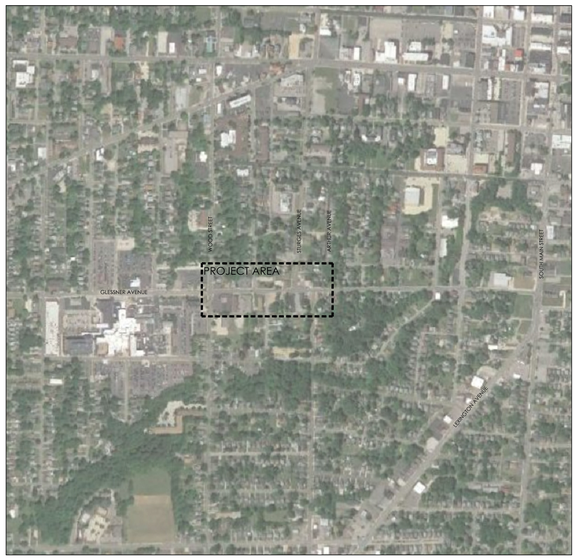
GLESSNER AVENUE

MANSFIELD, OHIO



NORTH

VICINITY MAP

NOT TO SCALE

Streetscape Improvements

PREPARED FOR:

City of Mansfield

30 North Diamond Street

Mansfield, OH 44902

419.755.9702

Monday, November 22, 2021

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LANDSCAPE ARCHITECT

EDGE PLANNING LANDSCAPE ARCHITECTURE URBAN DESIGN

330 W SPRING STREET, SUITE 350
COLUMBUS, OH 43215
614.486.3343
www.edgela.com

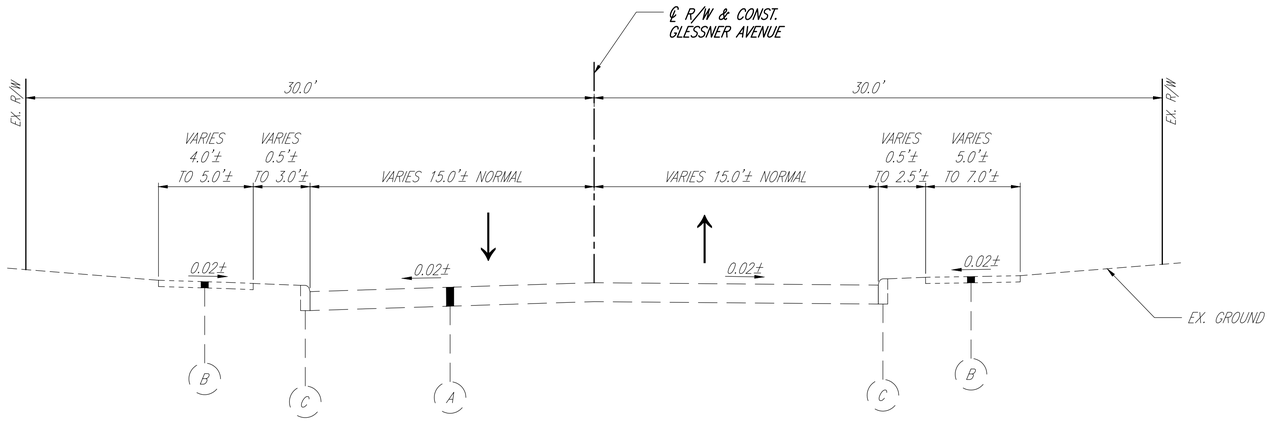
ENGINEERING

KEM K.E. McCARTNEY & ASSOCIATES ENGINEERS • PLANNERS • SURVEYORS

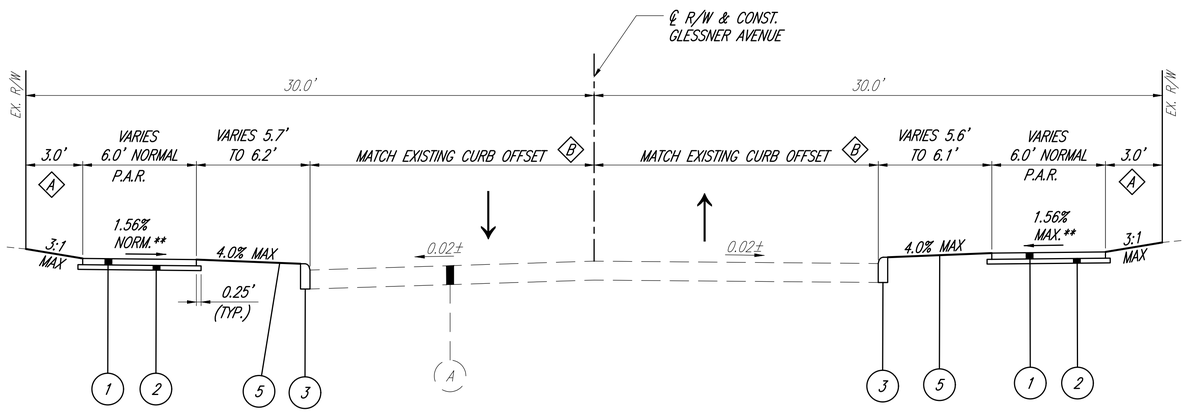
K.E. McCartney & Associates
52 N Diamond Street Mansfield, OH 44902
410.525.0093

PROJECT #: 21062

ISSUED FOR: Stage III



EXISTING TYPICAL SECTION



PROPOSED TYPICAL SECTION

ITEM LEGEND

1	608	4" CONCRETE WALK, AS PER PLAN (SEE SHEETS 67-68 FOR ADDITIONAL PROPOSED WALK INFORMATION)
2	304	4" AGGREGATE BASE (LIMESTONE)
3	609	CURB, TYPE 6, AS PER PLAN NO. 1
4	609	CURB, TYPE 6, AS PER PLAN NO. 2
5	659	SEEDING, MISC.: SEEDING AND MULCHING, CLASS 1

(A) EXISTING ASPHALT PAVEMENT. BUILDUP AND THICKNESS UNKNOWN.

(B) EXISTING CONCRETE WALK

(C) EXISTING CONCRETE CURB

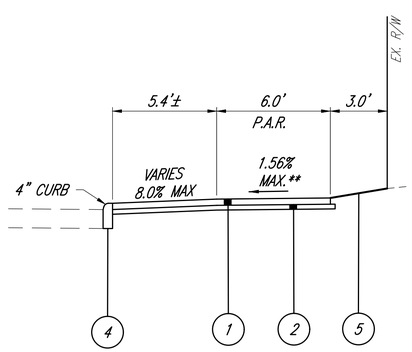
TYPICAL SECTION NOTES

(A) SEE THE CROSS SECTIONS AND PLAN DETAILS FOR TREATMENT OF SLOPE BEHIND THE WALK. SEE SHEETS 57-61, 68 FOR WALL LOCATIONS AND INSTALLATION DETAILS

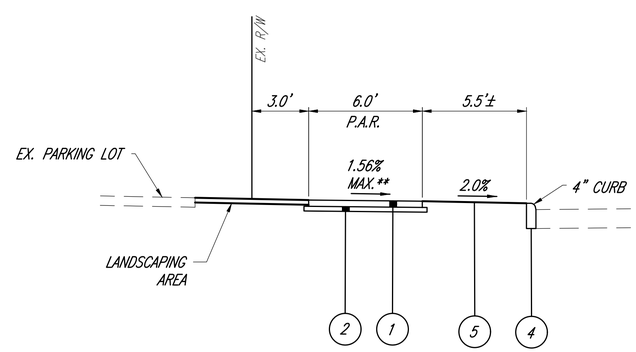
(B) THE INTENT IS TO PLACE THE PROPOSED CURB IN THE SAME LOCATION AS THE EXISTING CURB. CURB OFFSETS HAVE BEEN PROVIDED IN THE PLANS FOR LOCATIONS WHERE NO EXISTING CURB EXISTS.

** SEE CROSS SECTIONS AND PAVEMENT AND CURB RAMP DETAIL SHEETS FOR CHANGES TO TYPICAL CROSS SLOPES.

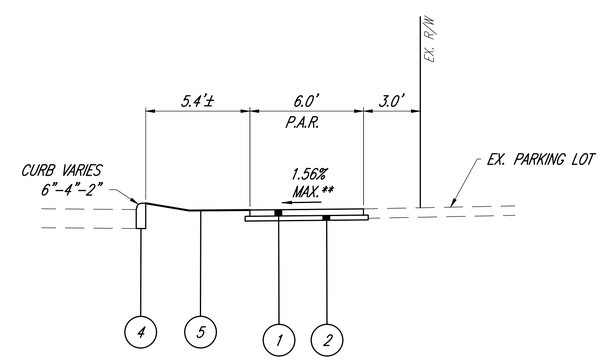
P.A.R. PEDESTRIAN ACCESS ROUTE SHALL BE 6' WIDE FOR THIS PROJECT. THE P.A.R. MAY BE REDUCED AS SHOWN ON THESE PLANS TO A MINIMUM OF 4' WIDE. IF THE NEED ARISES DURING CONSTRUCTION TO NARROW THE P.A.R. DUE TO UNFORESEEN FIELD CONSTRAINTS IT MAY NOT BE REDUCED TO LESS THAN 4' WIDE AND SHALL BE APPROVED IN WRITING BY THE CITY OF MANSFIELD AND THE ENGINEER PRIOR TO CONSTRUCTION.



PROPOSED TYPICAL SECTION
DAIRY QUEEN: STA. 105+70.53 RT. TO STA. 106+14.68 RT.



PROPOSED TYPICAL SECTION
LITTLE BLESSINGS: STA. 107+59.35 LT. TO STA. 107+87.31 LT.



PROPOSED TYPICAL SECTION
STURGES AVE SOUTH: STA. 112+75.45 RT. TO STA. 113+34.28 RT.

DESIGNED TGW
REVIEWED JDB

K.E. McCARTNEY & ASSOCIATES
ENGINEERS • PLANNERS • SURVEYORS

TYPICAL SECTIONS

CITY OF MANSFIELD
GLESSNER AVE STREETSCAPE

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GENERAL

WHERE SPECIFIED, THE 2019 STATE OF OHIO DEPARTMENT OF TRANSPORTATION CONSTRUCTION AND MATERIAL SPECIFICATIONS (C&MS) (ODOT ITEM NUMBERS) INCLUDING SUPPLEMENTAL SPECIFICATIONS (SS) AND STANDARD CONSTRUCTION DRAWINGS (SCD) SHALL APPLY EXCEPT AS MODIFIED OR EXPANDED HEREIN OR IN THE TECHNICAL SPECIFICATIONS.

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 ALL PERSONS, INCLUDING EMPLOYEES, AND PROPERTY.

ALL ITEMS OF WORK CALLED FOR ON THE PLANS FOR WHICH NO SPECIFIC METHOD OF PAYMENT IS PROVIDED SHALL BE PERFORMED BY THE CONTRACTOR. THE COST OF SAID WORK SHALL BE INCLUDED IN THE PRICE BID FOR THE VARIOUS RELATED ITEMS. IT IS THE INTENTION OF THE CONTRACT DOCUMENTS TO PROVIDE AND REQUIRE A COMPLETED PROJECT READY FOR OPERATION. ANY WORK ITEMS OMITTED FROM SUCH CONTRACT DOCUMENTS WHICH ARE CLEARLY NECESSARY FOR THE COMPLETION OF SUCH WORK AND ITS APPURTENANCES SHALL BE CONSIDERED A PART OF SUCH WORK ALTHOUGH NOT DIRECTLY SPECIFIED OR CALLED FOR IN THE CONTRACT DOCUMENTS.

ANY DEFECTS IN CONSTRUCTION, INCLUDING MATERIAL OR WORKMANSHIP, SHALL BE CORRECTED BY REMOVAL AND REPLACEMENT OR OTHER APPROVED METHODS PRIOR TO THE ACCEPTANCE BY THE OWNER. THE COST SHALL BE AT THE EXPENSE OF THE CONTRACTOR.

ANY MODIFICATIONS OF THE WORK AS SHOWN ON THESE APPROVED PLANS SHALL HAVE PRIOR WRITTEN APPROVAL OF THE OWNER.

ALL SURFACES INCLUDING DRAINAGE STRUCTURES, LANDSCAPING, PAVEMENTS, DRIVEWAYS, BERMS AND OTHER SURFACES DISTURBED DURING CONSTRUCTION OF THIS PROJECT SHALL BE RESTORED TO THEIR ORIGINAL CONDITION BY THE CONTRACTOR AT NO ADDITIONAL COST.

THE CONTRACTOR SHALL KEEP ALL STREETS, LANES AND PARKING AREAS ADJACENT TO THE PROJECT CLEAN AND FREE FROM ANY DEBRIS, MUD AND/OR OTHER CONSTRUCTION EQUIPMENT AT ALL TIMES DURING THE PROJECT.

UTILITIES

THE FOLLOWING IS A LIST OF UTILITY OWNERS WHO MUST BE NOTIFIED. THE CONTRACTOR SHALL CONFIRM LOCATIONS OF PROPOSED UTILITIES AND COMPLY WITH THE REGULATIONS SET FORTH BY THE RESPECTIVE PUBLIC SERVICE CORPORATIONS AS LISTED:

LUMEN
TIM BOWSER
175 ASHLAND ROAD
MANSFIELD, OH 44902
419-565-9011

AT&T - TRANSMISSION
(MCG FIBER)
MIKE DIEDERICH
7555 E. PLEASANT VALLEY RD.
SUITE 140
INDEPENDENCE, OH 44131
216-750-0135

CHARTER COMMUNICATIONS
SEAN BEVIS
1575 LEXINGTON AVENUE
MANSFIELD, OH 44907
419-632-6723

CONSOLIDATED ELECTRIC
(FIBEROPTIC LINES)
TYLER THOMPSON
5255 STATE ROUTE 95
P.O.BOX 111
MOUNT GILEAD, OH 43338
419-949-2977

OHIO EDISON
RICHARD HAAS
1717 ASHLAND ROAD
MANSFIELD, OH 44905
419-521-6257

COLUMBIA GAS OF OHIO
BEN CRUM
1021 N. MAIN STREET
MANSFIELD, OH 44903
419-340-2932

CITY OF MANSFIELD
(WATER/SANITARY/ELECTRIC)
BOB BIANCHI, P.E.
30 N DIAMOND STREET
MANSFIELD, OH 44902
419-755-9702

OHIO HEALTH SYSTEMS
DAIN SYKES
335 GLESSNER AVENUE
MANSFIELD, OH 44903
740-692-4496

CALL OHIO811 BEFORE YOU DIG.....800-362-2764

THE LOCATIONS OF THE UNDERGROUND UTILITIES SHOWN ON THE PLANS ARE AS OBTAINED FROM THE OWNERS AS REQUIRED BY SECTION 153.64 O.R.C. THEY ARE APPROXIMATE ONLY, THE ENGINEER AND OWNER CANNOT GUARANTEE THEIR ACCURACY OR COMPLETENESS. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO LOCATE ALL UTILITIES AS TO LINE AND GRADE BEFORE STARTING ANY WORK.

WORK LIMITS

THE WORK LIMITS 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.

CONSTRUCTION NOISE

ACTIVITIES AND LAND USE ADJACENT TO THIS PROJECT MAY BE AFFECTED BY CONSTRUCTION NOISE. IN ORDER TO MINIMIZE ANY ADVERSE CONSTRUCTION NOISE IMPACTS, DO NOT OPERATE POWER-OPERATED CONSTRUCTION-TYPE DEVICES BETWEEN THE HOURS OF 7 P.M. AND 7 A.M. IN ADDITION, DO NOT OPERATE AT ANY TIME ANY DEVICE IN SUCH A MANNER THAT THE NOISE CREATED SUBSTANTIALLY EXCEEDS THE NOISE CUSTOMARILY AND NECESSARILY ATTENDANT TO THE REASONABLE AND EFFICIENT PERFORMANCE OF SUCH EQUIPMENT.

CONTINGENCY QUANTITIES

THE CONTRACTOR SHALL NOT ORDER MATERIALS OR PERFORM WORK DESIGNATED BY PLAN NOTE TO BE USED "AS DIRECTED BY THE ENGINEER" UNLESS AUTHORIZED BY THE ENGINEER.

ROUNDING

SLOPE BREAKPOINTS SHALL BE ROUNDED EVEN THOUGH OTHERWISE SHOWN IN THE PLANS.

PROTECTION OF EXISTING UTILITIES AND PIPES

THE CONTRACTOR SHALL BE REQUIRED, AT HIS OWN EXPENSE, TO DO EVERYTHING NECESSARY TO PROTECT, SUPPORT AND SUSTAIN ALL STORM SEWERS, WATER PIPES, SERVICE PIPES, ELECTRIC LIGHTS, POWER POLES, CONDUIT AND OTHER FIXTURES LAID ACROSS OR ALONG THE SITE OF THE WORK. THE ENGINEER AS WELL AS THE COMPANY OR CORPORATION OWNING SAID PIPES, POLES OR CONDUITS MUST BE NOTIFIED OF THE SAME BY THE CONTRACTOR, BEFORE ANY SUCH FIXTURES ARE REMOVED OR DISTURBED. IN CASE ANY OF THE SAID SEWER, WATER PIPES, SERVICE PIPES, ELECTRICAL LIGHT, POWER POLES, CONDUITS OR OTHER FIXTURES ARE DAMAGED THEY SHALL BE REPAIRED BY THE AUTHORITIES HAVING CONTROL OF THE SAME, AND THE EXPENSE OF SAID REPAIRS SHALL BE DEDUCTED FROM THE MONIES WHICH ARE DUE OR TO BECOME DUE THE CONTRACTOR UNDER THIS CONTRACT.

SHOULD IT BECOME NECESSARY TO CHANGE THE POSITION, OR TEMPORARILY REMOVE ANY STORM SEWER, SANITARY SEWER, ELECTRIC CONDUITS, WATER PIPES, OR OTHER PIPES OR WIRES IN ORDER TO PERMIT THE CONTRACTOR TO USE A PARTICULAR METHOD OF CONSTRUCTION OR IN ORDER TO CLEAR THE STRUCTURES BEING BUILT, THE CONTRACTOR SHALL NOTIFY THE ENGINEER OF THE LOCATION AND CIRCUMSTANCES AND SHALL CEASE WORK, IF NECESSARY, UNTIL SATISFACTORY ARRANGEMENTS HAVE BEEN MADE BY THE OWNERS OF SAID PIPES OR WIRES TO PROPERLY CARE FOR THE SAME. THE ENTIRE COST OF THE CHANGES OR TEMPORARY REMOVAL MUST BE INCLUDED IN THE PRICES STIPULATED FOR THE VARIOUS ITEMS OF WORK TO BE DONE UNDER THIS CONTRACT.

PROTECTION OF MONUMENTS, PROPERTY CORNER MARKERS, ETC.

PROPERTY CORNER MARKERS, ETC., SHALL NOT BE DISTURBED BY THE CONTRACTOR. IN THE EVENT IT IS NECESSARY TO REMOVE THESE ITEMS, THE CONTRACTOR SHALL AT HIS EXPENSE, EMPLOY A REGISTERED SURVEYOR TO PROPERLY REFERENCE THE POINTS AND SHALL RESET THEM THE SAME AFTER CONSTRUCTION HAS BEEN COMPLETED IN THE AREA.

PROTECTION AND RESTORATION OF PROPERTY

THE CONTRACTOR SHALL USE CARE TO PROTECT PUBLIC AND PRIVATE PROPERTY AS PER ITEM 107.10 OF THE CONSTRUCTION AND MATERIALS SPECIFICATIONS.

IF THE CONTRACTOR CAUSES ANY DIRECT OR INDIRECT DAMAGE OR INJURY TO PUBLIC OR PRIVATE PROPERTY BY ANY ACT, OMISSION, NEGLECT, OR MISCONDUCT IN THE EXECUTION OR THE NON-EXECUTION OF THE WORK, THEN IT MUST RESTORE, AT ITS OWN EXPENSE, THE PROPERTY TO A CONDITION SIMILAR OR EQUAL TO THAT EXISTING BEFORE THE DAMAGE OR INJURY.

IF MAILBOXES, ROAD, OR STREET NAME SIGNS AND SUPPORTS INTERFERE WITH THE WORK, THEN REMOVE AND ERECT THEM IN A TEMPORARY LOCATION DURING CONSTRUCTION IN A MANNER SATISFACTORY TO, AND AS DIRECTED BY THE ENGINEER. AFTER COMPLETION OF THE WORK AND BEFORE FINAL ACCEPTANCE OF THE PROJECT, ERECT THE MAILBOXES, ROAD, OR STREET NAME SIGNS AND SUPPORTS IN THEIR PERMANENT LOCATIONS ACCORDING TO THE PLANS UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

USPS MAIL COORDINATION

IN ADDITION TO REQUIREMENTS SET FORTH IN ODOT C&MS AND THE "PROTECTION AND RESTORATION OF PROPERTY" NOTE IN THESE PLANS, THE CONTRACTOR SHALL COORDINATE MAIL DELIVERY WITH THE LOCAL POST OFFICE TO ENSURE UNINTERRUPTED DELIVERY TO ALL PROPERTIES WITHIN THE PROJECT LIMITS.

THE CITY OF MANSFIELD WILL PROVIDE THE CONTACT INFORMATION FOR THE LOCAL POST OFFICE CONTACT AT THE PRECONSTRUCTION MEETING.

PROTECTION OF RIGHT-OF-WAY LANDSCAPING AND PRECONSTRUCTION VIDEO

PRIOR TO BEGINNING WORK, THE CONTRACTOR, THE PROJECT ENGINEER, AND A REPRESENTATIVE OF THE MAINTAINING AGENCY WILL REVIEW AND RECORD ALL LANDSCAPING ITEMS WITHIN THE RIGHT OF WAY (BOTH WITHIN AND OUTSIDE OF THE CONSTRUCTION LIMITS). A RECORD OF THIS REVIEW WILL BE KEPT IN THE ENGINEER'S FILES. PRIOR TO FINAL ACCEPTANCE A FINAL REVIEW OF LANDSCAPING WILL BE MADE.

IN ADDITION, THE CONTRACTOR IS TO MAKE AND SUBMIT A PRE-CONSTRUCTION VIDEO OF THE ENTIRE PROJECT LIMITS TO THE ENGINEER. THE COST OF THE PRECONSTRUCTION VIDEO SHALL BE INCLUDED IN THE LUMP SUM BID PRICE FOR ITEM 624 - MOBILIZATION.

CONSTRICT ALL ACTIVITIES, EQUIPMENT STORAGE, AND STAGING TO WITHIN THE CONSTRUCTION LIMITS, UNLESS OTHER AGREEMENTS ARE MADE WITH PRIVATE PROPERTY OWNERS. THE ENGINEER SHALL RECEIVE A COPY OF ANY OUTSIDE AGREEMENT. THE DOCUMENT SUBMITTED MUST CLEARLY IDENTIFY THE AREA AND EXPLAIN THE PROPOSED USE AND RESTORATION OF THE AREA. USE OF THESE AREAS FOR DISPOSAL OF WASTE MATERIAL AND CONSTRUCTION DEBRIS, EXCAVATION OF BORROW MATERIAL AND PLACEMENT OF PORTABLE PLANTS IS PROHIBITED. THE REQUEST MUST BE APPROVED, IN WRITING, BEFORE THE CONTRACTOR HAS PERMISSION TO USE THE AREA.

ANY ITEMS DAMAGED BEYOND THE CONSTRUCTION LIMITS AS DEFINED ABOVE WILL BE REPLACED IN KIND OR AS APPROVED BY THE ENGINEER AT NO COST TO THE OWNER.

ITEM 832 - EROSION CONTROL

EROSION, RESULTING FROM CONSTRUCTION ACTIVITIES, SHALL BE MINIMIZED AND SEDIMENT, RESULTING FROM CONSTRUCTION ACTIVITIES, SHALL NOT LEAVE THE PROJECT LIMITS. ANY BMP'S NOT SPECIFICALLY COVERED OR DISCUSSED IN SS 832 OR SCD DM-4.4, SHALL BE APPROVED BY THE ENGINEER, PRIOR TO USE ON THE PROJECT. THE FOLLOWING QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY FOR USE AS DIRECTED BY THE ENGINEER.

ITEM 832 - EROSION CONTROL 5,000 EA.

ITEM 659 - SEEDING, MISC.: SEEDING AND MULCHING, CLASS 1

TOPSOIL AND SEEDING AND MULCHING (CLASS 1) SHALL BE APPLIED TO ALL DISTURBED AREAS AND EXPOSED SOIL BETWEEN THE RIGHT-OF-WAY LINES AND OR CONSTRUCTION LIMITS AS APPROVED BY THE ENGINEER. INDIVIDUAL AREAS AND DETAILS HAVE BEEN SHOWN ON THE LANDSCAPING PLANS, SHEETS 62-66 & 68. IN ADDITION TO THESE AREAS THE CONTRACTOR SHALL SEED AND MULCH ALL OTHER AREAS DISTURBED BY THEIR CONSTRUCTION ACTIVITIES.

THIS ITEM SHALL ALSO INCLUDE ALL REPAIR SEEDING AND MULCHING, INTER-SEEDING, COMMERCIAL FERTILIZER AND WATER PER C&MS 659 REQUIRED TO REPAIR ALL DAMAGE OR EROSION OF THE SEEDED AND MULCHED AREAS BEFORE THE COMPLETION OF THE PROJECT. PAYMENT FOR THIS ITEM SHALL BE MADE AT THE LUMP SUM PRICE BID FOR ITEM 659 - SEEDING, MISC.: SEEDING AND MULCHING, CLASS 1 AND SHALL INCLUDE ALL LABOR, EQUIPMENT, MATERIALS, AND INCIDENTALS NECESSARY TO COMPLETE THIS ITEM TO THE SATISFACTION OF THE ENGINEER.

PROJECT ALTERNATE BID

THIS PROJECT HAS BEEN SET UP TO BE BID WITH A "BASE BID" AND AN "ALTERNATE BID #1". THE BASE BID WILL INCLUDE ALL THE ON THE NORTH AND SOUTH SIDES OF GLESSNER AVENUE BETWEEN WOOD STREET AND STURGES AVENUE INCLUDING THE BRICK CROSSWALK AND CURB RAMP 14. ALTERNATE BID #1 WILL INCLUDE THE WORK ON THE NORTH SIDE OF GLESSNER AVENUE BETWEEN STURGES AVENUE AND ARTHUR AVENUE. THESE LIMITS HAVE BEEN DEFINED IN THE PLANS.

CLEARING AND GRUBBING, AS PER PLAN

THIS ITEM SHALL INCLUDE ALL CLEARING, GRUBBING, SCALPING AND THE REMOVAL AND SATISFACTORY DISPOSAL OF TREES, STUMPS, VEGETATION AND DEBRIS AS MAY BE NECESSARY FOR THE COMPLETION OF THE WORK. THIS ITEM SHALL ALSO INCLUDE THE REMOVAL OF MISCELLANEOUS ITEMS CALLED OUT TO BE REMOVED IN THE PLANS (WALLS, LANDSCAPING, ETC.) THAT ARE NOT SEPARATELY ITEMIZED.

THE CONTRACTOR SHALL TAKE ALL NECESSARY PRECAUTIONS TO PROTECT AND SAVE ALL TREES WHICH ARE ADJACENT TO THE LINE OF WORK AND SHALL REMOVE ONLY THOSE TREES WHICH ARE DESIGNATED FOR REMOVAL ON THE PLANS OR DIRECTED BY THE ENGINEER. TREE ROOTS AND OVERHANGING BRANCHES SHALL NOT BE CUT EXCEPT WITH SPECIAL PERMISSION OF THE ENGINEER. WHEN REQUIRED, THE CUTTING OF ROOTS AND BRANCHES SHALL BE NEATLY TRIMMED AND COVERED WITH GRAFTING WAX. ALL DAMAGE SHALL BE REPAIRED BY THE CONTRACTOR AT HIS OWN EXPENSE TO THE SATISFACTION OF THE ENGINEER. WHERE MISCELLANEOUS SMALL TREES AND SHRUBS ARE NOTED TO BE REMOVED AND RESET, THE COST OF SUCH WORK SHALL BE CONSIDERED INCIDENTAL TO THE COMPLETION OF THE PROJECT.

REMOVAL OF TREES OR STUMPS

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, AS PER PLAN

SIZES	NO. TREES	NO. STUMPS	TOTAL
12"	6	1	7

PAYMENT FOR ALL OPERATIONS FOR TREE AND STUMP REMOVAL SHALL BE INCLUDED IN THE LUMP SUM PRICE BID FOR ITEM 201, CLEARING AND GRUBBING, AS PER PLAN

EXCAVATION AND EMBANKMENT

C&MS ITEM 203 EXCAVATION AND C&MS ITEM 203 EMBANKMENT HAVE NOT BEEN SEPARATELY ITEMIZED IN THESE PLANS. ALL NECESSARY EXCAVATION AND EMBANKMENT SHALL BE INCIDENTAL TO THE ITEMS DEFINED FOR CONSTRUCTION IN THESE PLANS AND NO ADDITIONAL COMPENSATION SHALL BE MADE FOR THE REMOVAL AND DISPOSAL OF C&MS ITEM 203 EXCAVATION OR THE FURNISHING, PLACING, AND COMPACTION OF C&MS ITEM 203 EMBANKMENT. ALL EXCAVATION AND EMBANKMENT WORK SHALL BE PERFORMED IN ACCORDANCE WITH C&MS ITEM 203.

ALL EXCESS EXCAVATION SURPLUS MATERIAL AND RUBBISH SHALL BE DISPOSED OF BY CONTRACTOR PER ITEM 203.04, 105.16 & 105.17

ITEM 204 - SUBGRRADE COMPACTION, AS PER PLAN

ROLLER REQUIREMENTS WITHIN THE CITY CORP LIMITS:
WITHIN THE CORPORATION LIMITS OF THE CITY OF MANSFIELD, THE CONTRACTOR SHALL NOT USE VIBRATORY ROLLERS FOR THE COMPACTION OF ANY MATERIAL.

SAWCUTS

ALL REQUIRED SAWCUTS ON THE PROJECT SHALL BE INCIDENTAL TO ASSOCIATED PROJECT ITEMS. NO SEPARATE PAYMENTS WILL BE MADE. ALL SAW CUTS OF THE EXISTING PAVEMENT SHALL BE FULL DEPTH. THE INTENT IS TO CUT COMPLETELY THROUGH ANY EXISTING BRICK BASE THAT MAY BE PRESENT IN THE EXISTING PAVEMENT BUILDUP.

VERTICAL CURB TAPERS

ALL VERTICAL CURB TAPERS SHALL BE 2" MIN TO 4" OR 6" MAX. (BY CURB TYPE) IN 10' UNLESS OTHERWISE APPROVED BY THE ENGINEER TO BETTER FIT FIELD CONDITIONS OR AS INDICATED IN THESE PLANS. ROADWAY CURBS SHALL ONLY TRANSITION TO 0" AT CURB RAMPS.

CONTRACTION AND/OR EXPANSION JOINTS

ALTHOUGH SPECIFIC LOCATIONS OF CERTAIN CONTRACTION AND EXPANSION JOINTS HAVE BEEN DETAILED ON THIS PLAN, NO WAIVER OF THE SPECIFICATIONS IS INTENDED. IN ALL CASES, THE PROVISION OF EXPANSION JOINTS AT ALL MAJOR STRUCTURES INCLUDING THE MAXIMUM SPACING BETWEEN CONTRACTION JOINTS IS IN ACCORDANCE WITH STANDARD CONSTRUCTION DRAWING BP-2.2 AND THE SPECIFICATIONS.

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CALCULATED TGW
CHECKED JDL
K.E. McCARTNEY & ASSOCIATES
ENGINEERS • PLANNERS • SURVEYORS

GENERAL NOTES - 1

CITY OF MANSFIELD
GLESSNER AVE STREETSCAPE

ITEM 202 - SPECIAL - PARKING BLOCK REMOVED

THIS ITEM SHALL CONFORM TO C&MS SECTION 202. THE CONTRACTOR SHALL REMOVE THE EXISTING PARKING BLOCK AND SAFELY STORE IT ON SITE FOR THE PROPERTY OWNER. IF THEY DO NOT DESIRE THE PARKING BLOCKS THEY SHALL BECOME THE PROPERTY OF THE CONTRACTOR AND SHALL BE PROPERLY DISPOSED OF.

ALL COSTS IN THE ABOVE DESCRIBED WORK TO REMOVE, STORE, AND DISPOSE THE EXISTING PARKING BLOCK SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 202 - SPECIAL - PARKING BLOCK REMOVED.

ITEM 202 - REMOVAL MISC.: EXISTING STEEL POLE REMOVED

THIS ITEM SHALL CONFORM TO C&MS SECTION 202. THE CONTRACTOR SHALL REMOVE AND DISPOSE OF THE EXISTING STEEL POLE AT THE LOCATIONS SPECIFIED IN THE PLANS. ANY EXISTING WIRING ATTACHED SHALL BE DISCONNECTED AT IT'S SOURCE, REMOVED AND DISPOSED OF AS PART OF THIS ITEM.

ALL COSTS IN THE ABOVE DESCRIBED WORK SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 202 - REMOVAL MISC.: EXISTING STEEL POLE REMOVED.

ITEM 202 - REMOVAL MISC.: EXISTING POLE FOUNDATION REMOVED

THIS ITEM SHALL CONFORM TO C&MS SECTION 202 AND 625.21.C. THE CONTRACTOR SHALL REMOVE EXISTING CONCRETE FOUNDATION TO A DEPTH NECESSARY TO COMPLETE THE PROPOSED CONSTRUCTION AND TO THE SATISFACTION OF THE ENGINEER.

ALL COSTS IN THE ABOVE DESCRIBED WORK SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 202 - REMOVAL MISC.: EXISTING POLE FOUNDATION REMOVED.

ITEM 202 - REMOVAL MISC.: EXISTING BOLLARD REMOVED

THIS ITEM SHALL CONFORM TO C&MS SECTION 202. THE CONTRACTOR SHALL REMOVE EXISTING BOLLARD TO A DEPTH NECESSARY TO COMPLETE THE PROPOSED CONSTRUCTION AND TO THE SATISFACTION OF THE ENGINEER. ANY SALVAGEABLE EQUIPMENT FROM THE EXISTING BOLLARD NOT USED FOR THE NEW BOLLARD INSTALLATION IS PROPERTY OF THE DAIRY QUEEN OWNERS AND SHALL BE TURNED OVER TO THEM. IF THEY DO NOT DESIRE ANY OF THE EQUIPMENT IT SHALL BECOME THE PROPERTY OF THE CONTRACTOR AND SHALL BE PROPERLY DISPOSED OF.

ALL COSTS IN THE ABOVE DESCRIBED WORK SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 202 - REMOVAL MISC.: EXISTING BOLLARD REMOVED.

ITEM 202 - PAVEMENT REMOVED, AS PER PLAN

THIS ITEM SHALL CONFORM TO C&MS SECTION 202 WITH THE EXCEPTION THAT IT SHALL INCLUDE THE REMOVAL AND DISPOSAL OF THE EXISTING ASPHALT, CONCRETE, AND OR BRICK PAVEMENT THAT MAY BE ENCOUNTERED DURING THE REMOVAL OF THE EXISTING PAVEMENTS. ALL VOIDS BETWEEN PAVEMENT REMOVED AND THE PROPOSED PAVEMENT BASE SHALL BE FILLED WITH ITEM 304 - AGGREGATE BASE (LIMESTONE). ALL VOIDS CREATED BY REMOVING EXISTING PAVEMENT IN PROPOSED LANDSCAPE AND OR LAWN AREAS SHALL BE FILLED WITH ITEM 201 - EMBANKMENT.

PAYMENT FOR THIS ITEM SHALL BE MADE AT THE UNIT CONTRACT PRICE BID PER SQUARE YARD FOR ITEM 202 - PAVEMENT REMOVED, AS PER PLAN AND SHALL INCLUDE ALL LABOR, EQUIPMENT, MATERIALS, AND INCIDENTALS NECESSARY TO CONSTRUCT THIS ITEM TO THE SATISFACTION OF THE ENGINEER.

ITEM 203 - ROADWAY, MISC.: ROADWAY CROSSWALK BRICK PAVERS

THE BRICK PAVERS FOR THE ROADWAY CROSSWALK PORTIONS OF THIS PROJECT SHALL CONFORM TO CITY OF COLUMBUS SPECIFICATION SS-1524 AND SHALL BE THE TYPE AS SPECIFIED ON SHEET(S) 67-68 OF THIS PLAN SET. THE COST FOR THE NEOPRENE MODIFIED ADHESIVE, JOINT FILLING SAND, JOINT SAND STABILIZER, AND ANY OTHER MISCELLANEOUS ITEMS AS SPECIFIED IN SS-1524 NOT SPECIFICALLY ITEMIZED IN THESE PLANS SHALL BE INCLUDED IN THE UNIT COST OF THE BRICK PAVER ITEMS.

PAYMENT FOR THIS ITEM SHALL BE MADE AT THE UNIT CONTRACT PRICE BID PER SQUARE YARD FOR ITEM 203 - ROADWAY, MISC.: ROADWAY CROSSWALK BRICK PAVERS AND SHALL INCLUDE ALL LABOR, EQUIPMENT, MATERIALS, AND INCIDENTALS NECESSARY TO CONSTRUCT THIS ITEM TO THE SATISFACTION OF THE ENGINEER.

ITEM 305 - CONCRETE BASE, MISC.: 8 1/2" CONCRETE VEHICULAR BRICK PAVER BASE, QC MS

THIS ITEM SHALL CONFORM TO C&MS 305 AND SHALL BE CONSTRUCTED AS DETAILED IN THE CITY OF COLUMBUS SPECIFICATION SS-1524 AND ON SHEET(S) 67-68. IN ADDITION THIS ITEM SHALL INCLUDE THE COST FOR THE REINFORCING DOWEL BARS AS DETAILED ON SHEET(S) 67-68. PAYMENT FOR THIS ITEM SHALL BE MADE AT THE UNIT CONTRACT PRICE BID PER SQUARE YARD FOR ITEM 305 - CONCRETE BASE, MISC.: 8 1/2" CONCRETE VEHICULAR BRICK PAVER BASE, QC-MS AND SHALL INCLUDE ALL LABOR, EQUIPMENT, MATERIALS, AND INCIDENTALS NECESSARY TO CONSTRUCT THIS ITEM TO THE SATISFACTION OF THE ENGINEER.

ITEM 407 - TACK COAT, 702.13, AS PER PLAN

THIS ITEM SHALL CONFORM TO C&MS 407 AND THE CITY OF COLUMBUS SPECIFICATION SS-1524. IN ADDITION THE CONTRACTOR SHALL TAKE EXTRA CARE AND PRECAUTION NOT TO GET TACK COAT ON THE FINAL ADJACENT ROADWAY, SIDEWALK, CURB RAMP, OR CURB SURFACES. IT IS RECOMMENDED THAT THE CONTRACTOR COVER THE ADJACENT SECTIONS OF ROADWAY, WALK, CURB RAMP, AND CURB PRIOR TO PLACEMENT OF THE TACK COAT. IF TACK COAT DOES GET ON THE NEW ROADWAY, SIDEWALK, CURB RAMP, OR CURB SURFACES AND CANNOT BE REMOVED WITHOUT LEAVING A STAIN THE CONTRACTOR SHALL REMOVE THE STAINED SECTION BACK TO THE ADJACENT JOINTS AND REPLACE IT AT NO ADDITIONAL COST TO THE PROJECT. THE ENGINEER AND THE CITY OF MANSFIELD SHALL MAKE THE FINAL DETERMINATIONS AS TO WHETHER A SECTION OF ROADWAY, WALK, OR CURB NEED BE REPLACED DUE TO STAINING FROM TACK COAT.

PAYMENT FOR THIS ITEM SHALL BE MADE AT THE UNIT CONTRACT PRICE BID PER GALLON FOR ITEM 407 - TACK COAT, 702.13, AS PER PLAN AND SHALL INCLUDE ALL LABOR, EQUIPMENT, MATERIALS, AND INCIDENTALS NECESSARY TO CONSTRUCT THIS ITEM TO THE SATISFACTION OF THE ENGINEER.

ITEM 441 - ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), AS PER PLAN

THIS ITEM SHALL CONFORM TO C&MS 441 AND THE CITY OF COLUMBUS SPECIFICATION SS-1524. IN ADDITION THE CONTRACTOR SHALL TAKE EXTRA CARE AND PRECAUTION NOT TO GET ASPHALT ON THE FINAL ROADWAY, SIDEWALK, CURB RAMP, OR CURB SURFACES. IT IS RECOMMENDED THAT THE CONTRACTOR COVER THE ADJACENT SECTIONS OF ROADWAY, WALK, CURB RAMP, AND CURB PRIOR TO PLACEMENT OF THE ASPHALT. IF ASPHALT DOES GET ON THE ROADWAY, SIDEWALK, CURB RAMP, OR CURB SURFACE AND CANNOT BE REMOVED WITHOUT LEAVING A STAIN THE CONTRACTOR SHALL REMOVE THE STAINED SECTION OF BACK TO THE ADJACENT JOINTS AND REPLACE IT AT NO ADDITIONAL COST TO THE PROJECT. THE ENGINEER AND THE CITY OF MANSFIELD SHALL MAKE THE FINAL DETERMINATIONS AS TO WHETHER A SECTION OF ROADWAY, WALK, OR CURB NEED BE REPLACED DUE TO STAINING FROM ASPHALT.

PAYMENT FOR THIS ITEM SHALL BE MADE AT THE UNIT CONTRACT PRICE BID PER CUBIC YARD FOR ITEM 441 - ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), AS PER PLAN AND SHALL INCLUDE ALL LABOR, EQUIPMENT, MATERIALS, AND INCIDENTALS NECESSARY TO CONSTRUCT THIS ITEM TO THE SATISFACTION OF THE ENGINEER.

ITEM 608 - 4" CONCRETE WALK, AS PER PLAN

THIS ITEM SHALL CONFORM TO C&MS SECTION 608 WITH THE EXCEPTION THAT IT SHALL ALSO INCLUDE ANY ADDITIONAL ADJUSTMENTS TO SLOPES OUTSIDE OF THE PEDESTRIAN ACCESS ROUTE (6' WIDE SIDEWALK) NECESSARY TO MATCH INTO EXISTING CONDITIONS.

PAYMENT FOR THIS ITEM SHALL BE MADE AT THE UNIT CONTRACT PRICE BID PER SQUARE FOOT FOR ITEM 608 - 4" CONCRETE WALK, AS PER PLAN AND SHALL INCLUDE ALL LABOR, EQUIPMENT, MATERIALS, AND INCIDENTALS NECESSARY TO CONSTRUCT THIS ITEM TO THE SATISFACTION OF THE ENGINEER.

ITEM 608 - CURB RAMP, AS PER PLAN

SCD BP-7.1 STATES THAT ANY CURB AND/OR CURB AND GUTTER INSTALLED WITHIN THE LIMITS OF A NEW CURB RAMP SHALL BE INCLUDED IN THE SQUARE FOOTAGE MEASUREMENT AND PAYMENT FOR ITEM 608 - CURB RAMP, AS PER PLAN. THE INTENDED CURB RAMP PAYMENT AREAS HAVE BEEN DESIGNATED IN THE PLANS.

ANY BACKSIDE OR EDGE RETAINING CURB, AS SHOWN IN SCD BP-7.1, SHALL BE PAID AS ITEM 608 - CURB RAMP, AS PER PLAN PER THE SCD AND HAS BEEN DESIGNATED IN THE PLANS TO BE INCLUDED WITH THE CURB RAMP.

A SEPARATE QUANTITY OF ITEM 304 - 4" AGGREGATE BASE, (LIMESTONE) HAS BEEN PROVIDED FOR BASE MATERIAL BENEATH THE CURB RAMP AREA.

ITEM 609 - CURB, TYPE 6, AS PER PLAN, NO. 1

THIS ITEM SHALL CONFORM TO C&MS 609 AND BP-5.1. THE INTENT IS TO PLACE THE NEW CURB IN THE SAME LOCATIONS AS THE EXISTING CURB. ALL SAW CUTS OF THE EXISTING PAVEMENT TO REMOVE THAT EXISTING CURB SHALL BE FULL DEPTH SAW CUTS. IN THE LOCATIONS WHERE THERE IS NO EXISTING CURB SPECIFIC DIMENSIONS TO THE FACE OF PROPOSED CURB HAVE BEEN IDENTIFIED IN THE PLANS. THE NEW CURB THROUGH THE RADIUS RETURNS SHALL BE PLACED PER THE PROPOSED RADII DIMENSIONS SPECIFIED IN THE PLANS AS THE PROPOSED CURB RAMPS HAVE BEEN DETAILED BASED ON THESE DIMENSIONS.

ANY ADDITIONAL CONCRETE NECESSARY TO FILL VOIDS BETWEEN THE EXISTING PAVEMENT AND THE FACE OF THE PROPOSED CURB SHALL BE CONSIDERED INCIDENTAL TO THIS ITEM. THE ADDITIONAL CONCRETE SHALL BE THE SAME THICKNESS AS THE PROPOSED CURB AND FINISHED FLUSH WITH THE ADJACENT PAVEMENT.

PAYMENT FOR THIS ITEM SHALL BE MADE AT THE UNIT CONTRACT PRICE BID PER LINEAR FOOT FOR ITEM 609 - CURB, TYPE 6, AS PER PLAN, NO. 1 AND SHALL INCLUDE ALL LABOR, EQUIPMENT, MATERIALS, AND INCIDENTALS NECESSARY TO CONSTRUCT THIS ITEM TO THE SATISFACTION OF THE ENGINEER.

ITEM 609 - CURB, TYPE 6, AS PER PLAN, NO. 2

THIS ITEM SHALL CONFORM TO C&MS 609 AND BP-5.1 WITH THE EXCEPTION THAT THE CURB HEIGHT SHALL BE TRANSITIONED FROM 6" TO 4" TO 2" AS DETAILED IN THESE PLANS TO MAINTAIN POSITIVE DRAINAGE ACROSS THE PROJECT SITE. FINAL CURB HEIGHTS MAY BE ADJUSTED IN THE FIELD TO FIT EXISTING SITE CONDITIONS BUT SHALL NOT BE PLACED AT A HEIGHT LESS THAN 2" HIGH.

THE INTENT IS TO PLACE THE NEW CURB IN THE SAME LOCATIONS AS THE EXISTING CURB. ALL SAW CUTS OF THE EXISTING PAVEMENT TO REMOVE THAT EXISTING CURB SHALL BE FULL DEPTH SAW CUTS. IN THE LOCATIONS WHERE THERE IS NO EXISTING CURB SPECIFIC DIMENSIONS TO THE FACE OF PROPOSED CURB HAVE BEEN IDENTIFIED IN THE PLANS. THE NEW CURB THROUGH THE RADIUS RETURNS SHALL BE PLACED PER THE PROPOSED RADII DIMENSIONS SPECIFIED IN THE PLANS AS THE PROPOSED CURB RAMPS HAVE BEEN DETAILED BASED ON THESE DIMENSIONS.

ANY ADDITIONAL CONCRETE NECESSARY TO FILL VOIDS BETWEEN THE EXISTING PAVEMENT AND THE FACE OF THE PROPOSED CURB SHALL BE CONSIDERED INCIDENTAL TO THIS ITEM. THE ADDITIONAL CONCRETE SHALL BE THE SAME THICKNESS AS THE PROPOSED CURB AND FINISHED FLUSH WITH THE ADJACENT PAVEMENT.

PAYMENT FOR THIS ITEM SHALL BE MADE AT THE UNIT CONTRACT PRICE BID PER LINEAR FOOT FOR ITEM 609 - CURB, TYPE 6, AS PER PLAN, NO. 2 AND SHALL INCLUDE ALL LABOR, EQUIPMENT, MATERIALS, AND INCIDENTALS NECESSARY TO CONSTRUCT THIS ITEM TO THE SATISFACTION OF THE ENGINEER.

ITEM 609 - CURB, TYPE 6, AS PER PLAN, NO. 3

THIS ITEM SHALL CONFORM TO C&MS 609, BP-5.1. THE INTENT OF THIS CURB ITEM IS TO BE USED AS A RETAINING CURB ALONG THE BACK OF THE WALK. A STANDARD HEIGHT OF 6" OR 4" HAS BEEN CALLED FOR IN THE PLANS BUT MAY BE ADJUSTED IN THE FIELD BY THE CONTRACTOR TO MEET EXISTING SITE CONDITIONS AS APPROVED BY THE ENGINEER. THE CONTRACTOR SHALL ADJUST THE CURB HEIGHT AT THE BEGINNING AND END OF CURB RUNS TO A HEIGHT OF 0" TO BLEND INTO THE EXISTING PAVEMENT OR GRADING CONDITIONS.

PAYMENT FOR THIS ITEM SHALL BE MADE AT THE UNIT CONTRACT PRICE BID PER LINEAR FOOT FOR ITEM 609 - CURB, TYPE 6, AS PER PLAN, NO. 3 AND SHALL INCLUDE ALL LABOR, EQUIPMENT, MATERIALS, AND INCIDENTALS NECESSARY TO CONSTRUCT THIS ITEM TO THE SATISFACTION OF THE ENGINEER.

REVIEW OF DRAINAGE FACILITIES

BEFORE ANY WORK IS STARTED ON THE PROJECT AND AGAIN BEFORE FINAL ACCEPTANCE BY THE MAINTAINING AGENCY, REPRESENTATIVES OF THE MAINTAINING AGENCY 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 MAINTAINING AGENCY.

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 CITY.

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.

ITEM SPECIAL- MISCELLANEOUS METAL

EXISTING CASTINGS MAY PROVE TO BE UNSUITABLE FOR REUSE, AS DETERMINED BY THE ENGINEER. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO PROVIDE THE CASTINGS OF THE REQUIRED TYPE, SIZE AND STRENGTH (HEAVY OR LIGHT DUTY) FOR THE PARTICULAR STRUCTURE IN QUESTION. ALL MATERIAL SHALL MEET ITEM 611 OF THE SPECIFICATIONS AND SHALL HAVE THE PRIOR APPROVAL OF THE ENGINEER.

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY FOR USE AS DIRECTED BY THE ENGINEER.

SPECIAL, MISCELLANEOUS METAL 2,000 POUNDS

THE CONTRACTOR IS CAUTIONED TO USE EXTREME CARE IN THE REMOVAL, STORAGE AND REPLACEMENT OF ALL EXISTING CASTINGS. CASTINGS DAMAGED BY THE NEGLIGENCE OF THE CONTRACTOR, AS DETERMINED BY THE ENGINEER, SHALL BE REPLACED WITH THE PROPER NEW CASTINGS AT THE EXPENSE OF THE CONTRACTOR.

ITEM 611 - CATCH BASIN RECONSTRUCTED TO GRADE, AS PER PLAN

THIS ITEM SHALL CONFORM TO C&MS 611 WITH THE EXCEPTION THAT THE CONTRACTOR SHALL SAWCUT THE EXISTING CATCH BASIN APRONS TO ALLOW FOR THE PLACEMENT OF THE PROPOSED CURB AND CONCRETE INTERSECTION PAVEMENT. THE EXISTING STRUCTURE AND GRATE SHALL NOT BE ADJUSTED UNLESS APPROVED BY THE ENGINEER AND THE CITY OF MANSFIELD. THE PROPOSED CURB AND PAVEMENT SHALL BE DOWELED INTO THE EXISTING DRAINAGE STRUCTURE APRON TO REMAIN. AN EXPANSION JOINT SHALL BE PROVIDED IN THE CURB AT BOTH ENDS OF THE DRAINAGE STRUCTURE.

PAYMENT FOR THIS ITEM SHALL BE MADE AT THE UNIT CONTRACT PRICE BID PER EACH FOR ITEM 611 - CATCH BASIN RECONSTRUCTED TO GRADE, AS PER PLAN AND SHALL INCLUDE ALL LABOR, EQUIPMENT, MATERIALS, AND INCIDENTALS NECESSARY TO CONSTRUCT THIS ITEM TO THE SATISFACTION OF THE ENGINEER.

ITEM 611 - MANHOLE ADJUSTED TO GRADE, AS PER PLAN

THIS ITEM SHALL CONFORM TO C&MS 611 AND STANDARD CONSTRUCTION DRAWINGS MH-1.1 AND MH-1.2. THE INTENT IS TO PLACE THE FINAL PAVEMENT AT THE SAME ELEVATION AND CROSS SLOPE AS THE EXISTING PAVEMENT. HOWEVER, MINOR ADJUSTMENTS TO THE MANHOLE CASTINGS MAY BE NECESSARY TO ENSURE A SMOOTH/ FLUSH TRANSITION FROM THE NEW CONCRETE PAVEMENT TO THE EXISTING CASTING.

PAYMENT WILL BE MADE AT THE UNIT CONTRACT PRICE FOR EACH ITEM 611 - MANHOLE RECONSTRUCTED TO GRADE, AS PER PLAN AND SHALL BE FULL COMPENSATION FOR ALL LABOR. MATERIALS AND INCIDENTALS REQUIRED TO COMPLETE THIS ITEM IN A SATISFACTORY WORKMANLIKE MANNER.

CALCULATED TGW
CHECKED JDL
K.E.McCARTNEY & ASSOCIATES
ENGINEERS • PLANNERS • SURVEYORS
GENERAL NOTES - 2
CITY OF MANSFIELD
GLESSNER AVE STREETSCAPE

RESIDENTIAL UTILITY CONNECTIONS

ALL RESIDENTIAL DRAINAGE, WHICH ARE ENCOUNTERED DURING CONSTRUCTION, SHALL BE REPLACED OR RELOCATED AS NEEDED IN ORDER TO AVOID INTERFERING WITH ALL PROPOSED PROJECT WORK. ALL DRAINAGE CONNECTIONS SHALL USE 611 TYPE F CONDUIT AND SHALL BE AS PER DETAIL A AND OR DETAIL B ON THIS SHEET.

THE LOCATION, TYPE, SIZE AND GRADE OF REPLACEMENTS SHALL BE DETERMINED IN THE FIELD AND APPROVED BY THE ENGINEER. PAYMENT SHALL BE MADE ON FINAL MEASUREMENTS. ALL TIE-INS SHALL BE DOCUMENTED AND LOCATIONS PROVIDED TO THE CITY OF MANSFIELD.

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED FOR THE WORK NOTED ABOVE:

ITEM 611 4" THRU 8" CONDUIT, TYPE F 50 LIN. FT

ITEM 638 - VALVE AND SERVICE BOXES ADJUSTED TO GRADE

THIS ITEM IS FOR USE, AS DIRECTED BY THE ENGINEER, ON THE PROJECT FOR AREAS IN WHICH EXISTING WATER VALVE BOXES DO NOT MATCH FINAL ELEVATIONS AFTER PROPOSED WORK IS COMPLETE. THE FOLLOWING QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY, FOR USE AS DIRECTED BY THE ENGINEER. SECTION 104.02.D SHALL NOT PERTAIN TO THE ITEM LISTED BELOW AND NO PAYMENT FACTOR WILL BE APPLIED.

ITEM 638 - VALVE BOX ADJUSTED TO GRADE 3 EA
ITEM 638 - SERVICE BOX ADJUSTED TO GRADE 9 EA

ITEM 690 - SPECIAL - BOLLARD

THIS ITEM SHALL INCLUDE THE INSTALLATION OF A CONCRETE BOLLARD IN THE DAIRY QUEEN PARKING LOT AS DIRECTED IN THESE PLANS. THE CONTRACTOR MAY USE UNDAMAGED PARTS OF THE EXISTING BOLLARDS REMOVED AS PART OF THIS PROJECT. ANY NEW EQUIPMENT, MATERIALS, AND LABOR NECESSARY TO COMPLETE THIS ITEM SHALL BE INCLUDED IN THE PRICE BID PER EACH FOR ITEM 690 - SPECIAL - BOLLARD.

CONNECTIONS TO EXISTING TOPOGRAPHY

ALTHOUGH CONSTRUCTION PLANS SHOW INTENDED LIMITS OF PROPOSED WORK, IT MAY BECOME NECESSARY TO CONNECT PROPOSED CONSTRUCTION ITEMS TO EXISTING TOPOGRAPHY OR TO THE NEAREST PRACTICAL EXISTING CONCRETE JOINT, THUS DEVIATING FROM PLAN LIMITS. THE BELOW ITEMS MAY EXCEED PLAN LIMITS AND QUANTITIES, AS DIRECTED BY THE ENGINEER, IN ORDER TO BETTER CONNECT PROJECT ITEMS TO EXISTING CONDITIONS. PAYMENT FOR WORK AND RESULTING QUANTITIES IN EXCESS OF THE PLAN LIMITS FOR SAID CONNECTIONS SHALL BE MEASURED AND PAID UNDER THE FOLLOWING PROJECT ITEMS.

ITEM 202 - PAVEMENT REMOVED, AS PER PLAN
ITEM 202 - WALK REMOVED
ITEM 202 - CURB REMOVED
ITEM 304 - AGGREGATE BASE (LIMESTONE)
ITEM 452 - 8" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC MS
ITEM 608 - 4" CONCRETE WALK, AS PER PLAN
ITEM 608 - CURB RAMP, AS PER PLAN
ITEM 609 - CURB, TYPE 6, AS PER PLAN, NO. 1
ITEM 609 - CURB, TYPE 6, AS PER PLAN, NO. 2
ITEM 609 - CURB, TYPE 6, AS PER PLAN, NO. 3

ELEVATION DATUM AND HORIZONTAL CONTROL

ALL ELEVATIONS ARE ORTHOMETRIC HEIGHTS USING THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD 88) AND THE GEOID12 GEOID. HORIZONTAL POSITIONS ARE BASED ON THE OHIO STATE PLANE NORTH ZONE, A LAMBERT CONFORMAL CONIC MAP PROJECTION, THE NORTH AMERICAN DATUM OF 1983 (NAD 83 (2011)), AND THE GRS80 ELLIPSOID.

PROJECT CONTROL AND CENTERLINE TABLE

POINT NO.	STA.	OFFSET	CL	NORTHING (Y)	EASTING (X)	ELEVATION (Z)	DESCRIPTION
BM-1	104+97.82	26.30' LT	GLESSNER AVE	396009.51	1961481.40	1314.89	CHISELED "X" ON SOUTH SIDE OF MANHOLE RIM
BM-2	107+78.91	24.80' LT	GLESSNER AVE	396016.00	1961765.41	1305.87	SOUTHWEST BOLT OF 5" POST BASE
BM-3	109+57.61	0.95' LT	GLESSNER AVE	395997.22	1961944.73	1299.16	CHISELED "X" ON NORTH SIDE OF MANHOLE RIM
BM-4	112+47.76	35.04' LT	GLESSNER AVE	396039.46	1962233.80	1291.16	TOP SOUTHEAST BOLT ON CONC. BASE
CNPT-1	103+60.22	30.00' LT	GLESSNER AVE	396009.31	1961346.75	1313.42	1" IRON PIPE FOUND
CNPT-2	109+87.14	30.00' RT	GLESSNER AVE	395967.13	1961975.12	1297.88	5/8" IRON PIN FOUND, RAMSEY
CNPT-3	111+34.76	30.16' RT	GLESSNER AVE	395971.11	1962122.68	1294.83	5/8" IRON PIN FOUND, SEILER
CNPT-4	114+55.23	17.86' RT	GLESSNER AVE	395992.40	1962442.68	1286.65	SMALL MAG NAIL SET
PI	100+00.00	CL	GLESSNER AVE	395969.10	1960987.53		PI GLESSNER AVENUE
PI	109+87.14	CL	GLESSNER AVE	395997.12	1961974.27		PI GLESSNER AVENUE DEFLECTION (0°01'04" RT)
PI	116+62.65	CL	GLESSNER AVE	396016.08	1962649.52		PI GLESSNER AVENUE
PI	5+00.00	CL	WOOD ST	395482.56	1961459.98		PI WOOD STREET
PI	12+81.55	CL	WOOD ST	396264.11	1961462.42		PI WOOD STREET
PI	4+00.00	CL	N BLYMYER AVE	395993.29	1961839.50		PI BLYMYER AVENUE NORTH OF GLESSNER AVENUE
PI	7+05.79	CL	N BLYMYER AVE	396298.95	1961848.30		PI BLYMYER AVENUE NORTH OF GLESSNER AVENUE
PI	1+00.00	CL	S BLYMYER AVE	395496.43	1961948.92		PI BLYMYER AVENUE SOUTH OF GLESSNER AVENUE
PI	6+00.00	CL	S BLYMYER AVE	395996.43	1961950.20		PI BLYMYER AVENUE SOUTH OF GLESSNER AVENUE
PI	8+00.00	CL	N STURGES AVE	396003.10	1962187.28		PI STURGES AVENUE NORTH OF GLESSNER AVENUE
PI	10+57.70	CL	N STURGES AVE	396260.38	1962201.92		PI STURGES AVENUE NORTH OF GLESSNER AVENUE
PI	7+00.00	CL	S STURGES AVE	395507.52	1962346.00		PI STURGES AVENUE SOUTH OF GLESSNER AVENUE
PI	12+00.00	CL	S STURGES AVE	396007.51	1962344.48		PI STURGES AVENUE SOUTH OF GLESSNER AVENUE
PI	14+00.00	CL	ARTHUR AVE	396009.56	1962417.41		PI ARTHUR AVENUE
PI	15+06.85	CL	ARTHUR AVE	396116.23	1962423.69		PI ARTHUR AVENUE

STANDARD CONSTRUCTION DRAWING LIST

BELOW IS A LIST OF ODOT AND CITY OF COLUMBUS STANDARD CONSTRUCTION DRAWINGS AND SUPPLEMENTAL SPECIFICATIONS THAT ARE PERTINENT TO THIS PROJECT.

STANDARD CONSTRUCTION DRAWINGS

BP-2.2	1/15/2021	HL-10.13	4/17/2020	TC-41.20	10/18/2013	MT-95.31	7/19/2019
BP-4.1	7/19/2013	HL-20.11	1/15/2021	TC-41.30	10/18/2013	MT-97.10	4/19/2019
BP-5.1	7/16/2021	HL-30.11	1/15/2021	TC-41.40	10/18/2013	MT-101.60	1/17/2020
BP-7.1	7/17/2020	HL-30.22	1/15/2021	TC-42.20	10/18/2013	MT-101.90	7/17/2020
		HL-40.20	7/17/2020	TC-52.10	10/18/2013	MT-105.10	1/17/2020
RM-1.1	1/15/2021	HL-60.11	7/21/2017	TC-52.20	1/15/2021	MT-110.10	7/19/2013
		HL-60.31	1/17/2020	TC-74.10	7/16/2021		
CB-6	7/16/2021			TC-83.20	7/21/2017		
				TC-85.20	4/17/2020		
MH-1	7/16/2021						
MH-3	7/16/2021						
DM-1.1	7/17/2020						
DM-4.4	1/15/2016						

SUPPLEMENTAL SPECIFICATIONS

800	1/21/2022
821	4/20/2012
832	10/19/2018
921	4/20/2012

SPECIAL PROVISIONS

NONE

CITY OF COLUMBUS SPECIFICATIONS

SS-1524	5/8/2014

CALCULATED TGW
CHECKED JDL

K.E. McCARTNEY & ASSOCIATES
ENGINEERS • PLANNERS • SURVEYORS

GENERAL NOTES - 3

CITY OF MANSFIELD
GLESSNER AVE STREETSCAPE

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ITEM 614– MAINTAINING TRAFFIC, AS PER PLAN

GENERAL

THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING AND CONTROLLING TRAFFIC ON ALL STREETS AND ROADS AFFECTED BY CONSTRUCTION, AND SHALL, PRIOR TO CONSTRUCTION, SUBMIT A CONSTRUCTION SCHEDULE AND A PLAN OF PROPOSED MAINTENANCE OF TRAFFIC OPERATIONS TO THE CITY OF MANSFIELD AND ENGINEER FOR APPROVAL INDICATING DATES AND DURATION OF EACH STAGE/PHASE OF CONSTRUCTION. THE CONTRACTOR SHALL NOTIFY THE CITY OF MANSFIELD IN WRITING A MINIMUM OF 14 DAYS IN ADVANCE OF THE FIRST ANTICIPATED MAINTENANCE OF TRAFFIC OPERATION.

VEHICULAR AND PEDESTRIAN ACCESS

THERE ARE SIDEROADS, COMMERCIAL BUSINESSES, AND RESIDENCES WITHIN THE PROJECT LIMITS THAT SHALL HAVE ACCESS MAINTAINED AT ALL TIMES, UNLESS OTHERWISE STATED IN THIS NOTE. THE CONTRACTOR SHALL GIVE 7 DAY NOTICE (IN WRITING) TO PROPERTY OWNERS BEFORE CLOSING DRIVEWAYS OR RESTRICTING ACCESS AT ANY TIME. NO DRIVEWAYS OR ACCESS POINTS SHALL BE COMPLETELY CLOSED UNTIL ACCESS AND PARKING ARRANGEMENTS HAVE BEEN MADE WITH THE PROPERTY OWNER. THE CONTRACTOR'S WRITTEN NOTICE SHALL INCLUDE CONTACT INFORMATION (CELL PHONE NUMBER) FOR THE ONSITE SUPERVISOR FOR THE CONTRACTOR SO THAT ARRANGEMENTS AND COORDINATION CAN BE EASILY COMMUNICATED. IF A BUSINESS DECIDES TO CEASE OPERATIONS DURING WORK IN THEIR AREA, THE CONTRACTOR SHALL PROVIDE WRITTEN PERMISSION FROM THE BUSINESS OWNER TO THE ENGINEER.

THE RESTRICTION OF PEDESTRIAN TRAFFIC TO BUSINESSES, RESIDENTS AND CHURCHES IS STRICTLY PROHIBITED AT ALL TIMES UNLESS PRIOR APPROVAL IS GIVEN BY THE PROPERTY OWNER AND/OR BUSINESS OWNER (IN WRITING) AND PROJECT ENGINEER. THE CONTRACTOR SHALL GIVE NOTICE IN WRITING 7 DAYS IN ADVANCE OF THE PROPOSED RESTRICTION STATING THE TIME AND DURATION OF THE RESTRICTION. THE CONTRACTOR'S WRITTEN NOTICE SHALL INCLUDE CONTACT INFORMATION (CELL PHONE NUMBER) FOR THE ONSITE SUPERVISOR FOR THE CONTRACTOR SO THAT ARRANGEMENTS AND COORDINATION CAN BE EASILY COMMUNICATED. IF A BUSINESS DECIDES TO CEASE OPERATIONS DURING WORK IN THEIR AREA, THE CONTRACTOR SHALL PROVIDE WRITTEN PERMISSION FROM THE BUSINESS OWNER TO THE ENGINEER.

STEEL PLATES AND/OR AGGREGATE SHALL BE USED FOR MAINTAINING VEHICULAR ACCESS. STEEL PLATES, WOOD, AND/OR ANOTHER ADA COMPLIANT HARD SURFACE TREATMENT SHALL BE USED FOR MAINTAINING PEDESTRIAN TRAFFIC.

ALL WORK INCLUDING LABOR, EQUIPMENT, INCIDENTALS AND MATERIALS REQUIRED TO MAINTAIN BOTH VEHICULAR AND PEDESTRIAN ACCESS AS STATED ABOVE SHALL BE INCLUDED IN THE LUMP SUM CONTRACT PRICE FOR ITEM – 614 MAINTAINING TRAFFIC, AS PER PLAN.

ANY ADDITIONAL WORK INCLUDING LABOR, EQUIPMENT, INCIDENTALS, AND MATERIALS NOT SPECIFICALLY ITEMIZED BUT REQUIRED TO MAINTAIN BOTH VEHICULAR AND PEDESTRIAN ACCESS AT ALL TIMES, AS STATED ABOVE, OR AS DIRECTED BY THE ENGINEER SHALL BE INCLUDED IN THE LUMP SUM CONTRACT PRICE FOR ITEM – 614 MAINTAINING TRAFFIC, AS PER PLAN.

ROADWAY WORKZONE

TWO-WAY TRAFFIC (ONE LANE IN EACH DIRECTION) SHALL BE MAINTAINED THROUGH THE PROJECT SITE, UNLESS OTHERWISE NOTED IN THESE PLANS OR AS APPROVED BY THE ENGINEER. ANY NECESSARY LANE CLOSURES SHALL BE IN ACCORDANCE WITH STANDARD CONSTRUCTION DRAWINGS MT-95.31 AND MT-97.10. THE CONTRACTOR SHALL MAINTAIN A MINIMUM LANE WIDTH OF TEN (10) FEET AT ALL TIMES AS SHOWN IN THE MOT TYPICAL SECTIONS ON SHEET 7. IN ADDITION FIGURE 6H-6 (TA-6) OF SECTION 6 OF THE MUTCD IS CITED AS AN APPROPRIATE EXAMPLE OF MAINLINE WORKZONES.

DROP OFFS WITHIN THE WORKZONE SHALL BE IN ACCORDANCE TO MT-101.90. TRENCHES THAT CROSS ROADWAYS, ALLEYS, AND COMMERCIAL DRIVEWAYS SHALL BE PROTECTED WITH SECURELY PINNED AND WEDGED STEEL PLATES OR BACKFILLED TO THE TOP AT THE END OF EACH WORK DAY.

THE LENGTH AND DURATION OF LANE AND ROAD CLOSURES AND RESTRICTIONS SHALL BE AT THE APPROVAL OF THE ENGINEER UNLESS OTHERWISE STATED IN THESE PLANS. IT IS THE INTENT TO MINIMIZE THE IMPACT TO THE TRAVELING PUBLIC. LANE CLOSURES OR RESTRICTIONS OVER SEGMENTS OF THE PROJECT IN WHICH NO WORK IS ANTICIPATED WITHIN A REASONABLE TIME FRAME, AS DETERMINED BY THE ENGINEER, SHALL NOT BE PERMITTED. THE LEVEL OF UTILIZATION OF MAINTENANCE OF TRAFFIC DEVICES SHALL BE COMMENSURATE WITH THE WORK IN PROGRESS.

ITEM 614– MAINTAINING TRAFFIC, AS PER PLAN (CONTINUED)

ROADWAY WORKZONE (CONTINUED)

ABSOLUTELY, UNDER NO CIRCUMSTANCES SHALL THE CONTRACTOR CLOSE A ROAD OR LANE WITHOUT PRIOR APPROVAL.

ALL WORK PERFORMED ALONGSIDE THE EXISTING ROADWAY SHALL HAVE SIGNS AND CONES AND SHALL FOLLOW ODOT STANDARD DRAWINGS AND ITEM 614.

WHENEVER THE CONTRACTOR'S WORK RESTRICTS SIGHT DISTANCE OR MANEUVERABILITY SUCH THAT THE EXISTING TRAFFIC CONTROL IS NOT SAFE, IT SHALL BE HIS/HER RESPONSIBILITY TO PROVIDE A FLAGGER TO SAFELY DIRECT TRAFFIC THROUGH THE AREA. COORDINATION IN THIS MATTER SHALL BE MADE WITH THE CITY OF MANSFIELD AND THE ENGINEER, AND ANY COSTS SHALL BE INCLUDED IN THE BID ITEM 614 MAINTAINING TRAFFIC, AS PER PLAN.

PEDESTRIAN WORKZONE

THE CONTRACTOR SHALL PROVIDE TEMPORARY BARRICADES, STEEL PLATES, OR OTHER ACCEPTABLE MEANS ON THE SIDES OF THE PROPOSED CONSTRUCTION TO ADEQUATELY PROVIDE SAFETY FOR THEIR OPERATIONS DURING CONSTRUCTION, IN COMPLIANCE WITH FEDERAL, STATE, AND LOCAL LAWS INCLUDING SAFETY FOR POTENTIAL UNAUTHORIZED PEDESTRIAN USAGE. PEDESTRIAN SEPARATION SHALL BE IN ACCORDANCE WITH SCD MT-110.10. IT WILL BE THE CONTRACTORS RESPONSIBILITY TO ERECT, MAINTAIN, ADJUST, AND REMOVE THE SAFETY DEVICES. PAYMENT FOR ALL LABOR, EQUIPMENT, MATERIALS AND INCIDENTALS SHALL BE INCLUDED IN THE LUMP SUM CONTRACT PRICE BID FOR ITEM 614 – MAINTAINING TRAFFIC, AS PER PLAN.

THE CONTRACTOR WILL BE RESPONSIBLE FOR PROVIDING PEDESTRIAN DETOUR ROUTES AND SIGNING DURING CONSTRUCTION. SIGNING FOR THE PEDESTRIAN DETOUR ROUTES SHALL BE IN ACCORDANCE WITH STANDARD CONSTRUCTION DRAWING MT-110.10. ALL WORK INCLUDING LABOR, EQUIPMENT, INCIDENTALS AND MATERIALS REQUIRED TO DETOUR AND MAINTAIN PEDESTRIAN ACCESS AS STATED ABOVE AT ALL TIMES AS DIRECTED BY THE ENGINEER SHALL BE INCLUDED IN THE LUMP SUM CONTRACT PRICE FOR ITEM 614 – MAINTAINING TRAFFIC, AS PER PLAN.

PARKING RESTRICTIONS

ON-STREET PARKING SHALL BE RESTRICTED DURING CONSTRUCTION THROUGH THE ACTIVE WORK ZONE. ALL ON-STREET WITHIN THE WORK ZONE SHALL BE CLOSED WITH THE USE OF TEMPORARY NO PARKING SIGN. ALL COSTS ASSOCIATED WITH THIS WORK SHALL BE INCLUDED IN THE LUMP SUM COST FOR ITEM 614 – MAINTAINING TRAFFIC, AS PER PLAN.

GENERAL

ALL WORK AND TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH C&MS 614 AND OTHER APPLICABLE PORTIONS 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, AS PER PLAN.

ADDITIONAL TRAFFIC CONTROL ITEMS MAY BE DEEMED NECESSARY BY THE ENGINEER TO ENSURE THE SAFETY OF THE TRAVELING PUBLIC AND SAFETY OF WORKERS WITHIN THE CONSTRUCTION ZONE. ANY ADDITIONAL WORK INCLUDING LABOR, EQUIPMENT, MATERIALS, AND INCIDENTALS NOT SPECIFICALLY ITEMIZED BUT REQUIRED FOR MAINTAINING TRAFFIC AND SAFETY DURING CONSTRUCTION AS DIRECTED BY THE ENGINEER SHALL BE INCLUDED IN THE LUMP SUM CONTRACT PRICE FOR ITEM 614 – MAINTAINING TRAFFIC, AS PER PLAN.

EMERGENCY RESPONSE

THE CONTRACTOR IS TO RECEIVE THE CONTACT INFORMATION FROM THE CITY OF MANSFIELD FOR ALL EMERGENCY RESPONSE DEPARTMENTS INCLUDING THE CONTACT FOR OHIO HEALTH MEDICAL AT THE PRECONSTRUCTION MEETING. THE CONTRACTOR SHALL NOTIFY ALL EMERGENCY RESPONSE DEPARTMENTS INCLUDING OHIO HEALTH MEDICAL 7 DAYS PRIOR TO CONSTRUCTION BEGINNING AND 7 DAYS PRIOR TO ANY SIGNIFICANT CHANGE IN TRAFFIC PATTERNS OCCURRING.

ITEM 614– MAINTAINING TRAFFIC, AS PER PLAN (CONTINUED)

MAINTENANCE OF TRAFFIC (DRIVEWAY ACCESS)

IN ORDER TO MINIMIZE POTENTIAL CONFLICTS, THE CONTRACTOR SHALL CONTACT EACH PROPERTY OWNER OR TENANT THAT WILL BE AFFECTED BY THE PROPOSED DRIVEWAY APRON REPLACEMENTS. A WRITTEN NOTICE SHOULD BE GIVEN TO EACH PROPERTY WITH A PHONE NUMBER FOR AN ONSITE REPRESENTATIVE OF THE CONTRACTOR AT LEAST 48 HOURS PRIOR TO ANY DRIVEWAY CLOSURE. THE NOTICE SHOULD STATE A TIME FRAME OF EXPECTED CLOSURE AND SUGGESTED LOCATIONS FOR RESIDENTS TO PARK WHICH WILL BE COORDINATED WITH THE ENGINEER. THE CONTRACTOR SHOULD MAKE THEIR BEST EFFORT TO ACCOMMODATE RESIDENTS OR OWNERS WHO REQUIRE ANY SPECIAL NEEDS.

DRIVEWAYS ARE ONLY TO BE CLOSED DURING THE INSTALLATION AND CURING TIMES FOR CONCRETE ITEMS. AT ALL OTHER TIMES (EXCAVATION, STORM SEWER INSTALLATION, ETC.) DRIVES SHALL BE MAINTAINED WITH THE USE OF PLATES AND/OR GRANULAR MATERIAL, UNLESS THE WORK IS PERFORMED ON THE SAME DAY OF THE CONCRETE POUR (TEMPORARY ACCESS AND STEEL PLATE COSTS ARE TO BE INCLUDED IN THE BID PRICE FOR ITEM 614 – MAINTAINING TRAFFIC, AS PER PLAN).

DRIVES SHALL BE OPENED TO TRAFFIC AS FOLLOWS:

CURB: BEAM BREAK OF 600 PSI OR GREATER

DRIVE APRONS (CLASS QC MS CONCRETE): BEAM BREAK OF 600 PSI OR 24 HOURS (WHICHEVER IS LESS IN DURATION)

COMMERCIAL DRIVES

ACCESS TO COMMERCIAL PROPERTIES MUST BE MAINTAINED AT ALL TIMES. DRIVE CONSTRUCTION SHALL BE PHASED IN ORDER TO MINIMIZE DISRUPTION TO THE PROPERTIES. COMMERCIAL DRIVE NOTICES SHALL PROVIDE THE OWNER WITH PROPOSED PHASING AND TIME FRAMES.

ALL COMMERCIAL PROPERTIES ON THE PROJECT MAY ONLY HAVE ONE DRIVE CLOSED AT ANY GIVEN TIME THROUGHOUT THE DURATION OF THE PROJECT. PROPERTIES WITH ONLY A SINGLE ACCESS POINT SHALL BE CONSTRUCTED THROUGH PARTIAL WIDTH CONSTRUCTION, UNLESS OTHERWISE AGREED UPON WITH THE PROPERTY OWNER OR TENANT. PROPERTIES WITH ACCESSES BEING REMOVED BY THE PROJECT SHALL HAVE ALL PROPOSED WORK TO OTHER ACCESSES COMPLETED PRIOR TO PERMANENT REMOVAL OF SAID ACCESS POINT. THE CONTRACTOR SHALL MAKE THEIR BEST EFFORT TO ACCOMMODATE OWNERS WHO REQUIRE ANY SPECIAL NEEDS.

THE DRIVEWAYS TO THE DAIRY QUEEN PROPERTY AT 265 GLESSNER AVENUE SHALL BE CONSTRUCTED AS EARLY AS POSSIBLE WITH THE FIRST STAGE OF CONSTRUCTION TO MINIMIZE THE IMPACT TO THEIR SEASONAL DELIVERIES. DRIVEWAY CONSTRUCTION FOR DAIRY QUEEN SHALL HAVE AN INTERIM COMPLETION DATE OF APRIL 15, 2022. LIQUIDATED DAMAGES IN ACCORDANCE WITH C&MS 108.07 SHALL BE PAID FOR EVERY DAY AFTER THIS DATE THAT THIS WORK IS NOT COMPLETED.

SPECIAL BUSINESS ACCOMMODATIONS

THE CONTRACTOR SHALL MAKE EVERY EFFORT TO ACCOMMODATE THE FOLLOWING SPECIAL BUSINESS ACTIVITIES WITHIN THE PROJECT LIMITS.

DAIRY QUEEN ACCESS (265 GLESSNER AVENUE): THE CONTRACTOR SHALL COORDINATE WITH THE DAIRY QUEEN PROPERTY OWNERS TO MAKE SURE THAT SEASONAL BUSINESS TRAFFIC INCLUDING DELIVERY VEHICLES HAVE SAFE AND REASONABLE ACCESS TO THE PROPERTY AT ALL TIMES. THIS MAY INCLUDE UP TO 2 ADDITIONAL SIGNS (36"x36" MAX) INSTALLED ON THE DETOUR ROUTE TO MAKE SURE PATRONS KNOW HOW AND WHERE TO SAFELY ACCESS THE DAIRY QUEEN PARKING LOT.

LITTLE BLESSINGS DAYCARE ACCESS (250 GLESSNER AVENUE): THE CONTRACTOR SHALL COORDINATE WITH THE LITTLE BLESSINGS DAYCARE PROPERTY OWNERS TO MAKE SURE THAT ALL DAYCARE PICK-UP AND DROP-OFF ACCESS TO THE PROPERTY IS SAFELY ACCOMMODATED INCLUDING SCHOOL BUS ACCESS. THIS MAY INCLUDE UP TO 2 ADDITIONAL SIGNS (36"x36" MAX) INSTALLED ON ADJACENT SIDE STREETS WHILE THE DETOUR ROUTE IS IN PLACE TO MAKE SURE PARENTS KNOW HOW AND WHERE TO SAFELY ACCESS THE DAY CARE PROPERTY.

ALL ADDITIONAL COORDINATION WORK AND SIGNING AS DESCRIBED ABOVE SHALL BE INCLUDED IN THE LUMP SUM COST FOR ITEM 614 – MAINTAINING TRAFFIC, AS PER PLAN.

ITEM 614– MAINTAINING TRAFFIC, AS PER PLAN (CONTINUED)

SEQUENCE OF CONSTRUCTION

STAGE 1:
THIS STAGE OF CONSTRCTION SHALL BE COMPLETED FIRST IN THE CONSTRUCTION PROCESS AS A CERTAIN PORTION OF THE PROJECT FUNDS NEED TO BE SPENT BY APRIL 15, 2022.

A. GLESSNER AVENUE AT WOOD STREET AND STURGES AVENUE NORTH:
   1. CLOSE ALL 4 APPROACHES (NORTH, SOUTH, EAST, & WEST) TO THE INTERSECTION OF GLESSNER AVENUE AND WOOD STREET. CLOSE THE EAST AND WEST APPROACHES ON GLESSNER AT THE STURGES AVENUE NORTH AND CLOSE STURGES AVENUE NORTH. IMPLEMENT THE DETOUR PLAN ON SHEET 8.
   2. CONSTRUCT THE INTERSECTION PAVEMENT, BRICK CROSSWALKS, DRAINAGE IMPROVEMENTS, AND CURB RAMPS. MAINTAIN TRAFFIC TO THE BUSINESSES AND THE RESIDENTS DIRECTLY ADJACENT TO THE INTERSECTIONS AT ALL TIMES.
   3. MAINTAIN TRAFFIC TO GLESSNER AVENUE BETWEEN WOOD STREET AND STURGES AVENUE VIA BLYMYER AVENUE AS INDICATED ON THE DETOUR PLAN.
   4. THE INTERSECTION WORK AT BOTH INTERSECTIONS SHALL BE COMPLETED IN NO MORE THAT 45 DAYS AND THE INTERSECTIONS OF GLESSNER AVENUE AND WOOD STREET SHALL BE REOPENED TO TRAFFIC PER THE ROADWAY CLOSURES/ DETOUR NOTE.

B. GLESSNER AVENUE IMPROVEMENTS FROM WOOD STREET TO STATION 107+00
   1. THE DRIVEWAYS, SIDEWALK, RETAINING WALLS, PATIO, LIGHTING, AND LANDSCAPING ALONG THE FRONTAGE OF DAIRY QUEEN (265 GLESSNER) AND LATTER RAIN CHURCH OF GOD (259 GLESSNER) SHALL BE COMPLETED BY APRIL 15, 2022. THIS DATE SHALL BE CONSIDERED AN INTERIM COMPLETION DATE FOR THE ABOVE DESCRIBED WORK AND LIQUIDATED DAMAGES IN ACCORDANCE WITH C&MS 108.07 SHALL BE PAID FOR EVERY DAY AFTER THIS DATE THAT THIS WORK IS NOT COMPLETED.
   2. THE RETAINING WALLS ALONG THE FRONTAGE OF 189 WOOD STREET, 264 GLESSNER AVENUE, AND 262 GLESSNER AVENUE SHALL BE COMPLETED BY APRIL 15, 2022. THIS DATE SHALL BE CONSIDERED AN INTERIM COMPLETION DATE FOR THE ABOVE DESCRIBED WORK AND LIQUIDATED DAMAGES IN ACCORDANCE WITH C&MS 108.07 SHALL BE PAID FOR EVERY DAY AFTER THIS DATE THAT THIS WORK IS NOT COMPLETED.

STAGE 2:
A. COMPLETE THE REMAINING HARDSCAPE WORK BETWEEN WOOD STREET AND ARTHUR AVENUE.
   1. PHASE 1 – CONSTRUCT THE NORTH SIDE SIDEWALKS, CURBS, CURB RAMPS, DRIVEWAYS, AND LANDSCAPING. THE CONTRACTOR SHALL MAINTAIN BOTH LANES OF TRAFFIC ON GLESSNER AVENUE AS PER THE MOT TYPICAL SECTION ON SHEET 7 WITH THE EXCEPTION THAT ONE-LANE/TWO-WAY TRAFFIC MAY BE MAINTAINED WITH FLAGGERS FOR SHORT DURATIONS AS APPROVED BY THE ENGINEER.
   2. PHASE 2 – CONSTRUCT THE SOUTH SIDE SIDEWALKS, CURBS, CURB RAMPS, DRIVEWAYS, LIGHTING, AND LANDSCAPING. THE CONTRACTOR SHALL MAINTAIN BOTH LANES OF TRAFFIC ON GLESSNER AVENUE AS PER THE MOT TYPICAL SECTION ON SHEET 7 WITH THE EXCEPTION THAT ONE-LANE/TWO-WAY TRAFFIC MAY BE MAINTAINED WITH FLAGGERS FOR SHORT DURATIONS AS APPROVED BY THE ENGINEER.

RESTRICTIONS:
1. STAGE 1 SHALL BE COMPLETED FIRST.
2. STAGES 1 AND 2 MAY BE COMPLETED CONCURRENTLY.
3. STAGE 2– PHASE 1 AND STAGE 2– PHASE 2 SHALL NOT BE COMPLETED CONCURRENTLY.

DESIGNED TGW REVIEWED JDB

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MAINTENANCE OF TRAFFIC NOTES - 1

CITY OF MANSFIELD
GLESSNER AVE STREETSCAPE

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ROADWAY CLOSURES/ DETOURS

A MINIMUM OF ONE LANE OF TRAFFIC IN EACH DIRECTION SHALL BE MAINTAINED AT ALL TIMES, EXCEPT FOR A PERIOD NOT TO EXCEED 45 CONSECUTIVE CALENDAR DAYS FOR STAGE 1, AND 30 CONSECUTIVE CALENDAR DAYS FOR STAGE 2, WHEN THROUGH TRAFFIC MAY BE DETOURED AS SHOWN ON DETOUR PLAN SHEET 8. SEE CONSTRUCTION SEQUENCING NOTE FOR STAGED CONSTRUCTION DESCRIPTIONS. A DISINCENTIVE SHALL BE ASSESSED IN THE AMOUNT OF $ 600 PER DAY FOR EACH CALENDAR DAY THE ROADWAY REMAINS CLOSED TO TRAFFIC BEYOND THE SPECIFIED LIMIT.

DUE TO THE TYPE OF TRAFFIC MOVING THROUGH THE PROJECT AREA AND THE FULL DEPTH PAVEMENT REPLACEMENT WITHIN THE INTERSECTIONS IT WILL BE NECESSARY TO CLOSE AND DETOUR TRAFFIC AT THE FOLLOWING INTERSECTIONS.

1. GLESSNER AVENUE AT WOOD STREET
2. GLESSNER AVENUE AT STURGES AVENUE

TRAFFIC SHALL BE DETOURED FOR THESE CLOSURES AS STATED BELOW:

GLESSNER AVENUE AT WOOD STREET; GLESSNER AVENUE AT STURGES NORTH; STURGES NORTH (STAGE 1)

1. GLESSNER AVENUE EASTBOUND:
   GLESSNER AVENUE EASTBOUND WILL BE DETOURED SOUTHBOUND TO POPLAR STREET, TO EASTBOUND OHIO STREET, TO NORTHBOUND STURGES AVENUE, TO GLESSNER AVENUE.

2. GLESSNER AVENUE WESTBOUND:
   GLESSNER AVENUE WESTBOUND WILL BE DETOURED SOUTHBOUND TO STURGES AVENUE, TO WESTBOUND OHIO STREET, TO NORTHBOUND POPLAR STREET, TO GLESSNER AVENUE.

3. WOOD STREET NORTHBOUND:
   WOOD STREET NORTHBOUND WILL BE DETOURED WESTBOUND TO OHIO STREET, TO NORTHBOUND POPLAR STREET, TO WESTBOUND GLESSNER AVENUE, TO NORTH/EAST-BOUND MARION AVE, TO WOOD STREET.

4. WOOD STREET SOUTHBOUND:
   WOOD STREET SOUTHBOUND WILL BE DETOURED SOUTH/WEST-BOUND TO MARION AVENUE, TO EASTBOUND GLESSNER AVENUE, TO SOUTHBOUND POPLAR STREET, TO EASTBOUND OHIO STREET, TO WOOD STREET.

5. STURGES AVENUE SOUTHBOUND:
   STURGES AVENUE SOUTHBOUND WILL BE DETOURED EASTBOUND TO FIRST STREET, TO SOUTHBOUND MULBERRY STREET, TO WESTBOUND GLESSNER AVENUE, TO STURGES AVENUE.

6. STURGES AVENUE NORTHBOUND:
   STURGES AVENUE NORTHBOUND WILL BE DETOURED EASTBOUND TO GLESSNER AVENUE, TO NORTHBOUND MULBERRY STREET, TO WESTBOUND FIRST STREET, TO STURGES AVENUE.

THE CONTRACTOR SHALL BE RESPONSIBLE CREATING A PROPOSED DETOUR SIGNING PLAN FOR APPROVAL BY THE CITY A MINIMUM OF 14 CALENDAR DAYS IN ADVANCE OF THE FIRST SCHEDULED CLOSURE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR FURNISHING, INSTALLING, MAINTAINING AND REMOVING THE GATES, BARRICADES AND ADVANCE WARNING SIGNS AS SHOWN ON SCD MT-101.60.

ALL LABOR, MATERIALS, AND EQUIPMENT REQUIRED FOR THE DETOUR SIGNING SHALL BE INCLUDED IN THE LUMP SUM BID PRICE FOR ITEM 614 - DETOUR SIGNING. ALL SIGNING SHALL BE IN ACCORDANCE WITH THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (OMUTCD).

MAINTENANCE OF TRAFFIC SIGNS AND SUPPORTS

ALL SIGNS WITHIN THE WORK LIMITS SHALL BE MAINTAINED PER 107.10. COSTS SHALL BE INCLUDED IN THE LUMP SUM BID PRICE FOR ITEM 614 - MAINTAINING TRAFFIC, AS PER PLAN.

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 SHALL BE:

1. HEMLOCK AVENUE BETWEEN WOOD STREET AND STURGES AVENUE.
2. BLYMYER AVENUE BETWEEN FIRST STREET AND OHIO STREET.

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

ITEM 614, ASPHALT CONCRETE FOR MAINTAINING TRAFFIC 25 CU. YD.

CONFLICTING PAVEMENT MARKINGS REMOVAL AND REAPLACEMENT

IF DURING CONSTRUCTION IT IS DEEMED NECESSARY TO REMOVE EXISTING PAVEMENT MARKINGS TO ADEQUATELY AND SAFELY MAINTAIN TRAFFIC, IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO REMOVE SAID MARKINGS AND REPLACE THEM AT THE COMPLETION OF THE PROJECT IN THE SAME LOCATIONS. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO LOCATE ALL CONFLICTING MARKINGS PRIOR TO REMOVAL FOR PROPER FINAL PLACEMENT. FINAL MARKINGS SHALL CONORM TO C&MS ITEM 642 TRAFFIC PAINT. ALL COSTS FOR LOCATING, REMOVING, AND REPLACING CONFLICTING PAVEMENT MARKINGS SHALL BE INCLUDED IN THE LUMP SUM COST FOR ITEM 614 - MAINTAINING TRAFFIC AS PER PLAN.

ITEM 614, MAINTAINING TRAFFIC (NOTICE OF CLOSURE SIGN)

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

THE SIGNS SHALL BE ERECTED ON THE RIGHT-HAND SIDE OF THE ROAD/RAMP 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. THE SIGNS MAY BE ERECTED ANYWHERE ON RAMPS AS LONG AS THEY ARE VISIBLE TO THE MOTORISTS USING THE RAMP. ON ENTRANCE RAMPS, THE SIGN SHALL BE ERECTED WELL IN ADVANCE OF THE MERGE AREA TO AVOID DISTRACTING MOTORISTS.

NOTICE OF CLOSURE SIGN TIME TABLE

ITEM	DURATION OF CLOSURE	SIGN DISPLAYED TO PUBLIC
RAMP & ROAD CLOSURES	≥ 2 WEEKS	14 CALENDAR DAYS PRIOR TO CLOSURE
	> 12 HOURS & < 2 WEEKS	7 CALENDAR DAYS PRIOR TO CLOSURE
	≤ 12 HOURS	2 BUSINESS DAYS PRIOR TO CLOSURE

THE SIGN SHALL DISPLAY THE DATE OF THE CLOSURE IN MM-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. THIS IS TO BE A SPECIFIC OFFICE WITHIN THE CITY RATHER THAN THE GENERAL SWITCHBOARD NUMBER.

DUST CONTROL

THE CONTRACTOR SHALL FURNISH AND APPLY WATER AND/OR CALCIUM CHLORIDE FOR DUST CONTROL AS DIRECTED BY THE ENGINEER. THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED FOR DUST CONTROL PURPOSES:

ITEM 616 - WATER 5 M GAL

DESIGNED TGW REVIEWED JDB

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MAINTENANCE OF TRAFFIC NOTES - 2

CITY OF MANSFIELD
GLESSNER AVE STREETSCAPE

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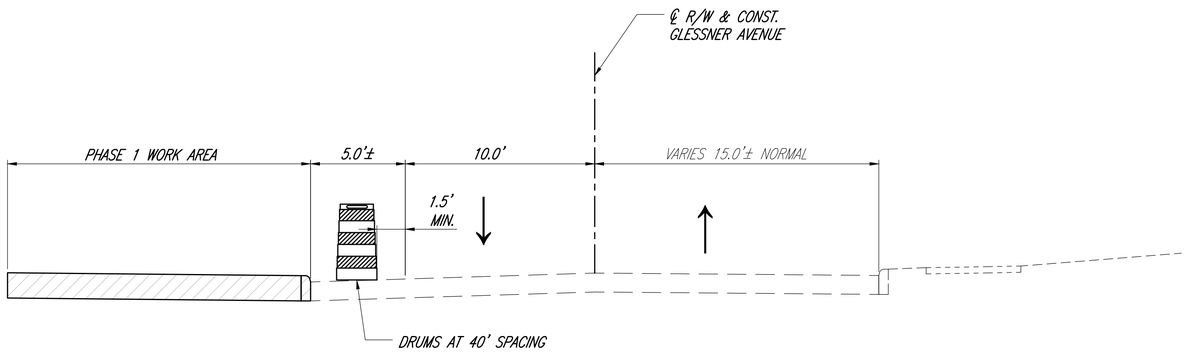
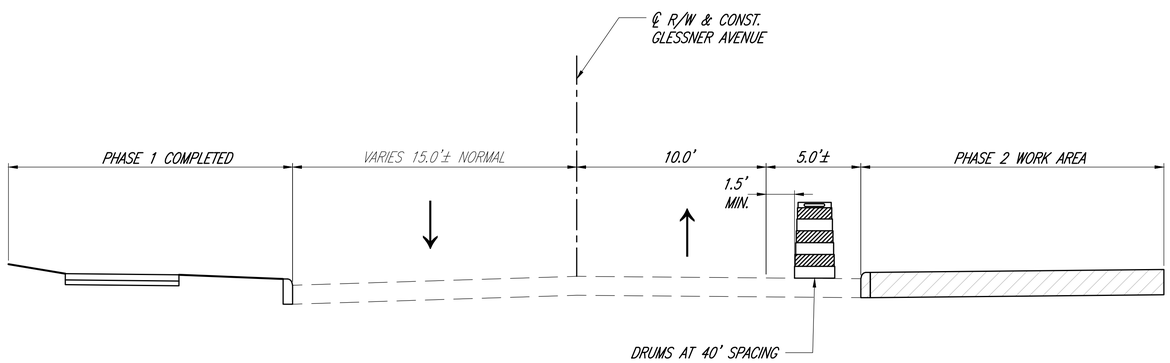


STAGE 2 – PHASE 1
MOT TYPICAL SECTION



STAGE 2 – PHASE 2
MOT TYPICAL SECTION

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MOT TYPICAL SECTIONS

CITY OF MANSFIELD
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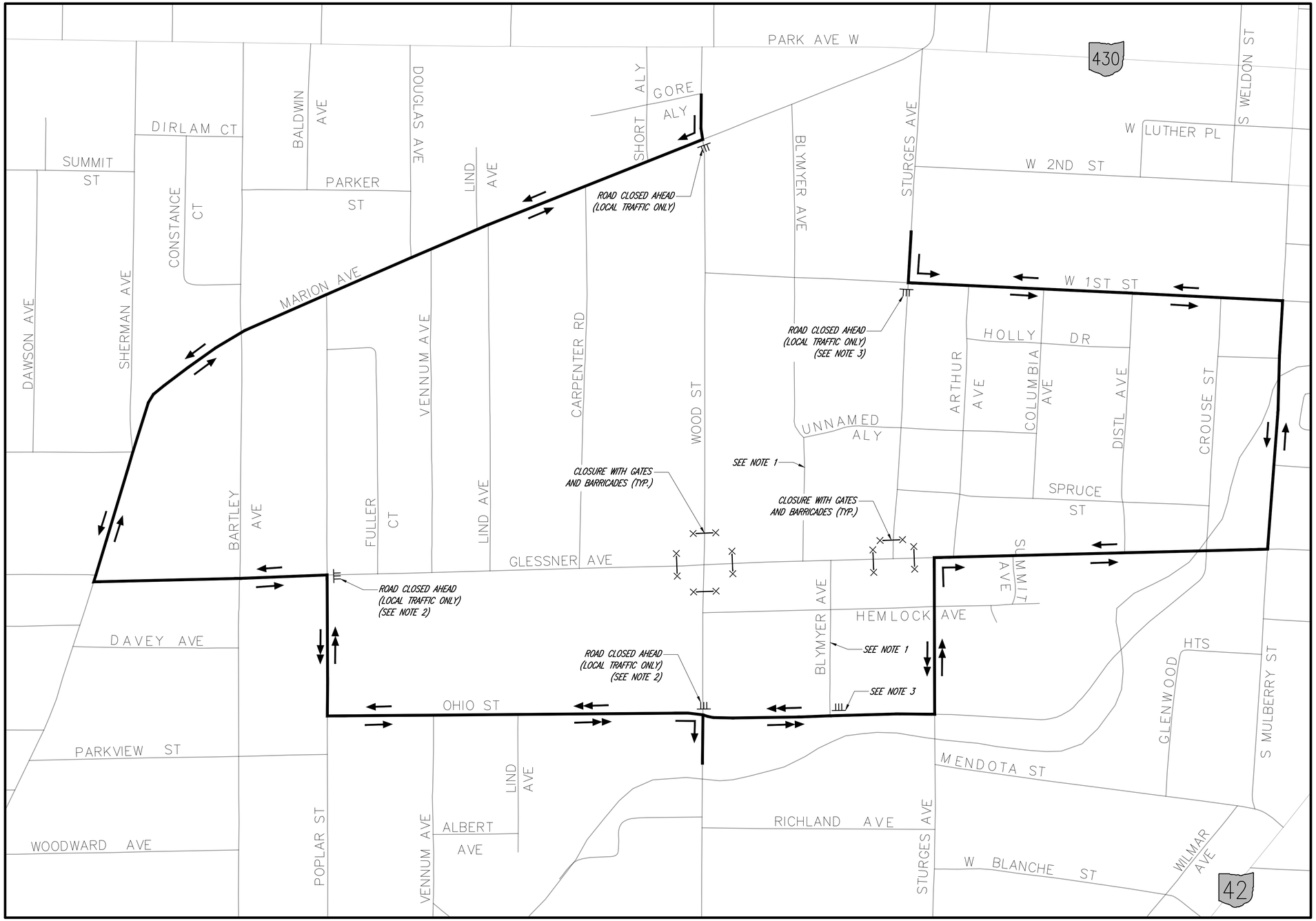

NOT TO SCALE

LEGEND

- GATES AND BARRICADES
- "ROAD CLOSED AHEAD" SIGN
- WOOD ST/STURGES AVE DETOUR ROUTES
- GLESSNER AVENUE DETOUR ROUTE

DETOUR NOTES

1. MAINTAIN LOCAL TRAFFIC ACCESS TO GLESSNER AVENUE AT ALL TIMES ON BLYMYER AVENUE.
2. SPECIAL BUSINESS SIGNING FOR DAIRY QUEEN ACCESS.
3. SPECIAL BUSINESS SIGNING FOR LITTLE BLESSINGS DAYCARE ACCESS.

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MAINTENANCE OF TRAFFIC DETOUR PLAN
GLESSNER AVE AT WOOD ST & STURGES AVE N. CLOSURE

CITY OF MANSFIELD
GLESSNER AVE STREETSCAPE

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SHEET NUMBER 2-4	5-8	12-13	14	48-49	55	57-61	62-66		ITEM	ITEM EXT.	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
													ROADWAY	
LS									201	11001	LS		CLEARING AND GRUBBING, AS PER PLAN	2
		1260							202	23001	1260	SY	PAVEMENT REMOVED, AS PER PLAN	3
		8642							202	30000	8642	SF	WALK REMOVED	
		1271							202	32000	1271	FT	CURB REMOVED	
		2							202	52990	2	EACH	SPECIAL - PARKING BLOCK REMOVED	3
		1							202	98100	1	EACH	REMOVAL MISC.: EXISTING STEEL POLE REMOVED	3
		3							202	98100	3	EACH	REMOVAL MISC.: EXISTING POLE FOUNDATION REMOVED	3
		2							202	98100	2	EACH	REMOVAL MISC.: EXISTING BOLLARD REMOVED	3
		175							203	98100	175	SY	ROADWAY, MISC.: ROADWAY CROSSWALK BRICK PAVERS	3
		2094							204	10001	2094	SY	SUBGRADE COMPACTION, AS PER PLAN	2
						71			607	98000	71	FT	FENCE, MISC.: ALUMINUM GUARDRAIL	
		8162							608	10001	8162	SF	4" CONCRETE WALK, AS PER PLAN	3
		2414							608	52001	2414	SF	CURB RAMP, AS PER PLAN	3
		1							690	50600	1	EACH	SPECIAL - BOLLARD	4
													EROSION CONTROL	
LS									659	98700	LS		SEEDING, MISC.: SEEDING AND MULCHING, CLASS 1	2
4,500									832	30000	4500	EACH	EROSION CONTROL	2
													DRAINAGE	
50									611	00406	50	FT	4" THRU 8" CONDUIT, TYPE F	4
			4						611	98635	4	EACH	CATCH BASIN RECONSTRUCTED TO GRADE, AS PER PLAN	3
			3						611	99655	3	EACH	MANHOLE ADJUSTED TO GRADE, AS PER PLAN	3
2,000									611	99820	2000	LB	SPECIAL - MISCELLANEOUS METAL	3
													PAVEMENT	
		288							304	20000	288	CY	AGGREGATE BASE (LIMESTONE)	
		175							305	17500	175	SY	CONCRETE BASE, MISC.: 8 1/2" CONCRETE VEHICULAR BRICK PAVER BASE QC MS	3
		14							407	13901	14	GAL	TACK COAT, 702.13, AS PER PLAN	3
		4							441	50101	4	CY	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), AS PER PLAN	3
		42							452	10050	42	SY	6" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC MS	
		449							452	12050	449	SY	8" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC MS	
		250							452	14050	250	SY	10" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC MS	
		1138							609	26001	1138	FT	CURB, TYPE 6, AS PER PLAN, NO. 1	3
		389							609	26001	389	FT	CURB, TYPE 6, AS PER PLAN, NO. 2	3
		240							609	26001	240	FT	CURB, TYPE 6, AS PER PLAN, NO. 3	3
						113			609	98000	113	FT	CURB, MISC.:, FLUSH CURB	
													WATERWORK	
3									638	10800	3	EACH	VALVE BOX ADJUSTED TO GRADE	
9									638	10900	9	EACH	SERVICE BOX ADJUSTED TO GRADE	
													TRAFFIC CONTROL	
				2					625	14001	2	EACH	LIGHT POLE FOUNDATION, 24" X 6' DEEP, AS PER PLAN	47
				2					625	32000	2	EACH	GROUND ROD	
				180					630	03100	180	FT	GROUND MOUNTED SUPPORT, NO. 3 POST	
				6					630	08600	6	EACH	SIGN POST REFLECTOR	
				140					630	80100	140	SF	SIGN, FLAT SHEET	
				6					630	80500	6	EACH	SIGN, DOUBLE FACED, STREET NAME	
				12					630	84900	12	EACH	REMOVAL OF GROUND MOUNTED SIGN AND DISPOSAL	
				9					630	86002	9	EACH	REMOVAL OF GROUND MOUNTED POST SUPPORT AND DISPOSAL	
				5					630	87500	5	EACH	REMOVAL OF POLE MOUNTED SIGN AND DISPOSAL	
				2					630	97700	2	EACH	SIGNING, MISC.: SOLAR POWERED RECTANGULAR RAPID FLASHING BEACON (RRFB) SIGN ASSEMBLY	47
				90					642	01200	90	FT	PARKING LOT STALL MARKING, TYPE 1	
				238					642	30000	238	FT	REMOVAL OF PAVEMENT MARKING	
				118					644	00500	118	FT	STOP LINE	
				205					644	00600	205	FT	CROSSWALK LINE	
				448					646	10501	448	FT	CROSSWALK LINE, AS PER PLAN	47

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GENERAL SUMMARY - 1

CITY OF MANSFIELD
GLESSNER AVE STREETSCAPE

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SHEET NUMBER 2-4	5-8	12-13	14	48-49	55	57-61	62-66		ITEM	ITEM EXT.	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
													RETAINING WALLS	
						352			202	98400	352	SF	REMOVAL MISC.: EXISTING RETAINING WALL REMOVAL	
						821			610	50010	821	SF	RETAINING WALL, MISC.: SEGMENTAL RETAINING WALL	
													LIGHTING	
					6				625	00450	6	EACH	CONNECTION, FUSED PULL APART	
					6				625	00460	6	EACH	CONNECTION, UNFUSED PULL APART	
					6				625	10481	6	EACH	LIGHT POLE, DECORATIVE, AS PER PLAN	53
					6				625	14000	6	EACH	LIGHT POLE FOUNDATION, 24" X 6' DEEP	
					2455				625	23200	2455	FT	NO. 4 AWG 2400 VOLT DISTRIBUTION CABLE	
					756				625	23400	756	FT	NO. 10 AWG POLE AND BRACKET CABLE	
					682				625	25400	682	FT	CONDUIT, 2", 725.04	
					181				625	25500	181	FT	CONDUIT, 3", 725.04	
					113				625	25902	113	FT	CONDUIT, JACKED OR DRILLED, 725.04, 3"	
					862				625	29000	862	FT	TRENCH	
					2				625	30510	2	EACH	PULL BOX, 725.06, SIZE 4	
					2				625	30520	2	EACH	PULL BOX, 725.06, SIZE 7	
					7				625	32000	7	EACH	GROUND ROD	
					1				625	34001	1	EACH	POWER SERVICE, AS PER PLAN	53
					862				625	36000	862	FT	PLASTIC CAUTION TAPE	
					5				625	75507	5	EACH	LUMINAIRE REMOVED, AS PER PLAN	53
													LANDSCAPING	
							283		659	00300	283	CY	TOPSOIL	
							23		661	00500	23	CY	MULCH	
							17		661	14000	17	EACH	PERENNIALS, 2 GALLON	
							106		661	20040	106	EACH	DECIDUOUS SHRUB, 18" TO 36" HEIGHT	
							22		661	99900	22	EACH	PLANTING, MISC.: TREE, 2" CALIPER	
							14		661	99900	14	EACH	PLANTING, MISC.: TREE, 3" CALIPER	
													MAINTENANCE OF TRAFFIC	
		LS							614	12420	LS		DETOUR SIGNING	
		25							614	13000	25	CY	ASPHALT CONCRETE FOR MAINTAINING TRAFFIC	
		5							616	10000	5	MGAL	WATER	
													MISCELLANEOUS	
		LS							614	11001	LS		MAINTAINING TRAFFIC, AS PER PLAN	5-6
									623	10000	LS		CONSTRUCTION LAYOUT STAKES AND SURVEYING	
									624	10000	LS		MOBILIZATION	2

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GENERAL SUMMARY - 2

CITY OF MANSFIELD
GLESSNER AVE STREETSCAPE

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SHEET NUMBER 2-4	5-8	12-13	14	48-49	55	57-61	62-66		ITEM	ITEM EXT.	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
													ALTERNATE BID #1	
													ROADWAY	
LS									201	11001	LS		CLEARING AND GRUBBING, AS PER PLAN	2
		167							202	23001	167	SY	PAVEMENT REMOVED, AS PER PLAN	3
		1176							202	30000	1176	SF	WALK REMOVED	
		202							202	32000	202	FT	CURB REMOVED	
		1							202	98100	1	EACH	REMOVAL MISC.: EXISTING STEEL POLE REMOVED	3
		1							202	98100	1	EACH	REMOVAL MISC.: EXISTING POLE FOUNDATION REMOVED	3
		217							204	10001	217	SY	SUBGRADE COMPACTION, AS PER PLAN	2
		1401							608	10001	1401	SF	4" CONCRETE WALK, AS PER PLAN	3
		194							608	52001	194	SF	CURB RAMP, AS PER PLAN	3
													EROSION CONTROL	
LS									659	98700	LS		SEEDING, MISC.: SEEDING AND MULCHING, CLASS 1	2
500									832	30000	500	EACH	EROSION CONTROL	2
													PAVEMENT	
		26							304	20000	26	CY	AGGREGATE BASE (LIMESTONE)	
		40							452	12050	40	SY	8" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC MS	
		219							609	26001	219	FT	CURB, TYPE 6, AS PER PLAN, NO. 1	3
		12							609	26001	12	FT	CURB, TYPE 6, AS PER PLAN, NO. 3	3
													LANDSCAPING	
							67		659	00300	67	CY	TOPSOIL	
							2		661	00500	2	CY	MULCH	
							10		661	14000	10	EACH	PERENNIALS, 2 GALLON	
							3		661	20040	3	EACH	DECIDUOUS SHRUB, 18" TO 36" HEIGHT	
							5		661	99900	5	EACH	PLANTING, MISC.: TREE, 2" CALIPER	
							2		661	99900	2	EACH	PLANTING, MISC.: TREE, 3" CALIPER	
													MISCELLANEOUS	
	LS								614	11001	LS		MAINTAINING TRAFFIC, AS PER PLAN	
	LS								623	10000	LS		CONSTRUCTION LAYOUT STAKES AND SURVEYING	

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GENERAL SUMMARY - 3
ALTERNATE BID #1

CITY OF MANSFIELD
GLESSNER AVE STREETSCAPE

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ROADWAY SUBSUMMARY

SHEET NO.	REFERENCE NO.	LOCATION FROM	SIDE	TO	SIDE	202 PAVEMENT REMOVED, AS PER PLAN (SY)	202 WALK REMOVED (SF)	202 CURB REMOVED (FT)	SPECIAL PARKING BLOCK REMOVED (EACH)	202 REMOVAL MISC.: EXISTING STEEL POLE REMOVED (EACH)	202 REMOVAL MISC.: EXISTING POLE FOUNDATION REMOVED (EACH)	202 REMOVAL MISC.: EXISTING BOLLARD REMOVED (EACH)	203 ROADWAY, MISC.: ROADWAY CROSSWALK BRICK PAVERS (SY)	204 SUBGRADE COMPACTION, AS PER PLAN (SY)	304 AGGREGATE BASE (LIMESTONE) (CY)	305 CONCRETE BASE, MISC.: 8 1/2" CONCRETE VEHICULAR BRICK PAVER BASE QC MS (SY)	407 TACK COAT, 702.13, AS PER PLAN (GAL)	441 ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), AS PER PLAN (CY)	452 6" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC MS (SY)	452 8" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC MS (SY)	452 10" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC MS (SY)	608 4" CONCRETE WALK, AS PER PLAN (SF)	608 CURB RAMP, AS PER PLAN (SF)	609 CURB, TYPE 6, AS PER PLAN, NO. 1 (FT)	609 CURB, TYPE 6, AS PER PLAN, NO. 2 (FT)	609 CURB, TYPE 6, AS PER PLAN, NO. 3 (FT)	690 SPECIAL - BOLLARD (EACH)
WOOD ST INTERSECTION																										
15	CR1	104+38.00	RT	104+58.00	RT		195.4	33.9						29.2	3.2								262.5			
15	W1	104+51.00	LT	104+56.00	LT		24.1							2.7	0.3							24.6				
15	CR2	104+41.00	LT	104+61.00	LT		215.5	27.8						26.0	2.9								234.0	8.2		
15	PV1	104+44.16	CL	105+04.22	CL	324.8							118.5	324.8	108.3	118.5	9.5	2.5			206.3					
15	W2	104+95.00	LT	105+00.00	LT		50.1							5.6	0.6							50.1				
15	CR3	104+88.00	LT	105+09.00	LT		184.6	34.7						27.0	3.0								242.8	8.1		
15	CR4	104+89.00	RT	105+08.00	RT		222.8	28.6						21.4	2.4								192.6	2.0		
15	W3	104+91.00	RT	104+98.00	RT		36.4							4.0	0.5							36.4				
16	P-1		RT		RT	92.4	150.0							86.1	9.6							774.5				1.0
15	DR1	105+02.00	RT	105+71.00	RT	106.2								106.2						106.2					66.8	
16	W4	105+71.00	RT	106+15.00	RT	55.9			2.0			2.0		55.9	6.5							503.2			44.2	
16	DR2	106+15.00	RT	106+66.00	RT	99.4								99.4						99.4					51.0	
16	W5	106+66.00	RT	107+19.00	RT		460.5	48.0						51.2	5.9							460.5			48.0	25.9
16	DR3	107+14.00	RT	107+41.00	RT	31.6		9.5						31.6						31.6				27.7		
16	W6	107+36.00	RT	108+31.00	RT	8.6	407.5	85.2						63.2	7.3							568.4		85.2		95.3
17	DR4	108+26.00	RT	108+53.00	RT	28.8		6.6						29.4						29.4				26.5		
17	W7	108+48.00	RT	109+25.00	RT		433.8	71.8						53.7	6.5							483.7		71.8		
17	CR5	109+25.00	RT	109+47.00	RT		202.4	39.7						25.0	2.8								225.1	21.4		
17	W8	109+42.00	RT	109+47.00	RT		11.4							1.3	0.2							11.4				
15	W9	105+09.00	LT	106+33.00	LT		614.2	125.1						83.8	9.7							754.4		125.1		
16	DR5	106+30.00	LT	106+46.00	LT	17.1		3.3						17.1					17.1					16.0		
16	W10	106+43.00	LT	106+83.00	LT		193.5	32.1						27.9	3.2							250.8		32.1		
16	DR6	106+78.00	LT	107+02.00	LT	23.7		9.4						24.7					24.7					23.6		
16	W11	106+97.00	LT	107+35.00	LT		195.7	28.8						25.9	3.1							233.0		28.8		10.0
16	DR7	107+30.00	LT	107+64.00	LT	34.0								34.0						34.0					34.0	
16	W12	107+59.00	LT	107+87.00	LT	12.6	333.0	18.0		1.0	1.0			18.6	2.2							167.8			18.0	
16	DR8	107+82.00	LT	108+16.00	LT	54.4								64.9						64.9					34.0	
16	W13	108+16.00	LT	108+39.00	LT	3.0	111.1	24.5						8.8	1.1							79.3			24.5	
17	CR6	108+16.00	LT	108+43.00	LT	8.5	269.5	8.8			1.0			25.7	2.9								231.0	8.8		
17	W14	108+33.00	LT	108+24.00	LT	17.2	896.5	76.9						42.7	5.1							384.1		76.9		
BLYMYER AVE INTERSECTION																										
17	CR7	109+76.00	RT	109+92.00	RT		80.2	7.4						10.4	1.2								93.7	15.7		
17	W15	109+92.00	RT	111+40.00	RT		1164.4	148.4						99.0	11.9							890.9		148.4		
18	CR8	111+40.00	RT	111+57.00	RT	32.4								19.5	2.2								175.9	8.9		27.9
18	W16	111+57.00	RT	112+03.00	RT	86.3								30.7	3.6							276.7		41.1		55.2
18	DR9	112+03.00	RT	112+27.00	RT	40.2								41.7	4.6					41.7				34.0		
18	W17	112+27.00	RT	113+41.00	RT	41.6	667.9	80.4			1.0			94.8	11.4							819.0		43.3	67.6	13.0
19	CR9	113+29.00	RT	113+41.00	RT		94.1							10.5	1.2								94.1			
SUBTOTALS CARRIED TO SHEET 13						1118.7	7214.6	949.0	2.0	1.0	3.0	2.0	118.5	1724.4	223.4	118.5	9.5	2.5	41.8	407.2	206.3	6768.8	1751.7	853.6	388.0	227.3	1.0

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ROADWAY SUBSUMMARY - 1

CITY OF MANSFIELD
GLESSNER AVE STREETSCAPE

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ROADWAY SUBSUMMARY						202	202	202	SPECIAL	202	202	202	203	204	304	305	407	441	452	452	452	608	608	609	609	609	690
SHEET NO.	REFERENCE NO.	LOCATION FROM	SIDE	TO	SIDE	PAVEMENT REMOVED, AS PER PLAN	WALK REMOVED	CURB REMOVED	PARKING BLOCK REMOVED	REMOVAL MISC.: EXISTING STEEL POLE REMOVED	REMOVAL MISC.: EXISTING POLE FOUNDATION REMOVED	REMOVAL MISC.: EXISTING BOLLARD REMOVED	ROADWAY, MISC.: ROADWAY CROSSWALK BRICK PAVERS	SUBGRADE COMPACTION, AS PER PLAN	AGGREGATE BASE (LIMESTONE)	CONCRETE BASE, MISC.: 8 1/2" CONCRETE VEHICULAR BRICK PAVER BASE QC MS	TACK COAT, 702.13, AS PER PLAN	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), AS PER PLAN	6" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC MS	8" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC MS	10" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC MS	4" CONCRETE WALK, AS PER PLAN	CURB RAMP, AS PER PLAN	CURB, TYPE 6, AS PER PLAN, NO. 1	CURB, TYPE 6, AS PER PLAN, NO. 2	CURB, TYPE 6, AS PER PLAN, NO. 3	SPECIAL - BOLLARD
						SY	SF	FT	EACH	EACH	EACH	EACH	SY	SY	CY	SY	GAL	CY	SY	SY	SY	SF	SF	FT	FT	FT	EACH
17	W18	108+74.00	LT	108+79.00	LT		24.8	2.3						2.8	0.3							24.8		2.3			
17	CR10	108+70.00	LT	108+85.00	LT		105.9	24.4						14.4	1.6								129.5	8.6			
17	W19	108+85.00	LT	110+09.00	LT		503.5	124.2						82.8	10.0							745.4		124.2			
17	CR11	110+09.00	LT	110+14.00	LT		27.7							3.3	0.4								30.0				
17	DR10	110+09.00	LT	110+33.00	LT	26.0								26.0	2.9					26.0				21.3			
17	CR12	110+28.00	LT	110+33.00	LT		22.8							3.3	0.4								30.0				
17	W20	110+33.00	LT	110+92.00	LT		232.6	54.2						39.4	4.7							355.0		54.2			
18	DR11	110+87.00	LT	111+07.00	LT	15.4		19.9						15.4	1.7					15.4				19.9			
18	W21	111+02.00	LT	111+31.00	LT		125.1	23.9						19.3	2.3							173.4		23.9			
18	CR13	111+31.00	LT	111+74.00	LT		234.6	49.9						45.3	5.0								407.6	14.0			
18	W22	111+65.00	LT	111+74.00	LT		72.2	4.8						10.5	1.2							94.5		5.0		12.3	
18	PV2	111+45.00	CL	111+53.00	CL	27.0							20.3	27.0	9.0	20.3	1.6	0.5			6.8						
STURGES AVE INTERSECTION																											
18	PV3	111+64.00	LT	112+28.00	LT	72.4							35.9	72.4	24.1	35.9	2.9	0.8			36.5						
18	CR14	112+23.00	LT	112+37.00	LT		77.8	18.4						7.2	0.8								65.1	10.3			
SHEET SUBTOTALS						140.8	1427.1	322.0	0.0	0.0	0.0	0.0	56.2	369.1	64.4	56.2	4.5	1.3	0.0	41.4	43.3	1393.1	662.2	283.7	0.0	12.3	0.0
TOTALS CARRIED FROM SHEET 12						1118.7	7214.6	949.0	2.0	1.0	3.0	2.0	118.5	1724.4	223.4	118.5	9.5	2.5	41.8	407.2	206.3	6768.8	1751.7	853.6	388.0	227.3	1.0
TOTALS CARRIED TO GENERAL SUMMARY						1260	8642	1271	2	1	3	2	175	2094	288	175	14	4	42	449	250	8162	2414	1138	389	240	1

ALTERNATE BID #1						202	202	202	SPECIAL	202	202	202	203	204	304	305	407	441	452	452	452	608	608	609	609	609	690
SHEET NO.	REFERENCE NO.	LOCATION FROM	SIDE	TO	SIDE	PAVEMENT REMOVED, AS PER PLAN	WALK REMOVED	CURB REMOVED	PARKING BLOCK REMOVED	REMOVAL MISC.: EXISTING STEEL POLE REMOVED	REMOVAL MISC.: EXISTING POLE FOUNDATION REMOVED	REMOVAL MISC.: EXISTING BOLLARD REMOVED	ROADWAY, MISC.: ROADWAY CROSSWALK BRICK PAVERS	SUBGRADE COMPACTION, AS PER PLAN	AGGREGATE BASE (LIMESTONE)	CONCRETE BASE, MISC.: 8 1/2" CONCRETE VEHICULAR BRICK PAVER BASE QC MS	TACK COAT, 702.13, AS PER PLAN	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), AS PER PLAN	6" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC MS	8" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC MS	10" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC MS	4" CONCRETE WALK, AS PER PLAN	CURB RAMP, AS PER PLAN	CURB, TYPE 6, AS PER PLAN, NO. 1	CURB, TYPE 6, AS PER PLAN, NO. 2	CURB, TYPE 6, AS PER PLAN, NO. 3	SPECIAL - BOLLARD
						SY	SF	FT	EACH	EACH	EACH	EACH	SY	SY	CY	SY	GAL	CY	SY	SY	SY	SF	SF	FT	FT	FT	EACH
18	W23	112+37.00	LT	113+29.00	LT	78.2	712.0	148.4						104.3	12.6							938.4		136.4			
19	DR12	113+24.00	LT	113+58.00	LT	39.4		34.0						39.4	4.4					39.4				34.0			
19	W24	113+53.00	LT	114+01.00	LT	48.7	212.5	18.9		1.0	1.0			51.4	6.1							462.5		43.3			
19	CR15	114+01.00	LT	114+22.00	LT		250.6							21.5	2.4								193.8	4.8		12.0	
ALTERNATE BID #1 TOTALS						166.3	1175.1	201.3	0.0	1.0	1.0	0.0	0.0	216.6	25.5	0.0	0.0	0.0	0.0	39.4	0.0	1400.9	193.8	218.5	0.0	12.0	0.0
TOTALS CARRIED TO GENERAL SUMMARY						167	1176	202	0	1	1	0	0	217	26	0	0	0	0	40	0	1401	194	219	0	12	0

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ROADWAY SUBSUMMARY - 2

CITY OF MANSFIELD
GLESSNER AVE STREETSCAPE

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DRAINAGE SUBSUMMARY						611	611
SHEET NO.	REFERENCE NO.	LOCATION				CATCH BASIN RECONSTRUCTED TO GRADE, AS PER PLAN	MANHOLE ADJUSTED TO GRADE, AS PER PLAN
		FROM		TO		EACH	EACH
		STATION	OFFSET	STATION	OFFSET		
GLESSNER AVE AT WOOD ST							
15	D-2	104+59.76	15.34 RT				1
15	D-3	104+62.83	31.49 LT			1	
15	S-1	104+75.01	0.20 LT				1
15	D-4	104+87.70	32.17 LT			1	
GLESSNER AVE AT STURGES AVE N.							
18	D-5	111+59.09	13.76 LT			1	
GLESSNER AVE AT STURGES AVE S.							
19	D-6	113+23.45	13.76 RT			1	
BLYMYER AVENUE							
20	S-8	4+97.23	15.82 LT				1
DRAINAGE TOTALS CARRIED TO GENERAL SUMMARY						4	3

CALCULATED JDL
CHECKED JDB

KEM
K.E. McCARTNEY & ASSOCIATES
ENGINEERS • PLANNERS • SURVEYORS

DRAINAGE SUBSUMMARY

CITY OF MANSFIELD
GLESSNER AVE STREETSCAPE

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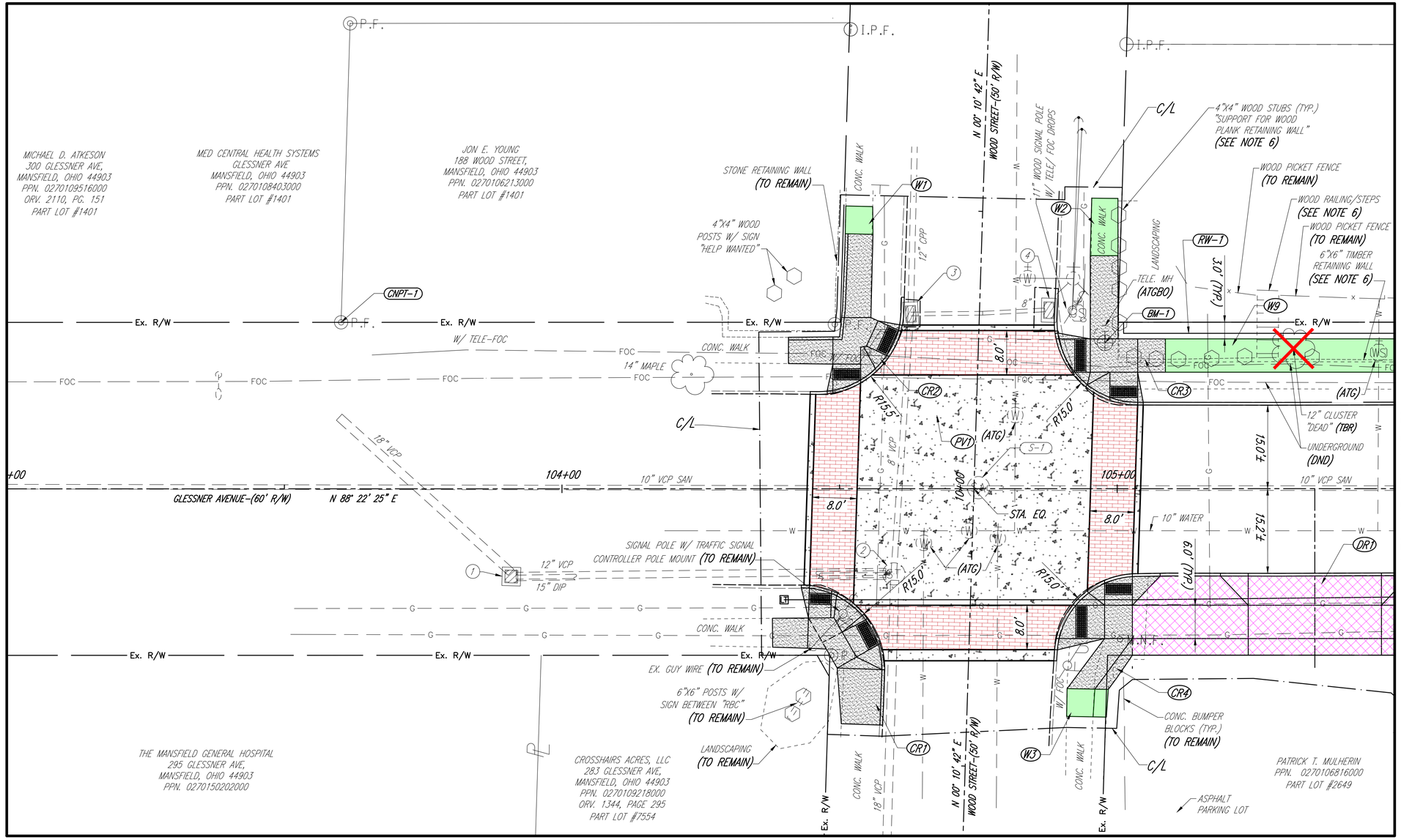

LEGEND

- ITEM 452 – 10" NON-REINFORCED CONCRETE PAVEMENT
- ITEM 452 – 8" NON-REINFORCED CONCRETE PAVEMENT (DRIVEWAYS)
- BRICK PAVER CROSSWALKS
- ITEM 608 – CURB RAMP, AS PER PLAN
- ITEM 608 – 4" CONCRETE WALK, AS PER PLAN

(TBR) – TO BE REMOVED

(ATG) – ADJUST TO GRADE

(ATGBO) – ADJUST TO GRADE BY OTHERS

(DND) – DO NOT DISTURB

NOTES:

1) ALL ITEMS LABELED ARE EXISTING AND ARE TO REMAIN UNLESS OTHERWISE NOTED ON THE SHEET.
2) SEE SHEETS 57 TO 68 FOR ADDITIONAL STREETSCAPING AND LANDSCAPING INFORMATION.
3) SEE SHEET 4 FOR PROJECT CONTROL INFORMATION.
4) SEE SHEETS 22 TO 36 FOR CROSS SECTIONS.
5) SEE SHEETS 38 TO 46 FOR PAVEMENT DETAILS AND ELEVATIONS.
6) THE WOODEN STEPS, , WOOD RETAINING WALL INCLUDING 4"x4" WOOD SUPPORT POSTS SHALL BE REMOVED THROUGH THE LIMITS NECESSARY TO CONSTRUCT THE NEW WALL.

(1) EX. CATCH BASIN
STA 103+90.84, 16.95' RT.
1312.32 TOP GRATE
1304.62 INV. 18" CPP NW
1304.07 INV. 15" DIP E
1303.32 INV. 12" VCP E

(2) EX. STORM MH
(ADJUST TO GRADE, A.P.P.)
STA 104+59.76, 15.34' RT.
1312.93 T/RIM
1307.63 INV. 15" VCP W
1302.11 INV. 15" VCP W
1302.11 INV. 15" VCP W
1302.11 INV. 18" VCP S

(3) EX. CATCH BASIN
(RECONSTRUCT TO GRADE, A.P.P.)
STA 104+61.91, 31.44' LT.
1314.72 TOP GRATE
1311.17 INV. 12" CPP N
1311.17 INV. 8" UNK E
1311.17 INV. 8" VCP S
NOTE: PIPES NOT VISIBLE AT TIME OF SURVEY. INFO FROM CITY GIS

(4) EX. CATCH BASIN
(RECONSTRUCT TO GRADE, A.P.P.)
STA 104+88.67, 32.16' LT.
1314.77 TOP GRATE
1312.22 INV. 10" CPP W
NOTE: FULL OF DEBRIS

(S-1) EX. SAN MH
(ADJUST TO GRADE, A.P.P.)
STA. 104+75.01, 0.20' LT.
1314.13 T/CASTING
1305.23 INV. 10" VCP W
1305.23 INV. 10" VCP E

(RW-1) SEE SHEET 57 FOR RETAINING WALL DETAILS

BM-1
STA. 104+97.82, 26.30' LT.
℄ R/W & CONST. (GLESSNER AVE.)
~ CHISELED "X" ON SOUTH SIDE OF MANHOLE RIM ELV: 1314.89'

℄ STATION EQUATION:
STA. 104+74.21 ℄ GLESSNER AVENUE = STA. 10+00.00 ℄ WOOD STREET

HORIZONTAL SCALE IN FEET 0 5 10 20

DESIGNED TGW
REVIEWED JDB

K.E. McCARTNEY & ASSOCIATES
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PLAN - GLESSNER AVENUE STA. 103+00 TO STA. 105+50

CITY OF MANSFIELD
GLESSNER AVE STREETSCAPE

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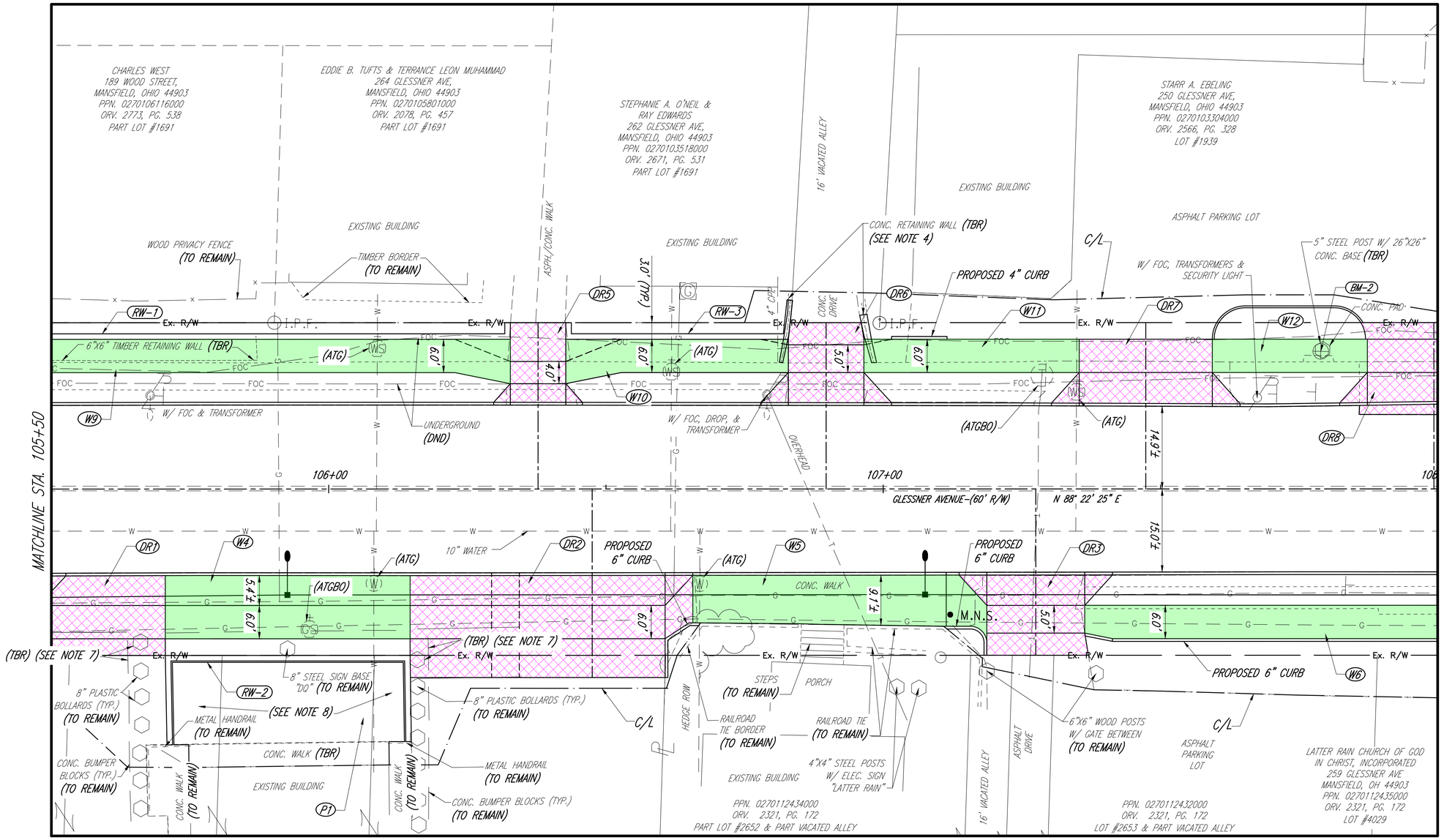

BM-2
STA. 107+78.91, 24.80' LT.
℄ R/W & CONST. (GLESSNER AVE.)
~ SOUTHWEST BOLT OF 5" POST
BASE ELV: 1305.87'

(RW-1) (RW-2) (RW-3)
SEE SHEET 58 FOR
RETAINING WALL DETAILS

LEGEND

ITEM 452 – 8" NON-REINFORCED CONCRETE PAVEMENT (DRIVEWAYS)

ITEM 608 – 4" CONCRETE WALK, AS PER PLAN

(TBR) – TO BE REMOVED

(ATG) – ADJUST TO GRADE

(ATGBO) – ADJUST TO GRADE BY OTHERS

NOTES:

1) ALL ITEMS LABELED ARE EXISTING AND ARE TO REMAIN UNLESS OTHERWISE NOTED ON THE SHEET.

2) SEE SHEETS 57 TO 68 FOR ADDITIONAL STREETSCAPING AND LANDSCAPING INFORMATION.

3) SEE SHEET 4 FOR PROJECT CONTROL INFORMATION.

4) SEE SHEET 58 FOR RETAINING WALL REMOVAL DETAILS

5) SEE SHEETS 22 TO 36 FOR CROSS SECTIONS.

6) SEE SHEETS 38 TO 46 FOR PAVEMENT DETAILS AND ELEVATIONS.

7) THE CONTRACTOR SHALL CAREFULLY REMOVE THE EXISTING BOLLARDS AND PARKING BLOCKS THAT CONFLICT WITH THE PROPOSED WORK AND STORE THEM ON SITE. THE BOLLARD ON THE EAST SIDE OF THE NEW PATIO SHALL BE RE-INSTALLED ON OUTSIDE THE PUBLIC R/W. THE REMAINING BOLLARD AND PARKING BLOCKS SHALL BE TURNED OVER TO THE PROPERTY OWNER. IF THE PROPERTY OWNER DOES NOT WANT THE BOLLARD AND THE PARKING BLOCKS THEY SHALL BE DISPOSED OF BY THE CONTRACTOR.

8) THE CONTRACTOR SHALL COORDINATE REMOVAL OF THE EXISTING PATIO FURNITURE WITH THE DAIRY QUEEN OWNERS FOR STORAGE ON THE OWNERS PROPERTY. PAYMENT FOR THE REMOVAL AND STORAGE SHALL BE PAID FOR UNDER ITEM 201 – CLEARING AND GRUBBING, AS PER PLAN.

N

HORIZONTAL SCALE IN FEET
0 5 10 20

DESIGNED TGW
REVIEWED JDB

K.E. McCARTNEY & ASSOCIATES
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PLAN - GLESSNER AVENUE
STA. 105+50 TO STA. 108+00

CITY OF MANSFIELD
GLESSNER AVE STREETSCAPE

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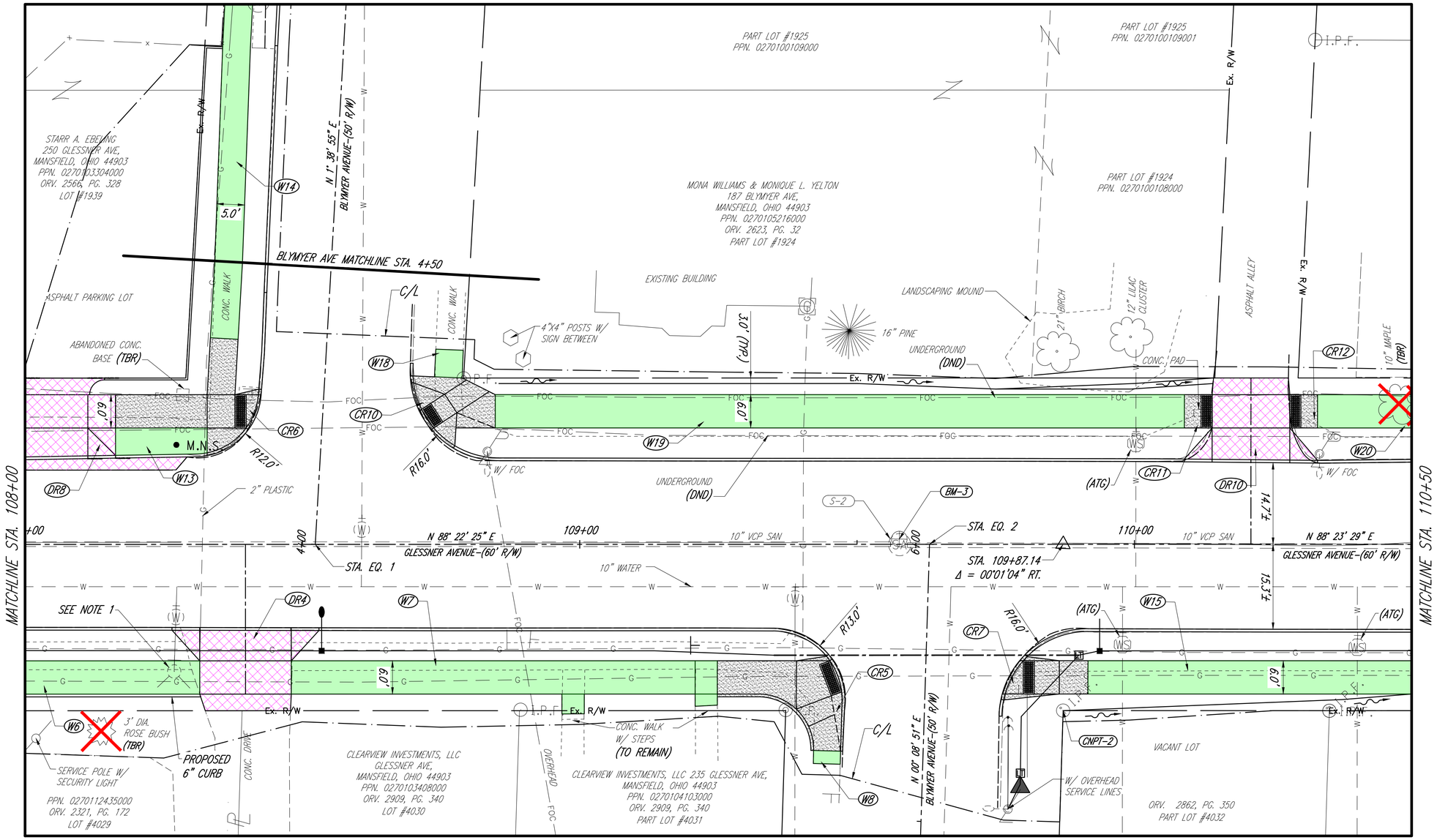

BM-3
STA. 109+57.61, 0.95' LT.
℄ R/W & CONST. (GLESSNER AVE.)
~ CHISELED "X" ON NORTH SIDE OF MANHOLE RIM ELV: 1299.16

(S-2) EX. SAN MH
STA. 109+57.69, 0.06' RT.
1299.12 T/CASTING
1290.72 INV. 10" VCP W
1290.72 INV. 10" VCP E

℄ STATION EQUATION – 1:
STA. 108+52.31 ℄ GLESSNER AVENUE
= STA. 4+00.00 ℄ BLYMYER AVENUE

℄ STATION EQUATION – 2:
STA. 109+63.06 ℄ GLESSNER AVENUE
= STA. 6+00.00 ℄ BLYMYER AVENUE

LEGEND

- ITEM 452 – 8" NON-REINFORCED CONCRETE PAVEMENT (DRIVEWAYS)
- ITEM 608 – CURB RAMP, AS PER PLAN
- ITEM 608 – 4" CONCRETE WALK, AS PER PLAN

(TBR) – TO BE REMOVED

(ATG) – ADJUST TO GRADE

(DND) – DO NOT DISTURB

NOTES:

1) THE EXISTING FIRE HYDRANT SHALL BE RELOCATED BY CITY OF MANSFIELD FORCES. THE CONTRACTOR IS RESPONSIBLE FOR COORDINATING THIS WORK WITH THE CITY OF MANSFIELD WATER DEPARTMENT.

2) ALL ITEMS LABELED ARE EXISTING AND ARE TO REMAIN UNLESS OTHERWISE NOTED ON THE SHEET.

3) SEE SHEETS 57 TO 68 FOR ADDITIONAL STREETSCAPING AND LANDSCAPING INFORMATION.

4) SEE SHEET 4 FOR PROJECT CONTROL INFORMATION.

5) SEE SHEETS 22 TO 36 FOR CROSS SECTIONS.

6) SEE SHEETS 38 TO 46 FOR PAVEMENT DETAILS AND ELEVATIONS.

N

HORIZONTAL SCALE IN FEET 0 5 10 20

DESIGNED TGW
REVIEWED JDB

K.E. McCARTNEY & ASSOCIATES
ENGINEERS • PLANNERS • SURVEYORS

PLAN - GLESSNER AVENUE
STA. 108+00 TO STA. 110+50

CITY OF MANSFIELD
GLESSNER AVE STREETSCAPE

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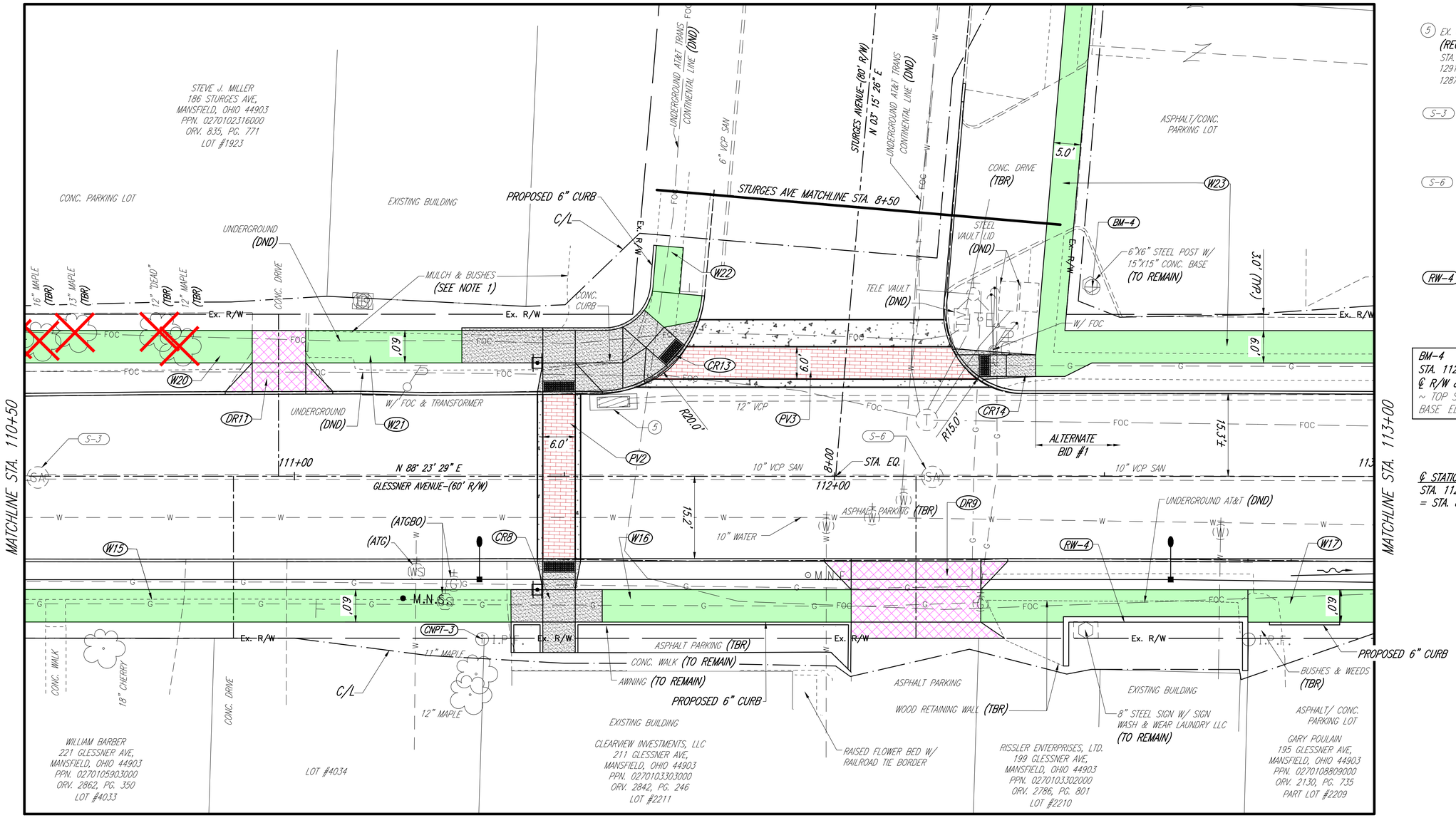

(5) EX. CATCH BASIN
(RECONSTRUCT TO GRADE, A.P.P.)
STA. 111+59.06, 14.73' LT.
1291.88 TOP GRATE
1287.38 INV. 12" VCP E

(S-3) EX. SAN MH
STA. 110+52.49, 0.24' RT.
1295.80 T/CASTING
1288.05 INV. 10" VCP W
1286.35 INV. 10" VCP E

(S-6) EX. SAN MH
STA. 112+18.16, 0.12' RT.
1291.31 T/CASTING
1284.51 INV. 10" VCP W
1283.86 INV. 10" VCP E

(RW-4) SEE SHEET 60 FOR RETAINING WALL DETAILS

BM-4
STA. 112+47.76, 35.04' LT.
℄ R/W & CONST. (GLESSNER AVE.)
~ TOP SOUTHEAST BOLT ON CONC. BASE ELV: 1291.16

℄ STATION EQUATION:
STA. 112+00.24 ℄ GLESSNER AVENUE = STA. 8+00.00 ℄ STURGES AVENUE

LEGEND

- ITEM 452 – 10" NON-REINFORCED CONCRETE PAVEMENT
- ITEM 452 – 8" NON-REINFORCED CONCRETE PAVEMENT (DRIVEWAYS)
- BRICK PAVER CROSSWALKS
- ITEM 608 – CURB RAMP, AS PER PLAN
- ITEM 608 – 4" CONCRETE WALK, AS PER PLAN

(TBR) – TO BE REMOVED

(TBRBO) – TO BE REMOVED BY OTHERS

(ATGBO) – ADJUST TO GRADE BY OTHERS

(DND) – DO NOT DISTURB

NOTES:

1) SEE LANDSCAPING PLANS FOR DISPOSITION OF EXISTING LANDSCAPING ITEMS.
2) ALL ITEMS LABELED ARE EXISTING AND ARE TO REMAIN UNLESS OTHERWISE NOTED ON THE SHEET.
3) SEE SHEETS 57 TO 68 FOR ADDITIONAL STREETSCAPING AND LANDSCAPING INFORMATION.
4) SEE SHEET 4 FOR PROJECT CONTROL INFORMATION.
5) SEE SHEETS 22 TO 36 FOR CROSS SECTIONS.
6) SEE SHEETS 38 TO 46 FOR PAVEMENT DETAILS AND ELEVATIONS.

N

HORIZONTAL SCALE IN FEET 0 5 10 20

DESIGNED TGW
REVIEWED JDB

K.E. McCARTNEY & ASSOCIATES
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PLAN - GLESSNER AVENUE STA. 110+50 TO STA. 113+00

CITY OF MANSFIELD
GLESSNER AVE STREETSCAPE

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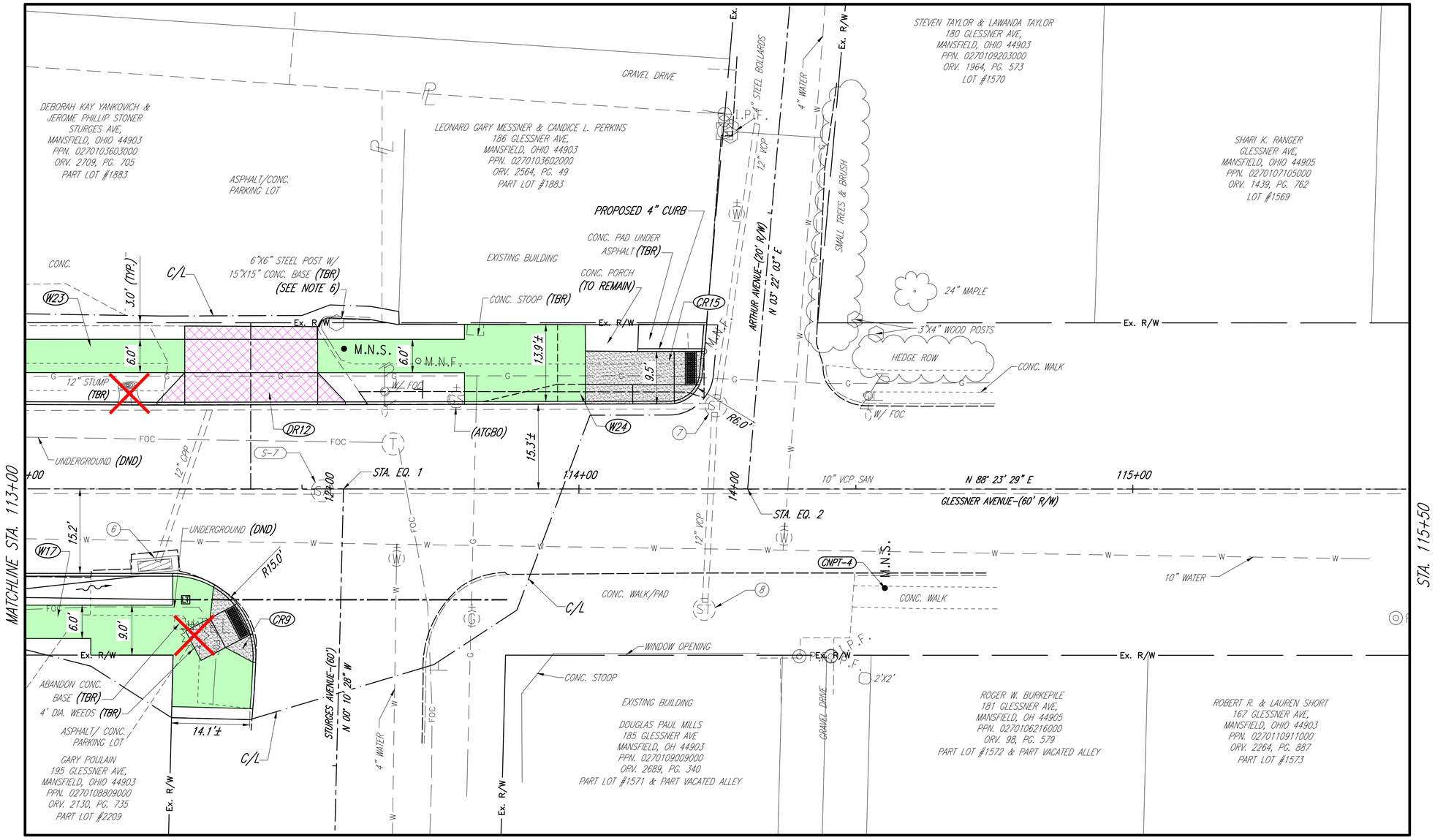

6 EX. CATCH BASIN
(RECONSTRUCT TO GRADE, A.P.P.)
STA. 113+23.52, 14.66' RT.
1289.04 TOP GRATE
1285.69 INV. 12" CPP NE

7 EX. STORM MH
STA. 114+24.75, 15.04' LT.
1286.99 T/RIM
1281.84 INV. 12" VCP W
1278.24 INV. 12" VCP N
1278.24 INV. 12" VCP S

8 EX. STORM MH
STA. 114+22.62, 21.71' RT.
1287.05 T/RIM
FULL OF DEBRIS

S-7 EX. SAN MH
1289.03 T/CASTING
1280.43 INV. 10" VCP W
1280.43 INV. 10" VCP E

℄ STATION EQUATION – 1:
STA. 113+57.49 ℄ GLESSNER AVENUE
= STA. 12+00.00 ℄ STURGES AVENUE

℄ STATION EQUATION – 2:
STA. 114+30.46 ℄ GLESSNER AVENUE
= STA. 14+00.00 ℄ ARTHUR AVENUE

LEGEND

- ITEM 452 – 8" NON-REINFORCED CONCRETE PAVEMENT (DRIVEWAYS)
- ITEM 608 – CURB RAMP, AS PER PLAN
- ITEM 608 – 4" CONCRETE WALK, AS PER PLAN

(TBR) – TO BE REMOVED

(ATGBO) – ADJUST TO GRADE BY OTHERS

(DND) – DO NOT DISTURB

NOTES:

1) ALL ITEMS LABELED ARE EXISTING AND ARE TO REMAIN UNLESS OTHERWISE NOTED ON THE SHEET.
2) SEE SHEETS 57 TO 68 FOR ADDITIONAL STREETSCAPING AND LANDSCAPING INFORMATION.
3) SEE SHEET 4 FOR PROJECT CONTROL INFORMATION.
4) SEE SHEETS 22 TO 36 FOR CROSS SECTIONS.
5) SEE SHEETS 38 TO 46 FOR PAVEMENT DETAILS AND ELEVATIONS.
6) CONTRACTOR SHALL COORDINATE WITH PROPERTY FOR THE REMOVAL OF THE EXISTING WIRING FROM THE POLE. ALL COSTS FOR COORDINATION AND WIRING REMOVAL AND DISPOSAL SHALL BE INCLUDED IN THE COST OF THE POLE REMOVAL.

N

HORIZONTAL SCALE IN FEET 0 5 10 20

DESIGNED TGW
REVIEWED JDB

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PLAN - GLESSNER AVENUE
STA. 113+00 TO STA. 115+50

CITY OF MANSFIELD
GLESSNER AVE STREETSCAPE

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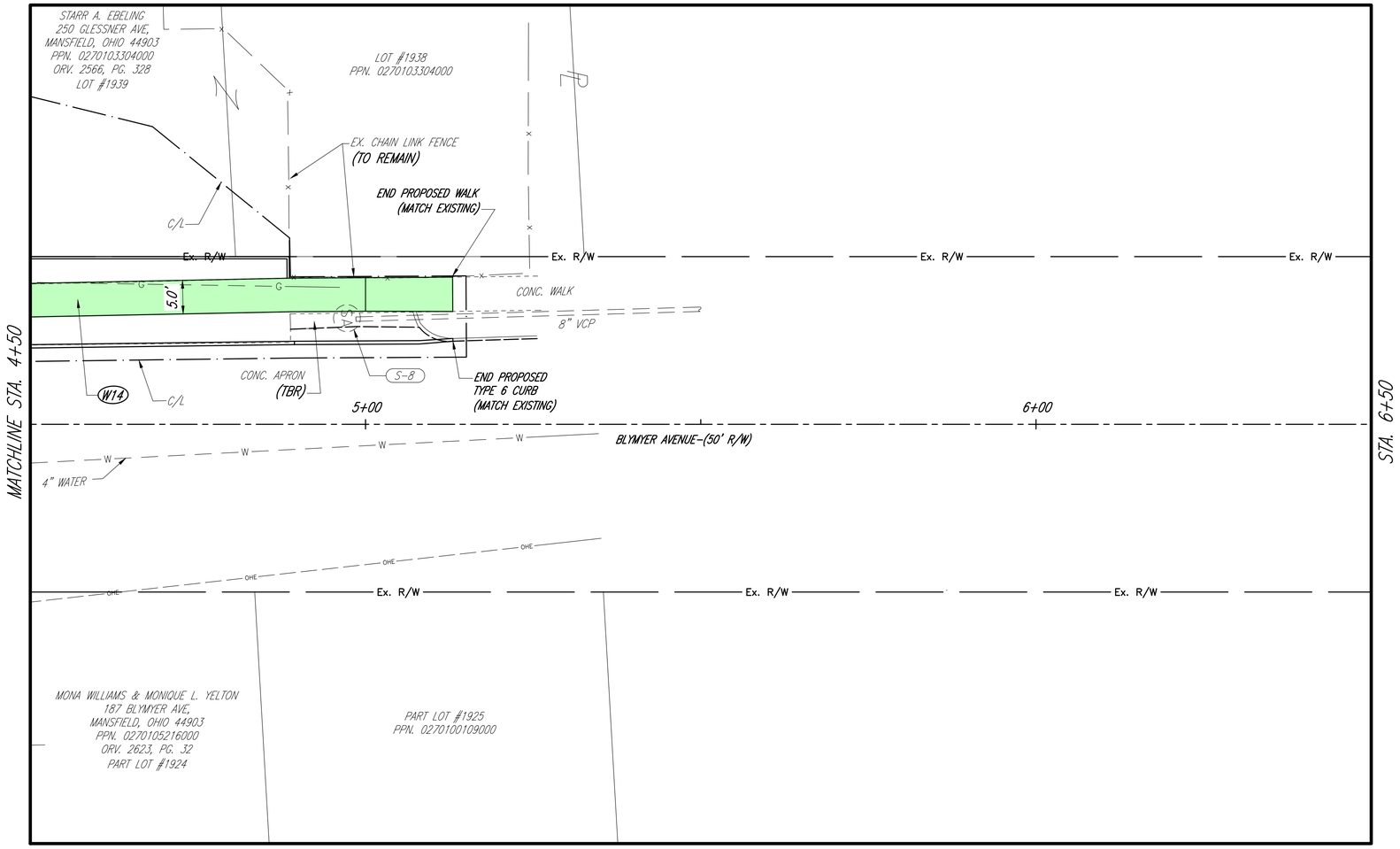

S-8 EX. SAN MH
(ADJUSTED TO GRADE, A.P.P.)
STA. 4+97.23, 15.82' LT.
1300.91 T/CASTING
1294.01 INV. 8" VCP N

LEGEND

ITEM 608 – 4" CONCRETE WALK, AS PER PLAN

NOTES:

1) ALL ITEMS LABELED ARE EXISTING AND ARE TO REMAIN UNLESS OTHERWISE NOTED ON THE SHEET.

2) SEE SHEETS 57 TO 68 FOR ADDITIONAL STREETSCAPING AND LANDSCAPING INFORMATION.

3) SEE SHEET 4 FOR PROJECT CONTROL INFORMATION.

4) SEE SHEET 37 FOR CROSS SECTIONS.

5) SEE SHEETS 38 TO 46 FOR PAVEMENT DETAILS AND ELEVATIONS.

N

0 5 10 20
HORIZONTAL
SCALE IN FEET

DESIGNED TGW
REVIEWED JDB

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PLAN - BLYMYER AVENUE
STA. 4+50 TO STA. 6+50

CITY OF MANSFIELD
GLESSNER AVE STREETSCAPE

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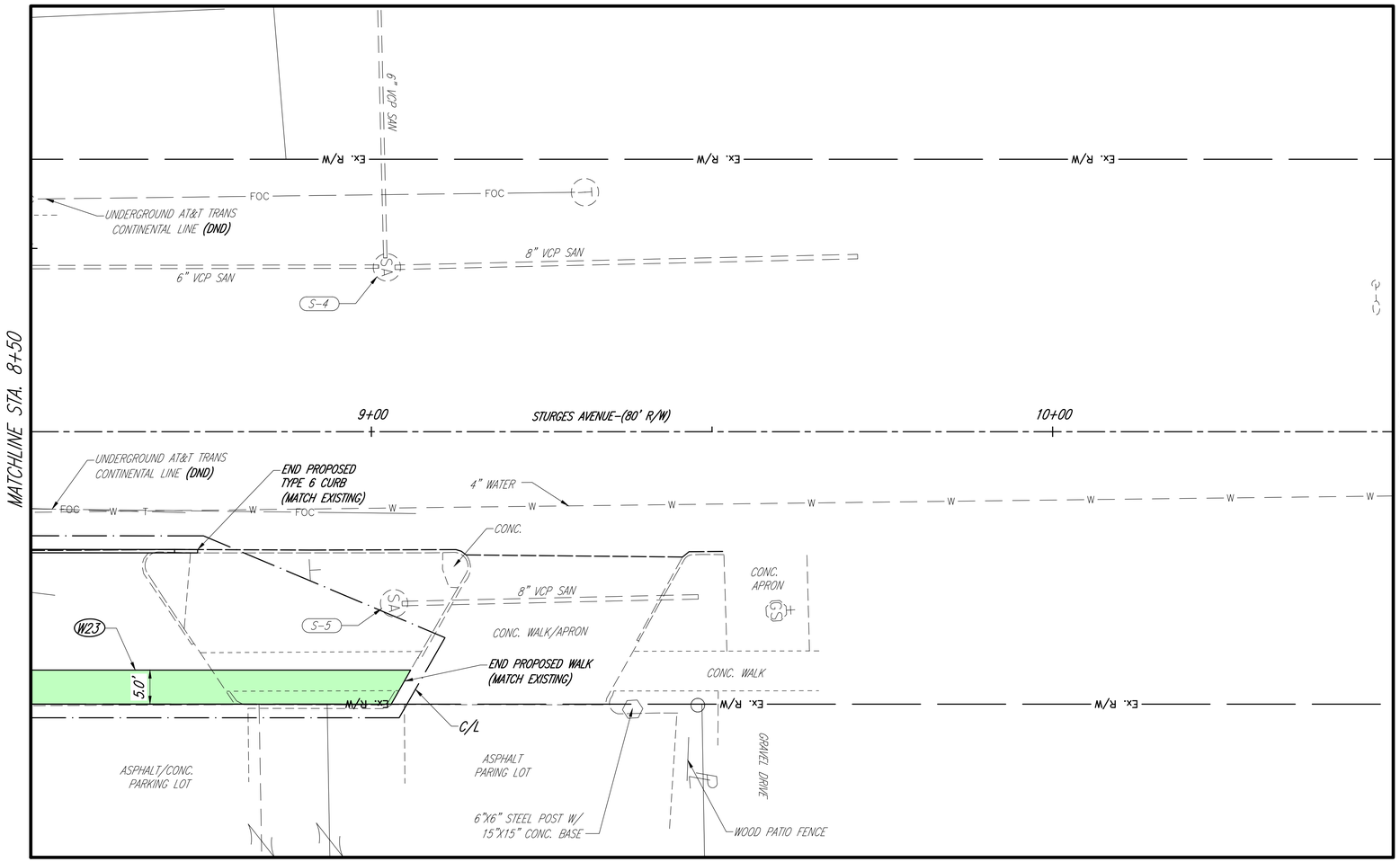

S-4 EX. SAN MH
STA. 9+02.27, 24.12' LT.
1288.26 T/CASTING
1282.66 INV. 6" VCP W
1280.80 INV. 6" VCP S
1280.76 INV. 8" VCP N

S-5 EX. SAN MH
STA. 9+03.33, 25.19' RT.
1287.99 T/CASTING
1278.59 INV. 8" VCP N

LEGEND

ITEM 608 – 4" CONCRETE WALK, AS PER PLAN

NOTES:

1) ALL ITEMS LABELED ARE EXISTING AND ARE TO REMAIN UNLESS OTHERWISE NOTED ON THE SHEET.

2) SEE SHEETS 57 TO 68 FOR ADDITIONAL STREETSCAPING AND LANDSCAPING INFORMATION.

3) SEE SHEET 4 FOR PROJECT CONTROL INFORMATION.

4) SEE SHEETS 22 TO 36 FOR CROSS SECTIONS.

5) SEE SHEETS 38 TO 46 FOR PAVEMENT DETAILS AND ELEVATIONS.

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HORIZONTAL SCALE IN FEET
0 5 10 20

DESIGNED TGW
REVIEWED JDB

K.E. McCARTNEY & ASSOCIATES
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PLAN - STURGES AVENUE STA. 8+50 TO STA. 10+50

CITY OF MANSFIELD
GLESSNER AVE STREETSCAPE

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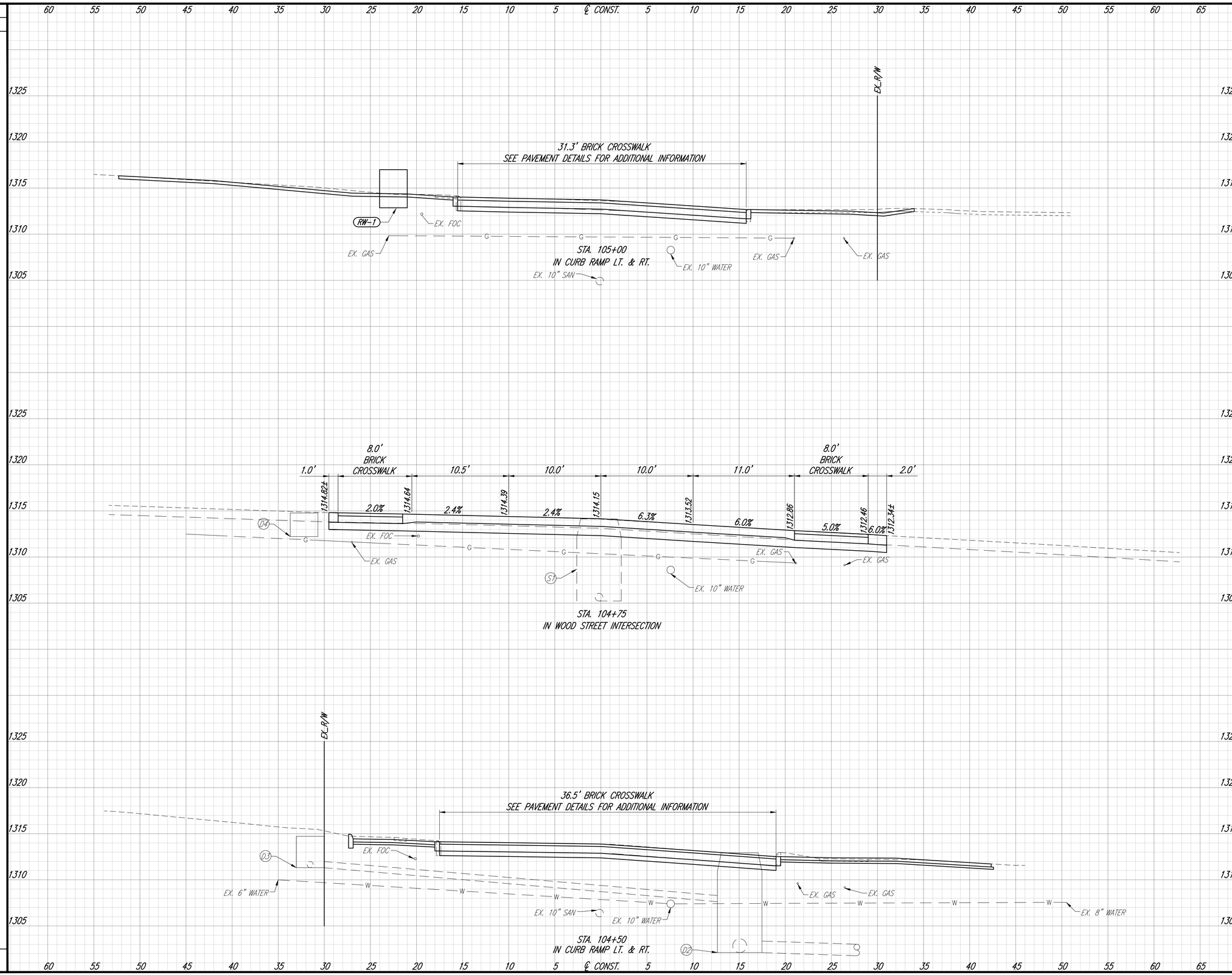
SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL



SHEET TOTAL

SHEET TOTAL

DESIGNED JDL | REVIEWED JDB

K.E. McCARTNEY & ASSOCIATES
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CROSS SECTIONS - GLESSNER AVENUE
104+25.00 TO 105+00.00

CITY OF MANSFIELD
GLESSNER AVE STREETSCAPE

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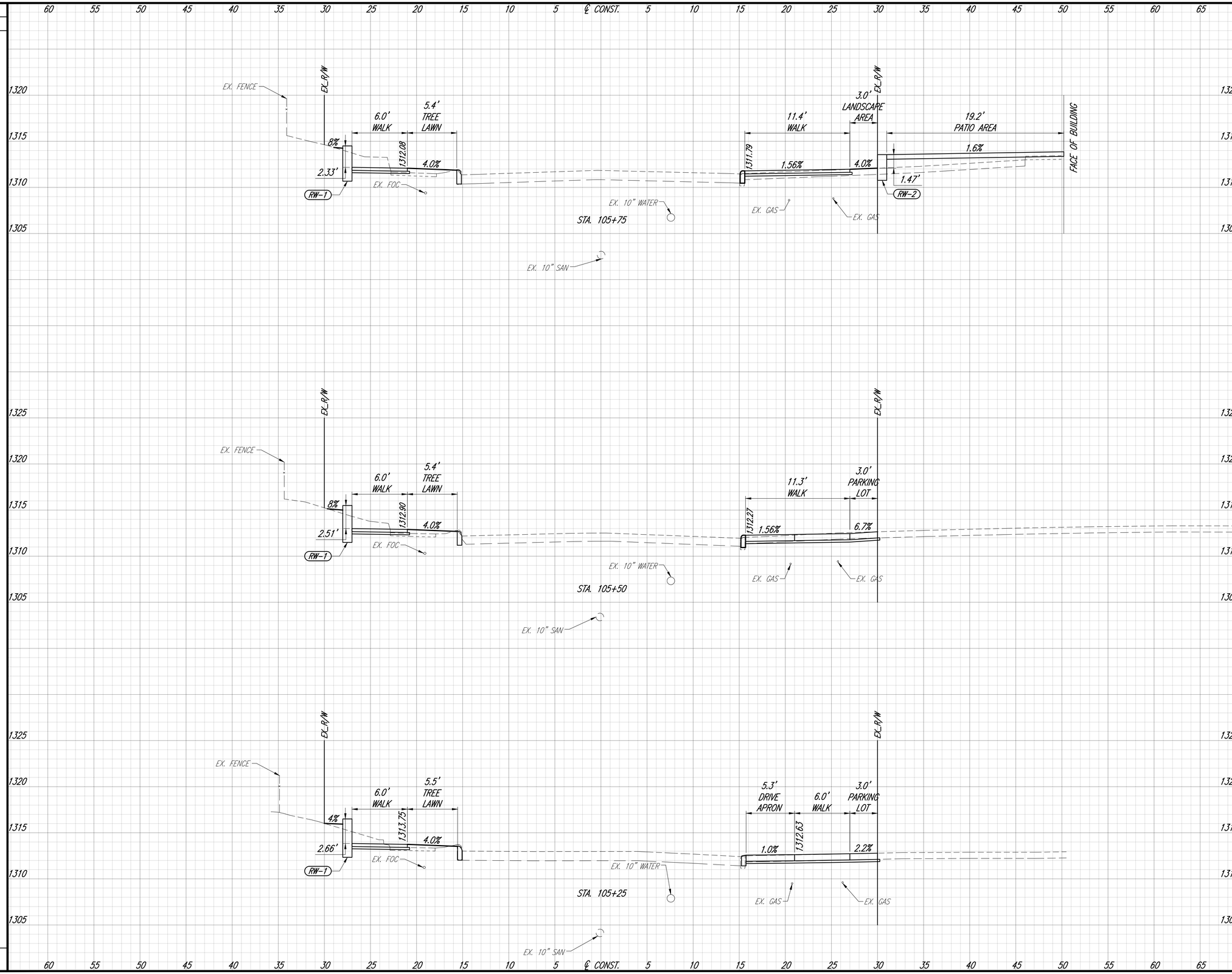
SEEDING	
END WIDTH	SQ. YDS.
SHEET TOTAL	



END AREA		VOLUME	
CUT	FILL	CUT	FILL
SHEET TOTAL			

DESIGNED JDL
REVIEWED JDB

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CROSS SECTIONS - GLESSNER AVENUE
105+25.00 TO 105+75.00

CITY OF MANSFIELD
GLESSNER AVE STREETSCAPE

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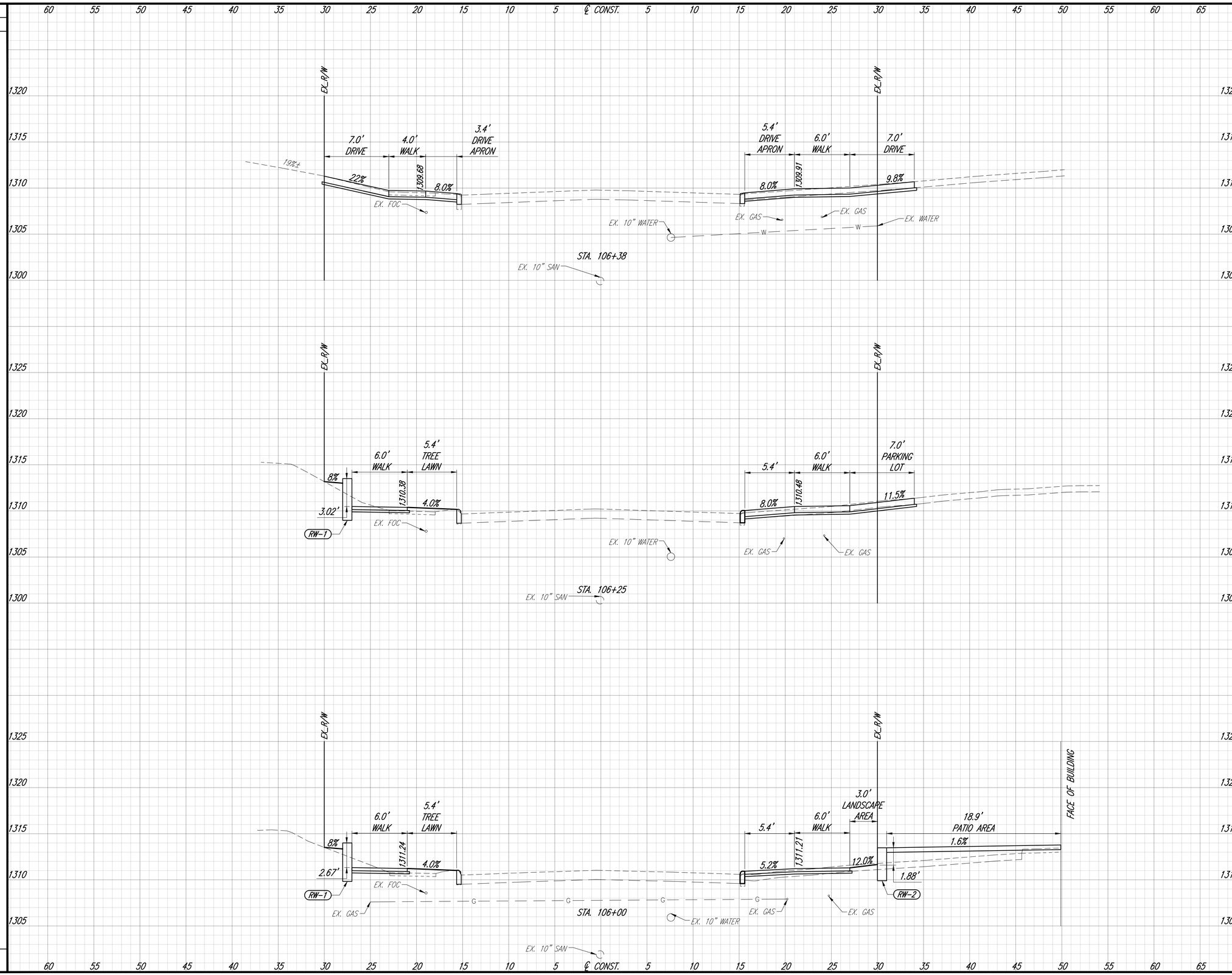
SEEDING	
END WIDTH	SQ. YDS.
SHEET TOTAL	



END AREA		VOLUME	
CUT	FILL	CUT	FILL
SHEET TOTAL			

DESIGNED JDL
REVIEWED JDB

K.E. McCARTNEY & ASSOCIATES
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CROSS SECTIONS - GLESSNER AVENUE
106+00.00 TO 106+38.00

CITY OF MANSFIELD
GLESSNER AVE STREETSCAPE

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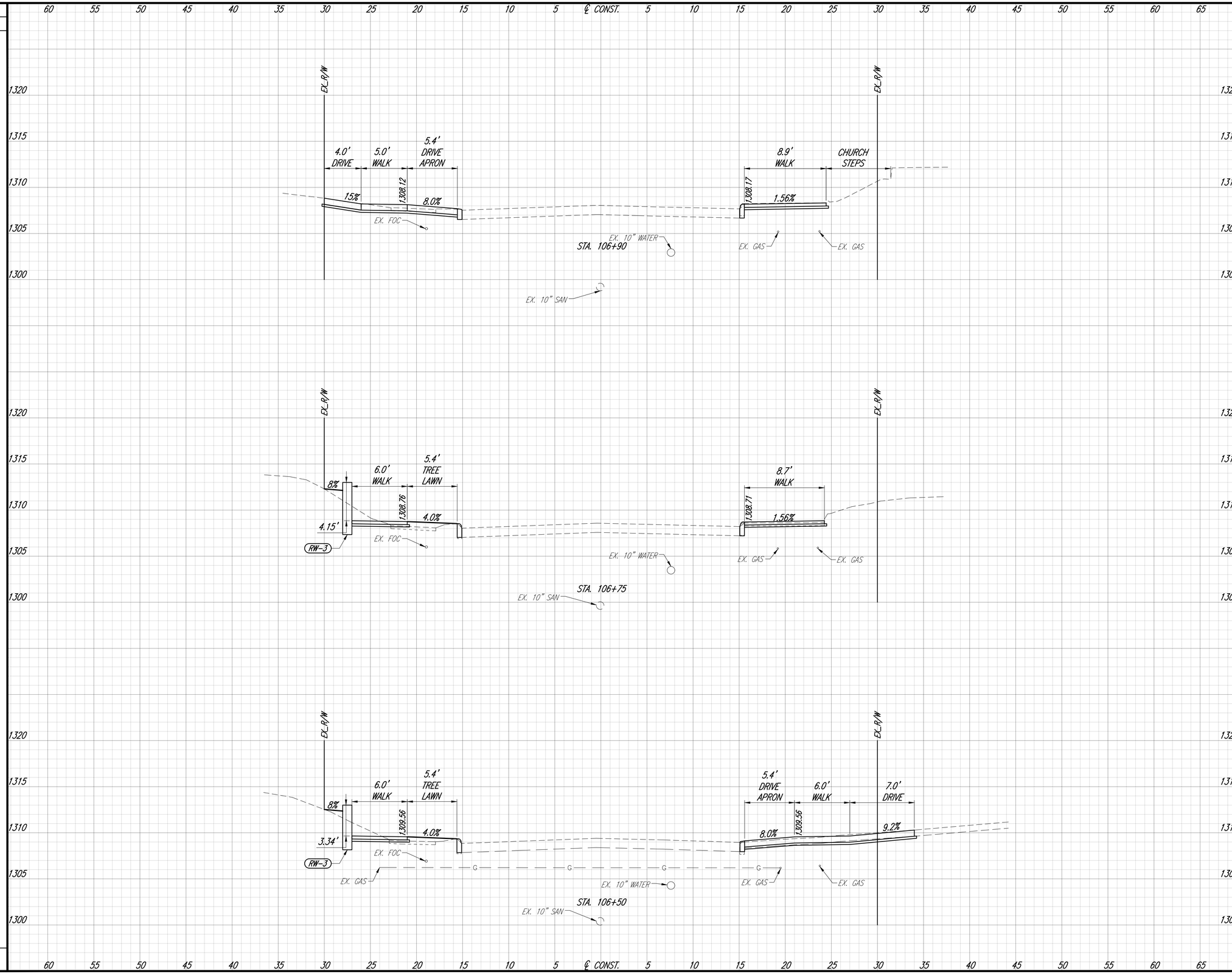
SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL



SHEET TOTAL

SHEET TOTAL

DESIGNED JDL
REVIEWED JDB

K.E. McCARTNEY & ASSOCIATES
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CROSS SECTIONS - GLESSNER AVENUE
106+50.00 TO 106+90.00

CITY OF MANSFIELD
GLESSNER AVE STREETSCAPE

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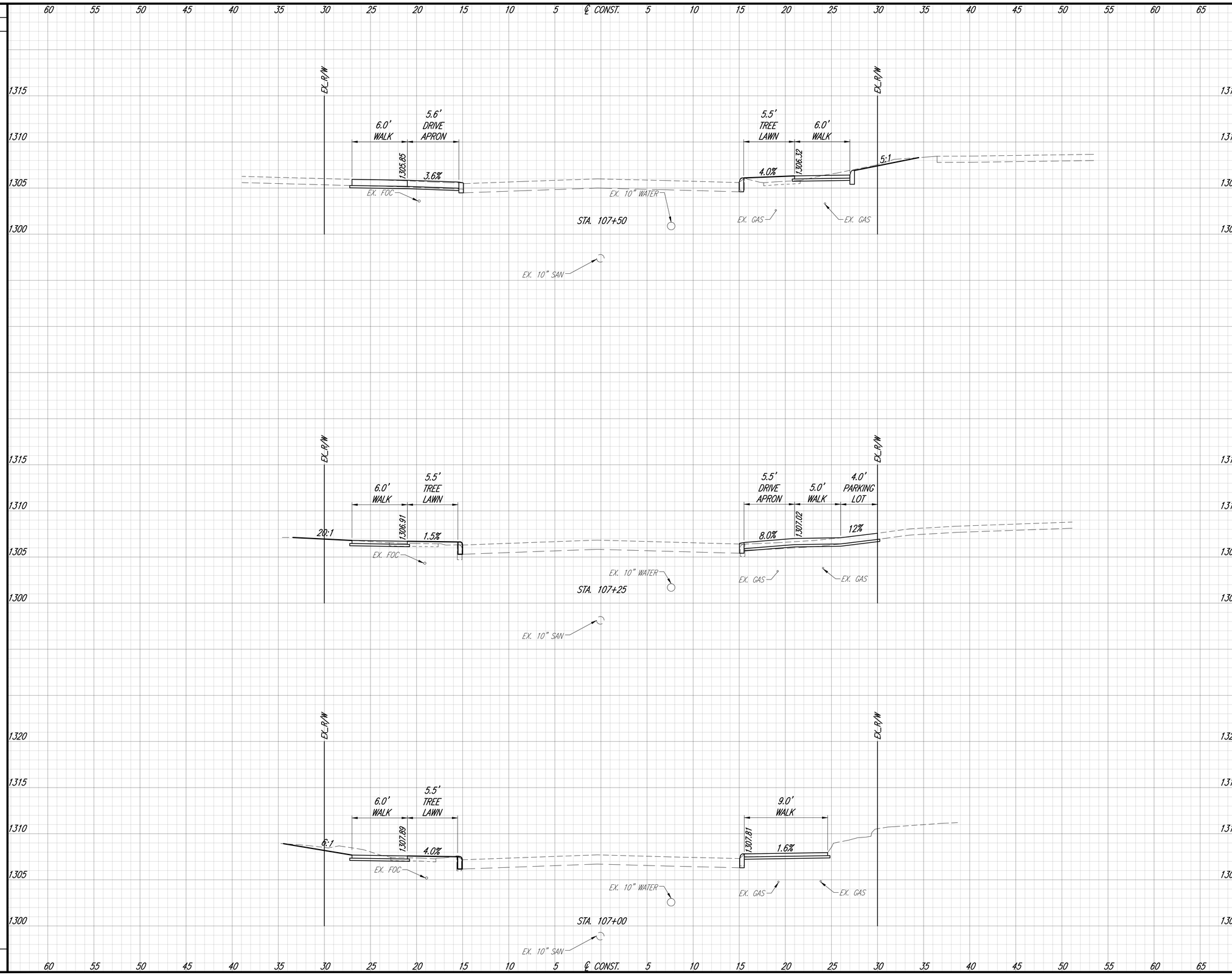
SEEDING	
END WIDTH	SQ. YDS.
SHEET TOTAL	



END AREA		VOLUME	
CUT	FILL	CUT	FILL
SHEET TOTAL			

DESIGNED JDL
REVIEWED JDB

K.E. McCARTNEY & ASSOCIATES
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CROSS SECTIONS - GLESSNER AVENUE
107+00.00 TO 107+50.00

CITY OF MANSFIELD
GLESSNER AVE STREETSCAPE

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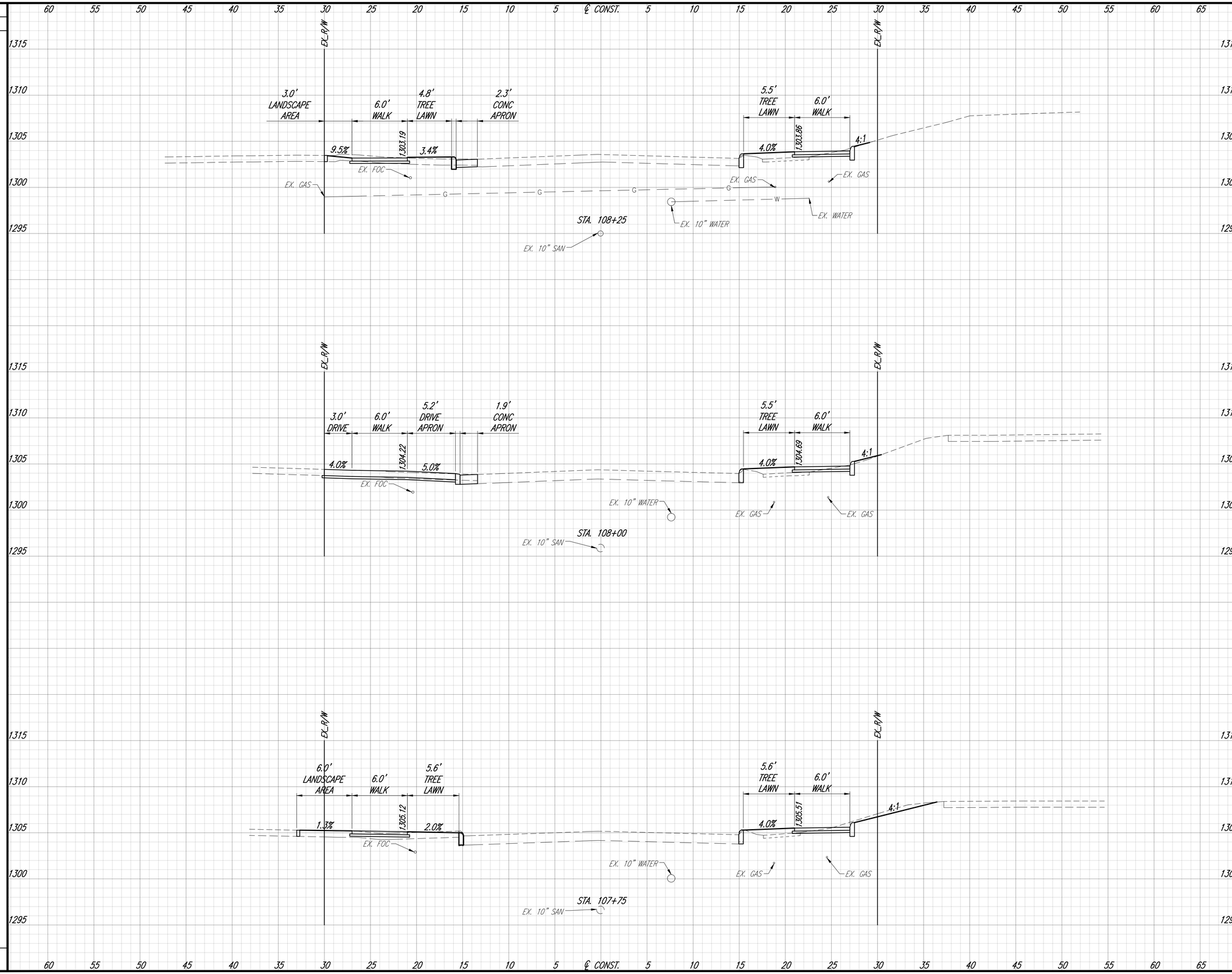
SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL



SHEET TOTAL

SHEET TOTAL

DESIGNED JDL
REVIEWED JDB

K.E. McCARTNEY & ASSOCIATES
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CROSS SECTIONS - GLESSNER AVENUE
107+75.00 TO 108+25.00

CITY OF MANSFIELD
GLESSNER AVE STREETSCAPE

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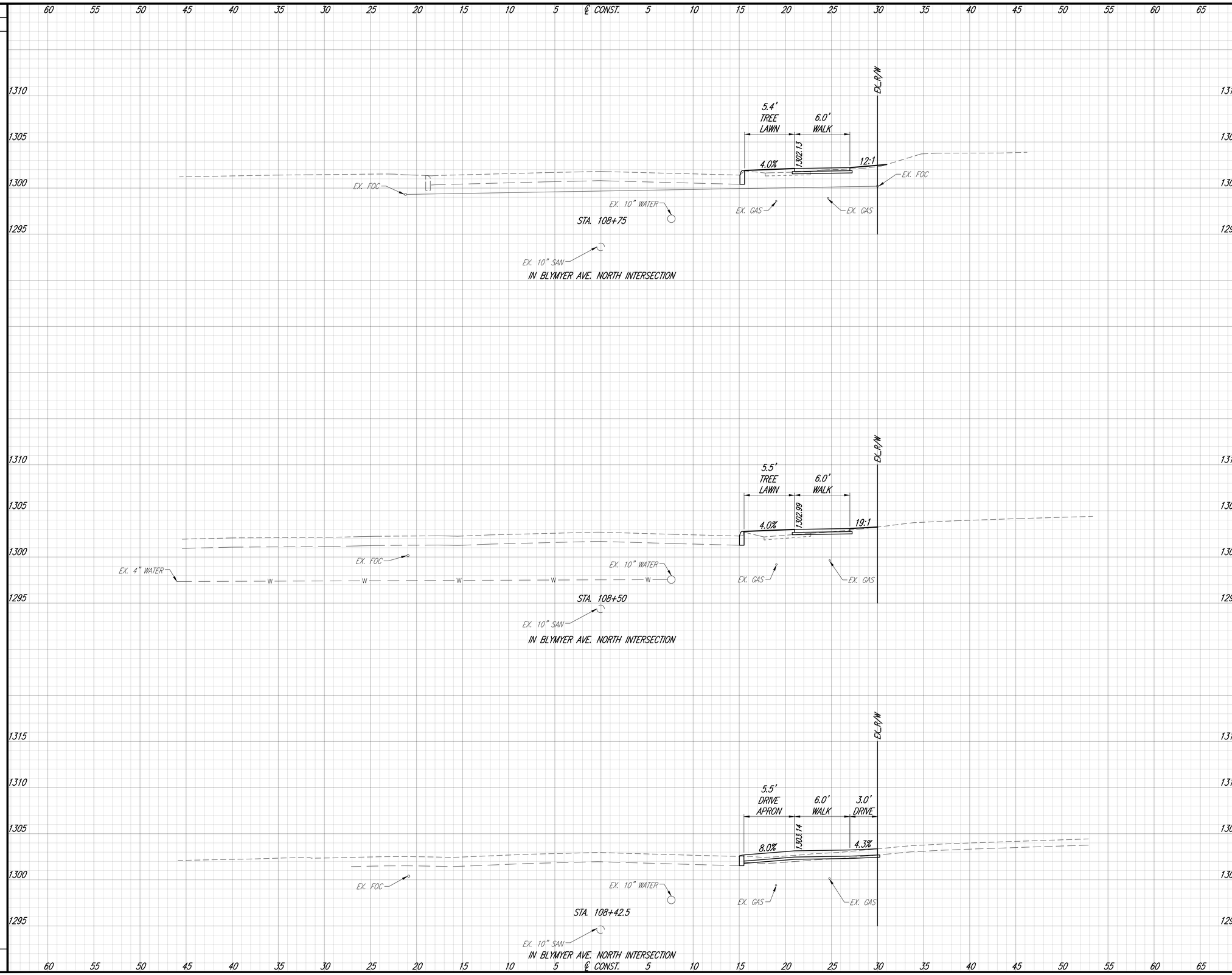
SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL



SHEET TOTAL

SHEET TOTAL

DESIGNED JDL
REVIEWED JDB

K.E. McCARTNEY & ASSOCIATES
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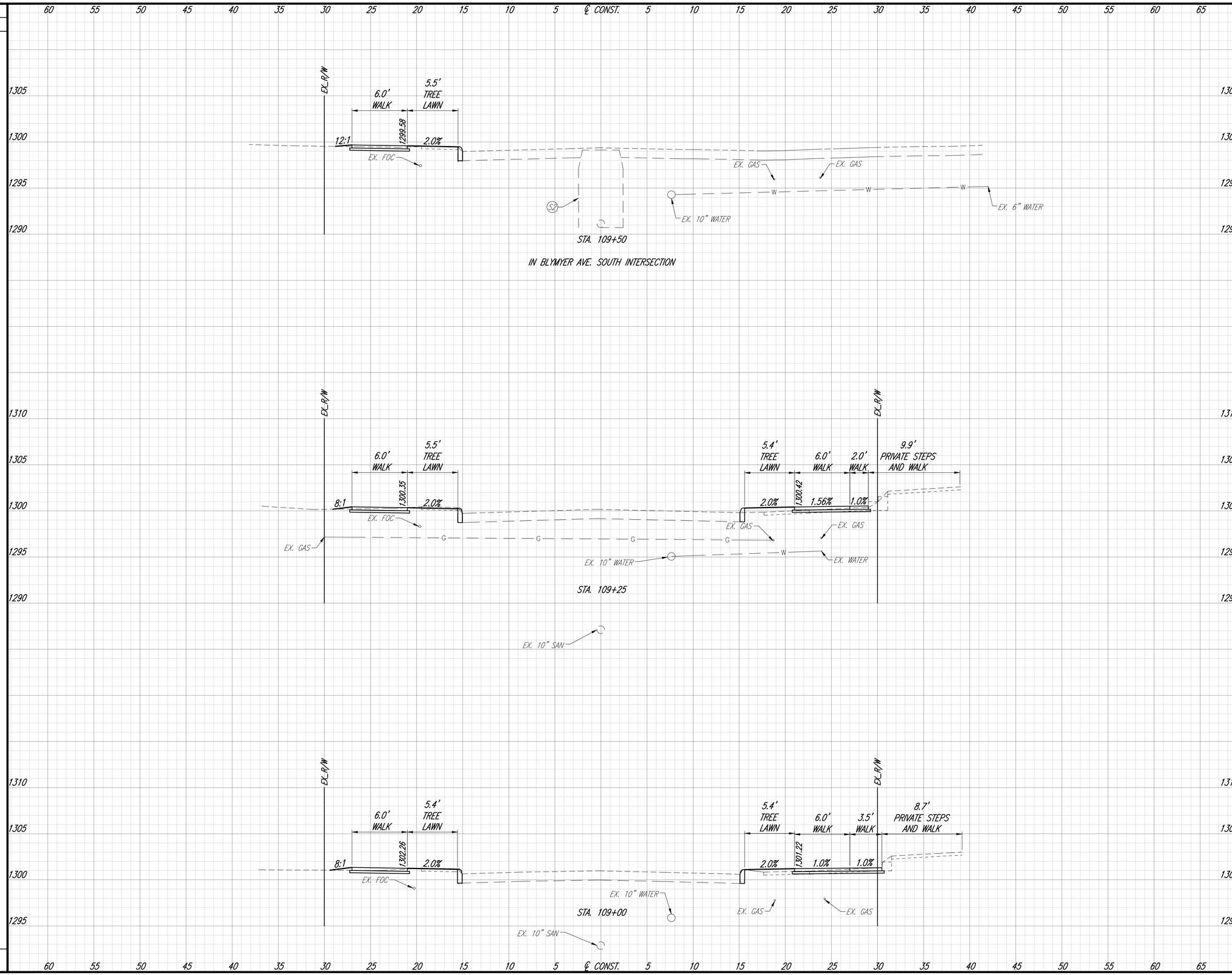
CROSS SECTIONS - GLESSNER AVENUE
108+42.50 TO 108+75.00

CITY OF MANSFIELD
GLESSNER AVE STREETSCAPE

Z:\HY\HY-293 Mansfield Glessner West End Project\Plan Sheets\HY-293-XS.dwg 11/22/2021 2:05:01 PM Jeremy Loy

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL



SHEET TOTAL

SHEET TOTAL

DESIGNED JDL
REVIEWED JDB

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CROSS SECTIONS - GLESSNER AVENUE
109+00.00 TO 109+50.00

CITY OF MANSFIELD
GLESSNER AVE STREETSCAPE

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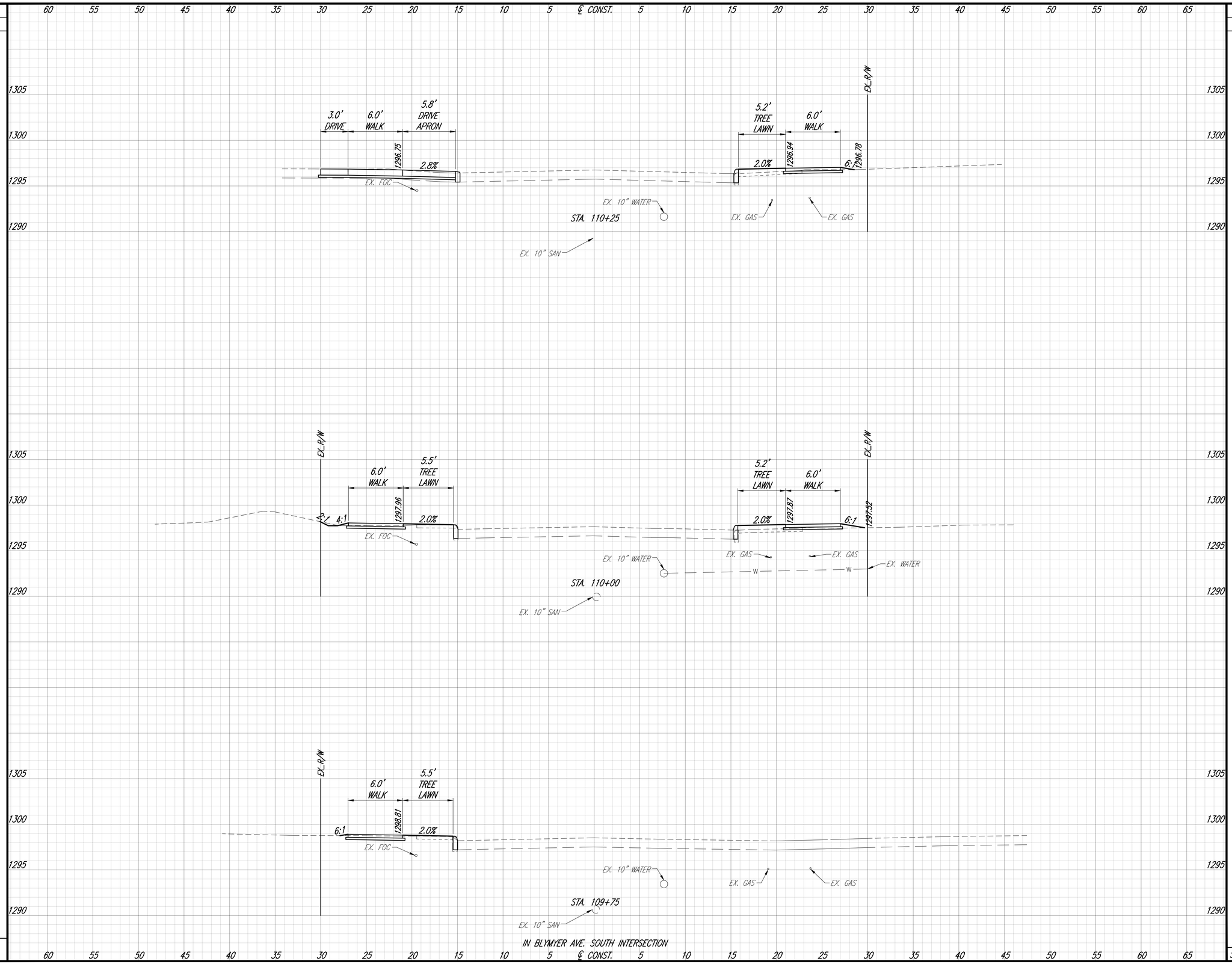
SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL



SHEET TOTAL

SHEET TOTAL

DESIGNED JDL
REVIEWED JDB

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CROSS SECTIONS - GLESSNER AVENUE
109+75.00 TO 110+25.00

CITY OF MANSFIELD
GLESSNER AVE STREETSCAPE

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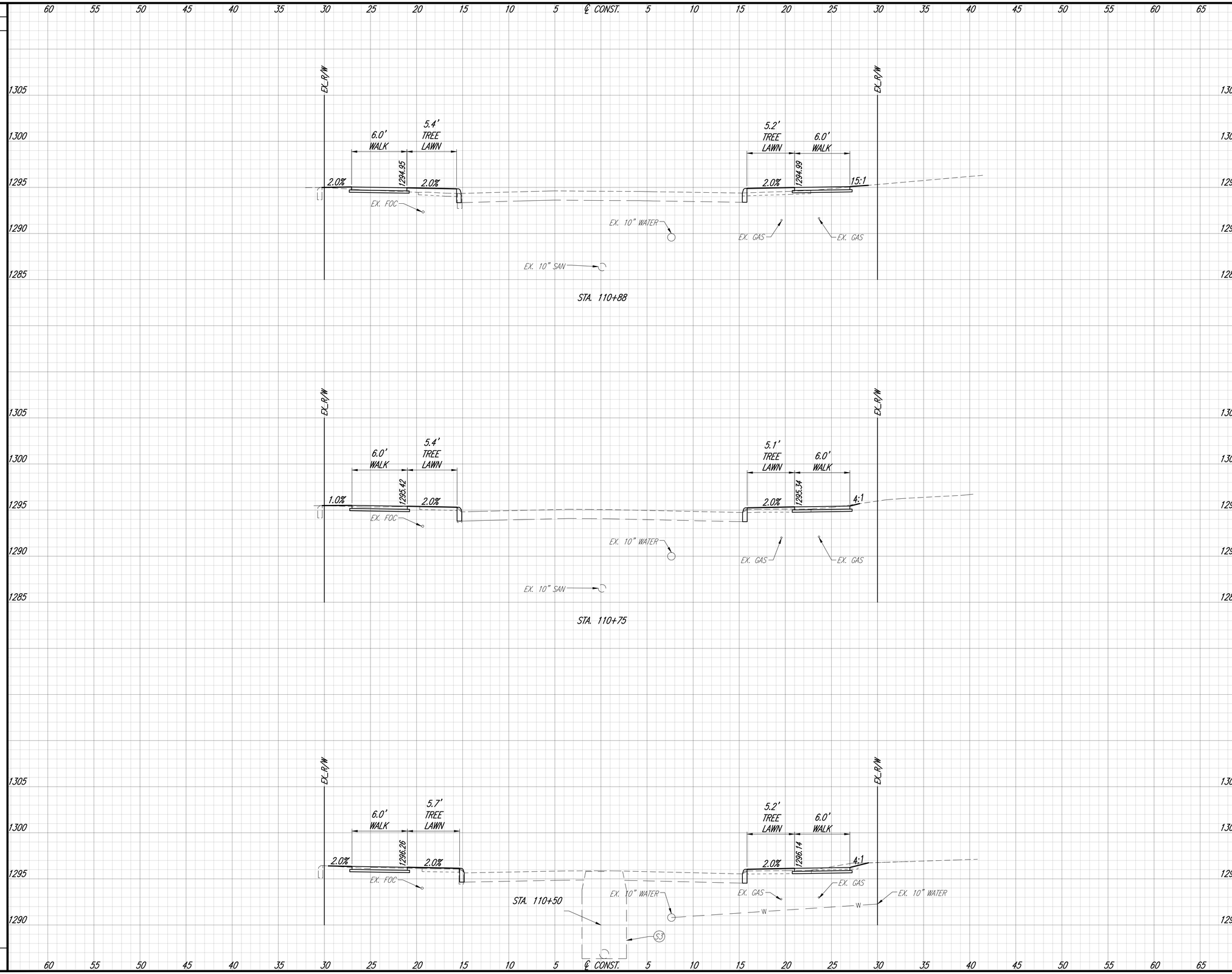
SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL



SHEET TOTAL

SHEET TOTAL

DESIGNED JDL
REVIEWED JDB

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CROSS SECTIONS - GLESSNER AVENUE
110+50.00 TO 110+88.00

CITY OF MANSFIELD
GLESSNER AVE STREETSCAPE

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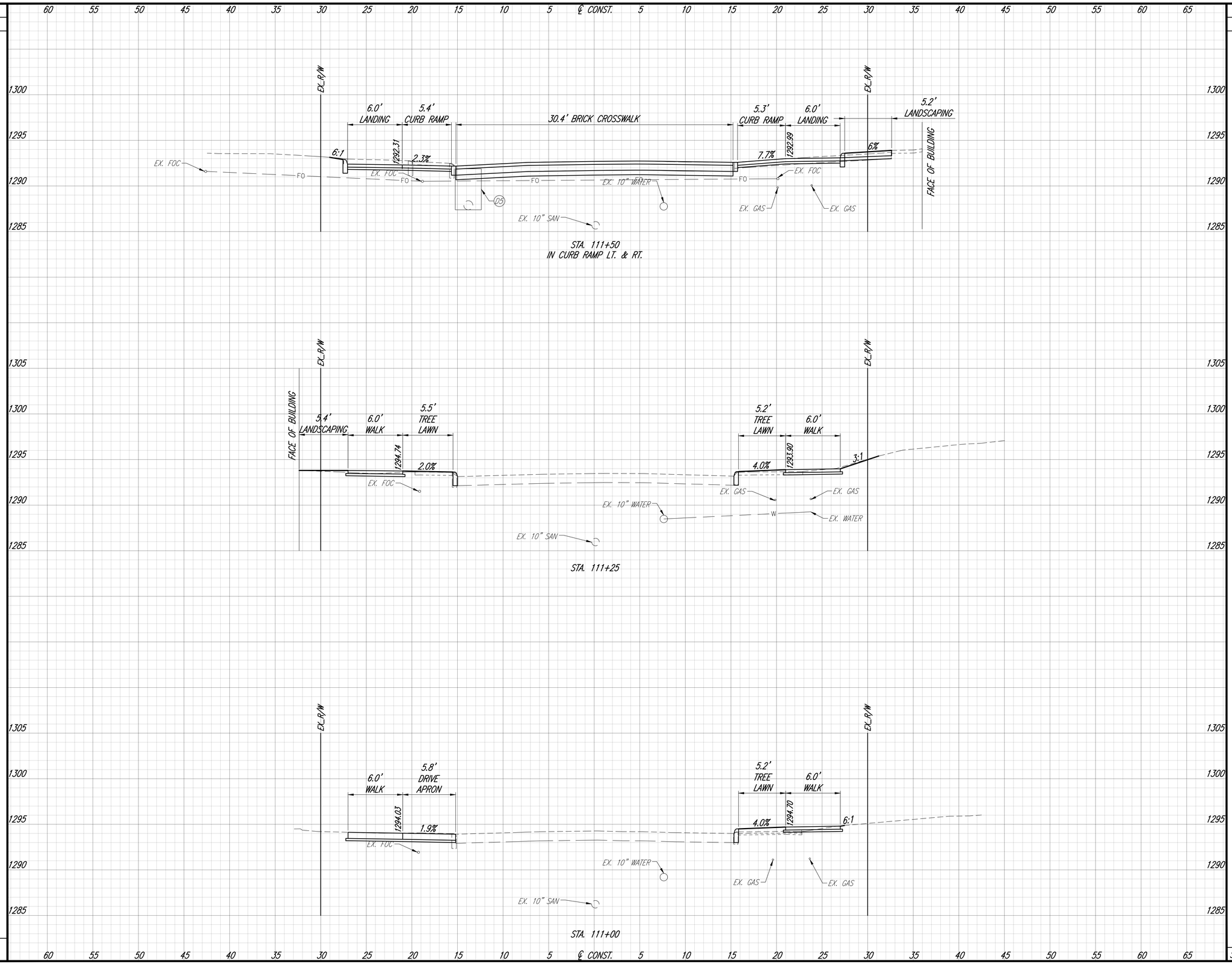
SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

DESIGNED JDL
REVIEWED JDB



SHEET TOTAL

SHEET TOTAL

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CROSS SECTIONS - GLESSNER AVENUE
111+00.00 TO 111+50.00

CITY OF MANSFIELD
GLESSNER AVE STREETSCAPE

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SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

DESIGNED JDL REVIEWED JDB

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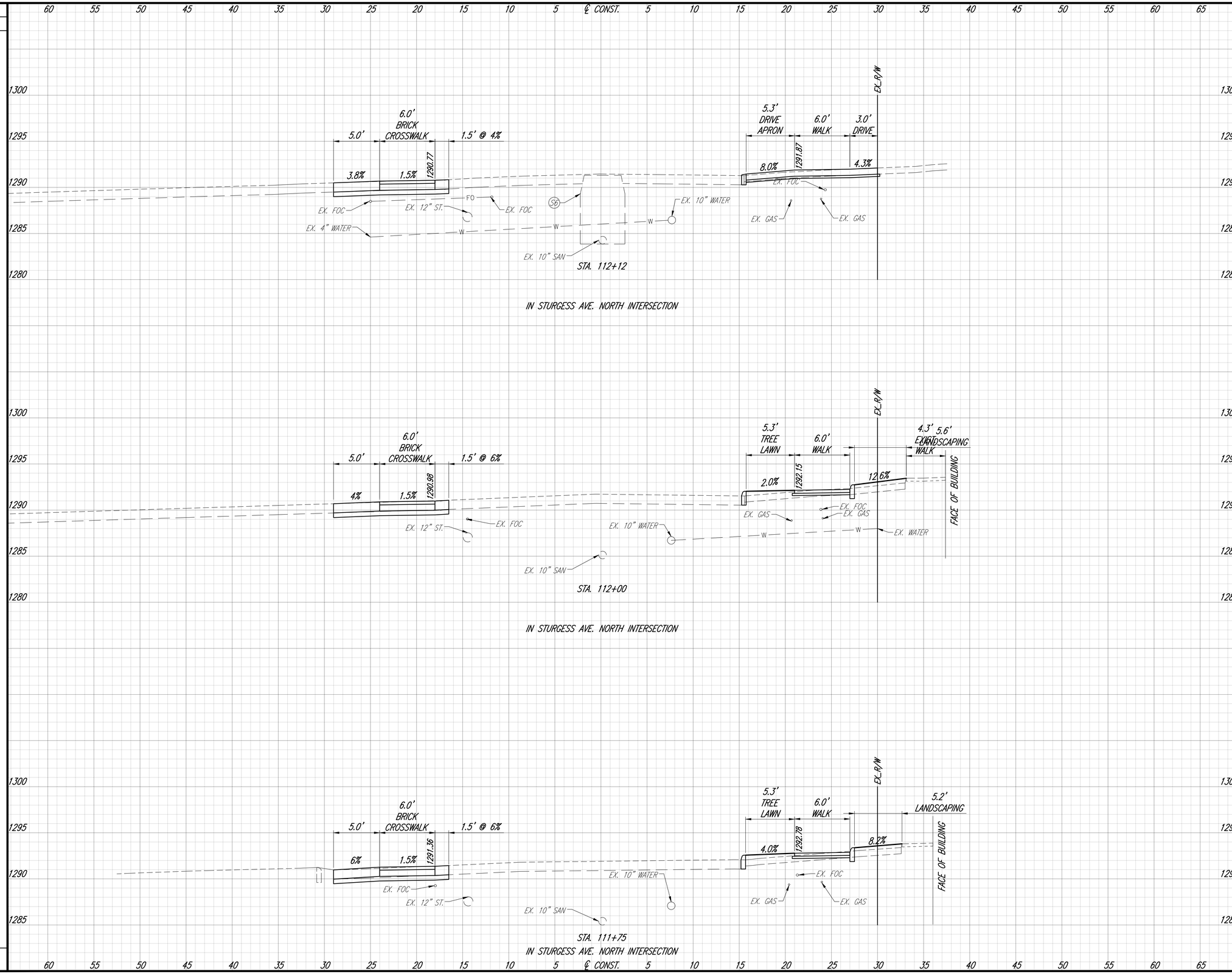

SHEET TOTAL

SHEET TOTAL

CROSS SECTIONS - GLESSNER AVENUE
111+75.00 TO 112+12.00

CITY OF MANSFIELD
GLESSNER AVE STREETSCAPE

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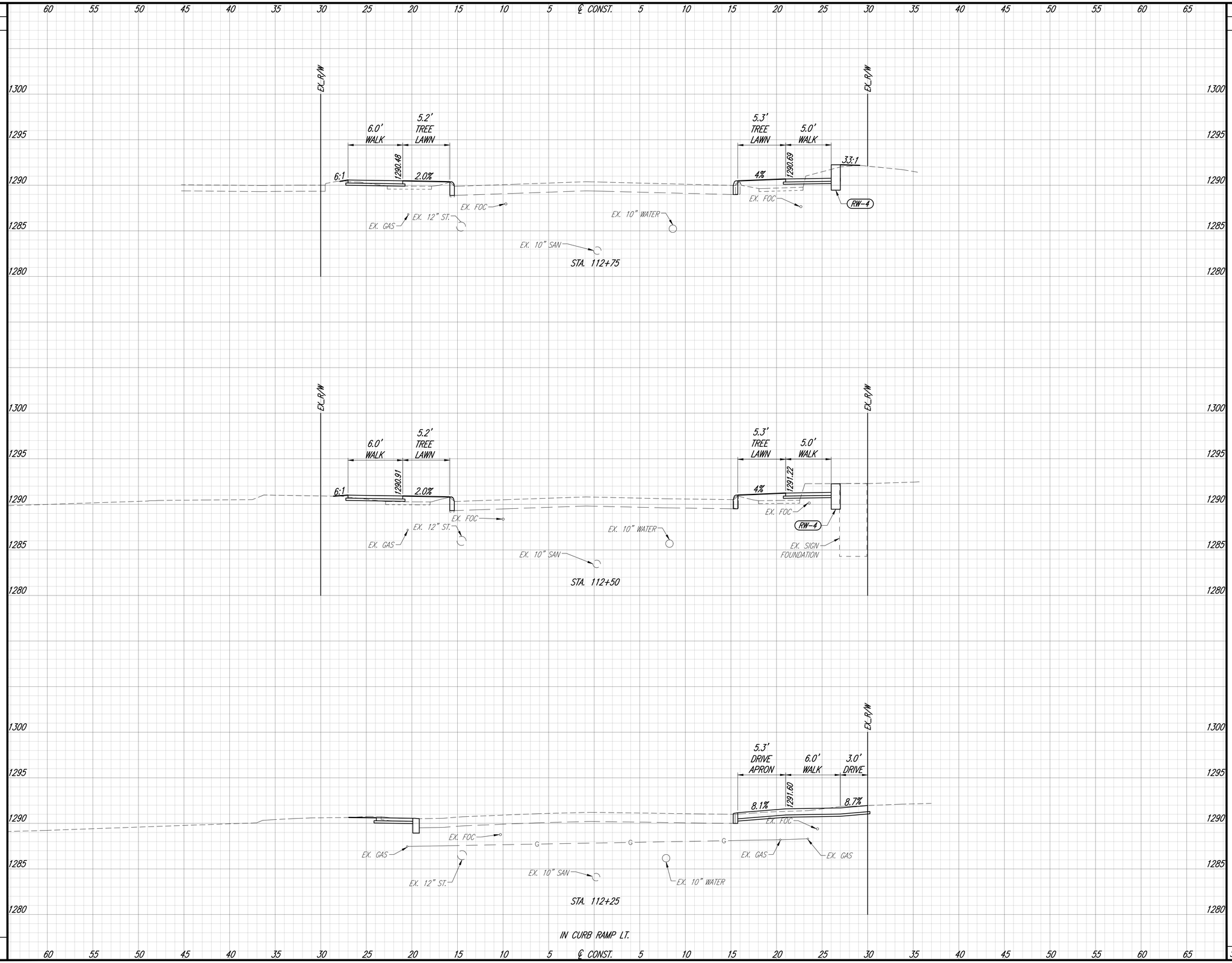
SEEDING	
END WIDTH	SQ. YDS.
SHEET TOTAL	

END AREA		VOLUME	
CUT	FILL	CUT	FILL
SHEET TOTAL			



DESIGNED JDL
REVIEWED JDB

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CROSS SECTIONS - GLESSNER AVENUE
112+25.00 TO 112+75.00

CITY OF MANSFIELD
GLESSNER AVE STREETSCAPE

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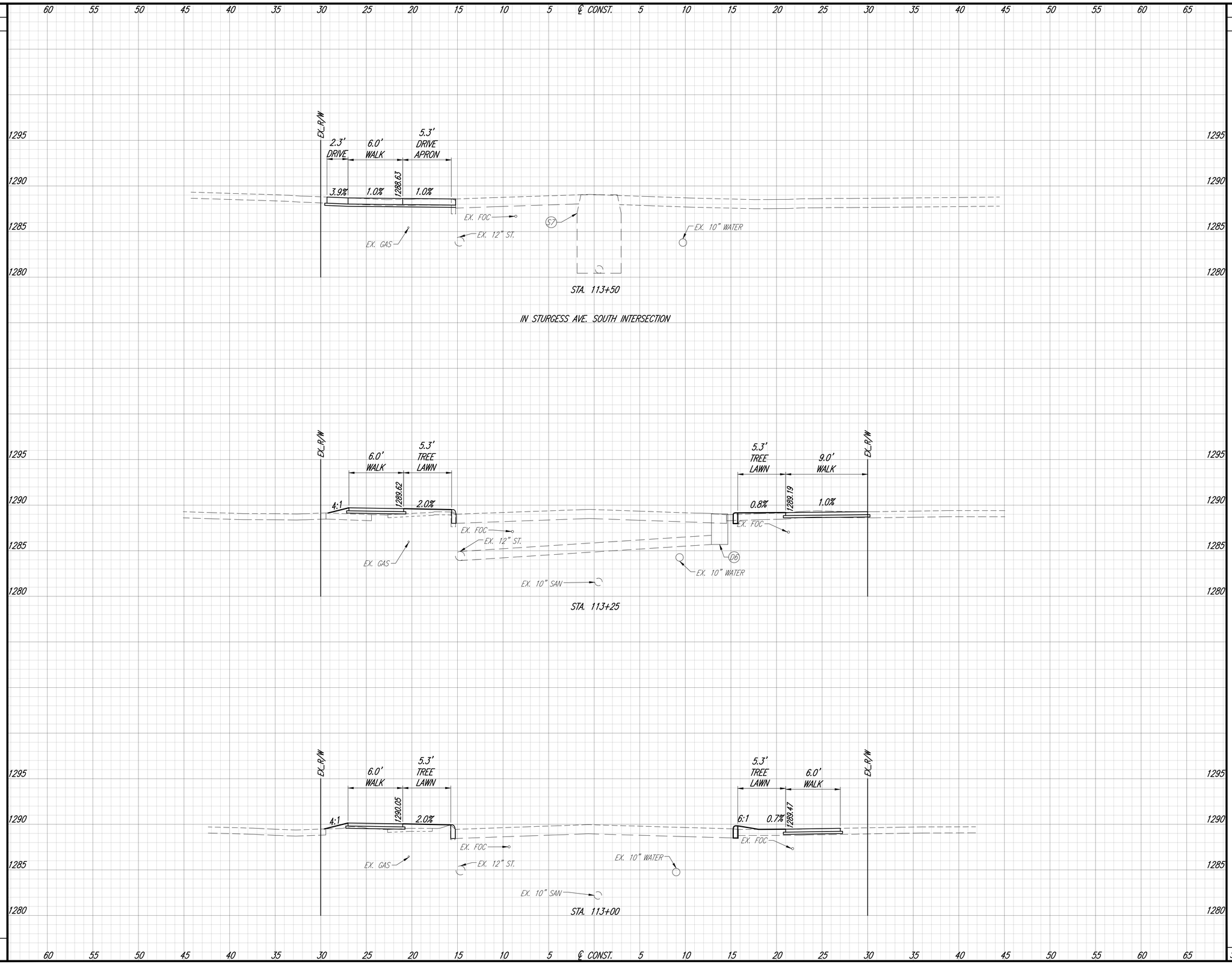
SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL



SHEET TOTAL

SHEET TOTAL

DESIGNED JDL
REVIEWED JDB

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CROSS SECTIONS - GLESSNER AVENUE
113+00.00 TO 113+50.00

CITY OF MANSFIELD
GLESSNER AVE STREETSCAPE

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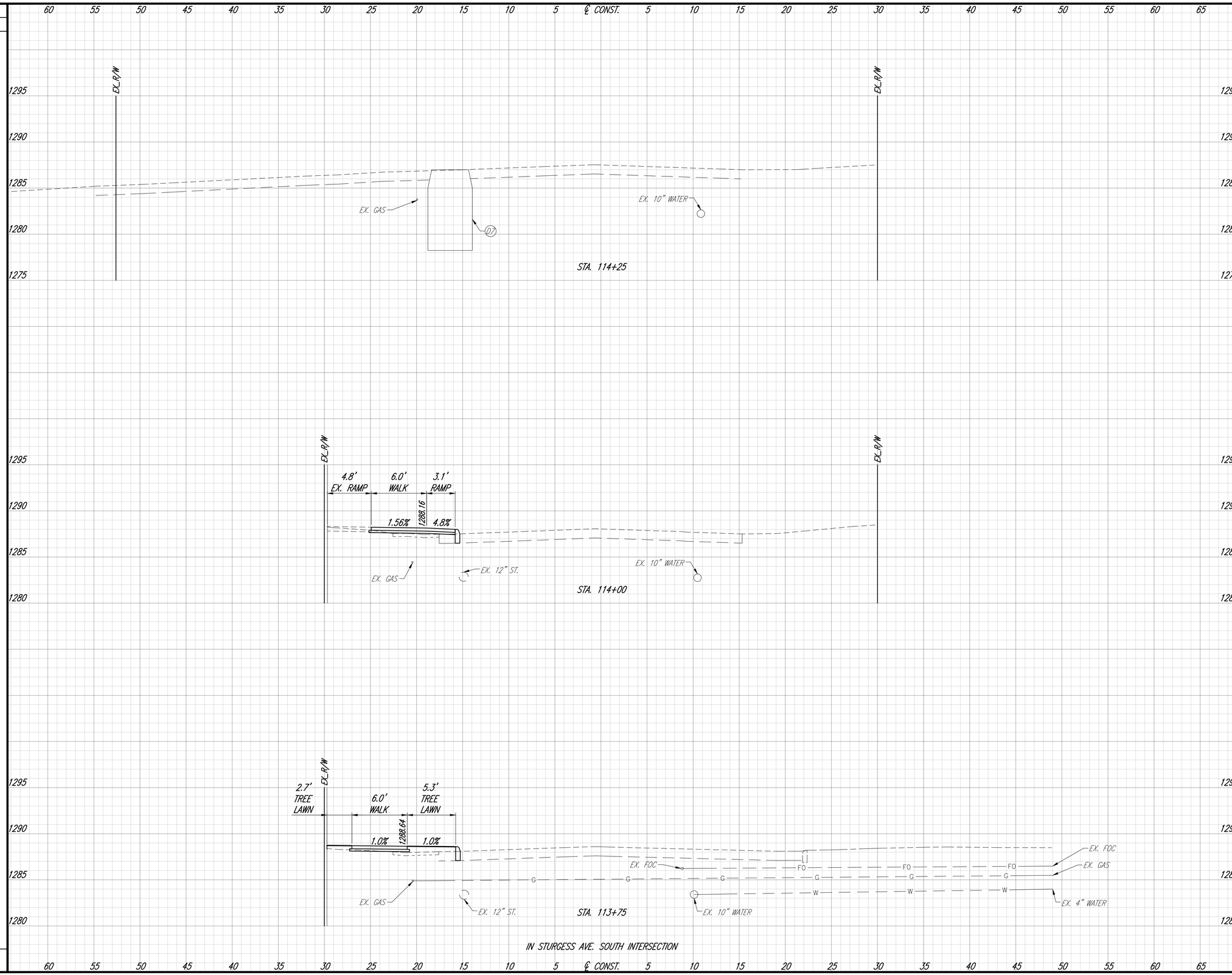
SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL



SHEET TOTAL

SHEET TOTAL

DESIGNED JDL
REVIEWED JDB

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CROSS SECTIONS - GLESSNER AVENUE
113+75.00 TO 114+25.00

CITY OF MANSFIELD
GLESSNER AVE STREETSCAPE

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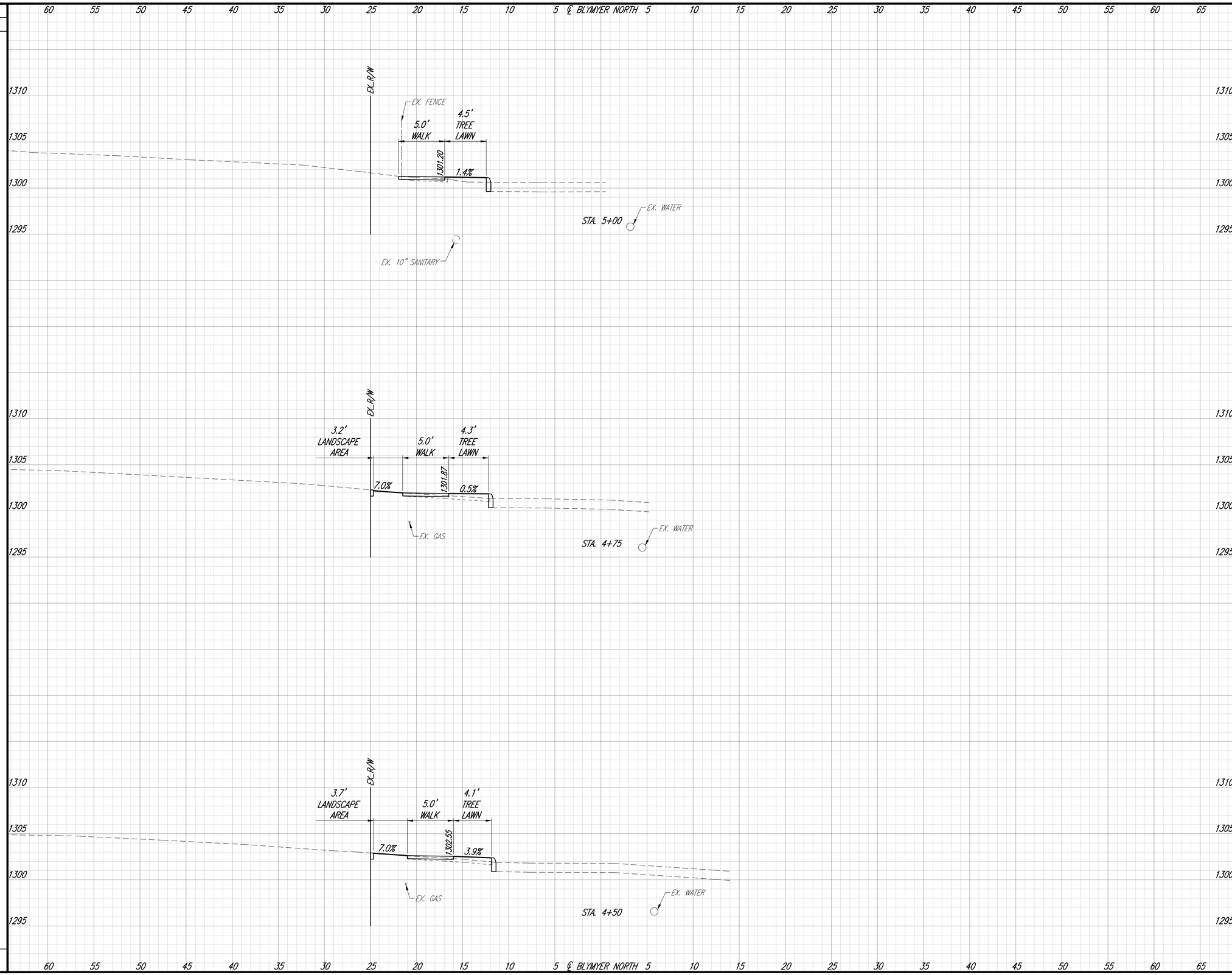
SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL



SHEET TOTAL

SHEET TOTAL

DESIGNED JDL
REVIEWED JDB

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CROSS SECTIONS - BLYMYER AVE NORTH
4+50.00 TO 5+00.00

CITY OF MANSFIELD
GLESSNER AVE STREETSCAPE

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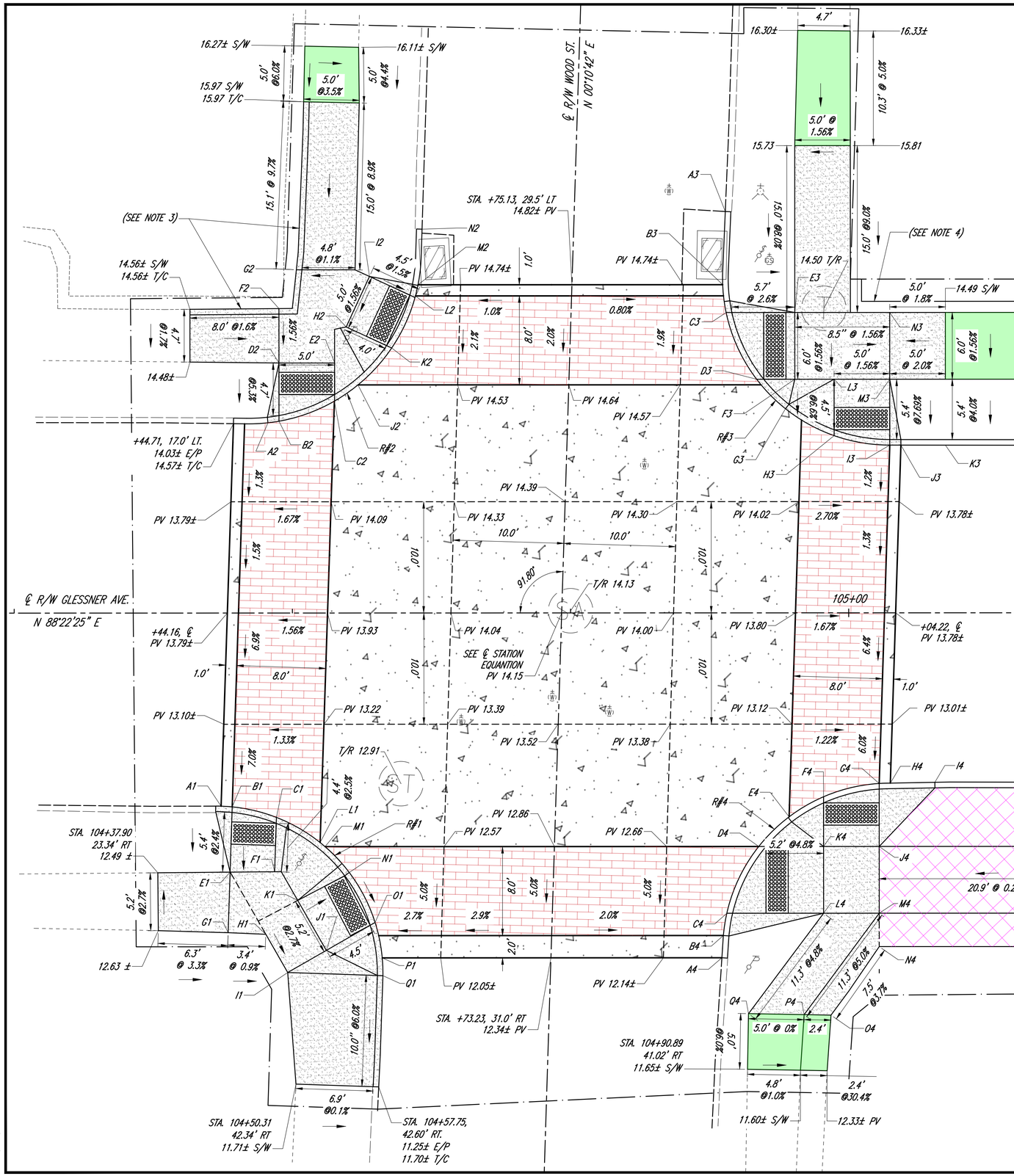

GLESSNER AVE. STREETSCAPE NOTES

1. ALL STATIONING IS REFERENCED TO GLESSNER AVENUE ℄ UNLESS OTHERWISE STATED.
2. ADD 1300' TO ALL ELEVATIONS.
3. TRANSITION CURB FROM 0" TO 6" TO MATCH EXISTING WALK ELEVATIONS ON EXISTING STONE WALL TO REMAIN.
4. PROPOSED RETAINING WALL. SEE ARCHITECT PLANS SHEET 57 FOR ADDITIONAL DETAILS
5. SEE SHEET 39 FOR CURB RAMP ELEVATIONS.
6. SEE CROSS SECTIONS FOR ADDITIONAL INFORMATION.

E/P = EDGE OF PAVEMENT
T/C = TOP OF CURB
S/W = SIDEWALK
T/R = TOP OF RIM
PV = PAVEMENT ELEVATION

LEGEND

- ITEM 608 – CURB RAMP, AS PER PLAN
- ITEM 608 – 4" CONCRETE WALK, AS PER PLAN
- ITEM 452 – 10" NON-REINFORCED CONCRETE PAVEMENT
- BRICK PAVER CROSSWALKS AND SIDEWALKS
- ITEM 452 – 8" NON-REINFORCED CONCRETE, AS PER PLAN (DRIVEWAYS)

R#1 DATA:
C.C. STA. 104+43.13, 32.36' RT.
P.C. STA. 104+43.10, 17.36' RT.
P.T. STA. 104+58.12, 32.87' RT.
Δ= 92°02'59"
R= 15.00'
T= 15.55'
L= 24.10'
CH. B.= S 45°42'07" E
CH. D.= 21.59'

R#2 DATA:
C.C. STA. 104+46.10, 32.50' LT.
P.C. STA. 104+45.90, 17.01' LT.
P.T. STA. 104+61.59, 32.02' LT.
Δ= 88°55'27"
R= 15.50'
T= 15.21'
L= 24.06'
CH. B.= S 44°38'33" W
CH. D.= 21.71'

R#3 DATA:
C.C. STA. 105+03.68, 30.08' LT.
P.C. STA. 104+88.69, 30.72' LT.
P.T. STA. 105+03.65, 15.08' LT.
Δ= 92°22'24"
R= 15.00'
T= 15.63'
L= 24.18'
CH. B.= N 45°21'32" W
CH. D.= 21.65'

R#4 DATA:
C.C. STA. 105+03.67, 30.31' RT.
P.C. STA. 104+88.70, 29.33' RT.
P.T. STA. 105+03.40, 15.31' RT.
Δ= 85°12'55"
R= 15.00'
T= 13.80'
L= 22.31'
CH. B.= N 44°44'28" E
CH. D.= 20.31'

℄ STATION EQUATION
STA. 140+74.21 ℄ GLESSNER AVE. =
STA. 10+00.00 ℄ WOOD ST.

N
0 2.5 5 10
HORIZONTAL SCALE IN FEET

DESIGNED KRM
REVIEWED JDL

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PAVEMENT AND CURB RAMP DETAIL
GLESSNER AVE AT WOOD ST

CITY OF MANSFIELD
GLESSNER AVE STREETSCAPE

Z:\HY\HY-293 Mansfield Glessner West End Project\Plan Sheets\HY-293-PM.dwg 11/22/2021 2:05:55 PM Jeremy Loy

CURB RAMP 1 (SHEET 39)

A1 – STA. 104+43.59, 17.36' RT, 12.58± E/P, 13.04± T/C
B1 – STA. 104+44.59, 17.43' RT, 12.58 E/P
C1 – STA. 104+48.56, 18.39' RT, 12.54 E/P
D1 – STA. 104+49.67, 18.86' RT, 12.52 E/P, 13.02 T/C
E1 – STA. 104+44.40, 23.29' RT, 12.45 S/W
F1 – STA. 104+48.40, 23.25' RT, 12.45 S/W
G1 – STA. 104+44.22, 28.73' RT, 12.42 S/W
H1 – STA. 104+47.60, 28.88' RT, 12.39 S/W
I1 – STA. 140+49.57, 32.31' RT, 12.35 S/W
J1 – STA. 104+53.04, 30.33' RT, 12.30 S/W
K1 – STA. 104+50.47, 25.48' RT, 12.39 S/W
L1 – STA. 104+52.49, 20.63' RT, 12.37 E/P, 12.87 T/C
M1 – STA. 104+52.93, 21.00' RT, 12.33 E/P, 12.83 T/C
N1 – STA. 104+55.10, 23.32' RT, 12.23 E/P
O1 – STA. 104+57.42, 27.82' RT, 12.08 E/P
P1 – STA. 104+58.07, 31.00' RT, 11.90± E/P
Q1 – STA. 104+58.13, 32.60' RT, 11.80± E/P, 12.30 T/C

CURB RAMP 2 (SHEET 39)

A2 – STA. 104+47.81 17.10' LT, 14.12 E/P, 14.62 T/C
B2 – STA. 104+48.80, 17.24' LT, 14.10 E/P
C2 – STA. 104+53.80, 19.06' LT, 14.21 E/P
D2 – STA. 104+53.80, 22.47' LT, 14.35 S/W
E2 – STA. 104+53.80, 22.47' LT, 14.43 S/W
F2 – STA. 104+48.80, 27.36' LT, 14.42 S/W, 14.72 T/C
G2 – STA. 104+50.37, 30.85' LT, 14.51 S/W, 14.91 T/C
H2 – STA. 104+54.84, 25.71' LT, 14.50 S/W
I2 – STA. 104+56.94, 30.25' LT, 14.58 S/W
J2 – STA. 104+55.90, 20.50' LT, 14.30 E/P, 14.63 T/C
K2 – STA. 104+58.93, 28.32' LT, 14.47 E/P
L2 – STA. 104+61.07, 28.50' LT, 14.64 E/P
M2 – STA. 104+61.30, 29.50' LT, 14.68± E/P, 15.18± T/C
N2 – STA. 104+61.67, 34.50' LT, 14.79± E/P, 15.30± T/C

CURB RAMP 3 (SHEET 39)

A3 – STA. 104+88.92 36.08' LT, 14.84± E/P, 14.45± T/C
B3 – STA. 104+88.69, 29.50' LT, 14.73± E/P, 15.23 T/C
C3 – STA. 104+88.99, 27.00' LT, 14.68 E/P
D3 – STA. 104+91.73, 21.00' LT, 14.49 E/P
E3 – STA. 104+95.16, 27.00' LT, 14.53 S/W
F3 – STA. 104+95.16, 21.00' LT, 14.44 S/W
G3 – STA. 104+94.32, 18.35' LT, 14.32 E/P, 14.58 T/C
H3 – STA. 104+98.70, 15.93' LT, 14.08 E/P
I3 – STA. 105+03.70, 15.08' LT, 13.88 E/P
J3 – STA. 105+04.70, 15.08' LT, 13.84± E/P, 14.34 T/C
K3 – STA. 105+08.70, 15.07' LT, 13.68± E/P, 14.18 T/C
L3 – STA. 104+98.70, 21.00' LT, 14.38 S/W
M3 – STA. 105+03.70, 21.00' LT, 14.30 S/W
N3 – STA. 105+03.70, 27.00' LT, 14.40 S/W

CURB RAMP 4 (SHEET 39)

A4 – STA. 104+88.59, 31.00' RT, 12.02± E/P, 12.36± T/C
B4 – STA. 104+88.73, 29.00' RT, 12.14 E/P, 12.47 T/C
C4 – STA. 104+89.04, 27.00' RT, 12.24 E/P
D4 – STA. 104+91.91, 21.00' RT, 12.48 E/P
E4 – STA. 104+94.64, 18.34' RT, 12.55 E/P, 12.80 T/C
F4 – STA. 104+97.74, 16.54' RT, 12.64 E/P
G4 – STA. 105+02.74, 15.34' RT, 12.69 E/P
H4 – STA. 105+03.74, 15.31' RT, 12.69 E/P
I4 – STA. 105+07.74, 15.24' RT, 12.66 E/P, 12.99 T/C
J4 – STA. 105+02.74, 21.00' RT, 12.61 S/W
K4 – STA. 104+97.74, 21.00' RT, 12.58 S/W
L4 – STA. 104+97.74, 27.00' RT, 12.49 S/W
M4 – STA. 105+02.74, 27.00' RT, 12.52 S/W
N4 – STA. 105+02.74, 30.00' RT, 12.88± PV
O4 – STA. 104+98.40, 36.16' RT, 12.57± PV
P4 – STA. 104+95.98, 36.12' RT, 11.95 S/W
Q4 – STA. 104+90.98, 36.02' RT, 11.95 S/W

CURB RAMP 8 (SHEET 45)

A8 – STA. 111+45.00, 15.25' RT, 92.70± E/P, 93.20 T/C (6")
B8 – STA. 111+46.00, 15.25' RT, 92.68 E/P, 92.68 T/C (0")
C8 – STA. 111+52.00, 15.25' RT, 92.55 E/P, 92.55 T/C (0")
D8 – STA. 111+53.00, 15.25' RT, 92.53± E/P, 93.03 T/C (6")
E8 – STA. 111+46.00, 21.00' RT, 93.04 S/W
F8 – STA. 111+52.00, 21.00' RT, 92.95 S/W
G8 – STA. 111+46.00, 27.00' RT, 93.13 S/W, 93.63 T/C (6")
H8 – STA. 111+52.00, 27.00' RT, 93.04 S/W, 93.54 T/C (6")
I8 – STA. 111+46.00, 32.65' RT, 93.34 S/W. 93.92± T/S (7")
J8 – STA. 111+52.00, 32.65' RT, 93.31 S/W, 93.81± T/S (7")

CURB RAMP 9 (SHEET 46)

A9 – STA. 113+34.28, 17.33' RT, 88.79± E/P, 89.12 T/C (4")
B9 – STA. 113+38.22, 20.68' RT, 88.79± E/P, 88.79 T/C (0")
C9 – STA. 113+41.11, 26.18' RT, 88.79± E/P, 88.79 T/C (0")
D9 – STA. 113+41.64, 31.30' RT, 88.78± E/P, 89.11 T/C (4")
E9 – STA. 113+36.20, 28.64' RT, 89.14 S/W
F9 – STA. 113+33.41, 23.32' RT, 89.14 S/W
G9 – STA. 113+28.98, 25.65' RT, 89.19 S/W
H9 – STA. 113+31.77, 30.96' RT, 89.19 S/W

CURB RAMP 13 (SHEET 45)

A13 – STA. 111+45.00, 15.13' LT, 92.38± E/P, 92.58 T/C (6")
B13 – STA. 111+46.00, 15.14' LT, 92.32 E/P, 92.32 T/C (0")
C13 – STA. 111+52.00, 15.18' LT, 92.12 E/P, 92.12 T/C (0")
D13 – STA. 111+53.00, 15.18' LT, 92.05± E/P
E13 – STA. 111+57.00, 15.23' LT, 91.89± E/P, 92.39 T/C (6")
F13 – STA. 111+52.00, 21.00' LT, 92.28 S/W
G13 – STA. 111+46.00, 21.00' LT, 92.37 S/W
H13 – STA. 111+52.00, 27.00' LT, 92.37 S/W
I13 – STA. 111+46.00, 27.00' LT, 92.46 S/W
J13 – STA. 111+60.81, 27.65' LT, 91.78 S/W
K13 – STA. 111+64.80, 30.80' LT, 91.69 S/W
L13 – STA. 111+60.81, 21.00' LT, 91.88 S/W
M13 – STA. 111+65.12, 23.84' LT, 91.69 S/W
N13 – STA. 111+68.43, 27.59' LT, 91.61 S/W
O13 – STA. 111+74.90, 28.58' LT, 90.97 E/P, 91.47 T/C (6")
P13 – STA. 111+72.59, 24.00' LT, 91.31 E/P, 91.31 T/C (0")
Q13 – STA. 111+69.16, 20.12' LT, 91.39 E/P, 91.39 T/C (0")
R13 – STA. 111+64.96, 17.31' LT, 91.70 E/P, 92.20 T/C (6")
S13 – STA. 111+63.10, 16.50' LT, 91.74 E/P, 92.24 T/C (6")

CURB RAMP 14 (SHEET 45)

A14 – STA. 112+20.26, 29.00' LT, 90.34± E/P, 90.84 T/C (6")
B14 – STA. 112+21.60, 24.00' LT, 90.47 E/P, 90.97 T/C (6")
C14 – STA. 112+22.41, 22.50' LT, 90.49 E/P, 90.49 T/C (0")
D14 – STA. 112+26.66, 18.00' LT, 90.50 E/P, 90.50 T/C (0")
E14 – STA. 112+27.38, 17.54' LT, 90.52 E/P, 91.02 T/C (6")
F14 – STA. 112+29.40, 16.50' LT, 90.55± E/P, 91.05 T/C (6")
G14 – STA. 112+26.83, 22.50' LT, 90.56 S/W
H14 – STA. 112+31.83, 22.50' LT, 90.64 S/W
I14 – STA. 112+31.83, 18.50' LT, 90.58 S/W
J14 – STA. 112+37.28, 18.50' LT, 91.00 S/W
K14 – STA. 112+37.28, 22.50' LT, 91.06 S/W
L14 – STA. 112+37.66, 27.00' LT, 91.13 S/W
M14 – STA. 112+42.68, 27.00' LT, 91.21 S/W
N14 – STA. 112+47.68, 27.00' LT, 91.05 S/W
O14 – STA. 112+47.68, 21.00' LT, 90.95 S/W
P14 – STA. 112+42.68, 18.50' LT, 90.99 S/W

CURB RAMP 15 (SHEET 46)

A15 – STA. 114+22.64, 24.82' LT, 86.86 E/P, 87.19 T/C (4")
B15 – STA. 114+21.76, 18.82' LT, 86.95± E/P, 86.95 T/C (0")
C15 – STA. 114+17.29, 15.43' LT, 87.11± E/P, 87.44 T/C (3")
D15 – STA. 114+17.20, 18.82' LT, 87.01 S/W
E15 – STA. 114+17.20, 24.82' LT, 86.92 S/W, 87.25 T/C (4")
F15 – STA. 114+09.70, 15.33' LT, 87.29± E/P, 87.79 T/C (6")
G15 – STA. 114+09.70, 18.82' LT, 87.41 S/W
H15 – STA. 114+01.17, 18.90' LT, 88.14 S/W
I15 – STA. 114+01.17, 24.90' LT, 88.23± S/W

N

0 2.5 5 10
HORIZONTAL SCALE IN FEET

DESIGNED KRM
REVIEWED JDL

KEM
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PAVEMENT AND CURB RAMP DETAIL
CURB RAMP ELEVATION DATA

CITY OF MANSFIELD
GLESSNER AVE STREETSCAPE

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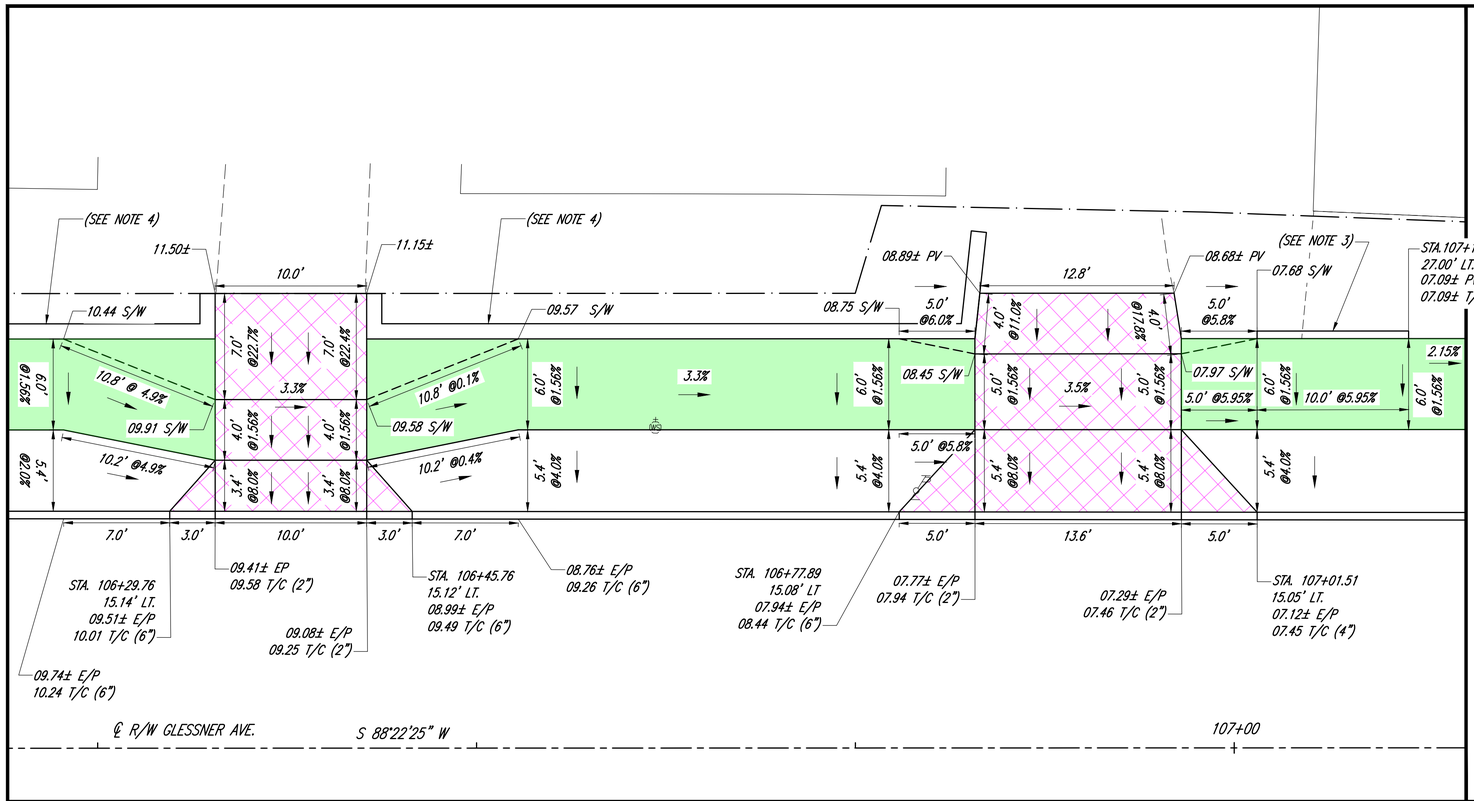


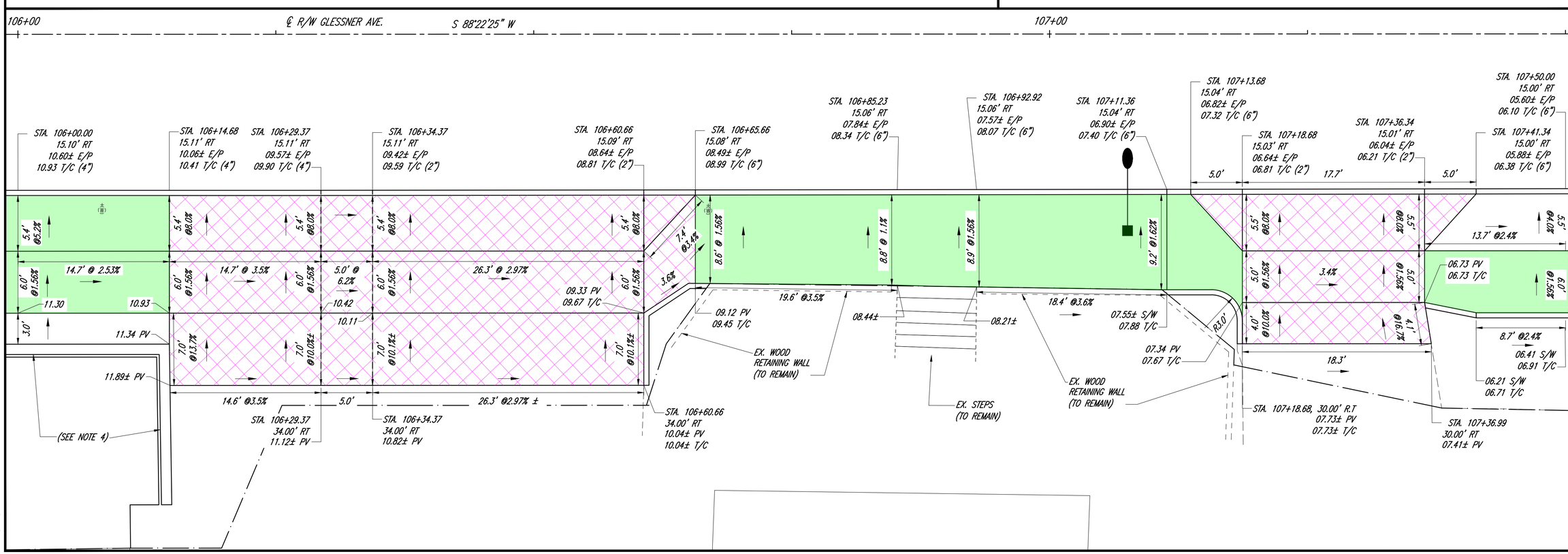
GLESSNER AVE. STREETSCAPE NOTES

1. ALL STATIONING IS REFERENCED TO GLESSNER AVENUE ℄ UNLESS OTHERWISE STATED.
2. ADD 1300' TO ALL ELEVATIONS.
3. TRANSITION CURB FROM 0" TO 4" AT BACK OF WALK TO MATCH EXISTING PARKING LOT PAVEMENT.
4. PROPOSED RETAINING WALL. SEE ARCHITECT PLANS SHEET(S) 57–58 FOR ADDITIONAL DETAILS

E/P = EDGE OF PAVEMENT
F/C = FACE OF CURB
T/C = TOP OF CURB
S/W = SIDEWALK
T/R = TOP OF RIM
PV = PAVEMENT ELEVATION

LEGEND

- ITEM 608 – CURB RAMP, AS PER PLAN
- ITEM 608 – 4" CONCRETE WALK, AS PER PLAN
- ITEM 452 – 10" NON–REINFORCED CONCRETE PAVEMENT
- BRICK PAVER CROSSWALKS AND SIDEWALKS
- ITEM 452 – 8" NON–REINFORCED CONCRETE, AS PER PLAN (DRIVEWAYS)



HORIZONTAL SCALE IN FEET 0 2.5 5 10

DESIGNED KRM
REVIEWED JDL

K.E. McCARTNEY & ASSOCIATES
ENGINEERS • PLANNERS • SURVEYORS

PAVEMENT AND CURB RAMP DETAIL
GLESSNER AVE STA. 106+00 TO 107+50

CITY OF MANSFIELD
GLESSNER AVE STREETSCAPE

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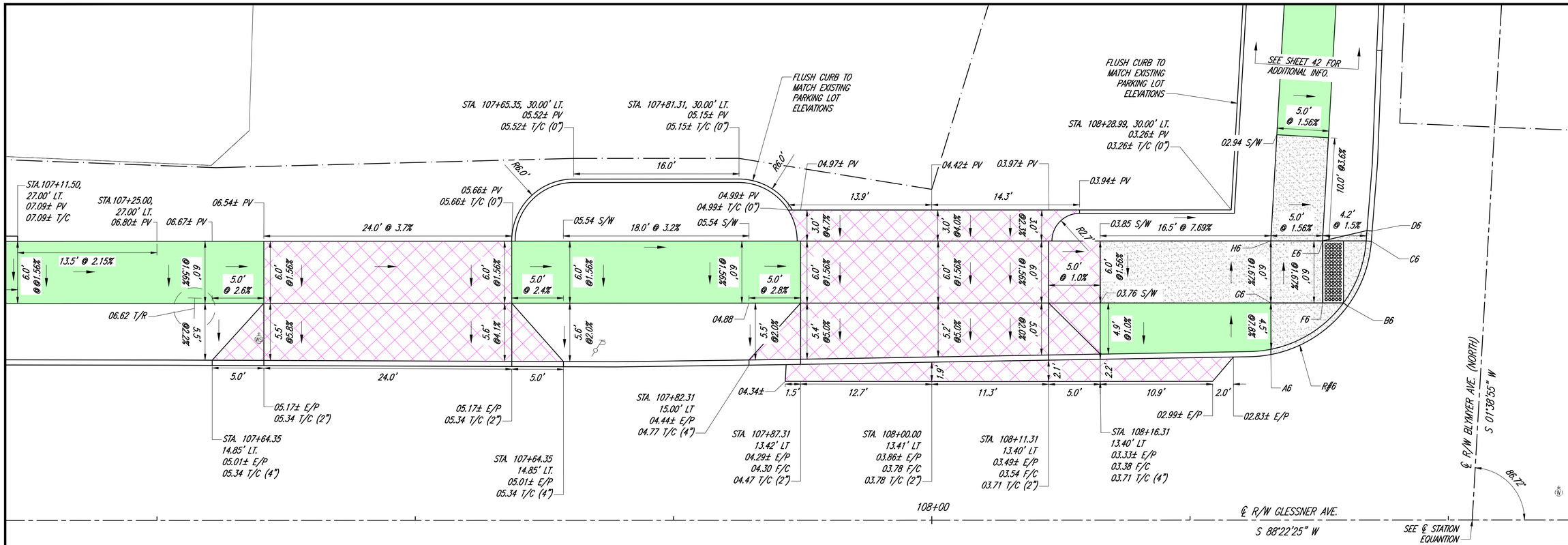

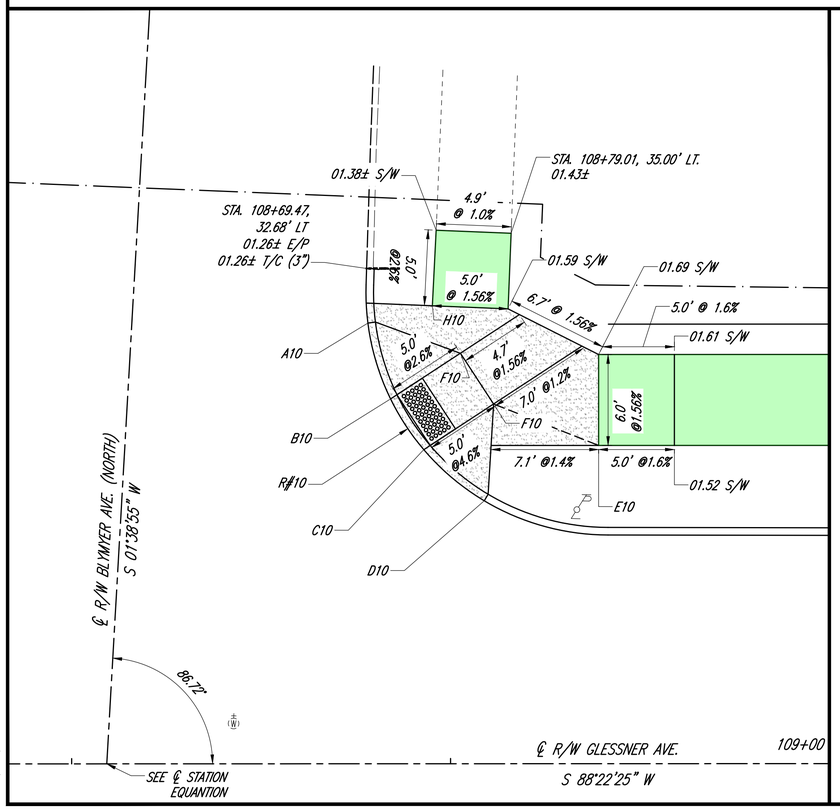

GLESSNER AVE. STREETSCAPE NOTES

1. ALL STATIONING IS REFERENCED TO GLESSNER AVENUE ℄ UNLESS OTHERWISE STATED.
2. ADD 1300' TO ALL ELEVATIONS.

E/P = EDGE OF PAVEMENT
F/C = FACE OF CURB
T/C = TOP OF CURB
S/W = SIDEWALK
T/R = TOP OF RIM
PV = PAVEMENT ELEVATION

℄ STATION EQUATION
STA. 108+52.31 ℄ GLESSNER AVE. =
STA. 4+00.00 ℄ BLYMYER AVE. (NORTH)

LEGEND

- ITEM 608 – CURB RAMP, AS PER PLAN
- ITEM 608 – 4" CONCRETE WALK, AS PER PLAN
- ITEM 452 – 10" NON-REINFORCED CONCRETE PAVEMENT
- BRICK PAVER CROSSWALKS AND SIDEWALKS
- ITEM 452 – 8" NON-REINFORCED CONCRETE, AS PER PLAN (DRIVEWAYS)

R#6 DATA:
C.C. STA. 108+30.58, 27.80' LT.
P.C. STA. 108+30.78, 15.80' LT.
P.T. STA. 108+42.55, 26.96' LT.
Δ= 84°29'03"
R= 12.00'
T= 10.90'
L= 17.69'
CH. B.= N 45°10'08" E
CH. D.= 16.13'

R#10 DATA:
C.C. STA. 108+85.43, 31.09' LT
P.C. STA. 108+69.44, 31.60' LT.
P.T. STA. 108+85.40, 15.09' LT.
Δ= 91°43'22"
R= 16.00'
T= 16.49'
L= 25.61'
CH. B.= N 45°39'04" W
CH. D.= 22.97'

CURB RAMP 6

A6 – STA. 108+32.85, 16.01' LT, 02.70± E/P, 03.03 T/C (4")
B6 – STA. 108+40.26, 20.70' LT, 02.57± E/P, 02.57 T/C (0")
C6 – STA. 108+42.55, 27.00' LT, 02.44± E/P, 02.44 T/C (0")
D6 – STA. 108+42.63, 27.96' LT, 02.41± E/P, 02.91 T/C (6")
E6 – STA. 108+37.83, 27.00' LT, 02.58 S/W
F6 – STA. 108+37.83, 21.00' LT, 02.60 S/W
G6 – STA. 108+32.83, 21.00' LT, 02.68 S/W
H6 – STA. 108+32.83, 27.00' LT, 02.58 S/W

CURB RAMP 10

A10 – STA. 108+69.55, 29.08' LT, 01.34± E/P, 01.59 T/C (3")
B10 – STA. 108+71.05, 24.07' LT, 01.40± E/P, 01.40 T/C (0")
C10 – STA. 108+73.24, 20.73' LT, 01.36± E/P, 01.36 T/C (0")
D10 – STA. 108+77.23, 17.35' LT, 01.33± E/P, 01.83 T/C (6")
E10 – STA. 108+84.78, 21.00' LT, 01.60 S/W
F10 – STA. 108+77.84, 23.74' LT, 01.59 S/W
G10 – STA. 108+75.66, 27.09' LT, 01.53 S/W
H10 – STA. 108+73.81, 30.22' LT, 01.51 S/W

N

HORIZONTAL SCALE IN FEET 0 2.5 5 10

DESIGNED KRM
REVIEWED JDL

K.E. McCARTNEY & ASSOCIATES
ENGINEERS • PLANNERS • SURVEYORS

PAVEMENT AND CURB RAMP DETAIL
GLESSNER AVE AT BLYMYER AVE NORTH

CITY OF MANSFIELD
GLESSNER AVE STREETSCAPE

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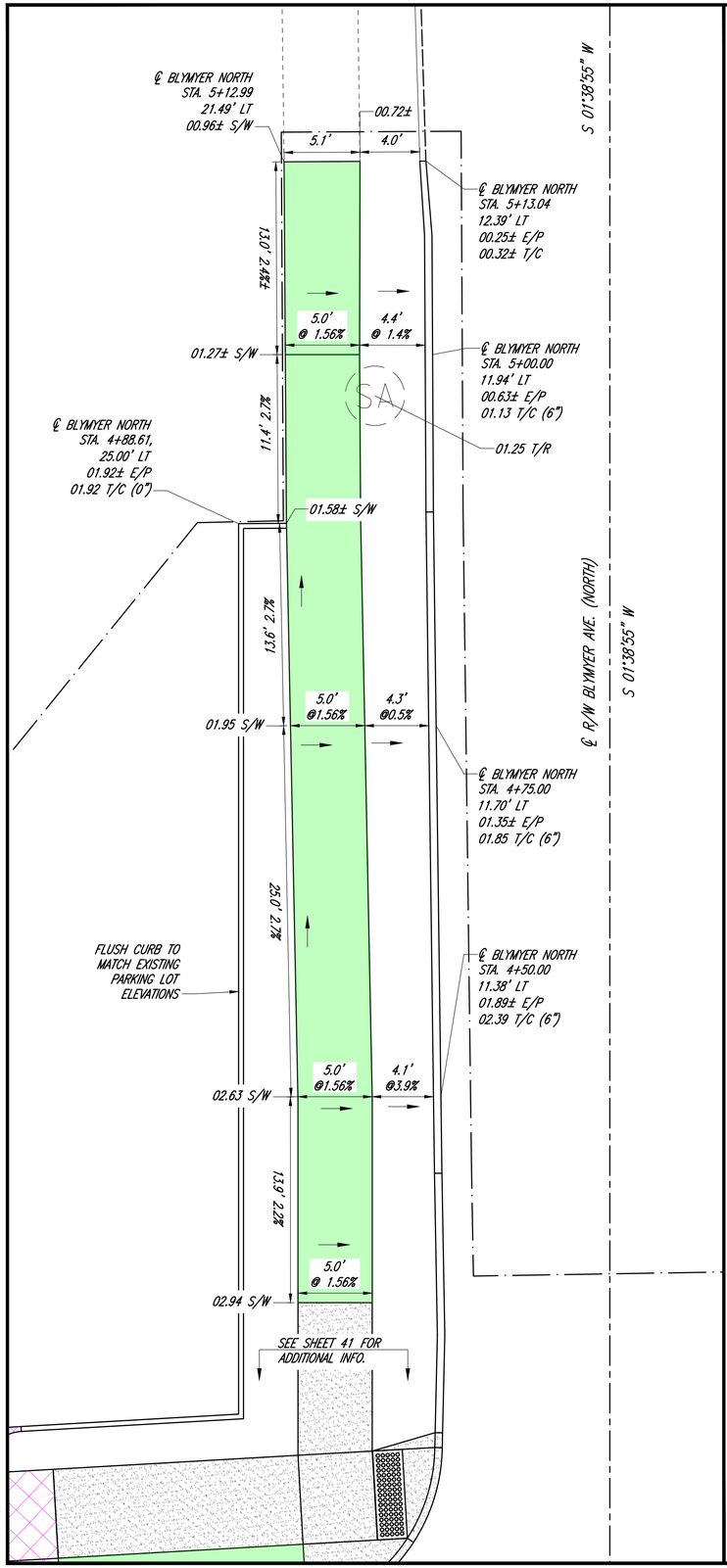


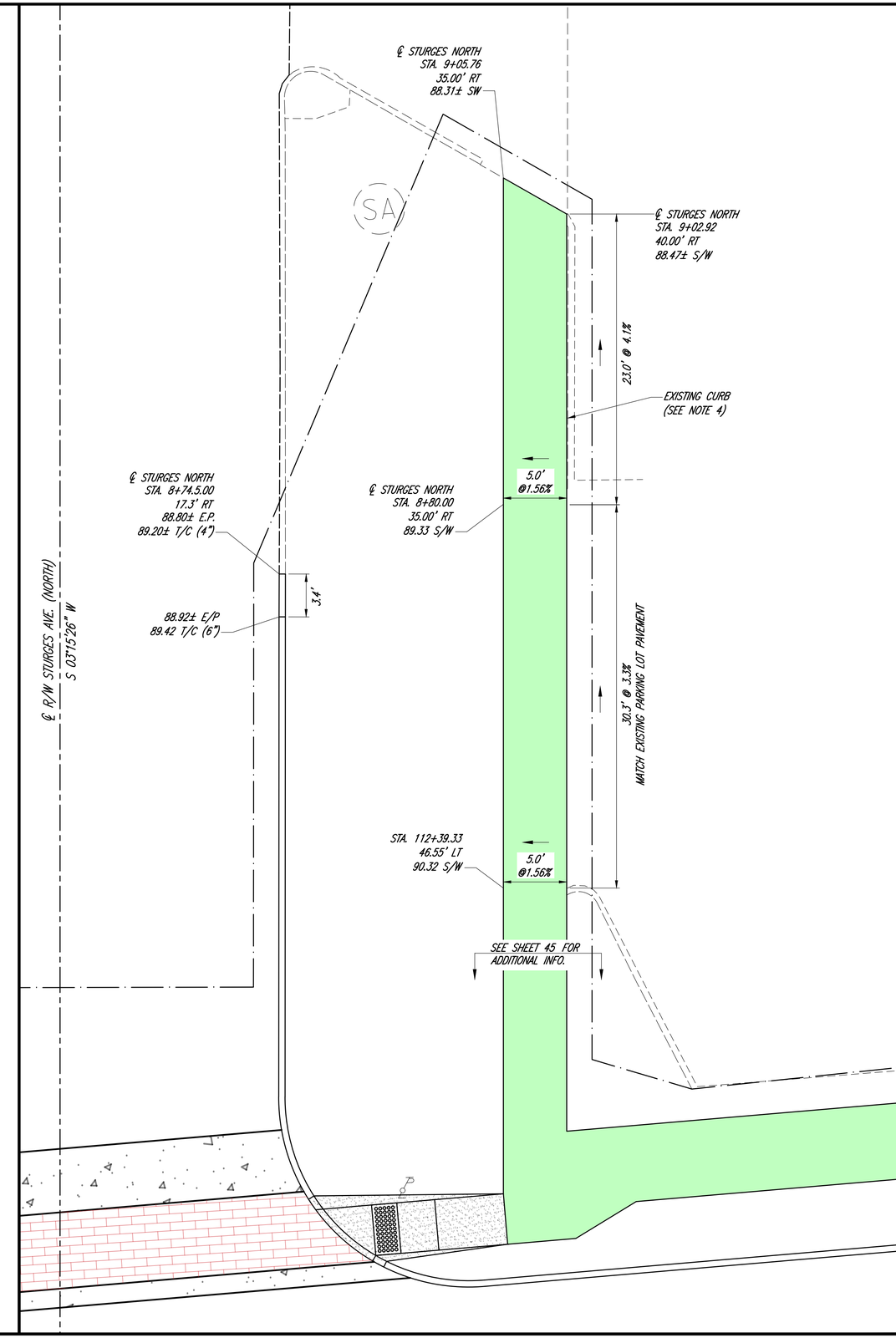
BLYMYER & STURGESS AVE NORTH STREETSCAPE NOTES

1. ALL STATIONING IS REFERENCED TO GLESSNER AVENUE ℄ UNLESS OTHERWISE STATED.
2. ADD 1300' TO ALL ELEVATIONS ON BLYMYER AVE. NORTH (LEFT DETAIL)
3. ADD 1200' TO ALL ELEVATIONS ON STURGES AVE. NORTH (RIGHT DETAIL)
4. THE EXISTING CURB AT THE EDGE OF THE PARKING LOT SHALL REMAIN EXCEPT FOR THE FLARED ENDS THAT EXTEND INTO THE PROPOSED WALK SHALL BE SAWCUT AND REMOVED.

E/P = EDGE OF PAVEMENT
F/C = FACE OF CURB
T/C = TOP OF CURB
T/R = TOP OF RIM
S/W = SIDEWALK
PV = PAVEMENT ELEVATION

LEGEND

- ITEM 608 – CURB RAMP, AS PER PLAN
- ITEM 608 – 4" CONCRETE WALK, AS PER PLAN
- ITEM 452 – 10" NON-REINFORCED CONCRETE PAVEMENT
- BRICK PAVER CROSSWALKS AND SIDEWALKS
- ITEM 452 – 8" NON-REINFORCED CONCRETE, AS PER PLAN (DRIVEWAYS)



N

0 2.5 5 10
HORIZONTAL
SCALE IN FEET

DESIGNED KRM
REVIEWED JDL

K.E. McCARTNEY & ASSOCIATES
ENGINEERS • PLANNERS • SURVEYORS

PAVEMENT AND CURB RAMP DETAIL
WALK TIE-IN AT BLYMYER & STURGESS NORTH

CITY OF MANSFIELD
GLESSNER AVE STREETSCAPE

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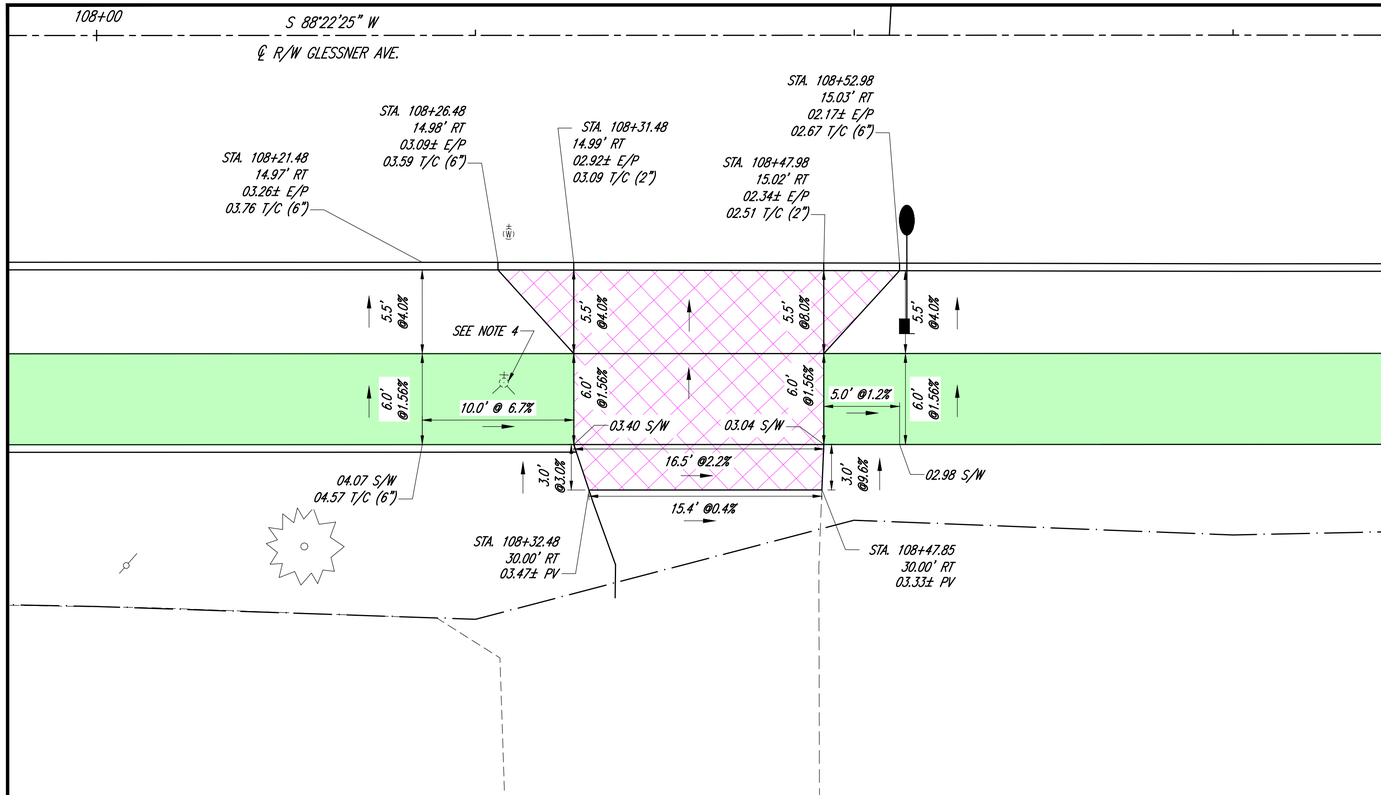

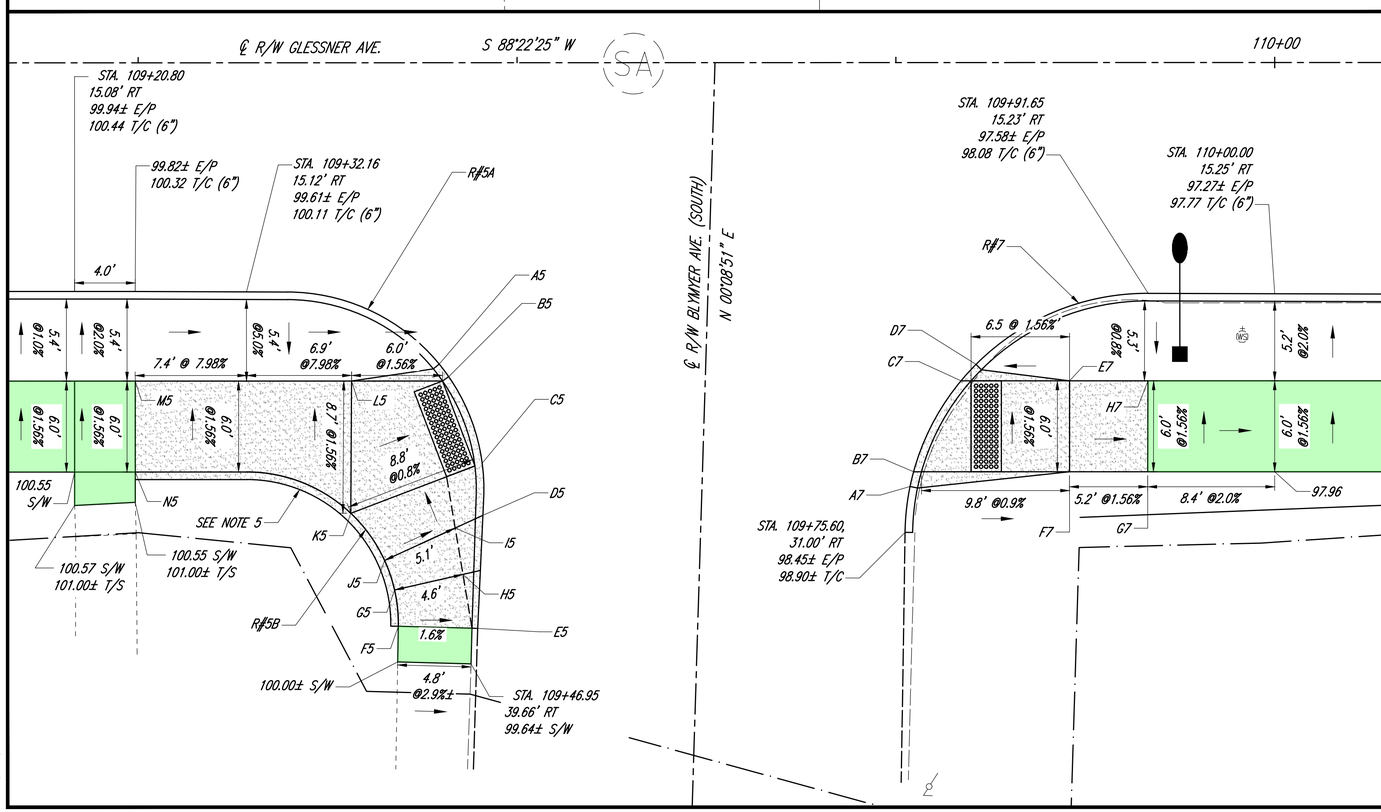

GLESSNER AVE. STREETSCAPE NOTES

1. ALL STATIONING IS REFERENCED TO GLESSNER AVENUE ℄ UNLESS OTHERWISE STATED.
2. ADD 1300' TO ALL DRIVEWAY ELEVATIONS (TOP DETAIL).
3. ADD 1200' TO ALL CURB RAMP ELEVATIONS (BOTTOM DETAIL).
4. HYDRANT TO BE RELOCATED BY CITY FORCES
5. PLACE CURB AT BACK OF WALK TO MATCH INTO EXISTING SURFACE.

E/P = EDGE OF PAVEMENT
F/C = FACE OF CURB
T/C = TOP OF CURB
S/W = SIDEWALK
T/S = TOP OF STEP
PV = PAVEMENT ELEVATION

LEGEND

- ITEM 608 – CURB RAMP, AS PER PLAN
- ITEM 608 – 4" CONCRETE WALK, AS PER PLAN
- ITEM 452 – 10" NON-REINFORCED CONCRETE PAVEMENT
- BRICK PAVER CROSSWALKS AND SIDEWALKS
- ITEM 452 – 8" NON-REINFORCED CONCRETE, AS PER PLAN (DRIVEWAYS)

R#5 DATA (EDGE OF PAVEMENT):
C.C. STA. 109+34.81, 28.13' RT.
P.C. STA. 109+34.86, 15.13' RT.
P.T. STA. 109+47.79, 28.81' RT.
Δ= 92°46'14"
R= 13.00'
T= 13.64'
L= 21.05'
CH. B.= S 45°00'09" E
CH. D.= 18.82'

R#5B DATA (BACK OF WALK):
C.C. STA. 109+32.16, 37.00' RT.
P.C. STA. 109+32.16, 27.00' RT.
P.T. STA. 109+42.16, 37.18' RT.
Δ = 91°02'28"
R = 10.00'
T = 10.18'
L = 15.89'
CH.B.= S 46°06'21" E
CH. D.= 14.27'

R#7 DATA:
C.C. STA. 109+91.61, 31.23' RT.
P.C. STA. 109+75.60, 30.99' RT.
P.T. STA. 109+91.65, 15.23' RT.
Δ= 89°20'25"
R= 16.00'
T= 15.82'
L= 24.95'
CH. B.= S 43°53'11" W
CH. D.= 22.50'

CURB RAMP 5

A5 – STA. 109+44.86, 19.88' RT, 99.21± E/P, 99.71 T/C (6")
B5 – STA. 109+45.49, 20.71' RT, 99.20± E/P, 99.20 T/C (0")
C5 – STA. 109+47.69, 26.42' RT, 99.36± E/P, 99.36 T/C (0")
D5 – STA. 109+47.74, 29.86' RT, 99.48± E/P, 99.81 T/C
E5 – STA. 109+47.39, 37.32' RT, 99.62± E/P, 99.80 T/C
F5 – STA. 109+42.16, 37.18' RT, 99.88 S/W
G5 – STA. 109+41.91, 34.79' RT, 99.74 S/W
H5 – STA. 109+46.42, 33.76' RT, 99.66 S/W
I5 – STA. 109+45.91, 30.70' RT, 99.54 S/W
J5 – STA. 109+41.25, 37.84' RT, 99.62 S/W
K5 – STA. 109+39.02, 29.73' RT, 99.43 S/W
L5 – STA. 109+39.07, 21.00' RT, 99.29 S/W
M5 – STA. 109+24.80, 21.00' RT, 100.43 S/W
N5 – STA. 109+24.80, 27.00' RT, 100.52 S/W

CURB RAMP 7

A7 – STA. 109+75.93, 27.97' RT, 98.35± E/P, 98.85 T/C (6"
B7 – STA. 109+76.17, 27.00' RT, 98.30± E/P, 98.30 T/C (0")
C7 – STA. 109+79.30, 21.00' RT, 98.02± E/P, 98.02 T/C (0")
D7 – STA. 109+80.29, 19.91' RT, 97.95± E/P, 98.45 T/C (6")
E7 – STA. 109+109+86.46, 21.00' RT, 98.12 S/W
F7 – STA. 109+86.46, 27.00' RT, 98.12 S/W
G7 – STA. 109+86.66, 27.00' RT, 98.13 S/W
H7 – STA. 109+86.66, 21.00' RT, 98.04 S/W

HORIZONTAL SCALE IN FEET 0 2.5 5 10

DESIGNED KRM
REVIEWED JDL

K.E. McCARTNEY & ASSOCIATES
ENGINEERS•PLANNERS•SURVEYORS

PAVEMENT AND CURB RAMP DETAIL
GLESSNER AVE AT BLYMYER AVE SOUTH

CITY OF MANSFIELD
GLESSNER AVE STREETSCAPE

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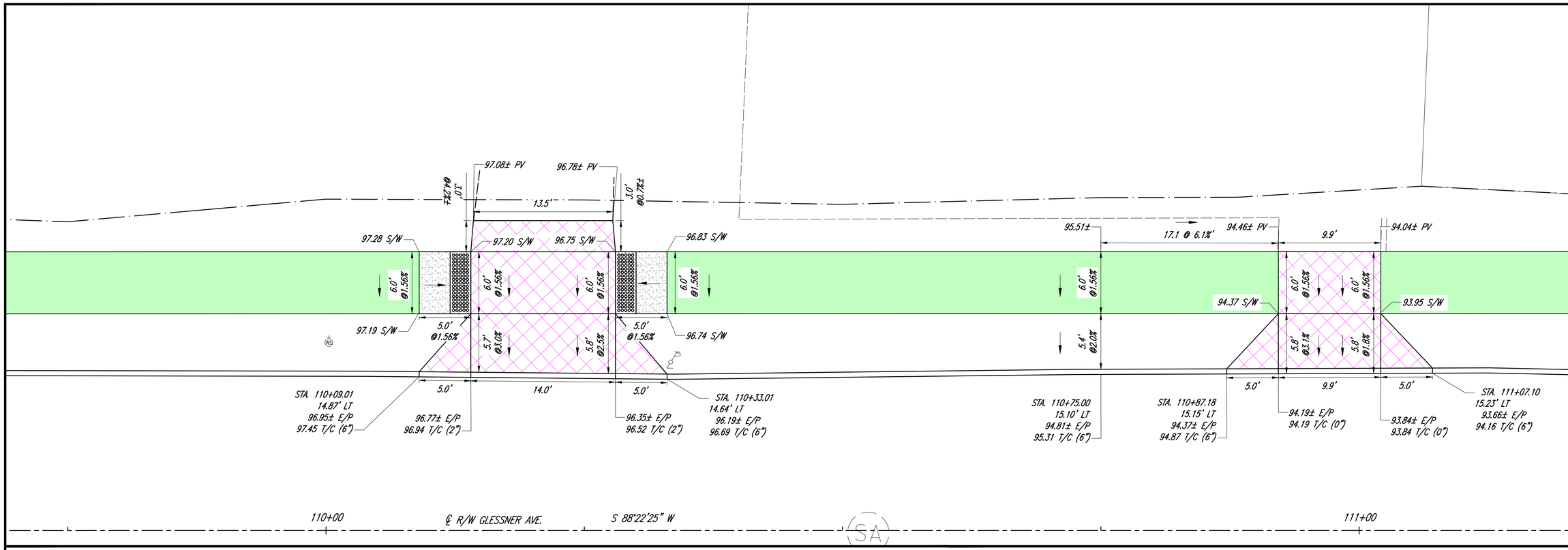

GLESSNER AVE. STREETSCAPE NOTES

1. ALL STATIONING IS REFERENCED TO GLESSNER AVENUE ℄ UNLESS OTHERWISE STATED.
2. ADD 1200' TO ALL ELEVATIONS.

E/P = EDGE OF PAVEMENT
F/C = FACE OF CURB
T/C = TOP OF CURB
S/W = SIDEWALK
PV = PAVEMENT ELEVATION

LEGEND

- ITEM 608 – CURB RAMP, AS PER PLAN
- ITEM 608 – 4" CONCRETE WALK, AS PER PLAN
- ITEM 452 – 10" NON-REINFORCED CONCRETE PAVEMENT
- BRICK PAVER CROSSWALKS AND SIDEWALKS
- ITEM 452 – 8" NON-REINFORCED CONCRETE, AS PER PLAN (DRIVEWAYS)

HORIZONTAL SCALE IN FEET 0 2.5 5 10

DESIGNED KRM
REVIEWED JDL

K.E. McCARTNEY & ASSOCIATES
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PAVEMENT AND DRIVEWAY DETAIL
GLESSNER AVE AT STA 110+21.00, 111+00.00

CITY OF MANSFIELD
GLESSNER AVE STREETSCAPE

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GLESSNER AVE. STREETSCAPE NOTES

1. ALL STATIONING IS REFERENCED TO GLESSNER AVENUE ℄ UNLESS OTHERWISE STATED.
2. ADD 1200' TO ALL ELEVATIONS.
3. SEE SHEET 45 FOR LEGEND.
4. SEE SHEET 39 FOR ADDITIONAL ELEVATION INFORMATION
5. CENTER RRFB FOUNDATION ON FRONT EDGE OF WALK. THE TOP OF FOUNDATION SHALL BE FLUSH WITH THE ADJACENT WALK ELEVATION.
6. PLACE CURB AT BACK OF WALK AND CURB RAMP TO MATCH INTO EXISTING SURFACE.
7. PLACE CURB, TYPE 6, APP NO. AT THE BACK OF THE WALK TO CREATE A RAISED LANDSCAPING AREA BETWEEN THE WALK AND THE EXISTING WALK.
8. THE NEW CURB RAMP SHALL BE FINISHED A MAXIMUM OF 7" BELOW THE EXISTING WALK TO CREATE A STEP UP. NEW CURB SHALL BE FINISHED FLUSH WITH THE EXISTING WALK.
9. PROPOSED RETAINING WALL. SEE ARCHITECT PLANS SHEET 60 FOR ADDITIONAL DETAILS.

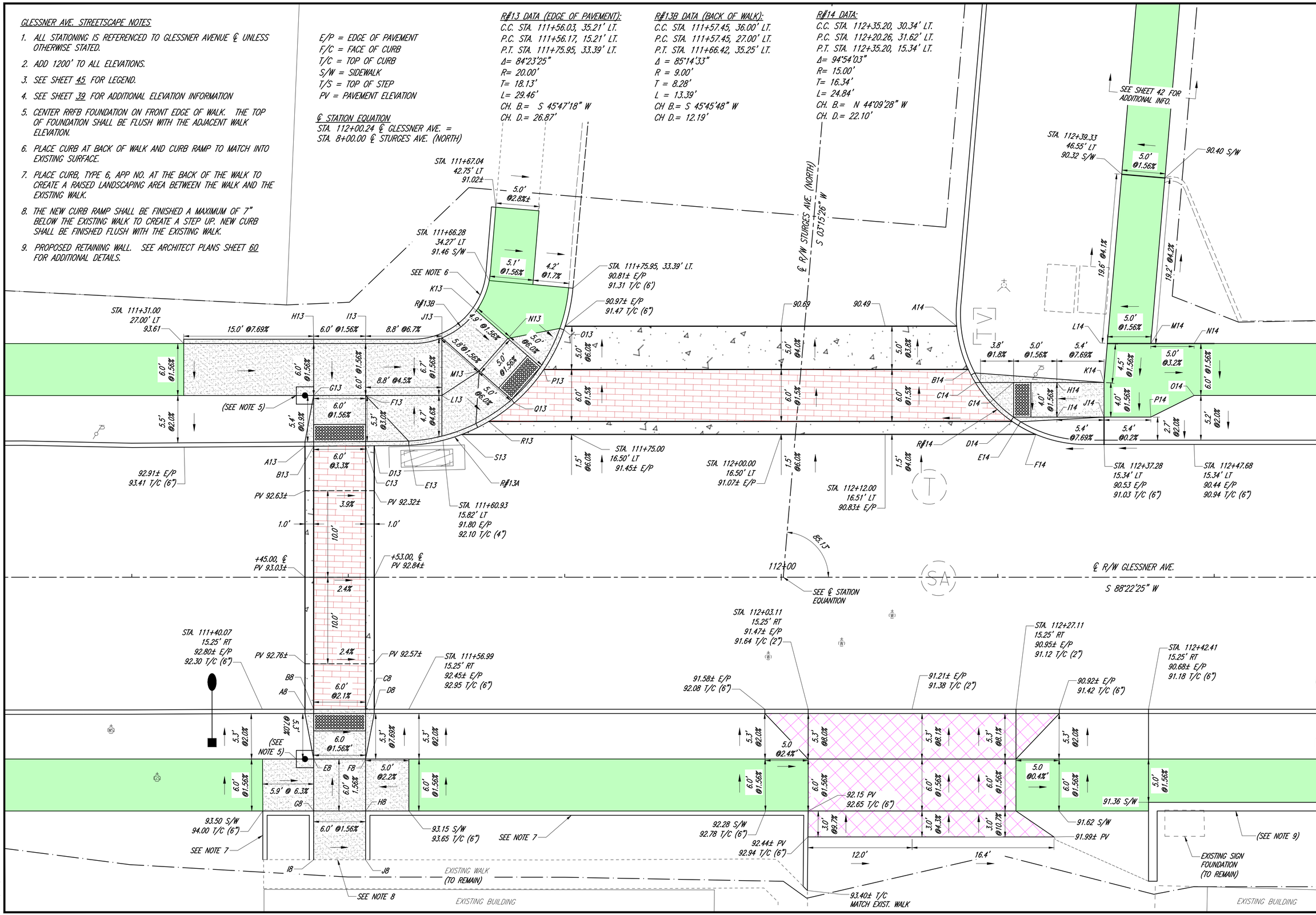
E/P = EDGE OF PAVEMENT
F/C = FACE OF CURB
T/C = TOP OF CURB
S/W = SIDEWALK
T/S = TOP OF STEP
PV = PAVEMENT ELEVATION

℄ STATION EQUATION
STA. 112+00.24 ℄ GLESSNER AVE. =
STA. 8+00.00 ℄ STURGES AVE. (NORTH)

R#13 DATA (EDGE OF PAVEMENT):
C.C. STA. 111+56.03, 35.21' LT.
P.C. STA. 111+56.17, 15.21' LT.
P.T. STA. 111+75.95, 33.39' LT.
Δ= 84°23'25"
R= 20.00'
T= 18.13'
L= 29.46'
CH. B.= S 45°47'18" W
CH. D.= 26.87'

R#13B DATA (BACK OF WALK):
C.C. STA. 111+57.45, 36.00' LT.
P.C. STA. 111+57.45, 27.00' LT.
P.T. STA. 111+66.42, 35.25' LT.
Δ = 85°14'33"
R = 9.00'
T = 8.28'
L = 13.39'
CH B.= S 45°45'48" W
CH D.= 12.19'

R#14 DATA:
C.C. STA. 112+35.20, 30.34' LT.
P.C. STA. 112+20.26, 31.62' LT.
P.T. STA. 112+35.20, 15.34' LT.
Δ= 94°54'03"
R= 15.00'
T= 16.34'
L= 24.84'
CH. B.= N 44°09'28" W
CH. D.= 22.10'



HORIZONTAL SCALE IN FEET 0 2.5 5 10

DESIGNED KRM
REVIEWED JDL

K.E. McCARTNEY & ASSOCIATES
ENGINEERS • PLANNERS • SURVEYORS

PAVEMENT AND CURB RAMP DETAIL
GLESSNER AVE STURGES AVE NORTH

CITY OF MANSFIELD
GLESSNER AVE STREETSCAPE

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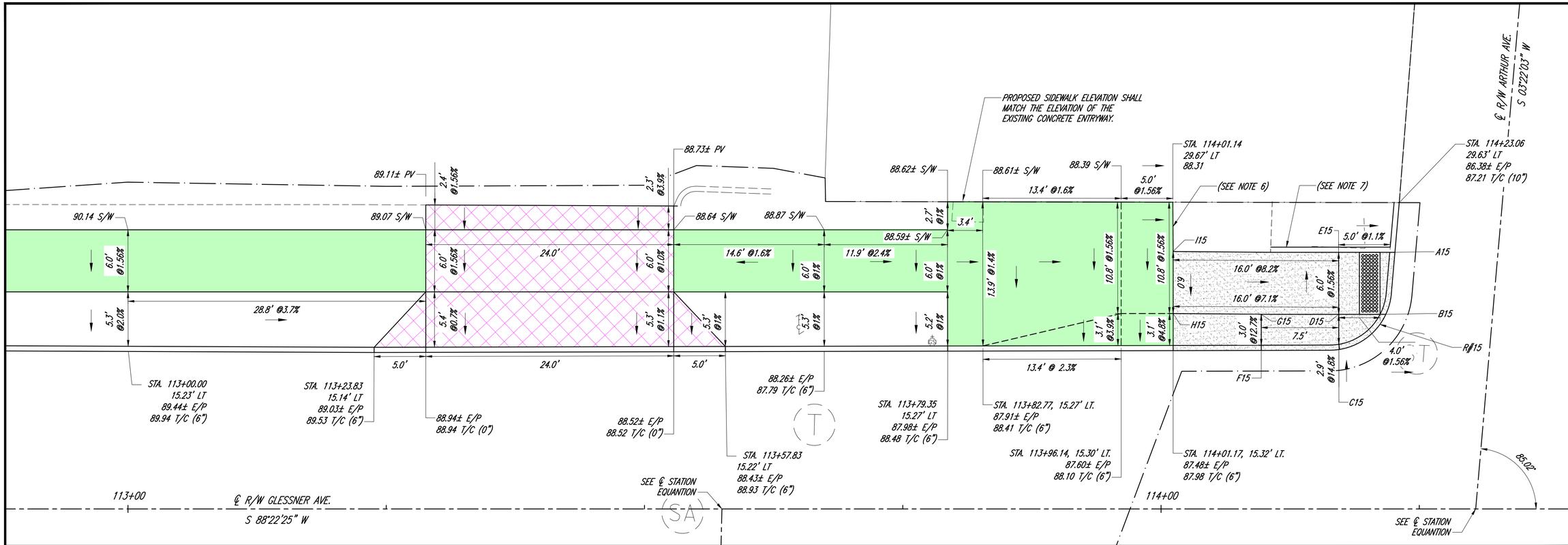

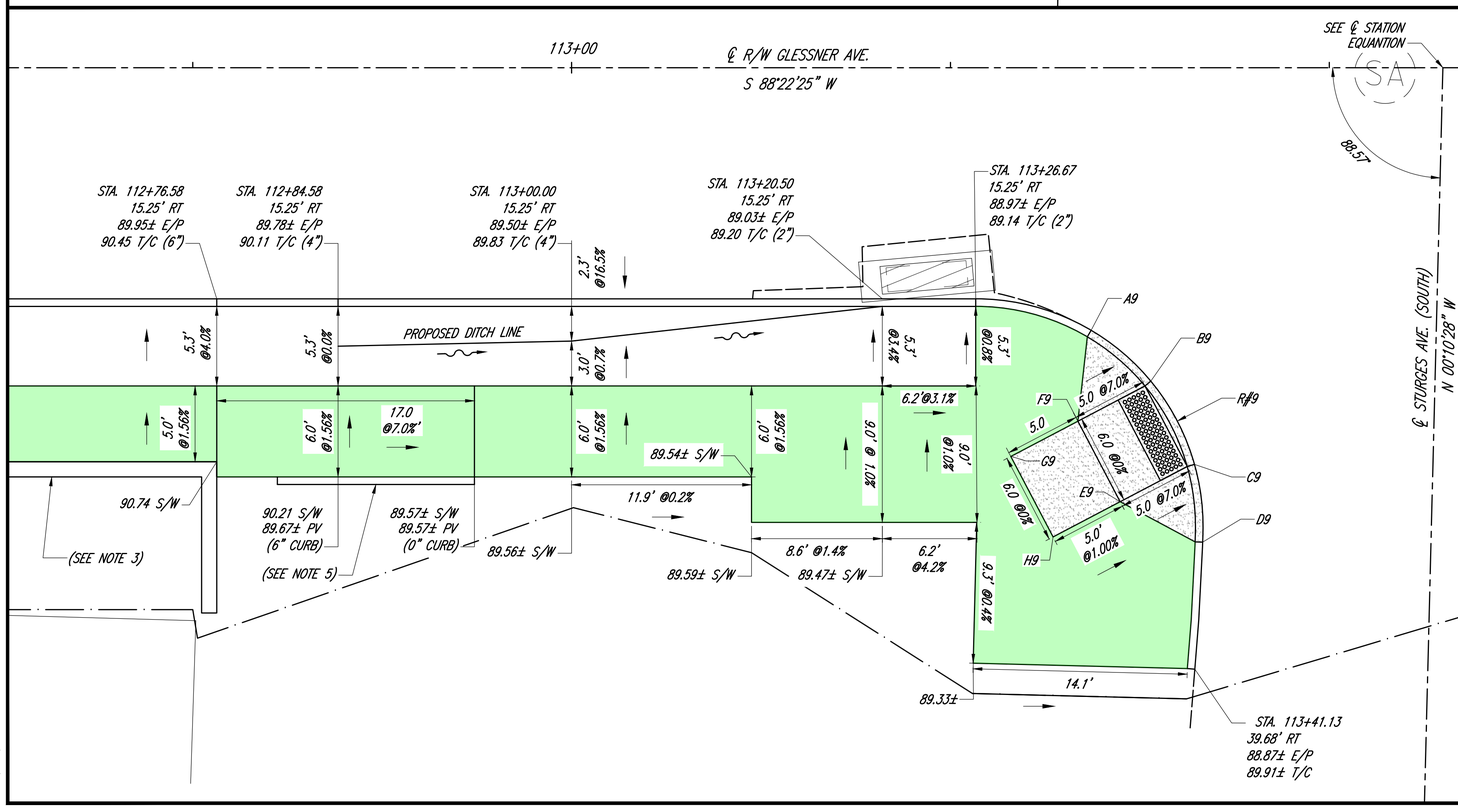

GLESSNER AVE. STREETSCAPE NOTES

1. ALL STATIONING IS REFERENCED TO GLESSNER AVENUE ℄ UNLESS OTHERWISE STATED.
2. ADD 1200' TO ALL ELEVATIONS.
3. PROPOSED RETAINING WALL. SEE ARCHITECT PLANS SHEET XX FOR ADDITIONAL DETAILS.
4. SEE SHEET 39 FOR ADDITIONAL ELEVATION INFORMATION
5. TRANSITION CURB FROM 0" TO 4" AT BACK OF WALK TO MATCH EXISTING PARKING LOT PAVEMENT.
6. MATCH EXISTING CONCRETE RAMP. CONTRACTOR SHALL CREATE A MINIMUM 5' BY 5' ADA LANDING AREA AT BOTTOM OF EXISTING CONCRETE RAMP.
7. PLACE 4" CURB AT BACK OF WALK BETWEEN EXISTING RAMP AND ARTHUR AVENUE TO RETAIN THE LANDSCAPING AREA.

E/P = EDGE OF PAVEMENT
T/C = TOP OF CURB
S/W = SIDEWALK
PV = PAVEMENT ELEVATION

LEGEND

- ITEM 608 – CURB RAMP, AS PER PLAN
- ITEM 608 – 4" CONCRETE WALK, AS PER PLAN
- ITEM 452 – 10" NON-REINFORCED CONCRETE PAVEMENT
- BRICK PAVER CROSSWALKS AND SIDEWALKS
- ITEM 452 – 8" NON-REINFORCED CONCRETE, AS PER PLAN (DRIVEWAYS)

R#9 DATA:
C.C. STA. 113+26.67, 30.25' RT.
P.C. STA. 113+26.67, 15.25' RT.
P.T. STA. 113+41.66, 30.75' RT.
Δ= 91°54'04"
R= 15.00'
T= 15.51'
L= 24.06'
CH. B.= S 45°39'29" E
CH. D.= 21.56'

R#12 DATA:
C.C. STA. 114+16.32, 21.35' LT.
P.C. STA. 114+16.33, 15.35' LT.
P.T. STA. 114+22.29, 20.83' LT.
Δ= 84°53'42"
R= 6.00'
T= 5.49'
L= 8.89'
CH. B.= N 45°48'42" E
CH. D.= 8.10'

℄ STATION EQUATION
STA. 113+57.49 ℄ GLESSNER AVE. =
STA. 12+00.00 ℄ STURGES AVE. (SOUTH)

STA. 114+30.46 ℄ GLESSNER AVE. =
STA. 14+00.00 ℄ ARTHUR AVE.

HORIZONTAL SCALE IN FEET 0 2.5 5 10

DESIGNED KRM
REVIEWED JDL

K.E. McCARTNEY & ASSOCIATES
ENGINEERS • PLANNERS • SURVEYORS

PAVEMENT AND CURB RAMP DETAIL
GLESSNER AVE AT STURGES SOUTH, ARTHUR

CITY OF MANSFIELD
GLESSNER AVE STREETSCAPE

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630 SIGNING MISC.: SOLAR-POWERED RECTANGULAR RAPID FLASHING BEACON (RRFB) SIGN ASSEMBLY

THIS WORK SHALL CONSIST OF FURNISHING AND INSTALLING A SOLAR POWERED RECTANGULAR RAPID FLASHING BEACON (RRFB) SIGN ASSEMBLY. THE FLASHING UNIT SHALL BE SOLAR POWERED, PEDESTRIAN ACTIVATED, AND 2-SIDED WITH TWO LED ARRAY BASED YELLOW INDICATIONS ON EACH SIDE.. MULTIPLE UNITS SHALL BE WIRELESSLY CONTROLLED AND SYNCHRONIZED. THE UNIT SHALL BE COMPLIANT WITH THE MOST CURRENT OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (OMUTCD) AND FHWA INTERIM APPROVAL FOR RRFBS (IA-21).

GENERAL REQUIREMENTS

EACH RRFB SHALL CONSIST OF TWO RAPIDLY FLASHED RECTANGULAR-SHAPED YELLOW INDICATIONS HAVING LED ARRAY BASED LIGHT SOURCE.

EACH RRFB SHALL BE A COMPLETE ASSEMBLY, CONSISTING OF BUT NOT LIMITED TO, SIGNAGE, SIGN MOUNTING HARDWARE, INDICATIONS AND ELECTRICAL COMPONENTS (WIRING, SOLID-STATE CIRCUIT BOARDS, ETC.).

EACH RRFB SHALL CONTAIN A PEDESTRIAN INDICATION LIGHT VISIBLE BY THE PEDESTRIAN IN THE DIRECTION OF TRAVEL.

FUNCTIONAL REQUIREMENTS

EACH RRFB SHALL UTILIZE SOLAR POWER.

EACH RRFB SHALL BE ACTIVATED BY ADA COMPLIANT PUSHBUTTONS.

THE RRFB SHALL BE NORMALLY DARK, SHALL INITIATE OPERATION ONLY UPON PEDESTRIAN ACTUATION, AND SHALL CEASE OPERATION AFTER A PREDETERMINED TIME LIMIT (BASED ON OMUTCD PROCEDURES).

EACH REMOTE RRFB SHALL BE WIRELESSLY ACTIVATED.

ALL RRFB LIGHT INDICATIONS SHALL BE WIRELESSLY SYNCHRONIZED (ALL LIGHTS WILL TURN ON WITHIN 120 MSEC AND REMAIN SYNCHRONIZED THROUGHOUT THE DURATION OF THE FLASHING CYCLE).

THE UNIT SHALL BE CAPABLE OF RUNNING 14 DAYS WITHOUT SUNLIGHT.

MATERIALS

FURNISH A COMPLETE ASSEMBLY, CONSISTING OF BUT NOT LIMITED TO, SIGNAGE, SIGN MOUNTING HARDWARE, INDICATIONS, AND ELECTRICAL COMPONENTS (WIRING, SOLID-STATE CIRCUIT BOARDS, ETC.). THE RRFB ASSEMBLY INCLUDES THE FOLLOWING ITEMS:

1. RRFB INDICATIONS
   - A. EACH RRFB INDICATION LENS SHALL BE A MINIMUM SIZE OF APPROXIMATELY 5" WIDE X 2" HIGH.
   - B. EACH RRFB INDICATIONS SHALL BE ALIGNED HORIZONTALLY, WITH THE LONGER DIMENSIONS OF THE INDICATION HORIZONTAL. THERE SHALL BE TWO INDICATIONS ON THE FRONT AND TWO INDICATIONS ON THE BACK.
   - C. EACH RRFB SHALL BE SUPPLIED WITH ALL REQUIRED HARDWARE TO INSTALL ASSEMBLY. ALL EXPOSED HARDWARE SHALL BE ANTI-VIANDAL.
   - D. EACH RRFB SHALL BE LOCATED BETWEEN THE BOTTOM OF THE CROSSING WARNING SIGN AND THE TOP OF THE SUPPLEMENTAL DOWNWARD DIAGONAL ARROW PLAQUE.
   - E. THE LIGHT INTENSITY OF THE YELLOW INDICATIONS SHALL MEET THE MINIMUM CLASS 1 SPECIFICATIONS OF SOCIETY OF AUTOMOTIVE ENGINEERS ("SAE) STANDARD J595 (DIRECTIONAL FLASHING OPTICAL WARNING DEVICES OF AUTHORIZED EMERGENCY, MAINTENANCE, AND SERVICE VEHICLES) DATED JANUARY, 2005.
   - F. TO MINIMIZE EXCESSIVE GLARE DURING NIGHTTIME CONDITIONS, AN AUTOMATIC SIGNAL DIMMING SHALL BE USED TO REDUCE THE BRILLIANCE OF THE RRFB INDICATIONS.
   - G. A SMALL LED CONFIRMATION LIGHT DIRECTED AT AND VISIBLE TO PEDESTRIANS IN THE CROSSWALK SHALL BE INSTALLED INTEGRAL TO THE RRFB OR PUSHBUTTON TO GIVE CONFORMATION THAT THE RRFB IS IN OPERATION.
   - H. THE PEDESTRIAN CONFORMATION LIGHT SHALL BE NO SMALLER THAN 2" IN DIAMETER AND CONTAIN A MINIMUM ILLUMINANCE OF 100 LUX MEASURED AT 30 CM.
2. SIGNS
   - A. ALL SIGN ASSEMBLIES SHALL USE ANTI-VANDAL FASTENERS TO MOUNT COMPONENTS TO SIGN AND SIGN FIXTURE.
   - B. PEDESTRIAN PUSHBUTTONS SIGNS SHALL BE PROVIDED AND INCLUDE THE LEGEND "PUSH BUTTON TO TURN ON WARNING LIGHTS". SIGNS SHOULD BE MOUNTED ADJACENT TO OR INTEGRAL WITH EACH PEDESTRIAN PUSHBUTTON.
   - C. TWO SETS OF SIGNS SHALL BE REQUIRED PER UNIT FOR EACH APPROACH.
   - D. ASSURE SIGN MEETS THE REQUIREMENTS OF C&MS 630.
3. CONTROL CIRCUIT
   - A. THE CONTROL CIRCUIT SHALL HAVE THE CAPABILITY OF INDEPENDENTLY FLASHING UP TO TWO INDEPENDENT OUTPUTS. THE LED LIGHT OUTPUTS AND FLASH PATTERN SHALL BE COMPLETELY PROGRAMMABLE.
   - B. THE CONTROL CIRCUIT SHALL BE SEALED WATERTIGHT TO ELIMINATE DIRT CONTAMINATION AND ALLOW FOR SAFE HANDLING IN ALL WEATHER CONDITIONS.
   - C. THE LEDS SHALL BE SEALED AGAINST DUST AND MOISTURE INTRUSION AS PER THE REQUIREMENTS OF NEMA STANDARD 250-1991 FOR TYPE 4 ENCLOSURE AND TO PROTECT ALL INTERNAL LED AND ELECTRICAL COMPONENTS.
4. BATTERY AND SOLAR PANELS
   - A. BATTERY UNIT SHALL BE 12VDC, 35 AHR MINIMUM, SEALED GEL OR AGM LEAD ACID BATTERY. BATTERIES SHALL HAVE A WRITTEN TWO YEAR FULL REPLACEMENT WARRANTY.
   - B. THE SOLAR PANEL SHALL PROVIDE A MINIMUM OF 40 WATTS PEAK TOTAL OUTPUT.
   - C. THE SOLAR PANEL SHALL BE MOUNTED TO AN ALUMINUM PLATE AND BRACKET AT AN ANGLE OF 45 DEGREES- 60 DEGREES TO PROVIDE MAXIMUM OUTPUT.
   - D. ALL FASTENERS USED SHALL BE ANTI-VANDAL
5. WIRELESS RADIO
   - A. RADIO CONTROL SHALL OPERATE ON A 900 MHZ FREQUENCY HOPPING SPREAD SPECTRUM NETWORK, WI-FI OR APPROVED EQUAL.
   - B. RADIO SHALL INTEGRATE COMMUNICATION OF RRFB CONTROL CIRCUIT TO ACTIVATE SIGN FROM PUSHBUTTON INPUT.
   - C. THE RADIO SHALL BE SYNCHRONIZED SO ALL OF THE REMOTE RRFB LIGHT INDICATIONS WILL TURN ON WITHIN 120 MSEC OF EACH OTHER AND REMAIN SYNCHRONIZED THROUGH-OUT THE DURATION OF THE FLASHING CYCLE.
6. PUSHBUTTON
   - A. THE PUSHBUTTON SHALL BE CAPABLE OF CONTINUOUS OPERATION OVER A TEMPERATURE RANGE OF 30 DEGREES F TO +165 DEGREES F.
   - B. PUSHBUTTON SHALL BE ADA COMPLIANT.
   - C. THE PUSHBUTTON SHALL BE A PIEZO STYLE ACTIVATION BUTTON. THE PUSHBUTTON SHALL HAVE A CONFIRMATION LIGHT AND CHIRP WITH TO INDICATE ACTIVATION TO THE USER.
7. PEDESTAL SHAFT AND BASE
   - A. MOUNT ON A STANDARD 4.5-INCH OD ALUMINUM PEDESTAL POLE WITH BREAKAWAY BASE. A 14 FOOT POLE SHALL BE PROVIDED AND FIELD ADJUSTED AND CAPPED TO MAINTAIN THE PROPER SIGN MOUNTING HEIGHTS, UNLESS SPECIFIED OTHERWISE IN THE PLANS. POLE AND BASE MANUFACTURER SHALL BE LISTED ON ODOT'S QUALIFIED PRODUCTS LIST.

CONSTRUCTION

THE RRFB SHALL BE ASSEMBLED AND CONSTRUCTED BY THE CONTRACTOR AS SHOWN AND SPECIFIED ON THE PLANS.

WARRANTY

WARRANTY SHALL BE TWO YEARS FROM THE DATE OF FINAL ACCEPTANCE.

MEASUREMENT

THE DEPARTMENT WILL MEASURE THE ITEM COMPLETE IN PLACE, INCLUDING ALL MATERIALS, TESTING, LABOR AND SOFTWARE FOR A FULLY FUNCTIONAL UNIT.

PAYMENT

PAYMENT WILL BE AT THE CONTRACT UNIT PRICE PER EACH FOR ITEM 630 "SIGNING MISC.: SOLAR POWERED RECTANGULAR RAPID FLASHING BEACON (RRFB) SIGN ASSEMBLY".

625 LIGHT POLE FOUNDATION, 24" X 6' DEEP, AS PER PLAN

THIS ITEM SHALL CONFORM TO C&MS 625 AND SCD HL-20.11 WITH THE EXCEPTION THAT THE SOLAR POWERED RECTANGULAR RAPID FLASHING BEACON (RRFB) SHALL BE INSTALLED ON IT. THE CONTRACTOR SHALL COORDINATE THE ANCHOR BOLT LAYOUT WITH THE RRFB MANUFACTURER.

IN ADDITION THE TOP OF THE FOUNDATIONS SHALL BE CONSTRUCTED FLUSH WITH ADJACENT PROPOSED WALK. THE CONTRACTOR IS PERMITTED TO SUSPEND THE FOUNDATION CONCRETE A MAXIMUM OF 6" FROM THE TOP. THE FINAL 6" SHALL BE FORMED AND PLACED AT THE TIME OF THE SIDEWALK PLACEMENT TO ENSURE A FLUSH INSTALLATION. THE CONTRACTOR SHALL PROVIDE A 1/2" PREFORMED EXPANSION JOINT FILLER AS PER C&MS 705.03 BETWEEN THE FOUNDATION TOP AND THE ADJACENT SIDEWALK.

PAYMENT FOR THIS ITEM SHALL BE MADE AT THE UNIT CONTRACT BID PRICE FOR EACH FOUNDATION INSTALLED INCLUDING ALL LABOR, MATERIALS, EQUIPMENT, AND INCIDENTALS REQUIRED TO COMPLETE THIS ITEM AS DESCRIBED ABOVE TO THE SATISFACTION OF THE ENGINEER.

ITEM 646 - CROSSWALK LINE, AS PER PLAN

THIS ITEM SHALL CONFORM TO C&MS 646 WITH THE EXCEPTION THAT THE INTENT OF THIS ITEM IS TO PROVIDE A CLEAN MARKED LINE MIRRORING THE PEDESTRIAN BRICK PAVERS WITHOUT PAINT OVER-SPRAY OR BLEEDING ONTO THE BRICK PAVERS. THE STRIPING CONTRACTOR SHALL COVER THE BRICK PAVERS AND MASK OFF THE OUTLINES OF ALL CROSSWALK MARKINGS PRIOR TO PLACEMENT OF MARKINGS. ANY PAINT ON BRICK PAVERS OR CONCRETE INFIELDS (OUTSIDE OF THE DESIGNATED CROSSWALK LINES) SHALL BE REPAIRED TO THE SATISFACTION OF THE ENGINEER AT THE CONTRACTOR'S EXPENSE.

PAYMENT FOR THIS ITEM SHALL BE MADE AT THE UNIT CONTRACT PRICE BID PER LINEAL FEET FOR ITEM 646 - CROSSWALK LINE, AS PER PLAN AND SHALL INCLUDE ALL LABOR, EQUIPMENT, MATERIALS, AND INCIDENTALS NECESSARY TO CONSTRUCT THIS ITEM TO THE SATISFACTION OF THE ENGINEER.

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TRAFFIC CONTROL NOTES - 1

CITY OF MANSFIELD
GLESSNER AVE STREETSCAPE

SIGNING SUBSUMMARY

SHEET NO.	REFERENCE NO.	STATION	SIDE	SIGN CODE	SIGN SIZE IN	X	IN	625 LIGHT POLE FOUNDATION, 24" X 6' DEEP, AS PER PLAN EACH	625 GROUND ROD EACH	630 GROUND MOUNTED SUPPORT, NO. 3 POST FT	630 SIGN POST REFLECTOR EACH	630 SIGN, FLAT SHEET SF	630 SIGN, DOUBLE FACED, STREET NAME EACH	630 REMOVAL OF GROUND MOUNTED SIGN AND DISPOSAL EACH	630 REMOVAL OF GROUND MOUNTED POST SUPPORT AND DISPOSAL EACH	630 REMOVAL OF POLE MOUNTED SIGN AND DISPOSAL EACH	630 SIGNING, MISC.: SOLAR POWERED RECTANGULAR RAPID FLASHING BEACON (RRFB) SIGN ASSEMBLY EACH
	GLESSNER AVENUE																
50	S-2A	105+70.00	LT.	R7-1	12	x	18			12.00		3.00				1	
51	S-3	107+71.00	LT.	R7-1	12	x	18			12.00		3.00				1	
51	S-4	107+78.00	LT.	S1-1	30	x	30			15.00		12.50		1	1		
				W16-MISC.	24	x	18					6.00		1			
51	S-5	107+83.00	RT.	R2-1	24	x	30			13.00		10.00					
51	S-6	108+40.00	LT.	D3-1	Var.	x	12						1	1	1		
				D3-1	Var.	x	12						1	1			
51	S-7	108+41.00	LT.	R1-1	30	x	30			15.50	1	12.50		1	1		
51	S-8	108+91.00	RT	R7-1	12	x	18			12.00		3.00		1	1		
51	S-9	109+20.00	RT.	W11-2	30	x	30			14.50	1	12.50					
				W16-9P	24	x	12					4.00					
	S-10	109+45.00	RT.	R7-1	12	x	18										
51	S-11	109+79.00	RT.	R1-1	30	x	30			15.50	1	12.50		1	1		
				D3-1	Var.	x	12						1				
				D3-1	Var.	x	12						1				
51	S-12	111+04.00	RT.	R7-1	12	x	18			12.00		3.00		1	1		
51	S-13	111+45.00	RT.	W11-2	30	x	30	1	1								1
				W16-7PL	24	x	12										
51	S-14	111+45.00	LT.	W11-2	30	x	30	1	1								1
				W16-7PL	24	x	12										
51	S-15	111+73.00	LT.	R1-1	30	x	30			13.00	1	12.50		1	1		
	S-16	112+28.00	LT.	R7-1	12	x	18										
	S-17	112+32.00	LT.	D3-1-VAR	Var.	x	12										
				D3-1-VAR	Var.	x	12										
52	S-18	113+29.00	RT.	D3-1	Var.	x	12							1	1		
				D3-1	Var.	x	12							1			
52	S-19	113+67.00	LT.	D9-2	24	x	24			15.00		8.00				1	
				D9-13aP	24	x	12					4.00				1	
				M6-1L	21	x	15					4.38				1	
52	S-20	113+72.00	LT.	W11-2	30	x	30			14.50	1	12.50					
				W16-9P	24	x	12					4.00					
52	S-21	113+75.00	RT.	R1-1	30	x	30			15.50	1	12.50		1	1		
				D3-1	Var.	x	12						1				
				D3-1	Var.	x	12						1				
							SUBTOTALS	2.0	2.0	179.5	6.0	139.9	6.0	12.0	9.0	5.0	2.0
							TOTALS CARRIED TO GENERAL SUMMARY	2	2	180	6	140	6	12	9	5	2

CALCULATED TGW
CHECKED JDB

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TRAFFIC CONTROL SUBSUMMARY - 1

CITY OF MANSFIELD
GLESSNER AVE STREETSCAPE

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PAVEMENT MARKING SUBSUMMARY				642	642	644	644	646
SHEET NO.	REFERENCE NO.	STATION	SIDE	PARKING LOT STALL MARKING, TYPE 1	REMOVAL OF PAVEMENT MARKING	STOP LINE	CROSSWALK LINE	CROSSWALK LINE, AS PER PLAN
				FT	FT	FT	FT	FT
GLESSNER AVE./WOOD ST. INTERSECTION								
50		WEST APPROACH			22.0	22.4		74.8
50		EAST APPROACH			19.0	19.8		66.9
50		NORTH APPROACH			14.6	17.2		64.8
50		SOUTH APPROACH			18.3	18.4		69.7
GLESSNER AVE./BLYMYER AVE. INTERSECTION								
51		NORTH APPROACH				13.0	67.6	
51		SOUTH APPROACH				14.3	64.5	
51		NORTHWEST PARKING LOT		90.0	53.6			
GLESSNER AVE./STURGES AVE. INTERSECTION								
51		WEST APPROACH			24.8			60.8
51		NORTH APPROACH						110.7
52		SOUTH APPROACH			85.0	12.2	72.9	
			SUBTOTALS	90.0	237.4	117.3	205.0	447.7
TOTALS CARRIED TO GENERAL SUMMARY				90	238	118	205	448

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TRAFFIC CONTROL SUBSUMMARY - 2

CITY OF MANSFIELD
GLESSNER AVE STREETSCAPE

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MARKING LEGEND

(CW) ITEM 644 OR 646 – CROSSWALK LINE, AS PER PLAN

(SL) ITEM 644 – STOP LINE (SEE NOTE 5)

D9-2 (24x24) H

D9-13aP (24x12) HOSPITAL

M6-1R (21x15)

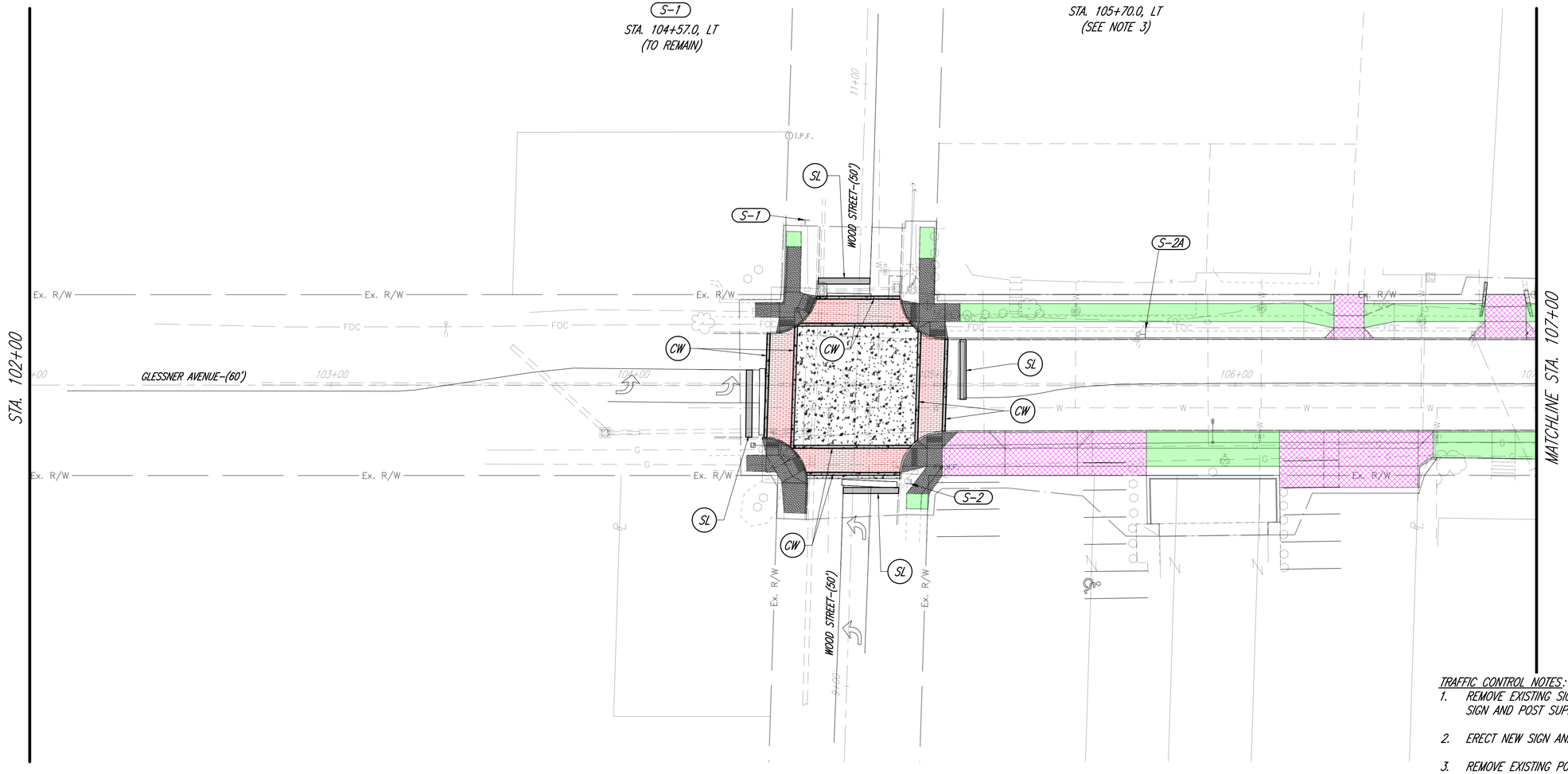
(S-1)

STA. 104+57.0, LT
(TO REMAIN)

R7-1 (12x18) NO PARKING HERE TO CORNER

(S-2A)

STA. 105+70.0, LT
(SEE NOTE 3)



D3-1 (VAR.x12) GLESSNER AVE

D3-1 (VAR.x12) WOOD ST

(S-2)

STA. 104+92.0, RT
POLE MOUNTED
(TO REMAIN)

TRAFFIC CONTROL NOTES:

1. REMOVE EXISTING SIGN AND POST AND REPLACE WITH A NEW SIGN AND POST SUPPORT.
2. ERECT NEW SIGN AND POST.
3. REMOVE EXISTING POLE MOUNTED SIGN AND REPLACE WITH A NEW SIGN ON A POST SUPPORT.
4. CROSSWALK MARKINGS SHALL BE PLACED ON THE CONCRETE PAVEMENT ADJACENT TO THE BRICK CROSS WALKS. DO NOT PAINT THE BRICK.
5. PLACE NEW STOP LINES A MINIMUM OF 4' OFFSET FROM THE NEW CROSSWALK LINES.
6. THE CONTRACTOR SHALL COORDINATE FINAL SIGN LOCATIONS WITH LIGHT POLES AND TREES LOCATION TO IMPROVE SIGN VISIBILITY.

N

0 10 20 40
HORIZONTAL SCALE IN FEET

DESIGNED TGW
REVIEWED JDB

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TRAFFIC CONTROL PLAN - 1
GLESSNER AVENUE

CITY OF MANSFIELD
GLESSNER AVE STREETSCAPE

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R7-1 (12x18) NO PARKING ANY TIME

S-3

STA. 107+71.0, LT
POLE MOUNTED
(SEE NOTE 3)

S1-1 (30x30) CROSS WALK

W16-MISC. (24x18)

S-4

STA. 107+78.0, LT
(SEE NOTE 1)

D3-1 (VAR.x12) BLYMYER AVE

D3-1 (VAR.x12) GLESSNER AVE

S-6

STA. 108+40.0, LT
(SEE NOTE 1)
MOUNT ON SAME
SUPPORT AS S-7

R1-1 (30x30) STOP

S-7

STA. 108+41.0, LT
(SEE NOTE 1)

R1-1 (30x30) STOP

S-15

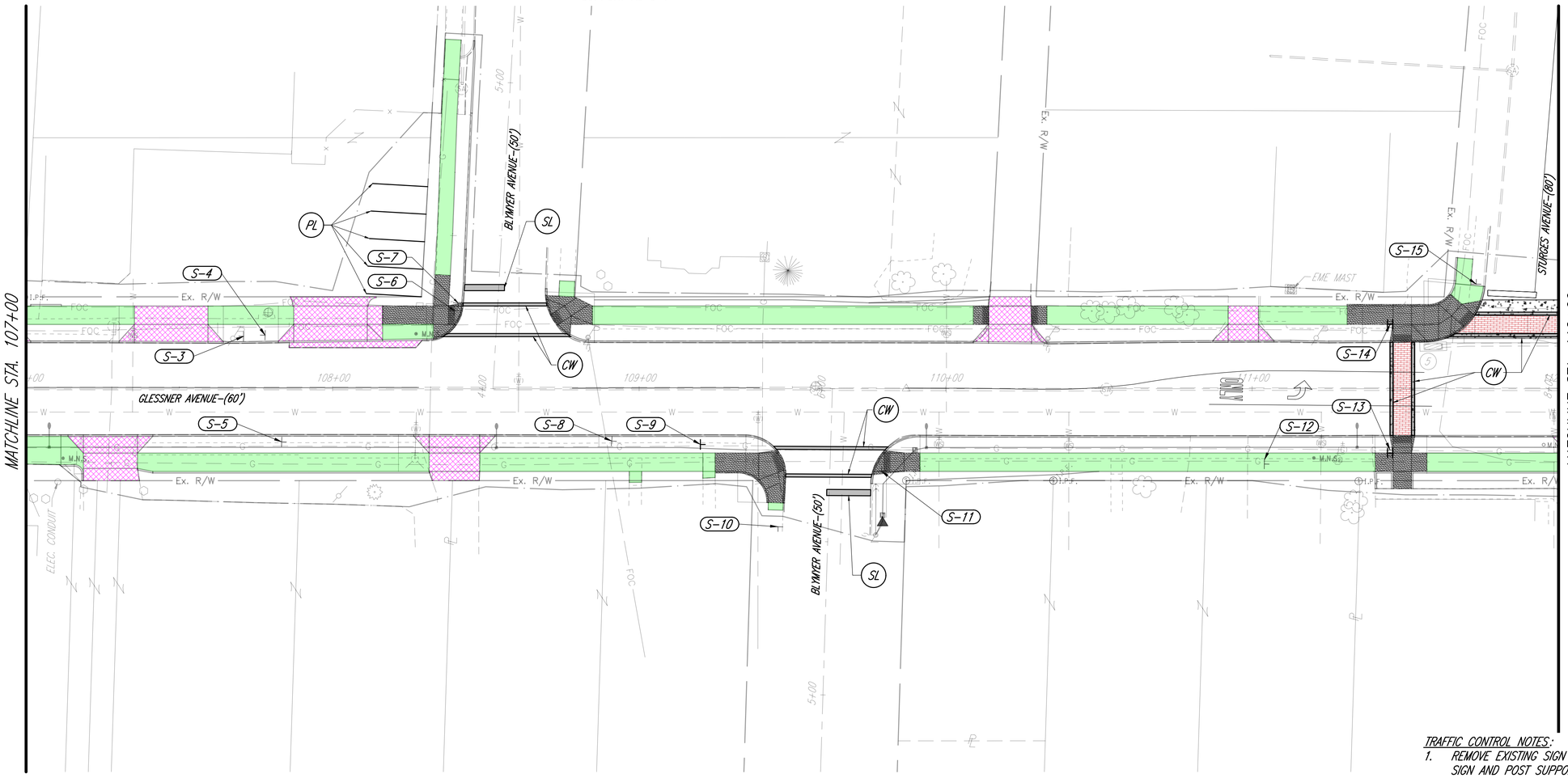
STA. 111+73.0, LT
(SEE NOTE 1)

MARKING LEGEND

CW ITEM 644 OR 646 – CROSSWALK LINE, AS PER PLAN

SL ITEM 644 – STOP LINE (SEE NOTE 6)

PL ITEM 642 – PARKING LOT STALL MARKING, TYPE 1



W11-2 (30x30)

W16-7PL (24x12)

S-14

STA. 111+45.0, 21.0' LT
2 SIGNS EACH MOUNTED
BACK TO BACK ON THE
RRFB SUPPORT AND
FOUNDATION

W11-2 (30x30)

W16-7PL (24x12)

S-13

STA. 111+45.0, 21.0' RT
2 SIGNS EACH MOUNTED
BACK TO BACK ON THE
RRFB SUPPORT AND
FOUNDATION

R2-1 (24x30) SPEED LIMIT 25

S-5

STA. 107+83.0, RT
(SEE NOTE 2)

R7-1 (12x18) NO PARKING ANY TIME

S-8

STA. 108+91.0, RT
(SEE NOTE 1)

W11-2 (30x30)

W16-9P (24x12) AHEAD

S-9

STA. 109+20.0, RT
(SEE NOTE 2)

R7-1 (12x18) NO PARKING HERE TO CORNER

S-10

STA. 109+45.0, RT
(TO REMAIN)

D3-1 (VAR.x12) BLYMYER AVE

D3-1 (VAR.x12) GLESSNER AVE

R1-1 (30x30) STOP

S-11

STA. 109+79.0, RT
(SEE NOTE 1)

R7-1 (12x18) NO PARKING THIS SIDE OF STREET

S-12

STA. 111+04.0, RT
(SEE NOTE 1)

TRAFFIC CONTROL NOTES:

1. REMOVE EXISTING SIGN AND POST AND REPLACE WITH A NEW SIGN AND POST SUPPORT.
2. ERECT NEW SIGN AND POST.
3. REMOVE EXISTING POLE MOUNTED SIGN AND REPLACE WITH A NEW SIGN ON A POST SUPPORT.
4. CROSSWALK MARKINGS SHALL BE PLACED ON THE CONCRETE PAVEMENT ADJACENT TO THE BRICK CROSS WALKS. DO NOT PAINT THE BRICK.
5. SEE SHEET 52 FOR PARKING SPACE DETAILS.
6. PLACE NEW STOP LINES A MINIMUM OF 4' OFFSET FROM THE NEW CROSSWALK LINES.
7. THE CONTRACTOR SHALL COORDINATE FINAL SIGN LOCATIONS WITH LIGHT POLES AND TREES LOCATION TO IMPROVE SIGN VISIBILITY.

N

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HORIZONTAL
SCALE IN FEET

DESIGNED TGW
REVIEWED JDB

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TRAFFIC CONTROL PLAN - 2
GLESSNER AVENUE

CITY OF MANSFIELD
GLESSNER AVE STREETSCAPE

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R7-1 (12x18) NO PARKING ANY TIME

S-16

STA. 112+28.0, LT
(TO REMAIN)

D3-1 (VAR.x12) STURGES AVE
D3-1 (VAR.x12) GLESSNER AVE

S-17

STA. 112+32.0, LT
POLE MOUNTED
(TO REMAIN)

D9-2 (24x24) H
D9-13aP (24x12) HOSPITAL
M6-1L (21x15)

S-19

STA. 113+67.0, LT
(SEE NOTE 3)

W11-2 (30x30)
W16-9P (24x12) AHEAD

S-20

STA. 113+72.0, LT
(SEE NOTE 4)

D3-1 (VAR.x12) ARTHUR AVE

S-22

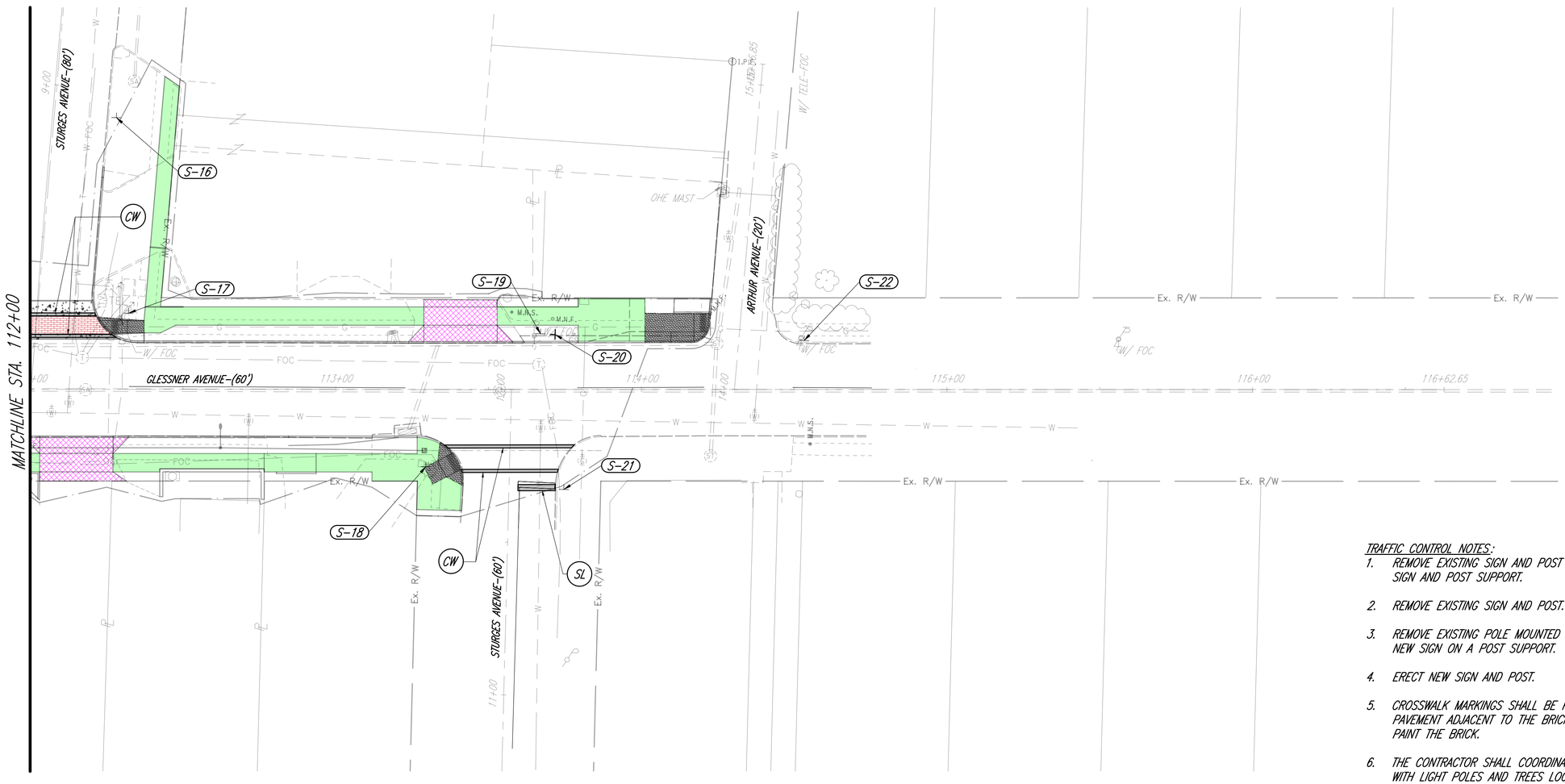
STA. 114+53.0, LT
(TO REMAIN)

MARKING LEGEND

CW ITEM 644 OR 646 - CROSSWALK LINE, AS PER PLAN

SL ITEM 644 - STOP LINE

PL ITEM 642 - PARKING LOT STALL MARKING, TYPE 1



TRAFFIC CONTROL NOTES:

1. REMOVE EXISTING SIGN AND POST AND REPLACE WITH A NEW SIGN AND POST SUPPORT.
2. REMOVE EXISTING SIGN AND POST.
3. REMOVE EXISTING POLE MOUNTED SIGN AND REPLACE WITH A NEW SIGN ON A POST SUPPORT.
4. ERECT NEW SIGN AND POST.
5. CROSSWALK MARKINGS SHALL BE PLACED ON THE CONCRETE PAVEMENT ADJACENT TO THE BRICK CROSS WALKS. DO NOT PAINT THE BRICK.
6. THE CONTRACTOR SHALL COORDINATE FINAL SIGN LOCATIONS WITH LIGHT POLES AND TREES LOCATION TO IMPROVE SIGN VISIBILITY.

D3-1 (VAR.x12) STURGES AVE
D3-1 (VAR.x12) GLESSNER AVE

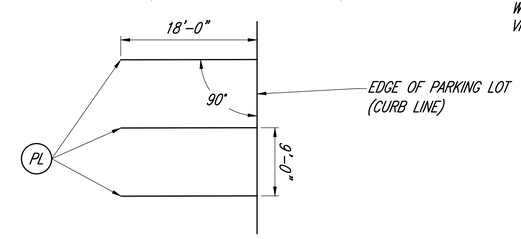
S-18

STA. 113+29.0, RT
(SEE NOTE 2)

D3-1 (VAR.x12) STURGES AVE
D3-1 (VAR.x12) GLESSNER AVE
R1-1 (30x30) STOP

S-21

STA. 113+75.0, RT
(SEE NOTE 1)



TYPICAL PARKING SPACE DETAIL

N

HORIZONTAL SCALE IN FEET 0 10 20 40

DESIGNED TGW
REVIEWED JDB

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TRAFFIC CONTROL PLAN - 3
GLESSNER AVENUE

CITY OF MANSFIELD
GLESSNER AVE STREETSCAPE

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SPECIFICATIONS

THESE NOTES ARE SUPPLEMENTAL TO ITEMS 625 AND 725 OF THE STATE OF OHIO DEPARTMENT OF TRANSPORTATION CONSTRUCTION AND MATERIAL SPECIFICATIONS. REFERENCE SHALL BE MADE TO STANDARD CONSTRUCTION DRAWINGS LISTED ON THE TITLE SHEET AND IN THE NOTES OF THESE PLANS.

ITEM 625 – LIGHT POLE, DECORATIVE, AS PER PLAN

THE DECORATIVE LIGHT POLES FOR THIS PROJECT SHALL HAVE A 30' MOUNTING HEIGHT AND BE MANUFACTURED BY NLS LIGHTING, LLC AND SHALL BE THE FOLLOWING MODEL NUMBERS:

LUMINAIRE: CAL-1-TP3-S5-T2-32L-1-30K-UNV-AM-BLK
BRACKET ARM: A15-L-SGL-3R-BLK
POLE: RTSP-25-7G-12BC-T3R-BLK-136
BASE: DPB-100-7R-BLK

THE POLE SHALL HAVE 24" TOP AND BOTTOM BANNER ARMS (BA-SS-24-BLK) MOUNTED ON THE FRONT SIDE OF THE POLE (STREET SIDE). THE POLES SHALL ALSO HAVE A 24" FLOWER BASKET ARM (BA-S-24-BLK) MOUNTED ON THE BACK SIDE OF THE POLE (BUILDING SIDE).

THE CONTRACTOR SHALL NOT ORDER THE POLES PRIOR TO CONFIRMING POLE DETAILS AND ACCESSORIES WITH THE CITY OF MANSFIELD AND THE ENGINEER.

PAYMENT WILL BE MADE AT THE UNIT CONTRACT PRICE FOR EACH ITEM 625, LIGHT POLE, DECORATIVE, AS PER PLAN AND SHALL BE FULL COMPENSATION FOR ALL LABOR. MATERIALS AND INCIDENTALS REQUIRED TO COMPLETE THIS ITEM IN A SATISFACTORY WORKMANLIKE MANNER.

ITEM 625 – POWER SERVICE, AS PER PLAN

IN ADDITION TO THE REQUIREMENTS OF ITEM 625, THE FOLLOWING IS ADDED.

THE POWER SUPPLY AGENCY FOR THIS PROJECT IS OHIO EDISON.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY CHARGES MADE BY THE POWER COMPANY FOR WORK BY THE COMPANY IN CONJUNCTION WITH THE ESTABLISHMENT OF THE REQUIRED SERVICES. THIS SHALL INCLUDE NEW POWER SERVICE ESTABLISHED BY THIS PROJECT.

THE POWER SERVICE SHALL BE A PAD MOUNTED ENCLOSURE TYPE 120/240 VOLT GROUNDED NEUTRAL SUPPLY MEETING THE SPECIFICATIONS OF HL-40.20 AND HL-60.31. IN ADDITION TO THE C&MS 625 THE POWER SERVICE SHALL INCLUDE ALL REQUIRED CONDUITS, CONDUIT RISERS, AND WIRING FROM THE POWER SERVICE TO THE POINT OF CONNECTION WITH THE POWER COMPANY AS INDICATED IN THESE PLANS. ALL ITEMS COMPRISING THE POWER SERVICE THAT ARE ABOVE GRADE AND NOT ATTACHED TO THE SERVICE POLE SHALL BE PAINTED WITH A POWDER COAT AND SHALL BE BLACK IN COLOR. THE METERBASE AND THE PHOTOCELL SHALL BE INCLUDED WITH THE COST OF THE POWER SERVICE AND SHALL BE ATTACHED TO THE SERVICE POLE AS DIRECTED BY THE POWER COMPANY.

THE POWER SERVICE SHALL INCLUDE 2 LIGHTING CIRCUITS (L-1 AND L-2). CIRCUITS SHALL BE CONSTRUCTED AS PER HL-60.11 – POLE WIRING FOR 120 VOLT LINE-TO-NEUTRAL, AND HL-60.31 – 120 VOLT CIRCUIT CONNECTIONS. THE POWER SERVICE AND LIGHTING CIRCUIT WIRING HAS BEEN SIZED FOR FUTURE EXPANSION OF THE LIGHTING.

PAYMENT WILL BE MADE AT THE UNIT CONTRACT PRICE FOR EACH ITEM 625, POWER SERVICE, AS PER PLAN AND SHALL BE FULL COMPENSATION FOR ALL LABOR, MATERIALS AND INCIDENTALS REQUIRED TO COMPLETE THIS ITEM IN A SATISFACTORY WORKMANLIKE MANNER.

ITEM 625 – LUMINAIRE REMOVED, AS PER PLAN

THE CONTRACTOR SHALL COORDINATE WITH OHIO EDISON TO REMOVE THE EXISTING UTILITY POLE MOUNTED STREET LIGHTING. THE LIGHTING SHALL BE REMOVED BY OHIO EDISON AND NOT BY THE CONTRACTOR. THE CONTRACTOR IS RESPONSIBLE FOR INFORMING OHIO EDISON WHEN THE NEW LIGHTING INSTALLED WITH THIS PROJECT IS OPERATIONAL SO THAT THEY MAY SCHEDULE THE REMOVAL OF THE EXISTING LIGHTING. ALL COSTS INVOLVED IN COORDINATION SHALL BE INCLUDED IN THIS ITEM.

PAYMENT WILL BE MADE AT THE UNIT CONTRACT PRICE FOR EACH ITEM 625, LUMINAIRE REMOVED, AS PER PLAN AND SHALL BE FULL COMPENSATION FOR ALL LABOR, EQUIPMENT, MATERIALS AND INCIDENTALS REQUIRED TO COMPLETE THIS ITEM IN A SATISFACTORY WORKMANLIKE MANNER.

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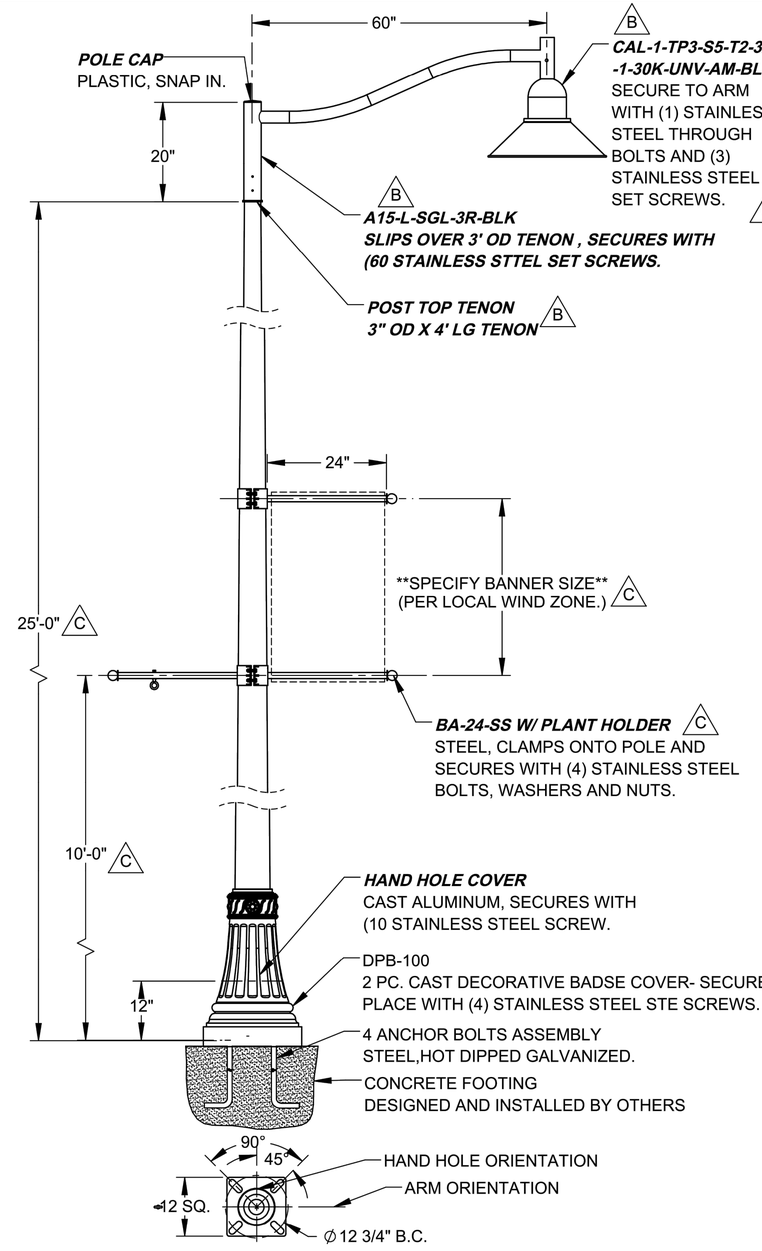
NLS LIGHTING

701 Kingshill Pl.
Carson, CA 90746
Ph: 310-341-2037



4001069

DATE 09/21/21	DRAWN AP
DATE	APPVD
DATE 09/27/21	REV. C

SOLD TO:

PO#:

JOB NAME:

TYPE:

CATALOGUE NUMBER
CAL-1-TP3-S5-T2-32L-1-30K-UNV-AM-BLK
A15-L-SGL-3R-BLK
RTSP-25-11G-12BC-T3R-BLK-136
DPB-100-7R-BLK
BA-24-SS WITH PLANT HOLDER

FINISH: POWDER COAT

COLOR: **SPECIFY**

OPTIC SYSTEM: **SPECIFY**

VOLTAGE: 120-277

REFER TO SPECIFICATION SHEET FOR ADDITIONAL ELECTRICAL CHARACTERISTICS AND PHOTOMETRIC DATA.

ANCHOR BOLTS:

QTY: 4

SIZE: 1" X 36" X 5"

BOLT CIRCLE: 11 1/2" - 14" B.C.

BOLT PROJECTION" 4"

LEVELING NUTS AND WASHERS MUST BE INSTALLED UNDER ALL BASES.

ONE APPROVED DRAWING MUST BE RETURNED TO NLS LIGHTING BEFORE THIS PRODUCT CAN BE FABRICATED.

WARNING: THIS FIXTURE MUST BE GROUNDED IN ACCORDANCE WITH LOCAL ELECTRICAL CODES OR THE NATIONAL ELECTRICAL CODE. FAILURE TO DO SO MAY RESULT IN SEROUS PERSONAL INJURY.

NLS LIGHTING ASSUMES NO RESPONSIBILITY OF HARM CAUSED BY FAILURE DUE TO IMPROPER SITE ANALYSIS OR USAGE OF PRODUCTS OTHER THAN THEIR INTENDED PURPOSE AS SHOWN IN THIS DOCUMENT.

CUSTOMER APPROVAL NEEDED PRIOR TO SHIPPMENT OF PRODUCT

X_____

DESIGNED JDL
REVIEWED JDB

K.E. McCARTNEY & ASSOCIATES
ENGINEERS • PLANNERS • SURVEYORS

LIGHTING NOTES

CITY OF MANSFIELD
GLESSNER AVE STREETSCAPE

VOLTAGE DROP STUDY

CABLE SIZING CALCULATIONS (VOLTAGE DROP)

1. VOLTAGE DROP ON CIRCUIT NOT TO EXCEED 5% NOMINAL CIRCUIT VOLTAGE IN STEADY STATE SINCE EQUIPMENT CAN GENERALLY TOLERATE A VOLTAGE VARIATION OF 10%.

   BECAUSE OF THE SMALL WIRE SIZES INVOLVED AND THE HIGH POWER FACTOR OF THE LIGHTING LOAD, THE REACTANCE IS CONSIDERED NEGLIGBLE IN THIS COMPUTATION. (AIEE PUB. NO. 952 DATED OCTOBER 1956)

2. OPERATING CURRENT FOR TYPICAL LUMINAIRES IN ODOT HIGHWAY LIGHTING SYSTEMS LINE AMPERES OPERATING = (LAMP WATT + BALLAST WATTS) / LINE VOLTAGE BALLAST WATTS MAY BE AS MUCH AS 30% LAMP WATTS FOR TERTIARY WINDING BALLAST

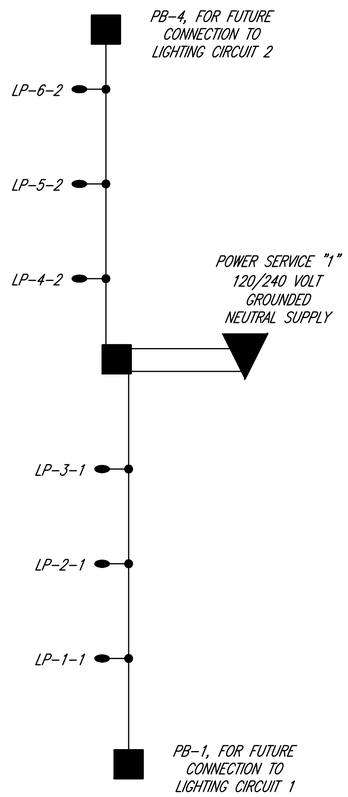
LAMP WATTAGE	LINE AMPS, OPERATING 480 VOLTS	240 VOLTS	120 VOLTS
75	0.21	0.41	0.8
100	0.27	0.54	1.1
150	0.41	0.81	1.6
175	0.48	0.96	1.9
200	0.54	1.1	2.2
250	0.68	1.4	2.7
310	0.84	1.7	3.4
400	1.1	2.2	4.3
1000	2.7	5.4	11

3. OBTAIN WIRE RESISTANCE FROM PUBLISHED DATA (ENGINEERING HANDBOOKS, MANUFACTURER'S DATA SHEETS, ETC.)

WIRE SIZE	OHMS PER 1000 FT
14	3.1
12	2.0
10	1.2
8	0.78
6	0.49
4	0.31
2	0.19
1/0	0.12
2/0	0.10
4/0	0.079

4. VOLTAGE DROP IN A LIGHTING CIRCUIT SECTION = AMPERES IN AND BEYOND THE SECTION x (LENGTH OF THE SECTION IN FEET x 2 WIRES / 1000) x RESISTANCE WIRE PER 1000

   INCLUDE IN LENGTH OF SECTION AN ALLOWANCE FOR CORRECTION AT EACH END AND SLACK. FREQUENTLY THIS IS DONE BY ALLOWING 5-10 FEET AT EACH END AND ROUNDING UP SECTION LENGTHS IN INCREMENTS OF 5.



CIRCUIT L-1, L-2 DIAGRAM

LEGEND

- DECORATIVE POLE WITH LUMINAIRE ON BRACKET ARM
- PULL BOX OR JUNCTION BOX
- POWER SERVICE
- #4 AWG — CIRCUIT

LIGHTING CABLE SIZING (VOLTAGE DROP) CALCULATION

CITY OF MANSFIELD - GLESSNER AVENUE STREETSCAPE
POWER SERVICE: 1, CIRCUITS: L-1 & L-2
SUPPLY VOLTAGE: 120 VOLTS (3-WIRE GND NEUTRAL)
WIRE RESISTANCES USED: NO. 4 AWG - 0.31 OHMS/FT.
NO. OF WIRES FOR CALC. PURPOSES: 2

SECTION FROM	STA.	OFF.	TO	STA.	OFF.	WIRE	LENGTH	AMPERES AT PT.	ACCUM.	AMPERE-FEET	VOLTAGE DROP IN SEC.	ACCUM.	AS %
CIRCUIT - L-1													
L1-1	105+92.55	19.10 RT	L1-2	107+07.55	19.04 RT	4	125.00	1.15	1.15	144	0.09	0.72	0.60%
L1-2	107+07.55	19.04 RT	L1-3	108+53.46	19.20 RT	4	155.91	1.15	2.30	359	0.22	0.63	0.53%
L1-3	108+53.46	19.20 RT	PB-2	109+90.00	20.00 RT	4	146.54	1.15	3.45	506	0.31	0.41	0.34%
PB-2	109+90.00	20.00 RT	PS	109+79.41	43.29 RT	4	45.00	0.00	3.45	155	0.10	0.10	0.08%
PS	109+79.41	43.29 RT											
CIRCUIT - L-2													
L2-6	112+62.28	19.12 RT	L2-5	111+34.27	19.11 RT	4	138.01	1.15	1.15	159	0.10	0.44	0.37%
L2-5	111+34.27	19.11 RT	L2-4	109+93.74	19.24 RT	4	150.53	1.15	2.30	346	0.21	0.34	0.28%
L2-4	109+93.74	19.24 RT	PB-2	109+90.00	20.00 RT	4	13.74	1.15	3.45	47	0.03	0.13	0.10%
PB-2	109+90.00	20.00 RT	PS	109+79.41	43.29 RT	4	45.00	0.00	3.45	155	0.10	0.10	0.08%
PS	109+79.41	43.29 RT											

PROPOSED POWER SERVICE DATA

POWER SERVICE	LINE VOLTAGE (VOLTS)	CONNECTED LOAD (KVA)	SERVICE ENTRANCE CABLE (AWG)	ENCLOSURE RATING (AMPS)	CIRCUIT NO.	CIRCUIT LOAD (AMPS)	CIRCUIT FUSE SIZE (AMPS)	CIRCUIT CABLE SIZE (AWG)	MAINTAINING AGENCY	POWER SERVICE AGENCY
PS-1	120	2.9	AS PER POWER COMPANY	60	L-1	3.5	20	4	CITY OF MANSFIELD	OHIO EDISON
					L-2	3.5	20	4		

* CIRCUIT L-1 AND L-2 HAVE BEEN DESIGNED FOR FUTURE EXPANSION TO A MAXIMUM OF 16 AMP LOAD PER CIRCUIT.

DESIGNED JDL REVIEWED JDB

K.E. McCARTNEY & ASSOCIATES ENGINEERS • PLANNERS • SURVEYORS

LIGHTING NOTES

CITY OF MANSFIELD
GLESSNER AVE STREETSCAPE

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LIGHTING SUBSUMMARY								625	625	625	625	625	625	625	625	625	625	625	625	625	625	625	625
REFERENCE NO.	FROM			TO			LENGTH	CONNECTION, FUSED PULL APART	CONNECTION, UNFUSED PULL APART	LIGHT POLE, DECORATIVE, AS PER PLAN	LIGHT POLE FOUNDATION, 24" X 6' DEEP	NO. 4 AWG 2400 VOLT DISTRIBUTION CABLE	NO. 10 AWG POLE AND BRACKET CABLE	CONDUIT, 2", 725.04	CONDUIT, 3", 725.04	CONDUIT, JACKED OR DRILLED, 725.04, 3"	TRENCH	PULL BOX, 725.06, SIZE 4	PULL BOX, 725.06, SIZE 7	GROUND ROD	POWER SERVICE, AS PER PLAN	PLASTIC CAUTION TAPE	LUMINAIRE REMOVED, AS PER PLAN
	STATION	OFFSET	CL	STATION	OFFSET	CL	FT	EACH	EACH	EACH	EACH	FT	FT	FT	FT	FT	FT	EACH	EACH	EACH	EACH	FT	EACH
PB-1	104+40.00	20.00 RT	GLESSNER															1					
C-1	104+40.00	20.00 RT	GLESSNER	105+92.55	19.10 RT	GLESSNER	152.5								152.5		152.5					152.5	
LP-1	105+92.55	19.10 RT	GLESSNER					1	1	1	1		126							1			
C-2	105+92.55	19.10 RT	GLESSNER	107+07.55	19.04 RT	GLESSNER	115.0					375.0		115.0			115.0					115.0	
LP-2	107+07.55	19.04 RT	GLESSNER					1	1	1	1		126							1			
C-3	107+07.55	19.04 RT	GLESSNER	108+53.46	19.20 RT	GLESSNER	145.9					467.7		145.9			145.9					145.9	
LP-3	108+53.46	19.20 RT	GLESSNER					1	1	1	1		126							1			
C-4	108+53.46	19.20 RT	GLESSNER	109+90.00	20.00 RT	GLESSNER	136.5					439.6		81.5		55.0	81.5					81.5	
PB-2	109+90.00	20.00 RT	GLESSNER																1				
PS-1	109+79.41	43.29 RT	GLESSNER																	1	1		
C-5	109+79.41	43.29 RT	GLESSNER	109+79.44	41.29 RT	GLESSNER	2.0					60.0			2.0		2.0					2.0	
PB-3	109+79.44	41.29 RT	GLESSNER																1				
C-6	109+79.44	41.29 RT	GLESSNER	109+90.00	20.00 RT	GLESSNER	25.5					177.5			25.5		25.5					25.5	
PB-2	109+90.00	20.00 RT	GLESSNER																				
C-7	109+90.00	20.00 RT	GLESSNER	109+93.74	19.24 RT	GLESSNER	3.7					68.7		3.7			3.7					3.7	
LP-4	109+93.74	19.24 RT	GLESSNER					1	1	1	1		126							1			
C-8	109+93.74	19.24 RT	GLESSNER	111+34.27	19.11 RT	GLESSNER	140.5					451.6		140.5			140.5					140.5	
LP-5	111+34.27	19.11 RT	GLESSNER					1	1	1	1		126							1			
C-9	111+34.27	19.11 RT	GLESSNER	112+62.28	19.12 RT	GLESSNER	128.0					414.0		128.0			128.0					128.0	
LP-6	112+62.28	19.12 RT	GLESSNER					1	1	1	1		126							1			
C-10	112+62.28	19.12 RT	GLESSNER	113+29.00	20.00 RT	GLESSNER	66.7							66.7			66.7					66.7	
PB-4	113+29.00	20.00 RT	GLESSNER															1					
C-11	113+29.00	20.00 RT	GLESSNER	113+87.00	20.00 RT	GLESSNER	58.0									58.0							
END	113+87.00	20.00 RT	GLESSNER																				
EX-2	105+67.81	16.85 LT	GLESSNER																				1.0
EX-3	106+79.03	16.98 LT	GLESSNER																				1.0
EX-4	108+83.34	16.77 LT	GLESSNER																				1.0
EX-6	110+33.36	16.11 LT	GLESSNER																				1.0
EX-7	112+29.38	23.44 LT	GLESSNER																				1.0
LIGHTING TOTALS CARRIED TO THE GENERAL SUMMARY								6	6	6	6	2455	756	682	181	113	862	2	2	7	1	862	5

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CALCULATED JDL
CHECKED JDB

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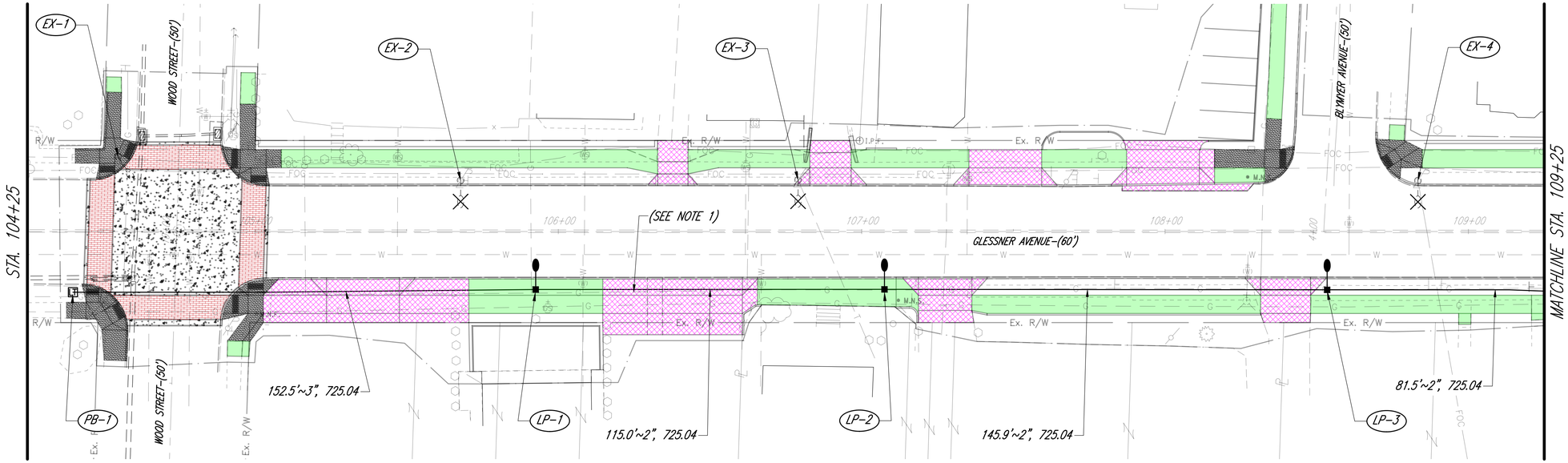
ENGINEERS • PLANNERS • SURVEYORS

LIGHTING SUBSUMMARY

CITY OF MANSFIELD
GLESSNER AVE STREETSCAPE



LP-1
STA. 105+92.55, 19.10' RT.
℄ R/W & CONST. GLESSNER AVE.
PR. 25' DECORATIVE POLE AND LUMINAIRE ON 6' DEEP FOUNDATION

LP-2
STA. 107+07.55, 19.04' RT.
℄ R/W & CONST. GLESSNER AVE.
PR. 25' DECORATIVE POLE AND LUMINAIRE ON 6' DEEP FOUNDATION

LP-3
STA. 108+53.46, 19.20' RT.
℄ R/W & CONST. GLESSNER AVE.
PR. 25' DECORATIVE POLE AND LUMINAIRE ON 6' DEEP FOUNDATION

LP-4
STA. 109+93.74, 19.24' RT.
℄ R/W & CONST. GLESSNER AVE.
PR. 25' DECORATIVE POLE AND LUMINAIRE ON 6' DEEP FOUNDATION

LP-5
STA. 111+34.27, 19.11' RT.
℄ R/W & CONST. GLESSNER AVE.
PR. 25' DECORATIVE POLE AND LUMINAIRE ON 6' DEEP FOUNDATION

LP-6
STA. 112+62.28, 19.12' RT.
℄ R/W & CONST. GLESSNER AVE.
PR. 25' DECORATIVE POLE AND LUMINAIRE ON 6' DEEP FOUNDATION

PB-1
STA. 104+40.00, 20.00' RT.
℄ R/W & CONST. GLESSNER AVE.
PR. PULL BOX, 725.12, SIZE 4 (13" x 24")

PB-2
STA. 109+90.00, 20.00' RT.
℄ R/W & CONST. GLESSNER AVE.
PR. PULL BOX, 725.12, SIZE 7 (17" x 30")

PB-3
STA. 109+79.44, 41.29' RT.
℄ R/W & CONST. GLESSNER AVE.
PR. PULL BOX, 725.12, SIZE 7 (17" x 30")

PB-4
STA. 113+29.00, 20.00' RT.
℄ R/W & CONST. GLESSNER AVE.
PR. PULL BOX, 725.12, SIZE 4 (13" x 24")

PS-1
STA. 109+79.41, 43.29' RT.
℄ R/W & CONST. GLESSNER AVE.
PR. LIGHTING POWER SERVICE, PAD MOUNTED ENCLOSURE AS PER ODOT SCD HL-40.20.

EX-1
STA. 104+54.93, 24.76' IT.
℄ R/W & CONST. GLESSNER AVE.
EX. STREETLIGHT AND BRACKET ARM ON WOOD UTILITY POLE TO REMAIN.

EX-2
STA. 105+67.81, 16.85' LT.
℄ R/W & CONST. GLESSNER AVE.
EX. STREETLIGHT AND BRACKET ARM ON WOOD UTILITY POLE TO BE REMOVED BY UTILITY COMPANY.

EX-3
STA. 106+79.03, 16.98' LT.
℄ R/W & CONST. GLESSNER AVE.
EX. STREETLIGHT AND BRACKET ARM ON WOOD UTILITY POLE TO BE REMOVED BY UTILITY COMPANY.

EX-4
STA. 108+83.34, 16.77' LT.
℄ R/W & CONST. GLESSNER AVE.
EX. STREETLIGHT AND BRACKET ARM ON WOOD UTILITY POLE TO BE REMOVED BY UTILITY COMPANY.

EX-5
STA. 109+77.18, 47.77' RT.
℄ R/W & CONST. GLESSNER AVE.
EX. STREETLIGHT AND BRACKET ARM ON WOOD UTILITY POLE TO REMAIN. PROPOSED POWER SOURCE FOR LIGHTING CIRCUIT.

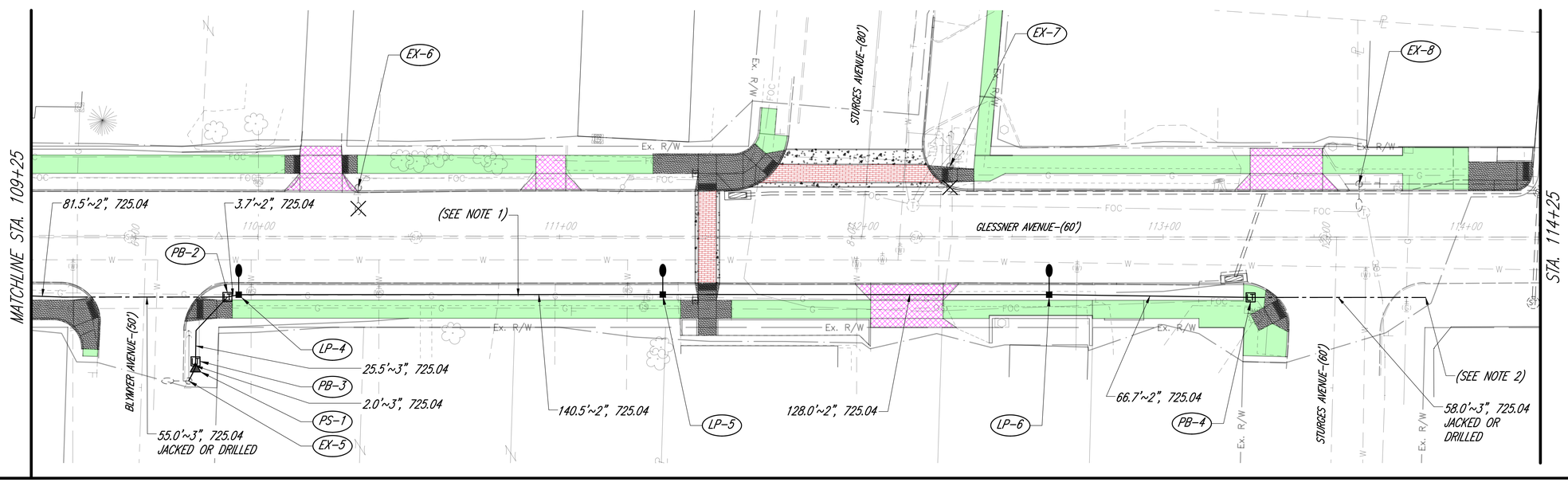
EX-6
STA. 110+33.36, 16.31' LT.
℄ R/W & CONST. GLESSNER AVE.
EX. STREETLIGHT AND BRACKET ARM ON WOOD UTILITY POLE TO BE REMOVED BY UTILITY COMPANY.

EX-7
STA. 112+29.38, 23.44' LT.
℄ R/W & CONST. GLESSNER AVE.
EX. STREETLIGHT AND BRACKET ARM ON WOOD UTILITY POLE TO BE REMOVED BY UTILITY COMPANY.

EX-8
STA. 113+64.94, 17.59' LT.
℄ R/W & CONST. GLESSNER AVE.
EX. STREETLIGHT AND BRACKET ARM ON WOOD UTILITY POLE TO REMAIN.

LIGHTING NOTES:

1. EXISTING GAS LINE TO BE RELOCATED BY OTHERS.
2. CONTRACTOR SHALL JACK OR DRILL 3" CONDUIT UNDER STURGES AVENUE AND CAP EAST END OF CONDUIT FOR FUTURE EXTENSION OF LIGHTING CIRCUIT. REPAIR DISTURBED SIDEWALK AS PART OF CONDUIT PAY ITEM.



0 10 20 40 HORIZONTAL SCALE IN FEET

DESIGNED TGW
REVIEWED JDB

K.E. McCARTNEY & ASSOCIATES
ENGINEERS • PLANNERS • SURVEYORS

LIGHTING PLAN - 1
GLESSNER AVENUE

CITY OF MANSFIELD
GLESSNER AVE STREETSCAPE

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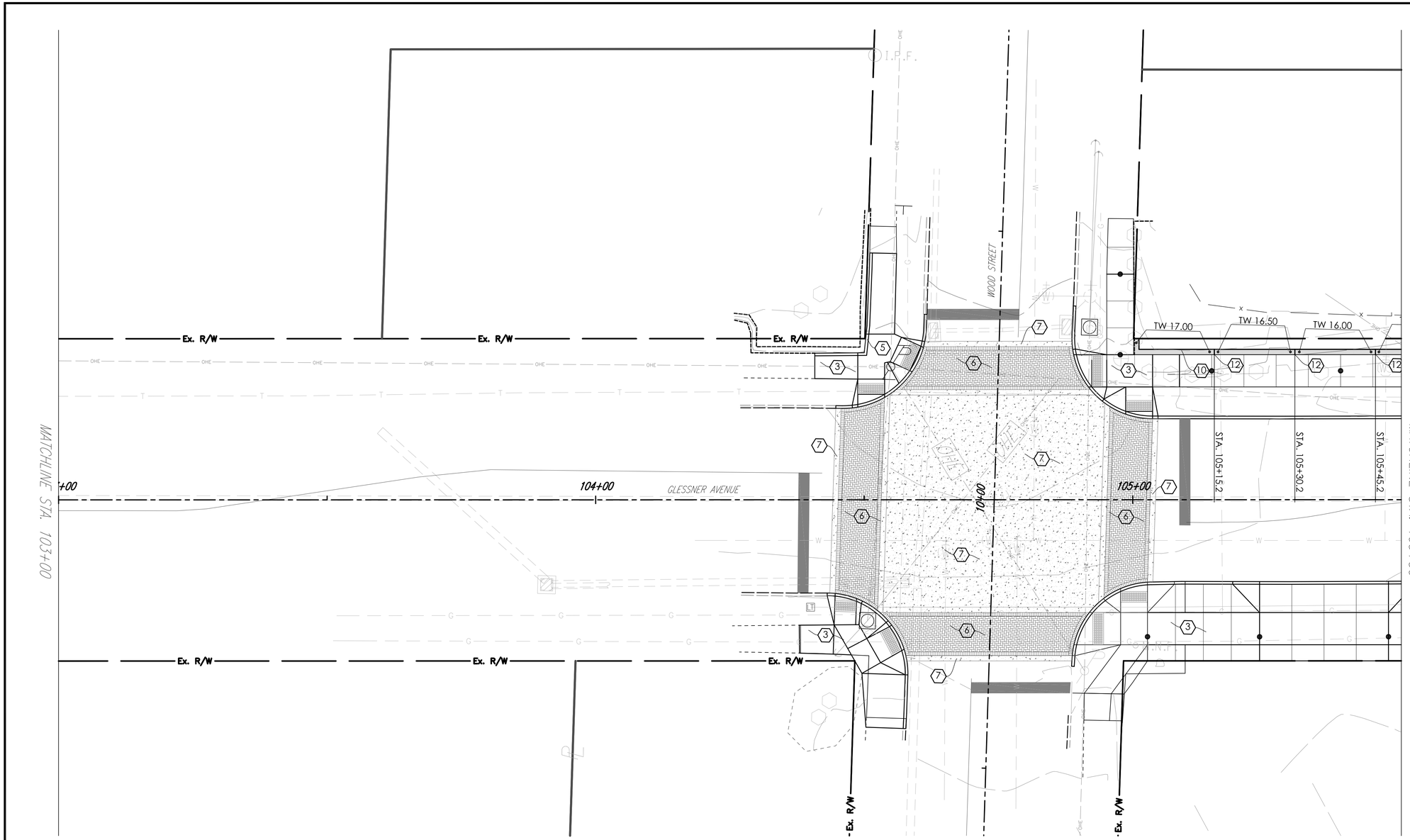

LAYOUT NOTES:

1. EXPANSION JOINT (TYP.)
2. CONTROL JOINT (TYP.)
3. CONCRETE PAVEMENT (PEDESTRIAN), SEE ENGINEER'S DRAWINGS.
4. FLUSH CONCRETE CURB, SEE DETAIL #3, SHEET 48.
5. CONCRETE CURB, SEE ENGINEER'S DRAWINGS.
6. BRICK PAVERS (VEHICULAR), SEE DETAIL #1, SHEET 48.
7. CONCRETE PAVEMENT (VEHICULAR), SEE DETAIL #2, SHEET 48.
8. ALUMINUM GUARDRAIL, SEE DETAIL#5, SHEET 49.
9. SEGMENTAL RETAINING WALL (CONCRETE ADJACENT), SEE DETAIL #4, SHEET 48.
10. SEGMENTAL RETAINING WALL (PLANT BED / LAWN ADJACENT), SEE DETAIL #5, SHEET 48.
11. LIGHT POLE & LUMINAIRE, SEE ENGINEER'S DRAWINGS.
12. SEGMENTAL RETAINING WALL TO STEP DOWN BY 1 (ONE) 6" VENEER COURSE.
13. TIE PROPOSED WALL TO COURSE OF EXISTING WALL WHICH MOST CLOSELY MATCHES PROPOSED ELEVATION.
14. PROPOSED CONCRETE PAVEMENT TO MATCH ELEVATION OF ADJACENT CONCRETE WALK / BUILDING FINISHED FLOOR.

PAVEMENT LEGEND:

CONTROL JOINT
EXPANSION JOINT
CONCRETE PAVEMENT

JOINTING SHOWN FOR VISUAL REFERENCE ONLY. FINAL JOINTING LAYOUT TO BE FIELD LOCATED BY CONTRACTOR.

CONCRETE PAVEMENT (VEHICULAR)

BRICK PAVERS (VEHICULAR)

MATERIALS LIST:

QTY	UNIT	DESCRIPTION
146	FF	SEGMENTAL RETAINING WALL
0	LF	ALUMINUM GUARDRAIL
0	LF	FLUSH CONCRETE CURB

N

HORIZONTAL SCALE IN FEET
0 5 10 20

DESIGNED DEB
REVIEWED TNH

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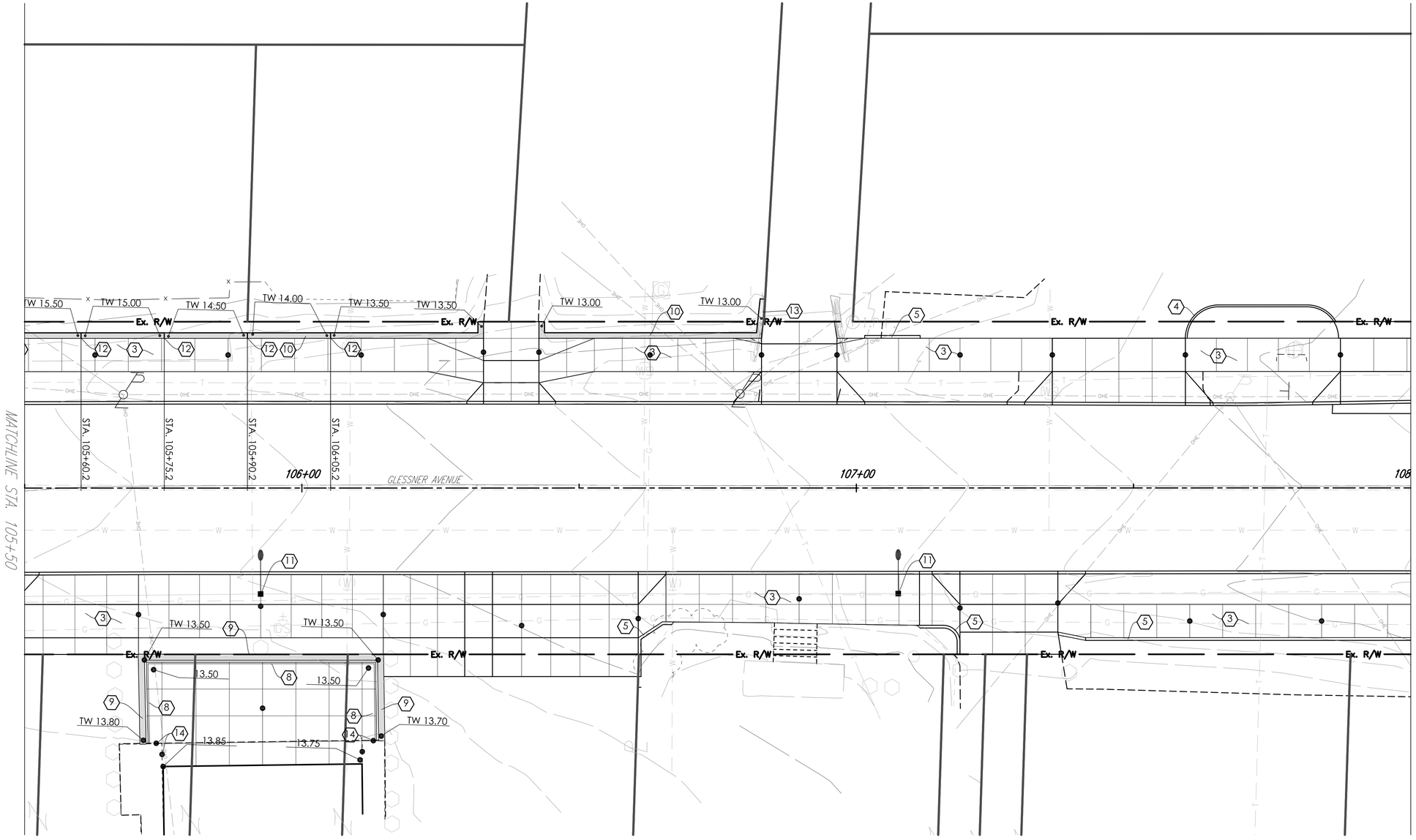
STREETSCAPE PLAN - GLESSNER AVENUE
STA. 103+00 TO STA. 105+50

CITY OF MANSFIELD
GLESSNER AVE STREETSCAPE



LAYOUT NOTES:

1. EXPANSION JOINT (TYP.)
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3. CONCRETE PAVEMENT (PEDESTRIAN), SEE ENGINEER'S DRAWINGS.
4. FLUSH CONCRETE CURB, SEE DETAIL #3, SHEET 48.
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6. BRICK PAVERS (VEHICULAR), SEE DETAIL #1, SHEET 48.
7. CONCRETE PAVEMENT (VEHICULAR), SEE DETAIL #2, SHEET 48.
8. ALUMINUM GUARDRAIL, SEE DETAIL#5, SHEET 49.
9. SEGMENTAL RETAINING WALL (CONCRETE ADJACENT), SEE DETAIL #4, SHEET 48.
10. SEGMENTAL RETAINING WALL (PLANT BED / LAWN ADJACENT), SEE DETAIL #5, SHEET 48.
11. LIGHT POLE & LUMINAIRE, SEE ENGINEER'S DRAWINGS.
12. SEGMENTAL RETAINING WALL TO STEP DOWN BY 1 (ONE) 6" VENEER COURSE.
13. TIE PROPOSED WALL TO COURSE OF EXISTING WALL WHICH MOST CLOSELY MATCHES PROPOSED ELEVATION.
14. PROPOSED CONCRETE PAVEMENT TO MATCH ELEVATION OF ADJACENT CONCRETE WALK / BUILDING FINISHED FLOOR.

PAVEMENT LEGEND:

- CONTROL JOINT
- EXPANSION JOINT
- CONCRETE PAVEMENT

JOINTING SHOWN FOR VISUAL REFERENCE ONLY. FINAL JOINTING LAYOUT TO BE FIELD LOCATED BY CONTRACTOR.

- CONCRETE PAVEMENT (VEHICULAR)
- BRICK PAVERS (VEHICULAR)

MATERIALS LIST:

QTY	UNIT	DESCRIPTION
622	FF	SEGMENTAL RETAINING WALL
71	LF	ALUMINUM GUARDRAIL
31	LF	FLUSH CONCRETE CURB

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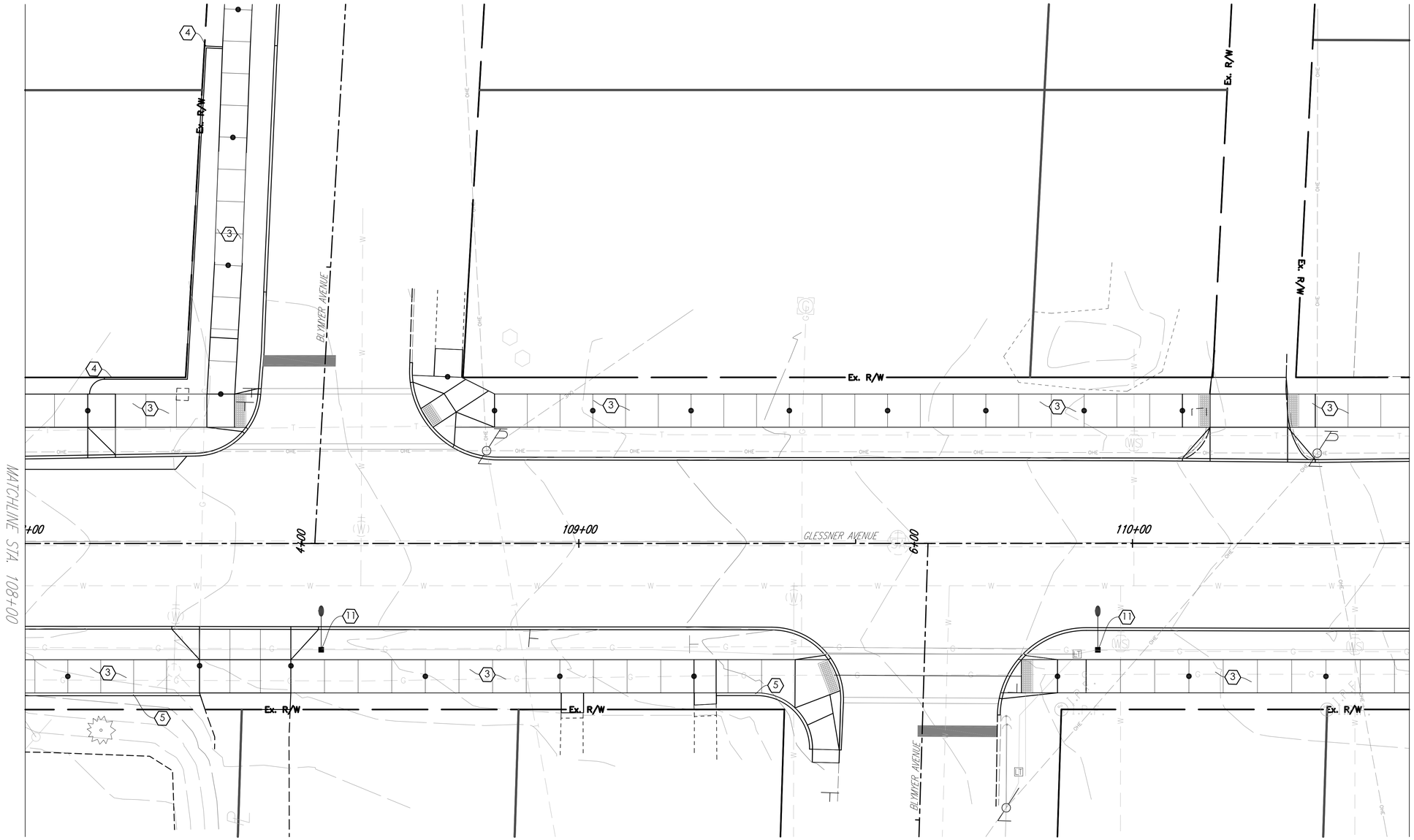
CITY OF MANSFIELD
GLESSNER AVE STREETSCAPE



LAYOUT NOTES:

1. EXPANSION JOINT (TYP.)
2. CONTROL JOINT (TYP.)
3. CONCRETE PAVEMENT (PEDESTRIAN), SEE ENGINEER'S DRAWINGS.
4. FLUSH CONCRETE CURB, SEE DETAIL #3, SHEET 48.
5. CONCRETE CURB, SEE ENGINEER'S DRAWINGS.
6. BRICK PAVERS (VEHICULAR), SEE DETAIL #1, SHEET 48.
7. CONCRETE PAVEMENT (VEHICULAR), SEE DETAIL #2, SHEET 48.
8. ALUMINUM GUARDRAIL, SEE DETAIL#5, SHEET 49.
9. SEGMENTAL RETAINING WALL (CONCRETE ADJACENT), SEE DETAIL #4, SHEET 48.
10. SEGMENTAL RETAINING WALL (PLANT BED / LAWN ADJACENT), SEE DETAIL #5, SHEET 48.
11. LIGHT POLE & LUMINAIRE, SEE ENGINEER'S DRAWINGS.
12. SEGMENTAL RETAINING WALL TO STEP DOWN BY 1 (ONE) 6" VENEER COURSE.
13. TIE PROPOSED WALL TO COURSE OF EXISTING WALL WHICH MOST CLOSELY MATCHES PROPOSED ELEVATION.
14. PROPOSED CONCRETE PAVEMENT TO MATCH ELEVATION OF ADJACENT CONCRETE WALK / BUILDING FINISHED FLOOR.

PAVEMENT LEGEND:

- CONTROL JOINT
- EXPANSION JOINT
- CONCRETE PAVEMENT

JOINTING SHOWN FOR VISUAL REFERENCE ONLY. FINAL JOINTING LAYOUT TO BE FIELD LOCATED BY CONTRACTOR.

- CONCRETE PAVEMENT (VEHICULAR)
- BRICK PAVERS (VEHICULAR)

MATERIALS LIST:

QTY	UNIT	DESCRIPTION
0	FF	SEGMENTAL RETAINING WALL
0	LF	ALUMINUM GUARDRAIL
82	LF	FLUSH CONCRETE CURB

HORIZONTAL SCALE IN FEET 0 5 10 20

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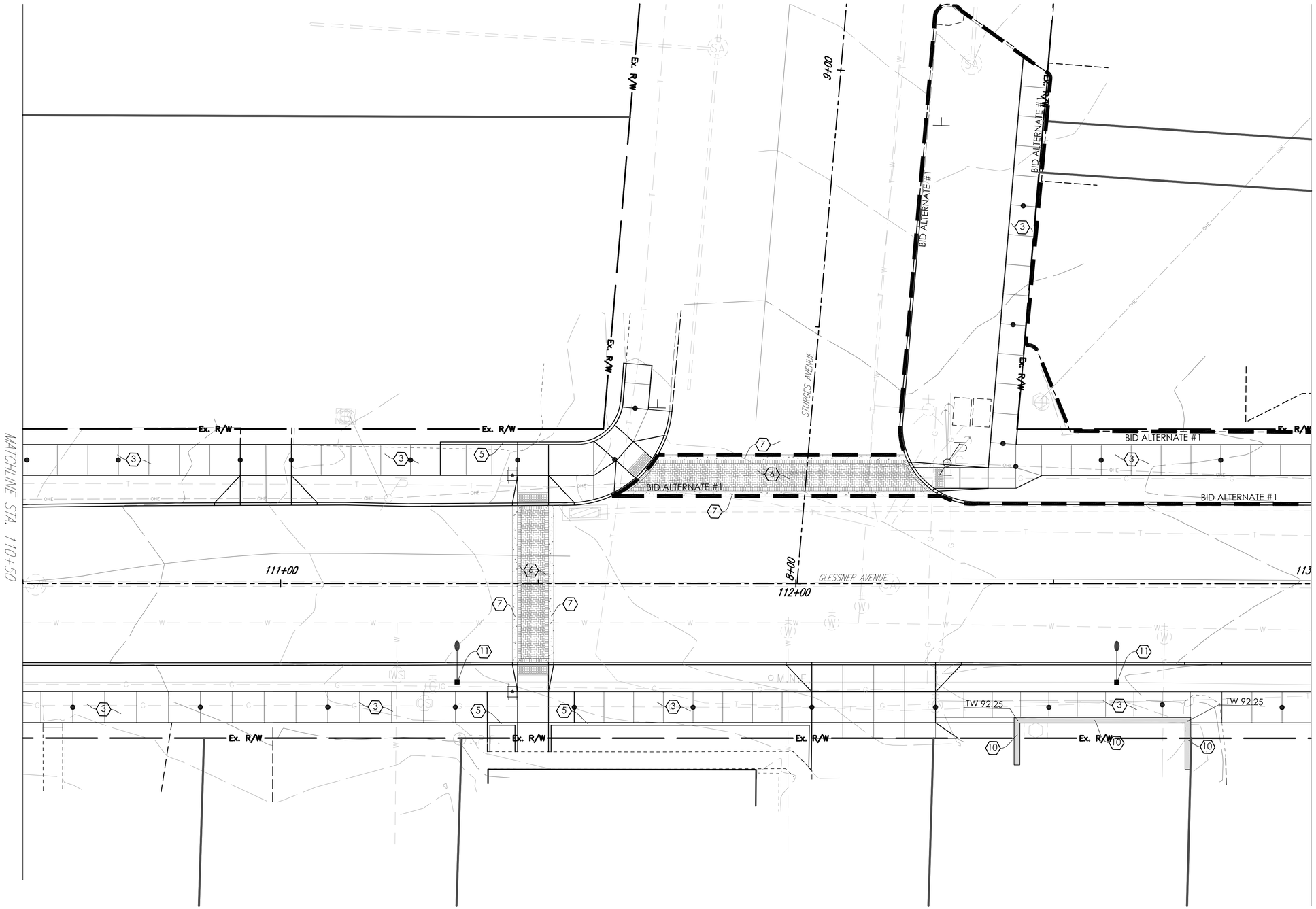

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- EXPANSION JOINT
- CONCRETE PAVEMENT

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- CONCRETE PAVEMENT (VEHICULAR)
- BRICK PAVERS (VEHICULAR)

MATERIALS LIST:

QTY	UNIT	DESCRIPTION
53	FF	SEGMENTAL RETAINING WALL
0	LF	ALUMINUM GUARDRAIL
0	LF	FLUSH CONCRETE CURB

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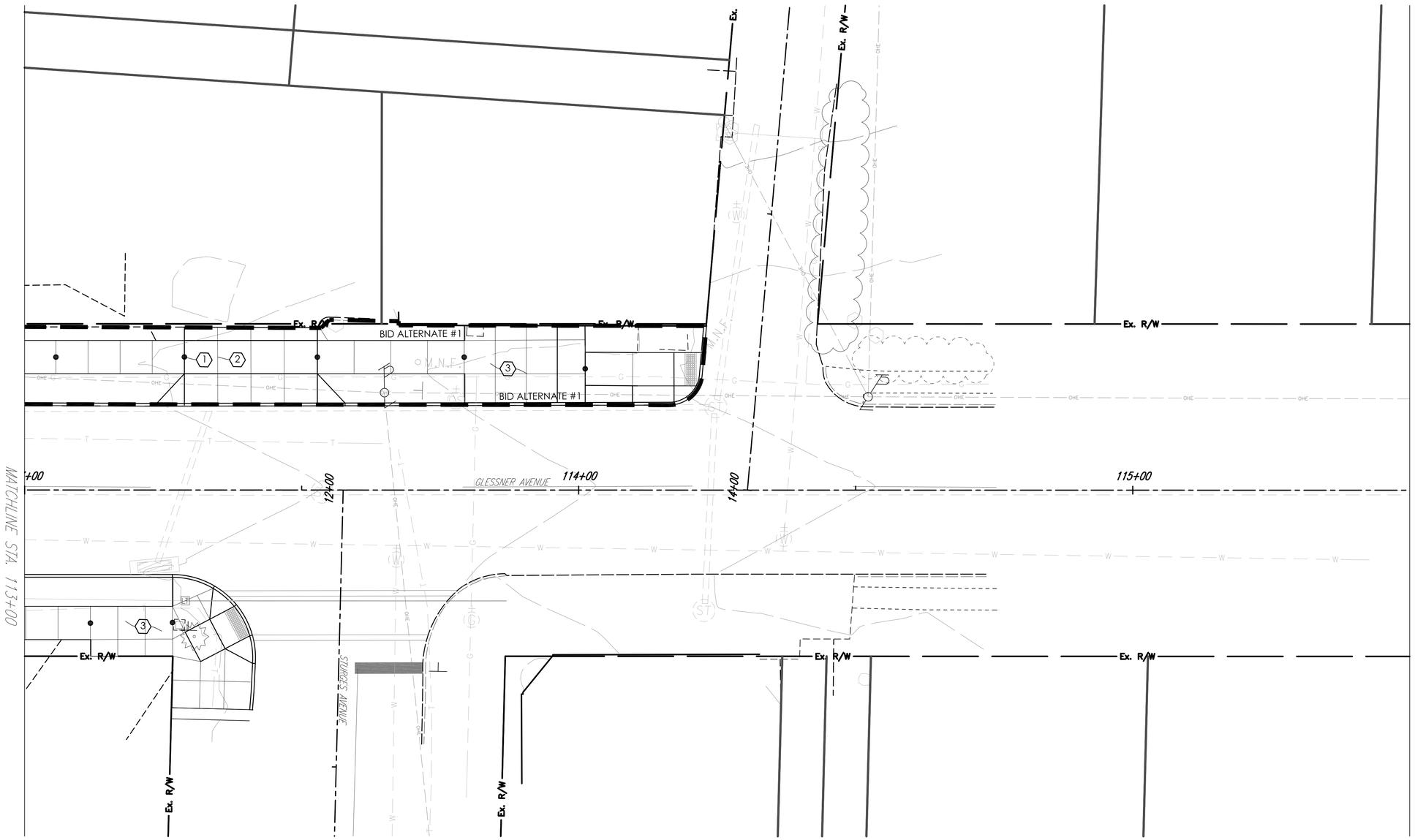

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- CONCRETE PAVEMENT (VEHICULAR)
- BRICK PAVERS (VEHICULAR)

MATERIALS LIST:

QTY	UNIT	DESCRIPTION
0	FF	SEGMENTAL RETAINING WALL
0	LF	ALUMINUM GUARDRAIL
0	LF	FLUSH CONCRETE CURB

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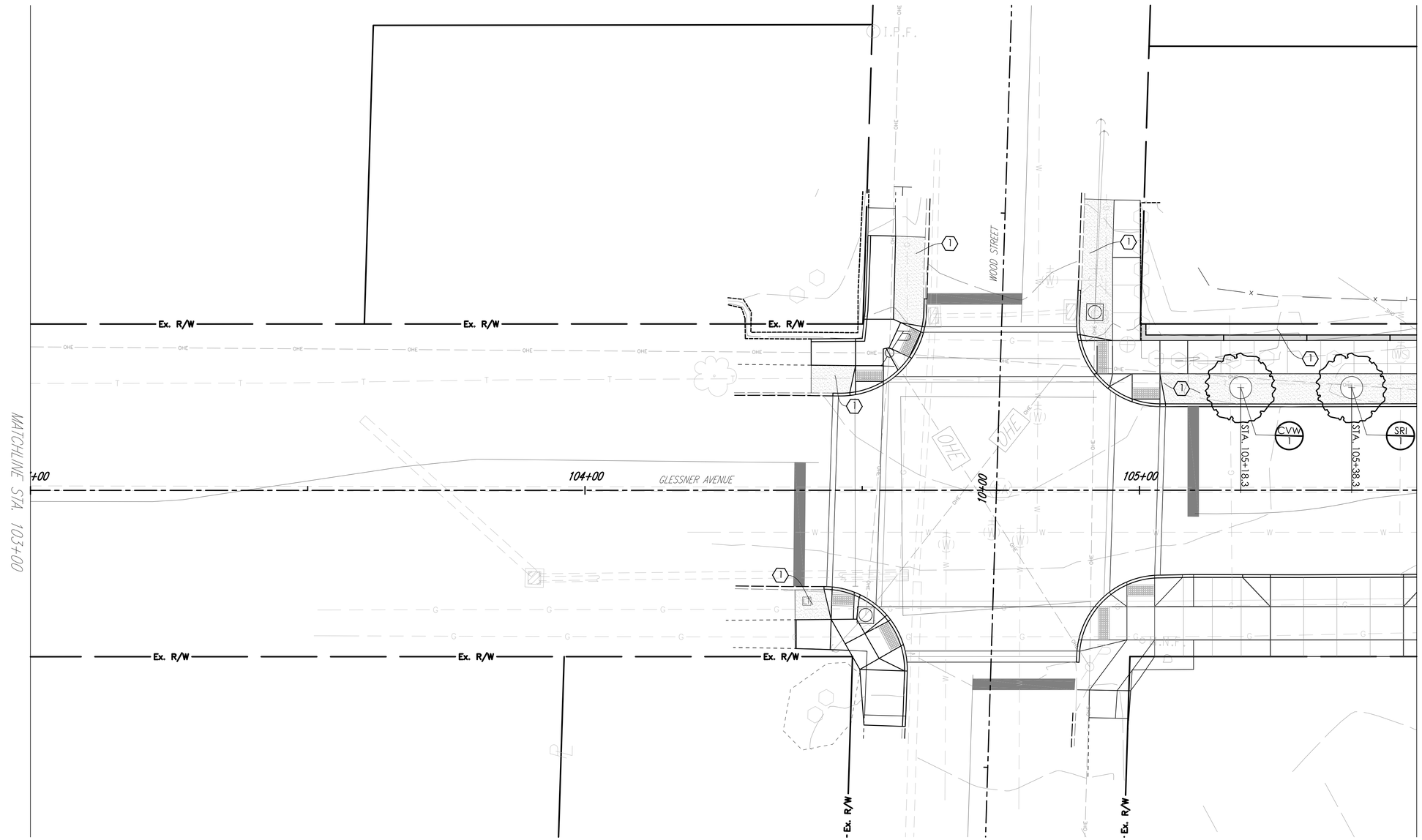

GENERAL NOTES:

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3. ALL PLANT MASSES TO BE CONTAINED WITHIN 3" DEEP HARDWOOD BARK MULCH BED.
4. CONTRACTOR SHALL MAINTAIN POSITIVE DRAINAGE ACROSS ALL LAWN AREAS.
5. FINE GRADE LAWN AREAS TO PROVIDE A SMOOTH AND CONTINUAL GRADE FREE OF IRREGULARITIES OR DEPRESSIONS.
6. CONTRACTOR SHALL SEED ALL AREAS DISTURBED DURING CONSTRUCTION, SEE PLAN.
7. ALL PLANTS SHALL MEET OR EXCEED STANDARDS SET IN THE U.S.A. STANDARD FOR NURSERY STOCK.
8. ALL PLANTING OPERATIONS SHALL ADHERE TO THE AMERICAN ASSOCIATION OF NURSERYMEN STANDARDS.

PLANTING CONSTRUCTION NOTES:

1. LAWN AREA, FILL AREA WITH CLEAN FILL, AS REQUIRED TO BRING TO GRADE, PROVIDING TOPSOIL ON TOP 12" AND MEETING ADJACENT SURFACES FLUSH. PROVIDE POSITIVE DRAINAGE ACROSS ALL SURFACES. SEE DETAIL #4, SHEET 68.
2. LANDSCAPE AREA, PROVIDE MINIMUM DEPTH OF 12" SOIL MIX FOR SHRUBS AND PERENNIALS AND 24" DEPTH SOIL MIX WHEN TREES ARE PLANTED IN BED. SEE SPECIFICATIONS FOR SOIL MIX. HOLD TOP OF SOIL DOWN 3" FROM TOP OF CURB AND/OR ADJACENT PAVEMENT TO ALLOW FOR INSTALLATION OF MULCH. PROVIDE POSITIVE DRAINAGE ACROSS ALL SURFACES. SEE DETAIL #3, SHEET 68.

MATERIALS LIST:

QTY	UNIT	DESCRIPTION
70.5	SY	LAWN SEED
.5	CY	MULCH (3" DEPTH)
18	CY	PLANTING SOIL

PLANT SCHEDULE:

QTY	ABR	COMMON NAME	BOTANICAL NAME	SIZE	ROOT	REMARKS
		TREES				
1	CVW	WINTER KING HAWTHORN	Cretaegus viridis 'Winter King'	2" Cal.	B&B	
1	SRI	IVORY SILK LILAC	Syringa reticulata 'Ivory Silk'	2" Cal.	B&B	

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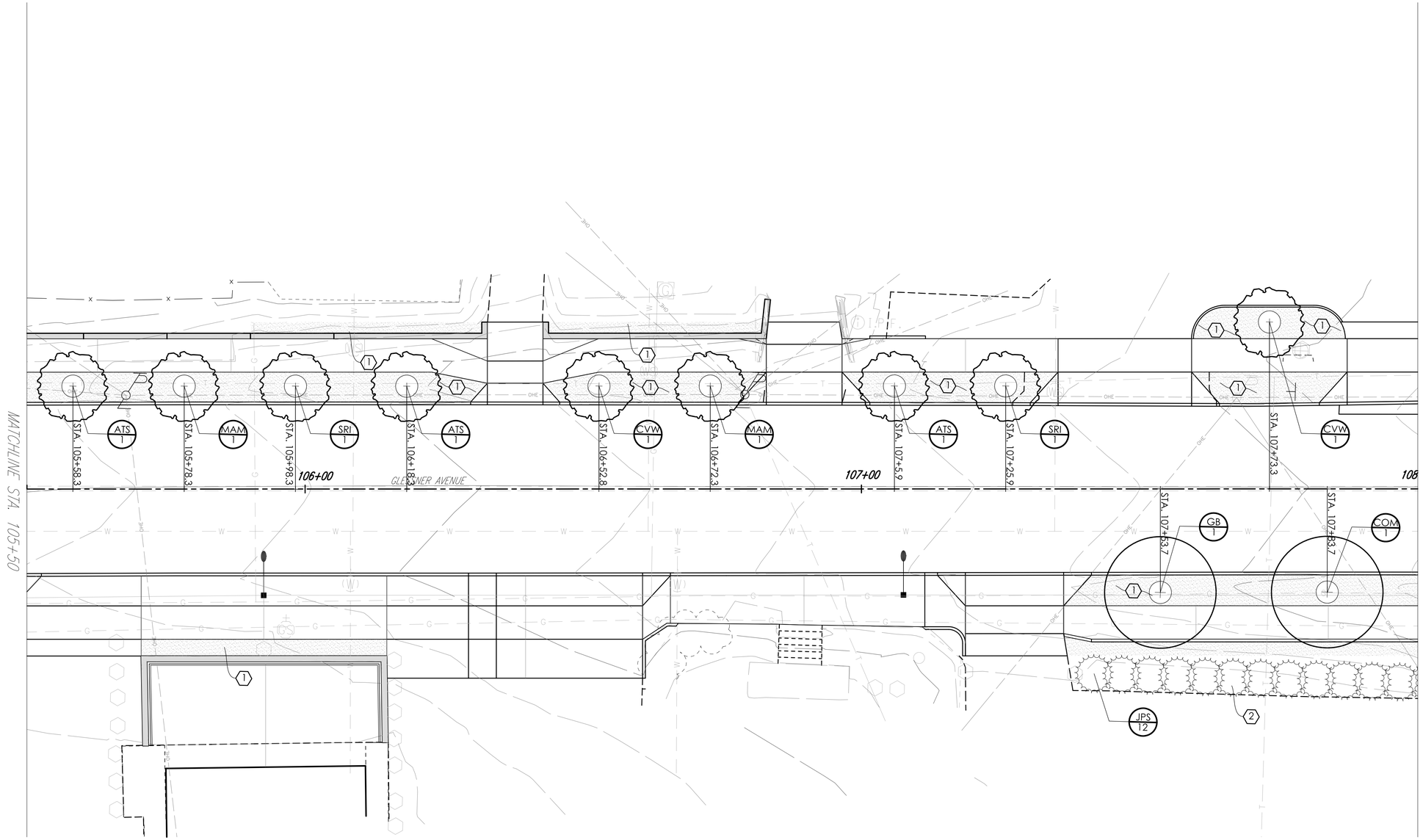

GENERAL NOTES:

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MATERIALS LIST:

QTY	UNIT	DESCRIPTION
189	SY	LAWN SEED
9.5	CY	MULCH (3" DEPTH)
79.6	CY	PLANTING SOIL

PLANT SCHEDULE:

QTY	ABR	COMMON NAME	BOTANICAL NAME	SIZE	ROOT	REMARKS
		TREES				
3	ATS	SHANTUNG MAPLE	Acer truncatum	2" Cal.	B&B	
1	COM	MAGNIFICA HACKBERRY	Celtis occidentalis 'Magnifica'	3" Cal.	B&B	Prune branching to 7'-0" height
2	CVW	WINTER KING HAWTHORN	Cretaegus viridis 'Winter King'	2" Cal.	B&B	
1	GB	GINGKO	Gingko biloba 'Emperor'	3" Cal.	B&B	
2	SRI	IVORY SILK LILAC	Syringa reticulata 'Ivory Silk'	2" Cal.	B&B	
2	MAM	AMUR MAACKIA	Maackia amurensis 'JFS-Schichtel1'	2" Cal.	B&B	
		SHRUBS / PERENNIALS				
12	JPS	SEA GREEN JUNIPER	Juniperus pfitzeriana 'Sea Green'	36" Hgt.	Cont.	

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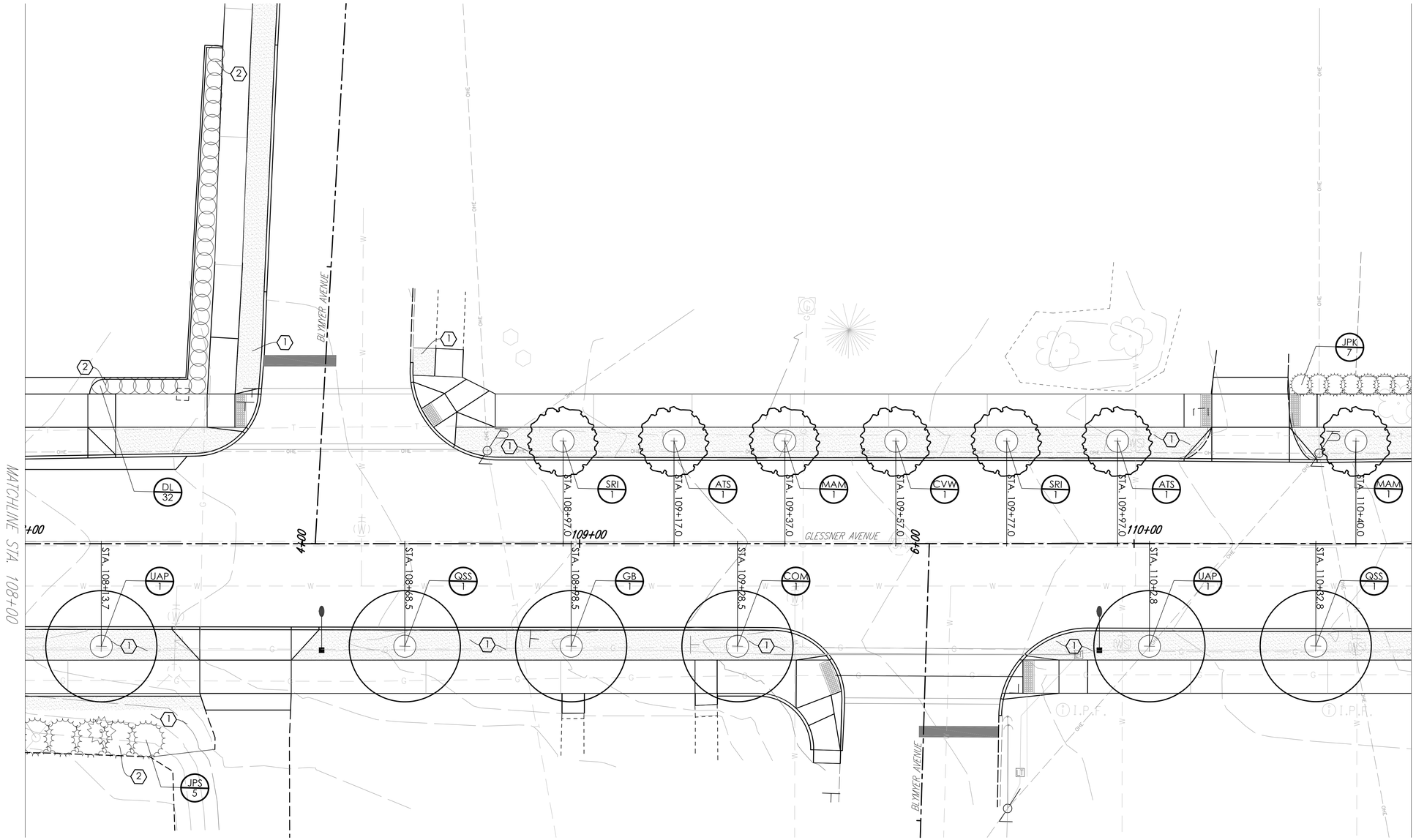

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MATERIALS LIST:

QTY	UNIT	DESCRIPTION
173.5	SY	LAWN SEED
6	CY	MULCH (3" DEPTH)
102.5	CY	PLANTING SOIL

PLANT SCHEDULE:

QTY	ABR	COMMON NAME	BOTANICAL NAME	SIZE	ROOT	REMARKS
		TREES				
2	ATS	SHANTUNG MAPLE	Acer truncatum	2" Cal.	B&B	
1	COM	MAGNIFICA HACKBERRY	Celtis occidentalis 'Magnifica'	3" Cal.	B&B	Prune branching to 7'-0" height
1	CVW	WINTER KING HAWTHORN	Cretaegus viridis 'Winter King'	2" Cal.	B&B	
1	GB	GINGKO	Gingko biloba 'Emperor'	3" Cal.	B&B	
2	MAM	AMUR MAACKIA	Maackia amurensis 'JFS-Schichtel1'	2" Cal.	B&B	
2	QSS	SHUMARD OAK	Quercus shumardii	3" Cal.	B&B	Prune branching to 7'-0" height
2	SRI	IVORY SILK LILAC	Syringa reticulata 'Ivory Silk'	2" Cal.	B&B	
2	UAP	PRINCETON ELM	Ulmus americana 'Princeton'	3" Cal.	B&B	Prune branching to 7'-0" height
		SHRUBS / PERENNIALS				
32	DL	NATIVE BUSH HONEYSUCKLE	Diervilla lonicera	24" Hgt.	Cont.	
7	JPK	KALLAY GARDEN JUNIPER	Juniperus pfitzeriana 'Kallay's Compact'	30" Hgt.	Cont.	
5	JPS	SEA GREEN JUNIPER	Juniperus pfitzeriana 'Sea Green'	36" Hgt.	Cont.	

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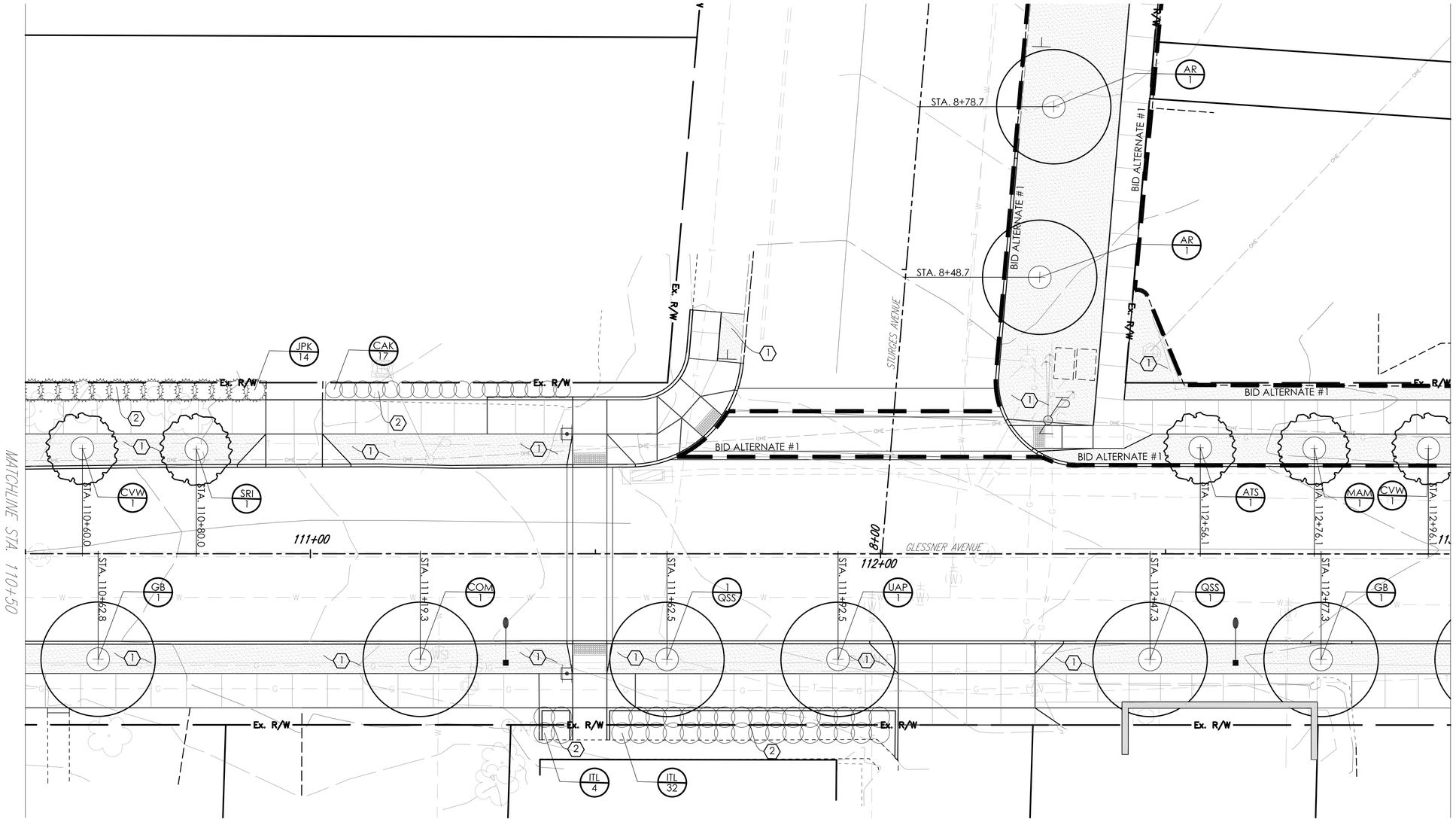

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MATERIALS LIST:

QTY	UNIT	DESCRIPTION
153.1	SY	LAWN SEED
6.4	CY	MULCH (3" DEPTH)
71.8	CY	PLANTING SOIL

PLANT SCHEDULE:

QTY	ABR	COMMON NAME	BOTANICAL NAME	SIZE	ROOT	REMARKS
		TREES				
1	COM	MAGNIFICA HACKBERRY	Celtis occidentalis 'Magnifica'	3" Cal.	B&B	Prune branching to 7'-0" height
2	CVW	WINTER KING HAWTHORN	Crataegus viridis 'Winter King'	2" Cal.	B&B	
1	SRI	IVORY SILK LILAC	Syringa reticulata 'Ivory Silk'	2" Cal.	B&B	
1	UAP	PRINCETON ELM	Ulmus americana 'Princeton'	3" Cal.	B&B	Prune branching to 7'-0" height
2	QSS	SHUMARD OAK	Quercus shumardii	3" Cal.	B&B	Prune branching to 7'-0" height
2	GB	GINGKO	Ginkgo biloba	3" Cal.	B&B	
		SHRUBS / PERENNIALS				
17	CAK	FEATHER REED GRASS	Calamagrostis x acutiflora 'Karl Foerster'	2 Gal.	Cont.	
14	JPK	KALLAY GARDEN JUNIPER	Juniper x pfitzeriana 'Kallay's Compact'	24" Hgt.	Cont.	
36	ITL	LITTLE HENRY DWARF VIRGINIA SWEETSPIRE	Itea virginica 'Sprich'	18" Hgt.	Cont.	

ALTERNATE MATERIALS LIST:

QTY	UNIT	DESCRIPTION
214.9	SY	LAWN SEED
.5	CY	MULCH (3" DEPTH)
56.7	CY	PLANTING SOIL

ALTERNATE PLANT SCHEDULE:

QTY	ABR	COMMON NAME	BOTANICAL NAME	SIZE	ROOT	REMARKS
		TREES				
2	CVW	WINTER KING HAWTHORN	Crataegus viridis 'Winter King'	2" Cal.	B&B	
2	AR	RED MAPLE	Acer rubrum 'October Glory'	3" Cal.	B&B	Prune branching to 7'-0" height
1	ATS	SHANTUNG MAPLE	Acer truncatum	2" Cal.	B&B	
1	MAM	MAACKIA	Maackia amurensis	2" Cal.	B&B	

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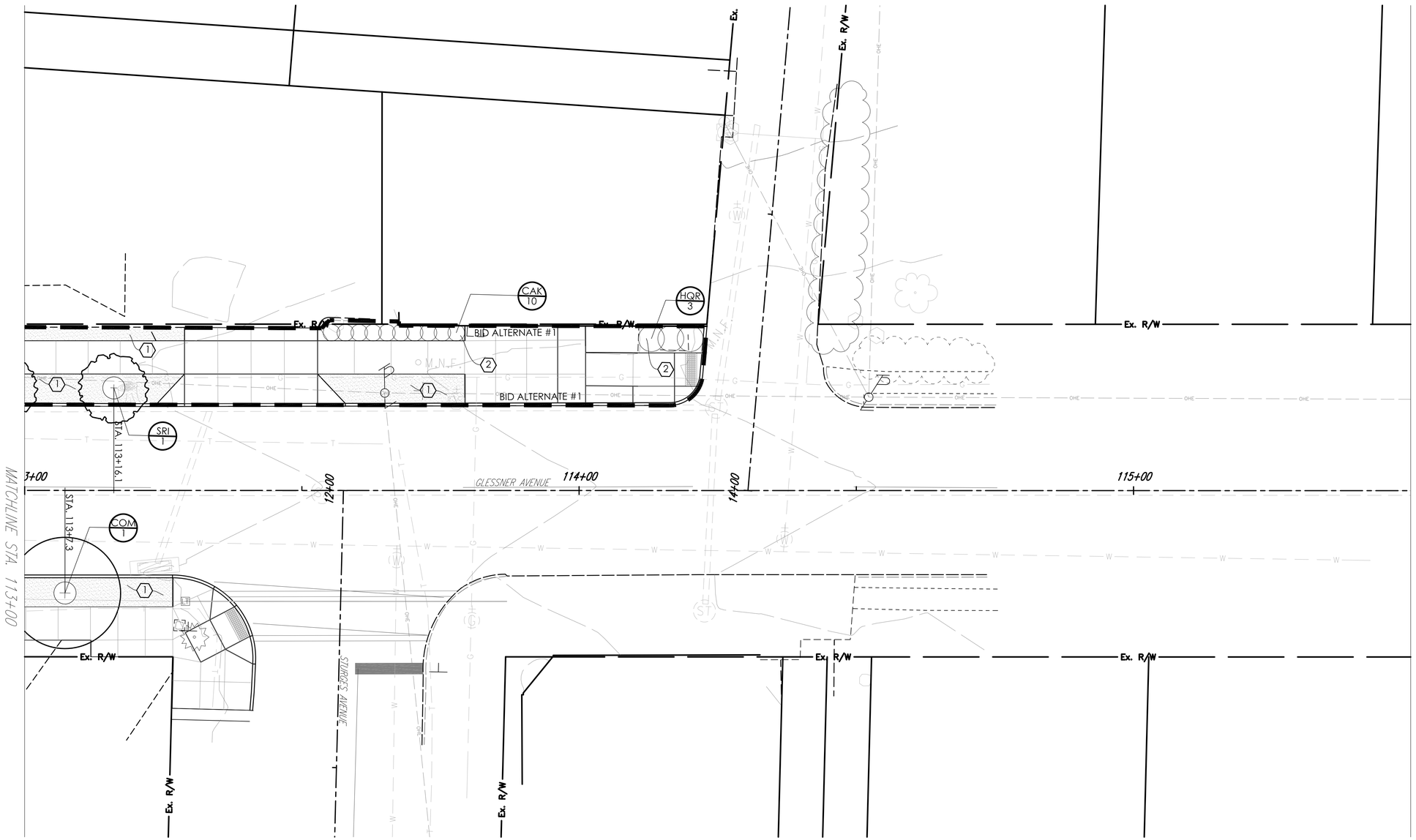

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8. ALL PLANTING OPERATIONS SHALL ADHERE TO THE AMERICAN ASSOCIATION OF NURSERYMEN STANDARDS.

PLANTING CONSTRUCTION NOTES:

1. LAWN AREA, FILL AREA WITH CLEAN FILL, AS REQUIRED TO BRING TO GRADE, PROVIDING TOPSOIL ON TOP 12" AND MEETING ADJACENT SURFACES FLUSH. PROVIDE POSITIVE DRAINAGE ACROSS ALL SURFACES. SEE DETAIL #4, SHEET 68.
2. LANDSCAPE AREA, PROVIDE MINIMUM DEPTH OF 12" SOIL MIX FOR SHRUBS AND PERENNIALS AND 24" DEPTH SOIL MIX WHEN TREES ARE PLANTED IN BED. SEE SPECIFICATIONS FOR SOIL MIX. HOLD TOP OF SOIL DOWN 3" FROM TOP OF CURB AND/OR ADJACENT PAVEMENT TO ALLOW FOR INSTALLATION OF MULCH. PROVIDE POSITIVE DRAINAGE ACROSS ALL SURFACES. SEE DETAIL #3, SHEET 68.

MATERIALS LIST:

QTY	UNIT	DESCRIPTION
14.2	SY	LAWN SEED
.12	CY	MULCH (3" DEPTH)
10.44	CY	PLANTING SOIL

PLANT SCHEDULE:

QTY	ABR	COMMON NAME	BOTANICAL NAME	SIZE	ROOT	REMARKS
		TREES				
1	COM	MAGNIFICA HACKBERRY	Celtis occidentalis 'Magnifica'	3" Cal.	B&B	Prune branching to 7'-0" height

ALTERNATE MATERIALS LIST:

QTY	UNIT	DESCRIPTION
35.8	SY	LAWN SEED
1.16	CY	MULCH (3" DEPTH)
9.56	CY	PLANTING SOIL

ALTERNATE PLANT SCHEDULE:

QTY	ABR	COMMON NAME	BOTANICAL NAME	SIZE	ROOT	REMARKS
		TREES				
1	SRI	IVORY SILK LILAC	Syringa reticulata 'Ivory Silk'	2" Cal.	B&B	
		SHRUBS / PERENNIALS				
10	CAK	FEATHER REED GRASS	Calamagrostis acutiflora 'Karl Foerster'	2 Gal.	Cont.	
3	HQR	RUBY SLIPPERS OAKLEAF HYDRANGEA	Hydrangea quercifolia 'Ruby Slippers'	24" Hgt.	Cont.	

N

HORIZONTAL SCALE IN FEET 0 5 10 20

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Urban Design
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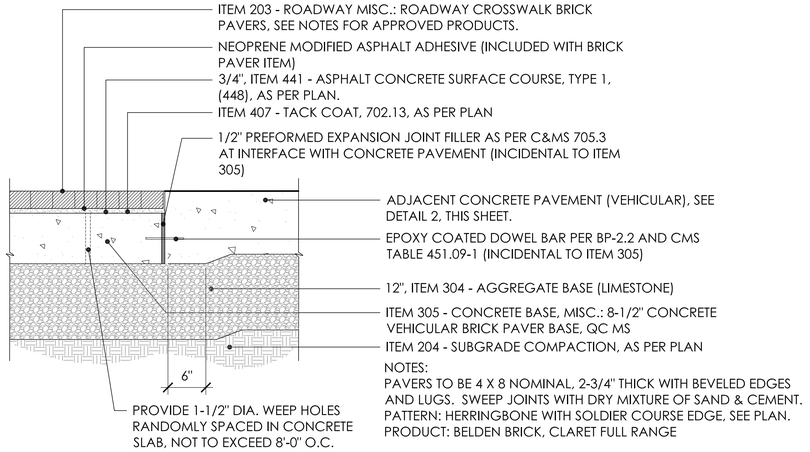
LANDSCAPE PLAN - GLESSNER AVENUE
STA. 113+00 TO STA. 115+50

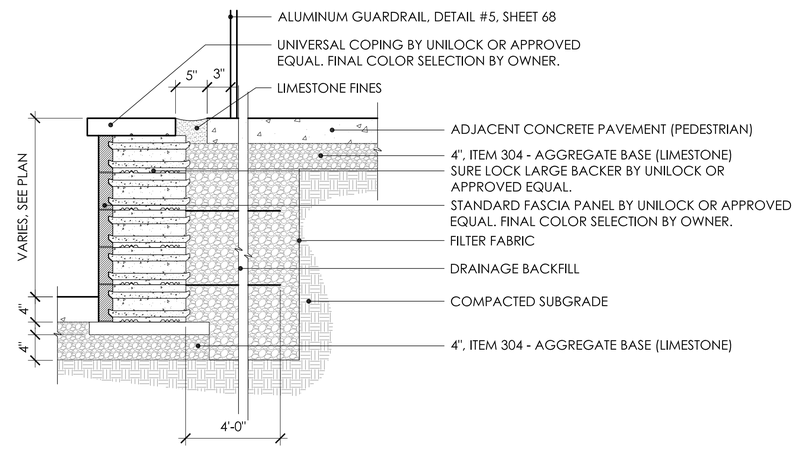
CITY OF MANSFIELD
GLESSNER AVE STREETSCAPE



NOTES:
PAVERS TO BE 4 X 8 NOMINAL, 2-3/4" THICK WITH BEVELED EDGES AND LUGS. SWEEP JOINTS WITH DRY MIXTURE OF SAND & CEMENT. PATTERN: HERRINGBONE WITH SOLDIER COURSE EDGE, SEE PLAN. PRODUCT: BELDEN BRICK, CLARET FULL RANGE

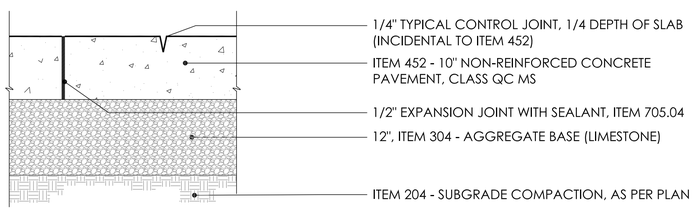
1 BRICK PAVERS (VEHICULAR)

Scale: 1"=1'-0"



4 SEGMENTAL RETAINING WALL (CONCRETE ADJACENT)

Scale 1"=1'-0"

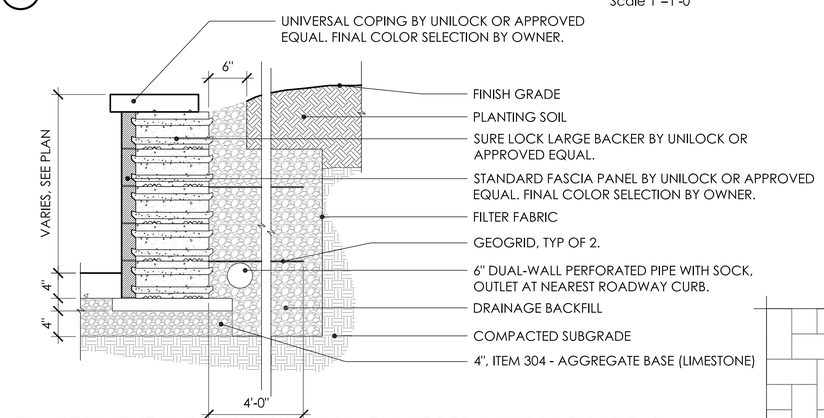


NOTES:
1. EXPANSION AND CONTROL JOINTS AS SHOWN ON PLAN. IF NOT INDICATED, EXPANSION JOINTS TO BE 30'-0" O.C., CONTROL JOINTS TO BE @ 5'-0" O.C.

2. PROVIDE LIGHT BROOM FINISH ON ALL CONCRETE SURFACES AFTER JOINT & EDGE TOOLING. PROVIDE 1/4" RADIUS ON ALL SLAB EDGES.

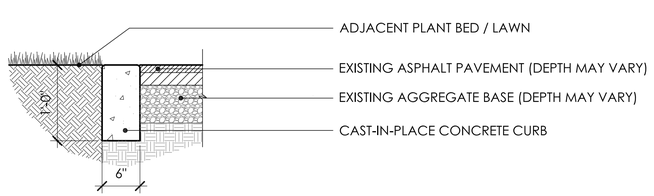
2 CONCRETE PAVEMENT (VEHICULAR)

Scale: 1"=1'-0"



5 SEGMENTAL RETAINING WALL (PLANT BED/LAWN ADJACENT)

Scale 1"=1'-0"

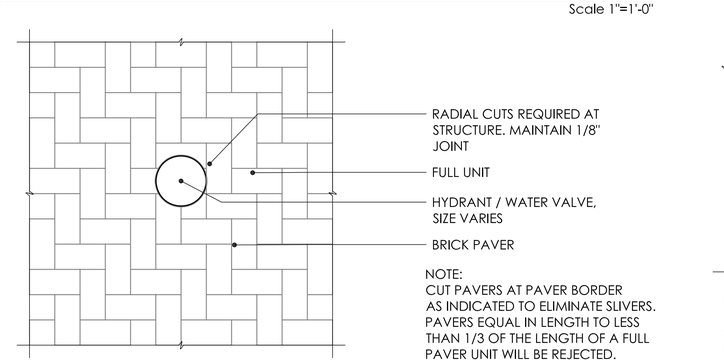


NOTES:
1. EXPANSION JOINTS TO BE NO GREATER THAN 30'-0" O.C., CONTROL JOINTS TO BE +/- 5'-0" O.C.

2. PROVIDE LIGHT BROOM FINISH PARALLEL TO CURB ON ALL CONCRETE SURFACES AFTER JOINT & EDGE TOOLING. PROVIDE 1/4" RADIUS ON ALL EDGES.

3 FLUSH CONCRETE CURB

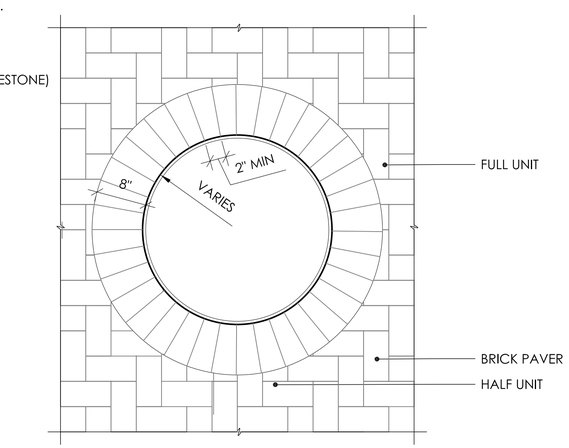
Scale: 1"=1'-0"



NOTE:
CUT PAVERS AT PAVER BORDER AS INDICATED TO ELIMINATE SLIVERS. PAVERS EQUAL IN LENGTH TO LESS THAN 1/3 OF THE LENGTH OF A FULL PAVER UNIT WILL BE REJECTED.

6 PAVERS AT WATER VALVE

NOT TO SCALE



NOTE:
CUT PAVERS AT PAVER BORDER AS INDICATED TO ELIMINATE SLIVERS. PAVERS EQUAL IN LENGTH TO LESS THAN 1/3 OF THE LENGTH OF A FULL PAVER UNIT WILL BE REJECTED.

7 PAVERS AT MANHOLE / PULLBOX / POLE BASE

NOT TO SCALE

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SITE DETAILS - 1

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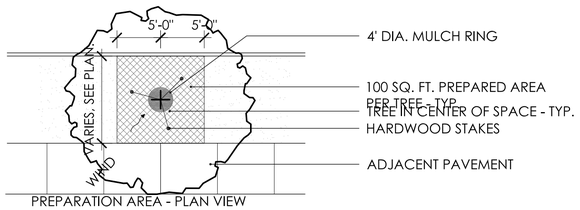
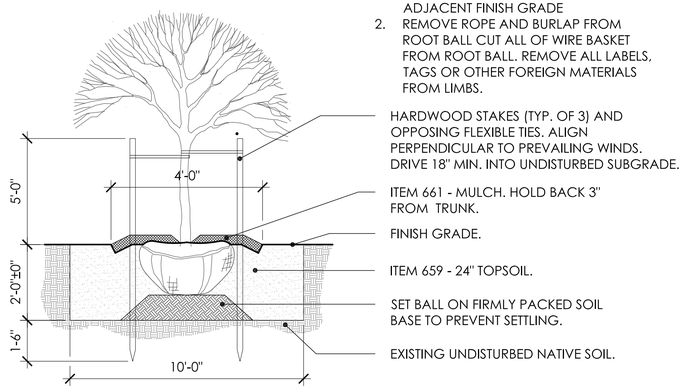


PREPARATION AREA - PLAN VIEW

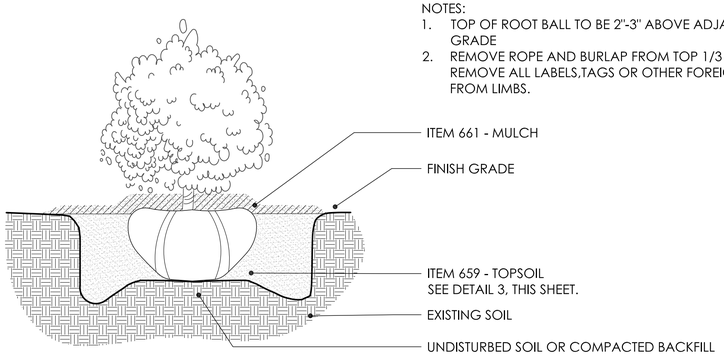
NOTES:
1. TOP OF ROOT BALL TO BE 2" ABOVE ADJACENT FINISH GRADE
2. REMOVE ROPE AND BURLAP FROM ROOT BALL CUT ALL OF WIRE BASKET FROM ROOT BALL. REMOVE ALL LABELS, TAGS OR OTHER FOREIGN MATERIALS FROM LIMBS.



1 TREE PLANTING

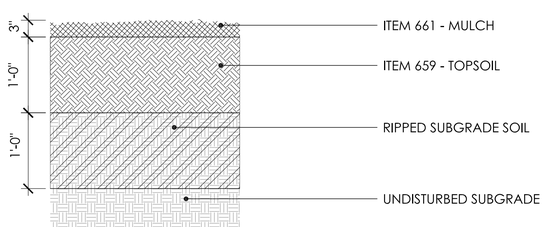
NOT TO SCALE

NOTES:
1. TOP OF ROOT BALL TO BE 2"-3" ABOVE ADJACENT FINISH GRADE
2. REMOVE ROPE AND BURLAP FROM TOP 1/3 OF ROOT BALL. REMOVE ALL LABELS,TAGS OR OTHER FOREIGN MATERIALS FROM LIMBS.



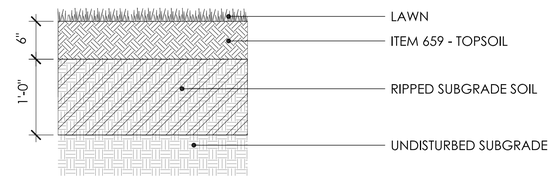
2 SHRUB PLANTING

NOT TO SCALE



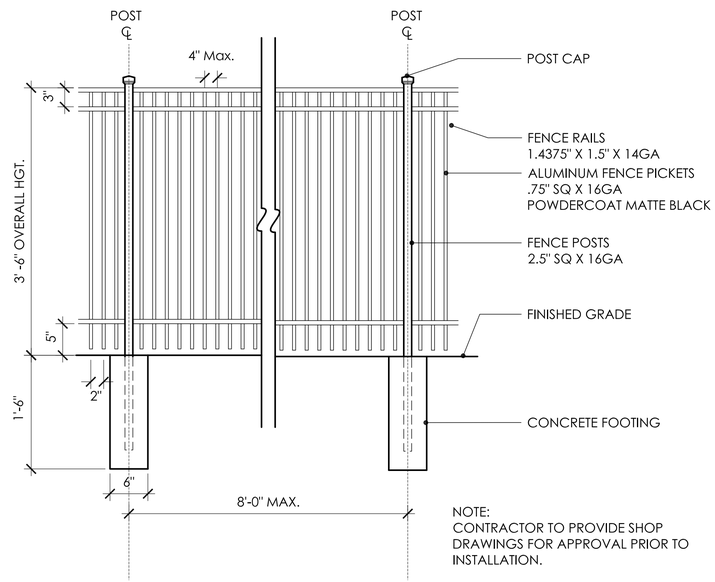
3 SOIL PROFILE AT PLANTING BED

Scale: 1"=1'-0"



4 SOIL PROFILE AT LAWN

Scale: 1"=1'-0"



NOTE:
CONTRACTOR TO PROVIDE SHOP DRAWINGS FOR APPROVAL PRIOR TO INSTALLATION.

5 ALUMINUM GUARDRAIL

Scale: 1"=1'-0"

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