



CALCULATED NRS
CHECKED JDH

SCHEMATIC PLAN
STA. 160+00 - STA. 220+00

LAW-7-2.17
BUILDING DEMO 4

CURVE DATA
S.R. 7
CURVE NO. 2

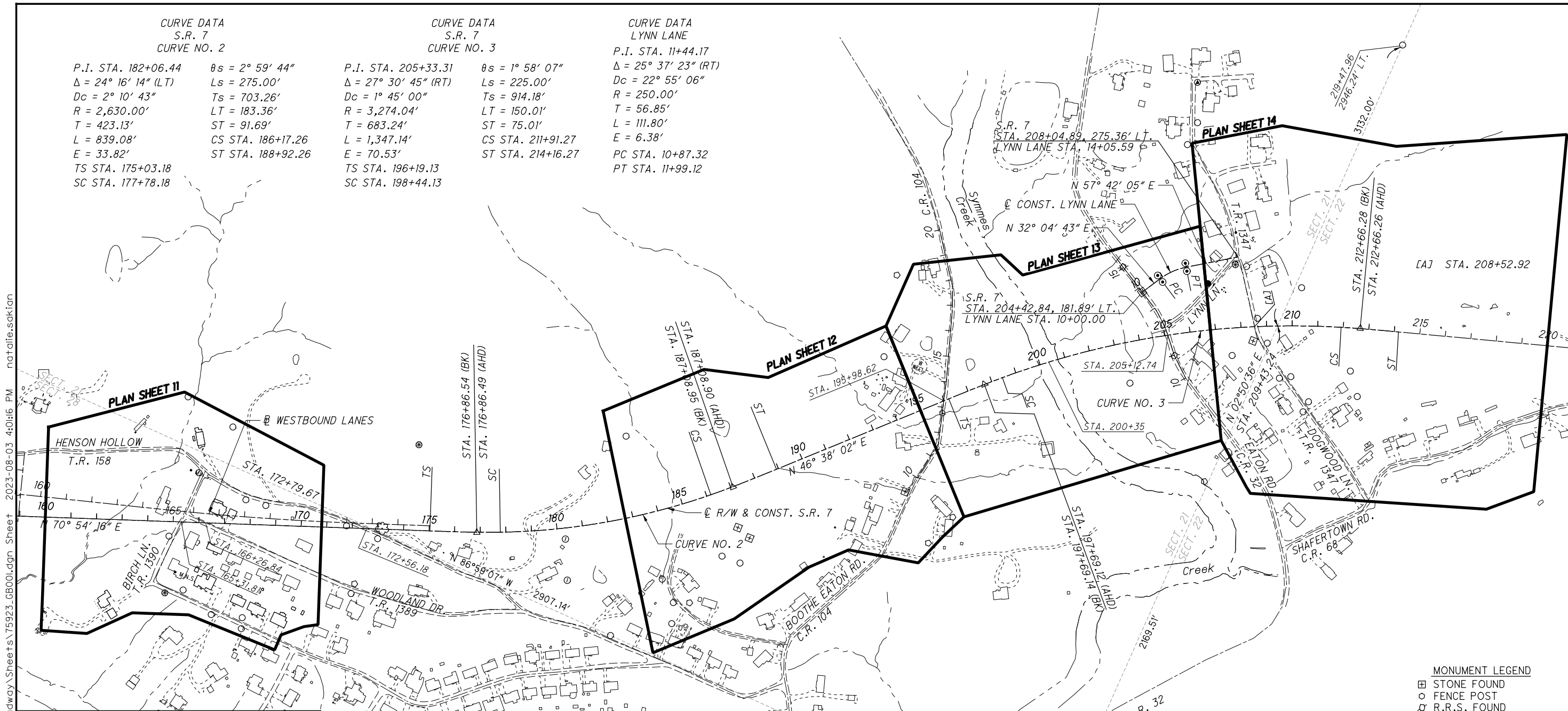
P.I. STA. 182+06.44 $\theta_s = 2^\circ 59' 44''$
 $\Delta = 24^\circ 16' 14''$ (LT) $L_s = 275.00'$
 $D_c = 2^\circ 10' 43''$ $T_s = 703.26'$
 $R = 2,630.00'$ $LT = 183.36'$
 $T = 423.13'$ $ST = 91.69'$
 $L = 839.08'$ $CS STA. 186+17.26$
 $E = 33.82'$ $ST STA. 188+92.26$
 $TS STA. 175+03.18$
 $SC STA.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

CURVE DATA
S.R. 7
CURVE NO. 3

P.I. STA. 205+33.31 $\theta_s = 1^\circ 58' 07''$
 $\Delta = 27^\circ 30' 45''$ (RT) $L_s = 225.00'$
 $D_c = 1^\circ 45' 00''$ $T_s = 914.18'$
 $R = 3,274.04'$ $LT = 150.01'$
 $T = 683.24'$ $ST = 75.01'$
 $L = 1,347.14'$ $CS STA. 211+91.27$
 $E = 70.53'$ $ST STA. 214+16.27$
 $TS STA. 196+19.13$
 $SC STA. 198+44.13$

CURVE DATA
LYNN LANE
CURVE NO. 3

P.I. STA. 11+44.17
 $\Delta = 25^\circ 37' 23''$ (RT)
 $D_c = 22^\circ 55' 06''$
 $R = 250.00'$
 $T = 56.85'$
 $L = 111.80'$
 $E = 6.38'$
 $PC STA. 10+87.32$
 $PT STA. 11+99.12$



EX. MONUMENTS OFF S.R. 7

STATION	OFFSET	DESCRIPTION
164+85.59	56.93' RT.	IRON PIN FOUND
164+77.11	278.55' RT.	AXLE FOUND
165+40.48	489.20' LT.	IRON PIN FOUND
165+48.09	265.13' RT.	IRON PIN FOUND
165+93.26	194.65' LT.	IRON PIN FOUND
166+61.10	356.75' RT.	IRON PIN FOUND
167+19.64	377.77' LT.	IRON PIN FOUND
167+80.61	95.59' LT.	IRON PIN FOUND
167+80.69	407.70' RT.	IRON PIN FOUND
167+82.73	364.94' RT.	IRON PIN FOUND
168+59.11	76.30' LT.	IRON PIN FOUND
169+64.79	486.13' RT.	IRON PIN FOUND
171+76.89	8.03' LT.	IRON PIN FOUND
172+04.22	255.41' RT.	IRON PIN FOUND
172+16.40	217.40' RT.	REBAR FOUND
173+00.39	37.69' RT.	IRON PIN FOUND
173+16.28	3.16' LT.	24" OAK TREE
174+48.56	334.57' LT.	AXLE FOUND
178+69.53	1134.60' LT.	36" WALNUT TREE
180+28.67	43.23' RT.	I.P.F. CAPPED "EASTHAM"
180+18.68	203.71' RT.	I.P.F. CAPPED "EASTHAM"
181+42.50	439.78' RT.	IRON PIN FOUND
182+35.75	560.76' RT.	PROJECT CONTROL MON. #1203
183+35.38	604.45' RT.	IRON PIN FOUND
183+47.26	312.64' LT.	6" x 6" POST
183+51.41	440.35' RT.	IRON PIN FOUND
183+55.06	262.95' RT.	IRON PIN FOUND
183+73.25	362.20' RT.	IRON PIN FOUND
184+26.69	378.51' RT.	REBAR FOUND
184+86.51	172.74' RT.	IRON PIN FOUND

EX. MONUMENTS OFF S.R. 7

STATION	OFFSET	DESCRIPTION
185+82.74	240.95' RT.	IRON PIN FOUND
186+36.86 [S]	289.27' RT.	IRON PIN FOUND
186+74.60 [S]	155.82' RT.	STONE FOUND
187+77.57 [S]	651.68' RT.	IRON PIN FOUND
187+04.29 [S]	209.39' RT.	STONE FOUND
193+24.59	271.90' RT.	STONE FOUND
193+31.99	490.95' RT.	1" REBAR FOUND
194+47.17	247.93' LT.	IRON PIN FOUND
194+58.82	433.68' RT.	1" REBAR FOUND
195+75.01	41.99' RT.	PK PIN FOUND
196+14.14	523.95' LT.	REBAR FOUND
199+03.02	2184.41' RT.	STONE FOUND
203+29.58	158.28' RT.	IRON PIN FOUND
203+90.00	291.64' LT.	R.R.S. FOUND
205+26.48	82.71' RT.	R.R.S. FOUND
205+81.17	585.39' RT.	3/4" REBAR FOUND
206+65.09	728.92' LT.	IRON PIN FOUND
207+03.79	810.21' LT.	IRON PIN FOUND
207+14.67	966.90' LT.	PROJECT CONTROL MON. #1204
207+57.47	106.81' RT.	IRON PIN FOUND
207+93.71	246.08' LT.	AXLE FOUND
208+33.94	236.61' LT.	IRON PIN FOUND
208+45.06	55.05' RT.	STONE FOUND

EX. MONUMENTS OFF S.R. 7

STATION	OFFSET	DESCRIPTION
208+65.68	32.50' LT.	IRON PIN FOUND
209+00.77	65.89' RT.	IRON PIN FOUND
209+46.93	203.84 RT.	IRON PIN FOUND
209+94.56	198.18' RT.	IRON PIN FOUND
210+35.61	149.11' LT.	IRON PIN FOUND
210+47.44	335.09' RT.	IRON PIN FOUND
210+70.33	295.62' RT.	IRON PIN FOUND
212+37.48 [S]	168.54' RT.	IRON PIN FOUND
212+79.19 [L]	265.87' RT.	IRON PIN FOUND
219+47.96	2946.24' LT.	IRON PIN FOUND

MONUMENT LEGEND

- ☐ STONE FOUND
- FENCE POST
- ⊕ R.R.S. FOUND
- ⊕ R.R.S. SET
- ⊕ P.K. NAIL FOUND
- ⊕ CONC. MONUMENT FD.
- ⊕ REFER. MONUMENT SET
- ⊕ REBAR FOUND
- ⊕ AXLE FOUND
- IRON PIN FOUND
- I.P.F. WITH I.D. CAP
- 3/4" BAR SET
- ⊕ PROJECT CONTROL MON.
- ⊕ MONUMENT BOX FD.
- ⊕ MONUMENT BOX SET

(CC)
 BASED ON A SURVEY OF 0.40 ACRES
 OF RECORD IN S.V. 10, PG. 521 ON
 FILE IN THE LAWRENCE COUNTY
 ENGINEER'S OFFICE

NOTE:
 SEE LAW-7-2.17 RIGHT OF WAY
 PLAN FOR ALTERNATE METHOD OF
 STATIONING FROM SPIRAL CURVES

[L] MEASURED FROM LONG TANGENT
 [S] MEASURED FROM SHORT TANGENT

J:\43885.BG.D09.GES\7.0_Production\9A_75923.LAW-7-2.17_Design\Roadway\Sheets\75923_GB001.dgn Sheet 2023-08-03 4:01:16 PM natalie.sakion

J:\43885.BG.D09.GES\7.0_Production\9A_75923.LAW-7-2.17\Design\Roadway\Sheets\75923_GB002.dgn Sheet 2023-08-02 10:26:34 AM natalie.sakkian

(DD) FENCE CORNER LOCATION DELINEATED UPON A SURVEY OF 0.9088 ACRES OF RECORD IN S.V. 10, PG. 761, LAWRENCE COUNTY ENGINEER'S OFFICE
 (HH) CONCRETE MONUMENT LOCATION DELINEATED UPON A SURVEY OF SEVEN HILLS FARM BY J.L. STEPHENS, DATED SEPTEMBER 2, 1998, OF RECORD IN D.B. 639, PG. 371,

- (A) STA. 13+80.06 (BK) = STA. 13+80.06 (AHD)
- (B) STA. 17+21.85 (BK) = STA. 17+21.85 (AHD)
- (C) STA. 18+73.07 (BK) = STA. 18+73.07 (AHD)
- (D) STA. 269+45.48 (BK) = STA. 269+45.25 (AHD)
- (E) STA. 278+20.45 (BK) = STA. 278+20.45 (AHD)
- (F) STA. 283+64.38 (BK) = STA. 283+64.38 (AHD)
- (G) STA. 32+56.41 (BK) = STA. 32+56.41 (AHD)

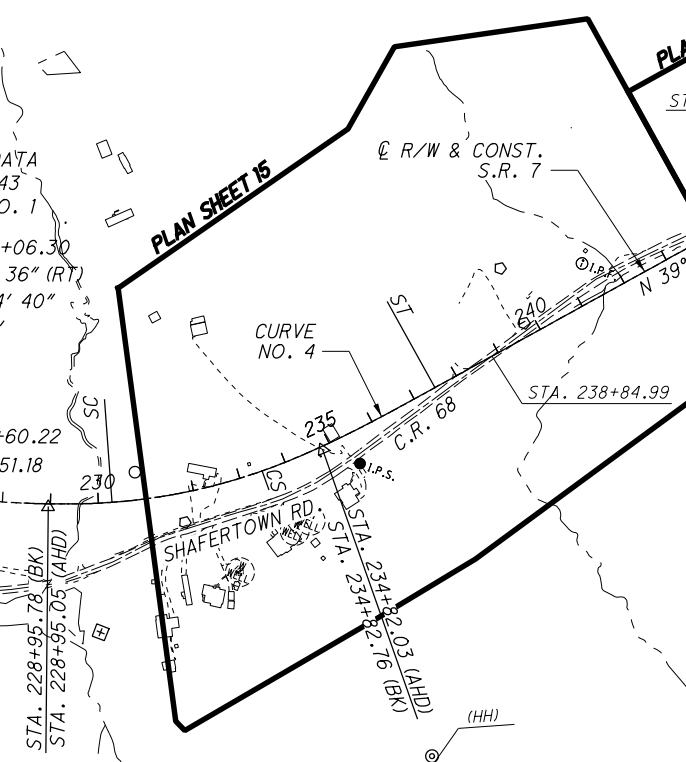
(E) N 86°46'40" W
 1333.38' FROM THE INTERSECTION OF THE C.C. CONST. C.R. 69

- [A] POT Sta. 10+00.00
- [B] PC Sta. 12+07.99
- [C] PRC Sta. 13+75.60
- [D] PRC Sta. 15+82.68
- [E] PRC Sta. 17+02.09
- [F] PT Sta. 19+47.62
- [G] POT Sta. 23+20.27
- [H] POT Sta. 9+64.02
- [I] PC Sta. 10+85.87
- [J] PRC Sta. 11+21.82
- [K] PCC Sta. 12+76.21

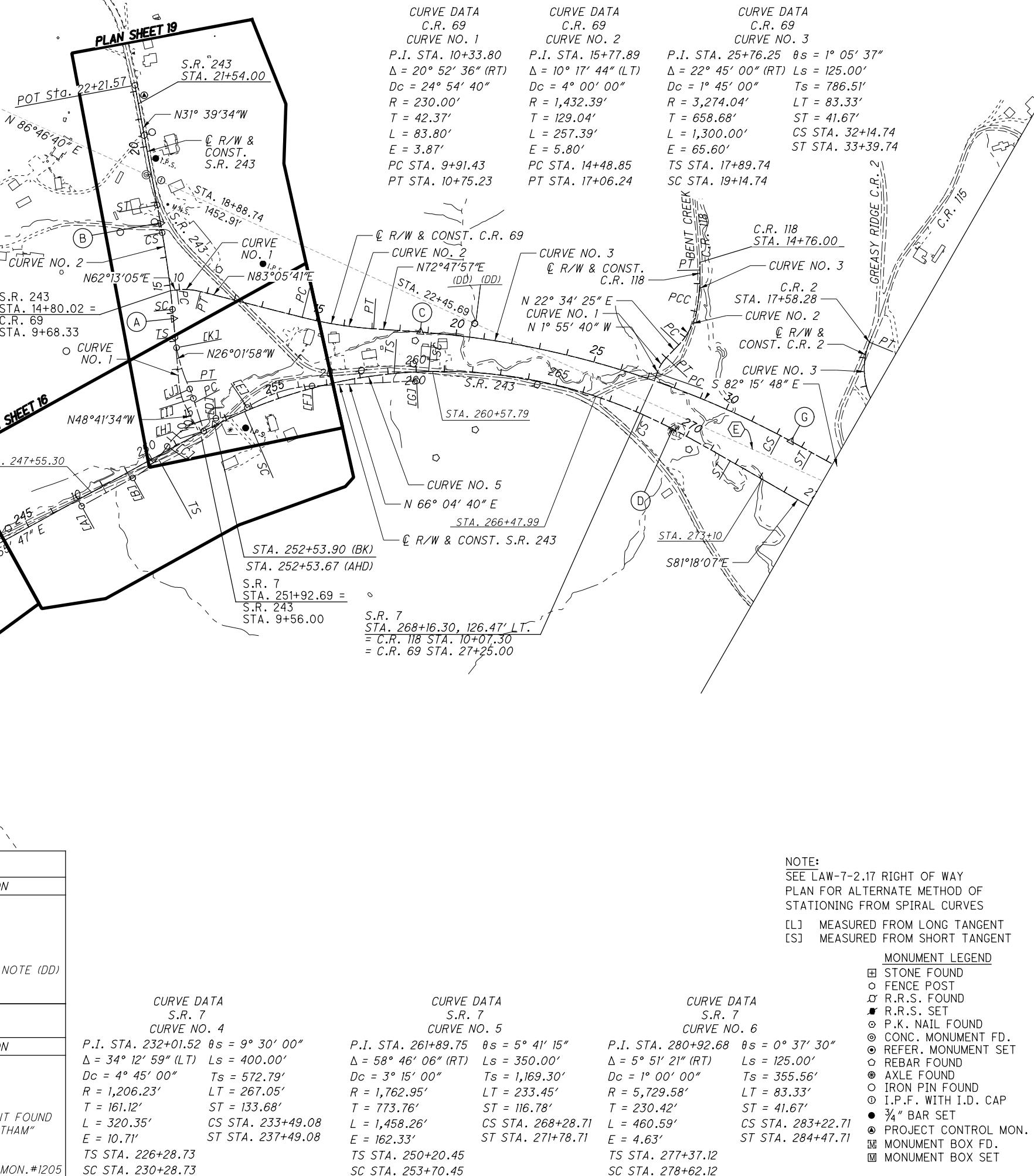
* = STA. 252+77.17

CURVE DATA
 S.R. 243
 CURVE NO. 2
 P.I. STA. 15+51.11 $\theta_s = 00^\circ 45' 00''$
 $\Delta = 5^\circ 37' 36''$ (LT) $L_s = 100.00'$
 $D_c = 1^\circ 30' 00''$ $T_s = 237.72'$
 $R = 3,819.72'$ $LT = 66.67'$
 $T = 137.62'$ $ST = 33.33'$
 $L = 275.13'$ $CS Sta. 16+88.52$
 $E = 2.48'$ $ST Sta. 17+88.52$
 $TS Sta. 13+13.39$
 $SC Sta. 14+13.39$

CURVE DATA C.R. 2 CURVE NO. 1 P.I. STA. 10+85.37 $\Delta = 42^\circ 28' 52''$ (LT) $D_c = 38^\circ 11' 49''$ $R = 150.00'$ $T = 58.30'$ $L = 111.21'$ $E = 10.93'$ PC STA. 10+27.07 PCC STA. 11+38.28	CURVE DATA C.R. 2 CURVE NO. 2 P.I. STA. 12+19.19 $\Delta = 35^\circ 52' 10''$ (LT) $D_c = 22^\circ 55' 06''$ $R = 250.00'$ $T = 80.91'$ $L = 156.51'$ $E = 12.77'$ PC STA. 11+38.28 PT STA. 12+94.79	CURVE DATA C.R. 2 CURVE NO. 3 P.I. STA. 16+25.92 $\Delta = 71^\circ 50' 49''$ (RT) $D_c = 22^\circ 55' 06''$ $R = 250.00'$ $T = 181.13'$ $L = 313.49'$ $E = 58.72'$ PC STA. 14+44.79 PT STA. 17+58.28
CURVE DATA C.R. 118 CURVE NO. 1 P.I. STA. 10+69.71 $\Delta = 24^\circ 30' 05''$ (RT) $D_c = 38^\circ 11' 50''$ $R = 150.00'$ $T = 32.57'$ $L = 64.14'$ $E = 3.49'$ PC STA. 10+37.14 PT STA. 11+01.28	CURVE DATA C.R. 118 CURVE NO. 2 P.I. STA. 12+40.87 $\Delta = 34^\circ 13' 00''$ (LT) $D_c = 23^\circ 00' 00''$ $R = 249.11'$ $T = 76.68'$ $L = 148.77'$ $E = 11.53'$ PC STA. 11+64.19 PCC STA. 13+12.96	CURVE DATA C.R. 118 CURVE NO. 3 P.I. STA. 13+80.89 $\Delta = 10^\circ 25' 10''$ (LT) $D_c = 7^\circ 41' 27''$ $R = 745.00'$ $T = 67.93'$ $L = 135.48'$ $E = 3.09'$ PCC STA. 13+12.96 PT STA. 14+48.44



EX. MONUMENTS OFF S.R. 7			
STATION	OFFSET	DESCRIPTION	
258+12.56	394.80' LT.	24" OAK TREE	
258+07.52	24.59' LT.	R.R.S. FOUND	
259+90.92	29.33' LT.	REBAR FOUND	
260+01.51	111.33' LT.	REBAR FOUND	
260+66.64	307.06 RT.	REBAR FOUND	
261+96.97	174.18' LT.	POST FOUND - SEE NOTE (DD)	
262+26.01	202.59' RT.	REBAR FOUND	
264+34.85	12.58' RT.	R.R.S. FOUND	
EX. MONUMENTS OFF S.R. 243			
STATION	OFFSET	DESCRIPTION	
15+31.90	180.31' RT.	REBAR FOUND	
16+25.09	348.83' RT.	24" HICKORY TREE	
17+15.77 [L]	146.47' LT.	IRON PIN FOUND	
17+27.28 [L]	4.59' LT.	IRON PIN FOUND	
19+01.52	18.33' LT.	CONCRETE MONUMENT FOUND	
18+72.52	30.14' RT.	I.P.F. CAPPED "EASTHAM"	
20+41.17	0.00' RT.	R.R.S. FOUND	
20+46.61	29.40' RT.	IRON PIN FOUND	
21+80.71	25.78' RT.	PROJECT CONTROL MON. #1205	



CURVE DATA S.R. 7 CURVE NO. 4 P.I. STA. 232+01.52 $\theta_s = 9^\circ 30' 00''$ $\Delta = 34^\circ 12' 59''$ (LT) $L_s = 400.00'$ $D_c = 4^\circ 45' 00''$ $T_s = 572.79'$ $R = 1,206.23'$ $LT = 267.05'$ $T = 161.12'$ $ST = 133.68'$ $L = 320.35'$ $CS Sta. 233+49.08$ $E = 10.71'$ $ST Sta. 237+49.08$ $TS Sta. 226+28.73$ $SC Sta. 230+28.73$	CURVE DATA S.R. 7 CURVE NO. 5 P.I. STA. 261+89.75 $\theta_s = 5^\circ 41' 15''$ $\Delta = 58^\circ 46' 06''$ (RT) $L_s = 350.00'$ $D_c = 3^\circ 15' 00''$ $T_s = 1,169.30'$ $R = 1,762.95'$ $LT = 233.45'$ $T = 773.76'$ $ST = 116.78'$ $L = 1,458.26'$ $CS Sta. 268+28.71$ $E = 162.33'$ $ST Sta. 271+78.71$ $TS Sta. 250+20.45$ $SC Sta. 253+70.45$	CURVE DATA S.R. 7 CURVE NO. 6 P.I. STA. 280+92.68 $\theta_s = 0^\circ 37' 30''$ $\Delta = 5^\circ 51' 21''$ (RT) $L_s = 125.00'$ $D_c = 1^\circ 00' 00''$ $T_s = 355.56'$ $R = 5,729.58'$ $LT = 83.33'$ $T = 230.42'$ $ST = 41.67'$ $L = 460.59'$ $CS Sta. 283+22.71$ $E = 4.63'$ $ST Sta. 284+47.71$ $TS Sta. 277+37.12$ $SC Sta. 278+62.12$
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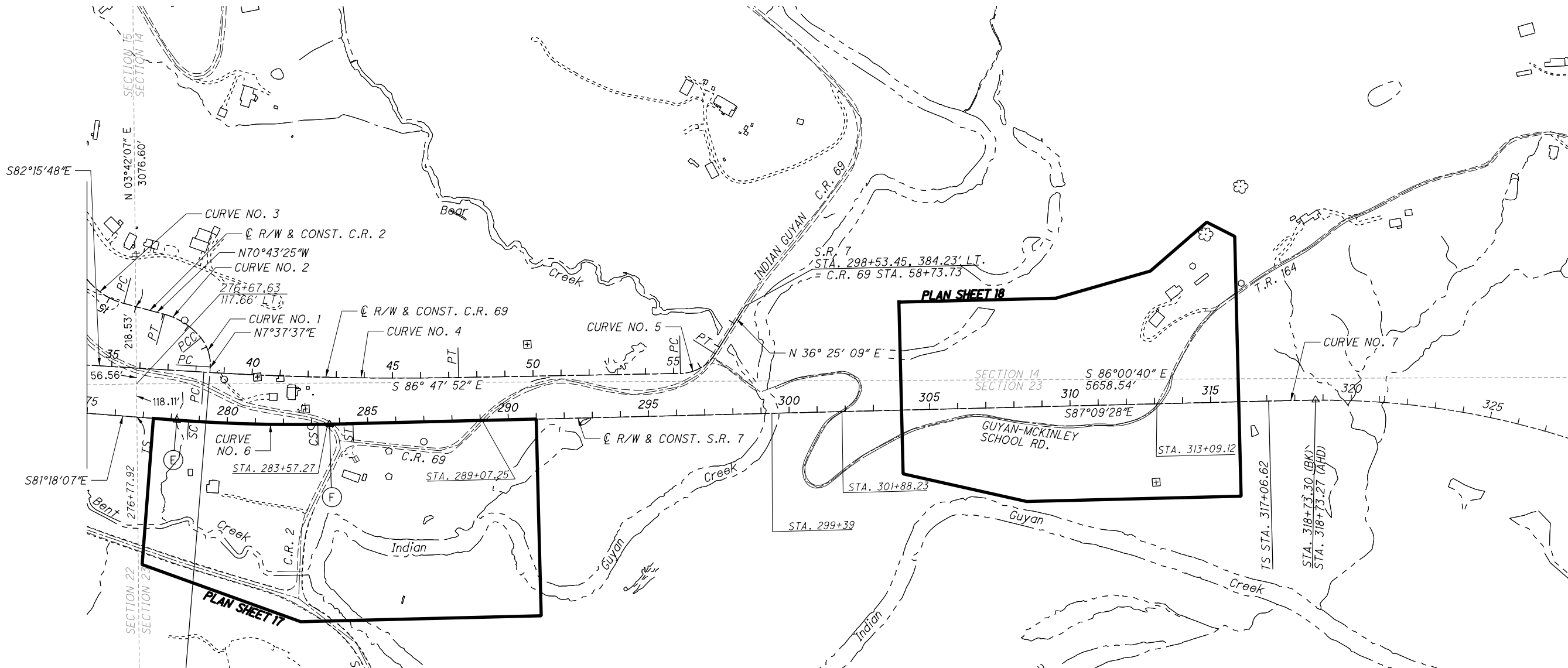
NOTE:
 SEE LAW-7-2.17 RIGHT OF WAY PLAN FOR ALTERNATE METHOD OF STATIONING FROM SPIRAL CURVES
 [L] MEASURED FROM LONG TANGENT
 [S] MEASURED FROM SHORT TANGENT

- MONUMENT LEGEND
- ☐ STONE FOUND
 - FENCE POST
 - ⊕ R.R.S. FOUND
 - ⊙ R.R.S. SET
 - ⊙ P.K. NAIL FOUND
 - ⊙ CONC. MONUMENT FD.
 - ⊙ REFER. MONUMENT SET
 - ⊙ REBAR FOUND
 - ⊙ AXLE FOUND
 - ⊙ IRON PIN FOUND
 - ⊙ I.P.F. WITH I.D. CAP
 - 3/4" BAR SET
 - ⊙ PROJECT CONTROL MON.
 - ⊙ MONUMENT BOX FD.
 - ⊙ MONUMENT BOX SET

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(D) STA. 269+45.48 (BK) = STA. 269+45.25 (AHD)
 (E) STA. 278+20.45 (BK) = STA. 278+20.45 (AHD)
 (F) STA. 283+64.38 (BK) = STA. 283+64.38 (AHD)
 (G) STA. 32+56.41 (BK) = STA. 32+56.41 (AHD)
 N 86°46'40" W
 1333.38' FROM THE INTERSECTION OF THE C CONST. C.R. 69

CURVE DATA	CURVE DATA	CURVE DATA	CURVE DATA	CURVE DATA	CURVE DATA	CURVE DATA	CURVE DATA	CURVE DATA	CURVE DATA
C.R. 2 CURVE NO. 1	C.R. 2 CURVE NO. 2	C.R. 2 CURVE NO. 3	C.R. 118 CURVE NO. 1	C.R. 118 CURVE NO. 2	C.R. 118 CURVE NO. 3	C.R. 69 CURVE NO. 3	C.R. 69 CURVE NO. 4	C.R. 69 CURVE NO. 5	
P.I. STA. 10+85.37 Δ = 42° 28' 52" (LT) Dc = 38° 11' 49" R = 150.00' T = 58.30' L = 111.21' E = 10.93' PC STA. 10+27.07 PCC STA. 11+38.28	P.I. STA. 12+19.19 Δ = 35° 52' 10" (LT) Dc = 22° 55' 06" R = 250.00' T = 80.91' L = 156.51' E = 12.77' PCC STA. 11+38.28 PT STA. 12+94.79	P.I. STA. 16+25.92 Δ = 71° 50' 49" (RT) Dc = 22° 55' 06" R = 250.00' T = 181.13' L = 313.49' E = 58.72' PC STA. 14+44.79 PT STA. 17+58.28	P.I. STA. 10+69.71 Δ = 24° 30' 05" (RT) Dc = 38° 11' 50" R = 150.00' T = 32.57' L = 64.14' E = 3.49' PC STA. 10+37.14 PT STA. 11+01.28	P.I. STA. 12+40.87 Δ = 34° 13' 00" (LT) Dc = 23° 00' 00" R = 249.11' T = 76.68' L = 148.77' E = 11.53' PC STA. 11+64.19 PCC STA. 13+12.96	P.I. STA. 13+80.89 Δ = 10° 25' 10" (LT) Dc = 7° 41' 27" R = 745.00' T = 67.93' L = 135.48' E = 3.09' PCC STA. 13+12.96 PT STA. 14+48.44	P.I. STA. 25+76.25 Δ = 22° 45' 00" (RT) Dc = 1° 45' 00" R = 3,274.04' T = 658.68' L = 1,300.00' E = 65.60' TS STA. 17+89.74 SC STA. 19+14.74	θs = 1° 05' 37" Ls = 125.00' Ts = 786.51' LT = 83.33' T = 41.67' CS STA. 32+14.74 ST STA. 33+39.74	P.I. STA. 42+81.74 Δ = 4° 32' 03" (LT) Dc = 0° 30' 00" R = 11,459.16' T = 453.67' L = 906.86' E = 8.98' PC STA. 38+28.07 PT STA. 47+34.93	P.I. STA. 56+05.43 Δ = 56° 46' 59" (RT) Dc = 38° 11' 50" R = 150.00' T = 81.08' L = 148.66' E = 20.51' PC STA. 55+24.35 PT STA. 56+73.01



CURVE DATA	CURVE DATA	CURVE DATA
S.R. 7 CURVE NO. 5	S.R. 7 CURVE NO. 6	S.R. 7 CURVE NO. 7
P.I. STA. 261+89.75 Δ = 58° 46' 06" (RT) Dc = 3° 15' 00" R = 1,762.95' T = 773.76' L = 1,458.26' E = 162.33'	P.I. STA. 280+92.68 Δ = 5° 51' 21" (RT) Dc = 1° 00' 00" R = 5,729.58' T = 230.42' L = 460.59' E = 4.63' TS STA. 277+37.12 SC STA. 278+62.12	P.I. STA. 326+36.08 Δ = 31° 21' 41" (RT) Dc = 2° 00' 00" R = 2,864.79' T = 670.91' L = 1,318.07' E = 77.51'
θs = 5° 41' 15" Ls = 350.00' Ts = 1,169.30' LT = 233.45' ST = 116.78'	θs = 0° 37' 30" Ls = 125.00' Ts = 355.56' LT = 83.33' ST = 41.67' CS STA. 283+22.71 ST STA. 284+47.71	θs = 2° 30' 00" Ls = 250.00' Ts = 929.46' LT = 166.68' ST = 83.35'

EX. MONUMENTS OFF S.R. 7		
STATION	OFFSET	DESCRIPTION
270+31.39 [L]	37.61' RT.	REBAR FOUND
273+75.73	3456.62' LT.	STONE FOUND
278+24.65 [S]	356.49' LT.	2" IRON PIPE FOUND
278+70.41	2565.09' RT.	STONE FOUND
279+02.24	538.08' LT.	2" IRON PIPE FOUND
279+82.13	154.58' LT.	IRON PIN FOUND
280+60.71	86.48' LT.	IRON PIN FOUND
281+03.39	167.38' LT.	STONE FOUND WITH "X"
282+79.19	54.89' LT.	STONE FOUND
282+97.58	6.44' RT.	IRON PIN FOUND
285+70.63	191.24' RT.	REBAR FOUND
285+72.95	100.97' RT.	REBAR FOUND
286+97.90	70.42' RT.	2" IRON PIPE FOUND
287+02.19	1523.84 RT.	PROJECT CONTROL MON. #1206
290+74.74	266.59' LT.	STONE FOUND
312+99.48	278.88' RT.	STONE FOUND
314+96.51	598.79' LT.	30" TREE
315+47.15	521.23' LT.	FENCE POST FOUND
316+19.34	421.57' LT.	FENCE POST FOUND
316+25.18	765.57' LT.	36" TREE

NOTE:
 SEE LAW-7-2.17 RIGHT OF WAY
 PLAN FOR ALTERNATE METHOD OF
 STATIONING FROM SPIRAL CURVES
 [L] MEASURED FROM LONG TANGENT
 [S] MEASURED FROM SHORT TANGENT

- MONUMENT LEGEND
- ☐ STONE FOUND
 - FENCE POST
 - ⊕ R.R.S. FOUND
 - R.R.S. SET
 - ⊙ P.K. NAIL FOUND
 - ⊗ CONC. MONUMENT FD.
 - ⊙ REFER. MONUMENT SET
 - ⊙ REBAR FOUND
 - ⊙ AXLE FOUND
 - ⊙ IRON PIN FOUND
 - ⊙ I.P.F. WITH I.D. CAP
 - 3/4" BAR SET
 - ⊙ PROJECT CONTROL MON.
 - ☒ MONUMENT BOX FD.
 - ☒ MONUMENT BOX SET



SCHEMATIC PLAN
 STA. 275+00 - STA. 328+00

LAW-7-2.17
 BUILDING DEMO 4
 4
 19

UTILITIES

LISTED BELOW ARE ALL UTILITIES LOCATED WITHIN THE PROJECT CONSTRUCTION LIMITS TOGETHER WITH THEIR RESPECTIVE OWNERS.

AMERICAN ELECTRIC POWER (DISTRIBUTION) 38831 STATE ROUTE 7 REEDSVILLE, OHIO 45772 CLARKE SAUNDERS 740-985-3054

ARMSTRONG CABLE SERVICES 9651 COUNTY ROAD 1 SOUTH POINT, OH 45680 NATHAN ITTIG 740-451-1833

AMERICAN ELECTRIC POWER (TRANSMISSION) 8600 SMITHS MILL RD NEW ALBANY, OH 43054 MIKE CARR 380-205-5072

HECLA WATER ASSOCIATION 3190 SR 141 IRONTON, OH 45638 TIM DALTON 740-533-0526, EXT. 5

BUCKEYE RURAL ELECTRIC CO-OP, INC. P.O. BOX 200 RIO GRANDE, OHIO 45674 WESTON CLARY 740-379-9659

FRONTIER COMMUNICATIONS 1315 ALBERT STREET PORTSMOUTH, OH 45662 DENA MARTIN 740-354-0521

CHARTER COMMUNICATIONS 1617 FOXHAVEN DRIVE RICHMOND, KENTUCKY 40475 GREG RUSSELL 859-626-4829

UNION-ROME TOWNSHIP SUB-SEWER DISTRICT P.O. BOX 430 CHESAPEAKE, OHIO 45619 ADAM STEWART 740-867-8700

THE UNDERGROUND AND/OR OVERHEAD SERVICE LINES ARE NOT SHOWN ON THIS PLAN. THE NATURE OF THE WORK REQUIRED BY THIS PROJECT WILL NOT AFFECT ANY KNOWN UNDERGROUND UTILITIES THAT EXIST UNDER OR ADJACENT TO THE WORK AREA.

WORK LIMITS

THE WORK LIMITS SHOWN ON THESE PLANS ARE FOR PHYSICAL CONSTRUCTION ONLY. PROVIDE THE INSTALLATION AND OPERATION OF ALL WORK ZONE TRAFFIC CONTROL AND WORK ZONE TRAFFIC CONTROL DEVICES REQUIRED BY THESE PLANS WHETHER INSIDE OR OUTSIDE THESE WORK LIMITS.

MAINTENANCE OF TRAFFIC

THE BUILDING DEMOLITION WORK WILL NOT REQUIRE LANE CLOSURES. FLAGGERS MAY BE USED AS NEEDED TO PROGRESS THE WORK.

LENGTH AND DURATION OF LANE RESTRICTIONS SHALL BE AT THE APPROVAL OF THE ENGINEER. IT IS THE INTENT TO MINIMIZE THE IMPACT TO THE TRAVELLING PUBLIC. LANE RESTRICTIONS OVER SEGMENTS OF THE PROJECT IN WHICH NO WORK IS ANTICIPATED WITHIN A REASONABLE TIME FRAME, AS DETERMINED BY THE ENGINEER, SHALL NOT BE PERMITTED. THE LEVEL OF UTILIZATION OF MAINTENANCE OF TRAFFIC DEVICES SHALL BE COMMENSURATE WITH THE WORK IN PROGRESS.

ACCESS TO LOCAL PROPERTY OWNERS SHALL BE MAINTAINED AT ALL TIMES.

HIGHWAYS, LOCAL ROADS AND STREETS REQUIRED AS HAUL ROADS FOR HAULING EQUIPMENT AND FOR DEBRIS/MATERIAL DISPOSAL SHALL BE IN ACCORDANCE WITH 105.13.

MAINTENANCE OF TRAFFIC, (cont'd)

ALL WORK AND TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH 614 AND OTHER APPLICABLE PORTIONS OF THE SPECIFICATIONS AS WELL AS THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES. PAYMENT FOR ALL LABOR EQUIPMENT AND MATERIALS SHALL BE INCLUDED IN THE LUMP SUM PRICE FOR ITEM 614, MAINTAINING TRAFFIC, UNLESS SEPARATELY ITEMIZED IN THE PLAN.

PAYMENT

PAYMENT FOR REMOVAL OF ALL BUILDING APPURTENANCES AT THE BUILDING SITE SHALL BE INCLUDED IN THE LUMP SUM PRICE FOR 202, BUILDING DEMOLISHED, AS PER PLAN, UNLESS SEPARATELY ITEMIZED IN THE PLAN.

BUILDING DEMOLISHED, AS PER PLAN

BUILDINGS AND APPURTENANCES SUCH AS, BUT NOT LIMITED TO FENCES, SEPTIC TANKS, CISTERNS, BASEMENTS, POOLS, DRIVEWAYS, PLANTERS, DECORATIVE WALLS ON EACH RIGHT-OF-WAY PARCEL SHALL BE DEMOLISHED IN THEIR ENTIRETY IN ACCORDANCE WITH 202 AND DEBRIS/MATERIAL FROM THE DEMOLITION SHALL BE DISPOSED OF IN ACCORDANCE WITH 105.17 AND ALL AREAS DISTURBED SHALL BE RESTORED IN ACCORDANCE WITH 104.04 TO THE SATISFACTION OF THE ENGINEER.

ANY UNKNOWN REGULATED UNDERGROUND STORAGE TANKS FOUND ON A RIGHT-OF-WAY PARCEL ARE TO BE REMOVED IN ACCORDANCE WITH 202.08 AS EXTRA WORK IN ACCORDANCE WITH 109.04 AND 109.05.

ON SOME PARCELS TREES MAY NEED TO BE CUT TO CREATE ACCESS TO PERFORM THE BUILDING DEMOLITION. ALL TREE CLEARING IS INCIDENTAL TO THIS PAY ITEM 202 BUILDING DEMOLISHED, AS PER PLAN. ONLY CUT TREES THAT ARE APPROVED BY THE ENGINEER AND ONLY DURING THE RESTRICTED TIMEFRAME FOR TREE CLEARING. DESIGNATE TREES TO BE CUT BY MARKING WITH ORANGE SURVEYORS TAPE AND OBTAIN ENGINEERS APPROVAL.

BURNING IS NOT A PERMISSIBLE METHOD OF REMOVAL UNLESS DIRECTED BY THE ENGINEER.

THE CONTRACTOR SHALL NOTIFY OWNERS OF WATER, ELECTRIC, OR GAS METERS WHEN THE METERS ARE READY FOR REMOVAL AND SHALL BE RESPONSIBLE FOR DISCONNECTION/REMOVAL OF SERVICE LINES FROM PUBLIC AND/OR PRIVATE UTILITY LINES IN COMPLIANCE WITH LOCAL REQUIREMENTS.

BAT TREE CUTTING RESTRICTIONS

ENSURE IMPACTS TO THE FEDERALLY LISTED AND PROTECTED INDIANA BAT AND NORTHERN LONG-EARED BAT AND THE STATE LISTED AND PROTECTED LITTLE BROWN BAT AND TRICOLORED BAT ARE AVOIDED AND MINIMIZED. DO NOT REMOVE TREES FROM APRIL 1 THROUGH SEPTEMBER 30. PERFORM ALL NECESSARY TREE REMOVAL FROM OCTOBER 1 THROUGH MARCH 31. DEMARCATÉ CLEARING LIMITS IN THE FIELD TO AVOID ANY UNAUTHORIZED TREE CLEARING. FOR THE PURPOSES OF THIS NOTE, A TREE IS DEFINED AS A LIVE, DYING, OR DEAD WOODY PLANT, WITH A TRUNK THREE INCHES OR GREATER IN DIAMETER AT A HEIGHT OF 4.5 FEET ABOVE THE GROUND SURFACE, AND WITH A MINIMUM HEIGHT OF 13 FEET.

ASBESTOS INSPECTION AND ABATEMENT

THIS CONTRACT DOES NOT INCLUDE ANY ASBESTOS INSPECTION OR ABATEMENT. THESE ITEMS SHALL BE PERFORMED BY OTHERS. NOT ALL STRUCTURES HAVE BEEN ACQUIRED OR TESTED FOR ASBESTOS. THE DEPARTMENT IS PREPARING ASBESTOS INSPECTION REPORTS FOR THE BUILDINGS TO BE DEMOLISHED AND THE REPORTS WILL BE AVAILABLE FOR VIEWING AT THE DISTRICT 9 REAL ESTATE OFFICE. ANY STRUCTURE THAT HAS ASBESTOS IDENTIFIED, SHALL BE ABATED THROUGH A SEPARATE ABATEMENT CONTRACT, PRIOR TO DEMOLITION. THE DEMOLITION CONTRACTOR SHALL BE NOTIFIED IN WRITING BEFORE THE DEMOLITION MAY PROCEED.

APPROVAL TO PROCEED

THE INTENT OF THE APPROVAL TO PROCEED IS TO AUTHORIZE THE CONTRACTOR'S CREW TO REMOVE ALL BUILDINGS AND APPURTENANCES FROM A PARCEL AND TO RESTORE THAT PARCEL BEFORE STARTING WORK ON ANOTHER PARCEL. ALL BUILDINGS ON EACH PARCEL HAVE BEEN LISTED SEPARATELY BECAUSE SOME MAY BE NON-PERFORMED FOR, BUT NOT LIMITED TO, THE FOLLOWING REASONS: BUILDINGS WHICH ARE RETAINED FOR REMOVAL BY THE FORMER OWNER AS PART OF THE NEGOTIATED SETTLEMENT, OR BUILDINGS RENTED BY THE STATE, OR BUILDINGS NOT ACQUIRED BY THE STATE BY THE TERMINATION DATE OF THIS CONTRACT.

WHEN THE DEPARTMENT HAS POSSESSION OF THE BUILDINGS THAT ARE TO BE REMOVED ON A PARCEL, THE ENGINEER WILL ISSUE THE APPROVAL TO PROCEED WITH REMOVAL OF ALL BUILDINGS ON THAT PARCEL.

REMOVAL OF BUILDINGS IS TO BE COMPLETED WITHIN 60 DAYS OF THE APPROVAL TO PROCEED AND FINALIZED BY AUGUST 2, 2024. BUILDINGS OR OTHER ITEMS NOT RELEASED BEFORE THIS DATE WILL BE NON-PERFORMED AND THE CONTRACT WILL TERMINATE AT THAT TIME, UNLESS AN EXTENSION IS GRANTED BY THE DEPARTMENT.

OEPA NOTIFICATION OF DEMOLITION AND RENOVATION

A COPY OF THE OHIO ENVIRONMENTAL PROTECTION AGENCY (OEPA) NOTIFICATION OF DEMOLITION AND RENOVATION FORM, PARTIALLY COMPLETED BY THE ASBESTOS HAZARD EVALUATION SPECIALIST, HAS BEEN INCLUDED AS A SPECIAL PROVISION. THE CONTRACTOR SHALL COMPLETE AND SIGN THE FORMS AND SUBMIT IT TO THE ADDRESS BELOW OR ONLINE AT EBIZ.EPA.OHIO.GOV.

ASBESTOS PROGRAM OHIO EPA, DAPC P.O. BOX 1049 COLUMBUS, OH 43216-1049

THE FORM MUST BE SUBMITTED AT LEAST 10 WORKING DAYS PRIOR TO THE START OF ANY DEMOLITION WORK. THE CONTRACTOR SHALL PROVIDE A COPY OF THE COMPLETED AND SIGNED FORMS TO THE ENGINEER AS WELL AS THE ASBESTOS HAZARD EVALUATION SPECIALIST.

BASIS FOR PAYMENT: THE CONTRACTOR SHALL FURNISH ALL FEES, LABOR, AND MATERIAL NECESSARY TO COMPLETE AND SUBMIT THE OEPA NOTIFICATION FORMS. PAYMENTS FOR THIS WORK SHALL BE INCIDENTAL TO THE ITEM 202 BUILDING DEMOLISHED, AS PER PLAN ITEM(S) IN THE PLAN.

SEEDING AND MULCHING

THE FOLLOWING QUANTITIES ARE PROVIDED TO PROMOTE GROWTH AND CARE OF PERMANENT SEEDED AREAS:

659, SEEDING AND MULCHING 8419 SY QUANTITY CARRIED FROM SHEET 10

659, REPAIR SEEDING AND MULCHING 421 SY 5% 8419 SY = 421 SY

659, COMMERCIAL FERTILIZER 1.14 TON USE 1 TON / 7410 SQ YD OF PERMANENT SEEDED AREA (1 TON) X (8419 SY / 7410) = 1.14 TON

659, LIME 1.74 ACRE 8419 SY X (1 ACRE / 4840 SQ YD) = 1.74 ACRE

659, WATER 47 M. GAL. USE TWO APPLICATIONS EACH AT 0.0027 M GAL / SQ YD OF PERMANENT SEEDED AREA (2) X (0.0027 M GAL) X 8419 SY = 45.46 M GAL USE ONE APPLICATION EACH AT 0.0027 M GAL / SQ YD OF INTER-SEEDED AREA (0.0027 M GAL) X 421 SY = 1.14 M GAL TOTAL = 45.46 M GAL + 1.14 M GAL = 46.60 M GAL

SEEDING AND MULCHING SHALL BE APPLIED TO ALL AREAS OF EXPOSED SOIL BETWEEN THE RIGHT-OF-WAY LINES, AND WITHIN THE CONSTRUCTION LIMITS FOR AREAS OUTSIDE THE RIGHT-OF-WAY LINES COVERED BY WORK AGREEMENT OR SLOPE EASEMENT. QUANTITY CALCULATIONS FOR SEEDING AND MULCHING ARE BASED ON THESE LIMITS.

DUST CONTROL

THE CONTRACTOR SHALL FURNISH AND APPLY WATER FOR DUST CONTROL AS DIRECTED BY THE ENGINEER. THE FOLLOWING QUANTITY HAS BEEN INCLUDED FOR DUST CONTROL PURPOSES:

616 WATER 52 M. GAL.

FIELD INSPECTION OF PARCELS

THE DEPARTMENT DOES NOT HAVE POSSESSION OF ALL BUILDINGS AND BUILDINGS MAY STILL BE OCCUPIED. THE SITE INVESTIGATION SHALL NOT DISTURB ANY BUILDING OCCUPANTS AND THE INSPECTION SHALL BE OFF-PREMISE INSPECTION ONLY, UNLESS PRIOR ARRANGEMENTS HAVE BEEN MADE WITH THE DEPARTMENT FOR INSPECTION OF THE BUILDINGS AND THE SITE.

ARRANGEMENTS FOR INSPECTION OF BUILDING AND/OR TO REVIEW REAL ESTATE RECORDS ON THE PARCELS ARE AVAILABLE AT THE FOLLOWING LOCATION:

OHIO DEPARTMENT OF TRANSPORTATION DISTRICT 9 PLANNING AND ENGINEERING 650 EASTERN AVENUE CHILLICOTHE, OHIO 45601

CONTACT PERSONS:

TIM YOUNG OR SHAUN MILLS, REALTY SPECIALIST 740-774-9074 MGR 740-774-9073 TOLL FREE IN OHIO: 1-888-819-8501

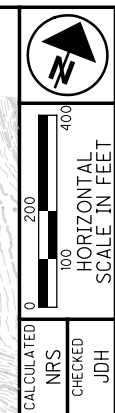
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CALCULATED NRS CHECKED JDH

GENERAL NOTES

LAW-7-2.17 BUILDING DEMO 4

5 19



**CURVE DATA
S.R. 7
CURVE NO. 2**

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

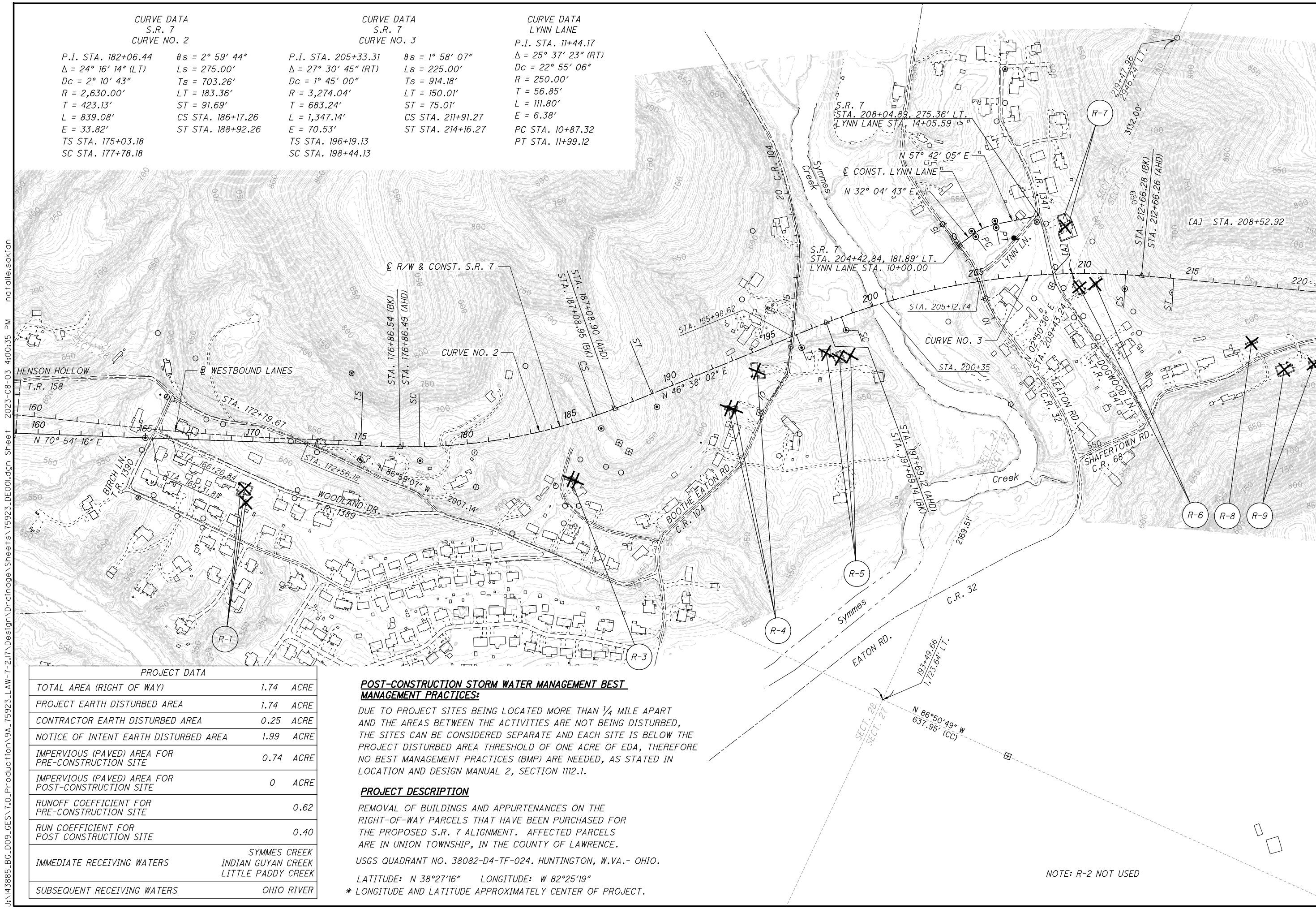
**CURVE DATA
S.R. 7
CURVE NO. 3**

P.I. STA. 205+33.31 $\theta_s = 1^\circ 58' 07''$
 $\Delta = 27^\circ 30' 45''$ (RT) $L_s = 225.00'$
 $D_c = 1^\circ 45' 00''$ $T_s = 914.18'$
 $R = 3,274.04'$ $LT = 150.01'$
 $T = 683.24'$ $ST = 75.01'$
 $L = 1,347.14'$ $CS STA. 211+91.27$
 $E = 70.53'$ $ST STA. 214+16.27$
 $TS STA. 196+19.13$
 $SC STA. 198+44.13$

**CURVE DATA
LYNN LANE**

P.I. STA. 11+44.17
 $\Delta = 25^\circ 37' 23''$ (RT)
 $D_c = 22^\circ 55' 06''$
 $R = 250.00'$
 $T = 56.85'$
 $L = 111.80'$
 $E = 6.38'$
 $PC STA. 10+87.32$
 $PT STA. 11+99.12$

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PROJECT DATA	
TOTAL AREA (RIGHT OF WAY)	1.74 ACRE
PROJECT EARTH DISTURBED AREA	1.74 ACRE
CONTRACTOR EARTH DISTURBED AREA	0.25 ACRE
NOTICE OF INTENT EARTH DISTURBED AREA	1.99 ACRE
IMPERVIOUS (PAVED) AREA FOR PRE-CONSTRUCTION SITE	0.74 ACRE
IMPERVIOUS (PAVED) AREA FOR POST-CONSTRUCTION SITE	0 ACRE
RUNOFF COEFFICIENT FOR PRE-CONSTRUCTION SITE	0.62
RUN COEFFICIENT FOR POST CONSTRUCTION SITE	0.40
IMMEDIATE RECEIVING WATERS	SYMMES CREEK INDIAN GUYAN CREEK LITTLE PADDY CREEK
SUBSEQUENT RECEIVING WATERS	OHIO RIVER

POST-CONSTRUCTION STORM WATER MANAGEMENT BEST MANAGEMENT PRACTICES:

DUE TO PROJECT SITES BEING LOCATED MORE THAN 1/4 MILE APART AND THE AREAS BETWEEN THE ACTIVITIES ARE NOT BEING DISTURBED, THE SITES CAN BE CONSIDERED SEPARATE AND EACH SITE IS BELOW THE PROJECT DISTURBED AREA THRESHOLD OF ONE ACRE OF EDA, THEREFORE NO BEST MANAGEMENT PRACTICES (BMP) ARE NEEDED, AS STATED IN LOCATION AND DESIGN MANUAL 2, SECTION 1112.1.

PROJECT DESCRIPTION

REMOVAL OF BUILDINGS AND APPURTENANCES ON THE RIGHT-OF-WAY PARCELS THAT HAVE BEEN PURCHASED FOR THE PROPOSED S.R. 7 ALIGNMENT. AFFECTED PARCELS ARE IN UNION TOWNSHIP, IN THE COUNTY OF LAWRENCE.

USGS QUADRANT NO. 38082-D4-TF-024. HUNTINGTON, W.VA.- OHIO.

LATITUDE: N 38°27'16" LONGITUDE: W 82°25'19"

* LONGITUDE AND LATITUDE APPROXIMATELY CENTER OF PROJECT.

NOTE: R-2 NOT USED

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- (A) STA. 13+80.06 (BK) = STA. 13+80.06 (AHD)
- (B) STA. 17+21.85 (BK) = STA. 17+21.85 (AHD)
- (C) STA. 18+73.07 (BK) = STA. 18+73.07 (AHD)
- (D) STA. 269+45.48 (BK) = STA. 269+45.25 (AHD)
- (E) STA. 278+20.45 (BK) = STA. 278+20.45 (AHD)
- (F) STA. 283+64.38 (BK) = STA. 283+64.38 (AHD)
- (G) STA. 32+56.41 (BK) = STA. 32+56.41 (AHD)

- Ⓞ R/W & CONST. S.R. 243
- [A] POT Sta. 10+00.00
- [B] PC Sta. 12+07.99
- [C] PRC Sta. 13+75.60
- [D] PRC Sta. 15+82.68
- [E] PRC Sta. 17+02.09
- [F] PT Sta. 19+47.62
- [G] POT Sta. 23+20.27
- Ⓞ R/W & CONST. S.R. 243
- [H] POT Sta. 9+64.02
- [I] PC Sta. 10+85.87
- [J] PRC Sta. 11+21.82
- [K] PCC Sta. 12+76.21
- * = STA. 252+77.17

CURVE DATA	CURVE DATA	CURVE DATA
C.R. 2	C.R. 2	C.R. 2
CURVE NO. 1	CURVE NO. 2	CURVE NO. 3
P.I. STA. 10+85.37	P.I. STA. 12+19.19	P.I. STA. 16+25.92
$\Delta = 42^\circ 28' 52''$ (LT)	$\Delta = 35^\circ 52' 10''$ (LT)	$\Delta = 71^\circ 50' 49''$ (RT)
$Dc = 38^\circ 11' 49''$	$Dc = 22^\circ 55' 06''$	$Dc = 22^\circ 55' 06''$
$R = 150.00'$	$R = 250.00'$	$R = 250.00'$
$T = 58.30'$	$T = 80.91'$	$T = 181.13'$
$L = 111.21'$	$L = 156.51'$	$L = 313.49'$
$E = 10.93'$	$E = 12.77'$	$E = 58.72'$
PC STA. 10+27.07	PCC STA. 11+38.28	PC STA. 14+44.79
PCC STA. 11+38.28	PT STA. 12+94.79	PT STA. 17+58.28

CURVE DATA	CURVE DATA
S.R. 7	S.R. 7
CURVE NO. 4	CURVE NO. 5
P.I. STA. 232+01.52	$\theta s = 9^\circ 30' 00''$
$\Delta = 34^\circ 12' 59''$ (LT)	$Ls = 400.00'$
$Dc = 4^\circ 45' 00''$	$Ts = 572.79'$
$R = 1,206.23'$	$LT = 267.05'$
$T = 161.12'$	$ST = 133.68'$
$L = 320.35'$	CS STA. 233+49.08
$E = 10.71'$	ST STA. 237+49.08
TS STA. 226+28.73	
SC STA. 230+28.73	

CURVE DATA	CURVE DATA
S.R. 7	S.R. 7
CURVE NO. 6	CURVE NO. 6
P.I. STA. 261+89.75	$\theta s = 5^\circ 41' 15''$
$\Delta = 58^\circ 46' 06''$ (RT)	$Ls = 350.00'$
$Dc = 3^\circ 15' 00''$	$Ts = 1,169.30'$
$R = 1,762.95'$	$LT = 233.45'$
$T = 773.76'$	$ST = 116.78'$
$L = 1,458.26'$	CS STA. 268+28.71
$E = 162.33'$	ST STA. 271+78.71
TS STA. 250+20.45	
SC STA. 253+70.45	

CURVE DATA	CURVE DATA
S.R. 243	S.R. 243
CURVE NO. 1	CURVE NO. 1
P.I. STA. 280+92.68	$\theta s = 0^\circ 37' 30''$
$\Delta = 5^\circ 51' 21''$ (RT)	$Ls = 125.00'$
$Dc = 1^\circ 00' 00''$	$Ts = 355.56'$
$R = 5,729.58'$	$LT = 83.33'$
$T = 230.42'$	$ST = 41.67'$
$L = 460.59'$	CS STA. 283+22.71
$E = 4.63'$	ST STA. 284+47.71
TS STA. 277+37.12	
SC STA. 278+62.12	

CURVE DATA	CURVE DATA
C.R. 118	C.R. 118
CURVE NO. 1	CURVE NO. 2
P.I. STA. 10+69.71	P.I. STA. 12+40.87
$\Delta = 24^\circ 30' 05''$ (RT)	$\Delta = 34^\circ 13' 00''$ (LT)
$Dc = 38^\circ 11' 50''$	$Dc = 23^\circ 00' 00''$
$R = 150.00'$	$R = 249.11'$
$T = 32.57'$	$T = 76.68'$
$L = 64.14'$	$L = 148.77'$
$E = 3.49'$	$E = 11.53'$
PC STA. 10+37.14	PC STA. 11+64.19
PT STA. 11+01.28	PCC STA. 13+12.96

CURVE DATA	CURVE DATA
S.R. 243	S.R. 243
CURVE NO. 2	CURVE NO. 2
P.I. STA. 15+51.11	$\theta s = 00^\circ 45' 00''$
$\Delta = 5^\circ 37' 36''$ (LT)	$Ls = 100.00'$
$Dc = 1^\circ 30' 00''$	$Ts = 237.72'$
$R = 3,819.72'$	$LT = 66.67'$
$T = 137.62'$	$ST = 33.33'$
$L = 275.13'$	CS Sta. 16+88.52
$E = 2.48'$	ST Sta. 17+88.52
TS STA. 13+13.39	
SC STA. 14+13.39	

CURVE DATA	CURVE DATA
C.R. 69	C.R. 69
CURVE NO. 1	CURVE NO. 1
P.I. STA. 13+80.89	$\Delta = 10^\circ 25' 10''$ (LT)
$Dc = 7^\circ 41' 27''$	$R = 745.00'$
$R = 745.00'$	$T = 67.93'$
$L = 135.48'$	$E = 3.09'$
PCC STA. 13+12.96	PT STA. 14+48.44

S.R. 7
STA. 279+28.74, 176.90' LT.
= C.R. 2 STA. 10+07.28
= C.R. 69 STA. 38+50.00

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

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

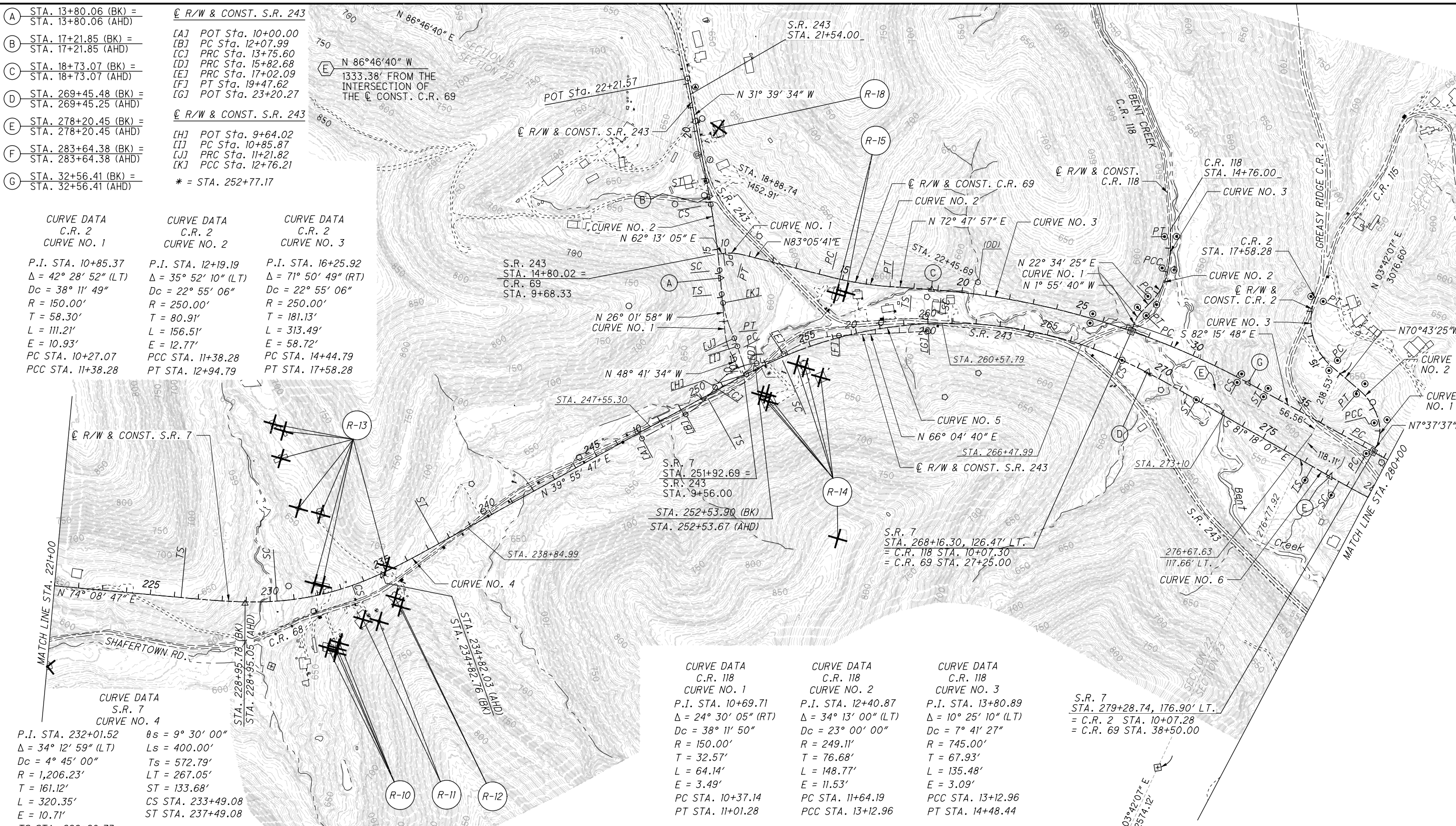
CURVE DATA	CURVE DATA
S.R. 243	S.R. 243
CURVE NO. 1	CURVE NO. 1
P.I. STA. 11+06.30	$\Delta = 22^\circ 39' 36''$ (RT)
$Dc = 24^\circ 54' 40''$	$R = 230.00'$
$R = 230.00'$	$T = 46.08'$
$L = 90.96'$	$E = 4.57'$
PC STA. 10+60.22	
PT STA. 11+51.18	

CURVE DATA	CURVE DATA
S.R. 243	S.R. 243
CURVE NO. 2	CURVE NO. 2
P.I. STA. 15+51.11	$\theta s = 00^\circ 45' 00''$
$\Delta = 5^\circ 37' 36''$ (LT)	$Ls = 100.00'$
$Dc = 1^\circ 30' 00''$	$Ts = 237.72'$
$R = 3,819.72'$	$LT = 66.67'$
$T = 137.62'$	$ST = 33.33'$
$L = 275.13'$	CS Sta. 16+88.52
$E = 2.48'$	ST Sta. 17+88.52
TS STA. 13+13.39	
SC STA. 14+13.39	

CURVE DATA	CURVE DATA
C.R. 69	C.R. 69
CURVE NO. 1	CURVE NO. 1
P.I. STA. 10+33.80	$\Delta = 20^\circ 52' 36''$ (RT)
$Dc = 24^\circ 54' 40''$	$R = 230.00'$
$R = 230.00'$	$T = 42.37'$
$L = 83.80'$	$E = 3.87'$
PC STA. 9+91.43	
PT STA. 10+75.23	

CURVE DATA	CURVE DATA
C.R. 69	C.R. 69
CURVE NO. 2	CURVE NO. 2
P.I. STA. 15+77.89	$\Delta = 10^\circ 17' 44''$ (LT)
$Dc = 4^\circ 00' 00''$	$R = 1,432.39'$
$R = 1,432.39'$	$T = 129.04'$
$L = 257.39'$	$E = 5.80'$
PC STA. 14+48.85	
PT STA. 17+06.24	

CURVE DATA	CURVE DATA
C.R. 69	C.R. 69
CURVE NO. 3	CURVE NO. 3
P.I. STA. 25+76.25	$\theta s = 1^\circ 05' 37''$
$\Delta = 22^\circ 45' 00''$ (RT)	$Ls = 125.00'$
$Dc = 1^\circ 45' 00''$	$Ts = 786.51'$
$R = 3,274.04'$	$LT = 83.33'$
$T = 658.68'$	$ST = 41.67'$
$L = 1,300.00'$	CS STA. 32+14.74
$E = 65.60'$	ST STA. 33+39.74
TS STA. 17+89.74	
SC STA. 19+14.74	



CALCULATED NRS
 CHECKED JDH

HORIZONTAL SCALE IN FEET
 0 100 200 400

PROJECT SITE PLAN
 STA. 221+00 - STA. 280+00

LAW-7-2.17
 BUILDING DEMO 4

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- (D) STA. 269+45.48 (BK) =
STA. 269+45.25 (AHD)
- (E) STA. 278+20.45 (BK) =
STA. 278+20.45 (AHD)
- (F) STA. 283+64.38 (BK) =
STA. 283+64.38 (AHD)
- (G) STA. 32+56.41 (BK) =
STA. 32+56.41 (AHD)
- (E) N 86°46'40" W
1333.38' FROM THE
INTERSECTION OF
THE C CONST. C.R. 69

CURVE DATA C.R. 69 CURVE NO. 3	
P.I. STA. 25+76.25	$\theta_s = 1^\circ 05' 37''$
$\Delta = 22^\circ 45' 00''$ (RT)	$L_s = 125.00'$
$D_c = 1^\circ 45' 00''$	$T_s = 786.51'$
$R = 3,274.04'$	$LT = 83.33'$
$T = 658.68'$	$ST = 41.67'$
$L = 1,300.00'$	$CS STA. 32+14.74$
$E = 65.60'$	$ST STA. 33+39.74$
$TS STA. 17+89.74$	
$SC STA. 19+14.74$	

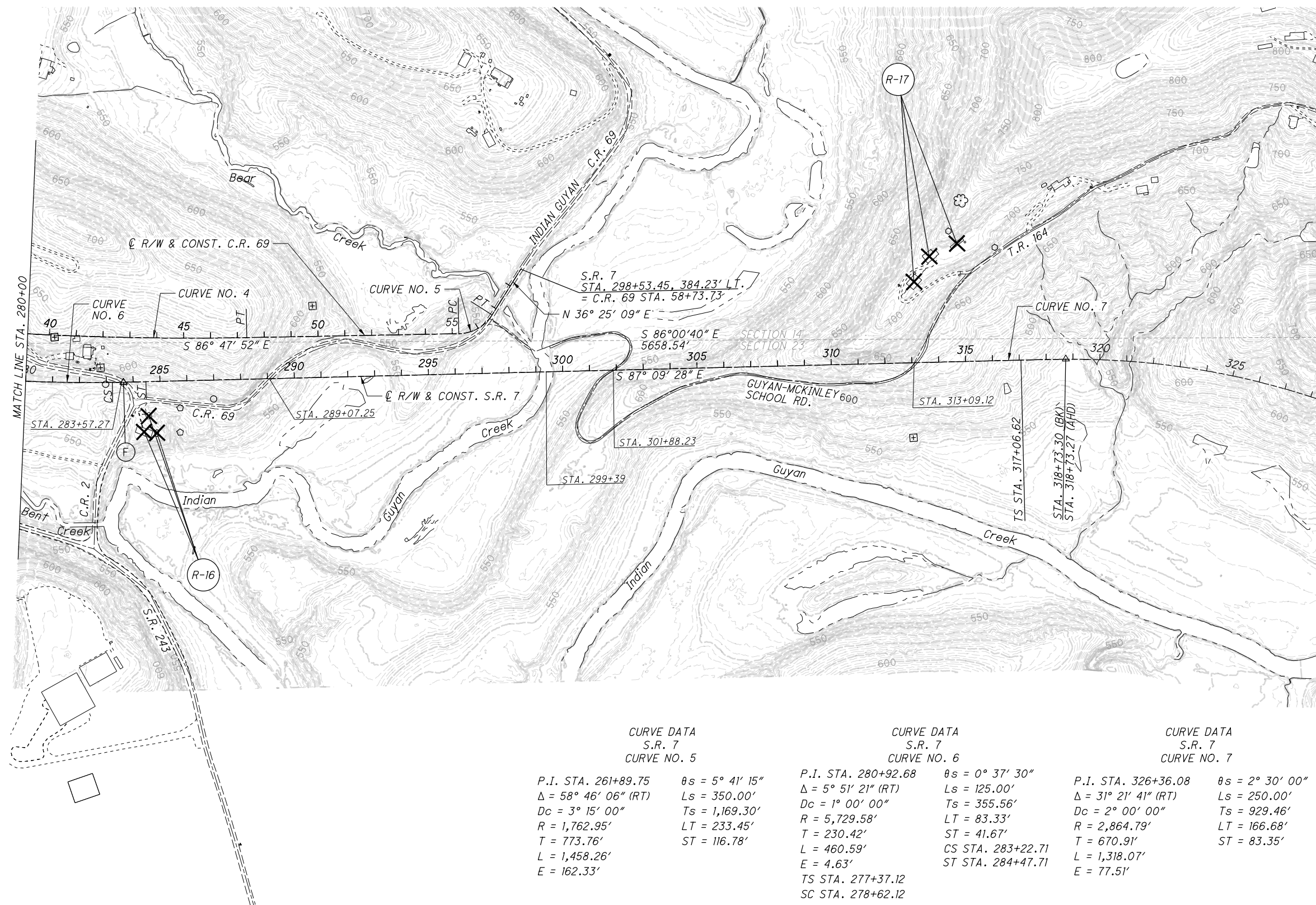
CURVE DATA C.R. 69 CURVE NO. 4	
P.I. STA. 42+81.74	$\theta_s = 4^\circ 32' 03''$ (LT)
$\Delta = 4^\circ 32' 03''$ (LT)	$D_c = 0^\circ 30' 00''$
$R = 11,459.16'$	$L = 906.86'$
$T = 453.67'$	$E = 8.98'$
$PC STA. 38+28.07$	$PT STA. 47+34.93$

CURVE DATA C.R. 69 CURVE NO. 5	
P.I. STA. 56+05.43	$\theta_s = 56^\circ 46' 59''$ (RT)
$\Delta = 56^\circ 46' 59''$ (RT)	$D_c = 38^\circ 11' 50''$
$R = 150.00'$	$L = 148.66'$
$T = 81.08'$	$E = 20.51'$
$PC STA. 55+24.35$	$PT STA. 56+73.01$

CURVE DATA S.R. 7 CURVE NO. 5	
P.I. STA. 261+89.75	$\theta_s = 5^\circ 41' 15''$
$\Delta = 58^\circ 46' 06''$ (RT)	$L_s = 350.00'$
$D_c = 3^\circ 15' 00''$	$T_s = 1,169.30'$
$R = 1,762.95'$	$LT = 233.45'$
$T = 773.76'$	$ST = 116.78'$
$L = 1,458.26'$	
$E = 162.33'$	

CURVE DATA S.R. 7 CURVE NO. 6	
P.I. STA. 280+92.68	$\theta_s = 0^\circ 37' 30''$
$\Delta = 5^\circ 51' 21''$ (RT)	$L_s = 125.00'$
$D_c = 1^\circ 00' 00''$	$T_s = 355.56'$
$R = 5,729.58'$	$LT = 83.33'$
$T = 230.42'$	$ST = 41.67'$
$L = 460.59'$	$CS STA. 283+22.71$
$E = 4.63'$	$ST STA. 284+47.71$
$TS STA. 277+37.12$	
$SC STA. 278+62.12$	

CURVE DATA S.R. 7 CURVE NO. 7	
P.I. STA. 326+36.08	$\theta_s = 2^\circ 30' 00''$
$\Delta = 31^\circ 21' 41''$ (RT)	$L_s = 250.00'$
$D_c = 2^\circ 00' 00''$	$T_s = 929.46'$
$R = 2,864.79'$	$LT = 166.68'$
$T = 670.91'$	$ST = 83.35'$
$L = 1,318.07'$	
$E = 77.51'$	



CALCULATED NRS
CHECKED JDH

0 200 400
HORIZONTAL SCALE IN FEET

PROJECT SITE PLAN
STA. 280+00 - STA. 328+00

LAW-7-2.17
BUILDING DEMO 4

9
19

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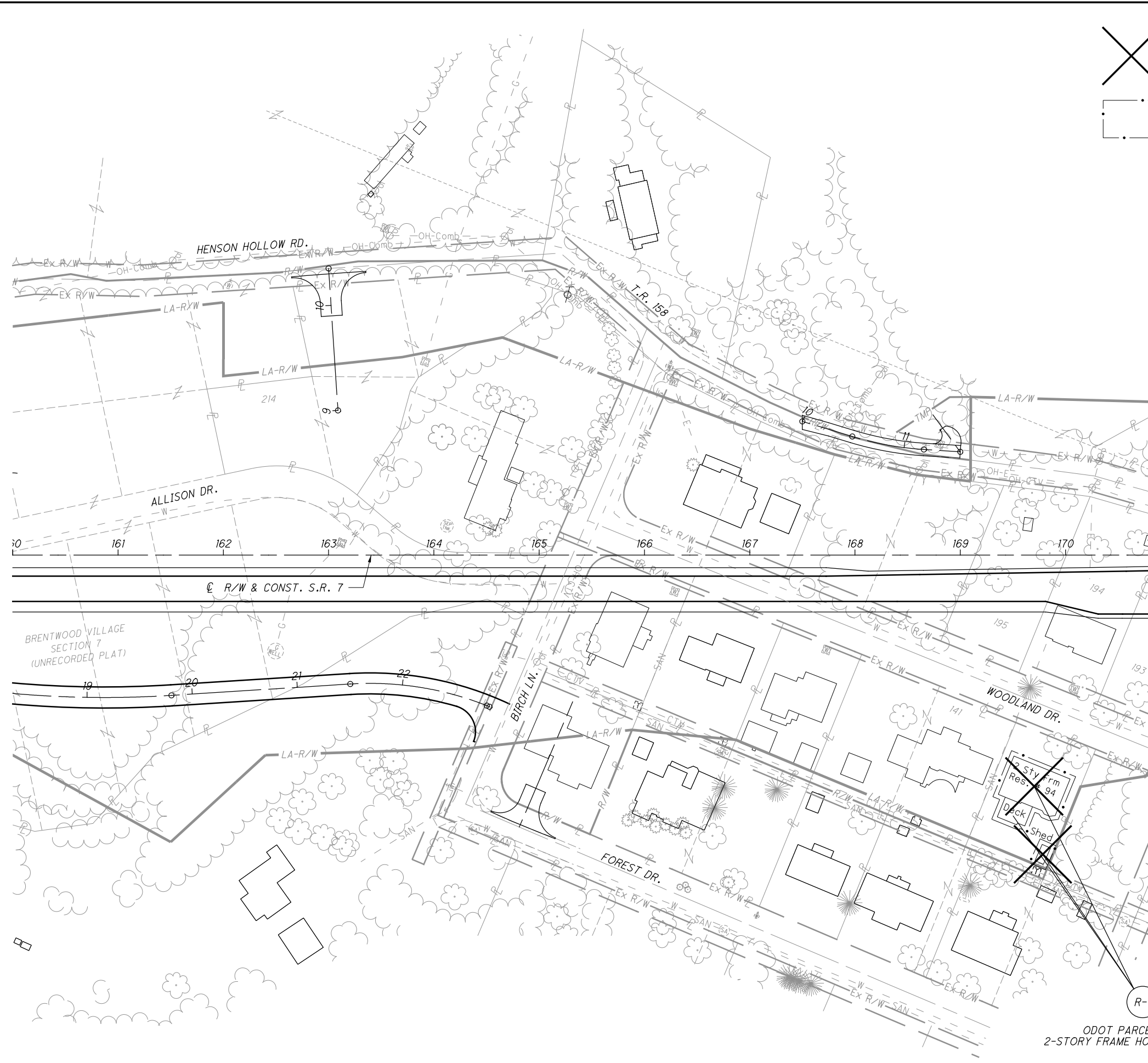
SHEET NO.	REFERENCE NO.	AUDITOR'S PARCEL NO.	ODOT'S PARCEL NO.	PHYSICAL ADDRESS	STATION (APPROX.)	SIDE	ROUTE	AREA CADD MEASURED	202	STRUCTURE DESCRIPTION
								SY	BUILDING DEMOLISHED, AS PER PLAN	
11	R-1	23-112-0744.016	27	94 Township Rd 1389	170+00.00	RT	SR-7	468	LUMP	2-STORY FRAME HOUSE, DECK, SHED
	R-2									NOT USED
12	R-3	23-078-1000.002	53-T	52 Township Rd 388	184+00.00	RT	SR-7	107	LUMP	(2) SHEDS
12	R-4	23-079-1800.004 / 23-080-0100.002	59-WL	415 County Rd 104	192+00.00 TO 194+00.00	RT	SR-7	536	LUMP	1-STORY FRAME HOUSE, 2 SHEDS
13	R-5	23-079-1700.000	63-WL	422 CR 104	197+00.00	RT	SR-7	447	LUMP	GARAGE, OUTBUILDING, DOG HOUSE
14	R-6	23-083-0913.000	81-WL	132 Township Rd 1347	210+00.00	RT	SR-7	301	LUMP	1-STORY FRAME HOUSE, SHED
14	R-7	23-079-0200.001	84-T	188 Township Rd 1347	209+50.00	LT	SR-7	846	LUMP	1-STORY FRAME HOUSE, GARAGE
14	R-8	23-083-1500.000	92-WL	141 CR 68	217+50.00	RT	SR-7	112	LUMP	MOBILE HOME
14	R-9	23-083-1700.001	96-WL	212 County Rd 68	220+00.00	RT	SR-7	565	LUMP	1-STORY FRAME HOUSE, GARAGE
15	R-10	23-083-0200.000	112	472 County Rd 68	232+00.00	RT	SR-7	449	LUMP	1-STORY FRAME HOUSE, (2) CAR PORTS, WOOD BUILDING
15	R-11	23-082-1600.000	114-WL	494 County Rd 68	233+50.00	RT	SR-7	490	LUMP	1-STORY BRICK HOUSE, SHED
15	R-12	23-082-1500.000	119-WL	528 County Rd 68	235+00.00	RT	SR-7	300	LUMP	1-STORY FRAME HOUSE, SHED
15	R-13	23-083-0100.000 / 23-083-0100.001 / 23-083-0100.002 / 23-083-0102.000	106-WL	134 PVT DR 529 CR 68	232+00.00	LT	SR-7	1096	LUMP	MOBILE HOME WITH DECK, GARAGE, SATELLITE DISH, 2-STORY CELLAR, LOG CABIN, (3) OUT BUILDINGS
16, 19	R-14	23-082-0500.000	126-WL	864 County Rd 68	253+00.00	RT	SR-7	906	LUMP	2-STORY FRAME HOUSE, 1-STORY FRAME HOUSE, GARAGE, TOWER, (3) SATELLITE DISHES
16, 19	R-15	23-081-1100.000	132-WDV	16949 State Route 243	256+00.00	LT	SR-7	286	LUMP	1-STORY FRAME HOUSE, SHED
17	R-16	23-084-1800.001	154-A	92 CR 2	284+00.00	RT	SR-7	429	LUMP	2-STORY FRAME HOUSE, SHED WITH DECK, SHED
18	R-17	23-036-1700.000	159-WL	537 Township Rd. 164	313+00.00	LT	SR-7	706	LUMP	2-STORY FRAME HOUSE, GARAGE, HORSE BARN
19	R-18	23-044-0700.000	129-WD	16767 State Route 243	20+00.00	RT	SR-243	376	LUMP	1-STORY FRAME HOUSE
								SHEET TOTALS	8419	
								TOTALS CARRIED TO GENERAL NOTES SEEDING AND MULCHING	8419	

NOTE: THESE ODOT PARCEL NUMBERS ARE OUT OF NUMERICAL ORDER.

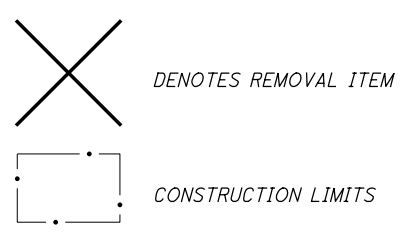
BUILDING DEMO SUB-SUMMARY

**LAW-7-2.17
BUILDING DEMO 4**

CALCULATED
NRS
CHECKED
JDH



ODOT PARCEL NO. 27
2-STORY FRAME HOUSE, DECK, SHED

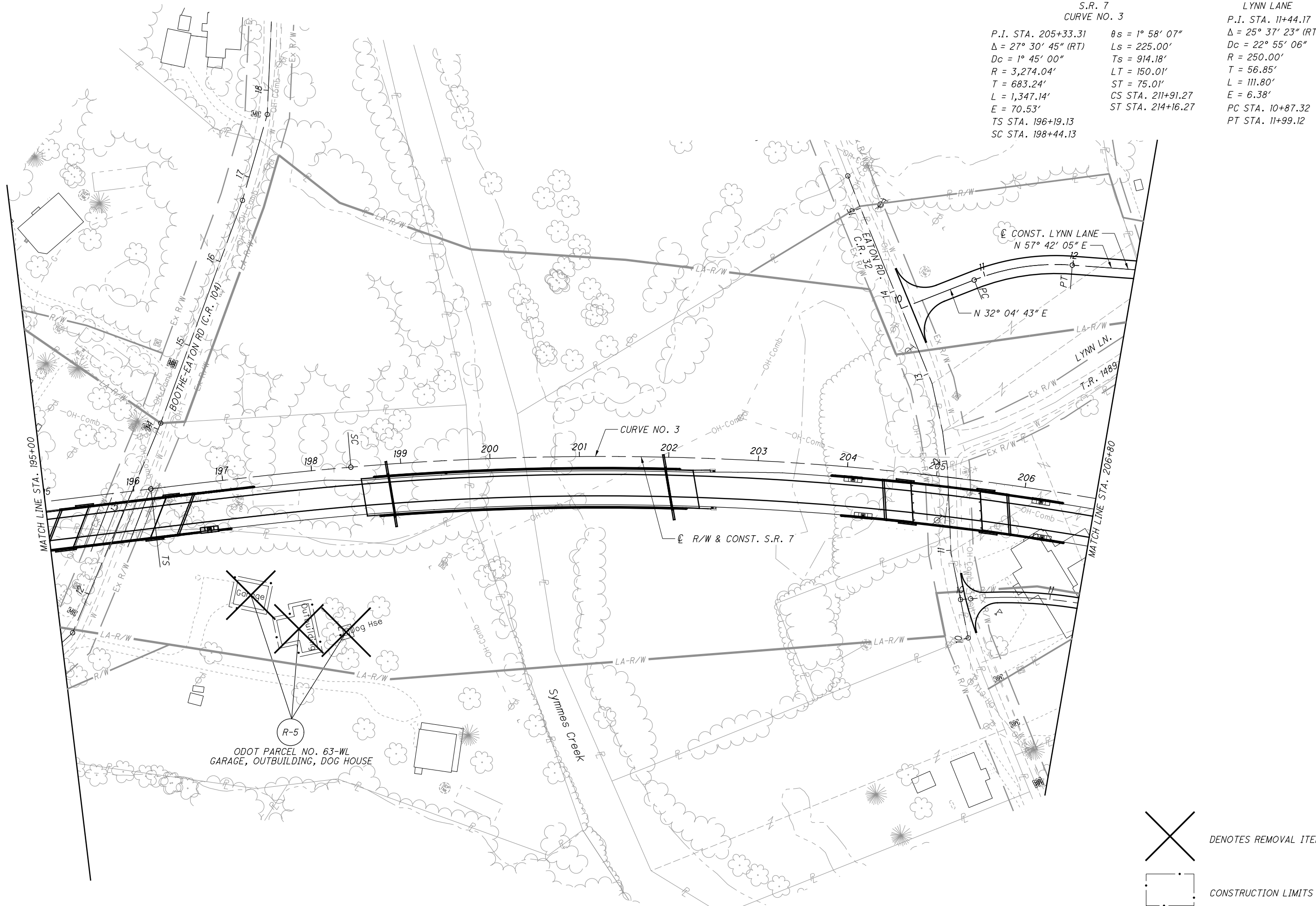


CALCULATED NRS
CHECKED JDH

BUILDING DEMOLITION PLAN
STA. 160+00 TO STA. 170+80

LAW-7-2.17
BUILDING DEMO 4

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CURVE DATA S.R. 7 CURVE NO. 3			CURVE DATA LYNN LANE		
P.I. STA. 205+33.31	θs = 1° 58' 07"		P.I. STA. 11+44.17		
Δ = 27° 30' 45" (RT)	Ls = 225.00'		Δ = 25° 37' 23" (RT)		
Dc = 1° 45' 00"	Ts = 914.18'		Dc = 22° 55' 06"		
R = 3,274.04'	LT = 150.01'		R = 250.00'		
T = 683.24'	ST = 75.01'		T = 56.85'		
L = 1,347.14'	CS STA. 211+91.27		L = 111.80'		
E = 70.53'	ST STA. 214+16.27		E = 6.38'		
TS STA. 196+19.13			PC STA. 10+87.32		
SC STA. 198+44.13			PT STA. 11+99.12		

0 50 100
25
HORIZONTAL SCALE IN FEET

CALCULATED	NRS
	CHECKED
	JDH

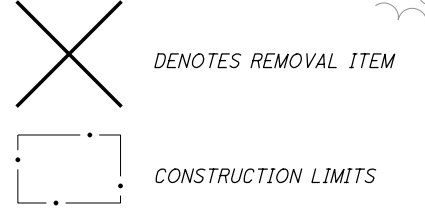
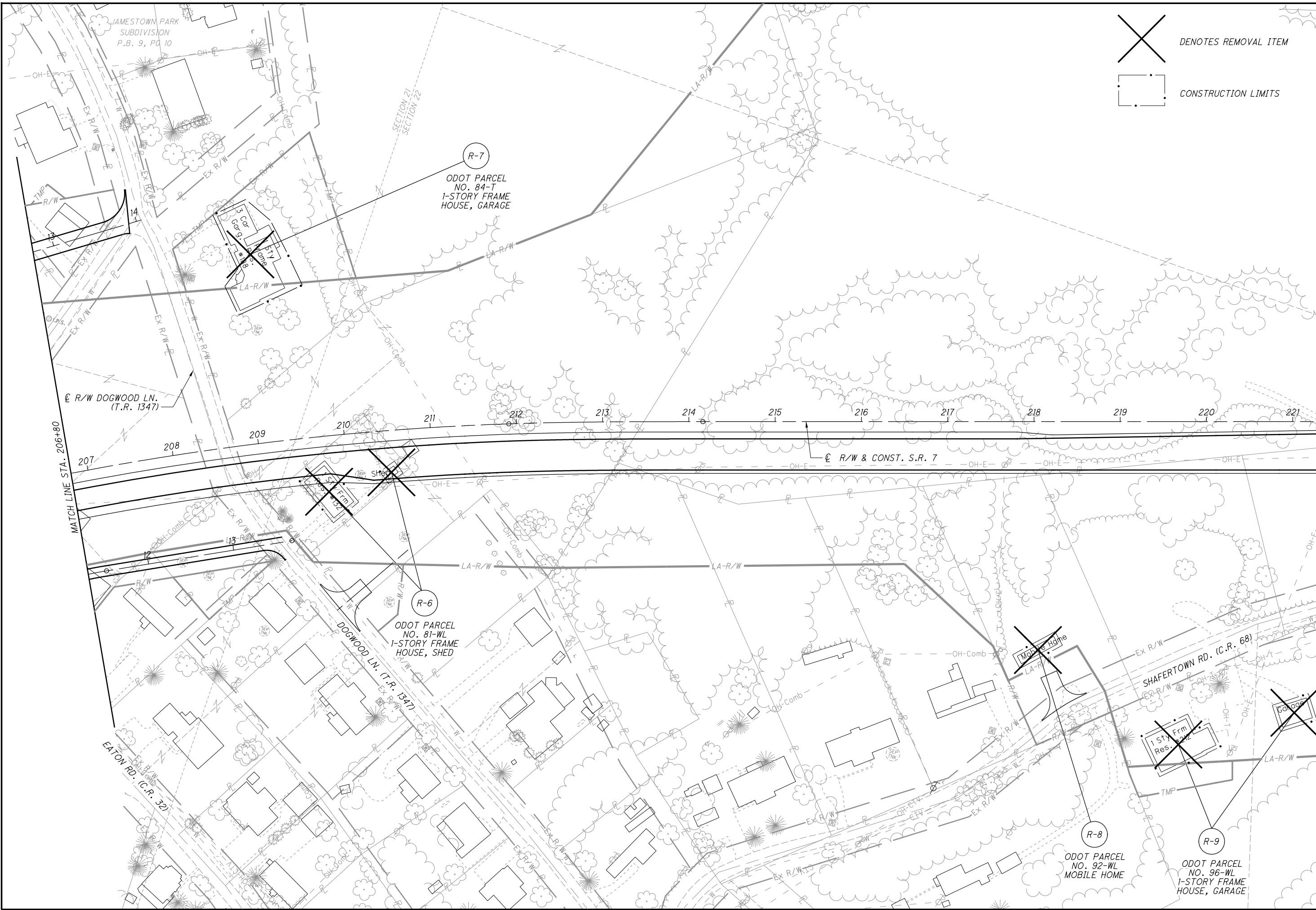
BUILDING DEMOLITION PLAN

STA. 195+00 TO STA. 206+80

LAW-7-2.17 BUILDING DEMO 4

X DENOTES REMOVAL ITEM
- - - CONSTRUCTION LIMITS

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CALCULATED	NRS	CHECKED	JDH
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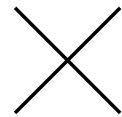
BUILDING DEMOLITION PLAN
STA. 206+80 TO STA. 221+28.27

LAW-7-2.17
BUILDING DEMO 4

14
19

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CURVE DATA
S.R. 7
CURVE NO. 4
P.I. STA. 232+01.52 $\theta_s = 9^\circ 30' 00''$
 $\Delta = 34^\circ 12' 59''$ (LT) $L_s = 400.00'$
 $D_c = 4^\circ 45' 00''$ $T_s = 572.79'$
 $R = 1,206.23'$ $LT = 267.05'$
 $T = 161.12'$ $ST = 133.68'$
 $L = 320.35'$ $CS STA. 233+49.08$
 $E = 10.71'$ $ST STA. 237+49.08$
TS STA. 226+28.73
SC STA. 230+28.73



DENOTES REMOVAL ITEM



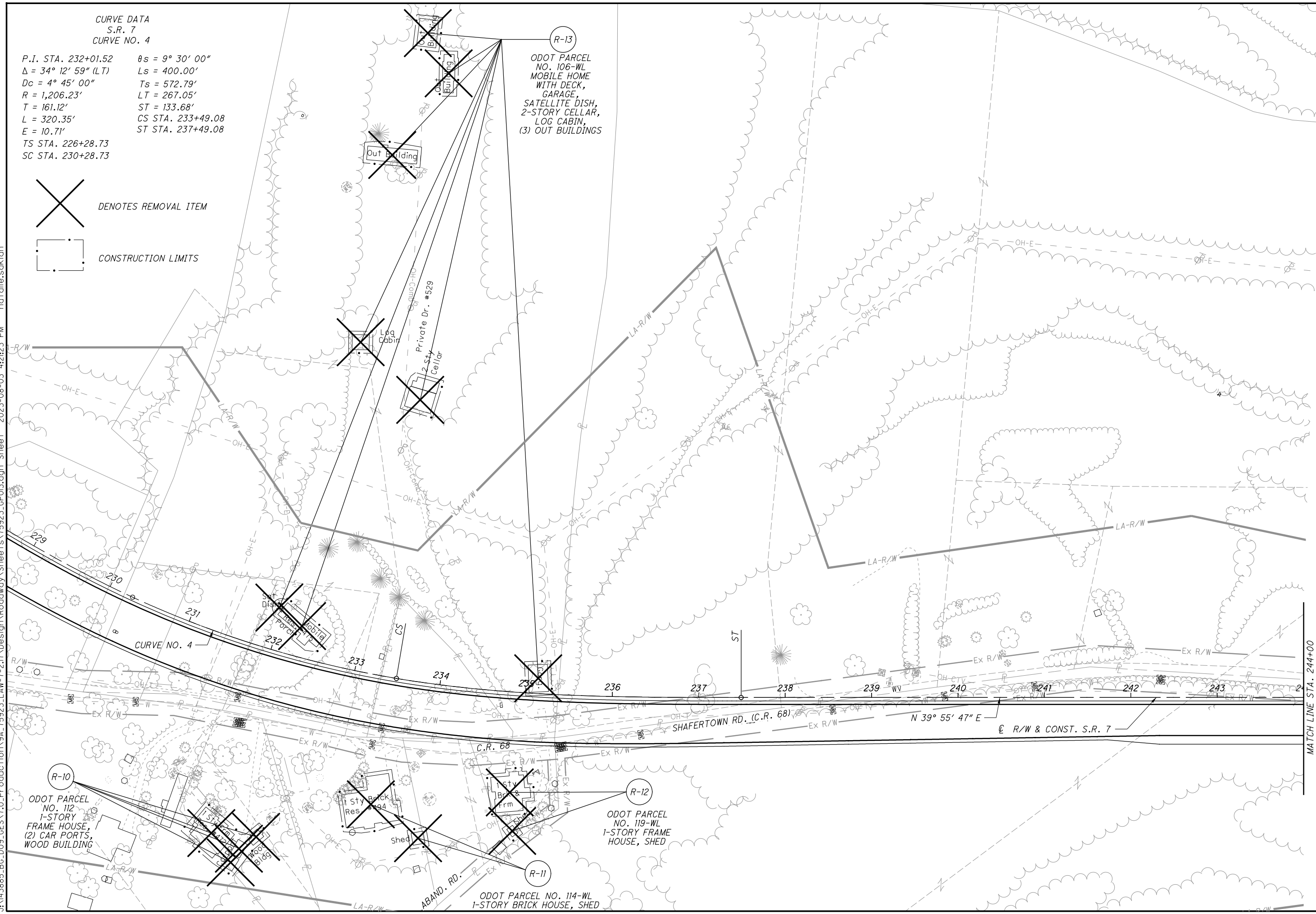
CONSTRUCTION LIMITS

R-13
ODOT PARCEL NO. 106-WL
MOBILE HOME
WITH DECK,
GARAGE,
SATELLITE DISH,
2-STORY CELLAR,
LOG CABIN,
(3) OUT BUILDINGS

R-10
ODOT PARCEL NO. 112
1-STORY
FRAME HOUSE,
(2) CAR PORTS,
WOOD BUILDING

R-12
ODOT PARCEL NO. 119-WL
1-STORY FRAME
HOUSE, SHED

R-11
ODOT PARCEL NO. 114-WL
1-STORY BRICK HOUSE, SHED

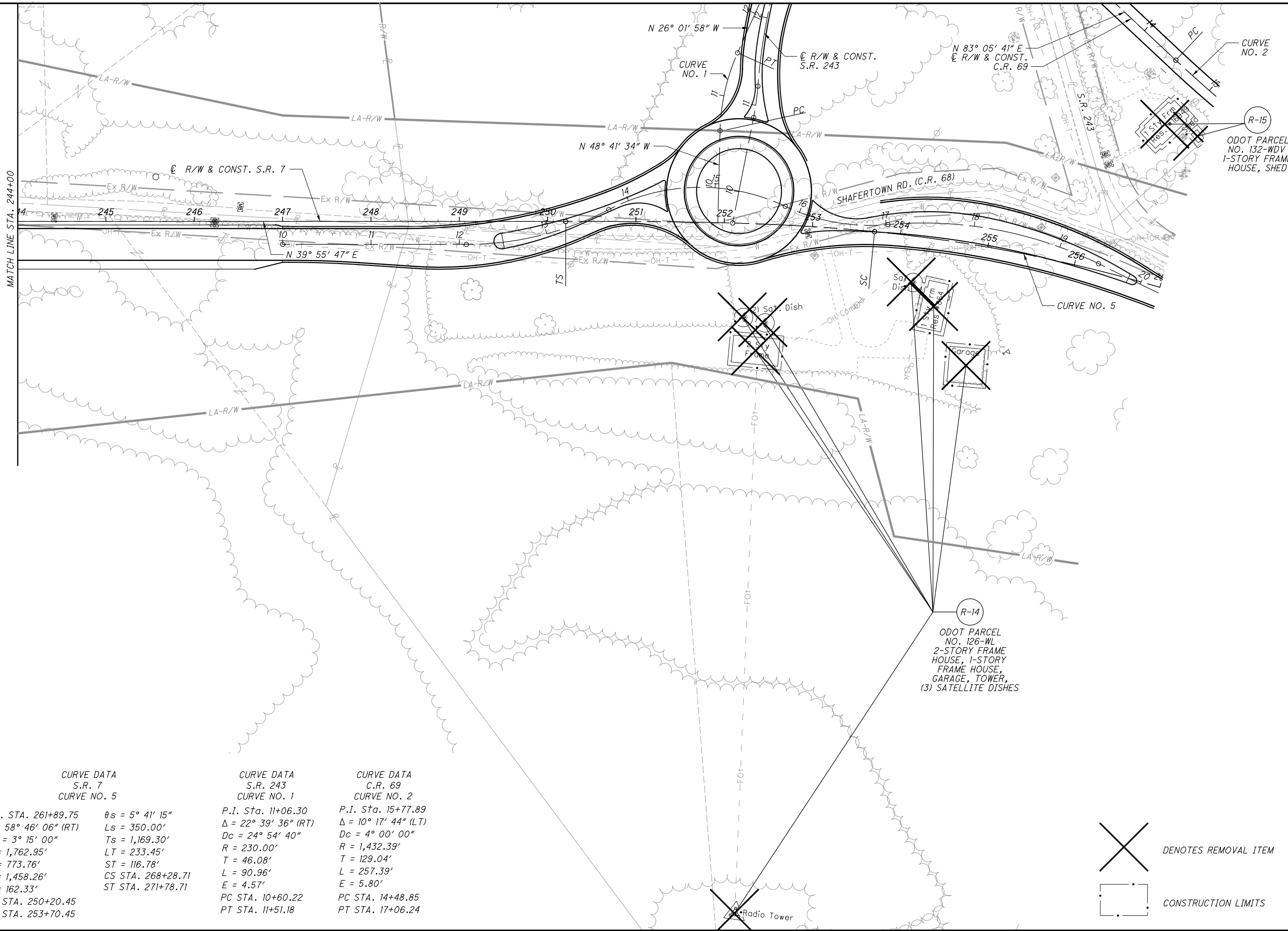


CALCULATED NRS CHECKED JDH
0 50 100
25 HORIZONTAL SCALE IN FEET

BUILDING DEMOLITION PLAN
STA. 231+00 TO STA. 244+00

LAW-7-2.17
BUILDING DEMO 4

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CALCULATED NRS CHECKED JDH

0 25 50 100
HORIZONTAL SCALE IN FEET

BUILDING DEMOLITION PLAN
STA. 244+00 TO STA. 257+00

LAW-7-2.17
BUILDING DEMO 4

CURVE DATA S.R. 7 CURVE NO. 5		CURVE DATA S.R. 243 CURVE NO. 1		CURVE DATA C.R. 69 CURVE NO. 2	
P.I. STA. 261+89.75	$\theta_s = 5^\circ 41' 15''$	P.I. Sta. 11+06.30	$\Delta = 22^\circ 39' 36''$ (RT)	P.I. Sta. 15+77.89	$\Delta = 10^\circ 17' 44''$ (LT)
$\Delta = 58^\circ 46' 06''$ (RT)	$L_s = 350.00'$	$\Delta = 24^\circ 54' 40''$	$R = 230.00'$	$\Delta = 4^\circ 00' 00''$	$R = 1,432.39'$
$D_c = 3^\circ 15' 00''$	$T_s = 1,169.30'$	$T = 46.08'$	$T = 129.04'$	$L = 257.39'$	$E = 5.80'$
$R = 1,762.95'$	$LT = 233.45'$	$L = 90.96'$	$L = 257.39'$	$E = 5.80'$	
$T = 773.76'$	$ST = 116.78'$	$E = 4.57'$			
$L = 1,458.26'$	$CS STA. 268+28.71$	$PC STA. 10+60.22$			
$E = 162.33'$	$ST STA. 271+78.71$	$PT STA. 11+51.18$			
$TS STA. 250+20.45$		$PC STA. 14+48.85$			
$SC STA. 253+70.45$		$PT STA. 17+06.24$			

DENOTES REMOVAL ITEM

CONSTRUCTION LIMITS

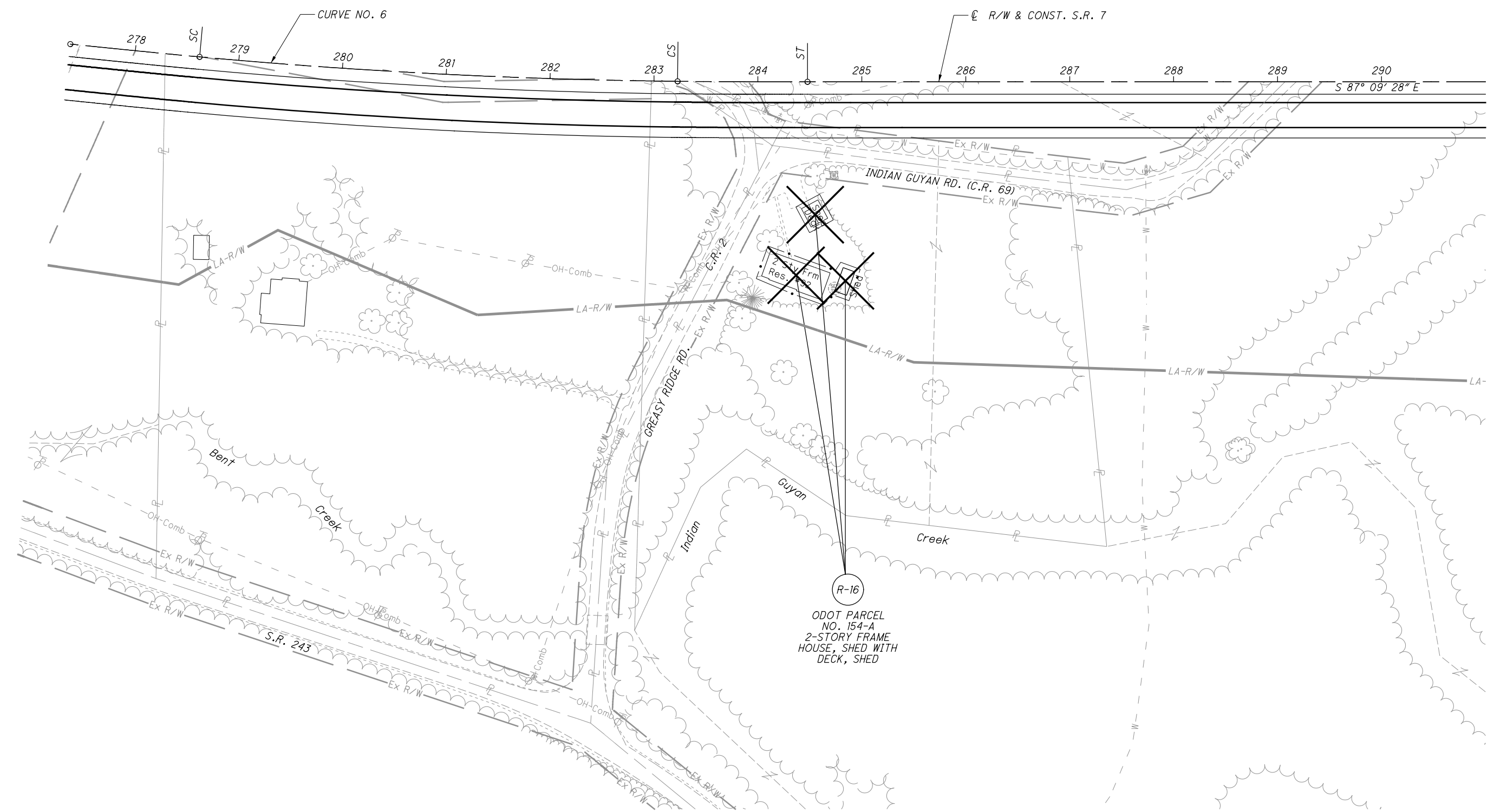
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CALCULATED NRS
CHECKED JDH

100
25
50
0
HORIZONTAL SCALE IN FEET

BUILDING DEMOLITION PLAN
STA. 278+00 TO STA. 291+00

LAW-7-2.17
BUILDING DEMO 4



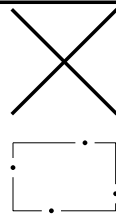
CURVE DATA
S.R. 7
CURVE NO. 6

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

X DENOTES REMOVAL ITEM

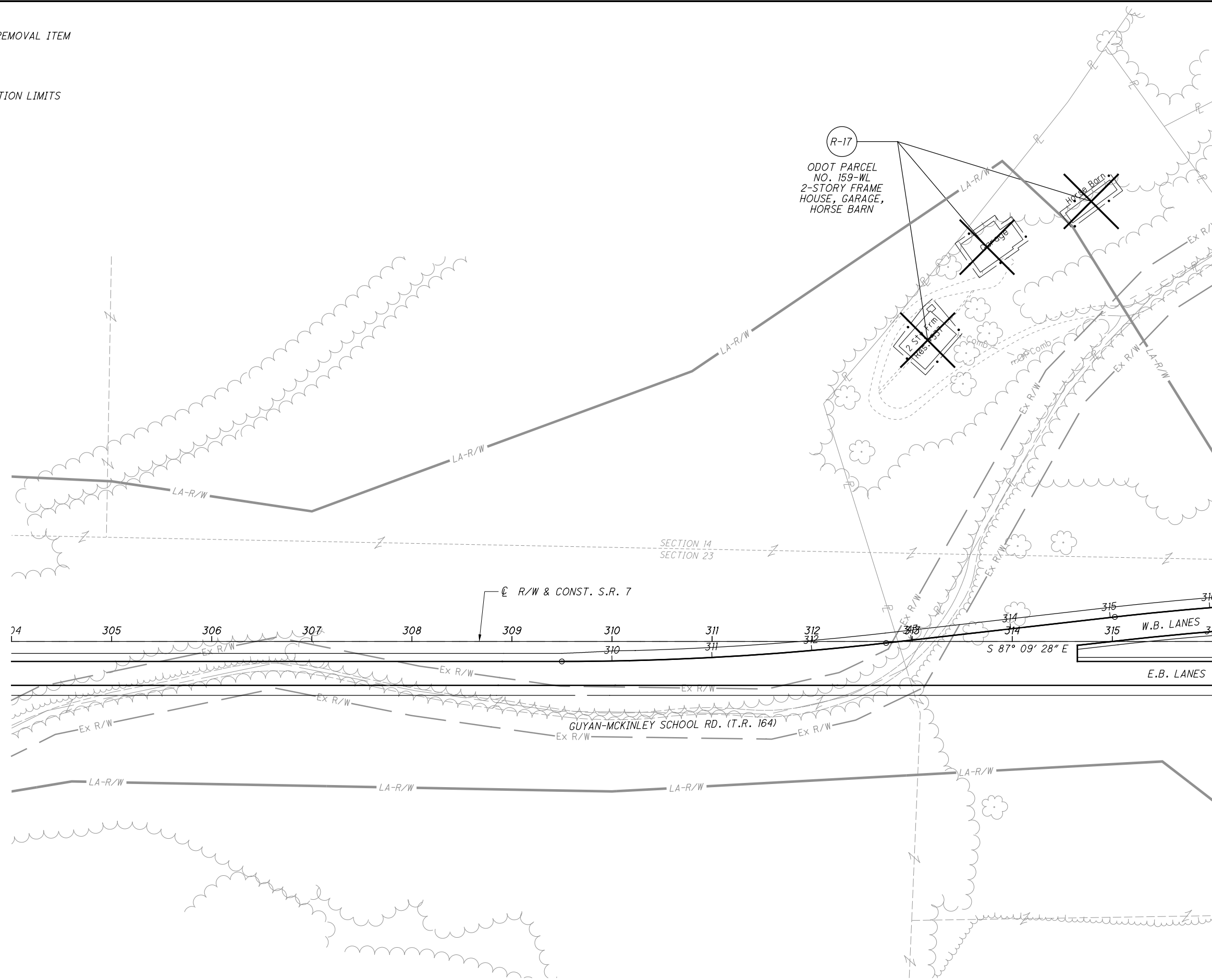
--- CONSTRUCTION LIMITS

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DENOTES REMOVAL ITEM

CONSTRUCTION LIMITS



CALCULATED NRS
CHECKED JDH

0 50 100
25
HORIZONTAL SCALE IN FEET

BUILDING DEMOLITION PLAN
STA. 304+00 TO STA. 316+00

LAW-7-2.17
BUILDING DEMO 4

CURVE DATA
S.R. 7
CURVE NO. 5

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

CURVE DATA
C.R. 69
CURVE NO. 1

P.I. Sta. 10+33.80
 $\Delta = 20^\circ 52' 36''$ (RT)
 $D_c = 24^\circ 54' 40''$
 $R = 230.00'$
 $T = 42.37'$
 $L = 83.80'$
 $E = 3.87'$
 PC STA. 9+91.43
 PT STA. 10+75.23

CURVE DATA
C.R. 69
CURVE NO. 2

P.I. Sta. 15+77.89
 $\Delta = 10^\circ 17' 44''$ (LT)
 $D_c = 4^\circ 00' 00''$
 $R = 1,432.39'$
 $T = 129.04'$
 $L = 257.39'$
 $E = 5.80'$
 PC STA. 14+48.85
 PT STA. 17+06.24

CURVE DATA
S.R. 243
CURVE NO. 1

P.I. Sta. 11+06.30
 $\Delta = 22^\circ 39' 36''$ (RT)
 $D_c = 24^\circ 54' 40''$
 $R = 230.00'$
 $T = 46.08'$
 $L = 90.96'$
 $E = 4.57'$
 PC STA. 10+60.22
 PT STA. 11+51.18

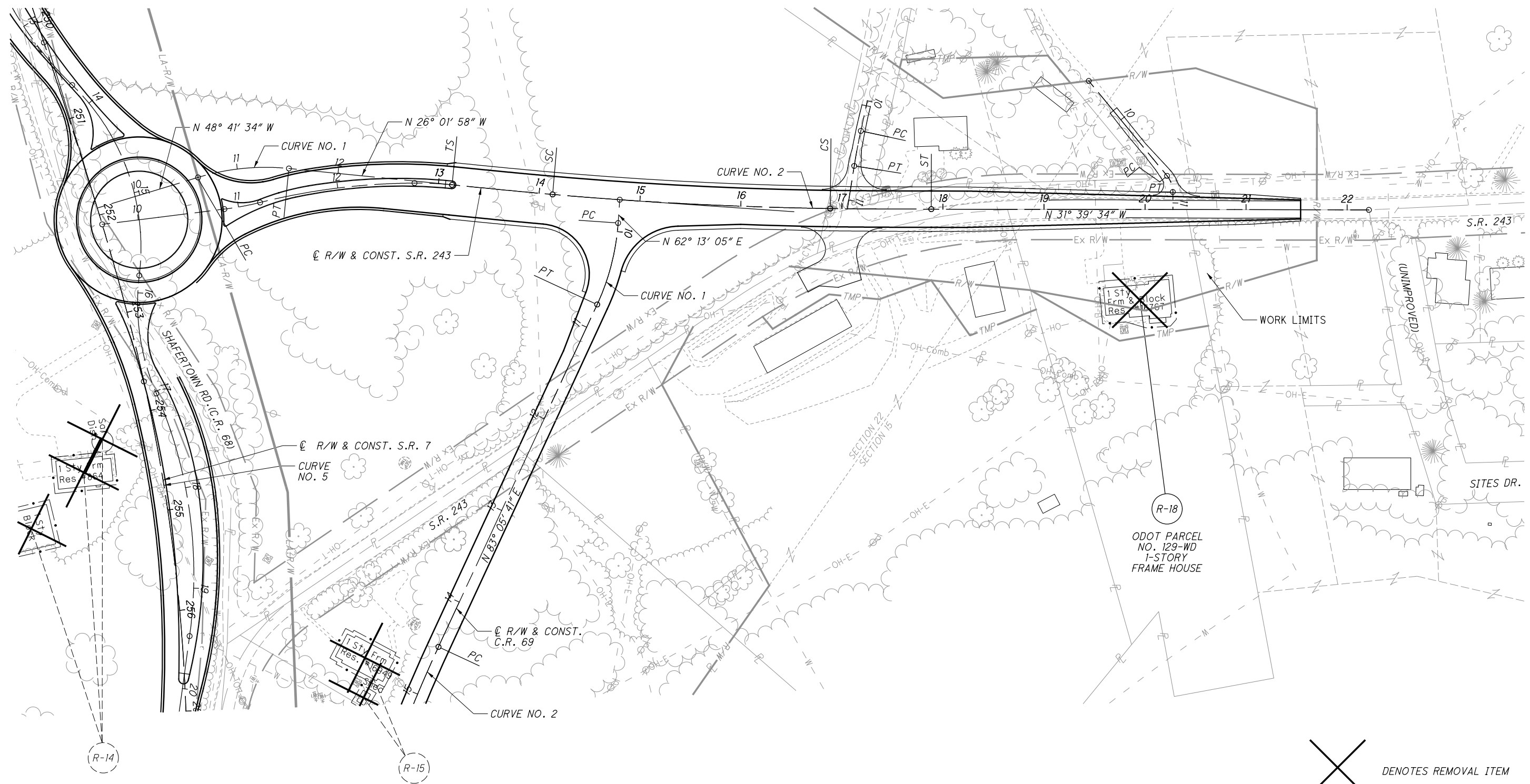
CURVE DATA
S.R. 243
CURVE NO. 2

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

CALCULATED NRS
 CHECKED JDH

0 50 100
 HORIZONTAL SCALE IN FEET

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CONSTRUCTION LIMITS

DENOTES REMOVAL ITEM