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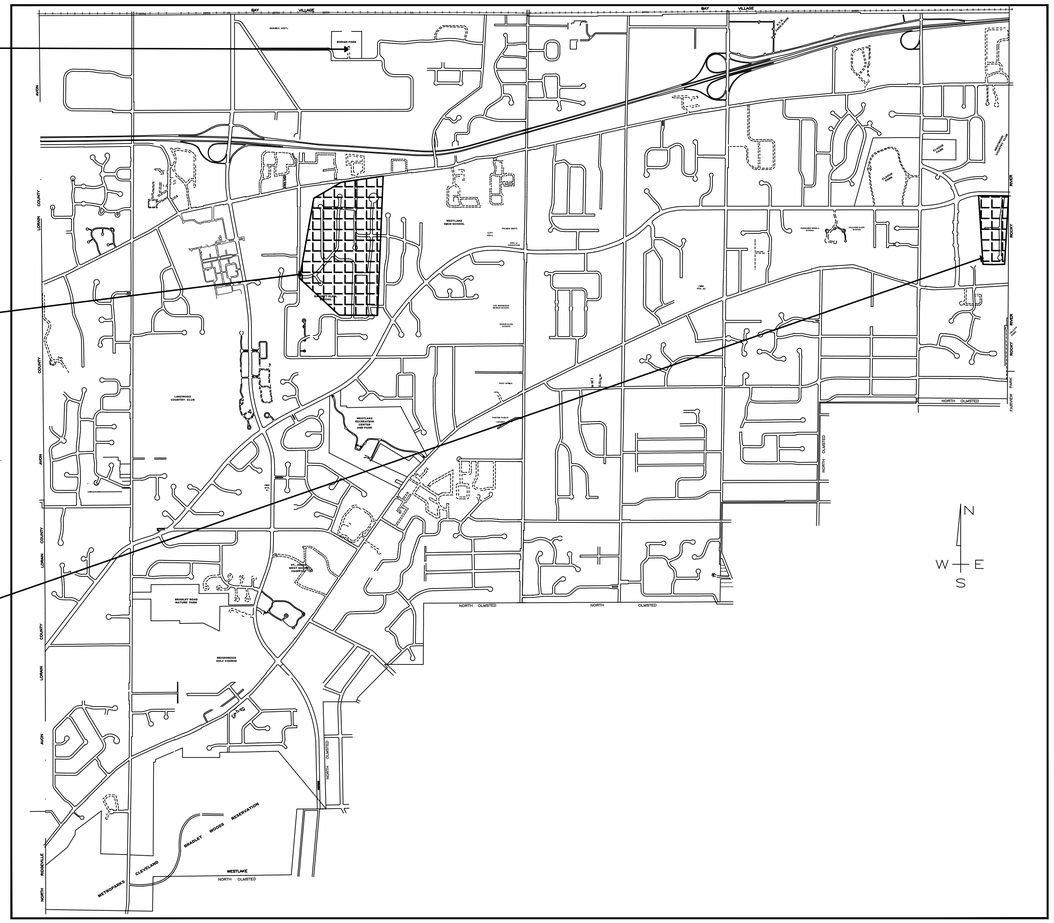
CITY OF WESTLAKE

2026 ASPHALT RESURFACING

SETTLERS RESERVE SUBDIVISION: HUNTERS POINT LANE AND KINGS BROOKE LANE

SETTLERS RESERVE SUBDIVISION
SPERRY'S FORGE TRAIL
REED'S COURT TRAIL
LIMPERT'S VINE
COOLEY COURT
FARRES GARDEN PATH
SETTLERS RESERVE WAY
HOLDEN'S ARBOR RUN
HOLDEN'S ARBOR CIRCLE

HUNTERS POINT LANE
KINGS BROOKE LANE



CITY MAP
NO SCALE

APPROVALS

COUNCIL, CITY OF WESTLAKE
DATE March 19, 2026
ORD. NO. By Motion

CITY OF WESTLAKE
DIRECTOR OF ENGINEERING
DATE

COUNCIL

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GENERAL NOTES

PROJECT DESCRIPTION

THE PROJECT CONSISTS OF THE RESURFACING AND REHABILITATION OF: SETTLERS RESERVE SUBDIVISION STREETS AS PER PLAN: HUNTERS POINT LANE AND KINGS BROOKE LANE.

EXISTING TYPICAL SECTIONS

EXISTING TYPICAL SECTIONS HAVE BEEN DEVELOPED FROM RECORDS AND ARE BELIEVED TO REPRESENT THE WIDTH AND COMPOSITION OF THE EXISTING PAVEMENT, BUT THE CITY OF WESTLAKE DOES NOT GUARANTEE THE ACCURACY OF SAME.

CONTINGENCY QUANTITIES

THE CONTRACTOR SHALL NOT ORDER MATERIALS OR PERFORM WORK LISTED IN THE GENERAL SUMMARY OR BID PROPOSAL FOR ITEMS DESIGNATED BY PLAN NOTE TO BE USED "AS DIRECTED BY THE ENGINEER" UNLESS AUTHORIZED BY THE ENGINEER. THE ACTUAL WORK LOCATIONS AND QUANTITIES USED AT THE ENGINEER'S DISCRETION SHALL BE MADE A MATTER OF RECORD BY INCORPORATION INTO THE FINAL CHANGE ORDER GOVERNING COMPLETION OF THIS PROJECT.

WORK LIMITS

THE LIMITS OF WORK SHALL BE AS SHOWN ON THE PLANS, OR AS OTHERWISE DIRECTED BY THE ENGINEER. ALL PROPOSED WORK IS TO REMAIN WITHIN THE RIGHT OF WAY.

PROFILE AND ALIGNMENT

THE PROPOSED PAVEMENT REHABILITATION ALIGNMENT AND PROFILE SHALL BE PERFORMED IN REASONABLY CLOSE CONFORMITY WITH THE LINES, GRADES AND AS INDICATED ON THE TYPICAL SECTIONS OR ESTABLISHED BY THE ENGINEER.

REVIEW OF DRAINAGE FACILITIES

BEFORE ANY WORK IS STARTED ON THE PROJECT, AND AGAIN BEFORE FINAL ACCEPTANCE BY THE CITY, REPRESENTATIVES OF THE CITY AND THE CONTRACTOR, SHALL MAKE AN INSPECTION OF THE EXISTING SEWERS WITHIN THE WORK LIMITS WHICH ARE TO REMAIN IN SERVICE AND WHICH MAY BE AFFECTED BY THE WORK. THE CONDITION OF THE EXISTING CONDUITS AND THEIR APPURTENANCES SHALL BE DETERMINED FROM FIELD OBSERVATIONS. A RECORD OF THESE INSPECTIONS SHALL BE KEPT IN WRITING BY THE CITY'S REPRESENTATIVE.

FOLLOWING PAVING ACTIVITIES THE EXISTING SEWERS ARE TO BE INSPECTED BY REPRESENTATIVES OF THE CITY AND THE CONTRACTOR. SEWERS SHALL BE KEPT FREE OF CONSTRUCTION DEBRIS AND ACCUMULATED SLURRY.

ALL NEW CONDUITS, INLETS, CATCH BASINS AND MANHOLES CONSTRUCTED AS A PART OF THE PROJECT SHALL BE FREE OF ALL FOREIGN MATTER AND IN A CLEAN CONDITION BEFORE THE PROJECT WILL BE ACCEPTED BY THE CITY.

MAINTENANCE OF TRAFFIC

THROUGH TRAFFIC SHALL BE MAINTAINED AT ALL TIMES IN ACCORDANCE WITH SECTION 614 OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES AND THE DETAILS AND NOTES.

THE LENGTH OF RESTRICTED TRAFFIC ZONES SHALL BE KEPT TO A MINIMUM CONSISTENT WITH THE SPECIFICATION REQUIREMENTS FOR PROTECTION OF COMPLETED PAVEMENT COURSES.

THE CONTRACTOR SHALL MAINTAIN SAFE AND SATISFACTORY ACCESS TO ABUTTING PROPERTY AND MAINTAIN ADEQUATE PEDESTRIAN WALKS AT ALL INTERSECTIONS.

THE CONTRACTOR SHALL DIVERT TRAFFIC FROM NORMAL CHANNELS BY USE OF PLASTIC DRUMS, CONES, CAUTION TAPE, TRAFFIC SIGNS AND PAVEMENT MARKINGS, AS SHOWN ON STANDARD CONSTRUCTION DRAWINGS. THE STOP/SLOW PADDLE SHALL BE THE PRIMARY HAND SIGNALING DEVICE USED BY FLAGGERS.

ALL CONSTRUCTION TRAFFIC CONTROL DEVICES USED FOR THIS PROJECT SHALL CONFORM TO THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS (THE MANUAL), AND SHALL BE FURNISHED, ERECTED, MAINTAINED, AND REMOVED BY THE CONTRACTOR.

THE CONTRACTOR SHALL FURNISH AND MAINTAIN ALL NECESSARY SAFEGUARDS, SUCH AS BARRICADES, DRUMS, CONES, CAUTION TAPE, LIGHTING, FLAGGERS, AND SUCH OTHER TRAFFIC CONTROL DEVICES AS PROVIDED IN ITEM 614, MAINTAINING TRAFFIC, SO AS TO AVOID DAMAGE AND/OR INJURY TO VEHICLES AND PERSONS USING THE ROADWAY DURING CONSTRUCTION.

EXISTING TRAFFIC CONTROL DEVICES LOCATED WITHIN THE WORK AREA, WHICH ARE REQUIRED FOR INTERIM OR PERMANENT TRAFFIC CONTROL, SHALL BE RELOCATED TO POINTS APPROVED BY THE ENGINEER. APPROPRIATE TRAFFIC CONTROL DEVICES SHALL BE MAINTAINED, IN COMPLIANCE WITH THE MANUAL, AT ALL TIMES WHILE TRAFFIC IS MAINTAINED. THE COST OF RELOCATION, IF REQUIRED, SHALL BE INCLUDED IN THE LUMP SUM PRICE BID FOR ITEM 614 - MAINTAINING TRAFFIC.

PAYMENT FOR LABOR AND EQUIPMENT REQUIRED FOR THE CONSTRUCTION, MAINTENANCE AND SUBSEQUENT REMOVAL OF APPROACHES, DRIVEWAYS, BARRICADES, LIGHTS, DRUMS, CONES, CAUTION TAPE, FLASHING ARROW PANELS, SIGNS AND SIGN SUPPORTS, AND OTHER MISCELLANEOUS TRAFFIC CONTROL DEVICES, EXCEPT WHERE SPECIFIC ITEMS AND QUANTITIES ARE PROVIDED FOR IN THE PLANS, SHALL BE INCLUDED IN THE LUMP SUM PRICE BID FOR ITEM 614 - MAINTAINING TRAFFIC.

CONSTRUCTION WARNING SIGNS

IMMEDIATELY PRIOR TO THE START OF CONSTRUCTION, THE CONTRACTOR SHALL INSTALL THE CONSTRUCTION WARNING SIGNS.

W20-1, G20-1, W8-H12 AND W8-H12a SIGNS FACING TRAFFIC ENTERING THE PROJECT AND G20-2 SIGNS FACING TRAFFIC LEAVING THE PROJECT SHALL BE PLACED ADDITIONAL SIGNAGE SHALL BE PLACED AFTER EACH INTERSECTION, IN BOTH DIRECTIONS, AND AFTER EACH SUSPENSION AND RESUMPTION OF WORK.

ADDITIONALLY, A W20-1 SIGN SHALL BE PLACED ON EACH INTERSECTING STREET A MINIMUM OF 200 FEET IN ADVANCE OF THE PROJECT, AND ON THE APPROACHES TO THE PROJECT A MINIMUM OF 500 FEET IN ADVANCE OF THE WORK LIMITS. G20-2 SIGNS SHALL ALSO BE INSTALLED ON EACH MAJOR INTERSECTING STREET, FACING TRAFFIC LEAVING THE PROJECT, A MINIMUM OF 200 FEET FROM THE PROJECT.

IF DIRECTED BY THE ENGINEER, THE CONTRACTOR SHALL ALSO INSTALL W8-7 "LOOSE GRAVEL", W21-2 "FRESH TAR" SIGNS AND/OR W8-11 (L OR R) "UNEVEN PAVEMENT SIGNS".

ALL CONSTRUCTION WARNING SIGNS SHALL BE COVERED OR REMOVED WHEN NO LONGER APPLICABLE.

THE COST OF FURNISHING, INSTALLING, MAINTAINING, AND REMOVING ALL CONSTRUCTION WARNING SIGNS SHALL BE INCLUDED IN THE LUMP SUM BID FOR ITEM 614 - MAINTAINING TRAFFIC.

WORK ZONE MARKING SIGNS

WORK ZONE MARKING SIGNS (OW-167, OW-168, AND/OR OW-169) MAINTENANCE OF TRAFFIC SHEETS SHALL BE INSTALLED.

THESE SIGNS SHALL BE ERECTED AND VISIBLE TO TRAFFIC ONLY WHEN, AND FOR THE DURATION OF THE PERIOD WHEN THE APPROPRIATE PAVEMENT MARKINGS ARE NOT PRESENT. THEY SHALL BE PROMPTLY COVERED AND/OR REMOVED AFTER THE FINAL PAVEMENT MARKINGS HAVE BEEN INSTALLED.

NO SEPARATE PAYMENT FOR THESE SIGNS WILL BE MADE. THE COST OF FURNISHING, INSTALLING, MAINTAINING, AND REMOVING THESE SIGNS SHALL BE INCLUDED IN THE LUMP SUM BID FOR ITEM 614 - MAINTAINING TRAFFIC.

CONSTRUCTION TRAFFIC

ALL CONSTRUCTION TRAFFIC SHALL USE ACCEPTABLE TRUCK ROUTES TO ACCESS THE CONSTRUCTION AREA. USE OF LOCAL RESIDENTIAL STREETS IS STRICTLY PROHIBITED UNLESS ALLOWED IN WRITING BY THE LOCAL ENFORCEMENT AUTHORITY.

ESTIMATED QUANTITIES FOR MAINTAINING TRAFFIC

THE FOLLOWING ITEMS ARE INCLUDED FOR USE ONLY AND IN AMOUNTS AS DIRECTED BY THE ENGINEER. THE PROVISIONS OF SECTION 104.02 SHALL NOT APPLY TO THESE ITEMS AND THE LOCATIONS WHERE USED SHALL BE RECORDED AS USED, AND PAYMENT WILL BE BASED ON FINAL MEASUREMENTS.

MATERIALS REMOVED BY A ROTAMILL MACHINE OR SIMILAR COLD PROCESS SHALL BE ACCEPTABLE AS ITEM 410, PROVIDED IT MEETS THE GRADATION OF MATERIAL AS PER SECTION 410.02 OF THE SPECIFICATIONS.

2026 ASPHALT RESURFACING

GENERAL NOTES 1 OF 4

DR. BY: CSH
CHK. BY:
APR. BY: J.J.S
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SCALE: AS NOTED

CITY of WESTLAKE
ENGINEERING DEPT.
27700 HILLIARD BLVD.
WESTLAKE, OHIO 44145
PHONE: (440) 617-4145

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		REVISIONS		

GENERAL NOTES

106 CONTROL OF MATERIAL

106.01 SOURCE OF SUPPLY AND QUALITY REQUIREMENTS. THE MATERIALS USED ON THE WORK SHALL MEET ALL REQUIREMENTS OF THE CONTRACT. IN ORDER TO EXPEDITE THE INSPECTION AND TESTING OF MATERIALS, THE CONTRACTOR SHALL NOTIFY THE ENGINEER OF HIS PROPOSED SOURCES PRIOR TO DELIVERY. AT THE OPTION OF THE ENGINEER, MATERIALS MAY BE APPROVED AT THE SOURCE OF SUPPLY BEFORE DELIVERY IS STARTED. IF IT IS FOUND AFTER TRIAL THAT THE SOURCES OF SUPPLY DO NOT PRODUCE THE SPECIFIED MATERIALS, THE CONTRACTOR SHALL FURNISH FROM OTHER SOURCES. OTHER INSPECTION AND TESTING OF MATERIALS SHALL CONFORM TO G.C. 155.

ITEM 203 - ROADWAY EXCAVATION AND EMBANKMENT

WHEN THIS ITEM IS CALLED FOR ON THE PLANS OR WHEN DIRECTED BY THE ENGINEER, ALL APPLICABLE PROVISIONS OF ITEM 203 AS SET FORTH IN THE "CONSTRUCTION AND MATERIAL SPECIFICATIONS" SHALL APPLY, EXCEPT AS MODIFIED HEREIN, AND THE FOLLOWING SHALL BE CONSIDERED AS SUPPLEMENTAL TO THE PROVISIONS SET FORTH THEREIN.

ITEM 204 - SUBGRADE COMPACTION

SUBGRADE: COMPACTION SHALL COMPLY WITH ITEM 204.03 SUBGRADE COMPACTION REQUIREMENTS. REPAIR AREAS OR AREAS DESIGNATED BY THE ENGINEER FOR REMOVAL AND REPLACEMENT, THE DESIGNATED AREA SUBGRADE SHALL BE COMPACTED TO A 12 INCH MINIMUM DEPTH AND SHALL BE PAID SEPARATELY FOR COMPACTED QUANTITIES ACCEPTED BY THE ENGINEER.

WHERE SOFT SUBGRADE IS ENCOUNTERED IN CUTS, DUE TO NO FAULT OR NEGLECT OF THE CONTRACTOR IN WHICH SATISFACTORY STABILITY CANNOT BE OBTAINED BY MOISTURE CONTROL AND COMPACTION AS PROVIDED FOR UNDER 204.04, THE UNSTABLE MATERIAL SHALL BE EXCAVATED TO THE DEPTH REQUIRED BY THE ENGINEER.

WHERE SOFT SUBGRADE IN CUTS IS DUE TO THE FAILURE OF THE CONTRACTOR TO MAINTAIN ADEQUATE SURFACE DRAINAGE, OR IS DUE TO ANY OTHER FAULT OR NEGLECT OF THE CONTRACTOR, THE UNSTABLE CONDITION SHALL BE CORRECTED AS OUTLINED ABOVE AND DIRECTED BY THE ENGINEER AT NO EXPENSE TO THE CITY.

SOFT SUBGRADE AND MATERIAL THUS EXCAVATED SHALL BE REMOVED FROM THE SITE AND MATERIAL REQUIRED TO REPLACE THE UNDERCUT SHALL BE PROVIDED AND CONFORM TO AGGREGATE BASE ITEM 304 AS DIRECTED BY THE ENGINEER. COMPACTION SHALL CONFORM TO 304.05 AND 204.03. GRANULAR EMBANKMENT REQUIRED IN UNDERCUT AREAS SHALL BE PAID AT THE CONTRACT UNIT PRICE BID FOR AGGREGATE BASE COMPLETE IN PLACE AS DIRECTED AND ACCEPTED BY THE ENGINEER.

METHOD OF MEASUREMENT: THE QUANTITY TO BE PAID FOR SHALL BE THE NUMBER OF SQUARE YARDS OF SUBGRADE ACCEPTABLY COMPACTED TO A DEPTH OF 12 INCHES AS MEASURED BY THE NUMBER OF SQUARE YARDS ACTUALLY PERFORMED AS PER PLAN AND AS DIRECTED BY THE ENGINEER.

THE FOLLOWING ITEM HAS BEEN INCLUDED IN THE BID PROPOSAL.

ITEM 204 SUBGRADE COMPACTION, AS DIRECTED

ITEM 255 - FULL DEPTH RIGID PAVEMENT REMOVAL AND RIGID REPLACEMENT CLASS "MS" CONCRETE WITH FIBER AND CLASS "FS" CONCRETE WITH FIBER, AS PER PLAN

WHEN THIS ITEM IS CALLED FOR ON THE PLANS OR IN THE PROPOSAL, ALL APPLICABLE PROVISIONS OF ITEM 255, AS SET FORTH IN THE CONSTRUCTION AND MATERIAL SPECIFICATIONS, SHALL APPLY EXCEPT AS MODIFIED HEREIN AND AS OTHERWISE DETAILED OR SPECIFIED ON CONSTRUCTION DETAILS.

REMOVAL OF EXISTING PAVEMENT

ALL REPAIR AREAS WILL BE LOCATED AND MARKED BY A CITY REPRESENTATIVE PRIOR TO THE START OF WORK. SIX (6) CASES OF PINK AEROSOL SPRAY PAINT FOR OUTLINING REMOVAL AREAS WILL BE PROVIDED AT THE PRE CONSTRUCTION MEETING BY THE CONTRACTOR.

PAVEMENT IN THE REPAIR AREA SHALL THEN BE REMOVED IN A MANNER THAT SHALL NOT DAMAGE OR UNDERMINE THE PAVEMENT THAT IS TO REMAIN IN PLACE. THIS REQUIRES THAT AFTER THE REPAIR AREA IS ISOLATED USING FULL DEPTH SAWCUTS, THE DETERIORATED CONCRETE IS LIFTED VERTICALLY. TO ENABLE THE DETERIORATED SLAB TO BE LIFTED, HOLES CAN BE DRILLED THROUGH THE SLAB FROM THE TOP AND FITTED WITH LIFT PINS, OR OTHER METHODS AS MAY BE APPROVED IN WRITING BY THE ENGINEER. LOOSE DEBRIS LEFT BEHIND AFTER LIFT-OUT SHALL BE REMOVED BY HAND METHODS. PAVEMENT REMOVED SHALL BE DISPOSED OF IN ACCORDANCE WITH ITEM 202.

BREAKING THE PAVEMENT AND CLEANING THE MATERIAL OUT WITH A BACKHOE WILL NOT BE PERMITTED UNLESS THE ENGINEER DETERMINES THAT OTHER METHODS ARE NOT FEASIBLE.

IF THE ADJACENT PAVEMENT IS DAMAGED DURING THE PAVEMENT SAWING OR PAVEMENT REMOVAL AN ADDITIONAL FULL DEPTH SAW CUT WILL BE MADE, AS DIRECTED BY THE ENGINEER, TO ENCOMPASS THE DAMAGED PAVEMENT. THIS ADDITIONAL WORK WILL BE PERFORMED AT NO ADDITIONAL COST TO THE CITY.

CORRECTION OF DISTURBED SUBBASE AND SUBGRADE

SUITABLE SUBBASE DISTURBED IN AREAS WHERE CONCRETE PAVEMENT IS REMOVED SHALL BE SHAPED AND COMPACTED TO THE SATISFACTION OF THE ENGINEER. UNSUITABLE SUBBASE OR SUBGRADE AS DETERMINED BY THE ENGINEER SHALL BE REMOVED FOR UNDERCUT UP TO 9 INCHES IN DEPTH AND REPLACED WITH ITEM 304 BASE AS DIRECTED ON A COMPACTED SUBGRADE.

SPREADING AND COMPACTION SHALL CONFORM TO 304.04 AND 304.05 RESPECTIVELY EXCEPT THAT VIBRATORY COMPACTION EQUIPMENT SHALL BE USED. THE AGGREGATE MATERIAL SHALL BE CONSTRUCTED IN TWO OR MORE APPROXIMATELY EQUAL LAYERS WHEN THE SPECIFIED COMPACTED THICKNESS EXCEEDS 6 INCHES.

OPENING TO TRAFFIC: SHALL CONFORM TO 255 EXCEPT AS MODIFIED HEREIN. IT IS NECESSARY TO OPEN THE COMPLETED PAVEMENT SECTIONS IN LESS THAN 4 DAYS. "MS", AND "FS" STRENGTH CONCRETE IN ACCORDANCE WITH 499.03 SHALL BE USED. THE PAVEMENT CAN BE OPENED TO TRAFFIC AFTER STATE SPECIFICATION MANDATED CURE TIME PROVIDED TEST BEAMS ATTAIN A MODULUS OF RUPTURE OF 400 POUNDS PER SQUARE INCH.

NO CEMENT REDUCTION SHALL BE PERMITTED IN CONCRETE MIXES DESIGNED OR INTENDED TO OBTAIN HIGH EARLY STRENGTH.

METHOD OF MEASUREMENT: THE QUANTITY OF FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT TO BE PAID FOR SHALL BE THE NUMBER OF SQUARE YARDS OF FULL DEPTH PAVEMENT REMOVED TO THE LIMITS ESTABLISHED BY THE ENGINEER. ACCEPTED QUANTITIES WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE YARD, WHICH PRICE AND PAYMENT SHALL BE FULL COMPENSATION FOR ALL PAINT, SAWCUTTING, PAVEMENT REMOVAL, RIGID REPLACEMENT, CURING AND PAVEMENT SEALING MATERIALS AS PER PLAN, FURNISHING AND PLACING DOWELS, BASKET ASSEMBLIES HOOK BOLTS, TIEBARS, NON-SHRINK GROUT, JOINT SEALER, PREFORMED FILLER, BOND-BREAKER MATERIAL AND RESTORATION NOT COVERED UNDER OTHER ITEMS OF WORK.

THE QUANTITY OF PAVEMENT SAWING TO BE PAID, SHALL BE CONSIDERED INCIDENTAL. PAYMENT FOR THE NUMBER OF LINEAR FEET OF FULL DEPTH SAW CUTS COMPLETED AT LOCATIONS DESIGNATED BY THE ENGINEER SHOULD BE INCLUDED WITH OTHER ITEMS OF WORK, IN ACCORDANCE WITH ITEM 255.

2026 ASPHALT RESURFACING

GENERAL NOTES 2 OF 4

DR. BY: CSH
CHK. BY:
APR. BY: JJS
DATE: JAN. 2026
SCALE: AS NOTED

CITY of WESTLAKE
ENGINEERING DEPT.
27700 HILLIARD BLVD.
WESTLAKE, OHIO 44145
PHONE (440) 617-4145

NO.	DATE	DESCRIPTION	BY	REFERENCE DRAWINGS
		R.E.V.I.S.I.O.N.S		

GENERAL NOTES

ITEM 604 - STRUCTURES ADJUSTED TO GRADE OR ITEM 604 - STRUCTURES RECONSTRUCTED TO GRADE, AS PER PLAN

WHEN THIS ITEM IS CALLED FOR ON THE PLANS OR IN THE PROPOSAL, ALL APPLICABLE PROVISIONS OF ITEM 604, AS SET FORTH IN THE CONSTRUCTION AND MATERIAL SPECIFICATIONS, SHALL APPLY EXCEPT AS MODIFIED HEREIN AND AS OTHERWISE DETAILED OR SPECIFIED ON THE CONSTRUCTION DETAILS.

ALL ADJUSTMENT OR RECONSTRUCTION WORK, EXCEPT FOR THOSE STRUCTURES OWNED BY PRIVATE COMPANIES, SHALL BE PERFORMED BY THE CONTRACTOR. WHERE APPLICABLE, THE TIME BETWEEN RESETTING THE CASTINGS AND PLACEMENT OF CONCRETE PAVEMENT SHALL BE KEPT TO AN ABSOLUTE MINIMUM.

WHEN ADJUSTING TO GRADE/RECONSTRUCTING TO GRADE IS SPECIFIED FOR MANHOLES, JUNCTION CHAMBERS, CATCH BASINS AND INLETS, THE WORK SHALL CONSIST OF THE CAREFUL REMOVAL AND CLEANING OF EXISTING CASTINGS; THE REMOVAL OF EXISTING WALLS DOWN TO A MAXIMUM ONE FOOT (ADJUSTING TO GRADE) AND TO THE SPRING LINE (RECONSTRUCTED TO GRADE) WHEN MEASURED FROM THE BOTTOM OF THE EXISTING CASTING AND ADJUSTING OF THE UNITS TO CONFORM TO THE NEW GRADES. THE INTERIOR OF ALL STRUCTURES ARE TO BE RESEALED/PARGED AFTER ADJUSTMENT / RECONSTRUCTION IS COMPLETE. PAYMENT FOR THIS WORK IS TO BE INCLUDED IN THE COST FOR ADJUSTMENT / RECONSTRUCTION.

CASTINGS SHALL BE ADJUSTED/RECONSTRUCTED TO GRADE IN ACCORDANCE WITH 604.03.

WHEN ADJUSTING STRUCTURES TO GRADE OR RECONSTRUCTING STRUCTURES TO GRADE AS DIRECTED OR WHERE REQUIRED, THE REMOVAL AND REPLACEMENT OF ANY EXISTING CONCRETE BLOCKOUT PAVEMENT SHALL CONFORM TO AND BE INCLUDED FOR PAYMENT UNDER ITEM 255. DAMAGED PAVEMENT DOWELS OR OTHER SUCH LOAD TRANSFER DEVICES SHALL BE REPLACED AS DIRECTED BY THE ENGINEER. ALL EXISTING CASTINGS FOR STRUCTURES TO BE ADJUSTED OR RECONSTRUCTED TO GRADE SHALL BE FIELD CHECKED AT THE TIME OF CONSTRUCTION AND MARKED SUITABLE FOR SALVAGE AND REUSE OR REPLACED AS DIRECTED BY THE ENGINEER. UNLESS OTHERWISE INDICATED ON THE PLAN, REPLACEMENT CASTINGS ARE PAID UNDER ITEM SPECIAL - MISCELLANEOUS METAL.

ALL CASTINGS NOT REQUIRING CONCRETE REMOVAL AND REPLACEMENT AND ARE ADJUSTED TO GRADE BY USE OF A GRADE RING WILL BE PAID FOR USING ITEM SPECIAL - MISCELLANEOUS METAL.

THE FOLLOWING ITEMS HAVE BEEN INCLUDED IN THE BID DOCUMENTS TO PERFORM THIS WORK.

ITEM 604 - CATCH BASIN (INLET) ADJUSTED TO GRADE, AS PER PLAN
ITEM 604 - CATCH BASIN (INLET) RECONSTRUCTED TO GRADE, AS PER PLAN
ITEM 604 - MANHOLE ADJUSTED TO GRADE, AS PER PLAN
ITEM 604 - MANHOLE RECONSTRUCTED TO GRADE, AS PER PLAN
ITEM 604 - MONUMENT BOX ADJUSTED TO GRADE, AS PER PLAN

MONUMENT BOXES AND ASSEMBLIES

MONUMENT BOXES LOCATED IN AREAS WHERE THE CONCRETE PAVEMENT WILL BE REMOVED AND REPLACED ARE TO BE REMOVED AND REPLACED WITH THE CITY OF WESTLAKE STANDARD CORED MONUMENT BOX AS INDICATED IN THE CONSTRUCTION DETAILS.

PRIOR TO REMOVAL OF THE EXISTING MONUMENT THE CONTRACTOR IS REQUIRED TO MAKE PROVISIONS FOR THE REFERENCING OF THE EXISTING MONUMENTS AND PINS. REFERENCING OF ALL MONUMENTS AND PINS SHALL BE DONE BY A LICENSED PROFESSIONAL SURVEYOR IN THE STATE OF OHIO. ALL INFORMATION RECORDED FOR THE REFERENCING AND REINSTALLATION OF THE MONUMENTS ARE TO BE COPIED AND GIVEN TO THE CITY OF WESTLAKE ENGINEERING DEPARTMENT.

REINSTALLATION OF THE NEW MONUMENTS AND PINS ARE TO TAKE PLACE AT THE COMPLETION OF ALL PAVEMENT REPAIRS AND OVERLAYS WITHIN THE DEVELOPMENT.

PAYMENT FOR WORK TO REINSTALL THE NEW MONUMENT BOX SHALL INCLUDE ALL COSTS ASSOCIATED WITH THE REFERENCING OF THE ORIGINAL MONUMENT BOX AND PIN AND REESTABLISHING THE NEW MONUMENT AND PIN ALONG WITH ALL LABOR AND MATERIALS NECESSARY TO INSTALL THE NEW MONUMENT BOX AND PIN.

AN ITEM FOR WESTLAKE STANDARD MONUMENT BOXES, COMPLETE IN PLACE ARE INCLUDED IN THE BID PROPOSAL FOR THIS WORK;

ITEM 604 - WESTLAKE STANDARD MONUMENT BOX, COMPLETE IN PLACE

ALL MONUMENT BOX CASTINGS NOT REQUIRING CONCRETE REMOVAL AND REPLACEMENT AND ARE ADJUSTED TO GRADE BY USE OF A GRADE RING WILL BE PAID FOR USING ITEM SPECIAL - MISCELLANEOUS METAL. WILL NOT BE COMPENSATED BY ITEM 604.

WATERWORK

THE WATERWORK CONTEMPLATED FOR THIS IMPROVEMENT IS LIMITED TO THE ADJUSTMENT OF WATER VALVES. SAID WORK SHALL BE IN ACCORDANCE WITH ITEM 638 AND ANY AND ALL REQUIREMENTS OF THE GOVERNING LOCAL WATER AUTHORITIES.

THE FOLLOWING ITEM HAS BEEN INCLUDED IN THE BID PROPOSAL FOR CASTINGS IN AREAS OF CONCRETE PAVEMENT REMOVAL AND REPLACEMENT.

ITEM 638 WATER VALVE BOX ADJUSTED TO GRADE
ITEM 638 WATER VALVE BOX RING, AS PER PLAN

ITEM SPECIAL - MISCELLANEOUS METAL

EXISTING CASTINGS MAY PROVE TO BE UNSUITABLE FOR REUSE IN AREAS WHERE CONCRETE IS REMOVED AND REPLACED OR ARE TO BE ADJUSTED TO GRADE BY USE OF A GRADE RING IN AREAS WHERE PAVEMENT IS TO BE OVERLAYED WITH ASPHALT DURING THE CONSTRUCTION OF THIS PROJECT. TO PROVIDE FOR THIS CONTINGENCY, AN ESTIMATED QUANTITY OF "ITEM SPECIAL - MISCELLANEOUS METAL" HAS BEEN INCLUDED IN THE BID PROPOSAL TO BE USED AS DIRECTED BY THE ENGINEER. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO PROVIDE THE CASTINGS OR NECESSARY GRADE RINGS OF THE REQUIRED TYPE, SIZE AND STRENGTH (HEAVY DUTY) FOR THE PARTICULAR STRUCTURE IN QUESTION. ALL CASTING OR GRADE RING MATERIALS SHALL CONFORM TO ITEM 604 SPECIFICATIONS AND HAVE THE PRIOR APPROVAL OF THE ENGINEER.

WHERE THE ENGINEER DETERMINES CATCH BASIN GRATES ENCOUNTERED WITHIN THE WORK ARE NON-BICYCLE/PEDESTRIAN SAFE, THEY SHALL BE REMOVED AND REPLACED WITH THE APPROPRIATE BICYCLE/PEDESTRIAN SAFE GRATES AVAILABLE AND RECOMMENDED BY THE VARIOUS CASTING MANUFACTURERS AND APPROVED BY THE ENGINEER. WHERE EXISTING CATCH BASINS ARE TO BE ADJUSTED OR RECONSTRUCTED TO GRADE DUE TO THE REMOVAL OF THE ADJACENT CONCRETE AND THE FRAMES DO NOT FORM TO THE FOUR-SIDED BEARING THE FRAMES SHALL BE REPLACED ACCORDINGLY.

WHERE ENCOUNTERED, EXISTING CAST IRON TRAPS SHALL BE REUSED, IF IN THE OPINION OF THE ENGINEER, THE EXISTING TRAP IS UNSUITABLE FOR REUSE, THE CONTRACTOR SHALL REPLACE IT.

THE CONTRACTOR IS CAUTIONED TO USE EXTREME CARE IN THE REMOVAL, STORAGE, REPLACEMENT OR PLANING ADJACENT TO ALL EXISTING CASTINGS. CASTINGS DAMAGED BY THE NEGLIGENCE OF THE CONTRACTOR, AS DETERMINED BY THE ENGINEER, SHALL BE REPLACED WITH THE PROPER NEW CASTINGS BY THE CONTRACTOR, AT NO EXPENSE TO THE CITY. THE CONTRACTOR SHALL NOT ORDER ANY OF THE ABOVE CASTINGS UNTIL DIRECTED BY THE ENGINEER, AND IN THE EVENT NO REPLACEMENT CASTINGS ARE REQUIRED, THE ITEM SHALL BE NON-PERFORMED.

UNLESS OTHERWISE APPROVED BY THE ENGINEER ALL CASTINGS SHALL BE COATED WITH A NON-TOXIC, NON-FLAMMABLE, AND ODORLESS WATER BASED ASPHALT EMULSION PAINT THAT DRIES TO A HARD BLACK GLOSS FINISH. THE ASPHALT COATING SHALL MEET THE REQUIREMENTS OF AWWA C104 FOR INTERIOR COATING OF PIPES IN POTABLE WATER SYSTEMS.

ESTIMATED QUANTITIES HAVE BEEN INCLUDED IN THE BID PROPOSAL FOR USE AS DIRECTED BY THE ENGINEER:

ITEM SPECIAL - MISCELLANEOUS METAL

INTEGRAL CONCRETE CURB AND CURB AND GUTTER REMOVED AND REPLACED

INTEGRAL CONCRETE CURB AND CURB AND GUTTER REMOVED AND REPLACED IN CONJUNCTION WITH BASE AND/OR PAVEMENT REMOVAL SHALL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED INCIDENTAL TO THE BASE AND/OR PAVEMENT REMOVAL.

STRUCTURES WITHIN PAVEMENT

IT IS IN THE INTENT OF THEIS PROJECT TO MILL AND PAVE THE WEARING COURSE TO THE PRE-EXISTING ELEVATION. SO NOT ALL CASTINGS, VALVES AND MONUMENTS WILL REQUIRE ADJUSTMENT. ONLY ITEMS THAT NEED STRUCTURAL REHABILITATION WILL BE ADJUSTED TO GRADE OR RECONSTRUCTED TO GRADE AS DIRECTED BY THE ENGINEER. THE TOTAL QUANTITY OF THE ITEMS WITHIN THE PAVEMENT HAVE BEEN CARRIED TO THE BID TABULATION TO BE USED AS DIRECTED.

2026 ASPHALT RESURFACING

GENERAL NOTES 3 OF 4

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27700 HILLIARD BLVD.
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PHONE: (440) 617-4145

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GENERAL NOTES

O.D.O.T SUPPLEMENTAL SPECIFICATION 826 WEARING COURSE-DENSITY TESTING

A PRE-INSTALLATION MEETING WILL BE HELD AT THE START OF THE FIRST PAVING OPERATION FOR THE ASPHALT WEARING COURSE. AT THIS TIME A ROLLING PATTERN WILL BE ESTABLISHED AS PER ODOT SUPPLEMENTAL SPECIFICATION 1055 ASPHALT MAT DENSITY BY GAUGE TESTING. ALL REQUIREMENTS OF ODOT SUPPLEMETAL 1055 SHALL APPLY EXCEPT HERE AS MODIFIED:

THE MINIMUM DENSITY TARGET SHALL BE ESTABLISHED BY A MARSHALL TEST AT THE BATCH PLANT AND NOT BY CORES TESTED BY ODOT SUPPLEMENTAL 1036.

THE QUALITY CONTROL TESTING SHALL MAINTAIN A MAT DENSITY ABOVE 95%.

DENSITY TESTS ARE NOT LIMITED TO EVERY 1000 FT AND SHALL BE PERFORMED AS MUCH AS POSSIBLE TO ASSURE OPTIMUM DENSITY IS BEING ACHIEVED.

THE PAYMENT MODIFICATION PORTION IS NOT BEING PERFORMED.

ALL TESTING SHALL BE AT THE CONTRACTOR'S EXPENSE

PAVEMENT INSTALLED BELOW THE TARGET DENSITY OF 95% WILL BE SUBJECT OF REVIEW BY THE ENGINEER TO DETERMINE A CORRECTIVE ACTION.

THE CONTRACTOR SHALL BE RESPONSIBLE TO ACHIEVE THE TARGET DENSITY OF 95% AND UTILIZE AT HIS DISCRETION THE PROPER METHOD AND MEANS TO COMPLY WITH THIS REQUIREMENT. THIS MAY BE IN THE FORM OF A THIRD PNEUMATIC ROLLER OR BY DECREASING THE SPEED OF THE PAVING MACHINE.

ITEM SPECIAL - TACK COAT, TRACKLESS TACK

ITEM SPECIAL - TACK COAT, TRACKLESS TACK FOR INTERMEDIATE COURSE

ITEM SPECIAL - TACK COAT, TRACKLESS TACK FOR SURFACE COURSE

DESCRIPTION: THIS WORK CONSISTS OF PREPARING AND TREATING A PAVED SURFACE WITH A TRACKLESS TACK ASPHALT EMULSION AS PER ITEM 702.12.

FURNISH MATERIALS ACCORDING TO THE DEPARTMENT'S APPROVED LIST.

MEET ALL REQUIREMENTS OF ITEM 407 TACK COAT IN THE CONSTRUCTION AND MATERIALS SPECIFICATIONS REQUIRED BY THE CONTRACT, EXCEPT AS NOTED BELOW.

MATERIAL: MEET ALL PROPERTIES OF THE APPROVED MANUFACTURER'S TRACKLESS TACK SPECIFICATION REQUIREMENTS ON FILE WITH THE LABORATORY AT TIME OF PLACEMENT.

ACCEPTANCE AND SAMPLING OF MATERIALS: SUPPLY CERTIFIED TEST DATA TO THE ENGINEER AND TO DISTRICT LABORATORY DEMONSTRATING THE TRACKLESS TACK SUPPLIED WAS TESTED FOR AND MEETS AL MATERIAL PROPERTIES SHOWN ON THE DEPARTMENTS APPROVED LIST.

EQUIPMENT: FOLLOW MANUFACTURER'S RECOMMENDATIONS FOR CORRECT DISTRIBUTOR SETTINGS. THOROUGHLY CLEAN ALL EQUIPMENT IF PREVIOUSLY USED MATERIAL CHARGE IS DIFFERENT THAN THE PROPOSED MATERIAL.

APPLICATION OF ASPHALT MATERIAL: UNIFORMLY APPLY THE TRACKLESS TACK WITH A DISTRIBUTOR ACCORDING TO THE MANUFACTURER'S INSTRUCTIONS. IF TRACKLESS TACK IS STORED FOR AN EXTENDED PERIOD OF TIME, PRIOR TO APPLICATION, AGITATE OR GENTLY CIRCULATE THE MATERIAL.

ENSURE ALL NOZZLES AND SPRAY PATTERNS ARE IDENTICAL TO ONE ANOTHER ALONG THE DISTRIBUTOR SPRAY BAR. PLACE THE ANGLE OF THE NOZZLE AT A 15 TO 30 DEGREE ANGLE TO THE SPRAY BAR AXIS TO MAXIMIZE OVERLAP OR AS RECOMMENDED BY THE NOZZLE MANUFACTURER. CONTACT THE THE MANUFACTURER'S REPRESENTATIVE FOR REQUIRED SPRAY NOZZLE SIZE AND DISTRIBUTOR AND NOZZLE SETTINGS.

APPLY AT A RATE OF 0.04 TO 0.1 GALLONS PER SQUARE YARD. DO NOT DILUTE TRACKLESS TACK. RECOMMENDED APPLICATION TEMPERATURE IS 160 °F TO 180°F. DO NOT EXCEED 180°F. THE ENGINEER WILL APPROVE THE QUANTITY, RATE OF APPLICATION, TEMPERATURE, DISTRIBUTOR SETTINGS, AND AREAS TO BE RETREATED BEFORE APPLICATION OF THE TRACKLESS TACK COAT. THE ENGINEER WILL DETERMINE THE ACTUAL APPLICATION IN GALLONS PER SQUARE YARD BY A CHECK ON THE PROJECT.

IF THE CERTIFIED TEST DATA FAILS TO MEET THE LAB TESTING CRITERIA, OR FIELD SAMPLES FAIL TO MEET THE LAB TEST CRITERIA, OR THE TRACKLESS TACK FAILS TO PERFORM SATISFACTORILY IN THE FIELD, AS NOTED ABOVE, THE CONTRACTOR WILL BE REQUIRED TO REPLACE THE SUPPLY ANOTHER APPROVED TRACKLESS TACK PRODUCT FOR THE REMAINDER OF THE PROJECT AT NO ADDITIONAL COST TO THE DEPARTMENT.

ANY FAILING TRACKLESS TACK PRODUCT WILL BE REMOVED FROM THE DEPARTMENT APPROVED LIST.

2026 ASPHALT RESURFACING

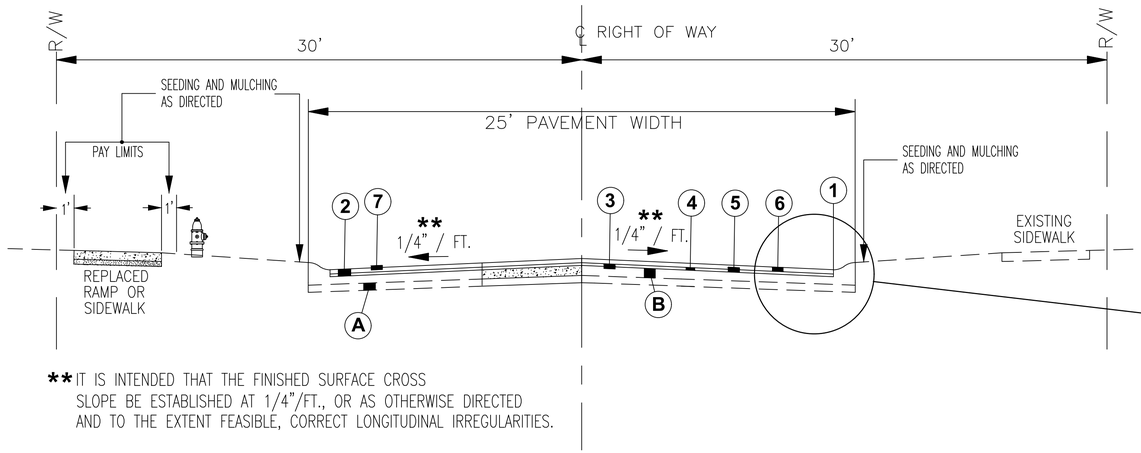
GENERAL NOTES 4 OF 4

DR. BY: CSH
CHK. BY:
APR. BY: JJS
DATE: JAN. 2026
SCALE: AS NOTED

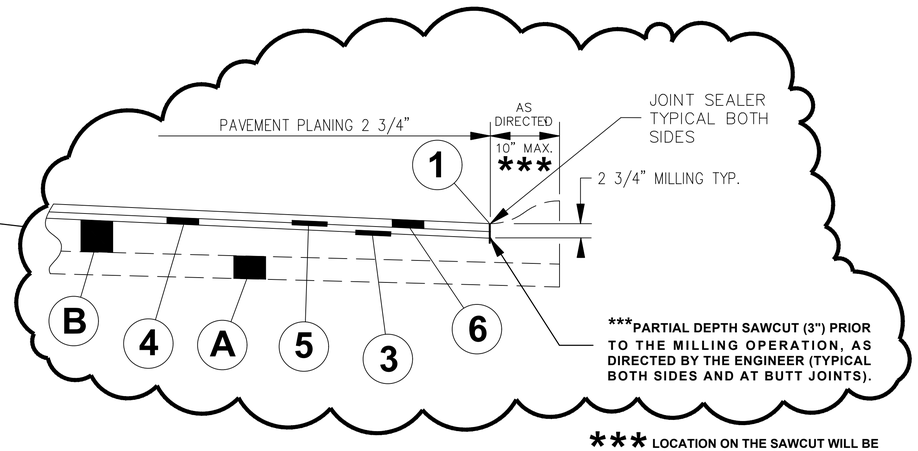
CITY of WESTLAKE
ENGINEERING DEPT.
27700 HILLIARD BLVD
WESTLAKE, OHIO 44145
PHONE: (440) 617-4145

NO.	DATE	DESCRIPTION	BY
		R. E. V. I. S. I. O. N. S.	

REFERENCE DRAWINGS



**IT IS INTENDED THAT THE FINISHED SURFACE CROSS SLOPE BE ESTABLISHED AT 1/4"/FT., OR AS OTHERWISE DIRECTED AND TO THE EXTENT FEASIBLE, CORRECT LONGITUDINAL IRREGULARITIES.



***PARTIAL DEPTH SAWCUT (3") PRIOR TO THE MILLING OPERATION, AS DIRECTED BY THE ENGINEER (TYPICAL BOTH SIDES AND AT BUTT JOINTS).

*** LOCATION ON THE SAWCUT WILL BE DETERMINED ON A STREET BY STREET BASIS AND WILL BE REVIEWED BY THE DIRECTOR OF ENGINEERING. TO BE PREFORMED ONLY ON STREETS THAT DO NOT HAVE EXISTING OVERLAY

TYPICAL SECTION

CONCRETE STREETS WITH OUT EXISTING OVERLY

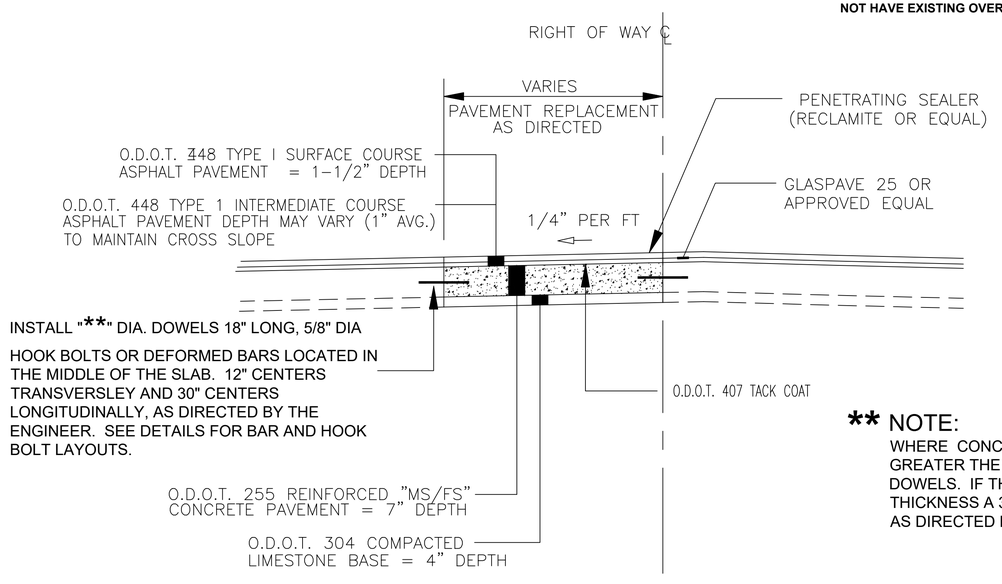
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CONCRETE STS. WITH OUT ASPHALT OVERLAY

LEGEND (SEQUENCE OF OPERATION)

① ITEM SPECIAL – PARTIAL DEPTH PAVEMENT SAWING 3" DEPTH
② ITEM SPECIAL – PAVEMENT PLANING (PRORTLAND CEMENT ROAD) 2-3/4" DEPTH
③ ITEM 422 – SINGLE CHIP SEAL W/ POLYMER BINDER AND COVER AGGREGATE NO. 8
④ ITEM 441 – ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1 (448) PG64-22 = 1" AVG.
⑤ ITEM SPECIAL – GLASPAVE 25
⑥ ITEM 441 – ASPHALT CONCRETE SURFACE COURSE, TYPE 1 (448) pg64-22 = 1-1/2" DEPTH
⑦ ITEM SPECIAL – RECLAMITE ASPHALT REJUVENATING AGENT / PENETRATING SEALER

Ⓐ EXISTING AGGREGATE BASE
Ⓑ 7" EXISTING REINFORCED CONCRETE BASE



** NOTE:
WHERE CONCRETE PAVEMENT IS 8" OR GREATER THE CONTRACTOR SHALL USE 1-1/4" DOWELS. IF THE CONCRETE IS LESS THAN 7" THICKNESS A 3/4" DOWEL WILL BE PERMITTED, AS DIRECTED BY THE ENGINEER.

PAVEMENT REPLACEMENT DETAIL

FOR CONCRETE ONLY REHAB - DO NOT INCLUDE THE ASPHALT RELATED ITEMS.

SCALE: NTS

NO.	DATE	DESCRIPTION	BY

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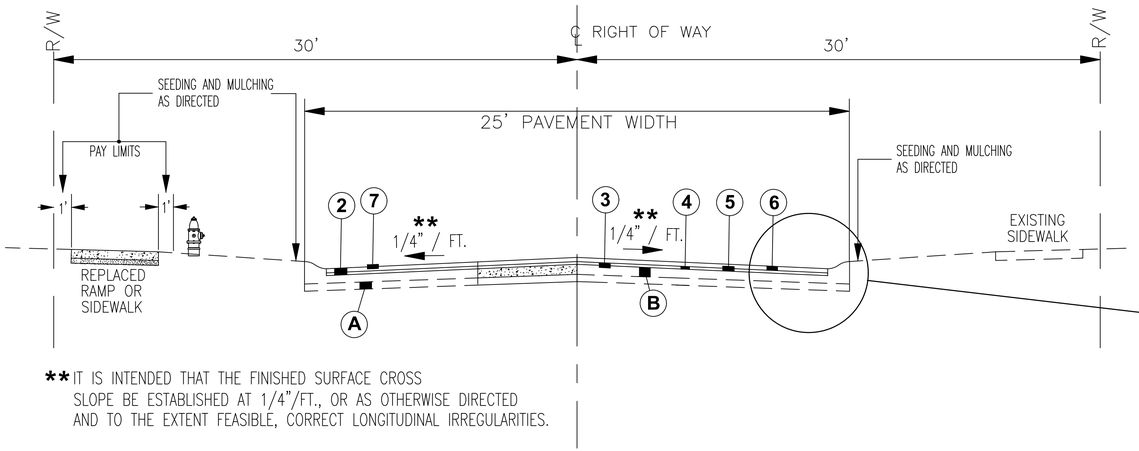
PROJECT ID:

DR. BY CSH
CHK. BY
APR. BY JJS
DATE JAN 2026

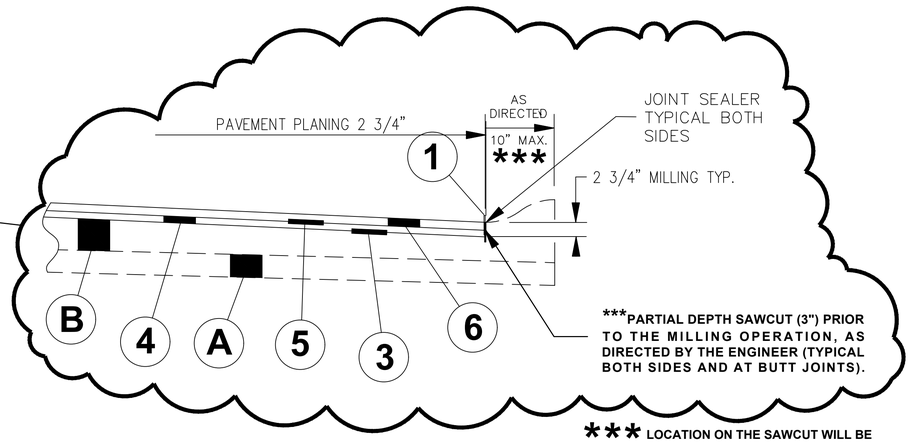
TYPICAL SECTIONS

PROJECT
2026 ASPHALT OVERLAY

DRAWING NUMBER
7 of 20



**IT IS INTENDED THAT THE FINISHED SURFACE CROSS SLOPE BE ESTABLISHED AT 1/4"/FT., OR AS OTHERWISE DIRECTED AND TO THE EXTENT FEASIBLE, CORRECT LONGITUDINAL IRREGULARITIES.



***PARTIAL DEPTH SAWCUT (3") PRIOR TO THE MILLING OPERATION, AS DIRECTED BY THE ENGINEER (TYPICAL BOTH SIDES AND AT BUTT JOINTS).

*** LOCATION ON THE SAWCUT WILL BE DETERMINED ON A STREET BY STREET BASIS AND WILL BE REVIEWED BY THE DIRECTOR OF ENGINEERING. TO BE PREFORMED ONLY ON STREETS THAT DO NOT HAVE EXISTING OVERLAY

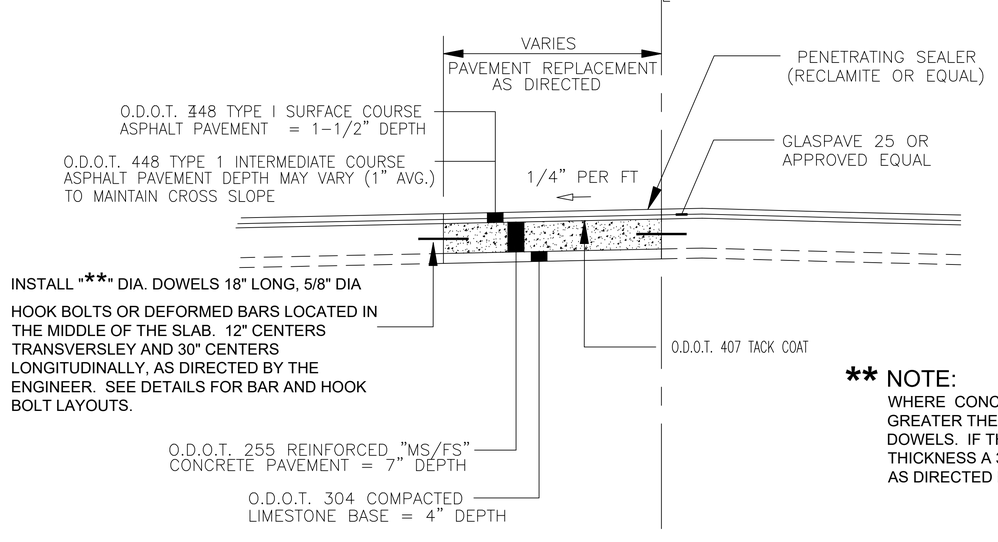
TYPICAL SECTION
CONCRETE STREETS EXISTING OVERLY

SCALE: NTS

CONCRETE STS. W/ ASPHALT OVERLAY
LEGEND (SEQUENCE OF OPERATION)

① ITEM SPECIAL – PARTIAL DEPTH PAVEMENT SAWING 3" DEPTH
② ITEM SPECIAL – PAVEMENT PLANING (PRORTLAND CEMENT ROAD) 2-3/4" DEPTH
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⑤ ITEM SPECIAL – GLASPAVE 25
⑥ ITEM 441 – ASPHALT CONCRETE SURFACE COURSE, TYPE 1 (448) pg64-22 = 1-1/2" DEPTH
⑦ ITEM SPECIAL – RECLAMITE ASPHALT REJUVENATING AGENT / PENETRATING SEALER

Ⓐ EXISTING AGGREGATE BASE
Ⓑ 4.5" EXISTING REINFORCED CONCRETE BASE



** NOTE:
WHERE CONCRETE PAVEMENT IS 8" OR GREATER THE CONTRACTOR SHALL USE 1-1/4" DOWELS. IF THE CONCRETE IS LESS THAN 7" THICKNESS A 3/4" DOWEL WILL BE PERMITTED, AS DIRECTED BY THE ENGINEER.

PAVEMENT REPLACEMENT DETAIL

FOR CONCRETE ONLY REHAB - DO NOT INCLUDE THE ASPHALT RELATED ITEMS.

SCALE: NTS

NO.	DATE	DESCRIPTION	BY

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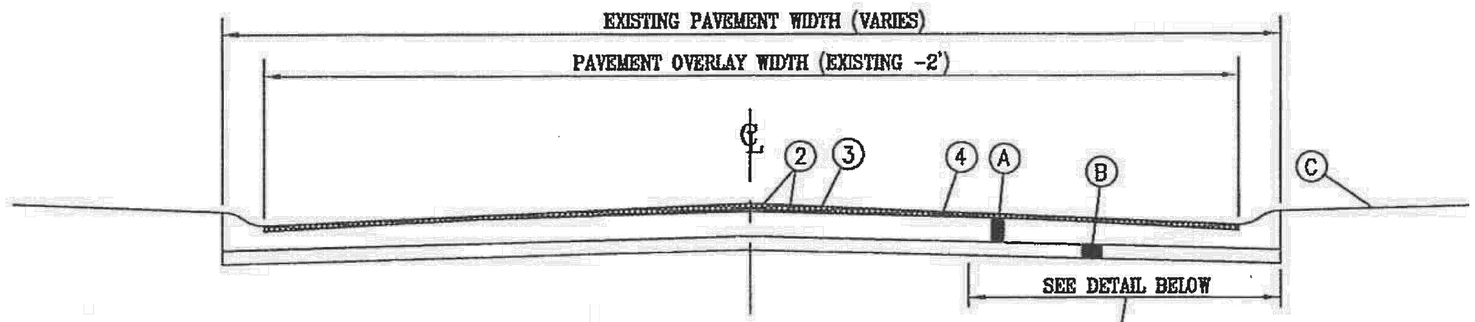
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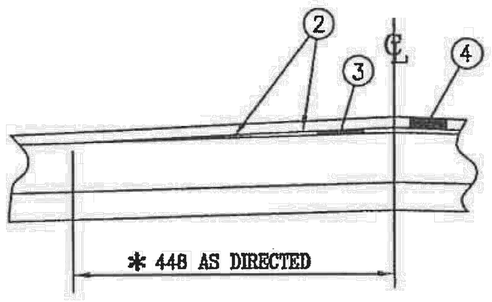
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CHK. BY
APR. BY JJS
DATE JAN 2026

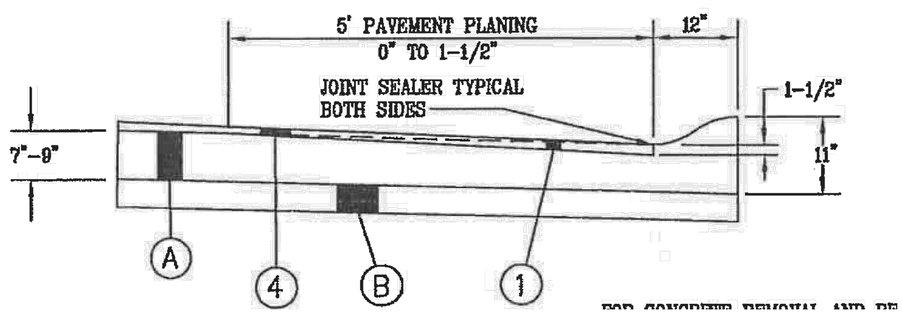
TYPICAL SECTIONS

PROJECT
2026 ASPHALT OVERLAY

DRAWING NUMBER
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EXISTING TYPICAL.
AREAS WITH EXISTING OVERLAY

③ 3/4" TYPE 1 INTERMEDIATE COURSE

④ ASPHALT CONCRETE SURFACE COURSE, TYPE 1 (448) pg64-22 = 1-1/2" DEPTH

Ⓐ EXISTING 4.5" REINFORCED CONCRETE PAVEMENT

NOTE: EXISTING ASPHALT MAY CONTAIN FABRIC.

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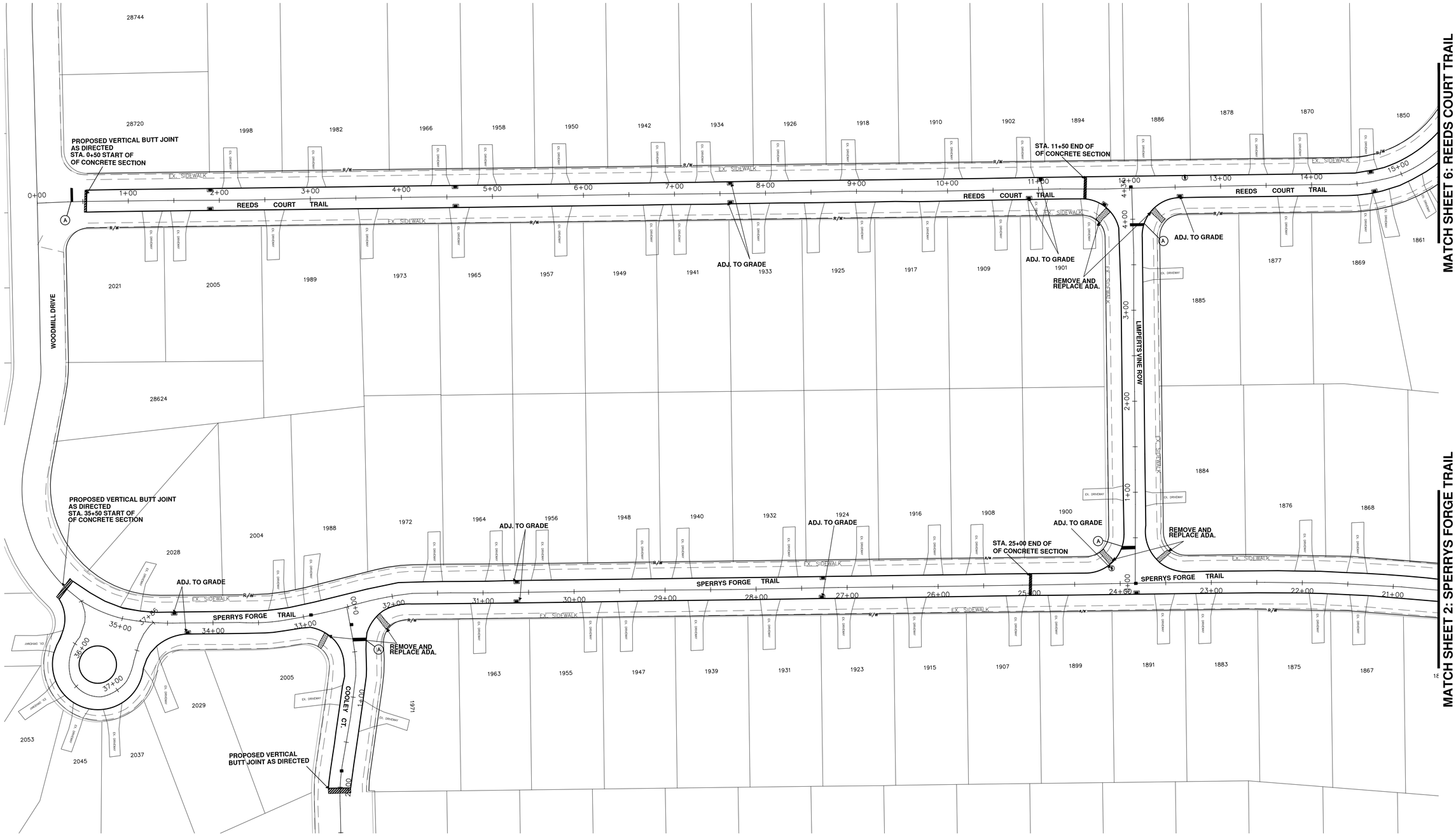
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DATE JAN 2026

TYPICAL SECTIONS

PROJECT
2026 ASPHALT OVERLAY

DRAWING NUMBER
9 of 20

REEDS COURT: LIMPERTS VINE: SPERRYS FORGE: COOLEY COURT



PLAN VIEW
1" = 50'

LEGEND

- (MH) EXISTING STORM MANHOLE
- (W) EXISTING WATER LINE VALVE
- EXISTING CATCH BASIN
- EXISTING HYDRANT
- UTILITY POLE
- PROJECT LIMITS
- [M] EXISTING MONUMENT BOX

NOTES:
1. FOR CLARITY OVER HEAD SIGN ARMS, TRAFFIC SIGNAL SUPPORTS AND STREET LIGHTS ARE NOT SHOWN.

PAVEMENT MARKING LEGEND

- (A) STOP LINE

MATCH SHEET 6: REEDS COURT TRAIL

MATCH SHEET 2: SPERRYS FORGE TRAIL

REEDS COURT:
LIMPERTS VINE:
SPERRYS FORGE:
COOLEY CT:

2026 ASPHALT RESURFACING

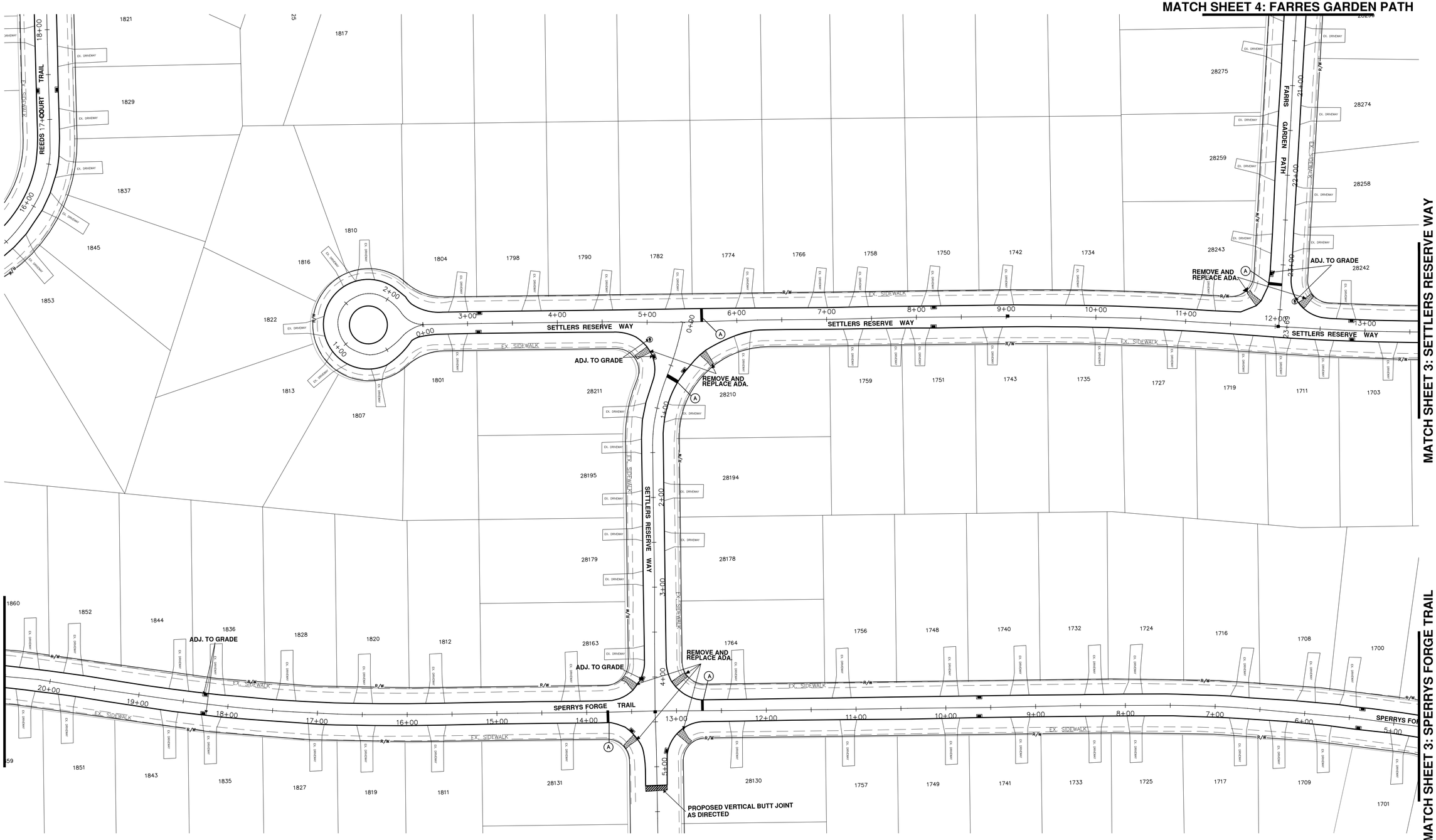
DW. BY: CSH
CHK. BY: ___
APP. BY: JJS
DATE: JAN. 2026
SCALE: AS NOTED

CITY of WESTLAKE
ENGINEERING DEPT.
27700 HILLIARD BLVD.
WESTLAKE, OHIO 44145
PHONE: (440) 617-4145

PROJECT ID: 440700.51220

NO.	DATE	DESCRIPTION	BY
REVISIONS			REFERENCE DRAWINGS

REEDS COURT: SPERRYS FORGE: SETTLERS RESERVE WAY: FARRES GARDEN PATH



PLAN VIEW
1" = 50'

LEGEND

- (MH) EXISTING STORM MANHOLE
- (W) EXISTING WATER LINE VALVE
- EXISTING CATCH BASIN
- EXISTING HYDRANT
- UTILITY POLE
- PROJECT LIMITS
- (M) EXISTING MONUMENT BOX

NOTES:
1. FOR CLARITY OVER HEAD SIGN ARMS, TRAFFIC SIGNAL SUPPORTS AND STREET LIGHTS ARE NOT SHOWN.

PAVEMENT MARKING LEGEND

- (A) STOP LINE

MATCH SHEET 3: SETTLERS RESERVE WAY

MATCH SHEET 1: SPERRYS FORGE TRAIL

REEDS COURT:
SPERRYS FORGE:
SETTLERS RESERVE WAY:
FARRES GARDEN PATH:

2026 ASPHALT RESURFACING

DN. BY: CSH
CHK. BY:
APP. BY: AJS
DATE: JAN. 2026
SCALE: AS NOTED

CITY of WESTLAKE
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PROJECT ID: 440700.51220

NO.	DATE	DESCRIPTION	BY
		REVISIONS	

REFERENCE DRAWINGS

SETTLERS RESERVE WAY: SPERRYS FORGE TRAIL



PLAN VIEW
1" = 50'

N

LEGEND

- (MH) EXISTING STORM MANHOLE
- (W) EXISTING WATER LINE VALVE
- EXISTING CATCH BASIN
- EXISTING HYDRANT
- UTILITY POLE
- PROJECT LIMITS
- (M) EXISTING MONUMENT BOX

NOTES:
1. FOR CLARITY OVER HEAD SIGN ARMS, TRAFFIC SIGNAL SUPPORTS AND STREET LIGHTS ARE NOT SHOWN.

PAVEMENT MARKING LEGEND

- (A) STOP LINE

SETTLERS RESERVE WAY:
SPERRYS FORGE:

2026 ASPHALT RESURFACING

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APP. BY: JJS
DATE: JAN. 2026
SCALE: AS NOTED

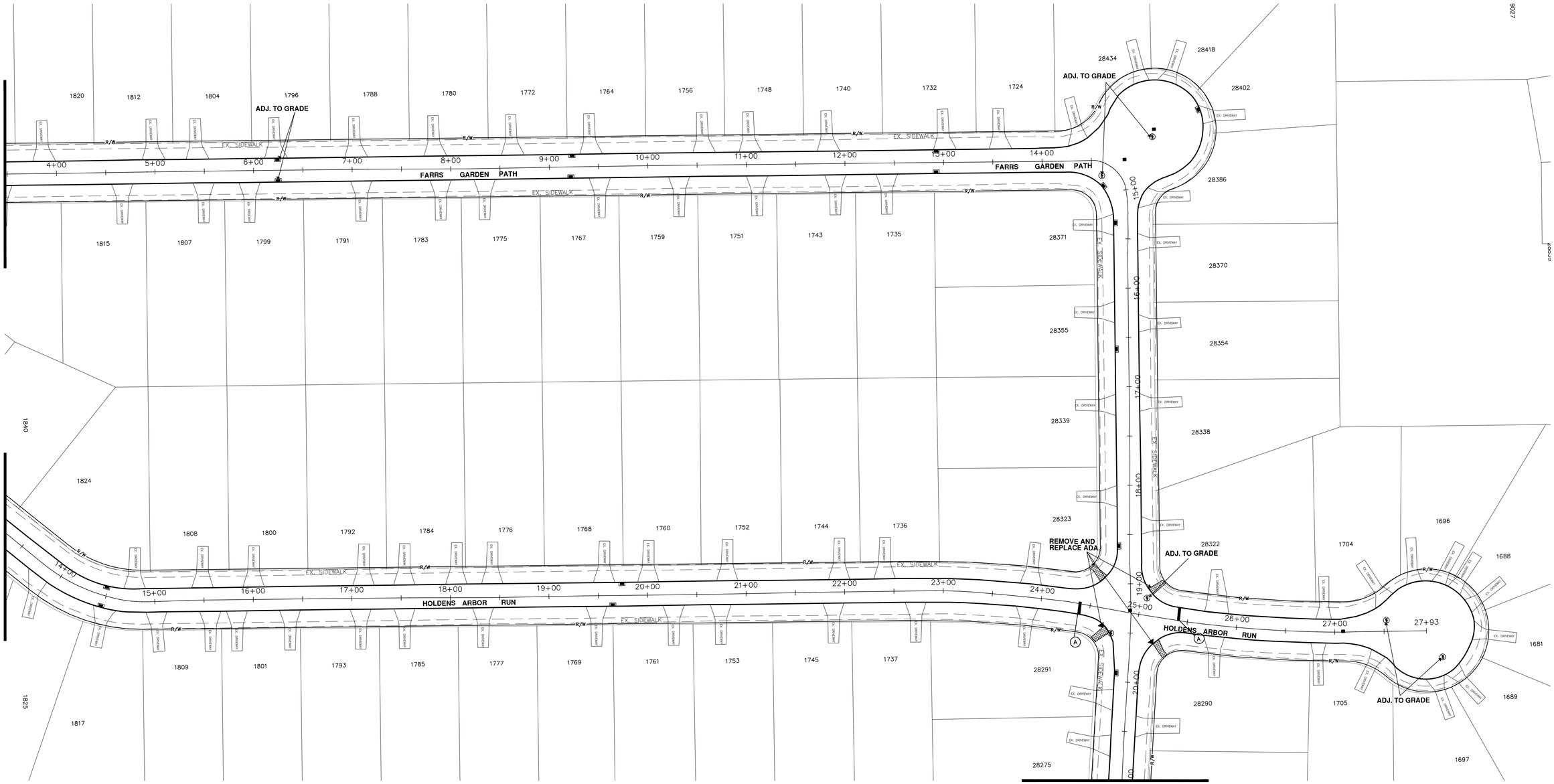
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NO.	DATE	DESCRIPTION	BY
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REFERENCE DRAWINGS

FARRES GARDEN PATH: HOLDENS ARBOR RUN:



MATCH SHEET 2: FARRES GARDEN PATH

PLAN VIEW
1" = 50'

LEGEND

- (MH) EXISTING STORM MANHOLE
- (W) EXISTING WATER LINE VALVE
- EXISTING CATCH BASIN
- EXISTING HYDRANT
- UTILITY POLE
- PROJECT LIMITS
- [M] EXISTING MONUMENT BOX

NOTES:
1. FOR CLARITY OVER HEAD SIGN ARMS, TRAFFIC SIGNAL SUPPORTS AND STREET LIGHTS ARE NOT SHOWN.

PAVEMENT MARKING LEGEND

- (A) STOP LINE

FARRES GARDEN PATH:
HOLDENS ARBOR RUN:

2026 ASPHALT RESURFACING

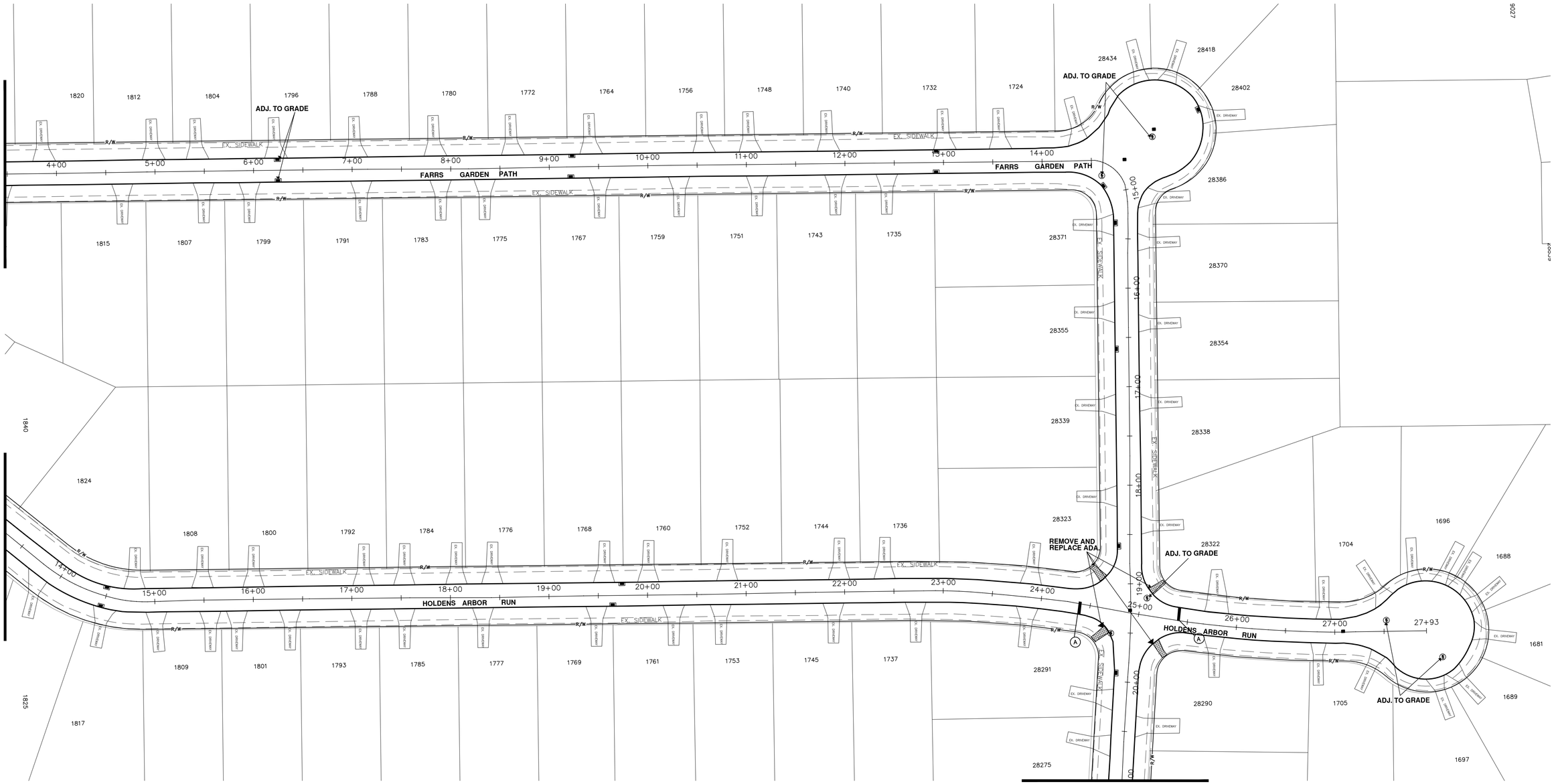
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CHK. BY: ---
APR. BY: JJS
DATE: JAN. 2026
SCALE: AS NOTED

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PHONE: (440) 617-4145

PROJECT ID: 440700.51220

NO.	DATE	DESCRIPTION	BY
		REVISIONS	
		REFERENCE DRAWINGS	

FARRES GARDEN PATH: HOLDENS ARBOR RUN:



MATCH SHEET 2: FARRES GARDEN PATH

PLAN VIEW
1" = 50'

LEGEND

- (MH) EXISTING STORM MANHOLE
- (W) EXISTING WATER LINE VALVE
- EXISTING CATCH BASIN
- EXISTING HYDRANT
- UTILITY POLE
- PROJECT LIMITS
- [M] EXISTING MONUMENT BOX

NOTES:
1. FOR CLARITY OVER HEAD SIGN ARMS, TRAFFIC SIGNAL SUPPORTS AND STREET LIGHTS ARE NOT SHOWN.

PAVEMENT MARKING LEGEND

- (A) STOP LINE

FARRES GARDEN PATH:
HOLDENS ARBOR RUN:

2026 ASPHALT RESURFACING

DR. BY: CSH
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APR. BY: JJS
DATE: JAN. 2026
SCALE: AS NOTED

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PHONE: (440) 617-4145

PROJECT ID: 440700.51220

NO.	DATE	DESCRIPTION	BY
		REVISIONS	
		REFERENCE DRAWINGS	

FARRES GARDEN PATH: HOLDENS ARBOR RUN: REEDS COURT TRAIL



PLAN VIEW
1" = 50'

LEGEND

- EXISTING STORM MANHOLE
- EXISTING WATER LINE VALVE
- EXISTING CATCH BASIN
- EXISTING HYDRANT
- UTILITY POLE
- PROJECT LIMITS
- EXISTING MONUMENT BOX

NOTES:
1. FOR CLARITY OVER HEAD SIGN ARMS, TRAFFIC SIGNAL SUPPORTS AND STREET LIGHTS ARE NOT SHOWN.

PAVEMENT MARKING LEGEND

- A — STOP LINE

FARRES GARDEN PATH:
HOLDENS ARBOR RUN:
REEDS COURT TRAIL:

2026 ASPHALT RESURFACING

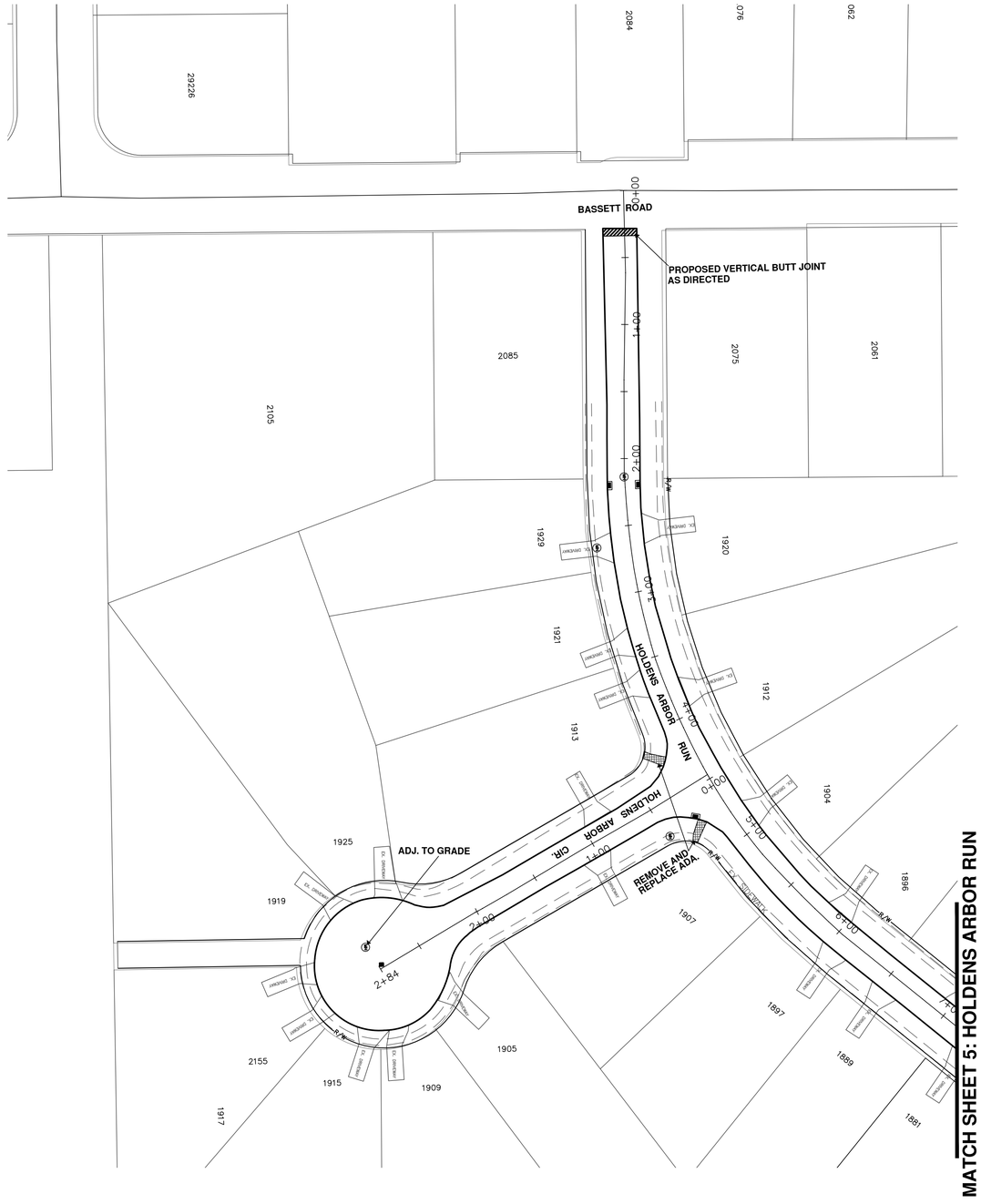
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NO.	DATE	DESCRIPTION	BY
REVISIONS			
REFERENCE DRAWINGS			

HOLDENS ARBOR RUN: HOLDENS ARBOR CIRCLE



PLAN VIEW
1" = 50'

LEGEND

- EXISTING STORM MANHOLE
- EXISTING WATER LINE VALVE
- EXISTING CATCH BASIN
- EXISTING HYDRANT
- UTILITY POLE
- PROJECT LIMITS
- EXISTING MONUMENT BOX

NOTES:
1. FOR CLARITY OVER HEAD SIGN ARMS, TRAFFIC SIGNAL SUPPORTS AND STREET LIGHTS ARE NOT SHOWN.

PAVEMENT MARKING LEGEND

- A — STOP LINE

HOLDENS ARBOR RUN:
HOLDENS ARBOR CIRCLE:

2026 ASPHALT RESURFACING

DR. BY: CSH
CHK. BY:
APR. BY: JJS
DATE: JAN. 2026
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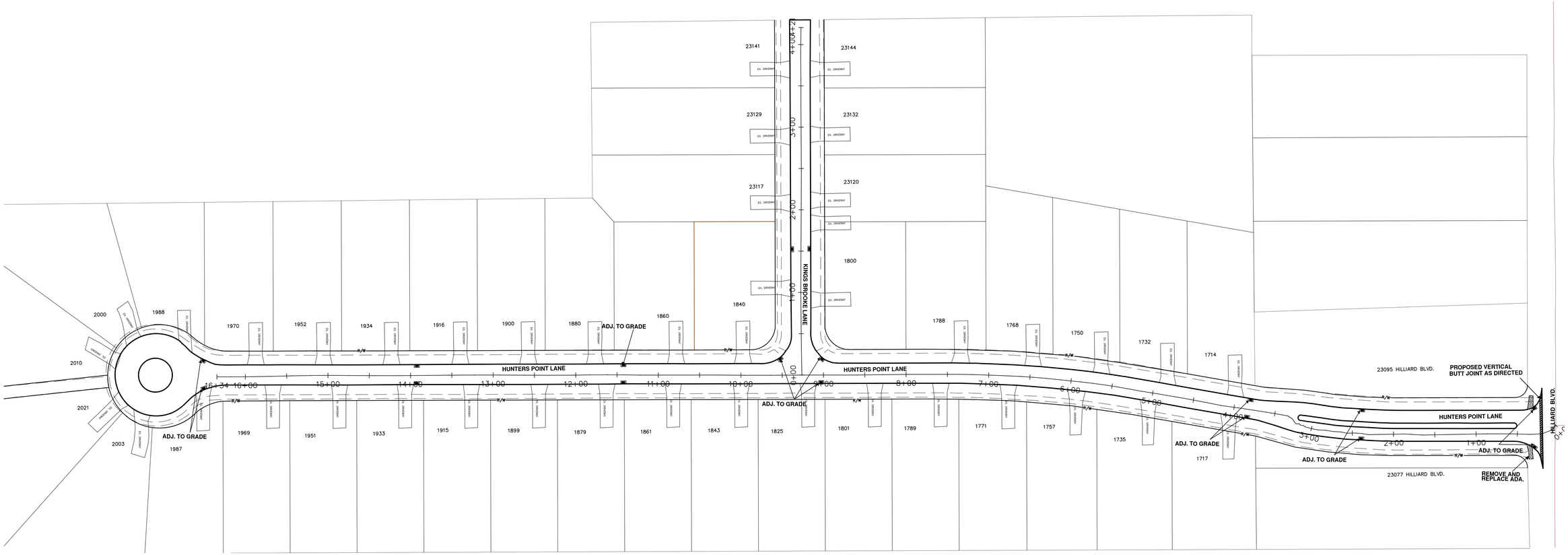
PROJECT ID: 440700.51220

REVISIONS

NO.	DATE	DESCRIPTION	BY

REFERENCE DRAWINGS

HUNTERS POINT LANE AND KINGS BROOKE LANE:



PLAN VIEW
1" = 60'

LEGEND

- (MH) EXISTING STORM MANHOLE
- (W) EXISTING WATER LINE VALVE
- EXISTING CATCH BASIN
- EXISTING HYDRANT
- UTILITY POLE
- PROJECT LIMITS
- [M] EXISTING MONUMENT BOX

NOTES:
1. FOR CLARITY OVER HEAD SIGN ARMS, TRAFFIC SIGNAL SUPPORTS AND STREET LIGHTS ARE NOT SHOWN.

PAVEMENT MARKING LEGEND

- (A) STOP LINE

HUNTERS POINT LANE AND KINGS BROOKE LANE

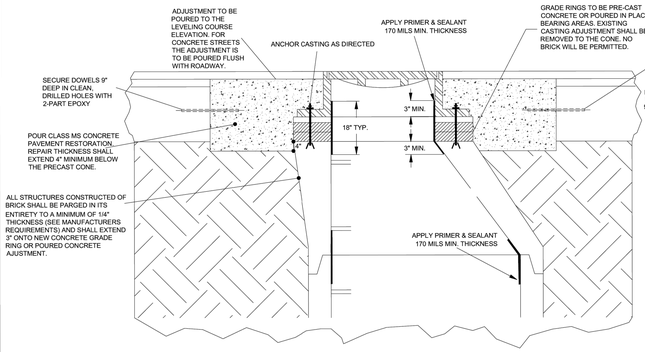
2026 ASPHALT RESURFACING

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PROJECT ID: 440700.51220

NO.	DATE	DESCRIPTION	BY
		REVISIONS	
		REFERENCE DRAWINGS	



REHABILITATION NOTES:

1.) REMOVE MANHOLE LID.

2.) CLEAN SURFACE OF INTERIOR OF CASTING, PRECAST MANHOLE AND ADJUSTMENT BRICK OR ADJUSTMENT RINGS. REMOVE ALL RUST, DEBRIS, FOREIGN MATERIAL AND LOOSE BRICK, CONCRETE OR MORTAR. SAND BLASTER, MECHANICAL GRINDER OR PRESSURE WASHER TO BE USED FOR CLEANING.

3.) STOP ACTIVE INTERNAL LEAKS WITH WATER PLUG.

4.) FILL VOIDS WITH CEMENTITOUS GROUT (STRONG-SEAL QSR OR APPROVED EQUAL).

5.) IF THE MASONRY SURFACE IS ROUGH, IRREGULAR, OR CONTAINS EXCESSIVE VOIDS AND WILL NOT PROVIDE AN EFFECTIVE SEAL APPLY PATCHING MIX TO PROVIDE A SMOOTH UNIFORM SURFACE. ALLOW MIX TO CURE PRIOR TO INSTALLING THE FLEXIBLE MANHOLE SEALANT SYSTEM PER MANUFACTURER'S RECOMMENDATIONS.

6.) DRY INTERIOR SURFACES PER MANUFACTURER'S RECOMMENDATION.

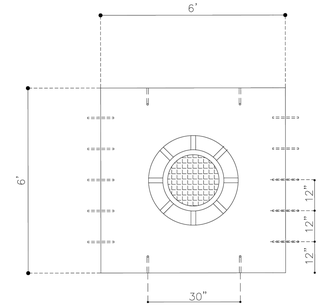
7.) APPLY MANHOLE ADJUSTMENT RING PRIMER AND SEALANT (FLEX-SEAL OR APPROVED EQUAL). APPLY TO ENTIRE SURFACE OF ADJUSTMENT RING(S) AS WELL AS MANHOLE STRUCTURE AND CASTING AT LEAST 3" ABOVE, AND BELOW ADJUSTMENT RING. ALLOW TO PRIMER TO CURE PRIOR TO APPLICATION OF SEALANT.

8.) PREFABRICATED PLUGS SHALL BE USED FOR VENTED MANHOLE LIDS IN PAVED AREAS TO MITIGATE WATER INFLOW.

9.) THE PLUGS SHALL BE NEOPRENE STYLE OR APPROVED EQUAL

10.) THE VENTED HOLES OF THE CASTING SHALL BE CLEAN OF FOREIGN DEBRIS SO THE PLUG CAN BE INSTALLED AND SEAL AGAINST THE CASTING.

11.) ONE VENT HOLE SHALL BE LEFT OPEN TO FACILITATE FUTURE LID REMOVAL AND TO VENT SANITARY GASSES FROM THE SYSTEM.



NOTES

1.) CASTINGS: SHALL BE REMOVED FROM THE STRUCTURE AND THOROUGHLY CLEANED OF CONCRETE / FOREIGN MATERIAL. CASTINGS ARE TO BE RESET ON NEW ADJUSTMENT WITH THEIR BASE FULLY AND EVENLY SUPPORTED BY THE ADJUSTMENT. DAMAGED CASTINGS WILL BE REPLACED AT THE DIRECTION OF ENGINEER UNDER MISC. METAL. CASTINGS DAMAGED BY THE CONTRACTOR WILL BE REPLACED AT NO ADDITIONAL COST TO THE CITY.

2.) EXISTING ADJUSTMENT: EXISTING DAMAGED BRICK OR CONCRETE SHALL BE REMOVED TO THE MANHOLE CONE. ALL WALLS ARE TO BE REMOVED TO THE SAME LEVEL AS DIRECTED BY THE FIELD REPRESENTATIVE.

3.) NEW ADJUSTMENT: USING THE SALVAGED CASTING, RECONSTRUCT THE STRUCTURE TO THE NEW GRADE, CONFORMING AS NEARLY AS PRACTICABLE TO THE EXISTING DIMENSION USING A POURED "MS" CONCRETE COLLAR OR PRE CAST CONCRETE GRADE RINGS.

4.) PAVEMENT REPAIR LIMITS : WILL BE MARKED BY THE ENGINEER.

5.) DOWELS: 18" LONG, EPOXY COATED DOWELS ARE REQUIRED FOR USE ON 12" CENTERS ALONG TRANSVERSE FACES OF BOX-OUTS. DOWEL DIAMETER WILL BE DEPENDENT ON THE THICKNESS OF ABUTTING PAVEMENT.

6.) HOOK BOLTS: 5/8" HOOK BOLTS, OR CITY APPROVED REPLACEMENT PER CITY DETAIL ARE TO BE PLACED ON 30" CENTERS ALONG THE LONGITUDINAL FACE OF BOX-OUT IN CENTER OF ABUTTING CONCRETE. IF THEIR INSTALATION IS DIRECTED BY THE ENGINEER.

7.) CONCRETE: MS, AIR-ENTRAINED CONCRETE (6% +/- 2%) SHALL BE POURED FROM THE BOTTOM OF THE ABUTTING PAVEMENT TO LEVEL AS NOTED IN THE DETAIL

8.) ANCHORS: ANCHORS 1 2" DIA ALLTHREAD WITH WASHERS AND HEX NUT (MIN 4). ANCHOR TO BE SECURED INTO THE ECCENTRIC CONE TOP.

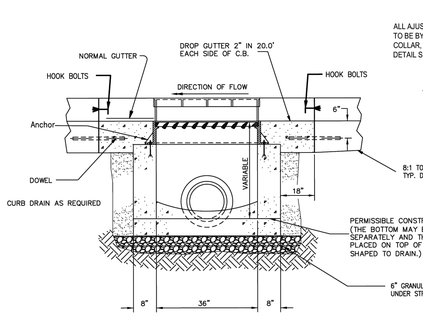
REV No.	DATE	BY	DESCRIPTION
1	3/18	WMD	General Revisions – Re-Issue

CITY OF WESTLAKE, OHIO
DEPARTMENT OF ENGINEERING

MANHOLE ADJUSTMENT & ADJUSTMENT RING REHABILITATION

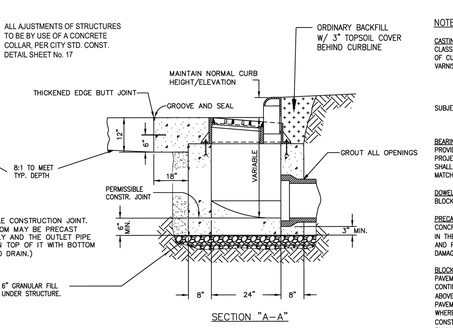
SCALE: AS NOTED
DATE: DRWN BY:

35



SECTION "B– B"

ALL AJUSTMENTS OF STRUCTURES TO BE BY USE OF A CONCRETE COLLAR, PER CITY STD. CONST. DETAIL SHEET No. 17



SECTION "A–A"

NOTES:

CASTINGS SHALL MINIMALLY MEET THE REQUIREMENTS OF 604-711.12, A.S.T.M. A 48, CLASS 35 GRAY IRON OR 711.13 DUCTILE IRON. AFTER ACCEPTANCE, EXPOSED PARTS OF CURB CASTING TO BE THOROUGHLY CLEANED AND GIVEN ONE COAT OF ASPHALT VARNISH OR COAL TAR PITCH PAINT, AT THE SITE.

MINIMUM FRAME WEIGHT =	340 LBS.
MINIMUM GRATE WEIGHT =	135 LBS.
MINIMUM CURB CASTING WEIGHT =	110 LBS.
TOTAL MINIMUM ASSEMBLY WEIGHT =	585 LBS.

SUBJECT TO THE ABOVE, THE FOLLOWING OR APPROVED EQUAL CASTINGS ARE ACCEPTED:
NEENAH No. R-3246-CL
EAST JORDON No. 7035 WITH MS GRATE

BEARING AREAS OF FRAME AND GRATE SHALL BE SO FITTED AND FINISHED AS TO PROVIDE A FIRM AND EVEN SEAT FOR ALL PORTIONS OF THE GRATE IN THE FRAME. NO PROJECTIONS SHALL EXIST ON BEARING AREAS OF EITHER CASTING AND THE GRATE SHALL SEAT IN ITS FRAME WITHOUT ROCKING. EACH FRAME AND GRATE SHALL BE FITTED, MATCHED AND MARKED BEFORE DELIVERY TO THE PROJECT.

DOWELS: SIX (6) 1"x18" DOWELS ARE REQUIRED FOR CONCRETE PAVEMENT OR GUTTER BLOCKOUT.

PRECAST CONSTRUCTION IS PERMITTED, (EXCEPT FOR THE BLOCKOUT PAVEMENT) AND CONCRETE SHALL MEET THE REQUIREMENTS OF 706.13 WITH 6± 2% AIR VOID CONTENT IN THE HARDENED CONCRETE. PRECAST WALLS SHALL HAVE A MINIMUM THICKNESS OF 6" AND REINFORCING SHALL BE SUFFICIENT TO PERMIT SHIPPING AND PLACEMENT WITHOUT DAMAGE.

BLOCKOUT: WHERE ONE SIDE OF THE BLOCKOUT IS LOCATED AT A TRANSVERSE PAVEMENT JOINT THE TRANSVERSE PAVEMENT JOINT SHALL BE THICKENED AND CONTINUED IN KIND WITHIN THE LIMITS OF THE BLOCKOUT. EXCEPT AS DESCRIBED ABOVE, BLOCKOUTS SHALL BE LOCATED NO CLOSER THAN 5.0' FROM A TRANSVERSE PAVEMENT JOINT.
WHERE THE SPECIFIED CATCH BASIN WORK REQUIRES THE CONSTRUCTION/RECONSTRUCTION OF BLOCKOUTS IN EXISTING PAVEMENT, THE BLOCKOUTS SHALL CONFORM, AS CLOSELY AS POSSIBLE, TO THE DETAILS SHOWN HEREON EXCEPT THAT THE DOWELS SHALL BE PLACED/REPLACED IN ACCORDANCE WITH THE "SECTION–TYPE X" JOINT, PER O.D.O.T. CONSTRUCTION DRAWING BP–2.5C. ("SECTION–TYPE X" JOINT WHERE BLOCKOUT JOINT IS AT A EXISTING CONTRACTION OR HINGE JOINT LOCATION.)
A CLASS "C" CONCRETE APRON, THE SIZE OF 2.0' CUTTER BLOCKOUT, SHALL BE CAST IN PLACE IN FLEXIBLE PAVEMENT AND NO DOWELS ARE REQUIRED.

THIS CATCH BASIN IS NOT INTENDED FOR USE WITH MOUNTABLE TYPE CURBS NOR SHOULD IT BE LOCATED WITHIN A DRIVE APRON. (SEE CITY OF WESTLAKE STANDARD CONSTRUCTION DRAWING No. 19).

LOCATION OF GRATE ELEVATION, STATION & OFFSET
TRANSITION NORMAL CURB SECTION WITHIN BLOCK–OUT TO MEET COMPLETELY FLUSH WITH THE CURB CASTING, AS NECESSARY.
OUTSIDE OF CONCRETE BASIN
BACK OF CURB
HOOK BOLTS
"A"
BACK OF CURB
HOOK BOLTS
"B"
9"
CURB CASTING
**
"B"
18"
18"
DIRECTION OF FLOW
**
9"
9"
9"
9"
DOWEL (TYP.)
18"
9"
24"
24"
SEAL WITH JOINT SEAL.
"A"
HOOK BOLTS WHEN REQUIRED
TOOLED JOINT FROM CASTING TO BOXOUT CORNER. (TYPICAL)
TOOLED JOINT FROM CASTING TO BOXOUT CORNER. (TYPICAL)

** DOWEL LOCATION FOR CURB AND GUTTER

PLAN OF CATCH BASIN AND PAVEMENT JOINTS

NOTE:

RESIDENTIAL PAVEMENT T = 7" (1"x 18" Long Dia. Dowel)

INDUSTRIAL PAVEMENT T = 9" (1¼"x 18" Long Dia. Dowel)

PRECAST CATCH BASIN

A PRECAST CONCRETE CHAMBER SHALL BE USED. THE WALL THICKNESS SHALL BE A MINIMUM OF 6". REINFORCING STEEL SHALL BE USED IN ALL CASES. No. 3 BARS SHALL BE USED WHERE THE WALL HEIGHT FROM THE TOP OF THE WALL TO BOTTOM OF SLAB IS 3 FEET OR LESS AND No. 4 BARS SHALL BE USED WHEN THE WALL HEIGHT EXCEEDS 3 FEET. SHOP DRAWINGS SHALL BE REQUIRED WHEN PRECAST CONCRETE STRUCTURE IS USED.

NOTES:

BACKFILL FOR ALL STRUCTURES WITHIN THE LIMITS OF THE PAVEMENT SHALL BE LOW STRENGTH MORTAR BACKFILL, TYPE 2 PER CURRENT O.D.O.T. CONSTRUCTION AND MATERIAL SPECIFICATIONS, EXCEPT AS MODIFIED HEREIN.

THE USE OF FOUNDRY SAND IS STRICTLY PROHIBITED.

THE CONTRACTOR IS REQUIRED TO SUBMIT A MIX DESIGN, FOR CITY APPROVAL, A MINIMUM OF 48 HOURS PRIOR TO THE INSTALLATION OF THE BACKFILL.

CURB DRAINS INSTALLED SHALL BE STUBBED OUT 1' PAST THE LIMITS OF EXCAVATION WITH SOLID PIPE.

REV No.	DATE	BY	DESCRIPTION
6	2/1/20	CSH	Casting Anchors– Re-Issue
5	1/22/19	MAC	General Revisions (Re-Issue)
4	8/13	DAH	Adjust to Grade Revision (Re-Issue)
3	8/13	DAH	Removed Expansion A Caps (Re-Issue)
2	8/12	DAH	General Revisions (Re-Issue)
1	2/27/04	DAH	General Revisions (Re-Issue)

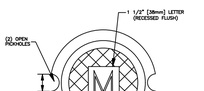
CITY OF WESTLAKE, OHIO
DEPARTMENT OF ENGINEERING

CURB INLET BARRIER CURB

SCALE: AS NOTED
DATE: DRWN BY:

28

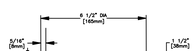
MONUMENT BOX



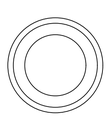
PLAN OF COVER



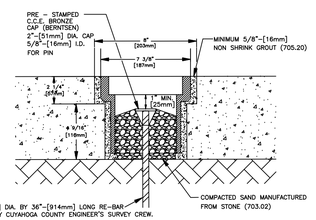
BOTTOM VIEW



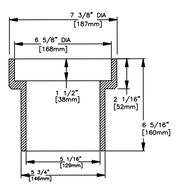
SIDE VIEW OF COVER



PLAN OF FRAME



MONUMENT BOX DETAIL
(NOT USABLE IN LANDSCAPE ISLANDS)



FRAME SECTION

NOTES
CASTINGS

SHALL MINIMALLY MEET THE REQUIREMENTS OF 604.02 – 711.12, A.S.T.M. A48, CLASS 35 GRAY IRON.

THE ASSEMBLY SHALL BE ESSENTIALLY THE SAME AND EQUALLY AS STRONG AS THOSE SHOWN HEREON.

TOTAL MINIMUM WEIGHT = 22 LBS. (10KG)

PROVIDED THEY COMPLY WITH THE SPECIFICATIONS, DETAILS, DIMENSIONS AND MINIMUM WEIGHT,

EAST JORDAN – 2960A MONUMENT BOX COVER
EAST JORDAN – 2960Z FRAME SECTION

OR APPROVED EQUAL CASTINGS ARE ACCEPTABLE.

LEGEND:

CONCRETE, CLASS "C" (499)

COMPACTED SAND MANUFACTURED FROM STONE (703.02)

UNDISTURBED EARTH OR AGGREGATE BASE. REPLACEMENT OF UNSUITABLE MATERIAL PER 604.04 AND TO THE SATISFACTION OF THE ENGINEER.

NOTES:

MONUMENT BOX CASTING TO BE EJIW #29602 WITH SPECIAL ORDER LID. ANNULAR SPACE BETWEEN CASTING AND PAVEMENT TO BE FILLED WITH NON–SHRINK GROUT PER O.D.O.T. 705.20

INSTALLATION:
1. CORE BOTH OPENINGS IN PAVEMENT
2. REMOVE DEBRIS AND PREPARE CONCRETE FOR GROUT PER MANUFACTURE SPECIFICATIONS.
3. COAT PAVEMENT OPENING AND EXTERIOR OF CASTING WITH GROUT.
4. INSTALL CASTING AND FINISH FLUSH WITH PAVEMENT.

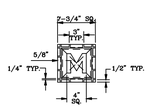
REV No.	DATE	BY	DESCRIPTION
2	9/12	DAH	General Revisions – Re-Issue
1	2/17/04	DAH	General Revisions – Re-Issue

CITY OF WESTLAKE, OHIO
DEPARTMENT OF ENGINEERING

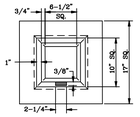
CITY STD. MONUMENT BOX

SCALE: AS NOTED
DATE: DRWN BY:

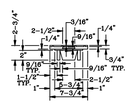
16/29



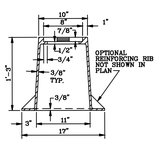
PLAN OF COVER



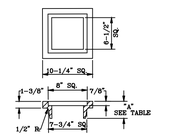
PLAN OF FRAME



SIDE VIEW OF COVER



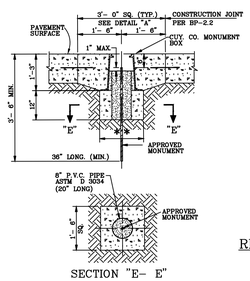
SECTION OF FRAME



ADJUSTING RING

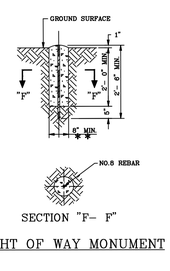
ADJUSTMENT HEIGHT	DIMENSION "A"	MINIMUM WEIGHT
1–1/2"	2–3/8"	20–LBS.
2–1/2"	3–3/8"	27–LBS.
3"	3–7/8"	30–LBS.
3–1/2"	4–3/8"	32–LBS.

MONUMENT BOX



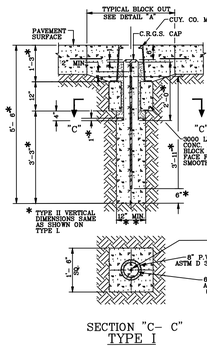
SECTION "E– E"

ROADWAY MONUMENT ASSEMBLY

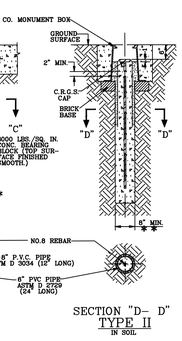


SECTION "F– F"

RIGHT OF WAY MONUMENT



SECTION "C– C"
TYPE I



SECTION "D– D"
TYPE II
IN SOIL

CLEVELAND REGIONAL GEODETIC SURVEY MONUMENT ASSEMBLY

NOTES

CASTINGS SHALL MINIMALLY MEET THE REQUIREMENTS OF 604.02–711.12, A.S.T.M. A 48, CLASS 35 GRAY IRON OR 711.13 DUCTILE IRON. THE ASSEMBLY SHALL BE ESSENTIALLY THE SAME AND EQUALLY AS STRONG AS THOSE HEREON.

MINIMUM WEIGHTS:
FRAME – 94 LBS.
GRATE – 41 LBS.
PROVIDED THEY COMPLY WITH THE SPECIFICATIONS, DETAILS, DIMENSIONS AND MINIMUM WEIGHTS,
NEENAH – NO.N1– C0007R4.
EAST JORDAN – NO.8365
OR APPROVED EQUAL CASTINGS ARE ACCEPTABLE.

BEARING AREAS SHALL BE FINISHED AS TO PROVIDE A FIRM AND EVEN SEAT. NO PROJECTION SHALL EXIST ON THE BEARING AREAS AND THE COVER SHALL SEAT IN ITS FRAME WITHOUT ROCKING.

PRIOR TO CONSTRUCTION OF PAVEMENT, THE FRAME SHALL BE SET TO GRADE IN SUCH A MANNER THAT WILL PREVENT ANY PAVEMENT MATERIAL FROM ENTERING THE CASTING.

MONUMENT CAPS WILL BE FURNISHED BY THE CLEVELAND REGIONAL GEODETIC SURVEY (C.R.G.S.) OFFICE CONTACT CUYAHOGA COUNTY ENGINEER'S SURVEY OFFICE TWO (2) WORKING DAYS BEFORE CONSTRUCTING.

ALL MONUMENTS ARE TO BE SET AND CAPPED UNDER THE DIRECTION OF A REGISTERED SURVEYOR. (REF. O.A.C. 4733–37–03)

1 MONUMENT ASSEMBLY BLOCK OUT (3/4" DOWEL RODS 2' O.C.)
2 MONUMENT BOX
3 TYPICAL LONGITUDINAL JOINT
4 451 CONC. PAVEMENTS, A.P.P.
5 1/4" x 1" GROOVE W/ JOINT FILLER

DETAIL "A"
TYPICAL BLOCK OUT IN RIGID PAVEMENT. (OMIT FOR FULL DEPTH FLEXIBLE PAVEMENT)

LEGEND

ITEM 499– CONCRETE, CLASS "C"

SAND, ITEM 703.02– COMPACTED AS REQUIRED

** UNDISTURBED BEARING AND/OR SUITABLY FIRM FOUNDATION PROVIDED IN ACCORDANCE WITH 604.04 AND TO THE SATISFACTION OF THE ENGINEER.

REV No.	DATE	BY	DESCRIPTION
1	8/12	DAH	General Revision – Re-Issue

CITY OF WESTLAKE, OHIO
DEPARTMENT OF ENGINEERING

MONUMENT BOX & ASSEMBLIES

SCALE: AS NOTED
DATE: DRWN BY:

17/29

2026 ASPHALT RESURFACING

STANDARD CONSTRUCTION DRAWINGS

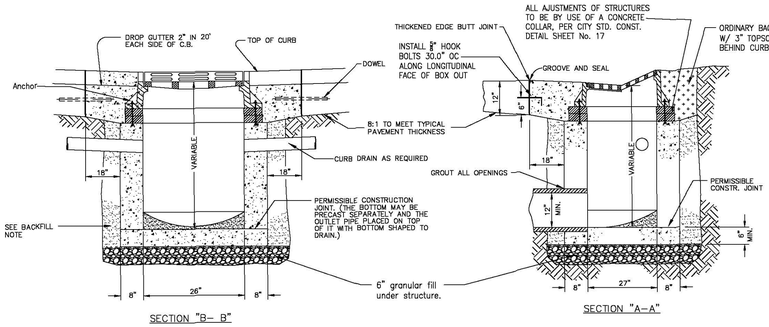
BY: CSH
CHK. BY: J.J.S
APR. BY:
DATE: JAN. 2026
SCALE: AS NOTED

CITY of WESTLAKE
ENGINEERING DEPT.
27700 HILLIARD BLVD.
WESTLAKE, OHIO 44145
PHONE: (440) 617-4145

REFERENCE DRAWINGS

NO.	DATE	DESCRIPTION OF R.E.V.I.S.I.O.N.S	BY

17
20



SECTION "B– B"

SECTION "A–A"

Note:

RESIDENTIAL PAVEMENT T = 7" (1"x 18" Long Dia. Dowel)

INDUSTRIAL PAVEMENT T = 9" (1¼"x 18" Long Dia. Dowel)

NOTES:

CASTINGS SHALL MINIMALLY MEET THE REQUIREMENTS OF 604–711.12, A.S.T.M. A 48, CLASS 36 GRAY IRON OR 711.13 DUCTILE IRON. AFTER ACCEPTANCE, EXPOSED PARTS OF CURB CASTING TO BE THOROUGHLY CLEANED AND GIVEN ONE COAT OF ASPHALT VARNISH OR COAL TAR PITCH PAINT AT THE SITE.

TOTAL MINIMUM ASSEMBLY WEIGHT = 600 LBS. 600 LBS.

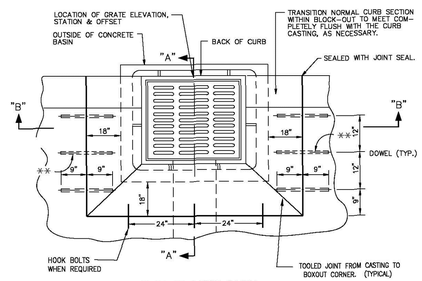
SUBJECT TO THE ABOVE, THE FOLLOWING OR APPROVED EQUAL CASTINGS ARE ACCEPTED:
NEENAH NO. R–3514–F
EAST JORDON No. 7390 WITH BICYCLE SAFE GRATE

BEARING AREAS FINISHED AS TO PROVIDE A FIRM AND EVEN SEAT FOR ALL PORTIONS OF THE GRATE IN THE FRAME. NO PROJECTIONS SHALL EXIST ON BEARING AREAS OF EITHER CASTINGS AND THE GRATE SHALL SEAT IN ITS FRAME WITHOUT ROCKING. EACH FRAME AND GRATE SHALL BE FITTED, MATCHED AND MARKED BEFORE DELIVERY TO THE PROJECT.

DOWELS FOUR (4) 1"X18" DOWELS ARE REQUIRED FOR CONCRETE PAVEMENT OR GUTTER BLOCKOUT.

PRECAST CONSTRUCTION IS PERMITTED, (EXCEPT FOR THE BLOCK–OUT PAVEMENT) AND CONCRETE SHALL MEET THE REQUIREMENTS OF 706.13 WITH SIX PLUS OR MINUS TWO PERCENT (6±2%) AIR VOID CONTENT IN THE HARDENED CONCRETE. PRECAST WALLS SHALL HAVE A MINIMUM THICKNESS OF 6" AND REINFORCING SHALL BE SUFFICIENT TO PERMIT SHIPPING AND REPLACEMENT WITHOUT DAMAGE.

BLOCKOUT WHERE ONE SIDE OF THE BLOCKOUT IS LOCATED AT A TRANSVERSE PAVEMENT JOINT THE TRANSVERSE PAVEMENT JOINT SHALL BE THICKENED AND CONTINUED IN KIND WITHIN THE LIMITS OF THE BLOCKOUT, EXCEPT AS DESCRIBED ABOVE.
BLOCKOUTS SHALL BE LOCATED NO CLOSER THAN FIVE (5) FEET FROM A TRANSVERSE PAVEMENT JOINT.
WHERE THE SPECIFIED CATCH BASIN WORK REQUIRES THE CONSTRUCTION/RECONSTRUCTION OF BLOCKOUTS IN EXISTING PAVEMENT, THE BLOCKOUTS SHALL CONFORM, AS CLOSELY AS POSSIBLE, TO THE DETAILS SHOWN HEREON EXCEPT THAT THE DOWELS SHALL BE PLACED/REPLACED IN ACCORDANCE WITH THE "SECTION–TYPE X" JOINT, PER O.D.O.T. CONSTRUCTION DRAWING BP–2.5C. ("SECTION–TYPE Y" JOINT WHERE BLOCKOUT JOINT IS AT A EXISTING CONTRACTION OR HINGE JOINT LOCATION.)
A CLASS "C" CONCRETE APRON, THE SIZE OF THE 2.0' GUTTER BLOCKOUT, SHALL BE CAST IN PLACE IN FLEXIBLE PAVEMENT AND NO DOWELS ARE REQUIRED.



PLAN OF CATCH BASIN AND PAVEMENT JOINTS

** DOWEL LOCATION FOR CURB AND GUTTER

PRECAST CATCH BASIN
A PRECAST CONCRETE CHAMBER MAY BE USED. THE WALL THICKNESS SHALL BE A MINIMUM OF 6". REINFORCING STEEL SHALL BE USED IN ALL CASES. No.3 BARS SHALL BE USED WHERE THE WALL HEIGHT FROM THE TOP OF THE WALL TO BOTTOM OF SLAB IS 3.0' OR LESS AND No.4 BARS SHALL BE USED WHEN THE WALL HEIGHT EXCEEDS 3.0'. SHOP DRAWINGS SHALL BE REQUIRED IF PRECAST CONCRETE STRUCTURE IS USED.

NOTES:

BACKFILL FOR ALL STRUCTURES WITHIN THE LIMITS OF THE PAVEMENT SHALL BE LOW STRENGTH MORTAR BACKFILL, TYPE 2 PER CURRENT O.D.O.T. CONSTRUCTION AND MATERIAL SPECIFICATIONS, EXCEPT AS MODIFIED HEREIN.

THE USE OF FOUNDRY SAND IS STRICTLY PROHIBITED.

THE CONTRACTOR IS REQUIRED TO SUBMIT A MIX DESIGN, FOR CITY APPROVAL, A MINIMUM OF 48 HOURS PRIOR TO THE INSTALLATION OF THE BACKFILL.

CURB DRAINS INSTALLED SHALL BE STUBBED OUT 1' PAST THE LIMITS OF EXCAVATION WITH SOLID PIPE.

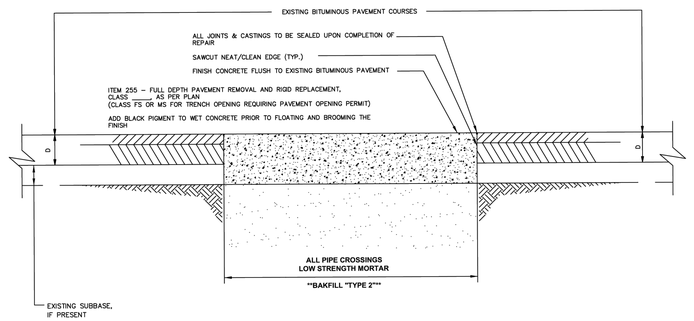
6	2/1/20	CSH	Casting Anchors– Re–Issue
5	1/18/19	MAC	General Revisions (Re–Issue)
4	9/13	DAH	Adjust to Grade Revision (Re–Issue)
3	6/13	DAH	Removed Expansion & Caps (Re–Issue)
2	8/12	DAH	General Revisions (Re–Issue)
1	2/28/04	DAH	General Revisions (Re–Issue)
REV No.	DATE	BY	DESCRIPTION

CITY OF WESTLAKE, OHIO
DEPARTMENT OF ENGINEERING

CATCH BASIN
MOUNTABLE CURB

SCALE: AS NOTED
DATE: DRWN BY:
15

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NOTES:

** 1) TRENCH BACKFILL MATERIAL SHALL BE ITEM SPECIAL – LOW STRENGTH MORTAR BACKFILL MATERIAL, 100 lb. TYPE 2 AS DIRECTED BY THE CITY ENGINEER. THE SPECIFICATION FOR THIS IS AS CONTAINED IN THE O.D.O.T. CONSTRUCTION & MATERIAL SPECIFICATIONS, LATEST EDITION, ITME 613, MODIFIED HEREIN.

2) TRAFFIC SHALL BE MAINTAINED IN A SAFE AND SATISFACTORY MANNER CONFORMING TO THE REQUIREMENTS OF ITEM 614–MAINTAINING TRAFFIC AND THE GENERAL PROVISIONS OF THE O.D.O.T. CONSTRUCTION AND MATERIAL SPECIFICATIONS, AND IN COMPLIANCE WITH THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (O.M.U.T.C.D.). FOR TRENCH OPENINGS REQUIRING PAVEMENT AND/OR BERM OPENING PERMIT(S), THE APPLICANT SHALL FURNISH A MAINTENANCE OF TRAFFIC AND / OR, IF REQUIRED, A DETOUR PLAN TO THE CITY ENGINEER'S OFFICE FOR REVIEW AND APPROVAL 48 HOURS PRIOR TO WORK STARTING.

3) AGGREGATE OR PAVED SHOULDER AREAS AND NON–PAVED BERM OR TREE LAWN AREAS WITHIN THE RIGHT–OF–WAY SHALL BE RESTORED OR REPLACED IN ACCORDANCE WITH THE PLANS OR AS DIRECTED TO MINIMALLY MATCH THEIR PREVIOUSLY UNDISTURBED CONDITIONS.

4) WHEN THE USE OF STEEL PLATES IS NECESSARY THE CONTRACTOR WILL BE RESPONSIBLE FOR THE FOLLOWING:

APRIL 16 TO NOVEMBER 14 – STEEL PLATES ARE TO BE INSTALLED ON THE SURFACE OF THE EXISTING PAVEMENT, PINNED IN PLACE AND RAMPED WITH THE APPROPRIATE TEMPORARY ASPHALT.

NOVEMBER 15 TO APRIL 15 – STEEL PLATES ARE TO BE RECESSED TO PROVIDE A SMOOTH TRANSITION BETWEEN EXISTING PAVEMENT AND THE STEEL PLATE, TEMPORARY ASPHALT TO BE USED IF REQUIRED.

* The use of Foundry Sand is strictly prohibited. *

The contractor is required to submit a mix design, for City Approval, a minimum of 48 hours prior to the installation of the backfill.

RESTORATION:

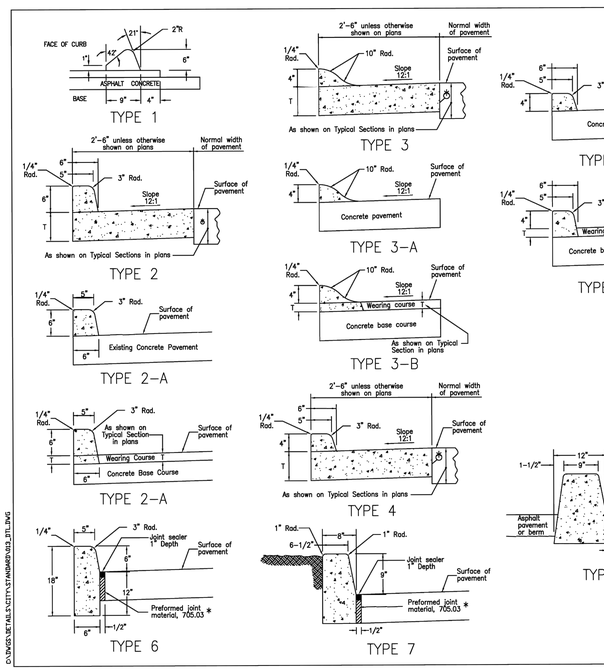
ALL PAVEMENT RESTORATION SHALL BE COMPLETED WITHIN 48 HOURS OF THE WORK PERFORMED, OR AS DIRECTED BY THE DIRECTOR OF ENGINEERING.

4	1/18/19	MAC	Modified Detail (Re–Issued)
3	1/13	DAH	Hot AC Applied (Re–Issued)
2	8/12	DAH	General Revisions (Re–Issued)
1	2/28/04	DAH	General Revisions (Re–Issued)
REV No.	DATE	BY	DESCRIPTION

CITY OF WESTLAKE, OHIO
DEPARTMENT OF ENGINEERING

FLEXIBLE PAVEMENT
REPAIR DETAIL

SCALE: AS NOTED
DATE: DRWN BY:
13



NOTES

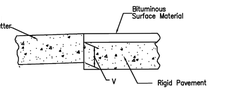
GENERAL: This drawing shows alternate types of curb that may be used on various types of pavement. Typical section of project shows the type to be used, also the thickness of the edge of the pavement or the edge of the curb and gutter section.

JOINTS: One inch expansion joint shall extend up to the top of the curb and shall be constructed in the curb and gutter section in such a manner that the joint seal will extend the full width of the gutter and into the curb face a sufficient distance to seal the joint to an elevation of at least 2" above the flow line of the gutter. Dowel bars shall be used in the curb and gutter section at expansion joints which are identical with the joints in the pavement.
All joints shall be constructed perpendicular to the edge of the curb and to the surface of the pavement.
Transverse expansion joint material shall meet the requirements of Item 705.03.

GUTTER PLATE THICKNESS: Thickness of the gutter plate "T" shall be 9" unless otherwise shown on the plans.
TOLERANCES in the dimensions are as follows:
Curbs: –1/32" to +1/4", Gutters 0 to +1/2".

* Expansion joint material and joint sealer is not required for that portion of the curb which is adjacent to a flexible type pavement. Both materials are required as detailed for the full height of rigid pavement and concrete bases.

Ö Butt joints shall be provided between combined curb–and–gutter and new or existing rigid pavements, with tie bars or hook bolts provided at intervals of 5 feet. See O.D.O.T. Std. BP–2.1 for details of tie bars and hook bolts.
If the combined curb–and–gutter adjoins a new rigid base or an existing rigid base or pavement that is to be surfaced with bituminous material, a butt joint shall also be provided. However, tie bars or hook bolts shall be omitted when the vertical overlap ("V " in detail below) between the curb–and–gutter and rigid pavement is less than 7 inches.



5	2/1/20	CSH	General Revision– Re–Issue
REV No.	DATE	BY	DESCRIPTION

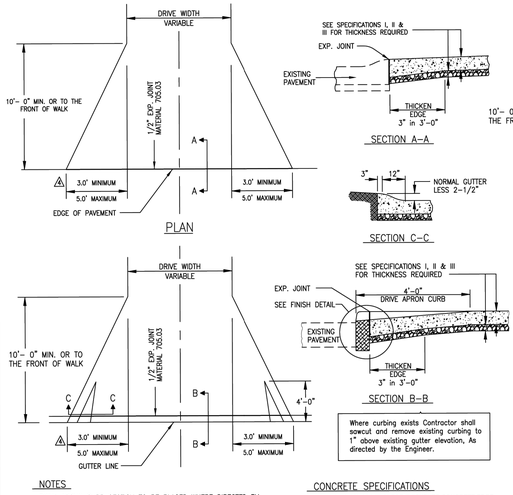
CITY OF WESTLAKE, OHIO
DEPARTMENT OF ENGINEERING

CONCRETE CURBS &
CURB & GUTTER

SCALE: AS NOTED
DATE: DRWN BY:
17

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CONCRETE APRON



Where curbing exists Contractor shall sawcut and remove existing curbing to 1" above existing gutter elevation, As directed by the Engineer.

NOTES

DRIVE APRON CURB SECTION TO BE PLACED WHERE DIRECTED BY THE ENGINEER.

FORM DRIVE APRON, SECTION "C–C" BEHIND CURB LINE AND TAPER OUT UNIFORMLY TO NO CURB 4'–0" BEHIND GUTTER LINE AS SHOWN.

WHERE DRIVE ABUTS NEW OR EXISTING CONCRETE SIDEWALK 1/2" EXPANSION JOINT MATERIAL 705.03 SHALL BE PROVIDED.

THICKENED EDGE REQUIRED FOR ALL CONCRETE APRONS.

CONCRETE = CLASS "C" WITH 6"x 6"– #10–#10 GAUGE WIRE MESH. FIBER REINFORCEMENT MAY BE USED IN LIEU OF WIRE MESH IF APPROVED BY THE DIRECTOR OF ENGINEERING.

CONCRETE SPECIFICATIONS

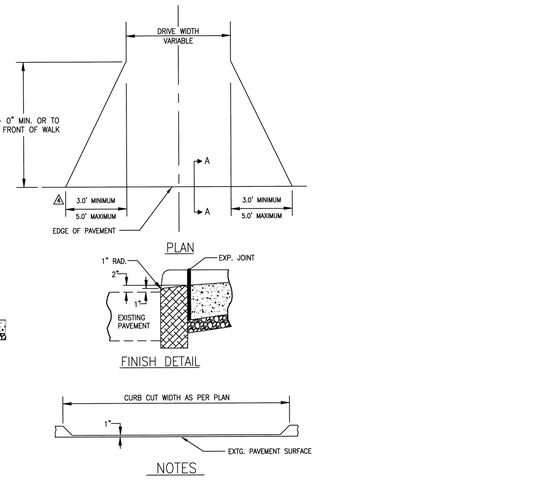
SEE SECTION "A-A" & "B-B" FOR THICKENED CONCRETE EDGE.

I RESIDENTIAL
6" REINFORCED PORTLAND CEMENT CONCRETE WITH 2" SCREENINGS OR AS SPECIFIED INSULATION COURSE.

II COMMERCIAL
7" REINFORCED PORTLAND CEMENT CONCRETE WITH 3" SCREENINGS OR AS SPECIFIED INSULATION COURSE.

III INDUSTRIAL
8" REINFORCED PORTLAND CEMENT CONCRETE WITH 3" SCREENINGS OR AS SPECIFIED INSULATION COURSE.

ASPHALT & AGGREGATE APRONS



NOTES

GUTTERS & SIDEWALK JOINTS (IF PERTINENT) SHALL BE SEALED WITH ASPHALT CEMENT AS DIRECTED BY THE ENGINEER. THE MATERIAL SHALL BE APPLIED AT A UNIFORM WIDTH OF APPROXIMATELY FOUR INCHES (4") AND AT A RATE SUFFICIENT TO FILL ANY EXISTING JOINTS.

ALL BASE MATERIAL TO BE COMPACTED BY USE OF MECHANICAL TAMPER OR OTHER APPROVED COMPACTOR IN LAYERS NOT TO EXCEED THREE INCHES (3").

THE MAXIMUM COMPACTED DEPTH OF ANY ONE LAYER OF ASPHALT CONCRETE SHALL NOT EXCEED THREE INCHES (3").

FOR MATERIAL & CONSTRUCTION SPECIFICATIONS REFER TO STATE OF OHIO DEPARTMENT OF TRANSPORTATION SPECIFICATIONS SECTION 400 FLEXIBLE PAVEMENT.

4	1/22/19	MAC	Drive Apron (Re–Issue)
3	1/13	DAH	Finish Detail (Re–Issued)
2	8/12	DAH	General Revisions (Re–Issued)
1	6/9/04	DAH	General Revisions (Re–Issued)
REV No.	DATE	BY	DESCRIPTION

CITY OF WESTLAKE, OHIO
DEPARTMENT OF ENGINEERING

DRIVE APRON DETAILS

SCALE: AS NOTED
DATE: DRWN BY:
23

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2026 ASPHALT RESURFACING

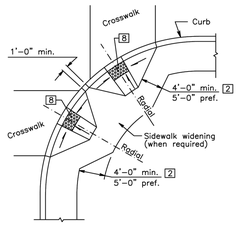
STANDARD CONSTRUCTION DRAWINGS

DR. BY: CSH
CHK. BY:
APR. BY: J.J.S
DATE: JAN. 2026
SCALE: AS NOTED

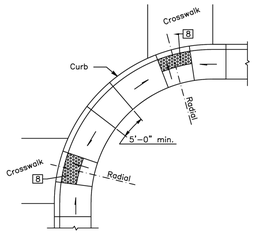
CITY of WESTLAKE
ENGINEERING DEPT.
27700 HILLIARD BLVD.
WESTLAKE, OHIO 44145
PHONE: (440) 617-4145

NO.	DATE	DESCRIPTION	BY
		REVISIONS	REFERENCE DRAWINGS

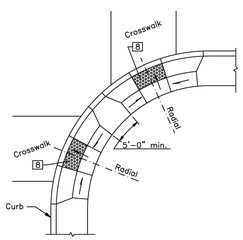
18
20



DESIGN A
PERPENDICULAR RAMP



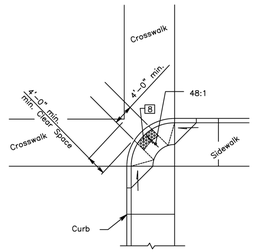
DESIGN B
PARALLEL RAMP



DESIGN C
COMBINATION RAMP

CORNER CURB RAMP DESIGNS

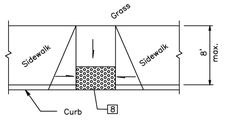
(See Curb Ramp Details on Sht. 1/3
for additional requirements.)



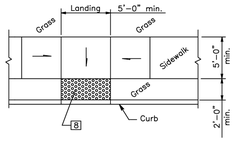
DESIGN D
DIAGONAL RAMP

Use in existing walks only and when site constraints prohibit other designs. The diagonal ramp may be perpendcular, parallel or combination.

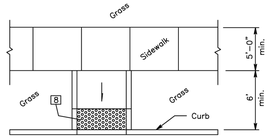
Avoid using where curb radii are less than 20'-0".



DESIGN E
PERPENDICULAR RAMP



DESIGN F
PARALLEL RAMP



DESIGN G
PERPENDICULAR RAMPS
w/o FLARES

MID BLOCK CURB RAMP DESIGNS

(See Curb Ramp Details on Sht. 1/3
for additional requirements.)

REV No.	DATE	BY	DESCRIPTION
2	9/12	DAH	General Revision – Re-Issue
1	1/10/04	DAH	General Revision – Re-Issue

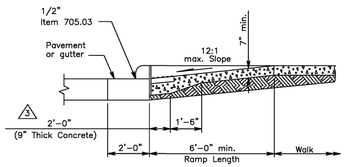
CITY OF WESTLAKE, OHIO
DEPARTMENT OF ENGINEERING

CURB RAMPS

SCALE: NTS
DATE: 1/10/04 DRWN BY:

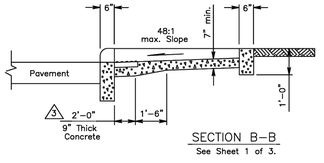
21

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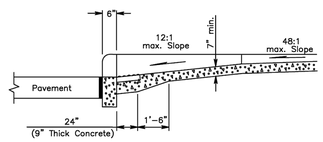
SECTION A–A
NORMAL DETAIL

See Sheet 1 of 3.
(Gutter shown)



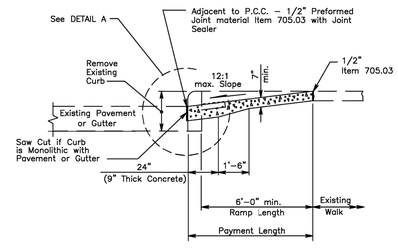
SECTION B–B

See Sheet 1 of 3.



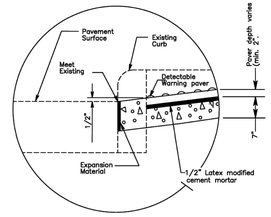
SECTION C–C

See Sheet 1 of 3.



SECTION A–A
EXISTING WALK DETAIL

See Sheet 1 of 3.



DETAIL A

NOTES

SURFACE TEXTURE: Texture of concrete surfaces shall be obtained by coarse brooming transverse to the ramp slopes and shall be rougher than adjacent walk.

TRUNCATED DOMES: Install detectable warnings (truncated domes) for a distance of 24" from the back of the curb for the entire width of the ramp opening as shown on details on Sheet 1.

Pavers will meet ASTM C 902 Class SX, Type 1, or C 936, or C 1272 Type R.

Acceptable manufacturers and products are:
1) Whitacre–Greer Fireproofing Company
1400 S. Mahoning Ave., Alliance, OH 44601, (800) WG PAVER
ADA Paver 4"x8"x2–1/4", Clear Red (Rustic) # 30
2) Hanover Architectural Products
240 Bender Rd., Hanover, PA 17331 (717) 637–0500
Detectable Warning Paver 12"x12"x12", or 24"x24"x2".
Red or Quarry Red.
3) Endicott Clay Products,
PO Bx 17, Fairbury, NE 68352, (402) 729–5804
Handicap Detectable Warning Paver,
4"x8"x2–1/4", Red Blend.

Pavers will be laid on top of a unreinforced concrete base. Setting bed and joints to be mortared in accordance with manufacturer's instruction, or with a maximum 1/2" thick bed of latex modified cement mortar. Mortar joints to a width not greater than 5/32" and not less than 1/16". Pavers shall not be directly touching each other unless they have spacing bars.

Mortared joints are to be flush with top surface and struck so as to give a smooth surface. Pavers shall be laid such that joints are level with adjoining joints so as to provide a smooth transition from brick to brick and brick to concrete surface.

The surface of any two adjacent units should not differ by more than 1/8" in height. Bricks shall be placed in a running bond pattern. Face of all brick shall be clean of cement and protected so as to avoid chipping during construction.

EXPANSION JOINTS: shall be provided in the curb ramp as extensions of walk joints and consistent with Item 608.03 requirements for a new concrete walk. A 1/2" Item 705.03 expansion joint filler shall be provided around the edge of ramps built in existing concrete walk. Lines shown on this drawing indicate the ramp edge and slope changes and are not necessarily joint lines.

REV No.	DATE	BY	DESCRIPTION
3	1/22/19	MAC	Thickened Edge (Re–Issue)
2	9/12	DAH	General Revision (Re–Issue)
1	1/10/04	DAH	General Revision (Re–Issue)

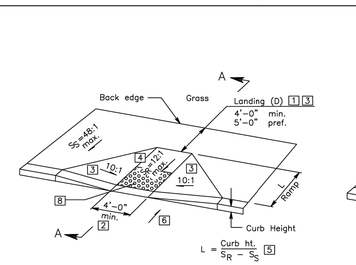
CITY OF WESTLAKE, OHIO
DEPARTMENT OF ENGINEERING

CURB RAMPS CROSS
SECTION DETAIL

SCALE: NTS
DATE: 1/10/04 DRWN BY:

20

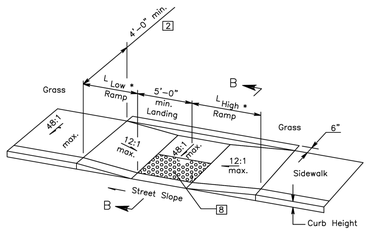
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$$L = \frac{\text{Curb ht.}}{S_R - S_S}\ [5]$$

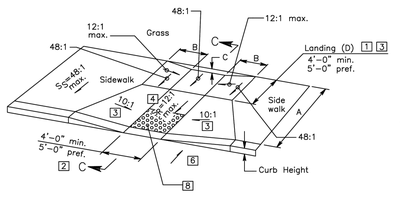
See Sht. 3/3 for SECTION A–A

PERPENDICULAR CURB RAMP DETAIL



See Sht. 3/3 for SECTION B–B

PARALLEL CURB RAMP DETAIL
(DOUBLE)

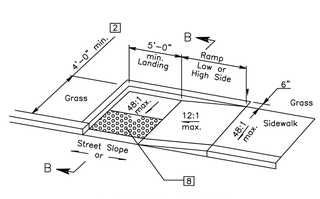


See Sht. 3/3 for SECTION C–C

COMBINED CURB RAMP DETAIL

B = C / 0.083

C = [Curb ht. + A(S_C)] – [(A–D)S_R + D(0.02)]



See Sht. 3/3 for SECTION B–B

PARALLEL CURB RAMP DETAIL
(SINGLE)

LEGEND

1. May be reduced to 3'–0" in existing sidewalks if the landing is unconstrained along the back edge.
2. May be reduced to 3'–4" in existing sidewalks to better fit the walk configuration or where site conditions are restricted by narrow walks, pole foundations, drainage inlets, etc. The width may be tapered.
3. Where landing width (D) has been reduced to 3'–0" the flared sides shall have a maximum slope of 12:1.

   Flared sides are not required where the edges of a curb ramp are protected by landscaping or other barriers to travel by wheel chair users or pedestrians across the edge of the curb ramp. However, if the flared sides are used in these areas, they may be of any slope.
4. The slope of the ramp toward the curb is preferred to be 12:1 or flatter related to the horizontal, but the maximum slope shall be 12:1 relative to the existing or proposed walk slope.

   In existing sidewalks, where the maximum ramp slope (SR) is not feasible, it may be reduced as follows:

   A) 10:1 for a max. rise of 6".
   B) 8:1 for a max. rise of 3".
   C) 6:1 over a max. run of 2'–0" for historic areas where a flatter slope is not feasible.
5. The minimum length of a perpendicular ramp is 6' from the back of a 6" curb and may be increased where feasible to obtain a flatter ramp slope or to better blend with the walk configuration.
6. Gutter counter slopes at the foot of perpendicular curb ramps should not exceed 20:1 over a distance of 2'–0" from the curb.
7. Dimensions derived by equation are nominal. Construct ramps to meet required slopes and existing conditions.
8. Detectable Warnings (truncated domes) are to be installed in the location shown. Dimensions for location of the domes are 24" from the back of the curb by the width of the ramp.

Street Slope	Ramp Length @ 1"/ft	
	$L_{LOW\ SIDE}$ *	$L_{HIGH\ SIDE}$ *
0.01	5'–5"	6'–10"
0.02	4'–10"	7'–11"
0.03	4'–5"	9'–5"
0.04	4'–1"	11'–8"
0.05	3'–9"	15'–2"

* Measured along the back of a 6" high curb.

$$L_{HIGH} = \frac{\text{Curb ht.}}{0.083 - \text{Street Slope}}\ [7]$$

$$L_{LOW} = \frac{\text{Curb ht.}}{0.083 + \text{Street Slope}}\ [7]$$

REV No.	DATE	BY	DESCRIPTION
2	9/12	DAH	General Revisions – Re–Issue
1	1/10/04	DAH	General Revisions – Re–Issue

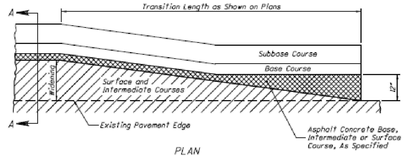
CITY OF WESTLAKE, OHIO
DEPARTMENT OF ENGINEERING

CURB RAMPS

SCALE: NTS
DATE: 1/10/04 DRWN BY:

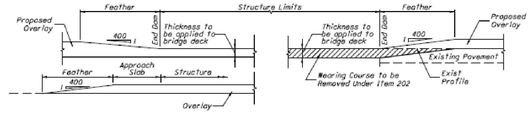
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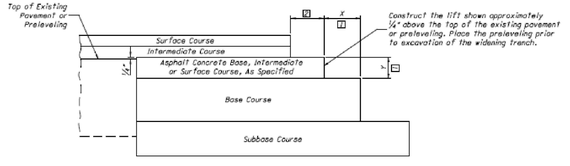
PLAN

MERGING EDGE OF PAVEMENT WIDENING
WITH EDGE OF EXISTING PAVEMENT



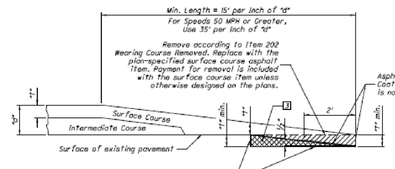
Details assume non-settled approach slabs. Smoothing of the profile for Settlement is required per plan grades or as directed by the Engineer.

FEATHERING AT STRUCTURES

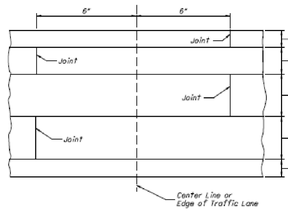


SECTION A–A

COURSE DETAIL FOR WIDENING



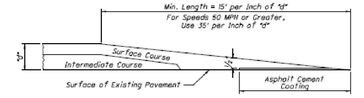
BUTT JOINT TYPE



Lapping Longitudinal Joints

LEGEND

1. The extended width (X) of a base or subbase lift shall be equal to the depth (Y) of the overlaying lift or 6", whichever is greater, or as shown on the plans.
2. The extended width shall be equal to the combined thickness of the surface and intermediate courses, or 4", whichever is greater.
3. Permissible removal and replacement



TAPER EDGE TYPE

NOTE: Butt joint is required unless the taper edge is specified in the plans or approved by the engineer.

PLACING FEATHERED AREAS

Values for "Y" and "d" are obtained from the plan.

NO.	DATE	DESCRIPTION	BY
		REVISIONS	

REFERENCE DRAWINGS

OFFICE OF CITY ENGINEER

CSH
D. Miller

07–16–2014
DATE

STATE OF OHIO, DEPARTMENT OF TRANSPORTATION
STANDARD DRAWING: CONSTRUCTION DRAWING:

ASPHALT PAVING

THIS DRAWING REPLACES BP–1.1 DATED 04–00–0002.

SCD NUMBER
BP-3.1

1 / 2

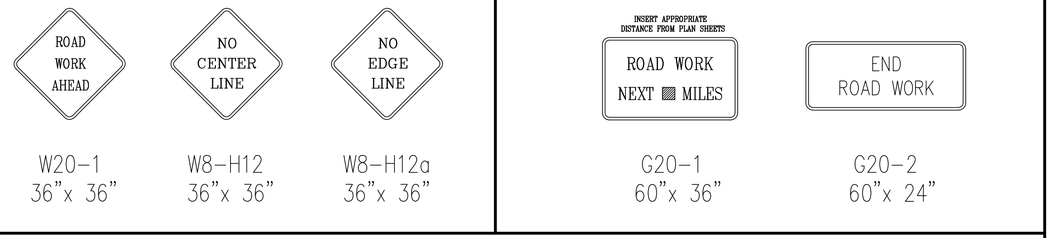
STANDARD CONSTRUCTION DRAWINGS

CSH
DR. BY
CHK. BY
APR. BY
DATE JAN. 2026
SCALE AS NOTED

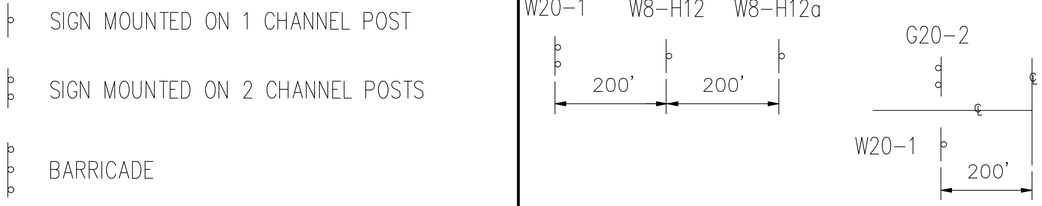
CITY of WESTLAKE
ENGINEERING DEPT.

27700 HILLIARD BLVD.
WESTLAKE, OHIO 44145
PHONE: (440) 617-4145

MAINTENANCE OF TRAFFIC



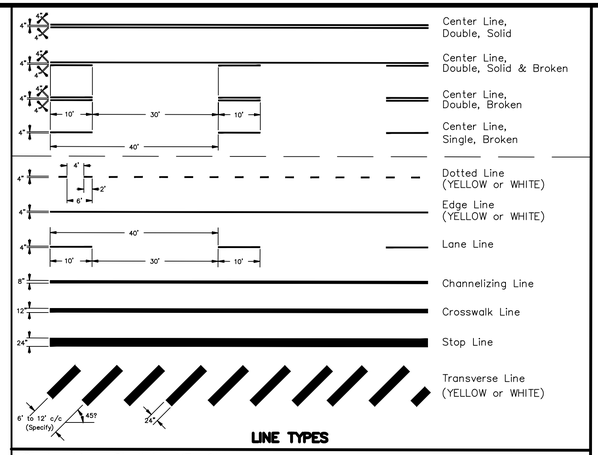
SIGN CODES, LEGENDS & SIZES



LEGEND

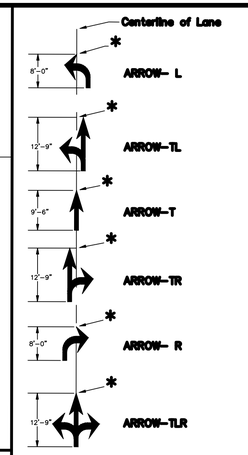
TYPICAL SIGN SPACING

DRAWING NUMBER 28/29

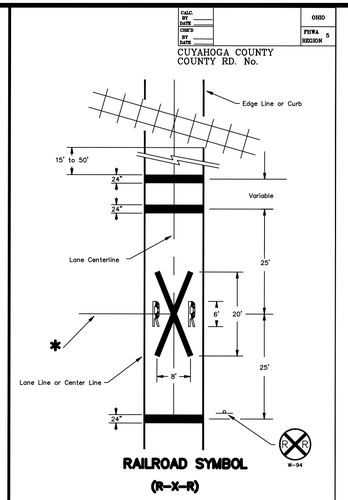


LINE TYPES

Center Lines Shall be YELLOW.
Edge, Dotted, and Transverse Lines and Island Marking may be YELLOW or WHITE.
All other pavement Markings Shall be WHITE.

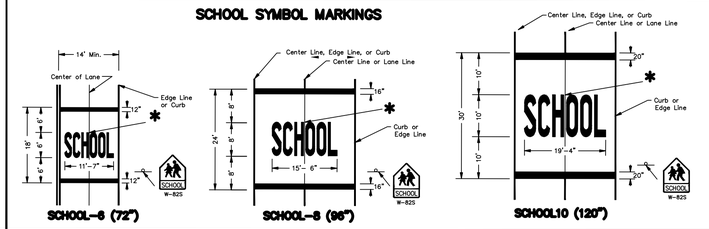


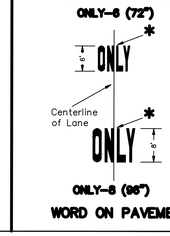
LANE ARROWS



RAILROAD SYMBOL (R-X-R)

SCHOOL SYMBOL MARKINGS





WORD ON PAVEMENT

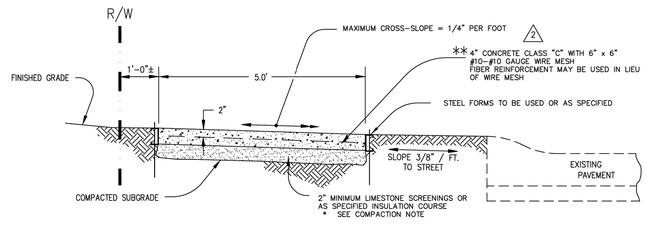
* = STATION REFERENCE POINT

CUYAHOGA COUNTY ENGINEER

PAVEMENT MARKING DETAILS

DATE 3-9-92

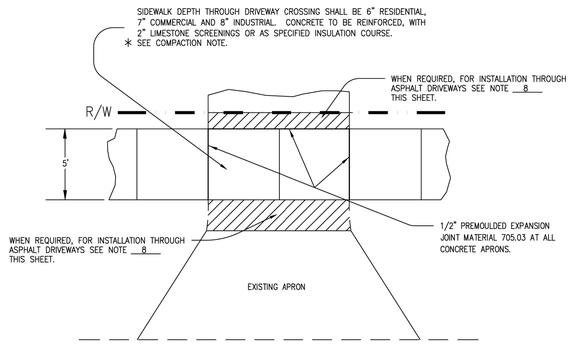
DRAWING NUMBER 26/29



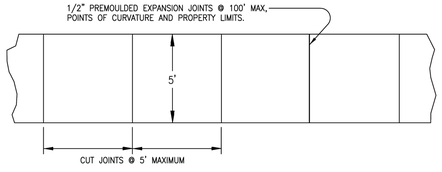
CROSS SECTION

GENERAL NOTES:

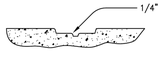
1) ELEVATION AND LOCATION OF SIDEWALKS TO BE DETERMINED, APPROVED, AND STAKED BY THE CITY OF WESTLAKE ENGINEERING DEPARTMENT.
2) ALL BACKFILL, GRADING, ALONG WITH SEEDING SHALL BE INCLUDED WITH ANY SIDEWALK CONSTRUCTION.
2 3) USE EJ CLEANOUT/ BOX FRAME 2960Z ALONG WITH CLEANOUT/ BOX COVER 2960ALOCATED IN DRIVES/APRONS OR SIDEWALKS AND ADJUST TO FINISH CONCRETE GRADE
4) ALL PROVATE UTILITY VALVE BOXES IN THE WALK AREA SHALL BE ADJUSTED TO THE TOP OF WALK AS REQUIRED BY THE UTILITY COMPANY.
2 5) FINE BROOM FINISH AND RETRACE ALL JOINTS IN THE CITY SIDEWALK.
6) WHITE CURE AND SEALING REQUIRED FOR ALL WALKS AND CURB RAMPS.
7) SEE CITY STANDARD DRAWING No.24 FOR DRIVEWAY SPECIFICATIONS.
8) FOR SIDEWALK INSTALLATION THROUGH EXISTING ASPHALT APRONS, THE AMOUNT OF ASPHALT REMOVED AND REPAIR WILL BE DETERMINED BY THE CITY OF WESTLAKE INSPECTOR. ALL EDGES OF REMOVAL SHALL BE FULL DEPTH SAWCUT TO PROVIDE A CLEAN NEAT EDGE.
9) SIDEWALK CROSSING ASPHALT DRIVEWAYS TO HAVE ALL JOINTS SEALED WITH HOT ASPHALT CEMENT AS DIRECTED BY THE ENGINEERING REPRESENTATIVE.
10) * ALL BASE MATERIAL TO BE COMPACTED BY USE OF MECHANICAL TAMPER OR OTHER APPROVED COMPACTORS.
11) ALL JOINTS ARE TO BE TOOLED AND RETRACED.
12) ** FIBER REINFORCEMENT MAY BE USED IN LIEU OF WIRE MESH. FIBER SPECIFICATIONS AVAILABLE THRU THE ENGINEERING DEPARTMENT.



DRIVEWAY APRON DETAIL



PLAN VIEW



CUT JOINT

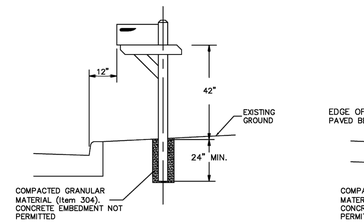
REV No.	DATE	BY	DESCRIPTION
2	1/22/19	MAC	GENERAL NOTES (RE-ISSUED)
1	9/12	DAH	GENERAL REVISIONS (RE-ISSUED)

CITY OF WESTLAKE, OHIO
DEPARTMENT OF ENGINEERING

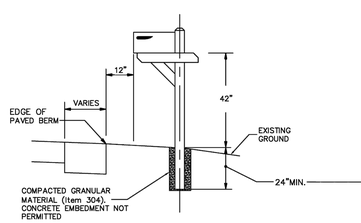
SIDEWALK INSTALLATION DETAIL

SCALE: AS NOTED
DATE: DRWN BY:

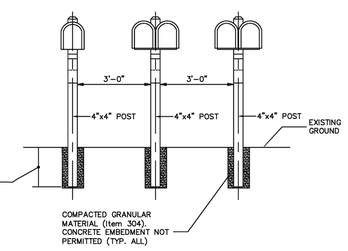
24



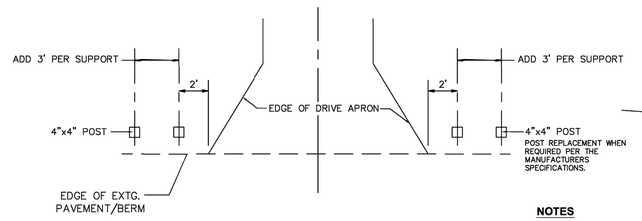
MAILBOX INSTALLATION DETAILS CURBED PAVEMENT



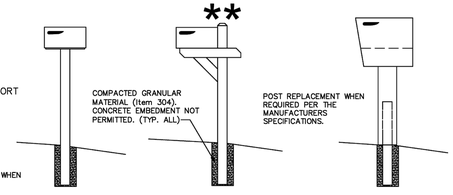
MAILBOX INSTALLATION DETAILS PAVED SHOULDERS



GROUP MAILBOX INSTALLATION



MAILBOX INSTALLATION DETAILS DRIVEWAY LOCATIONS



ACCEPTED MAILBOXES AND POSTS

NOTES

1) ALL MAILBOX REPLACEMENT TO BE COORDINATED WITH THE HOMEOWNER.

** 2) SUGGESTED MAILBOX REPLACEMENT. SEE DETAIL SHEET 34 FOR CONSTRUCTION AND MATERIAL REQUIREMENTS

3) SPECIALTY DESIGN MAILBOXES ARE TO BE REPLACED IN KIND AND COORDINATED WITH THE HOMEOWNERS APPROVAL OF THE COMPLETED PRODUCT. CONTRACTOR IS RESPONSIBLE FOR DAMAGES TO EXISTING MAILBOX.

REV No.	DATE	BY	DESCRIPTION

STANDARD CONSTRUCTION DETAIL

MAILBOX DETAILS

SCALE: NTS
DATE: 02/02/08 DRWN BY:

34

2026 ASPHALT RESURFACING

STANDARD CONSTRUCTION DRAWINGS

DR. BY: CSH
CHK. BY:
APR. BY: J.J.S
DATE: JAN. 2026
SCALE: AS NOTED

CITY of WESTLAKE
ENGINEERING DEPT.
27700 HILLIARD BLVD.
WESTLAKE, OHIO 44145
PHONE: (440) 617-4145

NO.	DATE	DESCRIPTION	BY
		R.E.V.I.S.I.O.N.S	

REFERENCE DRAWINGS

20
20