

FAIRFIELD COUNTY ENGINEER

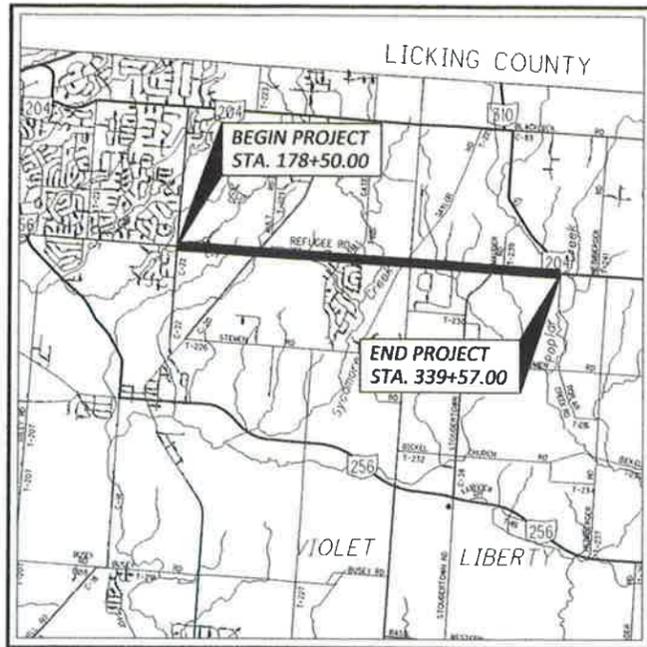
FAI CR7 3.390

RESURFACING PROJECT

VIOLET AND LIBERTY TOWNSHIP

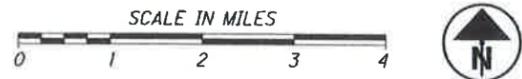
MILNOR RD TO BLACKCLICK-EASTERN RD (SR204)

PROJECT DESCRIPTION
 IMPROVEMENT OF C.R.7 (REFUGEE RD.) WITHIN VIOLET AND LIBERTY TOWNSHIPS. IMPROVEMENT INCLUDES MILL AND OVERLAY, RESURFACING, CONSTRUCTING AGGREGATE BERMS, AND PAVEMENT MARKINGS.



LOCATION MAP

LATITUDE: 43°12'25" LONGITUDE: 82°45'35"



PORTION TO BE IMPROVED	—————
INTERSTATE HIGHWAY	—————
FEDERAL ROUTES	—————
STATE ROUTES	—————
COUNTY & TOWNSHIP ROADS	—————
OTHER ROADS	—————

DESIGN DESIGNATION

CURRENT ADT'S	
MILNOR RD. - PICKERINGTON RD.	13,191
PICKERINGTON RD. - TOLLGATE RD.	7,760
TOLLGATE RD. - SAYLOR RD.	5,086
SAYLOR RD. - SR204	3,905
LEGAL SPEED	45 MPH / 55 MPH
FUNCTIONAL CLASSIFICATION	MINOR ARTERIAL

INDEX OF SHEETS

TITLE	1
TYPICAL SECTIONS & DETAILS	2
GENERAL NOTES	3-4
MAINTENANCE OF TRAFFIC NOTES	5
GENERAL SUMMARY	6
PAVEMENT ESTIMATED QUANTITIES	7-8
RESURFACING PLAN	9-15
PAVEMENT MARKING ESTIMATED QUANTITIES	16
PAVEMENT MARKING PLAN	17-23

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 NOT REQUIRE THE CLOSING TO TRAFFIC OF THE HIGHWAY.

FAIRFIELD COUNTY ENGINEER:

DATE: 1-21-26

WE THE COMMISSIONERS OF FAIRFIELD COUNTY IN FORMAL SESSION, HEREBY APPROVE THESE PLANS:

COMMISSIONER:

DATE: 2/3/2026

COMMISSIONER:

DATE: 2/3/2026

COMMISSIONER:

DATE: 2/3/2026

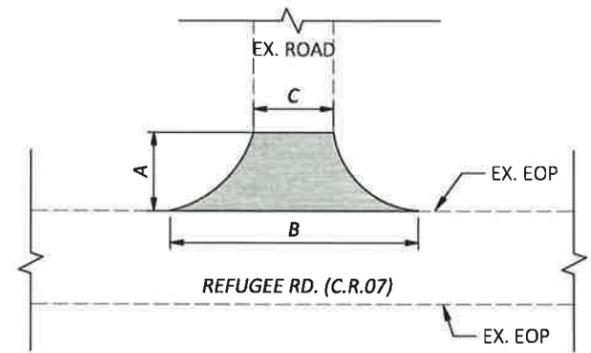


PLAN PREPARED BY:
 FAIRFIELD COUNTY ENGINEER'S OFFICE
 3026 W. FAIR AVENUE
 LANCASTER, OHIO 43130
 JEREMIAH D. UPP, P.E., P.S.
 FAIRFIELD COUNTY ENGINEER

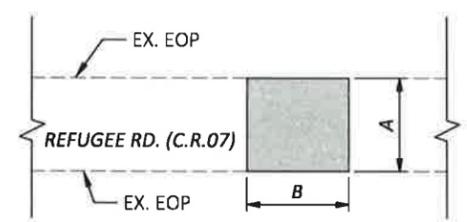
ENGINEER'S SEAL:	STANDARD CONSTRUCTION DRAWINGS				SUPPLEMENTAL SPECIFICATIONS	SPECIAL PROVISIONS
<p>SIGNED: E. M. McCready DATE: 1/21/26</p>	BP-3.1	01/19/24		MT-95.30	07/19/19	
	BP-3.2	01/18/19		MT-95.31	07/19/19	
	BP-4.1	07/19/23		MT-95.50	07/21/17	
	BP-7.1	01/21/22		MT-95.61	04/19/19	
	BP-9.1	01/18/19		MT-97.10	04/19/19	
	TC-71.10	04/21/23		MT-97.12	01/20/17	
	TC-74.10	07/21/23		MT-99.20	04/19/19	
	TC-82.10	07/19/19		MT-101.90	07/17/20	
				MT-105.10	07/17/20	

TITLE SHEET

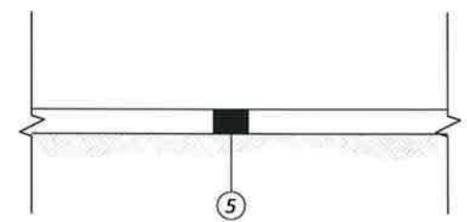
DESIGN AGENCY	FAIRFIELD COUNTY ENGINEER
DESIGNER	JAA
REVIEWER	
PROJECT ID	ETM 02/25
FAI CR7 3.390	
SHEET	TOTAL
1	23



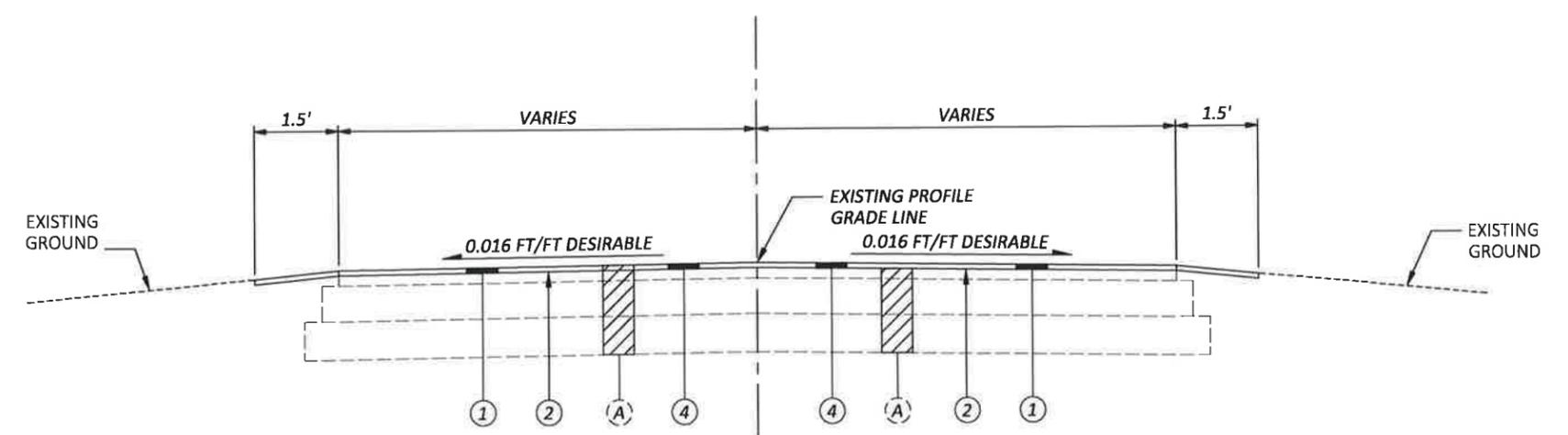
1 DETAIL
BUTT / TAPER JOINT INTERSECTION LIMITS N.T.S.



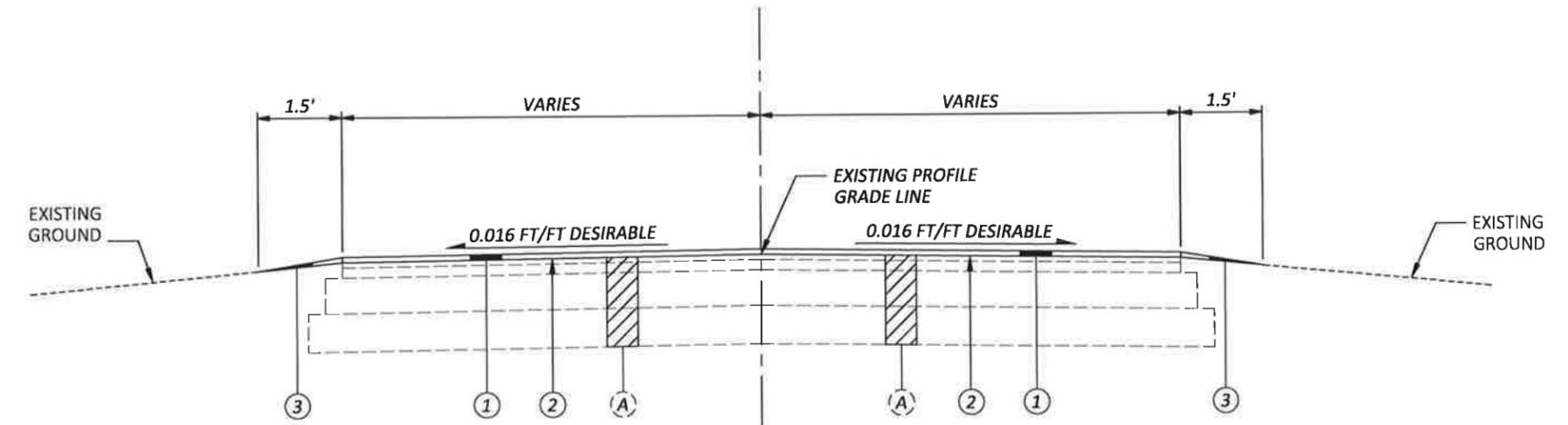
2 DETAIL
BUTT / TAPER JOINT INTERSECTION LIMITS N.T.S.



3 DETAIL
CONCRETE SIDEWALK N.T.S.



TYPICAL SECTION 2
MILL AND OVERLAY REFUGEE RD. (C.R.7)
SEE PLANS FOR LIMITS



TYPICAL SECTION 1
RESURFACING REFUGEE RD. (C.R.7)
SEE PLANS FOR LIMITS

LEGEND

- ① ITEM 441 - 1 1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE 1,(448), PG70-22M
- ② ITEM 407 - NON-TRACKING TACK COAT (0.080 GAL/SY)
- ③ ITEM 617 - COMPACTED AGGREGATE 1 1/2" (AVERAGE DEPTH)
- ④ ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE 1 1/2" (AVERAGE DEPTH)
- ⑤ ITEM 608 - CONCRETE WALK (T=5")
- (A) EXISTING ASPHALT PAVEMENT

TYPICAL SECTIONS & DETAILS

DESIGN AGENCY

 DESIGNER
 JAA
 REVIEWER
 ETM 02/25
 PROJECT ID
 FAI CR7 3.390
 SHEET TOTAL
 2 23

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. 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.

3. 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.

4. 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.

5. 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.

6. 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.

7. MATERIAL TESTING

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

8. PROFILE AND ALIGNMENT

THE PROPOSED PAVEMENT RESURFACING SHALL FOLLOW THE ALIGNMENT AND PROFILE OF THE EXISTING PAVEMENT. IN THE AREAS OF PAVEMENT PLANING IS THE ENGINEER'S INTENT THAT THE EXISTING SHOULDER SHALL MATCH THE EDGE OF PAVEMENT. IF, AS A RESULT OF CONSTRUCTION OPERATIONS THE SHOULDER DOES NOT MATCH, THE CONTRACTOR SHALL TAKE THE NECESSARY ACTIONS TO RESTORE THE SHOULDER AT NO COST TO THE ENGINEER.

9. 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.

10. 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.

11. 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

12. 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.

13. 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 AND ALLEYS SHALL BE PLANED TO THE CURB RETURN WITH A BUTT JOINT AND RESURFACED WITH THE SAME THICKNESS AS THE MAINLINE SURFACE COURSE. 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.

TRANSITIONS 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 NOT TO DAMAGE MANHOLE, VALVE BOXES AND SANDSTONE OR CONCRETE CURBING, DRAINS OR MONUMENT BOXES 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 UNSOUND MATERIAL SHALL BE REMOVED FROM THE GUTTER PAN.

14. ITEM 630 - REMOVAL OF GROUND MOUNTED SIGN AND RE-ERECTION, AS PER PLAN

THE CONTRACTOR SHALL REMOVAL SIGNS LOCATED IN THE PAVED MEDIAN PRIOR TO PAVEMENT PLANING. TEMPORARY SIGNS WITH THE SAME MESSAGE SHALL BE PLACED NEAR THE ORIGINAL LOCATION UNTIL PERMANENT SIGNS CAN BE REINSTALLED. REINSTALL SIGNS IN OR NEAR THEIR ORIGINAL LOCATION AFTER THE LOCATION RECEIVES ITS FINAL PAVING COURSE.

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY.

ITEM 630 - REMOVAL OF GROUND MOUNTED SIGN AND REERECTION, AS PER PLAN xx EACH

15. ITEM 632 - DETECTOR LOOP, AS PER PLAN

THE FOLLOWING IS INCLUDED TO BE USED AS DIRECTED BY THE ENGINEER FOR LOOPS AT THE INTERSECTION OF REFUGEE ROAD AND TOLLGATE ROAD AND THE INTERSECTION OF REFUGEE ROAD AND SCHOOLVIEW DRIVE ANY DETECTOR LOOP DAMAGED DURING PAVEMENT PLANING OPERATIONS SHALL BE CUT INTO THE PROPOSED SURFACE COURSE WITH 24 HOURS OF THE COMPLETED ASPHALT COURSE. PLACEMENT SHALL BE AS PER SPECIFICATION 632.11. ALL MATERIALS (INCLUDING SPLICE KITS), LABOR, EQUIPMENT AND INCIDENTALS NECESSARY TO FURNISH A COMPLETED, IN PLACE WORKING DETECTOR LOOP SHALL BE INCLUDED IN THE UNIT BID PRICE FOR THE FOLLOWING ITEM:

ITEM 632 - DETECTOR LOOP, AS PER PLAN 2 EACH

ALL LOCATIONS, SIZES AND ORIENTATION OF ALL LOOPS WITHIN THE CONSTRUCTION LIMITS SHALL BE FIELD VERIFIED BY THE CONTRACTOR BEFORE CONSTRUCTION.

16. ITEM 202 WEARING COURSE REMOVED

THIS WORK SHALL CONFORM TO ODOT ITEM 202 WEARING COURSE REMOVED AND ODOT STANDARDS CONSTRUCTION BP-3.1. THE AREAS CALLING FOR WEARING COURSE REMOVED ARE APPROXIMATE. THE CONTRACTOR AND THE ENGINEER SHALL INSPECT ALL LOCATIONS FOR WEARING COURSE REMOVAL TO DETERMINE THE DEPTH AND AREA TO BE REMOVED AS WELL AS THE APPROPRIATE EQUIPMENT.

PRIOR TO OPENING TO TRAFFIC, THE CONTRACTOR SHALL INSTALL AND MAINTAIN "BUMP" SIGNS (OW801) FOR EACH DIRECTION AT EACH JOINT. ADDITIONALLY, ALL VERTICAL EDGES IN THE TRAVELED WAY SHALL BE RAMPED WITH COLD MIX ASPHALT OR HOT MIX ASPHALT PLACED ON BURLAP, OR AS DIRECTED BY THE ENGINEER, TO PROVIDE A SAFE AND SMOOTH TRANSITION FROM THE PLANED PAVEMENT TO THE EXISTING PAVEMENT

PAYMENT FOR ALL THE WORK AS MENTIONED ABOVE WILL BE AT THE UNIT BID PRICE FOR ITEM 202 - WEARING COURSE REMOVED

17. MAILBOX APRONS

ALL MAILBOX APRONS SHALL BE PAVED WITH ASPHALT CONCRETE. ESTIMATED QUANTITIES ARE INCLUDED FOR EACH SURFACE COURSE ITEM, FOR THIS WORK. THE APRON SHALL BE CONSTRUCTED BY EXTENDING THE PAVER SCREED WITH NO JOINT BETWEEN THE EDGE OF PAVEMENT AND THE APPROACH.

18. DRIVEWAY APRONS

AN ESTIMATED QUANTITY OF ASPHALT CONCRETE SURFACE COURSE HAS BEEN INCLUDED IN THE PLAN TO BE USED AS DIRECTED BY THE ENGINEER TO PAVE APPROACH AREAS TO EXISTING PRIVATE DRIVES. ALL SUCH DRIVEWAYS SHALL BE FEATHERED TO A DISTANCE OF 4 FEET FROM THE EDGE OF PAVEMENT AND SHALL BE CONSTRUCTED BY EXTENDING THE PAVER SCREED WITH NO JOINT BETWEEN THE EDGE OF PAVEMENT AND DRIVEWAY APPROACH. ADDITIONAL LENGTH BEYOND THE 4 FEET MAY BE NEEDED TO PROVIDE DRIVE APPROACHES WITH A MAXIMUM GRADE OF 8.0% LENGTHS AND LOCATIONS OF DRIVES NEEDING ADDITIONAL FEATHERING WILL BE AS DIRECTED BY THE ENGINEER. ANY GRADING OF EXISTING DRIVES, TACK OR PRIME COAT, ALL MATERIALS, LABOR, EQUIPMENT, TOOLS AND INCIDENTALS NECESSARY TO COMPLETE WORK ON DRIVES SHALL BE INCLUDED IN THE UNIT PRICE BID FOR EACH SURFACE COURSE ITEM.

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

ITEM 441 ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG70-22M (448) 94 CY

19. CLEANUP

THE CONTRACTOR SHALL 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.

20. NEW CURVE RADIUS

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

21. CONCRETE WALKS

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.

ALL EXISTING CONCRETE SIDEWALKS NOT SCHEDULE FOR REPLACEMENT BUT BEING CROSSED BY THE INSTALLATION OF TRAFFIC ITEMS, ELECTRICAL CONDUIT, PIPING, ETC. SHALL BE FULLY REMOVED AT AN EXISTING JOINT AND REPLACED.

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

22. MANHOLE, INLET AND / OR VALVES ADJUSTED TO GRADE

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



DESIGN AGENCY	
FAIRFIELD COUNTY ENGINEER	
DESIGNER	JAA
REVIEWER	ETM
PROJECT ID	02/25
FAI CR7 3.390	
SHEET	TOTAL
3	23

23. 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

24. 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 "RECLAIMITE", AS APPLIED BY PAVEMENT TECHNOLOGY, INC. 11260 BEREA 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.

THE DEPARTMENT WILL PAY FOR ACCEPTED QUANTITIES AT THE CONTRACT PRICES AS FOLLOWS:

ITEM 609 SPECIAL-TESTING

LUMP

FAI CR7 3.390

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GENERAL NOTES

DESIGN AGENCY



DESIGNER

JAA

REVIEWER

ETM 02/25

PROJECT ID

FAI CR7 3.390

SHEET TOTAL

4 23

1. ITEM 614 - MAINTAINING TRAFFIC

ROAD AND/ OR LANE CLOSURES SHALL BE IN ACCORDANCE WITH THE 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 CLOSURES WITH FLAGGERS AS PER STANDARD DRAWINGS:

ACCESS TO LOCAL PROPERTY OWNERS SHALL BE MAINTAINED AT ALL TIMES.

MAXIMUM DURATION BETWEEN PLANNING AND COMPLETED SURFACE COURSE SHALL BE 14 CALENDARS DAYS. THIS SHALL BE CONSIDERED AN INTERIM COMPLETION DATE, AND LIQUIDATED DAMAGES SHALL BE ASSESSED AT \$1000 PER DAY. AREAS PLANNED SHALL HAVE APPROPRIATE SIGNS PER 614.055 ERECTED PRIOR TO OPENING TO TRAFFIC.

ALL WORK AND TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH ITEM 614 AND OTHER APPLICABLE PORTIONS OF THE SPECIFICATIONS, AS WELL AS THE OHIO MANUAL 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 ITEM 614 - MAINTAINING TRAFFIC, UNLESS SEPARATELY ITEMIZED IN THE PLAN.

2. ITEM 614 - LAW ENFORCEMENT OFFICER (WITH PATROL CAR) FOR ASSISTANCE DURING CONSTRUCTION OPERATIONS

- a. 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 OMUTCD INTENDS THAT FLAGGERS BE USED.
- b. 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 MARKING OF THE APPROPRIATE LAW ENFORCEMENT AGENCY) SHALL BE PROVIDED FOR THE FOLLOWING TRAFFIC CONTROL TASKS:
 - c. DURING THE ENTIRE ADVANCE PREPARATION AND CLOSURE SEQUENCE WHERE COMPLETE BLOCKAGE OF TRAFFIC IS REQUIRED.
 - d. 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 MOTORIST THROUGH A RED LIGHT).
- 3. 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 MARKING OF THE APPROPRIATE LAW ENFORCEMENT AGENCY) SHOULD BE PROVIDED FOR THE FOLLOWING TRAFFIC CONTROL TASKS AS APPROVED BY THE ENGINEER:
 - c. 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 DAY AND LAST OF MAJOR CHANGES IN TRAFFIC CONTROL SETUP).
 - d. 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.
 - e. ALL LAW ENFORCEMENT OFFICERS (LEOs) SHALL BE OFF DUTY FAIRFIELD COUNTY SHERIFF DEPUTIES HIRED BY THE CONTRACTOR.

- f. 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.
- g. 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.
- h. 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.
- i. 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 WHICH SHALL BE RETURNED TO THE CONTRACTOR AT THE END OF HIS/HER SHIFT.
- j. 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.
- k. ITEM 614 LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE 90 HOURS
- l. THE HOURS PAID SHALL INCLUDE ANY MINIMUM SHOW-UP TIME REQUIRED BY THE LAW ENFORCEMENT AGENCY INVOLVED.
- m. ANY ADDITIONAL COSTS (ADMINISTRATIVE OR OTHERWISE) INCURRED BY THE CONTRACTOR TO OBTAIN THE SERVICES OF AN LEO ARE INCLUDED WITH THE BID UNIT PRICE FOR ITEM 614 - LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE.

4. WORKSITE TRAFFIC SUPERVISOR

SUBJECT TO APPROVAL OF THE ENGINEER, THE CONTRACTOR SHALL EMPLOY AND IDENTIFY (SOMEONE OTHER THAN THE SUPERINTENDENT) A PREQUALIFIED WORKSITE TRAFFIC SUPERVISOR (WTS) BEFORE STARTING WORK IN THE FIELD. THE WTS SHALL BE TRAINED IN ACCORDANCE WITH CMS 614.03, SHALL HAVE SUCCESSFULLY COMPLETED ODOT ADMINISTERED WTS TESTING (AND RE-TESTING WHEN APPLICABLE) AND BE LISTED ON THE ODOT PREQUALIFIED WTS ROSTER. PREQUALIFICATION EXPIRES EVERY 5 YEARS. RE-TESTING SHALL BE SUCCESSFULLY REPEATED EVERY 5 YEARS TO REMAIN PREQUALIFIED.

THE NAME OF THE PREQUALIFIED WTS AND RELATED 24-HOUR CONTACT INFORMATION SHALL BE PROVIDED TO THE ENGINEER AT THE PRECONSTRUCTION CONFERENCE. IF THE DESIGNATED WTS WILL NOT BE AVAILABLE FULL TIME (24/7), THE CONTRACTOR MAY DESIGNATE AN ALTERNATE (SECONDARY) WTS TO BE AVAILABLE WHEN THE PRIMARY IS OFF DUTY; HOWEVER, THE PRIMARY WTS SHALL REMAIN THE POINT OF CONTACT AT ALL TIMES. ANY ALTERNATE (SECONDARY) WTS IS SUBJECT TO THE SAME TRAINING, PREQUALIFICATION AND OTHER REQUIREMENTS OUTLINED WITHIN THIS PLAN NOTE. AT ALL TIMES THE ENGINEER, OR THE ENGINEER'S REPRESENTATIVES, MUST BE INFORMED OF WHO THE PRIMARY WTS (AND SECONDARY WTS, IF APPLICABLE) IS AT THE CURRENT TIME.

THE WTS POSITION HAS THE PRIMARY RESPONSIBILITY OF IMPLEMENTING THE TRAFFIC MANAGEMENT PLAN (TMP), MONITORING THE SAFETY AND MOBILITY OF THE ENTIRE WORK ZONE, AND CORRECTING TEMPORARY TRAFFIC CONTROL (TTC) DEFICIENCIES FOR THE ENTIRE WORK ZONE. THE WTS, AND ALTERNATE WTS WHEN ON DUTY, SHALL HAVE SUFFICIENT AUTHORITY TO EFFECTIVELY CARRY OUT THE IDENTIFIED WTS RESPONSIBILITIES AND DUTIES. THE DUTIES OF THE WTS ARE AS FOLLOWS:

- a. BE AVAILABLE ON A 24-HOUR PER DAY BASIS.
- b. BE ON SITE FOR ALL EMERGENCY TTC NEEDS WITHIN ONE HOUR OF NOTIFICATION BY POLICE OR PROJECT STAFF, AND EFFECT CORRECTIVE MEASURES IMMEDIATELY ON EXISTING WORK ZONE TTC DEVICES.
- c. ATTEND PRECONSTRUCTION MEETING AND ALL PROJECT MEETINGS WHERE TTC MANAGEMENT IS DISCUSSED.
- d. BE AVAILABLE ON SITE FOR OTHER MEETINGS OR DISCUSSIONS WITH THE ENGINEER UPON REQUEST.
- e. BE AWARE OF ALL EXISTING AND PROPOSED TTC OPERATIONS OF THE CONTRACTOR, SUBCONTRACTORS AND SUPPLIERS, AND ENSURE COORDINATION OCCURS BETWEEN THEM TO ELIMINATE CONFLICTING TEMPORARY AND/OR PERMANENT TRAFFIC CONTROL.
- f. COORDINATE PROJECT ACTIVITIES WITH ALL LAW ENFORCEMENT OFFICERS (LEOs). THE WTS SHALL ALSO BE THE MAIN CONTACT PERSON WITH THE LEOs WHILE LEOs ARE ON THE PROJECT.
- g. COORDINATE AND FACILITATE MEETINGS WITH ODOT PERSONNEL, LEOs AND OTHER APPLICABLE ENTITIES BEFORE EACH PLAN PHASE SWITCH TO DISCUSS THE WORK ZONE TTC FOR IMPLEMENTING THE PHASE SWITCH. SUBMIT A WRITTEN DETAIL OF MOT OPERATIONS AND SCHEDULE OF EVENTS TO IMPLEMENT THE SWITCH BETWEEN PHASE PLANS TO THE ENGINEER 5 CALENDAR DAYS PRIOR TO THIS MEETING.
- h. BE PRESENT, ON SITE FOR, AND INVOLVED WITH, EACH TTC SETUP/TAKE DOWN AND EACH PHASE CHANGE IN ACCORDANCE WITH CMS 614.03.
- i. ON A CONTINUAL BASIS ENSURE THAT THE TTC ZONE AND ALL RELATED DEVICES ARE INSTALLED, MAINTAINED AND REMOVED IN COMPLIANCE WITH THE CONTRACT DOCUMENTS.
- j. ON A CONTINUAL BASIS FACILITATE CORRECTIVE ACTION(S) NECESSARY TO BRING DEFICIENT TTC ZONES AND ALL RELATED DEVICES INTO COMPLIANCE WITH CONTRACT DOCUMENTS IN THE TIMEFRAME DETERMINED BY THE ENGINEER.
- k. INSPECT, EVALUATE, PROPOSE NECESSARY MODIFICATIONS TO, AND DOCUMENT THE EFFECTIVENESS OF, THE TTC DEVICES AND TRAFFIC OPERATIONS ON A DAILY BASIS (7 DAYS A WEEK). IN ADDITION, PERFORM ONE WEEKLY NIGHT INSPECTION OF THE WORK ZONE SETUP FOR DAYTIME WORK OPERATIONS; AND ONE DAYTIME INSPECTION PER WEEK FOR NIGHTTIME PROJECTS. THIS SHALL INCLUDE (BUT NOT BE LIMITED TO) DOCUMENTATION ON THE FOLLOWING PROJECT EVENTS:
 - A.A. INITIAL TTC SETUP (DAY AND NIGHT REVIEW).
 - A.B. DAILY TTC SETUP AND REMOVAL.
 - A.C. WHEN CONSTRUCTION STAGING CAUSES A CHANGE IN THE TTC SETUP.
 - A.D. CRASH OCCURRENCES WITHIN THE CONSTRUCTION AREA AND WITHIN THE INFLUENCE AREAS APPROACHING THE WORK ZONE.
 - A.E. REMOVAL OF TTC DEVICES AT THE END OF A PHASE OR PROJECT.
 - A.F. ALL OTHER EMERGENCY TTC NEEDS.

COMPLETE THE DEPARTMENT APPROVED LONG TERM INSPECTION FORM (CA-D-8) AFTER EACH INSPECTION AS REQUIRED IN #11 AND SUBMIT IT TO THE ENGINEER THE FOLLOWING WORKDAY. THESE REPORTS SHALL INCLUDE A CHECKLIST OF ALL TTC MAINTENANCE ITEMS TO BE REVIEWED. A COPY OF THE FORM WILL BE PROVIDED AT THE PRE-CONSTRUCTION MEETING. ANY DEFICIENCIES OBSERVED SHALL BE NOTED, ALONG WITH RECOMMENDED OR COMPLETED CORRECTIVE ACTIONS AND THE DATES BY WHICH SUCH CORRECTIONS WERE, OR WILL BE, COMPLETED. A COPY OF THE CURRENT CA-D-8 DOCUMENT CAN BE FOUND ON THE OFFICE OF CONSTRUCTION ADMINISTRATION'S INSPECTION FORMS WEBSITE.

HAVE COPIES OF THE ODOT TEMPORARY TRAFFIC CONTROL MANUAL AND CONTRACT DOCUMENTS AVAILABLE AT ALL TIMES ON THE PROJECT.

THE DEPARTMENT WILL DEDUCT:
 A. THE PRORATED DAILY AMOUNT OF ITEM 614 MAINTAINING TRAFFIC FOR ANY DAY IN WHICH THE WTS FAILS TO PERFORM THE DUTIES SET FORTH ABOVE. THE PRORATED DAILY AMOUNT WILL BE EQUAL TO THE ORIGINAL BID AMOUNT FOR ITEM 614 MAINTAINING TRAFFIC DIVIDED BY THE DIFFERENCE BETWEEN THE ORIGINAL COMPLETION DATE AND THE FIRST DAY OF WORK IN CALENDAR DAYS.
 B. 1% OF THE ORIGINAL BID AMOUNT FOR ITEM 614 MAINTAINING TRAFFIC FOR ANY DAY THAT A TTC ISSUE IS IDENTIFIED IN THE FIELD AND IS NOT CORRECTED IN THE GIVEN TIMEFRAME PER THE ENGINEER. DEDUCTION B SHALL NOT APPLY TO SITUATIONS COVERED BY DEDUCTION C.
 C. 1% OF THE ORIGINAL BID AMOUNT FOR ITEM 614 MAINTAINING TRAFFIC FOR ANY DAY THAT A LANE OR RAMP IS BLOCKED (FULLY OR PARTIALLY) WITHOUT TTC, AS DETERMINED BY THE ENGINEER. THIS DEDUCTION SHALL BE IN ADDITION TO ANY OTHER DISINCENTIVES ESTABLISHED FOR UNAUTHORIZED LANE USE.

FOR DAYS IN WHICH MORE THAN ONE DEDUCTION LISTED ABOVE OCCUR, THE HIGHEST DEDUCTION AMOUNT WILL APPLY.

IF THREE OR MORE TOTAL DAYS RESULT IN TTC ISSUES DESCRIBED IN DEDUCTION B OR C ABOVE, THE PRIMARY WTS SHALL BE IMMEDIATELY REMOVED FROM THE WORK IN ACCORDANCE WITH C&MS 108.05. UPON REMOVAL THE ENGINEER SHALL NOTIFY ODOT CENTRAL OFFICE (WTSPREQUALIFICATION@DOT.OHIO.GOV) TO REGISTER A REMOVAL AGAINST THE STATEWIDE PREQUALIFICATION FOR THE PRIMARY WTS. THREE REMOVALS SHALL CAUSE STATEWIDE DISQUALIFICATION FOR ANY PREVIOUSLY PREQUALIFIED WTS.

PAYMENT FOR THE ABOVE REQUIREMENTS, RESPONSIBILITIES AND DUTIES SHALL BE INCLUDED IN THE LUMP SUM PRICE BID FOR ITEM 614 - MAINTAINING TRAFFIC.

5. ITEM 614 - WORK ZONE MARKING SIGNS

THE CONTRACTOR SHALL ERECT THE WORK ZONE MARKING SIGNS PRIOR TO COVERING THE EXISTING PAVEMENT MARKINGS. IN ADDITION THE CONTRACTOR SHALL MAKE A RECORD OF THE EXISTING PAVEMENT MARKING LOCATIONS PRIOR TO COMMENCING THE RESURFACING OPERATION.

THE QUANTITIES ARE SHOWN IN THE PLANS AND HAVE BEEN CARRIED TO THE GENERAL SUMMARY TO BE USED AS DIRECTED BY THE ENGINEER.

ITEM 614 - WORK ZONE MARKING SIGN

WORK ZONE MARKING SIGNS SHALL BE FURNISH, INSTALL, MAINTAIN AND SUBSEQUENTLY REMOVE WORK ZONE MARKING SIGNS AND THEIR SUPPORTS WITHIN THE WORK LIMITS AND UNDER THE DIRECTION OF THE ENGINEER AND OR HIS REPRESENTATIVE.

SEE PAVEMENT MARKING PLAN SHEETS 17-23 FOR GENERAL LOCATION OF THE WORK ZONE MARKING SIGNS.

THIS ITEM SHALL CONSIST OF FURNISHING AND INSTALLING THE FOLLOWING WORK ZONE MARKING SIGNS:

①	ITEM 614 - ROAD WORK AHEAD	24 EACH
②	ITEM 614 - END ROAD WORK	22 EACH
③	ITEM 614 - DO NOT PASS	31 EACH
④	ITEM 614 - PASS WITH CARE	9 EACH
	TOTAL	86

TOTALS CARRIED OVER TO THE GENERAL SUMMARY.

SHEET NO.	LOCATION		LOG POINT		DESCRIPTION	BUTT / TAPER JOINT INTERSECTION DETAIL LIMITS SEE SHEET 2	INTERSECTION				LENGTH	PAVEMENT			202	202	254	407	441	617	608	608	632	
	TYPICAL SECTION	ROUTE NO.	FROM	TO			A	B	C	SIDE		CAD AREA	BEGIN PAVEMENT (AVERAGE WIDTH)	END PAVEMENT (AVERAGE WIDTH)	AREA	WEARING COURSE REMOVED	CONCRETE WALK REMOVED	PAVEMENT PLANING, ASPHALT CONCRETE, (1 1/2" AVERAGE DEPTH)	NON-TRACKING TACK COAT @ 0.080 GAL/SY	1 1/2" ASPHALT CONCRETE, SURFACE COURSE TYPE 1 PG. 70-22M (448)	COMPACTED AGGREGATE (1 1/2" AVERAGE DETHH)	5" CONCRETE WALK	CURB RAMP	DETECTOR LOOP, APP
13	1	CR7	322+89.330		JULIE DR.	1	19	80	26	RT	766	0	0	0				7	4					
	1	CR7	333+78.180		ROESTA LN.	1	10	94	43	LT	600	0	0	0				5	3					
	1	CR7	338+10.950		WOODBIDGE LN.	1	20	106	33	RT	1,122	0	0	0				10	5					
14	1	CR7	357+00.00	393+00.00			0	0	0	CL	0	3600.00	22	22	79,200			704	367					
	2	CR7	360+61.00		STOUDERTOWN RD.	1	42	140	26	RT	2,335	0	0	0	259			21	11					
	1	CR7	367+27.450		MAUGER RD.	1	23	100	30	LT	1,140	0	0	0				10	5					
15	1	CR7	393+00.00	399+19.00			0	0	0	CL	0	619.00	22	22	13,618			121	63					
	2	CR7	399+19.00	399+57.00	END PROJECT	2	22	38	0	CL	1,020	0	0	0	113			9	5					
TOTALS CARRIED TO GENERAL SUMMARY													373	0	0	865	451	0	0	0				

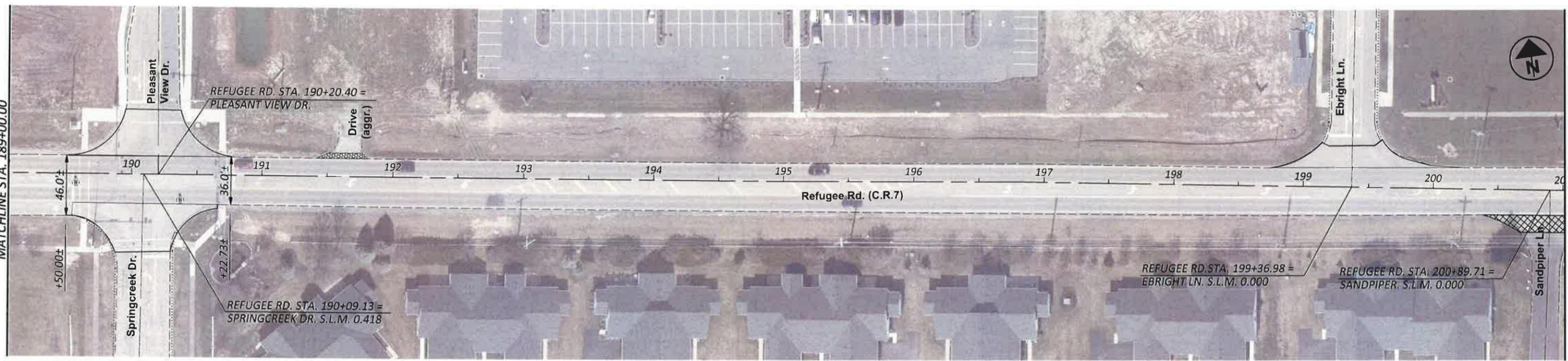
PAVEMENT ESTIMATED QUANTITIES

DESIGN AGENCY

 DESIGNER
JAA
 REVIEWER
 ETM 03/25
 PROJECT ID
FAI CR7 3.390
 SHEET TOTAL
 8 23



MATCHLINE STA. 189+00.00



MATCHLINE STA. 201+00.00



MATCHLINE STA. 213+00.00, SEE SHEET 10

LEGEND

- BUTT JOINT PER ODOT
STD. DWG. BP-3.1 (CURRENT EDITION)
- TAPER JOINT PER ODOT
STD. DWG. BP-3.1 (CURRENT EDITION)
- DRIVE APRON (APPRX. 4' WIDE FOR
ESTIMATED PURPOSE ONLY)

EXISTING LOOP DETECTOR TABLE		
DET#	SIZE	STA.
L1	6'x6'	STA. 209+73
L2	6'x6'	STA. 212+28
L3	5'x30'	STA. 212+83



RESURFACING PLAN VIEW
 STA. 177+00.00 TO STA. 213+00.00
 REFUGEE ROAD (C.R. 7)



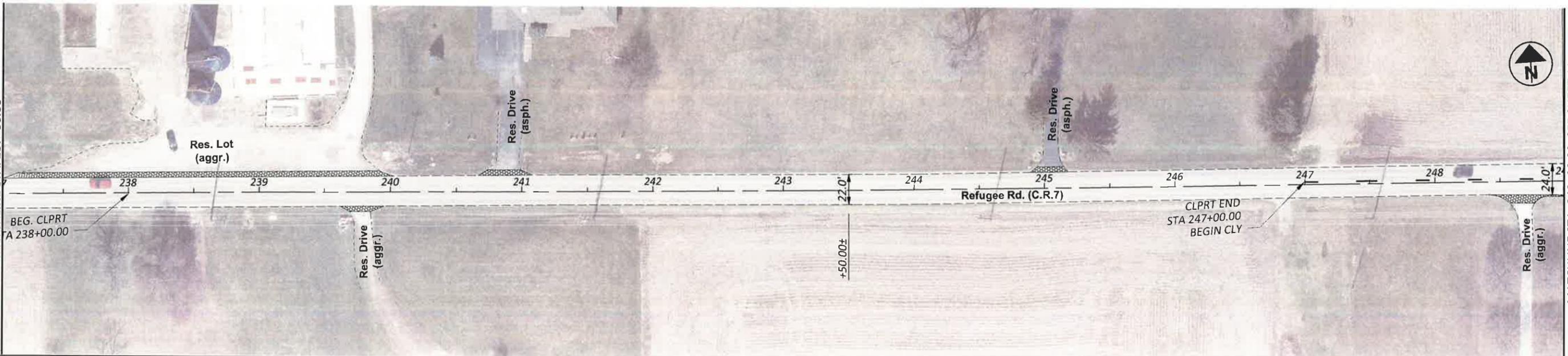
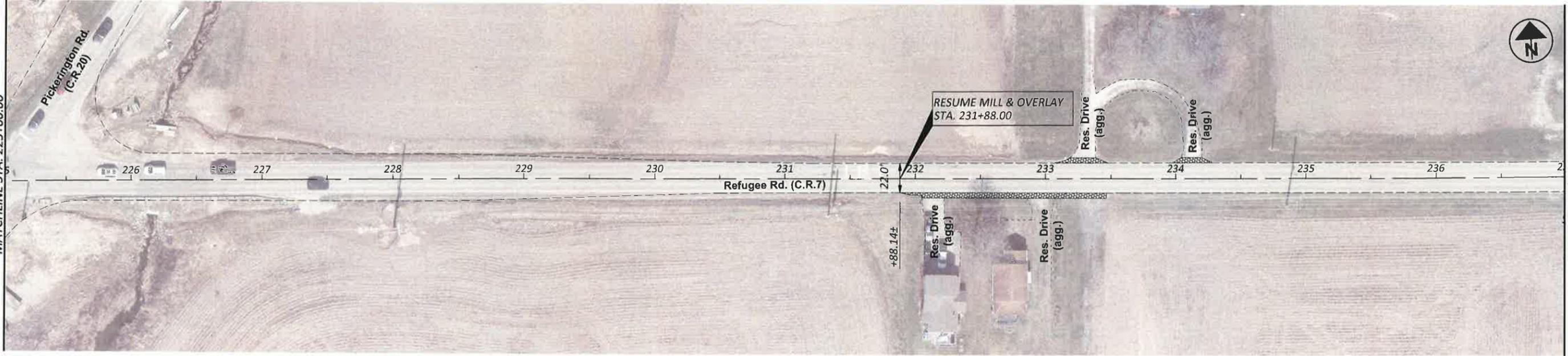
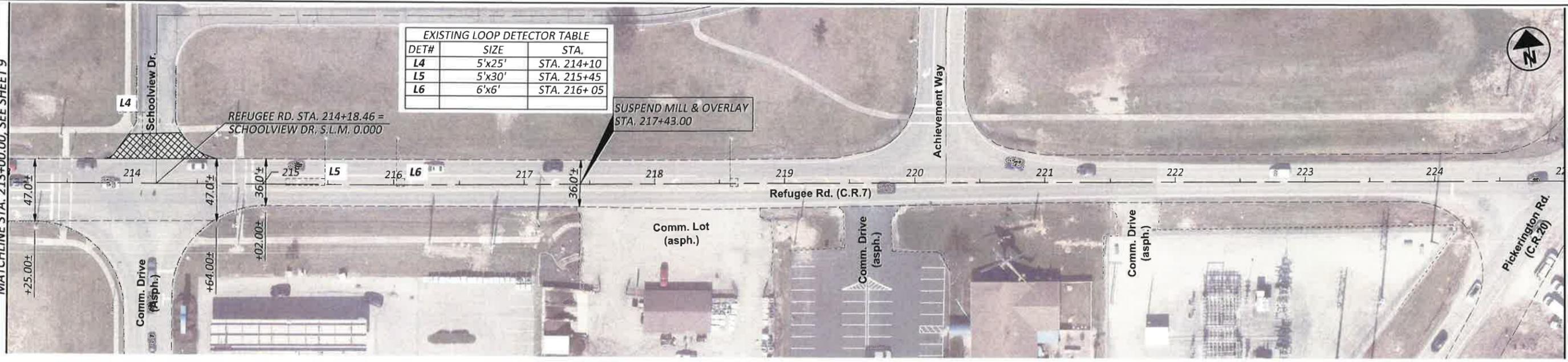
DESIGN AGENCY	
DESIGNER	JAA
REVIEWER	ETM
PROJECT ID	02/25
FAI CR7 3.390	TOTAL
9	23

MATCHLINE STA. 213+00.00, SEE SHEET 9

MATCHLINE STA. 225+00.00

MATCHLINE STA. 237+00.00

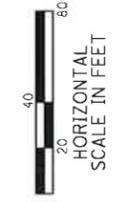
MATCHLINE STA. 249+00.00, SEE SHEET 11



MATCHLINE STA. 225+00.00

MATCHLINE STA. 237+00.00

RESURFACING PLAN VIEW
 STA. 213+00.00 TO STA. 249+00.00
 REFUGEE ROAD (C.R. 7)



DESIGN AGENCY	
DESIGNER	JAA
REVIEWER	ETM
PROJECT ID	02/25
FAI CR7 3.390	TOTAL
10	23

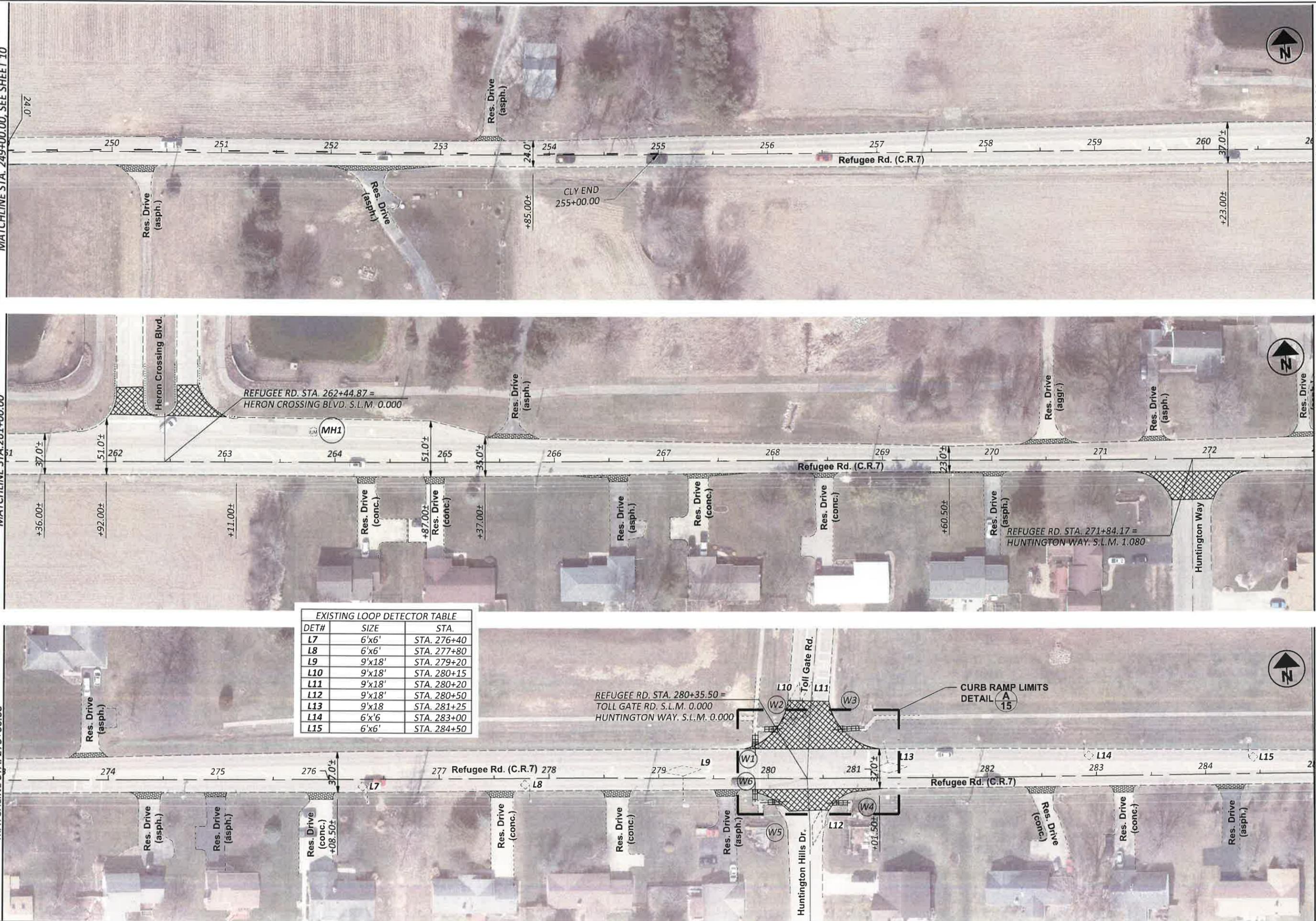
MATCHLINE STA. 249+00.00, SEE SHEET 10

MATCHLINE STA. 261+00.00

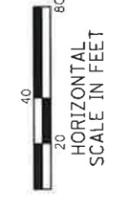
MATCHLINE STA. 273+00.00

MATCHLINE STA. 285+00.00, SEE SHEET 12

MATCHLINE STA. 261+00.00



EXISTING LOOP DETECTOR TABLE		
DET#	SIZE	STA.
L7	6'x6'	STA. 276+40
L8	6'x6'	STA. 277+80
L9	9'x18'	STA. 279+20
L10	9'x18'	STA. 280+15
L11	9'x18'	STA. 280+20
L12	9'x18'	STA. 280+50
L13	9'x18'	STA. 281+25
L14	6'x6'	STA. 283+00
L15	6'x6'	STA. 284+50



RESURFACING PLAN VIEW
 STA. 249+00.00 TO STA. 285+00.00
 REFUGEE ROAD (C.R. 7)

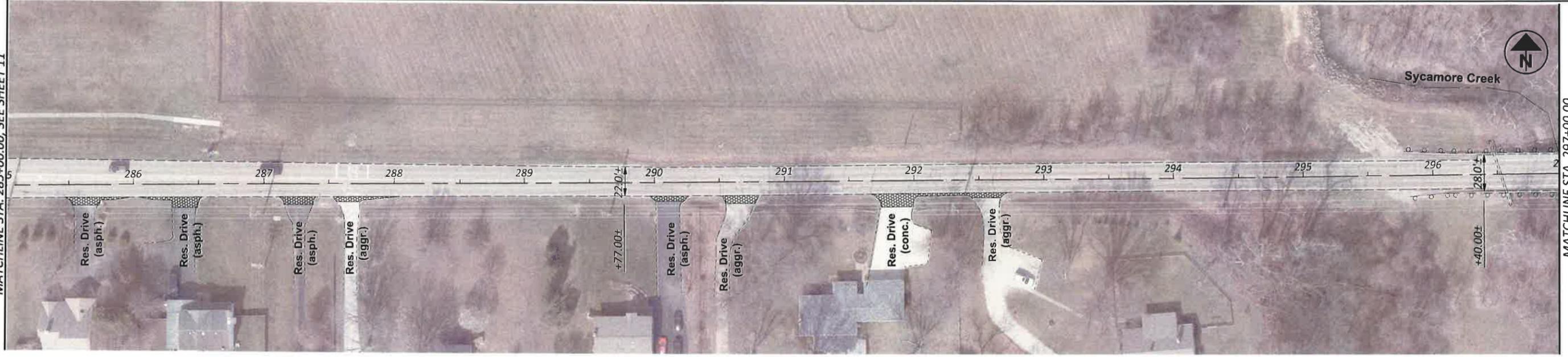
DESIGN AGENCY

 DESIGNER: JAA
 REVIEWER: ETM
 DATE: 02/25
 PROJECT ID: FAI CR7 3.390
 TOTAL: 11 / 23

MATCHLINE STA. 285+00.00, SEE SHEET 11

MATCHLINE STA. 297+00.00

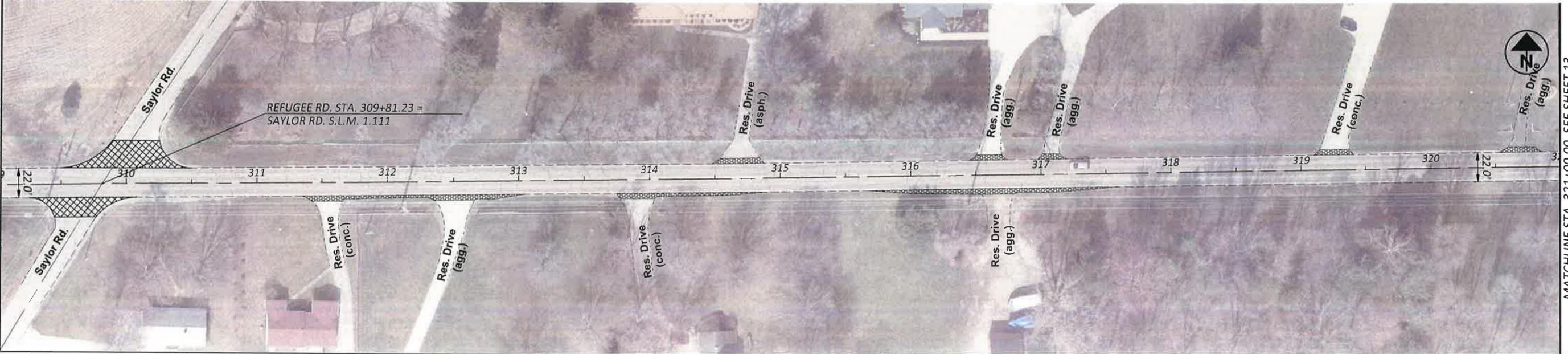
MATCHLINE STA. 309+00.00



MATCHLINE STA. 297+00.00



MATCHLINE STA. 309+00.00



MATCHLINE STA. 321+00.00, SEE SHEET 13

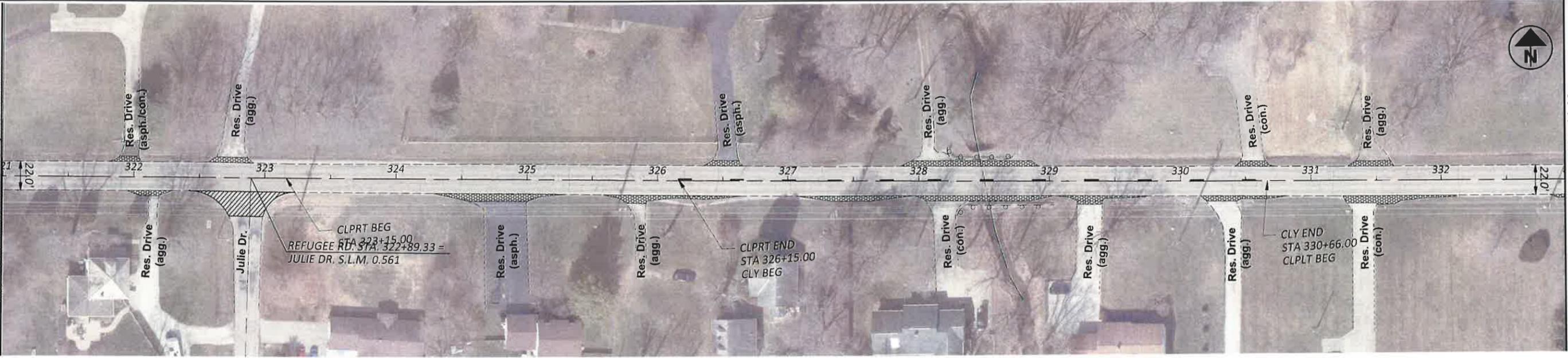


RESURFACING PLAN VIEW

STA. 285+00.00 TO STA. 321+00.00
REFUGEE ROAD (C.R. 7)



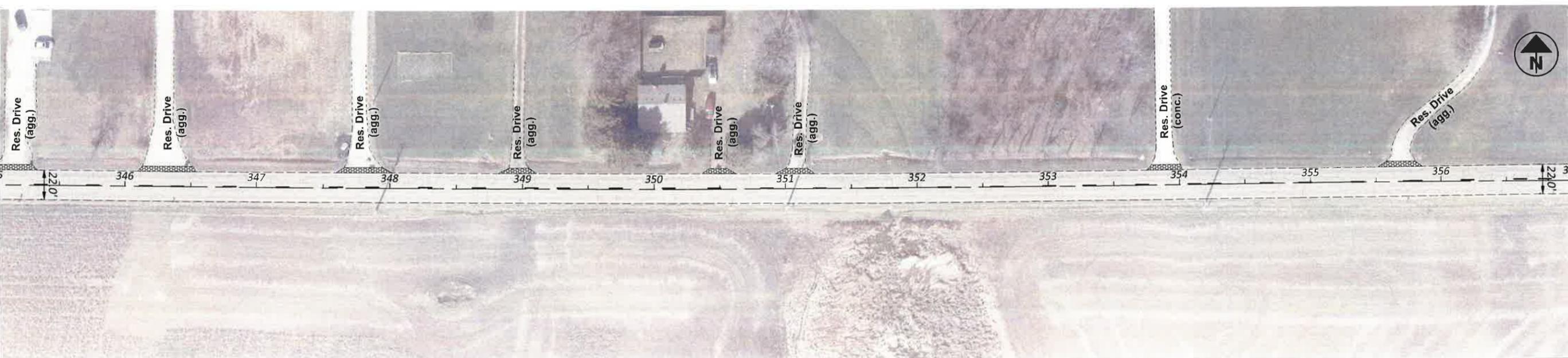
DESIGNER	JAA
REVIEWER	ETM
PROJECT ID	02/25
TOTAL	12
TOTAL	23



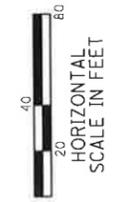
MATCHLINE STA. 333+00.00



MATCHLINE STA. 345+00.00



MATCHLINE STA. 357+00.00, SEE SHEET 14



RESURFACING PLAN VIEW
 STA. 321+00.00 TO STA. 357+00.00
 REFUGEE ROAD (C.R. 7)

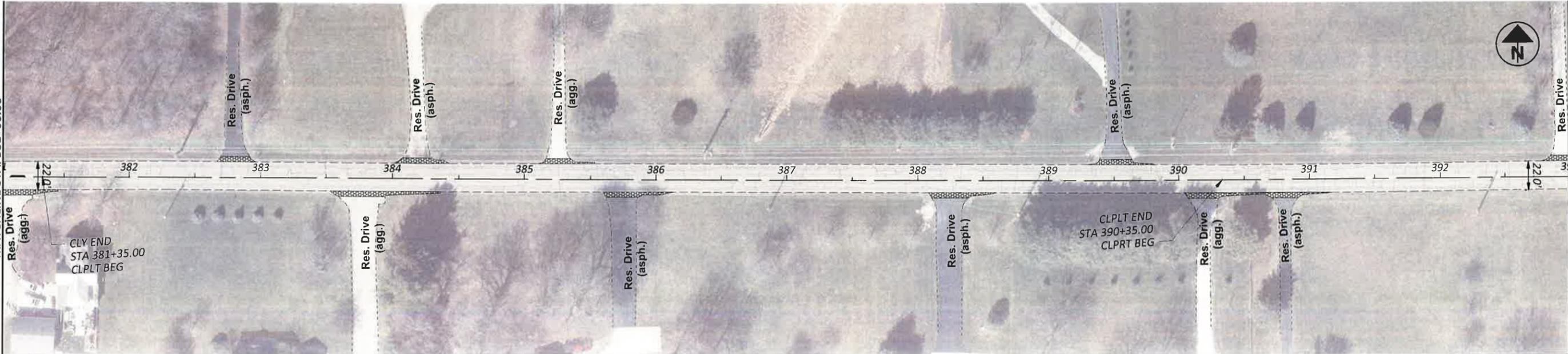


DESIGN AGENCY	FAIRFIELD COUNTY ENGINEER
DESIGNER	JAA
REVIEWER	ETM
PROJECT ID	02/25
TOTAL	13
TOTAL	23

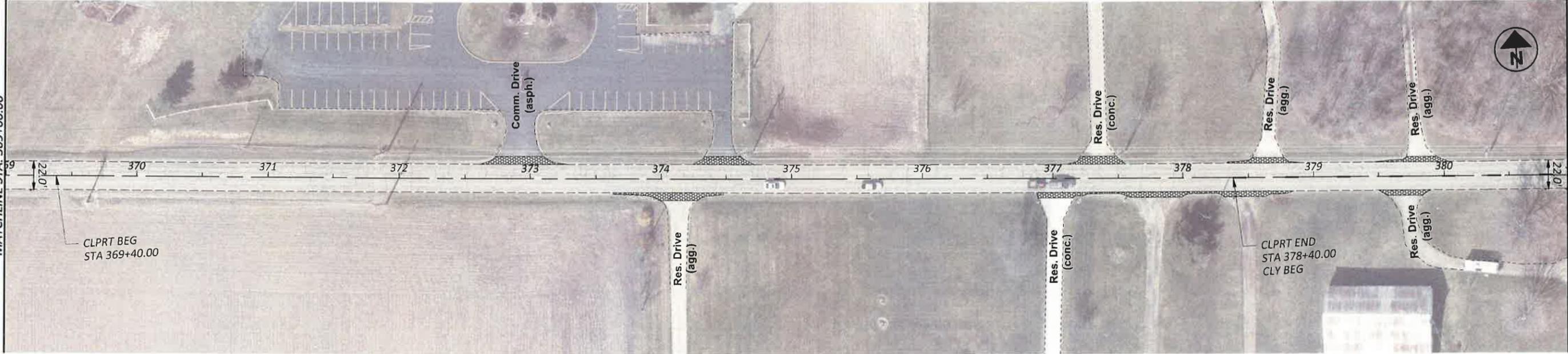
MATCHLINE STA. 381+00.00

MATCHLINE STA. 369+00.00

MATCHLINE STA. 357+00.00, SEE SHEET 13



MATCHLINE STA. 393+00.00, SEE SHEET 15



MATCHLINE STA. 381+00.00



MATCHLINE STA. 369+00.00

RESURFACING PLAN VIEW

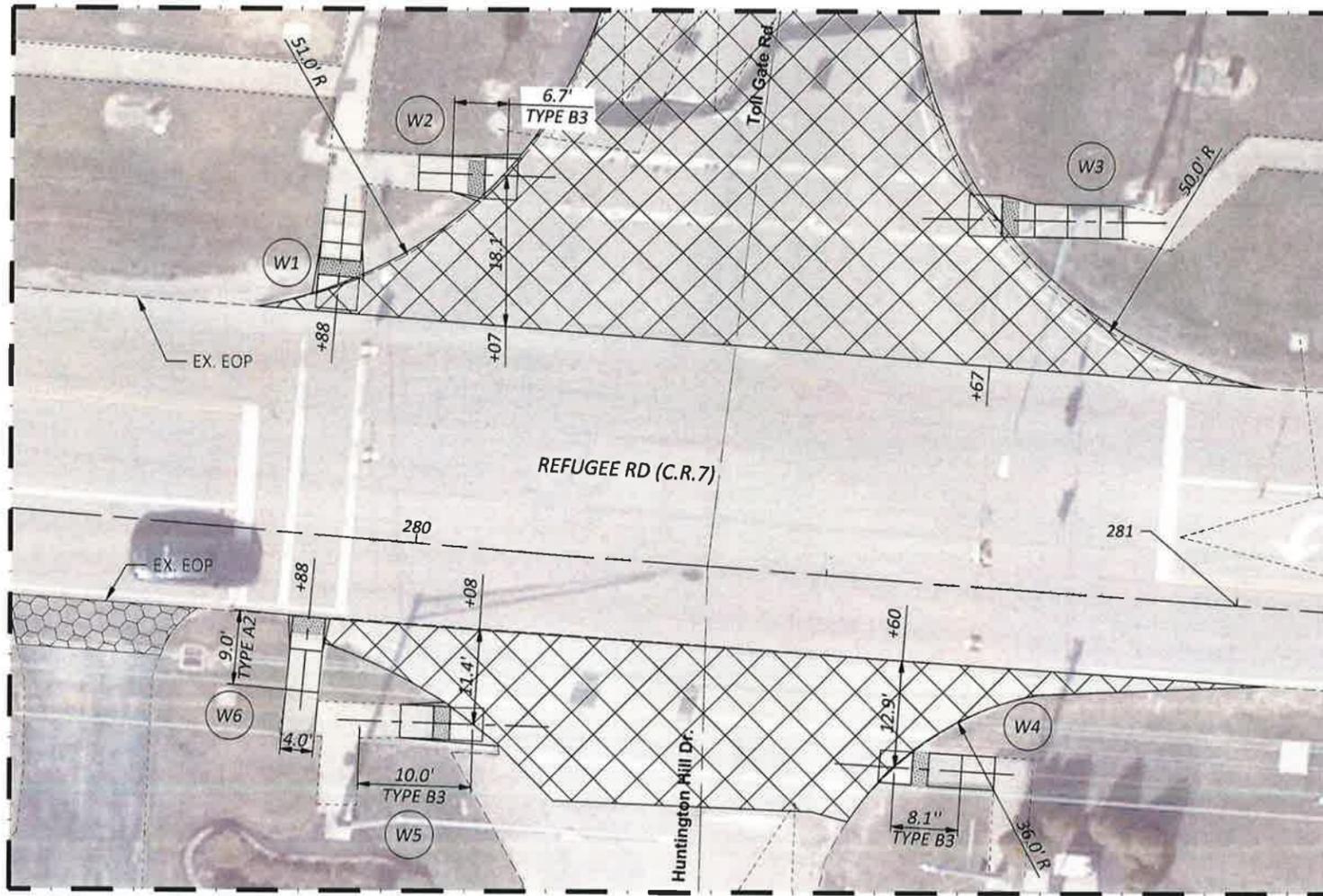
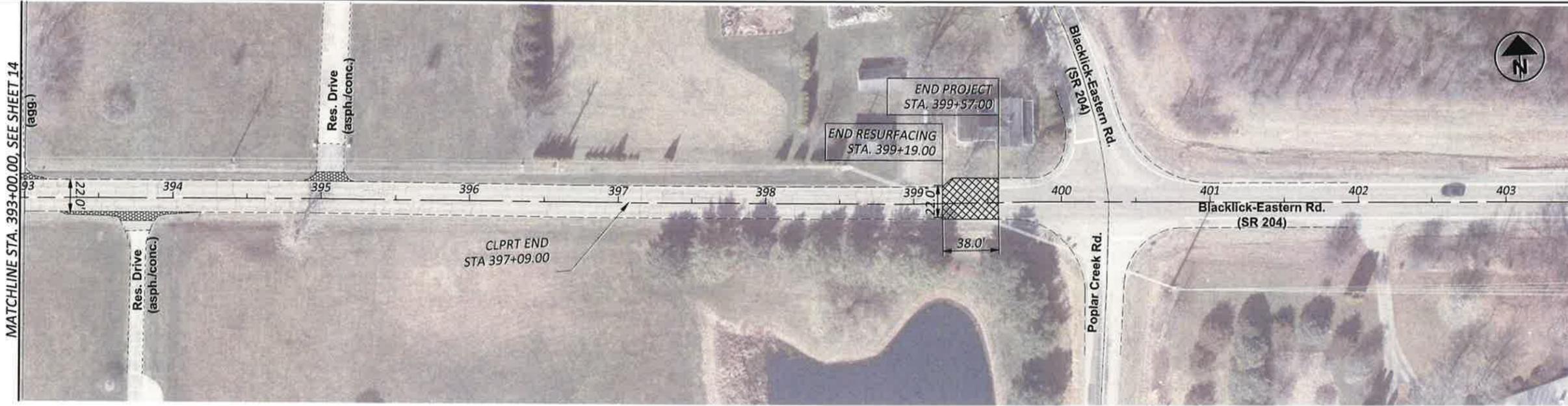
STA. 357+00.00 TO STA. 393+00.00
REFUGEE ROAD (C.R. 7)



DESIGN AGENCY

DESIGNER	JAA
REVIEWER	ETM
DATE	02/25
PROJECT ID	FAI CR7 3.390
TOTAL	14
TOTAL	23





A **DETAIL**
CURB RAMP LIMITS
Scale 1:10

RESURFACING PLAN
STA. 393+00.00 TO 402+00.00
REFUGEE ROAD (C.R. 7)



DESIGNER	JAA
REVIEWER	ETM
PROJECT ID	02/25
TOTAL	15
	23

SHEET NO.	REF. NO.	LOCATION	STATION		SIDE	644												
			FROM	TO		EDGE LINE 4"	DOUBLE YELLOW CENTER LINE	STOP LINE	CHANNELIZING LINE 8"	CROSSWALK LINE, 12"	TRANSVERSE / DIAGONAL LINE	SCHOOL SYMBOL MARKING, 96"	LANE ARROW	TWO-WAY LEFT TURN ARROW	SOLID DASHED CENTER LINE	CENTERLINE PASSING LEFT	CENTERLINE PASSING RIGHT	CENTERLINE YELLOW
			MI	MI		FT	FT	FT	FT	EA	EA	EA	MI	MI	MI			
17	XW-2,4	CR7 & MILNOR RD	178+99.20		LT/RT					185								
	XW-1,3	CR7	178+99.20		CL					185								
	XW-5,7	CR7			CL					162								
	XW-6	CR7 & SPRINGCREEK DR	190+09.13		RT					86								
	XW-7	CR7 & PLEASANT VIEW DR	190+20.40		LT					88								
	SL	CR7 & MILNOR RD	178+99.20									47						
	SL	CR7			CL							58						
	SL	CR7 & EBRIGHT LN	199+36.98		LT							25						
	A	CR7	178+50.00	213+00.00	CL									31				
	SC	CR7	203+30.0		CL								1					
	TWA	CR7	178+50.00	213+00.00	CL										6			
	YT	CR7	178+50.00	213+00.00	CL						503							
	CSD	CR7	199+66.00	207+60.00	CL										0.30			
WE	CR	178+50.00	213+00.00	CL	1.12		0.3											
DY	CR	178+50.00	213+00.00	CL			0.65											
CH	CR7	178+50.00	213+00.00	CL						1986								
18	XW-1,2	CR7 & SCHOOLVIEW DR	214+18.46		CL					178								
	A	CR7	213+00.00	249+00.00	CL								6					
	SL	CR7	213+00.00	249+00.00	CL						57							
	WE	CR7	213+00.00	249+00.00	CL	0.74												
	CH	CR7	214+92.00	217+43.00	CL					252								
	DY	CR7	213+00.00	217+43.00	CL													
	DY	CR7	231+88.00	238+00.00	CL													
	CLPRT	CRY	238+00.00	247+00.00	CL												0.17	
	CY	CR	247+00.00	249+00.00	CL													0.04
	WE	CR7	249+00.00	285+00.00	CL	1.35												0.11
	19	CY	CR7	249+00.00	255+00.00	CL												
DY		CR7	255+00.00	285+00.00	CL													
A		CR7	249+00.00	285+00.00	CL								9					
SL		CR7 & HERON CROSSING BLVD	262+44.87		CL							48						
SL		CR7 & TOLL GATE RD	280+35.50		CL/LT							71						
CH		CR7	249+00.00	285+00.00	CL					472								
YT		CR7	249+00.00	285+00.00	CL													126
XW1-3		CR7 & TOLL GATE RD	280+35.50		LT/RT					187								
20	SC	CR7	287+64.00		CL								1					
	WE	CR7	285+00.00	321+00.00	CL	1.72												
	DY	CR7	285+00.00	321+00.00	CL													
	YT	CR7	285+00.00	321+00.00	CL													181
	WE	CR7	321+00.00	357+00.00	CL	1.32												
21	CLPRT	CR7	324+15.00	326+15.00	CL												0.04	
	CY	CR7	326+15.00	330+66.00	CL													0.08
	CLPLT	CR7	330+66.00	333+66.00	CL										0.06			
	DY	CR7	321+00.00	323+15.00	CL													
	DY	CR7	334+00.00	338+45.00	CL													0.05
	CLPRT	CR7	388+45.00	341+45.00	CL													0.08
	CY	CR7	341+45.00	357+31.00	CL													0.3
	CLPLT	CR7	357+31.00	360+31.00	CL										0.06			
22	WE	CR7	357+00.00	393+00.00	CL	1.38												
	DY	CR7	360+31.00	369+40.00	CL													0.17
	CLPRT	CR7	369+40.00	378+40.00	CL													0.06
	CY	CR7	378+40.00	381+35.00	CL													
	CLPLT	CR7	381+35.00	390+35.00	CL										0.17			0.13
23	CLPRT	CR7	390+35.00	397+09.00	CL													
	WE	CR7	393+00.00	399+57.00	CL	0.25												
	DY	CR7	397+09.00	399+57.00	CL													0.05
TOTALS CARRIED TO GENERAL SUMMARY						8	3.21	306	2710	1071	810	2	46	6	0.3	0.29	0.57	0.59

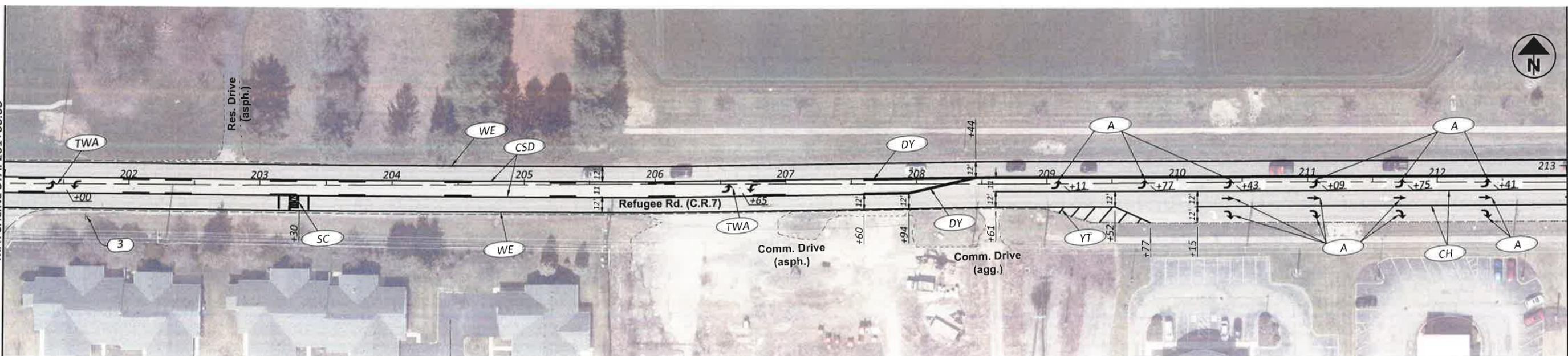
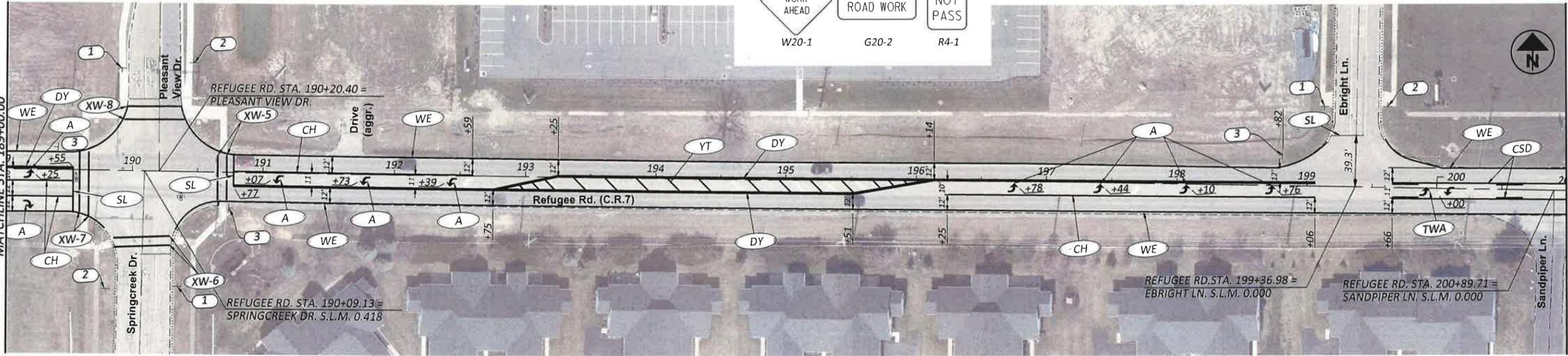
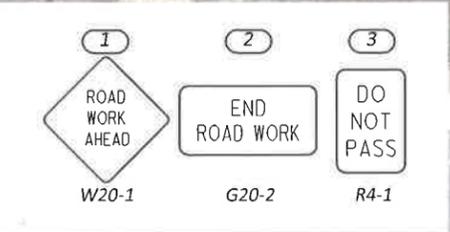
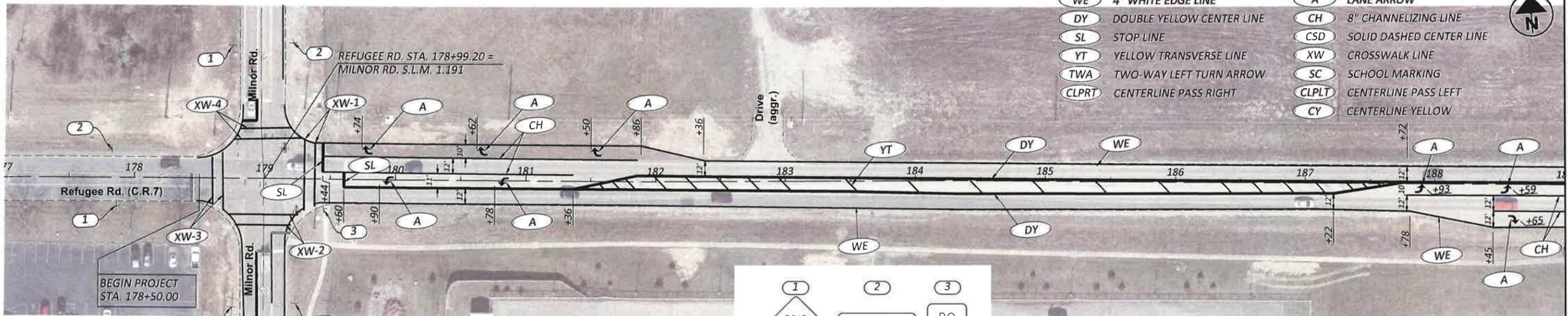
PAVEMENT MARKING ESTIMATED QUANTITIES



DESIGN AGENCY
 DESIGNER
 JAA
 REVIEWER
 ETM 02/25
 PROJECT ID
 FAI CR7 3.390
 SHEET TOTAL
 16 23

LEGEND

- WE 4" WHITE EDGE LINE
- DY DOUBLE YELLOW CENTER LINE
- SL STOP LINE
- YT YELLOW TRANSVERSE LINE
- TWA TWO-WAY LEFT TURN ARROW
- CLPRT CENTERLINE PASS RIGHT
- A LANE ARROW
- CH 8" CHANNELIZING LINE
- CSD SOLID DASHED CENTER LINE
- XW CROSSWALK LINE
- SC SCHOOL MARKING
- CLPLT CENTERLINE PASS LEFT
- CY CENTERLINE YELLOW



MATCHLINE STA. 189+00.00

MATCHLINE STA. 201+00.00

MATCHLINE STA. 213+00.00, SEE SHEET 18

PAVEMENT MARKING PLAN

STA. 177+00.00 TO STA. 213+00.00
REFUGEE ROAD (C.R.7)



DESIGN AGENCY	FAIRFIELD COUNTY ENGINEER
DESIGNER	JAA
REVIEWER	ETM
PROJECT ID	02/25
TOTAL	FAI CR7 3.390
	17
	23

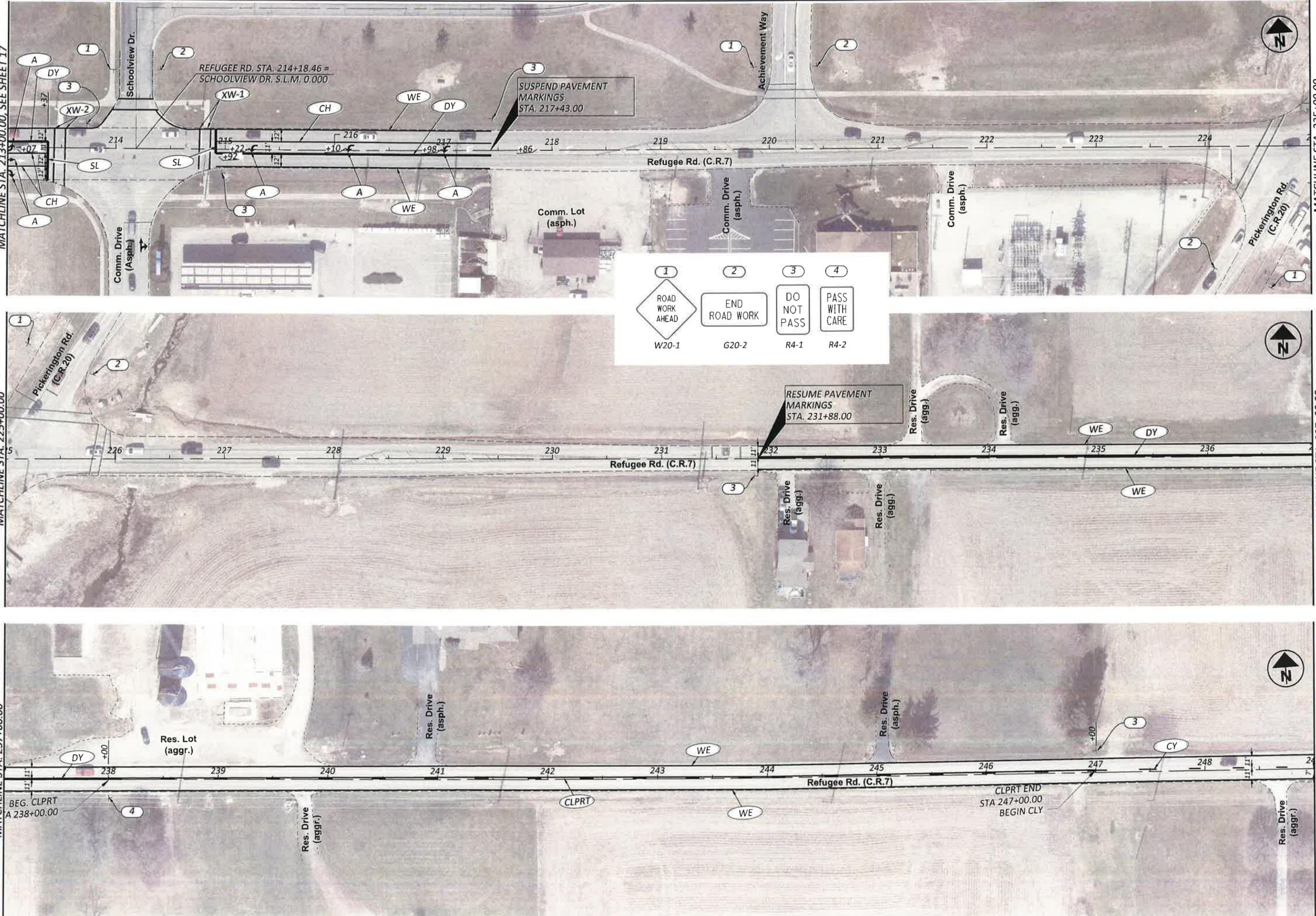
MATCHLINE STA. 213+00.00, SEE SHEET 17

MATCHLINE STA. 225+00.00

MATCHLINE STA. 237+00.00

MATCHLINE STA. 249+00.00, SEE SHEET 19

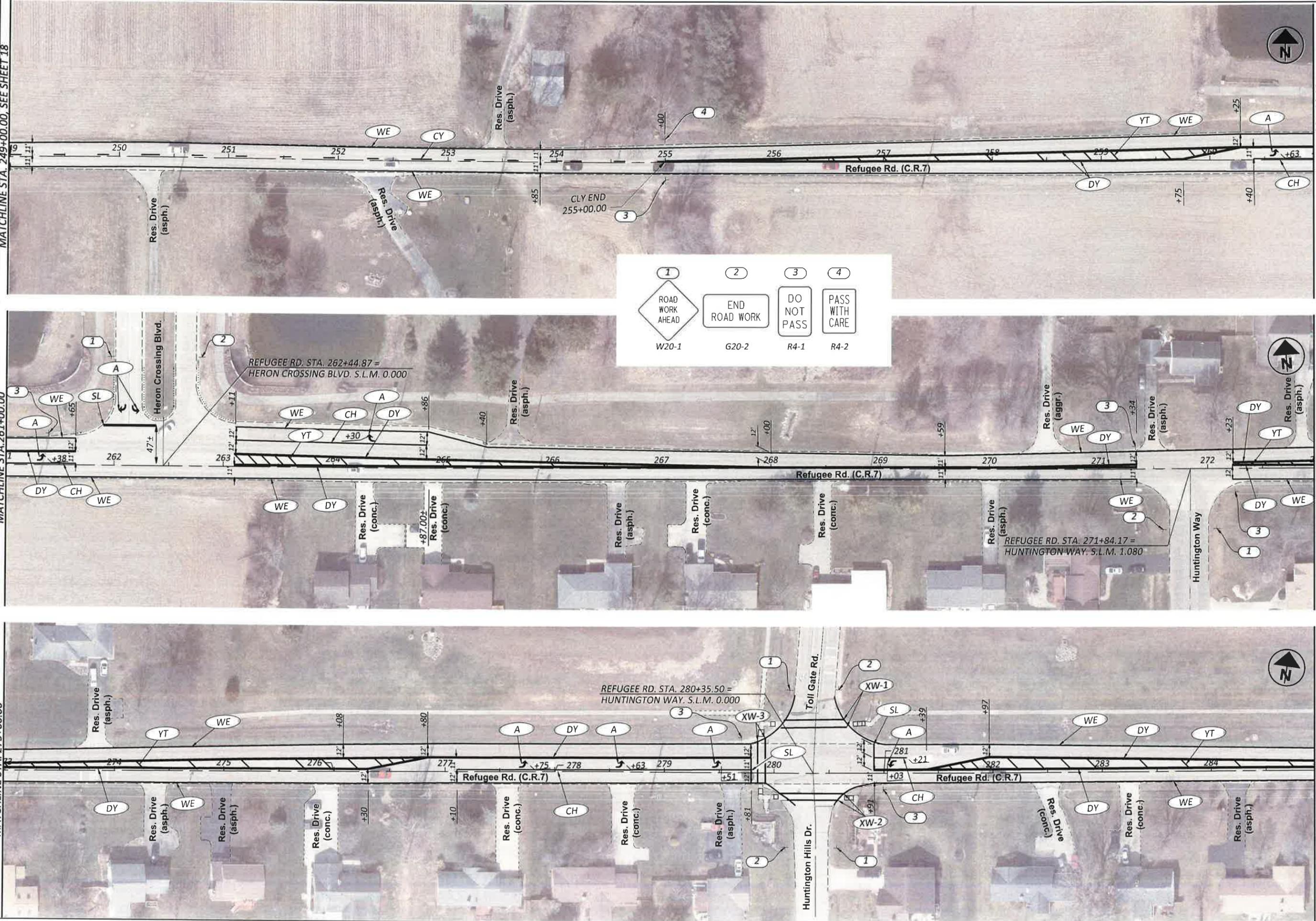
MATCHLINE STA. 225+00.00



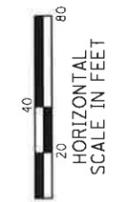
PAVEMENT MARKING PLAN
 STA. 213+00.00 TO STA. 249+00.00
 REFUGEE ROAD (C.R.7)



DESIGN AGENCY	
DESIGNER	JAA
REVIEWER	ETM
PROJECT ID	02/25
FAI CR7 3.390	TOTAL
18	23



1	2	3	4
ROAD WORK AHEAD	END ROAD WORK	DO NOT PASS	PASS WITH CARE
W20-1	G20-2	R4-1	R4-2



PAVEMENT MARKING PLAN
 STA. 249+00.00 TO STA. 285+00.00
 REFUGEE ROAD (C.R.7)

DESIGN AGENCY	
DESIGNER	JAA
REVIEWER	ETM
PROJECT ID	02/25
FAI CR7 3.390	TOTAL
19	23

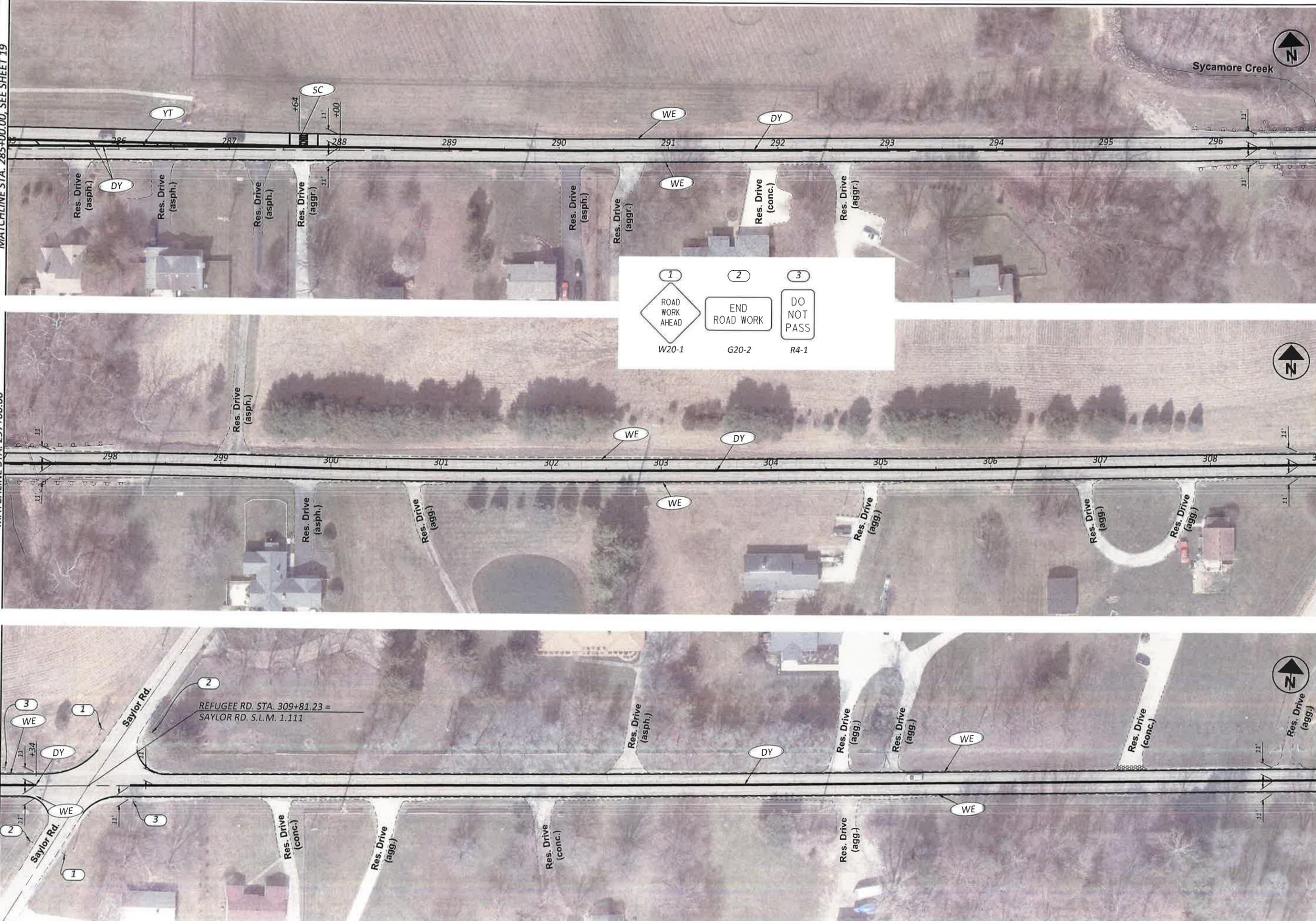
MATCHLINE STA. 285+00.00, SEE SHEET 19

MATCHLINE STA. 297+00.00

MATCHLINE STA. 309+00.00

MATCHLINE STA. 321+00.00, SEE SHEET 21

MATCHLINE STA. 297+00.00



DESIGN AGENCY



DESIGNER
JAA

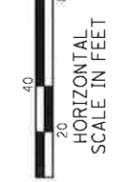
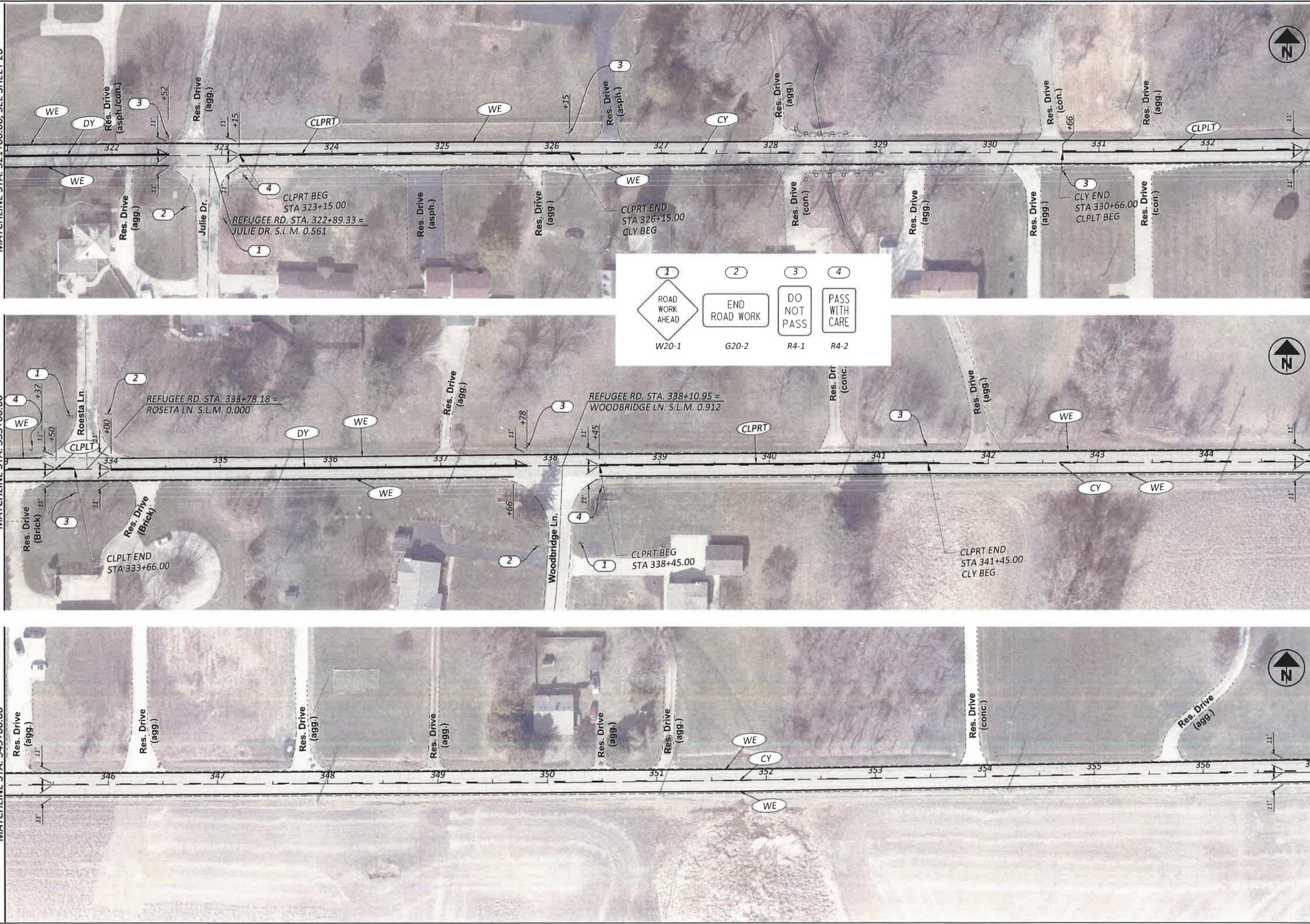
REVIEWER
ETM 02/25

PROJECT ID
FAI CR7 3.390

TOTAL	23
	20

PAVEMENT MARKING PLAN
 STA. 285+00.00 TO STA. 321+00.00
 REFUGEE ROAD (C.R.7)





PAVEMENT MARKING PLAN
 STA. 321+00.00 TO STA. 357+00.00
 REFUGEE ROAD (C.R.7)



DESIGNER	JAA
REVIEWER	ETM
PROJECT ID	02/25
TOTAL	23
21	



PAVEMENT MARKING PLAN

STA. 357+00.00 TO STA. 393+00.00
REFUGEE ROAD (C.R.7)



DESIGN AGENCY	FAIRFIELD COUNTY ENGINEER
DESIGNER	JAA
REVIEWER	ETM
PROJECT ID	02/25
FAI CR7 3.390	TOTAL
22	23



REFUGEE RD. STA. 367+27.45 =
MAUGER RD. S.L.M. 0.000

REFUGEE RD. STA. 360+61.00 =
STOUDERTOWN RD. S.L.M. 2.593

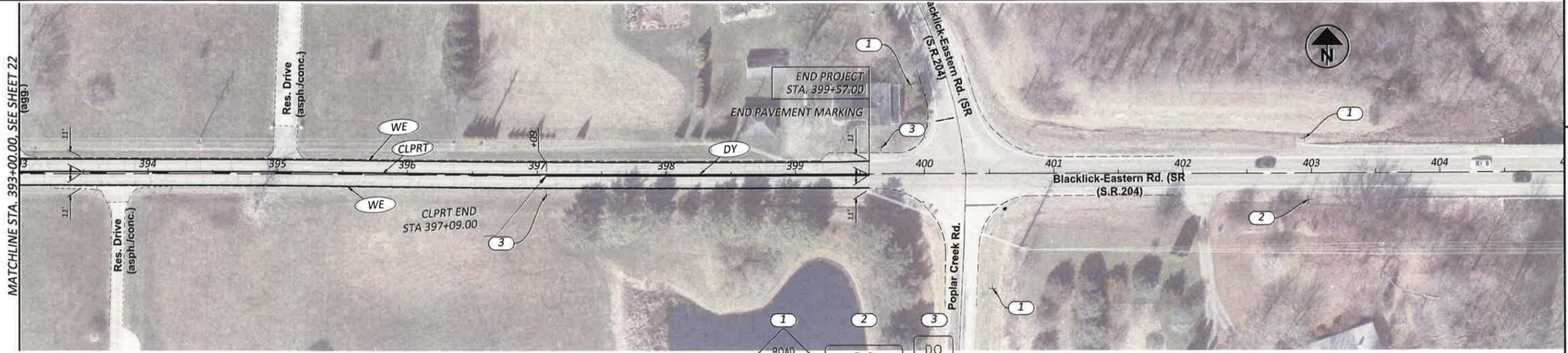
CLY END
STA 357+31.00
CLPLT BEG.

CLPLT END
STA 360+31.00

CLPRT END
STA 378+40.00
CLY BEG

CLY END
STA 381+35.00
CLPLT BEG

CLPLT END
STA 390+35.00
CLPRT BEG



PAVEMENT MARKING PLAN
 STA. 393+00.00 TOS 402+00.00
 REFUGEE ROAD (C.R.)T



DESIGNER	JAA
REVIEWER	ETM
PROJECT ID	02/25
TOTAL	23