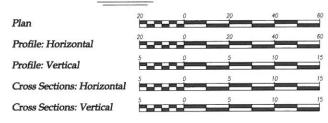
CONVENTIONAL SIGNS

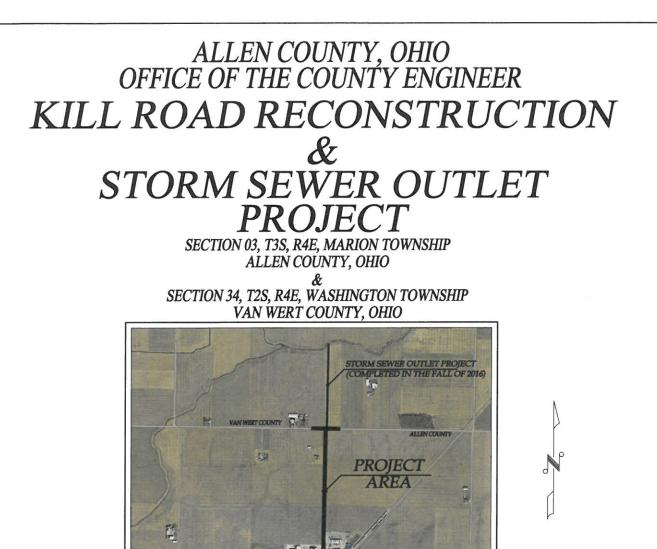
County Line
Township Line
Section Line SECTION 34
Corporation Line or
Fence Line (existing) —X—X— (proposed) X—X—X—
Center Line $\begin{array}{c} 10 \\ 00 \\ 00 \end{array}$ - $\begin{array}{c} 11 \\ 00 \\ 00 \end{array}$ - $\begin{array}{c} 12 \\ 00 \\ 00 \end{array}$ - $\begin{array}{c} 13 \\ 00 \\ 00 \end{array}$ - $\begin{array}{c} 15 \\ 00 \\ 00 \end{array}$
Existing Communications Line
Existing San. Sewer San-San-San-San-San-San-San-San-San-San-
Trees Stumps (to be removed)
Utility Poles: Telephone 🖗 Power 🖗 Light 🖕
Limited Access (only) LA LA
Right of Way (only)R/WR/W
T. 1. 1.4
Limited Access & Right of Way LA & R/W
Existing Right of Way LA & K/W
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Existing Right of Way

INDEX OF SHEETS

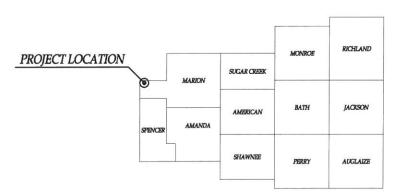
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VICINITY MAP SCALE: 1" = 800' 10



PORTION TO BE IMPROVED

S	upplemental F	rints of Star	ndard Constru	ction Draw	ings	

	KILL ROAD RECON	STRUCTION	оніо	$\overline{\Omega}$
	STORM SEWER PROJEC		PHWA REGION 5	57
	ALLEN COUNTY, OHIO & VAN	WERT COUNTY, OHIO	FEDERAL PROJECT	1
The standard specific Dated January 1, 2016 inclu proposal shall govern the co	2016 SPECIFICATIC ations of The State of Ohi ding changes and supple onstruction of this project	io, Department of I mental specificatio		
We the Board of Aller formal session, hereby appr Right-of-Way is available. ALLEN COUNTY COMM ALLEN COUNTY COMM ALLEN COUNTY COMM	ISSIONER ISSIONER ISSIONER	of Allen County, C fy that the necessar $\frac{6}{22}$ DATE $\frac{6}{22}$ DATE $\frac{6}{22}$ DATE	<u>(17</u>	
I hereby approve these pla improvement will require	ns and declare that the the closing to traffic of t	making of this he roadway.		
Buoud ALLEN COUNTY ENGINE Length of Project	uolis	<u>6/22 (</u> DATE	17	
		0.0.00		
Begin Project Kill Road: End Project Kill Road:		Station 6+00 Station 27+41.43		
End Project Kill Road: Project Length Kill Road:		2141.43 linear fee	et	
Begin Project State Road:		Station 97+50		
End Project State Road:		Station 102+50		1
Project Length State Road:		500 Linear Feet		

Project Length Total:

2641.43 Linear Feet

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

Plans Prepared By: Allen County Engineer 1501 N. Sugar St. Lima, Ohio 45801

UNDERGROUND UTILITIES

The locations of the underground utilities shown on the plans are as obtained from the owners of the utility as required by Section 153.64, Ohio Revised Code.

The owner of the underground utility facility shall, within forty-eight hours, excluding Saturdays, Sundays, and legal Holidays, after notice is received, staked, mark or otherwise designate the location of the underground utility facilities in the construction area in such a manner as to indicate their course together with the approximate depth at which they were installed.

UTILITY OWNERSHIP:

The following utilities and owners may be located within the work limits of this project:

Midwest Electric, Inc. 6029 County Road 33A P O Box 10 St. Marys, Ohio 45885 Mike Dieringer Phone: (419) 394-4110 American Electric Power Company

369 E. O'Connor Avenue Lima, Ohio 45801 Larry Cascioli (419) 998-5126

Telephone Century Link 122 S. Elizabeth Street Lima, Ohio 45801 Dave Spurgeon Phone: (419) 226-6220

- Dominion Fast Ohio Gas Gas 120 S. Jackson St. Lima, Ohio 45801 Brian Holden Phone: (419) 226-4829
- Cable: Time Warner Cable 3100 Elida Road Lima, Ohio 45805 Rick Lyle Phone: (419) 996-2260
- Delphos Terminal Company, Inc. Railroad c/o: Bunge North America, Inc. 11720 Borman Dr Saint Louis, Missouri 63146 Phone: (314) 292-2000

Indiana & Ohio Railway Company c/o: Genesee & Wyoming, Inc 1750 N. Sugar Street Lima, Ohio 45802 Phone: (419) 229-102

SPECIFICATIONS:

This project shall be govern by THE OHIO DEPARTMENT OF TRANSPORTATION CONSTRUCTION AND MATERIAL SPECIFICATIONS, Dated January 1, 2016, except as noted under special conditions and specification of the bid documents for this project.

CONTINGENCY QUANTITIES:

The contractor shall not order materials or perform work listed in the general summary for items designated by plan note to be used "As Directed By The Engineer" unless authorized by the engineer

SUBGRADE STABILIZATION:

WATERING AND MOWING PERMANENT SEEDED AREAS:

REMOVAL OF EXISTING PIPE:

MAINTAINING TRAFFIC:

STANDARD CONSTRUCTION DRAWINGS:

ROUNDING OF CORNERS SHOWN ON CROSS SECTIONS:

BUTT JOINTS:

DRAIN TILE

- 2.) Kill Road @ Station 6+00 ~ North Bound
- 3.) Kill Road @ State Road ~ South Bound 4.) State Road @ Becker Road ~ East Bound
- 5.) State Road @ Station 97+50 ~ East Bound
- 6.) State Road @ Sharf Road ~ West Bound
- 7.) State Road @ Station 102+50 ~ West Bound

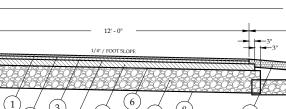
MAINTAINING TRAFFIC:

TRAFFIC SIGNS:

PAVEMENT MARKINGS:

CENTERLINE REFERENCES:







- (1) ITEM 448 ~ 1 $\frac{1}{4}$ " ASPHALT CONCRETE, SURFACE C (2) ITEM 407 ~ TACK COAT FOR SURFACE COURSE, 0. (3) ITEM 448 ~ 1 ½" ASPHALT CONCRETE, INTERMED (4) ITEM 407 ~ TACK COAT FOR INTERMEDIATE COU (5) ITEM 301 ~ 3 $\frac{1}{2}$ " ASPHALT CONCRETE, BASE COUR (6) ITEM 408 ~ BITUMINOUS PRIME COAT, 0.50 GAL. P (7) ITEM 304 ~ 12" AGGREGATE BASE (8) ITEM 204 ~ SUBGRADE COMPACTION (9) ITEM 411 ~ STABILIZED CRUSHED AGGREGATE, 2' (10) ITEM 605 ~ 8" AGGREGATE DRAINS (12" WIDE SPA
- (11) ITEM 659 ~ SEEDING AND MULCHING, USE SEEDI

Electric:

			KILL ROAD RECONSTRUCTION & STORM SEWER OUTLET	ОНІО 2
			PROJECT	FHWA REGION 5 57
GENERAL NOTES	& TYPICAL SECTIC	NS	ALLEN COUNTY, OHIO & VAN WERT COUNTY, OHI	IO FEDERAL PROJECT
SUBGRADE STABILIZATION: The following estimated quantities are to be used as directed by the Engineer to promote stabilization of poor subgrade, after a reasonable effort (as determined by the Engineer) to compact the subgrade failed. Excavation of the first 12" of poor subgrade soil shall be covered under the bid item 204, Subgrade Compaction. At the Engineer's discretion, the following items may be ordered for use at the price bid by the Contractor.	MAINTAINING TRAFFIC: Traffic shall be maintained at all times to all businesses and the residence located on the portion of North Kill Road being reconstructed, by use of existing pavement, use of completed pavement, or use of traffic compacted surface (Type A or Type B).	REVIEW OF DRAINAGE FACILITIES: Before any work is started on the project, and again be representatives of the County, and Contractor, along v inspection of the existing sewers, catch basins and mar remain in service and which may be affected by the w and their appurtenances shall be determined from fiel	with local representatives, shall make an nholes within the work limits which are to ork. The condition of the existing conduits	
Item 203 Granular Embankment 100 C.Y.	TRAFFIC SIGNS: All permanent traffic signs will be relocated / installed by the Allen County Engineer.	MAINTENANCE OF STORM SEWER FLO	W:	
WATERING AND MOWING PERMANENT SEEDED AREAS: The following estimated quantities are to be used as directed by the Engineer to promote the growth and care for the permanent seeded areas, as per 659.07:	PAVEMENT MARKINGS: All pavement markings shall be installed by the Allen County Engineer. Work zone marking signs shall not be removed until temporary or permanent pavement markings are in place.	The contractor shall conduct his operations so as to mexisting facilities to remain in place. ELEVATION DATUM:	aintain at all times storm sewer flow through	
Item 659 Water 20 M Gallons <u>REMOVAL OF EXISTING PIPE:</u> The removal of all existing pipe drains which would normally be removed in various excavation items shall be included for payment in the unit prices bid for the respective excavation items, unless otherwise itemized in the plans.	<u>CENTERLINE REFERENCES</u> : All station references and distances left or right are calls from the centerline of construction, which is also the proposed centerline of North Kill Road (section line) and also the proposed centerline of State Road.	All elevations are based on N.A.V.D. 88 datum.		
MAINTAINING TRAFFIC: In addition to the lights, signs and barricades required under Item 614, the following estimated quantities are included for temporary roadways and dust control to be used at the direction of the County Engineer.	THE	ALF ROAD SEC	ΓΙΟΝ	PROPERTY LINE OR RIGHT_OF WAY
Item 616 Water 50 M Gallons STANDARD CONSTRUCTION DRAWINGS: Details of construction shall conform to the most current set of standard construction drawings for the Allen County Engineer and/or the Ohio Department of Transportation as designated on the supplemental prints of Standard Construction Drawings on the Title Sheet.	PAVEMENT	HALF R/W = Varies		
ROUNDING OF CORNERS SHOWN ON CROSS SECTIONS: The rounded corners shown on the Typical Section, applies to all cross sections even though otherwise shown on these plans.		9 (10)	ESS OTHERWISE NOTED) 4:1-(UNITED) 4:1-(UNITED) 4:1-(UNITED)	ITTERMEE NOTED
BUTT JOINTS: Butt joints at asphalt roadways and asphalt driveways shall be sawed or planed to a depth of not less than 1". Item 407, Tack Coat shall be applied to the exposed edge of the existing pavement at a rate of 0.075 Gal./S.Y.	MINIMUM PAVEMENT COMPOS	ALF-SECTION SITION FOR FLEXIBLE PAVEMENT	4' ROUNDING	
DRAIN TILE: The Contractor shall be responsible for damage to existing drain tile or storm sewers which may occur during construction and shall replace them at no additional cost to the county.	 (1) ITEM 448 ~ 1 ¼" ASPHALT CONCRETE, (2) ITEM 407 ~ TACK COAT FOR SURFACE (3) ITEM 448 ~ 1 ½" ASPHALT CONCRETE, 		2	
WORK LIMITS: Zones extend laterally to the existing roadway right-of-way line of Kill Road. Work limits on this project begin at Station 6+00 and end at Station 27+41.43.	 (4) ITEM 407 ~ TACK COAT FOR INTERMI (5) ITEM 301 ~ 3 ½" ASPHALT CONCRETE 			
Zones extend laterally to the existing roadway right-of-way line of State Road. Work limits on this project begin at Station 97+50 and end at Station 102+50.	$\underbrace{6}_{6}$ ITEM 408 ~ BITUMINOUS PRIME COAT			
SIGNS AND LIGHTS AT ROAD INTERSECTIONS: The contractor, in addition to the general requirements of Item 614, Maintaining Traffic, shall perform the following:	 (7) ITEM 304 ~ 12" AGGREGATE BASE (8) ITEM 204 ~ SUBGRADE COMPACTION (9) ITEM 411 ~ STABILIZED CRUSHED AG 	i gregate, 2'-0" wide X 4" thick, both si	DES OF ROADWAY.	
Provide, erect and maintain standard 48" x 30" size "Road Construction, Local Traffic Maintained" signs, on barricades with lights at the following locations:		2" WIDE SPACED 50' ON EACH SIDE & 25' F		OPPOSITE SIDE).
 Kill Road @ Landeck ~ North Bound Kill Road @ Station 6+00 ~ North Bound Kill Road @ State Road ~ South Bound State Road @ Becker Road ~ East Bound State Road @ Station 97+50 ~ East Bound State Road @ Station 102+50 ~ West Bound State Road @ Station 102+50 ~ West Bound 	THE ITEMS LISTED ABOVE REFER TO THE MA	G, USE SEEDING MIXTURE APPROVED BY TERIAL & CONSTRUCTION SPECIFICATIONS FOUND IN THE L ON CONSTRUCTION & MATERIALS MANUAL, UNLESS OTHER	ATEST EDITION OF WISE NOTED.	COUNTY ENGINEER
Signs and barricades for "Road Construction, Local Traffic Maintained" signs shall be as detailed in the Ohio Manual of Uniform Traffic Control Devices (MUTCD). Standard (as per MUTCD) "Uneven Pavement" signs shall be placed at either end of the project when uneven pavement is left overnight. If any lanes are closed overnight, proper signs, barricades and barrels with lights shall be placed to channelize traffic per MUTCD. If flaggers are used, proper signs shall be provided.			GENE 	E. RHODES, P.E., P.S. RAL NOTES & AL SECTIONS RECONSTRUCTION &
Payment for providing, erecting, maintaining, and removing lights, signs, barricades and sign supports, and for flaggers, shall be included in the lump sum price bid for Item 614, Maintaining Traffic along with the temporary work zone markings and signs items listed above.			F SECTION 03, T3S, R4E, MAR.	SEWER OUTLET ROJECT BY TOWNSHIP, ALLEN COUNTY, OHIO STON TOWNSHIP, VAN WERT COUNTY, OHIO YY: DESIGNED BY: DATE 10-1-2015

KILL ROAD RECONSTRUCTION & STORM SEWER OUTLET PROJECT ~ GENERAL NOTES & TYPICAL SECTIONS



GENERAL SUMMARY

PROJECT

ENGINEER'S

BID

LUMP

BID

ITEM

ODOT

ITEM

KILL

ROAD

GRAND

TOTAL

BID

ITEM 1.13.177

LUMP CONSTRUCTION STAKING

MONTH FIELD OFFICE ~ TYPE A

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 \bigcirc

4	5	6	7	8	9	10	11	12	13	14	REFERENCE	REFERENCE	ESTIMATED	SUM	ESTIMATED	PROJECT	UNIT	
KILL ROAD 4+50 to 9+00	KILL ROAD 9+00 to 13+50	KILL ROAD 13+50 to 18+60	KILL BOAD 18+00 to 22+50	KILL ROAD 22+90 to 27+00	KILL ROAD 27+00 to 27+41.43	STATE ROAD 97+50 to 102+50	STORM SEWER OUTLET 1000+00 to 1004+50	STORM SEWER OUTLET 1004+50 to 1009+00	STORM SEWER OUTLET 1009+00 to 1013+50	STORM SEWER OUTLET 1013+50 to 1015+14.41	NUMBER	NUMBER	QUANTITY	QUANTITY	QUANTITY	QUANTITY	DESCRIPTION	
0	0	0	0	0	0	0	0	0	0	0	1	201	0	1	0	1	LUMP	CLEARING & GRUBBING
676	820	821	829	884	653	661	0	0	0	0	2	202	5344	0	0	5344	S.Y.	FULL DEPTH PAVEMENT REMOVAL ~ ASPHALT
0	0	30	0	0	0	0	0	0	0	0	3	202	30	0	0	30	L.F.	PIPE REMOVED ~ 24" OR UNDER
1	1	2	0	0	0	0	0	0	0	0	4	202	4	0	0	4	EACH	CATCH BASIN REMOVED
24	0	0	0	0	0	39	0	0	0	0	5	255	63	0	0	63	L.F.	PAVEMENT SAWING ~TERMINI (KILL ROAD @ STATIC
1039	993	810	756	665	62	1016	0	0	0	0	6	203	5341	0	0	5341	C.Y.	EXCAVATION
0	8	42	25	42	1	18	0	0	0	0	7	203	136	0	0	136	C.Y.	EMBANKMENT
900	1350	1350	1350	1357	189	1500	0	0	0	0	8	204	7996	0	0	7996	S.Y.	SUB GRADE COMPACTION
0.80	0.80	0.80	0.80	0.80	0.20	0.80	0	0	0	0	9	204	5.0	0	0	5.0	HOUR	PROOF ROLLING
0	0	0	0	0	0	0	0	0	0	0	10	204	0	0	100	100	S.Y.	GEOTEXTILE FABRIC (TENSAR TRIAX TX140/TX1
0	0	0	0	0	0	0	0	0	0	0	11	203	0	0	100	100	C.Y.	GRANULAR EMBANKMENT
0	0	0	0	0	0	2	0	0	0	0	12	623	2	0	0	2	EACH	MONUMENT BOX ASSEMBLY RESET
0	0	0	0	1	0	0	0	0	0	0	13	SPECIAL	1	0	0	1	EACH	MAILBOX REMOVED AND RESET
1226	1519	1687	1545	1783	117	1933	0	0	0	0	14	659	9810	0	0	9810	S.Y.	SEEDING & MULCHING
123	152	169	155	178	12	193	0	0	0	0	15	659	982	0	0	982	S.Y.	REPAIR SEEDING & MULCHING
123	152	169	155	178	12	193	0	0	0	0	16	659	982	0	0	982	S.Y.	INTER SEEDING
136	169	187	172	198	74	116	0	0	0	0	17	659	1052	0	0	1052	C.Y.	TOPSOIL (4" COMPACTED DEPTH)
0.11	0.14	0.15	0.14	0.16	0.01	0.17	0	0	0	0	18	659	0.88	0	0	0.88	TON	COMMERCIAL FERTILIZER (20#/100 S.F.)
0.25	0.31	0.35	0.32	0.37	0.05	0.40	0	0	0	0	10	659	4.05	0	0	4.05	TON	LIME (2 TONS/ACRE)
3.31	4.10	4.55	4.17	4.81	1.80	5.22	0	0	0	0	20	659	27.96	0	0	27.96	M. GALLON	WATER (300 GALLONS/1000 S.F.)
0	<u>4.10</u>	4.55	4.17	4.01	0	0	0	0	0	0	20	832	0	1	0	1	LUMP	STORM WATER POLLUTION PREVENTION PLAN
0	0	0	0	0	0	0	0	0	0	0	21	832	0	1	0	1	LUMP	EROSION CONTROL
120	180	180	180	180	120	120	0	0	0	0	22	605	1080	0	0	1080	C.Y.	AGGREGATE DRAINS
0	0	180	0	0	0	0	0	0	0	0	23	611	0	0	50	50	L.F.	4" CONDUIT ~ TYPE E
0	0	0	150	125	0	1206	0	0	0	0	24	611	1481	0	0	1481	L.F.	4 CONDUIT ~ TYPE C ~ PERFORATED (707.33)
0	0	0	0	0	0	0	0	0	0	0	23	611	0	0	50	50	L.F.	6" CONDUIT ~ TYPE E
0	-	0	0		0	, v	-	-	-		20	_			50	50	L.F.	8" CONDUIT ~ TYPE E 8" CONDUIT ~ TYPE E
0	0	Ū	-	0	-	0	0	0	0	0		611	0	0				
0	46	52	50	52	0	0	0	0	0	0	28	611	200	0	0	200	L.F.	8" CONDUIT ~ TYPE B
46	0	0	0	0	0	0	0	0	0	0	29	611	46	0	0	46	L.F.	12" CONDUIT ~ TYPE B
200	450	450	450	450	0	0	0	0	0	0	30	611	2000	0	0	2000	L.F.	12" CONDUIT ~ TYPE C ~ PERFORATED (707.33)
0	0	0	0	0	0	68	0	0	0	0	31	611	68	0	0	68	L.F.	15" CONDUIT ~ TYPE B
2	2	2	2	2	0	4	0	0	0	0	32	611	13	0	0	13	EACH	2-2B CATCH BASIN
79	119	119	119	119	80	81	0	0	0	0	33	301	716	0	0	716	С.Ү.	ASPHALT CONCRETE BASE ~ PG 64-22
278	417	417	417	417	278	284	0	0	0	0	34	304	2508	0	0	2508	С.Ү.	AGGREGATE BASE
32	48	48	48	48	33	33	0	0	0	0	35	407	290	0	0	290	GALLON	TACK COAT FOR SURFACE COURSE
32	48	48	48	48	33	33	0	0	0	0	36	407	290	0	0	290	GALLON	TACK COAT FOR INTERMEDIATE COURSE
15	22	22	22	22	22	15	0	0	0	0	37	411	140	0	0	140	C.Y.	STABILIZED CRUSHED AGGREGATE BERM
33	50	50	50	50	33	34	0	0	0	0	38	448	300	0	0	300	C.Y.	ASPHALT CONCRETE INTERMEDIATE ~ TYPE 2 ~
28	41	41	41	41	28	29	0	0	0	0	39	448	249	0	0	249	С.Ү.	ASPHALT CONCRETE SURFACE ~ TYPE 1H ~ PG 2
0.11	0.17	0.17	0.17	0.17	0.02	0.18	0	0	0	0	40	410	0	0	100	100	С.Ү.	TRAFFIC COMPACTED SURFACE (TYPE A OR TYI
0	0	0	0	0	0	0	0	0	0	0	41	614	0	1	0	1	LUMP	MAINTAINING TRAFFIC
0	0	0	0	0	0	0	0	0	0	0	42	616	0	0	50	50	M. GALLON	WATER

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ALL BID ITEMS ON PAGE 11, PAGE 12, PAGE 13, & PAGE 14 OF THE PLANS FOR THIS PROJECT WERE INSTALLED IN THE FALL OF 2016. THOSE BID ITEMS WILL NOT SHOW UP ON THE BID FOR THE PROJECT IN THE SUMMER OF 2017.

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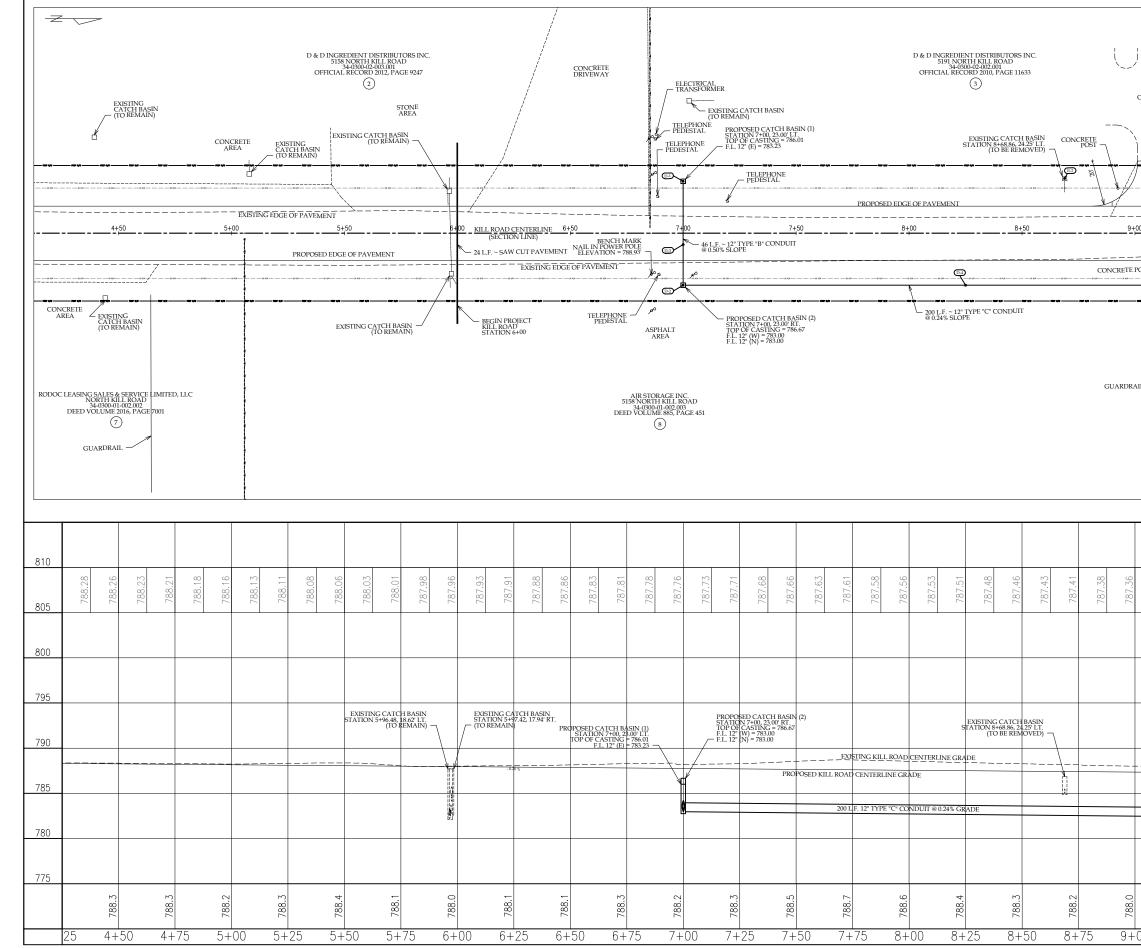
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LUMP

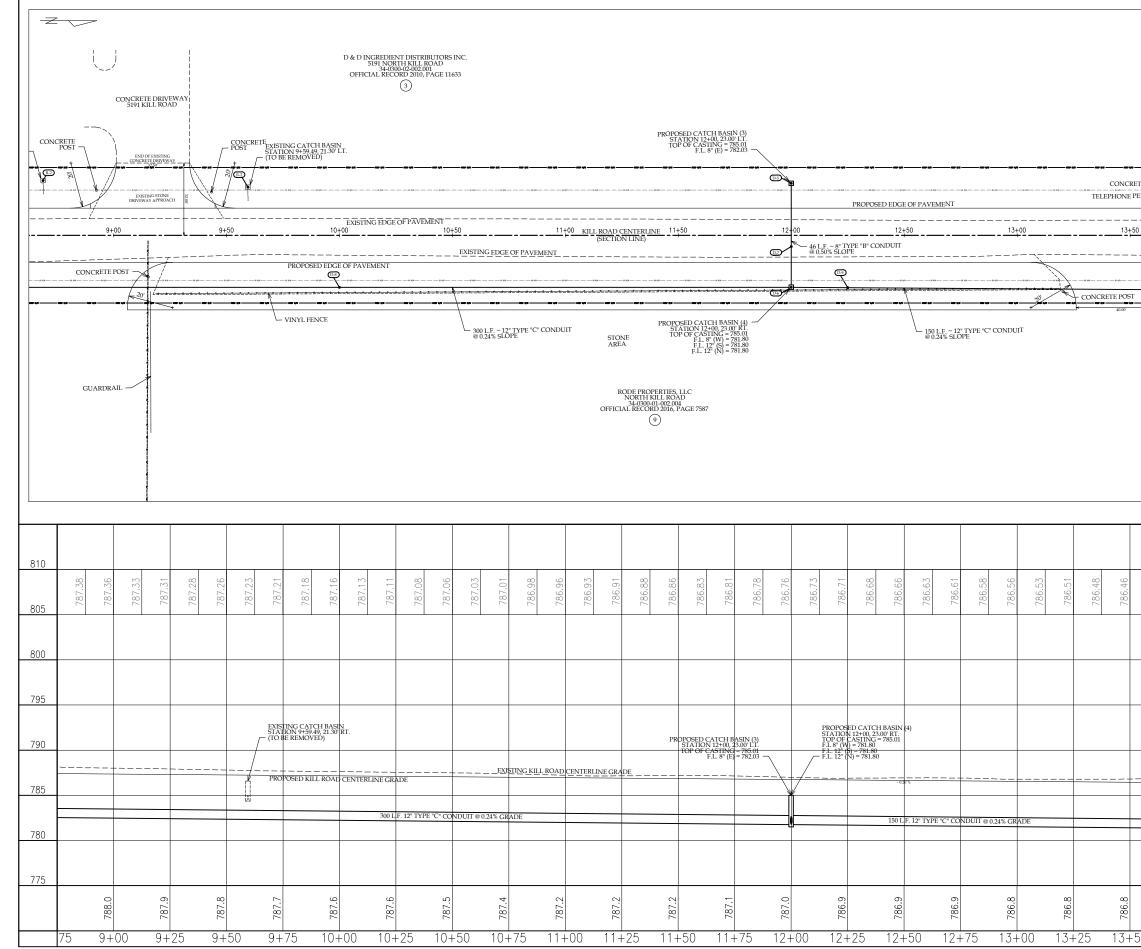
SHEET NUMBER

		KII I DOAD DECONCERDITORI	1	
ΛΛDV	Computations By: Initials: ZJG Date: 9–21–2015	KILL ROAD RECONSTRUCTION	OHIO	$\left(\begin{array}{c}3\\ \overline{}\end{array}\right)$
ЛARY	Computations Checked By:	STORM SEWER OUTLET PROJECT	^{FHWA} REGION 5	57
	Initials Date	ALLEN COUNTY, OHIO & VAN WERT COUNTY, OHIO	FEDERAL PROJECT]
DE	SCRIPTION			
CLEARING & GRUBBING FULL DEPTH PAVEMENT REMOVAL ~ ASPHA	ALT			
PIPE REMOVED ~ 24" OR UNDER CATCH BASIN REMOVED				
PAVEMENT SAWING ~TERMINI (KILL ROAD @ ST	ATION 6+00 - STATE ROAD @ STATION 97+50 - STATE RO.	AD @ STATION 102+50)		
EXCAVATION EMBANKMENT				
SUB GRADE COMPACTION PROOF ROLLING				
GEOTEXTILE FABRIC (TENSAR TRIAX TX140/ GRANULAR EMBANKMENT	TX160)			
MONUMENT BOX ASSEMBLY RESET				
MAILBOX REMOVED AND RESET SEEDING & MULCHING				
REPAIR SEEDING & MULCHING INTER SEEDING				
TOPSOIL (4" COMPACTED DEPTH)				
COMMERCIAL FERTILIZER (20#/100 S.F.) LIME (2 TONS/ACRE)				
WATER (300 GALLONS/1000 S.F.) STORM WATER POLLUTION PREVENTION PL	AN (S.W.P.P.P.)			
EROSION CONTROL AGGREGATE DRAINS	. /			
4" CONDUIT ~ TYPE E				
6" CONDUIT ~ TYPE C ~ PERFORATED (707.33) 6" CONDUIT ~ TYPE E				
8" CONDUIT ~ TYPE E 8" CONDUIT ~ TYPE B				
12" CONDUIT ~ TYPE B				
12" CONDUIT ~ TYPE C ~ PERFORATED (707.33 15" CONDUIT ~ TYPE B	3)			
2-2B CATCH BASIN ASPHALT CONCRETE BASE ~ PG 64-22				
AGGREGATE BASE				
TACK COAT FOR SURFACE COURSE TACK COAT FOR INTERMEDIATE COURSE				
STABILIZED CRUSHED AGGREGATE BERM ASPHALT CONCRETE INTERMEDIATE ~ TYPE	2 ~ PG 64-22			
ASPHALT CONCRETE SURFACE ~ TYPE 1H ~ TRAFFIC COMPACTED SURFACE (TYPE A OR	PG 70-22M			
MAINTAINING TRAFFIC	· · · · · · · · · · · · · · · · · · ·			
WATER FIELD OFFICE ~ TYPE A				
CONSTRUCTION STAKING MOBILIZATION				
			'NTY ENGINEER HODES, P.E., P.S.	
		GENERAL		ARY
		KILL ROAD RE	CONSTRUCT	
			& WER OUTLE	Г
		PRO	DJECT	
		SECTION 03, T3S, R4E, MARION SECTION 34, T2S, R4E, WASHINGTON	TOWNSHIP, VAN WI	ERT COUNTY, OHIO
		DRAWN BY: CHECKED BY: Z.J.G. D.R.L.	DESIGNED BY:	date: 10-1-2015
KILL ROAD RECONSTRU	CTION & STORM SEWEI	R OUTLET PROJECT ~ GENER	AL SUN	IMARY



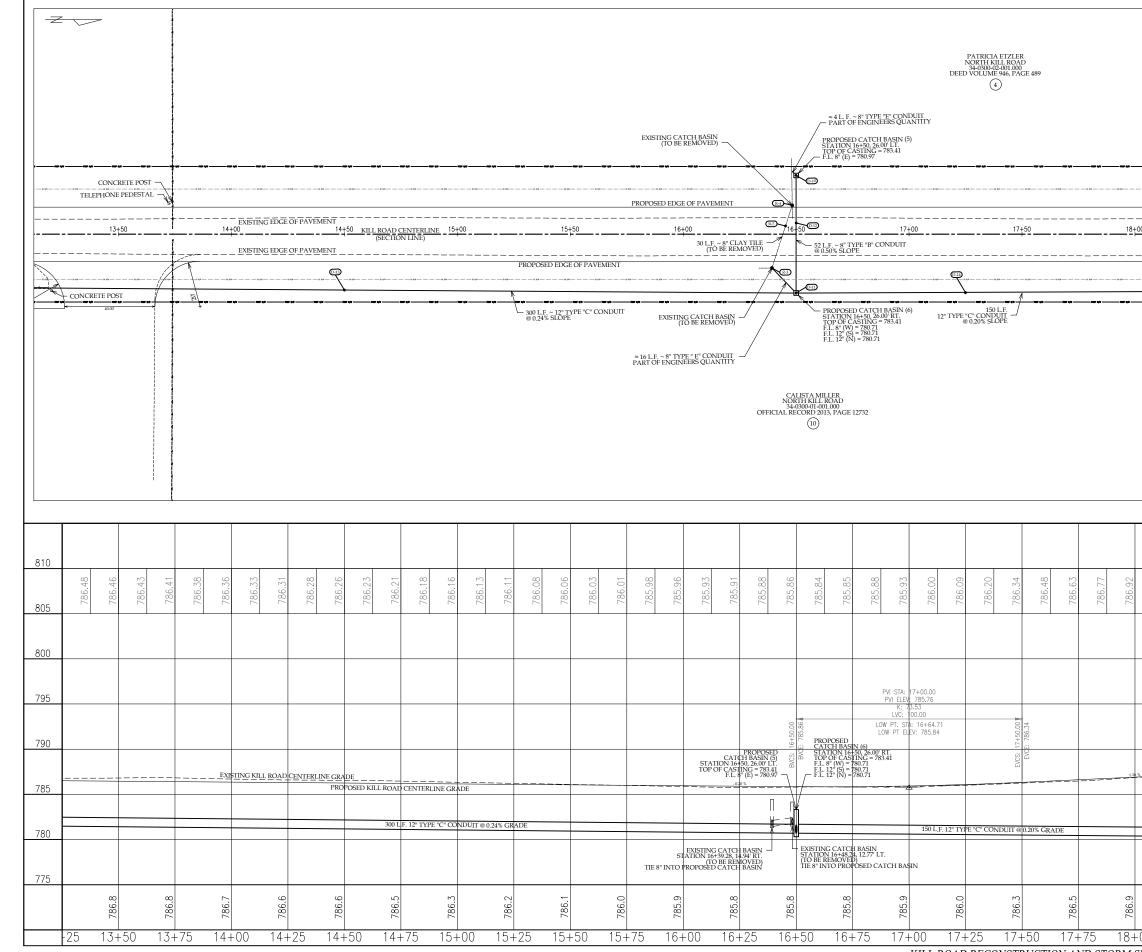
KILL ROAD RECONSTRUCTION AND STORM SEWER OUTLET PROJECT ~ KILL ROAD ~ STATION 4+50 TO STATION 9+00

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CRETE D 191 KILL	RIVEW ROAD	/AY			65 SEEDING ANI	59 D MU	LCHIN	iG																	1226.01	1226.01
END OF EXE CONCRETE DR 37.50	STING IVEWAY			-	41 STABILIZET AGGREGA	11 CRL	JSHED																	14.81		14.81
EXISTING S RIVEWAY AP	IONE PROACH	32.00			44 ASPHALT C SURFACE TYPE 1H, 1															_			27.78			.78
					TYPE 1H, 1 TACK (SURFACE																	32.00	7			32.00 27
	7-				ASPHALT C INTERMEDIA TYPE 2, 1			F												_	33.33	0	_			33
20114	/		ç	Ñ	TYPE 2, 1 TACK (INTERMEDI/															32.00	6		_			32.00 33.
20/	7			Ξ	(INTERMEDIA ASPHALT C BA			E)											79.40	e			_			40
10 ¹ 10				INAU	30 AGGREG													277.78	-				_			277.78 79.
·				D C C													_	22		_			_			27
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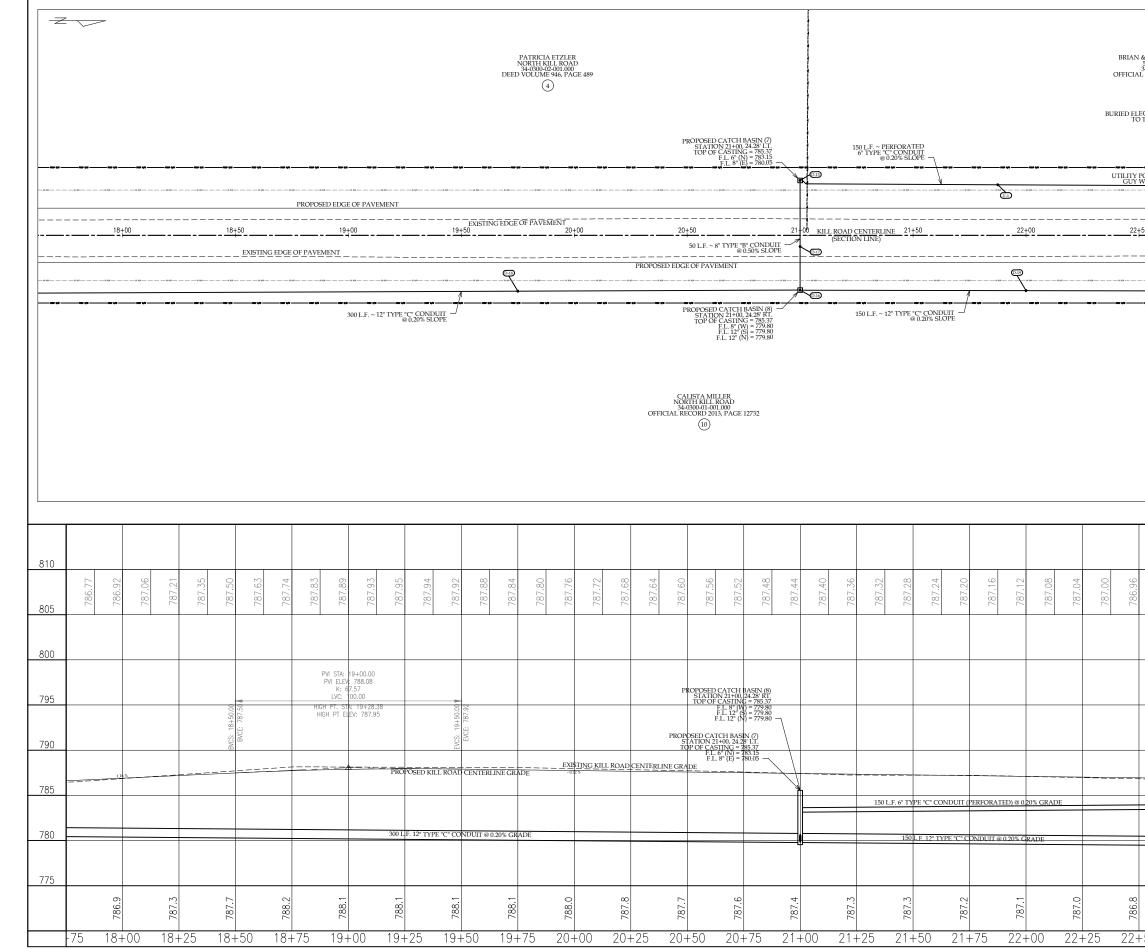
KILL ROAD RECONSTRUCTION AND STORM SEWER OUTLET PROJECT ~ KILL ROAD ~ STATION 9+00 TO STATION 13+50

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	п	44 ASPHALT C NTERMEDIA TYPE 2, 1	18 CONC ATE C PG 64-	RETE OUR9 -22	5E														50.00						50.00
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			Z.J.G.	D.R	.L.			Z.J.(Э.			8	-11-2	015		PR	OJE	CT]			
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nor sta			4 STABILIZEI AGGREG/	11 O CRUSHED ATE BERM																22.22		<i><i>cc cc</i></i>	77.77
			4 ASPHALT (SURFACE TYPE 1H, 1	48 CONCRETE COURSE PG 70-22M															41.66			41 66	00.12
			44 TACK (SURFACE	17 COAT COURSE)														48.00				48.00	40.00
			4 ASPHALT INTERMEDIA TYPE 2,	48 CONCRETE ATE COURSE PG 64-22													50.00					50.00	00.00
	— — a 64 —	TEC	44 TACK (INTERMEDI	17 COAT ATE COURSE)												48.00						48.00	40.00
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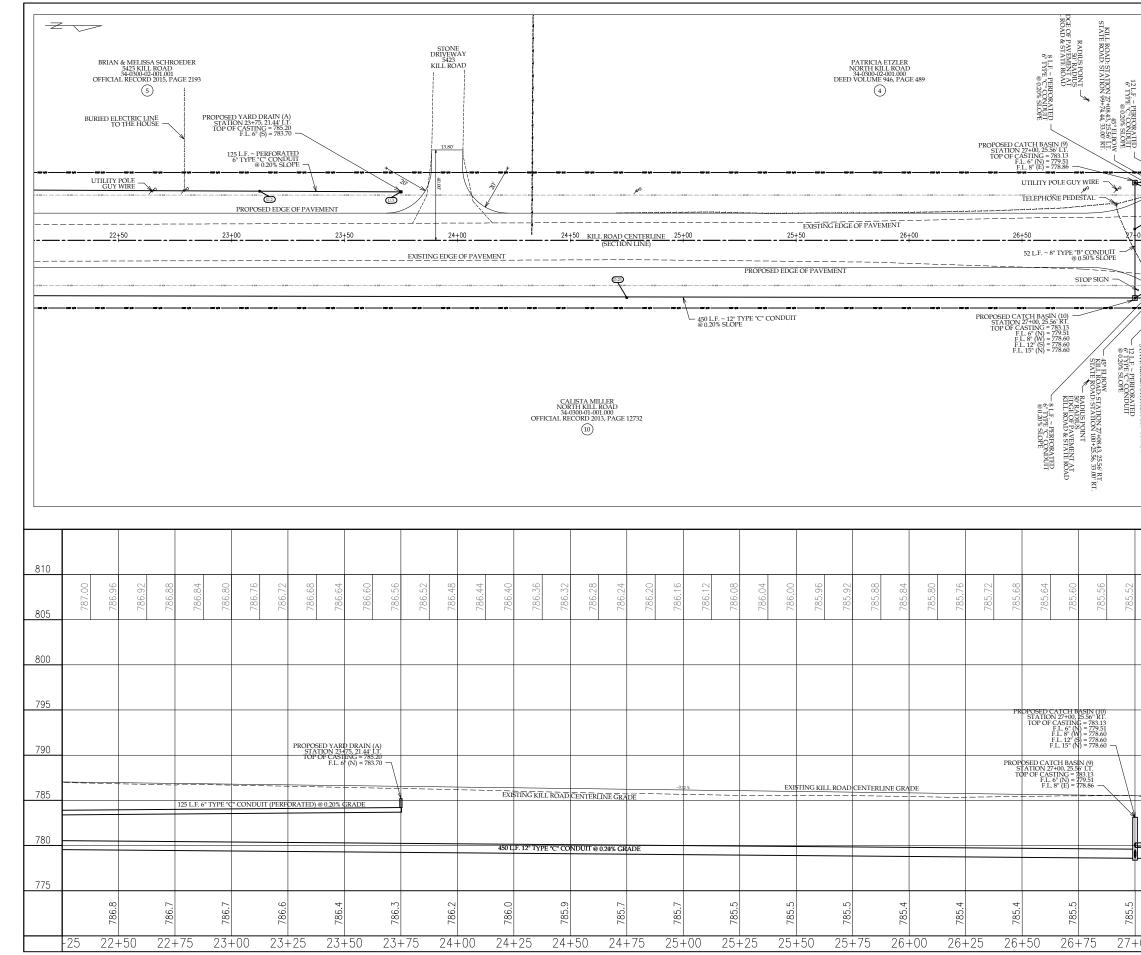
KILL ROAD RECONSTRUCTION AND STORM SEWER OUTLET PROJECT ~ KILL ROAD ~ STATION 13+50 TO STATION 18+00



KILL ROAD RECONSTRUCTION AND STORM SEWER OUTLET PROJECT ~ KILL ROAD ~ STATION 18+00 TO STATION 22+50

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MELISSA SCHRC 423 KILL ROAD -0300-02-001.001 RECORD 2015, PA	EDER GE 2193		Z.J.G.	·	D.i				Z.J.						-201	5			OJE					
5			65 SEEDING AND	9 D MUL	CHING																		1545.24	1545.24
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			41 STABILIZED AGGREGA	1 CRUS TE BE	HED RM																	22.22		22.22
E E			ASPHALT C SURFACE TYPE 1H, F	8 CONCE COUE PG 70-2	RETE SE 2M																41.66			41.66
			40 TACK (SURFACE	7 COAT COUR	SE)															48.00				48.00
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KILL ROAD RECONSTRUCTION AND STORM SEWER OUTLET PROJECT ~ KILL ROAD ~ STATION 22+50 TO STATION 27+00

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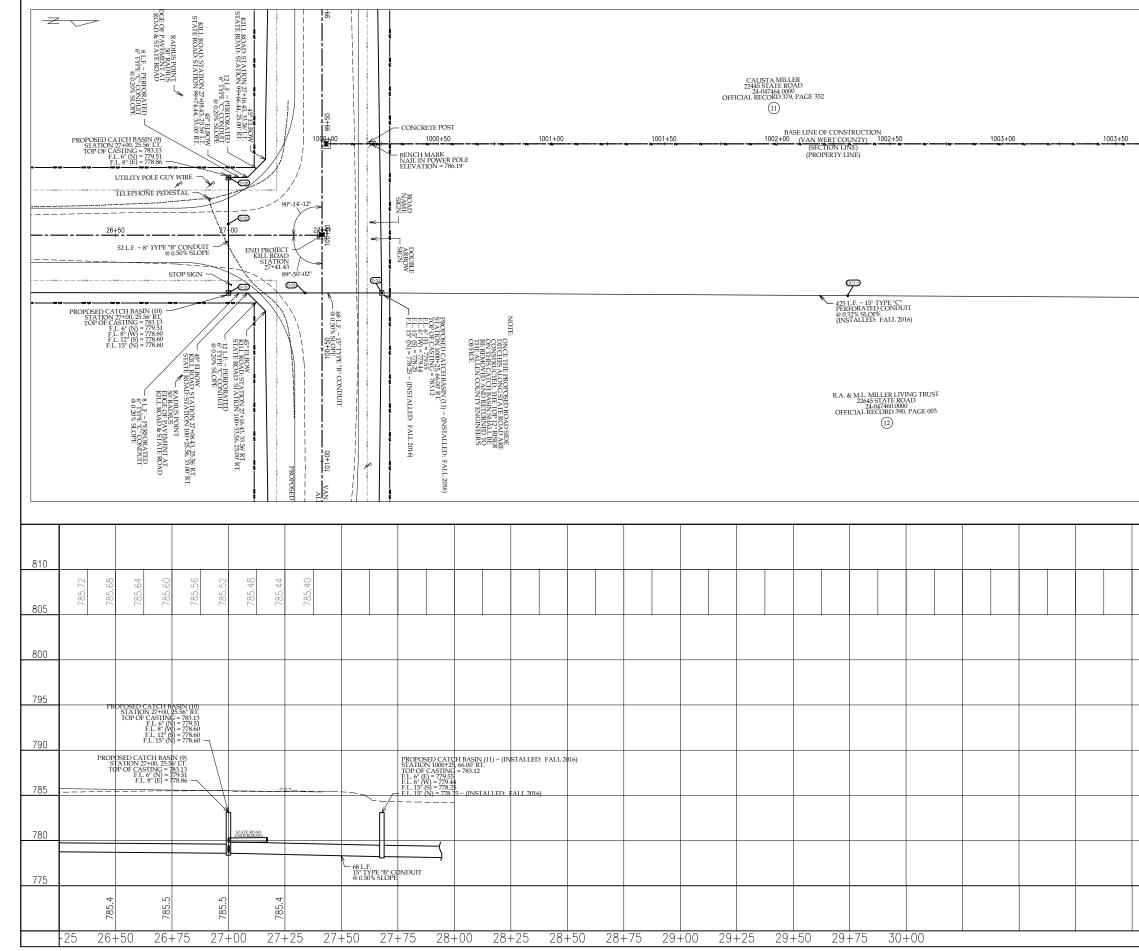
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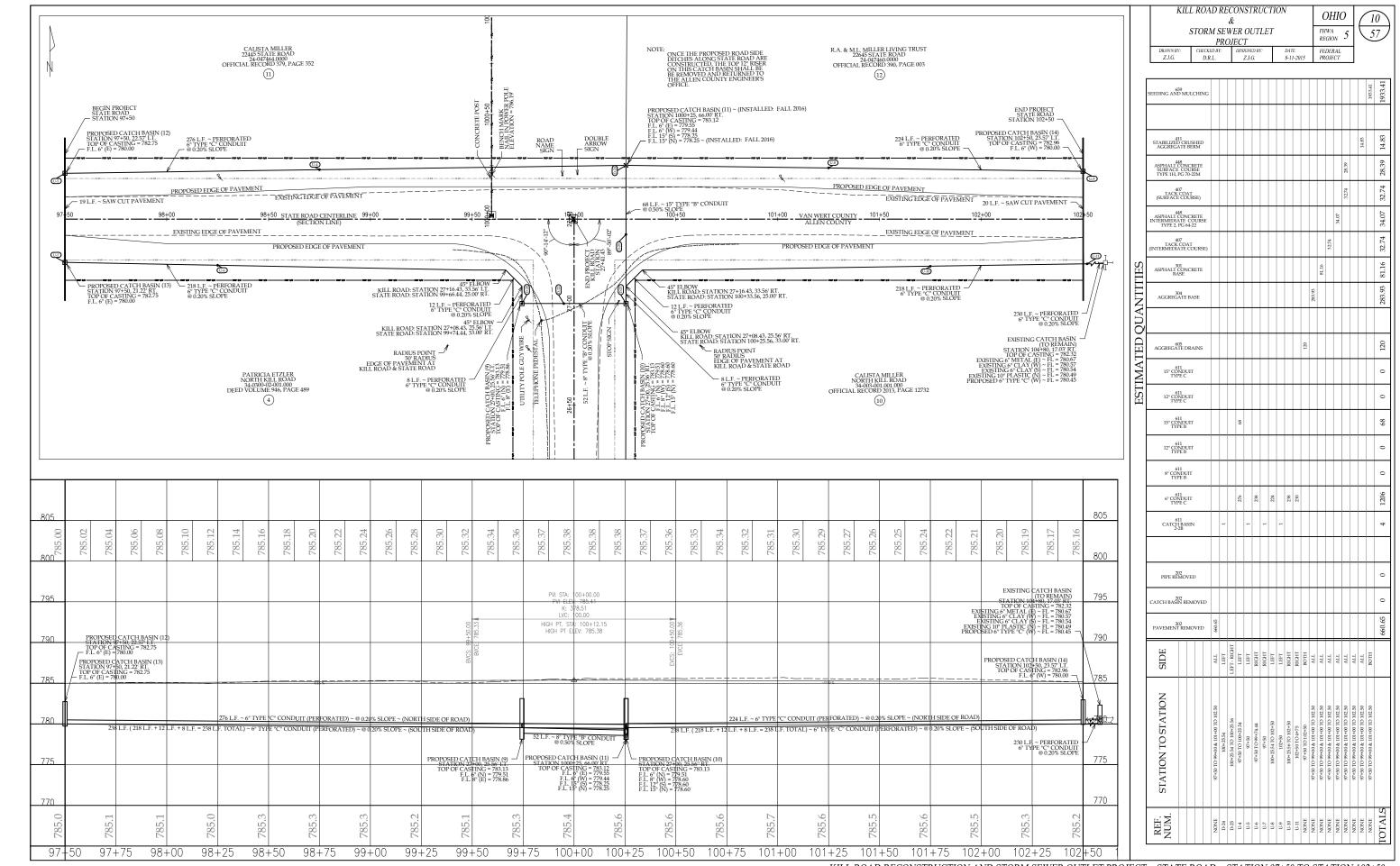
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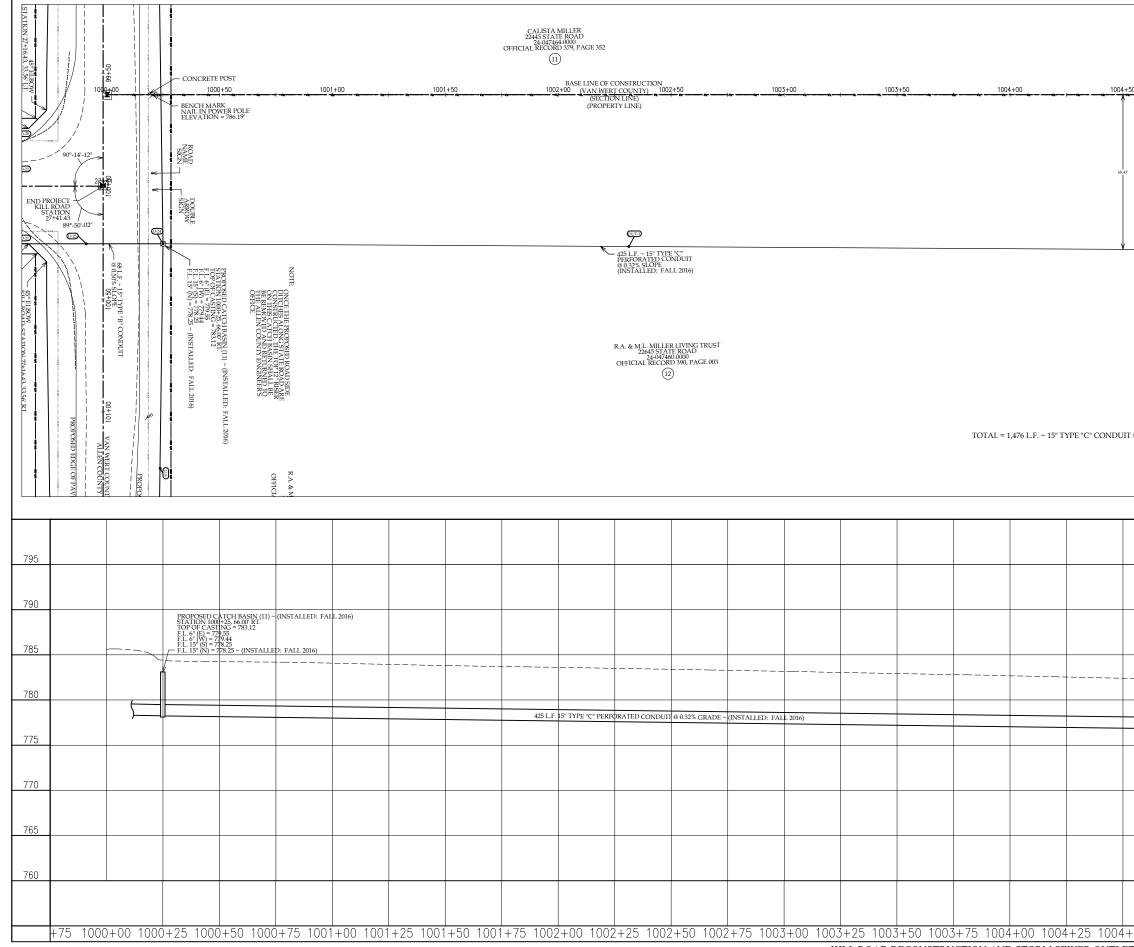
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KILL ROAD RECONSTRUCTION AND STORM SEWER OUTLET PROJECT ~ KILL ROAD ~ STATION 27+00 TO STATION 27+41.43



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KILL ROAD RECONSTRUCTION AND STORM SEWER OUTLET PROJECT ~ STORM SEWER OUTLET ~ STATION 1000+00 TO STATION 1004+50

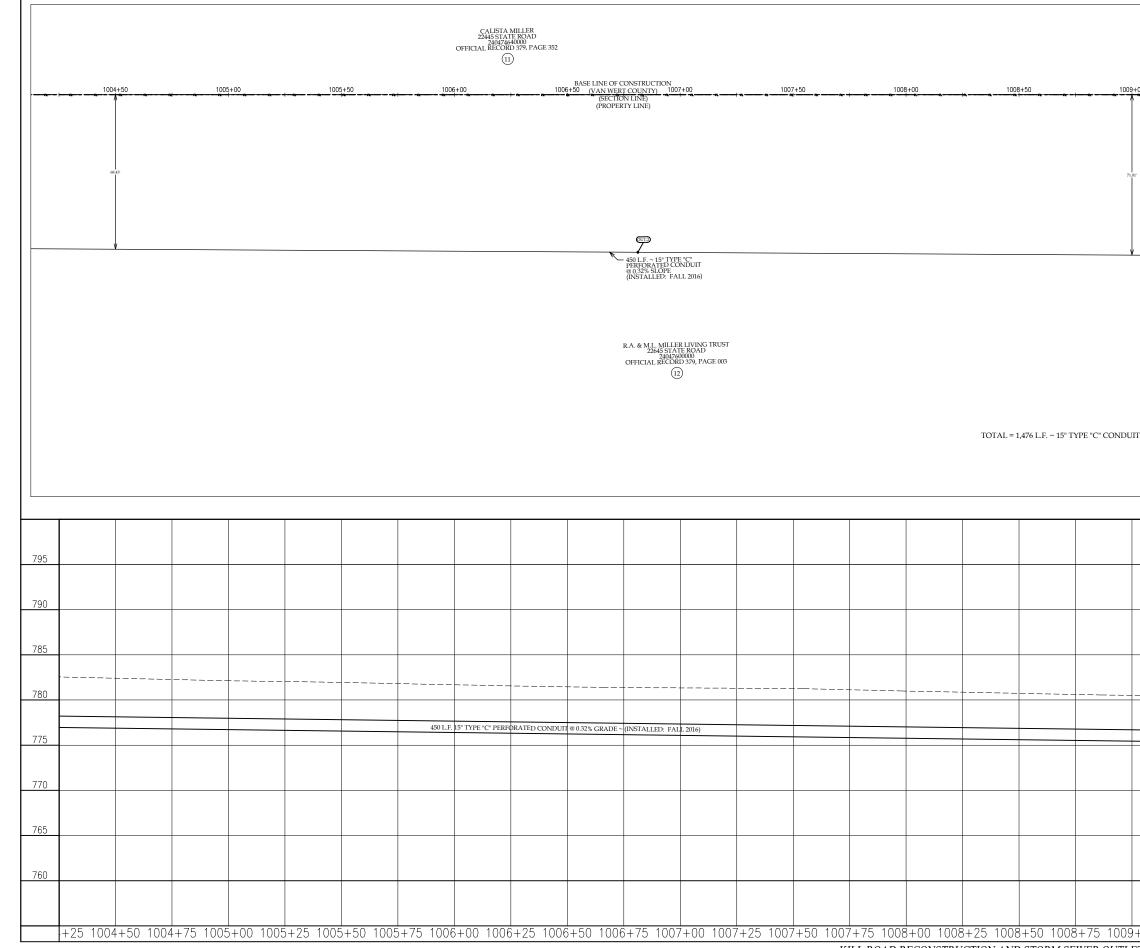
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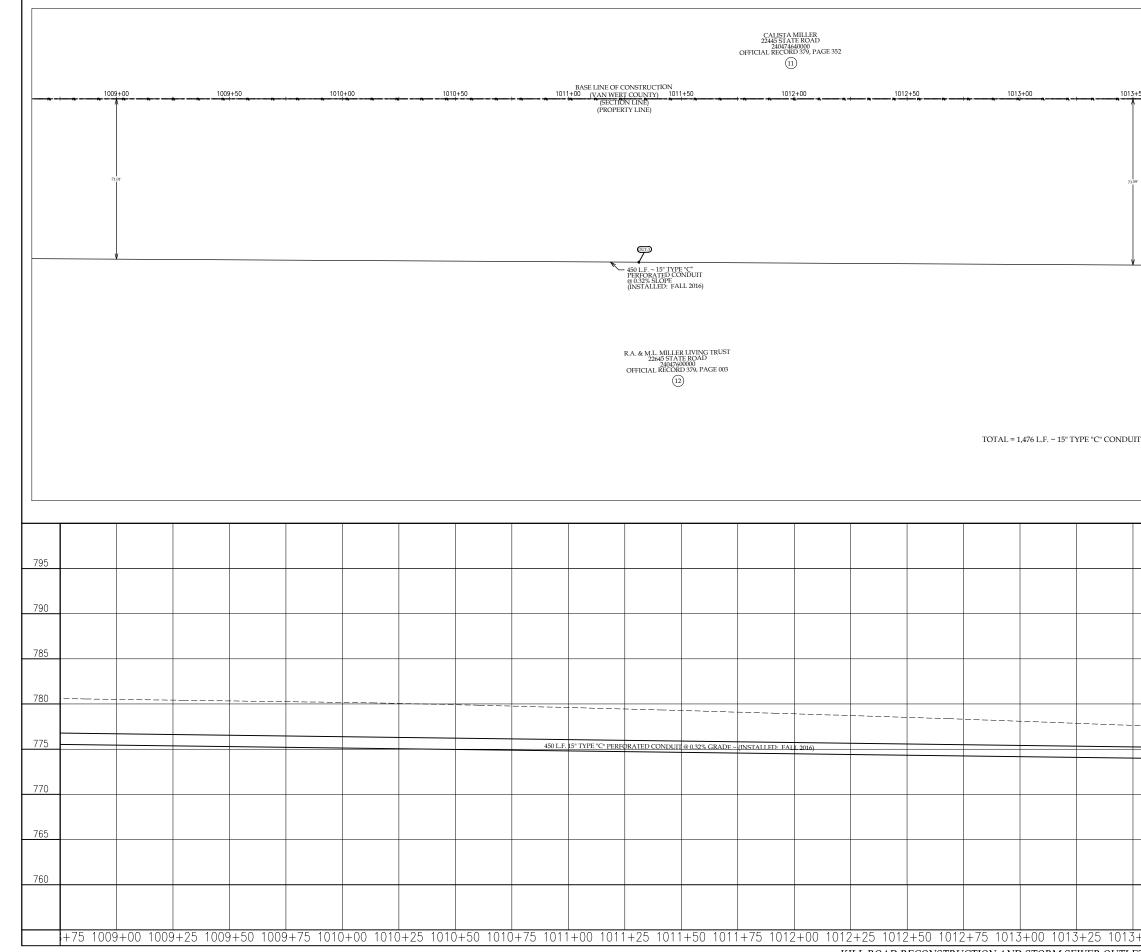


KILL ROAD RECONSTRUCTION AND STORM SEWER OUTLET PROJECT ~ STORM SEWER OUTLET ~ STATION 1004+50 TO STATION 1009+00

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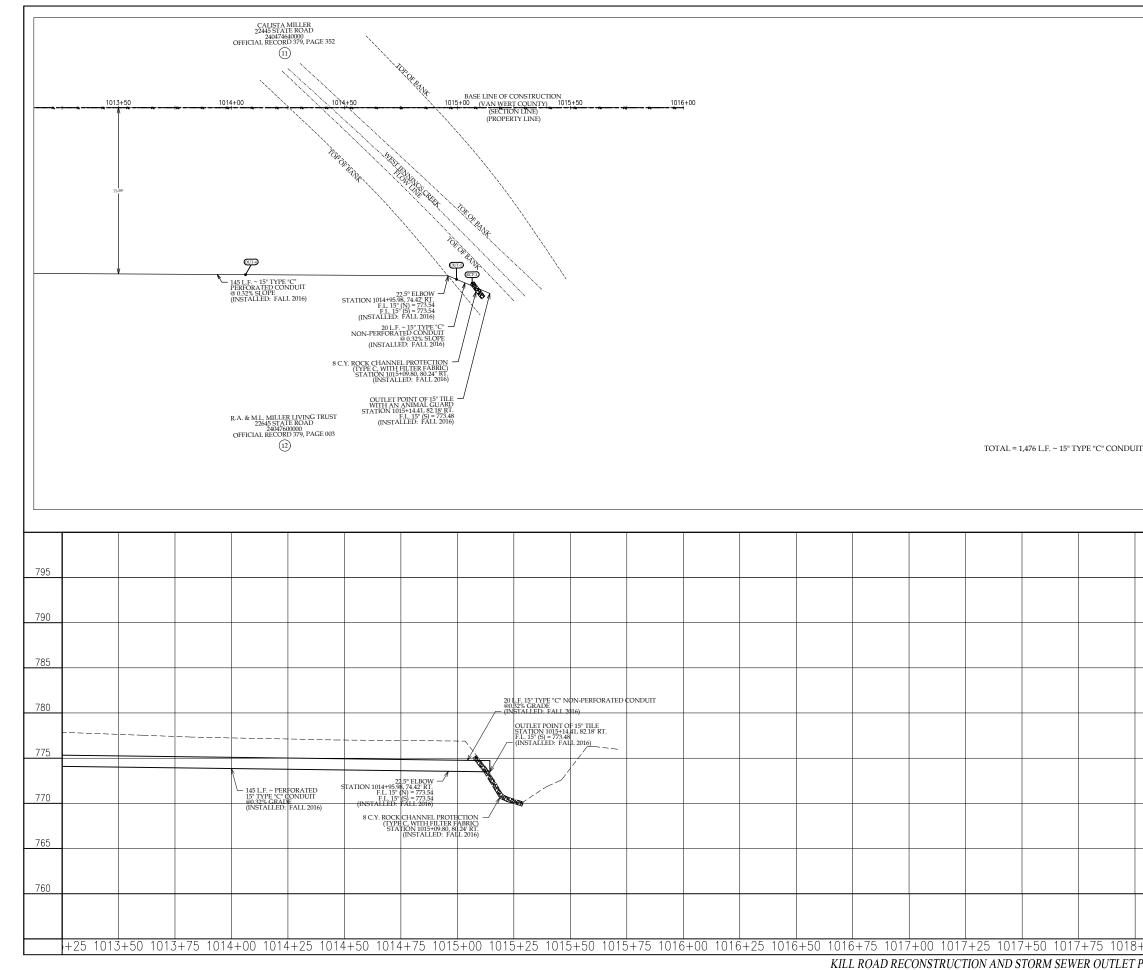
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KILL ROAD RECONSTRUCTION AND STORM SEWER OUTLET PROJECT ~ STORM SEWER OUTLET ~ STATION 1009+00 TO STATION 1013+50

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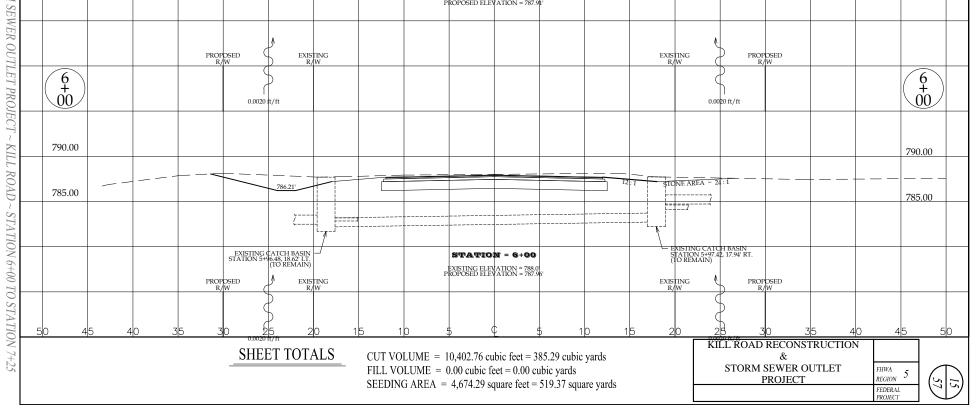
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KILL ROAD RECONSTRUCTION AND STORM SEWER OUTLET PROJECT ~ STORM SEWER OUTLET ~ STATION 1013+50 TO STATION 1015+14.41

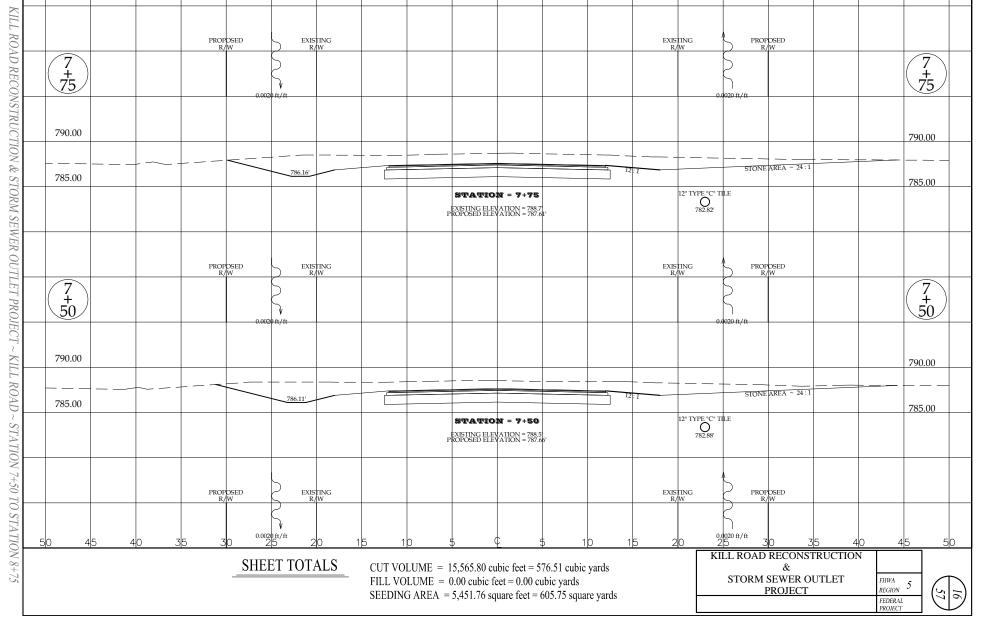
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785.00		STATION = 7+25	12" TYPE "C" TILE	785.00
		EXISTING ELEVATION = 788.3 PROPOSED ELEVATION = 787.71	0 782.94'	
	PROPOSED EXISTING R/W R/W		EXISTING PROPOSED R/W R/W	
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		46 L.F. ~ 12" TYPE "B" CONDUIT @ 0.50% SLOPE		
	PROPOSED CATCH BASIN (1) STATION 7+00, 23.00 L1 TOP OF CASTING = 78.01 TOP OF CASTING = 78.02		PROPOSED CATCH BASIN (2) STATION 740(23:00 RT. 7	
		STATION = 7+00 EXISTING ELEVATION = 788.2 PROPOSED ELEVATION = 787.76'	PROPOSED CATCH BASIN (2) STATION 740(2) STATION 740(2) TOP 05 CAST 80 TOP 05 CAST 80 FL 12" (N) = 783.00 FL 12" (N) = 783.00 PROPOSED	
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785.00		STATION = 6+75		785.00
		EXISTING ELEVATION = 788.3 PROPOSED ELEVATION = 787.81'		
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790.00				
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785.00	786.11'		12:1 STONE AREA 24:1	785.00
		STATION = 6+50 EXISTING ELEVATION = 788.1 PROPOSED ELEVATION = 787.86'		
		FROFOSED ELEVATION - 767.89		
	PROPOSED			
6	PROPOSED EXISTING R/W R/W		EXISTING PROPOSED R/W R/W	6
6 + 25	0.0020 ft/ft		0.0020 ft/ft	
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785.00	/80.10	STATION = 6+25		785.00



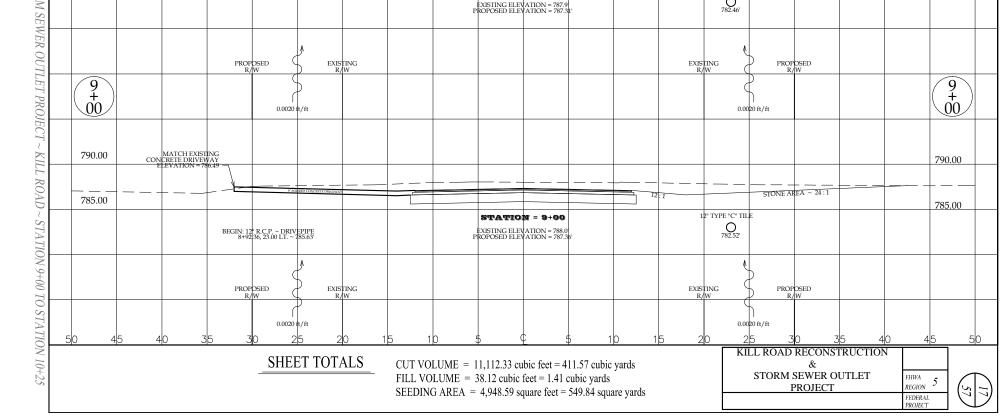
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20.00 1 <td></td> <td></td> <td>786,36'</td> <td></td> <td></td> <td></td>			786,36'			
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3000 30000 3000		EXISTING CATCH BASIN STATION 8+68 86, 24.25' LT. (TO BH REMOVED)		EXISTING ELEVATION = 788.2 PROPOSED ELEVATION = 787.41	0 782.58'	
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8		PROPOSED	EXISTING		EXISTING PROPOSED	
790.00 700.00 <td>8</td> <td>R/W</td> <td>S R/W</td> <td></td> <td>R/W R/W</td> <td>8</td>	8	R/W	S R/W		R/W R/W	8
790.00 790.00 <td>25</td> <td></td> <td>5</td> <td></td> <td>5</td> <td>25</td>	25		5		5	25
785.00 70 5000		0.0	.0020 ft/ft		0.0020 ft/ft	
785.00 700 785.00	790.00					790.00
785.00 785.00 <td></td> <td></td> <td></td> <td></td> <td></td> <td></td>						
NUM INSTRUCT INSTRUCT </td <td>785.00</td> <td></td> <td>786.26</td> <td></td> <td></td> <td>785.00</td>	785.00		786.26			785.00
					12" TYPE "C" TILE 782.70'	
8 00 0000 H/I						
8 00 0000 H/I		DEODOCED				
790.00 785.00 786.21 785.00 <td>8</td> <td>R/W</td> <td>R/W</td> <td></td> <td></td> <td></td>	8	R/W	R/W			
790.00 785.00 <td><math>\begin{pmatrix} \mathbf{\dot{+}}\\ 00 \end{pmatrix}</math></td> <td></td> <td>\mathbf{S}</td> <td></td> <td></td> <td></td>	$\begin{pmatrix} \mathbf{\dot{+}}\\ 00 \end{pmatrix}$		\mathbf{S}			
785.00 766.21 786.00 721 STONE AREA ~ 24:1 785.00 785.00 786.21 776.21 776.21 776.21 776.21 776.21 776.21 776.21 776.21 776.21 776.21 776.21 776.21 776.		0.0	.0020 ft/ft		0.0020 ft/ft	
785.00 786.21 786.21 786.21 785.00 785.00 786.21 785.00 12° 17 PE*C* THE 785.00 PROPOSED EXISTING PROPOSED EXISTING PROPOSED 7 75 0.0000 B/R 0.0000 B/R 0.0000 B/R 74 790.00 790.00 790.00 790.00 790.00 790.00 790.00	790.00					790.00
785.00 12" TYPE 'C' THE 785.00 PROPOSED EXISTING PROPOSED EXISTING R/W R/W EXISTING PROPOSED 0.0020 ft/ft 0.0020 ft/ft 77 75 0.0020 ft/ft 77 790.00 790.00 790.00						
PROPOSED EXISTING PROPOSED EXISTING PROPOSED R/W	785.00		786.21'			785.00
PROPOSED EXISTING R/W PROPOSED EXISTING R/W PROPOSED R/W 7 75 0.0020 fr/ft 0.0020 fr/ft 0.0020 fr/ft 7 75 7 75 7 75 7 7 75 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7					12" TYPE "C" TILE O 782.76	
7 7 7 7 7 75 0.0020 ft/ft 0.0020 ft/ft 0.0020 ft/ft 7 790.00 790.00 790.00 790.00 790.00				The out of the Allow - 767.30		
7 7 7 7 7 75 0.0020 ft/ft 0.0020 ft/ft 0.0020 ft/ft 7 790.00 790.00 790.00 790.00 790.00						
	7	PROPOSED R/W	EXISTING R/W		LASTING PROPOSED R/W R/W	
			κ			
790.00		0.0	0020 ft/ft		0,4020 ft/ft	
790.00	790.00					700.00
786.16'						
705.00	785.00		786.16		12:1 STONE AREA ~ 24:1	785.00
EXISTING ELEVATION = 787.61 EXISTING ELEVATION = 787.71 EXISTING ELEVATI					12" TYPE "C" TILE	700.00







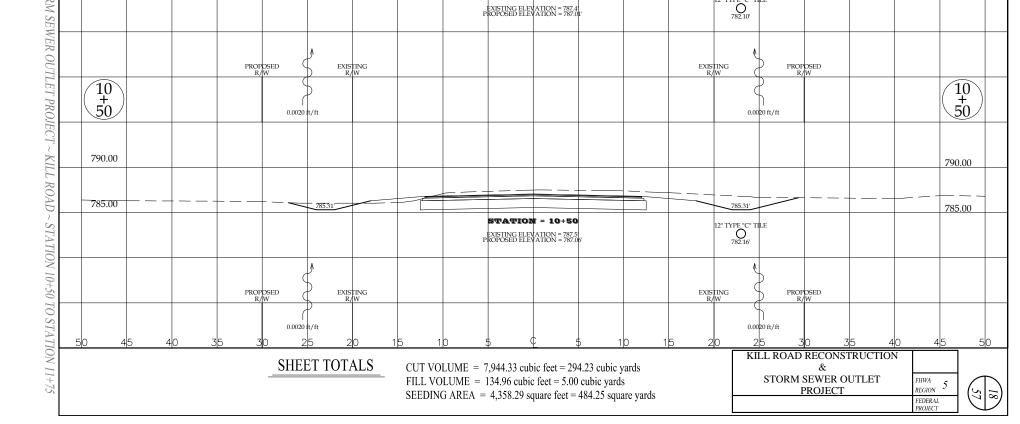
45 40	35 30 25 20 15	1p \$ C \$ 1p 15 2	0 25 30 35 40 45
	PROPOSED	EXIS	
10	R/W R/W	R,	W R/W
25			
25/	0.0020 ft/ft		0.0020 ft/ft
790.00			790.0
785.00	785.36'		785.36' 785.0
		STATION = 10+25 EXISTING ELEVATION = 787.6' PROPOSED ELEVATION = 787.11'	12" TYPE "C" TILE 782.22'
		PROPOSED ELEVATION = 787.11	782.22'
	PROPOSED	EXIS	
	PROPOSED EXISTING R/W R/W		W C R/W
10			0.0020 ft/ft
	0.0020 ft/ft		0.0020 ft/ft
790.00			
			790.0
785.00	785.41'		785.41' 785.0
			12" TYPE "C" TILE
		EXISTING ELEVATION = 787.6 PROPOSED ELEVATION = 787.16	O 782.28'
	PROPOSED EXISTING R/W R/W	EXIS R	W C R/W
9 + 75			0.0020 fr/ft
75	0.0020 ft/ft		0.0020 ft/ft
790.00			790.0
785.00	785.46'		785.46 785.0
		STATION = 9+75	
		EXISTING ELEVATION = 787.7 PROPOSED ELEVATION = 787.21'	12" TYPE "C" TILE
	PROPOSED EXISTING R/W R/W	EXIS	TING PROPOSED W R/W
9	S S		
9 + 50	0.0020 ft/ft		0.0020 fr/ft
790.00			790.0
785.00 — — — — —	785.51		785.51
	END: 12" R.C.P. ~ DRIVEPIPE 9+40,36, 23.00" LT. ~ 795.53"	STATION = 9+50	
		EXISTING ELEVATION = 787.8 PROPOSED ELEVATION = 787.25'	12" TYPE "C" TILE 782.40'
	EXISTING CATCH BASIN STATION 9+59.47, 21.80 LT. (TO BE REMOVED)		
	PROPOSED EXISTING R/W R/W	EXIS	nng Proposed W R/W
9			
9 + 25	0.0020 tt/ft		0.0020 fr/ft
	0.0020 1/11		
790.00 MATCH I CONCRETE DI			790.0
EI EVATIO			
ELEVATIO			
	# POURD CONCETE DRIVINAY		
	#TOTRID CONCRETE DAVINAY	STATION = 9+25	785.6 12" TYPE "C" TILE 785.46







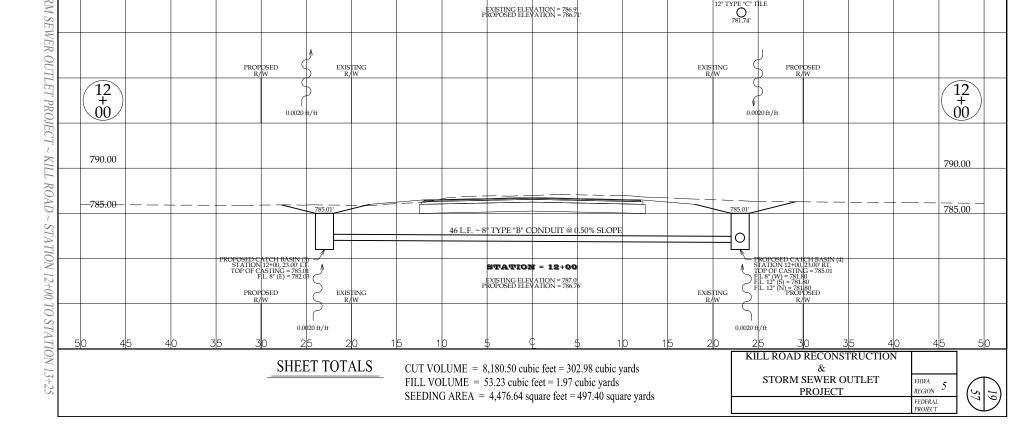
45 40	35 30 25 20 15 16	5 ¢ 5 10	15 20 25 30 35	40 45
	PROPOSED EXISTING R/W R/W		EXISTING PROPOSED R/W R/W	
75	0.0020 t/ ft		0.0020 ft/ft	
790.00				790.00
785.00	785.06		785.06'	785.0
		STATION = 11+75 EXISTING ELEVATION = 787.11 PROPOSED ELEVATION = 786.81'	12" TYPE "C" TILE O 781.86	
			701.00	
	PROPOSED EXISTING R/W R/W		EXISTING PROPOSED R/W R/W	
11 + 50	$\left \right $			
50	0.0020 ft/ft		0.0020 ft/ft	50
790.00				790.0
-785.00	785.117		785.11'	785.0
		STATION = 11+50 EXISTING ELEVATION = 787.2 PROPOSED ELEVATION = 786.86'	12" TYPE "C" TILE O 781.92	
			781.92'	
	PROPOSED EXISTING R/W R/W		EXISTING PROPOSED R/W R/W	
11 + 25				
25	0.0020 ft/ft		0.0020 ft/ft	25
790.00				790.0
785.00	785.16		785.16	785.0
		STATION = 11+25 EXISTING ELEVATION = 787.2 PROPOSED ELEVATION = 786.9	12" TYPE "C" TILE O 781.98"	
			781.98	
	PROPOSED EXISTING R/W R/W		EXISTING PROPOSED R/W R/W	
	0.0020 ft/ft		0.0020 ft/ft	
790.00				790.0
785.00	785.21		785.21	785.0
		STATION = 11+00 EXISTING ELEVATION = 787.2 PROPOSED ELEVATION = 789.96'	12" TYPE "C" TILE O 782.04'	
			/02.0%	
	PROPOSED EXISTING R/W R/W		EXISTING PROPOSED R/W R/W	
10 + 75				
/5/	0.0020 tt/ft		0.0020 ft/ft	75
790.00				790.0
785.00	785.26		785.26	785.0
1		STATION = 10+75 EXISTING ELEVATION = 787.4 PROPOSED ELEVATION = 787.0	12" TYPE "C" TILE O 782.10'	







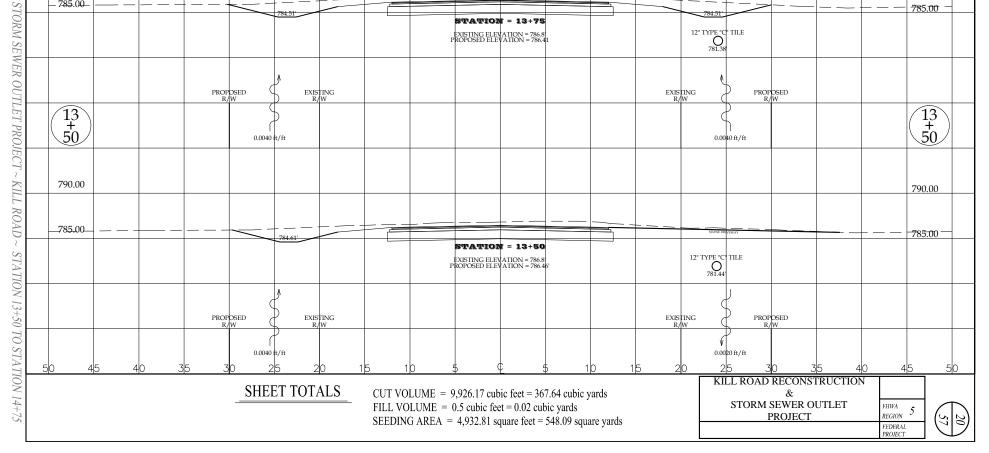
0 45 40	35 30 25 20 15 PROPOSED EXISTING R/W R/W	10 5 C 5 10	15 20 25 30 35 EXISTING PROPOSED R/W R/W	40 45
13 + 25	0.0040 t/ft		0.0020 ft/ft	
790.00				790.0
785.00				
	784.71	STATION = 13+25	785.25' 12" TYPE "C" TILE	
		EXISTING ELEVATION = 786.8 PROPOSED ELEVATION = 786.51	781.52	
13	PROPOSED EXISTING R/W R/W		EXISTING PROPOSED R/W R/W	1
+ 00	(0.0040 tt/ft		Ý 0.0020 ft/ft	
700.00				
790.00				790.0
_785.00	784.81		785.21	
		STATION = 13+00 EXISTING ELEVATION = 786.8 PROPOSED ELEVATION = 786.56	12" TYPE "C" TILE	
	PROPOSED EXISTING R/W R/W		EXISTING PROPOSED R/W R/W	
12 + 75	0.0020 t/ft		0.0020 ft/ft	
790.00				790.0
_785.00			785.16	
	784.86	STATION = 12+75 EXISTING ELEVATION = 786.9 PROPOSED ELEVATION = 786.0"	12" TYPE "C" TILE O 781.62	765.0
		PROPOSED ELEVATION = 786.61	781.62'	
	PROPOSED EXISTING R/W R/W		EXISTING PROPOSED R/W R/W	
12 + 50				
50	0.0020 t//ft		0.0020 ft/ft	5
790.00				790.0
	784.91	STATION = 12+50	785.11	785.0
		EXISTING ELEVATION = 786.9 PROPOSED ELEVATION = 786.66	12" TYPE "C" TILE 0 781.68'	
12	PROPOSED EXISTING R/W R/W		EXISTING PROPOSED R/W R/W	1
12 + 25	0.0020 t/ft		0.0020 ft/ft	
700.00				
790.00				790.0



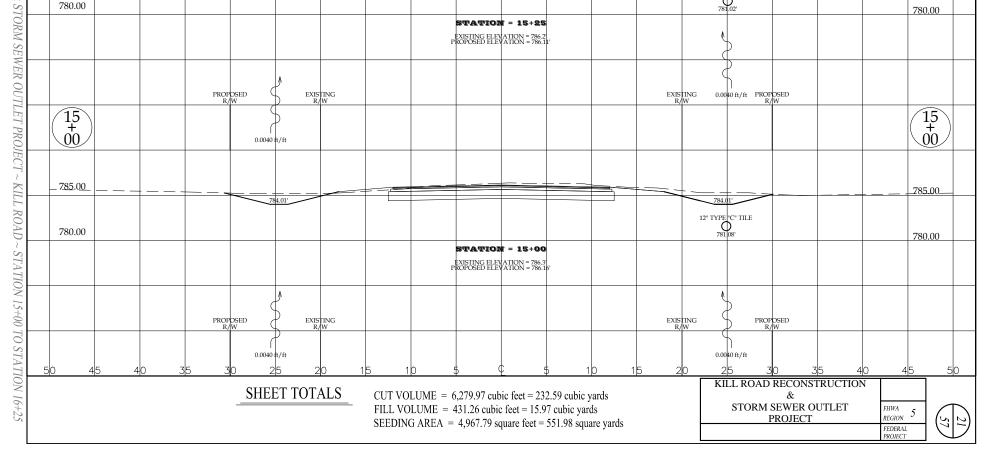




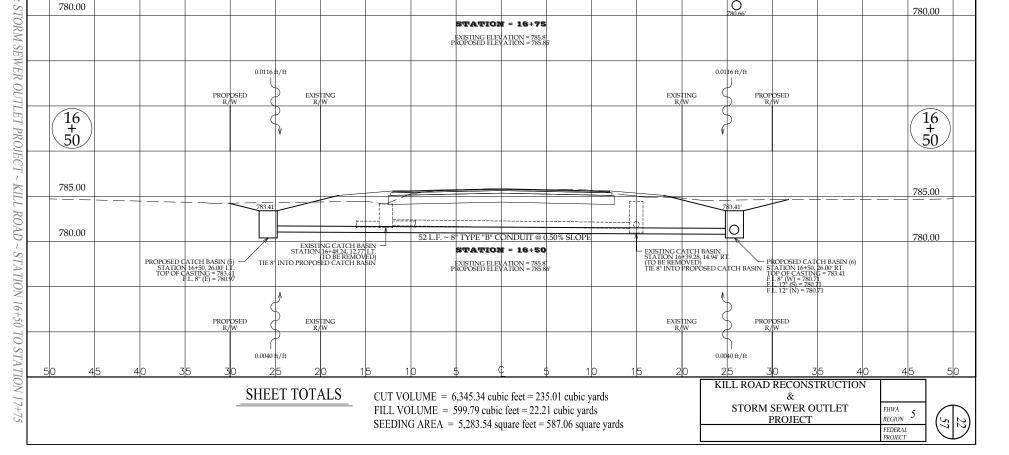
45 40	35 30 25 20 15 1	0 5 C 5 10	15 20 25 30 35	40 45
	PROPOSED EXISTING R/W R/W		EXISTING PROPOSED R/W R/W	
14 + 75				
75	0.0040 ft/ft		0.0040 ft/ft	75
790.00				790.0
_ 785.00				
	784.11'	STATION = 14+75	784.11'	
		EXISTING ELEVATION = 786.5 PROPOSED ELEVATION = 786.21	12" TYPE (C" TILE OS 781.14'	
	PROPOSED		EXISTING PROPOSED	
14	R/W R/W		R/W R/W	(14
$\begin{array}{c}14\\+\\50\end{array}$	0.0040 tt/ft		0.0040 ft/ft	
790.00				
/ 20.00				790.0
705.00				
	84.21	STATION = 14+50	784.21	785.0
		EXISTING ELEVATION = 786.6 PROPOSED ELEVATION = 786.25	12" TYPE "C" TILE 0 781.20'	
			781.20'	
	PROPOSED EXISTING R/W R/W		EXISTING PROPOSED R/W R/W	
	$\left \right $			
25	0.0040 ft/ft		0.0040 ft/ft	
790.00				790.0
_785.00	84.31		784.31	78 5.0
		STATION = 14+25 EXISTING ELEVATION = 786.6 PROPOSED ELEVATION = 786.31'		
			12" TYPE "C" TILE O 781.25'	
	¢		A A A A A A A A A A A A A A A A A A A	
	PROPOSED EXISTING R/W R/W		EXISTING PROPOSED R/W R/W	
	0.0040 tt/ft		0.000 ft/ft	
790.00				790.0
_785.00				
	284.41	STATION = 14+00 EXISTING ELEVATION = 786 7	284.41 12" TYPE "Q" TILE	
		EXISTING ELEVATION = 786.7 PROPOSED ELEVATION = 786.36'	781.32	
	A			
	PROPOSED R/W R/W		EXISTING PROPOSED R/W R/W	
13 + 75				13
75/	(0.0040 tt/ft		0.0040 ft/ft	
790.00				700.0
				790.0



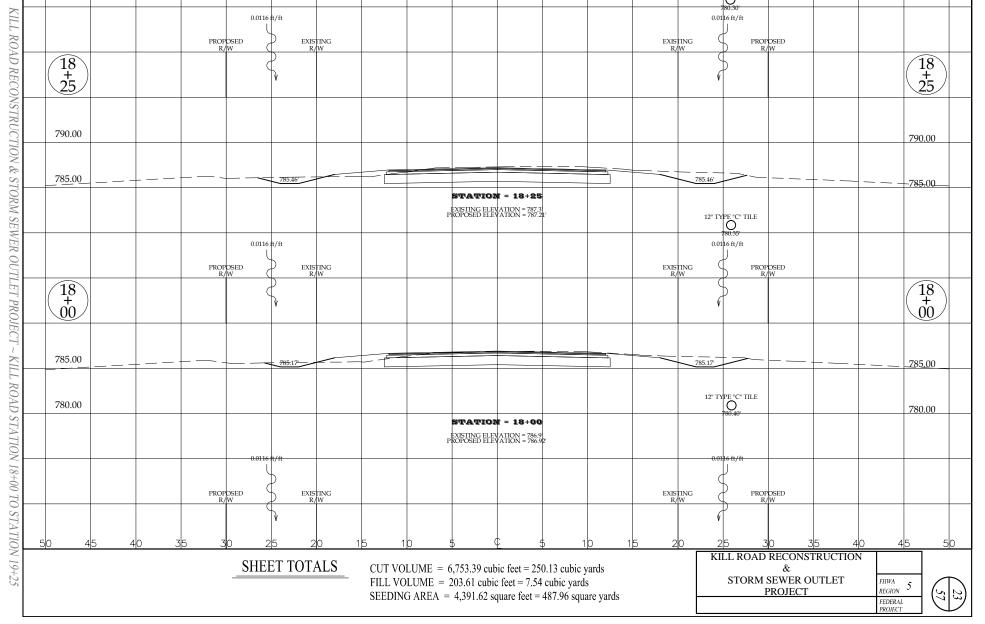
	35 30 25 20 15 PROPOSED EXISTING R/W R/W		15 20 25 30 35 EXISTING PROPOSED R/W R/W	40 45
16 + 25	0.0040 tt/ft		0.0040 ft/ft	
785.00				785.0
780.00	783.51		783.51 12" TYPE "C" TILE 700.78	
		STATION = 16+25 EXISTING ELEVATION = 785.8 PROPOSED ELEVATION = 785.91	780.78	780.0
	PROPOSED EXISTING R/W R/W		EXISTING PROPOSED	
	R/W R/W 0.0040 t/ft		R/W R/W	
785.00	783.61		783.61'	
780.00		STATION = 16+00	12" TYHE "C" TILE 780.84'	780.0
		EXISTING ELEVATION = 785.9 PROPOSED ELEVATION = 785.96		
	PROPOSED EXISTING R/W R/W		EXISTING PROPOSED R/W R/W	
15 + 75	0.0040 tt/ft		0.0040 ft/ft	
_ 785.00	78371		788.71	785.0
780.00			12" TYPE "C" TILE 0 780.90	780.0
		EXISTING FLEVATION = 786.0 PROPOSED ELEVATION = 786.0		
	PROPOSED EXISTING R/W R/W		EXISTING PROPOSED R/W R/W	
15 + 50	0.0040 t/ft		0.0040 ft/ft	
	79381		793/81	785.(
780.00			12" TYPE "C" TILE	780.0
		EXISTING FLEVATION = 786.11 PROPOSED ELEVATION = 786.06'		
	PROPOSED EXISTING R/W R/W		EXISTING PROPOSED R/W R/W	
15 + 25	0.0040 t/ft		0.0040 ft/ft	
_7 <u>85.00</u>	783.001		783,001	
780.00			12" TYPE "C" TILE	780.0



	35 30 0.011615 ft 20 15 PROPOSED EXISTING		15 20 0,715 ft/ft 30 35	40 45
17	PROPOSED EXISTING R/W R/W		EXISTING PROPOSED R/W R/W	
75			V V	
785.00	784.86			785.0
700.00			12" TYPE "C" TILE	
780.00		STATION = 17+75	780.45'	780.0
		EXISTING ELEVATION = 786.5 PROPOSED ELEVATION = 786.68		
	0.0116 tr/ft		0.0116 ft/ft	
	PROPOSED EXISTING R/W R/W		EXISTING PROPOSED R/W R/W	
17 + 50				
785.00				785.0
			78.57	
780.00			12" TYPE "C" TILE 780.50'	780.0
		EXISTING ELEVATION = 786.3 PROPOSED ELEVATION = 786.3		
	0.0116 tr/ft		0.0116 ft/ft	
	PROPOSED EXISTING R/W R/W		EXISTING PROPOSED R/W R/W	
17				
25	¥		v l	
785.00			784.28'	
780.00			12" TYPE "C" TILE 780.55'	780.0
		STATION = 17+25	780.55'	780.0
		EXISTING ELEVATION = 786.0 PROPOSED ELEVATION = 786.09		
	0.0116 ft/ft		0.0116 ft/ft	
17	PROPOSED EXISTING R/W R/W		EXISTING PROPOSED R/W R/W	
			v v	
785.00			783.99	
780.00		STATION = 17+00	12" TYPE "C" TILE 780.60'	780.0
		EXISTING ELEVATION = 785.9 PROPOSED ELEVATION = 785.98		
	0.0116 ft/ft		0.0116 ft/ft	
	PROPOSED EXISTING R/W R/W		EXISTING PROPOSED R/W R/W	
16 + 75				
<u>/5/</u>				
785.00				
++-			783.70	
			12" TYPE "C" TILE O 780.66'	



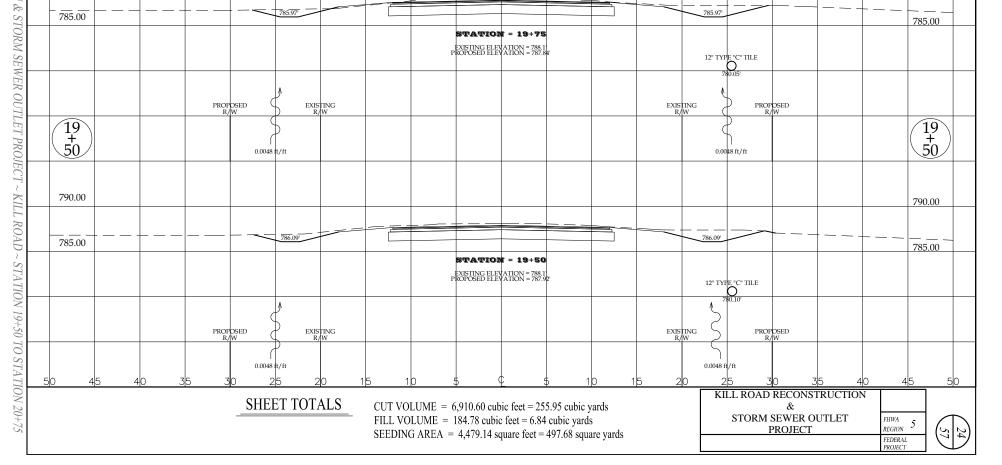
	-	-			. 1+	±				
50 4	5 40	35	30 25	20 15	10	5 C 5	10 15	20 25 30	35 40	45 50
		P		ISTING R/W				EXISTING PROPOSED R/W R/W		
(19)			S S							19
19 + 25			0.0048 ft/ft					0.0048 ft/ft		$\begin{pmatrix} 19\\ +\\ 25 \end{pmatrix}$
			0.0040 1/11					0.00+011/11		
790.00										790.00
785.00			786.21					786.21	· - + -	785.00
						STATION = 19+25				785.00
						EXISTING ELEVATION = 788.1 PROPOSED ELEVATION = 787.95		12" TYPE "C" TILE		
								780.15		
			j.					N		
		P	ROPOSED EX	ISTING R/W				EXISTING PROPOSED R/W R/W		
19			5							$\begin{pmatrix} 19 \\ + \\ 00 \end{pmatrix}$
$ \begin{pmatrix} 19 \\ + \\ 00 \end{pmatrix} $			(0.0048 ft/ft					0.0048 ft/ft		
790.00										790.00
785.00	+-		786.33'					786.33		785.00
						STATION = 19+00				
						EXISTING ELEVATION = 788.1 PROPOSED ELEVATION = 787.89		12" TYPE "C" TILE		
			0.0117.0.10					780.20		
			0.0116 ft/ft					0.116 ft/ft		
		P	ROPOSED EX	ISTING R/W				EXISTING PROPOSED R/W R/W		
18 + 75										18 + 75
			¥					Ý		75
790.00										790.00
	+-		786.04					786.04'	-+	785.00
						STATION = 18+75				
						EXISTING ELEVATION = 788.2 PROPOSED ELEVATION = 787.74		12" TYPE "C" TILE		
			0.0116 ft/ft					12" TYPE "C" TILE 280.25" 0.0116 ft/ft		
		P	ROPOSED EX	ISTING R/W				EXISTING PROPOSED R/W R/W		
$ \begin{array}{r} 18\\ +\\50\end{array} $										18 + 50
			Ŵ					V		50
790.00										790.00
785.00	+-		785.75'					785.75'	_ +	- 7 85 .0 0 —
						STATION = 18+50				
						EXISTING ELEVATION = 787.7 PROPOSED ELEVATION = 787.50'		12" TYPE "C" TILE		
			0.0116 tt/ft					780.30' 0.0116 ft/ft		
		P	ROPOSED EX	ISTING R/W				EXISTING PROPOSED R/W R/W		
18 + 25										18 + 25
25			У							25
790.00										
790.00										790.00
785.00	+-		785.46					785.46		
						STATION = 18+25				
1						EXISTING ELEVATION = 787.3 PROPOSED ELEVATION = 787.21'		12" TYPE "C" TILE		





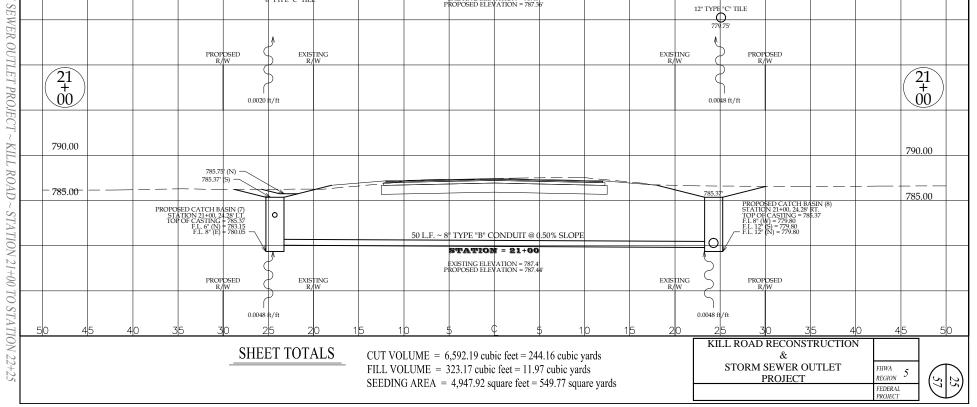
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0 45 40	3 5 3 0 2 5 2 0 1 5 1 0	\$ ¢ \$ 10	1 5 2 0 2 5 3 0 3 5	40 45
	1			+0 +5
	PROPOSED EXISTING R/W R/W		EXISTING PROPOSED R/W R/W	
20 + 75				20 + 75
75	0.0048 ft/ft		0.0048 ft/ft	75
790.00				790.00
				$ \bot _ _ \bot _$
785.00	785.49		785.49	785.00
		STATION = 20+75 EXISTING ELEVATION = 787.6 PROPOSED ELEVATION = 787.52		
			12" TYPE "C" TILE 779.85'	
			\\ \	
	PROPOSED EXISTING R/W R/W		EXISTING PROPOSED R/W R/W	
20 + 50				20 + 50
50	0.0048 ft/ft		0.0048 ft/ft	50
790.00				790.00
785.00	785.61		785.61	785.00
		STATION = 20+50		705.00
		EXISTING ELEVATION = 787.7 PROPOSED ELEVATION = 787.60	12" TYPE "C" TILE	
			779.90'	
	PROPOSED EXISTING		EXISTING PROPOSED	
20	R/W R/W		R/W R/W	$\sqrt{20}$
20 + 25	0.0048 tt/ft		0.0048 ft/ft	20 + 25
790.00				
				790.00
	785.73		785.73	++
785.00		STATION = 20+25		785.00
		EXISTING ELEVATION = 787.8 PROPOSED ELEVATION = 787.68'	12" TYPE "C" TILE	
			12" TYPE "C" TILE 779.95'	
	PROPOSED EXISTING R/W R/W		EXISTING PROPOSED R/W R/W	
20 + 00				
	0.0048 t/ft		0.0048 ft/ft	
790.00				790.00
785.00	785.85		785.85	785.00
		STATION = 20+00 EXISTING ELEVATION = 788.0 PROPOSED ELEVATION = 787.75'		
		101 00LD LLEVATION = /0/./D	12" TYPE "C" TILE	
	PROPOSED EXISTING R/W R/W		EXISTING PROPOSED R/W R/W	
19 + 75				19 + 75
75	0.0048 ft/ft		0.0048 ft/ft	75
790.00				790.00
785.00	785.97		785.97	785.00
		STATION = 19+75		100.00
		EXISTING ELEVATION = 788.1 PROPOSED ELEVATION = 787.84'		





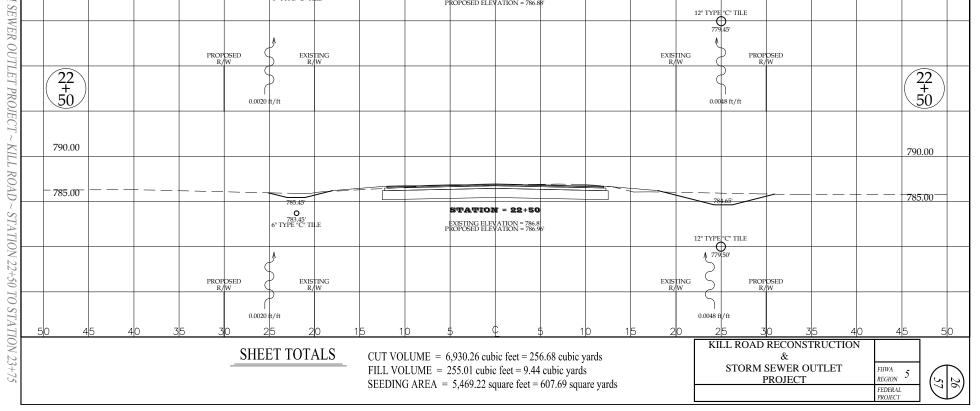
0 45 40	35 30 25 20 15 PROPOSED EXISTING R/W R/W	1b \$ <u>C</u> \$ 1c	15 20 25 30 35 EXISTING PROPOSED R/W R/W	40 45
22 + 25	0.0020 tt/ft		0.0048 ft/ft	
790.00				790.0
-785.00	785.50 6" TYPE "C" TILE	STATION = 22+25 EXISTING ELEVATION = 787.0 PROPOSED ELEVATION = 787.04	784.77 12° TYPE 'C° TILE	785.0
	PROPOSED EXISTING R/W R/W		EXISTING PROPOSED R/W R/W	
22 + 00	0.0020 ft/ft		0.0048 ft/ft	
790.00				790.0
		STATION = 22+00 EXISTING ELEVATION = 787.1 PROPOSED ELEVATION = 787.12	784.89	
	PROPOSED EXISTING R/W R/W		EXISTING PROPOSED R/W R/W	
21 + 75	0.0020 t/ft		0.0048 ft/ft	
790.00				790.0
785.00		STATION = 21+75 EXISTING ELEVATION = 787.2 PROPOSED ELEVATION = 787.2p	785,01	785.0
	PROPOSED EXISTING R/W R/W	PROPOSED ELEVATION = 787.27	EXISTING R/W R/W	
21 + 50	0.0020 tt/ft		0.0048 ft/ft	2.+
790.00				790.0
-785.00	785.65' 785.25' 0" TYPE "C" TILE	STATION = 21+50 EXISTING ELEVATION = 787.3 PROPOSED ELEVATION = 787.28'	785.13 12" TYPE "C" TILE	
	PROPOSED EXISTING R/W R/W		EXISTING PROPOSED R/W R/W	
21 + 25	0.0020 t/ft		0.0048 ft/ft	
790.00				790.0
-785.00	785.70		785.25'	



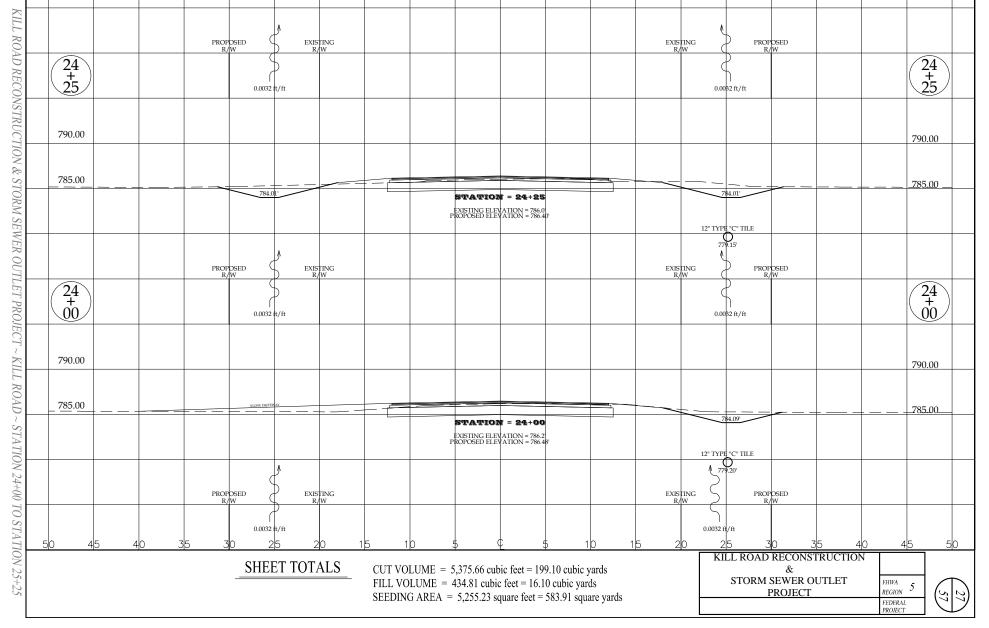




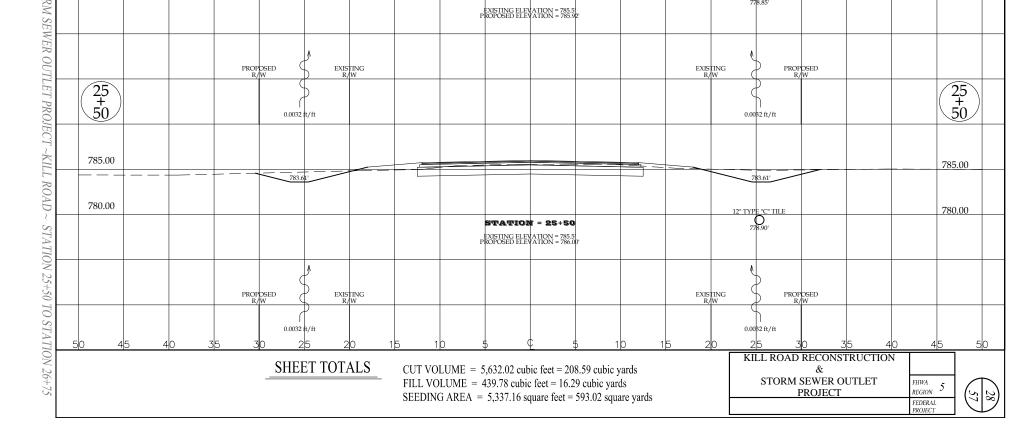
45 40	35 30 25 20 15		15 20 25 30 35	40 45
	PROPOSED EXISTING R/W R/W		EXISTING PROPOSED R/W R/W	
23				(23
23 + 75			0.0032 ft/ft	
700.00				
790.00				
785.00			784.17	
		STATION = 23+75 EXISTING ELEVATION = 786.4 PROPOSED ELEVATION = 786.56 '		
	PROPOSED YARD DRAIN (A) STATION 23+75, 21,44 °LT. TOP DF CASTING - 785,20 F.L. 6* (N) = 783,70	PIROPOSED ELEVATION = 786.56 '	12" TYPE "C" TILE	
	F.L. 6" (N) = 783.70		779.25	
	PROPOSED EXISTING R/W R/W		EXISTING PROPOSED R/W R/W	
23			R/W C R/W	$\overline{)}$
23 + 50	0.0000 (6			
30	0.0020 tt/ft		0.0082 ft/ft	
790.00				790.0
785.00				
	785.25 0 783.65 6" TYPE "C" TILE	STATION = 23+50	784.25	
	6" IYPE "C" IILE	EXISTING ELEVATION = 786.4 PROPOSED ELEVATION = 786.64'	12" TYPE "C" TILE	
			779.30'	
	PROPOSED		EXISTING PROPOSED	
$\widehat{\mathbf{n}}$	R/W R/W			
23 + 25				
25/	0.0020 ft/ft		0.00B2 ft/ft	2
790.00				790.0
785.00				785.0
	785.30 0 783.60' 6" TYPE "C" TILE	STATION = 23+25	784.33'	
	6" TYPE "C" TILE	EXISTING ELEVATION = 786.6 PROPOSED ELEVATION = 786.72'	12" TYPE "C" TILE	
			779.35'	
	PROPOSED EXISTING R/W R/W		EXISTING PROPOSED R/W R/W	
23 + 00				
00/	0.0020 ft/ft		0.0082 ft/ft	
7 85 .0 0 — — — —				
	785.35 O 783.55 6" TYPE "C" TILE	STATION = 23+00	784.41	
780.00	6° I YPE "C" TILE	EXISTING ELEVATION = 786.7 PROPOSED ELEVATION = 786.80		780.0
				////
			12" TYPE "C" TILE 779,40'	
	PROPOSED EXISTING R/W R/W		EXISTING PROPOSED R/W R/W	
22	a anga h (6		0.0048 ft/ft	75
22 + 75	0.0020 ft/ft			
22 + 75	0.0020 t/ ft			
22 + 75 790.00	0.0020 t/ /t			790 0
				790.0
790.00				790.0
	0.0020 tt/ft 785.40 6° TYPE *C° TILE		74.57	790.0 785.0



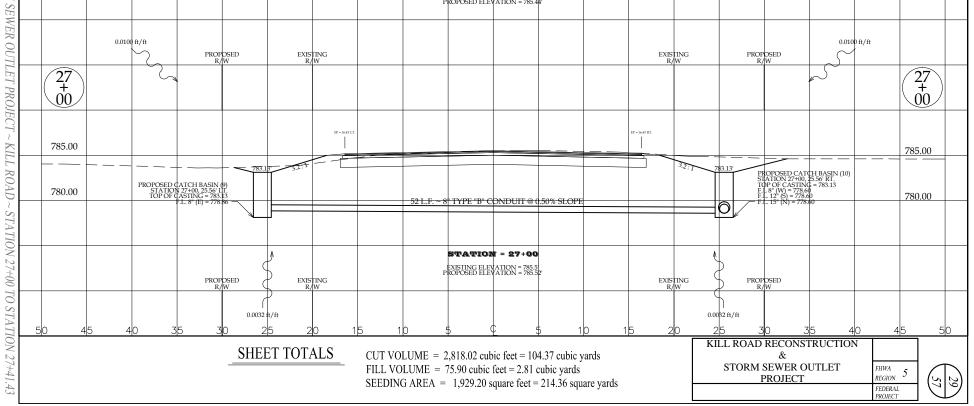
50 45 40	35 30 25 20 15 10	5 ^C 5 10	15 20 25 30 35	40 45 50
	PROPOSED EXISTING R/W R/W		EXISTING PROPOSED R/W R/W	
25 + 25				25 + 25
25	0.0032 tt/ft		0.0082 ft/ft	25
785.00				785.00
	783.69	STATION = 25+25	783.69	
780.00		EXISTING ELEVATION = 785.5 PROPOSED ELEVATION = 786.08		780.00
			12" TYPE "C" TILE	780.00
	PROPOSED EXISTING			
25				25
	0.0032 tt/ft		0.0082 ft/ft	
785.00	783.77		783.77	785.00
	/03.//	STATION = 25+00 EXISTING ELEVATION = 785.7 PROPOSED ELEVATION = 786.16'		
780.00		1 NOT COLU ELLY ATTO/N = /00.10	12" TYPE "C" TILE	780.00
			779.00'	
	۸ (۱۹۹۵ - ۱۹۹۵ - ۱۹۹۵ - ۱۹۹۵ - ۱۹۹۵ - ۱۹۹۵ - ۱۹۹۵ - ۱۹۹۵ - ۱۹۹۵ - ۱۹۹۵ - ۱۹۹۵ - ۱۹۹۵ - ۱۹۹۵ - ۱۹۹۵ - ۱۹۹۵ - ۱ ۱۹۹۵ - ۱۹۹۵ - ۱۹۹۵ - ۱۹۹۵ - ۱۹۹۵ - ۱۹۹۵ - ۱۹۹۵ - ۱۹۹۵ - ۱۹۹۵ - ۱۹۹۵ - ۱۹۹۵ - ۱۹۹۵ - ۱۹۹۵ - ۱۹۹۵ - ۱۹۹۵ - ۱۹۹۵ -		*	
	PROPOSED EXISTING R/W R/W		EXISTING PROPOSED R/W R/W	
24	\sum			24
24 + 75	(0.0032 tt/ft		0.0032 ft/ft	24 + 75
785.00				705.00
	783.85	STATION = 24+75	783.85'	
780.00		EXISTING ELEVATION = 785.7 PROPOSED ELEVATION = 786.24'		
700.00			12" TYPE "C" TILE 779,05'	780.00
	PROPOSED EXISTING R/W R/W		EXISTING PROPOSED R/W R/W	
24 + 50				24 + 50
50	0.0032 tt/ft		0.0032 ft/ft	50
785.00	700 db1			
	783.881	STATION = 24+50 EXISTING ELEVATION = 785.9 PROPOSED ELEVATION = 786.32'	783.83'	
780.00		PROPOSED ELEVATION = 786.32	12" TYPE "C" TILE	780.00
			779.10'	
	PROPOSED EXISTING R/W R/W		EXISTING PROPOSED R/W R/W	
24				24
24 + 25	(0.0032 t/ ft		0.0052 ft/ft	24 + 25
790.00				
				790.00
785.00				
	784.01	STATION = 24+25	784.01'	
		EXISTING ELEVATION = 786.0 PROPOSED ELEVATION = 786.40'		



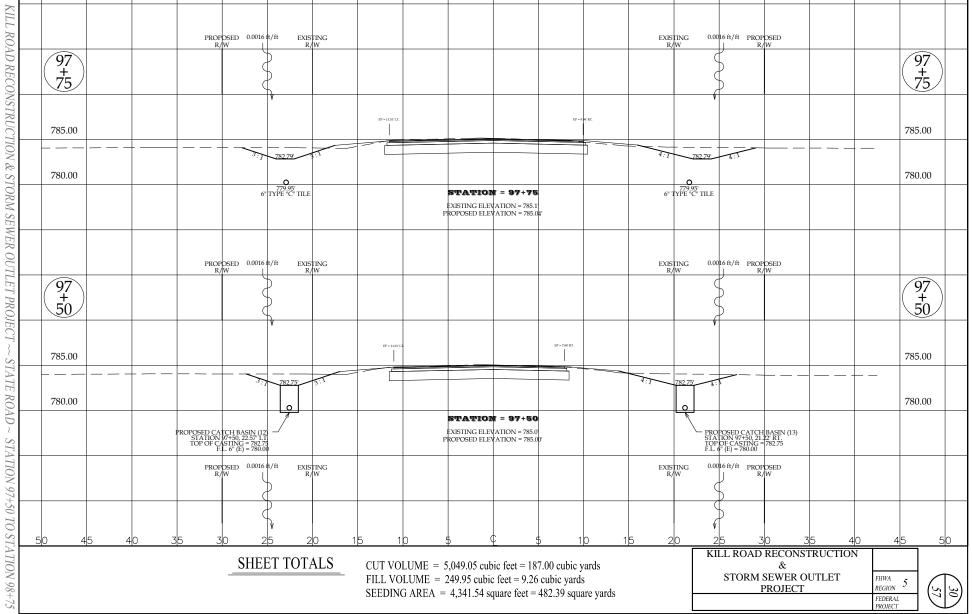
45 40	35 30 25 20 15 1	0 5 C 5 10	15 20 25 30 35	40 45
	PROPOSED EXISTING R/W R/W		EXISTING PROPOSED R/W R/W	
26				20
26 + 75	0.0032 tt/ft		0.0082 ft/ft	
785.00				785.0
	783.21'		783.21'	
780.00			12" TYPE "C" TILE	780.0
			12° 1416 C° 111.6 O778.65'	
		EXISTING ELEVATION = 785.5 PROPOSED ELEVATION = 785.60'		
	PROPOSED EXISTING R/W R/W		EXISTING PROPOSED R/W R/W	
26	<u> </u>			2
50	(0.0032 tt/ft		0.0082 ft/ft	
_				
785.00				785.0
	783.29		783.29	+
780.00				780.0
		STATION = 26+50	12" TYPE "C" TILE 0 778.70'	/80.0
		EXISTING ELEVATION = 785.4 PROPOSED ELEVATION = 785.68		
	PROPOSED EXISTING R/W R/W		EXISTING PROPOSED R/W R/W	
26				20
26 + 25	0.0032 tt/ft		0.0052 ft/ft	26
785.00				785.0
	783.37		783.37	/^05.0
780.00				780.0
		STATION = 26+25	12" TYPE "C" TI F. 7[8.75'	780.0
		EXISTING ELEVATION = 785.4 PROPOSED ELEVATION = 785.76'		
	PROPOSED EXISTING R/W R/W		EXISTING PROPOSED R/W R/W	
26				2
	(0.0032 tt/ft		0.0082 ft/ft	
785.00				785.0
	783.45'		783.45'	
780.00			12" TYPE "C" TH F	780.0
			12" TYPE 3C" THE O 778.80'	700.0
		EXISTING ELEVATION = 785.4 PROPOSED ELEVATION = 785.84		
	PROPOSED EXISTING R/W R/W		EXISTING PROPOSED R/W R/W	
25	<u> </u>			25
25 + 75	(0.0032 tt/ft		0.0082 ft/ft	
				785.0
785.00				1 100.0
785.00	783.58		783.53'	
	783.58		783.53' 12" TYPE "C" TILE	780.0



	50 4	45 4	10 :	35 3	30 2	25 2	0 1	5 1	0 (5 (5 1	ID 1	5 2	20 2	25 3	0 3	35 4	0 4	-5 5	50
-																					
-																					
\vdash																					
\vdash																					
\vdash	27			PRO R	POSED /W	EXIS R	TING W							EXIS	TING /W	PROF R/	OSED W			27	
	27 + 41.43																			27 + 41.43	
	790.00																			790.00	
	785.00				0	.16%>									< − 0.1	0%					
																				-785.00	-
	.0050 ft/ft									TATION					15" TY	PE "B" TILE 0 78.39'				≈ 0.0050) ft/ft
	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~			PRO	POSED /W	EXIS R	TING W		P	EXISTING ELEV ROPOSED ELEV	ATION = 785.4 ATION = 785.3	e'		EXER	TING W		OSED W			5	
	27 + 25																			27 + 25	
	785.00	EP = 41.42° LT				C	OPE = 14"/1'							<u></u>					EP = 41.42 RT.	785.00	
	783.38'														<u>+</u>					785.00	-
	780.00									STATION EXISTING ELEV					15" TY	O 78.48'				780.00	

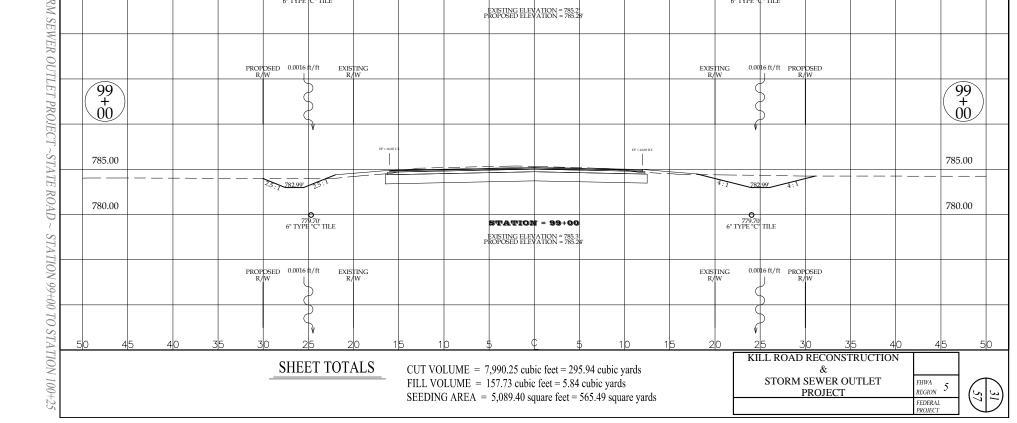


50 45 40	35 30 25 20 15	10 \$ ¢ \$	10 15 20 25 30 35	40 45 50
				+0 +5 50
	PROPOSED 0.0016 tt/ft EXISTING R/W R/W		EXISTING 0.0016 ff/ft PROPOSED R/W R/W	
98 + 75				98 + 75
75				75
	1P = 1500 LT.		87 - 1240 RT.	
785.00				785.00
	25:7 782.95' 25:1		4:7 78205 4:1	
780.00	o		o	780.00
	6" TYPE "C" TILE	STATION = 98+75 EXISTING ELEVATION = 785.3 PROPOSED ELEVATION = 785.20'	779.75' 6" TYPE "C" TILE	
		PROPOSED ELEVATION = 785.2)		
	PROPOSED 0.0016 ft/ft EXISTING R/W R/W		EXISTING 0.0016 ft/ft PROPOSED R/W R/W	
98			$\leq$	98
98 + 50				98 + 50
	· · · · · · · · · · · · · · · · · · ·		¥	
785.00	07 = 54.07 LT.		127 - 1289 KT.	785.00
780.00	3.7 (182.9) 5.1			780.00
	779.80' 6" TYPE "C" TILE	STATION = 98+50	6° TYPE °C' TILE	
		EXISTING ELEVATION = 785.3 PROPOSED ELEVATION = 785.16		
	PROPOSED 0.0016 tt/ft EXISTING		EXISTING 0.0016 ft/ft PROPOSED	
	R/W R/W		R/W R/W	
98 + 25				98 + 25
25				25
	IF-1387		17 - 1200 KT.	
785.00				785.00
			4:1 782.87 4:1	
780.00	779.85		0 6" TYP985' 6" TYPE "C" TILE	780.00
	6" TYPE "C" TILE	STATION = 98+25 EXISTING ELEVATION = 785.0 PROPOSED ELEVATION = 785.12'	6° TYPE "℃ TILE	
		PROPOSED ELEVATION = 785.12		
	PROPOSED 0.0016 ft/ft EXISTING R/W R/W		EXISTING 0.0016 ft/ft PROPOSED R/W J R/W	
98 + 00				98 + 00
	V V			
785.00	10-1	80° LT.	17-12.00 ET	785.00
			4:1 782 83' 4:1	+
780.00				780.00
	6" TYPE "C" TILE	STATION = 98+00	77990' 6" TYPE "C" TILE	
		EXISTING ELEVATION = 785.1 PROPOSED ELEVATION = 785.08'		
	PROPOSED 0.0016 ft/ft EXISTING R/W R/W		EXISTING 0.0016 ft/ft PROPOSED R/W R/W	
97				97
97 + 75				97 + 75
795.00	1 I I I I I I I I I I I I I I I I I I I	115F LT.	17 - 9 F RT.	705.00
785.00				785.00
	3:7 782 79 3:5		4:7 782.789 4:1	
780.00	6" 779.95' 6" TYPE "C" TILE	STATION = 97+75	6" YP95 6" YPE "C" TILE	780.00
97 +75 785.00 		EXISTING ELEVATION = 785.1 PROPOSED ELEVATION = 785.04'		
		THE CEPTER ATION - 700.04		

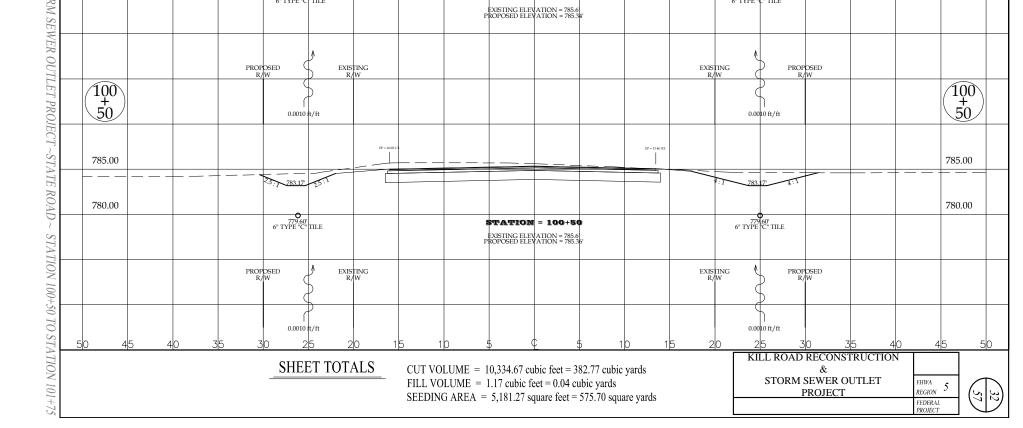


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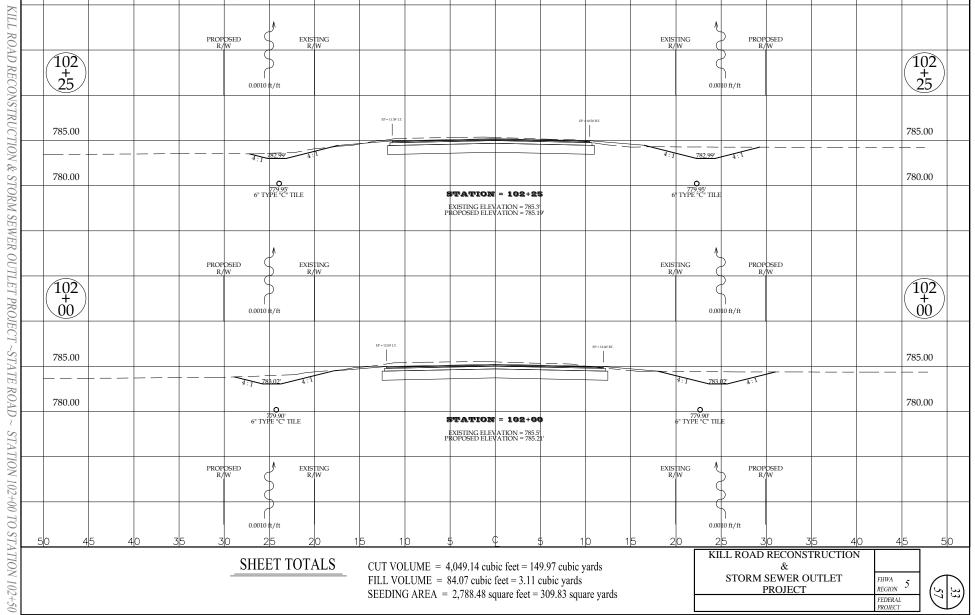
	35 30 25 20 15 10		10 15 20 25 30 35 40	
100	PROPOSED EXISTING R/W R/W		EXISTING PROPOSED R/W R/W	-
25	0.0010 tt/ft		0.00to ft/ft	
	19 - 16.07 [2		17-33.77 HT.	
785.00				785.0
	23:7 783.19 25:1		4:1 783.19 4:1	1
780.00			779 55' 6' TYPE [C' TILE	780.0
		68 L.F. ~ 15" TYPE "B" CON		
	PROPOSED CATCH BASIN (11) ~ (INSTALLE	D: FALL 2016)	PROPOSED CATCH BASIN (10)	
	- PROPOSED CATC'H BASIN (11) ~ (INSTALLE STATION 100+25.66.00 KI FL of OF CASTING - 783.12 FL of (U) = 779.34 FL of (U) = 779.45 FL 15 (U) = 778.25 ~ (INSTALLED: FALL 20)	<b>STATION</b> = 100+25	PROPOSED CATCH BASIN (10) STATION 27400.2556 RT. TOPOF CASIINGC = 783.13 F.L. 6 (N) = 778.60 F.L. 15 (N) = 778.60 F.L. 15 (N) = 778.60 F.L. 15 (N) = 778.60	-
	F.L. 15" (S) = 778.25 ~ (INSTALLED: FALL 20: F.L. 15" (N) = 778.25 ~ (INSTALLED: FALL 20: PROPOSED 0.0016 ft/ft EXISTING	(6) EXISTING ELEVATION = 785.6 PROPOSED ELEVATION = 785.38	EXISTING $\approx 0.0050 \text{ ft/ft}$ PROPOSED F.L. 15 ^(N) = 778.60 EXISTING $\approx 0.0050 \text{ ft/ft}$ PROPOSED	
100	PROPOSED 0.0016 ft/ft EXISTING R/W R/W		EXISTING ≈ 0.0050 ft/ft PROPOSED R/W R/W	-
+ )				
00				
	17 - 1609 12		IP = 1200 FT.	
785.00				<u>78</u> 5.(
	2017 <u>783.15</u> 2.5 ¹			+
780.00				780.0
	77950) 6" TYPE "C" III.E	station = 100+09	8" TYPE "B" THE O 778.73"	5
		EXISTING ELEVATION = 785.4 PROPOSED ELEVATION = 785.38		
				+
	PROPOSED 0.0016 tt/ft EXISTING		EXISTING PROPOSED	
99	R/W R/W			+
+ )				
75			 ≈ 0.0050 ft/ft	
	12 - 16.07 13.		1P~53.77 RT.	
785.00				785.0
++-	3:7 783111 25:1		4:1 78311	+
780.00				780.0
	055 6" TYPE "C" TILE	STATION = 99+75	6" TYPE C" TILE	
		EXISTING ELEVATION = 785.3 PROPOSED ELEVATION = 785.36'		
			PROPOSED CATCH BASIN (9) 5TATION 27400, 25.56 LT. TOP OF CASTINGC = 783.13 F.L. 6(N) = 778.31 F.L. 8(L) = 778.86	-
	PROPOSED 0.0016 tt/ft EXISTING R/W R/W		EXISTING 0.0016 ft/ft PROPOSED R/W R/W	
99			R/W R/W	- 10
99 + 50				99 + 51
				+2
	17 - 1687 LL		17 - 13.46 (E).	
785.00				785.0
	23:7 283.07 25:1		T:T 78307 4:1	
780.00				780.0
	779.60 6" TYPE "C" TILE	<b>STATION = 99+50</b> EXISTING ELEVATION = 785.1 PROPOSED ELEVATION = 785.32'	6" TYPE C" TILE	
		PROPOSED ELEVATION = 785.32		
	PROPOSED 0.0016 tt/ft EXISTING R/W R/W		EXISTING 0.0016 ft/ft PROPOSED R/W R/W	
99				1/9
99 + 25				
				+~
	19 - 1609 U.		EP = 12.00 KL	
785.00				785.0
	23:7 783.03 25:1		4:7 <u>78303'</u> 4:1	



	35 30 25 20 15	10 5 C 5 10 15 20 25	PROPOSID
101	PROPOSED EXISTING R/W R/W	EXISTING R/W	PROPOSED R/W
101 + 75			t/ft
	0.0010 ft/ft	0.0010	
785.00	19-1307	17-12/07 27.	785.0
780.00			780.0
	719.85' 6" TYPE "C" TILE	STATION         = 101+75         79.85' 6" TYPE "C" TILE	
		EXISTING ELEVATION = 785.6 PROPOSED ELEVATION = 785.24	
	PROPOSED R/W R/W	EXISTING R/W	PROPOSED R/W
101			t/ft
50	0.0010 tt/ft	0.0010	t/ft
	10= 54.00 U.	12 - 12,00 57.	
785.00			785.0
		4:7 783.07	4:1
780.00	778 90	<b>STATION = 101+50</b>	780.0
	777.80' 6" TYPE "C" TILE	\$TATION = 101+50         6" TYPE "C" TIL           EXISTING ELEVATION = 785.5         PROPOSED ELEVATION = 785.26"	
	PROPOSED	EXISTING	PROPOSED
101	R/W R/W		R/W
25	0.0010 ft/ft	0.0040	
785.00	19 - 11 00 LT.	12° + 12.07 87.	785.0
		4:7 783,09	
780.00			780.0
	77975 6" TYPE "C" TILE	STATION         = 101+25         779,75' 6' TYPE 'C' IT           EVENTION = 1001-255 6         6' TYPE 'C' IT	E
		EXISTING ELEVATION = 785.6 PROPOSED ELEVATION = 785.29	
	۸. In the second se	A	
	PROPOSED EXISTING R/W R/W	EXISTING R/W	PROPOSED R/W
00/	0.0010 t/ft	0.0010	t/ft
	17 - 1607 LT.	19-12.W EL	
785.00			
700.00	23:7 283.12' 15:1	4:7 783.12	
780.00	779.70 6" TYPE "C" TILE	<b>STATION = 101+00</b>	1E 780.0
		EXISTING ELEVATION = 785.7 PROPOSED ELEVATION = 795.3	
	PROPOSED EXISTING R/W R/W	EXISTING R/W	PROPOSED R/W
100			
100 + 75	( 0.0010 <b>t</b> /ft	0.000.0	t/ft
785.00		17 - 120/ 97.	785.0
	23:7 283.14 25:1	4:7 783.14	



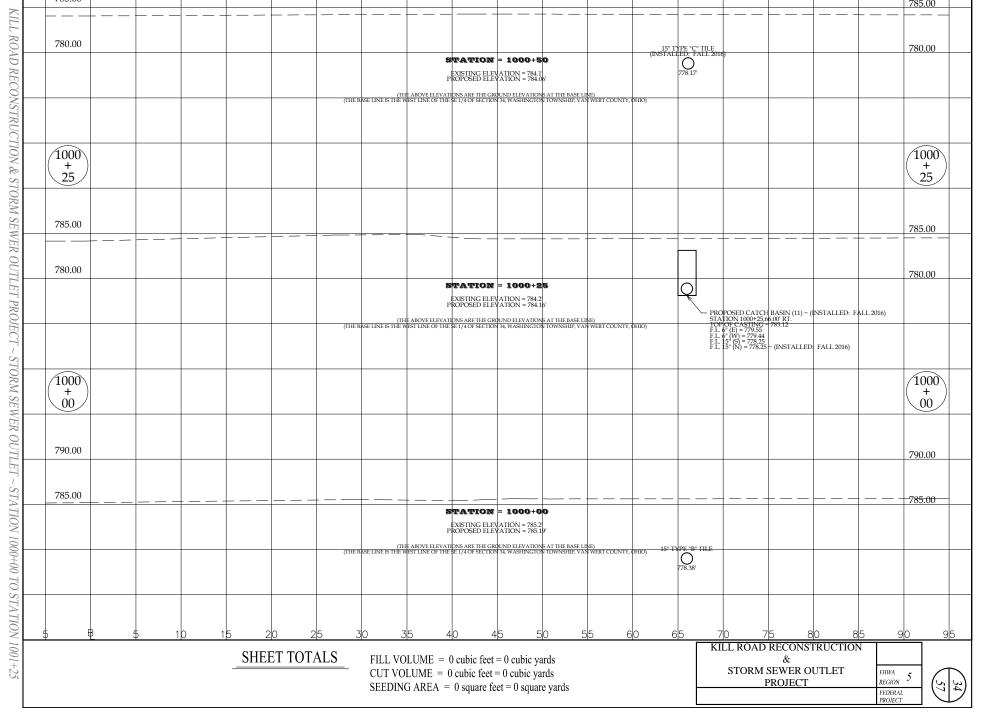
			olc -'-		<u>ل</u>	<i>ф</i> +			
50 4	5 40 3	5 30	25 20	15 1	0 5	¢ 5	10 15 2	20 25 30 35	5 40 45 50
104									(104)
$104 \\ + \\ 80$									104 + 80
00/									
785.00									785.00
			+-					+   + +	
780.00							<u> </u>		780.00
								STING CATCH BASIN	
							ST. TO	STING CATCH BASIN REMAIN] ATION 104-80, 17.03° RT. POF CASTING 4 782.32 STING 6 * MER.22 STING 6 * CLAY (5) - FL = 780.37 STING 6 * CLAY (5) - FL = 780.37 STING 10° PLASTIC (N) - FL = 780.49 DPOSED 6° TYPE *C° (W) ~ FL = 780.45	
							EX EX EX	STING 6" CLAY (S) ~ FL = 780.37 (STING 6" CLAY (S) ~ FL = 780.54 (STING 10" PLASTIC (N) ~ FL = 780.49	
							PR	OPOSED 6" TYPE "C" (W) ~ FL = 780.45	
			<u>۸</u>					N N	
		PROPOSED R/W	EXISTING R/W				EXI	STING PROPOSED	
$\overline{(102)}$			\$ 1						102 + 50
102 + 50									
		0.0	010 ft/ft					0.0010 ft/ft	
				EP = 10.75' l	r.		er l		
785.00				nr = 10/251		EP = 9.00	n		785.00
			782.96				4:1	782.96' 4:1	
			4:1 4:1						
780.00						z _ 100 · 50		780.00' " TYPE "C" TILE	780.00
	PRO	POSED CATCH BASIN (14	4) - /			<b>T = 102+50</b> WATION = 785.2 WATION = 785.16'	6	" I YPE "C" TILE	
		POSED CATCH BASIN (1- STATION 102+50, 23.57" L TOP OF CASTING = 782.9 F.L. 6" (E) = 780.0	26 00		PROPOSED ELE	NATION = 785.16			
		pp.cp.cs							
		PROPOSED R/W	EXISTING R/W				EXI	STING PROPOSED /W R/W	
102			>						102
102 + 25		0.0	010 ft/ft					0.0010 ft/ft	
				EP = 11.38 LT.		E	P = 10.50' RT.		
785.00									785.00
			- 782.99' 4:1					1 782.99' 4:1	
780.00									780.00
		6	0 779.95' " TYPE "C" TILE		STATION	<b>(</b> = 102+25		0 779.95' 6' TYPE "C" TILE	
785.00 780.00						VATION = 785.3 VATION = 785.19			



0

C

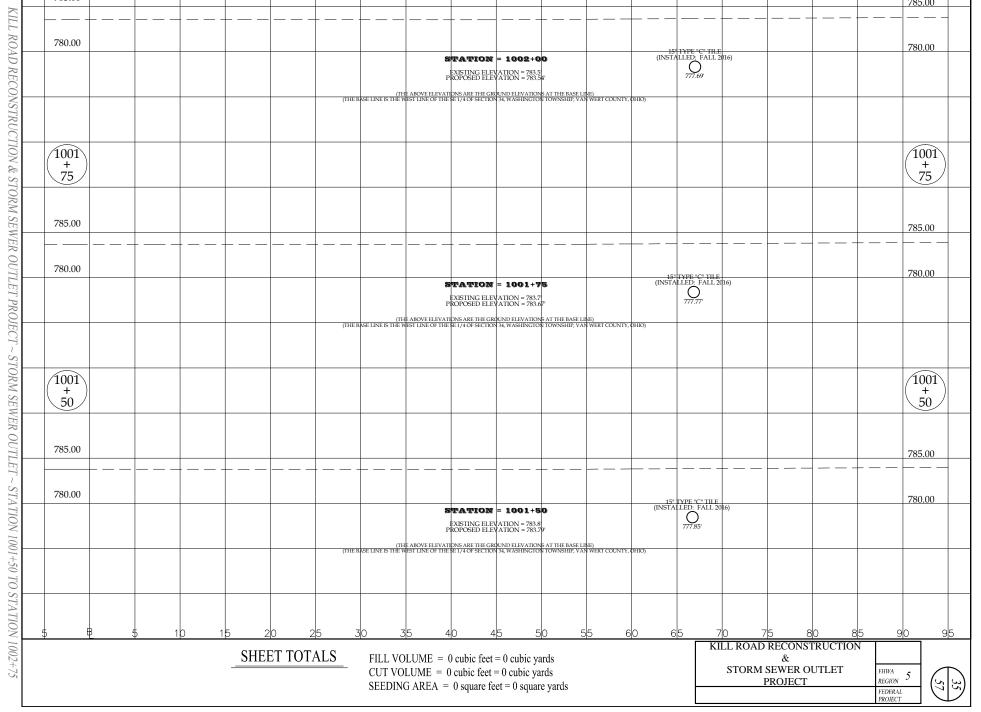
5 B	5	10	15 2	0 2	5 30 3	35 4	10 4	5 50	5	5 60	) 6	5 70	7 5	80 85	90 9
1001															1001
25															+ 25
785.00						<u> </u>									785.00
780.00															780.00
								= 1001+25 (ATION = 783.9 (ATION = 783.86)			15" (INSTAI	YPE "C" TILE LED: FALL 2016) 0777.93'			780.00
					(THE BASE LINE IS THE V				AT THE BASE LIN OWNSHIP, VAN	E) WERT COUNTY, OI	HIO)				
1001															1001
+ 00															+ 00
785.00														+	
780.00															780.00
								= 1001+00 (ATION = 783.9 (ATION = 783.98)			IS" I (INSTAL	YPE "C" TILE LED: FALL 2016) 0778.01			780.00
					(THE BASE LINE IS THE V				AT THE BASE LIN OWNSHIP, VAN	E) WERT COUNTY, OI					
1000															1000
1000 + 75															+ 75
785.00						<u> </u>									785.00
780.00											1 51 77				780.00
								= 1000+75 ATION = 784.0 ATION = 784.00'			(INSTAL	(PE "C" TILE LED: FALL 2016) 778.09'			700.00
					(III (THE BASE LINE IS THE V				AT THE BASE LIN OWNSHIP, VAN	E) WERT COUNTY, OI					
1000															1000
+ 50															+ 50
785.00			+			<u> </u>									
780.00											15" T	₽F " <i>C</i> " TH F			780.00
								= 1000+50 (ATION = 784.1) (ATION = 784.06)			(INSTALI	PE "C" TILE ED: FALL 2016) 778.17'			700.00
					(II- (THE BASE LINE IS THE V				AT THE BASE LIN OWNSHIP, VAN	E) WERT COUNTY, OI					
1000															1000
25															+ 25
785.00			+			<u> </u>	<u> </u>							= $ +$ $-$	
780.00															780.00
							STATION EXISTING ELEV PROPOSED ELEV	= 1000+25							780.00



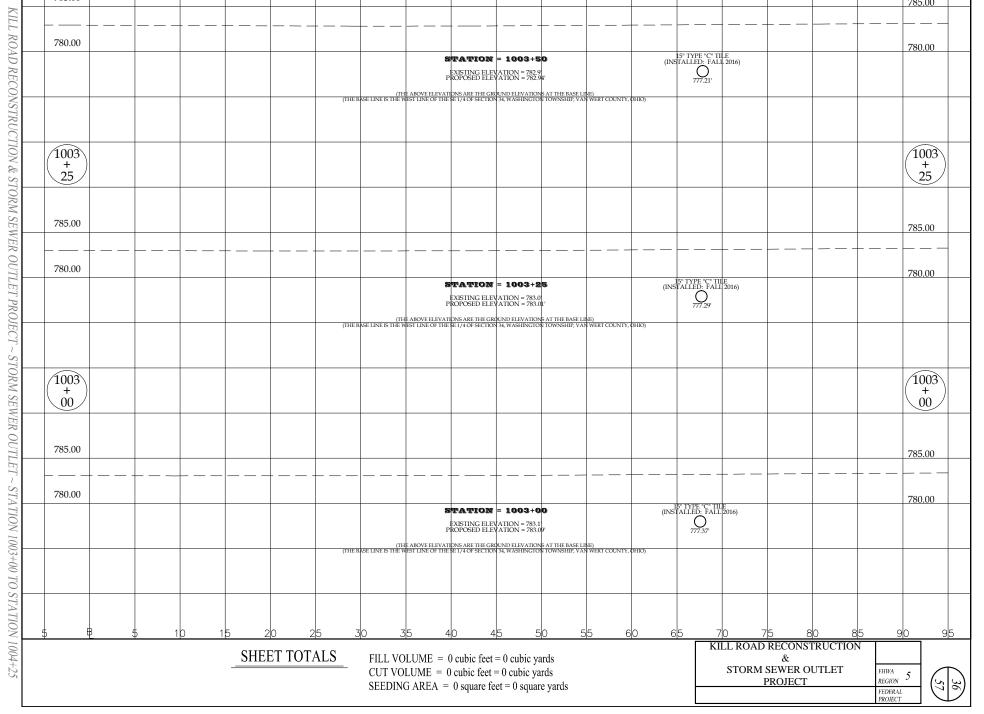
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5 B	5 1b	15	20 2	25 3	50 3	ij5 4 0 4	45 50 515	60 6	5 70	7 5 8 0	8 5	90 95
/1002												1002
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785.00												785.00
		+							+			
780.00							4000.55		3" TYPE "C" TILE TALLED: FALL 2016)			780.00
							T = 1002+75 WATION = 783.2 WATION = 783.16	(INS	TALLED: FALL 2016) 777.45'			
				(THE B.	(TH ASE LINE IS THE W		ROUND ELEVATIONS AT THE BASE LINE IN 34, WASHINGTON TOWNSHIP, VAN V	) VERT COUNTY, OHIO)				
1002												1002
(1002 + 50												$\begin{pmatrix} 1002\\ +\\ 50 \end{pmatrix}$
785.00												785.00
780.00												780.00
							<b>= 1002+50</b> WATION = 783.3 WATION = 783.29'	(INS	S TYPE "C" TILE TALLED: FALL 2016) 0777.53'			
				(THE B.	(TH ASE LINE IS THE W		QUND ELEVATIONS AT THE BASE LINE	) VERT COUNTY, OHIO)	111.35			
1002												1002
1002 + 25												$\begin{pmatrix} 1002\\ +\\ 25 \end{pmatrix}$
785.00												785.00
<u> </u>												
780.00												780.00
							<b>= 1002+25</b> WATION = 783.4 WATION = 783.42'	(INSI	ALLED: FALL 2016)			
				THEB	(TH		VATION = 783.42' ROUND ELEVATIONS AT THE BASE LINE N 34, WASHINGTON TOWNSHIP, VAN V	) VERT COUNTY, OHIO)	///.61			
								, , , ,				
												4000
$\begin{pmatrix} 1002 \\ + \\ 00 \end{pmatrix}$												$\begin{pmatrix} 1002 \\ + \\ 00 \end{pmatrix}$
785.00												505.00
780.00												780.00
							T = 1002+00 WATION = 783.5 WATION = 783.54'	(INST	TYPE "C" TILE ALLED: FALL 2016) 7777.69'			
				(THE B	(TH		WATION = 783.54' ROUND ELEVATIONS AT THE BASE LINE IN 34, WASHINGTON TOWNSHIP, VAN V		777.69			
				(ITE B.	LANE IS THE W		,					
75												75
785.00												
780.00												790.00
							1 = 1001+75	15 (INST.	TYPE "C" TILE LLED: FALL 2016) 777.77'			780.00
						EXISTING ELE PROPOSED ELE	VATION = 783.7 VATION = 783.67		777.77			



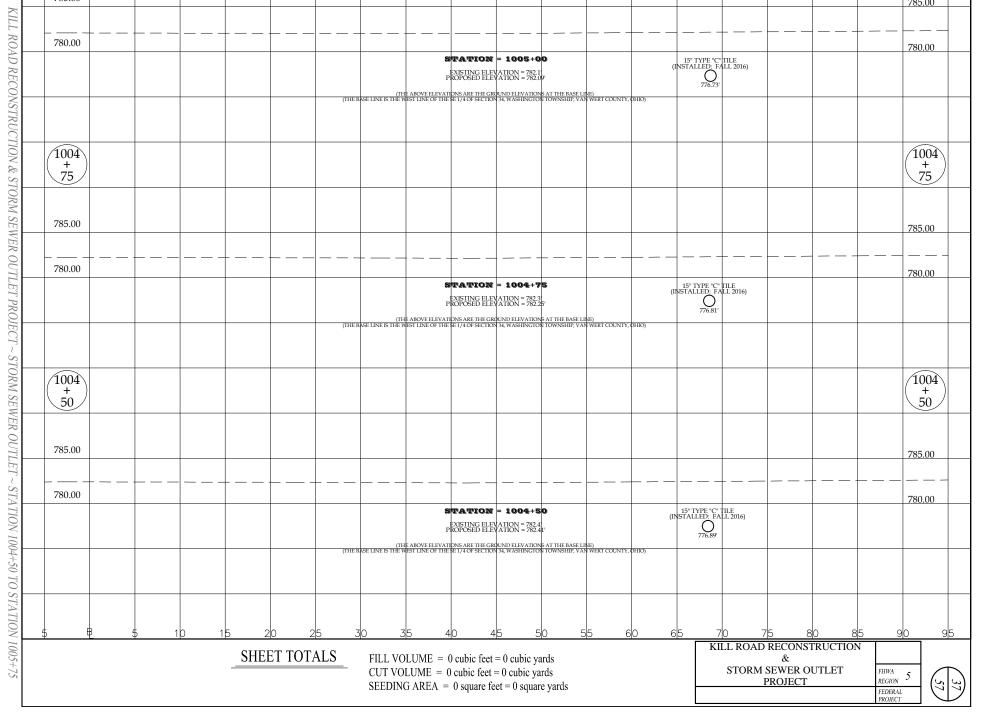
s B	<u></u>	10	15 20	) 2	5 3	0 3	5 4	HO 415 510	55	60 65	, 7 <u>0</u> 715	5 80 85	5 90 9
	-			) 2	0 0								, ,, ,, ,, ,, ,, ,, ,, ,, ,, ,, ,, ,, ,
(100)													1001
(1004 +													
25													25
785.00													
785.00													785.00
780.00								+ + +					
780.00							s	TATION = 1004+25	i	(INS	5" TYPE "C" TILE FALLED: FALL 2016)		780.00
							P	EXISTING ELEVATION = 782.6 ROPOSED ELEVATION = 782.57'		(1)	776.97		
					(THE B	(TH ASE LINE IS THE W	E ABOVE ELEVAT EST LINE OF THE	IONS ARE THE GROUND ELEVATIONS SE 1/4 OF SECTION 34, WASHINGTON T	AT THE BASE LINE) OWNSHIP, VAN WERT COUN	NTY, OHIO)			
/1004													1004
$\begin{pmatrix} 1 & 0 & 1 \\ + & 0 & 0 \end{pmatrix}$													
785.00													
,													785.00
780.00		+				<u>                                     </u>		+ +		-+			
								TATION = 1004+00	· · · · ·	(IN5	5" TYPE "C" TILE TALLED: FALL 2016)		780.00
								EXISTING ELEVATION = 782.7 ROPOSED ELEVATION = 782.78'			777.05'		
					(THE B	(TH ASE LINE IS THE W	E ABOVE ELEVAT EST LINE OF THE	IDNS ARE THE GROUND ELEVATIONS SE 1/4 OF SECTION 34, WASHINGTON	AT THE BASE LINE) OWNSHIP, VAN WERT COUN	NTY, OHIO)			
1003													1003
75													+ 75
785.00													785.00
780.00													780.00
								TATION = 1003+75	i	(INST	5" TYPE "C" TILE ALLED: FALL 2016) 0777.13'		700.00
						(TH		EXISTING ELEVATION = 782.9 ROPOSED ELEVATION = 782.86'	AT THE BACE I INE)		777.13'		
					(THE B	ASE LINE IS THE W	EST LINE OF THE	IDNS ARE THE GROUND ELEVATIONS SE 1/4 OF SECTION 34, WASHINGTON	OWNSHIP, VAN WERT COUN	NTY, OHIO)			
1003													1003
50													+ 50
785.00													785.00
		<u> </u>	<u> </u> ]			<u> </u>		-		+			
780.00													780.00
								TATION = 1003+50 EXISTING ELEVATION = 782.9 ROPOSED ELEVATION = 782.94		15 (INST	" TYPE "C" TILE ALLED: FALL 2016) 777.21'		
					CTUE P	(TH		ROPOSED ELEVATION = 782.94 IONS ARE THE GROUND ELEVATIONS SE 1/4 OF SECTION 34, WASHINGTON	AT THE BASE LINE)	NTX OUIO	777.21'		
					(int B		and or trib	,					
1003													1003
25													+ 25
785.00													785.00
+			++				·	$\vdash - \downarrow \downarrow$		-+		+	
780.00										4-			780.00
								TATION = 1003+25 EXISTING ELEVATION = 783.0 ROPOSED ELEVATION = 783.01		(INST	' TYPE "C" TILE ALLED: FALL 2016) 777.29'		



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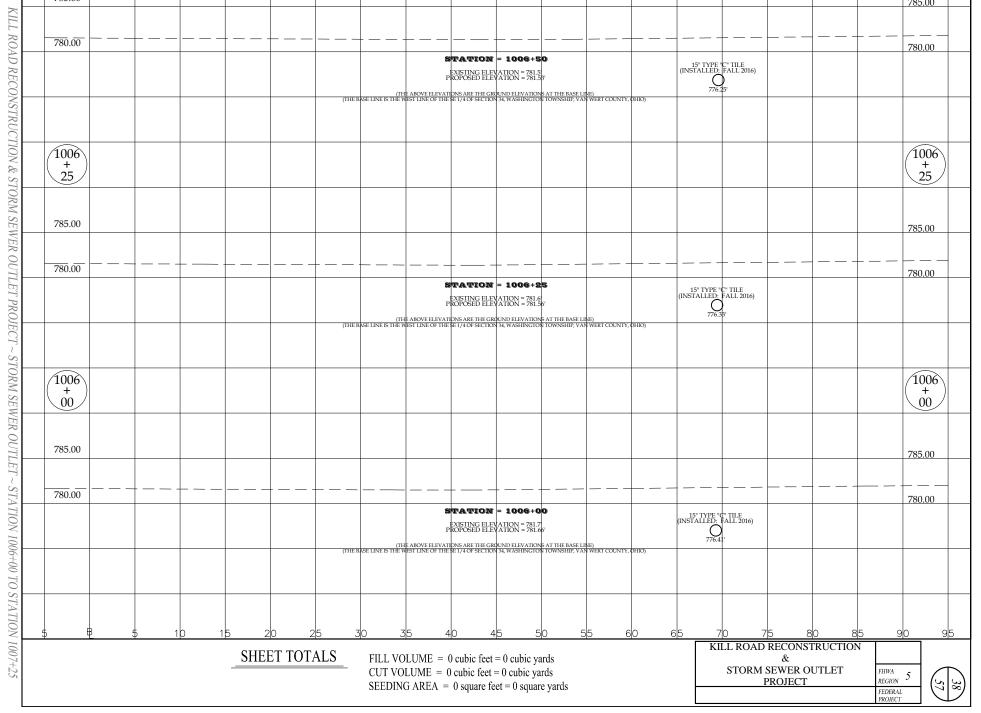
5 B	5 1b	15 20 2	5 30 35	40 45 50 55	6 0 6 5 7 0 7 5 8 0	85 90
1005						1005
+ 75						+ 75
785.00						785.00
780.00						780.00
				EXISTING ELEVATION = 781.8 PROPOSED ELEVATION = 781.76'	15" TYPE "C TILE (INSTALLED: TALL 2016) 776.49	
			(THE ABOVE (THE BASE LINE IS THE WEST LINE	ELEVATIONS ARE THE GROUND ELEVATIONS AT THE BASE LINE) OF THE SE 1/4 OF SECTION 34, WASHINGTON TOWNSHIP, VAN WERT COUNT	776.49	
1005						1005
50						+ 50
785.00						785.00
780.00		+	<u>  +  </u>			780.00
				STATION = 1005+50 EXISTING ELEVATION = 781.9 PROPOSED ELEVATION = 781.87	15" TYPE "C [†] TILE (INSTALLED: FALL 2016)	
			(THE ABOVE (THE BASE LINE IS THE WEST LINE	ELEVATIONS ARE THE GROUND ELEVATIONS AT THE BASE LINE) OF THE SE 1/4 OF SECTION 34, WASHINGTON TOWNSHIP, VAN WERT COUNT	У. ОНЮ)	
1005						1005
+ 25						+ 25
785.00						785.00
						700.00
780.00		+	+		+	780.00
				<b>STATION = 1005+25</b> EXISTING ELEVATION = 782.0 PROPOSED ELEVATION = 781.97	15" TYPE "C" TILE (INSTALLED: FALL 2016)	
			(THE ABOVE (THE BASE LINE IS THE WEST LINE	PROPOSED ELEVATION = 781.90' ELEVATIONS ARE THE GROUND ELEVATIONS AT THE BASE LINE) OF THE \$E 1/4 OF SECTION 34, WASHINGTON TOWNSHIP, VAN WERT COUNT	776.65 ¹	
1005						
00						00
785.00						
						785.00
780.00		+	+		+	780.00
				STATION = 1005+00	(INSTALLED: FALL 2016) 776.73'	780.00
			(THE ABOVE	EXISTING ELEVATION = 782.1 PROPOSED ELEVATION = 782.09 ELEVATIONS ARE THE GROUND ELEVATIONS AT THE BASE LINE) OF THE ELTA OF SECTION 34, WASHINGCON TOWNSHIP, VAN WERT COUNT	776.73	
			(1 HE BASE LINE IS THE WEST LINE	UF 1HE BE 1/4 OF SECTION 34, WASHINGTON TOWNSHIP, VAN WERT COUNT	Υ, ΨΠΟ)	
						1004 + 75
75						
785.00						
785.00						785.00
780.00		++	+	-++	++	
700.00				STATION = 1004+75	15" TYPE "C" TILE (INSTALLED: FALL 2016)	780.00
				EXISTING ELEVATION = 782.3 PROPOSED ELEVATION = 782.25'	15" TYPE "C" TILE (INSTALLED: FALL 2016)	



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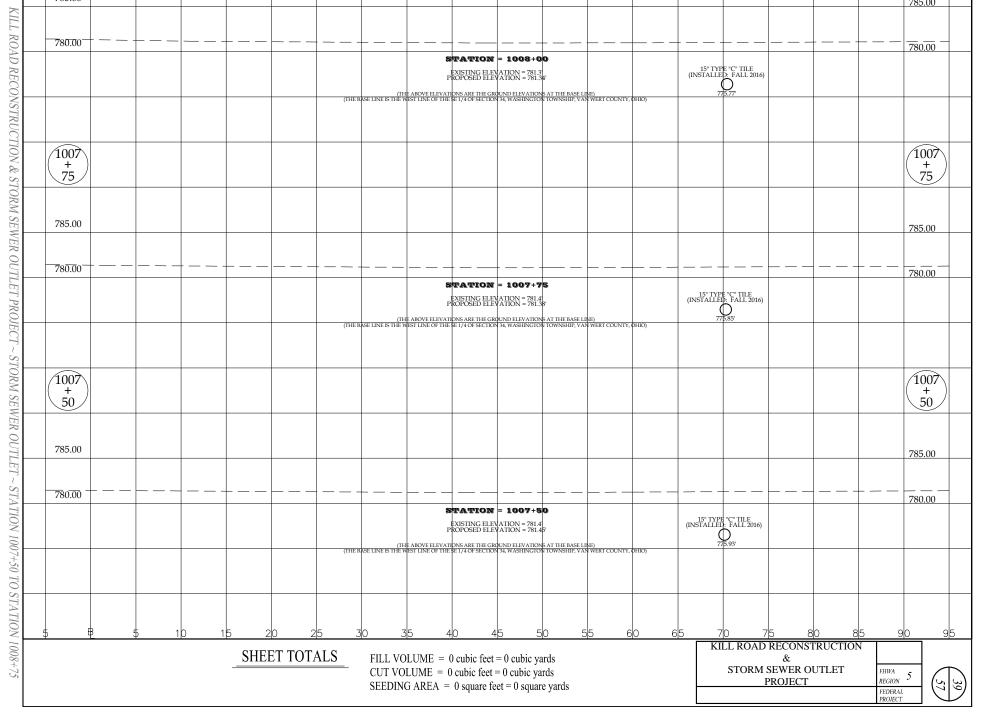
¢ R	<u></u> ф	10 1	15 2	20 2	5 30 3	35 40 4	15 50	55 6	0 65	70 75	80 85	90 95
	5			20 2	.5 .50 .		-0 00		0 05			90 9.
1007												1007
(1007 + 25												(1007 + 25
785.00												
785.00												785.00
780.00			<u> </u>									
700.00							= 1007+25		15" TVI	E "C" TH E		780.00
							VATION = 781.5 VATION = 781.47'			PE "C" TILE D: FALL 2016)		
					(THE BASE LINE IS THE	HE ABOVE ELEVATIONS ARE THE GR WEST LINE OF THE SE 1/4 OF SECTIO	OUND ELEVATIONS AT THE BASE N 34, WASHINGTON TOWNSHIP, V	LINE) AN WERT COUNTY,	OHIO)	76.01'		
1007												1007
$\begin{pmatrix} +\\ 00 \end{pmatrix}$												$\begin{pmatrix} +\\ 00 \end{pmatrix}$
785.00												<b>FOE</b> 22
												785.00
780.00		+	<u> </u>			<u> </u>				+ + -		
							= 1007+00		15" TYF	E "C" TILE D_ FALL 2016)		780.00
							VATION = 781.5 VATION = 781.49'			D: FALL 2016)		
					(THE BASE LINE IS THE	HE ABOVE ELEVATIONS ARE THE GR WEST LINE OF THE SE 1/4 OF SECTIO	OUND ELEVATIONS AT THE BASE N 34, WASHINGTON TOWNSHIP, V	LINE) AN WERT COUNTY,	OHIO)			
1006												(1006)
75												(+ 75)
785.00												785.00
												785.00
780.00		+	+	+		+				+		
							= 1006+75		15" TYP	E "C" TILE D: FALL 2016)		730.00
							VATION = 781.5 VATION = 781.51'	L DID)	(	6.17'		
					(THE BASE LINE IS THE	HE ABOVE ELEVATIONS ARE THE GR WEST LINE OF THE SE 1/4 OF SECTIO	N 34, WASHINGTON TOWNSHIP, V	AN WERT COUNTY,	OHIO)			
1006												1006
+ 50												+ 50
785.00												785.00
780.00	+	-	+	+		+	⊢−− −−−	-		+	·	780.00
							= 1006+50		15" TYPI (INSTALLEI	- "C" TILE : FALL 2016)		
					m		VATION = 781.5 VATION = 781.53 OUND ELEVATIONS AT THE BASE	LINE)		5.25'		
					(THE BASE LINE IS THE	HE ABOVE ELEVATIONS ARE THE GR WEST LINE OF THE SE 1/4 OF SECTIO	N 34, WASHINGTON TOWNSHIP, V	AN WERT COUNTY,	OHIO)			
1006												1006
25												25
785.00												785.00
780.00		+	<u>+</u>		+ +	- +	+			+	+ -	780.00
							= 1006+25		15" TYPE (INSTALLED	"C" TILE : FALL 2016)		
						PROPOSED ELE	VATION = 781.6 VATION = 781.56'		(	<u>ר ר</u>		



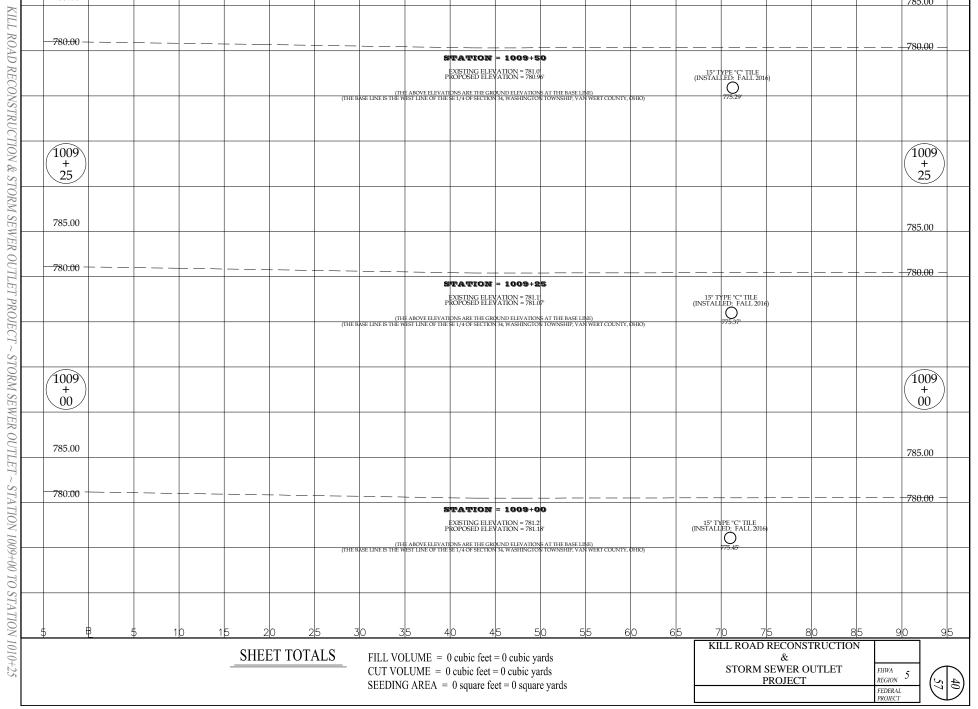
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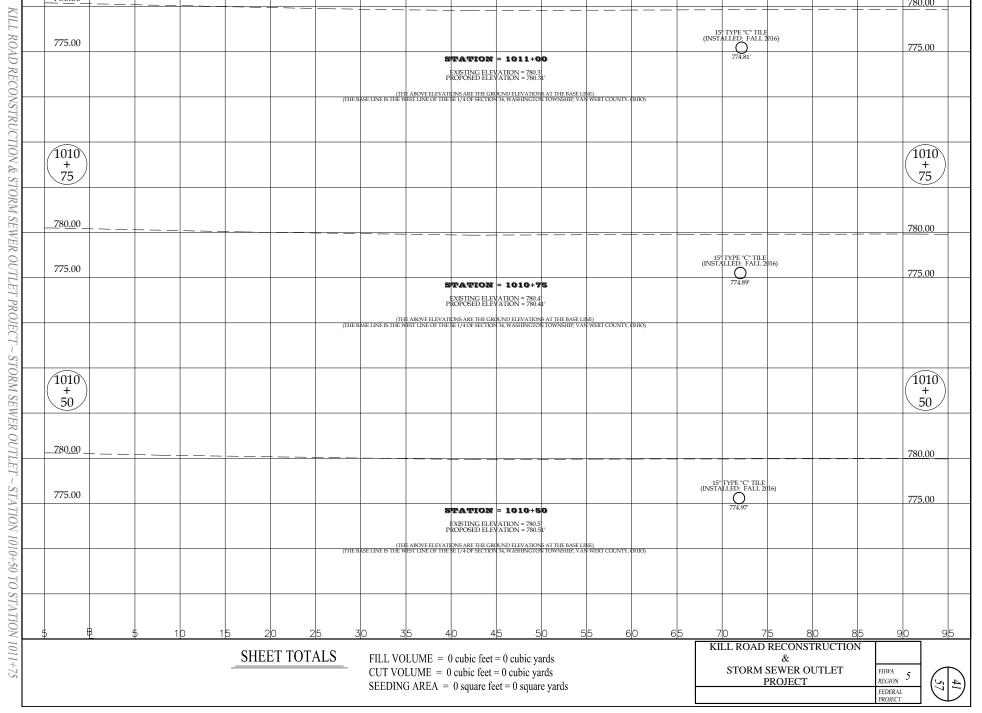
¢ B		1	D 1	15 2	20	25	30 3	35 4	40 45 5	0 5	556	0 65	5 7	0 75	80 8	5 90	95
	Ĭ	I								0 0			, ,				
1000																	1000
																(	1008
75																	75/
785.00																78	35.00
780.00						+											30.00
								1	EXISTING ELEVATION = 781.2 ROPOSED ELEVATION = 781.2				15" TY (INSTALL	PE "C" TILE ED: FALL 2016)			
						(THE	(TF BASE LINE IS THE V		IONS ARE THE GROUND ELEVATION SE 1/4 OF SECTION 34, WASHINGTOP		INE) N WERT COUNTY,	OHIO)	;	75.53'			
															_		
1008																(	1008
50																	50
785.00																78	35.00
780.00						+									<u> </u>	78	30.00
								1	EXISTING ELEVATION = 781.3 PROPOSED ELEVATION = 781.2				15" TY	PE "C" TILE ED: FALL 2016)			
						(THE	(TI		TOPOSED ELEVATION = 781.2 TONS ARE THE GROUND ELEVATION SE 1/4 OF SECTION 34, WASHINGTOP		INE)	01100		O 75.61'			
						(Inc.	DASE LINE IS THE	MEST LINE OF THE	SE 1/4 OF SECTION 34, WASHINGTON	i lowinshir, va	N WERT COUNTY,	UHIO)					
1008																	1008
25																	25
785.00																78	35.00
780.00																	30.00
									<b>TATION = 1008+2</b> EXISTING ELEVATION = 781.3 PROPOSED ELEVATION = 781.3				15" TYI	E "C" TILE			
							(TF		ROPOSED ELEVATION = 781.3 TONS ARE THE GROUND ELEVATION SE 1/4 OF SECTION 34, WASHINGTOP		INE)		(INSTALLE	E "C" TILE D: FALL 2016) 05.69'			
						(THE	BASE LINE IS THE V	WEST LINE OF THE	SE 1/4 OF SECTION 34, WASHINGTO	NTOWNSHIP, VA	N WERT COUNTY,	OHIO)					
1008																/1	1008
1008 + 00																	$(00)^{+}$
785.00																78	35.00
780.00	+			+	<u> </u>		+	<u> </u>			<u> </u>				<u> </u>		<u> </u>
								1					15" TYP	E "C" TILE			5.50
									EXISTING ELEVATION = 781.3 ROPOSED ELEVATION = 781.3		INJE)		(INSTALLE	E "C" TILE D: FALL 2016) 5.77'			
						(THE	(11 BASE LINE IS THE V	VEST LINE OF THE	IONS ARE THE GROUND ELEVATION SE 1/4 OF SECTION 34, WASHINGTON	TOWNSHIP, VA	N WERT COUNTY,	OHIO)	//				
1007				1											-	/1	1007
75																	+ 75
																	<u> </u>
785.00																	
																78	35.00
780.00				$\perp$		<u> </u>	$\downarrow$		_		L						
	$\rightarrow$								TATION = 1007+7						+		30.00
						1		F F	EXISTING ELEVATION = 781.4 ROPOSED ELEVATION = 781.3	8'			15" TYP (INSTALLEI	E "C" TILE D: FALL 2016)			ľ



5 B	5 10 15	20 25 30	315 410 415 510 515	6 0 6 5 7 0 7 5 8 0	8 5 9 0 9 5
(1010)					1010
+ 25					+ 25
785.00					785.00
	· +				
			EXISTING ELEVATION = 780.6 PROPOSED ELEVATION = 780.62'	15" TYPE "C" TILE (INSTALLED_FALL 2016)	
		(THE BASE LINI	(THE ABOVE ELEVATIONS ARE THE GROUND ELEVATIONS AT THE BASE LINE) IS THE WEST LINE OF THE SE 1/4 OF SECTION 34, WASHINGTON TOWNSHIP, VAN W	IST TYPE 'C" TILE (INSTALLED: FALL 2016)	
1010					1010
+ 00					+ 00
785.00	_				785.00
					780.00
			EXISTING ELEVATION = 780.8 PROPOSED ELEVATION = 780.75'	15" TYPE "C" TILE (INSTAILLED: FALL 2016)	
		(THE BASE LINI	(THE ABOVE ELEVATIONS ARE THE GROUND ELEVATIONS AT THE BASE LINE) IS THE WEST LINE OF THE SE 1/4 OF SECTION 34, WASHINGTON TOWNSHIP, VAN W	) /ert county, ohio) 775.13"	
1009					1009
75					+ 75
785.00					785.00
<u> </u>					780.00
			EXISTING ELEVATION = 780.9 PROPOSED ELEVATION = 780.86'	(INSTALLED: FALL 2016) PERT COUNTY, OHIO) 775-21	
		(THE BASE LINI	(THE ABOVE ELEVATIONS ARE THE GROUND ELEVATIONS AT THE BASE LINE) IS THE WEST LINE OF THE SE 1/4 OF SECTION 34, WASHINGTON TOWNSHIP, VAN W	PERT COUNTY, OHIO) 775.21	
1009					1009
50					50
785.00					785.00
<del>780.00</del> — -					
700.00					780.00
			EXISTING ELEVATION = 781.0 PROPOSED ELEVATION = 780.96	(INSTALLED: FALL 2016) PERT COUNTY, OHIO) 775.29	
		(THE BASE LINI	(THE ABOVE ELEVATIONS ARE THE GROUND ELEVATIONS AT THE BASE LINE IS THE WEST LINE OF THE SE 1/4 OF SECTION 34, WASHINGTON TOWNSHIP, VAN W	ERT COUNTY, OHIO) 775-29	
1009					1009
25	_				25
785.00					785.00
			EXISTING ELEVATION = 781.1 PROPOSED ELEVATION = 781.07	15" TYPE "C" TILE (INSTALLED: FALL 2016)	



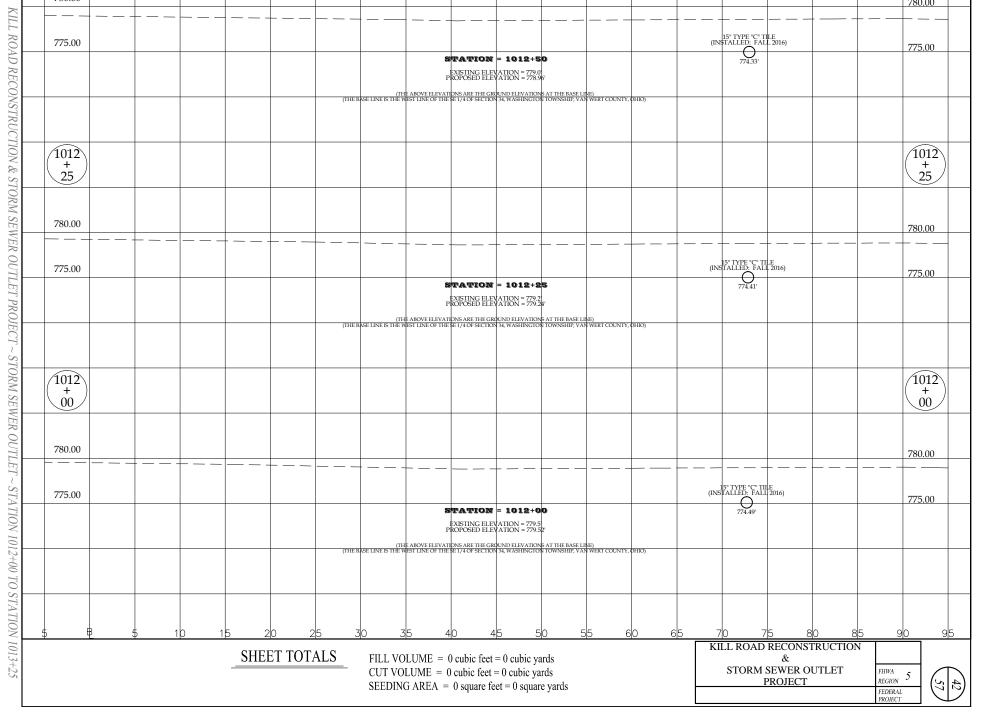
њ В	4	10 15	20	2 5 3	30 3	354	0 4	5 50 5	5 60	65 7	0 7	5 80	85	90 95
	Ĭ		20							00 /	0 ,	5 00		50 55
1011 +														
75														75
780.00														780.00
					+				+	-		-	-+	
775.00										(INSI	5" TYPE "C" TIL ALLED: FALL 774.57	E 2016)		775.00
								= 1011+75 ATION = 779.8			774.57'			
					(TH		EXISTING ELEV ROPOSED ELEV		N(F)					
				(THE B	BASE LINE IS THE V	WEST LINE OF THE	SE 1/4 OF SECTION	UND ELEVATIONS AT THE BASE LI 34, WASHINGTON TOWNSHIP, VA	WERT COUNTY, OHIO)					
/1011														/1011
+ 50														$\begin{pmatrix} +\\ 50 \end{pmatrix}$
780.00														
780.00		++		+										780.00
										15	" TYPE "C" TIL	E		
775.00						s	TATION	= 1011+50		(11851	TYPE "C" TIL ALLED: FALL 774.65'	2016)		775.00
							EXISTING ELEV ROPOSED ELEV							
				(THE B	(TH BASE LINE IS THE V			UND ELEVATIONS AT THE BASE LI 34, WASHINGTON TOWNSHIP, VA	NE) N WERT COUNTY, OHIO)					
1011														
25														25
780.00														780.00
									-+				-+	
775.00										15 (INST.	TYPE "C" TILI ALLED: FALL : 774.73	2016)		775.00
								= 1011+25			774.73'			
						1	EXISTING ELEV ROPOSED ELEV							
				(THE B	(1F BASE LINE IS THE V	HE ABOVE ELEVATI WEST LINE OF THE	IONS ARE THE GRO SE 1/4 OF SECTION	UND ELEVATIONS AT THE BASE LI 34, WASHINGTON TOWNSHIP, VA	NE) N WERT COUNTY, OHIO)					
/1011														/1011
$\begin{pmatrix} 1011 \\ + \\ 00 \end{pmatrix}$														$\begin{pmatrix} 1011 \\ + \\ 00 \end{pmatrix}$
78 <u>0.00</u>	+			<u> </u>	+			+	⊨_∔				+	780.00
										15	' TYPE "C" TILE	016)		
775.00							BARTON	= 1011+00		(110312	774.81	016)		775.00
							EXISTING ELEV ROPOSED ELEV							
				(THE B	(TH			UND ELEVATIONS AT THE BASE LI 34, WASHINGTON TOWNSHIP, VA	NE) N WERT COUNTY, OHIO)					
1010														1010 +
75														75
<u></u>														780.00
				+	<u> </u>		++		+				+	
775.00										(INSTA	TYPE "C" TILE LLED: FALL 2	016)		
								= 1010+75			774.89'			775.00
						Р	EXISTING ELEV ROPOSED ELEV	ATION = 780.4 ATION = 780.41						



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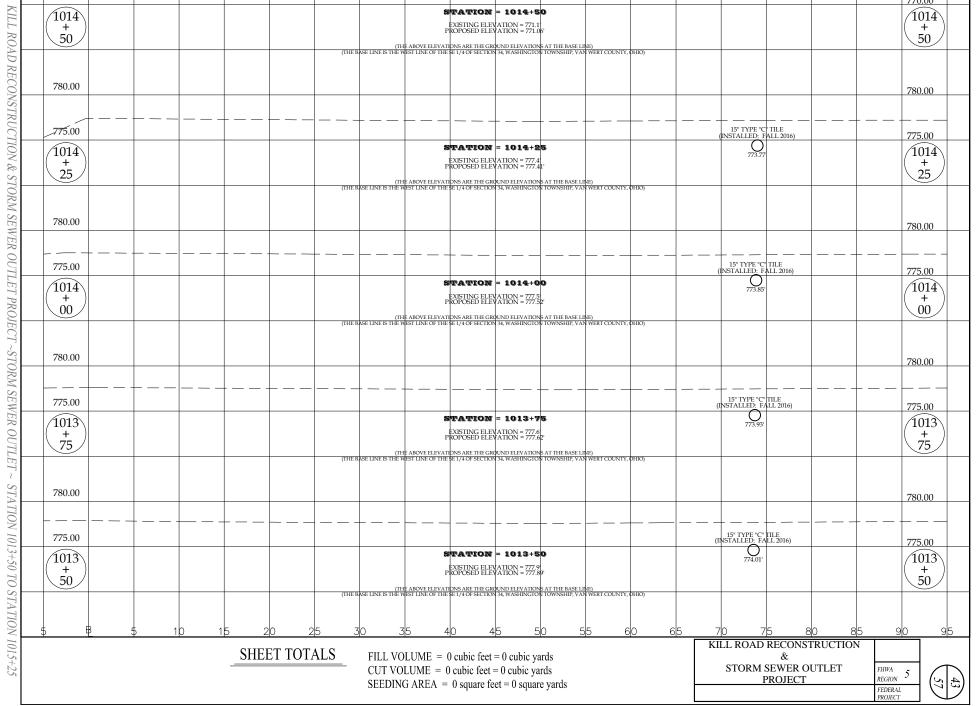
¢ B	5 1b 15	20 25 30	315 410 415 510	5 5 6 0 6 5 7 0 7	5 8 0 8 5 9 0 s
		20 25 50			
1013					1013
25					
780.00					720.00
					780.00
775.00				15" TYPE "C" (INSTALLED: FA	ILE 775.00
			STATION = 1013+25	15" TYPE "C" (INSTALLED: FA	775.00
			EXISTING ELEVATION = 778.2 PROPOSED ELEVATION = 778.15	E LINE)	
		(THE BASE LINE E	(THE ABOVE ELEVATIONS ARE THE GROUND ELEVATIONS AT THE BAS 5 THE WEST LINE OF THE \$E 1/4 OF SECTION 34, WASHINGTON TOWNSHIP,	VAN WERT COUNTY, OHIO)	
1013					1013
+ 00					+ 00
780.00					780.00
775.00				15° TYPE "C" 1 (INSTALLED: FAI	ILE LL 2016) 775.00
			STATION = 1013+00 EXISTING ELEVATION = 778.4 PROPOSED ELEVATION = 778.42'	774.17'	
			PROPOSED ELEVATION = 778.42' (THE ABOVE ELEVATIONS ARE THE GROUND ELEVATIONS AT THE BAS 5 THE WEST LINE OF THE SE 1/4 OF SECTION 34, WASHINGTON TOWNSHIP,	E LINE)	
		(THE DASE LINE I	THE WEST LIVE OF THE BE 1/4 OF SECTION 34, WASHINGTON TOWNSHIE,	VAN WERT COUNTE, OHIO)	
1012					
75					75
780.00					780.00
		-++	_ <del> </del> <del> </del> <del> </del> <del> </del> <del> </del> !		
775.00			STATION = 1012+75	15' TYPE "CT I (INSTALLED: FAI	LE L 2016) 775.00
			EXISTING ELEVATION = 778.7 PROPOSED ELEVATION = 778.68'	774.25'	
		(THE BASE LINE I	(THE ABOVE ELEVATIONS ARE THE GROUND ELEVATIONS AT THE BAS 5 THE WEST LINE OF THE SE 1/4 OF SECTION 34, WASHINGTON TOWNSHIP,	E LINE) VAN WERT COUNTY, OHIO)	
(101)					1012
1012 + 50					1012 + 50
30					50
780.00					
780.00					780.00
775.00				15" TYPE "C" TI (NET ALLED) E AL	LE
775.00			STATION = 1012+50	I5" TYPE "C" TI (INSTALLED: FAL O774.33"	775.00
			EXISTING ELEVATION = 779.0 PROPOSED ELEVATION = 778.96'		
		(THE BASE LINE P	(THE ABOVE ELEVATIONS ARE THE GROUND ELEVATIONS AT THE BAS THE WEST LINE OF THE SE 1/4 OF SECTION 34, WASHINGTON TOWNSHIP,	E LINE) VAN WERT COUNTY, OHIO)	
1012					1012
+ 25					+ 25
780.00					780.00
<u> </u>		-+	-+++		
775.00				15" TYPE "C" TI (INSTALLED: FALI	LE 2016) 775.00
			STATION = 1012+25	IS" TYPE "C" TI (INSTALLE) FALL 774.41"	775.00
			EXISTING ELEVATION = 779.2 PROPOSED ELEVATION = 779.24		

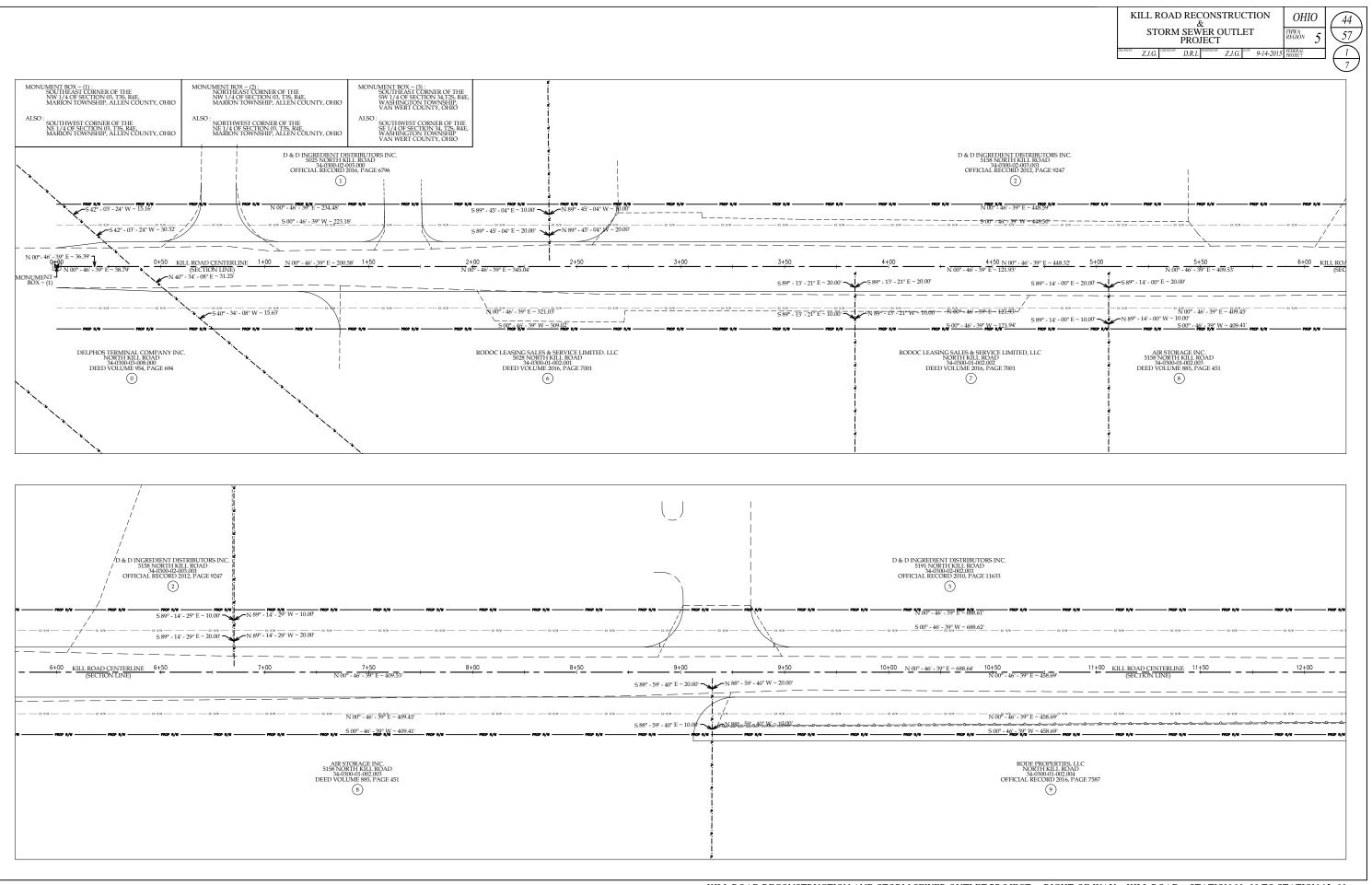


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	3	10	15 2	.0 2	5 3	30 3	35 4	4	5 5	0 5	56	SO (	55	70 7	75 8	0 85	5 90	) 95
780.00																		780.00
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1015																		1015
+ 25																		25
									= 1015+2								- OUTLET PO	NT OF 15" TH
									ATION = 777.7 ATION = 777.7								WITH AN AI STATION 10 F.L. 15" (S) = (INSTALLED	NT OF 15" TILI NIMAL GUARI 15+14.41, 82.18 773.48 : FALL 2006)
					(THE B	(TH BASE LINE IS THE V	IE ABOVE ELEVATI VEST LINE OF THE	IONS ARE THE GRO SE 1/4 OF SECTION	UND ELEVATION 34, WASHINGTON	S AT THE BASE LI N TOWNSHIP, VAN	NE) WERT COUNTY,	OHIO)			00000		(INSTALLED	: FALL 2006)
																8 C.Y. RO (TYPE C.)	CK CHANNEL WITH FILTER F 1015+09.80, 80. ED: FALL 2016	PROTECTION ABRIC)
																(INSTALL	1015+09.80, 80. ED: FALL 2016	24" RT. )
		+												(INSTAL	YPE "C" TILE IED: FALL 2016			775.00
															773.53"			
770.00									·									770.00
1015									= 1015+0 ATION = 776.1 ATION = 776.0								(	1015
00						(TH	P HE ABOVE ELEVATI VEST LINE OF THE				NE)							
					(THE B	BASE LINE IS THE V	VEST LINE OF THE	SE 1/4 OF SECTION	34, WASHINGTON	I TOWNSHIP, VAN	WERT COUNTY,	OHIO)						
775.00											— —		+	15" TVPE "		++		
								//	/					15" TYPE " (INSTALLED: 773.6				775.00
		+												773.6	1'			
770.00							s	TATION	= 1014+7	5								770.00
									ATION = 773.9 ATION = 773.8									(1014)
75					(THE B	(TH BASE LINE IS THE V	IE ABOVE ELEVATI VEST LINE OF THE				NE) WERT COUNTY,	OHIO)						75
														$\downarrow$				
775.00				/										15" TYPE " INSTALLED:	" TILE FALL 2016)			775.00
														773.6	9' 9'			
770.00 —																		770.00
1014									= 1014+5 ATION = 771.1									1014
50						(714			ATION = 771.1 VATION = 771.0 UND ELEVATION		NE)							50
					(THE B	ASE LINE IS THE V	E ABOVE ELEVATI	SE 1/4 OF SECTION	34, WASHINGTON	TOWNSHIP, VAN	WERT COUNTY,	OHIO)						
780.00																		780.00
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775.00			+			+	$\vdash$				$\vdash$	<u> </u>		15" TYPE "C	TILE	+		
1014							s	TATION	= 1014+2	5				15" TYPE "C (INSTALLED: 1 0 773.7	FALL 2016)			775.00
( + )							P	EXISTING ELEV ROPOSED ELEV	ATION = 777.4 ATION = 777.4	1'				773.72			(	+ )
25					(THE B	(TH BASE LINE IS THE V	IE ABOVE ELEVATI VEST LINE OF THE	ONS ARE THE GRO SE 1/4 OF SECTION	UND ELEVATION 34, WASHINGTON	S AT THE BASE LI I TOWNSHIP, VAN	NE) WERT COUNTY,	OHIO)						25
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							P	ROPOSED ELEV	ATION = 777.5 ATION = 777.5	2'				1	1			

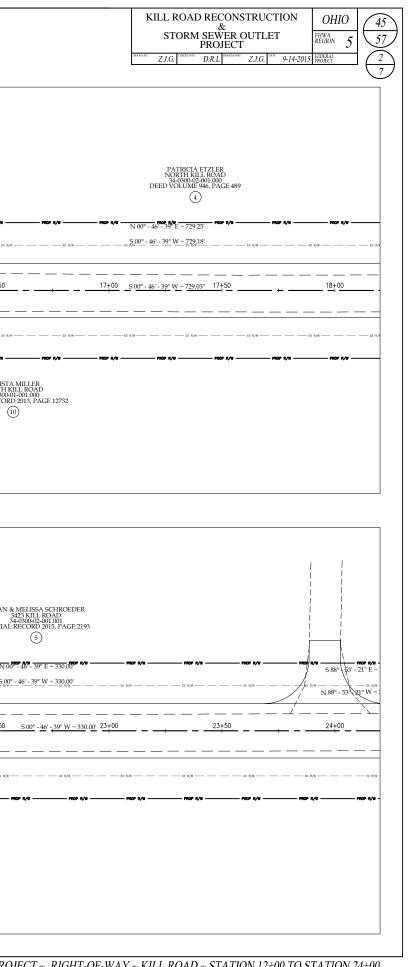




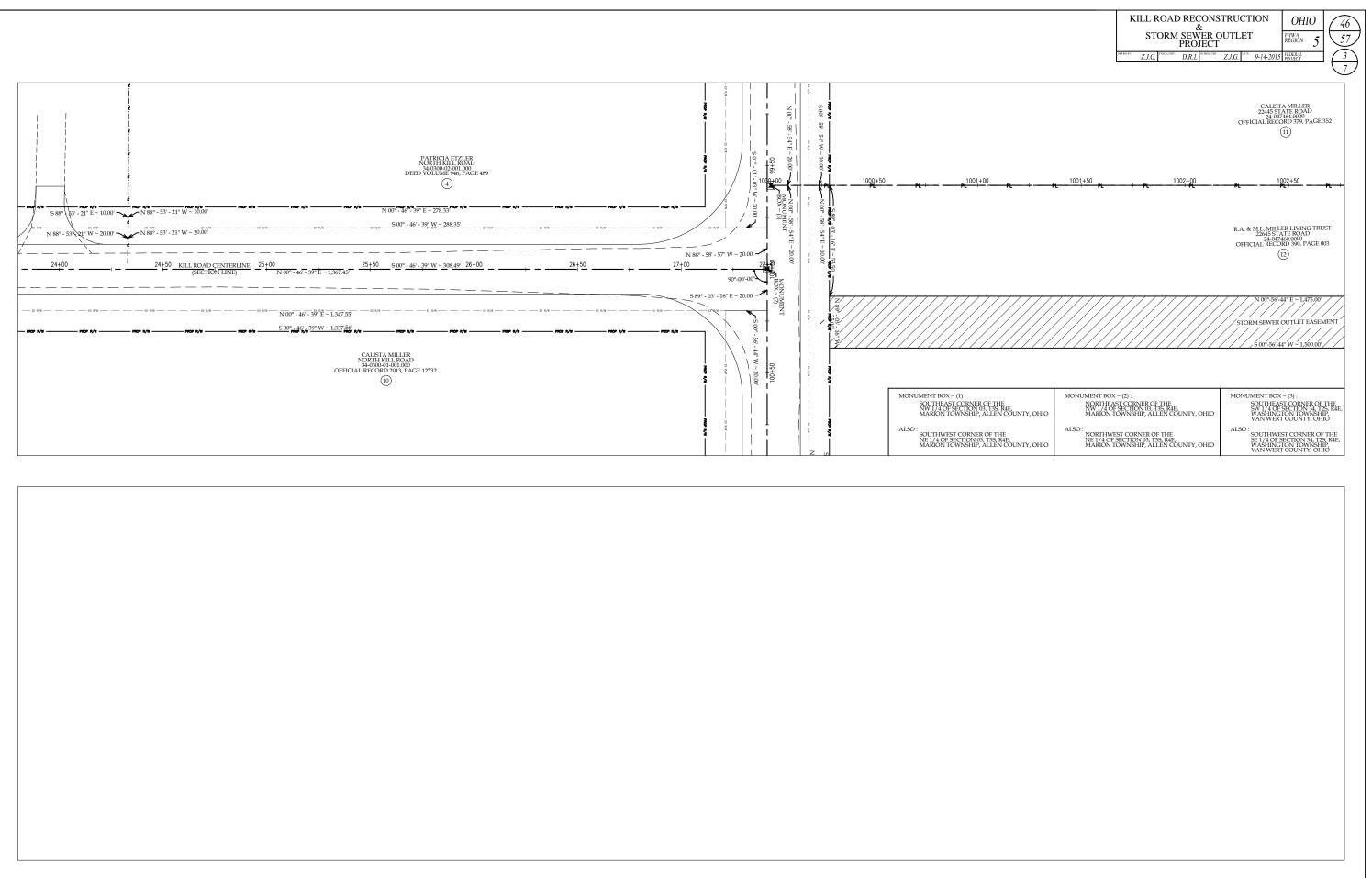
KILL ROAD RECONSTRUCTION AND STORM SEWER OUTLET PROJECT ~ RIGHT-OF-WAY ~ KILL ROAD ~ STATION 00+00 TO STATION 12+00

			PATRICIA ETZLER NORTH KILL ROAD 34430042-001000 DEED VOLUME 946, PAGE 489 4			BRIAI OFFICI
<b>, PROP N/W PROP N</b>	<b>/w recr v/w r</b>	$\frac{1}{100^{\circ} - 46' - 39'' E^{-7} 729.25'} \qquad \text{Her With } - \frac{1}{100^{\circ} - 46' - 39'' W} - 729.18' = \frac{500^{\circ} - 46' - 39'' W}{100^{\circ} - 39'' W} - 729.18' = \frac{1}{100^{\circ} - 30'' W} - \frac{1}{100^{\circ} - 30'$	<b>NGP K/W NGP K/W NGP K/W NGP K/W</b>	EX R/W EX R/W EX R/W EX R/W	No         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N	 
1 <u>8+00</u>	18+50	<u>19+00 5.00° - 46' - 39" W</u> ~ <u>729.03"</u> 19+50		$= \frac{20+50}{N\ 00^\circ - 46^\circ - 39^\circ} = -\frac{20+50}{1.367.45^\circ} = -\frac{1}{1.367.45^\circ}$		 + 22+50
				N ⁶ 00 ⁶ - 46' - 39° E ~ 1,347 55'		 FROP R/W
				CALISTA MILLER NORTH KILL ROAD 34-0300-01-001 000 OFFICIAL RECORD 2013, PAGE 127	732	

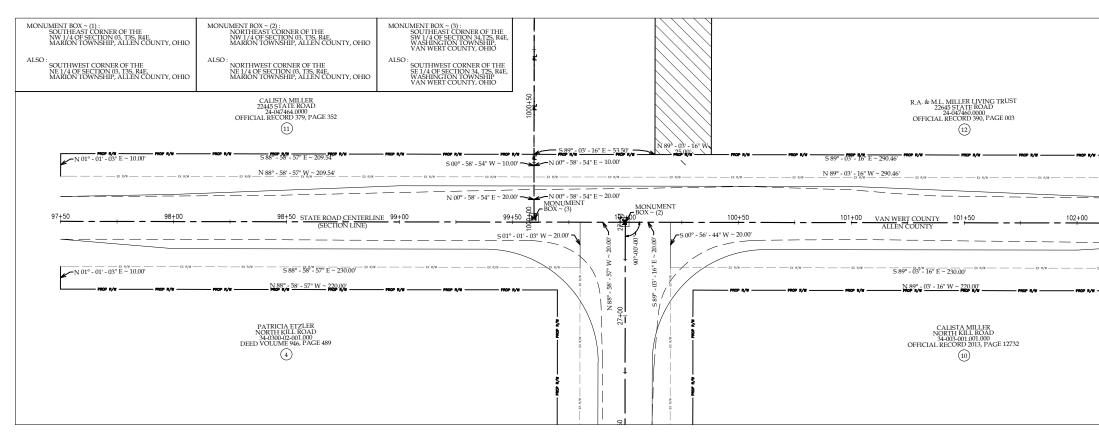
D & D INGREDIENT DISTRIBUTORS INC. 519 NORTH KILL ROAD 31400-02-0020 OFFICIAL RECORD 2010, PAGE 11633 3					
ΝΟΡ Ν/Ν         ΝΟΡ         ΝΟΡ	$ \begin{array}{c} & & & & \\ \hline S \ 89^{o} \ -18^{\circ} \ -21^{\circ} \ E \ \sim 10.00^{\circ} \\ \hline \end{array} \\ \hline \begin{array}{c} & & & \\ \hline S \ 89^{o} \ -18^{\circ} \ -21^{\circ} \ E \ \sim 20.00^{\circ} \\ \hline \end{array} \\ \hline \begin{array}{c} & & \\ \hline \end{array} \\ \hline \end{array} \\ \hline \begin{array}{c} & & \\ \hline \end{array} \\ \hline \end{array} \\ \hline \begin{array}{c} & & \\ \hline \end{array} \\ \hline \end{array} \\ \hline \begin{array}{c} & & \\ \hline \end{array} \\ \hline \end{array} \\ \hline \end{array} \\ \hline \end{array} \\ \hline \begin{array}{c} & & \\ \hline \end{array} \\ \hline \end{array} \\ \hline \end{array} \\ \hline \end{array} \\ \hline \begin{array}{c} & & \\ \hline \end{array} \\ \hline \end{array} \\ \hline \end{array} \\ \hline \end{array} \\ \hline \begin{array}{c} & & \\ \hline \end{array} \\ \\ \hline \end{array} \\ \hline \\ \hline$	EX. R/W		PROP R/W PROP R/W PROP R/W	<b>/W PROP R/W</b>
<u>12+50</u> <u>N 00° - 46' - 39" E ~ 688.64'</u> <u>13+00</u> <u>N 00° - 46' - 39" E ~ 688.64'</u> <u>13+00</u> <u>N 00° - 46' - 39" E ~ 458.69'</u> <u></u>		00 14+50 KILL ROAD CENT (SECTION LIN			
	5 89° - 00' - 19" E ~ 20.00' - 18" N 89° - 00' - 19" 5 89° - 00' - 19" E ~ 10.00' - 19" N 89° - 00' - 19" 5 89° - 00' - 19" E ~ 10.00' - 19" N 89° - 00' - 19" N 80° - 00' -		EX 1/W		N
RODE PROPERTIES, LLC NORTH KILL ROAD 34:0300-01-002:004 OFFICIAL RECORD 2016, PAGE 7587					CALISTA M NORTH KILI 34-0300-01-( OFFICIAL RECORD 2 (10)

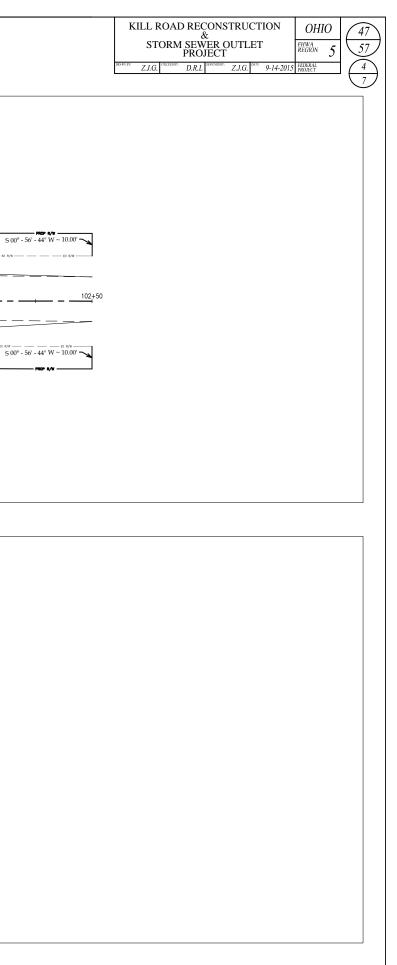


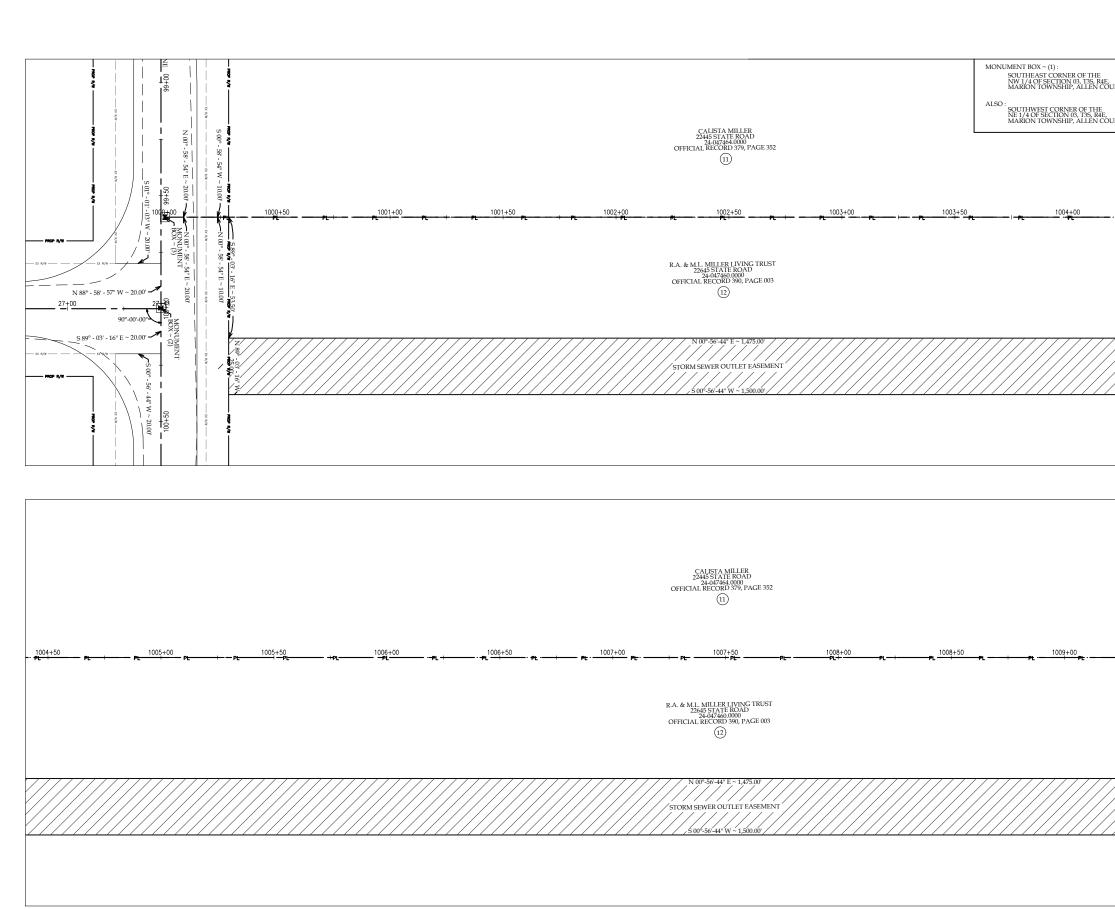
IECT ~ RIGHT-OF-WAY ~ KILL ROAD ~ STATION 12+00 TO STATION 24+00



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		KILL ROAD RECONS	TRUCTION		$\frown$
		KILL KOAD KECONG	INUCTION	OHIO	( 48
		STORM SEWER (	DUTLET	FHWA REGION 5	57
		PROJECT		REGION 5	$\sim$
		DRAWN BY: Z.J.G. CITECKED BY: D.R.L DESIGNED BY:	Z.J.G. 9-14-2015		5
		DiALE	/17 2010	L'INSELT	$\left( \frac{3}{7} \right)$
					$\smile$
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,01111,01110			VAN WER	T COUNTY, OH	ĩố
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OUNTY, OHIO	MARION	OWNSHIP, ALLEN COUNTY, OHIO	VAN WER	T COUNTY, OH	IÓ
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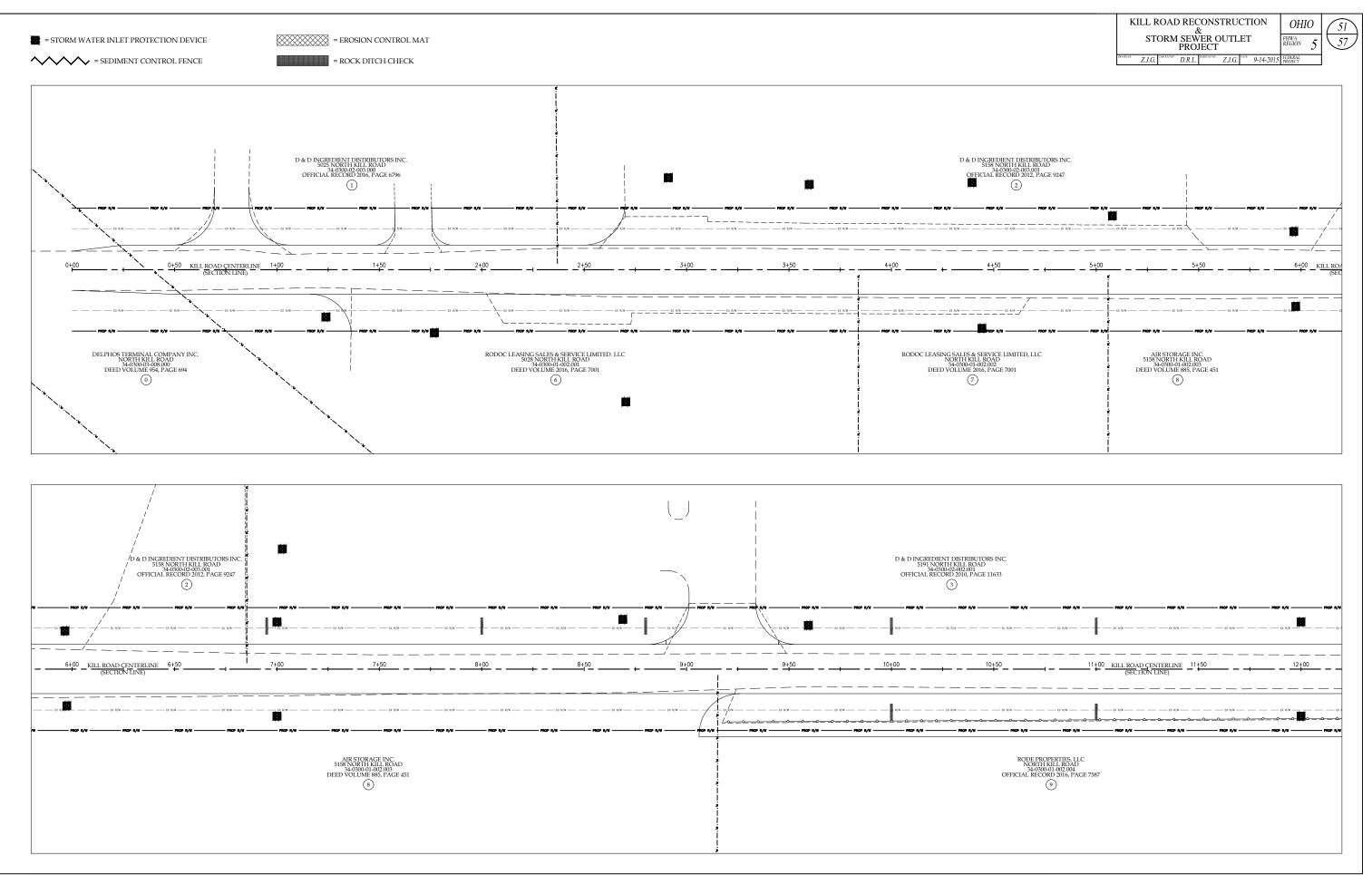
# ADDITIONAL RIGHT - OF - WAY SUMMARY

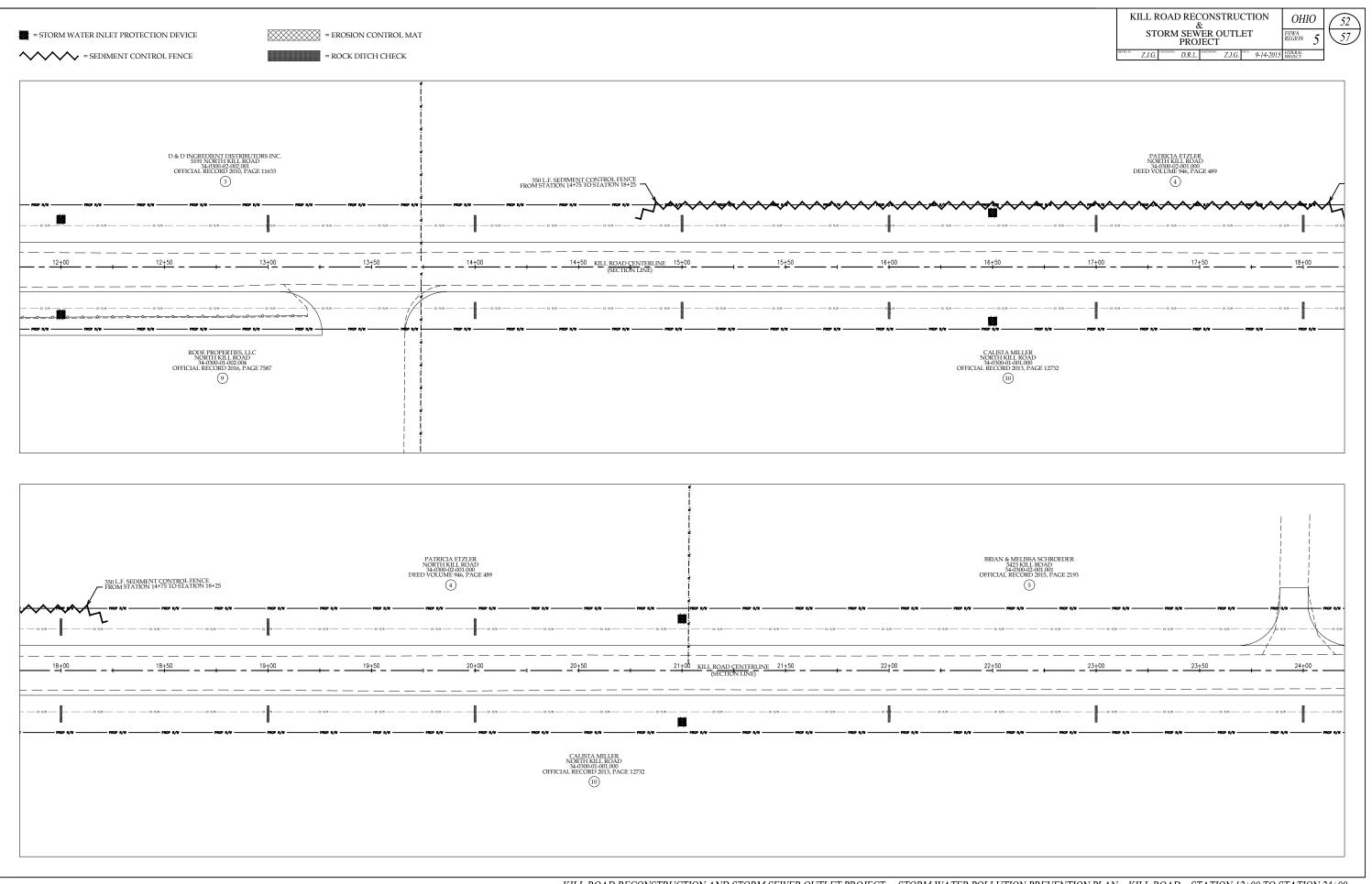
PARCEL ACQUISITION REFERENCE NUMBER	SHEET NUMBER	PARCEL OWNER	PARCEL NUMBER	DEED VOLUME	PAGE NUMBER	TOTAL ACRES PARCEL INCLUDING RIGHT - OF - WAY	PROPOSED ACRES INSIDE RIGHT - OF - WAY	EXISTING ACRES INSIDE RIGHT - OF - WAY	TOTAL ACRES INSIDE RIGHT- OF - WAY	TOTAL ACRES PARCEL EXCLUDING RIGHT - OF - WAY
1-P	44	D & D INGREDIENTS DISTRIBUTORS, INC.	34-0300-02-003.000	2016	06796	2.490	0.053	0.097	0.150	2.340
2-P	44	D & D INGREDIENTS DISTRIBUTORS, INC.	34-0300-02-003.001	2012	09247	21.744	0.103	0.206	0.309	21.435
3-P	44-45	D & D INGREDIENTS DISTRIBUTORS, INC.	34-0300-02-002.001	2010	11633	20.344	0.158	0.316	0.474	19.870
4-P (SOUTH)	45	PATRICIA ETZLER	34-0300-02-001.000	0948	00489	17.820	0.167	0.682	0.966	16.854
4-P (NORTH)	46	PATRICIA ETZLER	34-0300-02-001.000	0948	00489	17.820	0.117	0.682	0.966	16.854
5-P	45-46	BRIAN & MELISSA SCHROEDER	34-0300-02-001.001	2015	02193	2.500	0.076	0.152	0.228	2.272
6-P	44	RODOC LEASING	34-0300-01-002.001	2016	07001	1.200	0.072	0.153	0.225	0.975
7-P	44	RODOC LEASING	34-0300-01-002.002	2016	07001	1.000	0.028	0.056	0.084	0.916
8-P	44	AJR STORAGE, INC.	34-0300-01-002.003	0855	00451	11.711	0.094	0.188	0.282	11.429
9-P	44-45	RODE PROPERTIES, LLC	34-0300-01-002.004	2016	07587	4.076	0.105	0.211	0.316	3.760
10-P	45-46	CALLISTA MILLER	34-0300-01-001.000	2013	12732	77.270	0.360	2.318	2.678	74.592
11-P	47	CALLISTA MILLER	24-047464.000	0379	00352	41.110	0.048	0.606	0.654	40.446
12-P	47	R.A. & M.L. MILLER	24-047460.000	0390	00003	44.730	0.068	0.606	0.674	44.066
12-Е	48-49	R.A. & M.L. MILLER	24-047460.000	0390	00003	44.730	0.854 (A)			
		I L NOT BE PURCHASED BY ALLEN COUNTY. THE FASEMENT IS TO A								I

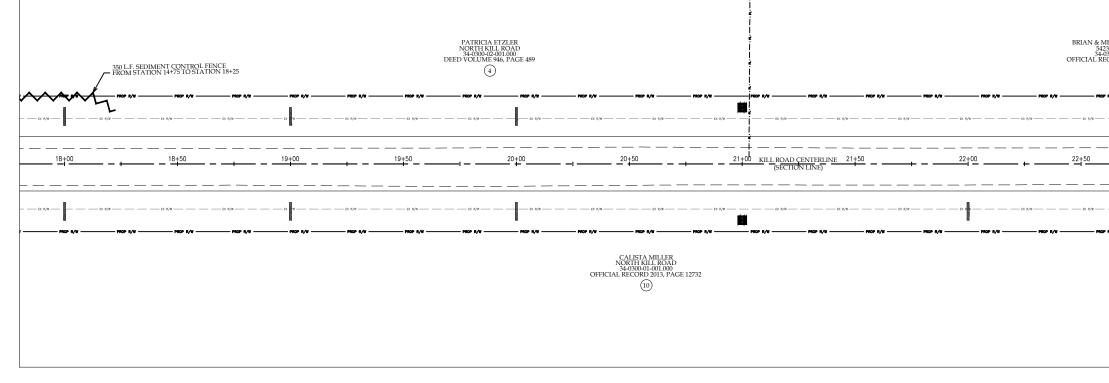
(A) ~ THE EASEMENT ACREAGE WILL NOT BE PURCHASED BY ALLEN COUNTY. THE EASEMENT IS TO ALLOW ALLEN COUNTY ACCESS TO LEGALLY MAINTAIN THE OUTLET TILE.

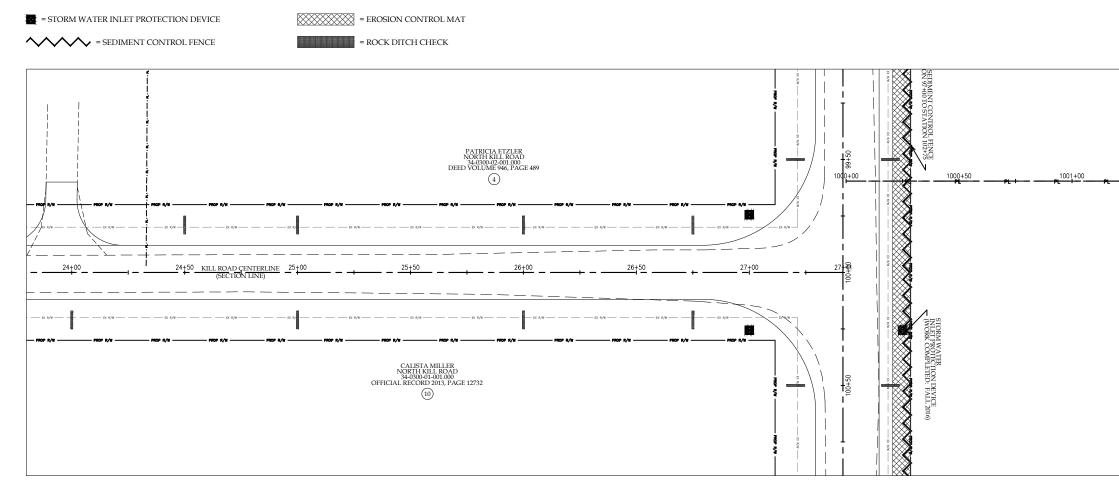
KILL ROAD RECONSTRUCTION &	OHIO	50
STORM SEWER OUTLET PROJECT	FHWA REGION 5	57
DRAWN ST: Z.J.G. CHECKAD BY: D.R.L DISSEMUTION: Z.J.G. DATE: 9-14-2015	FEDERAL PROJECT	$\left( \begin{array}{c} 7 \end{array} \right)$

ALLEN COUNTY ENGINEER BRION E. RHODES, P.E., P.S.						
ADDITIONAL RIGHT - OF - WAY SUMMARY						
KILL ROAD RECONSTRUCTION						
STORM SEWER OUTLET PROJECT SECTION 03, T3S, R4E, MARION TOWNSHIP, ALLEN COUNTY, OHIO SECTION 34, T2S, R4E, WASHINGTON TOWNSHIP, VAN WERT COUNTY, OHIO						
SECTION 34, T2S, R DRAWN BY: Z.J.G.	4E, WASHINGTON T CHECKED BY: D.R.L.	OWNSHIP, VAN WE. DESIGNED BY:	RT COUNTY, OHIO DATE: 9-15-2015			



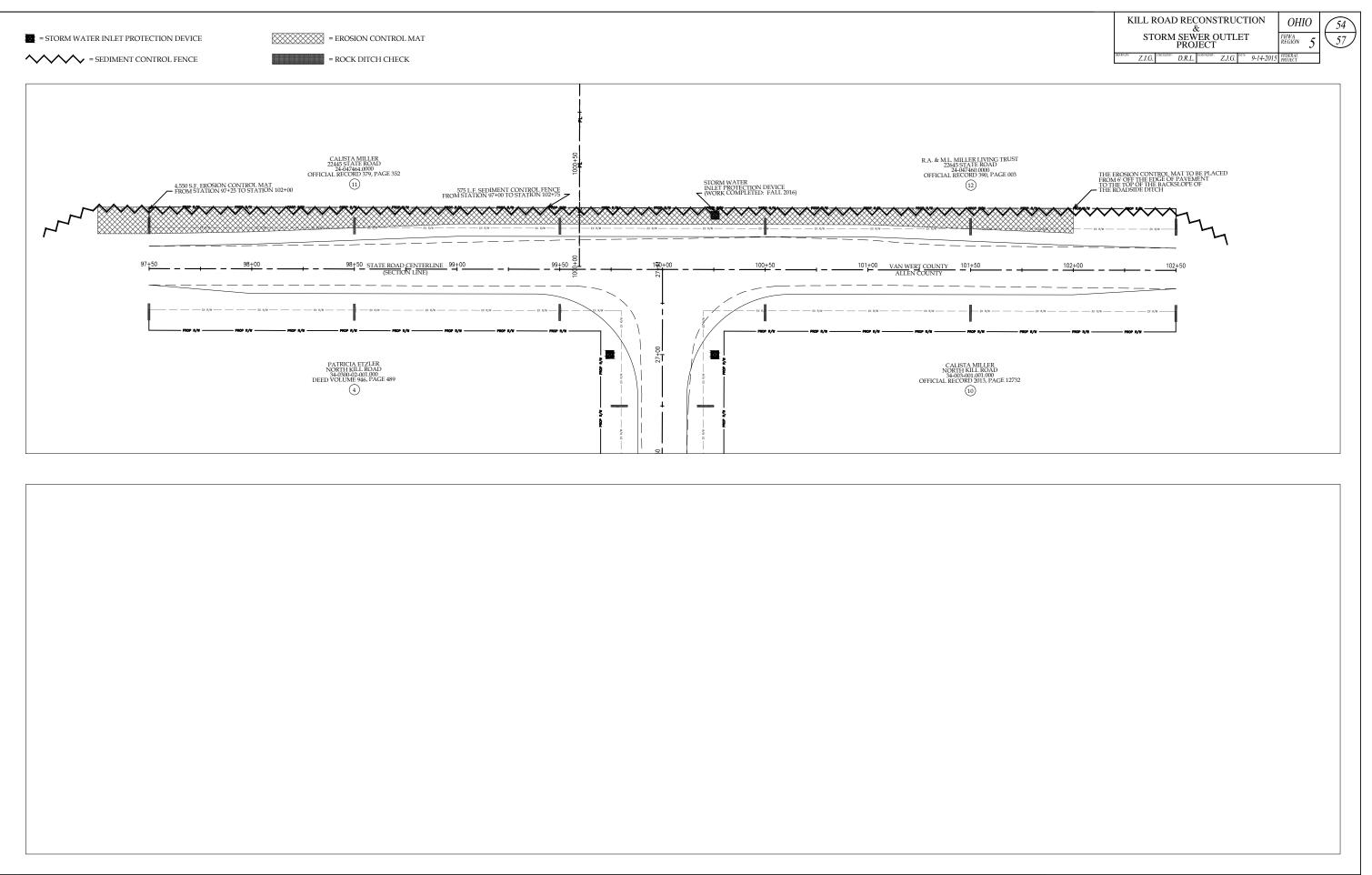


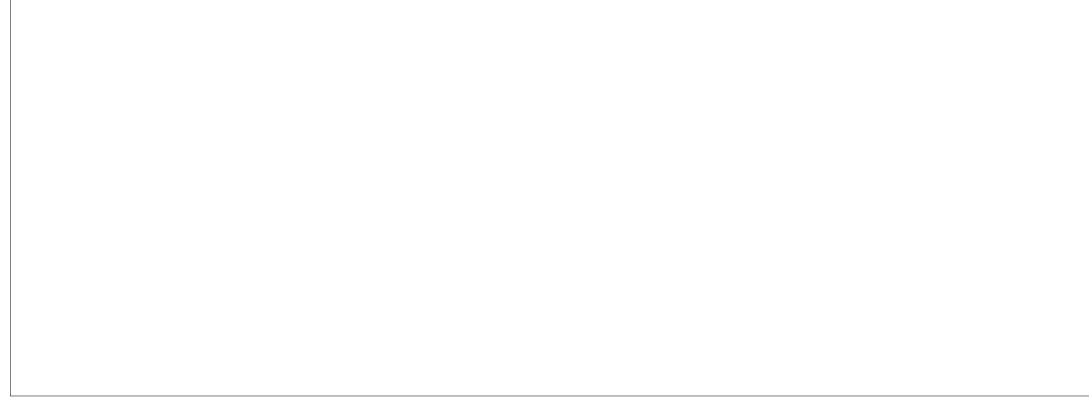


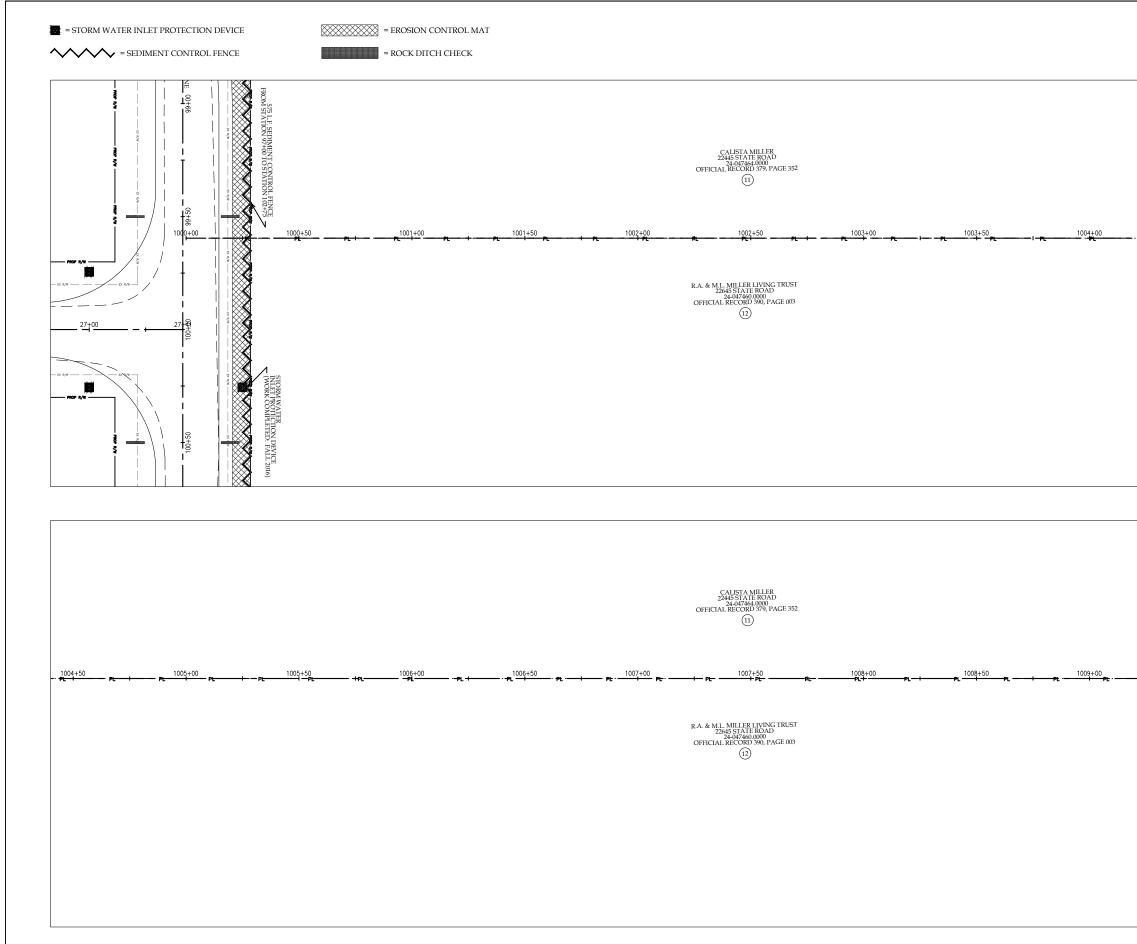




KILL ROAD RECONSTRUCTION & STORM SEWER OUTLET PROJECT BUYNT Z.J.G. [SOFTED D.R.L. [SOFTED J.J.G.] [SOFTED J.J.L.] (SOFTED J.J.G.] [SOFTED J.J.L.] [SOFTED J.J.G.] [SOFTED J.J.L.] (SOFTED J.J.L.] [SOFTED J.J.L] [SOFTED J.J.L] [SOFTED J.J.L] [SOFTED J.J.L] [SOFTED J.J.L] [SOFTED J.J.L] [SOFTED J.J] [SOFTED J] [SO	OHIO HWA REGION 5 STREEBEL STREEBEL STREEBEL STREEBEL STREEBEL STREEBEL STREEBEL STREEBEL STREEBEL STREEBEL STREEBEL STREEBEL STREEBEL STREEBEL STREEBEL STREEBEL STREEBEL STREEBEL STREEBEL STREEBEL STREEBEL STREEBEL STREEBEL STREEBEL STREEBEL STREEBEL STREEBEL STREEBEL STREEBEL STREEBEL STREEBEL STREEBEL STREEBEL STREEBEL STREEBEL STREEBEL STREEBEL STREEBEL STREEBEL STREEBEL STREEBEL STREEBEL STREEBEL STREEBEL STREEBEL STREEBEL STREEBEL STREEBEL STREEBEL STREEBEL STREEBEL STREEBEL STREEBEL STREEBEL STREEBEL STREEBEL STREEBEL STREEBEL STREEBEL STREEBEL STREEBEL STREEBEL STREEBEL STREEBEL STREEBEL STREEBEL STREEBEL STREEBEL STREEBEL STREEBEL STREEBEL STREEBEL STREEBEL STREEBEL STREEBEL STREEBEL STREEBEL STREEBEL STREEBEL STREEBEL STREEBEL STREEBEL STREEBEL STREEBEL STREEBEL STREEBEL STREEBEL STREEBEL STREEBEL STREEBEL STREEBEL STREEBEL STREEBEL STREEBEL STREEBEL STREEBEL STREEBEL STREEBEL STREEBEL STREEBEL STREEBEL STREEBEL STREEBEL STREEBEL STREEBEL STREEBEL STREEBEL STREEBEL STREEBEL STREEBEL STREEBEL STREEBEL STREEBEL STREEBEL STREEBEL STREEBEL STREEBEL STREEBEL STREEBEL STREEBEL STREEBEL STREEBEL STREEBEL STREEBEL STREEBEL STREEBEL STREEBEL STREEBEL STREEBEL STREEBEL STREEBEL STREEBEL STREEBEL STREEBEL STREEBEL STREEBEL STREEBEL STREEBEL STREEBEL STREEBEL STREEBEL STREEBEL STREEBEL STREEBEL STREEBEL STREEBEL STREEBEL STREEBEL STREEBEL STREEBEL STREEBEL STREEBEL STREEBEL STREEBEL STREEBEL STREEBEL STREEBEL STREEBEL STREEBEL STREEBEL STREEBEL STREEBEL STREEBEL STREEBEL STREEBEL STREEBEL STREEBEL STREEBEL STREEBEL STREEBEL STREEBEL STREEBEL STREEBEL STREEBEL STREEBEL STREEBEL STREEBEL STREEBEL STREEBEL STREEBEL STREEBEL STREEBEL STREEBEL STREEBEL STREEBEL STREEBEL STREEBEL STREEBEL STREEBEL STREEBEL STREEBEL STREEBEL STREEBEL STREEBEL STREEBEL STREEBEL STREEBEL STREEBEL STREEBEL STREEBEL STREEBEL STREEBEL STREE
CALIS 2445 S 2400 OFFICIAL REC	TA MILLER TATE ROAD 7464 0000 ORD 379, PAGE 352
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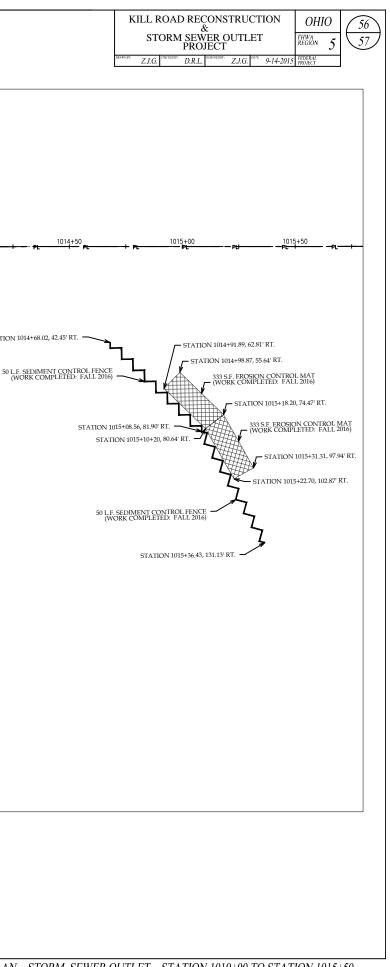






	KILL ROAD RECONSTRUCTION	OHIO 55
	STORM SEWER OUTLET PROJECT	FHWA REGION     5       15     FEDERAL PROJECT
	Latur D.K.L. Latur 9-14-20	PROJECT
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1009+50		010+50 <b>PL</b>
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		]

	R INLET PROTECTION DEVICE SEDIMENT CONTROL FENCE		= EROSION CONTROL MAT						
						CALISTA MILLER 22445 STATE ROAD			
						CALISTA MILLAR 2245 TAHILLAR 2447464,0000 OFFICIAL RECORD 579, PAGE 352 (1)			
1009+50 PL PL	ן	PL 1010+50 PL +	PL 1011+00 +PL +PL	1011+50 PL +	1012+00 PL 1	PL 1012+50 PL	PL	± 1013+50 - ₽L+ - ₽L+	1014+00
						R.A. & M.L. MILLER LIVING TRUST 22645 STATE ROAD 24474600000 OFFICIAL RECORD 390, PAGE 003			
						24-047460.0000 OFFICIAL RECORD 390, PAGE 003			
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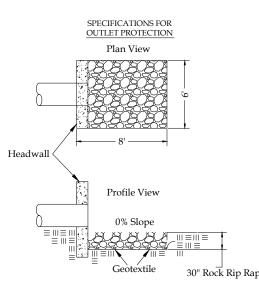
# STORM WATER POLLUTION PREVENTION PLAN (SWPPP) NOTES & DETAILS

#### NOTES

- 1. THE CONTRACTOR WILL COMPLY WITH ALL OEPA PERMITS
- 2. SEE CONSTRUCTION SEQUENCE AND STORM WATER POLLUTION PREVENTION NOTES.
- THE GENERAL LOCATION OF THE STAGING AREA IS NOT SHOWN. THE STAGING AREA SHALL BE ESTABLISHED ON 12' OF ODDT 304 AGGREGATE BASE. IF AN AGGREGATE BASE COURSE IS USED, THEN THE CONTRACTOR IS RESPONSIBLE TO MAINTAIN THE STONE SUCH THAT IT IS REPLENISHED WHEN THE DEPTH IS LESS THEN 6' OR REMOVED AND REPLACED IF THE STONE IS MUD LADEN.
- 4. ALL PERSONNEL INVOLVED WITH CONSTRUCTION ACTIVITIES MUST COMPLY WITH THE STATE AND LOCAL SANITARY REGULATIONS. THE CONTRACTOR IS RESPONSIBLE TO PROVIDE TEMPORARY SANITARY FACILITIES AT THE SITE THROUGHOUT THE CONSTRUCTION PHASE WHICH MUST BE UTILIZED BY ALL CONSTRUCTION PERSONNEL AND WILL BE SERVICED BY A COMMERCIAL OPERATOR.
- THE CONTRACTOR IS RESPONSIBLE FOR ALL NON-SEDIMENT POLLUTION CONTROLS AT THIS STIF THAT PROHIBIT NON-SEDIMENT POLLUTANTS FROM DISCHARGING INTO RUNOFF OR INTO THE GROUND AND MUST DISPOSE OF THEM IN A PROPER MANNER IN ACCORDANCE WITH LOCAL. STATE AND FEDERATE REGULATORY AUTHORITIES. IT IS PROHIBITED TO BURN, BURY OR POUR OUT ONTO THE GROUND, DITCH OR INTO A STORM SEWER, SOLVENTS, PAINTS, STAINS, GASOLINE,, DIESEL FUEL, MOTOR OIL HYDRAULIC FLUID, ANTIFREEZE, CEMENT, CURING COMPOUND, AND OTHER SUCH TOXIC OR HAZARDOUS WASTE. STORAGE TANKS SHALL BE LOCATED IN DIKED AREAS AWAY FROM DRAINAGE CHANNELS AND THE DIKED AREA SHALL HOLD 110% OF THE LARGEST TANK OR TRUCK. SHOULD THE CONTRACTOR FAIL TO PREVENT NON-SEDIMENT POLLUTION AT THIS SITE, HE MUST IMMEDIATELY REMEDIATE THE SITH TO THE LOCAL, STATE AND FEDERAL REGULATORY AUTHORITIES APPROVAL ENTIRELY AT HIS OWN EXPENSE.
- THE CONTRACTOR IS RESPONSIBLE TO PROVIDE A MINIMUM OF ONE SOLID WASTE TRASH DISPOSAL RECEPTACLE AND HAVE THIS RECEPTACLE EMPTIED BY A CONTRACTED TRASH DISPOSAL SERVICE AND HAULED AWAY FROM THE SITE AS NECESSARY. NO SOLID MATERIALS, INCLUDING BUILDING MATERIALS ARE ALLOWED TO BE DISCHARGED FROM THE SITE WITH STORM WATER. ALL SOLID WASTE, CONSTRUCTION ACTIVITIES, MUST BE COLLECTED AND PLACED IN THESE RECEPTACLES. THE GENERAL LOCATION MAY BE DETERMINED TO BEST SUIT THE CONTRACTOR'S METHODS WITH THE APPROVAL OF THE ENGINEER
- ALL EXISTING CATCH BASINS AND INLETS WITHIN THE WORK LIMITS SHALL HAVE INLET PROTECTIONS INSTALLED AROUND THEM, UNLESS THE SEWER HAS BEEN MADE INACTIVE BY PRIOR WORK. EXISTING CATCH BASINS AND INLETS WHICH ARE TO BE REMOVED OR ABANDONED DURING THIS PROJECT SHALL NOT HAVE THE INLET PROTECTION REMOVED UNTIL AFTER THE DOWNSTREAM STORM STRUCTURE IS PLUGGED FROM STORM FLOW. ALL PROPOSED STORM CATCH BASINS AND INLETS HALL HAVE INLET PROTECTION.
- GROUNDWATER. STORMWATER AND SEDIMENT BEARING DRAINAGE SHALL FILTERED OR PONDED TO ALLOW REMOVAL OF SILT, SEDIMENT, DEBRIS AND OTHER POLLUTANTS PRIOR TO DISCHARGE FOR THE SITE. THE SETTLED MATERIAL SHALL BE DISPOSED OF IN A STABILILIZED LOCATION WHERE AT IT WILL NOT BE CARRIED OF SITE OF INTO A STORM SEWER BY RAINFALL. WATER WITH A VISIBLE SHEEN MUST BE REMOVED BY USE OF A VACUUM TRUCK.
- AS A MINIMUM ALL STOCKPILES SHALL HAVE SILT FENCE PLACED 10' OFF AND ALONG THE BOTTOM FOOTPRINT OF THE FINAL STOCKPILE CONFIGURATION. IF THE STOCKPILE WILL BE INACTIVE FOR 21 DAYS OR MORE, THEN THE SURFACE SHALL BE SEEDED, OR STABILIZED WITHIN 7 DAYS OF THE LAST ACTIVITY.
- 10. THE CONTRACTOR IS RESPONSIBLE FOR ALL DUST CONTROL AND SHALL SUPPLY WATER TRUCKS OR OTHER MEAN NECESSARY TO CONTROL DUST GENERATED BY CONSTRUCTION ACTIVITIES ON THE SITE TO THE SATISFACTION OF THE ENGINEER
- 11. THE CONTRACTOR IS RESPONSIBLE TO PREVENT DISCHARGE OF WASTE CONCRETE AND/OR WASH WATER FROM CONCRETE TRUCKS FROM MIXING WITH RUNOFF AND LEAVING THE SITE. THE CONTRACTOR SHALL SIZE THE WASHOUT PIT TO HANDLE ALL PROPOSED CONCRETE OPERATIONS AND SHALL MAINTAIN THE PIT SUCH THAT ALL CONCRETE TRUCKS CAN USE INTO WASHOUT. ALL CURED RESIDUE FROM THE PIT SHALL BE DISPOSED OF IN ACCORDANCE WITH LOCAL, STATE, AND FEDERAL REGULATIONS THE GENERAL LOCATION MAY BE DETERMINED TO BEST SUIT THE CONTRACTOR'S METHODS WITH THE APPROVAL OF THE ENGINEER. A TYPICAL CONCRETE WASHOUT STRUCTURE DETAIL IS SHOWN
- 12. DURING CONSTRUCTION INLET PROTECTION "DANDY BAGS" ® SHALL BE PROVIDED AND MAINTAINED AT ALL EXISTING AND PROPOSED INLETS. WHERE INDICATED PARIC BARRIER SHALL BE CLEANED SHOULD IT BE BLOCKED WITH DEBRIS. ALL PROTECTION SHALL BE REMOVED WHEN THE JOB IS COMPLETE.
- 13. SEDIMENT CONTROL FENCE SHALL BE INSTALLED AS INDICATED ON THE PLAN SHEETS. SEE THE TABLE ON THIS SHEET.
- 14. ALL DISTURBED AREAS SHALL BE FINISH GRADED AND SEEDED, SODDED, OR ANDSCAPED AS SOON AS PRACTICAL
- 15. THE CONTRACTOR IS RESPONSIBLE TO CLEAN UP ALL MUD TRACKED FROM THE SITE

## PERMANENT SEEDING **SPECIFICATIONS**

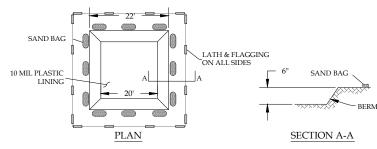
SEED TYPE	SEED APPLICATION RATE		
SEED THE	LBS. / ACRE	LBS. / 1,000 SQ. FT.	
DWARF FESCUE	90	2.08	
TALL FESCUE	40	0.92	
KENTUCKY BLUEGRASS	5	0.12	



OUTLET PROTECTION NOTES:

- 1. THE SUBGRADE OF THE FILTER AND RIP RAP SHALL BE PREPARED TO THE REQUIRED LINES AND GRADES, AS SHOWN ON THE PLANS
- 2. THE RIP RAP SHALL CONFORM TO THE GRADING LIMITS AS SHOWN ON THE PLAN.
- 3. GEOTEXTILE SHALL BE WOVEN OR NON-WOVEN MONOFILIMENT YARN AND SHALL MEET THE FOLLOWING: * THICKNESS: 20-60 MILS
  - * GRAB STRENGTH: 90-120 LBS * ASTM D-1777 OR ASTM D-1682
- 4 RIP RAP MAY BE PLACED BY FOULIPMENT BUT SHALL BE PLACED IN A MANNER TO PREVENT DAMAGE TO THE GOETEXTILE

#### CONCRETE WASHOUT AREA DETAIL



MATTING SPECIFICATIONS

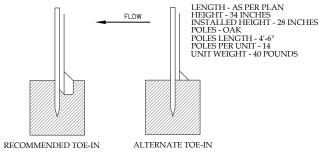
- 1 MATERIAL EXCEISOIR MATTING SHALL BE 48" WIDE AND WEIGH 0.75 LBS . /SQ. FT. OR MORE IUTE MATTING SHALL BE 48" WIDE AND WEIGH 1.2 LBS. / SO. FT. OR MORE. MATTING MADE OF OTHER MATERIAL AND PROVIDING EQUAL OR GREATER STABILIZATION THAN THE ABOVE MAY BE SUBSTITUTED, IF APPROVED BY THE ENGINEER.
- 2. SITE PREPARATION:
- AFTER THE SITE HAS BEEN SHAPED AND GRADED A SEEDBED SHALL BE PREPARED THAT IS RELATIVELY FREE OF FOREIGN MATERIAL, CLODS, OR ROCKS THAT ARE GREATER THAN 1.5" IN DIAMETER. THE SITE SHALL BE PREPARED TO ENSURE THAT THE MATTING HAS GOOD SOIL CONTACT AND THE MATTING WILL NOT "BRIDGE' OR "TENT" OVER OBSTRUCTIONS
- 3. PLANTING
  - LIME AND FERTILIZER SHALL BE USED ACCORDING TO THE RECOMMENDATIONS OF THE SOIL TEST OR SEEDING PLAN. SEED ACCORDING TO THE MATTING MANUFACTURE'S RECOMMENDATIONS OR, FOR EXCESSOR MITTING, SEED AREA TO BE PROTECTED BEFORE INSTALLATION; OR, FOR JUTE MATTING APPLY HALF THE SEED BEFORE INSTALLATION AND HALF THE SEED AFTER INSTALLATION.
- 4. MATTING SHALL BE HELD IN PLACE AS RECOMMENDED BY THE MANUFACTURER AS ADFOLIATE FOR THE SITE CONDITIONS OR WITH SOD STAPLES USED FOR FASTENING SOD, JUTE MATTING, OR EXCEISOIR MATTING AND OTHER EROSION CONTROL MATERIALS TO THE SOIL SURFACE. SOD STAPLES SHALL BE #11 OR HEAVIER AND BE 6" 10" IN LENGTH. IN LOOSE OR SANDY SOIL MORE AND/OR LONGER STAPLES MY BE USED
- 5. MATTING SHALL BE INSTALL AS SPECIFIED BY THE MANUFACTURER AS APPROPRIATE FOR THE SITE CONDITIONS

EROSION CONTROL NOTES:

- 1: ALL SEDIMENT CONTROL DEVISES SHALL BE IN PLACE PRIOR TO ANY OTHER CONSTRUCTION WORK COMMENCES
- 2: SEDIMENT CONTROL FENCE SHALL REMAIN AROUND ALL CATCH BASINS UNTIL THE PROJECT IS COMPLETE AND VEGETATION IS FULLY ESTABLISHED.
- 3: ROUTINE INSPECTIONS AND RECORDS SHALL BE MADE ON ALL EROSION CONTROL DEVICES BY THE CONTRACTOR. IN THE EVENT ANY EROSION CONTROL DEVISE IS REMOVED OR DAMAGED, CONSTRUCTION SHALL BE STOP UNTIL IT IS REPLACED OR REPAIRED
- 4: ALL SWALES AND FINAL GRADED AREAS SHALL BE SEEDED AND MULCHED IMMEDIATELY AFTER THEIR CONSTRUCTION. SEE PERMANENT SEEDING SPECIFICATIONS CHART ON THIS SHEET.
- 5: SEDIMENT BASINS, SEDIMENT TRAPS AND PERIMETER SEDIMENT CONTROLS SHALL BE IMPLEMENTED AS THE FIRST STEP OF GRADING AND WITHIN SEVEN DAYS FROM THE START OF GRUBBING AND SHALL CONTINUE UNTIL THE UPLAND AREAS ARE PERMANENTLY STABILIZED
- 6: DANDY BAGS (OR EQUIVALENT) SHALL BE PLACED ON ALL CURB INLETS THAT DO NOT DRAIN TO A SEDIMENT BASIN
- A COPY OF THE SEDIMENTATION AND EROSION CONTROL PLAN SHALL BE KEPT AVAILABLE FOR INSPECTION ON THE CONSTRUCTION SITE AT ALL TIMES THROUGH THE TERM OF THE PROJECT.
- 8: INSTALL TEMPORARY GRAVEL CONSTRUCTION DRIVE: 20' (WIDTH) X 50' (LENGTH) X 6" (DEPTH) LISING ODOT #1s STONE AND #2s STONES
- 9: ALL AREAS OF GRADING WITH A SLOPE LESS THAN 3:1 SHALL BE FERTILIZED, SEEDED AND MULCHED WITH STRAW
- 10: ALL AREAS OF GRADING WITH A SLOPE OF 3:1 OR GREATER SHALL BE FERTILIZED. SEEDED, MULCHED WITH STRAW AND APPLY EROSION CONTROL MATTING PER THE MANUFACTURE'S SPECIFICATIONS. ATTACH THE MATTING USING NORTH AMERICAN GREEN "BIO-STAKE" OR 6" STEEL STAPLES FOLLOWING THE MANUFACTURE'S SPACING RECOMMENDATION
- 11: INSTALL SEDIMENT CONTROL FENCE AS SHOWN ON THE PLAN SHEETS
- 12: ROCK CHECKS SHALL BE INSTALLED IN THE ROAD SIDE DITCHES PER THE "DITCH ROCK CHECK LOCATIONS" TABLE PROVIDED ON THIS SHEET

#### FILTER FABRIC FENCE DETAIL

* ECONOFENCE IS A PRE-ASSEMBLED SILT FENCE UNIT CONSTRUCTED OF ECONOPENCE DI A PRA-ASSEMIDLED SILL'I FENCE UNIT CONSTRUCTEDOF TERRATEX EC FABRIC, INDUSTRIAL NETTING AND TREATED OAK POSTS, IT IS RECOMMENDED FOR USE IN SILT CONTROL AS DESCRIBED IN THE DETAIL INSTALLATION INSTRUCTION.



- SELECT TOE-IN METHOD TO BE USED (SEE ILLUSTRATION)

- DIG MINIMUM 6"X6" TRENCH WHERE FENCE IS TO BE INSTALLED TO INSURE SUFFICIENT FILL MATERIAL IS AVAILABLE
- UNROLL ECONOFENCE BY SECTION (POLE TO POLE) ALONG TRENCH OR PREDETERMINED

DRIVE POST INTO UNDISTURBED SOIL UNTIL SUPPORT NETTING IS IN THE TRENCH OR BEGINNING TO LAY ON THE GROUND.

- PLACE FILL MATERIAL IN TRENCH OR ON FABRIC FLAP AND TAMP BY FOOT NOTES

- INSPECT AND REPAIR FENCE AFTER EACH STORM EVENT AND REMOVE SEDIMENT WHEN NECESSARY.
- REMOVED SEDIMENT SHALL BE DEPOSITED TO AN AREA THAT WILL NOT CONTRIBUTE SEDIMENT OFF-SITE AND CAN BE PERMANENTLY STABILIZED
- SILT FENCE SHALL BE PLACED ON SLOPE CONTOURS TO MAXIMIZE PONDING EFFICIENCY



### KILL ROAD RECONSTRUCTION OHIC STORM SEWER OUTLET PROIEC 57 SECTION 03, T3S, R4E, MARION TOWNS EDERAL ALLEN COUNTY, OHIO & VAN WERT COUNTY, OHIO DANDY BAG ® Installation and Maintenance Guidelines INSTALLATION The empty Dandy Bag® should be in placed over the grate as the grate stands on end. If using optional oil absorbents place absorbent pillow in pouch, on the bottom (below-grade side) of the unit. Attach absorbent pillow in tether loop. Tuck the enclosure flap inside to completely enclose the grate. Holding the lifting devices (do not rely on the lifting devices to support the entire weight of the grate), place the grate into the frame. MAINTENANCE Remove the accumulated sediment and debris from the surface and vicinity of the unit after each storm event. Remove sediment that has accumulated within the containment area of the Dandy Bag ® as needed. If using optional oil absorbents, remove and replace the absorbent pillow when near saturated DANDY BAG ® FLAP FOLDS OVER TO ENCLOSE GRATE _____VELCRO CLOSURE DITCH ROCK CHECKS DITCH ROCK CHECK LOCATIONS KILL ROAD STATE ROAD 18+00 LT & RT 24+00 13+00 IT 97+50 LT. & RT. 100+50 LT. & RT 14+00 LT. & RT. 19+00 LT. & RT. 24+50 LT. 8+00 LT. 8+80 LT. 15+00 LT. & RT. 20+00 LT. & RT. 25+00 LT. & RT. 10+00 LT. & RT. 16+00 LT. & RT. 22+00 RT. 26+00 LT. & RT. 98+50 LT. & RT. 101+50 LT. & RT 99+50 LT. & RT. 102+50 LT. & RI 11+00 LT. & RT. 17+00 LT. & RT. 23+00 RT. 27+00 LT. & RT. DITCH ROCK CHECK MATERIALS CALCULATIONS CRUSHED LIMESTONE AGGREGATE = ODOT #1s OR ODOT #2s

