

UTILITIES

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

AEP DISTRIBUTION
38831 STATE ROUTE 7
REEDSVILLE, OH 45772
CLARK SAUNDERS:
740-985-3054

WINDSTREAM
CHRIS BARKER:
606-784-4140

EXISTING PLANS

EXISTING PLANS ENTITLED "PAU-637-11.94" MAY BE INSPECTED IN THE ODOT DISTRICT 1 OFFICE IN LIMA.

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.

CLEARING AND GRUBBING

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.

ODOT CREWS HAVE REMOVED ALL NECESSARY TREES DESCRIBED ABOVE WITHIN THE PROJECT LIMITS. THE CONTRACTOR IS TO REMOVE ANY REMAINING BRUSH AND STUMPS UNDER THE LUMP SUM BID FOR ITEM 201 CLEARING AND GRUBBING.

BENCHING OF FOUNDATION SLOPES

ALTHOUGH CROSS-SECTIONS INDICATE SPECIFIC DIMENSIONS FOR PROPOSED BENCHING OF THE EMBANKMENT FOUNDATIONS IN CERTAIN AREAS, NO WAIVER OF THE SPECIFICATIONS IS INTENDED. BENCH ALL OTHER SLOPED EMBANKMENT AREAS AS SET FORTH IN SECTION 203.05 OF THE CONSTRUCTION AND MATERIAL SPECIFICATIONS (C&MS). NO ADDITIONAL PAYMENT WILL BE MADE FOR BENCHING REQUIRED UNDER THE PROVISIONS OF SECTION 203.05.

ROUNDING

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

SURVEYING PARAMETERS

PRIMARY PROJECT CONTROL MONUMENTS GOVERN ALL POSITIONING ON ODOT PROJECTS. SEE THIS SHEET FOR A TABLE CONTAINING PROJECT CONTROL INFORMATION. USE THE FOLLOWING PROJECT CONTROL, VERTICAL POSITIONING, AND HORIZONTAL POSITIONING PARAMETERS FOR ALL SURVEYING ON THIS PROJECT:

PROJECT CONTROL

POSITIONING METHOD: ODOT REAL TIME NETWORK (2011) AND DIFFERENTIAL LEVELING
MONUMENT TYPE: TYPE B

VERTICAL POSITIONING

ORTHOMETRIC HEIGHT DATUM: NAVD 88
GEOID: 18

HORIZONTAL POSITIONING

REFERENCE FRAME: NAD83 (2011 ADJ, 2010.0)
ELLIPSOID: GRS 80
COORDINATE SYSTEM: O.D.O.T. PAULDING OCCS*
PAULDING OCCS PROJECTION PARAMETERS:
PROJECTION: LCC 1 PARALLEL
CENTRAL LATITUDE: N 41°06'00"
CENTRAL LONGITUDE: W 84°33'00"
FALSE NORTHING: 100,000 METERS
FALSE EASTING: 50,000 METERS
PROJECTION SCALE FACTOR: 1.000029

*The Ohio County Coordinate System (OCCS) is a local county-wide Low Distortion Projection (LPD) developed by O.D.O.T. The distortion between ground and grid is so minimal that there is no need for a scale factor to adjust between grid and ground coordinates. Contact the District Survey Department for further information or questions.

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

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 THE DAMAGED OR DESTROYED MONUMENTS IN ACCORDANCE WITH CMS 623.

BASIS OF BEARINGS:

BEARINGS ARE BASED ON GRID NORTH OF THE O.D.O.T. OHIO COUNTY COORDINATE SYSTEM PAULDING COUNTY

BASIS OF EXISTING CENTERLINE OF R/W AND THE R/W LIMITS:
THE CENTERLINE OF RIGHT OF WAY AND RIGHT OF WAY LIMITS WERE ESTABLISHED USING THE FOLLOWING OHIO DEPARTMENT OF TRANSPORTATION PLANS: “PAU 637-11.93 LOCATION AND R/W PLAN” DATED 10-23-1957 AND “PAULDING COUNTY S.H. 868 R/W PLANS” DATED 1-22-1940; ALL AS FOUND ON FILE AT THE OHIO DEPARTMENT OF TRANSPORTATION- DISTRICT ONE OFFICE AT LIMA, OHIO.

ESTABLISHMENT OF C/L OF R/W STATIONING:
THE STATIONING OF S.R. 637 WAS DERIVED BASED ON CALCULATIONS USING SAID “PAU-637-11.93 LOCATION AND R/W PLANS” AND “PAULDING COUNTY S.H. 868 R/W PLANS”

UTILITY STATEMENT FOR SURVEY BASEMAP:

UNDERGROUND UTILITY LOCATIONS ARE SHOWN FOR INFORMATIONAL PURPOSES ONLY. THEIR LOCATION AS MARKED ON THE GROUND BY THE UTILITY COMPANY OR THEIR REPRESENTATIVES PER OHIO811 CONFIRMATION NUMBER B326401360-00B, DATED 09-21-2023 WERE SURVEYED AND MAPPED AS A PART OF THIS PROJECT. OHIO811 UTILITY DAMAGE PREVENTION LAWS WERE FOLLOWED AND THERE IS NO DIRECT KNOWLEDGE OR CONTROL OF HOW THESE MARKS WERE PLACED, NOR KNOWLEDGE OF THE ACCURACY AS TO THEIR INTENDED DEPICTION OF SUBSURFACE UTILITY FACILITIES.

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, 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, NOTIFY THE ENGINEER 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, NOTIFY THE ENGINEER 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 IS INCLUDED IN THE CONTRACT PRICE FOR THE PERTINENT 611 CONDUIT ITEM.

REVIEW OF DRAINAGE FACILITIES

PRIOR TO THE START OF WORK AND AGAIN BEFORE FINAL ACCEPTANCE, PERFORM AN INSPECTION WITH REPRESENTATIVES OF THE DEPARTMENT, CONTRACTOR AND LOCALS OF ALL EXISTING DRAINAGE FACILITIES THAT ARE TO REMAIN IN SERVICE WHICH MAY BE AFFECTED BY THE WORK. THE CONDITION OF THE EXISTING CONDUITS AND THEIR APPURTENANCES IS DETERMINED FROM FIELD OBSERVATIONS. RECORDS OF THE INSPECTION ARE MAINTAINED BY THE DEPARTMENT.

CONFIRM ALL EXISTING SEWERS INSPECTED INITIALLY BY THE ABOVE-MENTIONED PARTIES ARE MAINTAINED AND LEFT IN A CONDITION COMPARABLE TO THAT DETERMINED BY THE ORIGINAL INSPECTION. THE CONTRACTOR IS RESPONSIBLE TO CORRECT ANY CHANGE IN THE CONDITION RESULTING FROM THEIR OPERATIONS AS DIRECTED AND APPROVED BY THE ENGINEER.

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

ITEM 204 - PROOF ROLLING

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

ITEM 204 - PROOF ROLLING 2 HOURS.

INTERPRETATION OF THE PROOF ROLLING RESULTS SHOULD ACCOUNT FOR THE ALREADY PRESCRIBED GLOBAL STABILIZATION OF USING 12" OF GRANULAR MATERIAL, TYPE C, WITH GEOTEXTILE FABRIC.

PROJECT CONTROL TABLE						
STATION/OFFSET		PROJECT COORDINATES (SEE SURVEY PARAMETERS)			MONUMENT DESCRIPTION	
STATION (C/L of R/W)	OFFSET (C/L of R/W)	NORTHING(ft) (PAU OCCS)	EASTING(ft) (PAU OCCS)	ELEV(ft) (NAVD88/18)	PT #	DESCRIPTION
HORIZONTAL CONTROL						
		351920.122	184221.339		MN50000	RR spike fnd. (0.05' deep) (N.W. Cor Sec 1 & N.E. Cor Sec 2)
		351920.028	184392.060		MN4000	RR spike fnd. (0.2' deep) (S.E. Cor Sec 35 & S.W. Cor Sec 36)
647+06.86 +/-	15.78' +/- LT	352558.400	184376.361	706.98*	CP101	¾" Iron rebar with yellow cap stamped "Do Not Disturb ODOT Control" set
650+21.03	16.97' RT	352872.559	184409.193	702.81*	CP102	¾" Iron rebar with yellow cap stamped "Do Not Disturb ODOT Control" set
655+80.46	18.83' RT	353431.992	184411.146	703.94*	CP103	¾" Iron rebar with yellow cap stamped "Do Not Disturb ODOT Control" set
667+23.74	0	354575.279	184392.512		MN4003	⅝" Iron rebar fnd.(illegible cap) (0.2'deep)(E.1/4 Post Sec35 & W.1/4 Post Sec36)
VERTICAL CONTROL						
646+40 +/-	54' +/- RT	352490	184446	712.30	BM101	MNSPK set in West face of Power Pole # 361-45
649+71	14' RT	352823	184407	705.13	BM102	Northeast Corner of the Northeast Wing to Bridge
656+96	32' RT	353547	184424	710.05	BM103	MNSPK set in West Face of Power Pole # 361-104
*This elevation may be subject to seasonal changes. Confirm elevation against other primary vertical control and benchmarks just prior to the start of construction activities.						

DESIGN AGENCY



DESIGNER

KCO

REVIEWER

MJM 06-04-24

PROJECT ID

119864

SHEET

P.4

TOTAL

35

ITEM 614 - MAINTAINING TRAFFIC

A MINIMUM OF ONE LANE OF TRAFFIC IN EACH DIRECTION SHALL BE MAINTAINED AT ALL TIMES, EXCEPT FOR A PERIOD NOT TO EXCEED 90 CONSECUTIVE CALENDAR DAYS, WHEN THROUGH TRAFFIC MAY BE DETOURED AS SHOWN ON SHEET 7. A DISINCENTIVE SHALL BE ASSESSED IN THE AMOUNT OF \$1,900 PER DAY FOR EACH CALENDAR DAY THE ROADWAY REMAINS CLOSED TO TRAFFIC BEYOND THE SPECIFIED LIMIT.

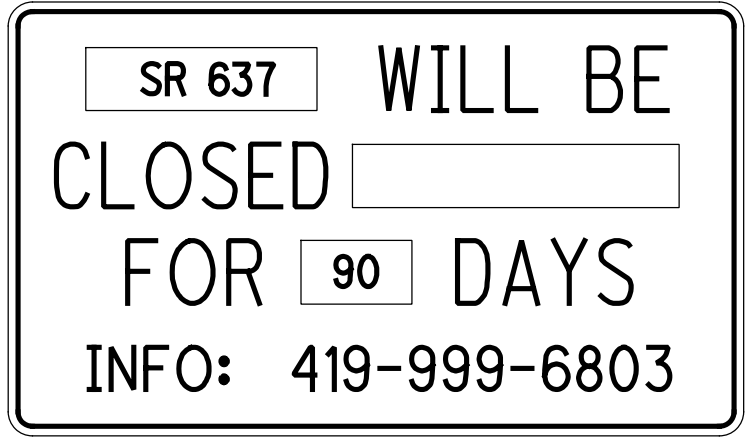
ACCESS TO ADJACENT PROPERTY WITHIN THE WORK LIMITS SHALL BE MAINTAINED BY THE CONTRACTOR AT ALL TIMES AS PER 614.02(a).

NOTICE OF CLOSURE SIGNS (W20-H13) SHALL BE ERECTED BY THE CONTRACTOR PRIOR TO THE SCHEDULED ROAD CLOSURE IN ACCORDANCE WITH THE NOTICE OF CLOSURE TIME TABLE BELOW.

THE SIGNS SHALL BE ERECTED ON THE RIGHT-HAND SIDE OF THE ROAD FACING TRAFFIC. THEY SHALL BE PLACED SO AS NOT TO INTERFERE WITH THE VISIBILITY OF ANY OTHER TRAFFIC CONTROL SIGNS. ON ROADWAYS, THEY SHOULD BE ERECTED AT OR NEAR THE POINT OF CLOSURE. AFTER THE ROAD IS OPENED TO THROUGH TRAFFIC AND THE "NOTICE OF CLOSURE" SIGNS ARE NO LONGER NEEDED, THE CONTRACTOR SHALL REMOVE THE SIGNS.

NOTICE OF CLOSURE SIGN TIME TABLE		
ITEM	DURATION OF CLOSURE	SIGN DISPLAYED TO PUBLIC
RAMP & ROAD CLOSURES	>= 2 WKS	14 CALENDAR DAYS PRIOR TO CLOSURE
	> 12 HRS & < 2 WKS	7 CALENDAR DAYS PRIOR TO CLOSURE
	< 12 HRS	2 BUSINESS DAYS PRIOR TO CLOSURE

THE SIGN SHALL DISPLAY THE DATE OF THE CLOSURE IN MMM-DD FORMAT AND THE NUMBER OF DAYS OF THE CLOSURE. THE LAST LINE OF THE W20-H13 SIGN LISTS A PHONE NUMBER WHICH A MOTORIST MAY CALL FOR ADDITIONAL INFORMATION.



W20-H13
NOTE: THE CONTRACTOR IS TO SUPPLY THE DATE

THE ROADWAY CLOSURES SHALL BE ESTABLISHED, MAINTAINED, AND SUBSEQUENTLY REMOVED BY THE CONTRACTOR AS PER STANDARD CONSTRUCTION DRAWING MT-101.60. THE DETOUR SIGNING SHALL BE ESTABLISHED, MAINTAINED AND SUBSEQUENTLY REMOVED BY THE STATE OF OHIO. THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER 14 DAYS IN ADVANCE OF THE PLANNED ROAD CLOSURE TO ALLOW FOR COORDINATING THE DETOUR SIGNING.

THE CONTRACTOR SHALL PROVIDE, ERECT AND MAINTAIN STANDARD 48 X 30 INCH ROAD CLOSED SIGNS, SIGN SUPPORTS, BARRICADES AND LIGHTS, AS DETAILED IN SCD MT-101.60 AT THE FOLLOWING LOCATIONS DURING PERIODS IN WHICH THE AFFECTED ROADS ARE CLOSED TO TRAFFIC:

- SR 637 ON THE BRIDGE OVER FLATROCK CREEK, JUST SOUTH OF THE WORK.
- SR 637 JUST NORTH OF THE WORK AND SOUTH OF THE PRIVATE DRIVEWAY AT SLM 12.46.

THE CONTRACTOR SHALL PROVIDE, ERECT AND MAINTAIN SIGNS AND SIGN SUPPORTS, AS DETAILED IN THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, AND TYPE III BARRICADES WITH R11-3a SIGNS AT LOCATIONS AS FOLLOWS:

- SR 637 JUST NORTH OF TR 156
- SR 637 JUST SOUTH OF TR 168

ALL WORK AND TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH C&MS 614 AND OTHER APPLICABLE PORTION OF THE SPECIFICATIONS, AS WELL AS THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES. PAYMENT FOR ALL LABOR, EQUIPMENT AND MATERIALS SHALL BE INCLUDED IN THE LUMP SUM CONTRACT PRICE FOR ITEM 614, MAINTAINING TRAFFIC, UNLESS SEPARATELY ITEMIZED IN THE PLAN.

NOTIFICATION OF TRAFFIC RESTRICTIONS

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 TO INFORM SPECIAL HAULING PERMITS SECTION (HAULING.PERMITS@DOT.OHIO.GOV) AND THE DISTRICT PUBLIC INFORMATION OFFICE (PIO). THIS NOTIFICATION SHALL BE RECEIVED BY THE PROJECT ENGINEER PRIOR TO THE PHYSICAL SETUP OF ANY APPLICABLE SIGNS OR MESSAGE BOARDS.

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 DUE TO PERMITS & PIO
RAMP & ROAD CLOSURES	>= 2 WKS	21 CALENDAR DAYS PRIOR TO CLOSURE
	> 12 HRS & < 2 WKS	14 CALENDAR DAYS PRIOR TO CLOSURE
	< 12 HRS	4 BUSINESS DAYS PRIOR TO CLOSURE
LANE CLOSURES AND RESTRICTIONS	>= 2 WKS	14 CALENDAR DAYS PRIOR TO CLOSURE
	< 2 WKS	5 BUSINESS DAYS PRIOR TO CLOSURE
START OF CONSTRUCTION & TRAFFIC PATTERN CHANGES	N/A	14 CALENDAR DAYS PRIOR TO IMPLEMENTATION

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

DESIGNATED LOCAL DETOUR ROUTE

IN ADDITION TO THE OFFICIAL, SIGNED DETOUR ROUTE, A LOCAL ROUTE HAS BEEN DETERMINED TO BE THE SECONDARY, UNSIGNED DETOUR ROUTE OR "DESIGNATED LOCAL DETOUR ROUTE." THIS ROUTE IS SHOWN ON SHEET 7. DURING THE TIME THAT TRAFFIC DETOURED, THE CONTRACTOR SHALL MAINTAIN THIS ROUTE IN A CONDITION WHICH IS REASONABLY SMOOTH AND FREE FROM HOLES, RUTS, RIDGES, BUMPS, DUST AND STANDING WATER. ONCE THE DETOUR IS REMOVED AND TRAFFIC RETURNED TO ITS NORMAL PATTERN, THE DESIGNATED LOCAL DETOUR ROUTE SHALL BE RESTORED TO A CONDITION THAT IS EQUIVALENT TO THAT WHICH EXISTED PRIOR TO ITS USE FOR THIS PURPOSE. ALL SUCH WORK SHALL BE PERFORMED WHEN AND AS DETERMINED BY THE ENGINEER.

THE REPLACEMENT PAVEMENT FOR ITEM 253 PAVEMENT REPAIR SHALL CONSIST OF 1-1/4" ITEM 441, ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG64-22 AND ITEM 407, TACK COAT PLACED ON 5" OF ITEM 301, ASPHALT CONCRETE BASE, PG64-22.

THE FOLLOWING ESTIMATED QUANTITIES ARE PROVIDED FOR USE AS DETERMINED BY THE ENGINEER TO MAINTAIN AND SUBSEQUENTLY RESTORE THE DESIGNATED LOCAL DETOUR ROUTE.

- ITEM 253 - PAVEMENT REPAIR = 20 CY
- ITEM 407 - NON-TRACKING TACK COAT = 20 GAL
- ITEM 441 - ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (449), PG64-22 = 10 CY
- ITEM 617 - COMPACTED AGGREGATE = 50 CY

DUST CONTROL

THE CONTRACTOR SHALL FURNISH AND APPLY WATER FOR DUST CONTROL AS DIRECTED BY THE ENGINEER. THE FOLLOWING ESTIMATED QUANTITY HAS BEEN INCLUDED FOR DUST CONTROL PURPOSES:

ITEM 616 - WATER = 21 M. GAL

DESIGN AGENCY



DESIGNER

KCO

REVIEWER

MJM 06-04-24

PROJECT ID

119864

SHEET

P.6

TOTAL

35