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STATE OF OHIO
DEPARTMENT OF HIGHWAYS

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO	STATE	172

MEDINA COUNTY
MED-3-(15.04)(17.16-17.28)

MED-3-(15.04)(17.16-17.28)

PART 2
FOR PART I SEE PLANS FOR
MED-42-17.46

MEDINA COUNTY

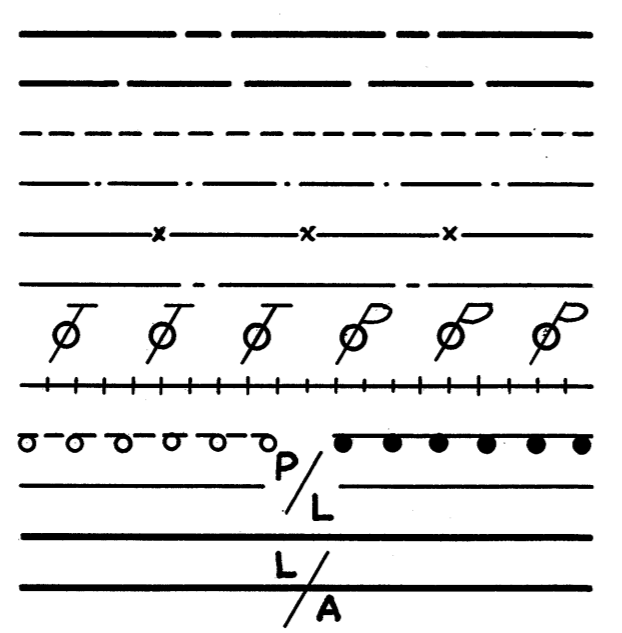
MEDINA AND GRANGER TOWNSHIPS

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CONVENTIONAL

SIGNS

- COUNTY LINE
- TOWNSHIP LINE
- SECTION LINE
- CORPORATION LINE
- FENCE LINE
- CENTER LINE
- POLE LINE (TELEPHONE & POWER)
- RAILROAD
- GUARD RAIL (EXISTING & PROPOSED)
- PROPERTY LINE
- RIGHT OF WAY
- RIGHT OF WAY - LIMITED ACCESS

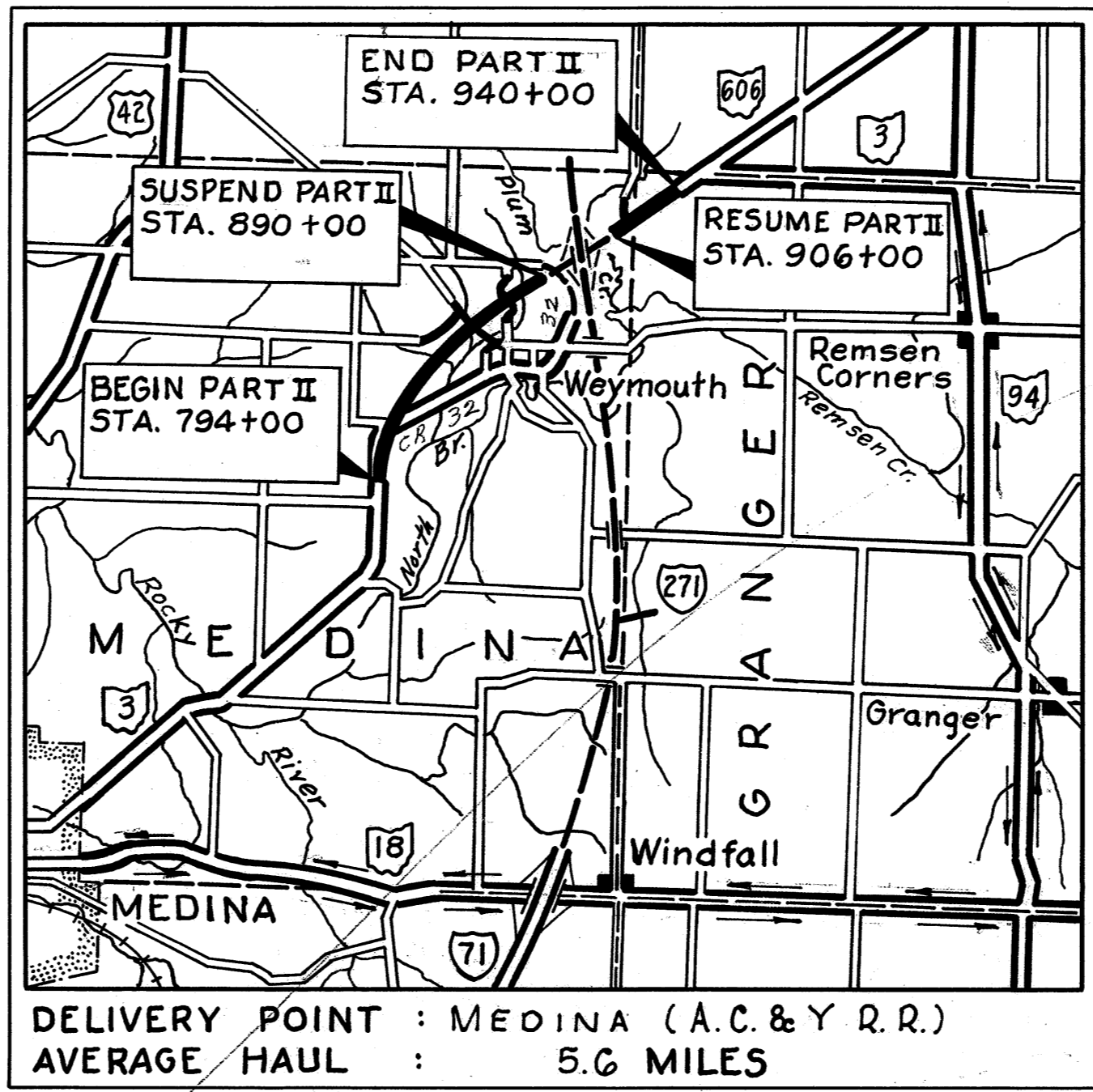


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LINE DATA

	PROJECT	WORK
BEGIN	STA. 794+00	STA. 793+50
SUSPEND	STA. 890+00	STA. 890+00
RESUME	STA. 906+00	STA. 906+00
END	STA. 940+00	STA. 940+75
GROSS LENGTH	13,000 LIN. FT.	13,125 LIN. FT.
INTERSECTIONS		
South Connection Road	1,438 LIN. FT.	
Township Roads #37 & 109	1,756 LIN. FT.	
Township Road #188	716 LIN. FT.	
County Road #17	688 LIN. FT.	
NET LENGTH	13,000 LIN. FT.	16,723 LIN. FT.
	OR 2.462 MILES	3.167 MILES



DELIVERY POINT : MEDINA (A.C. & Y R.R.)
AVERAGE HAUL : 5.6 MILES

LOCATION MAP

Scale of Miles
1 in. = 1 mi.



SCALES

- PLAN 1" = 50'
- PROFILE HORIZONTAL 1" = 50'
- PROFILE VERTICAL 1" = 5'
- CROSS SECTIONS 1" = 5'
- OTHER SHEETS AS SHOWN

The Standard Specifications of the State of Ohio, Department of Highways, including changes and supplemental specifications listed in the proposal shall govern this improvement.

The right of way for this improvement will be provided by the State of Ohio.

I hereby approve these plans and declare that the making of this improvement will require the part time closing of the highway to traffic, as noted on Sheet 6, during which time detours will be provided as shown hereon. Provisions for the maintenance and safety of traffic will be as set forth on the plans and estimates.

Approved *E. L. Johnson*
Date 10-8-62 Division Deputy Director

Approved *H. Overman*
Date 10-22-62 Engineer of Bridges

Approved *W. J. Brennan*
Date 11-5-62 Engineer of Location and Design

Approved *C. W. McCaughey*
Date 11-5-62 Deputy Director of Design and Construction

Approved *W. M. J. Gross*
Date 11-5-62 Deputy Director of Right of Way

Approved *Samuel Hooper*
Date 11-5-62 Deputy Director of Planning and Programming

Approved *E. C. Perry*
Date 11-5-62 First Assistant Director

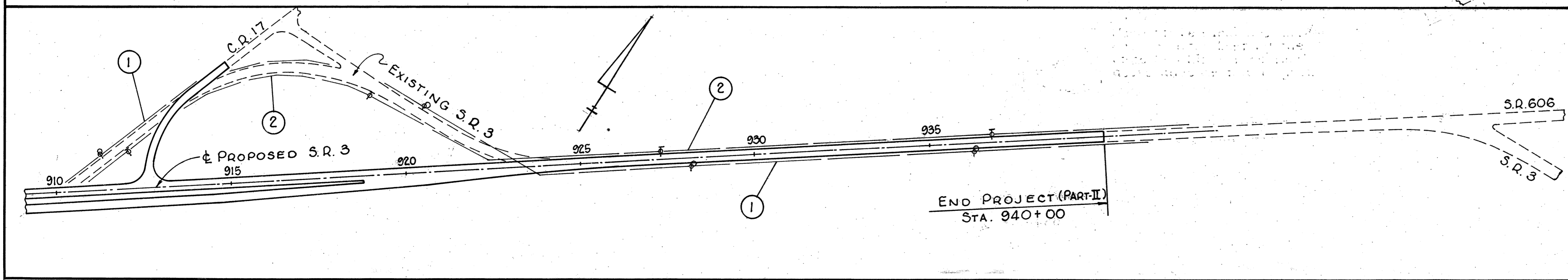
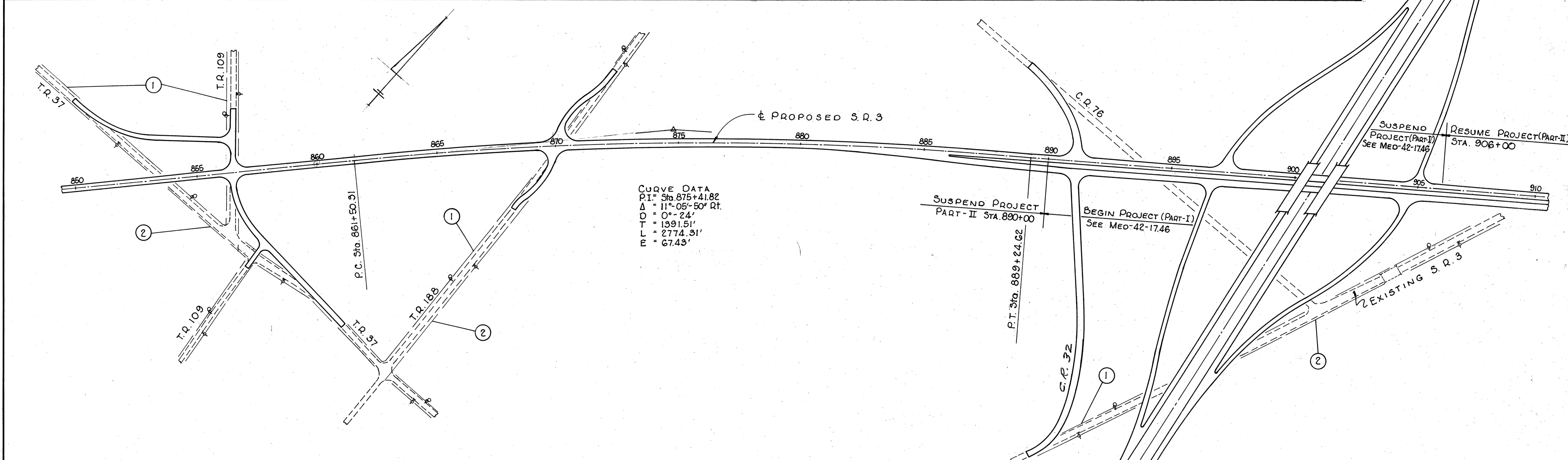
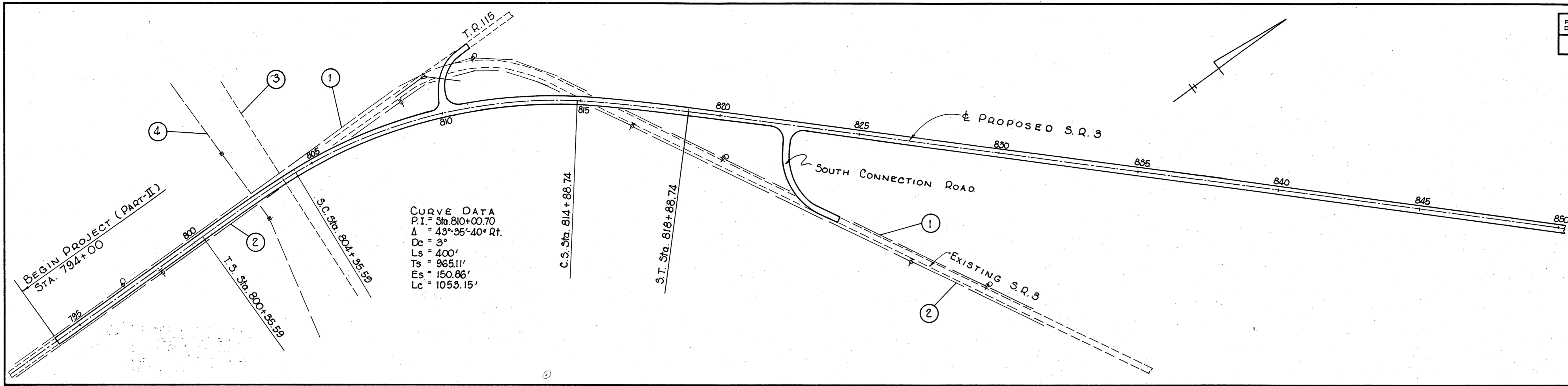
Approved *E. S. Foster*
Date 11-5-62 Director of Highways

SUPPLEMENTAL PRINTS OF STANDARD CONSTRUCTION DRAWINGS
(SEE PART I)

SUPPLEMENTAL SPECIFICATIONS
(SEE PART I)

FILE No	MEDINA COUNTY MED-3-(15.04)(17.16-17.28)
DATE OF LETTING	196
CONTRACT No	

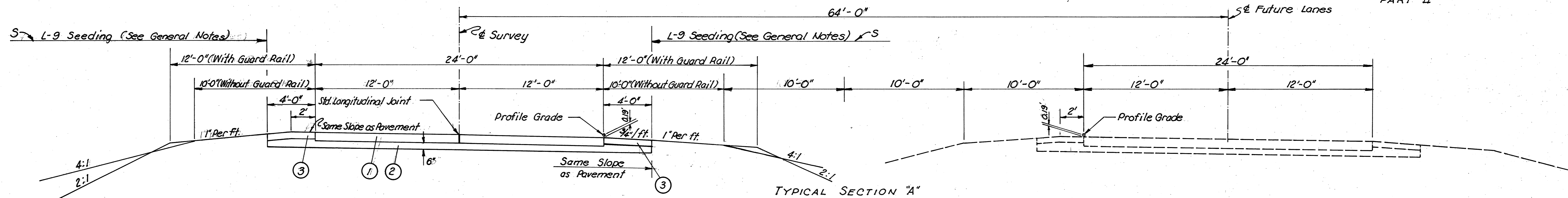
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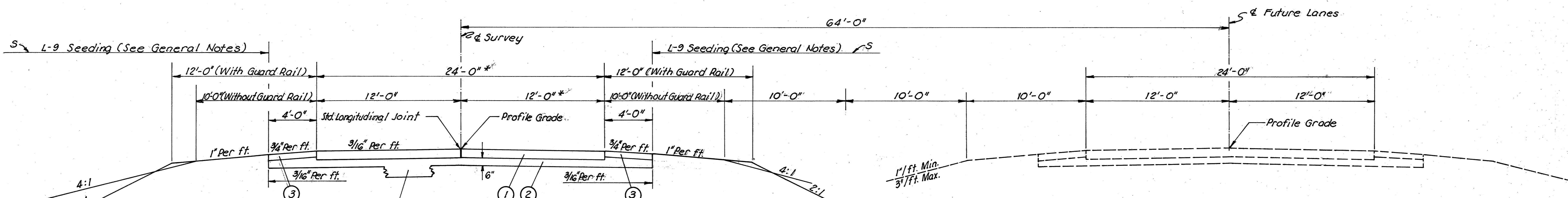
- UTILITIES**
- ① OHIO EDISON COMPANY AKRON, OHIO
 - ② NORTHERN OHIO TELEPHONE CO. BELLEVUE, OHIO
 - ③ SUN PIPE LINE COMPANY FOSTORIA, OHIO
 - ④ OHIO EDISON CO. (HIGH TENSION LINE)

TYPICAL SECTIONS

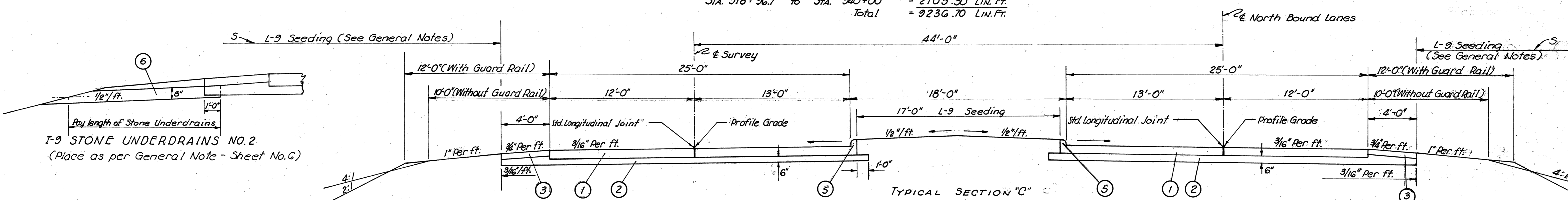
TYPE T-71



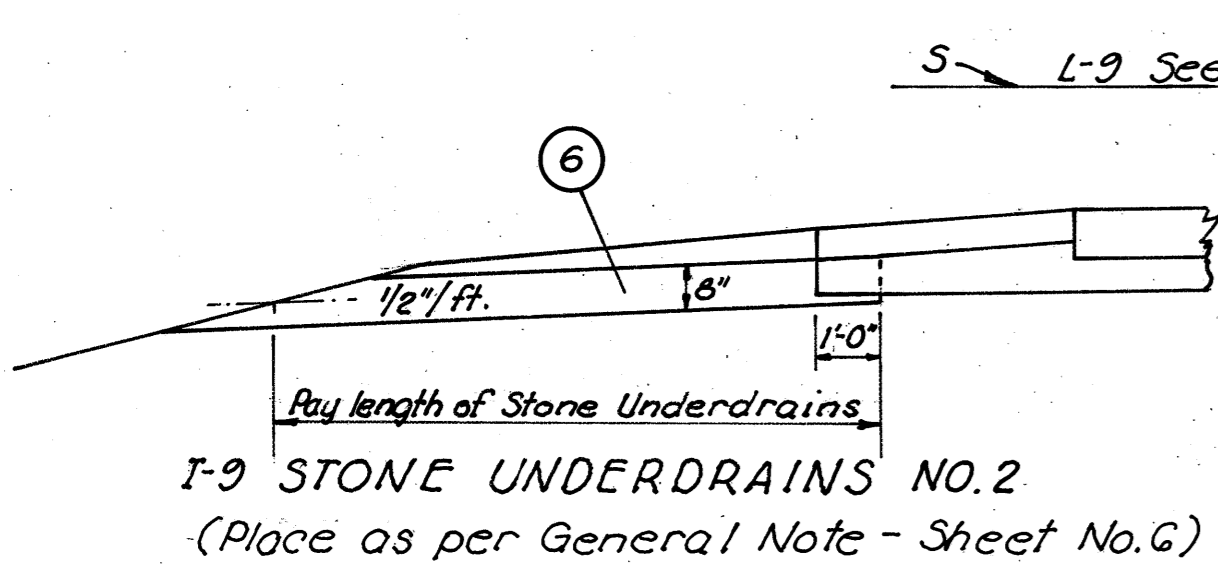
TYPICAL SECTION "A"
SUPERELEVATED SECTION
STA. 799+25 to STA. 819+75 = 2050 LIN. FT.



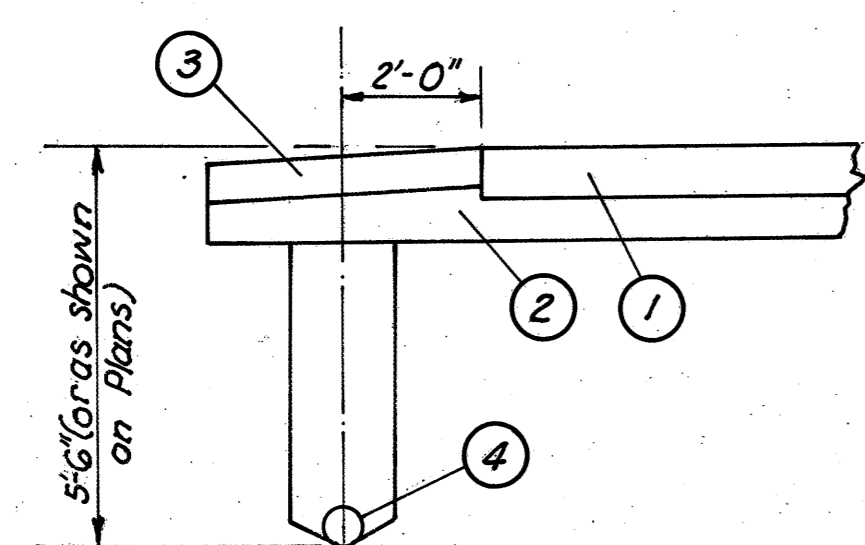
TYPICAL SECTION "B"
NORMAL SECTION
STA. 794+00 to STA. 799+25 = 525.00 LIN. FT.
STA. 819+75 to STA. 885+83.4 = 6608.40 LIN. FT.
STA. 918+96.7 to STA. 940+00 = 2103.30 LIN. FT.
Total = 9236.70 LIN. FT.



TYPICAL SECTION "C"
NORMAL SECTION
STA. 885+83.4 to STA. 890+00 = 416.60 LIN. FT.
STA. 906+00 to STA. 918+96.7 = 1296.70 LIN. FT.
Total = 1713.30 LIN. FT.



I-9 STONE UNDERDRAINS NO. 2
(Place as per General Note - Sheet No. 6)



DETAIL OF 6" I-1 PIPE UNDERDRAINS, CLASS I-3
To be placed as called for on Plans.

NOTE: Details of Shoulders, Slopes and
Ditches not shown are to conform
with Standard Drawing RI-1 unless
otherwise shown on cross-sections.

* For Details of Transitions from Two Lane
to Four Lane Pavement, See Sheet No. 60

- ① T-71 9" Reinforced Portland Cement Concrete Pavement
- ② I-22 6" Subbase (or as shown)
- ③ I-18 6" Stabilized Crushed-Aggregate Shoulders and Approaches
(See note in proposal for additional stabilization of upper 3" of this item
with Calcium Chloride.)
- ④ I-1 6" Pipe (Class I-3) (Where called for on plans)
- ⑤ I-12 Concrete Curb, Standard Type 2-A
- ⑥ I-9 Stone Underdrains No. 2 (See Detail & Note)

PIPE CATTLE PASS STRUCTURES

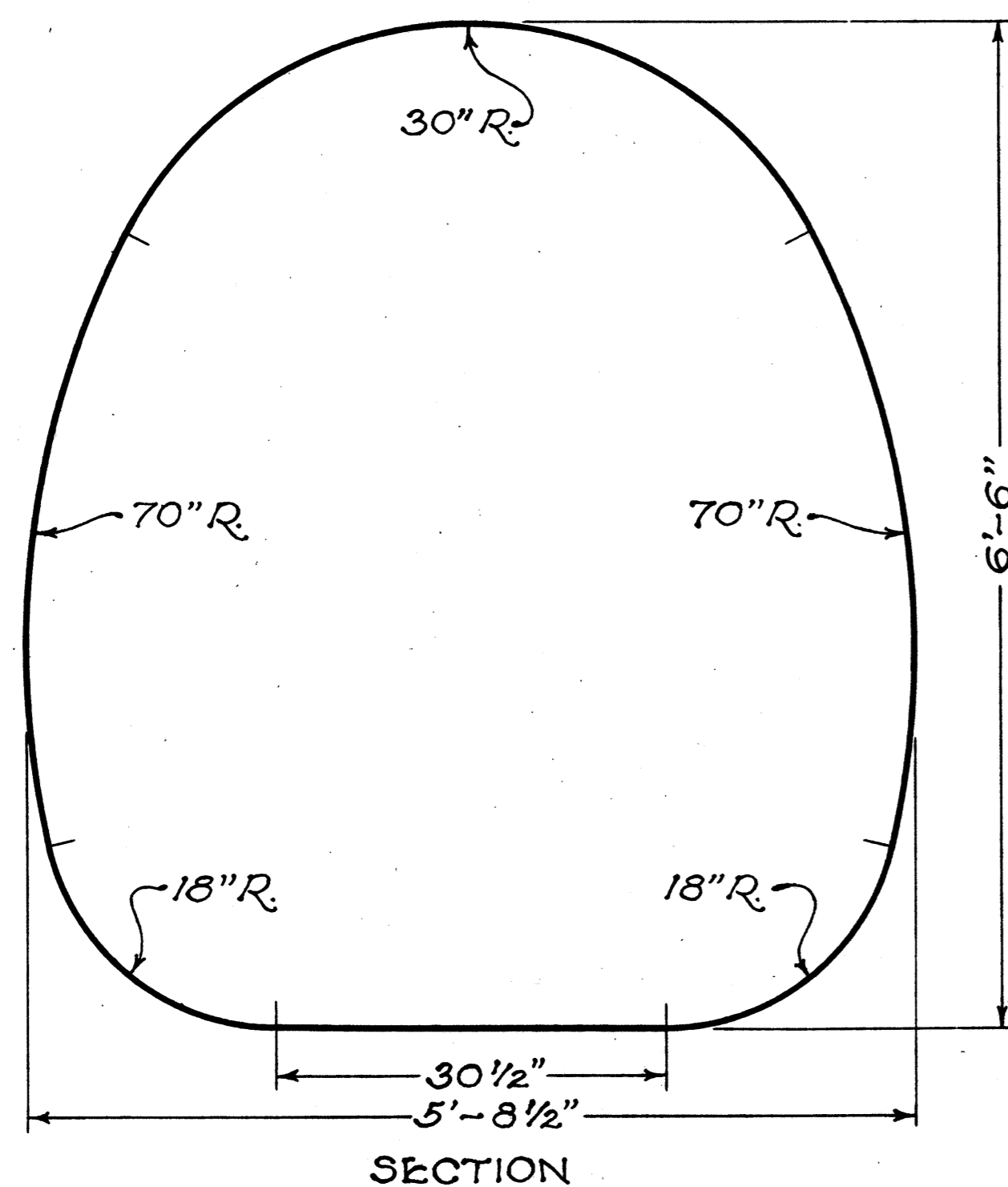
When a pipe cattle pass structure is specified it shall be in accordance with details shown hereon for the design, or designs, specified in the Proposal.

FED. RD. DIVISION	STATE	PROJECT
2	OHIO	

8A
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MED-3 (15.04)(17.16-17.28)
Part II

DESIGN "A"



SECTIONAL CORRUGATED METAL STRUCTURE

NOTES:— Materials and construction shall be in accordance with Section M-6.4(g), standard drawing SP-53 and Item I-1.

The bottom and corner plates shall be shop coated with bituminous material in accordance with Section M-6.4 (c). After installation of the structure damaged or worn spots in the bituminous coating on the inside of the structure shall be recoated using materials and methods recommended by the manufacturer and as directed by the Engineer.

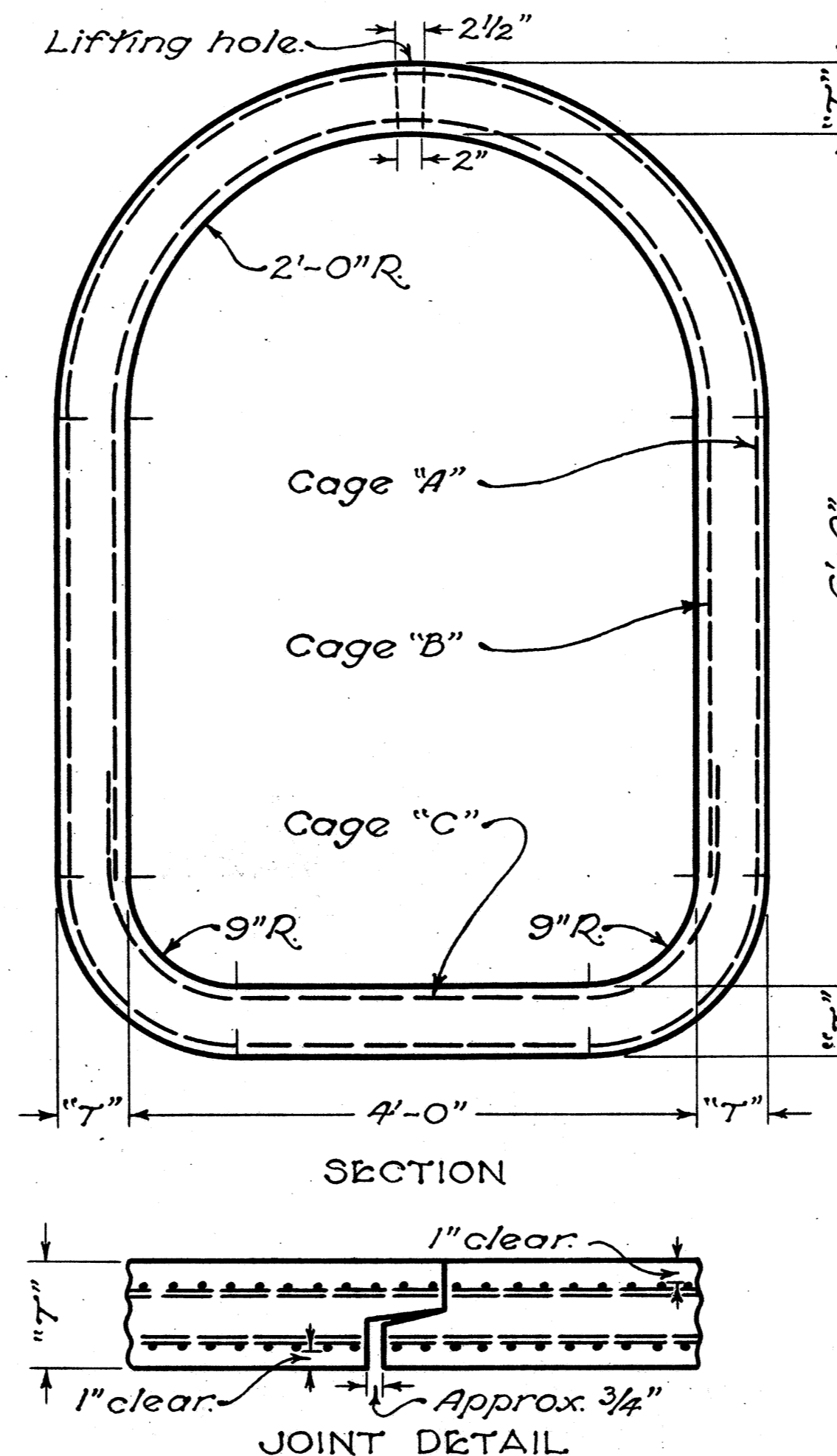
The bottom of the structure shall then be covered with 4" to 6" of soil.

Payment for all of the above shall be included in the unit price bid for the cattle pass item. Minimum gage of plates shall be in accordance with the following table for the design specified.

DESIGN	COVER	GAUGE *
A-1	2'-3'	8-7
A-2	3'-10'	10-8
A-3	10'-14'	8-7
A-4	14'-18'	7-5
A-5	18'-22'	5-3
A-6	22'-25'	3-1
A-7	25'-28'	1-1

* The first number indicates the gage of all plates except the bottom and corner plates. The second number indicates the gage of bottom and corner plates.

DESIGN "B"



4'x6' REINFORCED CONCRETE PIPE

NOTES:— All splices shall be welded or have 20 bar diameters lap for deformed bars and 40 bar diameters lap for wire or plain bars.

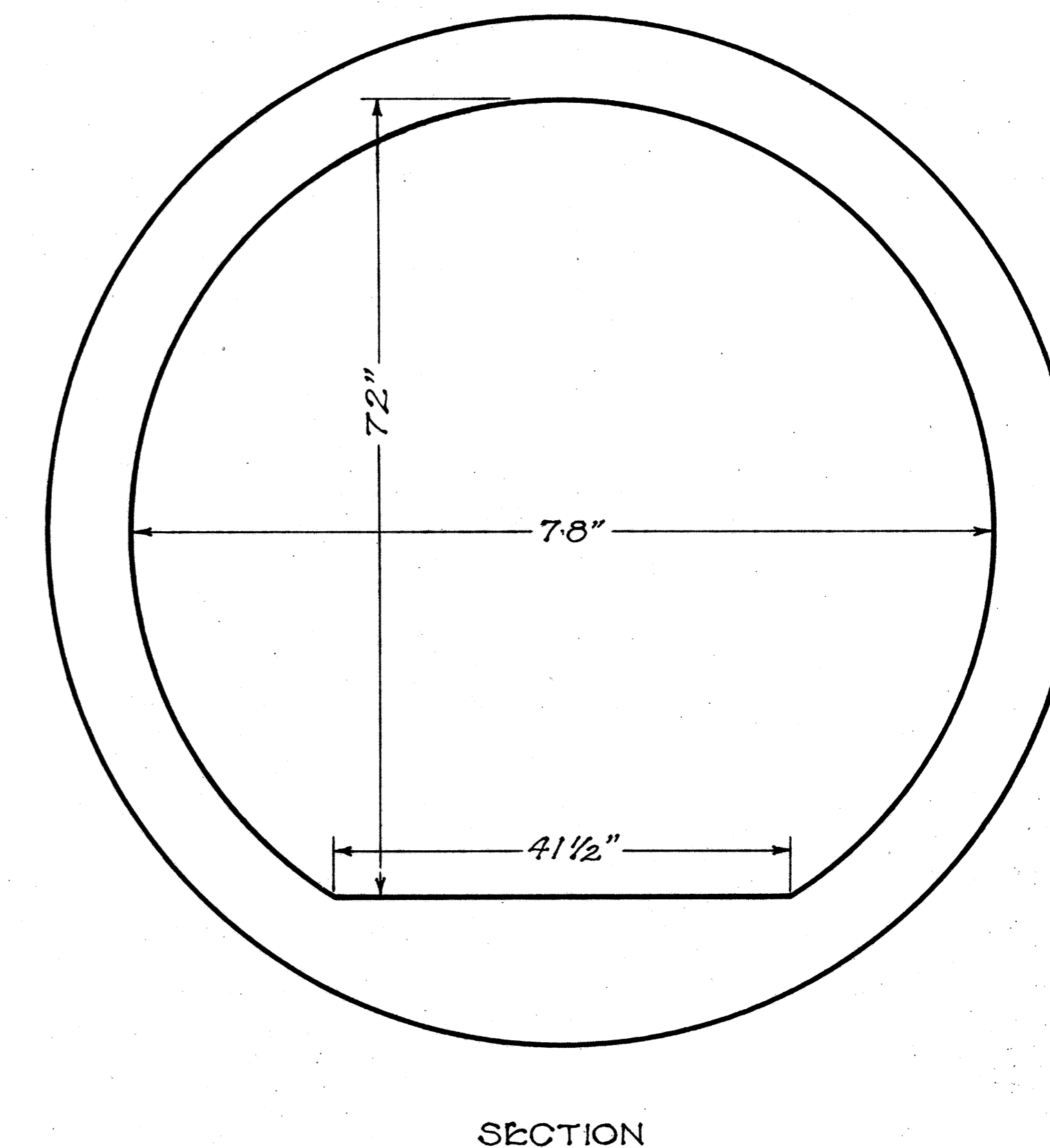
Minimum steel requirements are listed below. Materials, design and manufacturing methods shall meet the requirements of Section M-6.6, Reinforced Concrete Pipe, except as otherwise noted. Concrete stresses shall have a minimum ultimate compressive value of 4500 lbs. per sq. inch. Sections of pipe shall have a minimum length of four feet.

Reinforcement shall be in accordance with the following table for the design specified.

DESIGN	COVER	MINIMUM STEEL AREA PER FT. OF PIPE IN SQ. IN.			THICKNESS "T"
		CAGE "A"	CAGE "B"	CAGE "C"	
B-1	2'-11'	0.28	0.28	0.28	6"
B-2	11'-14'	0.28	0.28	0.36	6"
B-3	14'-17'	0.28	0.28	0.44	6"
B-4	17'-19'	0.28	0.28	0.50	6"
B-5	19'-25'	0.28	0.28	0.46	8"
B-6	25'-29'	0.28	0.28	0.53	8"
B-7	29'-33'	0.30	0.28	0.62	8"

MINIMUM LONGITUDINAL STEEL = 2.1 SQ. IN. EQUALLY SPACED

DESIGN "C"

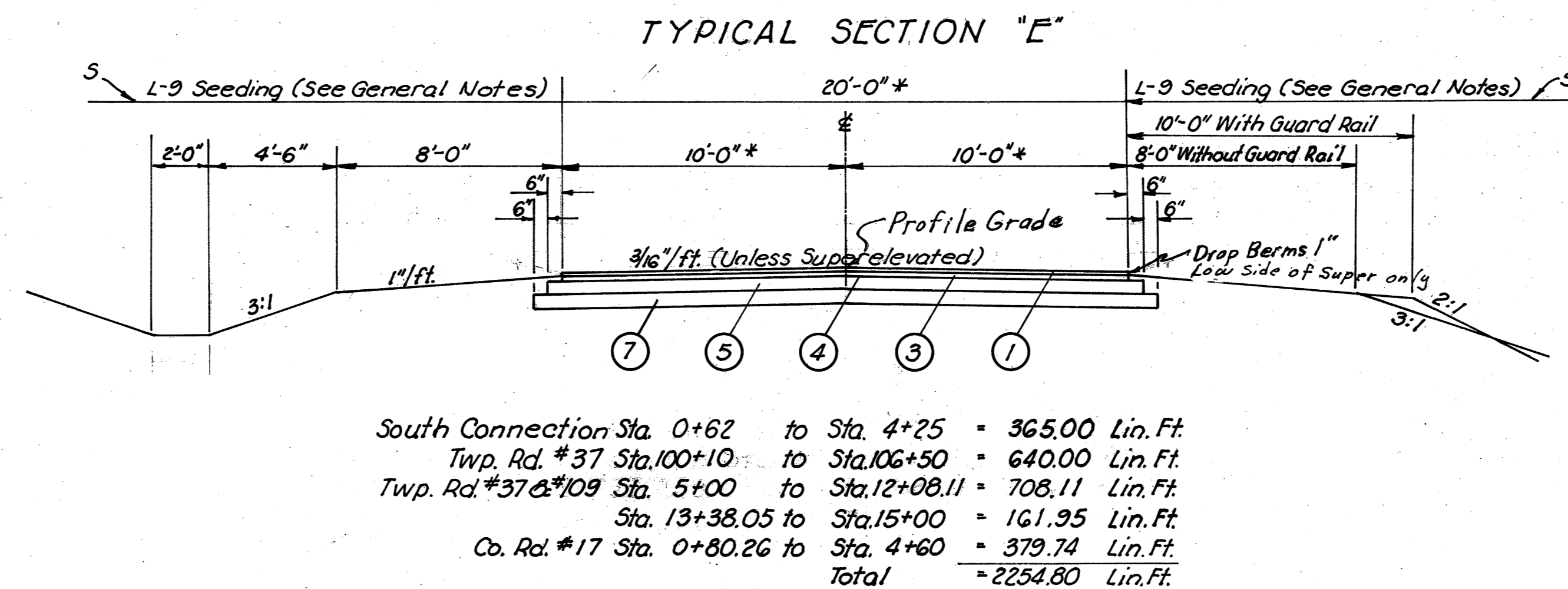
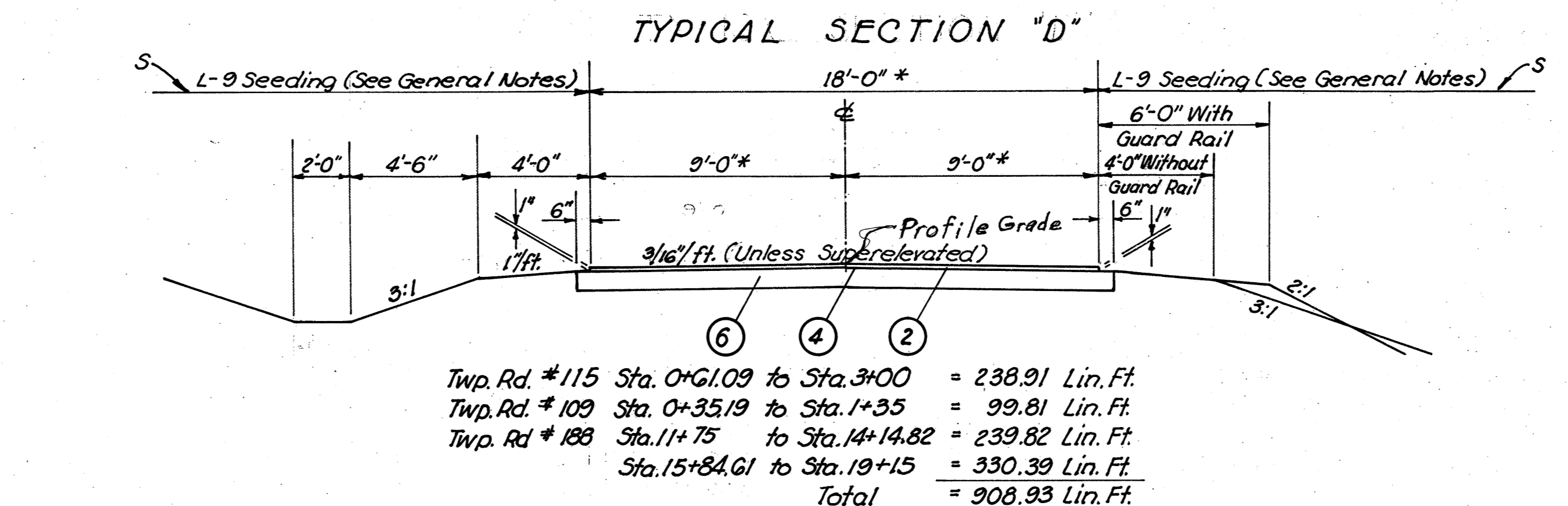


78"x72" REINFORCED CONCRETE PIPE

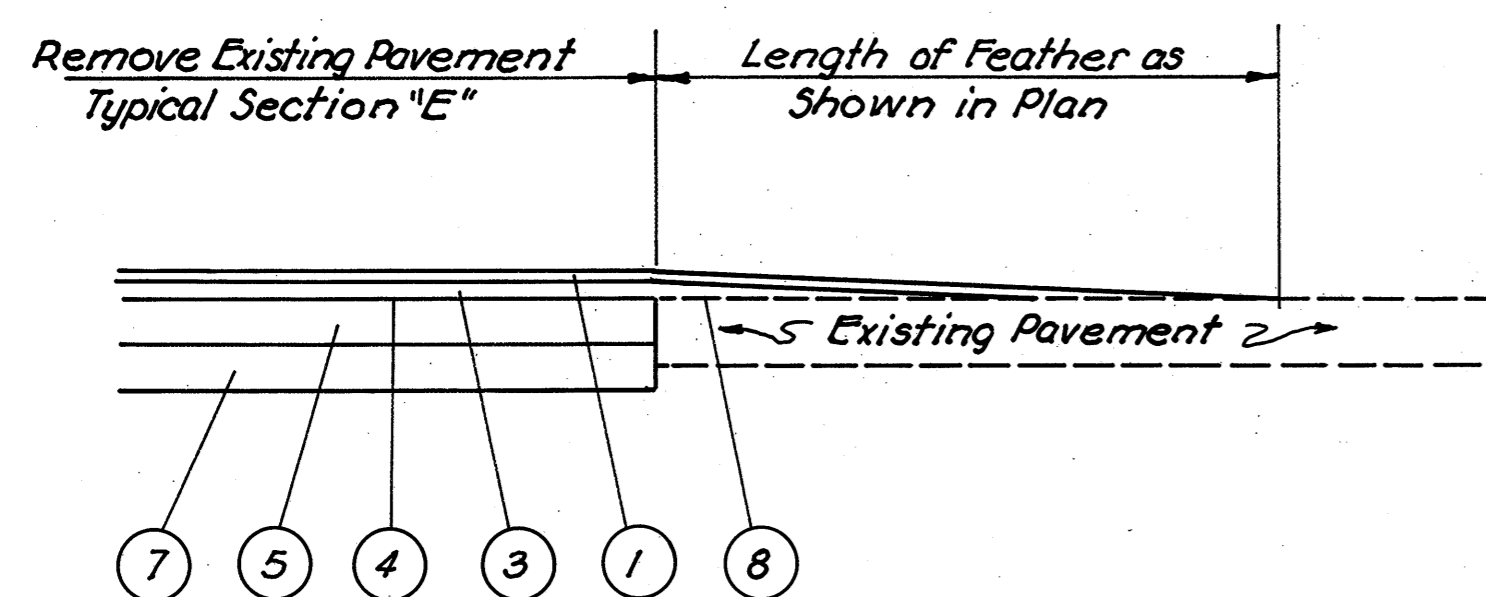
NOTES:— Except as otherwise detailed, all materials, design requirements, manufacturing methods, physical test requirements, etc. shall be in accordance with the specifications for 78" diameter Reinforced Concrete Pipe of the class listed in the following table for the design specified.

DESIGN	COVER	PIPE CLASS
C-1	2' TO 9'	SEC. M- 6.6 (a)
C-2	9' TO 14'	SEC. M- 6.6 (b)
C-3	14' TO 19'	SEC. M-106.6 (c)
C-4	19' TO 28'	SEC. M-106.6 (d)

TYPICAL SECTIONS TYPE T-35 ON B-19



* Unless Otherwise Shown

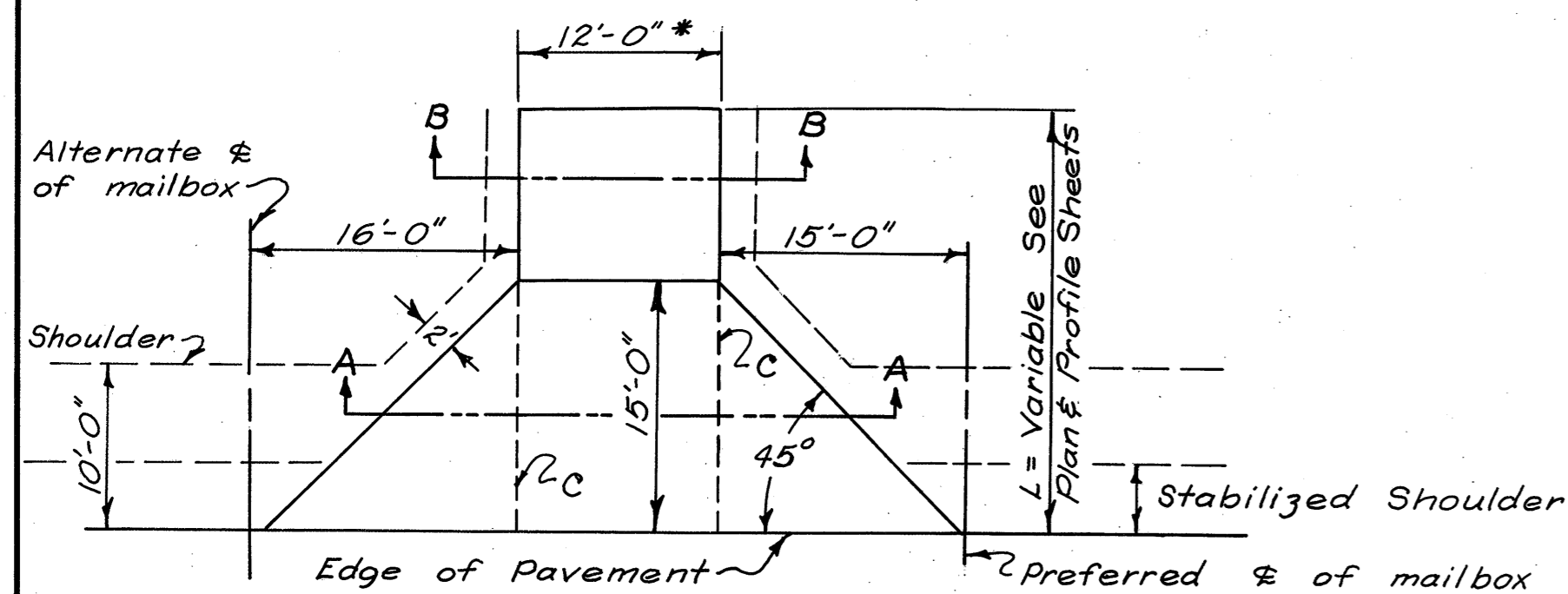


PROFILE OF PAVEMENT IN FEATHERED AREAS

- ① T-35 1/4" Asphaltic Concrete Surface Course, Type "C" (85-100)
- ② T-35 1/2" Asphaltic Concrete Surface Course, Type "A" (85-100)
- ③ B-35 1 3/4" Asphaltic Concrete Leveling Course (85-100)
- ④ T-30 Bituminous Prime Coat, Sec. M-5.7, RT-2 or RT-3 applied at the rate of 0.40 Gal. per Sq. Yd.
- ⑤ B-19 6" Aggregate Base Course, As per Plan Using Crushed Stone or Slag Only
- ⑥ B-19 8" Aggregate Base Course, As per Plan Using Crushed Stone or Slag Only
- ⑦ I-22 6" Subbase
- ⑧ T-30 Bituminous Tack Coat Sec. M-5.5, MS-2 or RS-1 or Sec. M-5.2, RC-1 or RC-2 As per Sec. T-30.02 applied @ the rate of 0.10 Gal. per Sq. Yd.

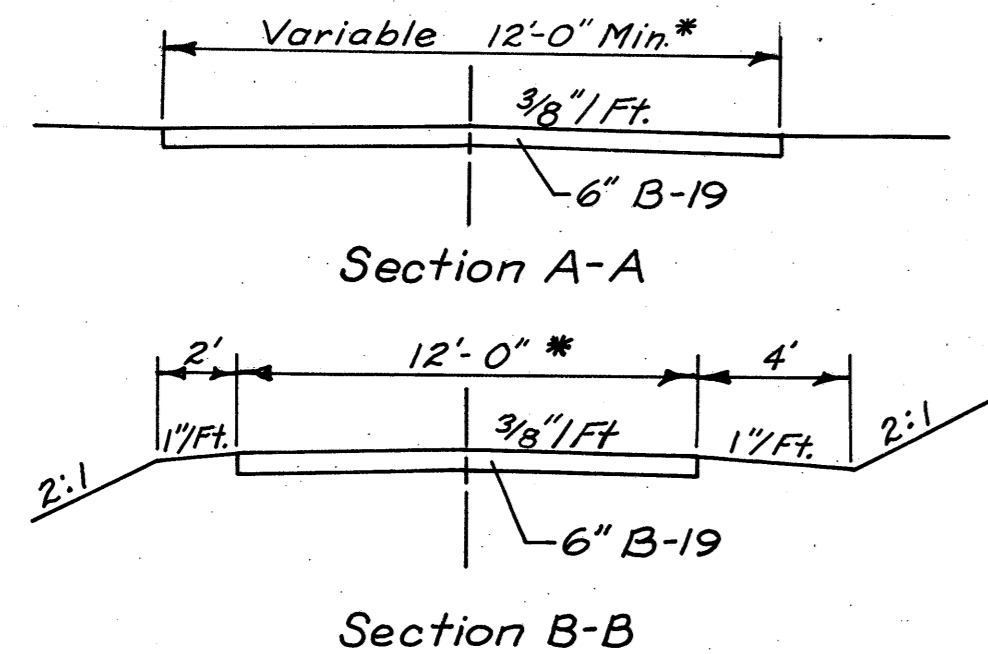
① Thicknesses shown are "Designed Thicknesses" as described in Sec. T-35.01 & B-35.01

DRIVEWAY DETAILS

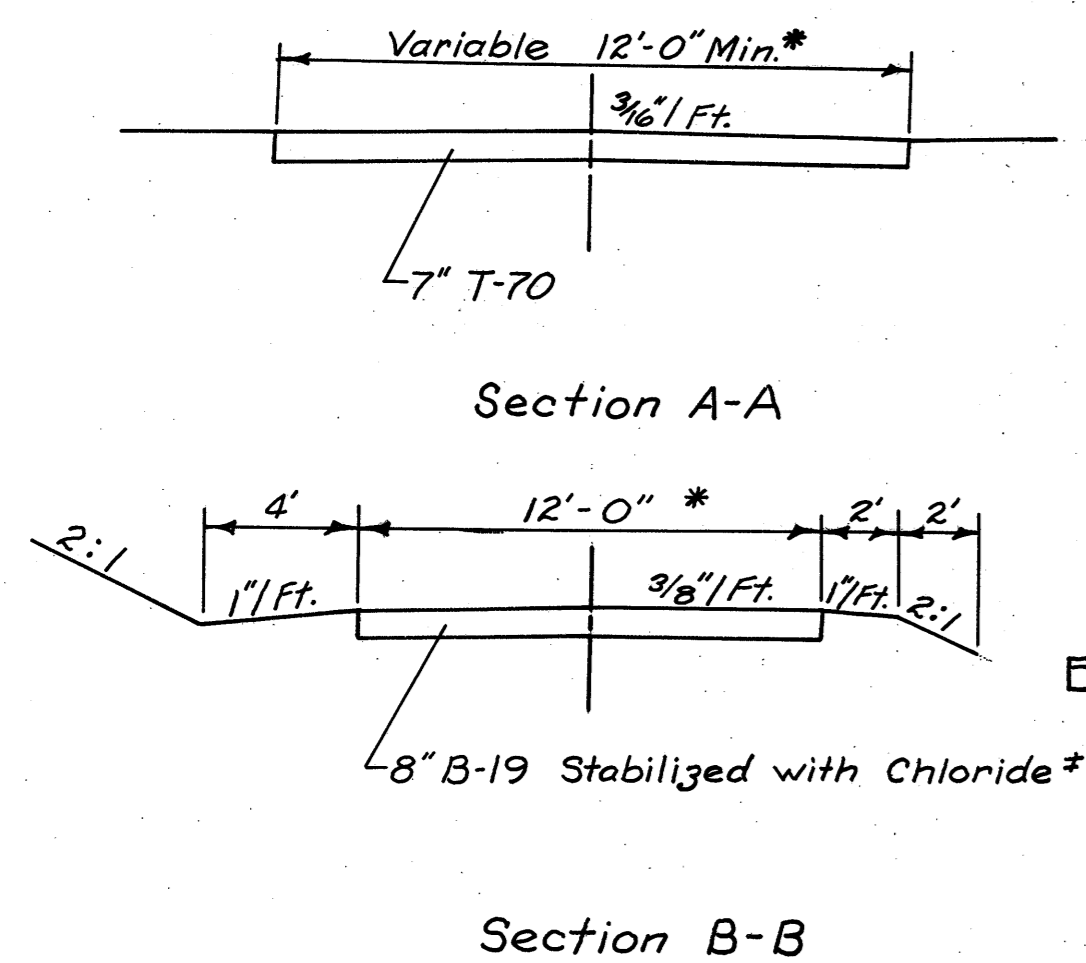


TYPICAL DRIVE PLAN (in Non-curbed Area)
C = Impressed joint in Concrete Driveway.

REPLACEMENT OF EXISTING FIELD DRIVES



REPLACEMENT OF EXISTING RESIDENCE DRIVES

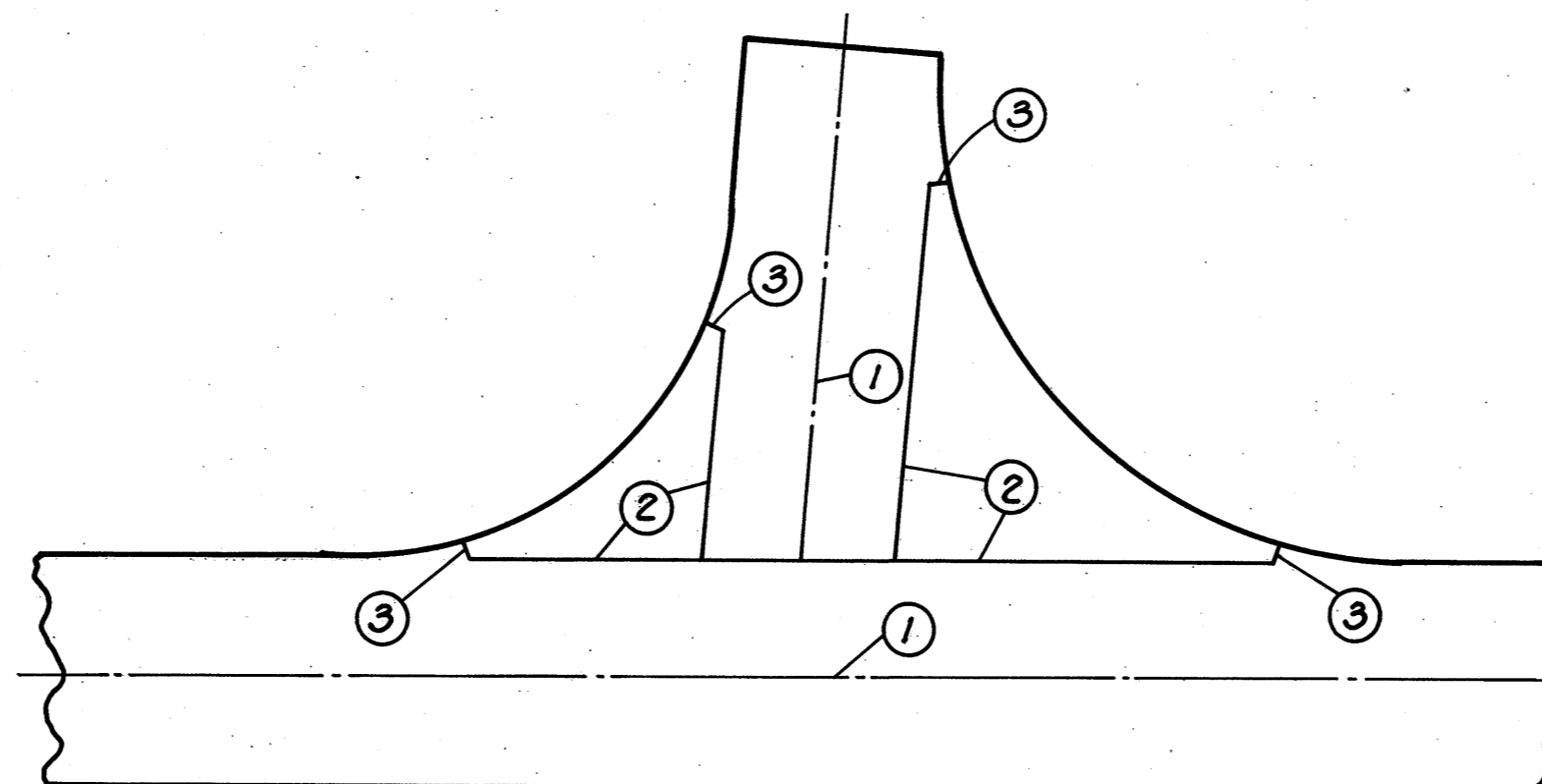


*Unless Otherwise shown
* See Note in Proposal

NOTE: Mail Box Approaches shall be as per Standard Drawing RI-1. Where feasible, Mailbox Turnouts shall be combined with driveways as indicated. Estimated Quantities shown below may be adjusted by the Engineer as needed.

T-70 124 Sq.Yds. 7" Portland Cement Concrete Pavement.

JOINT LAYOUT FOR CONCRETE INTERSECTION



- ① Standard Longitudinal Joint
- ② Standard Key Joint Without Tie-bars
- ③ Expansion Joint Without Dowels

EARTHWORK TABLE

FROM SHEET NO.	EXCAVATION	EMBANKMENT	EMB. +20%
6	814	626	751
9	2873	269	323
10	2573	22615	27138
11	28233	9627	11552
12	1353	31047	37256
13	69639	3784	4541
14	526	22884	27461
15	7713	17614	21137
16	14412	3217	3860
17	5777	9006	10807
18	4473	89	107
19	5	15282	18338
20	5199	26540	31848
21	14946	7619	9143
22	9467	3990	4788
TOTALS	168,003	174,209	209,050

EMBANKMENT + 20% = 209,050
 EXCAVATION = (+) 168,003
 TOTAL = 41,047
 ESTIMATED MATERIAL AVAILABLE FROM CHANNEL EXCAVATION (96% x 10,872) = (-) 10,437
 TOTAL E-4 BORROW = 30,610 Cu.Yds.

SUPERELEVATION TABLES							
PI = Sta. 810+00.70 Δ = 43°-35'-40" Rt.							
Dc = 3°-00' Ls = 400' S = .071							
Station	Lt. Edge	Profile Gr.	Rt. Edge	Station	Lt. Edge	Profile Gr.	Rt. Edge
799+00	1029.46	1029.65	1029.46	811+00	1014.73	1013.22	1013.03
+25	1029.37	1029.56	1029.37	+25	1014.35	1012.84	1012.65
+50	1029.28	1029.44	1029.25	+50	1013.97	1012.46	1012.27
+75	1029.18	1029.30	1029.11	+75	1013.59	1012.08	1011.89
800+00	1029.07	1029.14	1028.95	812+00	1013.21	1011.70	1011.51
+25	1028.94	1028.94	1028.75	+25	1012.83	1011.32	1011.13
+50	1028.82	1028.73	1028.54	+50	1012.45	1010.94	1010.75
+75	1028.68	1028.49	1028.30	+75	1012.07	1010.56	1010.37
801+00	1028.50	1028.22	1028.03	813+00	1011.69	1010.18	1009.99
+25	1028.31	1027.93	1027.74	+25	1011.31	1009.80	1009.61
+50	1028.08	1027.61	1027.42	+50	1010.93	1009.42	1009.23
+75	1027.84	1027.27	1027.08	+75	1010.55	1009.04	1008.85
802+00	1027.56	1026.90	1026.71	814+00	1010.17	1008.66	1008.47
+25	1027.28	1026.52	1026.33	+25	1009.79	1008.28	1008.09
+50	1026.99	1026.14	1025.95	+50	1009.41	1007.90	1007.71
+75	1026.70	1025.76	1025.57	+75	1009.03	1007.52	1007.33
803+00	1026.42	1025.38	1025.19	815+00	1008.62	1007.14	1006.95
+25	1026.13	1025.00	1024.81	+25	1008.18	1006.76	1006.57
+50	1025.85	1024.62	1024.43	+50	1007.70	1006.38	1006.19
+75	1025.56	1024.24	1024.05	+75	1007.23	1006.00	1005.81
804+00	1025.28	1023.86	1023.67	816+00	1006.75	1005.62	1005.43
+25	1024.96	1023.48	1023.29	+25	1006.28	1005.24	1005.05
+50	1024.61	1023.10	1022.91	+50	1005.80	1004.86	1004.67
+75	1024.23	1022.72	1022.53	+75	1005.33	1004.48	1004.29
805+00	1023.85	1022.34	1022.15	817+00	1004.86	1004.10	1003.91
+25	1023.47	1021.96	1021.77	+25	1004.38	1003.72	1003.53
+50	1023.09	1021.58	1021.39	+50	1003.91	1003.34	1003.15
+75	1022.71	1021.20	1021.01	+75	1003.43	1002.96	1002.77
806+00	1022.33	1020.82	1020.63	818+00	1002.96	1002.58	1002.39
+25	1021.95	1020.44	1020.25	+25	1002.48	1002.20	1002.01
+50	1021.57	1020.06	1019.87	+50	1002.01	1001.82	1001.63
+75	1021.19	1019.68	1019.49	+75	1001.54	1001.44	1001.25
807+00	1020.81	1019.30	1019.11	819+00	1001.06	1001.06	1000.87
+25	1020.43	1018.92	1018.73	+25	1000.61	1000.68	1000.49
+50	1020.05	1018.54	1018.35	+50	1000.17	1000.30	1000.11
+75	1019.67	1018.16	1017.97	+75	999.75	999.92	999.73
808+00	1019.29	1017.78	1017.59	820+00	999.35	999.54	999.35
+25	1018.91	1017.40	1017.21	+25	998.97	999.16	998.97
+50	1018.53	1017.02	1016.83	+50	998.59	998.78	998.59
+75	1018.15	1016.64	1016.45	+75	998.21	998.40	998.21
809+00	1017.77	1016.26	1016.07	821+00	997.64	998.02	997.64
+25	1017.39	1015.88	1015.69				
+50	1017.01	1015.50	1015.31				
+75	1016.63	1015.12	1014.93				
810+00	1016.25	1014.74	1014.55				
+25	1015.87	1014.36	1014.17				
+50	1015.49	1013.98	1013.79				
+75	1015.11	1013.60	1013.41				

GENERAL NOTES

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

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MED-3-(15.04)(17.16-17.28)
PART-II

DESIGN SPEED: The geometrics for this project have been planned for a design speed of 60 Miles per Hour.

UTILITY ADJUSTMENT: Any or all work required for the adjustment of Public or Private Utilities will be done by and at the expense of their respective owners, unless otherwise noted on these plans.

UTILITY OWNERS:

Ohio Edison Company, Akron, Ohio
Northern Ohio Telephone Company, Bellevue, Ohio
Sun Pipe Line Company, Fostoria, Ohio

ELEVATION DATUM: All Elevations are based on U.S.G.S. Datum.

ROUNDING OF CORNERS: The rounded corners shown on Standard Drawing RI-1, as modified by the Typical Sections, apply to all cross sections, even though otherwise shown on these plans.

CALCULATIONS: All calculations are on file in the Division Office.

~~**ESTIMATED QUANTITIES:** Specific locations and usage of estimated quantities set up on this plan to be used as directed by the Engineer shall be made a matter of record by incorporation into the final change order governing completion of this project.~~

SUPERELEVATION: Superelevated curves shall be built without crown. The crown shall be worked out of the pavement in that portion between the beginning of the transition and the point where the superelevation equals twice the crown.

FIELD OFFICE: The field office being furnished for Part-I of this project shall be used for Part-II also.

CONSTRUCTION LAYOUT STAKES: See note in proposal describing work included in this lump sum bid.

B-19 AGGREGATE BASE COURSE, AS PER PLAN Shall consist of crushed stone or slag only, meeting the requirements of the specifications for Item B-19; the use of any other material shall not be permitted.

FEATHERED AREAS: T-30 Bituminous Tack Coat shall be used only on dry or checked pavement as directed by the Engineer. When not needed, the tack coat shall be non-performed.

PAVEMENT REMOVAL: All existing pavement which shall be abandoned shall be removed. Rigid type pavement is shown on the plan by shading and shall be paid for as Item E-8 Pavement Removal. Non-rigid type pavement removal shall be measured and paid for as Item E-1 Roadway Excavation. After the existing pavements have been removed, the old roadway shall be plowed, harrowed, and dragged to a smooth grade, the old ditches filled, and the entire area left in a neat condition and sloped to drain, ready for seeding. Where pipe is removed from the existing roadway, including the Cattle Underpass @ Sta. 813+60± Lt., the trenches shall be filled and smoothly graded to drain. Payment for all this work shall be included in the unit price bid for Item E-1 Roadway Excavation Method "B" as per plan. Seeding shall be measured and paid for as Item L-9 Seeding and Protecting. The following quantities are included in the General Summary for removing non-rigid pavements and berms, and filling existing ditches and trenches to drain.

ESTIMATED QUANTITIES:

814 Cu.Yds. E-1 Roadway Excavation Method "B" as per plan.
626 Cu.Yds. Roadway Embankment

~~**ITEM 06-CE-10104 COMPACTION USING HEAVY PNEUMATIC TIRE ROLLER:** An estimated quantity for this item has been included in the General Summary for use as directed by the Engineer, in proof-rolling of all subgrade, except for areas where rock or shale is encountered.~~

ITEM I-9 STONE UNDERDRAINS No. 2: Stone Underdrains shall be placed at transverse construction joints (60 Ft. intervals) on each side of proposed concrete pavement except where pipe underdrains, G-1 Class I-3, have been provided. Place on low side only of Superelevated Section.

DRAINAGE OF BASE MATERIAL: Where the base material is drained by I-9 Stone Underdrains, the Contractor shall finish, seed, and mulch the slopes so as not to impede drainage of the base material. The actual area of the outcrop of the I-9 Underdrains shall not be seeded.

EROSION CONTROL: Items I-10, I-14 and L-10 are provided in these plans for erosion control. Rock of a stable nature will not be removed in order to place any of these items. The Engineer shall check and non-perform quantities or adjust locations and quantities for these items where indicated by field conditions during construction. I-10 dropdowns 6 Ft. wide x 1 1/2 Ft. thick shall be placed where existing swales are intercepted by roadway excavation.

SANITARY: No drains, either existing or proposed, carrying domestic waste shall be connected to any portion of the proposed drainage system of this project.

REMOVAL OF EXISTING PIPE: The removal of all existing pipe drains within the limits of proposed excavation items shall be included for payment in the unit price bid for the respective excavation items, unless otherwise itemized in the plans. Under Item E-12, the contractor may, in lieu of pipe removal, uncover the pipe, break it, and compact backfill in accordance with Section E-1.08 of the Specifications. Materials removed under Item E-12 shall become the property of the Contractor and disposed of by him.

CATTLE PASS: Prior to construction of the cattle pass at Station 811+50, the contractor shall make certain that the new pipe, Item I-1 Class G-1, shall be the same size and have the same bolt spacing as the existing pipe for proper extension. The existing structure is an Armco product, 8 Gage. After the existing cattle pass is removed from its original location, the hole caused by an existing catch basin in the structure shall be sealed by welding a piece of corrugated metal equivalent to the original material, the cost to be included in Item I-6 Relaying Pipe, as per plan. Upon completion of the structure and walls, a layer of soil approximately 4 inches to 6 inches thick shall be placed in the bottom of the cattle pass and the cost shall be included in the unit price bid of E-1 Roadway Excavation.

REMOVAL OF TREES AND STUMPS Shall be paid for by a lump sum bid. The number of trees and stumps shown in the following table is for estimating purposes only. Sizes under 12 inches are not listed. The State does not guarantee the accuracy of the table.

PART-II: SIZE	12"-18"	18"-24"	24"-30"	30"-36"	36"-42"	42"-48"	Over 48"
TREES	485	144	60	17	10	2	4
STUMPS	71	30	6	3	0	0	0

SEEDING: Quantities for seeding are calculated for the soil areas 10 Ft. outside the work limits or to the R/W line if such line is less than 10 Ft. from the work limits, as shown on the Cross Sections by the Symbol: S. Where existing pavement is being removed beyond the normal construction limits, seeding quantities are calculated between existing R/W lines to accommodate the grading; see "PAVEMENT REMOVAL" Note.

Areas to be seeded or sodded shall be fertilized using a commercial fertilizer having a formula of 12-12-12 and seeded with the following mixture: 75% Creeping Red Fescue, 20% Kentucky Bluegrass, and 5% Alsike Clover.

~~**HEAVY EQUIPMENT:** The Contractor shall exercise care in the use of heavy equipment over finished work and will be required to remove and replace any completed work destroyed thereby. Culverts shall be backfilled to a height of 4 Ft. before loaded earth-moving equipment is permitted to cross the trench.~~

~~Any additional fill and subsequent excavation required to provide this minimum cover shall be made at no additional cost to the State. Heavy equipment shall not be operated over any completed layer of embankment, compacted subgrades, or subbase if such operation tends to destroy the soil structure or pipe underdrains; however, if such operation cannot be avoided, the Contractor will be required to reduce the size of loads to an extent that damage does not occur.~~

TRAFFIC MAINTENANCE: Two way traffic shall be maintained at all times on existing or relocated S.R. 3, including that portion (on Part-I) thru the interchange area, except that during one maximum period of four (4) consecutive months traffic shall be detoured over State Routes 18 and 94 as shown on Sheet No. 1.

It is the intent that all work that will not interfere with maintaining S.R. 3 traffic be carried forward to a point of completeness which will permit the remaining work (on both Parts I and II) to be completed within the allowed four (4) month detour period so that traffic can be placed on the new S.R. 3 pavement.

Should relocated S.R. 3 be opened to traffic prior to the completion of the proposed bridges over S.R. 3, the contractor shall safeguard the traveling public by providing platforms, nets, and other suitable protection above the traveled lanes. Minimum horizontal clearances of 28 Ft. and a minimum vertical clearance of 13 Ft. 6 inches shall be maintained at all times during overhead bridge construction at this location & payment for this protection included in the price bid for Maintaining Traffic.

The Contractor shall submit to the Director, for approval, a detailed construction schedule, for the affected area, at least ten (10) days in advance of the proposed date for closing S.R. 3.

MAINTAINING LOCAL TRAFFIC: The following quantities are included in the General Summary for Maintaining Local Traffic in accordance with Section G-4.05 of the specifications as directed by the Engineer.

ESTIMATED QUANTITIES:

75 Cu.Yds. T-10 Traffic Compacted Surface Course for Maintaining Local Traffic.
1.5 Tons S-15 Calcium Chloride Furnished and Applied for Maintaining Local Traffic.

~~**GENERAL AID CONSTRUCTION IDENTIFICATION SIGNS:** The Contractor shall furnish, erect, maintain and subsequently remove Federal Aid construction identification signs at each of the following locations:
1. Sta. 793+50, Right Side
2. Sta. 940+50, Left Side
Sign details shall be as specified on Standard Drawing FACI-1 Code N-45(2)-78, and the signs shall be erected in accordance with Standard Drawing FACI-2. Additional requirements shall be in accordance with notes in the proposal.~~

CONTRACTION AND EXPANSION JOINTS: Although specific locations of certain expansion and contraction joints have been detailed on this plan, no waiver of the specifications is intended. Provision of expansion joints at all major structures and the maximum spacing between contraction joints shall in all cases be in accordance with Standard Construction Drawing T.J..

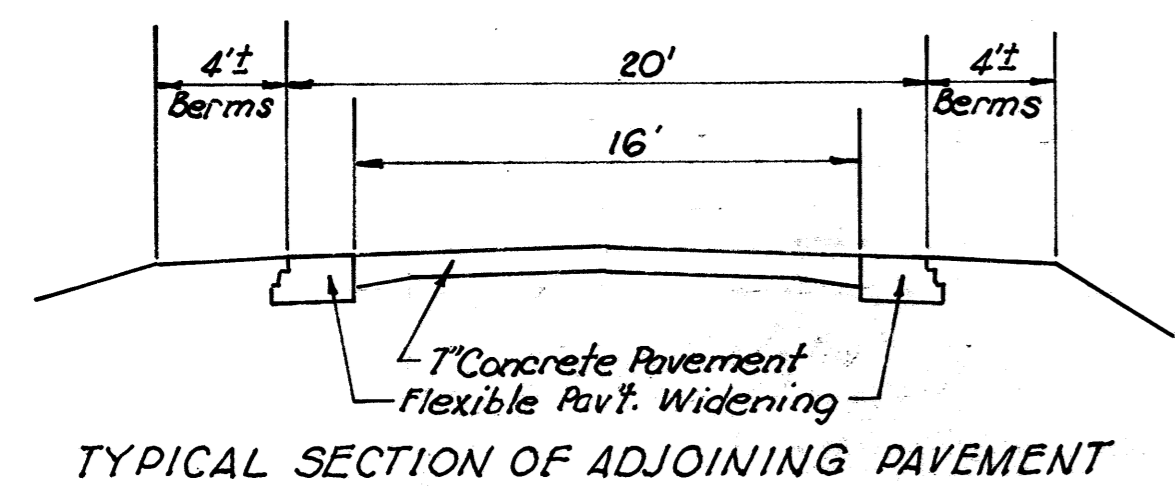
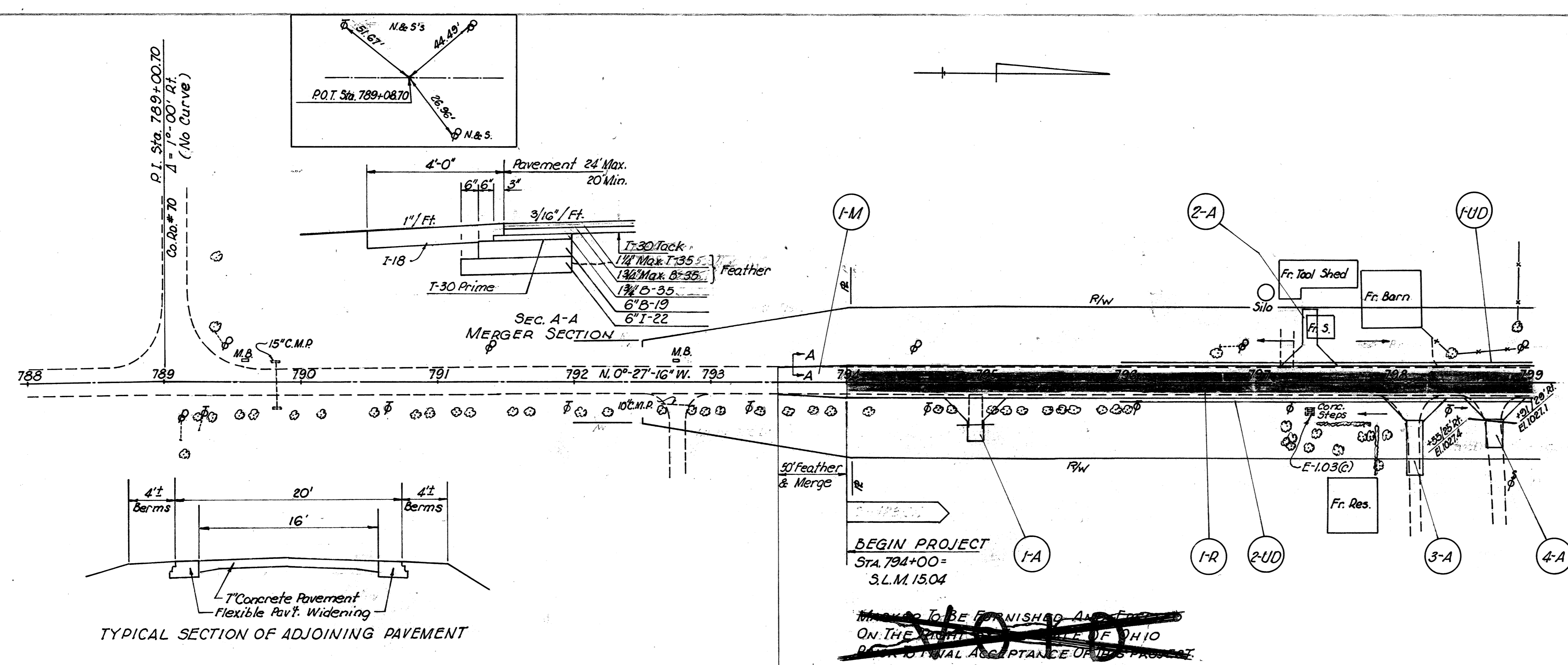
E-12, PIPE REMOVED AND STORED: The existing twin 42" Concrete pipes at the Southern intersection of Twp. Rds. #109 and #37 shall be removed and stored on the R/W as per Sec. E-12.03 for disposal by the Medina County forces.

GENERAL SUMMARY PART-II

CODE - 7631

ITEM	QUAN.	UNITS	DESCRIPTION
ROADWAY			
E-1	168,003	Cu.Yds.	Roadway Excavation, Method "B", As per plan
E-1	50,467	Sq.Yds.	Compacted Subgrade
E-4	30,610	Cu.Yds.	Borrow
E-8	12,222	Sq.Yds.	Removal and Disposal of Existing Pavement
E-9	Lump	Lump	Removal of Trees and Stumps
E-10	Lump	Lump	Removal of 1 Frame Barn and 1 Frame Shed, Parcel No. 3
E-10	Lump	Lump	Removal of 1 Frame Shed and 1 Concrete Block Shed Parcel No. 7
E-10	Lump	Lump	Removal of 1 1/2 Story Frame Residence and 1 Frame Shed Parcel No. 17
E-10	Lump	Lump	Removal of 1 Concrete Block Basement Residence, Parcel No. 20
E-10	Lump	Lump	Removal of 2 Story Frame Residence, 1 Frame Garage and 3 Frame Sheds Parcel No. 27
E-11	1119	M-Gal.	Water
E-12	64	Lin.Ft.	Pipe Removed and Stored, As per Plan
E-12	313	Lin.Ft.	Pipe Removed (15" and Under)
E-12	235	Lin.Ft.	Pipe Removed (Over 15")
E-12	60	Lin.Ft.	Pipe Removed for Reuse 5'-8" x 6'-6" Corrugated Metal Cattle Pass Structure
T-10	75	Cu.Yds.	Traffic Compacted Surface Course for Maintaining Traffic
S-24	Lump	Lump	Removal of Existing Structure
I-8	28	Each	Standard Monument Assemblies
I-15	3675	Lin.Ft.	Guard Rail Steel Beam Standard Type (Deep)
I-15	275	Lin.Ft.	Guard Rail Removed and Disposed Of
I-15	36	Each	Guard Rail Posts Without Rails
I-18	1903	Cu.Yds.	Stabilized Crushed Aggregate Shoulders and Approaches
L-9	207,480	Sq.Yds.	Seeding and Protecting, As per plan
L-9	18.67	Tons	Commercial Fertilizer (12-12-12)
S-15	13.85	Tons	Calcium Chloride, Furnished and Applied
Special	11,765	Sq.Yds.	Mixing Calcium Chloride and Aggregate
	Lump	Lump	Construction Layout Stakes
DRAINAGE			
E-3	10,872	Cu.Yds.	Channel Excavation
I-1	108	Lin.Ft.	15" Pipe Class A-1
I-1	120	Lin.Ft.	21" Pipe Class A-1 Sec. M-G.6(b) or Sec. M-G.8(b)
I-1	156	Lin.Ft.	30" Pipe Class A-1 Sec. M-G.6(b) or Sec. M-G.8(b)
I-1	108	Lin.Ft.	54" Pipe Class A-1 Sec. M-G.6(b)
I-1	118	Lin.Ft.	18" Pipe Class A-1 Sec. M-G.4(d), Sec. M-G.6(b) or Sec. M-G.8(b)
I-1	148	Lin.Ft.	18" Pipe Class A-1 Sec. M-G.4(d) or Sec. M-G.6(d)
I-1	216	Lin.Ft.	21" Pipe Class A-1 Sec. M-G.4(d) or Sec. M-G.6(c)
I-1	160	Lin.Ft.	36" Pipe Class A-1 Sec. M-G.4(d) or Sec. M-G.6(c)

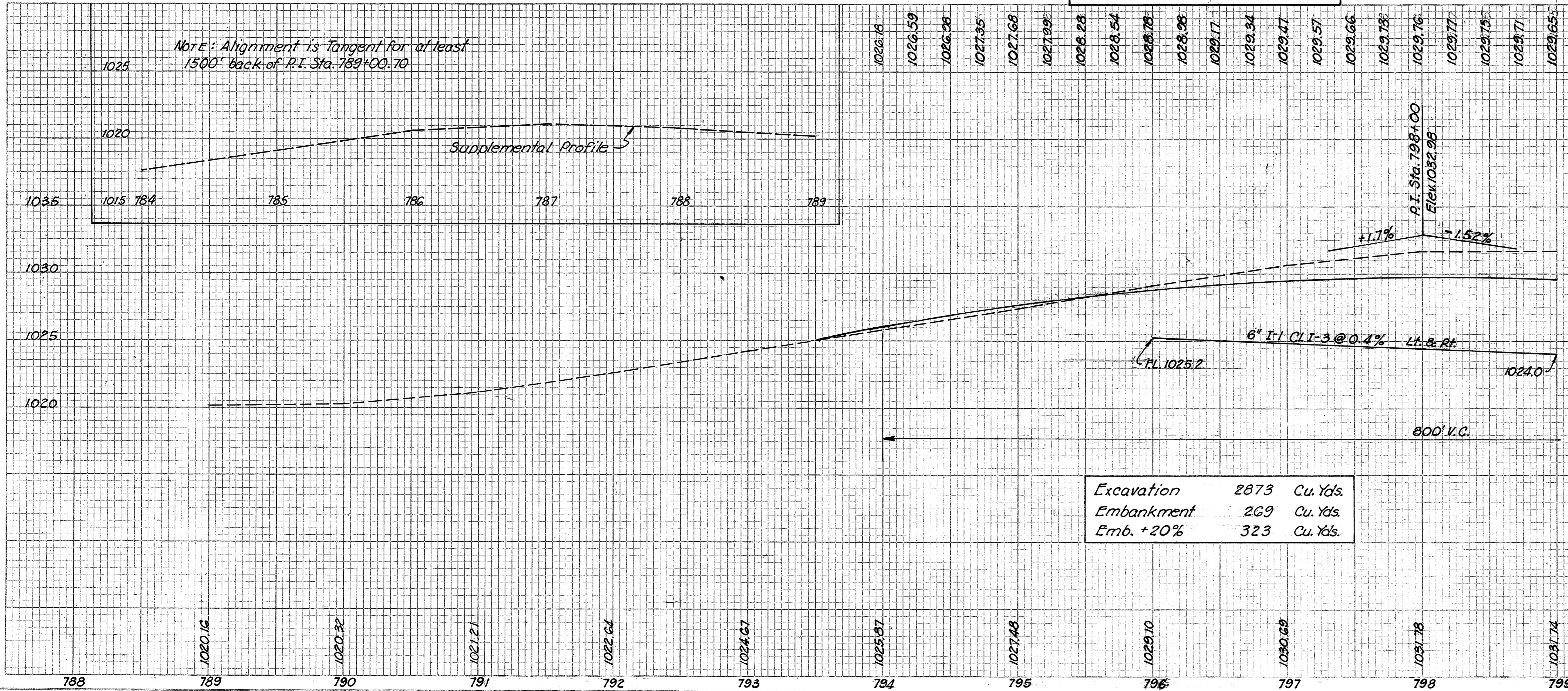
ITEM	QUAN.	UNITS	DESCRIPTION
DRAINAGE (CONTINUED)			
I-1	12	Lin.Ft.	12" Pipe Class B-1
I-1	150	Lin.Ft.	15" Pipe Class B-1
I-1	54	Lin.Ft.	30" Pipe Class B-1
I-1	80	Lin.Ft.	42" Pipe Class B-1
I-1	52	Lin.Ft.	15" Pipe Class C-1
I-1	82	Lin.Ft.	21" Pipe Class C-1
I-1	36	Lin.Ft.	8" Pipe Class F-1
I-1	390	Lin.Ft.	12" Pipe Class F-1
I-1	28	Lin.Ft.	18" Pipe Class F-1
I-1	130	Lin.Ft.	8" Pipe Class F-1 Sec. M-G.4(c)
I-1	12	Lin.Ft.	5'-8" x 6'-6" Pipe, Cattle Pass Structure, Design A-1, using Class I Backfill
I-1	76	Lin.Ft.	7'-3" x 5'-3" Pipe Arch, Class G-1, Sec. M-G.4(q) 10-10 Gage
I-1	108	Lin.Ft.	13'-5" x 8'-5" Pipe Arch, Class G-1, Sec. M-G.4(q) 8-5 Gage
I-1	12	Lin.Ft.	6" Pipe Class H-2
I-1	12,847	Lin.Ft.	6" Pipe Class I-3
I-2	58.7	Cu.Yds.	Masonry
I-5	16	Each	6" Pipe Specials for Class I-3 Pipe
I-6	60	Lin.Ft.	Relaying Pipe As per plan 5'-8" x 6'-6" Cattle Pass Structure using class I Backfill
I-8	3	Each	Standard No. 2-2-A Catch Basins
I-9	2322	Lin.Ft.	Stone Underdrains No. 2
I-10	280	Cu.Yds.	Dumped Rock Channel Protection
I-14	136	Lin.Ft.	Paved Gutter Standard Type I
I-16	3	Each	Catch Basins Abandoned
L-10	4779	Sq.Yds.	Jodding
PAVEMENT			
B-10	1652	Cu.Yds.	Aggregate Base Course Using Crushed Stone or Slag, As per plan
B-35	260	Cu.Yds.	Asphaltic Concrete Leveling Course (85-100)
T-30	2805	Gal.	Bituminous Prime Coat Sec. M-5.7, RT-2 or RT-3
T-30	57	Gal.	Bituminous Tack Coat Sec. M-5.2, RC-1 or RC-2, or M-5.5, MS-2 or RS-1 as per Sec. T-30.02
T-35	77	Cu.Yds.	Asphaltic Concrete Surface Course, Type "A" (85-100)
T-35	196	Cu.Yds.	Asphaltic Concrete Surface Course, Type "C" (85-100)
T-71	43,511	Sq.Yds.	9" Reinforced Portland Cement Concrete Pavement
I-12	3318	Lin.Ft.	Concrete Curb Standard Type 2-A
I-21	41	Sq.Yds.	4" Portland Cement Concrete Median Pavement, Std. Type 1
I-22	11,283	Cu.Yds.	Subbase
I-23	73	Each	Precast White Portland Cement Concrete Traffic Dividers
T-70	349	Sq.Yds.	7" Portland Cement Concrete Pavement



BEGIN WORK
Sta. 793+50

B.M. Chis. "X" on S. End Stone Well
Cover 45' Rt. Sta. 795+88
Elev. 1029.765

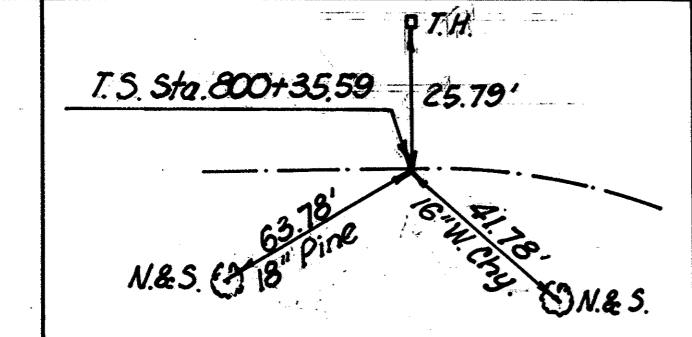
~~WORK TO BE FINISHED AND~~
~~ON THE PART OF OHIO~~
~~ROAD TOTAL ACCEPTANCE OF THIS PROJECT~~



Excavation	2873	Cu. Yds.
Embankment	209	Cu. Yds.
Emb. +20%	323	Cu. Yds.

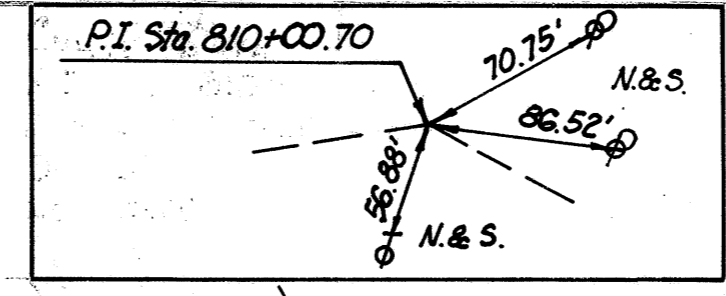
Ref. No.	Station	7-70 Concrete Pavement	8-19 Crushed Aggregate Base Course	5-15 Calcium Chloride	Special Chloride with Calcium	I-1 Pipe Class	7-35 Asphaltic Conc. Surf. Type "C"	7-35 Asphaltic Conc. Level Course	I-22 Subbase	E-8 Pav't. Removal	7-50 Bituminous Prime Tack Coat
1-A	784+95 Rt. L=90'	6" B"	10.8	3.2	3.2	28	4.4	4.4	4.2	8	11
2-A	787+40 Lt. L=40'	6" B"	13.1	5.9	5.9	36	4.4	4.2	889	8	11
3-A	788+4 Rt. L=45'	6" B"	13.1	5.9	5.9	36	4.4	4.2	889	8	11
4-A	788+7.5 Rt. L=35'	6" B"	13.1	5.9	5.9	36	4.4	4.2	889	8	11
1-M	783+50 - 794+00	7"	3.2	41.9	0.070	66.7	3.2	3.2	4.2	889	11
1-R	794+00 - 799+00	7"	3.2	41.9	0.070	66.7	3.2	3.2	4.2	889	11
1-UD	796+00 - 799+00 Lt.	7"	3.2	41.9	0.070	66.7	3.2	3.2	4.2	889	11
2-UD	796+00 - 799+00 Rt.	7"	3.2	41.9	0.070	66.7	3.2	3.2	4.2	889	11
Totals		90	41.9	0.070	66.7	36	3.2	3.2	4.2	889	11

* Location of Drive 2-A may be shifted to suit property owner.



CURVE DATA
 P.I. = Sta. 810+00.70
 Δ = 43°-35'-40" Rt.
 Dc = 3°
 Ls = 400'
 Δs = 6°
 Xc = 399.56'
 Yc = 13.95'
 Δc = 2°
 Ts = 965.11'
 Es = 150.86'
 Lc = 1053.15'

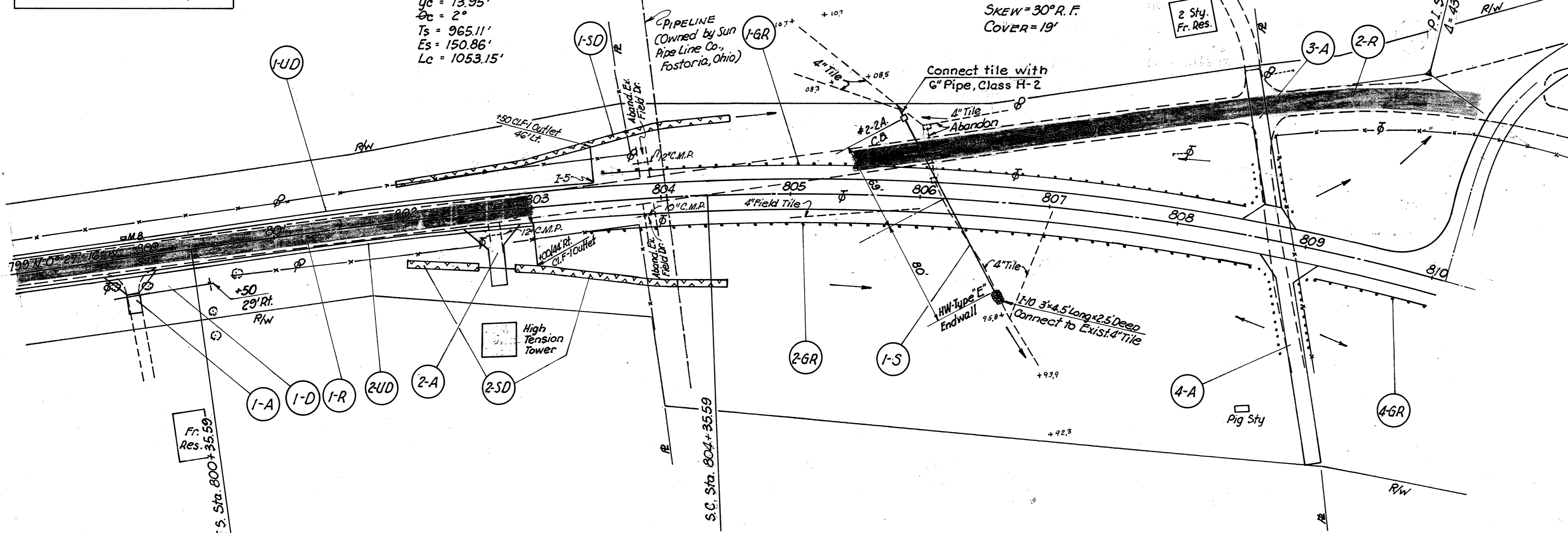
I-5 MED-3-1527
 Sta. 806+20
 DA = 5Ac. Qes = 9 cfs
 EXIST = 18" V.S.P.
 PROP = 18" M-6.6(D) OR
 M-6.4(D) 16 Ga.
 SKEW = 30° R. F.
 COVER = 19'



SEE SHEET No. 45
 FOR INTERSECTION DETAILS

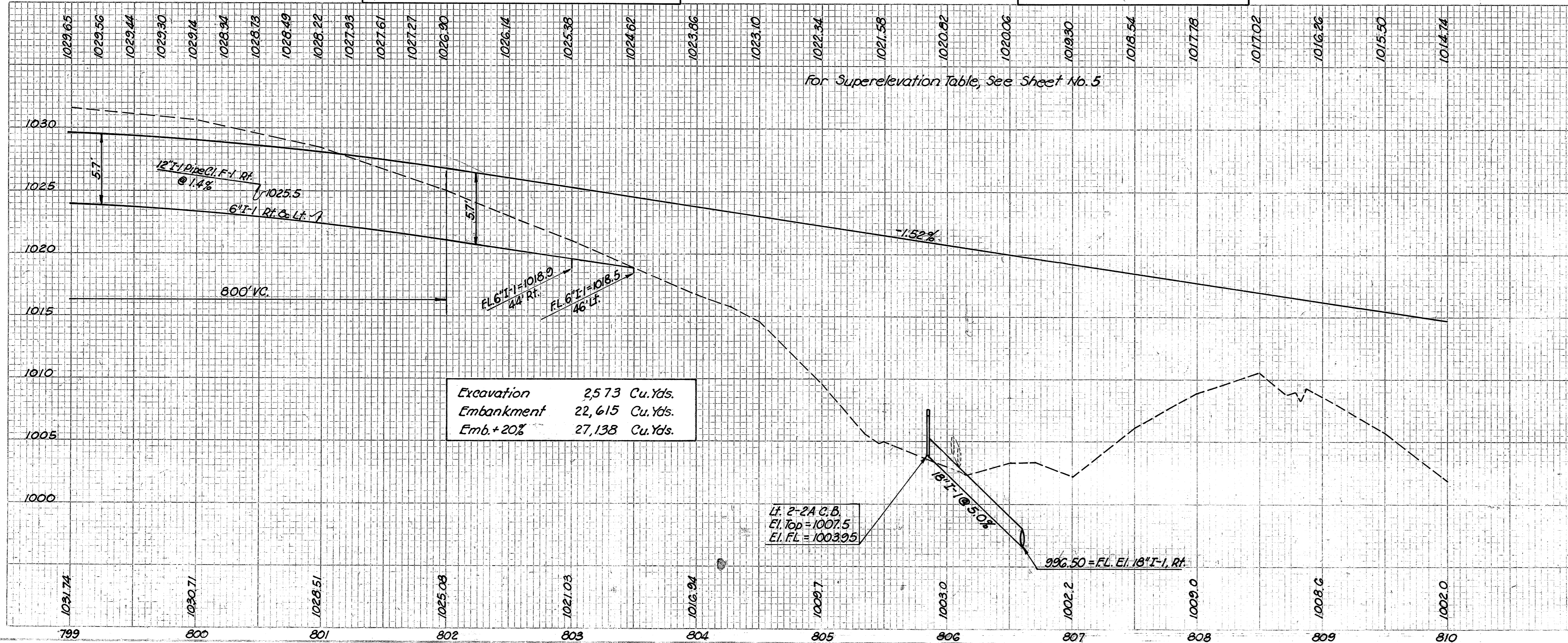
FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

MED-3-(15.04) (17.16-17.28)
 PART-II



B.M. Chis. "X" on Top Angle Iron @ Base of N.W. Cor. High Tension Tower 85' Rt. Sta. 802+76 Elev. 1017.467

B.M. R.R. Spike in Power Pole 70' Lt. Sta. 806+70 Elev. 1011.508

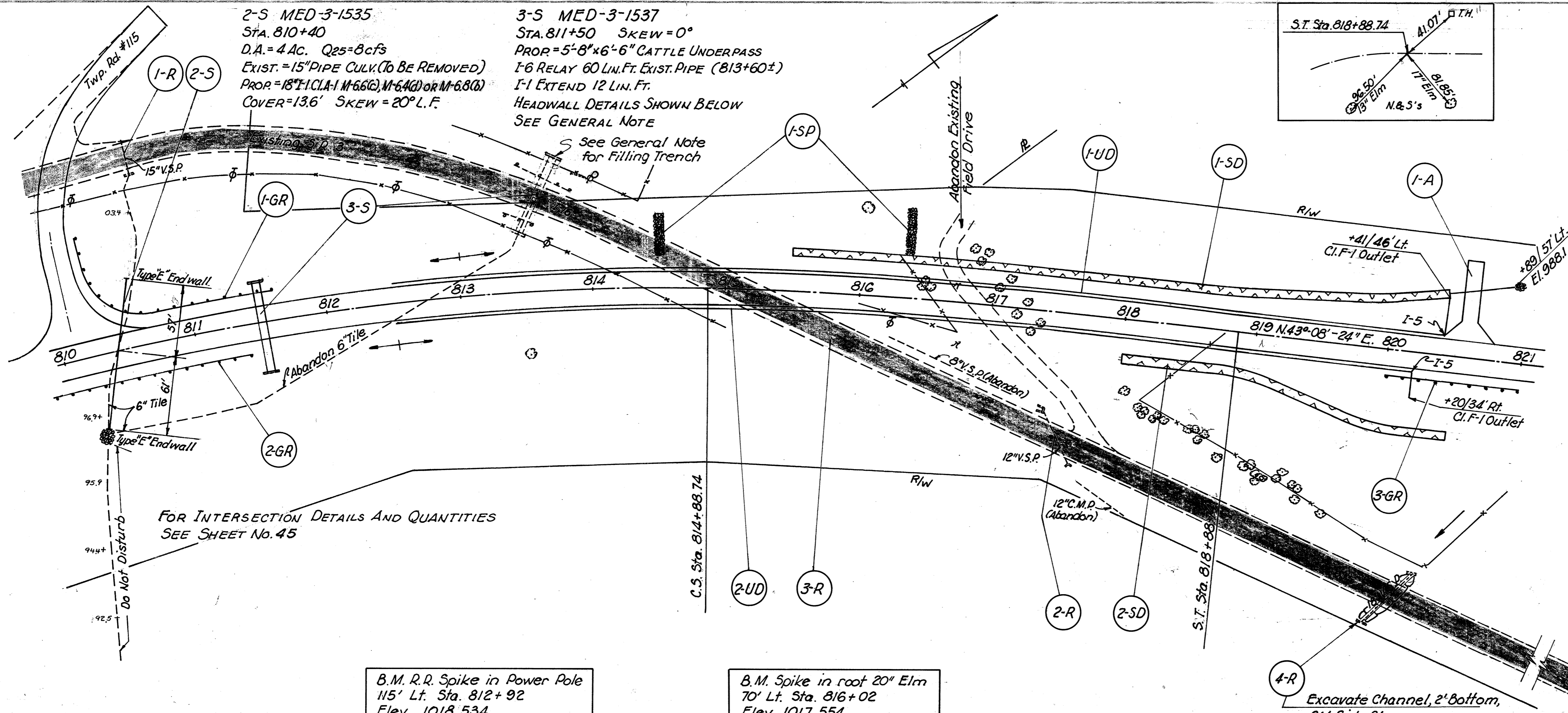


Excavation 2573 Cu.Yds.
 Embankment 22,615 Cu.Yds.
 Emb.+20% 27,138 Cu.Yds.

For Superelevation Table, See Sheet No. 5

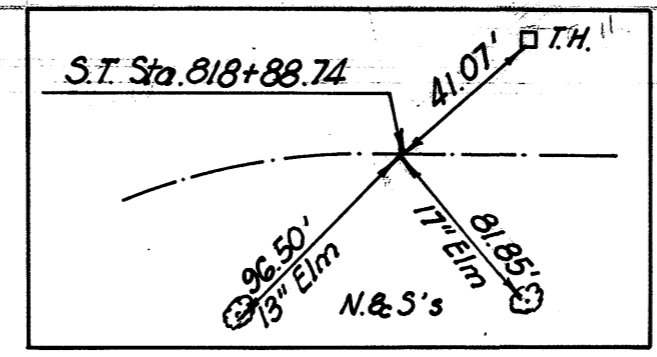
Station	Ref. No.	Concrete Pavement	Crushed Aggregate Base Course	5-15 Special	1-1 Pipe	Masonry	1-5	1-8	1-10	1-15	1-16	1-8	1-10	1-15	1-16	1-10	1-15	1-16	1-10	1-15	1-16	1-10	1-15	1-16	
799+87 Rt. L-30'	1-A	45	39.8	0.47	M-6.4(D)	1	1																		
802+70 Rt. L-45'	2-A	45	39.8	0.47	M-6.4(D)	1	1																		
806+75 Lt. L-120'	3-A	45	39.8	0.47	M-6.4(D)	1	1																		
806+75 Rt. L-160'	4-A	45	39.8	0.47	M-6.4(D)	1	1																		
799+72-800+50	1-D				M-6.4(D)	1	1																		
803+55.7-808+50 Lt.	1-GR				M-6.4(D)	1	1																		
803+44.1-808+62.5 Rt.	2-GR				M-6.4(D)	1	1																		
809+11.5-810+00 Rt.	4-GR				M-6.4(D)	1	1																		
802+00-804+50 Lt.	1-SD				M-6.4(D)	1	1																		
802+00-804+50 Rt.	2-SD				M-6.4(D)	1	1																		
806+20	1-S				M-6.4(D)	1	1																		
799+00-803+00	1-R				M-6.4(D)	1	1																		
805+50-810+00	2-R				M-6.4(D)	1	1																		
799+00-803+50 Lt.	1-LD				M-6.4(D)	1	1																		
799+00-803+00 Rt.	2-LD				M-6.4(D)	1	1																		
Totals		90	89.5	0.168	160	896	20	106	148	12	0.3	1	1.3	2	1	1.3	1100	36	2	1582	97.5				

MED-3-(15.04) (17.16-17.28)
PART-II



2-S MED-3-1535
Sta. 810+40
D.A. = 4 Ac. Q25=8cfs
EXIST. = 15" PIPE CULV. (TO BE REMOVED)
PROP. = 18" 1 CL A-1 M-6.6(G), M-6.4(G) OR M-6.8(G)
COVER = 13.6' SKEW = 20° L.F.

3-S MED-3-1537
Sta. 811+50 SKEW = 0°
PROP. = 5'-8" x 6'-6" CATTLE UNDERPASS
I-6 RELAY 60 LIN. FT. EXIST. PIPE (813+60±)
I-1 EXTEND 12 LIN. FT.
HEADWALL DETAILS SHOWN BELOW
SEE GENERAL NOTE

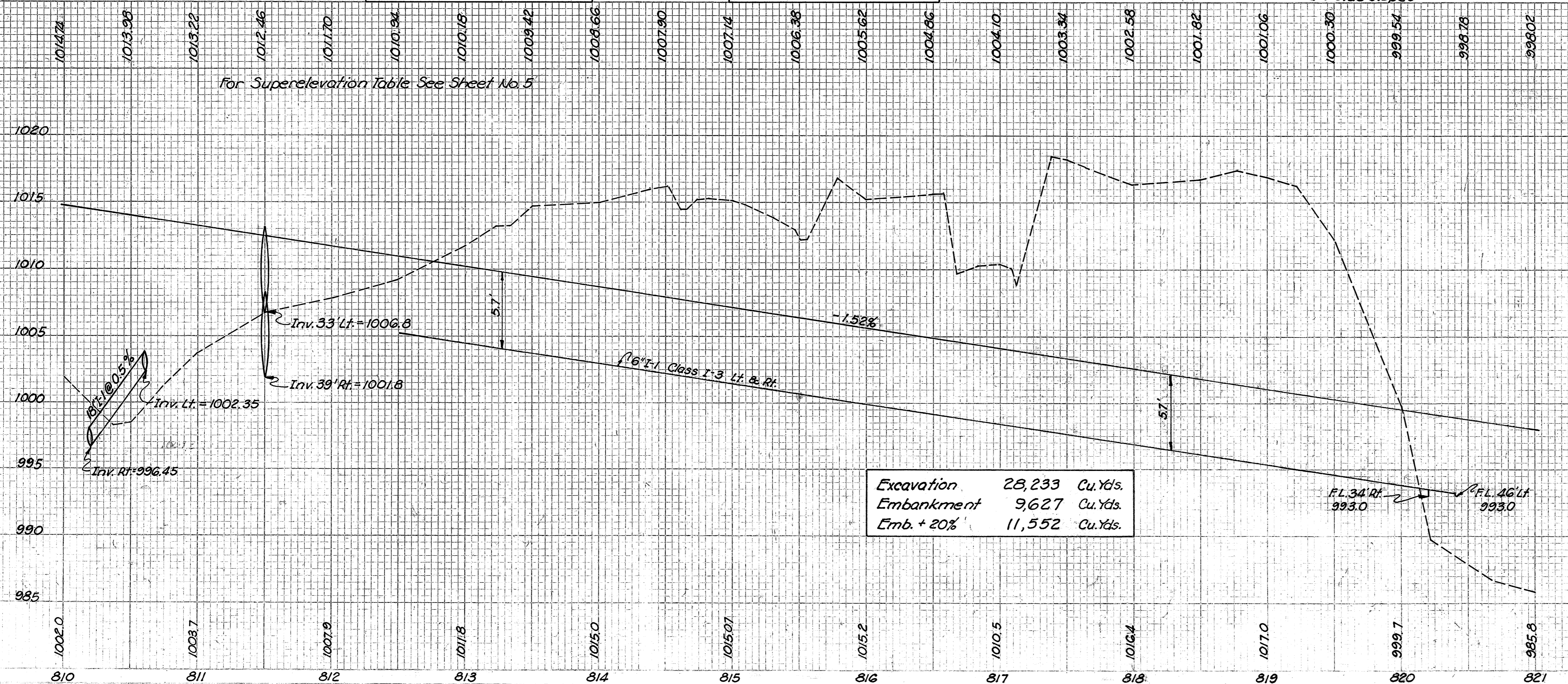


FOR INTERSECTION DETAILS AND QUANTITIES
SEE SHEET No. 45

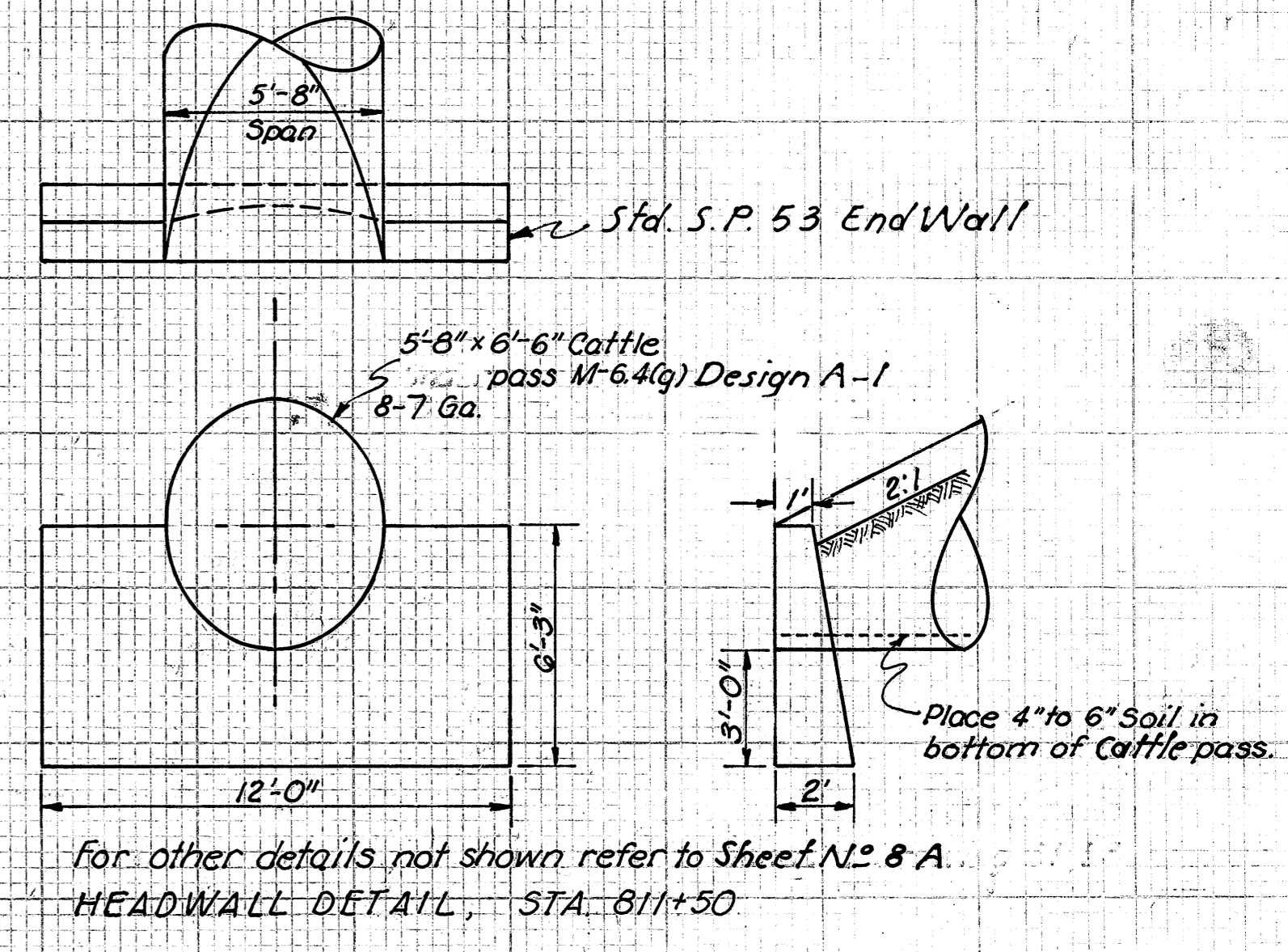
B.M. R.R. Spike in Power Pole
115' Lt. Sta. 812+92
Elev. 1018.534

B.M. Spike in root 20" Elm
70' Lt. Sta. 816+02
Elev. 1017.554

Excavate Channel, 2' Bottom,
2:1 Side Slopes



Station	Ref. No.	Description	Quantity	Unit
810+00 to 810+40	1-A	Masonry	7.5	2
810+40 to 810+50	1-2	Excavation	15	15
810+50 to 811+00	1-3	Excavation	60	60
811+00 to 811+50	1-4	Excavation	2764	2764
811+50 to 812+00	1-5	Excavation	327	167
812+00 to 812+40	1-6	Excavation	54	54
812+40 to 813+00	1-7	Excavation	28	22
813+00 to 813+60	1-8	Excavation	125	1
813+60 to 814+00	1-9	Excavation	125	1
814+00 to 814+50	1-10	Excavation	1*	1*
814+50 to 815+00	1-11	Excavation	1*	27°
815+00 to 816+00	1-12	Excavation	60	60
816+00 to 817+00	1-13	Excavation	1	1
817+00 to 818+00	1-14	Excavation	0.3	7.2
818+00 to 819+00	1-15	Excavation	12	12
819+00 to 820+00	1-16	Excavation	48	48
820+00 to 821+00	1-17	Excavation	118	118
821+00 to 822+00	1-18	Excavation	20	20
822+00 to 823+00	1-19	Excavation	48	48
823+00 to 824+00	1-20	Excavation	1586	1586



HEADWALL DETAIL, STA. 811+50

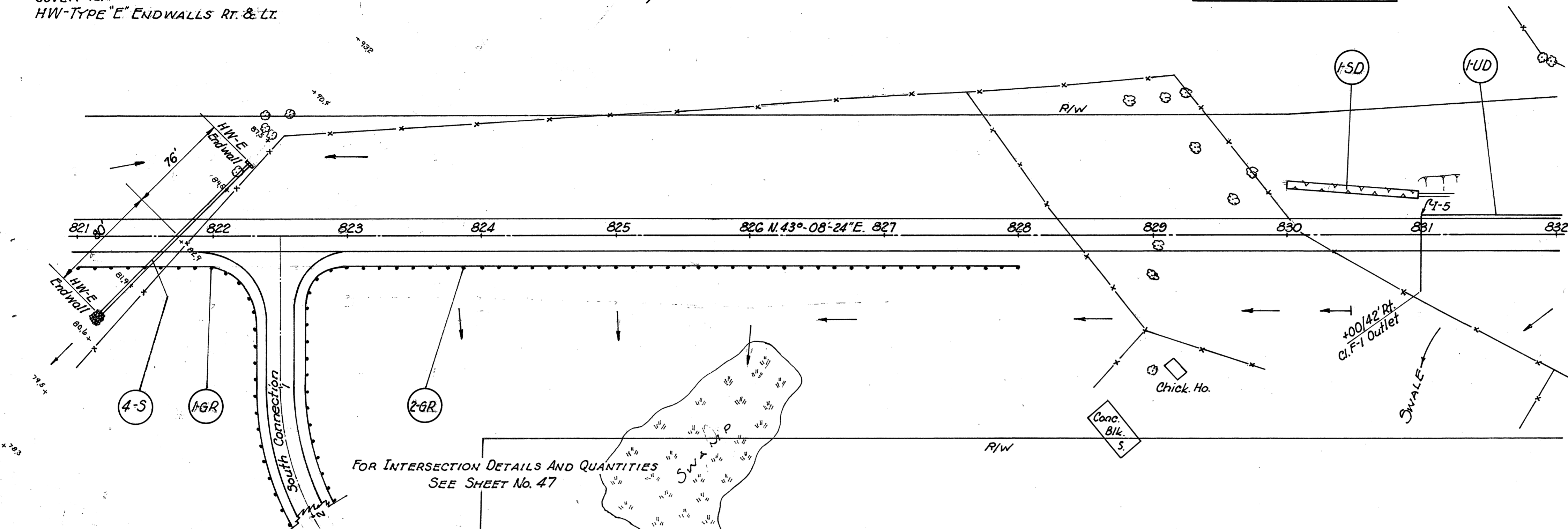
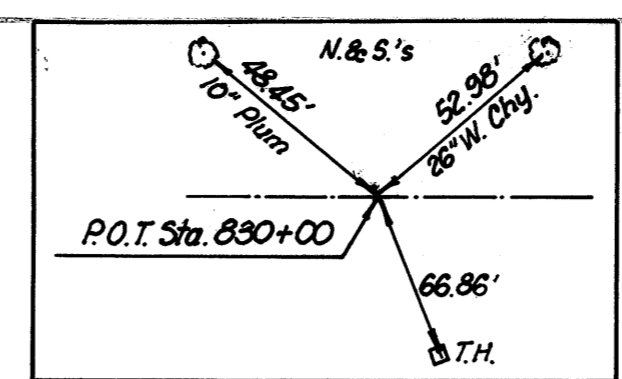
* 3' x 3' x 2.5' Thick
ø 6' Wide x 1.5' Thick, Slope Protection where needed for ditch drop-down
A M-6.4(G), M-6.6(G) or M-6.8(G)
I-1-R, May be shifted to avoid a post over Corr. M. Pipe Arch Cattle Pass

4-S MED-3-1556
 STA. 821+75 SKEW=45° L.F.
 D.A=25Ac.
 Q25=37
 EXISTING STRUCTURE=NONE
 PROPOSED STRUCTURE=30" I-1 C.I. A-1 M-6.6(b) or M-6.8(b)
 COVER=12.4'
 HW-TYPE "E" ENDWALLS RT. & LT.

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

12
72

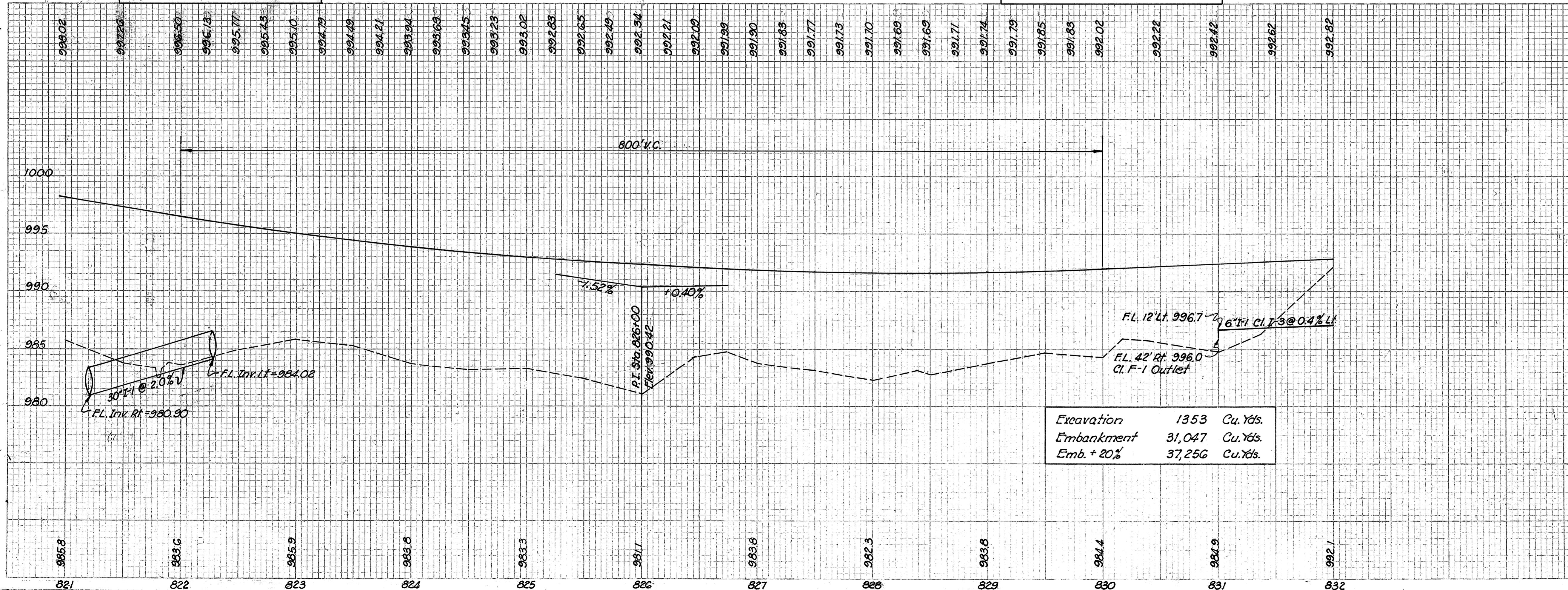
MED-3-(15.04)(17.16-17.28)
 PART-II



FOR INTERSECTION DETAILS AND QUANTITIES
 SEE SHEET No. 47

B.M. R.R. Spike in Power Pole
 205' Rt. Sta. 821+40
 Elev. 977.929'

B.M. Spike in roof E. side 27" Wild
 Cherry 134' Lt. Sta. 831+93
 Elev. 1023.731

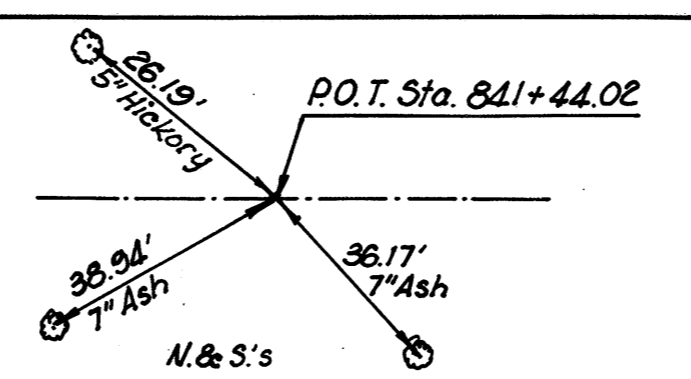


Excavation	1353	Cu. Yds.
Embankment	31,047	Cu. Yds.
Emb. + 20%	37,256	Cu. Yds.

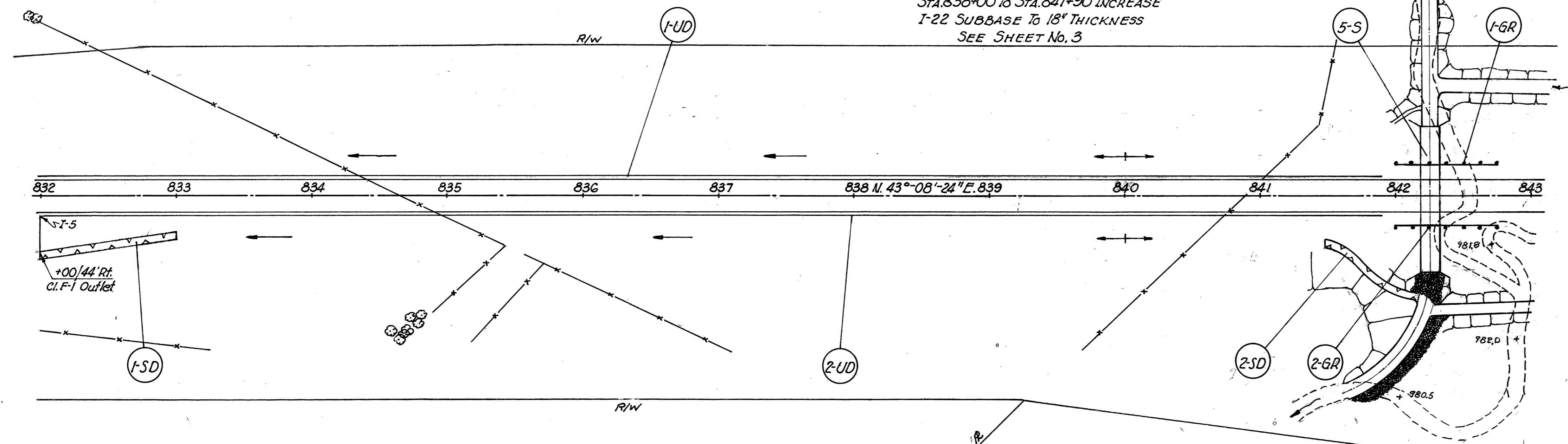
Ref. No.	Station	I-1 Pipe Class	A-1 I-3 F-1 M-6.6(c)	M-6.8(b)	Lim. Ft.	Each	Qu.Yds.	Each	Qu.Yds.	Lim. Ft.	Sp.Yds.							
I-SD	830+00 - 831+00 Lt.		30"	6"	8"						67							
4-S	821+75		156			1.0												
FUD	831+00 - 832+00 Lt.		144	10														
I-GR	821+00 - 846.5 Conn.									350.0								
2-GR	849.5 Conn. - 828+00									762.5								
Totals											156	144	10	1.0	1	2	1112.5	67

* 3' Wide, 6' Long, 2.5' Thick, at outlet of pipe.

5-S MED-3-1595
 STA. 842+25
 D.A. = 1100 Ac. Q25 = 700 c.f.s.
 EXIST. = NONE
 PROP. = 13'-5" x 8'-5" P.A. CULVERT
 SKEW = 0°
 COVER @ SURVEY = 6.5'
 FOR DETAILS SEE SHEET No. G1

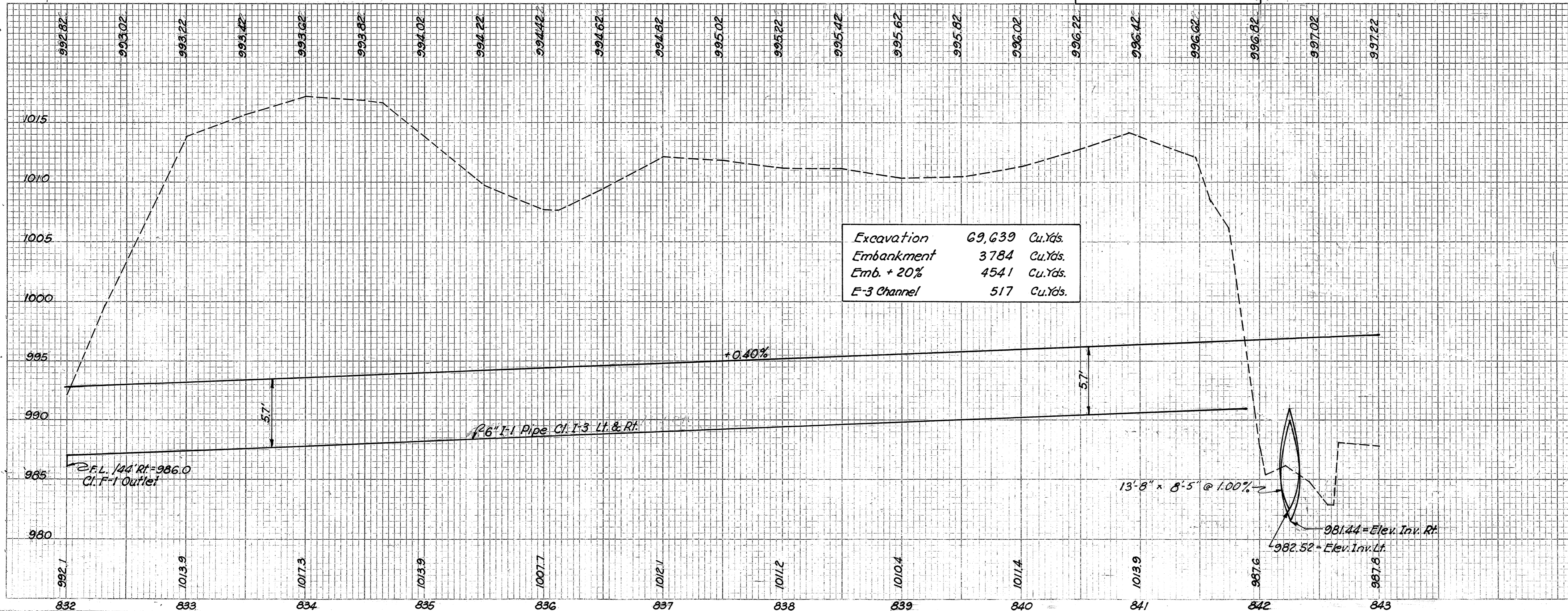


STA. 838+00 To STA. 841+90 INCREASE
 I-22 SUBBASE TO 18" THICKNESS
 SEE SHEET No. 3



FOR STRUCTURE AND CHANNEL
 DETAILS, SEE SHEET No. G1

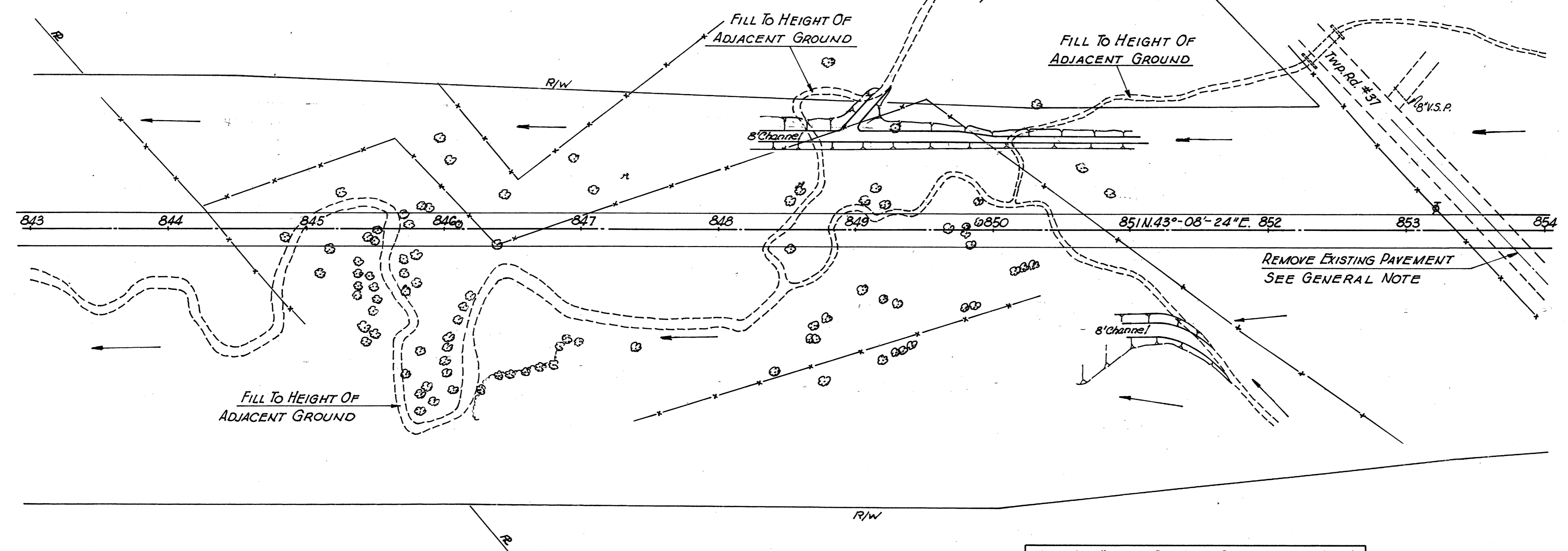
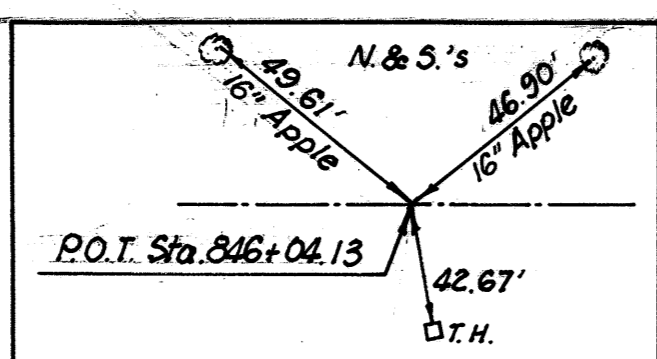
B.M. Spike in root 20" Elm
 126' Lt. Sta. 842+06
 Elev. 990.299



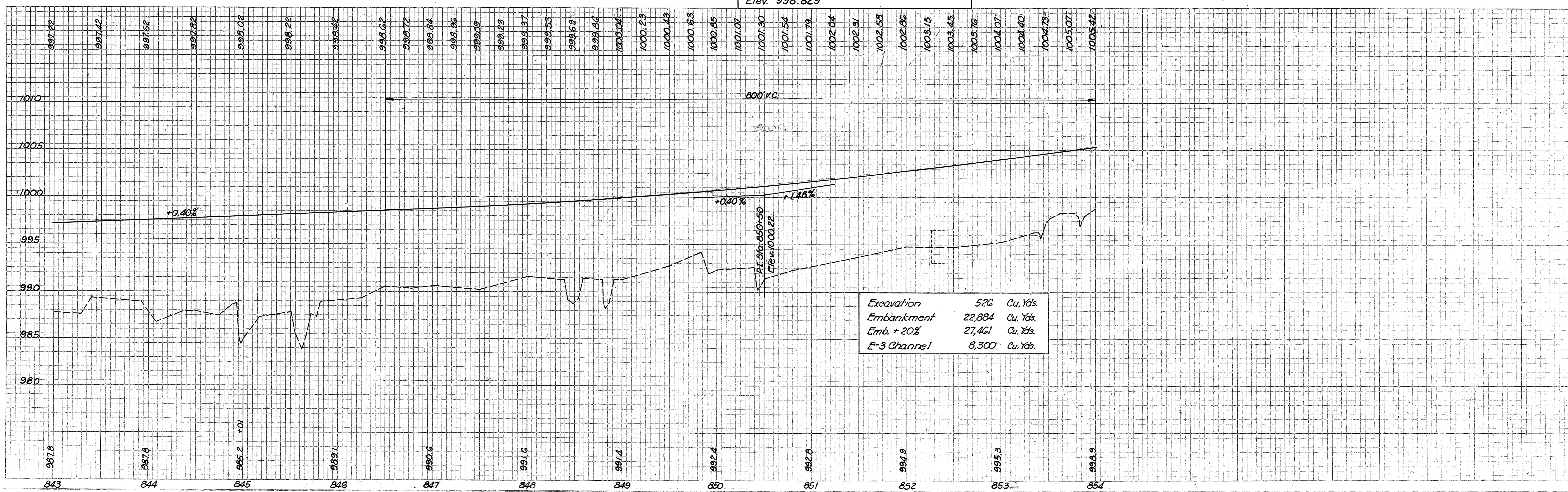
Excavation 69,639 Cu.Yds.
 Embankment 3784 Cu.Yds.
 Emb. + 20% 4541 Cu.Yds.
 E-3 Channel 517 Cu.Yds.

Ref. No.	Station	I-1 Pipe Class	Excavation	Embankment	E-3 Channel	Others	Total
5-S	842+50	M-6(C)	108	10	200	0	300
1-UD	832+00 - 841+90 Lt. 990	8-5 Ga.	108	10	200	0	300
2-UD	832+00 - 841+90 Rt. 1010	8-5 Ga.	108	10	200	0	300
1-SD	832+00 - 833+00 Rt.	G-1	108	10	200	0	300
2-SD	841+45 - 842+06 Rt.	M-6(C)	108	10	200	0	300
1-GR	842+00 - 842+75 Lt.						
2-GR	842+00 - 842+75 Rt.						
	Totals		108	10	200	0	300

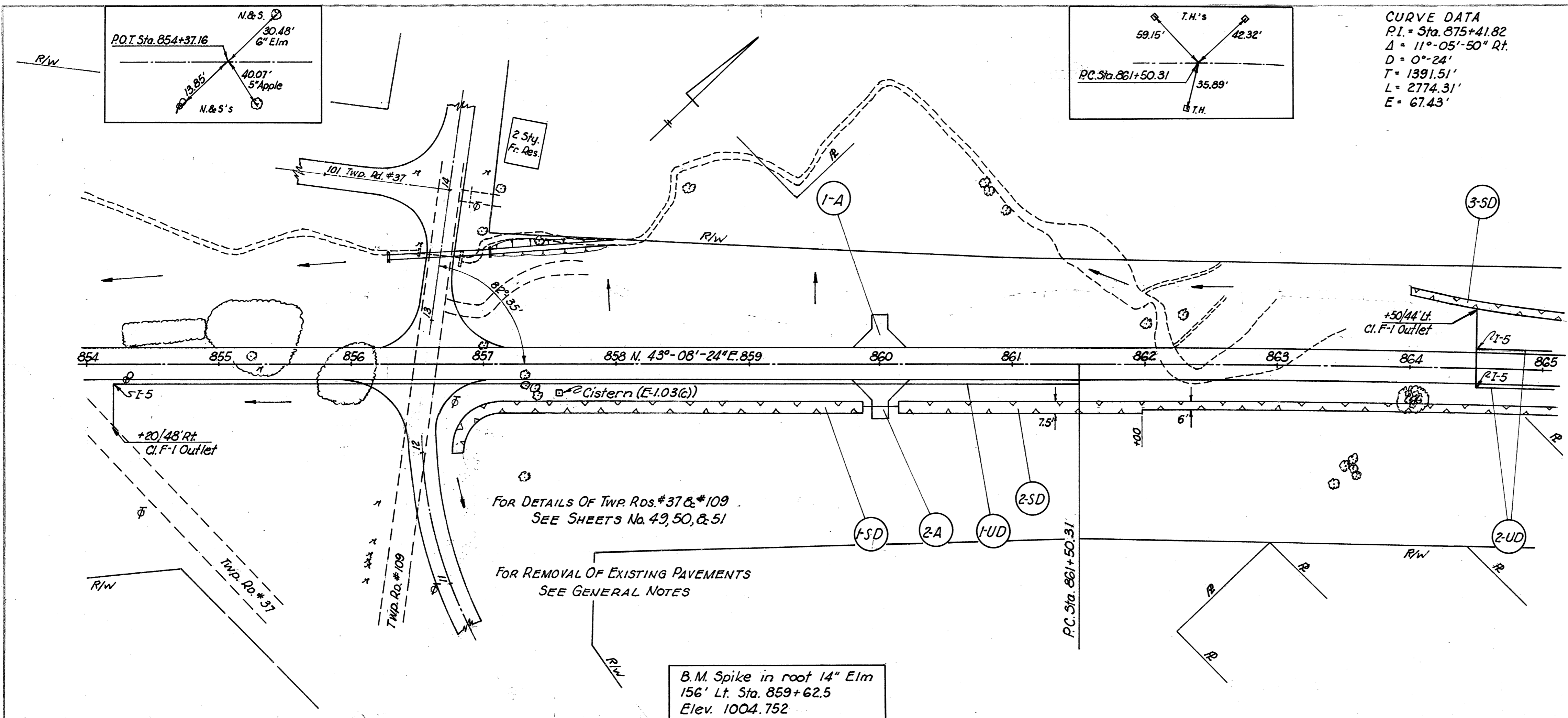
See "Earthwork Block"



B.M. Chis. "X" on S.E. Cor. of N. Conc. Headwall
on Co. Rd. # 37 146' Lt. Sta. 852+45
Elev. 998.829



106405
3.1.10
P.1.1



CURVE DATA
 P.I. = Sta. 875+41.82
 Δ = 11°-05'-50" Rt.
 D = 0°-24'
 T = 1391.51'
 L = 2774.31'
 E = 67.43'

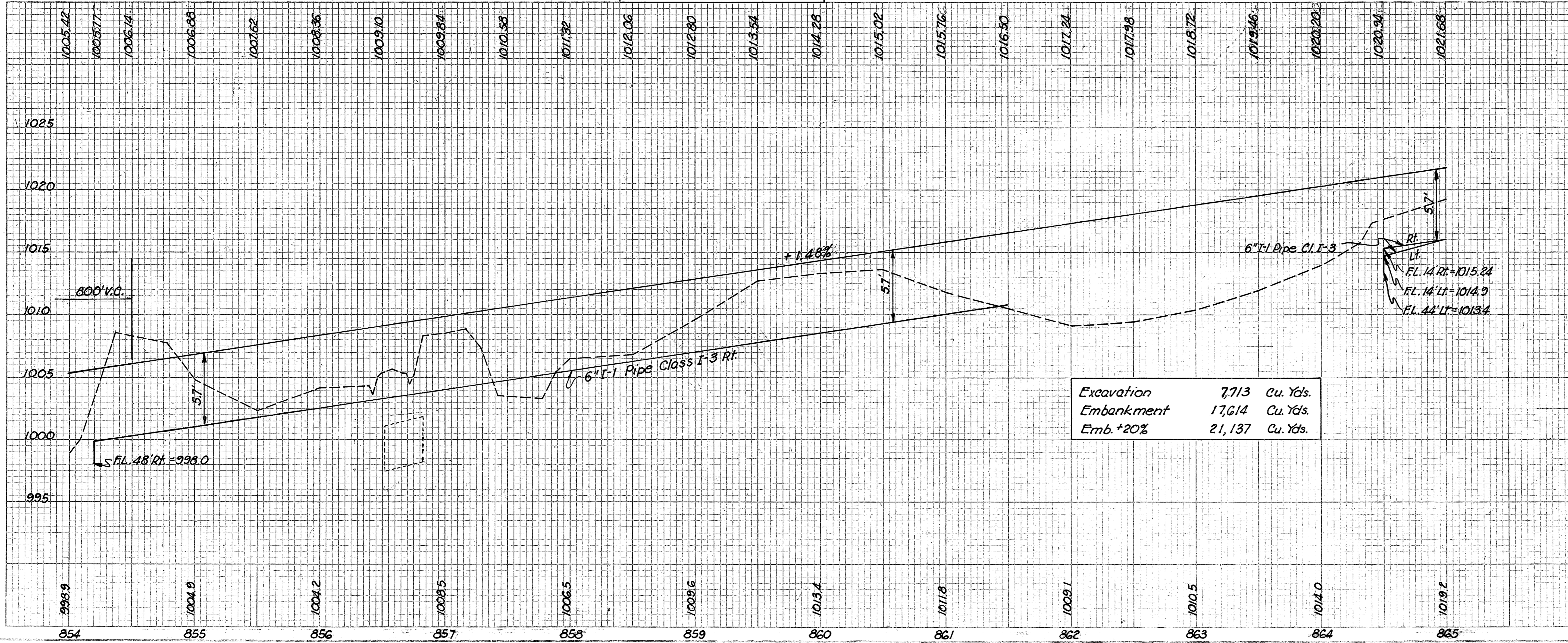
FED. RD. DIVISION	STATE	PROJECT	15
2	OHIO		72

MED-3-(15,04)(17.16-17.28)
PART-II

FOR DETAILS OF TWP. ROS #37 & #109
SEE SHEETS No. 49, 50, & 51

FOR REMOVAL OF EXISTING PAVEMENTS
SEE GENERAL NOTES

B.M. Spike in root 14" Elm
156' Lt. Sta. 859+62.5
Elev. 1004.752

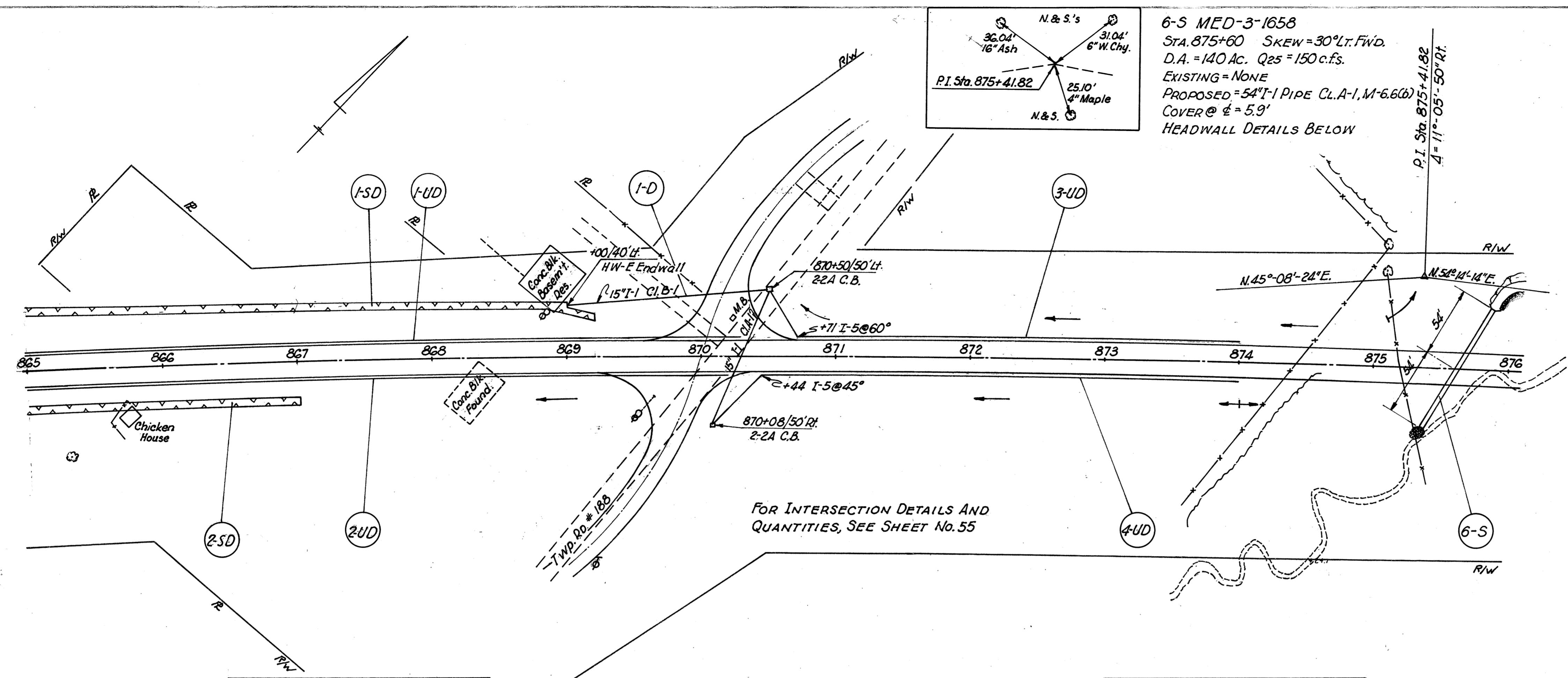
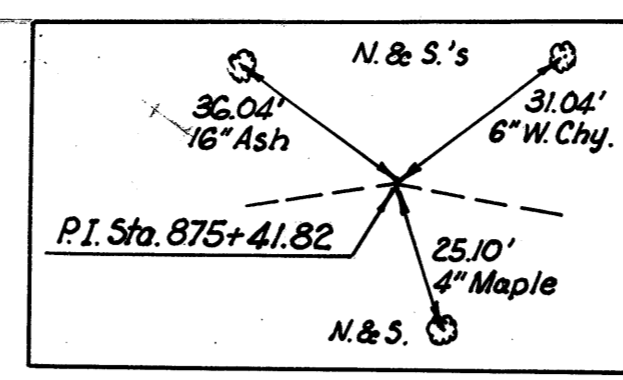


Excavation	7,713	Cu. Yds.
Embankment	17,614	Cu. Yds.
Emb. +20%	21,137	Cu. Yds.

Ref. No.	I-1 Pipe Class	I-3	I-1	I-5 Pipe Specials	I-10 Sooting Width	B-19 Aggregate Base Course	Culds.			
1-SD	6" 18"									
2-SD	6" 18"									
3-SD	6" 18"									
1-UD	6" 18"									
2-UD	6" 18"									
1-A	6" 18"									
2-A	6" 18"									
Totals										

MED-3-(15.04)(17.16-17.28)
PART-II

6-S MED-3-1658
 STA. 875+60 SKEW=30° Lt. FWD.
 D.A. = 140 Ac. Q25 = 150 c.f.s.
 EXISTING = NONE
 PROPOSED = 54" I-1 PIPE CL. A-1, M-6.6(6)
 COVER @ ϕ = 5.9'
 HEADWALL DETAILS BELOW

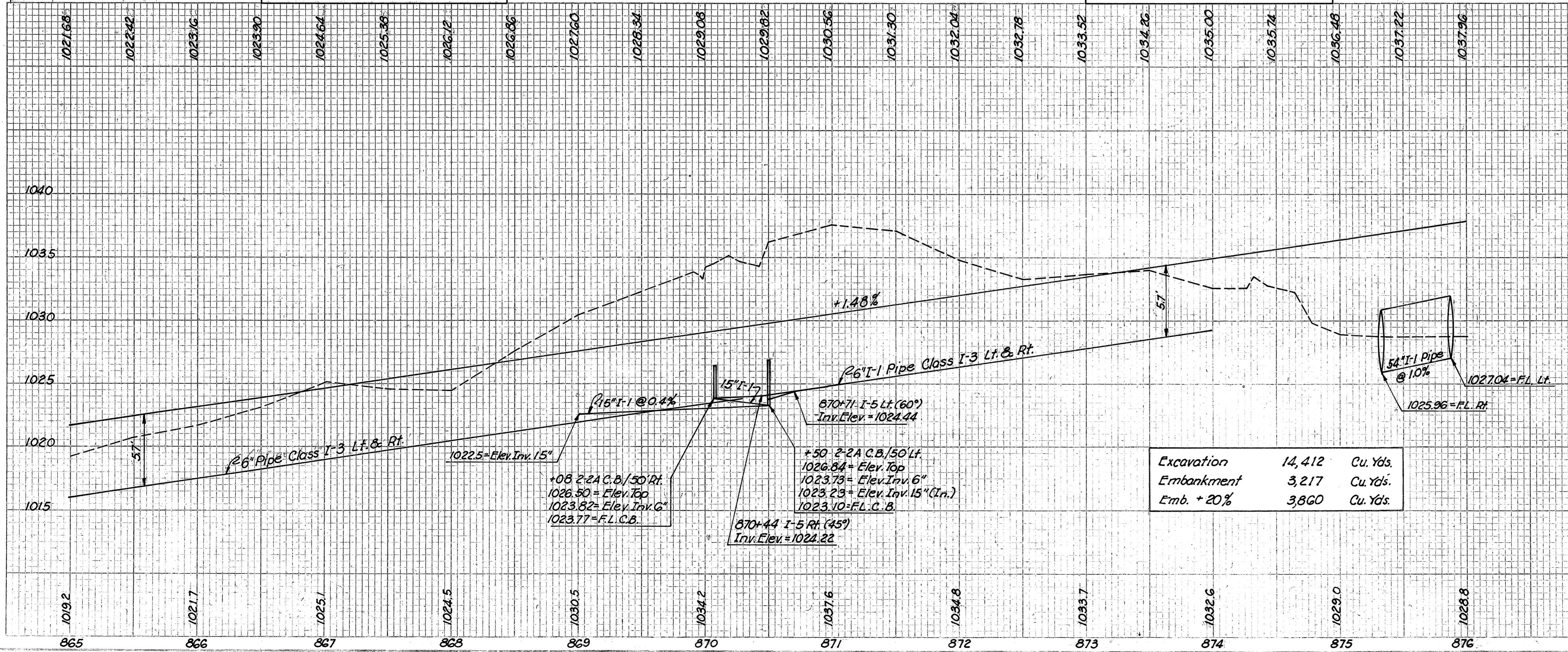


B.M. N.E. Cor. Lowest Conc. Stoop
 181' Rt. Sta. 867+24
 Elev. 1034.909

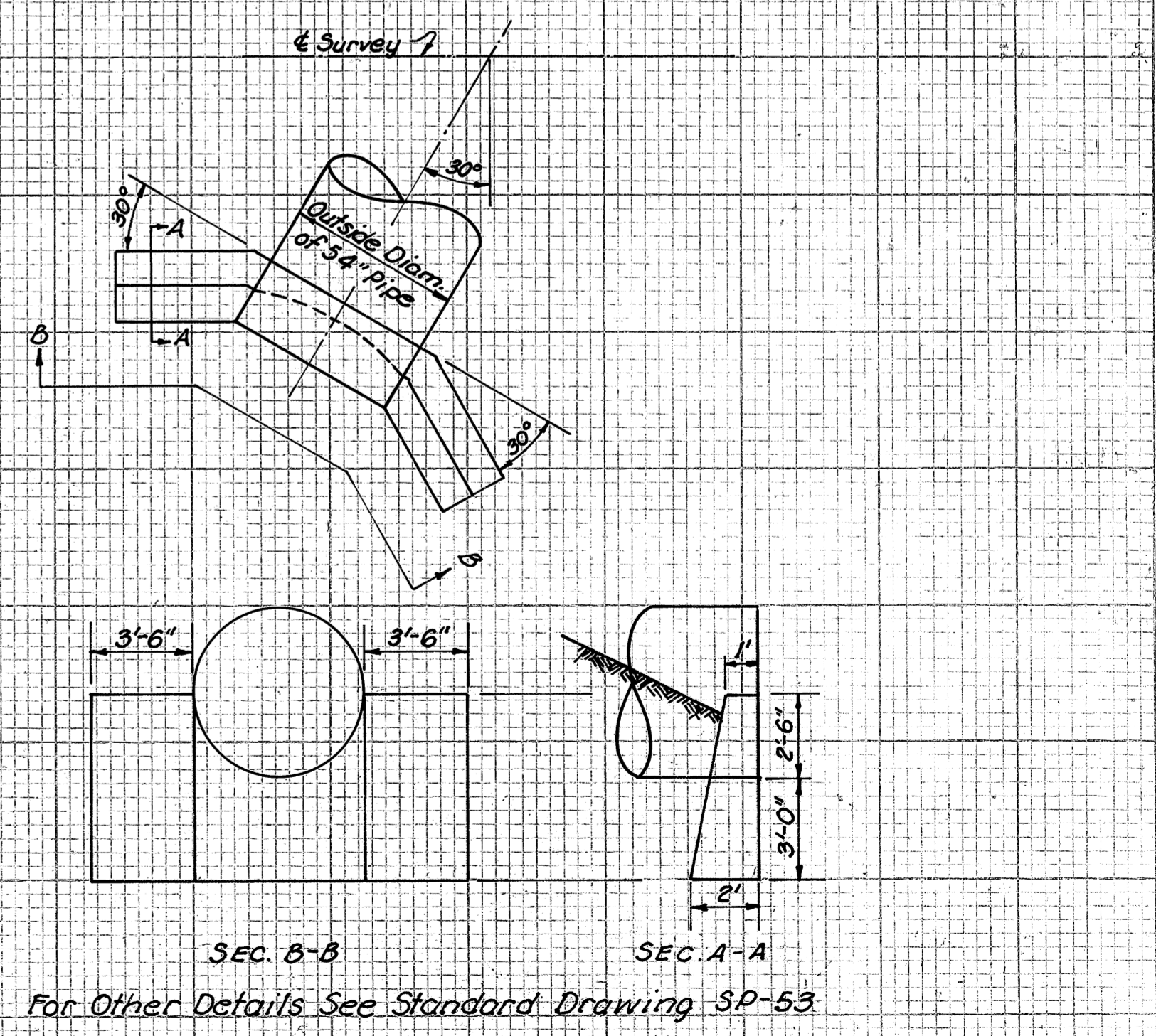
B.M. R.R. Spike in root 24" Maple
 158' Lt. Sta. 874+62
 Elev. 1039.986

Station	Ref. No.	I-1 Pipe Class		Totals
		A-1 (1096)	A-1	
1-D 869+00 - 870+50 Lt. & Rt.		54" 15' G" 15"	108	108
1-SD 865+00 - 869+20 Lt.				
2-SD 865+00 - 867+00 Rt.				
1-UD 865+00 - 870+40 Lt.			530	
2-UD 865+00 - 870+40 Rt.			520	
3-UD 870+50 - 874+00 Lt.			371	
4-UD 870+50 - 874+00 Rt.			406	
6-S 875+60			108	
Totals			108	108

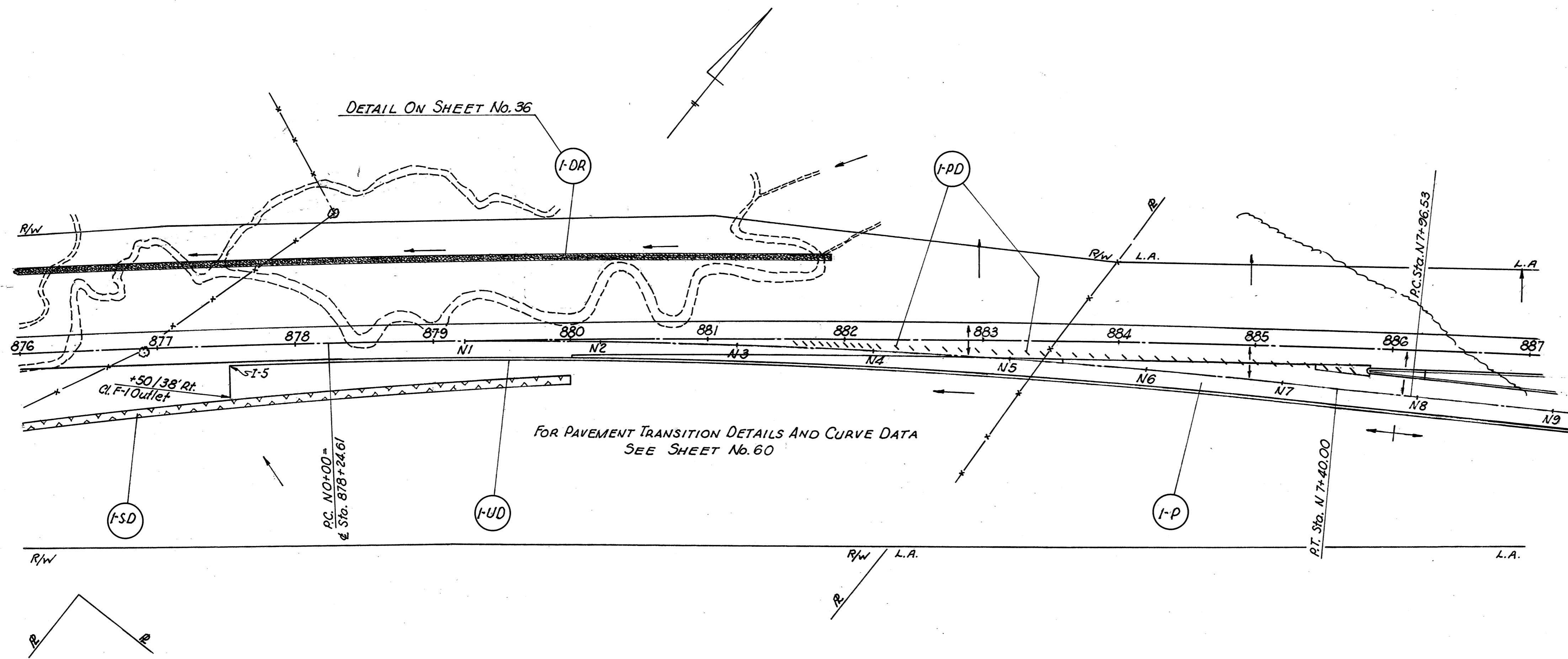
* 10' x 10' x 2.5' Deep at Outlet & 3' Cu. Yd. at Inlet



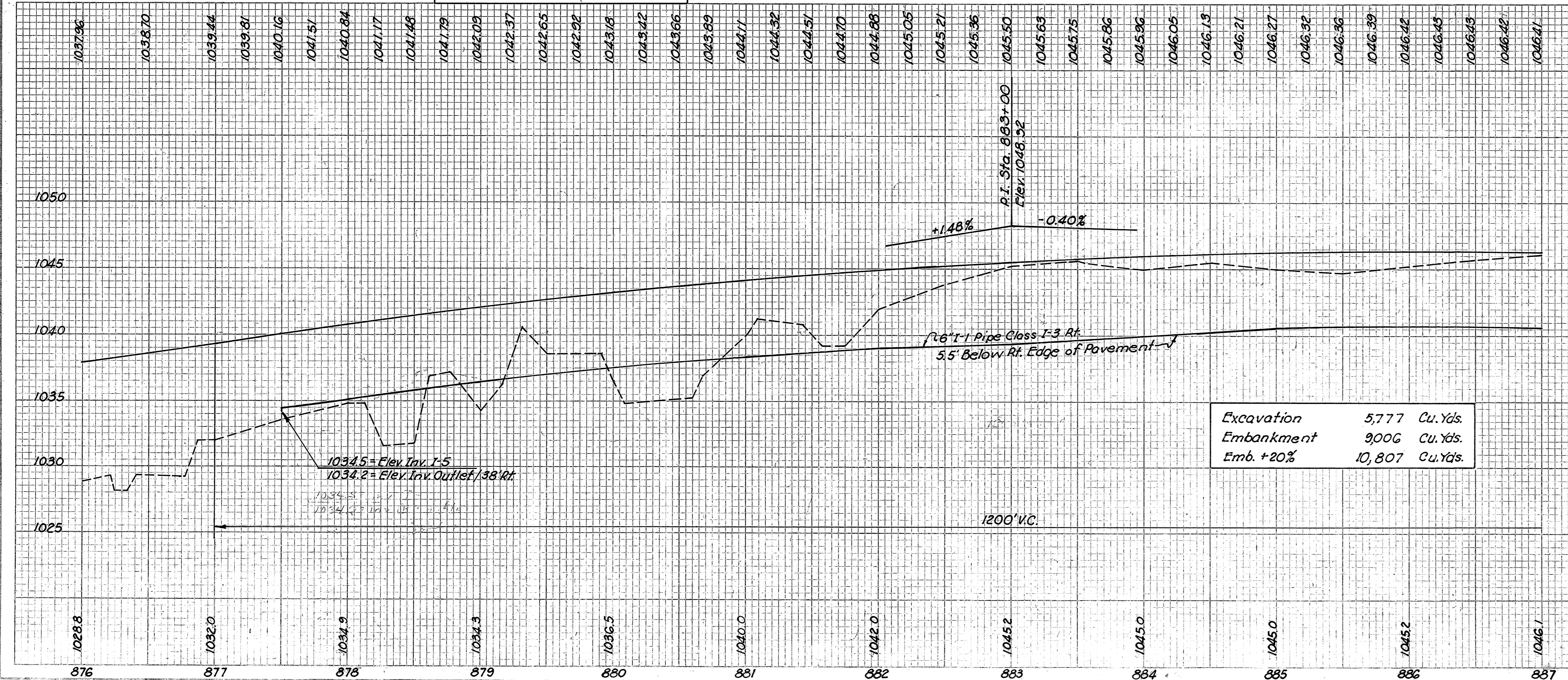
Excavation	14,412	Cu. Yds.
Embankment	3,217	Cu. Yds.
Emb. + 20%	3,860	Cu. Yds.



HEADWALL DETAILS STA. 875+60



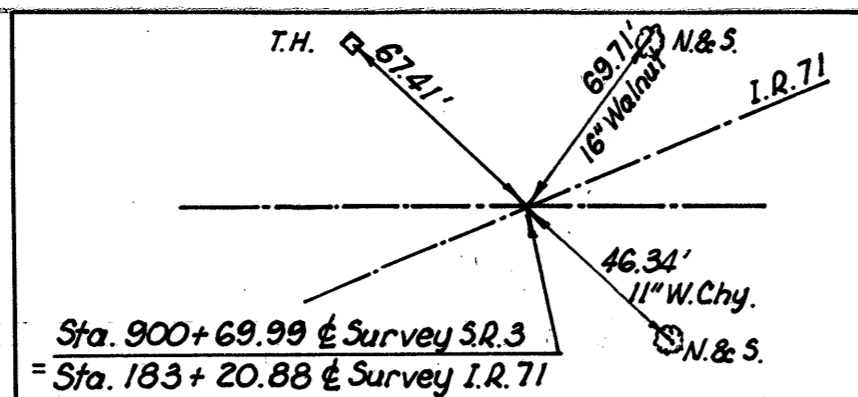
B.M. R.R. Spike in root W. side
30" Maple 160' Rt. Sta. 879+90
Elev. 1048.295



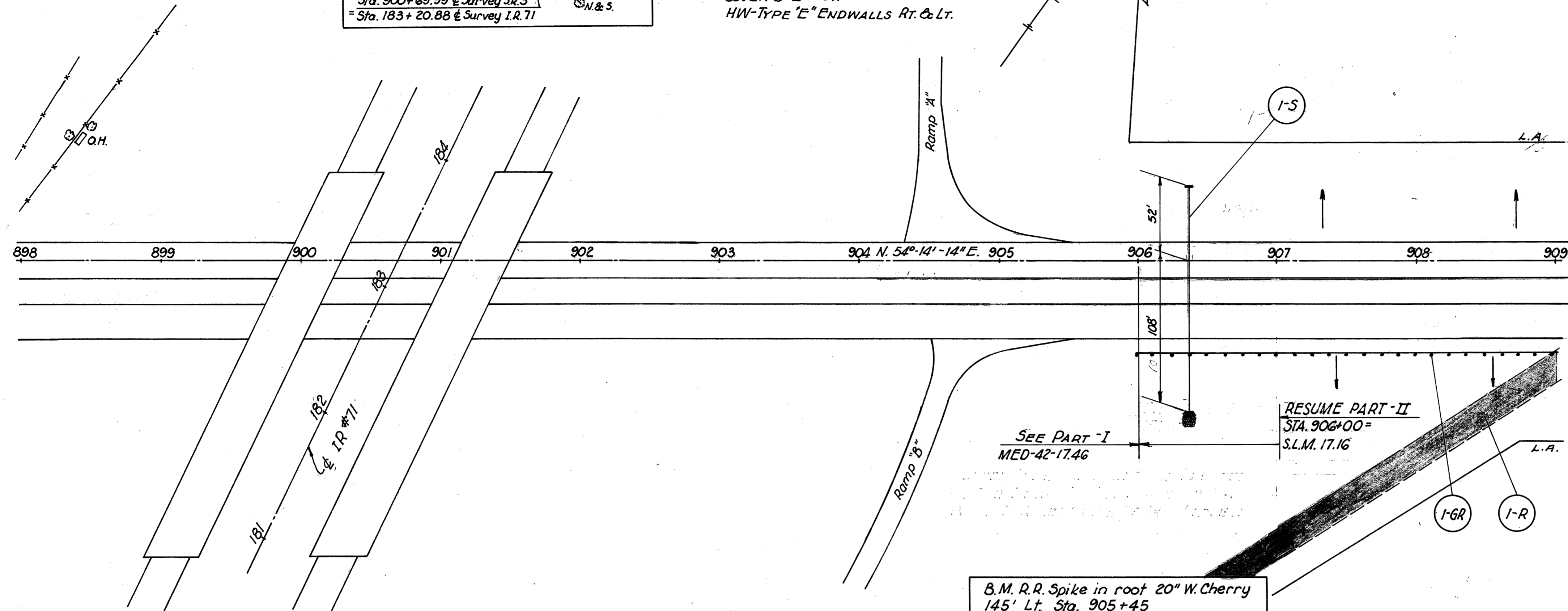
Ref. No.	Station	I-1 Pipe Class	I-5 Pipe Special	I-10 Precast Pavt. Channel Prof.	I-10 Dumped Rock	I-25 Precast Pavt. Dividers	I-22 Subbase	I-21 Median Pavt.	L10 Sodding	L70 Reinft. Concrete	F-71 Compacted	F-1 Subgrade
		(MkC)	(L1-5)	(L1-3)	(L1-3)	(L1-3)	(L1-3)	(L1-3)	(L1-3)	(L1-3)	(L1-3)	(L1-3)
		Lin. Ft.	Each	Each	Each	Each	Each	Each	Each	Each	Each	Each
I-DR	876+00 - 881+90 Lt.	6" 8"										
I-UD	877+50 - 887+00 Rt.	6" 10"	1									
A I-P	878+24.61 - 885+83.4 Rt.					40		141 20*		646	846	
I-PD	881+64 - 885+77											
I-SD	876+00 - 880+00 Rt.		1	148	148							
Totals		964 10	1	148	148			141 20		646	846	846

* To Sta. 886+24 ft
A I-P includes quantities in addition to 24 pavement

MED-3-(15.04)(17.16-17.28)
PART-II

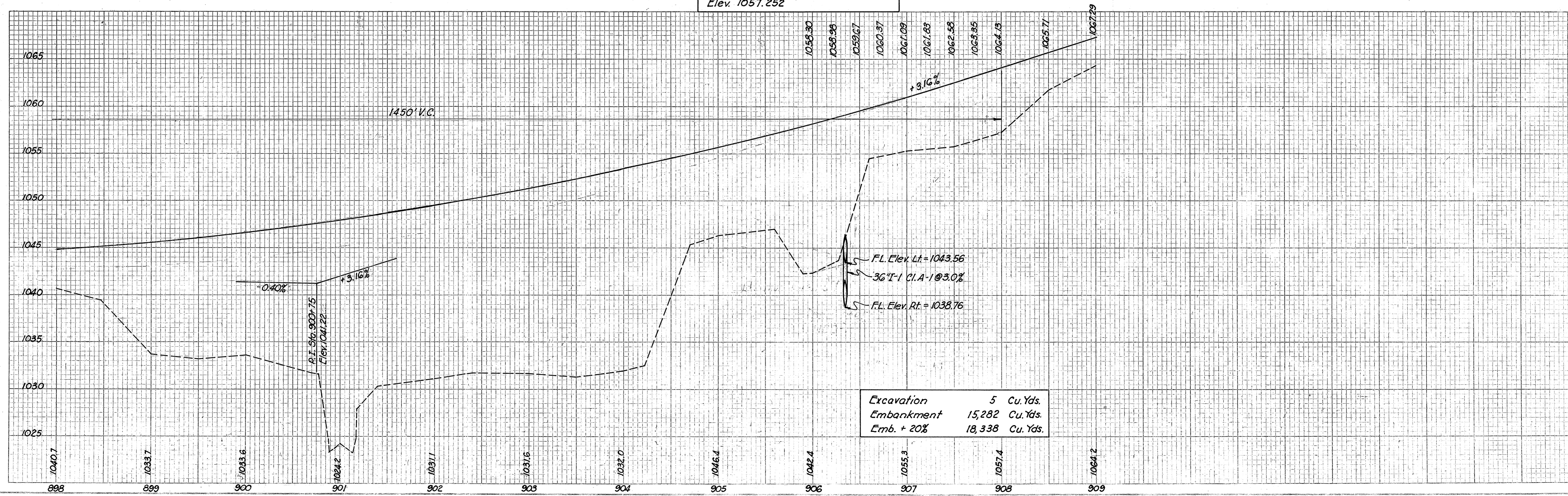


I-S STR. No. MED-3-1717
Sta. 906+35
D.A. = 30 Ac. Q25 = 48 c.f.s.
EXIST. STRUCT. = NONE
PROP. STRUCT. 36" I-1 C.I.A-1, M-6.6(G) or M-6.6(C)
COVER @ ϕ = 15.7'
HW-TYPE 'E' ENDWALLS RT. & LT.

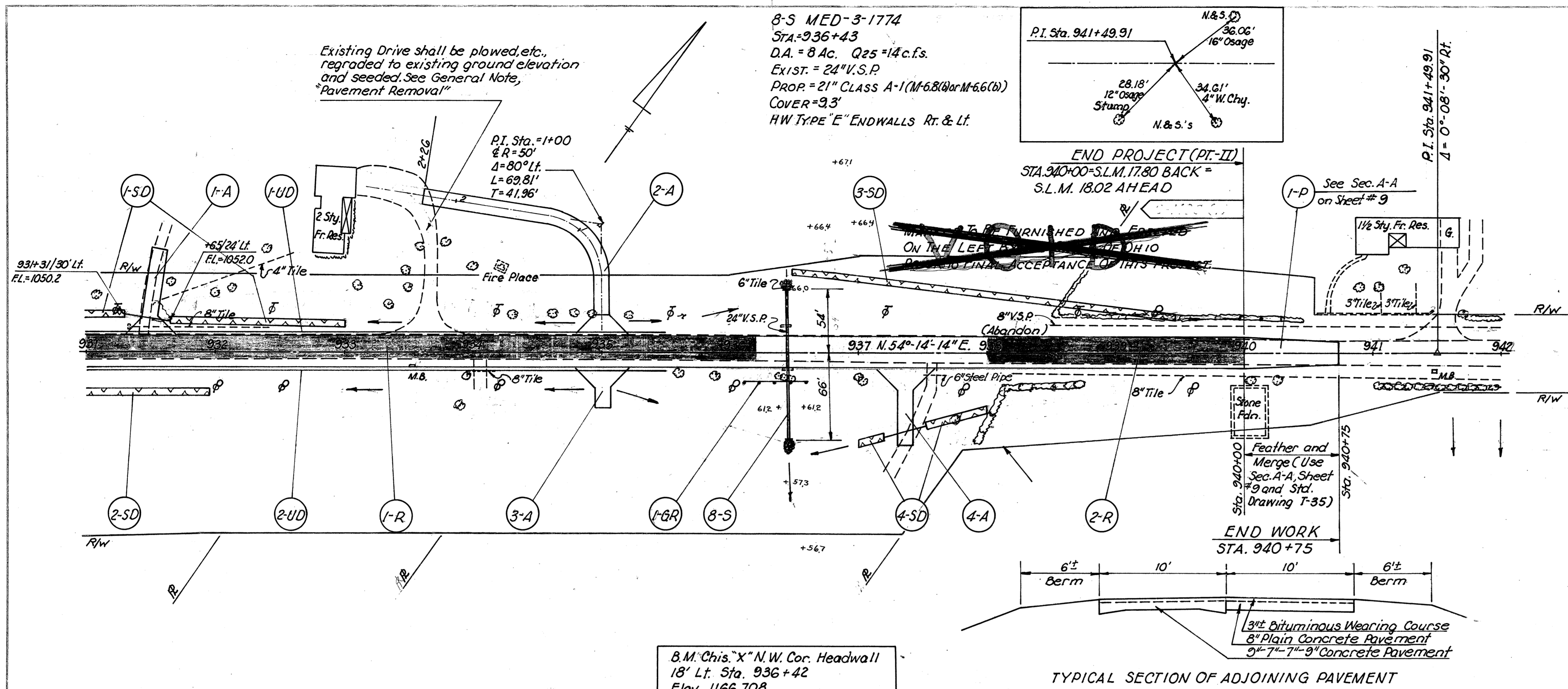


Ref. No.	E-B Pavement Removal (Rigid) Sq.Yds.	I-15 Guard Rail Steel Beam Type Deep Lin. Ft.	I-1 Pipe Class A-1 M-6.4(d) or M-6.6(C) 36\"	I-2 Masonry Cu.Yds.	I-10 Dumped Rock Channel Protection Cu.Yds.
I-R	902+00-903+00 Rt.	800			
I-GR	906+00-909+00 Rt.		300		
I-S	906+35		160	1.2	5.0*
Totals		800	300	1.2	5.0*

*6' Wide x 9' Long x 2.5' Deep @ Culvert Outlet.

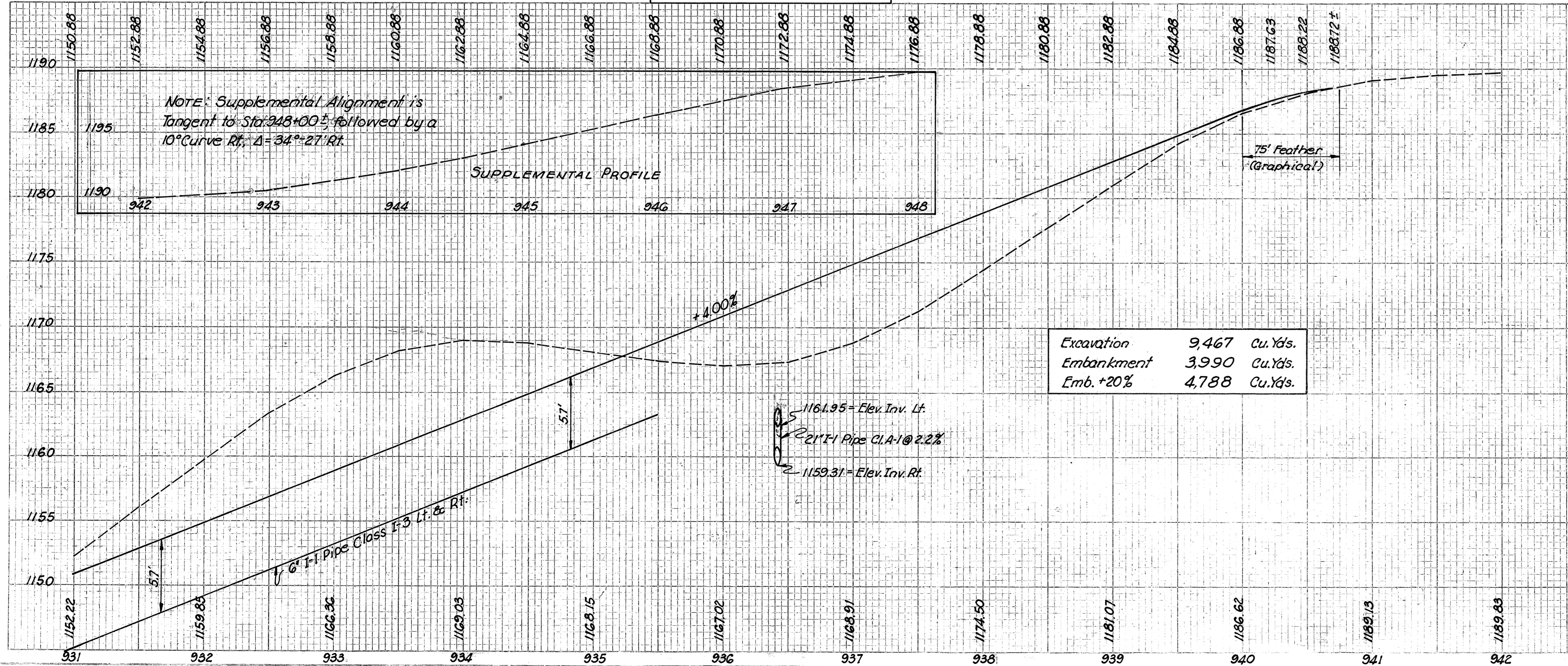


Excavation 5 Cu.Yds.
Embankment 15,282 Cu.Yds.
Emb. + 20% 18,338 Cu.Yds.



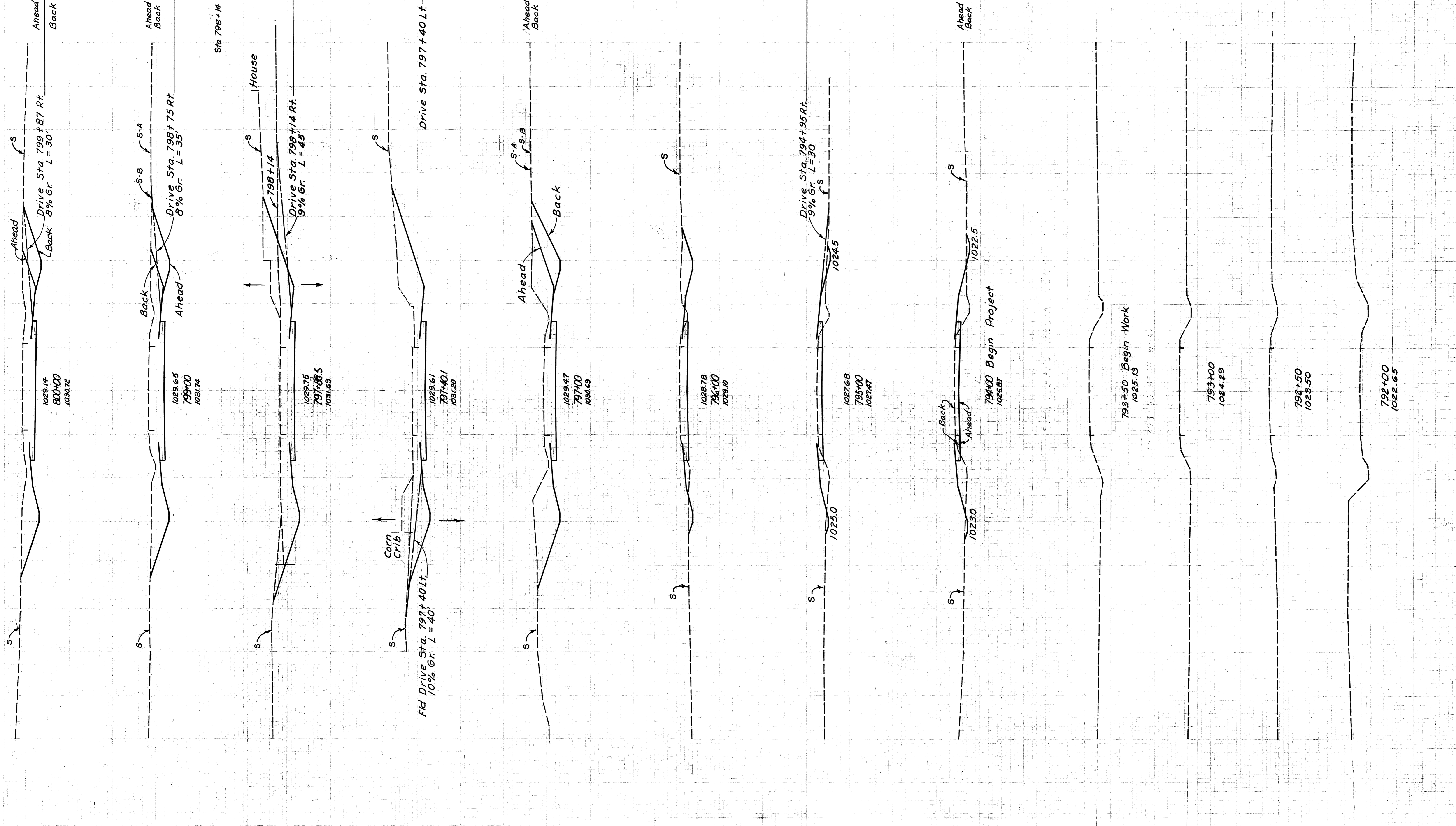
Ref. No.	Item Description	Quantity	Unit
1-A	Excavation 931+50 Lt. L=70'	9467	Cu. Yds.
2-A	Excavation 935+00 Lt. L=214'	3990	Cu. Yds.
3-A	Excavation 935+00 Rt. L=30'	4788	Cu. Yds.
4-A	Excavation 937+37 Rt. L=60'		
1-UD	1-UD 931+00 - 933+00 Lt.		
2-UD	2-UD 931+00 - 935+50 Lt.		
3-UD	3-UD 935+50 - 939+50 Lt.		
4-UD	4-UD 937+00 - 939+00 Rt.		
1-P	1-P 931+00 - 936+20		
2-R	2-R 938+00 - 940+00		
1-R	1-R 940+00 - 940+75		
1-GR	1-GR 936+10 - 936+60 Rt.		
Totals		120 900 68	0.72 3.4 1.50 4.2 2 1600 38

* 5' Long, 3' Wide, 2.5' Deep at Outlet.
6' x 6' x 1.5' Deep at Inlet.

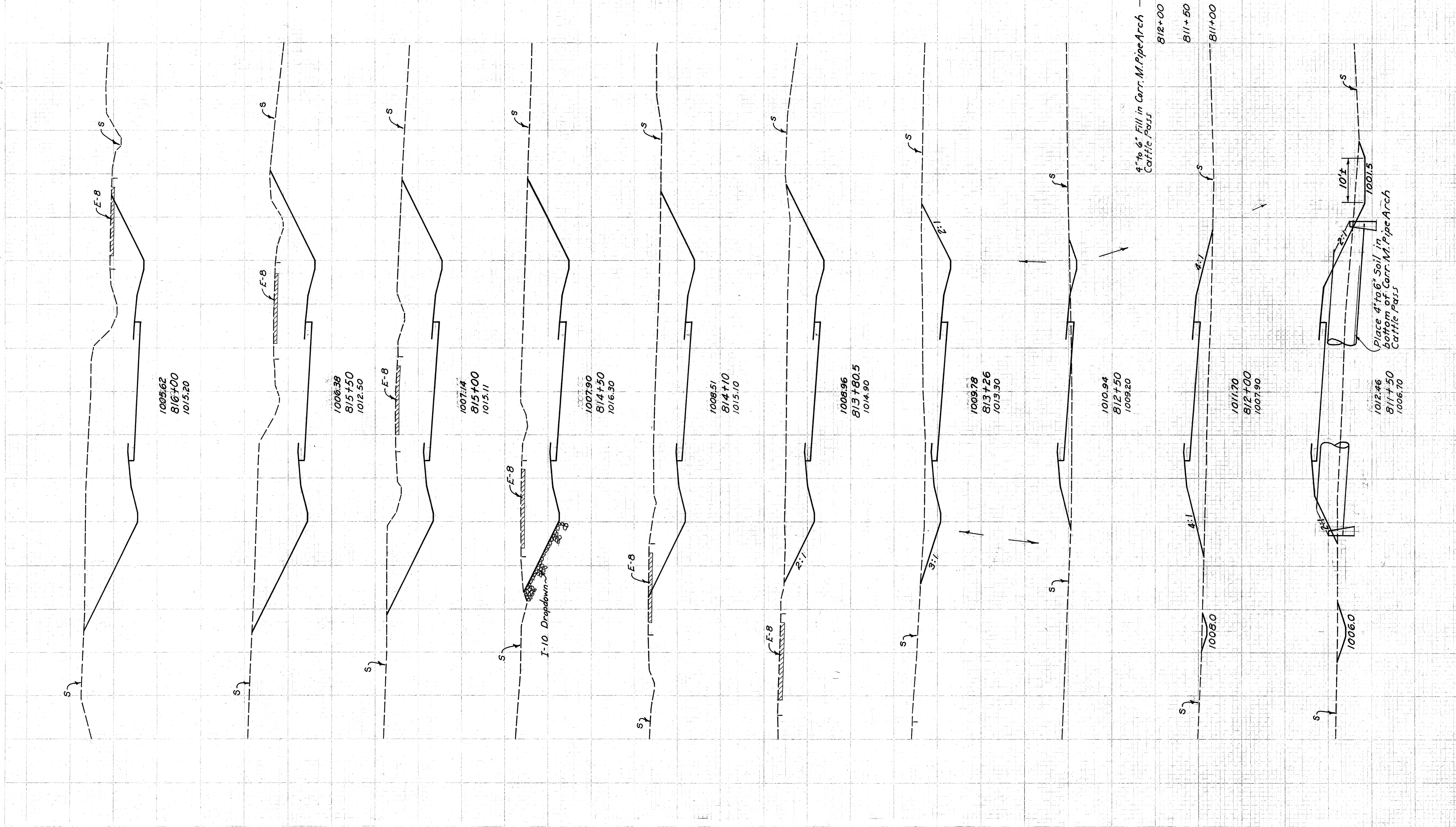


Excavation 9467 Cu.Yds.
Embankment 3990 Cu.Yds.
Emb. +20% 4788 Cu.Yds.

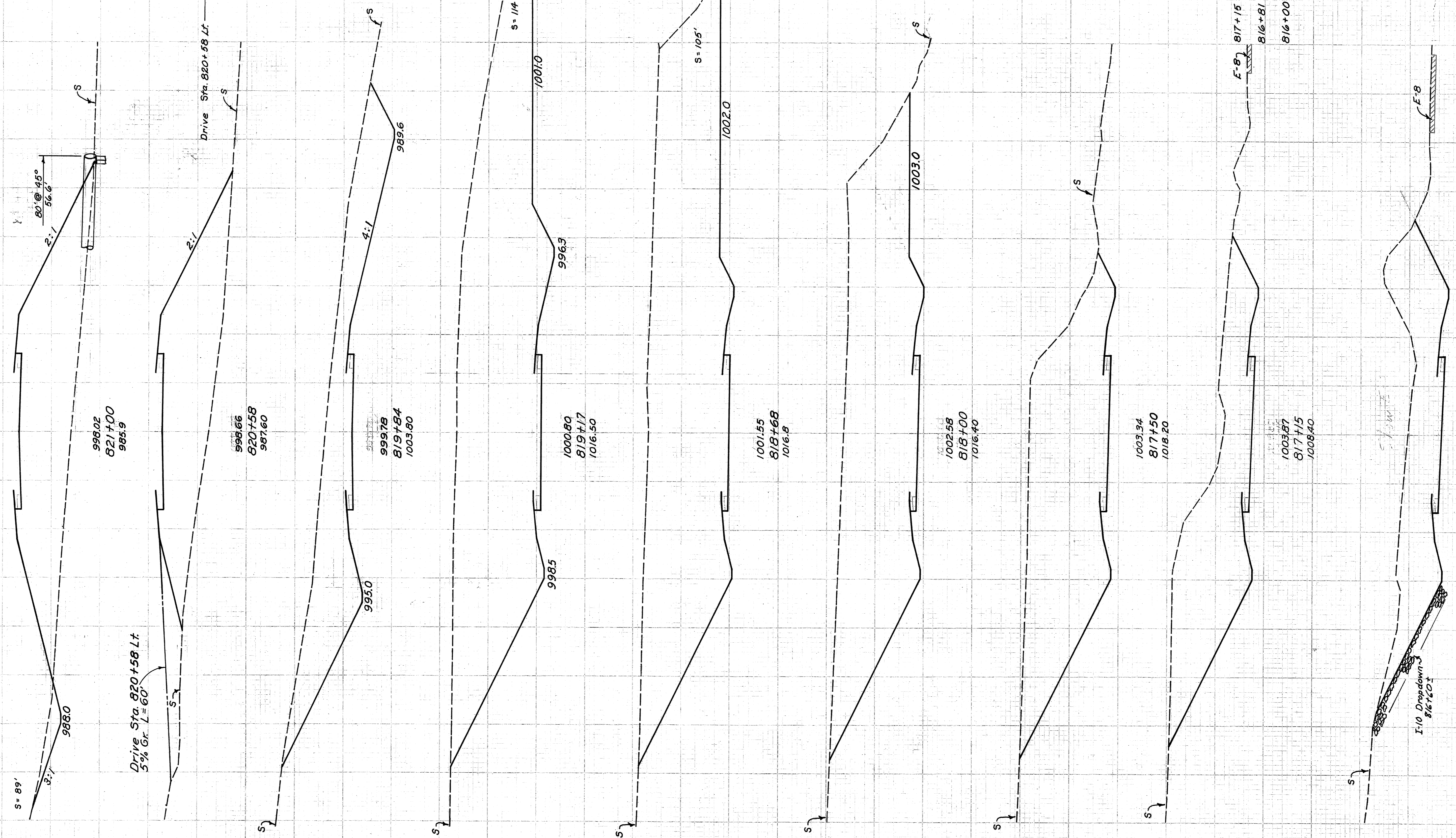
END AREA CU. YDS.		CUT	FILL	CUT	FILL
CUT	FILL				
Ahead	181	0	1	0	0
Back	220	0	0	0	0
			889	0	0
Ahead	244	0	0	0	0
Back	205	0	0	0	0
			3	1	0
			693	0	0
			243	0	0
			285	0	0
			6	0	0
			493	0	0
			265	0	0
			2	0	0
			377	0	0
			691	19	0
			87	10	0
			224	76	0
			2	2	0
			34	31	0
			122	133	0
Ahead	32	41	0	0	0
Back	18	41	0	0	0
			0	0	0
			17	38	0



END AREA	Cu. YDS.	CUT	FILL	CUT	FILL
		765	0		
				753	0
				698	0
				673	0
				552	0
				502	0
				321	0
				15	57
				20	297
				4	
				6	209
				46	48
				311	482
				11	604
					53
					897

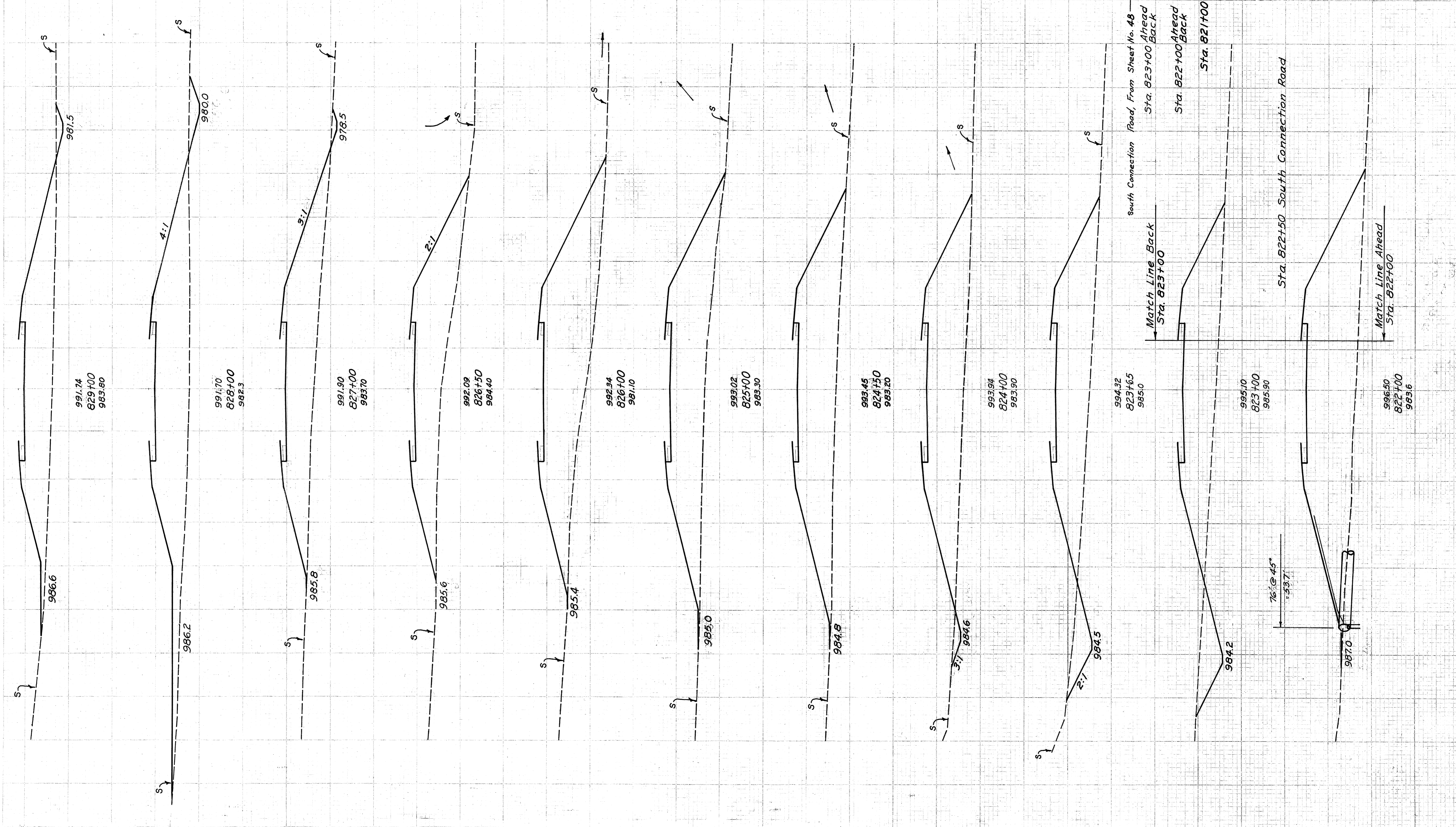


END AREA	CU.	YDS.	CUT	FILL	CUT	FILL
			35	846		
		27	1202			
		1	84			
			0	700		
					1084	9959
						3674
						2170
						3965
						4699
						2680
						1325
						835
						940
						658
						2194
						765

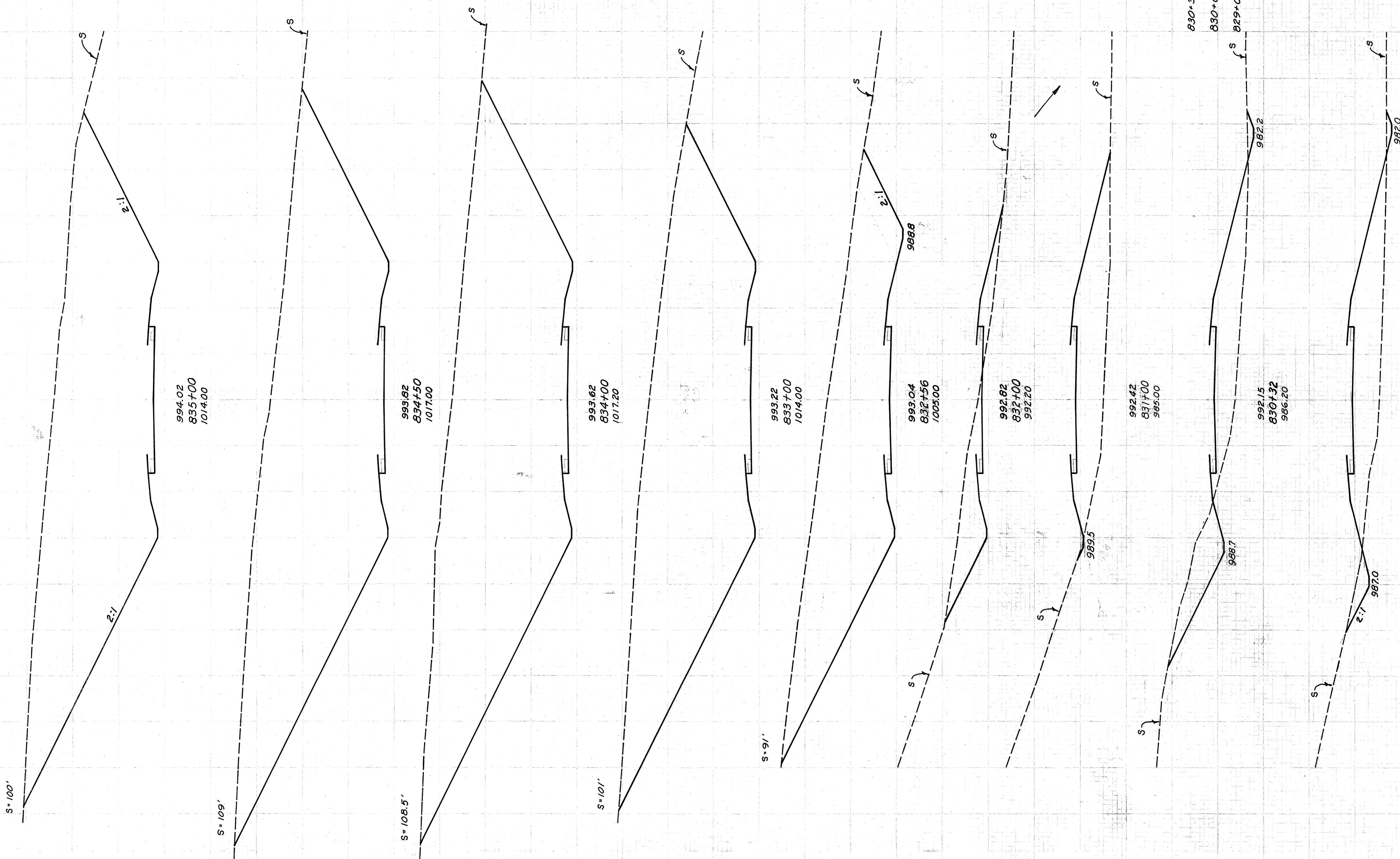


80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80

END AREA	Cu. Yds.	CUT	FILL	CUT	FILL
11	483				
	65	2106			
24	654				
	56	2166			
6	940				
0	505				
0	153				
0	740				
0	631				
0	1209				
0	674				
12	627				
64	543				
88	511				
88	317				
0	562				
0	882				
65	3202				



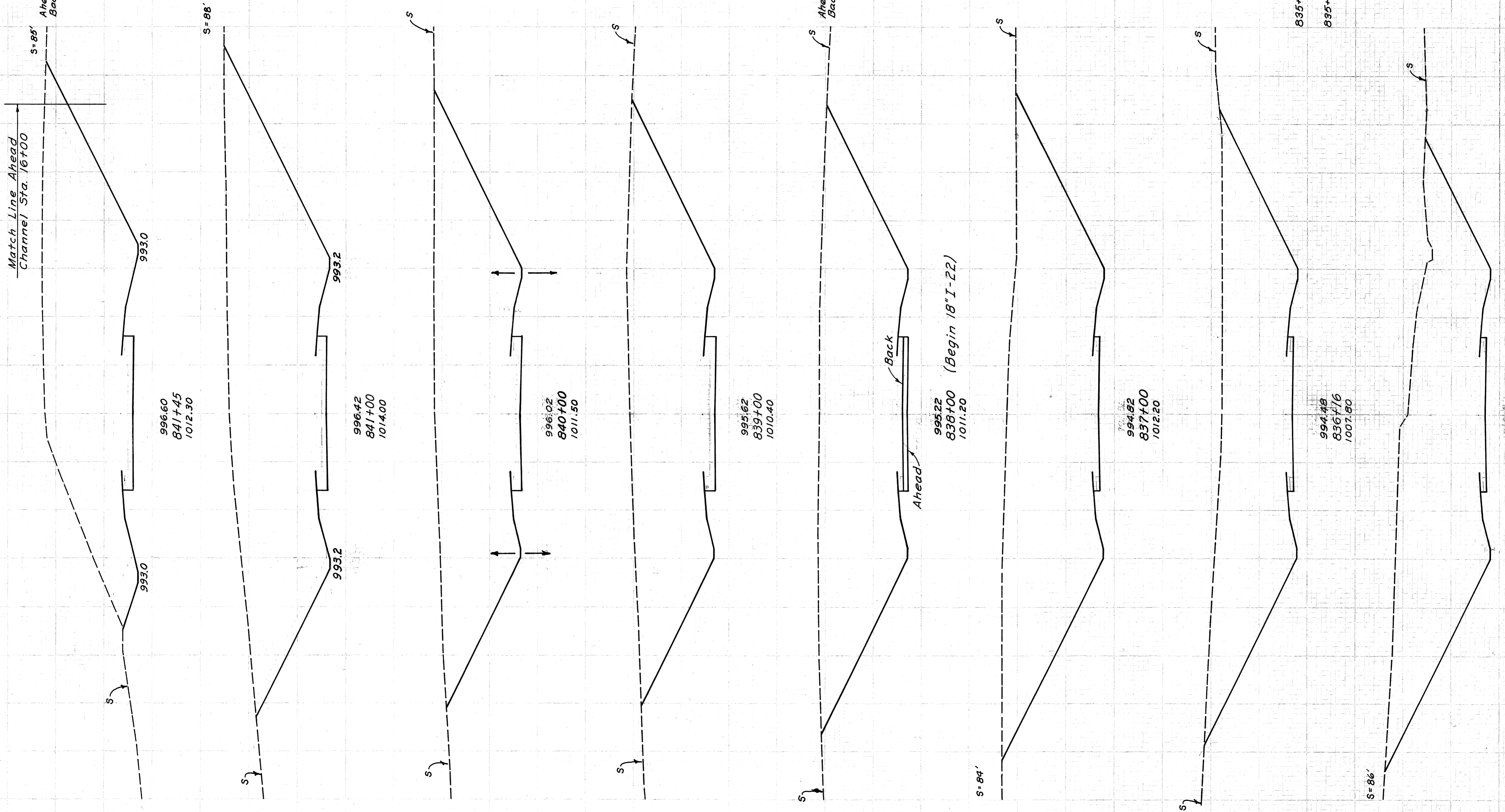
END AREA	CU. YDS.	CUT	FILL	CUT	FILL
		2408	0		
				4944	0
		2931	0		
				5473	0
		2981	0		
				9955	0
		2396	0		
				3134	0
		1451	0		
				1674	55
		163	53		
		0	400		
				302	839
				171	849
				830+32	136
				101	383
				830+00	35
				85	1585
				829+00	11
				483	



80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80

STA. 830+00 TO STA. 835+00

END AREA	CUT	FILL	CUT	FILL
1486	0	1507	0	0
2922	0	1999	0	0
6743	0	1642	0	0
6000	0	1598	0	0
6152	0	1724	0	0
6686	0	1692	0	0
5310	0	1915	0	0
3096	0	1495	0	0
1604	0	835+62	1601	0
1604	0	835+00	2408	0



E-3
S.F. C.Y.

END AREA
CUT FILL
Cu. Yds.
CUT FILL CUT FILL

105

520

176

399

141

266

83

201

164

211

231

292

153

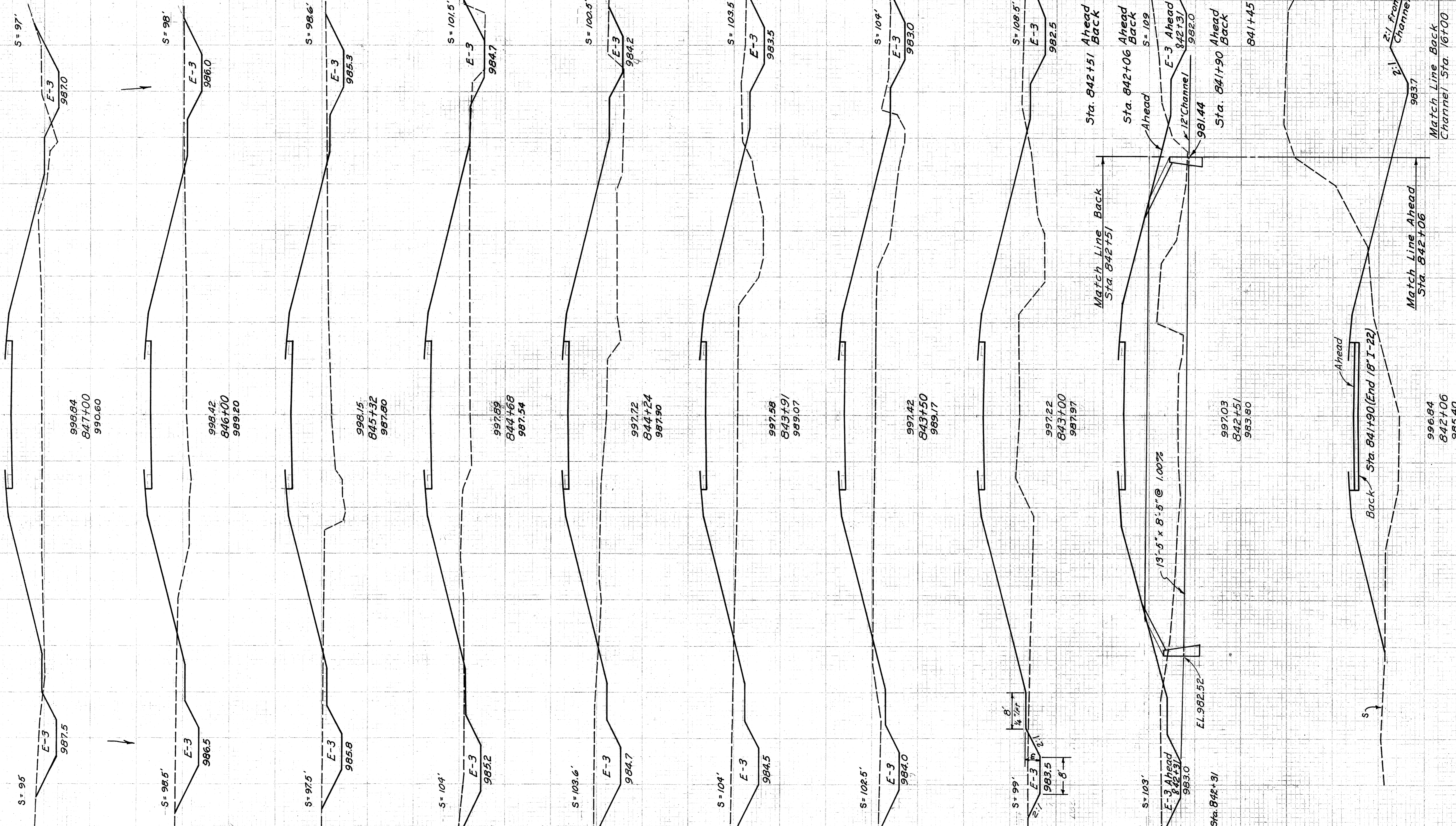
263

131

316

217

0



998.84
847+00
990.60

998.42
846+00
989.20

998.15
845+32
987.80

997.89
844+68
987.54

997.72
844+24
987.90

997.58
843+91
989.07

997.42
843+50
989.17

997.22
843+00
987.97

997.03
842+51
983.80

996.84
842+06
985.40

Match Line Back
Sta. 842+51

Match Line Ahead
Sta. 842+51

Match Line Back
Sta. 842+51

Match Line Ahead
Sta. 842+51

Match Line Back
Sta. 842+51

Match Line Ahead
Sta. 842+51

Match Line Back
Sta. 842+51

Match Line Ahead
Sta. 842+51

Match Line Back
Sta. 842+51

Match Line Ahead
Sta. 842+51

Match Line Back
Sta. 842+51

Match Line Ahead
Sta. 842+51

Match Line Back
Sta. 842+51

Match Line Ahead
Sta. 842+51

Match Line Back
Sta. 842+51

Match Line Ahead
Sta. 842+51

Match Line Back
Sta. 842+51

Match Line Ahead
Sta. 842+51

Match Line Back
Sta. 842+51

Match Line Ahead
Sta. 842+51

Match Line Back
Sta. 842+51

Match Line Ahead
Sta. 842+51

Match Line Back
Sta. 842+51

Match Line Ahead
Sta. 842+51

Match Line Back
Sta. 842+51

Match Line Ahead
Sta. 842+51

Match Line Back
Sta. 842+51

Match Line Ahead
Sta. 842+51

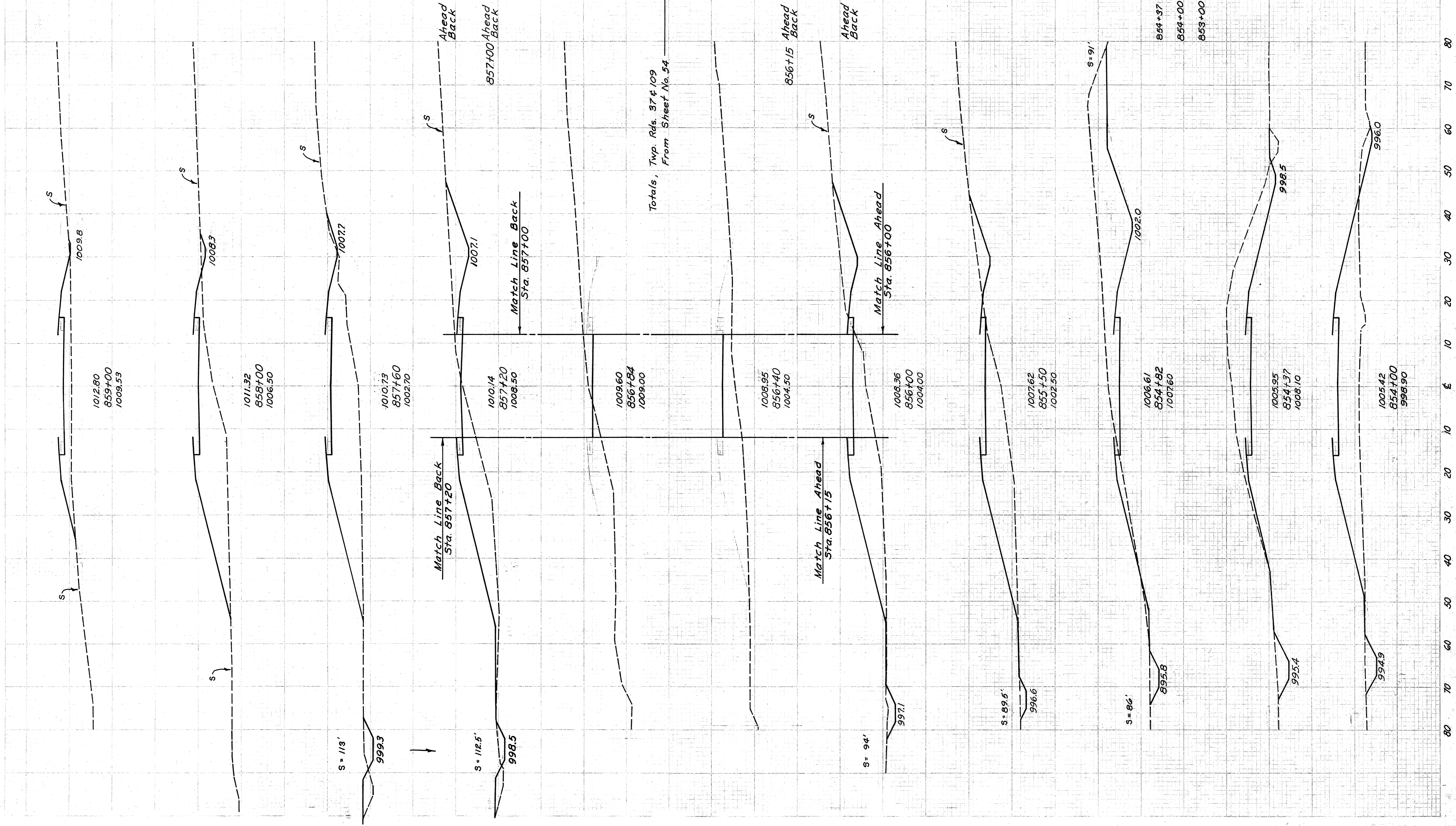
FED. RD. DIVISION	STATE	PROJECT
2	OHIO	

MED-3-(15.04)(17.16-17.28)
PART-II

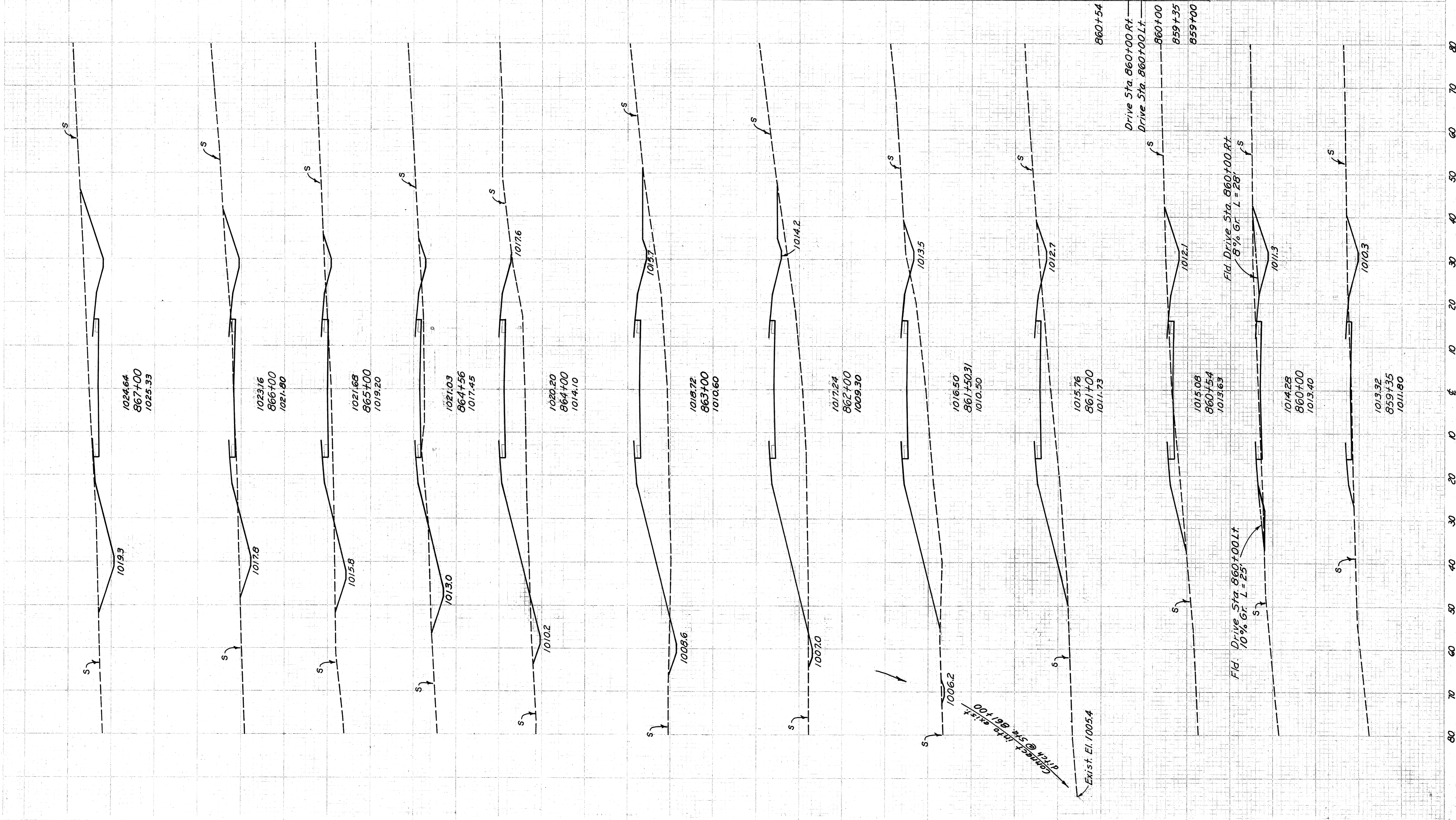
31
72

Sta. 842+06 To Sta. 847+00

END AREA	Cu Yds.	CUT	FILL	CUT	FILL
0	112				
6	295				
22	413				
96	478				
107	232				
96	21				
71	16				
10	9				
22	8				
18	65				
532	9190				
0	72				
0	68				
0	75				
16	272				
16	272				
82	272				
121	499				
48	267				
574	368				
408	25				
854+37	323	11			
854+00	92	384			
853+00	69	595			



END AREA	Cu. Yds.	CUT	FILL	CUT	FILL
		216	0		
				541	26
		76	14		
		42	50	219	119
				75	80
		50	48		
				69	363
		17	302		
				56	1417
		13	463		
				33	1795
		5	474		
				18	744
		15	335		
				27	492
		14	193		
				57	198
		860+54	53	39	
				123	48
				1	0
				1	2
				860+00	70
				859+35	31
				859+00	0
				112	83



1024.64
867+00
1025.33

1023.16
866+00
1021.80

1021.68
865+00
1019.20

1021.03
864+56
1017.45

1020.20
864+00
1014.10

1018.72
863+00
1010.60

1017.24
862+00
1009.30

1016.50
861+50.31
1010.50

1015.76
861+00
1011.73

1015.08
860+54
1013.63

1014.28
860+00
1013.40

1013.32
859+35
1011.80

Connect into exist.
at Sta. 861+00

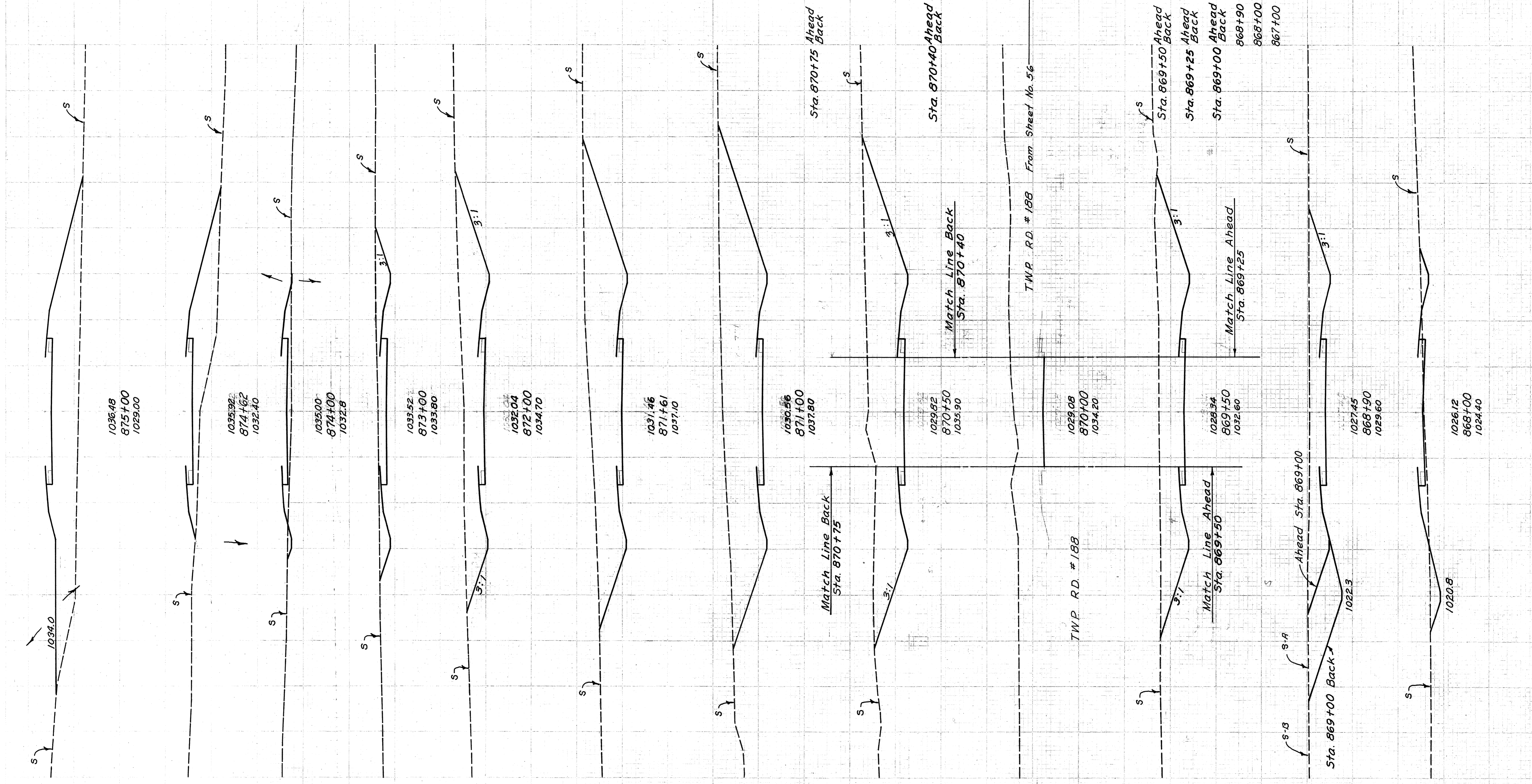
Exist. El. 1005.4

Flid. Drive Sta. 860+00 Lt
10% Gr. L=25'

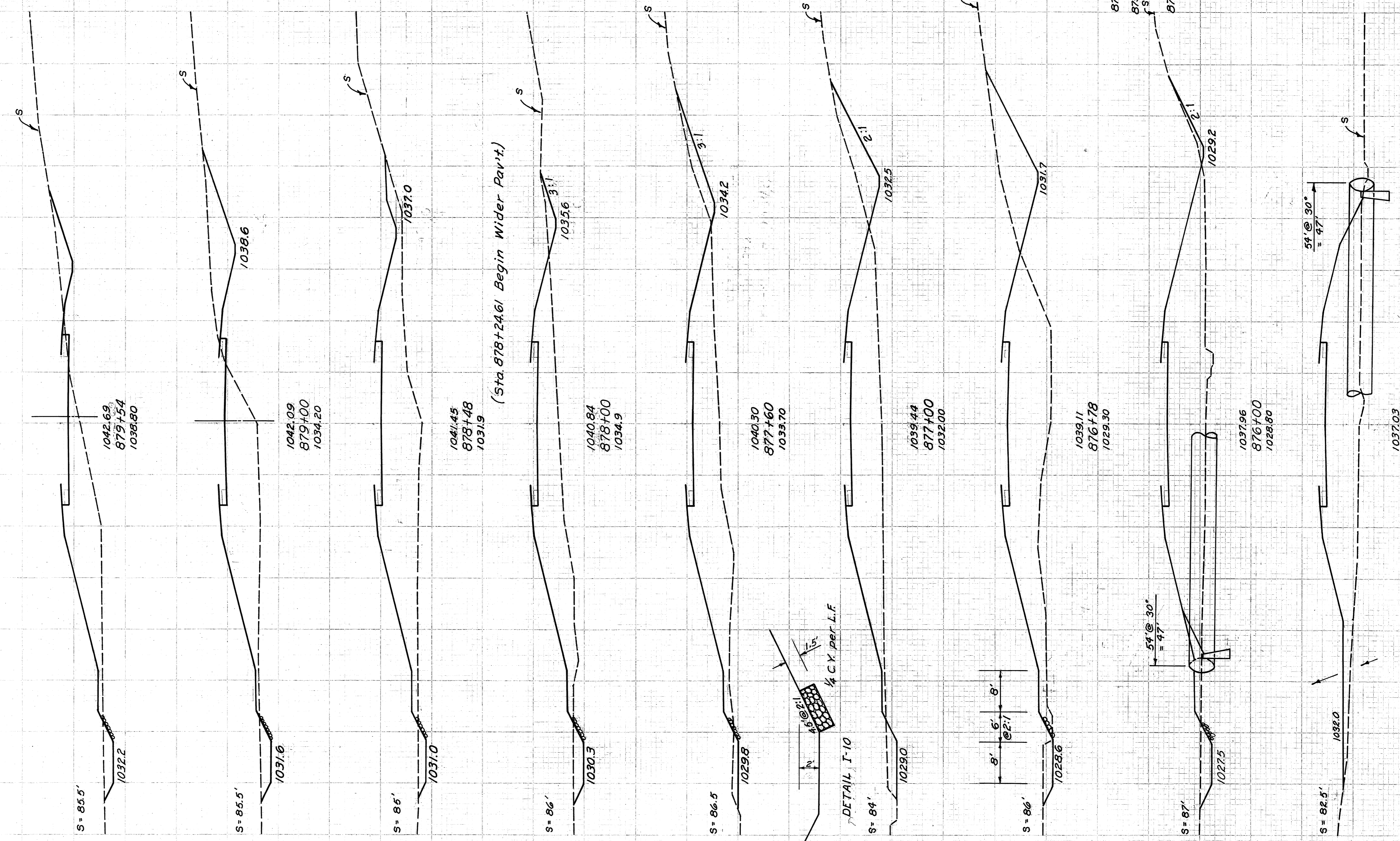
Flid. Drive Sta. 860+00 Rt
8% Gr. L=28'

Drive Sta. 860+00 Rt
Drive Sta. 860+00 Lt

END AREA	Cu. Yds.	CUT	FILL	CUT	FILL
	0	500			
				212	
	4	50			4
					259
	136	0			
					974
	390	0			
					726
	615	0			
					1566
	771	0			
					667
	670	0			
					499
	474	0			
					176
	474	0			
					254
	157	0			
					6093
					126
					271
					0
					135
					289
					289
					475
					0
					350
					0
					150
					0
					740
					41
					474
					96



END AREA	CU. YDS.
CUT	FILL
58	293
127	298
17	487
39	343
47	416
96	420
158	511
35	589
0	505
0	696
0	500



(Sta. 878+24.61 Begin Wider Part.)

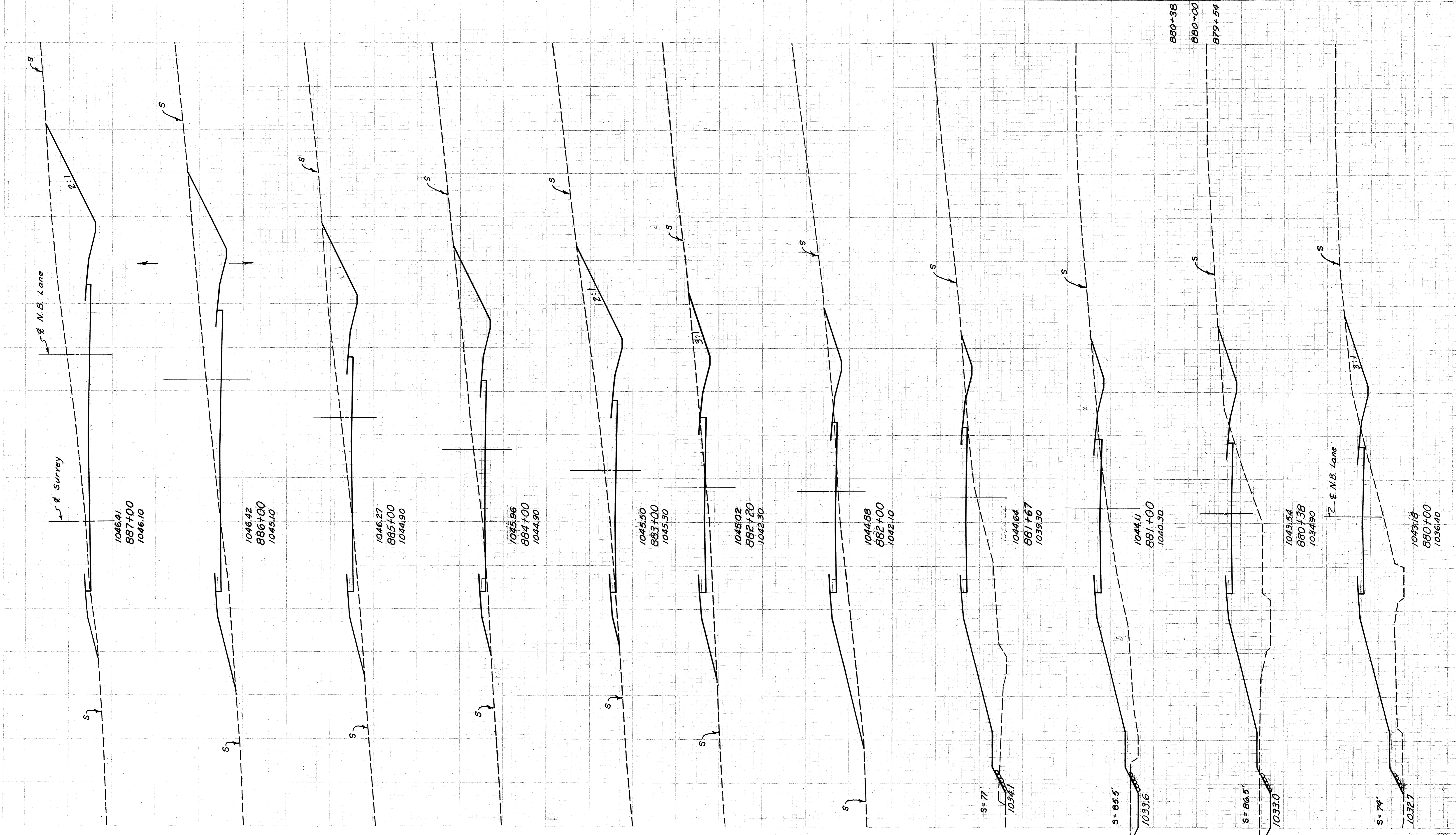
DETAIL I-10

54' @ 30° = 47'

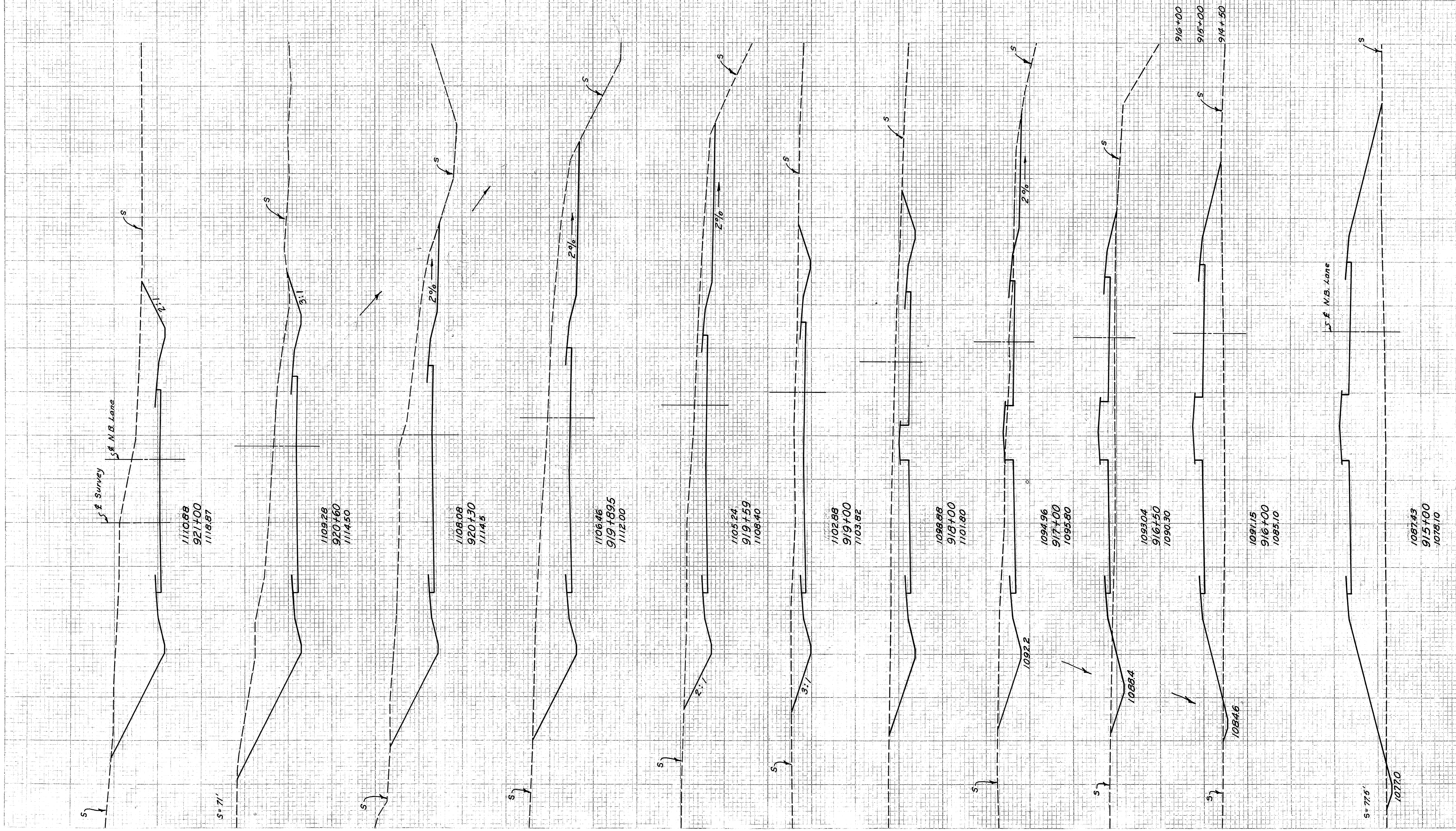
1037.03
875+37.41
1028.80

80 70 60 50 40 30 20 10 0

END AREA	Cu. Yds.	CUT	FILL	CUT	FILL
457	17				
				1331	143
268	60				
				880	193
207	44				
				780	119
214	20				
				865	56
253	10				
				468	114
63	67				
				37	74
38	134				
				37	293
22	345				
				82	741
44	252				
				136	724
880+38	75	378	89	538	
880+00	52	386	94	527	
879+54	58	233			



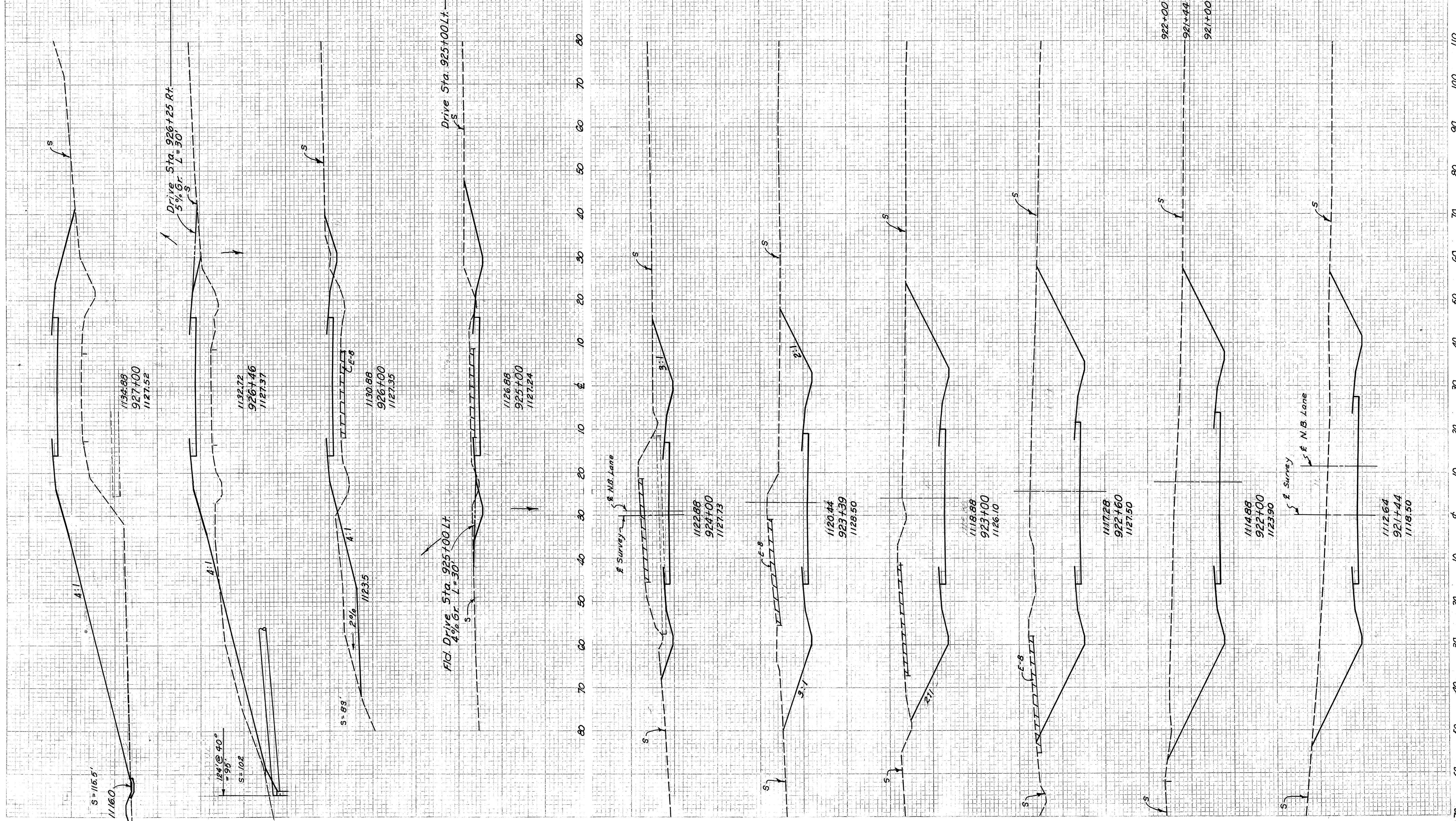
END AREA	CU. YDS.
CUT	FILL
CUT	FILL
	730 0
	1018 0
	644 0
	746 0
	698 0
	1065 0
	722 0
	634 0
	717 0
	1239 0
	413 0
	1193 17
	247 155
	36 158
	39 637
	26 2835
	8 1001
	8 1925
	0 1028



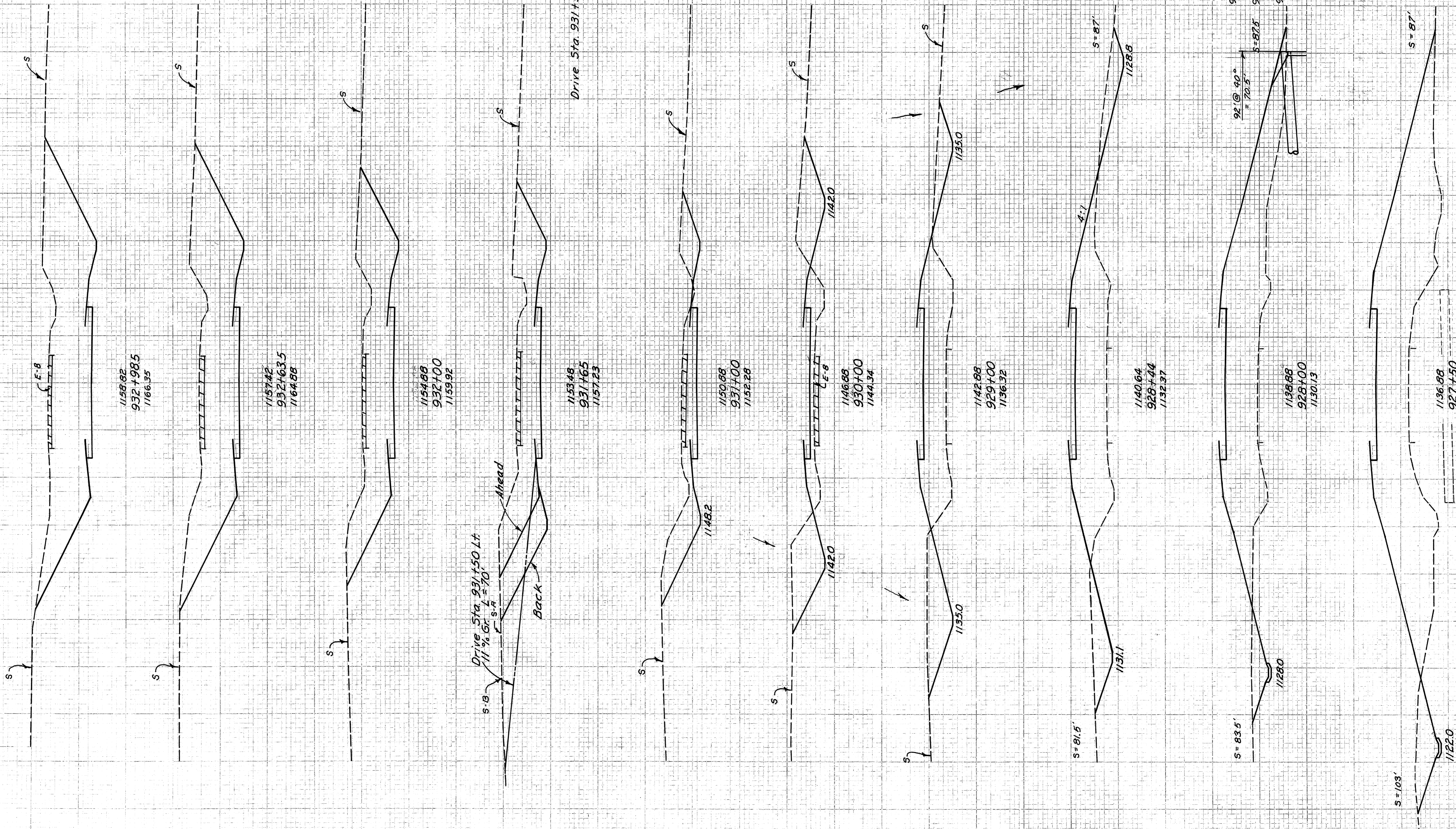
END AREA	CU. YDS.	CUT	FILL	CUT	FILL
	0	887			
	64	1160			
	1	2			
	64	273			
	147	343			
	109	130			
	491	244			
	1	1			
	156	2			
	934	4			
	359	0			
	625	0			
	838	0			
	1019	0			
	2203	0			
	964	0			
	1728	0			
	702	0			
	1167	0			
	730	0			

FED. RD. DIVISION	STATE	PROJECT
2	OHIO	

MED-3-(15.04)(17.16-17.28)
PART-II



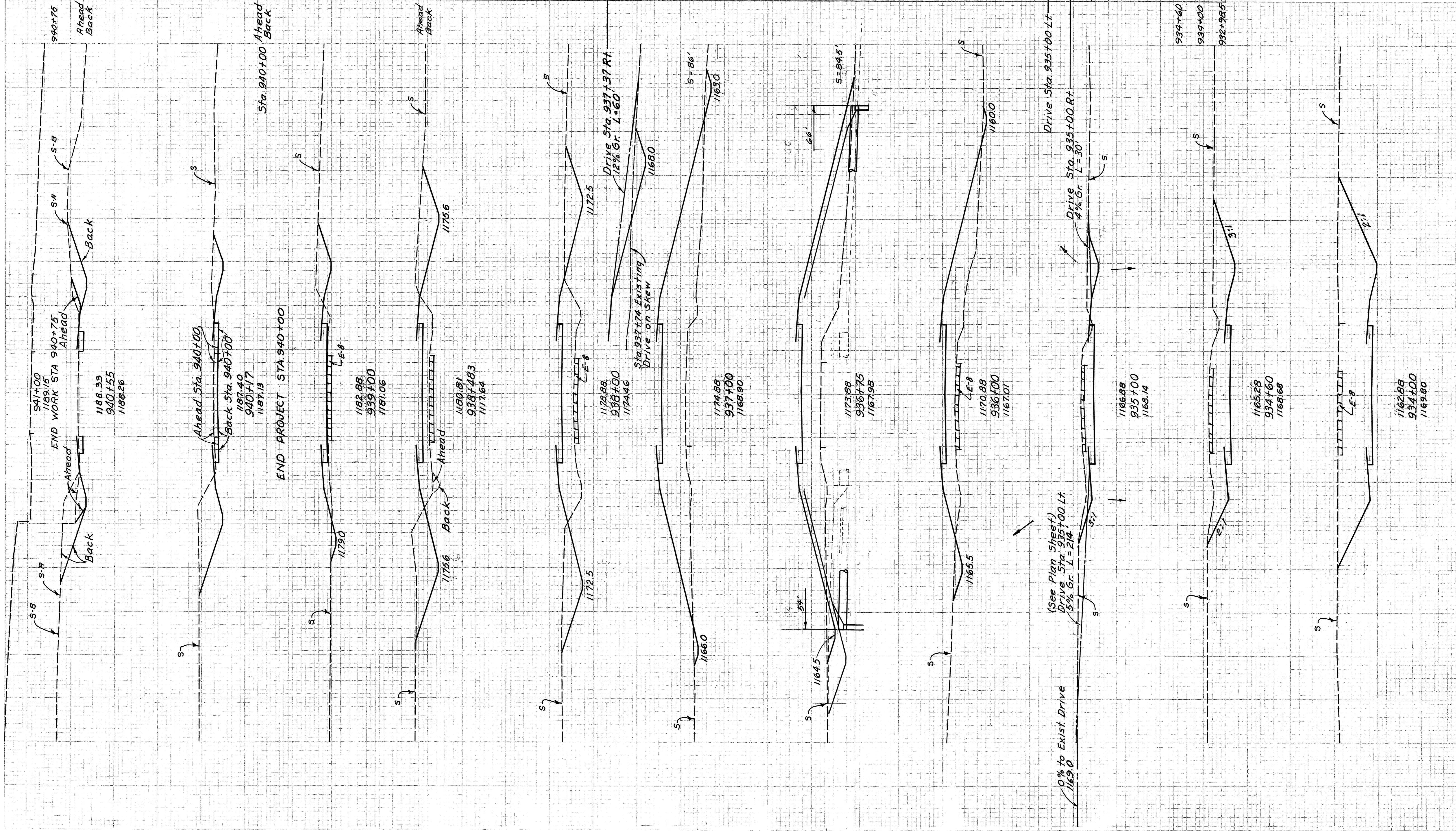
END AREA	CU YDS	CUT	FILL	CUT	FILL
710	0				
				908	0
691	0				
499	0				
				571	0
				157	0
				889	1
				238	1
				201	85
				667	719
				159	303
				295	777
				125	446
				139	922
				928	45
				110	155
				927	50
				69	737
				927	00



STA 927+50 TO STA 932+98.5

2
6
15
50
B
-5

END AREA	C.U. YDS	CUT	FILL	CUT	FILL
941+00	1189.15	9	0	16	0
940+75	1188.33	Ahead 33	Back 123	0	0
940+00	1187.40	126	1	79	1
940+75	1187.13	145	1	145	1
940+00	1182.88	44	28	330	54
940+75	1181.06	179	96	214	119
940+00	1180.81	179	96	290	252
938+00	1174.86	14	565	14	517
937+00	1174.86	14	565	14	517
936+00	1173.88	16	552	49	138
935+00	1170.88	19	267	278	996
934+00	1166.88	131	1	151	7
934+60	1165.28	281	0	947	0
934+00	1165.28	281	0	947	0
934+60	1162.88	281	0	947	0
934+00	1162.88	281	0	947	0
934+60	1162.88	281	0	947	0
934+00	1162.88	281	0	947	0



80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80

STRUCTURE DATA
 Sta. 2+15 (Twp. Rd. #115)
 D.A. = 4 Ac'
 Qes = 6 c.f.s.
 Existing = 15" Pipe
 Proposed = 15" T-1 Pipe Class C-1
 Cover @ ϕ = 40'

4'-0" 18'-0" 4'-0"

TYPICAL SECTION OF EXISTING TWP. RD. #115

HW Type "E" Endwall

Twp. Rd. #115

End Wall Sta. 300

HW Type "E" Endwall

Existing S.R. 3

E-8 Pavement Removed as per General Note, Quantity on Sheets No. 6

2 Sty. Fr. House

CURVE DATA
 P.I. = Sta. 1+66.67
 $\Delta = 66^\circ 52' R.$
 $R = 150'$ (ϕ)
 $T = 99.03'$
 $L = 175.06'$
 $E = 29.74'$

Note: Pavement rotated about right edge.

For Details & Quantities on S.R. #3, See Sheets No. 11

Cattle Pass

Survey S.R. 3

Sta. 810+10.00 & Survey S.R. 3 =
 Sta. 0+00 & Twp. Rd. #115

Proposed 18" T-1

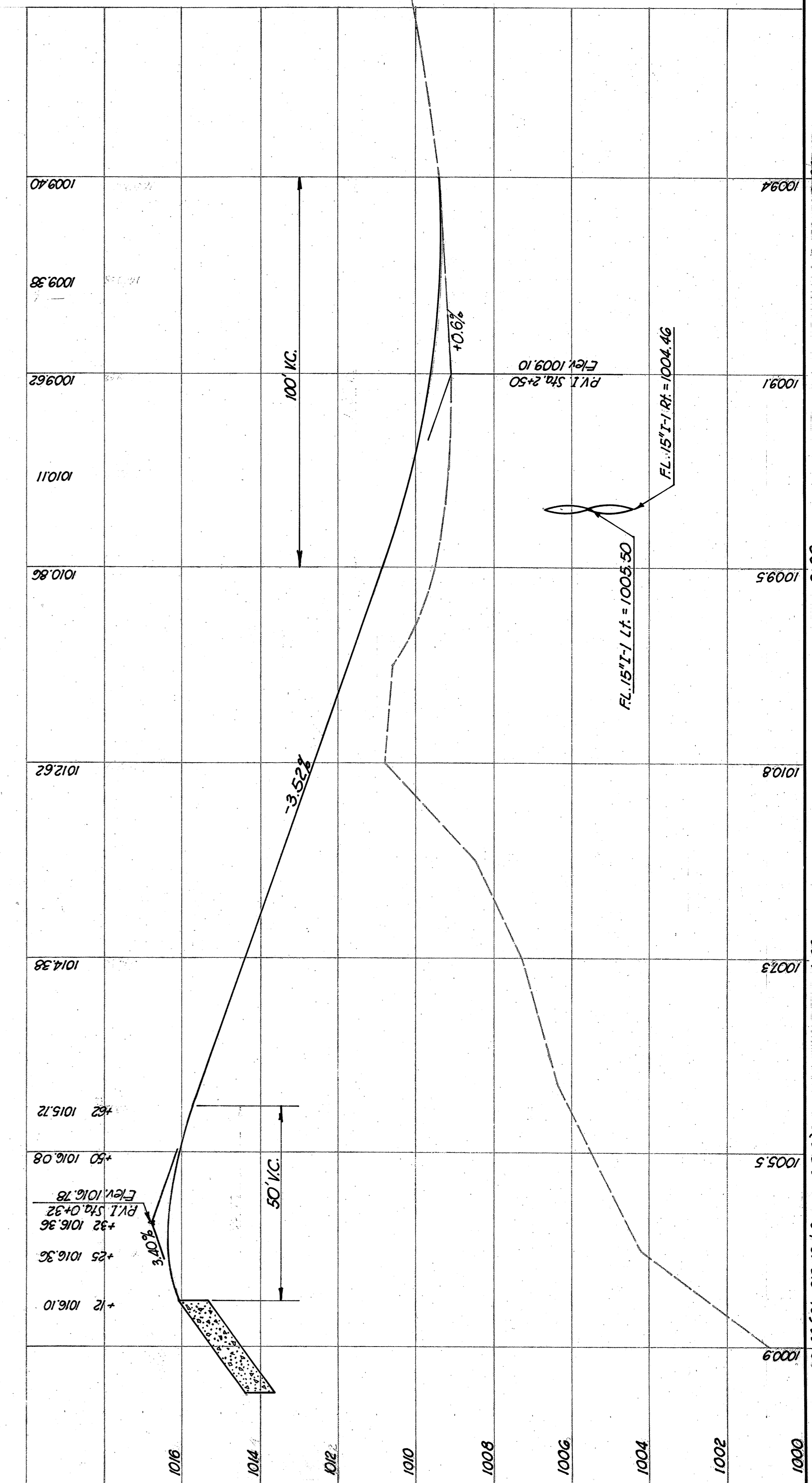
Exist. 6" Tile

QUANTITIES

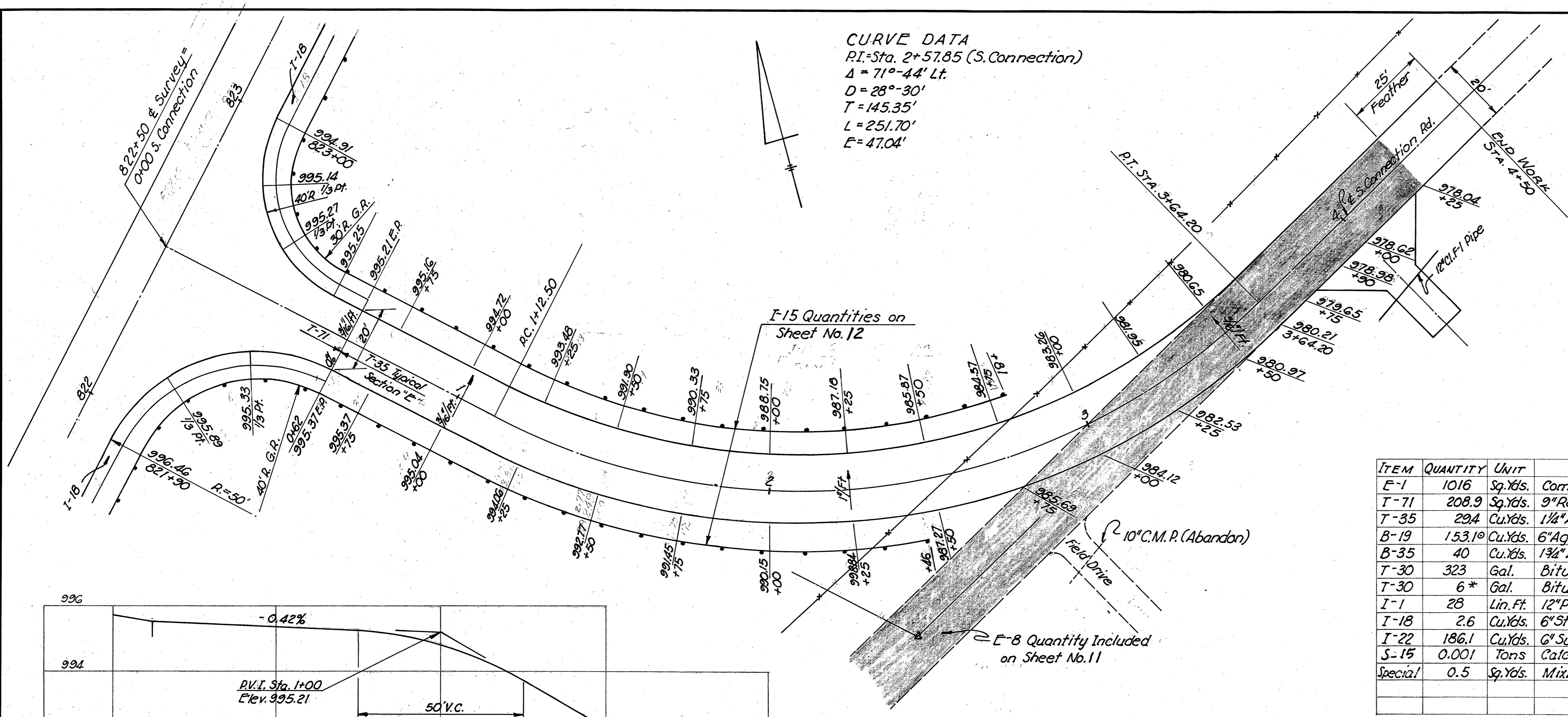
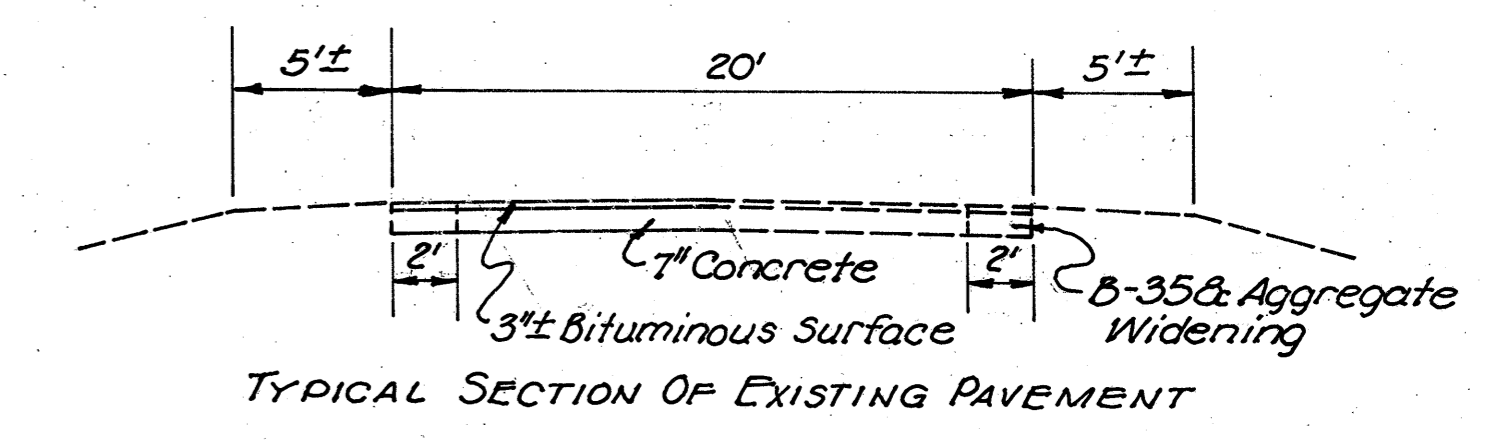
ITEM	QUANTITY	UNIT	DESCRIPTION
E-12	85	Lin. Ft.	Pipe Removed 15" & Under
I-1	52	Lin. Ft.	15" Pipe Class C-1
T-71	207	Sq. Yds.	3" Reinforced Portland Cement Concrete Pavement
T-35	20	Cu. Yds.	1 1/2" Asphaltic Concrete Surface Course, Type "A"
T-30	193	Gal.	Bituminous Prime Coat
B-19	114	Cu. Yds.	8" Aggregate Base Course
I-18	3	Cu. Yds.	Stabilized Crushed Aggregate Shoulders & Approaches
I-22	38	Cu. Yds.	6" Subbase
E-1	689	Sq. Yds.	Compacted Subgrade
I-2	0.5	Cu. Yds.	Masonry
S-15	0.001	Tons	Calcium Chloride
Special	0.5	Sq. Yds.	Mixing Aggregate With Chloride

SCALES

PLAN 1" = 20'
 VERTICAL PROFILE 1" = 2'
 HORIZONTAL PROFILE 1" = 20'



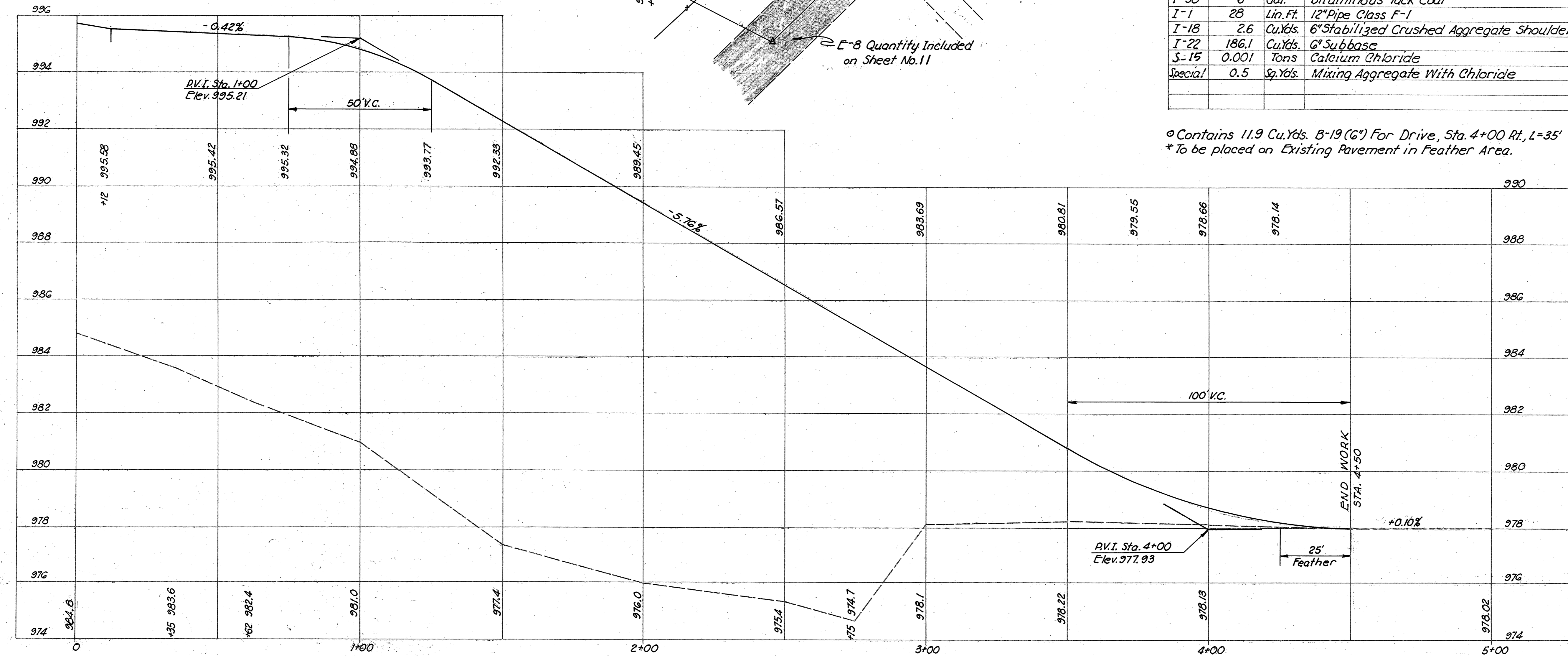
CURVE DATA
 PI=Sta. 2+57.85 (S. Connection)
 $\Delta = 71^{\circ}-44'$ Lt.
 $D = 28^{\circ}-30'$
 $T = 145.35'$
 $L = 251.70'$
 $E = 47.04'$



QUANTITIES

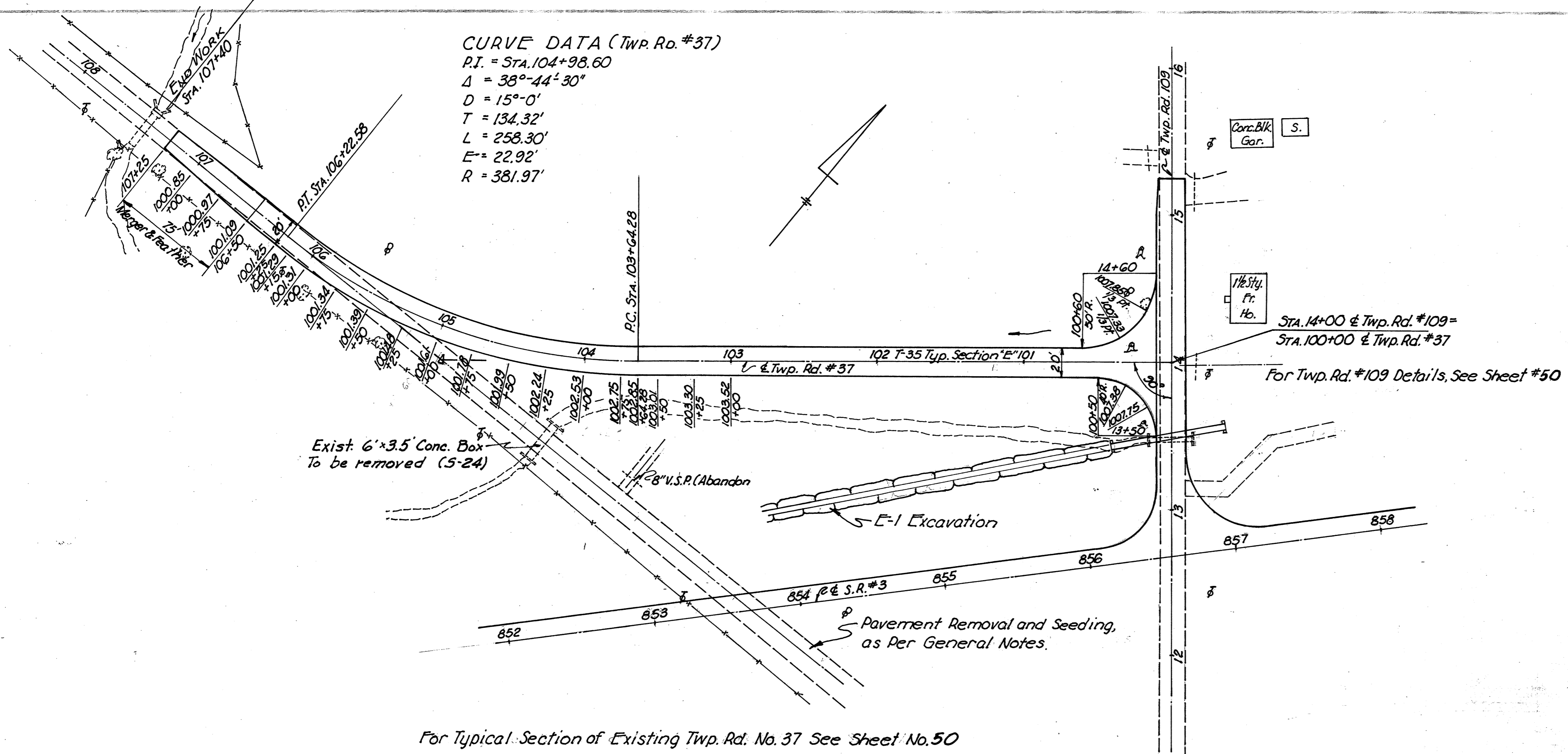
ITEM	QUANTITY	UNIT	DESCRIPTION
E-1	1016	Sq.Yds.	Compacted Subgrade
T-71	208.9	Sq.Yds.	9" Reinforced Portland Cement Concrete Pavement
T-35	294	Cu.Yds.	1 1/4" Asphaltic Concrete Surface Course, Type "C"
B-19	153.10	Cu.Yds.	6" Aggregate Base Course
B-35	40	Cu.Yds.	1 3/4" Asphaltic Concrete Leveling Course
T-30	323	Gal.	Bituminous Prime Coat
T-30	6*	Gal.	Bituminous Tack Coat
I-1	28	Lin. Ft.	12" Pipe Class F-1
I-18	2.6	Cu.Yds.	6" Stabilized Crushed Aggregate Shoulders and Approaches
I-22	186.1	Cu.Yds.	6" Subbase
S-15	0.001	Tons	Calcium Chloride
Special	0.5	Sq.Yds.	Mixing Aggregate With Chloride

o Contains 11.9 Cu.Yds. B-19 (6") For Drive, Sta. 4+00 Rt., L=35'
 * To be placed on Existing Pavement in Feather Area.

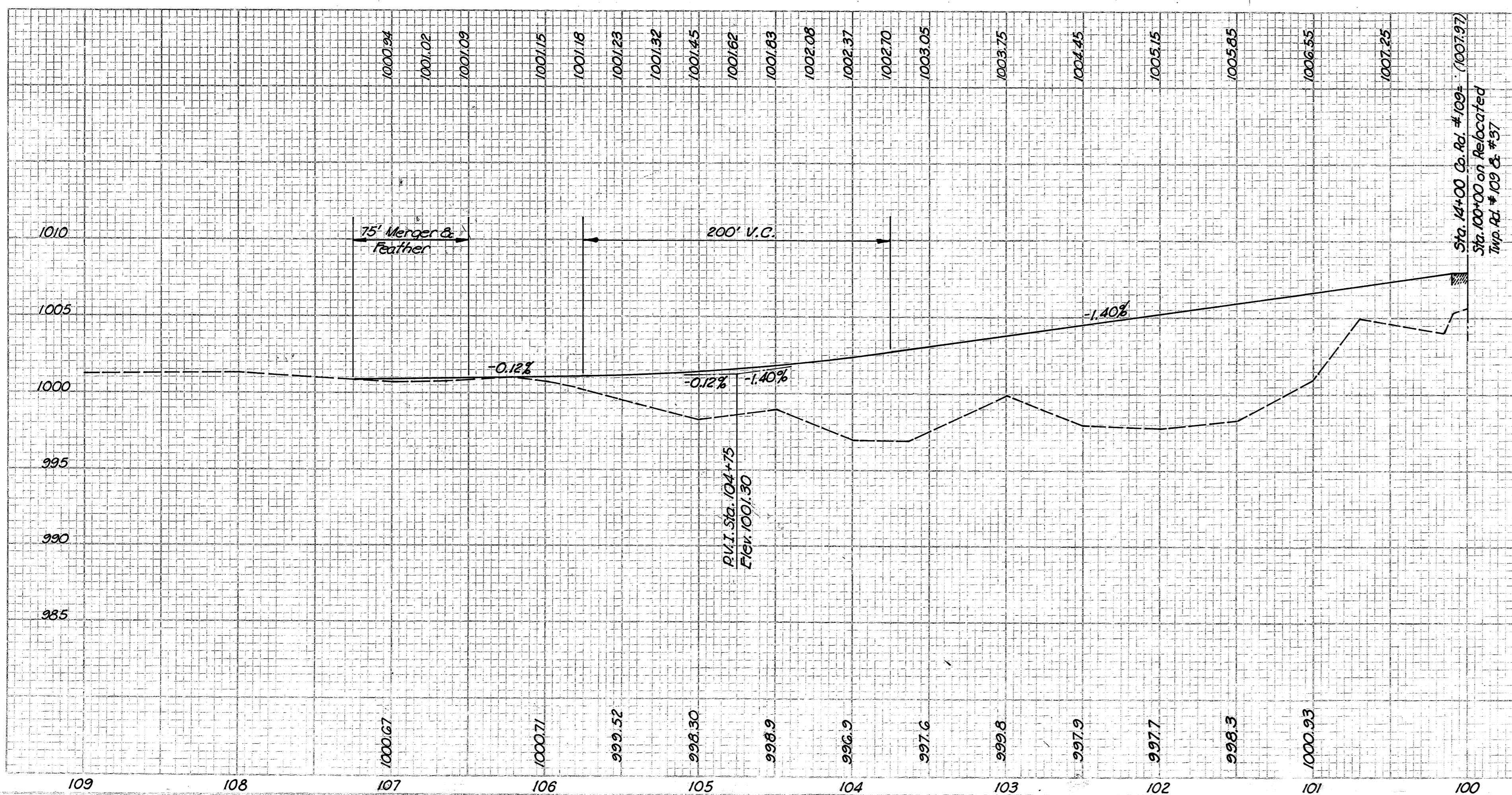


SCALES
 PLAN 1" = 20'
 VERTICAL PROFILE 1" = 2'
 HORIZONTAL PROFILE 1" = 20'

CURVE DATA (Twp. Rd. #37)
 P.I. = STA. 104+98.60
 $\Delta = 38^{\circ}-44'30''$
 $D = 15^{\circ}-0'$
 $T = 134.32'$
 $L = 258.30'$
 $E = 22.92'$
 $R = 381.97'$



For Typical Section of Existing Twp. Rd. No. 37 See Sheet No. 50



QUANTITIES (SHEETS NO. 49, 50 & 51)

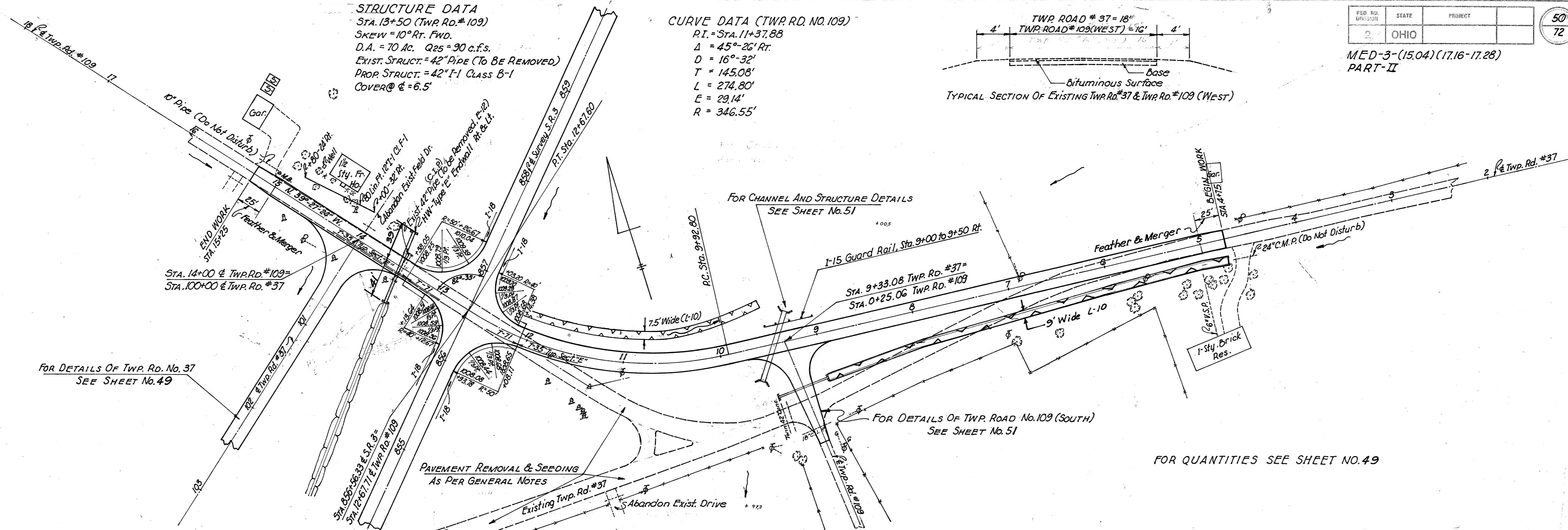
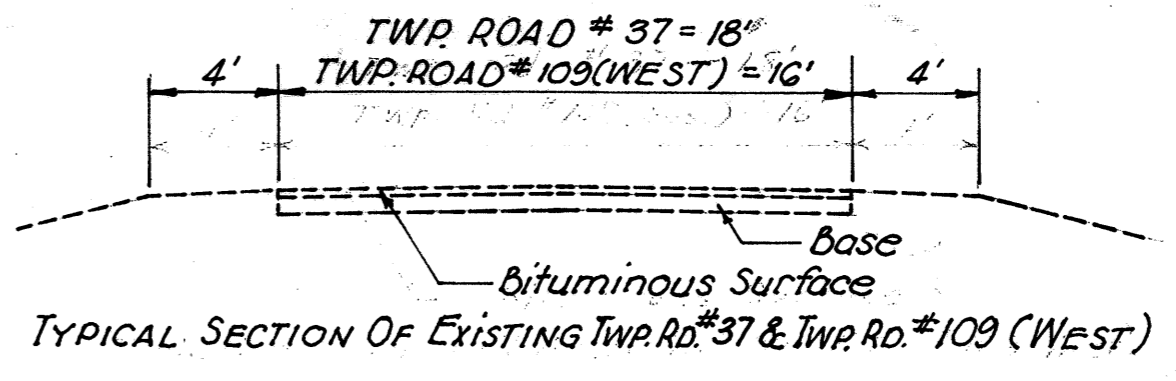
ITEM	QUANTITY			UNIT	TOTAL	DESCRIPTION
	SHEET #49 100+12 to 107+25	SHEET #50 4+75 to 15+25	SHEET #51 0+37 to 1+35			
E-1	1520	2370	244	Sq. Yds.	4134	Compacted Subgrade
E-3			343	Cu. Yds.	343	Channel Excavation
E-12		32	32	Lin. Ft.	64	Pipe Removed, Over 15"
B-19	67268	67339	6757	Cu. Yds.	664	Aggregate Base Course
B-35	75.7	95.4		Cu. Yds.	171.1	1 1/4" Asphaltic Concrete Leveling Course
T-30	614	773	98	Gal.	1485	Bituminous Prime Coat
T-30	13	10		Gal.	23	Bituminous Tack Coat (Feathered Areas)
T-35			10.2	Cu. Yds.	10.2	1 1/2" Asphaltic Concrete Surface Course, Type 'A'
T-35	57.9	69.8		Cu. Yds.	127.7	1 1/4" Asphaltic Concrete Surface Course, Type 'C'
I-1		80		Lin. Ft.	80	12" Pipe Class F-1
I-1			54	Lin. Ft.	54	30" Pipe Class B-1
I-1		80		Lin. Ft.	80	42" Pipe Class B-1
I-1			76	Lin. Ft.	76	7'-3" x 5'-3" Pipe Class G-1 M-6.4(g) 10-10 Ga.
I-2		1.5	8.6	Cu. Yds.	10.1	Masonry
I-15		50		Lin. Ft.	50	Guard Rail Steel Beam Type Deep
I-18		5.7		Cu. Yds.	5.7	Stabilized Crushed Aggregate Shoulders & Approaches
I-22	280	436		Cu. Yds.	716	Subbase
L-10		646		Sq. Yds.	646	Sodding
T-71		438		Sq. Yds.	438	9" Reinforced Portland Cement Concrete Pavement
E-12			64	Lin. Ft.	64	Pipe Removed and Stored, As per Plan, Over 15"
S-15		0.001		Tons	0.001	Calcium Chloride
Special		1.0		Sq. Yds.	1.0	Mixing Aggregate With Chloride
S-24	Lump			Lump	Lump	Removal of Existing Structure

STRUCTURE DATA

STA. 13+50 (TWP. RD. #109)
SKEW = 10° Rt. FWD.
D.A. = 70 Ac. Q25 = 90 c.f.s.
EXIST. STRUCT. = 42" PIPE (TO BE REMOVED)
PROP. STRUCT. = 42" I-1 CLASS B-1
COVER @ 6.5'

CURVE DATA (TWP. RD. NO. 109)

P.I. = STA. 11+37.88
Δ = 45°-26' Rt.
D = 16°-32'
T = 145.08'
L = 274.80'
E = 29.14'
R = 346.55'

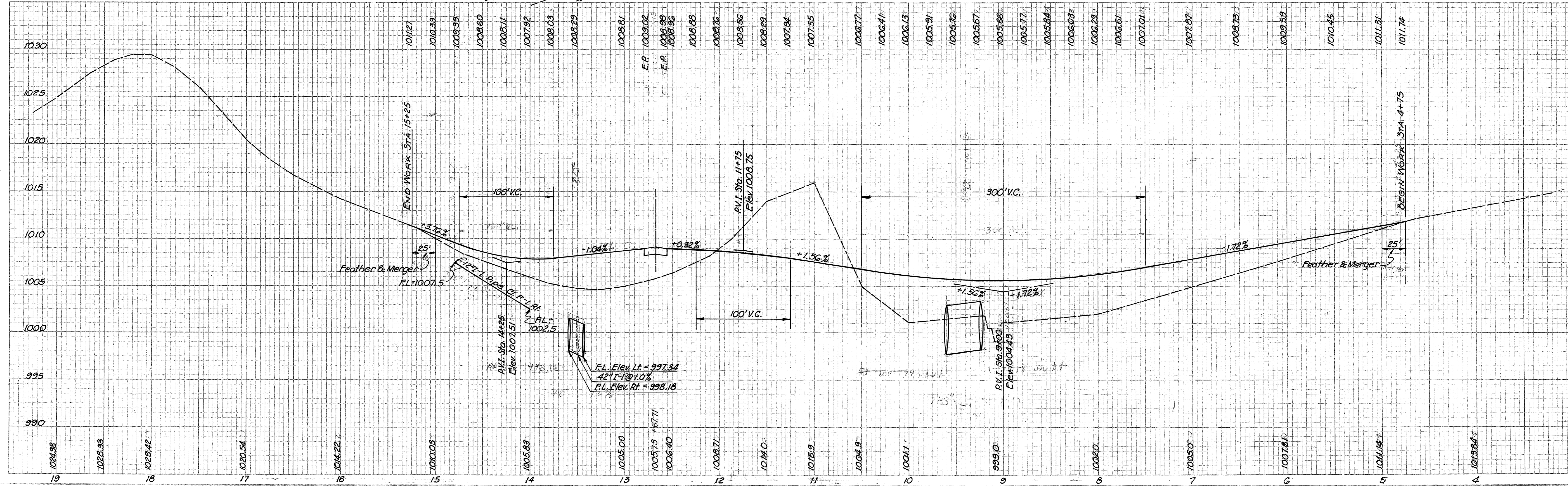


FOR DETAILS OF TWP. RD. NO. 37
SEE SHEET NO. 49

FOR CHANNEL AND STRUCTURE DETAILS
SEE SHEET NO. 51

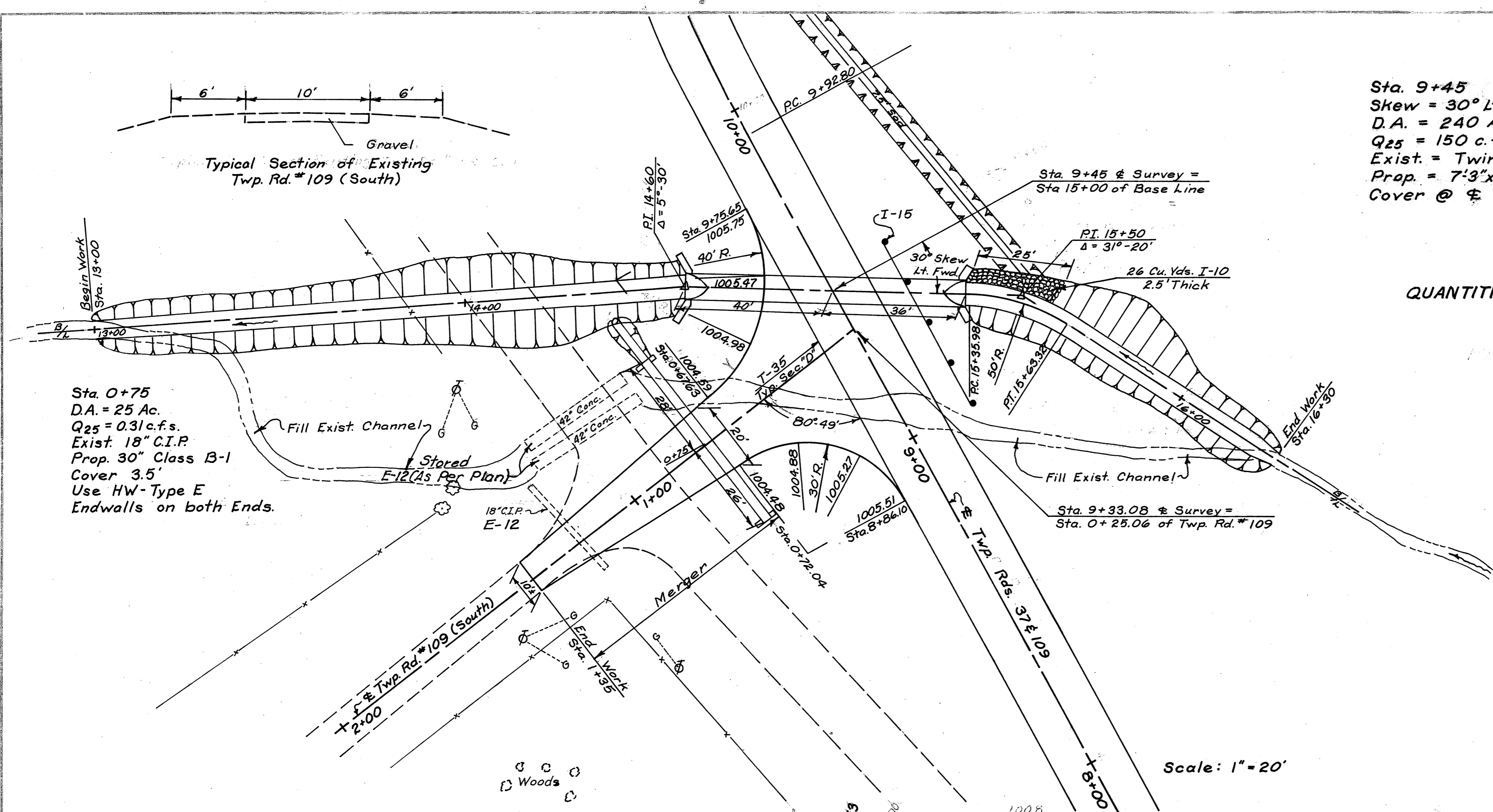
FOR DETAILS OF TWP. ROAD NO. 109 (SOUTH)
SEE SHEET NO. 51

FOR QUANTITIES SEE SHEET NO. 49



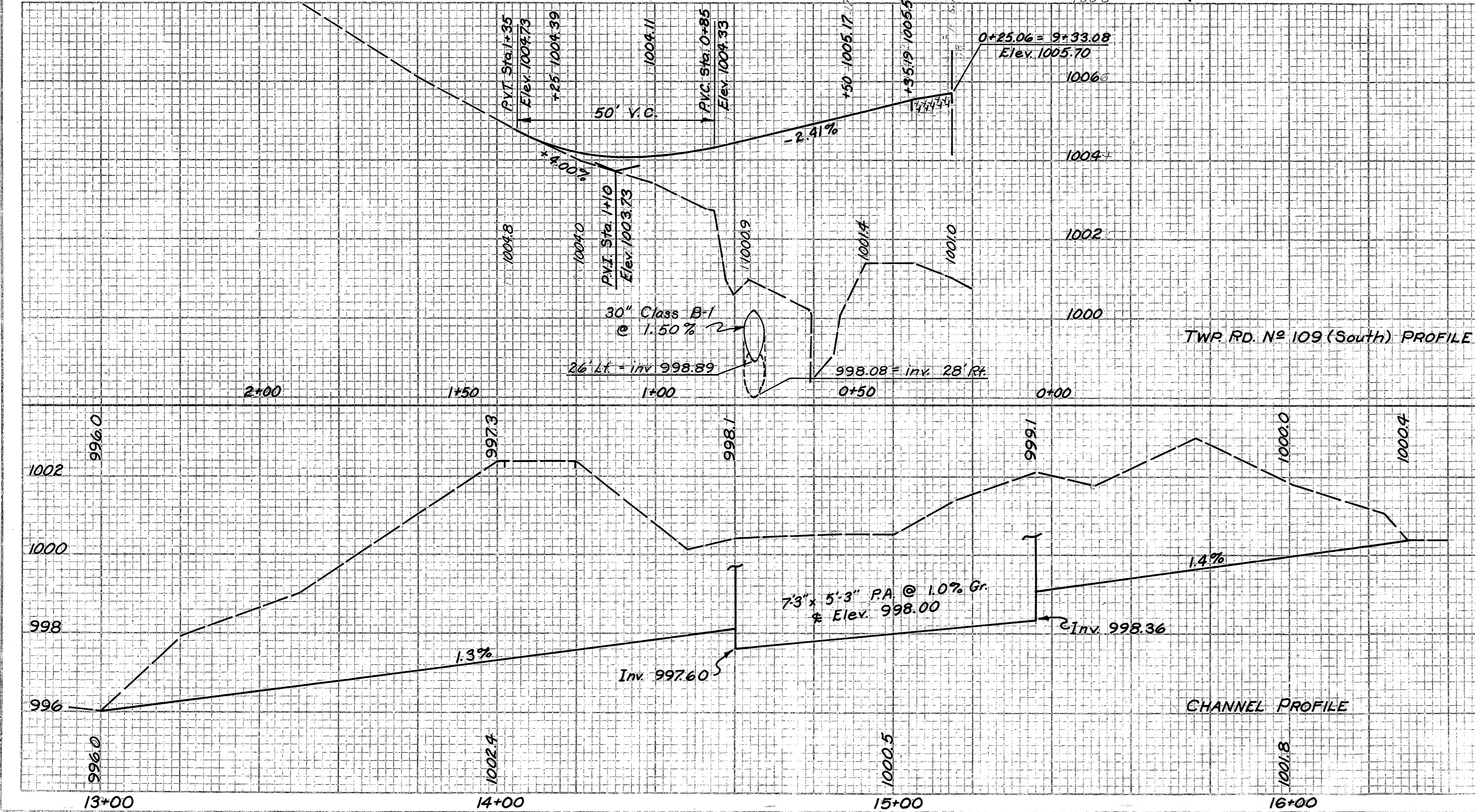
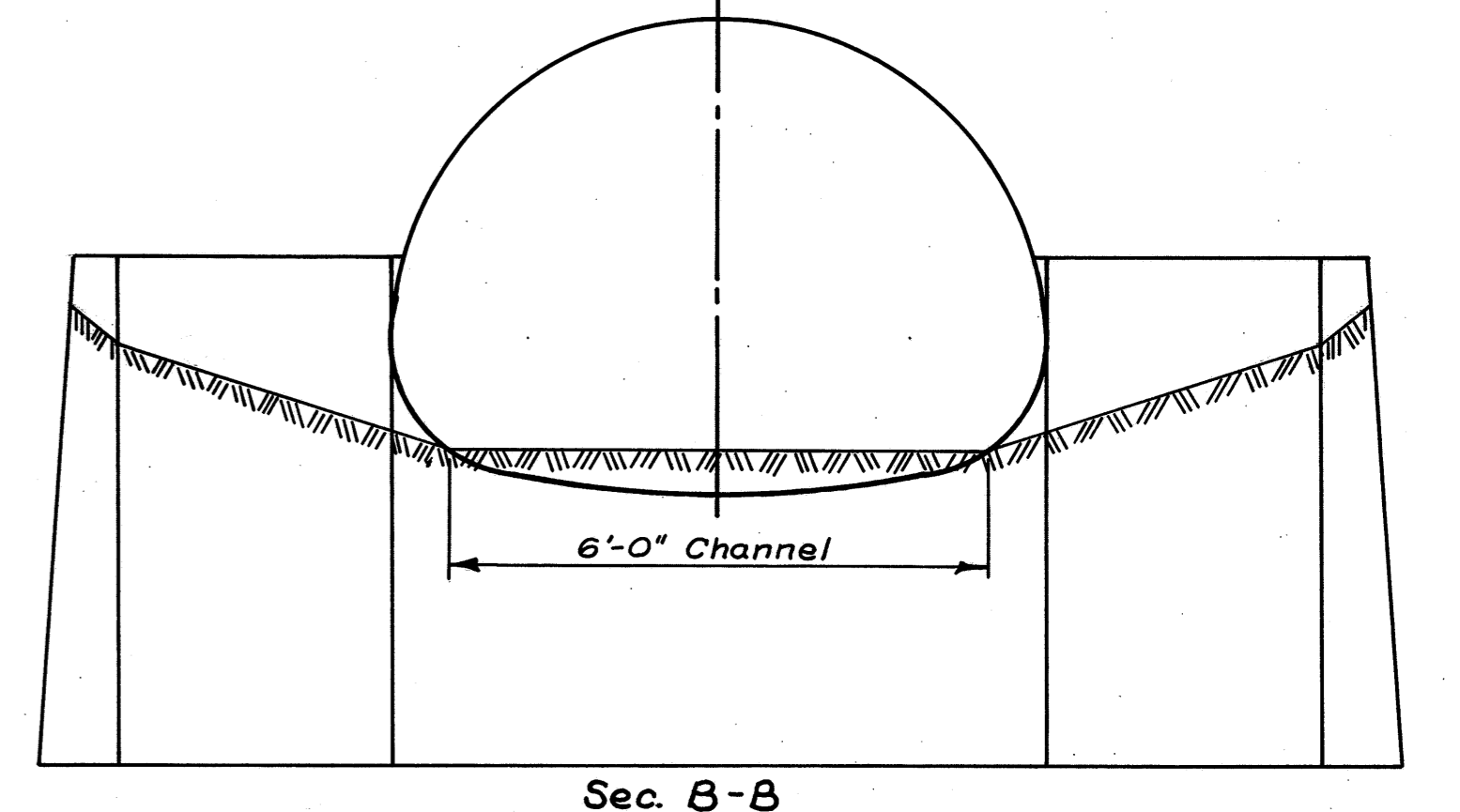
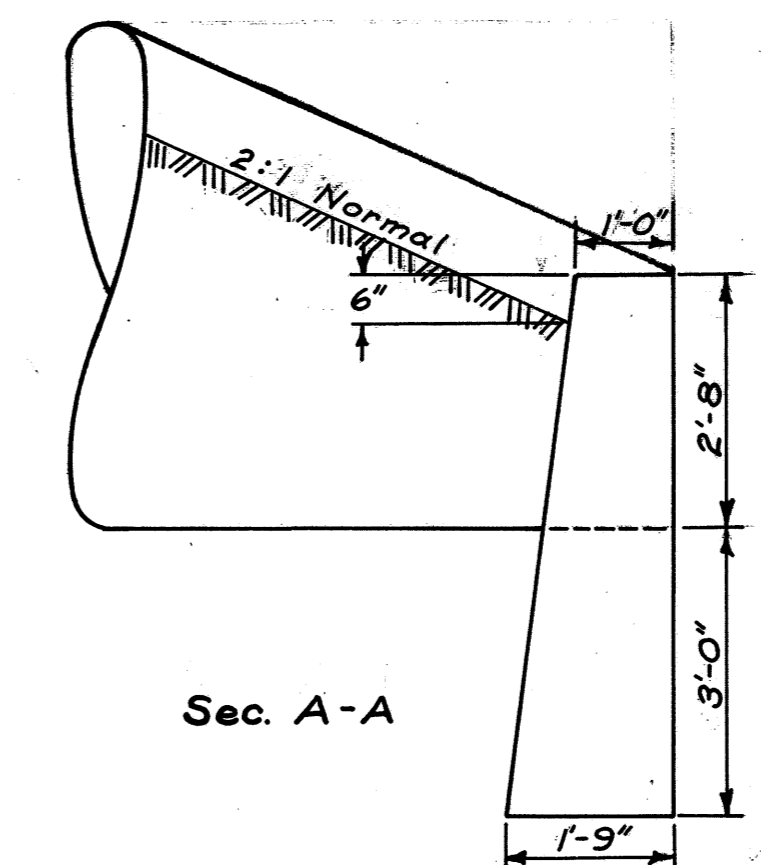
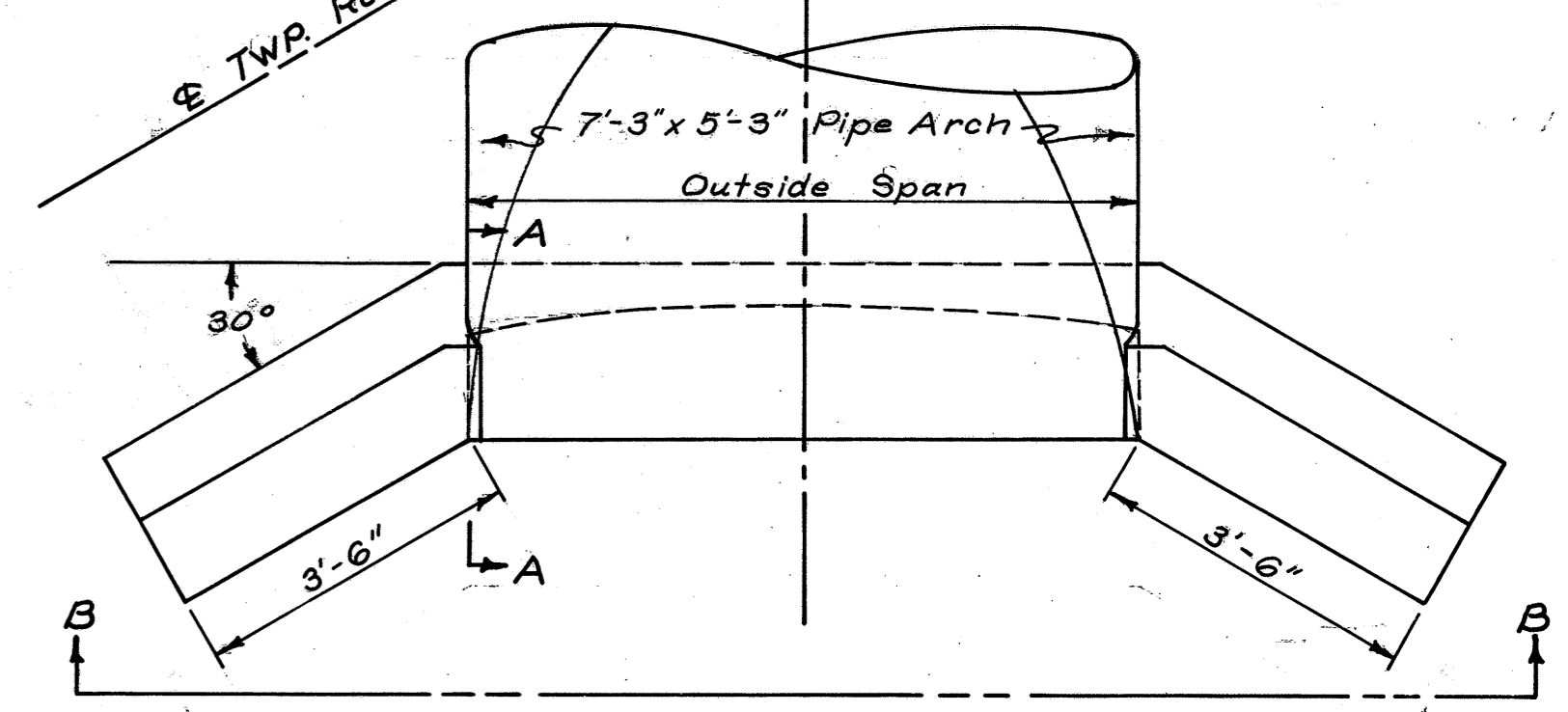
Sta. 9+45
 Skew = 30° Lt. Fwd.
 D.A. = 240 Ac.
 Q₂₅ = 150 c.f.s.
 Exist. = Twin 42" Pipe
 Prop. = 7'-3" x 5'-3" P.A. Class M-6.4(g) 10 Gage
 Cover @ Φ = 2.2'

MED.-3-(15:04) (17.16-17.28)
 PART-II



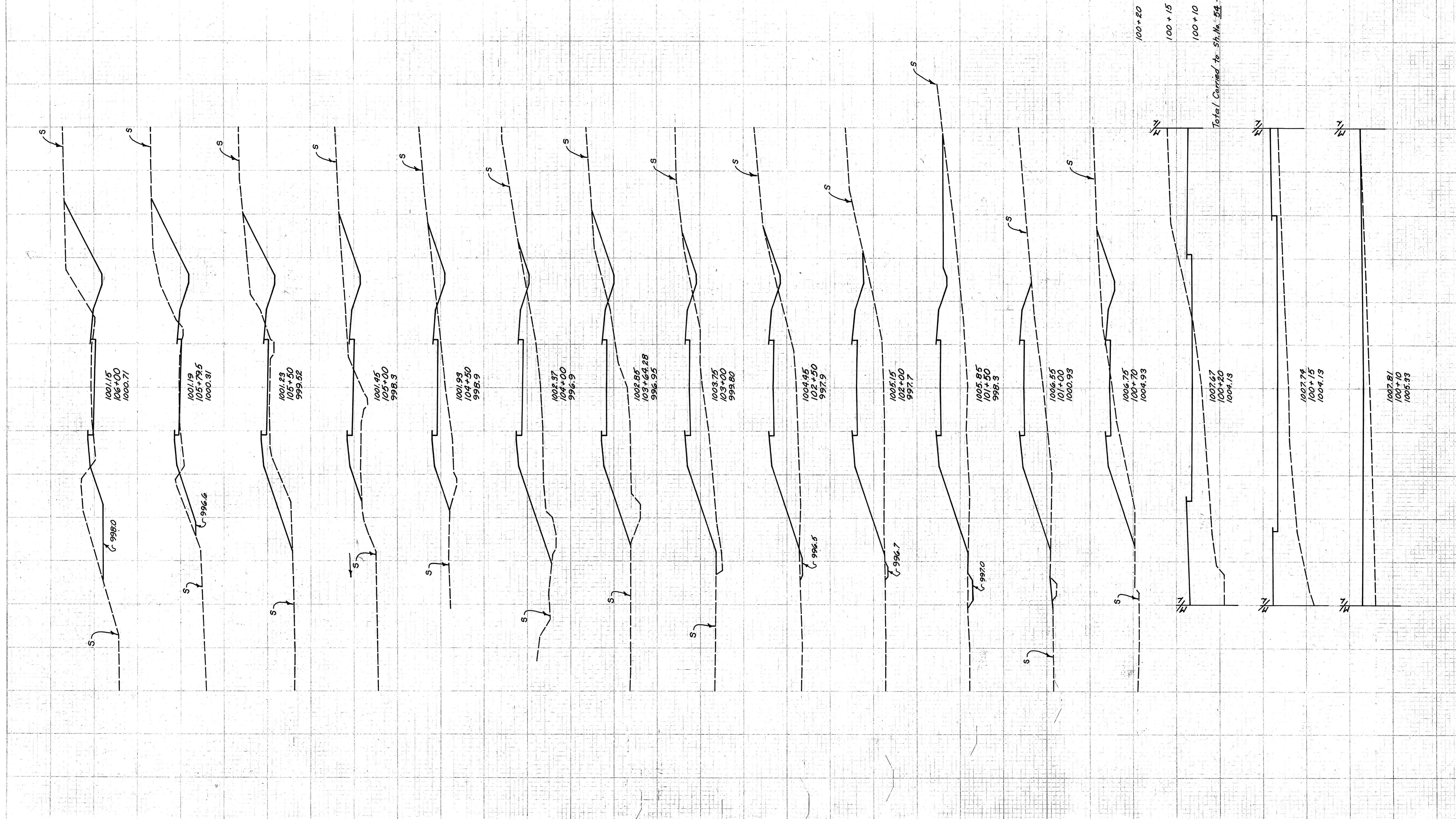
QUANTITIES CARRIED TO SHEET 49

HEADWALL DETAILS
 Scale: 1" = 2'

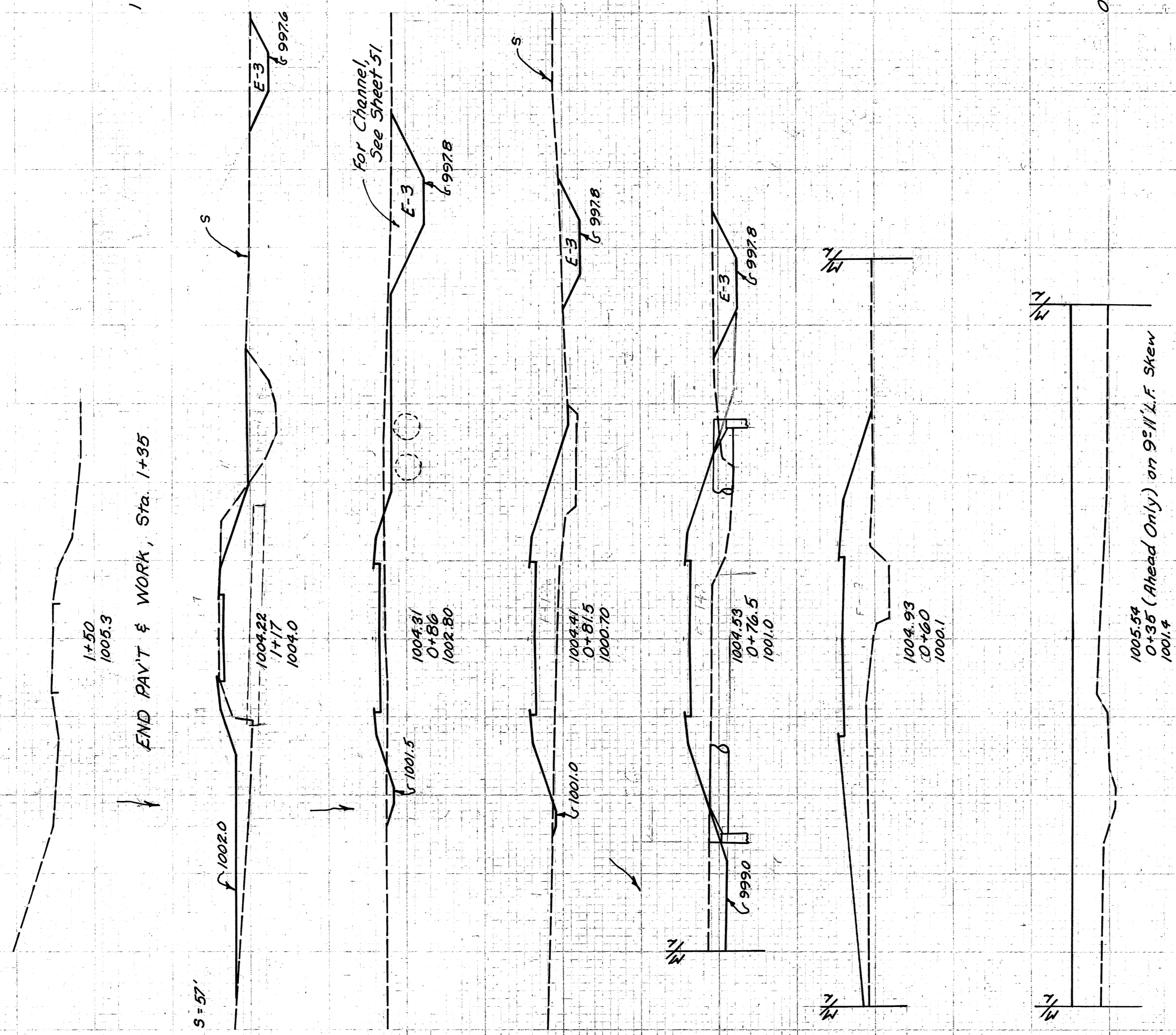


Station	End Area		Cu. Yds.		Station	End Area		Cu. Yds.	
	Cut	Fill	Cut	Fill		Cut	Fill	Cut	Fill
13+00	0	0	0	0	13+00	0	0	0	0
14+00	26	0	12	0	14+00	26	0	9	0
15+00	26	0	5	0	15+00	26	0	17	0
16+00	77	0	92	0	16+00	77	0	39	0
17+00	97	0	28	0	17+00	97	0	67	0
18+00	28	0	26	0	18+00	28	0	44	0
19+00	26	0	0	0	19+00	26	0	25	0
20+00	0	0	0	0	20+00	0	0	16	0
					Total E-3 Carried to Sh. 49				
					343				

End Area	Cu. Yds.	Cut	Fill	Cut	Fill
196	12	125	12	117	53
193	19			138	133
82	78			91	264
67	65			31	220
				10	231
				39	228
				15	203
				10	260
				0	321
				0	397
				0	243
				51	87
		100+20	143	180	319
		100+15	0	13	55
		100+10	0	0	45
		100+10	0	155	
Total Carried to Sh. No. 54					
14874588					

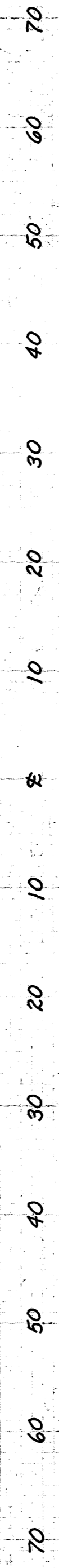


End Area	Cu. Yds.	Cu. Yds.
Cut	Fill	Cut/Fill
	7	0
	18	96
	5	28
	2	136
	0	142
	0	227
	0	281
	0	379
		23
		537

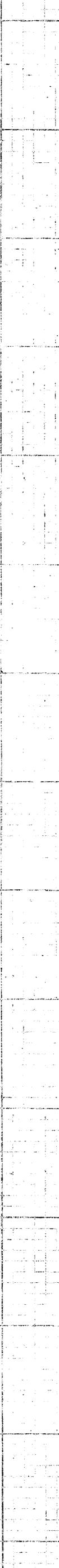
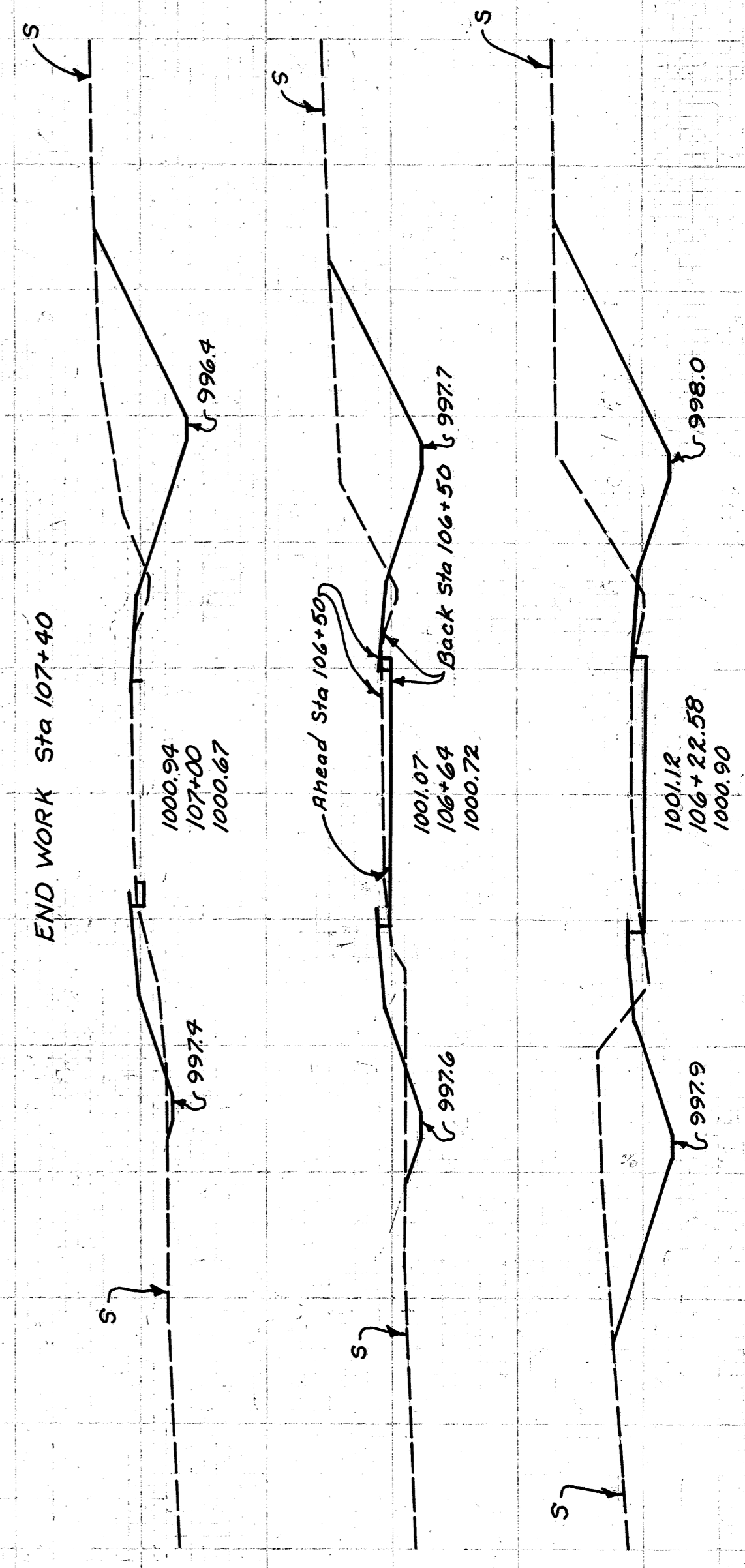


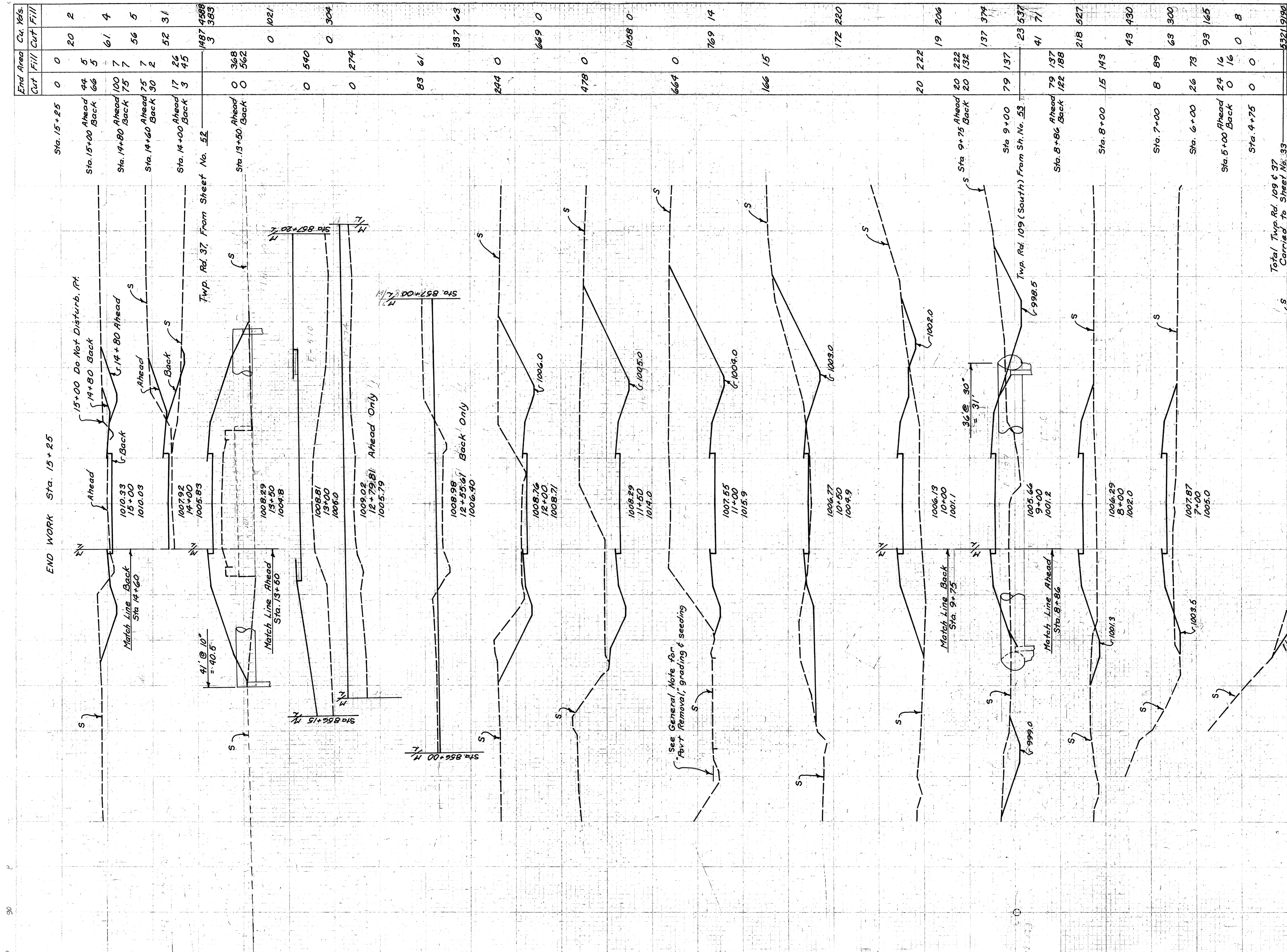
Twp. Rd. 109 (South) Carried to Sta. 54

TOWNSHIP ROAD No. 109 (South)



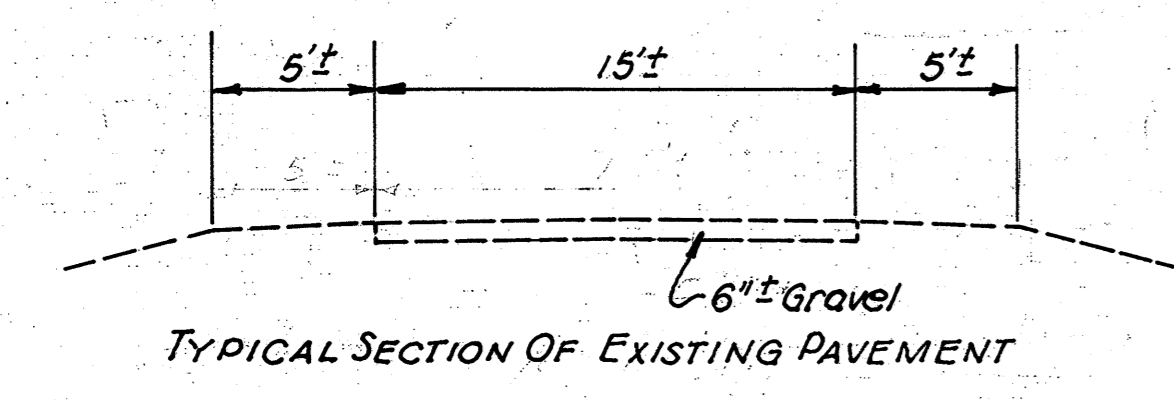
End Area	Cu. Yds.	Cu. Yds.
Cut	Fill	Cut/Fill
	0	0
	98	17
	103	16
	103	16
	113	16
	9	247
	9	185
	196	12





End Area	Cut	Fill	Cu. Yds.
0	0	0	20
44	5	5	61
66	7	7	56
100	7	7	52
75	2	26	45
100	17	45	1487
75	3	3	4588
30			383
0	0	0	1021
0	0	0	590
0	0	0	304
0	0	0	274
83	61		337
0	0	0	63
244	0	0	244
0	0	0	669
478	0	0	1088
0	0	0	1088
664	0	0	769
166	15		14
0	0	0	172
222	20	222	220
222	19	206	206
222	20	222	137
132	20	132	374
137	79	137	23
537	71	537	41
137	137	137	71
188	122	188	218
527	15	527	527
143	89	143	43
430	73	430	300
89	26	89	165
73	24	73	0
16	0	16	0
0	0	0	8
0	0	0	0
5321	9190	5321	9190

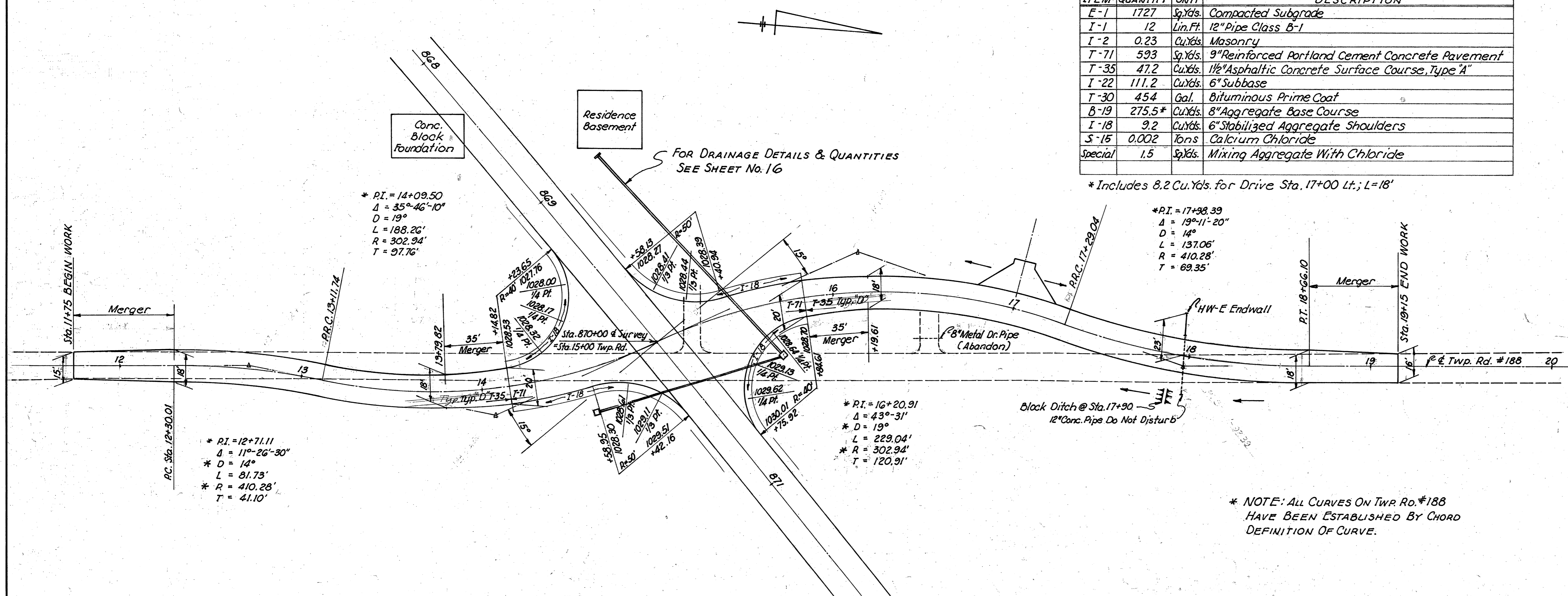
CULVERT DATA (TWP. RD. #188)
 CULVERT STA. 17+97.5
 SKEW = 5° RT. FWD.
 D.A. = 1.0 AC. Q10 = 2.0 C.F.S.
 EXISTING = 12" CONC. PIPE
 PROPOSED = EXTEND 12" LIN. FT. OF 12" PIPE
 LT. WITH CONC. COLLAR AND HW-E ENDWALL.
 DO NOT DISTURB RT. SIDE; BLOCK DITCH @
 STA. 17+90 RT.



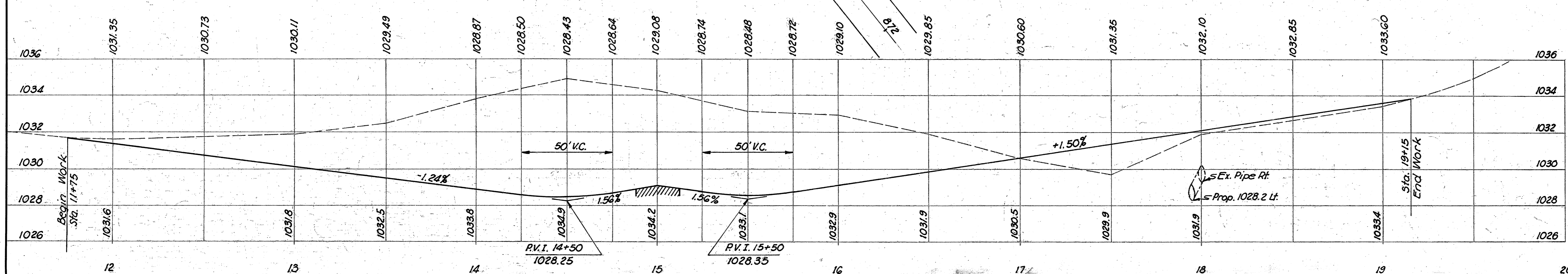
QUANTITIES

ITEM	QUANTITY	UNIT	DESCRIPTION
E-1	1727	Sq.Yds.	Compacted Subgrade
I-1	12	Lin.Ft.	12" Pipe Class B-1
I-2	0.23	Cu.Yds.	Masonry
T-71	593	Sq.Yds.	9" Reinforced Portland Cement Concrete Pavement
T-35	47.2	Cu.Yds.	1 1/2" Asphaltic Concrete Surface Course, Type 'A'
I-22	111.2	Cu.Yds.	6" Subbase
T-30	454	Gal.	Bituminous Prime Coat
B-19	275.5*	Cu.Yds.	8" Aggregate Base Course
I-18	9.2	Cu.Yds.	6" Stabilized Aggregate Shoulders
S-15	0.002	Tons	Calcium Chloride
Special	1.5	Sq.Yds.	Mixing Aggregate With Chloride

* Includes 8.2 Cu.Yds. for Drive Sta. 17+00 Lt.; L=18'

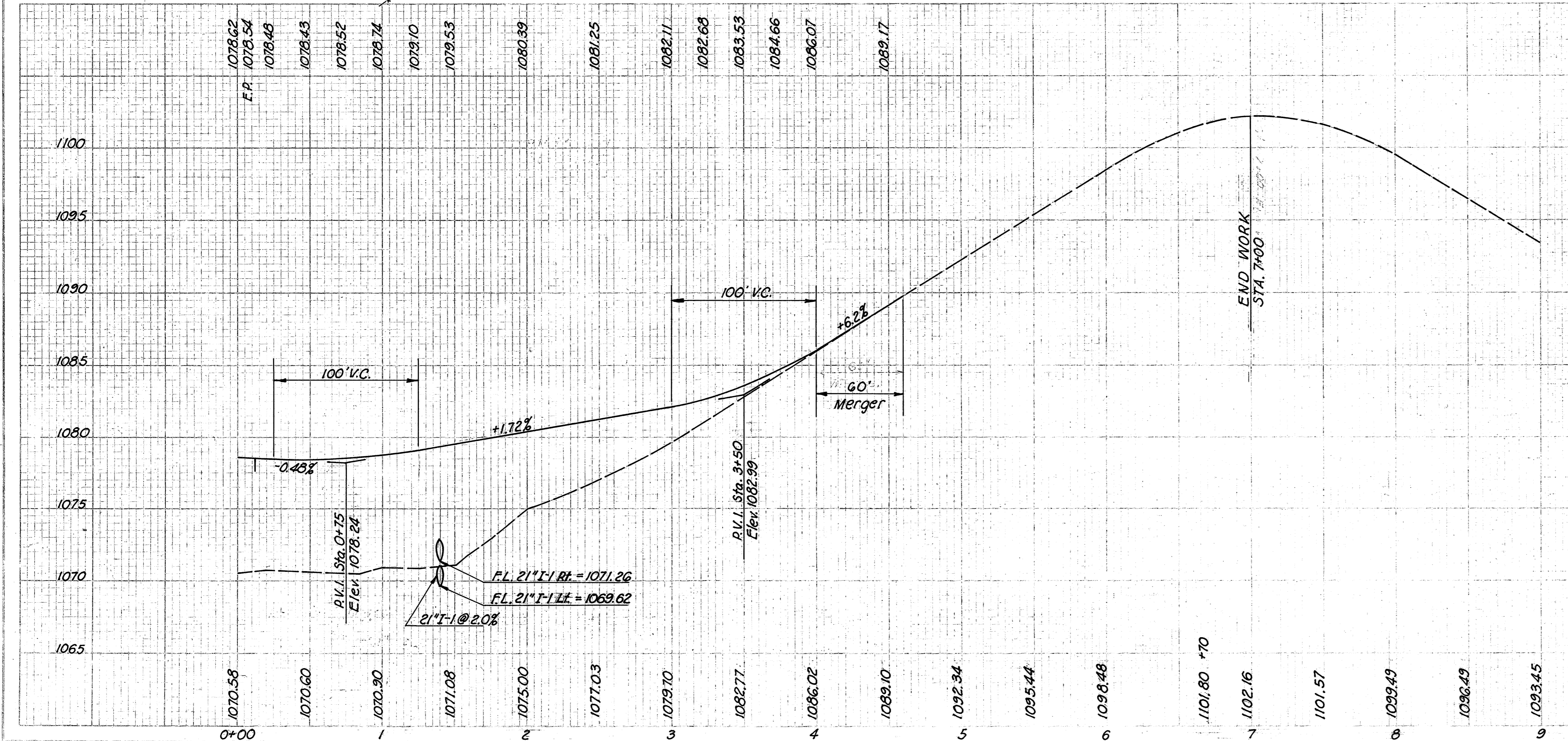
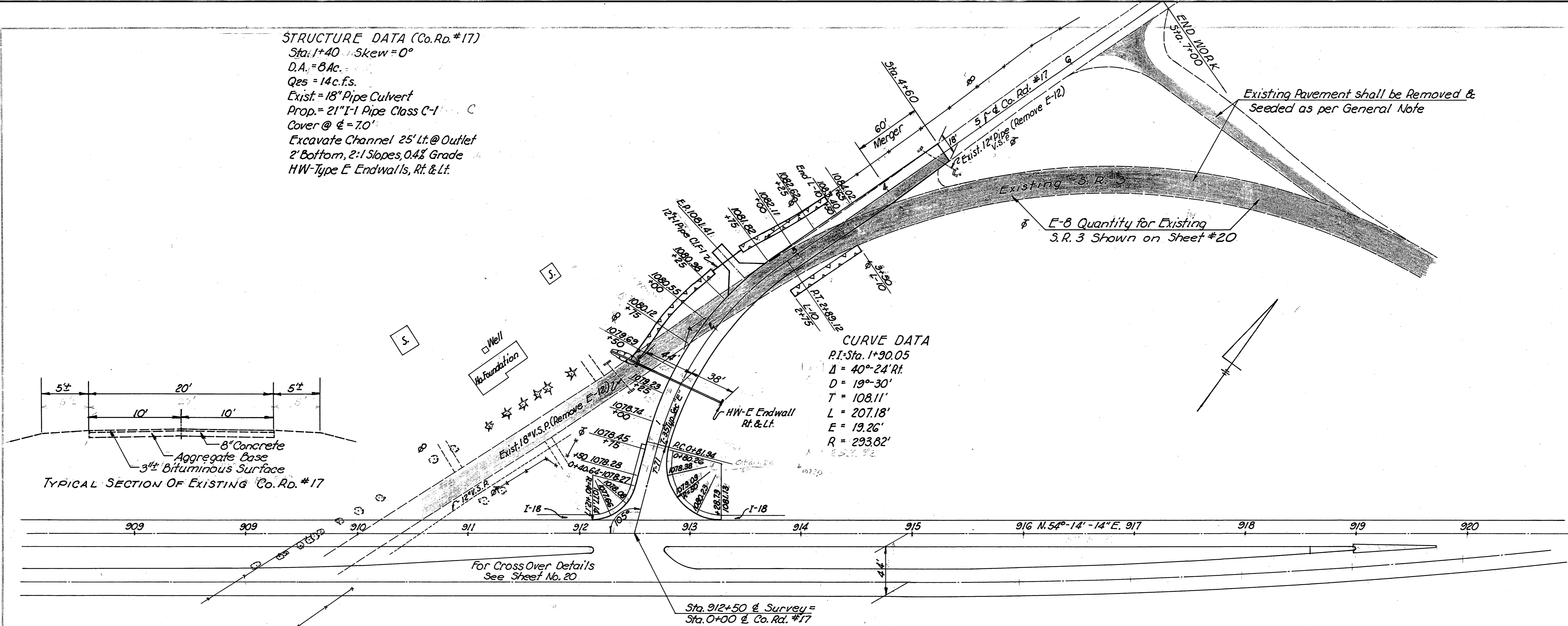


* NOTE: ALL CURVES ON TWP. RD. #188
 HAVE BEEN ESTABLISHED BY CHORD
 DEFINITION OF CURVE.



SCALES
 PLAN 1" = 30'
 VERT. PROFILE 1" = 3'
 HORIZ. PROFILE 1" = 30'

STRUCTURE DATA (Co. Rd. #17)
 Sta. 1+40.1 Skew = 0°
 D.A. = 3 Ac.
 Qes = 14 c.f.s.
 Exst = 18" Pipe Culvert
 Prop. = 21" I-1 Pipe Class C-1
 Cover @ ϕ = 7.0'
 Excavate Channel 25' Lt. @ Outlet
 2' Bottom, 2:1 Slopes, 0.4% Grade
 HW-Type E Endwalls, Rt. & Lt.



QUANTITIES

ITEM	QUANTITY	UNIT	DESCRIPTION
E-1	1116	Sq.Yds.	Compacted Subgrade
E-3	18	Cu.Yds.	Channel Excavation
E-8	421	Sq.Yds.	Removal and Disposal of Existing Pavement
E-12	38	Lin.Ft.	Pipe Removed 15" and Under
E-12	35	Lin.Ft.	Pipe Removed Over 15"
I-1	32	Lin.Ft.	12" Pipe Class F-1
I-1	82	Lin.Ft.	21" Pipe Class C-1
I-2	0.72	Cu.Yds.	Masonry
I-18	4.50	Cu.Yds.	Stabilized Crushed Aggregate Shoulders and Approaches
I-22	205.90	Cu.Yds.	6" Subbase
L-10	188	Sq.Yds.	6" Sodding
T-71	278.3	Sq.Yds.	9" Reinforced Portland Cement Concrete Pavement
T-35	29.0	Cu.Yds.	1 1/4" Asphaltic Concrete Surface Course, Type "C"
T-30	335	Gal.	Bituminous Prime Coat
B-19	159.2*	Cu.Yds.	6" Aggregate Base Course
B-35	41.0	Cu.Yds.	1 3/4" Asphaltic Concrete Leveling Course
S-15	0.001	Tons	Calcium Chloride
Special	0.7	Sq.Yds.	Mixing Aggregate With Chloride

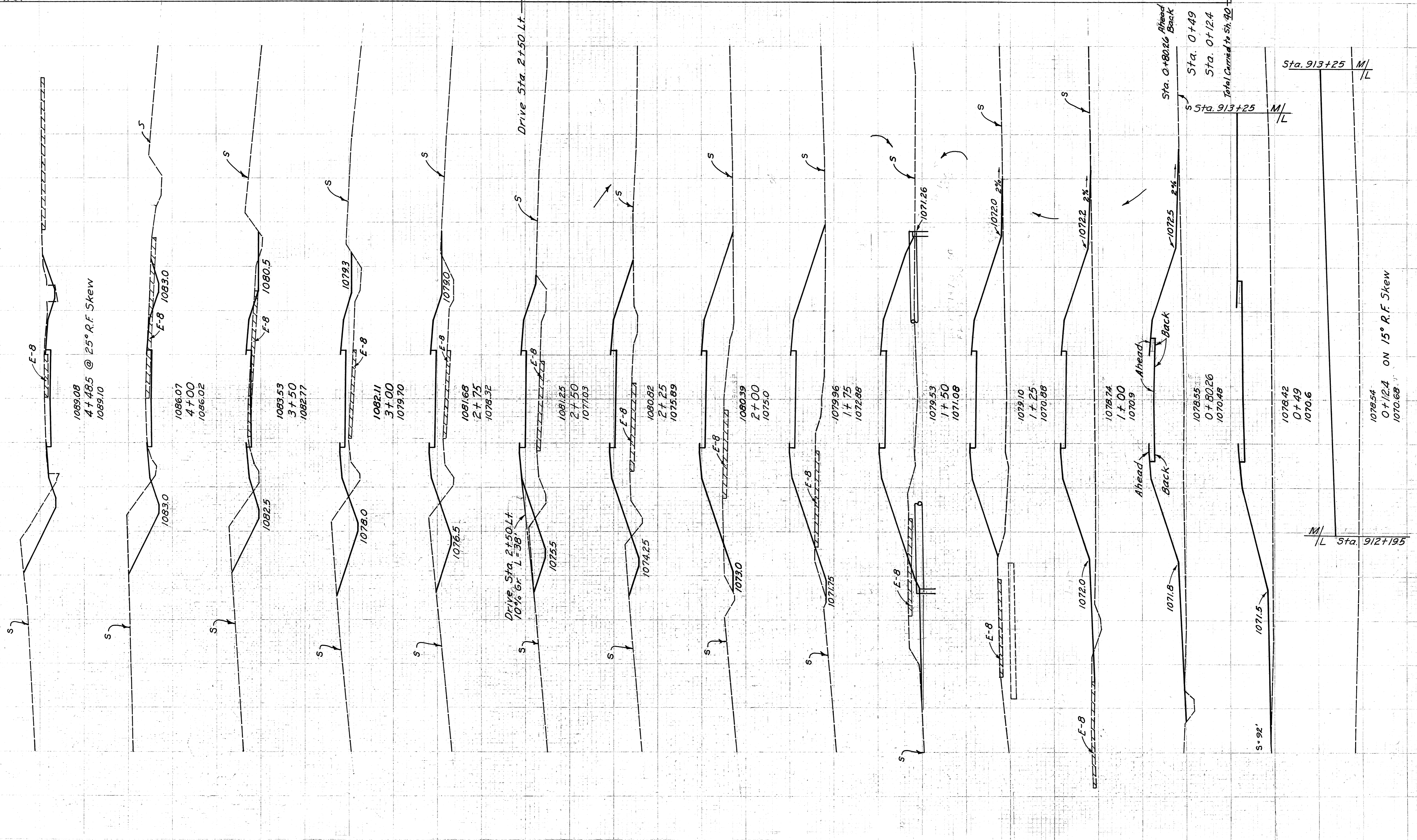
* Includes 12.6 Cu. Yds. G" B-19 For Drive @ Sta. 2+50 Lt., L=38 Ft.
 ° Quantity includes rigid pavement on county roads only. Quantity for existing S.R. 3 is included on Sheet No. 20

END AREA	CU YDS.	CUT	FILL	CUT	FILL
		87	7		
				172	21
		104	16		
				163	
		68	45	160	57
				132	150
		74	117		
				62	131
		59	165		
				44	170
				1	4
		36	261		
				29	206
		26	299		
				17	
				17	252
				9	302
		10	353		
				26	350
				45	403
				0	416
				2	388
		5	421		
				0	456
				0	448
				0	671
				0	957
				0	700
					788 4472

FED. RD. DIST. (1504)	STATE (OHIO)	PROJECT (1716-1728)	TYPE (MED-3)	FURDS (PART II)
-----------------------	--------------	---------------------	--------------	-----------------

MED-3-(1504) (1716-1728)
PART II

58
72



Sta. 913+25 M/L

Sta. 0+80.26 Ahead
Back

Sta. 0+49
Sta. 0+12.4

Total Carried to Sta. 90

M/L Sta. 912+195

1078.54
0+12.4 ON 15° R.F. Skew
1070.68

S=92'

Ahead
Back

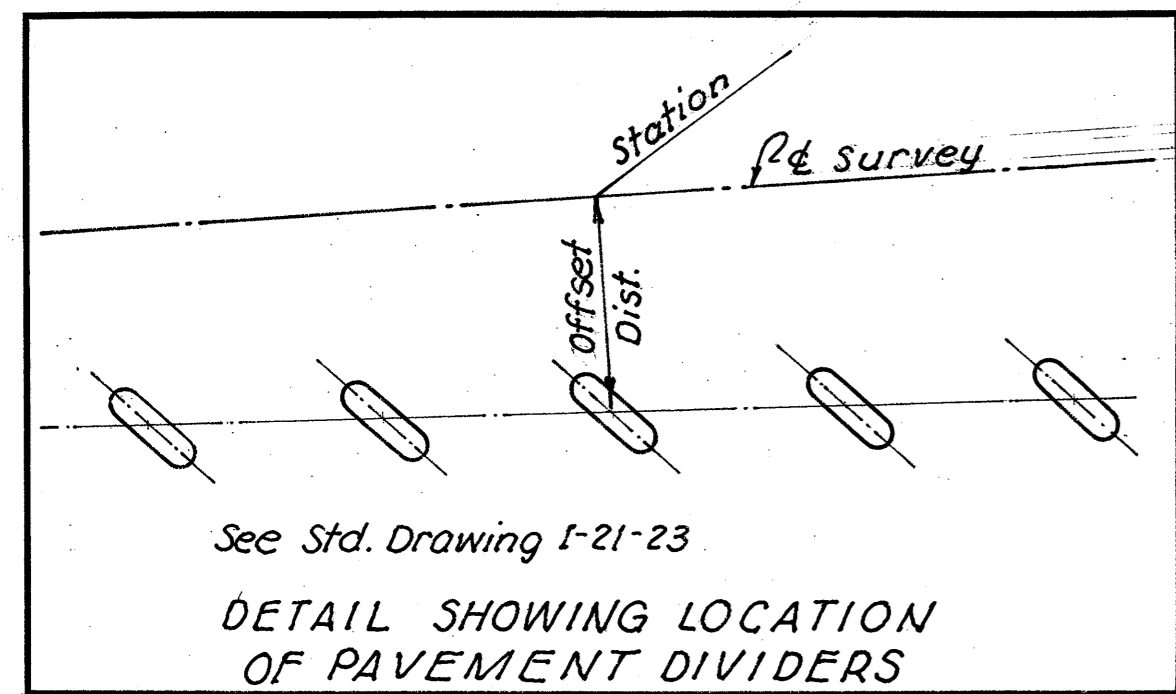
Drive Sta. 2+50 Lt.
10% Gr. L=38'

Drive Sta. 2+50 Lt.

1089.08
4+48.5 @ 25° R.F. Skew
1089.10

CURVE DATA

€ SURVEY	NORTH BOUND LANES	
PI = Sta. 875+41.82	PI = Sta. 3+70.53	PI = Sta. N9+46.59
Δ = 11°-05'-50" Rt.	Δ = 7°-24' Rt.	Δ = 3°-00' Lt.
D = 0°-24'	D = 1°-00'	D = 1°-00'
T = 1391.51'	T = 370.53'	T = 150.06'
L = 2774.31'	L = 740.00'	L = 300.00'
E = 67.43'	E = 11.94'	E = 1.95'
R = 14,323.95'	R = 5729.58'	R = 5729.58'

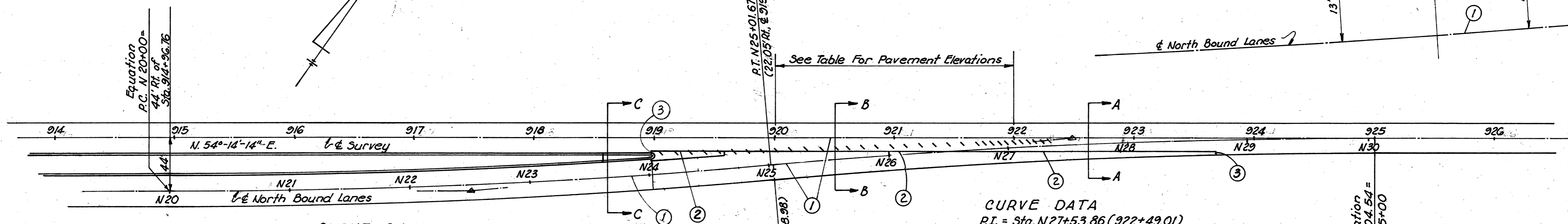
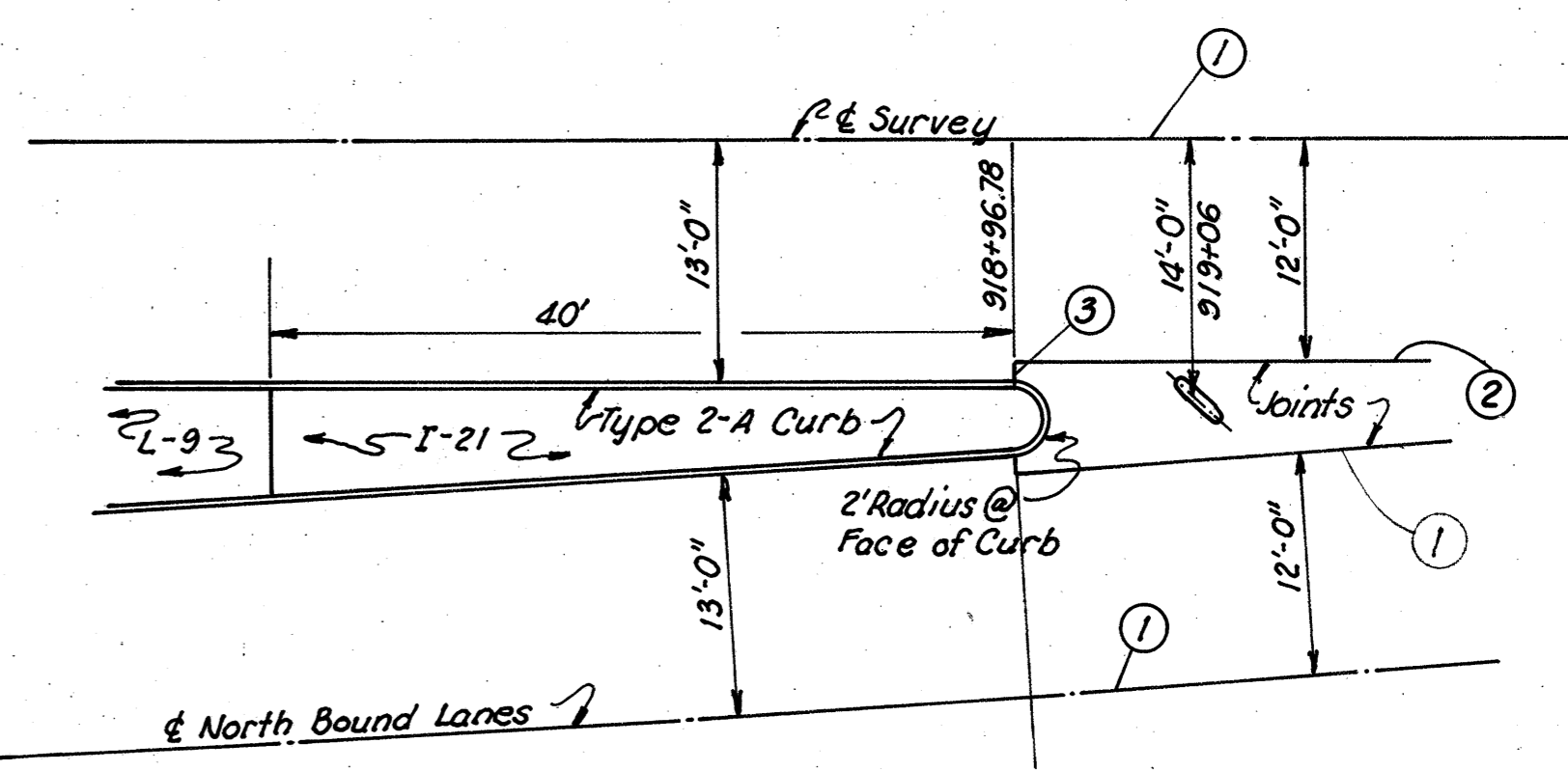
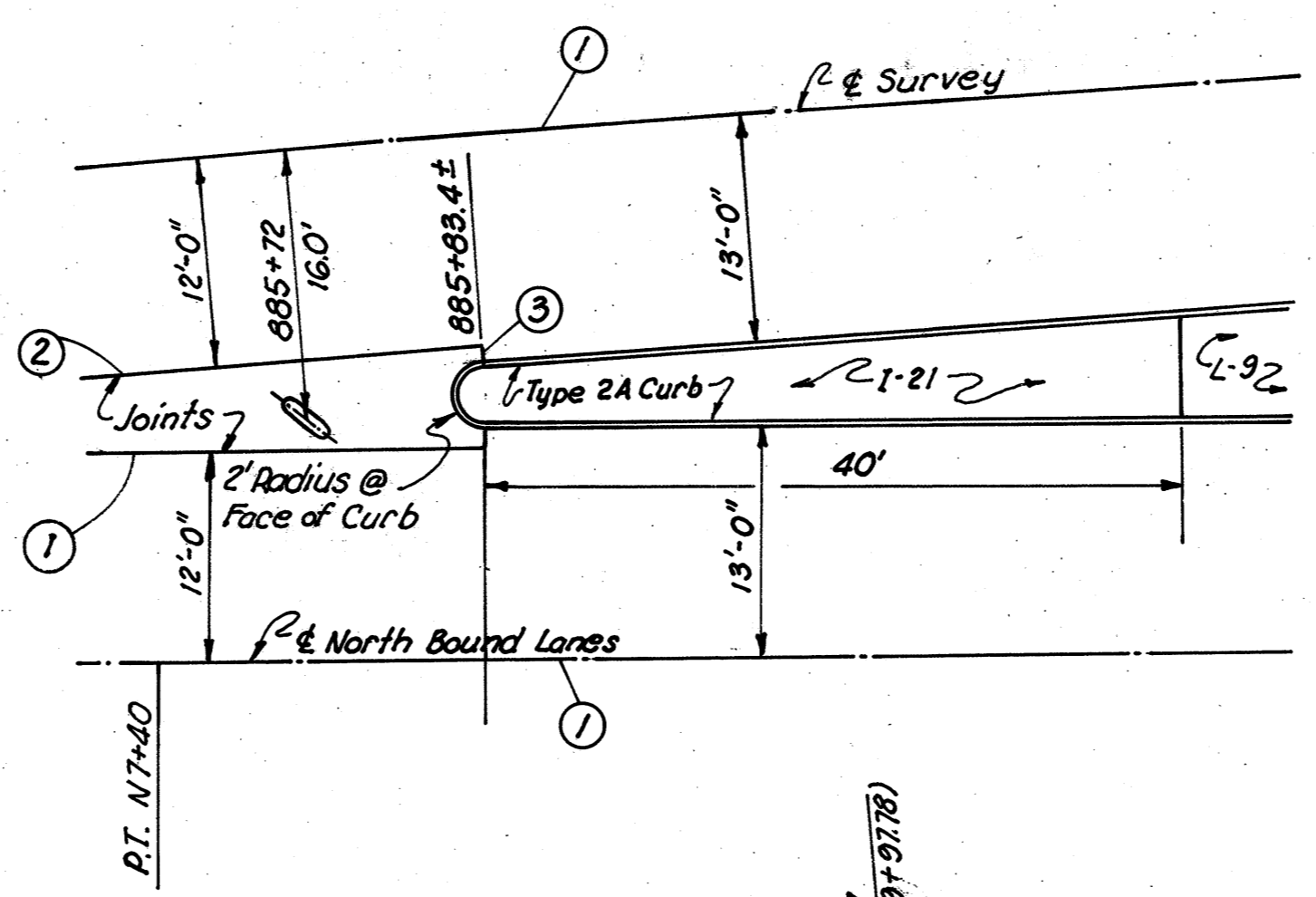
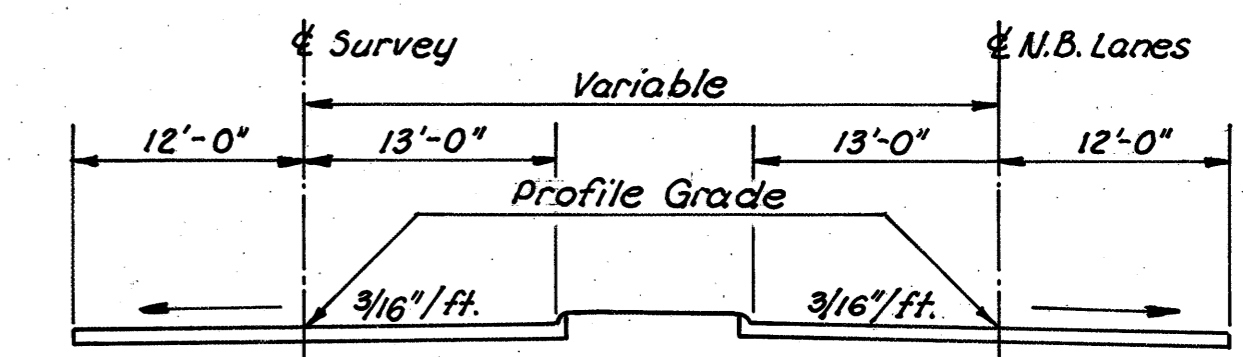
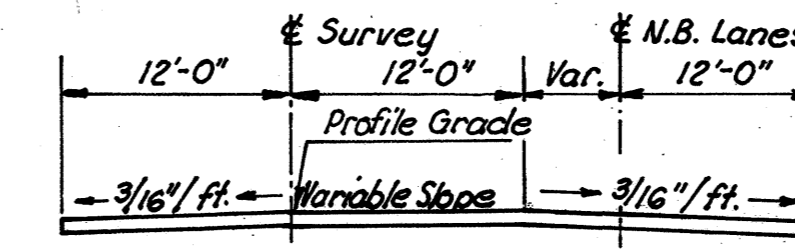
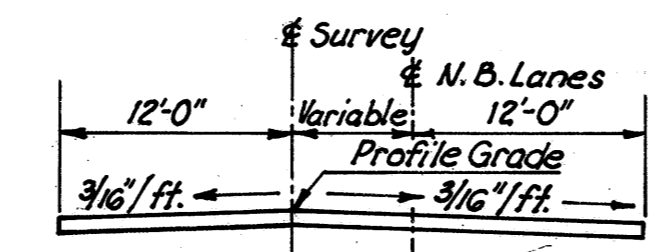
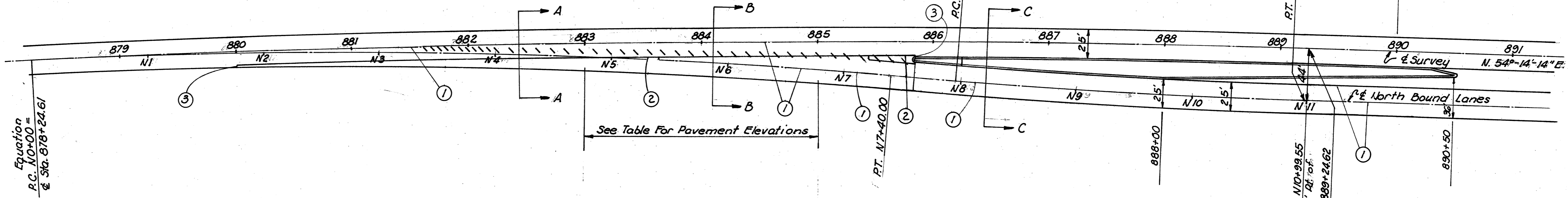


PAVEMENT DIVIDERS

Station	Offset Distance	Station	Offset Distance
881+04	3.00	919+06	14.00
881+70	3.19	919+18	13.59
+76	3.38	+30	13.19
+82	3.57	+42	12.78
+88	3.76	+54	12.37
+94	3.96	+66	11.97
882+00	4.15	+78	11.56
+06	4.34	+90	11.15
+12	4.53	920+02	10.74
+18	4.72	+14	10.33
+24	4.91	+26	9.93
+30	5.09	+38	9.52
+36	5.28	+50	9.11
+42	5.47	+62	8.70
+48	5.66	+74	8.30
+54	5.85	+86	7.89
+60	6.04	+98	7.48
883+08	7.59	921+10	7.07
+20	7.97	+22	6.67
+32	8.35	+34	6.26
+44	8.74	+46	5.85
+56	9.12	+58	5.44
+68	9.50	+70	5.04
+80	9.88	+76	4.83
+92	10.26	+82	4.63
884+04	10.65	+88	4.43
+16	11.03	+94	4.22
+28	11.41	922+00	4.02
+40	11.79	+06	3.81
+52	12.18	+12	3.61
+64	12.56	+18	3.41
+76	12.94	+24	3.20
+88	13.32	922+30	3.00
885+00	13.71		
+12	14.09		
+24	14.47		
+36	14.85		
+48	15.24		
+60	15.62		
885+72	16.00		

TRANSITION PAVEMENT ELEVATIONS

Station	12' Lt. of € Survey	€ Survey (Prof. Grade)	12' Rt. of € Survey	Rt. Edge of Pav't
883+00	1045.31	1045.50	1145.31	1045.13
+25	1045.44	1045.63	1145.49	1045.28
+50	1045.56	1045.75	1145.65	1045.42
+75	1045.67	1045.86	1145.81	1045.56
884+00	1045.77	1045.96	1145.96	1045.68
+25	1045.86	1046.05	1146.10	1045.80
+50	1045.94	1046.13	1146.23	1045.90
+75	1046.02	1046.21	1146.35	1046.00
885+00	1046.08	1046.27	1146.46	1046.09
920+00	1106.69	1106.88	1107.07	1106.73
+25	1107.69	1107.88	1108.02	1107.71
+50	1108.69	1108.88	1108.98	1108.69
+75	1109.69	1109.88	1109.93	1109.67
921+00	1110.69	1110.88	1110.88	1110.65
+25	1111.69	1111.88	1111.83	1111.62
+50	1112.69	1112.88	1112.78	1112.60
+75	1113.69	1113.88	1113.74	1113.59
922+00	1114.69	1114.88	1114.69	1114.57



CURVE DATA

PI = Sta. N22+50.99

Δ = 5°-01' Lt.

D = 1°-00'

T = 250.99'

L = 501.67'

E = 5.47'

R = 5729.58'

CURVE DATA

PI = Sta. N27+53.86 (922+49.01)

Δ = 5°-01' Rt.

D = 1°-00'

T = 250.99'

L = 501.67'

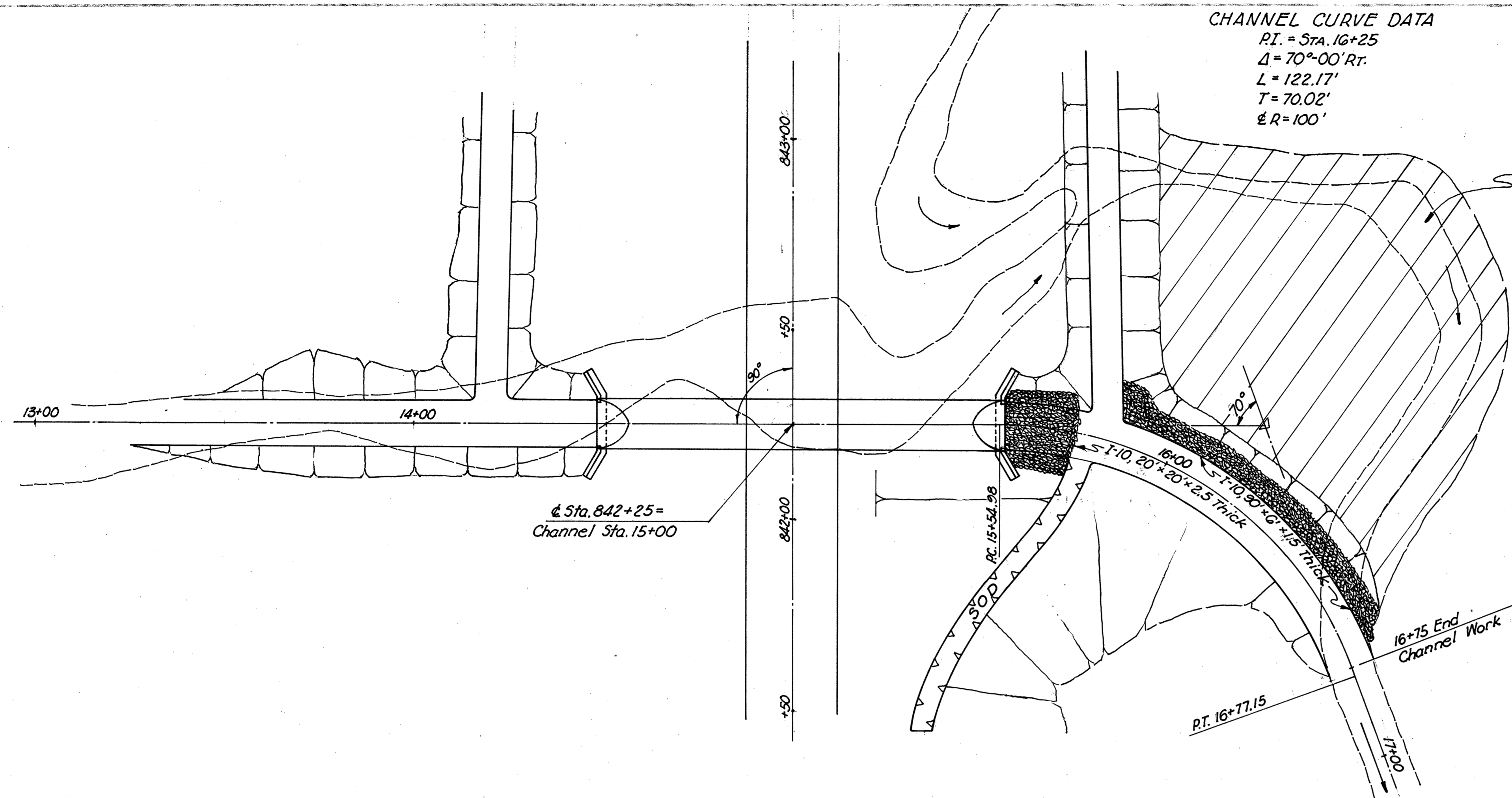
E = 5.47'

R = 5729.58'

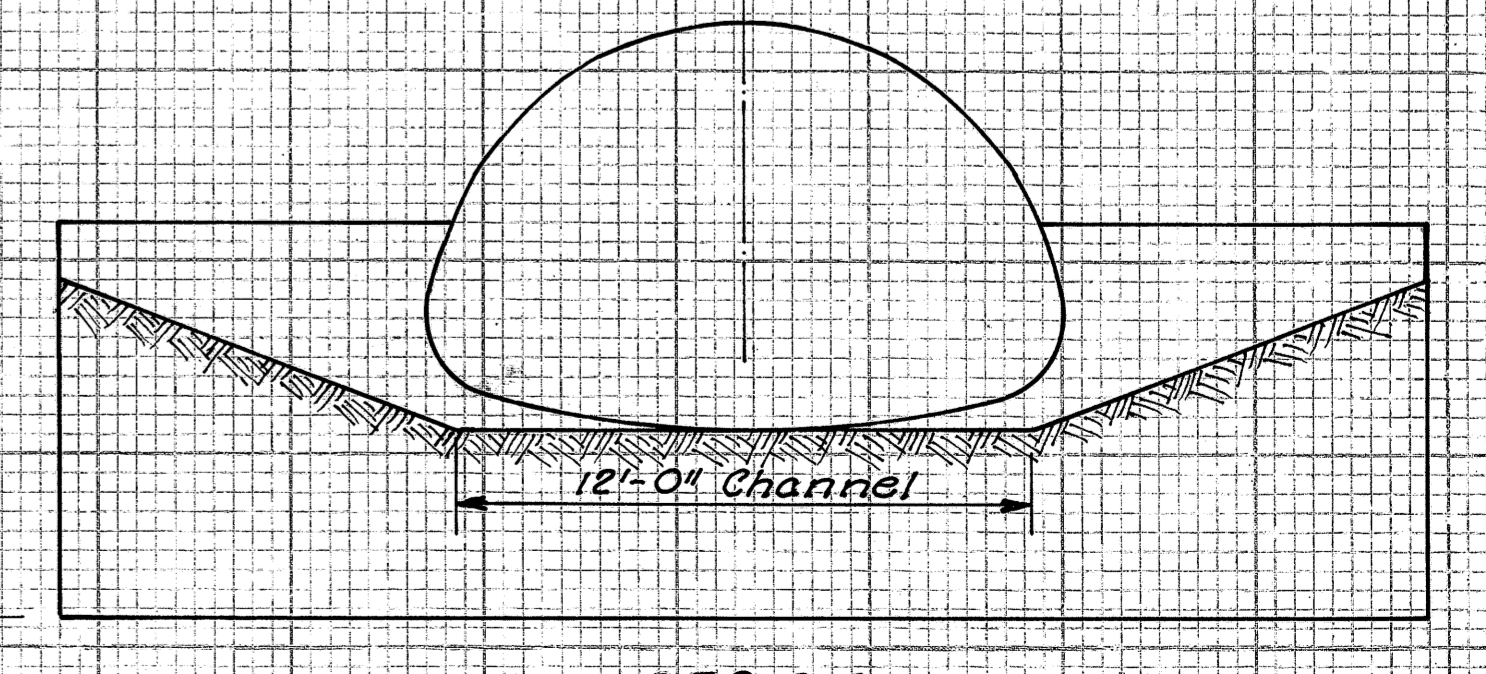
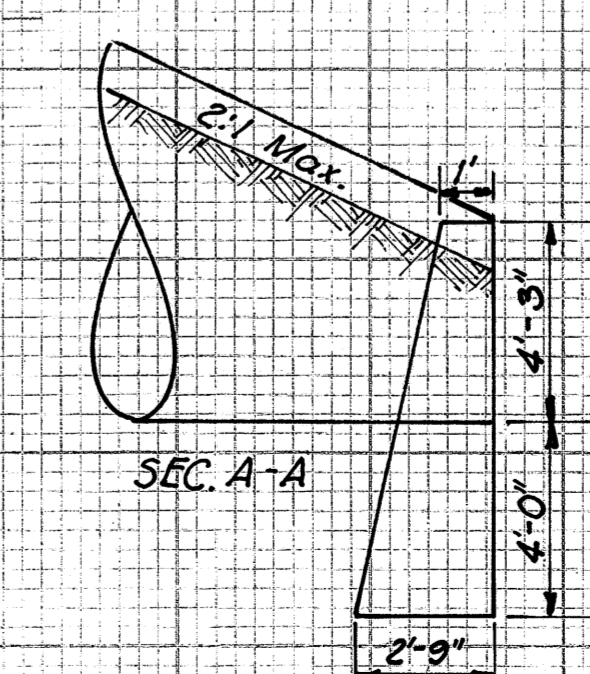
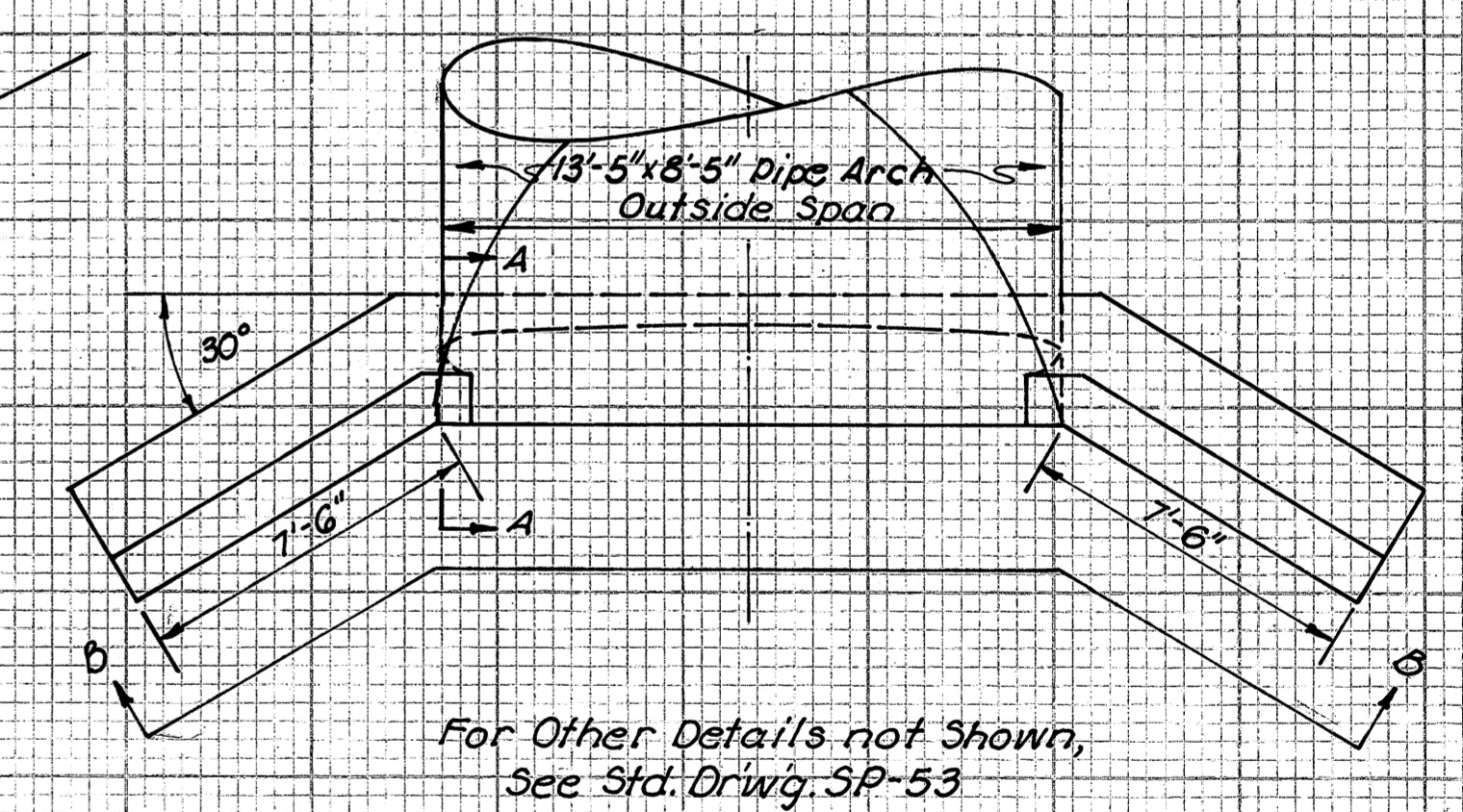
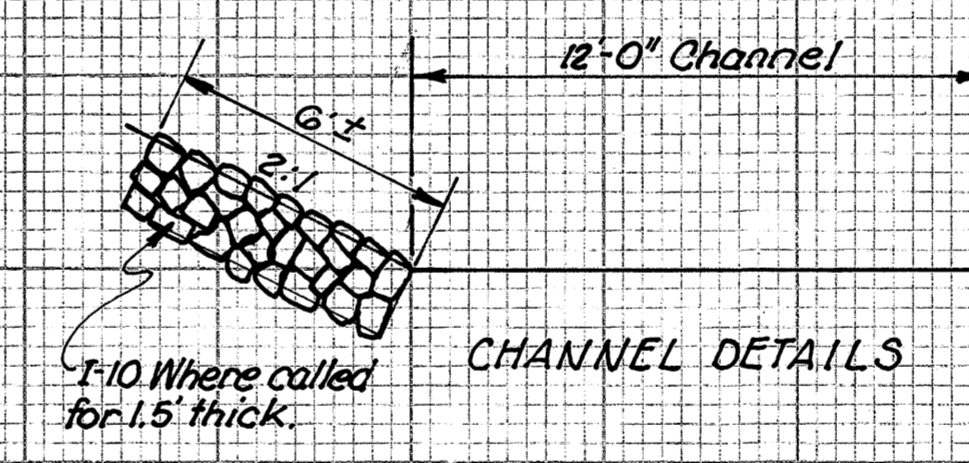
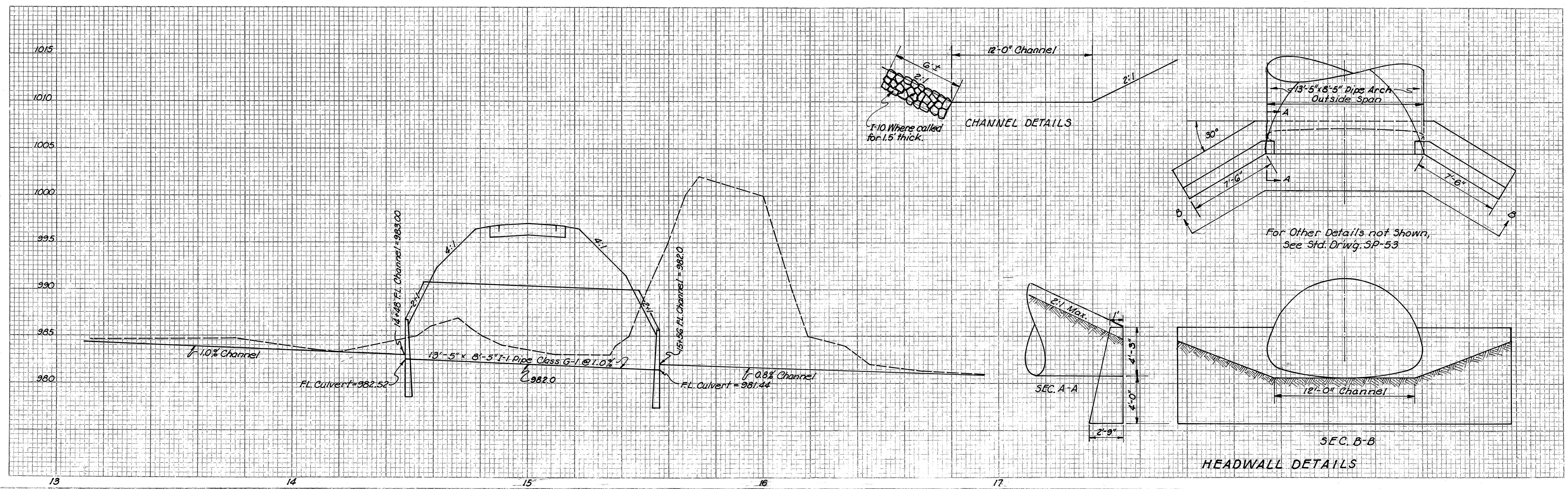
- ① STANDARD LONGITUDINAL JOINT
- ② STANDARD KEY JOINT WITHOUT TIE BARS
- ③ STANDARD EXPANSION JOINT WITHOUT DOWELS
- ④ STANDARD EXPANSION JOINT

CHANNEL CURVE DATA
 P.I. = STA. 16+25
 $\Delta = 70^{\circ}-00' \text{ Rt.}$
 $L = 122.17'$
 $T = 70.02'$
 $R = 100'$

FILL EXISTING CHANNEL TO APPROXIMATE ELEVATION 986.5. SLOPE TO DRAIN



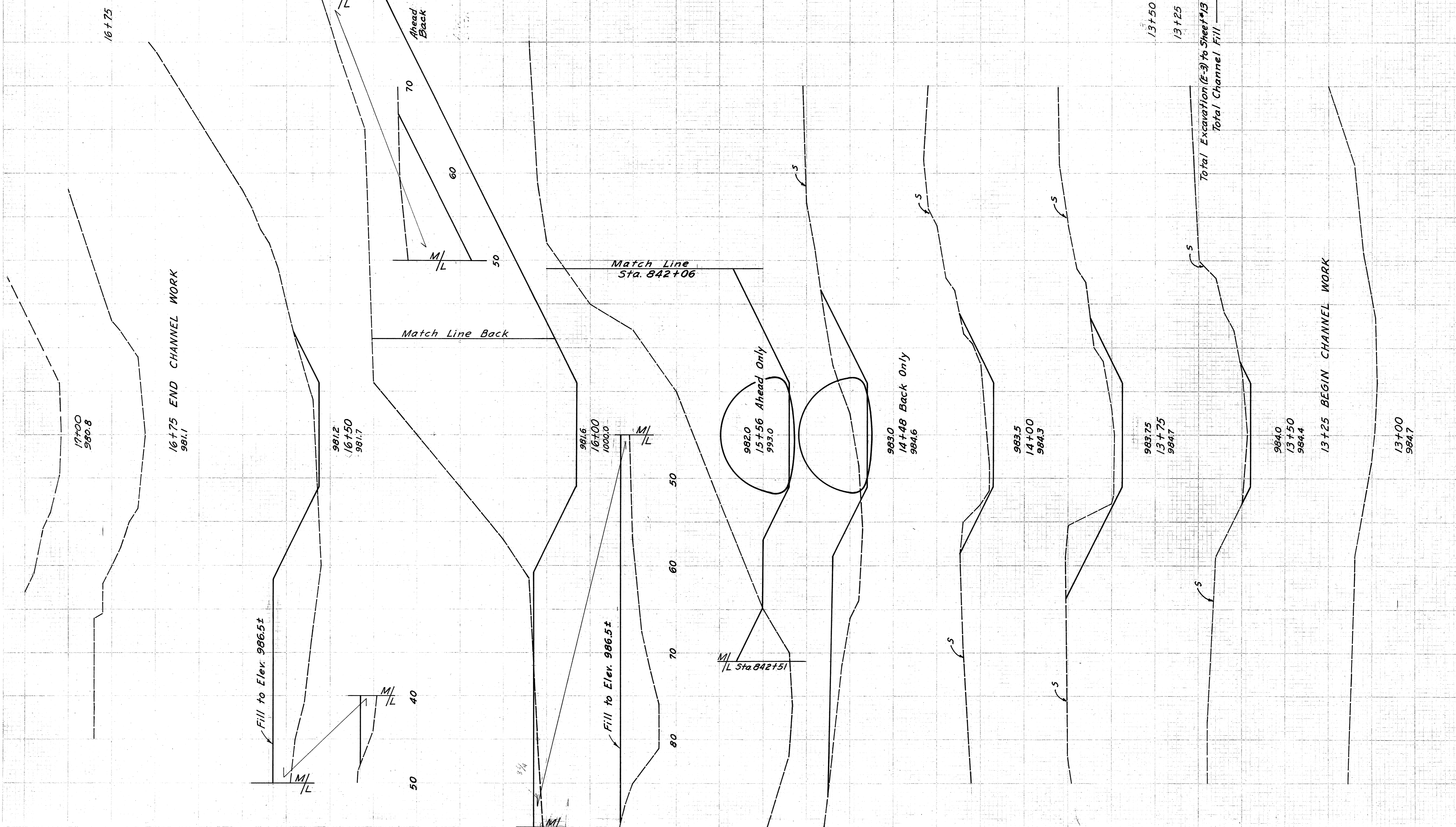
For Quantities, See Sheet #13



For Other Details not Shown, See Std. Drawg. SP-53

HEADWALL DETAILS

END AREA CU YDS.	CUT	FILL	CUT	FILL
	16+75	0	0	
	11	124		
	907	217		
	5	58		
	648	106		
	394	20		
	41	52		
	54	46		
	20	0		
	31	0		
	46	0		
	13+50	9	0	4
	13+25	0	0	0
	1675			427



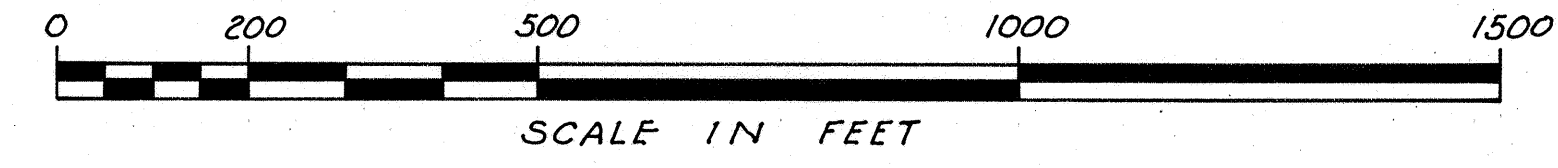
CENTERLINE LOCATION PLAN

MED-3-(15.04)-(17.16-17.28)

MEDINA & GRANGER TOWNSHIPS

MEDINA COUNTY, OHIO

Sub as med 3 (14.95) (17.20)



MONUMENT		ASSEMBLIES	
QUAN	STATION	LOCATION	RE-MARKS
1	798+00	± SURVEY	P.O.T. & Ex. P.I.
1	801+68.94		P.C.
1	804+35.64		P.C.C.
1	810+10 ± S.R. 3 + 0+00 & T.H. 115		P.O.C.
1	814+88.79		P.C.C.
1	817+55.49		P.T.
1	825+00		P.O.T.
1	833+00		
1	841+00		
1	849+00		
1	856+56.33 ± S.R. 3 + 12+67.71 & T.H. 109 & 37 E		P.O.T.
1	861+50.31		P.C.
1	870+00 ± S.R. 3 + 15+00 & T.H. 188		P.O.C.
1	876+00		
1	882+00		P.O.C.
1	889+24.61		P.T.
1	912+50 ± S.R. 3 + 0+00 & C.H. 17		P.O.T.
1	923+03.85		P.O.T. & Ex. P.I.
1	932+00		P.O.T.
1	940+00	± SURVEY	P.O.T.
TOWNSHIP HIGHWAYS No. 109 & No. 37 East & West			
1	5+00 T.H. 37 East	± SURVEY	P.O.T.
1	9+92.80 T.H. 109 & 37 East		P.C.
1	14+00 T.H. 109 & 37 E + 100+00 T.H. 37 W		P.O.T.
1	103+64.28 T.H. 37 West		P.C.
1	106+22.58 T.H. 37 West	± SURVEY	P.T.
COUNTY HIGHWAY No. 17			
1	0+81.94	± SURVEY	P.C.
1	2+89.12		P.T.
1	5+00	± SURVEY	P.O.T.

NOTE:

MONUMENT ASSEMBLIES AS SHOWN ON STANDARD CONSTRUCTION DRAWING R-I-1 (REV. 7/15/58) OF THE DEPARTMENT OF HIGHWAYS ARE TO BE PLACED DURING CONSTRUCTION ON T-71 PAVEMENTS AND AFTER THE LEVELING COURSE AND PRIOR TO PLACING THE SURFACE COURSE ON T-35 PAVEMENTS. UNDER THE DIRECTION OF THE PROJECT ENGINEER.

- MONUMENT SYMBOL

QUANTITIES
28 MONUMENT ASSEMBLIES

RECEIVED Nov 5 1962 2:11:5 P.M.
RECORDED Nov 6 1962
PLAT BOOK 10 PAGE 59-60
FEE PAID 3.50
Elvin L. Phillips
MEDINA COUNTY RECORDER

I HEREBY CERTIFY THAT THE ACCOMPANYING PLAT IS A TRUE DELINEATION OF A SURVEY MADE BY THE DEPARTMENT OF HIGHWAYS STATE OF OHIO.
E. L. Johnson 10-30-62
DIVISION DEPUTY DIRECTOR - DIVISION NO. 3
REGISTERED SURVEYOR NO. 2690

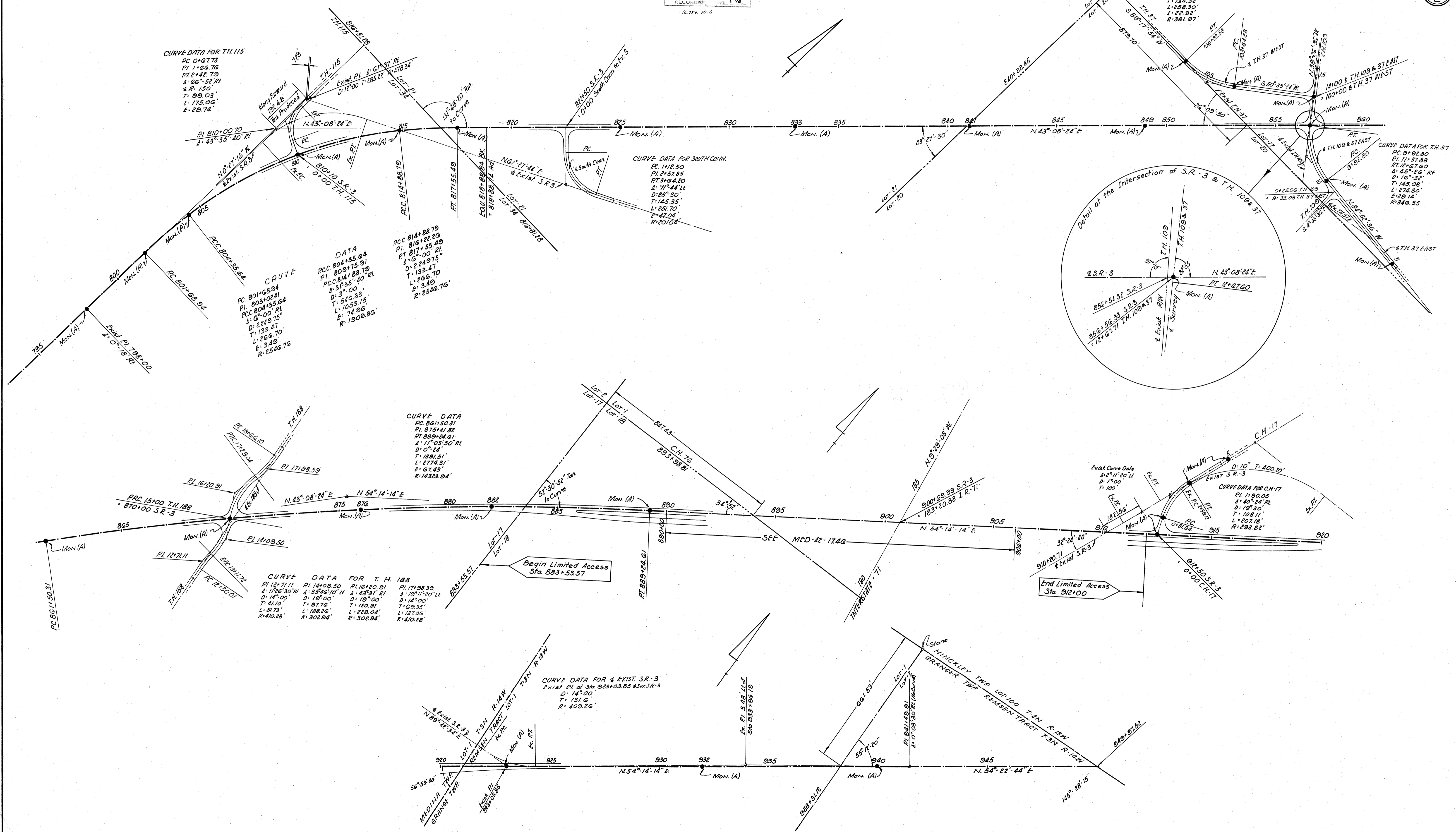
FED. RD. DIVISION	STATE	PROJECT
2	OHIO	

64
72

2
2

RECEIVED FOR RECORD
 No. 5-1762
 AT 1:15 O'CLOCK P. M.
 RECORDED Nov. 6, 1962
 BY MEDINA COUNTY RECORDS
 VOL. 10 PAGE 57-60
 Elsie L. Phillips
 RECORDERS
 REL. 6.78
 145x 10.5

CENTERLINE PLAT
 MED-3 (15.04) (17.16-17.28)



FED. RD. DIVISION	STATE	PROJECT
2	OHIO	

65
72

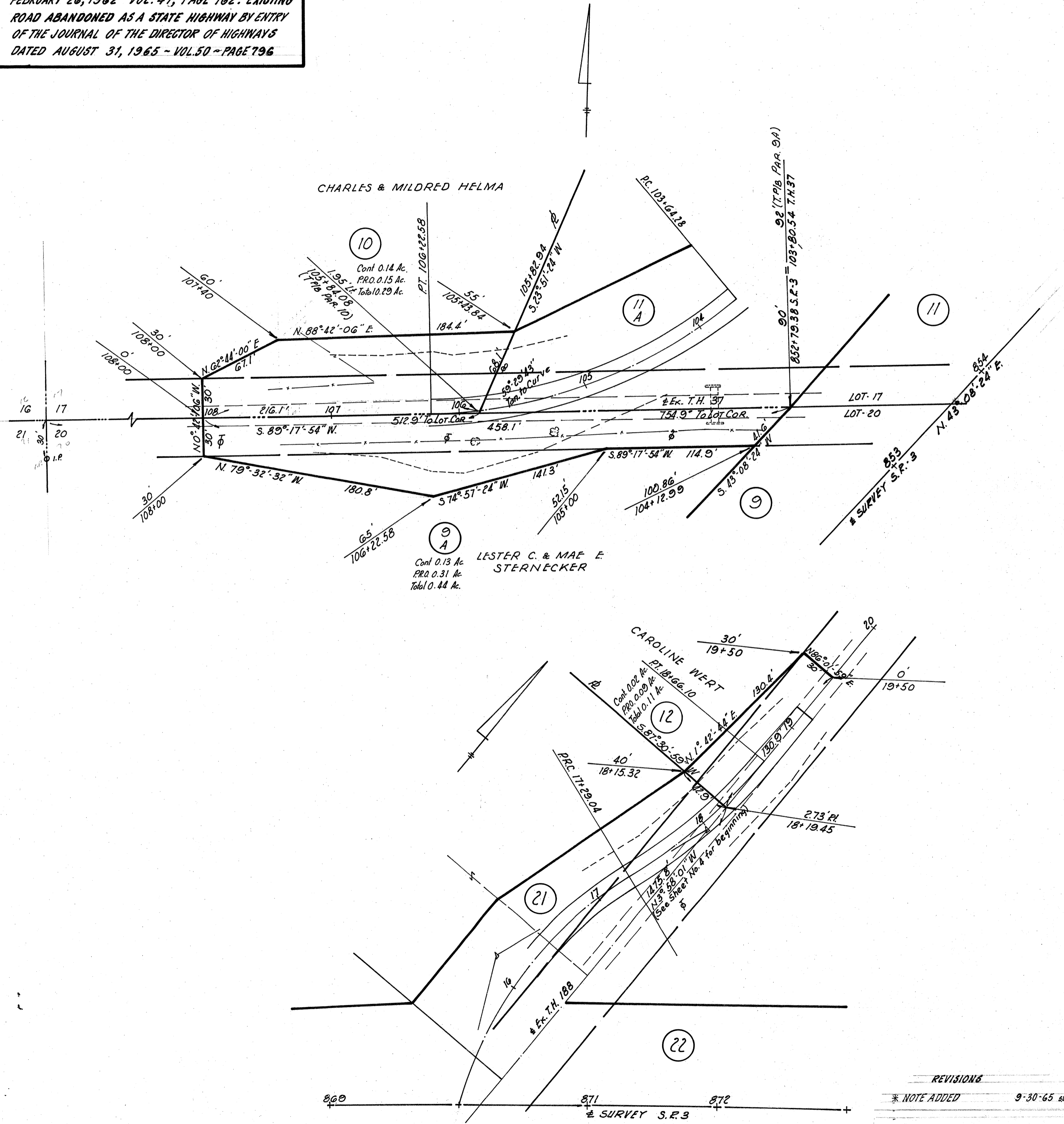
MED-3-14.95/17.20
RIGHT OF WAY PLANS
SCALE: 1"=50'
SOLD AS MED-3-(15.04)-(17.16-17.28)

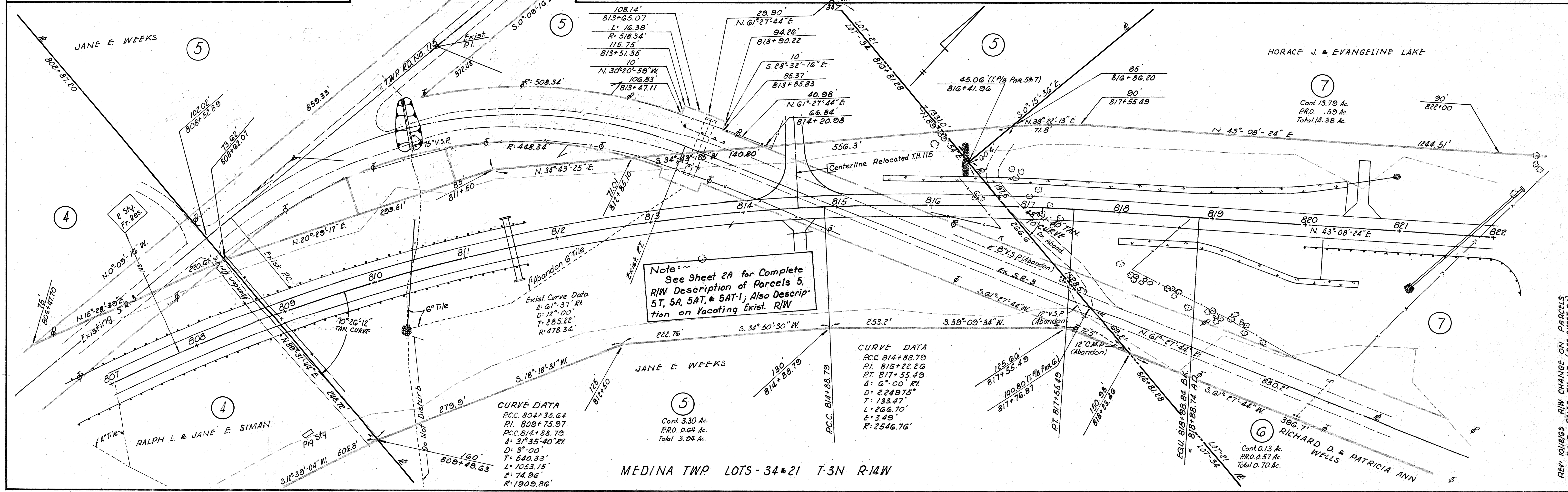
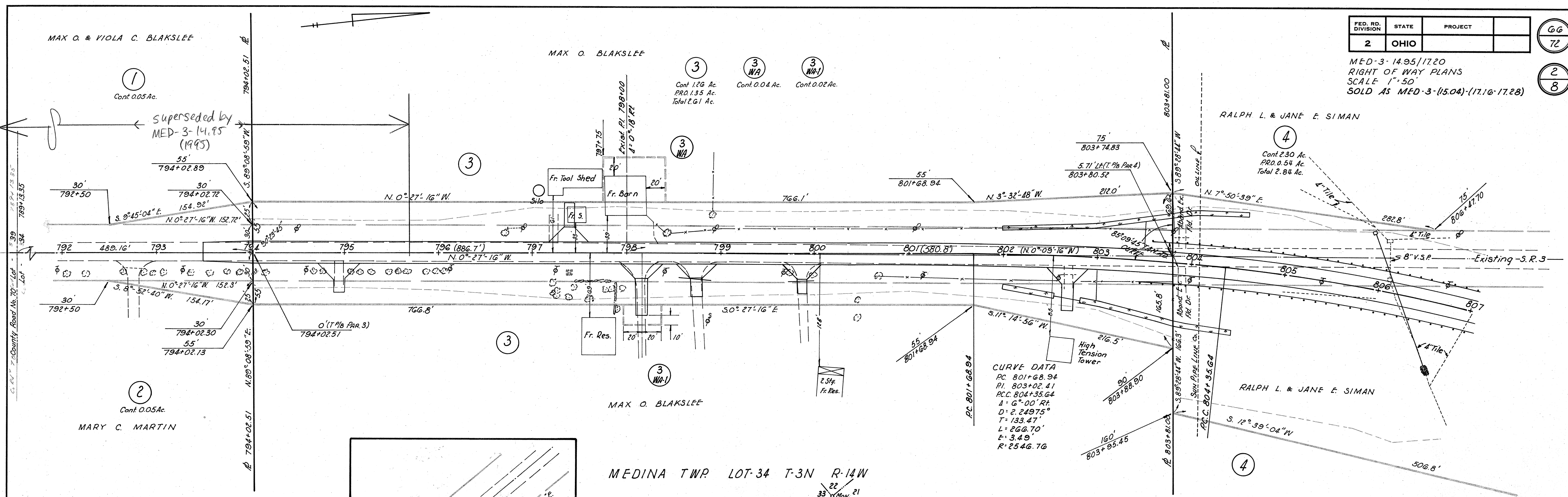
1
8

SUMMARY OF ADDITIONAL RIGHT OF WAY REQUIRED

PARCEL NO.	PROPERTY OWNER	DEED RECORD		DEED AREA	TO BE ACQUIRED		RESIDUE		SHEET NO.	REMARKS
		BOOK	PAGE		LAND	BLDG'S	LEFT	RIGHT		
✓ 1	Max O. & Viola C. Blakslee	199	585	9.77	0.05		9.72		2	
✓ 2	Mary C. Martin	153	433	24.41	0.05			24.36	2	
✓ 3	Max O. Blakslee	153	434	68.36	1.26	Yes	19±	47±	2	
3WA	" " "	187	176		0.07				2	
3WA-1	" " "				0.02				2	
✓ 4	Ralph L. & Jane B. Siman	284	375	36.50	2.30		9±	25±	2	
✓ 5	Jane E. Weeks	168	537	98.60	3.30		74±	21±	2	
✓ 6	Richard D. & Patricia Ann Wells	210	80	18.63	.13		18.50		2±3	
✓ 7	Horace J. & Evangeline Lake	225	514	66.63	13.79	Yes	41±	10±	2±3	
✓ 7X	" " " "				0.10				3	
✓ 7WA	" " " "				0.07				3	
✓ 8	Lawrence Jr. & Susanne Harney	252	507	16.68	2.92		0.10±	14±	3	
✓ 8X	" " " "				0.04				3	
✓ 9	Lester C. & Mae E. Sternecker	251	70	23.23	5.82				1,3±4	See Parcel No. 9Y & 9WA-1 For Additional R/W
✓ 9A	" " " "				0.13				1±4	
✓ 9X	" " " "				0.07				3	
✓ 9TS	" " " "				0.23				4	
✓ 10	Charles & Mildred Helma	151	223	26.60	0.14		26.46		1±4	
✓ 11	Stephen & Anna Hardy	155	416	21.01	4.72		12±	2±	1,4±5	See Parcel No. 11Y For Additional R/W
✓ 11A	" " " "				1.24				1±4	
✓ 11B	" " " "				0.91				4	
✓ 11X	" " " "				0.06				4	
✓ 11TS	" " " "				0.05				4	
✓ 12	Caroline Wert	249	194	37.54	0.02		37.52		1±4	
✓ 13	Wendell E. & Neva L. Thompson	136	356	3.21	None				4	No R/W Needed
✓ 14	Sylvester P. Lux	257	79	7.36	0.11			7.25	4	
✓ 15	Duane P. & Doris L. Clarke	238	147	1.04	0.12				4±5	
✓ 16	Russell & Ann Blevins	290	253	1.02	0.36				5	
✓ 17	Charles Plues	224	32	2.03	1.01	Yes			5	Total Take
✓ 18	William Gauvin	222	521	1.00	All				5	
✓ 19	John H. & Pauline King	252	273	1.00	0.54				5	
✓ 20	Hal Rednour	214	402	1.00	0.28				5	
20WA	" " "				0.04				5	
✓ 21	Frank Horta	261	553	2.59					1±5	
✓ 22	Josephine Louderback	290	9 1/4	40.56	6.95		17±	17±	1±5	
23	Not Assigned									
24	Not Assigned									
25	Not Assigned									
✓ 26	Robert J. Hood	182	146	0.75	0.45		0.30		7	
✓ 27	Edward J. Hood	114	390	1.75	All				7	
✓ 28	Cloa Scanlon	134	15	36.80	1.50				7±8	
28TS	" " "				0.39				8	
28X	" " "				0.02				8	
28TS	" " "				0.03				8	
✓ 29	Alfred J. Gericke	282	639	141.33	2.85				7	See Parcel No. 29X For Additional R/W
✓ 29A	" " "				0.49				7	
✓ 29B	" " "				3.19				7±8	
✓ 29C	" " "				0.92				8	
✓ 30	Ruth Marie Flynn	184	442	2.5	0.44				8	
✓ 31	G. K. Walker	288	397	84.22	0.23				8	
31WA	" " "				0.05				8	
✓ 32	Harold E. & Effie M. Roshon	275	465	4.04	0.15				8	
✓ 9Y	Lester C. & Mae E. Sternecker				0.13				4	
✓ 9TS-1	" " " "				0.08				4	
✓ 11Y	Stephen & Anna Hardy				0.10				4	
✓ 29X	Alfred J. Gericke				0.10				7	
33SA	RUTH SCANLON SEELEY	283	102	9.17					7	
5T	JANE E. WEEKS				0.11				2A	
5A					0.63				2A	
5AT					0.03				2A	
5AT-1					0.01				2A	

***NOTE :-**
RELOCATION HEARING HELD JANUARY 31st 1962
APPROVED BY THE DIRECTOR OF HIGHWAYS
FEBRUARY 26, 1962 - VOL. 47, PAGE 162. EXISTING
ROAD ABANDONED AS A STATE HIGHWAY BY ENTRY
OF THE JOURNAL OF THE DIRECTOR OF HIGHWAYS
DATED AUGUST 31, 1965 - VOL. 50 - PAGE 796



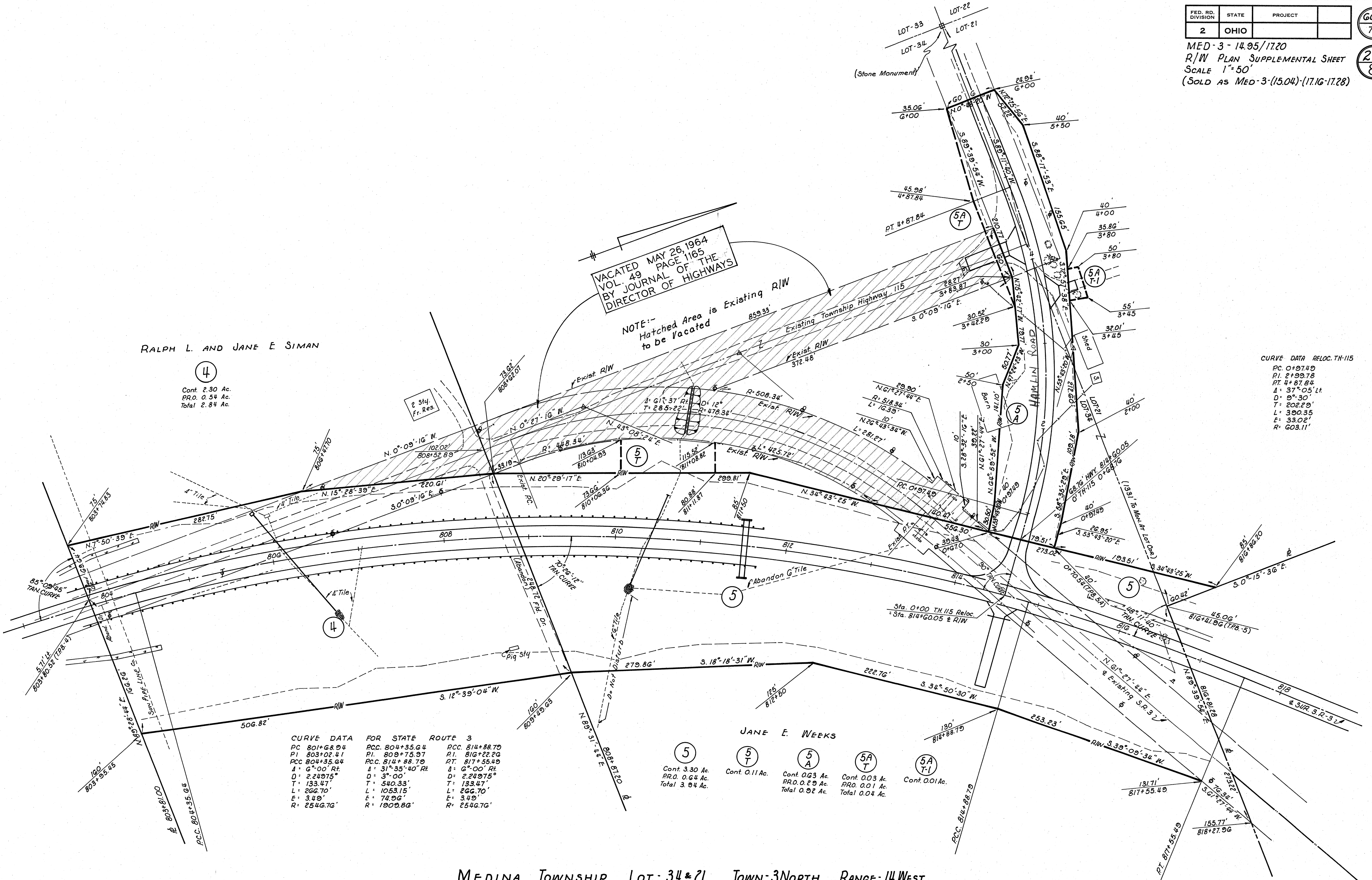


RALPH L. AND JANE E. SIMAN

4
 Cont. 2.30 Ac.
 P.R.O. 0.54 Ac.
 Total 2.84 Ac.

VACATED MAY 26, 1964
 VOL. 49 PAGE 1165
 BY JOURNAL OF THE
 DIRECTOR OF HIGHWAYS

NOTE:-
 Hatched Area is Existing R/W
 to be Vacated



CURVE DATA RELOC. TH-115
 PC: 0+97.49
 PI: 2+99.78
 PT: 4+87.84
 I: 37°05'11"
 D: 9°30'
 T: 202.29'
 E: 330.35'
 F: 33.02'
 R: 603.11'

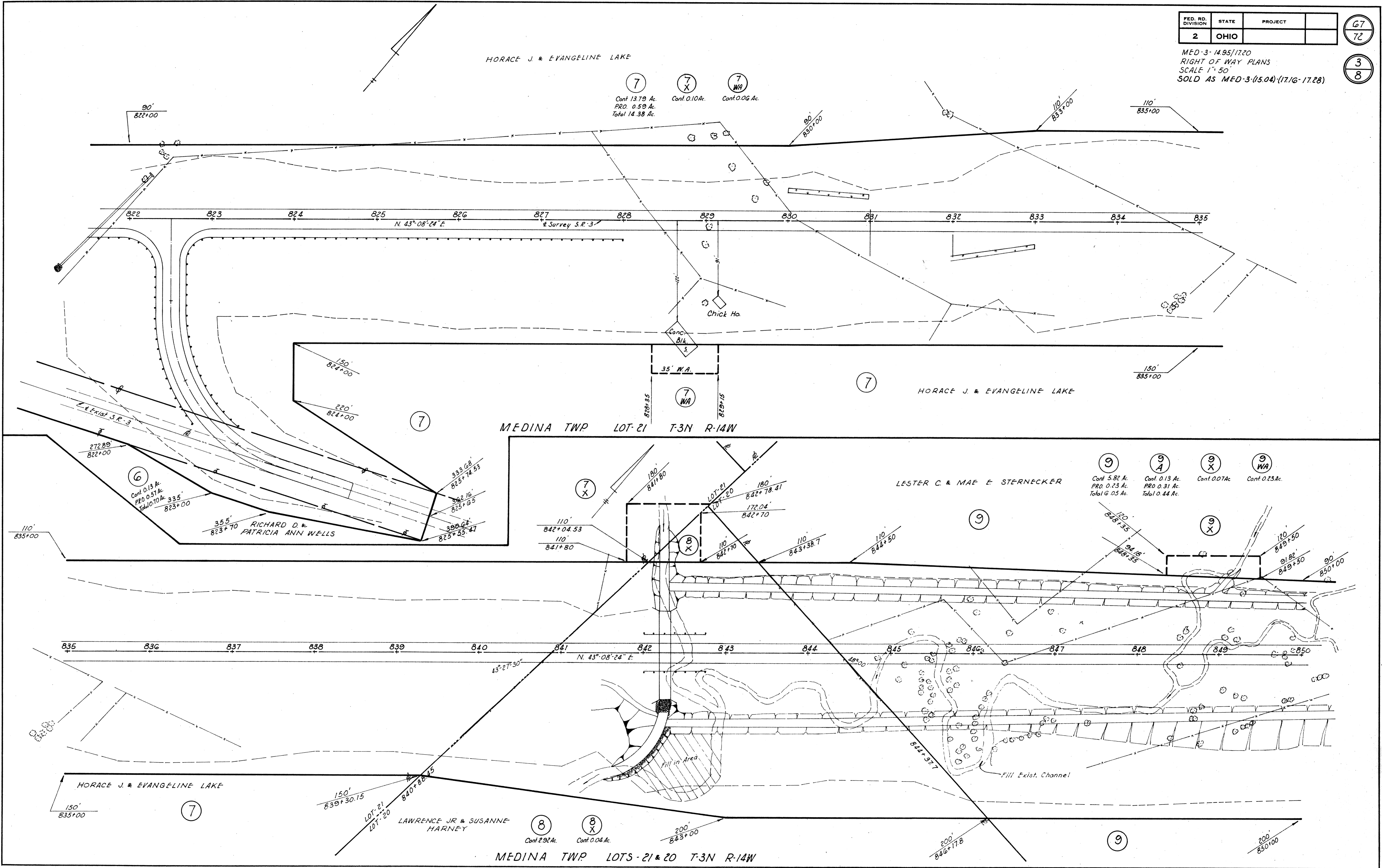
CURVE DATA FOR STATE ROUTE 3

PC 801+68.94	PCC 804+35.64	PCC 814+88.70
PI 803+02.41	PI 809+75.97	PI 816+22.26
PCC 804+35.64	PCC 814+88.70	PT 817+55.49
I: 6°00' Rt.	I: 31°35'40" Rt.	I: 6°00' Rt.
D: 2,249.75'	D: 3°00'	D: 2,249.75'
T: 133.47'	T: 540.33'	T: 133.47'
L: 266.70'	L: 1053.15'	L: 266.70'
E: 3.49'	E: 74.96'	E: 3.49'
R: 2546.76'	R: 1909.86'	R: 2546.76'

JANE E. WEEKS

5 Cont. 3.30 Ac. P.R.O. 0.64 Ac. Total 3.94 Ac.	5 Cont. 0.11 Ac.	5 Cont. 0.03 Ac. P.R.O. 0.29 Ac. Total 0.32 Ac.	5A Cont. 0.03 Ac. P.R.O. 0.01 Ac. Total 0.04 Ac.	5A Cont. 0.01 Ac.
--	---------------------	--	---	----------------------

MEDINA TOWNSHIP LOT-34 & 21 TOWN-3 NORTH RANGE-14 WEST



MED-3-14.95/17.20
RIGHT OF WAY PLANS
SCALE 1" = 50'
SOLD AS MED-3-(15.04)-(17.16-17.20)

NOTE: Par. 11 & 11A & 11B
The outlined area of portions of Parcel No. 11, 11A & 11B acquired as easements by the State of Ohio has been conveyed to the State of Ohio Dept. of Transportation by Executor's Deed from Veronica Loushine deed O.R.-404 P-706 9-13-87.

NOTE:
FOR RIGHT OF WAY ON PARCEL NOS. 9A & 10 SEE SHEET NO. 68A

CURVE DATA
PC 861+50.31
PI 875+41.82
PT 889+24.61
A: 11°05'50" R.
D: 0°24'
T: 1391.51
L: 2774.305'
E: 67.43'
R: 14323.94'

CURVE DATA
PC 9+92.80
PI 11+37.88
PT 12+67.60
A: 45°26' R.
D: 16°32'
T: 145.08'
L: 274.80'
E: 29.14'
R: 342.55'

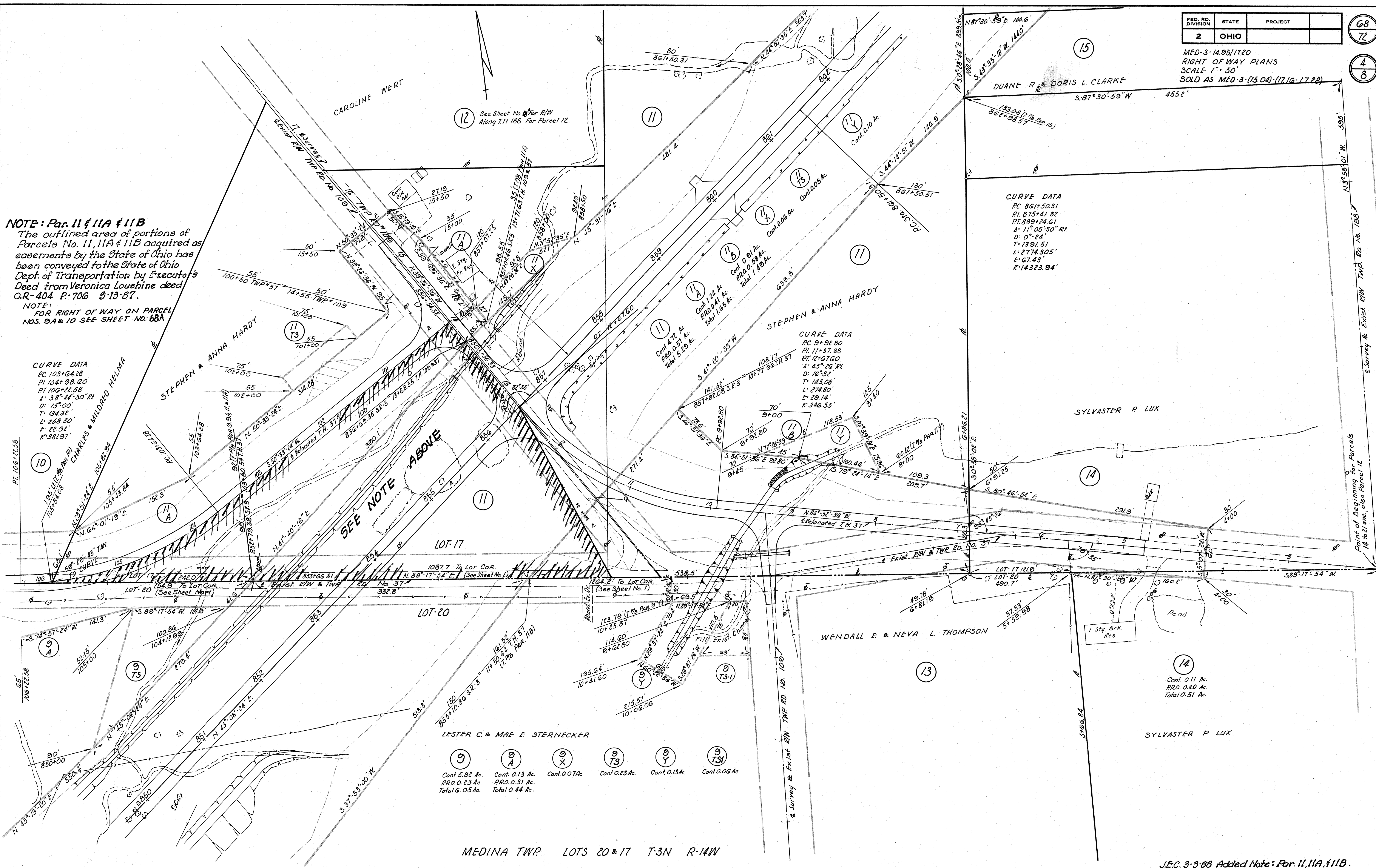
CURVE DATA
PC 103+64.28
PI 104+98.60
PT 106+22.58
A: 38°44'30" R.
D: 15°00'
T: 134.32'
L: 258.30'
E: 22.92'
R: 381.97'

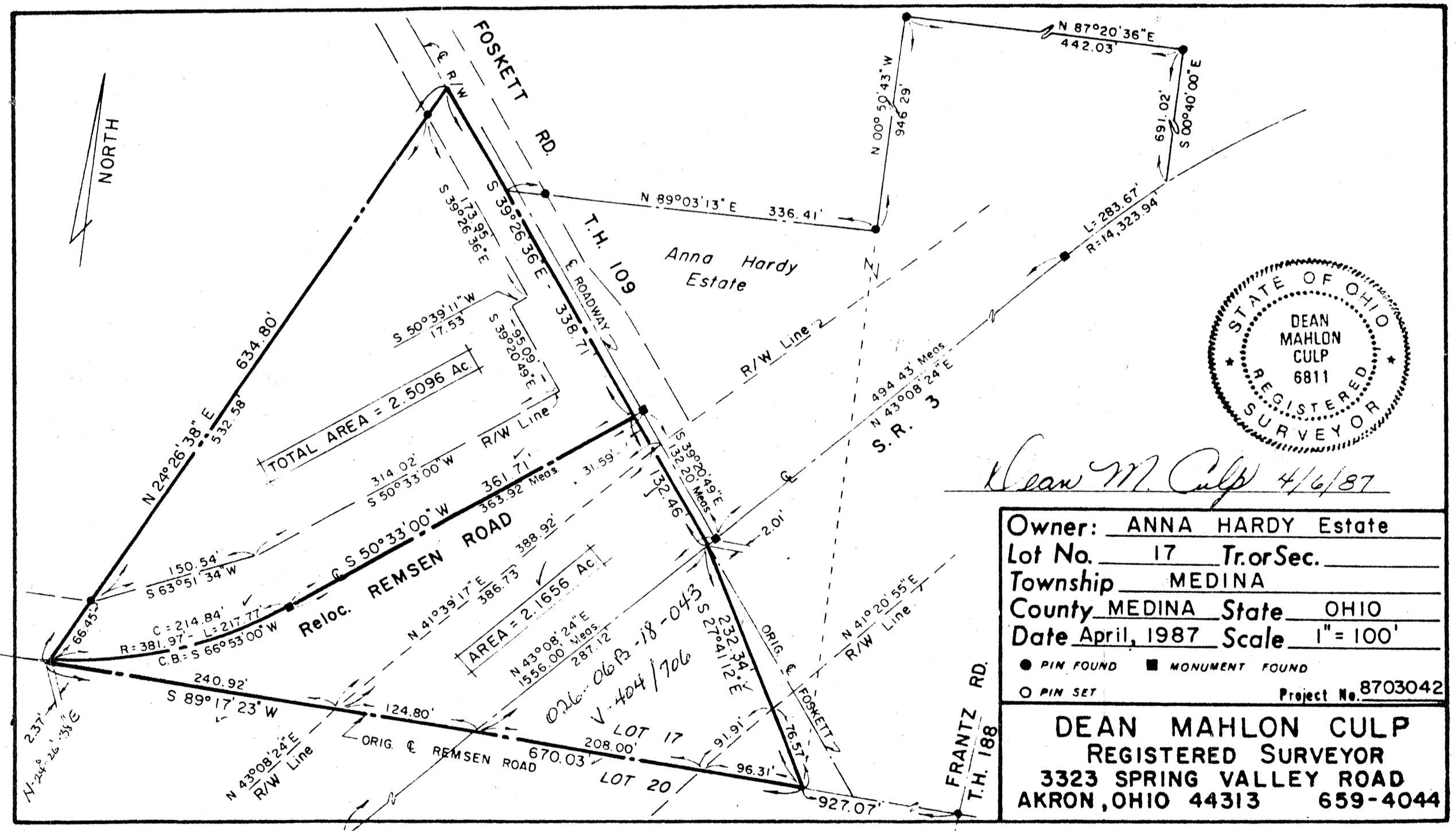
LESTER C. & MAE E. STERNECKER

9	9A	9X	9TS	9Y	9TS1
Cont. 5.82 Ac. P.R.O. 0.23 Ac. Total 6.05 Ac.	Cont. 0.13 Ac. P.R.O. 0.31 Ac. Total 0.44 Ac.	Cont. 0.07 Ac.	Cont. 0.23 Ac.	Cont. 0.13 Ac.	Cont. 0.06 Ac.

MEDINA TWP LOTS 20 & 17 T-3N R-14W

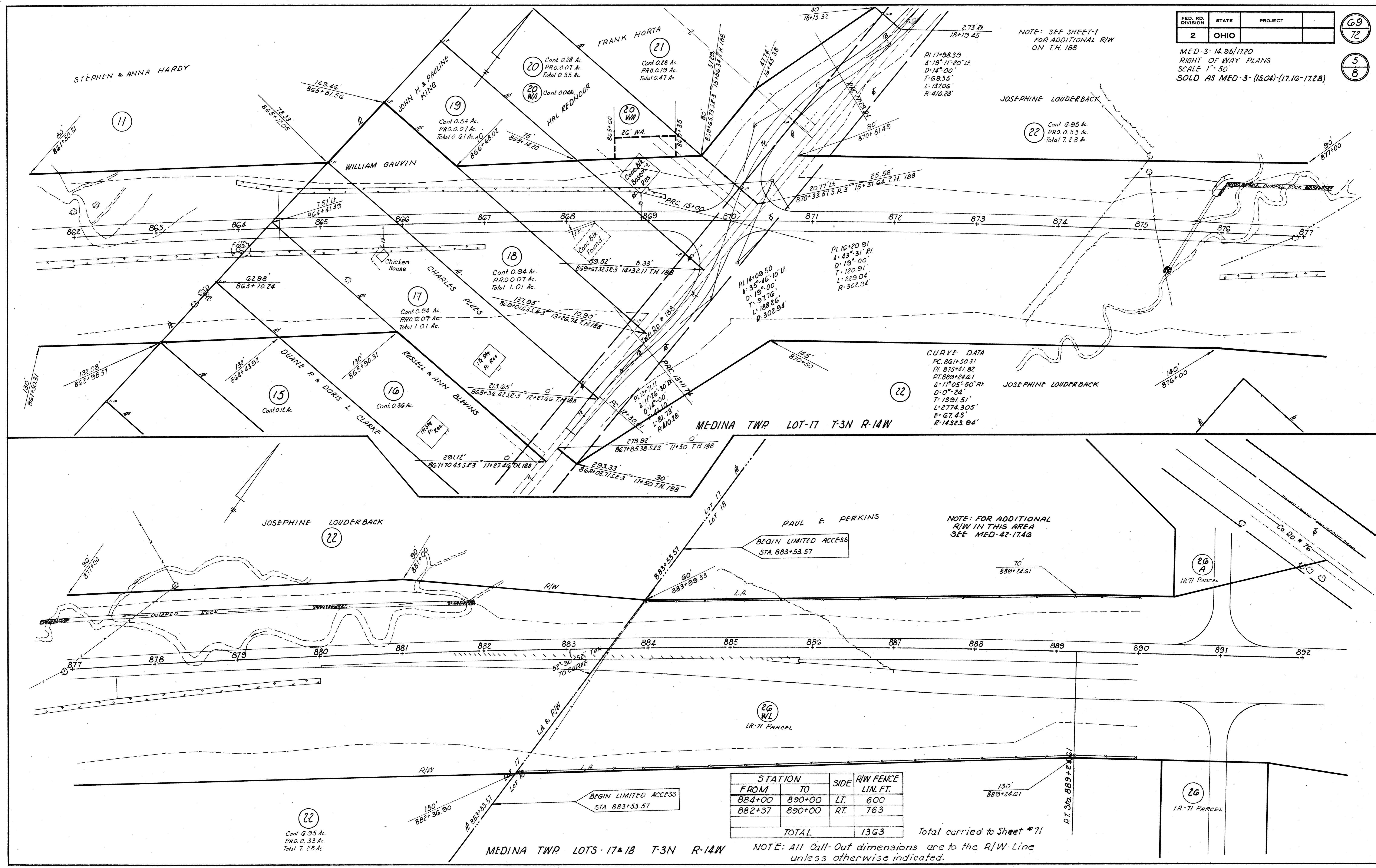
J.E.C. 3-3-88 Added Note: Par. 11, 11A, & 11B.





Owner: ANNA HARDY Estate
 Lot No. 17 Tr.orSec.
 Township MEDINA
 County MEDINA State OHIO
 Date April, 1987 Scale 1" = 100'
 ● PIN FOUND ■ MONUMENT FOUND
 ○ PIN SET
 DEAN MAHLON CULP
 REGISTERED SURVEYOR
 3323 SPRING VALLEY ROAD
 AKRON, OHIO 44313 659-4044

9-9-87



CURVE DATA
 PC 861+50.31
 PI 875+41.82
 PT 889+24.61
 Δ=1°05'50" RT
 D=0°-24'
 T=1391.51'
 L=2774.305'
 E=67.43'
 R=14323.94'

STATION FROM	STATION TO	SIDE	R/W FENCE LIN. FT.
884+00	890+00	LT.	600
882+37	890+00	RT.	763
TOTAL			1363

Total carried to Sheet #71

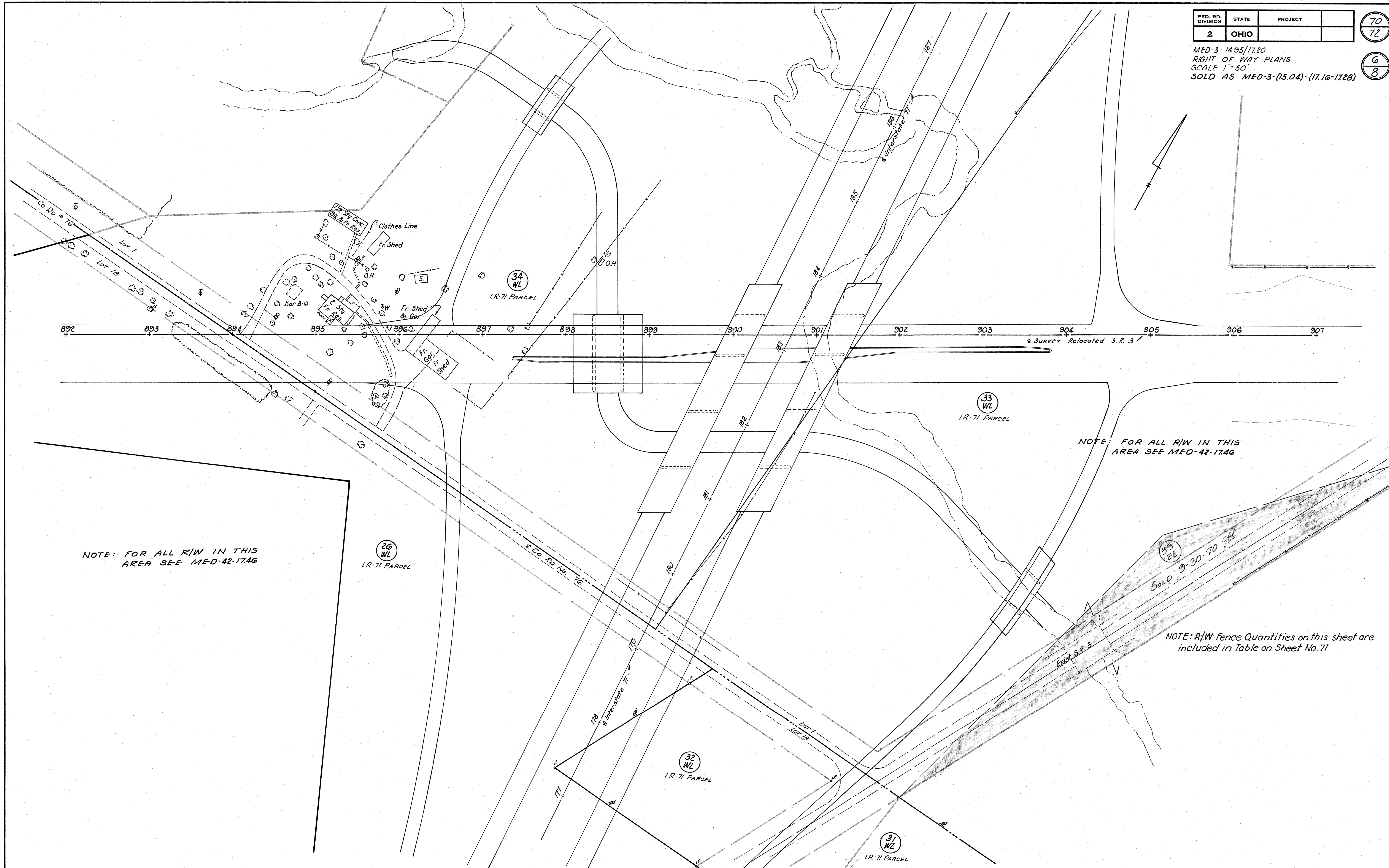
NOTE: All Call-Out dimensions are to the R/W Line unless otherwise indicated.

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

70
72

MED-3-1495/1720
RIGHT OF WAY PLANS
SCALE 1"=50'
SOLD AS MED-3-(15.04)-(17.16-1728)

6
8

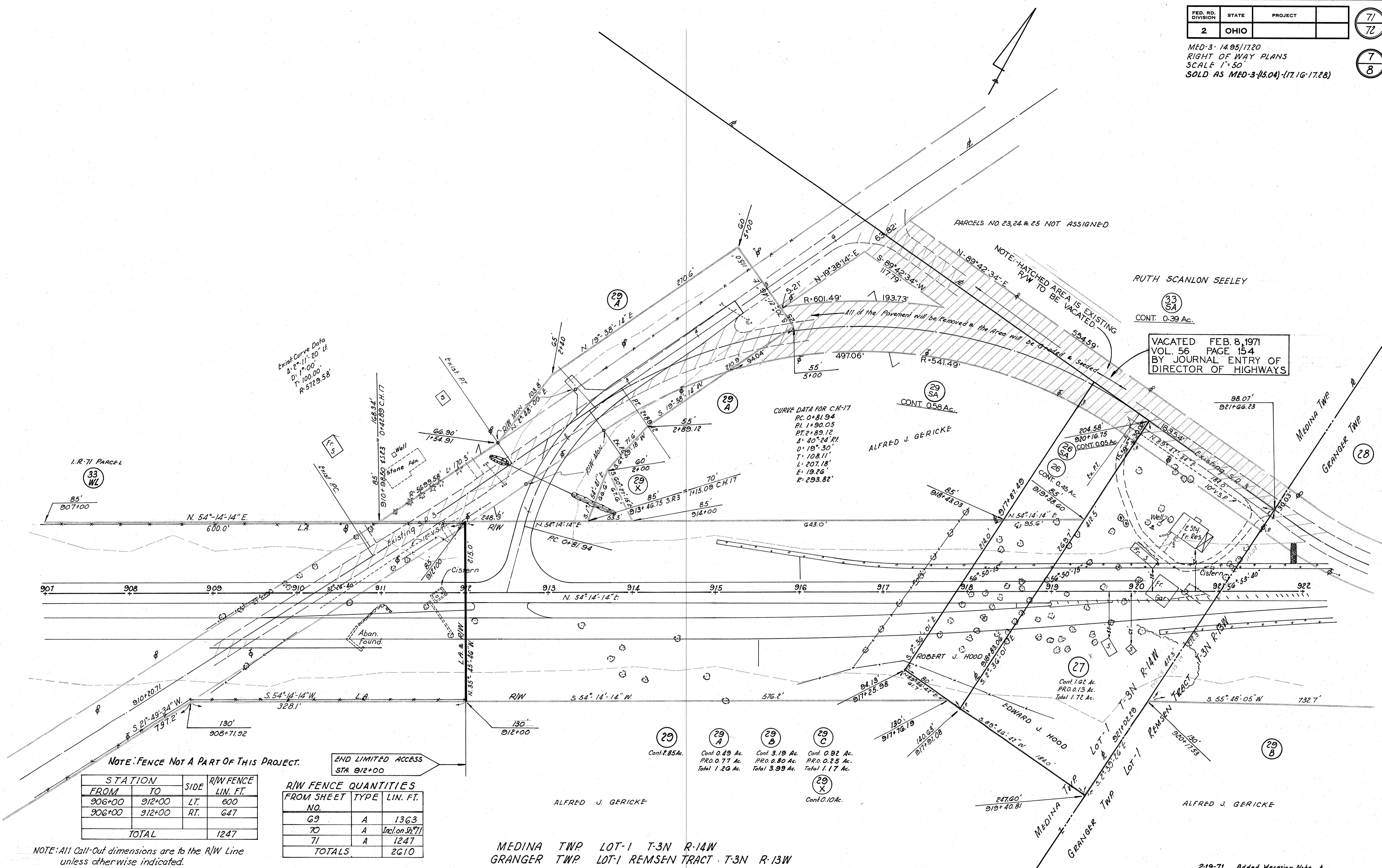


NOTE: FOR ALL R/W IN THIS AREA SEE MED-42-1746

NOTE: FOR ALL R/W IN THIS AREA SEE MED-42-1746

NOTE: R/W Fence Quantities on this sheet are included in Table on Sheet No. 71

MED-3-14.95/1720
 RIGHT OF WAY PLANS
 SCALE 1"=50'
 SOLD AS MED-3-(15.04)-(17.16-17.28)



RUTH SCANLON SEELEY
 CONT. 0.39 Ac.
 VACATED FEB. 8, 1971
 VOL. 56 PAGE 154
 BY JOURNAL ENTRY OF
 DIRECTOR OF HIGHWAYS

CURVE DATA FOR C.H. 17
 PC: 0+81.94
 PI: 1+90.05
 PT: 2+89.12
 L: 40°24'34"
 T: 108.11'
 E: 19.26'
 R: 293.82'

NOTE: FENCE NOT A PART OF THIS PROJECT.

STATION FROM	STATION TO	SIDE	R/W FENCE LIN. FT.
906+00	912+00	LT.	600
906+00	912+00	RT.	647
TOTAL			1247

R/W FENCE QUANTITIES FROM SHEET NO.	TYPE	LIN. FT.
69	A	1363
70	A	Incl. on 5/27/71
71	A	1247
TOTALS		2610

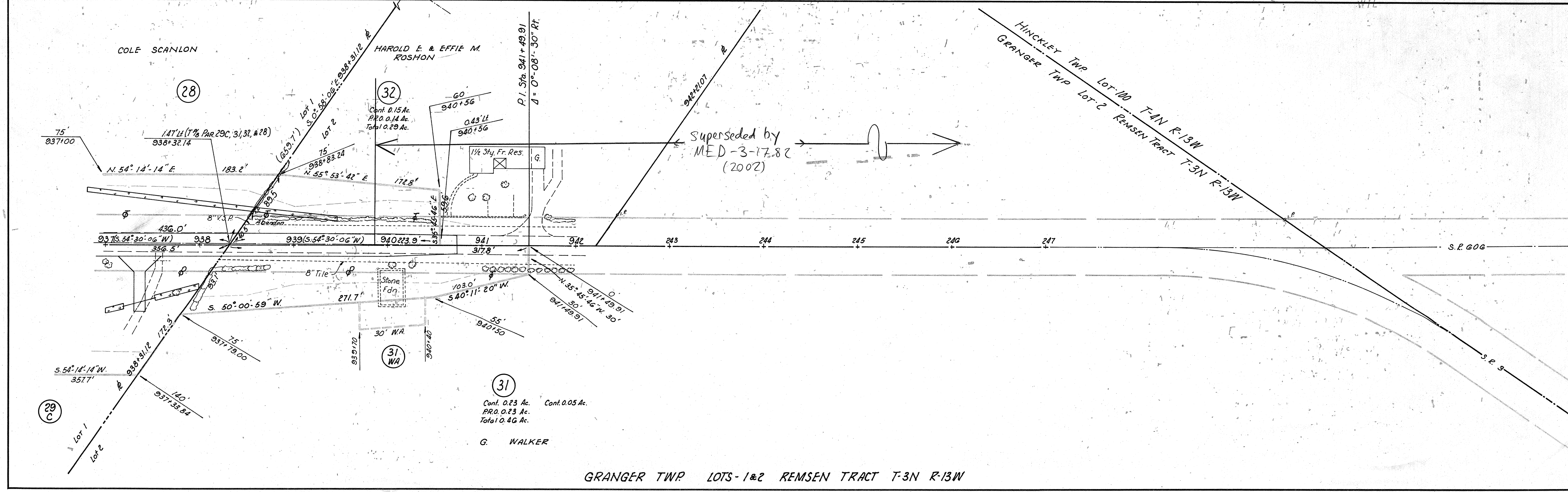
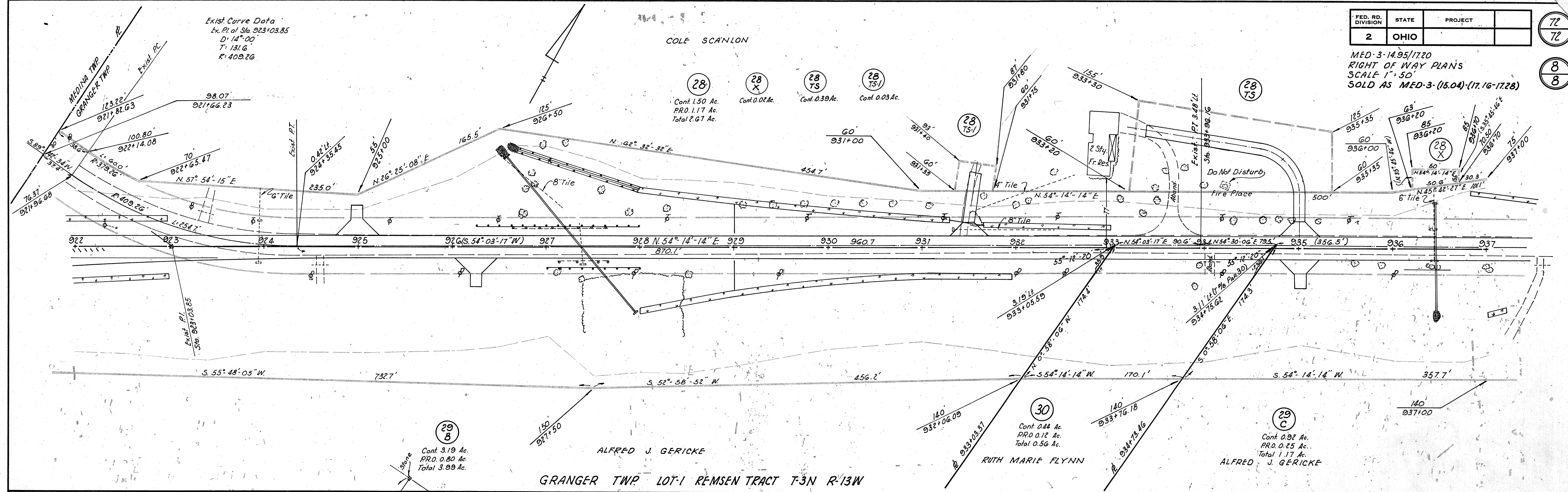
NOTE: All Call-Out dimensions are to the R/W Line unless otherwise indicated.

MEDINA TWP LOT-1 T-3N R-14W
 GRANGER TWP LOT-1 REMSEN TRACT T-3N R-13W

FED. RD. DIVISION	STATE	PROJECT
2	OHIO	

72
72
8
8

MED-3-14.95/1720
RIGHT OF WAY PLANS
SCALE 1" = 50'
SOLD AS MED-3-(15.04)-(17.16-17.28)



GENERAL DESCRIPTION

DESCRIPTION

The project consists of two sections of a major relocation of SR 3, by using heavy-duty, spaced, closely spaced, 2.5 miles in total length. The first section, designated MED-3-15.04, begins on SR 3 approximately 1800 feet west of Twp. Road 115, approximately 1 mile south of Weymouth, extending northeasterly, and terminating 0.5 miles north of Weymouth, 1000 feet west of Twp. Road 117, at Station 11+00. The second section, designated MED-3-17.28, begins 200 feet west of Twp. Road 117, and extends in a northeasterly direction, and terminates approximately 0.5 mile south of SR 3. Aerial photos enclosed in this report are the profiles of several intersection points.

The proposed grade indicates the following:

MED-3-15.04 - cut, ranging between 10 feet in depth and 11 feet in height, between Station 0 and 6, east of Station 11.

MED-3-17.28 - cut, ranging between 10 feet in depth and 11 feet in height, between Station 11 and 12, east of Station 11.

County Road 27 (L.L.) - fill embankment, ranging between 0 and 5 feet in height.

County Roads 109 and 37 (P.L.) - cut, ranging between 0 and 5 feet in depth, and 0 and 5 feet in height, ranging between 0 and 6, east of Station 11.

County Road 117 - cut, ranging between 0 and 5 feet in height.

Twp. Road 117 - fill embankment, ranging between 0 and 5 feet in height.

CONVEYANCE CHARACTERISTICS OF THE PROFILE

The project is located on a sharply rolling portion of the landscape, and is situated in an area of poor surface drainage. The profile shows a layer of silty sand, silt, and shale bedrock, of Mississippian age.

EXPLORATION

Exploratory borings were made by means of truck-mounted mechanical hand augers, and were located in areas of difficult access, between March 28 and April 11, 1962.

HISTORICAL DISCUSSION

MED-3-15.04

Materials occurring immediately below proposed grade consist of sandy silt, silt, silt clay, and clay. In the A-1, A-1a, and A-2-G classifications, generally having moisture contents in the lower portion of or below the plastic range, with the exception of wet silt, encountered at grade at station 12+00. Frost susceptible silt was encountered within three feet of proposed grade at stations 10+00, 11+00, 12+00, 13+00, and 14+00.

Embankment foundation materials are predominantly comprised of sandy silt, silt, and silt clay, in the A-1 and A-1a classifications. Wet, sandy silts and silts, containing various amounts of organic matter were found to occur between stations 12+00 to 13+00 and 13+00 to 14+00.

MED-3-17.28

Materials occurring immediately below proposed grade and in the embankment foundation areas are comprised largely of silts and silt clays, in the A-1b and A-1a classifications, generally having moisture contents within the plastic range.

Frost susceptible silt was encountered within three feet of grade at station 12+00.

County Road 27 (L.L.)

Borings disclose that the embankment foundation materials are comprised of sandy silt, silt, and silt clay, in the A-1 and A-1a classifications, having rather high moisture contents, or moisture contents in the upper portion of or above the plastic range and containing various amounts of organic matter.

County Roads 109 and 37 (P.L.)

Materials occurring immediately below grade and in the embankment foundation areas consist of frost susceptible silt (Station 11+00) and sandy silts, in the A-1 classification.

County Road 117

Materials occurring immediately below proposed grade consist of frost susceptible silt and silt clays, in the A-1b and A-1a classifications, having moisture contents within the plastic range.

Twp. Road 117

Embankment foundation materials consist of silts and silt clay, in the A-1b and A-1a classifications, having moisture contents within the plastic range.

LEGEND FOR PROJECT-AVERAGE RESULTS OF TESTS- SAMPLES TESTED

DESCRIPTION	H.B.B. CLASS	ORG. CLASS	% SAND	% SILT	% CLAY	LIQ. LIMIT	PLASTICITY INDEX	WATER CONTENT	SAMPLES TESTED
Gravel	A-1-A(0)	A-1-A	71	26	3	96	11	15	2
Gravel with sand	A-1-A(0)	A-1-A	65	31	4	87	12	15	6
Fine sand coarse sand	A-2-A(0)	A-2-A	70	29	1	82	11	21	1
Gravel and sand (silt) sents with sand and silt	A-2-A(0)	A-2-A	40	59	1	100	11	14	0
Sandy silt	A-4(5)	A-4	15	77	8	76	11	10	9
Silt	A-6(1)	A-6	9	81	10	74	11	12	20
Silt and clay	A-6(5)	A-6	7	87	6	67	11	20	100
Silt and clay	A-6(11)	A-6	2	84	14	66	11	22	14
Expansive clay	A-7-E(17)	A-7-E	6	71	23	62	16	28	1
Clay	A-7-E(13)	A-7-E	3	53	44	65	16	24	12

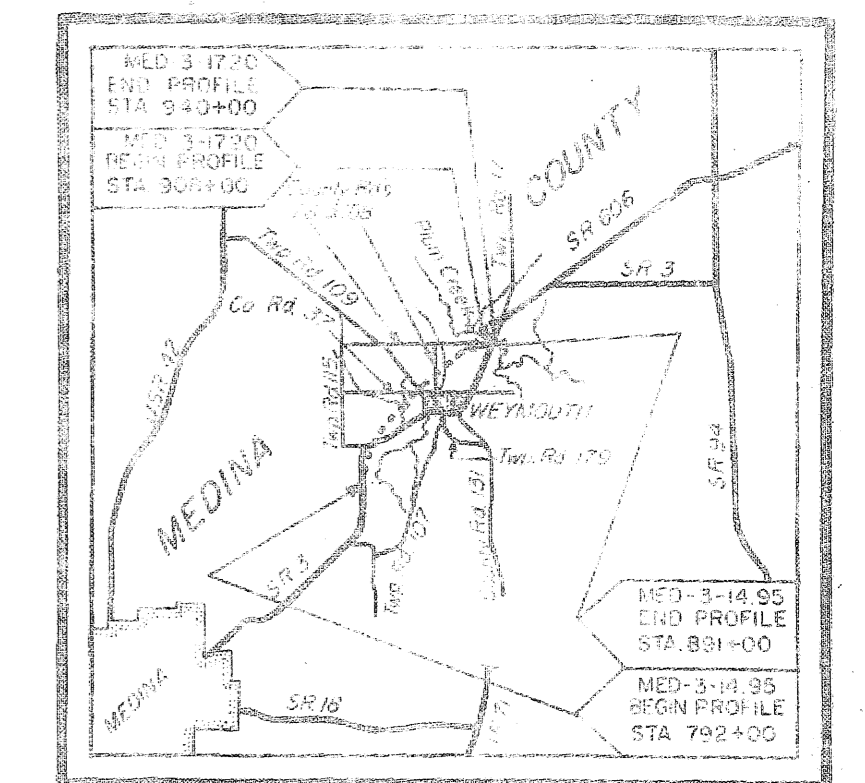
200-psi bearing capacity (approximate depth).
 Term material.
 Water content greater than liquid limit.
 Indicates a non-plastic material with high water content.
 Free water.
 NOTE: Figures beside borings indicate content in percent, e.g., 15

PART 2

SOIL PROFILE
MEDINA COUNTY
MED-3-(15.04)
MED-3-(17.10-17.28)
 OHIO STATE HIGHWAY
 TESTING LABORATORY
 COLUMBUS OHIO

1
8

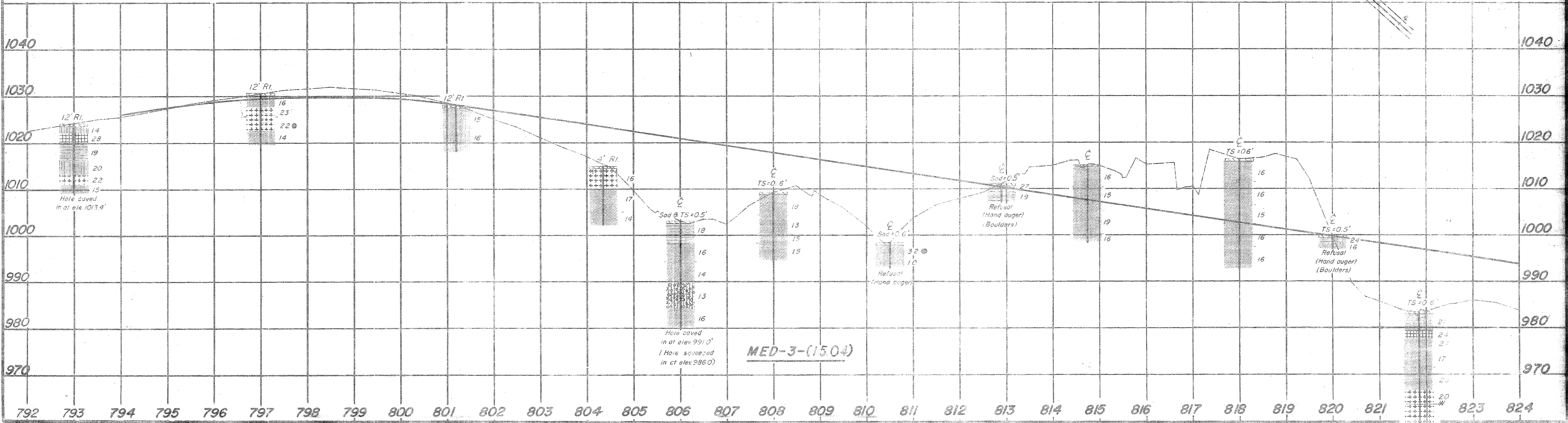
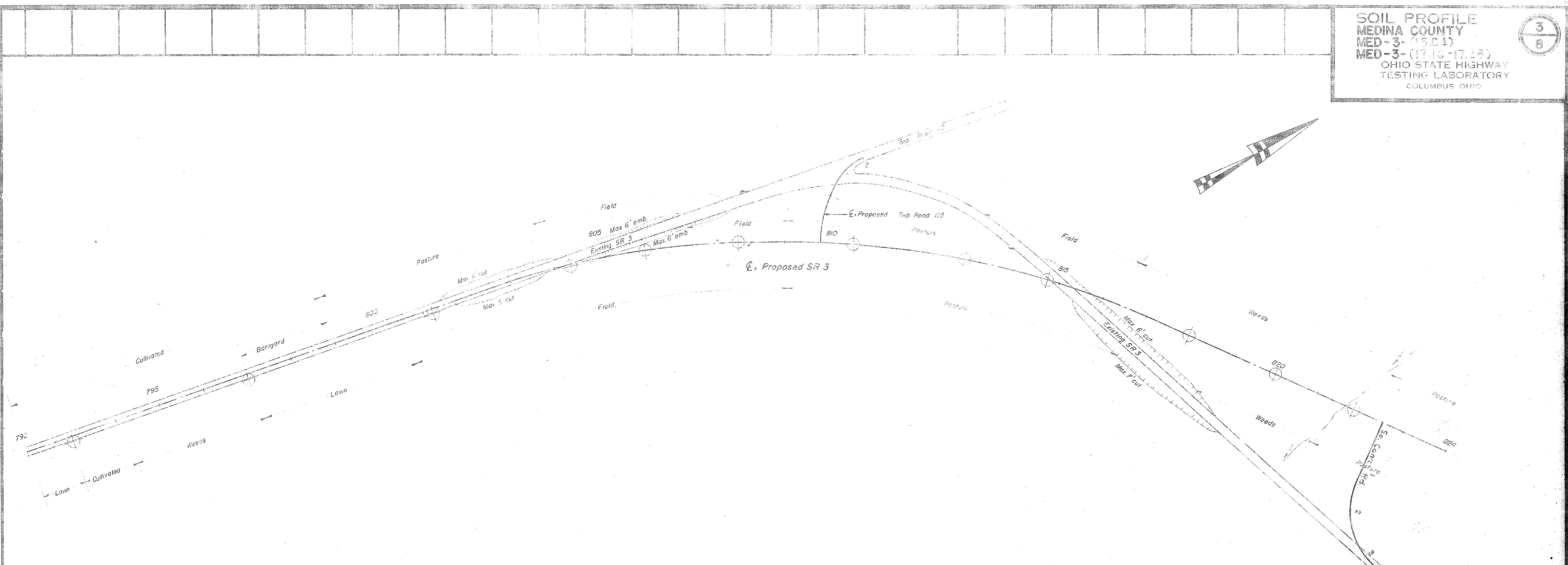
NOTE: INFORMATION SHOWN BY THIS SUBGRADE PROFILE WAS OBTAINED SOLELY FOR USE IN ESTABLISHING DESIGN CONTROLS FOR THE PROJECT. THE STATE OF OHIO DOES NOT GUARANTEE THE ACCURACY OF THIS DATA AND IT IS NOT TO BE CONSTRUED AS A PART OF THE PLANS GOVERNING CONSTRUCTION OF THE PROJECT.

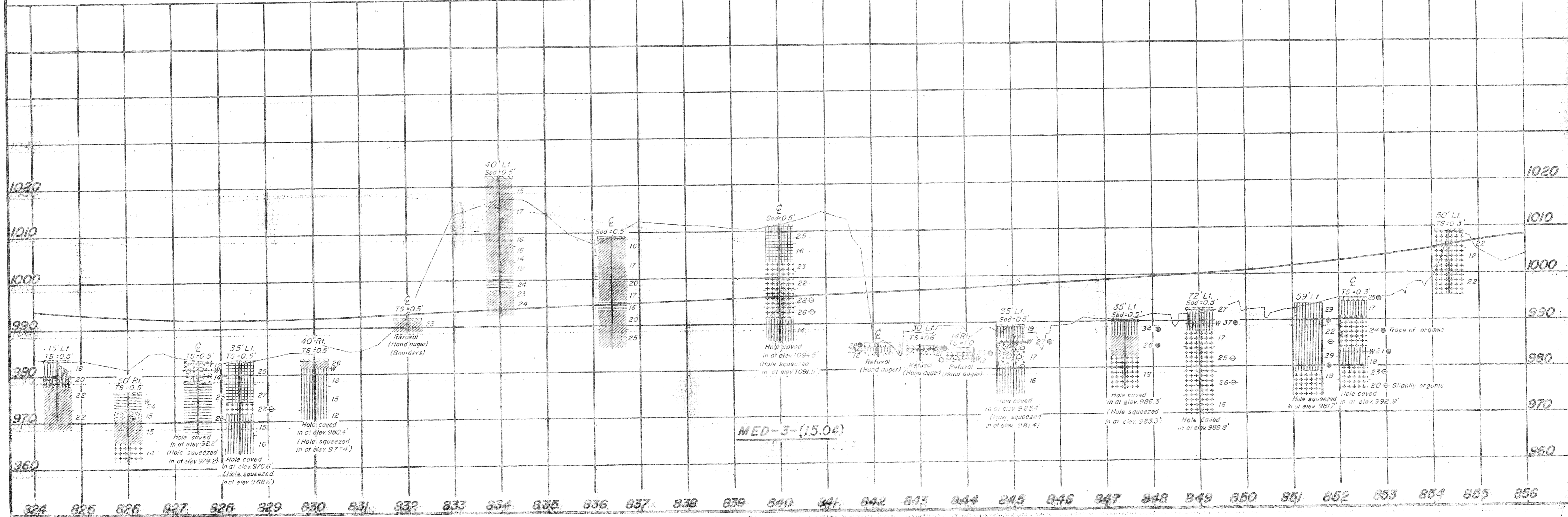
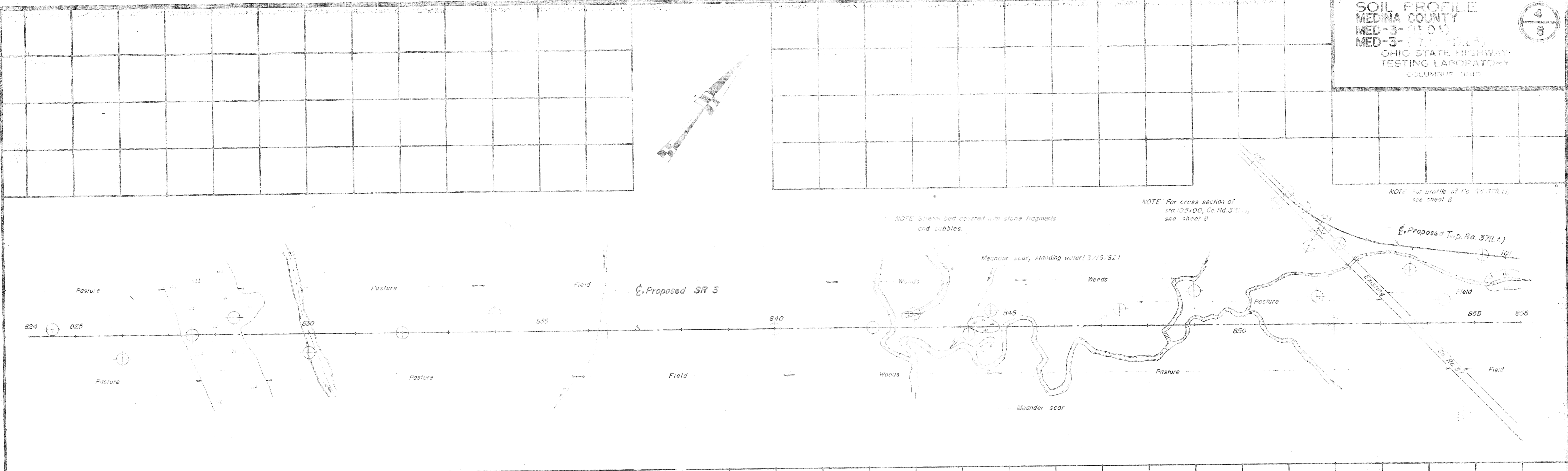
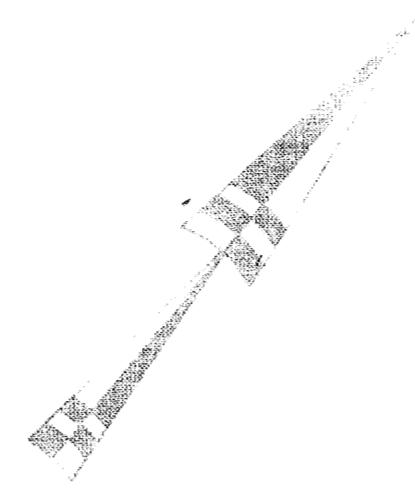


Recon - R.L.R. - 3/18/62 to 3/19/62
 Drilling - T.H.S., G.M.W., C.P.S. - 3/15/62 to 4-11-62
 Drafting - L.J.M. - 4-11-62

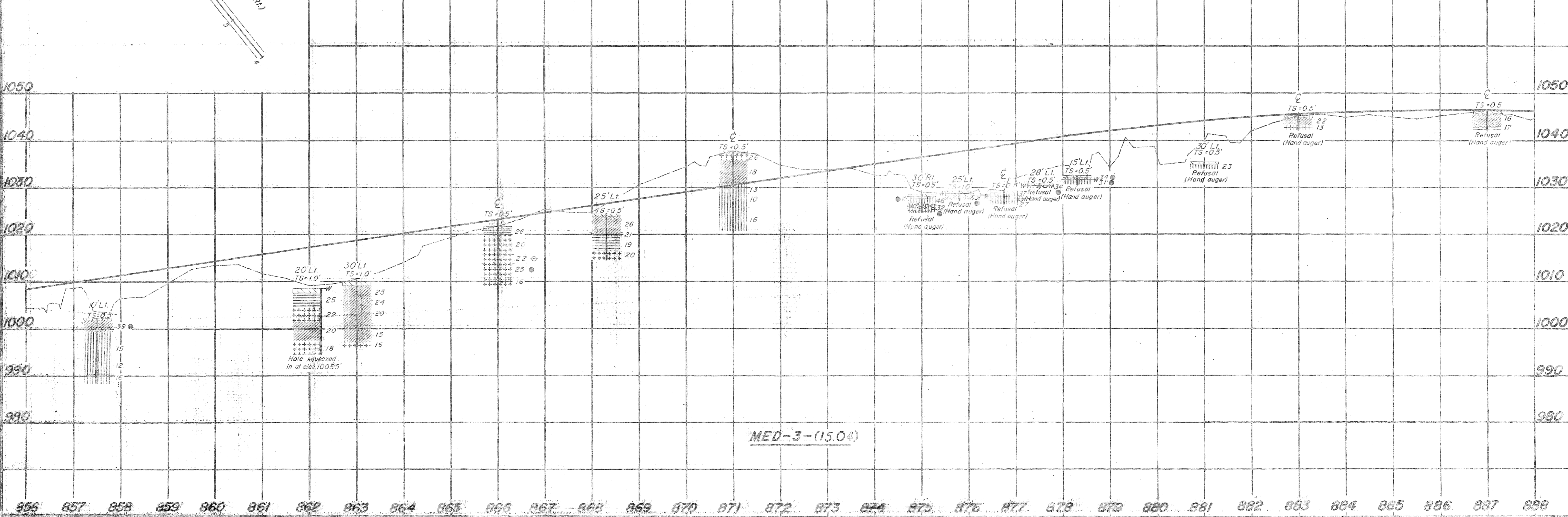
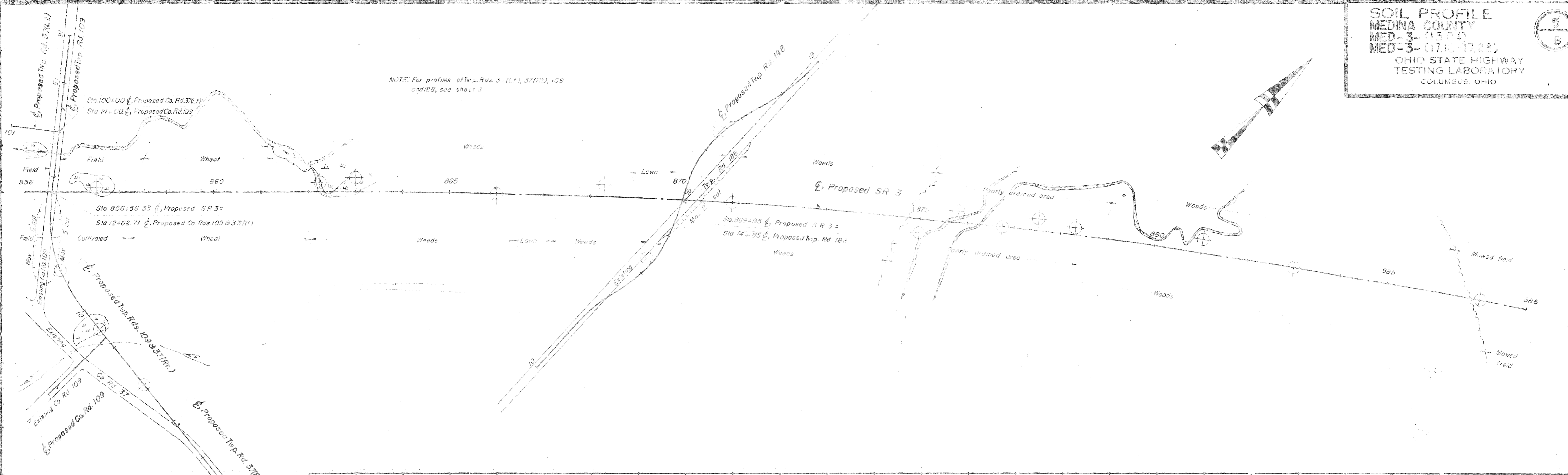
NOTATION OF SOIL TEST DATA
 NOTE: (1) shown in Liquid Limit and Plasticity Index columns indicates that the material is non-plastic.
 *Denotes sample taken at or near grade.

STATION & OFFSET	DEPTH Feet-0	S	C.S.	F.S.	SILT	CLAY	L.L.	P.L.	U.C.	CLASS.	STATION & OFFSET	DEPTH Feet-0	S	C.S.	F.S.	SILT	CLAY	L.L.	P.L.	U.C.	CLASS.	STATION & OFFSET	DEPTH Feet-0	S	C.S.	F.S.	SILT	CLAY	L.L.	P.L.	U.C.	CLASS.	STATION & OFFSET	DEPTH Feet-0	S	C.S.	F.S.	SILT	CLAY	L.L.	P.L.	U.C.	CLASS.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																													
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706+00	12' Rt	0.0-2.0	6	9	26	34	23	14	11	A-6a	806+00	CL	0.0-2.0	37	7	14	19	23	34	11	31	A-6a	105+00	00' Lt	0.0-5.0	11	1	21	10	21	36	5	20	A-6a	0.0-5.0	11	1	21	10	21	36	5	20	A-6a	105+00	00' Lt	5.0-7.0	0	0	15	25	27	39	5	20	A-6a	105+00	00' Lt	7.0-10.0	0	0	21	20	17	39	5	20	A-6a	105+00	00' Lt	10.0-13.0	0	0	21	20	17	39	5	20	A-6a	105+00	00' Lt	13.0-15.0	0	0	19	21	12	39	5	20	A-6a	105+00	00' Lt	15.0-20.0	0	0	15	21	12	39	5	20	A-6a	105+00	00' Lt	17.0-20.0	0	0	19	21	12	39	5	20	A-6a	105+00	00' Lt	20.0-25.0	0	0	15	21	12	39	5	20	A-6a	105+00	00' Lt	25.0-30.0	0	0	15	21	12	39	5	20	A-6a	105+00	00' Lt	30.0-35.0	0	0	15	21	12	39	5	20	A-6a	105+00	00' Lt	35.0-40.0	0	0	15	21	12	39	5	20	A-6a	105+00	00' Lt	40.0-45.0	0	0	15	21	12	39	5	20	A-6a	105+00	00' Lt	45.0-50.0	0	0	15	21	12	39	5	20	A-6a	105+00	00' Lt	50.0-55.0	0	0	15	21	12	39	5	20	A-6a	105+00	00' Lt	55.0-60.0	0	0	15	21	12	39	5	20	A-6a	105+00	00' Lt	60.0-65.0	0	0	15	21	12	39	5	20	A-6a	105+00	00' Lt	65.0-70.0	0	0	15	21	12	39	5	20	A-6a	105+00	00' Lt	70.0-75.0	0	0	15	21	12	39	5	20	A-6a	105+00	00' Lt	75.0-80.0	0	0	15	21	12	39	5	20	A-6a	105+00	00' Lt	80.0-85.0	0	0	15	21	12	39	5	20	A-6a	105+00	00' Lt	85.0-90.0	0	0	15	21	12	39	5	20	A-6a	105+00	00' Lt	90.0-95.0	0	0	15	21	12	39	5	20	A-6a	105+00	00' Lt	95.0-100.0	0	0	15	21	12	39	5	20	A-6a	105+00	00' Lt	100.0-105.0	0	0	15	21	12	39	5	20	A-6a	105+00	00' Lt	105.0-110.0	0	0	15	21	12	39	5	20	A-6a	105+00	00' Lt	110.0-115.0	0	0	15	21	12	39	5	20	A-6a	105+00	00' Lt	115.0-120.0	0	0	15	21	12	39	5	20	A-6a	105+00	00' Lt	120.0-125.0	0	0	15	21	12	39	5	20	A-6a	105+00	00' Lt	125.0-130.0	0	0	15	21	12	39	5	20	A-6a	105+00	00' Lt	130.0-135.0	0	0	15	21	12	39	5	20	A-6a	105+00	00' Lt	135.0-140.0	0	0	15	21	12	39	5	20	A-6a	105+00	00' Lt	140.0-145.0	0	0	15	21	12	39	5	20	A-6a	105+00	00' Lt	145.0-150.0	0	0	15	21	12	39	5	20	A-6a	105+00	00' Lt	150.0-155.0	0	0	15	21	12	39	5	20	A-6a	105+00	00' Lt	155.0-160.0	0	0	15	21	12	39	5	20	A-6a	105+00	00' Lt	160.0-165.0	0	0	15	21	12	39	5	20	A-6a	105+00	00' Lt	165.0-170.0	0	0	15	21	12	39	5	20	A-6a	105+00	00' Lt	170.0-175.0	0	0	15	21	12	39	5	20	A-6a	105+00	00' Lt	175.0-180.0	0	0	15	21	12	39	5	20	A-6a	105+00	00' Lt	180.0-185.0	0	0	15	21	12	39	5	20	A-6a	105+00	00' Lt	185.0-190.0	0	0	15	21	12	39	5	20	A-6a	105+00	00' Lt	190.0-195.0	0	0	15	21	12	39	5	20	A-6a	105+00	00' Lt	195.0-200.0	0	0	15	21	12	39	5	20	A-6a	105+00	00' Lt	200.0-205.0	0	0	15	21	12	39	5	20	A-6a	105+00	00' Lt	205.0-210.0	0	0	15	21	12	39	5	20	A-6a	105+00	00' Lt	210.0-215.0	0	0	15	21	12	39	5	20	A-6a	105+00	00' Lt	215.0-220.0	0	0	15	21	12	39	5	20	A-6a	105+00	00' Lt	220.0-225.0	0	0	15	21	12	39	5	20	A-6a	105+00	00' Lt	225.0-230.0	0	0	15	21	12	39	5	20	A-6a	105+00	00' Lt	230.0-235.0	0	0	15	21	12	39	5	20	A-6a	105+00	00' Lt	235.0-240.0	0	0	15	21	12	39	5	20	A-6a	105+00	00' Lt	240.0-245.0	0	0	15	21	12	39	5	20	A-6a	105+00	00' Lt	245.0-250.0	0	0	15	21	12	39	5	20	A-6a	105+00	00' Lt	250.0-255.0	0	0	15	21	12	39	5	20	A-6a	105+00	00' Lt	255.0-260.0	0	0	15	21	12	39	5	20	A-6a	105+00	00' Lt	260.0-265.0	0	0	15	21	12	39	5	20	A-6a	105+00	00' Lt	265.0-270.0	0	0	15	21	12	39	5	20	A-6a	105+00	00' Lt	270.0-275.0	0	0	15	21	12	39	5	20	A-6a	105+00	00' Lt	275.0-280.0	0	0	15	21	12	39	5	20	A-6a	105+00	00' Lt	280.0-285.0	0	0	15	21	12	39	5	20	A-6a	105+00	00' Lt	285.0-290.0	0	0	15	21	12	39	5	20	A-6a	105+00	00' Lt	290.0-295.0	0	0	15	21	12	39	5	20	A-6a	105+00	00' Lt	295.0-300.0	0	0	15	21	12	39	5	20	A-6a	105+00	00' Lt	300.0-305.0	0	0	15	21	12	39	5	20	A-6a	105+00	00' Lt	305.0-310.0	0	0	15	21	12	39	5	20	A-6a	105+00	00' Lt	310.0-315.0	0	0	15	21	12	39	5	20	A-6a	105+00	00' Lt	315.0-320.0	0	0	15	21	12	39	5	20	A-6a	105+00	00' Lt	320.0-325.0	0	0	15	21	12	39	5	20	A-6a	105+00	00' Lt	325.0-330.0	0	0	15	21	12	39	5	20	A-6a	105+00	00' Lt	330.0-335.0	0	0	15	21	12	39	5	20	A-6a	105+00	00' Lt	335.0-340.0	0	0	15	21	12	39	5	20	A-6a	105+00	00' Lt	340.0-345.0	0	0	15	21	12	39	5	20	A-6a	105+00	00' Lt	345.0-350.0	0	0	15	21	12	39	5	20	A-6a	105+00	00' Lt	350.0-355.0	0	0	15	21	12	39	5	20	A-6a	105+00	00' 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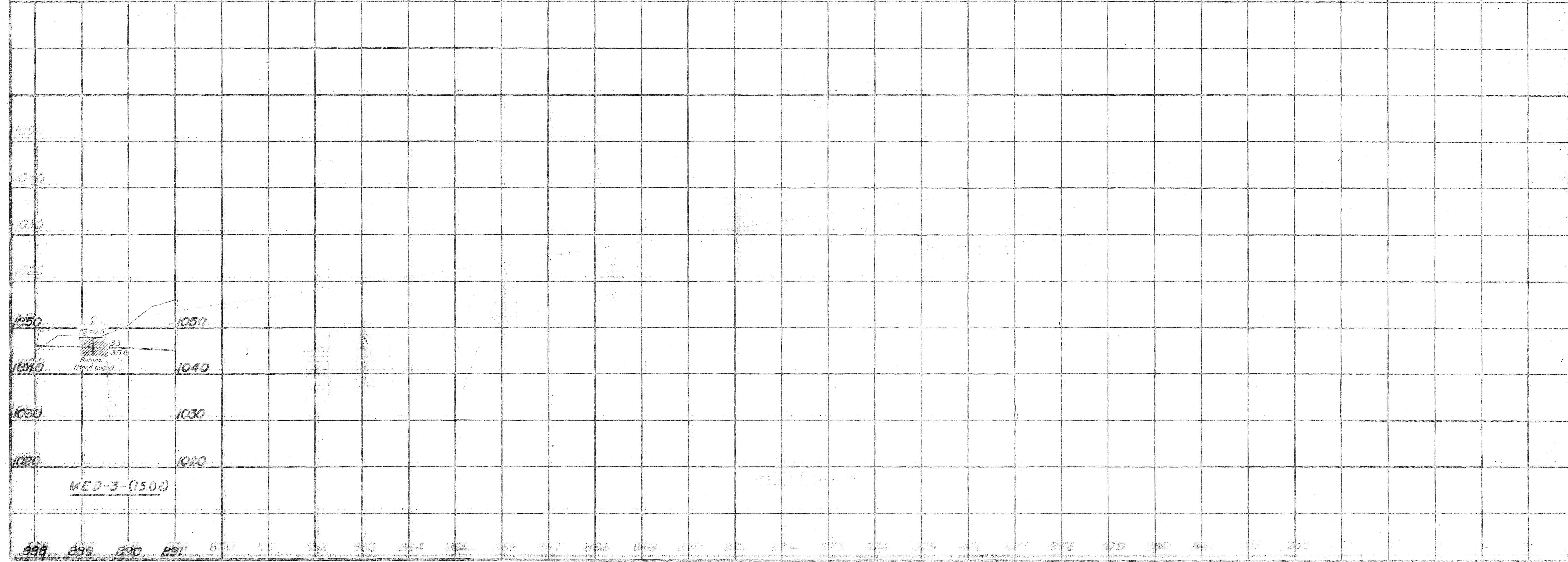
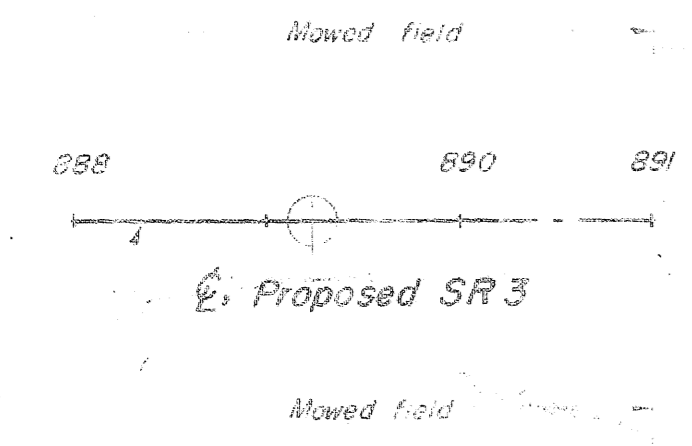
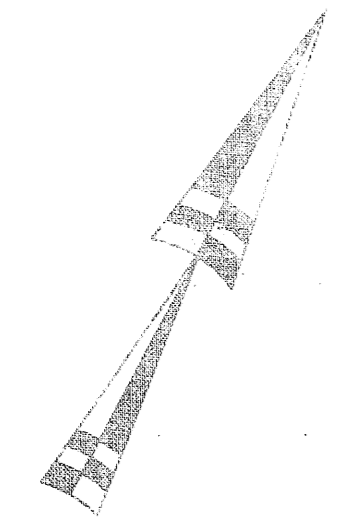
NOTE: For profiles of Trp. Rds. 37(L.R.), 37(R.R.), 109 and 188, see sheet 3



MED-3-(15.04)

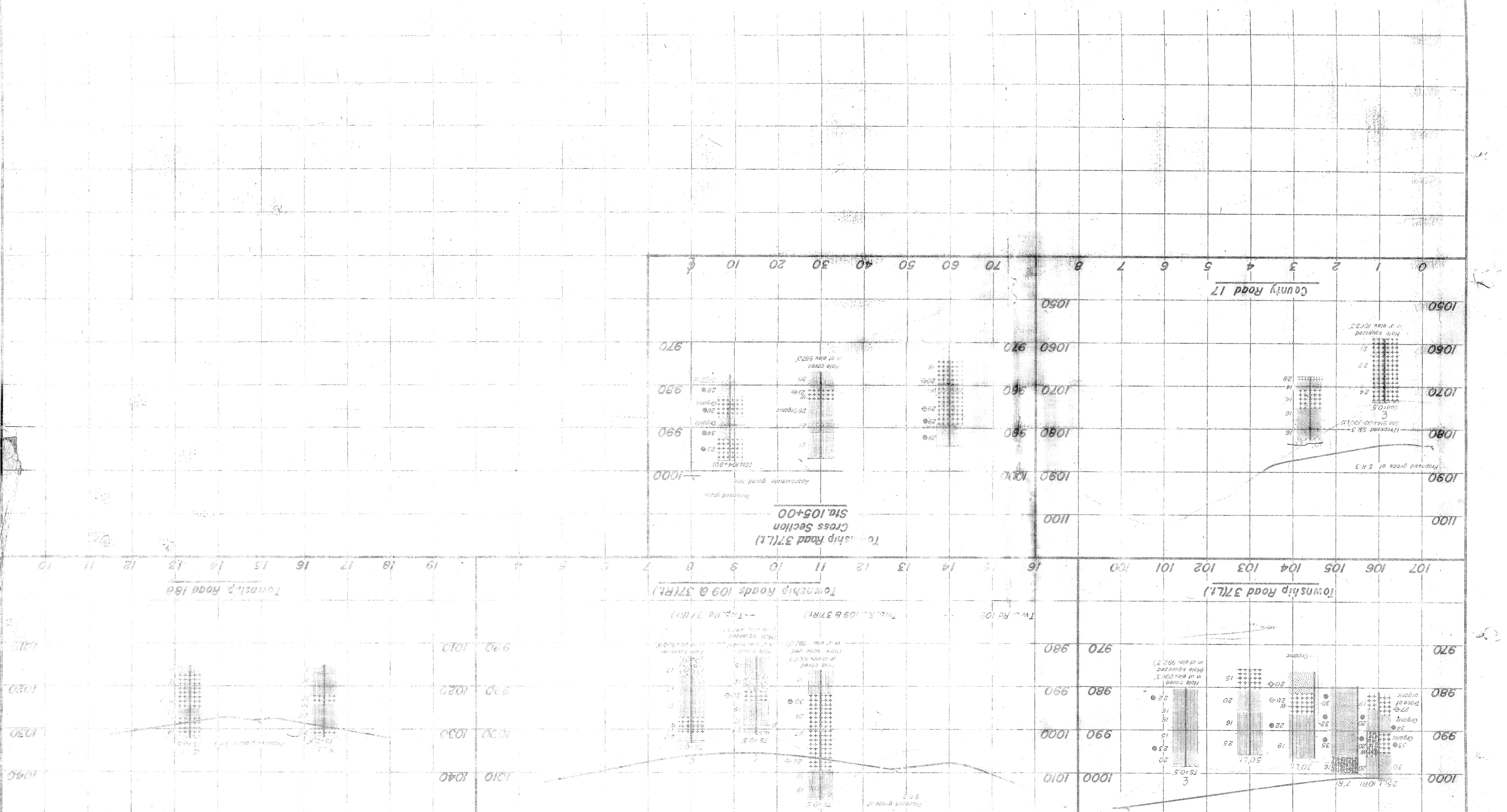
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MED-3-0500
MED-3-(15.04)
OHIO STATE HIGHWAY
TESTING LABORATORY
COLUMBUS, OHIO

6
8

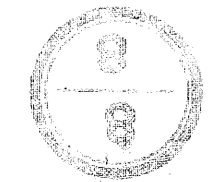


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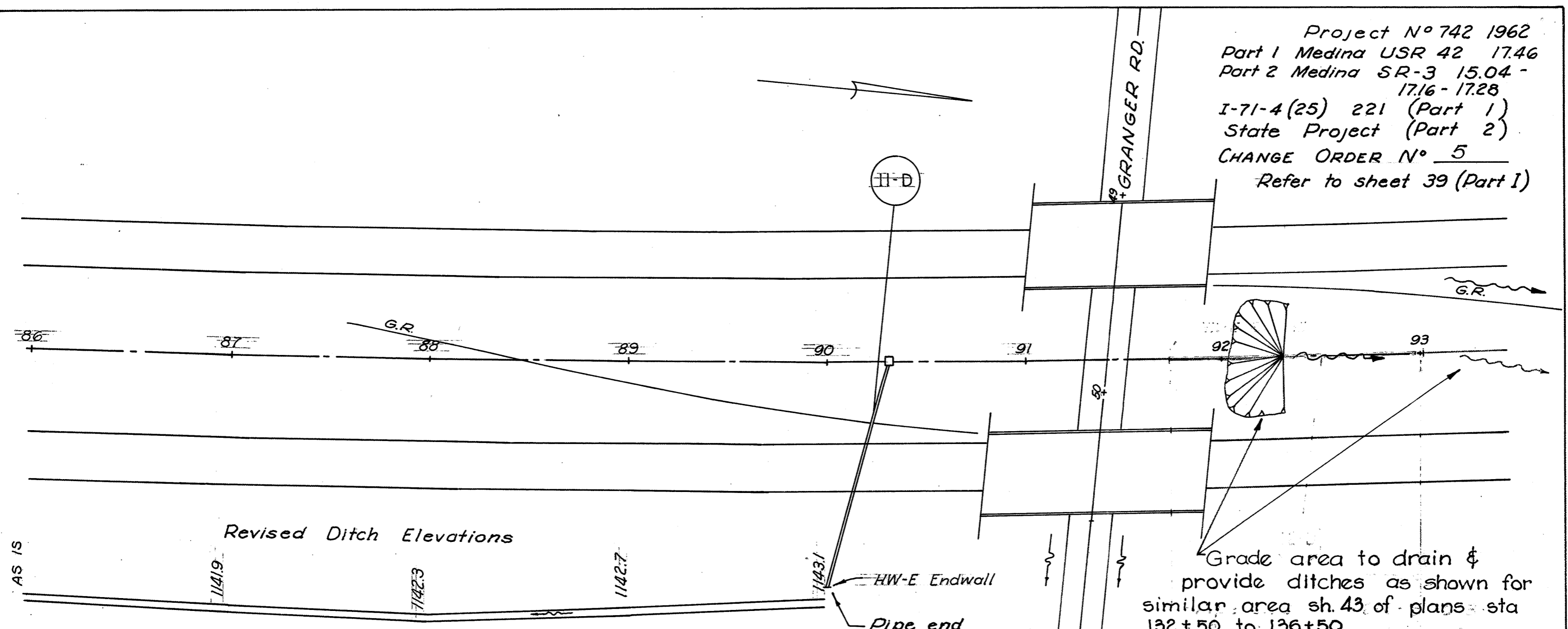
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SOIL PROFILE
 MEDINA COUNTY
 MED-3-11501
 MED-3-11715
 OHIO STATE HIGHWAY
 TESTING LABORATORY
 1822 W. BROAD ST., COLUMBUS, OH.



Project No 742 1962
 Part 1 Medina USR 42 17.46
 Part 2 Medina SR-3 15.04 -
 17.16 - 17.28
 I-71-4(25) 221 (Part 1)
 State Project (Part 2)
 CHANGE ORDER No 5
 Refer to sheet 39 (Part 1)

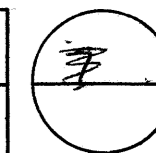


SHEET REF	REF No.	ITEM No.	NON PERF.	ADDITION	UNIT	DESCRIPTION
11-D	52	I-1		116	Lin.Ft.	15" Pipe, Class A-1, M-6.6 a M-6.8 b
12-D	111	I-8	1		Each	Std. No. 2-2B Catch Basin
11-D, 12-D	93	I-1	234		Lin.Ft.	15" Pipe, Class F-1
12-D	123	I-10	2		Cu.Yd.	Dumped Rock Channel Protection
12-D	104	I-2	0.26		Cu.Yd.	Masonry Endwall Type "E"
12-D	127	L-10	3		Sq.Yd.	Sodding

TYPICAL SECTIONS

Scale 1" = 5'

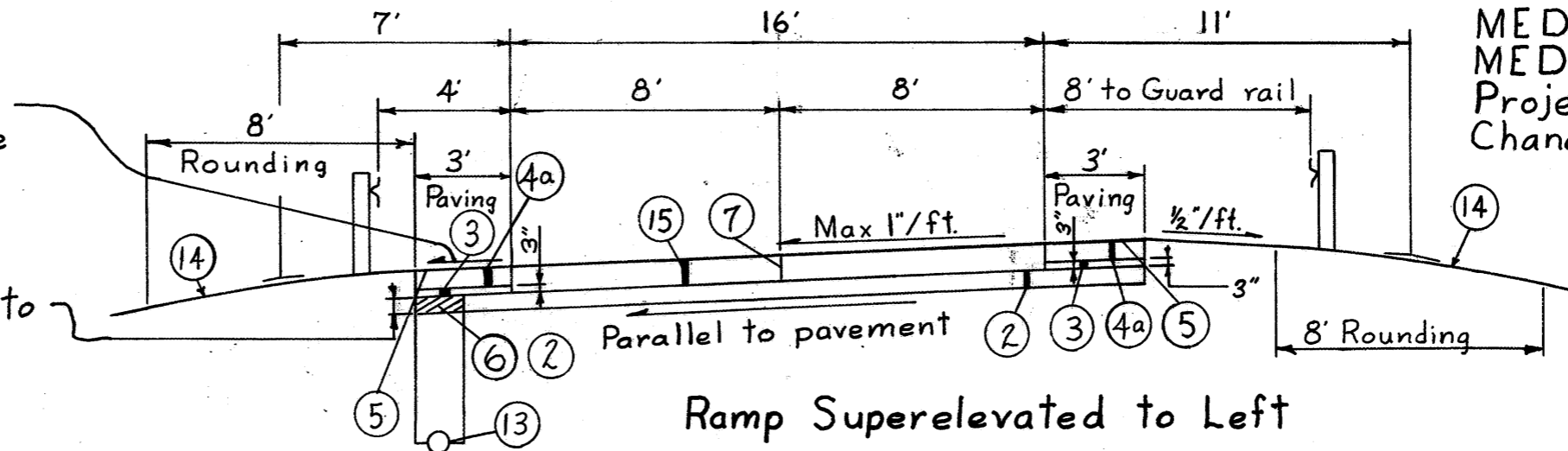
FED. RD. DIVISION	STATE	PROJECT
2	OHIO	



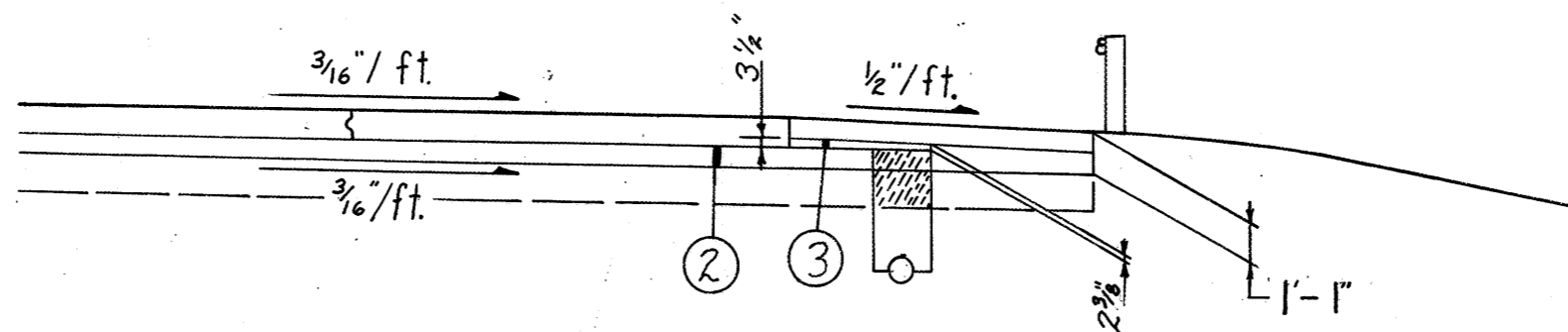
MEDINA COUNTY
 MED-42-73
 Project No. 742(62)
 Change Order No. 7

Whenever Superelevation is greater than $\frac{1}{2}$ "/ft, shoulder slope must be the same as Ramp Superelevation.

Varies uniformly from $4\frac{1}{2}$ " for 1.56% to $5\frac{1}{2}$ " for 4.17% superelevation.
 $5\frac{1}{2}$ " for superelevation 4.17% or more.

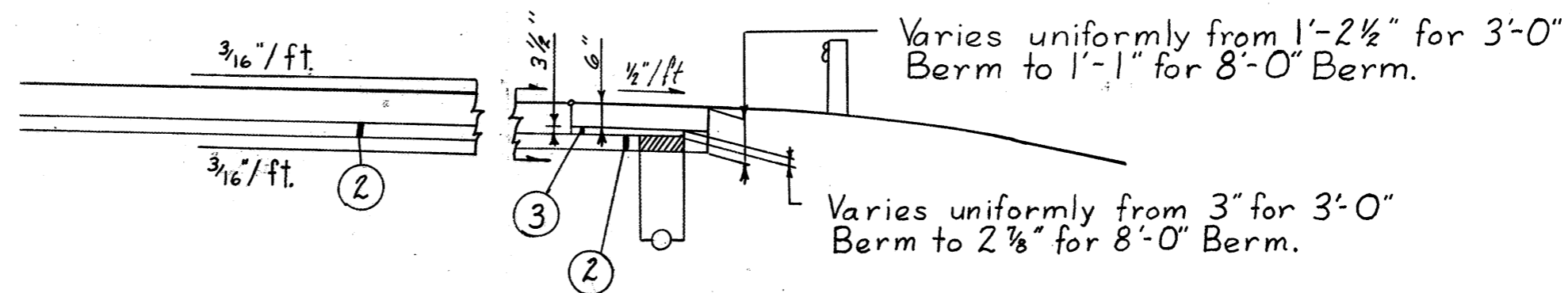


Ramp Superelevated to Left



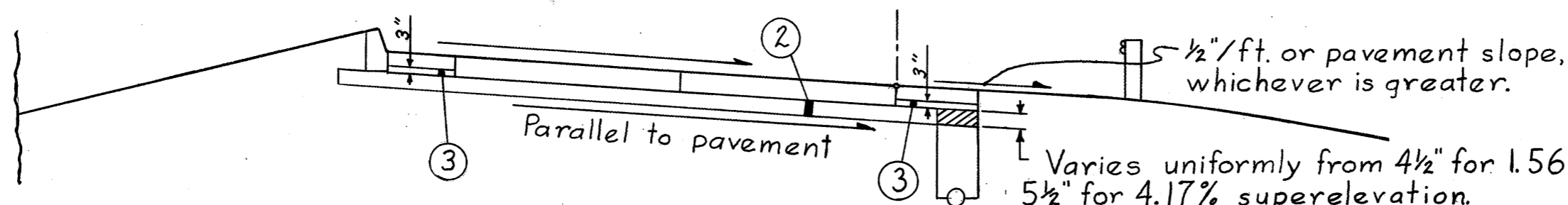
SECTION C-C

For Legend refer to sheet
 No. 7 - Med-42-17.46
 8 - Med-42-21.34



SECTION D-D

Varies uniformly from 3" for 3'-0" Berm to $2\frac{1}{8}$ " for 8'-0" Berm.



SECTION A-A