

# RECORD OF PROCEEDINGS CONCORD TOWNSHIP BOARD OF TRUSTEES

Minutes of

Meeting

DAYTON LEGAL BLANK, INC., FORM NO. 10148

Held

October 22, 2014

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## Call To Order

The Concord Township Board of Trustees met in special session on Wednesday, October 22, 2014 at the Concord Township Administrative Building. Chairman Karen Koch called the meeting to order at 7:00 p.m. The roll was called, and present were Trustees Karen Koch, Joe Garrett, and Bart Johnson. Public present were recorded on the attached sign-in sheet.

## Swearing In

The swearing in of meeting attendees was performed by professional reporter, Sylvia McElwain.

## Purpose

Ms. Koch announced the purpose of the meeting was for the continuation of the recessed hearing held on October 1, 2014, for the Trustees to consider the Zoning application #ZC012014, known as Clarkshaw Moors, to allow the applicant additional time to discuss traffic issues relating to the proposed subdivision. The application was filed by Metro Development LLC of 470 Olde Worthington Road, Westerville, Ohio 43082.

The Trustees will either approve, or deny, or approve with modification, the recommendation of the Concord Township Zoning Board to rezone parcel#41933002006000, referred to as Clarkshaw Moors, from Farm Residential (FR-1) to Planned Residential District (PRD). The property is located on Clark Shaw Road, and is owned by Homewood Corporation, 470 Olde Worthington Road, Westerville, Ohio 43082.

## Testimony

Ms. Koch then opened the meeting to testimony by the applicant, Joe Thomas of Metro Development, Todd Faris of Faris Planning and Design, 243 North Fifth Street, Columbus, Ohio 43215, Tom Warner, and Todd Stanhope.

Mr. Todd Faris explained the previous hearing was a question and answer format, but there were still questions about road issues. Revisions were also made to the phasing plan. He introduced Mr. Todd Stanhope of Smart Services, 1900 Crown Park Court, Columbus, Ohio 43235, to discuss traffic research.

Mr. Stanhope reported he had additional background for the traffic study that was conducted for the development (see attached handout).

- Classification of roads and trip generation averages for single family homes was supported.
- Projected volumes of background traffic in 2026 are shown on page 2 of handout.
- From the development site, projections are 70% of traffic will go east toward the Sawmill Parkway extension, and 30% of traffic will go west toward South Section Line Road (into Concord Township).
- Increases for wait time/delays were discussed (handout, page 3).
- Based on Trustee Johnson's example of waiting on Clark Shaw Road to turn left onto Section Line Road, the research shows this development has minimal effect on traffic.
- Based on traffic levels A through F, the traffic discussed would be Level B. Level A requires less than ten second delay.

Trustee Garrett asked if there was approval from the Delaware County Engineer of the traffic volumes estimated on page 2 (508 daily trips of two-way traffic on Clark Shaw now, plus 2,196 additional trips on Clark Shaw by 2026, totaling 2,704 trips total, split into east and west directions).

Trustee Johnson verified the summary report was from the initial traffic study conducted. He also asked Mr. Stanhope for experience of a road with similar traffic load, or an example of one to see what it feels like. None given. Mr. Stanhope noted Clark Shaw is a collector road, and the County's daily traffic projections for year 2030 showed 661 cars, and Hyatts

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Road at 7,834. Mr. Thomas of Metro Development suggested Peachblow Road between Piatt and Old State may be a similar traffic level.

## Comments

Brian Hudson, 5505 South Section Line Road, said he lives on the corner and is concerned about increased traffic since there were already 3-4 accidents the past year. Trustee Garrett noted the County considers safety of developments, and did not pass along any information for this project.

Lewis Green, 4479 Clark Shaw Road, asked about the projected traffic level numbers. Is there some mechanism if (the data is) wrong and needs action taken? Trustee Johnson spoke to Mike Love at the County Engineer's office about the projected traffic levels. Yes, the development will generate more traffic, but Johnson feels more comfortable with the data after talking to Love, who supports the study.

Ron Hammel, 4475 Clark Shaw Road, asked about traffic levels from 6-8:00pm, since can be busier than the "peak" hours studied. Mr. Stanhope clarified the data is from 7-9:00 am and 4-6:00 pm, and the highest one hour becomes the "peak" hour. All analysis is based on peak hours, which is 15-20% of daily traffic.

John Meagher, 4259 Clark Shaw Road, shared concerns with the safety on Clark Shaw Road, extending beyond the border of the development property. The road is narrow and will carry increased traffic, and is already dangerous in dark, rain, school busses, etc. Trustee Johnson measured the road: 3,433 feet from Section Line and 18-19 feet wide.

Jeff Thompson, 4566 South Section Line Road, asked about the sewer access situation. Mr. Thomas said sewer has never been at the expense of taxpayers, only as a homebuyer. Sewer runs on development, and tap fees develop the sewer system and used for maintenance. Developers are always asked to build the sewers, and they are bringing sewer to the development site. Mr. Thompson also asked if truck traffic can somehow help pay for road repairs. It was noted the road is currently posted for weight during winter.

Kris Edwards, 6117 Riverside Drive, asked where the sewer will be run. Mr. Thomas said there will be a pump station at Riverside Drive and Butts Road. From there, a trunk line will run up Butts Road to South Section Line, then through property owners to Hyatts Road and Scioto Chase Boulevard, then due north. Metro has not secured all the easements yet.

Mr. Thomas summarized after the last meeting of discussing Clark Shaw Road and the traffic, he is here to discuss the impact onto Concord Township's portion of Clark Shaw. He had Geotechnical Consultants Inc. analyze core samples from Clark Shaw Road, which showed the road currently underperforms with the daily traffic. However, with the new development and additional trips, an additional one inch of asphalt would improve the road condition. The cost of the overlay, quoted by Chemcote Inc., would be \$74,362.00, for 1.25" from the west property line of the development to South Section Line Road. Mr. Thomas also explained that an estimated \$95 in road taxes per house per year (based on house average cost of \$373,000) would be received by the Township, probably beginning in year 2017. At full build-out, the Township road tax collected on the development would be \$21,185.00 annually. Trustee Garrett noted a full depth repair, half mile long, in Tartan Fields cost \$170,000. He felt funding will be lucky to pay for road repairs, maintenance, plowing, curb repairs, etc.

Trustee Johnson was still concerned with the width of Clark Shaw Road and improvements needed. With ten trucks per house during construction, and heavy use of the road berms, he was hoping for more that 1.25" asphalt.

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The Trustees still think it will cost the township more money over time, and would like to talk more with the Engineer about the overall impact the development will cost the township. The Township currently has a request for engineering assistance regarding the road width.

Mr. Thomas explained they are willing to pay their impact per County requirements, but already have to pay \$7 million for sewer, \$250,000 for road improvements in front of development, \$80-90,000 for gas line service, a couple hundred thousand for Del-Co water lines, and about \$55,000 per lot in site development. Trustee Garrett noted the sewer costs will come back to them and more developments will spread out the costs. Discussion continued how to work together to get road improvement costs covered. Mr. Thomas requested to continue to meeting to determine if more funds were available for road improvements.

**Table and Recess**

Ms. Koch made a matter of record that the Board received documents from Mr. Joe Thomas (traffic, road core, and asphalt quote data, all attached).

Ms. Koch moved and Mr. Garrett seconded to continue the hearing until December 11, 2014 at 7:00 pm at the Concord Township Administrative building, 6385 Home Road, Delaware, Ohio. Vote: Koch-yes, Garrett-yes, Johnson-yes.

As there was no further business, Mr. Garrett moved and Mr. Johnson seconded to recess. Vote: Koch-yes, Garrett-yes, Johnson-yes.

ATTEST

  
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Fiscal Officer, Jill Davis

BOARD OF TRUSTEES

  
\_\_\_\_\_

Karen Koch

  
\_\_\_\_\_

Joe Garrett

  
\_\_\_\_\_

Bart Johnson

# Concord Township Trustee meeting

October 22, 2014

Rezoning Hearing

Call to order

Roll call

Swearing in by court reporter

Purpose of Meeting - This is a recessed meeting from October 1 for Application #ZCO12014 ,known as the Moors , to allow the applicant additional time to discuss traffic issues relating to the proposed subdivision.

Filed by Metro Development LLC of 470 Old Worthington Rd., Westerville, Ohio  
43082

The trustees will either approve or deny or approve with modification the recommendation of the Concord Township Zoning Board to rezone Parcel #41933002006000, referred to as Clarkshaw Moors, from Farm Residential (FR-1) to Planned Residential District(PRD)

Testimony by applicant – Todd Faris, Joe Thomas, Tom Warner, Todd Stanhope  
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Public Comments

Comments from the Board

Vote by Board of Trustees

Motion to adjourn

Smart  
Services

Sign-in Sheet

Concord Twp. Hearing

Date Oct. 22, 2014

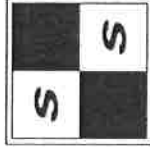
Yes	No	Not Sure	Subject: <u>Clarks Shaw Moors (contd.)</u>		
Name	Address	E-mail	Support		
Dan Workman	4363 Clark Shaw Columbus	dworkman@ireem.com	✓		
Debra Huss	505 S. Section Line Keweenaw	erthlink@earthlink.net	✓		
Frank P. Simon	4951 Section Line 49015	frank@simon.com	✓		✓
Ron Kammer	4975 Clark Shaw 49015	ron@kammer.com	✓		
Lewis Cooney/Patty Peters	4979 Clark Shaw Road	lewis@cooney.com	✓		
Suey Klump	2137 Ridgely Rd 49321	suey@klump.com	✓		
Clark Shaw	4559 Paul 49305	clark@shaw.com	X	X	
Mary Kay Mosher	117 Riverside 49305	marykay@mosher.com	X		
FRS Records	117 Riverside 49305	frs@records.com			



**SMART**  
**SERVICES, INC.**

Surveying • Environmental • Traffic • CA/CM

An Ohio EDGE Certified Firm



October 21, 2014

Mr. Joseph D. Thomas  
Metro Development, LLC  
470 Olde Worthington Road, Suite 100  
Westerville, OH 43082-8913

**Re: Clarkshaw Moors (AKA Scioto Springs) Traffic Impact Study Information**

Dear Joe:

Per your request, we have compiled some additional background information to the Traffic impact study for Clarkshaw Moors [AKA *Scioto Springs (Clark-Shaw Road) Traffic Impact Study*] that Smart Services, Inc. produced in July. The information is presented in the following sections:

## STUDY STATUS

The traffic impact study for Clarkshaw Moors [AKA *Scioto Springs (Clark-Shaw Road) Traffic Impact Study*] was performed per the *Delaware County Traffic Impact Study Standards* and according to accepted procedures. The Delaware County Engineer's Office reviewed and approved the traffic study.

## CLASSIFICATION OF ROADWAY

Clark-Shaw Road is classified as a Minor Collector in the *Delaware County Thoroughfare Plan*. Attached is the page from the Thoroughfare plan that describes road classifications (type of roads) in Delaware County. The projected traffic volumes are consistent with the minor collector classification. It is noted that a parallel road to the south (Hyatts Road) has a higher classification so the roadway network provides other options for through traffic.

## TRIP GENERATION BACKGROUND

The accepted method for computing trip generation in the traffic engineering profession is the latest edition of *Trip Generation Manual* published by the Institute of Transportation Engineers (ITE). This manual provides trip rates for different land uses based on data from sample sites in each category. The land use is "Single Family Detached Housing" (ITE Code #210). For single family homes, the rates in the *Trip Generation Manual* are based on data from at least 292 locations. These studies represent all vehicular trips which would include service vehicles. For background, the definition of a trip is defined in *Trip Generation, 9<sup>th</sup> Edition* as follows:

A **trip** or **trip end** is a single or one-direction vehicle movement with either the origin or the destination (exiting or entering) inside the study site. For trip generation purposes, the total

trip ends for a land use over a given period of time are the total of all trips entering plus all trips exiting a site during a designated time period.

## 2026 VOLUMES

Analysis in a Traffic Impact Study (TIS) is based on the AM or PM Peak hours which typically represents 15-20% of the daily traffic. Therefore, the projected 2026 peak hour volumes are contained in the traffic impact study for Clarkshaw Moors [AKA *Scioto Springs (Clark-Shaw Road) Traffic Impact Study*]. The components of the 2026 background traffic (not including the site) are shown in Table 1.

Segment	Existing	Background Growth
Clark Shaw Road	508	111

TABLE 1 – Clark Shaw Daily (2-way) Background Traffic Summary

The distribution of the site traffic in the traffic impact study for Clarkshaw Moors [AKA *Scioto Springs (Clark-Shaw Road) Traffic Impact Study*] is 70% to the east toward the future extension of Sawmill Parkway. Therefore projected traffic east of the site will be higher than projected traffic west of the site. Table 2 shows a summary of the 2026 daily traffic.

Segment	Clarkshaw Moors	Total 2026 Volume
Traffic to/from the west on Clark Shaw Road	659	1278
Traffic to/from the east on Clark Shaw Road	1537	2156

TABLE 2 - Daily (2-Way) Traffic Summary

## CAPACITY

The *Highway Capacity Manual* is used to evaluate the Level of Service (LOS) of roadway. The LOS is reported on a scale A-F with A being the best and F being the worst. LOS A-D is generally considered an acceptable LOS. For a two lane roadway, the major contribution to delay are intersections particularly those that have traffic control that requires the movement along the particular road to stop. The measure of LOS at an intersection is delay. Intersection capacity is what is typically required in a traffic study.

The intersection of Section Line Road & Clark Shaw Road is controlled by “stop” signs on the Clark Shaw Road approaches. Unsignalized capacity was required in the traffic impact study for Clarkshaw Moors [AKA *Scioto Springs (Clark-Shaw Road) Traffic Impact Study*] for the site. Table 3 shows the results of a comparison of the delay and stacking for the westbound Clark Shaw Road lane at Section Line Road. The results show that the westbound lane still operates at an acceptable Level of Service when traffic from the site is considered. The stacking (queueing) is still a minimal level as well.



Clarkshaw Moors (AKA Scioto Springs) TIS Information  
 Concord Township, Delaware County, Ohio

Smart Services, Inc.  
 10/21/2014

Year	Delay (Wait time) (seconds per vehicle)		Queue (vehicles)	
	AM Peak	PM Peak	AM Peak	PM Peak
2016 Background (No Clarkshaw Moors Traffic)	10.9	13.7	0.20	0.28
2026 with Clarkshaw Moors Full Buildout	12.0	16.3	0.50	0.69

TABLE 3 – Clark Shaw Road Westbound Lane at S. Section Line Road

Please let me know if you have any questions. Thank you.

Sincerely,  
**SMART SERVICES, INC.**



Todd J. Stanhope, PE, PTOE  
 Project Engineer

Submitted: One electronic copy (PDF format) via e-mail



Registered Engineer No. E-64507, Ohio

10-21-2014  
 Date







## *Delaware Thoroughfare Plan*

*Delaware County, Ohio*

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### **IX.**

#### **Functional Classification**

The classification of roadways based on their function and purpose is the most fundamental and essential element of a thoroughfare plan. Functional classifications were assigned to the County's roadway system, both existing and proposed, as part of the Delaware Thoroughfare Plan update. This classification system is the foundation for any right of way, design or policy guidelines that are included in the Thoroughfare Plan. Establishing the classification of the roadways may also elicit future discussion between public agencies in regards to routes included in the county or township system. For instance, some roadways, which are now considered township routes, may, due to their existing connectivity or a future road project, better serve as a county route.

Generally, roads are grouped into three major categories depending on the function they serve: local, collector and arterial.

**Local streets** are low traffic volumes roadways serving local access needs with little or no through traffic. They generally serve lower traffic density residential, industrial and commercial areas but are most commonly associated with residential neighborhoods.

**Collector roads** link local streets with the arterial street system. Collector roadways are intermediate volume roadways which carry through traffic in addition to providing for local access needs. The through traffic movement on collector roads is for moderate to short distances. Collector roads serve as a conduit between local streets and the arterials. Collector roadways are subdivided into major collectors and minor collectors.

**Arterial roads** carry the heaviest traffic volumes for the longest distances at the highest speeds. Their primary function is to provide for through movement of vehicles, not to provide access to adjacent properties. The arterial classification is further subdivided into freeways, major arterials, and minor arterials which identifies the level of control of access to the roadway.

Functional classifications were assigned to Delaware County and City of Delaware roadways based upon their regional significance and not necessarily upon existing or projected traffic volumes. For example, Home Road and Lewis Center Road, with their planned realignment at US 23, connection to Big Walnut Road and, potentially, Center Village Road, links Delaware County with Union County to the west and Licking County to the East. Such a cross county roadway is assigned with a major arterial roadway functional classification. **Figure 33** shows the proposed functional classifications for the roadways in Delaware County. **Figure 34** shows a closer view of the proposed functional classifications for roadways in the City of Delaware. **Appendix 6** contains a summary of the Delaware County and City of Delaware roadways listed by functional classification in alphabetical order. This list also includes an inventory of the 1995 and 2020 E+C traffic volumes, proposed right-of-way and number of lanes for each of the County and City roadways.



**GEOTECHNICAL  
CONSULTANTS INC.**

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720 Greencrest Drive  
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October 22, 2014

Mr. Joseph D. Thomas, Jr.  
Metro Development  
470 Olde Worthington Road – Suite 100  
Westerville, Ohio 43082

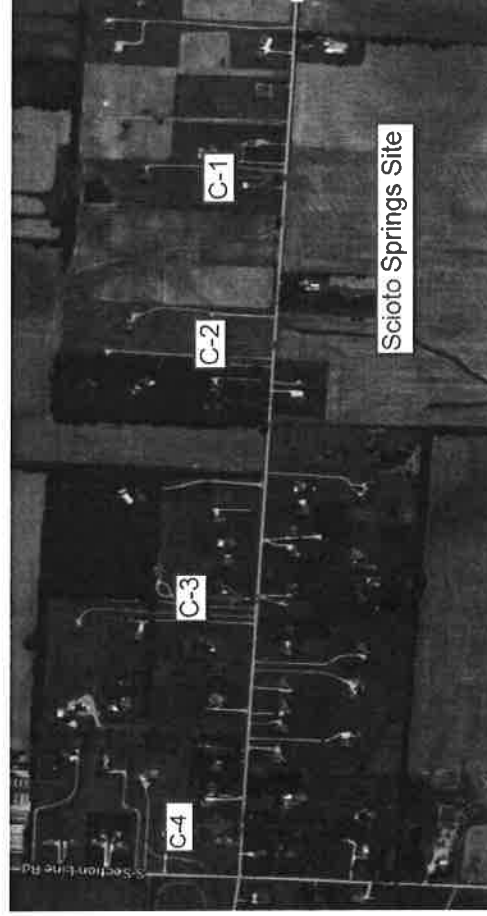
**Reference: Clark-Shaw Road Pavement Assessment  
Proposed Scioto Springs  
Concord Township – Delaware County, Ohio  
GCI Project No. 14-G-18553**

Dear Mr. Thomas:

As you authorized, Geotechnical Consultants, Inc. (GCI) performed coring operations within Clark-Shaw Road. The intent of our study was to assess the existing pavement section and provide recommendations for upgrading existing conditions to accommodate the additional anticipated traffic. We discuss our findings and recommendations below.

#### **Site and Coring Findings**

The subject section of Clark-Shaw Road extends west from the Scioto Springs site until Clark-Shaw Road intersects with South Section Line Road. A representative from GCI walked the site on October 16, 2014 and marked four locations along the roadway alignment to be cored. Observations showed the existing roadway to be performing fairly well with occasional alligator cracking. The following aerial photograph shows the subject roadway and the cored locations.



**Aerial Photograph from Google Earth (June, 2014)**

Cores C-1 and C-3 were performed along the north (westbound) lane and cores C-2 and C-4 were performed along the south (eastbound) lane. The following table summarizes the encountered pavement sections at the core locations.

**Table 1 – Existing Pavement**

Core Location	Asphalt	Base Course
C-1	5"	4.5"
C-2	5"	6"
C-3	5.25"	6.75"
C-4	4.5"	4.75"

\* The shoulders consisted of sand and gravel (not paved).

#### **Existing and Anticipated Traffic**

Smart Services, Inc. performed a 24-hour traffic study for the subject section of Clark-Shaw Road on May 29, 2014 to determine the existing Average Daily Traffic (ADT). Smart Services, Inc. also provided GCI with anticipated ADT forecast in 2026 (without the Scioto Springs development), along with the total future ADT's with the proposed Scioto Springs development. We summarize the traffic data below.

- The 5-29-2014 traffic study showed a total ADT of 508 vehicles (both lanes), with 5% of the traffic consisting of trucks. Traffic counts in the westbound and eastbound lanes were fairly similar.
- The forecast 2026 ADT without the Scioto Springs development is 619. Traffic is assumed to be evenly split between eastbound and westbound lanes, with 5% of the ADT's consisting of trucks.
- Total forecast 2026 ADT "with" the Scioto Springs development is 1,278, again assumed evenly distributed between eastbound and westbound lanes and 5% consisting of trucks.

#### **Conclusions**

For our assessment, we assumed a 20-year pavement design life (going forward) and used pavement design parameters in accordance with the ODOT Pavement Design Manual. We also assumed subgrade soils to have a CBR value of 3. To establish a baseline for our pavement assessment, we determined the following required structural numbers (SN's) for new pavements to handle the provided traffic counts.

1. A SN of 3.09 would be required for to handle existing traffic.
2. A SN of 3.19 would be required to handle future 2026 traffic without the Scioto Springs development.
3. A SN of 3.57 would be required to handle future 2026 traffic with the Scioto Springs development.

#### **Existing Pavement**

The following table shows the calculated SN's of the in-situ pavement at each core location. For asphalt, we used a structural coefficient of 0.35/inch for new asphalt (which was the value used by ODOT at the time of construction) and 0.23/inch for existing asphalt concrete, which accounts for oxidation and weathering. A structural coefficient of 0.14 was used for the base course aggregate.

Table 2 – Calculated In-Situ Pavement Structural Numbers (SN's)

Core	Asphalt Thickness	Base Course Thickness	SN (New)	SN (Old)	Deficiency range (Average)
C-1	5"	4.5"	2.38	1.78	0.71–1.31 (1.01)
C-2	5"	6"	2.59	1.99	0.50–1.10 (0.80)
C-3	5.25"	6.75"	2.78	2.15	0.31–0.94 (0.63)
C-4	4.5"	4.75"	2.24	1.70	0.85–1.39 (1.12)

Although the existing pavement is not new, we do not feel the existing asphalt has deteriorated significantly to warrant using the reduced 0.23 asphalt structural coefficient throughout. We feel that the actual deficiency is probably closer to the average of the two values. From Table 2 above, the average deficiency ranges SN = 0.63 to 1.12. The common practice to upgrade a deficient pavement is to overlay with new asphalt. Each inch of asphalt would boost the SN by 0.43 (based on current ODOT allowance). Hence, the existing pavement would need an asphalt overlay of between 1.5 to 2.6 inches thick to satisfy existing traffic conditions.

The above overlay does not consider future traffic or the Scioto Springs development. Smart Services, Inc. noted that the ADT will increase by 111 (6'19 total ADT's) for the 2026 year, not counting the proposed Scioto Springs development. Analysis shows that the required structural number would increase from 3.09 to 3.19 to handle this anticipated growth, which equates to about an additional 0.25-inch of asphalt overlay needed. To handle the 2026 traffic criteria with the Scioto Springs development would require a pavement with a structural number of 3.57. The ramification is that Clark-Shaw Road would require an additional approximate inch of asphalt overlay (3.57 – 3.19, divided by 0.43) to handle the traffic upload associated with the proposed Scioto Springs development. We feel that construction truck traffic associated with the upfront Scioto Springs work will contribute to about 25% of the 1-inch overlay requirement.

We trust that this letter satisfies your current needs. Please call if you have any questions.

Respectively,

**Geotechnical Consultants, Inc.**

  
 TODD R. MEEK  
 E-61105  
 REGISTERED PROFESSIONAL ENGINEER  
 STATE OF OHIO

Todd R. Meek, P.E., LEED AP  
 Senior Project Manager



Photo 1: Core No. 1.

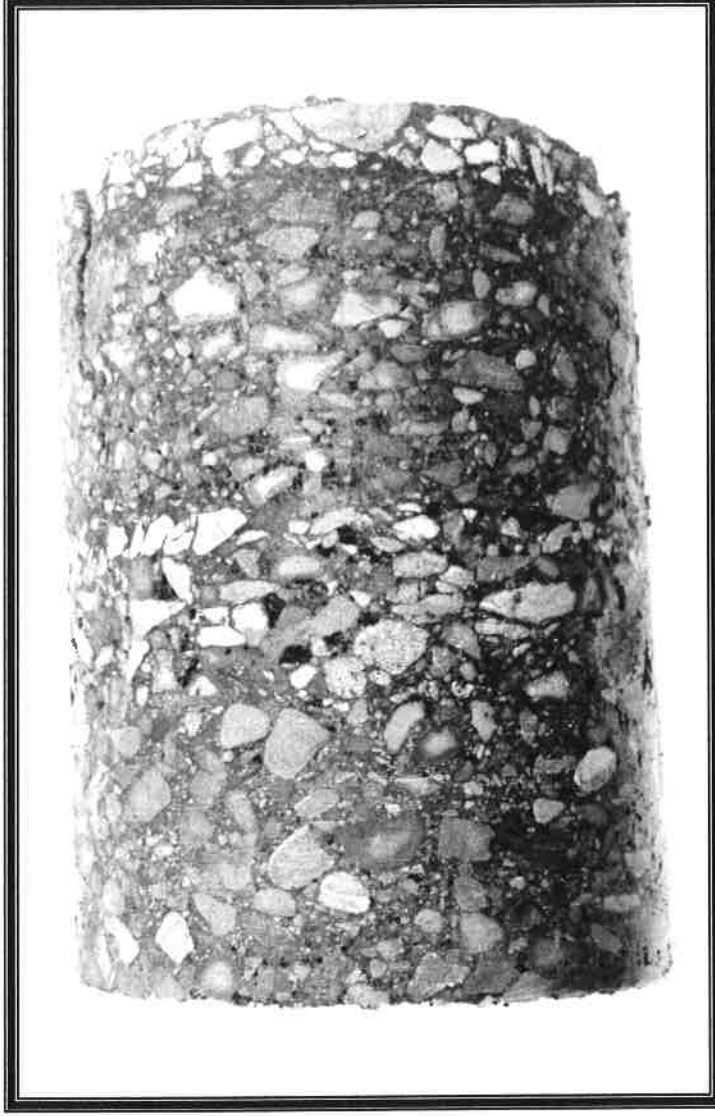


Photo 2: Core No. 2.

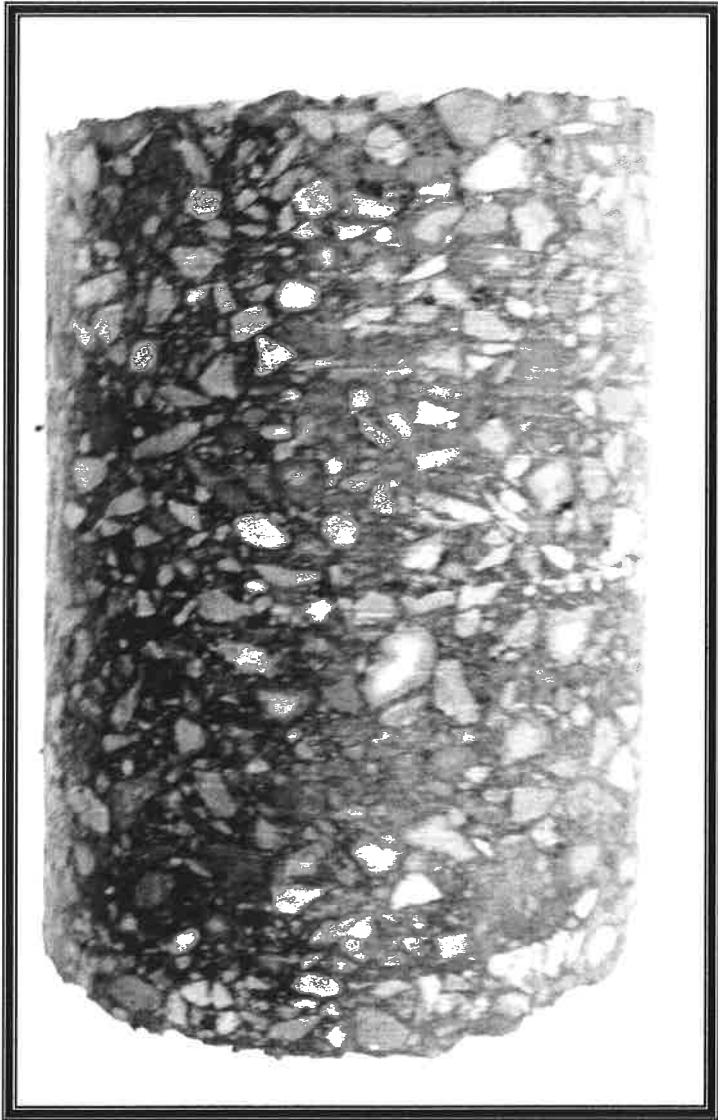


Photo 3: Core No. 3.



Photo 4: Core No. 4.

7599 FISHER DRIVE NORTH  
DUBLIN OH 43016



PHONE 614/792-2683  
FAX 614/792-0688

October 21, 2014

Mr. Joe Thomas  
VILLAGE COMMUNITIES CORP  
470 Olde Worthington Rd.  
Suite 100  
Westerville, OH 43082

RE: Clark Shaw Road

Dear Mr. Joe Thomas

Thank you for the opportunity to bid the above referenced project. Our proposal is for the following scope of work:

**I. 1-1/4" Overlay - 7,380 s.y.**

1. Mill Butt joints as required.
2. Clean road as required with sweeper truck.
3. Apply trackless tack coat at a rate of .15 gallons per square yard.
4. Furnish and install 1-1/4" of compacted #448 type 1 asphalt to the entire designed surface with a self-propelled spreader box.

**Total: \$74,362.00**

**Disclaimer**

1. All contracts and contract documents are assumed to be standard AIA (American Institute of Architects) unless provided and thoroughly reviewed at least 72 hours prior to the bidding process for review and comment(s).
2. In the event our scope of work is limited to fine grading and paving, special attention should be realized. Although sub-grade (dir/earthwork) is typically acceptable at +/- .10' (1-1/4") of a foot for aggregate installation, this is NOT acceptable for aggregate tolerances for the installation of asphalt. Aggregate tolerances for the installation of asphalt will be required to be +/- .04' (1/2") of a foot. Additionally, it should be noted that under this scenario Chemcote, Inc. will NOT be responsible for providing positive drainage and will ONLY be responsible for the asphalt thickness as it pertains to the warranty.
3. Due to the fluctuating cost of liquid asphalt and fuel prices, this proposal is based on the current material prices quoted by our supplier. Asphalt and fuel prices are subject to change without notice and may result in a material, haul rates and/or labor increase.
4. Any material installed beyond the year "2015" paving season WILL be subject to a material and/or labor cost increase.
5. Sub-grade conditions are required to be within +/- .10 of a foot. Any project conditions beyond this tolerance will be subject to an additional material/labor cost impact.
6. All work requires a minimum two (2) weeks notice for scheduling purposes. Any work scheduled before this time duration may be subject to potential delays.
7. This proposal includes one (1) mobilization for asphalt installation. Any additional mobilizations required will be subject to a mobilization fee of one thousand two hundred and fifty dollars (\$1,250.00) each. Please note this fee may increase if the additional mobilization(s) does not represent one (1) full day of operations.
8. This proposal may be withdrawn if not accepted within ten (10) days.
9. Pricing within this proposal is based on the current fuel index issued by the Energy Information Administration (EIA) and price adjustments may occur without notice. This being said, the haul rates utilized to compile this estimate can NOT be guaranteed and are subject to change at any time and additional compensation will be required.
10. Proof rolling is limited to three (3) per specified or quoted mobilization. Any additional mobilizations may require additional compensation at one hundred and fifteen dollars (\$115.00) per hour, which is the cost of the truck and driver.

October 21, 2014  
RE: Clark Shaw Road

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**Disclaimer**

11. In the event we are directed to install materials out of ODOT (Ohio Department of Transportation) specifications, a minimum of twenty percent 20% labor increase may be accessed to the project, due to lost production and will cause the warranty to become null and void.
12. Reflective cracking is inherent to the asphalt overlay process and thus is excluded from our warranty.
13. Traffic control, although required for roadway tie-in encroachments, etc. is specifically excluded from this proposal. All traffic control is the responsibility of the contractual client.
14. Parking blocks do not carry ANY warranty caused or created from de-icing chemicals.
15. Any modification to this proposal will constitute a counteroffer, which will only be valid once it has been accepted in writing by both this client and Chemcote, Inc./Cizlar Corporation. Without written acceptance, no modifications will be in effect.
16. If, for any reason, Chemcote, Inc./Cizlar Corporation commences any work completed under this proposal without receiving a signed executed copy returned will be considered to have been unconditionally accepted without any modifications.
17. ALL INVOICES PAST 30 DAYS INCUR FINANCE CHARGES OF 1.5% PER MONTH, 18% ANNUM.
18. All work included within this proposal is to be performed during a ten (10) hour work day Monday through Thursday, between the hours of 7:30 am and 5:30 pm. Overtime hours (Friday's, weekends, holidays and working beyond ten hours daily) are not included within this proposal price structure. Any work beyond the standard time frame may be subject to a cost impact.
19. Pricing is based on yardage provided by Advanced Civil Design. Chemcote Inc. is not responsible for the yardage and final price will be determined by actual yardage paved.

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**Inclusions**

1. All work carries a one-year warranty from the date of installation unless noted otherwise.
2. Sales tax is included on material purchases.

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**Exclusions**

1. Control staking, layout and engineering, although necessary for our operations, is specifically excluded from this proposal.
2. Prime coat material is specifically excluded from this proposal.
3. All vertical signage is specifically excluded from this proposal.
4. Sealcoating is specifically excluded from this proposal.
5. Performance and payment bonds are specifically excluded from this proposal.
6. All saw cutting, demolition and relocation of utilities is by others and specifically excluded from this proposal.
7. Traffic control and barricades are specifically excluded from this proposal.
8. Herbicide is specifically excluded from this proposal.
9. All installation of irrigation, electrical, etc. sleeves are specifically excluded from this proposal.
10. Power washing as necessary is specifically excluded. Any power washing required will be performed on a time and material additional cost impact basis.
11. Prevailing wages are specifically excluded from this proposal.
12. Cleaning/ power washing of any kind is specifically excluded from this proposal.
13. Weather protection of any kind is specifically excluded from this proposal.
14. Joint seal is specifically excluded from this proposal. Any joint seal necessary will require additional compensation at \$2.00 per lineal foot with a minimum charge of \$250.00.
15. All testing and inspections for our operations is specifically excluded from this proposal.
16. All concrete and concrete related work is excluded from this proposal. Specifically concrete curbs, walks, pads, etc. and all associated stone under curbs, concrete pads, concrete walks, etc. is by others.
17. Striping is specifically excluded from this proposal.

If you should have any questions, or desire additional information, please do not hesitate to contact me at (614) 792-2683.

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Signature/Title/Accepted By

  
Craig Pettit