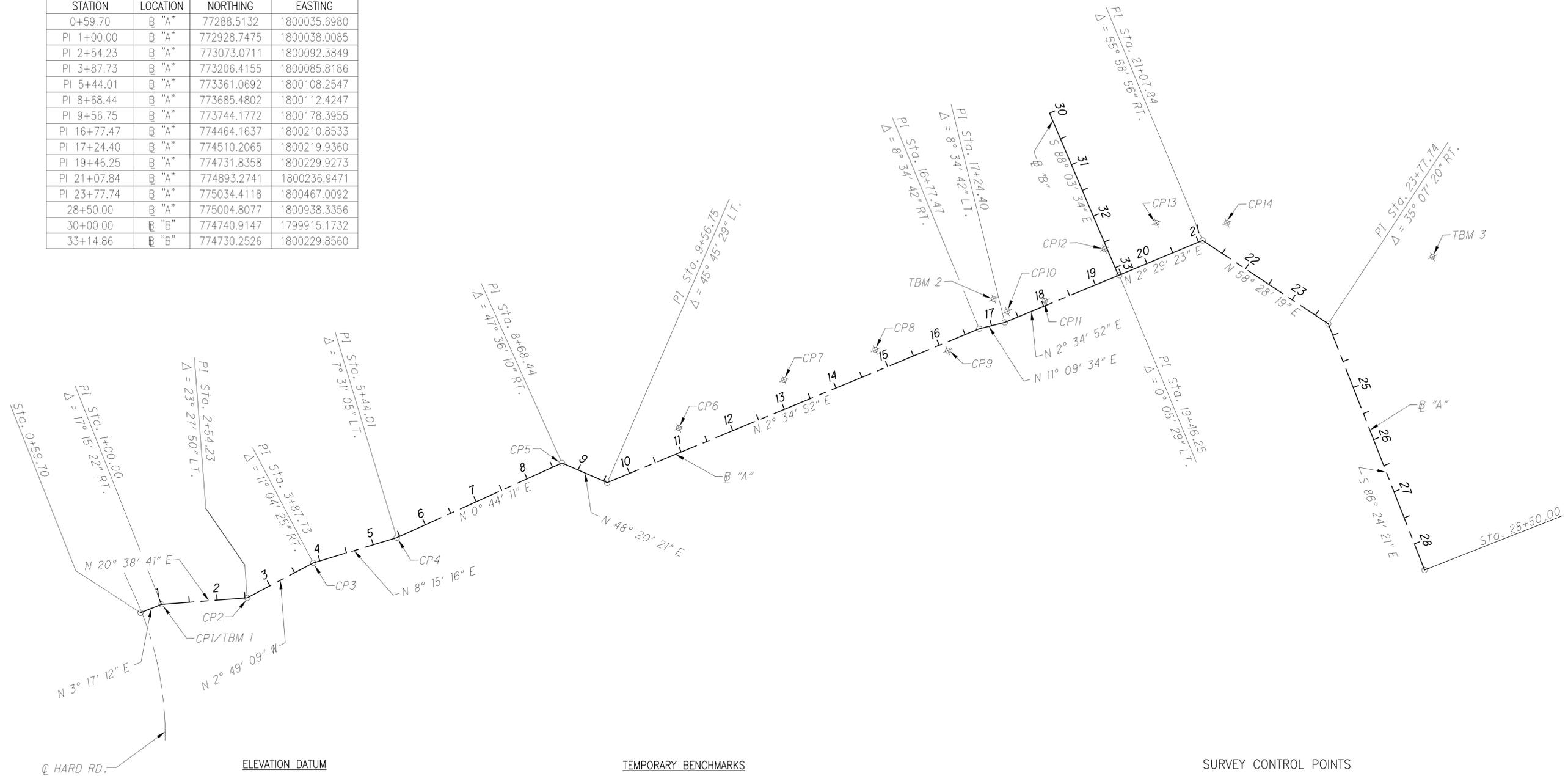




BASELINE REFERENCE POINTS

STATION	LOCATION	NORTHING	EASTING
0+59.70	B "A"	77288.5132	1800035.6980
PI 1+00.00	B "A"	772928.7475	1800038.0085
PI 2+54.23	B "A"	773073.0711	1800092.3849
PI 3+87.73	B "A"	773206.4155	1800085.8186
PI 5+44.01	B "A"	773361.0692	1800108.2547
PI 8+68.44	B "A"	773685.4802	1800112.4247
PI 9+56.75	B "A"	773744.1772	1800178.3955
PI 16+77.47	B "A"	774464.1637	1800210.8533
PI 17+24.40	B "A"	774510.2065	1800219.9360
PI 19+46.25	B "A"	774731.8358	1800229.9273
PI 21+07.84	B "A"	774893.2741	1800236.9471
PI 23+77.74	B "A"	775034.4118	1800467.0092
28+50.00	B "A"	775004.8077	1800938.3356
30+00.00	B "B"	774740.9147	1799915.1732
33+14.86	B "B"	774730.2526	1800229.8560



ELEVATION DATUM

ALL ELEVATIONS ARE ORTHOMETRIC HEIGHTS USING THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD 88).

SOURCE BENCHMARK

FRANKLIN COUNTY N49;  
BRASS PLUG IN CONCRETE MONUMENT AT THE SOUTHWEST CORNER OF HARD ROAD AND FOXBORO COURT.

ELEVATION = 901.331

TEMPORARY BENCHMARKS

TBM 1:  
PK NAIL SET IN NORTH SIDE OF EXISTING ASPHALT PATH, ENTRANCE TO PARK.

ELEVATION = 888.87

TBM 2:  
NORTH RIM OF SANITARY SEWER MANHOLE AT NE CORNER OF LOT 24

ELEVATION = 903.52

TBM 3:  
NORTH RIM OF MANHOLE AT CENTER OF CLAYTON COURT CUL-DE-SAC.

ELEVATION = 923.40

SURVEY CONTROL POINTS

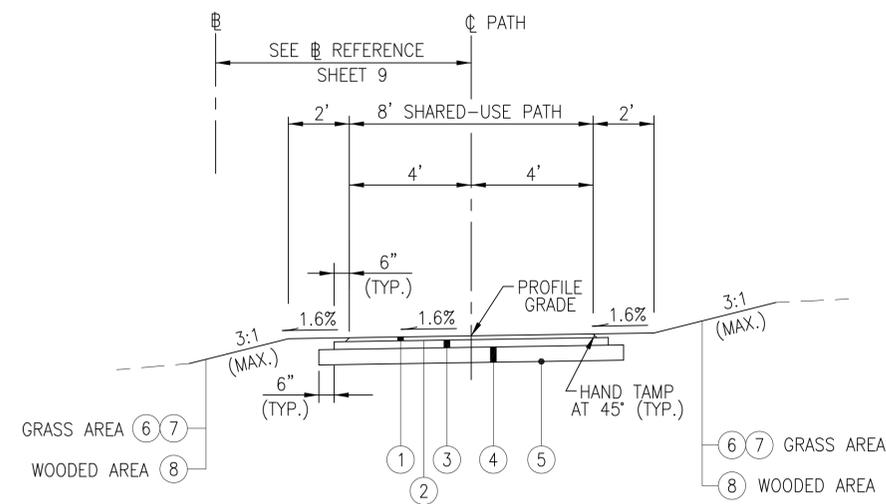
REF. NO.	STATION	OFFSET	NORTHING	EASTING	ELEV.	DESCRIPTION
CP1	1+00.00	☐	772928.7475	1800038.0085	888.87	PK NAIL
CP2	2+54.23	☐	773073.0711	1800092.3849	897.81	PK NAIL
CP3	3+87.73	☐	773206.4155	1800085.8186	901.61	PK NAIL
CP4	5+44.01	☐	773361.0692	1800108.2547	903.19	PK NAIL
CP5	8+68.44	☐	773685.4802	1800112.4247	904.64	PK NAIL
CP6	11+12.27	41.20' LT.	773901.3990	1800144.2458	900.11	PK NAIL
CP7	13+19.22	48.95' LT.	774108.4839	1800145.8182	898.18	PK NAIL
CP8	14+90.99	36.05' LT.	774279.4966	1800166.4467	906.89	PK NAIL
CP9	16+10.45	14.55' RT.	774396.5620	1800222.3754	907.26	PK NAIL
CP10	17+36.38	16.43' LT.	774522.9228	1800204.0641	904.14	PK NAIL
CP11	18+05.95	8.33' LT.	774592.0548	1800215.2923	908.93	PK NAIL
CP12	19+39.49	52.73' LT.	774727.4612	1800176.9449	913.40	IRON PIN
CP13	20+43.48	60.68' LT.	774831.6116	1800173.5268	912.92	IRON PIN
CP14	21+26.99	50.15' LT.	774946.0368	1800227.0472	909.98	PK NAIL



CALCULATED  
L.A.M.  
CHECKED  
K.J.G.

SURVEY CONTROL PLAN

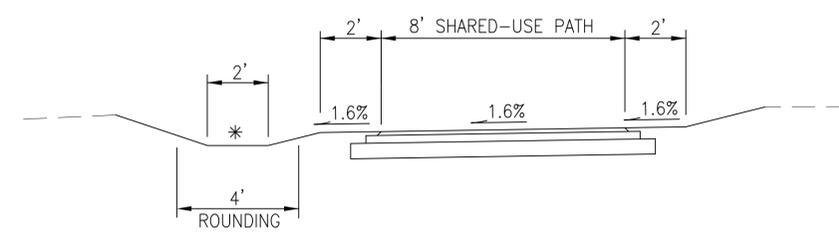
DUBLIN SCIOTO HIGH SCHOOL  
SHARED-USE PATH CONNECTION



TYPICAL SECTION SHARED-USE PATH

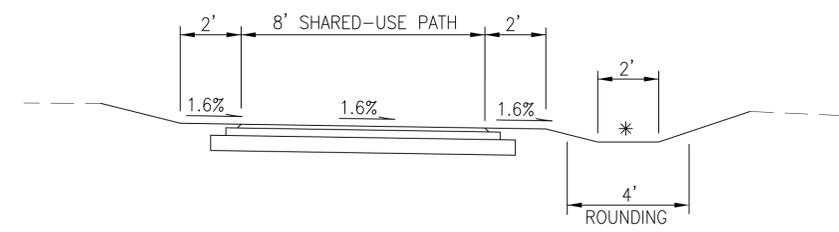
- ⊕ "A" STA. 0+90.40 TO STA. 2+60.00
- ⊕ "A" STA. 3+55.00 TO STA. 17+25.00
- ⊕ "A" STA. 18+85.00 TO STA. 24+40.00
- ⊕ "B" STA. 30+53.57 TO STA. 32+10.00

CROSS SLOPE TRANSITIONS:  
SHARED-USE PATH CROSS SLOPE TRANSITIONS TO BE COMPLETED OVER A 10' LENGTH, CENTERED ABOUT THE STATIONS LISTED ON THE TYPICAL SECTIONS.



DITCH / SWALE GRADING DETAIL

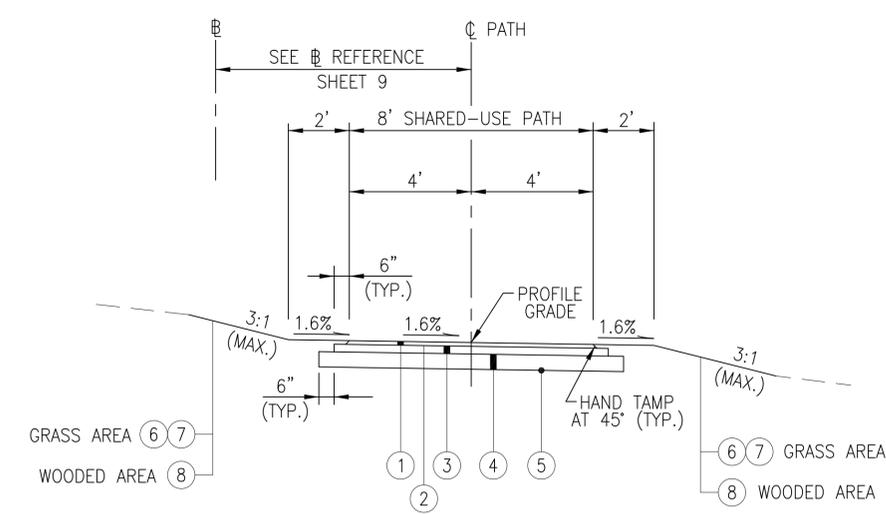
- ⊕ "A" STA. 1+35 TO STA. 2+50
- ⊕ "A" STA. 7+80 TO STA. 9+85
- ⊕ "B" STA. 31+30 TO STA. 32+60



DITCH / SWALE GRADING DETAIL

- ⊕ "A" STA. 2+50 TO STA. 2+70
- ⊕ "A" STA. 18+30 TO STA. 18+80

\* LOCATION OF DITCH / SWALE AND DIRECTION OF FLOW IS SHOWN ON THE PLANS. ELEVATIONS ARE DETERMINED BY MINIMUM DEPTH NEEDED TO MAINTAIN POSITIVE DRAINAGE AND REACH OUTFALL.



TYPICAL SECTION SHARED-USE PATH

- ⊕ "A" STA. 2+60.00 TO STA. 3+55.00
- ⊕ "A" STA. 17+25.00 TO STA. 18+85.00
- ⊕ "A" STA. 24+40.00 TO STA. 28+78.00
- ⊕ "B" STA. 32+10.00 TO STA. 32+95.20

LEGEND

- (1) ITEM 448 - 1 1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE I (MEDIUM TRAFFIC), PG64-22
- (2) ITEM 407 - TACK COAT (@ 0.04 GAL./S.Y.)
- (3) ITEM 301 - 3" ASPHALT CONCRETE BASE, PG64-22
- (4) ITEM 304 - 6" AGGREGATE BASE
- (5) ITEM 204 - SUBGRADE COMPACTION
- (6) ITEM 659 - SEEDING AND MULCHING, AS PER PLAN
- (7) ITEM 653 - 3" TOPSOIL FURNISHED AND PLACED, AS PER PLAN
- (8) ITEM 661 - MULCHING, AS PER PLAN

**GENERAL**

CITY OF COLUMBUS CONSTRUCTION AND MATERIAL SPECIFICATIONS, CURRENT EDITION, AND ANY SUPPLEMENTS THERETO (HEREAFTER REFERRED TO AS STANDARD SPECIFICATIONS) SHALL GOVERN ALL CONSTRUCTION ITEMS UNLESS OTHERWISE NOTED. ITEM NUMBERS LISTED REFER TO CITY OF COLUMBUS ITEM NUMBERS UNLESS OTHERWISE NOTED.

THE CONTRACTOR INTENDING TO SUBMIT A BID FOR CITY OF DUBLIN (HEREAFTER REFERRED TO AS "CITY") CAPITAL IMPROVEMENT CONTRACTS SHALL BE PREQUALIFIED WITH THE OHIO DEPARTMENT OF TRANSPORTATION IN ACCORDANCE WITH SECTION 102 OF THE ODOT CONSTRUCTION AND MATERIAL SPECIFICATIONS AND CHAPTER 5525 OF THE OHIO REVISED CODE CONCERNING CONSTRUCTION CONTRACTS.

ALL ITEMS OF WORK CALLED FOR ON THE PLANS FOR WHICH NO SPECIFIC METHOD OF PAYMENT IS PROVIDED SHALL BE PERFORMED BY THE CONTRACTOR WITH THE COST TO BE INCLUDED IN THE UNIT 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 THE CONTRACT DOCUMENTS WHICH ARE CLEARLY NECESSARY FOR COMPLETION OF THE WORK AND ITS APPURTENANCES SHALL BE CONSIDERED A PART OF SUCH WORK, THOUGH NOT DIRECTLY SPECIFIED OR CALLED FOR IN THE CONTRACT DOCUMENTS. THIS INCLUDES, BUT IS NOT LIMITED TO, SUCH INCIDENTAL ITEMS AS RELOCATION OF MAIL BOXES, SAW CUTTING, AND REMOVAL AND/OR RELOCATION OF SIGNS, SPRINKLERS, OR OTHER MISCELLANEOUS ITEMS.

THE CONTRACTOR SHALL NOTIFY THE CITY OF DUBLIN, DIVISION OF ENGINEERING IN WRITING AT LEAST 3 WORKING DAYS PRIOR TO BEGINNING CONSTRUCTION.

THE CITY ENGINEER SHALL NOT BE RESPONSIBLE FOR MEANS, METHODS, PROCEDURES, TECHNIQUES, OR SEQUENCES OF CONSTRUCTION THAT ARE NOT SPECIFIED HEREIN. THE CITY ENGINEER SHALL NOT BE RESPONSIBLE FOR SAFETY ON THE WORK SITE, OR FOR FAILURE BY THE CONTRACTOR TO PERFORM WORK ACCORDING TO THE CONTRACT DOCUMENTS.

THE CITY SHALL BE RESPONSIBLE TO OBTAIN ALL NECESSARY PERMITS.

THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR COMPLYING WITH ALL FEDERAL, STATE AND LOCAL SAFETY REQUIREMENTS, INCLUDING THE OCCUPATIONAL SAFETY AND HEALTH ACT OF 1970. THE CONTRACTOR SHALL EXERCISE CAUTION ALWAYS FOR THE PROTECTION OF PERSONS (INCLUDING EMPLOYEES) AND PROPERTY. IT SHALL ALSO BE THE SOLE RESPONSIBILITY OF THE CONTRACTOR TO INITIATE, MAINTAIN, AND SUPERVISE ALL SAFETY REQUIREMENTS, PRECAUTIONS, AND PROGRAMS IN CONNECTION WITH THE WORK, INCLUDING THE REQUIREMENTS FOR CONFINED SPACES PER 29 CFR 1910.146.

ANY MODIFICATION TO THE WORK AS SHOWN ON THESE APPROVED PLANS SHALL HAVE PRIOR WRITTEN APPROVAL OF THE CITY ENGINEER.

THE CONTRACTOR SHALL RESTRICT CONSTRUCTION ACTIVITY TO PUBLIC RIGHT-OF-WAY AND PROPERTY AREAS DEFINED AS PERMANENT AND/OR TEMPORARY CONSTRUCTION EASEMENTS, AND/OR THE LIMITS OF DISTURBANCE SHOWN.

PROPERTY BOUNDARIES, INCLUDING PROPERTY LINES AND ROAD RIGHT-OF-WAY, ARE SHOWN FROM THE BEST INFORMATION AVAILABLE AND ARE NOT NECESSARILY COMPLETE OR CORRECT.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR HAVING THE FINISHED WORK CONFORM TO THE LINES, GRADES, ELEVATIONS, AND DIMENSIONS CALLED FOR ON THE DRAWINGS AND TYPICAL SECTIONS. PAYMENT FOR CONSTRUCTION LAYOUT SHALL BE MADE AT THE LUMP SUM PRICE BID FOR ITEM 623, CONSTRUCTION LAYOUT STAKES.

THE CONTRACTOR SHALL SUBSTANTIALLY RESTORE ALL DISTURBED AREAS TO EQUAL OR BETTER CONDITION THAN EXISTED BEFORE CONSTRUCTION. DRAINAGE DITCHES OR WATERCOURSES THAT ARE DISTURBED BY CONSTRUCTION SHALL BE RESTORED TO THE GRADES AND CROSS-SECTIONS THAT EXISTED BEFORE CONSTRUCTION.

ALL NON-PAVEMENT AREAS DISTURBED WITHIN THE DESIGNATED EASEMENTS, RIGHTS-OF-WAY, AND LIMITS OF DISTURBANCE AS SHOWN, SHALL EITHER BE SEEDED AND MULCHED IN ACCORDANCE WITH ITEM 659 - SEEDING AND MULCHING, AS PER PLAN OR MULCHED IN ACCORDANCE WITH ITEM 661 - MULCHING, AS PER PLAN. ALL AREAS DISTURBED OUTSIDE THESE LIMITS SHALL BE SEEDED AND MULCHED AT THE CONTRACTOR'S EXPENSE.

NON-RUBBER TIRED VEHICLES SHALL NOT BE MOVED ON OR ACROSS PUBLIC STREETS OR HIGHWAYS WITHOUT WRITTEN PERMISSION FROM THE CITY ENGINEER.

TRACKING OR SPILLING MUD, DIRT OR DEBRIS UPON STREETS, RESIDENTIAL OR COMMERCIAL DRIVES, SIDEWALKS OR SHARED-USE PATHS IS PROHIBITED AND ANY SUCH OCCURRENCE SHALL BE CLEANED UP IMMEDIATELY BY THE CONTRACTOR AT NO COST TO THE CITY. IF THE CONTRACTOR FAILS TO REMOVE THE MUD, DIRT, DEBRIS OR SPILLAGE, THE CITY OF DUBLIN RESERVES THE RIGHT TO REMOVE THESE MATERIALS AND CLEAN AFFECTED AREAS, THE COST OF WHICH SHALL BE WITHHELD FROM MONIES THAT ARE DUE OR MAY BECOME DUE TO THE CONTRACTOR.

ALL SIGNS, LANDSCAPING, STRUCTURES, OR OTHER APPURTENANCES DISTURBED OR DAMAGED DURING CONSTRUCTION SHALL BE REPLACED OR REPAIRED TO THE SATISFACTION OF THE CITY ENGINEER. THE COST OF THIS WORK SHALL BE PAID FOR BY THE CONTRACTOR.

ALL PRECAST CONCRETE PRODUCTS SHALL BE INSPECTED AT THE LOCATION OF MANUFACTURE. APPROVED PRECAST CONCRETE PRODUCTS WILL BE STAMPED NOTING THAT INSPECTION HAS BEEN PERFORMED BY THE CITY OF COLUMBUS. PRECAST CONCRETE PRODUCTS WITHOUT PROOF OF INSPECTION SHALL NOT BE APPROVED FOR INSTALLATION.

EXCESS EXCAVATED MATERIAL FROM THIS PROJECT SHALL BE HAULED OFFSITE BY THE CONTRACTOR AND COMPENSATION FOR HAULING SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 203, EXCAVATION.

THE COST OF ALL ASPHALT PAVEMENT REMOVAL AND DISPOSAL SHALL BE INCLUDED IN THE PRICE BID PER CUBIC YARD FOR ITEM 203, EXCAVATION.

**PAVEMENT**

PAVEMENTS SHALL BE CUT IN NEAT, STRAIGHT LINES THE FULL DEPTH OF THE EXISTING PAVEMENT, OR AS REQUIRED BY THE CITY ENGINEER.

THE CONTRACTOR SHALL SUBMIT TO THE CITY ENGINEER AT THE PRECONSTRUCTION MEETING HIS PROPOSED DESIGN MIX FORMULA FOR ALL BITUMINOUS MIXTURES TO BE PLACED ON THE PROJECT FOR REVIEW AND APPROVAL. A DESIGN MIX FORMULA SHALL BE SUBMITTED FOR EACH MIXTURE AND EACH PRODUCER AND SHALL PROVIDE GRADATION OF ALL COMPONENT AGGREGATES, PERCENTAGE OF BLENDING OF AGGREGATES, PERCENTAGE OF BITUMEN, ANY ADDITIVES AND APPLICATION RATE, NAMES AND ADDRESSES OF AGGREGATE SUPPLIERS, MARSHALL MIX DESIGN DATA, AND THE THEORETICAL LABORATORY DENSITY.

**THE CONTRACTOR IS NOT PERMITTED TO USE ANY RECLAIMED MATERIALS IN ITEM 304.**

**SUBGRADE**

ALL SOIL SUBGRADES SHALL BE PREPARED AND COMPACTED IN ACCORDANCE WITH ITEM 204, SUBGRADE COMPACTION, TO A DEPTH OF 12-INCHES BELOW THE SUBGRADE SURFACE. SUBGRADE SHALL BE SCARIFIED AND CONTAIN SUFFICIENT MOISTURE TO MEET ITEM 204 COMPACTION REQUIREMENTS.

SUBGRADE COMPACTION SHALL BE REQUIRED UNDER THE SHARED-USE PATH AND SHALL FOLLOW THE REQUIREMENTS FOR SUBGRADE UNDER PAVEMENT AS DESCRIBED IN SECTION 204.03. THE COST SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 204, SUBGRADE COMPACTION.

**SURVEY MONUMENTATION**

THE CONTRACTOR SHALL CAREFULLY PRESERVE BENCH MARKS, PROPERTY CORNERS, REFERENCE POINTS, STAKES AND OTHER SURVEY REFERENCE MONUMENTS OR MARKERS. IN CASES OF WILLFUL OR CARELESS DESTRUCTION, THE CONTRACTOR SHALL BE RESPONSIBLE FOR RESTORATIONS. RESETTING OF MARKERS SHALL BE PERFORMED BY AN OHIO PROFESSIONAL SURVEYOR AS APPROVED BY THE CITY ENGINEER AT THE CONTRACTOR'S EXPENSE.

**CONSTRUCTION NOISE**

ANY DEVICE SHALL NOT BE OPERATED AT ANY TIME 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. THE CONTRACTOR'S CONSTRUCTION ACTIVITIES SHALL BE CONDUCTED SO AS TO ELIMINATE ALL UNNECESSARY NOISE, DUST, AND ODORS. THE USE OF OIL OR OTHER MATERIAL FOR DUST CONTROL, WHICH MAY CAUSE TRACKING, IS NOT PERMITTED.

**UTILITIES**

UTILITIES KNOWN TO BE LOCATED WITHIN THE LIMITS OF THIS PROJECT ARE LISTED BELOW WITH CONTACT INFORMATION.

COLUMBIA GAS 3550 JOHNNY APPLESEED CT. COLUMBUS, OHIO 43231 TEL: 614-818-2113 CELL: 614-315-3770 CONTACT: MATT MYERS	AT&T 111 N. 4TH STREET ROOM 802 COLUMBUS, OHIO 43215 TEL: 614-223-5316 CONTACT: DWIGHT THOMPSON
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TIME WARNER CABLE 3760 INTERCHANGE DRIVE COLUMBUS, OHIO 43204 TEL: 614-481-5262 CELL: 614-348-2979 CONTACT: RAY MAURER	WIDE OPEN WEST 3675 CORPORATE DRIVE COLUMBUS, OH 43231 TEL: 614-668-8079 CONTACT: MARK FREY
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AMERICAN ELECTRIC POWER 850 TECH CENTER DRIVE GAHANNA, OHIO 43230 TEL: 614-883-6831 CELL: 614-949-8883 CONTACT: PAUL PAXTON	CITY OF DUBLIN DIVISION OF ENGINEERING 5800 SHIER RINGS ROAD DUBLIN, OHIO 43016 TEL: 614-410-4621 CONTACT: MIKE SWEDER, P.E.
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DUBLINK (TEAM FISHEL) 1600 WALCUTT ROAD COLUMBUS, OHIO 43228 TEL: 614-921-8620 CONTACT: JOE TEPPEER	CITY OF COLUMBUS DIVISION OF WATER 910 DUBLIN ROAD COLUMBUS, OHIO 43215 TEL: 614-645-7788
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THE CONTRACTOR SHALL GIVE NOTICE OF INTENT TO CONSTRUCT TO OHIO UTILITIES PROTECTION SERVICE (TELEPHONE NUMBER 811 OR 800-362-2764) AND TO OWNERS OF UNDERGROUND UTILITIES THAT ARE NOT MEMBERS OF A REGISTERED UNDERGROUND PROTECTION SERVICE. NOTICE SHALL BE GIVEN AT LEAST TWO WORKING DAYS BEFORE START OF CONSTRUCTION.

THE IDENTITY AND LOCATIONS OF EXISTING UNDERGROUND UTILITIES IN THE CONSTRUCTION AREA HAVE BEEN SHOWN ON THE PLANS AS ACCURATELY AS PROVIDED BY THE OWNER OF THE UNDERGROUND UTILITY. THE CITY OF DUBLIN AND THE CITY ENGINEER ASSUME NO RESPONSIBILITY FOR THE ACCURACY OR DEPTHS OF UNDERGROUND FACILITIES SHOWN ON THE PLANS. IF DAMAGE IS CAUSED, THE CONTRACTOR SHALL BE RESPONSIBLE FOR REPAIR OF THE SAME AND FOR ANY RESULTING CONTINGENT DAMAGE.

LOCATION, SUPPORT, PROTECTION, AND RESTORATION OF ALL EXISTING UTILITIES AND APPURTENANCES, SHOWN OR NOT SHOWN ON THE PLANS, SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR. THE COST OF THIS WORK SHALL BE INCLUDED IN THE PRICES BID FOR THE VARIOUS ITEMS OF THE CONTRACT.

WHEN UNKNOWN OR INCORRECTLY LOCATED UNDERGROUND UTILITIES ARE ENCOUNTERED DURING CONSTRUCTION, THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE UTILITY OWNER AND THE CITY ENGINEER.

**ITEM 206 - LIME KILN DUST STABILIZED SUBGRADE, 16" DEEP, AS PER PLAN**

THIS ITEM SHALL COMPLY WITH THE GENERAL MATERIAL AND CONSTRUCTION REQUIREMENTS OF CMS 206. LIME KILN DUST SHALL BE APPLIED AT A 6% RATE BY VOLUME IN AREAS DIRECTED BY THE ENGINEER. THIS ITEM SHALL ONLY BE PERFORMED IF DIRECTED BY THE ENGINEER.

PAYMENT FOR ALL LABOR, EQUIPMENT AND MATERIALS NECESSARY TO PERFORM THE WORK NOTED ABOVE, INCLUDING LIME KILN DUST, CURING COAT AND TEST ROLLING SHALL BE INCLUDED IN THE UNIT PRICE BID PER SQUARE YARD FOR ITEM 206 - LIME KILN DUST STABILIZED SUBGRADE, 16" DEEP, AS PER PLAN.

**CONTINGENCY QUANTITIES**

THE CONTRACTOR SHALL NEITHER ORDER MATERIALS NOR PERFORM WORK FOR ITEMS DESIGNATED BELOW TO BE USED "AS DIRECTED BY THE ENGINEER" UNLESS AUTHORIZED BY THE CITY ENGINEER.

ITEM 204 - EXCAVATION OF SUBGRADE	200 CY
ITEM 204 - GRANULAR EMBANKMENT, NO. 304 STONE	200 CY
ITEM 204 - GEOTEXTILE FABRIC	400 SY
ITEM 206 - LIME KILN DUST STABILIZED SUBGRADE, 16" DEEP, AS PER PLAN	3927 SY

**ITEM 201 - CLEARING AND GRUBBING**

THE CONTRACTOR SHALL REMOVE ALL TREES, STUMPS AND BRUSH ALONG THE ALIGNMENT OF THE PATH AND WITHIN 5' TO 7' OF THE EDGE OF THE PATH, AS DIRECTED BY THE ENGINEER. INDIVIDUAL TREES AND STUMPS HAVE NOT BEEN MARKED FOR REMOVAL IN THIS HEAVILY WOODED AREA.

IT IS THE INTENT OF THESE PLANS TO SALVAGE LARGE TREES ALONG THE PATH ALIGNMENT. THE PATH ALIGNMENT MAY BE ADJUSTED BY THE CITY ENGINEER AS NECESSARY TO ACHIEVE THIS GOAL.

TREE TRIMMING WITHIN THE CONSTRUCTION ZONE IS TO BE COMPLETED BY A CERTIFIED ARBORIST. AT THE COMPLETION OF THE PROJECT, THE ARBORIST IS TO RETURN AND TRIM ANY BROKEN BRANCHES AS NEEDED.

REMOVE ALL TREES, STUMPS AND BRUSH DESCRIBED ABOVE UNDER THE LUMP SUM BID FOR ITEM 201, CLEARING AND GRUBBING.

**DRAINAGE**

THE CONTRACTOR SHALL CONDUCT HIS OPERATIONS SO AS TO MAINTAIN AT ALL TIMES STORM SEWER, DRAIN, AND DITCH FLOWS THROUGH EXISTING FACILITIES TO REMAIN IN PLACE AND THROUGH EXISTING FACILITIES TO BE REPLACED UNTIL NEW FACILITIES ARE COMPLETED AND PUT INTO SERVICE. THE FLOW OF ALL STORM SEWER, DRAINS, AND OTHER WATERCOURSES ENCOUNTERED AND DISTURBED OR DESTROYED DURING CONSTRUCTION SHALL BE RESTORED BY THE CONTRACTOR TO A CONDITION SATISFACTORY TO THE CITY ENGINEER. PAYMENT FOR THIS SHALL BE INCLUDED IN THE PRICES BID FOR THE VARIOUS ITEMS OF THE CONTRACT.

ALL FIELD TILE BROKEN OR ENCOUNTERED DURING EXCAVATION SHALL BE REPLACED OR REPAIRED IN LIKE KIND AND CONNECTED TO THE STORM SEWER SYSTEM OR OPEN CHANNEL OUTLET, RESTORING NORMAL FUNCTION TO THE TILE, AS DIRECTED BY THE CITY ENGINEER. THE COST OF THIS WORK SHALL BE INCLUDED IN THE PRICES BID FOR THE VARIOUS ITEMS OF THE CONTRACT.

ITEM 601, ROCK CHANNEL PROTECTION, TYPE C WITH FILTER FABRIC SHALL BE PROVIDED AT BOTH THE INLET AND OUTLET END OF STORM SEWERS AT THE LOCATIONS AND DIMENSIONS SHOWN ON THE PLANS. ITEM 601 MATERIALS SHALL CONSIST OF NATURAL, BROKEN, OR CRUSHED ROCK. BROKEN CONCRETE MATERIALS ARE UNACCEPTABLE. THE FILTER UNDERLYING ROCK CHANNEL PROTECTION SHALL BE FILTER FABRIC AS PER SECTION 601.09.

FLARED END SECTIONS CALLED FOR ON THE PLANS SHALL BE ADVANCED DRAINAGE SYSTEMS (ADS) "FLARED END SECTIONS" OR APPROVED EQUAL, WITH THREADED RODS AND WING NUTS. N-12 ADAPTER FITTINGS FOR CONNECTION TO CONCRETE PIPE SHALL BE INCLUDED IN THE UNIT BID PRICE FOR THE FLARED END SECTIONS.

ALL STORM SEWERS WITH PIPE DIAMETERS 12 INCHES TO 15 INCHES SHALL BE REINFORCED CONCRETE PIPE CONFORMING TO ASTM DESIGNATION C76, WALL B, CLASS V. ALL STORM SEWERS WITH PIPE DIAMETERS 18 INCHES AND LARGER PIPE SHALL BE ASTM C76, CLASS III, OR 901.02 ITEM 20 HDPP, UNLESS OTHERWISE SHOWN ON THE PLANS.

ALL NEW CONDUITS 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.

**ITEM 304 – AGGREGATE BASE, AS PER PLAN**

THE CONTRACTOR SHALL REUSE AND COMPACT THE GRAVEL FROM THE REMOVED EXISTING PATH AT THE PROPOSED CONNECTION POINTS OF THE PROPOSED PATH TO THE EXISTING PATH, AS SHOWN ON THE PLANS. REUSED GRAVEL SHALL BE PLACED TO A COMPACTED DEPTH OF 9”.

PAYMENT FOR ALL LABOR, EQUIPMENT AND MATERIALS NECESSARY TO PERFORM THE WORK NOTED ABOVE SHALL BE INCLUDED IN THE UNIT PRICE BID PER CUBIC YARD FOR ITEM 304 – AGGREGATE BASE, AS PER PLAN.

**ITEM 614 – MAINTAINING TRAFFIC**

A MINIMUM OF ONE (1) LANE OF TRAFFIC IN EACH DIRECTION SHALL BE MAINTAINED AT ALL TIMES ON HARD ROAD BY USE OF THE EXISTING PAVEMENT. THE WESTBOUND CURB LANE SHALL BE CLOSED PER ODOT STD. DWG. MT-95.61 AT THE CONSTRUCTION ENTRANCE, AS SHOWN IN THE PLANS.

THE CONTRACTOR SHALL NOTIFY THE CITY OF DUBLIN AT LEAST 14 DAYS IN ADVANCE OF ANY PLANNED LANE CLOSURES OR OTHER DISRUPTION OF TRAFFIC. LENGTH AND DURATION OF LANE CLOSURES AND RESTRICTIONS SHALL BE AT THE APPROVAL OF THE ENGINEER. IT IS THE INTENT TO MINIMIZE THE IMPACT TO THE TRAVELING PUBLIC.

THE CONTRACTOR SHALL PROVIDE, ERECT AND MAINTAIN SIGNS AND SIGN SUPPORTS AS DETAILED IN THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES.

ALL WORK AND TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH CMS 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, UNLESS SEPARATELY ITEMIZED IN THE PLAN.

**ITEM 609 – COMBINATION CONCRETE CURB AND GUTTER, AS PER PLAN**

THE COMBINATION CONCRETE CURB AND GUTTER SHALL BE IN ACCORDANCE WITH CITY OF DUBLIN STANDARD DRAWING RD-02.

WHERE THESE ITEMS ARE TO BE PLACED WITHIN OR ADJACENT TO EXISTING PAVEMENT, THE PAVEMENT SHALL BE SAWCUT, REMOVED AND REPLACED IN ACCORDANCE WITH THE PLAN LOCATIONS AND DETAILS. THE COST OF ALL LABOR, MATERIALS, AND EQUIPMENT REQUIRED TO SAWCUT, REMOVE AND REPLACE THE AFFECTED EXISTING PAVEMENT AREA SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR THE PERTINENT 609 ITEM.

**ITEM 653 – TOPSOIL FURNISHED AND PLACED, AS PER PLAN**

A MINIMUM 3 INCHES OF TOPSOIL SHALL BE PLACED IN ALL AREAS TO BE SEEDED. PRIOR TO PLACING TOPSOIL IN CUT AREAS, THE EARTH SHALL BE EXCAVATED TO A DEPTH SUFFICIENT TO PLACE 3 INCHES OF TOPSOIL. THE COST OF EXCAVATION AND DISPOSAL OF SURPLUS MATERIALS WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE COST OF THE VARIOUS CONTRACT ITEMS.

TOPSOIL SHALL BE REMOVED AND WASTED OR UTILIZED IN NON-LOAD BEARING FILLS IN ACCORDANCE WITH THE SPECIFICATIONS. NO EXTRA COMPENSATION SHALL BE PAID FOR THE REMOVAL OF EXCESS TOPSOIL AS REQUIRED TO OBTAIN A SUITABLE SUBGRADE. PAYMENT FOR TOPSOIL REMOVAL IS INCLUDED IN ITEM 203, EXCAVATION.

ALL TOPSOIL MATERIALS AND FINAL AREA OF SUBGRADE PREPARATION SHALL BE FREE FROM ROCK AND OTHER FOREIGN MATERIAL OF 1/2” OR GREATER IN ANY DIMENSION.

**ITEM 659 – SEEDING AND MULCHING, AS PER PLAN**

SEEDING AND MULCHING SHALL BE APPLIED TO ALL DISTURBED GRASS AREAS OUTSIDE OF THE LIMITS OF THE WOODS.

SEED: CERTIFICATION OF GRASS SEED SHALL BE PROVIDED BY SEED VENDOR FOR EACH GRASS-SEED MIXTURE STATING THE BOTANICAL AND COMMON NAME, PERCENTAGE BY WEIGHT OF EACH SPECIES AND VARIETY; AND PERCENTAGE OF PURITY, GERMINATION, AND WEED SEED. INCLUDE THE YEAR OF PRODUCTION AND DATE OF PACKAGING. FURNISH NATIONAL TURFGRASS EVALUATION PROGRAM (NTEP) DATA FOR EACH SPECIES TO BE USED.

GRASS SEED MUST BE FRESH, CLEAN, DRY, NEW-CROP SEED COMPLYING WITH THE A.O.S.A. "JOURNAL OF SEED TECHNOLOGY" RULES FOR TESTING SEEDS FOR PURITY AND GERMINATION TOLERANCES.

SEED SPECIES SHALL BE AS FOLLOWS, WITH NOT LESS THAN 90 PERCENT GERMINATION, NOT LESS THAN 98 PERCENT PURE SEED, AND NOT MORE THAN 0.5 PERCENT WEED SEED.

TURFGRASS SEED MIX PROPORTIONED BY WEIGHT:

- A. 80 PERCENT TALL FESCUE (FESTUCA ARUNDINACEA), WITH A MINIMUM OF 3 IMPROVED TURF-TYPE VARIETIES. KENTUCKY-31 AND ALTA VARIETIES ARE NOT APPROVED.
- B. 20 PERCENT PERENNIAL RYEGRASS (LOLIUM PERENNE).

SEEDING: SOW SEED AT A TOTAL RATE OF 7-9 LB. / 1,000 S.F. WITH A SPREADER OR SEEDING MACHINE. RAKE SEED LIGHTLY INTO TOP 1/8 INCH OF SOIL, ROLL LIGHTLY, AND WATER WITH FINE SPRAY. THOROUGHLY COVER WITH STRAW AND TACK. TACK SHALL BE ADEQUATE TO PREVENT THE STRAW FROM BEING BLOWN AWAY.

PROTECT SEEDED AREAS WITH SLOPES EXCEEDING 3:1 WITH EROSION CONTROL BLANKETS AS DIRECTED BY THE ENGINEER. COST OF EROSION CONTROL BLANKETS, MATERIAL, AND LABOR SHALL BE PAID FOR BY THE CITY.

**HYDRO-SEEDING: NOT PERMITTED.**

**HYDRO-MULCHING: NOT PERMITTED.**

TURF MAINTENANCE: MAINTAIN AND ESTABLISH TURF BY WATERING, FERTILIZING, WEEDING, MOWING, TRIMMING, AND REPLANTING TO ESTABLISH HEALTHY, VIABLE TURF. ROLL, REGRADE, AND REPLANT BARE OR ERODED AREAS AND REMULCH TO PRODUCE A UNIFORMLY SMOOTH TURF. PROVIDE THE SAME MATERIALS AND INSTALLATION AS THOSE USED IN THE ORIGINAL INSTALLATION. WATER TURF WITH FINE SPRAY AT A MINIMUM RATE OF 1 INCH PER WEEK UNLESS RAINFALL PRECIPITATION IS ADEQUATE.

MOW TURFGRASS SEED MIX AREAS AS SOON AS TOP GROWTH IS TALL ENOUGH TO CUT. REPEAT MOWING TO MAINTAIN SPECIFIED HEIGHT WITHOUT CUTTING MORE THAN 1/3 OF GRASS HEIGHT. MOW AREAS TO A HEIGHT OF 2 TO 3 INCHES.

**ITEM 661 – MULCHING, AS PER PLAN**

THE CONTRACTOR SHALL PLACE A MINIMUM 3” OF MULCH IN ALL DISTURBED AREAS WITHIN THE LIMITS OF THE WOODS.

TREES REMOVED AS PART OF THIS PROJECT MAY BE PROCESSED AS SUITABLE MULCH AND USED FOR THIS PURPOSE.

THE COST OF ALL LABOR, MATERIALS, AND EQUIPMENT NECESSARY TO PERFORM THE WORK NOTED ABOVE SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR ITEM 661 – MULCHING, AS PER PLAN

**PROJECT DESCRIPTION**

CONSTRUCTION OF APPROXIMATELY 2900' OF AN 8' WIDE SHARED-USE PATH LOCATED ALONG WEST AND NORTH BOUNDARIES OF THE SCIOTO HIGH SCHOOL PROPERTY. CONSTRUCTION OF APPROXIMATELY 250' OF AN 8' WIDE SHARED-USE PATH BETWEEN TONTI DRIVE AND THE AFOREMENTIONED PROPOSED PATH. PROJECT WILL INCLUDE MINOR DRAINAGE IMPROVEMENTS NECESSITATED BY CONSTRUCTION OF THE SHARED-USE PATHS.

**BMP MEASURES**

MULCH COVER (3" MINIMUM) SHALL BE PLACED OVER EARTH DISTURBED AREA WITHIN WOODED AREAS IN ORDER TO PROVIDE EROSION CONTROL AND MAINTAIN THE NATURAL CHARACTERISTICS OF THE WOODED AREA FLOOR. CARE HAS BEEN TAKEN TO KEEP EARTH DISTURBED AREAS TO A MINIMUM AND MAINTAIN EXISTING DRAINAGE FLOW PATTERNS ACROSS THE PATH WHENEVER POSSIBLE.

POST CONSTRUCTION BMP REQUIREMENTS ARE MET BASED ON THE OHIO EPA REQUIREMENTS FOR SMALL CONSTRUCTION ACTIVITIES.

**LEGEND**

□ IP INLET PROTECTION



CALCULATED LIMO CHECKED KJG

**EROSION CONTROL PLAN**

DUBLIN SCIOTO HIGH SCHOOL  
SHARED-USE PATH CONNECTION

**GENERAL NOTES**

1. A DETAILED TEMPORARY AND PERMANENT EROSION CONTROL PLAN MUST BE SUBMITTED TO THE CITY ENGINEER FOR APPROVAL BEFORE CONSTRUCTION IF ONE IS NOT INCLUDED IN THE PLANS. THE DESIGN OF EROSION CONTROL SYSTEMS SHALL FOLLOW THE REQUIREMENTS OF OHIO EPA, ITEM 207 OF CITY OF COLUMBUS CONSTRUCTION AND MATERIAL SPECIFICATIONS, AND THE CITY ENGINEER. THE CONTRACTOR SHALL BE CONSIDERED THE DEVELOPER OF THE STORMWATER DISCHARGE.
2. THE CONTRACTOR SHALL PROVIDE SEDIMENT CONTROL AT ALL POINTS WHERE CHANNELIZED WATER LEAVES THE PROJECT, INCLUDING WATERWAYS AND STORM SEWERS, WHETHER SPECIFICALLY SHOWN ON THE PLANS OR NOT.
3. ACCEPTED METHODS OF PROVIDING EROSION/SEDIMENT CONTROL INCLUDE BUT ARE NOT LIMITED TO: MULCHING, SEDIMENT FILTERS, SILT FILTER FENCE, ROCK CHECK DAMS, AND TEMPORARY GROUND COVER.
4. THE CONTRACTOR SHALL PROVIDE ADEQUATE DRAINAGE OF THE WORK AREA AT ALL TIMES CONSISTENT WITH EROSION CONTROL PRACTICES.
5. DISTURBED AREAS THAT WILL REMAIN UNWORKED FOR 45 DAYS OR MORE SHALL BE SEEDED WITHIN 7 CALENDAR DAYS OF THE DISTURBANCE. OTHER SEDIMENT CONTROLS THAT ARE INSTALLED SHALL BE MAINTAINED UNTIL VEGETATIVE GROWTH HAS BEEN ESTABLISHED. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE REMOVAL OF ALL TEMPORARY SEDIMENT DEVICES AT THE CONCLUSION OF CONSTRUCTION BUT NOT BEFORE GROWTH OF PERMANENT GROUND COVER.
6. ALL DENUDED AREAS, INCLUDING STOCKPILED TOPSOIL AND EXCAVATED MATERIAL, ARE TO BE PROTECTED THROUGH THE USE OF TEMPORARY SEEDING, OR COVERED WITH ANCHORED STRAW MULCH.
7. FINAL GRADING WILL BE CONSISTENT WITH PRECONSTRUCTION TOPOGRAPHY TO MAINTAIN DRAINAGE AND AESTHETICS.
8. REMOVE ONLY THE TREES, SHRUBS, AND GRASSES THAT MUST BE REMOVED TO PERMIT ACTUAL CONSTRUCTION. PROTECT THE REMAINING TO PRESERVE THEIR AESTHETIC AND EROSION CONTROL VALUE.
9. BACKFILL TRENCHES IMMEDIATELY AFTER USE. SEED AND MULCH TRENCH AREA WITHIN 2 WEEKS AFTER AREA OR SECTION HAS BEEN OPENED.
10. SETTLING FACILITIES, SEDIMENT FILTERS, PERIMETER CONTROLS, AND OTHER PRACTICES INTENDED TO TRAP SEDIMENT SHALL BE IMPLEMENTED AS THE FIRST STEP OF GRADING OR CONSTRUCTION AND WITHIN 7 DAYS FROM THE START OF GRUBBING. THEY SHALL CONTINUE TO FUNCTION UNTIL THE UPSLOPE DEVELOPMENT AREA IS RESTABILIZED.
11. STORM SEWER INLET PROTECTION – ALL STORM SEWER INLETS WHICH ACCEPT WATER RUNOFF FROM THE PROJECT AREA SHALL BE PROTECTED SO THAT SEDIMENT-LADEN WATER WILL NOT ENTER THE STORM SEWER SYSTEM WITHOUT FIRST BEING FILTERED OR OTHERWISE TREATED TO REMOVE SEDIMENT, UNLESS THE STORM SEWER SYSTEM DRAINS TO A SETTLING FACILITY. THESE CONTROLS SHALL BE SELECTED AND LOCATED AS INDICATED IN THE PLANS AND AS DIRECTED BY THE CITY ENGINEER.
12. WORKING IN OR CROSSING STREAMS – STREAMS INCLUDING BED AND BANKS SHALL BE RESTABILIZED IMMEDIATELY AFTER IN-CHANNEL WORK IS COMPLETED, INTERRUPTED, OR STOPPED. TO THE EXTENT PRACTICABLE, CONSTRUCTION VEHICLES SHALL BE KEPT OUT OF STREAMS. WHERE IN-CHANNEL WORK IS NECESSARY, PRECAUTIONS SHALL BE TAKEN TO STABILIZE THE WORK AREA DURING CONSTRUCTION TO MINIMIZE EROSION. WHERE A STREAM MUST BE CROSSED BY CONSTRUCTION VEHICLES REGULARLY DURING CONSTRUCTION, A TEMPORARY CULVERT SHALL BE PROVIDED.
13. CONSTRUCTION ACCESS ROUTES – MEASURES SHALL BE TAKEN TO PREVENT SOIL TRANSPORT ONTO SURFACES WHERE RUNOFF IS NOT CHECKED BY SEDIMENT CONTROLS, OR ONTO PUBLIC ROADS. THE CONTRACTOR SHALL BE RESPONSIBLE TO ENSURE THAT OFF-SITE TRACKING OF SEDIMENTS BY VEHICLES AND EQUIPMENT IS ELIMINATED.

14. SLOUGHING AND DUMPING – NO SOIL, ROCK, DEBRIS, OR ANY OTHER MATERIAL SHALL BE DUMPED OR PLACED INTO A WATER RESOURCE OR INTO SUCH PROXIMITY THAT IT MAY READILY SLOUGH, SLIP, OR ERODE INTO A WATER RESOURCE UNLESS SUCH DUMPING OR PLACING IS AUTHORIZED BY THE CITY ENGINEER. UNSTABLE SOILS PRONE TO SLIPPING OR LANDSLIDING SHALL NOT BE GRADED, EXCAVATED, FILLED, OR HAVE LOADS IMPOSED UPON THEM UNLESS THE WORK IS DONE IN ACCORDANCE WITH A QUALIFIED PROFESSIONAL ENGINEER'S RECOMMENDATIONS TO CORRECT, ELIMINATE, OR ADEQUATELY ADDRESS THE PROBLEMS.
15. MAINTENANCE AND INSPECTION – ALL TEMPORARY AND PERMANENT EROSION AND SEDIMENT CONTROL PRACTICES SHALL BE DESIGNED AND CONSTRUCTED TO MINIMIZE MAINTENANCE REQUIREMENTS. THEY SHALL BE MAINTAINED AND REPAIRED AS NEEDED TO ENSURE CONTINUED PERFORMANCE OF THEIR INTENDED FUNCTION. MAINTENANCE AND INSPECTION OF ALL EROSION/SEDIMENT CONTROL DEVICES REQUIRED BY THE CITY ENGINEER SHALL BE THE SOLE RESPONSIBILITY OF THE CONTRACTOR. INSPECTIONS SHALL BE PERFORMED BY THE CONTRACTOR IN THE PRESENCE OF THE CITY ENGINEER, ONCE EVERY 7 CALENDAR DAYS AND/OR WITHIN 24 HOURS AFTER A RAIN EVENT OF GREATER THAN 0.5 INCHES IN A 24-HOUR PERIOD. THESE INSPECTIONS SHALL IDENTIFY AREAS CONTRIBUTING TO STORMWATER DISCHARGES ASSOCIATED WITH THE PROJECT; EVALUATE THE ADEQUACY, IMPLEMENTATION, AND MAINTENANCE OF EXISTING AND PROPOSED EROSION/SEDIMENTATION MEASURES; AND DETERMINE WHETHER ADDITIONAL MEASURES ARE REQUIRED. ACCEPTABLE INSPECTION REPORTS SHALL BE PREPARED BY THE CONTRACTOR AND SUBMITTED TO THE CITY ENGINEER WITHIN 48 HOURS OF INSPECTION COMPLETION. THE REPORT SHALL CONTAIN THE RESULTS OF THE INSPECTION, NAME(S) AND QUALIFICATIONS OF PERSONNEL MAKING THE INSPECTION, MAJOR OBSERVATIONS RELATING TO THE IMPLEMENTATION OF THE TEMPORARY EROSION AND SEDIMENT CONTROL PLAN, A CERTIFICATION THAT THE FACILITY IS IN COMPLIANCE WITH THE PLAN, AND IDENTIFYING ANY INCIDENTS OF NONCOMPLIANCE.

16. OUTFLOWS FROM DEWATERING OPERATIONS – ALL WATER PRODUCED FROM CLEANING AND DEWATERING OPERATIONS, WHETHER SPECIFICALLY FROM TRENCH DEWATERING OPERATIONS OR FROM MORE EXTENSIVE DEWATERING OPERATIONS, SHALL BE DISCHARGED IN SUCH A MANNER AS TO ELIMINATE EROSION FROM SUCH DISCHARGE.
17. ADDITIONAL CONTROLS – THE CONTRACTOR SHALL ENSURE THAT NO SEDIMENTS ARE TRACKED OFF-SITE BY CONSTRUCTION EQUIPMENT, VEHICLES, AND WORKERS. THE CONTRACTOR SHALL ALSO ENSURE THAT NO SOLID OR LIQUID WASTE IS DISCHARGED INTO ANY STORMWATER FLOW.
18. TEMPORARY EROSION AND SEDIMENT CONTROL PLAN AVAILABILITY AND UPDATES – THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE TO ENSURE THE IMMEDIATE AVAILABILITY OF THE TEMPORARY EROSION AND SEDIMENT CONTROL PLAN ON-SITE. THE CONTRACTOR SHALL ALSO BE SOLELY RESPONSIBLE TO PERFORM ALL UPDATES AND ADJUSTMENTS TO THE TEMPORARY EROSION AND SEDIMENT CONTROL PLAN.

**ITEM SPECIAL – CONSTRUCTION ENTRANCE, AS PER PLAN**

THE CONTRACTOR SHALL INSTALL A TEMPORARY CONSTRUCTION ENTRANCE AS PER CITY OF COLUMBUS STD. DWG. 2230 WITH THE EXCEPTION OF THE LENGTH OF THE ENTRANCE. THE CONSTRUCTION ENTRANCE LENGTH SHALL BE DETERMINED IN THE FIELD PER THE CITY ENGINEER.

PAYMENT FOR ALL LABOR, EQUIPMENT AND MATERIALS NECESSARY TO COMPLETE THE WORK NOTED ABOVE SHALL BE INCLUDED IN THE UNIT PRICE BID PER EACH FOR ITEM SPECIAL – CONSTRUCTION ENTRANCE, AS PER PLAN.

**TEMPORARY EROSION AND SEDIMENT CONTROL**

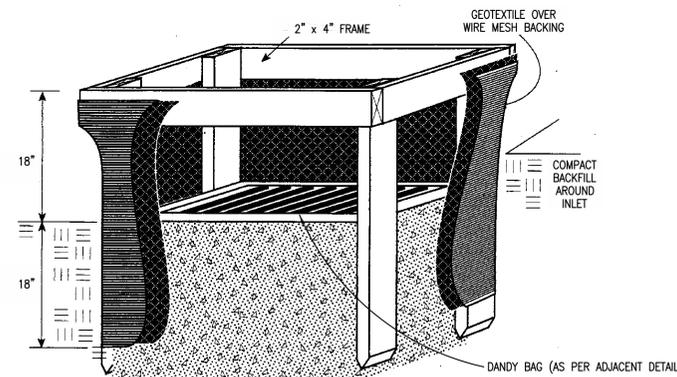
THE FOLLOWING ESTIMATED QUANTITY IS TO BE USED AS DIRECTED BY THE CITY ENGINEER FOR TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES:

ITEM 207 – INLET PROTECTION	2 EACH
ITEM SPECIAL – CONSTRUCTION ENTRANCE, AS PER PLAN	2 EACH

**PROHIBITED CONSTRUCTION ACTIVITIES**

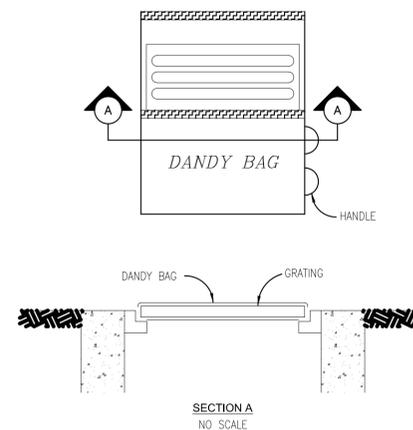
THE CONTRACTOR SHALL NOT USE CONSTRUCTION PROCEDURES, ACTIVITIES, OR OPERATIONS THAT MAY UNNECESSARILY IMPACT THE NATURAL ENVIRONMENTAL OR THE PUBLIC HEALTH AND SAFETY. PROHIBITED CONSTRUCTION PROCEDURES, ACTIVITIES, OR OPERATIONS INCLUDE, BUT ARE NOT LIMITED TO, THE FOLLOWING:

1. DISPOSING OF EXCESS OR UNSUITABLE EXCAVATED MATERIAL IN WETLANDS OR FLOOD PLAINS, EVEN WITH THE PERMISSION OF THE PROPERTY OWNER.
2. INDISCRIMINATE, ARBITRARY, OR CAPRICIOUS OPERATION OF EQUIPMENT IN ANY STREAM CORRIDORS, ANY WETLANDS, ANY SURFACE WATERS, OR OUTSIDE THE EASEMENT LIMITS.
3. PUMPING OF SEDIMENT LADEN WATER FROM TRENCHES OR OTHER EXCAVATIONS INTO ANY SURFACE WATERS, ANY STREAM CORRIDORS, ANY WETLANDS, OR STORM DRAINS.
4. DISCHARGING POLLUTANTS SUCH AS CHEMICALS, FUELS, LUBRICANTS, BITUMINOUS MATERIALS, RAW SEWAGE, AND/OR ANY OTHER HARMFUL WASTE, INTO OR ALONGSIDE OF RIVERS, STREAMS, IMPOUNDMENTS, OR INTO NATURAL OR MAN-MADE CHANNELS LEADING THERETO.
5. PERMANENT OR UNSPECIFIED ALTERATION OF THE FLOWLINE OF A STREAM.
6. DAMAGING VEGETATION OUTSIDE OF THE CONSTRUCTION AREA.
7. DISPOSAL OF TREES, BRUSH, AND OTHER DEBRIS IN ANY STREAM CORRIDORS, WETLANDS, OR SURFACE WATERS.
8. OPEN BURNING OF PROJECT DEBRIS WITHOUT A PERMIT.
9. STORING CONSTRUCTION EQUIPMENT AND VEHICLES AND/OR STOCKPILING CONSTRUCTION MATERIALS ON PROPERTY (PUBLIC OR PRIVATE) NOT PREVIOUSLY SPECIFIED BY THE CITY ENGINEER FOR SAID PURPOSES.



1. Inlet protection shall be constructed either before upslope land disturbance begins or before the storm drain becomes operational.
2. The earth around the inlet shall be excavated completely to a depth of at least 18 in.
3. The wooden frame shall be constructed of 2-by-4-in. construction-grade lumber. The 2-by-4-in. posts shall be driven 1 ft. into the ground at four corners of the inlet and the top portion of 2-by-4-in. frame assembled using the overlap joint shown. The top of the frame shall be at least 6 in. below adjacent roads if ponded water would pose a safety hazard to traffic.
4. Wire mesh shall be of sufficient strength to support fabric with water fully impounded against it. It shall be stretched tightly around the frame and fastened securely to the frame.
5. Geotextile shall have an equivalent opening size of 20-40 sieve and be resistant to sunlight. It shall be stretched tightly around the frame and fastened securely. It shall extend from the top of the frame to 18 in. below the inlet notch elevation. The geotextile shall overlap across one side of the inlet so the ends of the cloth are not fastened to the same post.
6. Backfill shall be placed around the inlet in compacted 6-in. layers until the earth is even with notch elevation on ends and top elevation on sides.
7. A compacted earth dike or a check dam shall be constructed in the ditch line below the inlet if the inlet is not in a depression and if runoff bypassing the inlet will not flow to a settling pond. The top of earth dikes shall be at least 6 in. higher than the top of the frame.

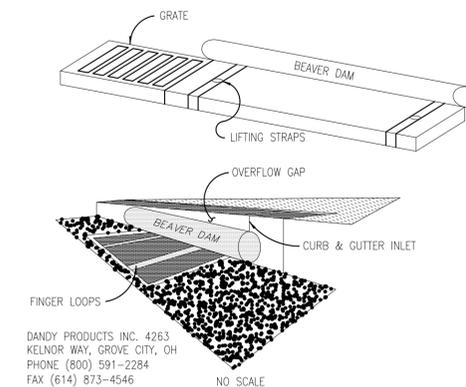
**INLET PROTECTION DETAIL**  
FOR CATCH BASINS



INSTALLATION: STAND GRATE ON END. PLACE DANDY BAG OVER GRATE. FLIP GRATE OVER SO THAT OPEN END IS UP. PULL UP SLACK. TUCK FLAP IN. BE SURE END OF GRATE IS COMPLETELY COVERED BY FLAP OR DANDY BAG WILL NOT FIT PROPERLY. HOLDING HANDLES, CAREFULLY PLACE DANDY BAG WITH GRATE INSERTED INTO CATCH BASIN FRAME SO THAT RED DOT ON THE TOP OF THE DANDY BAG IS VISIBLE.

MAINTENANCE: AFTER SILT HAS DRIED, REMOVE IT FROM THE SURFACE OF DANDY BAG WITH BROOM.

**DANDY BAG DETAIL**  
FOR CATCH BASINS



INSTALLATION: STAND GRATE ON END. SLIDE THE BEAVER DAM BAG ON WITH DAM ON TOP OF GRATE. PULL ALL EXCESS DOWN. LAY UNIT ON ITS SIDE. CAREFULLY TUCK FLAP IN. PRESS VELCRO STRIPS TOGETHER. INSTALL THE UNIT MAKING SURE FRONT EDGE OF GRATE IS INSERTED IN FRAME FIRST THEN LOWER BACK INTO PLACE. PRESS VELCRO DOTS TOGETHER WHICH ARE LOCATED UNDER LIFTING STRAPS. THIS INSURES STRAPS REMAIN FLUSH WITH GUTTER.

MAINTENANCE: WITH A STIFF BRISTLE BROOM SWEEP SILT & OTHER DEBRIS OFF SURFACE AFTER EACH EVENT.

**BEAVER DAM DETAIL**  
FOR CURB & GUTTER INLETS

ITEM	DESCRIPTION	TOTAL	UNIT	ITEM	DESCRIPTION	TOTAL	UNIT	ITEM	DESCRIPTION	TOTAL	UNIT
GENERAL			EROSION CONTROL				PAVEMENT				
614	MAINTAINING TRAFFIC	1	LUMP	207	INLET PROTECTION	2	EACH	301	ASPHALT CONCRETE BASE, PG64-22	536	TON
623	CONSTRUCTION LAYOUT STAKES	1	LUMP	SPECIAL	CONSTRUCTION ENTRANCE, AS PER PLAN	2	EACH				
624	MOBILIZATION	1	LUMP					304	AGGREGATE BASE	595	CY
				601	ROCK CHANNEL PROTECTION, TYPE C, WITH FILTER	6	CY	304	AGGREGATE BASE, AS PER PLAN	4	CY
				659	SEEDING AND MULCHING, AS PER PLAN	900	SY	407	TACK COAT	116	GAL
				659	COMMERCIAL FERTILIZER	0.13	TON				
				659	WATER	5	MGAL	448	ASPHALT CONCRETE, SURFACE COURSE, TYPE 1 (MEDIUM TRAFFIC), PG64-22	242	TON
ROADWAY											
201	CLEARING AND GRUBBING	1	LUMP	661	MULCHING, AS PER PLAN	400	CY	609	6" CONCRETE COMBINATION CURB AND GUTTER, AS PER PLAN	40	LF
202	CURB AND GUTTER REMOVED AND DISPOSED OF	40	LF								
203	EXCAVATION	1100	CY	DRAINAGE				WATER			
203	EMBANKMENT	500	CY	603	12" CONDUIT, TYPE A, 706.02	54	LF	807	COLUMBUS STANDARD HEAVY DUTY VALVE BOX	3	EACH
204	SUBGRADE COMPACTION	3927	SY	605	4" PIPE UNDERDRAINS	40	LF				
204	EXCAVATION OF SUBGRADE	200	CY	SPECIAL	12" ADS FLARED END SECTION WITH DISSIMILAR COUPLER	6	EACH				
204	GRANULAR EMBANKMENT, NO. 304 STONE	200	CY								
204	GEOTEXTILE FABRIC	400	SY								
206	LIME KILN DUST STABILIZED SUBGRADE, 16" DEEP, AS PER PLAN	3927	SY								
653	TOPSOIL FURNISHED AND PLACED, AS PER PLAN	75	CY								

GENERAL SUMMARY

DUBLIN SCIOTO HIGH SCHOOL  
SHARED-USE PATH CONNECTION

CALCULATED  
LMO  
CHECKED  
KJG

SHARED-USE PATH B "A" REFERENCE

BASELINE "A" STATION	OFFSET TO PATH CENTERLINE	PROPOSED CENTERLINE ELEVATION
1+00		
1+25	3.21' LT.	890.25
1+50	4.13' LT.	891.51
1+75	1.07' RT.	892.79
2+00	0.64' RT.	894.04
2+25	0.36' LT.	895.29
2+50	1.36' LT.	896.54
2+75	6.40' RT.	897.83
3+00	13.71' RT.	898.86
3+25	11.54' RT.	899.61
3+50	2.18' LT.	900.53
3+75	9.35' LT.	901.27
4+00	0.13' LT.	901.72
4+25	4.62' RT.	902.03
4+50	8.01' RT.	902.35
4+75	10.06' RT.	902.54
5+00	10.79 RT.	902.73
5+25	10.21' RT.	903.08
5+50	10.21' RT.	903.37
5+75	18.66' RT.	903.61
6+00	32.12' RT.	903.68
6+25	41.94' RT.	903.19
6+50	48.13' RT.	902.12
6+75	51.02' RT.	901.18
7+00	51.86' RT.	900.89
7+25	52.67' RT.	900.87
7+50	53.48' RT.	900.89
7+75	54.28' RT.	901.26
8+00	55.09 RT.	902.04
8+25	55.89' RT.	902.90
8+50	56.70' RT.	903.57
8+75	75.34' RT.	902.66
9+00	49.67' RT.	903.63
9+25	24.00' RT.	904.28
9+50	1.67' LT.	904.68
9+75	6.00' LT.	905.17
10+00	6.00' LT.	905.30
10+25	6.00' LT.	905.17
10+50	6.00' LT.	905.09
10+75	6.00' LT.	905.14
11+00	6.00' LT.	904.98
11+25	6.00' LT.	904.33
11+50	6.00' LT.	903.91
11+75	6.00' LT.	903.70
12+00	6.00' LT.	903.50
12+25	6.00' LT.	903.05
12+50	6.08' LT.	902.68
12+75	9.01' LT.	902.43
13+00	14.39' LT.	902.24
13+25	12.09' LT.	902.34
13+50	7.00' LT.	902.79
13+75	6.00' LT.	903.47
14+00	6.00' LT.	904.18
14+25	6.00' LT.	905.04
14+50	6.00' LT.	905.97
14+75	6.00' LT.	906.80
15+00	6.00' LT.	907.08
15+25	6.00' LT.	906.73
15+50	6.00' LT.	905.72
15+75	6.00' LT.	904.47
16+00	6.33' LT.	903.35
16+25	10.89' LT.	902.80
16+50	15.42' LT.	902.81

BASELINE "A" STATION	OFFSET TO PATH CENTERLINE	PROPOSED CENTERLINE ELEVATION
16+75	14.75' LT.	903.08
17+00	16.98' LT.	904.06
17+25	19.36' LT.	905.18
17+50	18.15' LT.	906.43
17+75	16.93' LT.	907.68
18+00	15.72' LT.	908.93
18+25	14.51' LT.	910.18
18+50	13.30' LT.	911.43
18+75	13.38' LT.	912.68
19+00	14.21' LT.	913.66
19+25	15.03' LT.	914.11
19+50	15.85' LT.	914.27
19+75	16.64' LT.	914.35
20+00	17.43' LT.	914.68
20+25	18.21' LT.	915.04
20+50	19.00' LT.	914.92
20+75	19.79' LT.	914.19
21+00	20.58' LT.	912.96
21+25	33.09' LT.	911.16
21+50	30.23' LT.	911.20
21+75	15.79' LT.	912.10
22+00	8.56' LT.	913.06
22+25	8.00' LT.	913.87
22+50	8.00' LT.	914.72
22+75	8.00' LT.	915.82
23+00	8.00' LT.	917.02
23+25	8.00' LT.	918.38
23+50	6.18' LT.	919.71
23+75	9.07' RT.	921.12
24+00	9.00' RT.	921.86
24+25	9.00' RT.	922.28
24+50	9.00' RT.	922.35
24+75	9.00' RT.	922.29
25+00	9.00' RT.	922.22
25+25	9.00' RT.	922.06
25+50	8.59' RT.	921.75
25+75	4.96' RT.	921.47
26+00	2.21' LT.	921.19
26+25	7.22' LT.	921.21
26+50	8.50' LT.	921.30
26+75	8.50' LT.	921.65
27+00	8.50' LT.	922.11
27+25	8.50' LT.	922.52
27+50	8.50' LT.	923.03
27+75	8.50' LT.	923.58
28+00	8.50' LT.	923.95
28+25	8.50' LT.	924.10

SHARED-USE PATH B "B" REFERENCE

BASELINE "B" STATION	OFFSET TO PATH CENTERLINE	PROPOSED CENTERLINE ELEVATION
30+75	25.24' LT.	904.67
31+00	37.13' LT.	906.07
31+25	35.89' LT.	907.33
31+50	32.31' LT.	908.59
31+75	27.77' LT.	909.86
32+00	18.55' LT.	911.19
31+25	6.99' LT.	912.57
32+50	2.19' LT.	913.61
32+75	2.00' LT.	614.17

CALCULATED  
LAM  
CHECKED  
KJG

B REFERENCE CALCULATIONS

DUBLIN SCIOTO HIGH SCHOOL  
SHARED-USE PATH CONNECTION

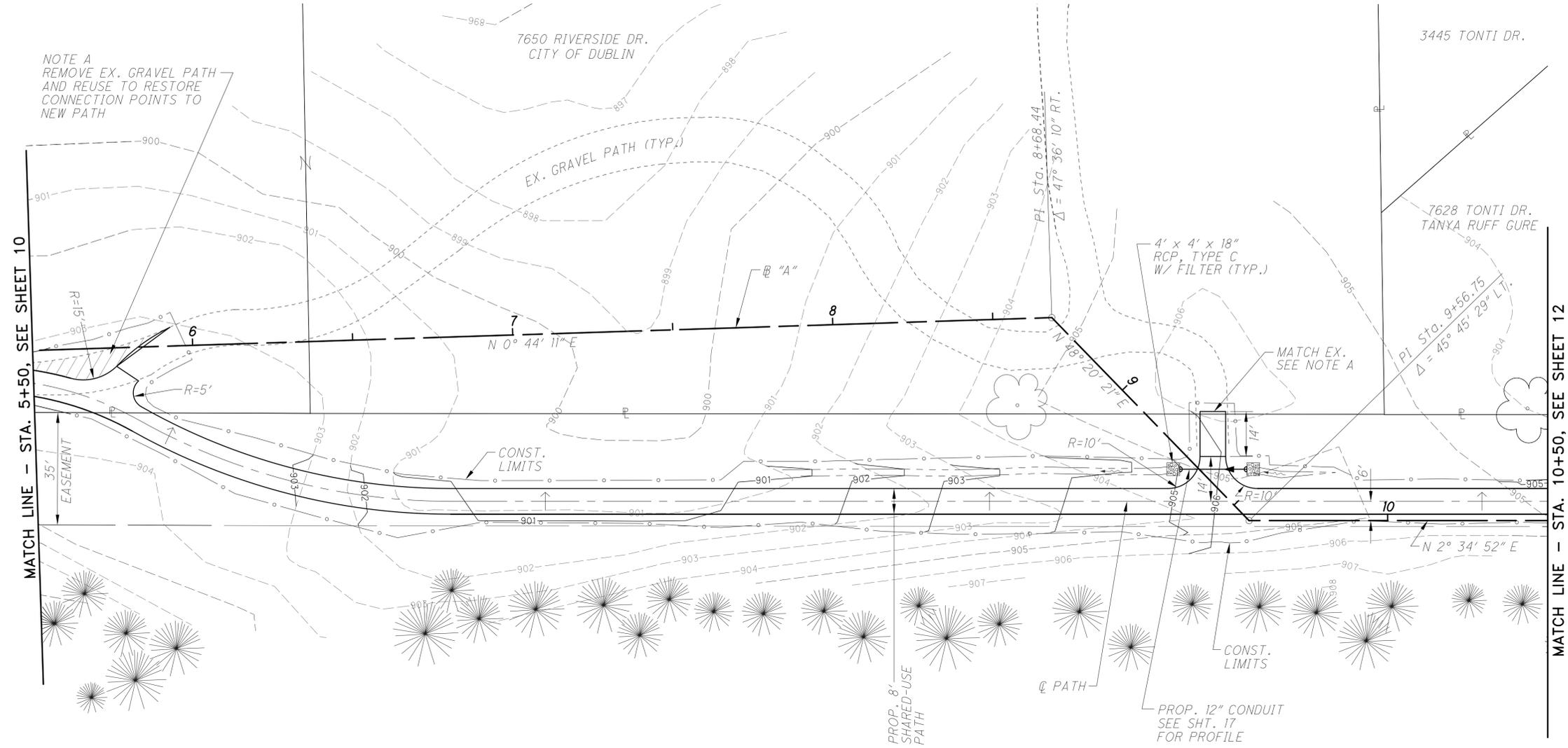




CALCULATED  
L.A.M.  
CHECKED  
K.J.G.

PLAN AND PROFILE  
"A" STA. 5+50 TO STA. 10+50

DUBLIN SCIOTO HIGH SCHOOL  
SHARED-USE PATH CONNECTION



NOTE A  
REMOVE EX. GRAVEL PATH  
AND REUSE TO RESTORE  
CONNECTION POINTS TO  
NEW PATH

MATCH LINE - STA. 5+50, SEE SHEET 10

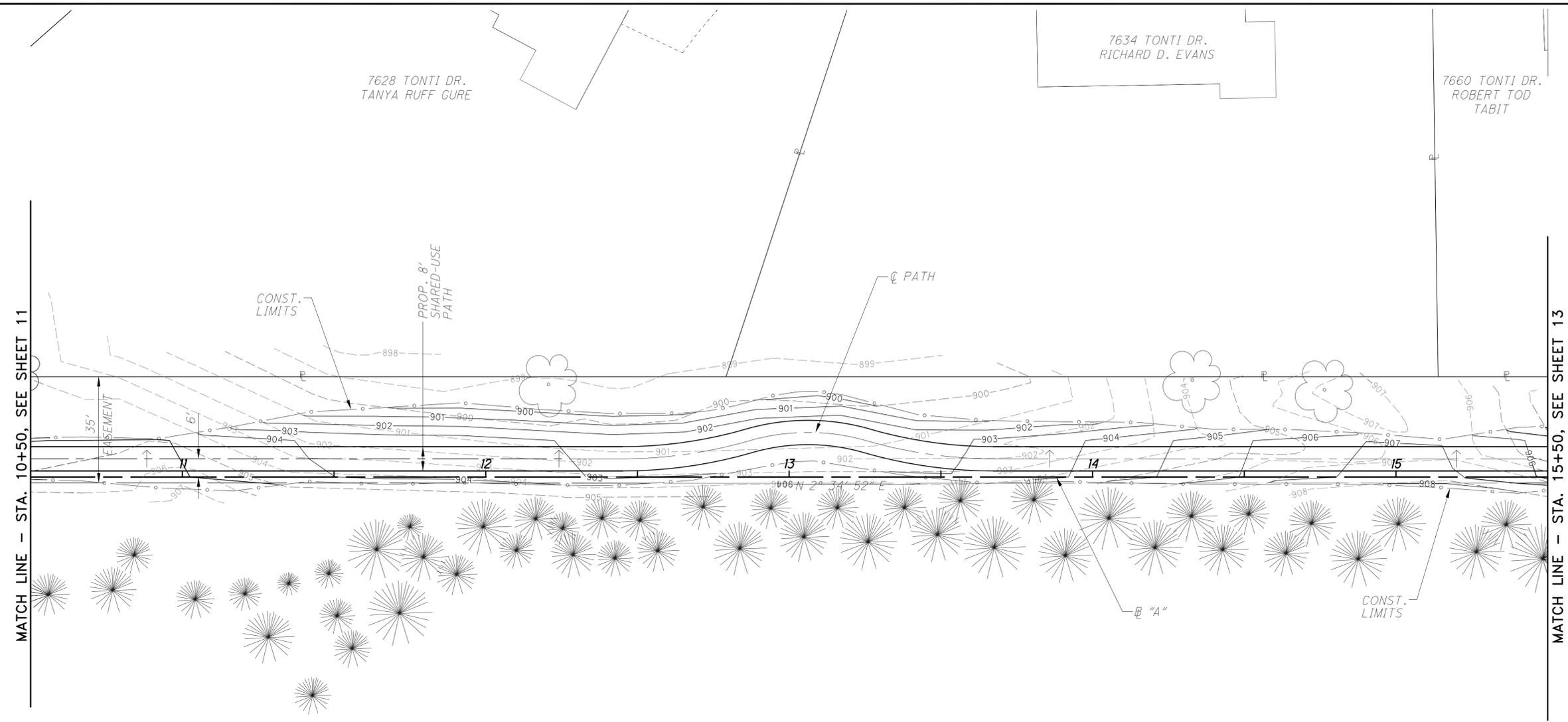
MATCH LINE - STA. 10+50, SEE SHEET 12

4000 HARD RD.  
BOARD OF EDUCATION OF THE  
DUBLIN CITY SCHOOL DISTRICT

SEE "B" REFERENCE TABLE ON SHEET 9  
FOR OFFSETS AND ELEVATIONS OF  
PROP. 8' SHARED-USE PATH FROM "A"

↑ INDICATES DIRECTION OF  
PATH CROSS SLOPE

PROFILE GRADE @ C PATH	903.37	903.61	903.68	903.19	902.12	901.18	900.89	900.87	900.89	901.26	902.04	902.90	903.74	902.66	903.84	905.11	905.95	905.91	905.63	905.30	PROFILE GRADE @ C PATH	
910																					910	
905																						905
900																						900
895																						895
890																						890
EXISTING GRADE @ C PATH	903.36	903.64	903.71	903.19	901.83	900.96	900.89	900.86	900.84	901.27	901.52	901.94	902.77	901.76	902.84	903.75	904.58	904.71	904.58	904.57		EXISTING GRADE @ C PATH
	6			7							8				9					10		



CALCULATED: LAM  
 CHECKED: KJG

0 10 20 40  
 HORIZONTAL SCALE IN FEET

N

4000 HARD RD.  
 BOARD OF EDUCATION OF THE  
 DUBLIN CITY SCHOOL DISTRICT

SEE B REFERENCE TABLE ON SHEET 9  
 FOR OFFSETS AND ELEVATIONS OF  
 PROP. 8' SHARED-USE PATH FROM B "A"

← INDICATES DIRECTION OF  
 PATH CROSS SLOPE

PROFILE GRADE @ C PATH	905.09	905.14	904.98	904.33	903.91	903.70	903.50	903.05	902.68	902.43	902.24	902.34	902.79	903.47	904.18	905.04	905.97	906.80	907.08	906.73	905.72	PROFILE GRADE @ C PATH	
910																						910	
905																							905
900																							900
895																							895
890																							890
EXISTING GRADE @ C PATH	904.85	905.09	905.59	903.91	903.00	902.69	902.26	901.84	901.58	900.93	900.58	900.84	901.79	902.16	903.42	904.38	905.48	905.59	906.25	906.56	904.76	EXISTING GRADE @ C PATH	
	11						12				13				14				15				

PLAN AND PROFILE  
 B "A" STA. 10+50 TO STA. 15+50

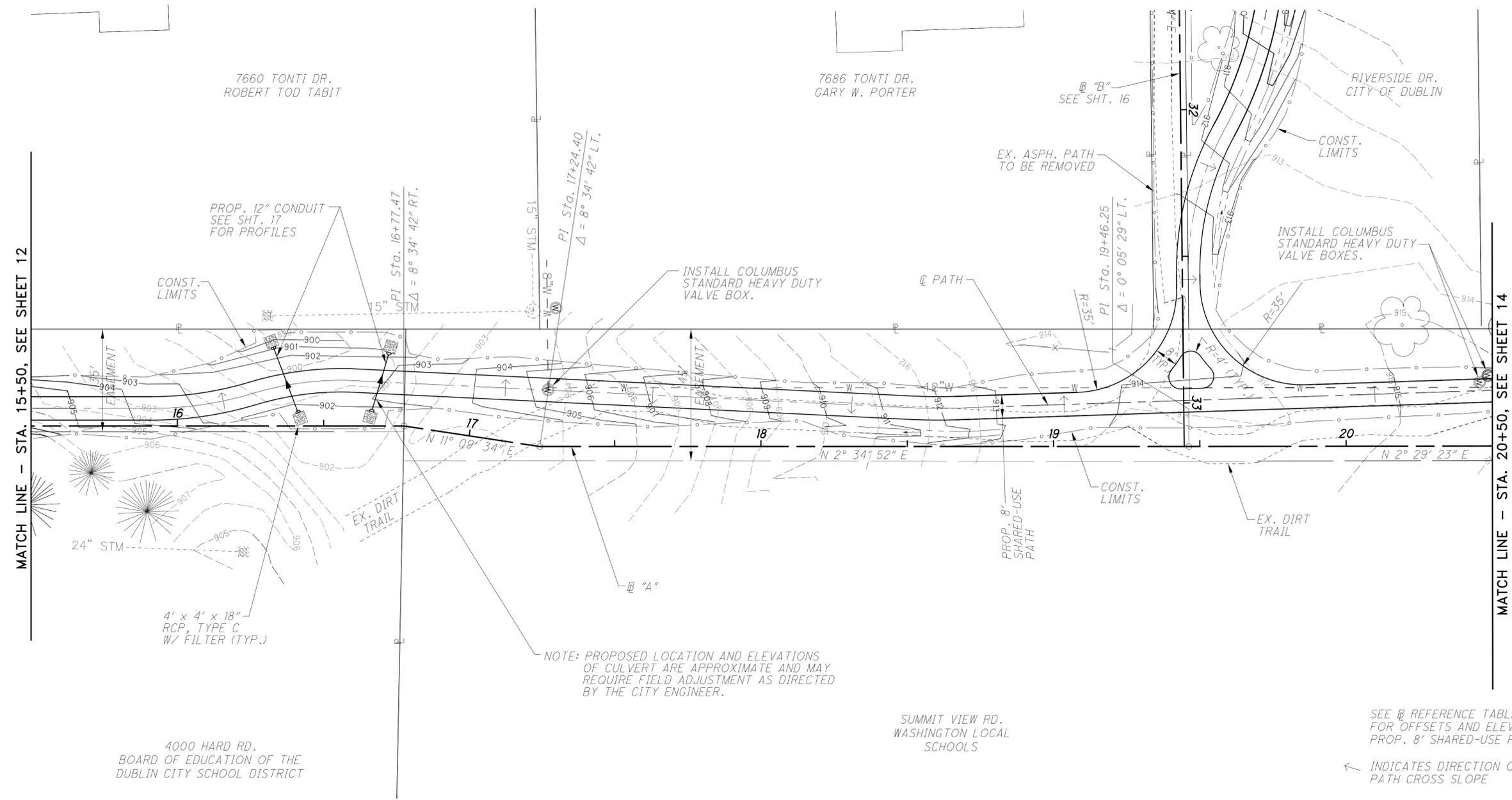
DUBLIN SCIOTO HIGH SCHOOL  
 SHARED-USE PATH CONNECTION



CALCULATED LAM CHECKED KJG

# PLAN AND PROFILE "A" STA. 15+50 TO STA. 20+50

## DUBLIN SCIOTO HIGH SCHOOL SHARED-USE PATH CONNECTION



MATCH LINE - STA. 15+50, SEE SHEET 12

MATCH LINE - STA. 20+50, SEE SHEET 14

NOTE: PROPOSED LOCATION AND ELEVATIONS OF CULVERT ARE APPROXIMATE AND MAY REQUIRE FIELD ADJUSTMENT AS DIRECTED BY THE CITY ENGINEER.

SUMMIT VIEW RD.  
WASHINGTON LOCAL SCHOOLS

SEE REFERENCE TABLE ON SHEET 9 FOR OFFSETS AND ELEVATIONS OF PROP. 8' SHARED-USE PATH FROM "A"

← INDICATES DIRECTION OF PATH CROSS SLOPE

PROFILE GRADE @ C PATH	905.72	904.47	903.35	902.80	902.81	903.08	904.06	905.18	906.43	907.68	908.93	910.18	911.43	912.68	913.66	914.11	914.27	914.35	914.68	915.04	914.92	PROFILE GRADE @ C PATH	
915																						915	
910																							910
905																							905
900																							900
895																							895
EXISTING GRADE @ C PATH	904.76	903.73	902.59	900.75	900.56	901.52	903.03	903.45	904.61	906.44	908.40	910.21	911.61	913.02	913.81	913.95	913.96	913.98	914.56	915.04	915.02		EXISTING GRADE @ C PATH
	16						17					18			19				20				

4000 HARD RD.  
BOARD OF EDUCATION OF THE  
DUBLIN CITY SCHOOL DISTRICT

7660 TONTI DR.  
ROBERT TOD TABIT

7686 TONTI DR.  
GARY W. PORTER

RIVERSIDE DR.  
CITY OF DUBLIN

24" STM

4' x 4' x 18"  
RCP, TYPE C  
W/ FILTER (TYP.)

PROP. 12" CONDUIT  
SEE SHT. 17  
FOR PROFILES

INSTALL COLUMBUS  
STANDARD HEAVY DUTY  
VALVE BOX.

INSTALL COLUMBUS  
STANDARD HEAVY DUTY  
VALVE BOXES.

EX. ASPH. PATH  
TO BE REMOVED

PROP. 8'  
SHARED-USE  
PATH

EX. DIRT  
TRAIL

CONST.  
LIMITS

C PATH

CONST.  
LIMITS

CONST.  
LIMITS

PI Sta. 16+77.47  
MΔ = 8° 34' 42" RT.

PI Sta. 17+24.40  
Δ = 8° 34' 42" LT.

PI Sta. 19+46.25  
Δ = 0° 05' 29" LT.

N 11° 09' 34" E

N 2° 34' 52" E

N 2° 29' 23" E

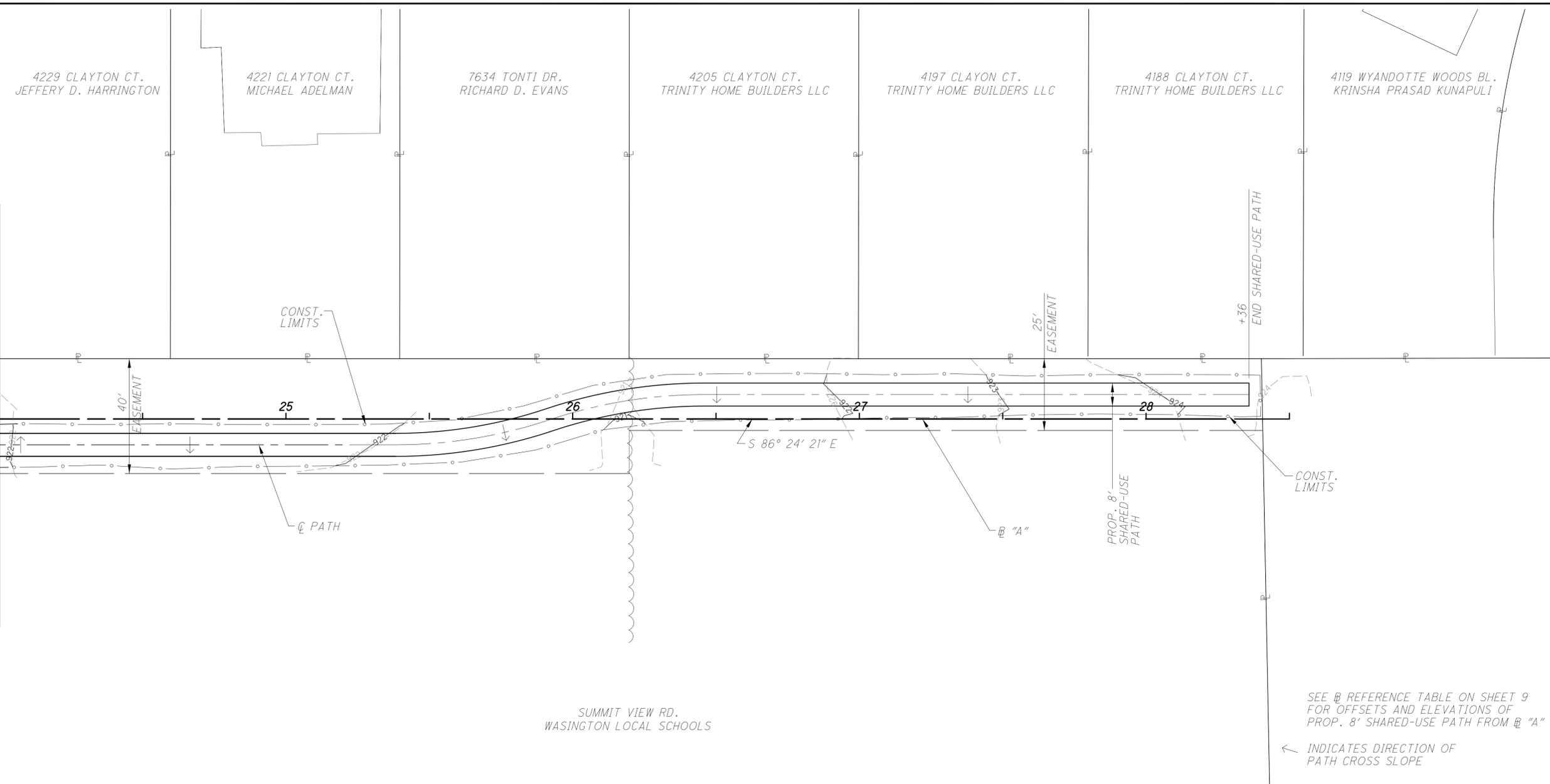
"A"

PROP. GRADE  
@ PATH

EX. GRADE  
@ PATH



MATCH LINE - STA. 24+00, SEE SHEET 14



SUMMIT VIEW RD.  
WASHINGTON LOCAL SCHOOLS

SEE @ REFERENCE TABLE ON SHEET 9 FOR OFFSETS AND ELEVATIONS OF PROP. 8' SHARED-USE PATH FROM @ "A"  
← INDICATES DIRECTION OF PATH CROSS SLOPE

PROFILE GRADE @ CL PATH	921.86	922.28	922.35	922.29	922.22	922.06	921.75	921.47	921.19	921.21	921.30	921.65	922.11	922.52	923.03	923.58	923.95	924.10	PROFILE GRADE @ CL PATH
930																			930
925																			925
920																			920
915																			915
910																			910
EXISTING GRADE @ CL PATH	921.83	922.30	922.36	922.30	922.21	922.09	921.74	921.46	921.20	921.08	921.29	921.59	922.16	922.46	923.03	923.61	923.95	924.10	EXISTING GRADE @ CL PATH
	24				25				26				27				28		

CALCULATED LAM CHECKED KJG

HORIZONTAL SCALE IN FEET

PLAN AND PROFILE  
@ "A" STA. 24+00 TO STA. 28+50

DUBLIN SCIOTO HIGH SCHOOL  
SHARED-USE PATH CONNECTION



