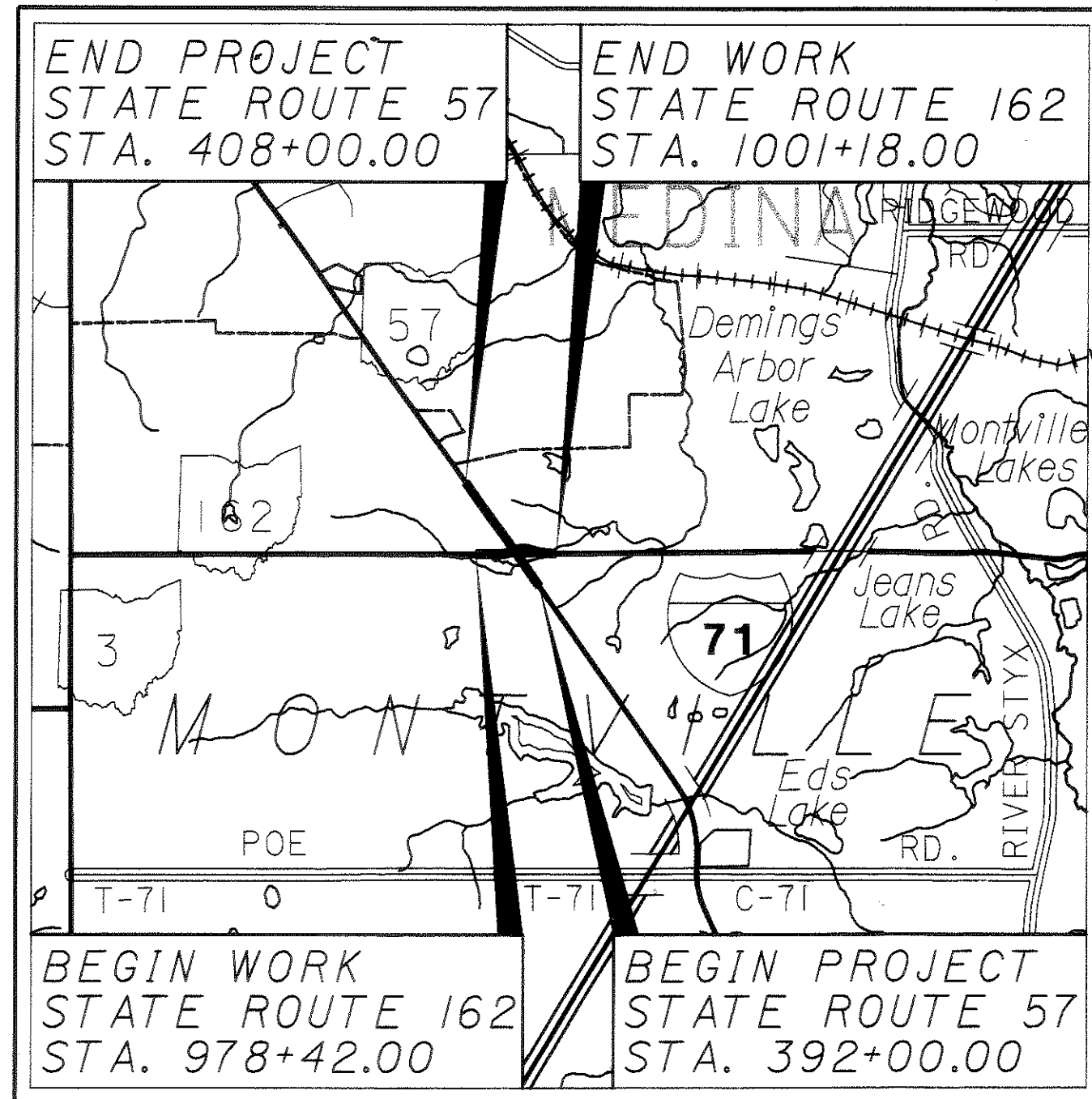


STATE OF OHIO
DEPARTMENT OF TRANSPORTATION

MED-57-9.90
MONTVILLE TOWNSHIP
MEDINA COUNTY



LOCATION MAP

LATITUDE: 41°06'24" LONGITUDE: 81°50'12"

SCALE IN MILES



PORTION TO BE IMPROVED: _____
INTERSTATE & DIVIDED HIGHWAY: _____
UNDIVIDED STATE & FEDERAL ROUTES: _____
OTHER ROADS: _____

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SHEETS 107 - 112 NOT USED

DESIGN DESIGNATIONS

STATE ROUTE 57	STATE ROUTE 162
CURRENT ADT (2002).....6800	CURRENT ADT (2002).....3000
DESIGN YEAR ADT (2022).....10400	DESIGN YEAR ADT (2022).....4600
DESIGN HOURLY VOLUME (2022).....1040	DESIGN HOURLY VOLUME (2022).....506
DIRECTIONAL DISTRIBUTION.....55%	DIRECTIONAL DISTRIBUTION.....55%
TRUCKS (24 HOUR B&C).....5%	TRUCKS (24 HOUR B&C).....3%
DESIGN SPEED.....55 mph	DESIGN SPEED.....55 mph
LEGAL SPEED.....55 mph	LEGAL SPEED.....55 mph
DESIGN FUNCTIONAL CLASSIFICATION - RURAL MAJOR COLLECTOR	DESIGN FUNCTIONAL CLASSIFICATION - RURAL MAJOR COLLECTOR
DESIGN EXCEPTIONS - NONE	DESIGN EXCEPTIONS - STOPPING SIGHT DISTANCE, APPROVED 10/9/01 (SEE SHEET 44)

2002 SPECIFICATIONS

THE STANDARD SPECIFICATIONS OF THE STATE OF OHIO, DEPARTMENT OF TRANSPORTATION, INCLUDING CHANGES AND SUPPLEMENTAL SPECIFICATIONS LISTED IN THE PROPOSAL SHALL GOVERN THIS IMPROVEMENT.

MAINTENANCE OF TRAFFIC ENDORSEMENT

I HEREBY APPROVE THESE PLANS AND DECLARE THAT THE MAKING OF THIS IMPROVEMENT WILL REQUIRE THE CLOSING TO TRAFFIC OF THE HIGHWAY AND THAT DETOURS WILL BE PROVIDED AS INDICATED ON SHEETS 8, 8A AND 8B.

EARTH DISTURBED AREAS

PROJECT EARTH DISTURBED AREA = 10.5 ACRES
ESTIMATED CONTRACTOR EARTH DISTURBED AREA = 4.3 ACRES
NOTICE OF INTENT EARTH DISTURBED AREA = 14.8 ACRES

SPECIAL PROVISIONS

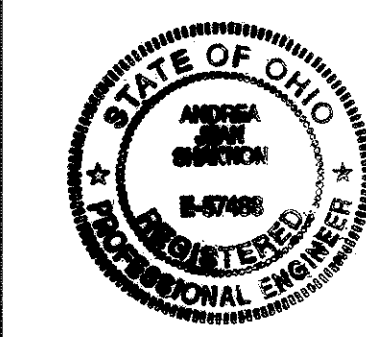
WATERWAY PERMIT NWP #3 & #14 DATE: 11/26/03

STANDARD CONSTRUCTION DRAWINGS

STANDARD CONSTRUCTION DRAWINGS						SUPPLEMENTAL SPECIFICATIONS	
BP-2.1	7-28-00	GR-1.1	4-18-03	TC-41.20	1-19-01	832	2-12-03
BP-2.2	7-28-00	GR-2.1	4-18-03	TC-41.40	1-18-02	833	2-12-03
BP-3.1	7-28-00	GR-4.2	4-18-03	TC-42.20	4-20-01		
BP-4.1	7-28-00	GR-5.3	4-18-03	TC-52.10	4-20-01	908	4-18-03
				TC-52.20	4-20-01		
CB-1.1	7-19-02	HW-1.1	7-20-01	TC-65.10	10-19-01		
CB-4.2	7-19-02	HW-2.2	7-19-02	TC-65.11	10-19-01		
				TC-65.12	10-19-01		
DM-1.1	7-19-02			TC-71.10	4-19-02		
DM-1.2	7-19-02						
DM-4.3	7-19-02			MT-101.60	10-18-02		
DM-4.4	7-19-02			MT-105.10	10-18-02		
				MT-105.11	10-18-02		

UNDERGROUND UTILITIES
TWO WORKING DAYS
BEFORE YOU DIG
CALL 1-800-362-2764 (TOLL FREE)
OHIO UTILITIES PROTECTION SERVICE
NON-MEMBERS
MUST BE CALLED DIRECTLY

ENGINEERS SEAL:



SIGNED: Andrew J. Hummel
DATE: 11-07-03

PLAN PREPARED BY:
PARSONS TRANSPORTATION GROUP, INC.
OF OHIO
ONE EAST CAMPUS VIEW BOULEVARD
SUITE 230
COLUMBUS, OH 43235

APPROVED: *Thomas M. O'Leary*
DATE 11-25-03 DISTRICT DEPUTY DIRECTOR

APPROVED: *London Proctor*
DATE 1-2-04 DIRECTOR, DEPARTMENT OF TRANSPORTATION

PROJECT DESCRIPTION

THE PROJECT CONSISTS OF IMPROVING 0.30 MILE OF STATE ROUTE 57 AND 0.42 MILE OF STATE ROUTE 162. PROJECT INCLUDES AN ALTERED STATE ROUTE 162 ALIGNMENT, NEW PAVEMENT, RESURFACING, PAVEMENT WIDENING, ADDITION OF LEFT TURN LANES ON STATE ROUTE 57, PAVEMENT MARKINGS, GUARDRAIL, AND DRAINAGE FEATURES.

PROJECT DESIGNATION

WHERE MED-57-7.34 APPEARS ON THE PLANS IT SHALL BE CONSIDERED TO READ (MED-57-9.90).

MED - SR 57-9.90
040173 PID - 19892
Dist 3 3/10/2004

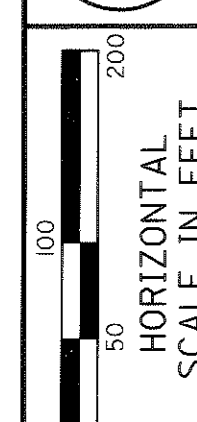
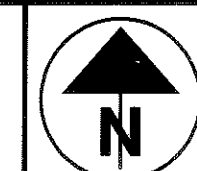
FEDERAL PROJECT NO.
E040(410)

PID NO.
19892

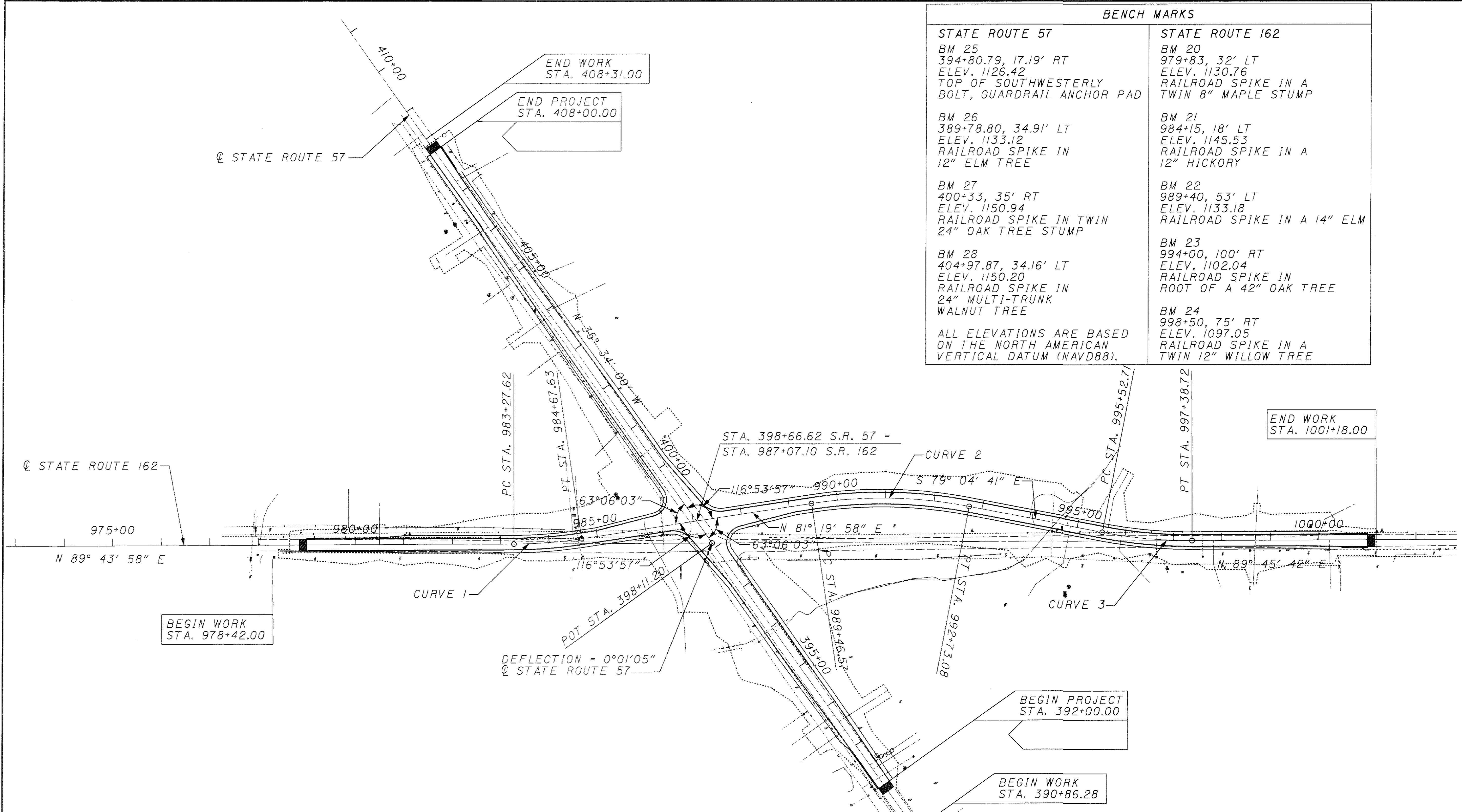
CONSTRUCTION PROJECT NO.

RAILROAD INVOLVEMENT
NONE

MED-57-9.90



BENCH MARKS	
STATE ROUTE 57	STATE ROUTE 162
BM 25 394+80.79, 17.19' RT ELEV. 1126.42 TOP OF SOUTHWESTERLY BOLT, GUARDRAIL ANCHOR PAD	BM 20 979+83, 32' LT ELEV. 1130.76 RAILROAD SPIKE IN A TWIN 8" MAPLE STUMP
BM 26 389+78.80, 34.91' LT ELEV. 1133.12 RAILROAD SPIKE IN 12" ELM TREE	BM 21 984+15, 18' LT ELEV. 1145.53 RAILROAD SPIKE IN A 12" HICKORY
BM 27 400+33, 35' RT ELEV. 1150.94 RAILROAD SPIKE IN TWIN 24" OAK TREE STUMP	BM 22 989+40, 53' LT ELEV. 1133.18 RAILROAD SPIKE IN A 14" ELM
BM 28 404+97.87, 34.16' LT ELEV. 1150.20 RAILROAD SPIKE IN 24" MULTI-TRUNK WALNUT TREE	BM 23 994+00, 100' RT ELEV. 1102.04 RAILROAD SPIKE IN ROOT OF A 42" OAK TREE
ALL ELEVATIONS ARE BASED ON THE NORTH AMERICAN VERTICAL DATUM (NAVD88).	BM 24 998+50, 75' RT ELEV. 1097.05 RAILROAD SPIKE IN A TWIN 12" WILLOW TREE



BEGIN WORK
STA. 978+42.00

DEFLECTION = 0°01'05"
@ STATE ROUTE 57

BEGIN PROJECT
STA. 392+00.00

BEGIN WORK
STA. 390+86.28

END WORK
STA. 1001+18.00

CURVE DATA		
STATE ROUTE 162	STATE ROUTE 162	STATE ROUTE 162
CURVE 1	CURVE 2	CURVE 3
PI STA. = 983+97.75	PI STA. = 991+11.43	PI STA. = 996+46.01
$\Delta = 8^\circ 24' 00''$ (LT)	$\Delta = 19^\circ 35' 21''$ (RT)	$\Delta = 11^\circ 09' 35''$ (LT)
$D_c = 5^\circ 59' 58''$	$D_c = 5^\circ 59' 58''$	$D_c = 5^\circ 59' 58''$
R = 955.00'	R = 955.00'	R = 955.00'
T = 70.13'	T = 164.86'	T = 93.30'
L = 140.01'	L = 326.51'	L = 186.01'
E = 2.57'	E = 14.13'	E = 4.55'
PC STA. = 983+27.62	PC STA. = 989+46.57	PC STA. = 995+52.71
PT STA. = 984+67.63	PT STA. = 992+73.08	PT STA. = 997+38.72

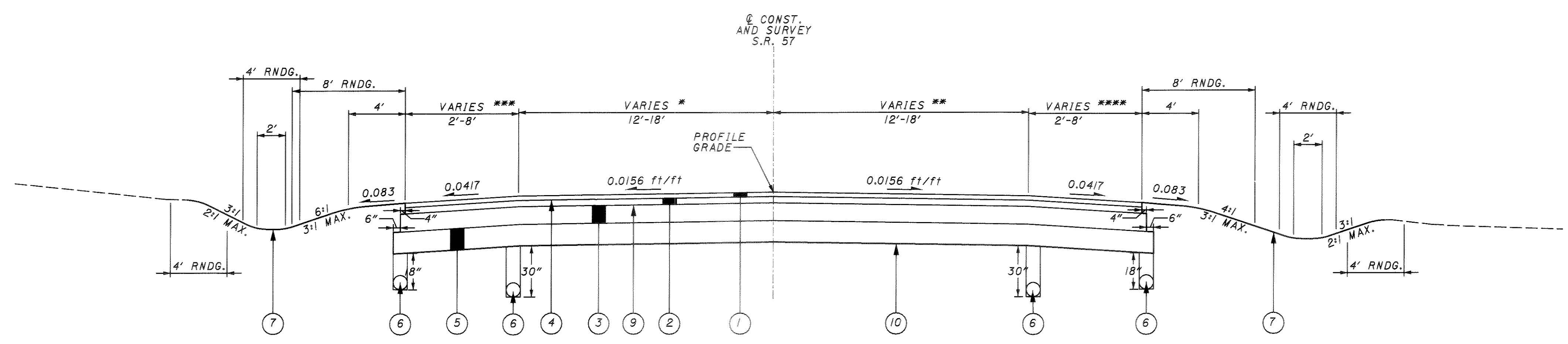
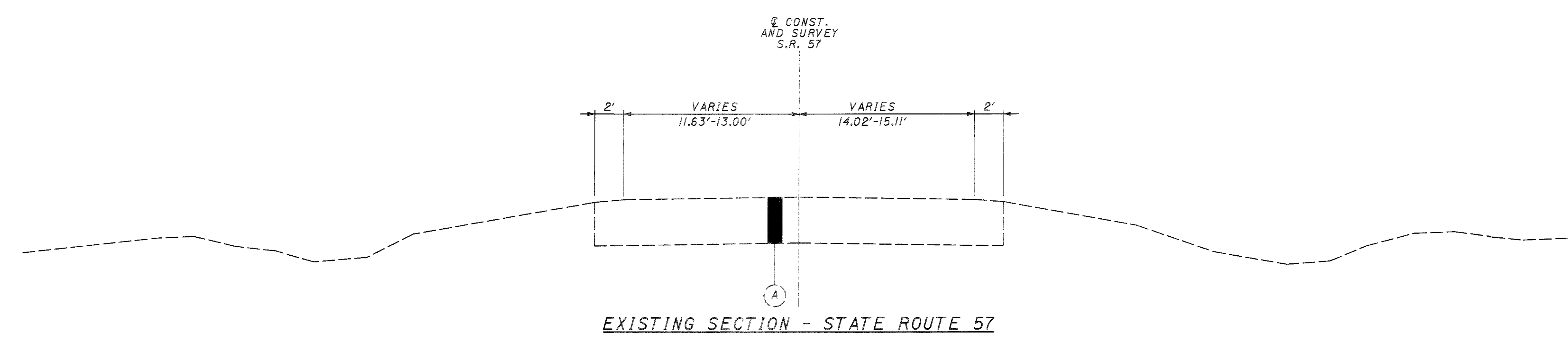
SCHEMATIC PLAN

MED-57-7.34

\\19892\gpc.dgn

LEGEND

- ① 1 1/4" - ITEM 448 ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG64-22
 - ② 1 3/4" - ITEM 448 ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, PG64-22
 - ③ 5" - ITEM 301 ASPHALT CONCRETE BASE, PG64-22
 - ④ ITEM 407 TACK COAT
 - ⑤ 6" - ITEM 304 AGGREGATE BASE
 - ⑥ ITEM 605 4" SHALLOW PIPE UNDERDRAINS
 - ⑦ ITEM 659 SEEDING AND MULCHING
 - ⑧ ITEM 606 GUARDRAIL, TYPE 5
 - ⑨ ITEM 407 TACK COAT FOR INTERMEDIATE COURSE
 - ⑩ ITEM 204 SUBGRADE COMPACTION
- Ⓐ 12" ASPHALT CONCRETE



* 13.00' FROM STA. 392+00.00 TO STA. 392+59.88
 VARIES 13.00' - 18.00' FROM STA. 392+59.88 TO STA. 395+34.88
 VARIES 18.00' - 12.00' FROM STA. 403+00.00 TO STA. 406+30.00
 VARIES 12.00' - 11.63' FROM STA. 407+78.97 TO STA. 408+00.00

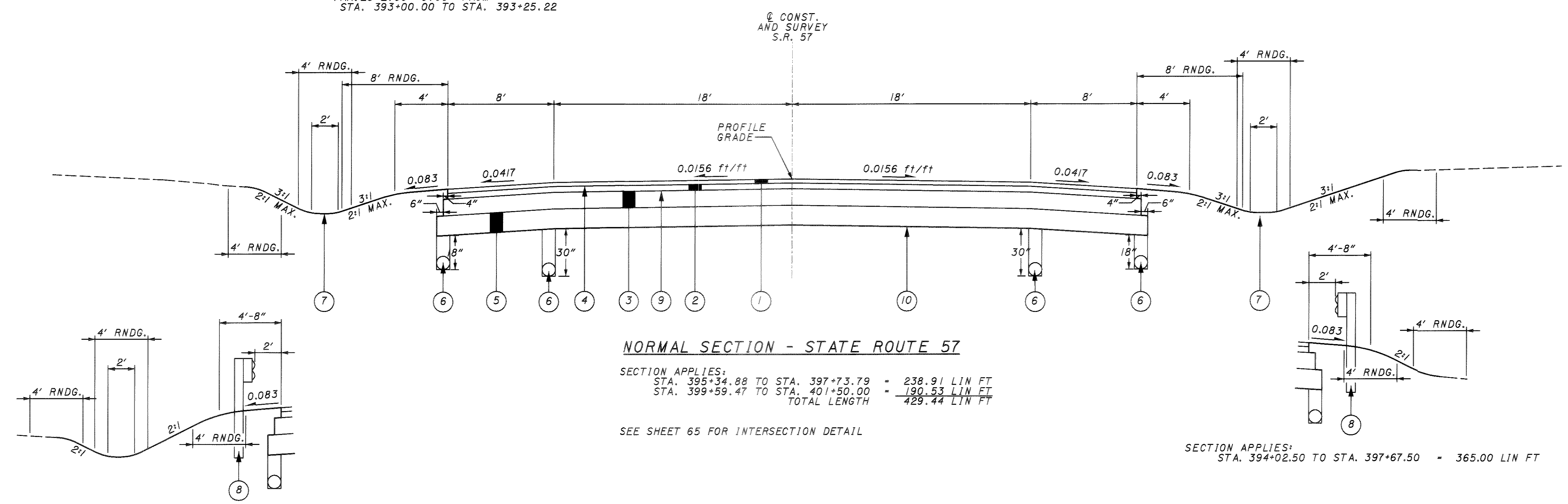
*** 2.00' FROM STA. 392+00.00 TO STA. 393+00.00
 VARIES 2.00' - 8.00' FROM STA. 393+00.00 TO STA. 393+25.22

NORMAL SECTION - STATE ROUTE 57

SECTION APPLIES:
 STA. 392+00.00 TO STA. 395+34.88 = 334.88 LIN FT
 STA. 401+50.00 TO STA. 408+00.00 = 650.00 LIN FT
 TOTAL LENGTH = 984.88 LIN FT

** VARIES 14.02' - 18.00' FROM STA. 392+00.00 TO STA. 394+18.97
 VARIES 18.00' - 12.00' FROM STA. 401+50.00 TO STA. 406+30.00
 VARIES 12.00' - 15.11' FROM STA. 407+00.00 TO STA. 408+00.00

**** VARIES 8.00' - 2.00' FROM STA. 407+33.64 TO STA. 407+44.17
 2.00' FROM STA. 407+44.17 TO STA. 408+00.00



NORMAL SECTION - STATE ROUTE 57

SECTION APPLIES:
 STA. 395+34.88 TO STA. 397+73.79 = 238.91 LIN FT
 STA. 399+59.47 TO STA. 401+50.00 = 190.53 LIN FT
 TOTAL LENGTH = 429.44 LIN FT

SEE SHEET 65 FOR INTERSECTION DETAIL

SECTION APPLIES:
 STA. 394+02.50 TO STA. 397+67.50 = 365.00 LIN FT

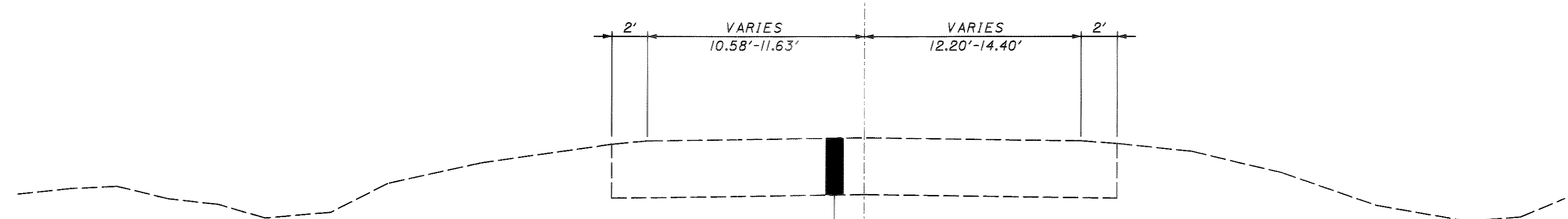
SECTION APPLIES:
 STA. 394+07.50 TO STA. 397+97.07 = 389.57 LIN FT

LEGEND

- ① 1 1/4" - ITEM 448 ASPHALT CONCRETE SURFACE COURSE, TYPE 1, P664-22
- ② 1 3/8" - ITEM 448 ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, P664-22
- ③ 5" - ITEM 301 ASPHALT CONCRETE BASE, P664-22
- ④ ITEM 407 TACK COAT
- ⑤ 6" - ITEM 304 AGGREGATE BASE
- ⑥ ITEM 605 4" SHALLOW PIPE UNDERDRAINS
- ⑦ ITEM 659 SEEDING AND MULCHING
- ⑧ ITEM 606 GUARDRAIL, TYPE 5
- ⑨ ITEM 407 TACK COAT FOR INTERMEDIATE COURSE
- ⑩ ITEM 204 SUBGRADE COMPACTION

Ⓐ 2"-9" ASPHALT CONCRETE

② S.R. 162 EX. R/W

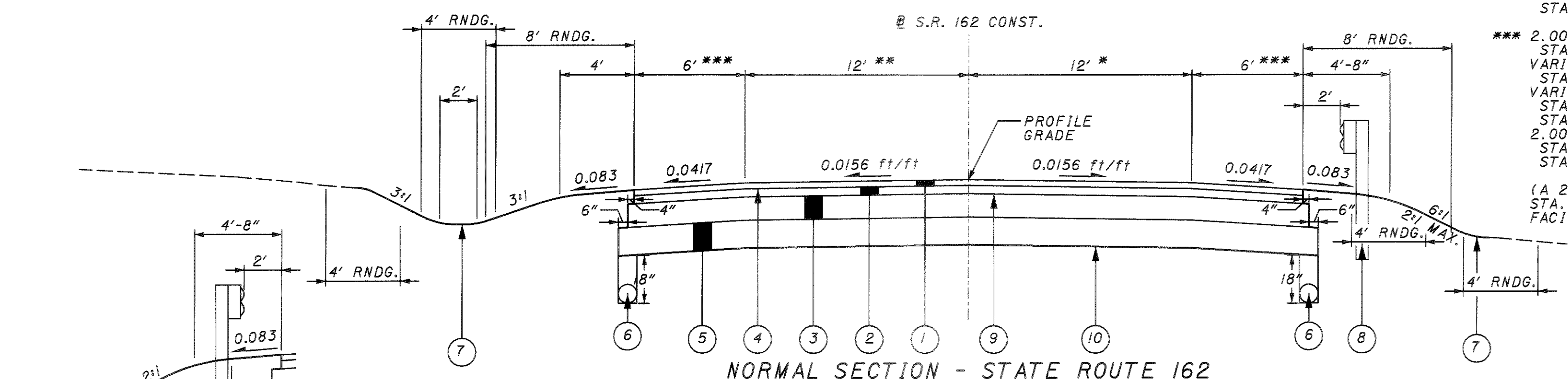


EXISTING SECTION - STATE ROUTE 162

* VARIES 12.20' - 12.00' FROM STA. 979+00.00 TO STA. 979+11.01
 VARIES 12.00' - 14.40' FROM STA. 999+67.82 TO STA. 1001+00.00

** VARIES 11.63' - 12.00' FROM STA. 979+00.00 TO STA. 979+20.25
 VARIES 12.00' - 10.58' FROM STA. 1000+21.89 TO STA. 1001+00.00

② S.R. 162 CONST.



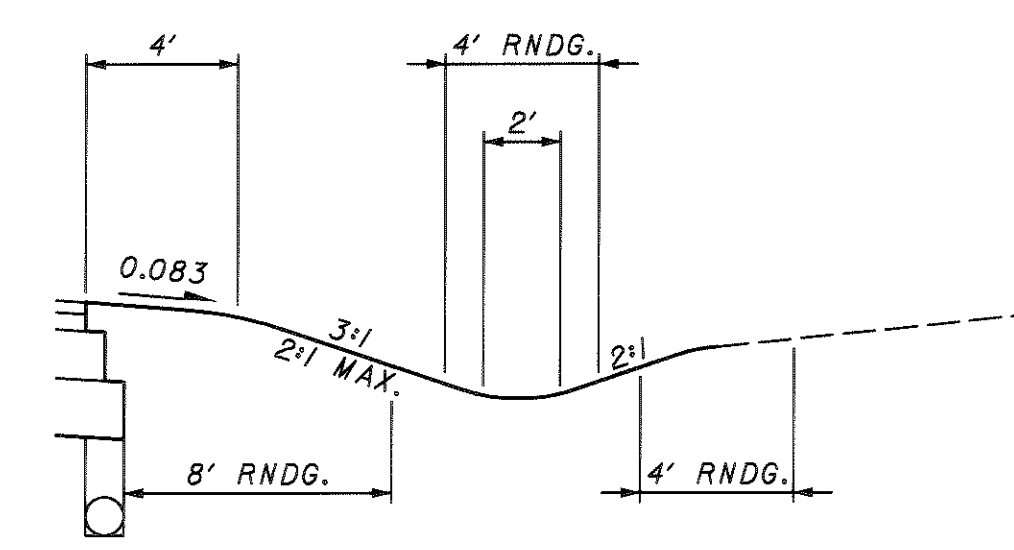
NORMAL SECTION - STATE ROUTE 162

SECTION APPLIES:
 STA. 979+00.00 TO STA. 981+48.15 = 248.15 LIN FT
 STA. 999+18.19 TO STA. 1001+00.00 = 181.81 LIN FT
 TOTAL LENGTH = 429.96 LIN FT

STA. 986+86.92 TO STA. 987+27.28 - INTERSECTION AREA, SEE INTERSECTION DETAIL, SHEET 65

*** 2.00' FROM STA. 979+00.00 TO STA. 980+50.00
 VARIES 2.00' - 6.00' FROM STA. 980+50.00 TO STA. 981+00.00
 VARIES 6.00' - 2.00' FROM STA. 1000+17.55 TO STA. 1000+22.51 LT,
 STA. 1000+39.01 TO STA. 1000+47.08 RT
 2.00' FROM STA. 1000+22.51 LT, STA. 1000+47.08 RT TO STA. 1001+00.00

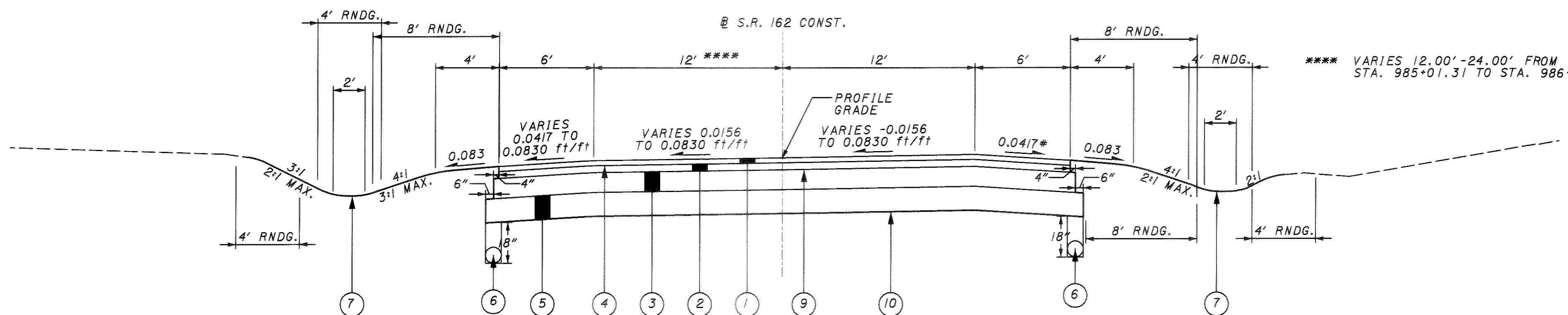
(A 2' SHOULDER IS BEING PLACED FROM STA. 978+45.00 RT TO 979+00.00 RT TO FACILITATE THE GUARDRAIL INSTALLATION.)



SECTION APPLIES:
 STA. 999+18.19 TO STA. 999+50.00 = 31.81 LIN FT

SECTION APPLIES:
 STA. 999+18.19 TO STA. 999+50.00 = 31.81 LIN FT

② S.R. 162 CONST.

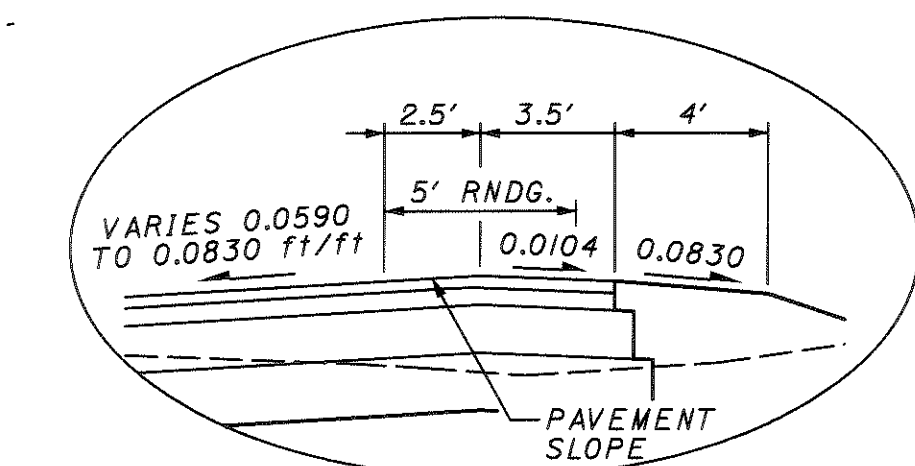


SUPERELEVATED SECTION - STATE ROUTE 162

SECTION APPLIES:
 STA. 981+48.15 TO STA. 986+86.92 = 583.77 LIN FT
 STA. 994+13.08 TO STA. 999+18.19 = 505.11 LIN FT
 TOTAL LENGTH = 1043.88 LIN FT

**** VARIES 12.00' - 24.00' FROM STA. 985+01.31 TO STA. 986+21.31

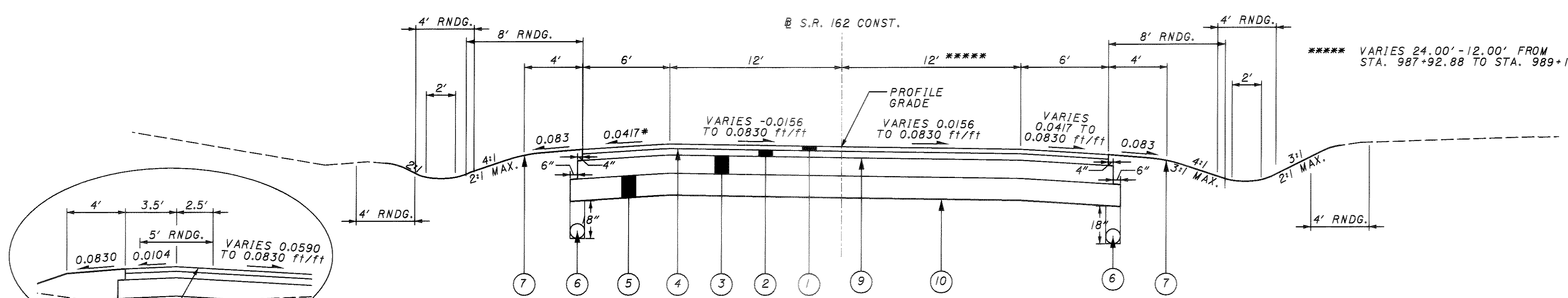
* PAVEMENT CROSS SLOPE WITH BREAK NOT TO EXCEED 7% AND SHOULDER AS SHOWN TO THE RIGHT



SHOULDER SECTION

SECTION APPLIES:
 STA. 983+36.89 TO STA. 984+58.34 = 121.45 LIN FT
 STA. 995+62.36 TO STA. 997+29.45 = 167.09 LIN FT
 TOTAL LENGTH = 288.54 LIN FT

② S.R. 162 CONST.

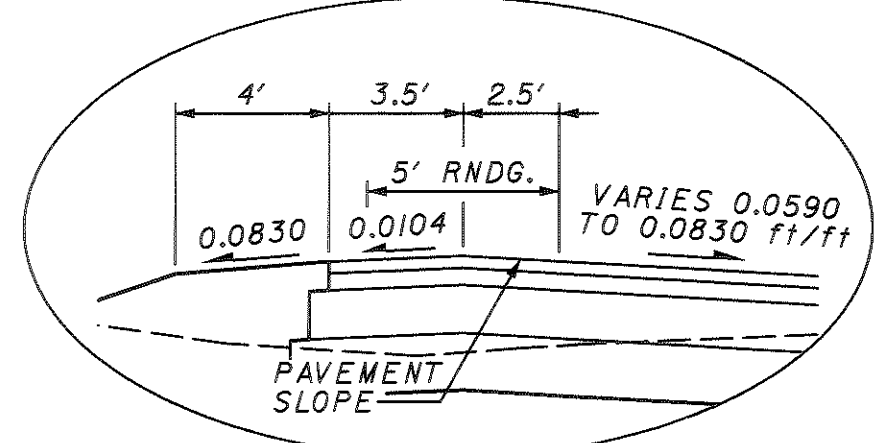


SUPERELEVATED SECTION - STATE ROUTE 162

SECTION APPLIES:
 STA. 987+27.28 TO STA. 994+13.08 = 685.80 LIN FT
 TOTAL LENGTH = 685.80 LIN FT

**** VARIES 24.00' - 12.00' FROM STA. 987+92.88 TO STA. 989+12.88

* PAVEMENT CROSS SLOPE WITH BREAK NOT TO EXCEED 7% AND SHOULDER AS SHOWN TO THE LEFT



SHOULDER SECTION

SECTION APPLIES:
 STA. 989+55.85 TO STA. 992+63.80 = 307.95 LIN FT

ROUNDING

THE ROUNDING AT SLOPE BREAKPOINTS SHOWN ON THE TYPICAL SECTIONS APPLY TO ALL CROSS-SECTIONS EVEN THOUGH OTHERWISE SHOWN.

UTILITIES

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

CABLE:

ARMSTRONG CABLE
1141 LAFAYETTE ROAD
MEDINA, OH 44256
(330) 723-3536

ELECTRIC:

OHIO EDISON CO.
76 SOUTH MAIN STREET
AKRON, OH 44308
(330) 384-5151
(330) 384-4924

GAS:

COLUMBIA GAS
TRANSMISSION CORP.
589 NORTH STATE ROAD
MEDINA, OH 44256
(330) 723-4900

TELEPHONE:

VERIZON COMMUNICATIONS
871 NORTH COURT STREET
MEDINA, OH 44256
(330) 722-9434

WATER/SEWER:

MEDINA COUNTY
SANITARY ENGINEER
791 WEST SMITH ROAD
MEDINA, OH 44256
(330) 723-9585

THE LOCATION OF THE UNDERGROUND UTILITIES SHOWN ON THE PLANS ARE AS OBTAINED FROM THE OWNERS AS REQUIRED BY SECTION 153.64 O.R.C.

CONTINGENCY QUANTITIES

THE CONTRACTOR SHALL NOT ORDER MATERIALS OR PERFORM WORK FOR ITEMS DESIGNATED BY PLAN NOTE TO BE USED "AS DIRECTED BY THE ENGINEER" UNLESS AUTHORIZED BY THE ENGINEER. THE ACTUAL WORK LOCATIONS AND QUANTITIES USED FOR SUCH ITEMS SHALL BE INCORPORATED INTO THE FINAL CHANGE ORDER GOVERNING COMPLETION OF THIS PROJECT.

COORDINATE AND ELEVATION DATUM

ALL COORDINATES ARE BASED ON THE OHIO STATE PLANE COORDINATE SYSTEM, NORTH ZONE (NAD83).

ALL ELEVATIONS ARE BASED ON THE NORTH AMERICAN VERTICAL DATUM 1988 (NAVD88).

WORK LIMITS

THE WORK LIMITS SHOWN ON THESE PLANS ARE FOR PHYSICAL CONSTRUCTION ONLY. THE INSTALLATION AND OPERATION OF ALL TEMPORARY TRAFFIC CONTROL AND TEMPORARY TRAFFIC CONTROL DEVICES REQUIRED BY THESE PLANS SHALL BE PROVIDED BY THE CONTRACTOR WHETHER INSIDE OR OUTSIDE THESE WORK LIMITS.

SEEDING AND MULCHING

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

659, SOIL ANALYSIS TEST 2 EACH

659, TOPSOIL 3444 CU. YD.

659, SEEDING AND MULCHING 31031 SQ. YD.

659, REPAIR SEEDING AND MULCHING 1552 SQ. YD.

659, COMMERCIAL FERTILIZER 4.20 TON

659, LIME 6.4 ACRES

659, WATER 168 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.

CROSSINGS AND CONNECTIONS TO EXISTING PIPES AND UTILITIES

WHERE PLANS PROVIDE FOR A PROPOSED CONDUIT TO BE CONNECTED TO, OR CROSS OVER OR UNDER AN EXISTING SEWER OR UNDERGROUND UTILITY, THE CONTRACTOR SHALL LOCATE THE EXISTING PIPES OR UTILITIES BOTH AS TO LINE AND GRADE BEFORE STARTING TO LAY THE PROPOSED CONDUIT.

IF IT IS DETERMINED THAT THE ELEVATION OF THE EXISTING CONDUIT, OR EXISTING APPURTENANCE TO BE CONNECTED, DIFFERS FROM THE PLAN ELEVATION OR RESULTS IN A CHANGE IN THE PLAN CONDUIT SLOPE, THE ENGINEER SHALL BE NOTIFIED BEFORE STARTING CONSTRUCTION OF ANY PORTION OF THE PROPOSED CONDUIT WHICH WILL BE AFFECTED BY THE VARIANCE IN THE EXISTING ELEVATIONS.

IF IT IS DETERMINED THAT THE PROPOSED CONDUIT WILL INTERSECT AN EXISTING SEWER OR UNDERGROUND UTILITY IF CONSTRUCTED AS SHOWN ON THE PLAN, THE ENGINEER SHALL BE NOTIFIED BEFORE STARTING CONSTRUCTION OF ANY PORTION OF THE PROPOSED CONDUIT WHICH WOULD BE AFFECTED BY THE INTERFERENCE WITH AN EXISTING FACILITY.

PAYMENT FOR ALL THE OPERATIONS DESCRIBED ABOVE SHALL BE INCLUDED IN THE CONTRACT PRICE FOR THE PERTINENT 603 CONDUIT ITEM.

UNTREATED SEPTIC CONNECTIONS

THIS PLAN MAKES NO PROVISION FOR CONNECTING, NOR SHALL THE ENGINEER OR CONTRACTOR CONNECT, ANY UNTREATED SEPTIC DRAINAGE INTO THE HIGHWAY DRAINAGE SYSTEM. ANY PIPE CARRYING UNTREATED SEPTIC FLOW SHALL BE PLUGGED WITH CLASS C CONCRETE AT THE RIGHT OF WAY LINE. PAYMENT FOR PLUGGING SHALL BE INCLUDED IN THE CONTRACT PRICE FOR THE PERTINENT 202 AND 203 ITEM.

TREATED SEPTIC CONNECTIONS

TREATED SEPTIC FLOW MAY BE DISCHARGED INTO THE HIGHWAY DRAINAGE SYSTEM PROVIDED THE OWNER HAS ACQUIRED AN OFFICIAL PERMIT FROM THE OHIO DEPARTMENT OF TRANSPORTATION.

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN INCLUDED IN THE GENERAL SUMMARY FOR USE AS DIRECTED BY THE ENGINEER IN MAKING THE ABOVE CONNECTIONS:

603, 4 " CONDUIT, TYPE C 20 LIN. FT.

REVIEW OF DRAINAGE FACILITIES

BEFORE ANY WORK IS STARTED ON THE PROJECT AND AGAIN BEFORE FINAL ACCEPTANCE BY THE STATE, REPRESENTATIVES OF THE STATE AND THE CONTRACTOR, ALONG WITH LOCAL REPRESENTATIVES, SHALL MAKE AN INSPECTION OF ALL EXISTING SEWERS WHICH ARE TO REMAIN IN SERVICE AND WHICH MAY BE AFFECTED BY THE WORK. THE CONDITION OF THE EXISTING CONDUITS AND THEIR APPURTENANCE SHALL BE DETERMINED FROM FIELD OBSERVATIONS. RECORDS OF THE INSPECTION SHALL BE KEPT IN WRITING BY THE STATE.

ALL NEW CONDUITS, INLETS, CATCH BASINS, AND MANHOLES CONSTRUCTED AS A PART OF THE PROJECT SHALL BE FREE OF ALL FOREIGN MATTER AND IN A CLEAN CONDITION BEFORE THE PROJECT WILL BE ACCEPTED BY THE STATE.

ALL EXISTING SEWERS INSPECTED INITIALLY BY THE ABOVE MENTIONED PARTIES SHALL BE MAINTAINED AND LEFT IN A CONDITION REASONABLY COMPARABLE TO THAT DETERMINED BY THE ORIGINAL INSPECTION. ANY CHANGE IN THE CONDITION RESULTING FROM THE CONTRACTOR'S OPERATIONS SHALL BE CORRECTED BY THE CONTRACTOR TO THE SATISFACTION OF THE ENGINEER.

PAYMENT FOR ALL OPERATIONS DESCRIBED ABOVE SHALL BE INCLUDED IN THE CONTRACT PRICE FOR THE PERTINENT 603 CONDUIT ITEMS.

RESIDENTIAL AND COMMERCIAL DRAINAGE CONNECTIONS

EXISTING ROOF DRAINS, FOOTER DRAINS, OR YARD DRAINS, DISTURBED BY THE WORK, SHALL BE PROVIDED WITH UNOBSTRUCTED OUTLETS BY CONNECTING A CONDUIT THROUGH THE CURB OR INTO A DRAINAGE STRUCTURE. THE LOCATION, TYPE, SIZE AND GRADE OF THE NEW CONDUIT REQUIRED TO REPLACE OR EXTEND THE EXISTING DRAIN WILL BE DETERMINED BY THE ENGINEER.

THE FOLLOWING CONDUIT TYPES MAY BE USED: 707.33, 707.41 NON-PERFORATED, 707.42, 707.43, 707.45, 707.46, 707.47, 707.51, 707.52 SDR35.

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN INCLUDED IN THE GENERAL SUMMARY FOR USE AS DIRECTED BY THE ENGINEER FOR THE WORK NOTED ABOVE:

603, 4 " CONDUIT, TYPE B, FOR DRAINAGE CONNECTION 20 LIN. FT.

UNRECORDED SANITARY CONNECTIONS

ANY UNRECORDED ACTIVE CONNECTION TO A SANITARY SEWER ENCOUNTERED DURING CONSTRUCTION SHALL BE RECONNECTED TO THE EXISTING SANITARY SEWER TO THE SATISFACTION OF THE ENGINEER.

THE FOLLOWING CONDUIT TYPES MAY BE USED: 707.42, 707.43, 707.44, 707.45, 707.46, 707.47, 707.51, 707.52 SDR35, 706.01, 706.02, OR 706.08 WITH JOINTS AS PER 706.11 OR 706.12.

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN INCLUDED IN THE GENERAL SUMMARY FOR USE AS DIRECTED BY THE ENGINEER FOR THE WORK NOTED ABOVE:

603, 15 " CONDUIT, TYPE B, FOR SANITARY 50 LIN. FT.

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GENERAL NOTES

MED-57-7.34

CLEARING AND GRUBBING

ALL TREES AND STUMPS SPECIFICALLY MARKED FOR REMOVAL WITHIN THE CONSTRUCTION LIMITS SHALL BE REMOVED UNDER THE LUMP SUM BID FOR ITEM 201, CLEARING AND GRUBBING. THE FOLLOWING IS AN APPROXIMATE ESTIMATE OF THE NUMBER OF TREES AND STUMPS TO BE REMOVED.

SIZES	NO. TREES	NO. STUMPS	TOTAL
15"	51	0	51
30"	17	0	17
48"	12	1	13

BENCHING OF FOUNDATION SLOPES

ALTHOUGH CROSS-SECTIONS INDICATE SPECIFIC DIMENSIONS FOR PROPOSED BENCHING OF THE EMBANKMENT FOUNDATIONS IN CERTAIN AREAS, NO WAIVER OF THE SPECIFICATIONS IS INTENDED. ALL OTHER SLOPED EMBANKMENT AREAS SHALL BE BENCHED AS SET FORTH IN 203.05. NO ADDITIONAL PAYMENT WILL BE MADE FOR BENCHING REQUIRED UNDER THE PROVISIONS OF 203.05.

ITEM 204 - PROOF ROLLING

AN ESTIMATED QUANTITY FOR THIS ITEM HAS BEEN PROVIDED IN THE GENERAL SUMMARY FOR USE AS DIRECTED BY THE ENGINEER.

ITEM 204 - GRANULAR EMBANKMENT, AS PER PLAN

MATERIALS: USE CRUSHED CARBONATE STONE, GRAVEL, AIR-COOLED BLAST FURNACE SLAG, DURABLE SANDSTONE, DURABLE SILTSTONE OR GRANULATED SLAG. USE SANDSTONE AND SILTSTONE WITH A SLAKE DURABILITY INDEX GREATER THAN 90% IN ACCORDANCE WITH ASTM D-4644-87. EXCEPT FOR GRANULATED SLAG, USE THE FOLLOWING GRADATION FOR GRANULAR EMBANKMENT, AS PER PLAN:

USE THE GRADATION OF 100 PERCENT PASSING THE 8-INCH (200mm), LESS THAN 70 PERCENT PASSING THE 3-INCH (76mm) SIEVE, LESS THAN 40 PERCENT PASSING THE 3/4 INCH (19mm) SIEVE, AND 0 TO 20 PERCENT PASSING THE No. 200 (0.075mm) SIEVE.

CONSTRUCTION: EXCAVATE TO THE DEPTH SPECIFIED OR AS DIRECTED. PLACE THE MATERIAL IN 8 INCH (200mm) LOOSE LIFTS. THE LIFT THICKNESS MAY BE INCREASED DEPENDING ON THE STABILITY OF THE BOTTOM OF THE CUT. INCREASE THE LIFT THICKNESS UP TO 24 INCHES (600mm) TO OBTAIN STABILITY AT THE TOP OF THE LIFT.

IF SURFACE WATER IS PRESENT AT THE TIME OF CONSTRUCTION, THE GRANULAR EMBANKMENT, APP MAY BE PLACED BY THE METHOD OF END DUMPING. END DUMPING METHODS MAY BE USED UP TO AN ELEVATION 2 FEET ABOVE THE WATER LEVEL.

USE GRANULAR EMBANKMENT, APP UP TO THE ELEVATIONS SHOWN ON THE PLANS. ABOVE THIS ELEVATION, USE 203 EMBANKMENT TO REPLACE THE EXCAVATED MATERIAL AND CONSTRUCT THE NEW EMBANKMENT.

DOZE, TRACK OR MANIPULATE THE MATERIAL TO MAXIMIZE THE DENSITY AND STABILITY. ONCE STABILITY IS ACHIEVED, COMPACT THE REMAINING AREAS TO A MAXIMUM DENSITY. THE ENGINEER WILL TEST THE COMPACTION BY TEST SECTION METHOD. THE MINIMUM COMPACTION FOR THE REMAINING AREAS IS 98% OF THE TEST SECTION MAXIMUM DRY DENSITY.

USE 5024 CUBIC YARDS OF EXCAVATION AND 3433 CUBIC YARDS GRANULAR MATERIAL IN THESE AREAS.

BASIS OF PAYMENT: THE DEPARTMENT WILL PAY FOR THE ACCEPTED QUANTITIES AT THE CONTRACT PRICE AS FOLLOWS:

204	CUBIC YARD	EXCAVATION OF SUBGRADE, 5024 CU YD
204	CUBIC YARD	GRANULAR EMBANKMENT, AS PER PLAN, 3433 CU YD

THE GRANULAR EMBANKMENT SHALL BE USED DUE TO ORGANIC MATERIAL LOCATED BETWEEN STA. 396+50 AND STA. 397+50. THE ORGANIC MATERIAL IS TO BE REMOVED WITH A DEEP UNDER-CUT DOWN TO AN ELEVATION OF 1110.50. THE LATERAL LIMITS OF THE EXCAVATION SHOULD BE POINTS VERTICALLY BELOW THE MIDPOINT OF THE PROPOSED EMBANKMENT SIDESLOPES.

ADDITIONAL REMOVAL MAY BE NECESSARY IF MORE ORGANIC MATERIAL IS FOUND BETWEEN THE ABOVE LIMITS DURING CONSTRUCTION. WITH THIS CONSIDERATION, THE FOLLOWING CONTINGENCY QUANTITIES HAVE BEEN ADDED TO THE GENERAL SUMMARY:

204	EXCAVATION OF SUBGRADE, 750 CU YD
204	GRANULAR EMBANKMENT, AS PER PLAN, 750 CU YD

ADDITIONAL SOIL INFORMATION

THE SOIL PROFILE SHEETS CONTAIN ALL AVAILABLE SOIL AND BEDROCK INFORMATION WHICH CAN BE CONVENIENTLY SHOWN. ADDITIONAL SUBSURFACE INVESTIGATIONS MAY HAVE BEEN MADE TO STUDY SOME ASPECT OF THE PROJECT. MORE INFORMATION, IF ANY, MAY BE OBTAINED IN DISTRICT 3, THE OFFICE OF MATERIALS MANAGEMENT OR THE OFFICE OF STRUCTURAL ENGINEERING.

THROUGHOUT THE PROJECT, NEW EMBANKMENT WILL BE CONSTRUCTED OVER EXISTING DITCHES. IT IS POSSIBLE THAT SOFT WET SOIL MAY BE ENCOUNTERED IN THESE LOCATIONS.

ITEM 606 - ANCHOR ASSEMBLY, TYPE B-98

THIS ITEM SHALL CONSIST OF FURNISHING AND INSTALLING EITHER OF THE FOLLOWING GUARDRAIL END TERMINALS.

1) THE SRT-350, GUARDRAIL END TERMINAL AS MANUFACTURED BY TRINITY INDUSTRY, 1170 N. STATE STREET, GIRARD, OHIO 44420 (TELEPHONE: 330-346-0721).

THE LENGTH OF THE SRT-350 SYSTEM IS CONSIDERED TO BE 37'-6", INCLUSIVE OF THREE 12'-6" LONG RAIL ELEMENTS. INSTALLATION SHALL BE AT THE LOCATIONS SPECIFIED IN THE PLANS, IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS AS DETAILED ON THE FOLLOWING PRE-APPROVED SHOP DRAWINGS:

DWG. NO.	DRAWING NAME	DWG./ REV.	ODOT APPROVAL DATE
SS444	SLOTTED RAIL TERMINAL POST LAYOUT AND ERECTION DETAILS SRT-350 (12.5, 8 POST)	7/12/99 Rev. 1	8/27/99
SS425M	SLOTTED RAIL TERMINAL SRT-350 POST LAYOUT AND ERECTION DETAILS (12.5, 9 POST)	6/21/97 Rev. 1	3/6/98

2) THE FLEAT-350 MANUFACTURED BY ROAD SYSTEMS, INC., 2516 MALLORY LANE, STOW, OHIO, 44224, (TELEPHONE: 815-464-5917).

THE LENGTH OF THE FLEAT-350 IS CONSIDERED TO BE 37'-6", INCLUSIVE OF THREE 12'-6" LONG RAIL ELEMENTS. INSTALLATION SHALL BE AT THE LOCATIONS SPECIFIED IN THE PLANS, IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS AS DETAILED ON THE FOLLOWING PRE-APPROVED SHOP DRAWINGS:

DWG. NO.	DRAWING NAME	DWG./ REV.	ODOT APPROVAL DATE
FLT-M	FLARED ENERGY ABSORBING TERMINAL (FLEAT-350) ASSEMBLY	4/16/98	7/31/98

REFER TO THE MANUFACTURER'S INSTRUCTION REGARDING THE INSTALLATION OF, AND THE GRADING AROUND, THE FOUNDATION TUBES AND GROUND STRUT. THE TOP OF ANY FOUNDATION TUBE

SHOULD BE LESS THAN 4-INCHES ABOVE THE GROUND. THE PLACEMENT OF THE FOUNDATION TUBES SHOULD BE AN APPROPRIATE DEPTH BELOW THE LEVEL LINE IN ORDER TO MAINTAIN THE FINISHED GUARDRAIL HEIGHT OF 27-3/4-INCHES FROM THE EDGE OF THE SHOULDER.

ON-SITE GRADING IS REQUIRED IF THE TOP OF THE FOUNDATION TUBES OR TOP OF THE GROUND STRUT DOES PROJECT MORE THAN 4 INCHES ABOVE THE GROUND LINE.

THE FACE OF THE TYPE B-98 IMPACT HEAD SHALL BE COVERED WITH TYPE G REFLECTIVE SHEETING, PER CMS 730.19: APPROXIMATELY 36" W X 12" H FOR THE SRT-350 AND 14" W X 20" H FOR THE FLEAT.

PAYMENT FOR THE ABOVE WORK SHALL BE MADE AT THE UNIT PRICE BID FOR ITEM 606, ANCHOR ASSEMBLY, TYPE B-98, EACH, AND SHALL INCLUDE ALL LABOR, TOOLS, EQUIPMENT AND MATERIALS NECESSARY TO CONSTRUCT A COMPLETE AND FUNCTIONAL ANCHOR ASSEMBLY SYSTEM, INCLUDING REFLECTIVE SHEETING AND ALL RELATED HARDWARE, GRADING, EMBANKMENT AND EXCAVATION NOT SEPARATELY SPECIFIED, AS REQUIRED BY THE MANUFACTURER.

ITEM 606 - ANCHOR ASSEMBLY, TYPE E-98, OFFSET DESIGN

THIS ITEM SHALL CONSIST OF FURNISHING AND INSTALLING EITHER OF THE FOLLOWING GUARDRAIL END TERMINALS.

1) THE ET-2000 (1997) MANUFACTURED BY TRINITY INDUSTRY, 1170 N. STATE STREET, GIRARD, OHIO 44420 (TELEPHONE: 330-545-4373).

THE LENGTH OF THE ET-2000 (1997) SYSTEM IS CONSIDERED TO BE 50'-0", INCLUSIVE OF TWO 25'-0" LONG RAIL ELEMENTS. INSTALLATION SHALL BE AT THE LOCATIONS SPECIFIED IN THE PLANS, IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS AS DETAILED ON THE FOLLOWING PRE-APPROVED SHOP DRAWINGS:

DWG. NO.	DRAWING NAME	DWG./ REV.	ODOT APPROVAL DATE
SSS265M	ET-2000 (1997) PLAN, ELEVATION AND SECTIONS	6/20/97	3/6/98
SSI42	ET2000 PLUS 50'-0" PLAN, ELEVATION AND SECTION 25'-0" RAIL, SLEEVE W/PL POSTS 1-4	4/12/00	7/31/00
SSI41	ET2000 PLUS PLAN, ELEVATION AND SECTION 25'-0" RAIL, HBA POSTS 1-4	2/29/00	7/31/00
SSI58	ET2000 PLUS 50'-0" WITH 12'-6" PANELS AND HBA POSTS 1-4 PLAN, ELEVATION AND SECTION	5/22/00	7/31/00

2) THE SKT-350 MANUFACTURED BY ROAD SYSTEMS, INC., 2516 MALLORY LANE, STOW, OHIO, 44224, (TELEPHONE: 330-346-0721).

THE LENGTH OF THE SKT-350 SYSTEM IS CONSIDERED TO BE 50'-0", INCLUSIVE OF FOUR 12'-6" LONG RAIL ELEMENTS. INSTALLATION SHALL BE AT THE LOCATIONS SPECIFIED IN THE PLANS, IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS AS DETAILED ON THE FOLLOWING PRE-APPROVED SHOP DRAWINGS:

DWG. NO.	DRAWING NAME	DWG./ REV.	ODOT APPROVAL DATE
SKT-4M	SEQUENTIAL KINKING TERMINAL (SKT-350) ASSEMBLY WITH 4 FOUNDATION TUBES	12/11/97	3/6/98

THE FACE OF THE TYPE E-98 IMPACT HEAD SHALL BE COVERED WITH A SHEET OF TYPE G REFLECTIVE SHEETING, PER CMS 730.19, APPROXIMATELY 18" X 18".

GENERAL NOTES

MED-57-7.34

REFER TO THE MANUFACTURER'S INSTRUCTION REGARDING THE INSTALLATION OF, AND THE GRADING AROUND, THE FOUNDATION TUBES AND GROUND STRUT. THE TOP OF ANY FOUNDATION TUBE SHOULD BE LESS THAN 4-INCHES ABOVE THE GROUND. THE PLACEMENT OF THE FOUNDATION TUBES SHOULD BE AN APPROPRIATE DEPTH BELOW THE LEVEL LINE IN ORDER TO MAINTAIN THE FINISHED GUARDRAIL HEIGHT OF 27-3/4-INCHES FROM THE EDGE OF THE SHOULDER.

ON-SITE GRADING IS REQUIRED IF THE TOP OF THE FOUNDATION TUBES OR TOP OF THE GROUND STRUT DOES PROJECT MORE THAN 4-INCHES ABOVE THE GROUND LINE.

PAYMENT FOR THE ABOVE WORK SHALL BE MADE AT THE UNIT PRICE BID FOR ITEM 606, ANCHOR ASSEMBLY, TYPE E-98, EACH, AND SHALL INCLUDE ALL LABOR, TOOLS, EQUIPMENT AND MATERIALS NECESSARY TO CONSTRUCT A COMPLETE AND FUNCTIONAL ANCHOR ASSEMBLY SYSTEM, INCLUDING ALL RELATED TRANSITIONS, REFLECTIVE SHEETING, HARDWARE, GRADING, EMBANKMENT AND EXCAVATION NOT SEPARATELY SPECIFIED, AS REQUIRED BY THE MANUFACTURER.

TREE REMOVAL RESTRICTIONS

THIS PROJECT IS WITHIN THE KNOWN SUMMER BREEDING RANGE OF THE FEDERAL ENDANGERED INDIANA BROWN BAT AND MAY IMPACT THAT SPECIES HABITAT. THE SUMMER ROOSTING AND BROOD REARING HABITAT OF THIS SPECIES IS IN LIVING OR STANDING DEAD TREES OR SNAGS WITH EXFOLIATING, PEELING, OR LOOSE BARK, SPLIT TRUNKS AND/OR BRANCHES, OR CAVITIES. TREE REMOVAL WILL ONLY BE DONE BETWEEN SEPTEMBER 16 AND APRIL 14 WHEN THIS SPECIES IS NOT USING SUCH HABITAT.

ITEM 690 - SPECIAL MAILBOX SUPPORT

THIS WORK SHALL CONSIST OF FURNISHING AND ERECTING MAILBOX SUPPORTS AND ANY ASSOCIATED MOUNTING HARDWARE IN ACCORDANCE WITH PLAN DETAILS, AND ATTACHING AN OWNER-SUPPLIED MAILBOX AT LOCATIONS SPECIFIED IN THE PLAN, OR OTHERWISE ESTABLISHED BY THE ENGINEER.

WOOD POSTS SHALL BE NOMINAL 4" BY 4" SQUARE (S4S) OR 4 1/2" DIAMETER ROUND, AND CONFORM TO 710.14.

STEEL POSTS SHALL BE NOMINAL PIPE SIZE 2" I.D., AND CONFORM TO AASHTO M 181.

HARDWARE (PLATES, SCREWS, BOLTS, ETC.) SHALL BE COMMERCIAL-GRADE GALVANIZED STEEL.

POSTS SHALL BE SET PER THE FIRST PARAGRAPH OF 606.03, AND SHALL IN NO INSTANCE BE ENCASED IN CONCRETE.

SUPPORT HARDWARE SHALL ACCOMMODATE EITHER A SINGLE OR A DOUBLE MAILBOX INSTALLATION, AND NO MORE THAN TWO BOXES MAY BE MOUNTED ON A SINGLE POST.

THE MAILBOX SHALL BE SECURELY AND NEATLY ATTACHED BY THE CONTRACTOR TO THE NEW SUPPORT. THE CONTRACTOR SHALL FURNISH ALL NECESSARY ATTACHMENT HARDWARE (NUTS, BOLTS, PLATES, SPACERS, AND WASHERS) AS NECESSARY TO ACCOMMODATE THE COMPLETE INSTALLATION.

IN THE ABSENCE OF A NEW BOX SUPPLIED BY THE OWNER, THE CONTRACTOR SHALL SALVAGE THE EXISTING BOX AND PLACE IT ON THE NEW SUPPORT. DUE CARE SHALL BE EXERCISED IN SUCH AN OPERATION, AND THE CONTRACTOR SHALL BE RESPONSIBLE FOR REPAIRING OR REPLACING ANY BOX DAMAGED BY IMPROPER HANDLING ON HIS PART, AS JUDGED AND DIRECTED BY THE ENGINEER.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING WITH THE LOCAL POST MASTER REGARDING THE TIMING OF THE MOVEMENT OF ANY MAILBOX TO A NEW LOCATION.

PAYMENT UNDER THIS ITEM SHALL BE LIMITED TO FINAL PERMANENT INSTALLATIONS. TEMPORARY INSTALLATIONS SHALL BE IN ACCORDANCE WITH 107.10. HOWEVER, THE SAME MATERIAL

AND SIZE LIMITATIONS AS FOR PERMANENT INSTALLATIONS SHALL APPLY.

MAILBOX SUPPORTS, COMPLETE IN PLACE, WILL BE PLACED AS DIRECTED AND PAID FOR AT THE CONTRACT UNIT PRICE PER EACH, FOR ITEM SPECIAL MAILBOX SUPPORT, (SINGLE) (DOUBLE).

SINGLE, 1 EACH
DOUBLE, 1 EACH

ITEM 202 - BUILDING DEMOLISHED, AS PER PLAN

THE FOLLOWING PARCELS CONTAIN BUILDINGS THAT MUST HAVE ALL BASEMENT WALLS AND/OR FOUNDATIONS DEMOLISHED TO A MINIMUM DEPTH OF 12" BELOW THE PROPOSED FINISHED GRADE:

PARCEL No. 030-11A-13-003, 2 STORY FRAME RESIDENCE, GARAGE AND BARN (GORDON)

PARCEL No. 030-11B-35-003, 2 STORY FRAME RESIDENCE AND GARAGE (WILLIAMS)

ITEM SPECIAL - SIGNING, MISC.: SIGN DATA COLLECTION

THIS ITEM OF WORK SHALL CONSIST OF LOGGING INFORMATION FOR ANY WORK INVOLVING PERMANENT SIGNING INCLUDING REMOVAL, RELOCATION OR NEW INSTALLATION ON THIS PROJECT. ALL EXISTING SIGNS HAVE A BAR CODE STICKER. THE BAR CODE NUMBER FOR ANY SIGNS REMOVED ON THE PROJECT SHALL BE RECORDED SO THEY CAN BE REMOVED FROM THE INVENTORY. THE BAR CODE NUMBER FOR ANY SIGNS THAT ARE NEW OR RELOCATED SHALL ALSO BE RECORDED COMPLETELY AND ACCURATELY. NEW SIGNS REQUIRE NEW BAR CODE STICKERS WHICH WILL BE SUPPLIED TO THE CONTRACTOR AT THE PRECONSTRUCTION MEETING. ANY STICKERS NOT USED ARE TO BE RETURNED TO ODOT D03 TRAFFIC DEPARTMENT.

THE INFORMATION SHALL BE RECORDED COMPLETELY AND ACCURATELY BY A PERSON FAMILIAR WITH SIGNING TERMINOLOGY. THE INFORMATION REQUIRED APPEARS ON A FORM WHICH WILL BE SUPPLIED TO THE CONTRACTOR AT THE PRECONSTRUCTION MEETING. AFTER THE FORM IS COMPLETED, IT SHALL BE RETURNED TO ODOT DISTRICT 03 TRAFFIC DEPARTMENT. A COPY OF THIS FORM IS AVAILABLE UPON REQUEST FOR THE CONTRACTOR TO REVIEW FOR BIDDING PURPOSES. FOR A COPY OF THIS FORM PLEASE CALL 1-419-281-0513 EXTENSION 340 - ROADWAY SERVICES MANAGER.

PAYMENT FOR THE LABOR, MATERIALS AND EQUIPMENT NECESSARY TO PERFORM THE ABOVE WORK WHICH INCLUDES COMPLETION OF THE FORMS SUPPLIED TO THE CONTRACTOR, INSTALLATION OF BAR CODE STICKERS, MEASURING OF THE SIGNS AND ANY OTHER WORK IN ORDER TO COMPLETE THE FORM SHALL BE INCLUDED IN THE COST OF ITEM SPECIAL - SIGNING, MISC.: SIGN DATA COLLECTION PER EACH. THE FOLLOWING QUANTITY HAS BEEN CARRIED FORWARD TO THE GENERAL SUMMARY:

ITEM SPECIAL - SIGNING, MISC.: SIGN DATA COLLECTION 83 EACH

RPM GENERAL NOTES MATERIALS SUPPLIED BY THE DEPARTMENT

ALL MATERIALS ARE TO BE CONTRACTOR FURNISHED, EXCEPT THAT THE DEPARTMENT SHALL SUPPLY RPM MATERIALS IN THE QUANTITIES SHOWN HEREIN TO THE CONTRACTOR. PAY ITEMS FOR THE DEPARTMENT SUPPLIED MATERIALS SHALL BE INDICATED AS "INSTALLATION ONLY". THE QUANTITY AND TYPE OF DEPARTMENT SUPPLIED MATERIALS ARE SHOWN ON SHEET 55 OF THIS PLAN.

AT THE PRE-CONSTRUCTION CONFERENCE AN AUTHORIZATION FOR PICK UP FORM WILL BE FURNISHED BY THE DISTRICT CONSTRUCTION ADMINISTRATOR AND THE CONTRACTOR WILL BE INFORMED OF THE LOCATION OF THE DEPARTMENT SUPPLIED MATERIALS TO BE PICKED UP.

FOR SOME PROJECTS HAVING QUANTITIES OF LESS THAN 20 RPMs, THE CONTRACTOR MAY PICK UP RPM MATERIALS AT THE DISTRICT OFFICES. QUANTITIES OVER 20 RPMs WILL BE PICKED UP AT THE RECYCLER'S WAREHOUSE OR AS ARRANGED WITH THE DISTRICT. THE CONTRACTOR SHALL PICK UP DEPARTMENT SUPPLIED RPM MATERIALS AT THE SPECIFIED LOCATION(S) FOR TRANSPORT TO THE WORK SITE OR TO THE CONTRACTOR'S STORAGE FACILITY. THE RECYCLED RAISED PAVEMENT MARKER (RPM) AUTHORIZATION FORM IS TO BE SIGNED BY THE DISTRICT CONSTRUCTION ENGINEER PRIOR TO PICK UP OF THE RPMs. THE CONTRACTOR SHALL NOTIFY THE DISTRICT AND/OR THE PARTIES LISTED ON THE AUTHORIZATION FORM IN WRITING AT LEAST FIVE (5) CALENDAR DAYS PRIOR TO PICK UP OF THE DEPARTMENT SUPPLIED MATERIALS. THE CONTRACTOR SHALL STORE THE RPMs WITHOUT DAMAGE OR CONTAMINATION WITH FOREIGN MATTER. A DEDUCTION IN THE AMOUNT OF THE ACTUAL COST TO THE DEPARTMENT SHALL BE MADE FOR MATERIALS DAMAGED BY THE CONTRACTOR OR FOR CASTINGS RECEIVED BY THE CONTRACTOR WHICH WERE NOT INSTALLED AND WERE NOT RETURNED TO THE DEPARTMENT.

LOADING OF MATERIALS SUPPLIED BY THE DEPARTMENT AT THE RECYCLER'S WAREHOUSE

TRUCKS SHALL HAVE A LOADING HEIGHT OF 48 INCHES AND BE ABLE TO BACK UP FLUSH TO THE LOADING DOCK.

TRUCKS SHALL NOT HAVE ANY OBSTRUCTIONS OR PROTRUSIONS THAT PREVENT THE LOADING BY A STANDARD FORKLIFT OR LIFT TRUCK. SEMI TRUCKS OR 20 FOOT COMMERCIAL TRUCKS ARE THE MOST APPROPRIATE TRUCKS FOR LOADS IN EXCESS OF 4 PALLETS (ONE PALLET = 21 BOXES = 2100 LBS).

STAKE BODY TRUCKS ARE APPROPRIATE TO LOAD LESS LOAD AND THE LOAD CAN BE SAFELY SECURED FOR TRANSPORT BY CHAINING OR STRAPPING DOWN AS NEEDED.

PICKUP TRUCKS ARE APPROPRIATE FOR LOADS OF APPROXIMATELY ONE PALLET, PROVIDED THE PICKUP TRUCK IS RATED FOR THE LOAD AND THE LOAD CAN BE SAFELY SECURED FOR TRANSPORT.

DUMP TRUCKS, TILT BED TRUCKS, AND NON COMMERCIAL MOVING VANS WILL NOT BE LOADED.

THE WAREHOUSE SUPERVISOR WILL REFUSE TO LOAD ANY TRUCK THAT IS UNSAFE TO LOAD OR UNSUITABLE FOR THE LOAD BEING PLACED ON THE TRUCK.

RETURN OF NON-PERFORMED RAISED PAVEMENT MARKER MATERIALS SUPPLIED BY THE DEPARTMENT

RAISED PAVEMENT MARKER MATERIALS SUPPLIED BY THE DEPARTMENT, THAT ARE NON-PERFORMED SHALL BE CAREFULLY REPACKED OR PACKED IN THE BOXES IN THE SAME STYLE AND QUANTITY AS ORIGINALLY RECEIVED FROM THE DEPARTMENT. CASTING STYLES SHALL NOT BE MIXED WITHIN ANY ONE CONTAINER. THE CONTRACTOR SHALL CLEARLY MARK ON THE OUTSIDE OF EACH CONTAINER, THE COLOR OF THE PRISMATIC RETRO-REFLECTOR AND THE STYLE OF CASTING. BOXES SHALL BE PLACED ON SKIDS OR PALLETS IN THE SAME STYLE (LOW PROFILE OR CONVENTIONAL, REFLECTORIZED OR NON REFLECTORIZED) AND NO MORE THAN 420 RPMs (OR 21 BOXES) ON ONE SKID.

ONLY USE THE BOXES SUPPLIED BY THE RAISED PAVEMENT MARKER RECYCLER. BOXES MUST BE MARKED WITH THE RECYCLER'S PART OR CATALOG NUMBER AND THE PROJECT NUMBER. THE RECYCLER'S CATALOG OR PART NUMBERS MAY BE OBTAINED FROM THE OFFICE OF TRAFFIC ENGINEERING IN COLUMBUS, OHIO OR FROM THE RECYCLER. BOXES NOT MARKED WITH THE PROPER RECYCLER'S CATALOG OR PART NUMBERS, AND THE DEPARTMENT'S PROJECT NUMBER WILL NOT BE ACCEPTED AT THE RECYCLER'S WAREHOUSE.

NON-PERFORMED MATERIALS WILL BE RETURNED TO THE LOCATION AS SPECIFIED BY THE DISTRICT CONSTRUCTION ENGINEER WITHIN 30 DAYS OF THE COMPLETION OF THE PROJECT.

THE ABOVE WORK INCLUDING ALL LABOR, EQUIPMENT AND MATERIAL NEEDED TO PERFORM THE WORK, SHALL BE CONSIDERED INCIDENTAL TO THE RESPECTIVE PAY ITEM.

IF THE DEPARTMENT HAS TO REPACKAGE THE RPMs CORRECTLY, THE CONTRACTOR WILL BE ASSESSED THE ACTUAL COST FOR REPACKAGING THE MATERIALS BY THE DEPARTMENT'S FORCES.

ITEM 511 - CONCRETE, MISC.: CONCRETE "U" CHANNEL RECONSTRUCTION

PROPOSED CONCRETE "U" CHANNEL TO BE CONNECTED TO EXISTING CHANNEL BY No. 5 DOWEL BARS DRILLED AND GROUTED. THESE BARS SHALL EXTEND TWO (2) FEET INTO THE EXISTING CHANNEL AS WELL AS TWO (2) FEET INTO THE PROPOSED CHANNEL. HOLES MUST BE DRILLED EVERY 12" ALONG THE EXPOSED END SECTION OF THE EXISTING CHANNEL.

ESTIMATED QUANTITY OF REBAR, 45 POUNDS

THE PROPOSED CHANNEL SHALL BE ATTACHED TO THE PROPOSED CULVERT HEADWALL USING 1/2" PREFORMED EXPANSION JOINT FILLER.

Environmental Commitments

1. Bank stabilization will be limited to within 25 upstream and downstream of the existing structure. Bank stabilization will be limited to regrading of the banks for the toe-of-slope (in-stream) to the top of bank and will include placement of rock channel protection where required. This will exclude work such as widening, deepening or relocation. This stabilization will be kept to a minimum.
2. In-stream work will be limited where practicable and only clean non-erodible material will be used for cofferdams. This temporarily placed material will be removed and the stream bottom restored to near natural conditions when the work is completed.
3. Written permission will be obtained from the Chief of ODNR's Division of Wildlife for any necessary in-stream blasting.
4. The contractor shall take all precautions to avoid and/or limit demolition debris from entering the stream. Any material that does fall into the stream shall be removed as soon as possible.
5. The Anderson Cemetery, Parcel #10, right of Sta. 995+50 on S.R. 162, shall be avoided and not used for staging or other construction activities.

CALCULATED

CHECKED

GENERAL NOTES

MED - 57 - 7 . 34

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ITEM 614 - MAINTAINING TRAFFIC

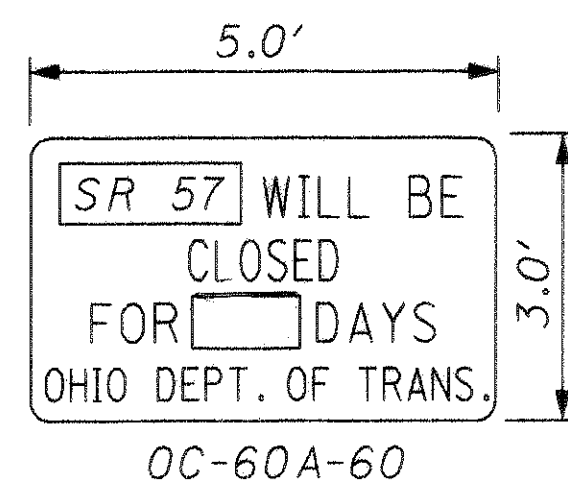
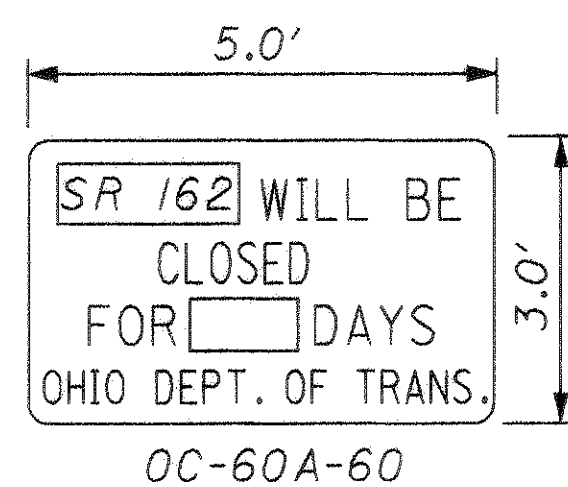
TRAFFIC SHALL BE MAINTAINED THROUGHOUT THE COURSE OF THE PROJECT BY USE OF STATE DESIGNATED DETOURS. CONSTRUCTION SHALL BE PERFORMED IN THREE PHASES AS TO MINIMIZE THE IMPACT TO THE TRAVELLING PUBLIC.

A MINIMUM OF ONE LANE OF TRAFFIC IN EACH DIRECTION SHALL BE MAINTAINED AT ALL TIMES, EXCEPT FOR A PERIOD NOT TO EXCEED 120 CONSECUTIVE CALENDAR DAYS, WHEN THROUGH TRAFFIC MAY BE DETOURED AS SHOWN ON SHEETS 8, 8A AND 8B. LIQUIDATED DAMAGES SHALL BE ASSESSED (IN ACCORDANCE WITH 108.07) FOR EACH CALENDAR DAY THE ROADWAY REMAINS CLOSED TO TRAFFIC BEYOND THE SPECIFIED LIMIT.

THE CONTRACTOR SHALL NOTIFY THE DISTRICT ROADWAY SERVICES MANAGER (419-281-0513 EXT. 341) IN WRITING A MINIMUM OF FOURTEEN (14) DAYS IN ADVANCE OF THE DATE THE DETOUR IS NEEDED. THE STATE OF OHIO WILL INSTALL, MAINTAIN AND SUBSEQUENTLY REMOVE THE DETOUR SIGNING.

THE CONTRACTOR SHALL PROVIDE, ERECT AND MAINTAIN STANDARD 48"x30" "ROAD CLOSED" SIGNS, SIGN SUPPORTS, BARRICADES, GATES, AND LIGHTS AS DETAILED IN STANDARD CONSTRUCTION DRAWING MT-101.60 AND AT LOCATIONS SHOWN ON THE PLANS DURING PERIODS IN WHICH THE AFFECTED ROADS ARE CLOSED TO TRAFFIC.

NOTICE OF CLOSURE SIGNS AS DETAILED IN THESE PLANS, SHALL BE ERECTED BY THE CONTRACTOR AT LEAST ONE WEEK IN ADVANCE OF THE SCHEDULED ROAD CLOSURE. THE SIGNS SHALL BE ERECTED ON THE RIGHT HAND SIDE OF THE ROAD FACING TRAFFIC. THEY SHALL BE PLACED SO AS NOT TO INTERFERE WITH THE VISIBILITY OF ANY OTHER TRAFFIC CONTROL SIGNS. ON ROADWAYS, THEY SHOULD BE ERECTED AT THE POINT OF CLOSURE. THE CONTRACTOR SHALL PROVIDE LENGTH OF CLOSURE FOR SR 57.



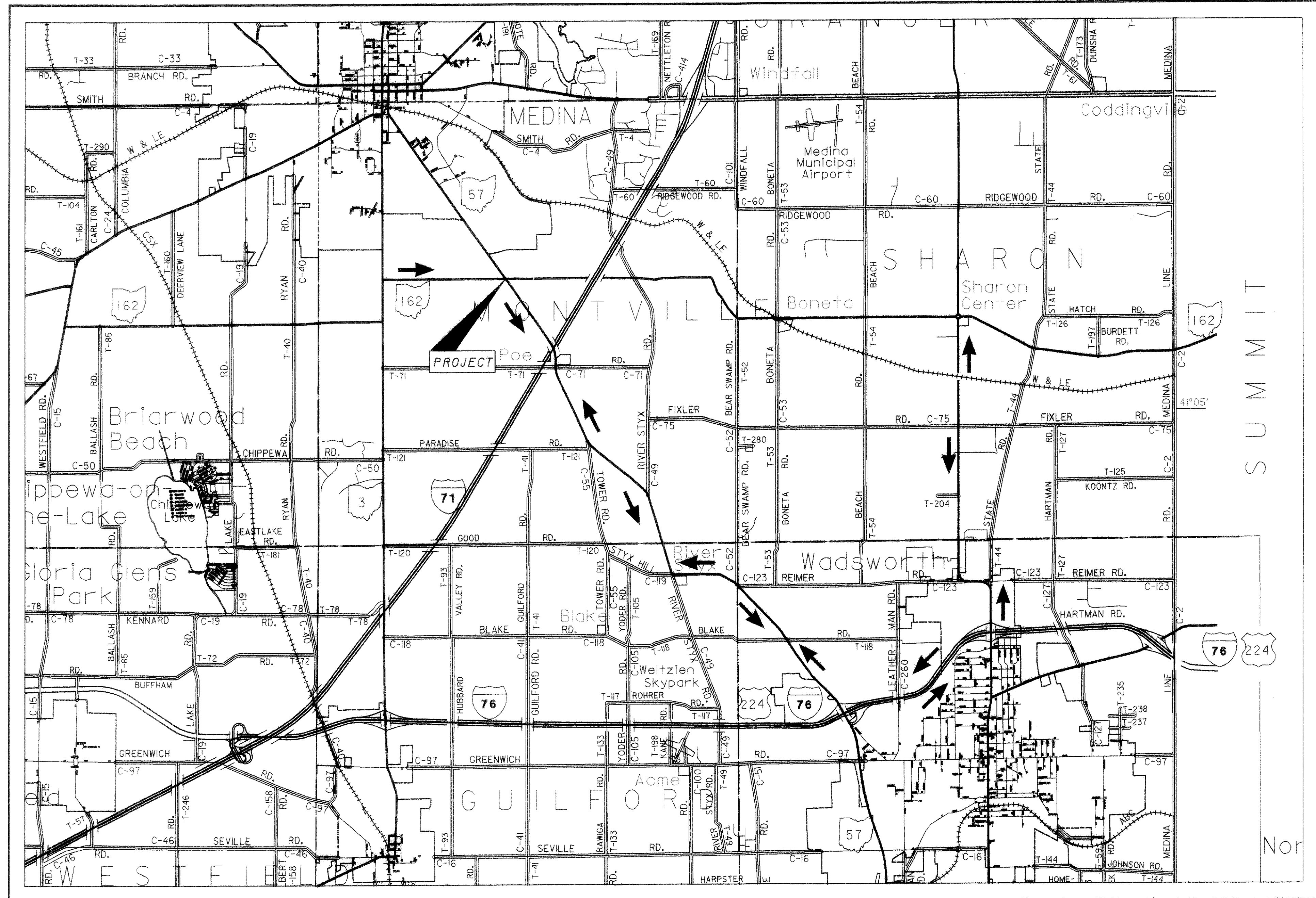
THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED IN THE GENERAL SUMMARY FOR USE AS DIRECTED BY THE ENGINEER FOR THE MAINTENANCE OF TRAFFIC:

410, TRAFFIC COMPACTED SURFACE, TYPE A OR TYPE B	20 CU. YD.
616, CALCIUM CHLORIDE	10 TON
616, WATER	100 M. GAL

ALL WORK AND TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH CMS 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 CONTRACT PRICE FOR 614, MAINTAINING TRAFFIC, UNLESS SEPARATELY ITEMIZED IN THE PLAN.

ALL EXISTING LANES SHALL BE OPEN TO TRAFFIC BETWEEN NOVEMBER 15 AND APRIL 1. NOVEMBER 15 SHALL BE CONSIDERED TO CONSTITUTE AN INTERIM COMPLETION DATE AND LIQUIDATED DAMAGES SHALL BE ASSESSED IN ACCORDANCE WITH 108.07 FOR EACH CALENDAR DAY THAT ALL LANES ARE NOT OPEN AND AVAILABLE TO TRAFFIC.

DETOUR PHASE 1A



DESIGNATED LOCAL MAINTENANCE ROUTE

IN ADDITION TO THE OFFICIAL, SIGNED DETOUR ROUTE, A LOCAL ROUTE HAS BEEN DETERMINED TO BE THE SECONDARY, UNSIGNED DETOUR ROUTE OR "DESIGNATED LOCAL MAINTENANCE ROUTE". DURING THE TIME THAT TRAFFIC IS DETOURED, THE CONTRACTOR SHALL MAINTAIN THIS ROUTE IN A CONDITION WHICH IS REASONABLY SMOOTH AND FREE FROM HOLES, RUTS, RIDGES, BUMPS, DUST AND STANDING WATER. ONCE THE DETOUR IS REMOVED AND TRAFFIC RETURNED TO ITS NORMAL PATTERN, THE DESIGNATED LOCAL MAINTENANCE ROUTE SHALL BE RESTORED TO A CONDITION THAT IS EQUIVALENT TO THAT WHICH EXISTED PRIOR TO ITS USE FOR THIS PURPOSE. ALL SUCH WORK SHALL BE PERFORMED WHEN AND AS DIRECTED BY THE ENGINEER.

THE FOLLOWING ESTIMATED QUANTITIES ARE PROVIDED FOR USE AS DIRECTED BY THE ENGINEER TO MAINTAIN AND SUBSEQUENTLY RESTORE THE DESIGNATED LOCAL MAINTENANCE ROUTE.

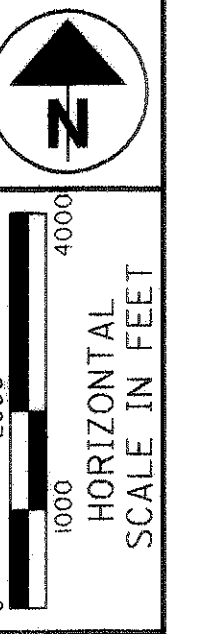
253, PAVEMENT REPAIR (3" AVERAGE DEPTH)	25 CU. YD.
304, AGGREGATE BASE	25 CU. YD.
614, ASPHALT CONCRETE FOR MAINTAINING TRAFFIC	25 CU. YD.

CONSTRUCTION PHASING

THIS PROJECT WILL BE PERFORMED IN PHASES, WITH A PRE-PHASE. PHASES SHALL HAVE A COMBINED CLOSURE DURATION OF 120 DAYS OR LESS. DURING THE PRE-PHASE, THE CONTRACTOR IS PERMITTED TO DO EARTHWORK UNDER A FLAGGER OPERATION. EXCAVATION AND EMBANKMENT CONSTRUCTION ON THE NORTH SIDE OF SR 162, BOTH EAST AND WEST OF SR 57 CAN BE PERFORMED DURING THIS TIME, PROVIDED THAT THE CONTRACTOR ADHERES TO WORK ZONE DROP OFF TREATMENTS.

PHASE 1A

PHASE 1A WILL CONSIST OF THE CONSTRUCTION OF THE REALIGNED SR 162, EAST OF SR 57 (BETWEEN STA. 989+00.00 AND 995+00.00), AND EARTHWORK AND DRIVEWAY CONSTRUCTION ON THE NORTH SIDE OF SR 162 BETWEEN STA. 995+00.00 AND 1001+18.00. THE CONTRACTOR SHALL CLOSE THE EAST LEG OF SR 162, PLACING STAGGERED BARRICADES AT STA. 988+00.00 AND STA. 1001+25.00. THE MAJORITY OF SR 162 MAY THEN BE CONSTRUCTED BETWEEN STA. 988+50.00 AND 1001+18.00. GATES AND BARRIERS SHALL BE PLACED AT STA. 995+50.00 FOR THE CONSTRUCTION OF THE 72" PIPE CULVERT.



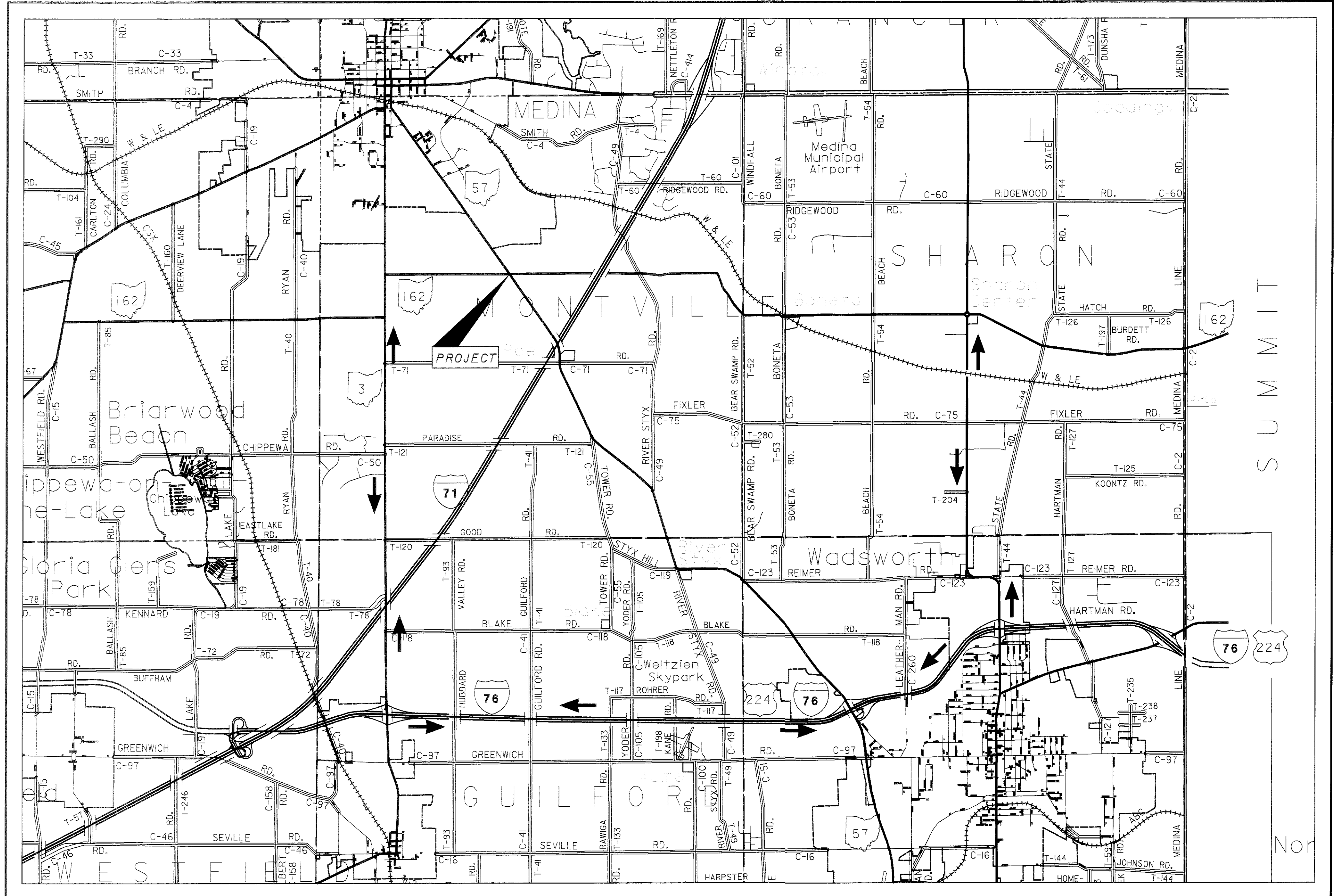
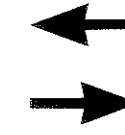
MAINTENANCE OF TRAFFIC DETOUR PLAN PHASE 1A

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PHASE 1B
 PHASE 1B WILL CONSIST OF THE CONSTRUCTION OF THE REMAINDER OF SR 162 WITHIN THE WORK LIMITS. THE CONTRACTOR SHALL CLOSE SR 162 WEST OF THE SR 162/SR 57 INTERSECTION BY PLACING STAGGERED BARRICADES AT STA. 978+25.00 AND STA. 986+85.00. ALL WORK ON BOTH LEGS OF SR 162 SHALL BE COMPLETED AT THIS TIME, EXCEPT FOR INTERSECTION WORK. WORK FOR THIS PHASE SHALL INCLUDE ALL PAVEMENT REMOVAL AND SOUTH SIDE DRIVE CONSTRUCTION. THE PROPOSED WEST LEG OF SR 162 MAY BE CONSTRUCTED TO STA. 985+00.00. BARRIERS FROM PHASE 1A WILL REMAIN IN PLACE DURING PHASE 1B.

DETOUR PHASE 1B



MAINTENANCE OF TRAFFIC DETOUR PLAN
 PHASE 1B

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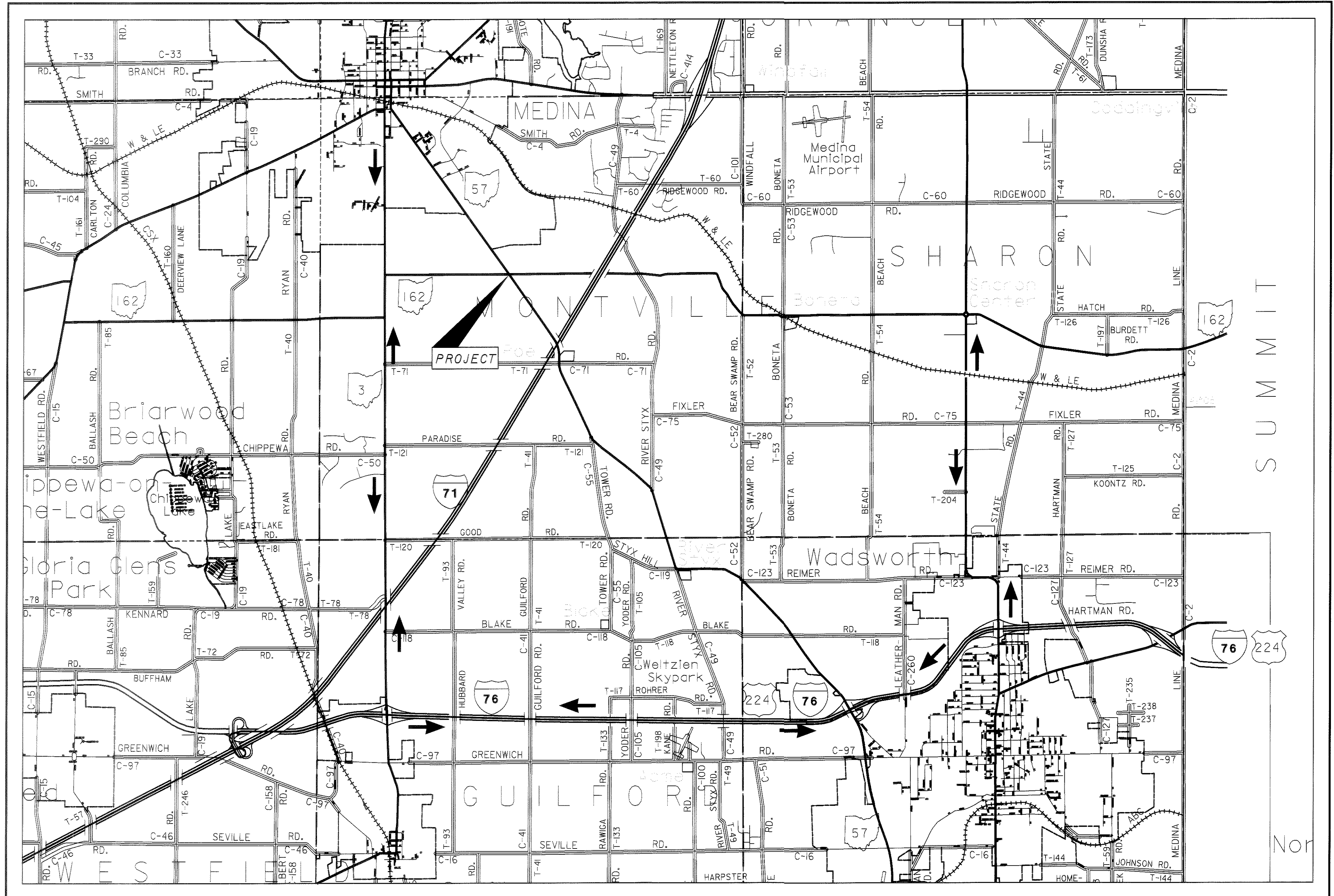
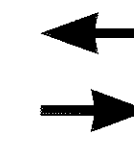
PHASE 2

PHASE 2 WILL CONSIST OF THE TOTAL CLOSURE OF SR 57 AND SR 162 FOR CONSTRUCTION OF SR 57, INCLUDING INTERSECTION WORK. THIS PHASE MAY NOT BE STARTED PRIOR TO JUNE 5, 2004. THE CONTRACTOR SHALL CLOSE SR 57 BETWEEN STA. 390+86.00 AND 408+50.00 WITH STAGGERED BARRIERS. THE BARRIERS AT THE INTERSECTION MAY BE REMOVED AT THIS TIME.

GATES AND BARRIERS SHALL BE INSTALLED AT STA. 395+00.00 AND STA. 397+00.00 FOR INSTALLATION OF THE 66" CULVERT. THE ENTIRE WORK ZONE SHALL BE CLOSED TO TRAFFIC THROUGH THE COMPLETION OF THE PROJECT.

AT SUCH TIME AS ALL WORK IS COMPLETED, ALL BARRIERS AND GATES SHALL BE REMOVED, AND THE ROADS OPEN TO TRAFFIC.

DETOUR PHASE 2



MAINTENANCE OF TRAFFIC DETOUR PLAN
PHASE 2

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SHEET NUMBER										ITEM	ITEM EXT.	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
8	12	13	14	15	16	66	81	82	83						
														TRAFFIC CONTROL (continued)	
							2			631	94420	2	EACH	REMOVAL MISC.: SIGN FLASHER ASSEMBLY	
							1			632	90101	1	EACH	REMOVAL OF TRAFFIC SIGNAL INSTALLATION, AS PER PLAN	84
									1.44	642	00102	1.44	MILE	EDGE LINE, TYPE 2	
									0.91	642	00302	0.91	MILE	CENTER LINE, TYPE 2	
									446	642	00402	446	FT	CHANNELIZING LINE, TYPE 2	
									38	644	00500	38	FT	STOP LINE	
									560	644	00700	560	FT	TRANSVERSE LINE	
									6	644	01300	6	EACH	LANE ARROW	
									2	644	01410	2	EACH	WORD ON PAVEMENT, 96"	
														BUILDING DEMOLITION	
	LUMP									202	56001	LUMP		BUILDING DEMOLISHED, AS PER PLAN, PARCEL 030-IIA-13-003, 2 STORY FRAME RESIDENCE, GARAGE AND BARN (GORDON)	
	LUMP									202	56001	LUMP		BUILDING DEMOLISHED, AS PER PLAN, PARCEL 030-IIB-35-003, 2 STORY FRAME RESIDENCE AND GARAGE (WILLIAMS)	
														MAINTAINING TRAFFIC	
25										253	90000	25	CU YD	PAVEMENT REPAIR, MISC.: 3" AVERAGE DEPTH	
25										304	20000	25	CU YD	AGGREGATE BASE	
20										410	12000	20	CU YD	TRAFFIC COMPACTED SURFACE, TYPE A OR B	
LUMP										614	11000	LUMP		MAINTAINING TRAFFIC	
25										614	13000	25	CU YD	ASPHALT CONCRETE FOR MAINTAINING TRAFFIC	
100										616	10000	100	M GAL	WATER	
10										616	20000	10	TON	CALCIUM CHLORIDE	
										619	16010	6	MONTH	FIELD OFFICE, TYPE B	
										623	10000	LUMP		CONSTRUCTION LAYOUT STAKES	
										624	10000	LUMP		MOBILIZATION	

GENERAL SUMMARY

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SHEET NO.	202									606																											
	STRUCTURE REMOVED	PORTIONS OF STRUCTURE REMOVED	PIPE REMOVED, 24" AND UNDER	PIPE REMOVED, OVER 24"	GUARDRAIL REMOVED	BUILDING DEMOLISHED, AS PER PLAN	CATCH BASIN REMOVED	SEPTIC TANK REMOVED	FENCE REMOVED		GUARDRAIL, TYPE 5	ANCHOR ASSEMBLY, TYPE B-98	ANCHOR ASSEMBLY, TYPE E-98, OFFSET DESIGN	ANCHOR ASSEMBLY, TYPE T																							
	LUMP SUM	CU. YD.	FT.	FT.	FT.	LUMP SUM	EACH	EACH	FT.		FT.	EACH	EACH	EACH																							
STATE ROUTE 57																																					
18			81	46	219		2				491		2																								
19			89		43	LUMP	1	2	59		90	2																									
20									360																												
21			229						415																												
78	LUMP	10																																			
STATE ROUTE 162																																					
39					350				135		302		1																								
40			41		127				341		67		1																								
41			47									1																									
42											370																										
43			131								374			2																							
44			101								184			1																							
79	LUMP																																				
80	LUMP																																				
TOTALS CARRIED TO GENERAL SUMMARY	LUMP	10	719	46	739	LUMP	3	2	1310		1878	3	4	3																							

CALCULATED	CHECKED
SUBSUMMARY	
MED - 57 - 7.34	
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SHEET NO.	203		204		659															
	EXCAVATION	GRANULAR EMBANKMENT, AS PER PLAN	EXCAVATION OF SUBGRADE	EMBANKMENT	SEEDING AND MULCHING															
	CU. YD.	CU. YD.	CU. YD.	CU. YD.	SG. YD.															
STATE ROUTE 57																				
23	13			1	10															
24	103			417	319															
25	79			3727	1206															
26	63			3284	828															
27	48			4354	864															
28	11			4439	789															
29	18	889	2006	3704	769															
30	105	2544	3018	2594	744															
30A	174			1882	700															
31	767			2234	1181															
32	2104			44	1120															
33	2391			00	1158															
34	2293			00	947															
35	2041			00	875															
36	1460			2	911															
37	190			99	344															
STATE ROUTE 162																				
46	90			59	336															
47	272			140	877															
48	839			92	892															
49	2468			00	1089															
50	3030			20	1461															
51	970			1604	1377															
52	398			2619	1165															
53	107			932	1110															
54	93			2225	1285															
55	42			3579	1221															
56	38			4639	1261															
57	33			5366	1370															
58	190			3589	1235															
59	65			845	711															
60	175			1391	1300															
61	35			1690	856															
62	138			632	720															
TOTALS CARRIED TO GENERAL SUMMARY	20843	3433	5024	56203	31031															

CALCULATED
 CHECKED
EARTHWORK SUBSUMMARY
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SHEET NO.	511	516	601			602	603					604			
	CONCRETE, MISC.: CONCRETE "U" CHANNEL RECONSTRUCTION	1/2" PREFORMED EXPANSION JOINT FILLER	RIPRAP USING 6" REINFORCED CONCRETE SLAB	ROCK CHANNEL PROTECTION, TYPE A WITH FILTER	ROCK CHANNEL PROTECTION, TYPE B WITH FILTER	CONCRETE MASONRY	12" CONDUIT, TYPE D	18" CONDUIT, TYPE B	18" CONDUIT, TYPE C, 707.43	36" CONDUIT, TYPE A, 2250 D- LOAD, 706.02 OR 42" 707.01, 707.02	66" CONDUIT, TYPE A, 2250 D- LOAD, 706.02 OR 72" 707.01, 707.02	72" CONDUIT, TYPE A, 707.02	CATCH BASIN, NO. 8 WITHOUT APRON	CATCH BASIN, NO. 2-2B	INLET, SIDE DITCH
	CU. YD.	SQ. FT.	SQ. YD.	CU. YD.	CU. YD.	CU. YD.	FT.	FT.	FT.	FT.	FT.	FT.	EACH	EACH	EACH
STATE ROUTE 57															
18							150								
19								103					1		
20							120								
21							95								
78	3	11	23	17		37	20		22			153	1		
STATE ROUTE 162															
39							33								
43							90								
44							92							1	
79			25	24		4.8					153				
80			43		8	1.8			117						
TOTALS CARRIED TO GENERAL SUMMARY	3	11	91	41	8	43.6	600	103	22	117	153	153	1	1	1

CALCULATED

CHECKED

DRAINAGE SUBSUMMARY

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STATION TO STATION	SIDE	LENGTH L	AVERAGE WIDTH W	SURFACE AREA A A=LxW	PLANIMETERED AREAS	202	204		301	304	407		448				
						WEARING COURSE REMOVED	SUBGRADE COMPACTION		ASPHALT CONCRETE BASE (5")	AGGREGATE BASE (6")	TACK COAT ($\frac{0.04 \text{ GAL.}}{\text{SQ. YD.}}$)	TACK COAT FOR INTERM. COURSE ($\frac{0.02 \text{ GAL.}}{\text{SQ. YD.}}$)	ASPHALT CONC. INTERMEDIATE COURSE, TYPE 2, PG64-22 (1 3/4")	ASPHALT CONC. SURFACE COURSE, TYPE 1, PG64-22 (1 1/4")			
		FEET	FEET	SQ. FT.	SQ. FT.	SQ. YD.	SQ. YD.		CU. YD.	CU. YD.	GALLON	GALLON	CU. YD.	CU. YD.			
STATE ROUTE 57																	
391+85.00 TO 392+00.00	LT&RT	15.00	26.99	404.85		44.98					1.80			1.56			
392+00.00 TO 392+59.88	LT	59.88	15.00	898.20			99.80		13.86	16.63	3.99	2.00	4.85	3.47			
392+59.88 TO 393+00.00	LT	40.12	15.37	616.64			68.52		9.52	11.42	2.74	1.37	3.33	2.38			
393+00.00 TO 393+25.22	LT	25.22	18.96	478.17			53.13		7.38	8.86	2.13	1.06	2.58	1.84			
393+25.22 TO 395+34.88	LT	209.66	24.09	5050.71			561.19		77.94	93.53	22.45	11.22	27.28	19.49			
395+34.88 TO 403+00.00	LT	765.12	26.00	19893.12			2210.35		306.99	368.39	88.41	44.21	107.45	76.75			
397+17.67 TO 398+37.67	LT	120.00	6.00	720.00			80.00		11.11	13.33	3.20	1.60	3.89	2.78			
398+37.67 TO 399+59.47	LT	121.80	6.00	730.80			81.20		11.28	13.53	3.25	1.62	3.95	2.82			
403+00.00 TO 406+30.00	LT	330.00	23.00	7590.00			843.33		117.13	140.56	33.73	16.87	41.00	29.28			
406+30.00 TO 407+78.97	LT	148.97	20.00	2979.40			331.04		45.98	55.17	13.24	6.62	16.09	11.49			
407+78.97 TO 408+00.00	LT	21.03	19.82	416.81			46.31		6.43	7.72	1.85	0.93	2.25	1.61			
392+00.00 TO 394+18.97	RT	218.97	24.01	5257.47			584.16		81.13	97.36	23.37	11.68	28.40	20.28			
394+18.97 TO 401+50.00	RT	731.03	26.00	19006.78			2111.86		293.31	351.98	84.47	42.24	102.66	73.33			
397+73.79 TO 398+90.70	RT	116.91	6.00	701.46			77.94		10.83	12.99	3.12	1.56	3.79	2.71			
398+90.70 TO 400+10.70	RT	120.00	6.00	720.00			80.00		11.11	13.33	3.20	1.60	3.89	2.78			
401+50.00 TO 406+30.00	RT	480.00	23.00	11040.00			1226.67		170.37	204.45	49.07	24.53	59.63	42.59			
406+30.00 TO 407+00.00	RT	70.00	20.00	1400.00			155.56		21.61	25.93	6.22	3.11	7.56	5.40			
407+00.00 TO 407+33.64	RT	33.64	20.53	690.46			76.72		10.66	12.79	3.07	1.53	3.73	2.66			
407+33.64 TO 407+44.17	RT				186.00		20.67		2.87	3.44	0.83	0.41	1.00	0.72			
407+44.17 TO 408+00.00	RT	55.83	16.24	906.68			100.74		13.99	16.79	4.03	2.01	4.90	3.50			
408+00.00 TO 408+15.00	LT&RT	15.00	26.70	400.50		44.50					1.78			1.54			
STATE ROUTE 162																	
978+85.00 TO 979+00.00	LT&RT	15.00	23.80	357.00		39.67					1.59			1.38			
979+00.00 TO 979+20.25	LT	20.25	13.82	279.86			31.10		4.32	5.18	1.24	0.62	1.51	1.08			
979+20.25 TO 980+50.00	LT	129.75	14.00	1816.50			201.83		28.03	33.64	8.07	4.04	9.81	7.01			
980+50.00 TO 981+00.00	LT	50.00	16.00	800.00			88.89		12.35	14.82	3.56	1.78	4.32	3.09			
981+00.00 TO 986+21.31	LT	521.31	18.00	9383.58			1042.62		144.81	173.77	41.70	20.85	50.68	36.20			
985+01.31 TO 986+21.31	LT	120.00	6.00	720.00			80.00		11.11	13.33	3.20	1.60	3.89	2.78			
986+21.31 TO 986+68.86	LT				1597.24		177.47		24.65	29.58	7.10	3.55	8.63	6.16			
987+45.13 TO 987+65.07	LT				551.44		61.27		8.51	10.21	2.45	1.23	2.98	2.13			
987+65.07 TO 1000+21.89	LT	1256.82	18.00	22622.76			2513.64		349.12	418.94	100.55	50.27	122.19	87.28			
1000+21.89 TO 1001+00.00	LT	78.11	13.29	1038.08			115.34		16.02	19.22	4.61	2.31	5.61	4.00			
978+45.00 TO 979+00.00	RT	55.00	2.00	110.00			12.22		1.70	2.04	0.49	0.24	0.59	0.42			
979+00.00 TO 979+11.01	RT	11.01	14.10	155.24			17.25		2.40	2.88	0.69	0.35	0.84	0.60			
979+11.01 TO 980+50.00	RT	138.99	14.00	1945.86			216.21		30.03	36.03	8.65	4.32	10.51	7.51			
980+50.00 TO 981+00.00	RT	50.00	16.00	800.00			88.89		12.35	14.82	3.56	1.78	4.32	3.09			
981+00.00 TO 986+48.85	RT	548.85	18.00	9879.30			1097.70		152.46	182.95	43.91	21.95	53.36	38.11			
987+92.88 TO 999+67.82	RT	1174.94	18.00	21148.92			2349.88		326.37	391.65	94.00	47.00	114.23	81.59			
986+48.85 TO 986+68.86	RT				565.48		62.83		8.73	10.47	2.51	1.26	3.05	2.18			
987+45.13 TO 987+92.88	RT				1604.22		178.25		24.76	29.71	7.13	3.57	8.66	6.19			
987+92.88 TO 989+12.88	RT	120.00	6.00	720.00			80.00		11.11	13.33	3.20	1.60	3.89	2.78			
999+67.82 TO 1000+47.08	RT	79.26	18.72	1483.75			164.86		22.90	27.48	6.59	3.30	8.01	5.72			
1000+47.08 TO 1001+00.00	RT	52.92	15.92	842.49			93.61		13.00	15.60	3.74	1.87	4.55	3.25			
1001+00.00 TO 1001+15.00	LT&RT	15.00	24.80	372.00		41.33					1.65			1.44			
TOTALS (THIS SHEET)							170.48	17483.05		2428.23	2913.85	706.14	349.66	849.86	612.97		
TOTALS TO GENERAL SUMMARY							170	17483		2428.2	2913.9	706	350	849.9	613.0		

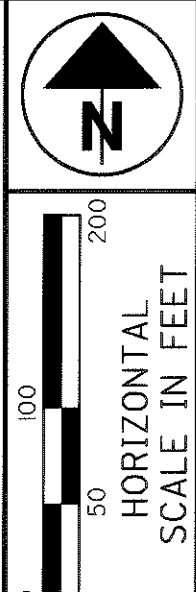
CALCULATED

CHECKED

PAVEMENT CALCULATIONS

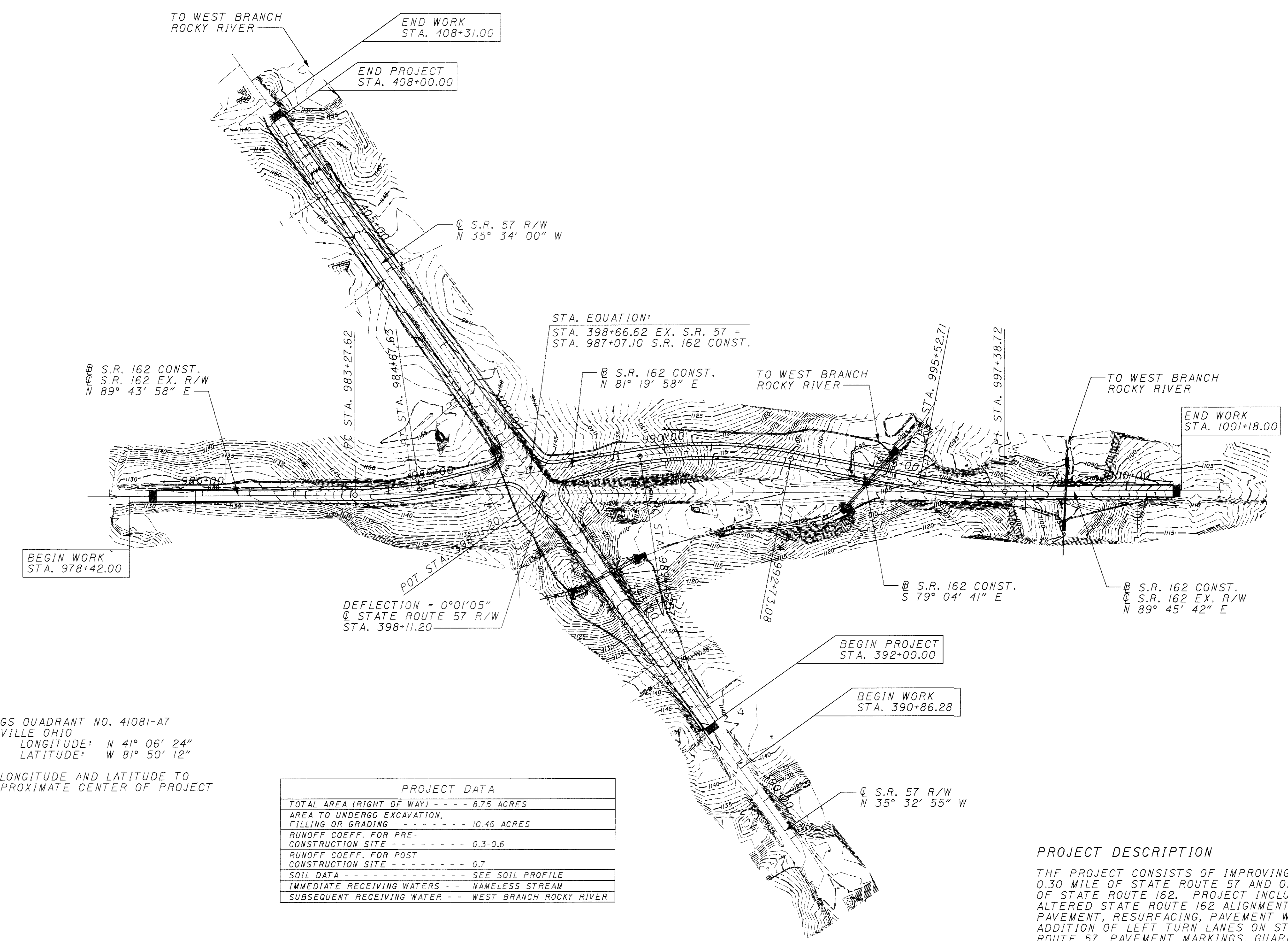
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PROJECT SITE PLAN

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USGS QUADRANT NO. 41081-A7
SEVILLE OHIO
LONGITUDE: N 41° 06' 24"
LATITUDE: W 81° 50' 12"

* LONGITUDE AND LATITUDE TO APPROXIMATE CENTER OF PROJECT

PROJECT DATA	
TOTAL AREA (RIGHT OF WAY) - - - - -	8.75 ACRES
AREA TO UNDERGO EXCAVATION, FILLING OR GRADING - - - - -	10.46 ACRES
RUNOFF COEFF. FOR PRE-CONSTRUCTION SITE - - - - -	0.3-0.6
RUNOFF COEFF. FOR POST-CONSTRUCTION SITE - - - - -	0.7
SOIL DATA - - - - -	SEE SOIL PROFILE
IMMEDIATE RECEIVING WATERS - -	NAMELESS STREAM
SUBSEQUENT RECEIVING WATER - -	WEST BRANCH ROCKY RIVER

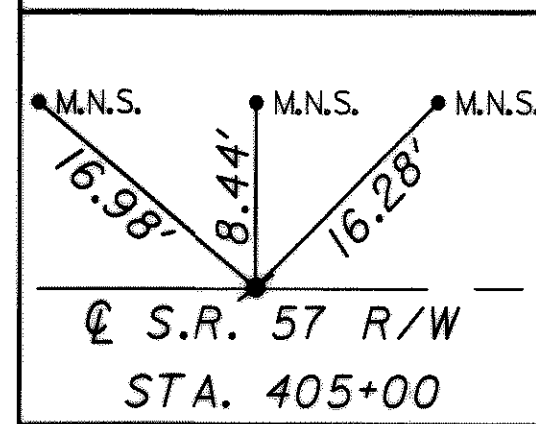
PROJECT DESCRIPTION
THE PROJECT CONSISTS OF IMPROVING 0.30 MILE OF STATE ROUTE 57 AND 0.42 MILE OF STATE ROUTE 162. PROJECT INCLUDES AN ALTERED STATE ROUTE 162 ALIGNMENT, NEW PAVEMENT, RESURFACING, PAVEMENT WIDENING, ADDITION OF LEFT TURN LANES ON STATE ROUTE 57, PAVEMENT MARKINGS, GUARDRAIL, AND DRAINAGE FEATURES.

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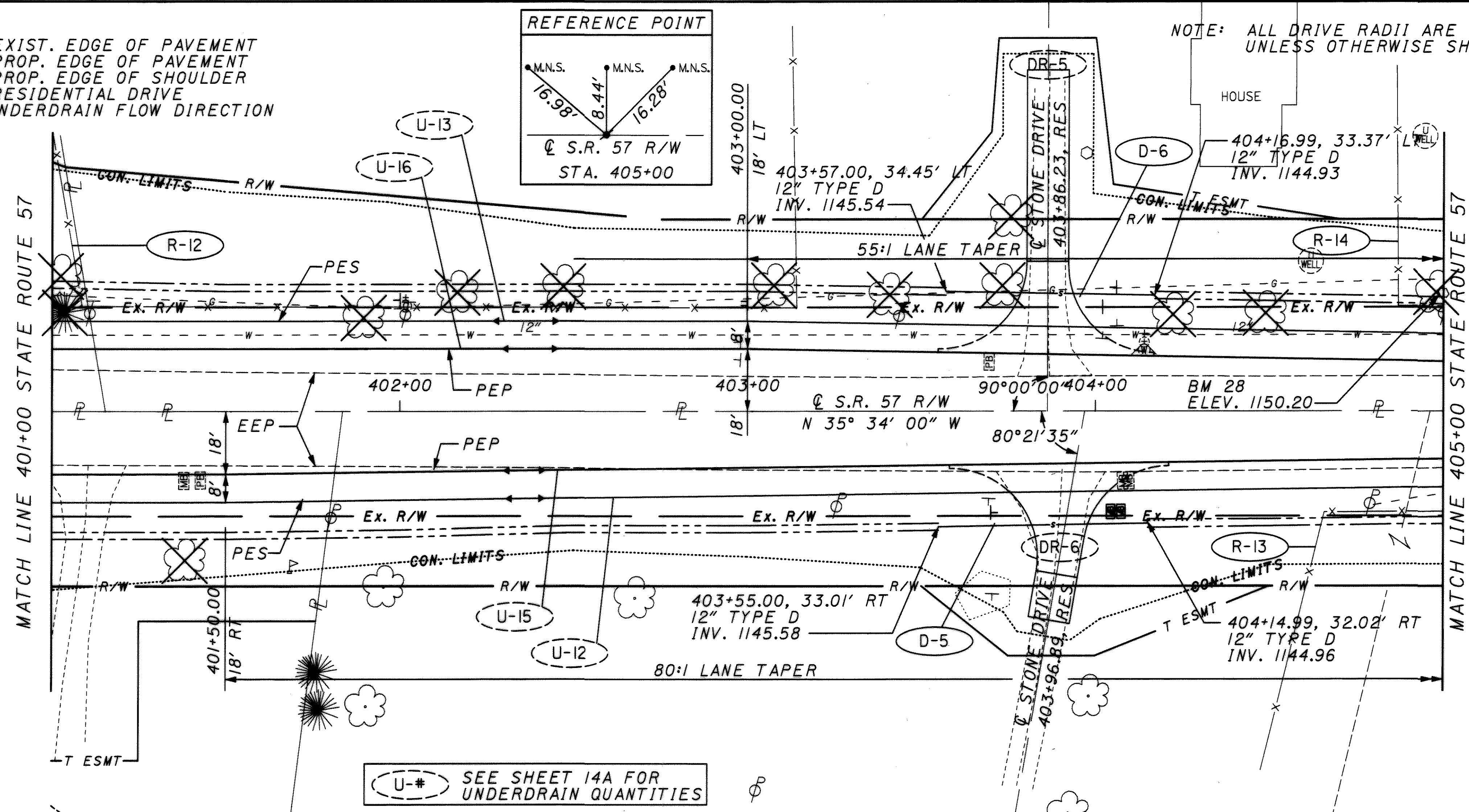
LEGEND

- EEP - EXIST. EDGE OF PAVEMENT
- PEP - PROP. EDGE OF PAVEMENT
- PES - PROP. EDGE OF SHOULDER
- RES - RESIDENTIAL DRIVE
- ◀ - UNDERDRAIN FLOW DIRECTION

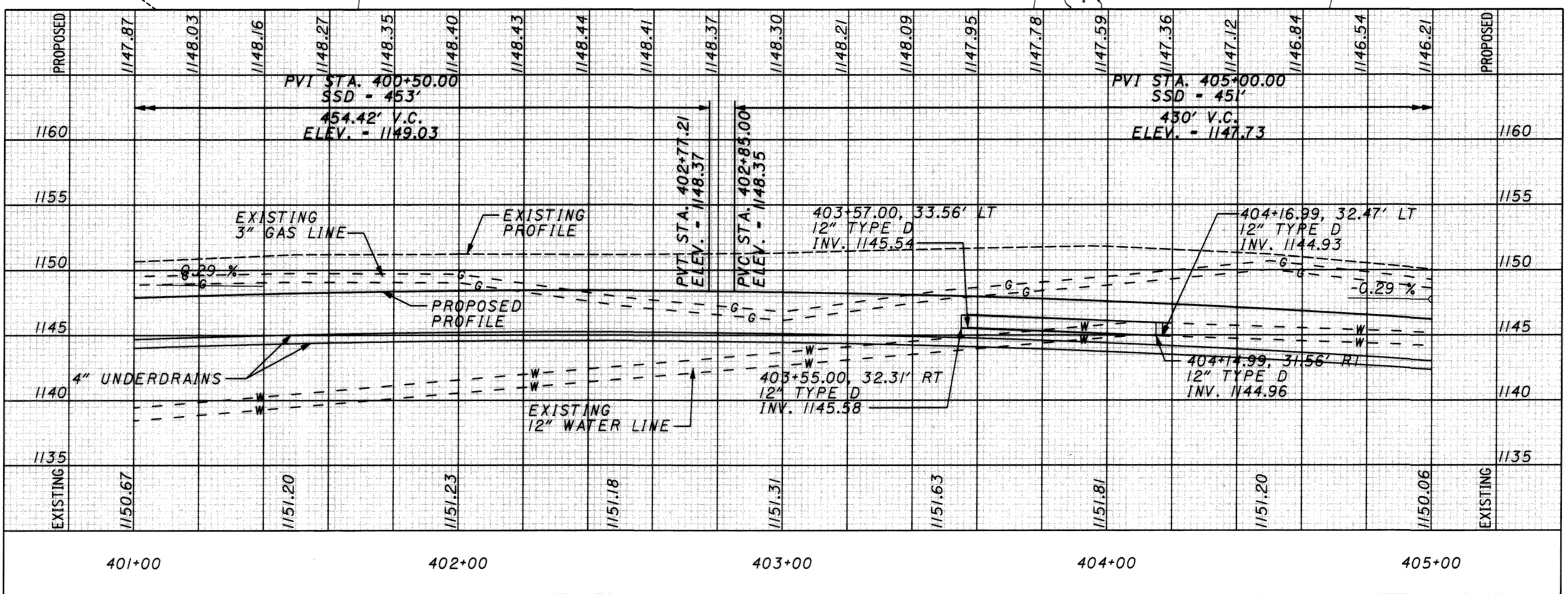
REFERENCE POINT



NOTE: ALL DRIVE RADII ARE 25' UNLESS OTHERWISE SHOWN.



U-# SEE SHEET 14A FOR UNDERDRAIN QUANTITIES



REF NO.	STATION		SIDE	FENCE REMOVED	12" CONDUIT, TYPE D
	FROM	TO			
R-12	401+01.92	403+13.64	LT	270	
R-13	404+61.13	405+00.00	RT	52	
R-14	404+66.79	405+00.00	LT	38	
D-5	403+55.00	404+14.99	RT		60
D-6	403+57.00	404+16.99	LT		60
DR-5	SEE SHEETS 66, 71 AND 73 FOR DRIVE DETAILS.				
DR-6	SEE SHEETS 66, 71 AND 73 FOR DRIVE DETAILS.				
TOTALS CARRIED TO SHEETS 12 AND 14				360	120

MED-57-7.34

20
113

STATE ROUTE 57 - STA. 401+00.00 - 405+00.00

PLAN AND PROFILE

HORIZONTAL SCALE IN FEET

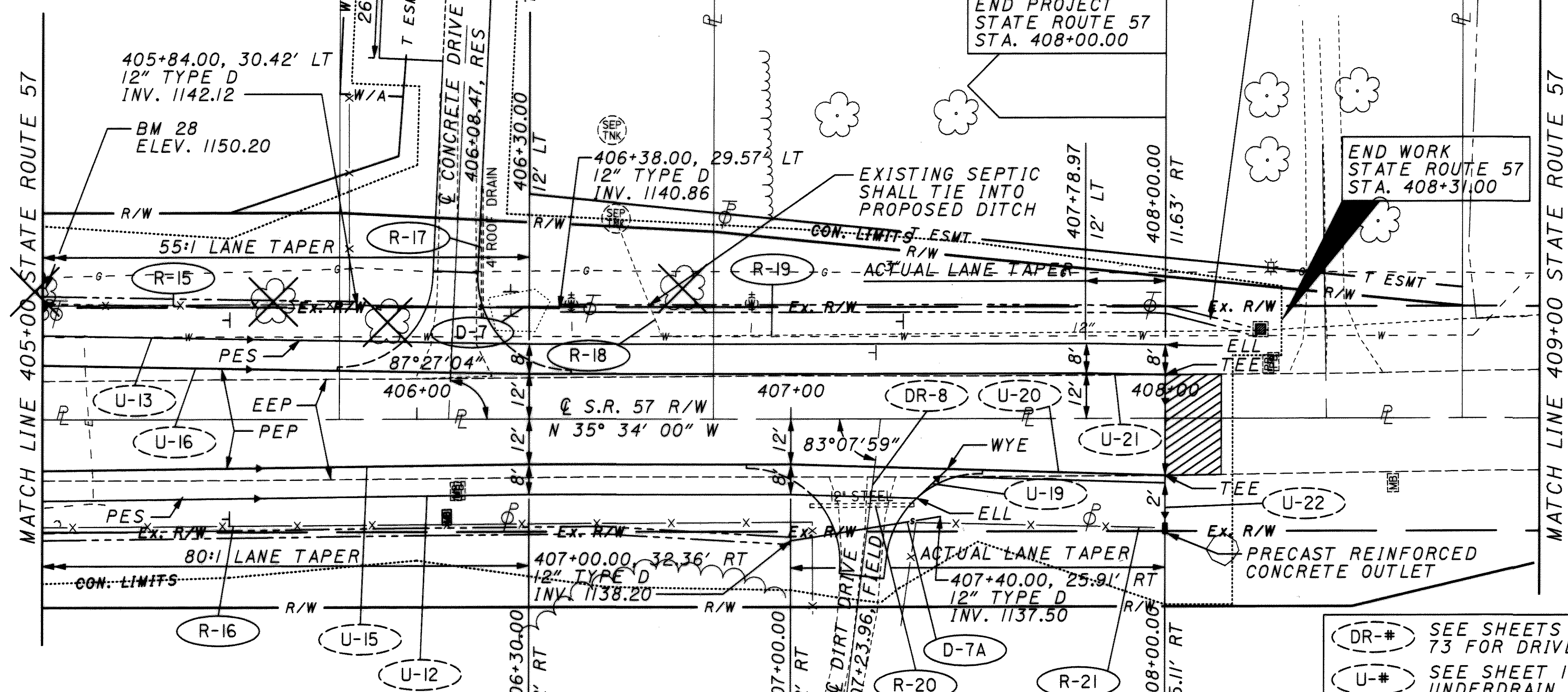
LEGEND

- EPP - EXIST. EDGE OF PAVEMENT
- PEP - PROP. EDGE OF PAVEMENT
- PES - PROP. EDGE OF SHOULDER
- RES - RESIDENTIAL DRIVE
- FIELD - FIELD DRIVE
- ◀ - UNDERDRAIN FLOW DIRECTION

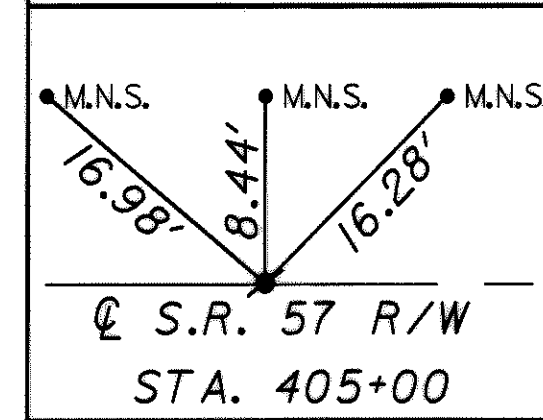
ITEM 202 1/4 in. WEARING COURSE REMOVED AND RESURFACED WITH 448 ASPHALT CONCRETE SURFACE COURSE OVER 407 TACK COAT. THE LENGTH MAY BE ADJUSTED IN THE FIELD TO MATCH EXISTING CONDITIONS.

NOTE: ALL DRIVE RADII ARE 25' UNLESS OTHERWISE SHOWN.

STUB EXISTING 6" PLASTIC PIPE APPROXIMATELY 1 FOOT SOUTH OF EXISTING CATCH BASIN. DIVERT PROPOSED DITCH TO STUB.



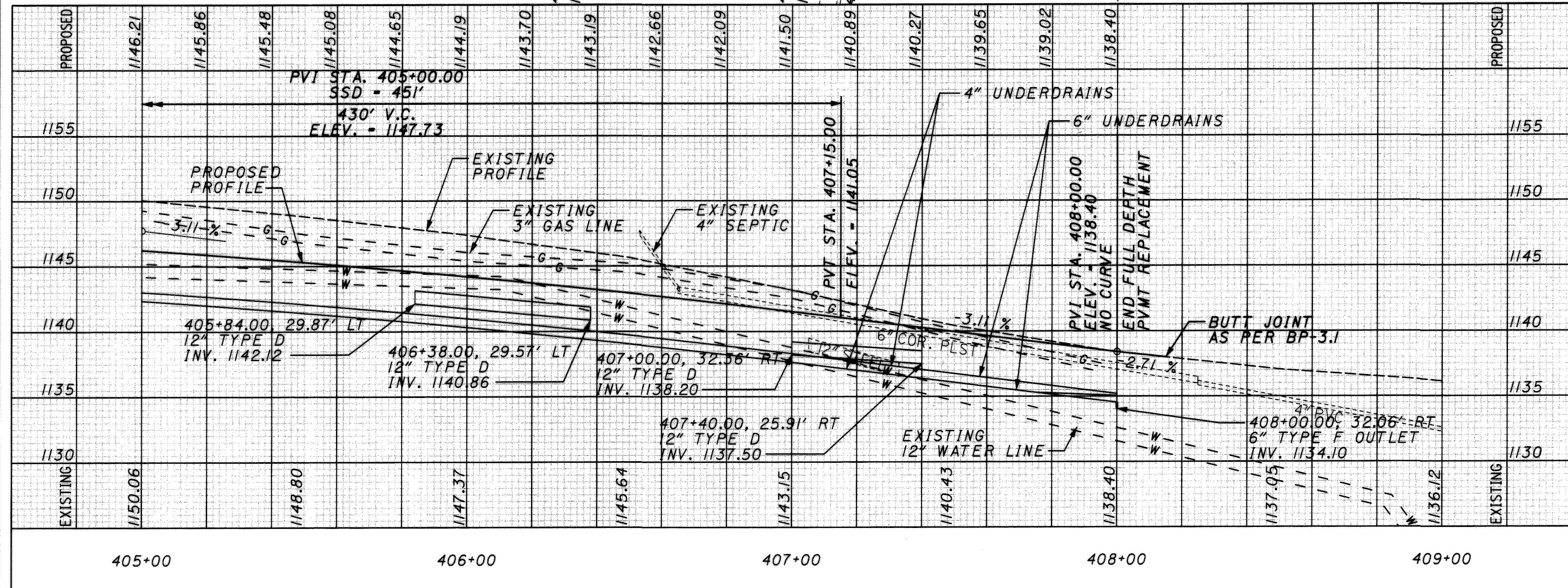
REFERENCE POINT



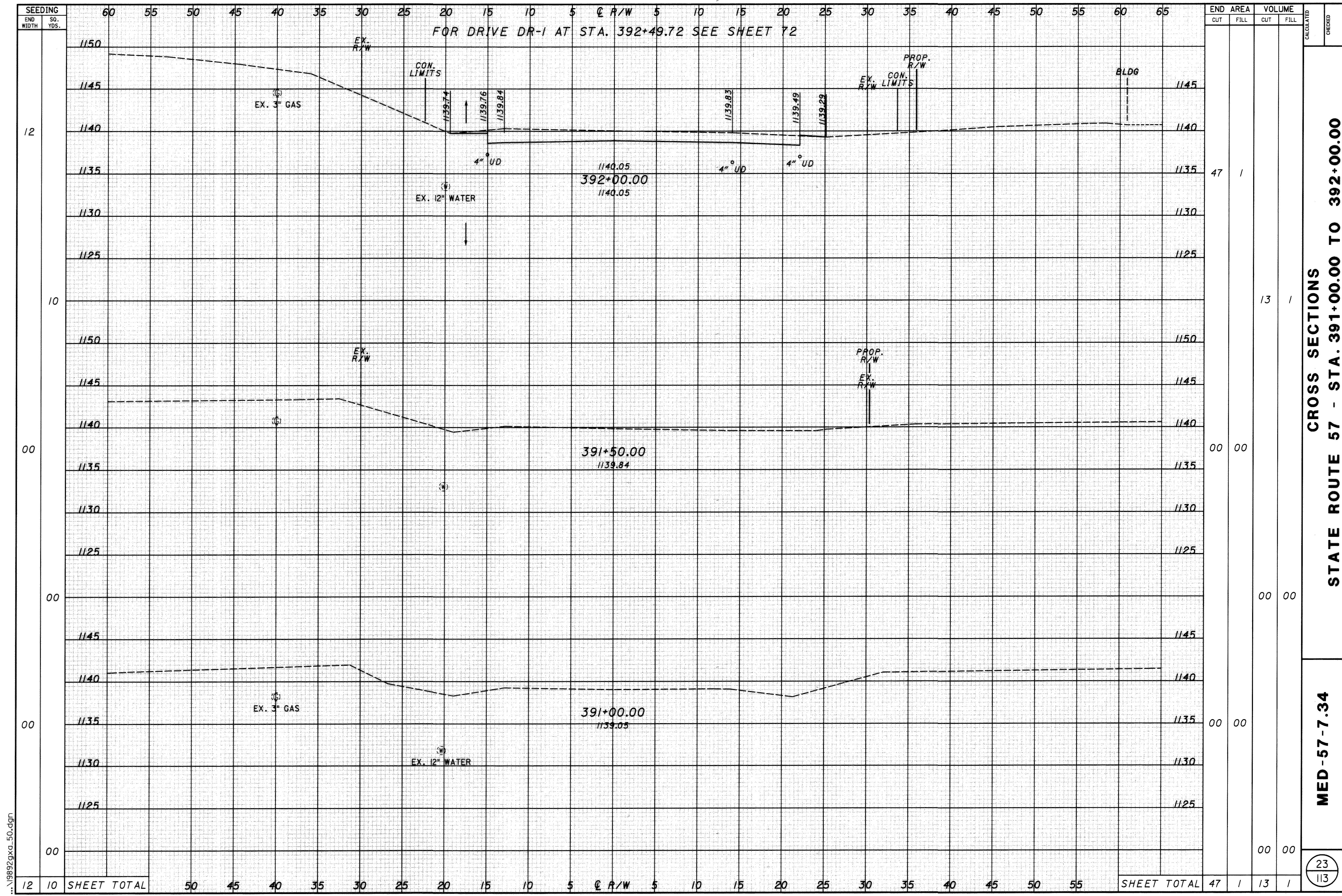
END PROJECT STATE ROUTE 57 STA. 408+00.00

END WORK STATE ROUTE 57 STA. 408+31.00

- DR-# SEE SHEETS 66, 71 AND 73 FOR DRIVE DETAILS.
- U-# SEE SHEET 14A FOR UNDERDRAIN QUANTITIES



REF NO.	STATION		SIDE	ITEM	QUANTITY
	FROM	TO			
R-15	405+00.00	405+81.86	LT	12" CONDUIT, TYPE D	603
R-16	405+00.00	407+05.93	RT	FENCE REMOVED	202
R-17	406+17.36	406+17.42	LT	PIPE REMOVED, 24" AND UNDER	202
R-18	406+61.16	406+65.33	LT		
R-19	406+64.84	408+22.00	LT		
R-20	407+05.17	407+32.92	RT		
R-21	407+31.69	407+97.21	RT		
D-7	405+84.00	406+38.00	LT		54
D-7A	407+00.00	407+40.00	RT		41
TOTALS CARRIED TO SHEETS 12 AND 14					95

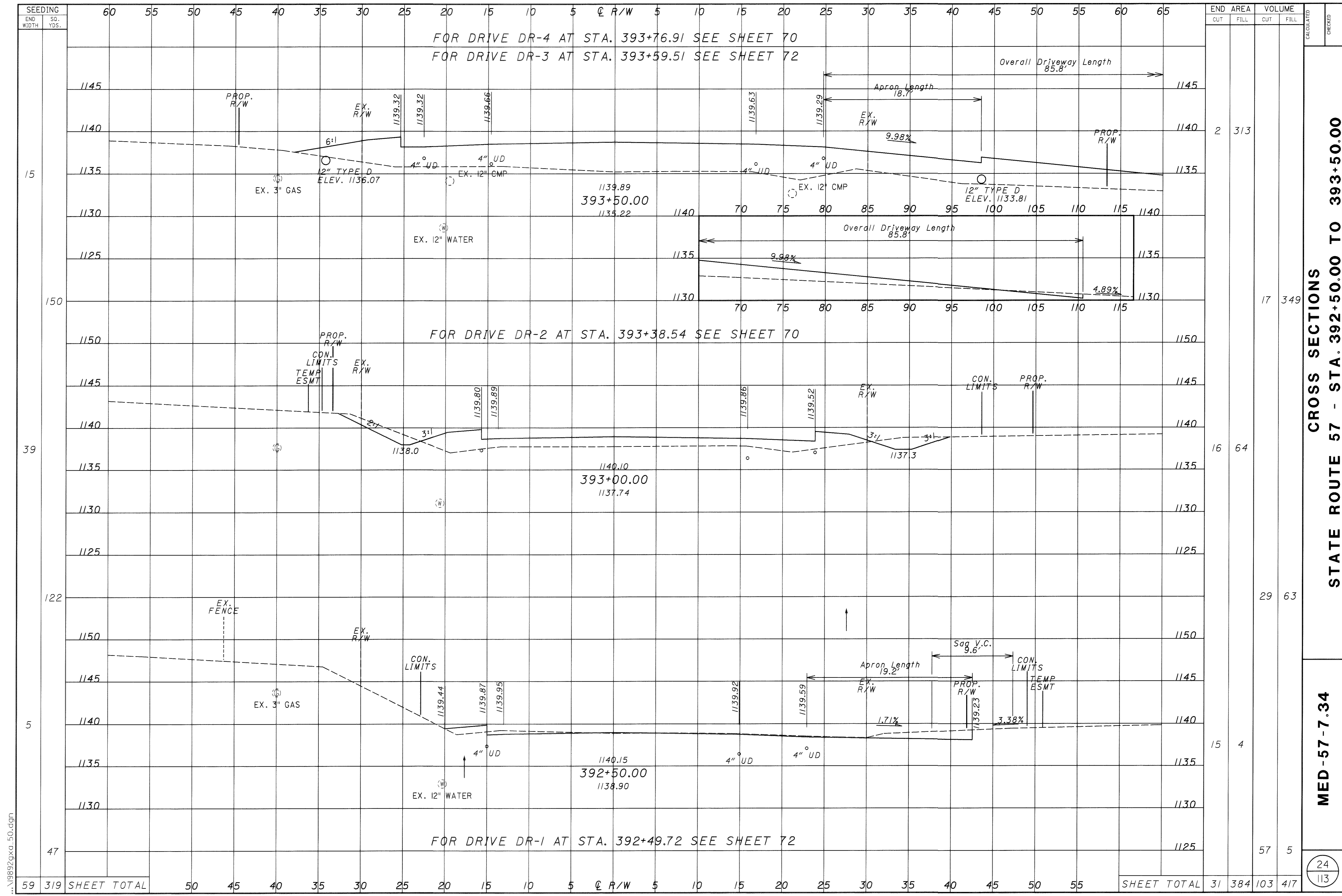


STATE ROUTE 57 - STA. 391+00.00 TO 392+00.00

MED-57-7.34

23
113

...198929xa_50.dgn



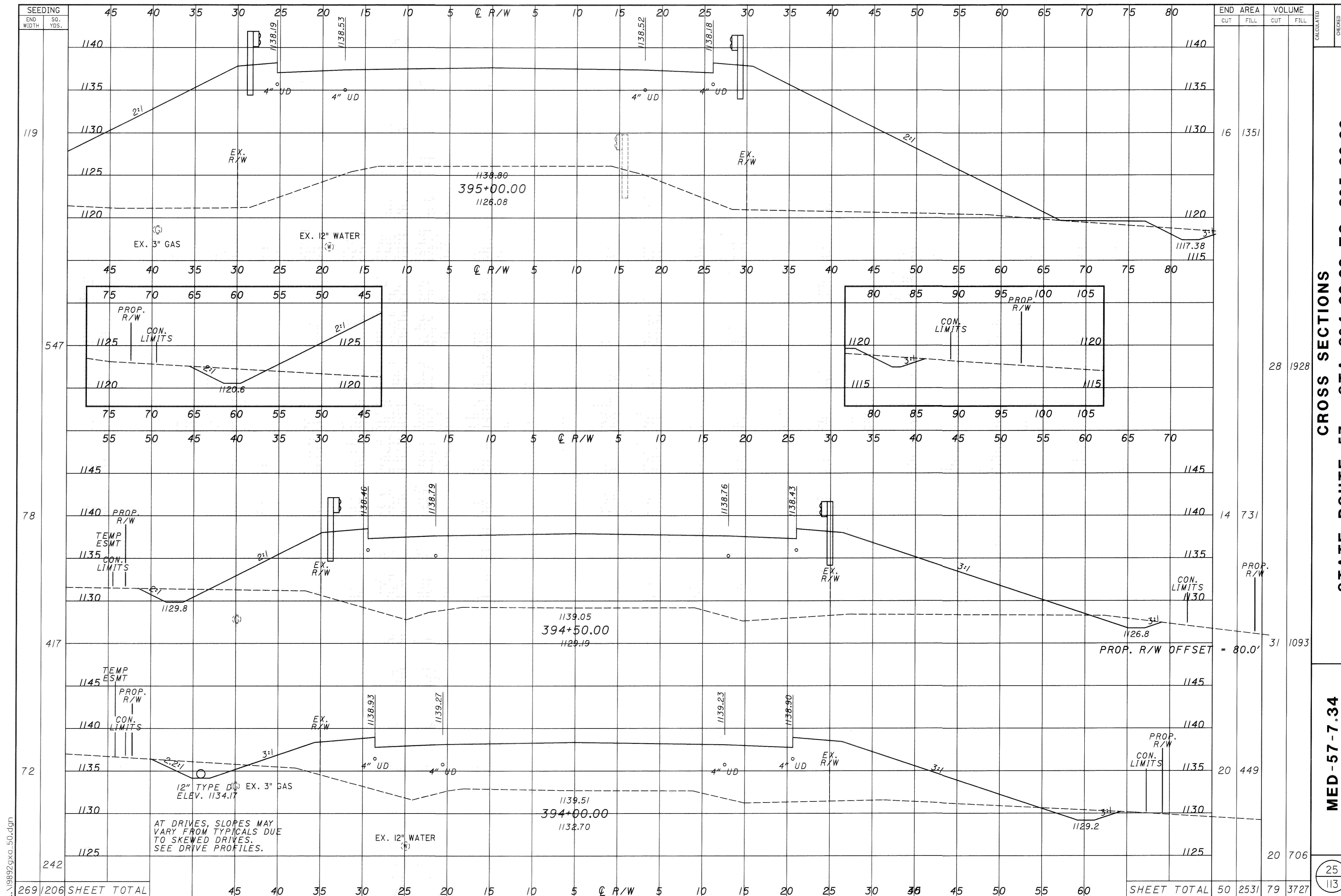
END	AREA		VOLUME		CALCULATED	CHECKED
	CUT	FILL	CUT	FILL		
1145						
1140	2	313				
1135						
1130						
1125			17	349		
1150						
1145						
1140	16	64				
1135						
1130						
1125						
1150			29	63		
1145						
1140	15	4				
1135						
1130						
1125			57	5		
SHEET TOTAL	31	384	103	417		

STATE ROUTE 57 - STA. 392+50.00 TO 393+50.00

MED-57-7.34

24
113

...198929xd_50.dgn



SEEDING
END WIDTH SO. YBS.

119

547

78

417

72

242

269

END AREA	VOLUME		CALCULATED	CHECKED
	CUT	FILL		
16	1351			
28	1928			
14	731			
31	1093			
20	449			
20	706			
50	2531	79	3727	

CROSS SECTIONS
STATE ROUTE 57 - STA. 394+00.00 TO 395+00.00
MED-57-7.34
 25
 113

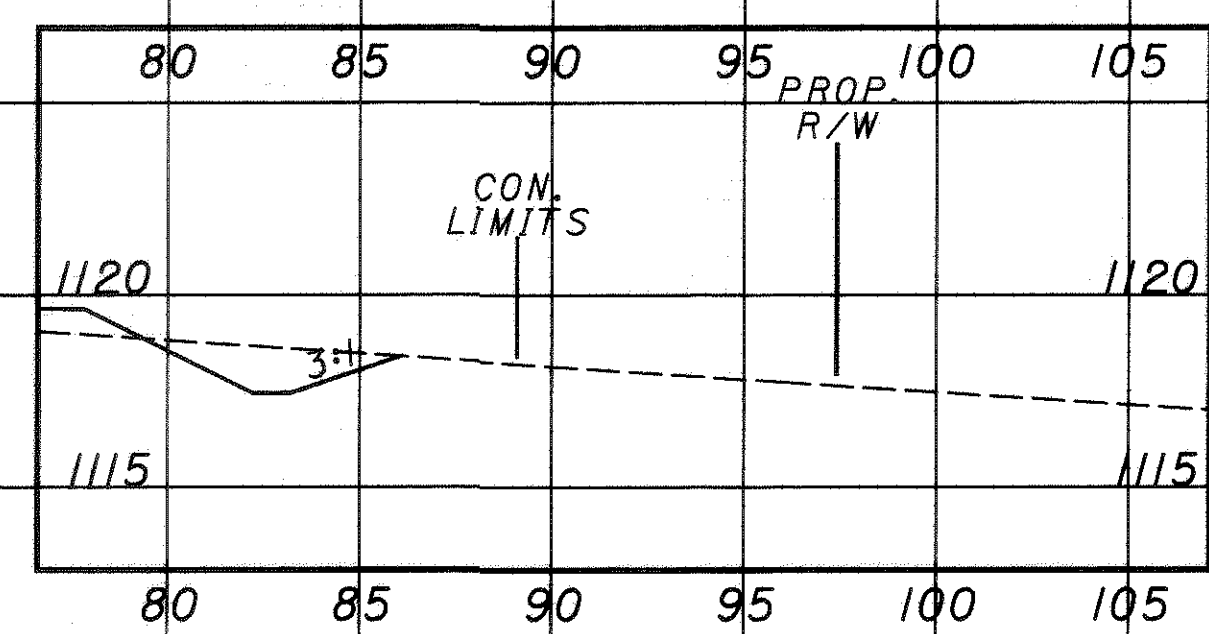
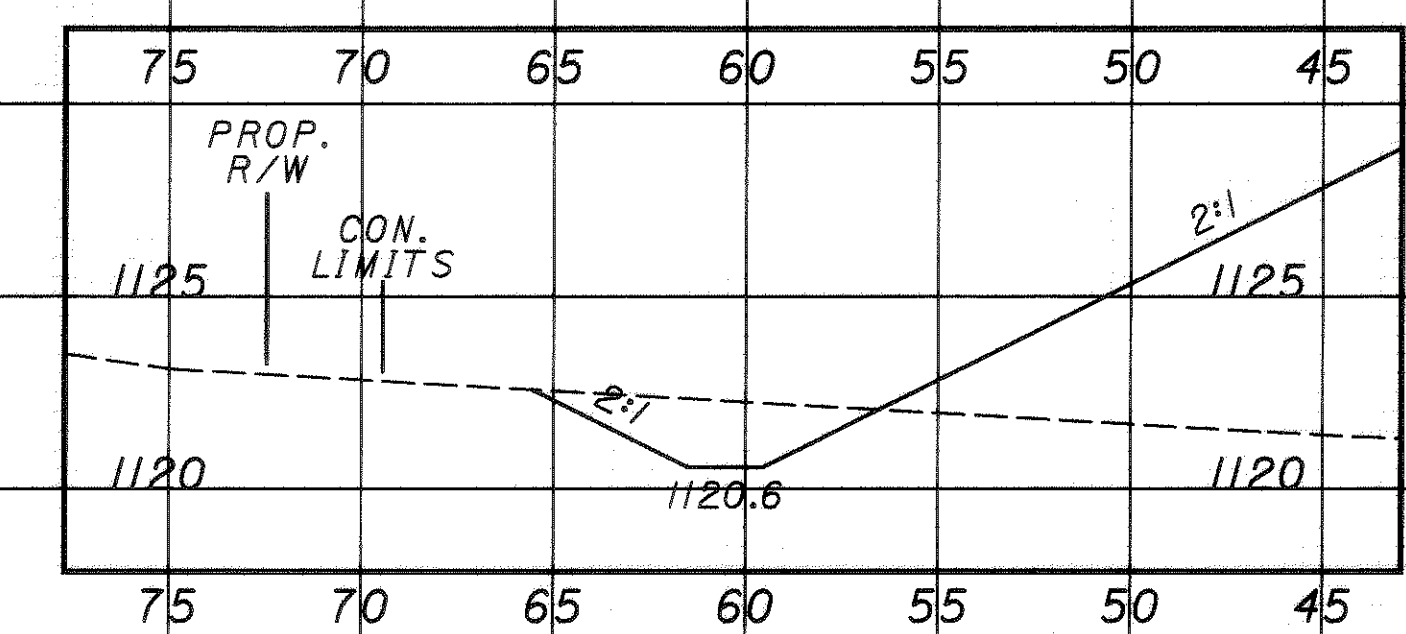
AT DRIVES, SLOPES MAY VARY FROM TYPICALS DUE TO SKEWED DRIVES. SEE DRIVE PROFILES.

PROP. R/W OFFSET = 80.0'

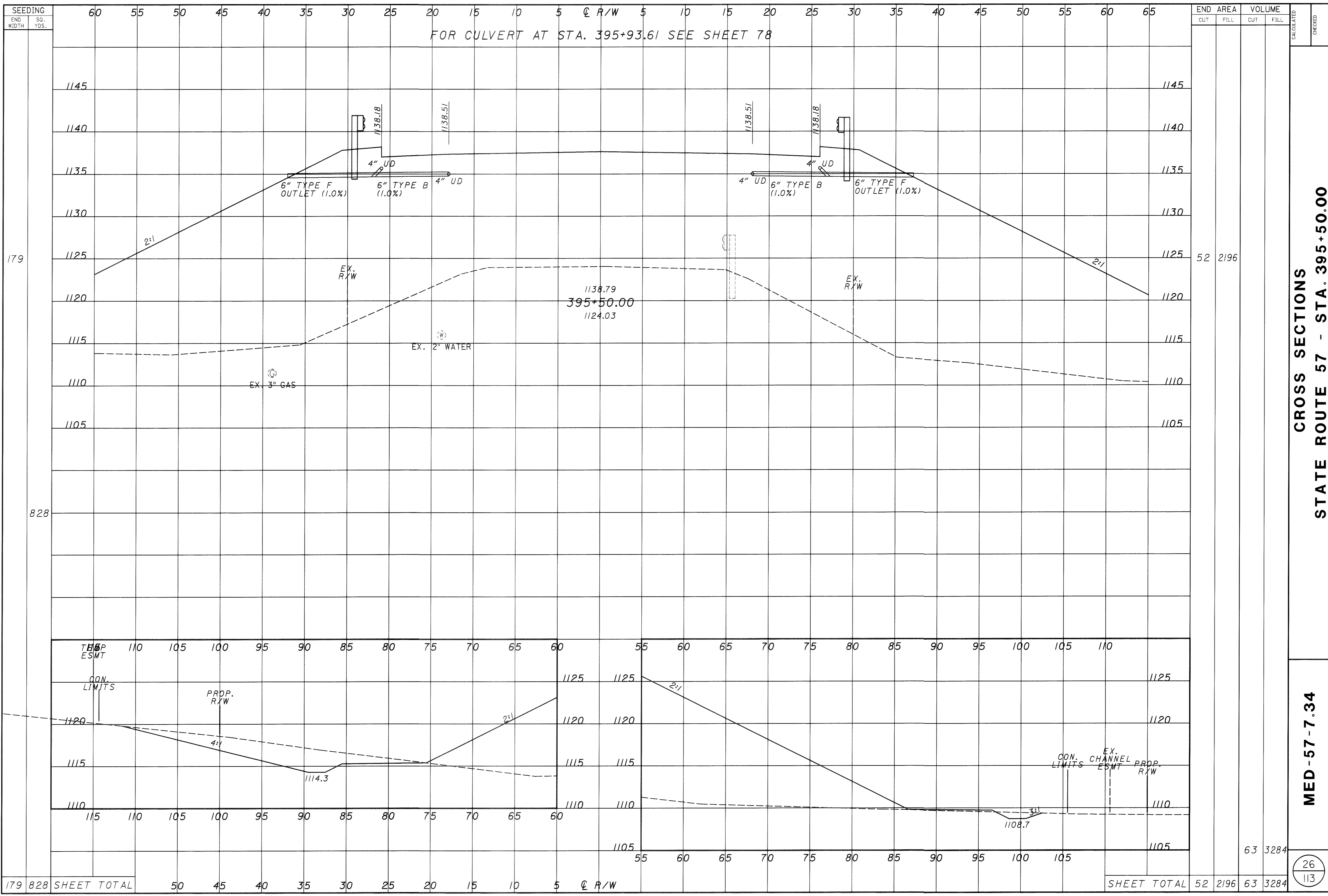
1138.80
395+00.00
1126.08

1139.05
394+50.00
1129.19

1139.51
394+00.00
1132.70



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FOR CULVERT AT STA. 395+93.61 SEE SHEET 78

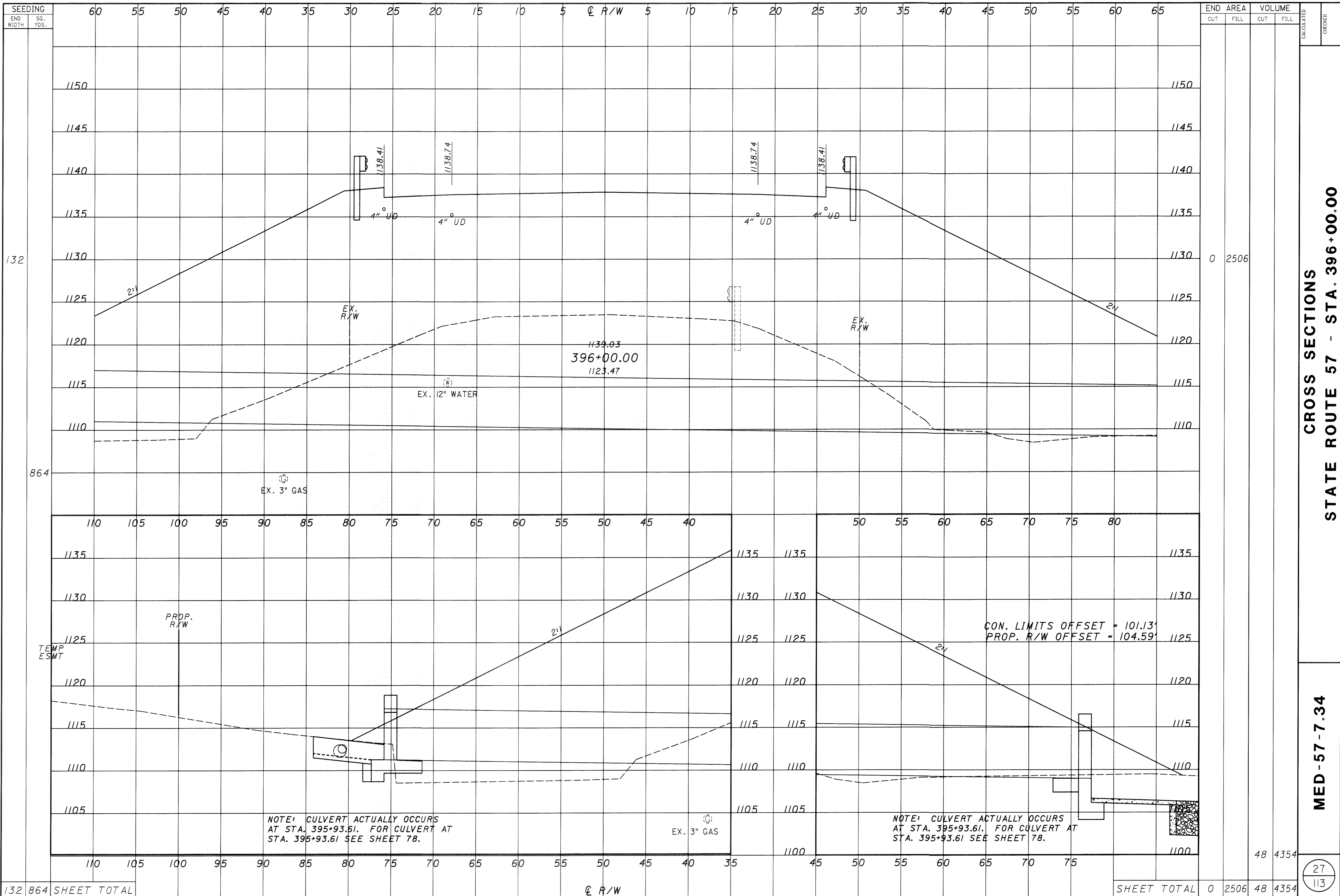
SEEDING		END AREA		VOLUME		CALCULATED	CHECKED
END WIDTH	SO. YDS.	CUT	FILL	CUT	FILL		
179	828	52	2196	63	3284		
SHEET TOTAL		52	2196	63	3284		

CROSS SECTIONS
STATE ROUTE 57 - STA. 395+50.00

MED-57-7.34

26
113

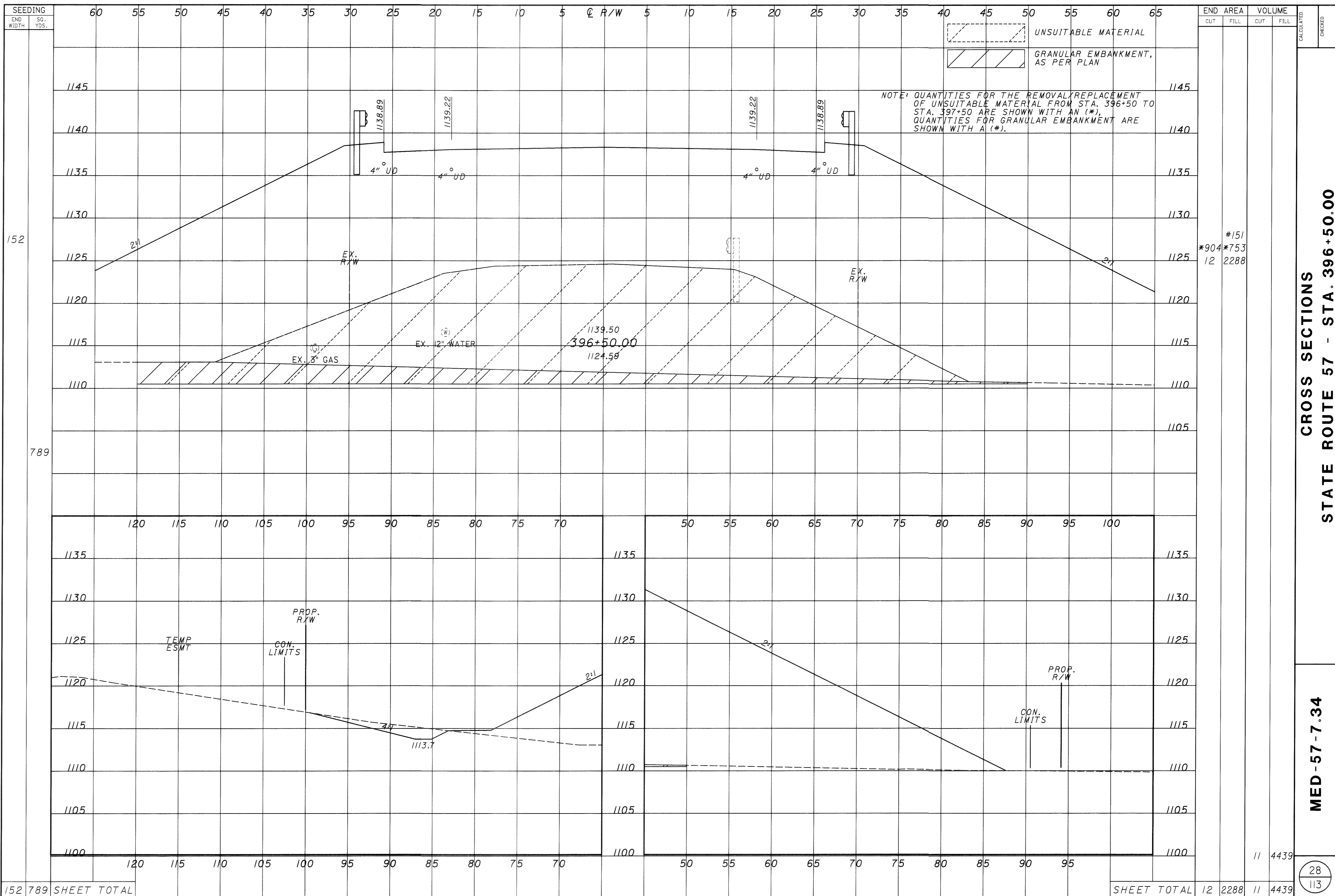
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CROSS SECTIONS
STATE ROUTE 57 - STA. 396+00.00

MED-57-7.34

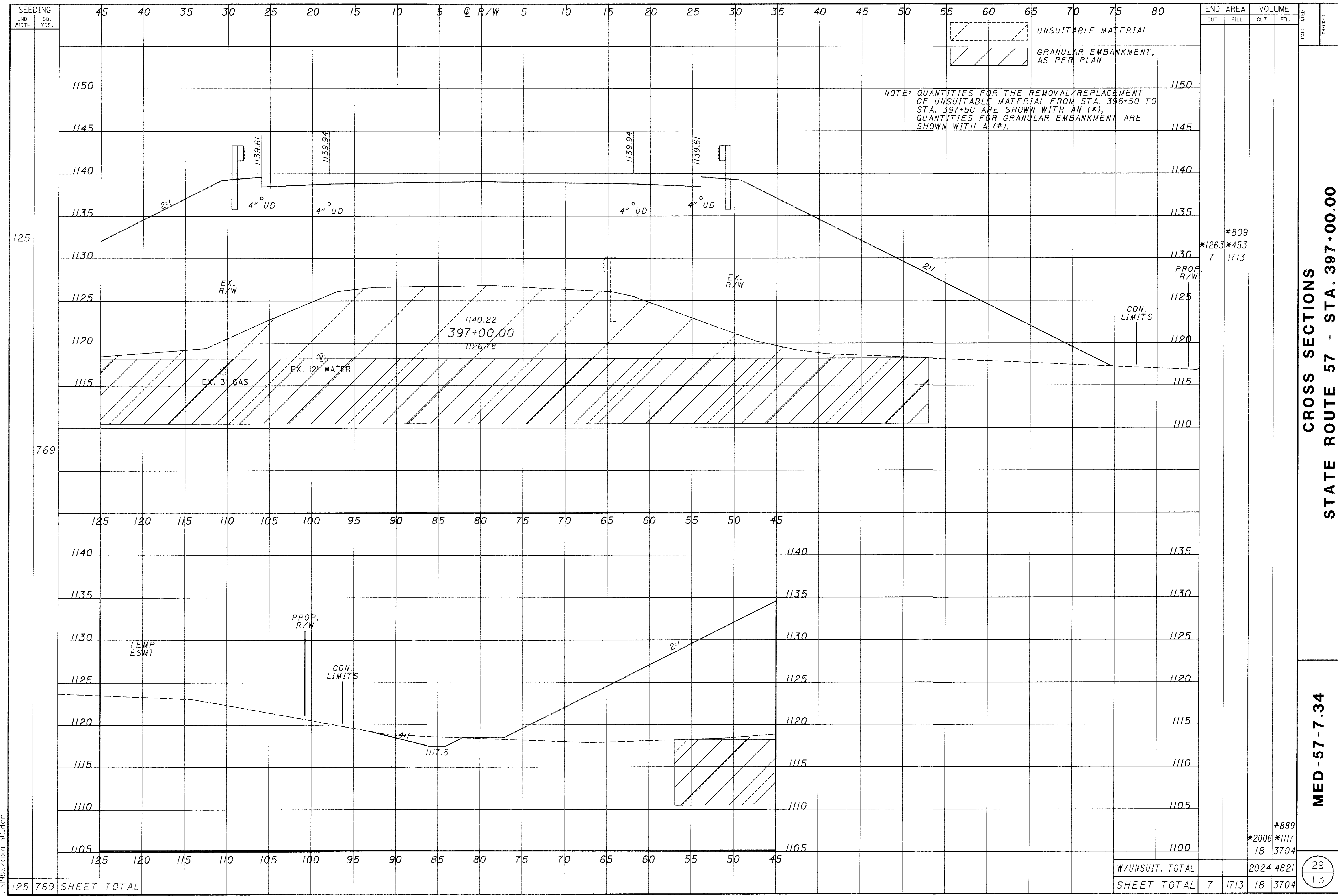
...19892dxc_50.dgn



UNSUITABLE MATERIAL
 GRANULAR EMBANKMENT,
 AS PER PLAN

NOTE: QUANTITIES FOR THE REMOVAL/REPLACEMENT
 OF UNSUITABLE MATERIAL FROM STA. 396+50 TO
 STA. 397+50 ARE SHOWN WITH AN (*),
 QUANTITIES FOR GRANULAR EMBANKMENT ARE
 SHOWN WITH A (#).

END	AREA		VOLUME		CALCULATED	CHECKED
	CUT	FILL	CUT	FILL		
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CROSS SECTIONS
STATE ROUTE 57 - STA. 397+00.00

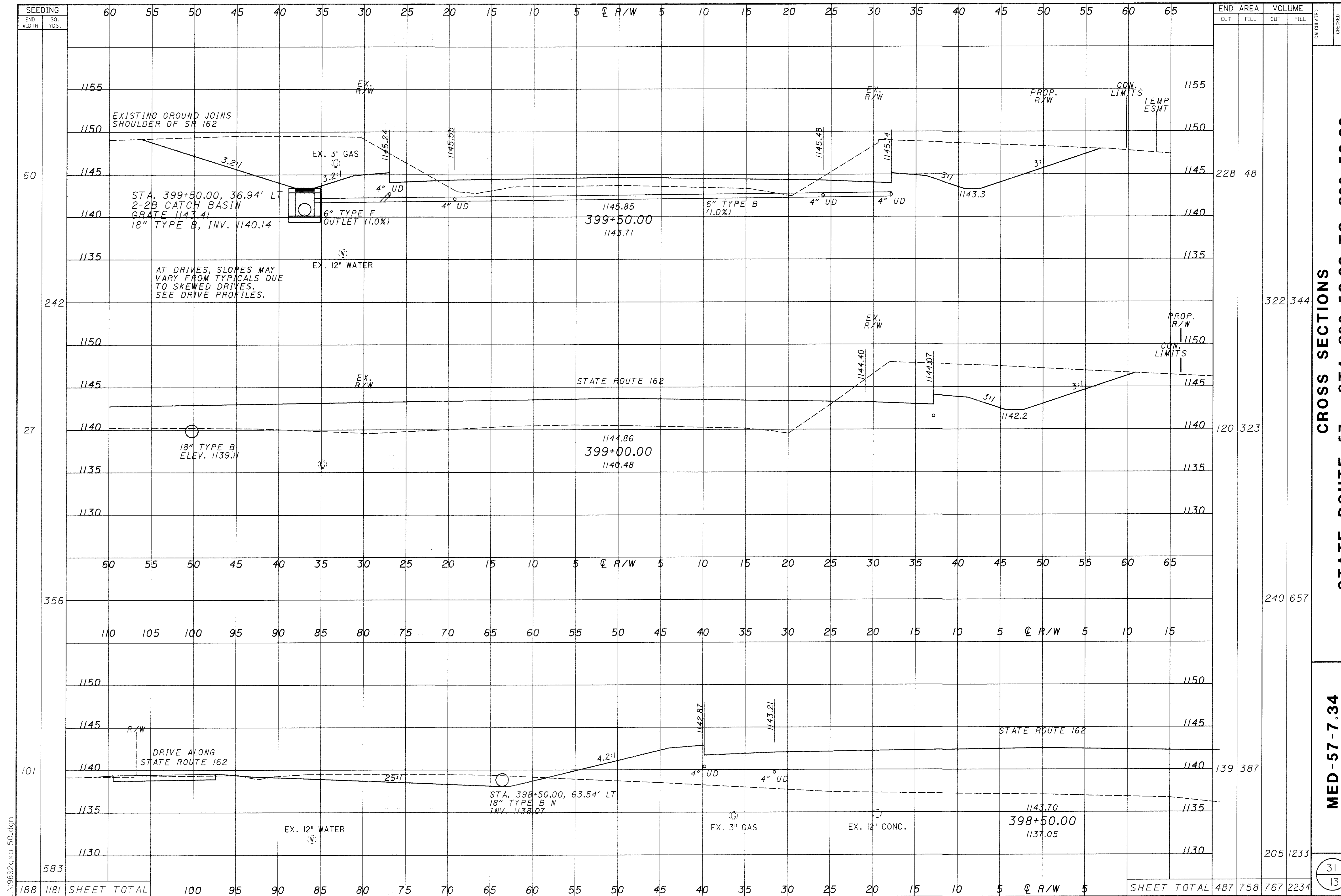
MED-57-7.34

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125 769 SHEET TOTAL

W/UNSUIT. TOTAL			
SHEET TOTAL	7	1713	18 3704

29
113

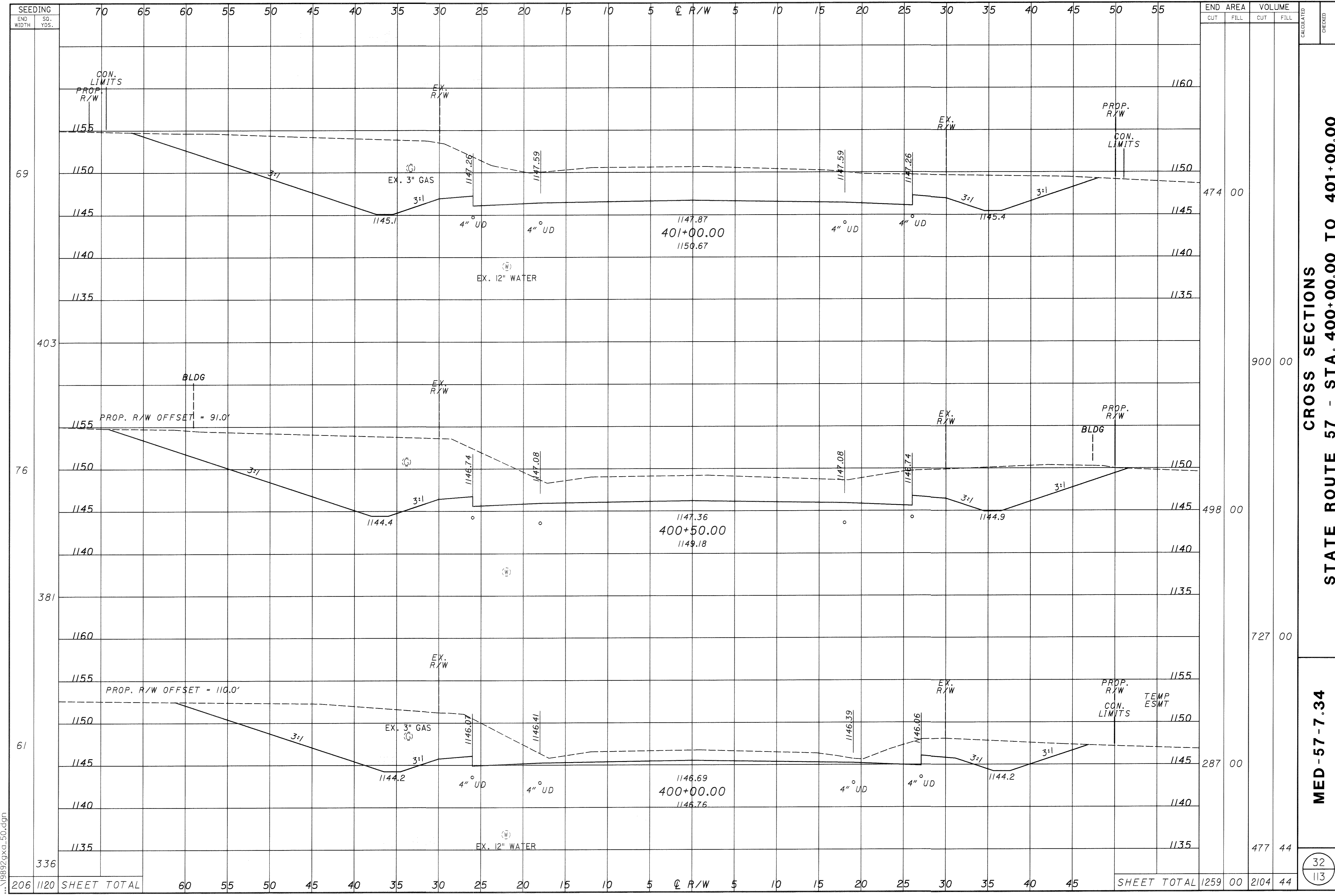


SEEDING
END WIDTH SQ. YDS.
60
242
27
356
101
583
188 181

STATION	END AREA		VOLUME	
	CUT	FILL	CUT	FILL
399+50.00	228	48		
399+00.00	120	323		
398+50.00	240	657		
SHEET TOTAL	487	758	767	2234

CROSS SECTIONS
STATE ROUTE 57 - STA. 398+50.00 TO 399+50.00
MED-57-7.34
31
113

...198929xd_50.dgn



END CUT	AREA FILL	VOLUME	
		CUT	FILL
474	00	900	00
498	00	727	00
287	00	477	44
SHEET TOTAL	1259 00	2104	44

CROSS SECTIONS
STATE ROUTE 57 - STA. 400+00.00 TO 401+00.00

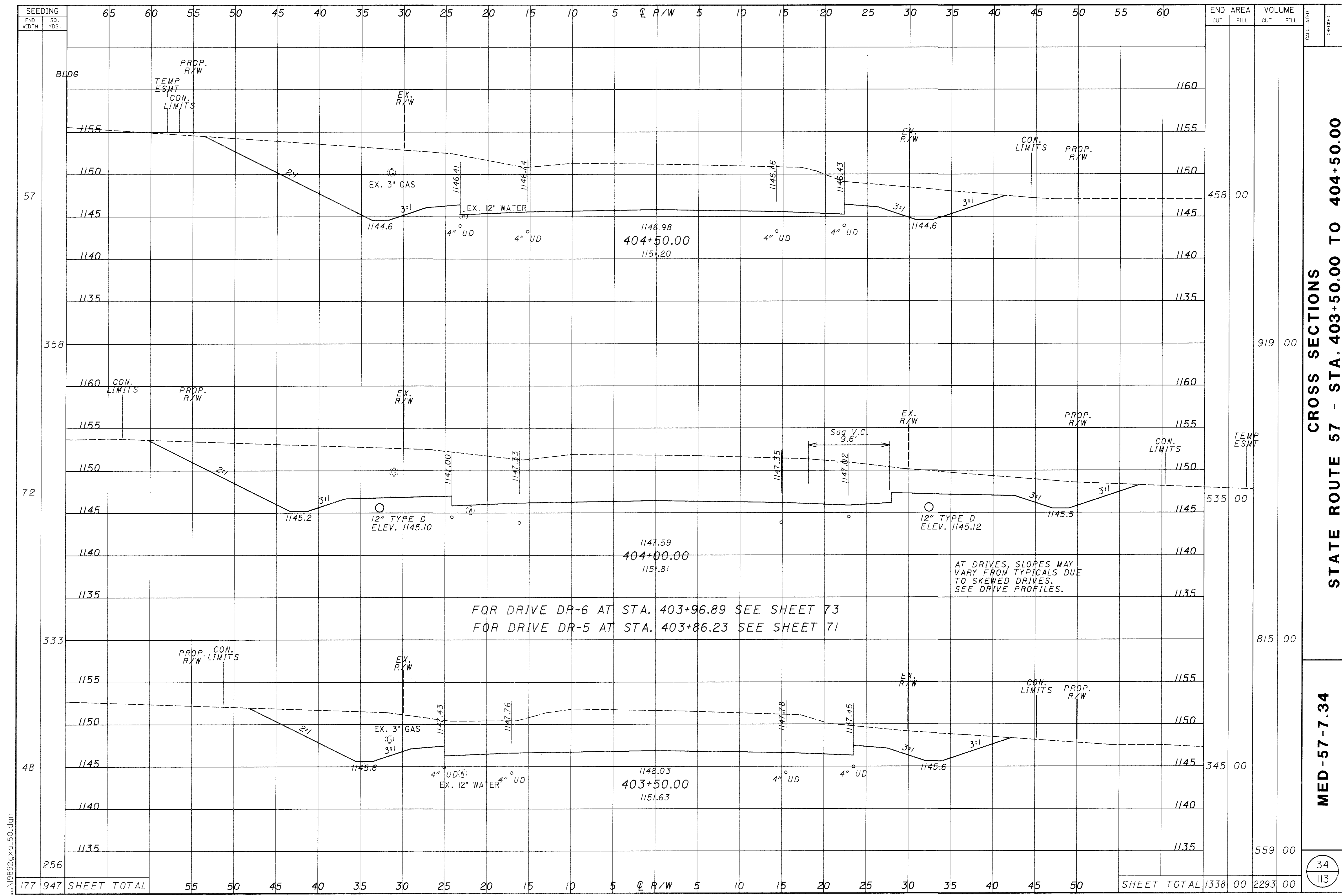
MED-57-7.34

32
 113

...198929xd_50.dgn

206 1120 SHEET TOTAL

SHEET TOTAL



END	AREA		VOLUME		CALCULATED	CHECKED
	CUT	FILL	CUT	FILL		
403+50.00	458	00				
404+00.00	535	00				
404+50.00	815	00				
403+50.00	345	00				
404+50.00	559	00				
SHEET TOTAL	1338	00	2293	00		

STATE ROUTE 57 - STA. 403+50.00 TO 404+50.00

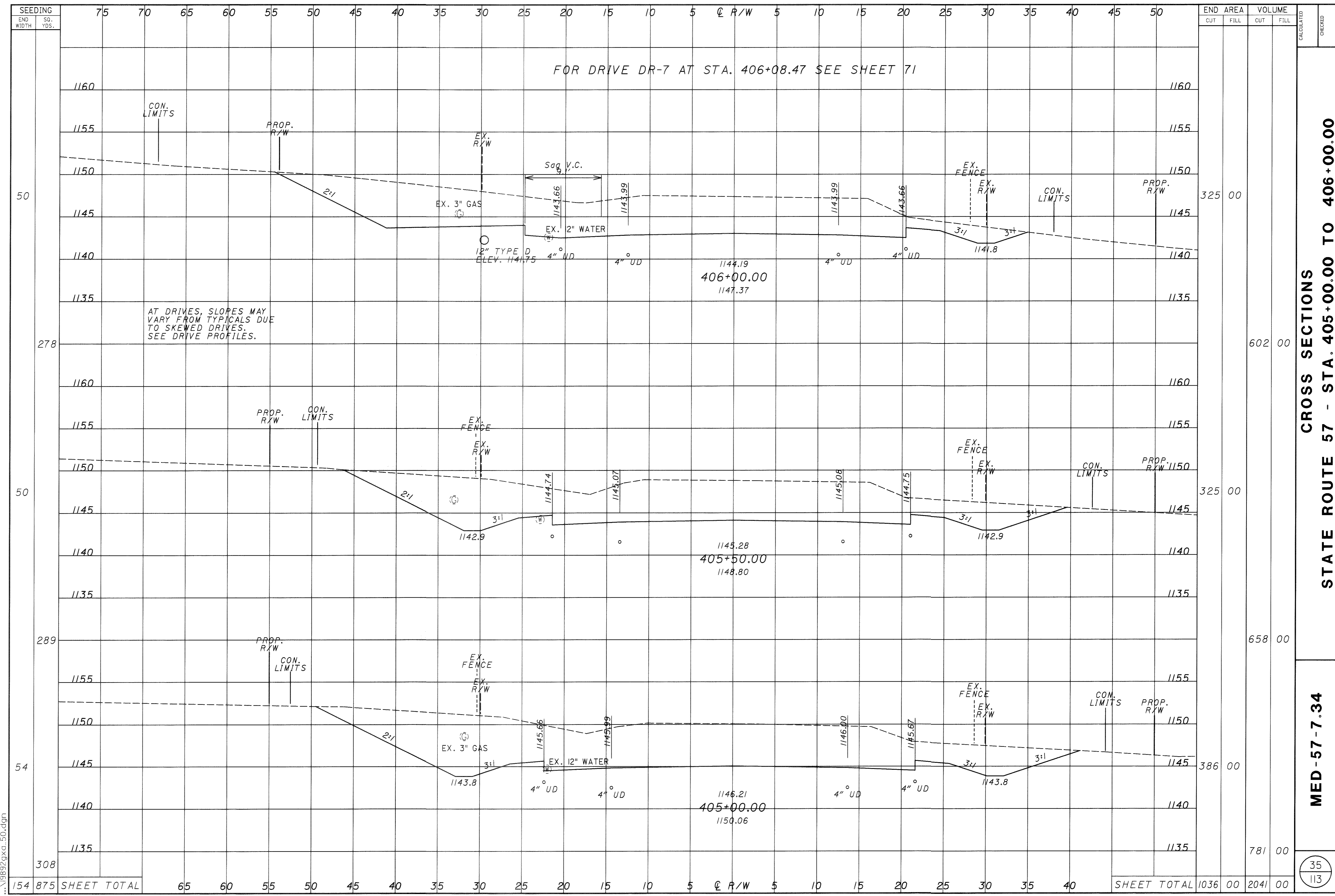
MED-57-7.34

34
113

FOR DRIVE DR-6 AT STA. 403+96.89 SEE SHEET 73
FOR DRIVE DR-5 AT STA. 403+86.23 SEE SHEET 71

AT DRIVES, SLOPES MAY VARY FROM TYPICALS DUE TO SKEWED DRIVES. SEE DRIVE PROFILES.

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FOR DRIVE DR-7 AT STA. 406+08.47 SEE SHEET 71

AT DRIVES, SLOPES MAY VARY FROM TYPICALS DUE TO SKEWED DRIVES. SEE DRIVE PROFILES.

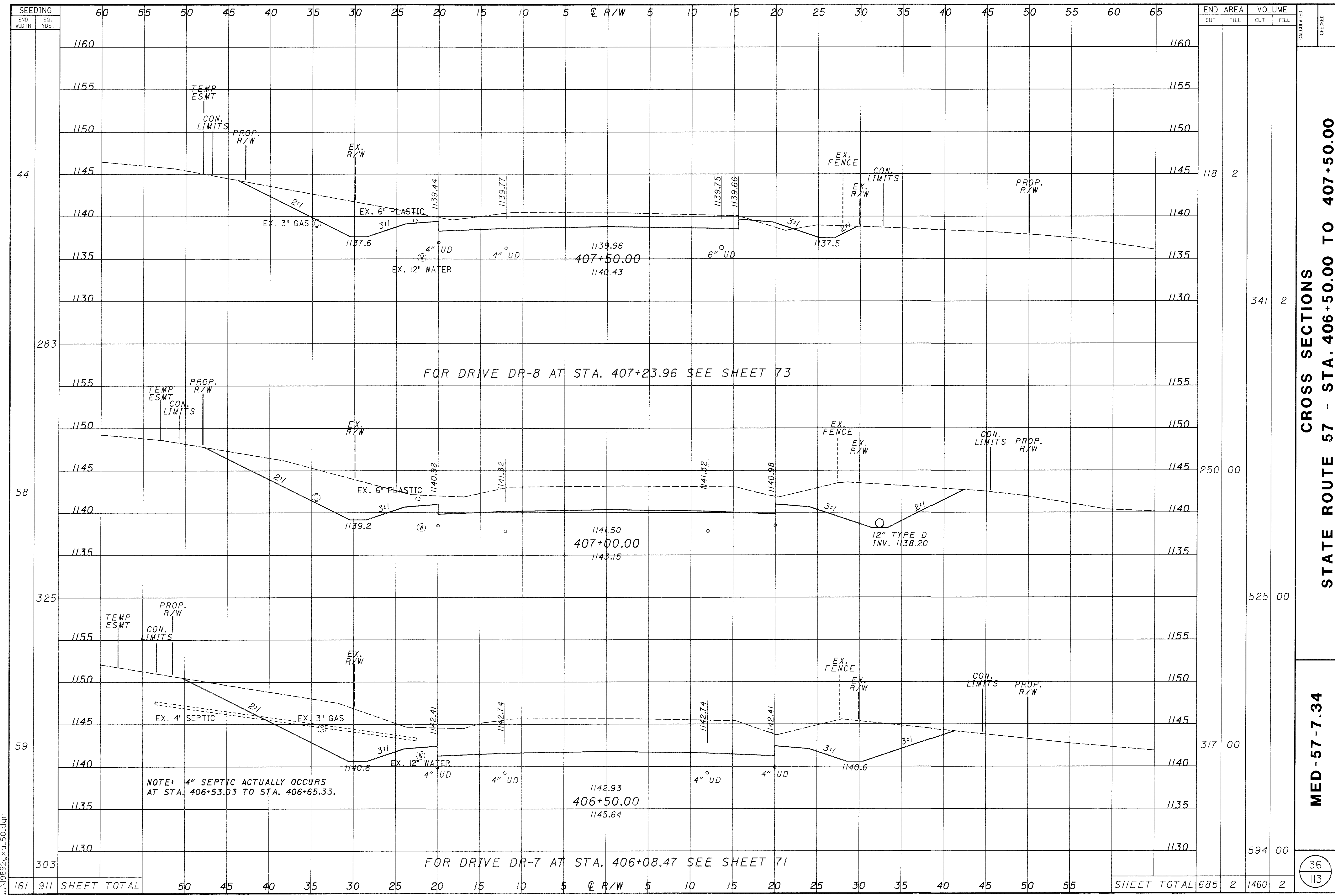
END WIDTH	SO. YDS.	END AREA		VOLUME	
		CUT	FILL	CUT	FILL
50		325	00		
278		602	00		
50		325	00		
289		658	00		
54		386	00		
308		781	00		
154	875	SHEET TOTAL	1036	00	2041

CROSS SECTIONS STATE ROUTE 57 - STA. 405+00.00 TO 406+00.00

MED-57-7.34

35
113

198929xd_50.dgn

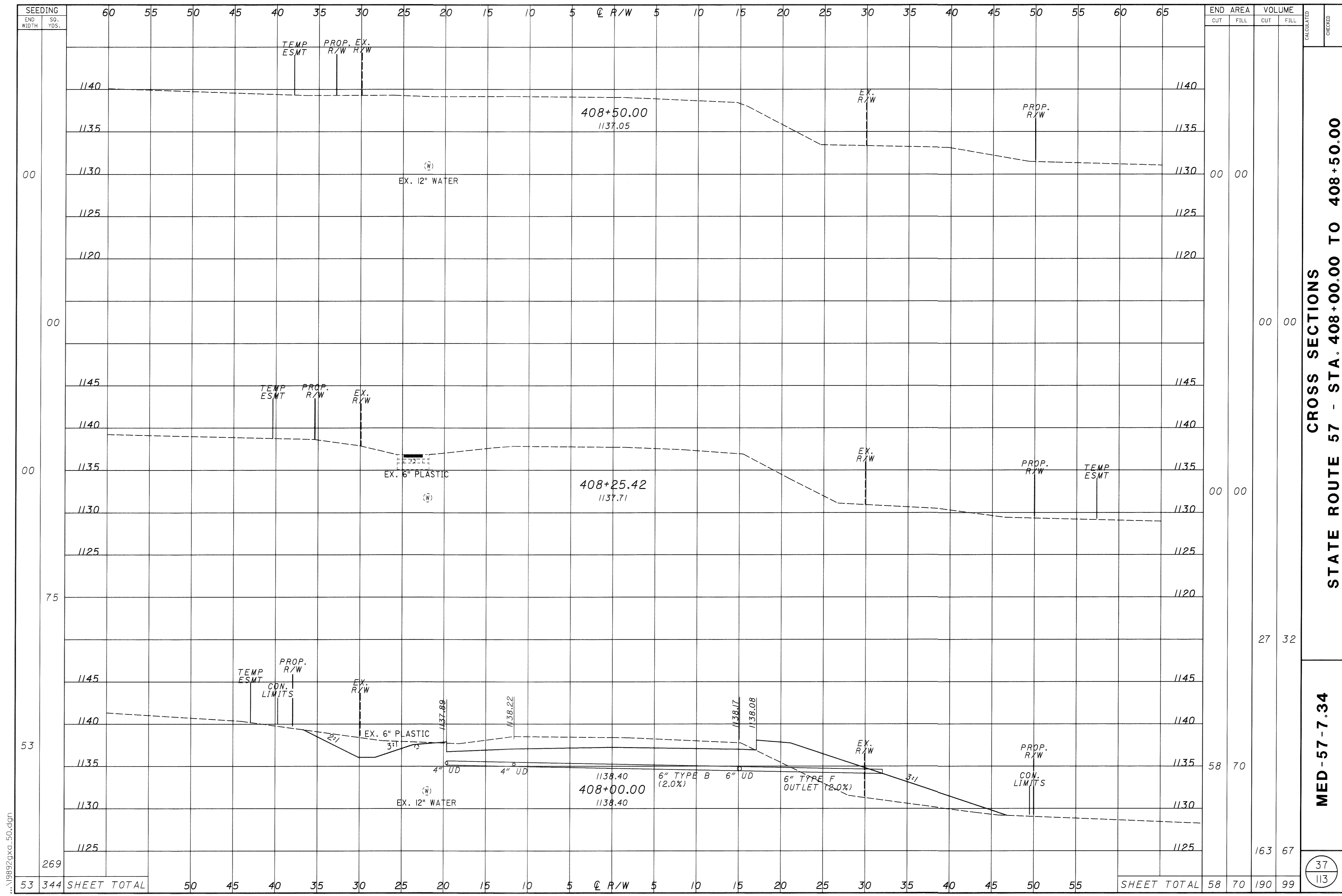


STATE ROUTE 57 - STA. 406+50.00 TO 407+50.00

MED-57-7.34

36
113

198929xd_50.dgn



SEEDING		60	55	50	45	40	35	30	25	20	15	10	5	0	5	10	15	20	25	30	35	40	45	50	55	60	65																										
END WIDTH	SO. YDS.																																																				
53	344	SHEET TOTAL																								50	45	40	35	30	25	20	15	10	5	0 <td>5</td> <td>10</td> <td>15</td> <td>20</td> <td>25</td> <td>30</td> <td>35</td> <td>40</td> <td>45</td> <td>50</td> <td>55</td> <td>60</td> <td>65</td> <td>58</td> <td>70</td> <td>190</td> <td>99</td>	5	10	15	20	25	30	35	40	45	50	55	60	65	58	70	190	99

END CUT	AREA FILL	VOLUME		CALCULATED	CHECKED
		CUT	FILL		
00	00	00	00		
00	00	00	00		
00	00	00	00		
27	32	27	32		
58	70	58	70		
163	67	163	67		
58	70	190	99		

STATE ROUTE 57 - STA. 408+00.00 TO 408+50.00

MED - 57 - 7.34

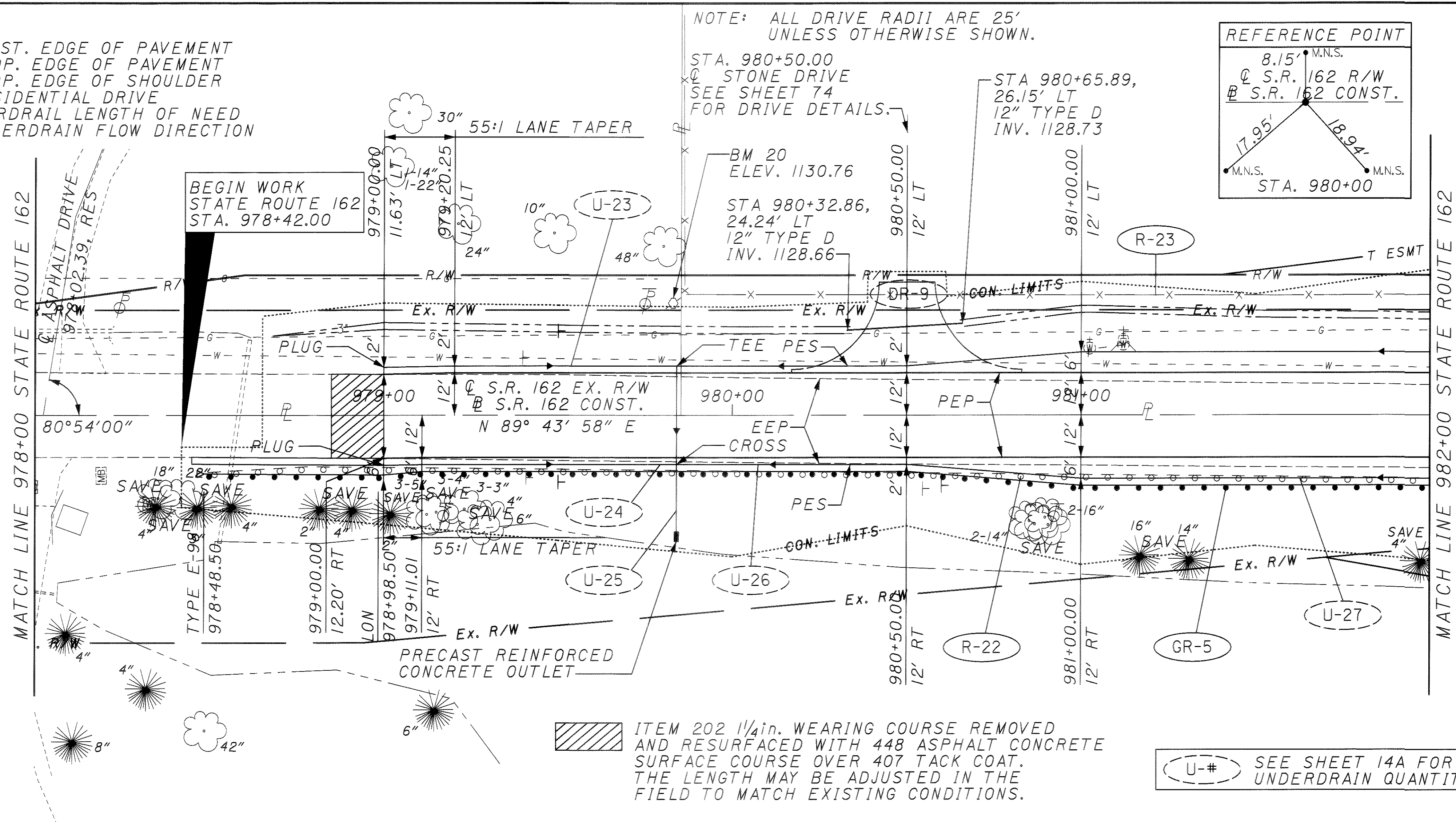
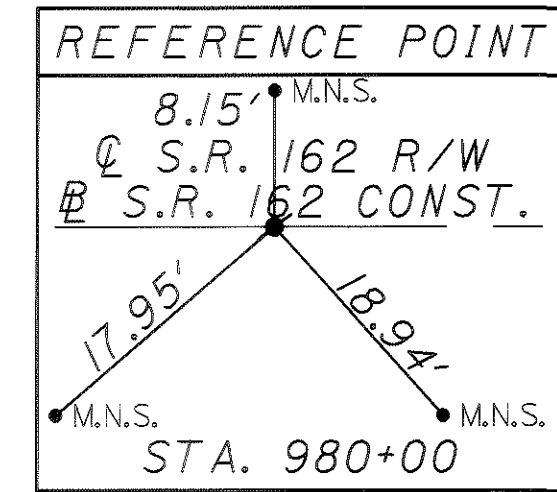
37
113

...198929xc_50.dgn

LEGEND

- EEP - EXIST. EDGE OF PAVEMENT
- PEP - PROP. EDGE OF PAVEMENT
- PES - PROP. EDGE OF SHOULDER
- RES - RESIDENTIAL DRIVE
- LON - GUARDRAIL LENGTH OF NEED
- ▲ - UNDERDRAIN FLOW DIRECTION

NOTE: ALL DRIVE RADII ARE 25'
UNLESS OTHERWISE SHOWN.



ITEM 202 1/4 in. WEARING COURSE REMOVED AND RESURFACED WITH 448 ASPHALT CONCRETE SURFACE COURSE OVER 407 TACK COAT. THE LENGTH MAY BE ADJUSTED IN THE FIELD TO MATCH EXISTING CONDITIONS.

U-# SEE SHEET 14A FOR UNDERDRAIN QUANTITIES

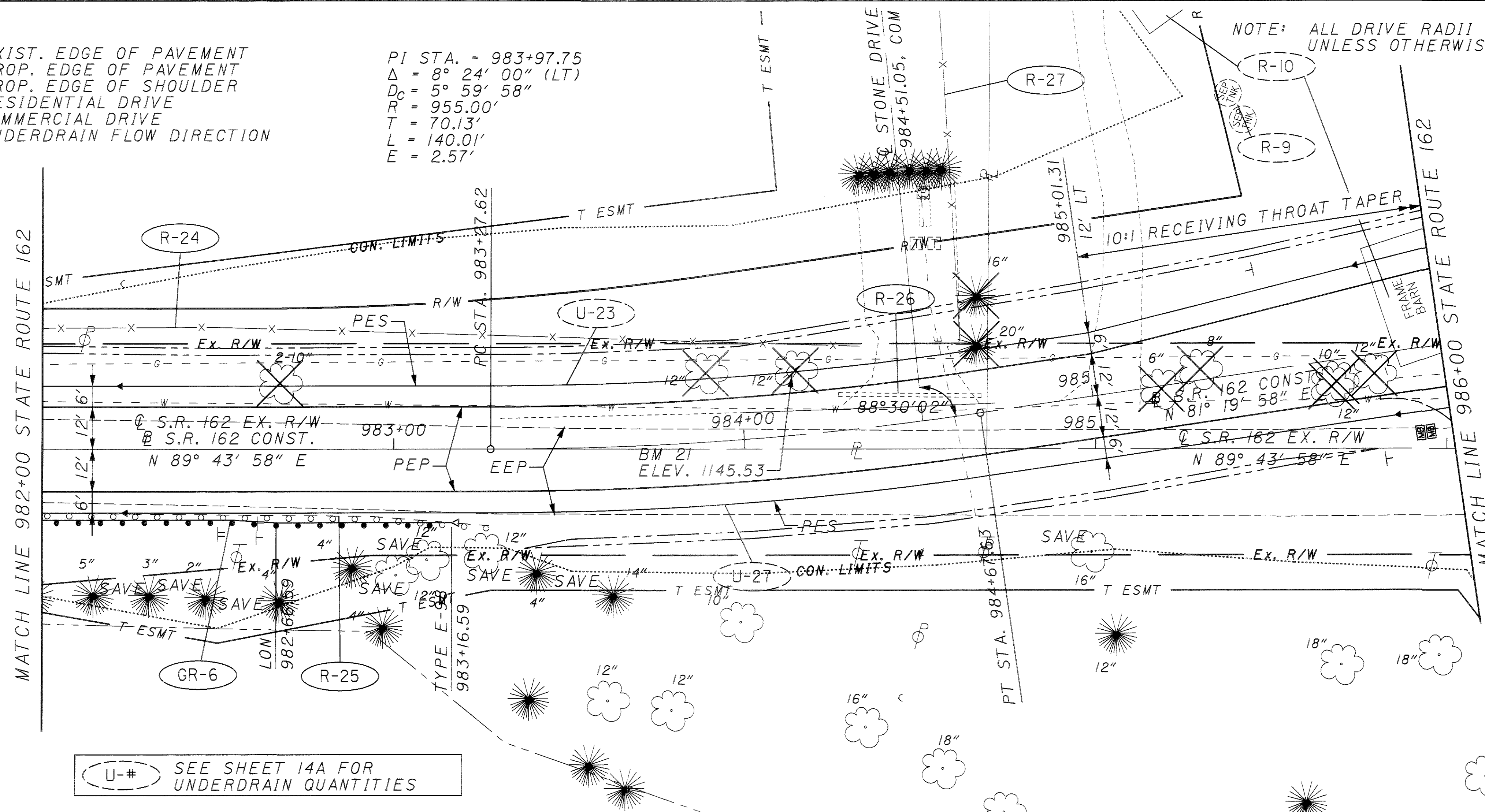
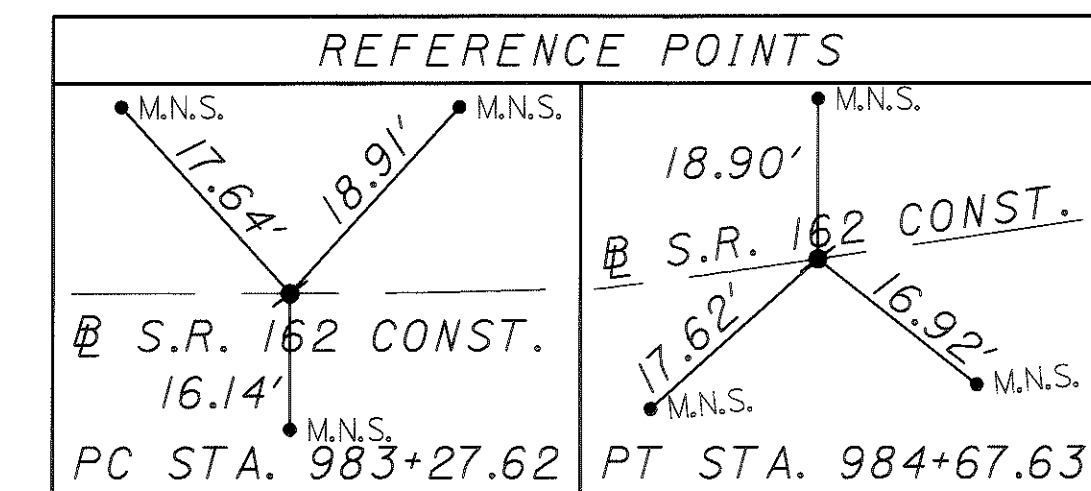
PROPOSED	1145	1140	1135	1130	1125	1120	EXISTING
							1132.15
							1131.81
							1131.68
							1131.36
							1131.36
							1131.53
							1131.99
							1132.83
							1134.12
							EXISTING 1120
							EXISTING 1130
							EXISTING 1135
							EXISTING 1140
							EXISTING 1145
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							PROPOSED 9205
							PROPOSED 9200
							PROPOSED 9195
							PROPOSED 9190
							PROPOSED 9185
							PROPOSED 9180
							PROPOSED 917

LEGEND

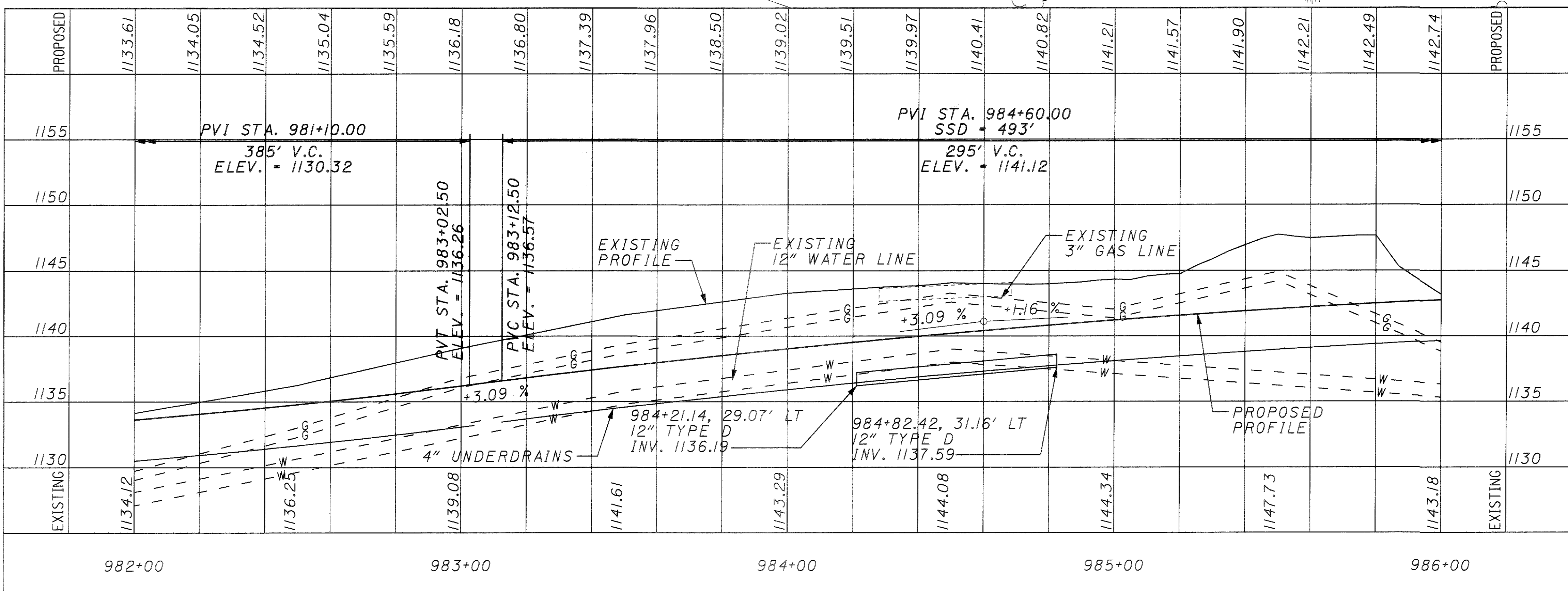
EPP - EXIST. EDGE OF PAVEMENT
 PEP - PROP. EDGE OF PAVEMENT
 PES - PROP. EDGE OF SHOULDER
 RES - RESIDENTIAL DRIVE
 COM - COMMERCIAL DRIVE
 ◀ - UNDERDRAIN FLOW DIRECTION

PI STA. = 983+97.75
 $\Delta = 8^\circ 24' 00''$ (LT)
 $D_c = 5^\circ 59' 58''$
 $R = 955.00'$
 $T = 70.13'$
 $L = 140.01'$
 $E = 2.57'$

NOTE: ALL DRIVE RADII ARE 25' UNLESS OTHERWISE SHOWN.



U-# SEE SHEET 14A FOR UNDERDRAIN QUANTITIES



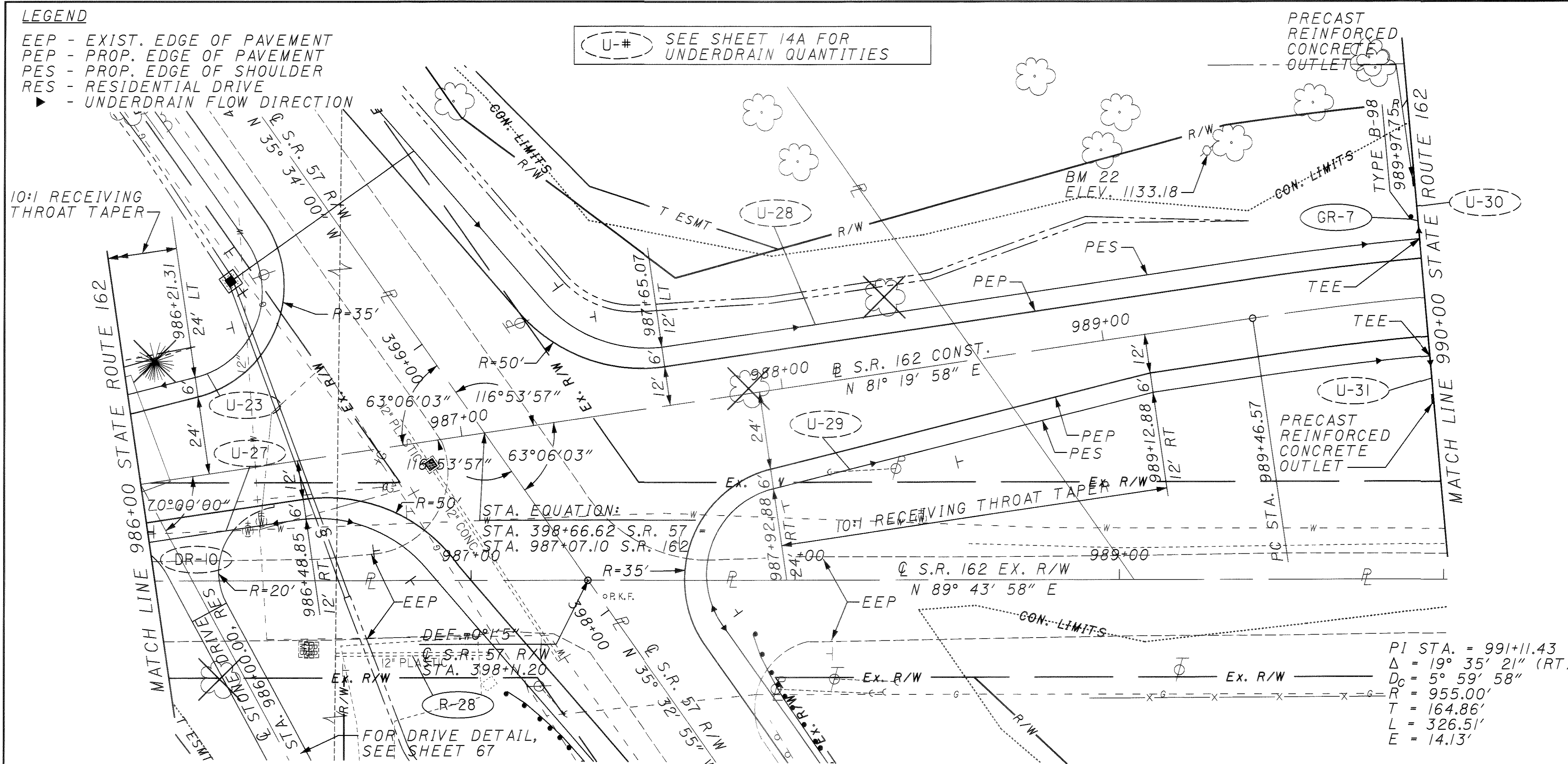
REF NO.	STATION		SIDE	DESCRIPTION	QUANTITY
	FROM	TO			
R-9, R-10	SEE SHEET 19		LT	ANCHOR ASSEMBLY TYPE E-98, OFFSET DESIGN	EA
R-24	982+00.00	984+35.44	LT	GUARDRAIL TYPE 5	FT
R-25	982+00.00	983+27.16	RT	GUARDRAIL TYPE 5	FT
R-26	984+27.97	984+68.54	LT	CONDUIT TYPE D	FT
R-27	984+64.76	984+73.64	LT	CONDUIT TYPE D	FT
GR-6	982+00.00	983+16.59	RT	GUARDRAIL TYPE 5	FT
DR-9	SEE SHEETS 66 AND 74 FOR DRIVE DETAILS.		LT	GUARDRAIL TYPE 5	FT
				PIPE REMOVED, 24\"/>	

TOTALS CARRIED TO SHEETS 12 AND 14

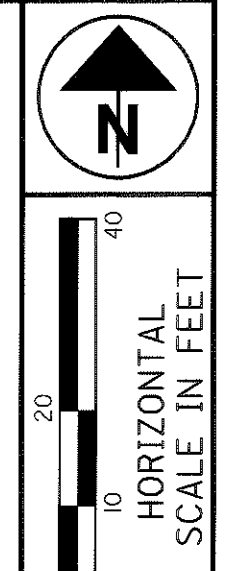
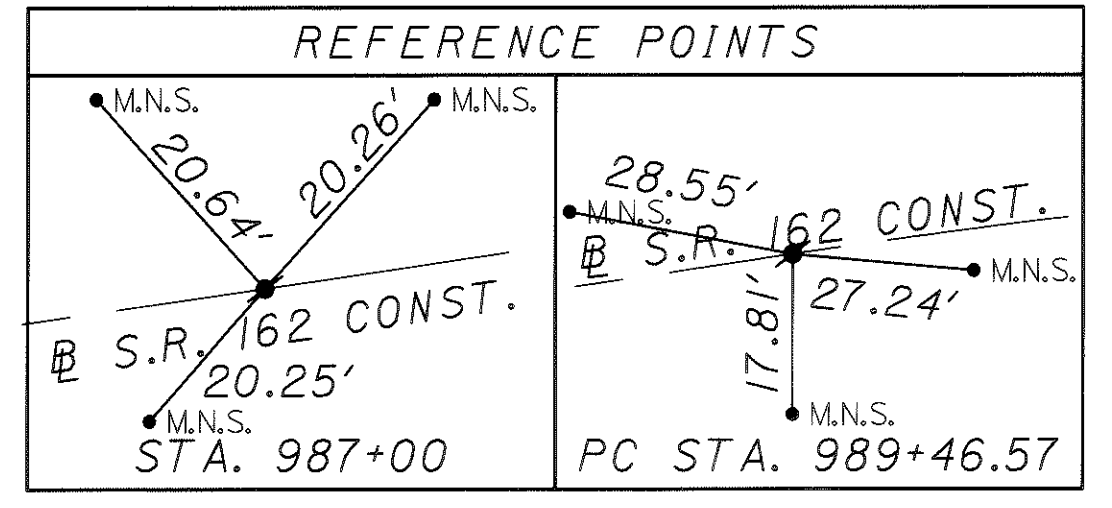
LEGEND

- EEP - EXIST. EDGE OF PAVEMENT
- PEP - PROP. EDGE OF PAVEMENT
- PES - PROP. EDGE OF SHOULDER
- RES - RESIDENTIAL DRIVE
- ▶ - UNDERDRAIN FLOW DIRECTION

(U-#) SEE SHEET 14A FOR UNDERDRAIN QUANTITIES



PI STA. = 991+11.43
 $\Delta = 19^\circ 35' 21''$ (RT)
 $D_c = 5^\circ 59' 58''$
 $R = 955.00'$
 $T = 164.86'$
 $L = 326.51'$
 $E = 14.13'$



PROPOSED	1142.74	1142.98	1143.21	1143.44	1143.68	1143.99	1143.90	1143.19	1142.34	1141.49	1140.64	1139.79	1138.94	1138.09	1137.24	1136.38	1135.53	1134.68	1133.83	1132.98	1132.13	PROPOSED		
1155																							1135	
1150																								1130
1145																								1125
1140																								1120
1135																								1115
1130																								1110
EXISTING	1143.18	1140.01	1138.50	1138.84	1138.91	1137.29	1133.52	1134.10	1130.52	1130.32	1130.32	1130.32	1130.32	1130.32	1130.32	1130.32	1130.32	1130.32	1130.32	1130.32	1130.32	1130.32	1130.32	EXISTING
	986+00		987+00																					990+00

REF NO.	STATION		SIDE	TOTALS CARRIED TO SHEET 12
	FROM	TO		
R-28	986+51.95	986+98.77	RT	
GR-7	989+97.75		LT	
DR-10	SEE SHEETS 66, 67 AND 76 FOR DRIVE DETAILS.			
			EA	
			FT	47
			EA	1
			FT	47
			EA	1

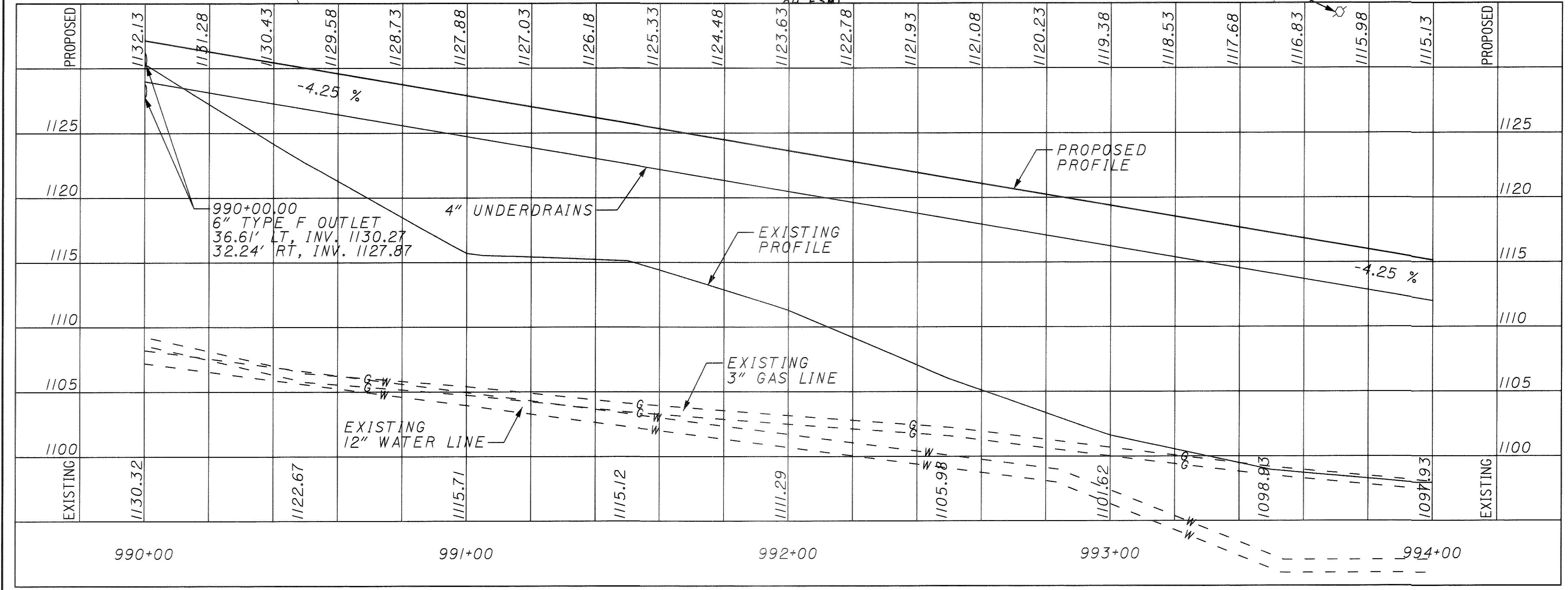
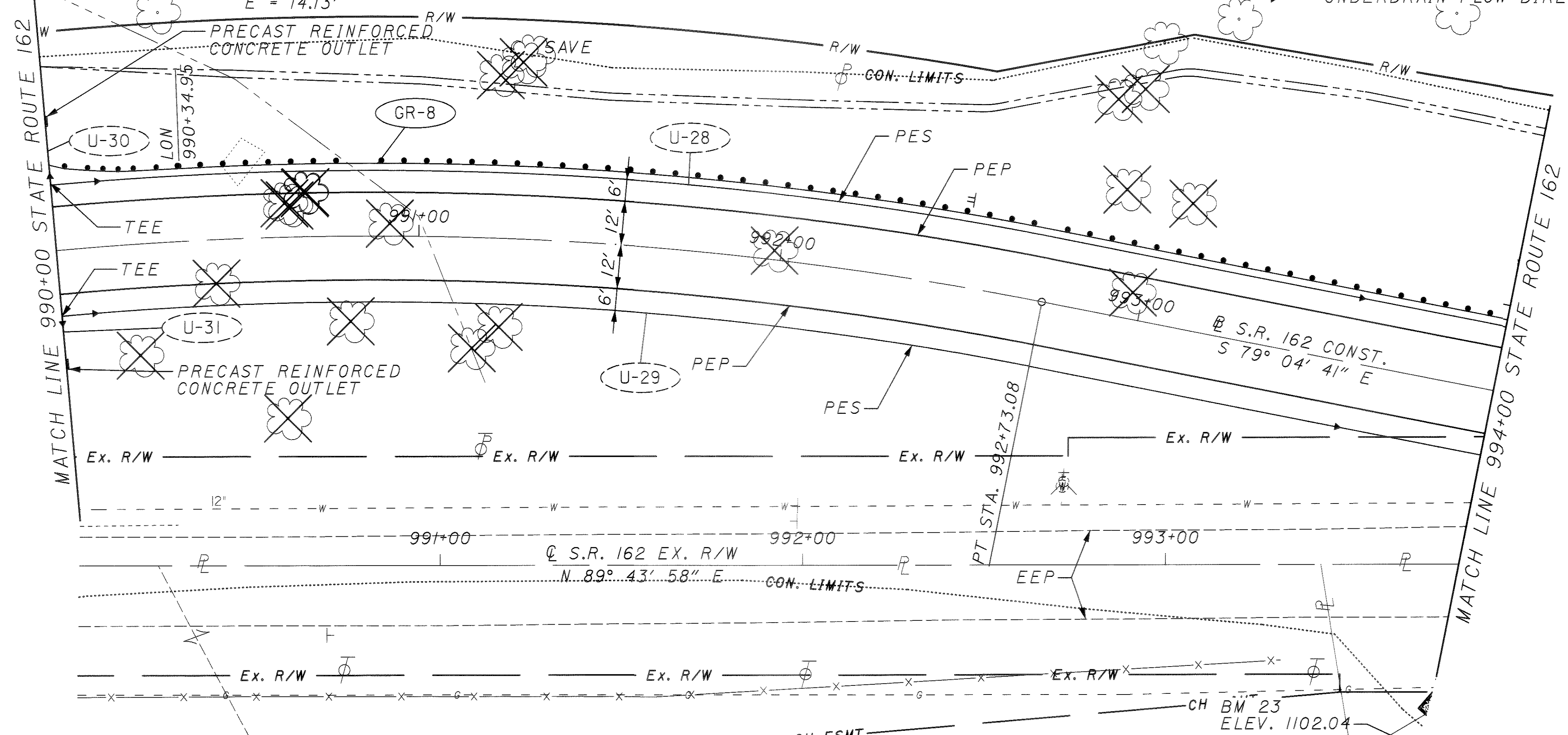
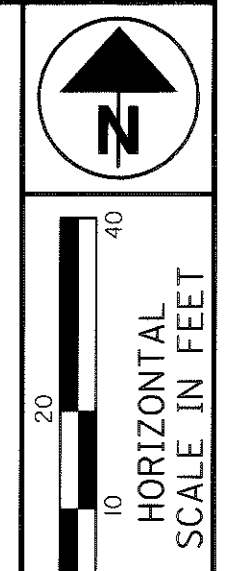
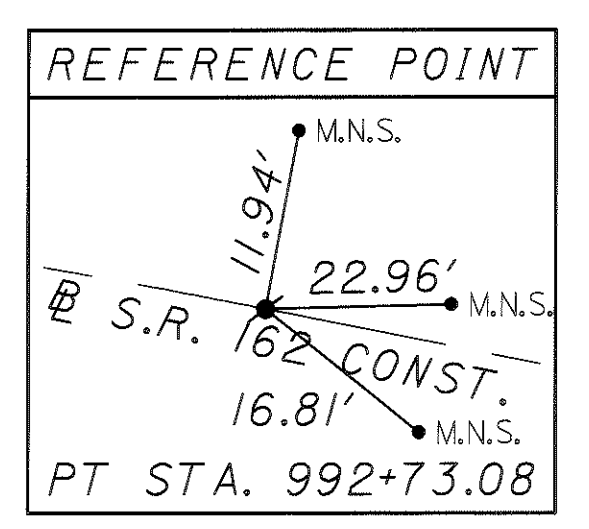
PLAN AND PROFILE
STATE ROUTE 162 - STA. 986+00.00 - 990+00.00

MED-57-7.34

PI STA. = 991+11.43
 $\Delta = 19^\circ 35' 21''$ (RT)
 $D_o = 5^\circ 59' 58''$
 $R = 955.00'$
 $T = 164.86'$
 $L = 326.51'$
 $E = 14.13'$

U-# SEE SHEET 14A FOR UNDERDRAIN QUANTITIES

LEGEND
 EEP - EXIST. EDGE OF PAVEMENT
 PEP - PROP. EDGE OF PAVEMENT
 PES - PROP. EDGE OF SHOULDER
 LON - GUARDRAIL LENGTH OF NEED
 - UNDERDRAIN FLOW DIRECTION



REF NO.	STATION		SIDE	GUARD-RAIL TYPE	FT
	FROM	TO			
GR-8	990+00.00	994+00.00	LT	5	370
TOTALS CARRIED TO SHEET 12					

STATE ROUTE 162 - STA. 990+00.00 - 994+00.00
PLAN AND PROFILE

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 113

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NOTES:

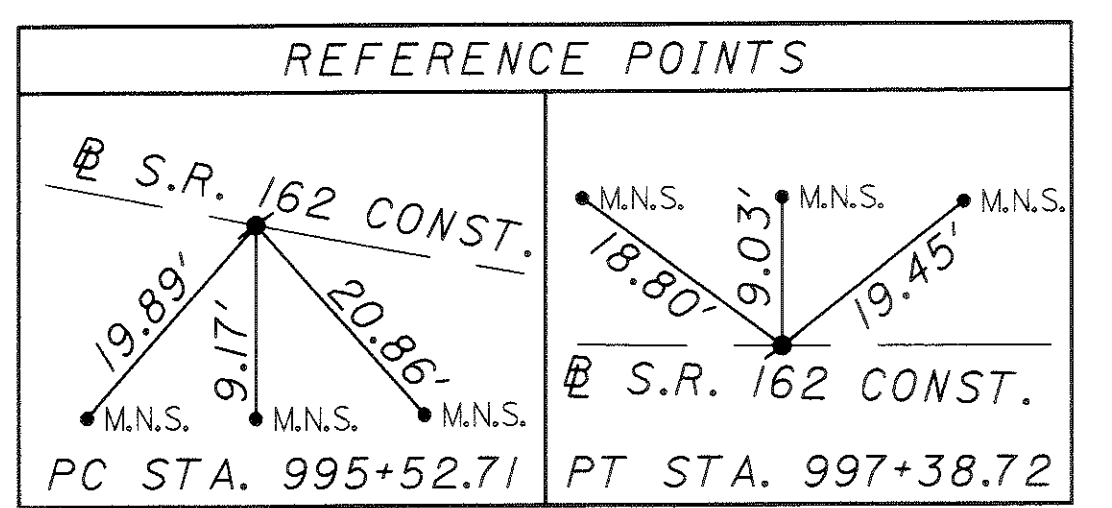
- 1) ALL DRIVE RADII ARE 25' UNLESS OTHERWISE SHOWN.
- 2) ALL STATIONING IS FROM PROPOSED ALIGNMENT.

- (DR-#) SEE SHEETS 66, 68, 75, 76 AND 77 FOR DRIVE DETAILS.
- (U-#) SEE SHEET 14A FOR UNDERDRAIN QUANTITIES

PI STA. = 996+46.01
 $\Delta = 11^\circ 09' 35''$ (LT)
 $D_c = 5^\circ 59' 58''$
 $R = 955.00'$
 $T = 93.30'$
 $L = 186.01'$
 $E = 4.55'$

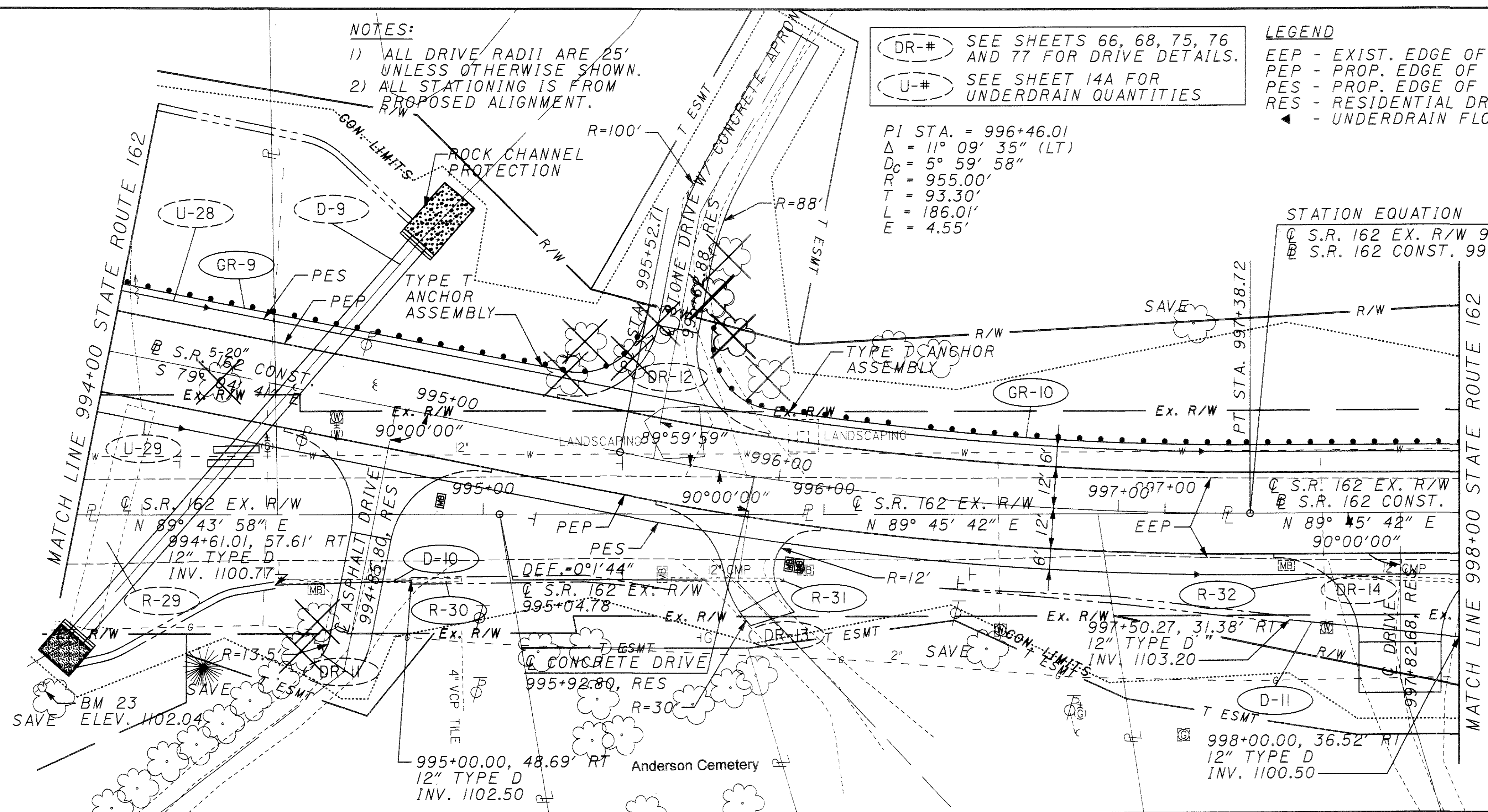
LEGEND

- EEP - EXIST. EDGE OF PAVEMENT
- PEP - PROP. EDGE OF PAVEMENT
- PES - PROP. EDGE OF SHOULDER
- RES - RESIDENTIAL DRIVE
- ▲ - UNDERDRAIN FLOW DIRECTION



STATION EQUATION

Q S.R. 162 EX. R/W 997+24.90 BK-
 Q S.R. 162 CONST. 997+38.72 AH



PROPOSED	1115.13	1114.28	1113.46	1112.68	1111.93	1111.22	1110.55	1109.92	1109.33	1108.78	1108.26	1107.78	1107.34	1106.94	1106.58	1106.25	1105.97	1105.72	1105.51	1105.33	1105.20	PROPOSED
1115																						1115
1110																						1110
1105																						1105
1100																						1100
1095																						1095
1090																						1090
EXISTING	1097.93		1097.22		1104.37		1105.24		1107.03		1106.41		1104.64		1102.40		1100.55					EXISTING
	994+00		995+00		996+00		997+00		998+00													

REF NO.	STATION		SIDE	PIPE REMOVED, 24" AND UNDER	12" CONDUIT, TYPE D	GUARD-RAIL, TYPE 5	ANCHOR ASSEMBLY, TYPE T
	FROM	TO					
R-29	SEE SHEET 79 FOR DETAILS						
R-30	994+62.71	995+14.44	RT	53			
R-31	995+74.06	996+05.58	RT	33			
R-32	997+55.00	998+00.00	RT	45			
D-9	SEE SHEET 79 FOR DETAILS	LT/RT					
D-10	994+61.01	995+00.00	RT		40		
D-11	997+50.27	998+00.00	RT		50		
GR-9	994+00.00	995+52.45	LT		152		
GR-10	995+73.33	998+00.00	LT		222		
TOTALS CARRIED TO SHEETS 12 AND 14				131	90	374	2

PLAN AND PROFILE

STATE ROUTE 162 - STA. 994+00.00 - 998+00.00

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LEGEND

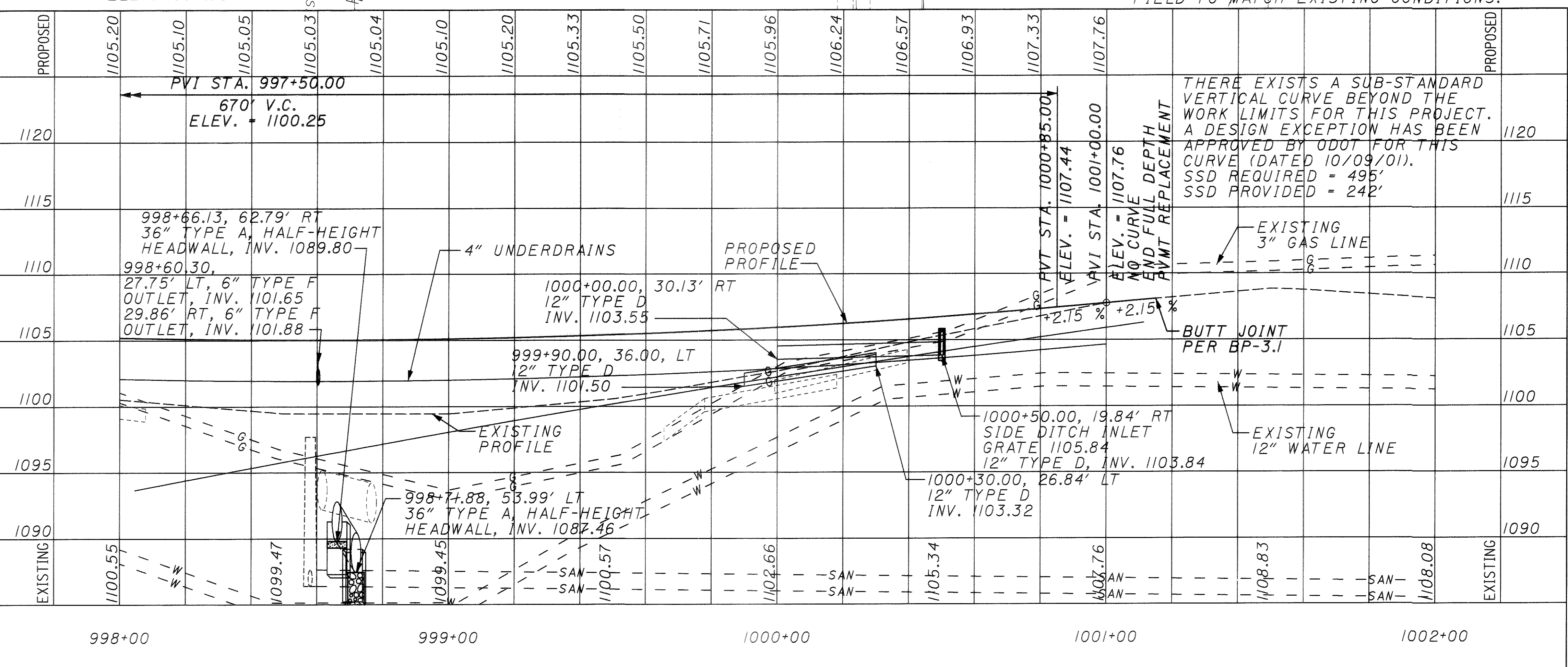
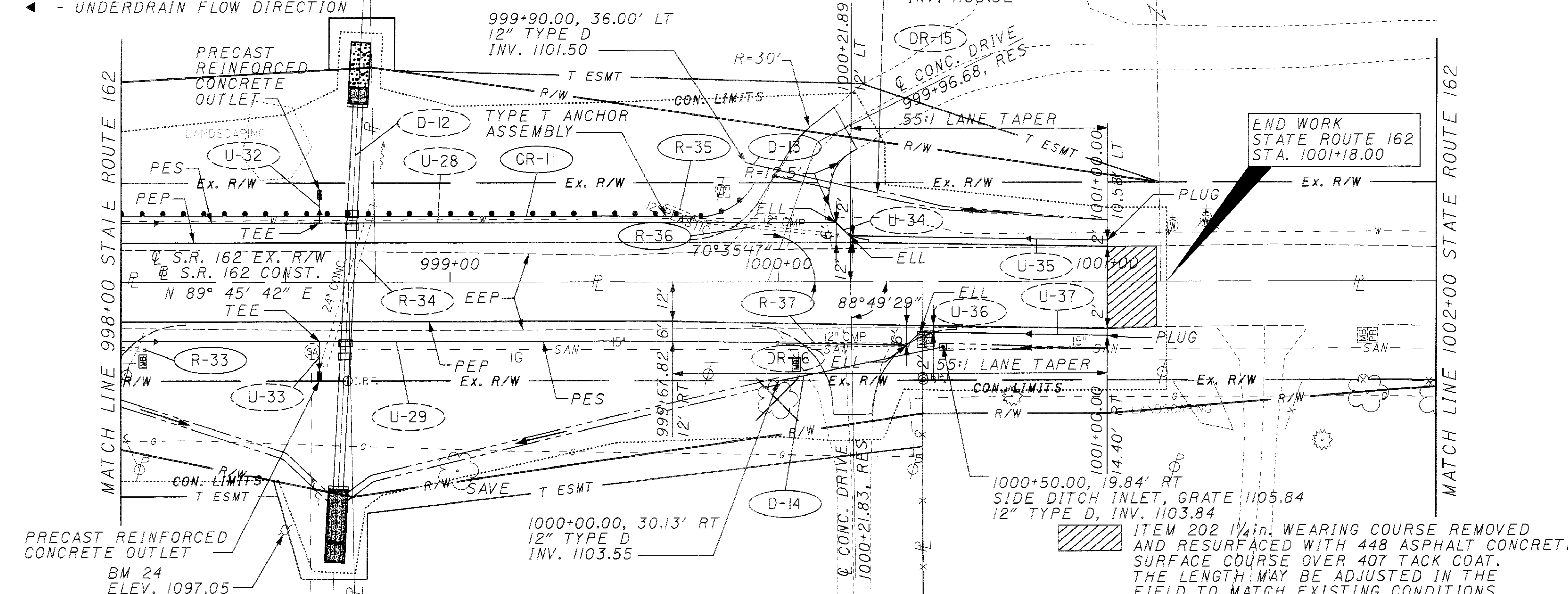
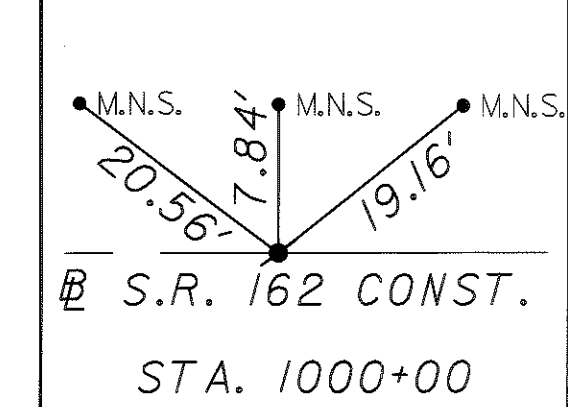
EPP - EXIST. EDGE OF PAVEMENT
 PEP - PROP. EDGE OF PAVEMENT
 PES - PROP. EDGE OF SHOULDER
 RES - RESIDENTIAL DRIVE
 ◀ - UNDERDRAIN FLOW DIRECTION

(DR-#) SEE SHEETS 66, 69, 75 AND 77 FOR DRIVE DETAILS.

(U-#) SEE SHEET 14A FOR UNDERDRAIN QUANTITIES

NOTE: ALL DRIVE RADII ARE 25' UNLESS OTHERWISE SHOWN.

REFERENCE POINT



REF NO.	STATION		SIDE	ITEM	QUANTITY
	FROM	TO			
R-33	998+00.00	998+07.84	RT	PIPE REMOVED, 24" AND UNDER	8
R-34	SEE SHEET 80 FOR DETAILS	999+77.90	LT/RT	12" CONDUIT, TYPE D	13
R-35	999+65.58	999+77.90	LT	12" CONDUIT, TYPE D	40
R-36	999+77.90	1000+18.03	LT	12" CONDUIT, TYPE D	40
R-37	999+99.23	1000+39.69	RT	12" CONDUIT, TYPE D	41
D-12	SEE SHEET 80 FOR DETAILS	1000+30.00	LT/RT	ANCHOR ASSEMBLY, TYPE T	1
D-13	999+90.00	1000+30.00	LT	ANCHOR ASSEMBLY, TYPE T	1
D-14	1000+00.00	1000+50.00	RT	ANCHOR ASSEMBLY, TYPE T	1
GR-11	998+00.00	999+92.35	LT	ANCHOR ASSEMBLY, TYPE T	1
TOTALS CARRIED TO SHEETS 12 AND 14					

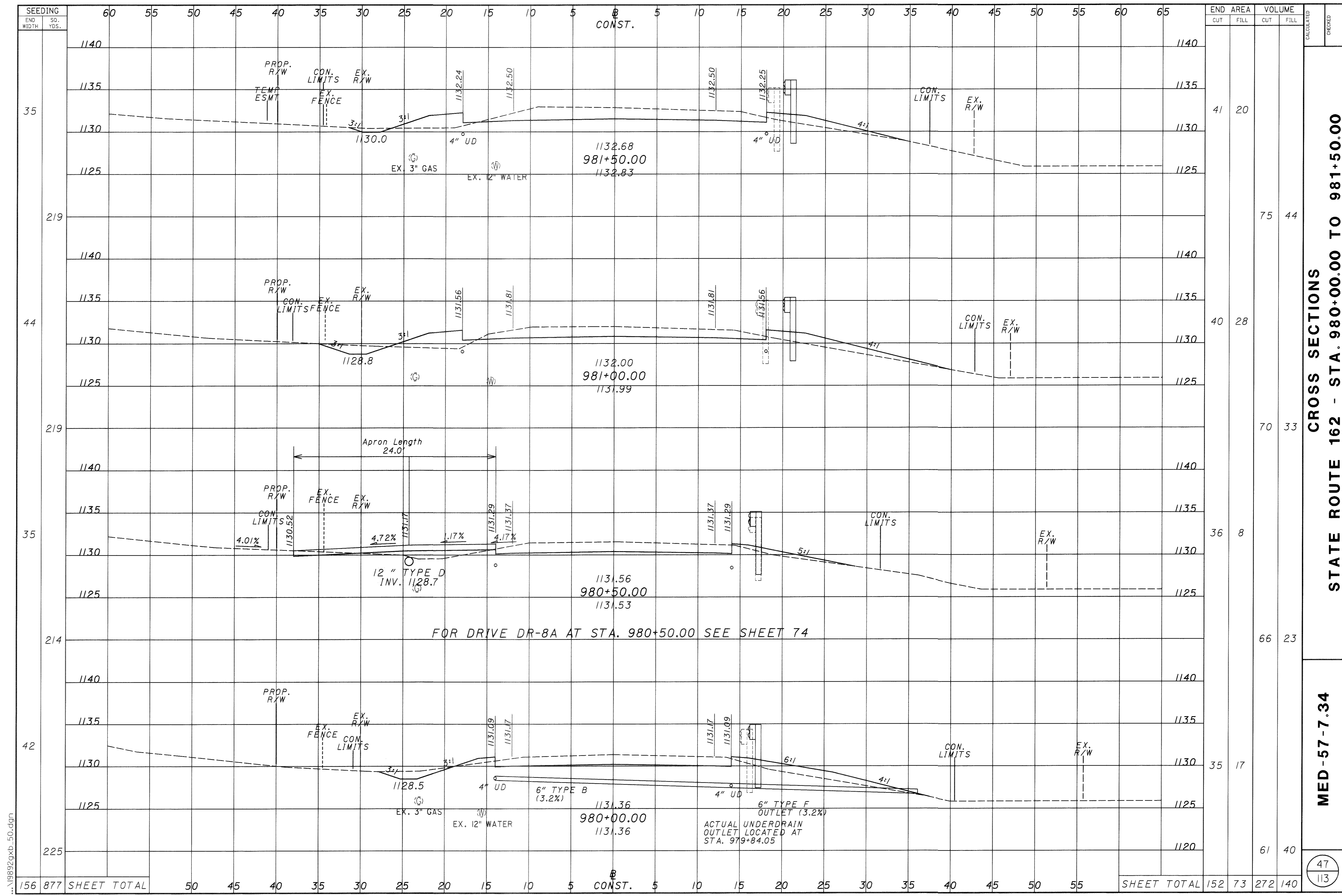
PLAN AND PROFILE

STATE ROUTE 162 - STA. 998+00.00 - 1002+00.00

MED-57-7.34

CALCULATED
 CHECKED

44
113



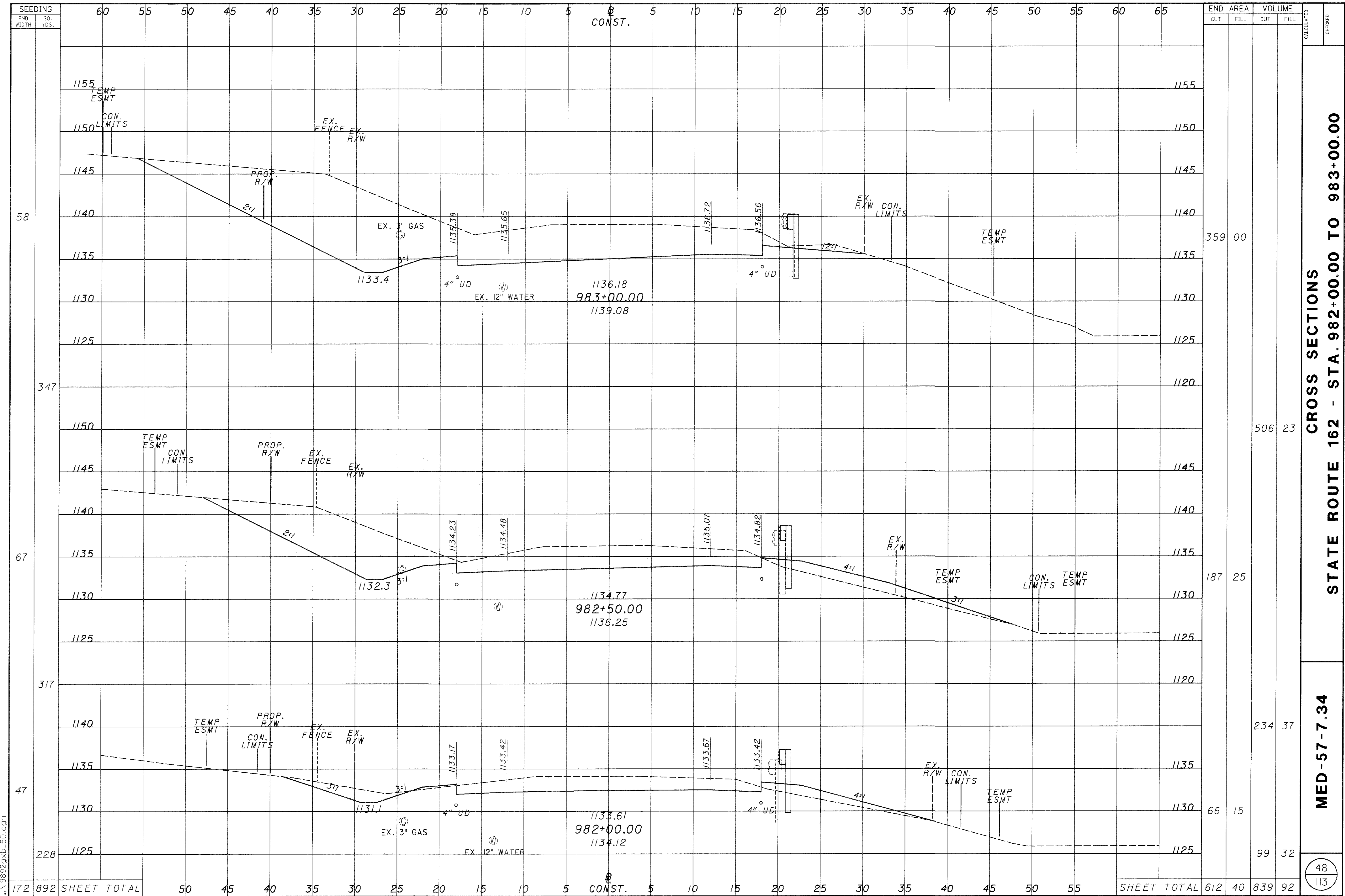
STATE ROUTE 162 - STA. 980+00.00 TO 981+50.00

MED-57-7.34

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113

END STA.	AREA		VOLUME		CALCULATED	CHECKED
	CUT	FILL	CUT	FILL		
980+00.00	41	20	75	44		
980+50.00	40	28	70	33		
981+00.00	36	8	66	23		
981+50.00	35	17	61	40		
SHEET TOTAL	152	73	272	140		

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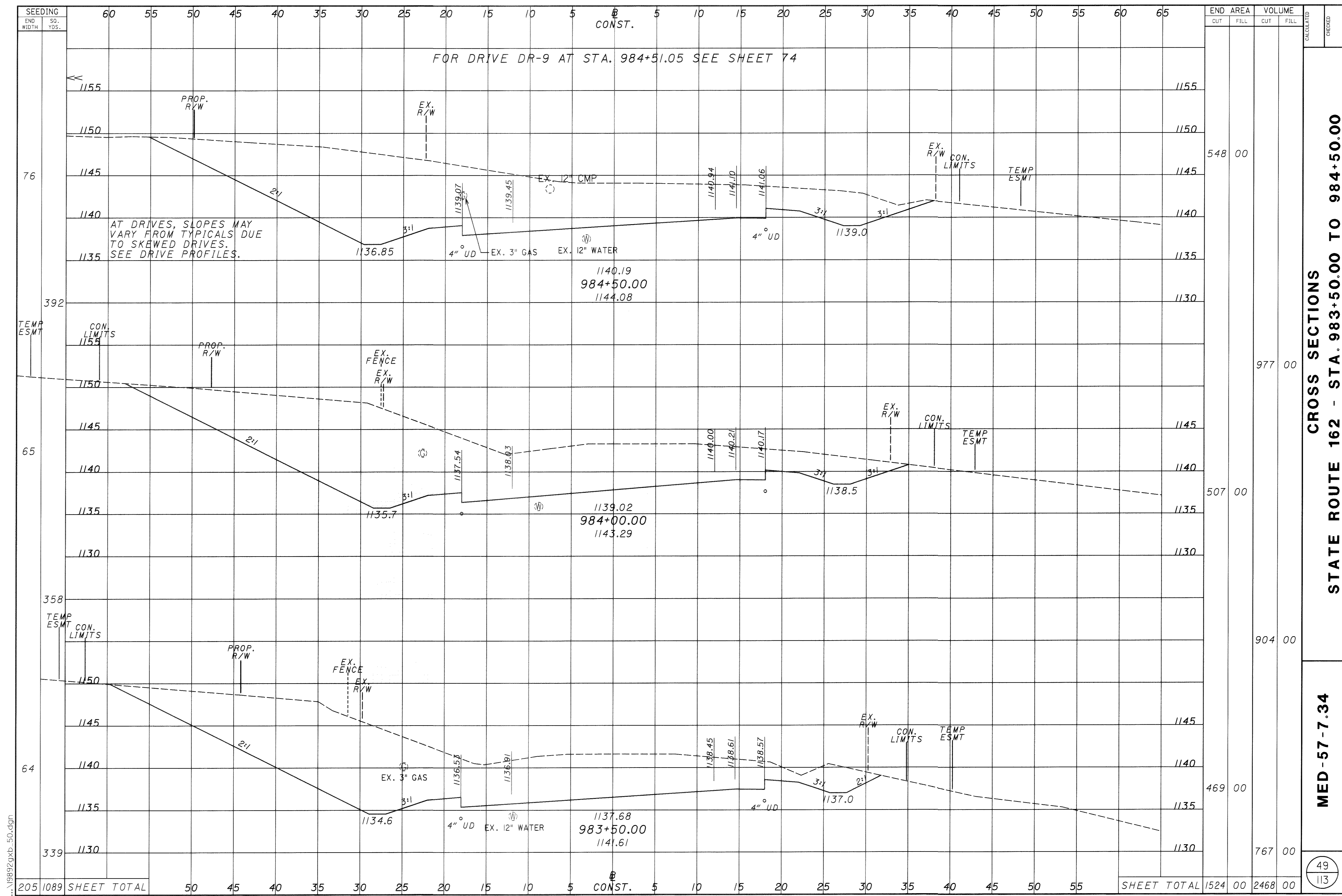


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CROSS SECTIONS
STATE ROUTE 162 - STA. 982+00.00 TO 983+00.00

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FOR DRIVE DR-9 AT STA. 984+51.05 SEE SHEET 74

AT DRIVES, SLOPES MAY VARY FROM TYPICALS DUE TO SKEWED DRIVES. SEE DRIVE PROFILES.

END STA.	AREA		VOLUME	
	CUT	FILL	CUT	FILL
984+50.00	548	00		
984+00.00	977	00		
983+50.00	904	00		
SHEET TOTAL	1524	00	2468	00

CROSS SECTIONS
STATE ROUTE 162 - STA. 983+50.00 TO 984+50.00

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113

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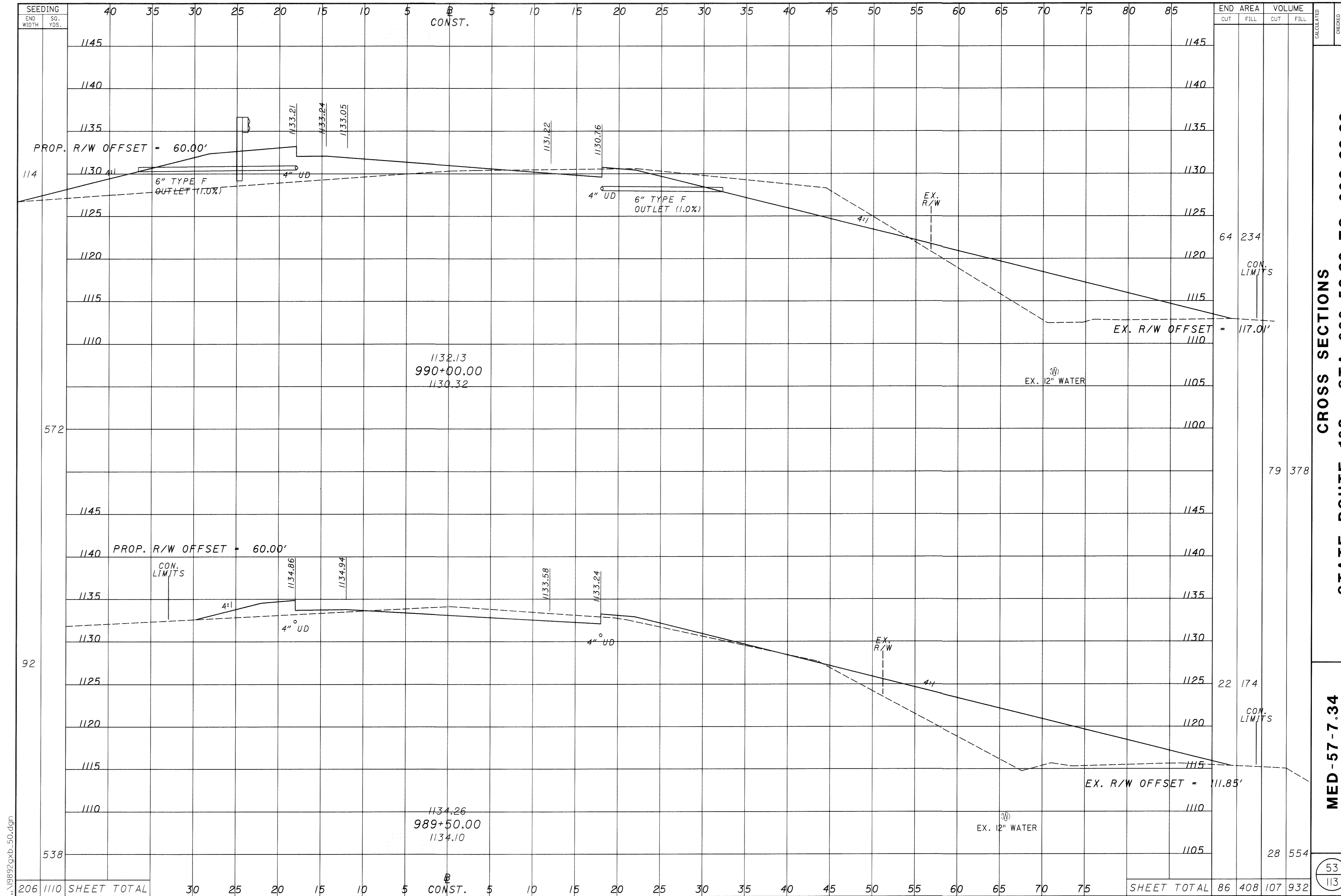
SEEDING END WIDTH SO. YDS. 60 55 50 45 40 35 30 25 20 15 10 5 CONST. 5 10 15 20 25 30 35 40 45 50 55 60 65

TEMP ESMT CON. LIMITS PROP. R/W EX. FENCE EX. R/W EX. 3" GAS EX. 12" WATER 4" UD 3:1 2:1 1155 1150 1145 1140 1135 1130 1150 1145 1140 1135 1130 1150 1145 1140 1135 1130 1150 1145 1140 1135 1130

1136.85 1139.07 1139.45 1140.19 984+50.00 1144.08 1135.7 1137.54 1138.03 1139.02 984+00.00 1143.29 1134.6 1136.53 1136.91 1137.68 983+50.00 1141.61 1138.45 1138.61 1138.57 1137.0 1137.0

76 392 65 358 64 339

205 1089 SHEET TOTAL 50 45 40 35 30 25 20 15 10 5 CONST. 5 10 15 20 25 30 35 40 45 50 55 SHEET TOTAL 1524 00 2468 00



SEEDING
END SO.
WIDTH YDS.

40 35 30 25 20 15 10 5 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75 80 85

1145 1140 1135 1130 1125 1120 1115 1110 1105 1100 1095 1090 1085 1080 1075 1070 1065 1060 1055 1050 1045 1040 1035 1030 1025 1020 1015 1010 1005 1000

1145 1140 1135 1130 1125 1120 1115 1110 1105 1100 1095 1090 1085 1080 1075 1070 1065 1060 1055 1050 1045 1040 1035 1030 1025 1020 1015 1010 1005 1000

206 1110 SHEET TOTAL 30 25 20 15 10 5 CONST. 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75 SHEET TOTAL 86 408 107 932

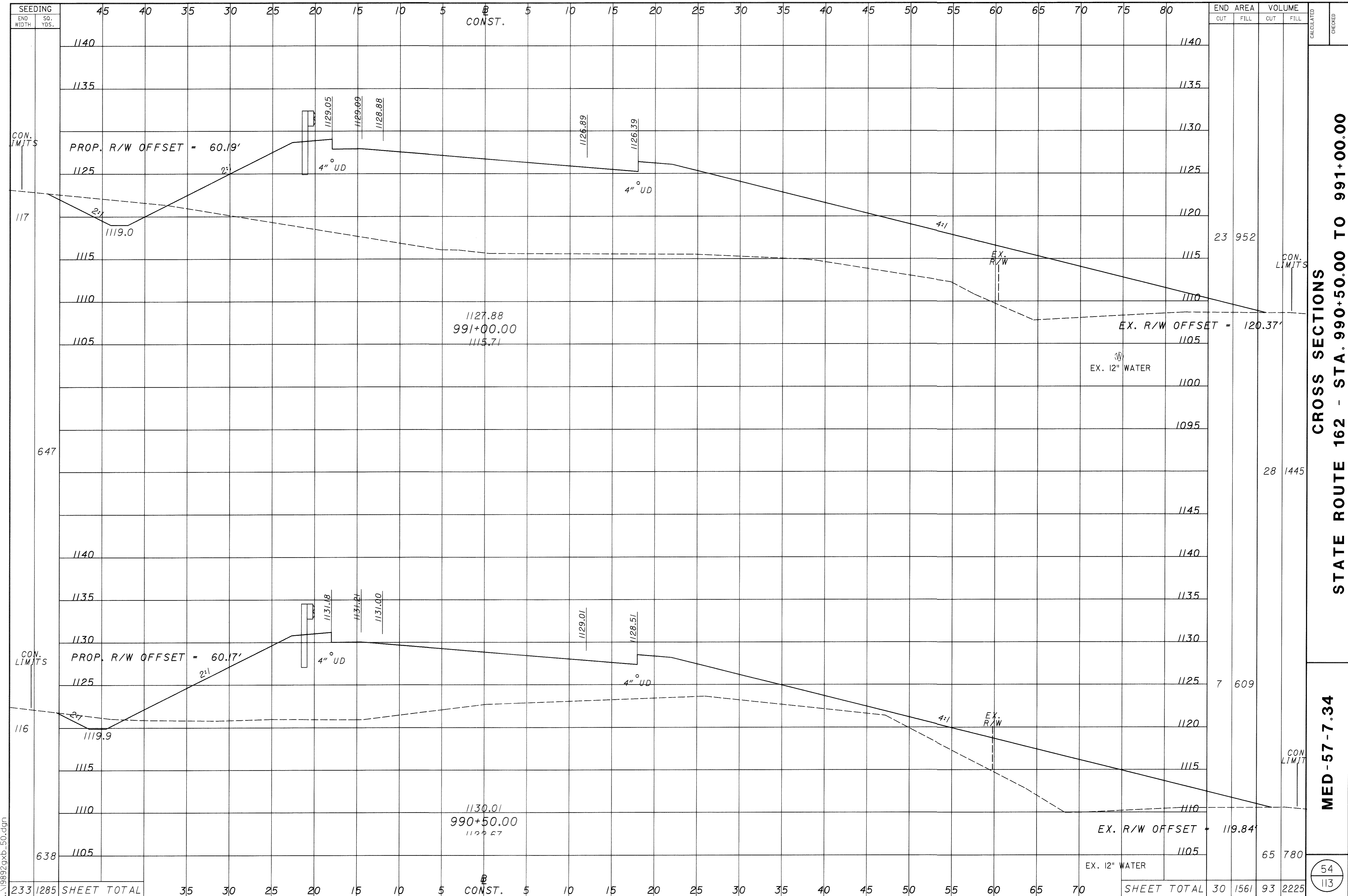
CUT	FILL	VOLUME	
		CUT	FILL
64	234		
79	378		
22	174		
28	554		
86	408	107	932

CROSS SECTIONS
STATE ROUTE 162 - STA. 989+50.00 TO 990+00.00

MED-57-7.34

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113

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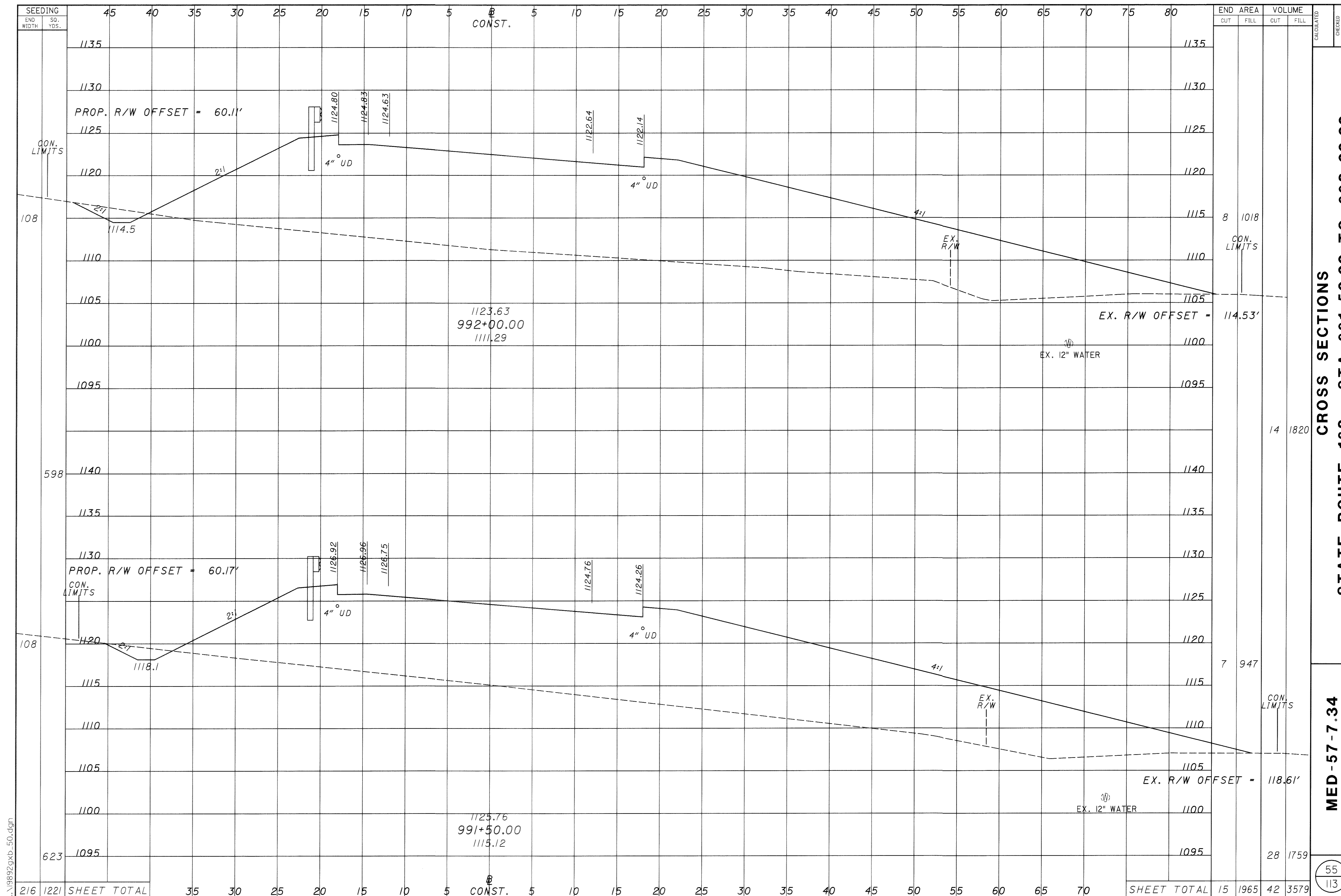


CROSS SECTIONS
STATE ROUTE 162 - STA. 990+50.00 TO 991+00.00

MED-57-7.34

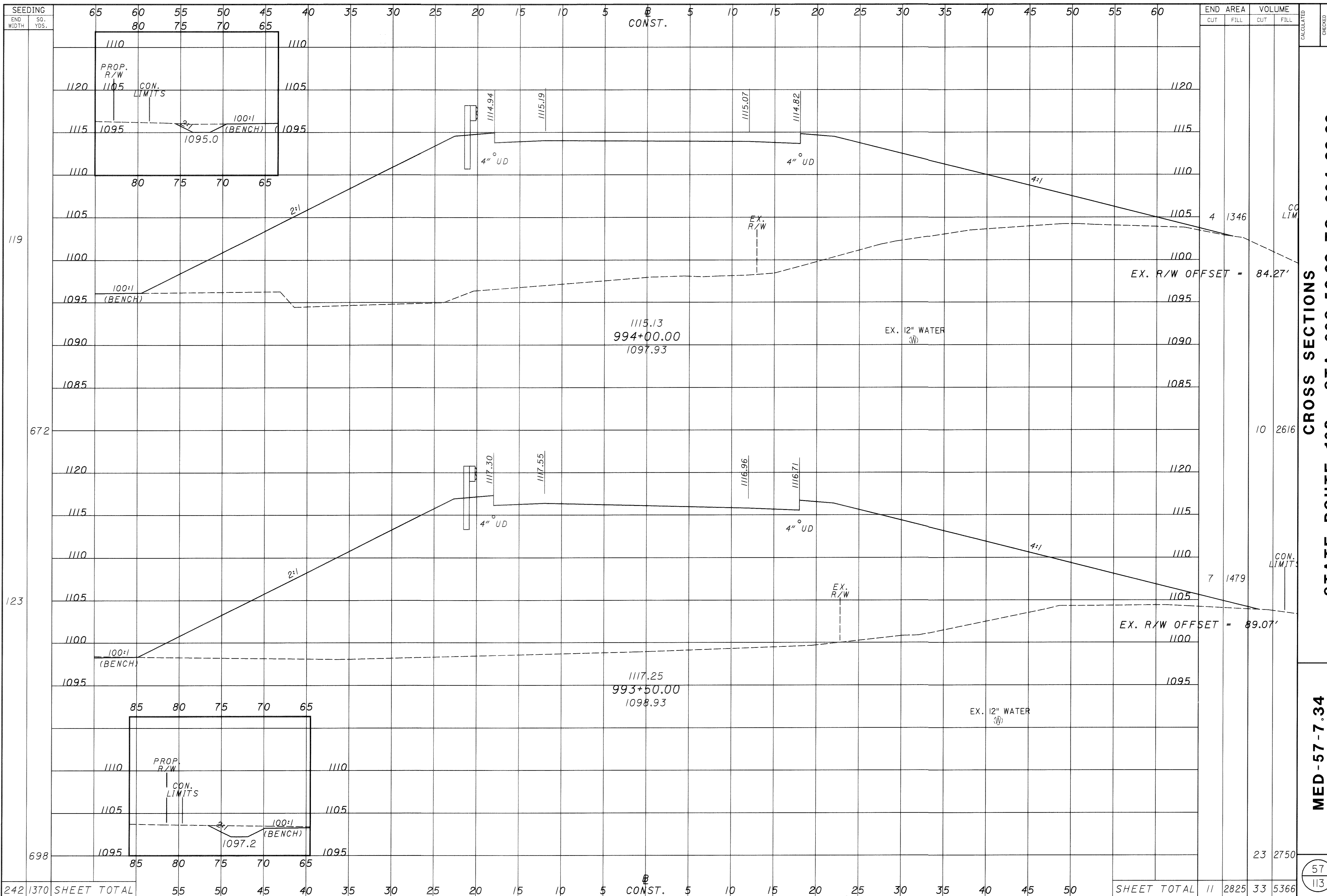
END CUT	AREA FILL	VOLUME CUT	VOLUME FILL	CALCULATED	CHECKED
23	952				
28	1445				
7	609				
65	780				
SHEET TOTAL	30	1561	93	2225	

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SEEDING		STATION	CONST.	CUT	FILL	VOLUME	CHECKED
END WIDTH	SO. YDS.						
108		991+50.00		7	947		
598		992+00.00		14	1820		
623		SHEET TOTAL		28	1759		
216	1221	SHEET TOTAL		15	1965		

CROSS SECTIONS
STATE ROUTE 162 - STA. 991+50.00 TO 992+00.00
MED-57-7.34

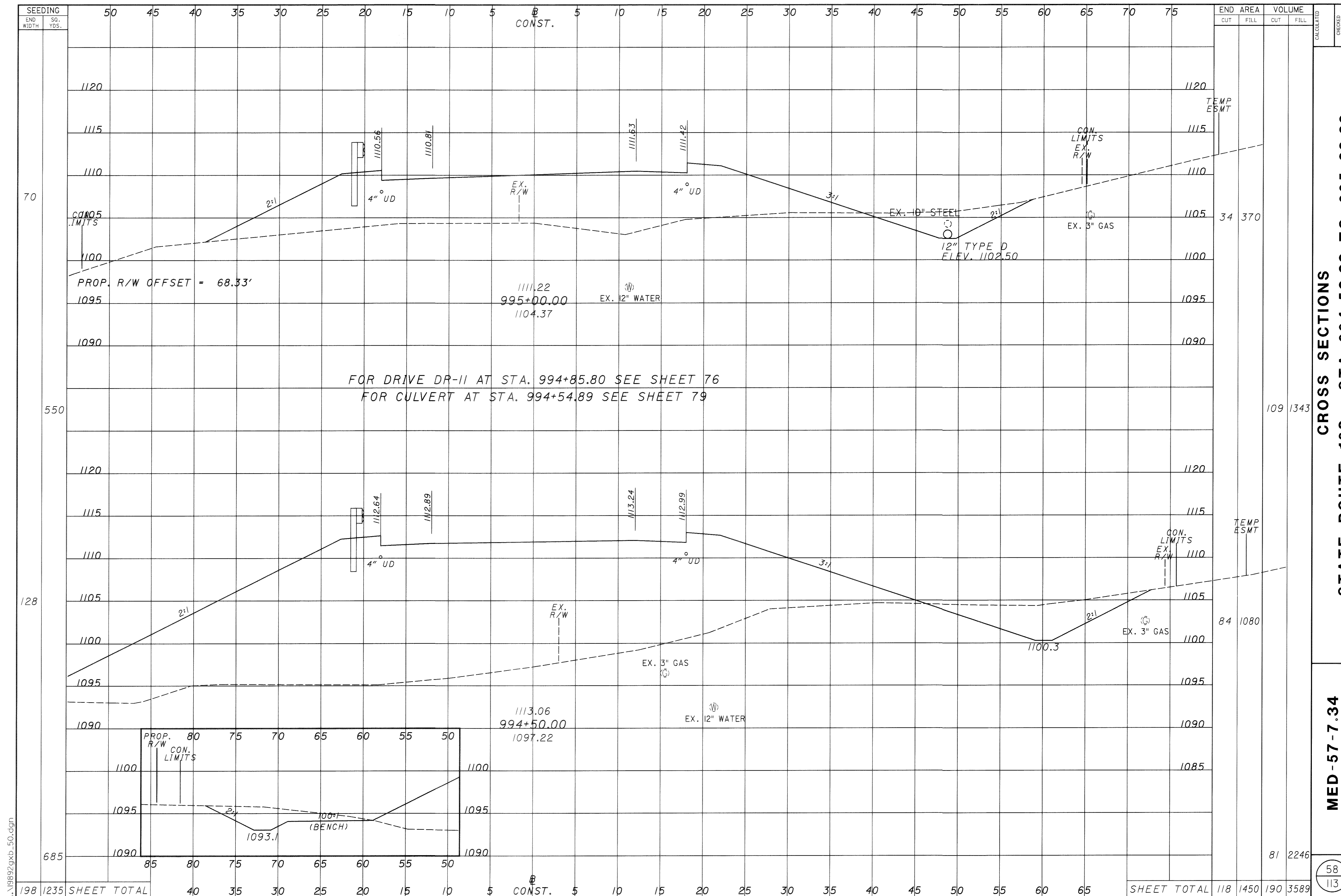


SEEDING	END WIDTH		SO. YDS.	
	65	60	55	50
119	80	75	70	65
672	85	80	75	70
123	85	80	75	70
698	85	80	75	70
SHEET TOTAL	55	50	45	40

END CUT	AREA FILL	VOLUME		CALCULATED	CHECKED
		CUT	FILL		
4	1346				
10	2616				
7	1479				
23	2750				
11	2825	33	5366		

CROSS SECTIONS
 STATE ROUTE 162 - STA. 993+50.00 TO 994+00.00
 MED-57-7.34
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 113

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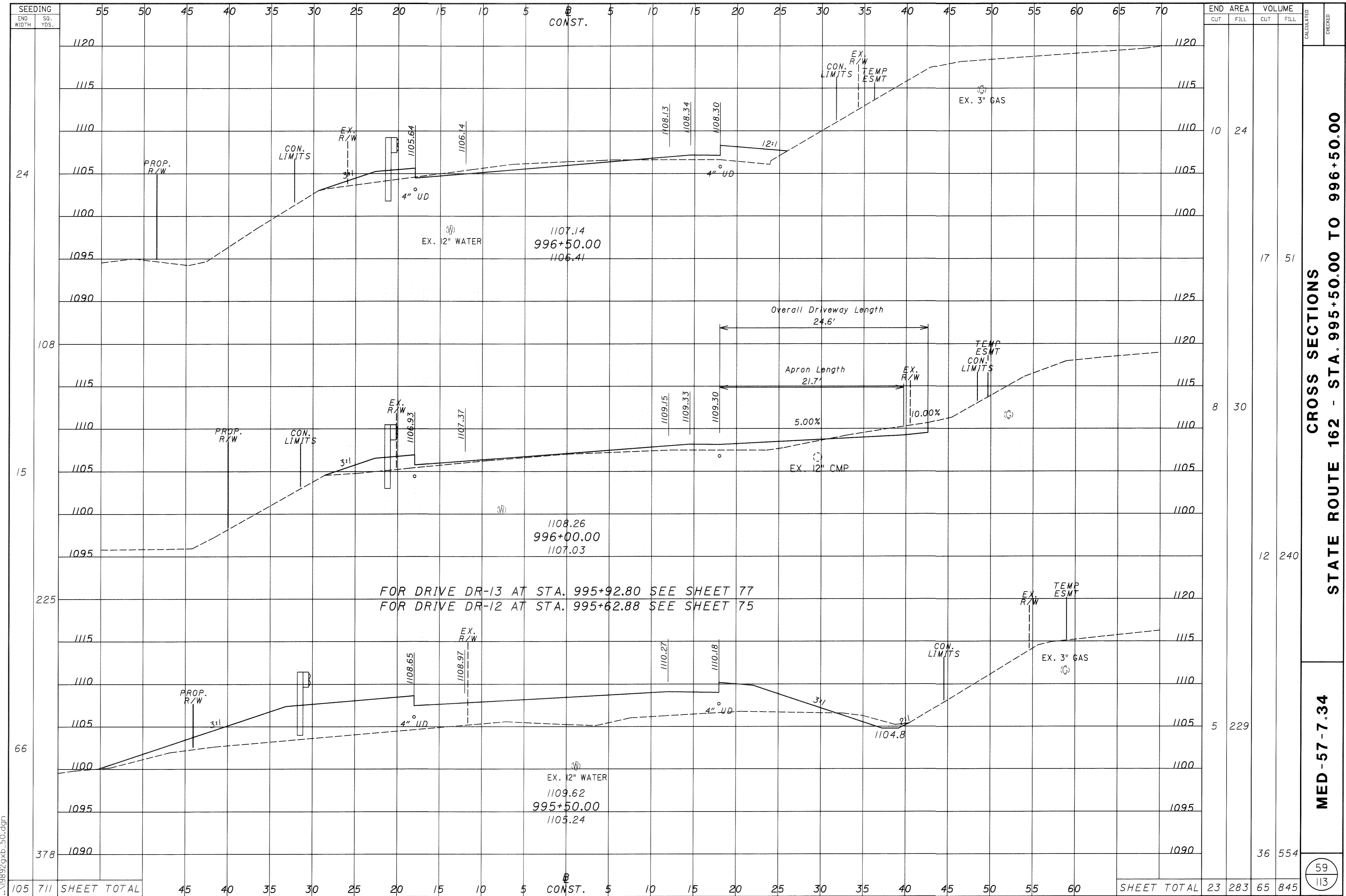
CROSS SECTIONS
STATE ROUTE 162 - STA. 994+50.00 TO 995+00.00

MED-57-7.34

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113

198	1235	SHEET TOTAL	40	35	30	25	20	15	10	5	CONST.	5	10	15	20	25	30	35	40	45	50	55	60	65	SHEET TOTAL	118	1450	190	3589
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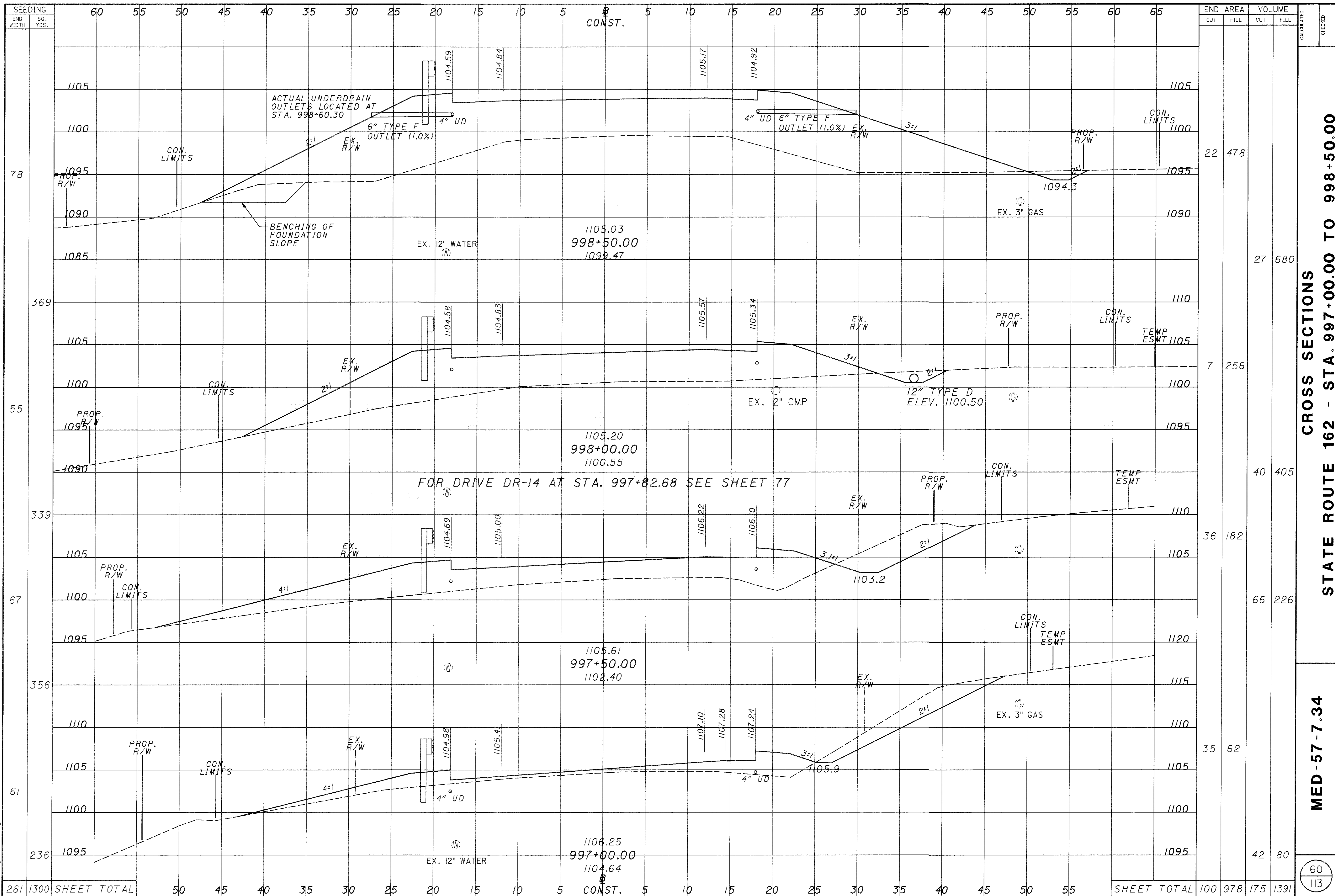
END STA.	AREA		VOLUME	
	CUT	FILL	CUT	FILL
105				
110	10	24		
115			17	51
120				
125				
130	8	30		
135			12	240
140				
145				
150				
155				
160				
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880				
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890				
895				
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905				
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925				
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955				
960				
965				
970				
975				
980				
985				
990				
995				
1000				
SHEET TOTAL	23	283	65	845

CROSS SECTIONS
 STATE ROUTE 162 - STA. 995+50.00 TO 996+50.00

MED-57-7.34

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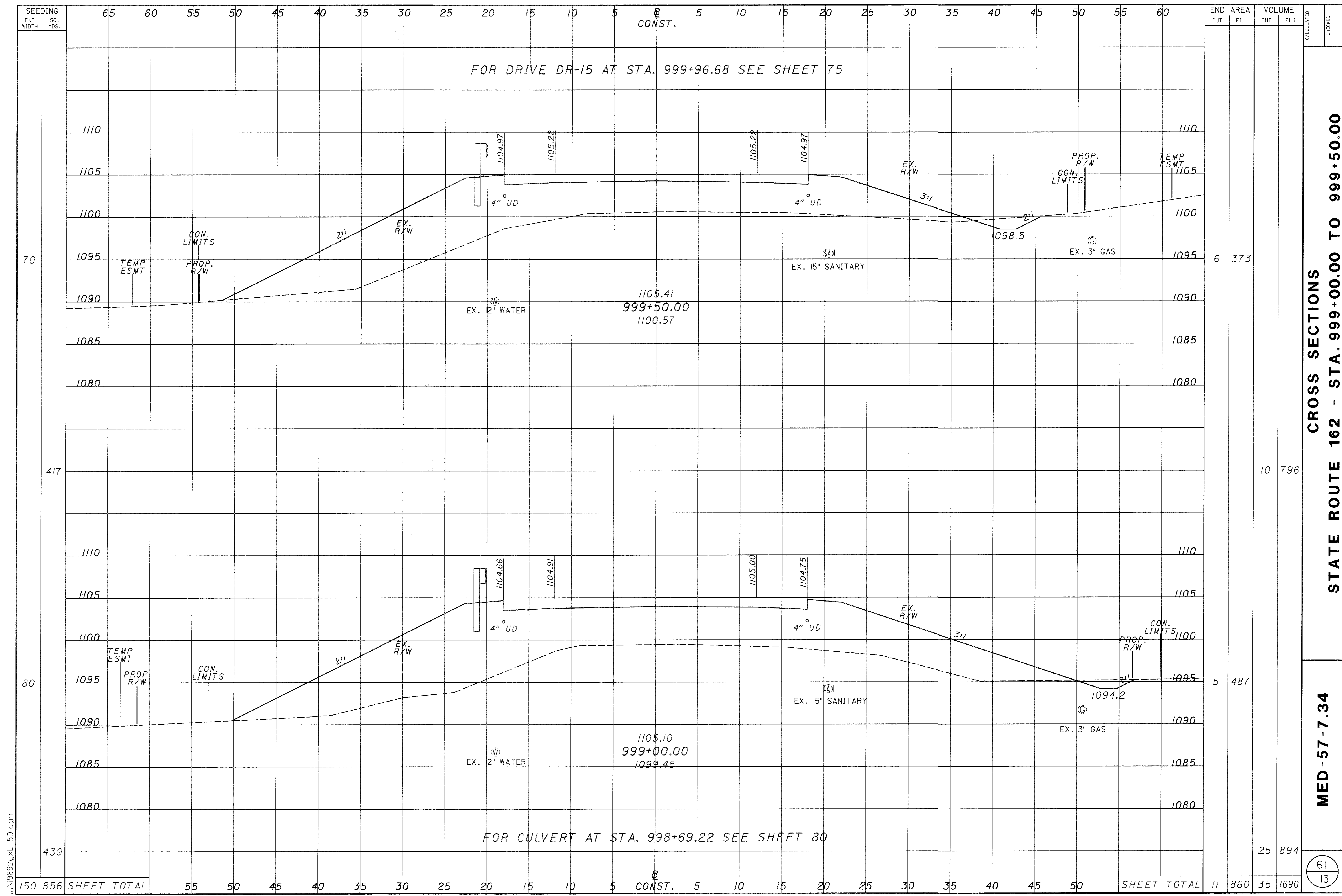
END STA.	AREA CUT	AREA FILL	VOLUME		CALCULATED	CHECKED
			CUT	FILL		
998+50.00	22	478				
998+00.00	27	680				
997+50.00	7	256				
997+00.00	40	405				
996+50.00	36	182				
996+00.00	66	226				
995+50.00	35	62				
995+00.00	42	80				
SHEET TOTAL	100	978	175	1391		

CROSS SECTIONS STATE ROUTE 162 - STA. 997+00.00 TO 998+50.00

MED-57-7.34

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FOR DRIVE DR-15 AT STA. 999+96.68 SEE SHEET 75

FOR CULVERT AT STA. 998+69.22 SEE SHEET 80

END CUT	AREA FILL	VOLUME		CALCULATED	CHECKED
		CUT	FILL		
6	373				
10	796				
5	487				
25	894				
11	860	35	1690		

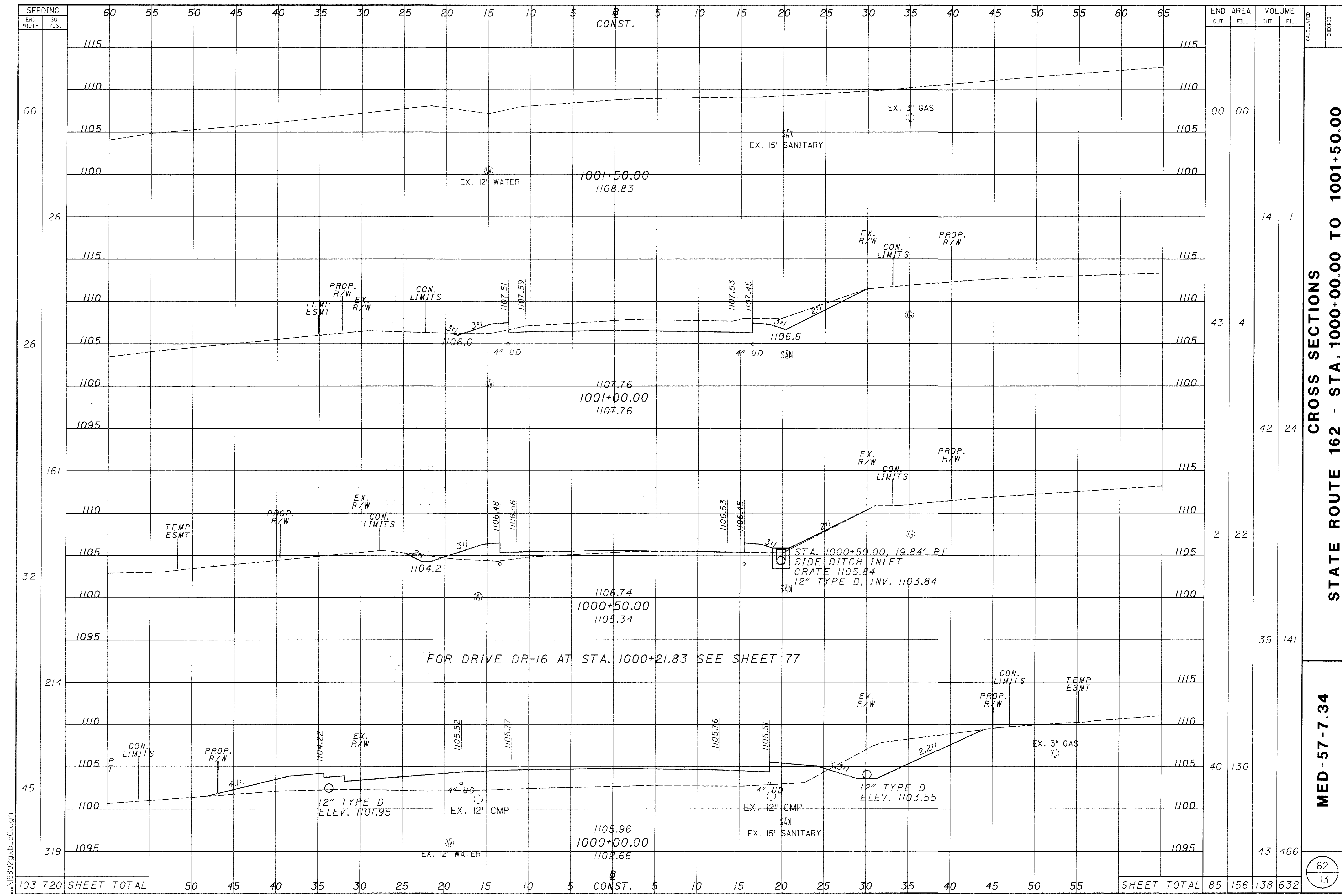
STATE ROUTE 162 - STA. 999+00.00 TO 999+50.00

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SEEDING	SO. YDS.
150	856
SHEET TOTAL	
155	50
145	45
140	40
135	35
130	30
125	25
120	20
115	15
110	10
105	5
CONST.	
105	5
110	10
115	15
120	20
125	25
130	30
135	35
140	40
145	45
150	50
SHEET TOTAL	

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END STA.	AREA		VOLUME		CALCULATED	CHECKED
	CUT	FILL	CUT	FILL		
1000+00.00	00	00				
1000+26.00	43	4				
1000+61.00	2	22				
1000+95.00	39	141				
1001+00.00	40	130				
SHEET TOTAL	85	156	138	632		

STATE ROUTE 162 - STA. 1000+00.00 TO 1001+50.00

MED-57-7.34

62
113

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CALCULATED
CHECKED

INTERSECTION DETAIL
STATE ROUTE 57 AND STATE ROUTE 162

MED-57-7.34

EEP - EXIST. EDGE OF PAVEMENT
PEP - PROP. EDGE OF PAVEMENT
PES - PROP. EDGE OF SHOULDER

STA. 399+59.47, 53' LT, @ S.R. 57 R/W
STA. 986+17.83, 58.83' LT, @ S.R. 162 CONST.
 $\Delta = 111^\circ 11' 19''$
 $R = 35.00'$
 $L = 67.92'$

STA. 398+95.68, 79.75' RT, @ S.R. 57 R/W
STA. 987+65.07, 62' LT, @ S.R. 162 CONST.
 $\Delta = 57^\circ 23' 25''$
 $R = 50.00'$
 $L = 50.08'$

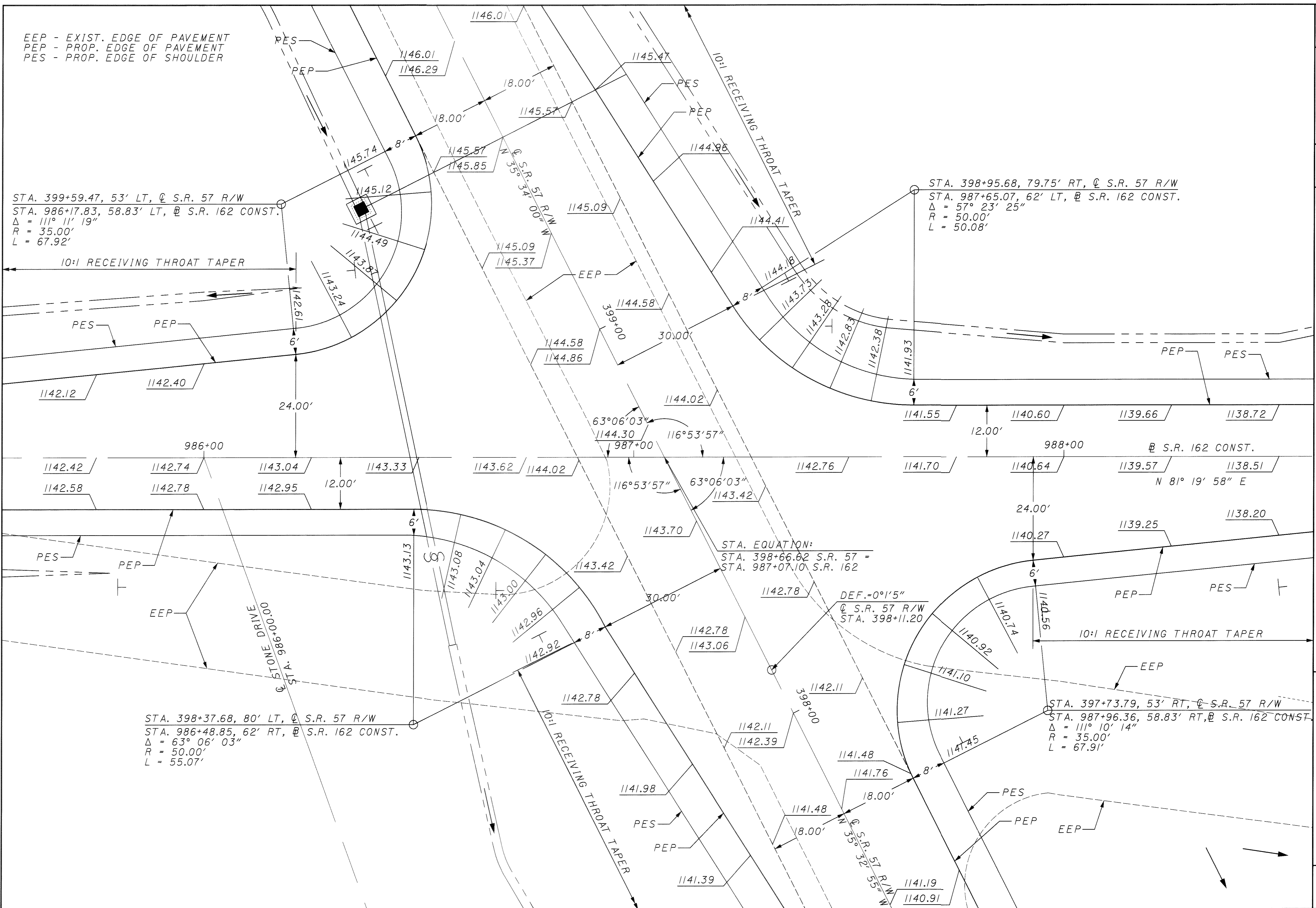
STA. EQUATION:
STA. 398+66.62 S.R. 57 =
STA. 987+07.10 S.R. 162

DEF.=0°1'5"
@ S.R. 57 R/W
STA. 398+11.20

STA. 398+37.68, 80' LT, @ S.R. 57 R/W
STA. 986+48.85, 62' RT, @ S.R. 162 CONST.
 $\Delta = 63^\circ 06' 03''$
 $R = 50.00'$
 $L = 55.07'$

STA. 397+73.79, 53' RT, @ S.R. 57 R/W
STA. 987+96.36, 58.83' RT, @ S.R. 162 CONST.
 $\Delta = 111^\circ 10' 14''$
 $R = 35.00'$
 $L = 67.91'$

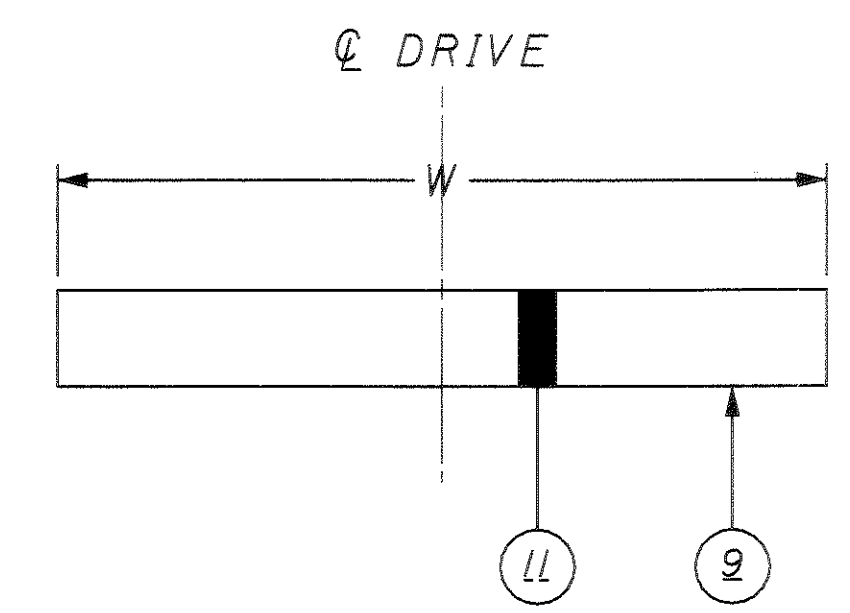
@ S.R. 162 CONST.
N 81° 19' 58" E



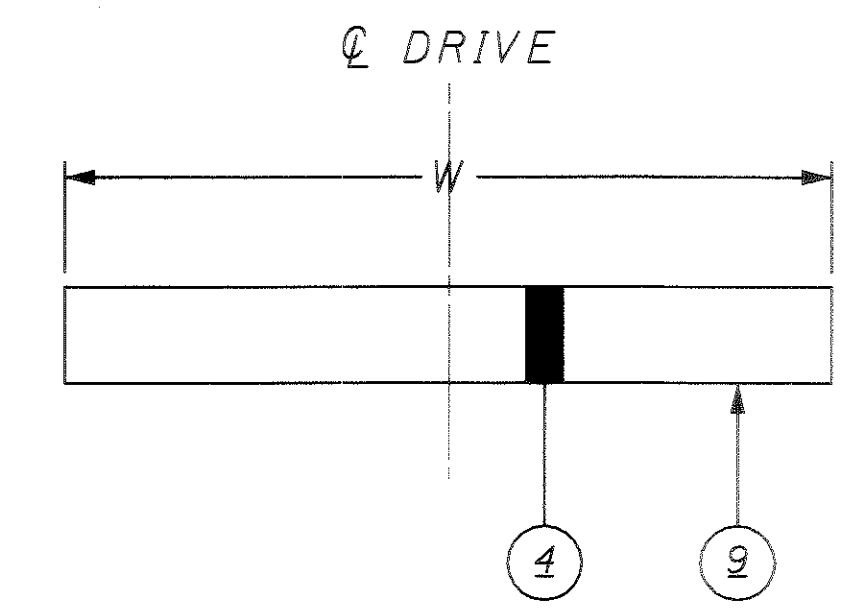
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SHEET NO.	REFERENCE NO.	STATION	SIDE	DRIVE TYPE	APRON LENGTH "L1"	DRIVEWAY LENGTH "L2"	WIDTH "W"	R1 (LEFT SIDE RADIUS OF DRIVE LOOKING FROM Q)	R2 (RIGHT SIDE RADIUS OF DRIVE LOOKING FROM Q)	204	301	304			407		448		452	
								FT.	FT.	SY	CY	CY	CY	CY	TACK COAT (0.04 GAL/SY)	TACK COAT FOR INTERM. COURSE (0.02 GAL/SY)	ASPHALT CONC. INTERMEDIATE COURSE, TYPE 2, PG64-22 (1 3/4")	ASPHALT CONC. SURFACE COURSE TYPE 1, PG64-22 (DRIVEWAYS) (1 1/4")	ASPHALT CONC. SURFACE COURSE TYPE 1, PG64-22 (DRIVEWAYS) (2")	NON-REINFORCED CONC. PAVEMENT (6")
STATE ROUTE 57																				
72	DR-1	392+49.72	RT	RES.	18.8'	0.0'	11.4'	25		70.34	9.77	11.73			2.80	1.40	3.40	2.43		
70	DR-2	393+38.54	LT	RES. B	18.6'	22.0'	12'	25	25	63.66	4.76	10.61			1.37	0.69	1.67	1.19	1.63	
72	DR-3	393+59.51	RT	RES. A	18.9'	66.9'	16.4'	25	25	165.54	6.16	7.39			1.77	0.89	2.15	1.54	121.22	
70	DR-4	393+76.91	LT	RES. B	18.6'	23.2'	12'	25	25	65.19	4.76	10.87			1.37	0.69	1.67	1.19	1.72	
71	DR-4A	400+88.62	LT	RES. D	15.3'	41.9'	16.7'	25	25	128.75			28.61							
71	DR-5	403+86.23	LT	RES. D	18.6'	54.9'	12'	25	25	107.45	4.76	5.71	16.27		1.37	0.69	1.67	1.19		
73	DR-6	403+96.89	RT	RES. D	24.0'	13.4'	12'	25	25	60.94	5.98	7.18	3.97		1.72	0.86	2.09	1.50		
71	DR-7	406+08.47	LT	RES. A	19.0'	86.6'	12'	25	25	198.02	4.87	5.84			1.42	0.71	1.72	1.23	162.97	
73	DR-8	407+23.96	RT	RES.	21.2'	0.0'	12'	25	25	38.50	5.33	6.42			1.53	0.77	1.86	1.33		
STATE ROUTE 162																				
74	DR-9	980+50.00	LT	RES. D	24.0'		16'	25	25	98.55			27.38							
76	DR-10	986+00.00	RT	RES. D	25.4'	143.8'	12'	20	25	226.90	6.39	7.67	40.19		1.84	0.92	2.24	1.60		
76	DR-11	994+85.80	RT	RES. B	20.0'	40.1'	12'	25	25	92.43	5.56	15.41			1.60	0.80	1.95	1.39	2.91	
75	DR-12	995+62.88	LT	RES. D	20.5'	94.2'	12'	25	25	198.98			37.87						73.56	
77	DR-13	995+92.80	RT	RES. A	21.7'	6.5'	13'	12	25	43.31	4.78	5.73			1.38	0.69	1.67	1.19	8.93	
77	DR-14	997+82.68	RT	RES. D	20.0'	15.0'	24'	25	25	106.19	9.27	11.12	8.77		2.67	1.34	3.24	2.32		
75	DR-15	999+96.68	LT	RES. A	12.8'	22.5'	17.2'	25	12.5	65.29	4.20	5.04			1.21	0.61	1.47	1.05	35.05	
77	DR-16	1000+21.83	RT	RES.	21.2'	0.0'	12'	25	25	41.76	5.80	6.96			1.67	0.83	2.03	1.45		
TOTALS THIS SHEET										1771.80	82.39	117.68	163.06		23.72	11.89	28.83	20.60	6.26	401.73
TOTALS CARRIED TO GENERAL SUMMARY										1772	83		281		24	12	29	27		402

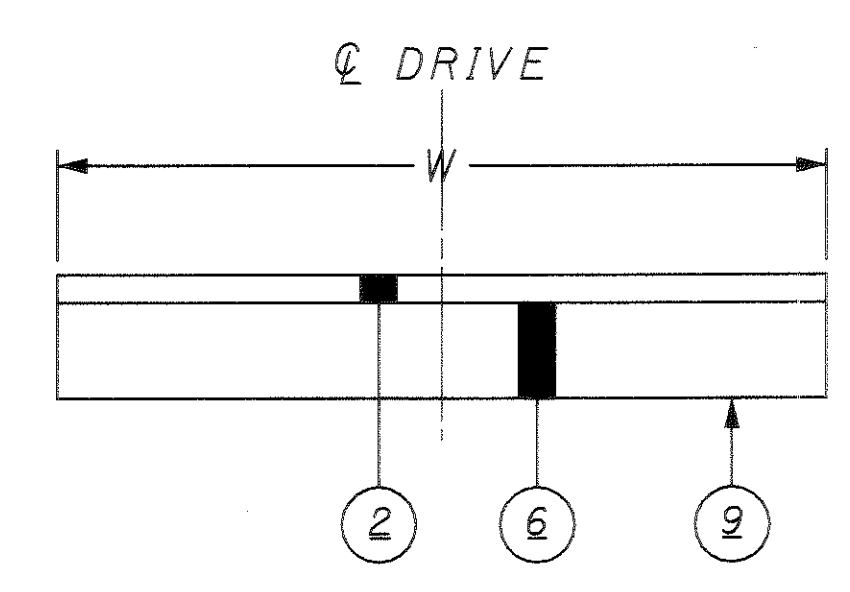
- LEGEND**
- ① 1 1/4" - ITEM 448 ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG64-22 (DRIVEWAYS)
 - ② 2" - ITEM 448 ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG64-22 (DRIVEWAYS)
 - ③ 1 3/4" - ITEM 448 ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, PG64-22
 - ④ 6" - ITEM 452 NON-REINFORCED CONCRETE PAVEMENT
 - ⑤ ITEM 407 TACK COAT
 - ⑥ 6" - ITEM 304 AGGREGATE BASE
 - ⑦ 8" - ITEM 304 AGGREGATE BASE
 - ⑧ ITEM 407 TACK COAT FOR INTERMEDIATE COURSE
 - ⑨ ITEM 204 SUBGRADE COMPACTION
 - ⑩ 5" - ITEM 301 ASPHALT CONCRETE BASE
 - ⑪ 10" - ITEM 304 AGGREGATE BASE



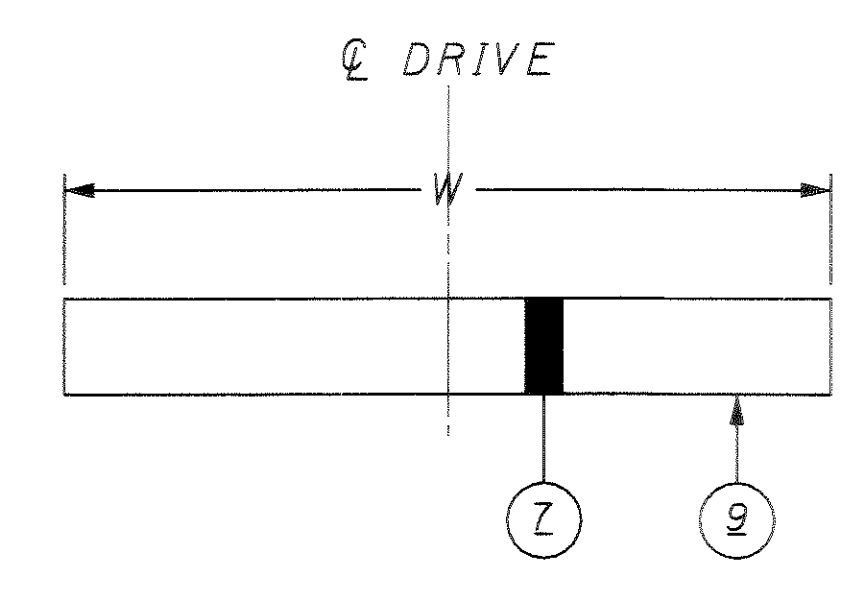
COMMERCIAL D



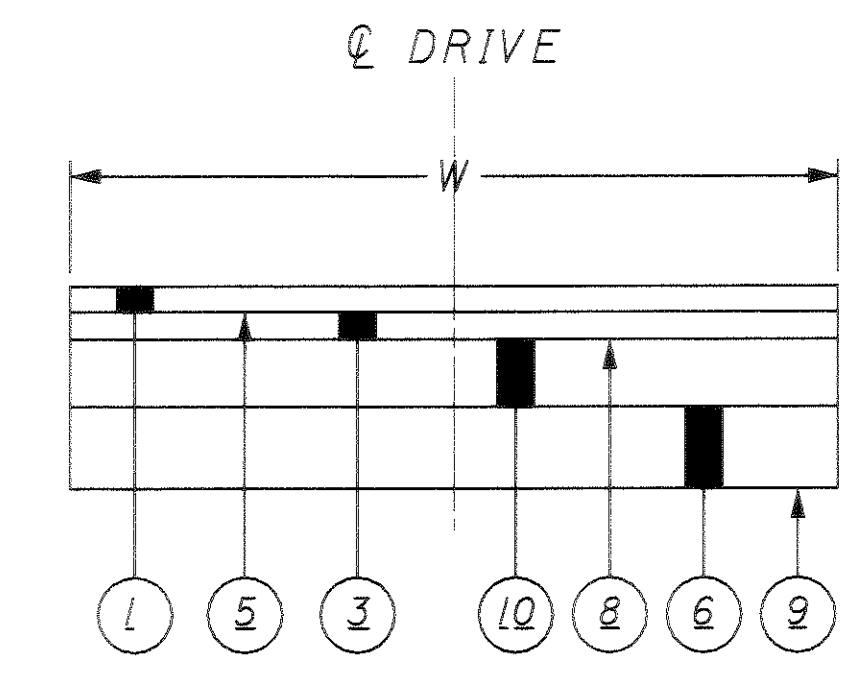
RESIDENTIAL A AND DR-12 APRON



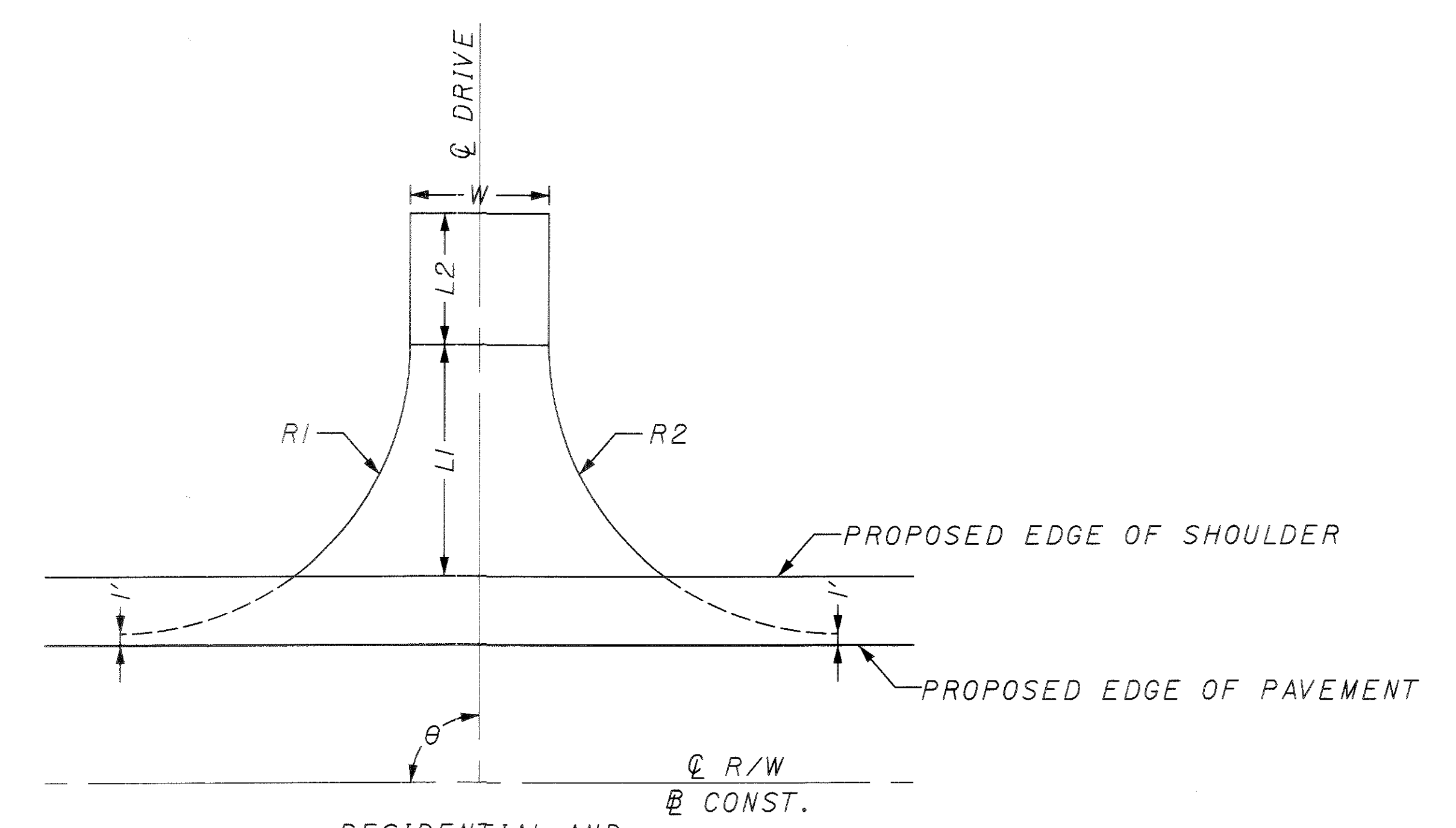
RESIDENTIAL B



RESIDENTIAL D



RESIDENTIAL (APRON ONLY)



RESIDENTIAL AND COMMERCIAL DRIVES
FOR θ , SEE PLAN AND PROFILE SHEETS

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LEGEND

- EEP - EXIST. EDGE OF PAVEMENT
- PEP - PROP. EDGE OF PAVEMENT
- PES - PROP. EDGE OF SHOULDER
- RES - RESIDENTIAL DRIVE

NOTES:

- 1) ALL DRIVE RADII ARE 25' UNLESS OTHERWISE SHOWN.
- 2) ALL STATIONING IS FROM PROPOSED ALIGNMENT.



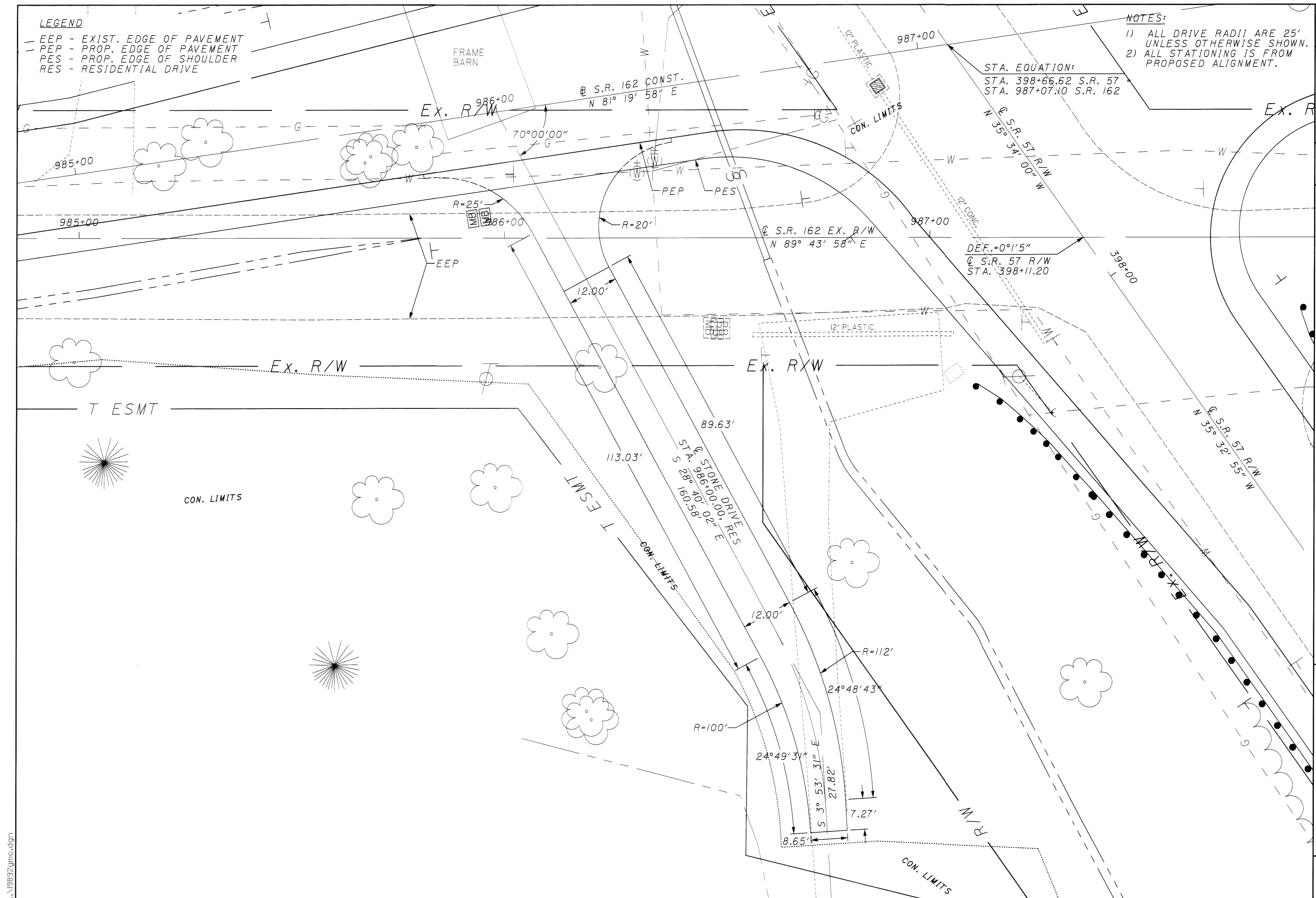
0 10 20
HORIZONTAL SCALE IN FEET

CALCULATED
CHECKED

DRIVEWAY DETAILS
S.R. 162 - STA. 986+00.00

MED-57-7.34

67
113



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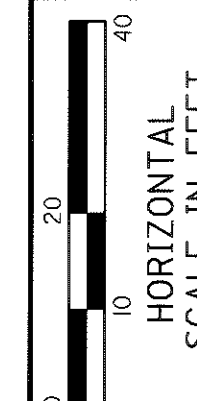
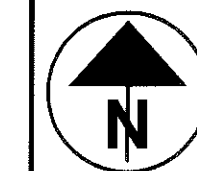
LEGEND

EEP - EXIST. EDGE OF PAVEMENT
 PEP - PROP. EDGE OF PAVEMENT
 PES - PROP. EDGE OF SHOULDER
 RES - RESIDENTIAL DRIVE

PI STA. = 996+46.01
 $\Delta = 11^{\circ} 09' 35''$ (LT)
 $D_c = 5^{\circ} 59' 58''$
 $R = 955.00'$
 $T = 83.30'$
 $L = 186.01'$
 $E = 4.55'$

NOTES:

- 1) ALL DRIVE RADII ARE 25' UNLESS OTHERWISE SHOWN.
- 2) ALL STATIONING IS FROM PROPOSED ALIGNMENT.

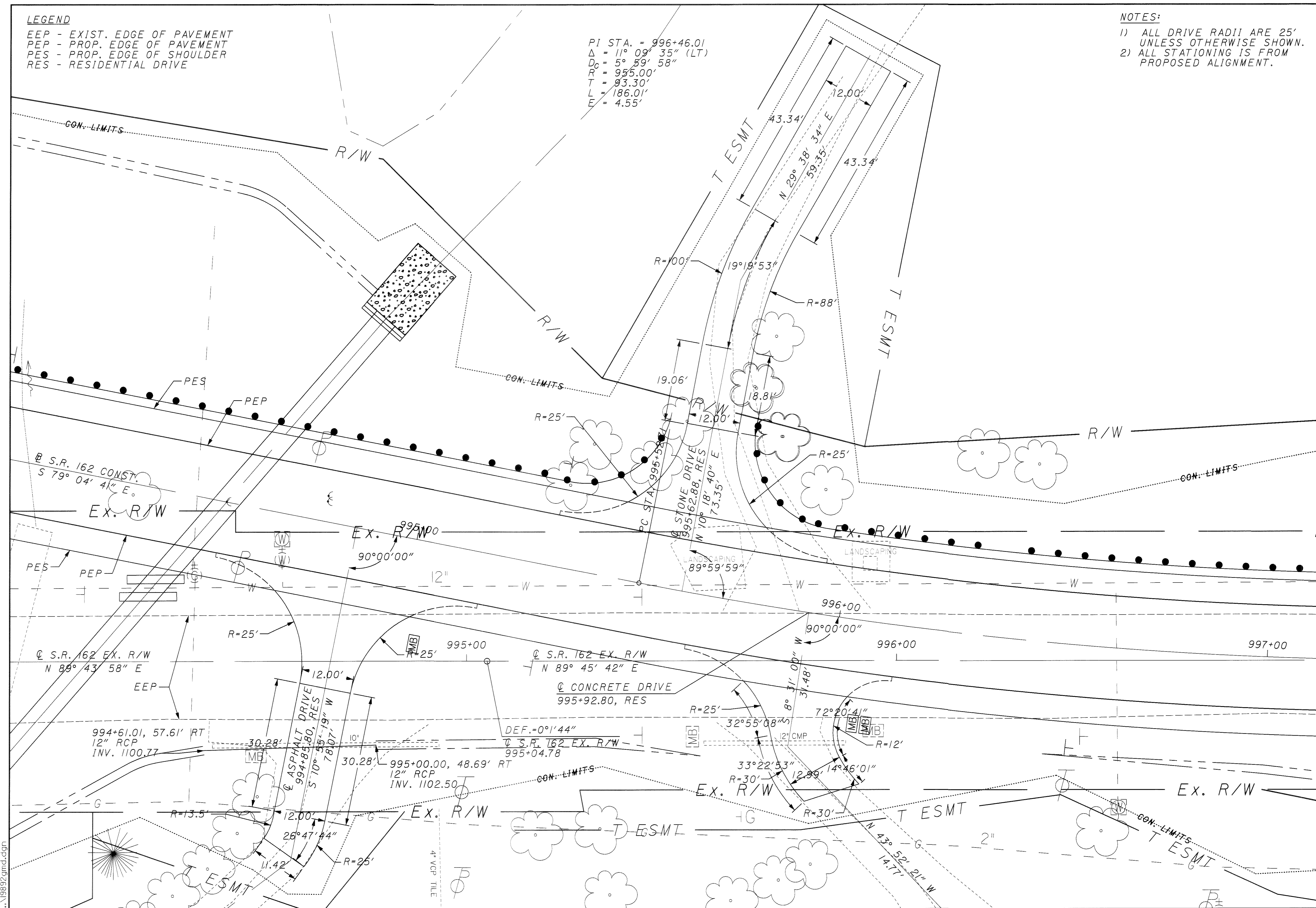


CALCULATED
 CHECKED

DRIVEWAY DETAILS
 S.R. 162 - STA. 994+85.80, 995+62.88 & 995+92.80

MED-57-7.34

68
 113

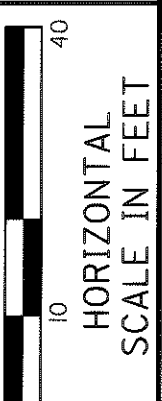
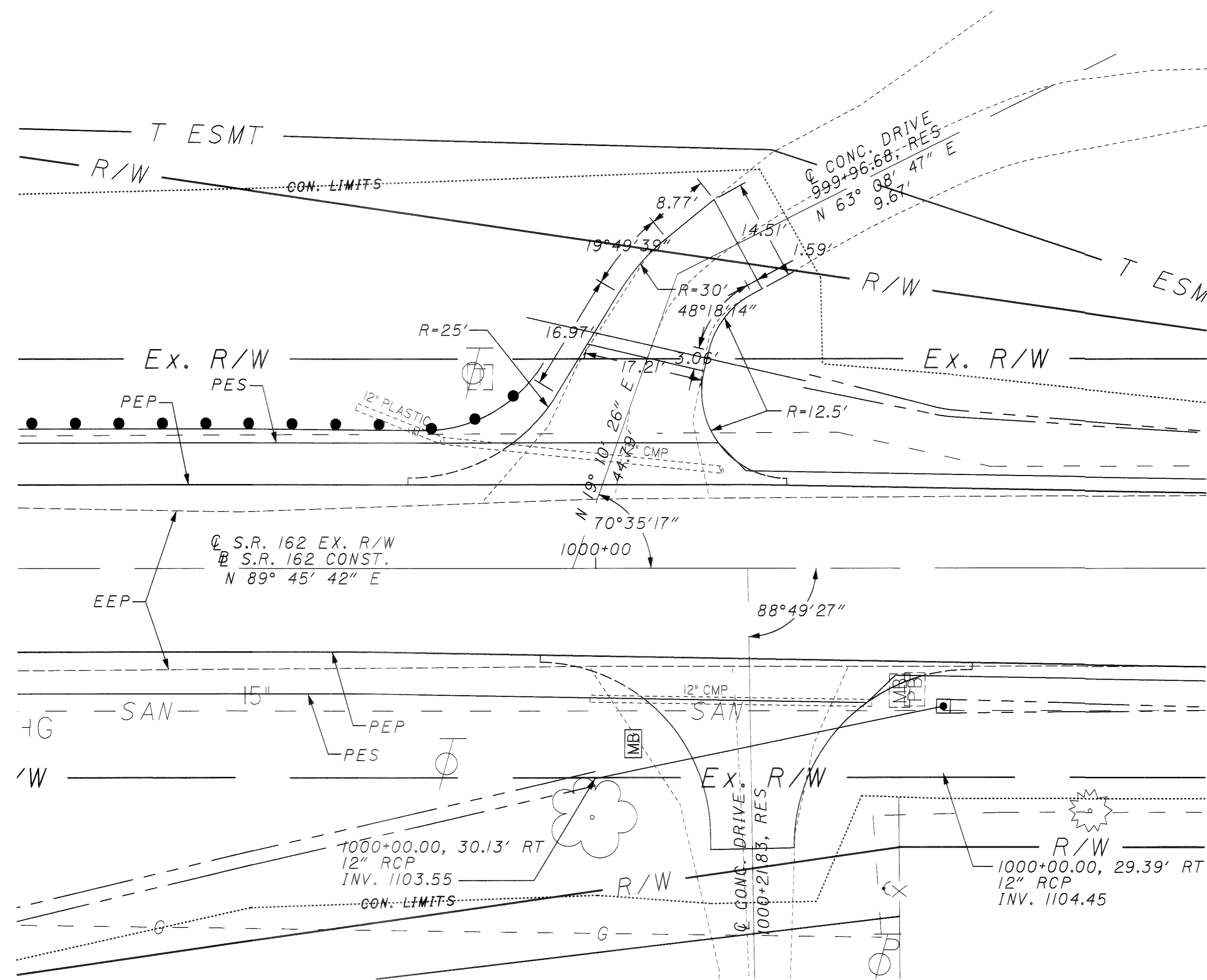


LEGEND

EEP - EXIST. EDGE OF PAVEMENT
 PEP - PROP. EDGE OF PAVEMENT
 PES - PROP. EDGE OF SHOULDER
 RES - RESIDENTIAL DRIVE

NOTES:

- 1) ALL DRIVE RADII ARE 25' UNLESS OTHERWISE SHOWN.
- 2) ALL STATIONING IS FROM PROPOSED ALIGNMENT.

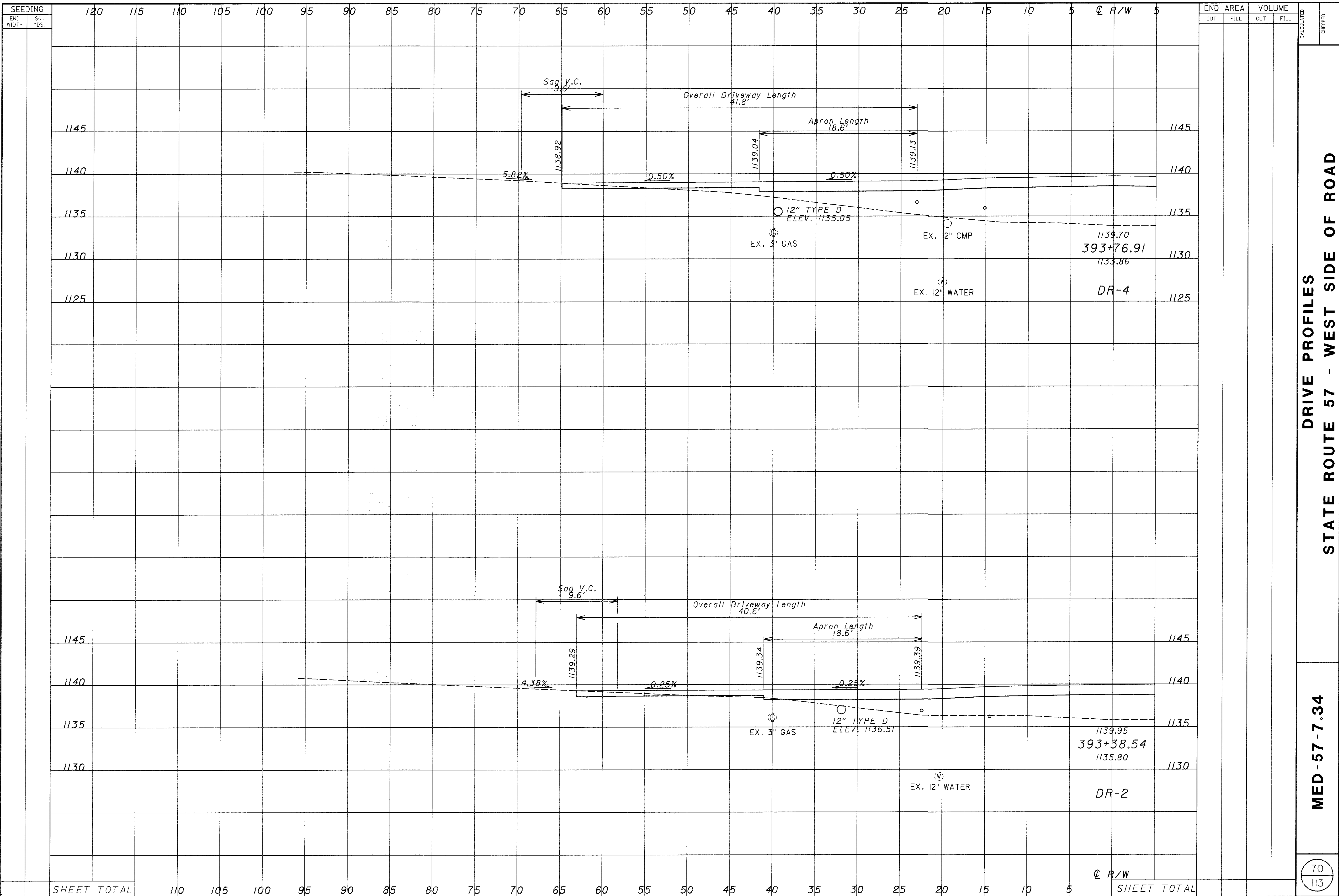


CALCULATED
 CHECKED

DRIVEWAY DETAILS
S.R. 162 - STA. 999+96.68

MED-57-7.34

69
 113



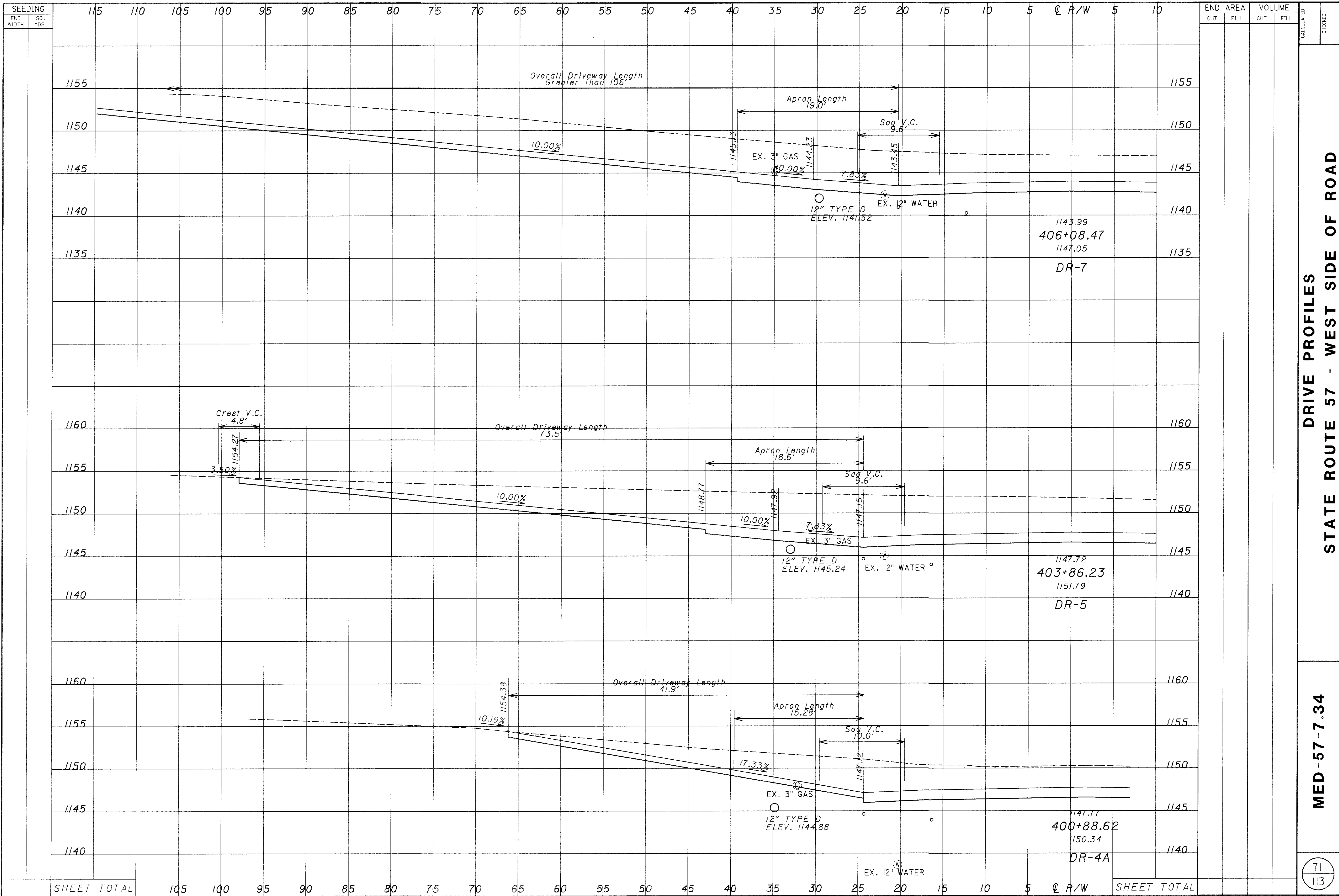
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**DRIVE PROFILES
STATE ROUTE 57 - WEST SIDE OF ROAD**

MED-57-7.34

70
113

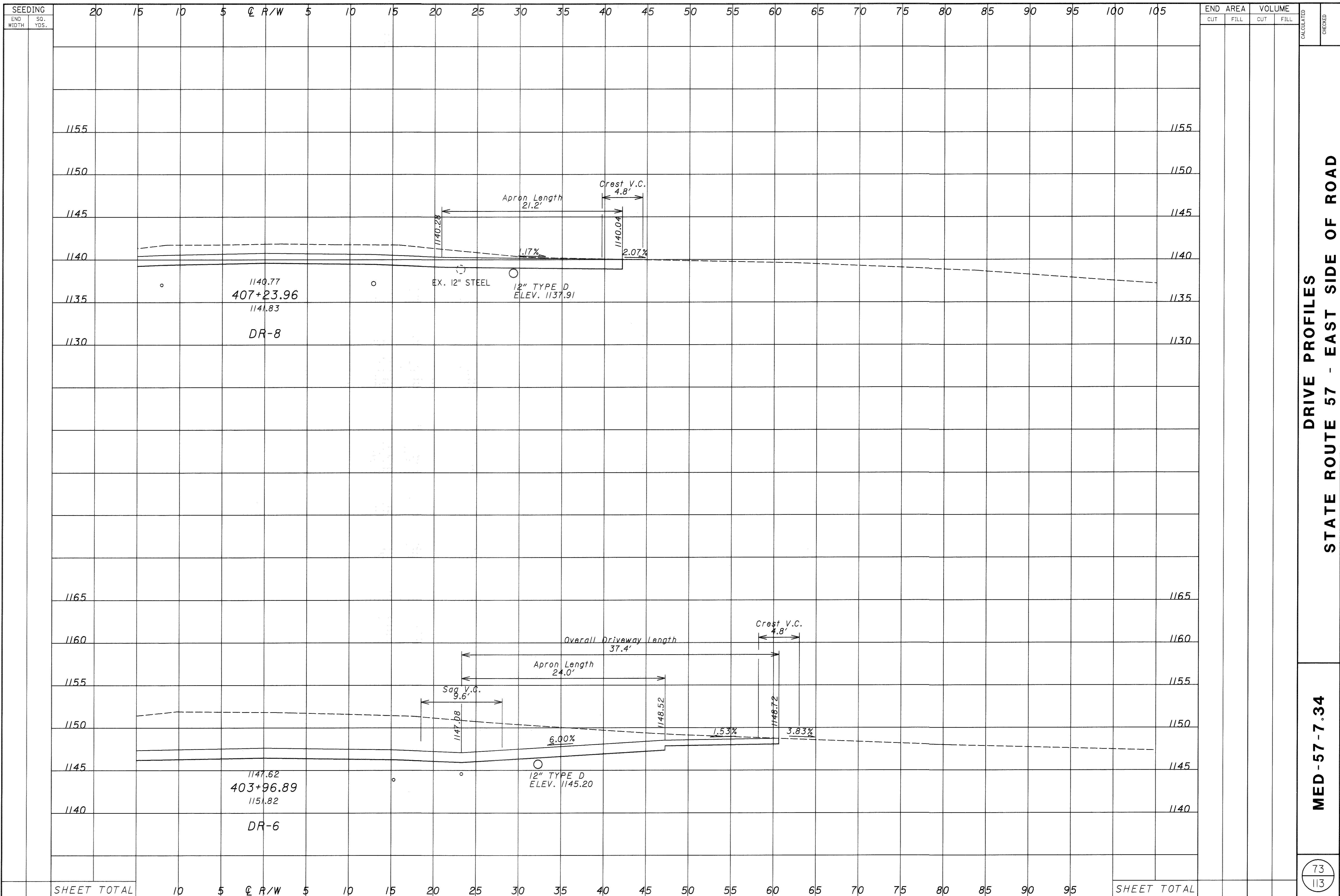
END CUT	AREA FILL	VOLUME		CALCULATED	CHECKED																																									
		CUT	FILL																																											
1145																																														
1140																																														
1135																																														
1130																																														
1125																																														
SHEET TOTAL		110	105	100	95	90	85	80	75	70	65	60	55	50	45	40	35	30	25	20	15	10	5	0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95	100	105	110



DRIVE PROFILES
STATE ROUTE 57 - WEST SIDE OF ROAD

MED-57-7.34

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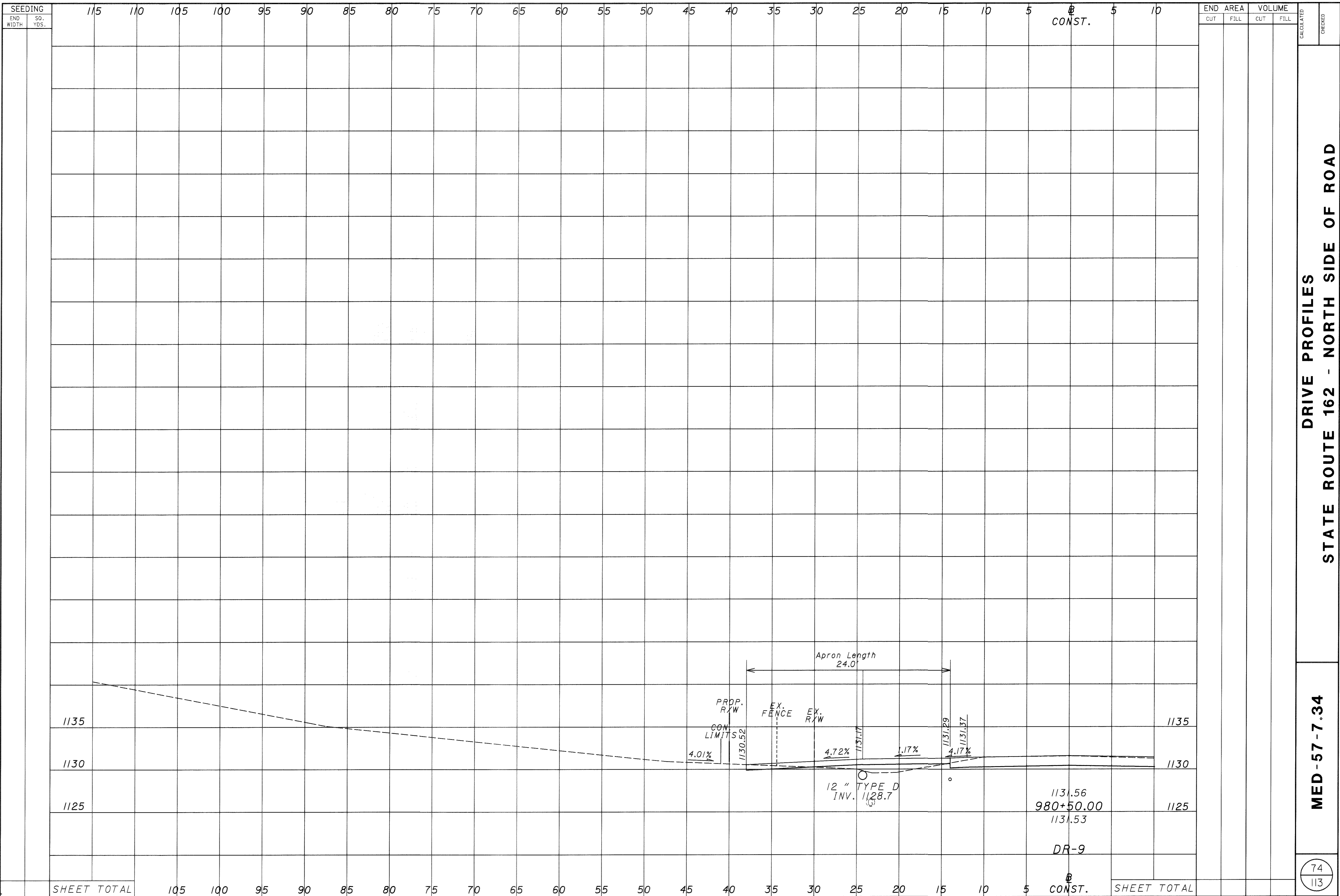


DRIVE PROFILES
STATE ROUTE 57 - EAST SIDE OF ROAD

MED-57-7.34

73
113

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SEEDING		115	110	105	100	95	90	85	80	75	70	65	60	55	50	45	40	35	30	25	20	15	10	5	0	5	10		
END WIDTH	SO. YDS.																												

SEEDING	
END WIDTH	SO. YDS.

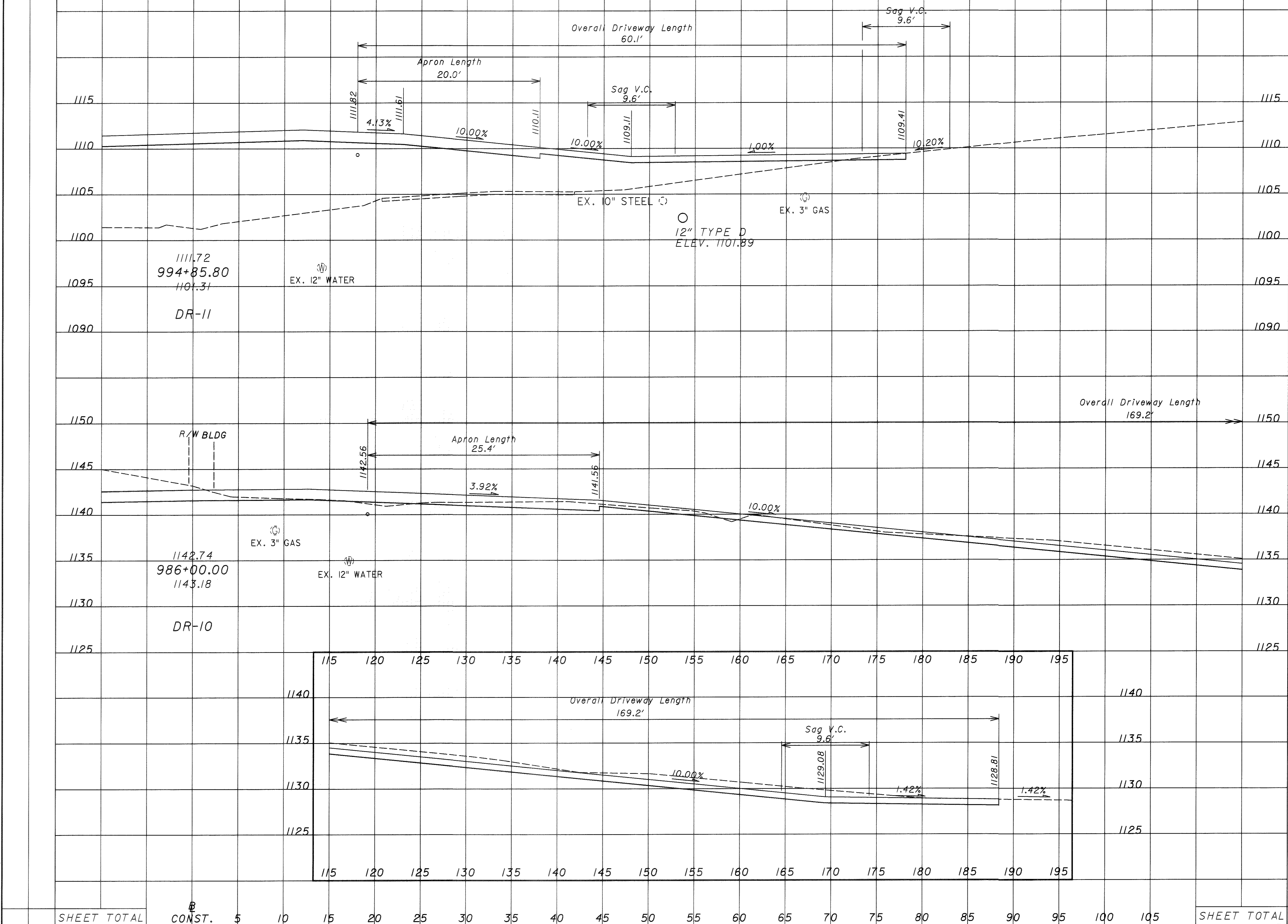
END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED
CHECKED

DRIVE PROFILES
STATE ROUTE 162 - SOUTH SIDE OF ROAD

MED-57-7.34

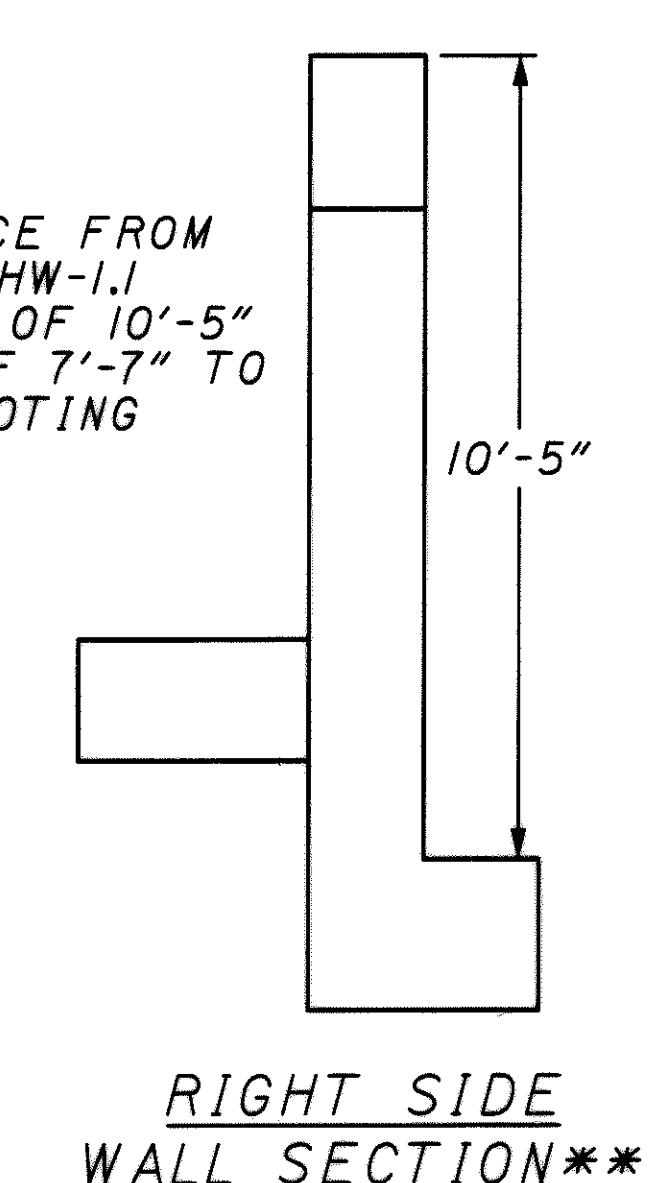
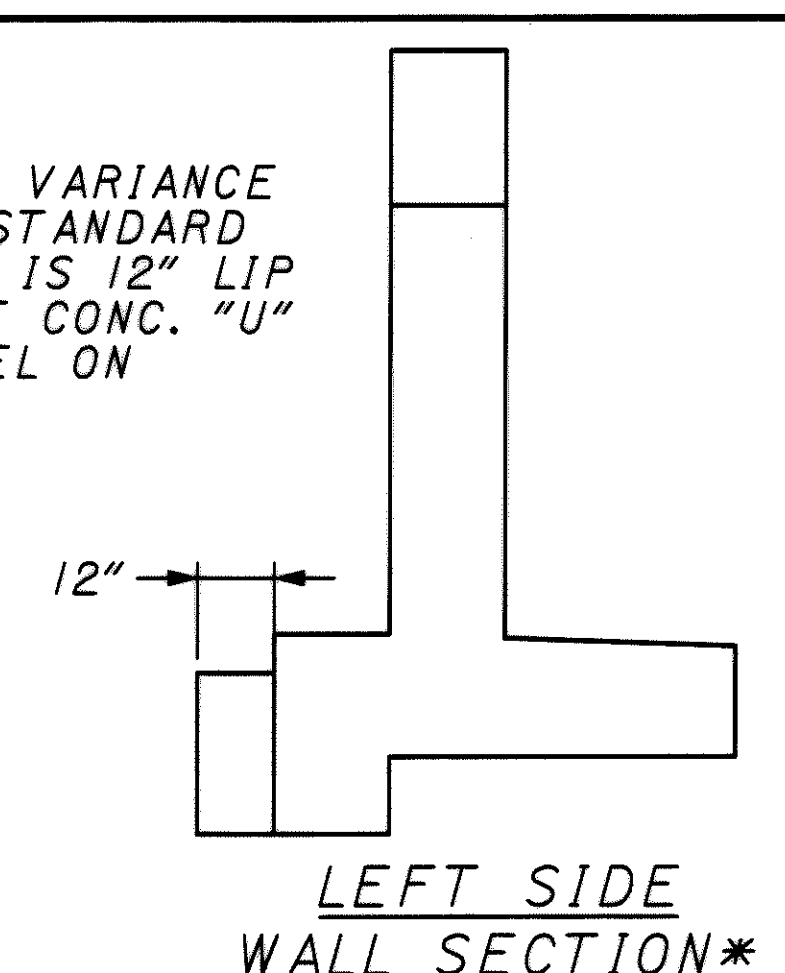
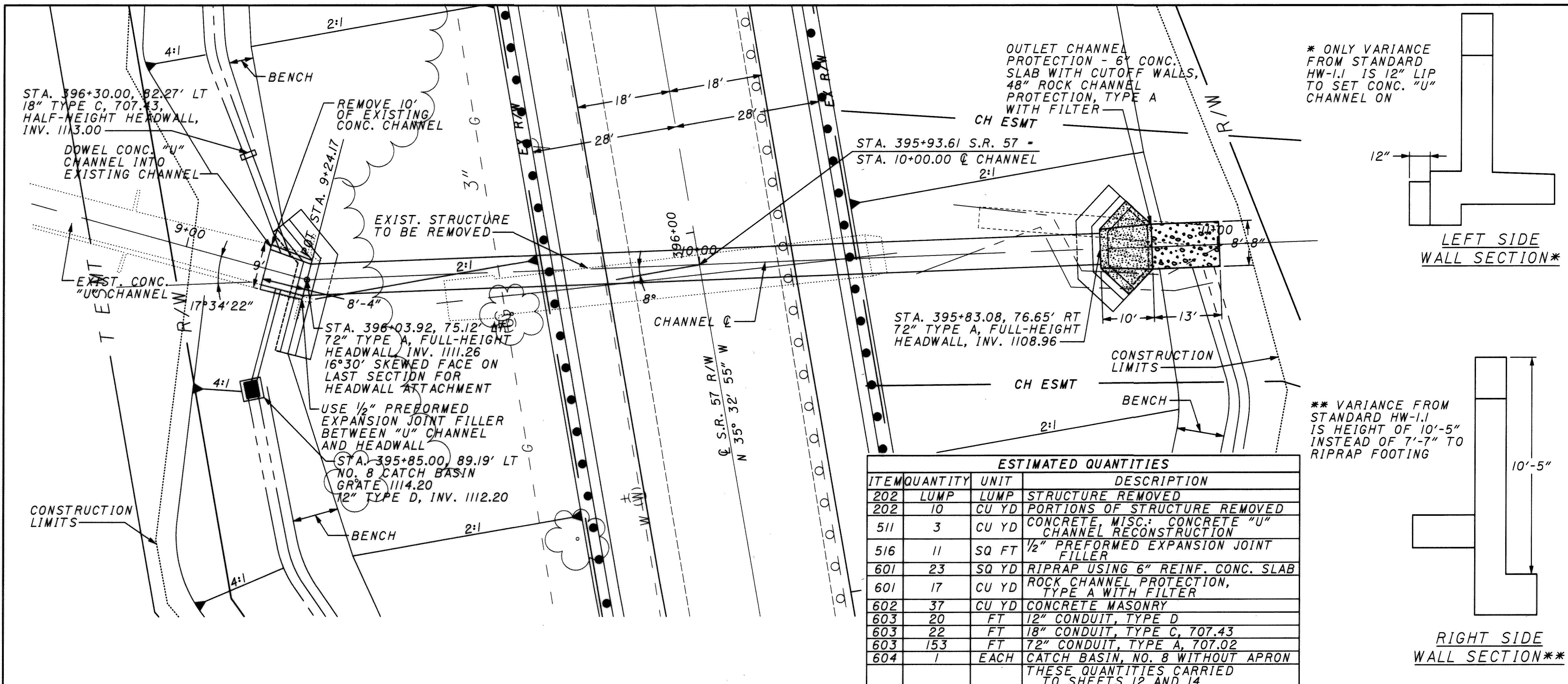
76
113



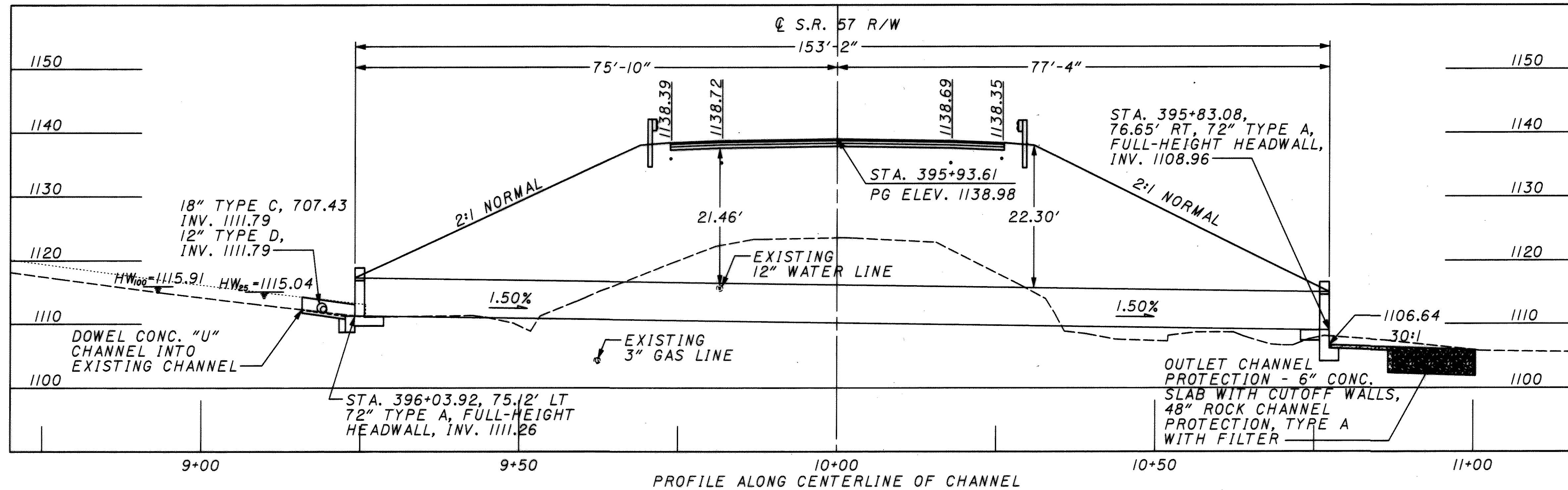
SHEET TOTAL

SHEET TOTAL

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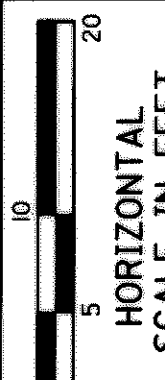
ESTIMATED QUANTITIES			
ITEM	QUANTITY	UNIT	DESCRIPTION
202	LUMP	LUMP	STRUCTURE REMOVED
202	10	CU YD	PORTIONS OF STRUCTURE REMOVED
511	3	CU YD	CONCRETE, MISC.: CONCRETE "U" CHANNEL RECONSTRUCTION
516	11	SQ FT	1/2" PREFORMED EXPANSION JOINT FILLER
601	23	SQ YD	RIPRAP USING 6" REINF. CONC. SLAB
601	17	CU YD	ROCK CHANNEL PROTECTION, TYPE A WITH FILTER
602	37	CU YD	CONCRETE MASONRY
603	20	FT	12" CONDUIT, TYPE D
603	22	FT	18" CONDUIT, TYPE C, 707.43
603	153	FT	72" CONDUIT, TYPE A, 707.02
604	1	EACH	CATCH BASIN, NO. 8 WITHOUT APRON
THESE QUANTITIES CARRIED TO SHEETS 12 AND 14			



EXISTING STRUCTURE
 TYPE: STONE BLOCK AND CONC. BOX
 SIZE: 7'x5'
 SKEW: 7°49'05" LF
 DATE BUILT: 1894, EXTENDED 1943
 CONDITION: FAIR

HYDRAULIC DESIGN DATA

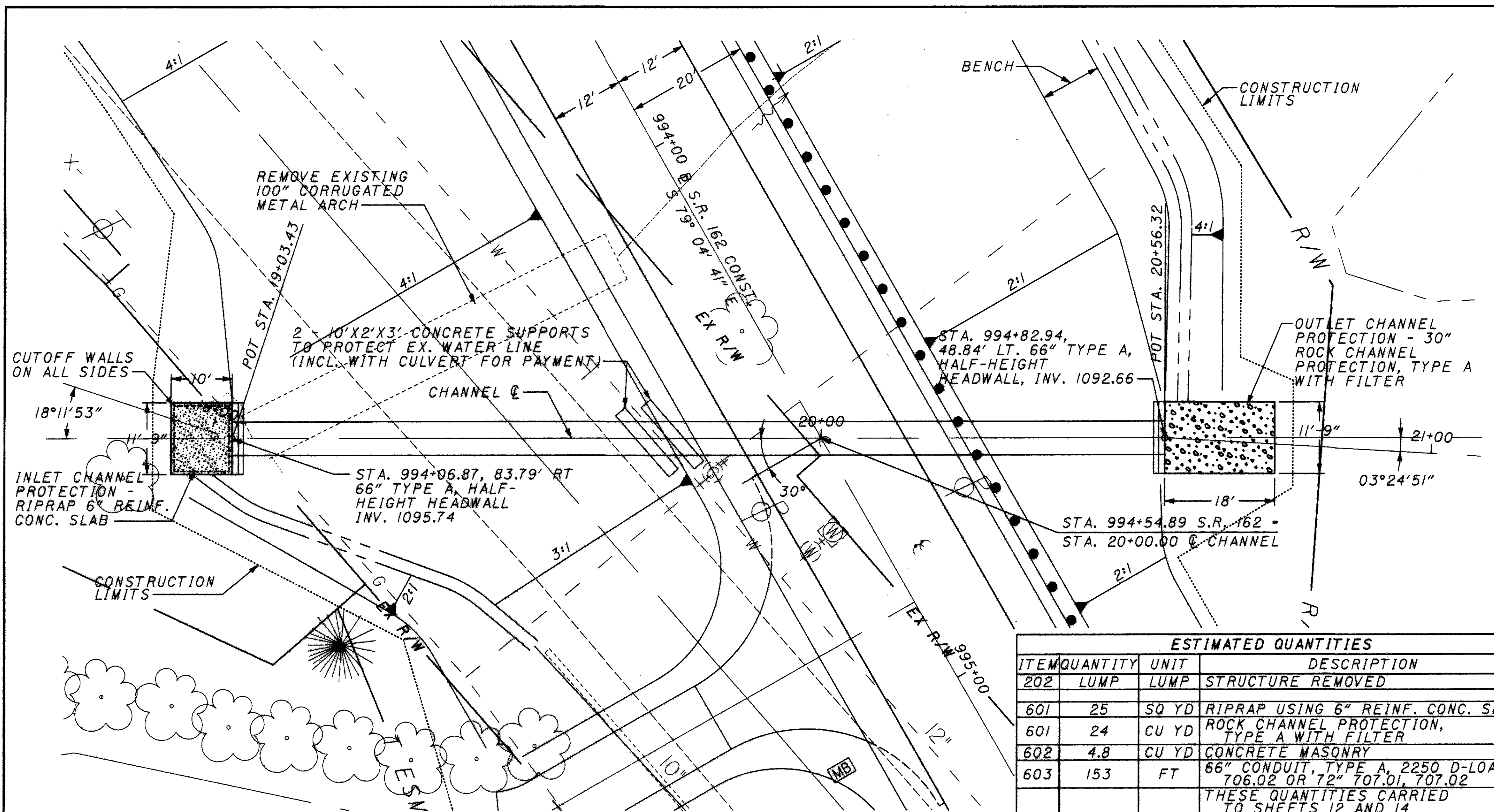
Drainage Area	= 175.30 Ac
Q ₂₅	= 100 cfs
Q ₁₀₀	= 140 cfs
HW ₂₅	= 1115.0
HW ₁₀₀	= 1115.9
V ₂₅	= 9.6 fps
V ₁₀₀	= 10.4 fps



CALCULATED
CHECKED

CULVERT DETAILS
STATE ROUTE 162 - STA. 994+54.89

MED-57-7.34

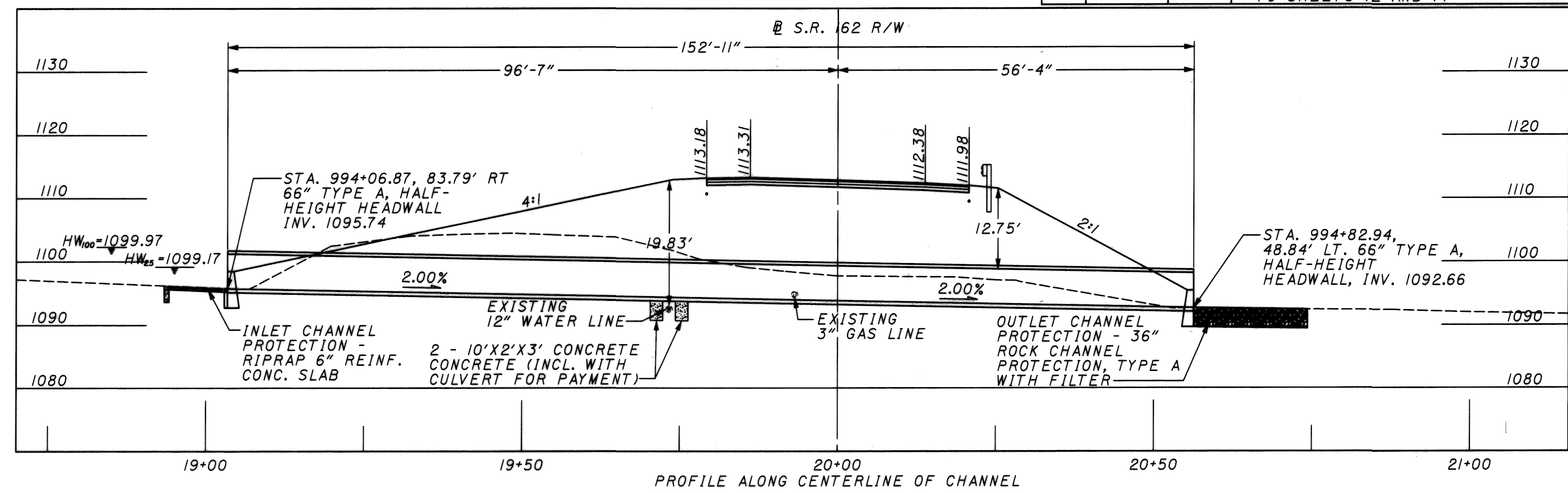


ESTIMATED QUANTITIES			
ITEM	QUANTITY	UNIT	DESCRIPTION
202	LUMP	LUMP	STRUCTURE REMOVED
601	25	SQ YD	RIPRAP USING 6" REINF. CONC. SLAB
601	24	CU YD	ROCK CHANNEL PROTECTION, TYPE A WITH FILTER
602	4.8	CU YD	CONCRETE MASONRY
603	153	FT	66" CONDUIT, TYPE A, 2250 D-LOAD, 706.02 OR 72" 707.01, 707.02
THESE QUANTITIES CARRIED TO SHEETS 12 AND 14			

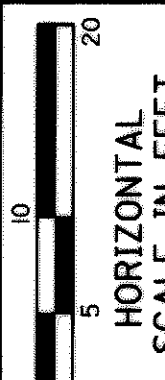
EXISTING STRUCTURE
 TYPE: CORRUGATED METAL ARCH
 SIZE: 103" x 71"
 SKEW: 14°29'34" LF
 DATE BUILT: UNKNOWN
 CONDITION: FAIR

HYDRAULIC DESIGN DATA

Drainage Area	= 181.12 Ac
Q ₂₅	= 102 cfs
Q ₁₀₀	= 144 cfs
HW ₂₅	= 1099.2
HW ₁₀₀	= 1100.0
V ₂₅	= 14.8 fps
V ₁₀₀	= 15.9 fps



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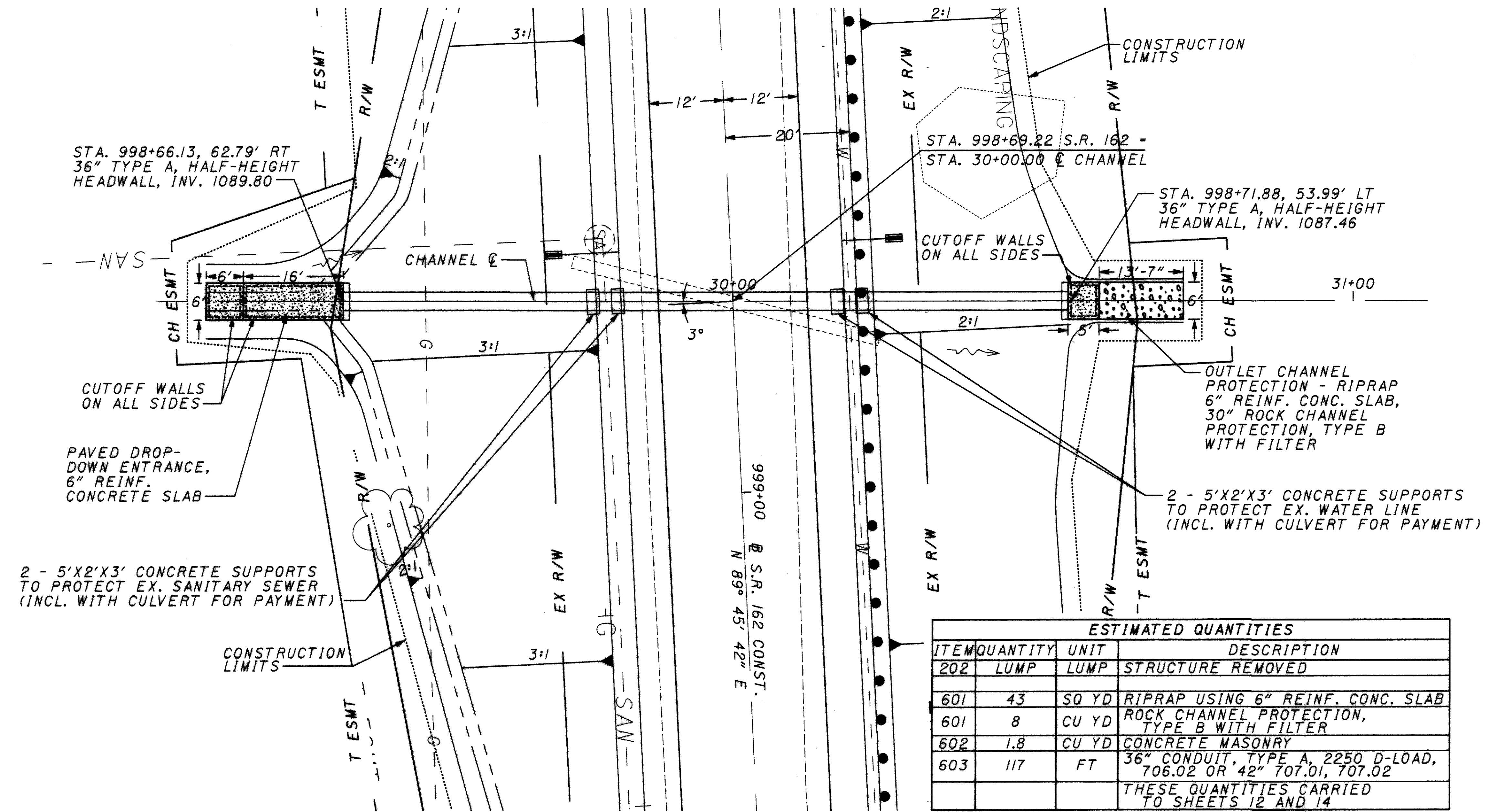


CALCULATED
CHECKED

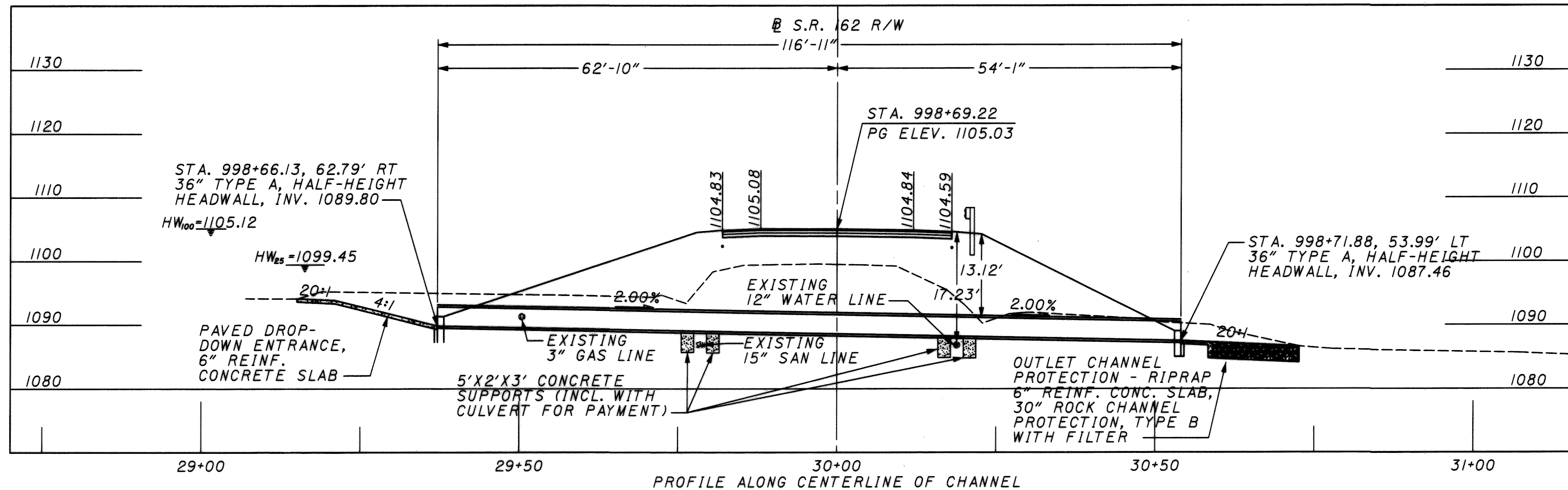
CULVERT DETAILS
STATE ROUTE 162 - STA. 998+69.22

MED-57-7.34

80
113



ESTIMATED QUANTITIES			
ITEM	QUANTITY	UNIT	DESCRIPTION
202	LUMP	LUMP	STRUCTURE REMOVED
601	43	SQ YD	RIPRAP USING 6" REINF. CONC. SLAB
601	8	CU YD	ROCK CHANNEL PROTECTION, TYPE B WITH FILTER
602	1.8	CU YD	CONCRETE MASONRY
603	117	FT	36" CONDUIT, TYPE A, 2250 D-LOAD, 706.02 OR 42" 707.01, 707.02
THESE QUANTITIES CARRIED TO SHEETS 12 AND 14			



EXISTING STRUCTURE
TYPE: RCP
SIZE: 24"
SKEW: 17°03'48" LF
DATE BUILT: UNKNOWN
CONDITION: FAIR

HYDRAULIC DESIGN DATA	
Drainage Area	= 45.91 Ac
Q ₂₅	= 64 cfs
Q ₁₀₀	= 93 cfs
HW ₂₅	= 1099.5
HW ₁₀₀	= 1105.1
V ₂₅	= 18.8 fps
V ₁₀₀	= 20.6 fps

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SHEET NO.	REFERENCE NO.	LOCATION	STATION	SIDE	CODE	SIZE (INCHES)	630						631		632		CALCULATED	CHECKED
							GROUND MOUNTED SUPPORT, NO. 3 POST	STREET NAME SIGN SUPPORT, NO. 3 POST	SIGN, FLAT SHEET, TYPE G	REMOVAL OF GROUND MOUNTED SIGN AND DISPOSAL	REMOVAL OF GROUND MOUNTED SIGN AND REERECTION	SIGNING, MISC.: SIGN DATA COLLECTION	REMOVAL MISC.: SIGN FLASHER ASSEMBLY	REMOVAL OF TRAFFIC SIGNAL INSTALLATION, AS PER PLAN				
							FT.	FT.	SQ. FT.	EACH	EACH	EACH	EACH	EACH	EACH			
84	REM	STATE ROUTE 57	398+04.82	LT&RT														
84	S-1	STATE ROUTE 57	393+35	RT	D-1-72		20					2	2					
84	S-2	STATE ROUTE 57	394+85	RT	R-31A-36	36" x 30"	14		7.5									
84	S-3	STATE ROUTE 57	396+42	RT	N-45		10					1						
84	S-4	STATE ROUTE 57	397+00	LT	M-38-24	24" x 12"	14		2									
84	S-5	STATE ROUTE 57			M-2-24-2	24" x 24"		4										
84	S-6	STATE ROUTE 57	397+01	LT	M-38													
84	S-7	STATE ROUTE 57	397+76	RT	M-2-24-2													
84	S-8	STATE ROUTE 57	397+96	LT	R-31A-36	36" x 30"	14		7.5									
84	S-9	STATE ROUTE 57	398+43	LT	M-2-24-3													
84	S-10	STATE ROUTE 57			M-25-24	30" x 24"	14	5										
84	S-11	STATE ROUTE 57	398+64	LT	D-14													
84	S-12	STATE ROUTE 57	398+90	RT	D-14													
84	S-13	STATE ROUTE 57			M-25-24	24" x 18"	14	3										
					M-2-24-3	30" x 24"			5									
85	S-14	STATE ROUTE 57	399+45	LT	D-14-24	24" x 8"												
85	S-15	STATE ROUTE 57			D-14-24	24" x 8"	12	1.4										
85	S-16	STATE ROUTE 57	399+58	LT	R-31A-36	36" x 30"	14		7.5									
85	S-17	STATE ROUTE 57	400+01	RT	M-2-24-2													
85	S-18	STATE ROUTE 57	400+11	RT	M-37													
85	S-19	STATE ROUTE 57			M-2-24-2	24" x 24"	14	4										
85	S-20	STATE ROUTE 57	400+97	RT	M-37-24	24" x 12"			2									
85	S-21	STATE ROUTE 57	402+00	LT														
85	S-22	STATE ROUTE 57	403+00	LT	R-31A-36	36" x 30"	14		7.5									
85	S-23	STATE ROUTE 57	403+70	RT	D-1-72		20					2	2					
85	S-24	STATE ROUTE 57	404+02	LT			7											
85	S-24A	STATE ROUTE 57	404+06	LT			7											
85	S-25	STATE ROUTE 57	405+17	LT&RT														
85	S-26	STATE ROUTE 57	405+50	LT														
85	S-27	STATE ROUTE 57	405+50	RT	W-24-30	30" x 30"	14		6.3									
85	S-28	STATE ROUTE 57	406+25	LT	W-24-30	30" x 30"	14		6.3									
85	S-29	STATE ROUTE 57	407+23	LT	M-17-24													
		STATE ROUTE 57			M-2-24-3													
85	S-30	STATE ROUTE 57	407+30	LT	M-17-24	24" x 12"	14		2									
	S-30A	STATE ROUTE 57			M-2-24-3	30" x 24"		5										
TOTALS CARRIED TO GENERAL SUMMARY							218	12	80.4	11	9	38		2		1		

SIGNING SUBSUMMARY - STATE ROUTE 57

MED-57-7.34

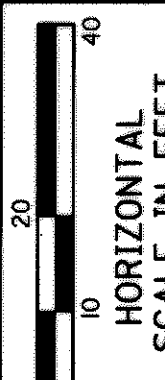
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SHEET NO.	REFERENCE NO.	LOCATION	STATION		SIDE	621			642			644				CALCULATED	CHECKED
			FROM	TO		RPM, LOW-PROFILE, YELLOW-YELLOW	RPM, LOW-PROFILE, WHITE	EDGE LINE, TYPE 2	CENTER LINE, TYPE 2	CHANNELIZING LINE, TYPE 2	STOP LINE	TRANSVERSE LINE	LANE ARROW	WORD ON PAVEMENT 96 IN			
															EACH		
84	CL-1	STATE ROUTE 57	390+89.00	394+00.00	LT												
84	CL-2	STATE ROUTE 57	390+89.00	394+00.00	RT												
84	CL-3	STATE ROUTE 57	394+00.00	398+10.00	LT												
84	CL-4	STATE ROUTE 57	394+00.00	395+69.16	LT&RT												
84	EL-1	STATE ROUTE 57	391+85.00	394+00.00	LT												
84	EL-2	STATE ROUTE 57	391+85.00	394+00.00	RT												
84	EL-3	STATE ROUTE 57	394+00.00	398+63.83	LT												
84	EL-4	STATE ROUTE 57	394+00.00	398+02.66	RT												
84	EL-5	STATE ROUTE 57	398+67.43	399+00.00	RT												
84	TL-1	STATE ROUTE 57	391+53.00	394+00.00	LT&RT												
84	TL-2	STATE ROUTE 57	394+00.00	395+69.16	LT&RT												
84	CH-1	STATE ROUTE 57	395+89.00	398+10.00	RT												
84		STATE ROUTE 57	395+97.00		⊘												
84		STATE ROUTE 57	396+58.00		⊘												
84		STATE ROUTE 57	397+19.00		⊘												
84		STATE ROUTE 57	397+80.00		⊘												
85	CH-2	STATE ROUTE 57	399+15.00	401+40.00	LT												
85	CL-5	STATE ROUTE 57	399+15.00	404+00.00	RT												
85	CL-6	STATE ROUTE 57	401+50.00	404+00.00	LT&RT												
85	CL-7	STATE ROUTE 57	404+00.00	408+15.00	LT&RT												
85	CL-8	STATE ROUTE 57	404+00.00	406+30.00	RT												
85	EL-6	STATE ROUTE 57	399+00.00	404+00.00	RT												
85	EL-7	STATE ROUTE 57	399+30.59	404+00.00	LT												
85	EL-8	STATE ROUTE 57	404+00.00	408+15.00	LT												
85	EL-9	STATE ROUTE 57	404+00.00	408+15.00	RT												
85	TL-3	STATE ROUTE 57	401+50.00	404+00.00	LT&RT												
85	TL-4	STATE ROUTE 57	404+00.00	406+30.00	LT&RT												
85		STATE ROUTE 57	399+45.00		⊘												
85		STATE ROUTE 57	400+07.00		⊘												
85		STATE ROUTE 57	400+69.00		⊘												
85		STATE ROUTE 57	401+31.00		⊘												
86	CL-9	STATE ROUTE 162	978+85.00	982+00.00	⊘												
86	CL-10	STATE ROUTE 162	982+00.00	986+75.70	⊘												
86	EL-10	STATE ROUTE 162	978+85.00	982+00.00	LT												
86	EL-11	STATE ROUTE 162	978+85.00	982+00.00	RT												
86	EL-12	STATE ROUTE 162	982+00.00	986+48.53	LT												
86	EL-13	STATE ROUTE 162	982+00.00	986+75.01	RT												
86	SL-1	STATE ROUTE 162	986+75.70		RT												
87	SL-2	STATE ROUTE 162	987+38.51		LT												
87	CL-11	STATE ROUTE 162	987+38.51	992+00.00	⊘												
87	CL-12	STATE ROUTE 162	992+00.00	997+00.00	⊘												
87	EL-14	STATE ROUTE 162	987+41.07	992+00.00	LT												
87	EL-15	STATE ROUTE 162	987+65.66	992+00.00	RT												
87	EL-16	STATE ROUTE 162	992+00.00	997+00.00	LT												
87	EL-17	STATE ROUTE 162	992+00.00	997+00.00	RT												
88	CL-13	STATE ROUTE 162	997+00.00	1001+15.00	⊘												
88	EL-18	STATE ROUTE 162	997+00.00	1001+15.00	LT												
88	EL-19	STATE ROUTE 162	997+00.00	1001+15.00	RT												
TOTALS THIS PAGE																	
TOTALS CARRIED TO GENERAL SUMMARY																	

PAVEMENT MARKING SUBSUMMARY

MED -57 -7.34

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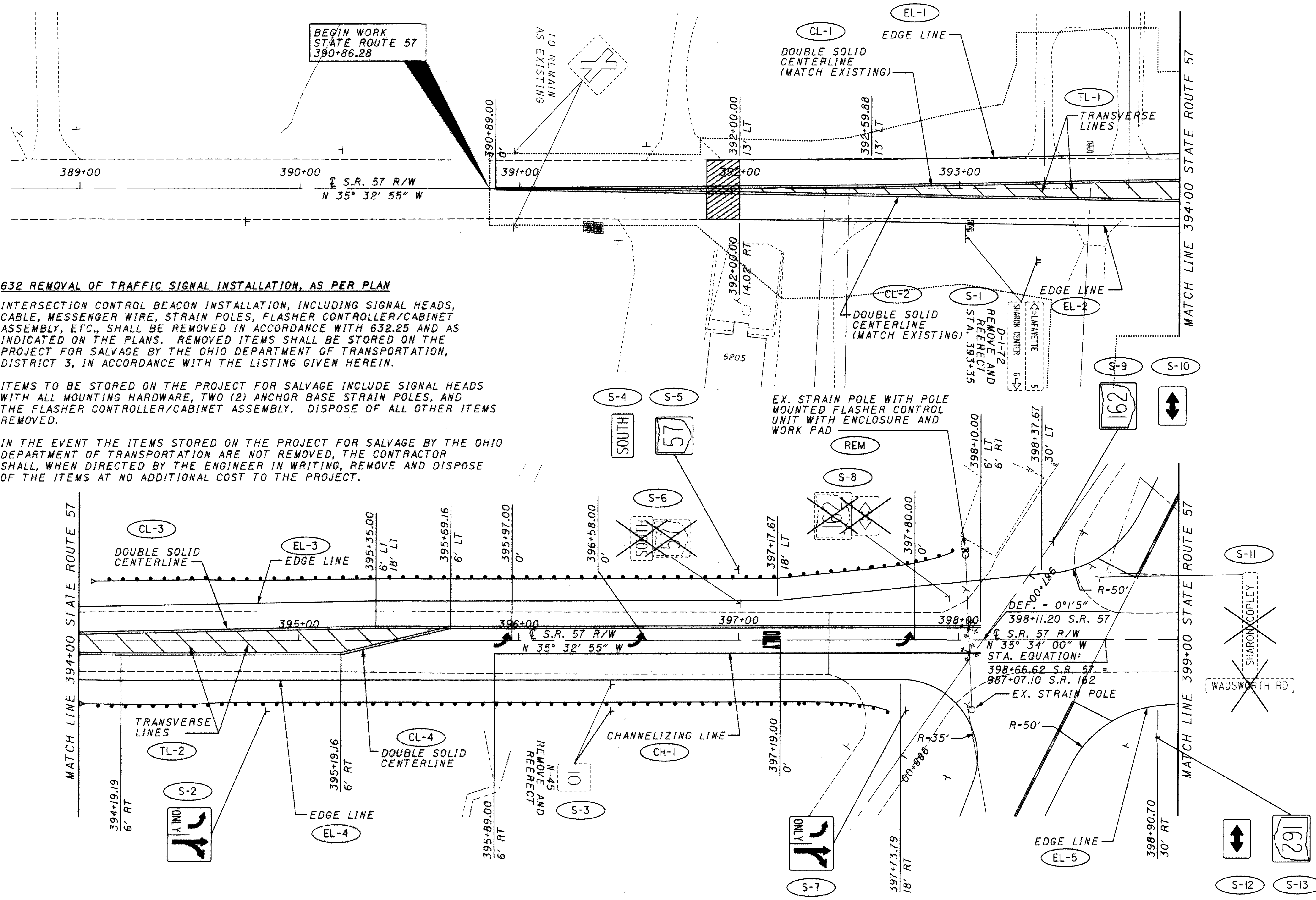


CALCULATED
CHECKED

SIGNING AND PAVEMENT MARKING PLAN
STATE ROUTE 57 - STA. 389+00.00 - 399+00.00

MED-57-7.34

84
113



BEGIN WORK
STATE ROUTE 57
390+86.28

TO REMAIN
AS EXISTING

CL-1
DOUBLE SOLID
CENTERLINE
(MATCH EXISTING)

EL-1
EDGE LINE

TL-1
TRANSVERSE
LINES

MATCH LINE 394+00 STATE ROUTE 57

632 REMOVAL OF TRAFFIC SIGNAL INSTALLATION, AS PER PLAN

INTERSECTION CONTROL BEACON INSTALLATION, INCLUDING SIGNAL HEADS, CABLE, MESSENGER WIRE, STRAIN POLES, FLASHER CONTROLLER/CABINET ASSEMBLY, ETC., SHALL BE REMOVED IN ACCORDANCE WITH 632.25 AND AS INDICATED ON THE PLANS. REMOVED ITEMS SHALL BE STORED ON THE PROJECT FOR SALVAGE BY THE OHIO DEPARTMENT OF TRANSPORTATION, DISTRICT 3, IN ACCORDANCE WITH THE LISTING GIVEN HEREIN.

ITEMS TO BE STORED ON THE PROJECT FOR SALVAGE INCLUDE SIGNAL HEADS WITH ALL MOUNTING HARDWARE, TWO (2) ANCHOR BASE STRAIN POLES, AND THE FLASHER CONTROLLER/CABINET ASSEMBLY. DISPOSE OF ALL OTHER ITEMS REMOVED.

IN THE EVENT THE ITEMS STORED ON THE PROJECT FOR SALVAGE BY THE OHIO DEPARTMENT OF TRANSPORTATION ARE NOT REMOVED, THE CONTRACTOR SHALL, WHEN DIRECTED BY THE ENGINEER IN WRITING, REMOVE AND DISPOSE OF THE ITEMS AT NO ADDITIONAL COST TO THE PROJECT.

EX. STRAIN POLE WITH POLE MOUNTED FLASHER CONTROL UNIT WITH ENCLOSURE AND WORK PAD

S-1
REMOVE AND
REERECT
STA. 393+35

D-1-72
SHARON CENTER
6' RT

EDGE LINE

EL-2

S-9

S-10

S-4

S-5

SOUTH

57

REM

S-8

S-6

SOUTH

57

CL-3
DOUBLE SOLID
CENTERLINE

EL-3
EDGE LINE

395+35.00
6' LT
18' LT

395+69.16
6' LT

395+97.00
0'

396+58.00
0'

397+17.67
18' LT

397+80.00
0'

398+10.00
6' LT
6' RT

398+37.67
30' LT

162

162

S-11

SHARON COPLEY

WADSWORTH RD

MATCH LINE 394+00 STATE ROUTE 57

TL-2
TRANSVERSE
LINES

S-2

ONLY

395+19.16
6' RT

EL-4
EDGE LINE

CL-4
DOUBLE SOLID
CENTERLINE

CH-1
CHANNELIZING LINE

N-45
REMOVE AND
REERECT

S-3

395+89.00
6' RT

397+19.00
0'

397+73.79
18' RT

S-7

R-50'

R-35'

R-50'

EL-5
EDGE LINE

398+90.70
30' RT

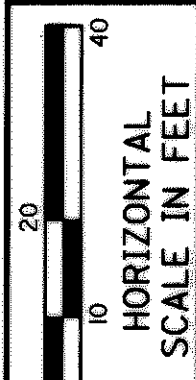
S-12

S-13

162

162

MATCH LINE 399+00 STATE ROUTE 57

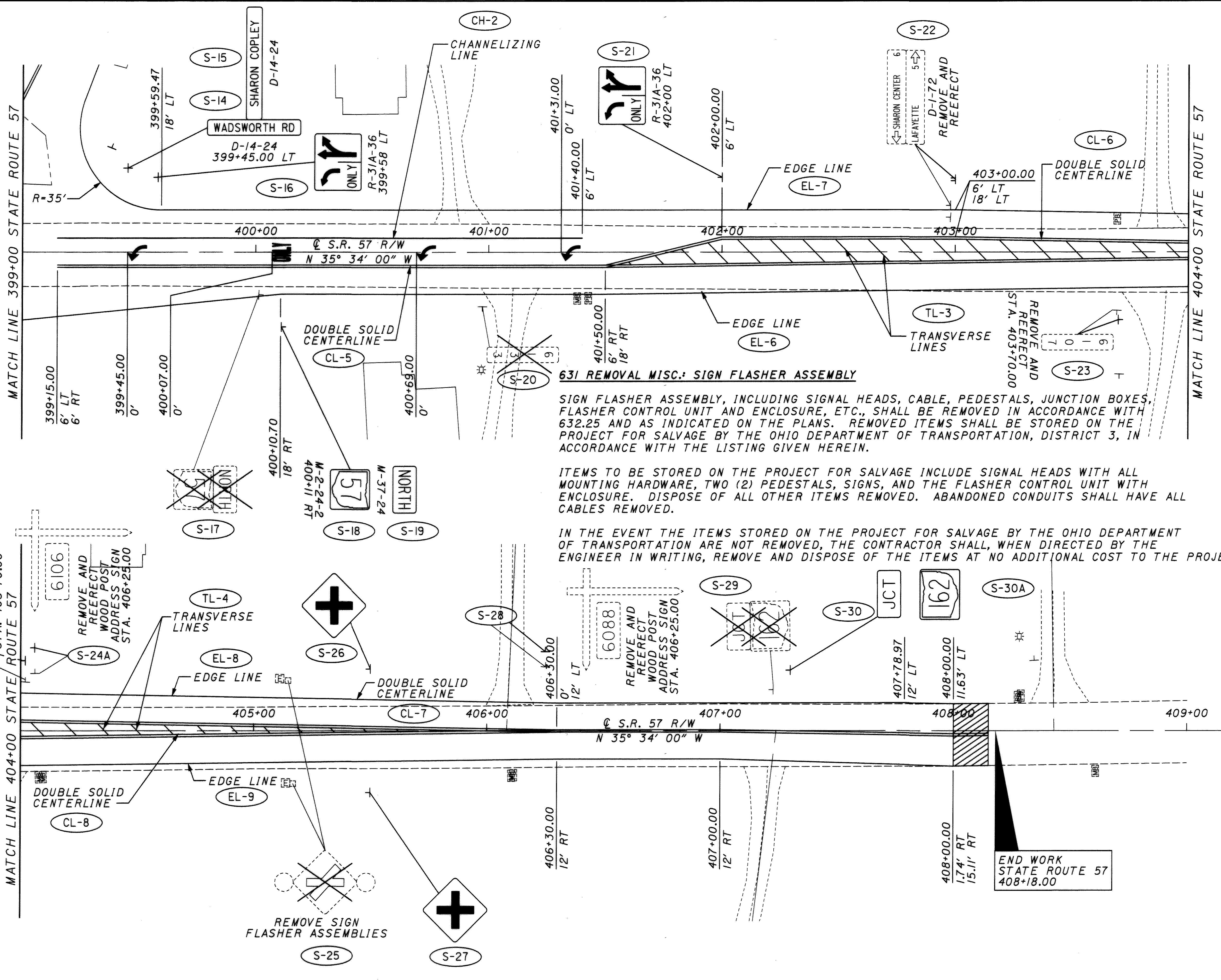


CALCULATED
CHECKED

SIGNING AND PAVEMENT MARKING PLAN
STATE ROUTE 57 - 399+00.00 - 409+00.00

MED-57-7.34

85
113



631 REMOVAL MISC.: SIGN FLASHER ASSEMBLY

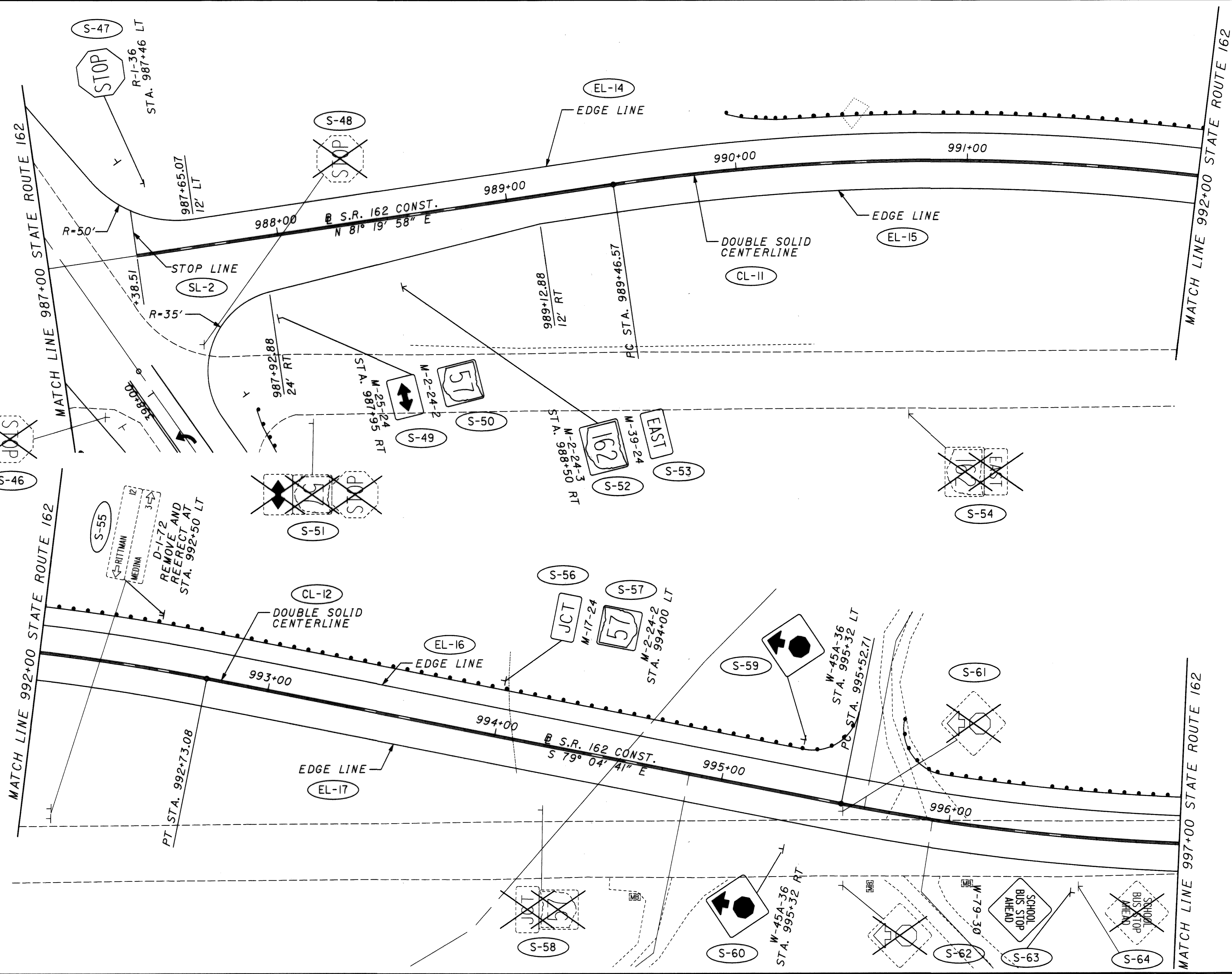
SIGN FLASHER ASSEMBLY, INCLUDING SIGNAL HEADS, CABLE, PEDESTALS, JUNCTION BOXES, FLASHER CONTROL UNIT AND ENCLOSURE, ETC., SHALL BE REMOVED IN ACCORDANCE WITH 632.25 AND AS INDICATED ON THE PLANS. REMOVED ITEMS SHALL BE STORED ON THE PROJECT FOR SALVAGE BY THE OHIO DEPARTMENT OF TRANSPORTATION, DISTRICT 3, IN ACCORDANCE WITH THE LISTING GIVEN HEREIN.

ITEMS TO BE STORED ON THE PROJECT FOR SALVAGE INCLUDE SIGNAL HEADS WITH ALL MOUNTING HARDWARE, TWO (2) PEDESTALS, SIGNS, AND THE FLASHER CONTROL UNIT WITH ENCLOSURE. DISPOSE OF ALL OTHER ITEMS REMOVED. ABANDONED CONDUITS SHALL HAVE ALL CABLES REMOVED.

IN THE EVENT THE ITEMS STORED ON THE PROJECT FOR SALVAGE BY THE OHIO DEPARTMENT OF TRANSPORTATION ARE NOT REMOVED, THE CONTRACTOR SHALL, WHEN DIRECTED BY THE ENGINEER IN WRITING, REMOVE AND DISPOSE OF THE ITEMS AT NO ADDITIONAL COST TO THE PROJECT.

END WORK
STATE ROUTE 57
408+18.00

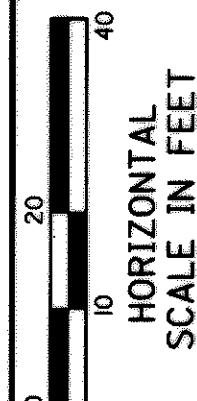
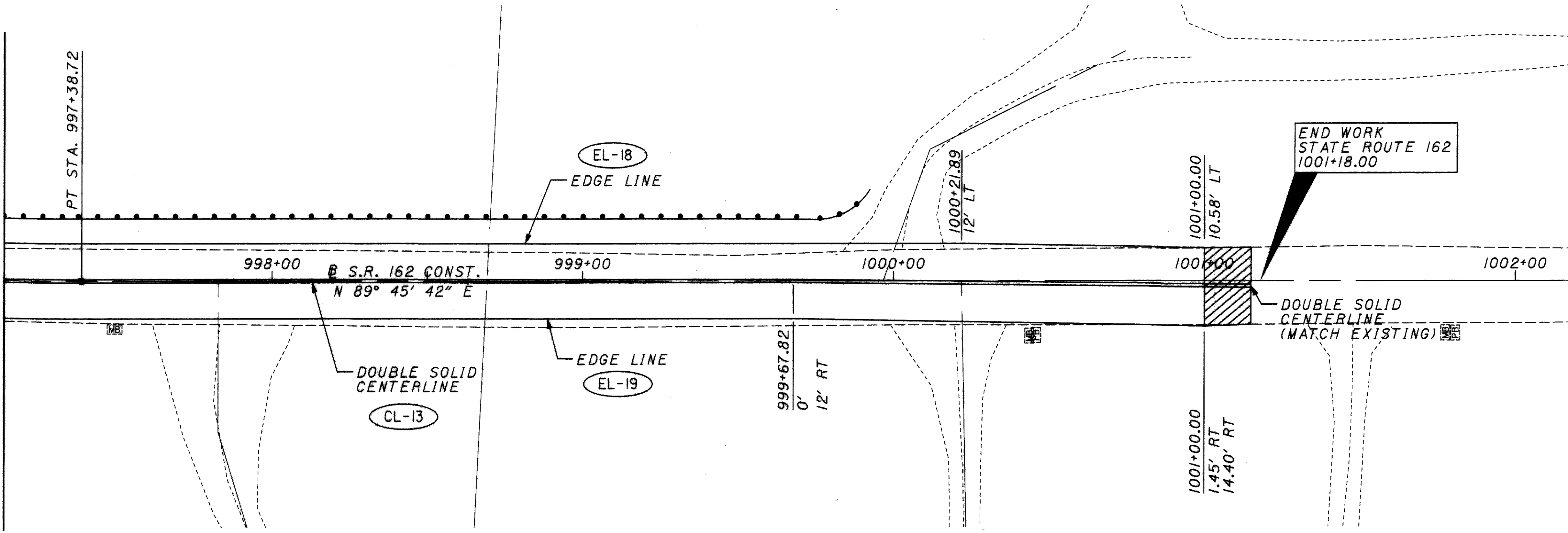
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CALCULATED
CHECKED

SIGNING AND PAVEMENT MARKING PLAN
STATE ROUTE 162 - STA. 987+00.00 - 997+00.00

MATCH LINE 997+00 STATE ROUTE 162



CALCULATED	CHECKED
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SIGNING AND PAVEMENT MARKING PLAN
STATE ROUTE 162 - 997+00.00 - 1002+00.00

MED-57-7.34

MONUMENT LEGEND

- ☐ EXISTING R/W MONUMENT BOX
- ⊕ ADJUSTABLE CENTERLINE MONUMENT
- ⊙ EXISTING CONCRETE MONUMENT
- PROPOSED CONCRETE MONUMENT
- ⚡ RAILROAD SPIKE FOUND
- ⚡ RAILROAD SPIKE SET
- I.P.F. IRON PIN FOUND
- ⊕ I.P.F. IRON PIN FOUND W/ ID CAP
- I.P.S. IRON PIN SET W/ ID CAP
- ⊙ I.P.F. IRON PIPE FOUND
- ⊕ I.P.S. IRON PIPE SET
- ⚡ R.K.F. P.K. NAIL FOUND
- ⚡ R.K.S. P.K. NAIL SET

NOTE: ● I.P.S. DENOTES 3/4" x 36" LONG REBAR SET WITH A CENTER PUNCHED ALUMINUM CAP STAMPED 'ODOT R/W S-8054'

END PROJECT
408+00.00
SLM 7.73

CURVE DATA No.1
PI STA=983+97.75
Δ=8° 24' 00" LT
R=955.00'
T=70.13'
L=140.01'
E=2.57'
PC STA=983+27.62
PT STA=984+67.63

CURVE DATA No.2
PI STA=991+11.43
Δ=19° 35' 21" RT
R=955.00'
T=164.86'
L=326.51'
E=14.13'
PC STA=989+46.57
PT STA=992+73.08

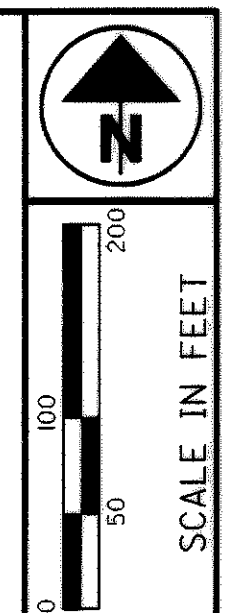
CURVE DATA No.3
PI STA=996+46.01
Δ=11° 09' 36" LT
R=955.00'
T=93.30'
L=186.01'
E=4.55'
PC STA=995+52.71
PT STA=997+38.72

MED-57-7.34

T2N R14W, MONTVILLE TOWNSHIP
ORIGINAL LOTS 42, 43, 50 AND 51
CONNECTICUT WESTERN RESERVE
MEDINA COUNTY, STATE OF OHIO

BASIS FOR BEARINGS:

ALL BEARINGS SHOWN ARE RELATIVE TO AN ASSUMED MERIDIAN TO DELINIATE ANGLES AND ARE FOR PROJECT USE ONLY.

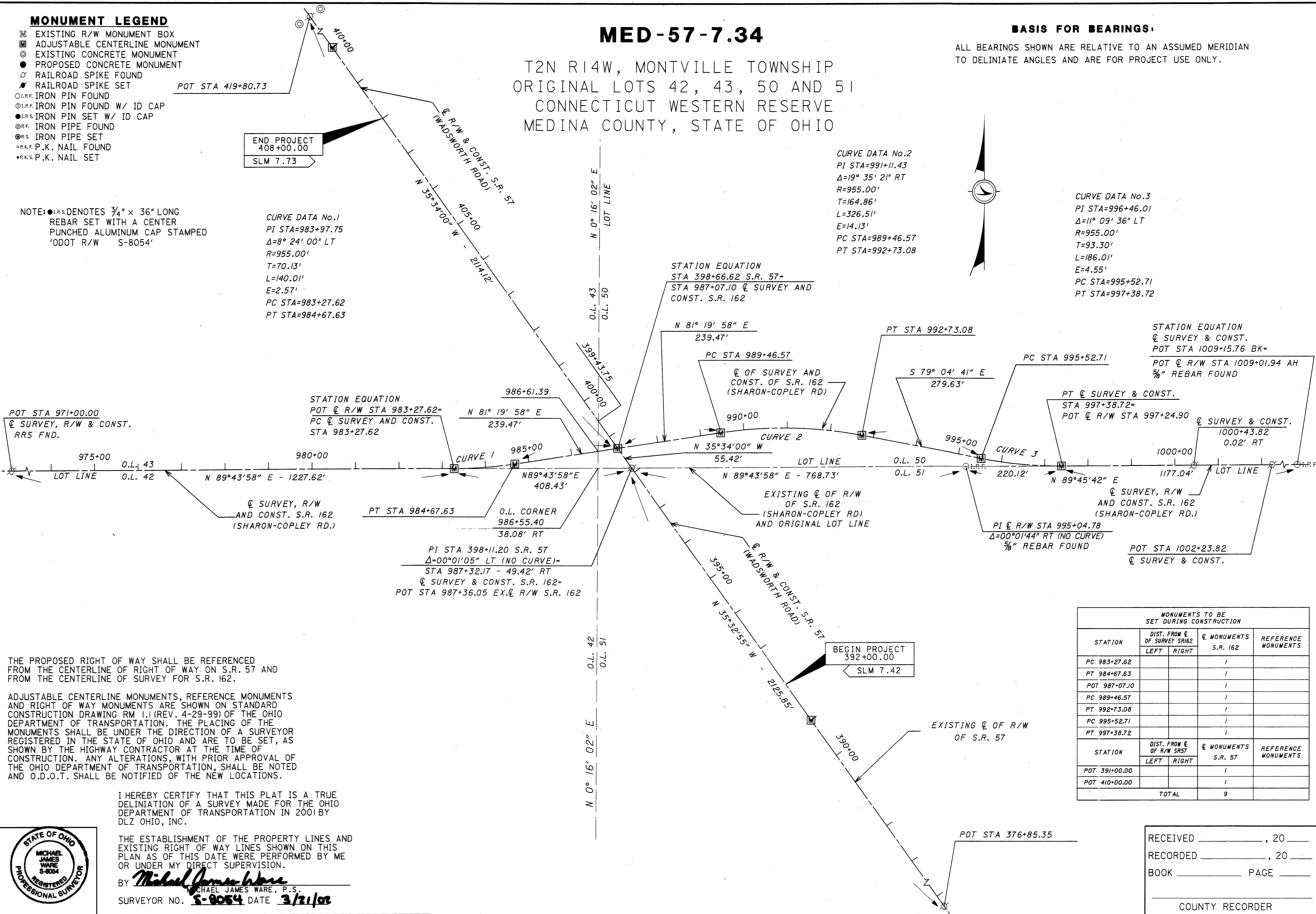


PID NO.
19892

R/W DESIGNER
M/JW
R/W REVIEWER
RF

CENTERLINE PLAT

MED-57-7.34



THE PROPOSED RIGHT OF WAY SHALL BE REFERENCED FROM THE CENTERLINE OF RIGHT OF WAY ON S.R. 57 AND FROM THE CENTERLINE OF SURVEY FOR S.R. 162.

ADJUSTABLE CENTERLINE MONUMENTS, REFERENCE MONUMENTS AND RIGHT OF WAY MONUMENTS ARE SHOWN ON STANDARD CONSTRUCTION DRAWING RM 1.1 (REV. 4-29-99) OF THE OHIO DEPARTMENT OF TRANSPORTATION. THE PLACING OF THE MONUMENTS SHALL BE UNDER THE DIRECTION OF A SURVEYOR REGISTERED IN THE STATE OF OHIO AND ARE TO BE SET, AS SHOWN BY THE HIGHWAY CONTRACTOR AT THE TIME OF CONSTRUCTION. ANY ALTERATIONS, WITH PRIOR APPROVAL OF THE OHIO DEPARTMENT OF TRANSPORTATION, SHALL BE NOTED AND O.D.O.T. SHALL BE NOTIFIED OF THE NEW LOCATIONS.

I HEREBY CERTIFY THAT THIS PLAT IS A TRUE DELINIATION OF A SURVEY MADE FOR THE OHIO DEPARTMENT OF TRANSPORTATION IN 2001 BY DLZ OHIO, INC.

THE ESTABLISHMENT OF THE PROPERTY LINES AND EXISTING RIGHT OF WAY LINES SHOWN ON THIS PLAN AS OF THIS DATE WERE PERFORMED BY ME OR UNDER MY DIRECT SUPERVISION.

BY Michael James Ware
MICHAEL JAMES WARE, P.S.
SURVEYOR NO. S-8054 DATE 3/21/02

STATION	DIST. FROM E OF SURVEY S.R.162		E MONUMENTS S.R. 162	REFERENCE MONUMENTS
	LEFT	RIGHT		
PC 983+27.62			/	
PT 984+67.63			/	
POT 987+07.10			/	
PC 989+46.57			/	
PT 992+73.08			/	
PC 995+52.71			/	
PT 997+38.72			/	
TOTAL			9	

STATION	DIST. FROM E OF R/W S.R.57		E MONUMENTS S.R. 57	REFERENCE MONUMENTS
	LEFT	RIGHT		
POT 391+00.00			/	
POT 410+00.00			/	
TOTAL			2	

RECEIVED _____, 20____
RECORDED _____, 20____
BOOK _____ PAGE _____
COUNTY RECORDER



03/21/02 09:34:54 9A:SRV-03\021\2010\MED57\MED57-19892-C01.dgn

NOTES: THE LOCATION OF THE UNDERGROUND UTILITIES SHOWN ON THE PLANS ARE OBTAINED FROM THE OWNER OF THE UTILITIES AS REQUIRED BY SECTION 153.64 O.R.C.

REFERENCE POINT INFORMATION IS CONTAINED IN THE CONSTRUCTION PLAN.

T2N R14W, MONTVILLE TOWNSHIP ORIGINAL LOTS 42, 43, 50, AND 51 CONNECTICUT WESTERN RESERVE MEDINA COUNTY, STATE OF OHIO

UTILITY CONTACTS

ELECTRIC: OHIO EDISON COMPANY
6326 LAKE AVE
ELYRIA OH 44035
(440) 324-0231

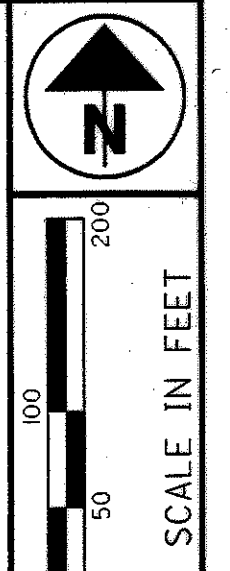
GAS: COLUMBIA GAS TRANSMISSION CORPORATION
589 NORTH STATE RD.
MEDINA OH 44256
(330) 723-4900

CABLE TV: ARMSTRONG CABLE
1141 LAFAYETTE RD.
MEDINA OH 44256
(330) 723-3536

TELEPHONE: VERIZON COMMUNICATIONS
6223 NORWALK ROAD
MEDINA OH 44256
(330) 722-9580

STORM SEWERS: ODOT DISTRICT 3
908 NORTH CLARK ST.
ASHLAND OH 44805
(419) 276-4188

WATER/ SAN. SEWERS: MEDINA COUNTY SANITARY ENGINEERING
791 WEST SMITH RD.
MEDINA OH 44256
(330) 723-9585



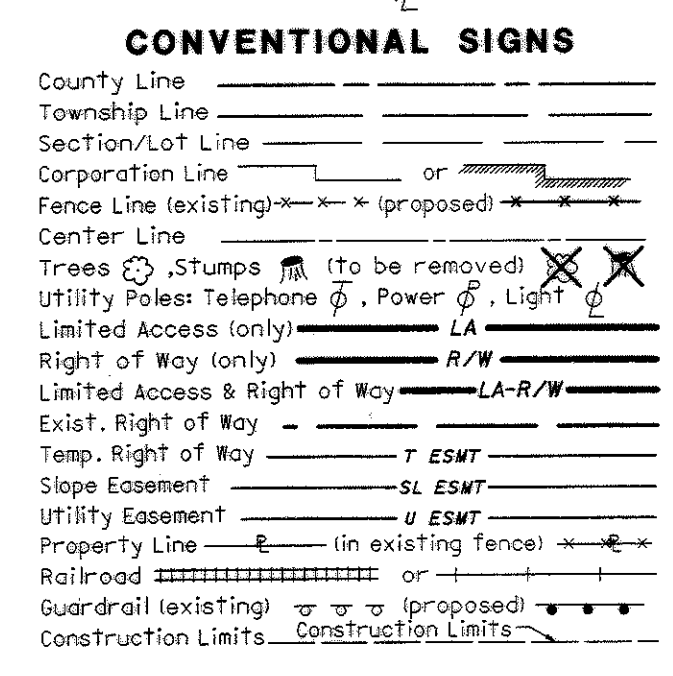
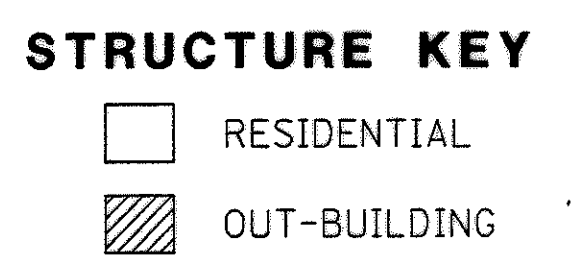
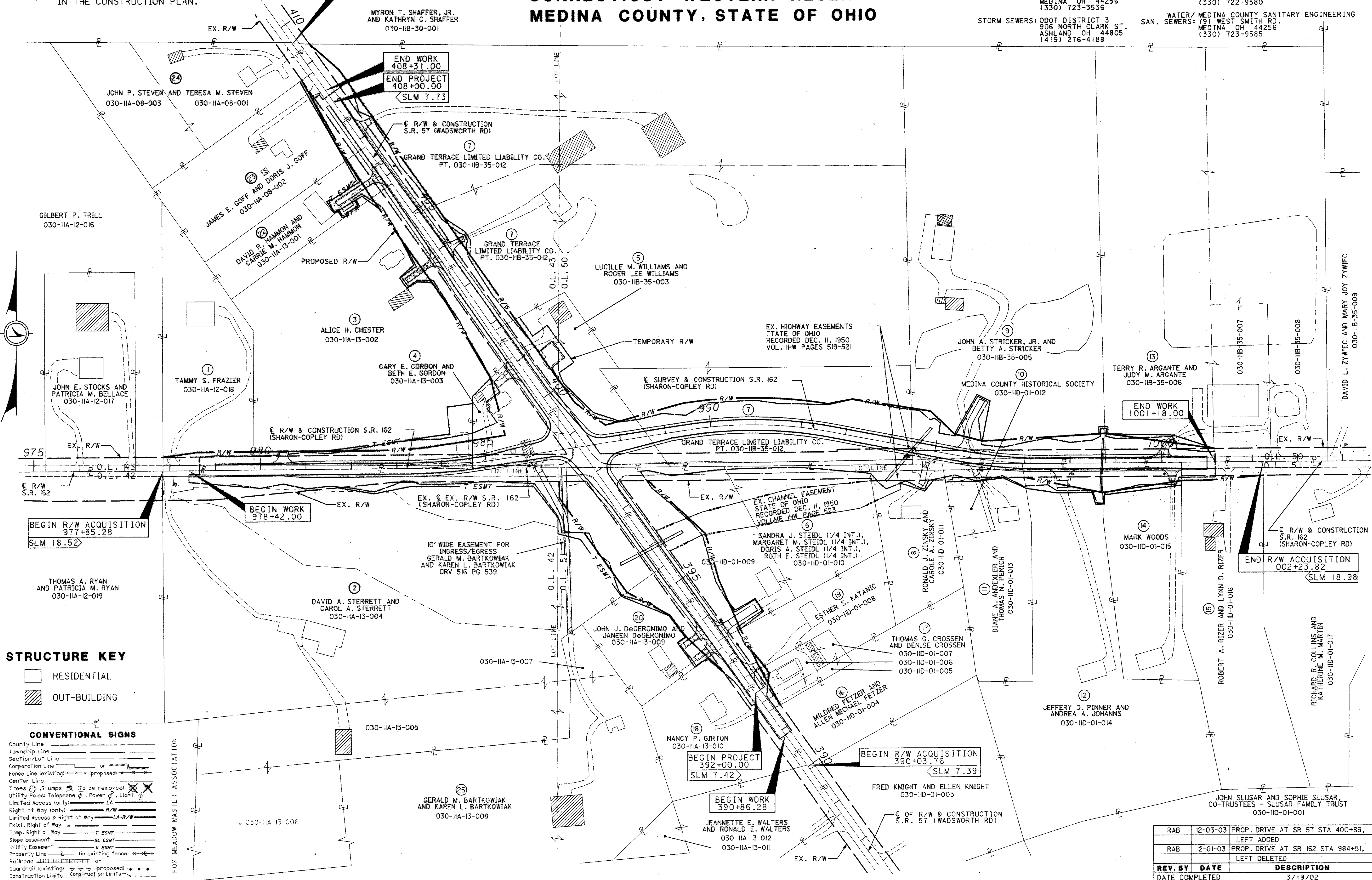
PID NO. **19892**

R/W DESIGNER: M/J/W
R/W REVIEWER: R/M/F

PROPERTY MAP

MED-57-7.34

2 / 19
90
113



BEGIN R/W ACQUISITION
977+85.28
SLM 18.52

BEGIN WORK
978+42.00

END R/W ACQUISITION
409+56.55
SLM 7.76

END WORK
408+31.00

END PROJECT
408+00.00
SLM 7.73

BEGIN PROJECT
392+00.00
SLM 7.42

BEGIN WORK
390+86.28

BEGIN R/W ACQUISITION
390+03.76
SLM 7.39

END R/W ACQUISITION
1002+23.82
SLM 18.98

END WORK
1001+18.00

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TOTAL NUMBER OF :

22 OWNERSHIPS 2 OWNERSHIPS WITH STRUCTURES INVOLVED
 49 PARCELS 5 OWNERSHIPS WITH "P" ITEMS
 0 TOTAL TAKES

NET RESIDUE = RECORD AREA - TOTAL PRO - NET TAKE

GRANTEE:

ALL RIGHT OF WAY ACQUIRED IN THE NAME OF
 THE STATE OF OHIO
 UNLESS OTHERWISE SHOWN.

DV=DEED VOLUME OR-OFFICIAL RECORD

ALL AREAS IN ACRES

PARCEL NO.	OWNER	SHEET NO.	OWNERS RECORD		AUDITOR'S PARCEL	RECORD AREA	TOTAL P.R.O.	GROSS TAKE	P.R.O. IN TAKE	NET TAKE	STRUC-TURE	NET RESIDUE		TYPE FUND	REMARKS AND PERSONALTY	AS ACQUIRED	
			BOOK	PAGE								LEFT	RIGHT			BOOK	PAGE
1WD	TAMMY S. FRAZIER	14	2000OR028779		030-11A-12-018	2.0620	0.1377	0.1750	0.1377	0.0373		1.8870		STATE			
2WD	DAVID A. STERRETT AND CAROL A. STERRETT	8,9	OR 1314	347	030-11A-13-004	11.4230	1.0772	0.6535	0.2237	0.4298			9.9160		*SHELTER, *POND, *ROCK		
					030-11A-13-005	2.3800	0.0000	0.0000	0.0000	0.0000			2.3800				
					030-11A-13-006	2.0770	0.0000	0.0000	0.0000	0.0000			2.0770				
	GRAND TOTAL					15.8800	1.0772	0.6535	0.2237	0.4298			14.3730				
2T		8,9, 14,15			030-11A-13-004			0.2887	0.0000	0.2887					TO RECONSTRUCT DRIVE, FOR GRADING		
2V		9			030-11A-13-004			0.0374	0.0000	0.0374					10' WIDE DRIVEWAY EASEMENT		
3WD	ALICE H. CHESTER	10,11	DV 215 DV 375	321 71	030-11A-13-002	4.8510	0.6544	0.6206	0.3212	0.2994		3.7490			REMOVE 230 L.F. OF WOVEN WIRE FENCE REMOVE 107 L.F. OF WOVEN WIRE FENCE *30 L.F. OF WOVEN WIRE FENCE ENCROACHES, OF A TOTAL OF 453 L.F. REMOVED REMOVE 30 L.F. OF WOVEN WIRE FENCE		
3WDI		14,15						0.4814	0.3332	0.1482							
	GRAND TOTAL WD					4.8510	0.6544	1.1020	0.6544	0.4476		3.7490					
3T		10,11						0.0520	0.0000	0.0520					TO RECONSTRUCT DRIVE, FOR GRADING		
3TI		11						0.0033	0.0000	0.0033					TO RECONSTRUCT DRIVE, FOR GRADING		
3T2		14,15						0.1930	0.0000	0.1930					TO RECONSTRUCT DRIVE, FOR GRADING		
	GRAND TOTAL T							0.2483	0.0000	0.2483							
4WD	GARY E. GORDON AND BETH E. GORDON	9,10,15	OR 170	1	030-11A-13-003	0.9250**	0.3517	0.7718	0.3517	0.4201	Y			** 0.9250 AC. CALC. AREA (0.8350 AC. RECORD) *GARAGE, 2 STORY HOME, 60 L.F. OF WOODEN FENCE ENCROACHES OF A TOTAL OF 60 L.F. REMOVED REMOVE 42 L.F. OF WOVEN WIRE FENCE FOR GRADING, TO REMOVE STRUCTURES, TRAILER GRANTEE: VERIZON NORTH, INC.			
4T		10,15						0.1532	0.0000	0.1532	P						
4WDV		10,15						0.1532	0.0000	0.1532	P	0.0000					
5WD	LUCILLE M. WILLIAMS AND ROGER LEE WILLIAMS	9,10	2000OR003571		030-11B-35-003	1.8090	0.3532	0.7055	0.3532	0.3523	Y,P		1.1035		FLAGPOLE		
5T		9,10						0.1667	0.0000	0.1667					FOR GRADING, TO REMOVE STRUCTURE		
														STATE			

NOTE: ALL TEMPORARY PARCELS TO BE OF 24 MONTH DURATION.

NOTE: ALL RECORD AREAS ARE PER AUDITOR TAX RECORDS, AND MAY DIFFER FROM DEED AREAS.

*DENOTES RIGHT-OF-WAY ENCROACHMENT

NOTE: UNDER NO CIRCUMSTANCES ARE TEMPORARY EASEMENTS TO BE USED FOR STORAGE OF MATERIAL OR EQUIPMENT BY THE CONTRACTOR UNLESS NOTED OTHERWISE.

REV. BY	DATE	DESCRIPTION
RAB	12-3-03	4WDV ADDED
DATE COMPLETED 3/21/02		

FEDERAL PROJECT NO.

PID NO. 19892

STATE JOB NO. 43320(0)

R/W DESIGNER MJW
R/W REVIEWER RWF

SUMMARY OF ADDITIONAL RIGHT OF WAY

MED-57-7.34

3/19

91
113

12/03/2003 10:47:05 AM S:\Dept\Survey\Survey\002\000\med57\09892r-s.dwg

NET RESIDUE = RECORD AREA - TOTAL PRO - NET TAKE

GRANTEE:

ALL RIGHT OF WAY ACQUIRED IN THE NAME OF THE STATE OF OHIO UNLESS OTHERWISE SHOWN.

DV=DEED VOLUME OR=OFFICIAL RECORD

ALL AREAS IN ACRES

PARCEL NO.	OWNER	SHEET NO.	OWNERS RECORD		AUDITOR'S PARCEL	RECORD AREA	TOTAL P.R.O.	GROSS TAKE	P.R.O. IN TAKE	NET TAKE	STRUC-TURE	NET RESIDUE		TYPE FUND	REMARKS AND PERSONALTY	AS ACQUIRED	
			BOOK	PAGE								LEFT	RIGHT			BOOK	PAGE
6WD	SANDRA J. STEIDL (1/4 INT.) MARGARET M. STEIDL (1/4 INT.) DORIS A. STEIDL (1/4 INT.) RUTH E. STEIDL (1/4 INT.)	8,9	2000R032696		030-IID-01-009	2.0000	0.4877	0.9011	0.3672	0.5339			0.9784	STATE	*65 L.F. OF BARBED WIRE FENCE ENCROACHES, OF A TOTAL OF 65 L.F. REMOVED 4056 FT ² IN EXISTING CHANNEL EASEMENT		
			2000R032695		030-IID-01-010	1.5500	0.2169	0.0000	0.0000	0.0000			1.3331				
	GRAND TOTAL WD					3.5500	0.7046	0.9011	0.3672	0.5339			2.3115				
6T		8			030-IID-01-009			0.0547	0.0000	0.0547					TO RECONSTRUCT DRIVE, FOR GRADING		
7WD	GRAND TERRACE LIMITED LIABILITY COMPANY	9,16,17	2002OR051613		030-IIB-35-012	20.2432	0.3910	1.8498	0.3910	1.4588							
7WDI		10,11					0.2142	0.3557	0.2142	0.1415	P				*25 L.F. WOVEN WIRE FENCE; 20 L.F. WOVEN WIRE FENCE		
7WD2		11,12					0.3120	0.4983	0.3120	0.1863	P				*420 L.F. WOVEN WIRE FENCE; 40 L.F. WOVEN WIRE FENCE FLOWER BED; LARGE ROCK		
	GRAND TOTAL WD					20.2432	0.9172	2.7038	0.9172	1.7866		1.2802	16.2592				
7T								0.0287	0.0000	0.0287					TO RECONSTRUCT DRIVE, FOR GRADING		
7TI								0.0086	0.0000	0.0086					FOR GRADING		
8T	RONALD J. ZINSKY AND CAROLE A. ZINSKY	16,17	DV 471	726	030-IID-01-011	1.1600	0.1302	0.0237	0.0000	0.0237			1.0298		TO RECONSTRUCT DRIVE, FOR GRADING		
9WD	JOHN A. STRICKER, JR. AND BETTY A. STRICKER	17,18	OR 234	249	030-IIB-35-005	8.8228	0.2896	0.6583	0.2896	0.3687	P	8.1645			* (2) LANDSCAPING AREAS, *BRICK FOUNDATION, LANDSCAPING		
9T		17						0.1017	0.0000	0.1017					TO RECONSTRUCT DRIVE, FOR GRADING		
9CH		18						0.0011	0.0000	0.0011							
10	MEDINA COUNTY HISTORICAL SOCIETY	17	OR 143	720	030-IID-01-012	0.1950	0.0000	0.0000	0.0000	0.0000			0.1950		(NO RIGHT OF WAY REQUIRED)		
IIT	DIANE A. ANEXLER AND THOMAS N. PERICH	17	OR 758	758	030-IID-01-013	1.5190	0.1227	0.0335	0.0000	0.0335			1.3963		FOR GRADING		

NOTE: ALL TEMPORARY PARCELS TO BE OF 24 MONTH DURATION.

NOTE: ALL RECORD AREAS ARE PER AUDITOR TAX RECORDS, AND MAY DIFFER FROM DEED AREAS.

NOTE: UNDER NO CIRCUMSTANCES ARE TEMPORARY EASEMENTS TO BE USED FOR STORAGE OF MATERIAL OR EQUIPMENT BY THE CONTRACTOR UNLESS NOTED OTHERWISE.

*DENOTES RIGHT-OF-WAY ENCROACHMENT

FEDERAL PROJECT NO. 19892
 PID NO. 19892
 STATE JOB NO. 43320(0)
 R/W DESIGNER MJW
 R/W REVIEWER RWF
 SUMMARY OF ADDITIONAL RIGHT OF WAY
 MED-57-7.34

REV. BY	DATE	DESCRIPTION
MJW	9/07/02	REVISED PARCELS 7,9
DATE COMPLETED	3/21/02	

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NET RESIDUE = RECORD AREA - TOTAL PRO - NET TAKE

GRANTEE:

ALL RIGHT OF WAY ACQUIRED IN THE NAME OF THE STATE OF OHIO UNLESS OTHERWISE SHOWN.

DV=DEED VOLUME OR-OFFICIAL RECORD

ALL AREAS IN ACRES

PARCEL NO.	OWNER	SHEET NO.	OWNERS RECORD		AUDITOR'S PARCEL	RECORD AREA	TOTAL P.R.O.	GROSS TAKE	P.R.O. IN TAKE	NET TAKE	STRUC-TURE	NET RESIDUE		TYPE FUND	REMARKS AND PERSONALTY	AS ACQUIRED	
			BOOK	PAGE								LEFT	RIGHT			BOOK	PAGE
12WD	JEFFREY D. PINNER AND ANDREA A. JOHANNIS	17,18	2000OR010692		030-110-01-014	5.1060	0.1192	0.1879	0.1192	0.0687			4.9181	STATE			
12T		17,18						0.0573	0.0000	0.0573					TO RECONSTRUCT DRIVE, FOR GRADING		
12CH		18						0.0124	0.0000	0.0124							
13WD	TERRY R. ARGANTE AND JUDY M. ARGANTE	18	OR 245	483	030-118-35-006	5.2500	0.1713	0.2712	0.1713	0.0999			4.9788				
			OR 49	380	030-118-35-007	1.0000	0.0867	0.0000	0.0000	0.0000			0.9133				
			OR 49	382	030-118-35-008	4.2090	0.0862	0.0000	0.0000	0.0000			4.1228				
	GRAND TOTAL WD					10.4590	0.3442	0.2712	0.1713	0.0999			10.0149				
13T		18			030-118-35-006			0.0461	0.0000	0.0461					TO RECONSTRUCT DRIVE, FOR GRADING		
13CH		18			030-118-35-006			0.0063	0.0000	0.0063							
14WD	MARK WOODS	18	2000OR014031		030-110-01-015	1.8280	0.1201	0.2099	0.1201	0.0898			1.6181		REMOVE 25 L.F. OF WIRE FENCE		
14T		18						0.0328	0.0000	0.0328					FOR GRADING		
15WD	ROBERT A. RIZER AND LYNN D. RIZER	18,19	OR 142	623	030-110-01-016	3.0010	0.1240	0.1511	0.1240	0.0271			2.8499		REMOVE 70 L.F. OF SPLIT RAIL WOOD FENCE		
16	MILDRED FETZER AND ALLEN MICHAEL FETZER	7	2000OR023774		030-110-01-004	1.8770	0.1081	0.0000	0.0000	0.0000			1.7689		(NO RIGHT OF WAY REQUIRED)		
17WD	THOMAS G. CROSSEN AND DENISE CROSSEN	7	1999OR007827 1999OR007825		030-110-01-005	0.1230	0.0172	0.0180	0.0172	0.0008			0.1050				
17WDI		7,8			030-110-01-006	0.2530	0.0462	0.0560	0.0462	0.0098			0.1970				
					030-110-01-007	0.0670	0.0000	0.0000	0.0000	0.0000			0.0670				
	GRAND TOTAL WD					0.4430	0.0634	0.0740	0.0634	0.0106			0.3690				
17T		8			030-110-01-006			0.0081	0.0000	0.0081					420 FT ² - FOR GRADING		
														STATE			

FEDERAL PROJECT NO. 19892
 PID NO. 19892
 STATE JOB NO. 43320(0)
 R/W DESIGNER MJW
 R/W REVIEWER RWF
 SUMMARY OF ADDITIONAL RIGHT OF WAY
 MED-57-7.34
 5/19
 93
 113

NOTE: ALL TEMPORARY PARCELS TO BE OF 24 MONTH DURATION.

NOTE: ALL RECORD AREAS ARE PER AUDITOR TAX RECORDS, AND MAY DIFFER FROM DEED AREAS.

*DENOTES RIGHT-OF-WAY ENCROACHMENT

NOTE: UNDER NO CIRCUMSTANCES ARE TEMPORARY EASEMENTS TO BE USED FOR STORAGE OF MATERIAL OR EQUIPMENT BY THE CONTRACTOR UNLESS NOTED OTHERWISE.

PWS	8-26-03	OWNER'S REC. - PAR. 17
MJW	9/07/02	REVISED PARCEL 13
REV. BY	DATE	DESCRIPTION
DATE COMPLETED 3/21/02		

08/05/2002 09:49:27
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NET RESIDUE = RECORD AREA - TOTAL PRO - NET TAKE

GRANTEE:

ALL RIGHT OF WAY ACQUIRED IN THE NAME OF THE STATE OF OHIO UNLESS OTHERWISE SHOWN.

DV=DEED VOLUME OR=OFFICIAL RECORD

ALL AREAS IN ACRES

PARCEL NO.	OWNER	SHEET NO.	OWNERS RECORD		AUDITOR'S PARCEL	RECORD AREA	TOTAL P.R.O.	GROSS TAKE	P.R.O. IN TAKE	NET TAKE	STRUC-TURE	NET RESIDUE		TYPE FUND	REMARKS AND PERSONALTY	AS ACQUIRED	
			BOOK	PAGE								LEFT	RIGHT			BOOK	PAGE
18WD	NANCY P. GIRTON	7,8	OR 498	665	030-11A-13-010	1.5980	0.2170	0.2213	0.2170	0.0043		1.3767		STATE	FOR GRADING		
18T 18WA		8						0.0049 0.0124	0.0000 0.0000	0.0049 0.0124					TO REMOVE 40" WILLOW		
19WD	ESTHER S. KATANIC	8	2000OR003785		030-11D-01-008	0.8600	0.0680	0.1076	0.0680	0.0396	P		0.7524		*ROCKS		
19T		8						0.0068	0.0000	0.0068					FOR GRADING		
20WD	JOHN J. DeGERONIMO AND JANEEN DeGERONIMO	8	OR 997	645	030-11A-13-009	1.1250	0.1525	0.3100	0.1525	0.1575		0.8150					
20T		8						0.0658	0.0000	0.0658					FOR GRADING		
22WD	DAVID R. HAMMON AND CARRIE M. HAMMON	11	2000OR036525		030-11A-13-001	1.0000	0.0689	0.1206	0.0689	0.0517		0.8794			TO RECONSTRUCT DRIVE, FOR GRADING		
22T		11						0.0777	0.0000	0.0777							
23WD	JAMES E. GOFF AND DORIS J. GOFF	11,12	OR 263	483	030-11A-08-002	2.0000	0.1377	0.1836	0.1377	0.0459		1.8164					
23T		11,12						0.0230	0.0000	0.0230					FOR GRADING		
24	JOHN P. STEVEN AND TERESA M. STEVEN	12	OR 662	126	030-11A-08-001	1.2100	0.0635	0.0000	0.0000	0.0000		1.1465			(NO RIGHT OF WAY REQUIRED)		
					030-11A-08-003	1.1220	0.0000	0.0000	0.0000	0.0000		1.1220					
25PR	GERALD M. BARTKOWIAK AND KAREN L. BARTKOWIAK	2	OR 516	539	030-11A-13-007	4.7900	0.0000	0.0000	0.0000	0.0000		4.7900			PROPERTY RIGHT TO BE ACQUIRED		
					030-11A-13-008	0.1970	0.0000	0.0000	0.0000	0.0000		0.1970		STATE			

NOTE: ALL TEMPORARY PARCELS TO BE OF 24 MONTH DURATION.

NOTE: ALL RECORD AREAS ARE PER AUDITOR TAX RECORDS, AND MAY DIFFER FROM DEED AREAS.

NOTE: UNDER NO CIRCUMSTANCES ARE TEMPORARY EASEMENTS TO BE USED FOR STORAGE OF MATERIAL OR EQUIPMENT BY THE CONTRACTOR UNLESS NOTED OTHERWISE.

*DENOTES RIGHT-OF-WAY ENCROACHMENT

SUMMARY OF ADDITIONAL RIGHT OF WAY

MED-57-7.34

FEDERAL PROJECT NO.

PID NO. 19892

STATE JOB NO. 43320(0)

R/W DESIGNER M/JW R/W REVIEWER R/W

6/19

94
113

PWS	2-24-03	ADD WORK AGREEMENT-PAR. 18
REV. BY	DATE	DESCRIPTION
DATE COMPLETED		3/21/02

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MONUMENT LEGEND

- ◻ EXISTING R/W MONUMENT BOX
- ▣ PROPOSED ADJUSTABLE CENTERLINE MONUMENT
- EXISTING CONCRETE MONUMENT
- ⊙ PROPOSED CONCRETE MONUMENT
- ✕ RAILROAD SPIKE FOUND
- ✕ RAILROAD SPIKE SET
- I.P.F. IRON PIN FOUND
- ⊙ I.P.F. IRON PIN FOUND W/ ID CAP
- I.P.S. IRON PIN SET W/ ID CAP
- ⊙ I.P.F. IRON PIPE FOUND
- I.P.S. IRON PIPE SET
- R.K.F. P.K. NAIL FOUND
- R.K.S. P.K. NAIL SET

All iron pins set are 36" long, 3/4" diameter rebar with a center punched aluminum cap stamped 'ODOT R/W S-8054'

T2N R14W, MONTVILLE TOWNSHIP
ORIGINAL LOT 51
CONNECTICUT WESTERN RESERVE
MEDINA COUNTY, STATE OF OHIO

- ① N 50°40'15" W - 38.33'
- ② S 32°27'05" E - 18.51'
- ③ S 45°46'42" E - 67.57'
- ④ N 54°27'05" E - 21.00'
- ⑤ N 48°56'28" W - 43.17'
- ⑥ S 79°38'21" W - 22.10'
- ⑦ N 36°31'10" W - 59.01'
- ⑧ N 35°32'55" W - 14.50'

STRUCTURE KEY

- RESIDENTIAL
- ▨ OUT-BUILDING

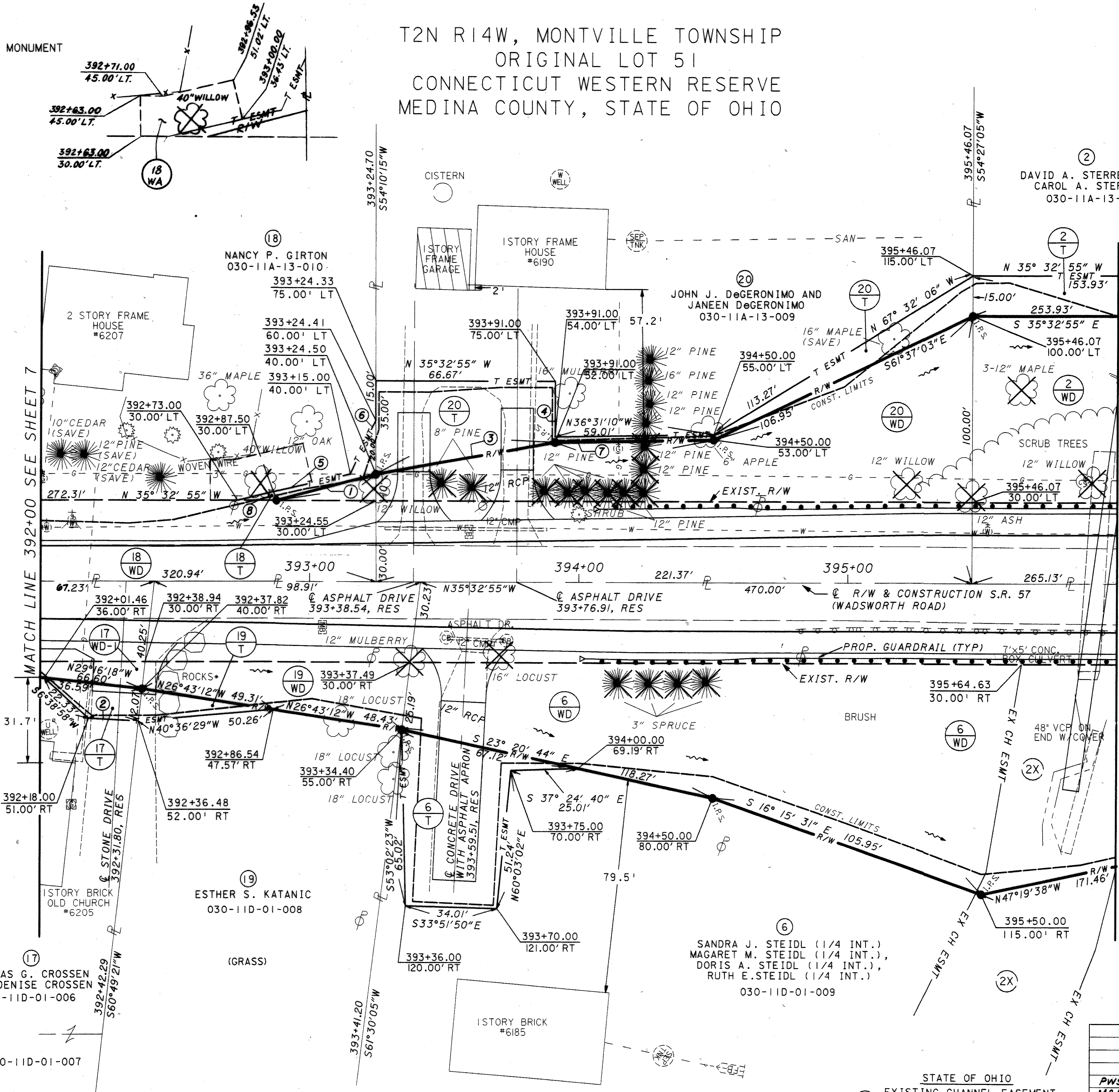
THE EXISTING RIGHT OF WAY IS BASED ON A SURVEY PERFORMED BY THE OHIO DEPARTMENT OF TRANSPORTATION, DISTRICT 3 AND BY EXISTING MONUMENTATION.

THOMAS G. CROSSEN AND DENISE CROSSEN 030-11D-01-006

ESTHER S. KATANIC 030-11D-01-008

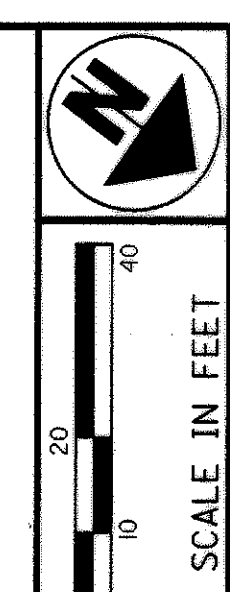
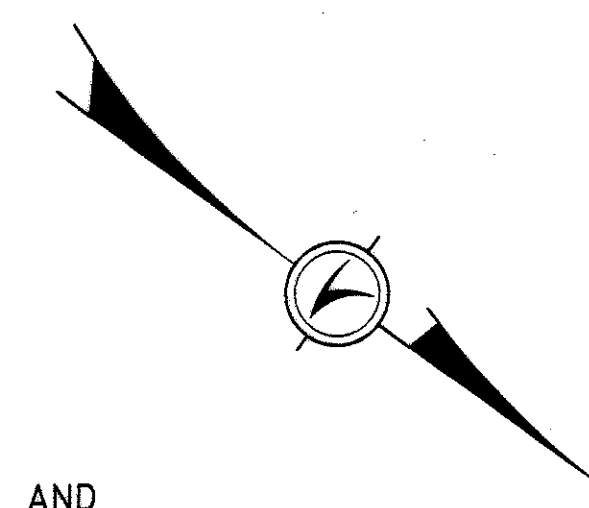
SANDRA J. STEIDL (1/4 INT.), MAGARET M. STEIDL (1/4 INT.), DORIS A. STEIDL (1/4 INT.), RUTH E. STEIDL (1/4 INT.) 030-11D-01-009

* DENOTES RIGHT OF WAY ENCROACHMENT



MATCH LINE 392+00 SEE SHEET 7

MATCH LINE 396+00 SEE SHEET 9



PID NO. 19892

R/W DESIGNER M/JW
R/W REVIEWER R/MF

RIGHT OF WAY PLAN
S.R. 57 - STA 392+00 - 396+00

MED-57-7.34

8 / 19

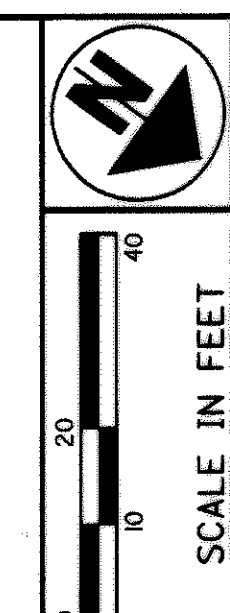
96
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STATE OF OHIO
EXISTING CHANNEL EASEMENT
RECORDED DECEMBER 11, 1950
VOLUME 1HW PAGE 523

REV. BY	DATE	DESCRIPTION
PWS	2-24-03	ADD WORK AGREEMENT - PAR. 18
MGA	9-4-02	DIM. ON WESTERLY LINE OF PAR. 17WD-1
DATE COMPLETED		MARCH 19, 2002

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T2N R14W, MONTVILLE TOWNSHIP
ORIGINAL LOTS 43 AND 50
CONNECTICUT WESTERN RESERVE
MEDINA COUNTY, STATE OF OHIO



PID NO.
19892

R/W DESIGNER
M/JW
R/W REVIEWER
R/MF

RIGHT OF WAY PLAN
S.R. 57 - STA 400+00 - 404+00

MED-57-7.34

10 / 19
98
113

SEE SHEET 15

GARY E. GORDON & BETH E. GORDON
030-11A-13-003

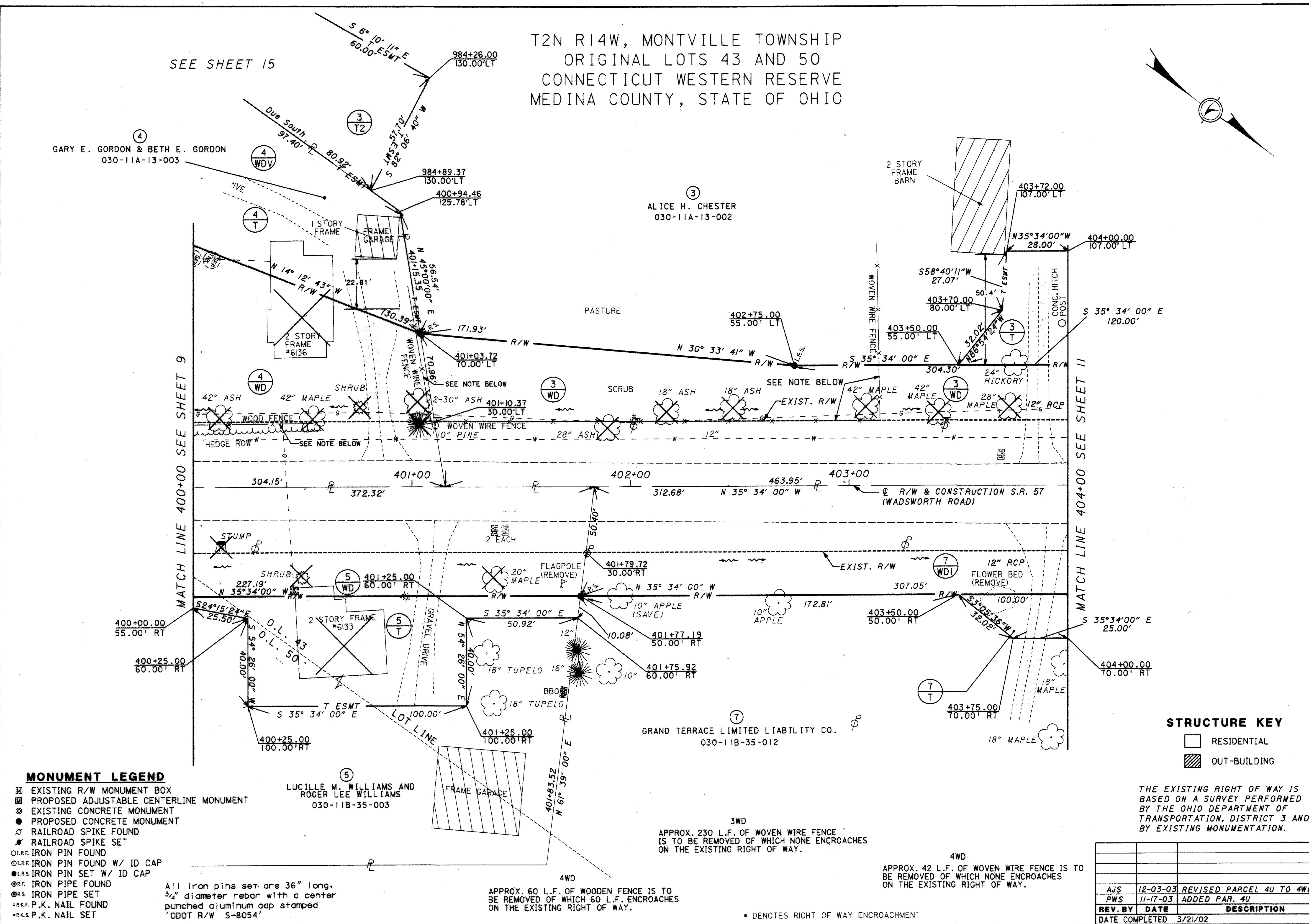
ALICE H. CHESTER
030-11A-13-002

LUCILLE M. WILLIAMS AND
ROGER LEE WILLIAMS
030-11B-35-003

GRAND TERRACE LIMITED LIABILITY CO.
030-11B-35-012

MATCH LINE 400+00 SEE SHEET 9

MATCH LINE 404+00 SEE SHEET 11



- MONUMENT LEGEND**
- ◻ EXISTING R/W MONUMENT BOX
 - ▣ PROPOSED ADJUSTABLE CENTERLINE MONUMENT
 - ⊙ EXISTING CONCRETE MONUMENT
 - PROPOSED CONCRETE MONUMENT
 - ⊕ RAILROAD SPIKE FOUND
 - ⊖ RAILROAD SPIKE SET
 - I.P.F. IRON PIN FOUND
 - ⊙ I.P.F. IRON PIN FOUND W/ ID CAP
 - ⊕ I.P.S. IRON PIN SET W/ ID CAP
 - ⊖ I.P.S. IRON PIPE FOUND
 - ⊕ I.P.S. IRON PIPE SET
 - ⊖ P.K. NAIL FOUND
 - ⊕ P.K. NAIL SET
- All iron pins set are 36" long,
3/4" diameter rebar with a center
punched aluminum cap stamped
'ODOT R/W S-8054'

- STRUCTURE KEY**
- ◻ RESIDENTIAL
 - ▨ OUT-BUILDING

THE EXISTING RIGHT OF WAY IS
BASED ON A SURVEY PERFORMED
BY THE OHIO DEPARTMENT OF
TRANSPORTATION, DISTRICT 3 AND
BY EXISTING MONUMENTATION.

3WD
APPROX. 230 L.F. OF WOVEN WIRE FENCE
IS TO BE REMOVED OF WHICH NONE ENCLOSES
ON THE EXISTING RIGHT OF WAY.

4WD
APPROX. 42 L.F. OF WOVEN WIRE FENCE IS TO
BE REMOVED OF WHICH NONE ENCLOSES
ON THE EXISTING RIGHT OF WAY.

4WD
APPROX. 60 L.F. OF WOODEN FENCE IS TO
BE REMOVED OF WHICH 60 L.F. ENCLOSES
ON THE EXISTING RIGHT OF WAY.

• DENOTES RIGHT OF WAY ENCROACHMENT

REV. BY	DATE	DESCRIPTION
AJS	12-03-03	REVISED PARCEL 4U TO 4WDV
PWS	11-17-03	ADDED PAR. 4U
DATE COMPLETED 3/21/02		

DATE
TIME
FILES

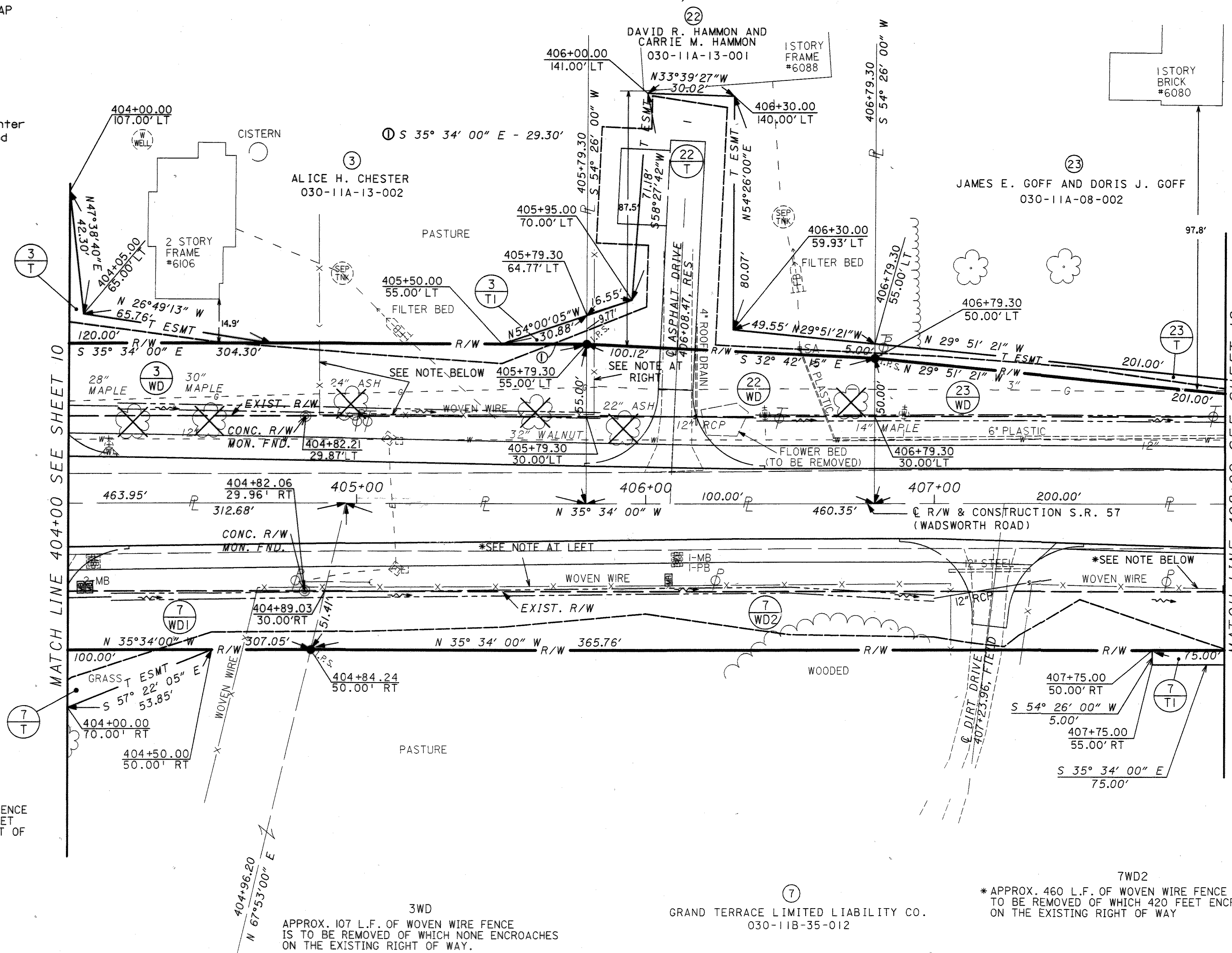
MED-57-7.34

MONUMENT LEGEND

- ☐ EXISTING R/W MONUMENT BOX
- ▣ PROPOSED ADJUSTABLE CENTERLINE MONUMENT
- ⊙ EXISTING CONCRETE MONUMENT
- PROPOSED CONCRETE MONUMENT
- ⊘ RAILROAD SPIKE FOUND
- ⊙ RAILROAD SPIKE SET
- I.P.F. IRON PIN FOUND
- ⊙ I.P.F. IRON PIN FOUND W/ ID CAP
- I.P.S. IRON PIN SET W/ ID CAP
- ⊙ I.P.F. IRON PIPE FOUND
- ⊙ I.P.S. IRON PIPE SET
- ⊙ R.K.F. P.K. NAIL FOUND
- ⊙ R.K.S. P.K. NAIL SET

All iron pins set are 36" long, 3/4" diameter rebar with a center punched aluminum cap stamped 'ODOT R/W S-8054'

T2N R14W, MONTVILLE TOWNSHIP
ORIGINAL LOT 43
CONNECTICUT WESTERN RESERVE
MEDINA COUNTY, STATE OF OHIO



MATCH LINE 404+00 SEE SHEET 10

MATCH LINE 408+00 SEE SHEET 12

21WD
APPROX. 45 FEET OF WOVEN WIRE FENCE IS TO BE REMOVED OF WHICH 25 FEET ENCRACHES ON THE EXISTING RIGHT OF WAY

3WD
APPROX. 107 L.F. OF WOVEN WIRE FENCE IS TO BE REMOVED OF WHICH NONE ENCRACHES ON THE EXISTING RIGHT OF WAY.

7WD2
* APPROX. 460 L.F. OF WOVEN WIRE FENCE IS TO BE REMOVED OF WHICH 420 FEET ENCRACHES ON THE EXISTING RIGHT OF WAY

22WD
* APPROX. 28 L.F. OF WOVEN WIRE FENCE IS TO BE REMOVED OF WHICH NONE ENCRACHES ON THE EXISTING RIGHT OF WAY

STRUCTURE KEY

- RESIDENTIAL
- ▨ OUT-BUILDING

THE EXISTING RIGHT OF WAY IS BASED ON A SURVEY PERFORMED BY THE OHIO DEPARTMENT OF TRANSPORTATION, DISTRICT 3 AND BY EXISTING MONUMENTATION.

* DENOTES RIGHT OF WAY ENCROACHMENT

PID NO. **19892**

R/W DESIGNER M/JW
R/W REVIEWER R/MF

RIGHT OF WAY PLAN

S.R. 57 - STA 404+00 - 408+00

MED-57-7.34

11 / 19

99
113

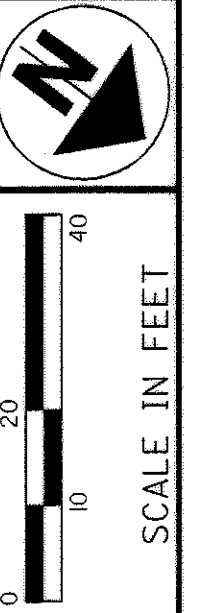
REV. BY	DATE	DESCRIPTION

DATE COMPLETED 3/21/02

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T2N R14W, MONTVILLE TOWNSHIP
 ORIGINAL LOT 43
 CONNECTICUT WESTERN RESERVE
 MEDINA COUNTY, STATE OF OHIO

- MONUMENT LEGEND**
- ▭ EXISTING R/W MONUMENT BOX
 - ▭ PROPOSED ADJUSTABLE CENTERLINE MONUMENT
 - ⊙ EXISTING CONCRETE MONUMENT
 - PROPOSED CONCRETE MONUMENT
 - ⊗ RAILROAD SPIKE FOUND
 - ⊗ RAILROAD SPIKE SET
 - ⊙ I.P.F. IRON PIN FOUND
 - ⊙ I.P.S. IRON PIN SET W/ ID CAP
 - I.P.S. IRON PIN SET W/ ID CAP
 - ⊙ R.F. IRON PIPE FOUND
 - ⊙ R.S. IRON PIPE SET
 - ⊙ R.K.F. P.K. NAIL FOUND
 - ⊙ R.K.S. P.K. NAIL SET



PID NO.
19892

R/W DESIGNER
M J W
R/W REVIEWER
R M F

RIGHT OF WAY PLAN
S.R. 57 - STA 408+00 - 412+00

MED-57-7.34

12 / 19

100
113

JOHN P. STEVEN AND TERESA M. STEVEN
 030-11A-08-003 030-11A-08-001
 NO RIGHT OF WAY REQ'D.

JAMES E. GOFF AND DORIS J. GOFF
 030-11A-08-002

2 STORY
 FRAME
 #6062

MYRON T. SHAFFER, JR. AND
 KATHRYN C. SHAFFER
 030-11B-30-001
 NO RIGHT OF WAY REQ'D.

7WD2
 APPROX. 460 L.F. OF WOVEN WIRE FENCE IS
 TO BE REMOVED OF WHICH 420 FEET ENCLOSES
 ON THE EXISTING RIGHT OF WAY

GRAND TERRACE LIMITED LIABILITY CO.
 030-11B-35-012

STRUCTURE KEY

- RESIDENTIAL
- ▨ OUT-BUILDING

THE EXISTING RIGHT OF WAY IS
 BASED ON A SURVEY PERFORMED
 BY THE OHIO DEPARTMENT OF
 TRANSPORTATION, DISTRICT 3 AND
 BY EXISTING MONUMENTATION.

* DENOTES RIGHT OF WAY ENCROACHMENT

REV. BY	DATE	DESCRIPTION
DATE COMPLETED		3/21/02

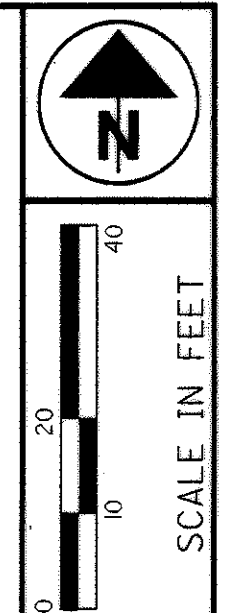
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T2N R14W, MONTVILLE TOWNSHIP
ORIGINAL LOTS 42 AND 43
CONNECTICUT WESTERN RESERVE
MEDINA COUNTY, STATE OF OHIO

MONUMENT LEGEND

- ▣ EXISTING R/W MONUMENT BOX
- ▣ PROPOSED ADJUSTABLE CENTERLINE MONUMENT
- ⊙ EXISTING CONCRETE MONUMENT
- PROPOSED CONCRETE MONUMENT
- ⊗ RAILROAD SPIKE FOUND
- ⊕ RAILROAD SPIKE SET
- ⊙ I.R.F. IRON PIN FOUND
- ⊙ I.R.F. IRON PIN FOUND W/ ID CAP
- ⊙ I.P.S. IRON PIN SET W/ ID CAP
- ⊙ I.R.F. IRON PIPE FOUND
- ⊙ I.P.S. IRON PIPE SET
- ⊙ R.K.F. P.K. NAIL FOUND
- ⊙ R.K.S. P.K. NAIL SET

All iron pins set are 36" long,
3/4" diameter rebar with a center
punched aluminum cap stamped
'ODOT R/W S-8054'



PID NO.
19892

R/W DESIGNER
M/JW
R/W REVIEWER
R/MF

RIGHT OF WAY PLAN
S.R. 162 - STA 977+80 - 982+00

MED-57-7.34

14 / 19

102
113

GILBERT P. TRILL
030-11A-12-016
NO RIGHT OF WAY REQ'D.

①
TAMMY S. FRAZIER
030-11A-12-018

③
ALICE H. CHESTER
030-11A-13-002

BEGIN R/W ACQUISITION
977+85.28
SLM 18.52

BEGIN WORK
978+42.00

THOMAS A. RYAN
AND PATRICIA M. RYAN
030-11A-12-019
NO RIGHT OF WAY REQ'D.

②
DAVID A. STERRETT AND
CAROL A. STERRETT
030-11A-13-004

3WD1
APPROX. 453 L.F. OF WOVEN WIRE FENCE
IS TO BE REMOVED OF WHICH 30 L.F.
ENCROACHES ON THE EXISTING RIGHT OF WAY.

STRUCTURE KEY

- RESIDENTIAL
- ▨ OUT-BUILDING

THE EXISTING RIGHT OF WAY IS
BASED ON A SURVEY PERFORMED
BY THE OHIO DEPARTMENT OF
TRANSPORTATION, DISTRICT 3 AND
BY EXISTING MONUMENTATION.

STATE OF OHIO

⑫ EXISTING HIGHWAY EASEMENT
RECORDED JANUARY 16, 1947

* DENOTES RIGHT OF WAY ENCROACHMENT

REV. BY	DATE	DESCRIPTION
MGA	9-4-02	DIM'S. ON PROP. R/W LINE OF PAR.3WD
DATE COMPLETED		3/21/02

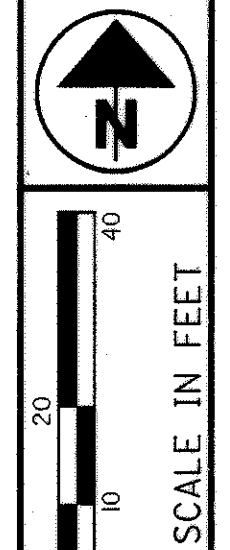
04/17/2003
S:\Subarea\Survey\Survey\02\200\MED57\19892\F008.dwg

MONUMENT LEGEND

- ◻ EXISTING R/W MONUMENT BOX
- ▣ PROPOSED ADJUSTABLE CENTERLINE MONUMENT
- ⊙ EXISTING CONCRETE MONUMENT
- PROPOSED CONCRETE MONUMENT
- ⊗ RAILROAD SPIKE FOUND
- ✱ RAILROAD SPIKE SET
- I.P.F. IRON PIN FOUND
- ⊙ I.R.F. IRON PIN FOUND W/ ID CAP
- I.P.S. IRON PIN SET W/ ID CAP
- ⊙ P.F. IRON PIPE FOUND
- P.S. IRON PIPE SET
- ⊙ P.K.F. P.K. NAIL FOUND
- P.K.S. P.K. NAIL SET

All iron pins set are 36" long,
3/4" diameter rebar with a center
punched aluminum cap stamped
'ODOT R/W S-8054'

T2N R14W, MONTVILLE TOWNSHIP
ORIGINAL LOTS 42 AND 43
CONNECTICUT WESTERN RESERVE
MEDINA COUNTY, STATE OF OHIO



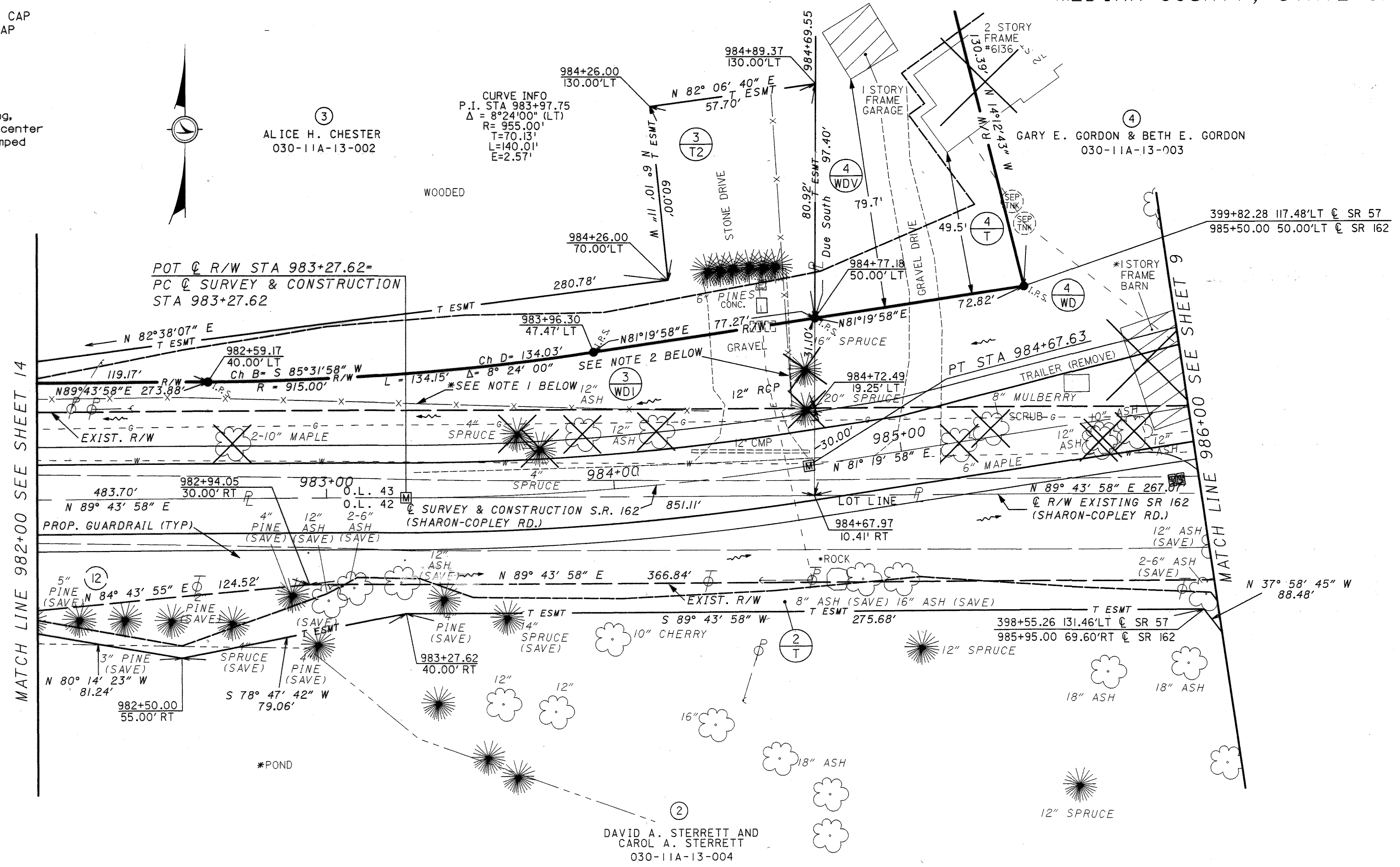
PID NO.
19892

R/W DESIGNER
M/JW
R/W REVIEWER
R/MF

RIGHT OF WAY PLAN
S.R. 162 - STA 982+00 - 986+00

MED-57-7.34

15 / 19
103
113



STRUCTURE KEY

- ◻ RESIDENTIAL
- ▨ OUT-BUILDING

THE EXISTING RIGHT OF WAY IS
BASED ON A SURVEY PERFORMED
BY THE OHIO DEPARTMENT OF
TRANSPORTATION, DISTRICT 3 AND
BY EXISTING MONUMENTATION.

STATE OF OHIO
EXISTING HIGHWAY EASEMENT
RECORDED JANUARY 16, 1947

NOTE 1: 3WDI
* APPROX. 453 L.F. OF WOVEN WIRE FENCE
IS TO BE REMOVED OF WHICH 30 L.F.
ENCROACHES ON THE EXISTING RIGHT OF WAY.

NOTE 2: 3WDI
* APPROX. 30 L.F. OF WOVEN WIRE FENCE
IS TO BE REMOVED OF WHICH NONE
ENCROACHES ON THE EXISTING RIGHT OF WAY.

*DENOTES RIGHT OF WAY ENCROACHMENT

REV. BY	DATE	DESCRIPTION
RAB	12-03-03	4WDV ADDED
RAB	12-01-03	PROP. DRIVE AT SR 162 STA 984+51, LEFT DELETED
MGA	9-4-02	DIM. ON PROP. R/W LINE OF PAR.3WDI
DATE COMPLETED		3/21/02

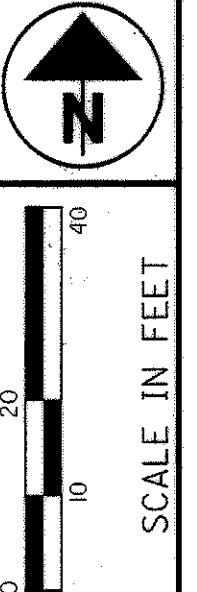
12/03/2003 04:23:50 PM S:\Dep1\Survey\Survey\0121\200\med57\19892r.p09.dgn

T2N R14W, MONTVILLE TOWNSHIP
ORIGINAL LOTS 50 AND 51
CONNECTICUT WESTERN RESERVE
MEDINA COUNTY, STATE OF OHIO

All iron pins set are 36" long,
3/4" diameter rebar with a center
punched aluminum cap stamped
'ODOT R/W S-8054'

MONUMENT LEGEND

- ◻ EXISTING R/W MONUMENT BOX
- ◻ PROPOSED ADJUSTABLE CENTERLINE MONUMENT
- ⊙ EXISTING CONCRETE MONUMENT
- PROPOSED CONCRETE MONUMENT
- ⊗ RAILROAD SPIKE FOUND
- ⊗ RAILROAD SPIKE SET
- I.P.F. IRON PIN FOUND
- ⊙ I.P.F. IRON PIN FOUND W/ ID CAP
- I.P.S. IRON PIN SET W/ ID CAP
- ⊙ I.P.F. IRON PIPE FOUND
- ⊙ I.P.S. IRON PIPE SET
- ⊙ P.K.F. P.K. NAIL FOUND
- P.K.S. P.K. NAIL SET



PID NO. **19892**

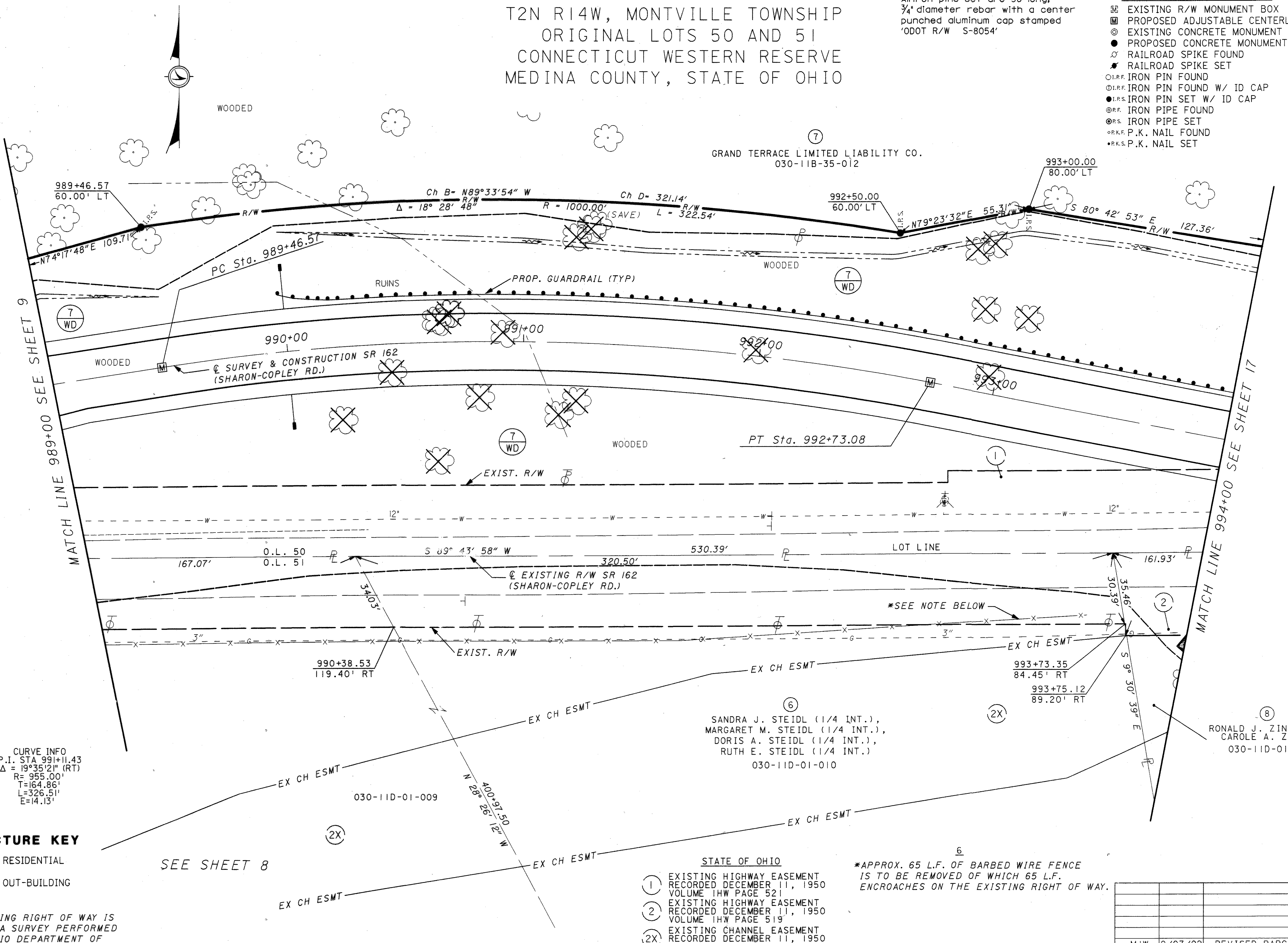
R/W DESIGNER M/JW
R/W REVIEWER R/MF

RIGHT OF WAY PLAN
S.R. 162 - STA 990+00 - 994+00

MED-57-7.34

16 / 19

104
113



CURVE INFO
P.I. STA 991+11.43
Δ = 19°35'21" (RT)
R = 955.00'
T = 164.86'
L = 326.51'
E = 14.13'

STRUCTURE KEY

- ◻ RESIDENTIAL
- ▨ OUT-BUILDING

SEE SHEET 8

- STATE OF OHIO
- ① EXISTING HIGHWAY EASEMENT RECORDED DECEMBER 11, 1950 VOLUME 1HW PAGE 521
 - ② EXISTING HIGHWAY EASEMENT RECORDED DECEMBER 11, 1950 VOLUME 1HW PAGE 519
 - ②X EXISTING CHANNEL EASEMENT RECORDED DECEMBER 11, 1950 VOLUME 1HW PAGE 523

*APPROX. 65 L.F. OF BARBED WIRE FENCE IS TO BE REMOVED OF WHICH 65 L.F. ENCROACHES ON THE EXISTING RIGHT OF WAY.

*DENOTES RIGHT OF WAY ENCROACHMENT

REV. BY	DATE	DESCRIPTION
MJW	9/07/02	REVISED PARCEL 7
DATE COMPLETED 3/21/02		

04/17/2003 04:57:43 PM s:\Dept\Survey\02\2010\MED57\19892r.plt.dgn

MONUMENT LEGEND

- ▣ EXISTING R/W MONUMENT BOX
- ▣ PROPOSED ADJUSTABLE CENTERLINE MONUMENT
- ⊙ EXISTING CONCRETE MONUMENT
- PROPOSED CONCRETE MONUMENT
- ⊙ RAILROAD SPIKE FOUND
- ⊙ RAILROAD SPIKE SET
- ⊙ I.P.F. IRON PIN FOUND
- ⊙ I.P.F. IRON PIN FOUND W/ ID CAP
- ⊙ I.P.S. IRON PIN SET W/ ID CAP
- ⊙ P.F. IRON PIPE FOUND
- ⊙ P.S. IRON PIPE SET
- ⊙ R.K.F. P.K. NAIL FOUND
- ⊙ R.K.S. P.K. NAIL SET

All iron pins set are 36" long,
3/4" diameter rebar with a center
punched aluminum cap stamped
'ODOT R/W S-8054'

GRAND TERRACE LIMITED LIABILITY CO.
030-11B-35-012

T2N R14W, MONTVILLE TOWNSHIP.
ORIGINAL LOTS 50 AND 51
CONNECTICUT WESTERN RESERVE
MEDINA COUNTY, STATE OF OHIO

△ = 00°01'44" RT (NO CURVE)
5/8" REBAR FOUND
PI @ R/W STA 995+21.59
24.54' RT

- ① N 0° 16' 02" W - 6.00'
- ② N 89° 43' 58" E - 72.49'
- ③ N 9° 40' 49" W - 4.35'
- ④ N 89° 45' 42" E - 16.79'
- ⑤ N 11° 10' 50" W - 5.09'
- ⑥ N 89° 45' 42" E - 158.53'

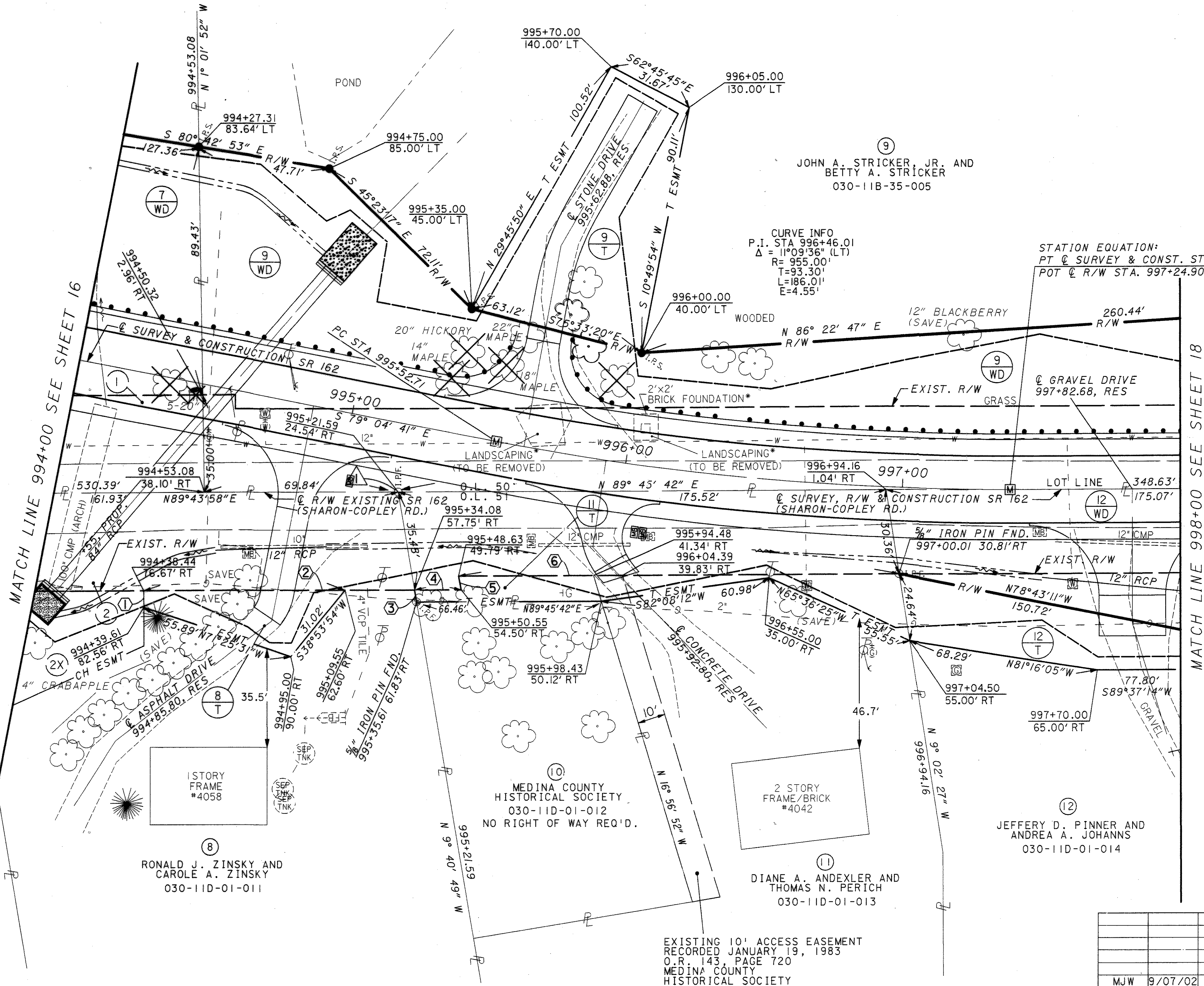
STATE OF OHIO

- ① EXISTING HIGHWAY EASEMENT
RECORDED DECEMBER 11, 1950
VOLUME IHW PAGE 521
- ② EXISTING HIGHWAY EASEMENT
RECORDED DECEMBER 11, 1950
VOLUME IHW PAGE 519
- ②X EXISTING CHANNEL EASEMENT
RECORDED DECEMBER 11, 1950
VOLUME IHW PAGE 523

STRUCTURE KEY

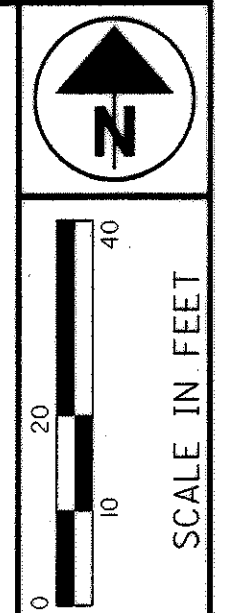
- RESIDENTIAL
- ▨ OUT-BUILDING

THE EXISTING RIGHT OF WAY IS
BASED ON A SURVEY PERFORMED
BY THE OHIO DEPARTMENT OF
TRANSPORTATION, DISTRICT 3 AND
BY EXISTING MONUMENTATION.



CURVE INFO
P.I. STA 996+46.01
Δ = 11°09'36" (LT)
R = 955.00'
T = 93.30'
L = 186.01'
E = 4.55'

STATION EQUATION:
PT @ SURVEY & CONST. STA 997+38.72
POT @ R/W STA. 997+24.90



PID NO.
19892

R/W DESIGNER
M/JW
R/W REVIEWER
R/MF

RIGHT OF WAY PLAN
S.R. 162 - STA 994+00 - 998+00

MED-57-7.34

17 / 19

105
113

REV. BY	DATE	DESCRIPTION
MJW	9/07/02	REVISED PARCELS 7,9
	3/21/02	

+DENOTES RIGHT OF WAY ENCROACHMENT

04/17/2003 04:58:00 PM st:\dept\Survey\0121\2000\MED57-19892.rpl2.dgn

SPECIAL PROVISIONS

WATERWAY PERMITS FOR

CRS: MED-57-9.90 PID 19892

U.S. ARMY CORPS OF ENGINEERS
PERMIT NUMBER: NWPs 3 and 14

OHIO EPA
PERMIT NUMBER: NA

EFFECTIVE DATE: 11/26/03

NATIONWIDE PERMIT #3 - MAINTENANCE and NATIONWIDE PERMIT #14 - LINEAR TRANSPORTATION PROJECTS

NATIONWIDE PERMIT #3 - MAINTENANCE

Activities related to:

(i) The repair, rehabilitation, or replacement of any previously authorized, currently serviceable, structure or fill, or of any currently serviceable structure or fill authorized by 33 CFR 330.3, provided that the structure or fill is not to be put to uses differing from those uses specified or contemplated for it in the original permit or the most recently authorized modification. Minor deviations in the structure's configuration or filled area, including those due to changes in materials, construction techniques, or current construction codes or safety standards which are necessary to make repair, rehabilitation, or replacement, are permitted, provided the adverse environmental effects resulting from such repair, rehabilitation, or replacement are minimal. Currently serviceable means useable as is or with some maintenance, but not so degraded as to essentially require reconstruction. This NWP authorizes the repair, rehabilitation, or replacement of those structures or fills destroyed by storms, floods, fire or other discrete events, provided the repair, rehabilitation, or replacement is commenced, or under contract to commence, within two years of the date of their destruction or damage. In cases of catastrophic events, such as hurricanes or tornadoes, this two-year limit may be waived by the District Engineer, provided the permittee can demonstrate funding, contract, or other similar delays.

(ii) Discharges of dredged or fill material, including excavation, into all waters of the United States to remove accumulated sediments and debris in the vicinity of, and within, existing structures (e.g., bridges, culverted road crossings, water intake structures, etc.) and the placement of new or additional rip rap to protect the structure, provided the permittee notifies the District Engineer in accordance with General Condition 13. The removal of sediment is limited to the minimum necessary to restore the waterway in the immediate vicinity of the structure to the approximate dimensions that existed when the structure was built, but cannot extend further than 200 feet in any direction from the structure. The placement of rip rap must be the minimum necessary to protect the structure or to ensure the safety of the structure. All excavated materials must be deposited and retained in an upland area unless otherwise specifically approved by the District Engineer under separate authorization. Any bank stabilization measures not directly associated with the structure will require a separate authorization from the District Engineer.

(iii) Discharges of dredged or fill material, including excavation, into all waters of the United States for activities associated with the restoration of upland areas damaged by a storm, flood, or other discrete event, including the construction, placement, or installation of upland protection structures and minor dredging to remove obstructions in water of the US. (Uplands lost as a result of a storm, flood, or other discrete event can be replaced without a Section 404 permit provided the uplands are restored to their original pre-event location. This NWP is for the activities in waters of the US

associated with the replacements of the uplands.) The permittee must notify the District Engineer, in accordance with General Condition 13, within 12 months of the date of the damage and the work must commence, or be under contract to commence, within two years of the date of the damage. The permittee should provide evidence, such as a recent topographic survey or photographs, to justify the extent of the proposed restoration. The restoration of the damaged areas cannot exceed the contours, or ordinary high water mark, that existed before the damage. The District Engineer retains the right to determine the extent of the pre-existing conditions and the extent of any restoration work authorized by this permit. Minor dredging to remove obstructions from the adjacent waterbody is limited to 50 cubic yards below the plane of the ordinary high water mark, and is limited to the amount necessary to restore the pre-existing bottom contours of the waterbody. The dredging may not be done primarily to obtain fill for any restoration activities. The discharge of dredged or fill material and all related work needed to restore the upland must be part of a single and complete project. This permit cannot be used in conjunction with NWP 18 or NWP 19 to restore damaged upland areas. This permit cannot be used to reclaim historic lands lost, over an extended period, to normal erosion processes.

This permit does not authorize maintenance dredging for the primary purpose of navigation and beach restoration. This permit does not authorize new stream channelization or stream relocation projects. Any work authorized by this permit must not cause more than minimal degradation of water quality, more than minimal changes to the flow characteristics of the stream, or increase flooding (See General Conditions 9 and 21).

Note: This NWP authorizes the repair, rehabilitation, or replacement of any previously authorized structure of fill that does not qualify for the Section 404(f) exemption for maintenance.

Nationwide 3 Specific Regional Conditions

- i. Notification required prior to the use of vertical sheet piling and closed structures in the special habitat waters of Lake Erie (See General Conditions, Critical Resource waters (1)).
- ii. The Pre-Construction Notification (PCN) for activities involving the removal of accumulated sediments and debris in the vicinity of existing structures, to restore the waterway to the approximate dimensions that existed when the structure was built, must include evidence of such dimensions. If this information is not available, the PCN must include evidence of the existing depths immediately outside the proposed work area.

WATER QUALITY CERTIFICATION

Pursuant to Section 401 of the Clean Water Act, the Ohio Environmental Protection Agency hereby certifies that activities authorized by these Permits, undertaken in accordance with all of the special and general conditions listed below, will comply with the applicable provisions of the Clean Water Act and applicable Ohio water quality standards. Those NWPs with no special Water Quality Certification (WQC) conditions remain subject to general WQC conditions unless otherwise indicated (Reference 1 below).

Water Quality Certification – Special Conditions:

The Ohio State Certification General Limitations and Conditions apply to this nationwide permit.

Ohio State Water Quality Certification Special Conditions and Limitations:

1. Total surface water and vegetation impacts on either side of the replacement structure shall be limited to the greater of 25 feet beyond the structure, or 25 feet beyond the toe of the slope of the structure's approach embankment. [Where the use of a crane is necessary to conduct a maintenance activity, total impacts shall not exceed 50 feet on either side of the structure or approach embankment]. In either case, total impacts, including the structure, shall not exceed 200 feet [except for stabilization projects]. Width shall be measured at the structure's narrowest point as it crosses the waterbody, and be measured parallel to stream flow.

2. Culvert replacement:

a. This Certification shall only authorize minor deviations from the existing structure's centerline and minor deviations in culvert dimensions, unless these deviations are necessary to follow current safety standards.

3. Bridge Replacement:

a. This Certification shall only authorize minor deviations from the existing structure's centerline, unless these deviations are necessary to follow current safety standards.

b. Bridge replacements shall not result in additional lanes unless necessary to follow current safety standards.

4. Maintenance or repair of existing fills (stabilization projects):

a. Impacts from maintenance or repair of existing fills shall not exceed the dimensions of the fill prior to the damage; and

b. This nationwide shall not authorize the replacement of existing structures that are open to the flow of water with structures that are not open to the flow of water.

5. For replacement vertical bulkheads, the following conditions apply:

a. For ship channels and harbors adjacent to federal navigation channels within the following harbors: Sandusky Harbor, Huron Harbor, Vermilion Harbor, Lorain Harbor, Conneaut Harbor, Port Clinton Harbor, Rocky River Harbor, Cleveland Harbor, Fairport Harbor, Ashtabula Harbor, and Toledo Harbor, 1,000 feet of existing vertical bulkheads may be replaced if recessed areas for aquatic habitat, or other aquatic habitat improvements, are incorporated within the design and construction of the replacement vertical bulkhead;

b. For all other areas, except Lake Erie, Lake Erie Islands, or Sandusky Bay, up to 1,000 feet of existing vertical bulkheads may be replaced. Toe stone shall be placed at the base of these replacement vertical bulkheads except in areas where the shoreline is composed of bedrock and slopes

are predominately greater than 75 percent;

c. Replacement vertical bulkheads are not to be placed more than one foot waterward of the intersection of the ordinary high water level of the waterbody and the existing shoreline;

d. Minor dredging necessary for the installation of the replacement vertical bulkhead is authorized;

e. Placement of fill between the replacement vertical bulkhead and existing shoreline is authorized; and

f. Toe stone shall be placed at the base of these replacement vertical bulkheads except in areas where the original shoreline is composed of bedrock and slopes are predominately greater than 75 percent or where the placement of toe stone would interfere with shipping activity. When required, toe stone shall be placed at an average rate of one-third the total height of the replacement vertical bulkhead at a 2:1 slope.

6. Removal of accumulated sediment:

a. Removal of accumulated sediment shall occur only once per year, except in cases of emergency situations which threaten life of property.

B. Removal of accumulated sediments shall be limited to low-flow conditions whenever practicable, except in cases of emergency situations which threaten life or property.

NATIONWIDE PERMIT #14 - LINEAR TRANSPORTATION PROJECTS

Activities required for the construction, expansion, modification, or improvement of linear transportation crossings (e.g., highways, railways, trails, airport runways, and taxiways) in waters of the US, including wetlands, if the activity meets the following criteria:

a. This NWP is subject to the following acreage limits:

(1) For linear transportation projects in non-tidal waters, provided the discharge does not cause the loss of greater than 1/2-acre of waters of the US; or

(2) For linear transportation projects in tidal waters, provided the discharge does not cause the loss of greater than 1/3-acre of waters of the US.

b. The permittee must notify the District Engineer in accordance with General Condition 13 if any of the following criteria are met:

(1) The discharge causes the loss of greater than 1/10-acre of waters of the US; or

(2) There is a discharge in a special aquatic site, including wetlands;

c. The notification must include a compensatory mitigation proposal to offset permanent losses of waters of the US to ensure that those losses result only in minimal adverse effects to the aquatic environment and a statement describing how temporary losses will be minimized to the maximum extent practicable;

d. For discharges in special aquatic sites, including wetlands, and stream riffle and pool complexes, the notification must include a delineation of the affected special aquatic sites;

e. The width of the fill is limited to the minimum necessary for the crossing;

f. This permit does not authorize stream channelization, and the authorized activities must not cause more than minimal changes to the hydraulic flow characteristics of the stream, increase flooding, or cause more than minimal degradation of water quality of any stream (see General Conditions 9 and 21);

g. This permit cannot be used to authorize non-linear features commonly associated with transportation projects, such as vehicle maintenance or storage buildings, parking lots, train stations, or aircraft hangars; and

h. The crossing is a single and complete project for crossing waters of the US. Where a road segment (i.e., the shortest segment of a road with independent utility that is part of a larger project) has multiple crossings of streams (several single and complete projects) the Corps will consider whether it should use its discretionary authority to require an Individual Permit. (Sections 10 and 404)

Note: Some discharges for the construction of farm roads, forest roads, or temporary roads for moving mining equipment may be eligible for an exemption from the need for a Section 404 permit (see 33 CFR 323.4).

Nationwide 14 Specific Regional Conditions:

i. Notification is required for activities in Section 10 waters.

ii. Notification is required for all perennial and intermittent stream impacts greater than 200 feet and all ephemeral stream impacts greater than 300 feet.

WATER QUALITY CERTIFICATION

Pursuant to Section 401 of the Clean Water Act, the Ohio Environmental Protection Agency hereby certifies that activities authorized by these Permits, undertaken in accordance with all of the special and general conditions listed below, will comply with the applicable provisions of the Clean Water Act and applicable Ohio water quality standards. Those NWPs with no special Water Quality Certification (WQC) conditions remain subject to general WQC conditions unless otherwise indicated (Reference 1 below).

Water Quality Certification – Special Conditions:

The Ohio State Certification General Limitations and Conditions apply to this nationwide permit.

Ohio State Certification Special Conditions and Limitations:

1) Total surface water and vegetation impacts on either side of the structure shall be limited to the greater of 25 feet beyond the structure, or 25 feet beyond the toe of the slope of the structure's approach embankment. [Where the use of a crane is necessary to construct a linear transportation project, total width of the impacts shall not exceed 50 feet on either side of the structure or approach embankment]. In either case, total impacts, including the structure, shall not exceed 200 feet.

Width shall be measured at the structure's narrowest point as it crosses the waterbody, and be measured parallel to stream flow.

- 2) Stream crossings shall not exceed a total of three (3) per stream mile per stream.
- 3) Culverts [except for ephemeral streams]
 - a) At least the lower 10% of all culvert bottoms shall be buried below the existing stream grade. Hydraulic design shall be based upon the remaining open portion of the culvert.
 - b) Additional flood plain culverts shall be installed where the flood prone area is greater than twice the width of the stream at Ordinary High Water Mark (OHWM).

NATIONWIDE PERMIT CONDITIONS

GENERAL CONDITIONS:

The following general conditions must be followed in order for any authorization by a NWP to be valid:

1. **Navigation.** No activity may cause more than a minimal adverse effect on navigation.
2. **Proper Maintenance.** Any structure or fill authorized shall be properly maintained, including maintenance to ensure public safety.
3. **Soil Erosion and Sediment Controls.** Appropriate soil erosion and sediment controls must be used and maintained in effective operating condition during construction, and all exposed soil and other fills, as well as any work below the ordinary high water mark or high tide line, must be permanently stabilized at the earliest practicable date. Permittees are encouraged to perform work within waters of the United States during periods of low-flow or no-flow.
4. **Aquatic Life Movements.** No activity may substantially disrupt the necessary life-cycle movements of those species of aquatic life indigenous to the waterbody, including those species which normally migrate through the area, unless the activity's primary purpose is to impound water. Culverts placed in streams must be installed to maintain low flow conditions.
5. **Equipment.** Heavy equipment working in wetlands must be placed on mats, or other measures must be taken to minimize soil disturbance.
6. **Regional and Case-By-Case Conditions.** The activity must comply with any regional conditions which may have been added by the division engineer (see 33 CFR 330.4(e) and with any case specific conditions added by the Corps or by the State or tribe in its section 401 Water Quality Certification and Coastal Zone management Act consistency determination.

7. Wild and Scenic Rivers. No activity may occur in a component of the National Wild and Scenic River System; or in a river officially designated by Congress as a "study river" for possible inclusion in the system, while the river is in an official study status; unless the appropriate Federal agency, with direct management responsibility for such river, has determined in writing that the proposed activity will not adversely affect the Wild and Scenic River designation, or study status. Information on Wild and Scenic Rivers may be obtained from the appropriate Federal land management agency in the area (e.g., National Park Service, U.S. Forest Service, Bureau of Land Management, U.S. Fish and Wildlife Service).

8. Tribal Rights. No activity or its operation may impair reserved tribal rights, including, but not limited to, reserved water rights and treaty fishing and hunting rights.

9. Water Quality.

- (a) In certain States and tribal lands an individual Section 401 water quality certification must be obtained or waived (see 33 CFR 330.4(c)).
- (b) For NWPs 12, 14, 17, 18, 32, 39, 40, 42, 43, and 44, where the State or tribal 401 certification (either generically or individually) does not require or approve water quality management measures, the permittee must provide water quality management measures that will ensure that the authorized work does not result in more than minimal degradation of water quality (or the Corps determines that compliance with state or local standards, where applicable, will ensure no more than minimal adverse effect on water quality). An important component of water quality management includes stormwater management that minimizes degradation of the downstream aquatic system, including water quality (refer to General Condition 21 for stormwater management requirements). Another important component of water quality management is the establishment and maintenance of vegetated buffers next to open waters, including streams (refer to General Condition 19 for vegetated buffer requirements for the NWPs). This condition is only applicable to projects that have the potential to affect water quality. While appropriate measures must be taken, in most cases it is not necessary to conduct detailed studies to identify such measures or to require monitoring.

10. Coastal Zone Management. In certain states, an individual state coastal zone management consistency concurrence must be obtained or waived (see Section 330.4(d)).

11. Endangered Species.

(a) No activity is authorized under any NWP which is likely to jeopardize the continued existence of a threatened or endangered species or a species proposed for such designation, as identified under the Federal Endangered Species Act (ESA), or which is likely to destroy or adversely modify the critical habitat of such species. Non-federal permittees shall notify the District Engineer if any listed species or critical habitat might be affected or is in the vicinity of the project, or is located in the designated critical habitat and shall not begin work on the activity until notified by the District Engineer that the requirements of the ESA have been satisfied and that the activity is authorized. For activities that may affect Federally-listed endangered or threatened species or designated critical habitat, the notification must include the name(s) of the endangered

or threatened species that may be affected by the proposed work or that utilize the designated critical habitat that may be affected by the proposed work. As a result of formal or informal consultation with the FWS or NMFS, the District Engineer may add species-specific regional endangered species conditions to the NWP.

(b) Authorization of an activity by a NWP does not authorize the "take" of a threatened or endangered species as defined under the ESA. In the absence of separate authorization (e.g., an ESA Section 10 Permit, a Biological Opinion with "incidental take" provisions, etc.) from the USFWS or the National Marine Fisheries Service (NMFS), both lethal and non-lethal "takes" of protected species are in violation of the ESA. Information on the location of threatened and endangered species and their critical habitat can be obtained directly from the offices of the USFWS and NMFS or their World Wide Web pages at <http://www.fws.gov/r9endspp/endspp.html> and _____, respectively.

12. Historic properties. No activity which may affect historic properties listed, or eligible for listing, in the National Register of Historic Places is authorized, until the District Engineer has complied with the provisions of 33 CFR Part 325, Appendix C. The prospective permittee must notify the District Engineer if the authorized activity may affect any historic properties listed, determined to be eligible, or which the prospective permittee has reason to believe may be eligible for listing on the National Register of Historic Places, and shall not begin the activity until notified by the District Engineer that the requirements of the National Historic Preservation Act have been satisfied and that the activity is authorized. Information on the location and existence of historic resources can be obtained from the State Historic Preservation Office and the National Register of Historic Places (see 33 CFR 330.4(g)). For activities that may affect historic properties listed in, or eligible for listing in, the National Register of Historic Places, the notification must state which historic property may be affected by the proposed work or include a vicinity map indicating the location of the historic property.

13. Notification.

(a) **Timing:** where required by the terms of the NWP, the prospective permittee must notify the District Engineer with a preconstruction notification (PCN) as early as possible. The District Engineer must determine if the PCN is complete within 30 days of the date of receipt and can request the additional information necessary to make the PCN complete only once. However, if the prospective permittee does not provide all of the requested information, then the District Engineer will notify the prospective permittee that the PCN is still incomplete and the PCN review process will not commence until all of the requested information has been received by the District Engineer. The prospective permittee shall not begin the activity:

- (1) Until notified in writing by the District Engineer that the activity may proceed under the NWP with any special conditions imposed by the District or Division Engineer; or
- (2) If notified in writing by the District or Division Engineer that an individual permit is required; or
- (3) Unless 45 days have passed from the District Engineer's receipt of the

complete notification and the prospective permittee has not received written notice from the District or Division Engineer. Subsequently, the permittee's right to proceed under the NWP may be modified, suspended, or revoked only in accordance with the procedure set forth in 33 CFR 330.5(d)(2).

(b) **Contents of Notification:** The notification must be in writing and include the following information:

- (1) Name, address and telephone numbers of the prospective permittee;
- (2) Location of the proposed project;
- (3) Brief description of the proposed project; the project's purpose; direct and indirect adverse environmental effects the project would cause; any other NWP(s), Regional General Permit(s), or Individual Permit(s) used or intended to be used to authorize any part of the proposed project or any related activity. Sketches should be provided when necessary to show that the activity complies with the terms of the NWP (Sketches usually clarify the project and when provided result in a quicker decision.);
- (4) For NWP 7, 12, 14, 18, 21, 34, 38, 39, 40, 41, 42, and 43, the PCN must also include a delineation of affected special aquatic sites, including wetlands, vegetated shallows (e.g., submerged aquatic vegetation, seagrass beds), and riffle and pool complexes (see paragraph 13(f));
- (5) For NWP 7 (Outfall Structures and Maintenance), the PCN must include information regarding the original design capacities and configurations of those areas of the facility where maintenance dredging or excavation is proposed.
- (6) For NWP 14 (Linear Transportation Crossings), the PCN must include a compensatory mitigation proposal to offset permanent losses of waters of the US and a statement describing how temporary losses of waters of the US will be minimized to the maximum extent practicable;
- (7) For NWP 21 (Surface Coal Mining Activities), the PCN must include an Office of Surface Mining (OSM) or state-approved mitigation plan, if applicable. To be authorized by this NWP, the District Engineer must determine that the activity complies with the terms and conditions of the NWP and that the adverse environmental effects are minimal both individually and cumulatively and must notify the project sponsor of this determination in writing;
- (8) For NWP 27 (Stream and Wetland Restoration Activities), the PCN must include documentation of the prior condition of the site that will be reverted by the permittee.
- (9) For NWP 29 (Single-Family Housing), the PCN must also include:
 - (i) Any past use of this NWP by the individual permittee and/or the permittee's spouse;
 - (ii) A statement that the single-family housing activity is for a personal residence of the permittee;
 - (iii) A description of the entire parcel, including its size, and a delineation of wetlands. For the purpose of this NWP, parcels of land measuring 1/4 acre or less will not require a formal on-site delineation. However, the

applicant shall provide an indication of where the wetlands are and the amount of wetlands that exists on the property. For parcels greater than 1/4 acre in size, formal wetland delineation must be prepared in accordance with the current method required by the Corps. (See paragraph 13(f));

(iv) A written description of all land (including, if available, legal descriptions) owned by the prospective permittee and/or the prospective permittee's spouse, within a one mile radius of the parcel, in any form of ownership (including any land owned as a partner, corporation, joint tenant, co-tenant, or as a tenant-by-the-entirety) and any land on which a purchase and sale agreement or other contract for sale or purchase has been executed;

(10) For NWP 31 (Maintenance of Existing Flood Control Facilities), the prospective permittee must either notify the District Engineer with a PCN prior to each maintenance activity or submit a five year (or less) maintenance plan. In addition, the PCN must include all of the following:

- (i) Sufficient baseline information identifying the approved channel depths and configurations and existing facilities. Minor deviations are authorized, provided that the approved flood control protection or drainage is not increased;
- (ii) A delineation of any affected special aquatic sites, including wetlands; and,
- (iii) Location of the dredged material disposal site;

(11) For NWP 33 (Temporary Construction, Access, and Dewatering), the PCN must also include a restoration plan of reasonable measures to avoid and minimize adverse effects to aquatic resources;

(12) For NWPs 39, 43, and 44, the PCN must also include a written statement to the District Engineer explaining how avoidance and minimization for losses of waters of the US were achieved on the project site;

(13) For NWP 39 and NWP 42, the PCN must include a compensatory mitigation proposal to offset losses of waters of the US or justification explaining why compensatory mitigation should not be required. For discharges that cause the loss of greater than 300 linear feet of an intermittent stream bed, to be authorized, the District Engineer must determine that the activity complies with the other terms and conditions of the NWP, determine adverse environmental effects are minimal both individually and cumulatively, and waive the limitation on stream impacts in writing before the permittee may proceed;

(14) For NWP 40 (Agricultural Activities), the PCN must include a compensatory mitigation proposal to offset losses of waters of the US. This NWP does not authorize the relocation of greater than 300 linear-feet of existing serviceable drainage ditches constructed in non-tidal streams unless, for drainage ditches constructed in intermittent non-tidal streams, the District Engineer, waives this criterion in writing, and the District Engineer has determined that the project complies with all terms and conditions of this NWP, and that any adverse impacts of the project on the aquatic environment are minimal, both individually and

cumulatively;

(15) For NWP 43 (Stormwater Management Facilities), the PCN must include, for the construction of new stormwater management facilities, a maintenance plan (in accordance with state and local requirements, if applicable) and a compensatory mitigation proposal to offset losses of waters of the US. For discharges that cause the loss of greater than 300 linear feet of an intermittent stream bed, to be authorized, the District Engineer must determine that the activity complies with the other terms and conditions of the NWP, determine adverse environmental effects are minimal both individually and cumulatively, and waive the limitation on stream impacts in writing before the permittee may proceed;

(16) For NWP 44 (Mining Activities), the PCN must include a description of all waters of the US adversely affected by the project, a description of measures taken to minimize adverse effects to waters of the US, a description of measures taken to comply with the criteria of the NWP, and a reclamation plan (for all aggregate mining activities in isolated waters and non-tidal wetlands adjacent to headwaters and any hard rock/mineral mining activities);

(17) For activities that may adversely affect Federally-listed endangered or threatened species, the PCN must include the name(s) of those endangered or threatened species that may be affected by the proposed work or utilize the designated critical habitat that may be affected by the proposed work; and

(18) For activities that may affect historic properties listed in, or eligible for listing in, the National Register of Historic Places, the PCN must state which historic property may be affected by the proposed work or include a vicinity map indicating the location of the historic property.

(c) Form of Notification: The standard Individual Permit application form (Form ENG 4345) may be used as the notification but must clearly indicate that it is a PCN and must include all of the information required in (b) (1)-(18) of General Condition 13. A letter containing the requisite information may also be used.

(d) District Engineer's Decision: In reviewing the PCN for the proposed activity, the District Engineer will determine whether the activity authorized by the NWP will result in more than minimal individual or cumulative adverse environmental effects or may be contrary to the public interest. The prospective permittee may submit a proposed mitigation plan with the PCN to expedite the process. The District Engineer will consider any proposed compensatory mitigation the applicant has included in the proposal in determining whether the net adverse environmental effects to the aquatic environment of the proposed work are minimal. If the District Engineer determines that the activity complies with the terms and conditions of the NWP and that the adverse effects on the aquatic environment are minimal, after considering mitigation, the District Engineer will notify the permittee and include any conditions the District Engineer deems necessary. The District Engineer must approve any compensatory mitigation proposal before the permittee commences work. If the prospective permittee is required to submit a compensatory mitigation proposal with the PCN, the proposal may be either conceptual or detailed. If the prospective permittee elects to submit a compensatory mitigation plan with the PCN, the District

Engineer will expeditiously review the proposed mitigation plan. The District Engineer must review the plan within 45 days of receiving a complete PCN and determine whether the conceptual or specific proposed mitigation would ensure no more than minimal adverse effects on the aquatic environment. If the net adverse effects of the project on the aquatic environment (after consideration of the compensatory mitigation proposal) are determined by the District Engineer to be minimal, the District Engineer will provide a timely written response to the applicant. The response will state that the project can proceed under the terms and conditions of the NWP. If the District Engineer determines that the adverse effects of the proposed work are more than minimal, then the District Engineer will notify the applicant either:

- (1) That the project does not qualify for authorization under the NWP and instruct the applicant on the procedures to seek authorization under an Individual Permit;
- (2) that the project is authorized under the NWP subject to the applicant's submission of a mitigation proposal that would reduce the adverse effects on the aquatic environment to the minimal level; or
- (3) that the project is authorized under the NWP with specific modifications or conditions.

Where the District Engineer determines that mitigation is required in order to ensure no more than minimal adverse effects occur to the aquatic environment, the activity will be authorized within the 45-day PCN period. The authorization will include the necessary conceptual or specific mitigation or a requirement that the applicant submit a mitigation proposal that would reduce the adverse effects on the aquatic environment to the minimal level. When conceptual mitigation is included, or a mitigation plan is required under item (2) above, no work in waters of the US will occur until the District Engineer has approved a specific mitigation plan.

(e) Agency Coordination: The District Engineer will consider any comments from Federal and State agencies concerning the proposed activity's compliance with the terms and conditions of the NWPs and the need for mitigation to reduce the project's adverse environmental effects to a minimal level. For activities requiring notification to the District Engineer that result in the loss of greater than ½ acre of waters of the US, the District Engineer will provide immediately (e.g., via facsimile transmission, overnight mail, or other expeditious manner) a copy to the appropriate Federal or state offices (USFWS, state natural resource or water quality agency, EPA, State Historic Preservation Officer (SHPO), and, if appropriate, the NMFS). With the exception of NWP 37, these agencies will then have 10 calendar days from the date the material is transmitted to telephone or fax the District Engineer notice that they intend to provide substantive, site-specific comments. If so contacted by an agency, the District Engineer will wait an additional 15 calendar days before making a decision on the notification. The District Engineer will fully consider agency comments received within the specified time frame, but will provide no response to the resource agency, except as provided below. The District Engineer will indicate in the administrative record associated with each notification that the resource agencies' concerns were considered. As required by Section 305(b)(4)(B) of the Magnuson-Stevens Fishery Conservation and Management Act, the District Engineer will provide a response to NMFS within 30 days of receipt of any Essential Fish Habitat conservation recommendations. Applicants are encouraged to provide the Corps multiple copies of notifications to expedite agency notification.

(f) Wetland Delineations: Wetland Delineations must be prepared in accordance with the current method required by the Corps (For NWP 29 see paragraph (b)(9)(iii) for parcels less than 1/4-acre in size). The permittee may ask the Corps to delineate the special aquatic site. There may be some delay if the Corps does the delineation. Furthermore, the 45-day period will not start until the wetland delineation has been completed and submitted to the Corps, where appropriate.

14. Compliance Certification. Every permittee who has received NWP verification from the Corps will submit a signed certification regarding the completed work and any required mitigation. The certification will be forwarded by the Corps with the authorization letter and will include:

- (a) A statement that the authorized work was done in accordance with the Corps authorization, including any general or specific conditions;
- (b) A statement that any required mitigation was completed in accordance with the permit conditions; and
- (c) The signature of the permittee certifying the completion of the work and mitigation .

15. Use of Multiple Nationwide Permits. The use of more than one NWP for a single and complete project is prohibited, except when the acreage loss of waters of the US authorized by the NWPs does not exceed the acreage limit of the NWP with the highest specified acreage limit (e.g. if a road crossing over tidal waters is constructed under NWP 14, with associated bank stabilization authorized by NWP 13, the maximum acreage loss of waters of the US for the total project cannot exceed 1/3-acre).

16. Water Supply Intakes. No activity, including structures and work in navigable waters of the US or discharges of dredged or fill material, may occur in the proximity of a public water supply intake except where the activity is for repair of the public water supply intake structures or adjacent bank stabilization.

17. Shellfish Beds. No activity, including structures and work in navigable waters of the US or discharges of dredged or fill material, may occur in areas of concentrated shellfish populations, unless the activity is directly related to a shellfish harvesting activity authorized by NWP 4.

18. Suitable Material. No activity, including structures and work in navigable waters of the US discharges of dredged or fill material, may consist of unsuitable material (e.g. trash, debris, car bodies, asphalt, etc.) and material used for construction or discharged must be free from toxic pollutants in toxic amounts (see Section 307 of the CWA).

19. Mitigation. The District Engineer will consider the factors discussed below when determining the acceptability of appropriate and practicable mitigation necessary to offset adverse effects on the aquatic environment that are more than minimal.

- (a) The project must be designed and constructed to avoid and minimize adverse effects to waters of the US to the maximum extent practicable at the project site (i.e., on site).
- (b) Mitigation in all its forms (avoiding, minimizing, rectifying, reducing or compensating)

will be required to the extent necessary to ensure that the adverse effects to the aquatic environment are minimal.

(c) Compensatory mitigation at a minimum one-for-one ratio will be required for all wetland impacts requiring a PCN, unless the District Engineer determines in writing that some other form of mitigation would be more environmentally appropriate and provides a project-specific waiver of this requirement. Consistent with National policy, the District Engineer will establish a preference for restoration of wetlands as compensatory mitigation, with preservation used only in exceptional circumstances.

(d) Compensatory mitigation (i.e., replacement or substitution of aquatic resources for those impacted) will not be used to increase the acreage losses allowed by the acreage limits of some of the NWP. For example, 1/4-acre of wetlands cannot be created to change a 3/4-acre loss of wetlands to a 1/2-acre loss associated with NWP 39 verification. However, 1/2-acre of created wetlands can be used to reduce the impacts of a 1/2-acre loss of wetlands to the minimum impact level in order to meet the minimal impact requirement associated with NWPs.

(e) To be practicable, the mitigation must be available and capable of being done considering costs, existing technology, and logistics in light of the overall project purposes. Examples of mitigation that may be appropriate and practicable include, but are not limited to: reducing the size of the project; establishing and maintaining wetland or upland vegetated buffers to protect open waters such as streams; and replacing losses of aquatic resource functions and values by creating, restoring, enhancing, or preserving similar functions and values, preferably in the same watershed;

(f) Compensatory mitigation plans for projects in or near streams or other open waters will normally include a requirement for the establishment, maintenance, and legal protection (e.g., easements, deed restrictions) of vegetated buffers to open waters. In many cases, vegetated buffers will be the only compensatory mitigation required. Vegetated buffers should consist of native species. The width of the vegetated buffers required will address documented water quality or aquatic habitat loss concerns. Normally, the vegetated buffer will be 25 to 50 feet wide on each side of the stream, but the District Engineer may require slightly wider vegetated buffers to address documented water quality or habitat loss concerns. Where both wetlands and open waters exist on the project site, the Corps will determine the appropriate compensatory mitigation (e.g., stream buffers or wetlands compensation) based on what is best for the aquatic environment on a watershed basis. In cases where vegetated buffers are determined to be the most appropriate form of compensatory mitigation, the District Engineer may waive or reduce the requirement to provide wetland compensatory mitigation for wetland impacts.

(g) Compensatory mitigation proposals submitted with the "notification" may be either conceptual or detailed. If conceptual plans are approved under the verification, then the Corps will condition the verification to require detailed plans be submitted and approved by the Corps prior to construction of the authorized activity in waters of the US.

(h) Permittees may propose the use of mitigation banks, in-lieu fee arrangements or separate activity-specific compensatory mitigation. In all cases that require compensatory mitigation, the mitigation provisions will specify the party responsible for accomplishing and/or complying with the mitigation plan.

20. Spawning Areas. Activities, including structures and work in navigable waters of the US or

discharges of dredged or fill material, in spawning areas during spawning seasons must be avoided to the maximum extent practicable. Activities that result in the physical destruction (e.g., excavate, fill, or smother downstream by substantial turbidity) of an important spawning area are not authorized.

21. Management of Water Flows. To the maximum extent practicable, the activity must be designed to maintain preconstruction downstream flow conditions (e.g., location, capacity, and flow rates). Furthermore, the activity must not permanently restrict or impede the passage of normal or expected high flows (unless the primary purpose of the fill is to impound waters) and the structure or discharge of dredged or fill material must withstand expected high flows. The activity must, to the maximum extent practicable, provide for retaining excess flows from the site, provide for maintaining surface flow rates from the site similar to preconstruction conditions, and provide for not increasing water flows from the project site, relocating water, or redirecting water flow beyond preconstruction conditions. Stream channelizing will be reduced to the minimal amount necessary, and the activity must, to the maximum extent practicable, reduce adverse effects such as flooding or erosion downstream and upstream of the project site, unless the activity is part of a larger system designed to manage water flows. In most cases, it will not be a requirement to conduct detailed studies and monitoring of water flow. This condition is only applicable to projects that have the potential to affect waterflows. While appropriate measures must be taken, it is not necessary to conduct detailed studies to identify such measures or require monitoring to ensure their effectiveness. Normally, the Corps will defer to state and local authorities regarding management of water flow.

22. Adverse Effects From Impoundments. If the activity creates an impoundment of water, adverse effects to the aquatic system due to the acceleration of the passage of water, and/or the restricting its flow shall be minimized to the maximum extent practicable. This includes structures and work in navigable waters of the US, or discharges of dredged or fill material.

23. Waterfowl Breeding Areas. Activities, including structures and work in navigable waters of the US or discharges of dredged or fill material, into breeding areas for migratory waterfowl must be avoided to the maximum extent practicable.

24. Removal of Temporary Fills. Any temporary fills must be removed in their entirety and the affected areas returned to their preexisting elevation.

25. Designated Critical Resource Waters. Critical resource waters include, NOAA-designated marine sanctuaries, National Estuarine Research Reserves, National Wild and Scenic Rivers, critical habitat for Federally listed threatened and endangered species, coral reefs, state natural heritage sites, and outstanding national resource waters or other waters officially designated by a state as having particular environmental or ecological significance and identified by the District Engineer after notice and opportunity for public comment. The District Engineer may also designate additional critical resource waters after notice and opportunity for comment.

(a) Except as noted below, discharges of dredged or fill material into waters of the US are

not authorized by NWP 7, 12, 14, 16, 17, 21, 29, 31, 35, 39, 40, 42, 43, and 44 for any activity within, or directly affecting, critical resource waters, including wetlands adjacent to such waters. Discharges of dredged or fill materials into waters of the US may be authorized by the above NWP in National Wild and Scenic Rivers if the activity complies with General Condition 7. Further, such discharges may be authorized in designated critical habitat for Federally listed threatened or endangered species if the activity complies with General Condition 11 and the USFWS or the NMFS has concurred in a determination of compliance with this condition.

(b) For NWP 3, 8, 10, 13, 15, 18, 19, 22, 23, 25, 27, 28, 30, 33, 34, 36, 37, and 38, notification is required in accordance with General Condition 13, for any activity proposed in the designated critical resource waters including wetlands adjacent to those waters. The District Engineer may authorize activities under these NWP only after it is determined that the impacts to the critical resource waters will be no more than minimal.

26. Fills Within 100-Year Floodplains. For purposes of this General Condition, 100-year floodplains will be identified through the existing Federal Emergency Management Agency's (FEMA) Flood Insurance Rate Maps or FEMA-approved local floodplain maps.

(a) Discharges in Floodplain; Below Headwaters. Discharges of dredged or fill material into waters of the US within the mapped 100-year floodplain, below headwaters (i.e., five cfs), resulting in permanent above-grade fills, are not authorized by NWP 39, 40, 42, 43, and 44.

(b) Discharges in Floodway; Above Headwaters. Discharges of dredged or fill material into waters of the US within the FEMA or locally mapped floodway, resulting in permanent above-grade fills, are not authorized by NWP 39, 40, 42, and 44.

(c) The permittee must comply with any applicable FEMA-approved state or local floodplain management requirements.

27. Construction Period. For activities that have not been verified by the Corps and the project was commenced or under contract to commence by the expiration date of the NWP (or modification or revocation date), the work must be completed within 12-months after such date (including any modification that affects the project). For activities that have been verified and the project was commenced or under contract to commence within the verification period, the work must be completed by the date determined by the Corps. For projects that have been verified by the Corps, an extension of a Corps approved completion date may be requested. This request must be submitted at least one month before the previously approved completion date.

FURTHER INFORMATION

1. District Engineers have authority to determine if an activity complies with the terms and conditions of an NWP.
2. NWP do not obviate the need to obtain other Federal, state, or local permits, approvals, or authorizations required by law.
3. NWP do not grant any property rights or exclusive privileges.

4. NWP do not authorize any injury to the property or rights of others.
5. NWP do not authorize interference with any existing or proposed Federal project.

DEFINITIONS

Best Management Practices (BMPs): BMPs are policies, practices, procedures, or structures implemented to mitigate the adverse environmental effects on surface water quality resulting from development. BMPs are categorized as structural or non-structural. A BMP policy may affect the limits on a development.

Compensatory Mitigation: For purposes of Section 10/404, compensatory mitigation is the restoration, creation, enhancement, or in exceptional circumstances, preservation of wetlands and/or other aquatic resources for the purpose of compensating for unavoidable adverse impacts which remain after all appropriate and practicable avoidance and minimization has been achieved.

Creation: The establishment of a wetland or other aquatic resource where one did not formerly exist.

Enhancement: Activities conducted in existing wetlands or other aquatic resources that increase one or more aquatic functions.

Ephemeral Stream: An ephemeral stream has flowing water only during and for a short duration after, precipitation events in a typical year. Ephemeral streambeds are located above the water table year-round. Groundwater is not a source of water for the stream. Runoff from rainfall is the primary source of water for stream flow.

Farm Tract: A unit of contiguous land under one ownership that is operated as a farm or part of a farm.

Flood Fringe: That portion of the 100-year floodplain outside of the floodway (often referred to as "floodway fringe").

Floodway: The area regulated by Federal, state, or local requirements to provide for the discharge of the base flood so the cumulative increase in water surface elevation is no more than a designated amount (not to exceed one foot as set by the National Flood Insurance Program) within the 100-year floodplain.

Independent Utility: A test to determine what constitutes a single and complete project in the Corps regulatory program. A project is considered to have independent utility if it would be constructed absent the construction of other projects in the project area. Portions of a multi-phase project that depend upon other phases of the project do not have independent utility. Phases of a project that would be constructed even if the other phases were not built can be considered as separate single and complete projects with independent utility.

Intermittent Stream: An intermittent stream has flowing water during certain times of the year, when groundwater provides water from stream flow. During dry periods, intermittent streams may not have flowing water. Runoff from rainfall is a supplemental source of water for stream flow.

Loss of Waters of the US: Waters of the US that include the filled area and other waters that are permanently adversely affected by flooding, excavation, or drainage because of the regulated activity. Permanent adverse effects include permanent above-grade, at-grade, or below-grade fills that change an aquatic area to dry land, increase the bottom elevation of a waterbody, or change the use of a waterbody. The acreage of loss of waters of the US is the threshold measurement of the impact to existing waters for determining whether a project may qualify for an NWP; it is not a net threshold that is calculated after considering compensatory mitigation that may be used to offset losses of aquatic functions and values. The loss of stream bed includes the linear feet of stream bed that is filled or excavated. Impacts to ephemeral streams are not included in the linear foot measurement of loss of stream bed for the purpose of determining compliance with the linear foot limits of NWPs 39, 40, 42, and 43. Water of the US temporarily filled, flooded, excavated, or drained, but restored to preconstruction contours and elevations after construction, are not included in the measurement of loss of waters of the US.

Non-tidal Wetland: A non-tidal wetland is a wetland (i.e., a water of the US) that is not subject to the ebb and flow of tidal waters. The definition of a wetland can be found at 33 CFR 328.3(b). Non-tidal wetlands contiguous to tidal waters are located landward of the high tide line (i.e., spring high tide line).

Open Water: An area that, during a year with normal patterns of precipitation, has standing or flowing water for sufficient duration to establish an ordinary high water mark. Aquatic vegetation within the area of standing or flowing water is either non-emergent, sparse, or absent. Vegetated shallows are considered to be open waters. The term "open water" includes rivers, streams, lakes, and ponds. For the purposes of the NWPs, this term does not include ephemeral waters.

Perennial Stream: A perennial stream has flowing water year-round during a typical year. The water table is located above the stream bed for most of the year. Groundwater is the primary source of water for stream flow. Runoff from rainfall is a supplemental source of water for stream flow.

Permanent Above-grade Fill: A discharge of dredged or fill material into waters of the US, including wetlands, that results in a substantial increase in ground elevation and permanently converts part or all of the waterbody to dry land. Structural fills authorized by NWPs 3, 25, 36, etc. are not included.

Preservation: The protection of ecologically important wetlands or other aquatic resources in perpetuity through the implementation of appropriate legal and physical mechanisms. Preservation may include protection of upland areas adjacent to wetlands as necessary to ensure protection and/or enhancement of the overall aquatic ecosystem.

Restoration: Re-establishment of wetland and/or other aquatic resource characteristics and function(s) at a site where they have ceased to exist, or exist in a substantially degraded state.

Riffle and Pool Complex: Riffle and pool complexes are special aquatic sites under the 404(b)(1) Guidelines. Riffle and pool complexes sometimes characterize steep gradient sections of streams. Such stream sections are recognizable by their hydraulic characteristics. The rapid movement of water over a coarse substrate in riffles results in a rough flow, a turbulent surface, and high dissolved oxygen levels in the water. Pools are deeper areas associated with riffles. A slower stream velocity, a streaming flow, a smooth surface, and a finer substrate characterize pools.

Single and Complete Project: The term single and complete project is defined at 33 CFR 330.2(i) as the total project proposed or accomplished by one owner/developer or partnership or other association of owners/developers (see definition of independent utility). For linear projects, the single and complete project (i.e., a single and complete crossing) will apply to each crossing of a separate water of the US (i.e., a single waterbody) at that location. An exception is for linear projects crossing a single waterbody several times at separate and distant locations: each crossing is considered a single and complete project. However, individual channels in a braided stream or river, or individual arms of a large, irregularly shaped wetland or lake, etc., are not separate waterbodies.

Stormwater Management: Stormwater management is the mechanism for controlling stormwater runoff for the purposes of reducing downstream erosion, water quality degradation, and flooding and mitigating the adverse effects of changes in land use on the aquatic environment.

Stormwater Management Facilities: Stormwater management facilities are those facilities, including but not limited to, stormwater retention and detention ponds and BMPs, which retain water for a period of time to control runoff and/or improve the quality (i.e., by reducing the concentration of nutrients, sediments, hazardous substances and other pollutants) of stormwater runoff.

Stream Bed: The substrate of the stream channel between the ordinary high water marks. The substrate may be bedrock or inorganic particles that range in size from clay to boulders. Wetlands contiguous to the stream bed, but outside of the ordinary high water marks, are not considered part of the stream bed.

Stream Channelization: The manipulation of a stream channel to increase the rate of water flow through the stream channel. Manipulation may include deepening, widening, straightening, armoring, or other activities that change the stream cross-section or other aspects of stream channel geometry to increase the rate of water flow through the stream channel. A channelized stream remains a water of the US, despite the modifications to increase the rate of water flow.

Tidal Wetland: A tidal wetland is a wetland (i.e., water of the US) that is inundated by tidal waters. The definition of a wetland and tidal waters can be found at 33 CFR 328.3(b) and 33 CFR 328.3(f), respectively. Tidal waters rise and fall in a predictable and measurable rhythm or

cycle due to the gravitational pulls of the moon and sun. Tidal waters end where the rise and fall of the water surface can no longer be practically measured in a predictable rhythm due to masking by other waters, wind, or other effects. Tidal wetlands are located channelward of the high tide line (i.e., spring high tide line) and are inundated by tidal waters two times per lunar month, during spring high tides.

Vegetated Buffer: A vegetated upland or wetland area next to rivers, streams, lakes, or other open waters which separates the open water from developed areas, including agricultural land. Vegetated buffers provide a variety of aquatic habitat functions and values (e.g., aquatic habitat for fish and other aquatic organisms, moderation of water temperature changes, and detritus for aquatic food webs) and help improve or maintain local water quality. A vegetated buffer can be established by maintaining an existing vegetated area or planting native trees, shrubs, and herbaceous plants on land next to open-waters. Mowed lawns are not considered vegetated buffers because they provide little or no aquatic habitat functions and values. The establishment and maintenance of vegetated buffers is a method of compensatory mitigation that can be used in conjunction with the restoration, creation, enhancement, or preservation of aquatic habitats to ensure that activities authorized by NWP's result in minimal adverse effects to the aquatic environment. (See General Condition 19.)

Vegetated Shallows: Vegetated shallows are special aquatic sites under the 404(b)(1) Guidelines. They are areas that are permanently inundated and under normal circumstances have rooted aquatic vegetation, such as seagrasses in marine and estuarine systems and a variety of vascular rooted plants in freshwater systems.

Waterbody: A waterbody is any area that in a normal year has water flowing or standing above ground to the extent that evidence of an ordinary high water mark is established. Wetlands contiguous to the waterbody are considered part of the waterbody.

REGIONAL GENERAL CONDITIONS

1. Notifications for all Nationwide permits should include a location map (USGS topographical map) and project drawings on 8.5" x 11" paper.
2. Nationwide Permits shall not authorize any activity which impact bogs and/or fens.
3. No Nationwide permit may be used in Lake Erie for purposes of diverting water from the Great Lakes.
4. In order to determine if a project meets the terms and conditions of the Ohio EPA's 401 water quality certification, two copies of the following information is necessary:

(a) All wetland delineations must include the latest approved version of the Ohio Rapid Assessment Method (ORAM) for wetland evaluation, long form. (This will assist OEPA

in determining the category of wetland the applicant proposes to impact.)

(b) Photographs of the wetland.

NOTE: This information is in addition to the required information listed under General Condition 13 (Notification) of the NWP.

5. Notification is required for all work in the following designated Critical Resource Waters:

Special Habitat water of Lake Erie: Special habitat waters of Lake Erie including the shoreline, off shore islands, rock outcrops, and adjacent waters within the boundaries defined as 82 22' 30" West Longitude, 83 07' 30" West Longitude, 41 33' 00" North Latitude and 42 00' 00" North Latitude.

Piping Plover Critical Habitat: In Ohio, two areas have been designated critical habitat for the piping plover (*Charadrius melodus*) and are defined as lands 0.62 miles inland from normal high water line. Unit OH-1, extends from the mouth of Sawmill Creek to the western property boundary of Sheldon Marsh State Natural Area, Erie County, encompassing approximately 2.0 miles. Unit OH-2, extends from the eastern boundary line of Headland Dunes Nature Preserve to the western boundary of the Nature Preserve and Headland Dunes State Park, Lake County, encompassing approximately 0.5 mile.

Big and Little Darby Creeks (National Wild and Scenic River System): Big Darby Creek from Champaign-Union County line downstream to the Conrail railroad trestle and from the confluence with the Little Darby Creek downstream to the Scioto River. Little Darby Creek from the Lafayette-Plain City Road Bridge downstream to within 0.8 mile from the confluence with Big Darby Creek. Total designation is approximately 82 miles.

Little Beaver Creek (National Wild and Scenic River System): Little Beaver Creek main stem, from the confluence of West Fork with Middle Fork near Williamsport to mouth; North Fork from confluence of Brush Run and North Fork to confluence of North Fork with main stem at Fredericktown; Middle Fork from vicinity of Co. Rd. 901 (Elkton Road) bridge crossing to confluence of Middle Fork with West Fork near Williamsport; West Fork from vicinity of Co. Rd. 914 (Y-Camp Road) bridge crossing east to confluence of West Fork with Middle Fork near Williamsport. Total designation is 33 miles

Little Miami River: (Scenic component of the National System from Clifton to Foster) The portion from Foster to the Ohio River was designated a Recreational component of the National System. Total designation is 92 miles.

6. Notification is required for all activities in state Wild and Scenic Rivers (see list below). The following are **State Wild and Scenic Rivers**:

Little Miami River - Clermont County line at Loveland to headwaters, including North Fork, Clermont County line at Loveland to confluence with East Fork and from the confluence with East Fork to Ohio River. Miles designated (approximate): 105

Sandusky River - US Rt. 30 in Upper Sandusky to Roger Young Memorial Park in Fremont. Miles designated (approximate): 65

Olentangy River - Delaware Dam to Old Wilson Road in Worthington. Miles designated (approximate): 22

Little Beaver Creek - Wild segments - West Fork from 1/4 mile downstream from Twp. Rd. 914 to confluence with Middle Fork. North Fork from Twp. Rd. 952 to confluence with Little Beaver Creek. Little Beaver Creek from confluence of West and Middle Forks downstream to 3/4 mile north of Grimm's Bridge. Scenic segments - North Fork from Ohio-Pennsylvania line downstream to Jackman Road. Middle Fork from Elkton Rd. (Twp. Rd. 901) downstream to confluence with West Fork. Little Beaver Creek from 3/4 mile north of Grimm's Bridge downstream to the Ohio-Pennsylvania line. Miles designated (approximate): Wild 20, Scenic 16

Grand River - Wild segment - from Harpersfield covered bridge downstream to Norfolk and Western Railroad trestle south of Painesville. Scenic segment - from St. Rt. 322 bridge in Ashtabula County downstream to Harpersfield covered bridge. Miles designated (approximate): Scenic 33, Wild 23

Upper Cuyagoga River - Troy-Burton Township line in Geauga County to US Rt. 14. Miles designated (approximate): 25

Maumee River - Scenic segment - Ohio-Indiana line to St. Rt. 24 bridge west of Defiance. Recreational segment - St. Rt. 24 bridge west of Defiance to US Rt. 25 bridge near Perrysburg. Miles designated (approximate): Scenic 43, Recreational 53

Stillwater River System - Recreational segment - Englewood dam to confluence with Great Miami River. Scenic segments - Stillwater River from Riffle Road bridge in Darke Co. to Englewood dam. Greenville Creek from the Ohio-Indiana state line to the confluence with the Stillwater. Miles designated (approximate): Scenic 83, Recreational 10

Chagrin River - Aurora Branch from St. Rt. 82 bridge downstream to confluence with Chagrin. Chagrin River from confluence with Aurora Branch downstream to St. Rt. 6 bridge. East Branch from Heath Road bridge downstream to confluence with Chagrin. Miles designated (approximate): 49

Big and Little Darby Creeks - Big Darby Creek from the Champaign-Union County line downstream to the U.S. Rt. 40 Bridge, from the northern boundary of Battelle-Darby

Creek Metro Park to the confluence with the Little Darby Creek downstream to the Scioto River. Little Darby Creek from the Lafayette-Plain City Road Bridge downstream to the confluence with Big Darby Creek. Miles designated (approximate): 84

Kokosing River - Knox/Morrow County line to confluence with Mohican River. North Branch of Kokosing from confluence with East Branch downstream to confluence with main stem. Miles designated (approximate): 48

OHIO STATE CERTIFICATION GENERAL LIMITATIONS AND CONDITIONS (WATER QUALITY CERTIFICATION)

1. Streams

- a) Temporary or permanent impacts to intermittent and perennial streams for any single and complete project are limited to a maximum of two hundred (200) linear feet [except for NWP 3, 12, 21, 27, and 41];
- b) Temporary or permanent impacts to ephemeral streams for any single and complete project are limited to a maximum of three hundred (300) linear feet [except for NWP 3, 12, 21, 27, and 41];
- c) Temporary or permanent impacts to Exceptional Warmwater Habitat (EWH), Cold Water Habitat (CWH), Seasonal Salmonid (SS), or any equivalent designation, or with an antidegradation category of State Resource Water, Superior High Quality Water (except as it applies to Lake Erie), Outstanding National Resource Waters, or Outstanding High Quality Waters are prohibited [except for NWP 3 and maintenance activities covered under NWP 7, 12, and 33];
- d) Temporary or permanent impacts to the designated portions of national or state scenic rivers are prohibited [except for NWP 3 and maintenance activities under NWP 12];
- e) Stream reconstruction activities shall adhere to natural channel design techniques;
- f) Off-site stream or buffer improvements and/or mitigative measures required by the Corps:
 - i. In order of priority, these measures shall focus on 1) the stream segment being impacted, 2) upstream segments and tributaries, 3) the receiving stream. The measures should, to the extent practicable, consider the causes and sources of impairment of the stream where the measures would be undertaken if the stream is listed as impaired in the most recent final report submitted to the United States environmental protection agency by the director of Ohio EPA to fulfill the requirements of Section 303(d) of the Clean Water Act. The current list of impaired streams, as of the date of this certification, can be found on the Ohio EPA web site at (Tables 1 through 6):

ii. If the applicant cannot find appropriate mitigation on streams listed in section a) above, mitigation shall be in the Ohio EPA 8-digit watershed.

g) On-site stream or buffer improvements and/or mitigative measures required by the Corps:

- i. Vegetative buffers on both stream banks an appropriate length; and
- ii. A minimum width of 25 feet for preservation of existing vegetative buffers; or
- iii. A minimum width of 50 feet for re-vegetating buffers cleared during construction.

h) Compensatory mitigation for linear projects (e.g., highways) in streams may be mitigated for by the following, in descending order of practicability:

- i. Stream impacts associated with a linear project may be mitigated on-site, defined as within one mile of the linear project, in each Ohio EPA 8-digit watershed as shown in OAC 3745-1-54(F)(2); or
- ii. Stream impacts associated with a linear project may be mitigated at a single stream mitigation location or stream mitigation bank (if and when such a bank is established), acceptable to the director, within each Ohio EPA 8-digit watershed in which the impacts occur; or
- iii. If no stream mitigation bank, acceptable to the director, is located within the Ohio EPA 8-digit watershed in which the impact occurs, then mitigation may occur in another Ohio EPA 8-digit watershed impacted by the linear project; at a single stream mitigation location, or a stream mitigation bank acceptable to the director; or
- iv. In no stream mitigation bank exists within any of the watersheds connected with the linear project, then mitigation should occur within the watershed in which the largest impacts (in terms of area) occur.

2. Wetlands

- a) Temporary or permanent impacts to Category 3 wetlands are prohibited.
- b) Temporary or permanent impacts to Category 1 and 2 wetlands for any single and complete project are limited to a maximum total of ½ acre [except for NWP 21 & 27].
- c) Wetland mitigation shall adhere to the requirements set forth in Ohio EPA's Wetland Water Quality Standards (OAC 3745-1-50 through 54). [In the event that suitable mitigation cannot be located on-site (within one mile) or within the watershed, mitigation may be located outside of the watershed if there are significant ecological reasons to do so].

3. General

a) Impacts shall be measured linearly from upstream to downstream, including the length of stream impoundments, when calculating the total length of stream impacts [except for NWP 12, for which impacts shall be measured bank-to-bank].

b) NWPs cannot be combined to increase any of the aforementioned limitations.

c) Authorization under this Certification does not relieve the permittee from the responsibility of obtaining any other federal, state or local permits, approvals or authorizations required by law including without limitation, National Pollutant Discharge Elimination System (NPDES) permits or Permits to install (PTIs).

d) In order to control pollution of public waters by soil sediment from accelerated stream channel erosion and flood plain erosion caused by accelerated stormwater runoff from development areas, permittees shall comply with Ohio Administrative Code 1501:15-1-05 Stream Channel and Floodplain Erosion, or successor rule, as applicable to the project pursuant to OAC 1501:15-1-02.

e) OAC 1501:15-1-05 states that the peak rates of runoff from an area after development may be no greater than the peak rates of runoff from the same area before development for all twenty-four-hour storms from one to one-hundred-year frequency.

f) Locally required post development stormwater ponds shall incorporate specific design features for water quality such as those listed in Chapter One of the Ohio Department of Natural Resource's Rainwater and Land Development: Ohio's Standards for Stormwater Management, Land Development and Urban Stream Protection, 2nd Ed. Mecklenburg, Dan. Ohio Department of Natural Resources, Division of Soil and Water Conservation, 1996 (or successor document), to the extent allowed by local stormwater requirements. These features include: infiltration trenches, extended detention, wet pools, forebays, aquatic benches and wetlands, optimum flow length, reverse flow pipe, optimum pool depth, shading and buffer plants, and runoff reuse.

g) The Best Management Practices (BMPs) listed below shall be utilized with all NWPs when applicable.

- i. The filling of, and discharge of dredged material into, Category 3 wetlands is prohibited under this permit;
- ii. Only suitable material, free of toxic contaminants in other than trace quantities, shall be used as fill material;
- iii. The use of asphalt and rubber tires as fill is prohibited under this permit;
- iv. All hydric topsoil removed from a trench shall be separated and saved for later placement as the topmost backfill layer when the trench is refilled;
- v. The stockpiling of side-cast dredged material in wetlands in excess of three (3) months is prohibited;
- vi. The applicant will comply with all requirements for final stabilization of the site contained in applicable NPDES construction stormwater permits for the site;

vii. Vegetated buffer strips extending to the top of both stream banks and beyond as stipulated by the Corps or Ohio EPA, using native tree and shrub species with rapid growth characteristics, shall be planted as soon as practicable after impacting stream channel slopes;

viii. Impacts to surface water buffer vegetation shall be minimized to the maximum extent practicable;

ix. Excavating equipment shall not be placed below the Ordinary High Water Mark (OHWM) of any surface water, except when no other alternative is practicable. When no other alternative is practicable to placing excavating equipment below the OHWM, entry to surface waters shall be through a single point of access per stream bank whenever practicable to minimize disturbance to buffer vegetation;

x. In-stream activities shall not result in the permanent destabilization of the stream banks or stream bed so that aquatic habitat from turbidity, erosion or scouring is minimized;

xi. In-stream work shall be conducted during low-flow conditions whenever practicable in order to minimize adverse impacts to water quality away from the project site, except in cases of emergency situations which threaten life or property;

xii. All dredged material placed at an upland site shall be controlled so that sediment runoff to remaining streams and wetlands is minimized to the maximum extent practicable; and

xiii. Disturbed areas shall be controlled so that sediment runoff to remaining streams and wetlands is minimized to the maximum extent practicable.

and/or local government officials to insure that the project complies with their requirements.

INFORMATION ON NATIONWIDE PERMIT VERIFICATION

Verification of the applicability of this Nationwide permit is valid for two years from the date of affirmation unless the Nationwide permit is modified, suspended or revoked. This verification will remain valid for two years if during this two year period the Nationwide permit is reissued without modification or your activity complies with any subsequent permit modification. Please note that if you commence or are under contract to commence this activity in reliance of your permit prior to the date this Nationwide permit is suspended or revoked, or is modified such that your activity no longer complies with the terms and conditions, you have twelve months from the date of permit modification, expiration, or revocation to complete the activity under the present terms and conditions of this permit, unless this permit has been subject to the provisions of discretionary authority.

It is your responsibility to remain informed of changes to the Nationwide Permit program. A public notice announcing any changes will be issued when they occur. Finally, note that if your activity is not undertaken within the two year period or the project specifications have changed, you must immediately notify this office to determine the need for further approval or reverification.

Possession of this permit does not obviate you of the need to contact all appropriate state

GENERAL INFORMATION

INTRODUCTION

THIS PROJECT CONSISTS OF THE IMPROVEMENT OF APPROXIMATELY 4500 FEET OF ROADWAY AT THE INTERSECTION OF STATE ROUTE 57 AND STATE ROUTE 162 IN MONTVILLE TOWNSHIP.

GEOLOGY AND OBSERVATIONS

GENERALIZED GEOLOGIC REFERENCES REPORT THAT THE SITE WAS GLACIATED BY THE WISCONSINAN GLACIER. THE GLACIAL DRIFT HAS FAIR THICKNESS, GENERALLY FROM 35 TO 65 FEET. THE BEDROCK IN THE AREA CONSISTS OF SHALES AND SHALY SANDSTONES ABOUT THE MIDDLE OF THE LOGAN FORMATION.

EXPLORATION

THE INITIAL EXPLORATION CONSISTED OF DRILLING 12 BORINGS. THE BORINGS WERE SPACED AT INTERVALS OF APPROXIMATELY 400 FEET ALONG THE PROPOSED ALIGNMENTS AND WERE DRILLED TO DEPTHS RANGING FROM 10 TO 20 FEET. THE BORINGS WERE DRILLED BETWEEN APRIL 18 AND APRIL 26, 2001 USING TRUCK-MOUNTED AND ATV-MOUNTED DRILL RIGS. FIVE SUPPLEMENTAL BORINGS WERE DRILLED TO BETTER DEFINE THE EXTENT OF SOFT ORGANIC SOILS ENCOUNTERED IN BORING B-3. THE BORINGS WERE DRILLED TO DEPTHS RANGING FROM 10.0 TO 23.8 FEET ON SEPTEMBER 24, 25 AND 26, 2001 USING TRUCK-MOUNTED AND ATV-MOUNTED DRILL RIGS.

INVESTIGATIONAL FINDINGS

THE BORINGS ENCOUNTERED SUBGRADE SOILS CONSISTING PRIMARILY OF SILT AND CLAY (A-6a). IN ADDITION, GRAVEL WITH SAND AND SILT (A-2-4), GRAVEL WITH SAND, SILT AND CLAY (A-2-6), AND SANDY SILT (A-4a) WERE ALSO ENCOUNTERED.

FILL AND/OR POSSIBLE FILL WAS ENCOUNTERED IN BORINGS B-3, B-5, B-6 AND B-7. THE FILL CONSISTED OF GRAVEL WITH SAND AND SILT (A-2-4), SANDY SILT (A-4a), AND SILT AND CLAY (A-6a).

BORING B-3, DRILLED AT S.R. 57 STATION 396+99, ENCOUNTERED VERY SOFT TO MEDIUM STIFF ORGANIC SILTS AND CLAYS, (A-4a, A-6b, A-7-5). THESE SOILS HAD NATURAL/OVEN DRIED LIQUID LIMIT RATIOS RANGING FROM 0.66 TO 0.87 AND MOISTURE CONTENTS OF 71 AND 60 PERCENT.

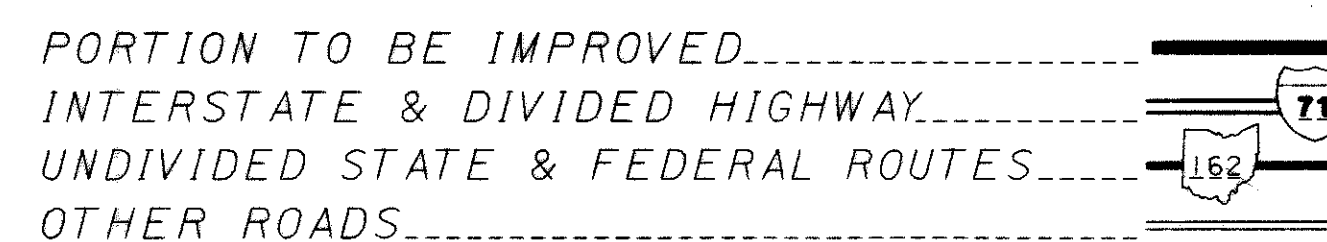
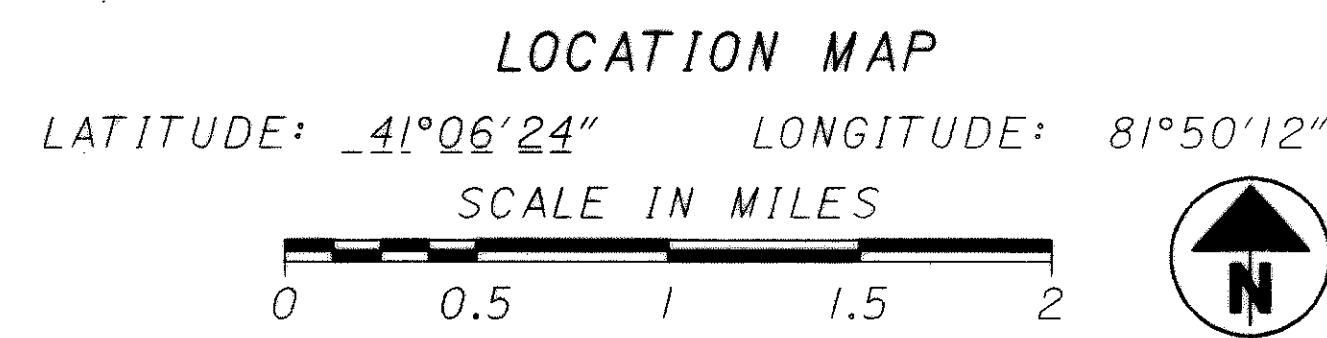
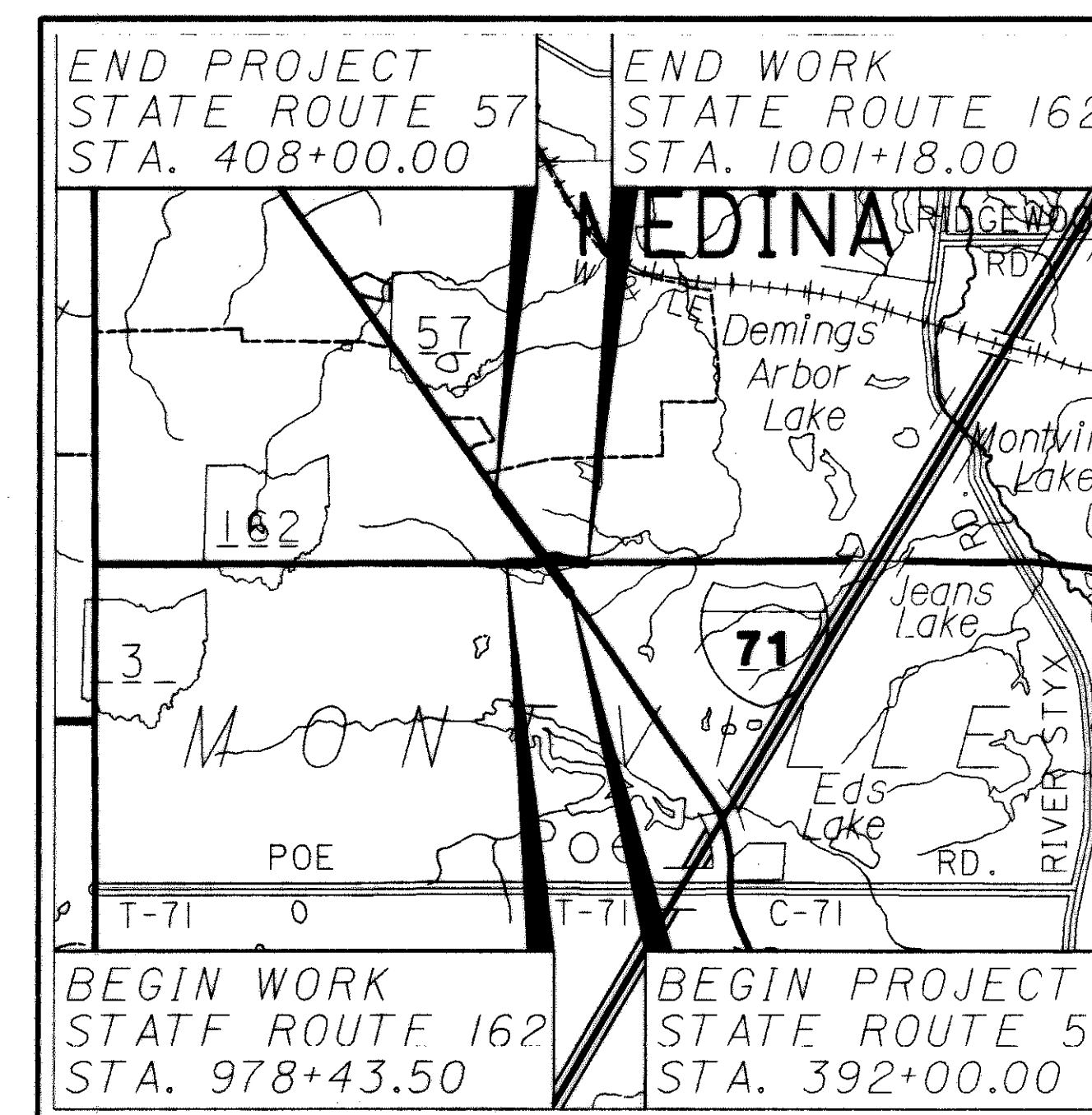
THE SUPPLEMENTAL BORINGS GENERALLY ENCOUNTERED SILT AND CLAY (A-6a) OVERLAYING HIGHLY WEATHERED TO DECOMPOSED SANDSTONE. THE UPPER 3.0 TO 10.5 FEET OF SOIL CONSISTED OF FILL OR POSSIBLE FILL. A SOFT TO MEDIUM STIFF ZONE WAS PRESENT IN BORING S-3, HOWEVER, SOFT ORGANIC SOILS SIMILAR TO THOSE ENCOUNTERED IN BORING S-3 WERE NOT ENCOUNTERED IN THE SUPPLEMENTAL BORINGS.

STATE ROUTE 57					
FROM	TO	PLAN VIEW SHEET	PROFILE SHEET	CUT MAX. (FT.)	FILL EMB. MAX. (FT.)
389+00	400+00	3	3	-	15
400+00	409+00	4	4	4	-

STATE ROUTE 162					
FROM	TO	PLAN VIEW SHEET	PROFILE SHEET	CUT MAX. (FT.)	FILL EMB. MAX. (FT.)
977+00	989+00	5	5	5	7
989+00	1002+00	6	6	2	18

LEGEND FOR PROJECT - AVERAGE RESULTS OF TESTS - 14 SAMPLES TESTED

DESCRIPTION	ODOT CLASS	% AGG.	% C. SAND	% F. SAND	% SILT	% CLAY	LIQUID LIMIT	PLASTICITY INDEX	WATER CONTENT	SAMPLES TESTED
GRAVEL WITH SAND AND SILT	A-2-4(0)	47	14	13	17	13	26	9	11	1
GRAVEL W/ SAND, SILT AND CLAY	A-2-6	VISUAL CLASSIFICATION								
SANDY SILT	A-4a(6)	7	10	21	39	23	25	9	17	4
SILT AND CLAY	A-6a(9)	6	6	14	42	32	30	13	17	6
SILTY CLAY	A-6b(9)	21	4	12	35	28	37	19	47	2
ELASTIC CLAY	A-7-5(11)	23	4	11	40	22	56	20	60	1
WEATHERED SHALE	- - -	VISUAL CLASSIFICATION								
WEATHERED SILTSTONE	- - -	VISUAL CLASSIFICATION								
WEATHERED SANDSTONE	- - -	VISUAL CLASSIFICATION								
TR	TOP OF ROCK									
AUGER BORING - PLAN VIEW										
DRIVE SAMPLE AND/OR CORE BORING - PROFILE VIEW										
W	FREE WATER									
STATIC WATER LEVEL										
●	WATER CONTENT NEARLY EQUAL TO OR GREATER THAN LIQUID LIMIT									
INDICATES A NON PLASTIC MATERIAL WITH A HIGH WATER CONTENT										
X/Y/Z	NUMBER OF BLOWS FOR "STANDARD PENETRATION" TEST X=NUMBER OF BLOWS FOR FIRST 6 INCHES Y=NUMBER OF BLOWS FOR SECOND 6 INCHES Z=NUMBER OF BLOWS FOR THIRD 6 INCHES									
W.O.H.	WEIGHT OF HAMMER									
NOTE: FIGURES BESIDE BORINGS INDICATE WATER CONTENT IN PERCENT e.g. 15										



NOTES

ALL AVAILABLE SOIL AND BEDROCK INFORMATION WHICH CAN BE CONVENIENTLY SHOWN ON THE SOIL PROFILE SHEETS HAS BEEN SO REPORTED. ADDITIONAL SUBSURFACE INVESTIGATIONS, SOIL TESTS, AND BEDROCK BORINGS MAY HAVE BEEN MADE TO STUDY SOME SPECIAL ASPECT OF THE PROJECT. COPIES OF THIS DATA, IF ANY, MAY BE INSPECTED IN THE DISTRICT DEPUTY DIRECTOR'S OFFICE, THE OFFICE OF MATERIALS MANAGEMENT AT 1600 WEST BROAD STREET, THE OFFICE OF ROADWAY ENGINEERING OR THE OFFICE OF STRUCTURAL ENGINEERING AT 1980 WEST BROAD STREET.

CALCULATED
R/JH
CHECKED
BEW

SOIL PROFILE
LEGEND

MED-57-7.34

SUMMARY OF SOIL TEST DATA

NOTE: NP SHOWN IN LIQUID LIMIT AND PLASTICITY INDEX COLUMNS INDICATES THAT THE MATERIAL IS NON-PLASTIC.

* DENOTES SAMPLE TAKEN AT OR NEAR GRADE

STATE ROUTE 57

Station & Offset	Depth From To	% Agg	% C.S.	% F.S.	% Silt	% Clay	LL	PI	% W.C.	ODOT Class	
389+10 8.9' ft. Lt.	0.0 - 1.0	ASPHALT CONCRETE (VISUAL)									VISUAL
	1.0 - 3.0	BROWN SILT AND CLAY (VISUAL)									A-6a
	3.0 - 5.5	5	7	15	45	28	27	10	22	A-4a	
	5.5 - 10.0	BROWN SILT AND CLAY (VISUAL)									A-6a
392+97 8.2 ft. Rt.	0.0 - 1.0	ASPHALT CONCRETE (VISUAL)									VISUAL
	1.0 - 8.0	17	6	11	35	31	29	12	13	A-6a	
	8.0 - 10.0	GRAY SILT AND CLAY (VISUAL)									A-6a
395+00 10 ft. Rt.	0.0 - 0.8	ASPHALT CONCRETE (VISUAL)									VISUAL
	0.8 - 16.5	BROWN SILT AND CLAY (VISUAL)									VISUAL
	16.5 - 21.0	GRAY WEATHERED SANDSTONE (VISUAL)									VISUAL
395+85 40 ft. Lt.	0.0 - 0.3	TOPSOIL (VISUAL)									VISUAL
	0.3 - 8.0	BROWN SILT AND CLAY (VISUAL)									VISUAL
	8.0 - 10.0	GRAY WEATHERED SANDSTONE (VISUAL)									VISUAL
396+05 40 ft. Rt.	0.0 - 3.0	BROWN SILT AND CLAY (VISUAL)									VISUAL
	3.0 - 10.0	GRAY WEATHERED SANDSTONE (VISUAL)									VISUAL
396+50 70 ft. Lt.	0.0 - 0.3	TOPSOIL (VISUAL)									VISUAL
	0.3 - 3.0	FILL: BROWN SILT AND CLAY (VISUAL)									A-6a
	3.0 - 8.0	FILL: BROWN AND GRAY SILT AND CLAY (VISUAL)									A-6a
	8.0 - 10.0	GRAY SILT AND CLAY (VISUAL)									A-6a
396+99 8.5 ft. Lt.	0.0 - 1.0	ASPHALT CONCRETE (VISUAL)									VISUAL
	1.0 - 3.0	FILL: BROWN SILT AND CLAY (VISUAL)									A-6a
	3.0 - 8.0	FILL: BROWN SANDY SILT (VISUAL)									A-4a
	8.0 - 10.5	10	10	22	41	17	23	9	17	A-4a	
	10.5 - 13.0	26	5	12	33	24	37	18	71	A-6b	
	13.0 - 15.5	23	4	11	40	22	56	20	60	A-7-5	
15.5 - 20.0	GRAY GRAVEL WITH SAND AND SILT (VISUAL)									A-2-4	
398+00 60 ft. Rt.	0.0 - 0.4	ASPHALT CONCRETE (VISUAL)									VISUAL
	0.4 - 3.0	GRAY SILT AND CLAY (VISUAL)									VISUAL
	3.0 - 10.5	BROWN SILT AND CLAY (VISUAL)									VISUAL
	10.5 - 15.5	GRAY SILT AND CLAY (VISUAL)									VISUAL
	15.5 - 23.8	GRAY WEATHERED SANDSTONE (VISUAL)									VISUAL
400+98 9.9 ft. Rt.	0.0 - 1.0	ASPHALT CONCRETE (VISUAL)									VISUAL
	1.0 - 15.0	5	5	10	44	36	32	14	16	A-6a	
405+00 5.0 ft. Lt.	0.0 - 1.0	ASPHALT CONCRETE (VISUAL)									VISUAL
	1.0 - 3.0	FILL: GRAY SILT AND CLAY (VISUAL)									A-6a
3.0 - 15.0	7	8	15	40	30	27	11	14	A-6a		

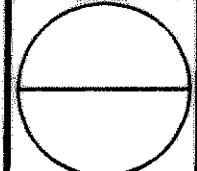
STATE ROUTE 162

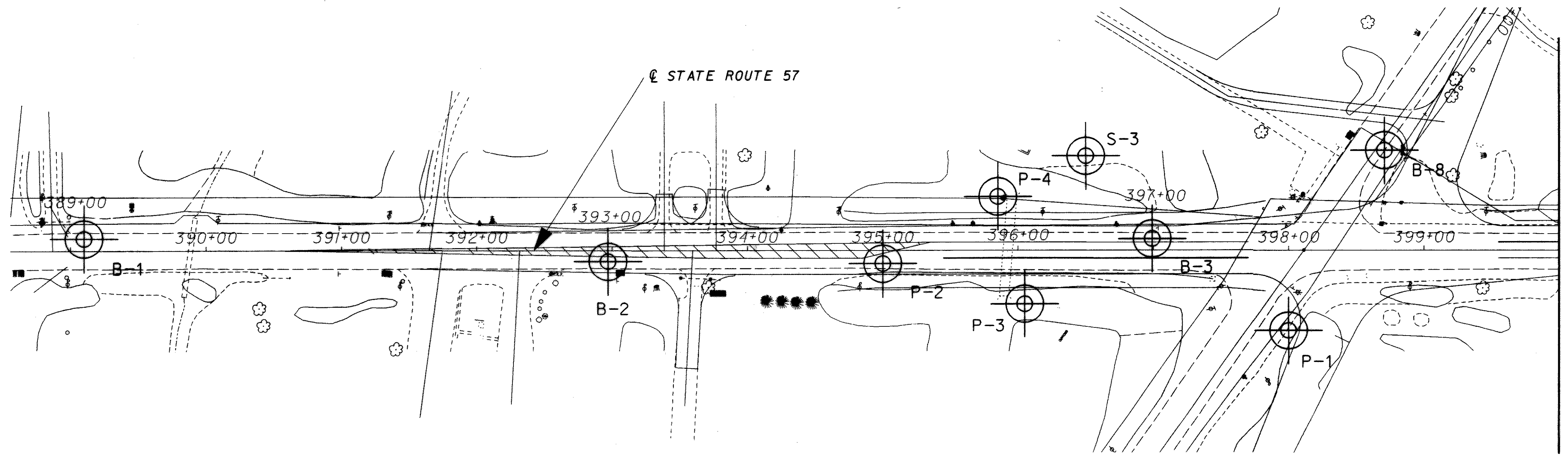
Station & Offset	Depth From To	% Agg	% C.S.	% F.S.	% Silt	% Clay	LL	PI	% W.C.	ODOT Class	
977+88 8.0 ft. Lt.	0.0 - 0.8	ASPHALT CONCRETE AND AGGREGATE BASE (VISUAL)									VISUAL
	0.8 - 3.0	43	14	13	17	13	26	9	11	A-2-4	
	3.0 - 8.0	BROWN SILT AND CLAY (VISUAL)									A-6a
	8.0 - 10.0	BROWN GRAVEL WITH SAND AND SILT (VISUAL)									A-2-4
981+98 10.3 ft. Rt.	0.0 - 0.8	ASPHALT CONCRETE AND AGGREGATE BASE (VISUAL)									VISUAL
	0.8 - 3.0	5	5	12	39	39	30	13	17	A-6a*	
	3.0 - 8.0	POSSIBLE FILL: GRAY SANDY SILT (VISUAL)									A-4a
	8.0 - 10.0	BROWN AND GRAY GRAVEL WITH SAND, SILT, AND CLAY (VISUAL)									A-2-6
986+39 29.9 ft. Rt.	0.0 - 0.5	ASPHALT CONCRETE AND AGGREGATE BASE (VISUAL)									VISUAL
	0.5 - 3.0	5	8	15	41	31	26	10	14	A-4a*	
	3.0 - 10.0	BROWN SILT AND CLAY (VISUAL)									A-6a
987+75 153.3 ft. Rt.	0.0 - 1.0	ASPHALT CONCRETE (VISUAL)									VISUAL
	1.0 - 3.0	FILL: BROWN SILT AND CLAY (VISUAL)									A-6a
	3.0 - 8.0	FILL: BROWN SANDY SILT (VISUAL)									A-4a
	8.0 - 10.5	10	10	22	41	17	23	9	17	A-4a	
	10.5 - 13.0	26	5	12	33	24	37	18	71	A-6b	
	13.0 - 15.5	23	4	11	40	22	56	20	60	A-7-5	
15.5 - 20.0	GRAY GRAVEL WITH SAND AND SILT (VISUAL)									A-2-4	
990+00 1.0 ft. Lt.	0.0 - 0.5	TOPSOIL (VISUAL)									VISUAL
	0.5 - 3.0	3	5	20	51	21	36	14	27	A-6a*	
	3.0 - 10.0	BROWN SILT AND CLAY (VISUAL)									A-6a
993+85 6.1 ft. Rt.	0.0 - 0.7	TOPSOIL (VISUAL)									VISUAL
	0.7 - 4.3	16	3	12	36	33	36	20	23	A-6b	
	4.3 - 5.5	GRAY DECOMPOSED SHALE (VISUAL)									VISUAL
	5.5 - 8.7	GRAY WEATHERED SILTSTONE (VISUAL)									VISUAL
997+32 6.5 ft. Rt.	0.0 - 1.0	ASPHALT CONCRETE AND AGGREGATE BASE (VISUAL)									VISUAL
	1.0 - 6.5	8	15	32	28	17	24	8	13	A-4a*	
	6.5 - 8.0	GRAY GRAVEL WITH SAND AND SILT (VISUAL)									A-2-4
	8.0 - 14.1	BROWN GRAVEL WITH SAND, SILT, AND CLAY (VISUAL)									A-2-6
1000+45 3.3 ft. Lt.	0.0 - 0.8	ASPHALT CONCRETE AND AGGREGATE BASE (VISUAL)									VISUAL
	0.8 - 14.5	2	6	17	41	34	26	12	13	A-6a*	
14.5 - 15.0	GRAY SILT AND CLAY (VISUAL)									A-6a	

CALCULATED
RUB
CHECKED
BEW

SOIL PROFILE

MED-57-7.34





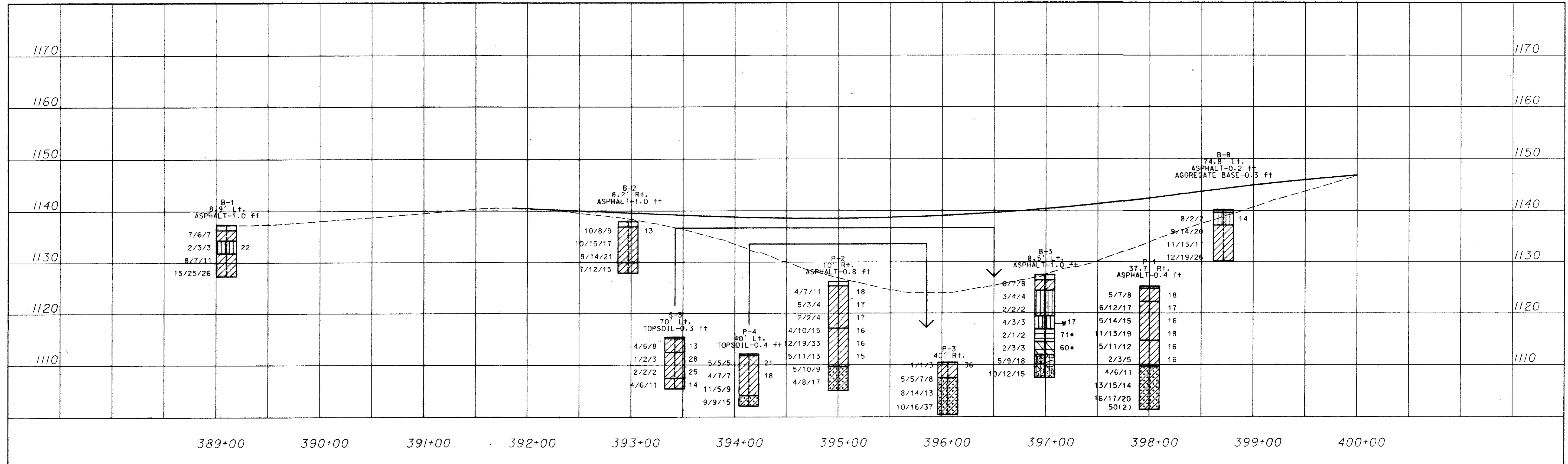
MATCH LINE 400+00 STATE ROUTE 57



0 25 50 100
HORIZONTAL
SCALE IN FEET

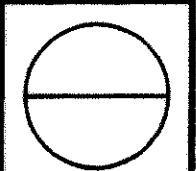
CALCULATED
R/JH
CHECKED
BEW

**SOIL PROFILE - S.R. 57
STA. 389+00 TO STA. 400+00**

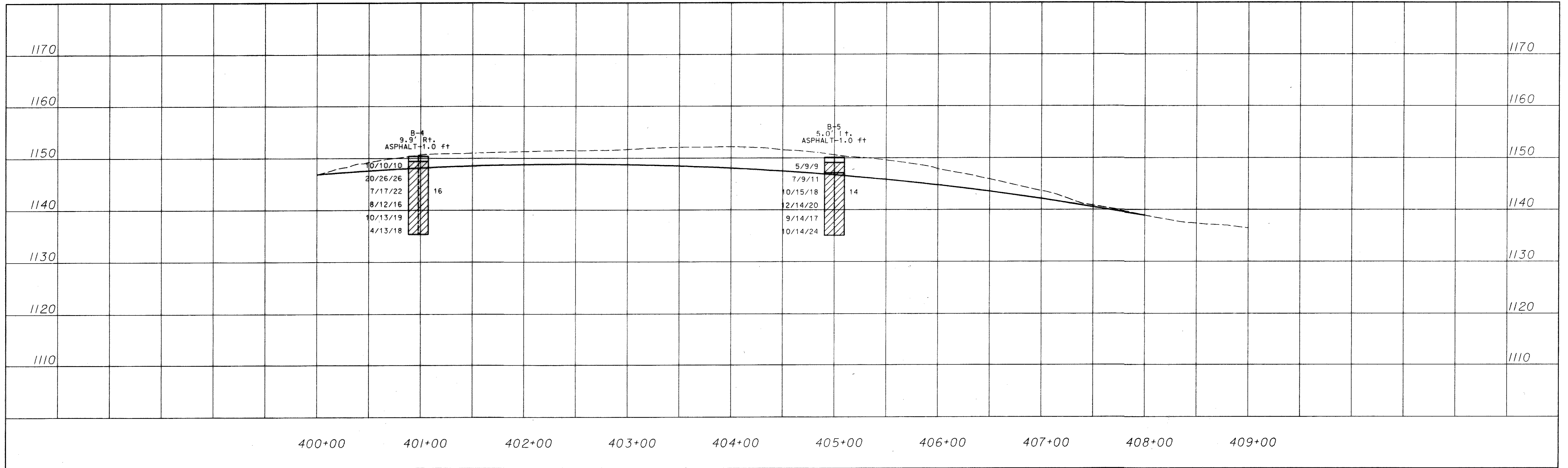
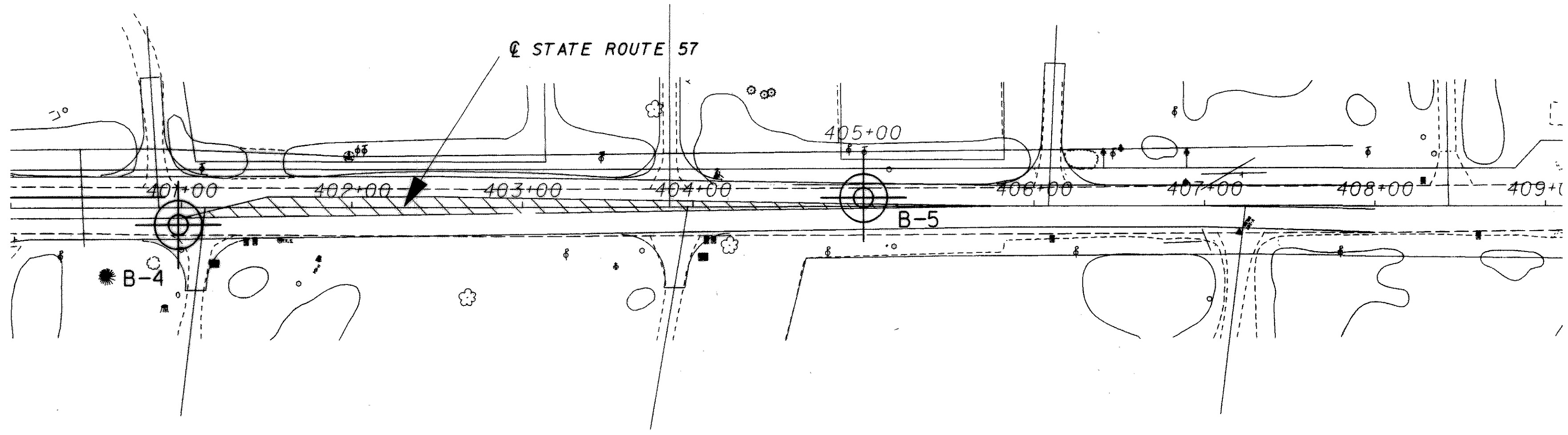


MED-57-7.34

3/6



MATCH LINE 400+00 STATE ROUTE 57

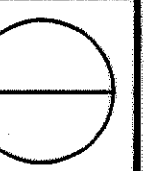


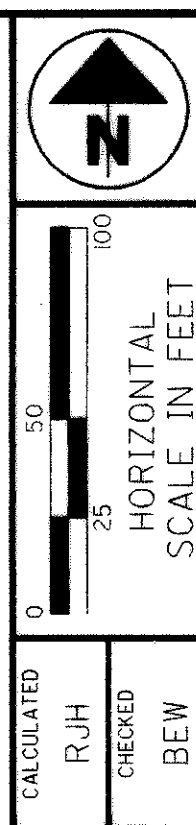
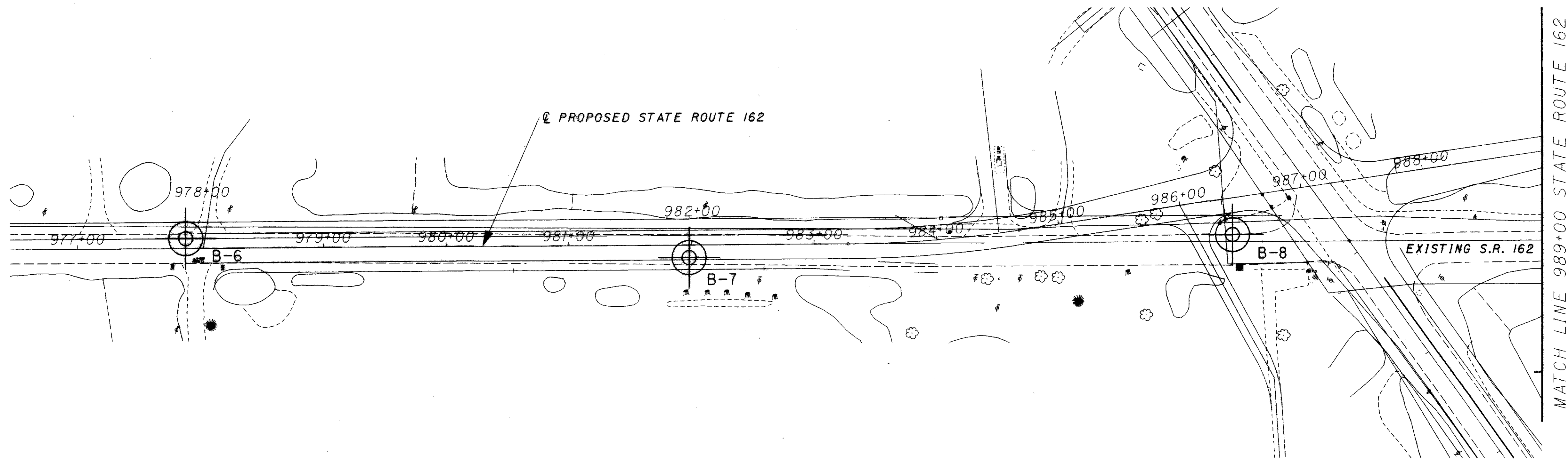
CALCULATED
R/JH
CHECKED
BEW

**SOIL PROFILE - S.R. 57
STA. 400+00 TO STA. 409+00**

MED-57-7.34

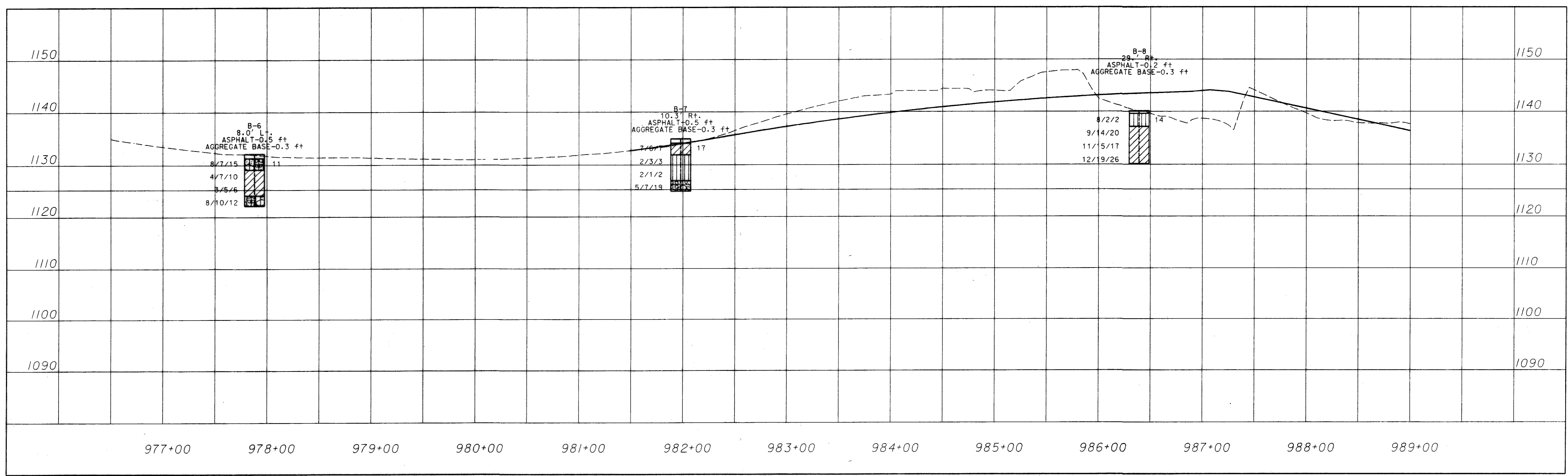
4/6



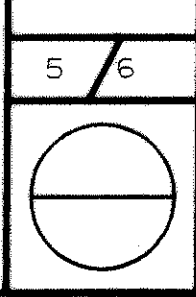


CALCULATED
R/JH
CHECKED
BEW

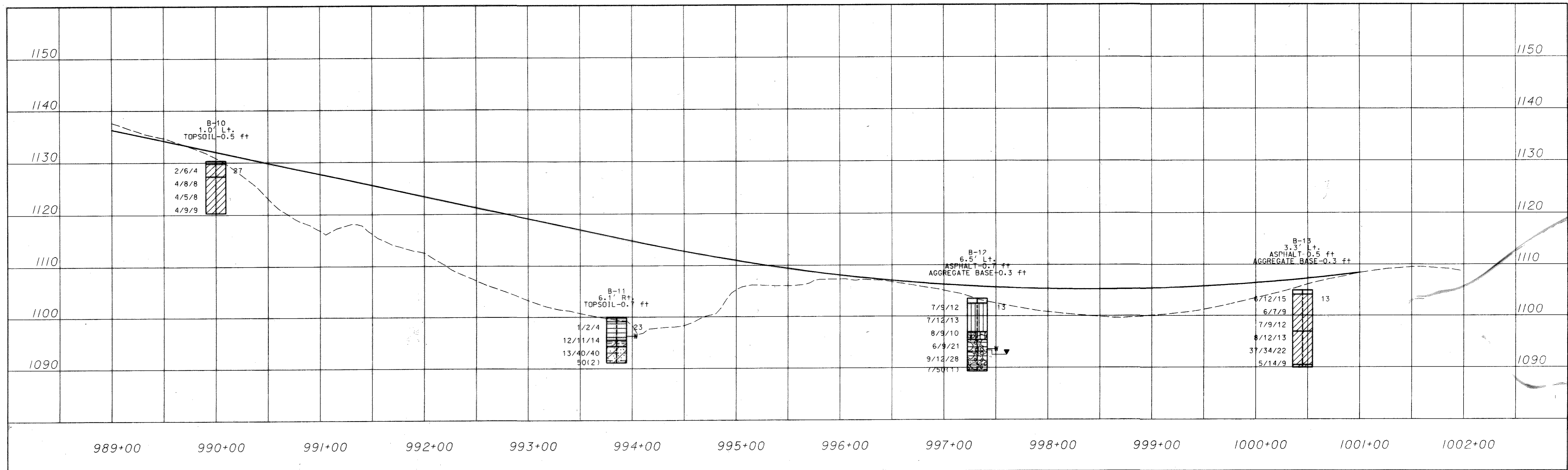
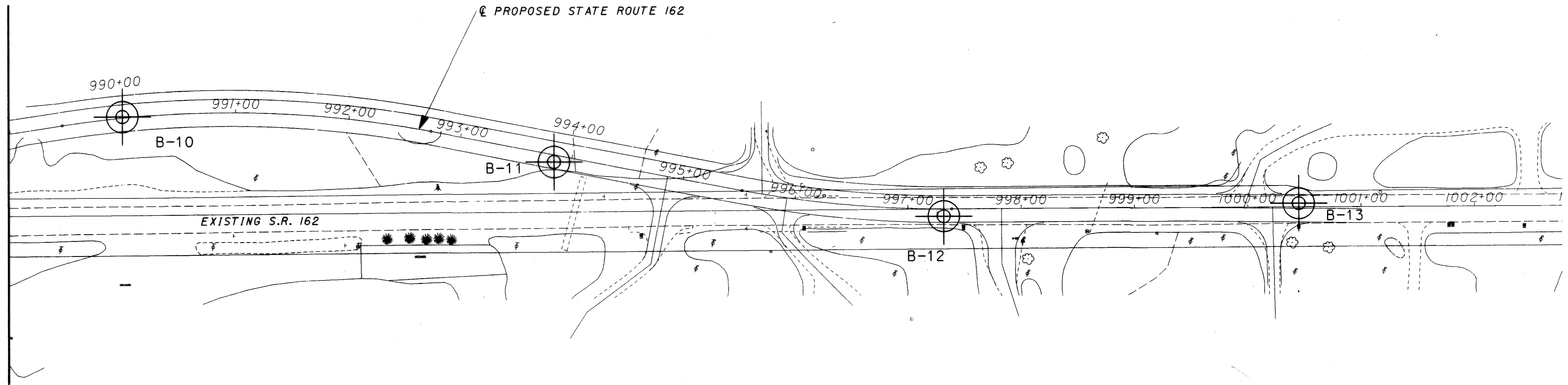
**SOIL PROFILE - S.R. 162
STA. 977+00 TO STA. 989+00**



MED-57-7.34



MATCH LINE 990+00 STATE ROUTE 162



CALCULATED: R/JH
CHECKED: BEW

0 50 100
HORIZONTAL SCALE IN FEET

**SOIL PROFILE - S.R. 162
STA. 989+00 TO STA. 1002+00**

MED-57-7.34

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