

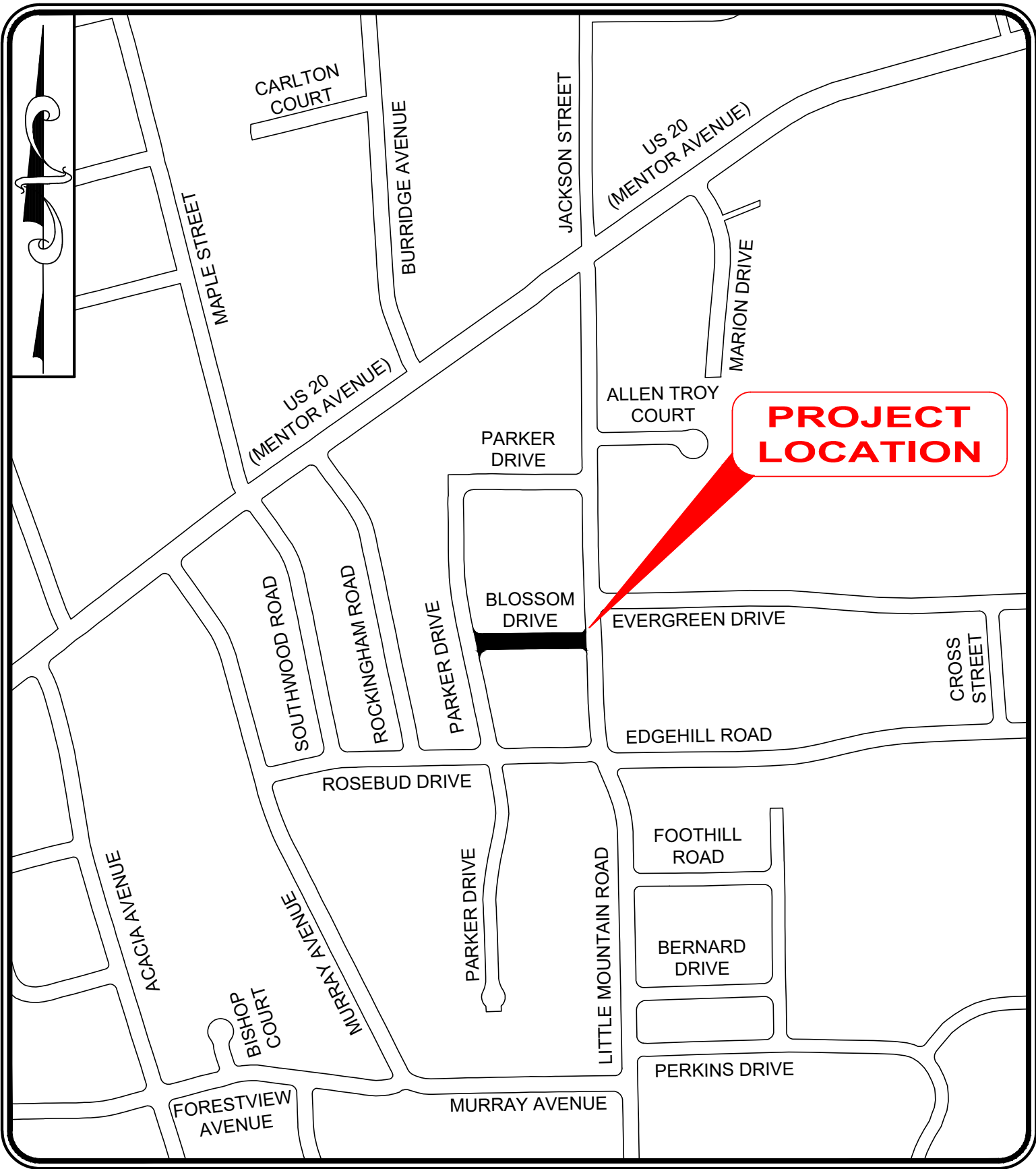
BLOSSOM DRIVE STORM SEWER REPLACEMENT

CITY OF MENTOR LAKE COUNTY, OHIO



October, 2025

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LOCATION MAP
1" = 500'

CITY OFFICIALS:

KENNETH J. FILIPIAK, CITY MANAGER

COUNCIL-AT-LARGE

SCOTT J. MARN

JANET A. DOWLING

RAY KIRCHNER

WARD COUNCIL

SEAN P. BLAKE, PRESIDENT, WARD I

JOHN A. KRUEGER, VICE PRESIDENT, WARD IV

MATTHEW E. DONOVAN, WARD II

CHARLES E. PINKERMAN, WARD III

CITY ADMINISTRATORS:

LORNE VERNON, DIRECTOR OF PUBLIC WORKS

JOSEPH P. SZEMAN, LAW DIRECTOR

MATE ROGONJIC, FINANCE DIRECTOR

KEVIN MALECEK, DIRECTOR OF ECONOMIC DEVELOPMENT

KATHY CANTANZRITI, PLANNING DIRECTOR

KENN KAMINSKI, RECREATION DIRECTOR

KENNETH GUNSCH, POLICE CHIEF

RONALD A. ZAK, FIRE CHIEF

DAVID A. SWIGER, P.E., CITY ENGINEER

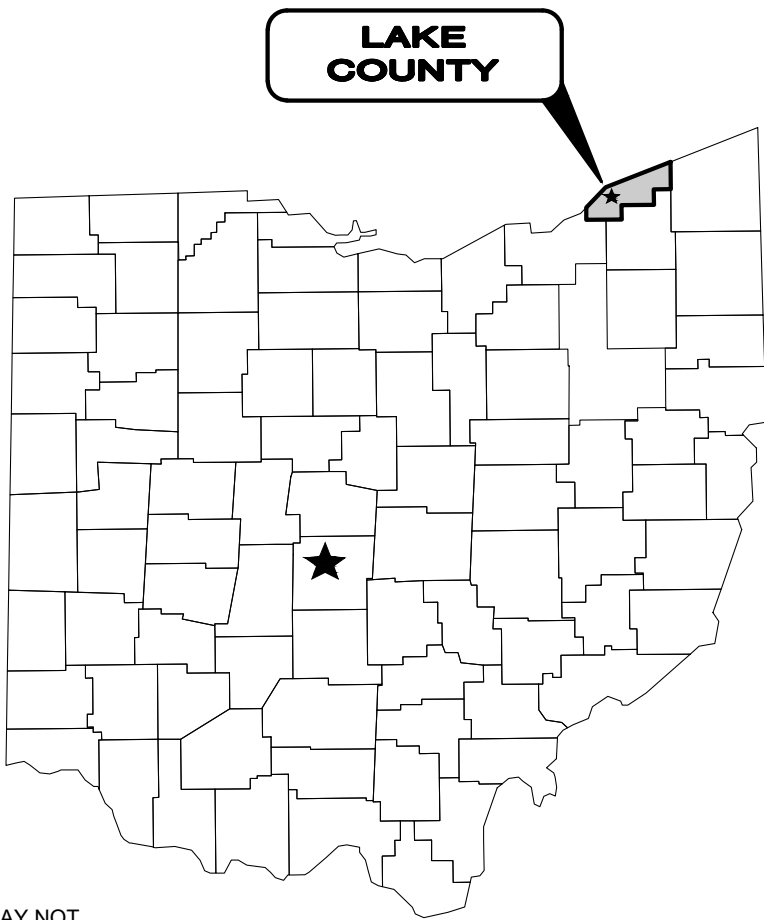
UNDERGROUND UTILITIES

CONTACT BOTH SERVICES
CALL TWO WORKING DAYS
BEFORE YOU DIG

CALL
1-800-362-2764
(TOLL FREE)

OHIO UTILITIES PROTECTION SERVICE
NON-MEMBERS
MUST BE CALLED DIRECTLY

OIL & GAS PRODUCERS PROTECTIVE
SERVICE CALL: 1-800-925-0988



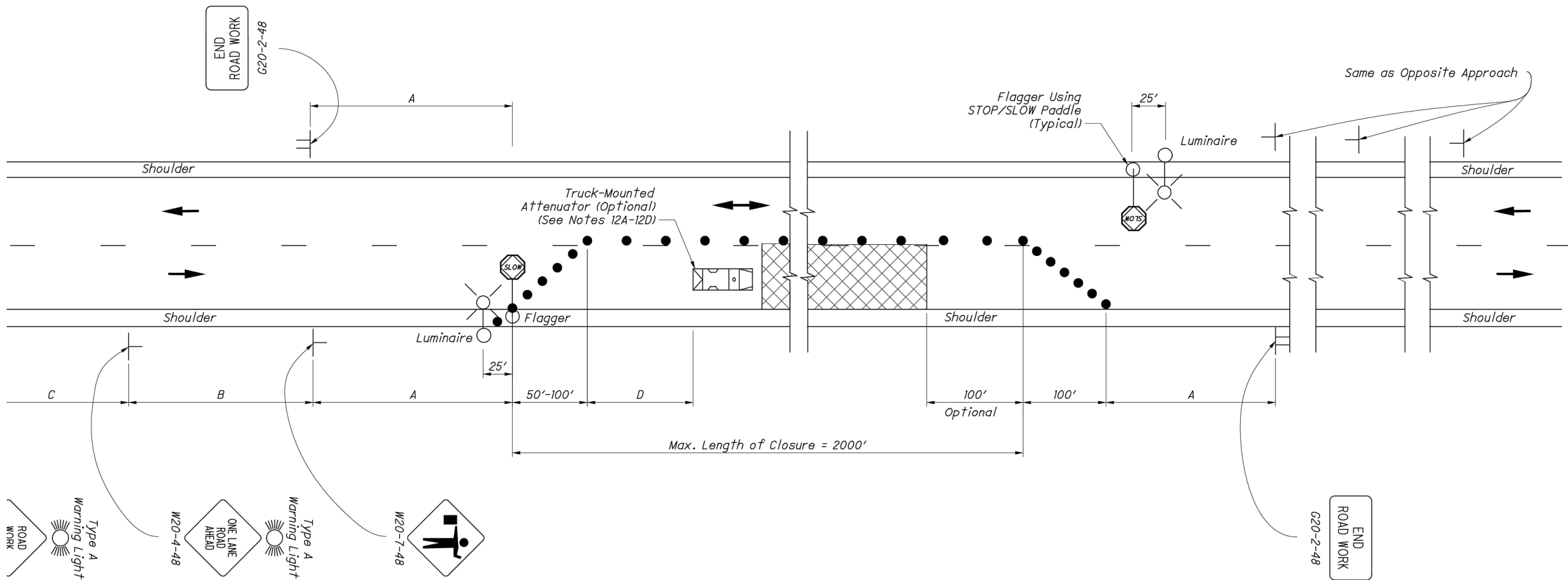
1. THE SURVEY SHOWN ON THESE PLANS WAS OBSERVED IN THE FIELD FOR CONSTRUCTION PURPOSES ONLY AND MAY NOT BE SUITABLE FOR PROPERTY LINE SURVEYS OR ANY OTHER PURPOSE.
2. UNDERGROUND BUILDING SERVICE UTILITY LINES ARE NOT SHOWN ON THE PLANS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR LOCATING, MAINTAINING AND REPLACING AS NECESSARY TO ENSURE CONTINUAL SERVICE TO BUILDINGS.
3. THE CONTRACTOR IS RESPONSIBLE TO CALL OHIO UTILITIES PROTECTION SERVICE @ 1-800-362-2764, THREE WORKING DAYS PRIOR TO CONSTRUCTION.



George M. Stevens

P.E. № E-86166

10/28/25
DATE



NOTES:

FLAGGERS

1. Flaggers, one for each direction, shall be used to control traffic continuously for as long as a one lane operation is in effect. The flaggers shall be able to communicate with each other at all times.

LENGTH OF CLOSURE

2. Several small work areas close together should be combined into one work zone. However, the closure shall not be more than 2000' long unless approved by the Engineer. The minimum length between closures shall be 2000'. Only one side of the road shall be closed in any one work zone.

SIGN LOCATION AND SPACING

- 3A. The minimum spacing between work zone signs is shown in Table I. Maximum spacing should not be greater than 1.5 times the distances shown in Table I.
- 3B. Sign spacing should be adjusted to avoid conflict with existing signs. Minimum spacing to existing signs shall be 200' for speeds of 45 mph or less and a minimum of 400' for speeds of 50 mph or greater.
- 3C. The location of the advance warning signs should be adjusted to provide for adequate sight distance for the existing vertical and horizontal roadway alignment.

ADJUSTMENTS FOR SIGHT DISTANCE

4. The location of the flagger station and the advance warning signs should be adjusted to provide for adequate sight distance for the existing vertical and horizontal roadway alignment.

BASIC SIGNING

- 5A. ROAD WORK AHEAD (W20-1) signs shall be provided on entrance ramps or roadways entering the work limits.
- 5B. END ROAD WORK (G20-2) signs are only required for lane closures of more than 1 day. It is intended that these signs be placed on the mainline, on all exit ramps, and on roadways exiting the work limits.
- 5C. Overlapping of signing for adjacent projects should be avoided where the messages could be confusing. Any ROAD WORK AHEAD (W20-1) or END ROAD WORK (G20-2) sign which falls within the limits of another traffic control zone shall be omitted or covered during the period when both projects are active.

SIGNING DETAILS

- 6A. The Advisory Speed (W13-1P) plaque shall be used when specified in the plan.
- 6B. 36" warning signs may be used when the approach speed limit is 40 mph or less.

FLASHING WARNING LIGHTS

7. Type A Flashing warning lights shown on the ROAD WORK AHEAD (W20-1) signs and on the LANE CLOSED AHEAD (W20-5) signs are required whenever a night lane closure is necessary.

DRUMS / CONES

- 8A. Drum spacing shall be as follows:
 - a) Spacing along the closure shall be 40' center-to-center.
 - b) Spacing along the approach taper shall be 10' center-to-center.
- 8B. Cones may be substituted for drums as follows:
 - a) Cones used for daytime traffic control shall have a minimum height of 28".
 - b) Cones used for nighttime traffic control shall have a minimum height of 42".
 - c) Use of cones at night shall be prohibited along tapers.
- 8C. Provisions shall be made to stabilize the cones and drums to prevent them from blowing over.
- 8D. A minimum of two drums shall be used to close the paved shoulder.

(RESERVED FOR FUTURE USE)

- 9A. (intentionally blank)

AREA ILLUMINATION

- 10A. Adequate area illumination of each flagger station shall be provided at night. Use of portable flood lighting is acceptable. Luminaires shall be located adjacent to each flagger station.
- 10B. To ensure the adequacy of floodlight placement and the elimination of glare, the Contractor and the Engineer shall drive through the worksite each night when the lighting is in place. Light placement and shielding shall be adjusted to the satisfaction of the Engineer.

INTERSECTION / DRIVEWAY ACCESS

11. Within the length of closure, provision shall be made to control traffic entering from intersecting streets and major drives as necessary to prevent wrong-way movements and to keep vehicles off of new pavement not ready for traffic. The Contractor shall:
 - a) Place across the closed lane, either three drums (cones) or barricades, and/or
 - b) Provide an additional flagger at every public street intersection and major driveway.

Drums (cones) placed across the closed lane shall be located 25' beyond the projected pavement edges of the driveway or cross highway, as shown in Standard Construction Drawings (SCDs MT-97.11 or MT-97.12. For barricades, see SCD MT-101.60.

Existing STOP signs shall be relocated as necessary to assure proper location for the traffic conditions.

The method of control shall be subject to the approval of the Engineer.

SHADOW VEHICLE

- 12A. The shadow vehicle shall be in place and unoccupied whenever workers are in the work area. This vehicle shall be removed from the pavement whenever workers are not in the work area.
- 12B. The shadow vehicle shall be equipped with a high-intensity yellow rotating, flashing, oscillating, or strobe lights.
- 12C. The vehicle shall be equipped with a truck-mounted attenuator when called for in the plans.
- 12D. Other protective devices may be used in lieu of the shadow vehicle shown when approved by the Engineer.

CHIP SEAL OPERATIONS

13. For chip seal operations, additional signing shall be incorporated in the advanced warning area.

- a) The LOOSE GRAVEL (W8-7) and FRESH TAR (W21-2) signs shall both be used in advance of the chip seal operation.
- b) Repeat the LOOSE GRAVEL sign with a 35 mph Advisory Speed (W13-1) plaque every half mile per CMS 422.09.
- c) The FRESH TAR and the LOOSE GRAVEL signs shall both be used for signing of side roads intersecting the work area.

TABLE I (SIGN SPACING)

ROAD TYPE	DISTANCE BETWEEN SIGNS (FT)		
	A	B	C
Two-Lane (< 40 MPH)	100	100	100
Two-Lane (45-50 MPH)	350	350	350
Two-Lane (55-60 MPH)	500	500	500

TABLE II

SPEED LIMIT (MPH)	BUFFER (D) (FT) MIN.
25	155
30	200
35	250
40	305
45	360
50	425
55	495
60	570

LEGEND

WORK AREA	
DRUMS/CONES	
DIRECTION OF TRAVEL	
SHADOW VEHICLE	

ITEM 614, LAW ENFORCEMENT OFFICER (WITH PATROL CAR) FOR ASSISTANCE DURING CONSTRUCTION OPERATIONS

USE OF LAW ENFORCEMENT OFFICERS (LEOs) BY CONTRACTORS OTHER THAN THE USES SPECIFIED BELOW WILL NOT BE PERMITTED AT PROJECT COST. LEOs SHOULD NOT BE USED WHERE THE OMUTCD INTENDS THAT FLAGGERS BE USED.

IN ADDITION TO THE REQUIREMENTS OF C&MS 614 AND THE OMUTCD, A UNIFORMED LEO WITH AN OFFICIAL PATROL CAR (CAR WITH TOP-MOUNTED EMERGENCY FLASHING LIGHTS AND COMPLETE MARKINGS OF THE APPROPRIATE LAW ENFORCEMENT AGENCY) SHALL BE PROVIDED FOR THE FOLLOWING TRAFFIC CONTROL TASKS:

- DURING THE ENTIRE ADVANCE PREPARATION AND CLOSURE SEQUENCE WHERE COMPLETE BLOCKAGE OF TRAFFIC IS REQUIRED.
- DURING A TRAFFIC SIGNAL INSTALLATION WHEN IMPACTING THE NORMAL FUNCTION OF THE SIGNAL OR THE FLOW OF TRAFFIC, OR WHEN TRAFFIC NEEDS TO BE DIRECTED THROUGH AN ENERGIZED TRAFFIC SIGNAL CONTRARY TO THE SIGNAL DISPLAY (E.G. DIRECTING MOTORISTS THROUGH A RED LIGHT).

IN ADDITION TO THE REQUIREMENT OF C&MS 614 AND THE OMUTCD, A UNIFORMED LEO WITH AN OFFICIAL PATROL CAR (CAR WITH TOP-MOUNTED EMERGENCY FLASHING LIGHTS AND COMPLETE MARKINGS OF THE APPROPRIATE LAW ENFORCEMENT AGENCY) SHOULD BE PROVIDED FOR THE FOLLOWING TRAFFIC CONTROL TASKS AS APPROVED BY THE ENGINEER:

- FOR LANE CLOSURES: DURING INITIAL SET-UP PERIODS, TEAR DOWN PERIODS, SUBSTANTIAL SHIFTS OF A CLOSURE POINT OR WHEN NEW LANE CLOSURE ARRANGEMENTS ARE INITIATED FOR LONG-TERM LANE CLOSURES/SHIFTS (FOR THE FIRST AND LAST DAY OF MAJOR CHANGES IN TRAFFIC CONTROL SETUP).
- FOR OPERATIONS WITHOUT POSITIVE PROTECTION OCCURRING WITHIN 10 FEET OF AN OPEN TRAVELED LANE THAT MEET ALL OF THE FOLLOWING CRITERIA:
 - ON A MULTI-LANE DIVIDED INTERSTATE, OTHER FREEWAY OR EXPRESSWAY; AND AN AUTHORIZED SPEED LIMIT OF 45 MPH OR GREATER THAT IS IN EFFECT AT THE TIME OF THE OPERATION; AND, AADT OF 50,000 (OR AADT OF 30,000 WITH 25% OR HIGHER PERCENT TRUCKS)

"WITHOUT POSITIVE PROTECTION" MEANS USE OF DRUMS, CONES, SHADOW VEHICLE, ETC. WITHOUT PROTECTION FROM PORTABLE BARRIER OR OTHER RIGID BARRIER ALONG THE WORK AREA. THIS PHRASE DOES NOT APPLY TO CASES WHERE POSITIVE PROTECTION IS REQUIRED. MOBILE OPERATIONS ARE REGARDED AS "WITHOUT POSITIVE PROTECTION". FOR WORK ZONES USING A COMBINATION OF BARRIER AND TEMPORARY TRAFFIC CONTROL DEVICES (CONES, DRUMS, ETC), THE DESIGNATION SHALL BE BASED UPON THE TYPE OF DEVICES USED IN THE AREA THAT WORKERS ARE LOCATED

IF MULTIPLE ACTIVE LOCALIZED QUALIFYING WORK AREAS OCCUR WITHOUT POSITIVE PROTECTION, PER MAINLINE TRAFFIC DIRECTION, PROVIDE A UNIFORMED LEO AND OFFICIAL PATROL CAR IN ADVANCE OF:

- THE FIRST ACTIVE WORK AREA THAT DRIVERS WILL ENCOUNTER; OR THE ACTIVE WORK AREA LATERALLY CLOSEST TO THE OPEN TRAVELED LANE; OR OTHER LOCATION AS APPROVED BY THE ENGINEER.

THE UNIFORMED LEO AND OFFICIAL PATROL CAR MAY RELOCATE AMONG THE LISTED LOCATIONS AS APPROPRIATE AS THE OPERATIONS PROCEED IN THE LOCALIZED QUALIFYING WORK AREAS.

IN GENERAL, LEOs SHOULD BE POSITIONED IN ADVANCE OF AND ON THE SAME SIDE AS THE LANE RESTRICTION (OR AT THE POINT OF ROAD CLOSURE), AND TO MANUALLY CONTROL TRAFFIC MOVEMENTS THROUGH SIGNALIZED INTERSECTIONS IN WORK ZONES.

LEOs SHOULD NOT FORGO THEIR TRAFFIC CONTROL RESPONSIBILITIES TO APPREHEND MOTORISTS FOR ROUTINE TRAFFIC VIOLATIONS. HOWEVER, IF A MOTORIST'S ACTIONS ARE CONSIDERED TO BE RECKLESS, THEN PURSUIT OF THE MOTORIST IS APPROPRIATE.

THE LEOs WORK AT THE DIRECTION OF THE CONTRACTOR. THE CONTRACTOR IS RESPONSIBLE FOR SECURING THE SERVICES OF THE LEOs WITH THE APPROPRIATE AGENCIES AND COMMUNICATING THE INTENTIONS OF THE PLANS WITH RESPECT TO DUTIES OF THE LEOs. THE ENGINEER SHALL HAVE FINAL CONTROL OVER THE LEOs' DUTIES AND PLACEMENT, AND WILL RESOLVE ANY ISSUES THAT MAY ARISE BETWEEN THE TWO PARTIES.

ENSURE PROVIDED LEOs HAVE BEEN TRAINED APPROPRIATE TO THE JOB DECISIONS THEY ARE REQUIRED TO MAKE WHILE ON THE PROJECT, IN ACCORDANCE WITH C&MS 614.03.

THE LEO SHALL REPORT IN TO THE CONTRACTOR PRIOR TO THE START OF THE SHIFT, IN ORDER TO RECEIVE INSTRUCTIONS REGARDING SPECIFIC WORK ASSIGNMENTS DURING HIS/HER SHIFT. THE LEO IS EXPECTED TO STAY AT THE PROJECT SITE FOR THE ENTIRE DURATION OF HIS/HER SHIFT. THE LEO SHALL REPORT TO THE CONTRACTOR AT

THE END OF HIS/HER SHIFT. SHOULD IT BE NECESSARY TO LEAVE THE PROJECT SITE, THE LEO SHALL NOTIFY THE ENGINEER. THE CONTRACTOR SHALL PROVIDE THE LEO WITH A TWO-WAY COMMUNICATION DEVICE THAT SHALL BE RETURNED TO THE CONTRACTOR AT THE END OF HIS/HER SHIFT.

LEOs (WITH PATROL CAR) REQUIRED BY THE TRAFFIC MAINTENANCE TASKS ABOVE SHALL BE PAID FOR ON A UNIT PRICE (HOURLY) BASIS UNDER ITEM 614. LAW ENFORCEMENT OFFICER (WITH PATROL CAR) FOR ASSISTANCE. THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY.

ADDITIONAL TRAFFIC MAINTENANCE NOTES

1. ONE-WAY TRAFFIC SHALL BE MAINTAINED AT ALL TIMES FOR LOCAL TRAFFIC AND EMERGENCY VEHICLES. LOCAL ACCESS TO ABUTTING PROPERTIES SHALL BE MAINTAINED AT ALL TIMES. ACCESS TO ALL DRIVEWAYS SHALL ALSO BE MAINTAINED AT ALL TIMES.
2. PART WIDTH CONSTRUCTION, ONE LANE WIDTH, SHALL BE USED DURING THE PERFORMANCE OF PAVING OPERATIONS.
3. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO MAINTAIN SAFE AND SATISFACTORY LOCAL ACCESS, VEHICULAR AND PEDESTRIAN, TO ALL ABUTTING PROPERTIES WITHIN THE PROJECT. THE CONTRACTOR SHALL FURNISH, MAINTAIN, AND SUBSEQUENTLY REMOVE ALL NECESSARY SAFEGUARDS SUCH AS BARRICADES, BARRIERS, TEMPORARY PAVEMENT, LIGHTING, FLAGMEN, TEMPORARY GUARDRAIL, DETOUR AND CONSTRUCTION SIGNING AND OTHER TRAFFIC CONTROLS SO AS TO AVOID DAMAGE AND/OR INJURY TO AND ENSURE THE SAFETY OF VEHICLES AND PERSONS USING THE ROADWAY DURING CONSTRUCTION BOTH WITHIN AND OUTSIDE OF THE PROJECT LIMITS.
4. MAINTAINING TRAFFIC SHALL BE IN ACCORDANCE WITH ODOT ITEM 614 AND THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES. DETOUR ROUTES & SIGNAGE SHALL MEET THE APPROVAL OF THE CITY ENGINEER.
5. IN ORDER TO MAINTAIN LOCAL AND DRIVEWAY ACCESS, THE CONTRACTOR SHALL FURNISH AND INSTALL TRAFFIC COMPACTED SURFACE, TYPE A OR B IN ACCORDANCE WITH ODOT ITEM 410 LIMESTONE OR GRAVEL ONLY INCLUDING NECESSARY WATER AND CALCIUM CHLORIDE IN ACCORDANCE WITH ODOT ITEM 616 AS DIRECTED BY THE ENGINEER. NO SEPARATE PAYMENT WILL BE MADE FOR MAINTAINING TRAFFIC INCLUDING PROVIDING TRAFFIC COMPACTED SURFACES, OTHER TEMPORARY ROADWAYS, TRAFFIC CONTROL, AND ALL OTHER SAFEGUARDS. COST FOR MAINTAINING TRAFFIC INCLUDING ALL MATERIALS, LABOR AND EQUIPMENT FOR CONSTRUCTION, MAINTENANCE AND SUBSEQUENT REMOVAL SHALL BE INCLUDED IN THE UNIT PRICES STIPULATED FOR THE VARIOUS ITEMS OF THE PROPOSAL.
6. 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. 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.
7. A PORTABLE CHANGEABLE MESSAGE SIGN CONFORMING TO ODOT 614 SHALL BE FURNISHED TO THE CITY FOR PLACEMENT AT A LOCATION OF THEIR CHOOSING. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING THE SIGN THROUGHOUT CONSTRUCTION AND REMOVING IT AFTER COMPLETION OF CONSTRUCTION.
8. THE CONTRACTOR SHALL PROVIDE, ERECT, AND MAINTAIN FOUR W20-1-36 SIGNS MOUNTED UNDERNEATH D3-1-36 SIGNS WITH THE TEXT "BLOSSOM DR", AS DETAILED IN THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES. EACH SIGN SHALL BE PLACED AN AVERAGE OF 350 FEET FROM THE INTERSECTION OF BLOSSOM DRIVE WITH LITTLE MOUNTAIN ROAD AND PARKER DRIVE ON THE RIGHT-HAND SIDE OF THE ROAD FACING TRAFFIC, AND PLACED SO AS TO NOT INTERFERE WITH ANY OTHER TRAFFIC CONTROL SIGNS.
9. ALL WORK AND TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH 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 614, MAINTAINING TRAFFIC, UNLESS SEPARATELY ITEMIZED IN THE PLAN.
10. IF THE CONTRACTOR SO ELECTS, HE MAY SUBMIT ALTERNATE METHODS FOR THE MAINTENANCE OF TRAFFIC, PROVIDED THE INTENT OF THE ABOVE PROVISIONS IS FOLLOWED AND NO ADDITIONAL INCONVENIENCE TO THE TRAVELING PUBLIC RESULTS THEREFROM. NO ALTERNATIVE PLAN SHALL BE PLACED INTO EFFECT UNTIL APPROVAL HAS BEEN GRANTED IN WRITING BY THE ENGINEER.
11. PAYMENT FOR THE MAINTENANCE OF TRAFFIC ITEMS, UNLESS SPECIFIED SEPARATELY, SHALL BE AT THE LUMP SUM BID FOR ITEM 614 MAINTAINING TRAFFIC, WHICH SHALL INCLUDE ALL LABOR, EQUIPMENT, MATERIALS, AND INCIDENTALS NECESSARY TO COMPLETE THE WORK AS DETAILED IN THE PLANS.



verdantas

NO	REVISION	DATE

CITY OF MENTOR

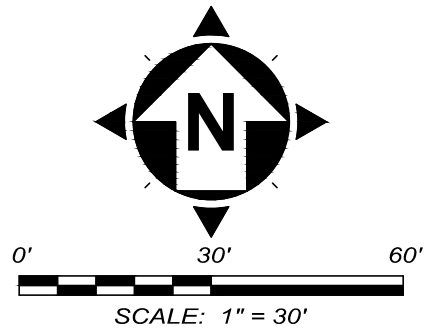
**BLOSSOM DRIVE STORM
SEWER REPLACEMENT**

LAKE COUNTY, OHIO

ISSUED FOR:	BID
ISSUE DATE:	10/28/2025
SCALE:	AS SHOWN
DESIGNED BY:	GMS
DRAWN BY:	TJM
CHECKED BY:	GMS

MAINTENANCE OF TRAFFIC

PROJECT NO.	
232146	
DISCIPLINE	
CIVIL	
SHEET NAME	
MOT-NOTES	
SHEET	OF
3	13



- NOTES:**
- THIS PLAN HAS BEEN PREPARED WITHOUT THE BENEFIT OF A TITLE REPORT AND MAY BE SUBJECT TO EASEMENTS AND OTHER RESTRICTIONS, EITHER RECORDED OR UNRECORDED. THE SURVEYOR HAS MADE NO INVESTIGATION OR INDEPENDENT SEARCH FOR EASEMENTS, RECORD ENCUMBRANCES, RESTRICTIVE COVENANTS OR ANY OTHER FACTS THAT AN ACCURATE AND CURRENT TITLE SEARCH MAY DISCLOSE.
 - THESE PLANS MAY HAVE BEEN ALTERED IN SIZE BY REPRODUCTION. THIS MUST BE CONSIDERED WHEN OBTAINING SCALED DATA.
 - THE PROJECT CONTROL COORDINATE SYSTEM IS BASED UPON THE FOLLOWING: · HORIZONTAL DATUM - PROJECT CONTROL COORDINATES FOR THIS PROJECT HAVE BEEN ESTABLISHED BY GPS/RTK OBSERVATIONS UTILIZING THE OHIO COORDINATE SYSTEM OF 1983 (ZONE 3401-OHIO NORTH). OHIO STATE PLANE GRID COORDINATE VALUES ARE EXPRESSED IN UNITS OF U.S. SURVEY FEET. · VERTICAL DATUM - NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88).
 - THE SURVEY AND STREET ALIGNMENTS SHOWN HEREON WERE OBSERVED IN THE FIELD FOR CONSTRUCTION PURPOSES ONLY AND MAY NOT BE SUITABLE FOR PROPERTY LINE SURVEYS OR OTHER PURPOSES. THE PROPERTY LINES SHOWN HEREON OUR SUBJECT TO AN ACCURATE BOUNDARY SURVEY AND ARE BASED ON FOUND MONUMENTS LOCATED IN THE FIELD BEST FIT TO THE RECORDS.
 - AN ALTA/ NSPS LAND TITLE SURVEY WAS NOT PERFORMED.
 - EASEMENTS, RECORD RESTRICTIONS AND SETBACKS WERE NOT ADDRESSED DURING THIS SURVEY.
 - ALL DIMENSIONS GIVEN ARE EXPRESSED IN US SURVEY FEET.
 - THE BENCHMARK ELEVATIONS SHOWN IN THE PROJECT CONTROL TABLE ARE AT THE TOP OF THE RED CAP OF THE IRON PIN SET.
 - IRON PINS SET ARE 5/8" IRON PINS SET WITH A RED CAP INSCRIBED WITH "CT REF"

LEGEND:

- CENTERLINE MONUMENT
- I.PIN SET
- I.PIN FOUND
- I.PIPE FOUND
- EX. R/W

LIMITS OF PUBLIC R/W
- CENTERLINE PUBLIC R/W
- PARCEL LINES
- SUBDIVISION LINES

POINT TABLE				
POINT #	NORTHING	EASTING	ELEVATION	DESCRIPTION
1	731334.4658	2288413.6110	700.84	Iron Pin (Set)
2	731353.2822	2288833.9820	701.51	Iron Pin (Set)
7298	731390.4988	2288450.8924	700.65	Iron Pin (Fnd)
7299	731391.9584	2288547.5742	700.57	Iron Pin (Fnd)
7300	731392.7901	2288596.1915	700.81	Iron Pin (Fnd)
7301	731332.8048	2288593.8865	700.84	Iron Pin (Fnd)
7302	731334.3957	2288696.6023	700.78	Iron Pin (Fnd)
7303	731282.1967	2288847.9834	702.09	Iron Pin (Fnd)



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CITY OF MENTOR

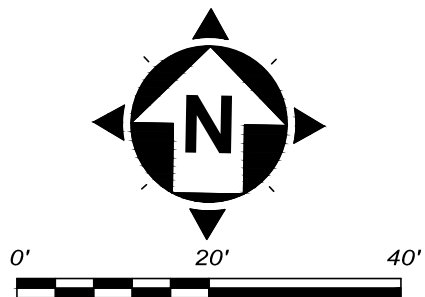
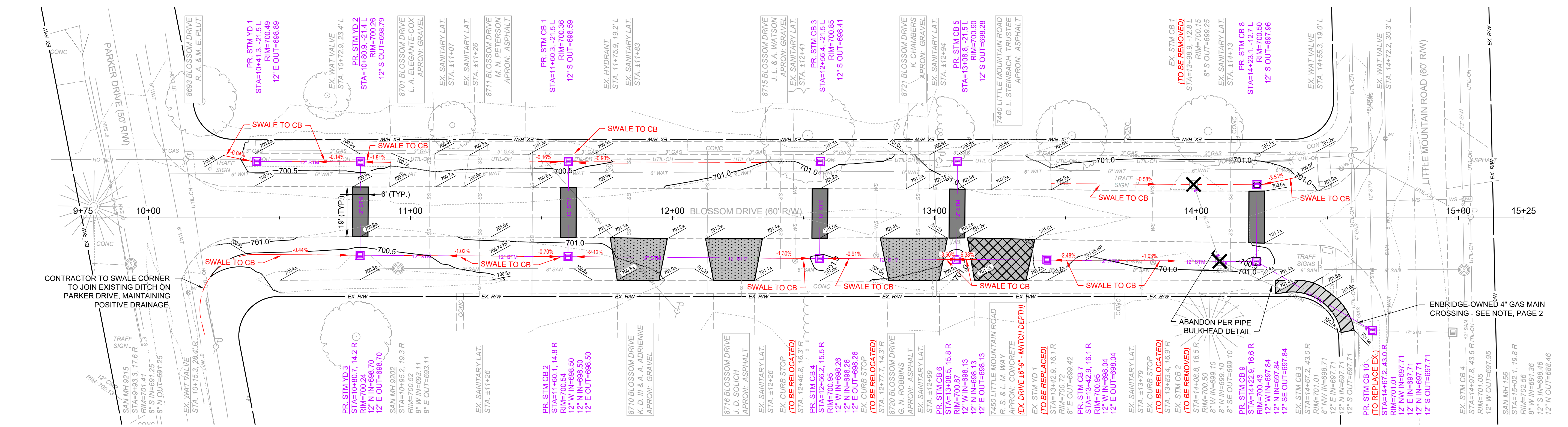
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SURVEY CONTROL

PROJECT NO.	
232146	
DISCIPLINE	
CIVIL	
SHEET NAME	
CTRL	
SHEET	OF
4	13

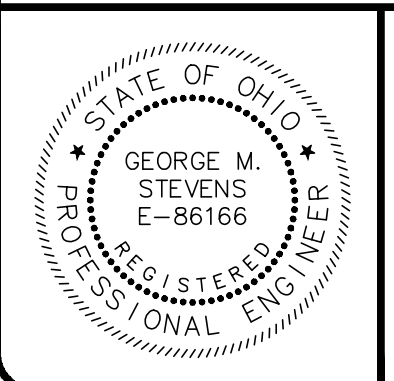
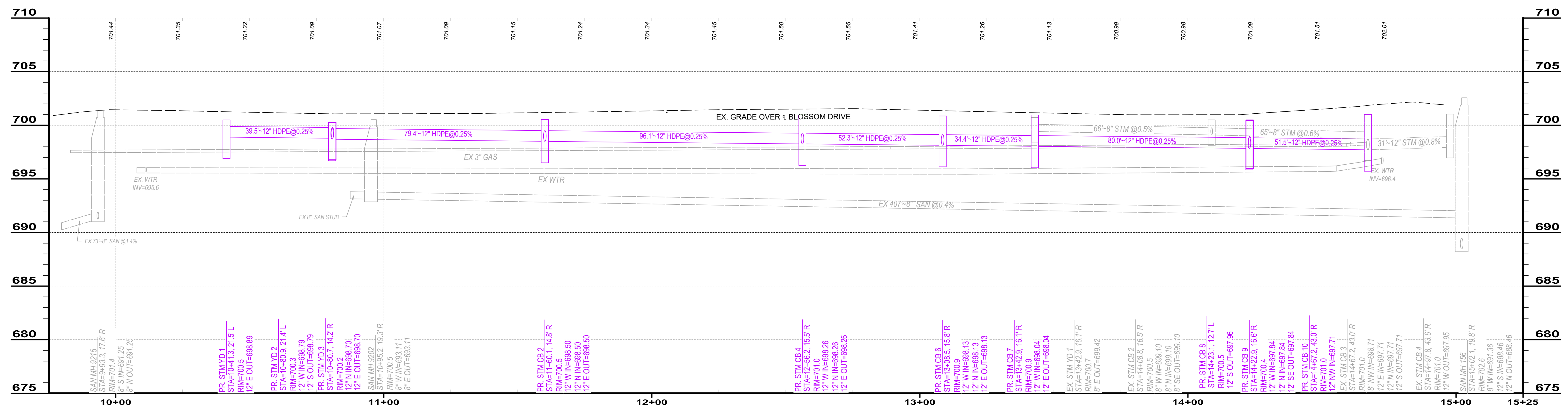


NOTES:

1. CONTRACTOR SHALL ASSUME ONE GAS, WATER, AND SANITARY CONNECTION EACH PER PARCEL.
2. SANITARY, WATER, AND GAS SERVICE LATERALS SHOWN ARE ESTIMATED FROM RECORD DRAWINGS AND FIELD OBSERVATION; CONTRACTOR TO LOCATE BEFORE BEGINNING WORK.
3. CONTRACTOR SHALL UTILIZE INLET PROTECTION AT ALL INLET BASINS IN VIEW OF THIS SHEET.

LEGEND

- | | | | | | | | | | | | | | |
|--|----------------------------------|--|---------------------------------|--|----------------------|--|------------------------------|----------|---|--|------------------|--|--------------------|
| | CONCRETE DRIVE APRON REPLACEMENT | | ASPHALT DRIVE APRON REPLACEMENT | | SIDEWALK REPLACEMENT | | ASPHALT PAVEMENT REPLACEMENT | (XXX.XX) | PROPOSED ELEVATION | | SWALE CENTERLINE | | ITEM TO BE REMOVED |
| | | | | | | | | (XXX.X) | PROPOSED ELEVATION - MATCH EXISTING GRADE | | | | |



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CITY OF MENTOR

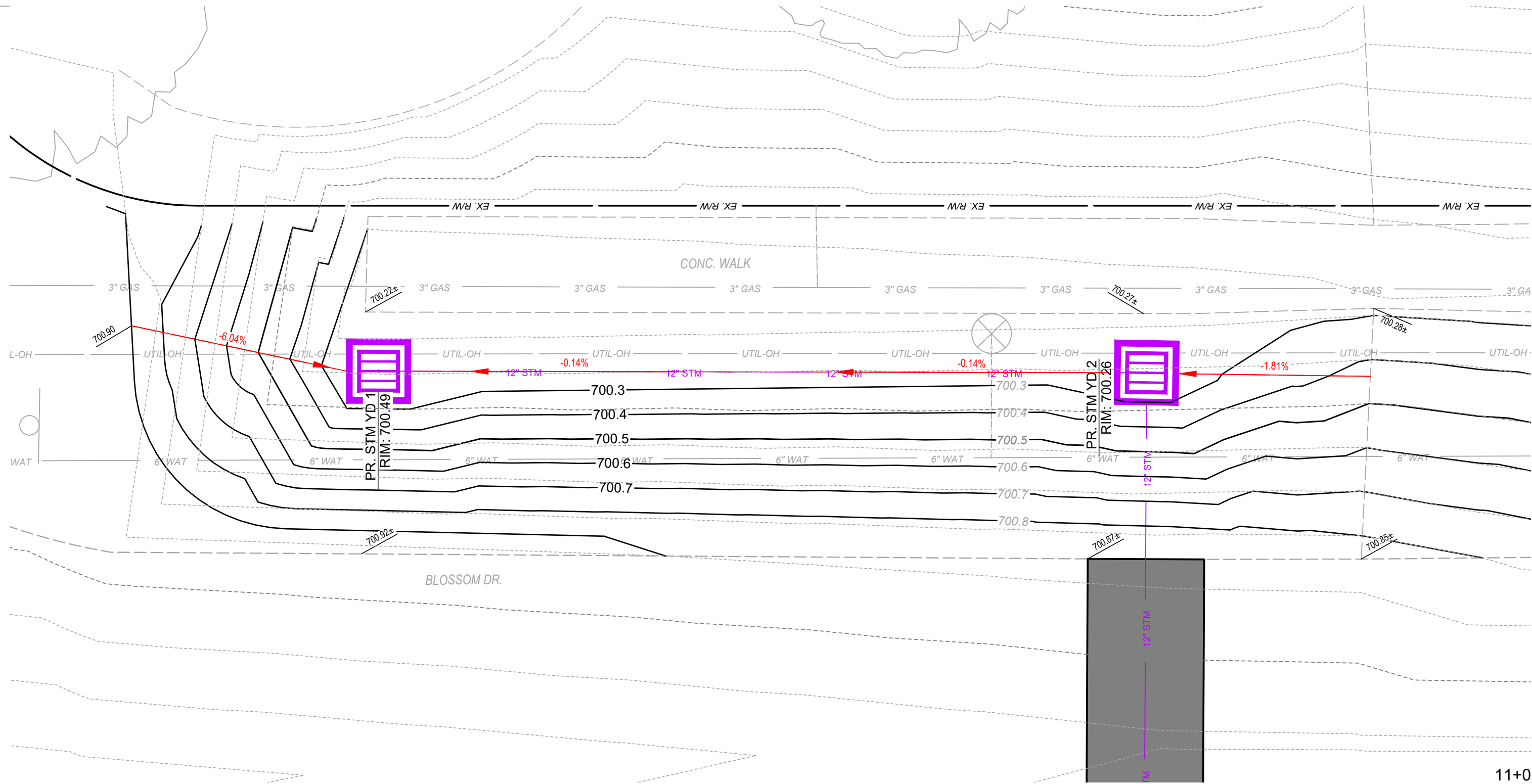
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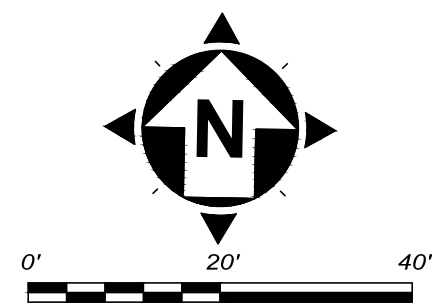
PLAN & PROFILE

PROJECT NO.	232146
DISCIPLINE	CIVIL
SHEET NAME	Plan
SHEET	OF
6	13

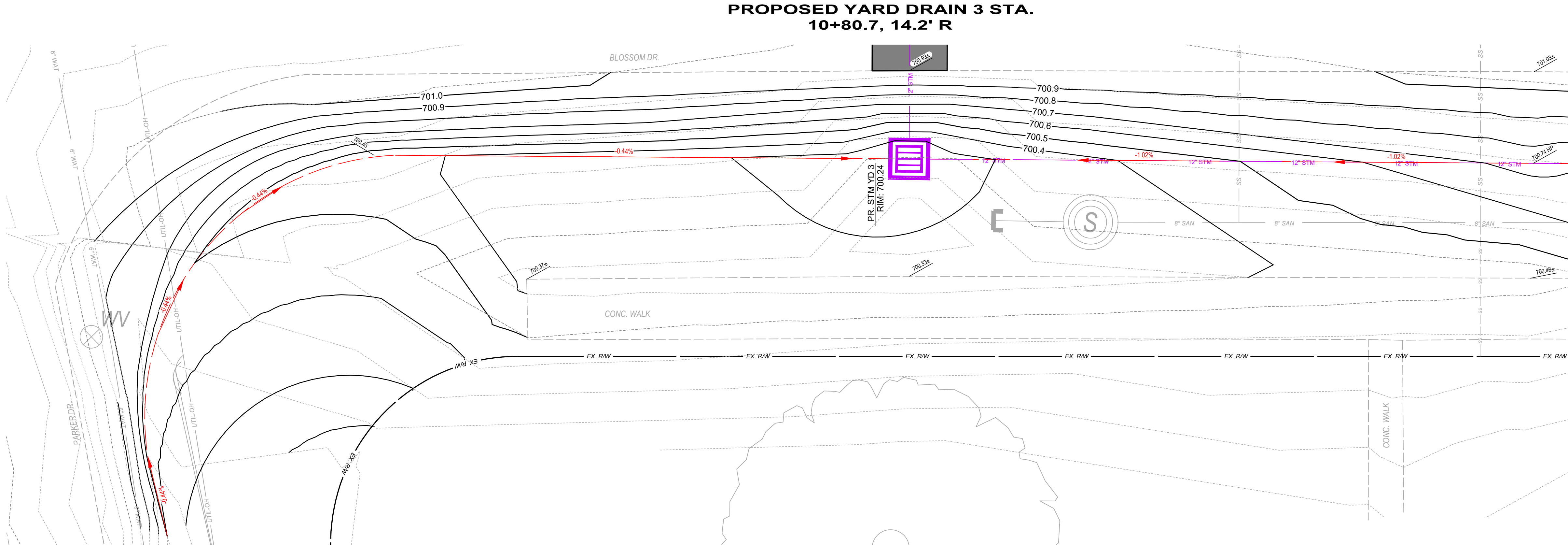


PROPOSED YARD DRAIN 1
STA. 10+41.3, 21.5' L

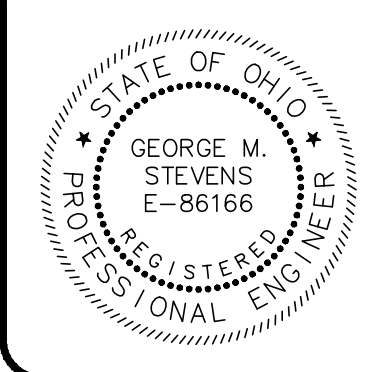
PROPOSED YARD DRAIN 2 STA.
10+80.9, 21.4 L



- LEGEND**
- CONCRETE DRIVE APRON REPLACEMENT
 - ASPHALT DRIVE APRON REPLACEMENT
 - SIDEWALK REPLACEMENT
 - ASPHALT PAVEMENT REPLACEMENT



PROPOSED YARD DRAIN 3 STA.
10+80.7, 14.2' R



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CITY OF MENTOR

**BLOSSOM DRIVE STORM
SEWER REPLACEMENT**

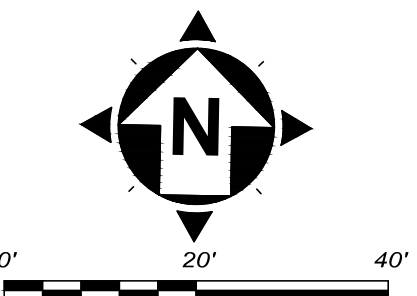
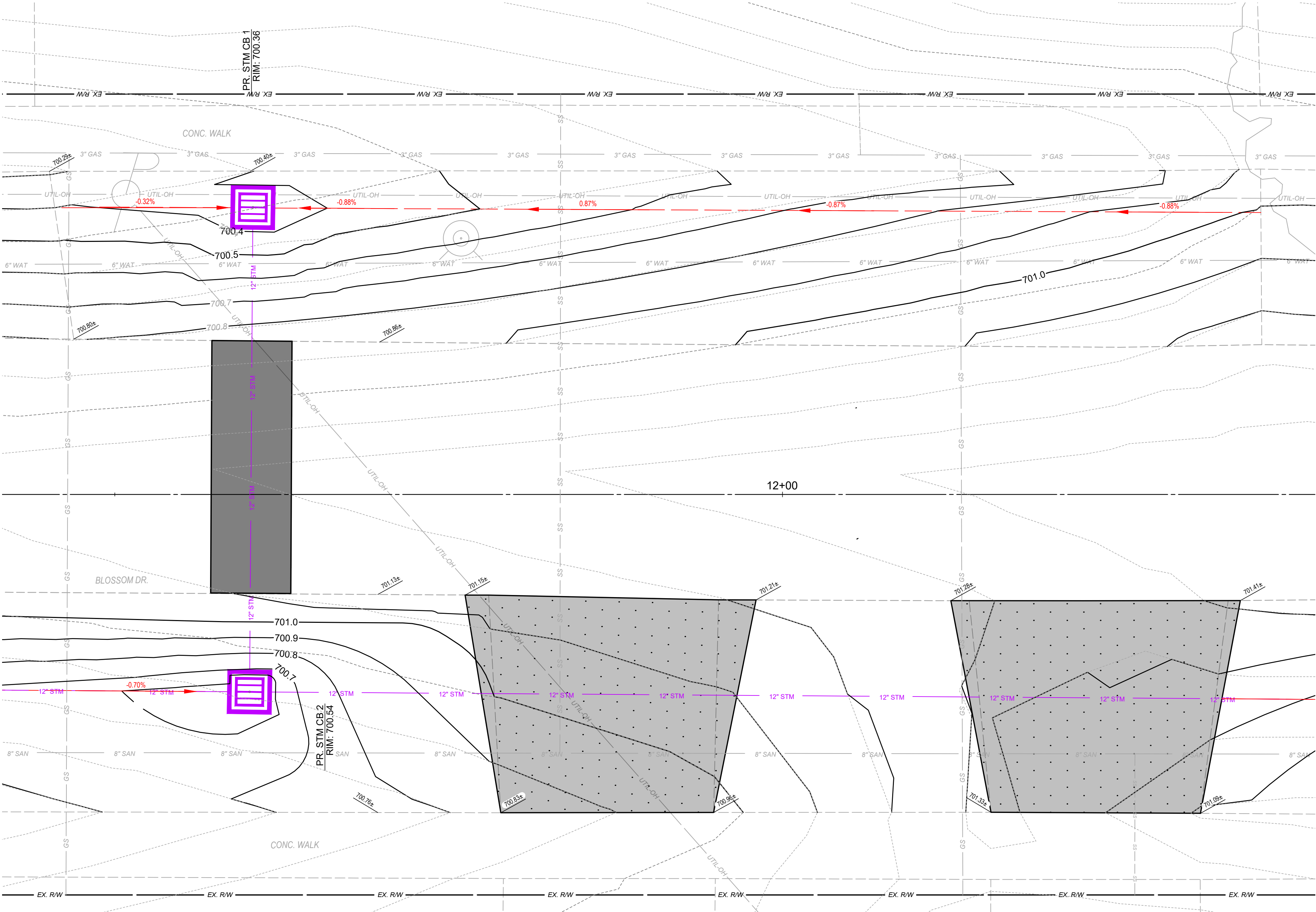
LAKE COUNTY, OHIO

ISSUED FOR:	BID
ISSUE DATE:	10/28/2025
SCALE:	AS SHOWN
DESIGNED BY:	GMS
DRAWN BY:	TJM
CHECKED BY:	GMS

GRADING DETAILS 1

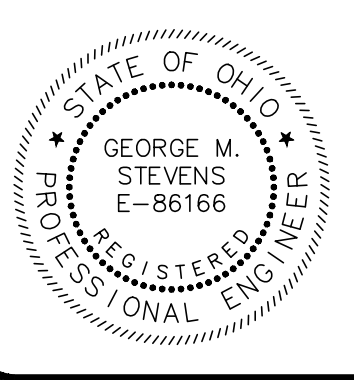
PROJECT NO.	
232146	
DISCIPLINE	
CIVIL	
SHEET NAME	
Gr Det 1	
SHEET	OF
7	13

PROPOSED CATCH BASIN 1
STA. 11+60.3, 22' L



- LEGEND**
- CONCRETE DRIVE APRON REPLACEMENT
 - ASPHALT DRIVE APRON REPLACEMENT
 - SIDEWALK REPLACEMENT
 - ASPHALT PAVEMENT REPLACEMENT

PROPOSED CATCH BASIN 2
STA. 11+60.1, 14.8' R



NO	REVISION	DATE

CITY OF MENTOR

**BLOSSOM DRIVE STORM
SEWER REPLACEMENT**

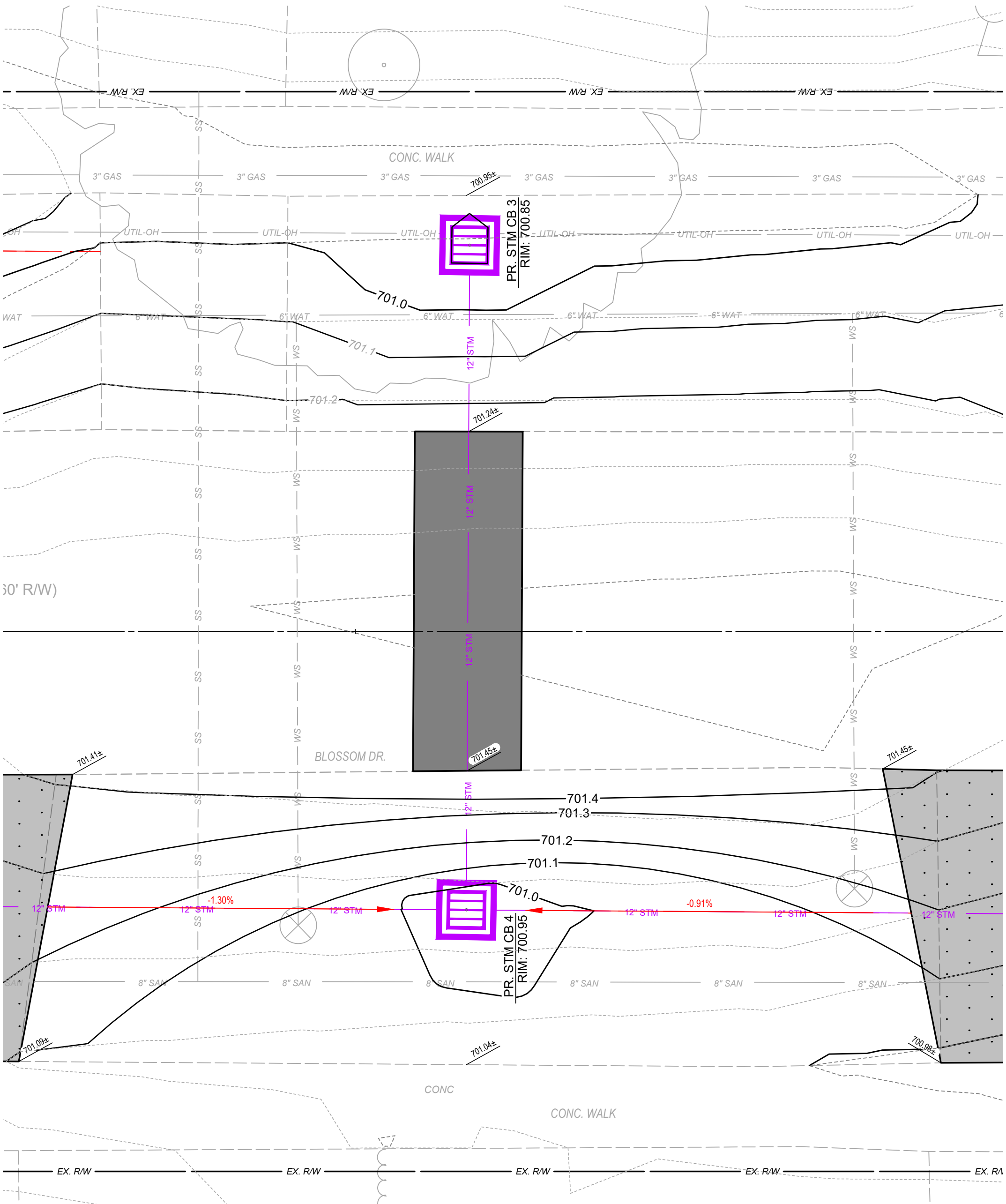
LAKE COUNTY, OHIO

ISSUED FOR:	BID
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GRADING DETAILS 2

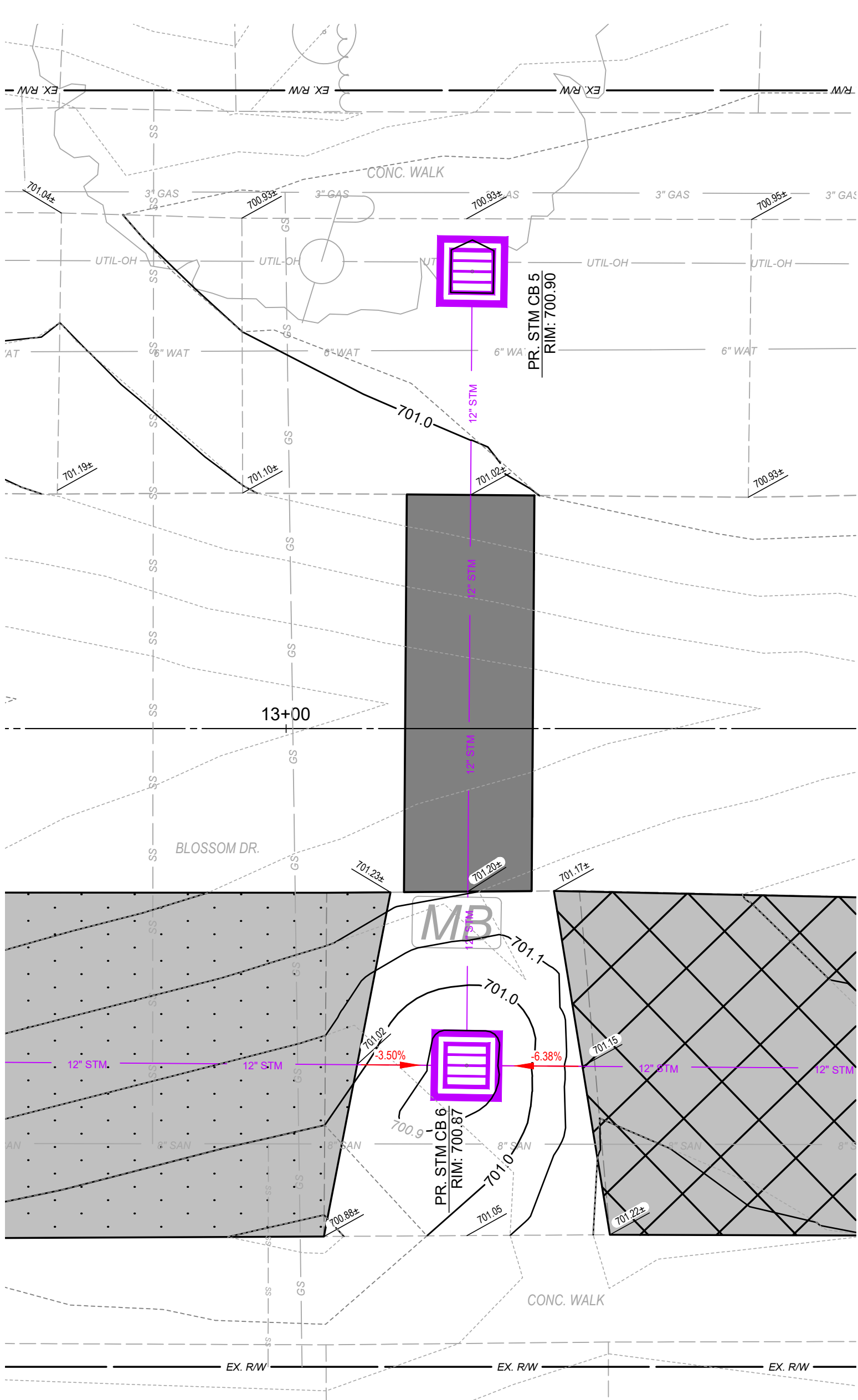
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DISCIPLINE	
CIVIL	
SHEET NAME	
Gr Det 2	
SHEET	OF
8	13

PROPOSED CATCH BASIN 3
STA. 12+56.4, 21.5' L

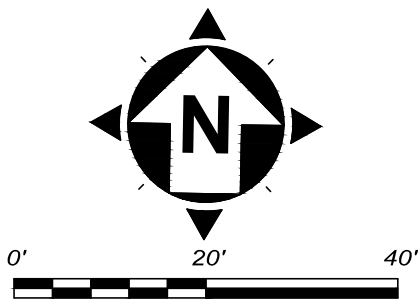


PROPOSED CATCH BASIN 4
STA. 12+56.2, 15.5' R

PROPOSED CATCH BASIN 5 STA.
13+08.8, 21.5' L

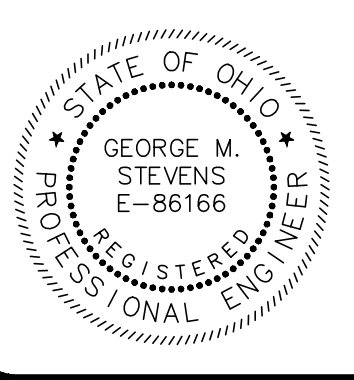


PROPOSED CATCH BASIN 6
STA. 13+08.5, 15.8' R



LEGEND

- CONCRETE DRIVE APRON REPLACEMENT
- ASPHALT DRIVE APRON REPLACEMENT
- SIDEWALK REPLACEMENT
- ASPHALT PAVEMENT REPLACEMENT



NO	REVISION	DATE

CITY OF MENTOR

BLOSSOM DRIVE STORM
SEWER REPLACEMENT

LAKE COUNTY, OHIO

ISSUED FOR: BID

ISSUE DATE: 10/28/2025

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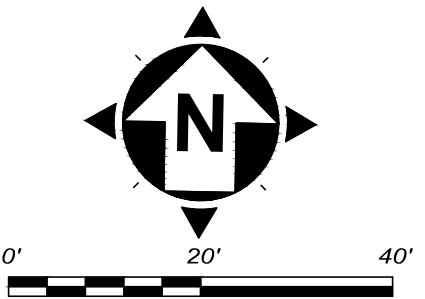
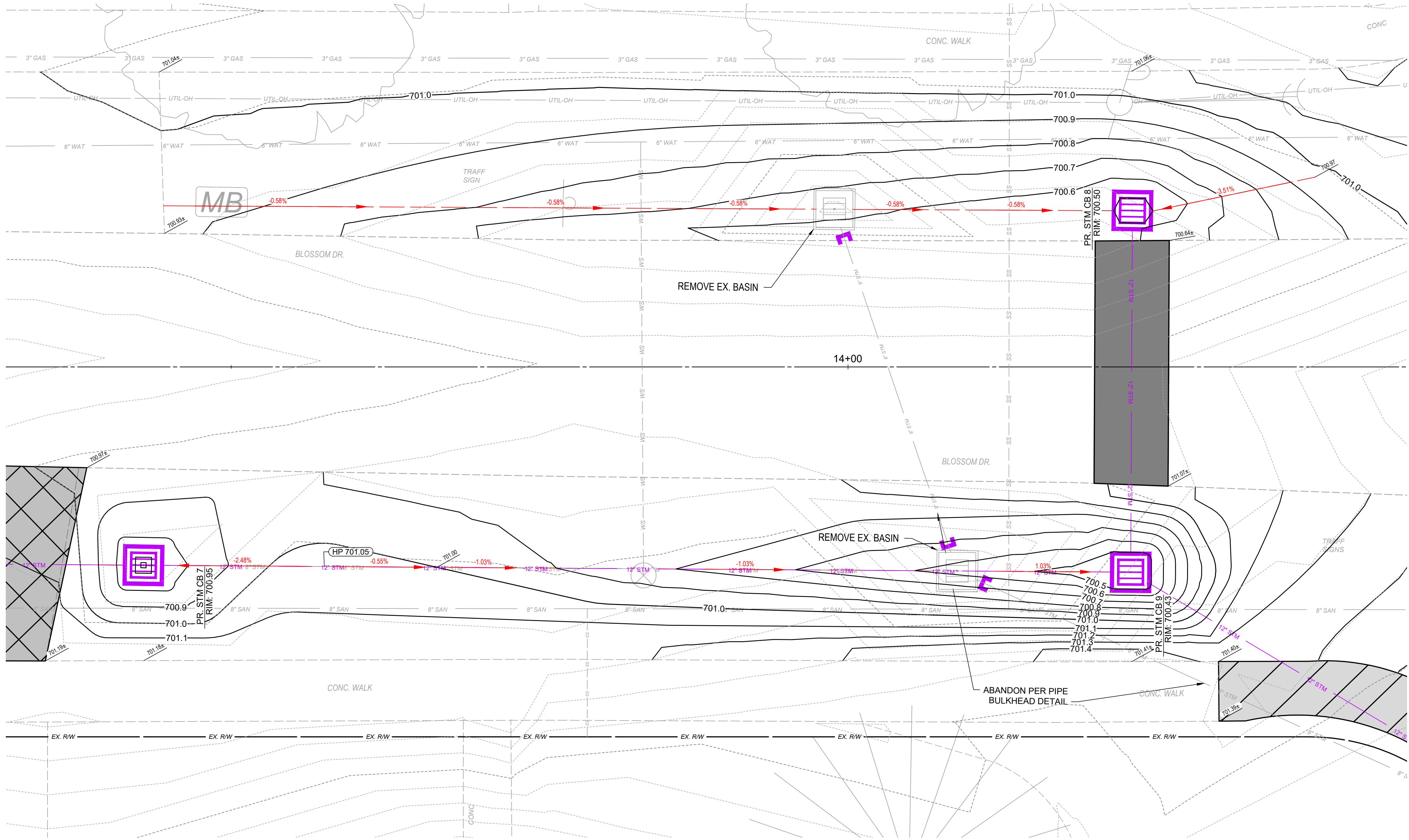
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CHECKED BY: GMS

GRADING DETAILS 3

PROJECT NO. 232146	
DISCIPLINE CIVIL	
SHEET NAME Gr Det 3	
SHEET 9	OF 13

PROPOSED CATCH BASIN 8 STA.
14+23.1, 12.7' L



LEGEND

- CONCRETE DRIVE APRON REPLACEMENT
- ASPHALT DRIVE APRON REPLACEMENT
- SIDEWALK REPLACEMENT
- ASPHALT PAVEMENT REPLACEMENT

PROPOSED CATCH BASIN 7
STA. 13+42.9, 16.1' R

PROPOSED CATCH BASIN 9
STA. 14+22.9, 16.6' R

STATE OF OHIO
PROFESSIONAL ENGINEER
GEORGE M. STEVENS
E-86166

verdantas

NO	REVISION	DATE

CITY OF MENTOR

BLOSSOM DRIVE STORM SEWER REPLACEMENT

LAKE COUNTY, OHIO

ISSUED FOR: BID

ISSUE DATE: 10/28/2025

SCALE: AS SHOWN

DESIGNED BY: GMS

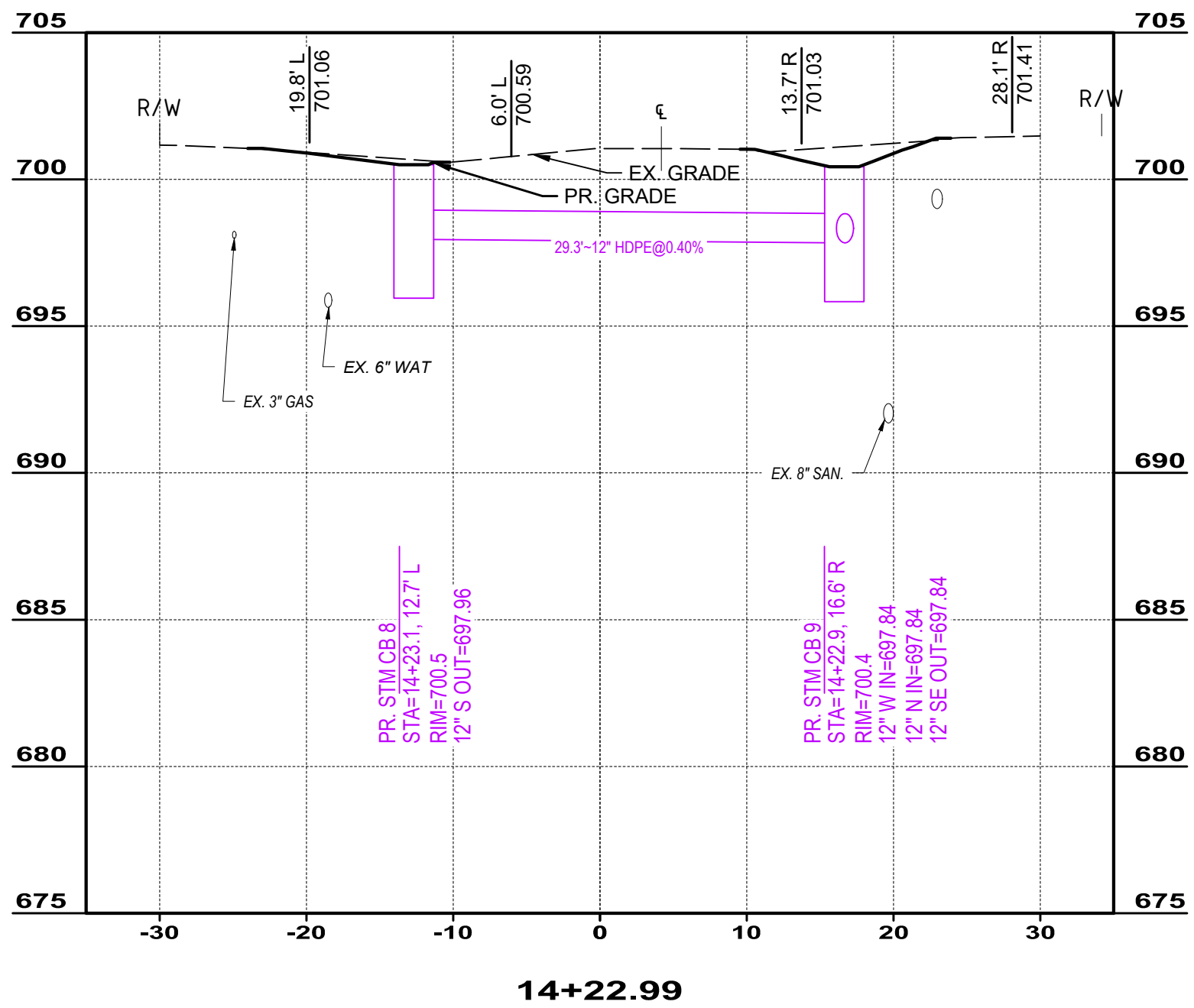
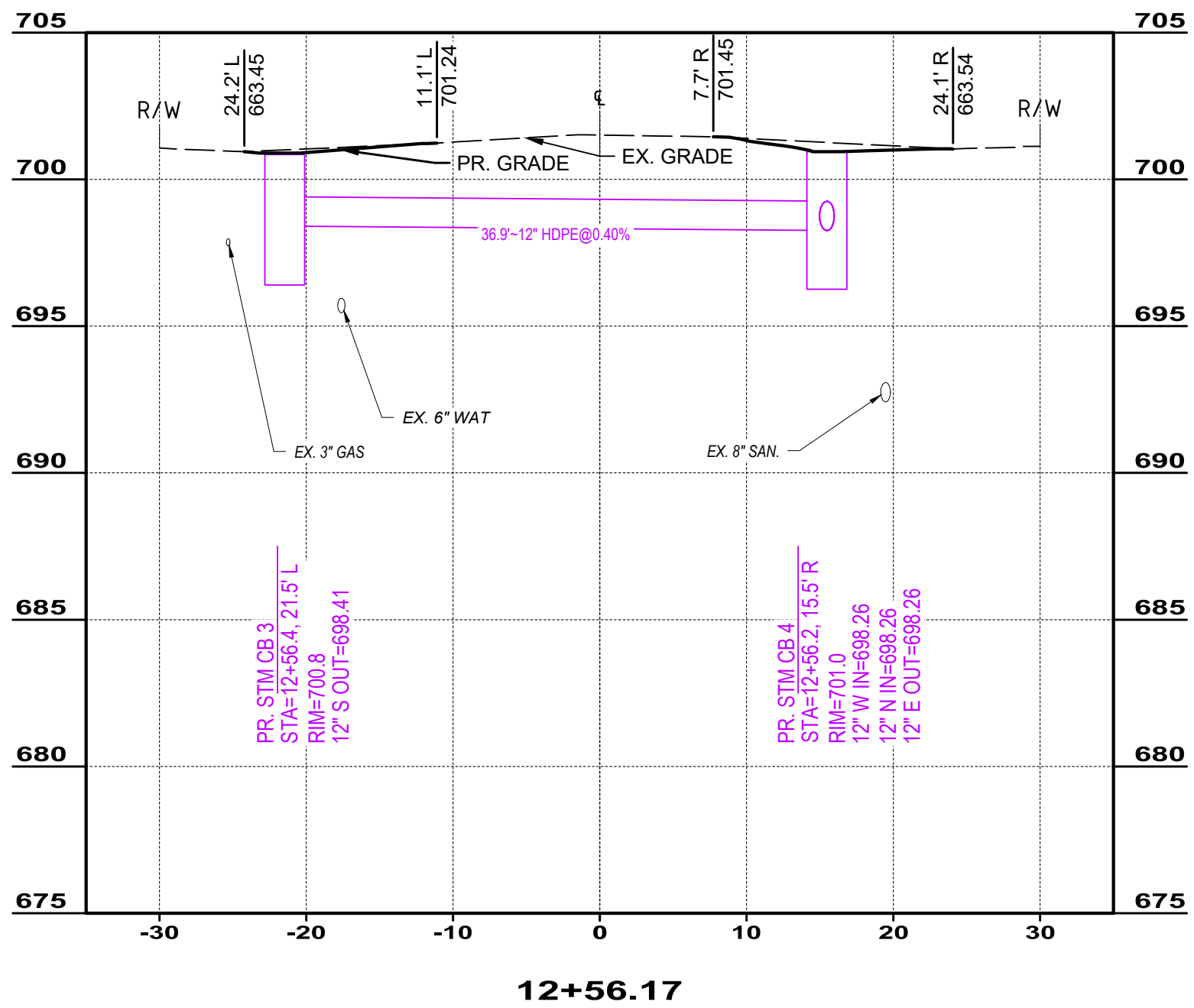
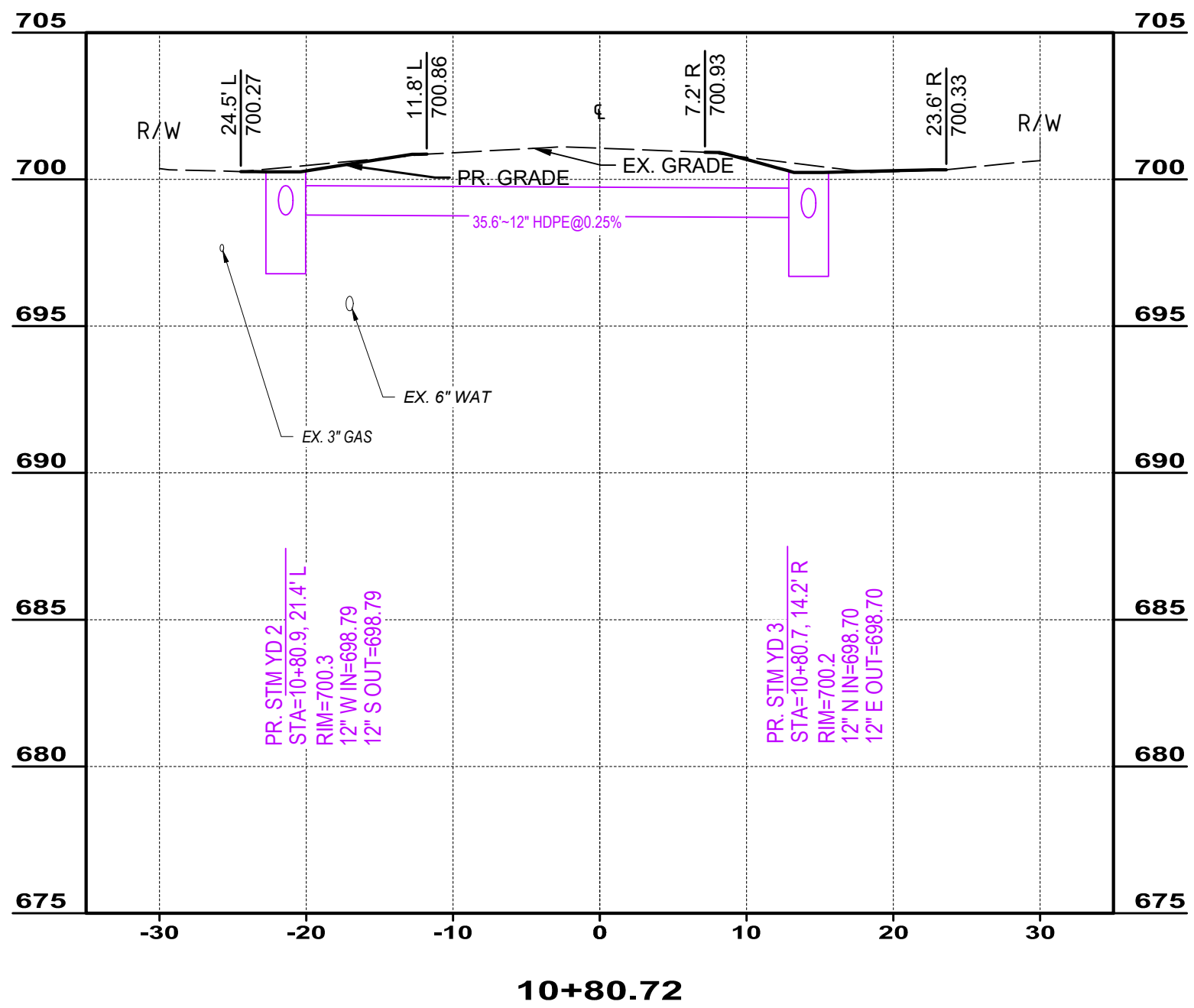
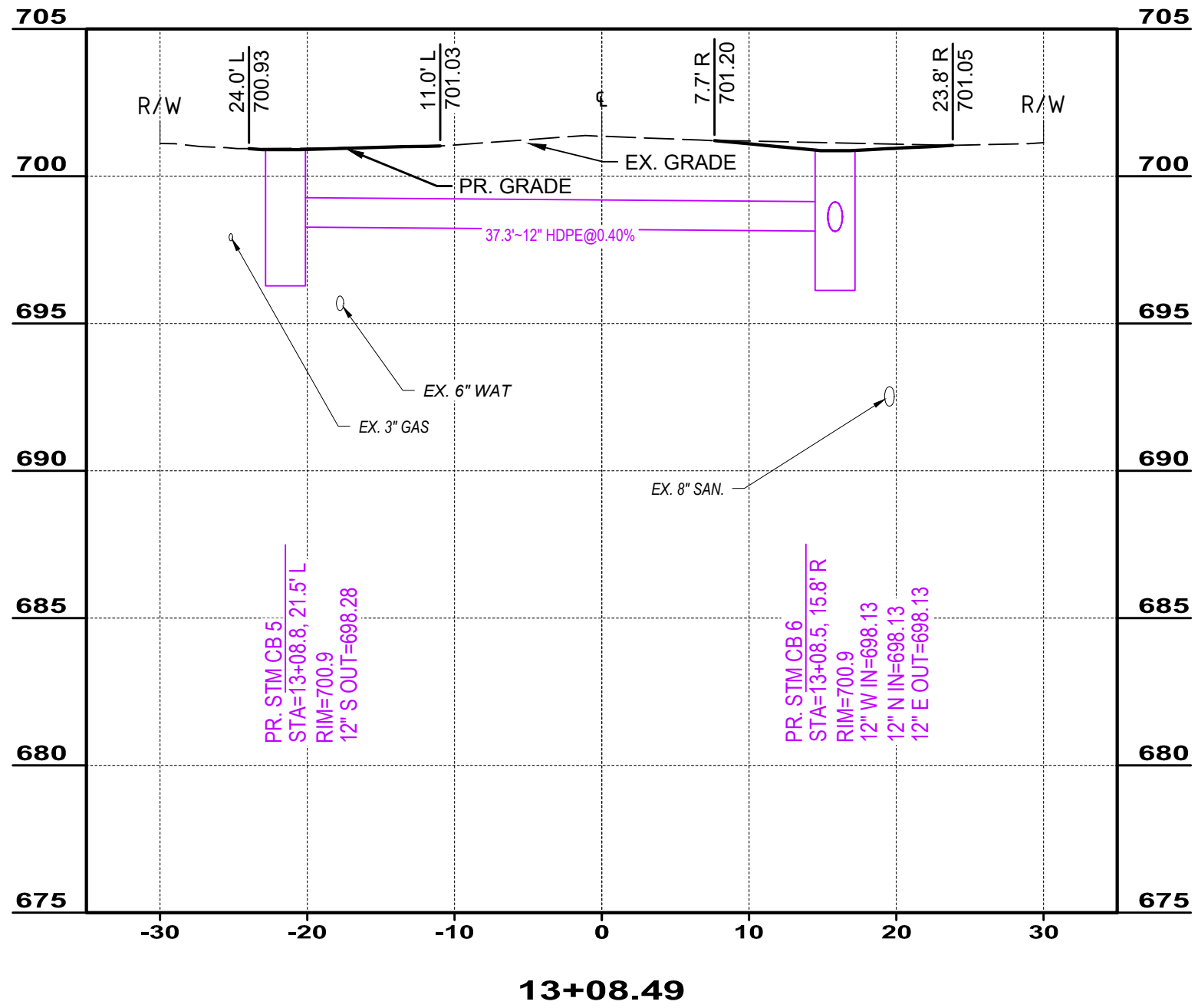
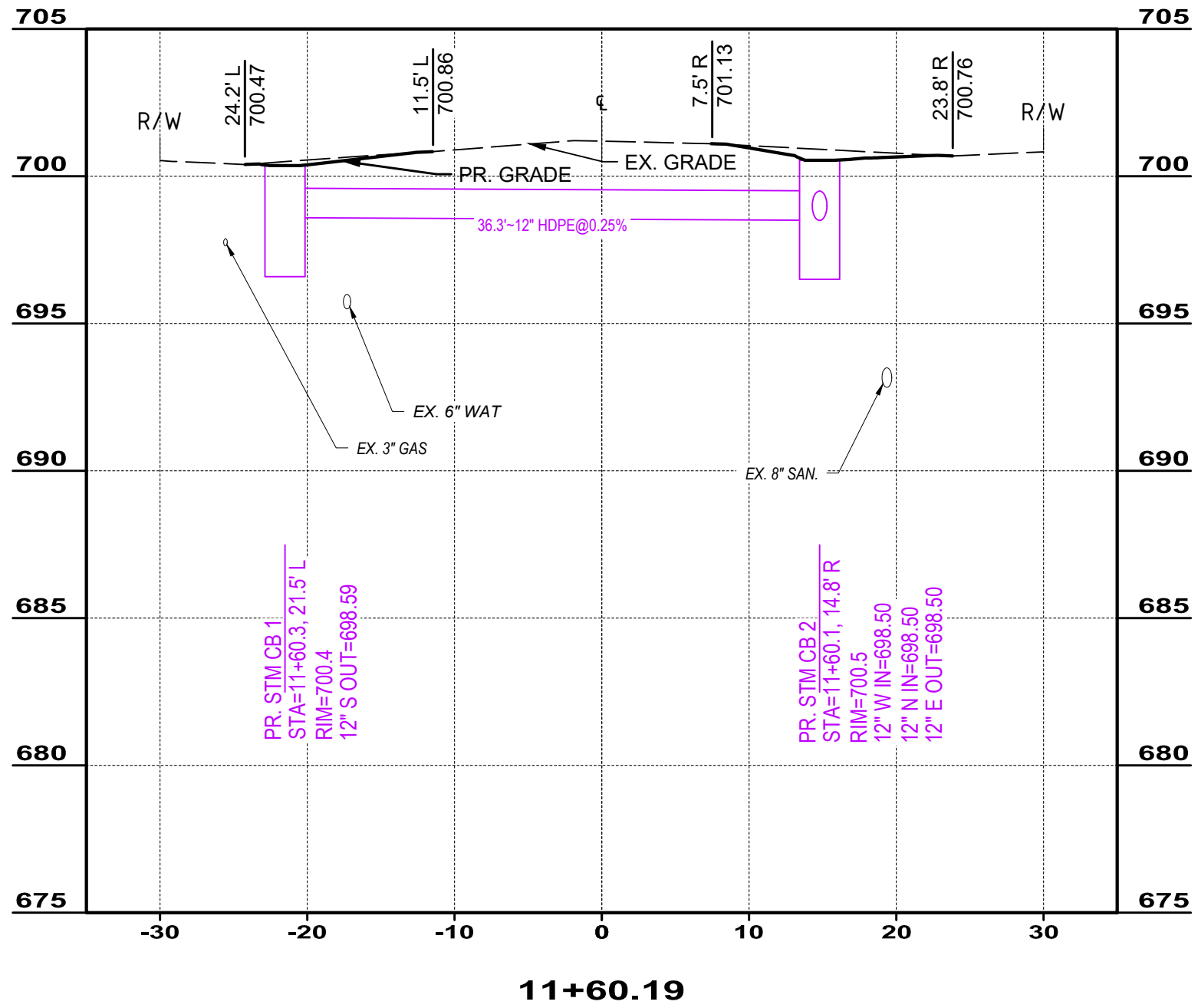
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CHECKED BY: GMS

GRADING DETAILS 4

PROJECT NO.	
232146	
DISCIPLINE	
CIVIL	
SHEET NAME	
Gr Det 4	
SHEET	OF
10	13

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NO	REVISION	DATE

CITY OF MENTOR

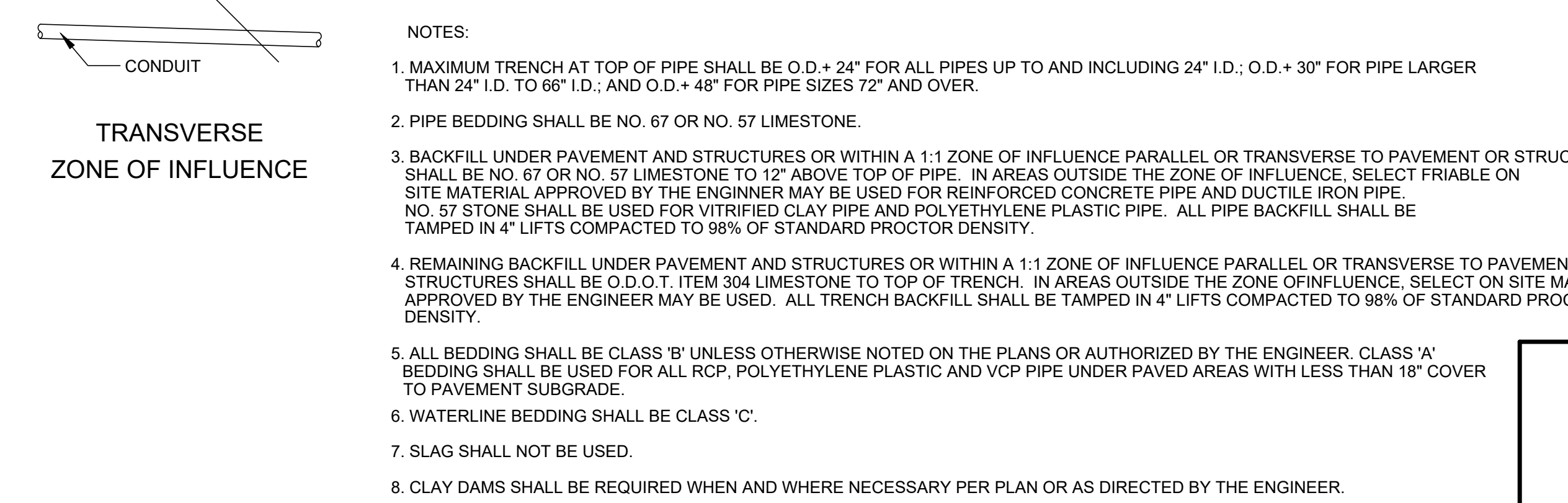
**BLOSSOM DRIVE STORM
SEWER REPLACEMENT**

LAKE COUNTY, OHIO

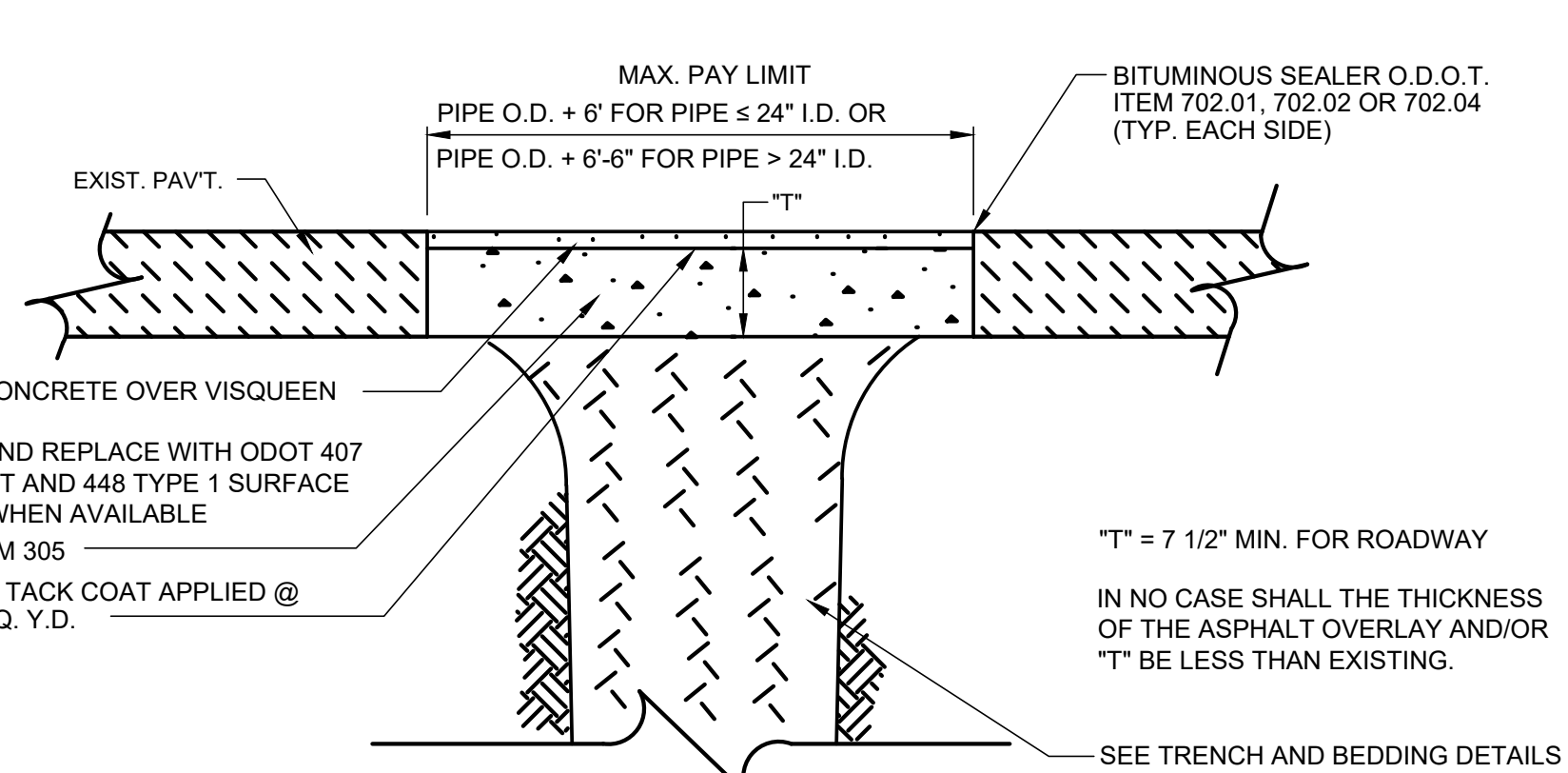
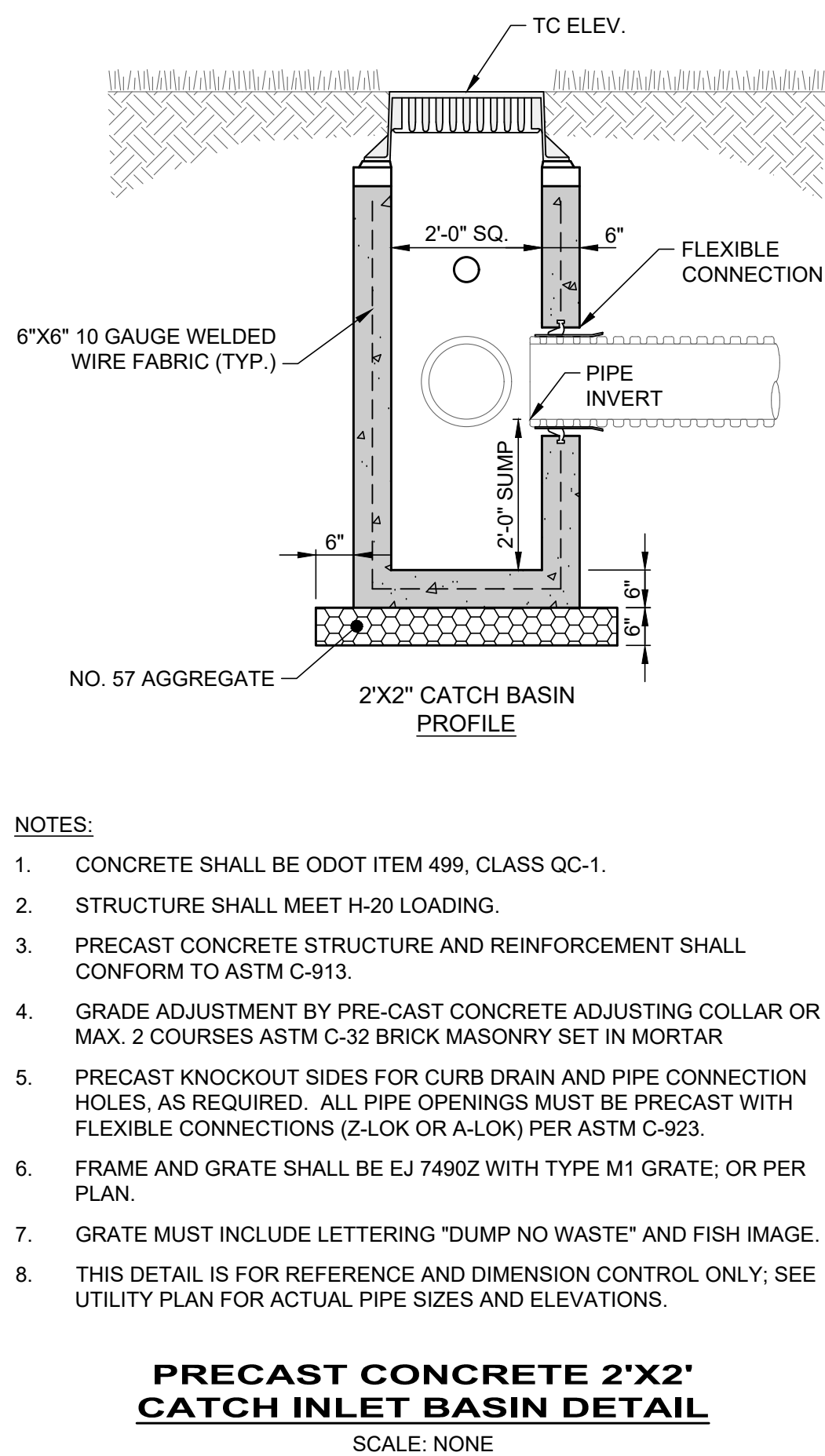
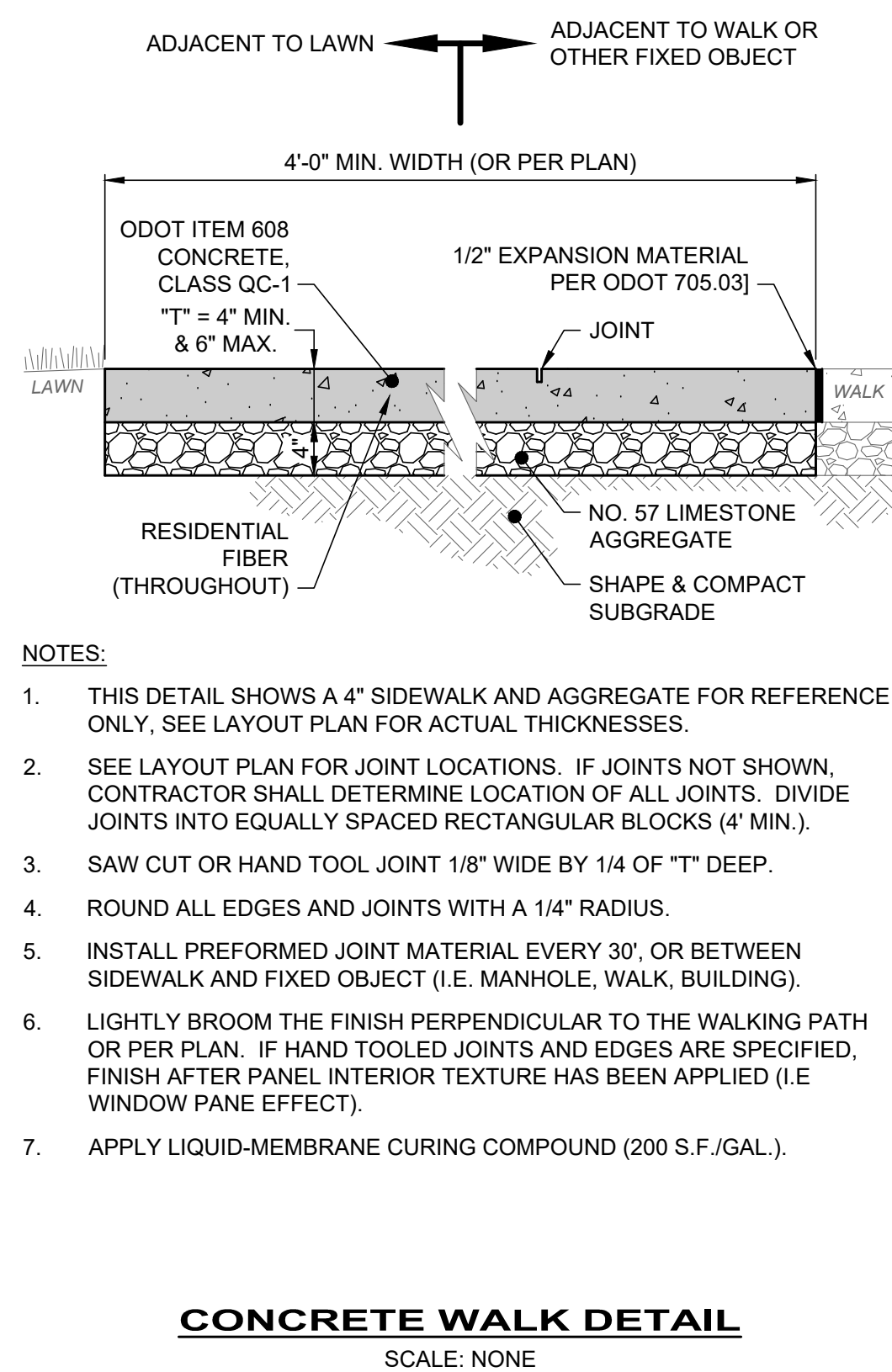
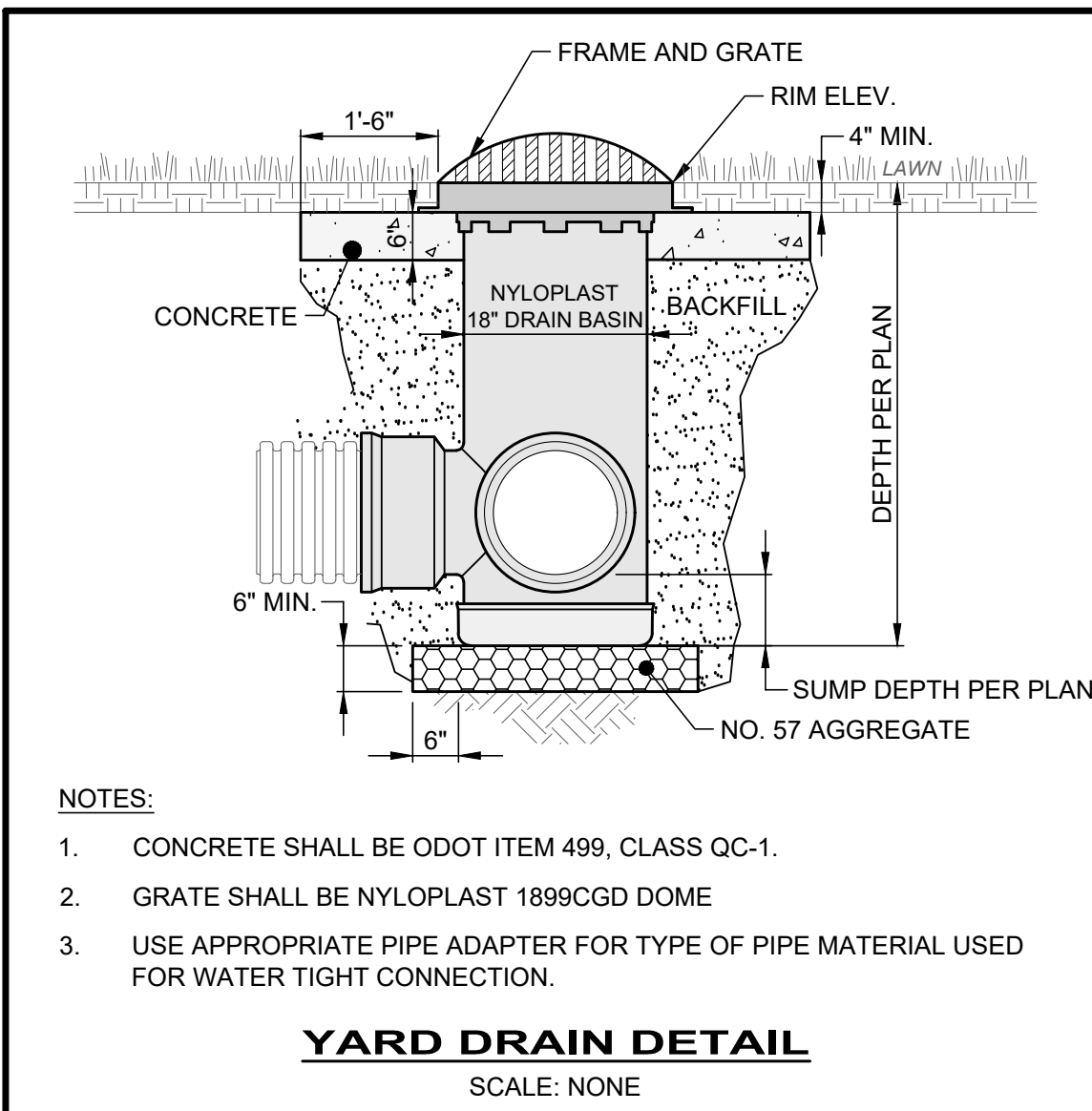
ISSUED FOR:	BID
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PROPOSED SECTIONS

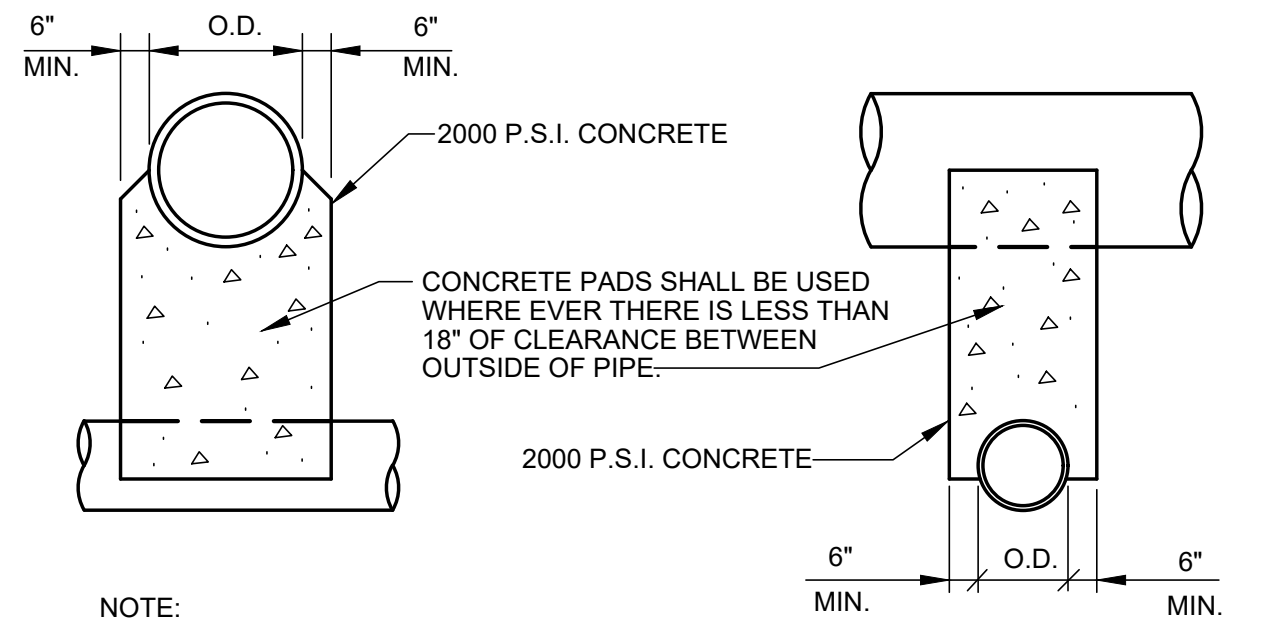
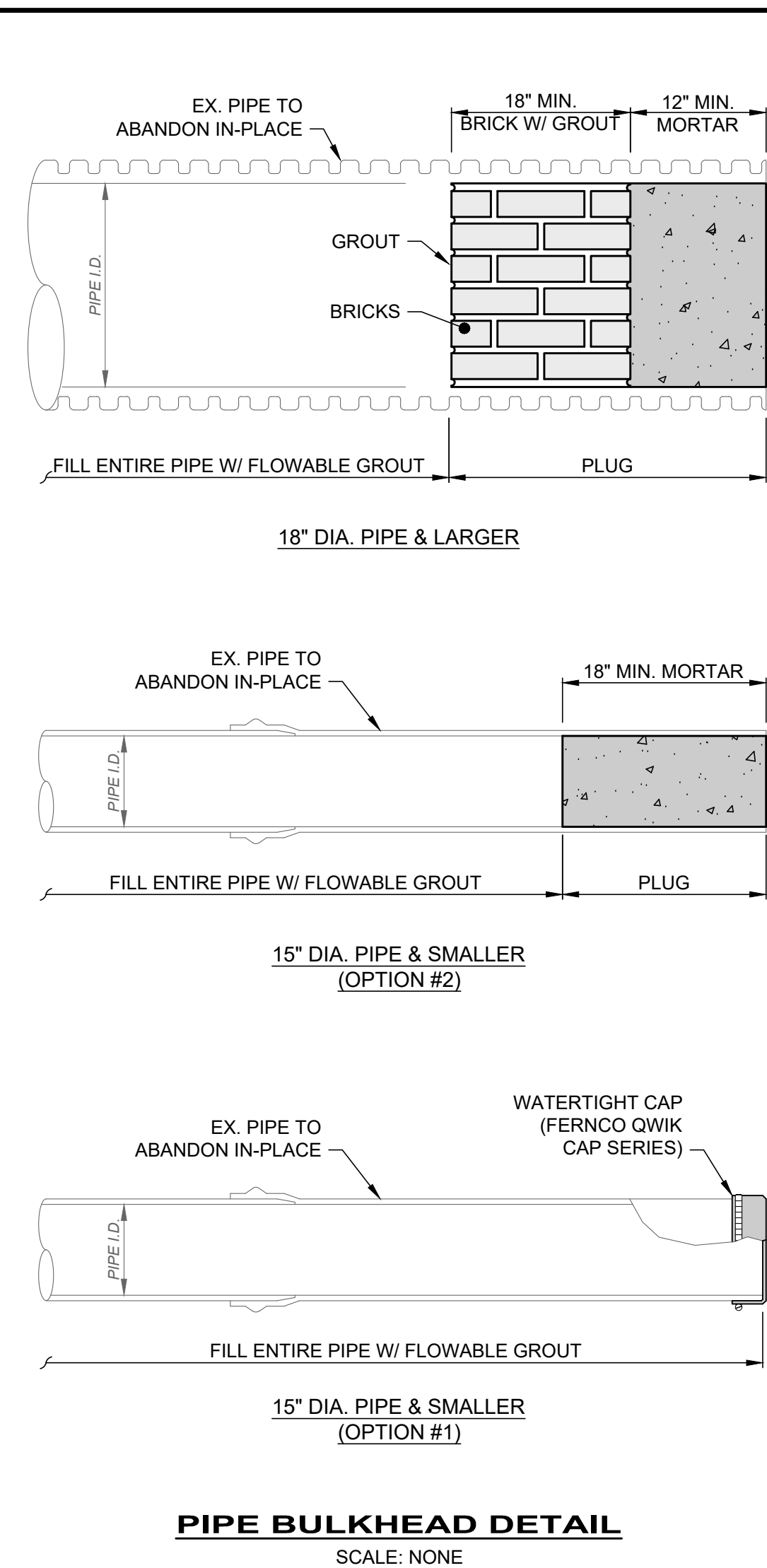
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DISCIPLINE	
CIVIL	
SHEET NAME	
PRSEC	
SHEET	OF
11	13



TRENCH & BEDDING DETAILS
03/05 (CITY OF MENTOR) SD-1-3



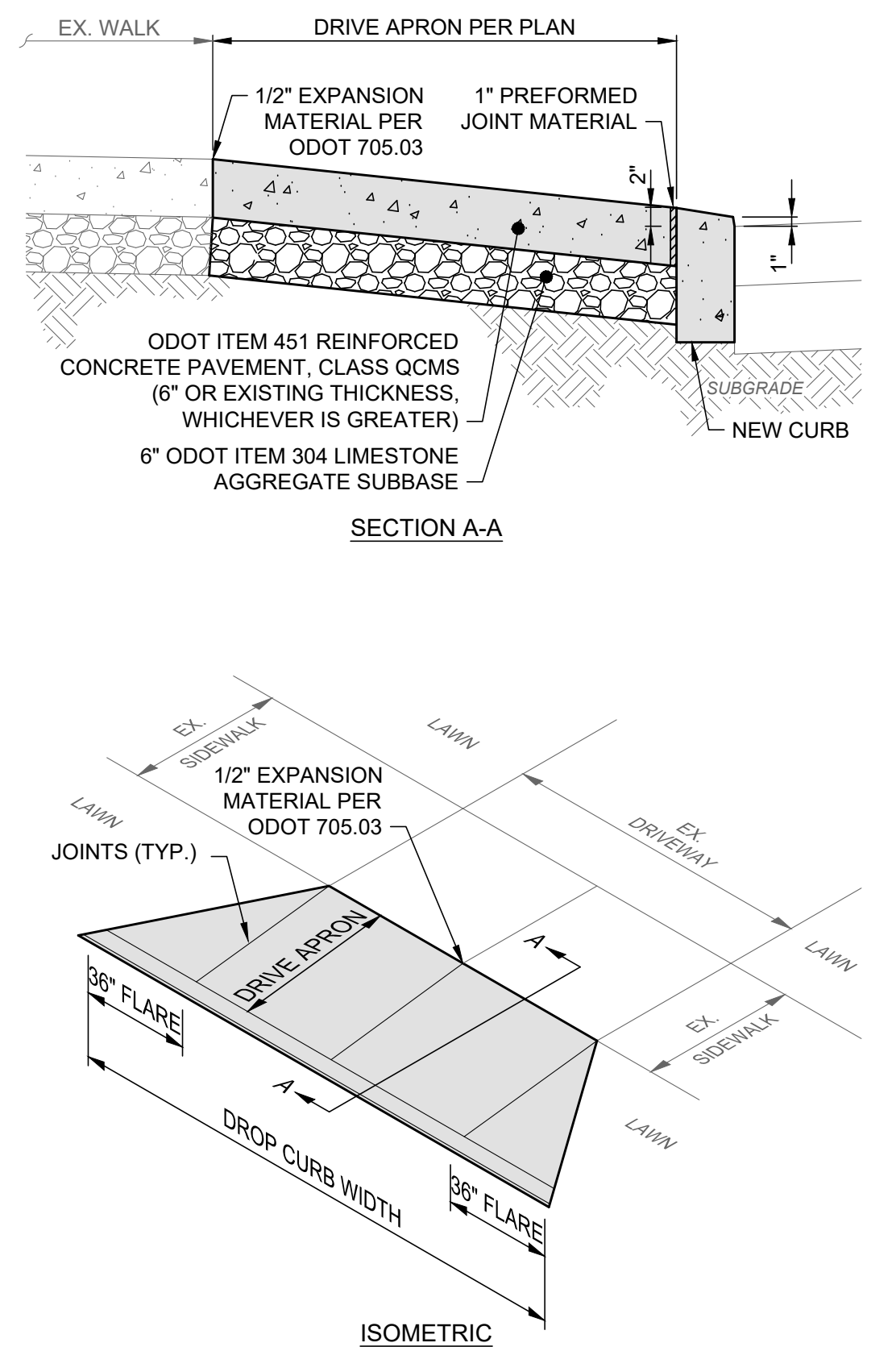
TYPE W PAVEMENT REPLACEMENT



NOTE:

UNLESS OTHERWISE DIRECTED BY THE ENGINEER, WHERE TWO PIPES (SEWER & WATER) CROSS EACH OTHER, A CONCRETE PAD AND CRADLE SEPARATOR SHALL BE PLACED BETWEEN THEM AS INDICATED ABOVE. WHERE PERMISSION IS GRANTED TO OMIT THE CONCRETE PADS, GRANULAR BACKFILL SHALL BE TAMPED IN 6" LAYERS AROUND BOTH PIPES. SUCH TAMPED BACKFILL SHALL BE CONTINUOUS FROM THE CRADLE OF THE LOWER PIPE TO THE TOP OF THE UPPER PIPE AND AT THE BOTTOM SHALL EXTEND IN BOTH DIRECTIONS, FOR THE FULL WIDTH OF THE TRENCH.

PIPE CROSSING DETAIL



NOTES:

1. CONCRETE AT DRIVE APRONS SHALL BE CLASS QC MS.
2. THE DROP CURB SHALL BE HAND FORMED AT THE TIME THE CONCRETE CURB IS POURED.
3. JOINTS SHALL BE PROVIDED AT THE NORMAL FACE AND BACK OF SIDEWALK LOCATION.
4. THIS DETAIL SHOWS A TYPICAL DRIVE APRON FOR REFERENCE ONLY; SEE LAYOUT PLAN FOR ACTUAL APRON CONFIGURATION.

CONCRETE DRIVE APRON DETAIL

