








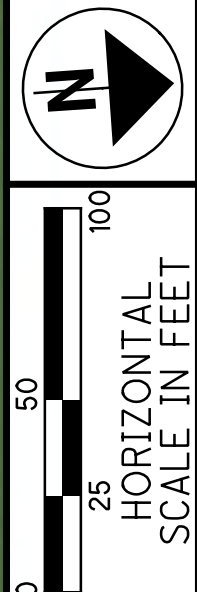
**ETY ROAD PE STUDY  
 PROPOSED ROAD EXHIBIT**

**ETY ROAD**

**LEGEND:**

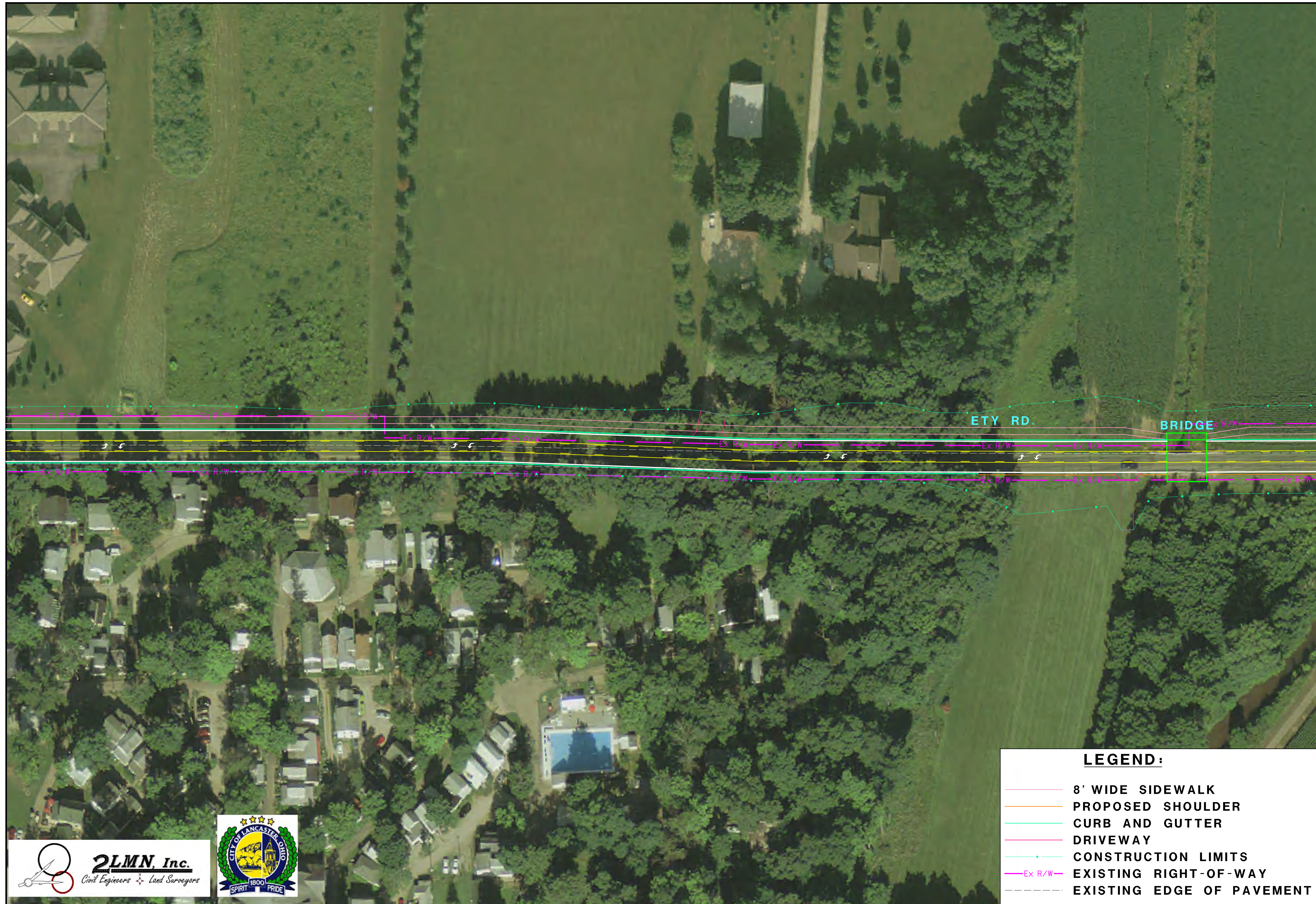
	8' WIDE SIDEWALK
	PROPOSED SHOULDER
	CURB AND GUTTER
	DRIVEWAY
	CONSTRUCTION LIMITS
	EXISTING RIGHT-OF-WAY
	EXISTING EDGE OF PAVEMENT





ETY ROAD PE STUDY  
PROPOSED ROAD EXHIBIT

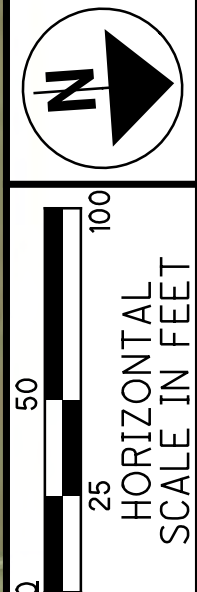
ETY ROAD



**LEGEND:**

	8' WIDE SIDEWALK
	PROPOSED SHOULDER
	CURB AND GUTTER
	DRIVEWAY
	CONSTRUCTION LIMITS
	EXISTING RIGHT-OF-WAY
	EXISTING EDGE OF PAVEMENT





ETY ROAD PE STUDY  
PROPOSED ROAD EXHIBIT

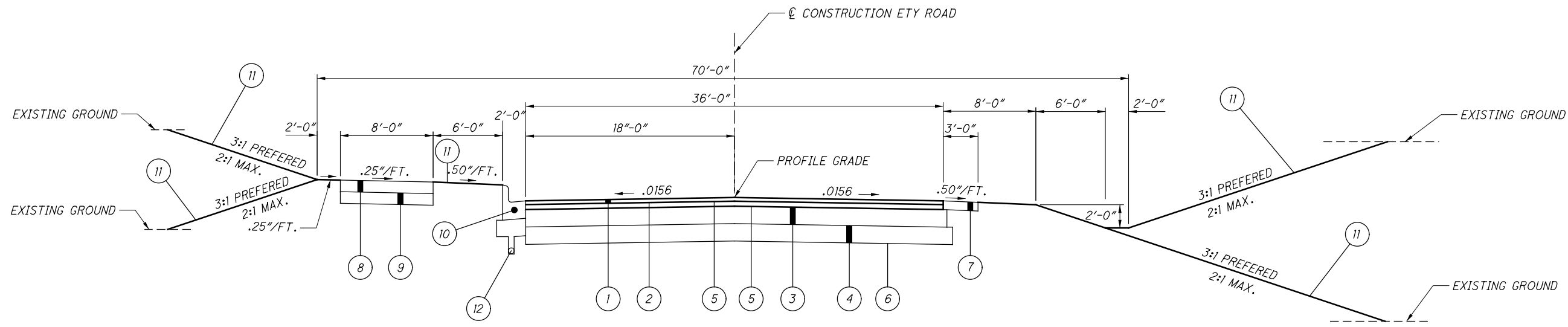
ETY ROAD

**LEGEND:**

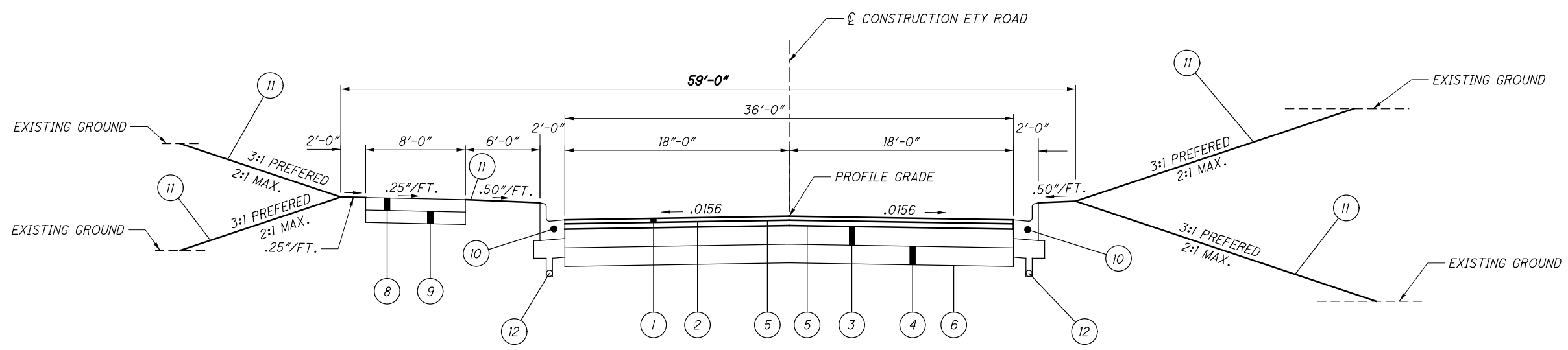
- 8' WIDE SIDEWALK
- PROPOSED SHOULDER
- CURB AND GUTTER
- DRIVEWAY
- CONSTRUCTION LIMITS
- Ex R/W EXISTING RIGHT-OF-WAY
- - - EXISTING EDGE OF PAVEMENT







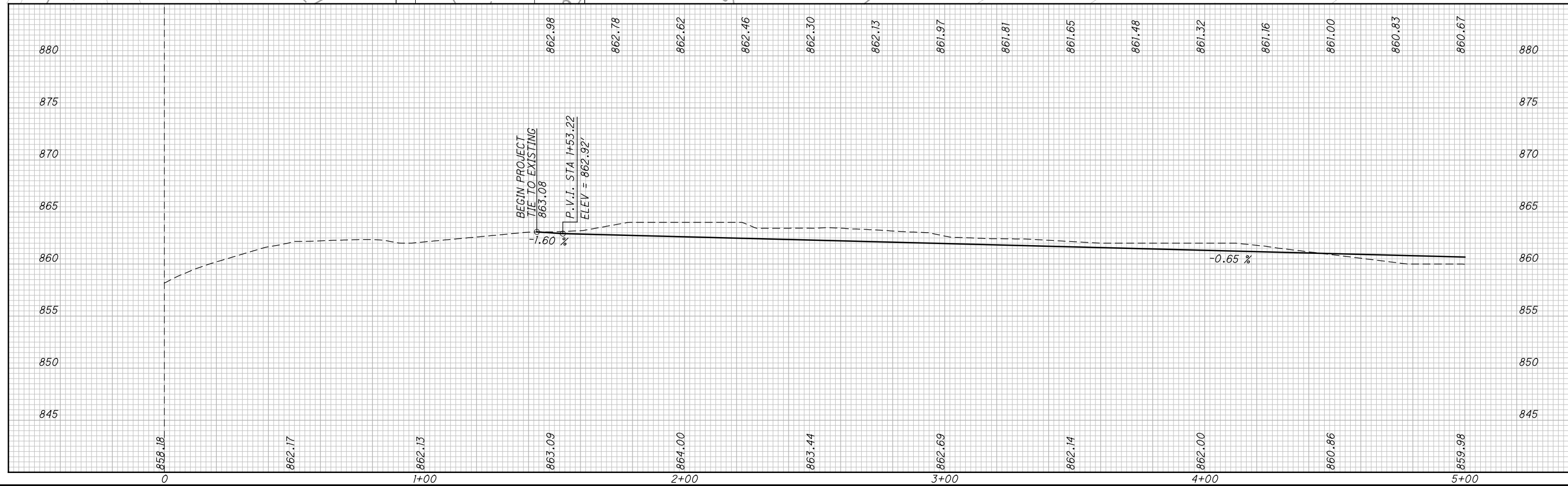
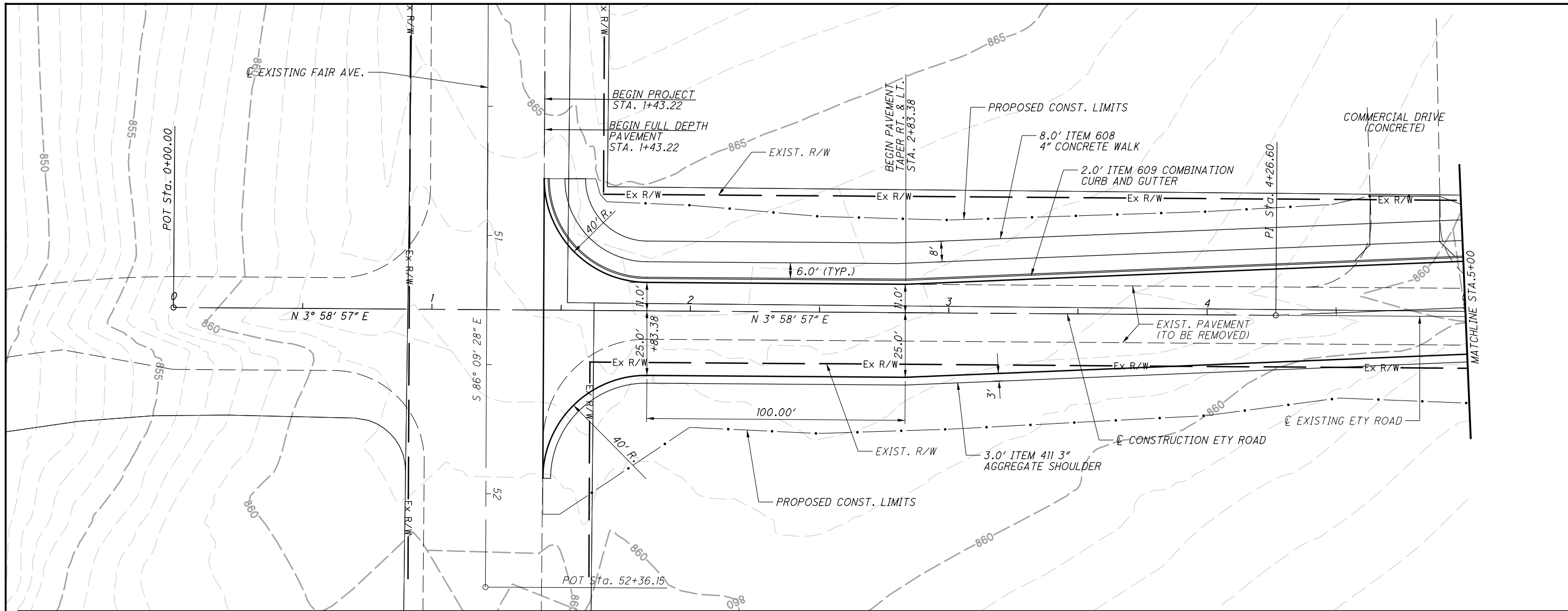
PROPOSED TYPICAL



PROPOSED TYPICAL

LAGEND

- ① 1 1/4" ITEM 448 TYPE 1 ASPHALT CONCRETE
- ② 1 3/4" ITEM 448 TYPE 2 ASPHALT CONCRETE
- ③ 6" ITEM 301 ASPHALT CONCRETE
- ④ 6" ITEM 304 AGGREGATE BASE
- ⑤ ITEM 407 TACK COAT @ 0.10 GAL./S.Y.
- ⑥ ITEM 204 SUBGRADE COMPACTION
- ⑦ 3" ITEM 411 STABILIZED CRUSHED AGGREGATE
- ⑧ 4" ITEM 608 CONCRETE WALK
- ⑨ 4" ITEM 304 AGGREGATE BASE
- ⑩ ITEM 609 COMBINATION CURB AND GUTTER
- ⑪ ITEM 659 SEEDING AND MULCHING
- ⑫ ITEM 605 4" UNDERDRAIN



CALCULATED	JJR
CHECKED	ALL

**PLAN AND PROFILE**

**STA. 0+00.00 TO STA. 5+00.00**

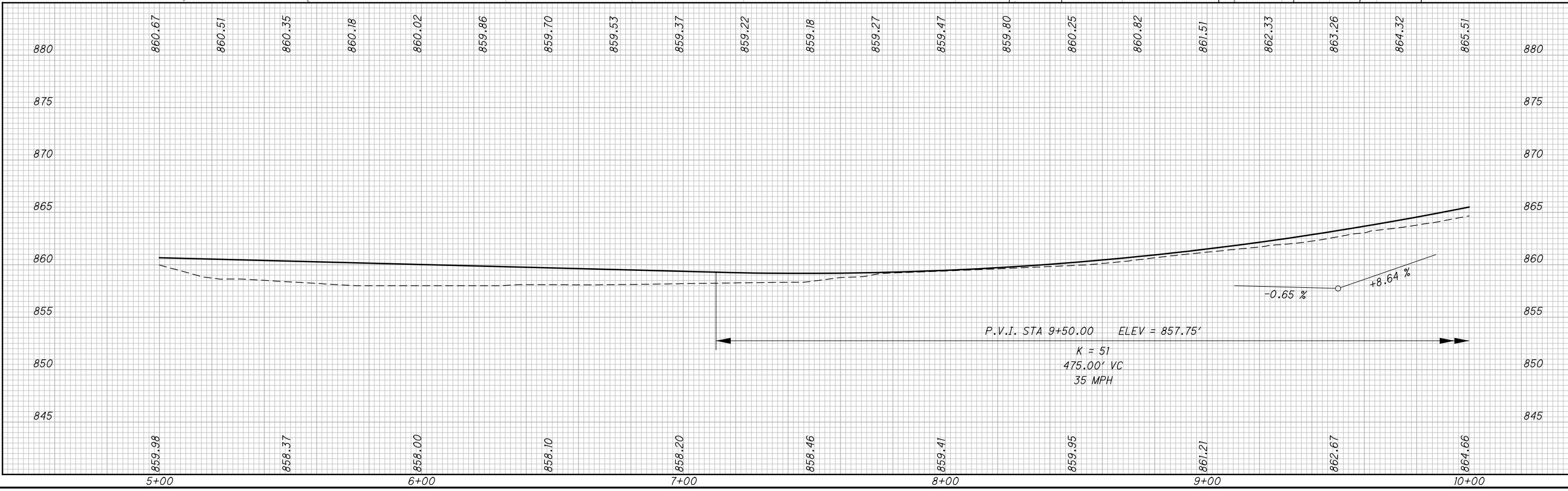
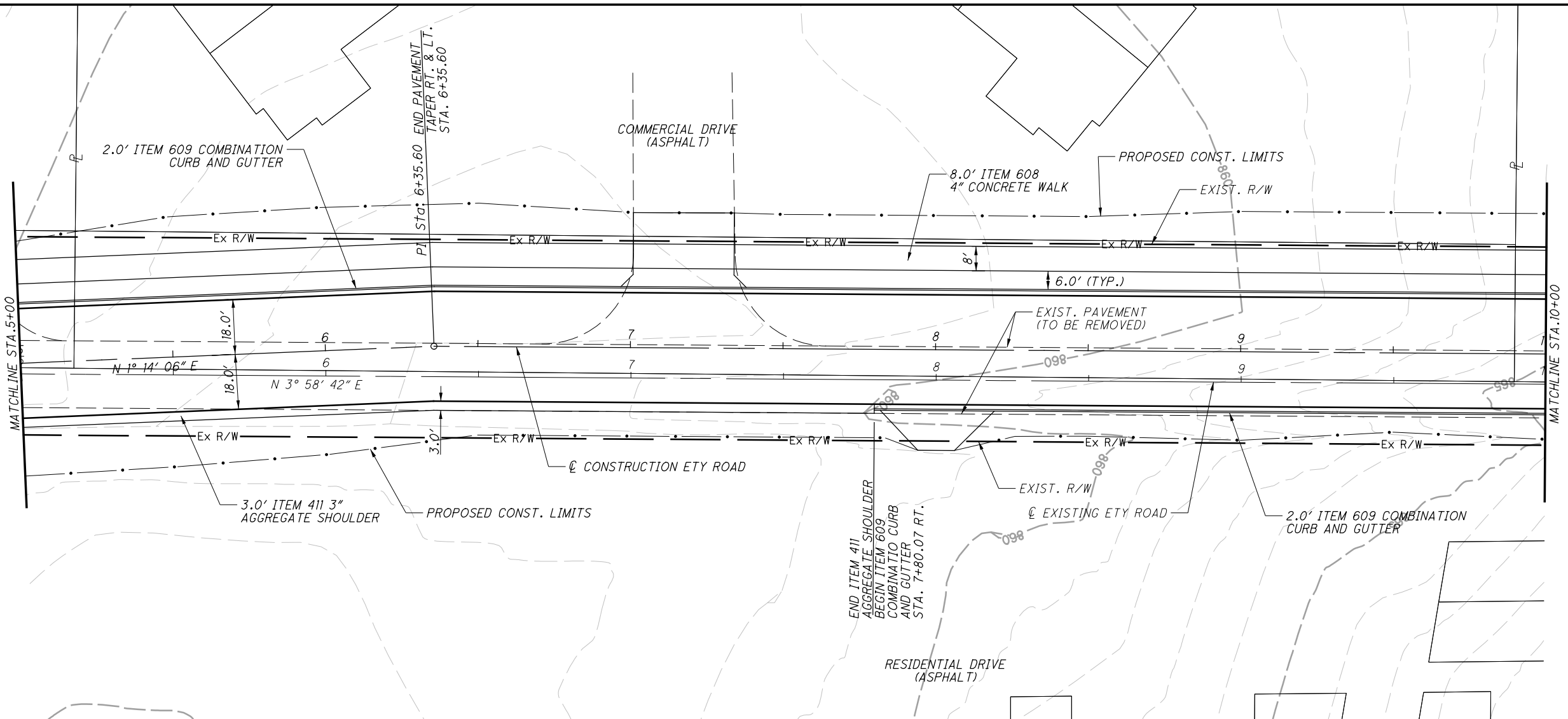
**ETY ROAD**



CALCULATED  
JUR  
CHECKED  
ALL

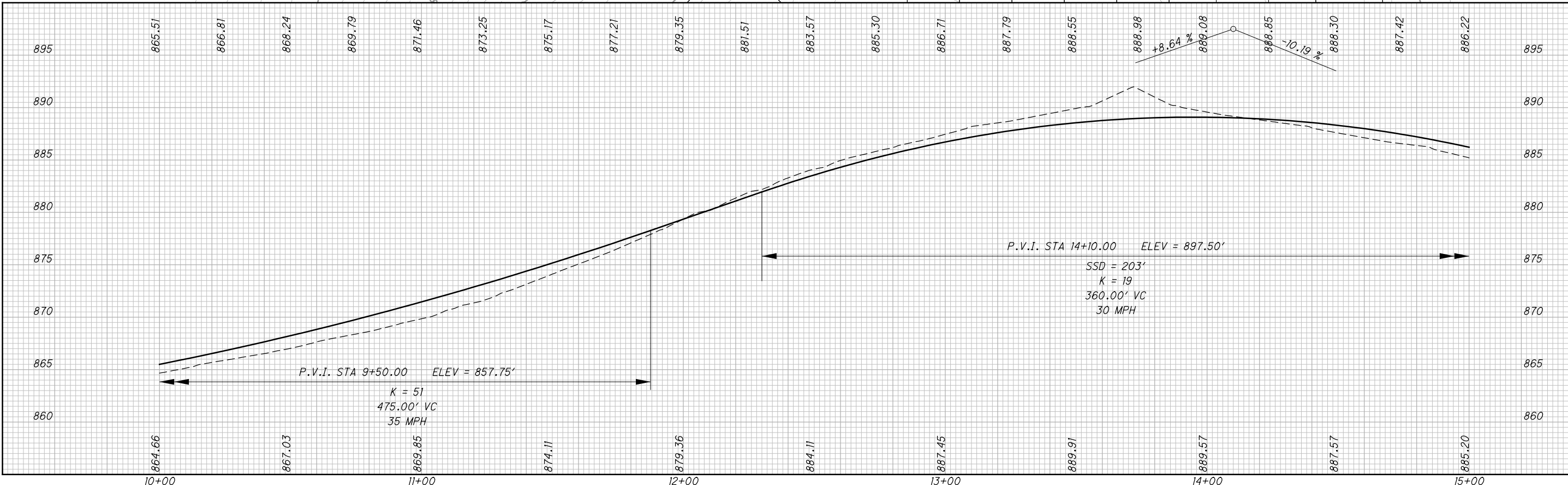
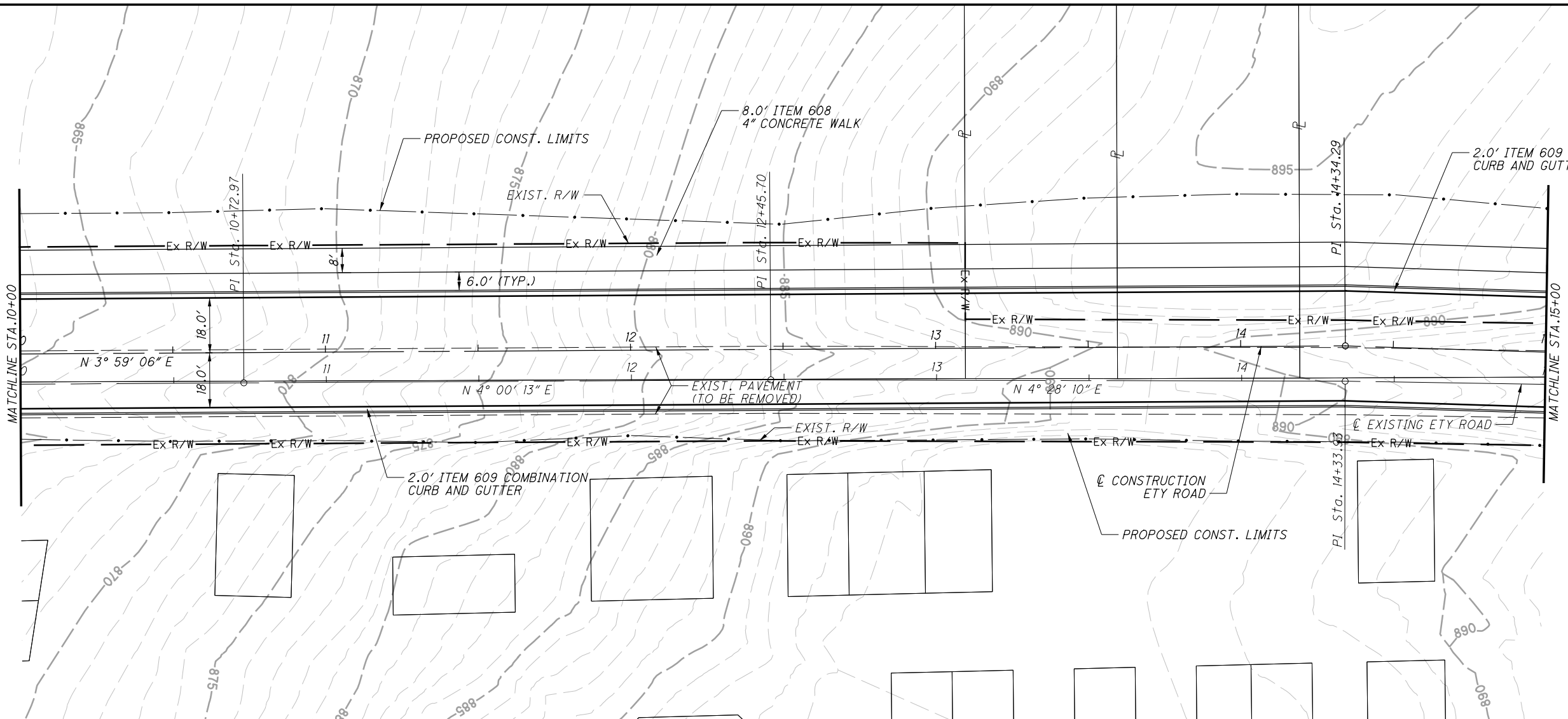
**PLAN AND PROFILE**  
**STA. 5+00.00 TO STA. 10+00.00**

**ETY ROAD**





CALCULATED 0 20 40  
 JJR  
 CHECKED ALL  
 HORIZONTAL SCALE IN FEET



**PLAN AND PROFILE**  
**ETY ROAD**  
**STA. 10+00.00 TO STA. 15+00.00**

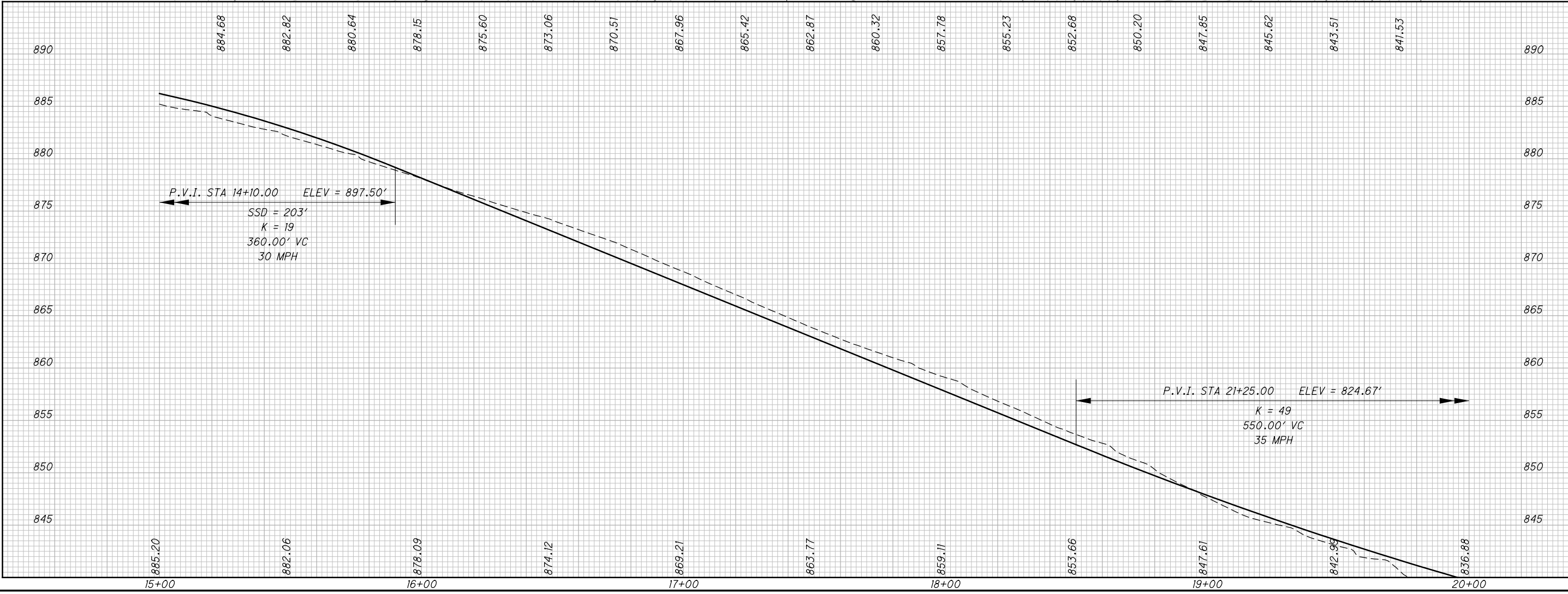
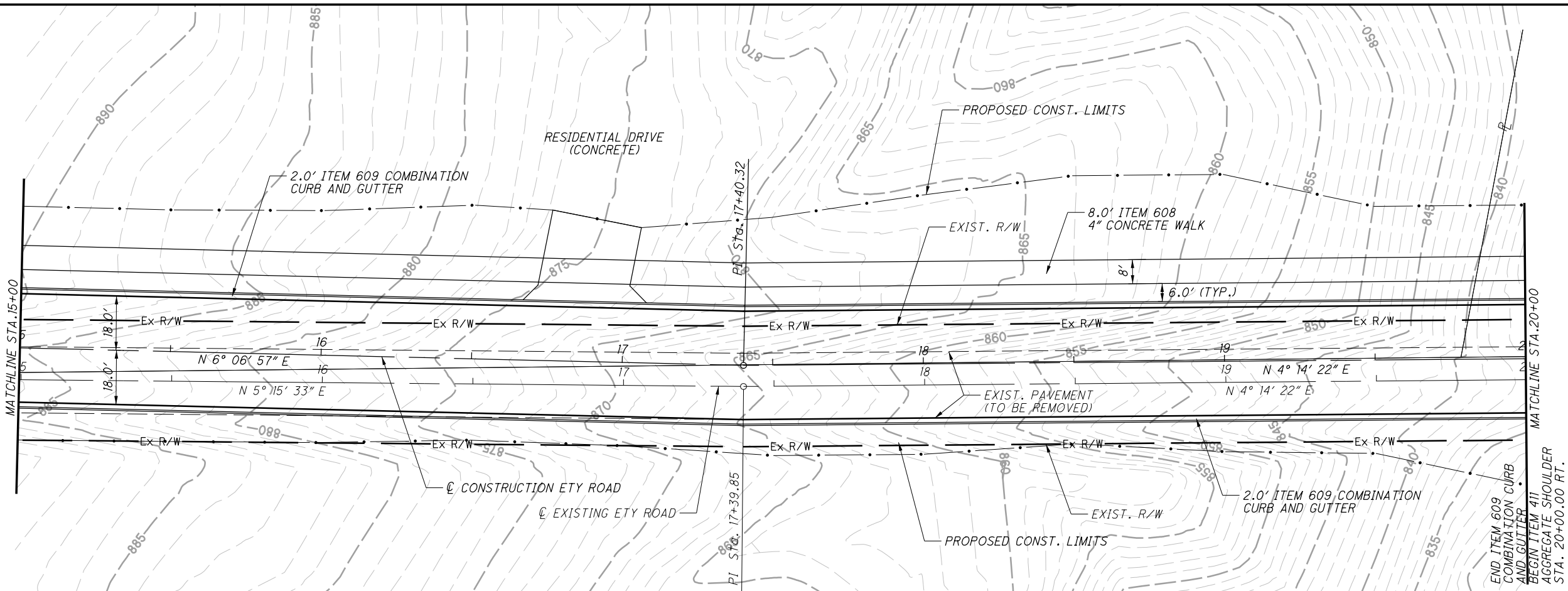
ETY ROAD

5  
35



0 10 20 40  
HORIZONTAL SCALE IN FEET

CALCULATED  
JUR  
CHECKED  
ALL



PLAN AND PROFILE  
ETY ROAD  
STA. 15+00.00 TO STA. 20+00.00

ETY ROAD

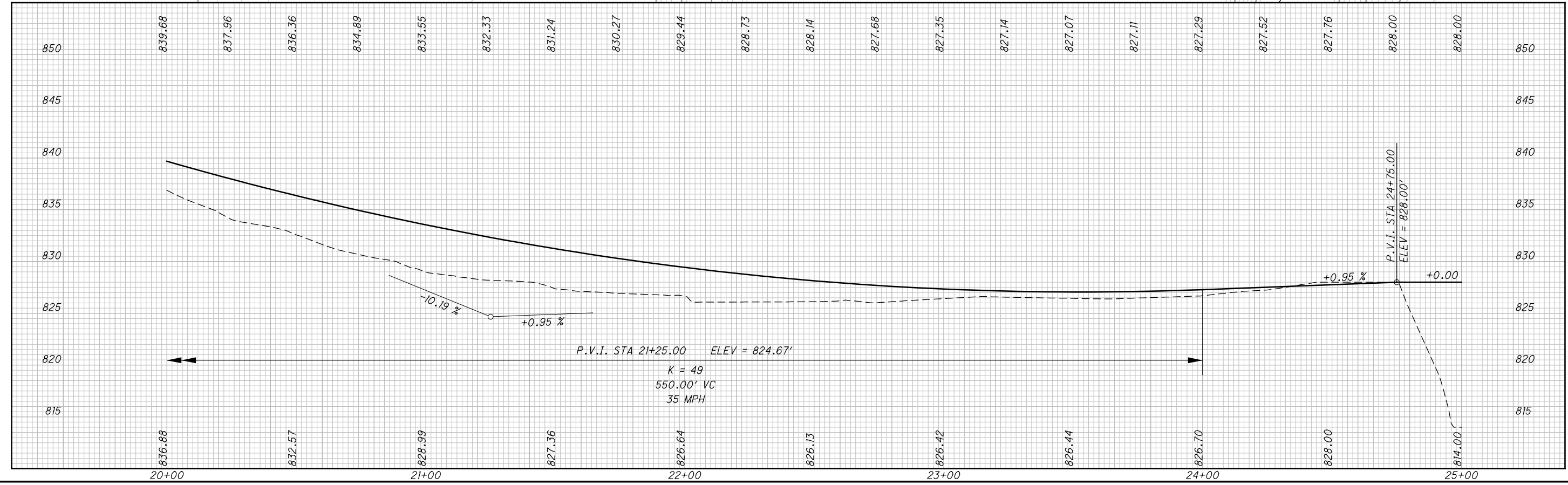
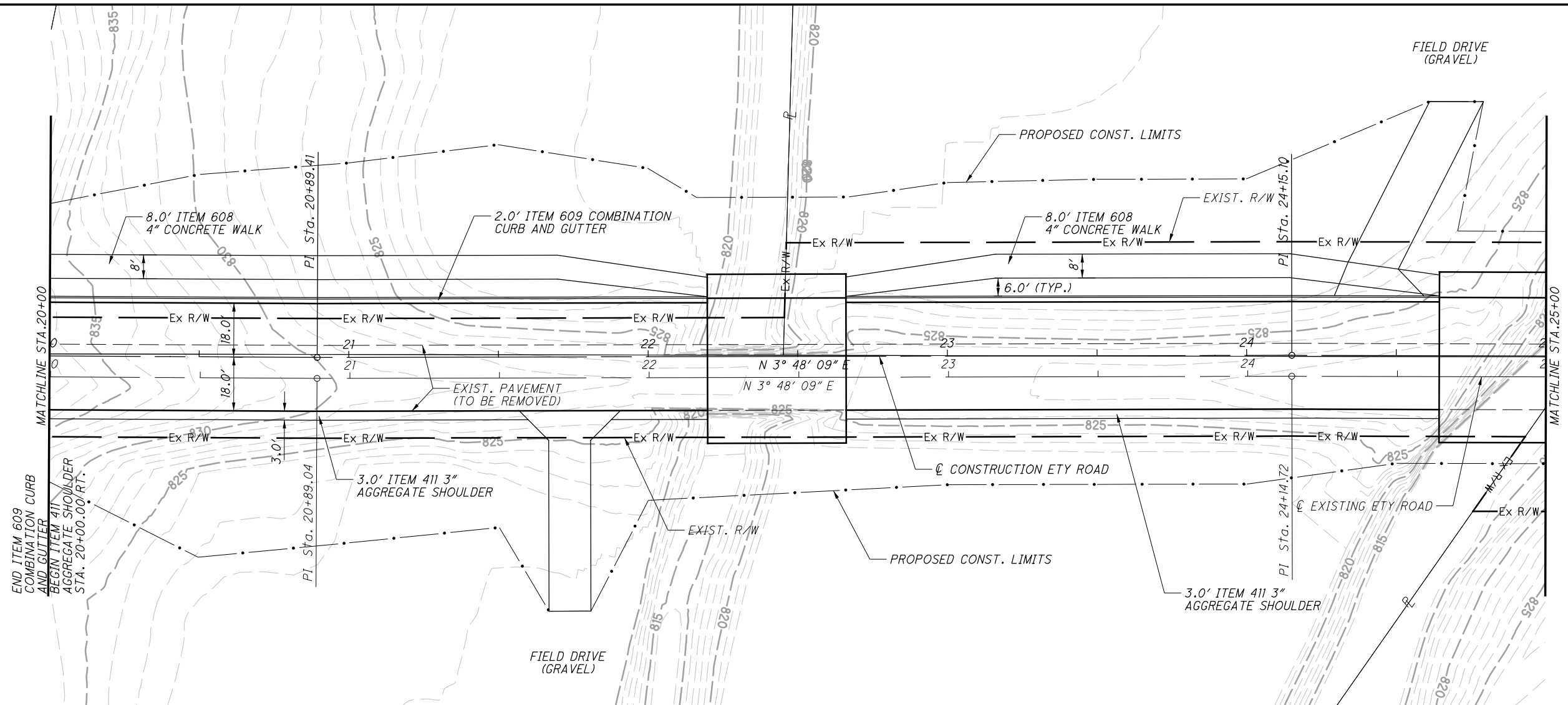
0  
35

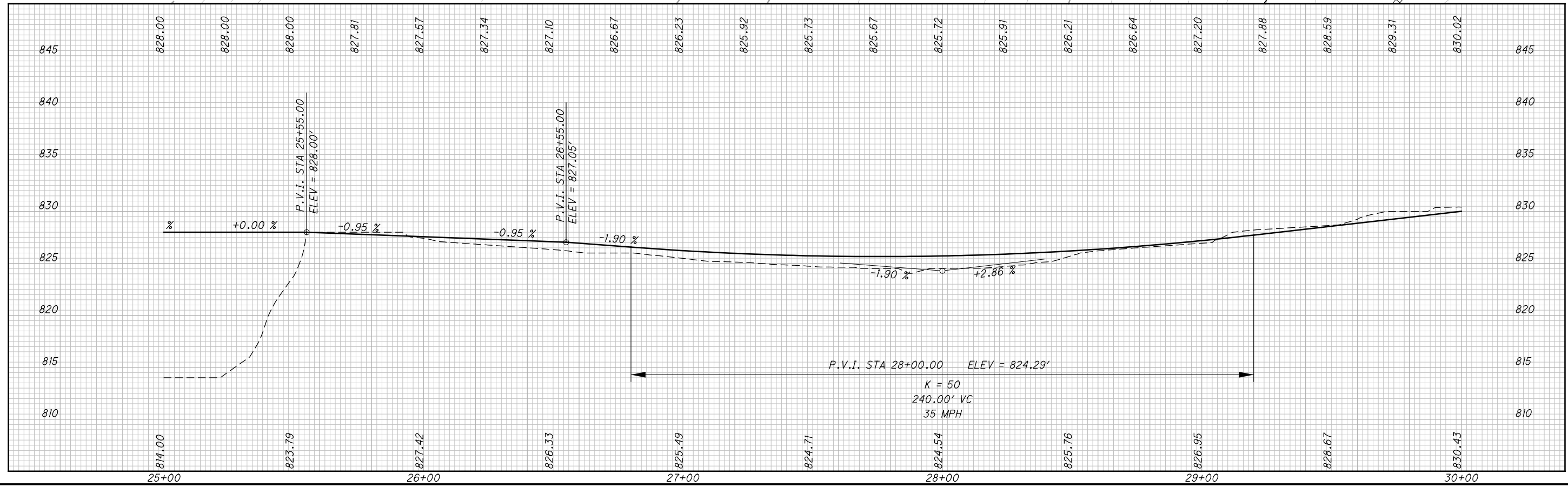
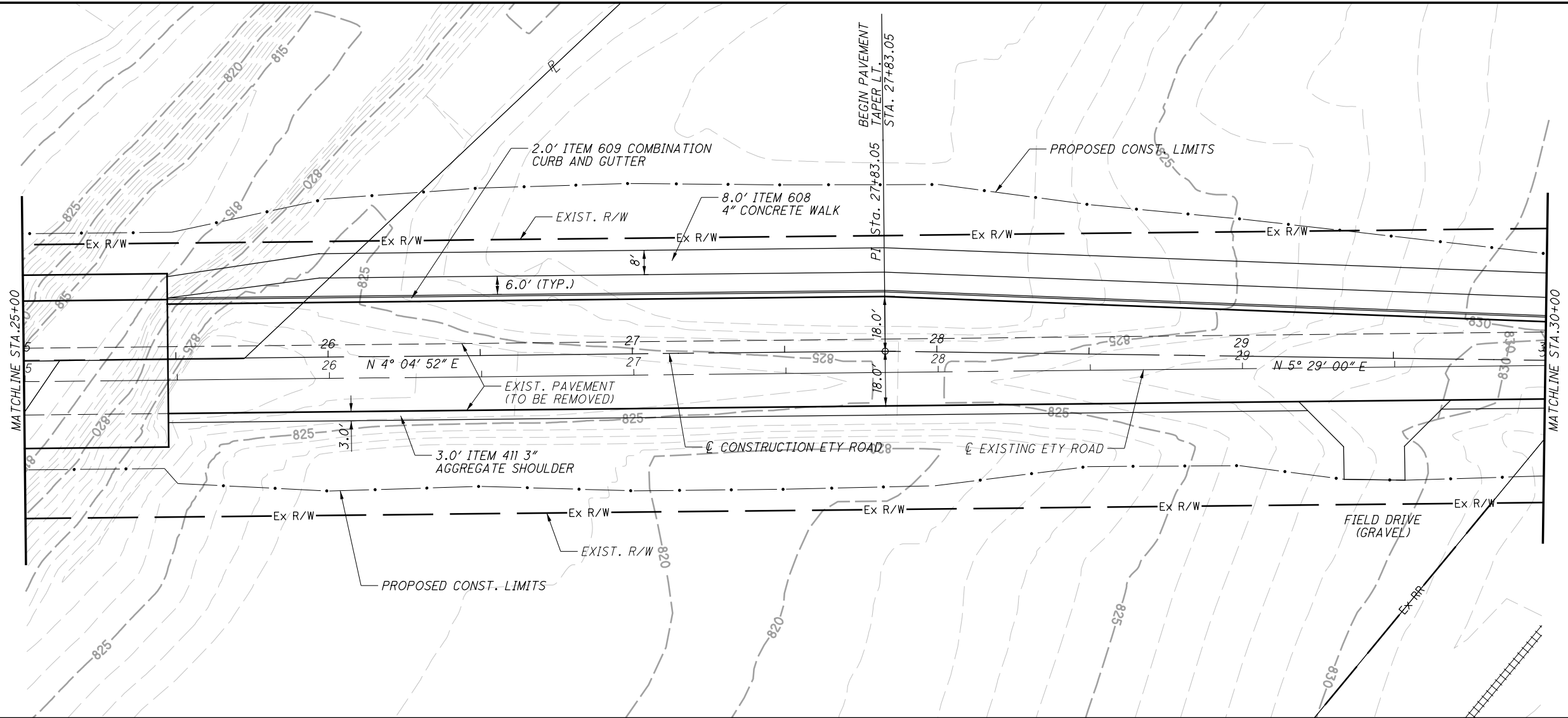


CALCULATED  
JUR  
CHECKED  
ALL

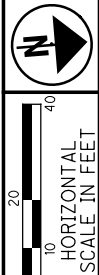
**PLAN AND PROFILE**  
**STA. 20+00.00 TO STA. 25+00.00**

**ETY ROAD**





CALCULATED  
JUR  
CHECKED  
ALL



PLAN AND PROFILE  
STA. 25+00.00 TO STA. 25+00.00

ETY ROAD

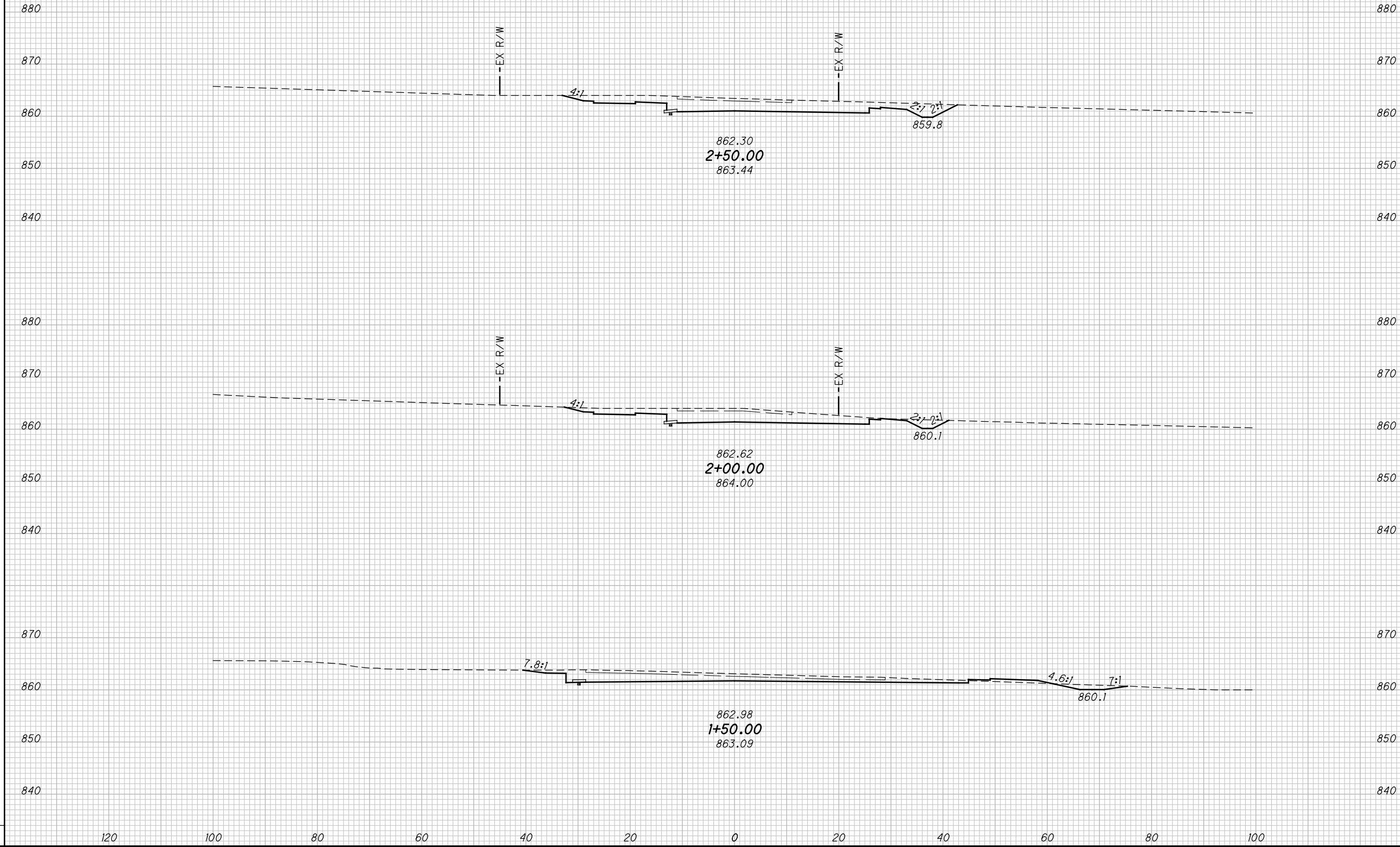


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SEEDING

END WIDTH	SO. YDS.

END AREA		VOLUME		CALCULATED	
CUT	FILL	CUT	FILL	JJR	CHECKED



CROSS SECTIONS ETY ROAD  
STA. 1+50.00 TO STA. 2+50.00

ETY ROAD

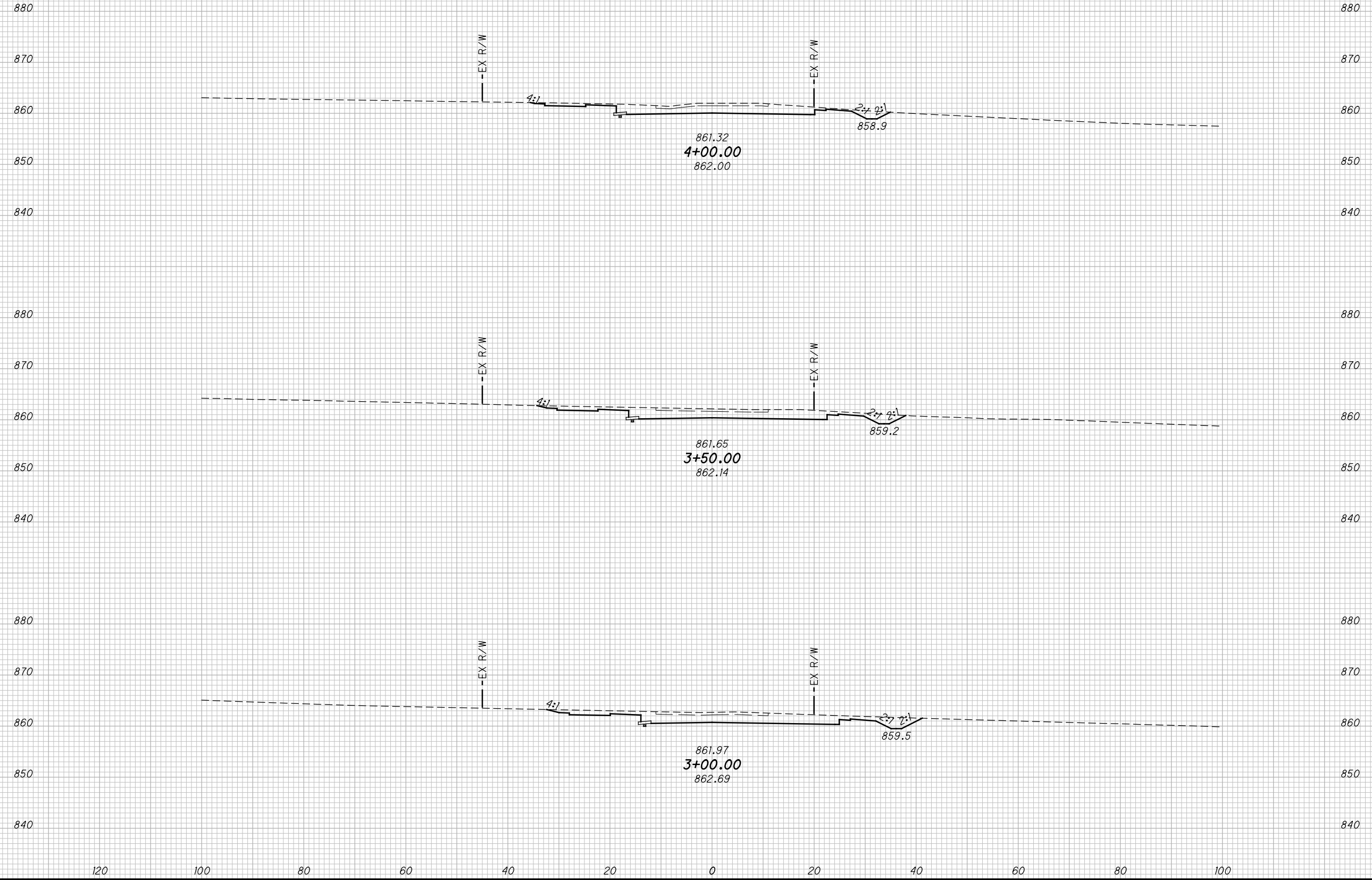
10  
35

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SEEDING

END WIDTH	SO. YDS.

END AREA		VOLUME		CALCULATED		
CUT	FILL	CUT	FILL	JJR	CHECKED	ALL



**CROSS SECTIONS ETY ROAD  
STA. 3+00.00 TO STA. 4+00.00**

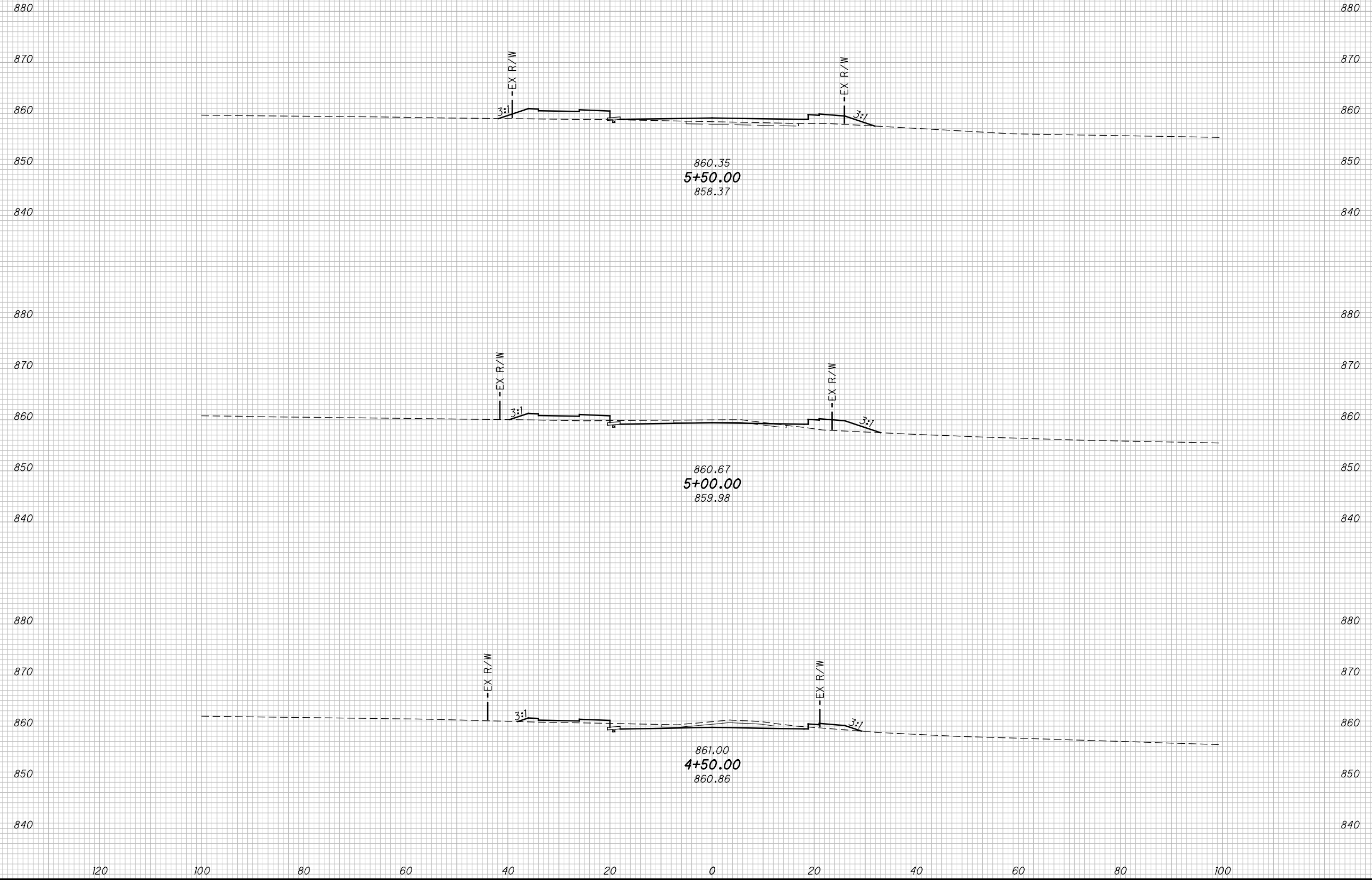
**ETY ROAD**

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SEEDING

END WIDTH	SO. YDS.

END AREA		VOLUME		CALCULATED		
CUT	FILL	CUT	FILL	JJR	CHECKED	ALL



**CROSS SECTIONS ETY ROAD  
STA. 4+50.00 TO STA. 5+50.00**

**ETY ROAD**

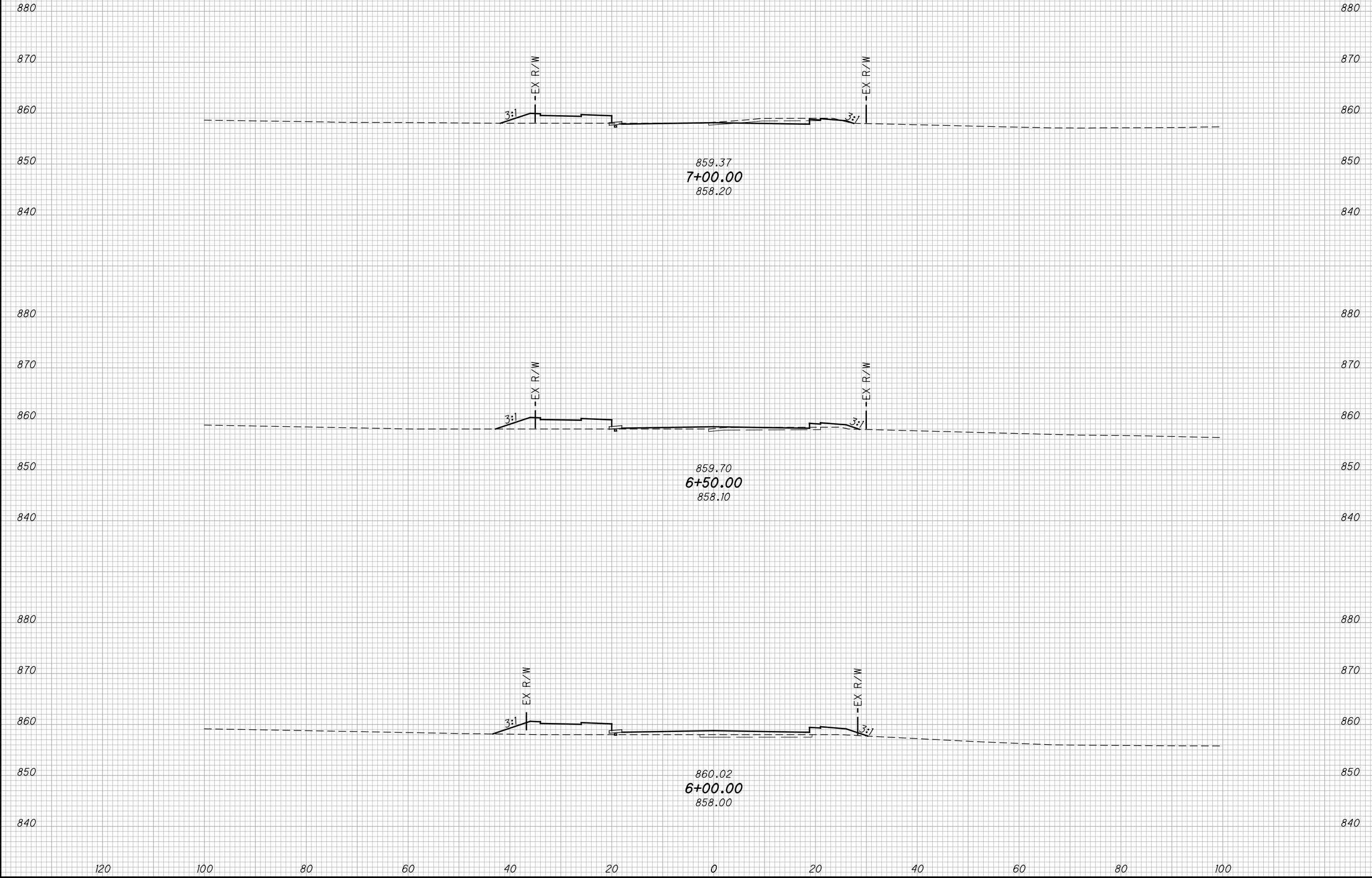
12  
35

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SEEDING

END WIDTH	SO. YDS.

END AREA		VOLUME		CALCULATED	
CUT	FILL	CUT	FILL	JJR	CHECKED



CROSS SECTIONS ETY ROAD  
STA. 6+00.00 TO STA. 7+00.00

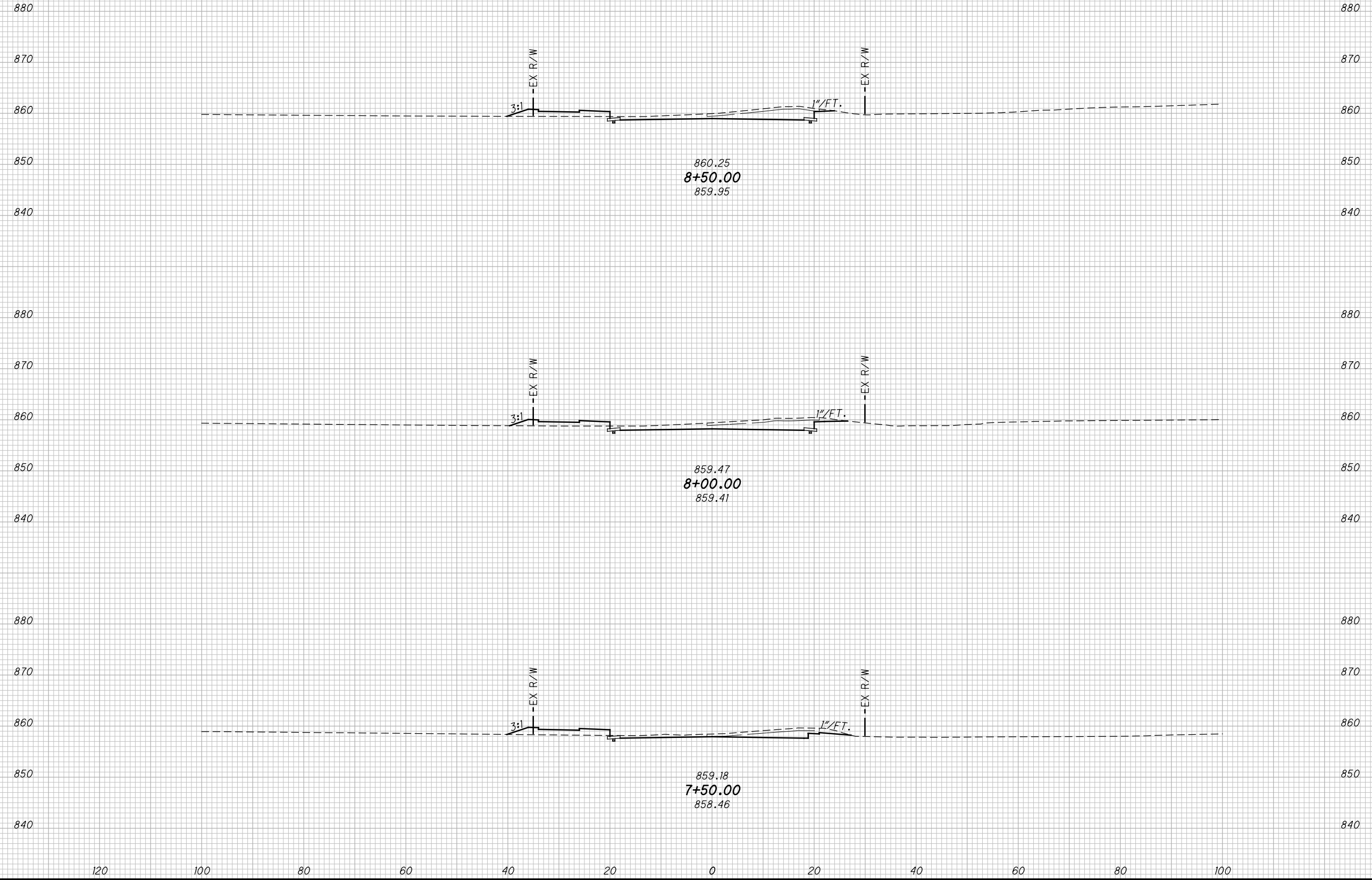
ETY ROAD

13  
35

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SEEDING  
END SO.  
WIDTH YDS.

END AREA		VOLUME		CALCULATED	
CUT	FILL	CUT	FILL	JJR	CHECKED
					ALL



**CROSS SECTIONS ETY ROAD  
STA. 7+50.00 TO STA. 8+50.00**

**ETY ROAD**

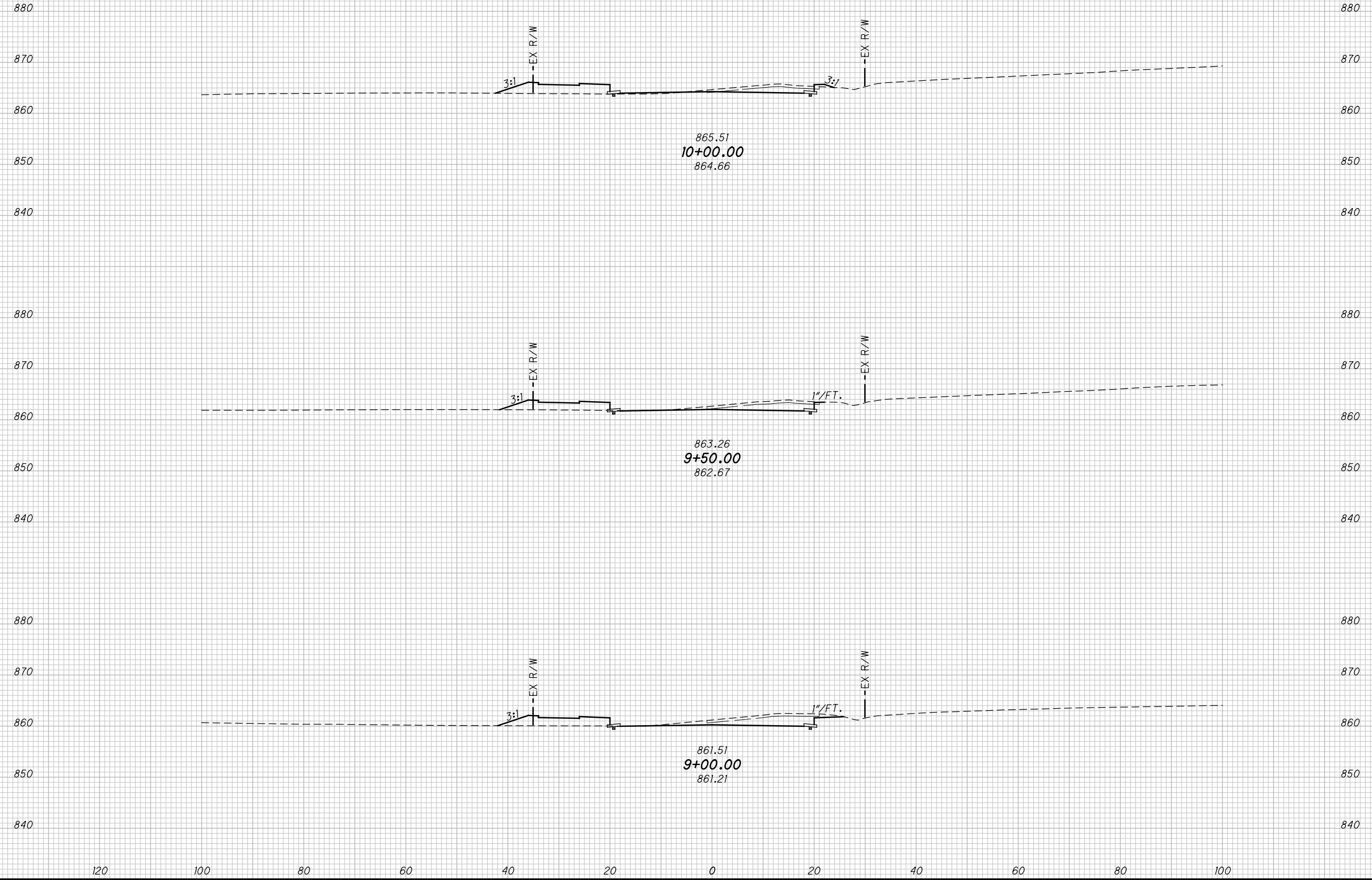
14  
35

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SEEDING

END WIDTH	SO. YDS.

END AREA		VOLUME		CALCULATED	
CUT	FILL	CUT	FILL	JJR	CHECKED



CROSS SECTIONS ETY ROAD  
STA. 9+00.00 TO STA. 10+00.00

ETY ROAD

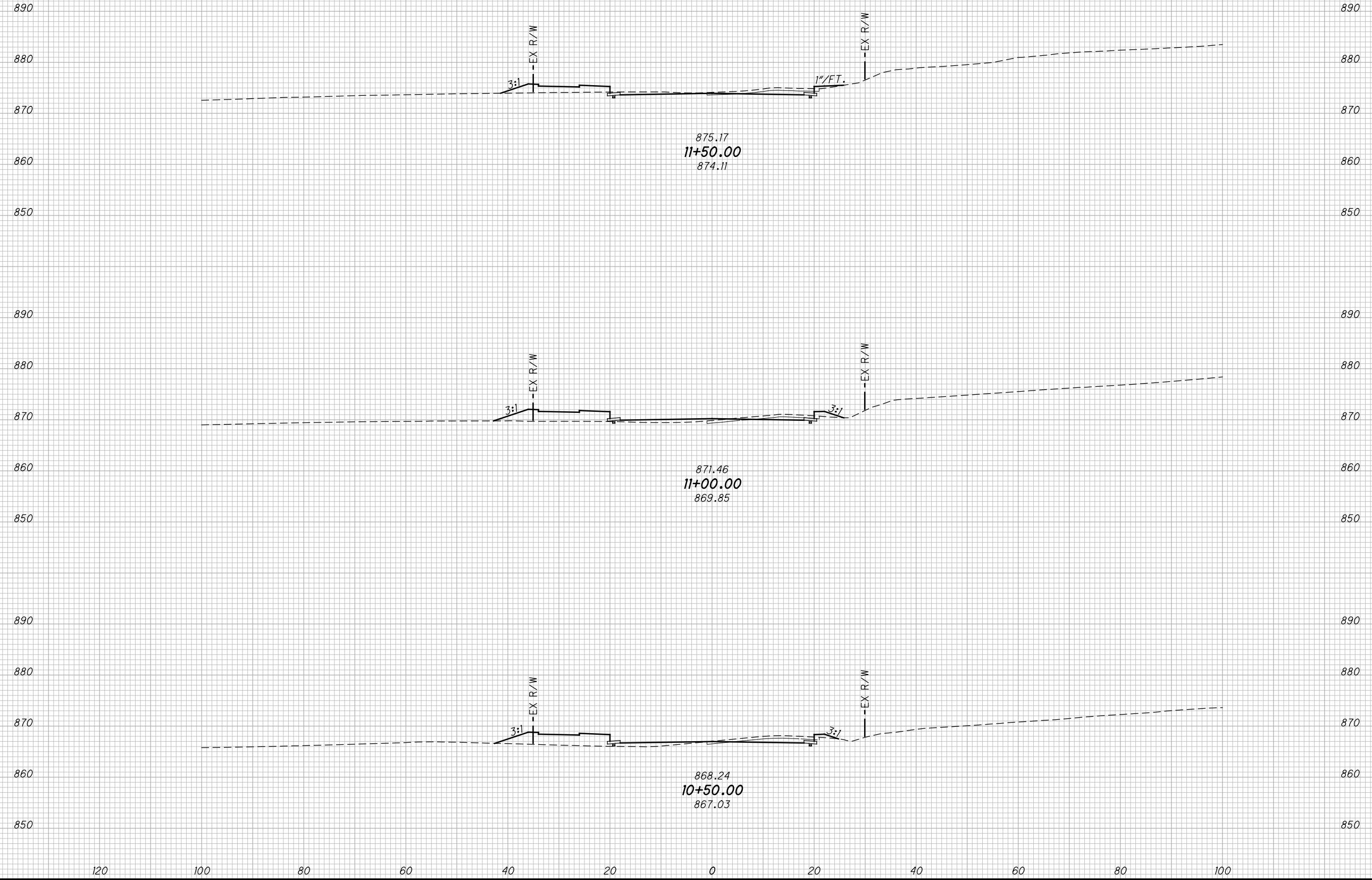
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SEEDING

END WIDTH	SO. YDS.

END AREA		VOLUME		CALCULATED		
CUT	FILL	CUT	FILL	JJR	CHECKED	ALL



**CROSS SECTIONS ETY ROAD  
STA. 10+50.00 TO STA. 11+50.00**

**ETY ROAD**

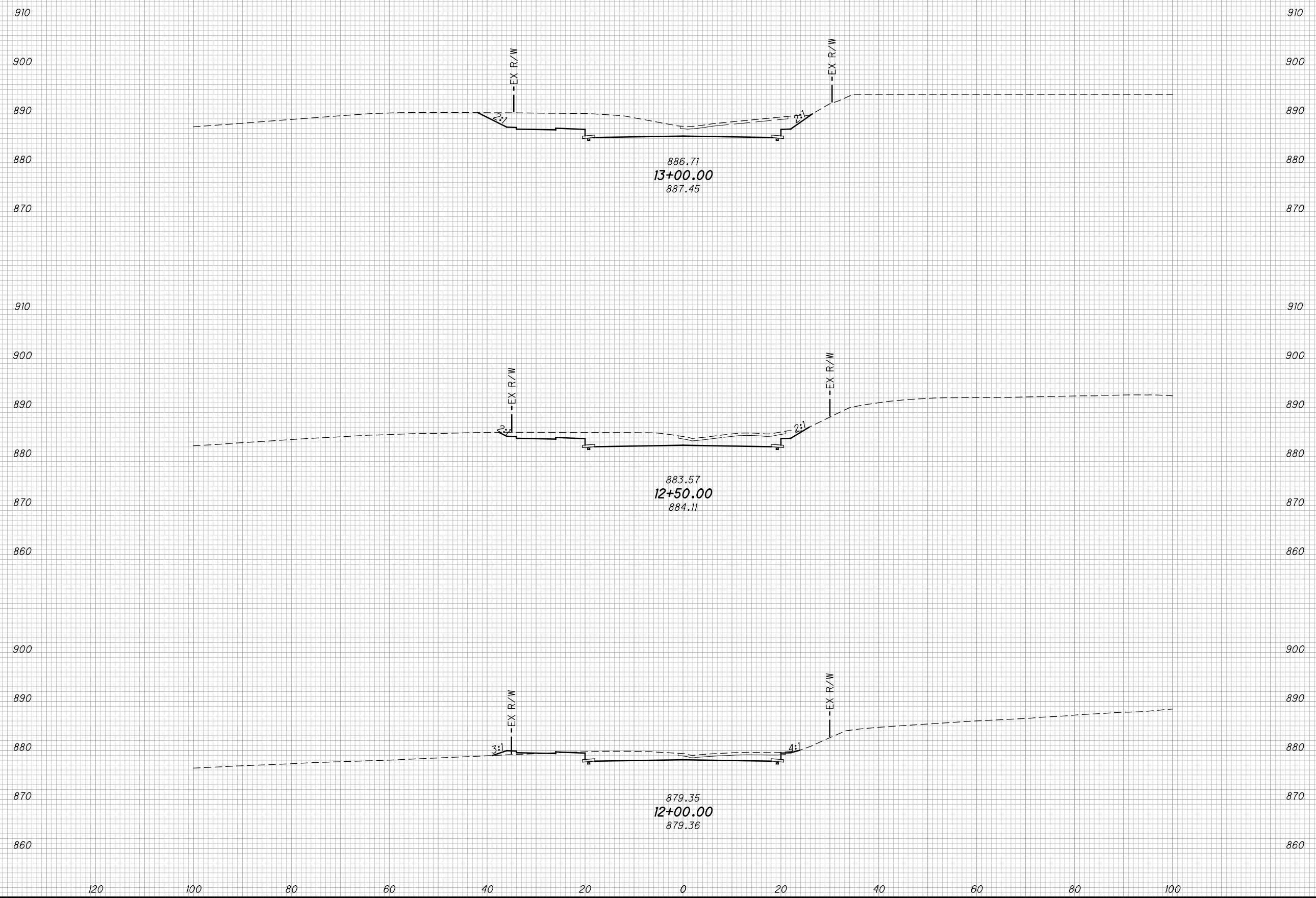
16  
35

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SEEDING

END WIDTH	SO. YDS.

END AREA		VOLUME		CALCULATED		
CUT	FILL	CUT	FILL	JJR	CHECKED	ALL



**CROSS SECTIONS ETY ROAD  
 STA. 12+00.00 TO STA. 13+00.00**

**ETY ROAD**

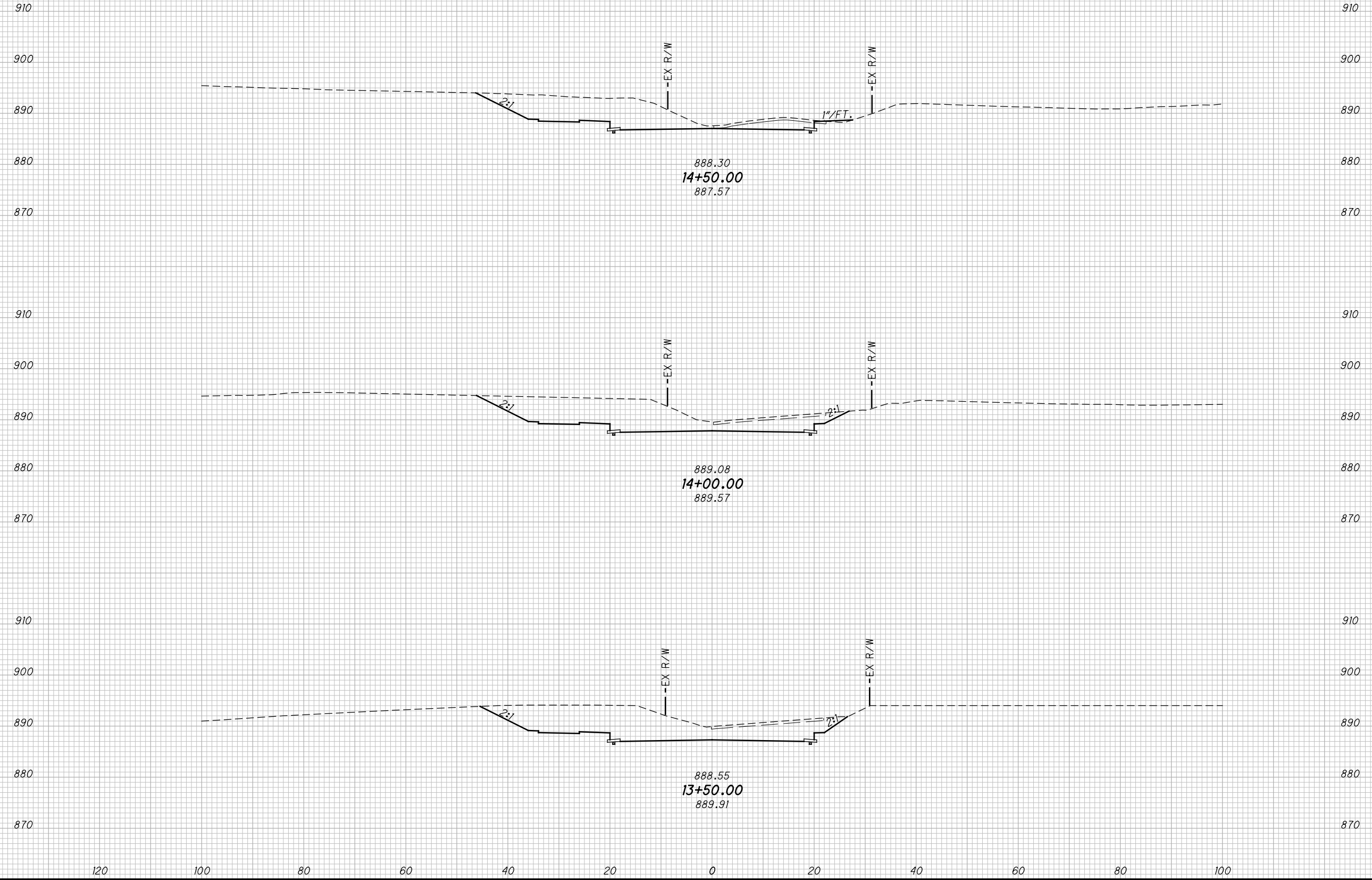
17  
35

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SEEDING

END WIDTH	SO. YDS.

END AREA		VOLUME		CALCULATED		
CUT	FILL	CUT	FILL	JJR	CHECKED	ALL



**CROSS SECTIONS ETY ROAD  
STA. 13+50.00 TO STA. 14+50.00**

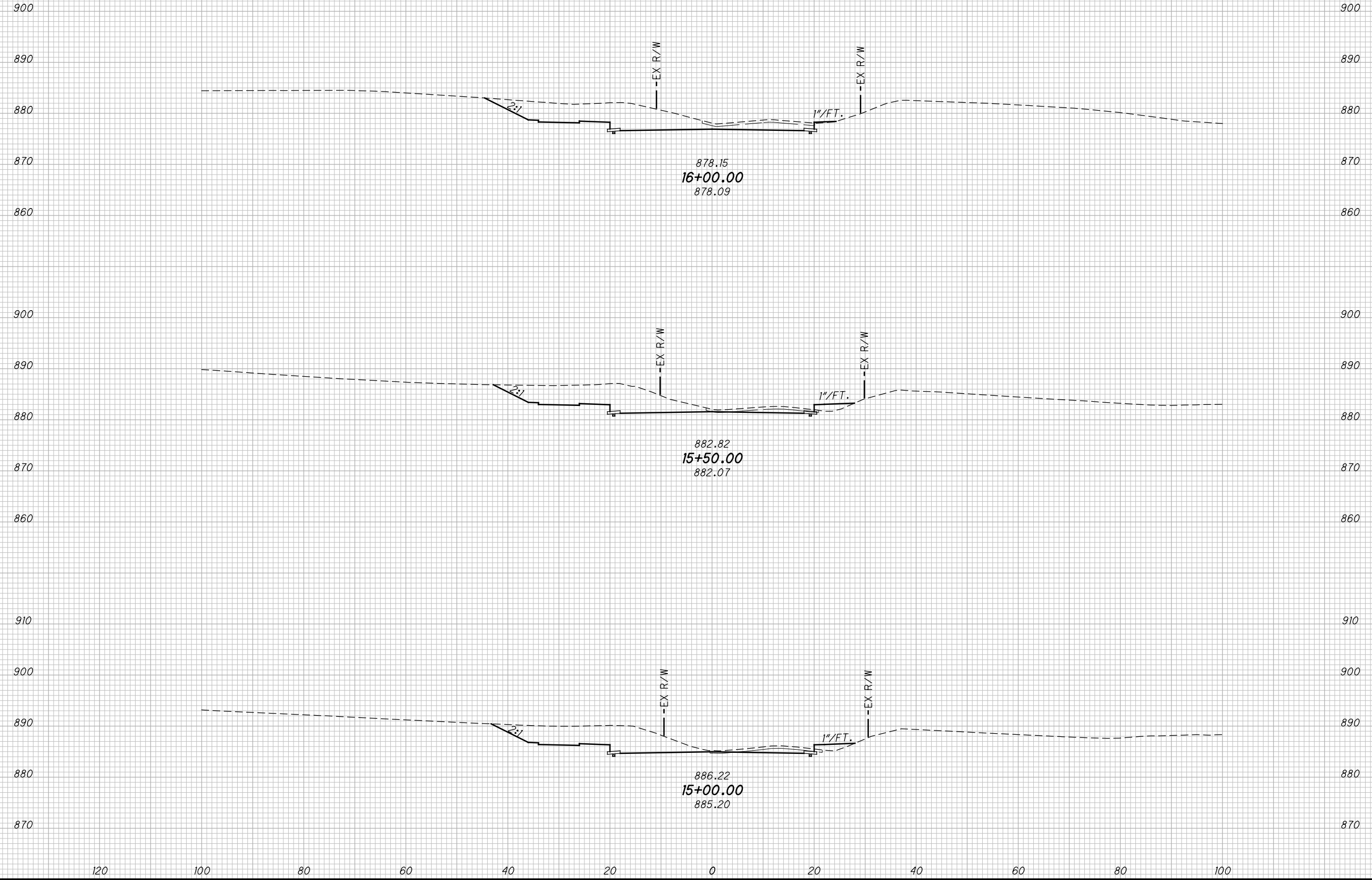
**ETY ROAD**

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SEEDING

END WIDTH	SO. YDS.

END AREA		VOLUME		CALCULATED		
CUT	FILL	CUT	FILL	JJR	CHECKED	ALL



**CROSS SECTIONS ETY ROAD  
STA. 15+00.00 TO STA. 16+00.00**

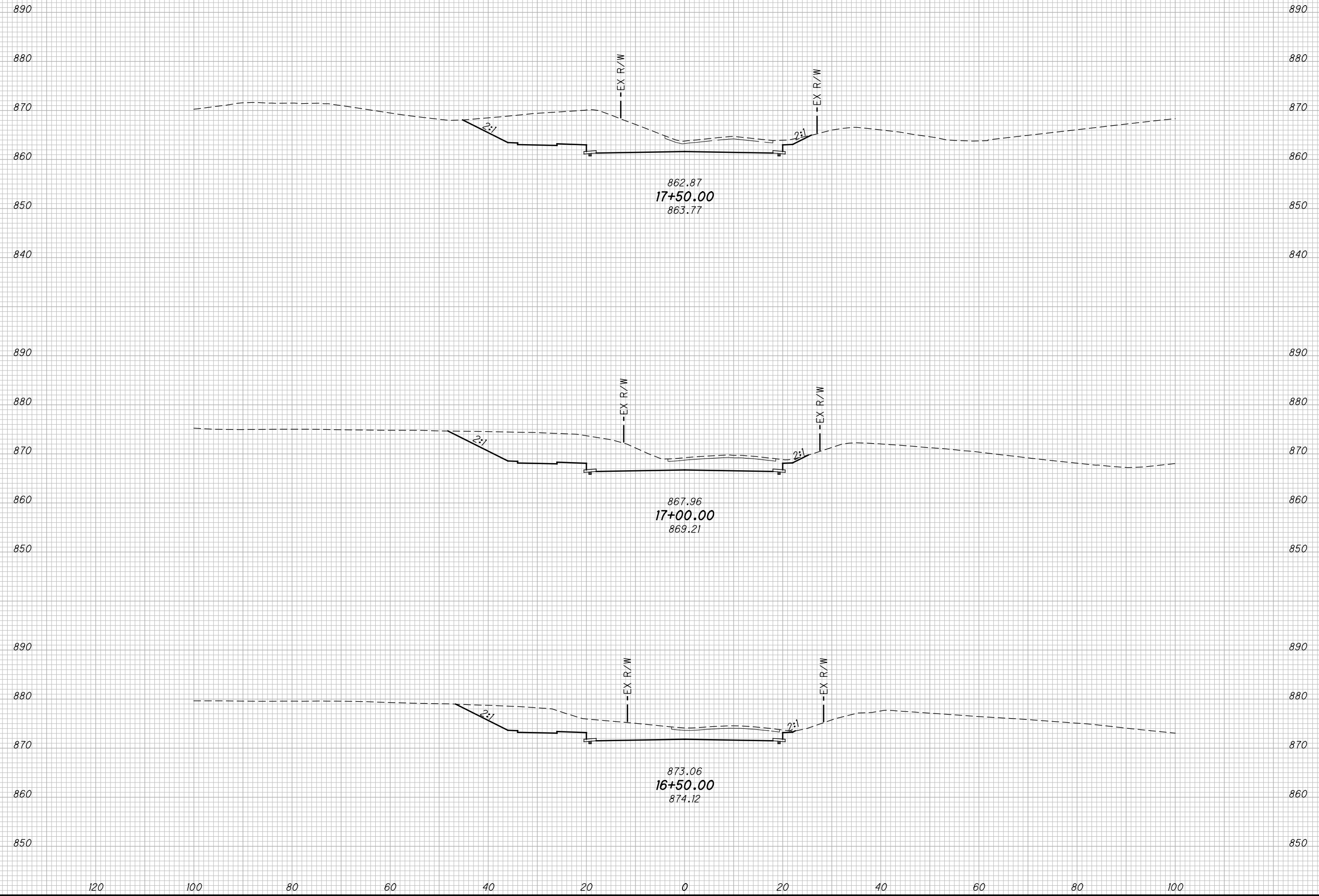
**ETY ROAD**

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SEEDING

END WIDTH	SO. YDS.

END AREA		VOLUME		CALCULATED		
CUT	FILL	CUT	FILL	JJR	CHECKED	ALL



**CROSS SECTIONS ETY ROAD  
STA. 16+50.00 TO STA. 17+50.00**

**ETY ROAD**

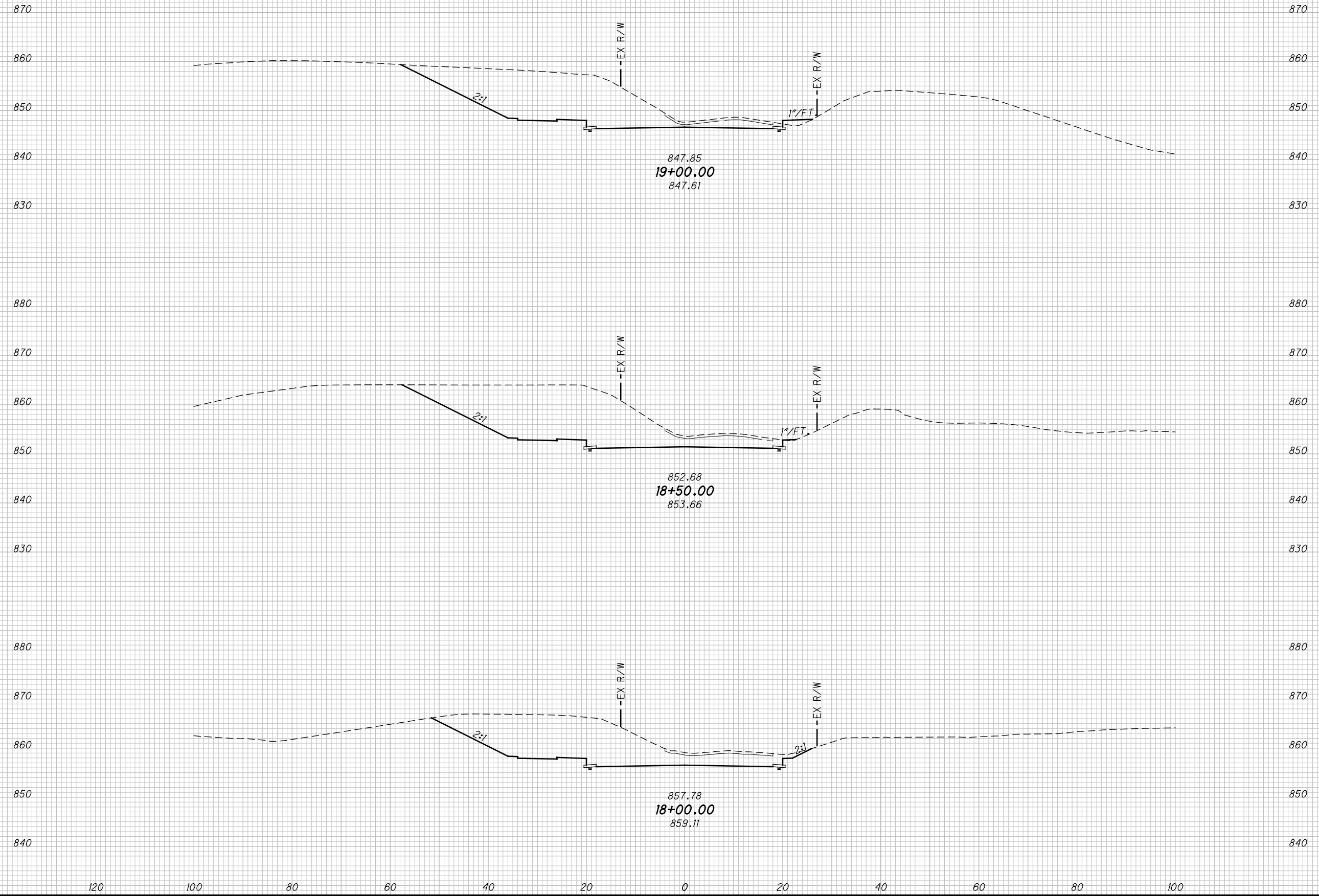
20  
35

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SEEDING

END WIDTH	SO. YDS.

END AREA		VOLUME		CALCULATED		
CUT	FILL	CUT	FILL	JJR	CHECKED	ALL



**CROSS SECTIONS ETY ROAD  
STA. 18+00.00 TO STA. 19+00.00**

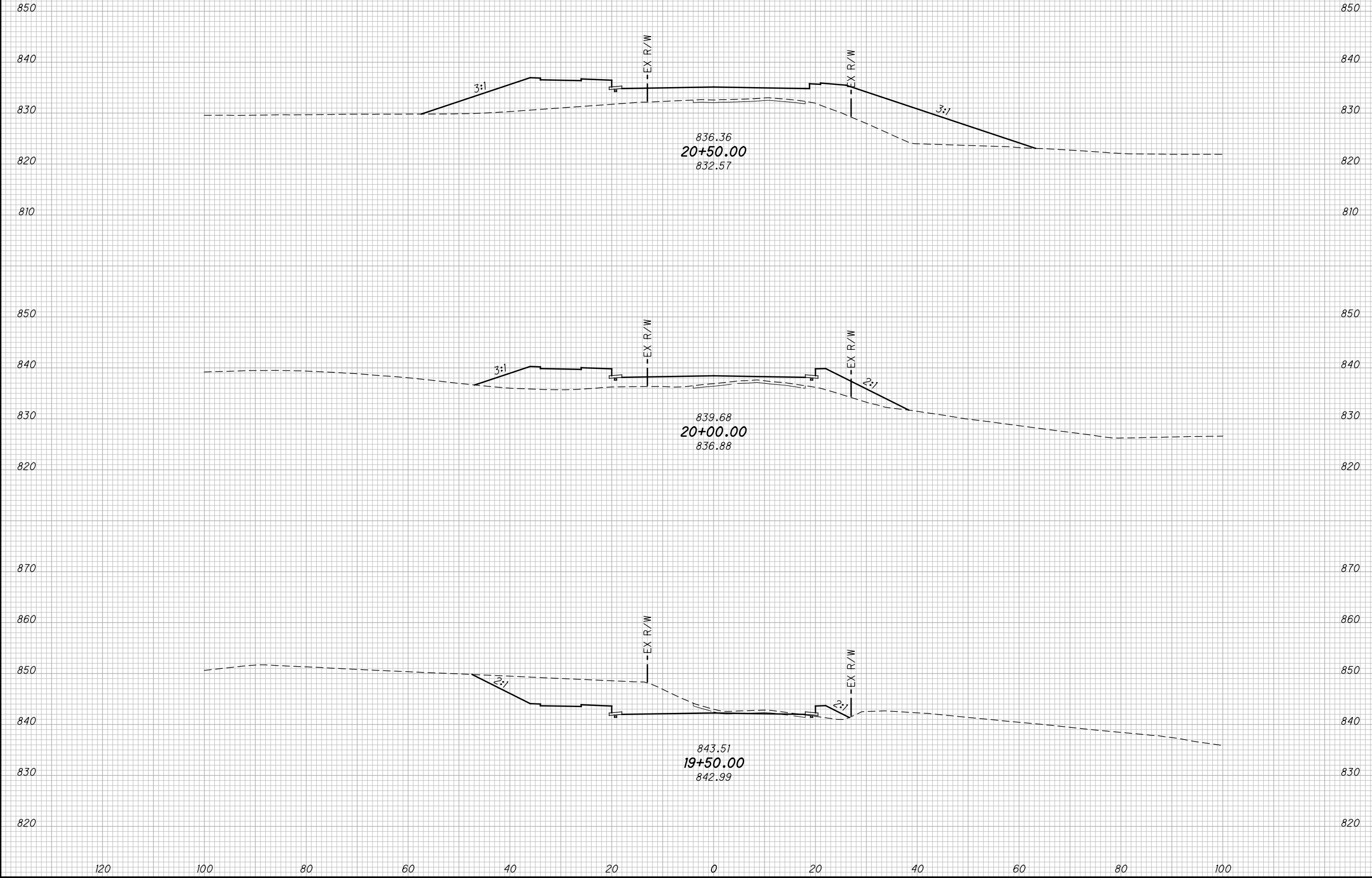
**ETY ROAD**

T:\City of Lancaster - \*1160\Ety Road PE\_study\roadway\sheets\XS001.dgn 5/8/2017 2:02:38 PM Josh\_Rognon

SEEDING

END WIDTH	SO. YDS.

END AREA		VOLUME		CALCULATED		
CUT	FILL	CUT	FILL	JJR	CHECKED	ALL



CROSS SECTIONS ETY ROAD  
STA. 19+50.00 TO STA. 20+50.00

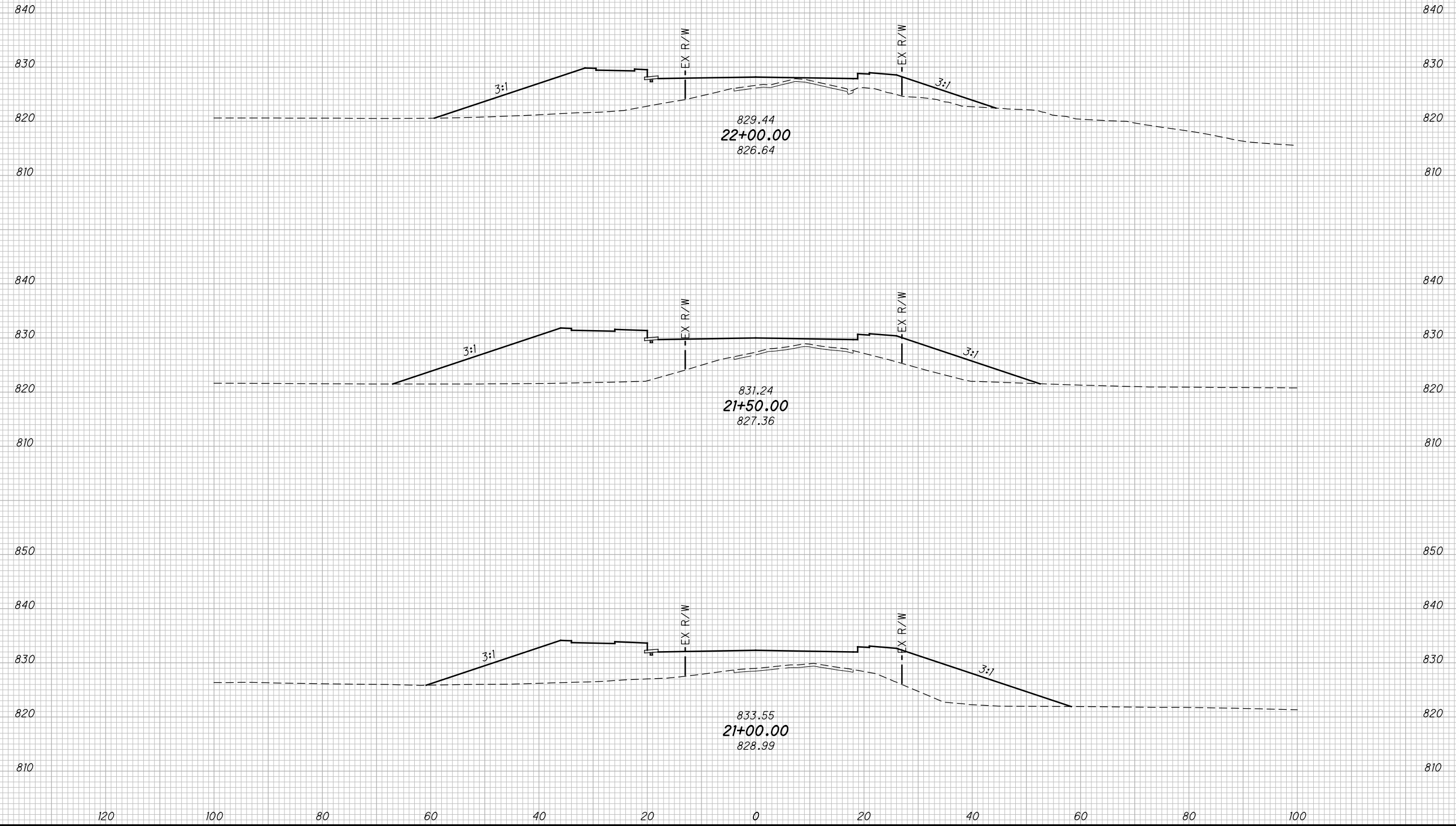
ETY ROAD

22  
35

T:\City of Lancaster - 1160\Ety Road PE\_study\roadway\sheets\XS001.dgn 5/8/2017 2:02:39 PM Josh\_Rognon

SEEDING  
END SO.  
WIDTH YDS.

END AREA		VOLUME		CALCULATED	
CUT	FILL	CUT	FILL	JJR	CHECKED
					ALL



**CROSS SECTIONS ETY ROAD  
 STA. 21+00.00 TO STA. 22+00.00**

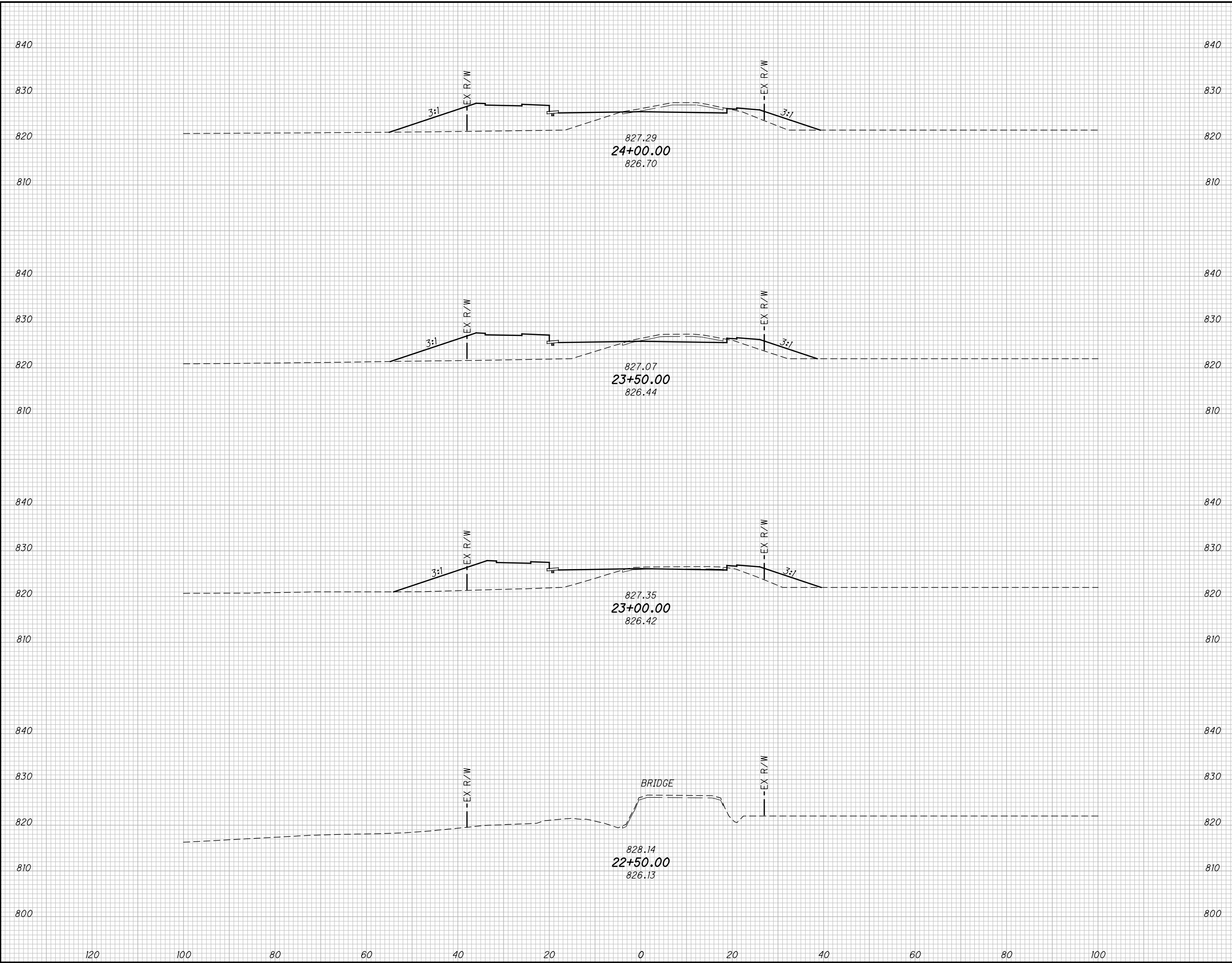
**ETY ROAD**

23  
35

T:\City of Lancaster - \*1160\Ety Road PE\_study\roadway\sheets\XS001.dgn 5/8/2017 2:02:39 PM Josh\_Rognon

SEEDING

END WIDTH	SO. YDS.



END AREA		VOLUME		CALCULATED		
CUT	FILL	CUT	FILL	JJR	CHECKED	ALL

**CROSS SECTIONS ETY ROAD**  
**STA. 22+50.00 TO STA. 24+00.00**

**ETY ROAD**

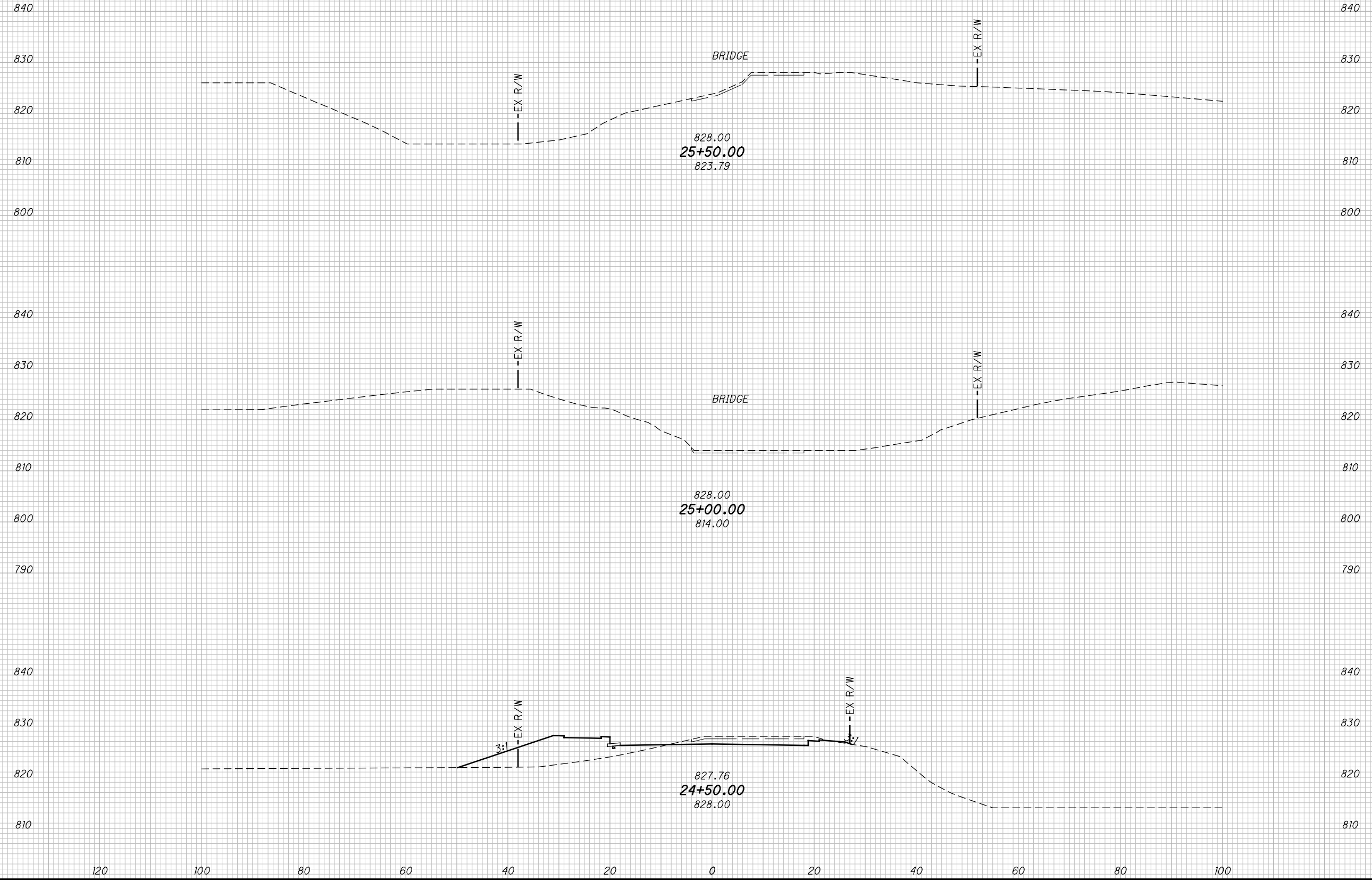
24  
35

T:\City of Lancaster - \*1160\Ety Road PE\_study\roadway\sheets\XS001.dgn 5/8/2017 2:02:39 PM Josh\_Rognon

SEEDING

END WIDTH	SO. YDS.

END AREA		VOLUME		CALCULATED		
CUT	FILL	CUT	FILL	JJR	CHECKED	ALL



**CROSS SECTIONS ETY ROAD  
STA. 24+50.00 TO STA. 25+50.00**

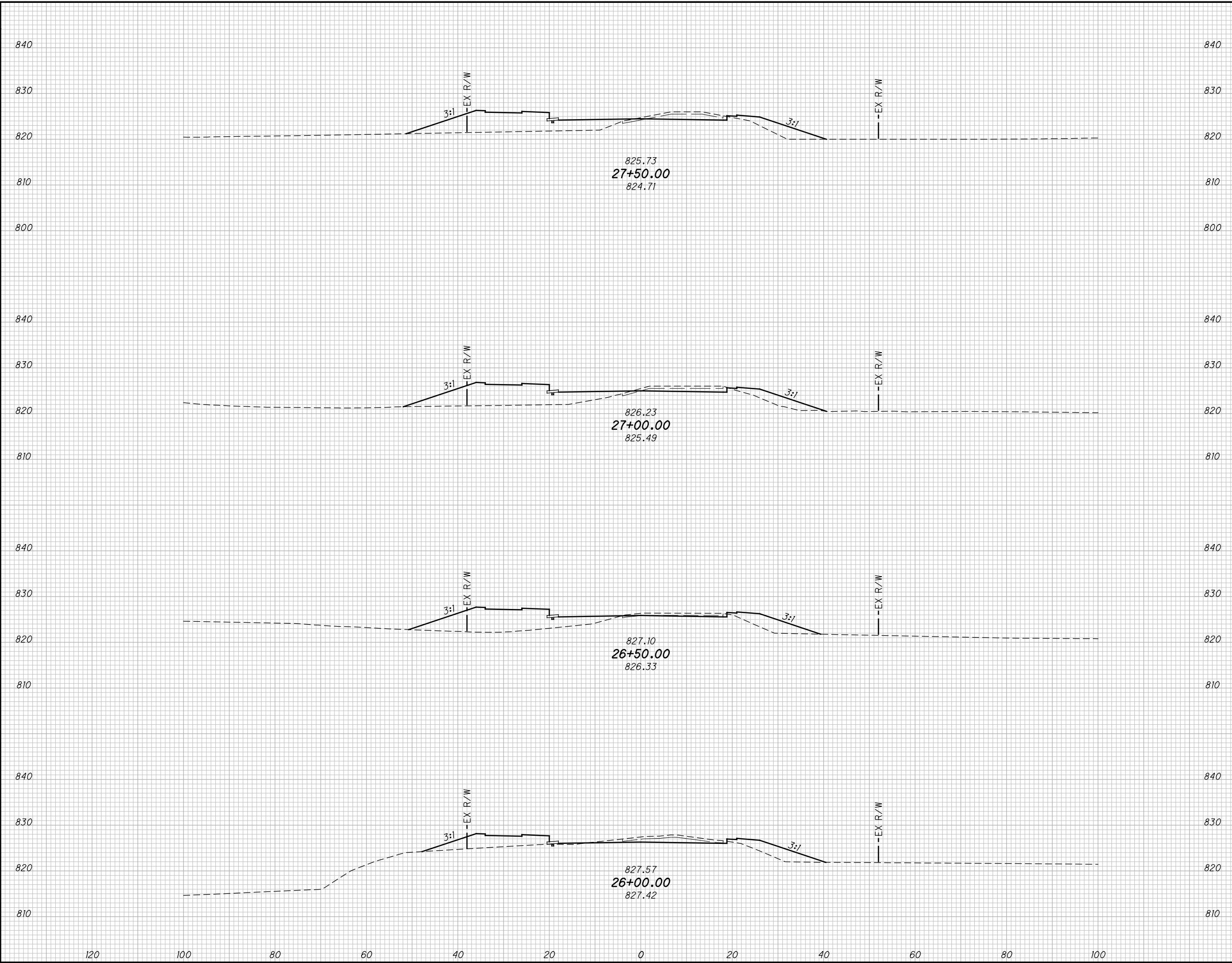
**ETY ROAD**

25  
35

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SEEDING

END WIDTH	SO. YDS.



END AREA		VOLUME		CALCULATED		
CUT	FILL	CUT	FILL	JJR	CHECKED	ALL

**CROSS SECTIONS ETY ROAD  
STA. 26+00.00 TO STA. 27+50.00**

**ETY ROAD**

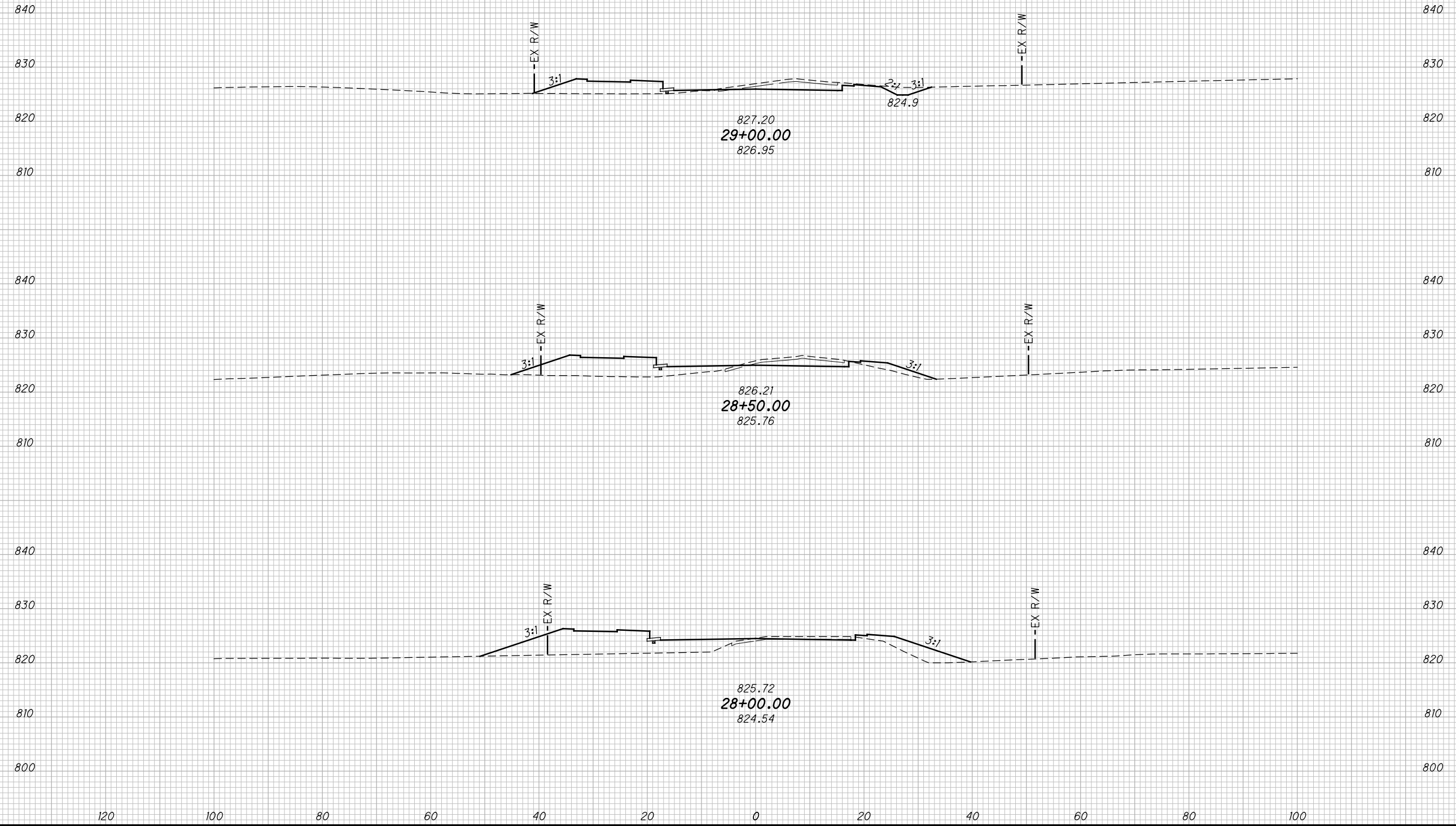
26  
35

T:\City of Lancaster - \*1160\Ety Road PE\_study\roadway\sheets\XS001.dgn 5/8/2017 2:02:40 PM Josh\_Rognon

SEEDING

END WIDTH	SO. YDS.

END AREA		VOLUME		CALCULATED	
CUT	FILL	CUT	FILL	JJR	CHECKED



**CROSS SECTIONS ETY ROAD  
STA. 28+00.00 TO STA. 29+00.00**

**ETY ROAD**

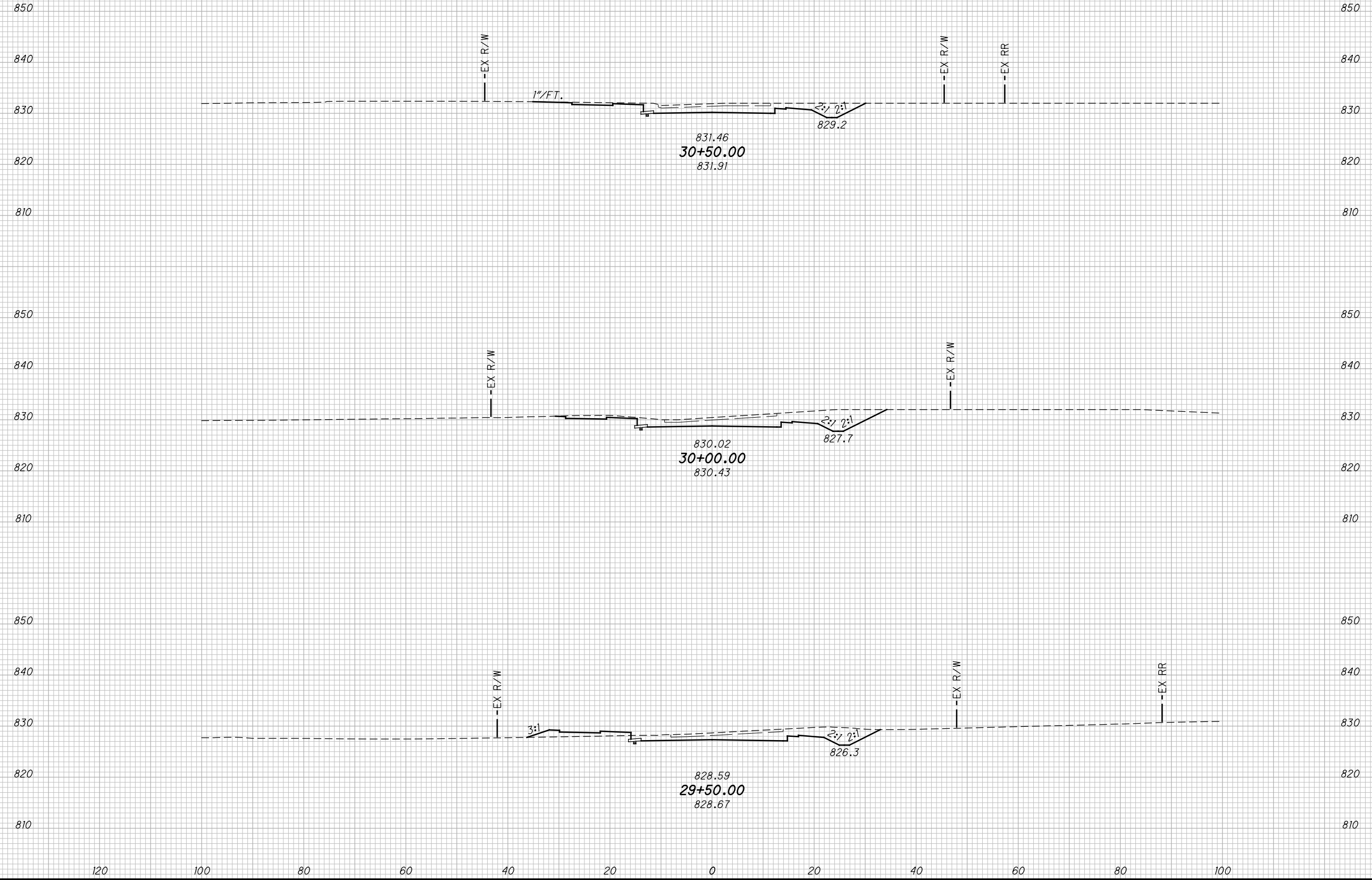
27  
35

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SEEDING

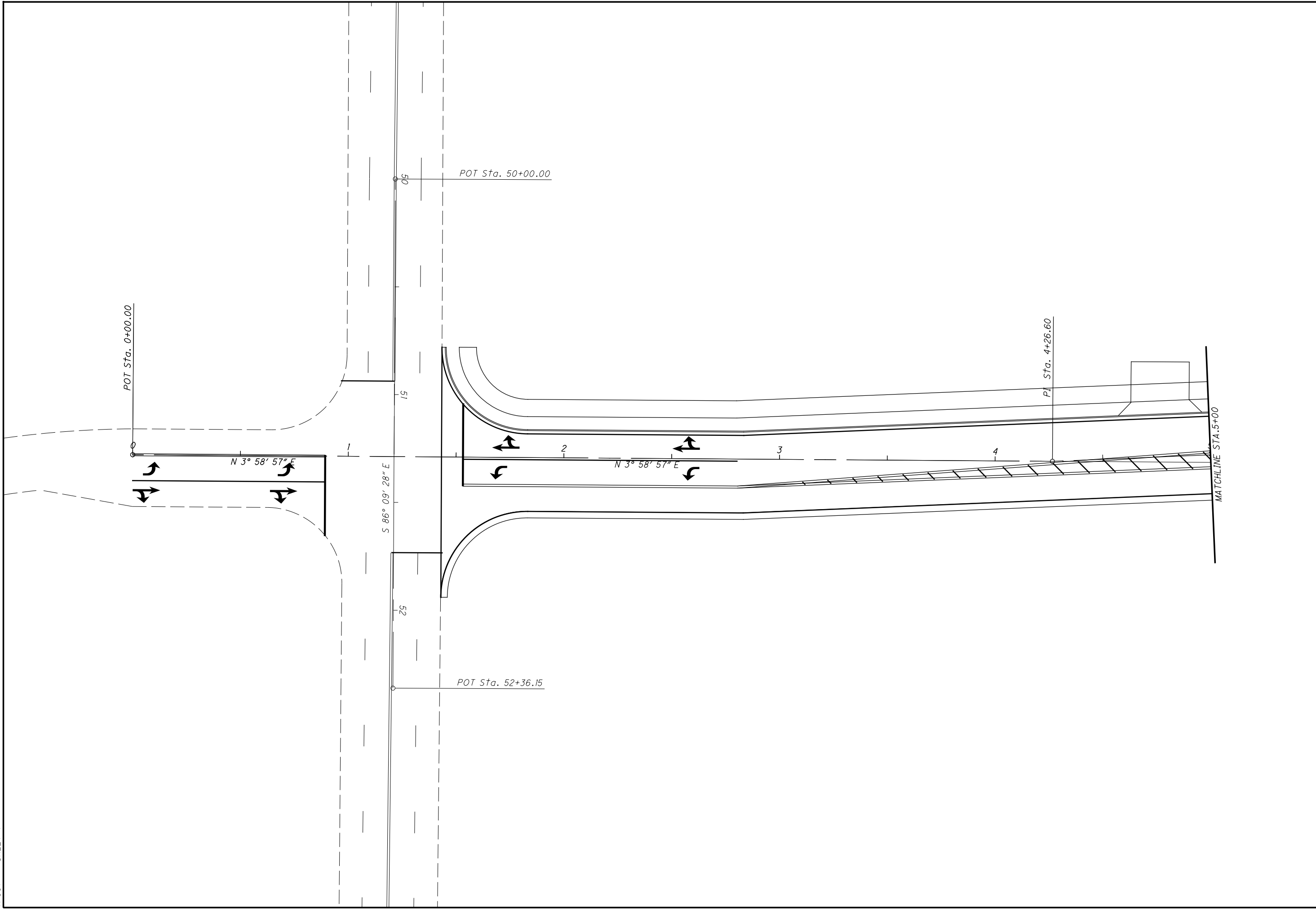
END WIDTH	SO. YDS.

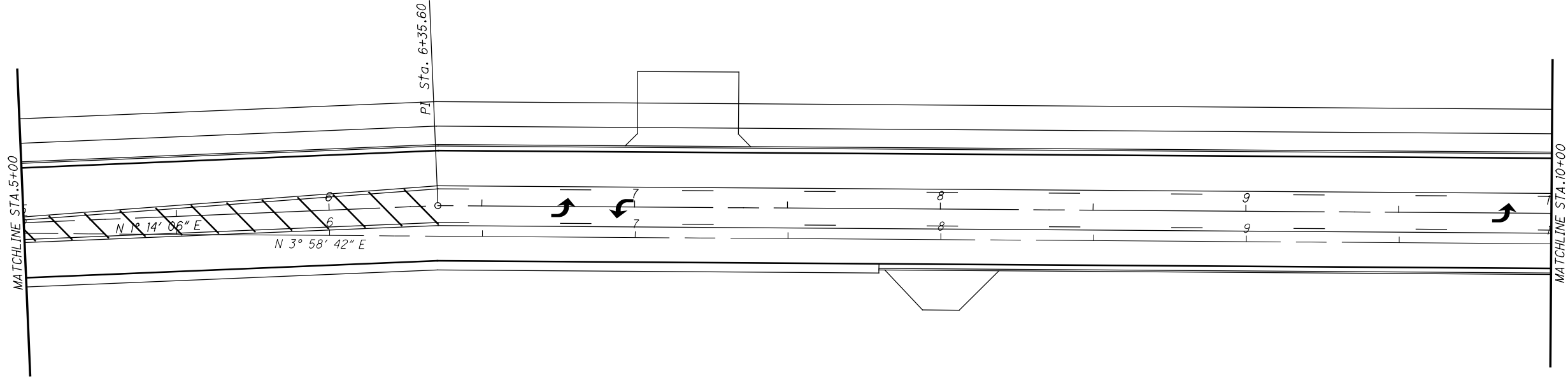
END AREA		VOLUME		CALCULATED	
CUT	FILL	CUT	FILL	JJR	CHECKED

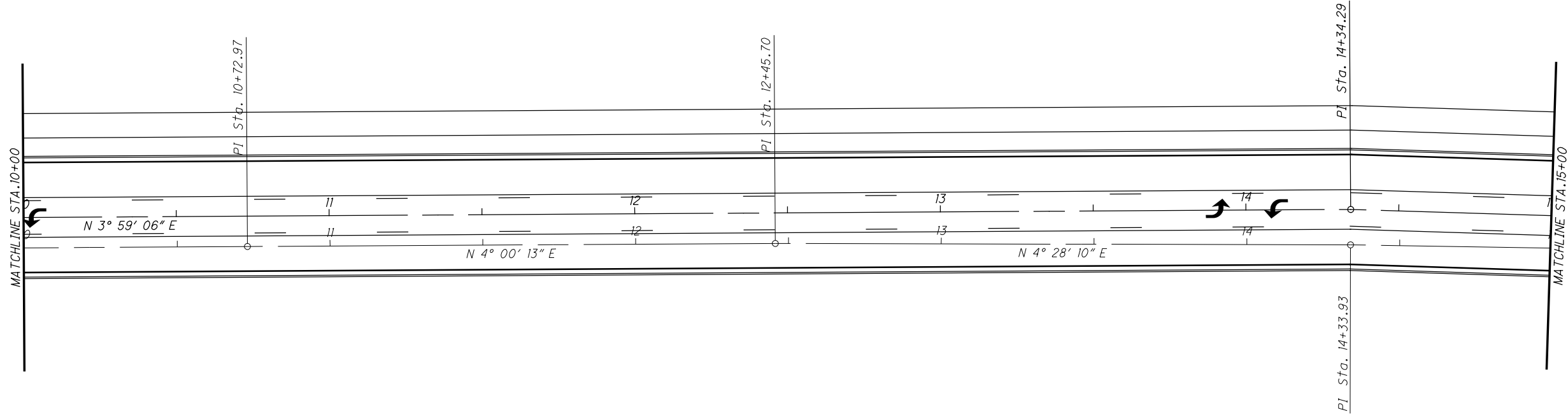


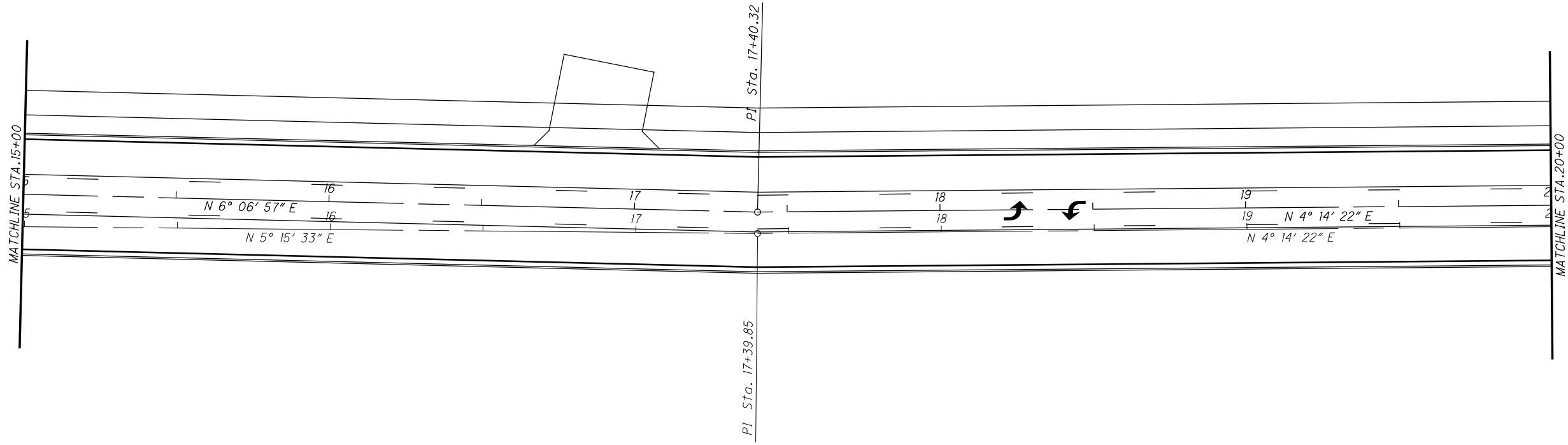
**CROSS SECTIONS ETY ROAD  
STA. 29+50.00 TO STA. 30+50.00**

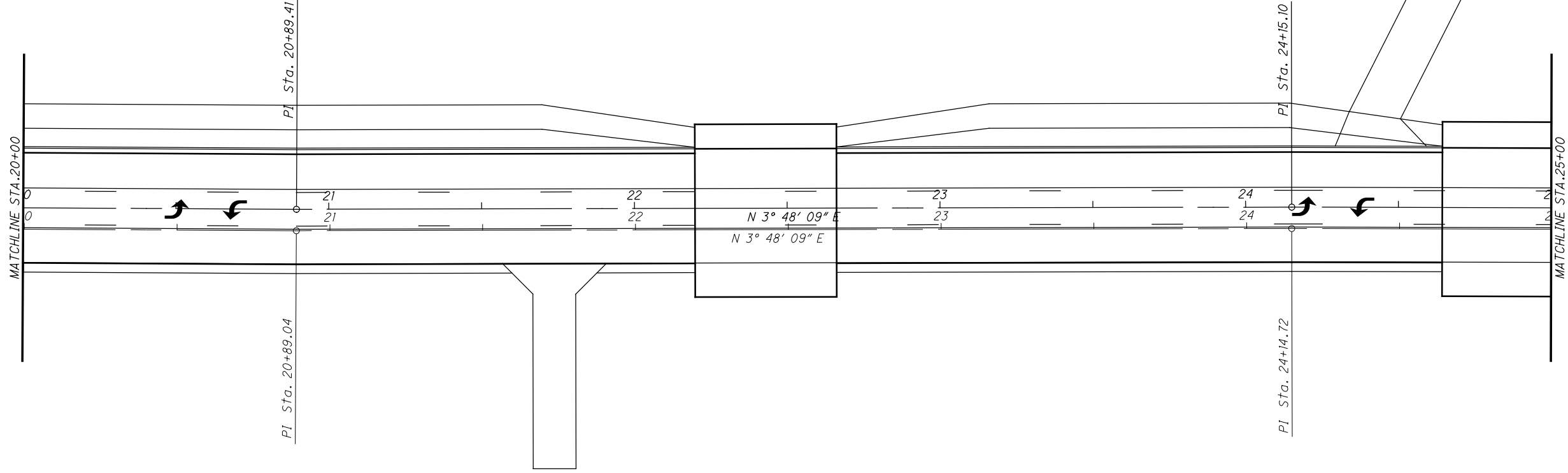
**ETY ROAD**

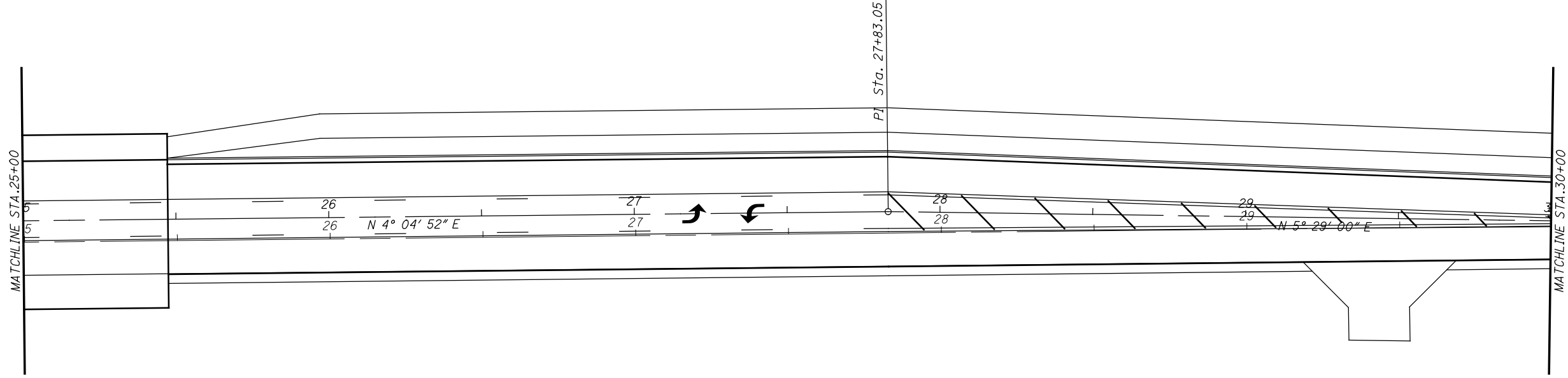


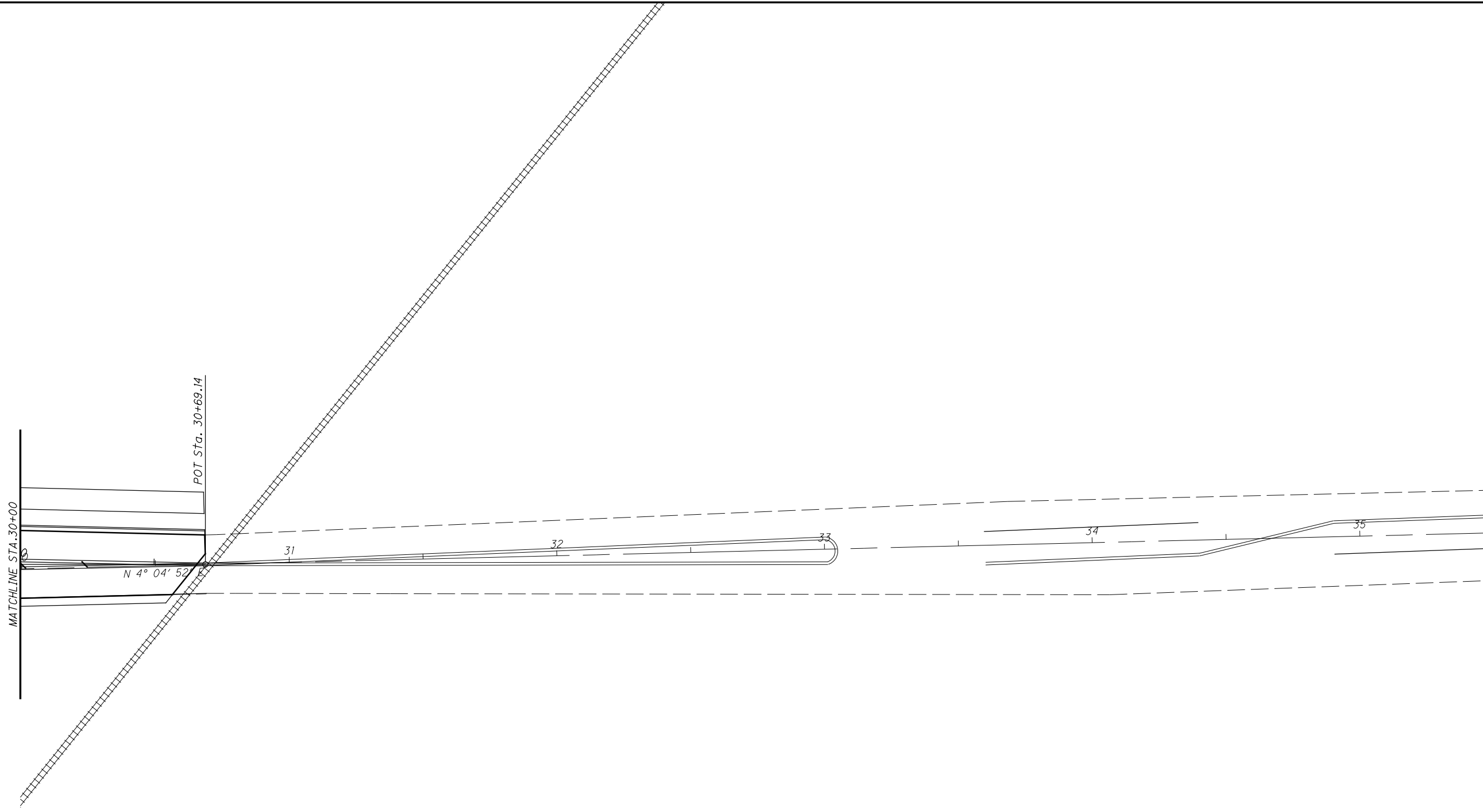












(203) Bridge (Dedicated) Name:

Structure File Number: 2330687

Sufficiency Rating: 050.3 Deficiency Rating: FO

BRIDGE INVENTORY AND APPRAISAL

Inventory Bridge Number: FAI T0201 00452

HOCKING RIVER(ETY ROAD)

Report Date: 4/12/2024

Bridge Status: Active

(2) District: 05	(3) County: 23-FAIRFIELD	(9) Location: 0.6 Mi N Of West Fair Ave	(7) Facility Carried: Gre-18 Ety Road
(4) FIPS Code: None	Owner:	(208) Route On Bridge: Township	(207) Route Under Bridge: Other
(102) Direction of Traffic: 2 - 2-Way Traffic	(103) Temporary Structure:	(110) Designated National Network: Not National Network	(101) Parallel: N
		(42A) Type Serv: (On): Highway	(42B) Type Serv (Under): Waterway

INVENTORY ROUTE DATA

(5A) Route On/Under: 1 - 1: Route Carried "On" The Structure
(5B) Hwy Sys: 4 - County Highway
(5D) Route No: T0201 (5E) Dir: Not Applic (5C) Des: Mainline
(6) Feature Int: Hocking River(Ety Road)
(200) CL: 00452 (201)Spec Des: (209) Interstate Mile:
(29) Avg. Daily Traffic(ADT): 3,425 (30) ADT Year: 2015
(235) Truck Traf: 0 (210) Corridor: (104) NHS: structure/route is not on nhs
(26) Functional Class: urban - collector (100) Strahnt: Not A Strahnet Route

(45) Main Spans Number: 1	(43) Type: Steel	/Truss - Thru	/Pony Truss
(46) Approach Spans Nbr: 0	(44) Type: Other	/Other	/Not Applicable
(307) Total Spans: 1	(48) Max Span: 77.0 Ft	(49) Overall Leng: 78.0 Ft	

SUBSTRUCTURE

Abut-Rear (532) Matl: Stone	(531) Type: Gravity	(533) Fnd: Other
Abut-Fwd (527) Matl: Stone	(526) Type: Gravity	(528) Fnd: Other

INTERSECTED ROUTE DATA

(370A) Record Type:	(370B) Hwy Sys:
(370D) Route No: (370E) Dir:	(370C) Des:
(373) Feature Int:	
(382) CL: 0000 (371) Interstate Mile:	(387) Special Desig:
(379) Avg. Daily Traffic(ADT): 0	(380) ADT Year: 0
(381) Truck Traf: 0 (384) Corridor:	(378) NHS: -
(375) Functional Class:	(386) Strahnt:

Pier-Pred (535) Matl: None	(534) Type: None	(536) Fnd: None (Such As Most Culverts)
(663) Stream Velocity: 00000 fps	(113) Scour: Stable For Scour Conditions	
(92B) Underwater Inspection: N Freq: 0	(655) Chan Prot: Other (Grass, Bushes, Trees)	
(93B) Date of last Underwater Insp:	(657) Drainage Area: Sq Mi	

CLEARANCE UNDER THE BRIDGE

Min. Horiz on Bridge: (335) NC: Ft	(47) Card: 24.0 Ft
(53) Prac Max Vert On Brg: 99.0 Ft	
Min Vrt Clr On Brg: (336) NC: 0.0 Ft	(10) Card: 99.0 Ft
Min Latl Clr: (338) Right NC: Ft	(337) Right Card: Ft
(340) Left NC: Ft (339) Left Card: Ft	

Min. Horiz Under Clear:	(326) NC: Ft	(325) Card: Ft
(328) Prac Max Vrt Under Clear: Ft		
Min Vert Under Clear:	(327) NC: Ft	(54) Card: 0.0 Ft
Min Lat Under Clear:	(329) Right NC: Ft	(55) Right Card: 0.0 Ft
	(330) Left NC: Ft	(56) Left Card: 0.0 Ft

STRUCTURE INFORMATION

(19) Bypass Length: 4.0 Miles
(16) Latitude: 39 Deg 43 Min 56.12 Sec (17) Longitude: 82 Deg 38 Min 22.76 Sec
(20) Toll: On Free Road
(263) Date Built: 7/1/1908 (264) Major Reconstruction Date: 1/1/1984
(28A) No. Lanes On: 2 (28B)No. Lanes Under: 0
(301) Horiz Curve: 00D00M (34) Skew: 33 Deg
(32) App. Rdw Width: 18 Ft (51) Brg. Rdw Width: 24.0 Ft
(52) Deck Width: 25.0 Ft (424) Deck Area: 1950 Sq. Ft
(406) Median Type: None /Non Barrier /No Joint
(33) Bridge Median: No Median
Sidewalks: (50A) Left 0.0 Ft (50B) Right 0.0 Ft
Type Curb or Sidewalk:
(427) Left Matl: None (428) Type: None
(429) Right Matl: None (430) Type: None
(35) Flared: 0 (408) Composite: N - Non-Composite

LOAD RATING INFORMATION

(31) Design Load: HS 20
(64) Opr Rat Fact/Ton: 1.200
(66) Inv Rat Fact/Ton: 0.700
(734) Ohio Percent of Legal Load: 105
(704) Year of Rating: 2020 (708) Rate Soft: Aashto Brr (Virtis)
(63) Opr Rat Method: Load Factor (Lf) Rating Reported By Rati
(65) Inv Rat Method: Load Factor (Lf) Rating Reported By Rati
Load Rater: (705) Julia (706) Hart (707) PE#: 69738

APPRAISAL

(71) Waterway Adequacy: 8 Equal to present desirable criteria
(72) Approach Alignment: 8 Equal to present desirable criteria
(67) Calc Str Appraisal: 5 - Somewhat better than minimum adequacy
(68) Calc Deck Geometry: 2 - Intolerable - high priority of replacemen
(69) Calc Underclearance: N - Not Applicable

APPROACH INFORMATION

(401) Approach Guardrail:	(402) Grade:
(403) Approach Pavement:	

CULVERT INFORMATION

(575) Culvert Type: Not A Culvert Or Rigid Frame	(578) Length: 0.0 Ft
(580) Depth of Fill: 0.0 Ft	(582) Headwalls:

GENERAL INFORMATION

(475) Main Member: Not Applicable (Culverts, Trusses, Arche	(477) Moment Plate:
(414) Expansion Joint: None	
(453) Bearing Devices: Sliding (Other)	



(203) Bridge (Dedicated) Name:		BRIDGE INVENTORY AND APPRAISAL		Report Date: 4/12/2024
Structure File Number: 2330679		Inventory Bridge Number: FAI T0201 00399		Bridge Status: Active
Sufficiency Rating: 065.5 Deficiency Rating: FO		T HOCKING RV (ETY ROAD)		
(2) District: 05	(3) County: 23-FAIRFIELD	(9) Location: 0.5 Mi N Of West Fair Ave	(7) Facility Carried: Gre-17 Ety Road	
(4) FIPS Code: None	Owner:	(208) Route On Bridge: Township	(207) Route Under Bridge: Other	
(102) Direction of Traffic: 2 - 2-Way Traffic	(103) Temporary Structure:	(110) Designated National Network: Not National Network	(101) Parallel: N	
		(42A) Type Serv: (On): Highway	(42B) Type Serv (Under): Waterway	
INVENTORY ROUTE DATA		(45) Main Spans Number: 1	(43) Type: Prestressed Concrete	/Box Beam Or Girders - Multiple /Not Applicable
(5A) Route On/Under: 1 - 1: Route Carried "On" The Structure		(46) Approach Spans Nbr: 0	(44) Type: Other	/Other /Not Applicable
(5B) Hwy Sys: 4 - County Highway		(307) Total Spans: 1	(48) Max Span: 15.0 Ft	(49) Overall Leng: 18.0 Ft
(5D) Route No: T0201 (5E) Dir: Not Applic (5C) Des: Mainline		SUBSTRUCTURE		
(6) Feature Int: T Hocking Rv (Ety Road)		Abut-Rear (532) Matl: Concrete And Stone	(531) Type: Gravity	(533) Fnd: Spread Footing (On Soil)
(200) CL: 00399 (201)Spec Des: (209) Interstate Mile:		Abut-Fwd (527) Matl: Concrete And Stone	(526) Type: Gravity	(528) Fnd: Spread Footing (On Soil)
(29) Avg. Daily Traffic(ADT): 3,425 (30) ADT Year: 2015		Pier-Pred (535) Matl: None	(534) Type: None	(536) Fnd: None (Such As Most Culverts)
(235) Truck Traf: 0 (210) Corridor: (104) NHS: structure/route is not on nhs		(663) Stream Velocity: 00000 fps	(113) Scour: Stable For Scour Conditions	
(26) Functional Class: urban - collector (100) Strahnt: Not A Strahnet Route		(92B) Underwater Inspection: N Freq: 0	(655) Chan Prot: Other (Grass, Bushes, Trees)	
INTERSECTED ROUTE DATA		(93B) Date of last Underwater Insp:	(657) Drainage Area: Sq Mi	
(370A) Record Type:	(370B) Hwy Sys:	CLEARANCE UNDER THE BRIDGE		
(370D) Route No: (370E) Dir:	(370C) Des:	Min. Horiz Under Clear:	(326) NC: Ft	(325) Card: Ft
(373) Feature Int:		(328) Prac Max Vrt Under Clear: Ft		
(382) CL: 0000 (371) Interstate Mile:	(387) Special Desig:	Min Vert Under Clear:	(327) NC: Ft	(54) Card: 0.0 Ft
(379) Avg. Daily Traffic(ADT): 0	(380) ADT Year: 0	Min Lat Under Clear:	(329) Right NC: Ft	(55) Right Card: 0.0 Ft
(381) Truck Traf: 0 (384) Corridor: (378) NHS: -			(330) Left NC: Ft	(56) Left Card: 0.0 Ft
(375) Functional Class:	(386) Strahnt:	STRUCTURE INFORMATION		
CLEARANCE ON THE BRIDGE		(19) Bypass Length: 4.0 Miles	LOAD RATING INFORMATION	
Min. Horiz on Bridge: (335) NC: Ft	(47) Card: 20.0 Ft	(16) Latitude: 39 Deg 43 Min 53.34 Sec (17) Longitude: 82 Deg 38 Min 22.99 Sec	(31) Design Load: HS 20	APPRAISAL
(53) Prac Max Vert On Brg: 99.0 Ft		(20) Toll: On Free Road	(64) Opr Rat Fact/Ton: 1.300	(71) Waterway Adequacy: 7 Better than present minimum criteria
Min Vrt Clr On Brg: (336) NC: 0.0 Ft	(10) Card: 99.0 Ft	(263) Date Built: 7/1/1976 (264) Major Reconstruction Date: 1/1/1984	(66) Inv Rat Fact/Ton: 1.000	(72) Approach Alignment: 8 Equal to present desirable criteria
Min Latl Clr: (338) Right NC: Ft	(337) Right Card: Ft	(28A) No. Lanes On: 2 (28B)No. Lanes Under: 0	(734) Ohio Percent of Legal Load: 110	(67) Calc Str Appraisal: 5 - Somewhat better than minimum adequacy
(340) Left NC: Ft (339) Left Card: Ft		(301) Horiz Curve: 00D00M (34) Skew: 34 Deg	(704) Year of Rating: 1999 (708) Rate Soft: Assigned Rating (No	(68) Calc Deck Geometry: 2 - Intolerable - high priority of replacemen
STRUCTURE INFORMATION		(32) App. Rdw Width: 20 Ft (51) Brg. Rdw Width: 20.0 Ft	(63) Opr Rat Method: Load Factor (Lf) Rating Reported By Rati	(69) Calc Underclearance: N - Not Applicable
(52) Deck Width: 20.0 Ft (424) Deck Area: 360 Sq. Ft		(52) Deck Width: 20.0 Ft (424) Deck Area: 360 Sq. Ft	(65) Inv Rat Method: Load Factor (Lf) Rating Reported By Rati	
(406) Median Type: None /Non Barrier /No Joint		(406) Median Type: None /Non Barrier /No Joint	Load Rater: (705) Jeffrey (706) Koehn (707) PE#: 63128	
STRUCTURE INFORMATION		APPROACH INFORMATION		
(33) Bridge Median: No Median		(401) Approach Guardrail:		
Sidewalks: (50A) Left 0.0 Ft (50B) Right 0.0 Ft		(403) Approach Pavement:	(402) Grade:	
Type Curb or Sidewalk:		CULVERT INFORMATION		
(427) Left Matl: None (428) Type: None		(575) Culvert Type: Not A Culvert Or Rigid Frame	(578) Length: 0.0 Ft	
(429) Right Matl: None (430) Type: None		(580) Depth of Fill: 0.0 Ft	(582) Headwalls:	
STRUCTURE INFORMATION		GENERAL INFORMATION		
(35) Flared: 0 (408) Composite: N - Non-Composite		(475) Main Member: Slab	(477) Moment Plate:	
		(414) Expansion Joint: None		
		(453) Bearing Devices: Other		

(203) Bridge (Dedicated) Name:		BRIDGE INVENTORY AND APPRAISAL		Report Date: 4/12/2024
Structure File Number: 2330679		Inventory Bridge Number: FAI T0201 00399		
Sufficiency Rating: 065.5 Deficiency Rating: FO		T HOCKING RV (ETY ROAD)		Bridge Status: Active
(407) Railing: Steel Guardrail On Steel, Concrete Or Ti	(38) Navigation: 0	(39) Nav Vert Clr: 0.0 Ft	(40) Nav Horiz Clear: 0.0 Ft	
(409) Deck Drainage: Over The Side (Without Drip Strip)	(92C) Spec Insp: N	Freq: 0	(93C) Special Inspection Date:	
(107) Deck Type: Concrete Cast-In-Place	(92A) Fracture Critical Insp: N	Freq: 0	(93A) Fracture Critical Feature Inspection Date:	
Deck Protection: (108B) External: Na	(474) Main Structure System: Not Applicable (I.E. Culvert, Beam, Slab	(468) Hinges: Not Applicable (Structures With No Hinge	(465) Framing: None Or Not Applicable	
(108C) Internal: Na	(487) Structural Steel Memb: None - No Structural Steel On Bridge	(426) Bridge Railing Steel:		
(108A) Wearing Surface: Bituminous	(482) Paint: None Or Not Applicable			
(423) Thickness: 2.0 in (422) Date of Wearing Surface: 1/1/2000	(483) PCS Date:			
(547) Slope Protection: None				
GENERAL INFORMATION (CONTINUED)		ORIGINAL PLANS INFORMATION		
(37) Hist Significance: Not Eligible	(250) Fabricator:			
(112) NBIS: N	(249) Contractor:			
(842) Hist/Designer:	(248) Ohio Original Construction Project No:			
(827) Hist Build Year:	(252) Microfilm Reel:			
(828) Hist Type: None N/A	(251) Standard Drawing:			
(98A) Border Bridge State:	Aperture Cards:			
(98B) Border Bridge Resp:	(246) Orig: 2			
(99) Border Bridge SFN:	(247) Repair: 2			
	(245) Fabr: 2			
PROPOSED IMPROVEMENTS		(709) Rating Source: 0 NO PLANS OR INFORMATION AVAILABLE FOR LO		
(114) Future ADT (On Bridge): 4754	(115) Year of Future ADT: 2035			
INSPECTION SUMMARY	SURVEY ITEMS	UTILITIES		SPECIAL FEATURES
(58) Deck: 6	(36A) Railings: Does Not Meet Acceptable Standards/Safet	(265) Electric Line: U	(283) Lighting:	
(59) Superstructure: 6	(36B) Transitions: Does Not Meet Acceptable Standards/Safet	(266) Gas Line: U	(431) Fence: N	
(60) Substructure: 5	(36C) Guardrail: Does Not Meet Acceptable Standards/Safet	(269) Sanitary Sewer: U	(433) Glare-Screen: N	
(62) Culvert: N	(36D) Guardrail Ends: Does Not Meet Acceptable Standards/Safet	(267) Telephone Line:	(436) Splash-Guard:	
(61) Channel: 8	(219) Temporary Barrier:	(268) TV Cable:	(459) Catwalks: N	
(C6) Approaches:	(223) Temporary Shoring:	(270) Water Line:	(271) Other-Feat:	
General Appraisal: 5	(224) Temporary Sub Decking: N	(271) Other Utilities:	(279) Signs-On:	
(41) Operational Status: A			(281) Signs-Under	
(90) Inspection date: 12/14/2023		Insp 1st: 02 - County Highway Agency	(432) Fence-Ht on Bridge 0.0 FT	
(91) Desig Insp Freq: 12 Mos		2nd:	(434) Noise Barrier Walls	
(253) SFNs Replacing this retired bridge:		3rd:		
(255) SFNs That were replaced by this bridge:		(21) Major Maint 1st: 02 - County Highway Agency		
		2nd:		
		3rd:		
		(225) Routine Maint 1st: 02 - County Highway Agency		
		2nd:		
		3rd:		

# LANCASTER EAGLE-GAZETTE

Sunday, February 8, 2009

A Gannett Newspaper

\$1.25

## WHERE DOES THIS STAND ■ Repairs to bridge on Ety Road near Fair Avenue

### Bridge rated 'satisfactory'; repairs at least 2 years off

By MORGAN DAY  
The Eagle-Gazette Staff  
mday@nncogannett.com

GREENFIELD TOWNSHIP — It might be a tight squeeze passing over the bridge on Ety Road by Fair Avenue. And it's going to stay that way for a while.

Lancaster resident Donna Fisher said it scares her each time she passes over the bridge nearly every day with her husband, especially when a vehicle is traveling in the opposite direction.

"It is awfully close for two cars to pass each other on that bridge," Fisher said. "We noticed on the side of the bridge it's

crumbling off, and I'm just a little leery somebody's going to push someone off and they're going to go down over the edge and get stuck."

But it will be about two to three years before the bridge becomes a real concern, said Fairfield County Engineer Frank Anderson. This past year, Anderson put that bridge, located in Greenfield Township, on a list of bridges to be replaced within the next five years.

The county rates bridges in categories ranging from zero to 9, with the highest being in excellent

See BRIDGE/2A



Cars cross a bridge on Ety Road near Fair Avenue on Friday. E-G photo by Ty Wright

## Bridge

from page 1A

condition and zero meaning the bridge failed or was shut down.

Ten bridges are rated as 3s and 4s, or are in "poor" and "serious" condition. They take top priority in the list of 23 bridges included in the five-year plan.

The bridge Fisher is concerned about is a county bridge located on a city road. It ranks as a six, and is in "satisfactory" condition, Anderson said.

This bridge replacement requires cooperation from the city in terms of seeking funding, he said. They most likely would replace a nearby bridge in Greenfield Township at the same time.

"We've got them scheduled in there for 2011 or 2012, assuming that the city was planning to work with something. But we would have to have a grant or something to help pay for them because that would be a costly project. But that's where it is tentatively."

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# Miller Park ball fields could move to Ety Road in five years

LANCASTER — Very preliminary discussions between city officials and the Fairfield County Engineer's Office have begun about possibly moving the ball fields at Miller Park to a new location on city property off of Ety Road.

"It's really preliminary," said Chief Deputy Engineer Jeff Baird. "But we have had discussions about working together about the bridges on the street that will need to be widened, paving and possibly putting in a turn lane at the park entrance. But I doubt anything could be done before 2017."

The football field and baseball diamonds at Miller Park were under water Tuesday morning, with only ducks swimming the bases on the baseball diamonds.

Mitch Overton, superintendent of Lancaster Parks & Recreation, said the city is looking at a 37-acre piece of property that had been donated to the parks on the west side of Ety Road, just south of Kohl's and the Sonic Drive-in.

"It's still in the early stages, but we're looking at the site as a better place to put in athletic fields," Overton said. "Let's face

it, Miller Park is a swamp. So in our long-range plans, we have to be thinking about where to move the fields."

Miller Park, however, would remain a park even if the fields are relocated, Overton said.

The water drainage problem at Miller Park has been tackled in a number of ways since the park opened in 1923 with a swimming pool and a skate park.

Frederick Miller donated the 23.8-acre park to the city. It sits atop the Hocking River Valley aquifer and on one side is the Hocking River.

Past attempts to solve the drainage problem have included the installation of French drains, the installation in 2008 of two layers of fabric on the parking lot with drainage stone and the planting of 32 trees that take up water.

Just this spring, the city installed eight water collection basins with a drainage

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system to help drain the water, but the rain Monday night and early Tuesday flooded the park area again.

Denise Crews, stormwater coordinator in the city engineer's office, said if the ball fields can be moved in the future, she would like to see walking paths with educational plantings, shrubs and trees to stir the imagination of adults and children put in at Miller Park.

Overton said that would be an ideal use of Miller Park when the fields are moved.

"We would keep the aquatic center, skate park and bike trail and some other educational trails," Overton said. "It could become an outdoor educational wetland site."

But Overton, Baird and Crews said it would be years before anything could be done at the I.J. Collins Park on Ety Road, but they now are working in that direction.

"The county has the bridge upgrades and paving on their five-year plan, and we would like to be putting aside money to install the athletic fields to coincide with that,"

Overton said. "With the amount of traffic that would be going into that area after the athletic fields are developed, it would be too much for the small bridges there. It would be unsafe to put them in before the road improvements are made."

Carl Burnett Jr. can be reached at (740) 681-4346 or [cburnett@lancastereaglegazette.com](mailto:cburnett@lancastereaglegazette.com).

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# LANCASTER EAGLE-GAZETTE

A Gannett Newspaper

Tuesday, July 8, 2008



Area residents travel a section on Ety Road this past week. E-G photo by Carl Burnett Jr.

## 'Booming' business highlights need for repairs on Ety Road

By TIERRA PALMER  
The Eagle-Gazette Staff  
tjpalmer@nncogannett.com

LANCASTER — Business is booming along Ety Road, and traffic counts in the area are up considerably compared to two years ago.

But a stretch of road just south of the shopping development is in need of major repairs, according to motorists who frequently travel that way.

"It needs a lot of work right there," Lancaster resident Brad Harris said in reference to the stretch of Ety Road between River Way and West Fair Avenue in Lancaster.

He said the real trouble spot is where the widened three-lane section ends and the road narrows back to two lanes just past Kohl's.

He recommends, among other things, widening and resurfacing that portion of the road, where two county bridges are located, and installing additional stop signs and traffic signs along the road between River Way and West Fair Avenue to better accommodate increased traffic in the area.

Lancaster City Engineer Brad Fagrell said the bridges need to be repaired. But, he explained, making those improvements is the county's

responsibility.

Fairfield County Engineer Frank Anderson said that likely won't happen before 2012 unless city officials press the issue.

"The truss itself is not in bad shape, but the design is structurally obsolete. We will work with the city if they want to expedite the replacement of those bridges, but there would be the expectation of some contribution from the city," he said.

But, residents believe the road needs to be repaired immediately.

"More and more people are traveling that way every day. The county definitely needs to widen the road and install more lights," Harris said.

Kohl's, Menards Home Improvement Center and Wal-Mart are the big-box retailers to open in Ety Pointe Centre since the fall.

A second development, The Shops at Ety Village, is home to Famous Uncle Al's Hot Dogs and Grille, The Spaghetti Shop and Panera Bread, which opened July 2.

A Giant Eagle grocery, slated to open in the fall, will anchor the development.

That boom means there are more cars crossing the two-lane bridges on Ety Road, said Shawn

## Ety

from page 1A

DeLong, owner of DeLong Builders and Remodeling.

DeLong travels across those bridges almost daily to and from Menards. He said he has noticed a significant increase in the amount of traffic in the area since development on Ety Road began.

Tim Dietz, traffic control su-

pervisor for the Lancaster Street Department, said traffic at the intersection of Ety Road and Fair Avenue is up from about 1,800 cars per day in March 2006 to 3,200 cars two months ago.

Speeding on Ety Road is a problem, too, DeLong said.

"You've got traffic going 45 mph on that road. I can't tell you how many times someone has almost hit my truck, but I'm not just thinking about myself," he said.



See ETY/2A

7.0180A



# Lancaster, Fairfield County looking at Ety Road bridge replacements

LANCASTER -- City and county planners are getting closer to developing a plan to replace the two bridges on Ety Road.

Lancaster City Council in August will be voting on legislation that would allow the county engineer's office to prepare the environmental documents, obtain the required permits, and prepare the construction drawings for the entire project. The city, for its portion, would prepare the bidding and contract documents and provide the necessary right-of-way from adjoining property owners.

"This is really preliminary. It's going to take a lot of work and time to prepare everything," Assistant Fairfield County Engineer Jeff Baird said. "We are looking at 2017 or 2018 before any construction is started."

Baird said the project would include replacing the two bridges with new wider bridges and paving the area.

"It's going to take some time because it is in a flood plain, and we will need to take care of all the documentation and get the right permits for the area," Baird said.

Under the legislation proposed to city council, the project would be funded with federal transportation dollars, with the county providing 20 percent of the cost.

Baird said the hope is to do the bridge work and some paving on Ety Road at the same time.

"We are also going to look at putting turn lanes in for a possible park near the bridges," Baird said. "You have to remember that was originally a two-lane road to handle traffic for a dairy farm and farm fields, and the road from the river to Fair Avenue hasn't changed."

Assistant City Engineer Rick Mark said working together on the project makes sense.

"The bridges are theirs, and the street is our responsibility," Mark said. "We worked together not too long ago on Sheridan and Tiki Lane, and it worked out very well. They have more staffing to do the in-house work."

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But Mark also cautioned residents it will be a few years before construction can begin.

"I also don't think we are going to have the money to extend paving and road widening all the way to Fair Avenue," he said.

The council is expected to vote on the resolution in August.

**Carl Burnett Jr. can be reached at (740) 681-4346 or [cburnett@lancastereaglegazette.com](mailto:cburnett@lancastereaglegazette.com).**

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Vehicles drive on a bridge Wednesday on Ety Road in Lancaster. City and county officials are looking at developing a plan to replace the two bridges on the road. / Matthew Berry/ Eagle-Gazette