

LOCATION MAP

LATITUDE: ___° ___' ___" LONGITUDE: ___° ___' ___"

SCALE IN MILES



| | |
|-------------------------|-------|
| PORTION TO BE IMPROVED | _____ |
| INTERSTATE HIGHWAY | ===== |
| FEDERAL ROUTES | ===== |
| STATE ROUTES | ===== |
| COUNTY & TOWNSHIP ROADS | ===== |
| OTHER ROADS | ----- |

DESIGN DESIGNATION

| | |
|-----------------------------------|-------|
| CURRENT ADT (2024) | 745 |
| DESIGN YEAR ADT (2044) | 1,004 |
| DESIGN SPEED | 25 |
| LEGAL SPEED | 25 |
| DESIGN FUNCTIONAL CLASSIFICATION: | --- |

DESIGN EXCEPTIONS



PLAN PREPARED BY:
 FAIRFIELD COUNTY ENGINEER'S OFFICE
 3026 W. FAIR AVENUE
 LANCASTER, OHIO 43130
 JEREMIAH D. UPP, P.E., P.S.
 FAIRFIELD COUNTY ENGINEER



END PROJECT
 STA. 64+88.86

BEGIN PROJECT
 STA. 15+94.10

FAIRFIELD COUNTY ENGINEER

FAI TR 1494-0.302

REHABILITATION PROJECT

VIOLET TOWNSHIP

HOUNSDALE / OAKMERE DRIVE

FROM STONECREEK DR. TO NORTH COVENTRY AVE.

INDEX OF SHEETS:

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PROJECT DESCRIPTION

IMPROVEMENT OF HOUNSDALE / OAKMERE DR. WITHIN VIOLET TOWNSHIP. WORK INCLUDES MILL AND OVERLAY, CONSTRUCTING HANDICAP RAMPS, NEW COMBINATION CURB AND GUTTER, CONCRETE WALK, AND PAVEMENT MARKINGS.

OPWC PROJECT

CQ18AC

2023 SPECIFICATIONS

THE STANDARD SPECIFICATIONS OF THE STATE OF OHIO, DEPARTMENT OF TRANSPORTATION, INCLUDING CHANGES SUPPLEMENTAL SPECIFICATIONS LISTED IN THE PROPOSAL SHALL GOVERN THIS IMPROVEMENT.

I HEREBY APPROVED THESE PLANS AND DECLARE THAT THIS IMPROVEMENT WILL REQUIRE THE CLOSING TO TRAFFIC OF THE HIGHWAY.

FAIRFIELD COUNTY ENGINEER:

DATE: 1-21-26

WE THE TRUSTEES OF VIOLET TOWNSHIP IN FORMAL SESSION, HEREBY APPROVE THESE PLANS:

TRUSTEE:

DATE: 2-4-2026

TRUSTEE:

DATE: 2-4-2026

TRUSTEE:

DATE: 2-4-2026

| ENGINEER'S SEAL: | ODOT STANDARD CONSTRUCTION DRAWINGS | FAIRFIELD COUNTY CONSTRUCTION DRAWINGS | SUPPLEMENTAL SPECIFICATIONS | SPECIAL PROVISIONS |
|------------------|-------------------------------------|--|-----------------------------|--------------------|
| | BP-3.1 1/19/2024 | EXHIBIT R-11 5/07/2024 | 800 7/18/2025 | |
| | BP-5.1 7/18/2025 | | 843 1/19/2024 | |
| | BP-7.1 7/18/2025 | | | |
| | TC-41.20 10/18/2013 | | | |
| | TC-41.30 10/18/2013 | | | |
| | TC-42.20 10/18/2013 | | | |
| | TC-71.10 4/21/2023 | | | |
| | TC-74.10 7/21/2023 | | | |
| | MT-97.10 4/19/2019 | | | |
| | MT-97.11 1/20/2017 | | | |
| | MT-97.12 1/20/2017 | | | |
| | MT-101.90 7/17/2020 | | | |

TITLE SHEET

DESIGN AGENCY



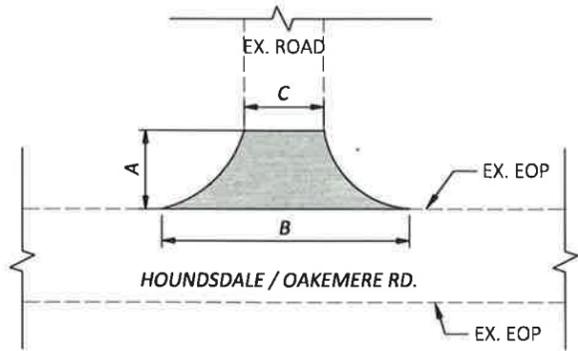
DESIGNER
 JAA

REVIEWER
 JAA

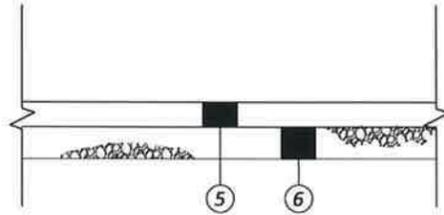
PROJECT ID
 ETM 12/2025

PROJECT ID
 TR1494-0.302

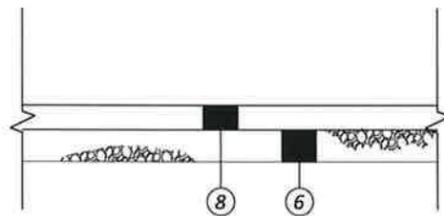
SHEET TOTAL
 1 30



1 DETAIL
BUTT JOINT INTERSECTION LIMITS N.T.S.



2 DETAIL
CONCRETE SIDEWALK N.T.S.



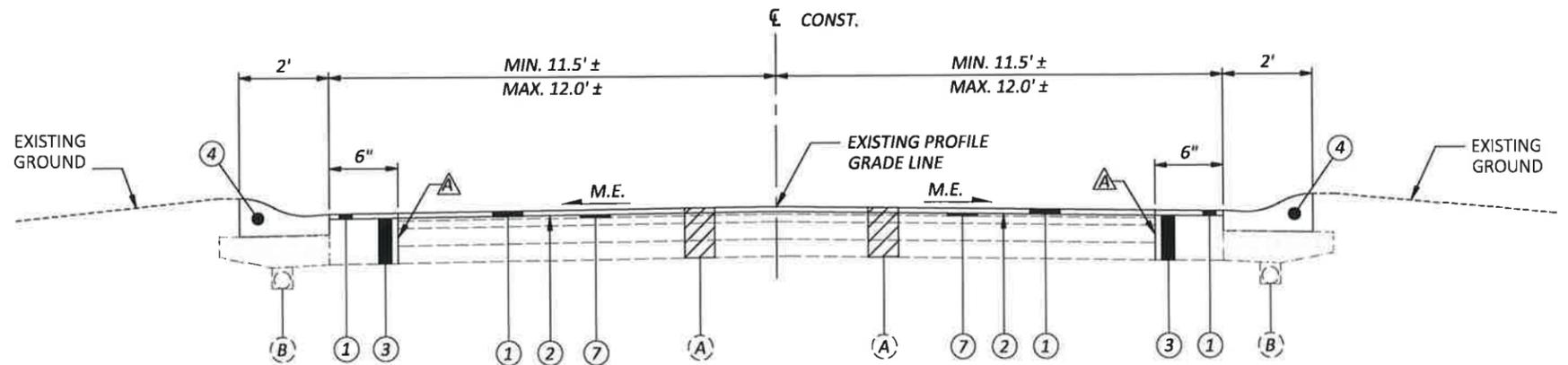
3 DETAIL
DRIVEWAY APRON N.T.S.

NOTES:
 ⚠️ SAWCUT AND REMOVE EXISTING PAVEMENT TO FULL DEPTH TO EXPOSE A SOUND PAVEMENT EDGE. EXACT LOCATION SHALL BE DETERMINED IN THE FIELD. FOR ESTIMATING PURPOSES, THE PLANS INCLUDE AN AVERAGE WIDTH OF 6-INCH BEING REMOVED. IN MOST CASES THE SAWCUT LINE SHALL BE PLACED NO CLOSER THAN 6-INCH FROM THE EXISTING PAVEMENT EDGE.

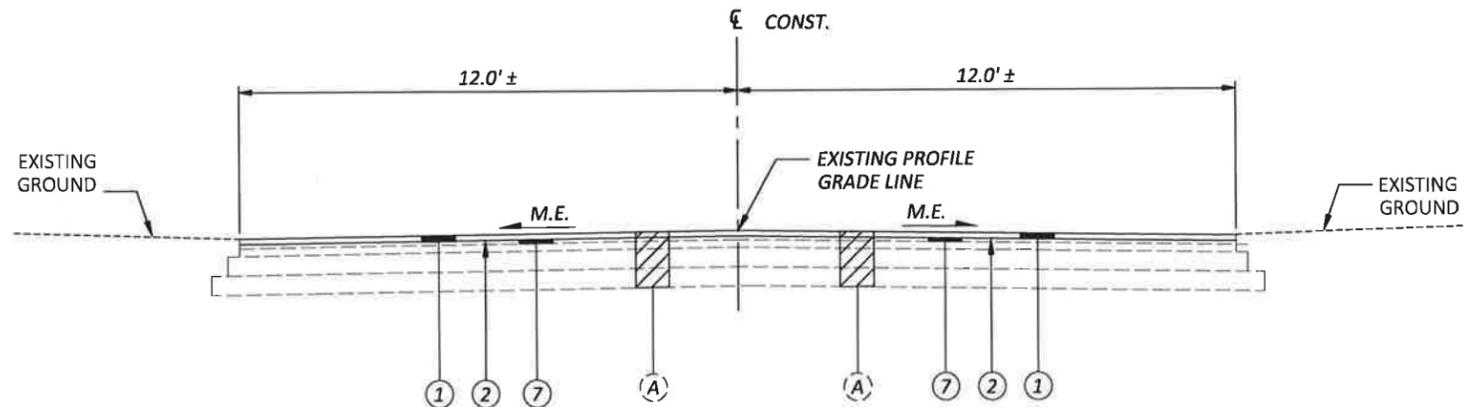
M.E. MATCH EXISTING

LEGEND

- ① ITEM 441 - 1 1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE 1,(449), PG70-22M
- ② ITEM 407 - NON-TRACKING TACK COAT (0.080 GAL/SY)
- ③ ITEM 613 - LOW-STRENGTH MORTAR BACKFILL (TYPE 2) (T=12"±)
- ④ ITEM 609 - COMBINATION CURB AND GUTTER, AS PER PLAN
- ⑤ ITEM 608 - 4" CONCRETE WALK
- ⑥ ITEM 304 - 6" AGGREGATE BASE (#57's)
- ⑦ ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE 1.5" AVERAGE DEPTH, AS PER PLAN
- ⑧ ITEM 253 - NON-REINFORCED CONCRETE PAVEMENT, CLASS QC 1P (T=6")
- (A) EXISTING ASPHALT PAVEMENT
- (B) EXISTING UNDERDRAIN



MILL AND OVERLAY SECTION
SEE PLANS FOR LIMITS



RESURFACE SECTION
STA. 16+24.00 TO STA. 27+70.00

1. ENGINEER DEFINED

DULY AUTHORIZED AGENT OF THE FAIRFIELD COUNTY ENGINEER ACTING WITHIN THE SCOPE OF HIS/HER AUTHORITY FOR PURPOSES OF ENGINEERING AND ADMINISTRATION OF THE CONTRACT.

2. UTILITIES

LISTED BELOW ARE ALL UTILITIES COMPANIES THAT HAVE FACILITIES LOCATED WITHIN THE WORK LIMITS OF THIS PROJECT AND SUBSCRIBE TO OUPS.

FAIRFIELD COUNTY UTILITIES
ATTN: TONY VOGEL
6670 LOCKVILLE ROAD
CARROLL, OHIO 43112
O: 614-322-5200
O: 740-652-7120
F: 614-322-5203
tony.vogel@fairfieldcountyohio.gov

COLUMBIA GAS
ATTN: TARA NEMCIK
3550 JOHNNY APPLESEED CT.
COLUMBUS, OHIO 43231
O: 617-813-1402
tnemcik@nisource.com

SOUTH CENTRAL POWER COMPANY
ATTN: ZACHERY A. REED, P.E.
DIRECTOR OF ENGINEERING
720 MILL PARK DR.
LANCASTER, OHIO 43130
O: 740-689-6150
O: 740-415-4274

3. CONTRACTOR DEFINED

THE INDIVIDUAL, FIRM OR CORPORATION CONTRACTING WITH THE FAIRFIELD COUNTY ENGINEER FOR PERFORMANCE OF PRESCRIBED WORK, ACTING DIRECTLY OR THROUGH A DULY AUTHORIZED REPRESENTATIVE AND QUALIFIED UNDER THE PROVISIONS OF 5525.02 TO 5525.09, ORC, AND ANY AMENDMENTS THERETO.

4. CONSTRUCTION INITIATION

THE CONTRACTOR SHALL ADVISE THE FAIRFIELD COUNTY ENGINEER AT (740) 652-2300 FOURTEEN (14) DAYS PRIOR TO THE START OF CONSTRUCTION. THE PROJECT ENGINEER WILL PROVIDE ASSISTANCE/CLARIFICATION FOR ANY QUESTIONS.

5. UNDERGROUND UTILITIES

THERE ARE NO UNDERGROUND UTILITIES SHOWN ON THE PLAN. IT IS THE CONTRACTOR'S RESPONSIBILITY TO HAVE UNDERGROUND UTILITIES MARKED PRIOR TO CONSTRUCTION BY NOTIFYING THE OHIO UTILITY PROTECTION SERVICE AT 1-800-362-2764. NON-MEMBERS SHALL BE CONTACTED DIRECTLY.

6. 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.

7. WORK LIMITS

THE WORK LIMITS SHOWN ON THESE PLANS ARE FOR PHYSICAL CONSTRUCTION ONLY. THE INSTALLATION AND OPERATION OF ALL TEMPORARY TRAFFIC CONTROL AND TEMPORARY TRAFFIC CONTROL DEVICES REQUIRED BY THESE PLANS SHALL BE PROVIDED BY THE CONTRACTOR WHETHER INSIDE OR OUTSIDE THESE WORK LIMITS.

8. MATERIAL TESTING

THE COUNTY ENGINEER RESERVES THE RIGHT TO ORDER TESTING OF ALL MATERIALS USED.

9. PROFILE AND ALIGNMENT

THE PROPOSED PAVEMENT RESURFACING SHALL FOLLOW THE ALIGNMENT AND PROFILE OF THE EXISTING PAVEMENT.

10. CONSTRUCTION NOISE

ACTIVITIES AND LAND USES ADJACENT TO THE PROJECT MAY BE ADVERSELY AFFECTED BY CONSTRUCTION NOISE. IN ORDER TO MINIMIZE THE CONSTRUCTION NOISE IMPACTS, ANY POWER-OPERATED EQUIPMENT OR CONSTRUCTION-TYPE DEVICE SHALL NOT BE OPERATED BETWEEN THE HOURS OF 9:00 PM AND 6:30 AM. IN ADDITION, ANY SUCH EQUIPMENT SHALL NOT BE OPERATED AT ANY TIME IN SUCH MANNER THAT THE NOISE CREATED SUBSTANTIALLY EXCEEDS THE NOISE CUSTOMARILY AND NECESSARILY ATTENDANT TO THE REASONABLE AND EFFICIENT PERFORMANCE OF SUCH EQUIPMENT.

11. ADDITIONAL PAVING REQUIREMENTS

ASPHALT CONCRETE PAVING SHALL BE EXTENDED AND FEATHERED AT ALL ROAD INTERSECTIONS ENCOUNTERED ALONG THE LENGTH OF THE PROJECT AS SHOWN IN THE PLANS, OR AS OTHERWISE DIRECTED BY THE ENGINEER. MATERIAL IS INCLUDED IN THE ESTIMATED QUANTITIES FOR THIS REQUIREMENT. THE JOINT AGAINST THE EXISTING PAVEMENT AT THESE LOCATIONS SHALL BE SEALED AS PER 401.17.

12. ITEM 407 - NON-TRACKING TACK COAT

THE RATE OF APPLICATION OF THE 407 NON-TRACKING TACK COAT SHALL BE SUBJECT TO ADJUSTMENT AS DIRECTED BY THE ENGINEER. FOR ESTIMATING PURPOSES ONLY, THE PLAN QUANTITIES INDICATE AND AVERAGE APPLICATION RATE OF :

407 NON-TRACKING, TACK COAT 0.080 GAL/SY

13. ITEM 441 - ASPHALT CONCRETE

COMPOSE THE ASPHALT MIXTURE WITH AGGREGATE, ASPHALT BINDER, AND MODIFIERS (IF SPECIFIED) MEETING OHIO DEPARTMENT OF TRANSPORTATION (ODOT) REQUIREMENTS. PRIOR TO PRODUCING ASPHALT MIX FOR THIS CONTRACT, SUBMIT A JOB MIX FORMULA (JMF) FOR APPROVAL.

INCLUDE IN THE JMF THE MIX TYPE PROPOSED FOR USE, AGGREGATE SOURCE, TYPE, AND GRADATION, PERCENTAGE OF ASPHALT BINDER BY WEIGHT OF MIXTURE, GRADE OF ASPHALT BINDER, DESCRIPTION AND SOURCE OF MODIFIER (IF BEING USED), AND UNIT WEIGHT OF THE MIXTURE. USE A JMF THAT MEETS ALL REQUIREMENTS ESTABLISHED IN THIS CONTRACT AND HAS PREVIOUSLY BEEN APPROVED FOR USE ON ODOT WORK.

WHERE NO PREVIOUSLY APPROVED JMF IS AVAILABLE, DEVELOP ONE MEETING ALL CRITERIA ESTABLISHED IN THIS CONTRACT AND HAVE IT REVIEWED AND APPROVED BY AN INDEPENDENT TESTING LABORATORY PRIOR TO SUBMISSION TO THE OWNER REPRESENTATIVE. THE PERSON PERFORMING THE REVIEW FOR THE TESTING LABORATORY MUST BE OF ITS EMPLOY AND BE LEVEL 3 ASPHALT CONCRETE MIX DESIGN TECHNICIAN APPROVED BY ODOT.

ACCEPTANCE OF THE MIXTURE WILL BE BASED UPON THE OWNER REPRESENTATIVE'S OBSERVATION THAT PRODUCTION AND QUALITY CONTROL OPERATIONS ARE RESULTING IN AN ACCEPTABLE PRODUCT.

14. FULL DEPTH PAVEMENT SAWING

THE CONTRACTOR SHOULD SAWCUT AND REMOVE EXISTING PAVEMENT TO FULL DEPTH TO EXPOSE A SOUND PAVEMENT EDGE. EXACT LOCATION SHALL BE DETERMINED IN THE FIELD. FOR ESTIMATED PURPOSES, THE PLANS INCLUDE AN AVERAGE WIDTH OF 6-INCH BEING REMOVED. IN MOST CASES THE SAWCUT LINE SHALL BE PLACED NO CLOSER THAN 6-INCHES FROM THE EXISTING PAVEMENT EDGE. THE FOLLOWING QUANTITIES ARE CARRIED TO THE GENERAL SUMMARY FOR THE WORK NOTED ABOVE.

ITEM 254 - FULL DEPTH PAVEMENT SAWING 5,637 FT.

15. CLEANUP

THE CONTRACTOR SHALL PERFORM DAILY CLEAN UP OF THE WORK SITE. ALL TRASH, INCLUDING CANS, BOTTLES, FOOD SCRAPS, CONTAINERS, AND WRAPPERS SHALL BE PROPERLY DISPOSE OF OFF SITE AND SHALL NOT BE THROWN IN THE CONSTRUCTION AREA.

16. NEW CURVE RADIUS

INTERSECTION CORNERS OR HORIZONTAL CURVES SHALL MATCH THE EXISTING RADIUS UNLESS NOTED OTHERWISE.

17. CONCRETE WALK

ALL EXISTING CONCRETE SIDEWALKS BEING REPLACED WITH NEW CONCRETE SIDEWALKS SHALL BE REMOVED AT AN EXISTING JOINT AND REPLACED PER ODOT STD DWG. INSTALL EXPANSION JOINT WHERE NEW CONCRETE ADJOINS EXISTING SIDEWALK.

PAYMENT SHALL BE INCLUDED IN THE PRICE BID FOR ITEM 608 - CONCRETE WALK

18. EXISTING APPURTENANCES ADJUSTED TO GRADE

BEFORE ADJUSTING EXISTING MANHOLES, CURB INLETS, VALVES AND / OR VALVE BOXES TO GRADE, THE CONTRACTOR, IN THE PRESENCE OF THE COUNTY ENGINEER OR ACCEPTABLE REPRESENTATIVE, SHALL INSPECT SAID STRUCTURES. EXISTING INLETS AND VALVES THAT ARE

TO BE ADJUSTED OR RECONSTRUCTED TO GRADE ARE LISTED WITHIN THE PLANS. VALVE BOXES SHALL BE ADJUSTED USING CONCRETE AS SHOWN IN ODOT STD. DWG. BP-3.1. IN ADDITION TO PLAN QUANTITIES, THE FOLLOWING QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY TO BE USED AS DIRECTED BY THE ENGINEER TO PERFORM ADDITIONAL WORK.

ITEM 611 - GAS VALVE BOX ADJUSTED TO GRADE 1 EACH
ITEM 604 - INLET ADJUSTED TO GRADE 2 EACH
ITEM 638 - VALVE BOX ADJUSTED TO GRADE 2 EACH

19. ITEM 608 - CURB RAMPS, AS PER PLAN

DETECTABLE WARNINGS (TRUNCATED DOMES) SHALL BE NEENAH GRAY IRON OR APPROVED EQUAL. THE LATEST ADA REQUIREMENT SHALL BE MET BY THE CONTRACTOR FOR THE CURB RAMP CONSTRUCTION AND LANDING ZONE WIDTH, E.T.C.

20. ITEM 202 - COMBINATION CURB AND GUTTER REMOVED

A LONGITUDINAL SAW CUT SHALL BE MADE BETWEEN THE EDGE OF GUTTER AND EXISTING ASPHALT TO PROVIDE A CLEAN VERTICAL JOINT. ANY DAMAGE ASPHALT SHALL BE REPAIRED TO THE SATISFACTION OF THE ENGINEER. ALL MATERIAL REMOVED BEHIND THE CURB SHALL BE REPLACE WITH SUITABLE GRANULAR MATERIAL, PER ITEM 203 AFTER COMPLETION OF NEW COMBINATION CURB AND GUTTER, AS PER PLAN.

21. ITEM 609 - COMBINATION CURB AND GUTTER, AS PER PLAN

PROPOSED COMBINATION CURB AND GUTTER PER FAIRFIELD COUNTY ROADWAY DESIGN MANUAL, EXHIBIT R-11 CURRENT DATE. EXISTING AGGREGATE BASE SHALL REMAIN IN PLACE. CONTRACTOR TO REGRADE AS NEEDED TO ACCOMMODATE THE CONSTRUCTION OF NEW COMBINATION CURB AND GUTTER, AS PER PLAN. IN ADDITION TO ITEM 609, THE FOLLOWING QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY TO BE USED AS DIRECTED BY THE ENGINEER TO PERFORM ADDITIONAL WORK.

ITEM 304 - AGGREGATE BASE 20 C.Y.

22. DRIVEWAY APRONS

ALL DRIVEWAYS SHALL BE FEATHERED WITH IN-KIND MATERIAL TO A DISTANCE OF THREE-FOOT FROM THE NEW BACK OF COMBINATION CURB AND GUTTER. THE THREE-FOOT WIDTH MAY VARY ACCORDING TO THE SITE CONDITIONS AS DIRECTED BY THE ENGINEER. THE FOLLOWING QUANTITIES ARE CARRIED TO THE GENERAL SUMMARY FOR WORK NOTED ABOVE.

ITEM 304 - AGGREGATE BASE (T=6") 5 C.Y.
ITEM 452 - 6" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC 1P

23. JOINT SEALING

ALL CURB, BUTT JOINTS AND FEATHERED JOINTS SHALL BE SEALED WHEN PAVING IS COMPLETED. THE JOINT SHALL BE SEALED WITH A 6-INCH WIDE STRIP OF 702.01, 702.02 OR 702.04 AT A RATE OF 0.25 GALLONS PER SQUARE YARD. THE COST OF THIS WORK SHALL BE INCLUDED IN THE UNIT BID PRICE FOR FURNISHING AND PLACING ASPHALT CONCRETE.

24. LOCAL ACCESS

MAINTAIN INGRESS AND EGRESS TO ALL PROPERTIES AFFECTED BY THIS IMPROVEMENT AT ALL TIMES. ANY COSTS ASSOCIATED WITH THIS WORK SHALL BE INCLUDED IN THE CONTRACT PRICE FOR ITEM 614, MAINTAINING TRAFFIC, AND SHALL INCLUDE ALL LABOR, EQUIPMENT AND MATERIALS NECESSARY TO MAINTAIN LOCAL ACCESS TO PROPERTIES.

25. 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 8:00 P.M. AND 7:00 A.M. IN ADDITION, D 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.

26. NON-RUBBER TIRED VEHICLE

NON-RUBBER TIRED VEHICLE SHALL NOT BE MOVED ON PUBLIC STREETS. EXCEPTIONS MAY BE GRANTED BY THE ENGINEER WHERE SHORT DISTANCES AND SPECIAL CIRCUMSTANCES ARE INVOLVED. GRANTING OF EXCEPTIONS MUST BE IN WRITING, AND ANY DAMAGE MUST BE REPAIRED TO THE SATISFACTION OF THE ENGINEER.

GENERAL NOTES



| | |
|---------------|--------------|
| DESIGN AGENCY | |
| DESIGNER | JAA |
| REVIEWER | |
| ETM | 12/2025 |
| PROJECT ID | TR1494-0.302 |
| SHEET | TOTAL |
| 3 | 30 |

26. SEEDING AND MULCHING, AS PER PLAN

CLASS 1 SEEDING AND MULCHING SHALL BE APPLIED TO ALL AREAS DISTURBED BETWEEN THE RIGHT-OF-WAY LINES.

BASIS FOR PAYMENT SHALL BE PAID AS FOLLOWS:

ITEM 659 SEEDING AND MULCHING, CLASS 1 LUMP

27. SITE PREPARATION FOR SEEDING AND MULCHING

IN ADDITIONAL TO THE REQUIREMENTS OF 659.10, IN MAINTAINED SEEDING LAWNS REMOVE ALL STONES LARGER THAN 1/2-INCH BY RAKING OR OTHER METHODS APPROVED BY THE ENGINEER. IF THERE IS EXCESSIVE GRAVEL OR DEBRIS THAT CANNOT BE REMOVED BY CONVENTIONAL METHODS, PROVIDE 4-INCHES OF TOPSOIL AT NO ADDITIONAL COST TO THE COUNTY OVER THESE AREAS. TOPSOIL SHALL BE FERTILE, LOOSE, FRIABLE AND LOAMY AND NOT CONTAIN DEBRIS OR PARTICLES LARGER THAN 1/2-INCH IN ANY DIMENSION. TOPSOIL SHALL CONTAIN BETWEEN 6 AND 20 PERCENT ORGANIC MATERIAL AND NO MORE THAN 18% MOISTURE. TEST TOPSOIL ACCORDING TO SUPPLEMENT 1016.

28. MAINTAINING ACCESS TO PRIVATE PROPERTY

ACCESS FOR VEHICULAR TRAFFIC TO ALL ADJOINING PROPERTIES SHALL BE MAINTAINED AT ALL TIME . WHERE PROPERTIES ARE ACCESSED BY ONLY ONE DRIVEWAY, PARTIAL WIDTH CONSTRUCTION SHALL BE USED. WITH THE WRITTEN PERMISSION OF THE PROPERTY OWNER, DRIVEWAYS MAY BE CLOSED. THE PERMISSION LETTERS SHALL BE SUBMITTED TO THE PROJECT ENGINEER BEFORE THE COMMENCEMENT OF THE CLOSURE.

29. ITEM SPECIAL - ASPHALT REJUVENATING AGENT

THE ASPHALT REJUVENATING AGENT SHALL BE COMPOSED OF A PETROLEUM RESIN OIL BASE UNIFORMLY EMULSIFIED WITH WATER. THE MATERIAL SHALL HAVE A SATISFACTORY RECORD OF SERVICE AS AN ASPHALT REJUVENATING AGENT AND IN-DEPTH SEALER; SUCH SATISFACTORY SERVICE BEING BASED ON THE CAPABILITY OF THE MATERIAL TO INCREASE THE DUCTILITY AND PENETRATION VALUE OF THE ASPHALT BINDER IN THE PAVEMENT SURFACE AND TO SEAL THE PAVEMENT IN DEPTH TO THE INTRUSION OF AIR AND WATER.

THE CONTRACTOR SHALL FURNISH THE MANUFACTURER'S CERTIFICATION THAT THE MATERIAL PROPOSED FOR USE IS IN COMPLIANCE WITH THE SPECIFICATION REQUIREMENTS AND INCLUDE COPIES OF SUPPORTING TESTS AND PREVIOUS USE DOCUMENTATION. THE PRODUCT "RECLAMITE", AS APPLIED BY PAVEMENT TECHNOLOGY, INC. 11260 BERA ROAD, CLEVELAND, OHIO 44102 OR AN APPROVED EQUAL, IS ACCEPTABLE FOR THESE REQUIREMENTS.

THE ASPHALT REJUVENATING AGENT SHALL BE APPLIED BY DISTRIBUTOR AT THE TEMPERATURE RECOMMENDED BY THE MANUFACTURER AND AT THE PRESSURE REQUIRED FOR PROPER DISTRIBUTION. BEFORE SPREADING, THE ASPHALT REJUVENATING AGENT SHALL BE BLENDED WITH WATER AT THE STANDARD DILUTION RATE OF 2:1. THE COMBINED MIXTURE OF ASPHALT REJUVENATING AGENT AND WATER SHALL BE SPREAD AT THE MAXIMUM RATE OF 0.08 GALLONS PER SQUARE YARD, AS APPROVED BY THE ENGINEER.

WHEN APPLICATION IS MADE UNDER TRAFFIC, A LIGHT COAT OF DRY, GRITTY SAND SHALL BE APPLIED TO THE SURFACE IN SUFFICIENT AMOUNT TO PROTECT THE TRAVELING PUBLIC. NO TREATED AREA SHOULD BE CONSIDERED COMPLETED UNTIL THAT AREA IS DETERMINED BY THE PROJECT ENGINEER TO BE SAFE FOR TRAVEL. NO MATERIAL SHALL BE APPLIED OPPOSITE THE TREATED AREA UNTIL THE TREATED AREA IS DEEMED SAFE FOR TRAVEL.

TESTING - PRIOR TO APPLICATION OF THE ASPHALT REJUVENATING AGENT TO THE ENTIRE PROJECT, THE CONTRACTOR SHALL APPLY TEST STRIPS OF SAID AGENT AS SPECIFIED ABOVE. THE CONTRACTOR SHALL APPLY THREE (3) TEST STRIPS ON AREAS OF PAVEMENT WHICH ARE REPRESENTATIVE SAMPLES OF THE PAVEMENT TO BE TREATED AS DIRECTED BY THE ENGINEER. THE TEST STRIPS SHALL BE TEN FEET (10') IN WIDTH AND APPROXIMATELY FIFTY FEET (50') IN LENGTH. THE APPLICATION RATE SHALL BE 0.05 GALLONS PER SQUARE YARD; 0.065 GALLONS PER SQUARE YARD; AND 0.08 GALLONS PER SQUARE YARD, RESPECTIVELY. THE ENGINEER MAY VARY THE APPLICATION RATES AS FIELD CONDITIONS MAY REQUIRE. NO WORK SHALL BE PERMITTED UNTIL THE ENGINEER AND THE PRODUCT TECHNICAL REPRESENTATIVE HAVE EVALUATED THE TEST AREAS AND DETERMINED THE REQUIRED RATE OF APPLICATION FOR THE PROJECT.

LOCATION: AS SHOWN ON PLANS

THE ASPHALT REJUVENATING AGENT SHOULD BE ATTEMPTED TO BE PLACED, IF POSSIBLE, PRIOR TO THE PLACEMENT OF FINAL PAVEMENT MARKINGS.

APPLICATION OF COVER AGGREGATE:

COVER AGGREGATE SHALL ONLY BE USED AS DIRECTED BY THE ENGINEER IN THE EVENT THE ASPHALT REJUVENATING AGENT DOES NOT CURE IN A REASONABLE AMOUNT OF TIME (PER THE MANUFACTURER'S RECOMMENDATION). IF ADEQUATE PENETRATION DOES NOT OCCUR LEAVING EXCESS MATERIAL ON THE SURFACE OF THE PAVEMENT OR IF APPLICATION IS REQUIRED TO FACILITATE THE OPENING OF LANES TO TRAFFIC. IF SAND IS APPLIED, ANY ADDITIONAL COSTS FOR CLEAN UP INCLUDING BROOMING OR SWEEPING OF EXCESS AGGREGATE OFF THE PAVEMENT WILL BE INCIDENTAL TO THIS ITEM OF WORK.

METHOD OF MEASUREMENT:

ASPHALT REJUVENATING AGENT WILL BE MEASURED BY THE SQUARE YARD AS PROVIDED FOR IN THE CONTRACT DOCUMENTS.

BASIS OF PAYMENT:

ASPHALT REJUVENATING AGENT SHALL BE PAID FOR PER SQUARE YARD, WHICH SHALL BE FULL COMPENSATION FOR FURNISHING ALL MATERIALS; EQUIPMENT, LABOR AND INCIDENTALS TO COMPLETE THE WORK AS SPECIFIED AND REQUIRED.

FOLLOWS:

ITEM 690 SPECIAL - ASPHALT REJUVENATING AGENT 13,888 SY
ITEM 609 SPECIAL-TESTING LUMP

30. MAINTAINING TRAFFIC

ROAD AND/ OR LANE CLOSURES SHALL BE IN ACCORDING WITH THE PLANS AND CONTRACT DOCUMENTS. LIQUIDATED DAMAGES SHALL BE ASSESSED IN ACCORDANCE WITH SECTION 108.07 OF THE CONSTRUCTION AND MATERIAL SPECIFICATIONS AND CONTRACT DOCUMENTS.

TRAFFIC SHALL BE MAINTAINED DURING LANE CLOSURE WITH FLAGGER AS PER ODOT STD. DWG'S. MT-97.10 AND MT-97.11 CURRENT DATE AT ALL TIMES.

NOTICE OF CLOSURE SIGNS, SHALL BE ERECTED BY THE ENGINEER IN ADVANCE OF THE SCHEDULE ROAD CLOSURE. THE CONTRACTOR SHALL GIVE AT LEAST TWO WEEK NOTICE TO THE ENGINEER IN ORDER TO ERECT THESE SIGNS.

THE CONTRACTOR SHALL PROVIDE, ERECT AND MAINTAIN STANDARDS 48"x30" "ROAD CLOSED" SIGNS, SIGN SUPPORTS, BARRICADES, GATES AND LIGHTS, AS DETAILED IN ODOT STD. DWG. MT-101.60 DURING PERIODS IN WHICH THE AFFECTED ROADS ARE CLOSED TO TRAFFIC.

ACCESS TO LOCAL PROPERTY OWNERS, BUSINESSES, AND PARKS SHALL BE MAINTAINED AT ALL TIMES.

MAXIMUM DURATION BETWEEN PLANNING AND COMPLETED INTERMEDIATE COURSE SHALL BE SEVEN (7) CALENDAR DAYS.

CURB AND GUTTER REPLACEMENT SHALL BE PERMITTED ON ONLY ONE SIDE AT A TIME.

ALL WORK AND TRAFFIC CONTROL DEVICES IN ACCORDANCE WITH ITEM 614 AND OTHER APPLICABLE PORTIONS OF THE SPECIFICATIONS, AS WELL AS THE OHIO OF UNIFORM TRAFFIC CONTROL DEVICES (OMUTCD) CURRENT EDITION. 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.

31. ASPHALT CONCRETE FOR MAINTAINING TRAFFIC

THE FOLLOWING QUANTITY OF ASPHALT CONCRETE SHALL BE USED AS DIRECTED BY ENGINEER TO PLACE AROUND VALVE BOX'S, MANHOLE AND INLETS TO ELIMINATE HAZARDS TEMPORARILY.

THE FOLLOWING QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY TO BE USED AS DIRECTED BY THE ENGINEER.

ITEM 614 ASPHALT CONCRETE FOR MAINTAINING TRAFFIC 10 C.Y.

32. ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE

ON STREETS RECEIVING RESURFACING, THE TERMINI OF EACH PLANED SECTION SHALL BE MADE WITH A BUTT JOINT. SIDE STREETS SHALL BE PLANED TO THE CURB RETURN OR AS SHOWN ON THE PLANS WITH A BUTT JOINT. THE CONTRACTOR SHALL VARY THE PLANING AND/OR RESURFACING THICKNESS WHEN NECESSARY TO MAINTAIN POSITIVE DRAINAGE IN THE INTERSECTION. IN ALL INSTANCES THE CONTRACTOR SHALL ENSURE POSITIVE DRAINAGE IS MAINTAINED.

TRANSITION WILL BE PLANED AT THE TERMINI OF ALL SECTIONS AND AT ALL INTERMEDIATE INTERSECTIONS OF BOTH STREETS AND ALLEYS.

THE CONTRACTOR SHALL EXERCISE DUE CARE TO NOT DAMAGE MANHOLES. VALVE BOXES, AND SANDSTONE OR CONCRETE CURBING DURING PLANING OPERATIONS. WHEN CONCRETE GUTTER BECOMES EXPOSED DUE TO PLANING OPERATIONS, THE PLANING DEPTH SHALL BE ADJUSTED TO AVOID DAMAGING THE CONCRETE. ALL LOOSE AND UNSOUND MATERIAL SHALL BE REMOVED FROM THE GUTTER PAN.

DESIGN AGENCY



DESIGNER

JAA

REVIEWER

ETM 12/2025

PROJECT ID

TR1494-0.302

SHEET TOTAL

4 30

| SHEET NUM. | | | | | | | | | | PART. | ITEM | ITEM | GRAND | UNIT | DESCRIPTION | SEE SHEET NO. |
|------------|-------|--------|--------|-------|-----|--|--|--|--|-------|------|----------|--------|--|---|---------------|
| OFF CALCS | 3 | 4 | 6 | 7 | 8 | | | | | 10 | EXT | TOTAL | | | | |
| | | | | | | | | | | | | | | | ROADWAY | |
| | | | 532 | 248 | | | | | | | 202 | 30000 | 780 | SF | WALK REMOVED | |
| | | | 1,425 | 1,136 | | | | | | | 202 | 23000 | 2,561 | SF | PAVEMENT REMOVED | |
| | | | 3,817 | 1,890 | | | | | | | 202 | 32500 | 5,707 | FT | COMBINATION CURB AND GUTTER REMOVED | |
| | | | | | | | | | | | 659 | 00501 | LS | SEEDING AND MULCHING, CLASS 1, AS PER PLAN | 4 | |
| | | | 10,486 | 3,402 | | | | | | | 254 | 01000 | 13,888 | SY | PAVEMENT PLANING, ASPHALT CONCRETE, 1 1/2" AVERAGE DEPTH | |
| | | 13,888 | | | | | | | | | 690 | 69012150 | 13,888 | GAL | SPECIAL - ASPHALT REJUVENATION AGENT | 4 |
| | | | | | | | | | | | 690 | 69012160 | LS | SPECIAL - TESTING | | |
| | | | | | | | | | | | | | | | PAVEMENT | |
| | 25 | | 32 | 7 | | | | | | | 304 | 20000 | 64 | CY | AGGREGATE BASE (#57'S) | |
| | | | 836 | 272 | | | | | | | 407 | 20000 | 1,108 | GAL | NON-TRACKING TACK COAT | |
| | | | 435 | 141 | | | | | | | 441 | 70100 | 576 | CY | ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (449), PG70-22M (1 1/2") | |
| | | | 159 | 126 | | | | | | | 452 | 10010 | 285 | SY | 6" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC 1P | |
| | 5,637 | | | | | | | | | | 252 | 01500 | 5,637 | FT | FULL DEPTH PAVEMENT SAWING | 3 |
| | 1 | | | | | | | | | | 690 | 61199700 | 1 | EACH | SPECIAL - GAS VALVE BOX ADJUSTED TO GRADE | 3 |
| | | | 1,159 | 339 | | | | | | | 608 | 52000 | 1,498 | SF | CURB RAMP, AS PER PLAN | 3 |
| | | | 232 | 139 | | | | | | | 608 | 10000 | 371 | SF | 4" CONCRETE WALK | |
| | | | 3,817 | 1,890 | | | | | | | 609 | 12001 | 5,707 | FT | COMBINATION CURB AND GUTTER, AS PER PLAN | 3 |
| | 2 | | | | | | | | | | 611 | 99150 | 2 | EACH | INLET ADJUSTED TO GRADE | |
| | 2 | | | | | | | | | | 638 | 10800 | 2 | EACH | VALVE BOX ADJUSTED TO GRADE | |
| | | | | | | | | | | | | | | | TRAFFIC CONTROL | |
| | | | | | 24 | | | | | | 644 | 00500 | 24 | FT | STOP LINE | |
| | | | | | 80 | | | | | | 644 | 20800 | 80 | FT | YIELD LINE | |
| | | | | | 850 | | | | | | 644 | 00620 | 850 | FT | CROSSWALK LINE, 12" | |
| | | | | | | | | | | | | | | | MAINTENANCE OF TRAFFIC | |
| | | 10 | | | | | | | | | 614 | 13000 | 10 | CY | ASPHALT CONCRETE FOR MAINTAINING TRAFFIC | |
| | | | | | | | | | | | | | | | INCIDENTALS | |
| | | | | | | | | | | | 624 | 10000 | LS | | MOBILIZATION | |
| | | | | | | | | | | | 614 | 11000 | LS | | MAINTAINING TRAFFIC | |

GENERAL SUMMARY

DESIGN AGENCY

 DESIGNER
JAA
 REVIEWER
 ETM 12/2025
 PROJECT ID
 TR1494-0.302
 SHEET TOTAL
 5 30

| SHEET NO. | REF. | LOG POINT | | DESCRIPTION/ INTERSECTION | SIDE | PAVEMENT | | | | | | | | | | | 254 | 202 | 202 | 202 | 304 | 407 | 441 | 452 | 608 | 608 | 608 | 638 | 611 |
|--|------|-----------|----------|-----------------------------------|-------|----------|------|------|----------|---------|-----------------------------------|---------------------------------|--------|--|--------------|------------------|--|-----------------------|--|---|---|----------------------|------------------------|---|--------------------------------|-------------------------|-----|-----|-----|
| | | FROM | TO | | | A | B | C | CAD AREA | LENGTH | BEGIN PAVEMENT (AVERAGE WIDTH) | END PAVEMENT (AVERAGE WIDTH) | AREA | PAVEMENT PLANING, ASPHALT CONCRETE, 1 1/2" AVERAGE DEPTH | WALK REMOVED | PAVEMENT REMOVED | COMBINATION CURB AND GUTTER REMOVED | AGGREGATE BASE (T=6") | NON-TRACKING TACK COAT @ 0.080 GAL/SY | 1 1/2" ASPHALT CONCRETE, SURFACE COURSE TYPE 1 PG. 70-22M (448) | NON-REINFORCED CONCRETE PAVEMENT, CLASS QC 1P (T=6") | CONCRETE WALK (T=4") | CURB RAMP, AS PER PLAN | COMBINATION CURB AND GUTTER, AS PER PLAN | VALVE BOX ADJUSTED TO GRADE | INLET ADJUSTED TO GRADE | | | |
| | | FT ± | FT ± | | | FT | SF | FT | FT ± | FT ± | SF | SY | SF | SF | FT | CY | GAL | CY | SY | SF | SF | FT | EA | EA | | | | | |
| 9 | R1 | 15+94.10 | 16+24.00 | STONECREEK DR. | LT/RT | 30 | 80.7 | 24 | 1,161 | | | | | | | | 10 | 5 | | | | | | | | | | | |
| 9, 10 | P1 | 16+24.00 | 27+70.00 | HOUNSDALE DR. / OAKMERE DR. | LT/RT | | | | | 1146 | 24 | 24 | 27,504 | 3,056 | | | 244 | 127 | | | | | | | | | | | |
| | | 27+70.00 | 37+00.00 | HOUNSDALE DR. / OAKMERE DR. | LT/RT | | | | | 930 | 24 | 24 | 22,320 | 2,480 | | | 198 | 103 | | | | | | | | | | | |
| | R2 | 30+50.47 | | WHEATON AVE. | LT | 20 | 64 | 22.5 | 627 | | | | | 70 | | | 6 | 3 | | | | | | | | | | | |
| | | 32+87.24 | | CRAWFORD DR. | RT | 21 | 64 | 24 | 685 | | | | | 76 | | | 6 | 3 | | | | | | | | | | | |
| | | 35+93.31 | | JEFFREY DR. | LT | 22 | 64 | 23 | 717 | | | | | 80 | | | 6 | 3 | | | | | | | | | | | |
| | C1 | 27+70.00 | 30+37.60 | OAKMERE DR. / WHEATON AVE. | LT | | | | | | | | | | | | 270 | 1 | | | | | 270 | | | | | | |
| | C2 | 27+70.00 | 32+74.91 | OAKMERE DR. / CRAWFORD DR. | RT | | | | | | | | | | | | 526 | 4 | | | | | 526 | | | | | | |
| | CR1 | 30+34.17 | | WHEATON AVE. | LT | | | | | | | | | | 65 | | | | | | 65 | 20 | | | | | | | |
| | CR2 | 30+66.83 | | WHEATON AVE. | LT | | | | | | | | | | 73 | | | | | | 73 | 27 | 8 | | | | | | |
| | CR3 | 30+90.35 | | OAKMERE DR. | LT | | | | | | | | | | | | | | | | | 40 | 7 | | | | | | |
| | CR4 | 30+90.10 | | OAKMERE DR. | RT | | | | | | | | | | | | | | | | | 37 | | | | | | | |
| | CR5 | 32+72.58 | | CRAWFORD DR. | RT | | | | | | | | | | 97 | | | | | | 78 | 40 | | | | | | | |
| | CR6 | 33+01.33 | | CRAWFORD DR. | RT | | | | | | | | | | 32 | | | | | | 16 | 20 | 11 | | | | | | |
| | CR7 | 33+27.40 | | OAKMERE DR. | LT | | | | | | | | | | | | | | | | | 64 | 7 | | | | | | |
| | CR8 | 33+27.40 | | OAKMERE DR. | RT | | | | | | | | | | | | | | | | | 62 | 7 | | | | | | |
| | CR9 | 35+78.77 | | JEFFREY DR. | LT | | | | | | | | | | 24 | | | | | | | 30 | 7 | | | | | | |
| | CR10 | 36+08.00 | | JEFFREY DR. | LT | | | | | | | | | | 24 | | | | | | | 30 | 7 | | | | | | |
| | CR11 | 36+30.66 | | OAKMERE DR. | LT | | | | | | | | | | | | | | | | | 64 | 7 | | | | | | |
| | CR12 | 36+30.66 | | OAKMERE DR. | RT | | | | | | | | | | | | | | | | | 62 | 7 | | | | | | |
| | DR1 | 27+98.73 | 31+33.56 | OAKMERE DR. | LT/RT | | | | | | | | | | | | 339 | | | | | | | | | | | | |
| | | 37+00.00 | 53+00.00 | OAKMERE DR. | LT/RT | | | | | 1600.00 | 24 | 24 | 38,400 | 4,267 | | | | | | | | | | | | | | | |
| | R3 | 42+59.65 | | NORTHCHESTER DR. | RT | 25.3 | 67.7 | 24 | 822 | | | | | 91 | | | | | | | | | | | | | | | |
| | | 46+67.35 | | JEFFREY DR. | LT | 22.5 | 67 | 22 | 713 | | | | | 79 | | | | | | | | | | | | | | | |
| | | 48+71.95 | | WESTFALL CIR. | RT | 23.6 | 64 | 24 | 731 | | | | | 81 | | | | | | | | | | | | | | | |
| | | 49+96.93 | | WHEATON AVE. | LT | 21.7 | 67 | 22 | 695 | | | | | 77 | | | | | | | | | | | | | | | |
| | C3 | 40+94.00 | 46+56.30 | OAKMERE DR. | LT | | | | | | | | | | | | | | | | | | 600 | | | | | | |
| | C4 | 40+94.00 | 42+45.65 | OAKMERE DR. | RT | | | | | | | | | | | | | | | | | | 167 | | | | | | |
| | C5 | 42+72.33 | 48+58.56 | NORTHCHESTER DR. TO WESTFALL CIR. | RT | | | | | | | | | | | | | | | | | | 621 | | | | | | |
| | C6 | 46+79.86 | 49+84.57 | JEFFREY DR. TO WHEATON AVE. | LT | | | | | | | | | | | | | | | | | | 328 | | | | | | |
| | C7 | 50+09.60 | 56+21.30 | WHEATON AVE. TO KILGER CT. | LT | | | | | | | | | | | | | | | | | | 654 | | | | | | |
| | C8 | 48+85.56 | 54+49.84 | WESTFALL CIR TO EDGEWOOD CT. | RT | | | | | | | | | | | | | | | | | | 583 | | | | | | |
| | CR13 | 42+32.17 | | OAKMERE DR. | LT | | | | | | | | | | | | | | | | | | | | | | | | |
| | CR14 | 42+32.17 | | OAKMERE DR. | RT | | | | | | | | | | | | | | | | | | | | | | | | |
| | CR15 | 42+45.59 | | NORTHCHESTER DR. | RT | | | | | | | | | | 36 | | | | | | | | 65 | | | | | | |
| | CR16 | 42+72.43 | | NORTHCHESTER DR. | RT | | | | | | | | | | 38 | | | | | | | | 65 | 1 | | | | | |
| | DR2 | 41+07.01 | 44+98.77 | OAKMERE DR. | LT/RT | | | | | | | | | | | | | | | | | | | | | | | | |
| | CR17 | 46+44.66 | | OAKMERE DR. | LT | | | | | | | | | | | | | | | | | | | | | | | | |
| | CR18 | 46+44.66 | | OAKMERE DR. | RT | | | | | | | | | | | | | | | | | | | | | | | | |
| | CR19 | 46+53.41 | | JEFFREY DR. | LT | | | | | | | | | | 29 | | | | | | | | | | | | | | |
| | CR20 | 46+81.18 | | JEFFREY DR. | LT | | | | | | | | | | 26 | | | | | | | | | | | | | | |
| | CR21 | 48+58.54 | | WESTFALL CIR. | RT | | | | | | | | | | 20 | | | | | | | | | | | | | | |
| | CR22 | 48+85.80 | | WESTFALL CIR. | RT | | | | | | | | | | 23 | | | | | | | | | | | | | | |
| | CR23 | 49+34.44 | | OAKMERE DR. | LT | | | | | | | | | | | | | | | | | | | | | | | | |
| | CR24 | 49+34.44 | | OAKMERE DR. | RT | | | | | | | | | | | | | | | | | | | | | | | | |
| | CR25 | 49+83.20 | | WHEATON AVE. | LT | | | | | | | | | | 22 | | | | | | | | | | | | | | |
| | CR26 | 50+10.97 | | WHEATON AVE. | LT | | | | | | | | | | 23 | | | | | | | | | | | | | | |
| | DR3 | 45+73.72 | 52+75.96 | OAKMERE DR. | LT/RT | | | | | | | | | | | | | | | | | | | | | | | | |
| TOTALS CARRIED TO GENERAL SUMMARY | | | | | | | | | | | | | 10,486 | 532 | 1,425 | 3,817 | 32 | 836 | 435 | 159 | 232 | 1,159 | 3,817 | 2 | 1 | 0 | | | |

PAVEMENT SUBSUMMARY

DESIGN AGENCY

 DESIGNER
 JAA
 REVIEWER
 ETM 12/2025
 PROJECT ID
 TR1494-0.302
 SHEET TOTAL
 6 30

| SHEET NO. | REF. | LOG POINT | | DESCRIPTION/ INTERSECTION | SIDE | PAVEMENT | | | | | | | 254 | 202 | 202 | 202 | 304 | 407 | 441 | 452 | 608 | 608 | 608 | 638 | 611 | | |
|--|------|-----------|------------|-------------------------------|-------------|----------|------|-----|----------|--------|-----------------------------------|---------------------------------|--------|--|--------------|------------------|--|-----------------------|--|---|---|----------------------|------------------------|---|--------------------------------|-------------------------|--|
| | | FROM | TO | | | A | B | C | CAD AREA | LENGTH | BEGIN PAVEMENT (AVERAGE WIDTH) | END PAVEMENT (AVERAGE WIDTH) | AREA | PAVEMENT PLANING, ASPHALT CONCRETE, 1 1/2" AVERAGE DEPTH | WALK REMOVED | PAVEMENT REMOVED | COMBINATION CURB AND GUTTER REMOVED | AGGREGATE BASE (T=6") | NON-TRACKING TACK COAT @ 0.080 GAL/SY | 1 1/2" ASPHALT CONCRETE, SURFACE COURSE TYPE 1 PG. 70-22M (449) | NON-REINFORCED CONCRETE PAVEMENT, CLASS QC 1P (T=6") | CONCRETE WALK (T=4") | CURB RAMP, AS PER PLAN | COMBINATION CURB AND GUTTER, AS PER PLAN | VALVE BOX ADJUSTED TO GRADE | INLET ADJUSTED TO GRADE | |
| | | | | | | FT ± | FT ± | FT | SF | FT | FT ± | FT ± | SF | SY | SF | SF | FT | CY | GAL | CY | SY | SF | SF | FT | EA | | |
| 12 | CR27 | 54+40.68 | | OAKMERE DR. | RT | | | | | | | | | | | | | | | | | | | | | | |
| | CR28 | 54+42.12 | | OAKMERE DR. | LT | | | | | | | | | | | | | | | | | | | | | | |
| | CR29 | 54+49.76 | | EDGEWOOD CT. | RT | | | | | | | | | | 102 | | | | | | | | | 77 | 34 | | |
| | CR30 | 54+76.33 | | EDGEWOOD CT. | RT | | | | | | | | | | 94 | | | | | | | | | 62 | 39 | | |
| | CR31 | 56+21.10 | | KILGER CT. | LT | | | | | | | | | | 28 | | | | | | | | | | | 34 | |
| | CR32 | 56+49.45 | | KILGER CT. | LT | | | | | | | | | | | | | | | | | | | | | 37 | |
| | CR33 | 56+58.00 | | OAKMERE DR. | LT | | | | | | | | | | | | | | | | | | | | | 30 | |
| | CR34 | 56+58.00 | | OAKMERE DR. | RT | | | | | | | | | | | | | | | | | | | | | 66 | |
| | DR4 | 53+55.83 | 64+07.15 | OAKMERE DR. | LT/RT | | | | | | | | | | | | 1,136 | | | | | 126 | | | | 1,030 | |
| | C9 | 54+76.240 | 64+88.86 | EDGEWOOD CT. TO COVENTRY AVE. | RT | | | | | | | | | | | | | 1,030 | | | | | | | | 860 | |
| | C10 | 56+49.52 | 64+87.72 | KILGER CT. TO COVENTRY AVE. | LT | | | | | | | | | | | | | 860 | | | | | | | | 860 | |
| | | | 53+00.00 | 57+49.07 | OAKMERE DR. | LT/RT | | | | | 499.07 | 24 | 24 | 11,978 | 1,331 | | | | | | | | | | | | |
| | | | 57+49.07 | 58+01.27 | OAKMERE DR. | LT/RT | | | | | 52.20 | 24 | 23 | 1,227 | 136 | | | | | | | | | | | | |
| | R4 | | 54+63.48 | EDGEWOOD CT. | RT | 23.5 | 63.6 | 22 | 704 | | | | | | 78 | | | | | | | | | | | | |
| | | 56+34.70 | KILGER CT. | LT | 31 | 68.2 | 22 | 900 | | | | | | 100 | | | | | | | | | | | | | |
| | | 58+01.27 | 64+88.86 | OAKMERE DR. | LT/RT | | | | | 687.59 | 23 | 23 | 15,815 | 1,757 | | | | | | | | | | | | | |
| TOTALS CARRIED TO GENERAL SUMMARY | | | | | | | | | | | | | 3,402 | 248 | 1,136 | 1,890 | 7 | 272 | 141 | 126 | 139 | 339 | 1,890 | 0 | 0 | 0 | |

PAVEMENT SUBSUMMARY



DESIGN AGENCY
FAIRFIELD COUNTY
 ENGINEER
 DESIGNER
JAA
 REVIEWER
ETM 12/2025
 PROJECT ID
TR1494-0.302
 SHEET TOTAL
7 30

| REF. NO. | SHEET NO. | STATION | INTERSECTION / DESCRIPTION | SIDE | 644 | 644 | 644 | | | | | | | | | | | | | | |
|--|-----------|----------|----------------------------|---------|-----------------|---------------------------|------------------|------|--|--|--|--|--|--|--|--|--|--|--|--|--|
| | | | | | STOP LINE FT | CROSSWALK LINE, 12" FT | YIELD LINE FT | | | | | | | | | | | | | | |
| CW-1 | 14 | 30+50.58 | WHEATON AVE. | LT | | 55 | | | | | | | | | | | | | | | |
| YD-1 | 14 | 30+50.76 | WHEATON AVE. | LT | | | 11.5 | | | | | | | | | | | | | | |
| CW-2 | 14 | 30+90.22 | OAKMERE DR. | LT / RT | | | | | | | | | | | | | | | | | |
| CW-3 | 16 | 32+87.20 | CRAWFORD DR. | LT / RT | | | 48 | | | | | | | | | | | | | | |
| CW-4 | 16 | 33+27.40 | OAKMERE DR. | RT | | | 48 | | | | | | | | | | | | | | |
| SL-1 | 16 | 32+87.19 | CRAWFORD DR. | RT | 12 | | | | | | | | | | | | | | | | |
| CW-5 | 18 | 35+93.43 | JEFFREY DR. | LT | | | 51 | | | | | | | | | | | | | | |
| YD-2 | 18 | 35+93.47 | JEFFREY DR. | LT | | | | 11.5 | | | | | | | | | | | | | |
| CW-6 | 18 | 36+30.65 | OAKMERE DR. | LT / RT | | | 48 | | | | | | | | | | | | | | |
| CW-7 | 20 | 42+32.17 | OAKMERE DR. | LT / RT | | | 50 | | | | | | | | | | | | | | |
| CW-8 | 20 | 42+59.65 | NORTHCHESTER DR. | RT | | | 48 | | | | | | | | | | | | | | |
| SL-2 | 20 | 42+56.65 | NORTHCHESTER DR. | RT | 12 | | | | | | | | | | | | | | | | |
| CW-9 | 22 | 46+44.66 | OAKMERE DR. | LT / RT | | | 50 | | | | | | | | | | | | | | |
| CW-10 | 22 | 46+67.31 | JEFFREY DR. | LT | | | 50 | | | | | | | | | | | | | | |
| YD-3 | 22 | 46+67.3 | JEFFREY DR. | LT | | | | 11 | | | | | | | | | | | | | |
| CW-11 | 24 | 48+72.05 | WESTFALL CIR. | RT | | | 47 | | | | | | | | | | | | | | |
| YD-4 | 24 | 48+72.07 | WESTFALL CIR. | RT | | | | 12 | | | | | | | | | | | | | |
| CW-12 | 24 | 49+34.44 | OAKMERE DR. | LT / RT | | | 48 | | | | | | | | | | | | | | |
| CW-13 | 26 | 49+97.05 | WHEATON AVE. | LT | | | 48 | | | | | | | | | | | | | | |
| YD-5 | 26 | 49+97.08 | WHEATON AVE. | LT | | | | 11 | | | | | | | | | | | | | |
| CW-14 | 28 | 54+41.47 | OAKMERE DR. | LT / RT | | | 55 | | | | | | | | | | | | | | |
| CW-15 | 28 | 54+63.08 | EDGEWOOD CT. | RT | | | 44 | | | | | | | | | | | | | | |
| YD-6 | 28 | 54+62.97 | EDGEWOOD CT. | RT | | | | 11 | | | | | | | | | | | | | |
| CW-16 | 30 | 56+35.22 | KILGER CT. | LT | | | 47 | | | | | | | | | | | | | | |
| CW17 | 30 | 56+57.99 | OAKMERE DR. | LT / RT | | | 57 | | | | | | | | | | | | | | |
| YD-7 | 30 | 56+35.36 | KILGER CT. | LT | | | | 11.5 | | | | | | | | | | | | | |
| TOTALS CARRIED TO GENERAL SUMMARY | | | | | | 24 | 850 | 80 | | | | | | | | | | | | | |

PAVEMENT MARKING SUBSUMMARY

DESIGN AGENCY



DESIGNER
JAA

REVIEWER
ETM 12/2025

PROJECT ID
TR1494-0.302

| | |
|-------|-------|
| SHEET | TOTAL |
| 8 | 30 |

LEGEND

-  BUTT JOINT
-  WEARING COURSE REMOVED
-  PAVEMENT RESURFACE
-  DRIVEWAY APRON REPAIR



MILL & OVERLAY PLAN
 STA. 15+00.00 TO STA. 25+00.00
 FAI TR1494-0.302 REHABILITATION PROJECT



| | |
|--------------|---------|
| DESIGNER | JAA |
| REVIEWER | ETM |
| PROJECT ID | 12/2025 |
| TR1494-0.302 | TOTAL |
| 9 | 30 |



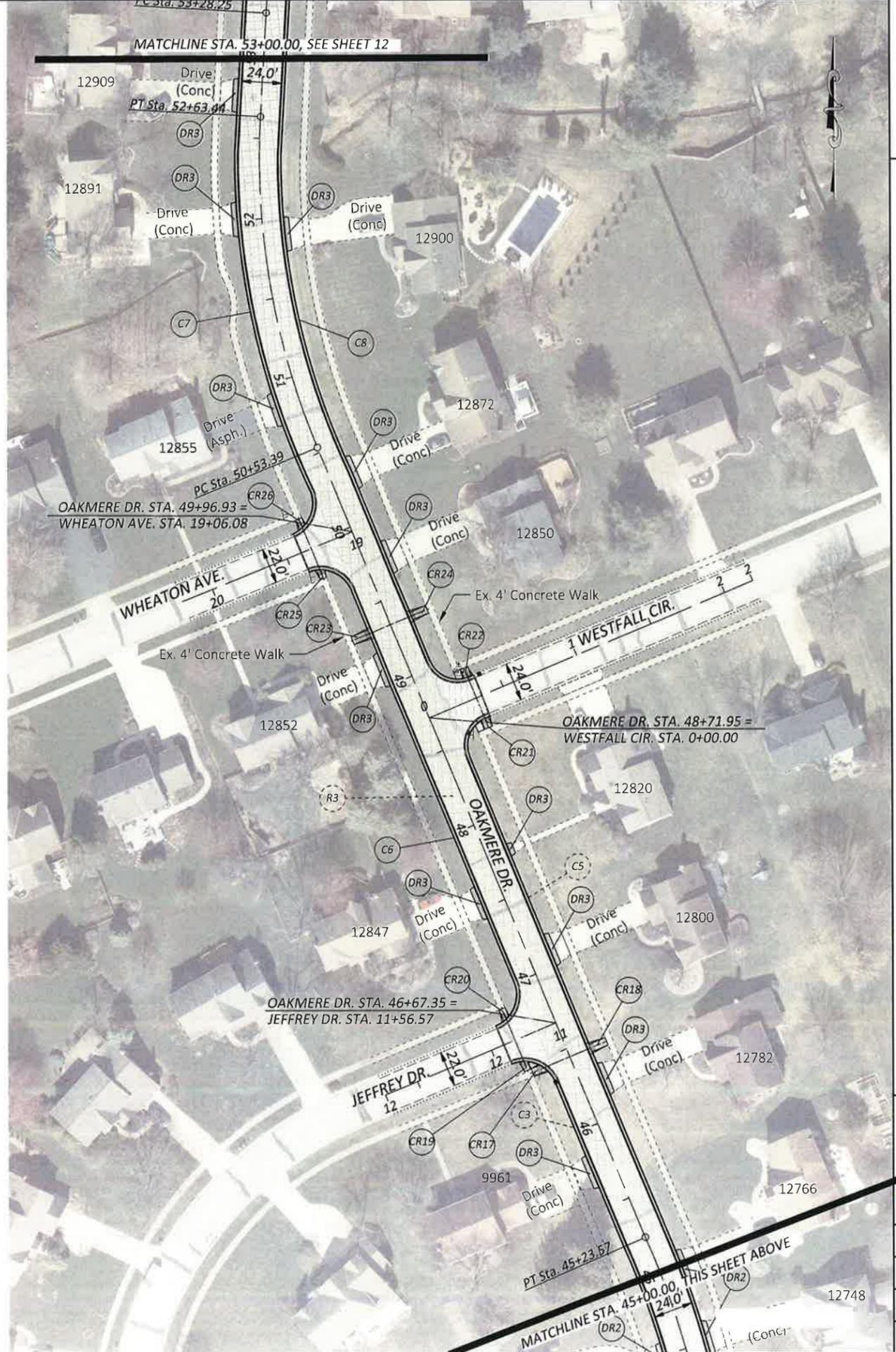
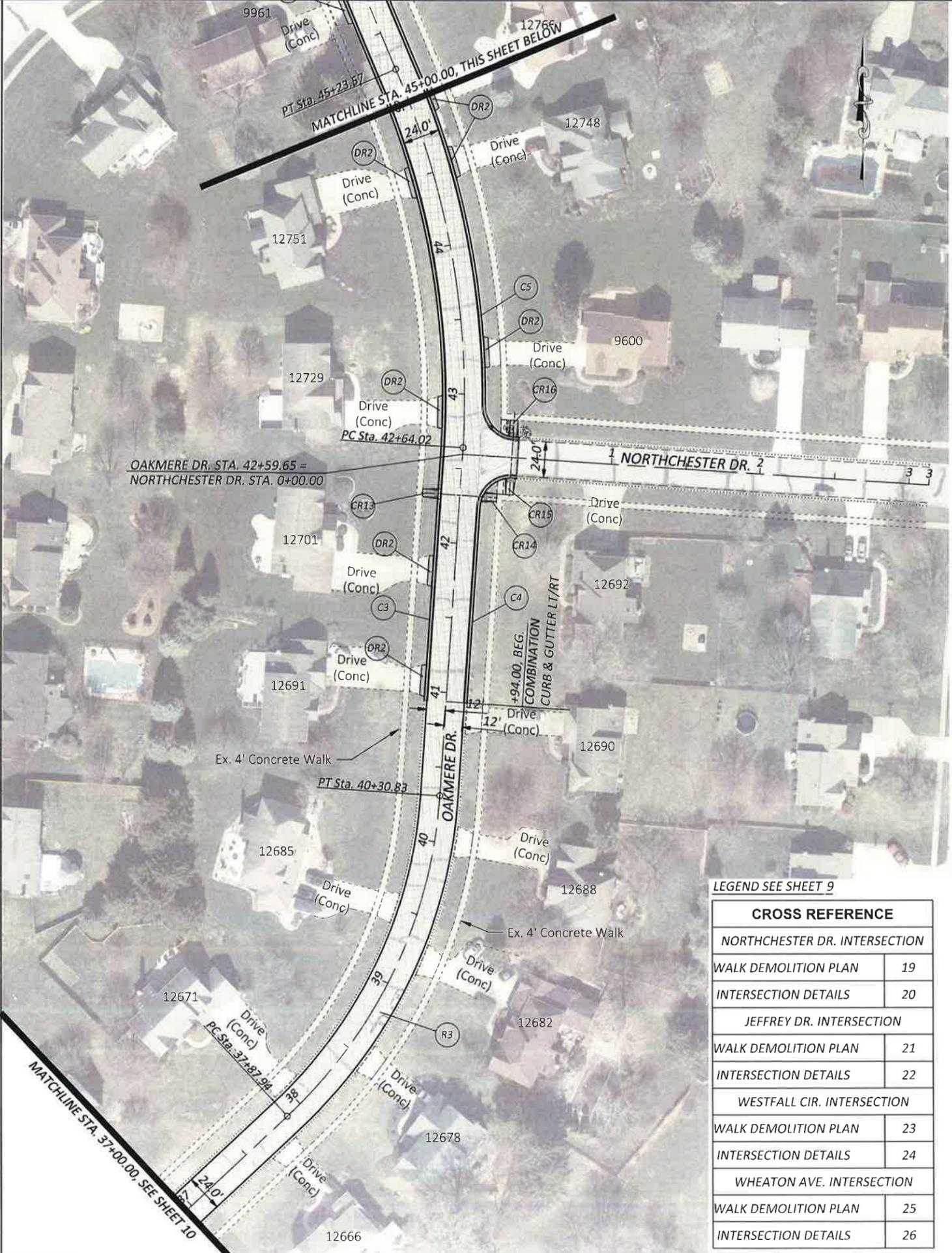
LEGEND SEE SHEET 9

| CROSS REFERENCE | |
|---------------------------|----|
| WHEATON AVE. INTERSECTION | |
| WALK DEMOLITION PLAN | 13 |
| INTERSECTION DETAILS | 14 |
| CRAWFORD DR. INTERSECTION | |
| WALK DEMOLITION PLAN | 15 |
| INTERSECTION DETAILS | 16 |
| JEFFREY DR. INTERSECTION | |
| WALK DEMOLITION PLAN | 17 |
| INTERSECTION DETAILS | 18 |

MILL & OVERLAY PLAN
 STA. 25+00.00 TO STA. 37+00.00
 FAI TR1494-0.302 REHABILITATION PROJECT



| | |
|------------|--------------|
| DESIGNER | JAA |
| REVIEWER | ETM |
| DATE | 12/2025 |
| PROJECT ID | TR1494-0.302 |
| TOTAL | 30 |



LEGEND SEE SHEET 9

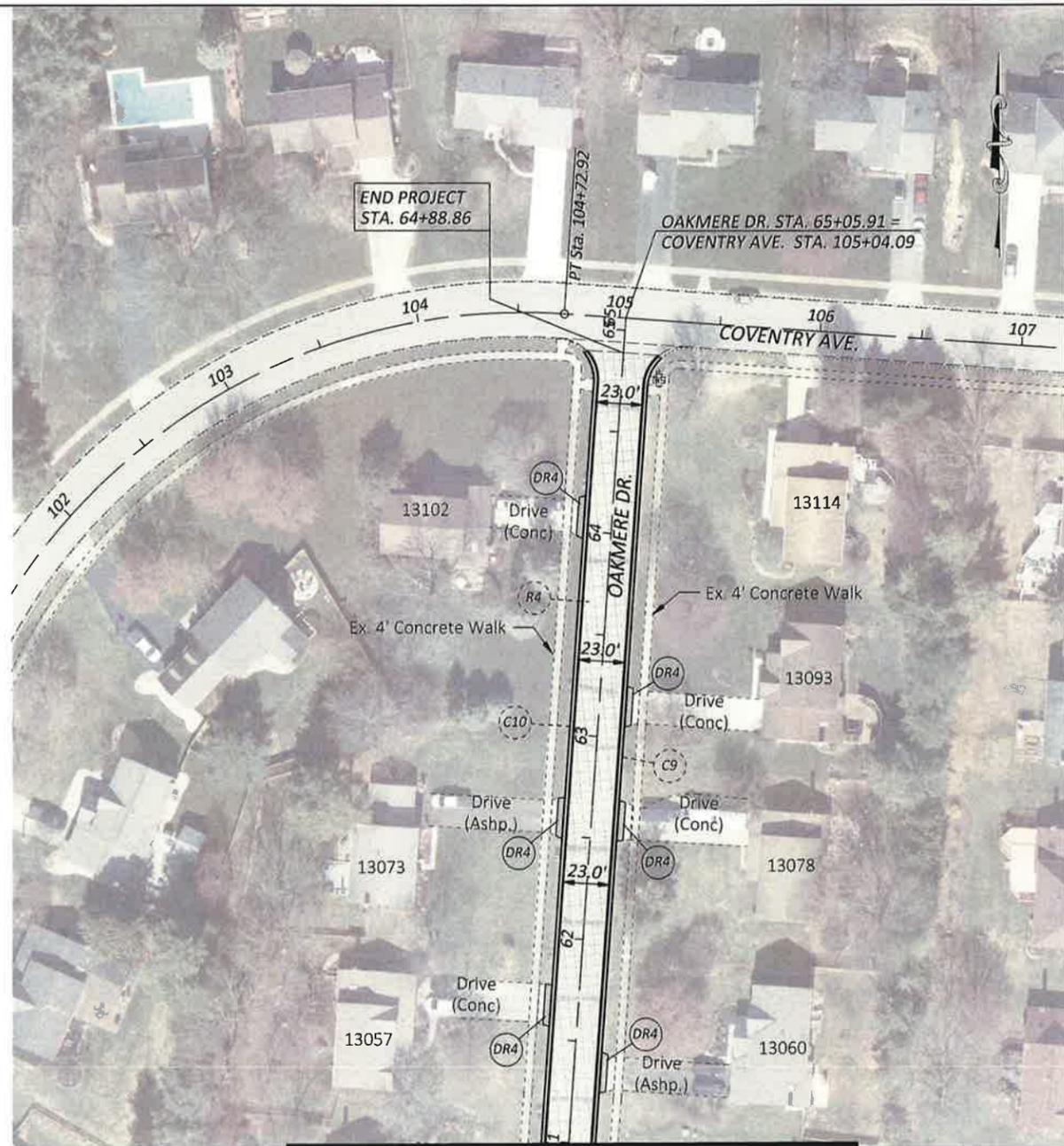
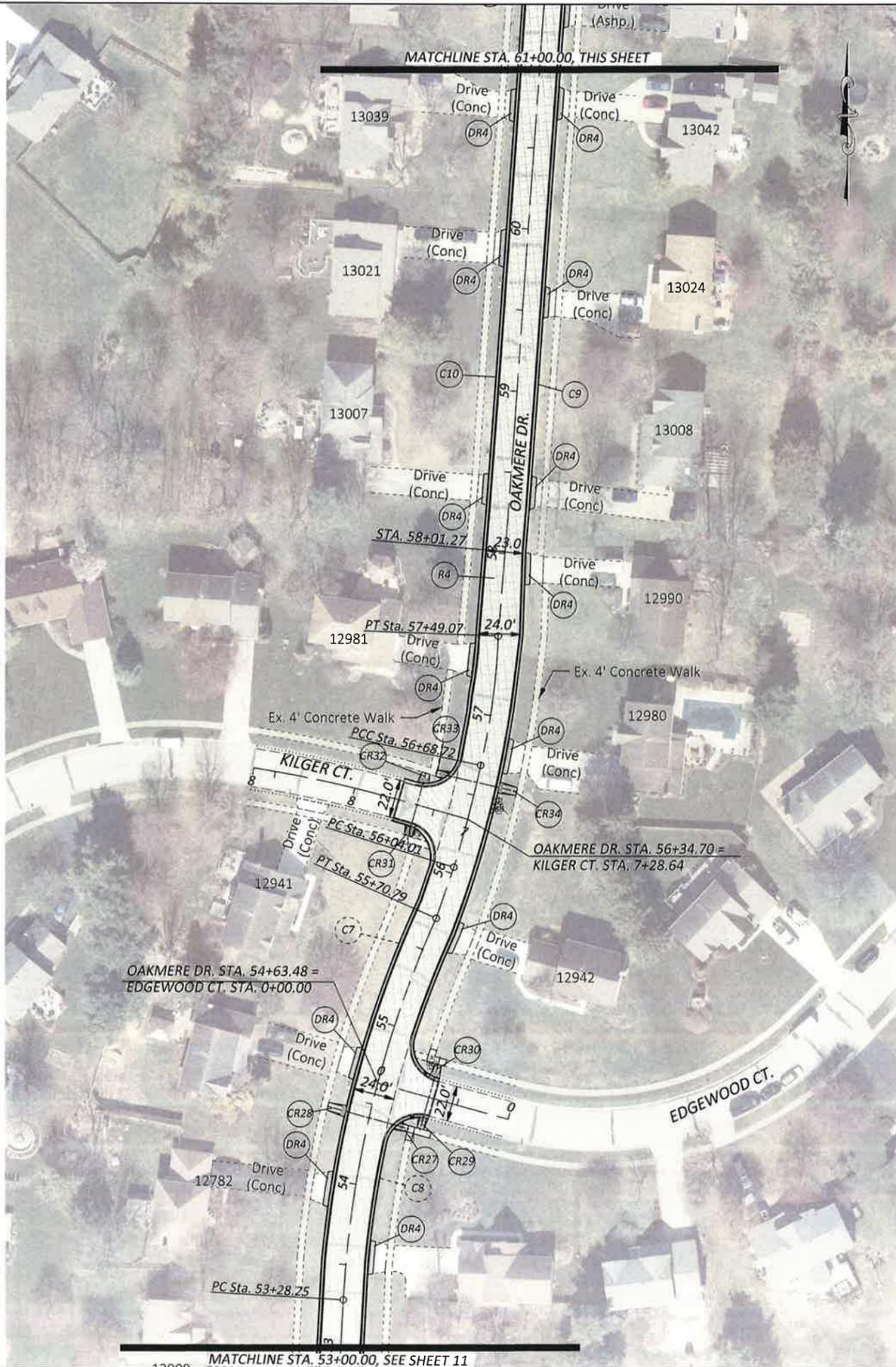
| CROSS REFERENCE | |
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| NORTHCHESTER DR. INTERSECTION | |
| WALK DEMOLITION PLAN | 19 |
| INTERSECTION DETAILS | 20 |
| JEFFREY DR. INTERSECTION | |
| WALK DEMOLITION PLAN | 21 |
| INTERSECTION DETAILS | 22 |
| WESTFALL CIR. INTERSECTION | |
| WALK DEMOLITION PLAN | 23 |
| INTERSECTION DETAILS | 24 |
| WHEATON AVE. INTERSECTION | |
| WALK DEMOLITION PLAN | 25 |
| INTERSECTION DETAILS | 26 |



MILL & OVERLAY PAN
 STA. 37+00.00 TO STA. 53+00.00
 FAI TR1494-0.302 REHABILITATION PROJECT



| | |
|---------------|---------------------------|
| DESIGN AGENCY | FAIRFIELD COUNTY ENGINEER |
| DESIGNER | JAA |
| REVIEWER | ETM 12/2025 |
| PROJECT ID | TR1494-0.302 |
| TOTAL | 11 / 30 |



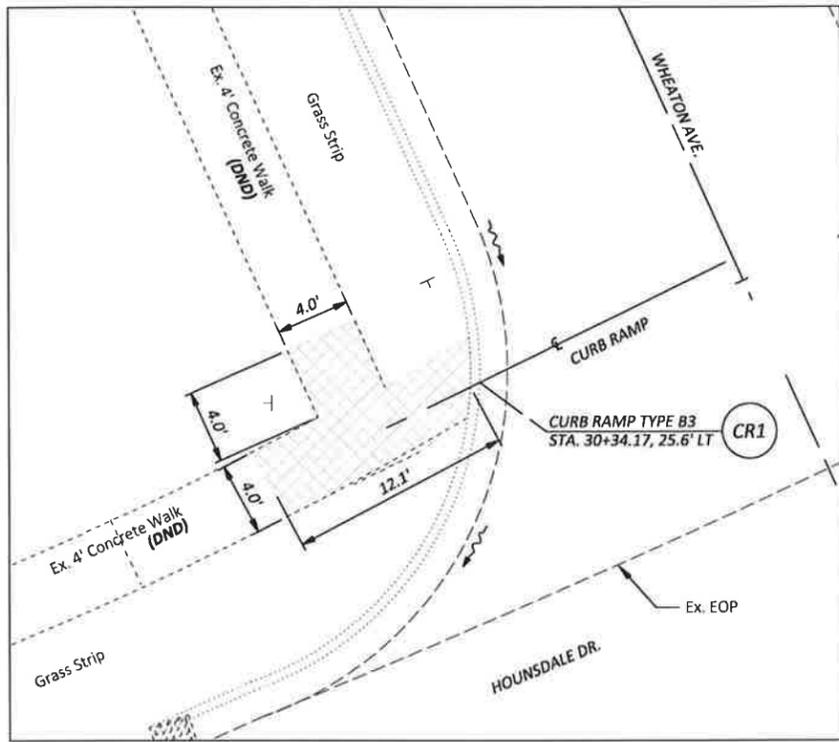
MILL & OVERLAY PAN
 STA. 53+00.00 TO STA. 65+05.91
 FAI TR1494-0.302 REHABILITATION PROJECT

LEGEND SEE SHEET 9

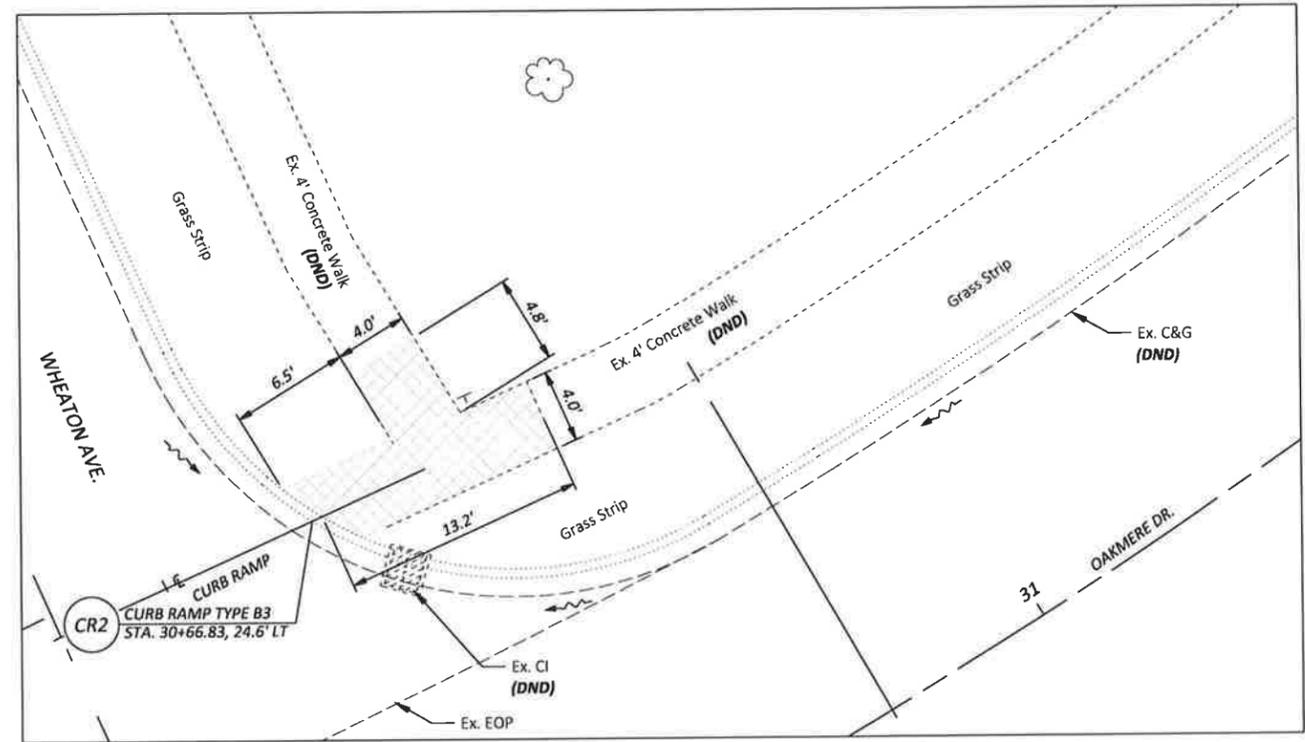
| CROSS REFERENCE | |
|---------------------------|----|
| EDGEWOOD CT. INTERSECTION | |
| WALK DEMOLITION PLAN | 27 |
| INTERSECTION DETAILS | 28 |
| KILGER CT. INTERSECTION | |
| WALK DEMOLITION PLAN | 29 |
| INTERSECTION DETAILS | 30 |



| | |
|------------|--------------|
| DESIGNER | JAA |
| REVIEWER | ETM |
| DATE | 12/2025 |
| PROJECT ID | TR1494-0.302 |
| TOTAL | 30 |



SCALE 1" = 5'



SCALE 1" = 5'

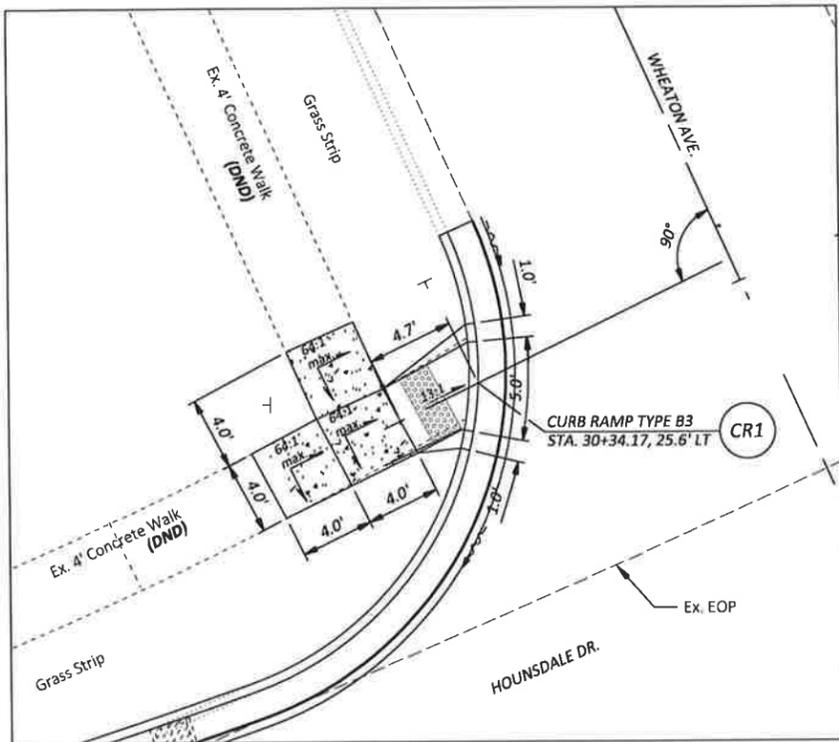
LEGEND

-  PROPOSED CONCRETE WALK
-  EXISTING CONCRETE TO BE REMOVED
-  PROPOSED FLOW ARROW
- (DND)** DO NOT DISTURB
- (TBRRO)** TO BE REMOVED AND RELOCATED BY OTHERS
- (ATG)** ADJUST TO GRADE
- PR. C&G** PROPOSED CURB AND GUTTER
- EX. C&G** EXISTING CURB AND GUTTER
- EX. CI** EXISTING CURB INLET
-  EXISTING MAILBOX
-  EXISTING DOWNSPOUT OUTLET
-  EXISTING FIRE HYDRANT
-  EXISTING WATER VALVE
-  EXISTING CURB INLET
-  EXISTING CURB AND GUTTER
-  EXISTING WALK
-  PROPOSED CURB AND GUTTER

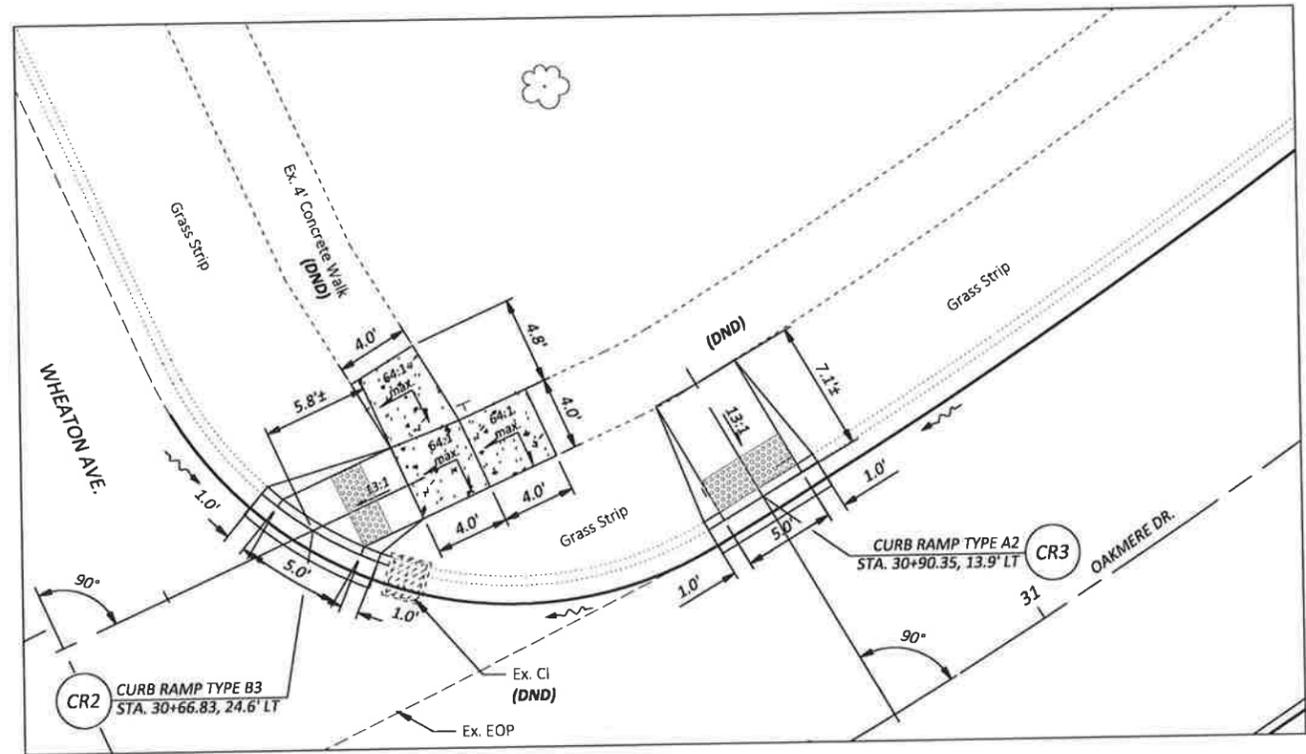
WALK DEMOLITION PLAN
OAKMERE DR. AND S. WHEATON AVE.
FAI TR1494-0.302 REHABILITATION PROJECT



| | |
|------------|--------------|
| DESIGNER | JAA |
| REVIEWER | ETM |
| PROJECT ID | TR1494-0.302 |
| TOTAL | 30 |

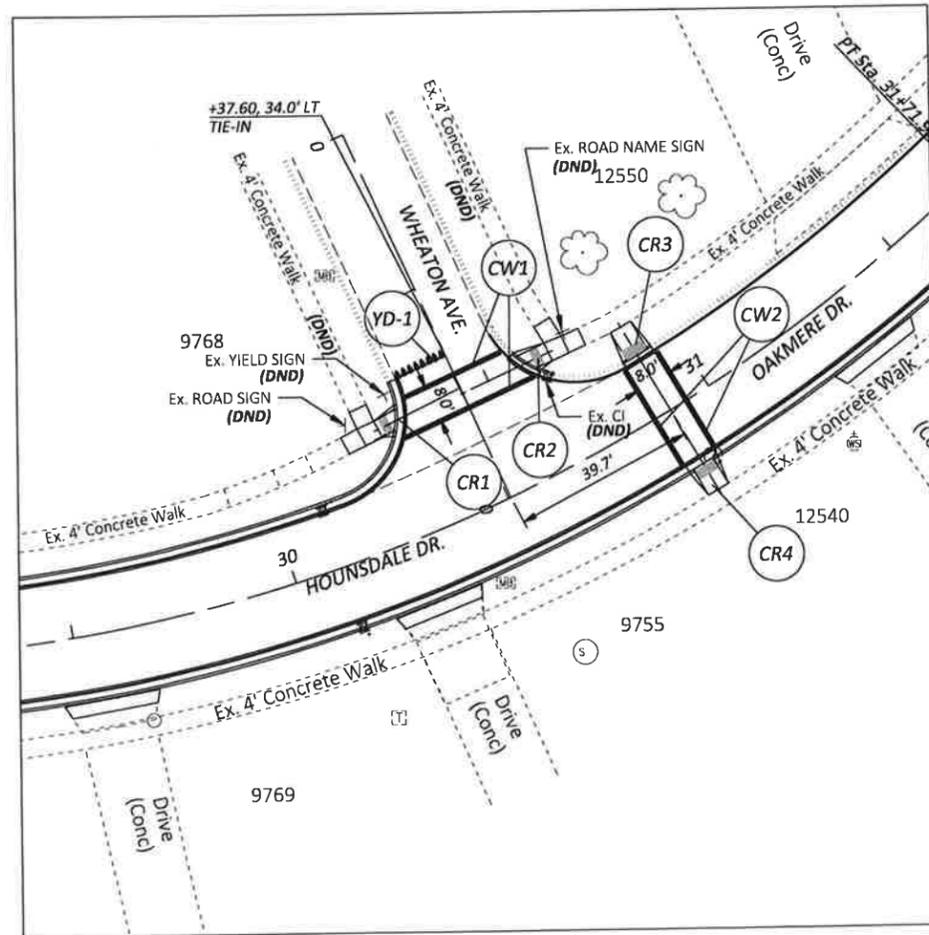


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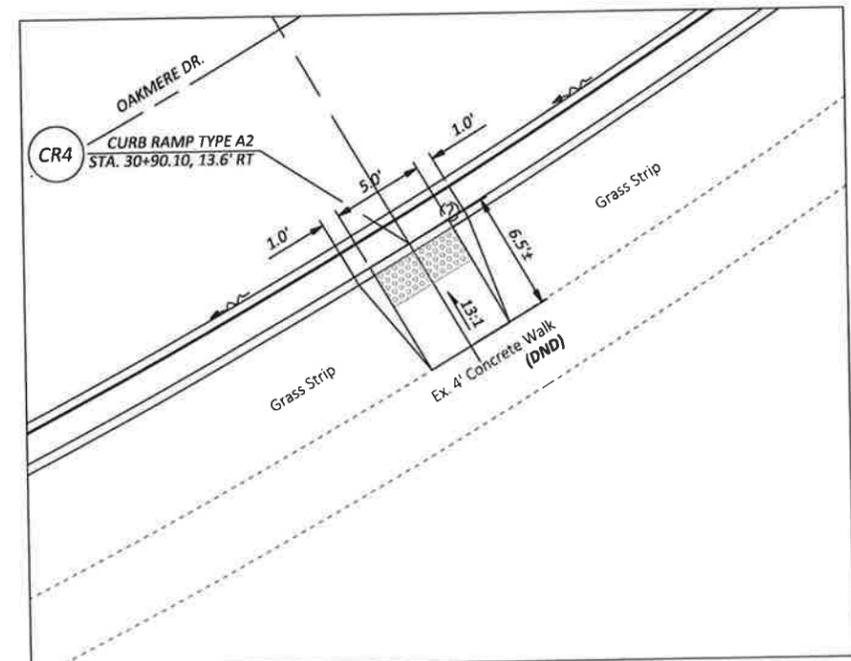


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LEGEND
SEE SHEET 13



SCALE 1" = 20'



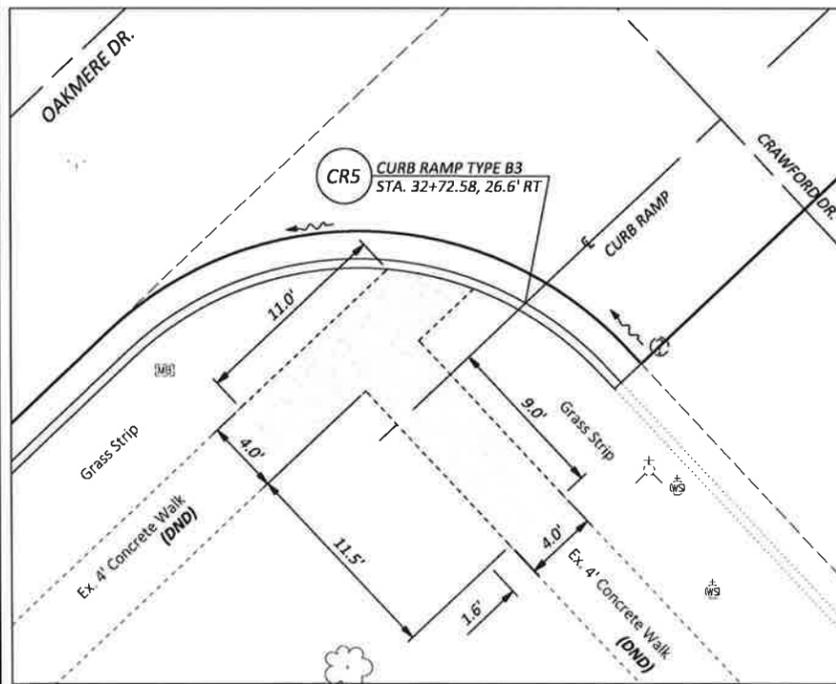
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INTERSECTION DETAILS
OAKMERE DR. AND S. WHEATON AVE.
FAI TR1494-0.302 REHABILITATION PROJECT

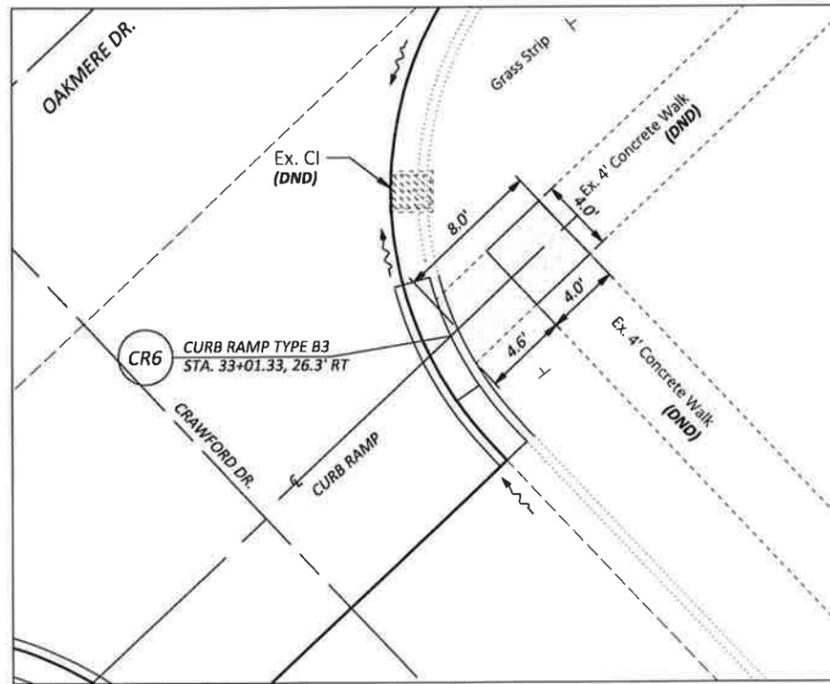


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| DESIGNER | JAA |
| REVIEWER | |
| ETM | 12/2025 |
| PROJECT ID | TR1494-0.302 |
| TOTAL | 30 |
| 14 | |

LEGEND
SEE SHEET 13



SCALE 1" = 5'



SCALE 1" = 5'



WALK DEMOLITION PLAN
OAKMERE DR. AND CRAWFORD DR.
FAI TR1494-0.302 REHABILITATION PROJECT

DESIGN AGENCY



DESIGNER
JAA

REVIEWER

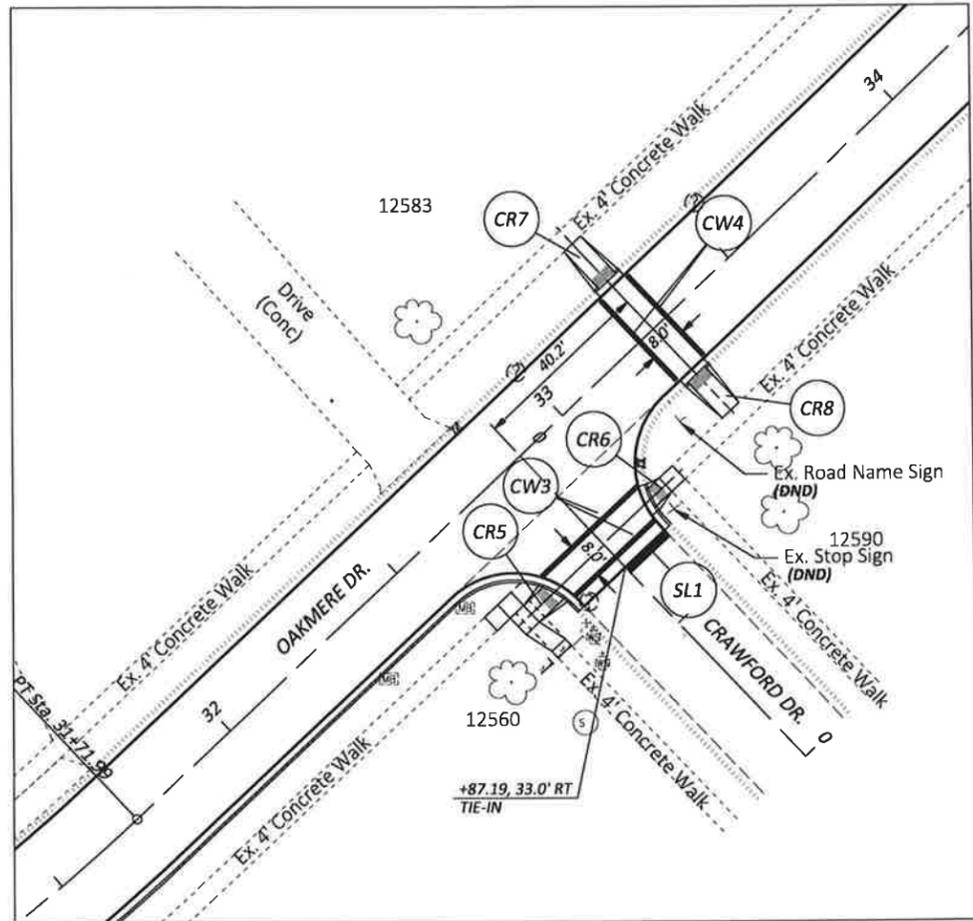
ETM 12/2025

PROJECT ID

TR1494-0.302

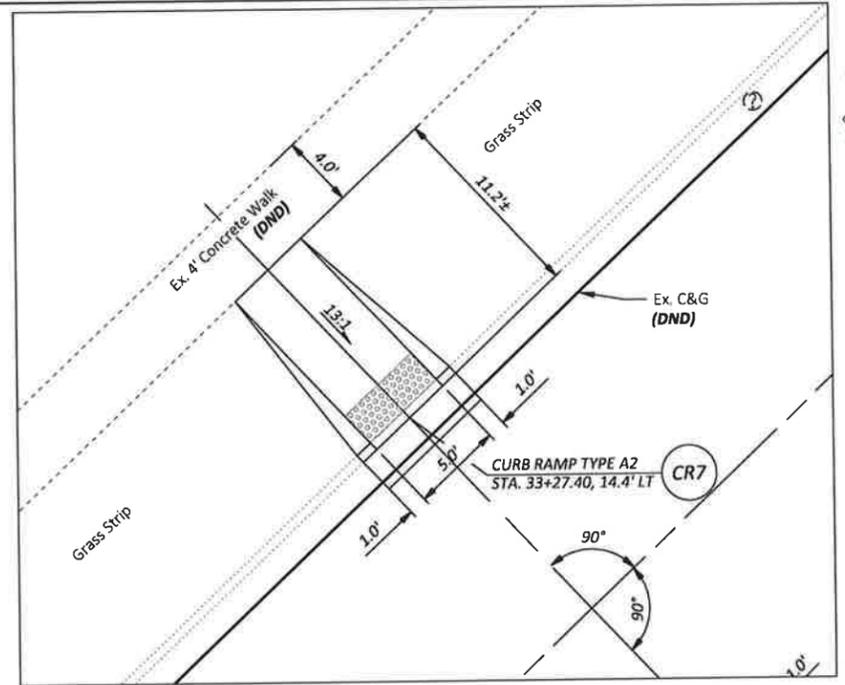
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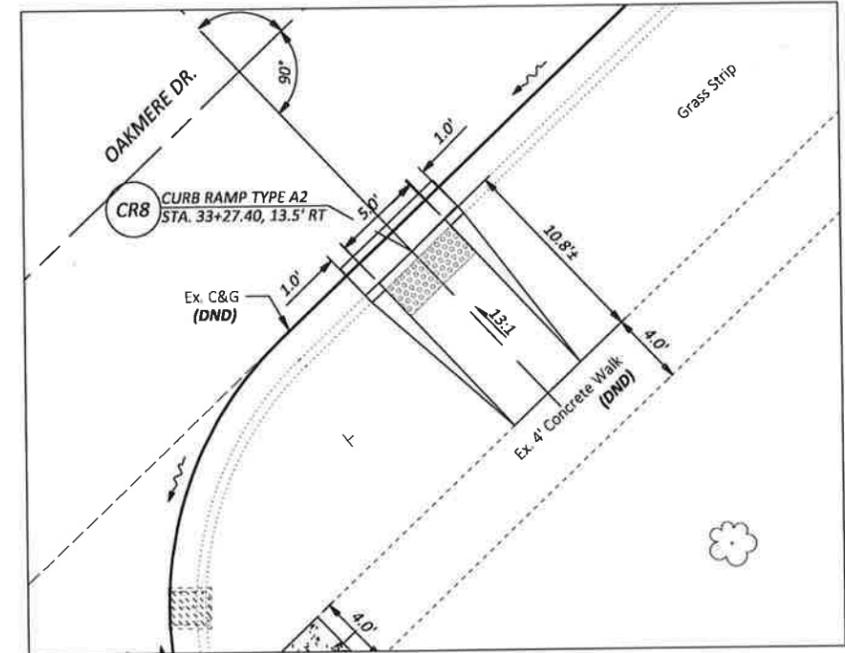


LEGEND
SEE SHEET 13

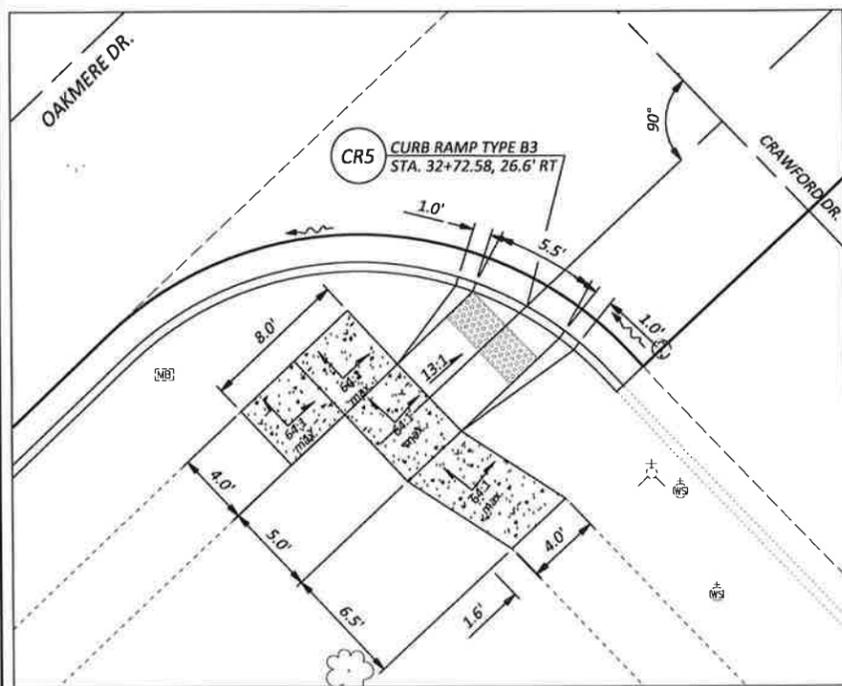
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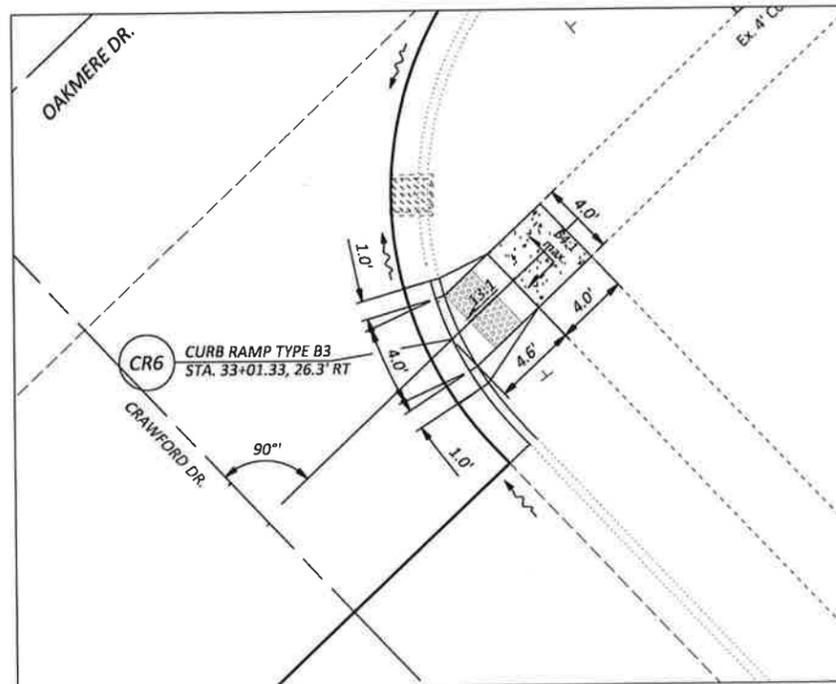
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SCALE 1" = 5'



SCALE 1" = 5'

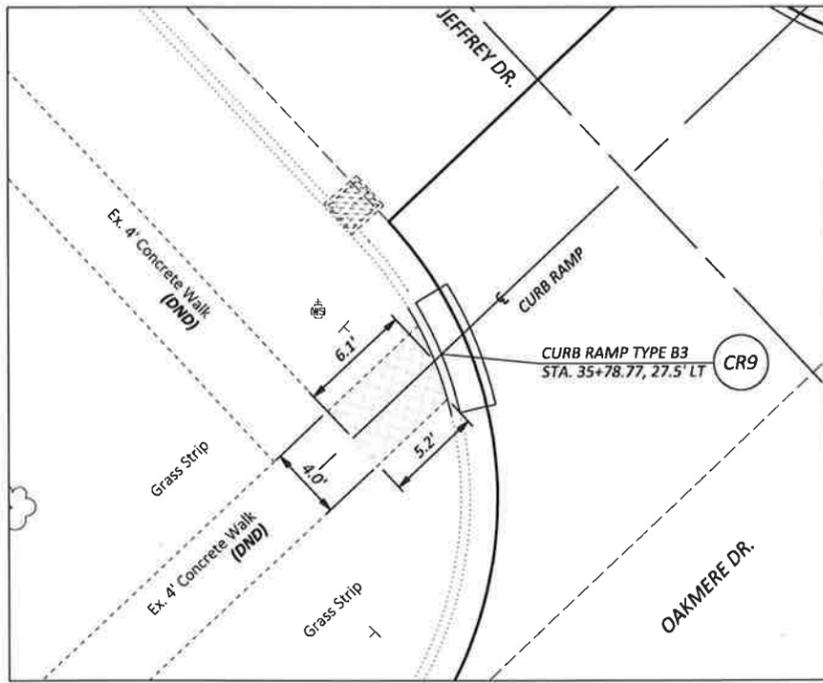


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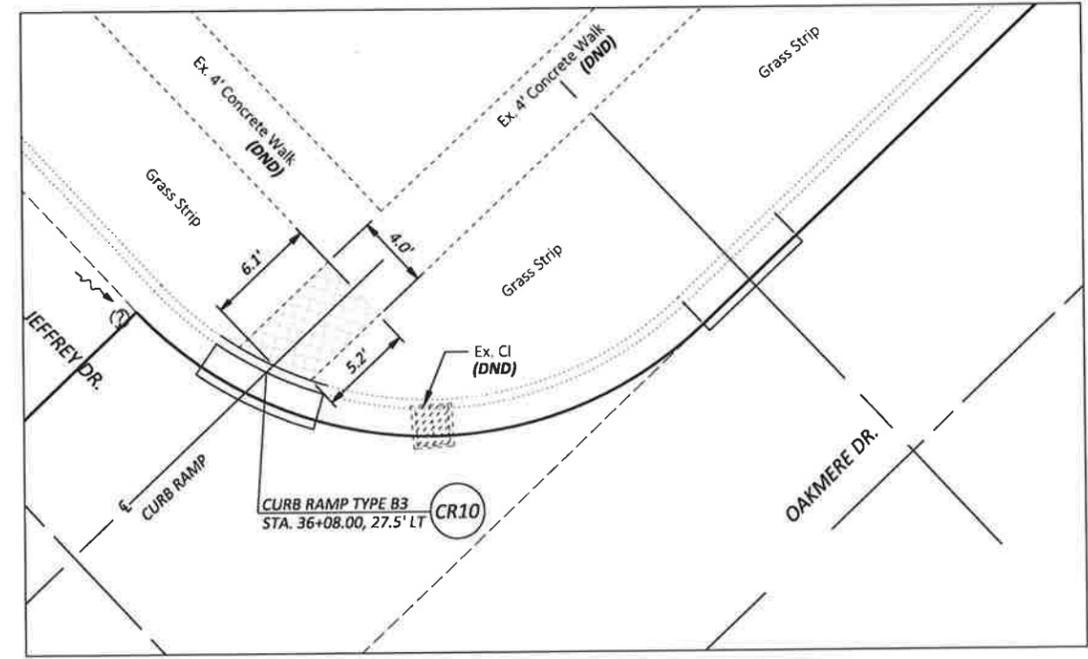
INTERSECTION DETAIL
OAKMERE DR. AND CRAWFORD DR.
FAI TR1494 REHABILITATION PROJECT



| | |
|------------|---------|
| DESIGNER | JAA |
| REVIEWER | ETM |
| PROJECT ID | 12/2025 |
| TOTAL | 30 |
| | 16 |



SCALE 1" = 5'



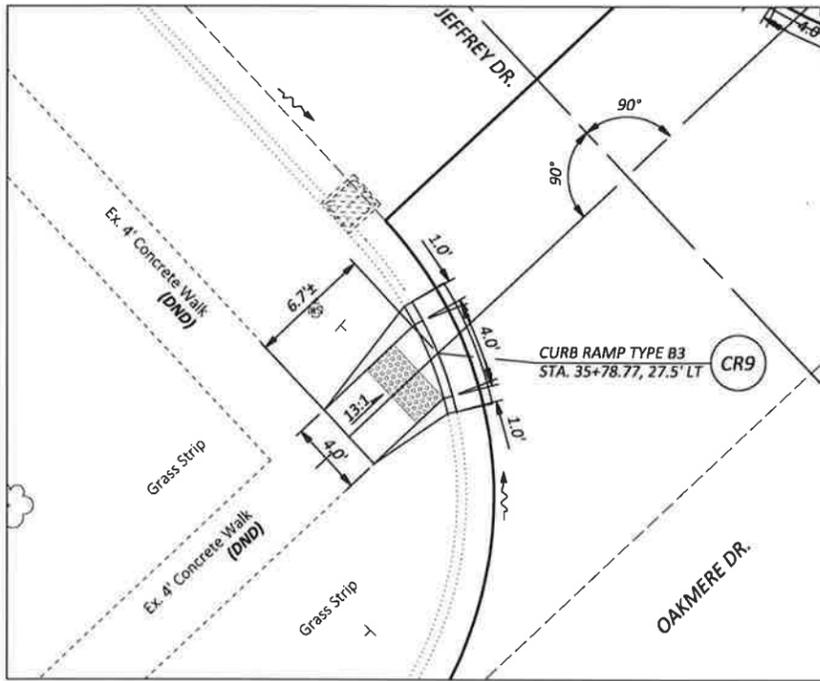
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LEGEND
SEE SHEET 13

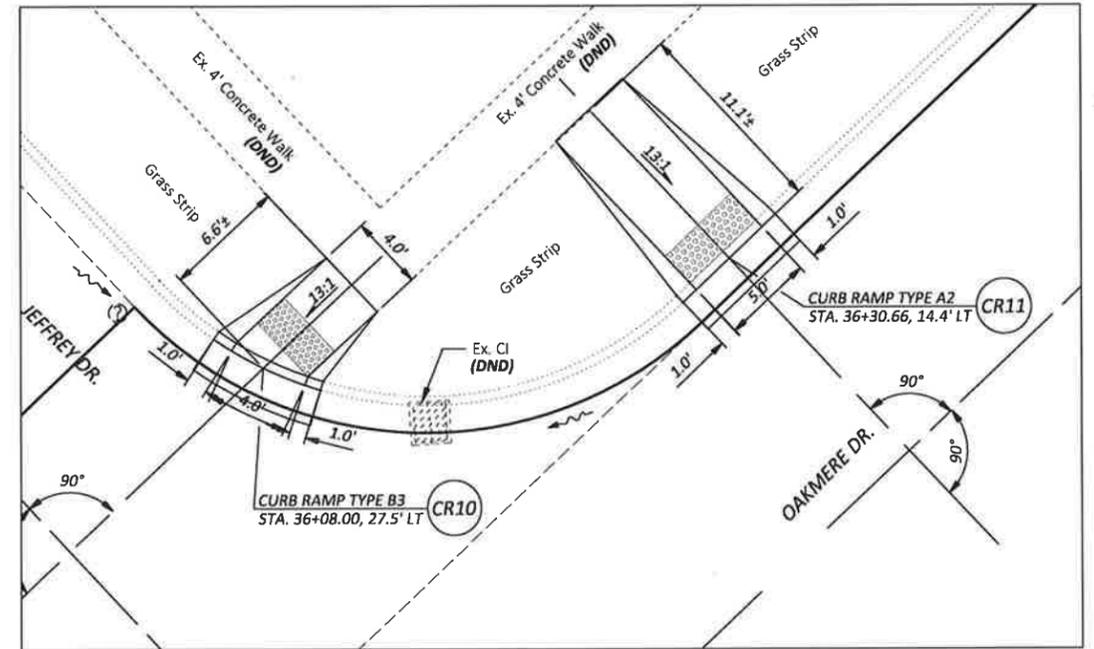
WALK DEMOLITION PLAN
OAKMERE DR. AND JEFFREY DR.
FAI TR1494-0.302 REHABILITATION PROJECT



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|------------|--------------|
| DESIGNER | JAA |
| REVIEWER | ETM |
| PROJECT ID | TR1494-0.302 |
| TOTAL | 30 |
| 17 | |

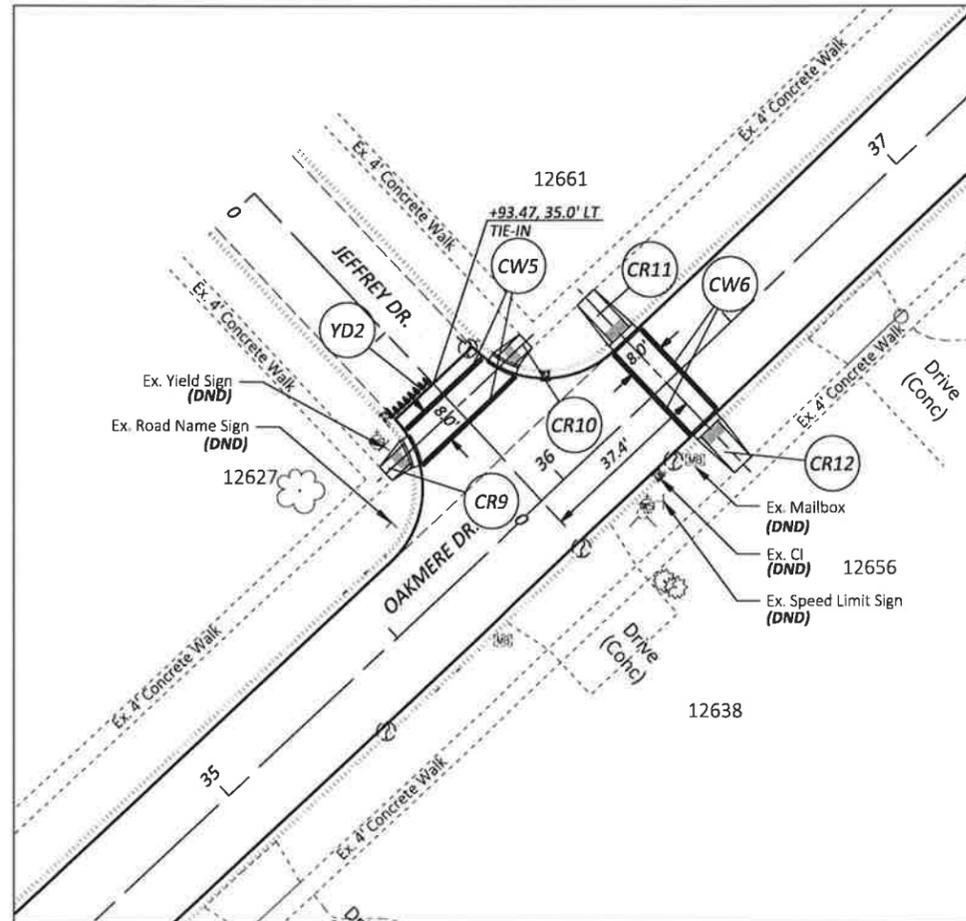


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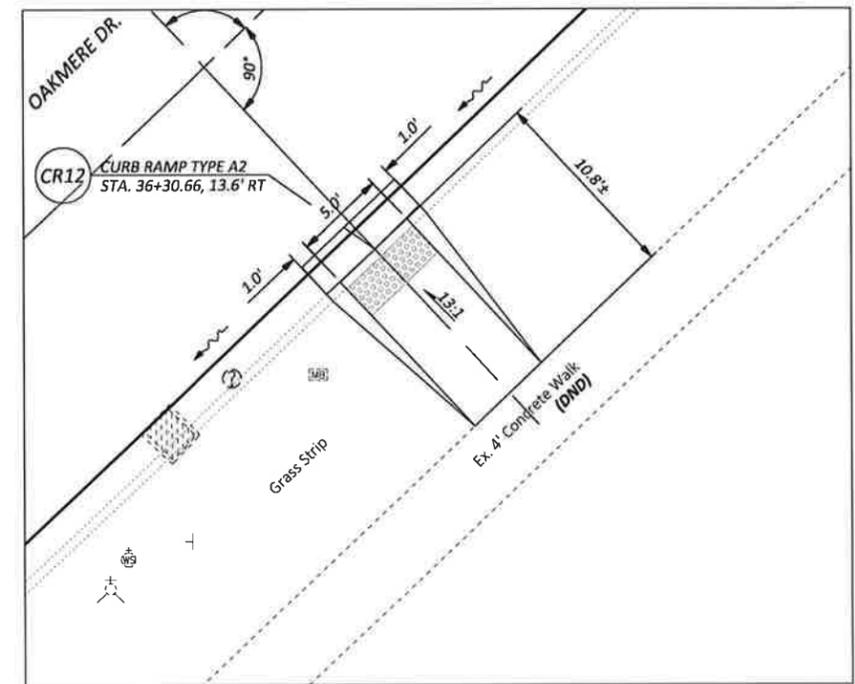


SCALE 1" = 5'

LEGEND
SEE SHEET 13



SCALE 1" = 20'



SCALE 1" = 5'

INTERSECTION DETAIL
OAKMERE DR. AND JEFFREY DR.
FAI TR1494-0.302 REHABILITATION PROJECT

DESIGN AGENCY



DESIGNER
JAA
REVIEWER

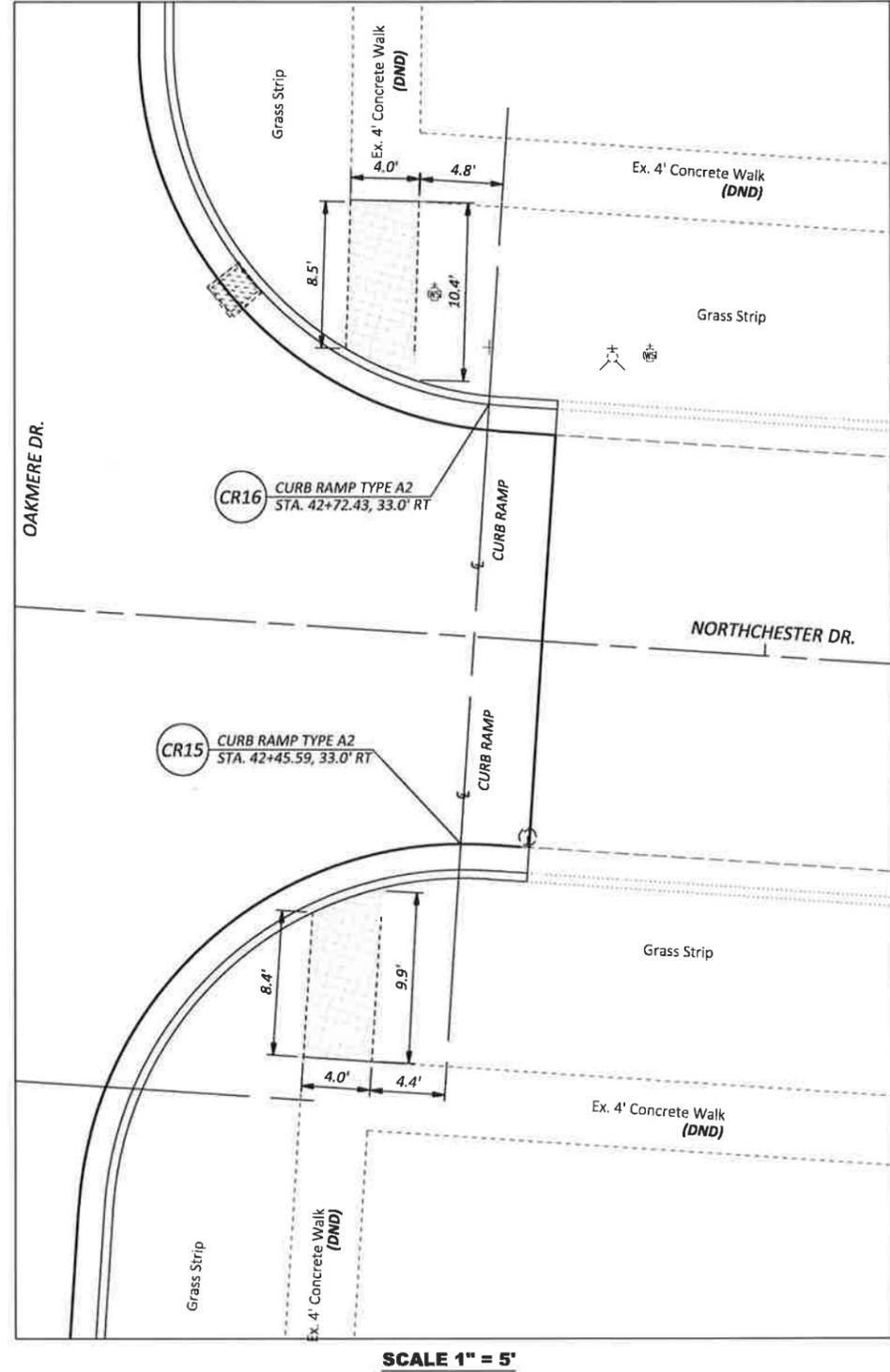
ETM 12/2025

PROJECT ID

TR1494-0.302

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| TOTAL | 30 |
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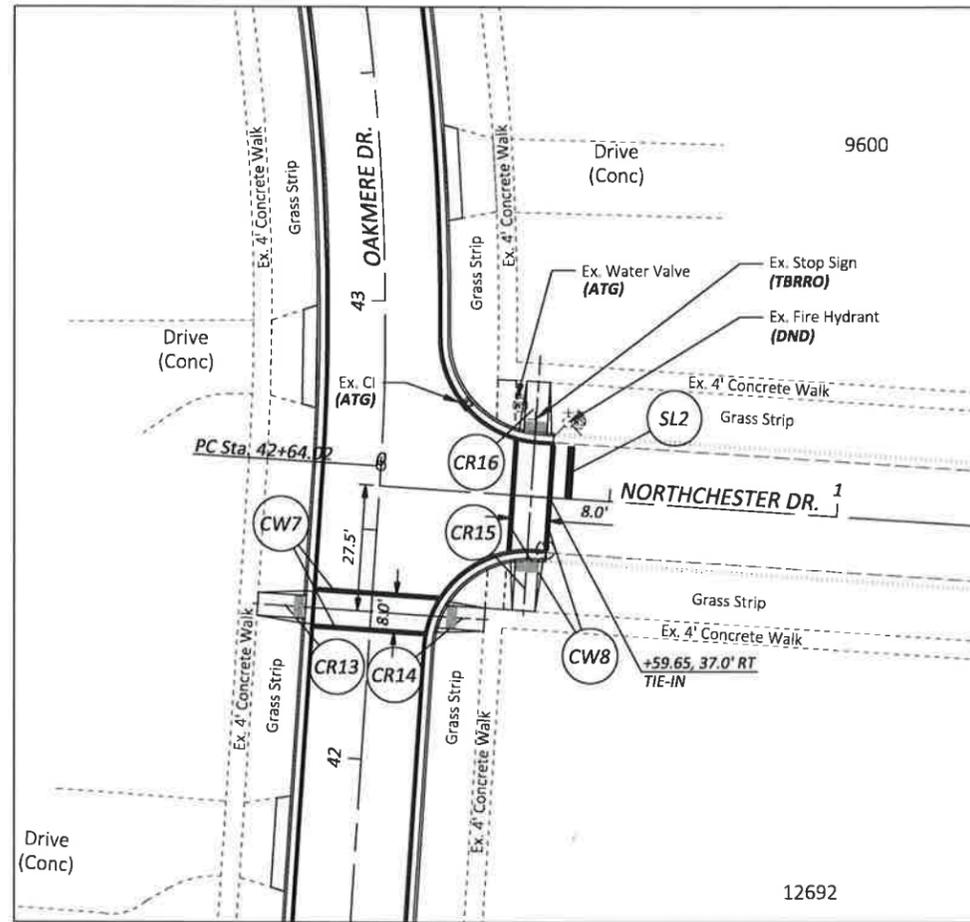
LEGEND
SEE SHEET 13



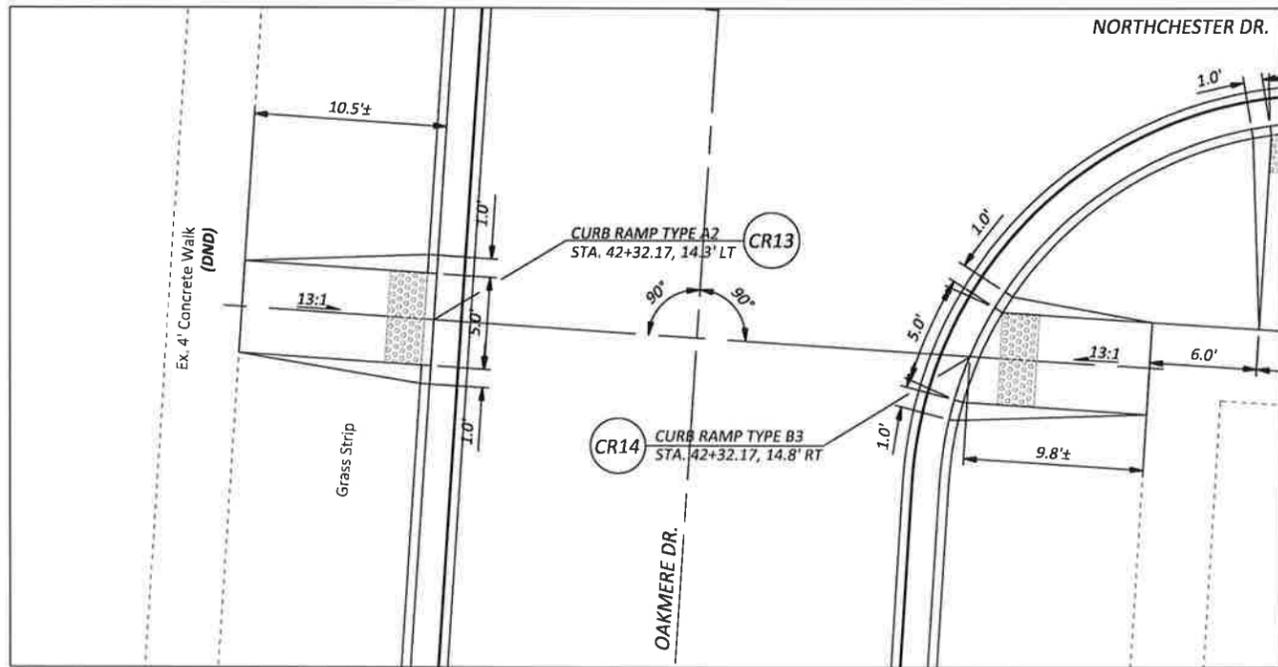
WALK DEMOLITION PLAN
OAKMERE DR. AND NORTHCHESTER DR.
FAI TR1494-0.302 REHABILITATION PROJECT



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|------------|---------|
| DESIGNER | JAA |
| REVIEWER | ETM |
| PROJECT ID | 12/2025 |
| TOTAL | 30 |
| | 19 |

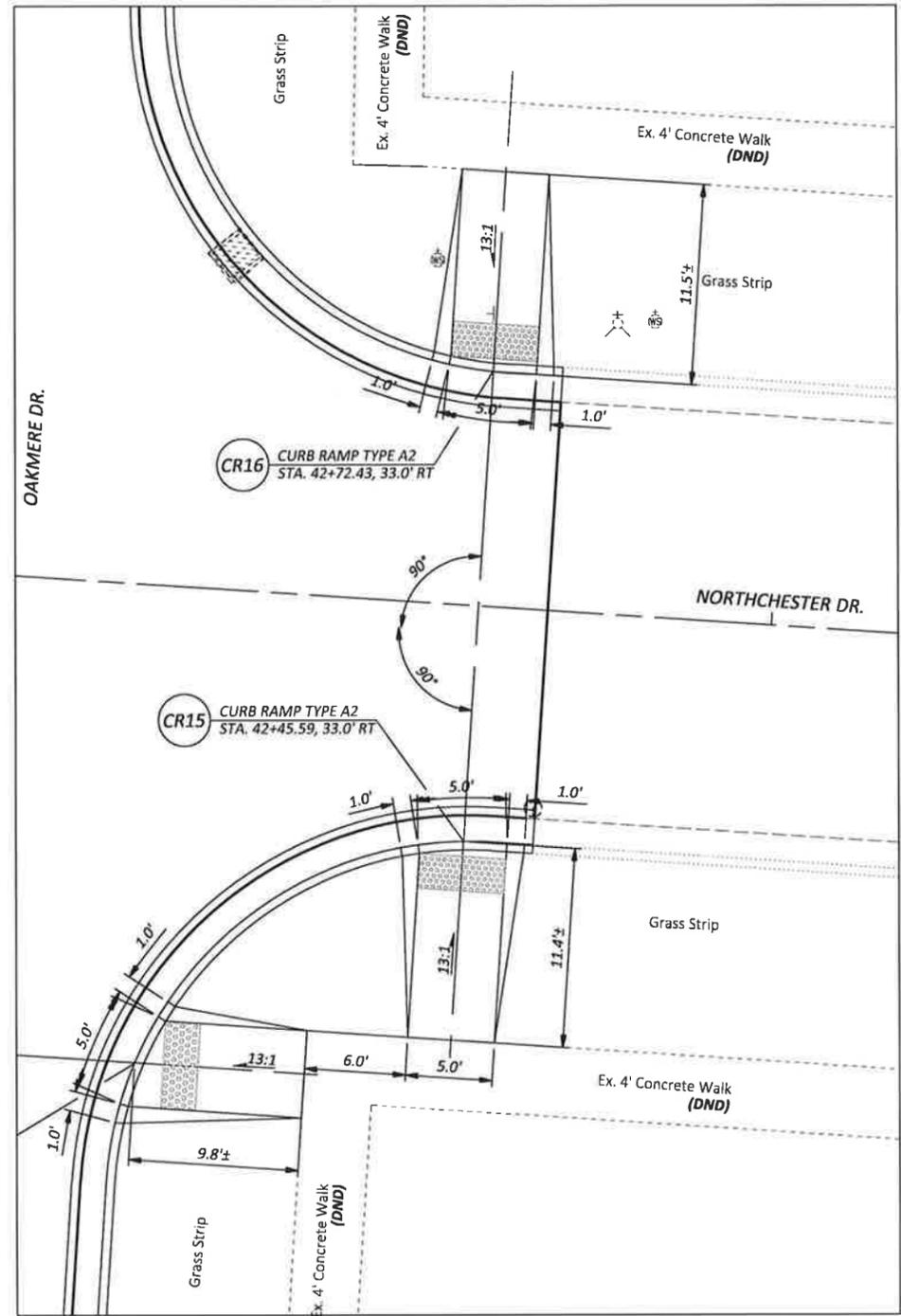


SCALE 1" = 20'



SCALE 1" = 5'

LEGEND
SEE SHEET 13



SCALE 1" = 5'

INTERSECTION DETAIL
OAKMERE DR. AND NORTHCHESTER DR.
FAI TR1494-0.302 REHABILITATION PROJECT

DESIGN AGENCY



DESIGNER

JAA

REVIEWER

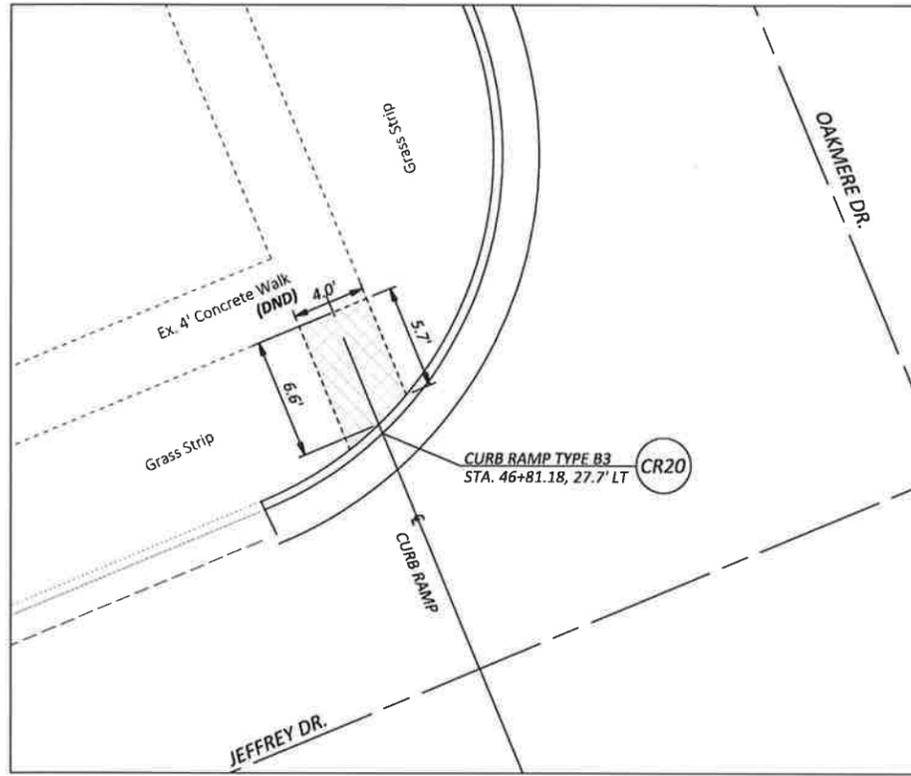
ETM 12/2025

PROJECT ID

TR1494-0.302

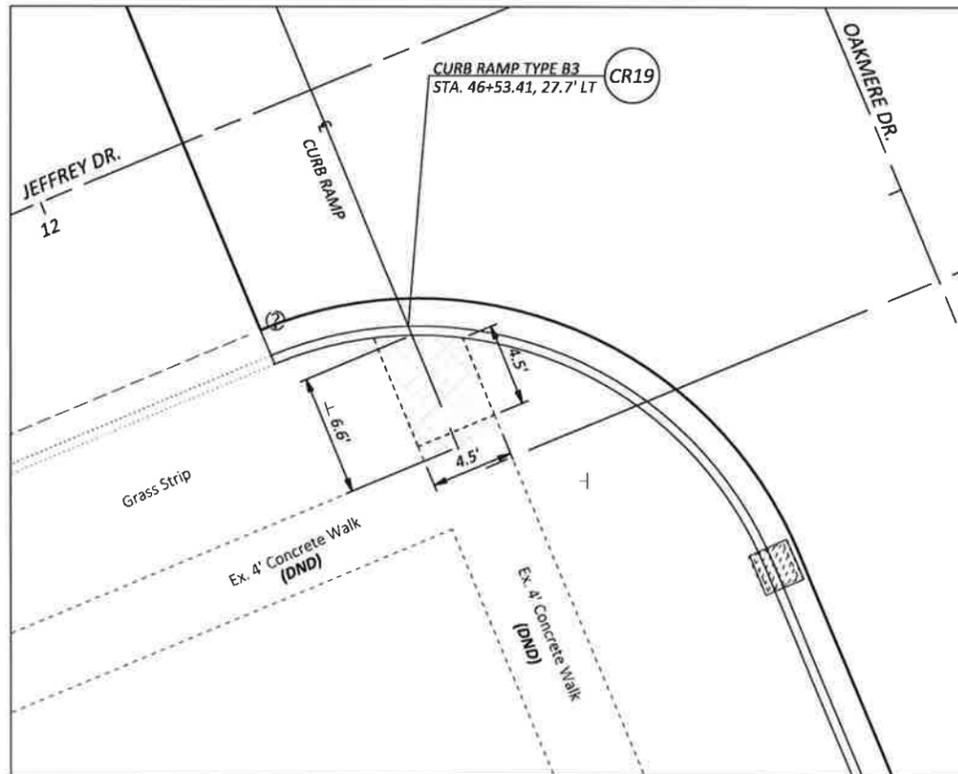
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SCALE 1" = 5'

LEGEND
SEE SHEET 13



SCALE 1" = 5'

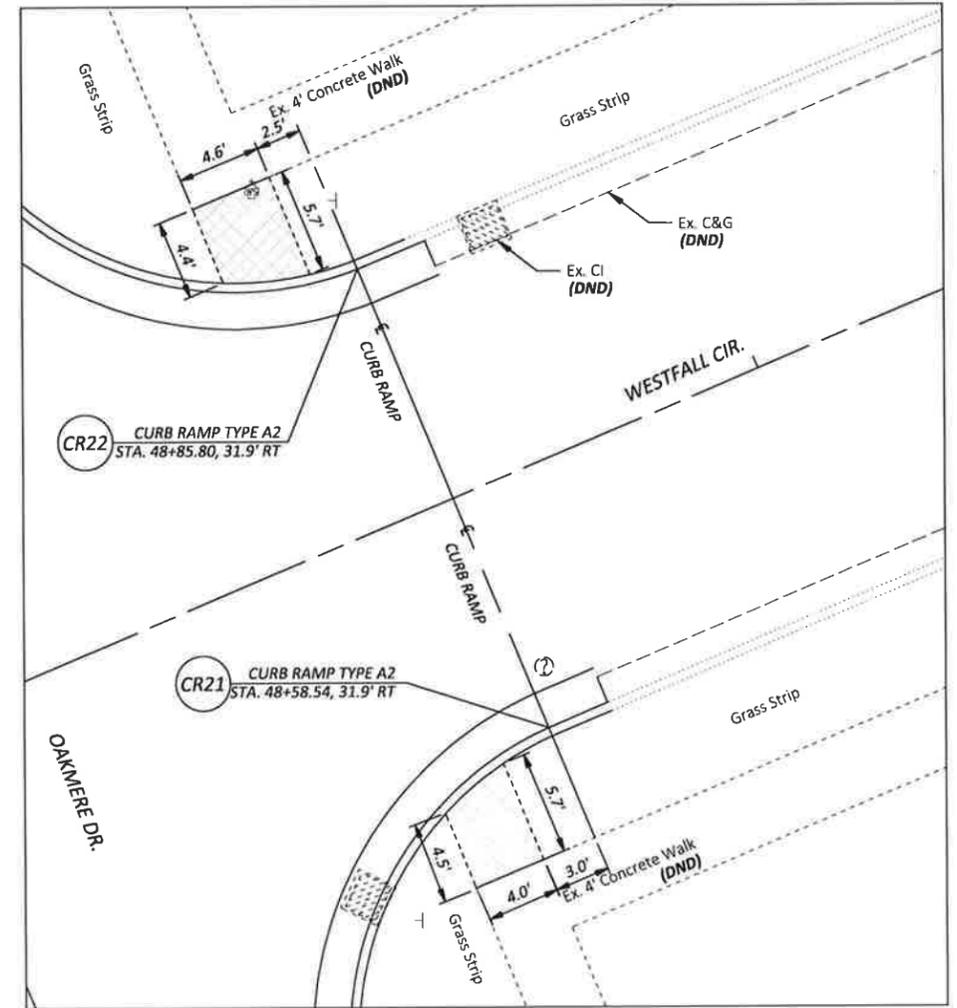


WALK DEMOLITION PLAN
OAKMERE DR. AND JEFFREY DR.
FAI TR1494-0.302 REHABILITATION PROJECT



| | |
|------------|--------------|
| DESIGNER | JAA |
| REVIEWER | ETM |
| DATE | 12/2025 |
| PROJECT ID | TR1494-0.302 |
| TOTAL | 30 |
| 21 | |

LEGEND
SEE SHEET 13



SCALE 1" = 5'

WALK DEMOLITION PLAN
OAKMERE DR. AND WESTFALL CIR.
FAI TR1494-0.302 REHABILITATION PROJECT

DESIGN AGENCY



DESIGNER

JAA

REVIEWER

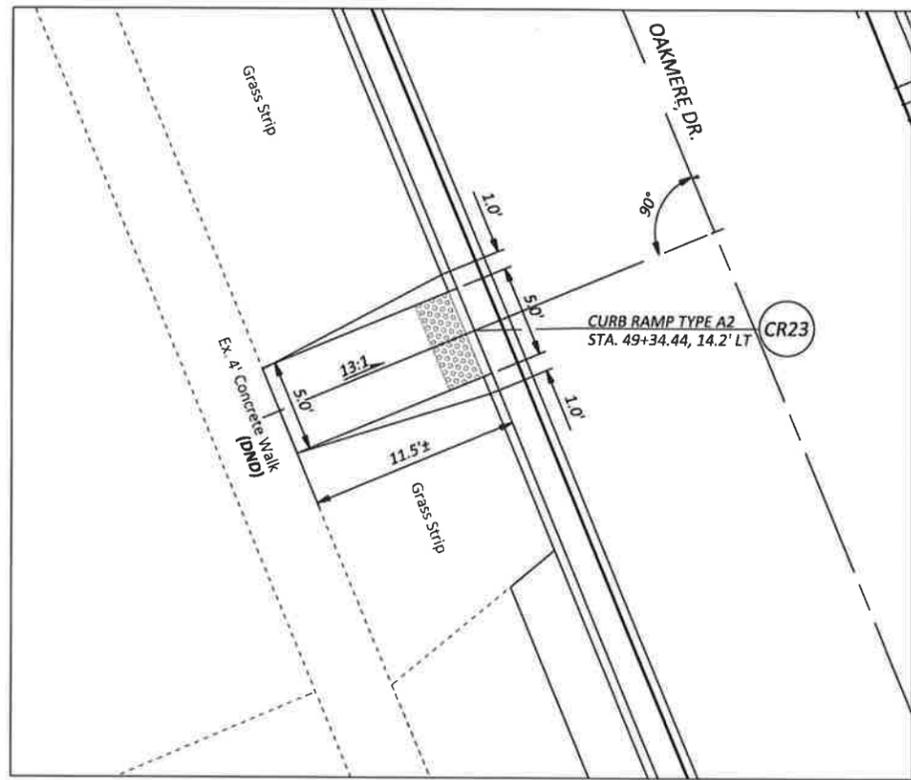
ETM 12/2025

PROJECT ID

TR1494-0.302

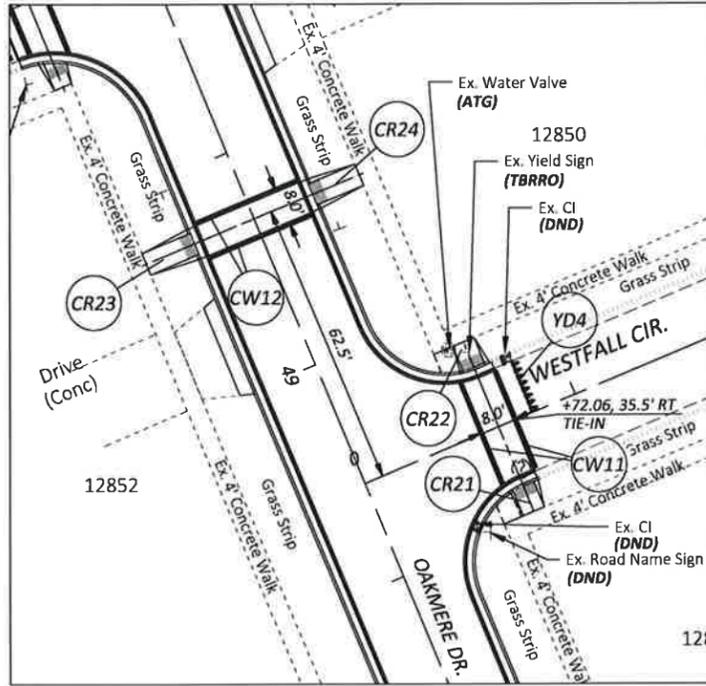
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| 23 | 30 |
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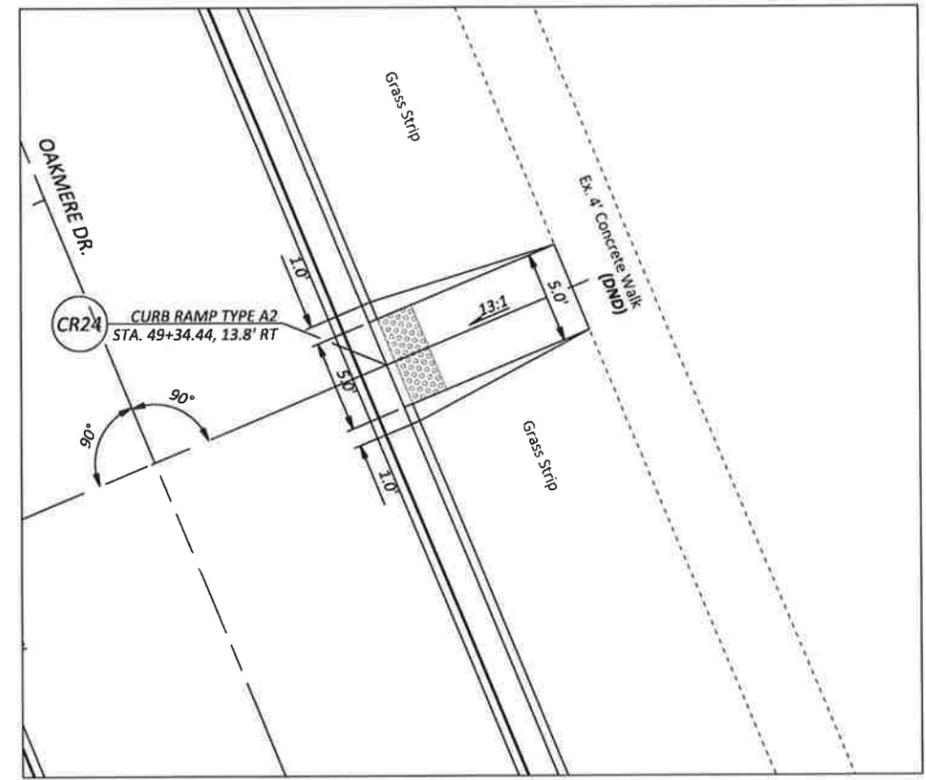


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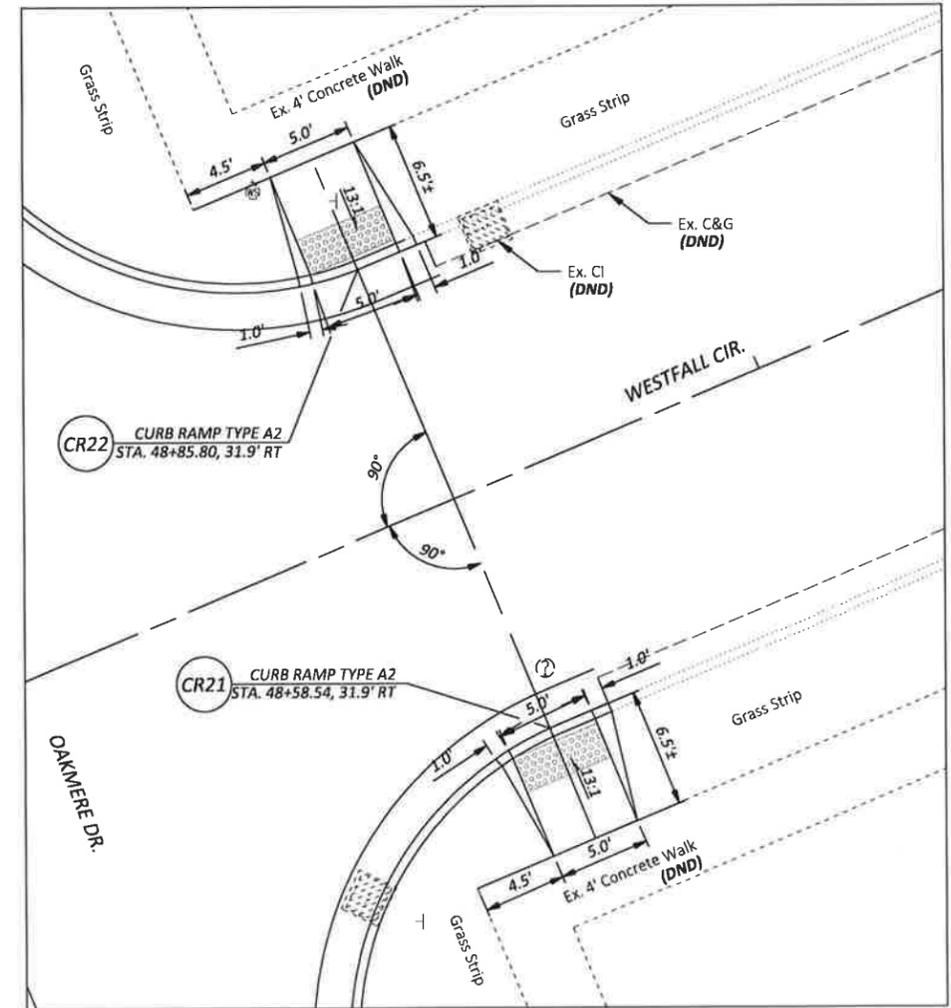
LEGEND
SEE SHEET 13



SCALE 1" = 20'



SCALE 1" = 5'



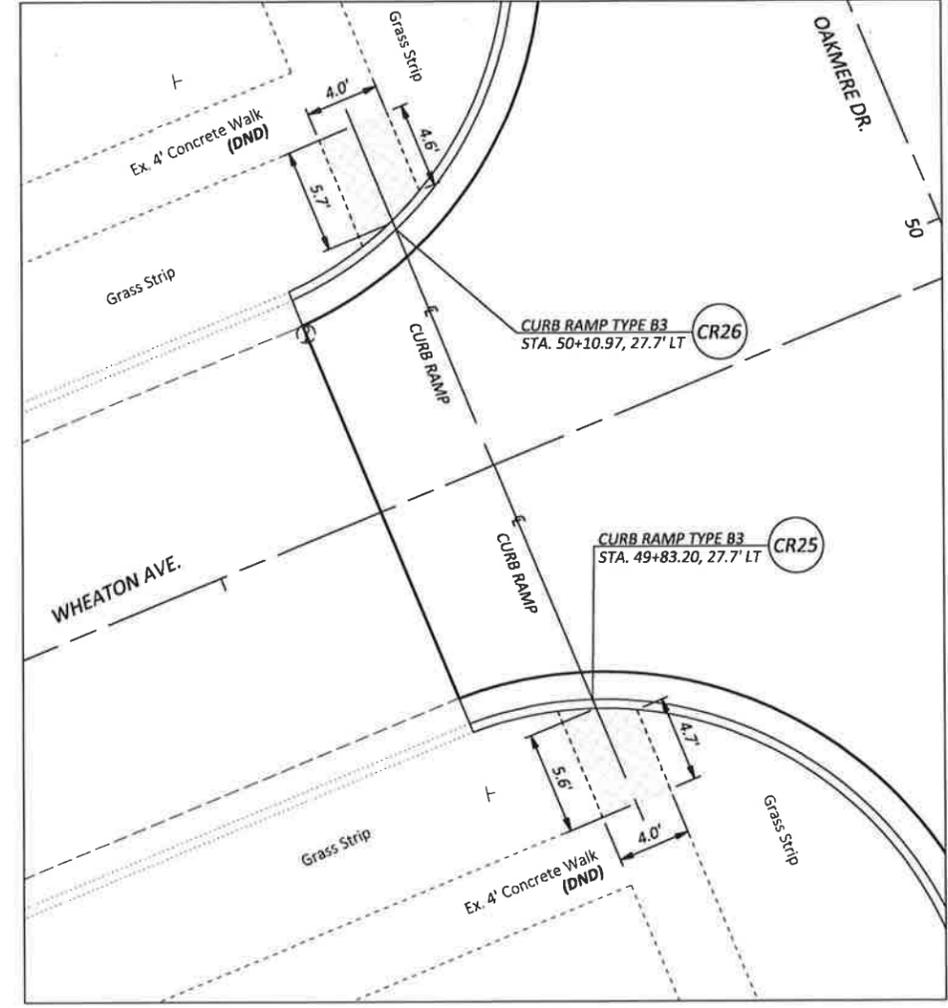
SCALE 1" = 5'

INTERSECTION DETAIL
OAKMERE DR. AND WESTFALL CIR.
FAI TR1494-0.302 REHABILITATION PROJECT



| | |
|---------------|---------------------------|
| DESIGN AGENCY | FAIRFIELD COUNTY ENGINEER |
| DESIGNER | JAA |
| REVIEWER | ETM |
| DATE | 12/2025 |
| PROJECT ID | TR1494-0.302 |
| TOTAL | 30 |
| | 24 |

LEGEND
SEE SHEET 13



SCALE 1" = 5'

WALK DEMOLITION PLAN
OAKMERE DR. AND WHEATON AVE.
FAI TR1494-0.302 REHABILITATION PROJECT

DESIGN AGENCY



DESIGNER

JAA

REVIEWER

ETM 12/2025

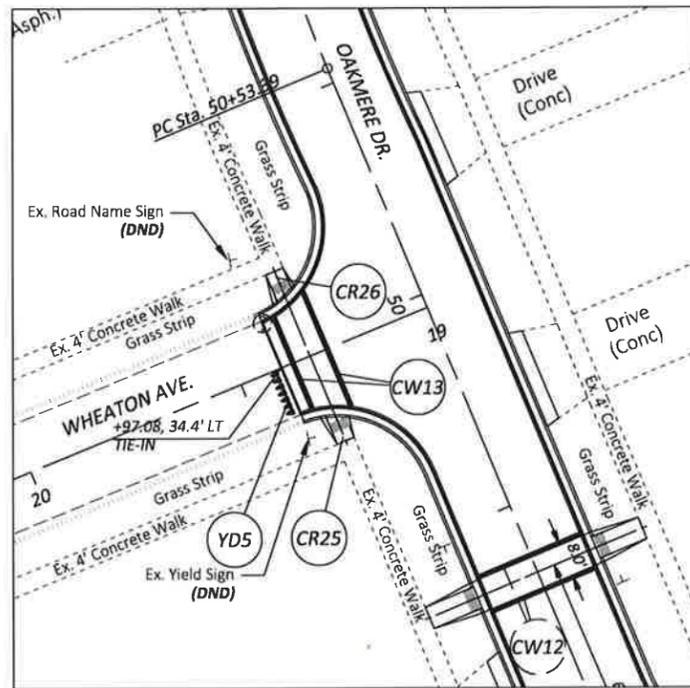
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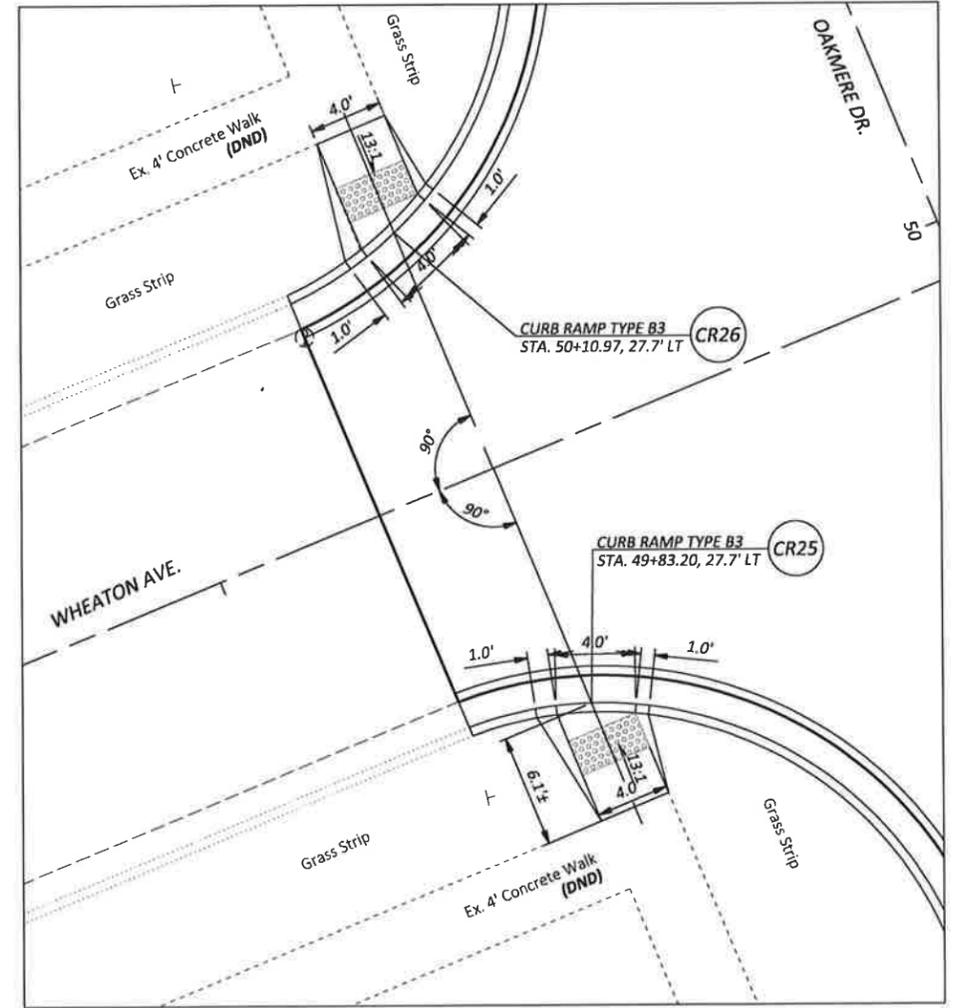
TOTAL

| | |
|----|----|
| 25 | 30 |
|----|----|

LEGEND
SEE SHEET 13



SCALE 1" = 20'



SCALE 1" = 5'

INTERSECTION DETAIL
OAKMERE DR. AND WHEATON AVE.
FAI TR1494-0.302 REHABILITATION PROJECT

DESIGN AGENCY



DESIGNER

JAA

REVIEWER

ETM 12/2025

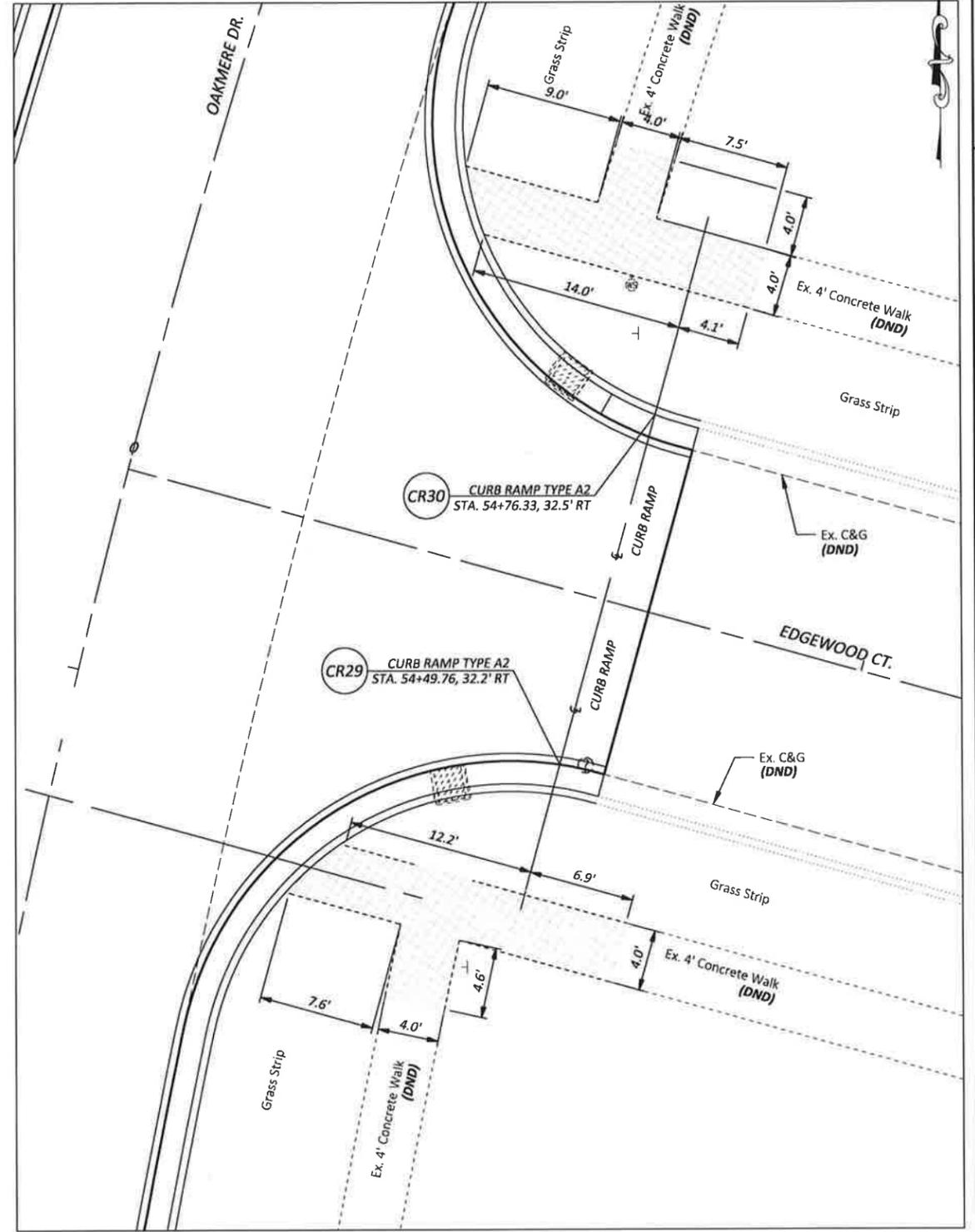
PROJECT ID

TR1494-0.302

TOTAL

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| 26 | 30 |
|----|----|

LEGEND
SEE SHEET 13



SCALE 1" = 5'

WALK DEMOLITION PLAN
OAKMERE DR. AND EDGEWOOD CT.
 FAI TR1494-0.302 REHABILITATION PROJECT

DESIGN AGENCY



DESIGNER

JAA

REVIEWER

ETM 12/2025

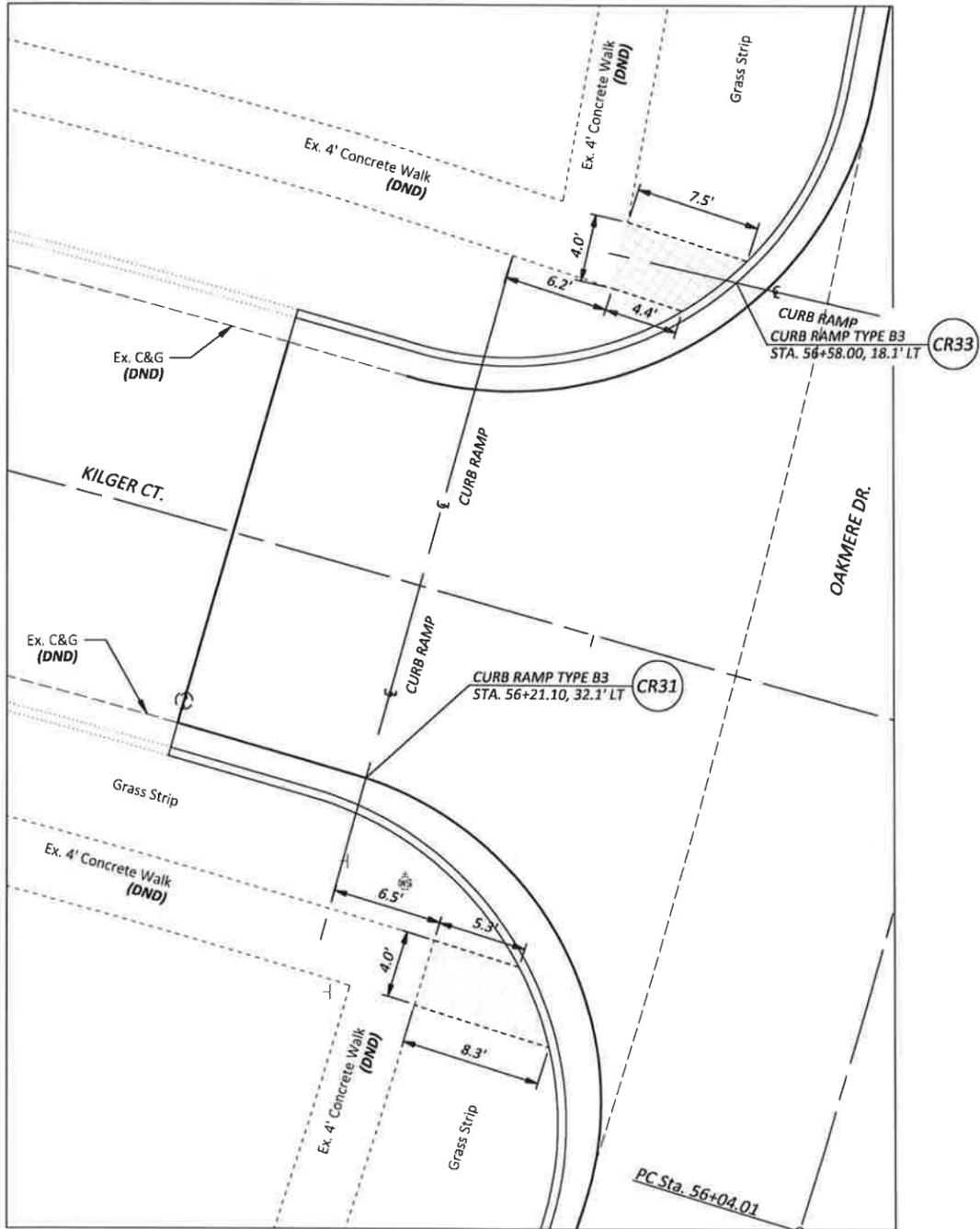
PROJECT ID

TR1494-0.302

TOTAL

| | |
|----|----|
| 27 | 30 |
|----|----|

LEGEND
SEE SHEET 13



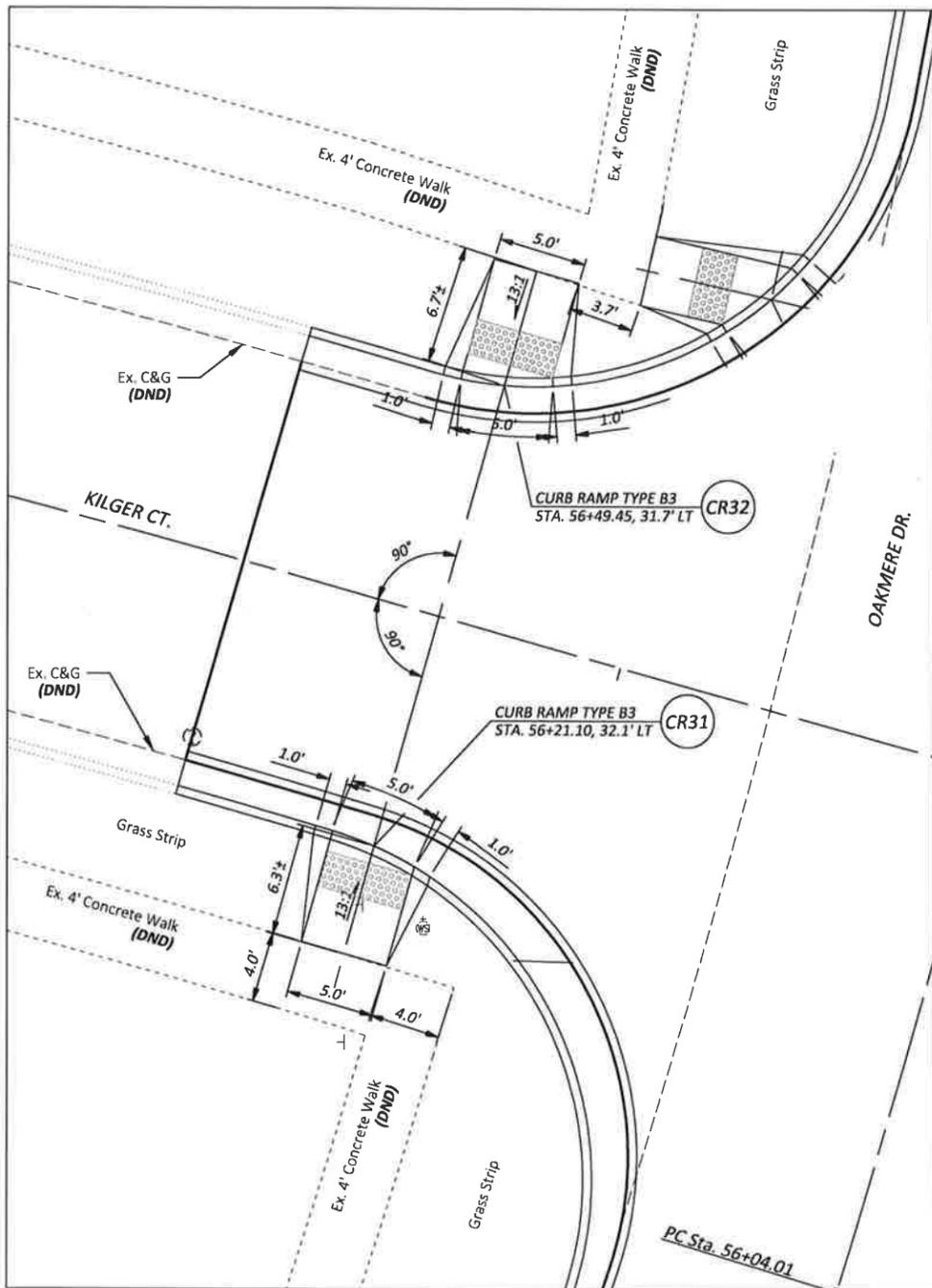
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WALK DEMOLITION PLAN
OAKMERE DR. AND KILGER CT.
FAI TR1494-0.302 REHABILITATION PROJECT

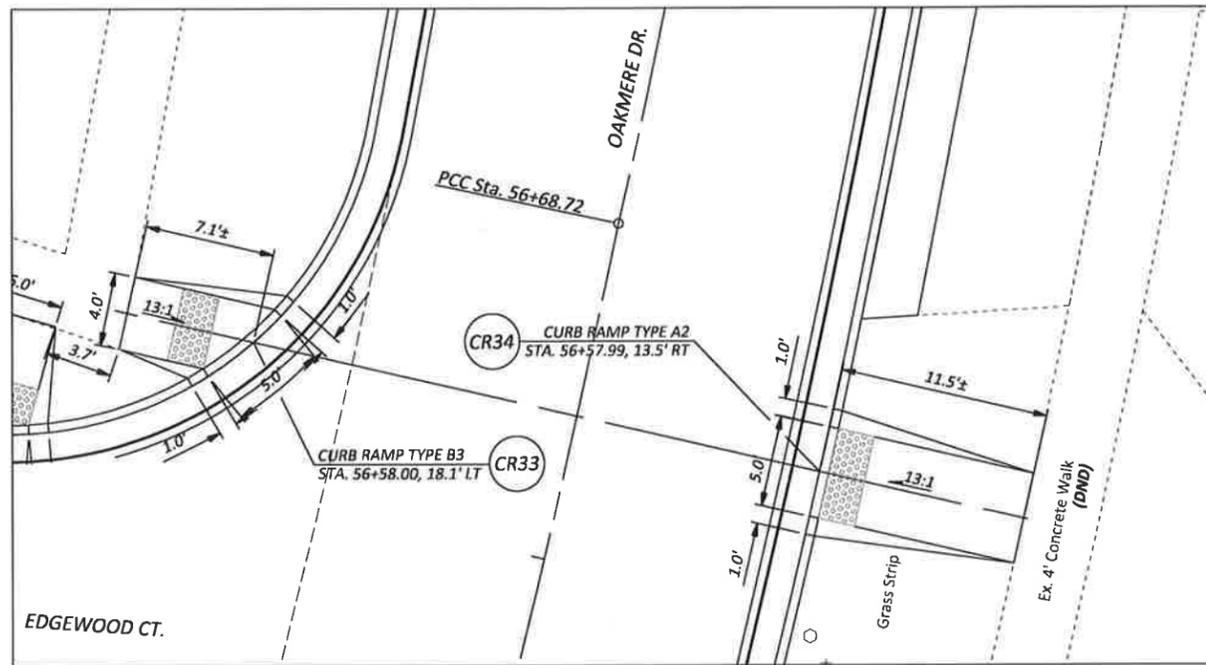


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|---------------------------|----|
| DESIGN AGENCY | |
| FAIRFIELD COUNTY ENGINEER | |
| DESIGNER | |
| JAA | |
| REVIEWER | |
| ETM 12/2025 | |
| PROJECT ID | |
| TR1494-0.302 | |
| TOTAL | |
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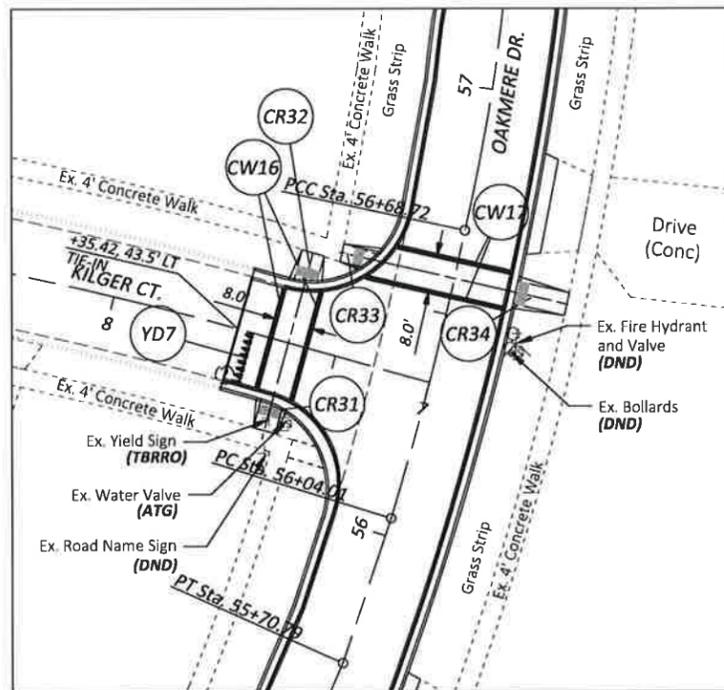
LEGEND
SEE SHEET 13



SCALE 1" = 5'



SCALE 1" = 5'



SCALE 1" = 20'

INTERSECTION DETAIL
OAKMERE DR. AND KILGER CT.
FAI TR1494-0.302 REHABILITATION PROJECT



| | |
|------------|---------|
| DESIGNER | JAA |
| REVIEWER | ETM |
| PROJECT ID | 12/2025 |
| TOTAL | 30 |
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