

UTILITIES

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

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.

CABLE
CHARTER COMMUNICATIONS
5520 WHIPPLE AVENUE NW
NORTH CANTON, OHIO 44720
330-494-9200

ELECTRIC
OHIO EDISON
1717 ASHLAND ROAD
MANSFIELD, OHIO 44905
419-521-6213

COUNTY
MEDINA COUNTY ENGINEER
790 W SMITH ROAD
MEDINA, OHIO 44256
330-764-8331

GAS
ASPIRE ENERGY
300 TRACY BRIDGE ROAD
ORRVILLE, OHIO 44667
330-682-7726

COMMUNICATION
FRONTIER COM
83 TOWNSEND AVENUE
NORWALK, OHIO 44857
419-744-3613

THE AFOREMENTIONED UTILITY COMPANIES AND AGENCIES HAVE VARIOUS FACILITIES IN THE AREA THAT WILL REMAIN IN PLACE DURING CONSTRUCTION.

EXTREME CAUTION SHOULD BE EXERCISED IN AREAS WITH UTILITIES. SECTIONS 105.07 AND 107.16 OF THE DEPARTMENT OF TRANSPORTATION CONSTRUCTION AND MATERIALS SPECIFICATIONS REQUIRE, AMONG OTHER THINGS, THAT THE CONTRACTOR COOPERATE WITH ALL UTILITIES LOCATED WITHIN THE LIMITS OF THIS CONSTRUCTION PROJECT AND TAKE RESPONSIBILITY FOR THE PROTECTION OF THE UTILITY PROPERTY AND SERVICES.

WORK LIMITS

THE WORK LIMITS SHOWN ON THESE PLANS ARE FOR PHYSICAL CONSTRUCTION ONLY. 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.

ROUNDING

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

SURVEYING PARAMETERS - MED-162-11.70

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

VERTICAL POSITIONING
ORTHOMETRIC HEIGHT DATUM: NAVD88
GEOID: GEOID12A

HORIZONTAL POSITIONING
REFERENCE FRAME: NAD83 (2011)
ELLIPSOID: GRS80
MAP PROJECTION: LAMBERT CONFORMAL CONIC
COORDINATE SYSTEM: OHIO STATE PLANE - NORTH ZONE (3401) SCALED BY A COMBINED GRID SCALE AND ELEVATION PROJECT ADJUSTMENT FACTOR ABOUT THE GRID ORIGIN N=0, E=0 COORDINATE
COMBINED SCALE FACTOR: UNITLESS GRID TO PROJECT ADJUSTMENT FACTOR (PAF)
MULTIPLIER = 1.00011077. GRID (METERS) TO PROJECT (U.S. SURVEY FEET) MULTIPLIER = 3.281196751

PROJECT COORDINATE UNITS ARE IN U.S. SURVEY FEET, GRID COORDINATE UNITS ARE IN METERS. USE THE FOLLOWING CONVERSION FACTOR:
1 METER = 39.37 INCHES = 3.280833333 U.S. SURVEY FEET.

ENVIRONMENTAL COMMITMENTS

THE PROJECT IS LOCATED WITHIN THE KNOWN HABITAT RANGES OF THE FEDERALLY LISTED AND PROTECTED INDIANA BAT AND NORTHERN LONG-EARED BAT. THE CONTRACTOR SHALL NOT REMOVE TREES 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. 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.

THE CONTRACTOR SHALL FOLLOW TEM 642-58 FOR CONSTRUCTION SCHEDULE, COORDINATION, DETOURS, ROADWAY CLOSURES, ETC.

NOTIFICATION OF TRAFFIC RESTRICTIONS (TEM 642-58)

THROUGHOUT THE DURATION OF THE PROJECT, THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER IN WRITING OF ALL TRAFFIC RESTRICTIONS AND UPCOMING MAINTENANCE OF TRAFFIC CHANGES. THE CONTRACTOR SHALL ENSURE THE WRITTEN NOTIFICATION IS SUBMITTED IN A TIMELY MANNER TO ALLOW THE PROJECT ENGINEER TO MEET THE REQUIRED TIME FRAMES SET FORTH IN THE TABLE BELOW. NOTIFICATIONS SHALL BE RECEIVED BY THE PROJECT ENGINEER PRIOR TO THE PHYSICAL SETUP OF ANY APPLICABLE SIGNS OR MESSAGE BOARDS. UPON RECEIPT OF NOTIFICATION BY THE CONTRACTOR, THE PROJECT ENGINEER WILL ARRANGE NOTIFICATION OF THE FOLLOWING ORGANIZATIONS, IN WRITING, IN ACCORDANCE WITH THE BELOW TABLE:

MEDINA COUNTY ENGINEER'S OFFICES
LAFAYETTE TOWNSHIP TRUSTEES (TOWNSHIP ROADS ONLY)
VILLAGE OF LODI
LOCAL POLICE, FIRE, AND EMERGENCY MEDICAL SERVICES
LOCAL SCHOOL DISTRICTS
MEDINA COUNTY SHERIFF'S OFFICES
ODOT DISTRICT THREE OFFICE OF ROADWAY SERVICES
ODOT DISTRICT THREE PUBLIC INFORMATION OFFICE
SPECIAL HAULING PERMITS SECTION (Hauling.Permits@dot.ohio.gov)

INFORMATION SHOULD INCLUDE, BUT IS NOT LIMITED TO, ALL CONSTRUCTION ACTIVITIES THAT IMPACT OR INTERFERE WITH TRAFFIC AND SHALL LIST THE SPECIFIC LOCATION, TYPE OF WORK, ROAD STATUS, DATE AND TIME OF RESTRICTION, DURATION OF RESTRICTION, NUMBER OF LANES MAINTAINED, NUMBER OF LANES CLOSED, MINIMUM VERTICAL CLEARANCE, MINIMUM WIDTH OF DRIVABLE PAVEMENT, DETOUR ROUTES, IF APPLICABLE, AND ANY OTHER INFORMATION REQUESTED BY THE PROJECT ENGINEER.

NOTIFICATION TIME TABLE

ITEM	DURATION OF CLOSURE	NOTICE LEAD TIME REQUIRED*
RAMP AND/OR ROAD CLOSURES	TWO WEEKS OR GREATER	21 CALENDAR DAYS
	12 HOURS TO TWO WEEKS	14 CALENDAR DAYS
	12 HOURS OR LESS	4 BUSINESS DAYS

LANE CLOSURES AND RESTRICTIONS	TWO WEEKS OR GREATER	14 CALENDAR DAYS
	LESS THAN TWO WEEKS	5 BUSINESS DAYS

START OF CONSTRUCTION AND TRAFFIC PATTERN CHANGES	N/A	14 CALENDAR DAYS PRIOR TO IMPLEMENTATION
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* - PRIOR TO CLOSURE DATE, UNLESS NOTED OTHERWISE

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

REVIEW OF DRAINAGE FACILITIES

BEFORE ANY WORK IS STARTED ON THE PROJECT AND AGAIN BEFORE FINAL ACCEPTANCE BY THE STATE, REPRESENTATIVES OF THE STATE AND THE CONTRACTOR, ALONG WITH 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.

EXISTING CULVERT VERIFICATION

DETAILS AND DIMENSIONS SHOWN ON THESE PROPOSED PLANS PERTAINING TO THE EXISTING CULVERT HAVE BEEN OBTAINED FROM PLANS OF THE EXISTING CULVERT AND FROM FIELD OBSERVATIONS AND MEASUREMENTS. CONSEQUENTLY, SUCH DETAILS AND DIMENSIONS ARE INDICATIVE OF THE EXISTING CULVERT AND THE PROPOSED WORK, BUT THEY SHALL BE CONSIDERED TENTATIVE AND APPROXIMATE. THE CONTRACTOR IS REFERRED TO C&MS SECTIONS 102.05 AND 105.02. BASE THE CONTRACT BID PRICES UPON A RECOGNITION OF THE UNCERTAINTIES DESCRIBED ABOVE AND UPON A PREBID EXAMINATION OF THE EXISTING CULVERT. HOWEVER, THE DEPARTMENT WILL PAY FOR ALL PROJECT WORK BASED UPON ACTUAL DETAILS AND DIMENSIONS THAT HAVE BEEN VERIFIED IN THE FIELD.

ITEM 202 - STRUCTURE REMOVED, AS PER PLAN

WHEN NO LONGER NEEDED TO MAINTAIN TRAFFIC, THE EXISTING STRUCTURE SHALL BE REMOVED UPON RECEIVING PERMISSION FROM THE ENGINEER, INCLUDING BUT NOT LIMITED TO, EXISTING HEADWALLS AND CONDUIT.

ROUTINE MAINTENANCE

BETWEEN THE TIME THAT BIDS ARE TAKEN AND THE START OF CONSTRUCTION, THE MAINTAINING AGENCY MAY ENTER UPON THE PROJECT AND PERFORM ROUTINE MAINTENANCE SUCH AS CRACK SEALING, PATCHING, AND BERM AND SHOULDER REPAIR. THE EFFECTS, IF ANY, OF THE PERFORMANCE OF ROUTINE MAINTENANCE SHALL BE CONSIDERED AS INHERENT IN WORK OF THE CHARACTER PROVIDED FOR IN THE PLAN AND THE RESULTING CONDITIONS SHALL NOT BE CONSIDERED AS DIFFERING MATERIALLY FROM THOSE EXISTING AT THE TIME BIDS WERE TAKEN.

CROSSINGS AND CONNECTIONS TO EXISTING PIPES AND UTILITIES

WHERE PLANS PROVIDE FOR A PROPOSED CONDUIT TO BE CONNECTED TO, OR CROSS OVER OR UNDER AN EXISTING SEWER OR UNDERGROUND UTILITY, THE CONTRACTOR SHALL LOCATE THE EXISTING PIPES OR UTILITIES BOTH AS TO LINE AND GRADE BEFORE STARTING TO LAY THE PROPOSED CONDUIT.

IF IT IS DETERMINED THAT THE ELEVATION OF THE EXISTING CONDUIT, OR EXISTING APPURTENANCE TO BE CONNECTED, DIFFERS FROM THE PLAN ELEVATION OR RESULTS IN A CHANGE IN THE PLAN CONDUIT SLOPE, THE ENGINEER SHALL BE NOTIFIED BEFORE STARTING CONSTRUCTION OF ANY PORTION OF THE PROPOSED CONDUIT WHICH WILL BE AFFECTED BY THE VARIANCE IN THE EXISTING ELEVATIONS.

IF IT IS DETERMINED THAT THE PROPOSED CONDUIT WILL INTERSECT AN EXISTING SEWER OR UNDERGROUND UTILITY IF CONSTRUCTED AS SHOWN ON THE PLAN, THE ENGINEER SHALL BE NOTIFIED BEFORE STARTING CONSTRUCTION OF ANY PORTION OF THE PROPOSED CONDUIT WHICH WOULD BE AFFECTED BY THE INTERFERENCE WITH AN EXISTING FACILITY.

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

CONNECTION OF REPLACEMENT CONDUIT INTO CATCH BASINS

THE CONNECTION OF REPLACEMENT CONDUIT SECTIONS INTO CATCH BASINS AS DETAILED ON THE CROSS SECTIONS AND CULVERT DETAILS SHEETS SHALL BE DONE AS FOLLOWS: CREATE HOLE FOR CONDUIT IN CATCH BASIN WALL BY METHOD APPROPRIATE FOR DETAILS SHOWN ON CROSS SECTIONS AND CULVERT DETAILS SHEETS. (IF CATCH BASIN IS FORMED, CONDUIT OPENING SHALL BE INCLUDED IN FORMING PROCESS: IF CATCH BASIN IS PRE-CAST, OPENING FOR CONDUIT SHALL BE ACCOMMODATED IN THE MANUFACTURE OF PRE-CAST CATCH BASINS. SUBSEQUENTLY, CONCRETE MASONRY SHALL BE USED TO GROUT AROUND THE PIPE WHERE IT INSERTS THROUGH THE HOLE IN THE CATCH BASIN WALL).

ITEM 201 - CLEARING AND GRUBBING

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

SIZES	NO. TREES	NO. STUMPS	TOTAL
6"	6	0	6
8"	8	0	8
10"	3	0	3
12"	1	0	1
14"	2	0	2
24"	1	0	1

A LUMP SUM QUANTITY HAS BEEN INCLUDED IN THE GENERAL SUMMARY FOR ITEM 201 - CLEARING AND GRUBBING. ALL PROVISIONS AS SET FORTH IN THE SPECIFICATIONS UNDER THIS ITEM SHALL BE INCLUDED IN THE LUMP SUM PRICE BID FOR ITEM 201, CLEARING AND GRUBBING.

ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE

THE INTENT OF THE PLANING IS TO MILL 3 INCHES AT THE CENTER OF PAVEMENT IN THE LOCATIONS INDICATED ON THE PLANS. CONTROL PAVEMENT SLOPE AS INDICATED ON THE PLANS. CONTROL THE MILLING DEPTH FROM THE CENTER OF THE PAVEMENT.

MAINTAIN POSITIVE DRAINAGE AT ALL TIMES.

PAVEMENT PLANING IS PERMITTED PRIOR TO THE CLOSING OF THE ROADWAY TO TRAFFIC AT THE OPTION OF THE CONTRACTOR. SHOULD THIS OPTION BE USED, PROVIDE AN ASPHALT WEDGE AT EACH TRANSITION BETWEEN PLANED AND UNPLANED ASPHALT. ALSO, PROVIDE "BUMP" SIGNAGE AT EACH OF THESE LOCATIONS. IN ORDER TO REDUCE THE NUMBER OF WEDGES AND SIGNS REQUIRED, AT THE CONTRACTOR'S OPTION, PLANING BETWEEN THE SPECIFIED LOCATIONS IN THE PLAN IS PERMITTED. ANY ASPHALT WEDGES, SIGNAGE, AND EXTRA PLANING INCURRED DUE TO THIS OPTION IS AT THE CONTRACTOR'S OWN COST AND WILL NOT BE PAID FOR BY THE DEPARTMENT.

PAYMENT SHALL INCLUDE ALL LABOR, EQUIPMENT, AND MATERIALS NECESSARY TO COMPLETE THE PAVEMENT PLANING, ASPHALT CONCRETE. PAYMENT WILL BE MADE AT THE UNIT BID PRICE PER SQUARE YARD OF ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE.

CALCULATED
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CHECKED
NRF

GENERAL NOTES

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