

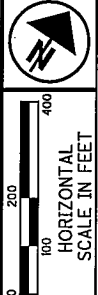
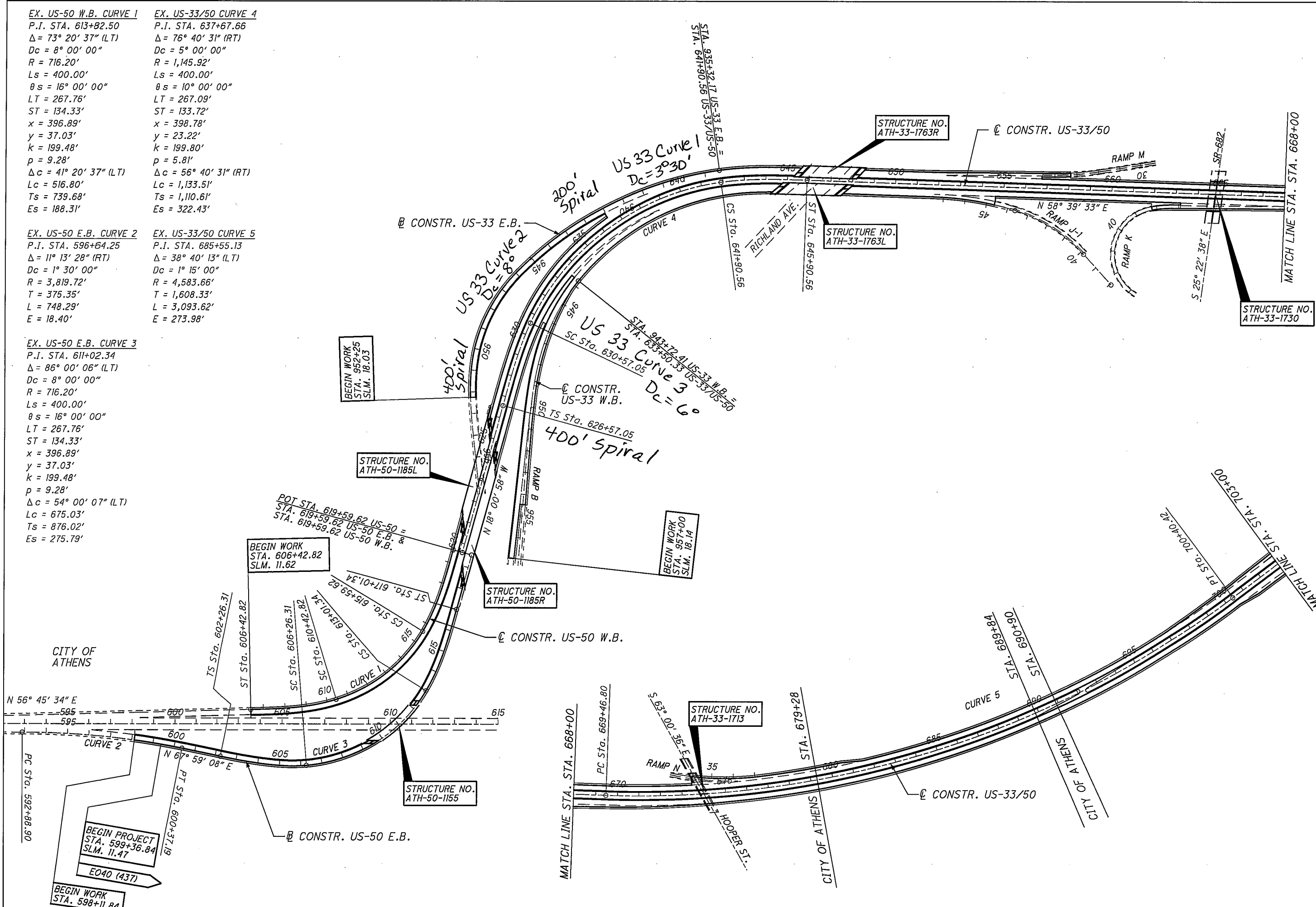
EX. US-50 W.B. CURVE 1
 P.I. STA. 613+82.50
 $\Delta = 73^\circ 20' 37''$ (LT)
 $Dc = 8^\circ 00' 00''$
 $R = 716.20'$
 $Ls = 400.00'$
 $\theta s = 16^\circ 00' 00''$
 $LT = 267.76'$
 $ST = 134.33'$
 $x = 396.89'$
 $y = 37.03'$
 $k = 199.48'$
 $p = 9.28'$
 $\Delta c = 41^\circ 20' 37''$ (LT)
 $Lc = 516.80'$
 $Ts = 739.68'$
 $Es = 188.31'$

EX. US-50 E.B. CURVE 2
 P.I. STA. 596+64.25
 $\Delta = 11^\circ 13' 28''$ (RT)
 $Dc = 1^\circ 30' 00''$
 $R = 3,819.72'$
 $T = 375.35'$
 $L = 748.29'$
 $E = 18.40'$

EX. US-50 E.B. CURVE 3
 P.I. STA. 611+02.34
 $\Delta = 86^\circ 00' 06''$ (LT)
 $Dc = 8^\circ 00' 00''$
 $R = 716.20'$
 $Ls = 400.00'$
 $\theta s = 16^\circ 00' 00''$
 $LT = 267.76'$
 $ST = 134.33'$
 $x = 396.89'$
 $y = 37.03'$
 $k = 199.48'$
 $p = 9.28'$
 $\Delta c = 54^\circ 00' 07''$ (LT)
 $Lc = 675.03'$
 $Ts = 876.02'$
 $Es = 275.79'$

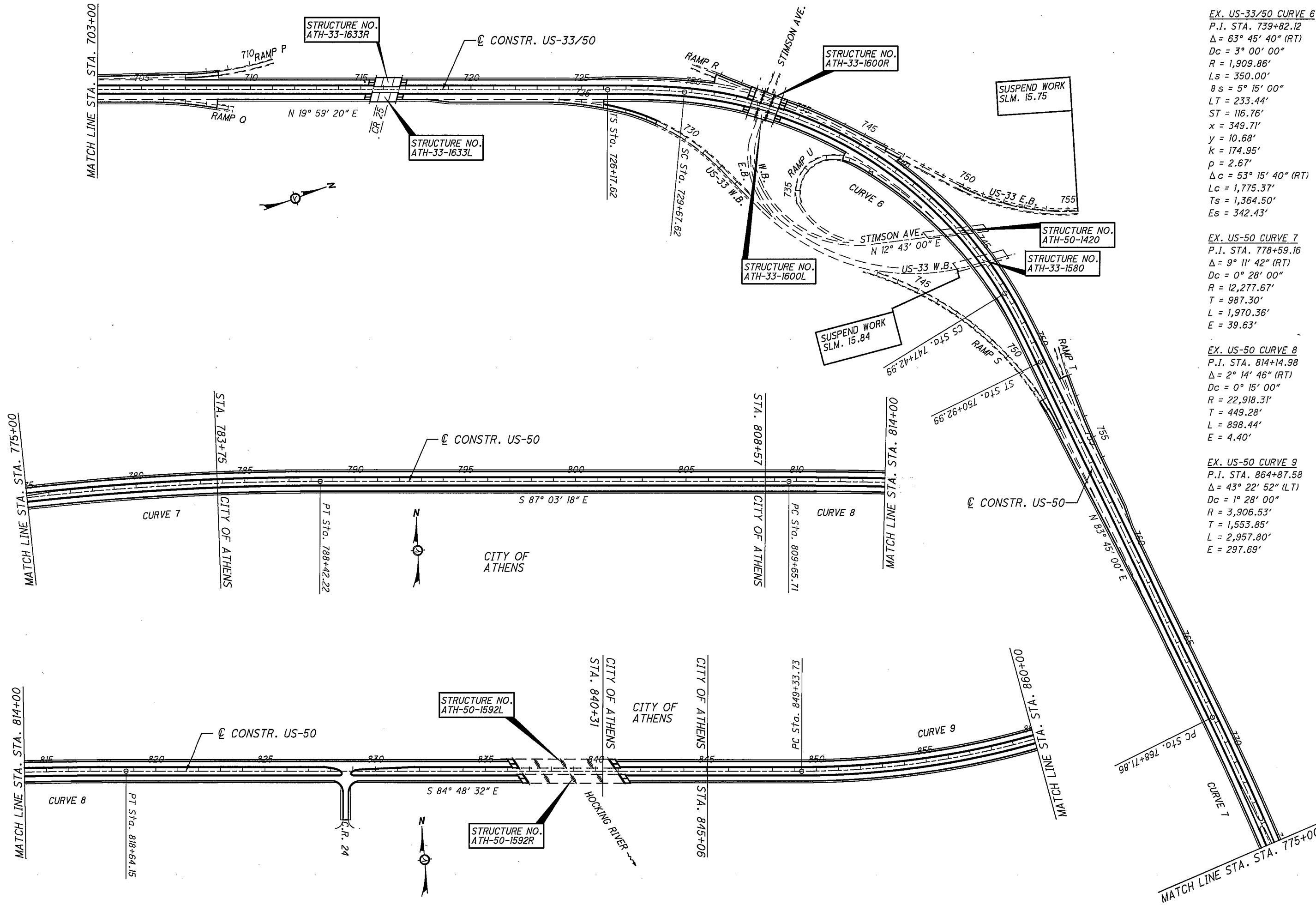
EX. US-33/50 CURVE 4
 P.I. STA. 637+67.66
 $\Delta = 76^\circ 40' 31''$ (RT)
 $Dc = 5^\circ 00' 00''$
 $R = 1,145.92'$
 $Ls = 400.00'$
 $\theta s = 10^\circ 00' 00''$
 $LT = 267.09'$
 $ST = 133.72'$
 $x = 398.78'$
 $y = 23.22'$
 $k = 199.80'$
 $p = 5.81'$
 $\Delta c = 56^\circ 40' 31''$ (RT)
 $Lc = 1,133.51'$
 $Ts = 1,110.61'$
 $Es = 322.43'$

EX. US-33/50 CURVE 5
 P.I. STA. 685+55.13
 $\Delta = 38^\circ 40' 13''$ (LT)
 $Dc = 1^\circ 15' 00''$
 $R = 4,583.66'$
 $T = 1,608.33'$
 $L = 3,093.62'$
 $E = 273.98'$



SCHEMATIC PLAN

ATH-33/ 50-15.05 / 11.46

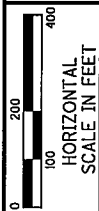


EX. US-33/50 CURVE 6
 P.I. STA. 739+82.12
 $\Delta = 63^\circ 45' 40''$ (RT)
 $Dc = 3^\circ 00' 00''$
 $R = 1,909.86'$
 $Ls = 350.00'$
 $\theta s = 5^\circ 15' 00''$
 $LT = 233.44'$
 $ST = 116.76'$
 $x = 349.71'$
 $y = 10.68'$
 $k = 174.95'$
 $p = 2.67'$
 $\Delta c = 53^\circ 15' 40''$ (RT)
 $Lc = 1,775.37'$
 $Ts = 1,364.50'$
 $Es = 342.43'$

EX. US-50 CURVE 7
 P.I. STA. 778+59.16
 $\Delta = 9^\circ 11' 42''$ (RT)
 $Dc = 0^\circ 28' 00''$
 $R = 12,277.67'$
 $T = 987.30'$
 $L = 1,970.36'$
 $E = 39.63'$

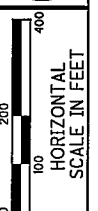
EX. US-50 CURVE 8
 P.I. STA. 814+14.98
 $\Delta = 2^\circ 14' 46''$ (RT)
 $Dc = 0^\circ 15' 00''$
 $R = 22,918.31'$
 $T = 449.28'$
 $L = 898.44'$
 $E = 4.40'$

EX. US-50 CURVE 9
 P.I. STA. 864+87.58
 $\Delta = 43^\circ 22' 52''$ (LT)
 $Dc = 1^\circ 28' 00''$
 $R = 3,906.53'$
 $T = 1,553.85'$
 $L = 2,957.80'$
 $E = 297.69'$



SCHEMATIC PLAN

ATH-33/50-15.05/11.46



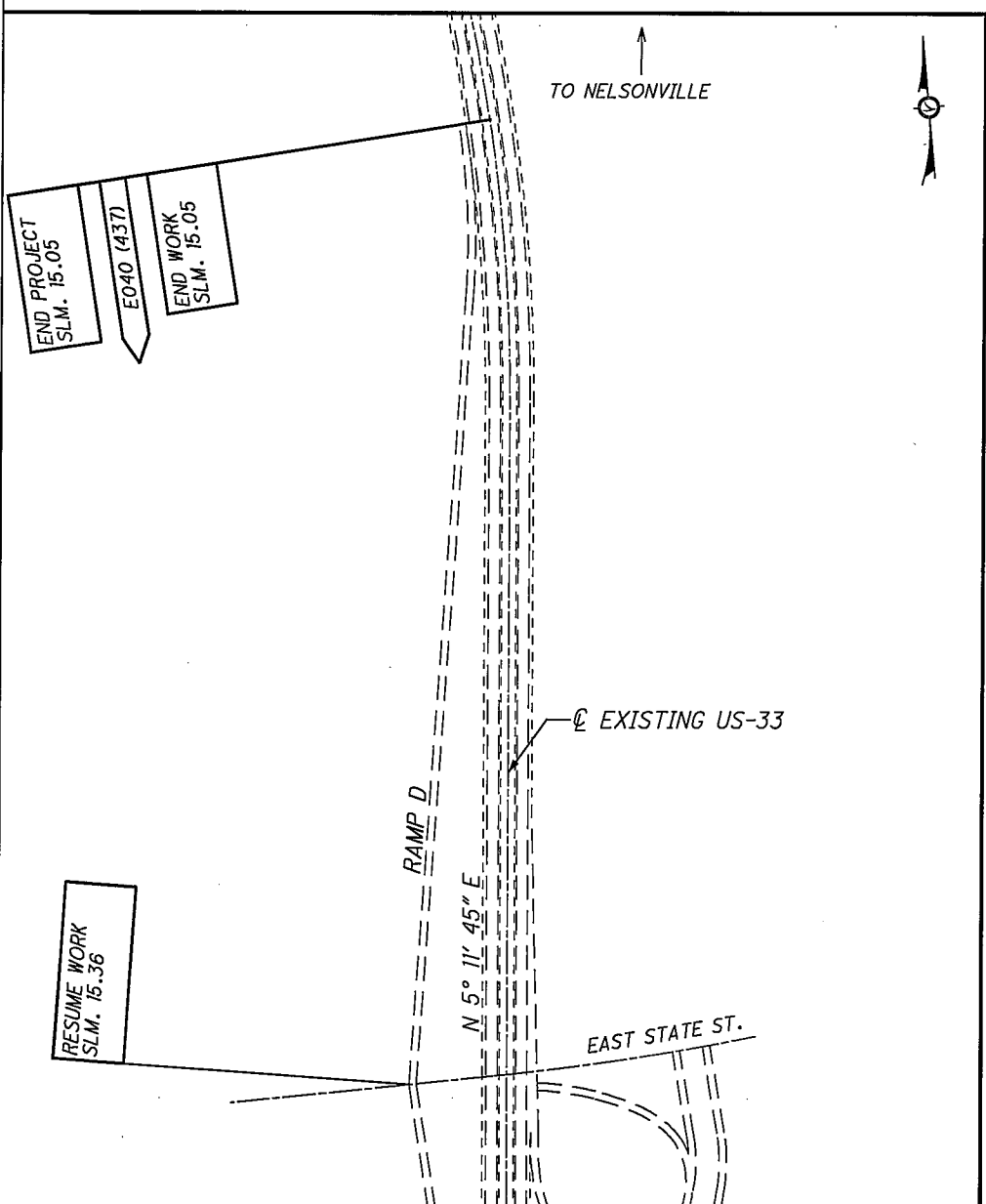
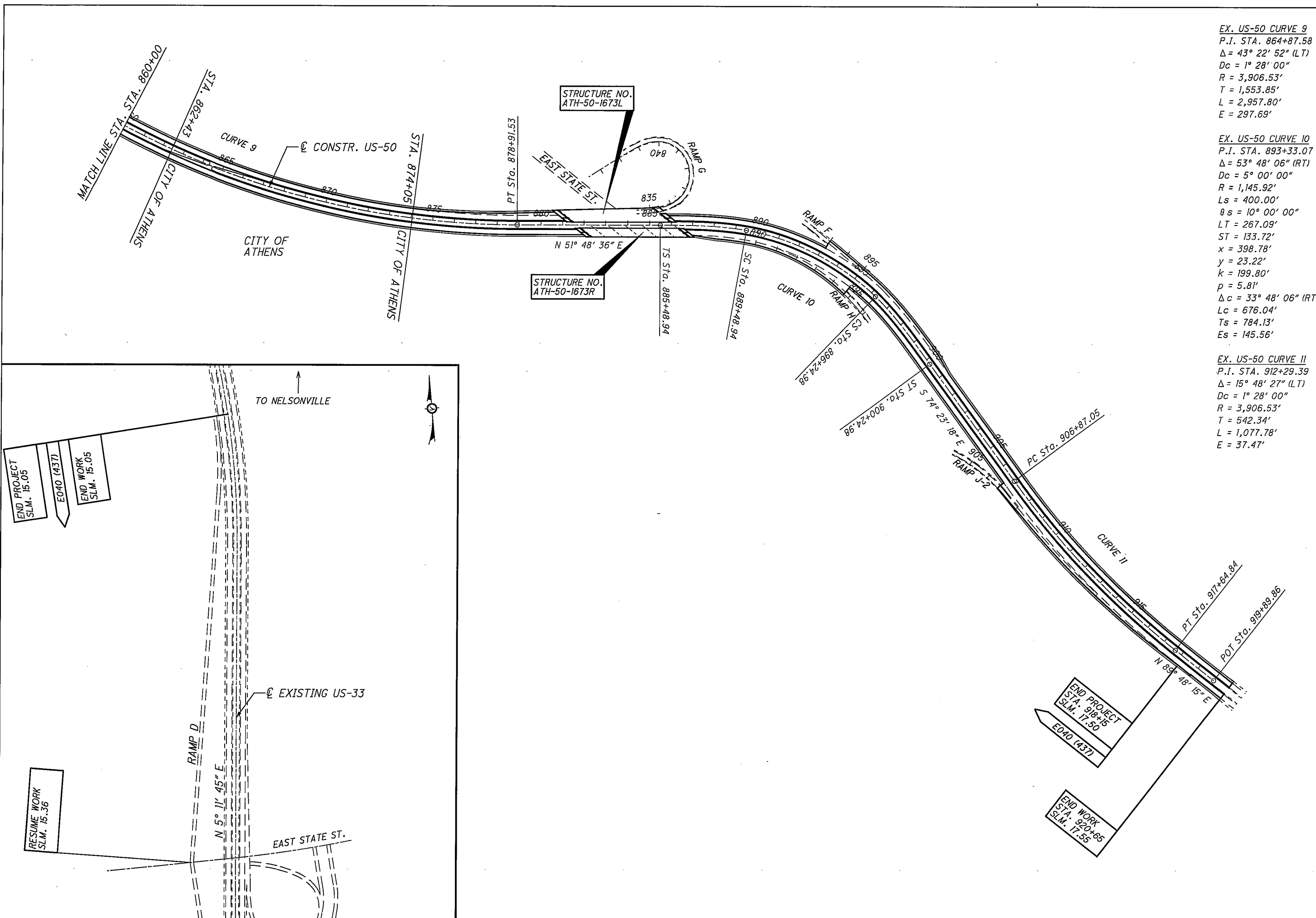
EX. US-50 CURVE 9
 P.I. STA. 864+87.58
 $\Delta = 43^\circ 22' 52''$ (LT)
 $Dc = 1^\circ 28' 00''$
 $R = 3,906.53'$
 $T = 1,553.85'$
 $L = 2,957.80'$
 $E = 297.69'$

EX. US-50 CURVE 10
 P.I. STA. 893+33.07
 $\Delta = 53^\circ 48' 06''$ (RT)
 $Dc = 5^\circ 00' 00''$
 $R = 1,145.92'$
 $Ls = 400.00'$
 $\theta s = 10^\circ 00' 00''$
 $LT = 267.09'$
 $ST = 133.72'$
 $x = 398.78'$
 $y = 23.22'$
 $k = 199.80'$
 $p = 5.81'$
 $\Delta c = 33^\circ 48' 06''$ (RT)
 $Lc = 676.04'$
 $Ts = 784.13'$
 $Es = 145.56'$

EX. US-50 CURVE 11
 P.I. STA. 912+29.39
 $\Delta = 15^\circ 48' 27''$ (LT)
 $Dc = 1^\circ 28' 00''$
 $R = 3,906.53'$
 $T = 542.34'$
 $L = 1,077.78'$
 $E = 37.47'$

SCHEMATIC PLAN

ATH-33 / 50-15.05 / 11.46



LINEAR REPRESENTATION OF CRASHES
 TOTAL CRASHES = 86
 ANIMAL INVOLVED CRASHES = 35
 INCLEMENT WEATHER INVOLVED CRASHES = 25
 INTERSECTION CRASHES = 2
 INJURY CRASHES = 16
 FATAL CRASHES = 0

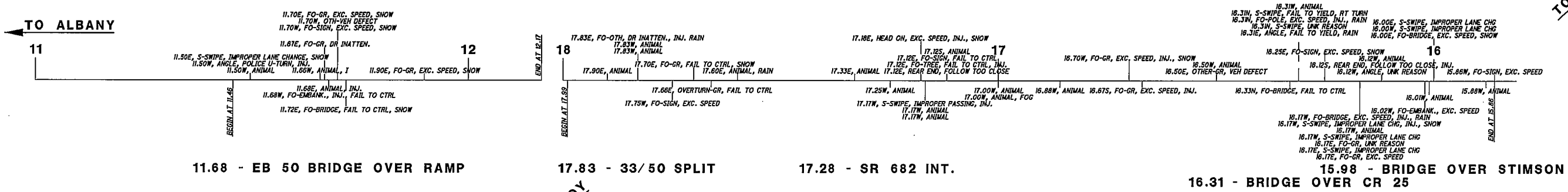
USR 33, 2005-2007 CRASHES

USR 50, 2005-2007 CRASHES

TO ALBANY

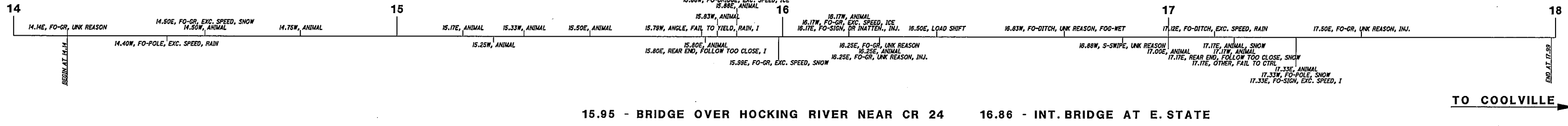
TO COLUMBUS

TO POMEROY



USR 50, 2005-2007 CRASHES

TO COOLVILLE



W = WEST BOUND
 E = EAST BOUND
 FO = FIXED OBJECT
 EXC. = EXCESSIVE
 UNK = UNKNOWN
 INJ. = INJURY
 I = INTERSECTION
 S-SWIPE = SIDE SWIPE
 DR INATTEN. = DRIVER INATTENTION
 OTH = OTHER
 VEH = VEHICLE
 CTRL = CONTROL
 EMBANK. = EMBANKMENT