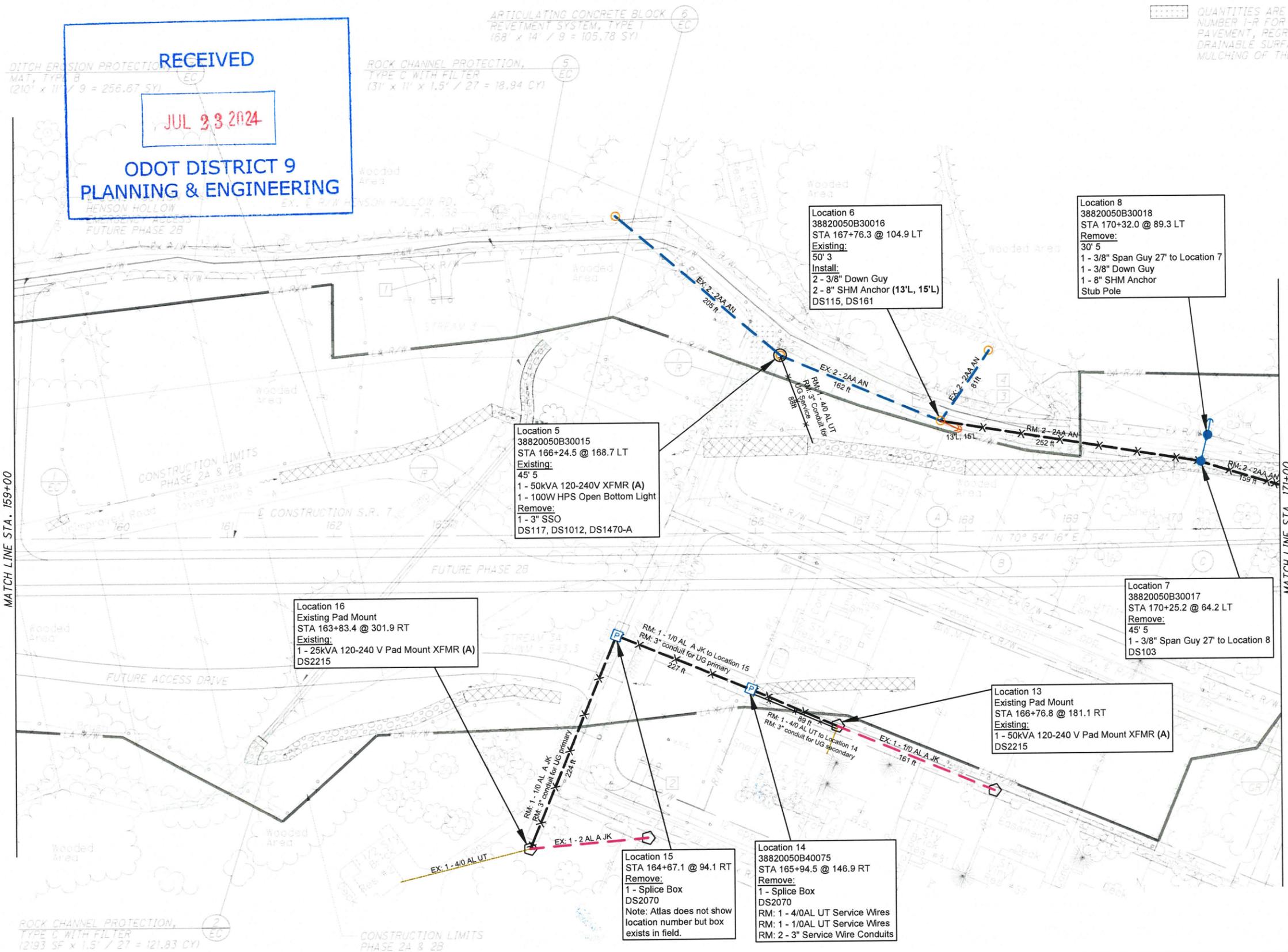


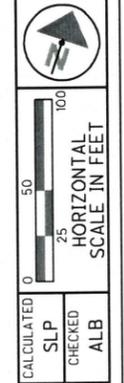
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JUL 23 2024

**ODOT DISTRICT 9
PLANNING & ENGINEERING**



QUANTITIES ARE INCLUDED IN REFERENCE NUMBER 1-R FOR THE REMOVAL OF EXISTING PAVEMENT, REGRADING TO ENSURE A DRAINABLE SURFACE AND SEEDING AND MULCHING OF THE AREA SHOWN.



**PLAN - S.R. 7
STA. 159+00 TO STA. 171+00**

AW-7-2.17

JOB SCOPE: PPR-LAW-7-2.17 Chesapeake Bypass 2A & 2B			NON DESIGN ORDERS	
LOCATION: 049 Chesapeake Bypass			OWR:	
CITY: Chesapeake			OPS:	
TWP: Union			OWR:	
COUNTY: Lawrence			OPS:	
			QUAD:	
			MAP:	
			SCALE: 1:100	
			SHEET: 1 of 17	
			DATE: 9/2/24	
			DEV:	

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SEEDING AND EROSION CONTROL
WITH TURF REINFORCING MAT, TYPE T
(20' x 7.5' / 9 = 16.67 SY)



CURVE DATA
S.R. 7
CURVE NO. 2

P.I. STA. 182+06.44 $\theta_s = 2^\circ 59' 44''$
 $\Delta = 24^\circ 16' 14''$ (LT) $L_s = 275.00'$
 $D_c = 2^\circ 10' 43''$ $T_s = 703.26'$
 $R = 2,630.00'$ $LT = 183.36'$
 $T = 423.13'$ $ST = 91.69'$
 $L = 839.08'$ $\theta_{max} = 5.51\%$
 $E = 33.82'$ CS STA. 186+17.26
 TS STA. 175+03.18 ST STA. 188+92.26
 SC STA. 177+78.18

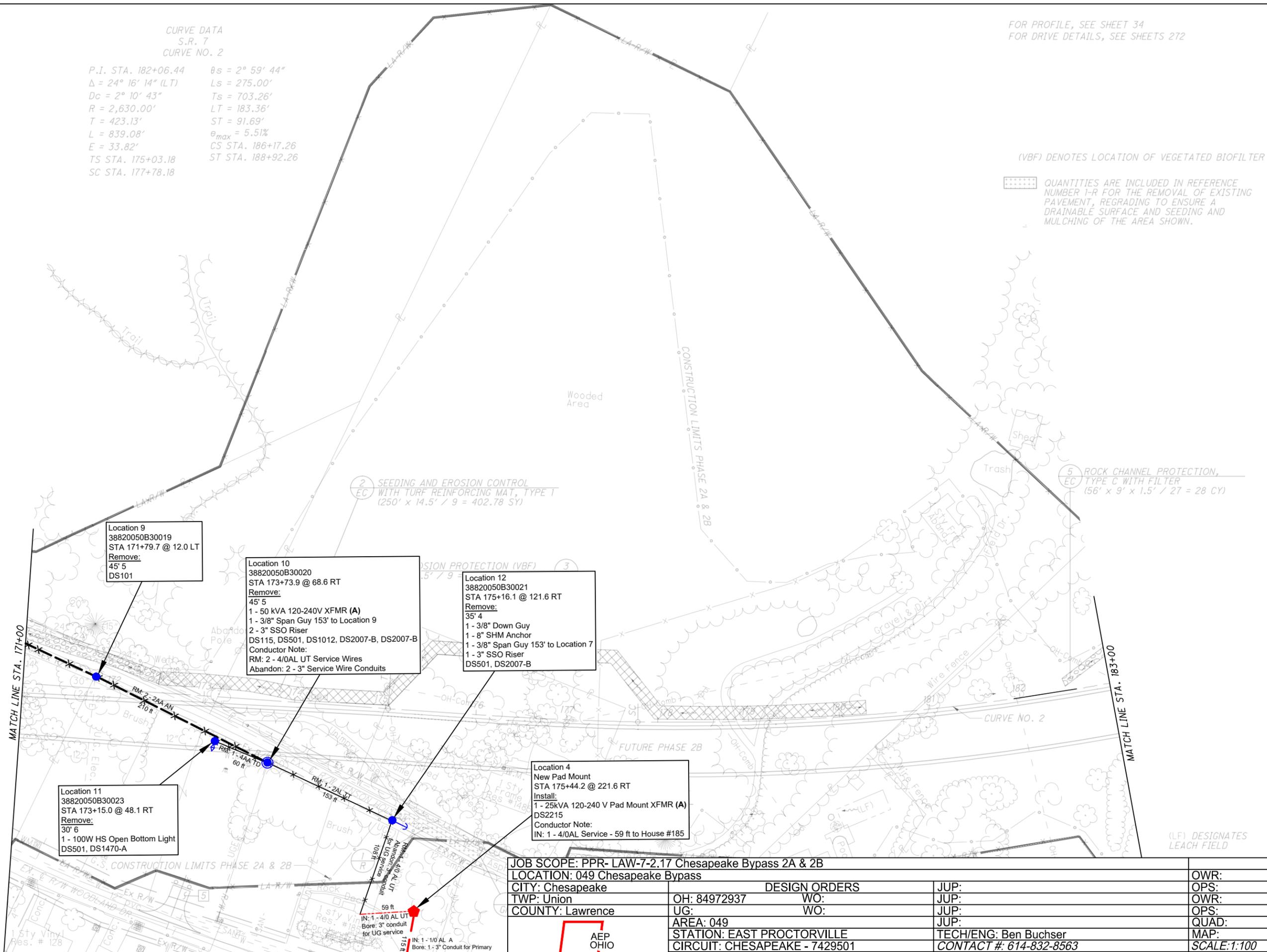
FOR PROFILE, SEE SHEET 34
FOR DRIVE DETAILS, SEE SHEETS 272



0 50 100
HORIZONTAL
SCALE IN FEET

CALCULATED SLP
CHECKED ALB

(VBF) DENOTES LOCATION OF VEGETATED BIOFILTER
 QUANTITIES ARE INCLUDED IN REFERENCE NUMBER I-R FOR THE REMOVAL OF EXISTING PAVEMENT, REGRADING TO ENSURE A DRAINABLE SURFACE AND SEEDING AND MULCHING OF THE AREA SHOWN.



PLAN - S.R. 7
STA. 171+00 TO STA. 183+00

LAW-7-2.17

MATCH LINE STA. 171+00

MATCH LINE STA. 183+00

2 SEEDING AND EROSION CONTROL WITH TURF REINFORCING MAT, TYPE T (250' x 14.5' / 9 = 402.78 SY)

5 ROCK CHANNEL PROTECTION, TYPE C WITH FILTER (56' x 9' x 1.5' / 27 = 28 CY)

Location 9
38820050B30019
STA 171+79.7 @ 12.0 LT
Remove:
45' 5
DS101

Location 10
38820050B30020
STA 173+73.9 @ 68.6 RT
Remove:
45' 5
1 - 50 kVA 120-240V XFMR (A)
1 - 3/8" Span Guy 153' to Location 9
2 - 3" SSO Riser
DS115, DS501, DS1012, DS2007-B, DS2007-B
Conductor Note:
RM: 2 - 4/OAL UT Service Wires
Abandon: 2 - 3" Service Wire Conduits

Location 12
38820050B30021
STA 175+16.1 @ 121.6 RT
Remove:
35' 4
1 - 3/8" Down Guy
1 - 8" SHM Anchor
1 - 3/8" Span Guy 153' to Location 7
1 - 3" SSO Riser
DS501, DS2007-B

Location 4
New Pad Mount
STA 175+44.2 @ 221.6 RT
Install:
1 - 25kVA 120-240 V Pad Mount XFMR (A)
DS2215
Conductor Note:
IN: 1 - 4/OAL Service - 59 ft to House #185

Location 11
38820050B30023
STA 173+15.0 @ 48.1 RT
Remove:
30' 6
1 - 100W HS Open Bottom Light
DS501, DS1470-A

JOB SCOPE: PPR- LAW-7-2.17 Chesapeake Bypass 2A & 2B
LOCATION: 049 Chesapeake Bypass

CITY: Chesapeake
TWP: Union
COUNTY: Lawrence

DESIGN ORDERS
OH: 84972937
UG: 049

AREA: 049
STATION: EAST PROCTORVILLE
CIRCUIT: CHESAPEAKE - 7429501
VOLTAGE: 34kV

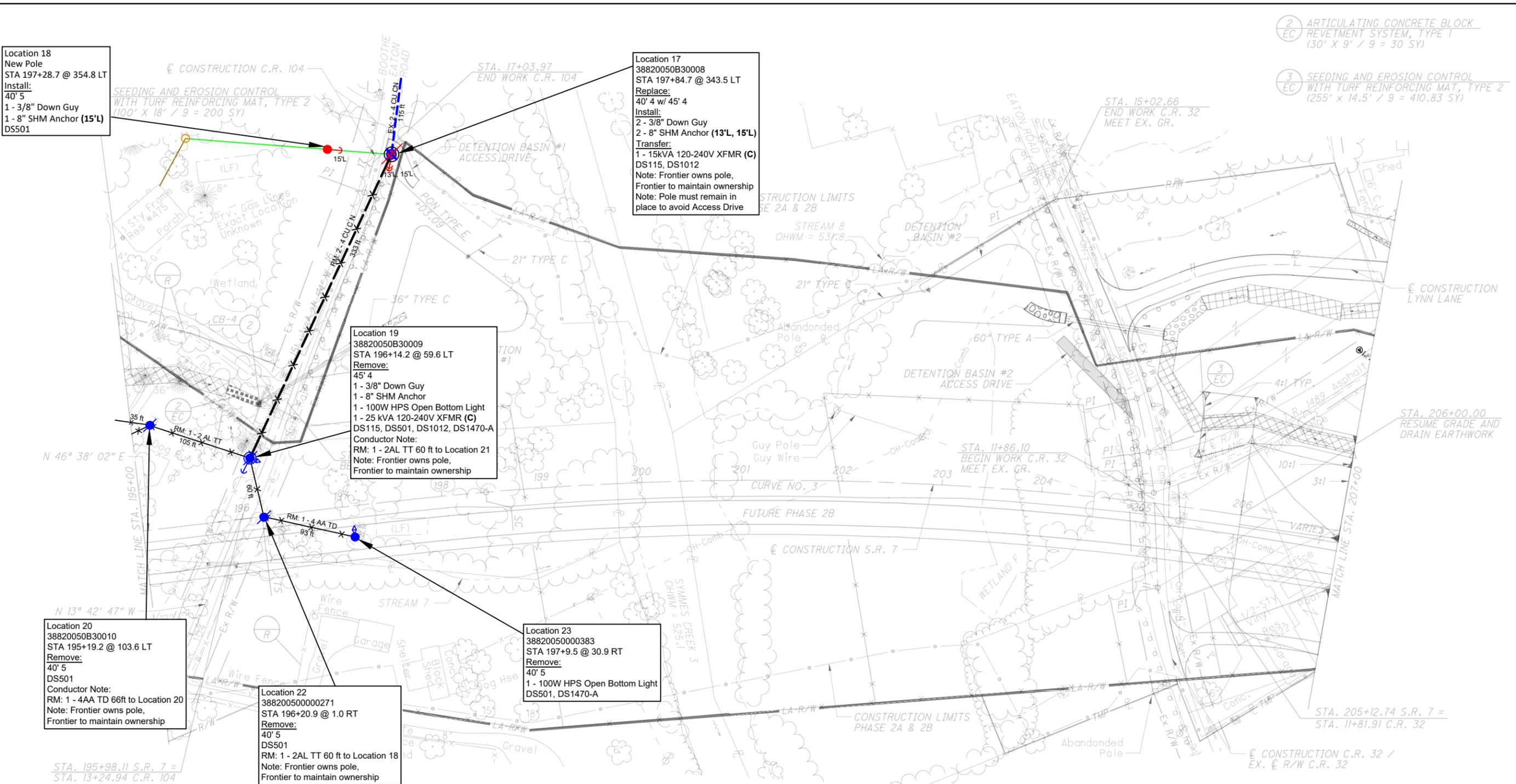
JUP:
JUP:
JUP:
JUP:
TECH/ENG: Ben Buchser
CONTACT #: 614-832-8563
DATE: 2/2/24

NON DESIGN ORDERS

OWR:
OPS:
OWR:
OPS:
QUAD:
MAP:
SCALE: 1:100
SHEET: 2 of 17 REV



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- 2 EC ARTICULATING CONCRETE BLOCK REVETMENT SYSTEM, TYPE 1 (30' X 9' / 9 = 30 SY)
- 3 EC SEEDING AND EROSION CONTROL WITH TURF REINFORCING MAT, TYPE 2 (255' X 14.5' / 9 = 410.83 SY)

CALCULATED
SLIP
CHECKED
ALB

0 50 100
HORIZONTAL SCALE IN FEET

**PLAN - S.R. 7
STA. 195+00 TO STA. 207+00**

AW-7-2.17

CURVE DATA
S.R. 7
CURVE NO. 3

P.I. STA. 205+33.31	θs = 1° 58' 07"
Δ = 27° 30' 45" (RT)	Ls = 225.00'
Dc = 1° 45' 00"	Ts = 914.18'
R = 3,274.04'	LT = 150.01'
T = 683.24'	ST = 75.01'
L = 1,347.14'	e _{max} = 4.60%
E = 70.53'	CS STA. 211+91.27
TS STA. 196+19.13	ST STA. 214+16.27
SC STA. 198+44.13	

C.R. 104

P.I. STA. 11+53.11	Δ = 2° 41' 45"	NO CURVE
P.I. STA. 14+07.46	Δ = 2° 39' 07"	NO CURVE
P.I. STA. 16+72.90	Δ = 4° 02' 33"	NO CURVE

C.R. 32

P.I. STA. 10+98.09	Δ = 9° 00' 49"	NO CURVE
P.I. STA. 11+92.44	Δ = 5° 16' 18"	NO CURVE
P.I. STA. 12+33.35	Δ = 4° 36' 08"	NO CURVE
P.I. STA. 12+00.00	Δ = 9° 55' 50"	NO CURVE
P.I. STA. 15+00.00	Δ = 0° 49' 53"	NO CURVE

JOB SCOPE: PPR- LAW-7-2.17 Chesapeake Bypass 2A & 2B		NON DESIGN ORDERS	
LOCATION: 049 Chesapeake Bypass			
CITY: Chesapeake	DESIGN ORDERS	JUP:	
TWP: Union	OH: 84972937	WO:	
COUNTY: Lawrence	AREA: 049	WO:	
	STATION: EAST PROCTORVILLE	JUP:	
	CIRCUIT: CHESAPEAKE - 7429501	TECH/ENG: Ben Buchser	QUAD:
	VOLTAGE: 34kV	CONTACT #: 614-832-8563	MAP:
		DATE: 2/2/24	SCALE: 1:100
		SHEET: 4 of 17	REV

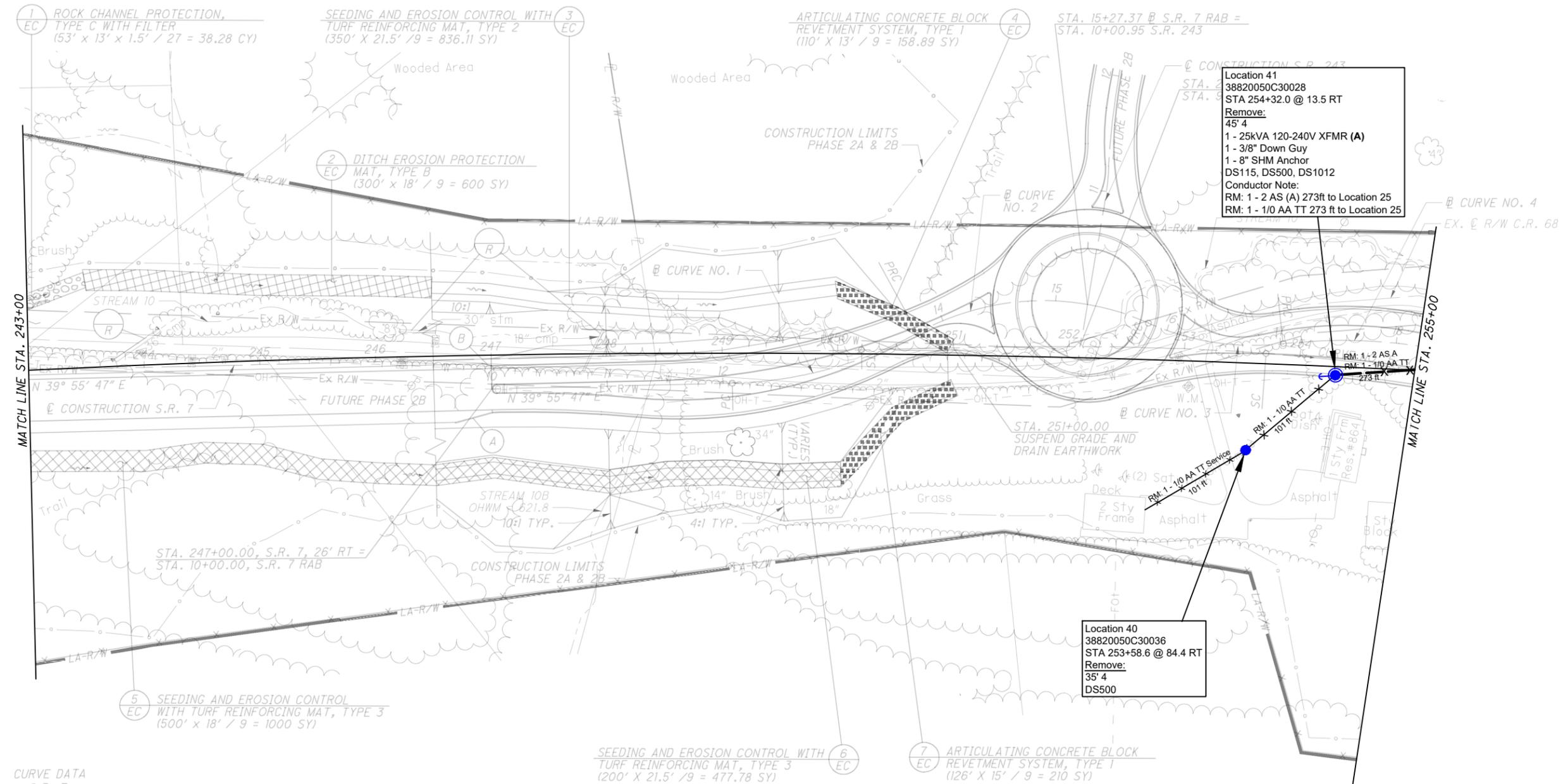
CALCULATED
SLP
CHECKED
ALB

0 25 50 100
HORIZONTAL
SCALE IN FEET

PLAN - S.R. 7
STA. 243+00 TO STA. 255+00 (NORTH)

AW-7-2.17

CURVE DATA @ S.R. 7 RAB	CURVE DATA @ S.R. 7 RAB
CURVE NO. 1	CURVE NO. 2
P.I. Sta. 12+93.43	P.I. Sta. 14+87.13
$\Delta = 27^\circ 26' 21''$ (LT)	$\Delta = 52^\circ 43' 55''$ (RT)
$D_c = 16^\circ 22' 13''$	$D_c = 25^\circ 27' 53''$
$R = 350.00'$	$R = 225.00'$
$T = 85.45'$	$T = 111.52'$
$L = 167.62'$	$L = 207.08'$
$E = 10.28'$	$E = 26.12'$
PC Sta. 12+07.99	PRC Sta. 13+75.60
PRC Sta. 13+75.60	PRC Sta. 15+82.68



Location 41
38820050C30028
STA 254+32.0 @ 13.5 RT
Remove:
45' 4
1 - 25kVA 120-240V XFMR (A)
1 - 3/8" Down Guy
1 - 8" SHM Anchor
DS115, DS500, DS1012
Conductor Note:
RM: 1 - 2 AS (A) 273ft to Location 25
RM: 1 - 1/0 AA TT 273 ft to Location 25

Location 40
38820050C30036
STA 253+58.6 @ 84.4 RT
Remove:
35' 4
DS500

CURVE DATA
S.R. 7
CURVE NO. 5

P.I. STA. 261+89.75	$\theta_s = 5^\circ 41' 15''$
$\Delta = 58^\circ 46' 06''$ (RT)	$L_s = 350.00'$
$D_c = 3^\circ 15' 00''$	$T_s = 1,169.30'$
$R = 1,762.95'$	$LT = 233.45'$
$T = 773.76'$	$ST = 116.78'$
$L = 1,458.26'$	$e_{max} = 7.10\%$
$E = 162.33'$	CS STA. 268+28.71
TS STA. 250+20.45	ST STA. 271+78.71
SC STA. 253+70.45	

TAPERS PROVIDED FOR INFORMATION ONLY

- (A) - STA. 246+68.00 BEGIN SHOULDER
- STA. 247+00.00 END SHOULDER
- (B) - STA. 246+92.00 BEGIN SHOULDER
- STA. 247+00.00 END SHOULDER

JOB SCOPE: PPR-LAW-7-2.17 Chesapeake Bypass 2A & 2B			NON DESIGN ORDERS		
LOCATION: 049 Chesapeake Bypass					
CITY: Chesapeake	DESIGN ORDERS		JUP:		
TWP: Union	OH: 84972937	WO:	JUP:		
COUNTY: Lawrence	UG:	WO:	JUP:		
	AREA: 049		JUP:		
	STATION: EAST PROCTORVILLE		TECH/ENG: Ben Buchser		
	CIRCUIT: CHESAPEAKE - 7429501		CONTACT #: 614-832-8563		
	VOLTAGE: 34kV		DATE: 2/2/24		
			OWR:		
			OPS:		
			OWR:		
			OPS:		
			QUAD:		
			MAP:		
			SCALE: 1:100		
			SHEET: 5 of 17	REV	



0 50 100
 HORIZONTAL SCALE IN FEET
 CALCULATED SLP CHECKED ALB

PLAN - S.R. 7
 STA. 255+00 TO STA. 267+00 (NORTH)

AW - 7 - 2.17

CURVE DATA
 S.R. 7
 CURVE NO. 5

P.I. STA. 261+89.75 $\theta_s = 5^\circ 41' 15''$
 $\Delta = 58^\circ 46' 06''$ (RT) $L_s = 350.00'$
 $D_c = 3^\circ 15' 00''$ $T_s = 1,169.30'$
 $R = 1,762.95'$ $LT = 233.45'$
 $T = 773.76'$ $ST = 116.78'$
 $L = 1,458.26'$ $e_{max} = 7.10\%$
 $E = 162.33'$ $CS STA. 268+28.71$
 $TS STA. 250+20.45$ $ST STA. 271+78.71$
 $SC STA. 253+70.45$

Location 33
 STA 258+40.7 @ 712.3 LT
 Install:
 55' 3
 4 - 8' X-Arm
 4 - 1/2" Down Guy
 4 - 8" DHM Anchor (23'L, 25'L, 23'L, 25'L)
 DS340

Location 32
 STA 259+16.0 @ 556.8 LT
 Install:
 65' 3
 1 - 8' X-Arm
 DS301
 Note:
 Buckeye Rural Energy to attach as top circuit.
 AEP to attach circuit 6' 4" below Buckeye circuit.

Location 31
 New Pole
 STA 260+9.7 @ 393.0 LT
 Install:
 60' 3
 2 - 10' X-Arm
 2 - 3/8" Down Guy
 1 - 8" DHM Anchor (20'L)
 DS305
 Note:
 Buckeye Rural Energy to attach as top circuit.
 AEP to attach circuit 6' 4" below Buckeye circuit.

Location 30
 New Pole
 STA 261+2.0 @ 221.8 LT
 Install:
 65' 3
 2 - 10' X-Arm
 1 - 3/8" Down Guy
 1 - 1/2" Down Guy
 1 - 10" DHM Anchor (25'L)
 DS305
 Note:
 Buckeye Rural Energy to attach as top circuit.
 AEP to attach circuit 6' 4" below Buckeye circuit.

Location 47
 38820050C30058
 STA 256+79.7 @ 456.5 LT
 Remove:
 2 - 8' X-Arm
 DS301
 Note:
 AEP to remove X-Arm, Conductor and Pole once Buckeye Rural Energy has removed circuit

Location 45
 38820050C30007
 STA 256+92.5 @ 421.0 LT
 Remove:
 50' 4
 2 - 8' X-Arm
 1 - 25kVA 120-240V XFMR (B)
 DS301, DS501

Location 50
 38820050C30004
 STA 262+28.3 @ 9.9 LT
 Remove:
 45' 5
 1 - 3/8" Down Guy
 1 - 8" SHM Anchor
 DS303

Location 51
 38820050C30003
 STA 264+12.3 @ 2.3 LT
 Remove:
 45' 4
 1 - 8' X-Arm
 DS301

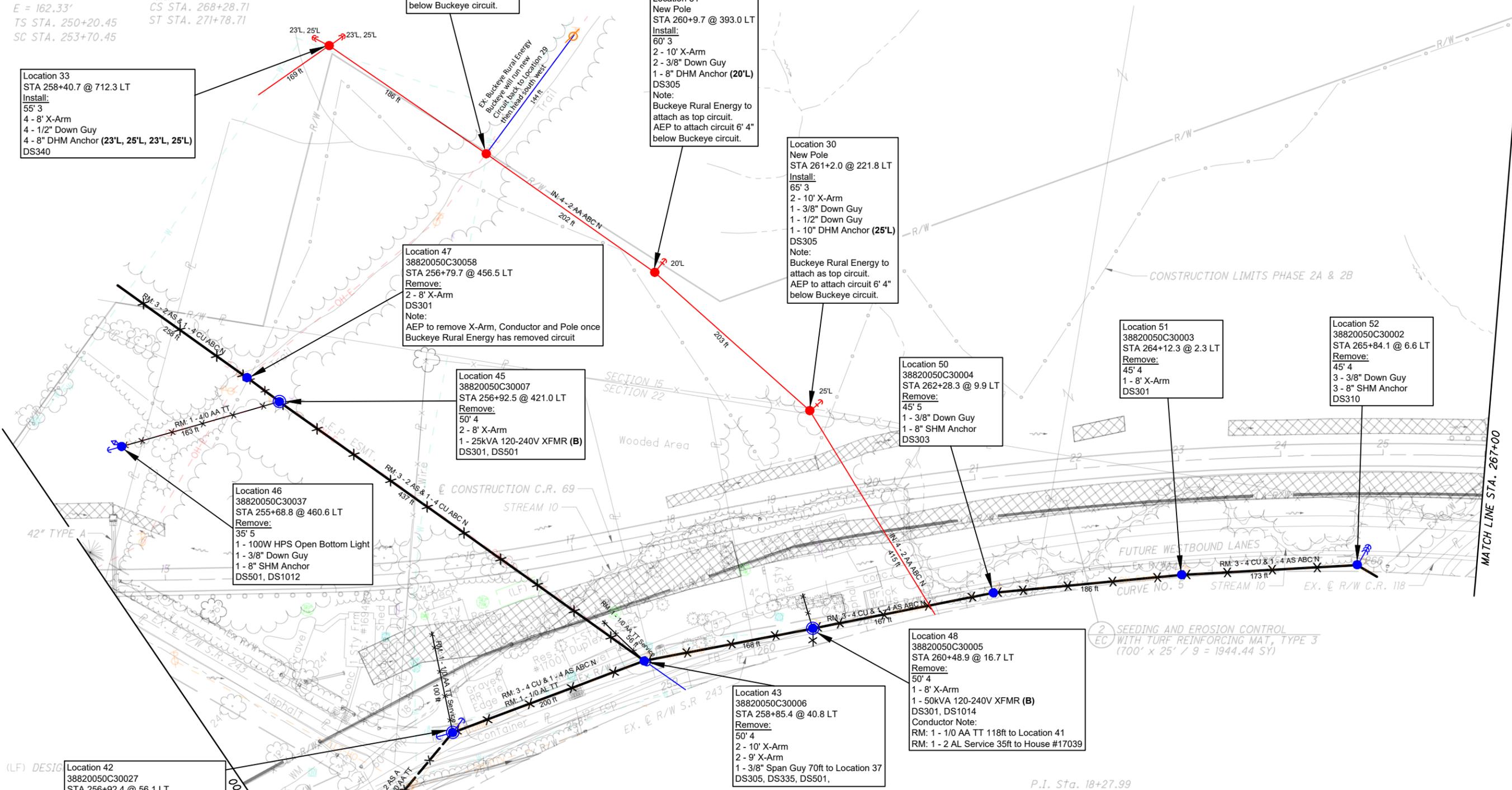
Location 52
 38820050C30002
 STA 265+84.1 @ 6.6 LT
 Remove:
 45' 4
 3 - 3/8" Down Guy
 3 - 8" SHM Anchor
 DS310

Location 46
 38820050C30037
 STA 255+68.8 @ 460.6 LT
 Remove:
 35' 5
 1 - 100W HPS Open Bottom Light
 1 - 3/8" Down Guy
 1 - 8" SHM Anchor
 DS501, DS1012

Location 42
 38820050C30027
 STA 256+92.4 @ 56.1 LT
 Remove:
 45' 4
 2 - 9' X-Arm
 1 - Linecut Fuse Fuse Size (30T-A)
 1 - 25kVA 120-240V XFMR (B)
 2 - 3/8" Down Guy
 2 - 8" SHM Anchor
 DS315/316-D, DS501, DS1012
 RM: 1 - 2 AS A 273ft to Location 25
 RM: 1 - 1/0 AA TT 273 ft to Location 25

Location 43
 38820050C30006
 STA 258+85.4 @ 40.8 LT
 Remove:
 50' 4
 2 - 10' X-Arm
 2 - 9' X-Arm
 1 - 3/8" Span Guy 70ft to Location 37
 DS305, DS335, DS501,

Location 48
 38820050C30005
 STA 260+48.9 @ 16.7 LT
 Remove:
 50' 4
 1 - 8' X-Arm
 1 - 50kVA 120-240V XFMR (B)
 DS301, DS1014
 Conductor Note:
 RM: 1 - 1/0 AA TT 118ft to Location 41
 RM: 1 - 2 AL Service 35ft to House #17039

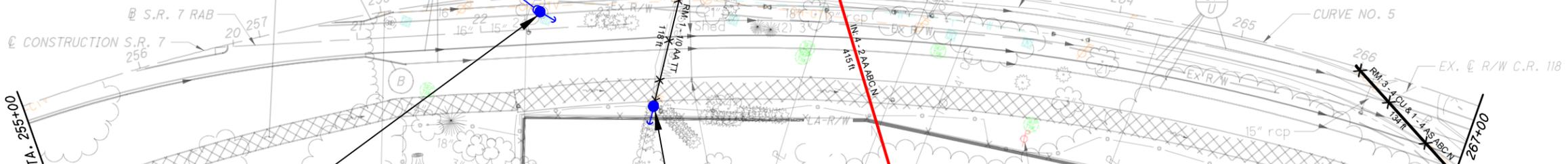


JOB SCOPE: PPR- LAW-7-2.17 Chesapeake Bypass 2A & 2B		NON DESIGN ORDERS	
LOCATION: 049 Chesapeake Bypass			
CITY: Chesapeake	DESIGN ORDERS	JUP:	OWR:
TWP: Union	OH: 84972937	WO:	OPS:
COUNTY: Lawrence	UG:	WO:	OWR:
	AREA: 049	JUP:	OPS:
	STATION: EAST PROCTORVILLE	JUP:	QUAD:
	CIRCUIT: CHESAPEAKE - 7429501	TECH/ENG: Ben Buchser	MAP:
	VOLTAGE: 34kV	CONTACT #: 614-832-8563	SCALE: 1:100
		DATE: 2/2/24	SHEET: 6 of 17
			REV



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SEEDING AND EROSION CONTROL
WITH TURF REINFORCING MAT, TYPE 1
(382' x 14.5' / 9 = 615.44 SY)



Location 44
38820050C30026
STA 259+27.1 @ 15.3 RT
Remove:
30' 5
1 - 3/8" Span Guy 70ft to Location 36
1 - 3/8" Down Guy
1 - 8" SHM Anchor
Stub Pole

Location 49
38820050C30042
STA 260+15.6 @ 97.3 RT
Remove:
30' 5
1 - 3/8" Down Guy
1 - 8" SHM Anchor
DS501
Conductor Note:
RM: 1 - 1/0 AA TT 118ft to Location 40

Location 29
New Pole
STA 262+35.0 @ 170.3 RT
Install:
60' 1
4 - 9' X-Arm
5 - 1/2" Down Guy
5 - 8" DHM Anchor (20'L,
22'L, 21'L, 23'L, 25'L)
DS340
Note:
Buckeye Rural Energy to
attach as top circuit.
AEP to attach circuit 6' 4"
below Buckeye circuit.

Location 28
New Pole
STA 263+80.4 @ 175.3 RT
Install:
50' 2
1 - 8' X-Arm
DS301

Location 27
New Pole
STA 265+25.5 @ 169.4 RT
Install:
50' 2
1 - 8' X-Arm
DS301

Location 26
New Pole
STA 266+69.0 @ 152.6 RT
Install:
50' 4
2 - 10' X-Arm
1 - 3/8" Down Guy
1 - 1/2" Down Guy
1 - 10" DHM Anchor (20'L)
DS305

Location 53
38820050C30001
STA 266+99.2 @ 59.1 RT
Remove:
50' 3
2 - 8' X-Arm
DS301

* (A) - STA. 257+84.78
BEGIN SHOULDER TAPER, 4.92' RT.
STA. 258+09.36
END SHOULDER TAPER, 1.71' RT.

* (B) - STA. 257+81.30
BEGIN SHOULDER TAPER, 32.75' RT.
STA. 258+12.87
END SHOULDER TAPER, 44.33' RT.

* USE TYPE 6 CURB TO TAPER
SHOULDER. TAPER CURB HEIGHT
FROM 0" TO 6" IN 10'.

CURVE DATA
S.R. 7
CURVE NO. 5

P.I. STA. 261+89.75 $\theta_s = 5^\circ 41' 15"$
 $\Delta = 58^\circ 46' 06" (RT)$ $L_s = 350.00'$



0 25 50 100
HORIZONTAL
SCALE IN FEET

CALCULATED
SLP
CHECKED
ALB

PLAN - S.R. 7
STA. 255+00 TO STA. 267+00 (SOUTH)

AW-7-2.17

JOB SCOPE: PPR- LAW-7-2.17 Chesapeake Bypass 2A & 2B			NON DESIGN ORDERS		
LOCATION: 049 Chesapeake Bypass			OWR:		
CITY: Chesapeake	DESIGN ORDERS		OPS:		
TWP: Union	OH: 84972937	WO:	OWR:		
COUNTY: Lawrence	UG:	WO:	OPS:		
	AREA: 049	JUP:	QUAD:		
	STATION: EAST PROCTORVILLE	TECH/ENG: Ben Buchser	MAP:		
	CIRCUIT: CHESAPEAKE - 7429501	CONTACT #: 614-832-8563	SCALE: 1:100		
	VOLTAGE: 34kV	DATE: 2/24	SHEET: 7 of 17 REV		

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2 DITCH EROSION PROTECTION
 EC MAT, TYPE B
 (300' x 35' / 9 = 1166.67 SY)

4 DITCH EROSION PROTECTION
 EC MAT, TYPE B
 (50' x 14.5' / 9 = 80.56 SY)

1 SEEDING AND EROSION CONTROL
 EC WITH TURF REINFORCING MAT, TYPE 3
 (150' x 25' / 9 = 416.67 SY)

Location 55
 38820051000350
 STA 268+46.0 @ 30.6 LT
 Remove:
 35' 5
 DS501

Location 54
 38820051000121
 STA 268+34.2 @ 117.0 RT
 Remove:
 45' 4
 2 - 10' X-Arm
 1 - 25kVA 120-240V XFMR (A)
 1 - 3/8" Down Guy
 1 - 8" SHM Anchor
 DS305, DS501, DS1014
 Note: Frontier owns pole,
 Frontier to maintain ownership

Location 25
 New Pole
 STA 268+88.6 @ 164.0 RT
 Install:
 50' 2
 1 - 8' X-Arm
 DS301

Location 24
 38820051000346
 STA 271+2.4 @ 157.9 RT
 Existing:
 45' 4
 Replace:
 2 - 9' X-Arm w/ 2 - 8' X-Arm
 Install:
 1 - 8' X-Arm
 1 - 3/8" Down Guy
 3 - 1/2" Down Guy
 3 - 8" DHM Anchor (15'L, 13'L, 15'L)
 Transfer:
 3 - 300 Amp Linecut Fuse: Fuse Size (**-T)
 DS316-A, DS1310

CURVE DATA
 S.R. 7
 CURVE NO. 5
 P.I. STA. 261+89.75 $\theta s = 5^\circ 41' 15''$
 $\Delta = 58^\circ 46' 06''$ (RT) $Ls = 350.00'$
 $Dc = 3^\circ 15' 00''$ $Ts = 1,169.30'$
 $R = 1,762.95'$ $LT = 233.45'$
 $T = 773.76'$ $ST = 116.78'$
 $L = 1,458.26'$ $e_{max} = 7.10\%$
 $E = 162.33'$ CS STA. 268+28.71
 TS STA. 250+20.45 ST STA. 271+78.71
 SC STA. 253+70.45

CURVE DATA
 S.R. 7
 CURVE NO. 6
 P.I. STA. 280+92.68 $\theta s = 0^\circ 37' 30''$
 $\Delta = 5^\circ 51' 21''$ (RT) $Ls = 125.00'$
 $Dc = 1^\circ 00' 00''$ $Ts = 355.56'$
 $R = 5,729.58'$ $LT = 83.33'$
 $T = 230.42'$ $ST = 41.67'$
 $L = 460.59'$ $e_{max} = 2.90\%$
 $E = 4.63'$ CS STA. 283+22.71
 TS STA. 277+37.12 ST STA. 284+47.71
 SC STA. 278+62.12

JOB SCOPE: PPR- LAW-7-2.17 Chesapeake Bypass 2A & 2B			NON DESIGN ORDERS
LOCATION: 049 Chesapeake Bypass			
CITY: Chesapeake	DESIGN ORDERS	JUP:	OWR:
TWP: Union	OH: 84972937	WO:	OPS:
COUNTY: Lawrence	UG:	WO:	OWR:
	AREA: 049	JUP:	OPS:
	STATION: EAST PROCTORVILLE	TECH/ENG: Ben Buchser	QUAD:
	CIRCUIT: CHESAPEAKE - 7429501	CONTACT #: 614-832-8563	MAP:
	VOLTAGE: 34kV	DATE: 2/2/24	SCALE: 1:100
			SHEET: 8 of 17 REV

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(LF) DESIGNATES LEACH FIELD

CURVE DATA
S.R. 7
CURVE NO. 6

P.I. STA. 280+92.68 $\theta_s = 0^\circ 37' 30''$
 $\Delta = 5^\circ 51' 21''$ (RT) $L_s = 125.00'$
 $D_c = 1^\circ 00' 00''$ $T_s = 355.56'$
 $R = 5,729.58'$ $LT = 83.33'$
 $T = 230.42'$ $ST = 41.67'$
 $L = 460.59'$ $e_{max} = 2.90\%$
 $E = 4.63'$ $CS STA. 283+22.71$
 $TS STA. 277+37.12$ $ST STA. 284+47.71$
 $SC STA. 278+62.12$



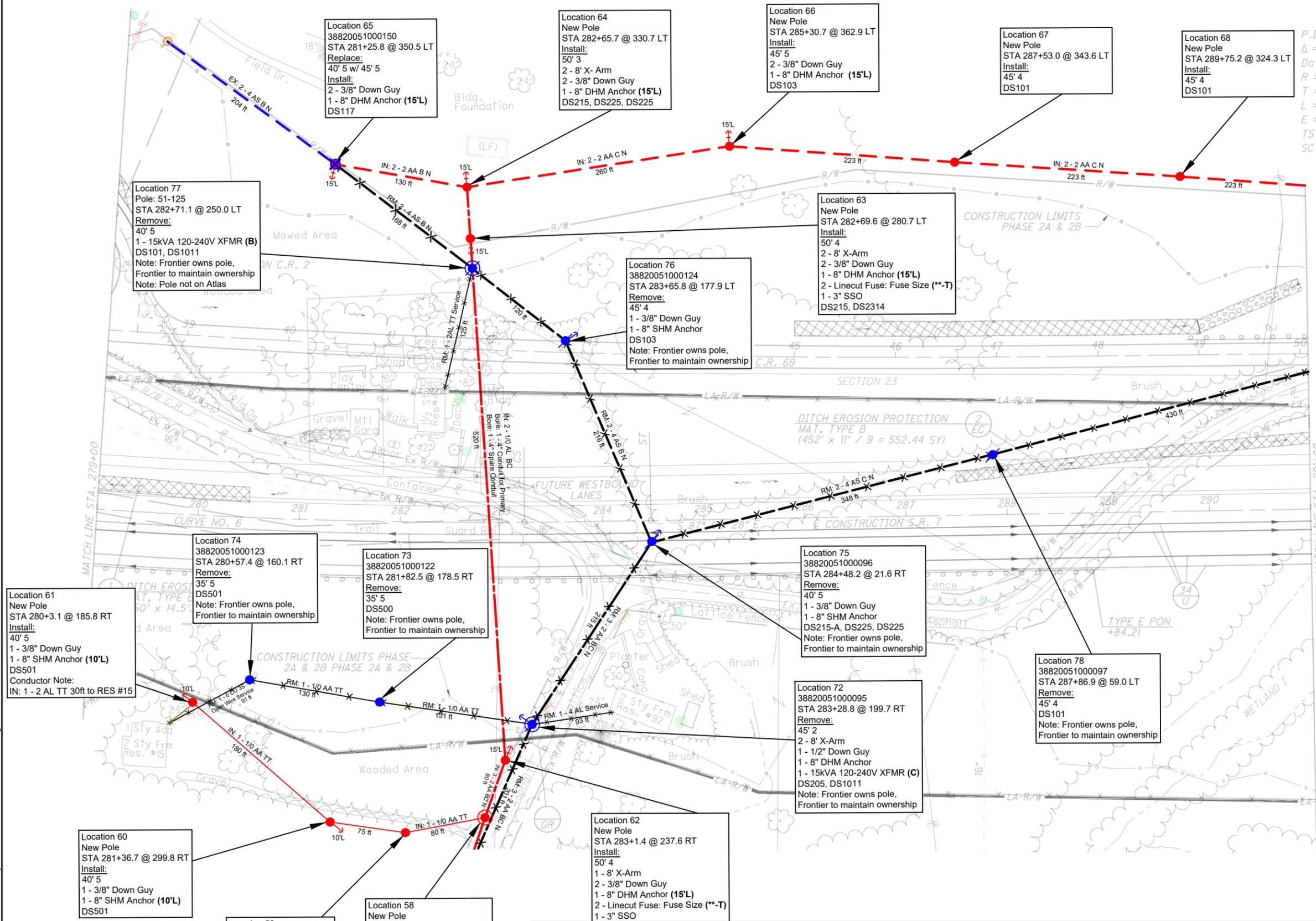
0 50 100
HORIZONTAL
SCALE IN FEET

CALCULATED
SLIP
CHECKED
ALB

PLAN - S.R. 7
STA. 279+00 TO STA. 291+00

AW-7-2.17

\\173608714\LAN\75923\roadway\sheets\75923GP015-2B.dgn Sheet 6/29/2022 11:51:45 AM SLParker



NON DESIGN ORDERS

JOB SCOPE: PPR- LAW-7-2.17 Chesapeake Bypass 2A & 2B

LOCATION: 049 Chesapeake Bypass

CITY: Chesapeake
TWP: Union
COUNTY: Lawrence

OH: 84972937
UG: 049

DESIGN ORDERS
WO:
WO:

JUP:
JUP:
JUP:

AREA: 049
STATION: EAST PROCTORVILLE
CIRCUIT: CHESAPEAKE - 7429501
VOLTAGE: 34KV

TECH/ENG: Ben Buchser
CONTACT #: 614-832-8563
DATE: 2/2/24

OWR:
OPS:
OWR:
OPS:
QUAD:
MAP:
SCALE: 1:100
SHEET: 9 of 17 REV



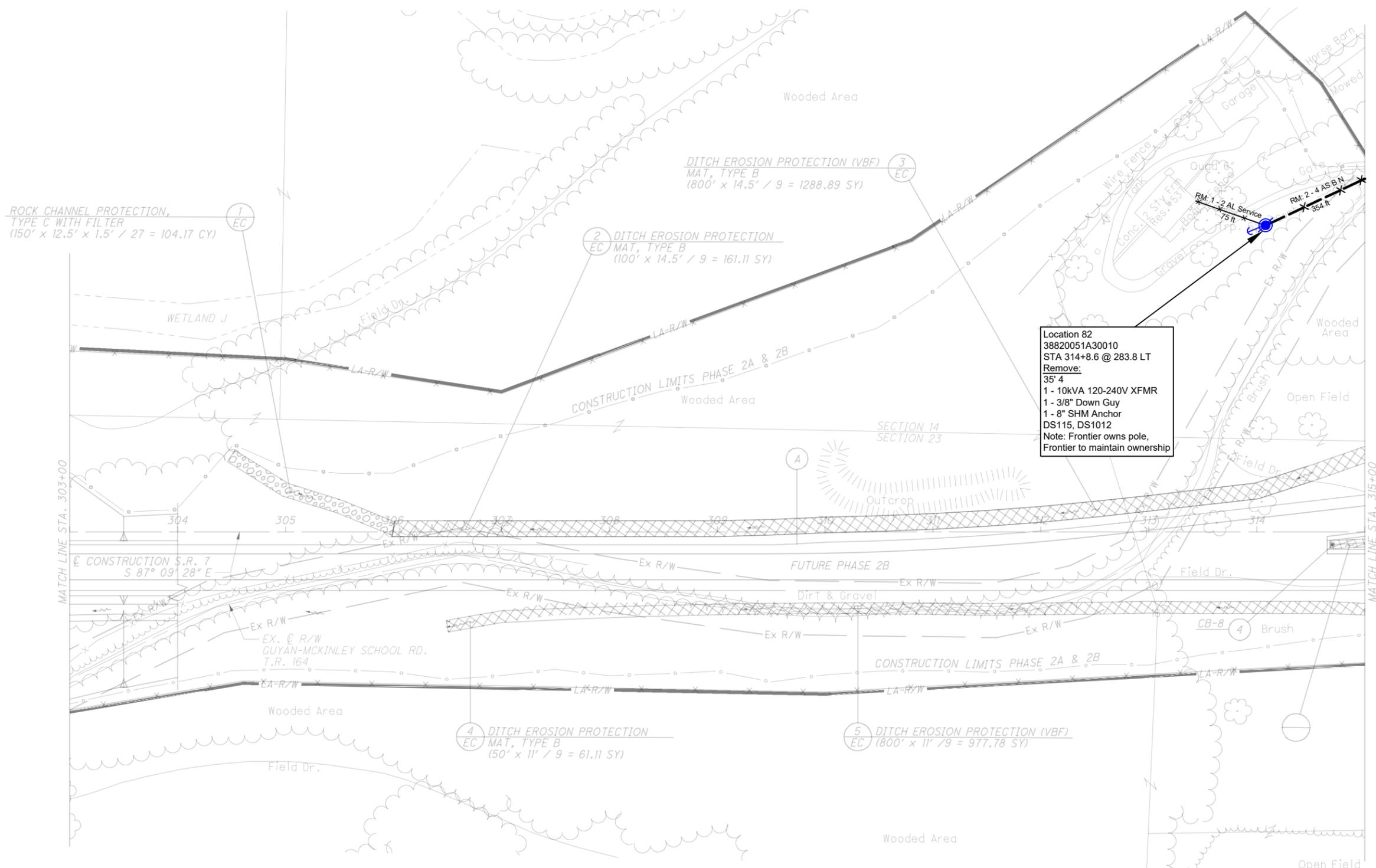
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CALCULATED SLP
CHECKED ALB

PLAN - S.R. 7
STA. 303+00 TO STA. 315+00

AW-7-2.17



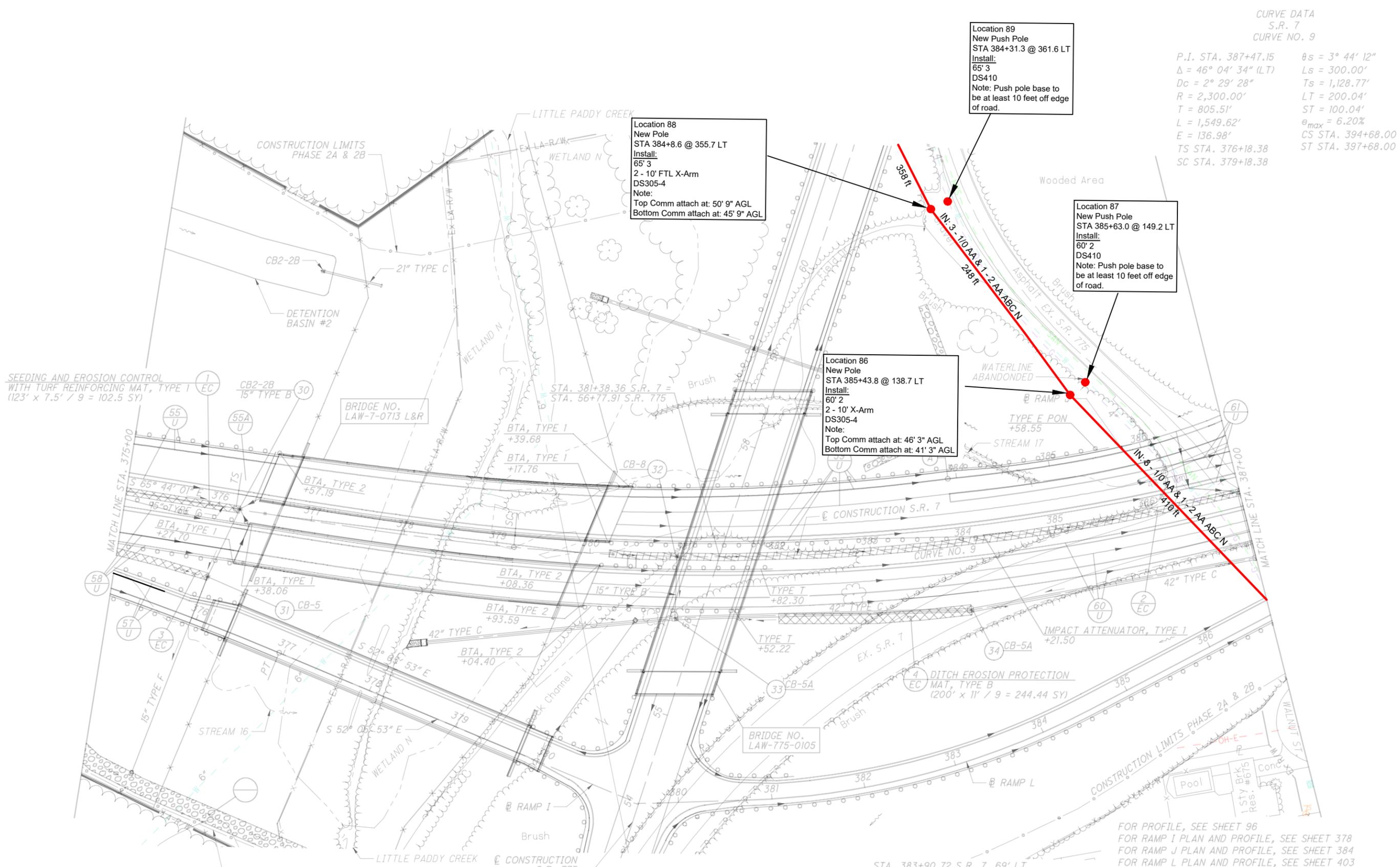
Location 82
38820051A30010
STA 314+8.6 @ 283.8 LT
Remove:
35' 4"
1 - 10kVA 120-240V XFMR
1 - 3/8" Down Guy
1 - 8" SHM Anchor
DS115, DS1012
Note: Frontier owns pole,
Frontier to maintain ownership

CURVE DATA
S.R. 7 LANE TRANSITION
TRANSITION CURVE NO. 1
(FOR HORIZONTAL LAYOUT ONLY)

P.I. Sta. 311+12.46, S.R. 7, 20' RT.
Δ = 6° 29' 46" (LT)
Dc = 2° 00' 00"
R = 2,864.79'
T = 162.58'
L = 324.81'
E = 4.61'
θ_{max} = NC
PC STA. = 309+49.89, S.R. 7, 20' RT.
PT STA. = 312+74.00, S.R. 7, 1.61' RT.

JOB SCOPE: PPR- LAW-7-2.17 Chesapeake Bypass 2A & 2B			NON DESIGN ORDERS	
LOCATION: 049 Chesapeake Bypass				
CITY: Chesapeake	DESIGN ORDERS		JUP:	OWR:
TWP: Union	OH: 84972937	WO:	JUP:	OPS:
COUNTY: Lawrence	UG:	WO:	JUP:	OWR:
	AREA: 049		JUP:	OPS:
	STATION: PROCTORVILLE		TECH/ENG: Ben Buchser	QUAD:
	CIRCUIT: PROCTORVILLE - 741102		CONTACT #: 614-832-8563	MAP:
	VOLTAGE: 34KV		DATE: 2/2/24	SCALE: 1:100
				SHEET: 11 of 17 REV

\\173608714.LAW\75923\roadway\sheets\75923GP023-2B.dgn Sheet 6/29/2022 11:52:06 AM SLParker



CURVE DATA
S.R. 7
CURVE NO. 9

P.I. STA. 387+47.15 $\theta_s = 3^\circ 44' 12''$
 $\Delta = 46^\circ 04' 34''$ (LT) $L_s = 300.00'$
 $D_c = 2^\circ 29' 28''$ $T_s = 1,128.77'$
 $R = 2,300.00'$ $LT = 200.04'$
 $L = 805.51'$ $ST = 100.04'$
 $T = 1,549.62'$ $e_{max} = 6.20\%$
 $E = 136.98'$ $CS STA. 394+68.00$
 $TS STA. 376+18.38$ $ST STA. 397+68.00$
 $SC STA. 379+18.38$

CALCULATED
SLP
CHECKED
ALB

0 50 100
HORIZONTAL
SCALE IN FEET

PLAN - S.R. 7
STA. 375+00 TO STA. 387+00

AW-7-2.17

SEEDING AND EROSION CONTROL
WITH TURF REINFORCING MAT, TYPE I
(123' x 7.5' / 9 = 102.5 SY)

FOR PROFILE, SEE SHEET 96
FOR RAMP I PLAN AND PROFILE, SEE SHEET 378
FOR RAMP J PLAN AND PROFILE, SEE SHEET 384
FOR RAMP L PLAN AND PROFILE, SEE SHEET 403

JOB SCOPE: PPR- LAW-7-2.17 Chesapeake Bypass 2A & 2B			NON DESIGN ORDERS		
LOCATION: 049 Chesapeake Bypass					
CITY: Chesapeake	DESIGN ORDERS	JUP:	OWR:		
TWP: Union	OH: 84972937	WO:	OPS:		
COUNTY: Lawrence	UG:	WO:	OWR:		
	AREA: 049	JUP:	OPS:		
	STATION: PROCTORVILLE	TECH/ENG: Ben Buchser	QUAD:		
	CIRCUIT: PROCTORVILLE - 741102	CONTACT #: 614-832-8563	MAP:		
	VOLTAGE: 34KV	DATE: 2/2/24	SCALE: 1:100		
			SHEET: 12 of 17 REV		

2 DI
EC MA
16

3 SE
EC WJ
110



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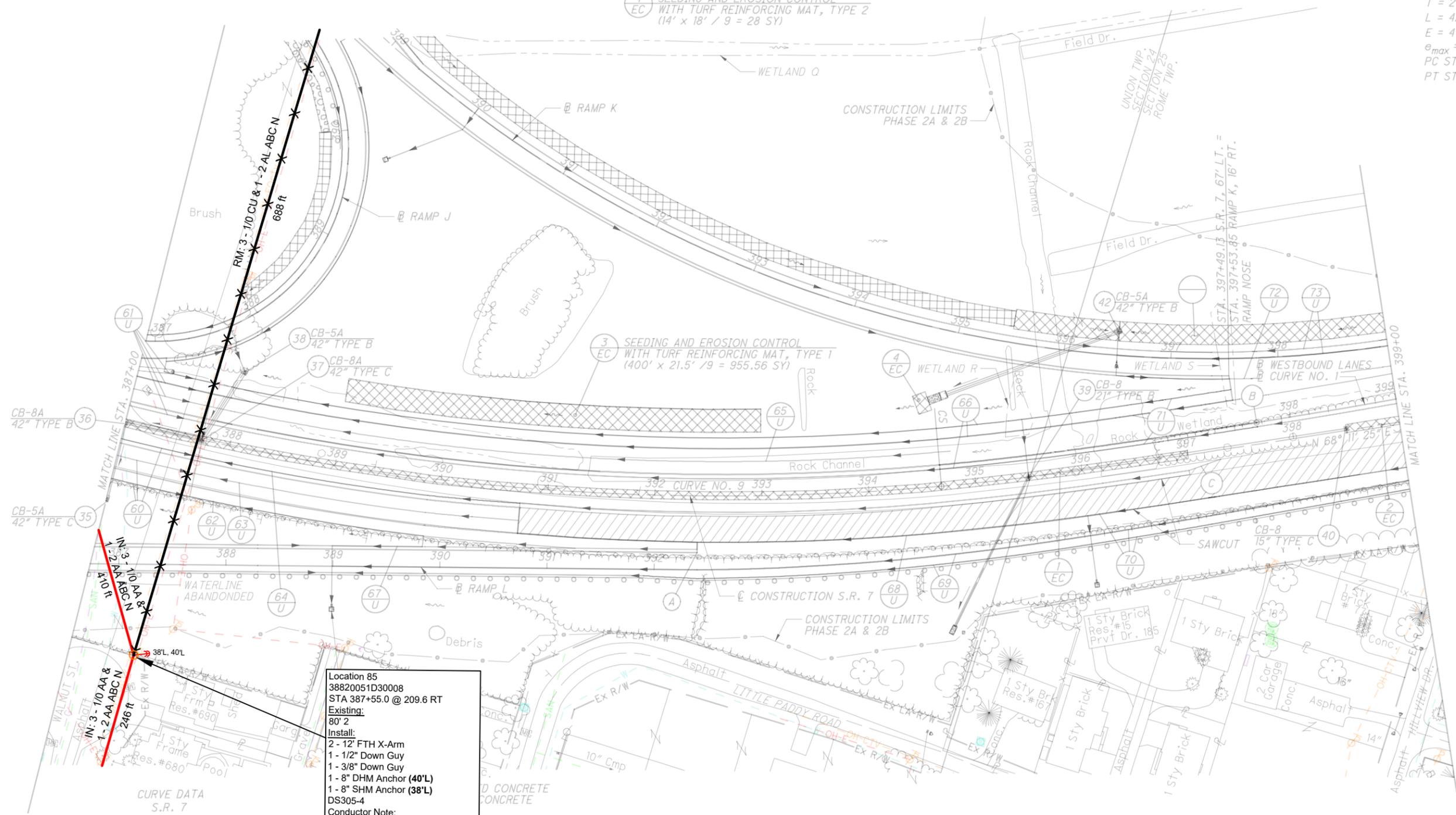
- 1 DITCH EROSION PROTECTION
EC
MAT, TYPE B
(1000' x 7.5' / 9 = 833.33 SY)
- 2 DITCH EROSION PROTECTION
EC
(50' x 7.5' / 9 = 41.67 SY)
- 3 SEEDING AND EROSION CONTROL
EC
WITH TURF REINFORCING MAT, TYPE 1
(400' x 21.5' / 9 = 955.56 SY)
- 4 SEEDING AND EROSION CONTROL
EC
WITH TURF REINFORCING MAT, TYPE 2
(14' x 18' / 9 = 28 SY)

CURVE DATA
S.R. 7 WESTBOUND LANES
@ CURVE NO. 1

P.I. STA. 399+82.71
Δ = 4° 17' 32" (LT)
Dc = 1° 00' 00"
R = 5,729.58'
T = 214.71'
L = 429.22'
E = 4.02'
e_{max} = 2.90%
PC STA. = 397+68.00
PT STA. = 401+97.22

CALCULATED SLP CHECKED ALB

0 50 100
25
HORIZONTAL SCALE IN FEET



CURVE DATA
S.R. 7
CURVE NO. 9

P.I. STA. 387+47.15 θs = 3° 44' 12"
Δ = 46° 04' 34" (LT) Ls = 300.00'
Dc = 2° 29' 28" Ts = 1,128.77'
T = 805.51' ST = 100.04'
L = 1,549.62' e_{max} = 6.20%
E = 136.98' CS STA. 394+68.00
TS STA. 376+18.38 ST STA. 397+68.00
SC STA. 379+18.38

Location 85
38820051D30008
STA 387+55.0 @ 209.6 RT

Existing:
80' 2"

Install:
2 - 12" FTH X-Arm
1 - 1/2" Down Guy
1 - 3/8" Down Guy
1 - 8" DHM Anchor (40'L)
1 - 8" SHM Anchor (38'L)
DS305-4

Conductor Note:
Install: 3 - 1/0 AA & 1 - 2 AA ABC N
410ft to Location 86

Note:
Top Comm attach at: 64' 3" AGL
Bottom Comm attach at: 59' 3" AGL

STA. 392+40.09 S.R. 7
BEGIN PAVEMENT TAPER, 69' RT. =

JOB SCOPE: PPR- LAW-7-2.17 Chesapeake Bypass 2A & 2B		NON DESIGN ORDERS	
LOCATION: 049 Chesapeake Bypass			
CITY: Chesapeake	DESIGN ORDERS	JUP:	OWR:
TWP: Union	OH: 84972937	WO:	OPS:
COUNTY: Lawrence	UG:	WO:	OWR:
	AREA: 049	JUP:	OPS:
	STATION: PROCTORVILLE	JUP:	QUAD:
	CIRCUIT: PROCTORVILLE - 741102	TECH/ENG: Ben Buchser	MAP:
	VOLTAGE: 34KV	CONTACT #: 614-832-8563	SCALE: 1:100
		DATE: 2/2/24	SHEET: 13 of 17
			REV

PLAN - S.R. 7
STA. 387+00 STA. 399+00

AW-7-2.17

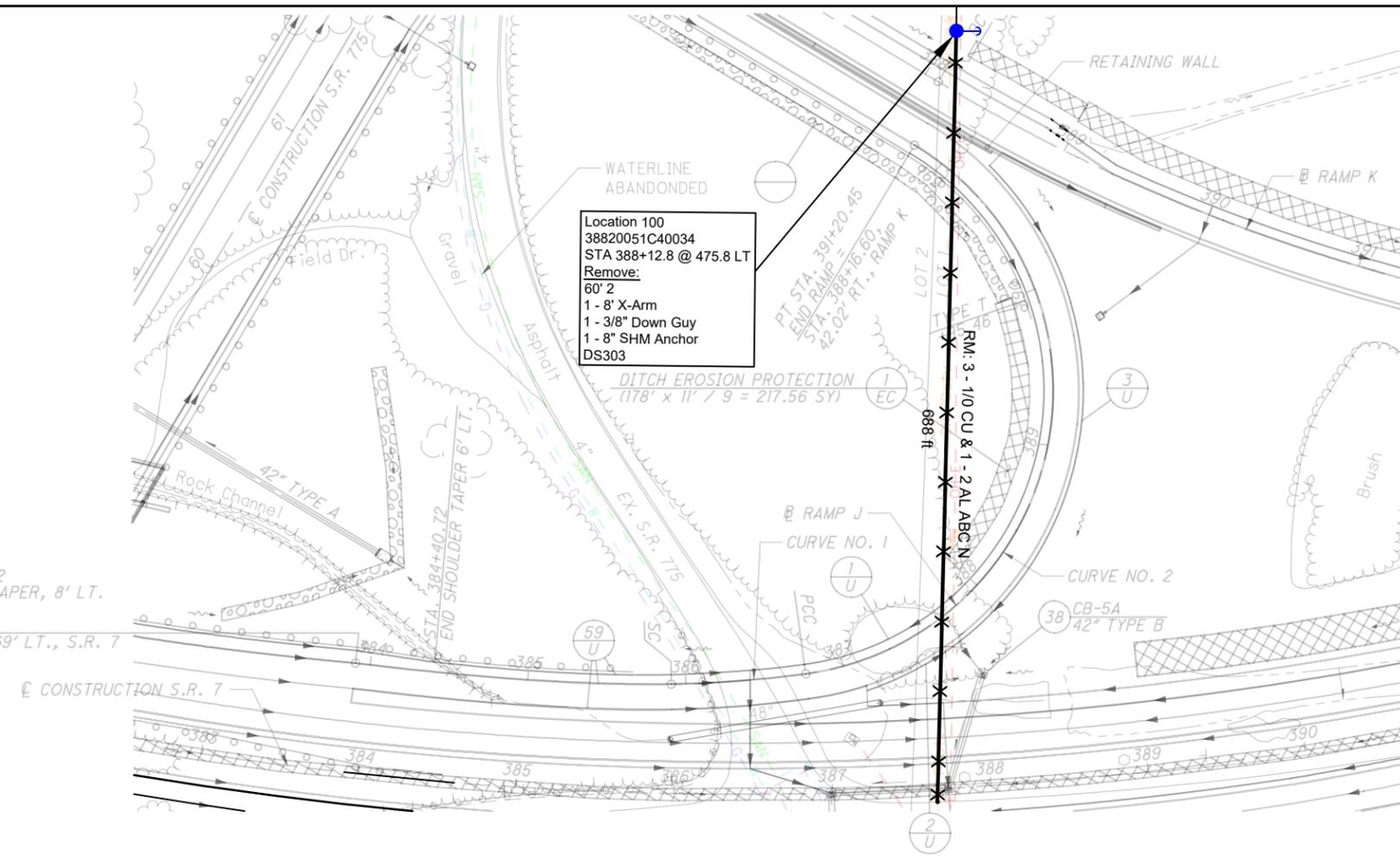
**CURVE DATA
RAMP J
CURVE NO. 1**

P.I. STA. 385+74.87 $\theta_{back} = 7^{\circ} 30' 00''$
 $\Delta = 13^{\circ} 53' 07''$ (LT) $L_{back} = 200.00'$
 $Dc = 7^{\circ} 30' 00''$ $T_{back} = 184.15'$
 $R = 763.94'$ $LT = 133.45'$
 $T = 42.61'$ $ST = 66.78'$
 $L = 85.14'$ e_{max} (N.D.C.) = 8.00%
 $E = 1.19'$ $e_{max} = 6.20\%$
 TS STA. 383+90.72
 SC STA. 385+90.72
 PCC STA. 386+75.86

**CURVE DATA
RAMP J
CURVE NO. 2**

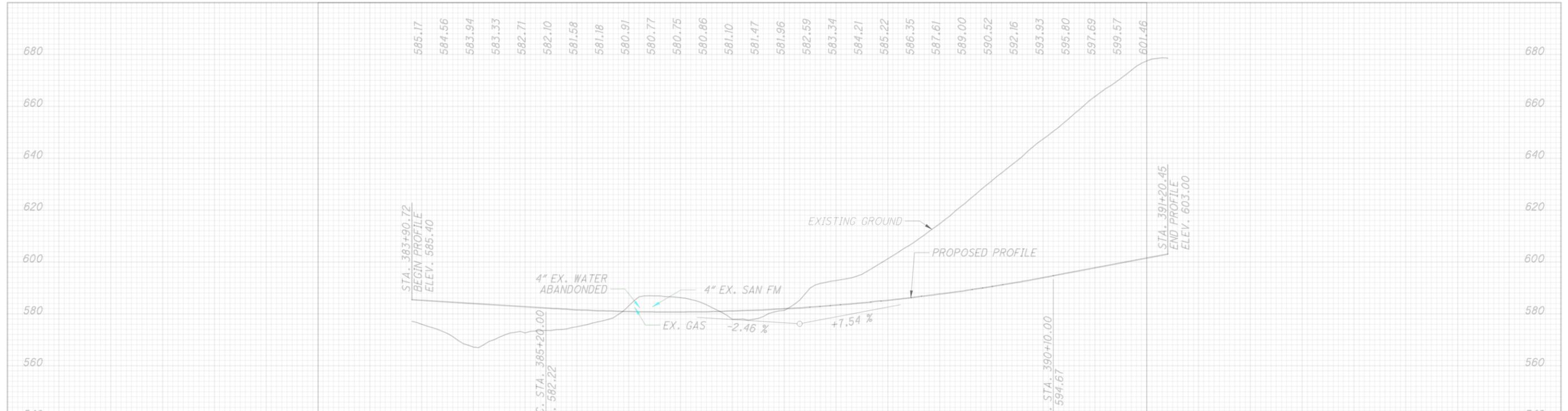
P.I. STA. 391+91.55
 $\Delta = 141^{\circ} 31' 04''$ (LT)
 $Dc = 31^{\circ} 49' 52''$
 $R = 180.00'$
 $T = 515.70'$
 $L = 444.59'$
 $E = 366.21'$
 $e_{max} = 7.66\%$
 PCC STA. 386+75.86
 PT STA. 391+20.45

ST STA. 383+90.72
 BEGIN SHOULDER TAPER, 8' LT.
 BEGIN RAMP
 RAMP NOSE =
 STA. 383+90.72, 69' LT., S.R. 7



Location 100
 38820051C40034
 STA 388+12.8 @ 475.8 LT
 Remove:
 60" 2
 1 - 8" X-Arm
 1 - 3/8" Down Guy
 1 - 8" SHM Anchor
 DS303

FOR S.R. 7 PLAN & PROFILE, SEE SHEETS 95-98
 FOR RAMP K PLAN AND PROFILE, SEE SHEETS 389-390
 FOR S.R. 775 PLAN & PROFILE, SEE SHEET 486-487
 FOR INTERCHANGE DETAILS, SEE SHEETS 548-403
 FOR STORM SEWER PROFILE, SEE SHEET 563
 FOR CULVERT DETAILS, SEE SHEET 572
 FOR UNDERDRAIN TABLES, SEE SHEETS 581-585
 FOR RETAINING WALL DETAILS, SEE SHEETS 584-588
 FOR TRAFFIC CONTROL PLAN, SEE SHEETS 589-619



JOB SCOPE: PPR- LAW-7-2.17 Chesapeake Bypass 2A & 2B		NON DESIGN ORDERS	
LOCATION: 049 Chesapeake Bypass		OWR:	
CITY: Chesapeake	DESIGN ORDERS	OPS:	
TWP: Union	OH: 84972937	OWR:	
COUNTY: Lawrence	UG: _____	OPS:	
	AREA: 049	QUAD:	
	STATION: PROCTORVILLE	MAP:	
	CIRCUIT: PROCTORVILLE - 741102	SCALE: 1:100	
	VOLTAGE: 34KV	SHEET: 14 of 17 REV	
	WO: _____	JUP:	
	WO: _____	JUP:	
		JUP:	
		TECH/ENG: Ben Buchser	
		CONTACT #: 614-832-8563	
		DATE: 2/24	

0 50 100
 HORIZONTAL SCALE IN FEET

CALCULATED SLP
 CHECKED ALB

**PLAN AND PROFILE
 RAMP J**

AW - 7 - 2.17

FOR S.R. 7 PLAN & PROFILE, SEE SHEETS 70-71
 FOR INTERSECTION DETAILS, SEE SHEETS 553
 FOR STORM SEWER PROFILE, SEE SHEET 564
 FOR DRIVE DETAILS, SEE SHEET 568
 FOR DETENTION BASIN DETAILS, SEE SHEETS 577&580
 FOR UNDERDRAIN TABLES, SEE SHEETS 581-585
 FOR TRAFFIC CONTROL PLAN, SEE SHEETS 589-619



CURVE DATA S.R. 243 CURVE NO. 1	CURVE DATA S.R. 243 CURVE NO. 2	CURVE DATA S.R. 243 CURVE NO. 3
P.I. Sta. 11+03.86	P.I. Sta. 11+99.38	P.I. Sta. 12+94.82
$\Delta = 6^\circ 51' 57''$ (LT)	$\Delta = 13^\circ 36' 35''$ (RT)	$\Delta = 6^\circ 05' 09''$ (RT)
$Dc = 19^\circ 05' 55''$	$Dc = 8^\circ 48' 53''$	$Dc = 16^\circ 22' 13''$
$R = 300.00'$	$R = 650.00'$	$R = 350.00'$
$T = 18.00'$	$T = 77.56'$	$T = 18.61'$
$L = 35.95'$	$L = 154.40'$	$L = 37.18'$
$E = 0.54'$	$E = 4.61'$	$E = 0.49'$
$e_{max} = 1.60\%$	$e_{max} = 1.60\%$	$e_{max} = 1.60\%$
PC Sta. 10+85.87	PRC Sta. 11+21.82	PCC Sta. 12+76.21
PRC Sta. 11+21.82	PCC Sta. 12+76.21	CS Sta. 13+13.39

CURVE DATA
S.R. 243
CURVE NO. 4

P.I. Sta. 15+51.11	$\theta_s = 00^\circ 45' 00''$
$\Delta = 5^\circ 37' 36''$ (LT)	$L_s = 100.00'$
$Dc = 1^\circ 30' 00''$	$T_s = 237.72'$
$R = 3,819.72'$	$LT = 66.67'$
$T = 137.62'$	$ST = 33.33'$
$L = 275.13'$	$e_{max} = 3.50\%$
$E = 2.48'$	CS Sta. 16+88.52
TS STA. 13+13.39	ST Sta. 17+88.52
SC STA. 14+13.39	

- * (A) STA. 13+07.06
BEGIN SHOULDER TAPER, 20.02' LT.
STA. 13+15.05
END SHOULDER TAPER, 22' LT.
- * (B) STA. 13+06.93
BEGIN SHOULDER TAPER, 31.95' RT.
STA. 13+14.93
END SHOULDER TAPER, 34' RT.

- (C) STA. 15+38.99
BEGIN PAVEMENT TAPER, 22.63' RT.
BEGIN SHOULDER TAPER, 26.63' RT.
STA. 16+00.62
END PAVEMENT TAPER, 18' RT.
END SHOULDER TAPER, 22' RT.

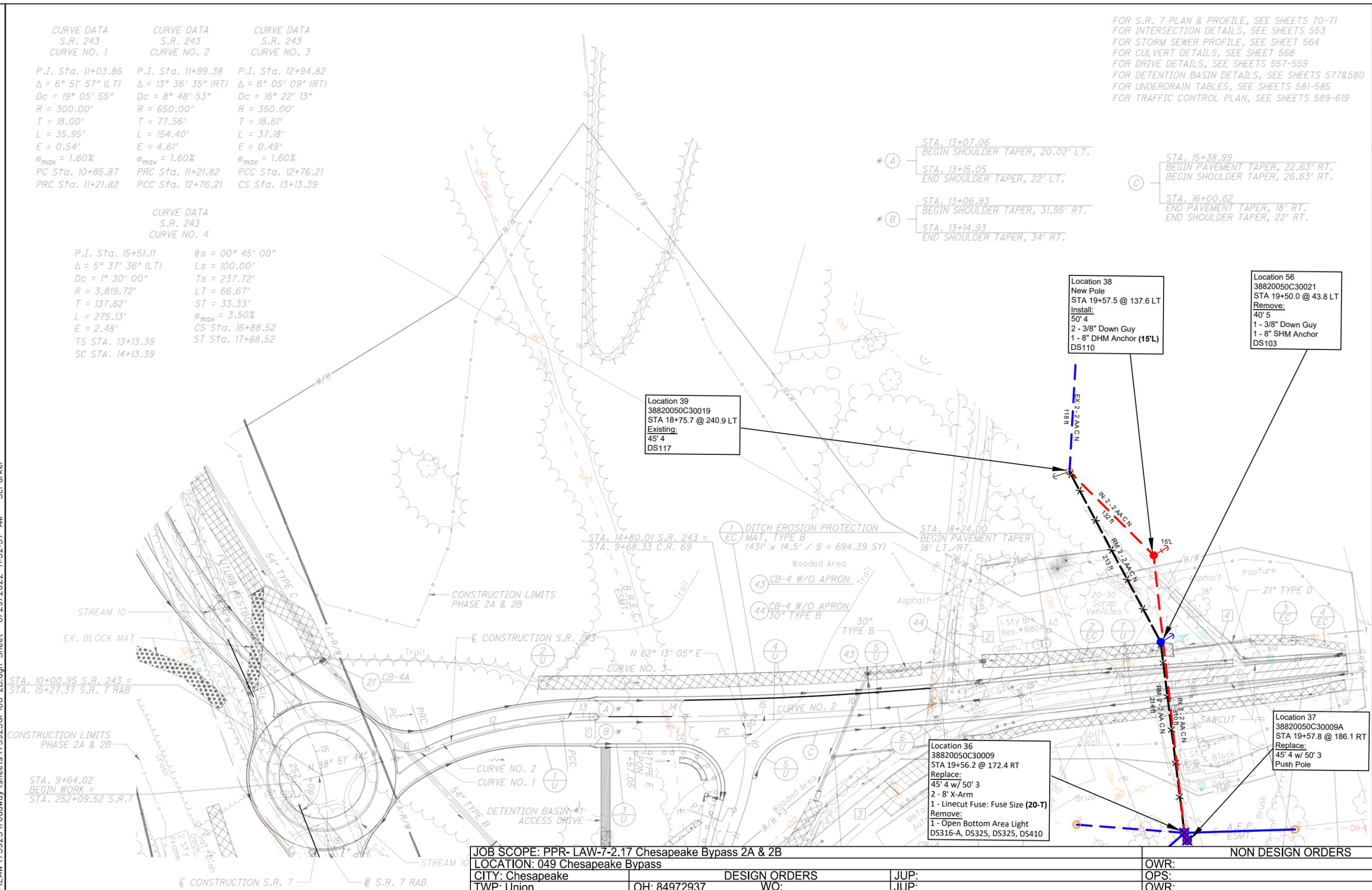
Location 38
38820050C30021
New Pole
STA 19+57.5 @ 137.6 LT
Install:
50' 4
2 - 3/8" Down Guy
1 - 8" DHM Anchor (15'L)
DS110

Location 56
38820050C30021
STA 19+50.0 @ 43.8 LT
Remove:
40' 5
1 - 3/8" Down Guy
1 - 8" SHM Anchor
DS103

Location 39
38820050C30019
STA 18+75.7 @ 240.9 LT
Existing:
45' 4
DS117

Location 36
38820050C30009
STA 19+56.2 @ 172.4 RT
Replace:
45' 4 w/ 50' 3
2 - 8' X-Arm
1 - Linecut Fuse: Fuse Size (20-T)
Remove:
1 - Open Bottom Area Light
DS316-A, DS325, DS325, DS410

Location 37
38820050C30009A
STA 19+57.8 @ 186.1 RT
Replace:
45' 4 w/ 50' 3
Push Pole



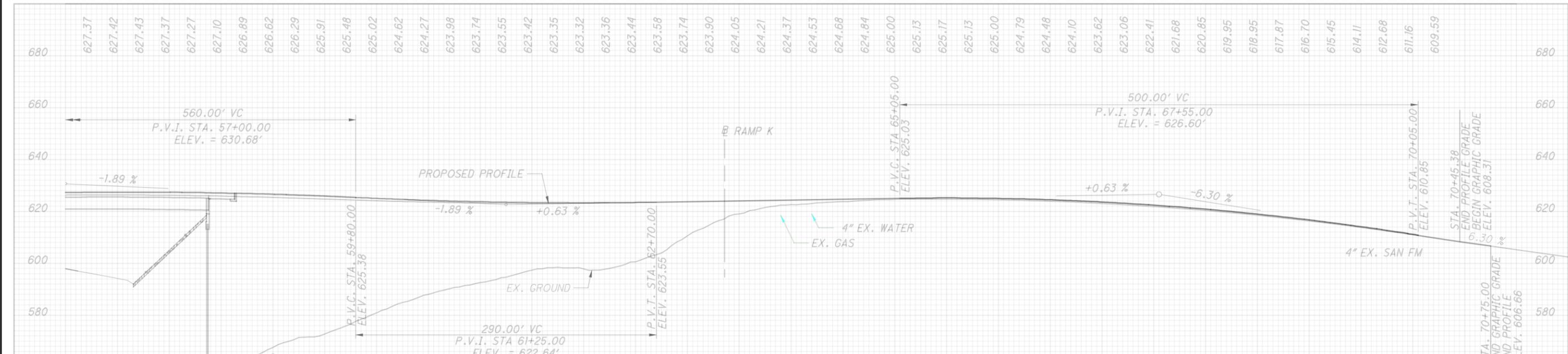
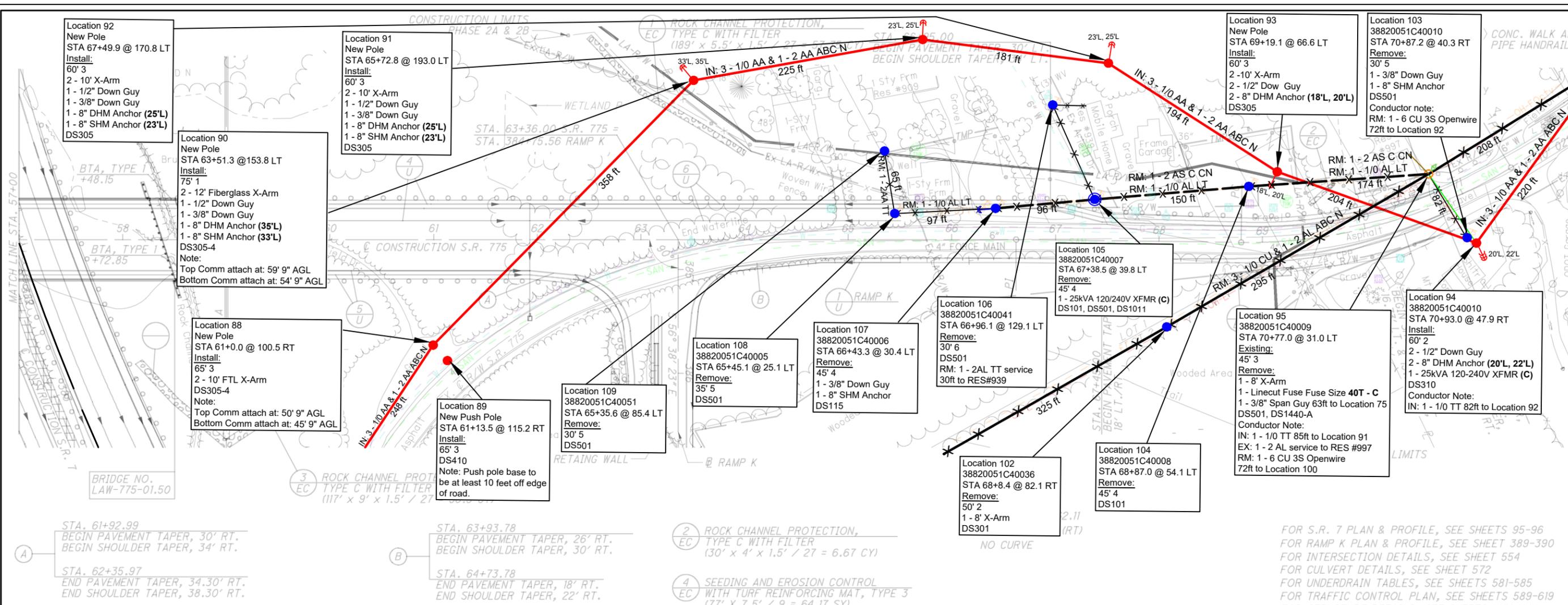
JOB SCOPE: PPR- LAW-7-2.17 Chesapeake Bypass 2A & 2B		NON DESIGN ORDERS	
LOCATION: 049 Chesapeake Bypass			
CITY: Chesapeake	DESIGN ORDERS	JUP:	OWR:
TWP: Union	OH: 84972937	WO:	OPS:
COUNTY: Lawrence	UG:	WO:	OWR:
	AREA: 049	JUP:	OPS:
	STATION: EAST PROCTORVILLE	TECH/ENG: Ben Buchser	QUAD:
	CIRCUIT: CHESAPEAKE - 7429501	CONTACT #: 614-832-8563	MAP:
	VOLTAGE: 34kV	DATE: 2/2/24	SCALE: 1:100
		SHEET: 16 of 17 REV	

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PLAN
S.R. 243

AW-7-2.17

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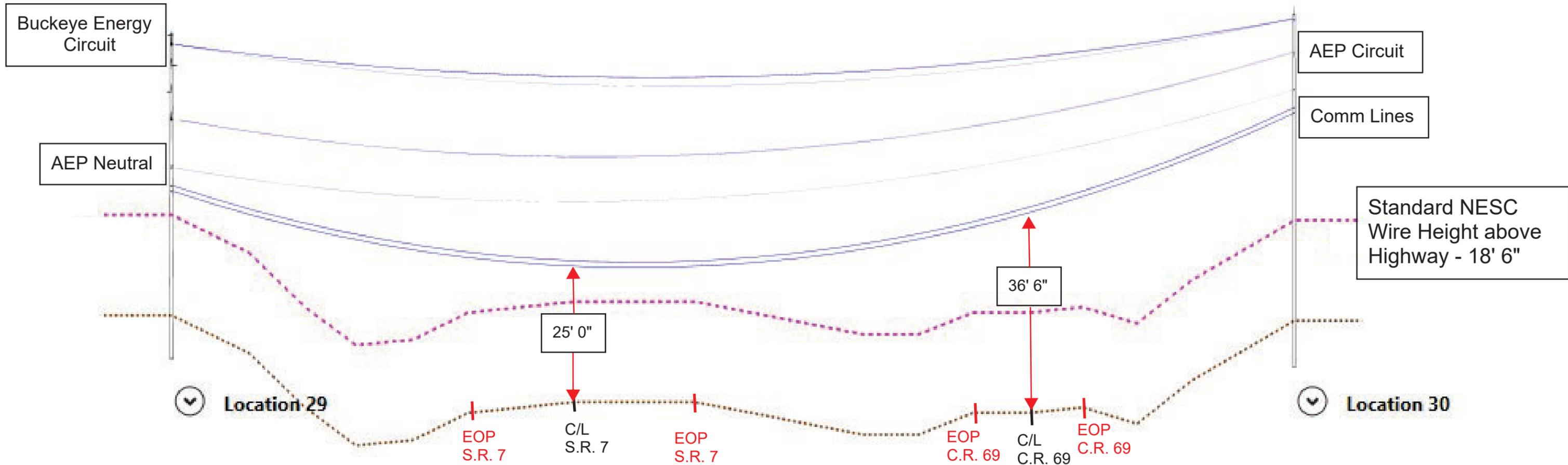
PLAN AND PROFILE - S.R. 775
STA. 57+00.00 TO STA. 70+75.00
AW-7-2.17

HORIZONTAL SCALE IN FEET
 0 25 50 100
 CALCULATED SLP
 CHECKED ALB

JOB SCOPE: PPR- LAW-7-2.17 Chesapeake Bypass 2A & 2B LOCATION: 049 Chesapeake Bypass		NON DESIGN ORDERS	
CITY: Chesapeake TWP: Union COUNTY: Lawrence	OH: 84972937 UA: 049 STATION: PROCTORVILLE CIRCUIT: PROCTORVILLE - 741102 VOLTAGE: 34KV	DESIGN ORDERS WO: WO: WO:	JUP: JUP: JUP: JUP: JUP: TECH/ENG: Ben Buchser CONTACT #: 614-832-8563 DATE: 2/2/24
		OWR: OPS: OWR: OPS: QUAD: MAP: SCALE: 1:100 SHEET: 17 of 17 REV	

Vertical Clearance for State Route 7 and County Route 69 for Communication Lines

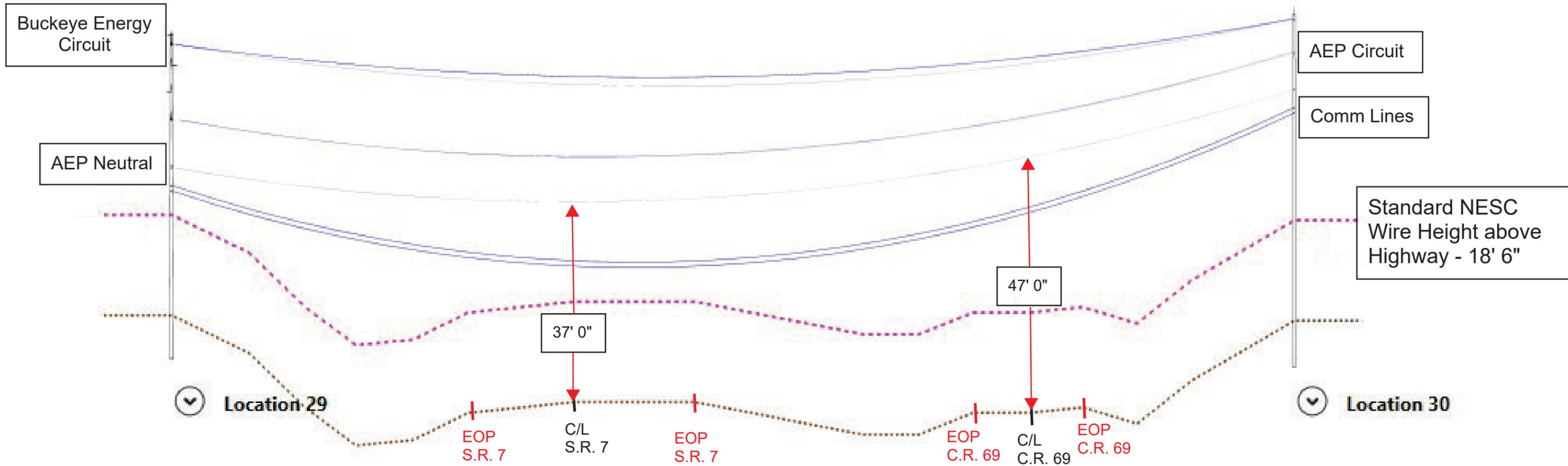
Not to Scale



Note: There are 2 total communication lines on this span. Heights shown are vertical clearance to lowest communication line. All communication lines are spaced 1 foot apart from each other.

Vertical Clearance for State Route 7 and County Route 69 for AEP Circuit

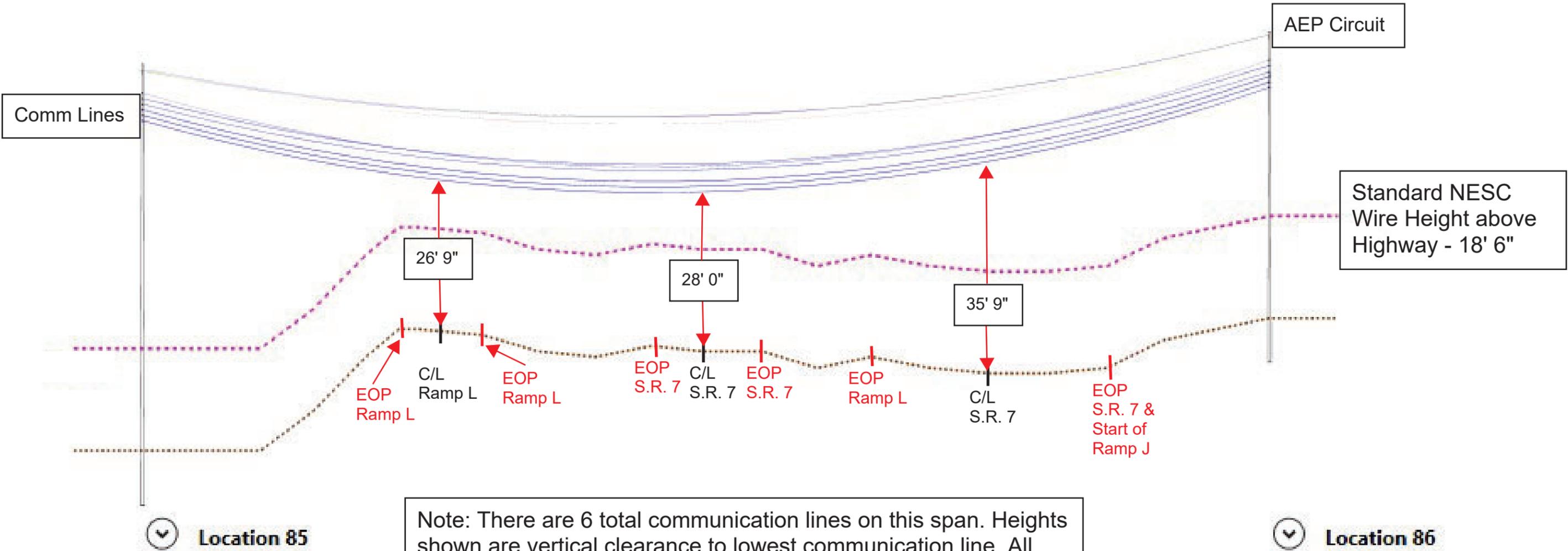
Not to Scale



Note: AEP circuit as bottom circuit pole attachment. One 3 phase circuit with neutral below circuit. Heights shown are for lowest hanging AEP wire. (Buckeye Rural Energy as top circuit)

Vertical Clearance for State Route 7, Ramp L, and Start of Ramp J for Communication Lines

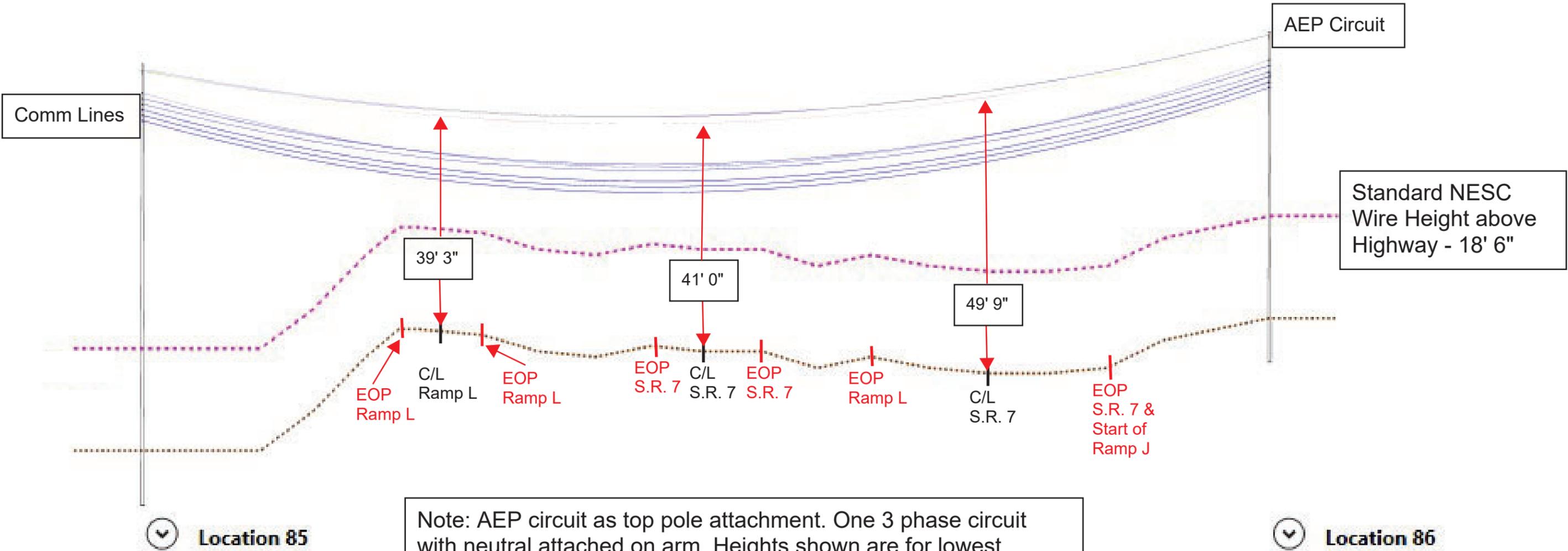
Not to Scale



Note: There are 6 total communication lines on this span. Heights shown are vertical clearance to lowest communication line. All communication lines are spaced 1 foot apart from each other.

Vertical Clearance for State Route 7, Ramp L, and Start of Ramp J for AEP Circuit

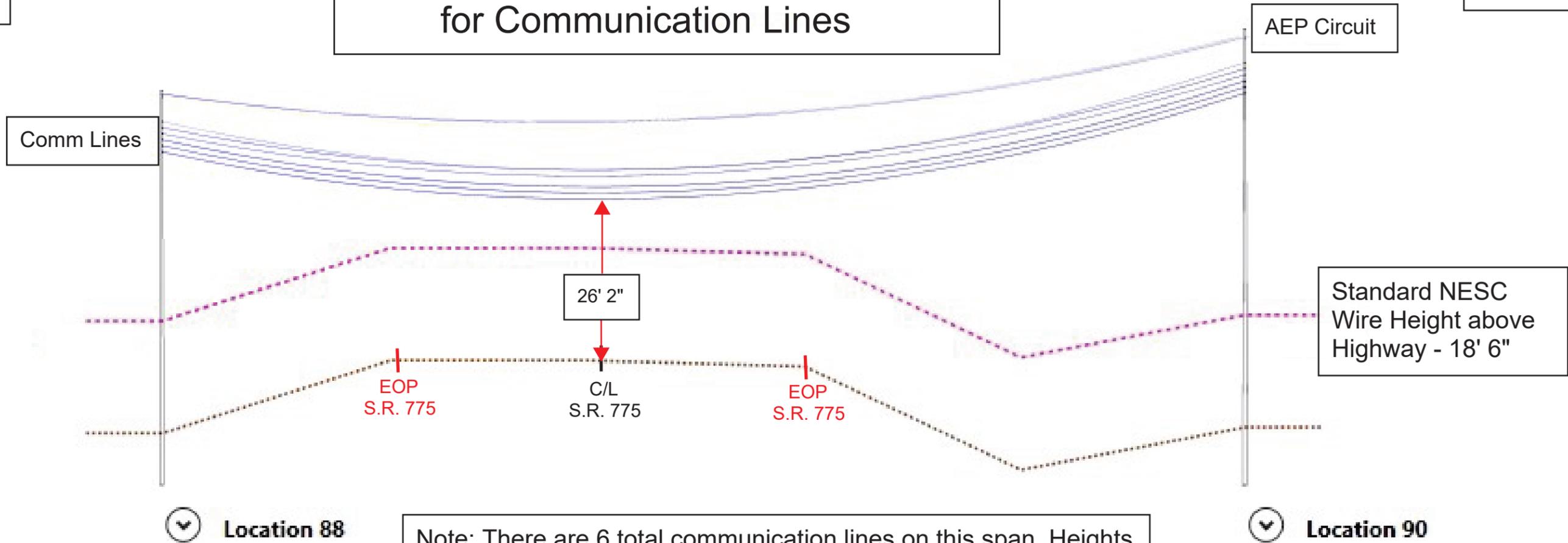
Not to Scale



Note: AEP circuit as top pole attachment. One 3 phase circuit with neutral attached on arm. Heights shown are for lowest hanging AEP wire.

Vertical Clearance for State Route 775 for Communication Lines

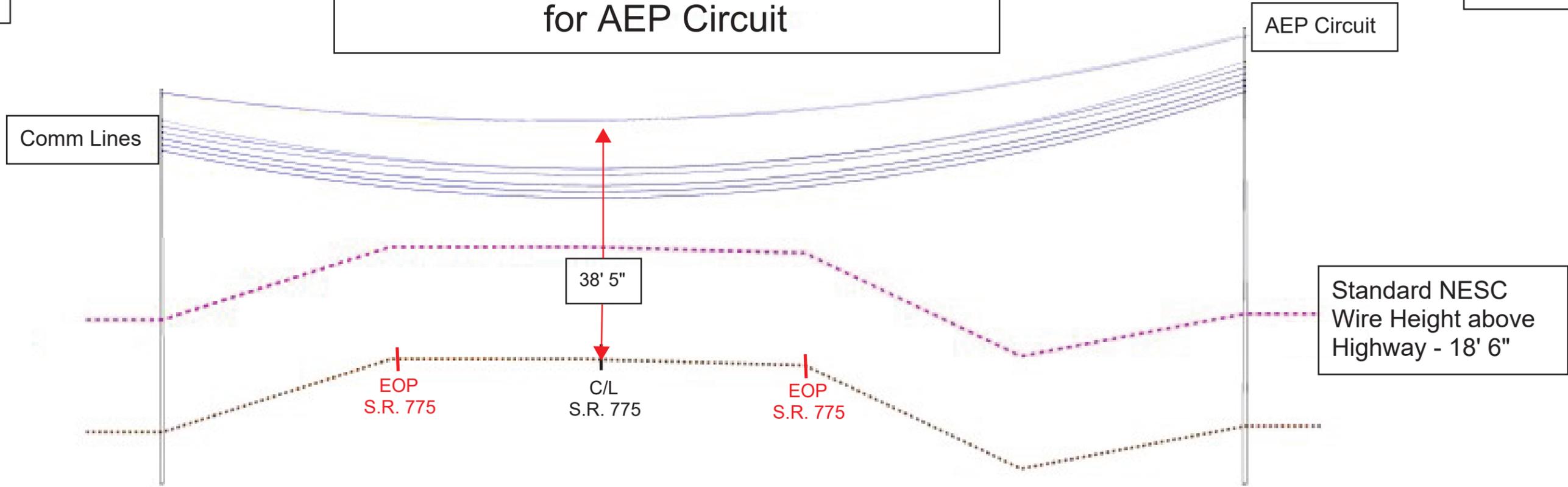
Not to Scale



Note: There are 6 total communication lines on this span. Heights shown are vertical clearance to lowest communication line. All communication lines are spaced 1 foot apart from each other.

Vertical Clearance for State Route 775 for AEP Circuit

Not to Scale



Location 88

Location 90

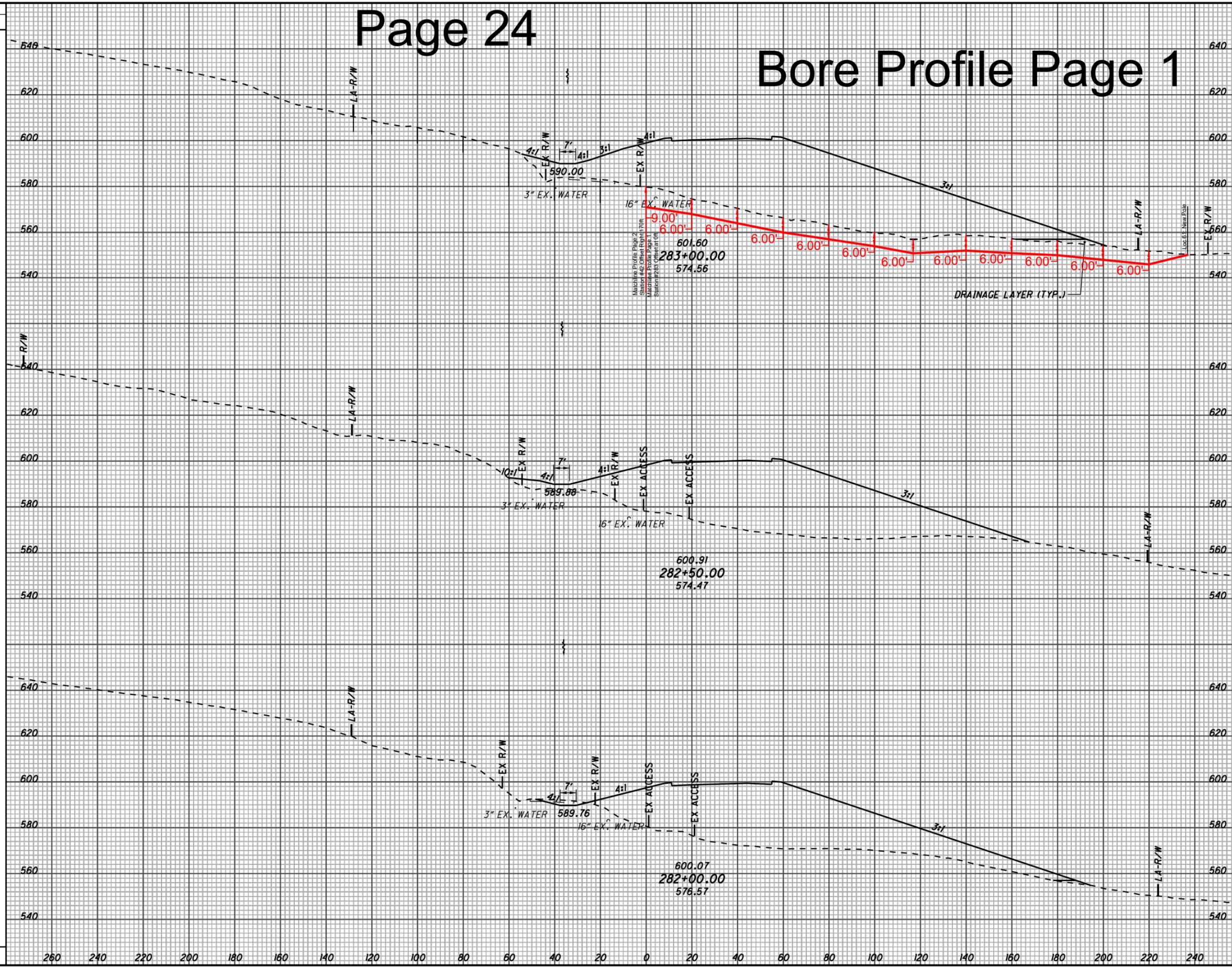
Note: AEP circuit as top pole attachment. One 3 phase circuit with neutral attached on arm. Heights shown are for lowest hanging AEP wire.

Bore Profile Page 1

SEEDING	
END WIDTH	SO. YDS.

END AREA		VOLUME		CALCULATED SLP	CHECKED ALB
CUT	FILL	CUT	FILL		

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CROSS SECTIONS S.R. 7
STA. 282+00.00 TO STA. 283+00.00

LAW-7-2.17

230
633

