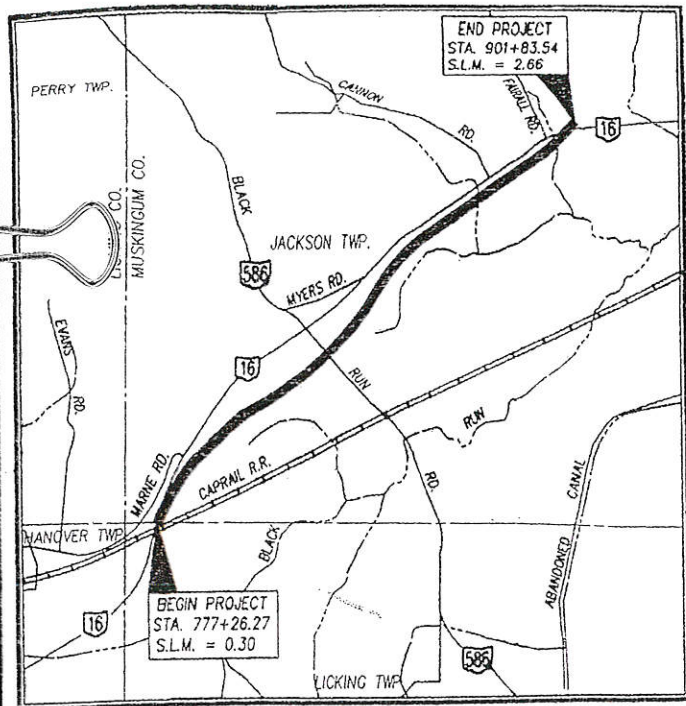


STATE OF OHIO
DEPARTMENT OF TRANSPORTATION

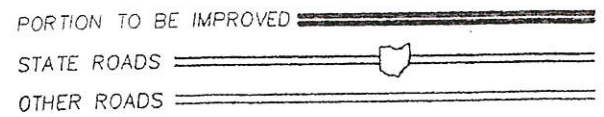
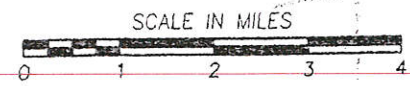
MUS-16-0.30

MUSKINGUM COUNTY LICKING & JACKSON TOWNSHIP

RIGHT OF WAY ONLY



LATITUDE N 40°06'00"
LONGITUDE W 82°11'00"



INDEX OF SHEETS

CENTERLINE PLATS	1-3
PROPERTY MAPS	4-6
SUMMARY OF ADDITIONAL RIGHT OF WAY	7-9
SUMMARY OF LIENS	9A-9B
SCHEMATIC PLANS	10-11
PLAN SHEETS	12-36



PROJECT DESCRIPTION

UPGRADING OF 2.36 MILES OF S.R. 16 (RAIDERS ROAD) FROM THE EXISTING TWO LANE HIGHWAY TO A FOUR LANE DIVIDED RURAL EXPRESSWAY. THIS IMPROVEMENT INCLUDES CONSTRUCTION OF TWO STRUCTURES, MUS-586-0342 OVER PROPOSED S.R. 16 AND MUS-16-0261 L & R OVER EXISTING S.R. 16 (RAIDERS ROAD).

LIMITED ACCESS

THIS IMPROVEMENT IS ESPECIALLY DESIGNED FOR THROUGH TRAFFIC AND HAS BEEN DECLARED A LIMITED ACCESS HIGHWAY OR FREEWAY BY ACTION OF THE DIRECTOR IN ACCORDANCE WITH THE PROVISIONS OF SECTION 5511.02 OF THE REVISED CODE OF OHIO.

1997 SPECIFICATIONS

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

I HEREBY APPROVE THESE PLANS AND DECLARE THAT THE MAKING OF THIS IMPROVEMENT WILL NOT REQUIRE THE CLOSING TO TRAFFIC OF THE HIGHWAY AND THAT PROVISIONS FOR THE MAINTENANCE AND SAFETY OF TRAFFIC WILL BE AS SET FORTH ON THE PLANS AND ESTIMATES.

APPROVED _____

DATE _____ DISTRICT DEPUTY DIRECTOR

APPROVED _____

DATE _____ DIRECTOR, DEPARTMENT OF TRANSPORTATION

FEDERAL PROJECT NO.
FEDERAL

FID NO.
16297

CONSTRUCTION PROJECT NO.
CONST.

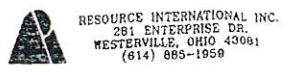
RAILROAD INVOLVEMENT
NONE

MUS-16-0.30

PROJECT NO. W-5205 DATE: 01 AUGUST 1997

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

PLANS PREPARED BY:





PROP. SR. 16
CENTERLINE MONUMENTS TO BE
SET DURING CONSTRUCTION

STATION	QUANT.	LOC.
PT STA. 831+63.96	1	⊙
P.O.T. STA. 835+00.00	1	⊙
PC STA. 840+98.20	1	⊙
P.O.C. STA. 845+00.00	1	⊙
P.O.C. STA. 850+00.00	1	⊙
P.O.C. STA. 855+00.00	1	⊙
PT STA. 861+44.41	1	⊙
P.O.T. STA. 865+00.00	1	⊙
P.O.T. STA. 870+00.00	1	⊙
P.O.T. STA. 875+00.00	1	⊙
P.O.T. STA. 880+00.00	1	⊙
TOTAL	11	

QUANTITIES CARRIED TO GENERAL SUMMARY

CENTERLINE MONUMENTS SHALL BE CONSTRUCTED AS SHOWN ON THIS SHEET. THE PLACING OF THE MONUMENTS SHALL BE UNDER THE DIRECTION OF A PROFESSIONAL SURVEYOR AND ARE TO BE SET AS SHOWN BY THE HIGHWAY CONTRACTOR AT THE TIME OF CONSTRUCTION. ANY ALTERATIONS WITH PRIOR APPROVAL OF THE DEPARTMENT OF TRANSPORTATION. SHALL BE NOTED AND ODOT SHALL BE NOTIFIED OF THE NEW LOCATIONS. ALL MONUMENTS ARE TO BE SET WITHIN +/- 0.02 TOLERANCE.

SR. 586
CENTERLINE MONUMENTS TO BE
SET DURING CONSTRUCTION

STATION	QUANT.	LOC.
PC STA. 56+60.00	1	⊙
PT STA. 60+50.00	1	⊙
PC STA. 62+45.91	1	⊙
PC STA. 65+97.64	1	⊙
TOTAL	4	

QUANTITIES CARRIED TO GENERAL SUMMARY

RAIDERS ROAD
CENTERLINE MONUMENTS TO BE
SET DURING CONSTRUCTION

STATION	QUANT.	LOC.
PC STA. 228+52.64	1	⊙
PT STA. 230+06.38	1	⊙
PC STA. 232+81.59	1	⊙
PT STA. 237+62.90	1	⊙
TS STA. 242+09.26	1	⊙
SC STA. 243+34.26	1	⊙
CS STA. 245+51.16	1	⊙
ST STA. 246+76.16	1	⊙
TS STA. 283+48.04	1	⊙
TOTAL	9	

QUANTITIES CARRIED TO GENERAL SUMMARY

MUS-16-0.30
MUSKINGUM COUNTY
JACKSON TOWNSHIP
SECTIONS 17, 24 & 25
TOWNSHIP 3 NORTH, RANGE 9 WEST

MARNE ROAD
CENTERLINE MONUMENTS TO BE
SET DURING CONSTRUCTION

STATION	QUANT.	LOC.
PC STA. 219+91.20	1	⊙
PT STA. 224+03.12	1	⊙
PC STA. 225+81.76	1	⊙
PT STA. 226+66.42	1	⊙
TOTAL	4	

QUANTITIES CARRIED TO GENERAL SUMMARY

GANNON RD. CURVE DATA:

P.I. STA. 12+93.95
 $\Delta = 35^{\circ}28'44''$ LT. $L = 309.70'$
 $D_c = 11^{\circ}27'21''$ $T = 160.00'$
 $R = 500.15'$ $E = 24.97'$

EX. SR. 16 CURVE DATA (EX-4):

P.I. STA. 252+39.46
 $\Delta = 27^{\circ}48'54''$ LT. $L = 1390.84'$
 $D_c = 2^{\circ}00'00''$ $T = 516.32'$
 $R = 2964.43'$ $E = 86.62'$

STA. 21+46.08, 14.91 ST. (EX. SR. 16) =
 STA. 1+30.00 PROPOSED SR. 16

SR. 586 CURVE DATA (S-4):

P.I. STA. 69+26.20
 $\Delta = 23^{\circ}29'54''$ RT. $T = 323.45'$
 $D_c = 03^{\circ}41'05''$ $L = 637.74'$
 $R = 1555.00'$ $E = 33.28'$

MARNE ROAD CURVE DATA (W-2):

P.I. STA. 226+24.50
 $\Delta = 19^{\circ}24'10''$ $T = 42.74'$
 $D_c = 22^{\circ}55'06''$ $L = 84.66'$
 $R = 250.00'$ $E = 3.63'$

SR. 586 CURVE DATA (S-3):

P.I. STA. 64+27.46
 $\Delta = 27^{\circ}17'14''$ RT. $T = 179.46'$
 $D_c = 06^{\circ}00'00''$ $L = 354.79'$
 $R = 954.93'$ $E = 16.72'$

PROPOSED RAIDERS RD. CURVE DATA (MY-2):

P.I. STA. 235+27.47
 $\Delta = 28^{\circ}52'40''$ LT. $T = 245.86'$
 $D_c = 06^{\circ}00'00''$ $L = 481.31'$
 $R = 954.93'$ $E = 31.16'$

PROPOSED RAIDERS RD. CURVE DATA (MY-1):

P.I. STA. 229+32.03
 $\Delta = 35^{\circ}14'05''$ RT. $T = 79.39'$
 $D_c = 22^{\circ}55'06''$ $L = 153.74'$
 $R = 250.00'$ $E = 11.73'$

EX. SR. 16 CURVE DATA (EX-3):

P.I. STA. 209+10.75
 $\Delta = 12^{\circ}02'58''$ RT. $L = 602.50'$
 $D_c = 02^{\circ}00'00''$ $T = 302.37'$
 $R = 2864.93'$ $E = 15.91'$

PROPOSED RAIDERS RD. CURVE DATA (MY-3):

P.I. STA. 244+42.93
 $\Delta = 06^{\circ}50'17''$ LT. $T = 41.67'$
 $D_c = 02^{\circ}00'00''$ $\Delta_c = 04^{\circ}20'17''$
 $R = 2864.79'$ $L_c = 216.90'$
 $L_s = 125.00'$ $T_s = 233.67'$
 $D_s = 01^{\circ}15'00''$ $E_s = 5.34'$
 $LT = 83.34'$

MARNE ROAD CURVE DATA (W-1):

P.I. STA. 222+05.65
 $\Delta = 39^{\circ}20'09''$ LT. $T = 214.45'$
 $D_c = 09^{\circ}32'57''$ $L = 411.92'$
 $R = 600.00'$ $E = 37.17'$

EX. SR. 16 CURVE DATA (EX-2):

P.I. STA. 193+18.89
 $\Delta = 10^{\circ}14'56''$ LT. $L = 341.67'$
 $D_c = 02^{\circ}59'55''$ $T = 171.29'$
 $R = 1910.08'$ $E = 7.67'$

SR. 586 CURVE DATA (S-2):

P.I. STA. 56+57.76
 $\Delta = 23^{\circ}24'00''$ LT. $T = 197.76'$
 $D_c = 06^{\circ}00'00''$ $L = 390.00'$
 $R = 954.93'$ $E = 29.26'$

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MONUMENT LEGEND

- ⊙ EXISTING MONUMENT FOUND
- ⊠ EXISTING STONE MONUMENT FOUND
- ⊙ MONUMENT TO BE SET
- ⊠ ADJUSTABLE CENTERLINE MONUMENT TO BE SET REFER TO SHEET 1 FOR MONUMENT DETAIL
- ◇ CALCULATED CORNER

PAIRS OF BEARINGS

THE BEARINGS SHOWN IN THIS PLAN WERE BASED ON THE OHIO STATE PLANE COORDINATE SYSTEM, SOUTH ZONE NAD 83

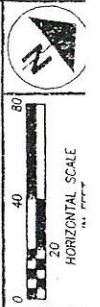
DETAIL OF ALTERNATE METHOD OF STATIONING SPIRAL CURVES (AS OBTAINED IN "TRANSITION CURVES FOR HIGHWAYS" BY JOSEPH BARNETT)

ALL ANGLE POINTS IN RIGHT OF WAY AND PROPERTY LINES, AND PROPERTY CORNERS FALLING WITHIN THE SPIRALED PORTION OF THE CURVE SHALL BE REPERCEIVED FROM THE TANGENT LINE IN LIEU OF THE SPIRAL (OBTAIN STATIONING THEREON BY BEGINNING AT THE T.I. AND RUNNING STATIONS AHEAD ON THE TANGENT LINE THROUGH THE ENTRY SPIRAL FROM THE ST. BATH STATIONING ALONG THE TANGENT LINE THROUGH THE EXIT SPIRAL. THIS ALIGNS ANY STATION EQUATIONS ON THE CENTERLINE FROM S.O. TO C.S. USE NORMAL CENTERLINE STATIONING.

RESURVEY INFORMATION INC. FILENAME: MUSKINGUM.DWG PROJECT NO. W-5205 DATE: 12/NOV/1997

SHEET NO. 3
 MATCH LINE STATION 885+00
 CENTERLINE PLAT
 STA. 830+00 TO STA. 885+00
 MUS-16-0.30
 2/36
 11/14/97

MUSKINGUM COUNTY
JACKSON TOWNSHIP
SECTION 25
TOWNSHIP 3 NORTH, RANGE 9 WEST



PID NO. 16297

RIGHT OF WAY PLAN
STA. 835+00 TO STA. 843+00

MUS-16-0.30

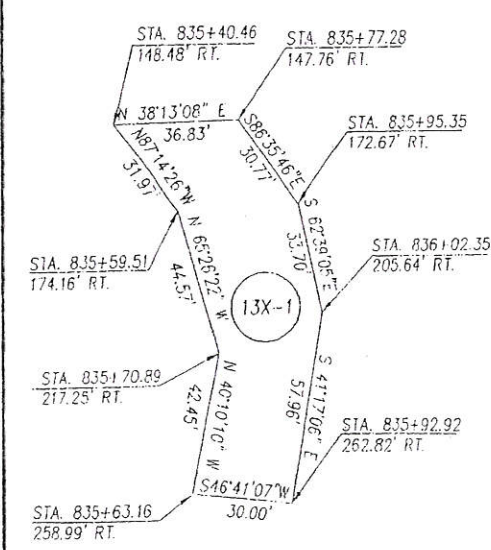
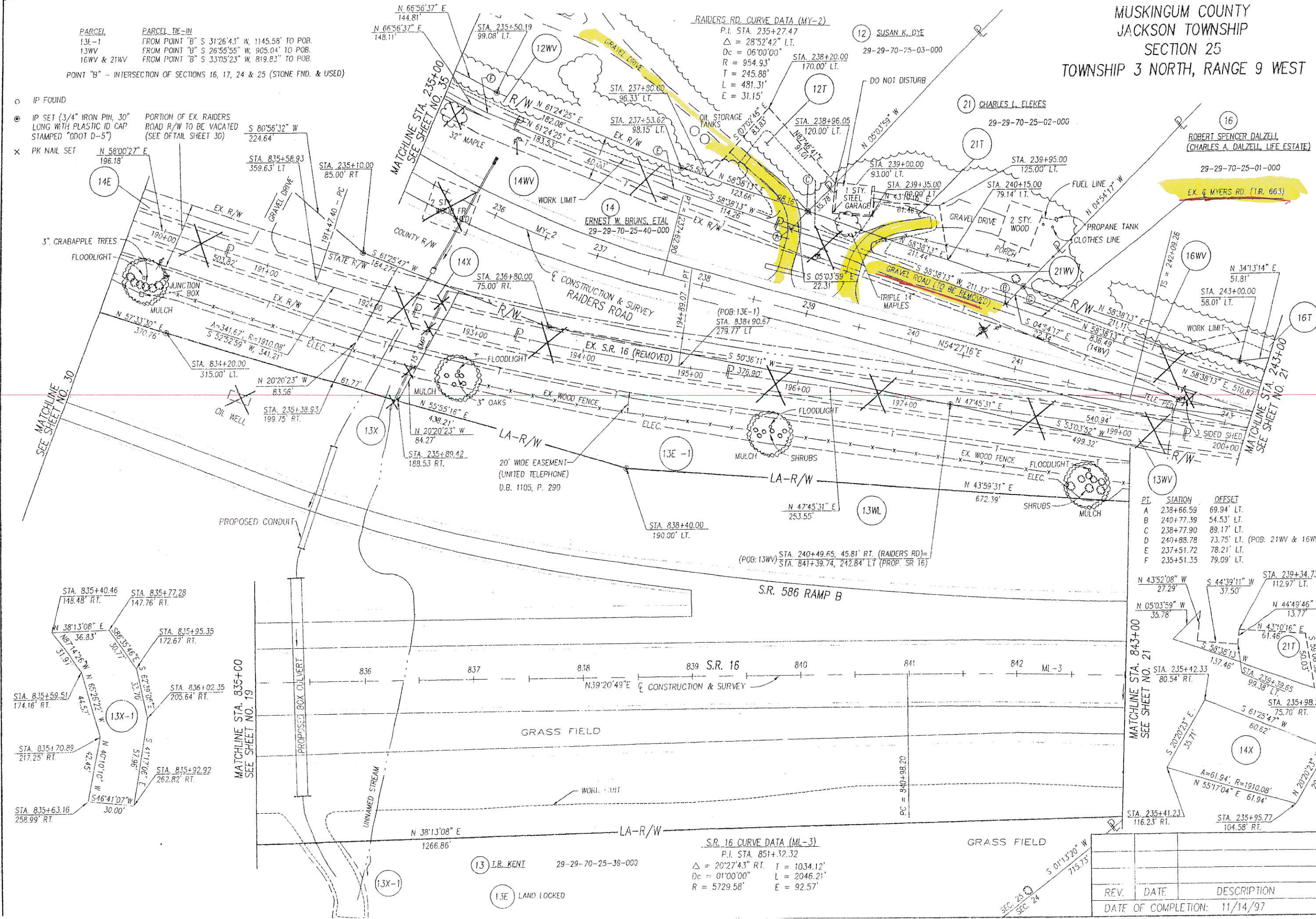
20/31

589
606

PARCEL 13E-1 FROM POINT "B" S 31°26'43" W, 1145.58' TO POB.
13WV FROM POINT "B" S 26°55'55" W, 905.04' TO POB.
16WV & 21WV FROM POINT "B" S 33°05'23" W, 819.83' TO POB.
POINT "B" - INTERSECTION OF SECTIONS 16, 17, 24 & 25 (STONE FND. & USED)

- IP FOUND
- ⊙ IP SET (3/4" IRON PIN, 30" LONG WITH PLASTIC ID CAP STAMPED "ODOT D-5")
- ✕ PK NAIL SET

PORTION OF EX. RAIDERS ROAD R/W TO BE VACATED (SEE DETAIL SHEET 30)



S.R. 16 CURVE DATA (ML-3)
P.I. STA. 851+32.32
 $\Delta = 20°27'43"$ RT. $T = 1034.12'$
 $D_c = 01°00'00"$ $L = 2046.21'$
 $R = 5729.58'$ $E = 92.57'$

PI.	STATION	OFFSET
A	238+66.59	69.94' LT.
B	240+77.39	54.53' LT.
C	238+77.90	89.17' LT.
D	240+88.78	73.75' LT. (POB: 21WV & 16WV)
E	237+51.72	78.21' LT.
F	235+51.35	79.09' LT.

REV.	DATE	DESCRIPTION

DATE OF COMPLETION: 11/14/97

RESOURCE INTERNATIONAL, INC. FILENAME: RW-20.DWG PROJECT NO. W-5205 DATE: 14_May_1997

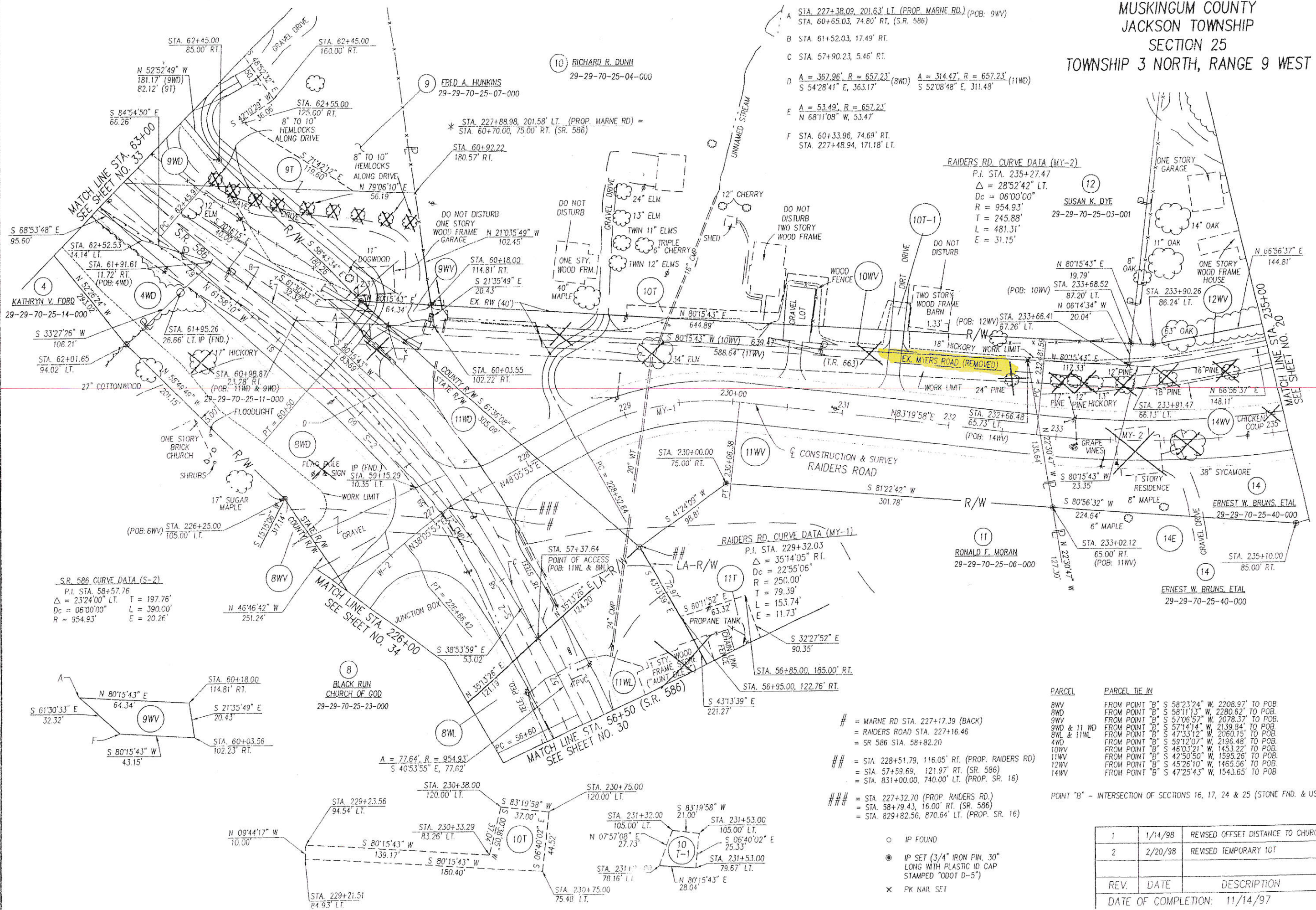
MUSKINGUM COUNTY
 JACKSON TOWNSHIP
 SECTION 25
 TOWNSHIP 3 NORTH, RANGE 9 WEST



PID NO. 16907
 RIGHT OF WAY PLAN
 STA 226+00 TO STA 235+00

MUS-16-0.30

35/3
 604
 606



- A STA. 227+38.09, 201.63' LT. (PROP. MARNE RD.) (POB: 9WV)
 STA. 60+65.03, 74.80' RT. (S.R. 586)
- B STA. 61+52.03, 17.49' RT.
- C STA. 57+90.23, 5.46' RT.
- D $A = 367.96'$, $R = 657.23'$ (8WD) $A = 314.47'$, $R = 657.23'$ (11WD)
 $S 54^{\circ}28'41'' E, 363.17'$ $S 52^{\circ}08'48'' E, 311.48'$
- E $A = 53.49'$, $R = 657.23'$
 $N 68^{\circ}11'08'' W, 53.47'$
- F STA. 60+33.96, 74.69' RT.
 STA. 227+48.94, 171.18' LT.

RAIDERS RD. CURVE DATA (MY-2)
 P.I. STA. 235+27.47
 $\Delta = 28^{\circ}52'42''$ LT.
 $Dc = 06^{\circ}00'00''$
 $R = 954.93'$
 $T = 245.88'$
 $L = 481.31'$
 $E = 31.15'$

RAIDERS RD. CURVE DATA (MY-1)
 P.I. STA. 229+32.03
 $\Delta = 35^{\circ}14'05''$ RT.
 $Dc = 22^{\circ}55'06''$
 $R = 250.00'$
 $T = 79.39'$
 $L = 153.74'$
 $E = 11.73'$

S.R. 586 CURVE DATA (S-2)
 P.I. STA. 58+57.76
 $\Delta = 23^{\circ}24'00''$ LT. $T = 197.76'$
 $Dc = 06^{\circ}00'00''$ $L = 390.00'$
 $R = 954.93'$ $E = 20.26'$

PARCEL	PARCEL TIE IN
8WV	FROM POINT "B" $S 58^{\circ}23'24'' W, 2208.97'$ TO POB.
8WD	FROM POINT "B" $S 58^{\circ}11'13'' W, 2280.62'$ TO POB.
9WV	FROM POINT "B" $S 57^{\circ}06'57'' W, 2078.37'$ TO POB.
9WD & 11WD	FROM POINT "B" $S 57^{\circ}14'14'' W, 2139.94'$ TO POB.
8WL & 11WL	FROM POINT "B" $S 47^{\circ}33'12'' W, 2060.15'$ TO POB.
4WD	FROM POINT "B" $S 59^{\circ}12'01'' W, 2186.48'$ TO POB.
10WV	FROM POINT "B" $S 48^{\circ}03'21'' W, 1453.22'$ TO POB.
11WV	FROM POINT "B" $S 42^{\circ}50'50'' W, 1595.25'$ TO POB.
12WV	FROM POINT "B" $S 45^{\circ}26'10'' W, 1465.56'$ TO POB.
14WV	FROM POINT "B" $S 47^{\circ}25'43'' W, 1543.65'$ TO POB.

POINT "B" - INTERSECTION OF SECTIONS 16, 17, 24 & 25 (STONE FND. & USED)

- # = MARNE RD STA. 227+17.39 (BACK)
- = RAIDERS ROAD STA. 227+16.46
- = SR 586 STA. 58+82.20
- ## = STA. 228+51.79, 116.05' RT. (PROP. RAIDERS RD.)
- = STA. 57+59.69, 121.97' RT. (SR. 586)
- = STA. 831+00.00, 740.00' LT. (PROP. SR. 16)
- ### = STA. 227+32.70 (PROP. RAIDERS RD.)
- = STA. 58+79.43, 16.00' RT. (SR. 586)
- = STA. 829+82.56, 870.64' LT. (PROP. SR. 16)

- IP FOUND
- IP SET (3/4" IRON PIN, 30" LONG WITH PLASTIC ID CAP STAMPED "00DT D-5")
- × PK NAIL SET

REV.	DATE	DESCRIPTION
1	1/14/98	REVISED OFFSET DISTANCE TO CHURCH
2	2/20/98	REVISED TEMPORARY 10T
DATE OF COMPLETION: 11/14/97		