

ROSE LAND ENTERPRISES LLC  
927 E. WASHINGTON STREET

ROSE LAND ENTERPRISES LLC  
935 E. WASHINGTON STREET

1  $\varnothing$  CONST. S.R. 18  
P.I. Sta. 87+64.29  
 $\Delta = 13^\circ 39' 03''$  (RT)  
 $D_c = 1^\circ 29' 52''$   
 $R = 3,825.23'$   
 $T = 457.85'$   
 $L = 911.37'$   
 $E = 27.30'$   
 $C = 909.22'$   
C.B. = N  $84^\circ 06' 27''$  E  
 $\theta_{max} = NC$   
P.C. Sta. 83+06.44  
P.C.C. Sta. 92+17.81

W-1  
STA. 86+07.79, 33.00' LT.  
FIRE HYDRANT EXTENDED AND ADJUSTED TO GRADE

TAPER TABLE									
TAPER CODE	BEGINNING STATION		ENDING STATION		SIDE	DESCRIPTION	BEGIN WIDTH	END WIDTH	TAPER RATE
A	85+31.78	S.R. 18	86+54.28	S.R. 18	LT	PAVEMENT	12.37'	18.00'	22:1
B	85+31.78	S.R. 18	86+54.28	S.R. 18	RT	PAVEMENT	12.37'	18.00'	22:1
C	85+31.78	S.R. 18	86+54.28	S.R. 18	LT	SHOULDER	10.17'	2.00'	15:1
D	85+31.78	S.R. 18	86+54.28	S.R. 18	RT	SHOULDER	9.71'	2.00'	16:1
E	85+31.78	S.R. 18	85+41.78	S.R. 18	LT	WALK	3.96'	5.00'	10:1
F	85+31.78	S.R. 18	85+41.78	S.R. 18	RT	WALK	3.79'	5.00'	8:1

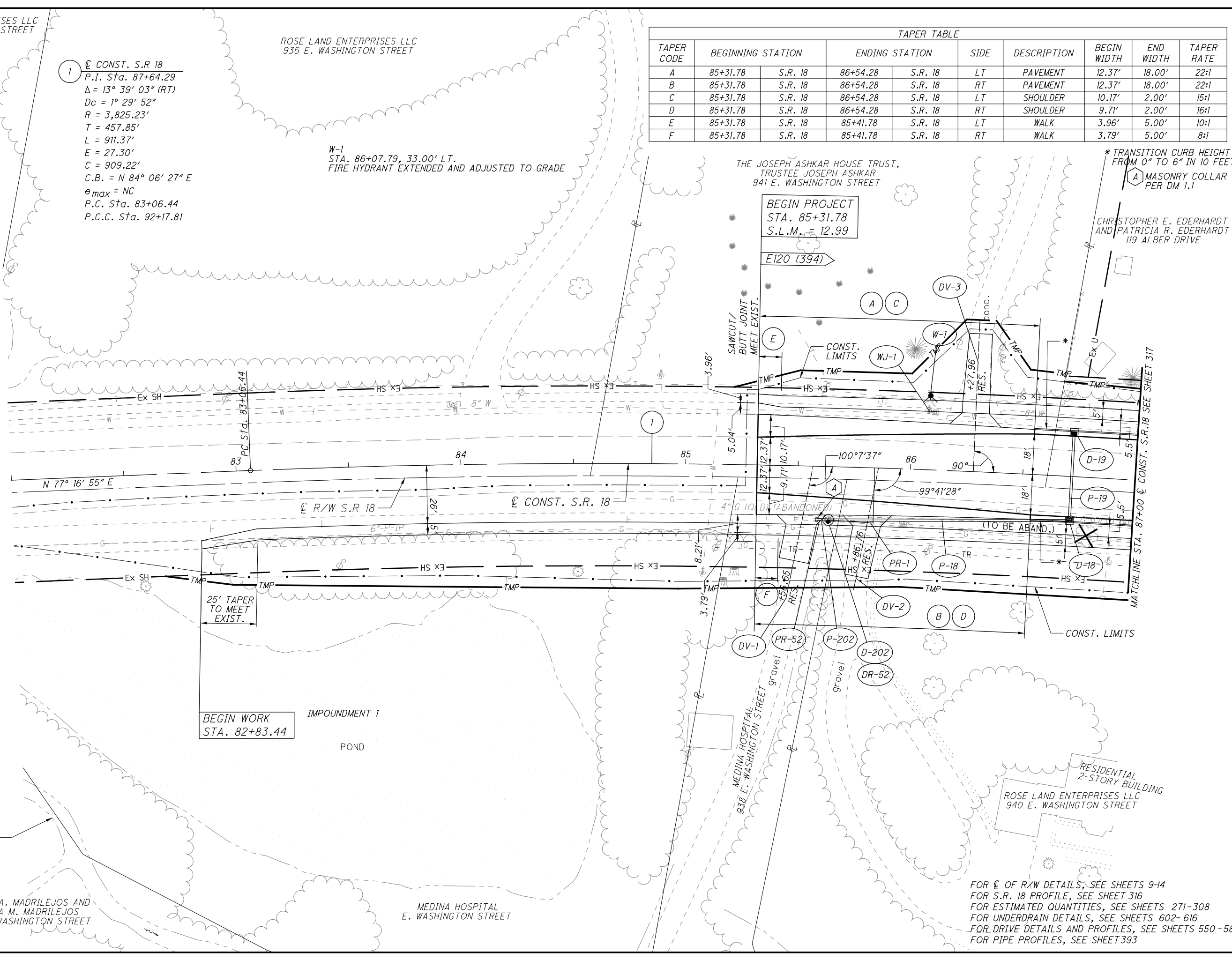


CALCULATED  
ATR  
CHECKED  
MDG

PLAN - S.R. 18  
BEGIN TO STA. 87+00

MED-18-12.99

315  
926



THE JOSEPH ASHKAR HOUSE TRUST,  
TRUSTEE JOSEPH ASHKAR  
941 E. WASHINGTON STREET

\* TRANSITION CURB HEIGHT  
FROM 0" TO 6" IN 10 FEET  
A MASONRY COLLAR  
PER DM 1.1

CHRISTOPHER E. EDERHARDT  
AND PATRICIA R. EDERHARDT  
119 ALBER DRIVE

BEGIN PROJECT  
STA. 85+31.78  
S.L.M. = 12.99

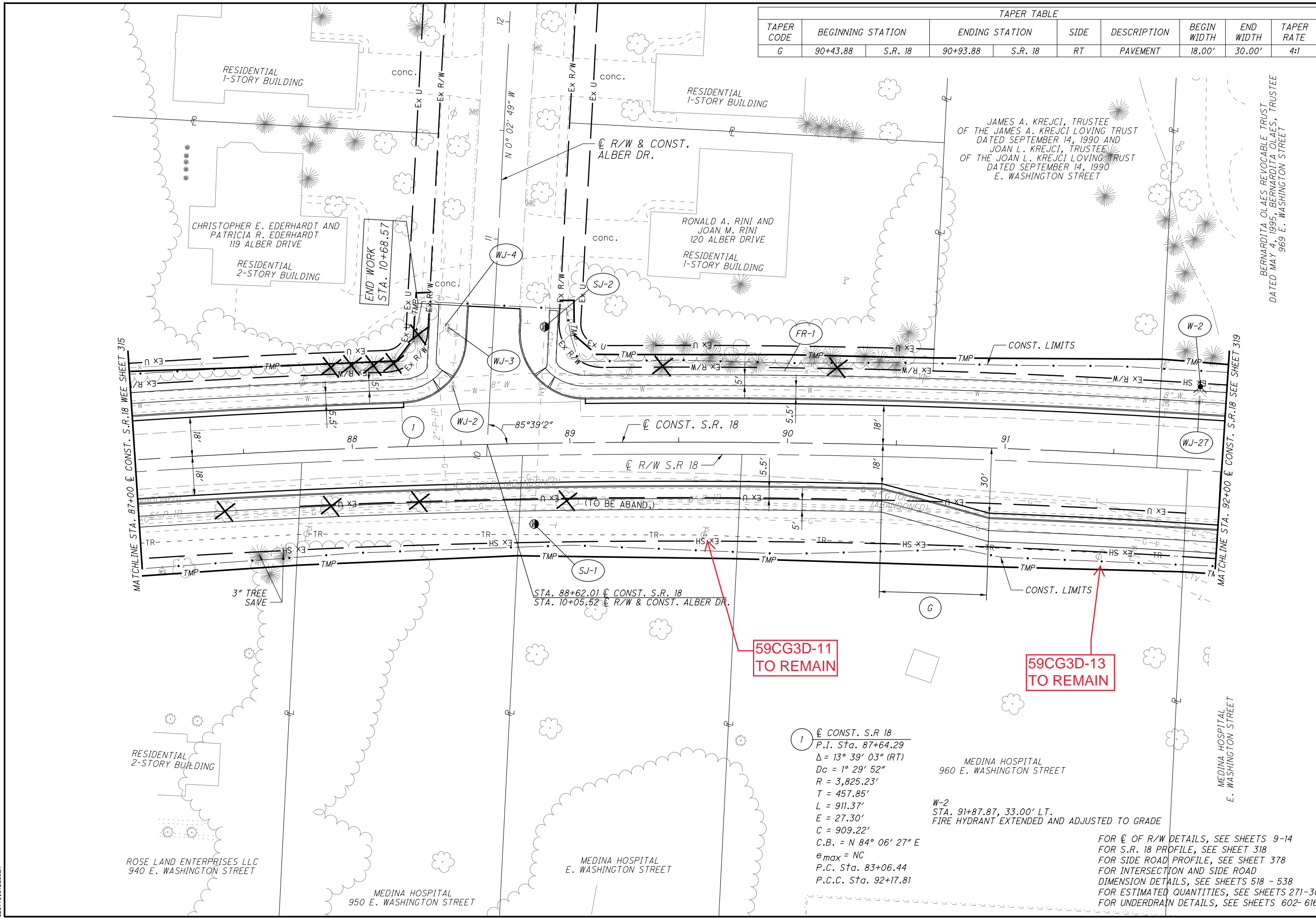
E120 (394)

BEGIN WORK  
STA. 82+83.44

FOR  $\varnothing$  OF R/W DETAILS, SEE SHEETS 9-14  
FOR S.R. 18 PROFILE, SEE SHEET 316  
FOR ESTIMATED QUANTITIES, SEE SHEETS 271-308  
FOR UNDERDRAIN DETAILS, SEE SHEETS 602-616  
FOR DRIVE DETAILS AND PROFILES, SEE SHEETS 550-582  
FOR PIPE PROFILES, SEE SHEET 393

D:\2013\2013013\MED\1299\ROADWAY SHEETS\92950P001.DGN  
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01\_2013\_20130131\_MED\_92985\_ROADWAY\_SHEETS\_92950P002.DGN  
 7/2/2019  
 2:19:11 PM  
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TAPER TABLE							
TAPER CODE	BEGINNING STATION	ENDING STATION	SIDE	DESCRIPTION	BEGIN WIDTH	END WIDTH	TAPER RATE
G	90+43.88	S.R. 18	90+93.88	S.R. 18	RT	PAVEMENT	18.00' 30.00' 4:1

JAMES A. KREJCI, TRUSTEE  
 OF THE JAMES A. KREJCI LOVING TRUST  
 DATED SEPTEMBER 14, 1990 AND  
 JOAN L. KREJCI, TRUSTEE  
 OF THE JOAN L. KREJCI LOVING TRUST  
 DATED SEPTEMBER 14, 1990  
 E. WASHINGTON STREET

BERNARDITA OLAES REVOCABLE TRUST  
 DATED MAY 4, 1995, BERNARDITA OLAES, TRUSTEE  
 969 E. WASHINGTON STREET

59CG3D-11  
 TO REMAIN

59CG3D-13  
 TO REMAIN

1 @ CONST. S.R. 18  
 P.I. Sta. 87+64.29  
 $\Delta = 13^\circ 39' 03''$  (RT)  
 $Dc = 1^\circ 29' 52''$   
 $R = 3,825.23'$   
 $T = 457.85'$   
 $L = 911.37'$   
 $E = 27.30'$   
 $C = 909.22'$   
 $C.B. = N 84^\circ 06' 27'' E$   
 $e_{max} = NC$   
 P.C. Sta. 83+06.44  
 P.C.C. Sta. 92+17.81

MEDINA HOSPITAL  
 960 E. WASHINGTON STREET

W-2  
 STA. 91+87.87, 33.00' LT.  
 FIRE HYDRANT EXTENDED AND ADJUSTED TO GRADE

FOR @ OF R/W DETAILS, SEE SHEETS 9-14  
 FOR S.R. 18 PROFILE, SEE SHEET 318  
 FOR SIDE ROAD PROFILE, SEE SHEET 378  
 FOR INTERSECTION AND SIDE ROAD  
 DIMENSION DETAILS, SEE SHEETS 518 - 538  
 FOR ESTIMATED QUANTITIES, SEE SHEETS 271-308  
 FOR UNDERDRAIN DETAILS, SEE SHEETS 602-616

10 HORIZONTAL SCALE IN FEET

CALCULATED ATR CHECKED MDG

PLAN - S.R. 18  
 STA. 87+00 TO STA. 92+00

MED-18-12.99

317  
 926

BERNARDITA OLAES REVOCABLE TRUST  
 DATED MAY 4, 1995, BERNARDITA OLAES, TRUSTEE  
 969 E. WASHINGTON STREET

RESIDENTIAL  
 1-STORY BUILDING

RACHELLE M. BROSIUS  
 112 WOODLAND DRIVE

THOMAS S. LENGEL AND  
 NANCY M. LENGEL  
 985 E. WASHINGTON STREET

KEYTH L. BRANDON  
 939 E. WASHINGTON STREET

PATRICIA M. SANTIAGO AND  
 J. MANUEL SANTIAGO  
 991 E. WASHINGTON STREET

KYLE HUNT,  
 KETAL PATEL & JINISHA PATEL  
 993 E. WASHINGTON STREET

STA. 93+20.12 @ CONST. S.R. 18  
 STA. 10+05.73 @ R/W & CONST. WOODLAND DR.  
 STA. 10+05.73 @ CONST. W. HOSPITAL DRIVEWAY

END WORK  
 STA. 11+00.00  
 @ R/W & CONST.  
 WOODLAND DR.

59CG3D-16  
 TO REMAIN

59CG3D-42  
 TO REMAIN

95+63, 45' RT  
 59CG3D-19  
 TO REMAIN

OF R/W DETAILS, SEE SHEETS 9-14  
 S.R. 18 PROFILE, SEE SHEET 320  
 SIDE ROAD PROFILES, SEE SHEET 379  
 DRIVE DETAILS AND PROFILES, SEE SHEETS 550-582  
 INTERSECTION AND SIDE ROAD  
 DIMENSION DETAILS, SEE SHEETS 518-538  
 FOR ESTIMATED QUANTITIES, SEE SHEETS 271-308  
 FOR UNDERDRAIN DETAILS, SEE SHEETS 602-616  
 FOR PIPE PROFILES, SEE SHEET 395  
 FOR WATER WORK PLANS, SEE SHEETS 648-693

1 @ CONST. S.R. 18  
 P.I. Sta. 87+64.29  
 Δ = 13° 39' 03" (RT)  
 Dc = 1° 29' 52"  
 R = 3,825.23'  
 T = 457.85'  
 L = 911.37'  
 E = 27.30'  
 C = 909.22'  
 C.B. = N 84° 06' 27" E  
 φ<sub>max</sub> = NC  
 P.C. Sta. 83+06.44  
 P.C.C. Sta. 92+17.81

2 @ CONST. S.R. 18  
 P.I. Sta. 95+35.46  
 Δ = 7° 55' 43" (RT)  
 Dc = 1° 15' 00"  
 R = 4,583.66'  
 T = 317.65'  
 L = 634.29'  
 E = 10.99'  
 C = 633.78'  
 C.B. = S 85° 06' 10" E  
 φ<sub>max</sub> = NC  
 P.C.C. Sta. 92+17.81  
 P.T. Sta. 98+52.10

TAPER TABLE							
TAPER CODE	BEGINNING STATION		ENDING STATION		SIDE	DESCRIPTION	TAPER RATE
BU	95+15.00	S.R. 18	95+55.00	S.R. 18	RT	WALK OFFSET	28.00' 24.00' 10:1
BV	95+75.00	S.R. 18	96+15.00	S.R. 18	RT	WALK OFFSET	24.00' 28.00' 10:1



PLAN - S.R. 18  
 STA. 92+00 TO STA. 97+00

MED-18-12.99

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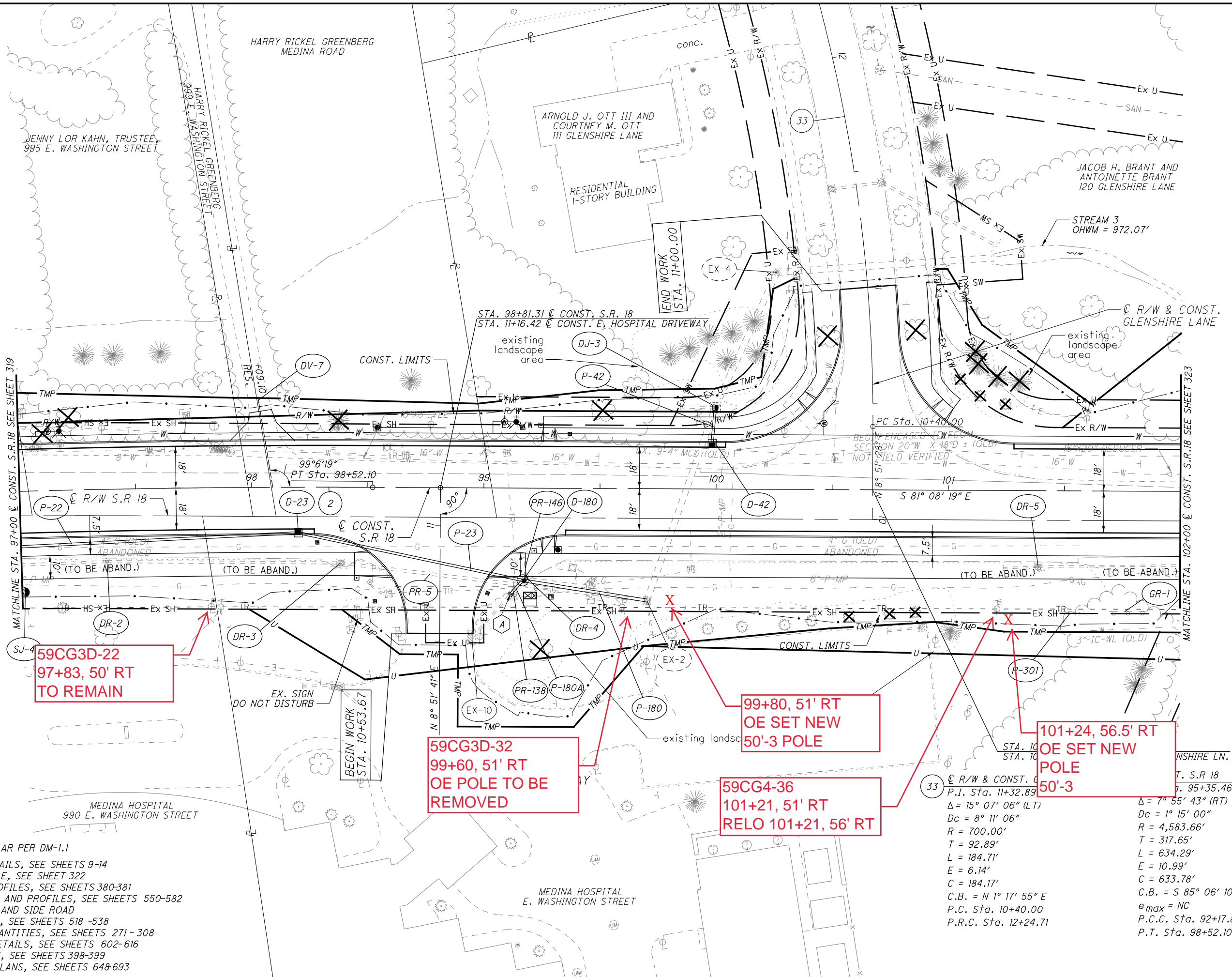
0 20 40  
HORIZONTAL  
SCALE IN FEET

CALCULATED  
ATR  
CHECKED  
MDG

PLAN - S.R. 18  
STA. 97+00 TO STA. 102+00

MED-18-12.99

321  
926



59CG3D-22  
97+83, 50' RT  
TO REMAIN

59CG3D-32  
99+60, 51' RT  
OE POLE TO BE  
REMOVED

99+80, 51' RT  
OE SET NEW  
50'-3 POLE

59CG4-36  
101+21, 51' RT  
RELO 101+21, 56' RT

101+24, 56.5' RT  
OE SET NEW  
POLE  
50'-3

**A** MASONRY COLLAR PER DM-1.1  
 FOR  $\phi$  OF R/W DETAILS, SEE SHEETS 9-14  
 FOR S.R. 18 PROFILE, SEE SHEET 322  
 FOR SIDE ROAD PROFILES, SEE SHEETS 380-381  
 FOR DRIVE DETAILS AND PROFILES, SEE SHEETS 550-582  
 FOR INTERSECTION AND SIDE ROAD  
 DIMENSION DETAILS, SEE SHEETS 518-538  
 FOR ESTIMATED QUANTITIES, SEE SHEETS 271-308  
 FOR UNDERDRAIN DETAILS, SEE SHEETS 602-616  
 FOR PIPE PROFILES, SEE SHEETS 398-399  
 FOR WATER WORK PLANS, SEE SHEETS 648-693

$\Delta = 15^\circ 07' 06''$ (LT) $D_c = 8^\circ 11' 06''$ $R = 700.00'$ $T = 92.89'$ $L = 184.71'$ $E = 6.14'$ $C = 184.17'$ $C.B. = N 1^\circ 17' 55'' E$ $P.C. Sta. 10+40.00$ $P.R.C. Sta. 12+24.71$	$\Delta = 7^\circ 55' 43''$ (RT) $D_c = 1^\circ 15' 00''$ $R = 4,583.66'$ $T = 317.65'$ $L = 634.29'$ $E = 10.99'$ $C = 633.78'$ $C.B. = S 85^\circ 06' 10'' E$ $P.C.C. Sta. 92+17.81$ $P.T. Sta. 98+52.10$
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01:2813:2013013 MED-18-12.99 ROADWAY SHEETS 92950P004.DGN  
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TAPER TABLE									
TAPER CODE	BEGINNING STATION		ENDING STATION		SIDE	DESCRIPTION	BEGIN WIDTH	END WIDTH	TAPER RATE
H	104+21.78	S.R. 18	106+66.78	S.R. 18	LT	PAVEMENT	18.00'	30.00'	20:1
I	104+21.78	S.R. 18	106+66.78	S.R. 18	RT	PAVEMENT	18.00'	30.00'	20:1

FOR  $\phi$  OF R/W DETAILS, SEE SHEETS 9-14  
 FOR S.R. 18 PROFILE, SEE SHEET 324  
 FOR ESTIMATED QUANTITIES, SEE SHEETS 271-308  
 FOR CULVERT DETAILS, SEE SHEETS 618  
 FOR UNDERDRAIN DETAILS, SEE SHEETS 602-616  
 FOR PIPE PROFILES, SEE SHEET 401  
 FOR WATER WORK PLANS, SEE SHEETS 648-693

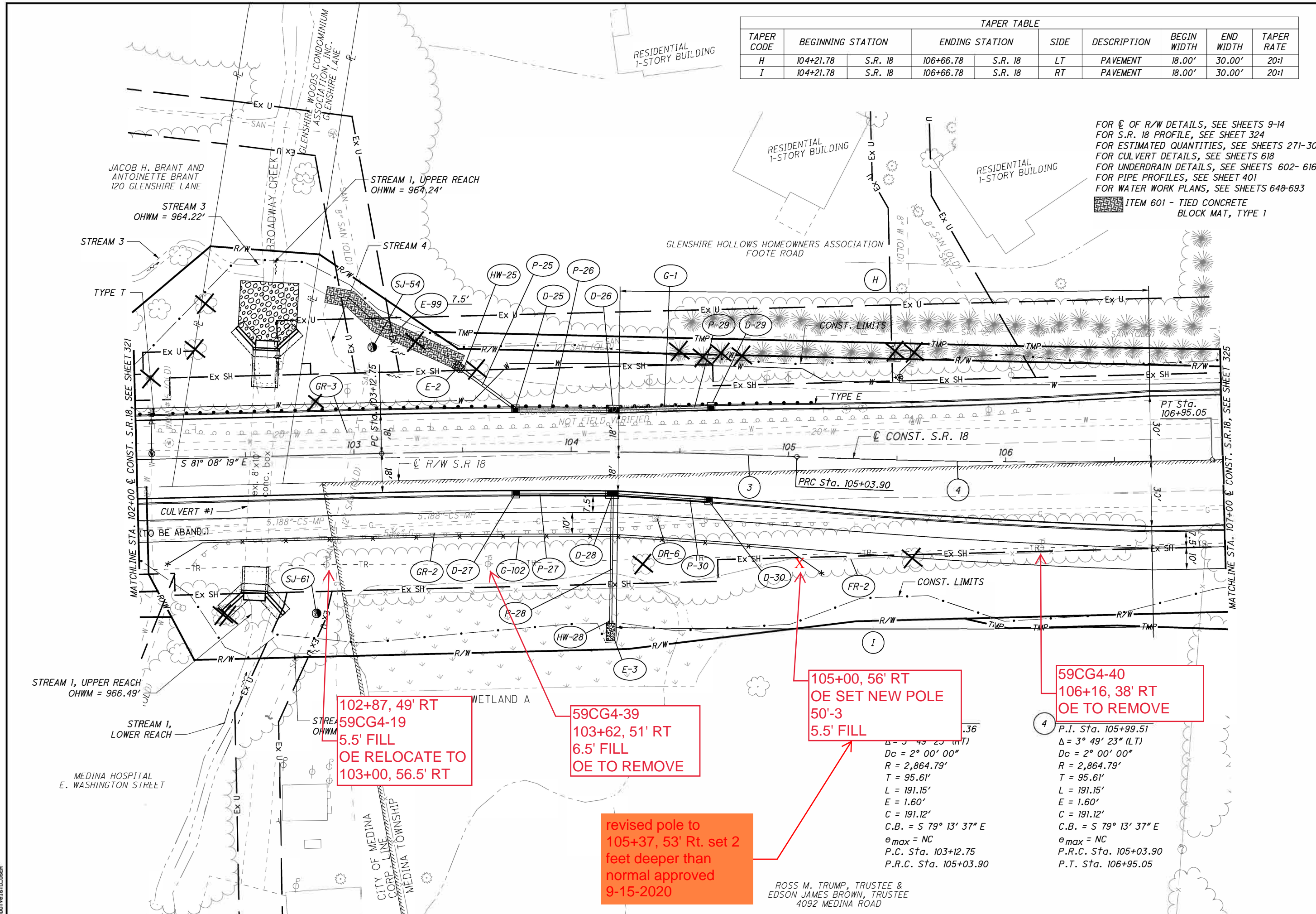
ITEM 601 - TIED CONCRETE BLOCK MAT, TYPE 1



PLAN - S.R. 18  
 STA. 102+00 TO STA. 107+00

MED-18-12.99

323  
926



102+87, 49' RT  
 59CG4-19  
 5.5' FILL  
 OE RELOCATE TO  
 103+00, 56.5' RT

59CG4-39  
 103+62, 51' RT  
 6.5' FILL  
 OE TO REMOVE

revised pole to  
 105+37, 53' Rt. set 2  
 feet deeper than  
 normal approved  
 9-15-2020

105+00, 56' RT  
 OE SET NEW POLE  
 50'-3  
 5.5' FILL

59CG4-40  
 106+16, 38' RT  
 OE TO REMOVE

$\Delta = 3^\circ 49' 23''$  (RT)  
 $\Delta c = 2^\circ 00' 00''$   
 $R = 2,864.79'$   
 $T = 95.61'$   
 $L = 191.15'$   
 $E = 1.60'$   
 $C = 191.12'$   
 $C.B. = S 79^\circ 13' 37'' E$   
 $e_{max} = NC$   
 $P.C. Sta. 103+12.75$   
 $P.R.C. Sta. 105+03.90$

P.I. Sta. 105+99.51  
 $\Delta = 3^\circ 49' 23''$  (LT)  
 $\Delta c = 2^\circ 00' 00''$   
 $R = 2,864.79'$   
 $T = 95.61'$   
 $L = 191.15'$   
 $E = 1.60'$   
 $C = 191.12'$   
 $C.B. = S 79^\circ 13' 37'' E$   
 $e_{max} = NC$   
 $P.R.C. Sta. 105+03.90$   
 $P.T. Sta. 106+95.05$

ROSS M. TRUMP, TRUSTEE &  
 EDSON JAMES BROWN, TRUSTEE  
 4092 MEDINA ROAD

01:2813\2813\13\MED\12995\ROADWAY SHEETS\12995\12995.DWG  
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GLENSHIRE HOLLOWS  
HOMEOWNERS ASSOCIATION  
FOOTE ROAD

CITY OF MEDINA  
CORP LINE  
MEDINA TWP.

COMMERCIAL BUILDING  
DENKAY LIMITED  
4099 MEDINA ROAD

DENKAY LIMITED  
4087 MEDINA ROAD

MARCHIS DEVELOPMENT, LLC (64.83% INTEREST)  
TWO TWO FIVE ASSOCIATES, L.L.C. (21.17% INTEREST)  
TWO TWO FIVE ASSOCIATES, L.L.C. (13.46% INTEREST)

COMMERCIAL BUILDING

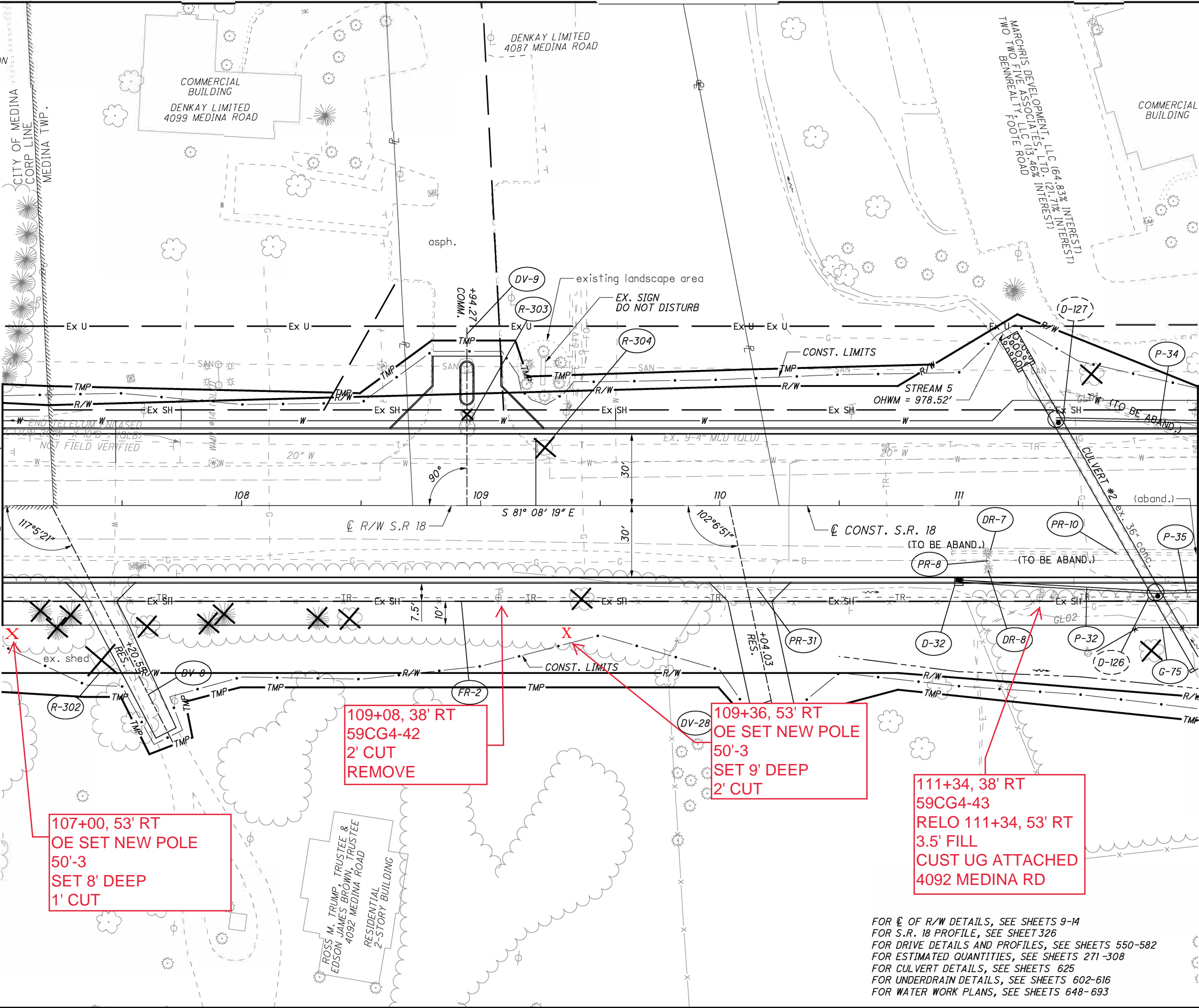
asph.

existing landscape area

EX. SIGN  
DO NOT DISTURB

MATCHLINE STA. 107+00 @ CONST. S.R. 18, SEE SHEET 323

MATCHLINE STA. 112+00 @ CONST. S.R. 18, SEE SHEET 327



107+00, 53' RT  
OE SET NEW POLE  
50'-3  
SET 8' DEEP  
1' CUT

109+08, 38' RT  
59CG4-42  
2' CUT  
REMOVE

109+36, 53' RT  
OE SET NEW POLE  
50'-3  
SET 9' DEEP  
2' CUT

111+34, 38' RT  
59CG4-43  
RELO 111+34, 53' RT  
3.5' FILL  
CUST UG ATTACHED  
4092 MEDINA RD

FOR @ OF R/W DETAILS, SEE SHEETS 9-14  
FOR S.R. 18 PROFILE, SEE SHEET 326  
FOR DRIVE DETAILS AND PROFILES, SEE SHEETS 550-582  
FOR ESTIMATED QUANTITIES, SEE SHEETS 271-308  
FOR CULVERT DETAILS, SEE SHEETS 625  
FOR UNDERRAIN DETAILS, SEE SHEETS 602-616  
FOR WATER WORK PLANS, SEE SHEETS 648-693

CALCULATED ATR CHECKED MDG

0 20 40  
HORIZONTAL SCALE IN FEET

PLAN - S.R. 18  
STA. 107+00 TO STA. 112+00

MED-18-12.99

325  
926

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14  $\text{C}$  CONST. FOOTE RD.  
 P.I. Sta. 14+74.48  
 $\Delta = 3^\circ 43' 15''$  (RT)  
 $D_c = 4^\circ 00' 00''$   
 $R = 1,432.40'$   
 $T = 46.53'$   
 $L = 93.02'$   
 $E = 0.76'$   
 $C = 93.01'$   
 $C.B. = N 2^\circ 00' 04'' E$   
 $e_{max} = NC$   
 P.C. Sta. 14+27.95  
 P.T. Sta. 15+20.97

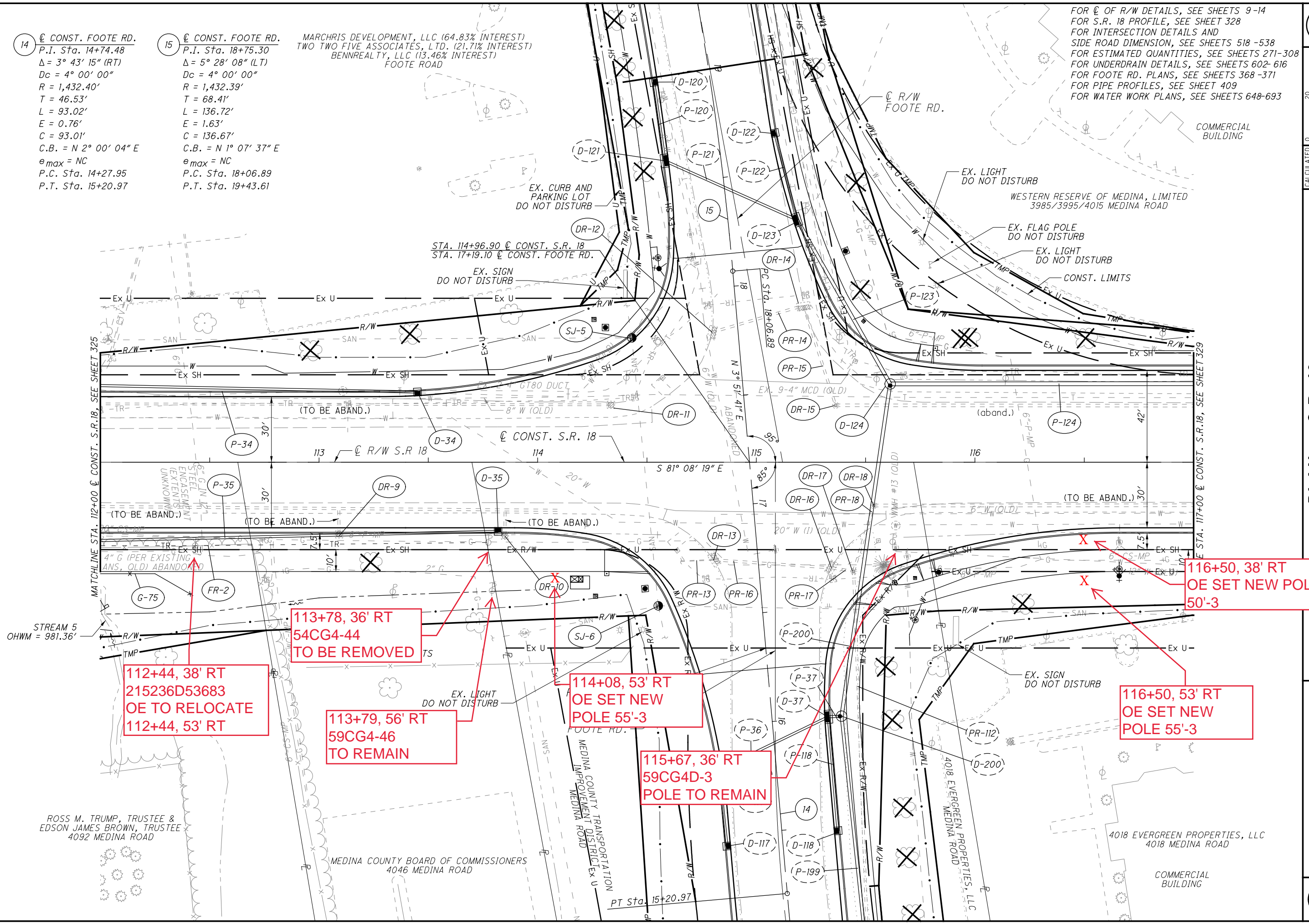
15  $\text{C}$  CONST. FOOTE RD.  
 P.I. Sta. 18+75.30  
 $\Delta = 5^\circ 28' 08''$  (LT)  
 $D_c = 4^\circ 00' 00''$   
 $R = 1,432.39'$   
 $T = 68.41'$   
 $L = 136.72'$   
 $E = 1.63'$   
 $C = 136.67'$   
 $C.B. = N 1^\circ 07' 37'' E$   
 $e_{max} = NC$   
 P.C. Sta. 18+06.89  
 P.T. Sta. 19+43.61

MARCHRIS DEVELOPMENT, LLC (64.83% INTEREST)  
 TWO TWO FIVE ASSOCIATES, LTD. (21.71% INTEREST)  
 BENNREALTY, LLC (13.46% INTEREST)  
 FOOTE ROAD

FOR  $\text{C}$  OF R/W DETAILS, SEE SHEETS 9-14  
 FOR S.R. 18 PROFILE, SEE SHEET 328  
 FOR INTERSECTION DETAILS AND  
 SIDE ROAD DIMENSION, SEE SHEETS 518 -538  
 FOR ESTIMATED QUANTITIES, SEE SHEETS 271-308  
 FOR UNDERDRAIN DETAILS, SEE SHEETS 602-616  
 FOR FOOTE RD. PLANS, SEE SHEETS 368-371  
 FOR PIPE PROFILES, SEE SHEET 409  
 FOR WATER WORK PLANS, SEE SHEETS 648-693

CALCULATED  
 ATR  
 CHECKED  
 MDG

10  
 HORIZONTAL  
 SCALE IN FEET



112+44, 38' RT  
 215236D53683  
 OE TO RELOCATE  
 112+44, 53' RT

113+78, 36' RT  
 54CG4-44  
 TO BE REMOVED

113+79, 56' RT  
 59CG4-46  
 TO REMAIN

114+08, 53' RT  
 OE SET NEW  
 POLE 55'-3

115+67, 36' RT  
 59CG4D-3  
 POLE TO REMAIN

116+50, 53' RT  
 OE SET NEW  
 POLE 55'-3

116+50, 38' RT  
 OE SET NEW POLE  
 50'-3

PLAN - S.R. 18  
 STA. 112+00 TO STA. 117+00

MED-18-12.99

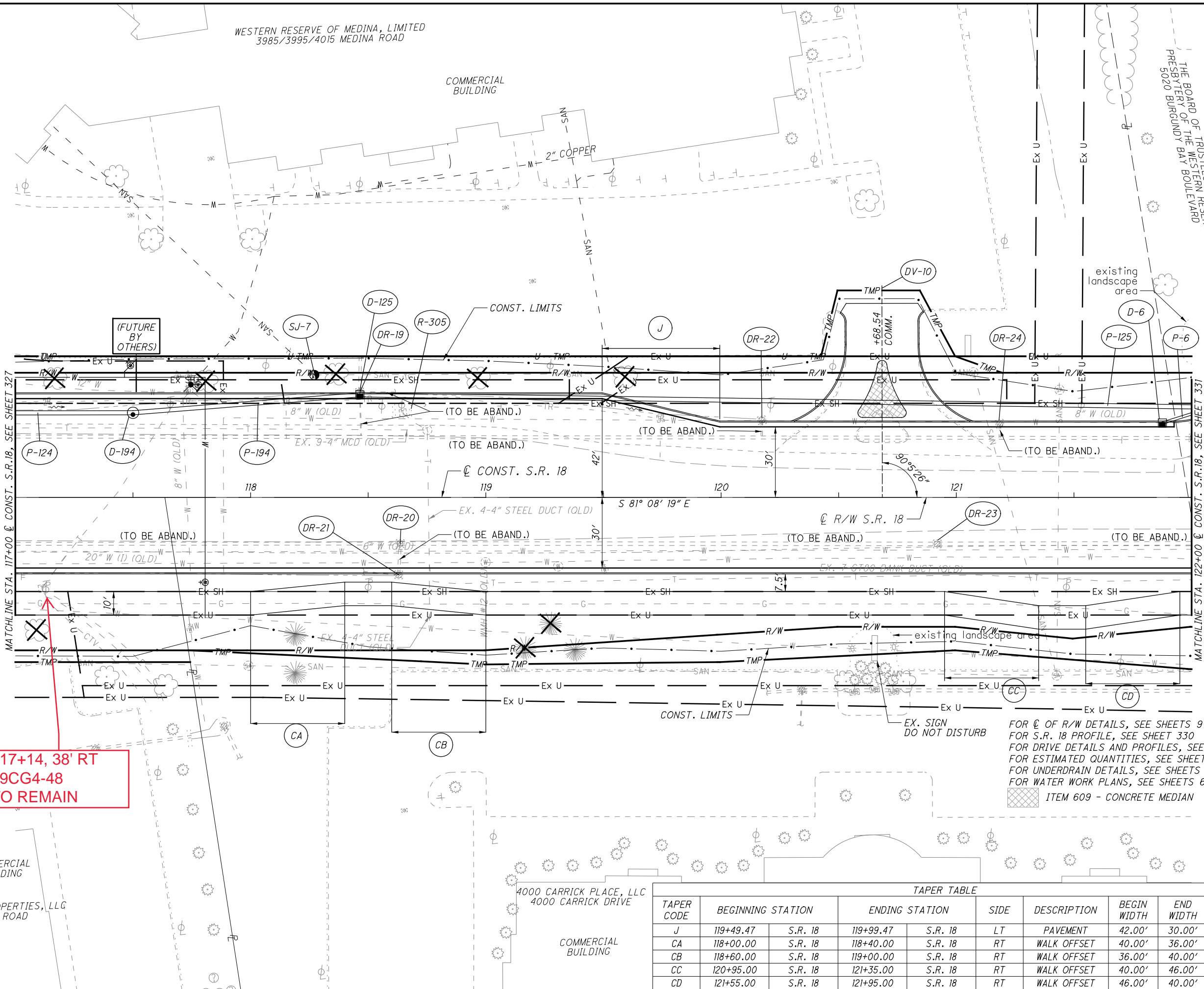
327  
 926

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WESTERN RESERVE OF MEDINA, LIMITED  
3985/3995/4015 MEDINA ROAD

COMMERCIAL BUILDING

THE BOARD OF TRUSTEES OF THE  
PRESBYTERY OF THE WESTERN RESERVE  
5020 BURGUNDY BOULEVARD



117+14, 38' RT  
59CG4-48  
TO REMAIN

FOR  $\phi$  OF R/W DETAILS, SEE SHEETS 9 - 14  
FOR S.R. 18 PROFILE, SEE SHEET 330  
FOR DRIVE DETAILS AND PROFILES, SEE SHEETS 550-582  
FOR ESTIMATED QUANTITIES, SEE SHEETS 271-308  
FOR UNDERDRAIN DETAILS, SEE SHEETS 602-616  
FOR WATER WORK PLANS, SEE SHEETS 648-693  
ITEM 609 - CONCRETE MEDIAN

TAPER TABLE								
TAPER CODE	BEGINNING STATION	ENDING STATION	SIDE	DESCRIPTION	BEGIN WIDTH	END WIDTH	TAPER RATE	
J	119+49.47	S.R. 18 119+99.47	S.R. 18	LT	PAVEMENT	42.00'	30.00'	4:1
CA	118+00.00	S.R. 18 118+40.00	S.R. 18	RT	WALK OFFSET	40.00'	36.00'	10:1
CB	118+60.00	S.R. 18 119+00.00	S.R. 18	RT	WALK OFFSET	36.00'	40.00'	10:1
CC	120+95.00	S.R. 18 121+35.00	S.R. 18	RT	WALK OFFSET	40.00'	46.00'	7:1
CD	121+55.00	S.R. 18 121+95.00	S.R. 18	RT	WALK OFFSET	46.00'	40.00'	7:1



CALCULATED  
ATR  
CHECKED  
MDG

PLAN - S.R. 18  
STA. 117+00 TO STA. 122+00

MED-18-12.99

329  
926

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6/13/2019  
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14  $\odot$  CONST. FOOTE RD.  
 P.I. Sta. 14+74.48  
 $\Delta = 3^\circ 43' 15''$  (RT)  
 $D_c = 4^\circ 00' 00''$   
 $R = 1,432.40'$   
 $T = 46.53'$   
 $L = 93.02'$   
 $E = 0.76'$   
 $C = 93.01'$   
 $C.B. = N 2^\circ 00' 04'' E$   
 $\theta_{max} = NC$   
 P.C. Sta. 14+27.95  
 P.T. Sta. 15+20.97

15  $\odot$  CONST. FOOTE RD.  
 P.I. Sta. 18+75.30  
 $\Delta = 5^\circ 28' 08''$  (LT)  
 $D_c = 4^\circ 00' 00''$   
 $R = 1,432.39'$   
 $T = 68.41'$   
 $L = 136.72'$   
 $E = 1.63'$   
 $C = 136.67'$   
 $C.B. = N 1^\circ 07' 37'' E$   
 $\theta_{max} = NC$   
 P.C. Sta. 18+06.89  
 P.T. Sta. 19+43.61

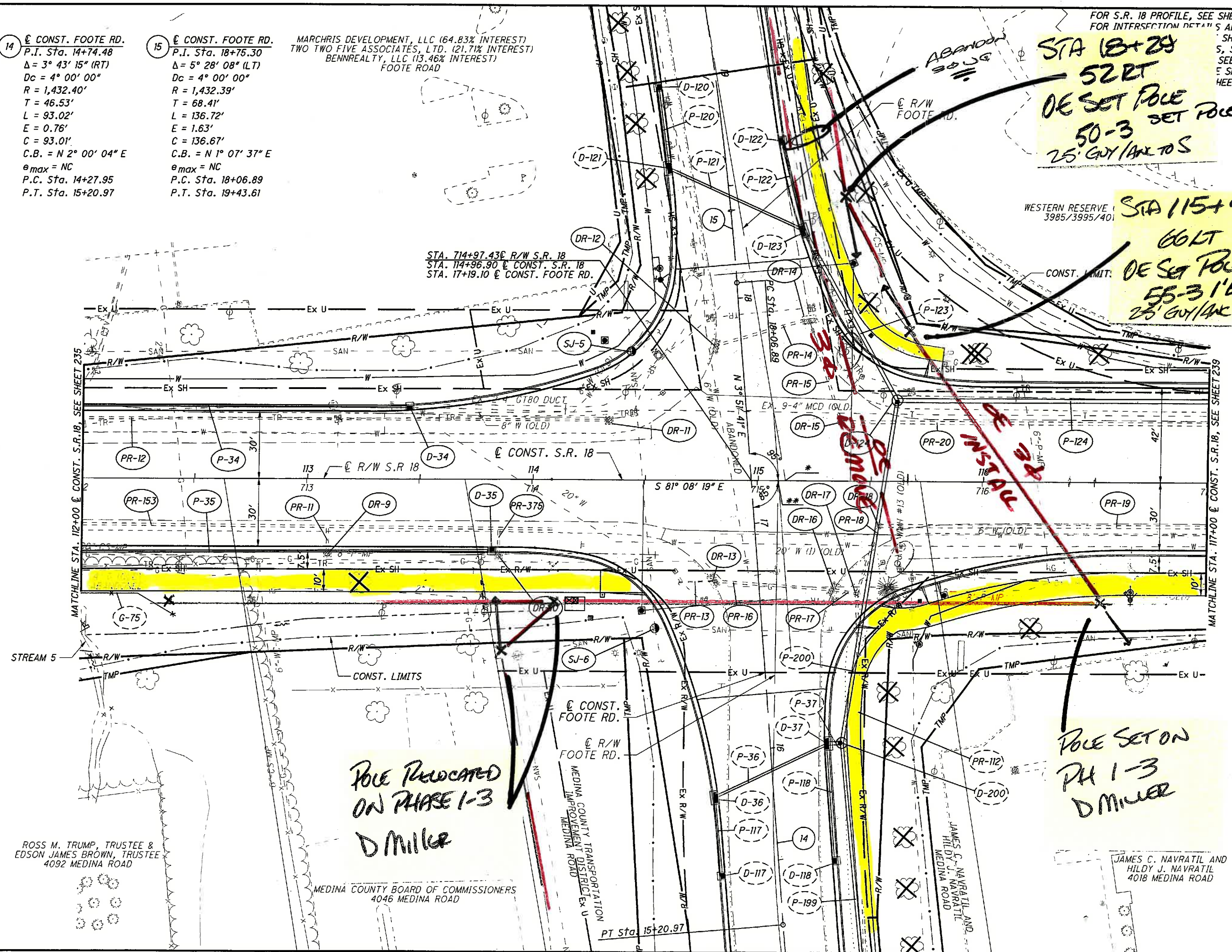
MARCHRIS DEVELOPMENT, LLC (64.83% INTEREST)  
 TWO TWO FIVE ASSOCIATES, LTD. (21.71% INTEREST)  
 BENNREALTY, LLC (13.46% INTEREST)  
 FOOTE ROAD

FOR S.R. 18 PROFILE, SEE SHEET 238  
 FOR INTERSECTION DETAILS AND  
 SHEETS 431 - 451  
 S, SEE SHEETS  
 SEE SHEETS 506- 515  
 E SHEETS 280-283  
 HEET 321



STA 18+29  
 52 RT  
 OE SET POLE  
 50-3 SET POLE 2' EX  
 25' GUY/AX TO S DEPTH

STA 115+70  
 60 LT  
 OE SET POLE  
 55-3 1' EX DEPTH  
 25' GUY/AX TO N



MATCHLINE STA. 112+00  $\odot$  CONST. S.R. 18, SEE SHEET 235

MATCHLINE STA. 117+00  $\odot$  CONST. S.R. 18, SEE SHEET 239

POLE RELOCATED  
 ON PHASE 1-3  
 D MILLER

POLE SET ON  
 PH 1-3  
 D MILLER

ROSS M. TRUMP, TRUSTEE &  
 EDSON JAMES BROWN, TRUSTEE  
 4092 MEDINA ROAD

MEDINA COUNTY BOARD OF COMMISSIONERS  
 4046 MEDINA ROAD

MEDINA COUNTY TRANSPORTATION  
 IMPROVEMENT DISTRICT  
 MEDINA ROAD

JAMES C. NAVRATIL AND  
 HILY J. NAVRATIL  
 4018 MEDINA ROAD

PLAN - S.R. 18  
 STA. 112+00 TO STA. 117+00

MED-18-12.99

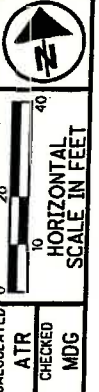
237  
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WESTERN RESERVE OF MEDINA, LIMITED  
3985/3995/4015 MEDINA ROAD

COMMERCIAL BUILDING

THE BOARD OF TRUSTEES OF THE  
PRESBYTERY OF THE WESTERN RESERVE  
5020 BURGUNDI BOULEVARD



CALCULATED  
ATR  
CHECKED  
MDG

STA 117+13  
39' RT OE REMOVE POLE

STA 118+50  
39' RT OE REMOVE POLE

STA 120+00  
49' 46' RT  
OE SET NEW POLE  
55-3

STA 121+50  
43' RT  
OE REMOVE POLE  
55-3

STA 117+12  
R/R/C/RELO POLE  
55-3 53 RT  
SET POLE 2' EX DEPTH  
RE POUR 3' UG  
INSTALL UG  
@ 5' DEPTH

STA 118+50  
49' RT  
OE REMOVE POLE  
55-3

4000 CARRICK PL A  
4000 CARRICK DRIVE

COMMERCIAL BUILDING

TAPER TABLE								
TAPER CODE	BEGINNING STATION	ENDING STATION	SIDE	DESCRIPTION	BEGIN WIDTH	END WIDTH	TAPER RATE	
J	119+49.47	S.R. 18 119+99.47	S.R. 18	LT	PAVEMENT	42.00'	30.00'	4:1
CA	118+00.00	S.R. 18 118+40.00	S.R. 18	RT	WALK OFFSET	40.00'	36.00'	10:1
CB	118+60.00	S.R. 18 119+00.00	S.R. 18	RT	WALK OFFSET	36.00'	40.00'	10:1
CC	120+95.00	S.R. 18 121+35.00	S.R. 18	RT	WALK OFFSET	40.00'	46.00'	7:1
CD	121+55.00	S.R. 18 121+95.00	S.R. 18	RT	WALK OFFSET	46.00'	40.00'	7:1

FOR E OF R/W DETAILS, SEE SHEETS 9-14  
330  
S, SEE SHEETS 550-582  
SHEETS 271-308  
SHEETS 602-616  
SHEETS 648-693  
DIAN

PLAN - S.R. 18  
STA. 117+00 TO STA. 122+00

MED-18-12.99

329  
926

THE BOARD OF TRUSTEES OF THE  
PRESBYTERY OF THE WESTERN RESERVE  
5020 BURGUNDY BAY BOULEVARD

FOR C.O.F. R/W DETAILS, SEE SHEETS 9-14  
FOR S.R. 18 PROFILE, SEE SHEET 332  
FOR SIDE ROAD PROFILES, SEE SHEETS 382-383  
FOR INTERSECTION AND SIDE ROAD  
DIMENSION DETAILS, SEE SHEETS 518-538  
FOR ESTIMATE FOR UNDERDRAIN  
FOR RETAINING WALL  
FOR PIPE PROFILES  
FOR WATER WORK

- ITEM 601 - TIED CONCRETE BLOCK MAT, TYPE 2
- ITEM 611 - DRAINAGE STRUCTURE MISC.: UNDERGROUND DETENTION STORAGE
- ITEM 895 - MANUFACTURED WATER QUALITY STRUCTURE, TYPE 4
- \*\* CURB, TYPE 2, AS PER PLAN, SEE GENERAL NOTES



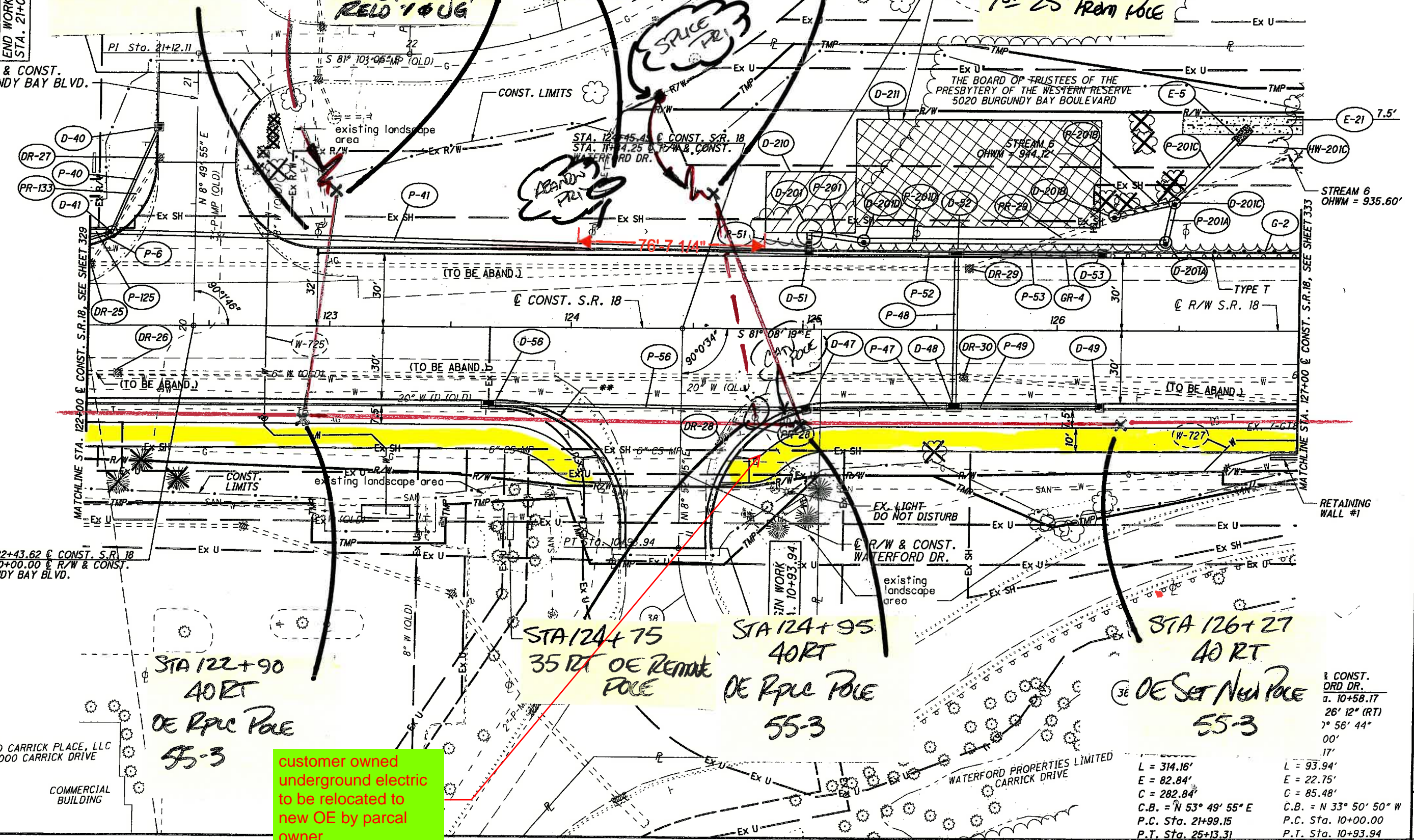
STA 122+95  
38LT  
OE Remove Contact

STA 123+00  
55LT  
OE Set Pole 50-3  
1 ft Ex Depth  
Relo 10 UG

STA 124+08  
39LT  
OE Remove Contact

STA 124+55  
55LT  
OE Set Pole 50-3  
Reroute 14 UG Pri  
Set 3' Ex Depth  
e 6' Depth  
1st 25' from Pole

END WORK  
STA. 21+04.00



STA 122+90  
40RT  
OE RPL Pole  
55-3

STA 124+75  
35 RT  
OE Remove Pole

STA 124+95  
40RT  
OE RPL Pole  
55-3

STA 126+27  
40 RT  
OE Set New Pole  
55-3

customer owned  
underground electric  
to be relocated to  
new OE by parcal  
owner

L = 314.16'  
E = 82.84'  
C = 282.84'  
C.B. = N 53° 49' 55" E  
P.C. Sta. 21+99.15  
P.T. Sta. 25+13.31

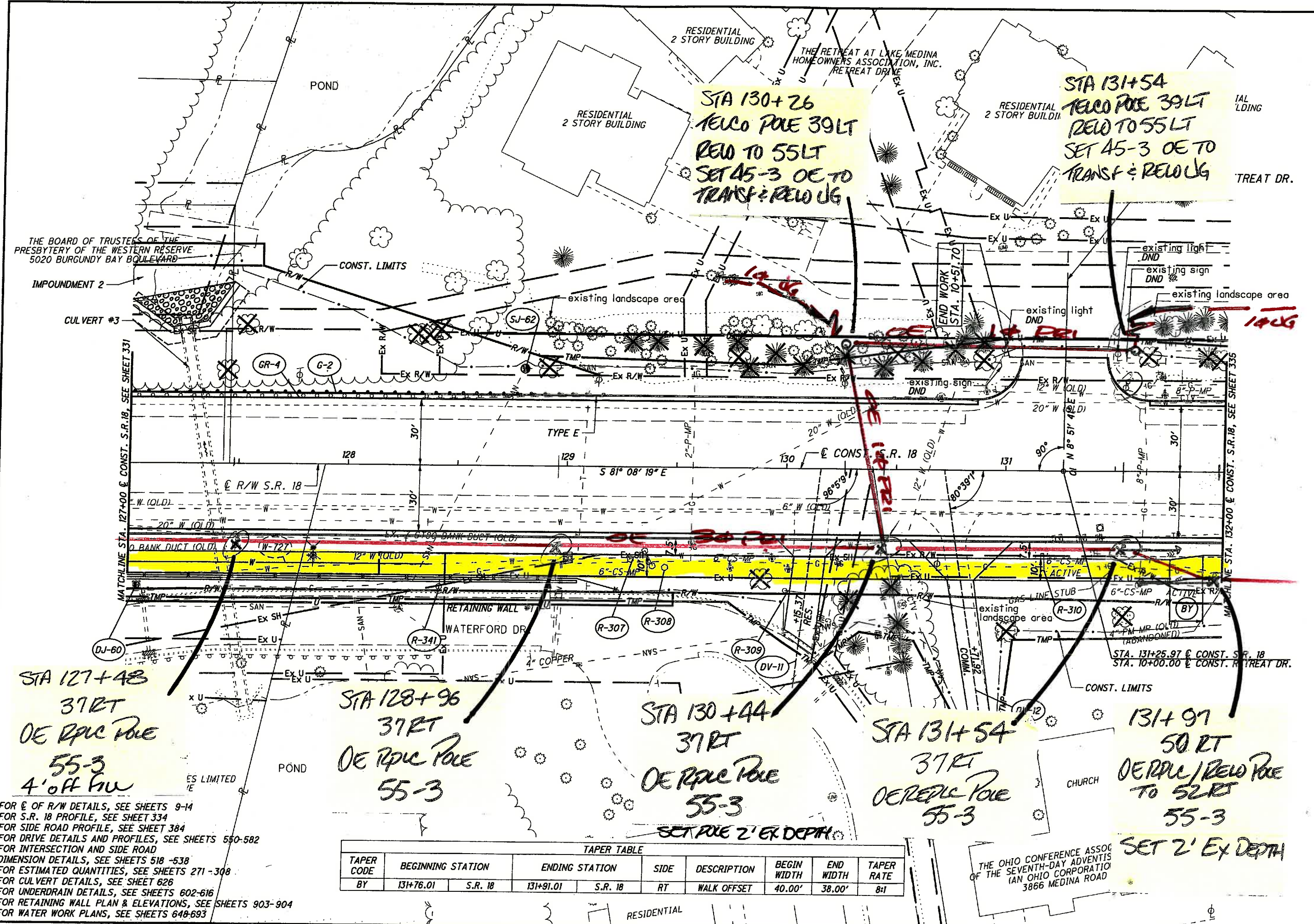
L = 93.94'  
E = 22.75'  
C = 85.48'  
C.B. = N 33° 50' 50" W  
P.C. Sta. 10+00.00  
P.T. Sta. 10+93.94

PLAN - S.R. 18  
STA. 122+00 TO STA. 127+00

MED-18-12.99

331  
926

01-1281512813 MED-18-12.99 WORKSHEET SHEETS 1281512813.DWG  
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 0001616161.DWG



FOR  $\phi$  OF R/W DETAILS, SEE SHEETS 9-14  
 FOR S.R. 18 PROFILE, SEE SHEET 334  
 FOR SIDE ROAD PROFILE, SEE SHEET 384  
 FOR DRIVE DETAILS AND PROFILES, SEE SHEETS 550-582  
 FOR INTERSECTION AND SIDE ROAD DIMENSION DETAILS, SEE SHEETS 518-538  
 FOR ESTIMATED QUANTITIES, SEE SHEETS 271-308  
 FOR CULVERT DETAILS, SEE SHEET 626  
 FOR UNDERDRAIN DETAILS, SEE SHEETS 602-616  
 FOR RETAINING WALL PLAN & ELEVATIONS, SEE SHEETS 903-904  
 FOR WATER WORK PLANS, SEE SHEETS 648-693

TAPER TABLE							
TAPER CODE	BEGINNING STATION	ENDING STATION	SIDE	DESCRIPTION	BEGIN WIDTH	END WIDTH	TAPER RATE
BY	131+76.01	S.R. 18	131+91.01	S.R. 18	RT	WALK OFFSET	40.00' 38.00' 8:1

04/18/2018 08:31:31 AM VERISSA VOONHAY SHEETS\PROJECTS\18-12.99\18-12.99.DWG  
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 2/7/2020  
 2007161070.LIBER

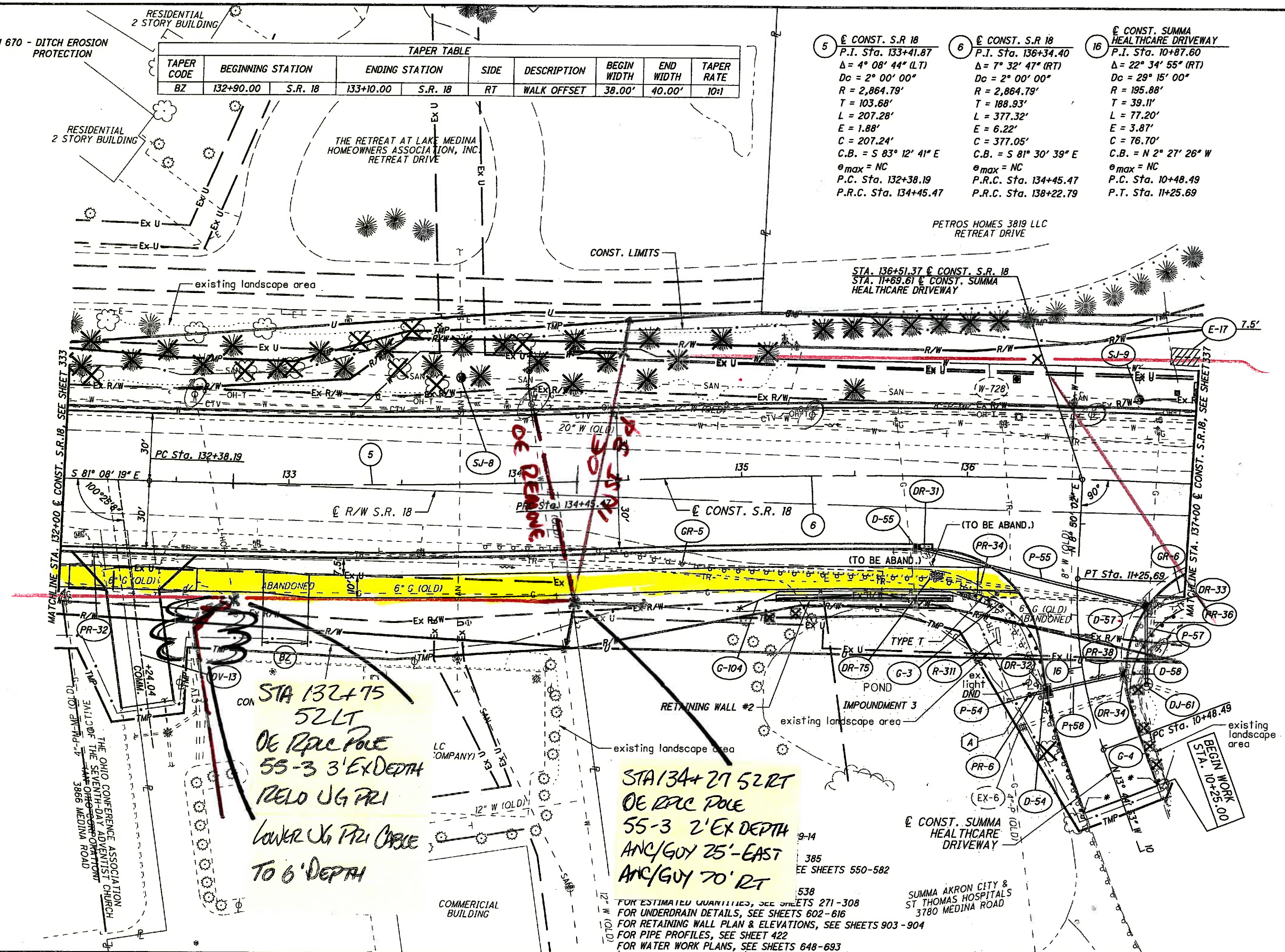
ITEM 670 - DITCH EROSION PROTECTION

TAPER TABLE							
TAPER CODE	BEGINNING STATION	ENDING STATION	SIDE	DESCRIPTION	BEGIN WIDTH	END WIDTH	TAPER RATE
BZ	132+90.00	S.R. 18	133+10.00	S.R. 18	RT	WALK OFFSET	38.00' 40.00' 10:1

5  $\hat{c}$  CONST. S.R. 18  
P.I. Sta. 133+41.87  
 $\Delta = 4^\circ 08' 44''$  (LT)  
 $Dc = 2^\circ 00' 00''$   
 $R = 2,864.79'$   
 $T = 103.68'$   
 $L = 207.28'$   
 $E = 1.88'$   
 $C = 207.24'$   
C.B. = S  $83^\circ 12' 41''$  E  
 $\theta_{max} = NC$   
P.C. Sta. 132+38.19  
P.R.C. Sta. 134+45.47

6  $\hat{c}$  CONST. S.R. 18  
P.I. Sta. 136+34.40  
 $\Delta = 7^\circ 32' 47''$  (RT)  
 $Dc = 2^\circ 00' 00''$   
 $R = 2,864.79'$   
 $T = 188.93'$   
 $L = 377.32'$   
 $E = 6.22'$   
 $C = 377.05'$   
C.B. = S  $81^\circ 30' 39''$  E  
 $\theta_{max} = NC$   
P.R.C. Sta. 134+45.47  
P.R.C. Sta. 138+22.79

16  $\hat{c}$  CONST. SUMMA HEALTHCARE DRIVEWAY  
P.I. Sta. 10+87.60  
 $\Delta = 22^\circ 34' 55''$  (RT)  
 $Dc = 29^\circ 15' 00''$   
 $R = 195.88'$   
 $T = 39.11'$   
 $L = 77.20'$   
 $E = 3.87'$   
 $C = 76.70'$   
C.B. = N  $2^\circ 27' 26''$  W  
 $\theta_{max} = NC$   
P.C. Sta. 10+48.49  
P.T. Sta. 11+25.69



MATCHLINE STA. 132+00  $\hat{c}$  CONST. S.R. 18, SEE SHEET 333

MATCHLINE STA. 137+00  $\hat{c}$  CONST. S.R. 18, SEE SHEET 337

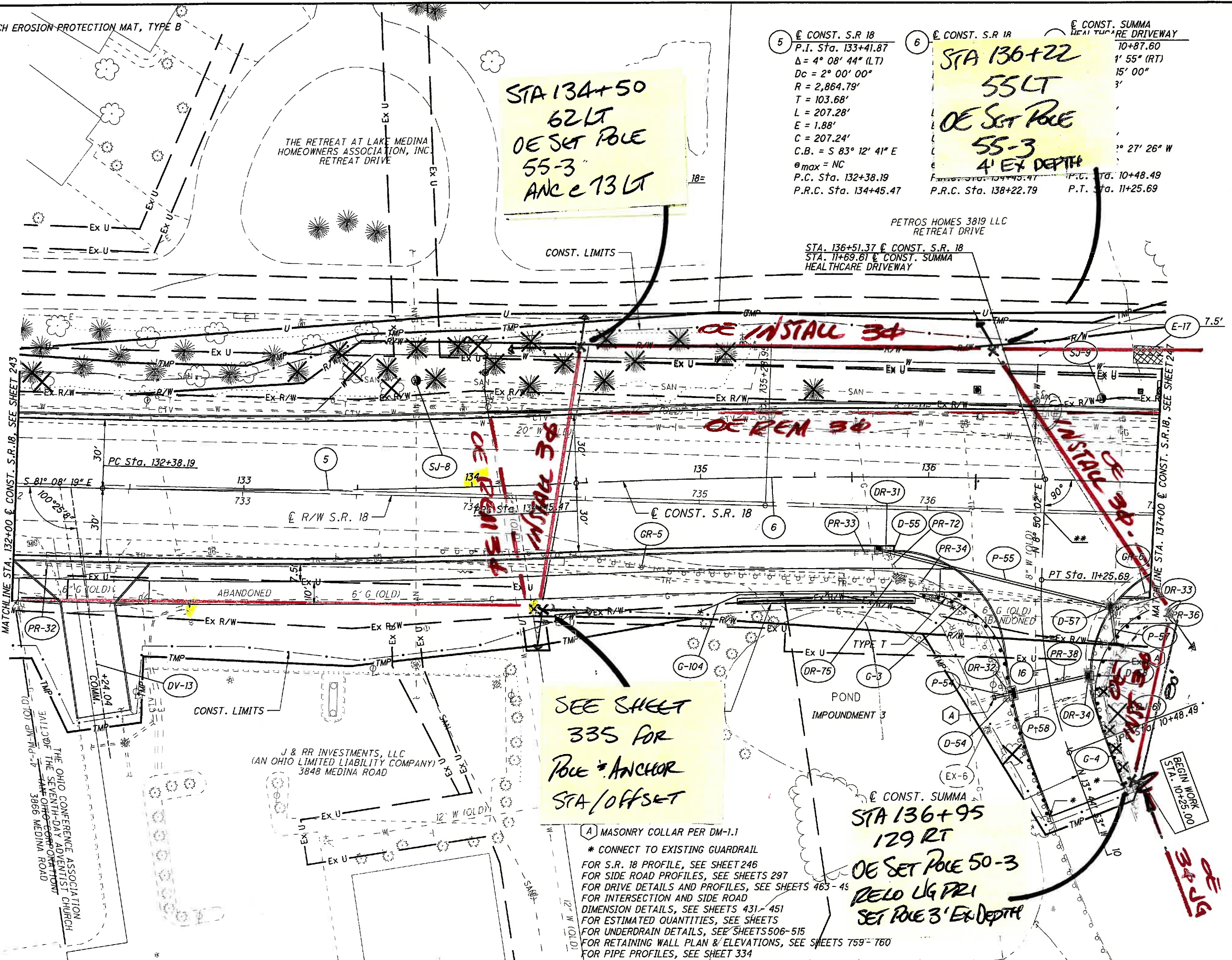
STA 132+75  
52 LT  
OE RPLC POLE  
55-3 3' EX DEPTH  
RELO UG PRI  
LOWER UG PRI CABLE  
TO 6' DEPTH

STA 134+27 52 RT  
OE RPLC POLE  
55-3 2' EX DEPTH  
ANC/GUY 25'-EAST  
ANC/GUY 70' RT

FOR ESTIMATED QUANTITIES, SEE SHEETS 271-308  
FOR UNDERDRAIN DETAILS, SEE SHEETS 602-616  
FOR RETAINING WALL PLAN & ELEVATIONS, SEE SHEETS 903-904  
FOR PIPE PROFILES, SEE SHEET 422  
FOR WATER WORK PLANS, SEE SHEETS 648-693

HORIZONTAL SCALE IN FEET  
CALCULATED ATR CHECKED MDG  
PLAN - S.R. 18  
STA. 132+00 TO 137+00  
MED-18-12.99  
335  
926

ITEM 670 - DITCH EROSION PROTECTION MAT, TYPE B



STA 134+50  
62 LT  
OE SET POLE  
55-3  
ANC e 73 LT

5  $\odot$  CONST. S.R 18  
P.I. Sta. 133+41.87  
 $\Delta = 4^\circ 08' 44''$  (LT)  
 $D_c = 2^\circ 00' 00''$   
 $R = 2,864.79'$   
 $T = 103.68'$   
 $L = 207.28'$   
 $E = 1.88'$   
 $C = 207.24'$   
 $C.B. = S 83^\circ 12' 41'' E$   
 $\theta_{max} = NC$   
P.C. Sta. 132+38.19  
P.R.C. Sta. 134+45.47

6  $\odot$  CONST. S.R 18  
STA 136+22  
55 LT  
OE SET POLE  
55-3  
4' EX DEPTH


$\odot$  CONST. SUMMA HEALTHCARE DRIVEWAY  
10+87.60  
 $1^\circ 55'$  (RT)  
 $15^\circ 00'$   
 $3'$   
 $2^\circ 27' 26'' W$   
P.C. Sta. 10+48.49  
P.T. Sta. 11+25.69

PETROS HOMES 3819 LLC  
RETREAT DRIVE  
STA. 136+51.37  $\odot$  CONST. S.R. 18  
STA. 11+69.61  $\odot$  CONST. SUMMA HEALTHCARE DRIVEWAY

SEE SHEET 335 FOR  
POLE ANCHOR  
STA/OFFSET

$\odot$  CONST. SUMMA  
STA 136+95  
129 RT  
OE SET POLE 50-3  
RELO UG PRI  
SET POLE 3' EX DEPTH

- (A) MASONRY COLLAR PER DM-1.1
- \* CONNECT TO EXISTING GUARDRAIL
- FOR S.R. 18 PROFILE, SEE SHEET 246
- FOR SIDE ROAD PROFILES, SEE SHEETS 297
- FOR DRIVE DETAILS AND PROFILES, SEE SHEETS 463-45
- FOR INTERSECTION AND SIDE ROAD DIMENSION DETAILS, SEE SHEETS 431-451
- FOR ESTIMATED QUANTITIES, SEE SHEETS
- FOR UNDERDRAIN DETAILS, SEE SHEETS 506-515
- FOR RETAINING WALL PLAN & ELEVATIONS, SEE SHEETS 759-760
- FOR PIPE PROFILES, SEE SHEET 334



20  
40  
TO  
HORIZONTAL  
SCALE IN FEET

CALCULATED  
ATR  
CHECKED  
MDG

PLAN - S.R. 18  
STA. 132+00 TO 137+00

MED-18-12.99

245  
782

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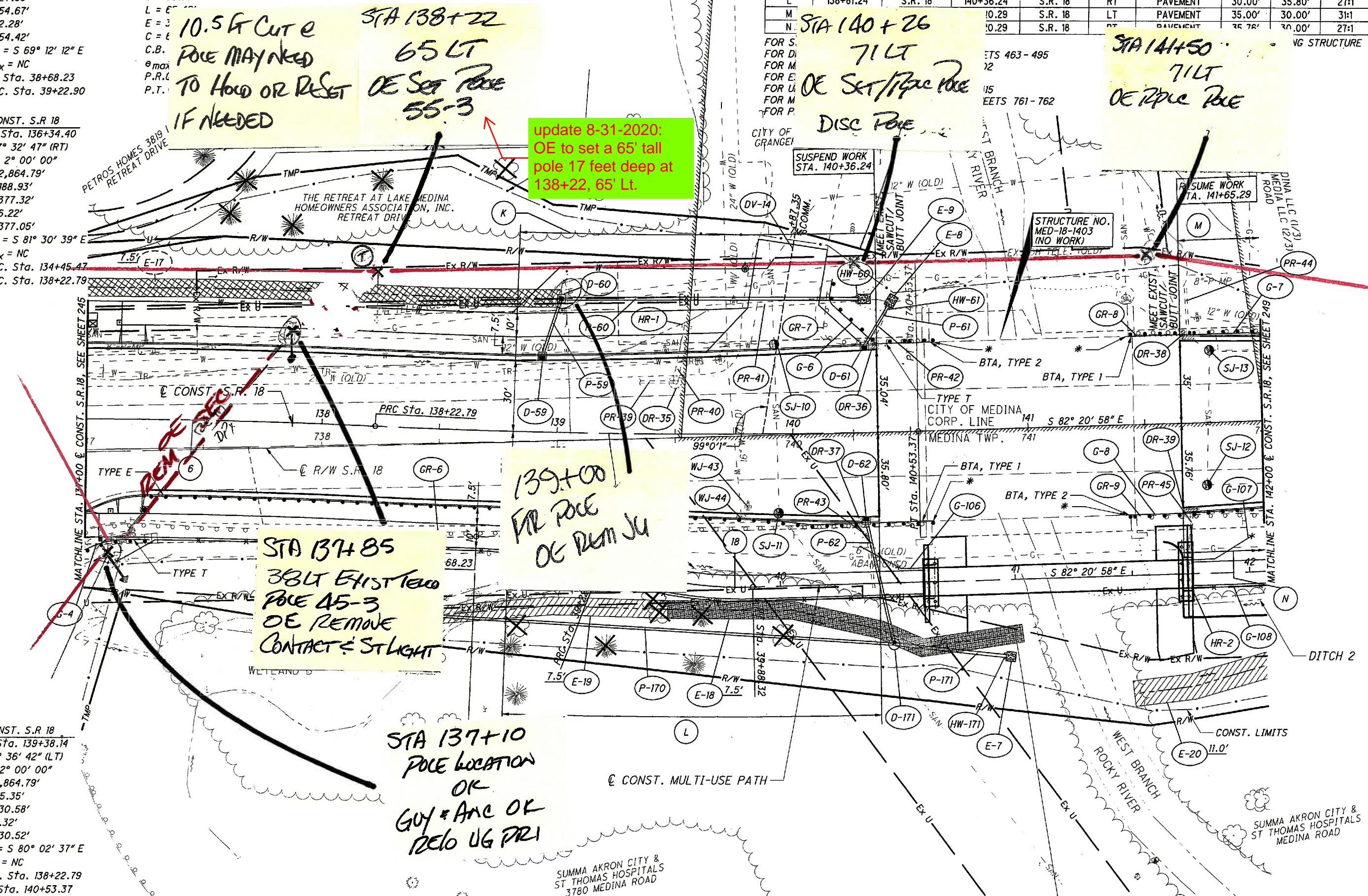
17	CONST. MULTI-USE PATH	18	CONST. MULTI-USE PATH
P.I. Sta. 38+95.81		P.I. Sta. 39+56.04	
$\Delta = 18^\circ 52' 09''$ (RT)		$\Delta = 22^\circ 34' 51''$ (LT)	
$Dc = 34^\circ 30' 56''$		$Dc = 34^\circ 30' 56''$	
$R = 166.00'$		$R = 166.00'$	
$T = 27.58'$		$T = 33.14'$	
$L = 54.67'$		$L = 66.71'$	
$E = 2.28'$		$E = 3.37'$	
$C = 54.42'$		$C = 66.60'$	
C.B. = $S 69^\circ 12' 12'' E$		C.B. = $S 69^\circ 12' 12'' E$	
$\theta_{max} = NC$		$\theta_{max} = NC$	
P.C. Sta. 38+68.23		P.R.C. Sta. 39+22.90	
P.R.C. Sta. 39+22.90		P.T. Sta. 39+22.90	

6	CONST. S.R. 18
P.I. Sta. 136+34.40	
$\Delta = 7^\circ 32' 47''$ (RT)	
$Dc = 2^\circ 00' 00''$	
$R = 2,864.79'$	
$T = 188.93'$	
$L = 377.32'$	
$E = 6.22'$	
$C = 377.05'$	
C.B. = $S 81^\circ 30' 39'' E$	
$\theta_{max} = NC$	
P.R.C. Sta. 134+45.47	
P.R.C. Sta. 138+22.79	

7	CONST. S.R. 18
P.I. Sta. 139+38.14	
$\Delta = 4^\circ 36' 42''$ (LT)	
$Dc = 2^\circ 00' 00''$	
$R = 2,864.79'$	
$T = 115.35'$	
$L = 230.58'$	
$E = 2.32'$	
$C = 230.52'$	
C.B. = $S 80^\circ 02' 37'' E$	
$\theta_{max} = NC$	
P.R.C. Sta. 138+22.79	
P.T. Sta. 140+53.37	

- ITEM 601 - TIED CONCRETE BLOCK MAT, TYPE 1
- ITEM 670 - DITCH EROSION PROTECTION MAT, TYPE B
- ITEM 670 - DITCH EROSION PROTECTION MAT, TYPE A

TAPER CODE	BEGINNING STATION	ENDING STATION	SIDE	DESCRIPTION	BEGIN WIDTH	END WIDTH	TAPER RATE
K	138+81.24	S.R. 18	140+36.24	S.R. 18	LT	PAVEMENT	30.00' 35.04' 3:1
L	138+81.24	S.R. 18	140+36.24	S.R. 18	RT	PAVEMENT	30.00' 35.80' 27:1
M	140+26	71 LT	10.29	S.R. 18	LT	PAVEMENT	35.00' 30.00' 3:1
N	140+26	71 LT	10.29	S.R. 18	RT	PAVEMENT	35.76' 30.00' 27:1



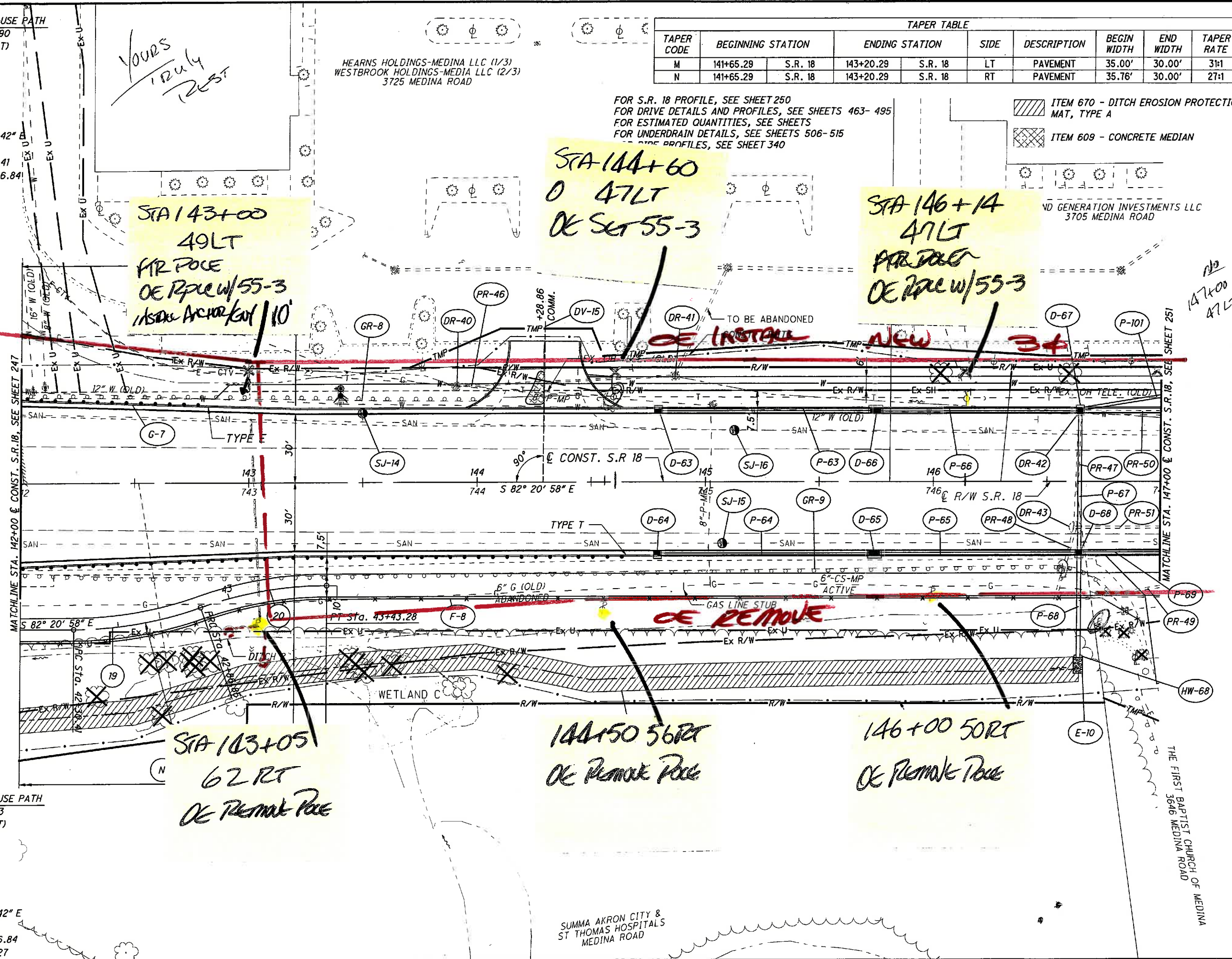
19 **CONST. MULTI-USE PATH**  
 P.I. Sta. 42+58.90  
 $\Delta = 19^\circ 28' 40''$  (LT)  
 $D_c = 34^\circ 30' 56''$   
 $R = 166.00'$   
 $T = 28.49'$   
 $L = 56.43'$   
 $E = 2.43'$   
 $C = 56.16'$   
 $C.B. = N 87^\circ 54' 42'' E$   
 $\theta_{max} = NC$   
 P.R.C. Sta. 42+30.41  
 P.R.C. Sta. 42+86.84

20 **CONST. MULTI-USE PATH**  
 P.I. Sta. 43+15.33  
 $\Delta = 19^\circ 28' 40''$  (RT)  
 $D_c = 34^\circ 30' 56''$   
 $R = 166.00'$   
 $T = 28.49'$   
 $L = 56.43'$   
 $E = 2.43'$   
 $C = 56.16'$   
 $C.B. = N 87^\circ 54' 42'' E$   
 $\theta_{max} = NC$   
 P.R.C. Sta. 42+86.84  
 P.T. Sta. 43+43.27

TAPER TABLE									
TAPER CODE	BEGINNING STATION		ENDING STATION		SIDE	DESCRIPTION	BEGIN WIDTH	END WIDTH	TAPER RATE
M	141+65.29	S.R. 18	143+20.29	S.R. 18	LT	PAVEMENT	35.00'	30.00'	3:1
N	141+65.29	S.R. 18	143+20.29	S.R. 18	RT	PAVEMENT	35.76'	30.00'	27:1

FOR S.R. 18 PROFILE, SEE SHEET 250  
 FOR DRIVE DETAILS AND PROFILES, SEE SHEETS 463- 495  
 FOR ESTIMATED QUANTITIES, SEE SHEETS  
 FOR UNDERDRAIN DETAILS, SEE SHEETS 506- 515  
 FOR SIDE PROFILES, SEE SHEET 340

ITEM 670 - DITCH EROSION PROTECTION MAT, TYPE A  
 ITEM 609 - CONCRETE MEDIAN



*Yours  
12 July  
2017*

HEARNS HOLDINGS-MEDINA LLC (1/3)  
 WESTBROOK HOLDINGS-MEDIA LLC (2/3)  
 3725 MEDINA ROAD

ND GENERATION INVESTMENTS LLC  
 3705 MEDINA ROAD



PLAN - S.R. 18  
 STA. 142+00 TO STA. 147+00

MED-18-12.99

249  
782

01/26/2017 12:01:13 PM MED-18-12.99 ROADWAY SHEETS 12/25/2017 3:28:35 PM  
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HORIZONTAL SCALE IN FEET

CALCULATED  
ATR  
CHECKED  
MDG

152+00

STA. 147

MED-18-12.99

251  
782

STA 148+00  
OE SET POLE  
55-3 47RT  
1' EX DEPTH  
ANC/GUY c 57LT

STA 148+96 35LT  
PR TELCO POLE  
OE REMOVE JU  
60CF 2A-11

STA 149+50  
OE SET POLE  
55-3 47LT  
RE ROUTE 30 UG PRI  
c 4.5 DEPTH  
OE RE ROUTE  
30 UG PRI

STA 150+50  
70 LT  
OE SET 40-3 POE  
FOR PRG LOT  
OAL LIGHTS

STA 151+66  
OE SET POLE  
55/3 47LT  
RELO 30 UG TO  
NEW POLE

STA 151+66  
35LT  
TELCO POLE: REM  
OE REMOVE  
CONTACT

STA 150+35  
35LT  
OE REMOVE CONTACT  
FTR POE  
60CF 2A-8

STA 152+00  
42' RT  
OE REMOVE POLE  
60 CF 2A-7

STA 147+43  
215576 D53632  
OE REMOVE POLE

STA 148+00 44RT  
POE 60CF 2A-3  
OE RELO POLE 54RT  
SET 50-3  
ANC/GUY c 64RT

STA 149+97  
40' RT  
OE REMOVE POLE  
60CF 2A-4

SECOND GENERATION INVESTMENTS LLC  
3705 MEDINA ROAD  
STA. 148+55.02 & CONST. S.R. 18  
STA. 10+00.00 & R/W & CONST.  
VICTOR DR.  
STA. 748+55.02 & R/W S.R. 18

RIVERSIDE BUILDING ASSOCIA  
3645 MEDINA ROAD

SEE SHEET 252  
OF FILES, SEE SHEETS 248  
AND SIDE ROAD  
S, SEE SHEETS 431-435  
AND PROFILES, SEE SHEETS 463-495  
QUANTITIES, SEE SHEETS  
DETAILS, SEE SHEETS 506-515

MATCHLINE STA. 147+00 & CONST. S.R. 18, SEE SHEET 249

MATCHLINE STA. 152+00

01-12-2018 10:28:13 AM MEDINA TWP. 251782.DWG  
4/20/2017  
3:24:46 PM  
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8  $\odot$  CONST. S.R. 18  
 P.I. Sta. 155+20.69  
 $\Delta = 5^\circ 17' 49''$  (LT)  
 $D_c = 1^\circ 00' 00''$   
 $R = 5,729.58'$   
 $T = 265.04'$   
 $L = 529.70'$   
 $E = 6.13'$   
 $C = 529.51'$   
 $C.B. = S 84^\circ 59' 52'' E$   
 $\theta_{max} = NC$   
 P.C. Sta. 152+55.65  
 P.T. Sta. 157+85.35

21  $\odot$  CONST. BUEHLER DR.  
 P.I. Sta. 8+62.50  
 $\Delta = 39^\circ 29' 43''$  (RT)  
 $D_c = 29^\circ 15' 00''$   
 $R = 195.88'$   
 $T = 70.32'$   
 $L = 135.03'$   
 $E = 12.24'$   
 $C = 132.37'$   
 $C.B. = N 14^\circ 23' 33'' W$   
 $\theta_{max} = NC$   
 P.C. Sta. 7+92.18  
 P.T. Sta. 9+27.21

FOR S.R. 18 PROFILE, SEE SHEET 254  
 STA 156+92.34 LT  
 OE REMOVE CONTACT  
 FTR POLE 60CF1B-17

STA 152+98  
 OE SET POLE  
 55/3 47LT

STA 154+06  
 OE SET POLE  
 55/3 50'LT  
 USE 10' X ARM  
 10' GUY LEAD  
 TO NORTH

STA 150+55  
 47LT  
 OE SET POLE 55-3  
 REMOVE CONTACT FTR  
 REROUTE 30UG FTR  
 60CF1B-8

STA 155+82  
 47LT  
 OE SET 55-3  
 INSTALL 30UG  
 PRI & SPACE

STA 157+00  
 OE SET POLE  
 55/3 47LT  
 REROUTE 30UG

STA. 154+78.34  
 STA. 10+00.00  
 VILLAGE GATE  
 STA. 10+00.00  $\odot$  CONST. BUEHLER DR.  
 STA. 754+78.34  $\odot$  R/W S.R. 18

STA 154+13  
 35LT  
 OE REMOVE CONTACT  
 FTR POLE  
 60CF1B-9

STA 153+98  
 44 RT  
 OE REMOVE POLE  
 60CF1B-1

STA 153+98  
 OE SET POLE  
 55/3 64 RT  
 10' GUY LEAD SOUTH

POLE 60CF1B-11  
 EXISTING 40-3  
 OK

STA 155+77  
 37 RT  
 OE REMOVE POLE  
 60CF1B-7

STA 156+98  
 37 RT  
 OE REMOVE POLE  
 60CF1B-2

$L = 124.04'$   
 $E = 9.51'$   
 $C = 123.05'$   
 $C.B. = N 11^\circ 28' 47'' W$   
 P.C. Sta. 11+00.72  
 P.T. Sta. 12+25.56



PLAN - S.R. 18  
 STA. 152+00 TO STA. 157+00

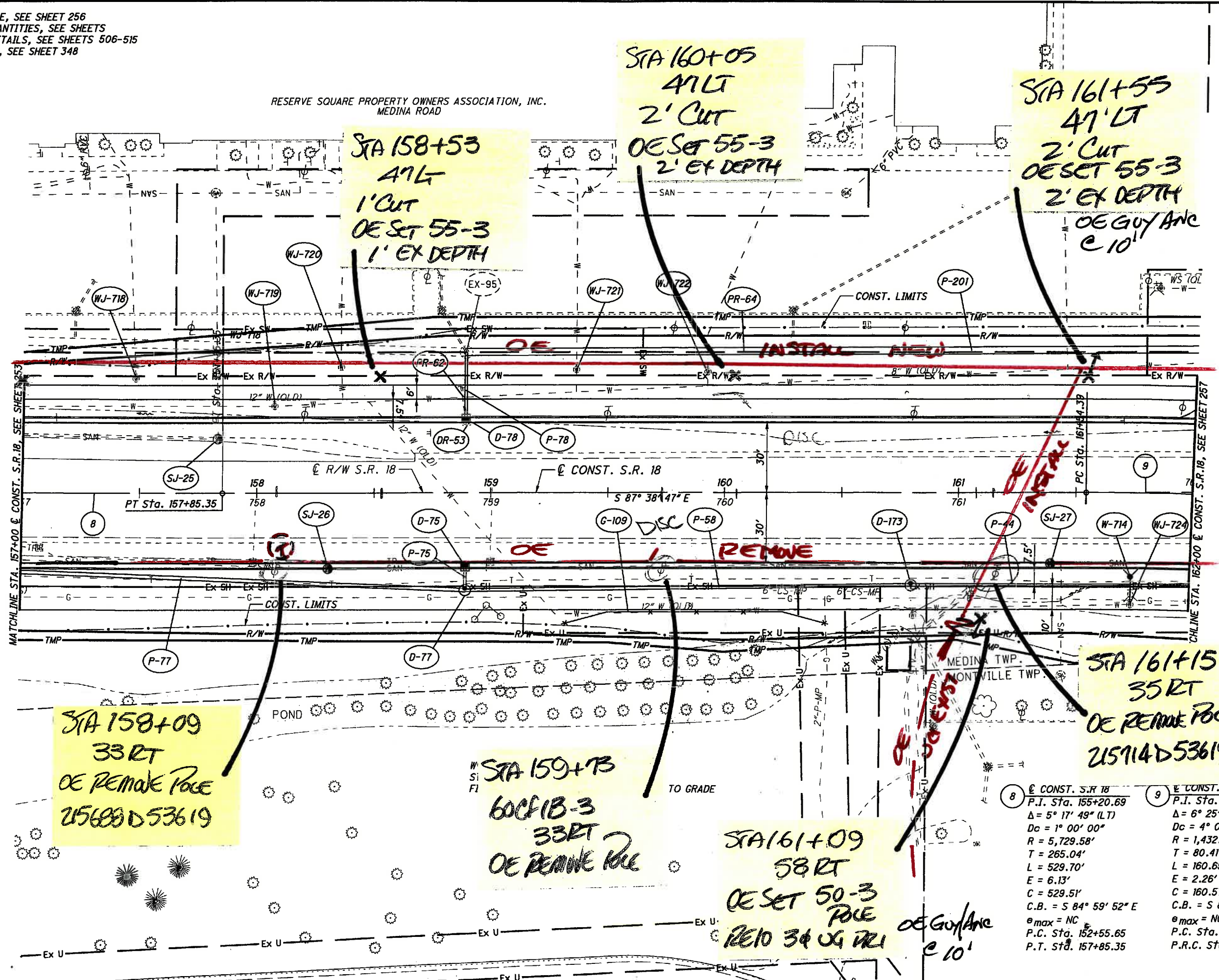
MED-18-12.99

253  
 782

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 4/28/2017  
 9:37:15 AM  
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FOR S.R. 18 PROFILE, SEE SHEET 256  
 FOR ESTIMATED QUANTITIES, SEE SHEETS  
 FOR UNDERDRAIN DETAILS, SEE SHEETS 506-515  
 FOR PIPE PROFILES, SEE SHEET 348

RESERVE SQUARE PROPERTY OWNERS ASSOCIATION, INC.  
 MEDINA ROAD



STA 158+09  
 33 RT  
 OE REMOVE POLE  
 215688 D 53619

STA 158+53  
 41 LT  
 1' CUT  
 OE SET 55-3  
 1' EX DEPTH

STA 160+05  
 41 LT  
 2' CUT  
 OE SET 55-3  
 2' EX DEPTH

STA 161+55  
 41 LT  
 2' CUT  
 OE SET 55-3  
 2' EX DEPTH  
 OE GUY ANCH  
 e 10'

STA 159+73  
 60 CF 18-3  
 33 RT  
 OE REMOVE POLE

STA 161+09  
 58 RT  
 OE SET 50-3  
 POLE  
 215714 D 53619  
 OE GUY ANCH  
 e 10'

STA 161+15  
 35 RT  
 OE REMOVE POLE  
 215714 D 53619

8	CONST. S.R. 18	9	CONST. S.R. 18
P.I. Sta. 155+20.69		P.I. Sta. 162+34.80	
$\Delta = 5^\circ 17' 49''$ (LT)		$\Delta = 6^\circ 25' 34''$ (RT)	
$D_c = 1^\circ 00' 00''$		$D_c = 4^\circ 00' 00''$	
$R = 5,729.58'$		$R = 1,432.40'$	
$T = 265.04'$		$T = 80.41'$	
$L = 529.70'$		$L = 160.65'$	
$E = 6.13'$		$E = 2.26'$	
$C = 529.51'$		$C = 160.57'$	
$C.B. = S 84^\circ 59' 52'' E$		$C.B. = S 84^\circ 26' 00'' E$	
$\theta_{max} = NC$		$\theta_{max} = NC$	
P.C. Sta. 152+55.65		P.C. Sta. 161+54.39	
P.T. Sta. 157+85.35		P.R.C. Sta. 163+15.04	

PLAN - S.R. 18  
 STA. 157+00 TO STA. 162.00

MED-18-12.99

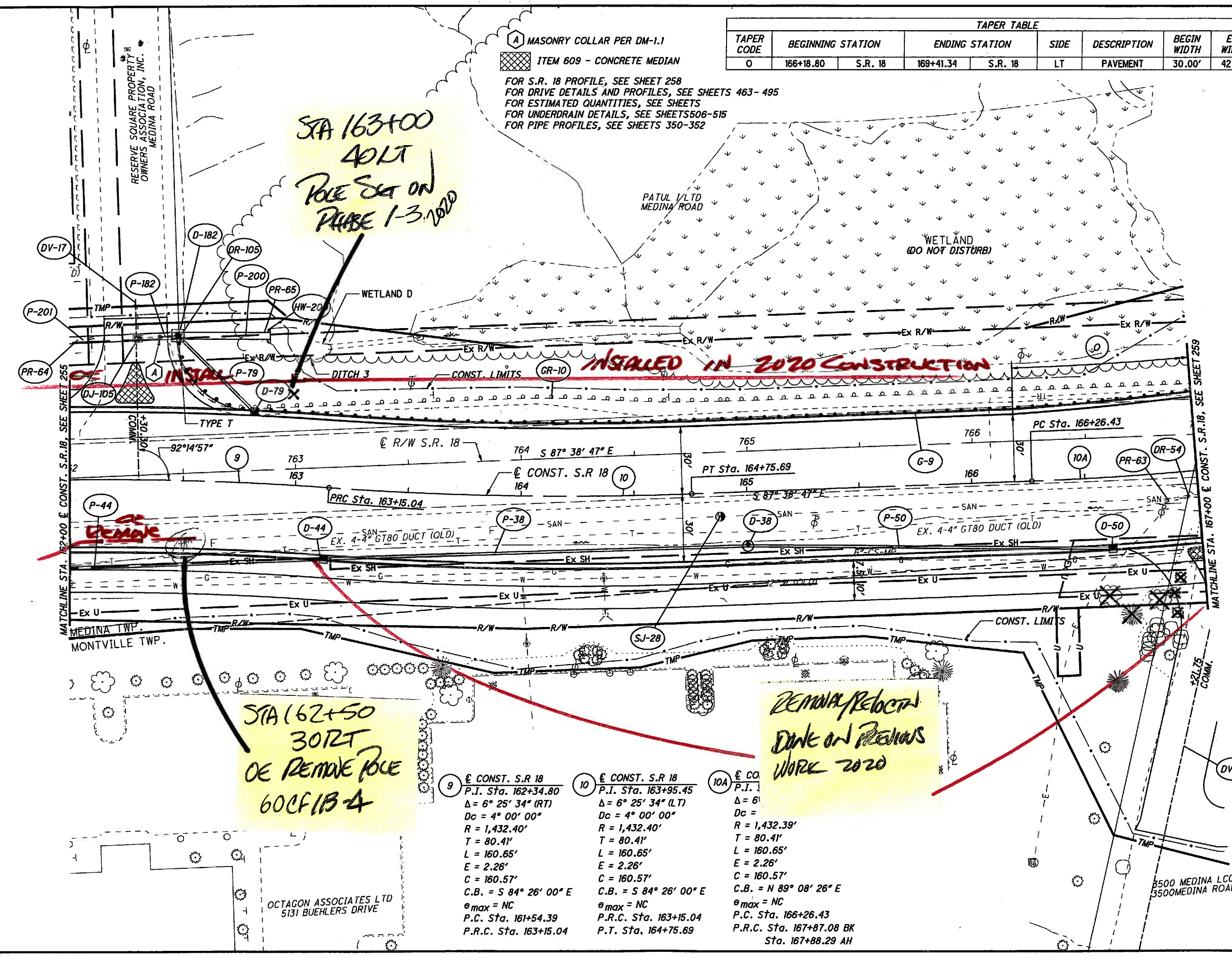
CALCULATED BY: ATR  
 CHECKED BY: MDC

255  
 782

TAPER TABLE							
TAPER CODE	BEGINNING STATION	ENDING STATION	SIDE	DESCRIPTION	BEGIN WIDTH	END WIDTH	TAPER RATE
O	166+18.80	S.R. 18	169+41.34	S.R. 18	LT	PAVEMENT	30.00' 42.00' 27:1

(A) MASONRY COLLAR PER DM-1.1  
 ITEM 609 - CONCRETE MEDIAN

FOR S.R. 18 PROFILE, SEE SHEET 258  
 FOR DRIVE DETAILS AND PROFILES, SEE SHEETS 463-495  
 FOR ESTIMATED QUANTITIES, SEE SHEETS  
 FOR UNDERDRAIN DETAILS, SEE SHEETS 506-515  
 FOR PIPE PROFILES, SEE SHEETS 350-352



STA 163+00  
 40LT  
 ROBE SET ON  
 PHASE 1-3 2020

INSTALLED IN 2020 CONSTRUCTION

REMOVE

STA 162+50  
 30RT  
 OE REMOVE ROBE  
 60CF 13 4

REMOVE/RELOCATE  
 DUNE ON PREVIOUS  
 WORK 2020

<p>9</p> <p>∠ CONST. S.R. 18</p> <p>P.I. Sta. 162+34.80</p> <p>Δ = 6° 25' 34" (RT)</p> <p>Dc = 4° 00' 00"</p> <p>R = 1,432.40'</p> <p>T = 80.41'</p> <p>L = 160.65'</p> <p>E = 2.26'</p> <p>C = 160.57'</p> <p>C.B. = S 84° 26' 00" E</p> <p>∅ max = NC</p> <p>P.C. Sta. 161+54.39</p> <p>P.R.C. Sta. 163+15.04</p>	<p>10</p> <p>∠ CONST. S.R. 18</p> <p>P.I. Sta. 163+95.45</p> <p>Δ = 6° 25' 34" (LT)</p> <p>Dc = 4° 00' 00"</p> <p>R = 1,432.40'</p> <p>T = 80.41'</p> <p>L = 160.65'</p> <p>E = 2.26'</p> <p>C = 160.57'</p> <p>C.B. = S 84° 26' 00" E</p> <p>∅ max = NC</p> <p>P.R.C. Sta. 163+15.04</p> <p>P.T. Sta. 164+75.69</p>	<p>10A</p> <p>∠ CO</p> <p>P.I. Sta. 166+26.43</p> <p>Δ = 6°</p> <p>Dc =</p> <p>R = 1,432.39'</p> <p>T = 80.41'</p> <p>L = 160.65'</p> <p>E = 2.26'</p> <p>C = 160.57'</p> <p>C.B. = N 89° 08' 26" E</p> <p>∅ max = NC</p> <p>P.C. Sta. 166+26.43</p> <p>P.R.C. Sta. 167+07.08 BK</p> <p>Sta. 167+88.29 AH</p>
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PLAN - S.R. 18  
 STA. 162+00 TO STA. 167+00

MED-18-12.99

257  
782

01\_128112812813 MED-18-12.99 S.R. 18 STA. 162+00 TO STA. 167+00 SHEET 18 OF 17.DWG  
 4/28/2017  
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 DWG:VBL:LLB:ST

TAPER TABLE							
TAPER CODE	BEGINNING STATION	ENDING STATION	SIDE	DESCRIPTION	BEGIN WIDTH	END WIDTH	TAPER RATE
	66+18.80	S.R. 18	169+41.34	S.R. 18	LT	PAVEMENT	30.00' 42.00' 27:1

STA 162+70  
40 LT  
OE ANCHOR/GUY  
INSTALL

STA 163+00  
40 LT  
NEW OE POLE  
55/3

STA 163+25  
NEW OE ANCHOR  
60 LT

STA 164+63  
OE SET NEW POLE  
47 LT 55/3

STA 166+70  
44 LT  
OE SET NEW POLE  
55/3 10' GUY

STA 167+00  
42 LT  
OE ANCHOR/GUY

ST. S.R. 18  
a. 167+06.  
25' 34" (L)  
° 00' 00"  
32.39'  
.41'  
.65'  
.6'

C = 160.57'  
C.B. = N 89° 08' 26" E  
@ max = NC  
P.C. Sta. 166+26.43  
P.R.C. Sta. 167+87.08 BK  
Sta. 167+88.29 AH

STA 165+30  
OE REMOVE POLE  
15' RT  
60CF1B-5

C = 160.57'  
C.B. = S 84° 26' 00" E  
@ max = NC  
P.R.C. Sta. 163+15.04  
P.T. Sta. 164+75.69

STA 166+35  
OE SET POLE  
55/3 75 RT  
166+45 85 RT ANCHOR

POLE 215775  
D53616  
OE POLE  
REMOVE 18' RT

STA 162+50  
OE POLE 60CF1B-4  
TO REMAIN  
50' RT

STA 162+43  
NEW OE ANCHOR  
40' RT

STA 162+75  
50' RT  
OE ANCHOR/GUY  
INSTALL

9 @ CONST. S.R. 18  
P.T. Sta. 162+34.80  
 $\Delta = 6^\circ 25' 34" (RT)$   
Dc = 4' 00' 00"  
R = 1,432.40'  
T = 80.41'  
L = 160.65'  
E = 2.26'  
C = 160.57'  
C.B. = S 84° 26' 00" E  
@ max = NC  
P.C. Sta. 161+54.39  
P.R.C. Sta. 163+15.04

OCTAGON ASSOCIATES LTD  
5131 BUEHLERS DRIVE

01-128105-001 (SHEET) 3/25/2018 3:27:47 PM  
 2007101010.LIBER

PLAN - S.R. 18  
 STA. 162+00 TO STA. 167+00  
 MED-18-12.99  
 257  
 782

TAPER TABLE								
TAPER CODE	BEGINNING STATION	ENDING STATION	SIDE	DESCRIPTION	BEGIN WIDTH	END WIDTH	TAPER RATE	
0	166+18.00	C.P. 18	S.R. 18	LT	PAVEMENT	30.00'	42.00'	27:1

(A) MASONRY  
ITEM

STA 167+70  
58 RT  
OE SET NEW POLE  
55/3  
OE ANCHOR @  
167+40 58 RT

STA 168+55  
50 LT  
OE SET NEW POLE  
55/3

STA 170+00  
60 LT  
OE SET NEW POLE  
55/3

STA 923+50  
35' RT  
OE INSTAL BOT  
SPACE BOT  
SPACE VIA PRI  
TO NEW

STA 171+38  
60' LT  
OE SET NEW POLE  
55/3

STA 171+08  
71 RT  
OE SET NEW POLE 50/3  
2' EX DEPTH

STA 171+50  
35 RT  
OE REMOVE POLE  
60CF 1A-19

STA 170+75  
70 RT  
OE REMOVE POLE  
60CF 1A-4

STA 920+50  
47 RT  
OE SET POLE 50/3  
2' EX DEPTH

STA 170+34  
43 LT  
OE REMOVE POLE  
UG PRI CABLE

STA 170+15  
39 RT  
OE REMOVE POLE  
60CF 1A-3

STA 920+42  
30 RT  
REMOVE POLE  
(SEE SHEET 287)

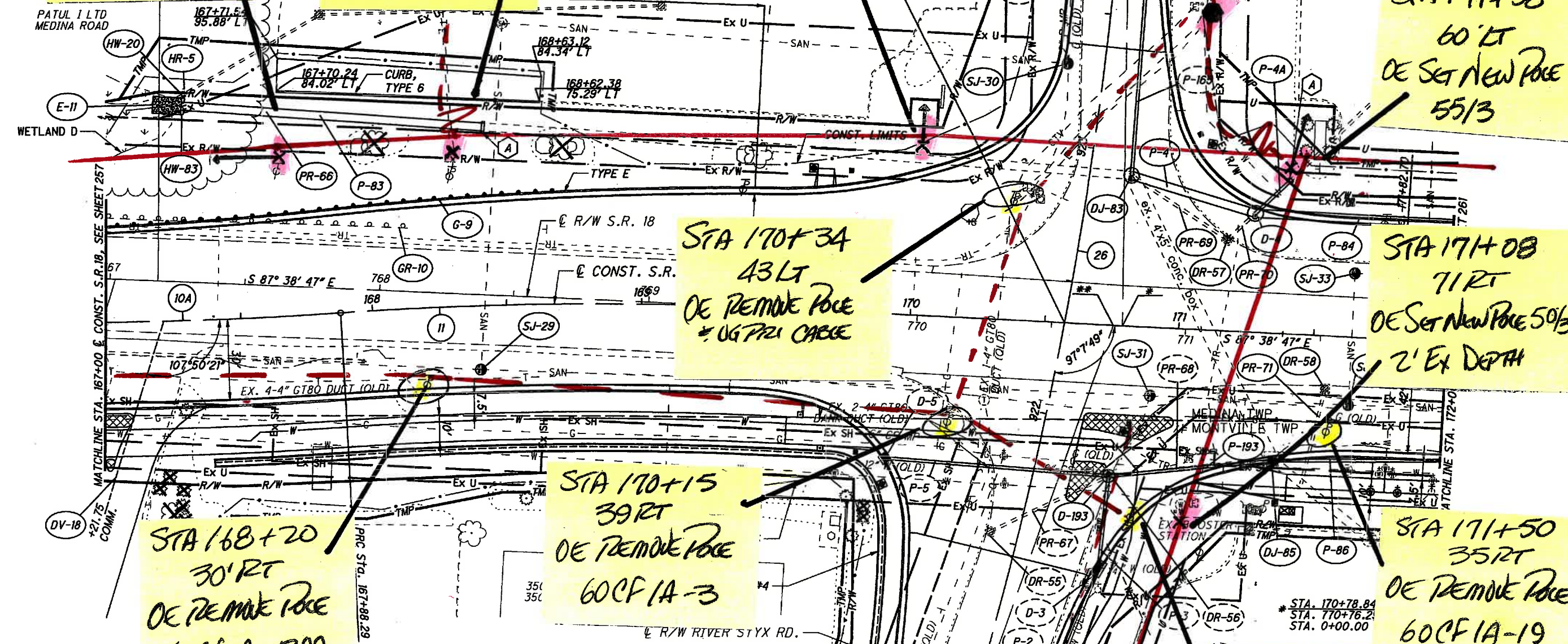
11 @ CONST. S.R. 18  
P.I. Sta. 168+68.70  
Δ = 6° 25' 34" (RT)  
Dc = 4° 00' 00"  
R = 1,432.39'  
T = 80.41'  
L = 160.65'  
E = 2.26'  
C = 160.57'  
C.B. = N 89° 08' 26" E  
θ max = NC  
P.R.C. Sta. 167+87.08 BK  
Sta. 167+88.29 AH  
P.T. Sta. 169+48.94

12 P.I. Sta. 172+33.59  
Δ = 2° 02' 08" (LT)  
Dc = 2° 00' 00"  
R = 2,864.79'  
T = 50.89'  
L = 101.77'  
E = 0.45'  
C = 101.77'  
C.B. = S 88° 39' 51" E  
θ max = NC  
P.C. Sta. 171+82.70  
P.T. Sta. 172+84.47

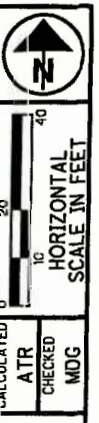
26 @ CONST. RIVER STYX RD.  
P.I. Sta. 922+48.93  
Δ = 18° 51' 11" (LT)  
Dc = 4° 00' 00"  
R = 1,432.39'  
T = 237.81'  
L = 471.33'  
E = 19.61'  
C = 469.20'  
C.B. = N 8° 59' 18" E  
θ max = NC  
P.C. Sta. 920+11.12  
P.T. Sta. 924+82.45

10A @ CONST. S.R. 18  
P.I. Sta. 167+06.84  
Δ = 6° 25' 34" (LT)  
Dc = 4° 00' 00"  
R = 1,432.39'  
T = 80.41'  
L = 160.65'  
E = 2.26'  
C = 160.57'  
C.B. = N 89° 08' 26" E  
θ max = NC  
P.R.C. Sta. 167+87.08 BK  
Sta. 167+88.29 AH  
P.T. Sta. 169+48.94

PROFILE, SEE SHEET 260  
ETAITS AND PROFILES, SEE SHEET  
CTION AND SIDE ROAD  
ETAITS, SEE SHEETS 431 - 451  
TYX RD. & SHADY BROOKE LN. P  
ED QUANTITIES, SEE SHEETS  
RAIN DETAILS, SEE SHEETS 506-5  
OFILES, SEE SHEET 356  
RISES, INC.  
VA ROAD  
STA. 770+54  
STA. 170+57.39 @ CONST. S.R. 18  
STA. 922+34.39 @ CONST. RIVER STYX RD.



HORIZONTAL SCALE IN FEET  
 CHECKED MDG  
 PLAN - S.R. 18  
 STA. 167+00 TO STA. 172+00  
 MED-18-12.99  
 259  
 782



PLAN - S.R. 18  
STA. 172+00 TO STA. 177+00

MED-18-12.99

261  
782

MEDINA ROAD NO 1 LLC &  
MEDINA ROAD NO 2 LLC  
3443 / 3457 MEDINA ROAD

THOMAS J BRACKEN  
MEDINA ROAD

THOMAS J BRACKEN  
3427 MEDINA ROAD

JAMES T GILL (1/2)  
HAZEL I JOHNSTON (1/2)  
MEDINA ROAD

STA 173+00  
60LT  
OE SET POLE 55/3  
3' EX DEPTH  
10' GUY

STA 173+17  
95LT  
OE SET POLE  
45/3

STA 173+20  
50LT  
OE REMOVE POLE  
60CF 1A-12

STA 174+00  
60 LT  
OE SET POLE  
55/3

STA 175+00  
60LT  
OE SET POLE  
55/3

STA 176+50  
60LT  
OE SET POLE  
55/3 Set 3' deeper

STA 172+70  
69RT  
OE REMOVE POLE  
40-3 W/ 45-3  
10' GUY  
60CF 1A-26

STA 173+33  
40RT  
OE REMOVE POLE  
60CF 1A-11

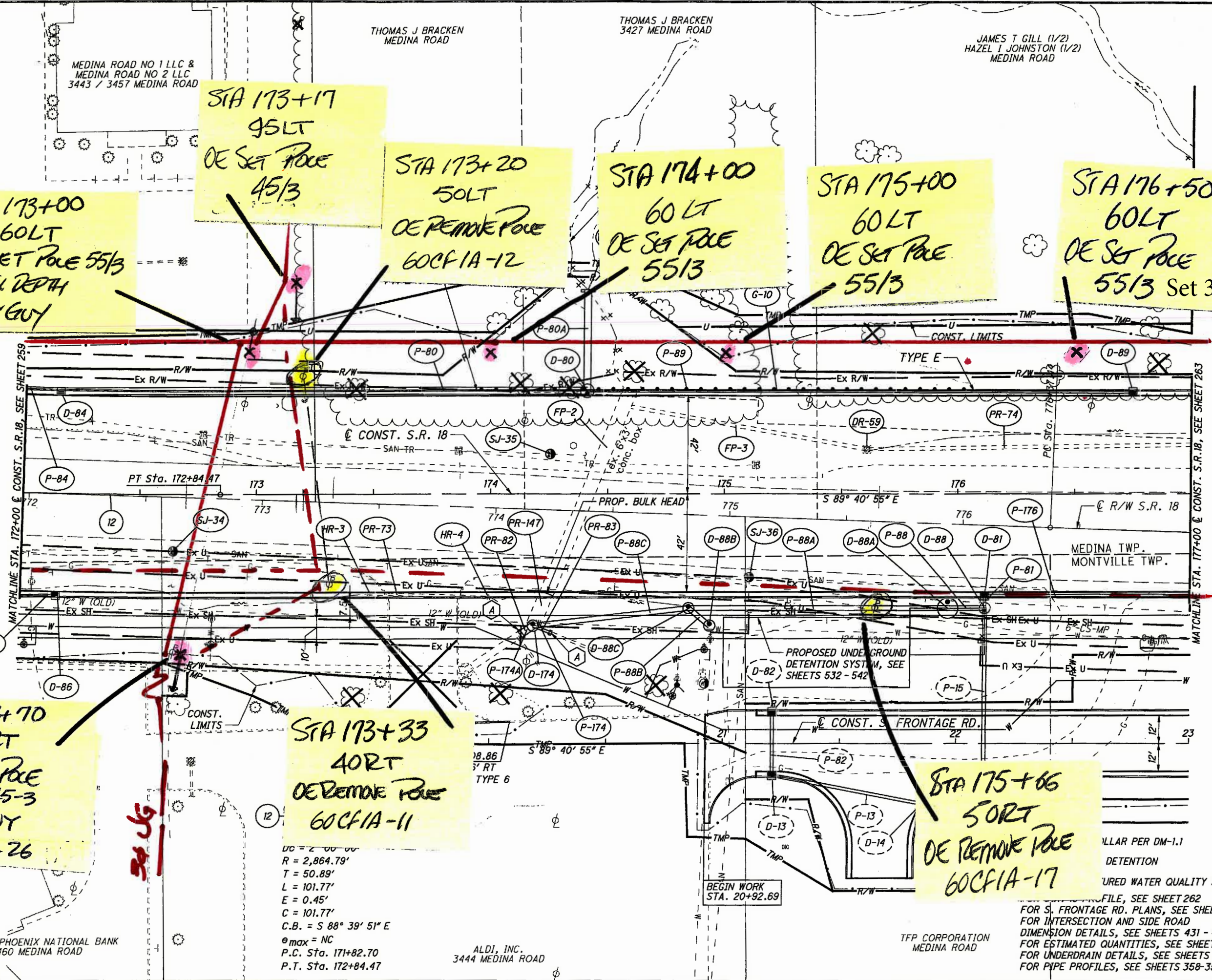
STA 175+06  
50RT  
OE REMOVE POLE  
60CF 1A-17

DC = 2 00 00  
R = 2,864.79'  
T = 50.89'  
L = 101.77'  
E = 0.45'  
C = 101.77'  
C.B. = S 88° 39' 51" E  
θ max = NC  
P.C. Sta. 171+82.70  
P.T. Sta. 172+84.47

ALDI, INC.  
3444 MEDINA ROAD

TFP CORPORATION  
MEDINA ROAD

FILE, SEE SHEET 262  
FOR S. FRONTAGE RD. PLANS, SEE SHEETS 277-279  
FOR INTERSECTION AND SIDE ROAD  
DIMENSION DETAILS, SEE SHEETS 431 - 451  
FOR ESTIMATED QUANTITIES, SEE SHEETS  
FOR UNDERDRAIN DETAILS, SEE SHEETS 506-515  
FOR PIPE PROFILES, SEE SHEETS 358-359



MATCHLINE STA. 172+00 & CONST. S.R. 18, SEE SHEET 259

MATCHLINE STA. 177+00 & CONST. S.R. 18, SEE SHEET 263

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JAMES T GILL (1/2)  
HAZEL I JOHNSTON (1/2)  
MEDINA ROAD

PRINCE OF PEACE LUTHERAN CHURCH  
3349 / 3355 MEDINA ROAD

STA 177+41  
60 LT  
OE SET 55/3 POE  
30' ± 25' GUY LEAD

180+43  
62 LT  
OE SET POE  
45/3 SET 1/4  
EX DEPTH

STA 180+43  
149 LT  
OE SET 45/3 POE  
W/GUY 20' LEAD

STA 180+51  
112 LT  
OE REMOVE POE  
60CE 2B-1

STA 180+56  
40 LT  
OE REMOVE POE  
215910 D53621

STA 177+94  
67 RT  
OE SET POE 55/3  
2' EX DEPTH

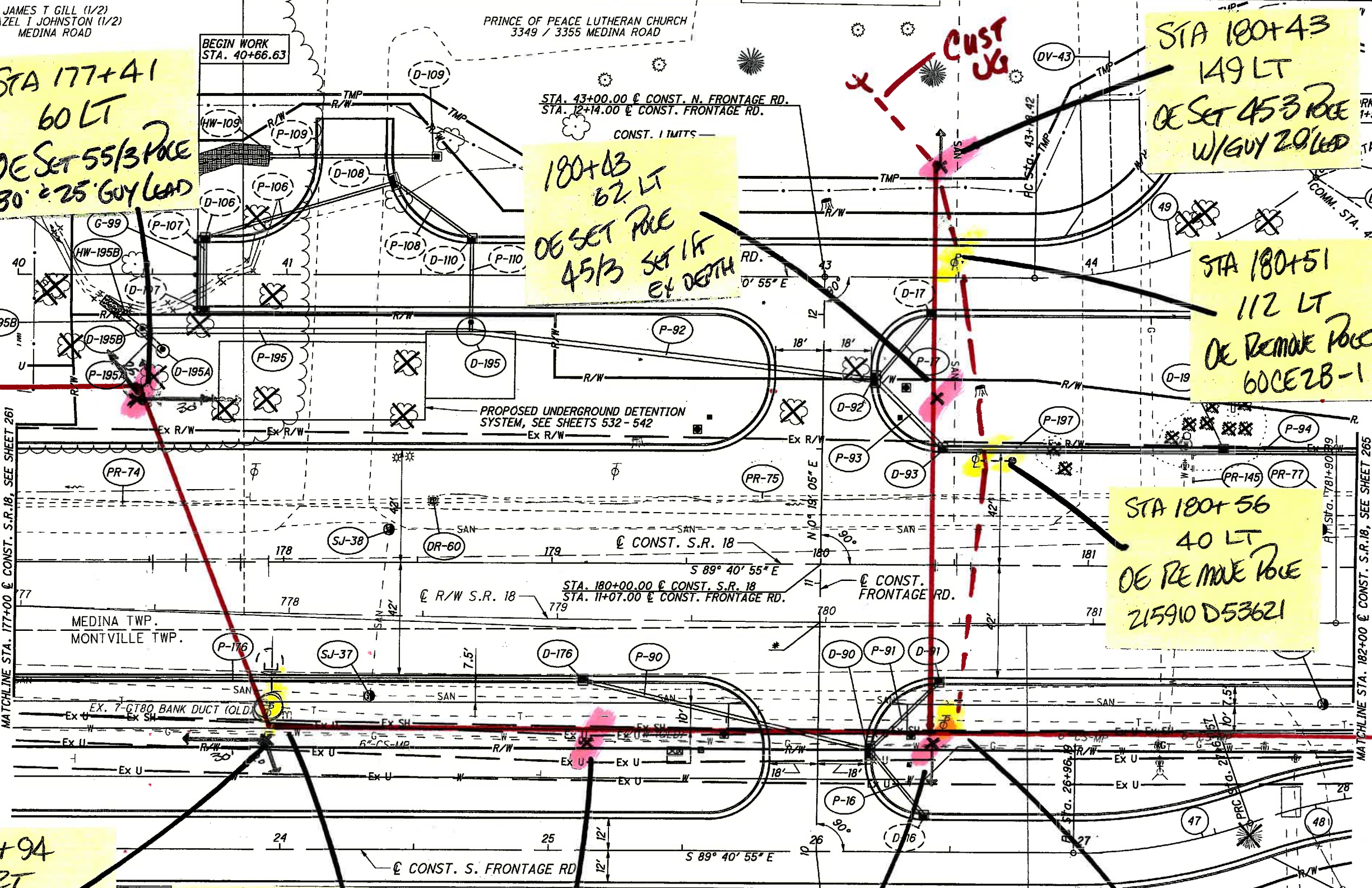
STA 177+94  
55 RT  
OE REMOVE POE  
60CF 1A-1B

STA 179+13  
67 RT  
OE SET 55/3  
2' EX DEPTH

180+43  
65 RT  
OE SET POE W/GUY  
55/3 15' LEAD  
SET 2' EX DEPTH

180+47  
60 RT  
OE REMOVE POE  
60CE 2B-3

- 47 @ CONST. S. FRONTAGE RD.  
P.I. Sta. 27+30.22  
 $\Delta = 19^\circ 45' 11''$  (LT)  
 $D_c = 29^\circ 19' 00''$   
 $R = 195.44'$   
 $T = 34.03'$   
 $L = 67.38'$   
 $E = 2.94'$   
 $C = 67.05'$   
C.B. = N 80° 26' 30" E  
 $\theta_{max} = NC$   
P.C. Sta. 26+96.19  
P.R.C. Sta. 27+63.57
- 48 @ CONST. S. FRONTAGE RD.  
P.I. Sta. 27+97.60  
 $\Delta = 19^\circ 45' 11''$  (RT)  
 $D_c = 29^\circ 19' 00''$   
 $R = 195.44'$   
 $T = 34.03'$   
 $L = 67.38'$   
 $E = 2.94'$   
 $C = 67.05'$   
C.B. = N 80° 26' 30" E  
 $\theta_{max} = NC$   
P.R.C. Sta. 27+63.57  
P.T. Sta. 28+30.95
- 49 @ CONST. N. FRONTAGE RD.  
P.I. Sta. 44+37.62  
 $\Delta = 39^\circ 55' 36''$  (LT)  
 $D_c = 35^\circ 09' 05''$   
 $R = 163.00'$   
 $T = 59.21'$   
 $L = 113.58'$   
 $E = 10.42'$   
 $C = 111.30'$   
C.B. = N 70° 21' 18" E  
 $\theta_{max} = NC$   
P.C. Sta. 42+79.42  
P.T. Sta. 44+15.82



FOR S.R. 18 PROFILE, SEE SHEET 264  
FOR S. FRONTAGE RD. PLANS, SEE SHEETS 277-279  
FOR N. FRONTAGE RD. PLANS, SEE SHEETS 275-276  
FOR INTERSECTION AND SIDE ROAD  
DIMENSION DETAILS, SEE SHEETS 431-451  
FOR DRIVE DETAILS AND PROFILES, SEE SHEETS 463-495  
FOR ESTIMATED QUANTITIES, SEE SHEETS  
FOR UNDERDRAIN DETAILS, SEE SHEETS 506-515  
FOR PIPE PROFILES, SEE SHEET 362

PLAN - S.R. 18  
STA. 177+00 TO STA. 182+00

MED-18-12.99

263  
782

CALCULATED  
A.T.R.  
CHECKED  
M.D.G.

HORIZONTAL  
SCALE IN FEET

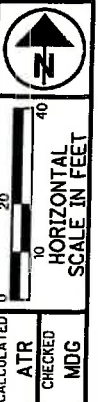


PRINCE OF PEACE LUTHERAN CHURCH  
3349 / 3355 MEDINA ROAD

TIMBRO LLC  
3337 MEDINA ROAD

FIFTH THIRD BANK  
3303 MEDINA ROAD

RUTH HAWKER (1/2)  
SUSAN L. HAWKER (1/2)  
3291 MEDINA ROAD



PLAN - S.R. 18  
STA. 182+00 TO STA. 187+00

MED-18-12.99

265  
782

48 STA 180+50 72LT  
EXIST 45/3 POLE  
215931 D 5362A  
OK

STA 184+20  
90 LT  
OE SET POLE  
50/3

STA 182+21  
65 RT  
NEW POLE 55/3  
60CE 2B-10  
RPL + RELO

OE INSTALL  
SPAN GUY  
POLE TO POLE

STA 182+15  
110 RT  
OE SET 45/3  
20' GUY LEAD POLE

STA 182+28  
120 RT  
REM POLE ABANDON  
60CE 2B-11

STA 184+20  
150 RT  
OE SET NEW POLE  
50/3

STA 184+20  
65 RT  
OE SET POLE 55/3  
RPL/RELO  
215947 D 53611  
STA 184+20  
88 RT  
OE REMOVE POLE  
215947 D 53604

STA 185+97 65RT  
OE RPL/RELO  
POLE 55/3 65RT  
215964 D 53610

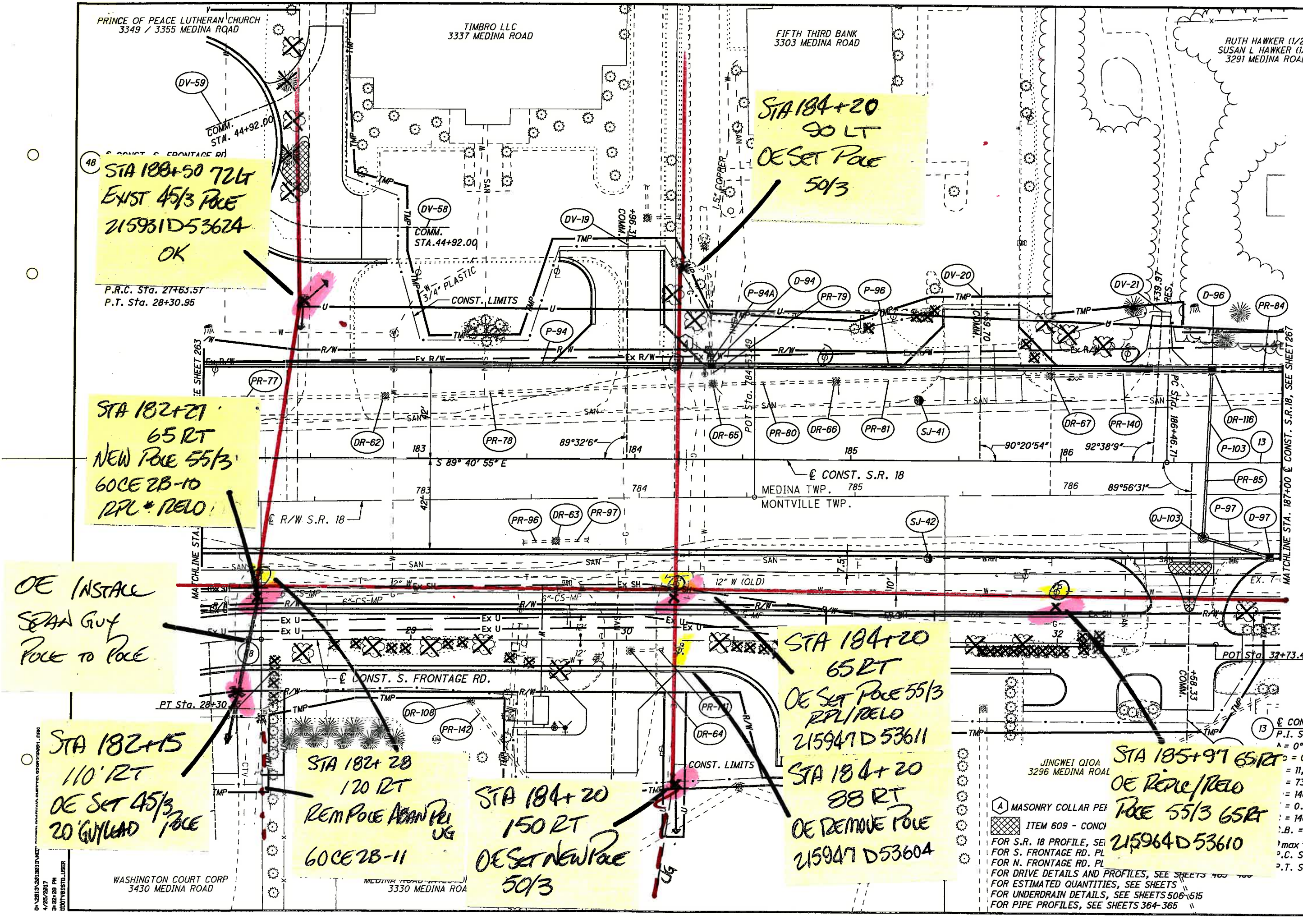
(A) MASONRY COLLAR PEI  
ITEM 609 - CONCI  
FOR S.R. 18 PROFILE, SEE SHEETS 100-100  
FOR S. FRONTAGE RD. PL  
FOR N. FRONTAGE RD. PL  
FOR DRIVE DETAILS AND PROFILES, SEE SHEETS 100-100  
FOR ESTIMATED QUANTITIES, SEE SHEETS 506-515  
FOR UNDERDRAIN DETAILS, SEE SHEETS 364-365  
FOR PIPE PROFILES, SEE SHEETS 364-365

13 @ CONST. S.R. 18  
P.I. Sta. 187+19.89  
Δ = 0° 43' 54" (LT)  
= 0° 30' 00"  
= 11,459.16'  
= 73.18'  
= 146.36'  
= 0.23'  
= 146.35'  
B. = N 89° 57' 08" E  
max = NC  
P.C. Sta. 186+46.71  
P.T. Sta. 187+93.07

01/28/13 2:31:33 PM  
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3:22:28 PM  
CODY WILSON

WASHINGTON COURT CORP  
3430 MEDINA ROAD

MEDINA ROAD  
3330 MEDINA ROAD

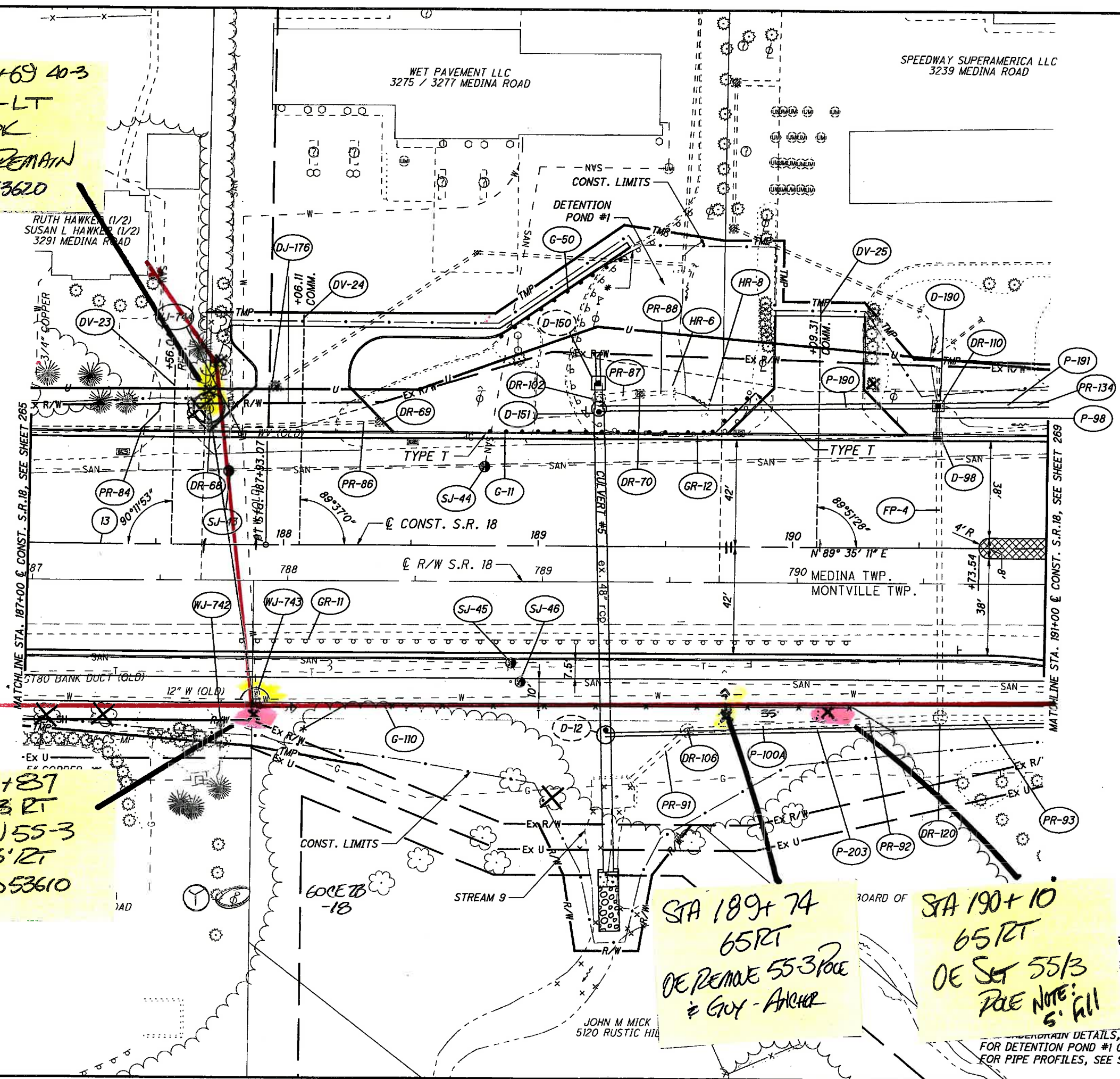


STA 187+69 40-3  
54 LT  
OK  
POE TO REMAIN  
215984 D 53620

RUTH HAWKER (1/2)  
SUSAN L. HAWKER (1/2)  
3291 MEDINA ROAD

WET PAVEMENT LLC  
3275 / 3277 MEDINA ROAD

SPEEDWAY SUPERAMERICA LLC  
3239 MEDINA ROAD



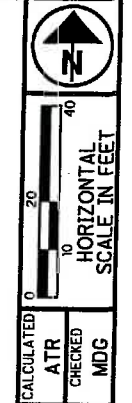
STA 187+87  
45-4 63 RT  
SET NEW 55-3  
65' RT  
215985 D 53610

13  
CONST. S.R. 1  
P.T. Sta. 187+11  
 $\Delta = 0^\circ 43' 54''$   
 $D_c = 0^\circ 30' 00''$   
 $R = 11,459.16'$   
 $T = 73.18'$   
 $L = 146.36'$   
 $E = 0.23'$   
 $C = 146.35'$   
 $C.B. = N 89^\circ 57' 08'' E$   
 $\theta_{max} = NC$   
P.C. Sta. 186+46.71  
P.T. Sta. 187+93.07

STA 189+74  
65 RT  
POE REMAIN 55-3 POE  
GUY-ANCHOR

STA 190+10  
65 RT  
POE SET 55-3  
POE NOTE: ALL  
5' ALL

RETIE MEDIAN  
GUARDRAIL  
SHEET 268  
PROFILES, SEE SHEETS 463- 495  
S, SEE SHEETS  
E SHEETS 530  
DRAINAGE DETAILS, SEE SHEETS 506-515  
FOR DETENTION POND #1 GRADING PLAN, SEE SHEET 589  
FOR PIPE PROFILES, SEE SHEET 367



PLAN - S.R. 18  
STA. 187+00 TO STA. 191+00

MED-18-12.99

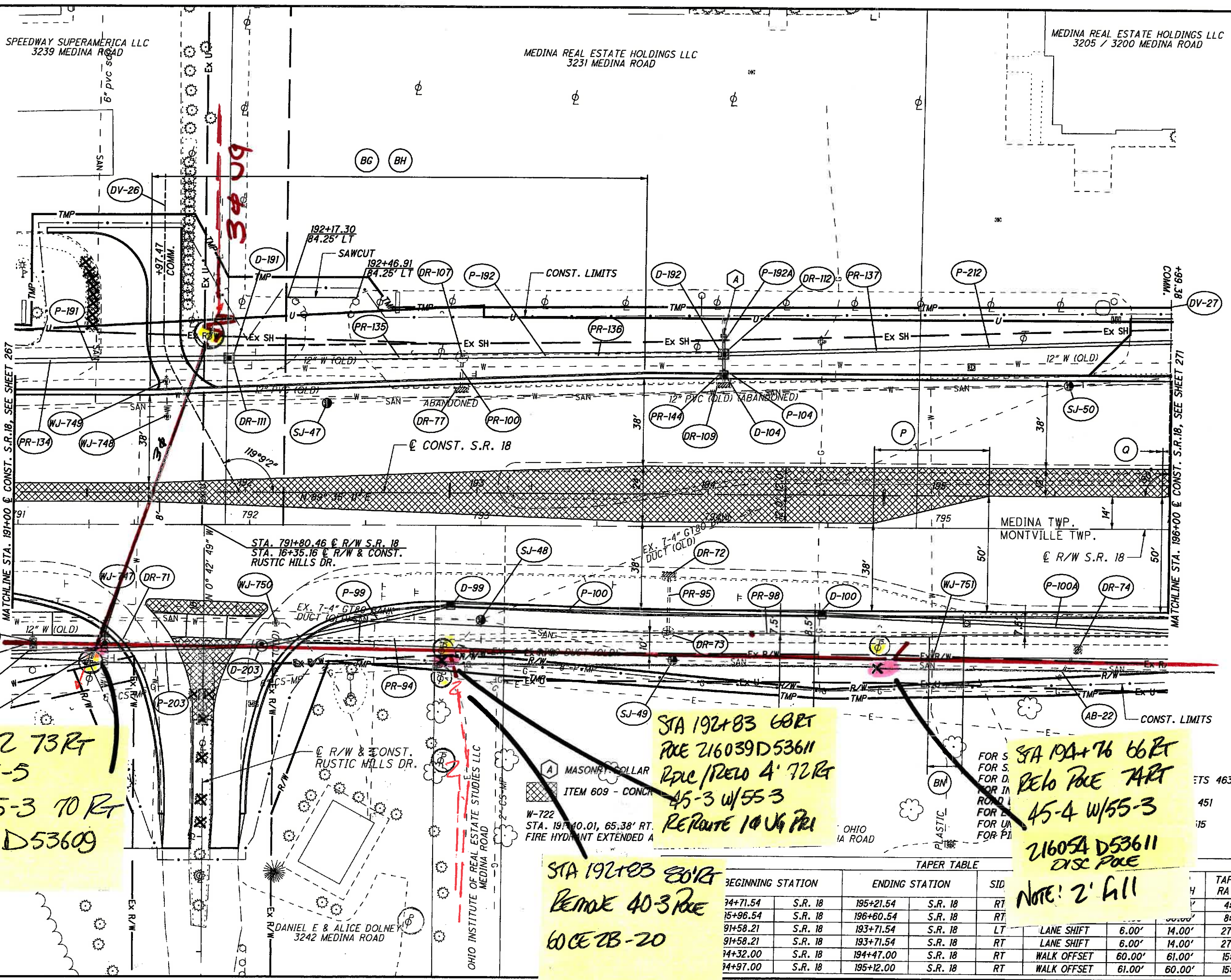
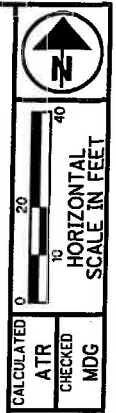
267  
782

01:28:15 12/15/2015 12:00:00 MEDIAN SHEET 18.99 12/15/2015 12:00:00  
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SPEEDWAY SUPERAMERICA LLC  
3239 MEDINA ROAD

MEDINA REAL ESTATE HOLDINGS LLC  
3231 MEDINA ROAD

MEDINA REAL ESTATE HOLDINGS LLC  
3205 / 3200 MEDINA ROAD



STA 191+32 73 RT  
POE 45-5  
REPL W 55-3 70 RT  
216022 D53609

STA 192+83 66 RT  
POE 216039 D53611  
REPL POE 4' 72 RT  
45-3 W/55-3  
REROUTE 10 UG POE

STA 194+76 66 RT  
RELO POE 74 RT  
45-4 W/55-3  
216054 D53611  
DISC POE

STA 192+83 80 RT  
REMOVE 40-3 POE  
60 CE 2B-20

NOTE: 2' fill

TAPER TABLE				SID	TAPER RATE
BEGINNING STATION	ENDING STATION				
14+71.54	S.R. 18	195+21.54	S.R. 18	RT	
15+96.54	S.R. 18	196+60.54	S.R. 18	RT	
91+58.21	S.R. 18	193+71.54	S.R. 18	LT	
91+58.21	S.R. 18	193+71.54	S.R. 18	RT	LANE SHIFT 6.00' 14.00' 27:1
14+32.00	S.R. 18	194+47.00	S.R. 18	RT	LANE SHIFT 6.00' 14.00' 27:1
14+97.00	S.R. 18	195+12.00	S.R. 18	RT	WALK OFFSET 60.00' 61.00' 15:1
					WALK OFFSET 61.00' 60.00' 15:1

01 \ 2815 \ 281501 \ 3 \ MEDINA PERMISSORY BROADWAY SHEETS \ 02 \ 05000002.DWG  
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PLAN - S.R. 18  
 STA. 191+00 TO STA. 196+00

MED-18-12.99

269  
 782



ROUSH REAL ESTATE LIMITED PARTNERSHIP  
3157 MEDINA ROAD

R O R LLC  
SZAMBECKI LLC  
D W W PIZZA LLC  
3131 MEDINA ROAD

7907 SANTE FE LLC  
3121, 3105 MEDINA ROAD

42  
R/W EASTPOINTE DR. W.  
P.I. Sta. 26+75.00  
 $\Delta = 90^\circ 00' 00''$  (RT)  
 $D_c = 10^\circ 55' 01''$   
 $R = 524.84'$   
 $T = 524.84'$   
 $L = 824.42'$   
 $E = 217.40'$   
 $C = 742.24'$   
C.B. = N 44° 45' 11" E  
P.C. Sta. 21+50.16  
P.T. Sta. 29+74.58

STA. 201+19.74 @ CONST. S.R. 18  
STA. 20+14.00 @ R/W EASTPOINTE DR. W

@ CONST. S.R. 18

@ R/W S.R. 18

\* STA. 80+17.73 @ CONST. S.R. 18=  
STA. 20+00.00 @ R/W EASTPOINTE DR. W  
\*\* STA. 80+17.96 @ CONST. S.R. 18=  
STA. 13+99.27 @ R/W NORMANDY PARK DR.

END WORK  
STA. 201+57.53

**No Relocation  
Required or Needed**

FAITH AND HOPE LAND DEVELOPMENT COMPANY  
3080, 3070 MEDINA ROAD

TAPER TABLE

BEGINNING STATION	ENDING STATION	SIDE	DESCRIPTION	BEGIN WIDTH	END WIDTH	TAPER RATE
200+41.01	S.R. 18	200+61.01	S.R. 18	RT	SHOULDER	6.37' 8.41' 10:1

FOR S.R. 18 PROFILE, SEE SHEET 274  
FOR ESTIMATED QUANTITIES, SEE SHEETS

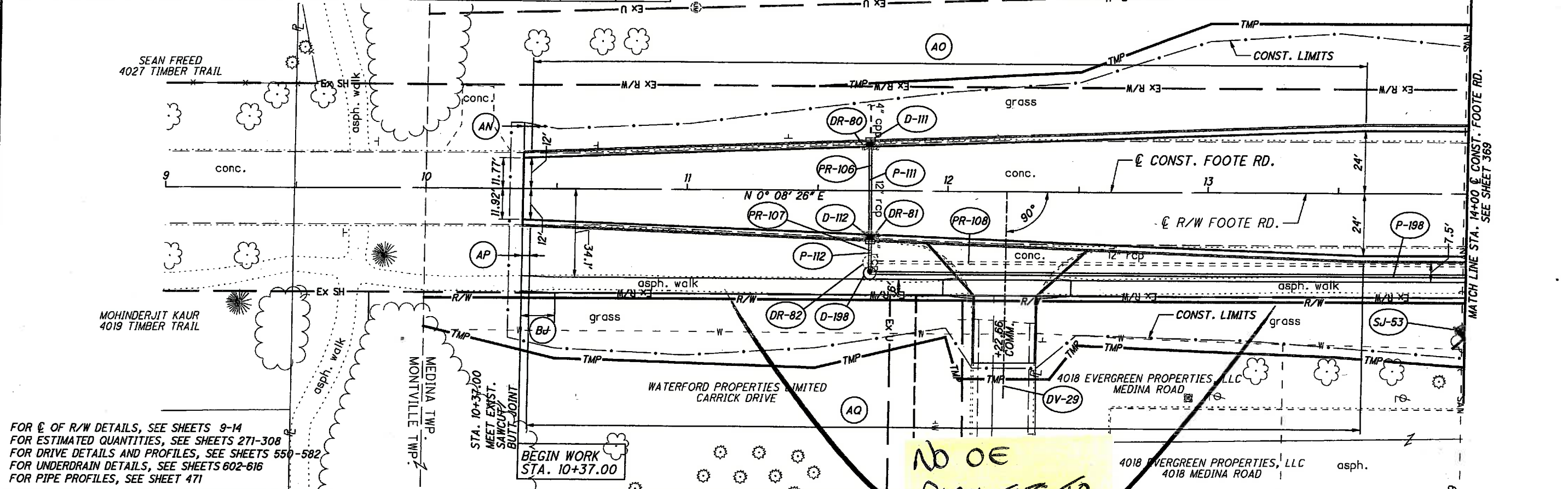
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 4/25/2017  
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MATCHLINE STA. 200+00 @ CONST. S.R. 18, SEE SHEET 271

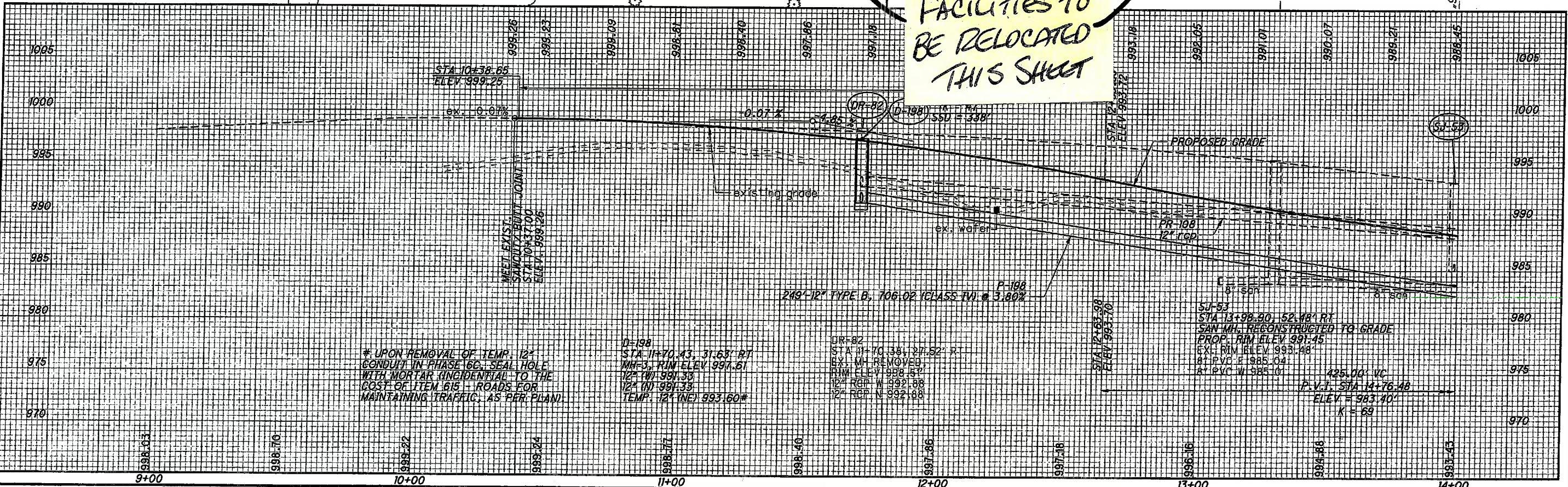
TAPER TABLE									
TAPER CODE	BEGINNING STATION	ENDING STATION	SIDE	DESCRIPTION	BEGIN WIDTH	END WIDTH	TAPER RATE		
AN	10+37.00	FOOTE	10+40.00	FOOTE	LT	PAVEMENT	11.77'	12.00'	13:1
AO	10+40.00	FOOTE	13+60.00	FOOTE	LT	PAVEMENT	12.00'	24.00'	27:1
AP	10+37.00	FOOTE	10+40.00	FOOTE	RT	PAVEMENT	11.92'	12.00'	38:1
AQ	10+40.00	FOOTE	13+60.00	FOOTE	RT	PAVEMENT	12.00'	24.00'	27:1
BJ	10+37.00	FOOTE	10+50.00	FOOTE	RT	WALK OFFSET	33.44'	34.00'	23:1

MEDINA COUNTY BOARD OF COMMISSIONERS  
4046 MEDINA ROAD

*DE Facilities*



FOR  $\phi$  OF R/W DETAILS, SEE SHEETS 9-14  
FOR ESTIMATED QUANTITIES, SEE SHEETS 271-308  
FOR DRIVE DETAILS AND PROFILES, SEE SHEETS 550-582  
FOR UNDERDRAIN DETAILS, SEE SHEETS 602-616  
FOR PIPE PROFILES, SEE SHEET 471



\* UPON REMOVAL OF TEMP. 12" CONDUIT IN PHASE 6C, SEAL HOLE WITH MORTAR (INCIDENTAL TO THE COST OF ITEM 615 - ROADS FOR MAINTAINING TRAFFIC, AS PER PLAN)

D-198  
STA 11+70.43, 31.63' RT  
M.F.3, RIM ELEV 997.61  
12" (N) 991.33  
12" (N) 991.33  
TEMP. 12" (NE) 993.60\*

DR-82  
STA 11+70.38, 24.52' R  
EX. MH REMOVED  
RIM ELEV 998.57  
12" RCP W 992.88  
12" RCP N 992.88

SJ-53  
STA 13+98.90, 52.48' RT  
SAN MH, RECONSTRUCTED TO GRADE  
PROP. RIM ELEV 991.45  
EX. RIM ELEV 993.48  
8" PVC E 985.04  
8" PVC W 985.01  
425.00' VC  
P.V.I. STA 14+76.48  
ELEV = 983.40'  
K = 69

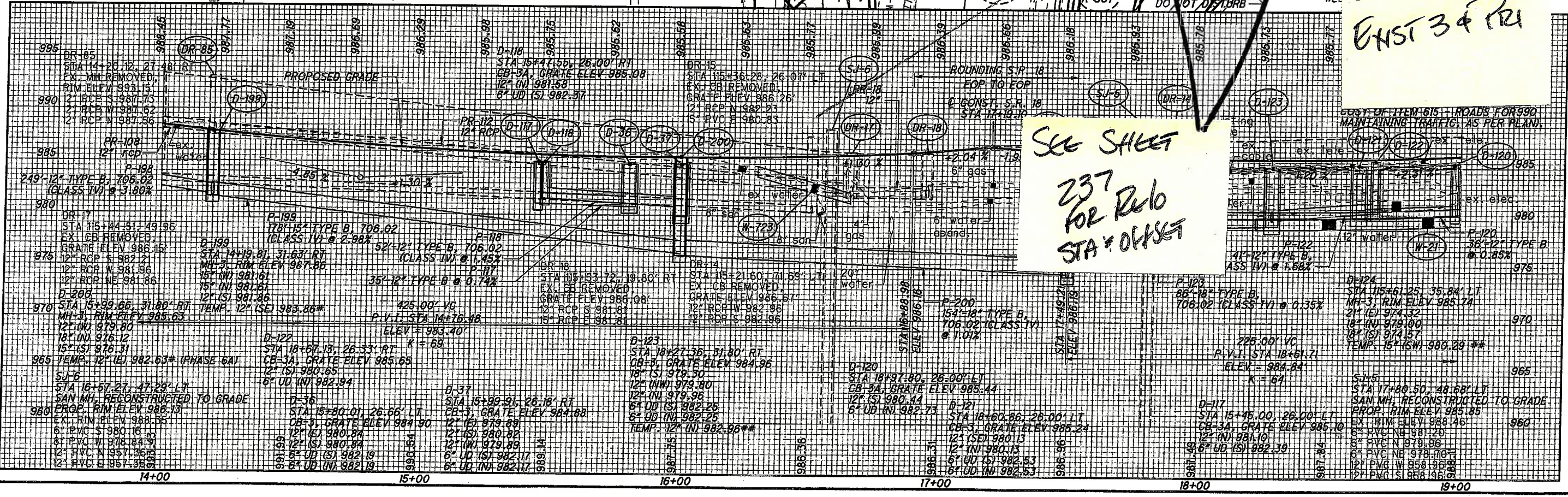
14 **CONST. FOOTE RD.**  
 P.I. Sta. 14+74.48  
 $\Delta = 3^\circ 43' 15" (RT)$   
 $D_c = 4^\circ 00' 00"$   
 $R = 1,432.40'$   
 $T = 46.53'$   
 $L = 93.02'$   
 $E = 0.76'$   
 $C = 93.01'$   
 $C.B. = N 2^\circ 00' 04" E$   
 $\theta_{max} = NC$   
 P.C. Sta. 14+27.95  
 P.T. Sta. 15+20.97

15 **CONST. FOOTE RD.**  
 P.I. Sta. 18+75.30  
 $\Delta = 5^\circ 28' 08" (LT)$   
 $D_c = 4^\circ 00' 00"$   
 $R = 1,432.39'$   
 $T = 68.41'$   
 $L = 136.72'$   
 $E = 1.63'$   
 $C = 136.67'$   
 $C.B. = N 1^\circ 07' 37" E$   
 $\theta_{max} = NC$   
 P.C. Sta. 18+06.89  
 P.T. Sta. 19+43.61

*No Relocation  
 Planned Foot B3  
 S/O Medina 18*

*DE ABANDON  
 ENST 3 & PR*

*SEE SHEET  
 237  
 FOR R/W  
 STA 14+00*



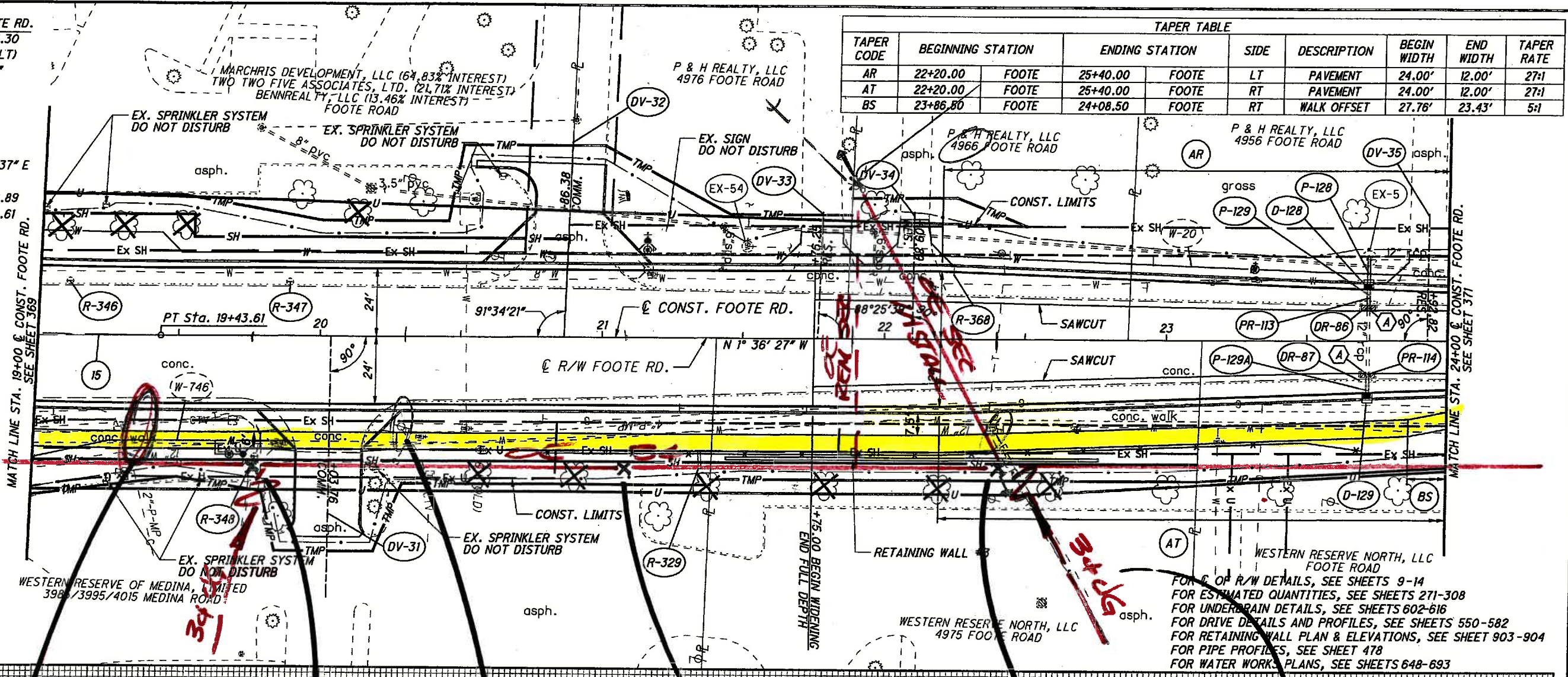
# UPON REMOVAL OF TEMP. 12" CONDUIT IN PHASE 6C, SEAL HOLE WITH MORTAR (INCIDENTAL TO THE COST OF ITEM 615 - ROADS FOR MAINTAINING TRAFFIC, AS PER PLAN).

FOR PIPE PROFILES, SEE SHEETS 472-473, 475, 617  
 FOR S.R. 18 PLANS, SEE SHEETS 315-362  
 FOR INTERSECTION AND SIDE ROAD DIMENSION DETAILS, SEE SHEETS 518-538  
 FOR DRIVE DETAILS AND PROFILES, SEE SHEETS 554-582

STA. 17+19.10 **CONST. FOOTE RD.**  
 STA. 114+96.90 **CONST. S.R. 18**

15  $\hat{C}$  CONST. FOOTE RD.  
 P.I. Sta. 18+75.30  
 $\Delta = 5^\circ 28' 08''$  (LT)  
 $D_c = 4^\circ 00' 00''$   
 $R = 1,432.39'$   
 $T = 68.41'$   
 $L = 136.72'$   
 $E = 1.63'$   
 $C.B. = N 1^\circ 07' 37'' E$   
 $e_{max} = NC$   
 P.C. Sta. 18+06.89  
 P.T. Sta. 19+43.61

TAPER TABLE							
TAPER CODE	BEGINNING STATION	ENDING STATION	SIDE	DESCRIPTION	BEGIN WIDTH	END WIDTH	TAPER RATE
AR	22+20.00	FOOTE	25+40.00	FOOTE	LT	PAVEMENT	24.00' 12.00' 27:1
AT	22+20.00	FOOTE	25+40.00	FOOTE	RT	PAVEMENT	24.00' 12.00' 27:1
BS	23+86.50	FOOTE	24+08.50	FOOTE	RT	WALK OFFSET	27.76' 23.43' 5:1



DE ABANDON  
 3" UG PRI

STA 19+75  
 46 RT  
 DE SET 50-3 POLE  
 PLACE UG C3.5 DEEP

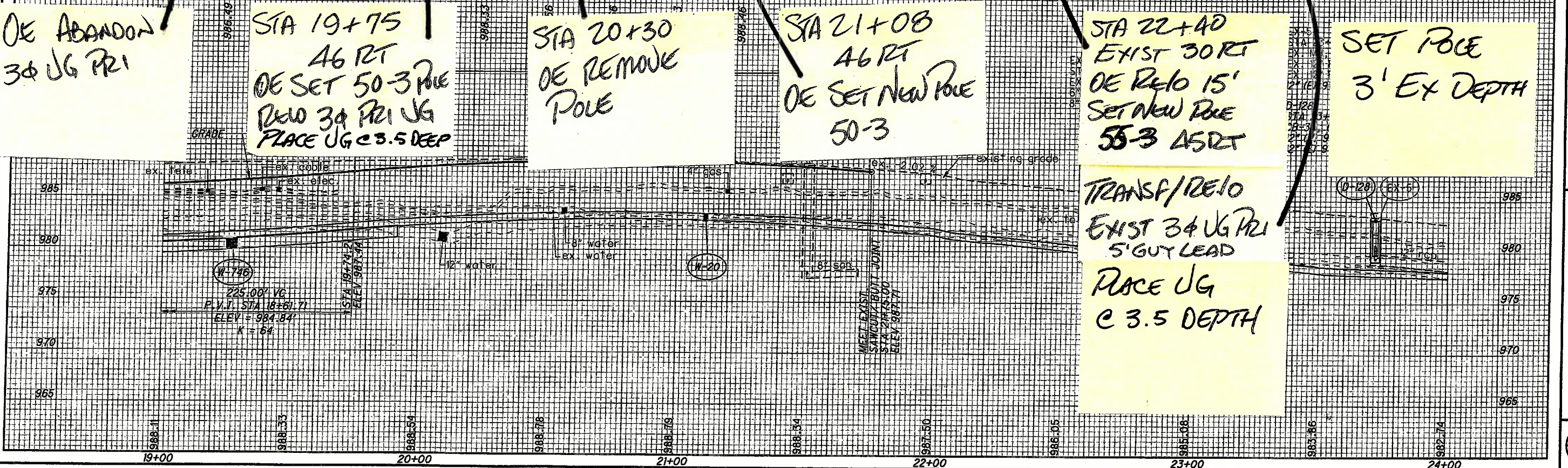
STA 20+30  
 DE REMOVE  
 POLE

STA 21+08  
 46 RT  
 DE SET NEW POLE  
 50-3

STA 22+40  
 EXIST 30 RT  
 DE RELO 15'  
 SET NEW POLE  
 55-3 ASDRT

SET POLE  
 3' EX DEPTH

TRANSF/RELO  
 EXIST 3" UG PRI  
 5' GUY LEAD  
 PLACE UG  
 C 3.5 DEPTH



PLAN & PROFILE - FOOTE RD.  
 STA. 19+00 TO STA. 24+00  
 MED-18-12.99  
 370  
 926



P & H REALTY, LLC  
 4956 FOOTE ROAD

P & H REALTY, LLC  
 4942 FOOTE ROAD

EDWARD J. HILKOWSKI AND  
 IDA H. HILKOWSKI, TRUSTEES  
 THE HILKOWSKI FAMILY  
 REVOCABLE LIVING TRUST

JAMES W. SLISKO AND  
 NANCY G. SLISKO  
 4922 FOOTE ROAD

POSSIBLE OH  
 SPAN GUY  
 TO POLE  
 ADD ANGLE/GUY

MATCH LINE STA. 24+00 @ CONST. FOOTE RD.  
 SEE SHEET 370

WESTERN RESERVE NORTH, LLC  
 FOOTE ROAD

END WORK  
 STA. 25+53.00  
 MEET EXIST.

KENNETH A. SPITZER  
 4931 FOOTE ROAD

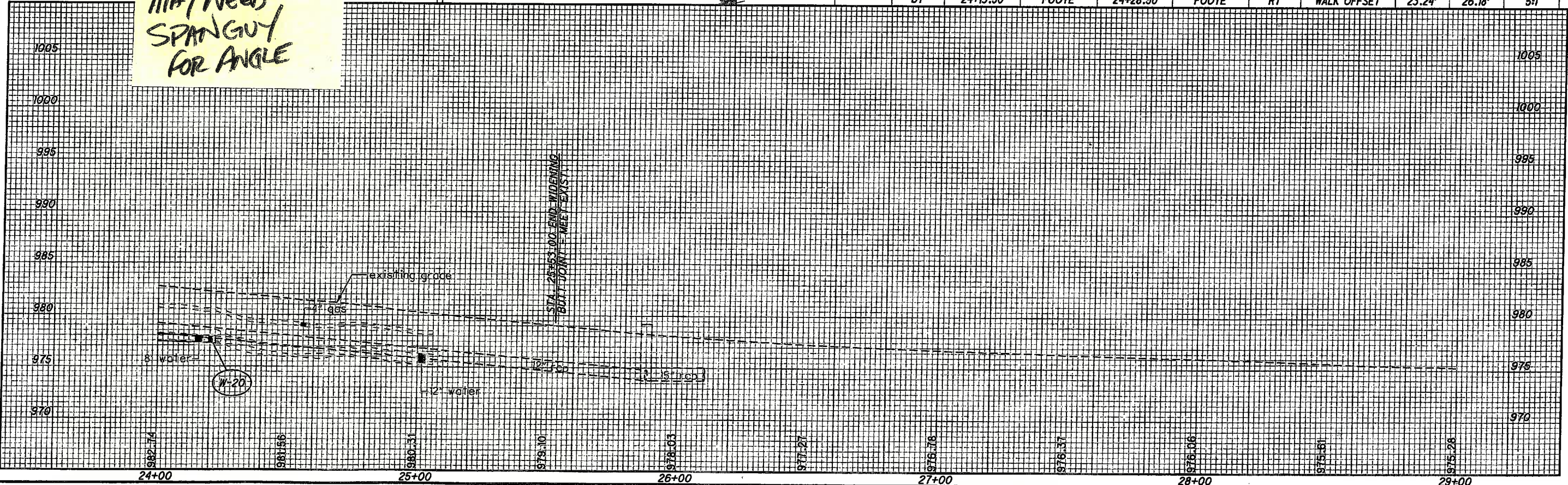
PENG-WU CHEN, TRUSTEE  
 OF THE PENG-WU CHEN  
 REVOCABLE TRUST DATED 4/1/99  
 4925 FOOTE ROAD

CITY OF MEDINA  
 CORP. LINE  
 MEDINA TWP.

TAPER CODE	BEGINNING STATION	ENDING STATION	SIDE	DESCRIPTION	BEGIN WIDTH	END WIDTH	TAPER RATE
AR	22+20.00	25+40.00	LT	PAVEMENT	24.00'	12.00'	27:1
AS	25+40.00	25+53.00	LT	PAVEMENT	12.00'	10.81'	11:1
AT	22+20.00	25+40.00	RT	PAVEMENT	24.00'	12.00'	27:1
AU	25+40.00	25+53.00	RT	PAVEMENT	12.00'	11.02'	13:1
BK	25+33.00	25+53.00	RT	WALK	6.00'	3.94'	10:1
BS	23+86.50	24+08.50	RT	WALK OFFSET	27.76'	23.43'	5:1
BT	24+13.50	24+28.50	RT	WALK OFFSET	23.24'	26.18'	5:1

FOR E OF R/W DETAILS  
 FOR ESTIMATED QUANTITY  
 FOR UNDERDRAIN DETAILS  
 FOR DRIVE DETAILS AND  
 FOR WATER WORK PLAN

POLE OK  
 MAY NEED  
 SPAN GUY  
 FOR ANGLE







CHECKED  
MDG

A.T.R.

CALCULATED

PLAN & PROFILE - RIVER STYX RD. / SHADY BROOKE LN.  
STA. 906+00 TO STA. 911+00

MED-18-12.99

373  
926

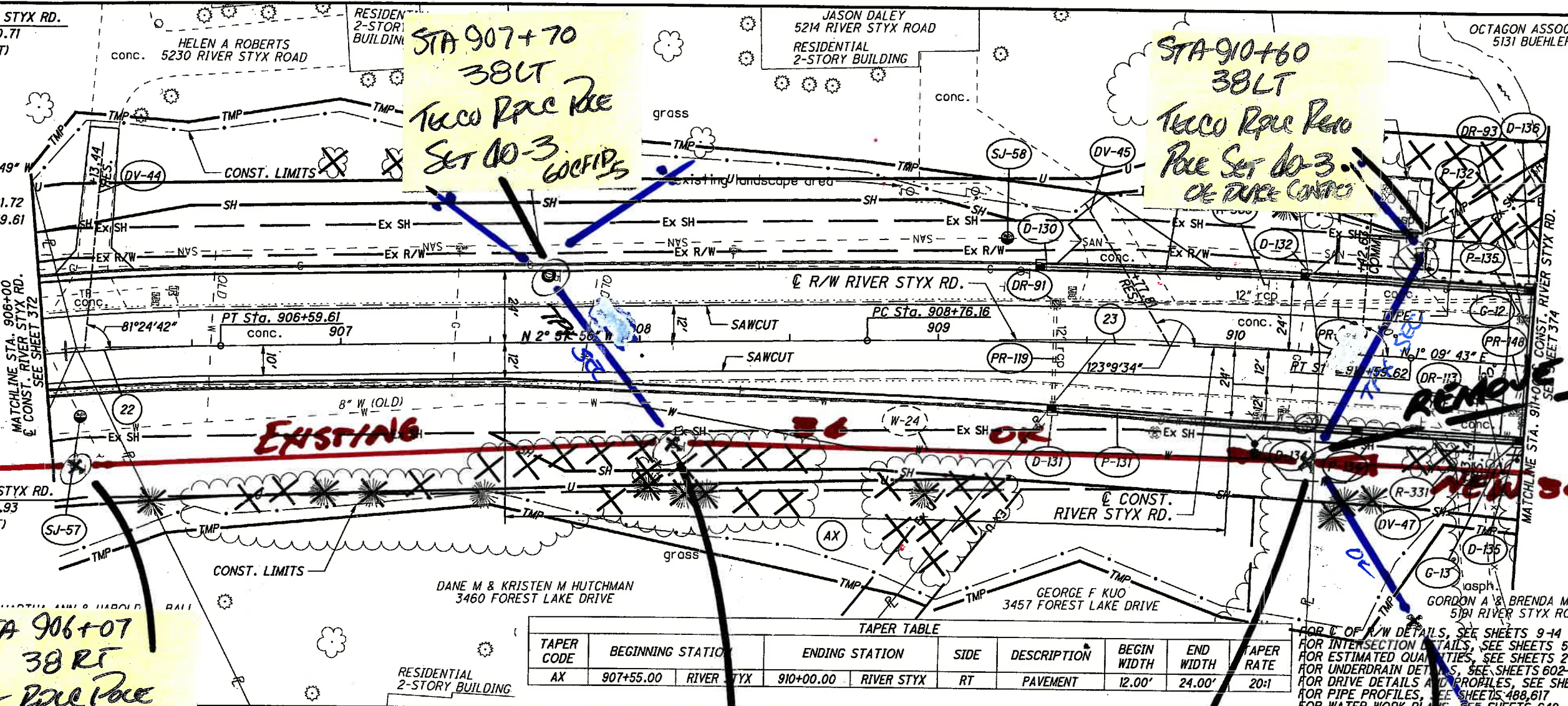
22 CONST. RIVER STYX RD.  
 P.I. Sta. 906+10.71  
 Δ = 6° 21' 46" (RT)  
 Dc = 6° 30' 00"  
 R = 881.47'  
 T = 48.99'  
 L = 97.89'  
 E = 1.36'  
 C = 97.84'  
 C.B. = N 6° 08' 49" W  
 θ<sub>max</sub> = NC  
 P.C. Sta. 905+61.72  
 P.T. Sta. 906+59.61

23 CONST. RIVER STYX RD.  
 P.I. Sta. 909+67.93  
 Δ = 4° 07' 40" (RT)  
 Dc = 2° 15' 00"  
 R = 2,546.48'  
 T = 91.77'  
 L = 183.46'  
 E = 1.65'  
 C = 183.42'  
 C.B. = N 0°  
 θ<sub>max</sub> = NC  
 P.C. Sta. 9  
 P.T. Sta. 9

STA 906+07  
 38 RT  
 DE Pole Pole  
 05-3 w/50-3  
 60CF10-17  
 SET POLE  
 3' EX DEPTH

STA 907+70  
 38LT  
 Tecco Pole Pole  
 Set 00-3  
 60CF10-5

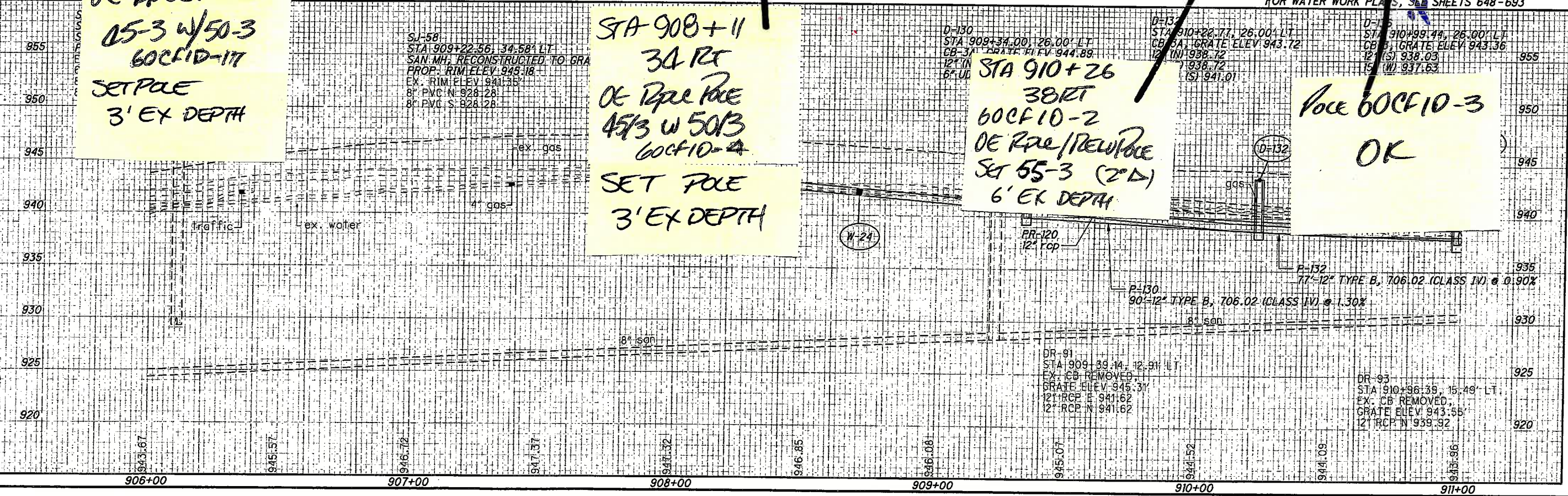
STA 910+60  
 38LT  
 Tecco Pole Pole  
 Pole Set 00-3  
 DE Pole Control



TAPER TABLE

TAPER CODE	BEGINNING STATION	ENDING STATION	SIDE	DESCRIPTION	BEGIN WIDTH	END WIDTH	TAPER RATE
AX	907+55.00	910+00.00	RIVER STYX	PAVEMENT	12.00'	24.00'	20:1

FOR C.O.P. OF R/W DETAILS, SEE SHEETS 9-14  
 FOR INTERSECTION DETAILS, SEE SHEETS 518-538  
 FOR ESTIMATED QUANTITIES, SEE SHEETS 271-308  
 FOR UNDERDRAIN DETAILS, SEE SHEETS 602-616  
 FOR DRIVE DETAILS AND PROFILES, SEE SHEETS 550-582  
 FOR PIPE PROFILES, SEE SHEETS 488, 617  
 FOR WATER WORK PLANS, SEE SHEETS 648-693

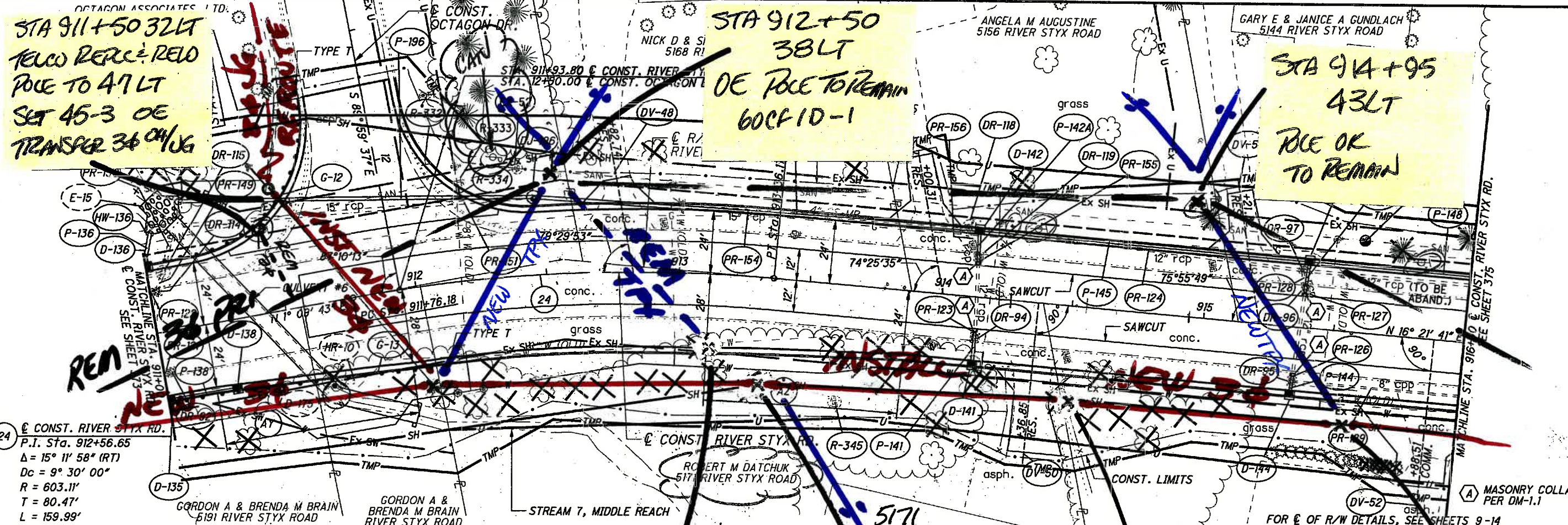


STA 908+11  
 34 RT  
 DE Pole Pole  
 45/3 w 50/3  
 60CF10-4  
 SET POLE  
 3' EX DEPTH

STA 910+26  
 38RT  
 60CF10-2  
 DE Pole Pole  
 Set 55-3 (2A)  
 6' EX DEPTH

Pole 60CF10-3  
 OK

D:\12813\2813\3813\NET\28283\ROADWAY\SHEETS\28283P002.DGN  
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 2801161610.JESB



STA 911+50 32LT  
 TELCO RELOC. RELO  
 POLE TO 47 LT  
 SET 45-3 OE  
 TRANSFER 34 ON/UG

STA 912+50  
 38LT  
 OE POLE TO REMAIN  
 60CF10-1

STA 914+95  
 43LT  
 POLE OK  
 TO REMAIN

STA 912+00  
 37RT  
 OE SET POLE 55-3  
 4' EX DEPTH  
 9° Δ 34 BUCK  
 ACROSS RD WILL HAD Δ

STA 913+12  
 28RT  
 OE REMOVE  
 POLE  
 60CF10-31

STA 913+36  
 40RT  
 OE SET POLE 55-3  
 4' EX DEPTH  
 6'

STA 914+52  
 36RT  
 OE SET POLE 55-3  
 4' EX DEPTH

STA 915+57  
 36RT  
 OE SET 60' POLE  
 10' EX DEPTH  
 (18' DEPTH TOTAL)

TAPER TABLE

STATION	ENDING STATION	SIDE	DESCRIPTION	BEGIN WIDTH	END WIDTH	TAPER RATE
RIVER STYX	911+94.68	RIVER STYX	RT PAVEMENT	24.00'	28.00'	2:1
RIVER STYX	913+87.34	RIVER STYX	RT PAVEMENT	28.00'	24.00'	1:1

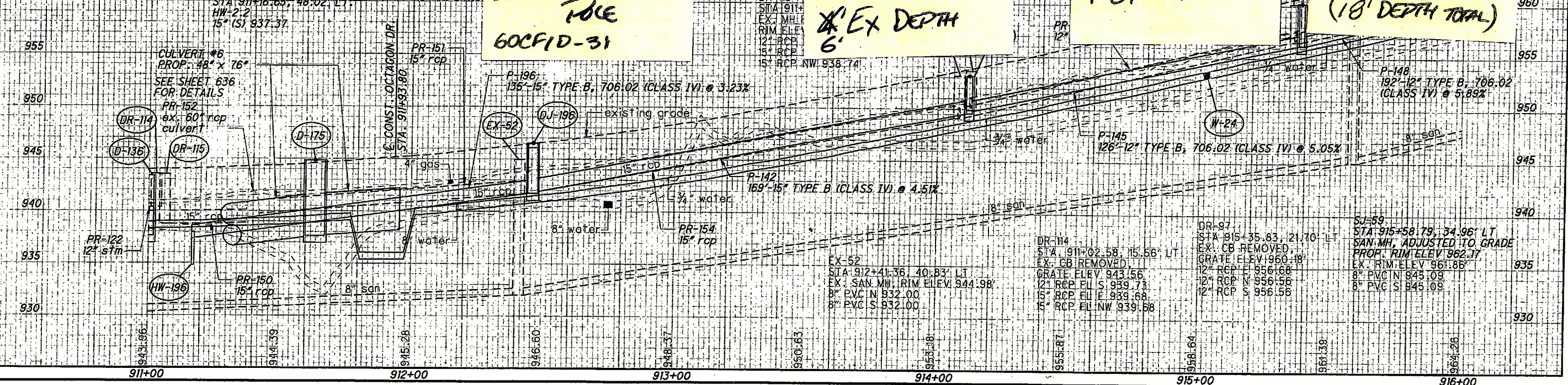
D-136  
 STA 910+99.44, 26  
 CB-3, GRATE ELEV  
 965.12' (S) 938.03  
 15' (W) 937.63  
 15' (E) 937.63  
 6" UD (S) 940.65  
 6" UD (N) 940.65

HW-196  
 STA 911+16.65, 48.02' LT  
 HW-2-2  
 15' (S) 937.37

DJ-196  
 STA 912+46.1  
 MA, ADJUSTE  
 PROP. RIM E  
 EX. RIM ELE  
 15' RCP N 94  
 15' RCP S 94  
 15' (S) 941.7  
 15' (N) 941.9

DR-115  
 STA 911+  
 EX. MHL  
 RIM ELE  
 12' RCP N  
 15' RCP S  
 15' RCP NW 938.74

26.00' L  
 ELEV 953



CULVERT #6  
 PROP. 48' x 76"  
 SEE SHEET 636  
 FOR DETAILS

C-CONST. OCTAGON DR.  
 STA 911+93.80

P-196  
 135'-15' TYPE B, 706.02 (CLASS IV) @ 3.23%

P-142  
 169'-15' TYPE B (CLASS IV) @ 4.51%

P-145  
 126'-12' TYPE B, 706.02 (CLASS IV) @ 5.05%

P-148  
 192'-12' TYPE B, 706.02 (CLASS IV) @ 5.89%

DR-97  
 STA 915+35.83, 21.70' LT  
 EX. CB REMOVED,  
 GRATE ELEV 960.18  
 12" RCP E 956.68  
 12" RCP N 956.56  
 12" RCP S 956.56

SJ-59  
 STA 915+58.79, 34.96' LT  
 SAN. MH, ADJUSTED TO GRADE  
 PROP. RIM ELEV 962.17  
 EX. RIM ELEV 961.86  
 8" PVC IN 945.09  
 8" PVC S 945.09

EX-52  
 STA 912+41.36, 40.83' LT  
 EX. SAN. MH, RIM ELEV 944.98  
 8" PVC IN 932.00  
 8" PVC S 932.00

DR-114  
 STA 911+02.58, 15.56' LT  
 EX. CB REMOVED,  
 GRATE ELEV 943.56  
 12" RCP E 939.73  
 15" RCP E 939.68  
 15" RCP E 939.68



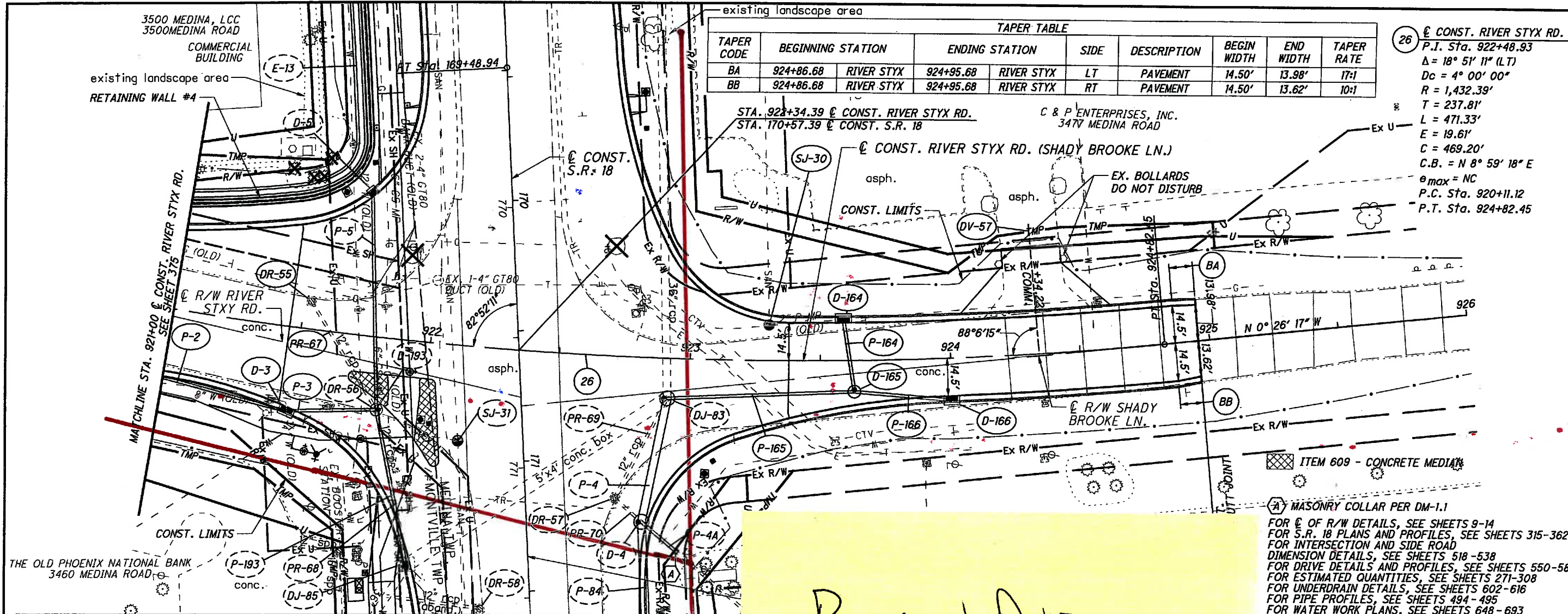
3500 MEDINA, LCC  
3500 MEDINA ROAD  
COMMERCIAL BUILDING  
existing landscape area  
RETAINING WALL #4

existing landscape area

TAPER TABLE								
TAPER CODE	BEGINNING STATION	ENDING STATION	SIDE	DESCRIPTION	BEGIN WIDTH	END WIDTH	TAPER RATE	
BA	924+86.68	RIVER STYX 924+95.68	RIVER STYX	LT	PAVEMENT	14.50'	13.98'	17:1
BB	924+86.68	RIVER STYX 924+95.68	RIVER STYX	RT	PAVEMENT	14.50'	13.62'	10:1

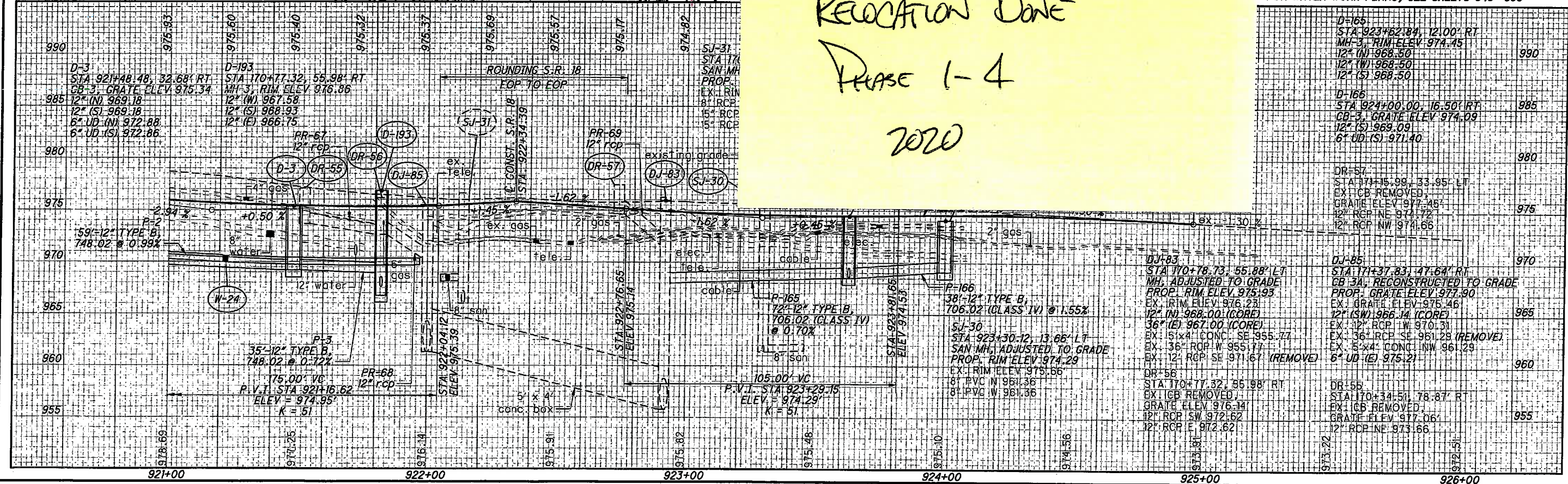
26  $\angle$  CONST. RIVER STYX RD.  
P.I. Sta. 922+48.93  
 $\Delta = 18^\circ 51' 11''$  (LT)  
 $D_c = 4^\circ 00' 00''$   
 $R = 1,432.39'$   
 $T = 237.81'$   
 $L = 471.33'$   
 $E = 19.61'$   
 $C.B. = 469.20'$   
 $C.B. = N 8^\circ 59' 18'' E$   
 $\theta_{max} = NC$   
P.C. Sta. 920+11.12  
P.T. Sta. 924+82.45

STA. 923+34.39  $\angle$  CONST. RIVER STYX RD.  
STA. 170+57.39  $\angle$  CONST. S.R. 18  
C & P ENTERPRISES, INC.  
347V MEDINA ROAD



FOR  $\angle$  OF R/W DETAILS, SEE SHEETS 9-14  
FOR S.R. 18 PLANS AND PROFILES, SEE SHEETS 315-362  
FOR INTERSECTION AND SIDE ROAD  
DIMENSION DETAILS, SEE SHEETS 518-538  
FOR DRIVE DETAILS AND PROFILES, SEE SHEETS 550-582  
FOR ESTIMATED QUANTITIES, SEE SHEETS 271-308  
FOR UNDERDRAIN DETAILS, SEE SHEETS 602-616  
FOR PIPE PROFILES, SEE SHEETS 494-495  
FOR WATER WORK PLANS, SEE SHEETS 648-693

RELOCATION DONE  
PHASE 1-4  
2020



01:28:37:3813\NET\2255\2255\ORDINARY SHEETS\2255.DWG  
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D007V15.DWG USER

CALCULATED ATR CHECKED MDG  
PLAN & PROFILE - RIVER STYX RD. / SHADY BROOKE LN. STA. 921+00 TO END  
MED-18-12.99  
376  
926