

COUNTY ROAD 18-S  
ROADWAY RESURFACING  
SUGAR CREEK TOWNSHIP  
PUTNAM COUNTY

COUNTY ROAD OLD SR 12  
ROADWAY RESURFACING  
SUGAR CREEK TOWNSHIP  
PUTNAM COUNTY

Current ADT (2025)	=	894
Design Year ADT (2045)	=	1252
Design Hourly Volume (2045)	=	93
Directional Distribution	=	52
Trucks (24 hour B&C)	=	11%
Design Speed	=	55
Legal Speed	=	55
Functional Classification =	RURAL MINOR COLLECTOR	

Current ADT (2025)	=	836
Design Year ADT (2045)	=	1170
Design Hourly Volume (2045)	=	90
Directional Distribution	=	52
Trucks (24 hour B&C)	=	11%
Design Speed	=	55
Legal Speed	=	55
Functional Classification	=	RURAL MINOR COLLECTOR

Current ADT (2025)	=	637
Design Year ADT (2045)	=	892
Design Hourly Volume (2045)	=	71
Directional Distribution	=	52
Trucks (24 hour B&C)	=	11%
Design Speed	=	55
Legal Speed	=	55
Functional Classification =	RURAL MAJOR COLLECTOR	

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## None

[illegible]

Widening and Pavement Resurfacing of  
CR 19, CR 18-S, and CR Old SR 12  
and new pavement markings.

The 2023 standard specifications of the State of Ohio, Department of Transportation, including changes and supplemental specifications listed in the proposal or hereon shall govern this improvement.

### CR 19 and CR 18-S Projects

Project Earth Disturbed Area	0.61 Acres
Estimated Contractor Earth Disturbed Area	0.00 Acres
Notice of Intent Earth Disturbed Area	0.61 Acres

## CR Old SR 12 Project

Project Earth Disturbed Area	0.94 Acres
Estimated Contractor Earth Disturbed Area	0.00 Acres
Notice of Intent Earth Disturbed Area	0.94 Acres

I hereby approve these plans and declare that the making of this improvement will require the closing to traffic of the highway.

Approved *Jeff M. Watson*  
Date 7-8-2025 Putnam County Commissioner

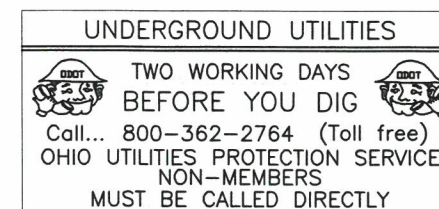
Approved John C. Schellen  
Date 7/8/25 Putnam County Commissioner

Approved B. B. B.  
Date 7/8/25 Putnam County Commissioner

Approved Michael L. Lunkert  
Date 7-8-2025 Putnam County Engineer



Plan Prepared By  
OFFICE OF THE PUTNAM  
COUNTY ENGINEER  
MICHAEL L. LENHART, P.E., P.S.  
245 E. Main St., Suite 205  
Ottawa, Ohio 45875





**TRAFFIC:**  
DUE TO THE NUMEROUS DRIVEWAYS THAT WILL REQUIRE AN ESTIMATED FOUR FOOT APPROACH, THE RESURFACING IS ANTICIPATED TO BE DONE IN HALF-WIDTH CONSTRUCTION WITH TRAFFIC MAINTAINED BY A MOBILE FLAGGING OPERATION. IF NECESSARY, THE ROAD MAY BE CLOSED TO THROUGH TRAFFIC FOR PAVING WITH ENGINEER APPROVAL. ACCESS MUST BE MAINTAINED FOR LOCAL TRAFFIC.

**INTERSECTIONS AND DRIVEWAYS:**  
INTERSECTIONS SHOULD BE PAVED BACK TO THE END OF THE RADII TO A LOCATION APPROVED BY THE ENGINEER. FOR ALL PROJECT ROADWAY SEGMENTS, ALL DRIVEWAY WIDTHS WERE MEASURED AND AN AVERAGE WIDTH AND TOTAL QUANTITY ARE LISTED ON THESE PLANS. FOR QUANTITY CALCULATION PURPOSES, AN ESTIMATED FOUR FOOT APPROACH WAS USED FOR THE CONCRETE AND ASPHALT DRIVEWAYS AND AN ESTIMATED ONE FOOT BUMP-OUT WAS USED FOR THE STONE DRIVEWAYS. FOR ALL THE EXISTING STONE DRIVEWAYS, THE CONTRACTOR SHALL PLACE ITEM 411E10001 STABILIZED CRUSHED AGGREGATE TO TAPER FROM THE PROPOSED ONE FOOT BUMP-OUT OF THE EDGE OF PAVEMENT TO THE EXISTING STONE DRIVE SURFACE WITHIN AN AVERAGE DISTANCE OF 5 FEET. THESE INTERSECTION AND DRIVEWAY QUANTITIES ARE SHOWN ON THE PAVEMENT CALCULATIONS SHEET FOR EACH ROADWAY SEGMENT.

**ALIGNMENT AND PROFILE:**  
THE WORK PROPOSED BY THIS PROJECT IS FOR THE WIDENING AND RESURFACING OF THE EXISTING PAVEMENT. THE INTENT IS FOR THE SURFACE OF THE WIDENING TO MATCH THE GRADE OF THE ADJOINING PAVEMENT. THE PROPOSED PAVEMENT SURFACE WILL BE APPROXIMATELY 2" HIGHER THAN EXISTING. THE GOAL OF THE PAVING IS TO IMPROVE BOTH HORIZONTAL AND LONGITUDINAL GRADES. SPREADING EQUIPMENT WILL HAVE AN AUTOMATIC PROFILE CONTROL DEVICE ADDED TO BE USED WHEN DIRECTED BY THE ENGINEER. THE MINIMUM LENGTH OF THE SKI FOR THIS DEVICE SHALL BE 30 FEET.

**ITEM 407E10000 TACK COAT APPLICATION RATES:**  
THE RATE OF APPLICATION OF 407E10000 TACK COAT SHALL BE SUBJECT TO ADJUSTMENT, AS DIRECTED BY THE ENGINEER. PLAN QUANTITIES INDICATE AN AVERAGE APPLICATION RATE OF 0.075 GALLONS PER SQUARE YARD OF TACK COAT FOR ESTIMATING PURPOSES ONLY.

**EXCAVATION-SPECIAL**  
ALL PROVISIONS OF ITEM 203E10001 SHALL APPLY, HOWEVER THIS ITEM WILL BE PAID FOR BY THE FOOT OF TRENCH EXCAVATED.

**VOLUME QUANTITIES**  
ITEMS 301E46001, 411E10001, 441E50101 & 441E50201 WILL BE PAID FOR BY THE TON RATHER THAN CUBIC YARD.

**EROSION CONTROL**  
ITEM 832E30000 EROSION CONTROL IS TO BE BID AS ONE LUMP SUM TOTAL FOR ALL ROADWAYS. THE AMOUNT OF \$1,000 FOR EACH ROADWAY RESULTS IN THE \$3,000 TOTAL TO BE USED IN THE BID DOCUMENTS.

**MAINTAINING TRAFFIC**  
ITEM 614E11000 MAINTAINING TRAFFIC IS TO BE BID AS ONE LUMP SUM TOTAL FOR ALL ROADWAYS.

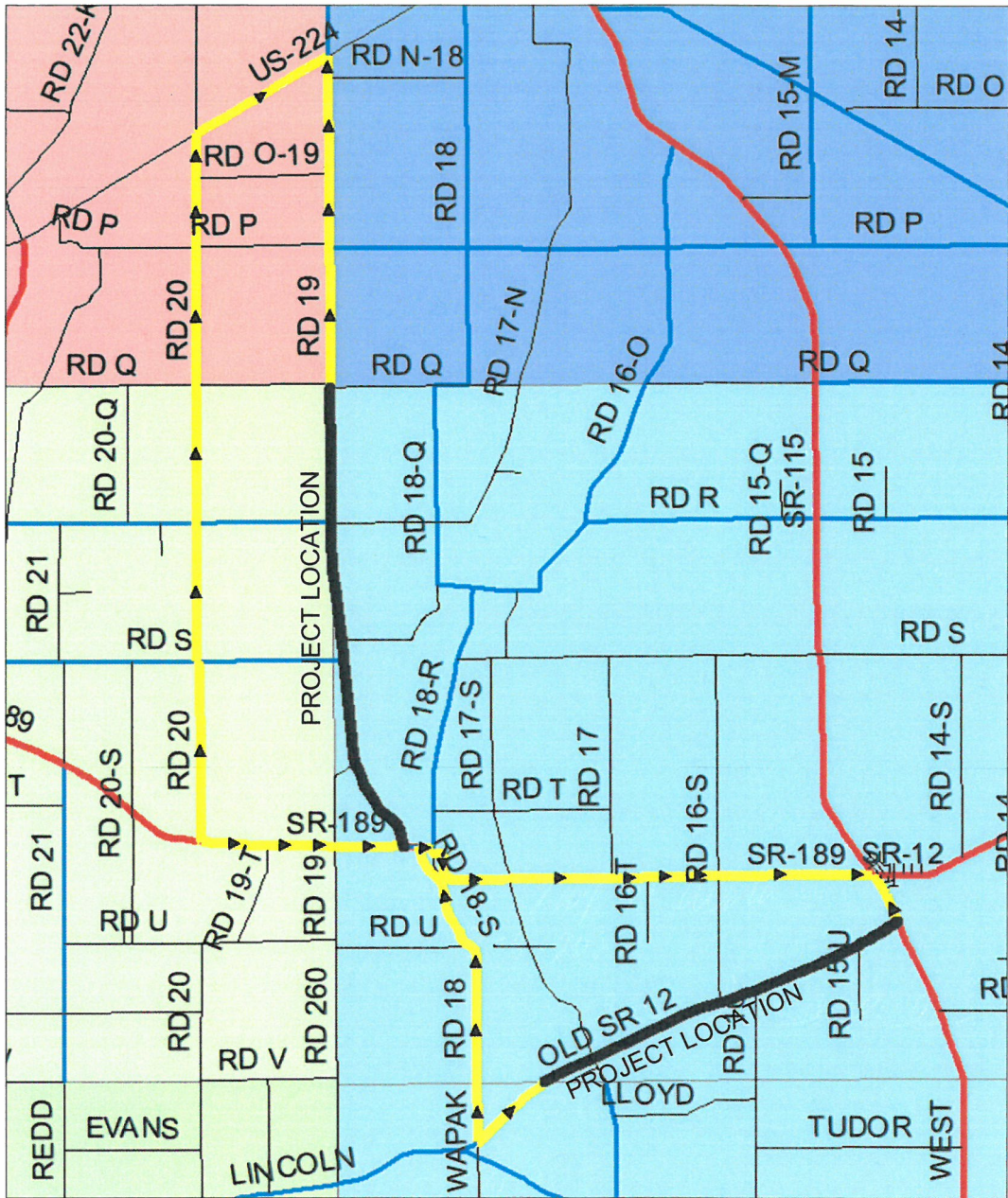
**MOBILIZATION**  
ITEM 624E10000 MOBILIZATION IS TO BE BID AS ONE LUMP SUM TOTAL FOR ALL ROADWAYS.

**SAFETY EDGE:**  
IN ADDITION TO THE REQUIREMENTS OF 401.12, ATTACH A DEVICE TO THE SCREED OF THE PAVER THAT CONFINES THE MATERIAL AT THE END GATE AND EXTRUDES THE ASPHALT MATERIAL IN SUCH A WAY THAT RESULTS IN A COMPACTED WEDGE SHAPE PAVEMENT EDGE OF APPROXIMATELY 30 DEGREES (NOT STEEPER THAN 40 DEGREES). ENSURE THE DEVICE MAINTAINS CONTACT WITH THE EXISTING SURFACE, AND ALLOW FOR AUTOMATIC TRANSITION TO CROSS ROADS, DRIVEWAYS AND OBSTRUCTIONS. DO NOT USE CONVENTIONAL SINGLE PLATE STRIKE OFF.  
USE THE TRANSTECH SHOULDER WEDGE MAKER, THE CARLSON SAFETY EDGE END GATE, THE ADVANT-EDGER, THE TROXLER SAFETSLOPE OR A SIMILAR APPROVED-EQUAL DEVICE THAT PRODUCES THE SAME WEDGE CONSOLIDATION RESULTS. CONTACT INFORMATION FOR THESE WEDGE SHAPE COMPACTION DEVICES IS THE FOLLOWING:

TRANSTECH SYSTEMS, INC.  
900 ALBANY SHAKER ROAD, SUITE 2  
LATHAM, NY 12110  
1-800-724-6306  
www.transtechsys.com

ADVANT-EDGE PAVING EQUIPMENT LLC  
33 OLD NISKAYUNA ROAD  
LOUDONVILLE, NY 12211  
814-422-3343  
www.advantedgepaving.com

CARLSON SAFETY EDGE END GATE  
18425 50TH AVENUE EAST  
TACOMA, WA 98446  
253-875-8000  
www.carlsonpavingproducts.com



DESIGNATED DETOUR ROUTES

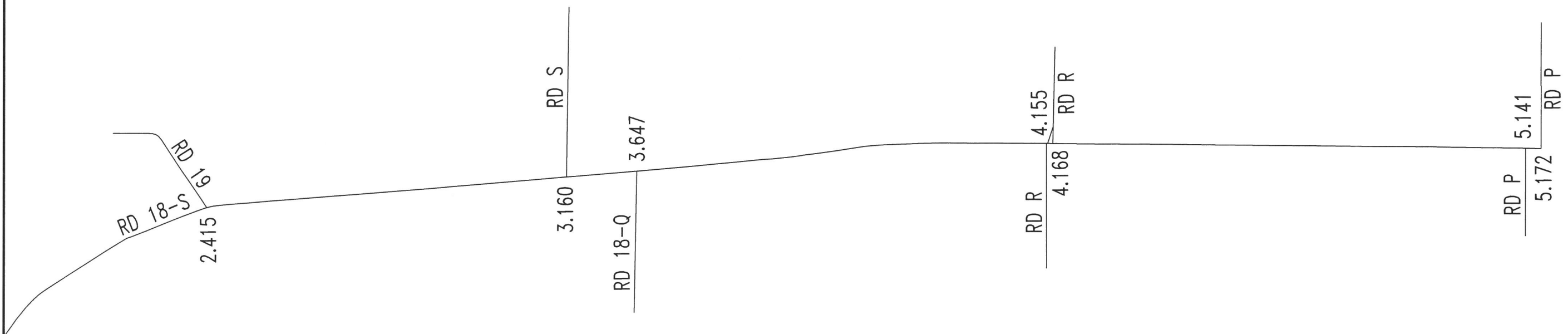
COMBINED GENERAL SUMMARY FOR CR 19 AND CR 18-S AND CR OLD SR 12						
SHEET 3	SHEET 4	SHEET 5	ITEM	TOTAL	UNIT	DESCRIPTION
14247	3441	27260	203E10001	44948	Feet	9" Deep, 2' Wide, Excavation Special
3166	765	6058	204E10000	9989	SY	Subgrade Compaction
1583	382	3029	301E46001	4994	Tons	Asphalt Concrete Base Course, As Per Plan
2666	706	2772	407E10000	6144	Gal	Tack Coat (0.075 gal/sy)
757	202	747	411E10001	1706	Tons	Stabilized Crushed Aggregate, (Berm) (2' Each Side) As Per Plan
1981	524	2061	441E50101	4566	Tons	1.0" Asphalt Concrete Surface Course, Type 1 (448), PG 70-22 (Polymer Additive), As Per Plan
1981	524	2061	441E50201	4566	Tons	1.0" Asphalt Concrete Intermediate Course, Type 1 (448), PG 70-22 (Polymer Additive), As Per Plan
5.442	1.436	5.640	643E00104	12.518	Mile	Edge Line, 4"
2.721	0.718	2.820	643E00300	6.259	Mile	Center Line
	14	14	643E00500	28	Feet	Stop Line
4	2	7	Special	13	Each	Formed Construction Joint
			832E30000	1	Lump	Erosion Control (\$1,000 Each for a \$3,000 Total)
			614E11000	1	Lump	Maintaining Traffic
			624E10000	1	Lump	Mobilization

GENERAL NOTES & SUMMARY

PUT - CR OLD SR 12  
PUT - CR 18-S  
PUT - CR 19

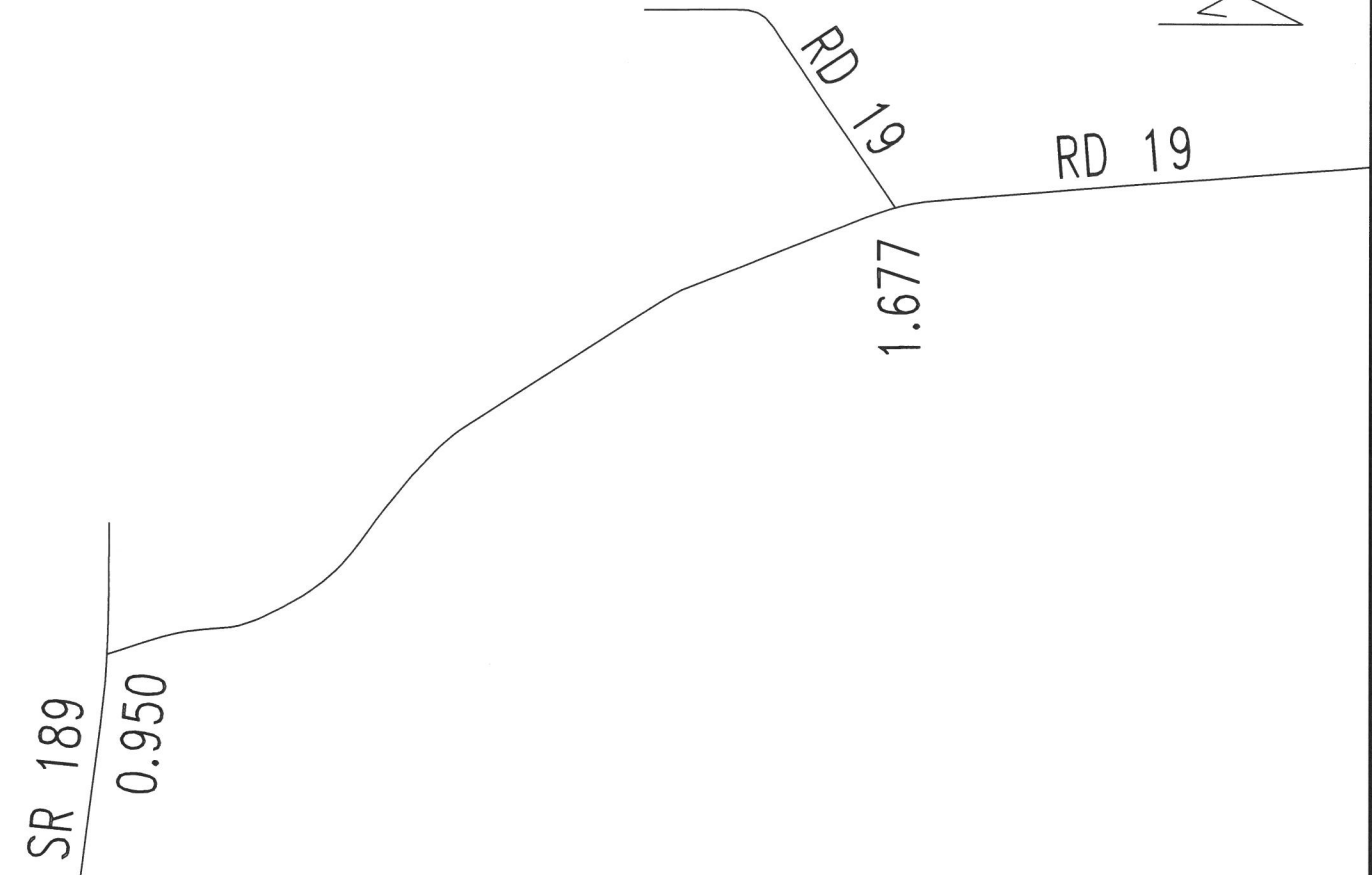
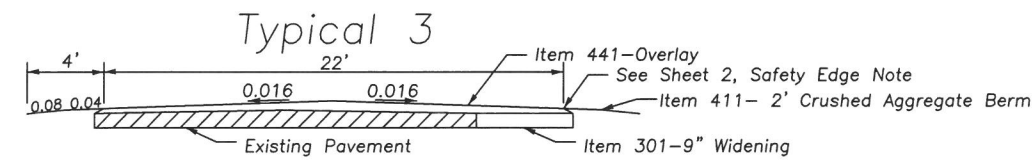
2  
5





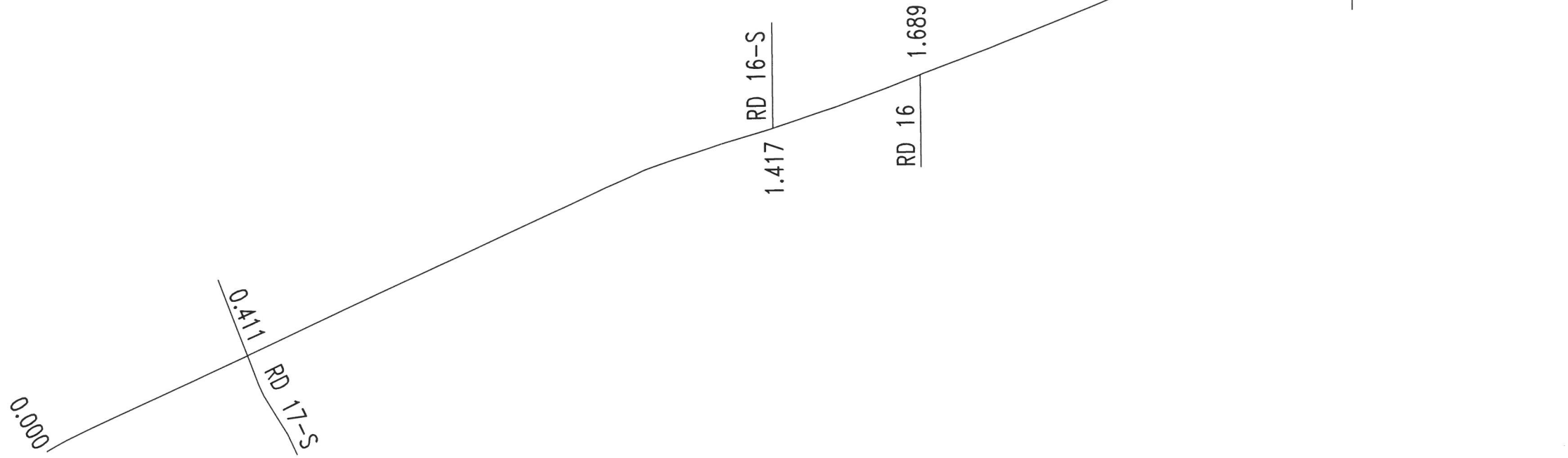
643-PAVEMENT MARKING				
			643E00104	643E00300
From	To	Distance	Edge	Center
2.415	5.136	2.721	5.442	2.721
TOTAL S			5.442	2.721

		CALCULATED	
		MLL	CHECKED
		KLG	
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643-PAVEMENT MARKING					
			643E00104	643E00300	643E00500
From	To	Distance	Edge	Center	Stop Lines, Feet
0.959	1.677	0.718	1.436	0.718	14
TOTALS			1.436	0.718	14

Item Special – Formed Construction Joints  
Creation of a joint conforming to 401.17 by milling at each  
end of the project and at each adjoining asphalt road.  
To be paid for as Formed Construction Joint –Each



643-PAVEMENT MARKING					
			643E00104	643E00300	643E00500
From	To	Distance	Edge	Center	Stop Lines, Feet
0.000	2.820	2.820	5.640	2.820	14
TOTAL S			5.640	2.820	14

		CALCULATED	
		MLL	CHECKED
		KLG	
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