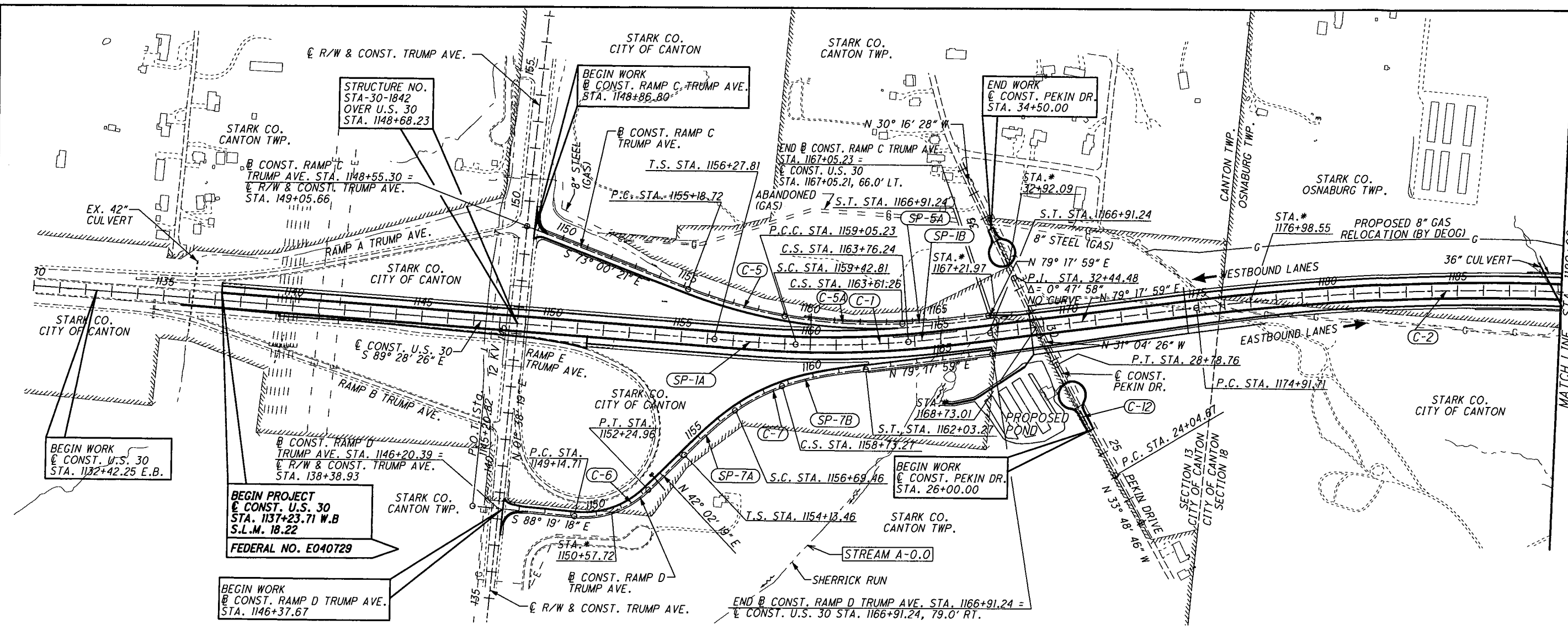


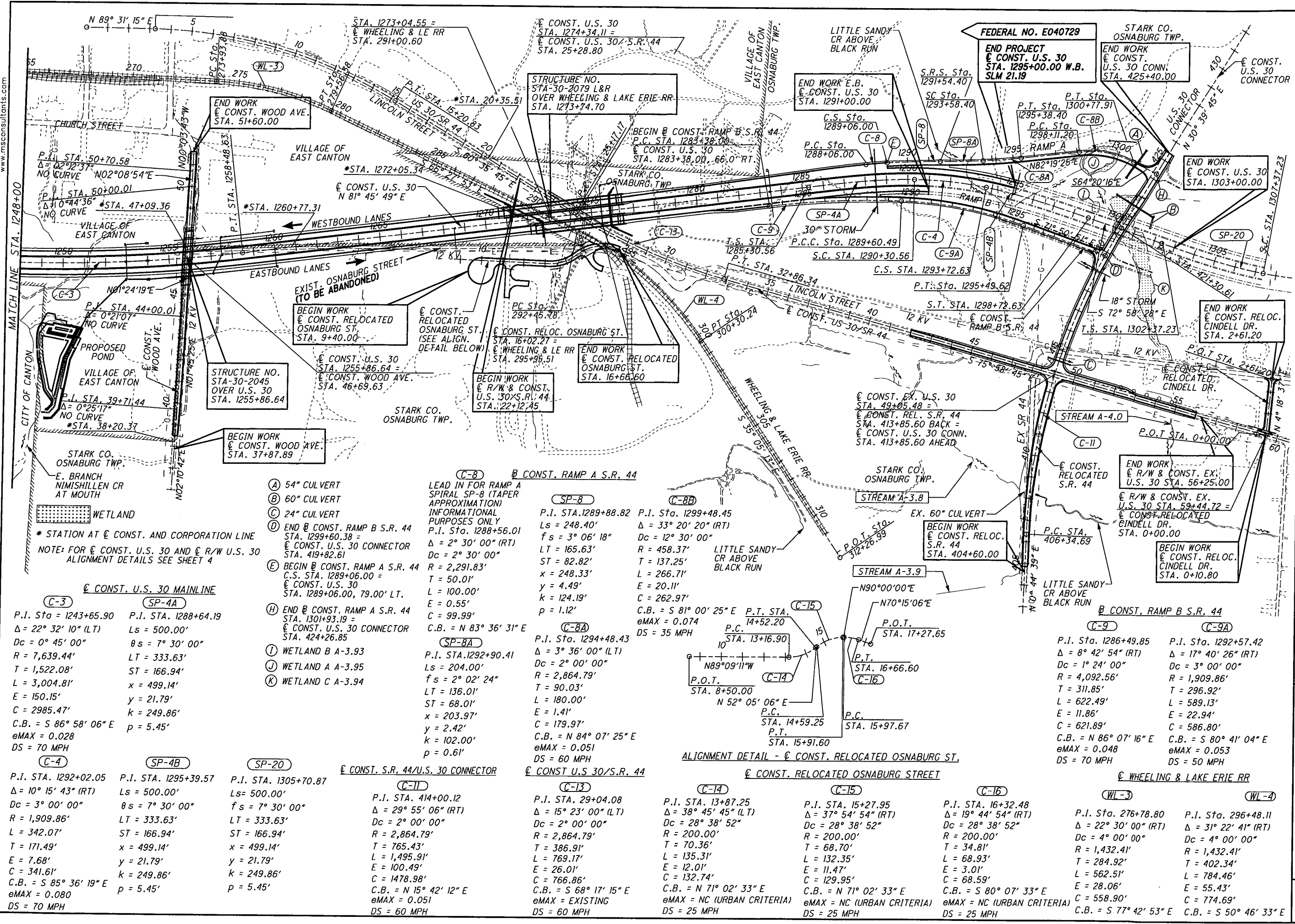
PLOT.CEL
ms consultants, inc.
msconsultants.com
Ohio DOT Workspace
PID 20344
UCF: ohioIVBI
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View: SHEET
Printed: 2/17/2017 11:42:40 AM By: jkuczynski
File: \\youngstown-fs1\h\60\06575-40\roadway\Sheets\20344\CB001.dgn



SCHEMATIC PLAN
STA. 1130+00.00 TO STA. 1189+00.00
STA-30-18.35
1
SCH

* STATION AT @ CONST. AND CORPORATION LINE
NOTE: FOR @ CONST. U.S. 30 AND @ R/W U.S. 30 ALIGNMENT DETAILS SEE SHEET 4

@ CONST. U.S. 30 MAINLINE			
SP-1A	C-1	SP-1B	C-2
P.I. STA. 1158+37.83 Ls = 315.00' Bs = 2° 21' 45" LT = 210.02' ST = 105.02' x = 314.95' y = 4.33' k = 157.49' p = 1.08'	P.I. STA. 1161+59.76 Δ = 6° 30' 05" (LT) Dc = 1° 30' 00" R = 3,819.72' T = 216.95' L = 433.43' E = 6.16' C = 433.20' C.B. = N 84° 54' 46" E eMAX = 0.051 D.S. = 70 MPH	P.I. STA. 1164+81.26 Ls = 315.00' Bs = 2° 21' 45" LT = 210.02' ST = 105.02' x = 314.95' y = 4.33' k = 157.49' p = 1.08'	P.I. STA. 1195+24.06 Δ = 25° 00' 00" (RT) Dc = 0° 37' 30" R = 9,167.32' T = 2,032.35' L = 4,000.00' E = 222.58' C = 3968.34' C.B. = S 88° 12' 01" E eMAX = 0.023 D.S. = 70 MPH
@ CONST. RAMP C TRUMP AVE.		@ CONST. PEKIN DRIVE	
C-5	C-5A	SP-5A	C-12
P.I. Sta. 1157+12.59 Δ = 11° 08' 40" (LT) Dc = 2° 53' 00" R = 1,987.09' T = 193.86' L = 386.50' E = 9.43' C = 385.90' C.B. = S 78° 34' 41" E eMAX = 0.067 D.S. = 60 MPH	P.I. Sta. 1161+34.10 Δ = 12° 09' 11" (LT) Dc = 2° 39' 54" R = 2,150.00' T = 228.88' L = 456.03' E = 12.15' C = 455.18' C.B. = N 89° 46' 24" E eMAX = 0.077 D.S. = 70 MPH	P.I. STA. 1164+71.32 Ls = 329.98' fs = 4° 23' 49" LT = 220.05' ST = 110.06' x = 329.79' y = 8.44' k = 164.96' p = 2.11'	P.I. STA. 26+41.76 Δ = 2° 44' 38" (RT) Dc = 0° 34' 44" R = 9,900.00' T = 237.09' L = 474.09' E = 2.84 C = 474.05' C.B. = N 32° 26' 45" W eMAX = N/A D.S. = 45 MPH
@ CONST. RAMP D TRUMP AVE.		@ CONST. PEKIN DRIVE	
C-6	SP-7A	C-7	SP-7B
P.I. Sta. 1150+80.33 Δ = 49° 38' 23" (LT) Dc = 16° 00' 00" R = 358.10' T = 165.62' L = 310.25' E = 36.44' C = 300.64' C.B. = N 66° 51' 31" E eMAX = 0.0787 D.S. = 35 MPH	P.I. STA. 1155+84.38 Ls = 256.00' fs = 9° 36' 00" LT = 170.92' ST = 85.56' x = 255.28' y = 14.27' k = 127.88' p = 3.57'	P.I. Sta. 1157+71.97 Δ = 15° 07' 09" (RT) Dc = 7° 30' 00" R = 763.94' T = 102.51' L = 203.81' E = 6.85' C = 203.21' C.B. = N 59° 16' 54" E eMAX = 0.080 D.S. = 50 MPH	P.I. STA. 1159+83.76 Ls = 330.00' fs = 12° 22' 30" LT = 220.54' ST = 110.49' x = 328.46' y = 23.68' k = 164.74' p = 5.93'



<p>(A) 54" CULVERT</p> <p>(B) 60" CULVERT</p> <p>(C) 24" CULVERT</p> <p>(D) END @ CONST. RAMP B S.R. 44 STA. 1299+60.38 = @ CONST. U.S. 30 CONNECTOR STA. 419+82.61</p> <p>(E) BEGIN @ CONST. RAMP A S.R. 44 C.S. STA. 1289+06.00 = @ CONST. U.S. 30 STA. 1289+06.00, 79.00' LT.</p> <p>(H) END @ CONST. RAMP A S.R. 44 STA. 1301+93.19 = @ CONST. U.S. 30 CONNECTOR STA. 424+26.85</p> <p>(I) WETLAND B A-3.93</p> <p>(J) WETLAND A A-3.95</p> <p>(K) WETLAND C A-3.94</p>	<p>(C-8) @ CONST. RAMP A S.R. 44 LEAD IN FOR RAMP A SPIRAL SP-8 (TAPER APPROXIMATION) INFORMATIONAL PURPOSES ONLY P.I. Sta. 1288+56.01 $\Delta = 2^\circ 30' 00" (RT)$ $Dc = 2^\circ 30' 00"$ $R = 2,291.83'$ $L = 50.01'$ $T = 100.00'$ $E = 0.55'$ $C = 99.99'$ C.B. = N 83° 36' 31" E</p> <p>(SP-8) P.I. STA. 1289+88.82 $Ls = 248.40'$ $f s = 3^\circ 06' 18"$ $LT = 165.63'$ $ST = 82.82'$ $x = 248.33'$ $y = 4.49'$ $k = 124.19'$ $p = 1.12'$</p> <p>(C-8A) P.I. Sta. 1294+48.43 $\Delta = 3^\circ 36' 00" (LT)$ $Dc = 2^\circ 00' 00"$ $R = 2,864.79'$ $T = 90.03'$ $L = 180.00'$ $E = 1.41'$ $C = 179.97'$ C.B. = N 84° 07' 25" E $eMAX = 0.051$ $DS = 60 MPH$</p> <p>(C-8B) P.I. Sta. 1299+48.45 $\Delta = 33^\circ 20' 20" (RT)$ $Dc = 12^\circ 30' 00"$ $R = 458.37'$ $T = 137.25'$ $L = 266.71'$ $E = 20.11'$ C.B. = S 81° 00' 25" E $eMAX = 0.074$ $DS = 35 MPH$</p>	<p>(C-13) P.I. STA. 29+04.08 $\Delta = 15^\circ 23' 00" (LT)$ $Dc = 2^\circ 00' 00"$ $R = 2,864.79'$ $T = 386.91'$ $L = 769.17'$ $E = 26.01'$ $C = 766.86'$ C.B. = S 68° 17' 15" E $eMAX = EXISTING$ $DS = 60 MPH$</p> <p>(C-14) P.I. STA. 13+87.25 $\Delta = 38^\circ 45' 45" (LT)$ $Dc = 28^\circ 38' 52"$ $R = 200.00'$ $T = 70.36'$ $L = 135.31'$ $E = 12.01'$ $C = 132.74'$ C.B. = N 71° 02' 33" E $eMAX = NC (URBAN CRITERIA)$ $DS = 25 MPH$</p> <p>(C-15) P.I. STA. 15+27.95 $\Delta = 37^\circ 54' 54" (RT)$ $Dc = 28^\circ 38' 52"$ $R = 200.00'$ $T = 68.70'$ $L = 132.35'$ $E = 11.47'$ $C = 129.95'$ C.B. = N 71° 02' 33" E $eMAX = NC (URBAN CRITERIA)$ $DS = 25 MPH$</p> <p>(C-16) P.I. STA. 16+32.48 $\Delta = 19^\circ 44' 54" (RT)$ $Dc = 28^\circ 38' 52"$ $R = 200.00'$ $T = 34.81'$ $L = 68.93'$ $E = 3.01'$ $C = 68.59'$ C.B. = S 80° 07' 33" E $eMAX = NC (URBAN CRITERIA)$ $DS = 25 MPH$</p>	<p>(C-9) P.I. Sta. 1286+49.85 $\Delta = 8^\circ 42' 54" (RT)$ $Dc = 1^\circ 24' 00"$ $R = 4,092.56'$ $T = 311.85'$ $L = 622.49'$ $E = 11.86'$ $C = 621.89'$ C.B. = N 86° 07' 16" E $eMAX = 0.048$ $DS = 70 MPH$</p> <p>(C-9A) P.I. Sta. 1292+57.42 $\Delta = 17^\circ 40' 26" (RT)$ $Dc = 3^\circ 00' 00"$ $R = 1,909.86'$ $T = 296.92'$ $L = 589.13'$ $E = 22.94'$ $C = 586.80'$ C.B. = S 80° 41' 04" E $eMAX = 0.053$ $DS = 50 MPH$</p> <p>(WL-3) P.I. Sta. 276+78.80 $\Delta = 22^\circ 30' 00" (RT)$ $Dc = 4^\circ 00' 00"$ $R = 1,432.41'$ $T = 284.92'$ $L = 562.51'$ $E = 28.06'$ $C = 558.90'$ C.B. = S 77° 42' 53" E</p> <p>(WL-4) P.I. Sta. 296+48.11 $\Delta = 31^\circ 22' 41" (RT)$ $Dc = 4^\circ 00' 00"$ $R = 1,432.41'$ $T = 402.34'$ $L = 784.46'$ $E = 55.43'$ $C = 774.69'$ C.B. = S 50° 46' 33" E</p>
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* STATION AT @ CONST. AND CORPORATION LINE
 NOTE: FOR @ CONST. U.S. 30 AND @ R/W U.S. 30
 ALIGNMENT DETAILS SEE SHEET 4

@ CONST. U.S. 30 MAINLINE

<p>(C-3) P.I. Sta = 1243+65.90 $\Delta = 22^\circ 32' 10" (LT)$ $Dc = 0^\circ 45' 00"$ $R = 7,639.44'$ $T = 1,522.08'$ $L = 3,004.81'$ $E = 150.15'$ $C = 2,985.47'$ C.B. = S 86° 58' 06" E $eMAX = 0.028$ $DS = 70 MPH$</p> <p>(C-4) P.I. STA. 1292+02.05 $\Delta = 10^\circ 15' 43" (RT)$ $Dc = 3^\circ 00' 00"$ $R = 1,909.86'$ $T = 171.49'$ $L = 342.07'$ $E = 7.68'$ $C = 341.61'$ C.B. = S 85° 36' 19" E $eMAX = 0.080$ $DS = 70 MPH$</p>	<p>(SP-4A) P.I. STA. 1288+64.19 $Ls = 500.00'$ $\theta s = 7^\circ 30' 00"$ $LT = 333.63'$ $ST = 166.94'$ $x = 499.14'$ $y = 21.79'$ $k = 249.86'$ $p = 5.45'$</p> <p>(SP-4B) P.I. STA. 1295+39.57 $Ls = 500.00'$ $\theta s = 7^\circ 30' 00"$ $LT = 333.63'$ $ST = 166.94'$ $x = 499.14'$ $y = 21.79'$ $k = 249.86'$ $p = 5.45'$</p>	<p>(SP-20) P.I. STA. 1305+70.87 $Ls = 500.00'$ $\theta s = 7^\circ 30' 00"$ $LT = 333.63'$ $ST = 166.94'$ $x = 499.14'$ $y = 21.79'$ $k = 249.86'$ $p = 5.45'$</p>
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@ CONST. S.R. 44/U.S. 30 CONNECTOR

<p>(C-11) P.I. STA. 414+00.12 $\Delta = 29^\circ 55' 06" (RT)$ $Dc = 2^\circ 00' 00"$ $R = 2,864.79'$ $T = 765.43'$ $L = 1,495.91'$ $E = 100.49'$ $C = 1,478.98'$ C.B. = N 15° 42' 12" E $eMAX = 0.051$ $DS = 60 MPH$</p>
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ALIGNMENT DETAIL - @ CONST. RELOCATED OSNABURG ST.

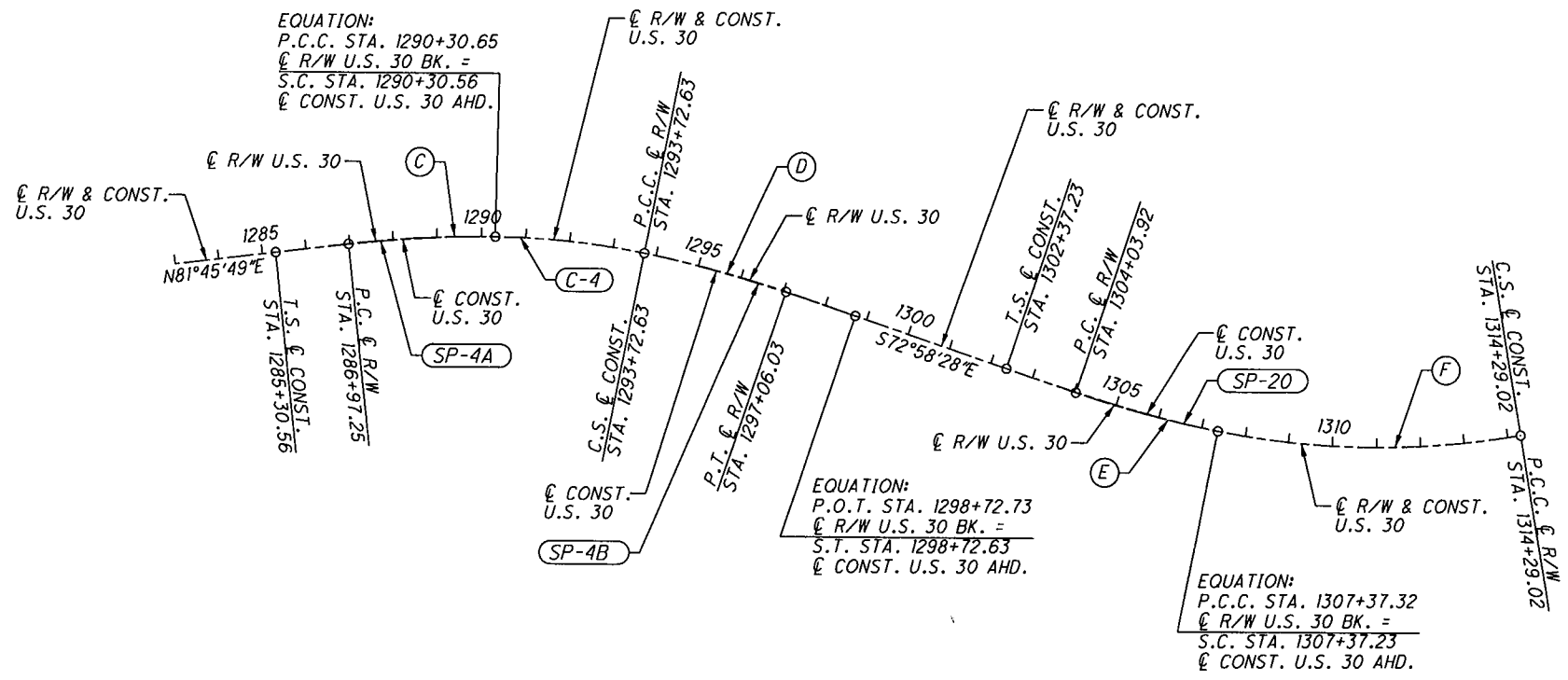
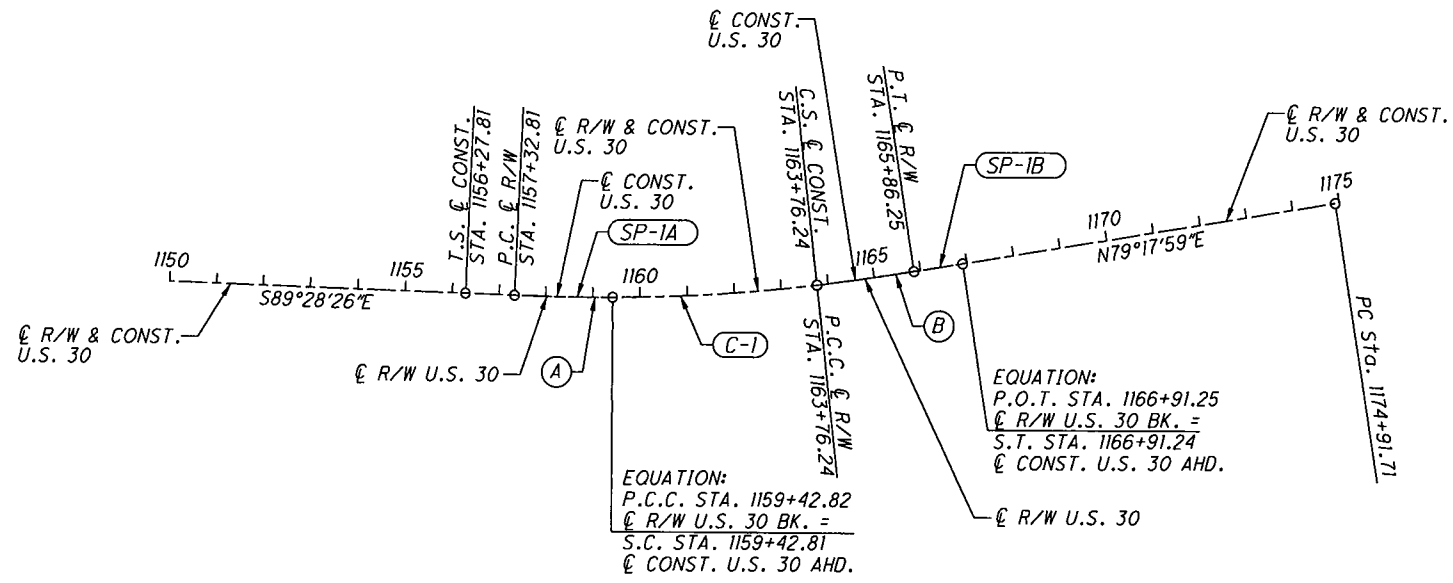
<p>(C-14) P.O.T. STA. 8+50.00 $N 89^\circ 09' 11" W$ $N 52^\circ 05' 06" E$ P.C. STA. 14+59.25 P.T. STA. 15+91.60</p>	<p>(C-15) P.O.T. STA. 17+27.65 $N 70^\circ 15' 06" E$ P.C. STA. 16+66.60 P.T. STA. 15+97.67</p>
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@ CONST. RELOCATED OSNABURG STREET

<p>(C-14) P.I. STA. 13+87.25 $\Delta = 38^\circ 45' 45" (LT)$ $Dc = 28^\circ 38' 52"$ $R = 200.00'$ $T = 70.36'$ $L = 135.31'$ $E = 12.01'$ $C = 132.74'$ C.B. = N 71° 02' 33" E $eMAX = NC (URBAN CRITERIA)$ $DS = 25 MPH$</p>	<p>(C-15) P.I. STA. 15+27.95 $\Delta = 37^\circ 54' 54" (RT)$ $Dc = 28^\circ 38' 52"$ $R = 200.00'$ $T = 68.70'$ $L = 132.35'$ $E = 11.47'$ $C = 129.95'$ C.B. = N 71° 02' 33" E $eMAX = NC (URBAN CRITERIA)$ $DS = 25 MPH$</p>
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@ WHEELING & LAKE ERIE RR

<p>(WL-3) P.I. Sta. 276+78.80 $\Delta = 22^\circ 30' 00" (RT)$ $Dc = 4^\circ 00' 00"$ $R = 1,432.41'$ $T = 284.92'$ $L = 562.51'$ $E = 28.06'$ $C = 558.90'$ C.B. = S 77° 42' 53" E</p>	<p>(WL-4) P.I. Sta. 296+48.11 $\Delta = 31^\circ 22' 41" (RT)$ $Dc = 4^\circ 00' 00"$ $R = 1,432.41'$ $T = 402.34'$ $L = 784.46'$ $E = 55.43'$ $C = 774.69'$ C.B. = S 50° 46' 33" E</p>
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U.S. 30 MAINLINE

Curve	P.I. STA.	Δ	R	T	L	CH	Dc	P.C. STA.	P.C.C. STA.	P.T. STA.
(A)	1158+37.83	2°21'45" LT.	5093.06'	105.02'	210.00'	209.99'	1°07'30"	1157+32.81	1159+42.82 BK.	1165+86.25
(B)	1164+81.26	2°21'45" LT.	5093.06'	105.02'	210.00'	209.99'	1°07'30"	1163+76.24	1163+76.24	1165+86.25
(C)	1288+64.19	7°30'00" RT.	2547.00'	166.94'	333.40'	333.16'	2°14'58"	1286+97.25	1290+30.65 BK.	1288+64.19
(D)	1295+39.57	7°30'00" RT.	2547.00'	166.94'	333.40'	333.16'	2°14'58"	1293+72.63	1293+72.63	1295+39.57
(E)	1305+70.86	7°30'00" LT.	2547.00'	166.94'	333.40'	333.16'	2°14'58"	1304+03.92	1307+37.32 BK.	1305+70.86
(F)	1310+86.96	20°45'13" LT.	1909.86'	349.73'	691.79'	688.01'	3°00'00"	1307+37.32	1314+29.02	1314+29.02

Curve	P.I. STA.	Ls	θ	LT	ST	x	y	k	p
SP-1A	1158+37.83	315.00'	2° 21' 45"	210.02'	105.02'	314.95'	4.33'	157.49'	1.08'
SP-1B	1164+81.26	315.00'	2° 21' 45"	210.02'	105.02'	314.95'	4.33'	157.49'	1.08'
SP-4A	1288+64.19	500.00'	7° 30' 00"	333.63'	166.94'	499.14'	21.79'	249.86'	5.45'
SP-4B	1295+39.57	500.00'	7° 30' 00"	333.63'	166.94'	499.14'	21.79'	249.86'	5.45'
SP-20	1305+70.87	500.00'	7° 30' 00"	333.63'	166.94'	499.14'	21.79'	249.86'	5.45'
C-1	1161+59.76	500.00'	6° 30' 05" (LT)	333.63'	166.94'	499.14'	21.79'	249.86'	5.45'
C-2	1163+76.24	500.00'	6° 30' 05" (LT)	333.63'	166.94'	499.14'	21.79'	249.86'	5.45'
C-3	1288+64.19	500.00'	7° 30' 00"	333.63'	166.94'	499.14'	21.79'	249.86'	5.45'
C-4	1295+39.57	500.00'	7° 30' 00"	333.63'	166.94'	499.14'	21.79'	249.86'	5.45'
C-5	1305+70.86	500.00'	7° 30' 00"	333.63'	166.94'	499.14'	21.79'	249.86'	5.45'