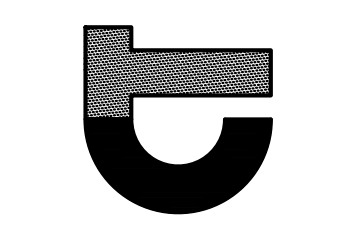
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SEE SHEET 11
STA. 59+50.00
MATCHLINE

SEE BELOW
STA. 63+50.00
MATCHLINE

MATCHLINE
STA. 63+50.00
SEE ABOVE
LAKE CASCADES PARKWAY

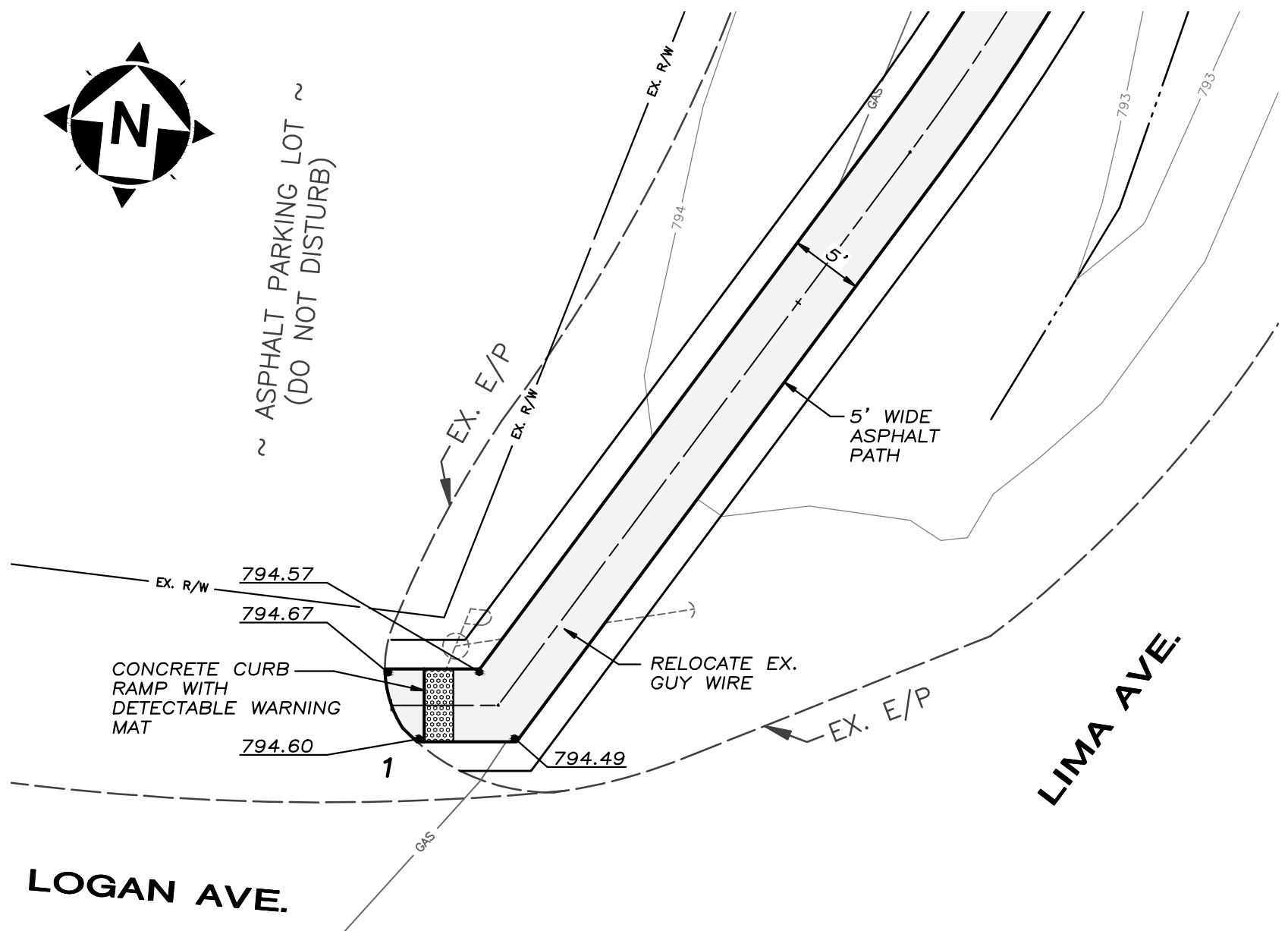


NO.	DATE	REVISION
1	7/5/2013	95% REVIEW SUBMITTAL

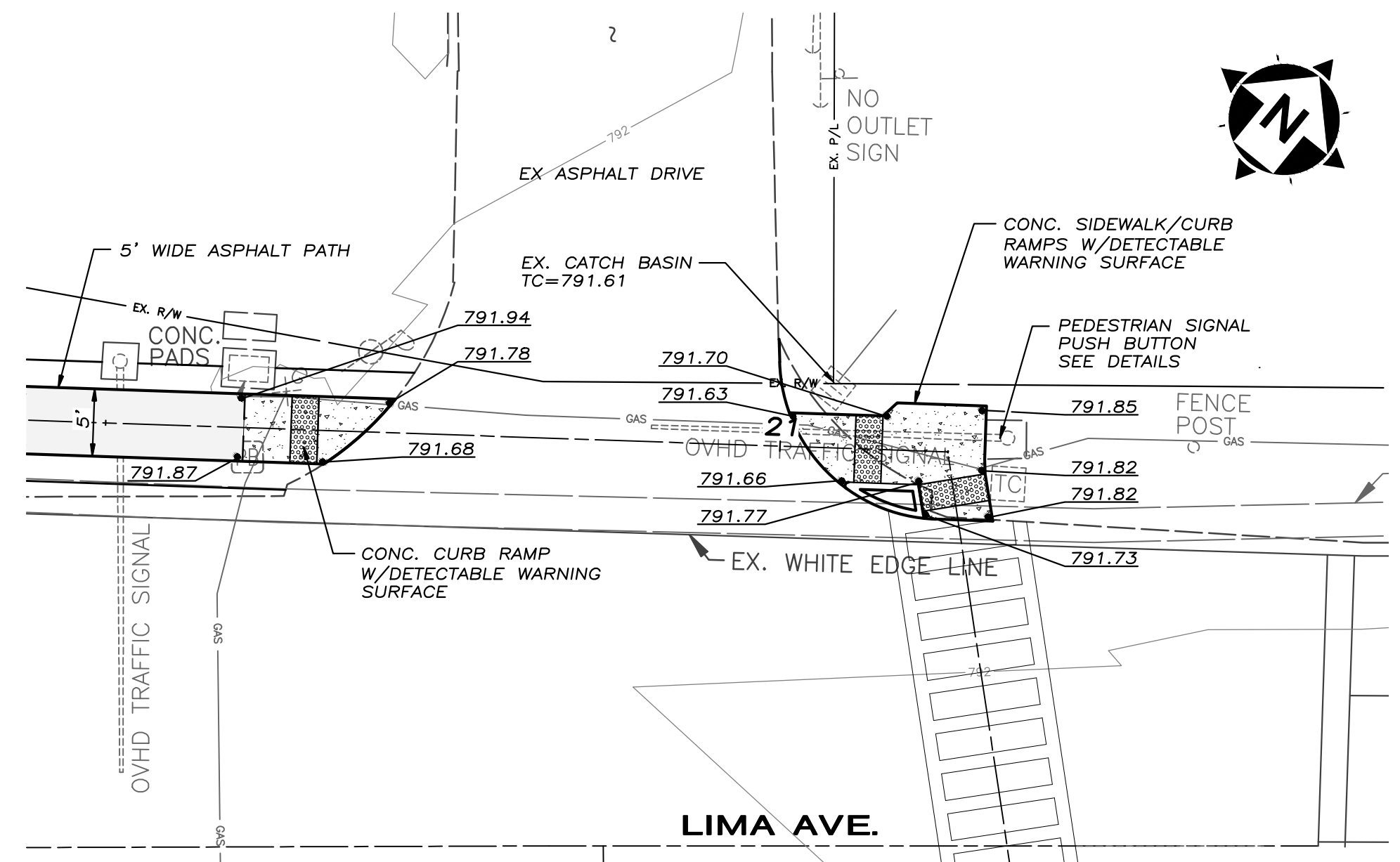
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SCALE:	1" = 20'
DATE:	10/15/13
DESIGN:	MAD
DRAWN:	BEU
CHECK:	MAD

HAN-SRTS DONNELL MIDDLE SCHOOL
LIMA AVE. TRAIL PROJECT - PID #90953
FINDLAY, OHIO

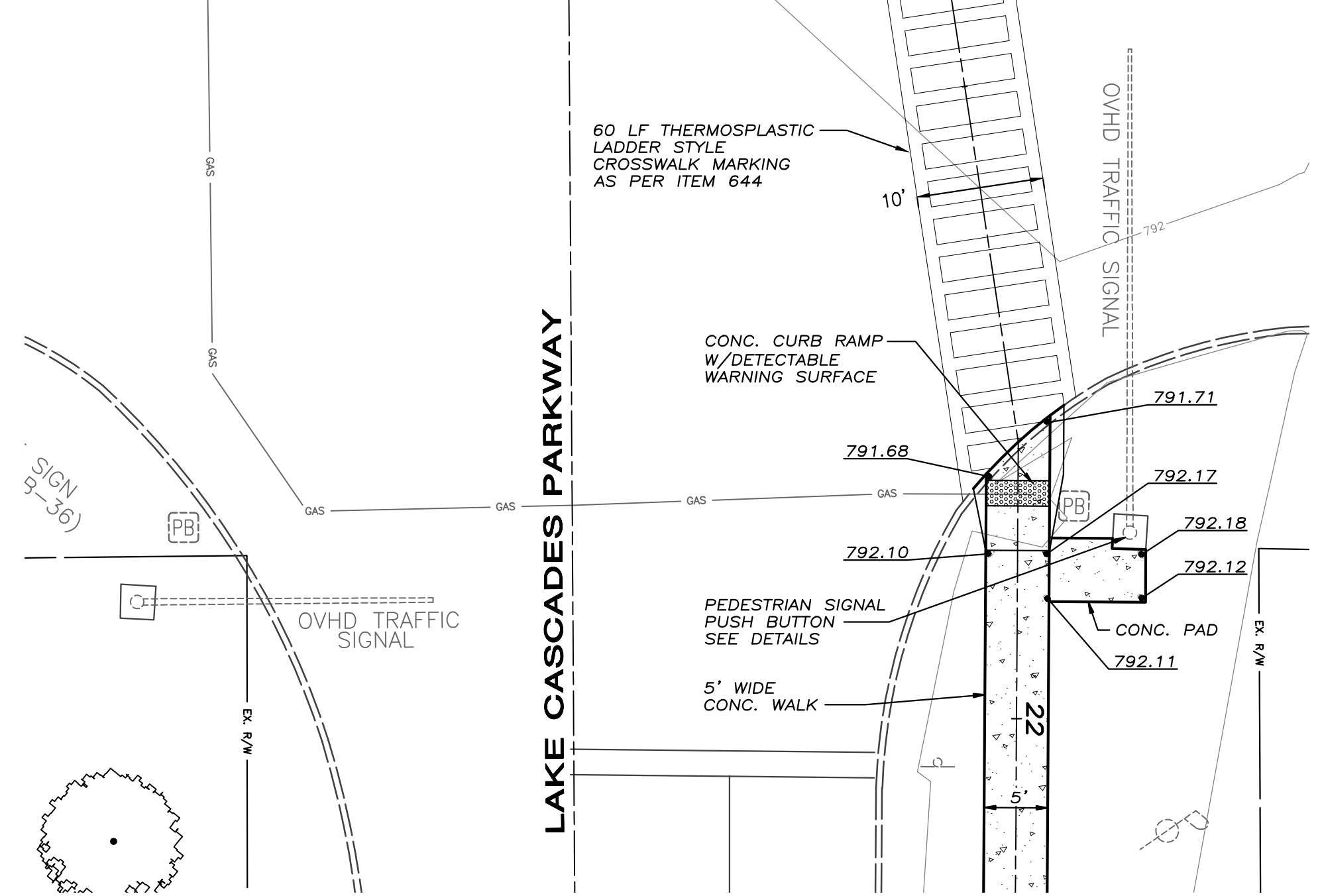
PLAN & PROFILE



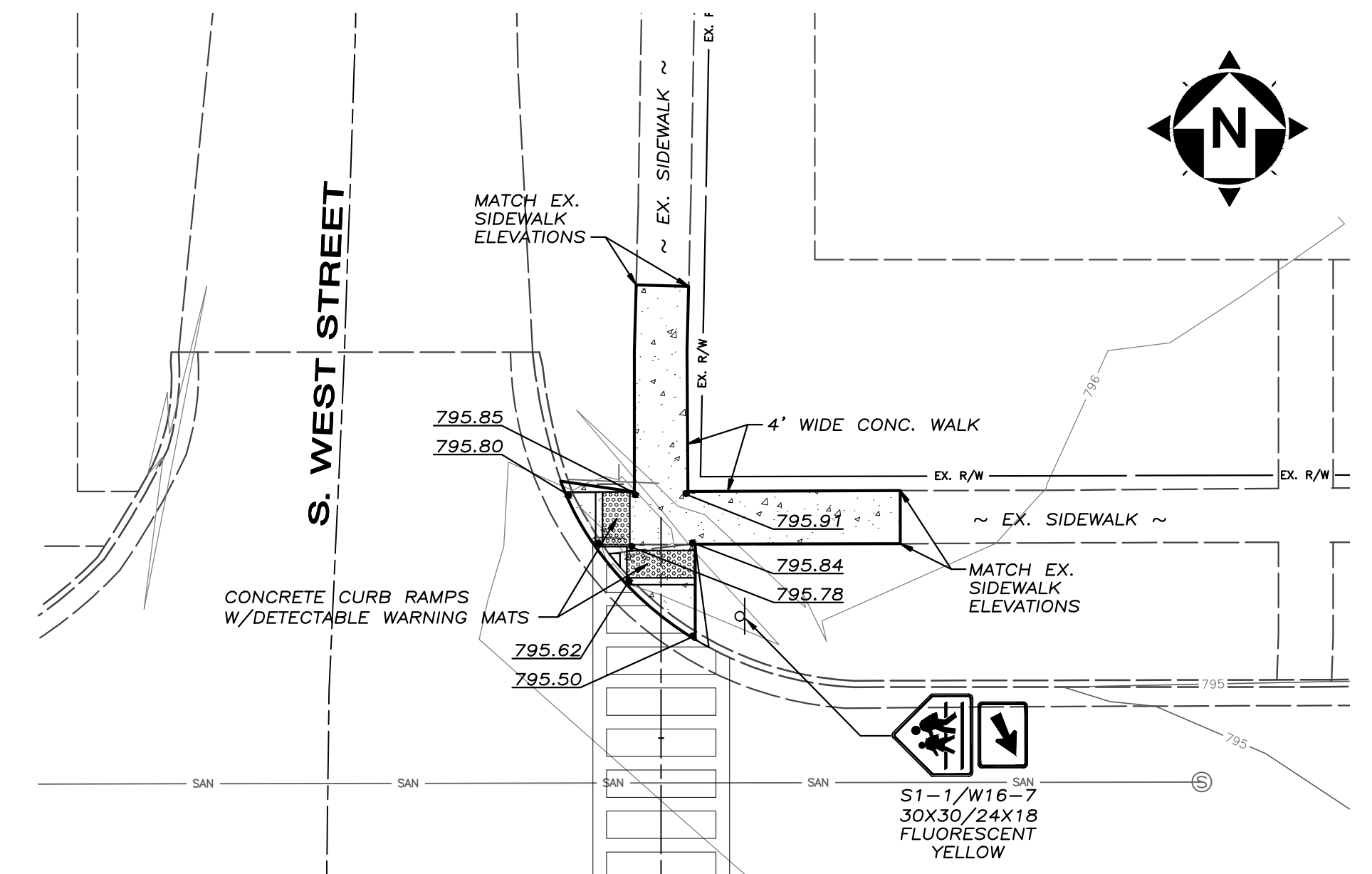
**RAMP DETAIL
LOGAN AVE. & LIMA AVE.**
SCALE: 1" = 10'



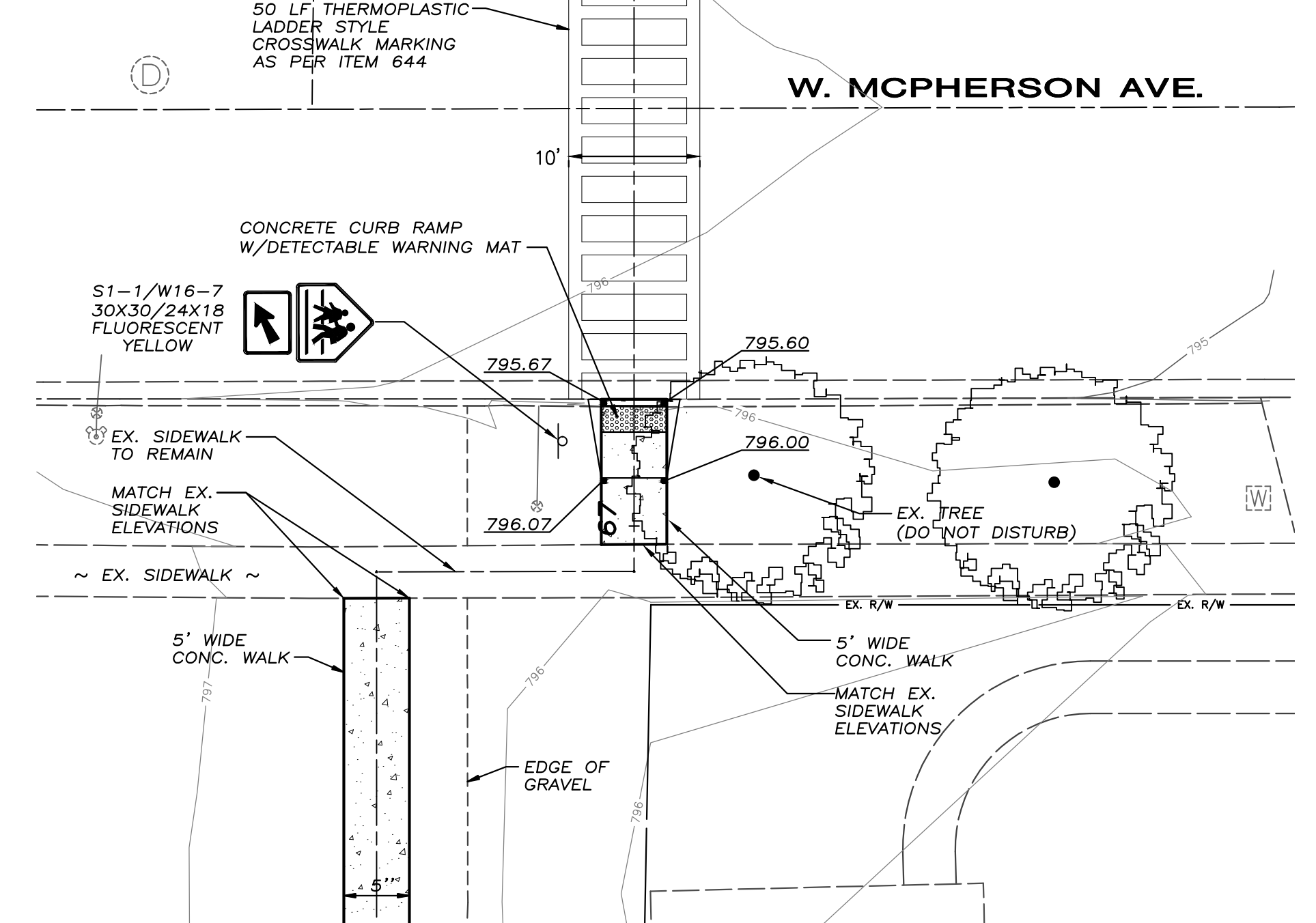
**RAMP DETAILS
LIMA AVE. & LAKE CASCADES PARKWAY**
SCALE: 1" = 10'



**RAMP DETAIL
LAKE CASCADES PARKWAY**
SCALE: 1" = 10'



**RAMP DETAILS
W. MCPHERSON AVE.**
SCALE: 1" = 10'



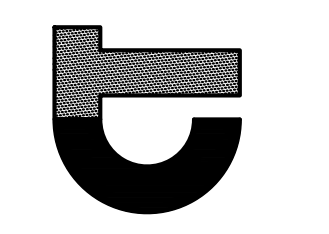
NOTES

1. WHEN NEW PAVEMENT MEETS EXISTING ASPHALT, SAWCUT MUST BE FULL DEPTH. SAWCUT TO BE LOCATED ONE FOOT INTO THE EXISTING PAVEMENT OR TO SOUND PAVEMENT, AS DIRECTED BY THE ENGINEER OR OWNER.
2. CONTRACTOR SHALL MARK SIGN LOCATIONS IN THE FIELD FOR APPROVAL BY THE OWNER PRIOR TO INSTALLATION.
3. ROADWAY SIGNS (W-81 & W16-7) TO BE FLUORESCENT YELLOW-GREEN BACKGROUND WITH GALV SQUARE STEEL POST AND POST REFLECTORS.

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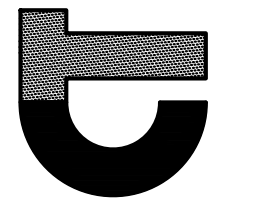
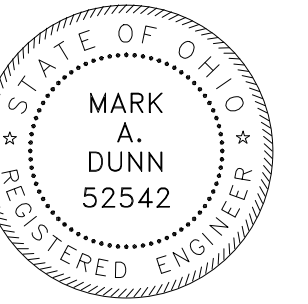


NO.	DATE	REVISION
1	7/5/2013	95% REVIEW SUBMITTAL

PROJECT NO: 11-60281-010	SCALE: 1" = 10'
DATE: 9/17/13	DESIGN: MAD
DRAWN: BKU	CHECK: MAD

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LIMA AVE. TRAIL PROJECT - PID #90953
FINDLAY, OHIO

PATH/SIDEWALK DETAILS



NO.	DATE	REVISION
1	7/5/2013	95% REVIEW SUBMITAL

PROJECT NO:
11-60281-010

SCALE:
N/A

DATE:
8/29/13

DESIGN:
MAD

DRAWN:
BKU

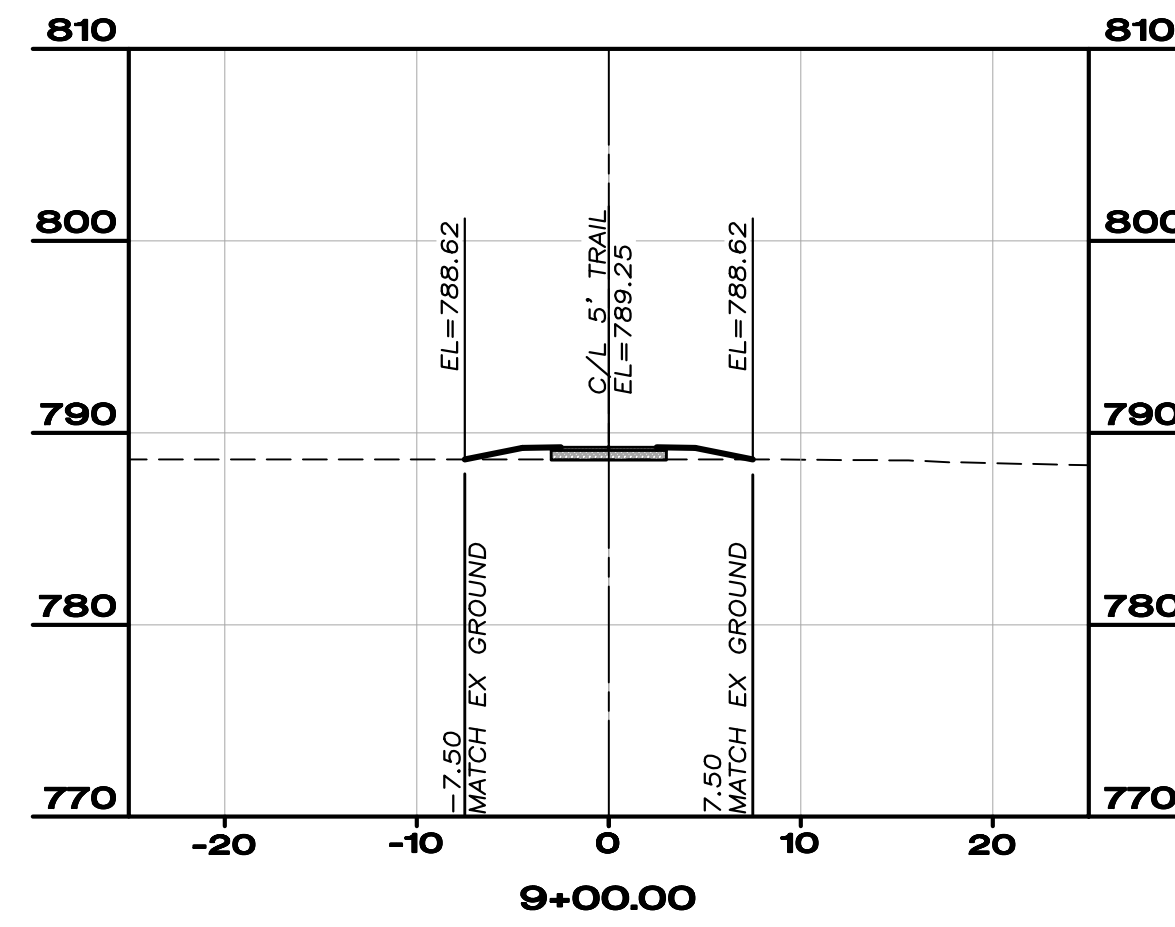
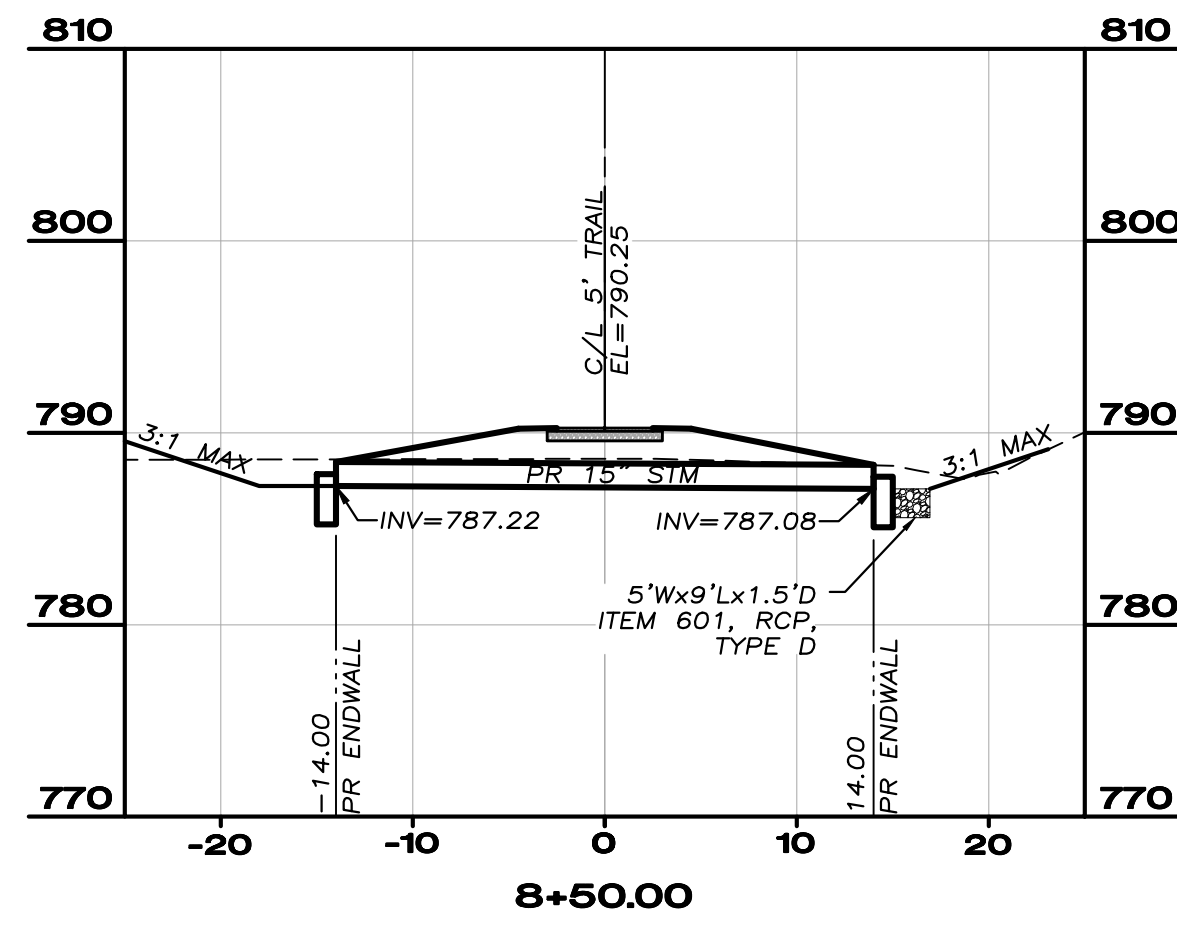
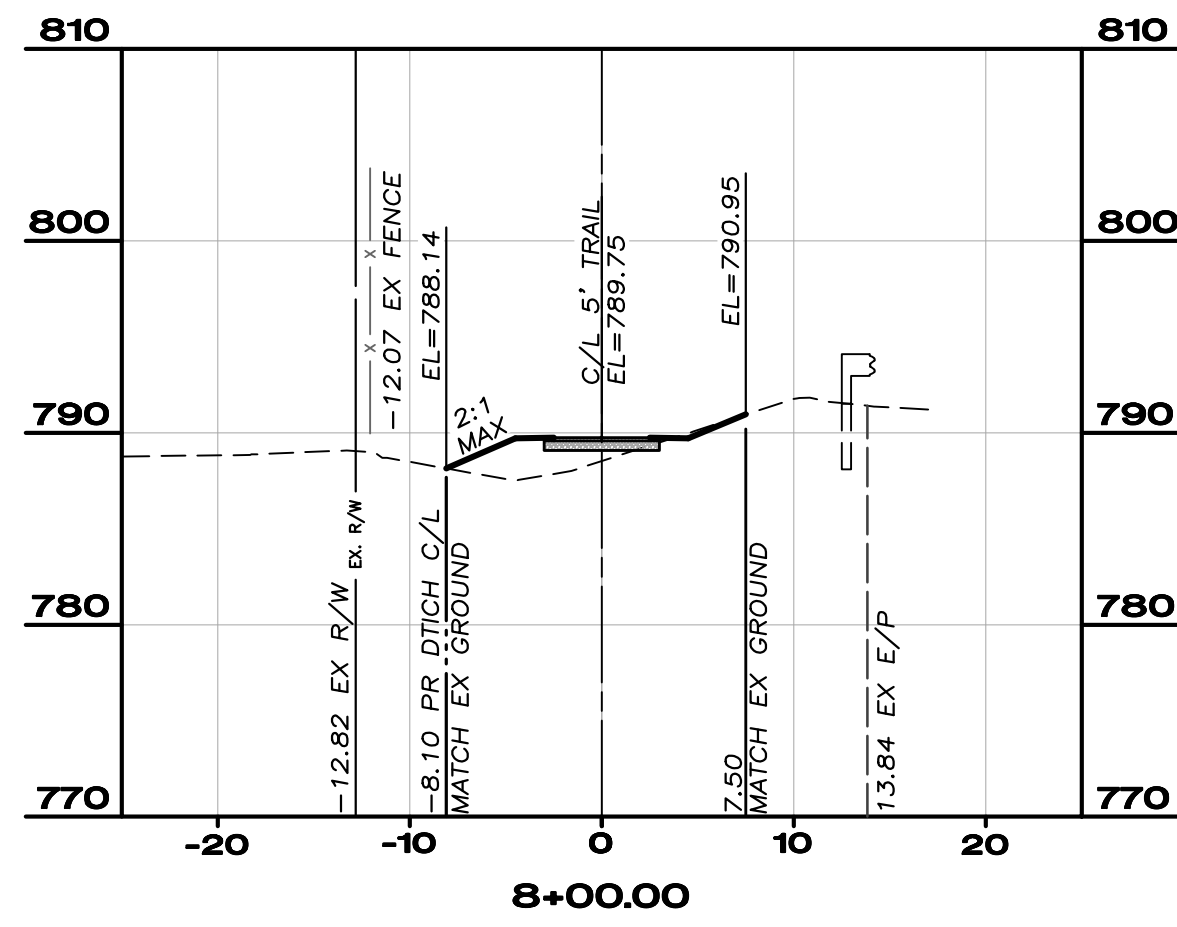
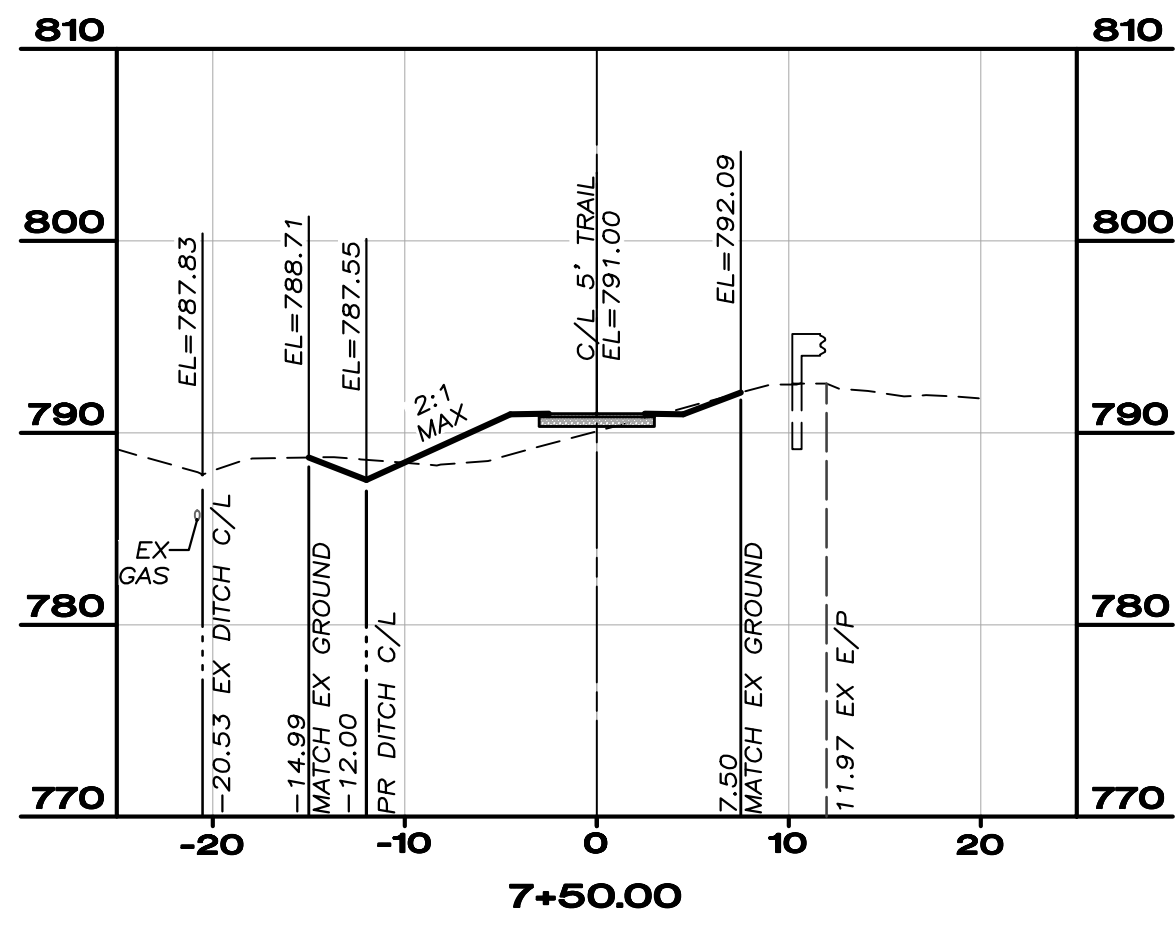
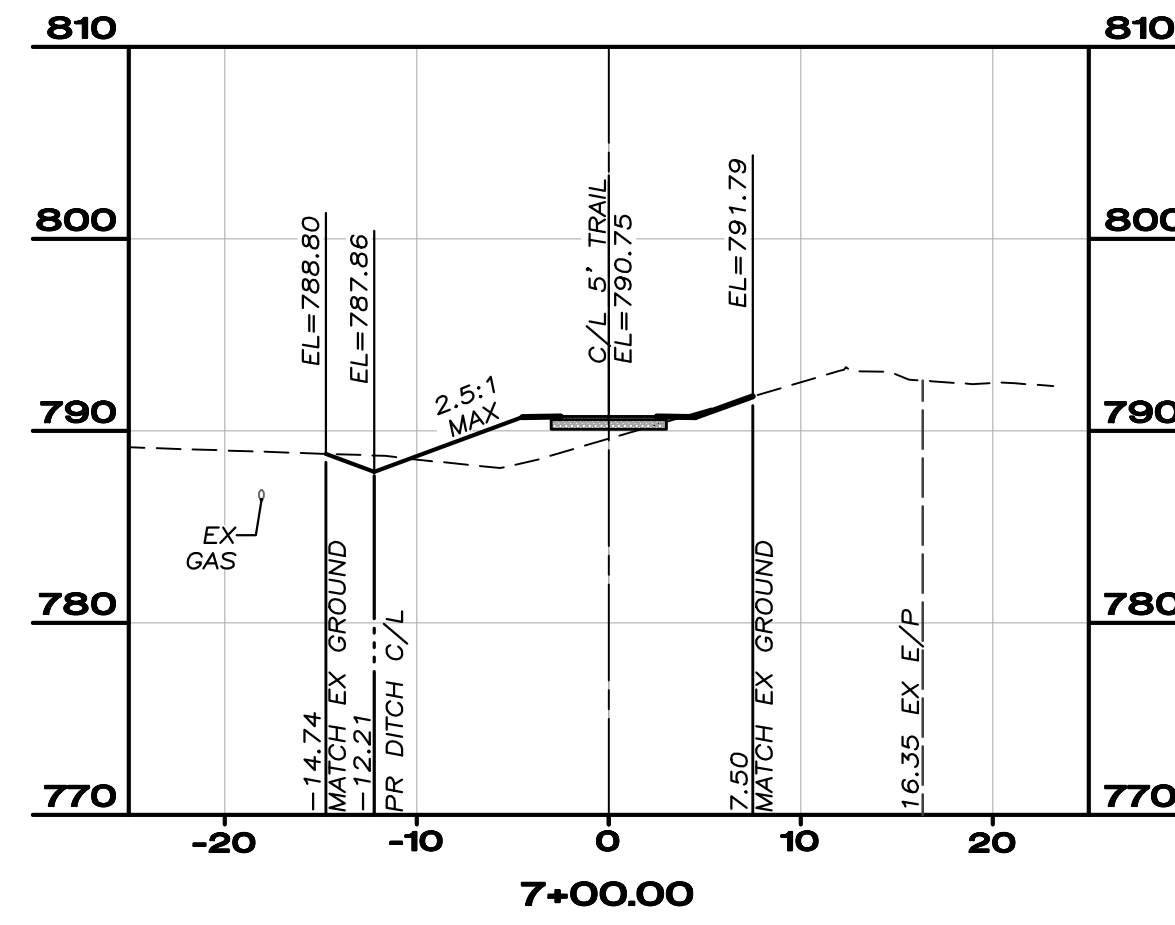
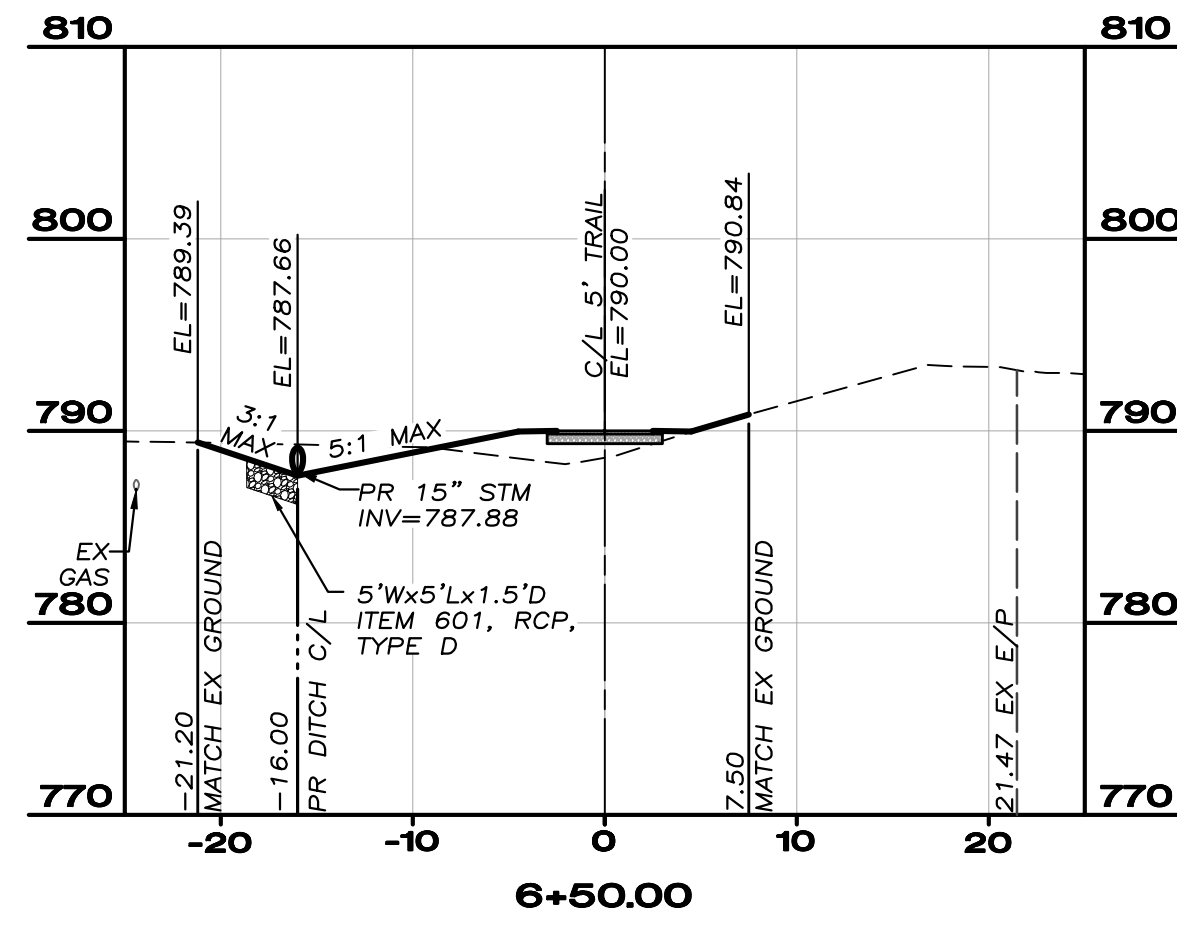
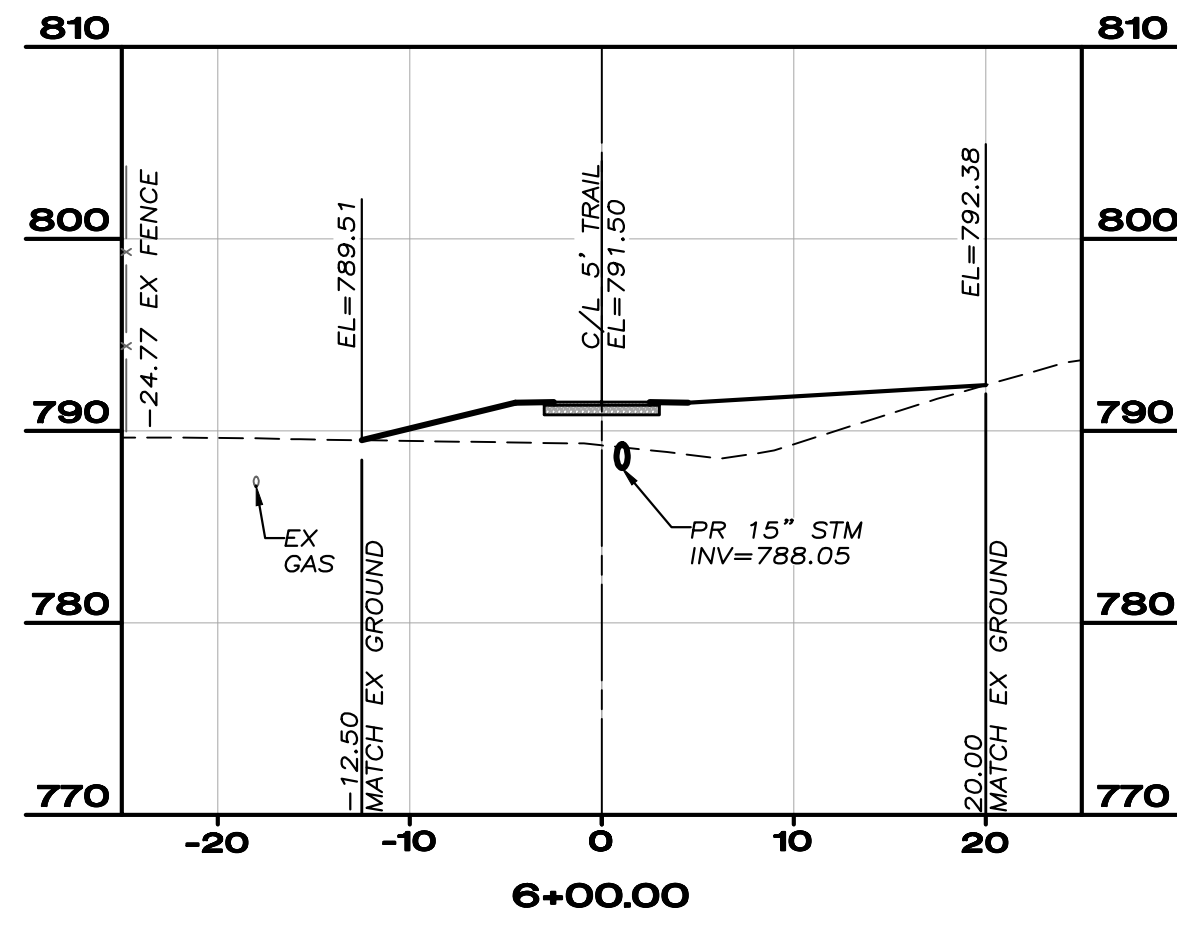
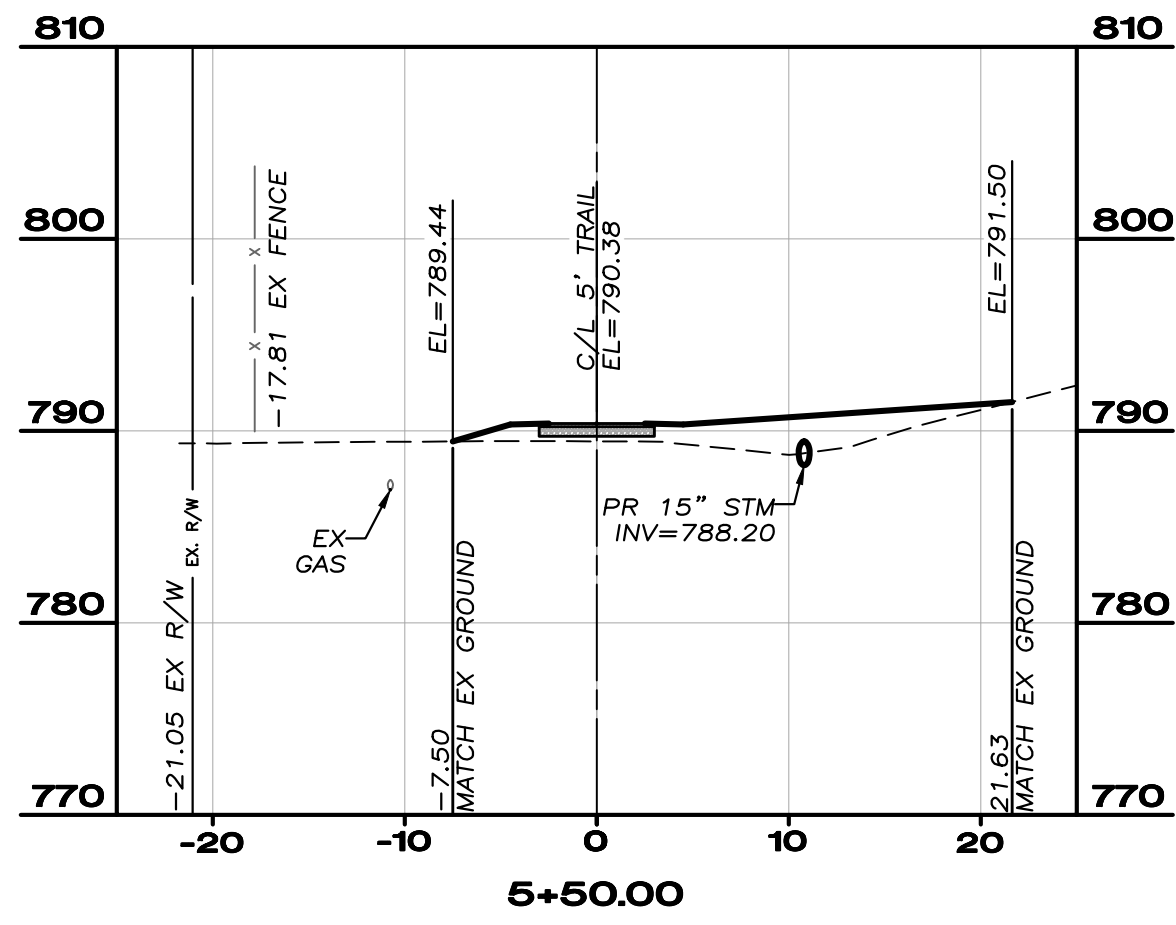
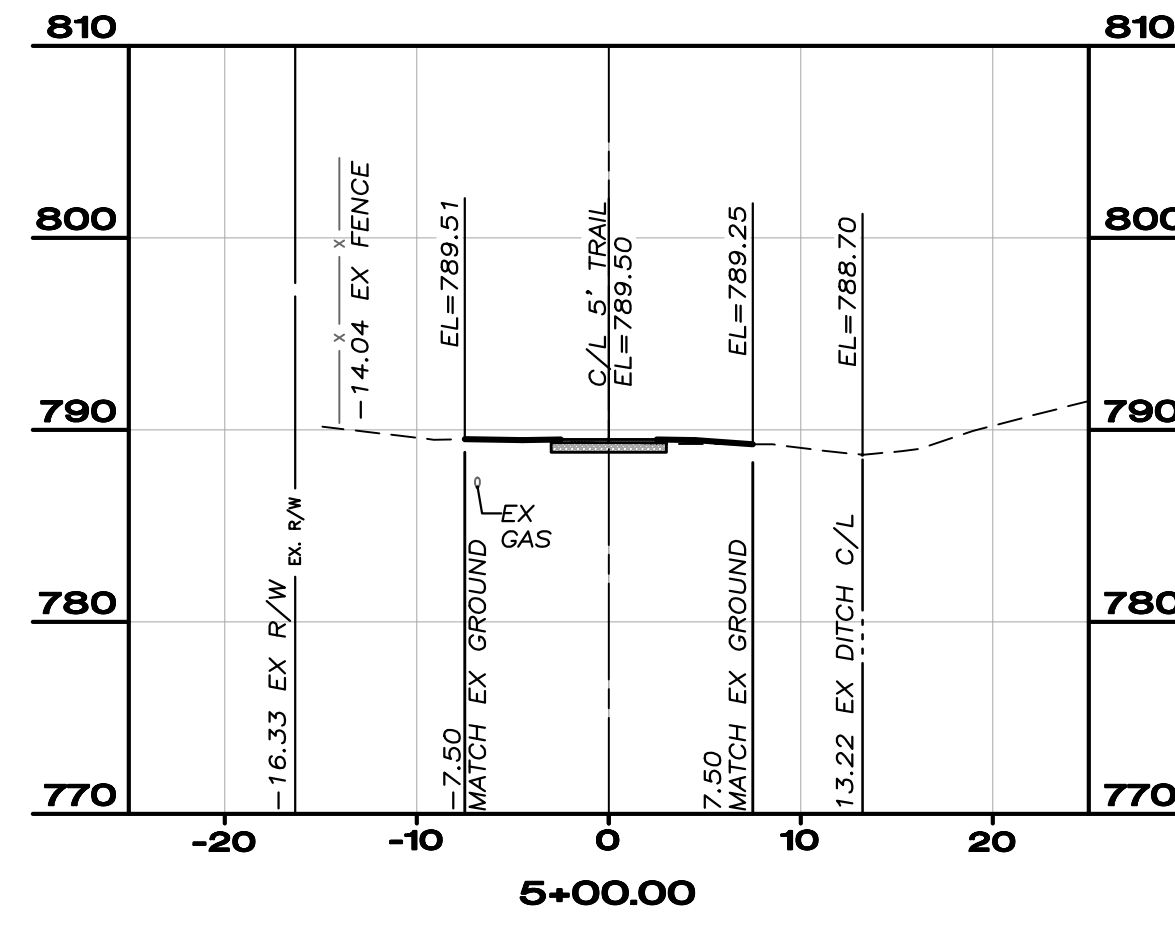
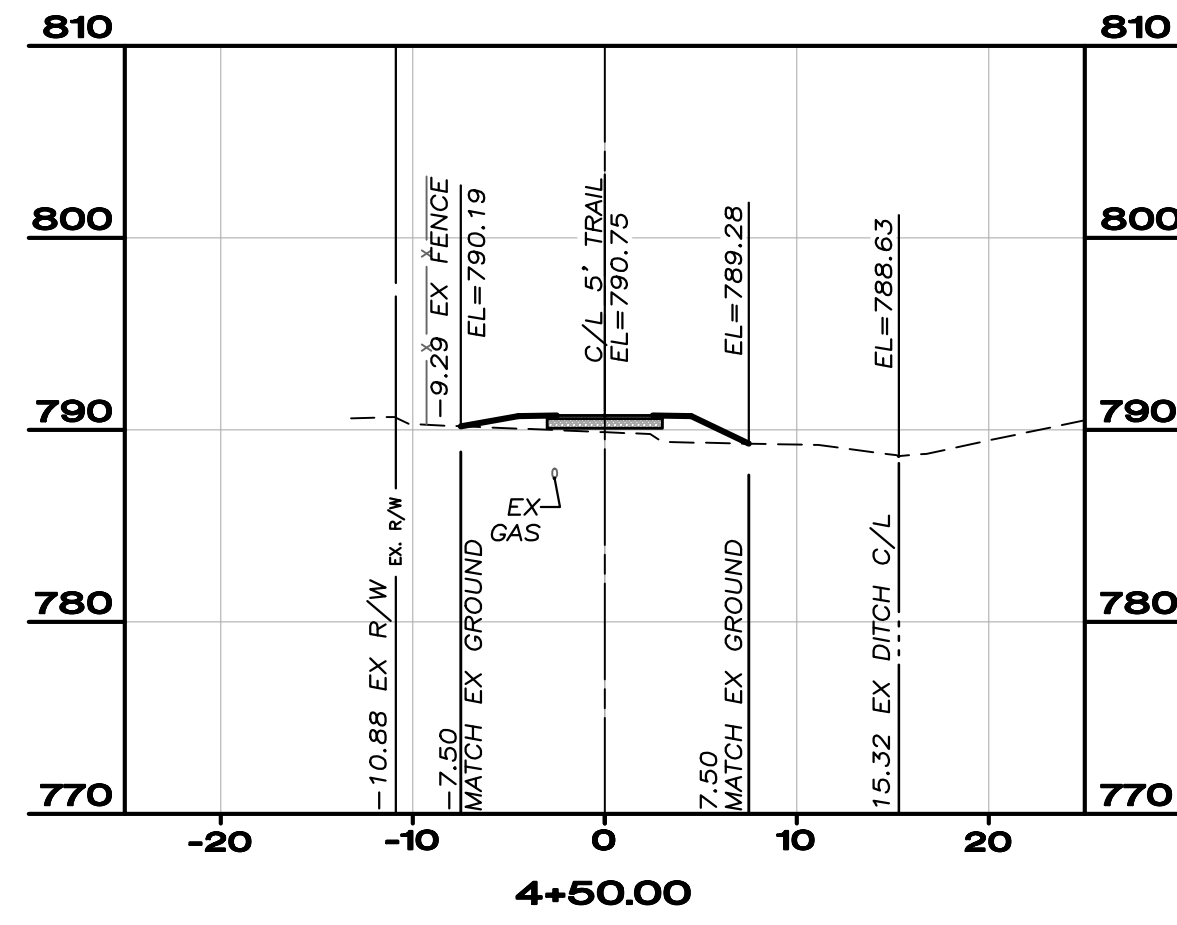
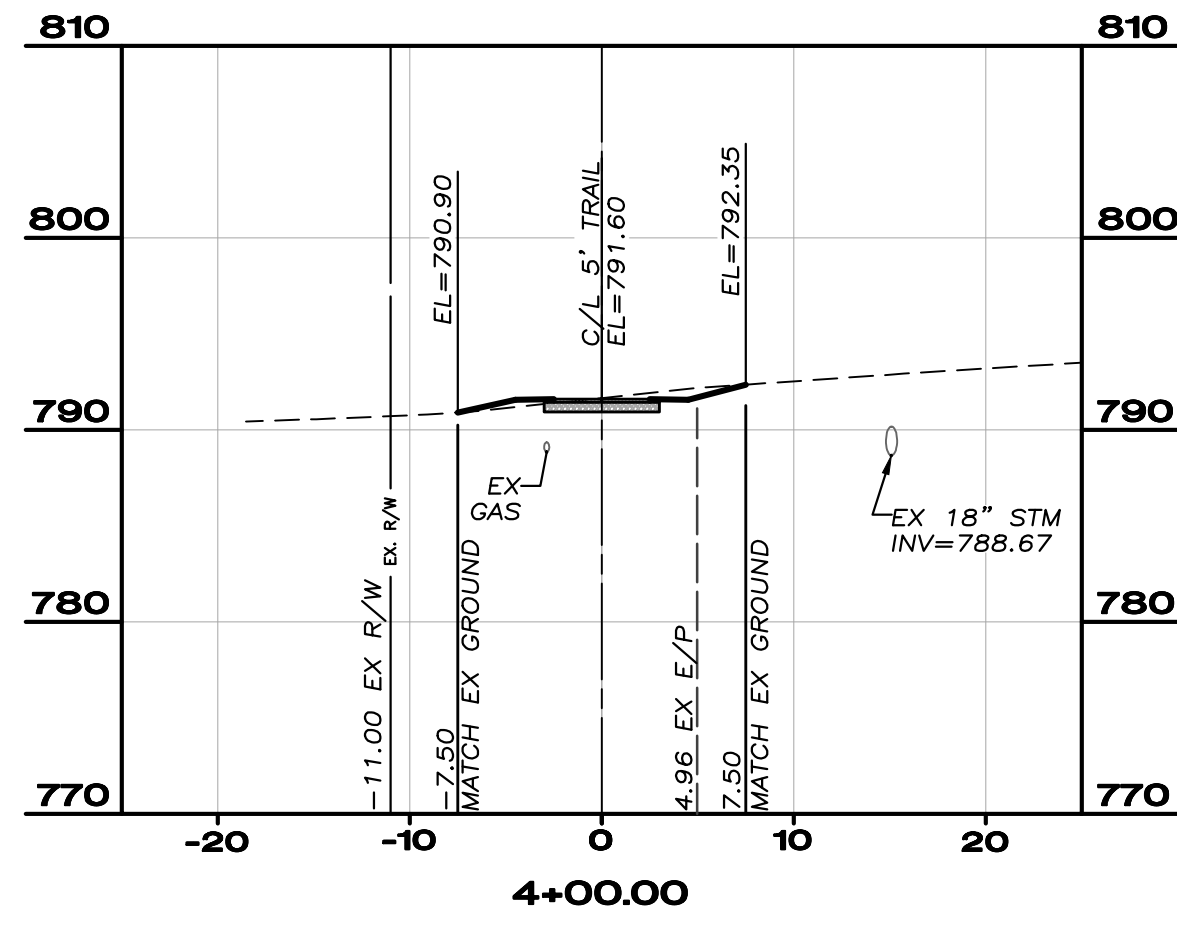
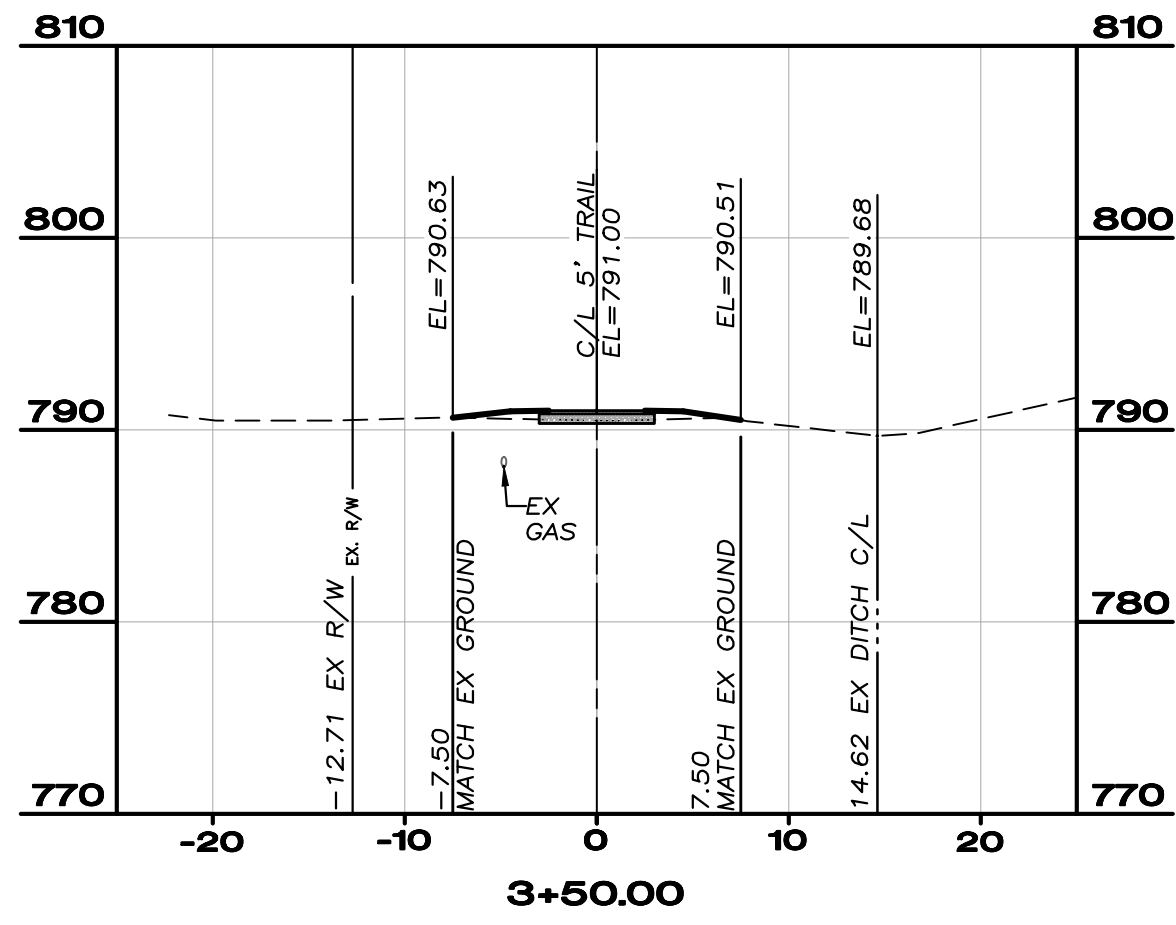
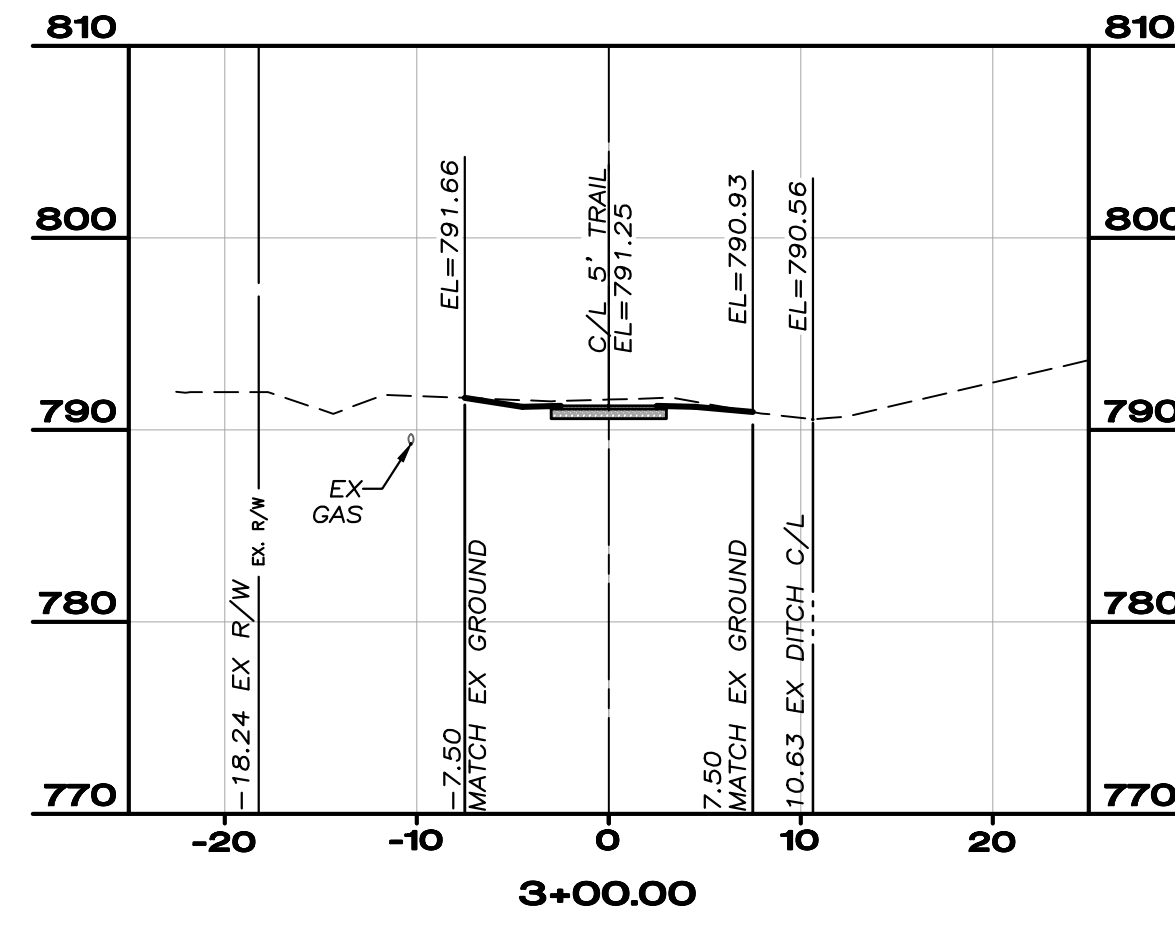
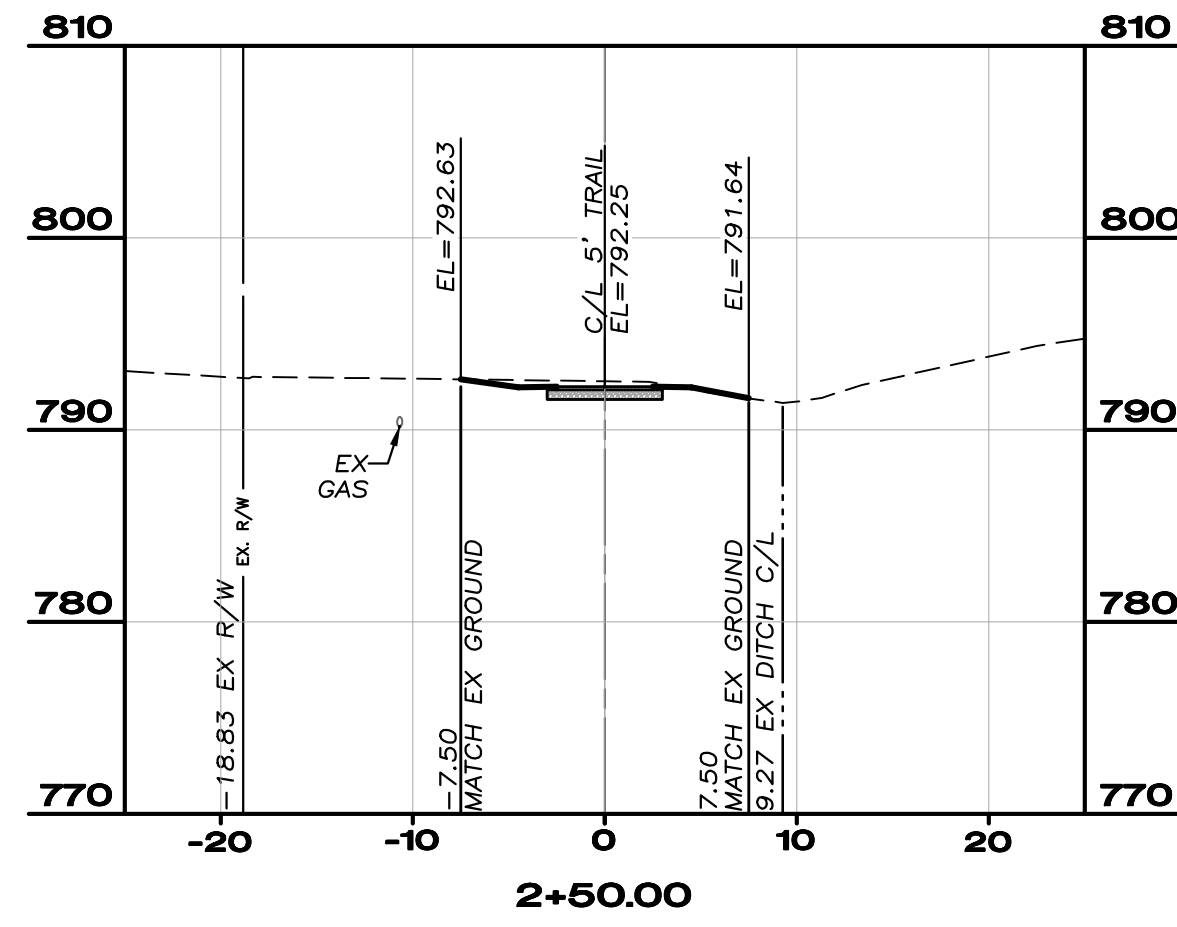
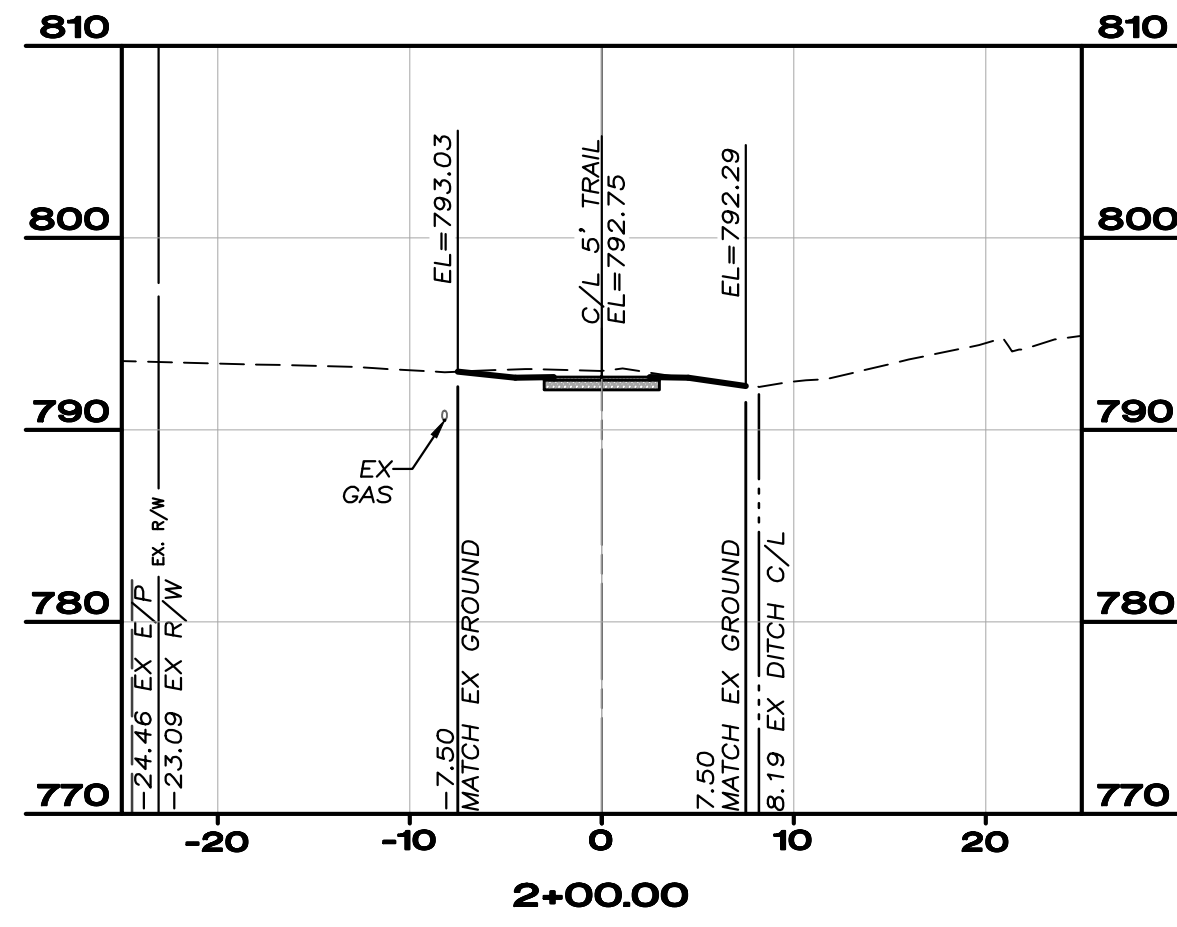
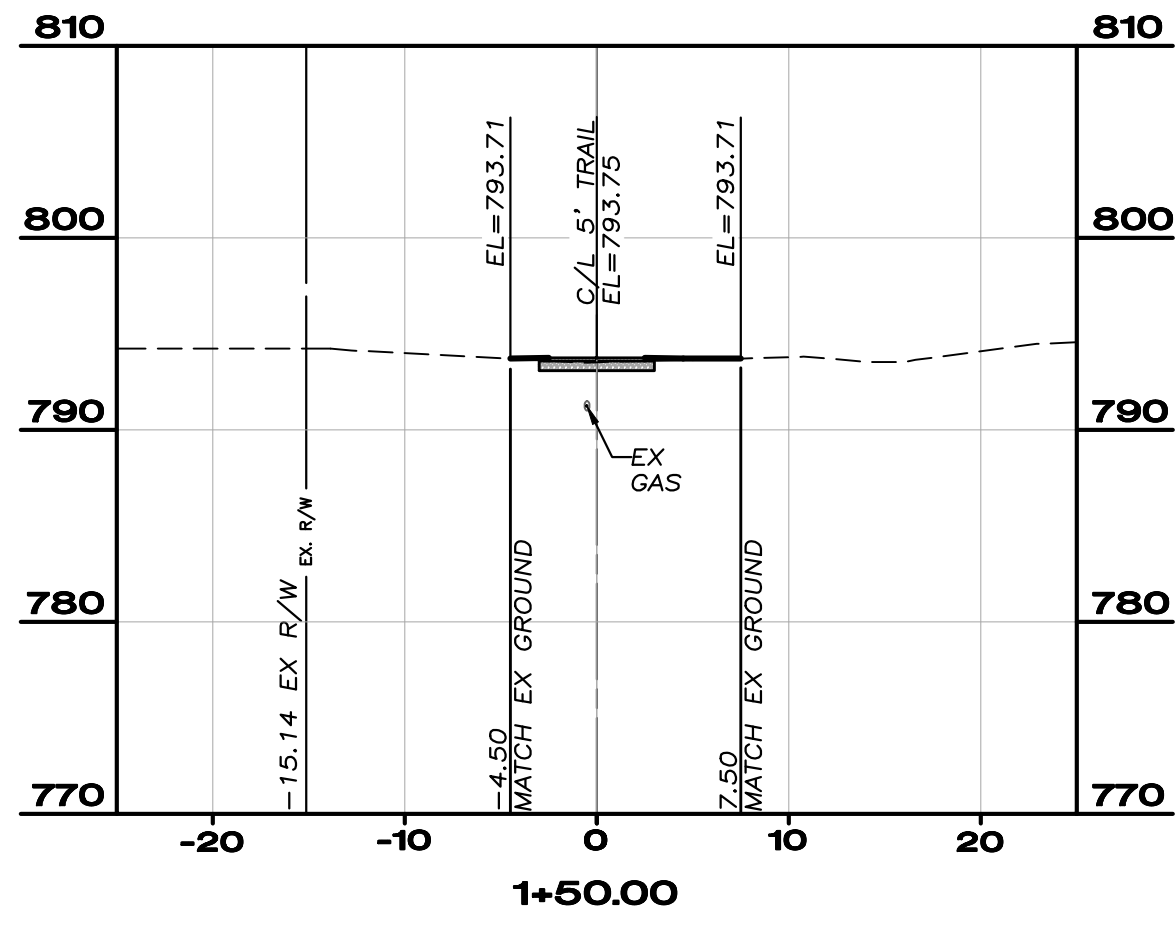
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HAN-SRTS DONNELL MIDDLE SCHOOL
LIMA AVE. TRAIL PROJECT - PID #90953
FINDLAY, OHIO

CROSS SECTIONS

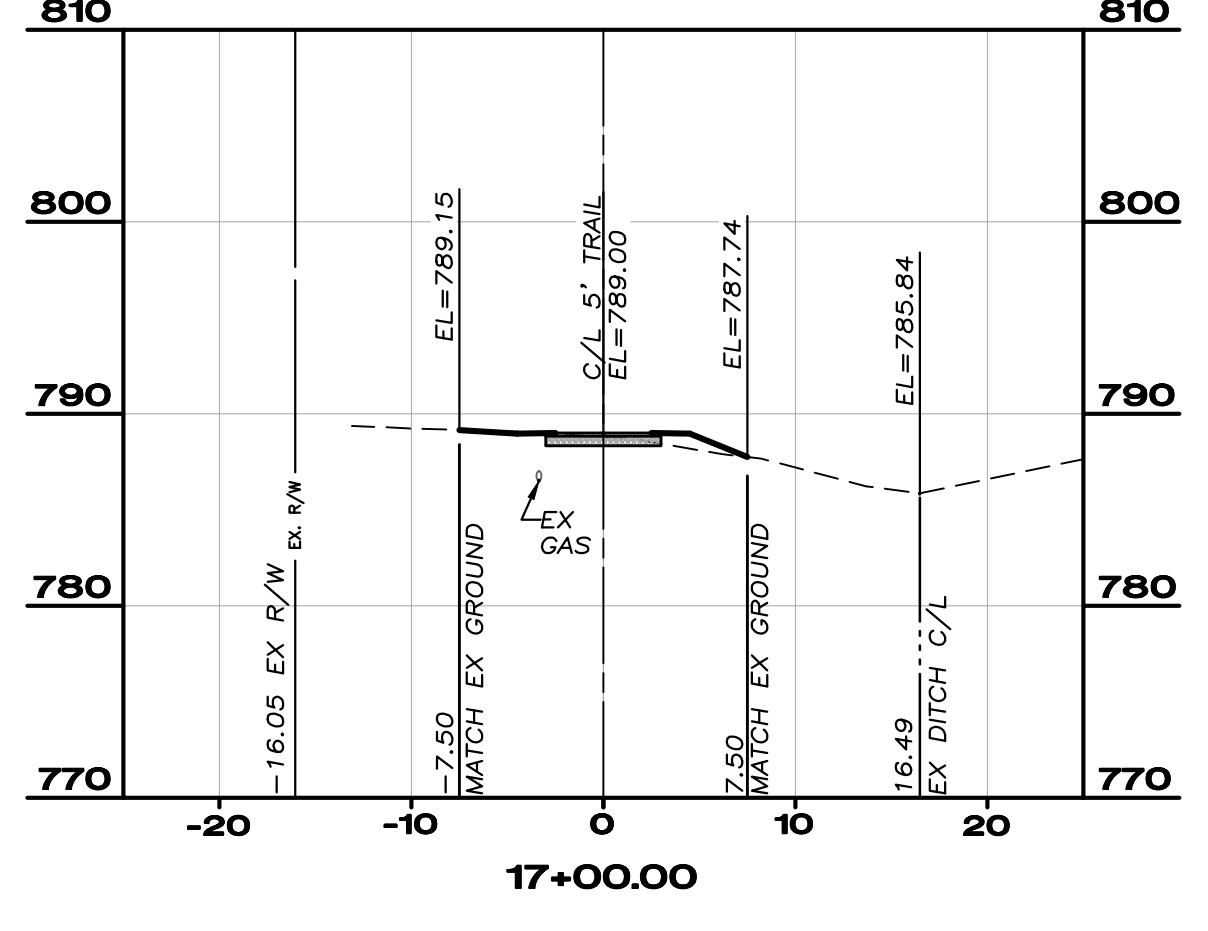
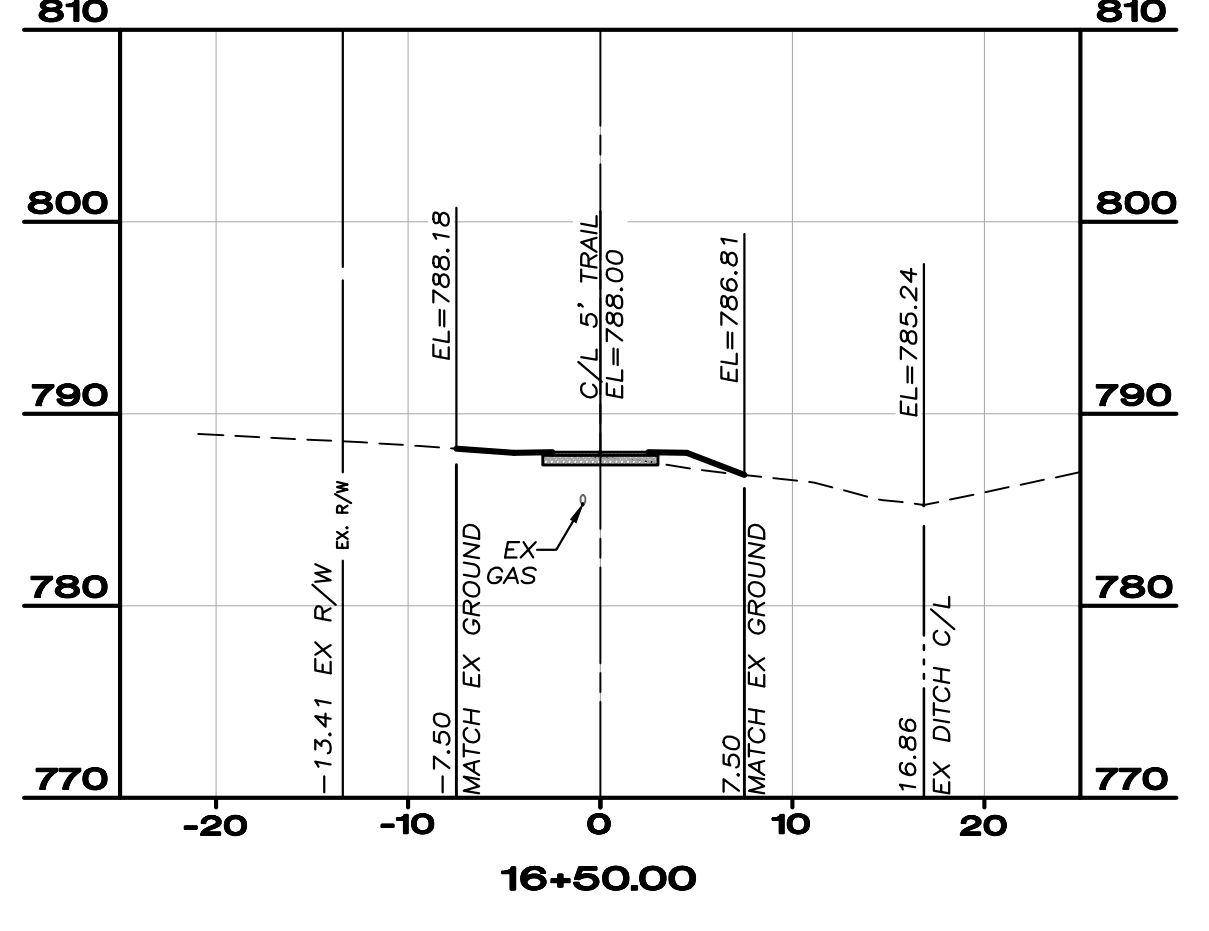
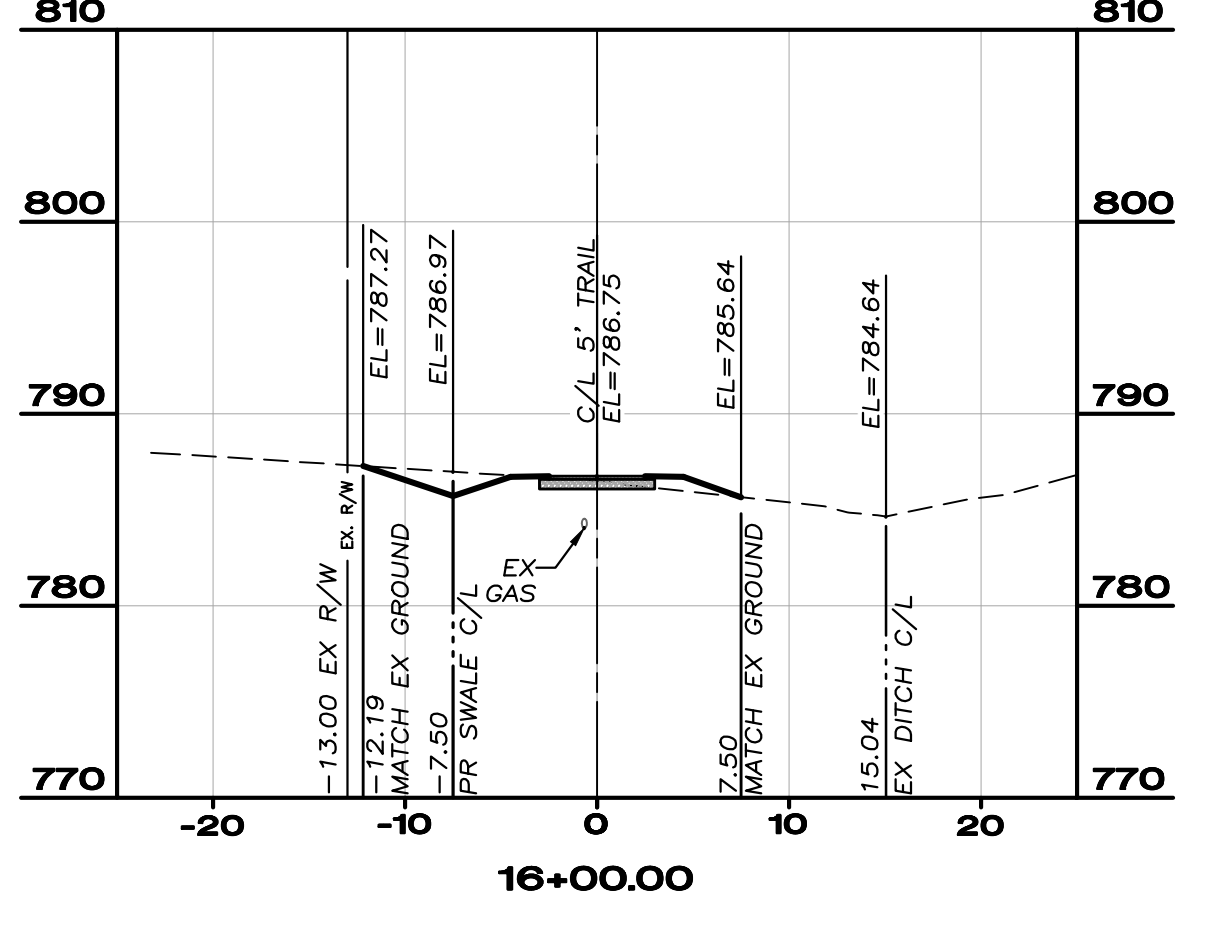
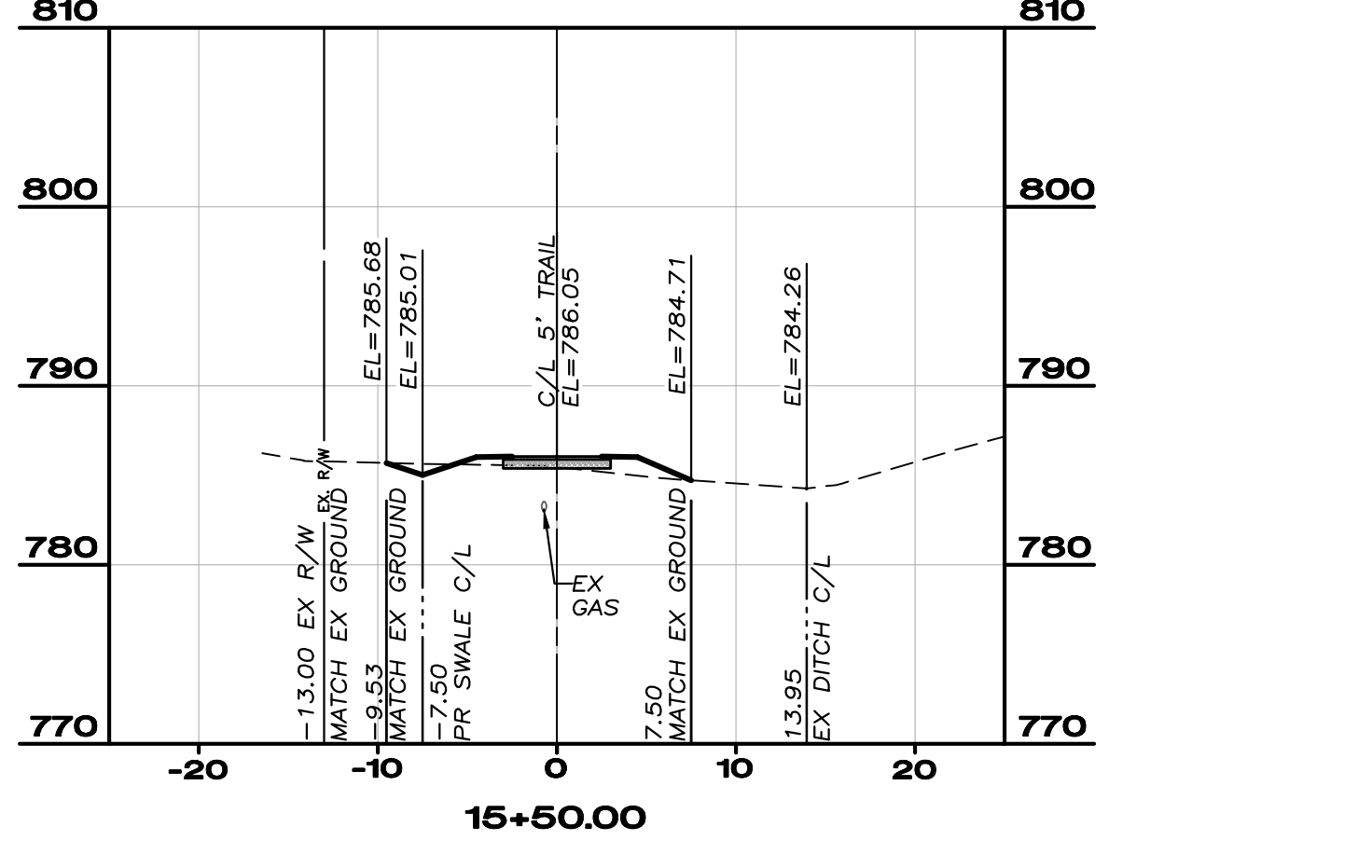
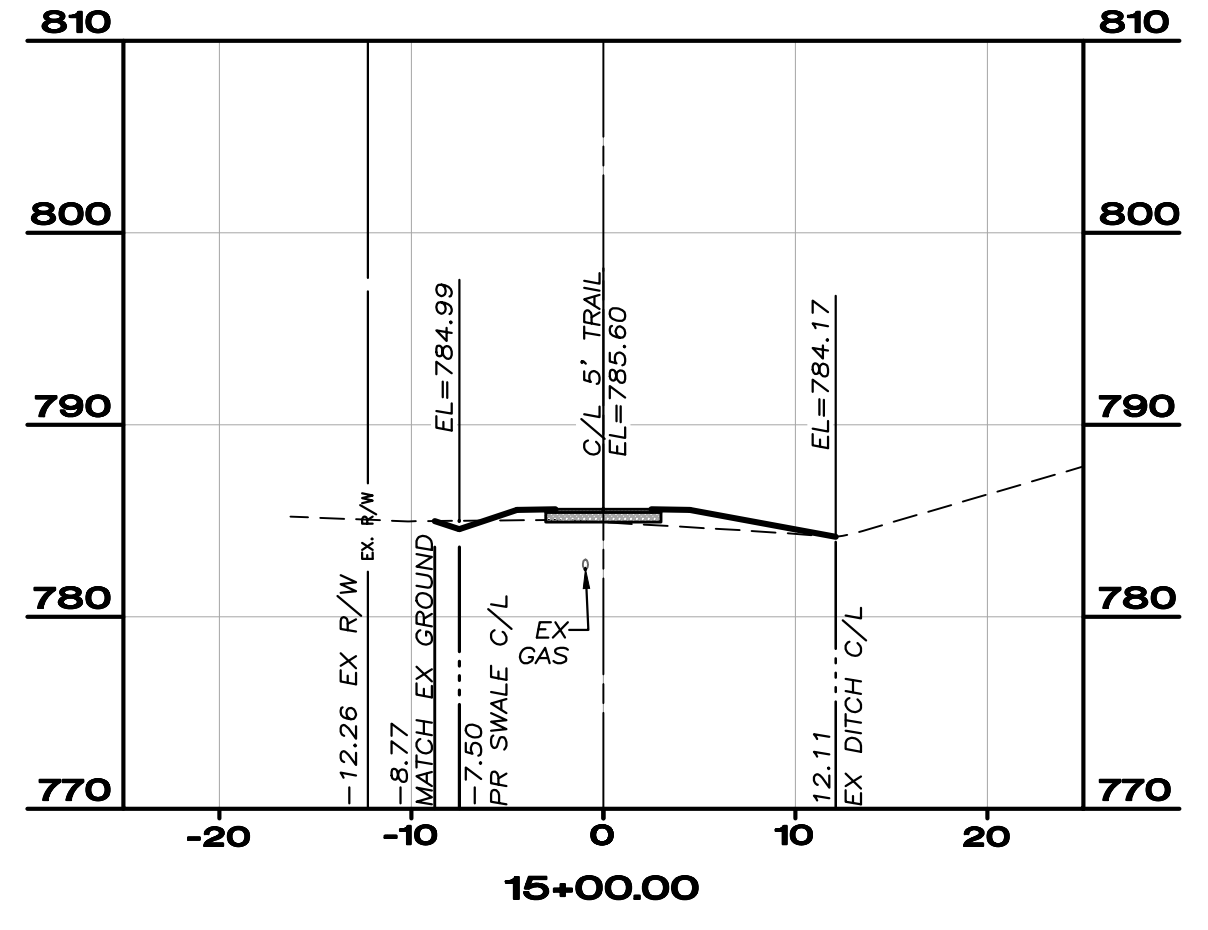
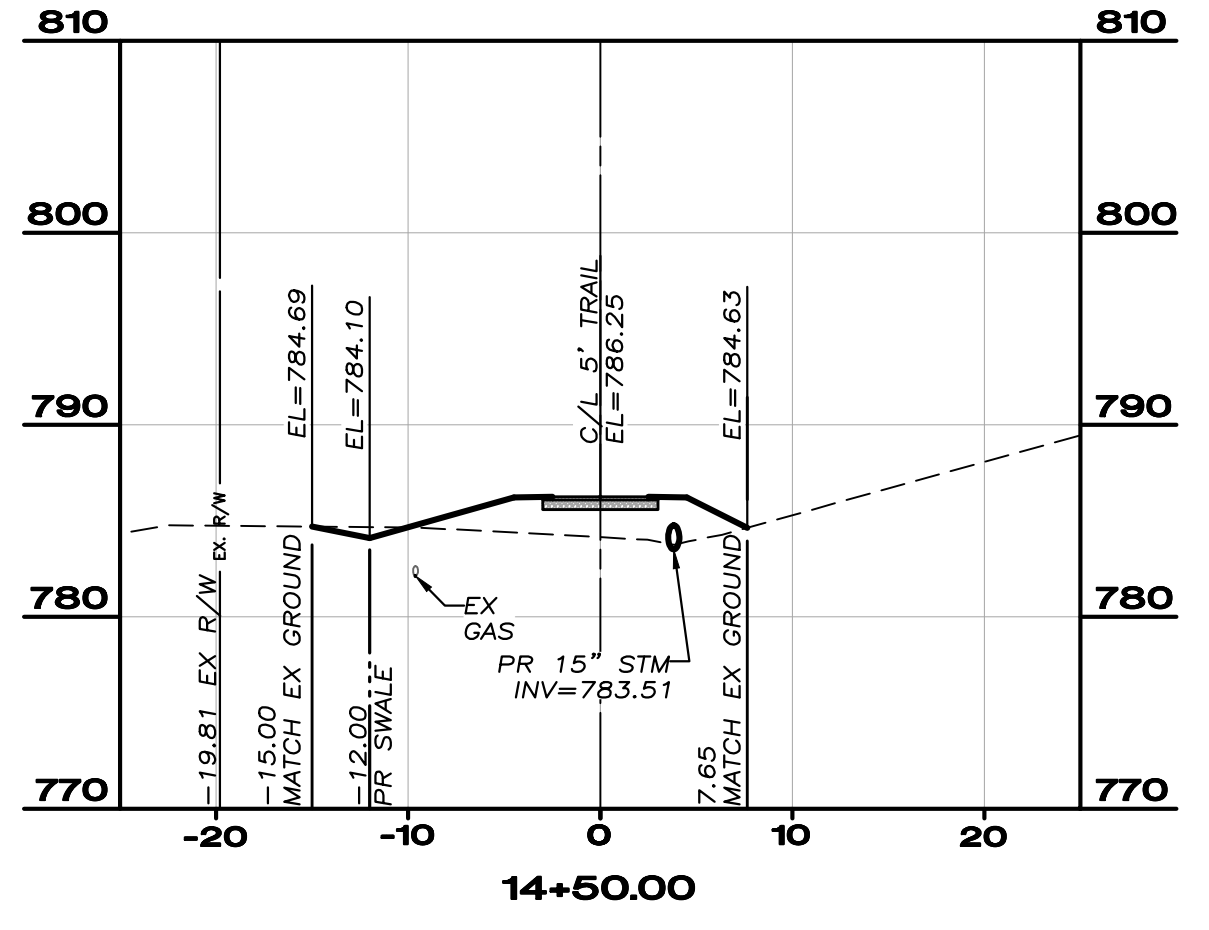
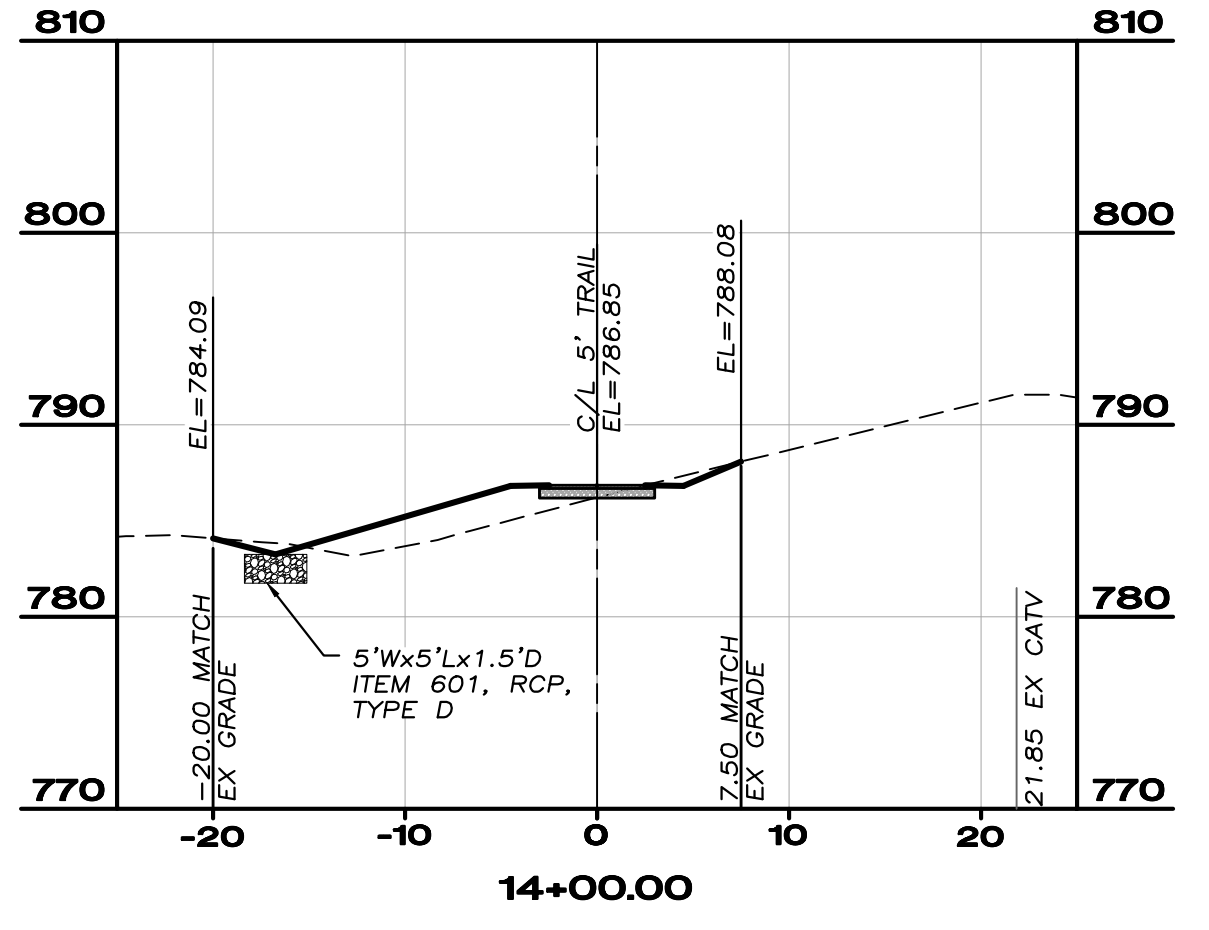
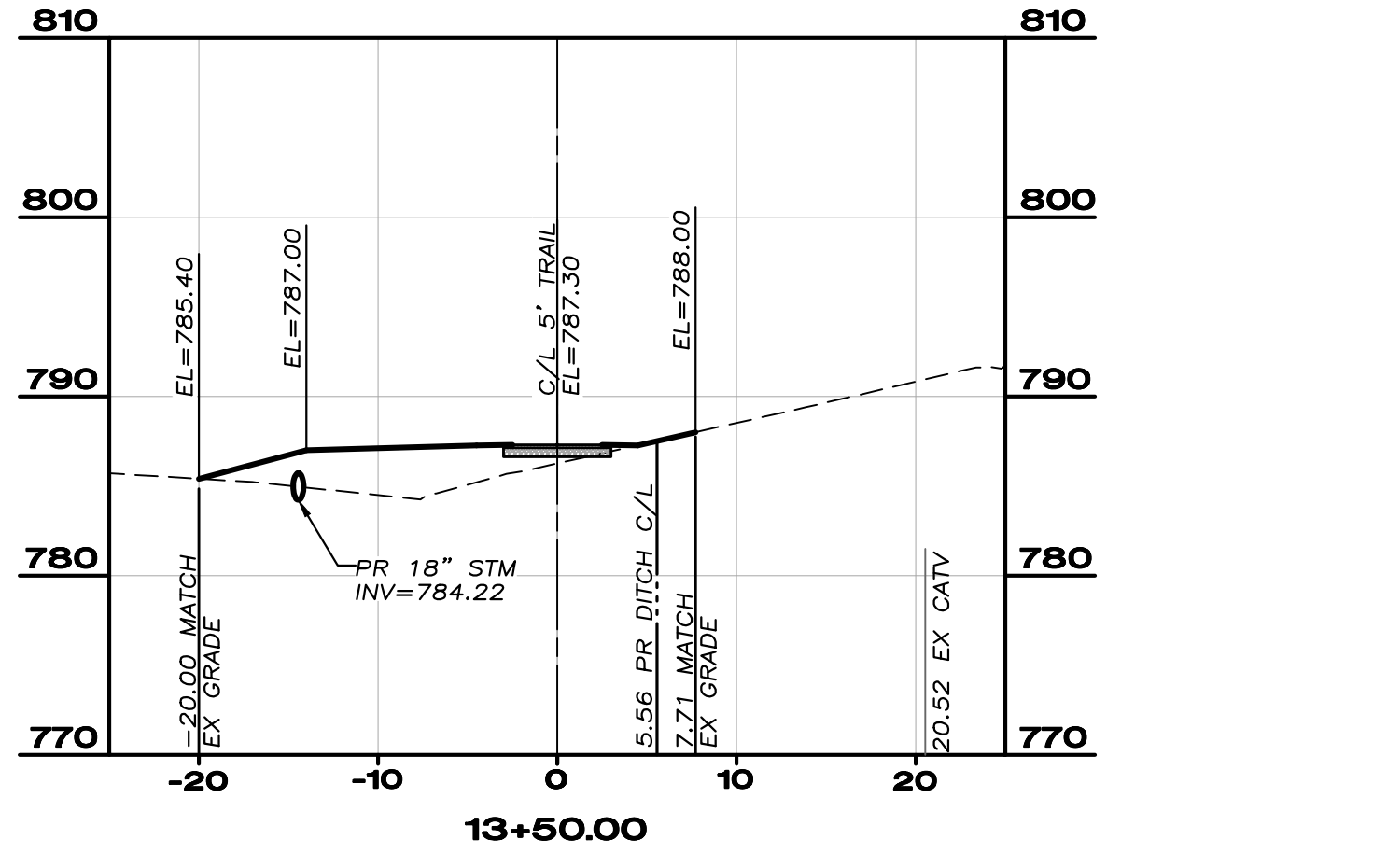
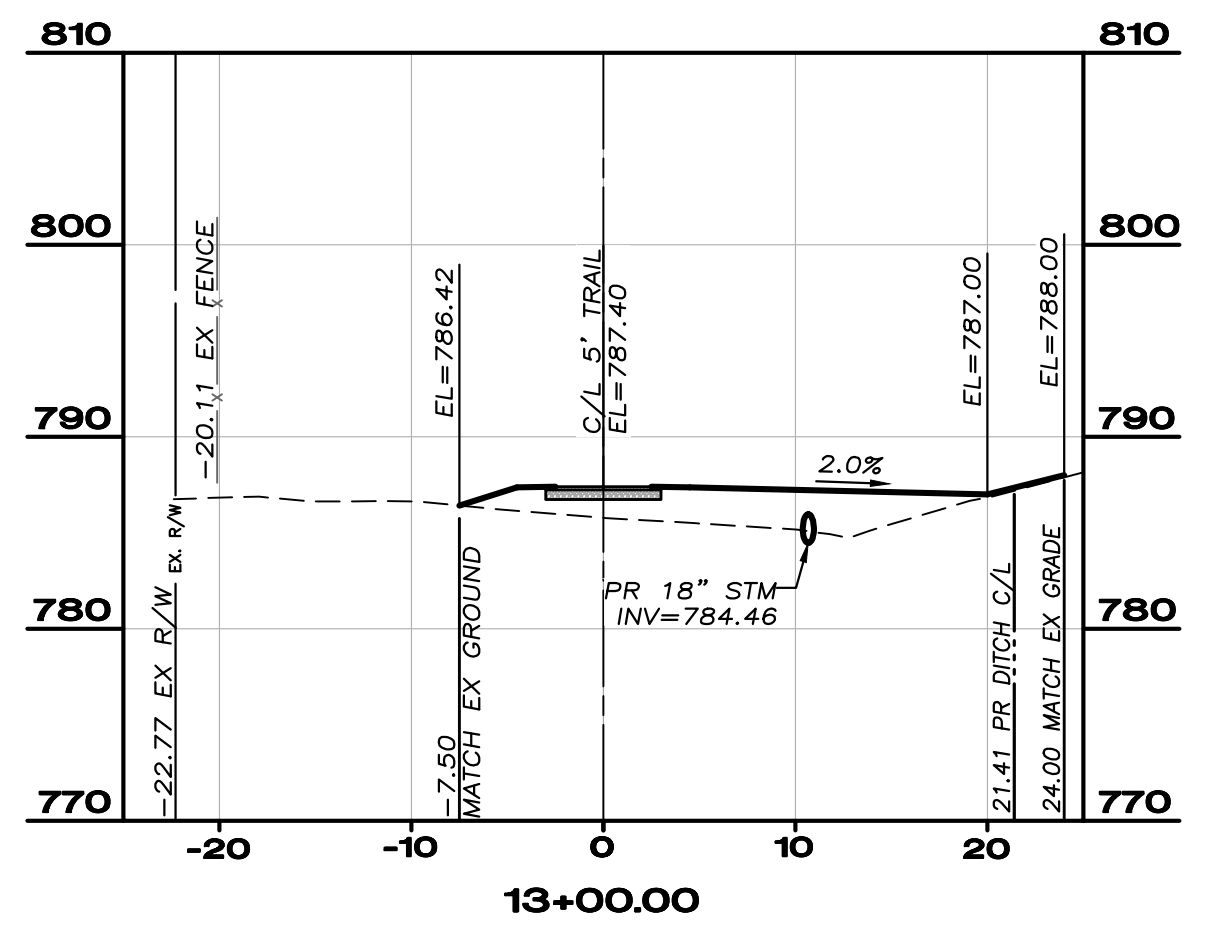
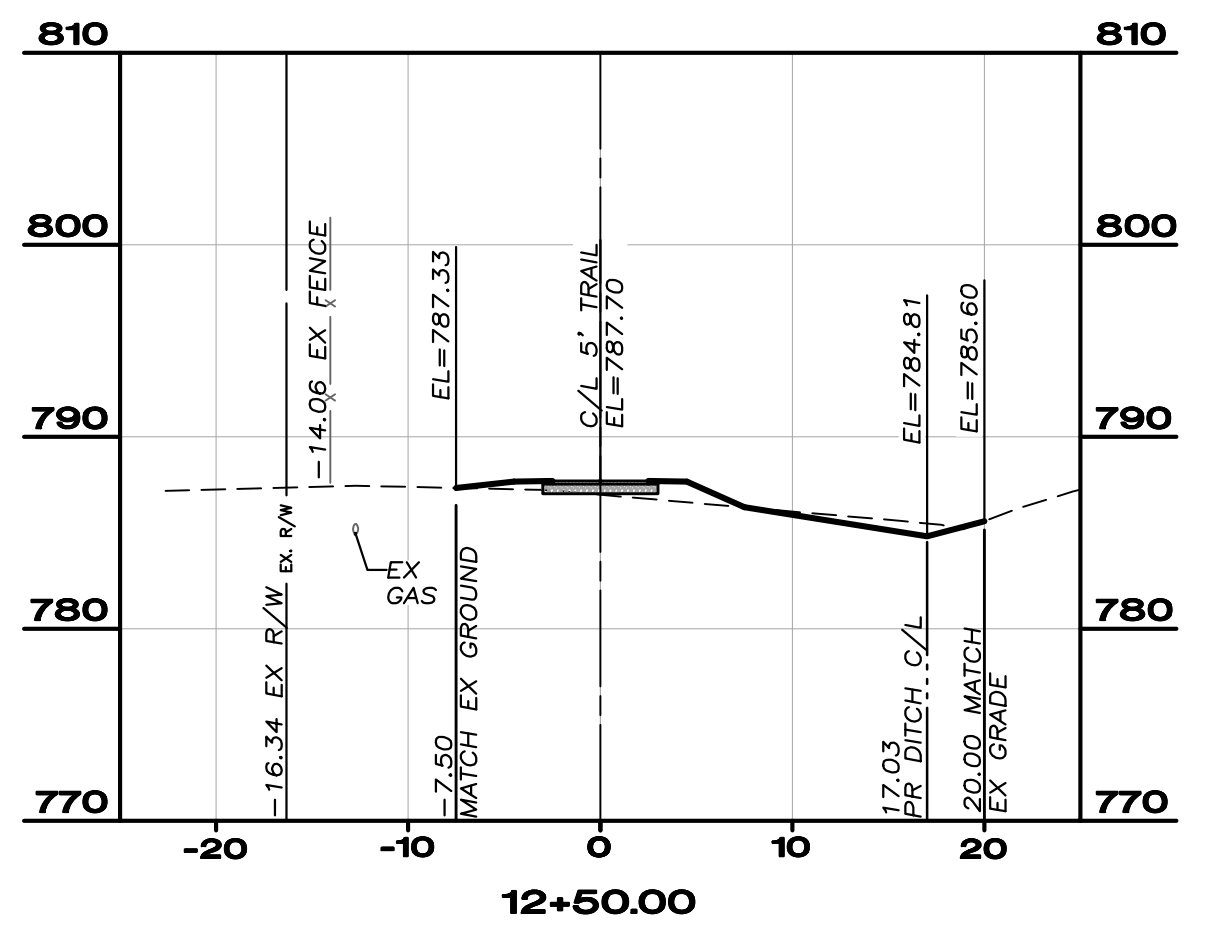
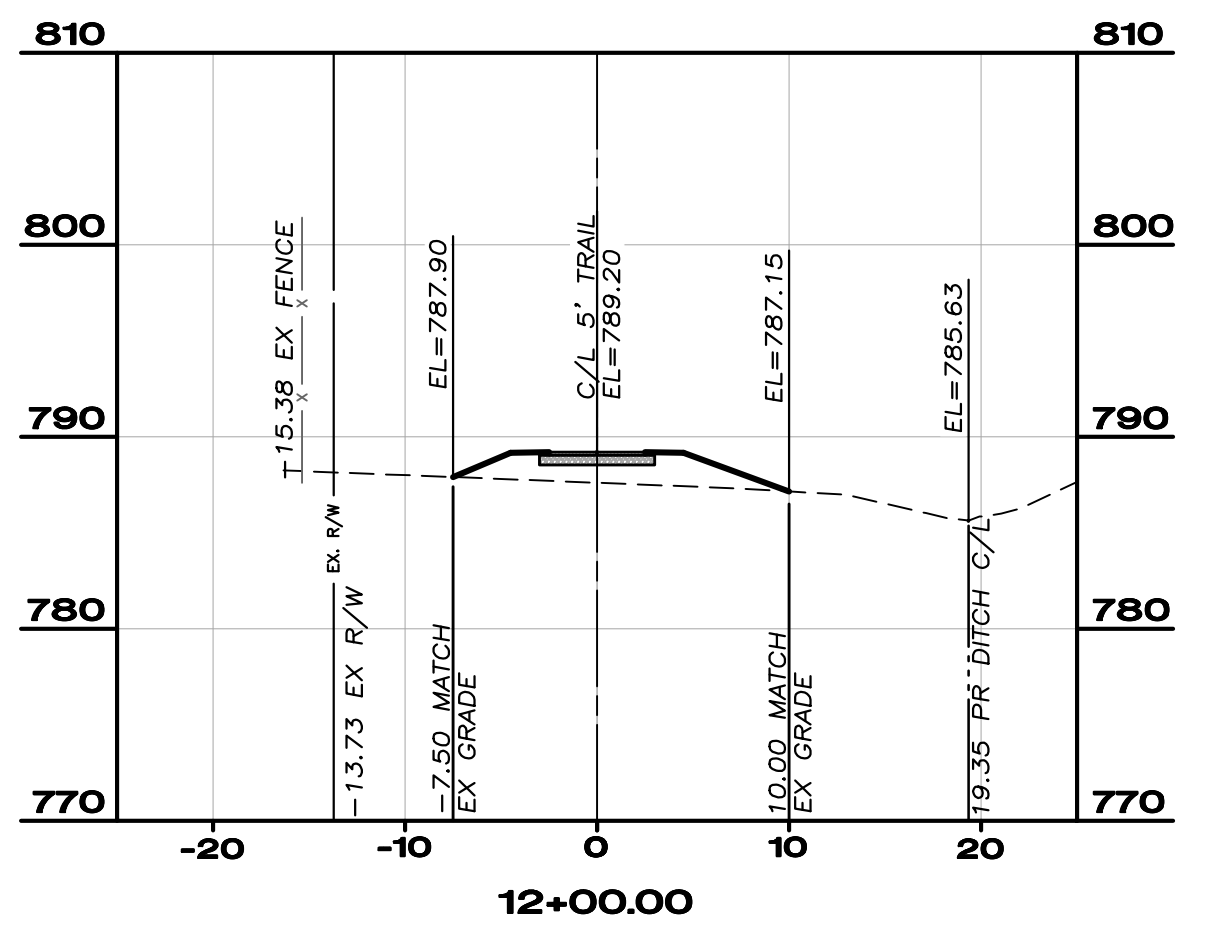
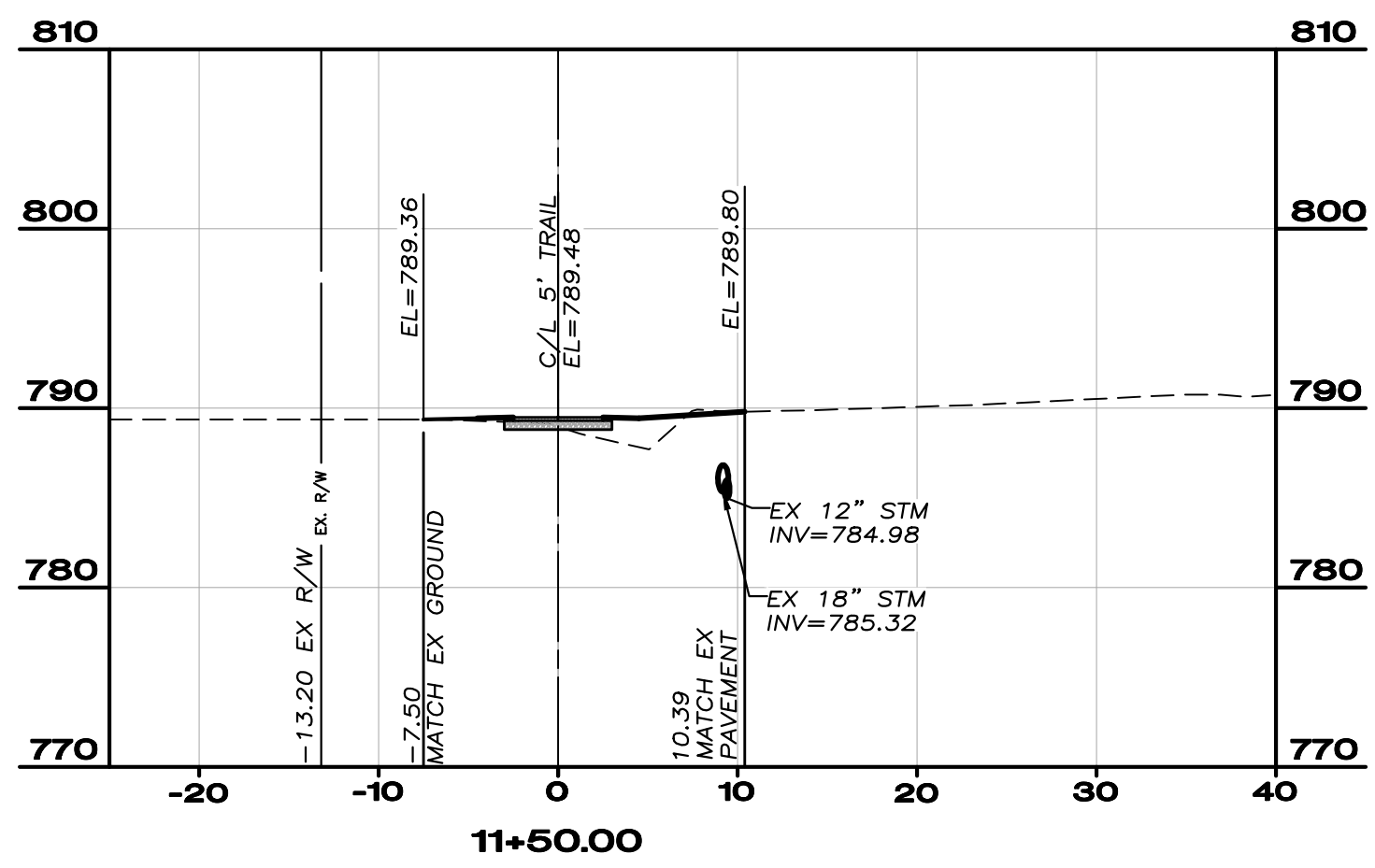
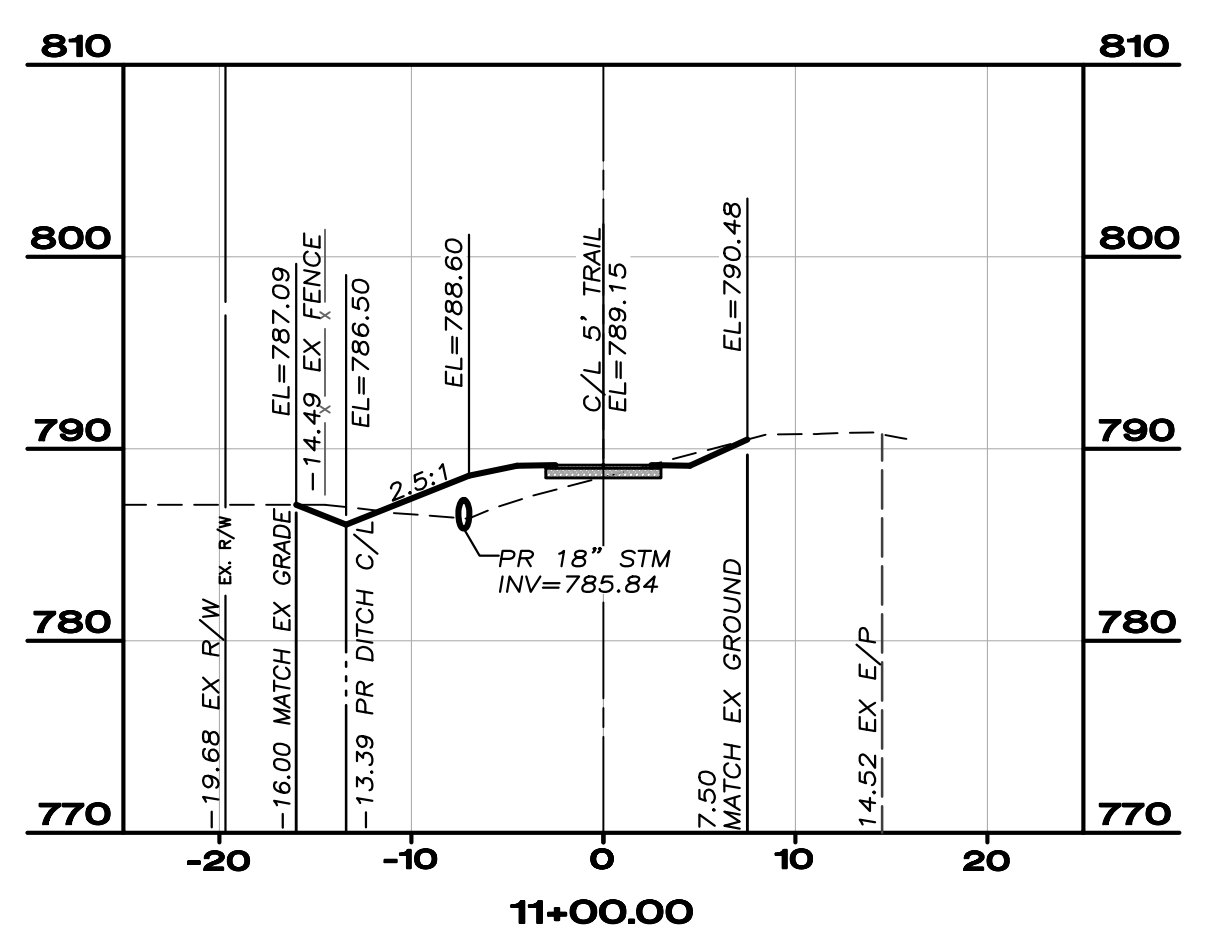
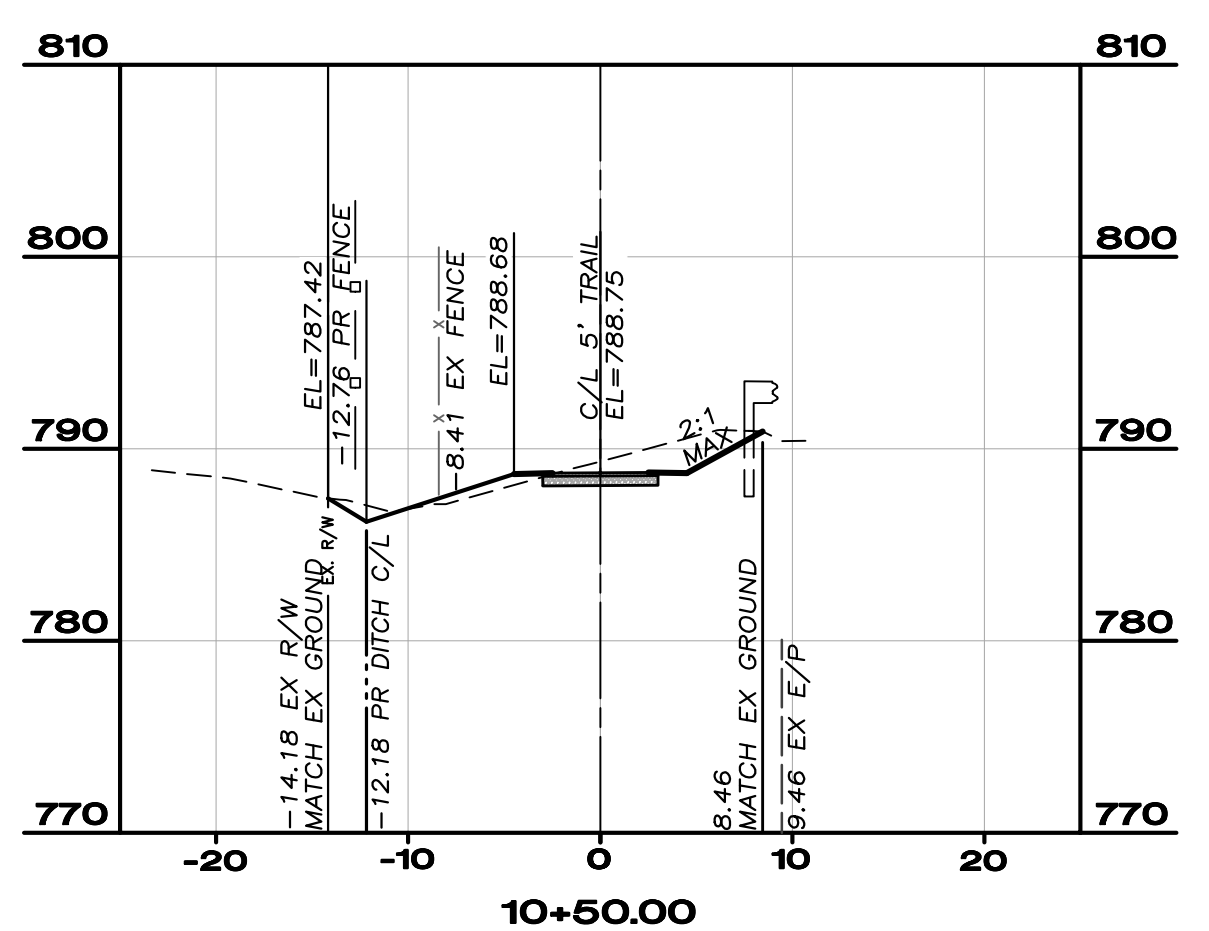
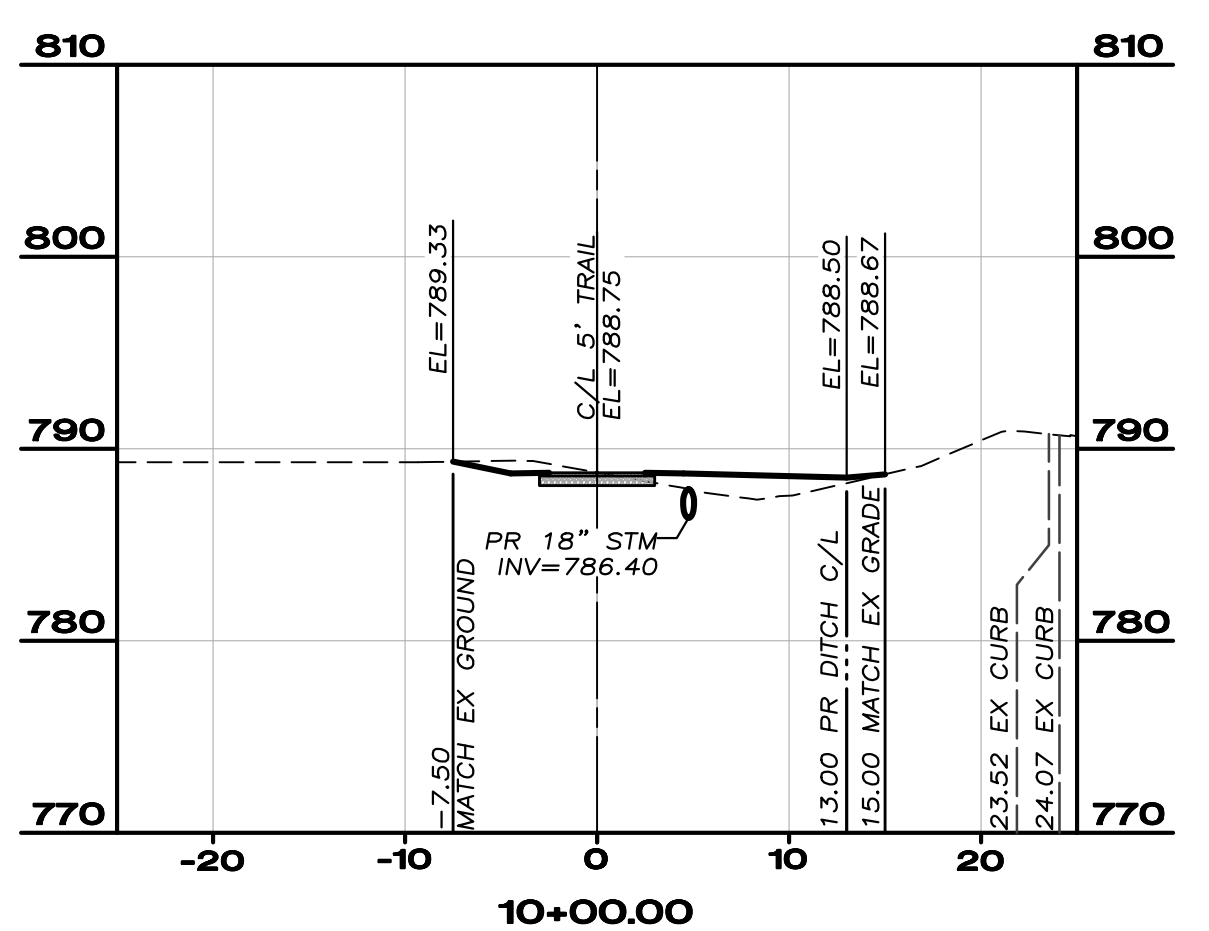
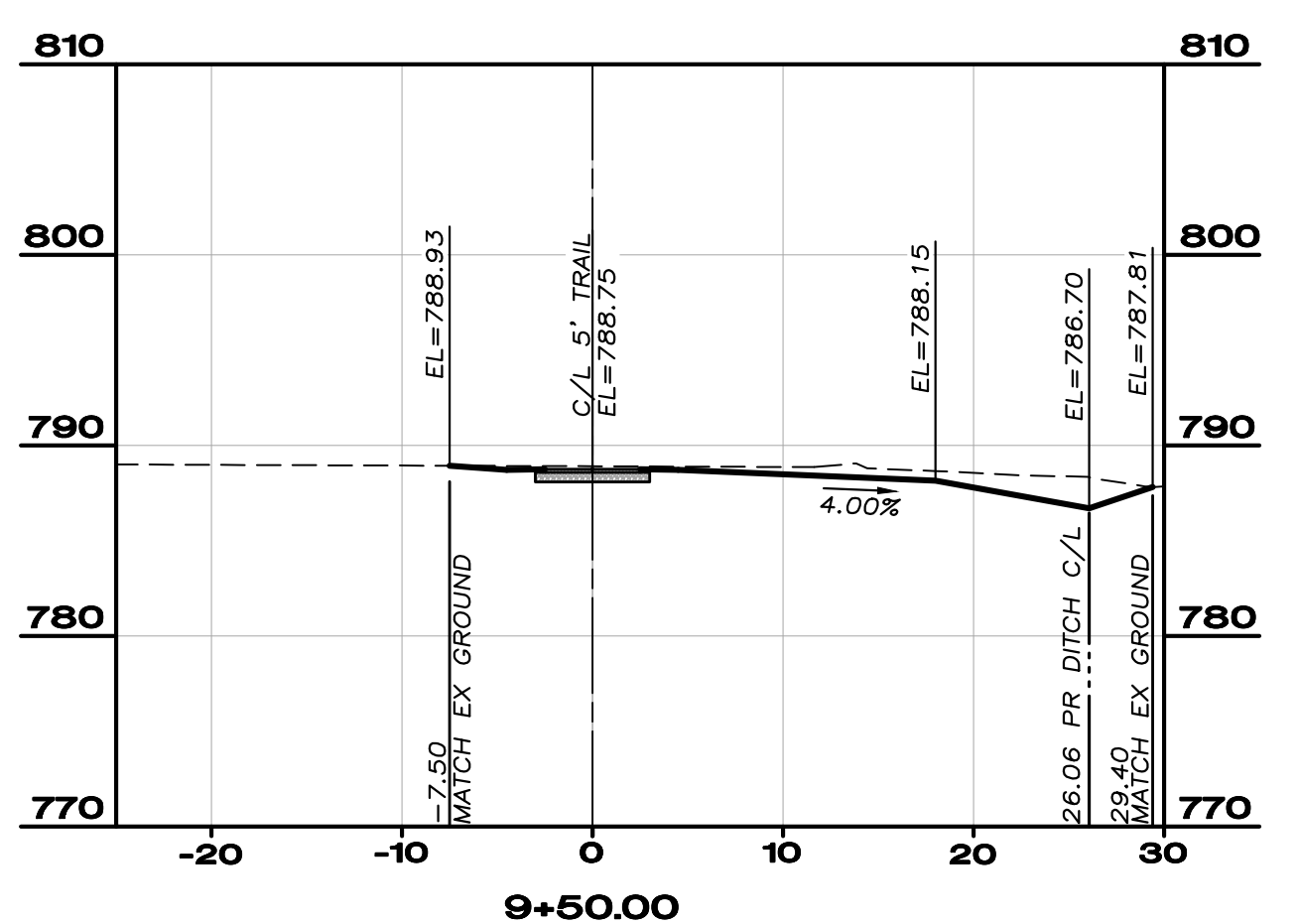
SHEET NO.

14 / 20

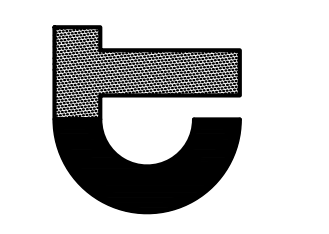


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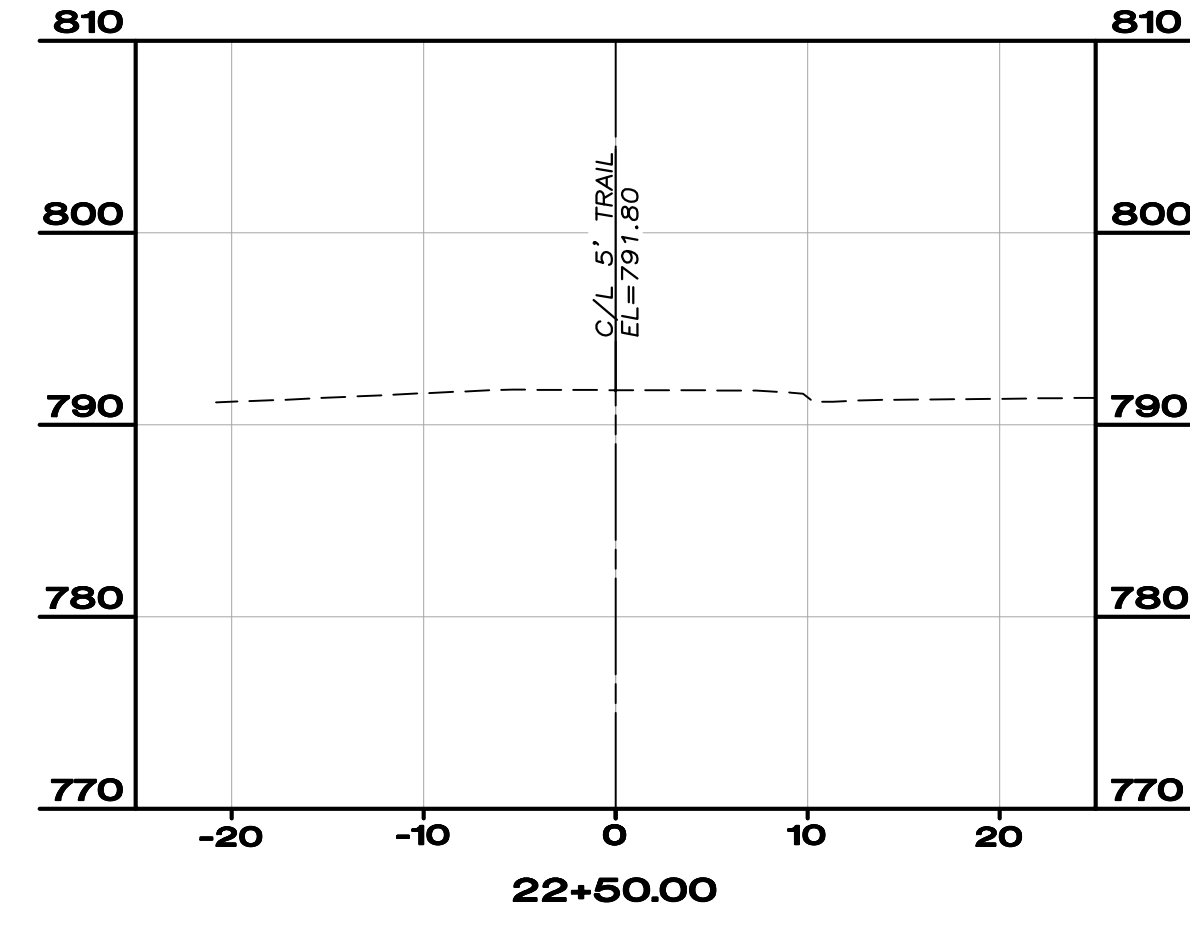
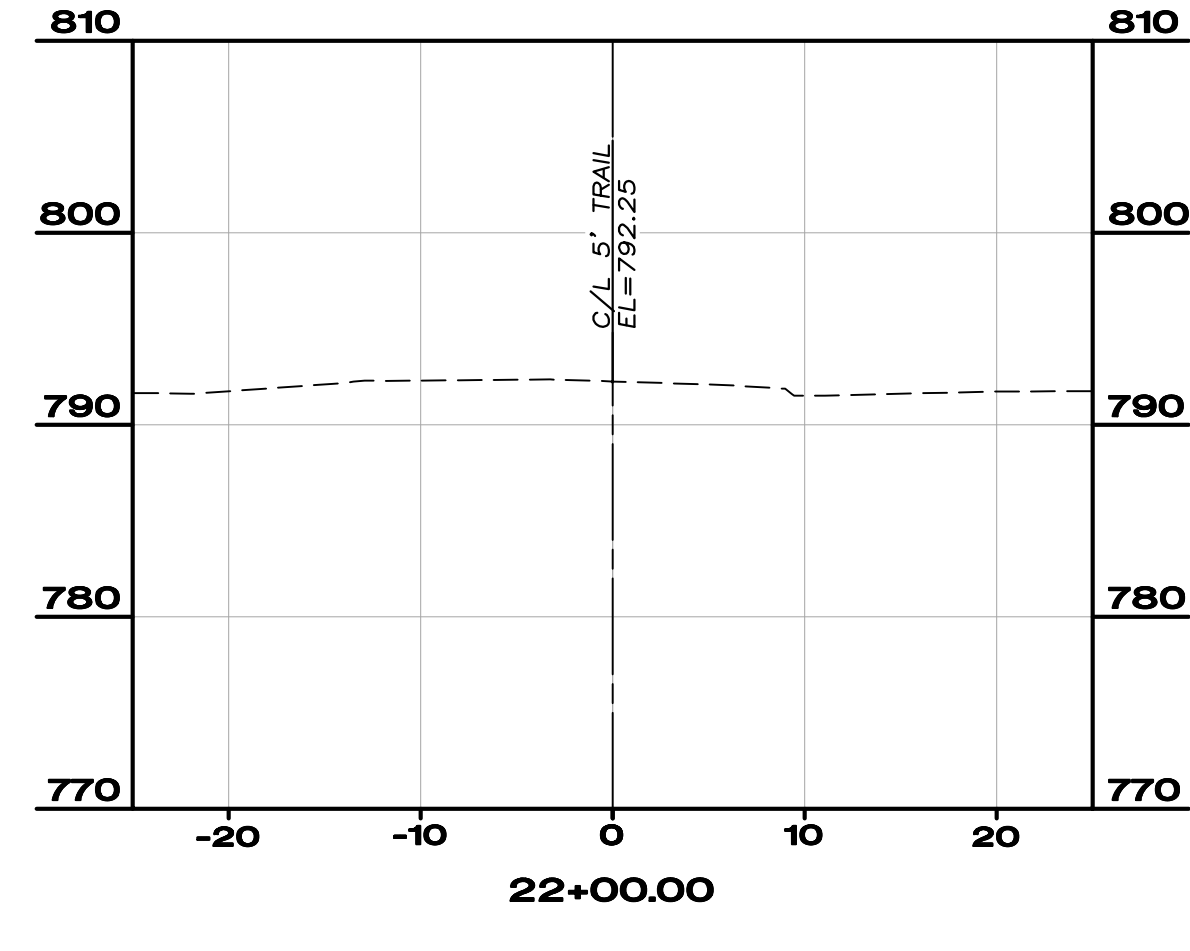
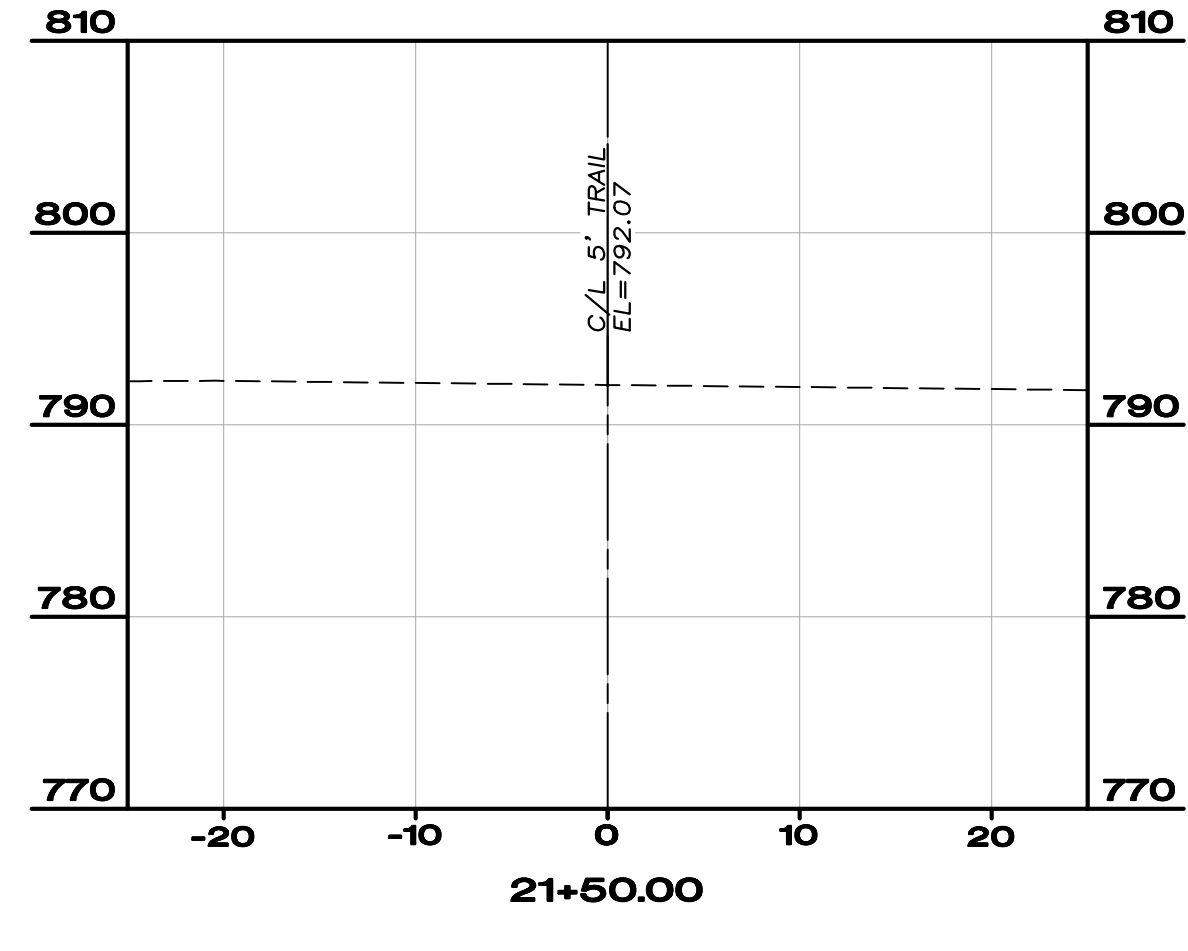
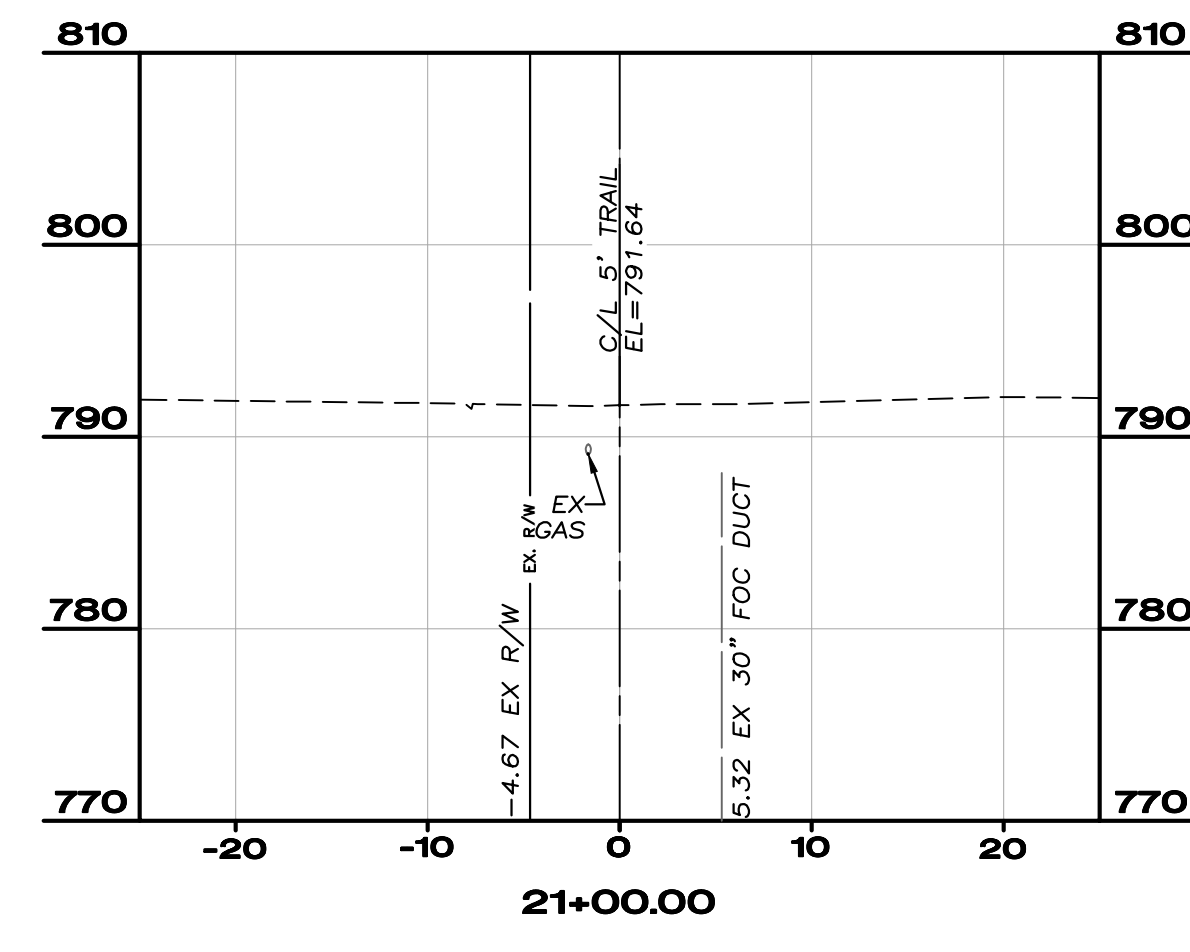
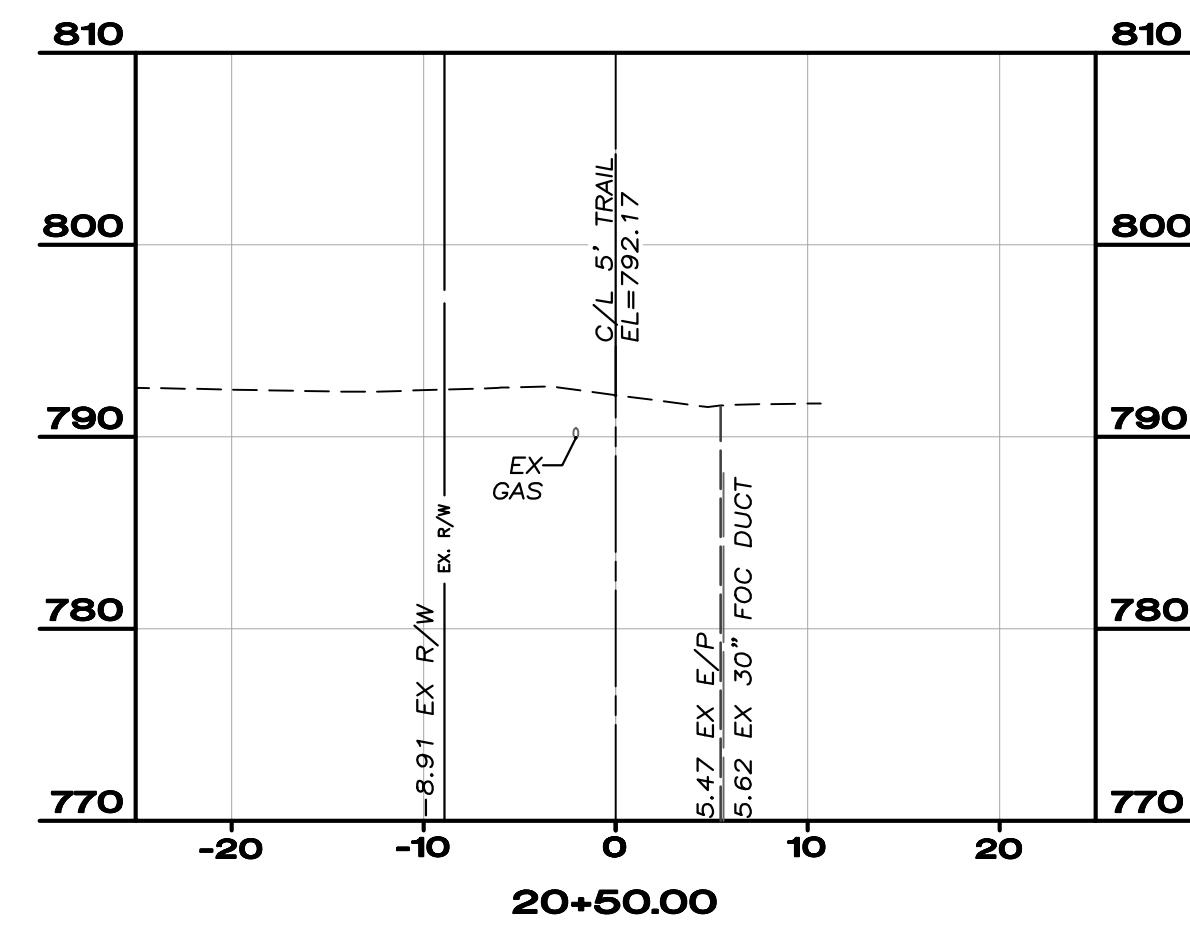
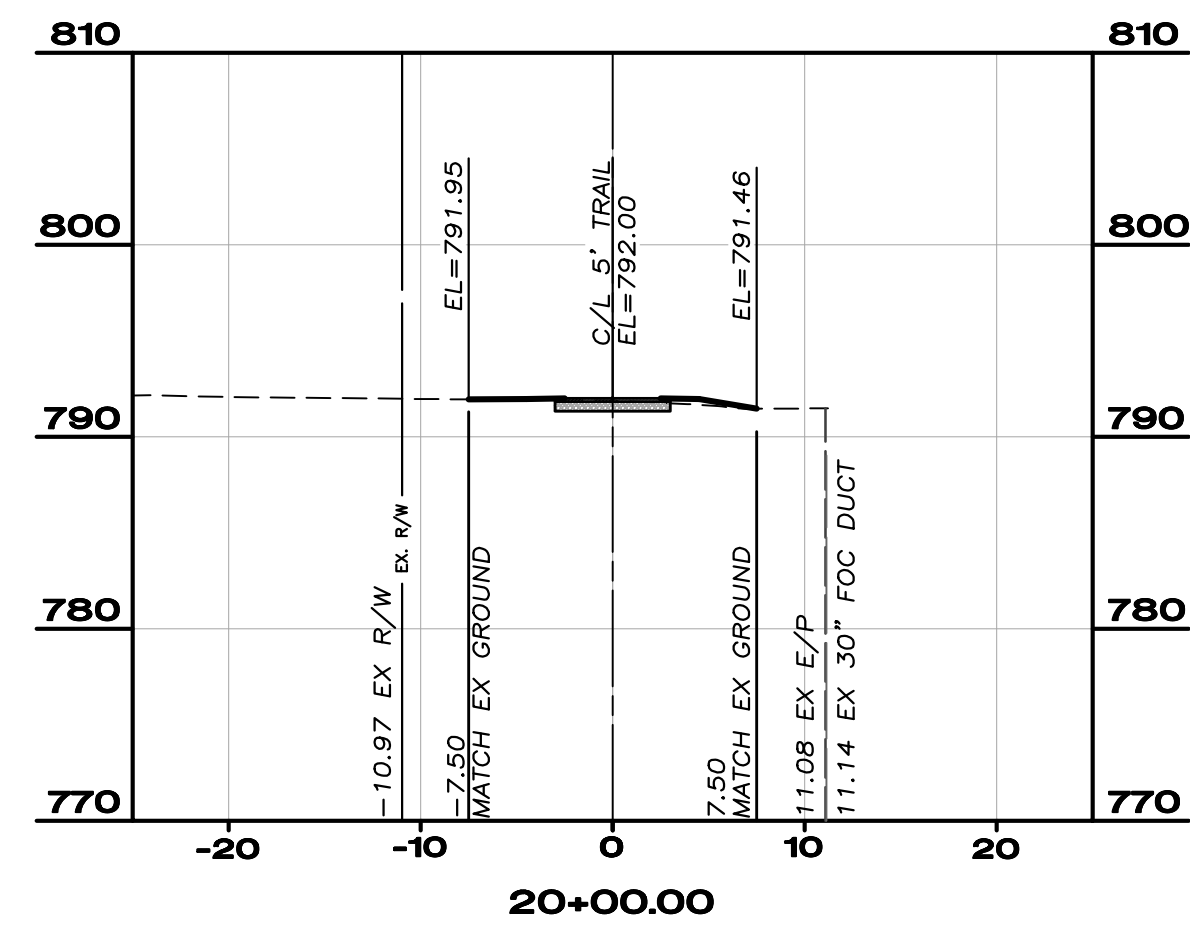
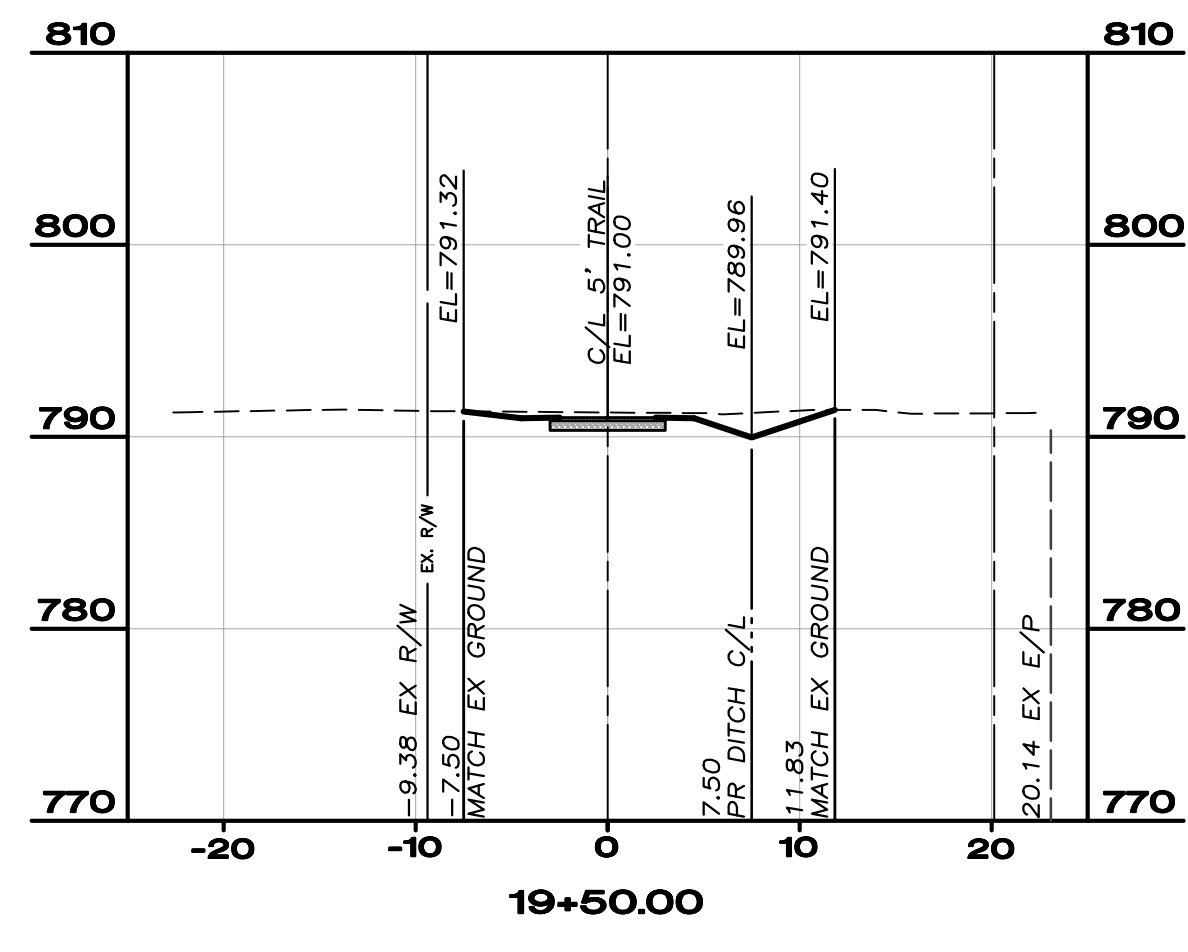
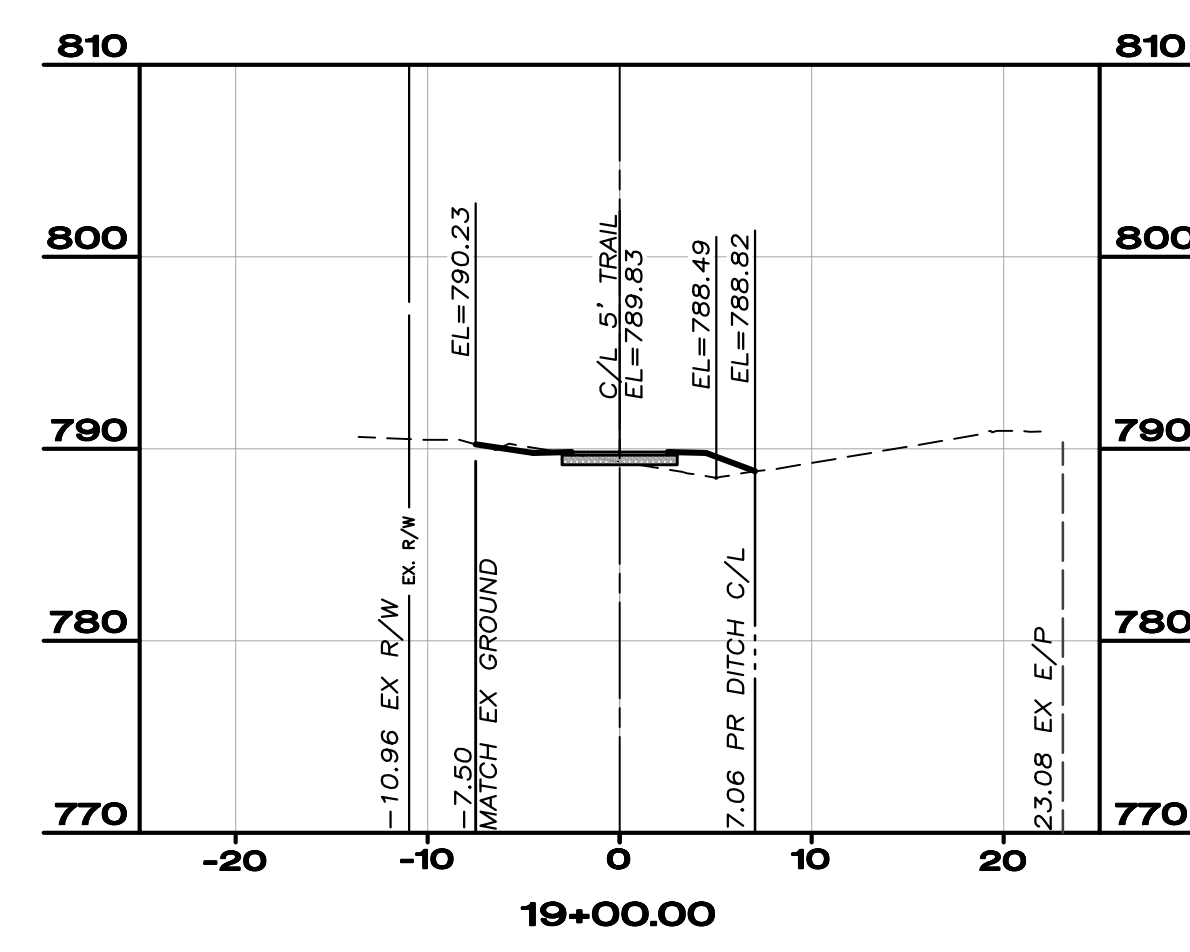
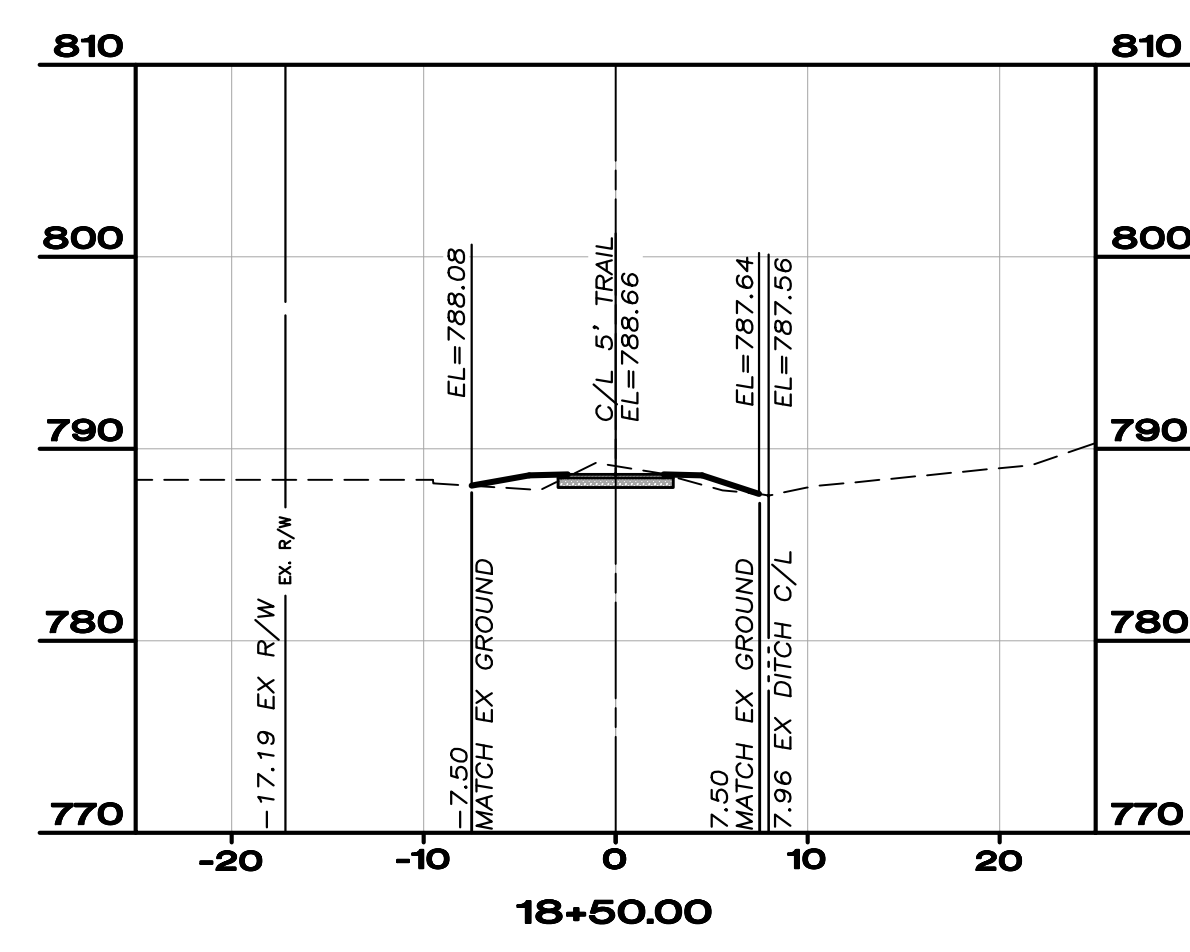
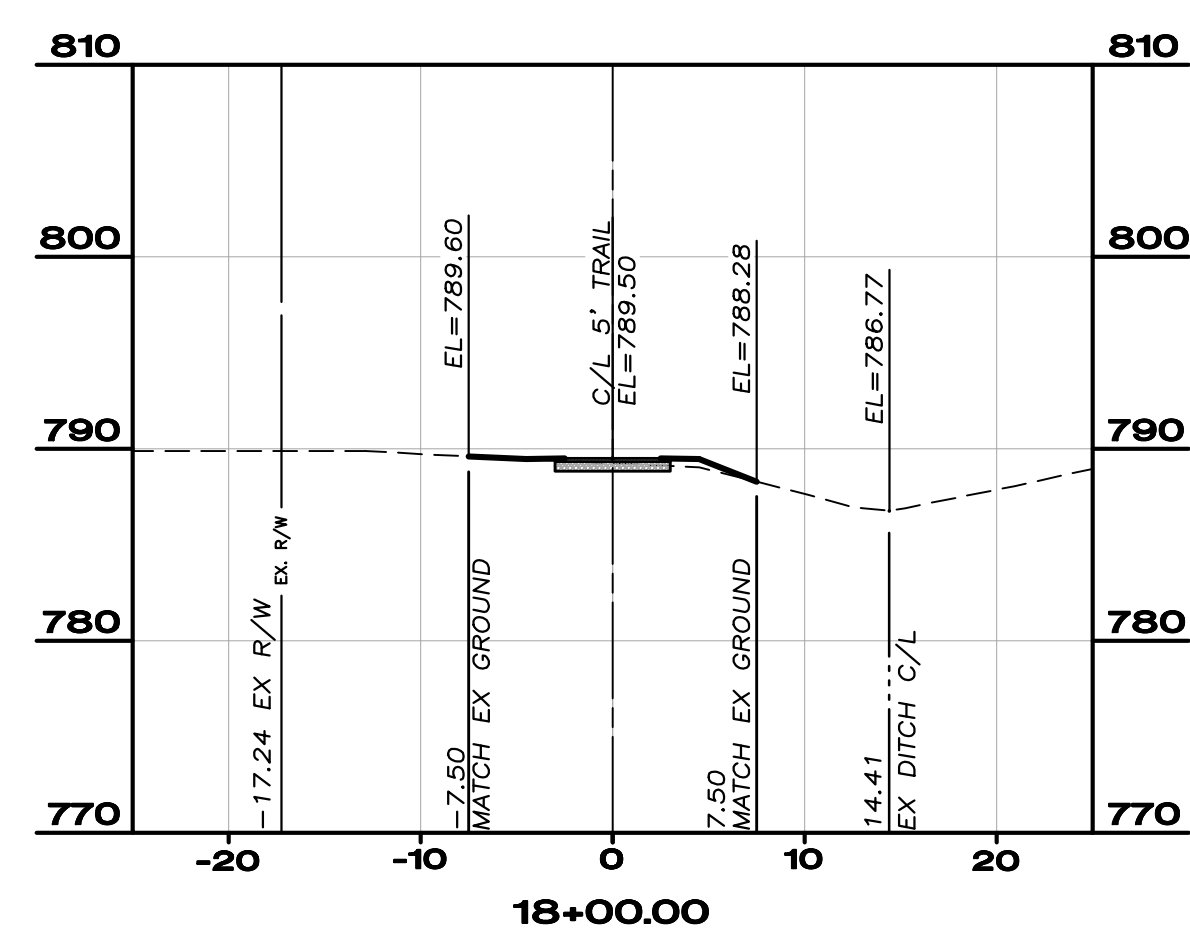
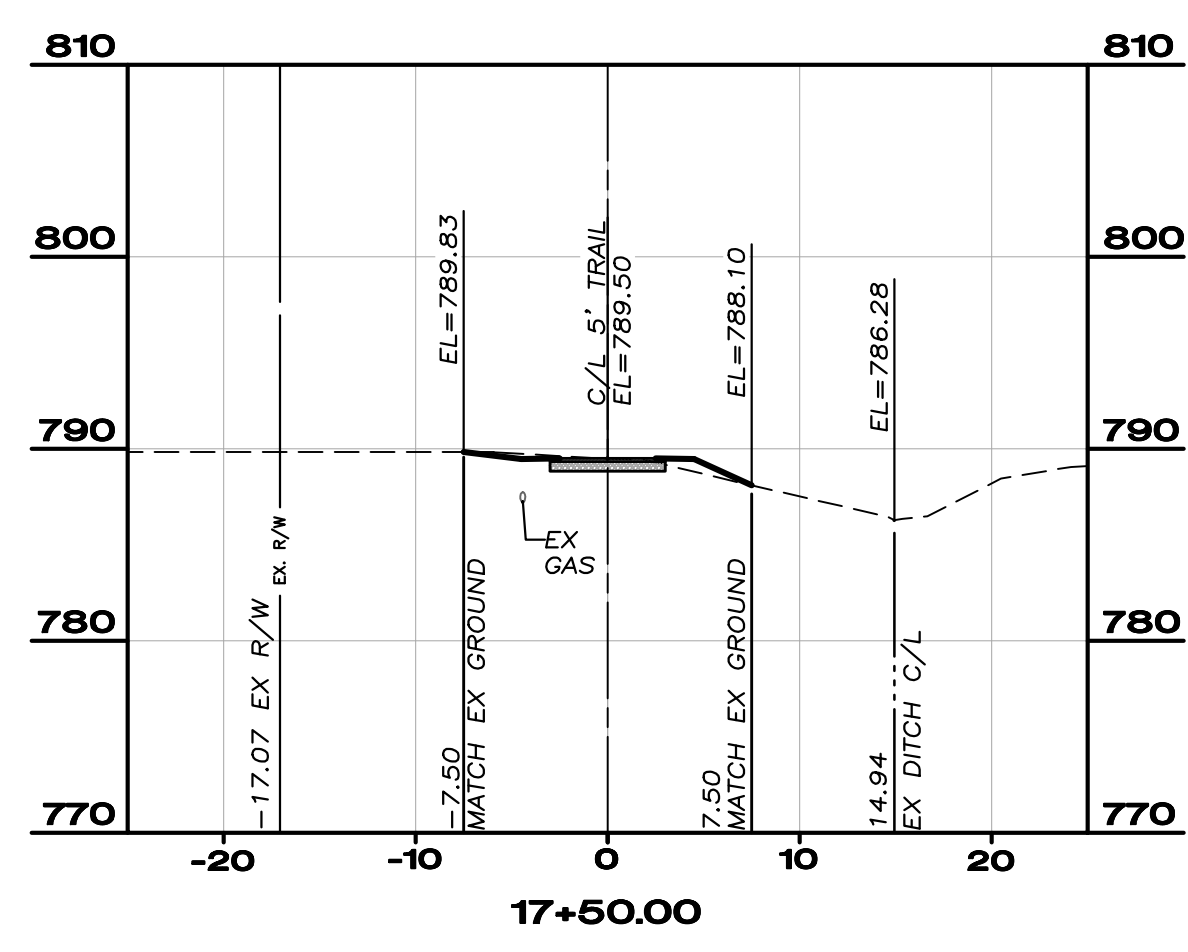


NO.	DATE	REVISION
1	7/5/2013	95% REVIEW SUBMITTAL

PROJECT NO: 11-60281-010
SCALE: N/A
DATE: 8/29/13
DESIGN: MAD
DRAWN: BKU
CHECK: MAD

HAN-SRTS DONNELL MIDDLE SCHOOL
LIMA AVE. TRAIL PROJECT - PID #90953
FINDLAY, OHIO

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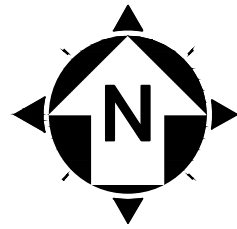
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NO.	DATE	REVISION
1	7/5/2013	95% REVIEW SUBMITAL

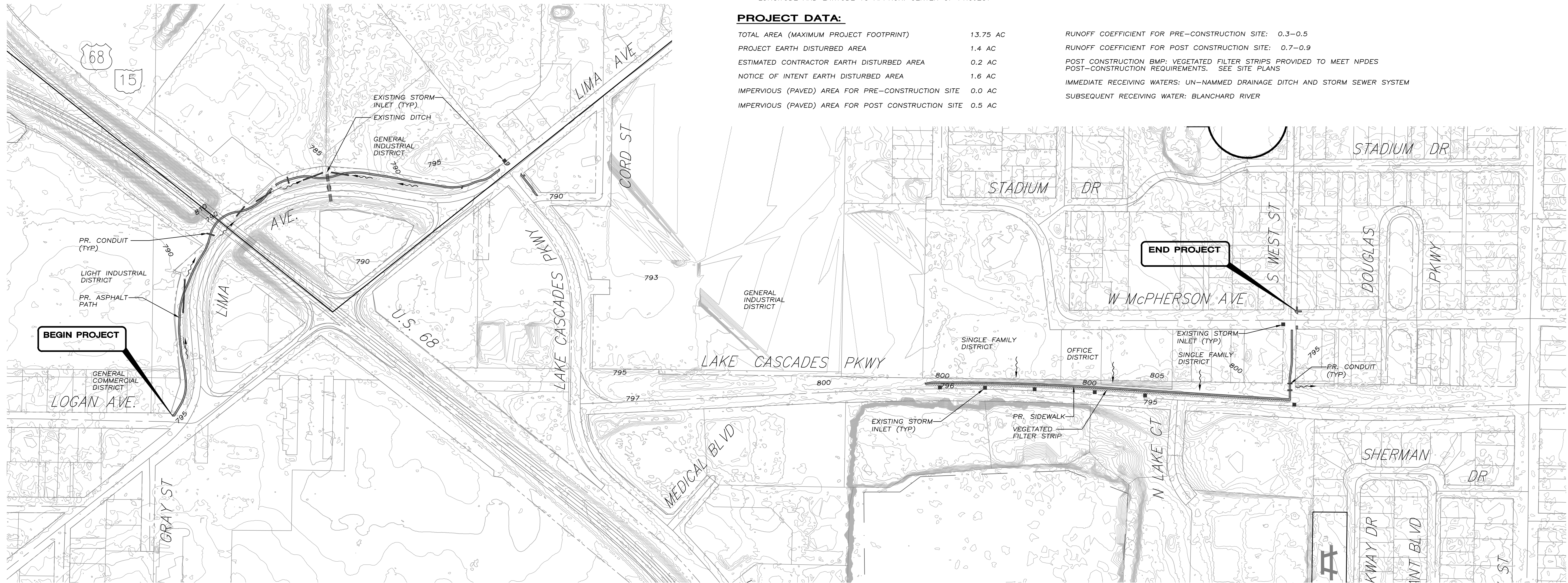
PROJECT NO: 11-60281-010
 SCALE: N/A
 DATE: 8/29/13
 DESIGN: MAD
 DRAWN: BKU
 CHECK: MAD

HAN-SRTS DONNELL MIDDLE SCHOOL
 LIMA AVE. TRAIL PROJECT - PID #90953
 FINDLAY, OHIO

CROSS SECTIONS



0 200 400
SCALE: 1" = 200'



PROJECT DESCRIPTION:

THIS PROJECT INVOLVES THE CONSTRUCTION OF 0.4 MILES OF PEDESTRIAN PATH AND 0.3 MILES OF SIDEWALK FROM LOGAN AVENUE TO W. MCPHERSON STREET. THIS PROJECT ALSO INCLUDES EROSION CONTROL AND OTHER APPURTENANCES FOR A COMPLETE TRAIL/SIDEWALK.

USGS QUADRANT NO. N4100-w8337.5/7.5
FINDLAY OHIO
LONGITUDE: 83°-40'-01"W
LATITUDE: 41°-01'-23"N

*LONGITUDE AND LATITUDE TO APPROX. CENTER OF PROJECT

PROJECT DATA:

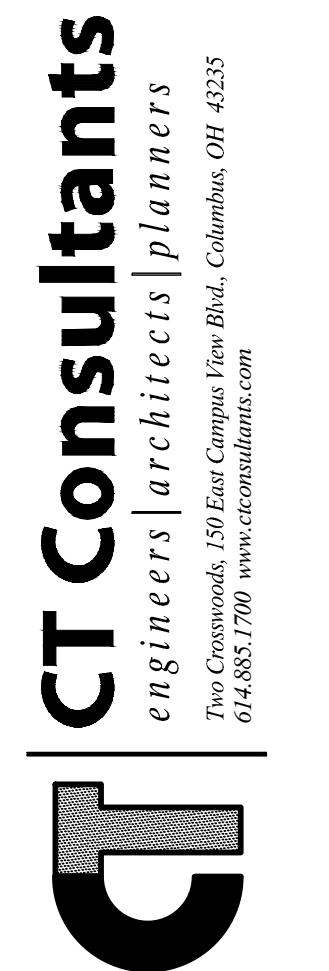
TOTAL AREA (MAXIMUM PROJECT FOOTPRINT)	13.75 AC
PROJECT EARTH DISTURBED AREA	1.4 AC
ESTIMATED CONTRACTOR EARTH DISTURBED AREA	0.2 AC
NOTICE OF INTENT EARTH DISTURBED AREA	1.6 AC
IMPERVIOUS (PAVED) AREA FOR PRE-CONSTRUCTION SITE	0.0 AC
IMPERVIOUS (PAVED) AREA FOR POST CONSTRUCTION SITE	0.5 AC

POST-CONSTRUCTION BMP DESCRIPTOR

LIMA AVENUE: N/A
LAKE CASCADES PARKWAY: VEGETATED FILTER STRIP (SEE SHEETS 11 AND 12/20)

RUNOFF COEFFICIENT FOR PRE-CONSTRUCTION SITE:	0.3-0.5
RUNOFF COEFFICIENT FOR POST CONSTRUCTION SITE:	0.7-0.9
POST CONSTRUCTION BMP: VEGETATED FILTER STRIPS PROVIDED TO MEET NPDES POST-CONSTRUCTION REQUIREMENTS. SEE SITE PLANS	
IMMEDIATE RECEIVING WATERS: UN-NAMED DRAINAGE DITCH AND STORM SEWER SYSTEM	
SUBSEQUENT RECEIVING WATER: BLANCHARD RIVER	

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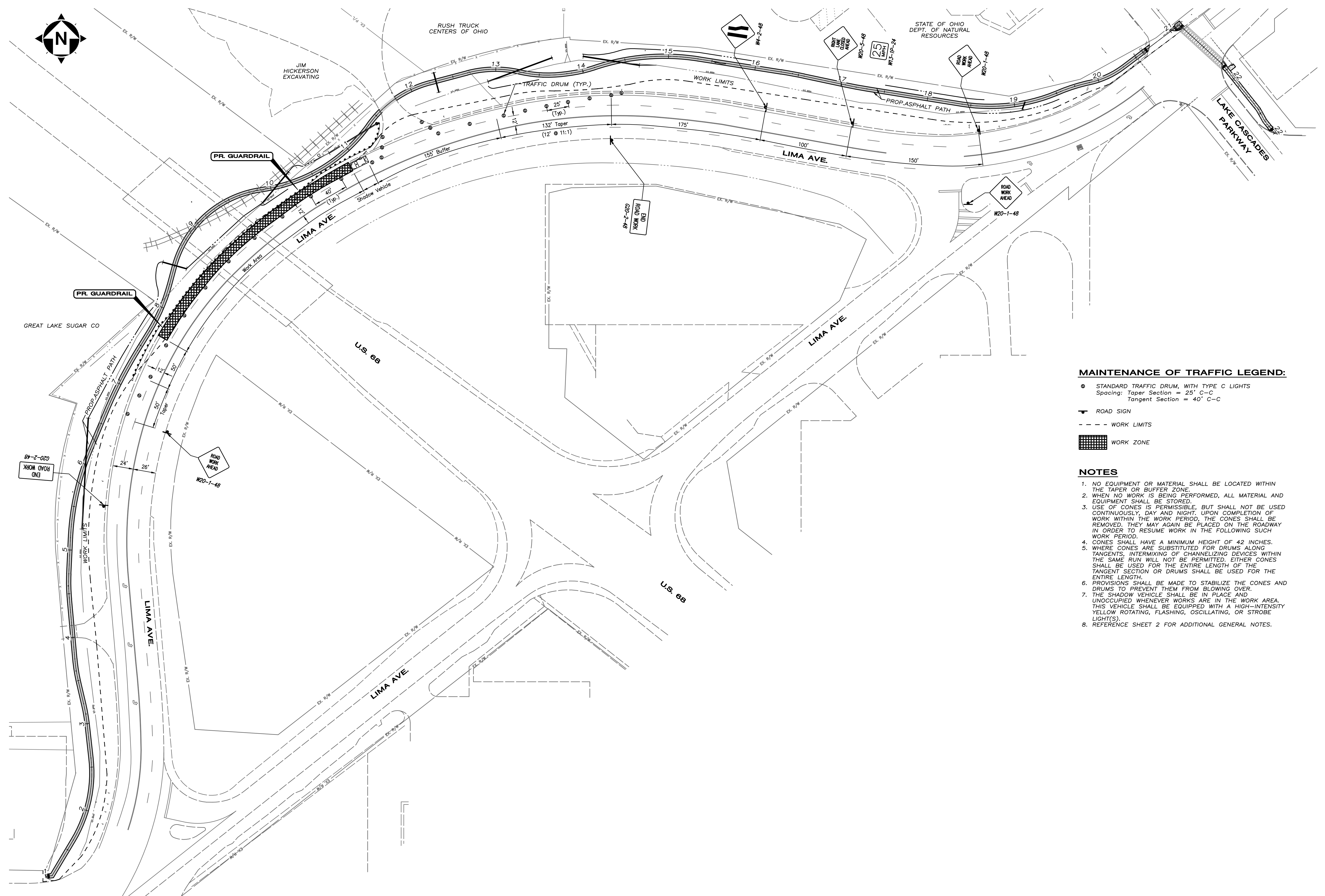
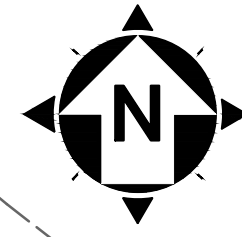


NO.	DATE	REVISION
1	7/5/2013	95% REVIEW SUBMITTAL

PROJECT NO: 11-60281-010
SCALE: 1" = 200'
DATE: 9/24/13
DESIGN: MAD
DRAWN: BKU
CHECK: MAD

HAN-SRTS DONNELL MIDDLE SCHOOL
LIMA AVE. TRAIL PROJECT - PID #90953
FINDLAY, OHIO

PROJECT SITE PLAN

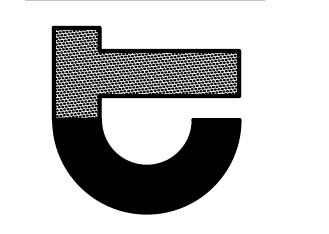


MAINTENANCE OF TRAFFIC LEGEND:

- STANDARD TRAFFIC DRUM, WITH TYPE C LIGHTS
Spacing: Taper Section = 25' C-C
Tangent Section = 40' C-C
- ROAD SIGN
- - - WORK LIMITS
- ▨ WORK ZONE

NOTES

1. NO EQUIPMENT OR MATERIAL SHALL BE LOCATED WITHIN THE TAPER OR BUFFER ZONE.
2. WHEN NO WORK IS BEING PERFORMED, ALL MATERIAL AND EQUIPMENT SHALL BE STORED.
3. USE OF CONES IS PERMISSIBLE, BUT SHALL NOT BE USED CONTINUOUSLY, DAY AND NIGHT. UPON COMPLETION OF WORK WITHIN THE WORK PERIOD, THE CONES SHALL BE REMOVED. THEY MAY AGAIN BE PLACED ON THE ROADWAY IN ORDER TO RESUME WORK IN THE FOLLOWING SUCH WORK PERIOD.
4. CONES SHALL HAVE A MINIMUM HEIGHT OF 42 INCHES.
5. WHERE CONES ARE SUBSTITUTED FOR DRUMS ALONG TANGENTS, INTERMIXING OF CHANNELIZING DEVICES WITHIN THE SAME RUN WILL NOT BE PERMITTED. EITHER CONES SHALL BE USED FOR THE ENTIRE LENGTH OF THE TANGENT SECTION OR DRUMS SHALL BE USED FOR THE ENTIRE LENGTH.
6. PROVISIONS SHALL BE MADE TO STABILIZE THE CONES AND DRUMS TO PREVENT THEM FROM BLOWING OVER.
7. THE SHADOW VEHICLE SHALL BE IN PLACE AND UNOCCUPIED WHENEVER WORKS ARE IN THE WORK AREA. THIS VEHICLE SHALL BE EQUIPPED WITH A HIGH-INTENSITY YELLOW ROTATING, FLASHING, OSCILLATING, OR STROBE LIGHT(S).
8. REFERENCE SHEET 2 FOR ADDITIONAL GENERAL NOTES.



NO.	DATE	REVISION
1	7/5/2013	95% REVIEW SUBMITTAL

PROJECT NO: 11-60281-010	SCALE: 1" = 50'
DATE: 8/29/13	DESIGN: MAD
DRAWN: BKU	CHECK: MAD

HAN-SRTS DONNELL MIDDLE SCHOOL
LIMA AVE. TRAIL PROJECT - PID #90953
FINDLAY, OHIO

MAINTENANCE OF TRAFFIC PLAN

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TRAFFIC CONTROL GENERAL NOTES

ITEM 632 - PEDESTRIAN PUSHBUTTON, AS PER PLAN

IN ADDITION TO THE REQUIREMENTS OF ITEM 632 AND 732, PEDESTRIAN PUSHBUTTONS SHALL HAVE THE FOLLOWING FEATURES:

- A) THE PUSHBUTTON SHALL BE RAISED OR FLUSH AND SHALL BE A MINIMUM OF 2 INCHES AT ITS SMALLEST DIMENSION.
- B) THE PUSHBUTTON SHALL HAVE A PRESSURE SENSITIVE ACTUATOR WITH A MAXIMUM FORCE REQUIRED OF 5 POUNDS PER FOOT.
- C) THE PUSHBUTTON SHALL ALSO HAVE ITS HOUSING SEALED WITH A SILICONE SEALANT TO THE SIGNAL SUPPORT, STRAIN POLE OR PEDESTAL.
- D) THE PUSHBUTTON SHALL HAVE A VISUAL AND AUDIBLE CONFIRMATION WHEN ACTUATED.
- E) THE PUSHBUTTON SHALL BE CONSTRUCTED SUCH THAT IT CANNOT BE STUCK CLOSED OR IN CONSTANT CALL.
- F) THE PUSHBUTTON SHALL BE A POLARA BULLDOG TYPE OR EQUIVALENT.

THE DEPARTMENT WILL PAY FOR "ITEM 632 - PEDESTRIAN PUSHBUTTON, AS PER PLAN" AT THE CONTRACT PRICE EACH FOR ALL PUSHBUTTONS COMPLETELY SUPPLIED AND ACCEPTED.

ITEM 632 - PEDESTRIAN SIGNAL HEAD (LED), (COUNTDOWN), TYPE D2, AS PER PLAN

IN ADDITION TO THE REQUIREMENTS OF SECTIONS 632 AND 732 OF THE SPECIFICATIONS, THE FOLLOWING REQUIREMENTS SHALL ALSO APPLY:

LAMPS:

PROVIDE LED LAMP UNITS WHICH DISPLAY THE FILLED SYMBOL OF AN UPRaised HAND OR THE WALKING PERSON SYMBOL MOUNTED IN TYPE D2 SIGNAL HOUSINGS.

COUNTDOWN TIMERS:

THE PEDESTRIAN SIGNAL HEADS SHALL ALSO DISPLAY A NUMERICAL COUNTDOWN SHOWING THE TIME REMAINING IN THE "FLASHING DON'T WALK" INTERVAL.

SIGNAL SECTIONS:

CONSTRUCT SIGNAL HEADS AND VISORS OF INJECTION MOLDED, UV STABILIZED, POLYCARBONATE PLASTIC WHICH MEETS I.T.E. SPECIFICATIONS.

PIPE, SPACERS AND FITTINGS CONSTRUCTED OF POLYCARBONATE PLASTIC MAY BE USE IN LIEU OF GALVANIZED STEEL OR ALUMINUM.

FURNISH SIGNALS WITH COLORED PLASTIC MATERIAL RATHER THAN PAINTING TO OBTAIN THE PROPER EXTERIOR COLORS. THE SIGNAL HEADS SHALL BE BLACK IN COLOR.

MOUNTING HARDWARE

ATTACH SIGNALS TO SUPPORTS AND PEDESTALS USING RIGID MOUNTING FIXTURES AS SHOWN ON TC-85.10.

THE USE OF THE OPTIONAL 2 PIECE HINGED BRACKET ("CLAM SHELL") WILL NOT BE PERMITTED.

PAYMENT:

THE DEPARTMENT WILL MEASURE "PEDESTRIAN SIGNAL HEAD (LED), (COUNTDOWN), TYPE D2, AS PER PLAN" BY THE NUMBER OF COMPLETE UNITS FURNISHED AND INSTALLED, AND WILL INCLUDE ALL SUPPORT AND MOUNTING HARDWARE, CLOSURE CAPS, DIMMERS, AND LAMPS, AS SPECIFIED.

ITEM 633, CONTROLLER ITEM MISC.: REPROGRAM EXISTING CONTROLLER

THIS ITEM OF WORK SHALL INCLUDE REPROGRAMMING THE EXISTING TRAFFIC SIGNAL CONTROLLER AT THE INTERSECTION OF LIMA AVENUE AND SIXTH STREET TO FUNCTION AS SHOWN IN THESE PLANS.

THE ADDITION OF PEDESTRIAN PHASING AND TIMING ARE INCIDENTAL TO THIS ITEM OF WORK.

ITEM 633 - CONTROLLER ITEM, MISC.: RE-ROUTE, DISCONNECT, RE-CONNECT EXISTING CABLE

THIS ITEM CONSISTS OF RE-ROUTING THE EXISTING SIGNAL CABLES THROUGH THE NEW CONDUIT AND PULL BOXES AT THE LOCATIONS SHOWN IN THE PLANS. THIS ITEM OF WORK ALSO INCLUDES DISCONNECTING AND RECONNECTING THE EXISTING AND PROPOSED SIGNAL CABLES IN THE EXISTING SIGNAL CONTROLLER AT THE LOCATION SHOWN IN THE PLANS.

THE CONTRACTOR SHALL DISCONNECT THE EXISTING CABLES FROM THE EXISTING CONTROLLER AND PULL THEM BACK THROUGH PULL BOXES EX PB3 AND EX PB2. THE EXISTING CABLES AND THE PROPOSED 2-3C & 2-5C CABLES SHALL BE PULLED BACK THROUGH EX PB2, THE PROPOSED 3" CONDUIT, PROPOSED PULL BOX PB4, AND RE-CONNECTED IN THE EXISTING CONTROLLER.

THE 3 AND 5 CONDUCTOR SIGNAL CABLE, AND THE 3" CONDUIT, JACKED OR DRILLED WILL BE PAID FOR UNDER A SEPARATE ITEM.

THE CONTRACTOR SHALL CONTACT THE CITY OF FINDLAY AT #(419) 424-7121 PRIOR TO PERFORMING THIS ITEM OF WORK.

THE CONTRACTOR SHALL NOTIFY THE CITY WHEN THIS WORK HAS BEEN COMPLETED.

PAYMENT FOR "ITEM 633 - CONTROLLER ITEM, MISC.: RE-ROUTE, DISCONNECT, RE-CONNECT EXISTING CABLE" WILL BE MADE AT THE CONTRACT BID PRICE FOR EACH, INCLUDING THE FULL COST OF FURNISHING ALL LABOR, MATERIALS, AND EQUIPMENT IN PLACE, COMPLETELY INSTALLED, WIRED, TESTED, AND ACCEPTED.

ITEM 625, CONDUIT JACKED OR DRILLED UNDER PAVEMENT, BY TYPE, BY SIZE, AS PER PLAN

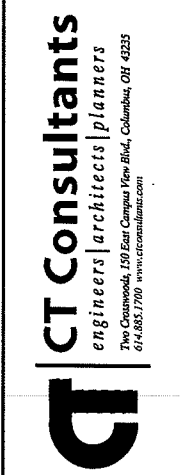
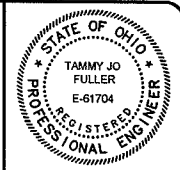
UNDERGROUND UTILITY LINES OF UNCONFIRMED APPROXIMATE DEPTHS WILL BE ENCOUNTERED AND CROSS THE PATH OF A CONDUIT WHICH IS TO BE JACKED OR DRILLED UNDER PAVEMENT, PROVIDE POT HOLES, NO MORE THAN 12 INCHES IN DIAMETER AND DEEP ENOUGH TO EXPOSE AND CONFIRM THE DEPTH OF THE UTILITY LINE IN QUESTION AND ENSURE ADEQUATE CLEARANCE FOR THE CONDUIT PLACEMENT.

CAREFULLY EXCAVATE THE POT HOLES IN ORDER TO EXPOSE THE UTILITY LINES WITHOUT DAMAGE AND ONCE THE POT HOLES ARE NO LONGER NEEDED, PROPERLY BACKFILL AND COMPACT THE HOLES WITH MATERIALS EQUAL TO OR EXCEEDING THE QUALITY OF THE EXCAVATED MATERIALS AND REPAIR THE SURFACE, AS DIRECTED BY THE ENGINEER.

DO NOT LEAVE THE POT HOLES OPEN AND EXPOSED TO VEHICULAR OR PEDESTRIAN TRAFFIC WITHOUT PROTECTION WITH A STEEL PLATE IN THE PAVEMENT AREA OR ANOTHER SAFETY DEVICE APPROVED BY THE ENGINEER.

THE COST OF POT HOLING WILL BE CONSIDERED INCIDENTAL TO AND INCLUDED IN THE UNIT COST BID PER FOOT OF ITEM 625, CONDUIT JACKED OR DRILLED UNDER PAVEMENT, BY TYPE, BY SIZE, AS PER PLAN. NO SEPARATE MEASUREMENT OR PAYMENT WILL BE MADE.

TRAFFIC CONTROL GENERAL SUMMARY					
ITEM	ITEM EXT.	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
TRAFFIC CONTROL					
625	25600	16	FT	CONDUIT, 4", 725.04	
625	25903	60	FT	CONDUIT JACKED OR DRILLED, 725.04, 3", AS PER PLAN	
625	29000	16	FT	TRENCH	
625	31410	1	EACH	PULL BOX, 725.06, 13"x24"	
625	31510	1	EACH	PULL BOX REMOVED	
625	36000	16	FT	PLASTIC CAUTION TAPE	
630	79500	2	EACH	SIGN SUPPORT ASSEMBLY, POLE MOUNTED	
630	80100	2	SQ FT	SIGN, FLAT SHEET	
632	20731	2	EACH	PEDESTRIAN SIGNAL HEAD (LED), (COUNTDOWN), TYPE D2, AS PER PLAN	
632	25010	2	EACH	COVERING OF PEDESTRIAN SIGNAL HEAD	
632	26001	2	EACH	PEDESTRIAN PUSHBUTTON, AS PER PLAN	
632	40300	300	FT	SIGNAL CABLE, 3 CONDUCTOR, NO. 14 AWG	
632	40500	310	FT	SIGNAL CABLE, 5 CONDUCTOR, NO. 14 AWG	
633	99000	1	EACH	CONTROLLER ITEM, MISC.: RE-ROUTE, DISCONNECT, RECONNECT EXISTING CABLE	
633	99000	1	EACH	CONTROLLER ITEM, MISC.: REPROGRAM EXISTING CONTROLLER	

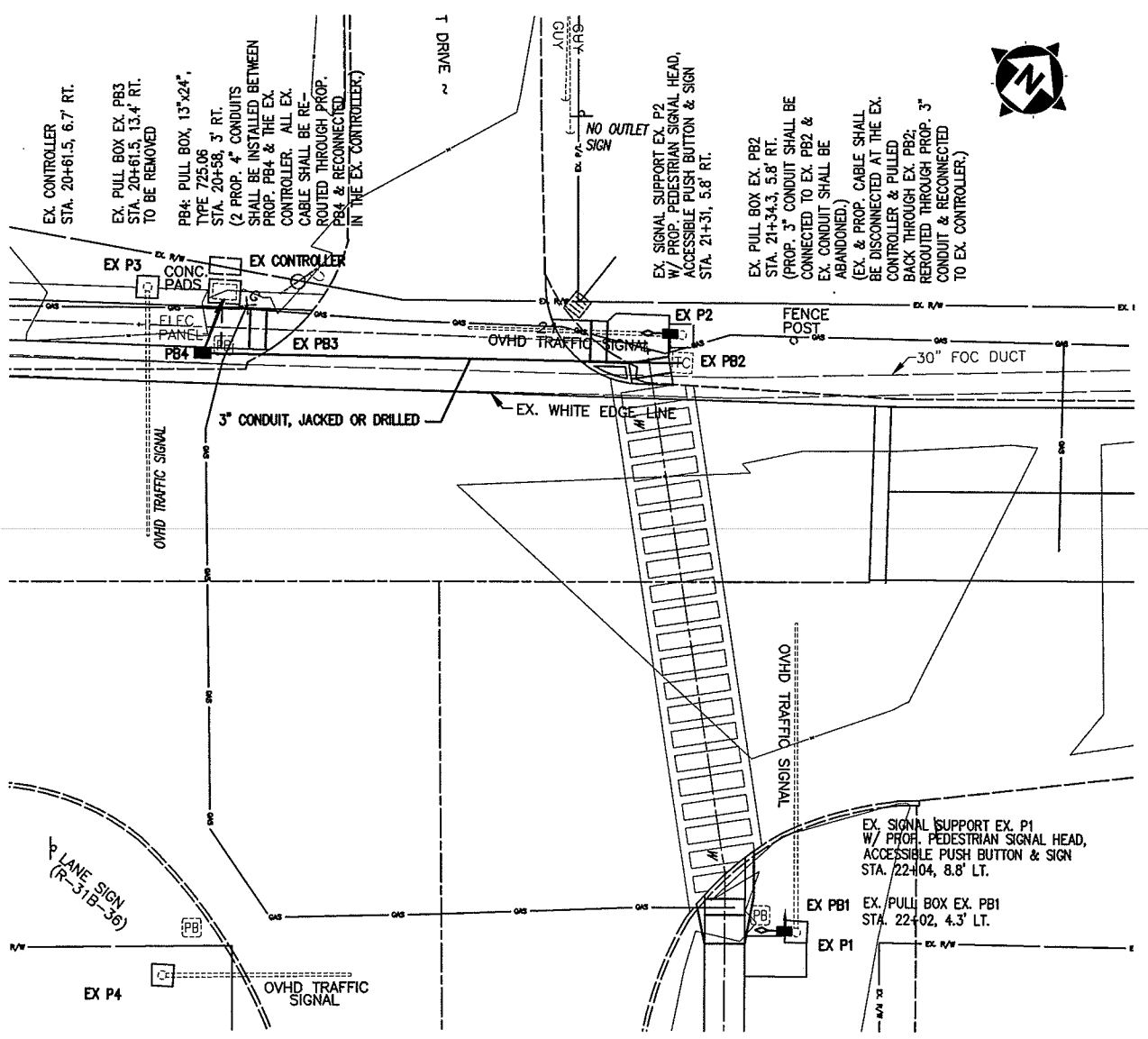


NO.	DATE	REVISION

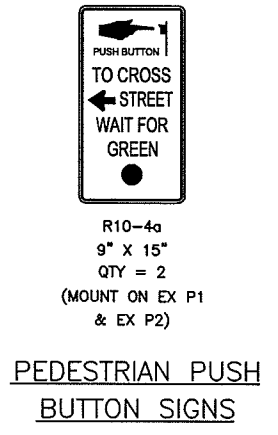
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 DATE: 9/8/13
 DESIGN: TUF
 DRAWN: TUF
 CHECK: MAD

HAN-SRTS DONNELL MIDDLE SCHOOL
 LIMA AVE TRAIL PROJECT - PID #90963
 FINDLAY, OHIO
PUSH BUTTON NOTES & QUANTITIES

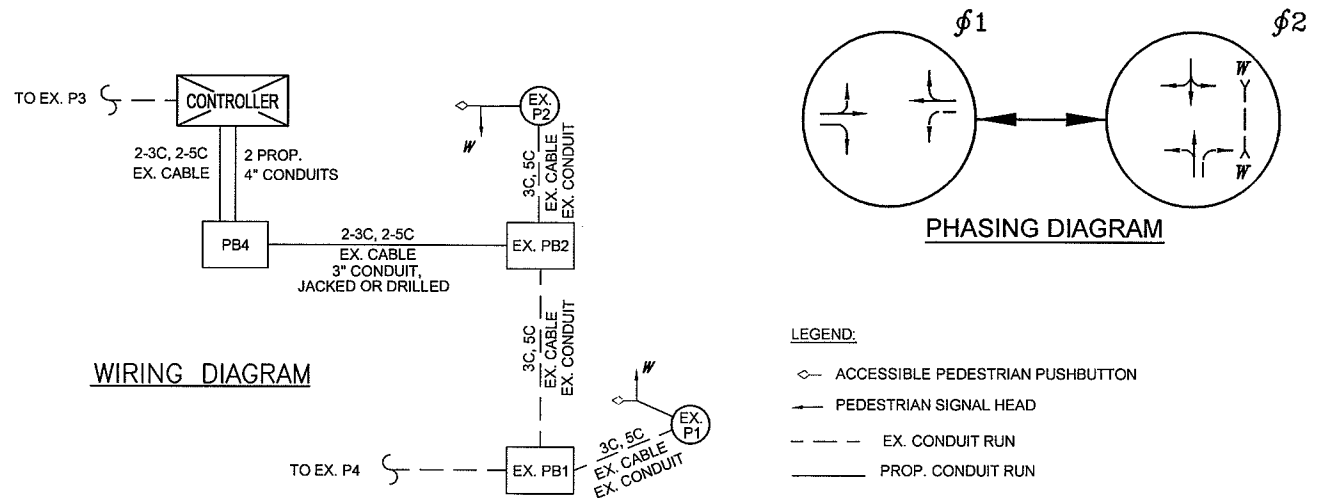
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POLE NUMBER	LOCATION		SUPPORT TYPE & DESIGN NUMBER			POLE HEIGHT (Feet)	ARM ATTACHMENT HEIGHT (Feet)	PUSHBUTTON ACCESS DESIGN TYPE	ORIENTATION ANGLE FROM MAST ARM "A" (DEGREES)						
	STATION	OFFSET	PEDESTAL	PUSHBUTTON POLE	TC-12.30				TC-81.20	MAST ARM "A"	MAST ARM "B"	HANDHOLE (PED POLE ANGLE REFERENCE)	PEDESTRIAN SIGNALS	PEDESTRIAN PUSHBUTTON	POWER SERV., 1/2" BLIND HALF COUPLING 3" FROM BASE
EX. P1	0°	.	0°	270°	.	.	.
EX. P2	90°	.	270°	0°	.	.	.
EX. P3
EX. P4



EXISTING SIGNAL SUPPORT CHART - P1, P2, P3
(TYPE TC-81.20, TC-81.21)



FUNCTION	φ1	φ2
INITIAL GREEN	.	.
MINIMUM GREEN	.	.
VEHICLE EXTENSION	.	.
MAXIMUM GREEN	.	.
PEDESTRIAN WALK	.	7.0
PEDESTRIAN CLEARANCE	.	19.0
VEHICLE YELLOW CLEARANCE	.	.
VEHICLE ALL RED CLEARANCE	.	.
RECALL	.	.
MEMORY	.	.

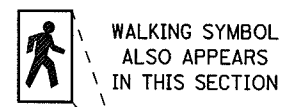
* THE TRAFFIC SIGNAL SHALL RETAIN THE EXISTING TIMINGS.

SIGNAL TIMING CHART

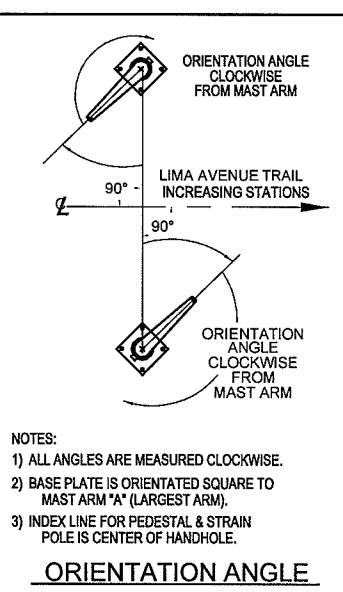
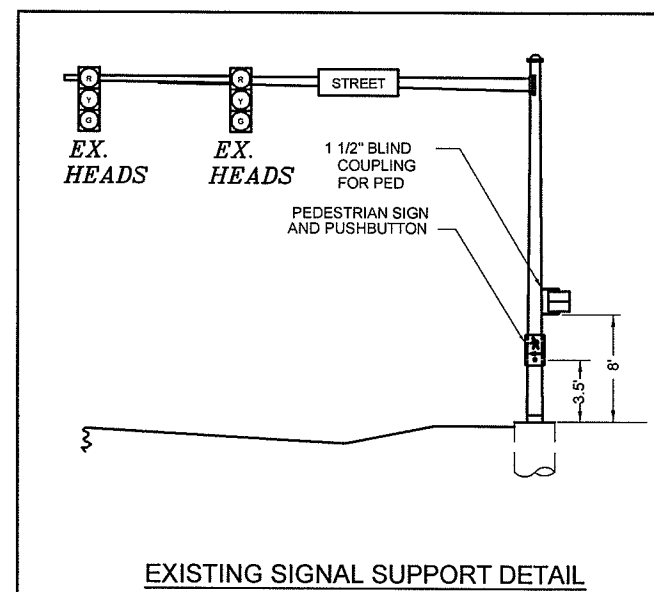
SIGNAL DIRECTION	SIGNAL HEAD	φ1				φ2				PUSH	PANEL
		R/W	CLEAR	R/W	CLEAR	R/W	CLEAR	R/W	CLEAR		
NORTHBOUND	EX.	R	R	R	R	G	G	Y	R	R	R
	EX.	R	R	R	R	G	G	Y	R	R	R
EASTBOUND	EX.	G	G	Y	R	R	R	R	R	Y	G
	EX.	G	G	Y	R	R	R	R	R	Y	G
SOUTHBOUND	EX.	R	R	R	R	G	G	Y	R	R	R
	EX.	R	R	R	R	G	G	Y	R	R	R
WESTBOUND	EX.	G	G	Y	R	R	R	R	R	Y	G
	EX.	G	G	Y	R	R	R	R	R	Y	G
EAST	W-W	DW	DW	DW	DW	W	FW	DW	DW	DARK	DW

* ONLY UPON PEDESTRIAN PUSHBUTTON ACTUATION

SIGNAL SEQUENCE CHART



TYPE D2
W-W
PEDESTRIAN SIGNALS COUNTDOWN LED



ORIENTATION ANGLE



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 Two Cosmopolitan East Campus View Blvd., Columbus, OH 43235
 614.883.1700 www.ctconsultants.com



NO.	DATE	REVISION

PROJECT NO: 11-00881-010
 SCALE: 1" = 10'
 DATE: 9/2/13
 DESIGN: T/JF
 DRAWN: T/JF
 CHECK: MAD

HAN-SRTS DONNELL MIDDLE SCHOOL
 LIMA AVE. TRAIL PROJECT - PID #90853
 FINDLAY, OHIO

PUSH BUTTON DETAILS