Department of Transportation
transportation.ohio.gov

Mike DeWine, *Governor*
Jon Husted, *Lt. Governor*
Jack Marchbanks, Ph.D., *Director*

Chas Cosgrave
Public Information Officer District 5
9600 Jacksontown RD
Jacksontown, Ohio 43030
March 21, 2024

James R. Stallard
202 South Edgewood Road
Mount Vernon, Ohio 43050-380802

Mr. Stallard,

Please see the enclosed files in reference to your request for:

"any and all applications for grants by the City of Mount Vernon, Ohio, to and awarded (whether contingent or otherwise) by the Ohio Department of Transportation, and/or any governmental entity, agency and/or subsidiary thereof, from and after January 1, 2021 to the date hereof, for funding pertaining to repairing, changing, altering, improving, widening, extending or performing any work of any nature on or to Edgewood Road, or any portion thereof, located in Pleasant Township and/or Mount Vernon, Knox County, Ohio, between OH-229 (Gambier Road) and US-36 (Coshocton Road) in said Township, City and County, including but not limited to funding related to the proposed LPA FEDERAL ODOT-LET PROJECT AGREEMENT made by the State of Ohio, Department of Transportation and the City of Mount Vernon, Ohio, variously referred to by CFDA 20.205, Agreement Number 40144 and PID Number 120233, related to County-Route-Section KNO CR 63A 0.00, also known as Edgewood Road."

If you have any questions or require additional information, please contact me at your convenience. I can be reached at 740-323-5204 or by email at chas.cosgrave@ohio.dot.gov.

Respectfully,
Chas Cosgrave
Public Information Officer
District 5

District 5
9600 Jacksontown Road
Jacksontown, OH 43030 U.S.A.

740 | 323 4400
transportation.ohio.gov

MountVernon

City of Mount Vernon
40 Public Square
Mount Vernon, OH 43050

Phone 740-393-9517
Fax 740-397-6595

Matthew T. Starr
Mayor

August 29, 2023

Nichole Lawhorn
Office of Local Programs
Ohio Department of Transportation
1980 W. Broad St., MS 3180
Columbus, OH 43223

Dear Program Manager Lawhorn,

The City of Mount Vernon is very pleased to accept funding from the Ohio Department of Transportation's Small City Program for its Edgewood Road improvement project.

The City understands that the program will provide for 95 percent of the eligible costs, up to a maximum of $2,000,000 in Federal funds utilizing Toll Revenue Credit (TRC) via the Small City Program. The City further understands that ODOT's selection of the Edgewood Road project for State Fiscal Year 2028 is contingent upon the availability of future Federal funds.

This funding will enhance long-term economic infrastructure development, enhance sustainability and heighten overall quality of life not just for the residents of Mount Vernon, but everyone throughout Knox County who travels on Edgewood Road. Furthermore, the project will make the road considerably safer, and serve to ease congestion as Mount Vernon continues to experience growth throughout the community.

Thank you again for recognizing the value of this project with this award.

Sincerely,

Matt Starr
Mayor
City of Mount Vernon, Ohio

SCHEDULE	
ACTIVITY	**DUE DATE**
Stage 1 Review	**August 2023**
Stage 2 Review	**August 2024**
Stage 3 Review	**August 2025**
R/W Plans Approved	**February 2026**
Bid document & tracings to District	**March 2027**
R/W and Utility Clearance	**February 2027**
Environmental Clearance	**February 2026**
Plan Package to C. O.	**April 2027**
Award Date	**October 2027**
Construction Start	**January 2028**

CARPENTER MARTY transportation

June 13, 2023

Brian Ball, PE
Mount Vernon City Engineer
40 Public Square
Mount Vernon, Ohio 43050

RE: Results of Eastern Mount Vernon Origin Destination Study; 2023 Update

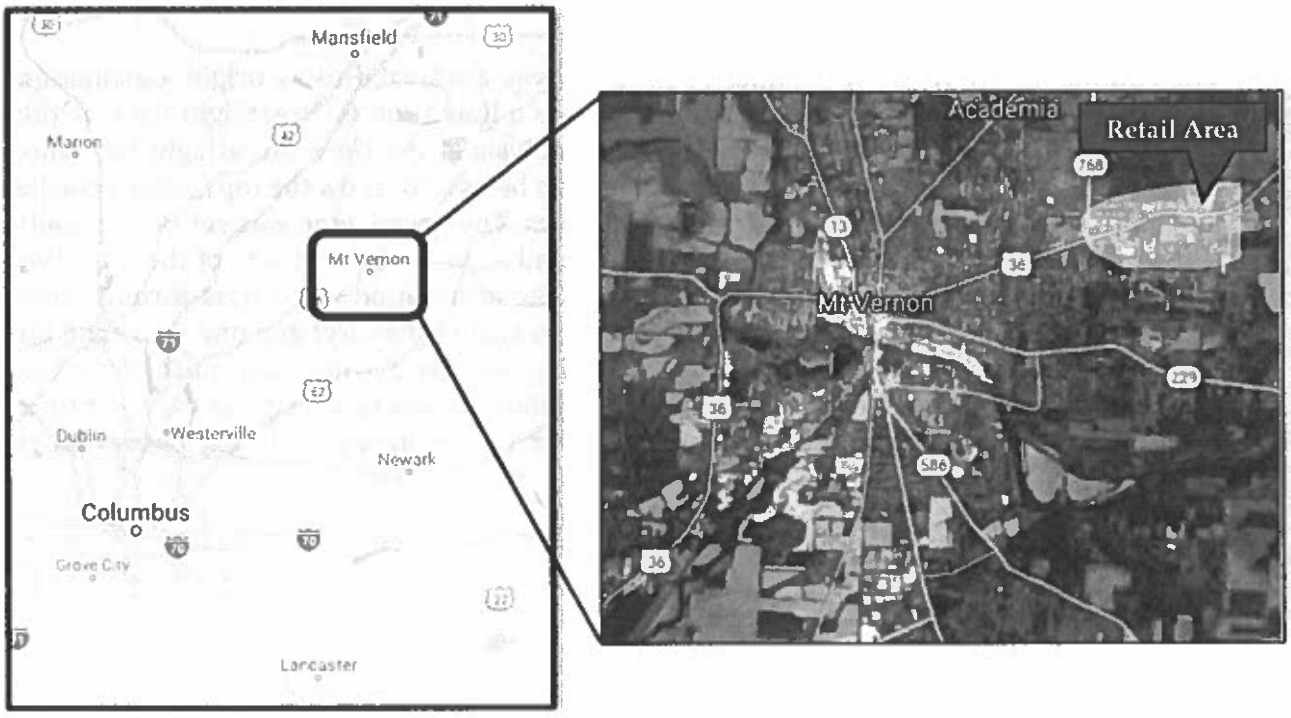
Mr. Ball:

We have completed the Origin Destination (OD) study for the City of Mount Vernon, Ohio as it relates to the Knox Village Square greater retail area. The methods and results of this analysis are shown below. The original study was completed in 2018. An update of this study was completed with more recent OD data. The 2018 study is provided in **Appendix A**.

Background

Mount Vernon is located in the center of Knox County, approximately 50 miles northeast of Columbus. Main routes going through Mount Vernon include SR-3, SR-13, and US-36. Knox Village Square, a large retail center, is located on the east side of the City along Coshocton Avenue (US-36). The location of Mount Vernon and the Retail Area can be seen in **Figure 1** below.

Figure 1 - Location of Mount Vernon and Knox Village Square Retail Area



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Due to a lack of connectivity in the street system around the Retail Area, the adjacent residential neighborhood has dealt with an increasing amount of cut-through traffic on roadways that were not designed to be through roads. The purpose of this study is to conduct a Pathing OD study to determine the amount of traffic that utilizes neighborhood cut-through routes to get from the south side of Mount Vernon (origin) to the Retail Area (destination).

As a supplement to the Retail Area Pathing OD study, a General OD study for the entire City of Mount Vernon was also conducted. The results of the General OD study show all the general entry and exit points for the City and has been used to help understand overall traffic patterns to/from Mount Vernon.

Analysis Methods

In order to obtain OD values, StreetLight[1] data was collected at select points in Mount Vernon. StreetLight produces OD data by utilizing cell phone location services, which can be manipulated to track travel patterns. The OD data can show the relative amount of traffic that starts, or enters, a user-defined zone (the origin) and exits, or stops, at a separate zone (the destination). Using these OD zones, coupled with average daily traffic volumes, vehicular volumes can be estimated for individual movements. The original 2018 study data only showed relative index values, not actual volume of traffic. This was due to limitations in StreetLight data at the time, which have since improved to include traffic volume outputs.

The data in the original 2018 study was from February through April, and September through November for years 2014-2017, also including February of 2018. The data in this updated study includes May 2021 – April 2022, which is the most recent full year of available data.

The Pathing OD study in the original 2018 study was conducted using origin, destination, and additional "middle filter" zones. Again, this was a limitation in StreetLight data, as this was the best method available for this type of analysis at the time. StreetLight has since improved to include "Top Routes" analyses. This can be used to show the top routes vehicles take between specified origin and destination zones. The origin zone was set on the south side of the City and the destination zone at the Retail Area on the east side of the City. Two separate analyses were conducted, one assuming the destination was a pass-through zone (reflecting vehicles driving from south of the City to east of the City) and one assuming the destination was a non-pass-through zone (reflecting vehicles driving from south of the City and stopping at the Retail Area). **Figure 2 and 3** below shows heat maps of the top routes from the origin zone to the destination zone, for the pass-through and non-pass-through destination zones, respectively.

[1] Location-based data set provided by StreetLight Data Inc.

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Figure 2 - Pathing OD Study Zones Heat Map (pass-through destination)

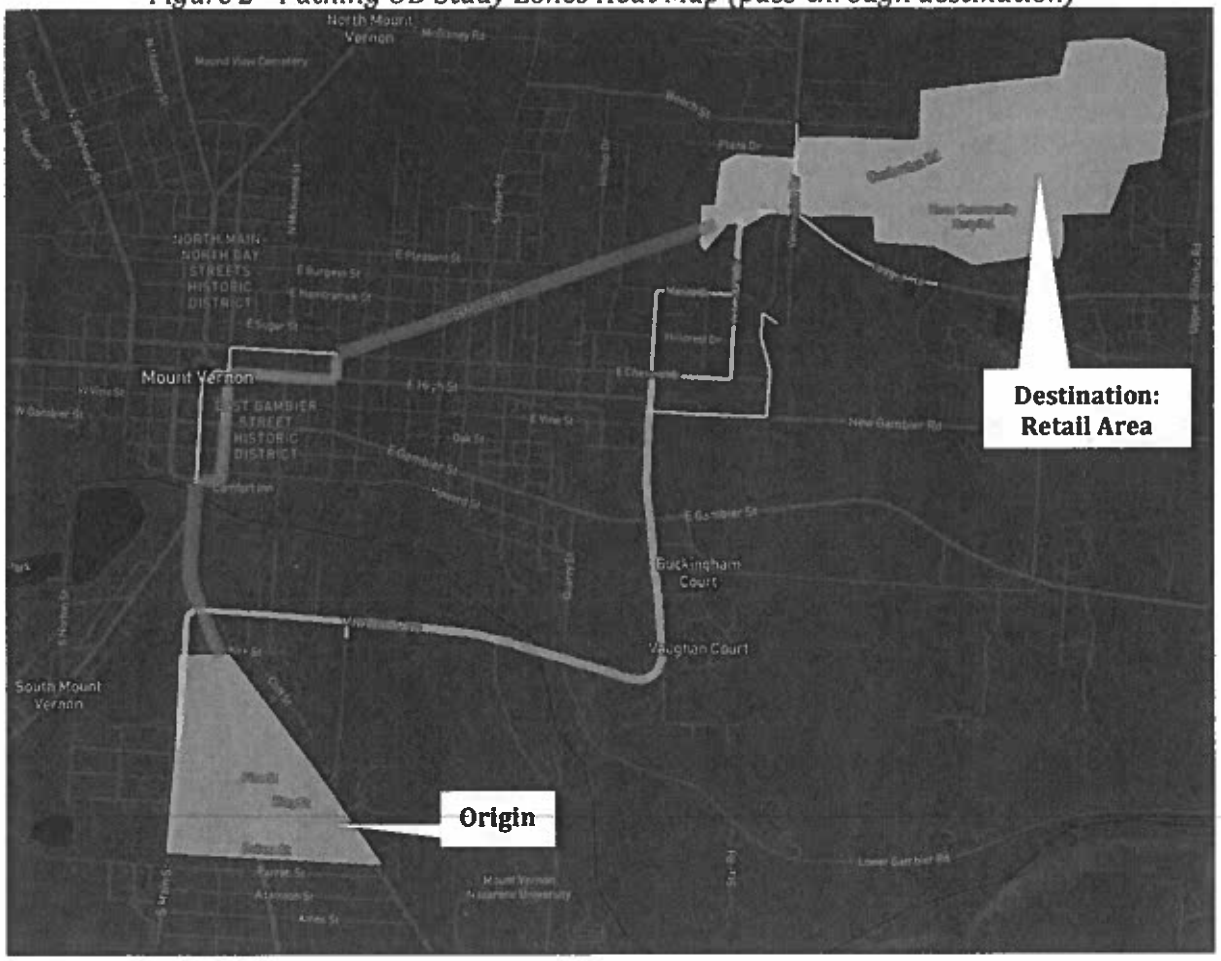

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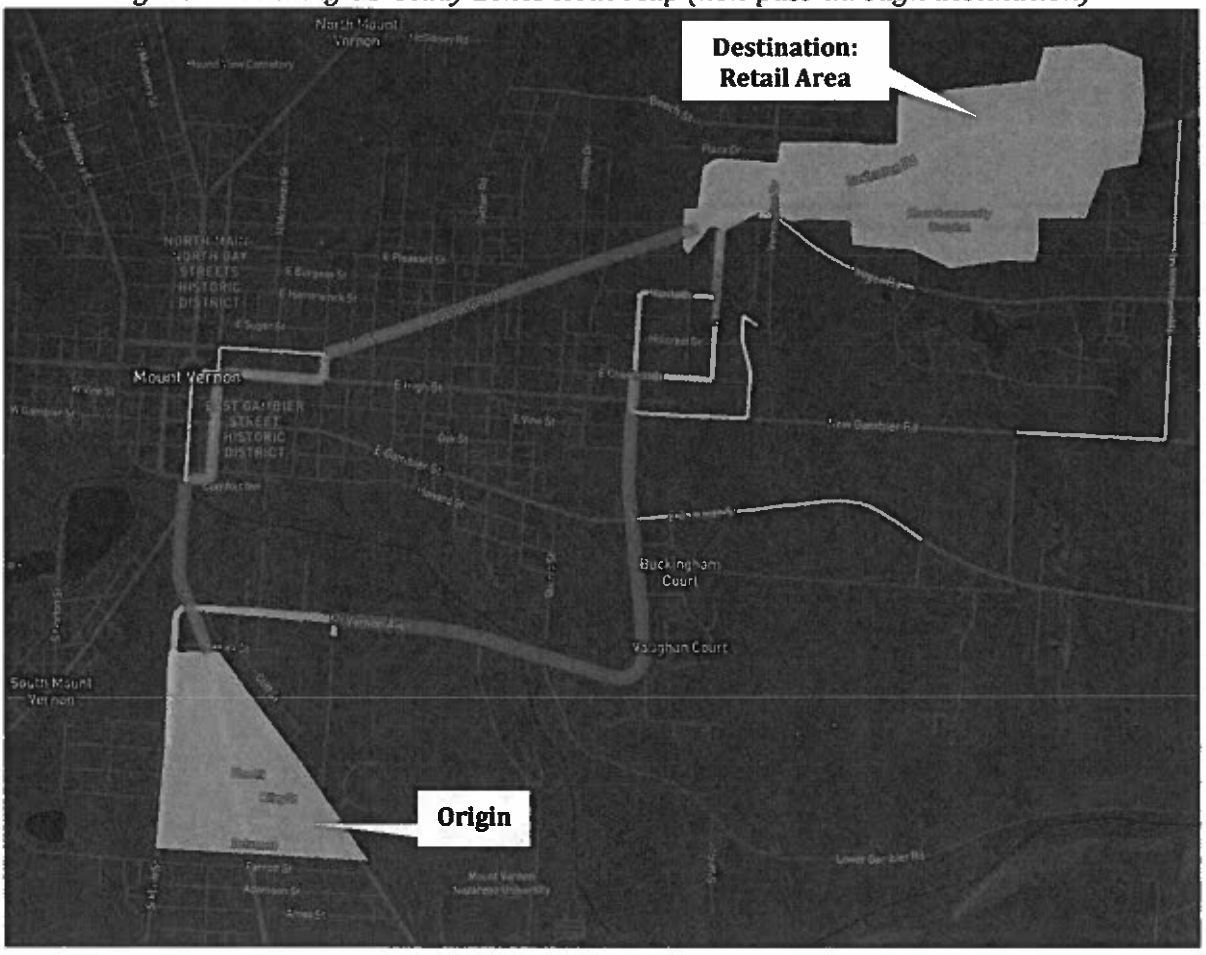
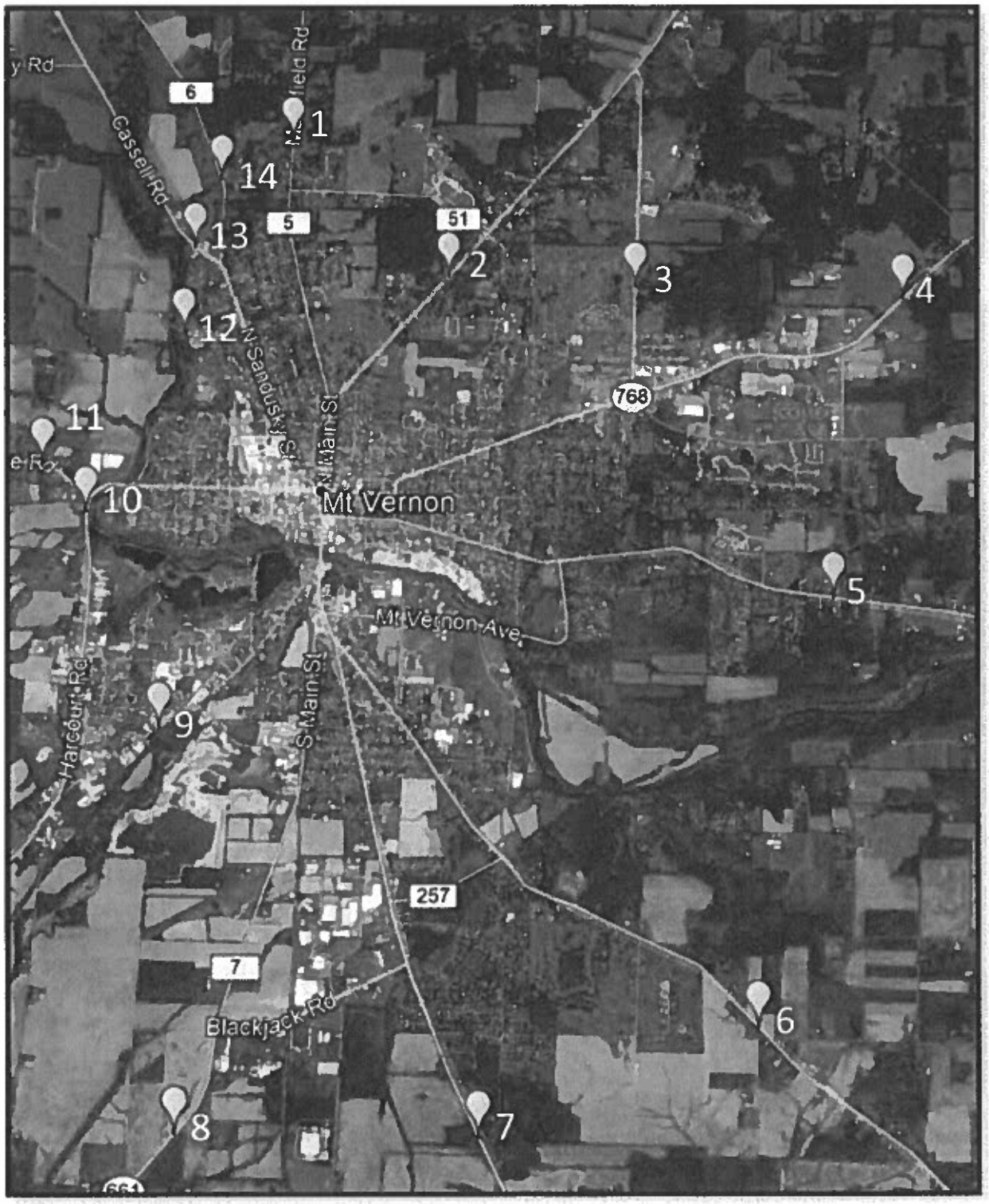
Figure 3 - Pathing OD Study Zones Heat Map (non-pass-through destination)



The General OD study was completed by collecting data at 14 separate entry and exit points to the City of Mount Vernon. These points represent the majority of routes in which vehicles enter or exit the City. **Figure 4** shows the location of entry and exit points for the General OD study. The destination zone from the Pathing OD study, set as non-pass-through, was also included in the data for the General OD Study.

Figure 4 - Location of General OD Points



The roads used for the entry and exit points are listed below (numbers correspond to the locations on **Figure 4**).

1. Mansfield Road
2. Wooster Road
3. Vernonview Drive
4. Coshocton Road
5. E. Gambier Street
6. Martinsburg Road
7. Newark Road
8. Granville Road
9. Columbus Road
10. W. High Street
11. Old Delaware Road
12. Tilden Avenue
13. Cassell Road
14. Upper Fredericktown Road

Results and Conclusions

Table 1 below shows a summary for the results of the Pathing OD study with the destination as a pass-through and non-pass-through zone. This table shows the daily volume of the top routes utilized to get from the origin zone (Mount Vernon Avenue/S. Main Street/Newark Road intersection) to destination zone (Retail Area).

Table 1 - Pathing OD Study Results

Path		Average Daily Volume (Percentage of Total*)			
		Non-Pass-Through		Pass-Through	
Coshocton Road		715 (44%)		432 (58%)	
Edgewood Road	Verndale Drive	805 (50%)	501 (31%)	264 (35%)	177 (24%)
	Yauger Road		110 (7%)		78 (10%)
	Upper Gilchrist Road		126 (8%)		27 (3%)

*The non-pass-through volume for each path is reflected as a percentage of total non-pass-through volume from the origin to the destination (not the total non-pass-through plus pass-through volume). Likewise, the pass-through volume for each path is reflected as a percentage of total pass-through volume from the origin to the destination. In each column, percentages do not add up to 100% as this table only shows the top routes, not all the possible routes.

It is assumed that any vehicles utilizing an Edgewood Road path ultimately cut through residential neighborhood streets to get to the Retail Area. For vehicles stopping at the Retail Area (non-pass-through), approximately 50% of these drivers choose to take the route of Edgewood Road. For vehicles passing through the Retail Area heading further east of the City (pass-through), approximately 35% of these drivers choose to take the route of Edgewood Road. This likely includes non-local drivers passing through the City, such as people destined for Apple Valley. Overall, this results in approximately 1,069 daily vehicles cutting through residential neighborhood streets.

The General OD study matrix can be seen in **Table 2**. Horizontal rows represent the origin point for the percentage of total traffic, while vertical columns represent the destination point for the percentage of total traffic.

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Table 2 – General OD Study Matrix

Origin	Destination															Grand Total
	12	4	5	8	10	1	6	7	13	9	11	Retail Area	14	3	2	
12	0.00%	0.00%	0.00%	0.00%	0.01%	0.00%	0.00%	0.00%	0.00%	0.00%	0.07%	0.02%	0.00%	0.00%	0.00%	0.10%
4	0.00%	0.00%	0.02%	0.43%	0.96%	0.00%	0.00%	0.05%	0.69%	0.15%	0.73%	11.28%	0.00%	0.29%	0.00%	14.60%
5	0.00%	0.01%	0.00%	0.12%	0.11%	0.00%	0.00%	0.01%	0.50%	0.19%	0.25%	1.71%	0.00%	0.00%	0.00%	2.90%
8	0.00%	0.37%	0.06%	0.00%	0.05%	0.01%	0.00%	0.00%	0.87%	0.01%	0.01%	1.07%	0.00%	0.00%	0.57%	3.02%
10	0.03%	0.65%	0.01%	0.04%	0.00%	0.25%	0.08%	0.04%	0.91%	0.30%	2.33%	2.31%	0.27%	0.00%	0.79%	8.01%
1	0.00%	0.00%	0.00%	0.01%	0.21%	0.00%	0.00%	0.01%	0.11%	0.00%	0.00%	0.87%	0.31%	0.18%	0.00%	1.70%
6	0.00%	0.00%	0.00%	0.00%	0.06%	0.00%	0.00%	0.00%	1.03%	0.07%	0.06%	0.46%	0.00%	0.00%	0.01%	1.69%
7	0.00%	0.07%	0.00%	0.00%	0.04%	0.00%	0.00%	0.00%	1.48%	0.02%	0.02%	1.23%	0.00%	0.01%	0.31%	3.18%
13	0.00%	0.61%	0.42%	0.78%	0.78%	0.03%	1.00%	1.27%	0.00%	0.02%	0.03%	2.78%	0.56%	0.00%	0.11%	8.39%
9	0.00%	0.54%	0.41%	0.01%	0.27%	0.00%	0.12%	0.05%	0.01%	0.00%	0.00%	1.95%	0.00%	0.00%	0.39%	3.75%
11	0.07%	0.63%	0.24%	0.00%	2.69%	0.00%	0.12%	0.01%	0.03%	0.01%	0.00%	2.19%	0.00%	0.00%	0.46%	6.45%
Retail Area	0.05%	12.59%	1.69%	0.97%	3.32%	0.93%	0.50%	1.18%	3.01%	0.83%	2.40%	0.00%	0.49%	6.46%	0.31%	34.73%
14	0.00%	0.00%	0.00%	0.00%	0.06%	0.45%	0.00%	0.00%	0.68%	0.00%	0.00%	0.35%	0.00%	0.00%	0.00%	1.54%
3	0.00%	0.20%	0.00%	0.00%	0.00%	0.33%	0.00%	0.00%	0.04%	0.00%	0.00%	5.57%	0.04%	0.00%	0.16%	6.34%
2	0.00%	0.02%	0.00%	0.60%	1.13%	0.02%	0.00%	0.31%	0.09%	0.12%	0.57%	0.42%	0.02%	0.17%	0.00%	3.47%
Grand Total	0.15%	15.69%	2.85%	2.96%	9.69%	2.02%	1.82%	2.93%	9.45%	1.72%	6.47%	32.21%	1.69%	7.11%	3.11%	99.87%

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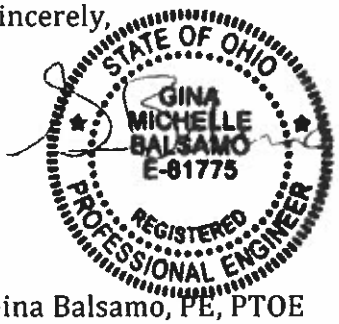
Table 2 shows that the most common origin and destination point for all of Mount Vernon is the Retail Area. The Retail Area includes 34.73% of the trip origins and 32.21% of the trip destinations. After the Retail Area, the most common origin points are [Zone 4] Coshocton Road and [Zone 13] SR-13. The most common destination points after the Retail Area are [Zone 4] Coshocton Road, [Zone 10] Harcourt Road, and [Zone 13] SR-13.

The General OD study results show that the Retail Area is a significant trip generator for the City of Mount Vernon. The Pathing OD study confirms speculation from the City and its residents that most traffic traveling to/from the Retail Area and the east side of the City use a cut-through route of residential neighborhood streets. These routes were not designed to be major thoroughfares carrying significant volumes of through traffic. However, due to a lack of connectivity in the street system around the Retail Area, the data shows that this is the route that drivers use to get to/from the area. Numerous short and long-term fixes have been proposed in the area, but none of these solutions have been implemented to address the overarching connectivity issue. For this reason, it is recommended that improvements aimed at improving connectivity through the City in the long-term be further explored.

If I can help in any way, do not hesitate to contact me at gbalsamo@cmtran.com or 614.656.2429 anytime.

Sincerely,



Gina Balsamo, PE, PTOE
Project Manager
Carpenter Marty Transportation

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Appendix A
Original 2018 Study

CARPENTER MARTY transportation

Appendix A

CARPENTER MARTY transportation

September 13, 2018

Brian Ball, PE
Mount Vernon City Engineer
40 Public Square
Mount Vernon, Ohio 43050

RE: Results of the Eastern Mount Vernon Origin Destination Study

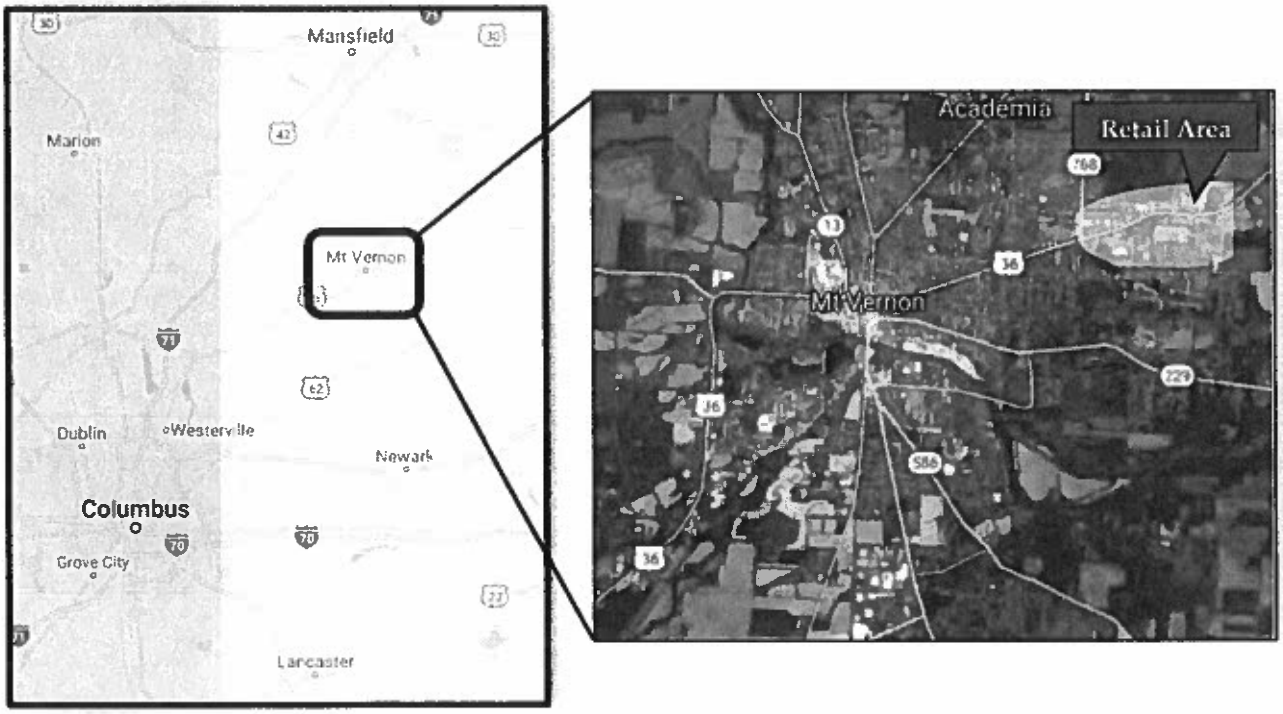
Mr. Ball:

We have completed the Origin Destination (O-D) study for the City of Mount Vernon, Ohio as it relates to the Knox Village Square greater retail area. The methods and results of this analysis are shown below.

Background

Mount Vernon is located in the center of Knox County, approximately 50 miles northeast of Columbus. Main routes going through Mount Vernon include SR-3, SR-13, and US-36. Knox Village Square, a large retail center, is located on the east side of the City along Coshocton Avenue (US-36). The location of Mount Vernon and the Retail Area can be seen in Figure 1 below.

Figure 1 - Location of Mount Vernon and Knox Village Square Retail Area



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Due to a lack of connectivity in the street system around the Retail Area, the adjacent residential neighborhood has dealt with an increasing amount of cut-through traffic on roadways that were not designed to be through roads. The purpose of this study is to conduct a Pathing O-D study to determine the amount of traffic that utilizes neighborhood cut-through routes to get from the south side of Mount Vernon (origin) to the Retail Area (destination).

As a supplement to the Retail Area Pathing O-D study, a General O-D study for the entire City of Mount Vernon was also conducted. The results of the General O-D study show all the general entry and exit points for the City and has been used to help understand overall traffic patterns to/from Mount Vernon.

Analysis Methods

In order to obtain O-D values, StreetLight[1] data was collected at select points in Mount Vernon. This data uses cell phone location services to show a relative amount of traffic that enters at a predetermined zone (origin) and exits at a separate predetermined zone (destination). The data was organized and reviewed to determine the relative percentages of trips for each O-D pair. This data only shows relative index values and does not show the actual volume of traffic. The data collected for this study is from February through April, and September through November for years 2014-2017, also including February of 2018.

For the Pathing O-D study, additional "middle filter" zones were used to estimate the relative path taken from the origin zone on the south side of the City to the destination zone at the Retail Area on the east side of the City. The areas used as middle filter zones in this study are the following (letters corresponding to Figure 2):

A. Mount Vernon Avenue south of E. Gambier Street
B. E. Gambier Street west of S. Edgewoood Road
C. US-36 east of N. Park Street
D. Residential neighborhood streets bounded by Oak Street/Chestnut Street/Potwin Street/White Heirs Street

The middle filter zones were located so that a vehicle could only pass through one zone to get to the destination zone. These middle filter zones show the relative number of trips that pass through each respective zone coming from the origin zone and going to the destination zone. Figure 2 below shows the origin, middle filter, and destination zones used for the Pathing O-D study.

[1] Location-based data set provided by StreetLight Data Inc.

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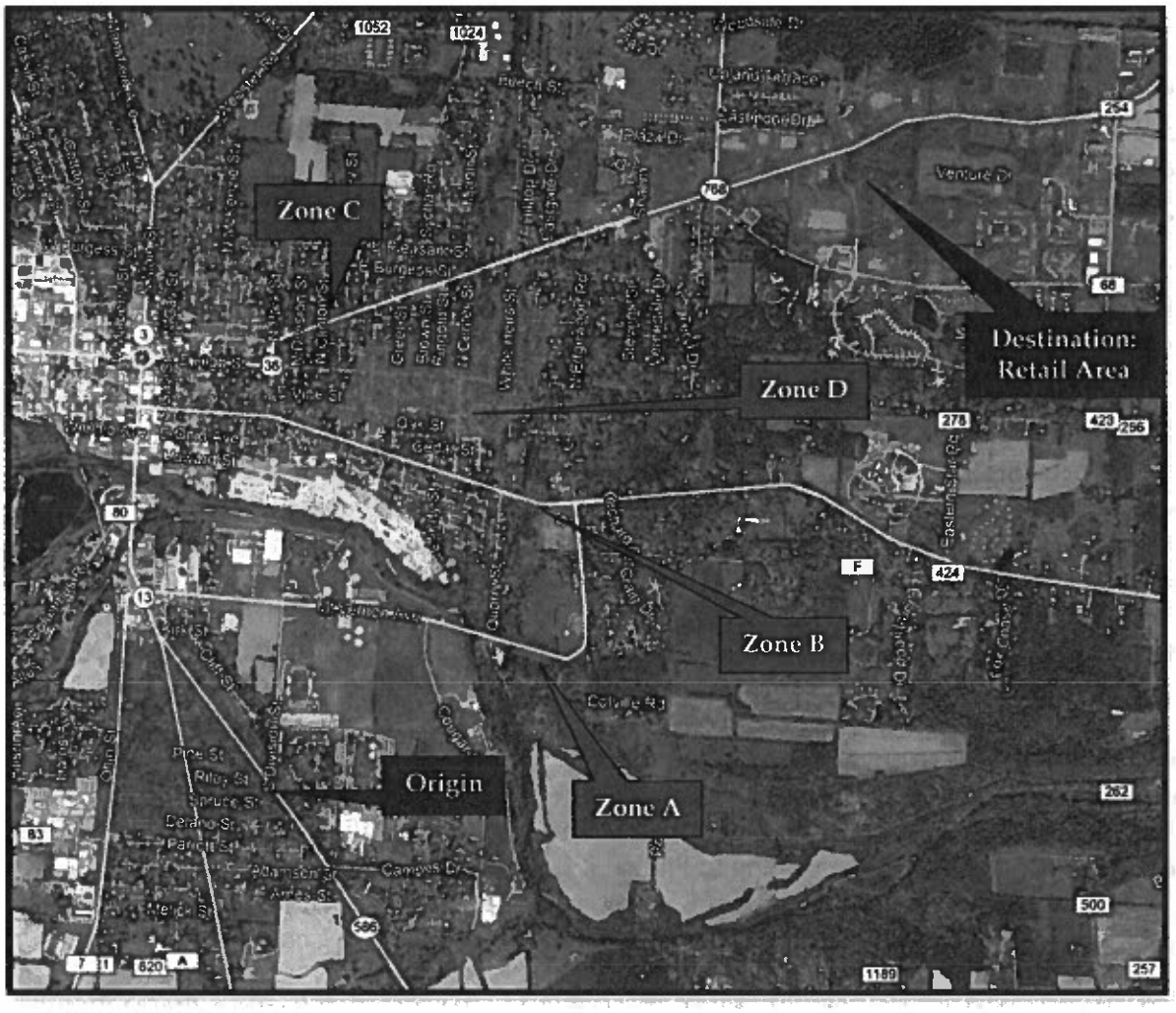
Figure 2 - Pathing O-D Study Zones



The zones on Mount Vernon Avenue, E. Gambier Street, and US-36 were set up so that only eastbound traffic was recorded. It is assumed that any vehicles passing through Zones A, B, and D ultimately cut through residential neighborhood streets to get to the Retail Area. The Destination Zone only includes trips that end inside of the zone and must be stopped there for more than five minutes. The origin zone and residential zone have no other limitation on what trips were recorded for this study.

The General O-D study was completed by collecting data at 14 separate entry and exit points to the City of Mount Vernon. These points represent the majority of routes in which vehicles enter or exit the City. Figure 3 below shows the location of entry and exit points for the General O-D study. The destination zone from the Pathing O-D study was also included in the data for the General O-D Study. The same parameters listed for the Pathing O-D study (vehicles must be stopped for more than five minutes) also apply to the General O-D study.

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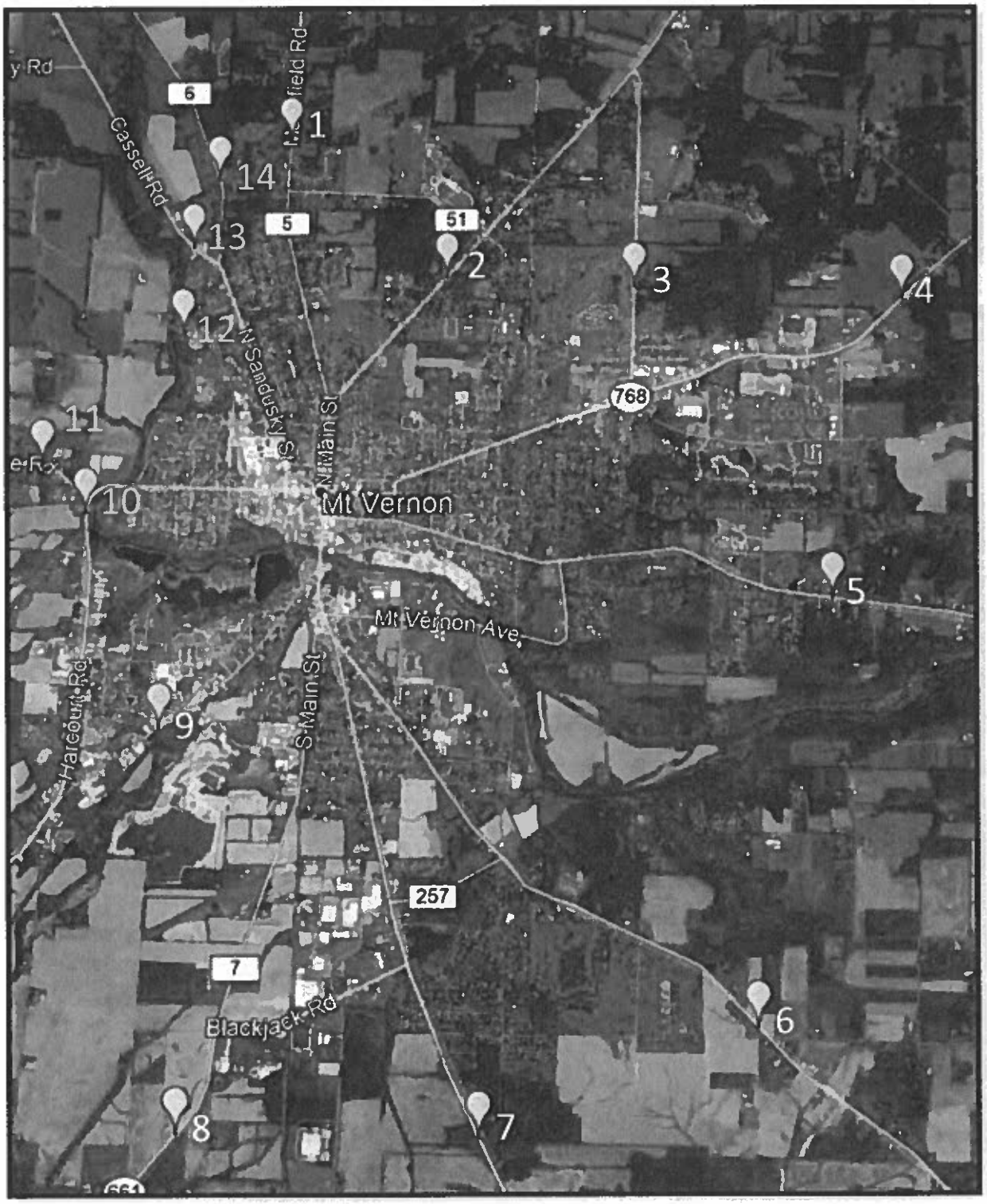
Figure 3 - Location of General O-D Points

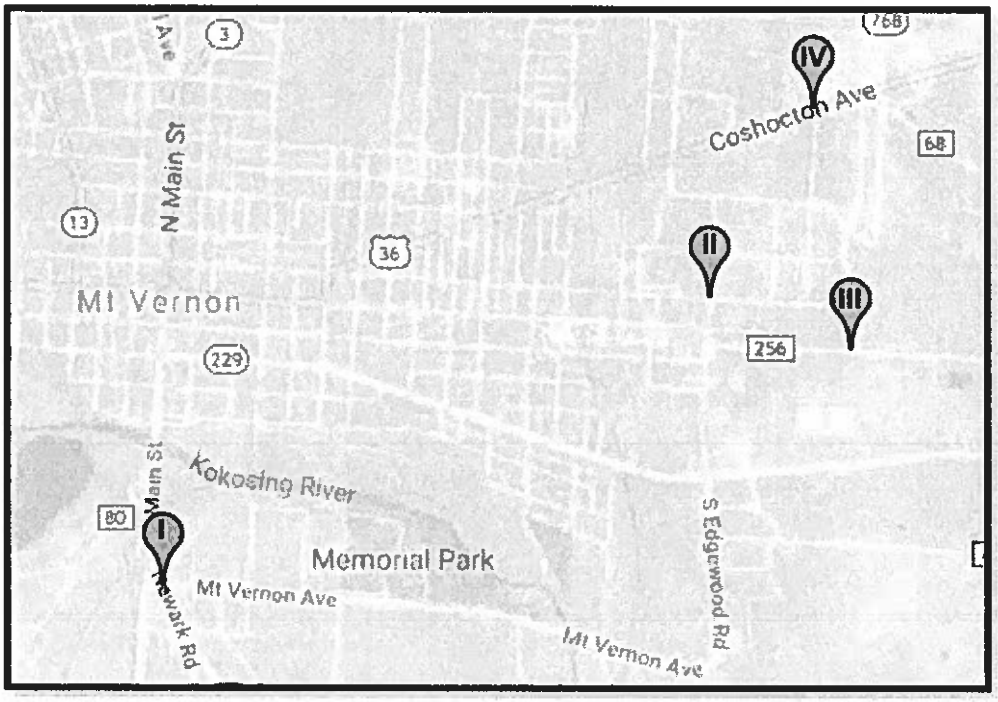


The roads used for the entry and exit points are listed below (numbers correspond to the locations on Figure 3).

1. Mansfield Road
2. Wooster Road
3. Vernonview Drive
4. Coshocton Road
5. E. Gambier Street
6. Martinsburg Road
7. Newark Road
8. Granville Road
9. Columbus Road
10. W. High Street
11. Old Delaware Road
12. Tilden Avenue
13. Cassell Road
14. Upper Fredericktown Road

AM and PM peak hour turning movement counts were collected on Thursday, May 3, 2018 from 7-9 AM and 4-6 PM at select intersections in the study area. This data was used to estimate actual traffic volumes from Streetlight index values. The intersections counted are shown below in Figure 4. The count data can be found in **Attachment A.**

Figure 4 - Count Locations



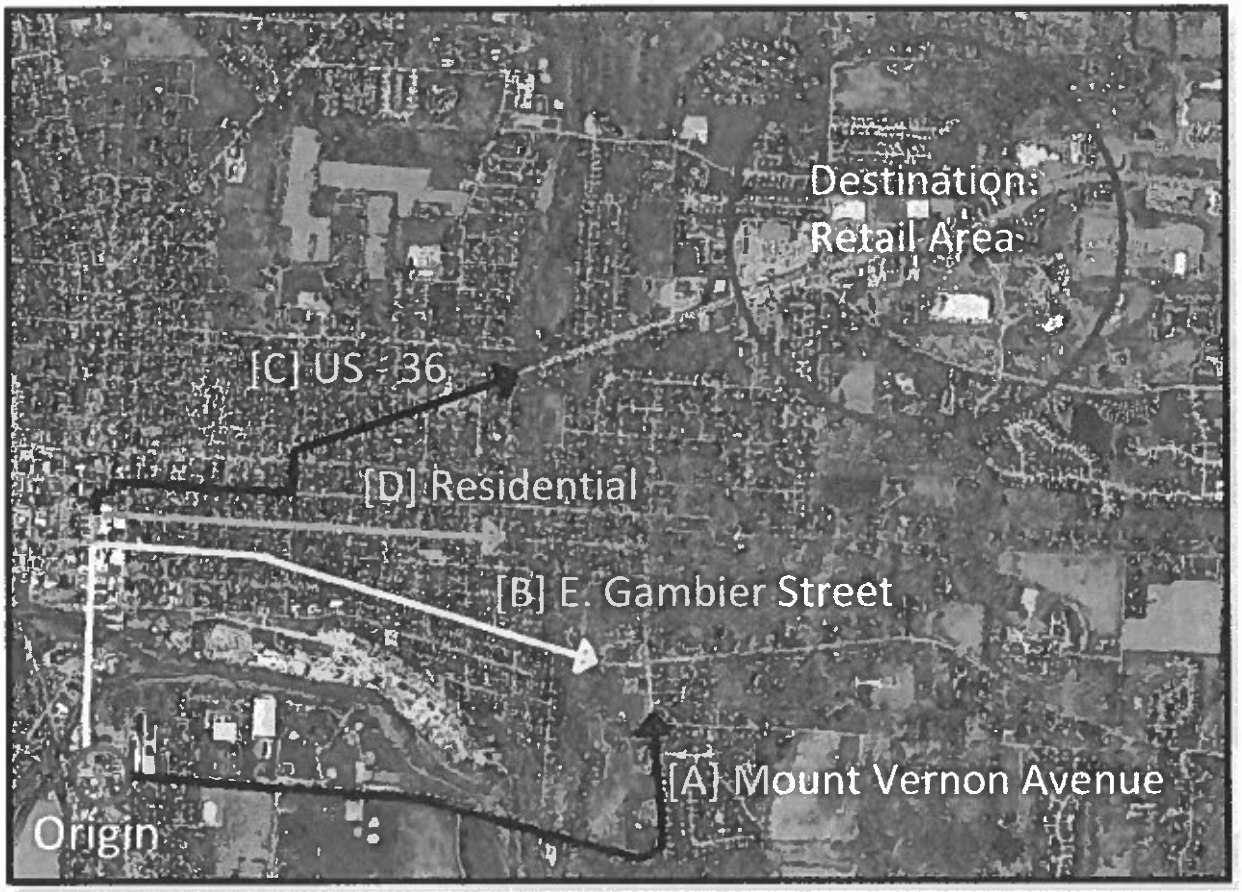
The intersections counted include (numbers corresponding to Figure 4):

I. Mount Vernon Avenue & Newark Road/ S. Main Street
II. E. Chestnut Street & N. Edgewood Road
III. New Gambier Road & Teryl Drive
IV. Verndale Drive & Coshocton Avenue/ US-36

Results and Conclusions

Figure 5 shows the paths that were considered for vehicles to take from the origin to the destination in the City for the Pathing O-D study. Each path corresponds to a middle filter zone in the study (shown in Figure 2). Only paths that start in the Origin Zone and end in the Destination Zone where analyzed for this portion of the study.

Figure 5 - Paths from Origin to Destination[2]



[2] Limits of Origin and Destination zones shown in Figure 5 are for visual aid only and do not represent the actual limits of the zones in this study. For a more accurate representation of the Origin and Destination zones, see Figure 2.

Table 1 below shows a summary for the results of the Pathing O-D study. This table shows the middle zone along with each middle zone's respective percentage of total traffic from origin zone (Mount Vernon Avenue/S. Main Street/Newark Road intersection) to destination zone (Retail Area).

Table 1 - Pathing O-D Study Results

Middle Pathing Zone [Letter]	Percentage to Destination
[A] Mount Vernon Avenue	41%
[B] E. Gambier Street	7%
[D] Residential	14%
[C] US-36	38%

It is assumed that any vehicles passing through [Zone A] Mount Vernon Avenue, [Zone B] E. Gambier Street, and [Zone D] Residential middle pathing zones ultimately cut through residential neighborhood streets to get to the Retail Area. As seen in the table above, the most common path from the intersection of Mount Vernon Avenue/S. Main Street/Newark Road to the Retail Area involves taking cut-through residential neighborhood streets. The StreetLight data shows that 41% of the total traffic uses Mount Vernon Avenue, 14% of the trips are through the residential neighborhood streets, and 7% of the total trips use E. Gambier Street to get to the Retail Area. The remaining 38% of the traffic uses US-36 which does not involve cutting through residential neighborhoods and therefore has been designed for this usage and is the preferred route for through traffic in the City.

The count data further supports the results of the StreetLight data. The observed movements that relate to cut-through traffic are significantly higher than those which do not lead to the Retail Area. This is unusual in a residential area where traffic should not be as heavily skewed.

The StreetLight data shows that over 23% of the eastbound vehicles traveling on Mount Vernon Avenue are going to the Retail Area. When this percentage is applied to the count data that was collected at the Newark Road/S. Main Street/Mount Vernon Avenue intersection, it was determined that approximately 87 vehicles during the average peak hour are taking this route to the Retail Area. Comparing the count data to the StreetLight data also shows that approximately 42 vehicles during the average peak hour use US-36 to get to the Retail Area.

The General O-D study matrix can be seen in Table 2. Horizontal rows represent the origin point for the percentage of total traffic, while vertical columns represent the destination point for the percentage of total traffic.

Table 2 – General O-D Study Matrix[3]

Origin	Destination															Grand Total
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	Retail Area	
1	-	-	4.9%	0.1%	-	-	-	0.2%	-	1.0%	-	-	0.1%	-	4.0%	10.4%
2	-	-	0.1%	0.1%	-	-	0.2%	0.7%	0.2%	0.9%	0.5%	-	-	-	0.2%	3.0%
3	3.5%	0.4%	-	0.1%	-	-	0.1%	0.1%	-	-	-	-	0.1%	0.2%	5.9%	10.4%
4	0.1%	-	0.2%	-	-	0.1%	0.1%	0.4%	0.1%	0.6%	0.7%	0.1%	1.0%	0.1%	5.4%	8.9%
5	-	0.1%	0.1%	0.2%	-	-	-	0.8%	0.3%	0.5%	0.5%	-	0.7%	-	1.2%	4.3%
6	-	-	0.1%	-	0.1%	-	-	0.1%	0.2%	0.1%	0.1%	-	0.7%	-	0.4%	1.8%
7	-	0.3%	-	0.1%	0.1%	-	-	-	-	-	0.1%	-	1.6%	-	0.7%	3.0%
8	0.2%	0.7%	-	0.4%	0.5%	-	-	-	-	-	-	-	1.1%	-	1.8%	4.9%
9	-	0.1%	-	0.1%	0.4%	0.2%	-	-	-	0.2%	-	-	-	-	1.0%	2.2%
10	0.1%	0.4%	-	0.4%	0.2%	0.2%	0.1%	0.1%	0.2%	-	1.7%	0.1%	0.5%	0.1%	1.1%	5.2%
11	-	0.4%	-	0.5%	0.9%	0.1%	-	-	0.1%	1.3%	-	0.1%	-	-	2.4%	5.9%
12	-	-	-	-	-	-	-	-	-	0.1%	0.1%	-	0.1%	-	0.2%	0.4%
13	-	0.2%	0.1%	0.7%	0.8%	0.4%	2.1%	1.4%	0.1%	1.2%	0.1%	0.1%	-	0.1%	2.6%	10.0%
14	-	-	0.2%	0.1%	-	-	-	-	-	-	-	-	-	-	0.6%	0.9%
Retail Area	3.7%	0.4%	5.7%	6.8%	1.5%	0.5%	0.7%	1.1%	0.7%	2.0%	2.3%	-	2.6%	0.8%	-	28.7%
Grand Total	7.6%	3.0%	11.3%	9.7%	4.5%	1.6%	3.4%	4.8%	1.9%	8.0%	6.1%	0.5%	8.5%	1.3%	27.6%	100.0%

Table 2 shows that the most common origin and destination point for all of Mount Vernon is the Retail Area. The Retail Area includes 28.7% of the trip origins and 27.6% of the trip destinations. After the Retail Area, the most common origin points are [Zone 1] Mansfield Road, [Zone 3] SR-768, and [Zone 13] SR-13. The most common destination points after the Retail Area are [Zone 3] SR-768, [Zone 4] US-36, and [Zone 7] SR-13.

It was also noted than many residents/visitors to Apple Valley Lake pass through Mount Vernon. Apple Valley Lake routes include [Zone 2] Wooster Road, [Zone 3] Vernonview Drive, and [Zone 4] Coshocton Road. The most common origin/destination to/from these zones include the Retail Area and [Zone 1] Mansfield Road. This does not necessarily represent all Apple Valley Lake traffic, but it indicates the trends for those zones in which Apple Valley residents/visitors are likely to travel.

The General O-D study results show that the Retail Area is a significant trip generator for the City of Mount Vernon. The Pathing O-D study confirms speculation from the City and its residents that most traffic traveling to/from the Retail Area use a cut-through route of residential neighborhood streets. These routes were not designed to be major thoroughfares carrying significant volumes of through traffic. However, due to a lack of connectivity in the street system around the Retail Area, the data shows that this is the route that drivers use to

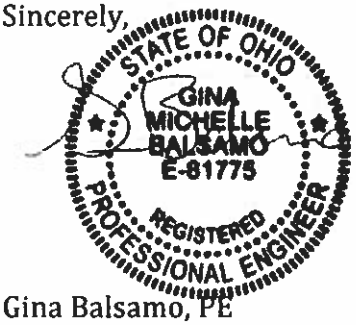
[3] O-D pairs that represent less than 0.05% of the total traffic were removed for clarity.

6612 Singletree Drive Columbus, Ohio 43229 ▪ 614.656.2424 ▪ www.cmtran.com

get to/from the area. Numerous short and long-term fixes have been proposed in the area, but none of these solutions have been implemented to address the overarching connectivity issue. For this reason, it is recommended that an alternatives analysis and further study of the area be conducted aimed at improving connectivity through the City in the long-term.

If I can help in any way, do not hesitate to contact me at gbalsamo@cmtran.com or 614.656.2429 anytime.

Sincerely,



Gina Balsamo, PE
Project Engineer
Carpenter Marty Transportation

From:	Cutler \ Benjamin
To:	engineer
Cc:	Crum \ Benjamin \ F; Gina Balsamo
Subject:	RE: Edgewood Road
Date:	Monday, June 5, 2023 4:06:49 PM

Hi Brian:
Only trick there is we can't really budget for and schedule the relocation work until we get your plans. We can give you a general statement that we are planning relocation/pipe replacement in conjunction with your work, but won't have many specifics beyond that without your plans (e.g. extent of city work may influence the extent of our work). Make sense? Again, happy to give you a general note if helpful.

Best,

Ben Cutler, MBA | Public Affairs Manager | Columbia Gas of Ohio
Cell: 216.215.4103 (call/text)
Bcutler@nisource.com
www.facebook.com/bencutler.coh
Natural Gas Emergency: 1-800-344-4077

From: Brian Ball <engineer@mountvernonohio.org>
Sent: Friday, June 2, 2023 7:58 PM
To: Cutler \ Benjamin <BCutler@nisource.com>
Cc: Crum \ Benjamin \ F <benjamincrum@nisource.com>; Gina Balsamo <gbalsamo@cmtran.com>
Subject: Re: Edgewood Road

Ben,

Different question.

Could we have a statement that Columbia Gas has the relocations work budget and scheduled?

This would be included in our application to ODOT for funding.

Thank you for looking into the other!!
Brian Ball PE

On Fri, Jun 2, 2023, 2:28 PM Cutler \ Benjamin <BCutler@nisource.com> wrote:

> Hello Brian and Gina,
> Apologies for my delay here. While we very much appreciate and value our relationship with the City of Mount Vernon, we are not able to publicly support municipal projects in the manner requested. Doing so would put us in a bit of an awkward situation as the Edgewood Road Project is neither a Columbia Project nor a project designed for the purpose of gas delivery. Our only involvement is pipeline replacement/relocation in conjunction with the city plans. If we can provide any support and or stats/figures on our work in a more behind the scenes manner, we'd

be happy to do so. Thanks, and again, do apologize we can't take a more public stance.

Best,

Ben Cutler, MBA | Public Affairs Manager | Columbia Gas of Ohio
Cell: 216.215.4103 (call/text)
Bcutler@nisource.com
www.facebook.com/bencutler.coh
Natural Gas Emergency: 1-800-344-4077

From: Brian Ball <engineer@mountvernonohio.org>
Sent: Friday, May 26, 2023 7:49 AM
To: Cutler \ Benjamin <BCutler@nisource.com>; Crum \ Benjamin \ F <benjamincrum@nisource.com>
Cc: Gina Balsamo <gbalsamo@cmtran.com>
Subject: Edgewood Road

Ben and Ben,
Gina and I are working on an ODOT request for $2.5M for our Edgewood Road project (Due to ODOT June 15th, 2023).
Would your team be willing to provide a letter or email supporting this project?
We would like to show ODOT this is a public private partnership (P3)
Please include your schedule for the gas line replacement and the capital funding Columbia Gas is allocating.

We are working full steam on the plans!!

Please let me know if you have questions.
Thank you!!

Brian Ball, P.E.
City Engineer
40 Public Square, Mount Vernon, OH 43050
Phone: (740) 393-9528 Visit us at: www.mountvernonohio.org

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CARPENTER MARTY

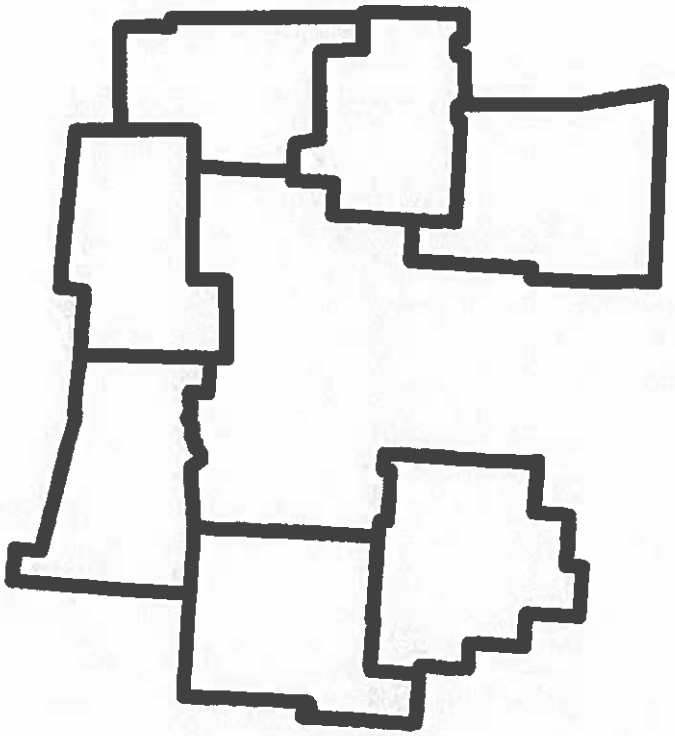
Edgewood Corridor Improvements
Phase 1 Cost Estimate

Roadway Improvements

Item	Description	Quantity	Units	Unit Cost	Total Cost	Small City	Local
201	Tree Removed	10	EACH	$ 1,100.00	$ 11,000.00	$ 8,800.00	$ 2,200.00
202	Pavement Removed	4127	SY	$ 12.50	$ 51,587.50	$ 41,270.00	$ 10,317.50
202	Curb Removed	203	FT	$ 20.00	$ 4,060.00	$ 3,248.00	$ 812.00
202	Steps Removed	16	FT	$ 40.00	$ 640.00	$ 512.00	$ 128.00
203	Earthwork	1	LUMP	$ 330,000.00	$ 330,000.00	$ 264,000.00	$ 66,000.00
441	1.5" Asphalt Concrete Surface Course, Type 1, (449), PG64-22	200.6	CY	$ 170.00	$ 34,102.00	$ 27,281.60	$ 6,820.40
441	2.5" Asphalt Concrete Intermediate Course, Type 2, (449)	334.4	CY	$ 132.00	$ 44,140.80	$ 35,312.64	$ 8,828.16
301	5" Asphalt Concrete Base, PG64-22, (449)	668.7	CY	$ 135.00	$ 90,274.50	$ 72,219.60	$ 18,054.90
304	6" Aggregate Base (Sidewalk)	201.8	CY	$ 50.00	$ 10,090.00	$ 8,072.00	$ 2,018.00
304	8" Aggregate Base	1282.1	CY	$ 50.00	$ 64,105.00	$ 51,284.00	$ 12,821.00
204	Subgrade Compaction	4525	SY	$ 1.75	$ 7,918.75	$ 6,335.00	$ 1,583.75
407	Tack Coat	674.1	GAL	$ 2.50	$ 1,685.25	$ 1,348.20	$ 337.05
608	Sidewalk	10896	SF	$ 12.00	$ 130,752.00	$ 104,601.60	$ 26,150.40
609	Curb and Gutter	2946	FT	$ 20.00	$ 58,920.00	$ 47,136.00	$ 11,784.00
	Drainage						
605	Underdrains	3000	FT	$ 12.00	$ 36,000.00	$ 28,800.00	$ 7,200.00
611	Catch Basins	9	EACH	$ 3,500.00	$ 31,500.00	$ 25,200.00	$ 6,300.00
611	Manholes	8	EACH	$ 4,500.00	$ 36,000.00	$ 28,800.00	$ 7,200.00
611	12" Conduit	880	FT	$ 85.00	$ 74,800.00	$ 59,840.00	$ 14,960.00
611	Storm Water BMP	1	LUMP	$ 15,000.00	$ 15,000.00	$ 12,000.00	$ 3,000.00
	Sanitary						
611	8" Sanitary Main	1080	FT	$ 100.00	$ 108,000.00	$ 86,400.00	$ 21,600.00
611	6" Sanitary Service Lateral	1848	FT	$ 75.00	$ 138,600.00	$ 110,880.00	$ 27,720.00
611	8" x 6" Sanitary Service Connections	18	EACH	$ 350.00	$ 6,300.00	$ 5,040.00	$ 1,260.00
611	Manhole	6	EACH	$ 5,000.00	$ 30,000.00	$ 24,000.00	$ 6,000.00
625	Lighting	1	LUMP	$ 50,000.00	$ 50,000.00	$ 40,000.00	$ 10,000.00
630	Signage	1	LUMP	$ 10,000.00	$ 10,000.00	$ 8,000.00	$ 2,000.00
638	Water Main Replacement	1	LUMP	$ 400,000.00	$ 400,000.00	$ 320,000.00	$ 80,000.00
644	Stop Line	53	FT	$ 11.00	$ 583.00	$ 466.40	$ 116.60
644	Center Line	0.21	MILE	$ 5,700.00	$ 1,197.00	$ 957.60	$ 239.40
644	Crosswalk Line	88	FT	$ 5.25	$ 462.00	$ 369.60	$ 92.40
644	Channelizing Line	113	FT	$ 2.75	$ 310.75	$ 248.60	$ 62.15
644	Lane Arrow	2	EACH	$ 120.00	$ 240.00	$ 192.00	$ 48.00
644	Transverse Line	176	FT	$ 6.00	$ 1,056.00	$ 844.80	$ 211.20
690	Mailbox Removed and Reset	8	EACH	$ 210.00	$ 1,680.00	$ 1,344.00	$ 336.00
			Itemized Subtotal		$ 1,782,765.00	$ 1,426,212.00	$ 356,553.00
	Incidentals						
614	Maintenance of Traffic	1	LUMP	$ 50,000.00	$ 50,000.00	$ 40,000.00	$ 10,000.00
619	Field Office	1	LUMP	$ 10,000.00	$ 10,000.00	$ 8,000.00	$ 2,000.00
623	Construction Layout Stakes	1	LUMP	$ 10,000.00	$ 10,000.00	$ 8,000.00	$ 2,000.00
624	Mobilization	1	LUMP	$ 100,000.00	$ 100,000.00	$ 80,000.00	$ 20,000.00
			Incidentals Subtotal		$ 170,000.00	$ 136,000.00	$ 34,000.00
					Contingency (30%)	—	$ 585,900.00
					Construction Subtotal	$ 1,562,220.00	$ 976,460.00
					Construction Inspection (10%)	$ 156,300.00	$ 97,700.00
					Engineering Design (15%)	—	$ 380,900.00
					Environmental, Geotechnical, Miscellaneous Federal Requirements (10%)	—	$ 253,900.00
					Right-of-Way	—	$ 1,283,500.00
					Subtotal	$ 1,718,600.00	$ 2,992,500.00
					Inflation* (16.3%)	$ 280,200.00	$ 487,800.00
					Funding Split Totals	$ 1,998,800.00	$ 3,480,300.00
					Project Total	$	5,479,100.00

Note: Cost estimate includes sanitary relocation and waterline costs but does NOT include other utility relocation costs.

*Inflation based on 2028 Construction



Central Ohio Rural Planning Organization

Transportation Plan 2018-2040

Central Ohio Rural Planning Organization

corpo

morpc

Mid-Ohio Regional Planning Commission

CORPO

5 - Strategies, Projects and Implementation

5.0 Strategies, Projects and Implementation

Project List

One of the primary purposes of the CORPO Transportation Plan is for CORPO members to identify transportation projects of importance in their county. The selected projects include those that add roadway capacity, expand the transit system or provide bicycle and pedestrian facilities. Some of the identified projects encompass the ongoing operation, maintenance and preservation of the existing transportation system. This may include the study, operation and expansion of transit service. However, most of the items listed are projects to expand physical components of the transportation system.

Each project listing provides a brief project description and identifies cost estimates (if available) for each project. The associated cost estimates are in construction dollars. The list includes both short and long term projects that may occur between 2018 and 2040. Please see Appendix 6D for prioritized lists and corresponding project maps.

2018 - 2040 CORPO Transportation Plan Project Listing

Arterial and Collector Roadway Projects - Continued

			Type	Cost (Millions)	Priority
Fairfield	FAI22	Long Rd - Add turn lanes and complete street facilities to 2-lane roadway from Columbus Street to Diley Road*	Minor Widening / Safety Improvement	$4 - $5	Medium
Fairfield	FAI63	Milnor Rd from Pickerington Road to Refugee Road Milnor Road; Minor widening*	Minor Widening / Safety Improvement	$2	Medium
Fairfield	FAI77	Lehman Rd extension from Bowen to Busey*	New Road	$4 - $8	Medium
Fairfield	FAI78	Commerce Dr realignment from Hill Rd to Diley Rd; New roadway*	New Road	$1 - $3	Medium
Fairfield	FAI21	Allen Rd Ext - New Roadway 1 lane(s) each direction with complete street facilities from Stemen Road to Ault Road	New Road	$109 - $140	Medium
Fairfield	FAI98	Anchor Ave / Dave Johns Ave roadways within Rockmill Industrial Park	New Road	TBD	Medium
Fairfield	FAI16	Courtright Dr Ext East - 1 lane(s) each direction with complete street facilities from Milnor Road to Pickerington Road*	New Road	$6 - $8	Medium
Fairfield	FAI15	Courtright Dr Ext West - New Roadway 1 lane in each direction with complete street facilities from SR 256*	New Road	$2	Medium
Fairfield	FAI100	Ety Road Extension from West Fair Ave to SR 188 (Roxton Ravine Area) and Intersection Geometrics	New Road	TBD	Medium
Fairfield	FAI97	Connector Road from Greencrest Way to S.R. 158	New Road	TBD	Medium
Knox	KNO3	Extend Beech Street from Sychar Road to Mansfield Avenue	New Road	$9 - $12	Medium
Knox	KNO4	Extend Upper Gilchrist Road from New Gambier Road to Eastern Star Road	New Road	TBD	Medium
Pickaway	PIC11	SR 762 from SR 104 to US 23; Major Widening	Major Widening	$16 - $22	Medium
Pickaway	PIC4	Richenbacker Parkway - New roadway 2 lanes in each direction from Ashville Pike to Pontius Road	New Road	$25 - $50	Medium
Union	UNI33	New roadway alignment for Home Road (Delaware Co)/Blaney Road (Union Co)*	New Road	$30	Medium
Union	UNI34	Ravenhill Parkway Ext. - From existing western terminus to Mitchell-Dewitt Rd., 1 lane each direction*	New Road	$25	Medium
Union	UNI35	Watkins - California Rd Realignment, from Watkins-California Rd. to US-42, 1 lane each direction*	New Road	$2	Medium
Fairfield	FAI71	Hill Rd Relocation from Busey Rd at Hill Rd (south leg) to Hill Rd north of Busey Rd*	Access Management	$2 - $4	Medium
Pickaway	PIC12	SR 104 from 762 to Franklin County line. Major widening of roadway	Major Widening	$25	Low
Knox	KNO1	Edgewood Rd. from SR 229 to US 36; Connection and Major Widening	Major Widening	$7 - $10	Low
Marion	MAR7	Full or partial limited access connection between US 23 and I-71 generally along SR 229 (MRW6 A priority MAR7 C priority)	Access Management	TBD	Low
Union	UNI10	SR 31 (US 33 to US 68) - Widening and safety improvements	Minor Widening / Safety Improvement	TBD	Low
Knox	KNO5	Blackjack Rd - Extend road to US 36/SR 3, create southern truck route, could utilize Henry Rd corridor	New Road	$31 - $40	Low
Union	UNI3	Construct new roadway to serve the 33 Innovation Park in southern Marysville	New Road	$3.50	Low
Pickaway	PIC20	Widen SR 762 from US 23 to Rickenbacker Prkwy from 3 to 5 lanes	Major Widening	$37	Low

*These projects are also within or partially within the MORPC MPO boundary. Most are included in MORPC's 2016 - 2040 MTP. All will be evaluated for inclusion in MORPC's 2020 - 2050 MTP to be adopted in May of 2020.

MID-OHIO REGIONAL
MORPC
PLANNING COMMISSION

Form Name: CORPO Funds Application
Submission Time: August 10, 2023 4:29 pm
Unique ID: 1130233826
Location:

Agency Information

Sponsoring Agency	City of Mount Vernon
Address	40 Public Square Mount Vernon 43050
Contact Person	Brian Ball
Contact Title	City Engineer
Contact Email Address	engineer@mountvernonohio.org
Contact Phone	(740) 393-9528
National Environmental Policy Act (NEPA)	The sponsor acknowledges that they are familiar with NEPA and understands that it applies to all projects that will use federal funds allocated through CORPO.

Project Information

Project Title	Edgewood Road Improvements
Primary Project Type	Reconstruction
Facility Name	Edgewood Road
ODOT PID	N/A
CORPO CTP ID or description of how the project is included in the CORPO Transportation Plan	This project is listed as KNO1 on the 2018-2040 CORPO Transportation Plan Project Listing for Arterial and Collector Roadway Projects
Project Limits (from-to)	Edgewood Road from Gambier Road to High Street (SLM 0.0-0.3)
Project Length	0.7 miles
Project Scope	The overall project includes improvements to Edgewood Road from Gambier Road (SR-229) to Coshocton Avenue (US-36) including roadway widening, the addition of curb/gutter, storm sewer, water main replacement, sanitary replacement, and a wide sidewalk along Edgewood Road. This includes adding a connection of Edgewood Road between US-36 and Marita Drive where it did not exist before. This overall project has been broken down into two parts. Part 1 of this project, which we are seeking funding for, includes improvements to Edgewood Road from Gambier Road to E. High Street.

Project Cost Information

Preliminary Engineering

Preliminary Engineering - Environmental

Preliminary Engineering - Environmental - Method for entering amounts	Dollar Amount

Preliminary Engineering - Environmental - Dollar Amounts

Preliminary Engineering - Environmental - Sub-Phase Total	539580
Preliminary Engineering - Environmental - CORPO Federal Dollars	150000
Preliminary Engineering - Environmental - CORPO Federal %	28
Preliminary Engineering - Environmental - Local Match to CORPO Federal Dollars	389580
Preliminary Engineering - Environmental - Local Match to CORPO Federal %	72
Preliminary Engineering - Environmental - Other Federal %	0
Preliminary Engineering - Environmental - Non-Federal %	0

Preliminary Engineering - Detailed Design

Preliminary Engineering - Detailed Design - Method for entering amounts	Dollar Amount

Preliminary Engineering - Detailed Design - Dollar Amounts

Preliminary Engineering - Detailed Design - Sub-Phase Total	95220
Preliminary Engineering - Detailed Design - CORPO Federal %	0

Preliminary Engineering - Detailed Design - Local Match to CORPO Federal Dollars	95220
Preliminary Engineering - Detailed Design - Local Match to CORPO Federal %	100
Preliminary Engineering - Detailed Design - Other Federal %	0
Preliminary Engineering - Detailed Design - Non-Federal %	0

Right-of-Way

Right-of-Way - Acquisition

Right-of-Way - Acquisition - Method for entering amounts	Dollar Amount

Right-of-Way - Acquisition - Dollar Amounts

Right-of-Way - Acquisition - Sub-Phase Total	1283500
Right-of-Way - Acquisition - CORPO Federal Dollars	500000
Right-of-Way - Acquisition - CORPO Federal %	39
Right-of-Way - Acquisition - Local Match to CORPO Federal Dollars	783500
Right-of-Way - Acquisition - Local Match to CORPO Federal %	61
Right-of-Way - Acquisition - Other Federal %	0
Right-of-Way - Acquisition - Non-Federal %	0

Right-of-Way - Utilities

Right-of-Way - Utilities - Method for entering amounts	Not Applicable

Construction

Construction - Contract

Construction - Contract - Method for entering amounts	Dollar Amount

Construction - Contract - Dollar Amounts

Construction - Contract - Sub-Phase Total	3306680
Construction - Contract - CORPO Federal %	0
Construction - Contract - Local Match to CORPO Federal Dollars	3306680
Construction - Contract - Local Match to CORPO Federal %	100
Construction - Contract - Other Federal %	0
Construction - Contract - Non-Federal %	0

Construction - Engineering

Construction - Engineering - Method for entering amounts	Dollar Amount

Construction - Engineering - Dollar Amounts

Construction - Engineering - Sub-Phase Total	254000
Construction - Engineering - CORPO Federal %	0
Construction - Engineering - Local Match to CORPO Federal Dollars	254000
Construction - Engineering - Local Match to CORPO Federal %	100
Construction - Engineering - Other Federal %	0

Construction - Engineering - Non-Federal %	0

Other

Other - Method for entering amounts	Not Applicable

Totals

Preliminary Engineering Phase Total	634800
Right-of-Way Phase Total	1283500
Construction Phase Total	3560680
Other Phase Total	0
Grand Total	5478980

Project Schedule Information

Design Start Date	11/6/2020
Is the Design milestone complete?	Yes
Stage 1 Design Plan Submittal Date	8/1/2023
Is the Stage 1 Design Plan Submittal milestone complete?	Yes
Stage 2 Design Plan Submittal Date	8/1/2024
Is the Stage 2 Design Plan Submittal milestone complete?	No
Final Right-of-Way Plan Submittal Date	8/1/2024
Is the Final Right-of-Way Plan Submittal milestone complete?	No
Environmental Document Approval Date	2/1/2025
Is the Environmental Document Approval milestone complete?	No
Right-of-Way Authorization Date	2/1/2026
Is the Right-of-Way Authorization milestone complete?	No
Stage 3 Design Plan Submittal Date	8/1/2025
Is the Stage 3 Design Plan Submittal milestone complete?	No
Right-of-Way Acquisition Complete Date	3/1/2026
Is the Right-of-Way Acquisition Complete milestone complete?	No
Final Plans and Bid Package Submittal to ODOT Date	4/1/2026
Is the Final Plans and Bid Package Submittal to ODOT milestone complete?	No
Award Contract Date	10/1/2026
Is the Award Contract milestone complete?	No

No Construction Phase Project Schedule	The City has also applied for Small Cities Funding, but the project progression is not contingent upon receiving funding from Small Cities. The project funding request is for engineering and R/W funds for Part 1 of the larger project. This is an ongoing project, and we are flexible with this funding going towards engineering or R/W depending on when the funding is awarded. In general, any reasonable amount of funding awarded will have a positive impact on the project. We plan to pursue CORPO funding for Part 2 of the project during the next funding cycle.

Evaluation Related Questions

PM1: Please include bridge condition information and/or pavement condition information. CORPO can provide the latest data available from ODOT for this.	Pavement condition rating is 72.95. See attached PCR form. This roadway experiences cut-through traffic and volume not intended for the roadway use. See attached traffic study.
PM2: Please explain how the proposed activities in your application will improve the pavement or bridge quality (as referenced above) or otherwise preserve and/or maintain the existing transportation system.	The project will result in new pavement with curb/gutter, which will be a vast improvement from the existing conditions. Additionally, the goal of the overall project is to provide a direct route from the south side of the City to the retail area and east of the City. This will ensure drivers are not cutting through neighborhood streets and instead taking a route intended for through vehicles. Furthermore, the proposed drainage improvements will significantly improve the longevity of the section of road.
S1: Please provide information on how the proposed project will increase safety and any additional information concerning crashes to supplement the ODOT crash data.	Overall this project will increase safety by providing ped/bike facilities where none existed previously. The Kokosing Gap Trail is approximately 0.5 mile south of the project limits. The Kokosing Gap Trail runs through the City, connecting with the Heart of Ohio Trail. Edgewood Road runs through a residential neighborhood. Additional trip generators in the area include the Kokosing Gap Trail to the south and the Knox Village Square (retail center) to the north. The existing roadway experiences 3.73 crashes/year and has an equivalent property damage only crashes of 2.99
S2: Will the proposed activities in your application address the safety of the transportation system by minimizing unsafe driving behaviors such as a lack of seatbelt use, distracted driving, impaired driving, and others? If so, please explain.	Yes this project will address the safety of our transportation system. Being a cut through route, drivers must leave a dedicated through route to connect between SR229 and US36. This appears to increase driver frustration and results in poor driver behavior such as speeding, running stop signs, and other aggressive behaviors. The proposed improvements would include shortening the travel path and keeping through traffic on the planned thoroughfare, designed for that use and volume of traffic. The proposed project would shorten the current travel path by about 1/10 mile and will reduce the elevation change by 10 feet for the new aliment VS the cut through path.

AM1: Will the proposed activities in your application expand or better automobile-related mobility options? If so, please explain. Please also provide average daily traffic if applicable.	Yes. Due to a lack of connectivity in the street system around the Knox Village Square (a large retail center located on the east side of the City), the adjacent residential neighborhood has dealt with an increasing amount of cut-through traffic on roadways that were not designed to be through roads. Carpenter Marty Transportation (CM) completed the Eastern Mount Vernon Origin Destination (O-D) Study for the City in September 2018. The study confirmed that the Knox Village Square is a significant trip generator for the City. The study also confirmed that from some parts of the City, most traffic traveling to/from the Knox Village Square uses a cut-through route of residential neighborhood streets. These routes were not designed to be major thoroughfares carrying significant volumes of through traffic. Numerous short and long-term fixes have been proposed in the area, but none of these solutions have been implemented to address the overarching connectivity issue. The existing Edgewood Road has substandard vertical curvature, rough pavement conditions, no curb/gutter, and no sidewalk. For this reason, it was recommended that long-term connectivity improvements through the City be considered. This includes the long-term goal of improving Edgewood Road from Gambier Road to US-36. The existing roadway ADT is 4938
AM2: Will the proposed activities in your application expand bike/pedestrian facilities? If so, please explain.	Yes. This project will provide ped/bike facilities where none existed previously. The Kokosing Gap Trail is approximately 0.5 mile south of the project limits. The Kokosing Gap Trail runs through the City, connecting with the Heart of Ohio Trail. Edgewood Road runs through a residential neighborhood. Additional trip generators in the area include the Kokosing Gap Trail to the south and the Knox Village Square (retail center) to the north.
AM3: Will the proposed activities in your application expand other modes? If so, please explain.	Yes. This project will provide ped/bike facilities where none existed previously. The Kokosing Gap Trail is approximately 0.5 mile south of the project limits. The Kokosing Gap Trail runs through the City, connecting with the Heart of Ohio Trail. Edgewood Road runs through a residential neighborhood. Additional trip generators in the area include the Kokosing Gap Trail to the south and the Knox Village Square (retail center) to the north.
ICC1: Will the proposed activities in your application increase outreach to local governments, area residents, businesses or other community organizations and groups? If so, please explain.	Yes. This project will serve as an opportunity to connect the City with Kokosing Gap Trail users, the residential neighborhood, Knox Village Square (retail center), Mount Vernon Nazarene University, and drivers who pass through Mount Vernon on the way to other locations such as Apple Valley.

ICC2: Will the proposed activities in your application increase modal-connectivity? If so, please explain.	Yes. It will serve as a connection for cyclists, pedestrians, and drivers within and passing through the City.
ICC3: Will the proposed activities in your application better connect CORPO communities? If so, please explain.	Yes. Carpenter Marty Transportation (CM) completed the Eastern Mount Vernon Origin Destination (O-D) Study for the City in September 2018. The study confirmed that the Knox Village Square is a significant trip generator for the City. The study also confirmed that from some parts of the City, most traffic traveling to/from the Knox Village Square uses a cut-through route of residential neighborhood streets. Additionally, many non-local drivers passing through the City, such as people destined for Apple Valley, use this same cut-through route. Thus, this project will better connect roadways through the City, improving travel routes for both local drivers and others in the CORPO communities.
C1: Will the proposed activities in your application improve freight facilities? If so, please explain.	Yes. While Edgewood Road is not a freight route, improvements to Edgewood Road are expected to reduce congestion on nearby freight routes such as US-36 by providing drivers with a more direct and preferable route.
C2: Will the proposed activities in your application aid in the development of multi-purpose corridors? If so, please explain.	Yes. This project will provide ped/bike facilities where none existed previously. The Kokosing Gap Trail is approximately 0.5 mile south of the project limits. The Kokosing Gap Trail runs through the City, connecting with the Heart of Ohio Trail. Edgewood Road runs through a residential neighborhood. Additional trip generators in the area include the Kokosing Gap Trail to the south and the Knox Village Square (retail center) to the north.
C3: Will the proposed activities in your application increase access to employment areas or sites? If so, please explain.	Yes. This will provide employees without access to vehicles the opportunity to walk or bike to work if they live in the adjacent residential neighborhood and work near Knox Village Square. The project will also shorten the commute distance and time for many drivers.
E1: Will the proposed activities in your application increase the use of non-single occupant vehicles? If so, please explain.	Yes. This project will provide ped/bike facilities where none existed previously.
E2: Will the proposed activities enhance environmental resources and sustainability and is consistent with local land use and environmental related plans? If so, please explain.	Yes. The surrounding area floods frequently. Significant drainage work has been completed in the last 15 years in a piecemeal fashion to a less than optimal level of service. The water system is at its end of life. Nine water breaks have occurred in 1,616 feet of pipe. The ditch on the west side can not be maintained due to the gas line which is about 2 inch deep in the ditch.

Additional Information

Additional Information Upload	https://www.formstack.com/admin/download/file/15036133220

Authorized Signature

Authorized Signature Upload	https://www.formstack.com/admin/download/file/15036133221

Form Name:	SFY 2023 Small City Project Application
Submission Time:	June 14, 2023 5:12 pm
Browser:	Chrome 114.0.0.0 / Windows
IP Address:	96.11.31.162
Unique ID:	1111964932
Location:	38.2507, -85.7472

2023 Small City Project Application

Agreement of Understanding	I have read and understand the terms described in the overview above

Contact Information

Applicant/Project Sponsor	City of Mount Vernon
Name	Brian Ball
Address	40 Public Square Mount Vernon, OH 43050
Phone	(740) 393-9528
Email	engineer@mountvernonohio.org
Would you prefer to have your presentation done in-person or virtually?	Either

Curb Ramps

Are the Small City's curb ramps ADA compliant city wide?	No
Does the city have an ADA transition plan?	Unsure

Project Identifiers

ODOT District	5
County	Knox
Route	CR 63A
Section (include log points if applicable)	0.0-0.3
Functional Class	Urban Major Collector
Is the project identified as a priority on the SIP map?	No

Is the project location on any priority list (local priority lists are excluded)?	Yes
Please identify the priority list (local priority lists are excluded)	CORPO and MORPC

Project Description

Describe the Current Conditions	Due to a lack of connectivity in the street system around the Knox Village Square (a large retail center located on the east side of the City), the adjacent residential neighborhood has dealt with an increasing amount of cut-through traffic on roadways that were not designed to be through roads. Carpenter Marty Transportation (CM) completed the Eastern Mount Vernon Origin Destination (O-D) Study for the City in September 2018. The study confirmed that the Knox Village Square is a significant trip generator for the City. The study also confirmed that from some parts of the City, most traffic traveling to/from the Knox Village Square uses a cut-through route of residential neighborhood streets. These routes were not designed to be major thoroughfares carrying significant volumes of through traffic. Numerous short and long-term fixes have been proposed in the area, but none of these solutions have been implemented to address the overarching connectivity issue. The existing Edgewood Road has substandard vertical curvature, rough pavement conditions, no curb/gutter, and no sidewalk.
Describe the Proposed Work	For this reason, it was recommended that long-term connectivity improvements through the City be considered. This includes the long-term goal of improving Edgewood Road from Gambier Road to US-36. Part 1 of this project, which we are seeking funding for, includes improvements to Edgewood Road from Gambier Road to E. High Street. This includes roadway widening, the addition of curb/gutter, storm sewer, water main replacement, sanitary replacement, and a shared use path along Edgewood Road.
Identify Any Potential Environmental or Right-of-Way Issues	The proposed project will include right-of-way strip takes.
Identify Any Historical Significance Relating to the Proposed Project	None. The proposed right-of-way strip takes should not affect any historical properties.
Describe Any Maintenance and/or Repairs That Have Occurred To-Date on the Proposed Project	Significant drainage work has been completed in the last 15 years in a piecemeal fashion to a less than optimal level of service. The water system is at its end of life. Nine water breaks have occurred in 1,616 feet of pipe. The ditch on the west side can not be maintained due to the gas line which is about 2 inch deep in the ditch.

Anticipated Letting Type	Local Let

Project Development Details

Checkbox	Safety Engineering Study or Feasibility Study
Date	Sep 13, 2018
Comments	the Eastern Mount Vernon Origin Destination Study was completed in 2018. The 2018 original study and 2023 updated version of this study have been provided for reference.
Checkbox	Design Process Phase
Comments	CM has been completing portions of the conceptual and detailed design from November 2020, with services ongoing to date.

Project Data

Indicate the SINGLE category for which the application is being submitted:	Roadway
Annual Average Daily Traffic	4938
Volume to Capacity	0.31
Crash Frequency	3.73/year
Equivalent Property Damage Only Crashes	2.99
Pavement Condition Rating	72.95

Safety Indicators

Speed	25
Number of Lanes	2
Lack of facilities and/or gaps in the current bicycle and pedestrian network	Edgewood Road currently has no bicycle or pedestrian infrastructure. The Kokosing Gap Trail is approximately 0.5 mile south of the project limits. The Kokosing Gap Trail runs through the City, connecting with the Heart of Ohio Trail.
Presence of bicycle and pedestrian generators (neighborhoods, destinations, transit, etc.)	Edgewood Road runs through a residential neighborhood. Additional trip generators in the area include the Kokosing Gap Trail to the south and the Knox Village Square (retail center) to the north.
Bicycle/Pedestrian Volume Data (data document can be attached at the end if needed)	360 per day (from StreetLight)

Alignment with State and US Bike Route System (Link can be found in the description area)	The Kokosing Gap Trail is approximately 0.5 mile south of the project limits.

Project Funding

Preliminary Engineering and Environmental Funding

State Fiscal Year	2020
Local Contribution	83152
Other Funding Sources	0
Total Preliminary Engineering and Environmental Funding	83152

Design Funding

State Fiscal Year	2022
Local Contribution	634800
Other Funding Sources	0
Total Design Funding	634800

Right-of-Way Funding

State Fiscal Year	2025
Local Contribution	1283500
Other Funding Sources	0
Total Right-of-Way Funding	1283500

Construction Contract Funding

Local Contribution	1464260
Other Funding Sources	0
Small City Program Funding Request	1842420
Total Construction Contract Funding	3306680

Construction Inspection Funding

Explain how the project scope and various alternatives were assessed, as well as cost estimates, environmental impacts, and community impacts.	CM and the City started the process by reviewing different typical section options such as sidewalk and/or bike path on one side of the road or the other, curb/gutter or ditches, retaining wall locations, widening to one side or centered. Overall this project will impact the community in a positive way by providing ped/bike facilities where none existed previously. Additionally, the end goal of the overall project is to provide a direct route from the south side of the City to the retail area and east of the City. This will ensure drivers are not cutting through neighborhood streets and instead taking a route intended for through vehicles. Negative community impacts include right-of-way takes.
What other solutions were considered for this project?	CM and the City started the process by reviewing different typical section options such as sidewalk and/or bike path on one side of the road or the other, curb/gutter or ditches, retaining wall locations, widening to one side or centered. Not completing this project was considered by CM and the City.
Why was the proposed alternative selected over others?	The selected alternative resulted in the least amount of right-of-way impacts and a lower cost with less construction duration. Not completing this project was considered by CM and the City. This was ruled out due to citizen comments requesting a safe north south route in this region of our city.
Why is the proposed project a priority to your small city? Use project details to support your response.	The Knox Village Square is a significant trip generator for the City. From some parts of the City, most traffic traveling to/from the Knox Village Square uses a cut-through route of residential neighborhood streets. These routes were not designed to be major thoroughfares carrying significant volumes of through traffic. Numerous short and long-term fixes have been proposed in the area, but none of these solutions have been implemented to address the overarching connectivity issue. For this reason, it was recommended that long-term connectivity improvements through the City be considered. This includes the long-term goal of improving Edgewood Road from Gambier Road to US-36. Part 1 of this project, which we are seeking funding for, includes improvements to Edgewood Road from Gambier Road to E. High Street. This includes roadway widening, the addition of curb/gutter, storm sewer, and a shared use path along Edgewood Road. This project will benefit pedestrians, cyclists, local drivers, and non-local drivers.

Local Contribution	97700
Other Funding Sources	0
Small City Program Funding Request	156300
Total Construction Inspection Funding	254000

Total Project Funding

Total Local Contribution	3563412
Total From Other Funding Sources	0
Total Small City Program Funding Request	1998720
Total Project Costs	5562132

Project Funding Sources

Identify all sources of already secured local contribution funds and funds from other sources:	Knox County permissive tax funds City Capital improvement funds City Utility Funds Columbia Gas Capital improvement funds (for gas line relocations and required upgrades) Private grant fund (for tree planning and removals)
Identify all sources of anticipated local contribution funds and funds from other sources that have not yet been secured and the timeframe in which the funds are expected to be secured:	City funds are appropriated on a calendar year basis. After the Small City grant is approved by ODOT, the City will allocate the following funds to our Edgewood Project. Knox County permissive tax funds City Capital improvement funds City Utility Funds Private grant fund (for tree planning and removals)
Identify the work included in the Small City request (to ensure ineligible items are not included in the request)	Construction costs including roadway widening, the addition of curb/gutter, storm sewer, water main replacement, sanitary replacement, and a shared use path along Edgewood Road. The proposed utility work of the water main and sanitary replacement is deemed absolutely necessary for the project to replace, and is therefore eligible.

Project Evaluation Information

What are the forecasted impacts if this project is not awarded funding?	The roadway and waterline will continue to degrade, drainage issues will persist, drivers will continue to utilize the residential neighborhood streets as a cut-through route, pedestrians/cyclists will be forced to share the roadway with vehicles. CM and the City will look for alternative funding sources if not funded by Small City Funds. This is a priority project to help plan for existing and Intel related traffic.

Signature

Signature	
Print Name of Submitter	Gina Balsamo
Print Title of Submitter	Project Manager (submitting on behalf of the City of Mount Vernon)

Attachments

Project Plans	https://www.formstack.com/admin/download/file/14773238996
Proposed Preliminary Studies	https://www.formstack.com/admin/download/file/14773238997
Project Schedule	https://www.formstack.com/admin/download/file/14773238998
Project Cost Estimate	https://www.formstack.com/admin/download/file/14773238999
Other Attachments	https://www.formstack.com/admin/download/file/14773239000
Other Attachments	https://www.formstack.com/admin/download/file/14773239001

OHIO DEPARTMENT OF TRANSPORTATION
Mike DeWine, *Governor*
Jack Marchbanks, Ph.D., *Director*

1980 W. Broad Street, Columbus, OH 43223
614-466-7170
transportation.ohio.gov

August 21, 2023

Mr. Brian Ball
City of Mount Vernon
40 Public Square
Mount Vernon, Ohio 43050

Dear Mr. Ball:

The Ohio Department of Transportation (ODOT) is pleased to inform you that Edgewood Road widening project has been selected for funding in the Small City Program. The project selections are contingent upon the availability of future federal funds.

In the past, ODOT has provided 80% of the eligible costs in Federal funds through the Small City Program. This year the program is utilizing Toll Revenue Credit (TRC) to provide 95% of the eligible costs, up to a maximum of **$2,000,000** in Federal funds through the Small City Program, for project award in State Fiscal Year (SFY) 2028.

Please provide written acceptance of the awarded Small City funds by **Friday, October 13, 2022** via email to Nichole.Lawhorn@dot.ohio.gov. If acceptance is not received by this date, the funds will be rescinded and awarded to another project in order to ensure a fully funded program.

Please contact Ben Boyer, in the ODOT District 5 office at (740) 323-5111, to scope the project and establish the milestone dates. Failure to meet the agreed upon dates could result in funding being withdrawn.

If you have any questions, please feel free to contact me at (614) 752-6581 or at the email address provided above.

Respectfully,

Nichole Lawhorn
Program Manager
Office of Local Programs

c: Ben Boyer, ODOT District 5

CARPENTER MARTY transportation

June 13, 2023

Brian Ball, PE
Mount Vernon City Engineer
40 Public Square
Mount Vernon, Ohio 43050

RE: Results of Eastern Mount Vernon Origin Destination Study; 2023 Update

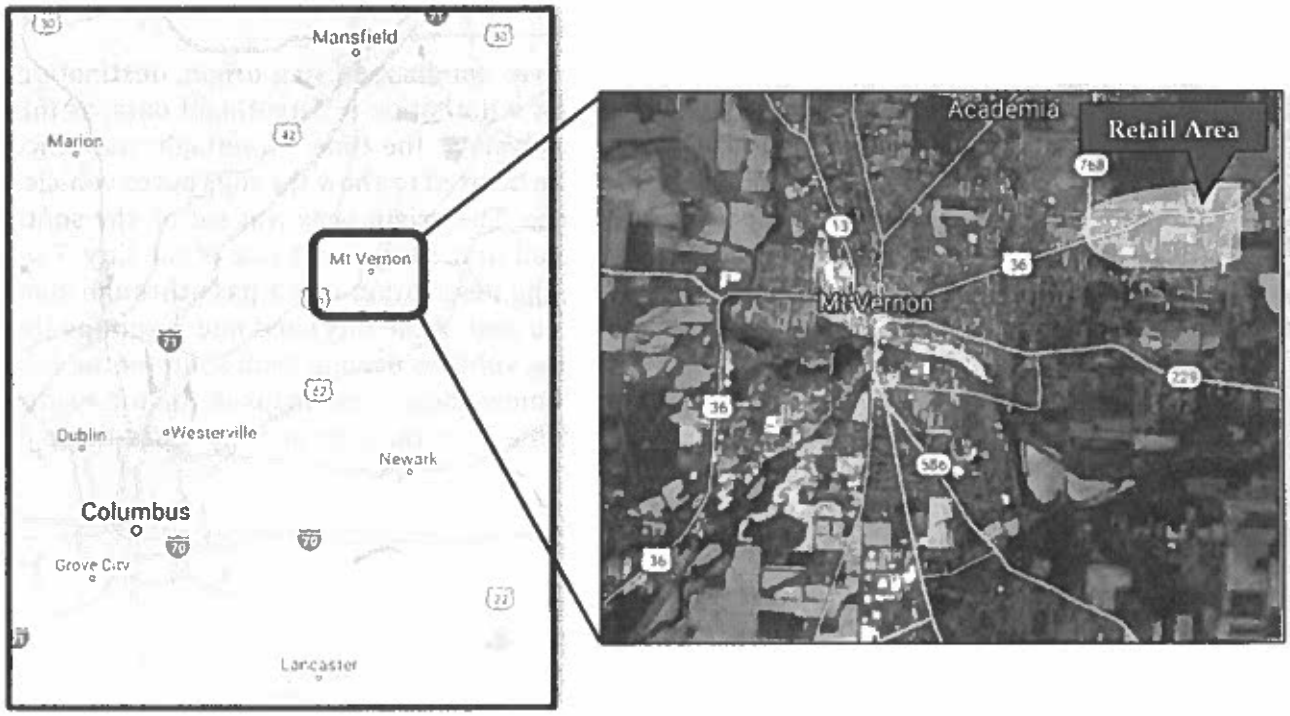
Mr. Ball:

We have completed the Origin Destination (OD) study for the City of Mount Vernon, Ohio as it relates to the Knox Village Square greater retail area. The methods and results of this analysis are shown below. The original study was completed in 2018. An update of this study was completed with more recent OD data. The 2018 study is provided in **Appendix A**.

Background

Mount Vernon is located in the center of Knox County, approximately 50 miles northeast of Columbus. Main routes going through Mount Vernon include SR-3, SR-13, and US-36. Knox Village Square, a large retail center, is located on the east side of the City along Coshocton Avenue (US-36). The location of Mount Vernon and the Retail Area can be seen in **Figure 1** below.

Figure 1 - Location of Mount Vernon and Knox Village Square Retail Area



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Due to a lack of connectivity in the street system around the Retail Area, the adjacent residential neighborhood has dealt with an increasing amount of cut-through traffic on roadways that were not designed to be through roads. The purpose of this study is to conduct a Pathing OD study to determine the amount of traffic that utilizes neighborhood cut-through routes to get from the south side of Mount Vernon (origin) to the Retail Area (destination).

As a supplement to the Retail Area Pathing OD study, a General OD study for the entire City of Mount Vernon was also conducted. The results of the General OD study show all the general entry and exit points for the City and has been used to help understand overall traffic patterns to/from Mount Vernon.

Analysis Methods

In order to obtain OD values, StreetLight[1] data was collected at select points in Mount Vernon. StreetLight produces OD data by utilizing cell phone location services, which can be manipulated to track travel patterns. The OD data can show the relative amount of traffic that starts, or enters, a user-defined zone (the origin) and exits, or stops, at a separate zone (the destination). Using these OD zones, coupled with average daily traffic volumes, vehicular volumes can be estimated for individual movements. The original 2018 study data only showed relative index values, not actual volume of traffic. This was due to limitations in StreetLight data at the time, which have since improved to include traffic volume outputs.

The data in the original 2018 study was from February through April, and September through November for years 2014-2017, also including February of 2018. The data in this updated study includes May 2021 – April 2022, which is the most recent full year of available data.

The Pathing OD study in the original 2018 study was conducted using origin, destination, and additional "middle filter" zones. Again, this was a limitation in StreetLight data, as this was the best method available for this type of analysis at the time. StreetLight has since improved to include "Top Routes" analyses. This can be used to show the top routes vehicles take between specified origin and destination zones. The origin zone was set on the south side of the City and the destination zone at the Retail Area on the east side of the City. Two separate analyses were conducted, one assuming the destination was a pass-through zone (reflecting vehicles driving from south of the City to east of the City) and one assuming the destination was a non-pass-through zone (reflecting vehicles driving from south of the City and stopping at the Retail Area). **Figure 2 and 3** below shows heat maps of the top routes from the origin zone to the destination zone, for the pass-through and non-pass-through destination zones, respectively.

[1] Location-based data set provided by StreetLight Data Inc.

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Figure 2 - Pathing OD Study Zones Heat Map (pass-through destination)

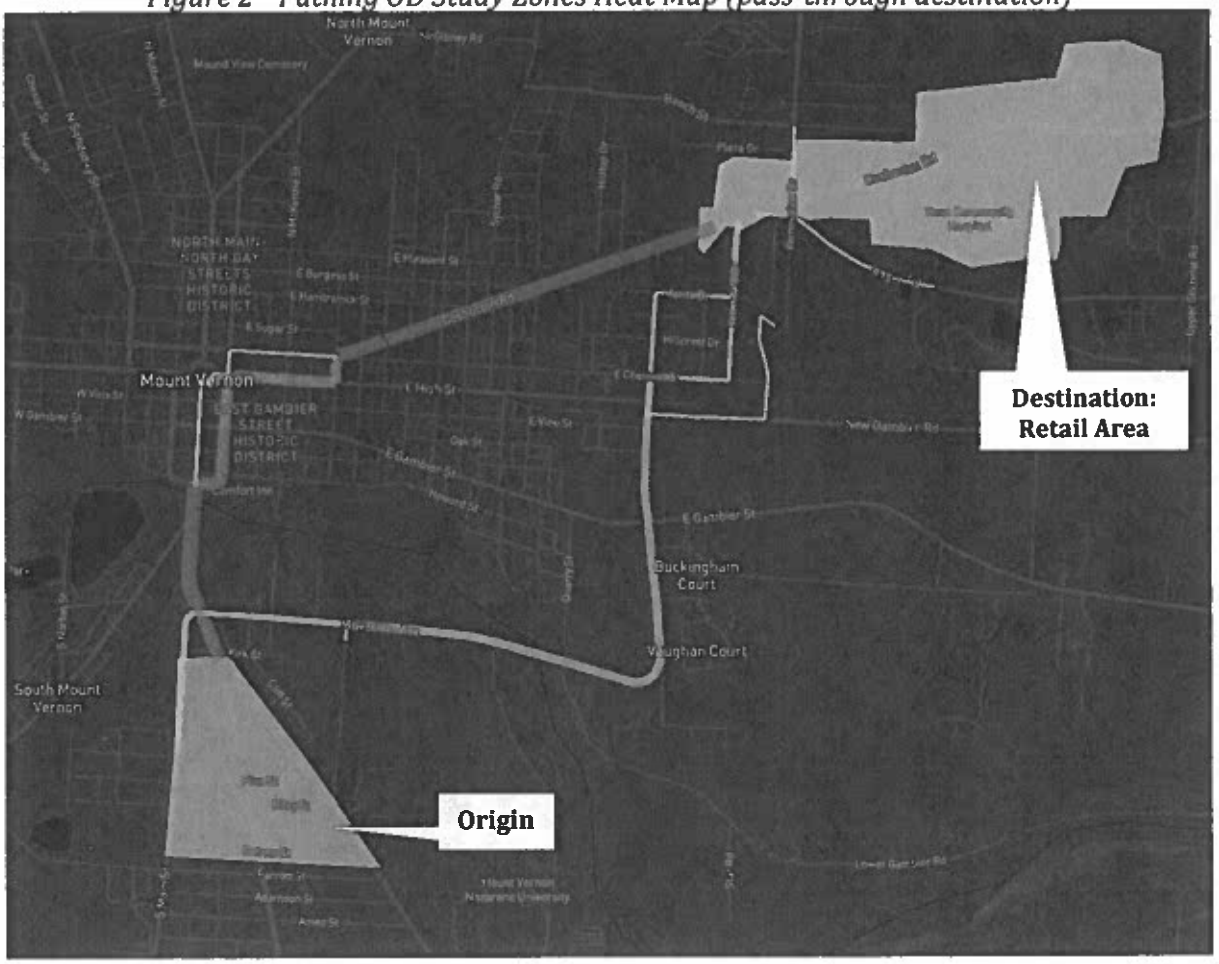
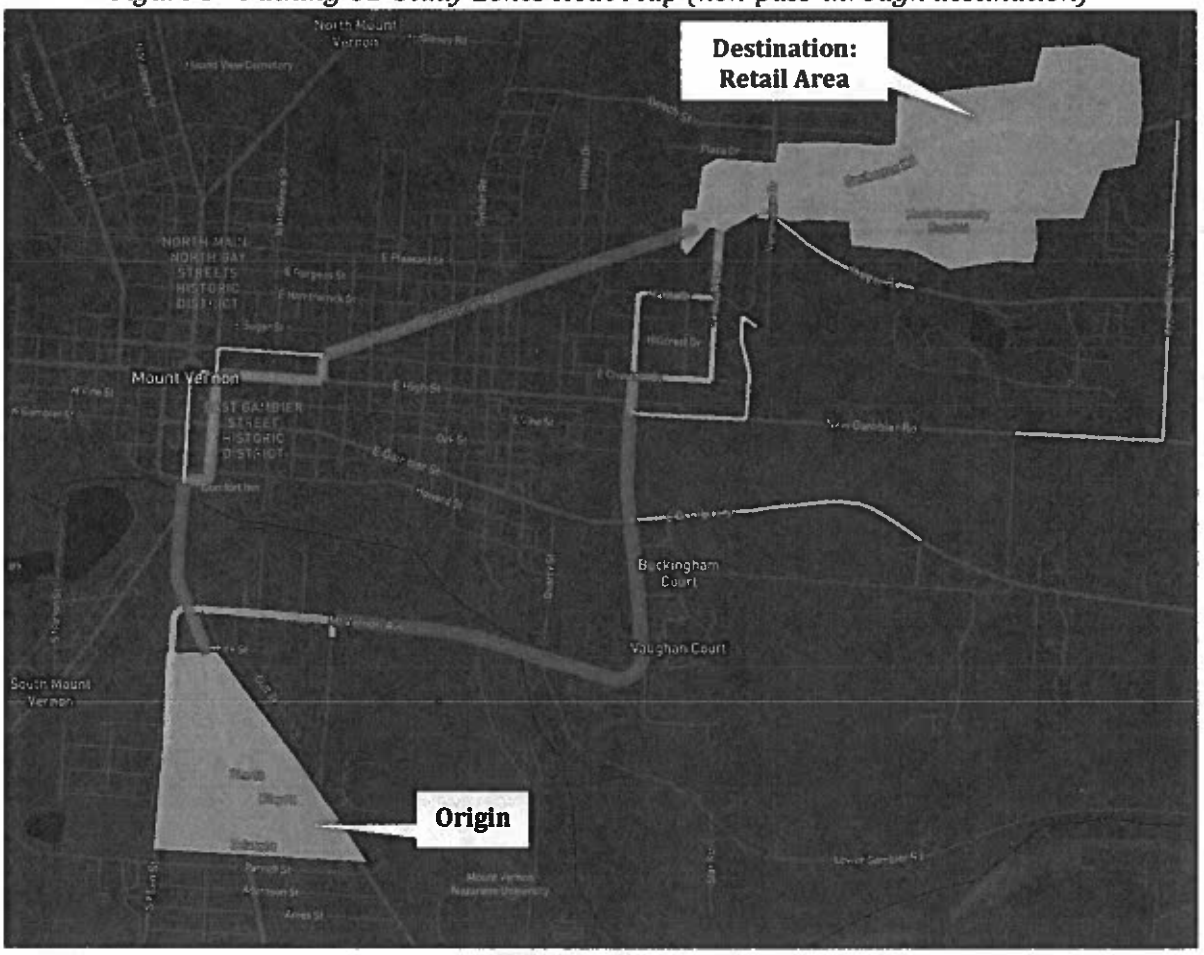
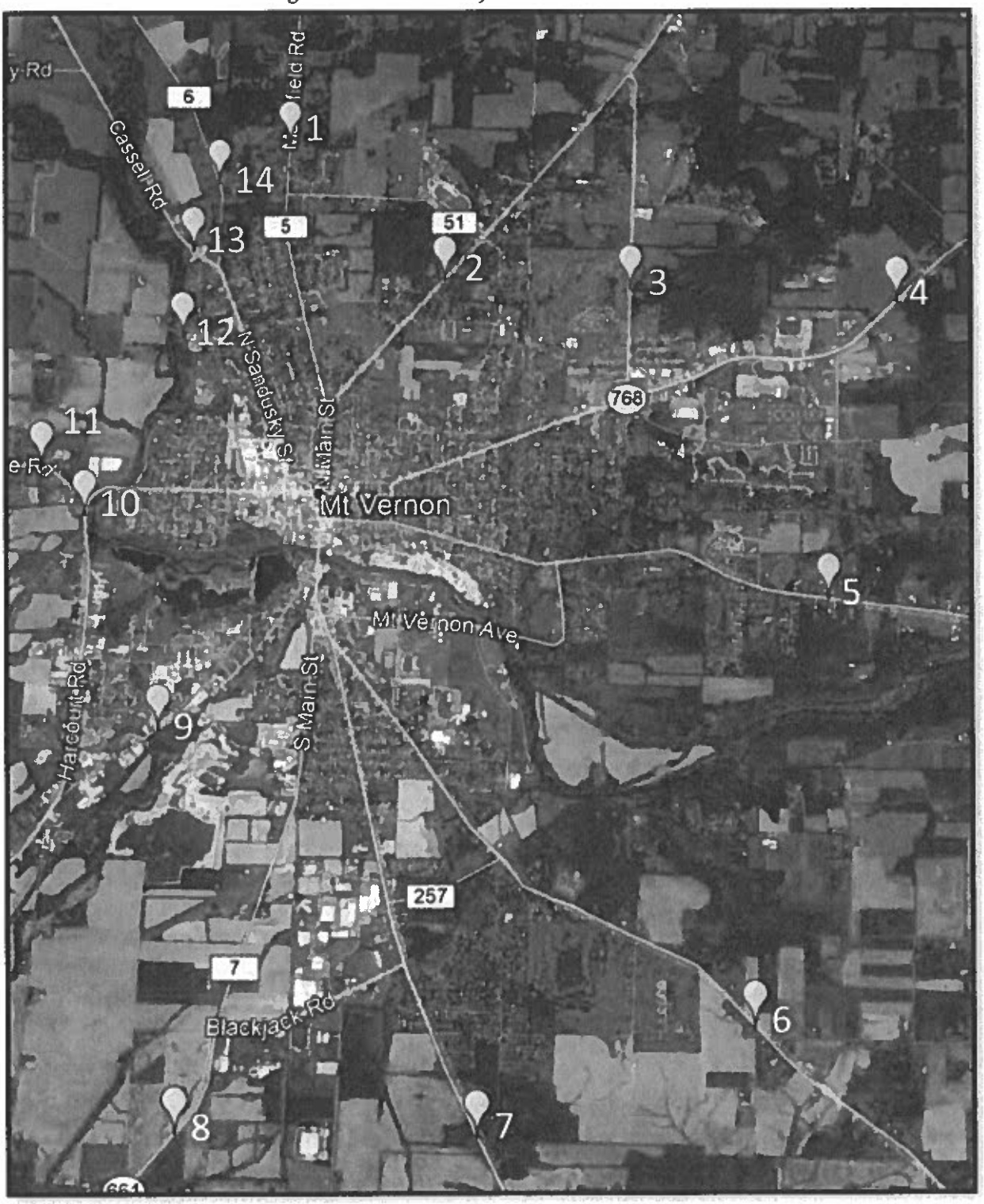


Figure 3 - Pathing OD Study Zones Heat Map (non-pass-through destination)



The General OD study was completed by collecting data at 14 separate entry and exit points to the City of Mount Vernon. These points represent the majority of routes in which vehicles enter or exit the City. **Figure 4** shows the location of entry and exit points for the General OD study. The destination zone from the Pathing OD study, set as non-pass-through, was also included in the data for the General OD Study.

Figure 4 - Location of General OD Points



The roads used for the entry and exit points are listed below (numbers correspond to the locations on **Figure 4**).

1. Mansfield Road
2. Wooster Road
3. Vernonview Drive
4. Coshocton Road
5. E. Gambier Street
6. Martinsburg Road
7. Newark Road
8. Granville Road
9. Columbus Road
10. W. High Street
11. Old Delaware Road
12. Tilden Avenue
13. Cassell Road
14. Upper Fredericktown Road

Results and Conclusions

Table 1 below shows a summary for the results of the Pathing OD study with the destination as a pass-through and non-pass-through zone. This table shows the daily volume of the top routes utilized to get from the origin zone (Mount Vernon Avenue/S. Main Street/Newark Road intersection) to destination zone (Retail Area).

Table 1 - Pathing OD Study Results

Path		Average Daily Volume (Percentage of Total*)			
		Non-Pass-Through		Pass-Through	
Coshocton Road		715 (44%)		432 (58%)	
Edgewood Road	Verndale Drive	805 (50%)	501 (31%)	264 (35%)	177 (24%)
	Yauger Road		110 (7%)		78 (10%)
	Upper Gilchrist Road		126 (8%)		27 (3%)

*The non-pass-through volume for each path is reflected as a percentage of total non-pass-through volume from the origin to the destination (not the total non-pass-through plus pass-through volume). Likewise, the pass-through volume for each path is reflected as a percentage of total pass-through volume from the origin to the destination. In each column, percentages do not add up to 100% as this table only shows the top routes, not all the possible routes.

It is assumed that any vehicles utilizing an Edgewood Road path ultimately cut through residential neighborhood streets to get to the Retail Area. For vehicles stopping at the Retail Area (non-pass-through), approximately 50% of these drivers choose to take the route of Edgewood Road. For vehicles passing through the Retail Area heading further east of the City (pass-through), approximately 35% of these drivers choose to take the route of Edgewood Road. This likely includes non-local drivers passing through the City, such as people destined for Apple Valley. Overall, this results in approximately 1,069 daily vehicles cutting through residential neighborhood streets.

The General OD study matrix can be seen in **Table 2**. Horizontal rows represent the origin point for the percentage of total traffic, while vertical columns represent the destination point for the percentage of total traffic.

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Table 2 – General OD Study Matrix

Origin	Destination															Grand Total
	12	4	5	8	10	1	6	7	13	9	11	Retail Area	14	3	2	
12	0.00%	0.00%	0.00%	0.00%	0.01%	0.00%	0.00%	0.00%	0.00%	0.00%	0.07%	0.02%	0.00%	0.00%	0.00%	0.10%
4	0.00%	0.00%	0.02%	0.43%	0.96%	0.00%	0.00%	0.05%	0.69%	0.15%	0.73%	11.28%	0.00%	0.29%	0.00%	14.60%
5	0.00%	0.01%	0.00%	0.12%	0.11%	0.00%	0.00%	0.01%	0.50%	0.19%	0.25%	1.71%	0.00%	0.00%	0.00%	2.90%
8	0.00%	0.37%	0.06%	0.00%	0.05%	0.01%	0.00%	0.00%	0.87%	0.01%	0.01%	1.07%	0.00%	0.00%	0.57%	3.02%
10	0.03%	0.65%	0.01%	0.04%	0.00%	0.25%	0.08%	0.04%	0.91%	0.30%	2.33%	2.31%	0.27%	0.00%	0.79%	8.01%
1	0.00%	0.00%	0.00%	0.01%	0.21%	0.00%	0.00%	0.01%	0.11%	0.00%	0.00%	0.87%	0.31%	0.18%	0.00%	1.70%
6	0.00%	0.00%	0.00%	0.00%	0.06%	0.00%	0.00%	0.00%	1.03%	0.07%	0.06%	0.46%	0.00%	0.00%	0.01%	1.69%
7	0.00%	0.07%	0.00%	0.00%	0.04%	0.00%	0.00%	0.00%	1.48%	0.02%	0.02%	1.23%	0.00%	0.01%	0.31%	3.18%
13	0.00%	0.61%	0.42%	0.78%	0.78%	0.03%	1.00%	1.27%	0.00%	0.02%	0.03%	2.78%	0.56%	0.00%	0.11%	8.39%
9	0.00%	0.54%	0.41%	0.01%	0.27%	0.00%	0.12%	0.05%	0.01%	0.00%	0.00%	1.95%	0.00%	0.00%	0.39%	3.75%
11	0.07%	0.63%	0.24%	0.00%	2.69%	0.00%	0.12%	0.01%	0.03%	0.01%	0.00%	2.19%	0.00%	0.00%	0.46%	6.45%
Retail Area	0.05%	12.59%	1.69%	0.97%	3.32%	0.93%	0.50%	1.18%	3.01%	0.83%	2.40%	0.00%	0.49%	6.46%	0.31%	34.73%
14	0.00%	0.00%	0.00%	0.00%	0.06%	0.45%	0.00%	0.00%	0.68%	0.00%	0.00%	0.35%	0.00%	0.00%	0.00%	1.54%
3	0.00%	0.20%	0.00%	0.00%	0.00%	0.33%	0.00%	0.00%	0.04%	0.00%	0.00%	5.57%	0.04%	0.00%	0.16%	6.34%
2	0.00%	0.02%	0.00%	0.60%	1.13%	0.02%	0.00%	0.31%	0.09%	0.12%	0.57%	0.42%	0.02%	0.17%	0.00%	3.47%
Grand Total	0.15%	15.69%	2.85%	2.96%	9.69%	2.02%	1.82%	2.93%	9.45%	1.72%	6.47%	32.21%	1.69%	7.11%	3.11%	99.87%

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Table 2 shows that the most common origin and destination point for all of Mount Vernon is the Retail Area. The Retail Area includes 34.73% of the trip origins and 32.21% of the trip destinations. After the Retail Area, the most common origin points are [Zone 4] Coshocton Road and [Zone 13] SR-13. The most common destination points after the Retail Area are [Zone 4] Coshocton Road, [Zone 10] Harcourt Road, and [Zone 13] SR-13.

The General OD study results show that the Retail Area is a significant trip generator for the City of Mount Vernon. The Pathing OD study confirms speculation from the City and its residents that most traffic traveling to/from the Retail Area and the east side of the City use a cut-through route of residential neighborhood streets. These routes were not designed to be major thoroughfares carrying significant volumes of through traffic. However, due to a lack of connectivity in the street system around the Retail Area, the data shows that this is the route that drivers use to get to/from the area. Numerous short and long-term fixes have been proposed in the area, but none of these solutions have been implemented to address the overarching connectivity issue. For this reason, it is recommended that improvements aimed at improving connectivity through the City in the long-term be further explored.

If I can help in any way, do not hesitate to contact me at gbalsamo@cmtran.com or 614.656.2429 anytime.

Sincerely,

Gina Balsamo, PE, PTOE
Project Manager
Carpenter Marty Transportation

6612 Singletree Drive Columbus, Ohio 43229 ▪ 614.656.2424 ▪ www.cmtran.com

Appendix A
Original 2018 Study

CARPENTER MARTY transportation

Appendix A

CARPENTER MARTY transportation

September 13, 2018

Brian Ball, PE
Mount Vernon City Engineer
40 Public Square
Mount Vernon, Ohio 43050

RE: Results of the Eastern Mount Vernon Origin Destination Study

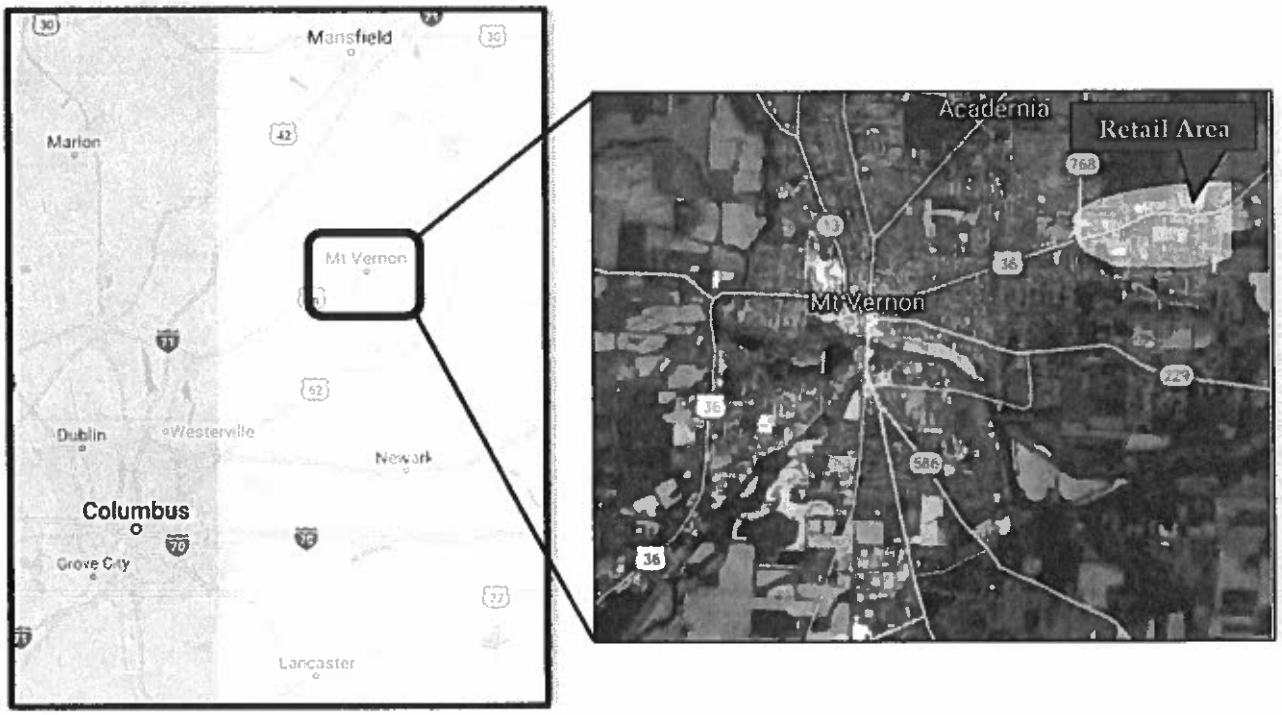
Mr. Ball:

We have completed the Origin Destination (O-D) study for the City of Mount Vernon, Ohio as it relates to the Knox Village Square greater retail area. The methods and results of this analysis are shown below.

Background

Mount Vernon is located in the center of Knox County, approximately 50 miles northeast of Columbus. Main routes going through Mount Vernon include SR-3, SR-13, and US-36. Knox Village Square, a large retail center, is located on the east side of the City along Coshocton Avenue (US-36). The location of Mount Vernon and the Retail Area can be seen in Figure 1 below.

Figure 1 - Location of Mount Vernon and Knox Village Square Retail Area



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Due to a lack of connectivity in the street system around the Retail Area, the adjacent residential neighborhood has dealt with an increasing amount of cut-through traffic on roadways that were not designed to be through roads. The purpose of this study is to conduct a Pathing O-D study to determine the amount of traffic that utilizes neighborhood cut-through routes to get from the south side of Mount Vernon (origin) to the Retail Area (destination).

As a supplement to the Retail Area Pathing O-D study, a General O-D study for the entire City of Mount Vernon was also conducted. The results of the General O-D study show all the general entry and exit points for the City and has been used to help understand overall traffic patterns to/from Mount Vernon.

Analysis Methods

In order to obtain O-D values, StreetLight[1] data was collected at select points in Mount Vernon. This data uses cell phone location services to show a relative amount of traffic that enters at a predetermined zone (origin) and exits at a separate predetermined zone (destination). The data was organized and reviewed to determine the relative percentages of trips for each O-D pair. This data only shows relative index values and does not show the actual volume of traffic. The data collected for this study is from February through April, and September through November for years 2014-2017, also including February of 2018.

For the Pathing O-D study, additional "middle filter" zones were used to estimate the relative path taken from the origin zone on the south side of the City to the destination zone at the Retail Area on the east side of the City. The areas used as middle filter zones in this study are the following (letters corresponding to Figure 2):

A. Mount Vernon Avenue south of E. Gambier Street
B. E. Gambier Street west of S. Edgewoood Road
C. US-36 east of N. Park Street
D. Residential neighborhood streets bounded by Oak Street/Chestnut Street/Potwin Street/White Heirs Street

The middle filter zones were located so that a vehicle could only pass through one zone to get to the destination zone. These middle filter zones show the relative number of trips that pass through each respective zone coming from the origin zone and going to the destination zone. Figure 2 below shows the origin, middle filter, and destination zones used for the Pathing O-D study.

[1] Location-based data set provided by StreetLight Data Inc.

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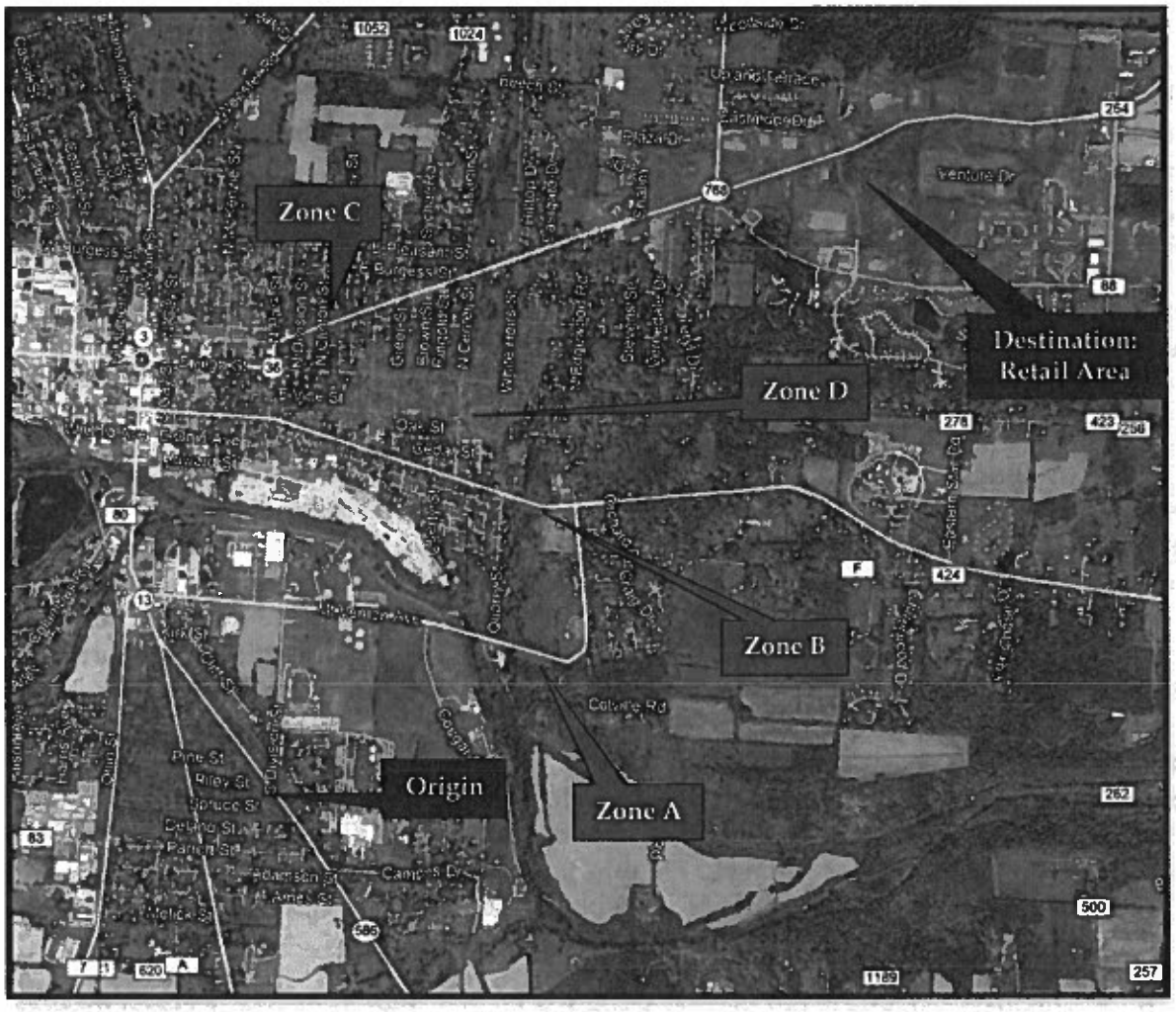
Figure 2 - Pathing O-D Study Zones



The zones on Mount Vernon Avenue, E. Gambier Street, and US-36 were set up so that only eastbound traffic was recorded. It is assumed that any vehicles passing through Zones A, B, and D ultimately cut through residential neighborhood streets to get to the Retail Area. The Destination Zone only includes trips that end inside of the zone and must be stopped there for more than five minutes. The origin zone and residential zone have no other limitation on what trips were recorded for this study.

The General O-D study was completed by collecting data at 14 separate entry and exit points to the City of Mount Vernon. These points represent the majority of routes in which vehicles enter or exit the City. Figure 3 below shows the location of entry and exit points for the General O-D study. The destination zone from the Pathing O-D study was also included in the data for the General O-D Study. The same parameters listed for the Pathing O-D study (vehicles must be stopped for more than five minutes) also apply to the General O-D study.

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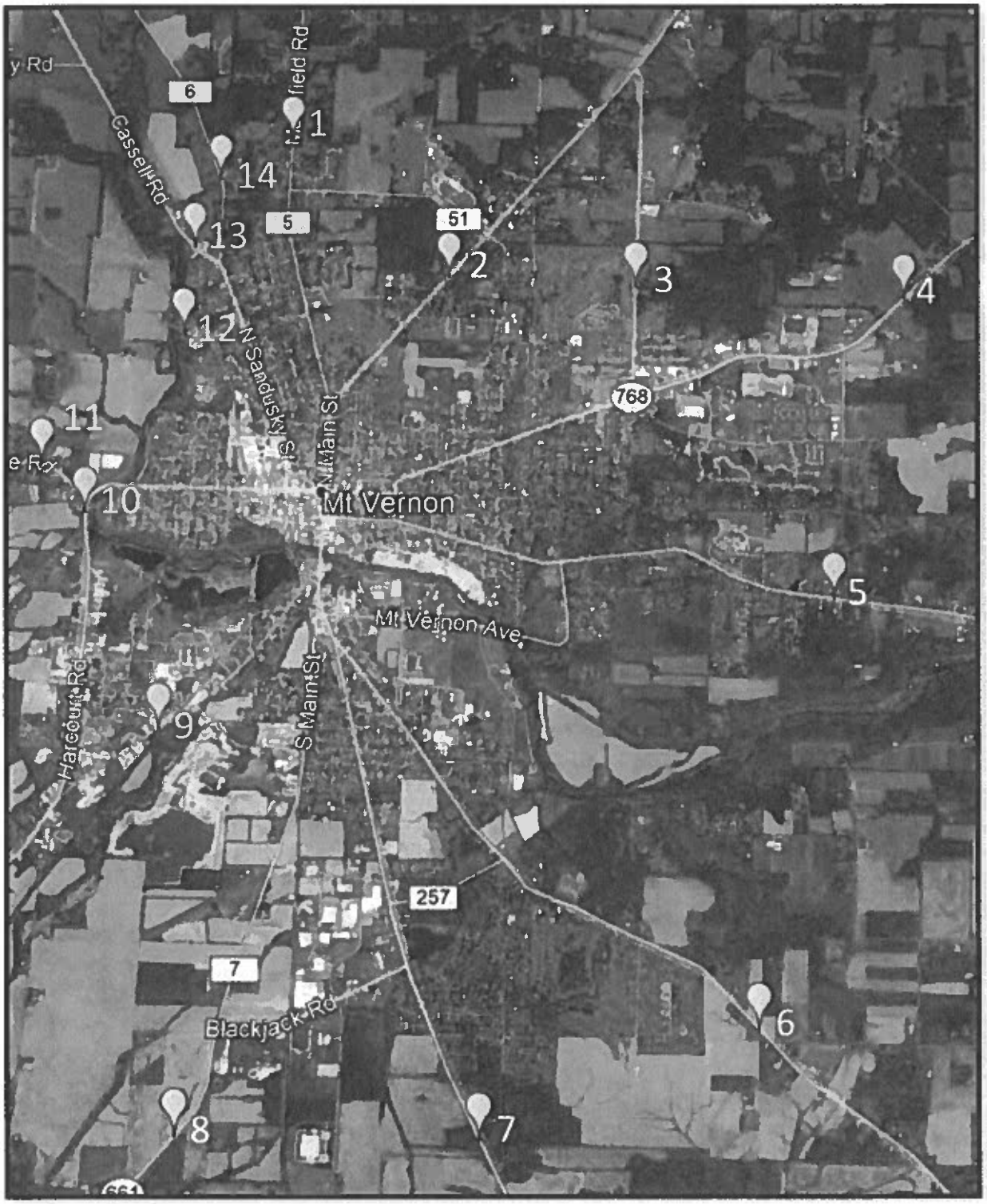
Figure 3 - Location of General O-D Points



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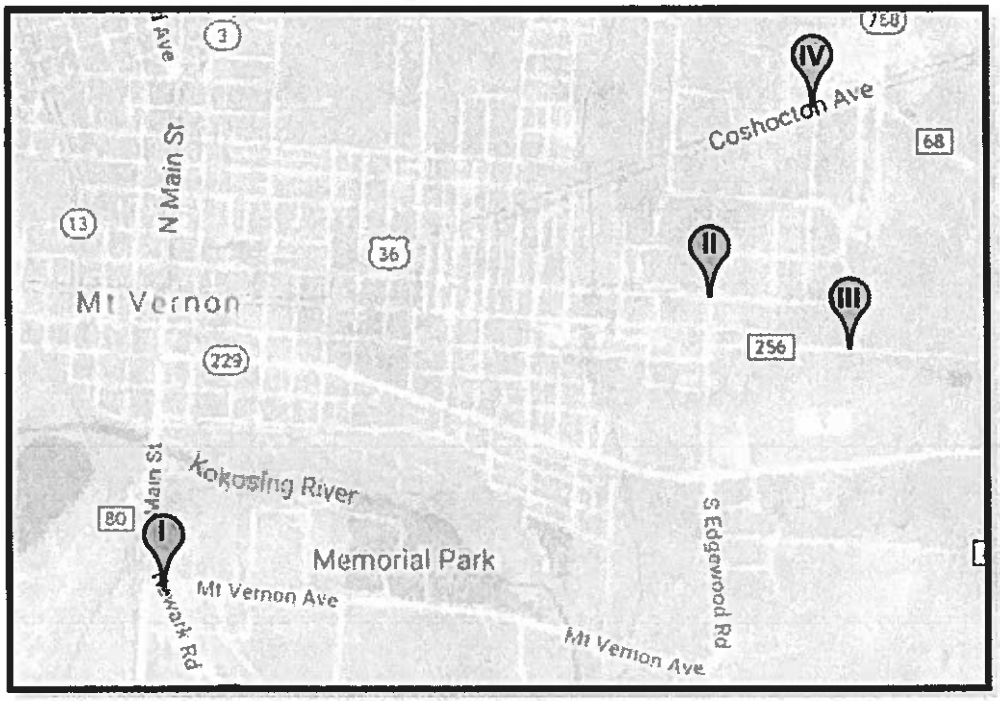
The roads used for the entry and exit points are listed below (numbers correspond to the locations on Figure 3).

1. Mansfield Road
2. Wooster Road
3. Vernonview Drive
4. Coshocton Road
5. E. Gambier Street
6. Martinsburg Road
7. Newark Road
8. Granville Road
9. Columbus Road
10. W. High Street
11. Old Delaware Road
12. Tilden Avenue
13. Cassell Road
14. Upper Fredericktown Road

AM and PM peak hour turning movement counts were collected on Thursday, May 3, 2018 from 7-9 AM and 4-6 PM at select intersections in the study area. This data was used to estimate actual traffic volumes from Streetlight index values. The intersections counted are shown below in Figure 4. The count data can be found in **Attachment A.**

Figure 4 - Count Locations



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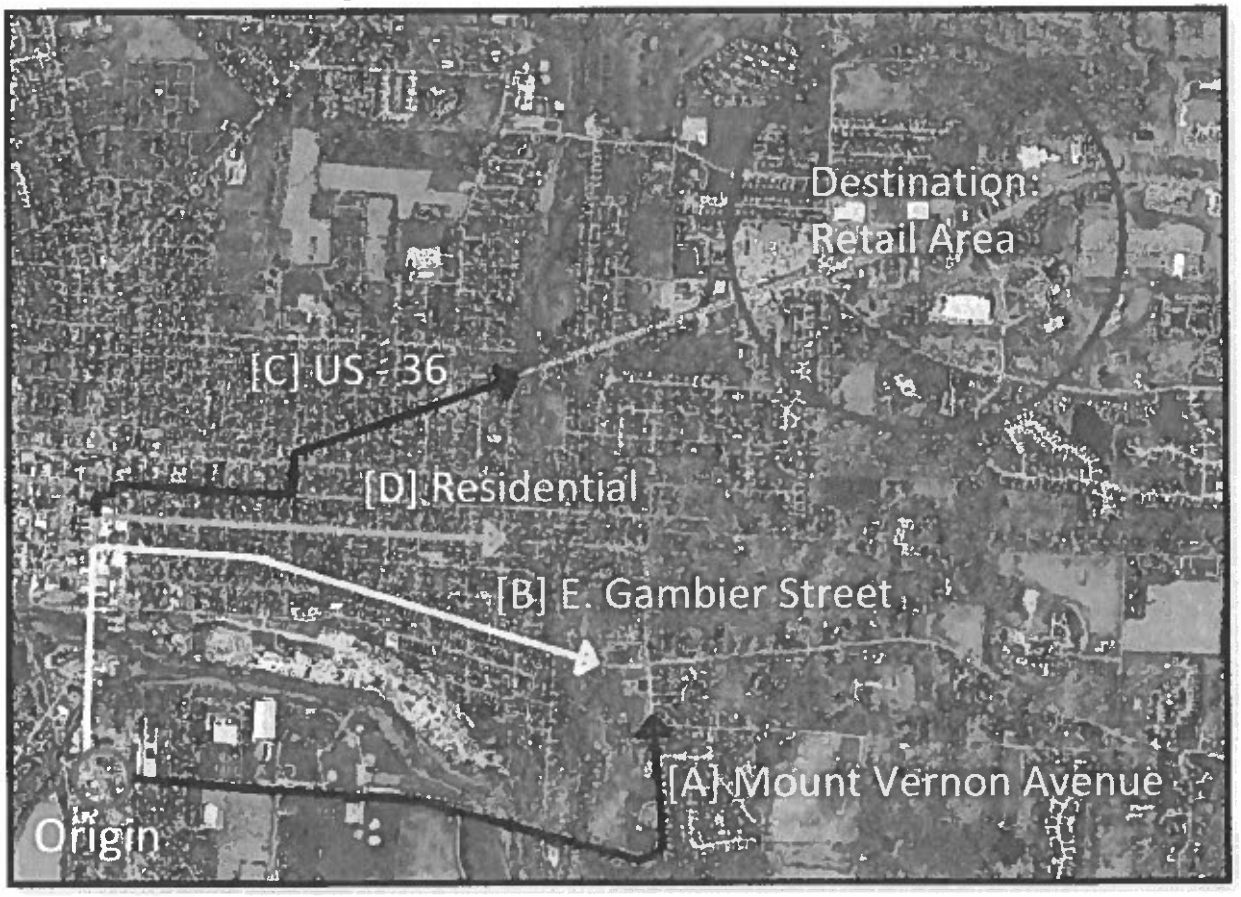
The intersections counted include (numbers corresponding to Figure 4):

I. Mount Vernon Avenue & Newark Road/ S. Main Street
II. E. Chestnut Street & N. Edgewood Road
III. New Gambier Road & Teryl Drive
IV. Verndale Drive & Coshocton Avenue/ US-36

Results and Conclusions

Figure 5 shows the paths that were considered for vehicles to take from the origin to the destination in the City for the Pathing O-D study. Each path corresponds to a middle filter zone in the study (shown in Figure 2). Only paths that start in the Origin Zone and end in the Destination Zone where analyzed for this portion of the study.

Figure 5 - Paths from Origin to Destination[2]



[2] Limits of Origin and Destination zones shown in Figure 5 are for visual aid only and do not represent the actual limits of the zones in this study. For a more accurate representation of the Origin and Destination zones, see Figure 2.

Table 1 below shows a summary for the results of the Pathing O-D study. This table shows the middle zone along with each middle zone's respective percentage of total traffic from origin zone (Mount Vernon Avenue/S. Main Street/Newark Road intersection) to destination zone (Retail Area).

Table 1 - Pathing O-D Study Results

Middle Pathing Zone [Letter]	Percentage to Destination
[A] Mount Vernon Avenue	41%
[B] E. Gambier Street	7%
[D] Residential	14%
[C] US-36	38%

It is assumed that any vehicles passing through [Zone A] Mount Vernon Avenue, [Zone B] E. Gambier Street, and [Zone D] Residential middle pathing zones ultimately cut through residential neighborhood streets to get to the Retail Area. As seen in the table above, the most common path from the intersection of Mount Vernon Avenue/S. Main Street/Newark Road to the Retail Area involves taking cut-through residential neighborhood streets. The StreetLight data shows that 41% of the total traffic uses Mount Vernon Avenue, 14% of the trips are through the residential neighborhood streets, and 7% of the total trips use E. Gambier Street to get to the Retail Area. The remaining 38% of the traffic uses US-36 which does not involve cutting through residential neighborhoods and therefore has been designed for this usage and is the preferred route for through traffic in the City.

The count data further supports the results of the StreetLight data. The observed movements that relate to cut-through traffic are significantly higher than those which do not lead to the Retail Area. This is unusual in a residential area where traffic should not be as heavily skewed.

The StreetLight data shows that over 23% of the eastbound vehicles traveling on Mount Vernon Avenue are going to the Retail Area. When this percentage is applied to the count data that was collected at the Newark Road/S. Main Street/Mount Vernon Avenue intersection, it was determined that approximately 87 vehicles during the average peak hour are taking this route to the Retail Area. Comparing the count data to the StreetLight data also shows that approximately 42 vehicles during the average peak hour use US-36 to get to the Retail Area.

The General O-D study matrix can be seen in Table 2. Horizontal rows represent the origin point for the percentage of total traffic, while vertical columns represent the destination point for the percentage of total traffic.

Table 2 – General O-D Study Matrix[3]

Origin	Destination															Grand Total
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	Retail Area	
1	-	-	4.9%	0.1%	-	-	-	0.2%	-	1.0%	-	-	0.1%	-	4.0%	10.4%
2	-	-	0.1%	0.1%	-	-	0.2%	0.7%	0.2%	0.9%	0.5%	-	-	-	0.2%	3.0%
3	3.5%	0.4%	-	0.1%	-	-	0.1%	0.1%	-	-	-	-	0.1%	0.2%	5.9%	10.4%
4	0.1%	-	0.2%	-	-	0.1%	0.1%	0.4%	0.1%	0.6%	0.7%	0.1%	1.0%	0.1%	5.4%	8.9%
5	-	0.1%	0.1%	0.2%	-	-	-	0.8%	0.3%	0.5%	0.5%	-	0.7%	-	1.2%	4.3%
6	-	-	0.1%	-	0.1%	-	-	0.1%	0.2%	0.1%	0.1%	-	0.7%	-	0.4%	1.8%
7	-	0.3%	-	0.1%	0.1%	-	-	-	-	-	0.1%	-	1.6%	-	0.7%	3.0%
8	0.2%	0.7%	-	0.4%	0.5%	-	-	-	-	-	-	-	1.1%	-	1.8%	4.9%
9	-	0.1%	-	0.1%	0.4%	0.2%	-	-	-	0.2%	-	-	-	-	1.0%	2.2%
10	0.1%	0.4%	-	0.4%	0.2%	0.2%	0.1%	0.1%	0.2%	-	1.7%	0.1%	0.5%	0.1%	1.1%	5.2%
11	-	0.4%	-	0.5%	0.9%	0.1%	-	-	0.1%	1.3%	-	0.1%	-	-	2.4%	5.9%
12	-	-	-	-	-	-	-	-	-	0.1%	0.1%	-	0.1%	-	0.2%	0.4%
13	-	0.2%	0.1%	0.7%	0.8%	0.4%	2.1%	1.4%	0.1%	1.2%	0.1%	0.1%	-	0.1%	2.6%	10.0%
14	-	-	0.2%	0.1%	-	-	-	-	-	-	-	-	-	-	0.6%	0.9%
Retail Area	3.7%	0.4%	5.7%	6.8%	1.5%	0.5%	0.7%	1.1%	0.7%	2.0%	2.3%	-	2.6%	0.8%	-	28.7%
Grand Total	7.6%	3.0%	11.3%	9.7%	4.5%	1.6%	3.4%	4.8%	1.9%	8.0%	6.1%	0.5%	8.5%	1.3%	27.6%	100.0%

Table 2 shows that the most common origin and destination point for all of Mount Vernon is the Retail Area. The Retail Area includes 28.7% of the trip origins and 27.6% of the trip destinations. After the Retail Area, the most common origin points are [Zone 1] Mansfield Road, [Zone 3] SR-768, and [Zone 13] SR-13. The most common destination points after the Retail Area are [Zone 3] SR-768, [Zone 4] US-36, and [Zone 7] SR-13.

It was also noted than many residents/visitors to Apple Valley Lake pass through Mount Vernon. Apple Valley Lake routes include [Zone 2] Wooster Road, [Zone 3] Vernonview Drive, and [Zone 4] Coshocton Road. The most common origin/destination to/from these zones include the Retail Area and [Zone 1] Mansfield Road. This does not necessarily represent all Apple Valley Lake traffic, but it indicates the trends for those zones in which Apple Valley residents/visitors are likely to travel.

The General O-D study results show that the Retail Area is a significant trip generator for the City of Mount Vernon. The Pathing O-D study confirms speculation from the City and its residents that most traffic traveling to/from the Retail Area use a cut-through route of residential neighborhood streets. These routes were not designed to be major thoroughfares carrying significant volumes of through traffic. However, due to a lack of connectivity in the street system around the Retail Area, the data shows that this is the route that drivers use to

[3] O-D pairs that represent less than 0.05% of the total traffic were removed for clarity.

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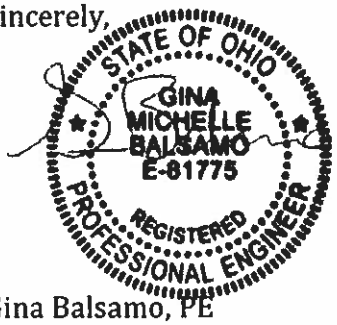
get to/from the area. Numerous short and long-term fixes have been proposed in the area, but none of these solutions have been implemented to address the overarching connectivity issue. For this reason, it is recommended that an alternatives analysis and further study of the area be conducted aimed at improving connectivity through the City in the long-term.

If I can help in any way, do not hesitate to contact me at gbalsamo@cmtran.com or 614.656.2429 anytime.

Sincerely,



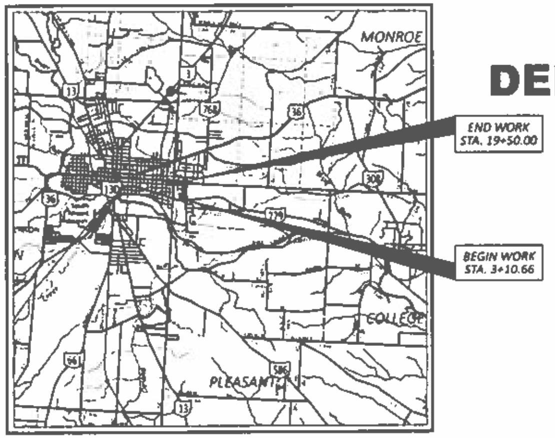
Gina Balsamo, PE
Project Engineer
Carpenter Marty Transportation

STATE OF OHIO
DEPARTMENT OF TRANSPORTATION

EDGEWOOD CORRIDOR

CITY OF MOUNT VERNON

KNOX COUNTY



LOCATION MAP

LATITUDE: 40°23'34" N LONGITUDE: 82°27'50" W

PORTION TO BE IMPROVED
INTERSTATE HIGHWAY
FEDERAL ROUTES
STATE ROUTES
COUNTY & TOWNSHIP ROADS
OTHER ROADS

DESIGN DESIGNATION

	EDGEWOOD ROAD	HIGH STREET	NEW GAMBIER ROAD
CURRENT ADT (2023)	XXX	XXX	XXX
DESIGN YEAR ADT (2043)	XXX	XXX	XXX
DESIGN HOURLY VOLUME (2043)	XXX	XXX	XXX
DIRECTIONAL DISTRIBUTION	XXX	XXX	XXX
TRUCKS (24 HOUR B&C)	X%	X%	X%
DESIGN SPEED	25 MPH	35 MPH	25 MPH
LEGAL SPEED	25 MPH	35 MPH	25 MPH

DESIGN FUNCTIONAL CLASSIFICATION:
XXXX
NHS PROJECT .... NO

DESIGN EXCEPTIONS

NONE REQUIRED

ADA DESIGN WAIVERS

NONE REQUIRED

UNDERGROUND UTILITIES
Contact Two Working Days Before You Dig
OHIO811.org Before You Dig
OHIO811, 8-1-1, or 1-800-362-2764
(Non members must be called directly)

PLAN PREPARED BY:
CARPENTER MARTY transportation

INDEX OF SHEETS:

FEDERAL PROJECT NUMBER

N/A

RAILROAD INVOLVEMENT

NONE

PROJECT DESCRIPTION

THIS PROJECT CONSISTS OF THE WIDENING OF EDGEWOOD ROAD FROM GAMBIER ROAD TO HIGH STREET WITH THE ADDITION OF A SIDEWALK. IMPROVEMENTS INCLUDE CURB AND GUTTER, CLOSED STORM SEWER, AND UTILITY RELOCATIONS. THE PROJECT WILL ALSO REPLACE STORM SEWER AND SANITARY SEWER ALONG NEW GAMBIER ROAD AND HIGH STREET.

EARTH DISTURBED AREAS

PROJECT EARTH DISTURBED AREA:	XXX ACRES
ESTIMATED CONTRACTOR EARTH DISTURBED AREA:	XXX ACRES
NOTICE OF INTENT EARTH DISTURBED AREA:	XXX ACRES

2023 SPECIFICATIONS

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

I HEREBY APPROVE THESE PLANS AND DECLARE THAT THE MAKING OF THIS IMPROVEMENT WILL REQUIRE THE CLOSING TO TRAFFIC OF THE ROAD AND THAT DETOURS WILL BE PROVIDED AS INDICATED ON SHEET XX.

STAGE 1 SUBMISSION
8/1/2023

STANDARD CONSTRUCTION DRAWINGS					SUPPLEMENTAL SPECIFICATIONS	SPECIAL PROVISIONS

ENGINEER'S SEAL:

SIGNED:

APPROVED ______
DATE ______ MOUNT VERNON CITY ENGINEER

APPROVED ______
DATE ______ DIRECTOR, DEPARTMENT OF TRANSPORTATION

DESIGN AGENCY: CARPENTER MARTY
DESIGNER: CEF
REVIEWER: DMG 07/31/23
PROJECT ID: 0
SHEET 1 TOTAL 69

TITLE SHEET

EDGEWOOD CORRIDOR

EDGEWOOD ROAD

CURVE #1 DATA
P.I. = STA. 7+85.66
Δ = 09°10'14" RT
Dc = 02°05'01"
R = 2,750.00'
T = 220.55'
L = 440.15'
E = 8.83'
e = NC

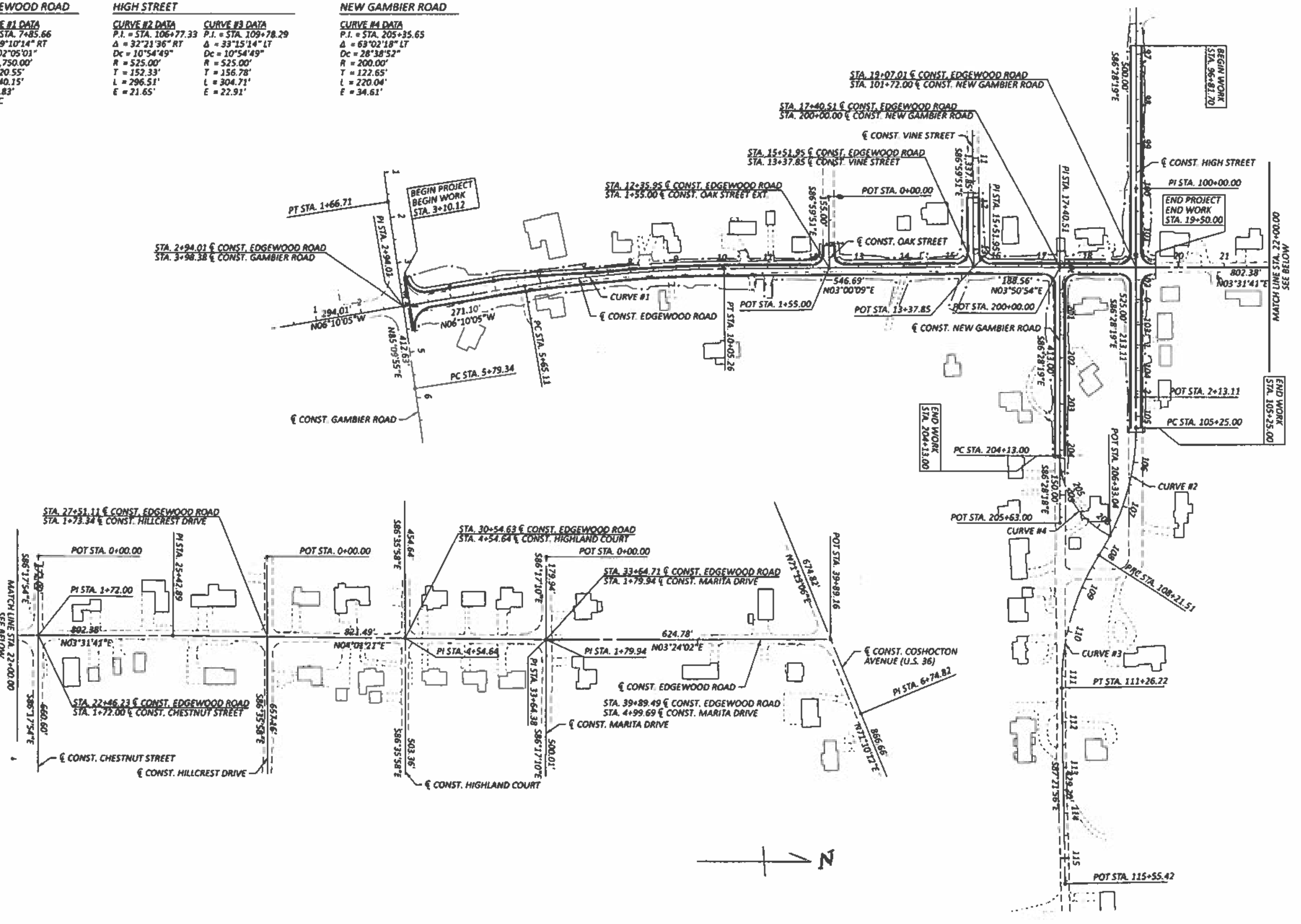
HIGH STREET

CURVE #2 DATA
P.I. = STA. 106+77.33
Δ = 32°21'36" RT
Dc = 10°54'49"
R = 525.00'
T = 152.33'
L = 296.51'
E = 21.65'

CURVE #3 DATA
P.I. = STA. 109+78.29
Δ = 33°15'14" LT
Dc = 10°54'49"
R = 525.00'
T = 156.78'
L = 304.71'
E = 22.91'

NEW GAMBIER ROAD

CURVE #4 DATA
P.I. = STA. 205+35.65
Δ = 63°02'18" LT
Dc = 28°38'52"
R = 200.00'
T = 122.65'
L = 220.04'
E = 34.61'



BEGIN WORK STA. 96+81.70
STA. 19+07.01 ℄ CONST. EDGEWOOD ROAD
STA. 101+72.00 ℄ CONST. NEW GAMBIER ROAD
STA. 17+40.51 ℄ CONST. EDGEWOOD ROAD
STA. 200+00.00 ℄ CONST. NEW GAMBIER ROAD
℄ CONST. VINE STREET
STA. 15+51.95 ℄ CONST. EDGEWOOD ROAD
STA. 13+37.85 ℄ CONST. VINE STREET
STA. 12+35.95 ℄ CONST. EDGEWOOD ROAD
STA. 1+55.00 ℄ CONST. OAK STREET EXT.
℄ CONST. HIGH STREET
PI STA. 100+00.00
END PROJECT
END WORK
STA. 19+50.00
MATCH LINE STA. 22+00.00
SEE BELOW
BEGIN PROJECT
BEGIN WORK
STA. 3+10.12
PT STA. 1+66.71
PI STA. 2+94.01
STA. 2+94.01 ℄ CONST. EDGEWOOD ROAD
STA. 3+98.38 ℄ CONST. GAMBIER ROAD
POT STA. 0+00.00
℄ CONST. OAK STREET
PI STA. 15+51.95
PI STA. 17+40.51
CURVE #1
℄ CONST. EDGEWOOD ROAD
546.69'
N03°00'09"E
188.56'
N03°50'54"E
POT STA. 1+55.00
POT STA. 13+37.85
POT STA. 200+00.00
℄ CONST. NEW GAMBIER ROAD
PT STA. 10+05.26
PC STA. 5+65.11
PC STA. 5+79.34
℄ CONST. GAMBIER ROAD
294.01'
N06°10'05"W
271.10'
N06°10'05"W
412.63'
N85°09'55"E
500.00'
S86°28'19"E
1,337.85'
S86°59'51"E
155.00'
S86°59'51"E
525.00'
213.11'
S86°28'19"E
413.00'
S86°28'19"E
802.38'
N03°31'41"E
POT STA. 2+13.11
PC STA. 105+25.00
END WORK
STA. 105+25.00
END WORK
STA. 204+13.00
PC STA. 204+13.00
POT STA. 206+33.04
150.00'
S86°28'18"E
POT STA. 205+63.00
CURVE #4
CURVE #2
PRC STA. 108+21.51
CURVE #3
PT STA. 111+26.22
429.20'
S87°21'56"E
POT STA. 115+55.42
STA. 27+51.11 ℄ CONST. EDGEWOOD ROAD
STA. 1+73.34 ℄ CONST. HILLCREST DRIVE
POT STA. 0+00.00
PI STA. 1+72.00
PI STA. 25+42.89
172.00'
S86°17'54"E
660.60'
S86°17'54"E
MATCH LINE STA. 22+00.00
SEE BELOW
STA. 22+46.23 ℄ CONST. EDGEWOOD ROAD
STA. 1+72.00 ℄ CONST. CHESTNUT STREET
℄ CONST. CHESTNUT STREET
℄ CONST. HILLCREST DRIVE
657.16'
S86°35'58"E
821.49'
N04°01'21"E
454.64'
S86°35'58"E
503.36'
S86°35'58"E
STA. 30+54.63 ℄ CONST. EDGEWOOD ROAD
STA. 4+54.64 ℄ CONST. HIGHLAND COURT
PI STA. 4+54.64
℄ CONST. HIGHLAND COURT
179.94'
S86°17'10"E
500.01'
S86°17'10"E
PI STA. 33+64.38
STA. 33+64.71 ℄ CONST. EDGEWOOD ROAD
STA. 1+79.94 ℄ CONST. MARITA DRIVE
PI STA. 1+79.94
624.78'
N03°24'02"E
℄ CONST. EDGEWOOD ROAD
STA. 39+89.49 ℄ CONST. EDGEWOOD ROAD
STA. 4+99.69 ℄ CONST. MARITA DRIVE
℄ CONST. MARITA DRIVE
POT STA. 39+89.16
674.82'
N71°13'06"E
℄ CONST. COSHOCTON AVENUE (U.S. 36)
PI STA. 6+74.82
866.66'
N71°10'12"E
N

HORIZONTAL SCALE IN FEET
0 50 100 200

SCHEMATIC PLAN
EDGEWOOD ROAD

DESIGN AGENCY: CARPENTER MARTY

DESIGNER	CEF
REVIEWER	DMG 07/31/23
PROJECT ID	0
SHEET	2
TOTAL	69

EDGEWOOD CORRIDOR

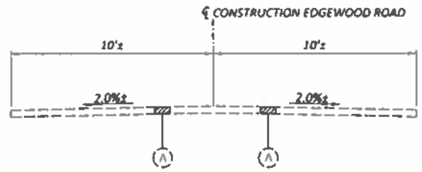
MODEL: CLP_Edgewood - PLAN 5 PAPERSIZE: 17x11 (in.) DATE: 8/1/2023 TIME: 4:16:08 PM USER: cbach
P:\Cxx\YTR\0003_Edgewood Corridor\Edgewood Corridor\400-Engineering\Roadway\Sheets\Edgewood Corridor_GB001.dgn

LEGEND

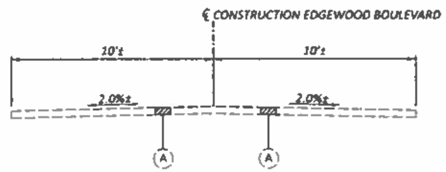
(1)	ITEM 441	1.5" ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (449), PG64-22
(2)	ITEM 441	2.5" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, (449)
(3)	ITEM 301	5" ASPHALT CONCRETE BASE, PG64-22, (449)
(4)	ITEM 304	8" AGGREGATE BASE
(5)	ITEM 204	SUBGRADE COMPACTION
(6)	ITEM 407	TACK COAT
(7)	ITEM 609	COMBINATION CURB AND GUTTER, TYPE 2, AS PER PLAN
(8)	ITEM 608	4" CONCRETE WALK
(9)	ITEM 304	6" AGGREGATE BASE
(10)	ITEM 605	6" UNDERDRAIN
(11)	ITEM 610	RETAINING WALL
(12)	ITEM 659	SEEDING AND MULCHING

(A) EXISTING ASPHALT

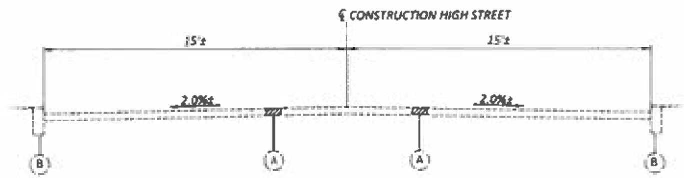
(B) EXISTING CURB



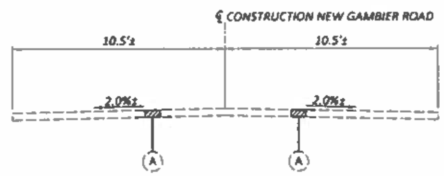
EXISTING SECTION - EDGEWOOD ROAD



EXISTING SECTION - EDGEWOOD BOULEVARD



EXISITNG SECTION - HIGH STREET



EXISTING SECTION - NEW GAMBIER ROAD

TYPICAL SECTIONS
EXISTING CONDITIONS

DESIGN AGENCY: CARPENTER MARTY

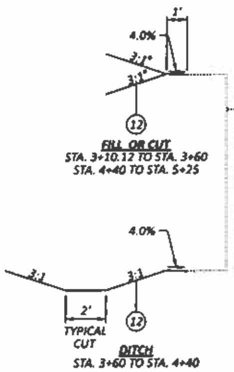
DESIGNER: CEF

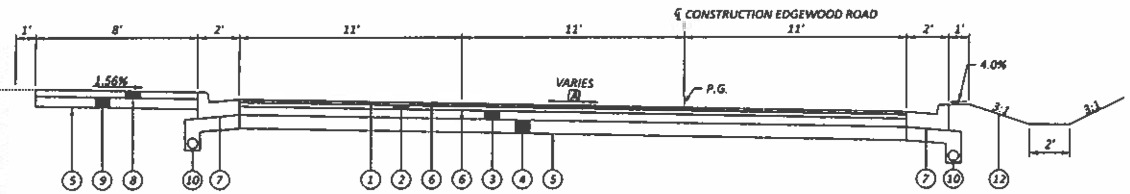
REVIEWER: DMG 07/31/23

PROJECT ID: 0

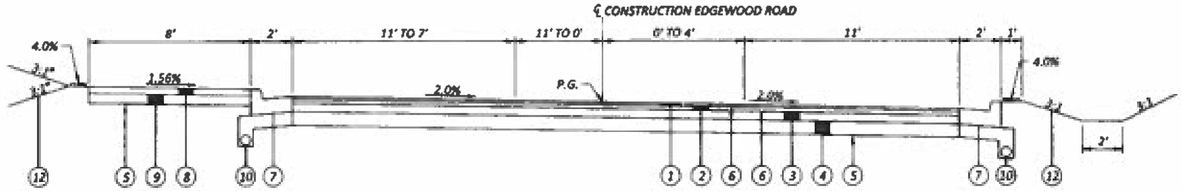
SHEET 3 | TOTAL 69

A VARIES FROM 2.00% TO -2.00% FROM STA. 3+53 TO STA. 5+00
B VARIES FROM -2.00% TO 2.00% FROM STA. 10+75 TO STA. 11+40
C VARIES FROM -2.00% TO -1.00% FROM STA. 16+65 TO STA. 17+00
D VARIES FROM -1.00% TO 4.00% FROM STA. 17+75 TO STA. 18+80

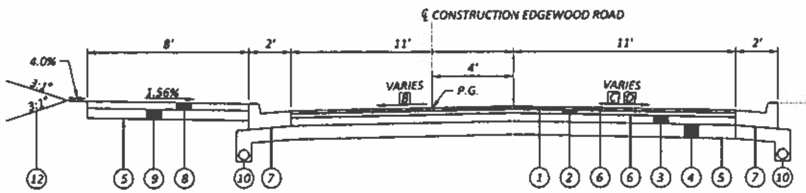


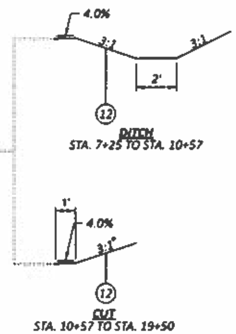


NORMAL SECTION - EDGEWOOD ROAD
SECTION APPLIES:
STA. 3+10.12 TO STA. 5+25.00



NORMAL SECTION - EDGEWOOD ROAD
SECTION APPLIES:
STA. 5+25.00 TO STA. 7+25.00





NORMAL SECTION - EDGEWOOD ROAD
SECTION APPLIES:
STA. 7+25.00 TO STA. 19+50.00

NOTES

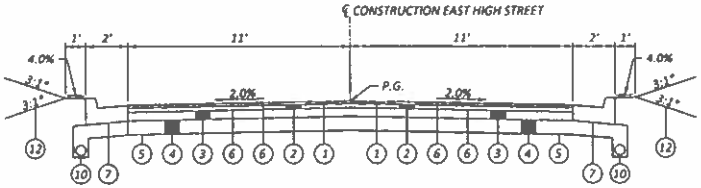
1. SEE SHEET 3 FOR TYPICAL SECTION LEGEND

* OR AS SHOWN ON CROSS SECTIONS

TYPICAL SECTIONS
PROPOSED - EDGEWOOD ROAD

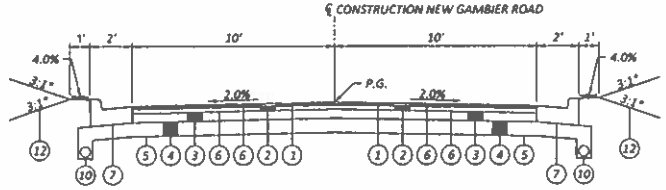
DESIGN AGENCY	CARPENTER MARTY
DESIGNER	CEF
REVIEWER	DMG 07/31/23
PROJECT ID	0
SHEET	4
TOTAL	69

EDGEWOOD CORRIDOR



NORMAL SECTION - EAST HIGH STREET

SECTION APPLIES:
STA. 96+81.70 TO STA. 105+25.00



NORMAL SECTION - NEW GAMBIER ROAD

SECTION APPLIES:
STA. 200+15.00 TO STA. 204+13.00

NOTES

1. SEE SHEET 3 FOR TYPICAL SECTION LEGEND
* OR AS SEEN ON CROSS SECTIONS

TYPICAL SECTIONS
PROPOSED - HIGH STREET AND NEW GAMBIER ROAD

DESIGN AGENCY
CARPENTER MARTY

DESIGNER	CEF
REVIEWER	DMG 07/31/23
PROJECT ID	0
SHEET	5
TOTAL	69

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

GAS
COLUMBIA GAS OF OHIO
1021 NORTH MAIN STREET
MANSFIELD, OHIO 44903
ATTN:
PHONE:
EMAIL:

TELECOMMUNICATION
CENTURY LINK
ADDRESS 1
ADDRESS 2
ATTN:
PHONE:
EMAIL:

ELECTRIC
AMERICAN ELECTRIC POWER
700 MORRISON ROAD
GAHANNA, OHIO 45230
ATTN: BRENT GATES
PHONE: 614-883-6802
EMAIL: BMGATES@AEP.COM

WATER, STORM, AND SANITARY
CITY OF MOUNT VERNON ENGINEER'S OFFICE
ADDRESS 1
ADDRESS 2
ATTN:
PHONE:
EMAIL:

SURVEYING PARAMETERS
PRIMARY PROJECT CONTROL MONUMENTS GOVERN ALL POSITIONING ON ODOT PROJECTS. SEE SHEET 3 OF THE PLANS FOR A TABLE CONTAINING PROJECT CONTROL INFORMATION.

USE THE FOLLOWING PROJECT CONTROL, VERTICAL POSITIONING, AND HORIZONTAL POSITIONING PARAMETERS FOR ALL SURVEYING:

PROJECT CONTROL

POSITIONING METHOD:	ODOT VRS
MONUMENT TYPE:	TYPE B

VERTICAL POSITIONING

ORTHOMETRIC HEIGHT DATUM:	NAVD88
GEOID:	GEOID12B

HORIZONTAL POSITIONING

REFERENCE FRAME:	NAD83 (2011)
ELLIPSOID:	GRS80
MAP PROJECTION:	LAMBERT CONFORMAL CONIC
COORDINATE SYSTEM:	OHIO STATE PLANE, SOUTH ZONE
COMBINED SCALE FACTOR:	X.XXXXXX (GRID TO GROUND)
ORIGIN OF COORDINATE SYSTEM:	0,0

USE THE POSITIONING METHODS AND MONUMENT TYPE USED IN THE ORIGINAL SURVEY TO RESTORE ALL MONUMENTS RELATED TO PRIMARY PROJECT CONTROL THAT ARE DAMAGED OR DESTROYED BY CONSTRUCTION ACTIVITIES. RESTORE THE DAMAGED OR DESTROYED MONUMENTS IN ACCORDANCE WITH

UNITS ARE IN U.S. SURVEY FEET.

REVIEW OF DRAINAGE FACILITIES
PRIOR TO THE START OF WORK AND AGAIN BEFORE FINAL ACCEPTANCE, PERFORM AN INSPECTION WITH REPRESENTATIVES OF THE CITY, CONTRACTOR AND LOCALS OF ALL EXISTING DRAINAGE FACILITIES THAT ARE TO REMAIN IN SERVICE WHICH MAY BE AFFECTED BY THE WORK. THE CONDITION OF THE EXISTING CONDUITS AND THEIR APPURTENANCES IS DETERMINED FROM FIELD OBSERVATIONS. RECORDS OF THE INSPECTION ARE MAINTAINED BY

CONFIRM ALL EXISTING SEWERS INSPECTED INITIALLY BY THE ABOVE-MENTIONED PARTIES ARE MAINTAINED AND LEFT IN A CONDITION COMPARABLE TO THAT DETERMINED BY THE ORIGINAL INSPECTION. THE CONTRACTOR IS RESPONSIBLE TO CORRECT ANY CHANGE IN THE CONDITION RESULTING FROM THEIR OPERATIONS AS DIRECTED AND APPROVED BY THE ENGINEER.

PAYMENT FOR ALL OPERATIONS DESCRIBED ABOVE IS INCLUDED IN THE CONTRACT PRICE FOR THE PERTINENT 611 CONDUIT ITEMS.

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

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

659, SOIL ANALYSIS TEST	___ EACH
659, TOPSOIL	___ CU. YD.
659, SEEDING AND MULCHING	___ SQ. YD.
659, REPAIR SEEDING AND MULCHING	___ SQ. YD.
659, INTER-SEEDING	___ SQ. YD.
659, COMMERCIAL FERTILIZER	___ TON
659, LIME	___ ACRES
659, WATER	___ M. GAL.

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

CLEARING AND GRUBBING
ALTHOUGH THERE ARE NO TREES OR STUMPS SPECIFICALLY MARKED FOR REMOVAL WITHIN THE LIMITS OF THE PROJECT, A LUMP SUM QUANTITY IS INCLUDED IN THE GENERAL SUMMARY FOR ITEM 201, CLEARING AND GRUBBING. ALL PROVISIONS AS SET FORTH IN THE SPECIFICATIONS UNDER THIS ITEM ARE INCLUDED IN THE LUMP SUM PRICE BID FOR ITEM 201, CLEARING AND GRUBBING.

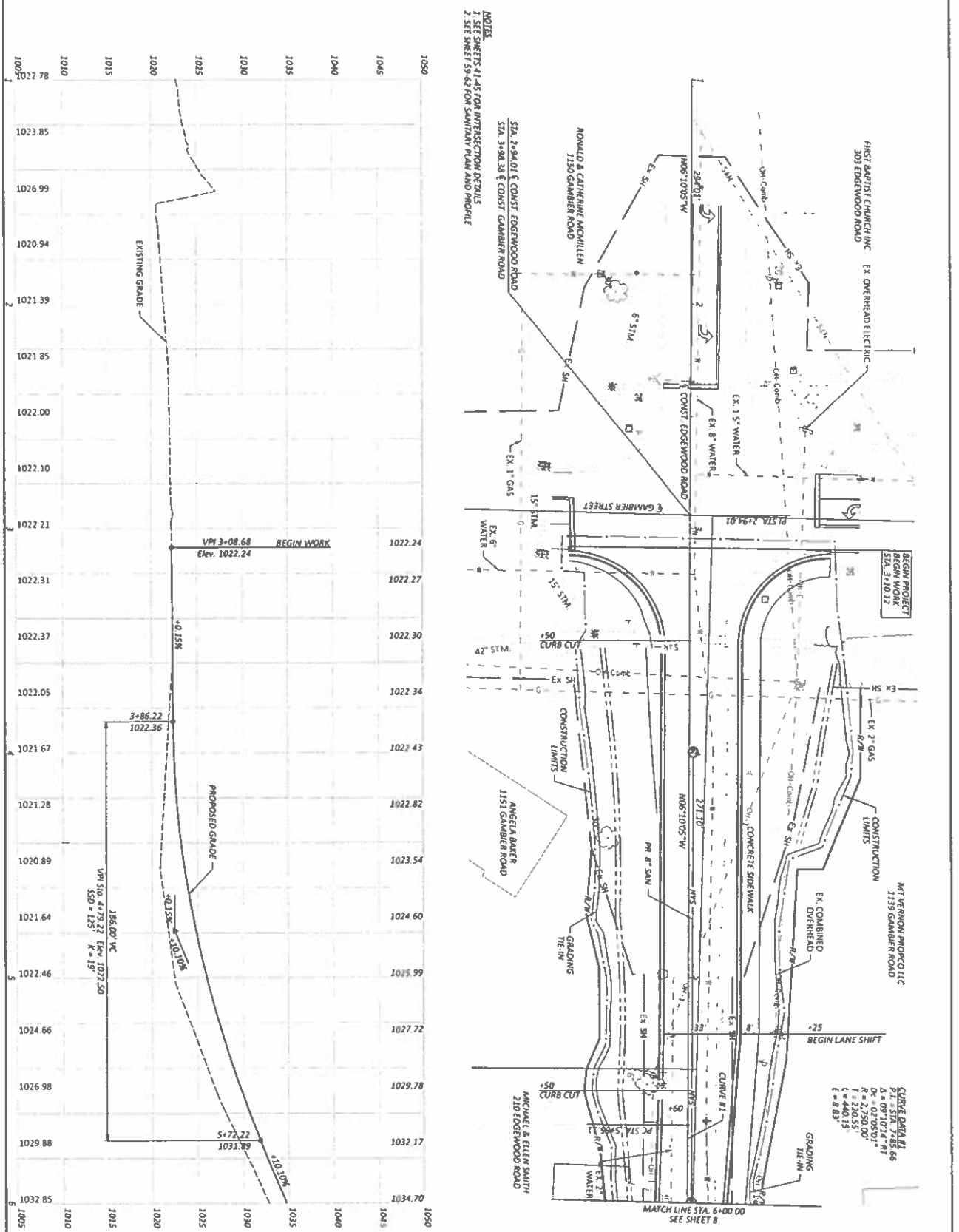
ROUNDING
THE ROUNDING AT SLOPE BREAKPOINTS SHOWN ON THE TYPICAL SECTIONS APPLIES TO ALL CROSS-SECTIONS, EVEN THOUGH OTHERWISE SHOWN.

CONSTRUCTION NOISE
ACTIVITIES AND LAND USE ADJACENT TO THIS PROJECT MAY BE AFFECTED BY CONSTRUCTION NOISE. IN ORDER TO MINIMIZE ANY ADVERSE CONSTRUCTION NOISE IMPACTS, OPERATIONS SHALL CONFORM TO LOCAL NOISE ORDINANCES.

DESIGN AGENCY: CARPENTER MARTY
DESIGNER: CEF
REVIEWER: DMG 07/31/23
PROJECT ID: 0
SHEET 6 TOTAL 69

EDGEWOOD CORRIDOR

MODEL: CLP_Edgewood-1 | Plan 5 PAPERSIZE: 17x11 (in.) | DATE: 8/1/2023 TIME: 4:16:35 PM USER: cfloch
P:\CMV\TR0003_Edgewood Corridor\Edgewood Corridor\400-Engineering\Roadway\Sheets\Edgewood Corridor_SP001.dgn



SHEET	TOTAL
7	69

PROJECT ID: 0

DWG: 07/31/23

REVISIONS

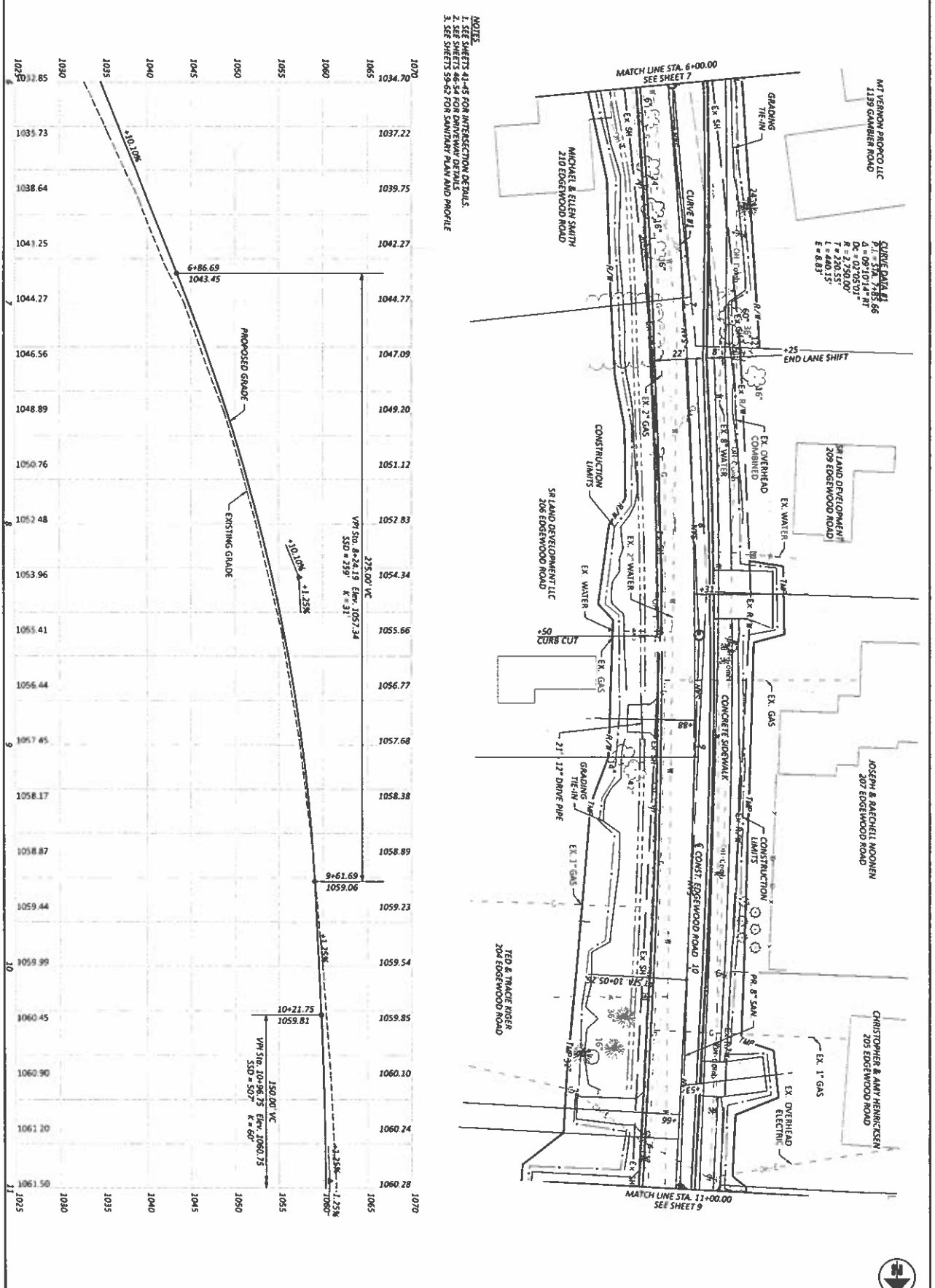
DESIGNED: CEF

DESIGN AGENCY: CARPENTER MARTY

PLAN & PROFILE - EDGEWOOD ROAD
STA. 1+00.00 TO STA. 6+00.00

HORIZONTAL SCALE IN FEET
0 10 20 40

EDGEWOOD CORRIDOR

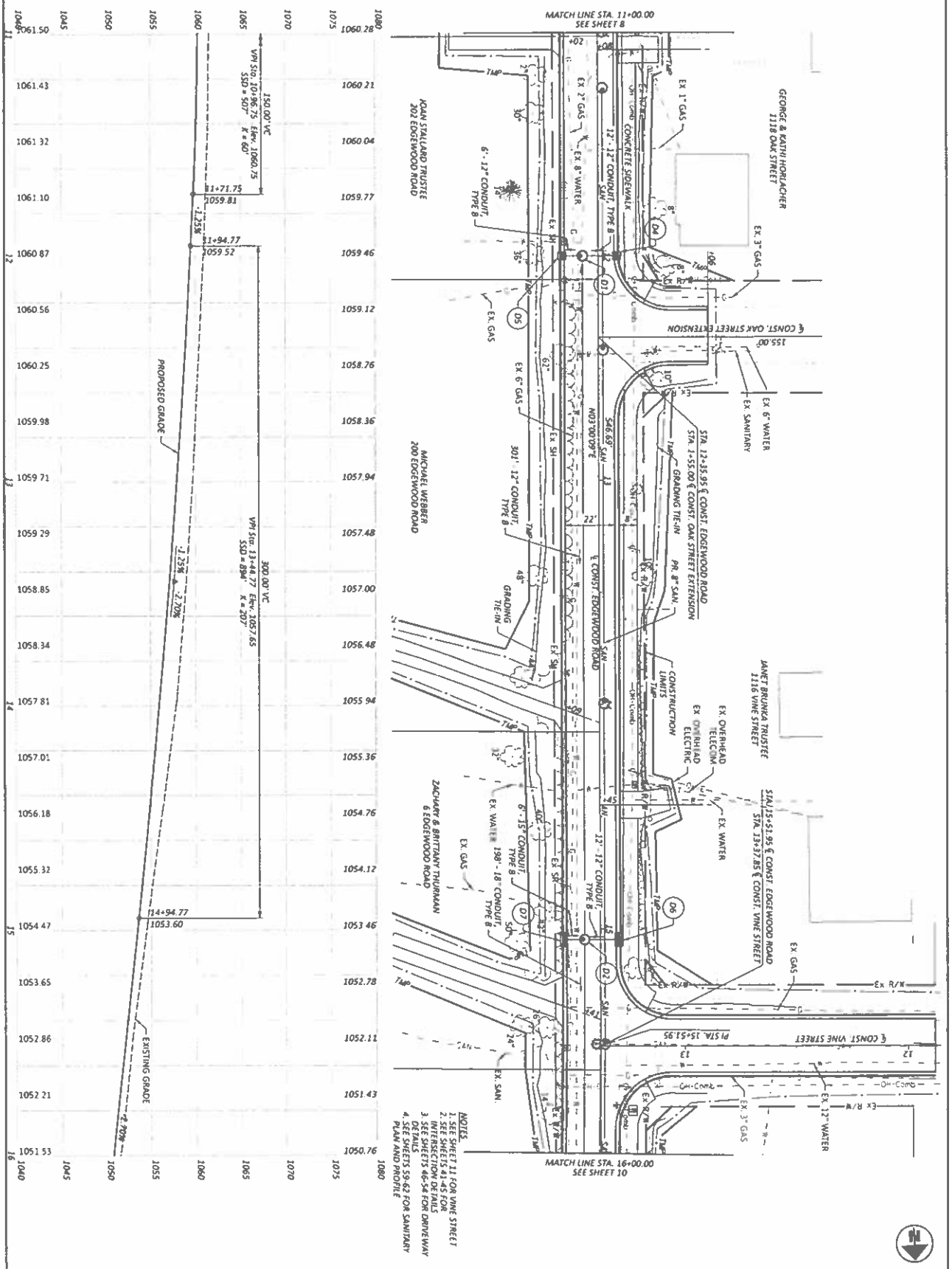


SHEET	PROJECT ID	DRAWN	DESIGNED	DESIGN AGENCY
8 / 69	0	DMG 07/31/23	CEF	CARPENTER MARTY

PLAN & PROFILE - EDGEWOOD ROAD
STA. 6+00.00 TO STA. 11+00.00

HORIZONTAL SCALE IN FEET
0 20
10 40

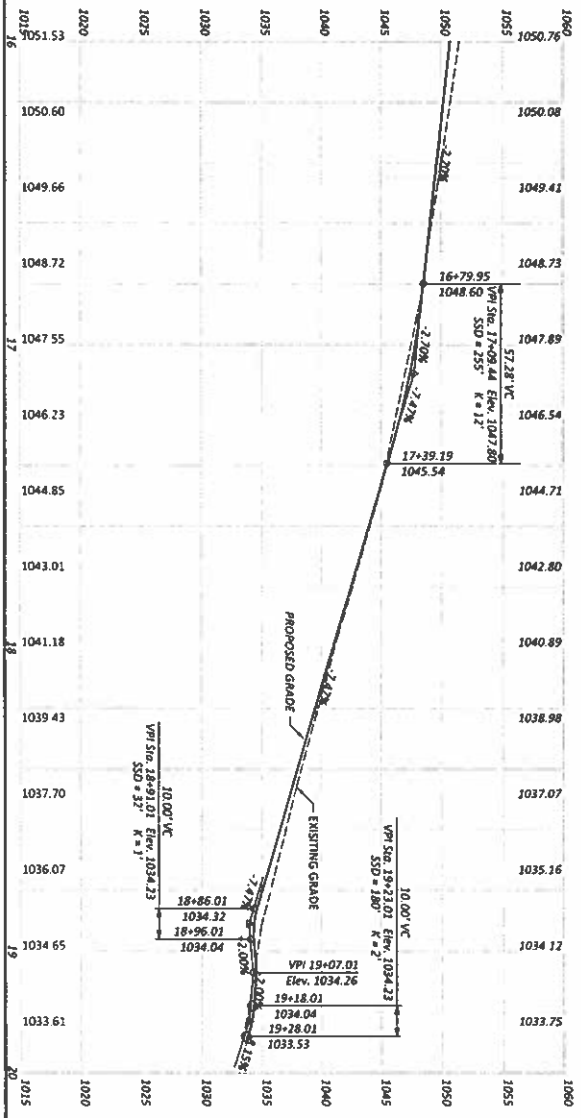
EDGEWOOD CORRIDOR

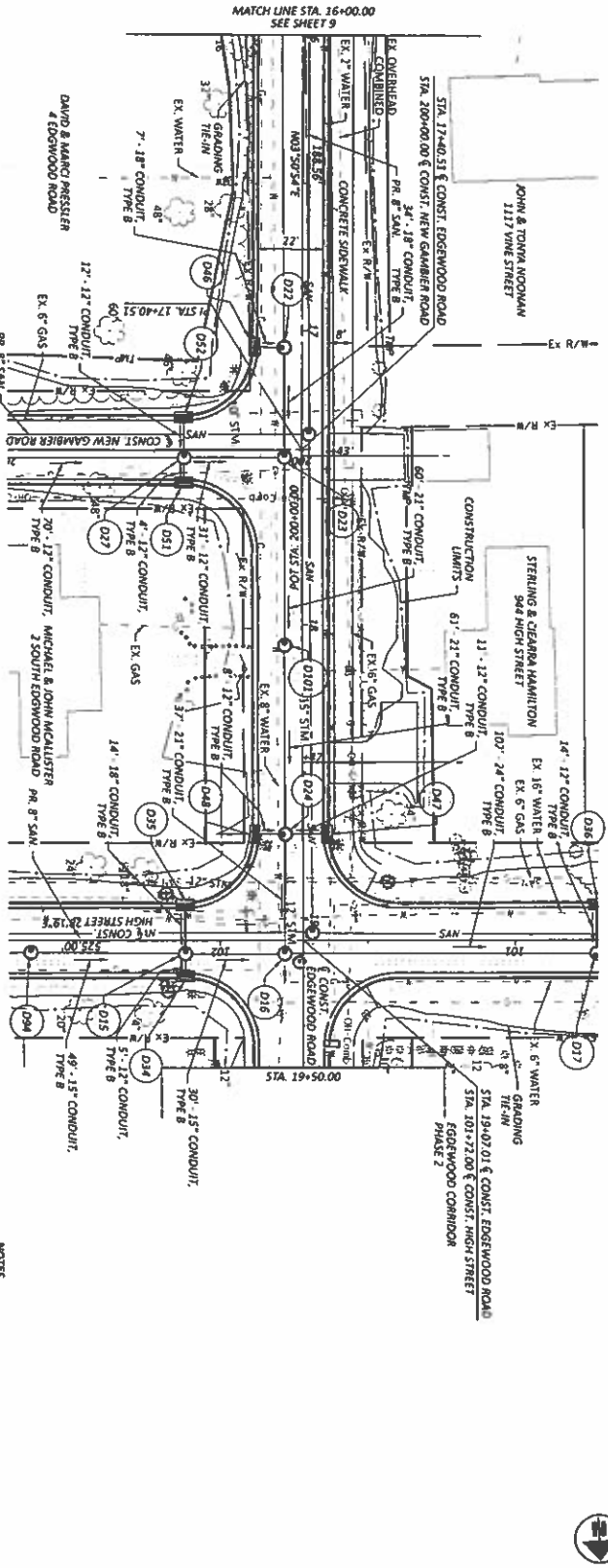


PLAN & PROFILE - EDGEWOOD ROAD
STA. 11+00.00 TO STA. 16+00.00

HORIZONTAL SCALE IN FEET
0 20
10 40

EDGEWOOD CORRIDOR





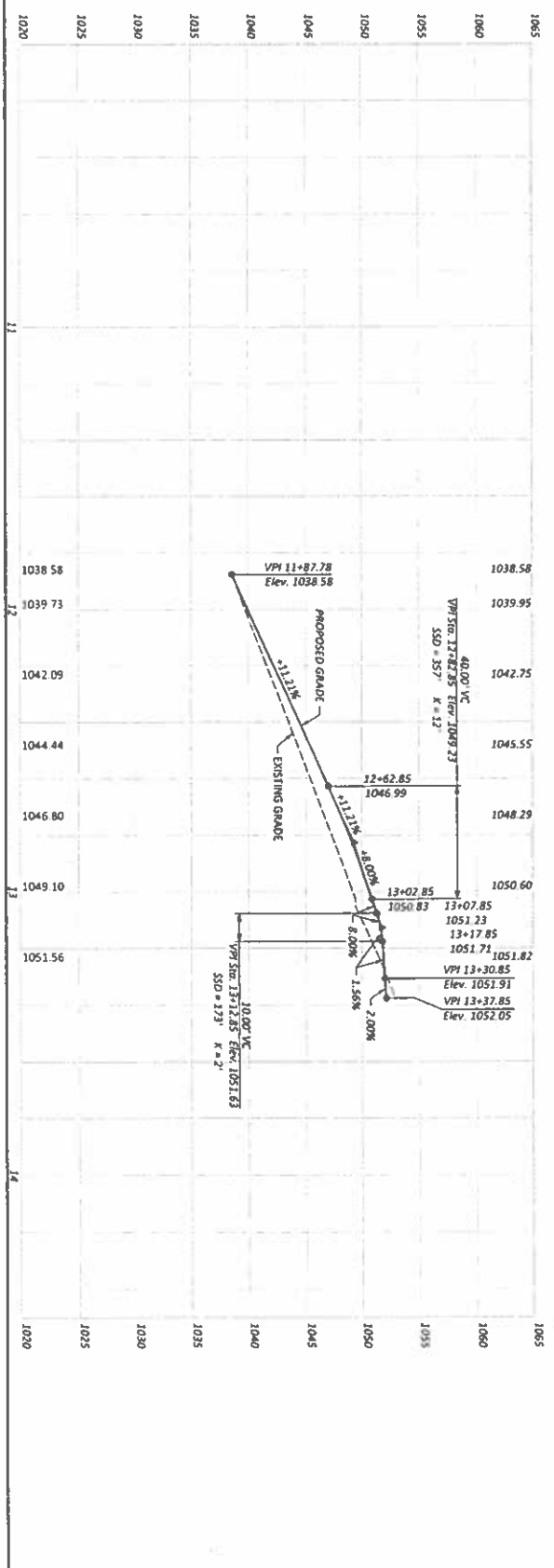
NOTES:
1. SEE SHEET 12 FOR NEW GAMBIER ROAD
2. SEE SHEET 13-14 FOR HIGH STREET
3. SEE SHEETS 41-45 FOR INTERSECTION DETAILS.
4. SEE SHEETS 46-54 FOR DRIVEWAY DETAILS
5. SEE SHEET 55-62 FOR SANITARY PLAN AND PROFILE

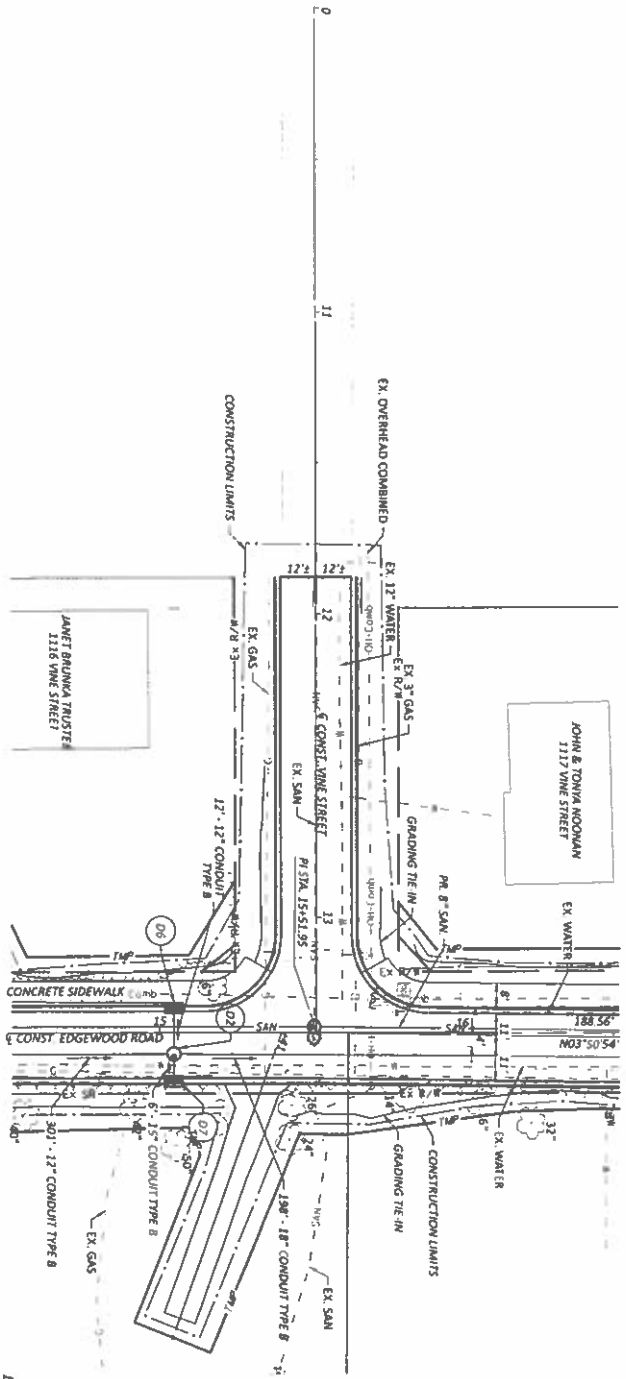
CARPENTER MARTY TRANSPORTATION

PLAN & PROFILE - EDGEWOOD ROAD
STA. 16+00.00 TO STA. 21+00.00

HORIZONTAL SCALE IN FEET
0 20
10 40

MODEL: CLP_Vine Plan 17 PAPERSIZE: 17x11 (in.) DATE: 8/1/2023 TIME: 4:16:43 PM USER: cRoch
P:\CMY\TW\0001_Edgewood Corridor\Edgewood Corridor\400-Engineering\Roadway\Sheets\Edgewood Corridor_CP101.dgn



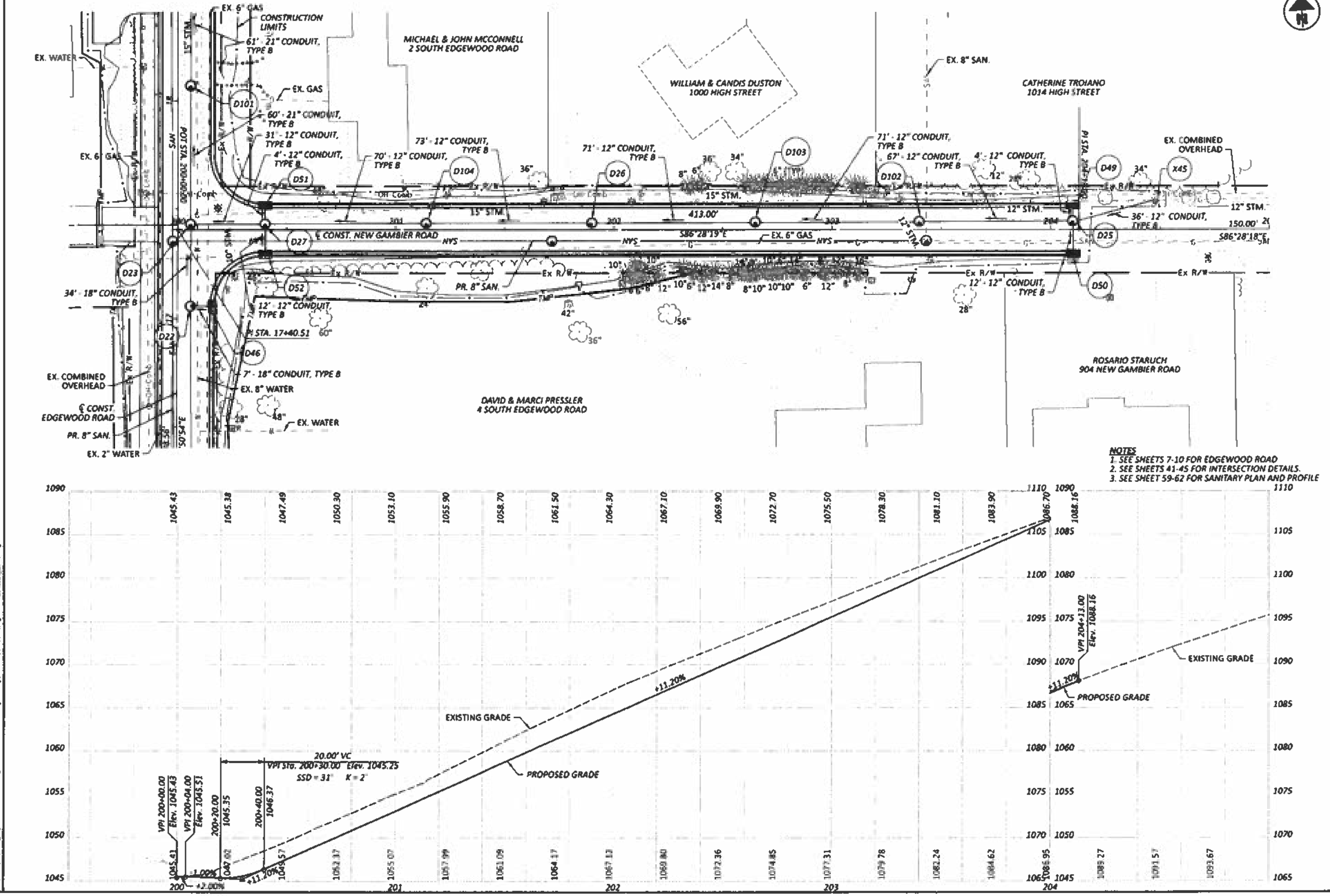


NOTES
1. SEE SHEETS 7-10 FOR EDGEWOOD ROAD.
2. SEE SHEETS 41-45 FOR INTERSECTION DETAILS

SHEET 11 TOTAL 69	DESIGNER CEF	CARPENTER MARTY	DESIGN AGENCY
PROJECT # 0	REVIEWER DMG 07/31/23		

PLAN & PROFILE - VINE STREET
STA. 11+87.78 TO STA. 13+37.85

HORIZONTAL SCALE IN FEET
0 20
10 40


EX. 6" GAS
CONSTRUCTION LIMITS
61' - 21" CONDUIT, TYPE B
EX. WATER
EX. GAS
60' - 21" CONDUIT, TYPE B
31' - 12" CONDUIT, TYPE B
4' - 12" CONDUIT, TYPE B
EX. 6" GAS
POT STA. 200+00.00
MICHAEL & JOHN MCCONNELL
2 SOUTH EDGEWOOD ROAD
WILLIAM & CANDIS DUSTON
1000 HIGH STREET
EX. 8" SAN.
CATHERINE TROIANO
1014 HIGH STREET
70' - 12" CONDUIT, TYPE B
73' - 12" CONDUIT, TYPE B
71' - 12" CONDUIT, TYPE B
71' - 12" CONDUIT, TYPE B
67' - 12" CONDUIT, TYPE B
4' - 12" CONDUIT, TYPE B
EX. COMBINED OVERHEAD
15" STM.
413.00'
12" STM.
36' - 12" CONDUIT, TYPE B
150.00'
S86°28'19"E
S86°28'18"E
℄ CONST. NEW GAMBIER ROAD
EX. 6" GAS
NYS
Ex R/W
PR. 8" SAN.
34' - 18" CONDUIT, TYPE B
12' - 12" CONDUIT, TYPE B
12' - 12" CONDUIT, TYPE B
PI STA. 17+40.51
7' - 18" CONDUIT, TYPE B
EX. 8" WATER
EX. WATER
EX. COMBINED OVERHEAD
℄ CONST. EDGEWOOD ROAD
PR. 8" SAN.
EX. 2" WATER
DAVID & MARCI PRESSLER
4 SOUTH EDGEWOOD ROAD
ROSARIO STARUCH
904 NEW GAMBIER ROAD
D101
D51
D104
D26
D103
D102
D49
X45
D27
D25
D23
D52
D50
D22
D46
NOTES
1. SEE SHEETS 7-10 FOR EDGEWOOD ROAD
2. SEE SHEETS 41-45 FOR INTERSECTION DETAILS.
3. SEE SHEET 59-62 FOR SANITARY PLAN AND PROFILE
EXISTING GRADE
PROPOSED GRADE
+11.20%
20.00' VC
VPI Sta. 200+30.00 Elev. 1045.25
SSD = 31' K = 2
VPI 200+00.00 Elev. 1045.43
VPI 200+04.00 Elev. 1045.51
200+20.00 1045.35
200+40.00 1046.37
VPI 204+13.00 Elev. 1088.16
+2.00%
-1.00%
200
201
202
203
204

PLAN & PROFILE - NEW GAMBIER ROAD
STA. 200+00.00 TO STA. 205+00.00

HORIZONTAL SCALE IN FEET: 0, 10, 20, 40

DESIGN AGENCY: CARPENTER MARTY

DESIGNER: CEF

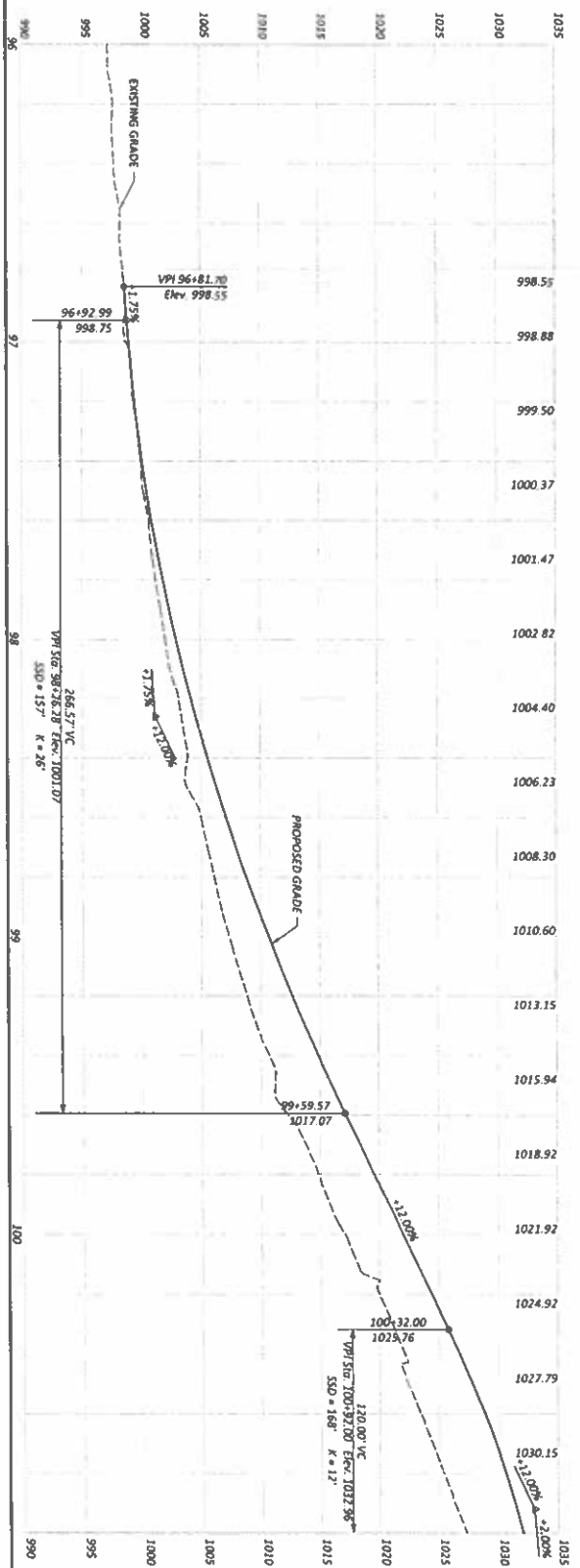
REVIEWER: DMG 07/31/23

PROJECT ID: 0

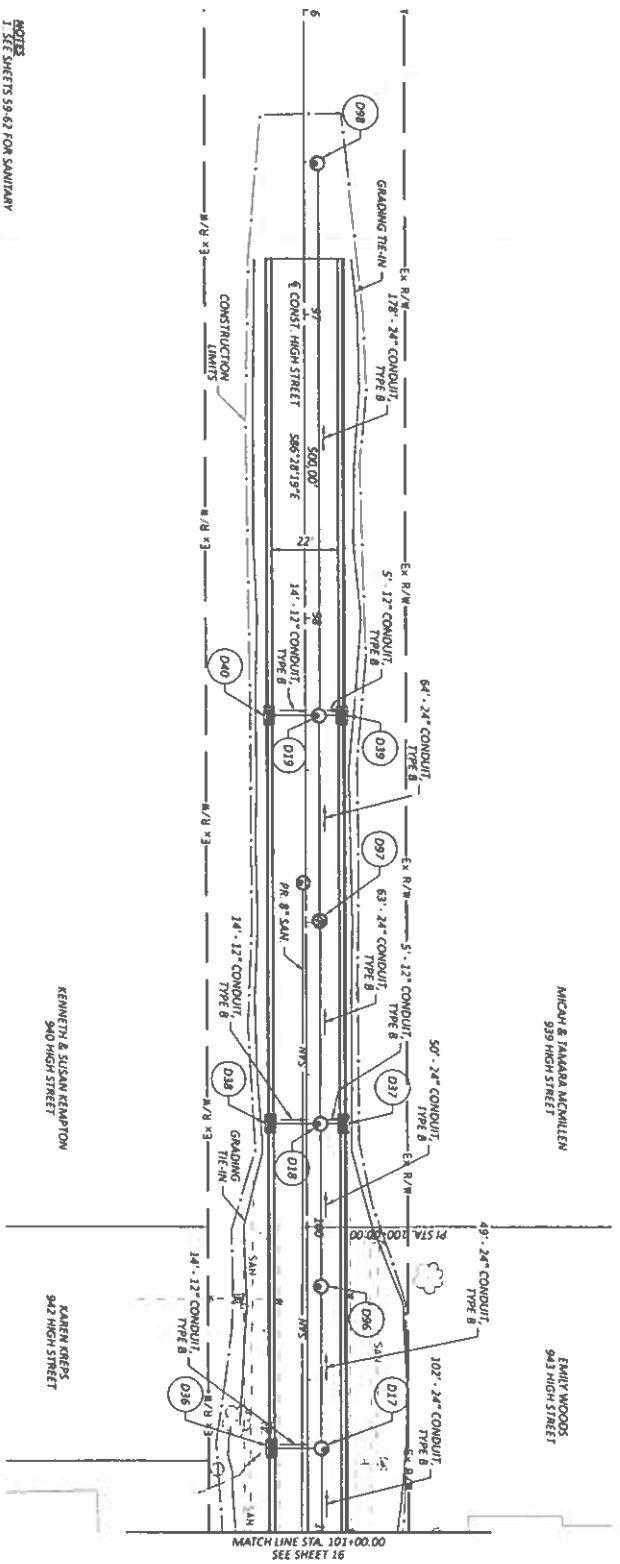
SHEET 12 TOTAL 69

EDGEWOOD CORRIDOR

$MODEL: CLP_HIGH STREET-1 Plot: 4 PAPERSIZE: 17x11 (in) DATE: 8/1/2023 TIME: 4:16:47 PM USER: cfisch
P:\CAFV\191\0003_Edgewood Corridor\Edgewood Corridor\400-Engineering\Roadway\Sheets\Edgewood Corridor_GP101.dgn



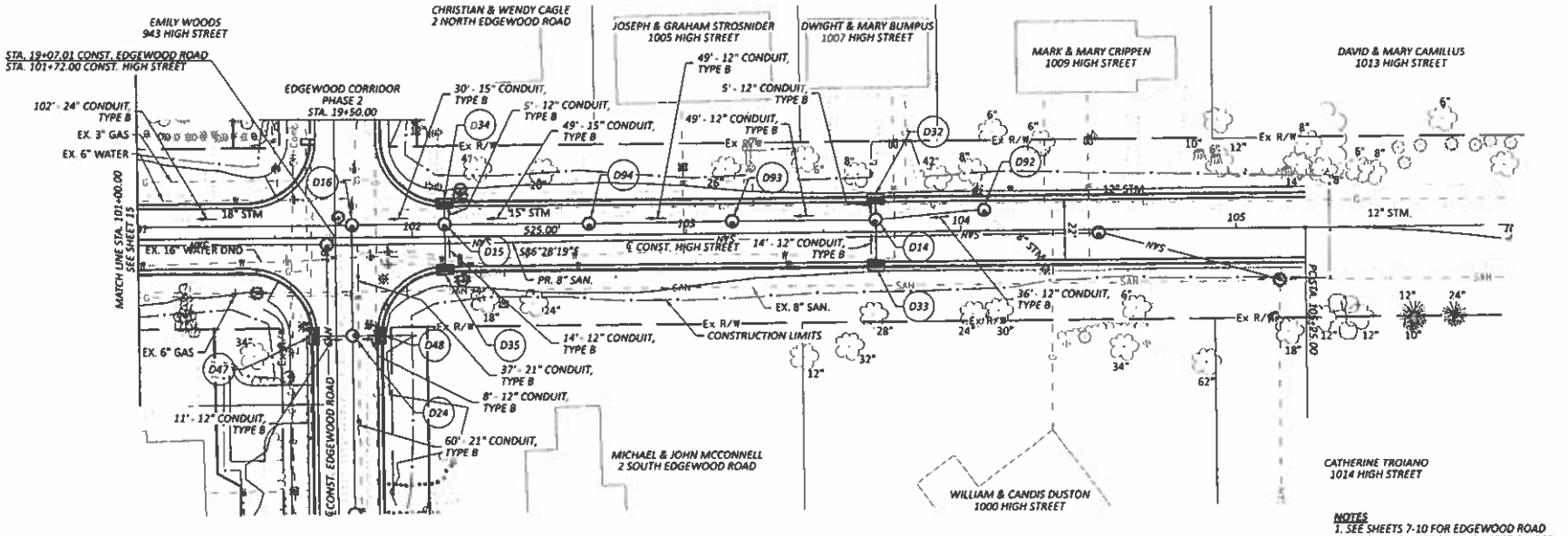
NOTES
1. SEE SHEETS 59-62 FOR SANITARY PLAN AND PROFILE



PLAN & PROFILE - HIGH STREET
STA. 96+00.00 TO 101+00.00

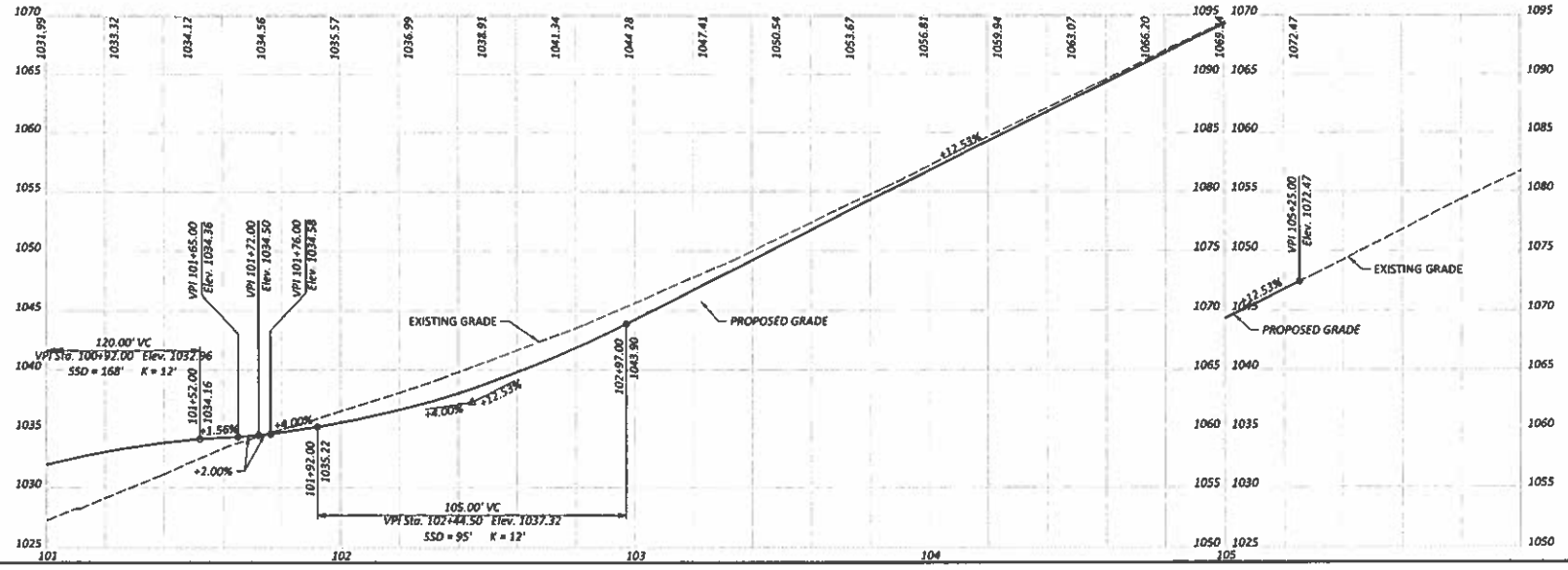
HORIZONTAL SCALE IN FEET
0 20
10 40

SHEET 13 OF 69
PROJECT NO. 0
DMG 07/31/23
DESIGNED CEF
REVISIONS
CARPENTER MARTY
DESIGN ARCHITECT



NOTES

1. SEE SHEETS 7-10 FOR EDGEWOOD ROAD
2. SEE SHEETS 41-45 FOR INTERSECTION DETAILS
2. SEE SHEETS 59-62 FOR SANITARY SEWER



EDGEWOOD CORRIDOR

PLAN & PROFILE - HIGH STREET
STA. 101+00.00 TO STA. 106+00.00

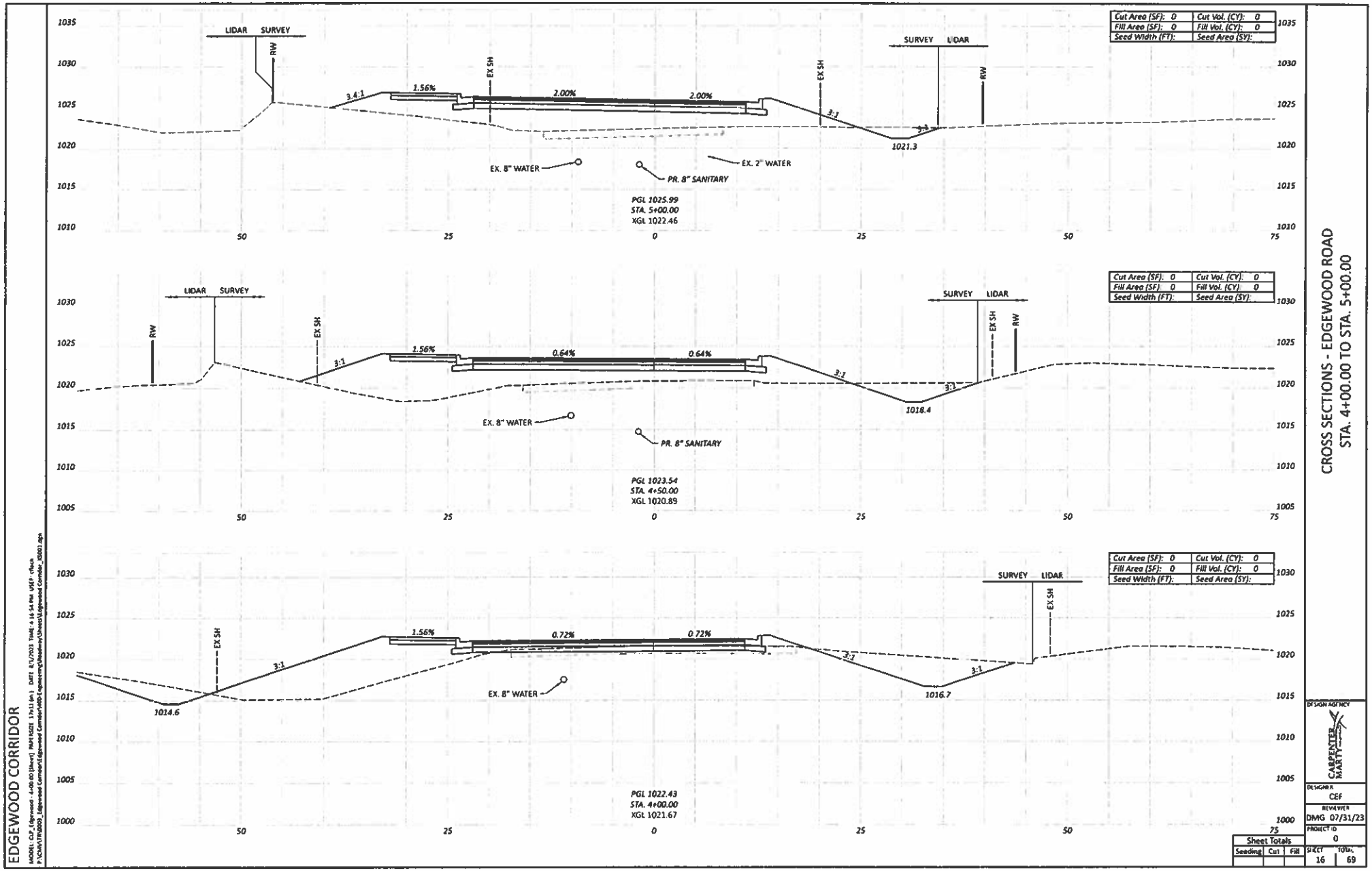
HORIZONTAL SCALE IN FEET
0 10 20 40

DESIGN AGENCY
CARPENTER MARTY

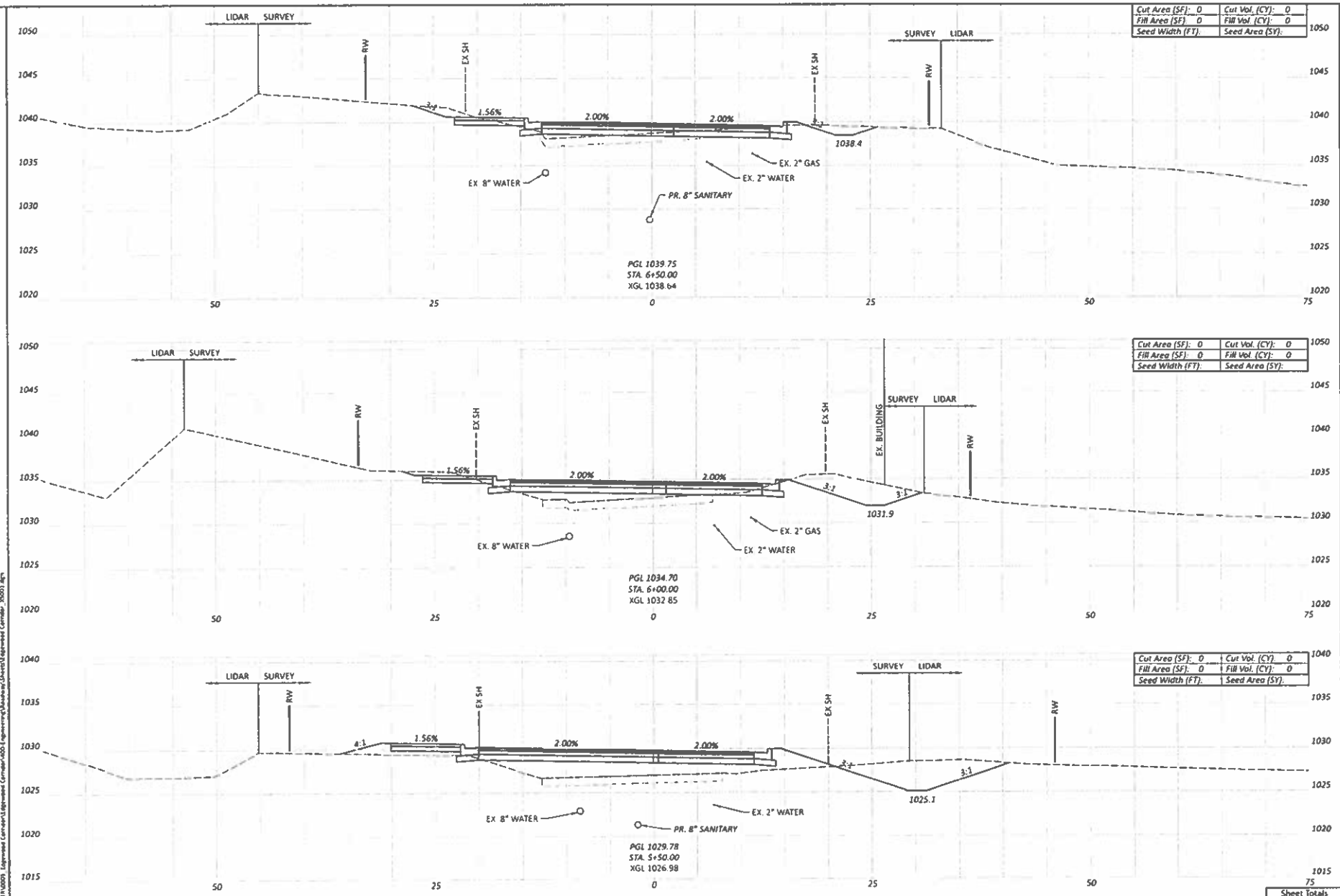
DESIGNER CEF
REVIEWER DMG 07/31/23
PROJECT ID 0
SHEET 14 TOTAL 69

EDGEWOOD CORRIDOR

CROSS SECTIONS - EDGEWOOD ROAD
STA. 3+00.00 TO STA. 3+50.00


EDGEWOOD CORRIDOR
CROSS SECTIONS - EDGEWOOD ROAD
STA. 4+00.00 TO STA. 5+00.00
LIDAR
SURVEY
RW
EX SH
3:1
1.56%
2.00%
EX. 8" WATER
PR. 8" SANITARY
EX. 2" WATER
1021.3
PGL 1025.99
STA. 5+00.00
XGL 1022.46
0.64%
1018.4
PGL 1023.54
STA. 4+50.00
XGL 1020.89
0.72%
1016.7
1014.6
PGL 1022.43
STA. 4+00.00
XGL 1021.67
Cut Area (SF): 0
Cut Vol. (CY): 0
Fill Area (SF): 0
Fill Vol. (CY): 0
Seed Width (FT):
Seed Area (SY):
Sheet Totals
Seeding
Cut
Fill
DESIGNER
CEF
REVIEWER
DMG 07/31/23
PROJECT ID
0
SHEET
16
TOTAL
69

EDGEWOOD CORRIDOR



CROSS SECTIONS - EDGEWOOD ROAD
STA. 5+50.00 TO STA. 6+50.00

Sheet Totals		
Seeding	Cut	Fill

DESIGN AGENCY
CARPENTER MARTY

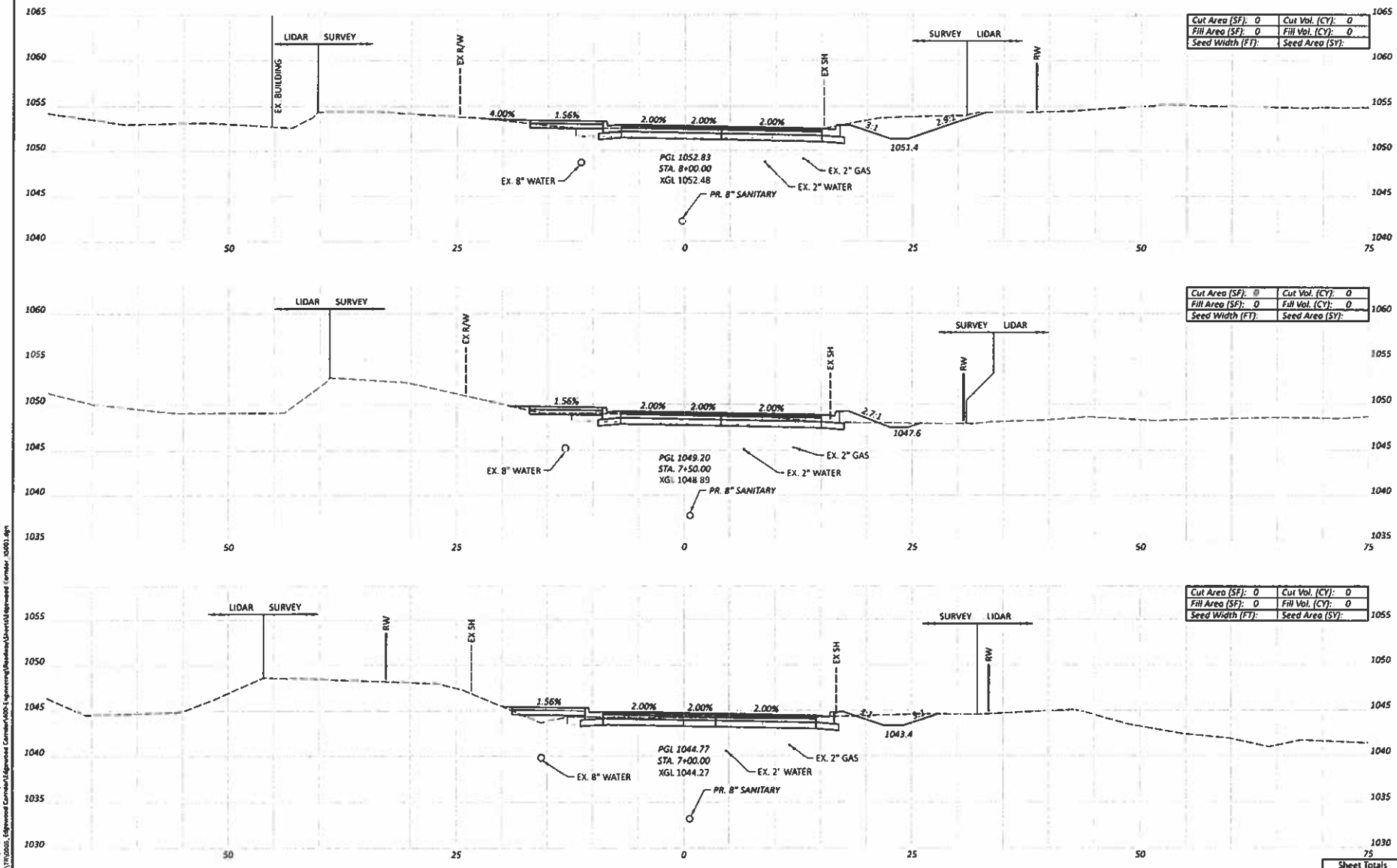
DESIGNER
CEF

REVIEWER
DMG 07/31/23

PROJECT ID
0

SHEET 17 TOTAL 69

EDGEWOOD CORRIDOR



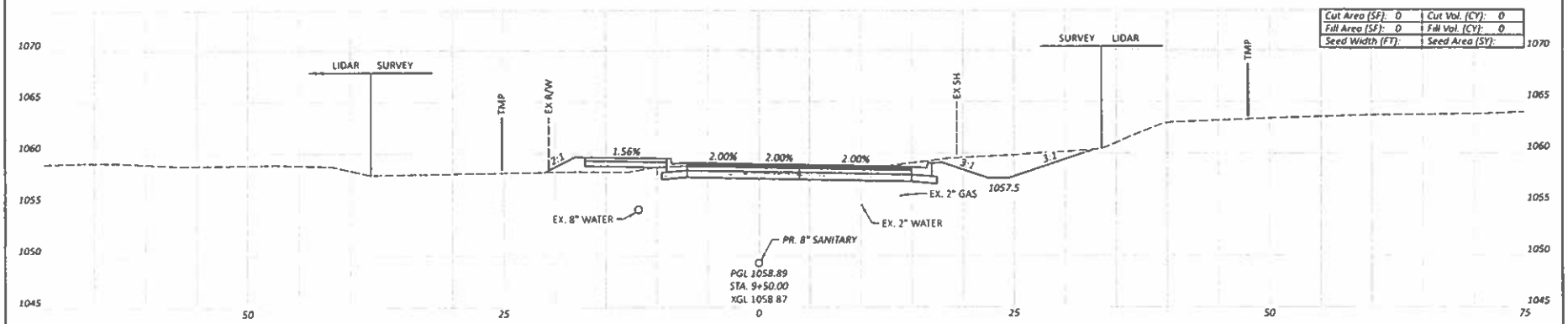
CROSS SECTIONS - EDGEWOOD ROAD
STA. 7+00.00 TO STA. 8+00.00

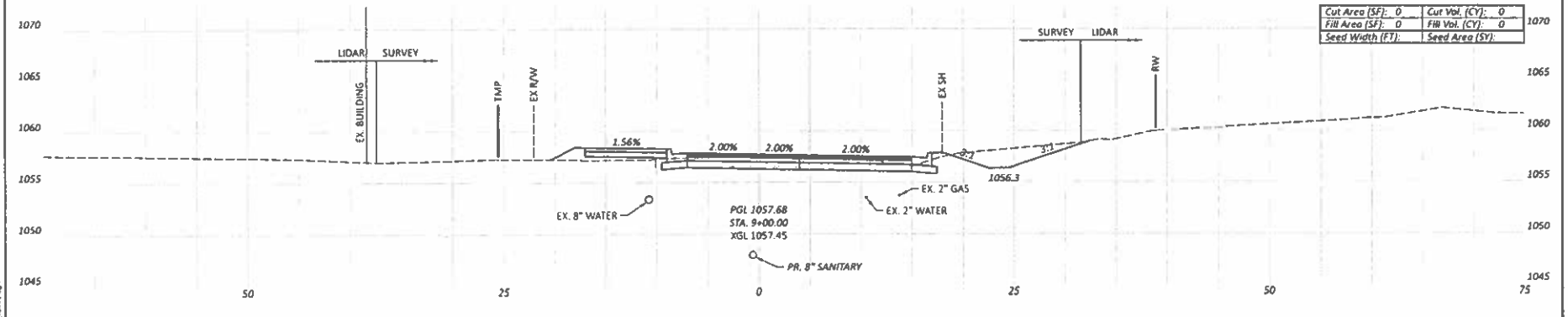
DESIGN AGENCY
CARPENTER MARTY

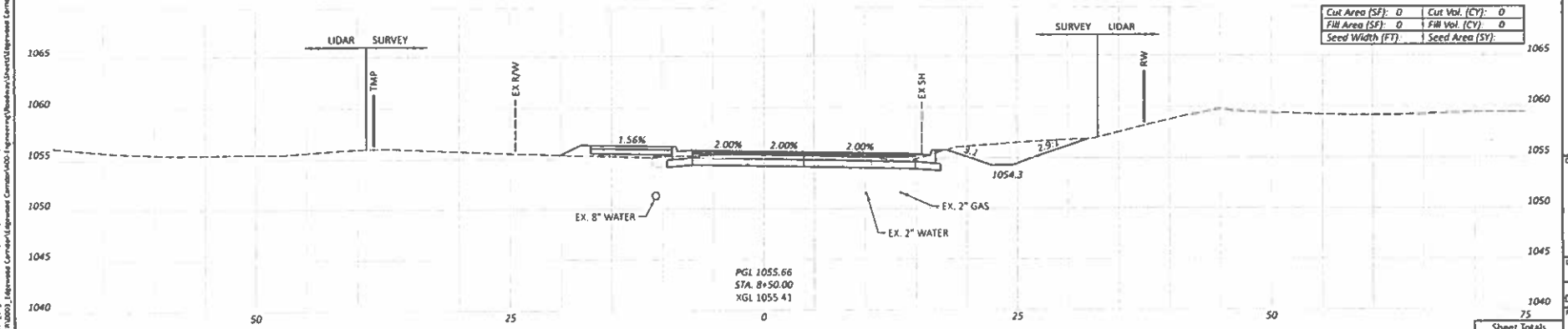
DESIGNER	CEF
REVIEWER	DMG 07/31/23
PROJECT ID	0
SHEET	18
TOTAL	69

Sheet Totals		
Seeding	Cut	Fill

EDGEWOOD CORRIDOR







CROSS SECTIONS - EDGEWOOD ROAD
STA. 9+00.00 TO STA. 9+50.00

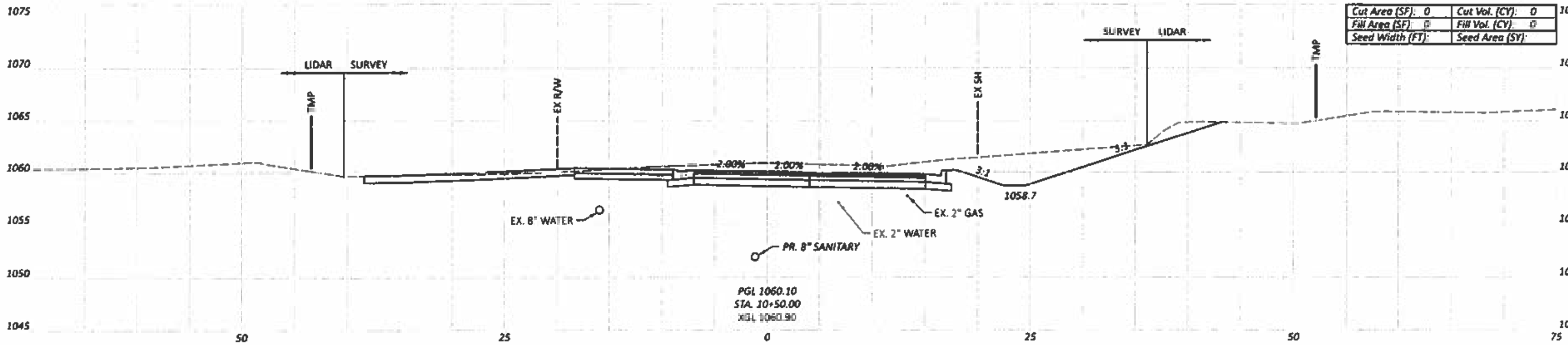
DESIGN AGENCY
CARPENTER MARTY

DESIGNER	CEF
REVIEWER	
DWG	07/31/23
PROJECT ID	0
SHEET	19
TOTAL	69

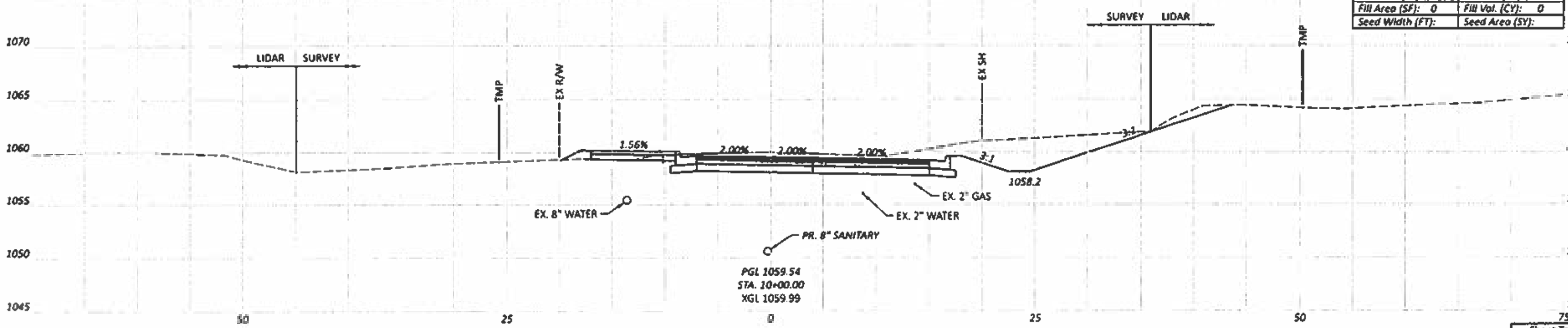
Sheet Totals		
Seeding	Cut	Fill

CROSS SECTIONS - EDGEWOOD ROAD
STA. 10+00.00 TO STA. 10+50.00

Cut Area (SF): 0	Cut Vol. (CY): 0
Fill Area (SF): 0	Fill Vol. (CY): 0
Seed Width (FT):	Seed Area (SY):



Cut Area (SF): 0	Cut Vol. (CY): 0
Fill Area (SF): 0	Fill Vol. (CY): 0
Seed Width (FT):	Seed Area (SY):

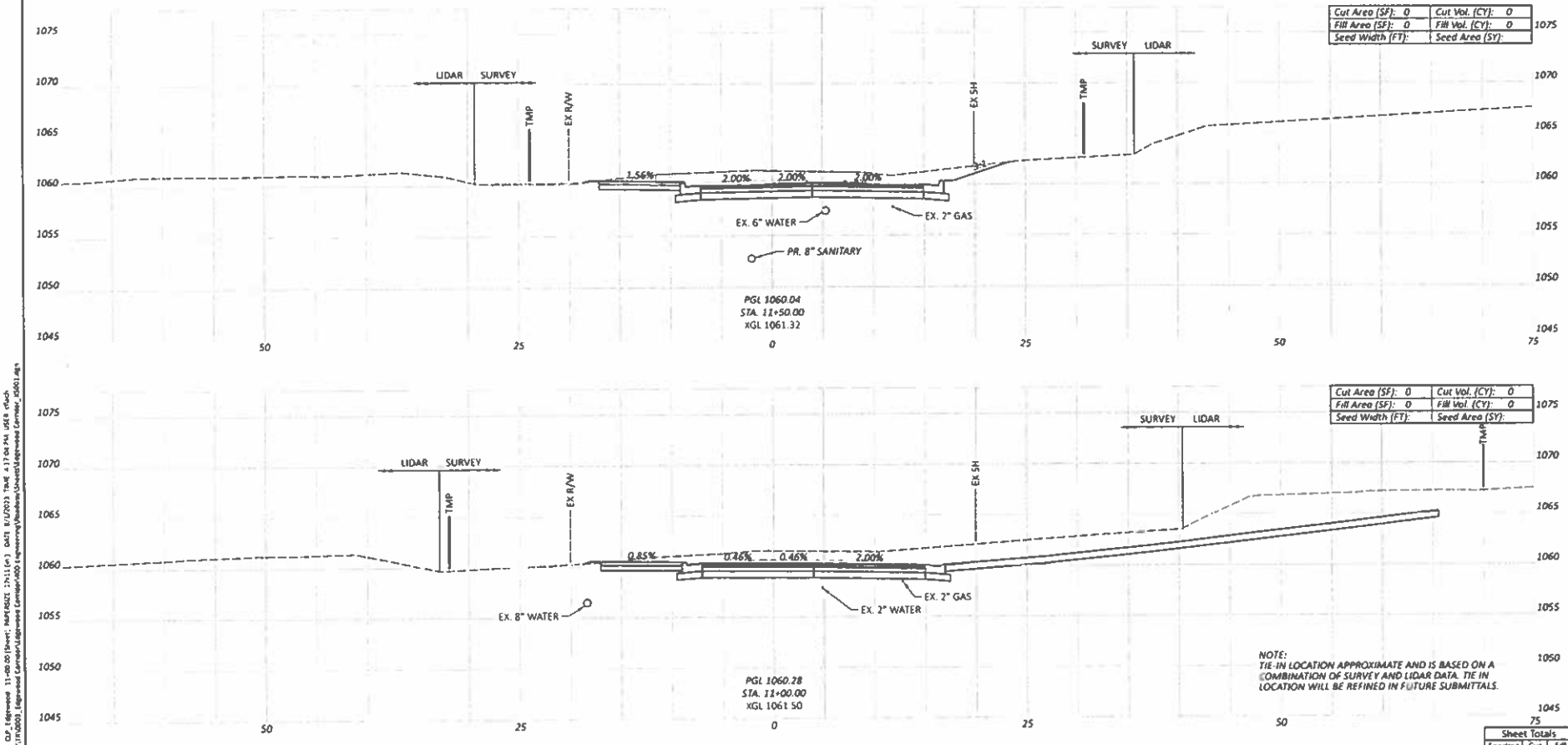


Sheet Totals		
Seeding	Cut	Fill

DESIGN AGENCY: CARPENTER MARTY
DESIGNER: CEF
REVIEWER: DMG 07/31/23
PROJECT ID: 0
SHEET 20 TOTAL 69

EDGEWOOD CORRIDOR

EDGEWOOD CORRIDOR



NOTE:
TIE-IN LOCATION APPROXIMATE AND IS BASED ON A COMBINATION OF SURVEY AND LIDAR DATA. TIE IN LOCATION WILL BE REFINED IN FUTURE SUBMITTALS.

Sheet Totals		
Seeding	Cut	Fill

CROSS SECTIONS - EDGEWOOD ROAD
STA. 11+00.00 TO STA. 11+50.00

DESIGN AGENCY: CARPENTER MARTY

DESIGNER: CEF

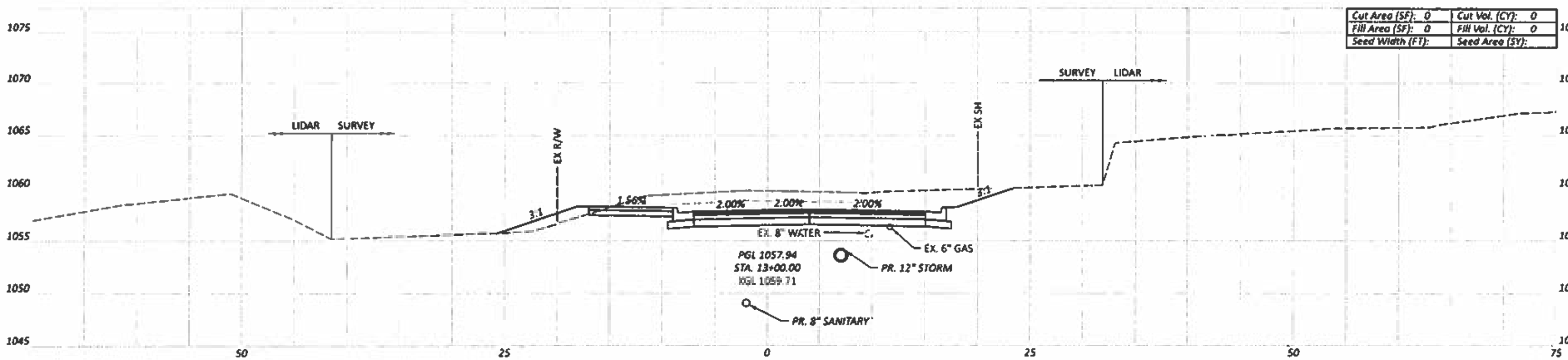
REVIEWER: DMG 07/31/23

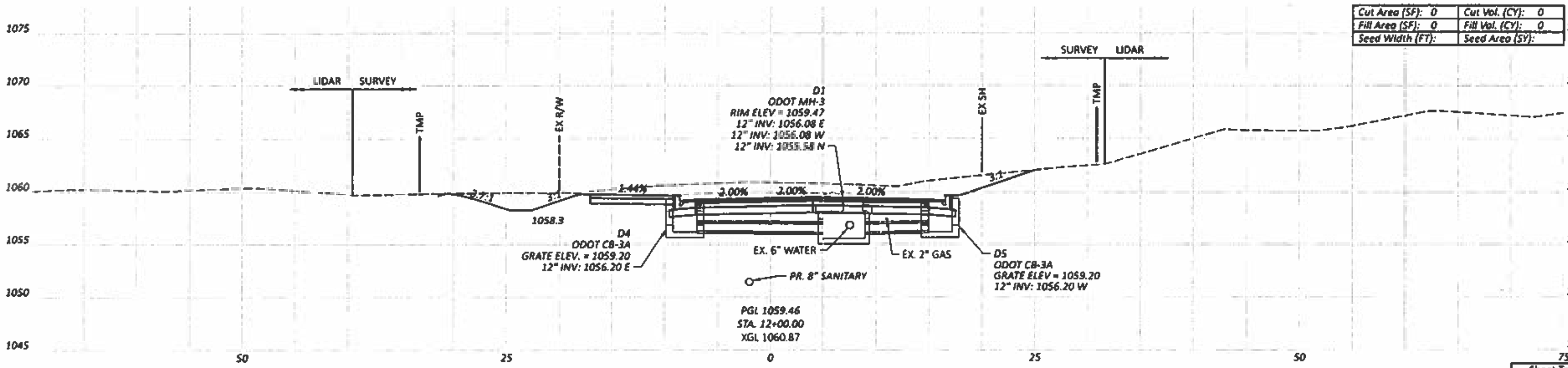
PROJECT ID: 0

SHEET: 21

TOTAL: 69

CROSS SECTIONS - EDGEWOOD ROAD
STA. 12+00.00 TO STA. 13+00.00





Sheet Totals		
Seeding	Cut	Fill

DESIGN AGENCY: CARPENTER MARTY

DESIGNER: CEF

REVIEWER: DMG 07/31/23

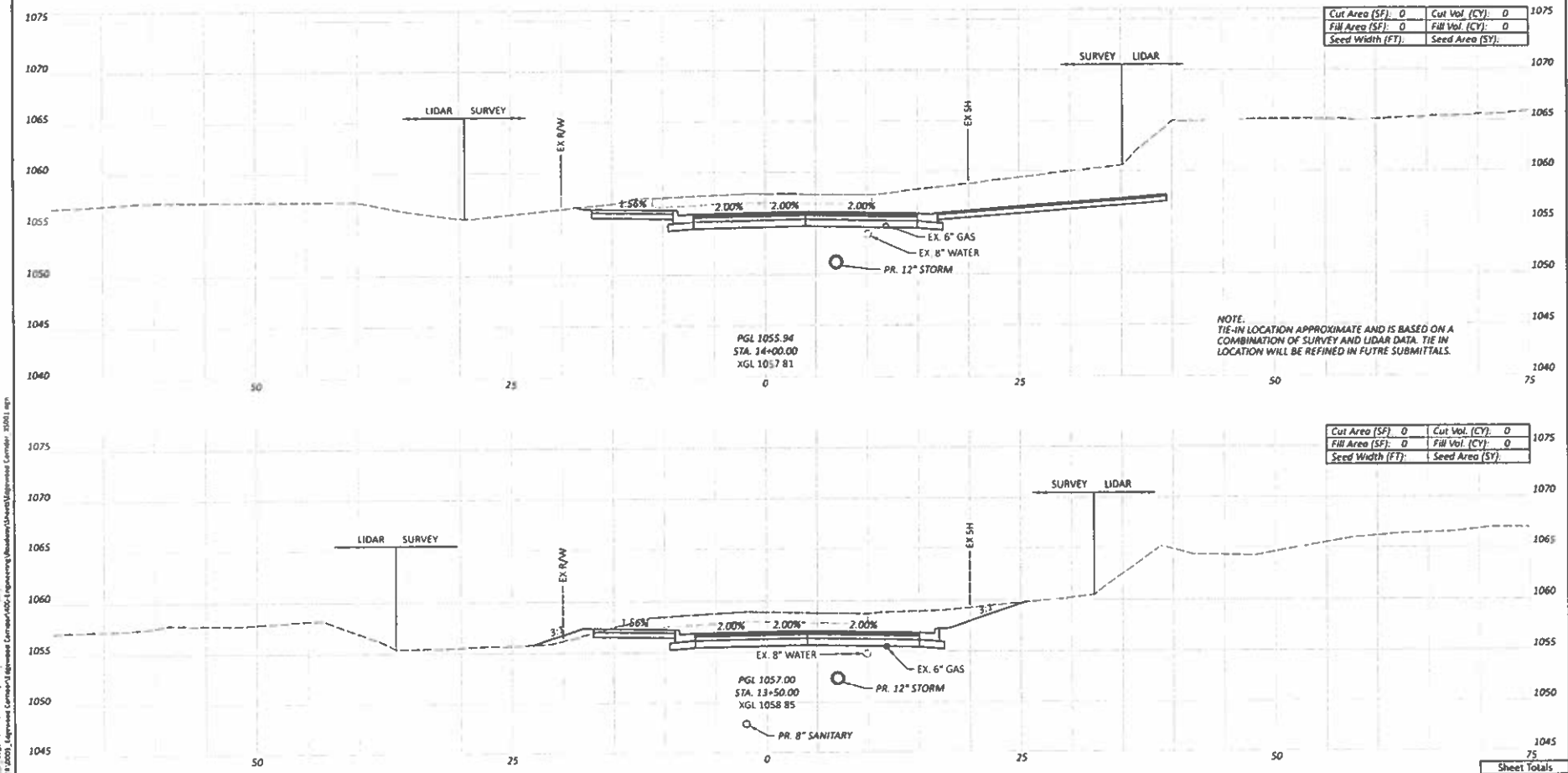
PROJECT ID: 0

SHEET	TOTAL
22	69

EDGEWOOD CORRIDOR

MODEL: CLP_Edgewood 12+00 00 [Sheet] PAPERSIZE: 17x11 (in.) DATE: 8/1/2023 TIME: 4:17:06 PM USER: cfisch
P:\CMV\TR\0009_Edgewood Corridor\Edgewood Corridor\400-Engineering\Roadway\Sheets\Edgewood Corridor_XS001.dgn

EDGEWOOD CORRIDOR



CROSS SECTIONS - EDGEWOOD ROAD
STA. 13+50.00 TO STA. 14+00.00

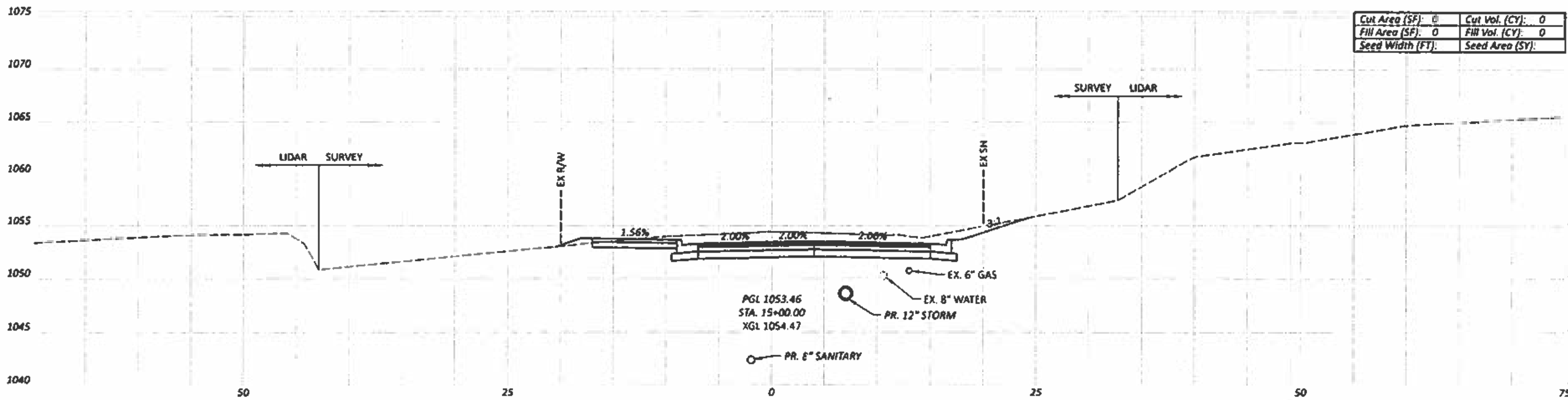
DESIGN AGENCY
CARPENTER MARTY

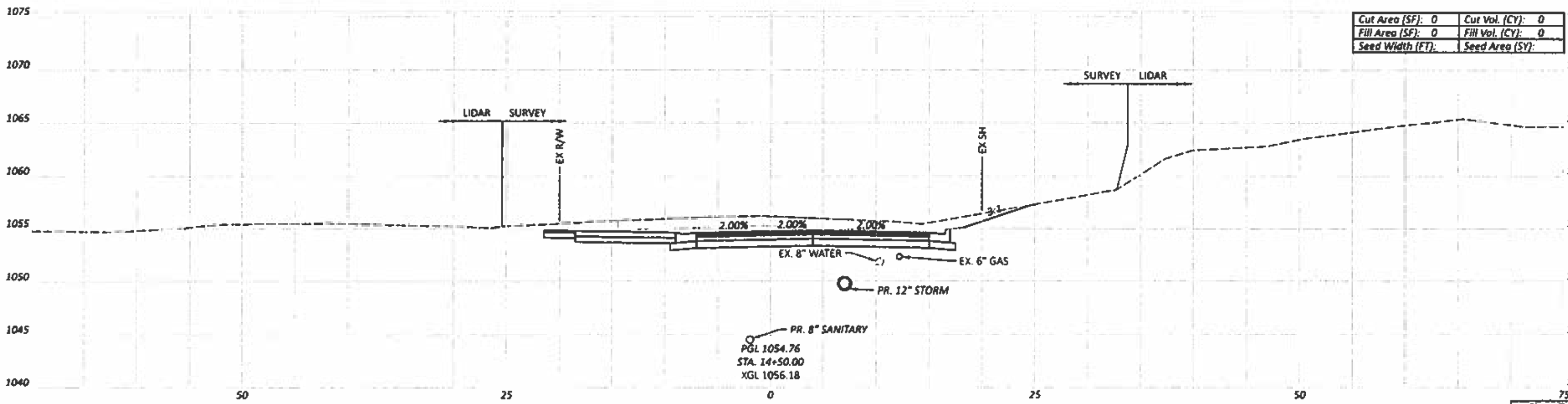
DESIGNER	CEF
REVIEWER	DMG 07/31/23
PROJECT #	0
SHEET	23
TOTAL	69

Sheet Totals

Sounding	Cut	Fill

CROSS SECTIONS - EDGEWOOD ROAD
STA. 14+50.00 TO STA. 15+50.00





EDGEWOOD CORRIDOR

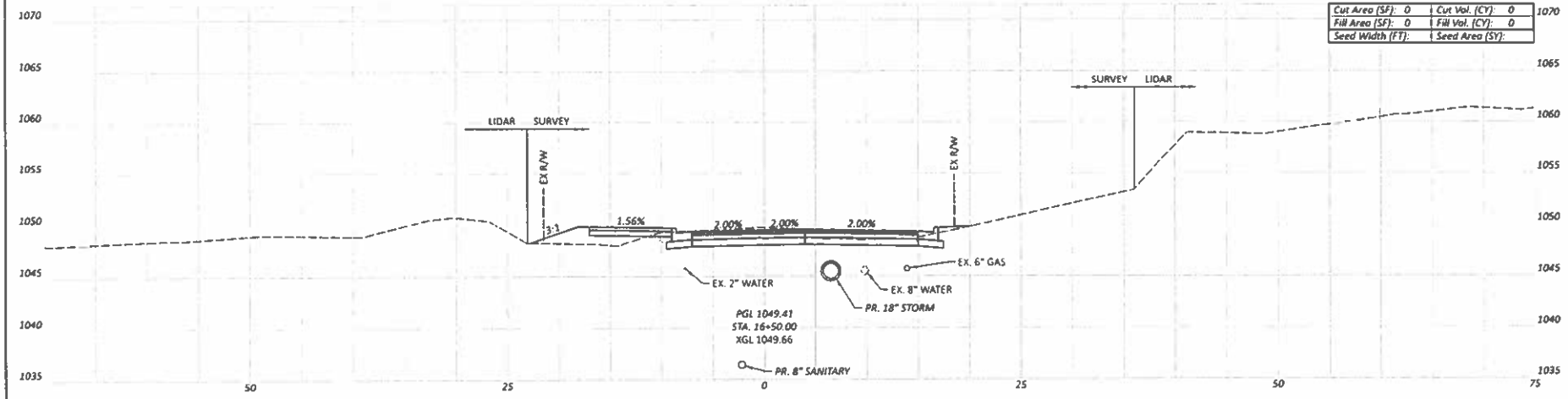
MODEL: CLP_Edgewood - 14+50.00 [Sheet] PAPERSIZE: 17x11 (in.) DATE: 8/1/2023 TIME: 4:17:09 PM USER: cfiach
P:\CMVT\R\0003_Edgewood Corridor\Edgewood Corridor\400-Engineering\Roadway\Sheets\Edgewood Corridor_XS001.dgn

Sheet Totals		
Seeding	Cut	Fill

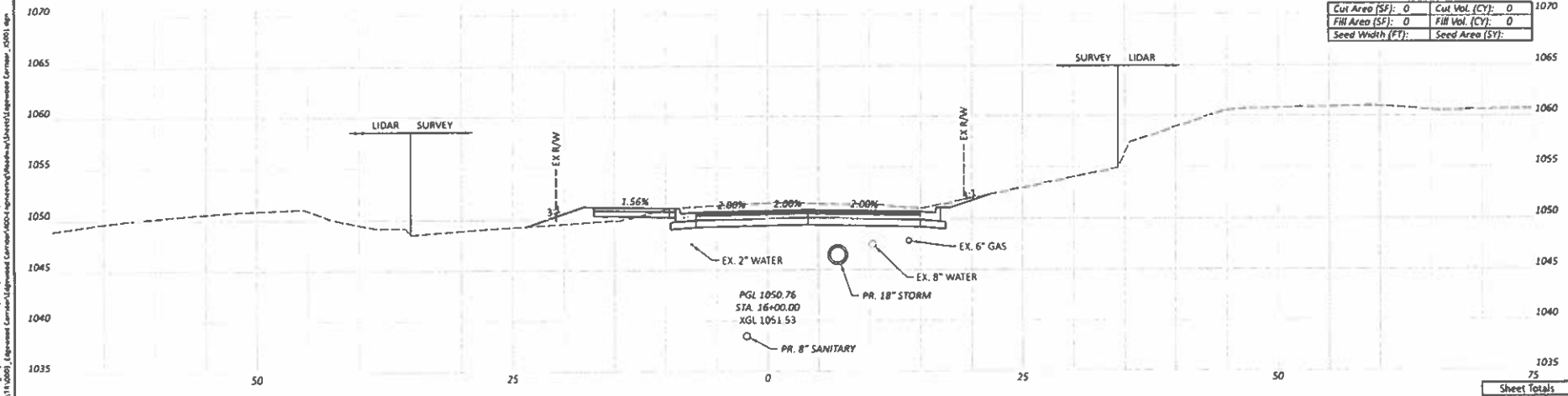
DESIGN AGENCY: CARPENTER MARTY

DESIGNER	CEF
REVIEWER	DMG 07/31/23
PROJECT ID	0
SHEET 24	TOTAL 69

EDGEWOOD CORRIDOR



Cut Area (SF): 0	Cut Vol. (CY): 0
Fill Area (SF): 0	Fill Vol. (CY): 0
Seed Width (FT):	Seed Area (SY):



Cut Area (SF): 0	Cut Vol. (CY): 0
Fill Area (SF): 0	Fill Vol. (CY): 0
Seed Width (FT):	Seed Area (SY):

CROSS SECTIONS - EDGEWOOD ROAD
STA. 16+00.00 TO STA. 16+50.00

DESIGN AGENCY
CARPENTER MARTY

DESIGNER	CEF
REVIEWER	DMG 07/31/23
PROJECT NO	0

Sheet Totals				
Seeding	Cut	Fill	SHEET	TOTAL
			25	69

EDGEWOOD CORRIDOR

CROSS SECTIONS - EDGEWOOD ROAD
STA. 17+00.00 TO STA. 18+00.00

CARPENTER MARTY TRANSPORTATION AGENCY

DESIGNER CEF
REVIEWER
DWG 07/31/23
PROJECT 0
SHEET 26
TOTAL 69

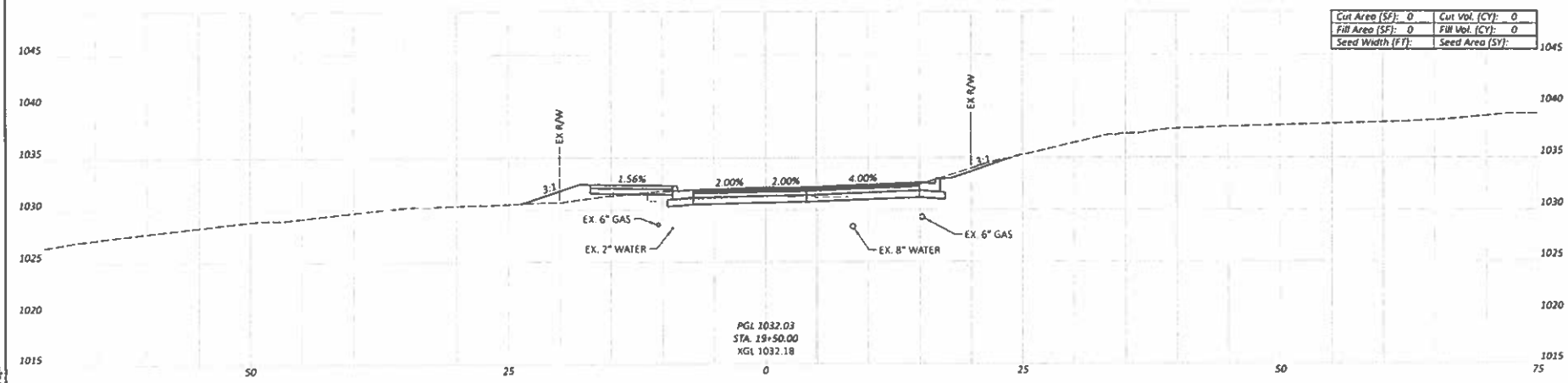
Sheet Totals | Cut | Fill
Seeding

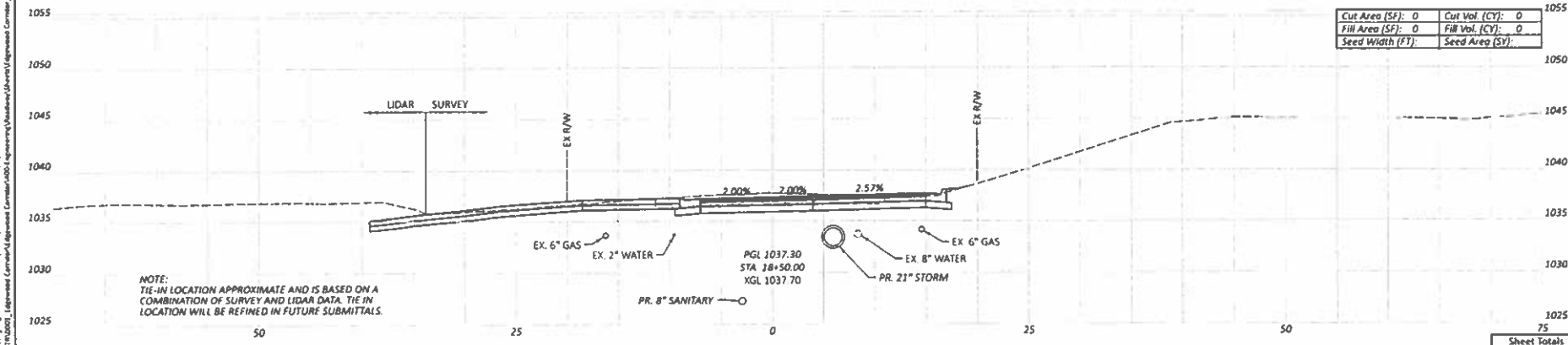
Cut Area (SF): 0	Cut Vol. (CY): 0
Fill Area (SF): 0	Fill Vol. (CY): 0
Seed Width (FT):	Seed Area (SY):

Cut Area (SF): 0	Cut Vol. (CY): 0
Fill Area (SF): 0	Fill Vol. (CY): 0
Seed Width (FT):	Seed Area (SY):

EX R/W
EX. 6" GAS
EX. 8" WATER
PR. 21" STORM
PR. 8" SANITARY
PGL 1041.03
STA. 18+00.00
XGL 1041.18
EX. 2" WATER
EX. 6" GAS
LIDAR SURVEY
EX BUILDING
0.19%
2.00%
2.00%
7.56%
8.33%
4.00%
1.00%
2.00%
2.00%
1.56%
EX. 8" WATER
PR. 18" STORM
PGL 1047.90
STA. 17+00.00
XGL 1047.55
EX. 2" WATER
LIDAR SURVEY
EX R/W
8:1

EDGEWOOD CORRIDOR





NOTE:
TIE-IN LOCATION APPROXIMATE AND IS BASED ON A COMBINATION OF SURVEY AND LIDAR DATA. TIE IN LOCATION WILL BE REFINED IN FUTURE SUBMITTALS.

CROSS SECTIONS - EDGEWOOD ROAD
STA. 18+50.00 TO STA. 19+50.00

DESIGN AGENCY
CARPENTER MARTY

DESIGNER
CEF

REVIEWER
DMG 07/31/23

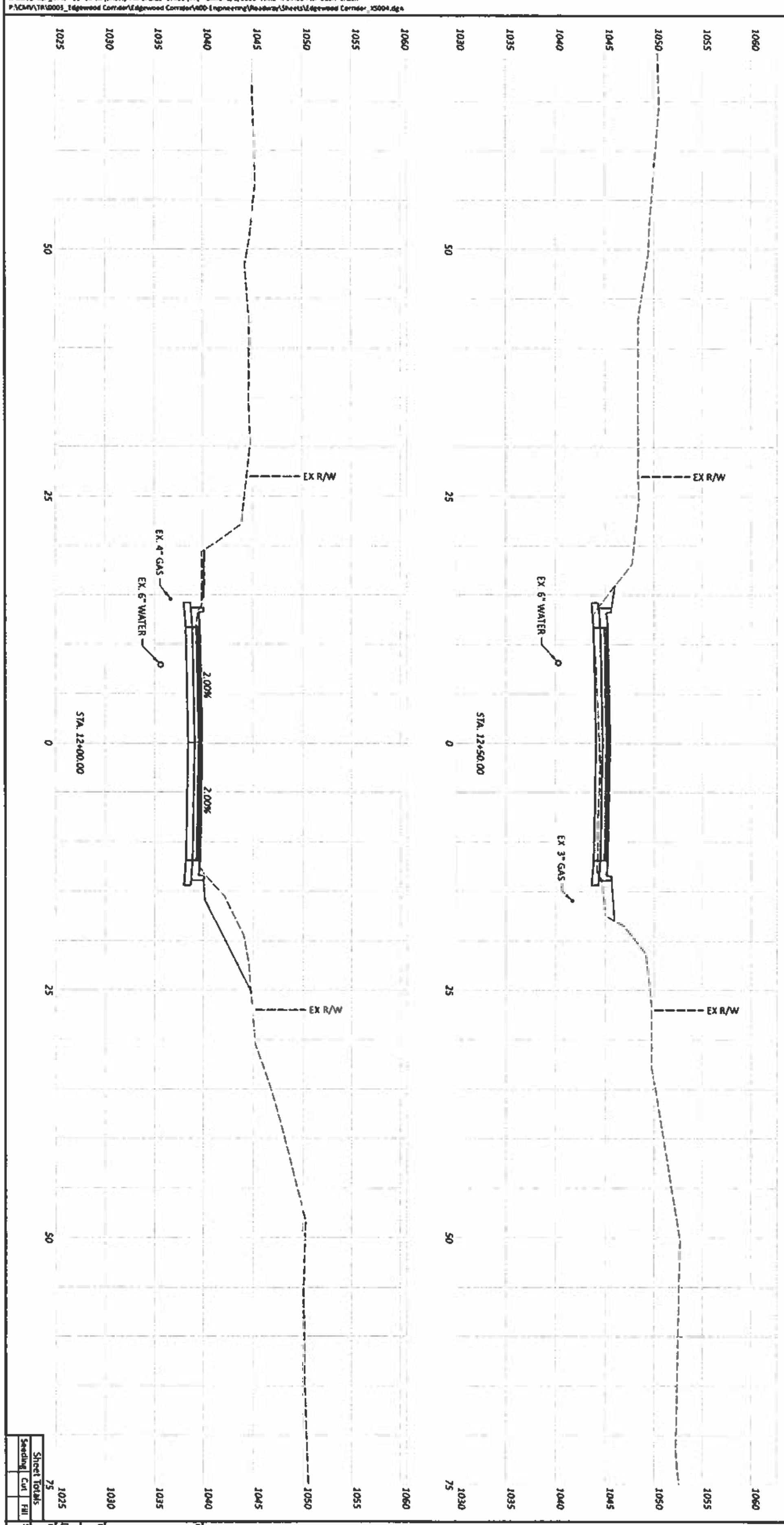
PROJECT ID
0

SHEET 27 TOTAL 69

Sheet Totals		
Seeding	Cut	Fill

EDGEWOOD CORRIDOR

MODEL: CLP_Vine - 12+00.00 [Sheet] PAPERSIZE: 17x11 (in.) DATE: 8/1/2023 TIME: 4:17:38 PM USER: cflach
P:\CMV\TR\D005_Edgewood Corridor\Edgewood Corridor\400-Engineering\Roadway\Sheets\Edgewood Corridor_XS004.dgn



Sheet Totals		
Seeding	Cut	Fill

DESIGN AGENCY: CARPENTER MARTY

DESIGNER: CEF

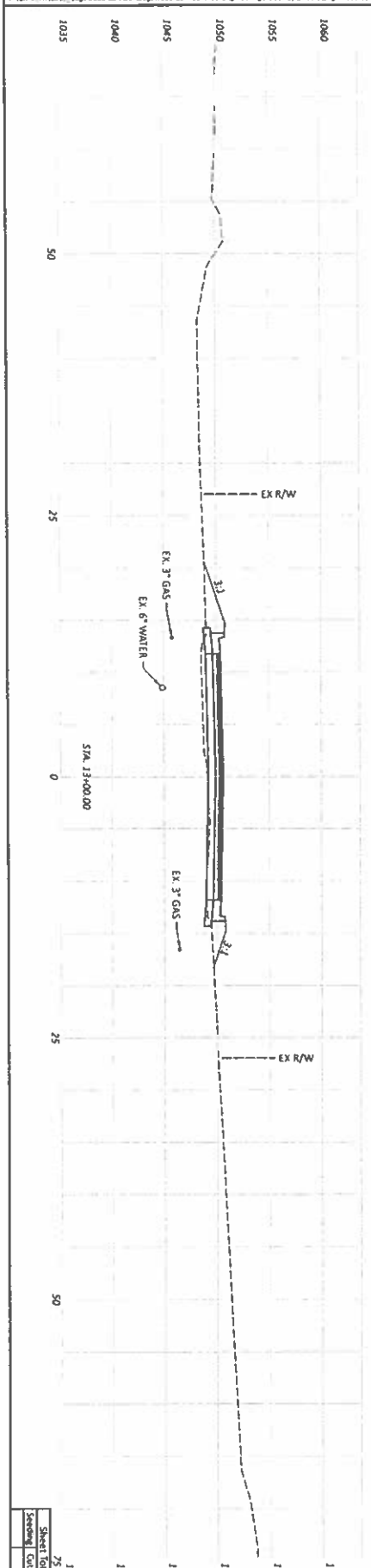
REVIEWER: DMG 07/31/23

PROJECT ID: 0

SHEET 28 TOTAL 69

CROSS SECTIONS - VINE STREET
STA. 12+00.00 TO STA. 12+50.00

EDGEWOOD CORRIDOR



Sheet Totals
75

CROSS SECTIONS - VINE STREET
STA. 13+00.00

EDGEWOOD CORRIDOR

CROSS SECTIONS - NEW GAMBIER ROAD
STA. 200+50.00 TO STA. 201+00.00

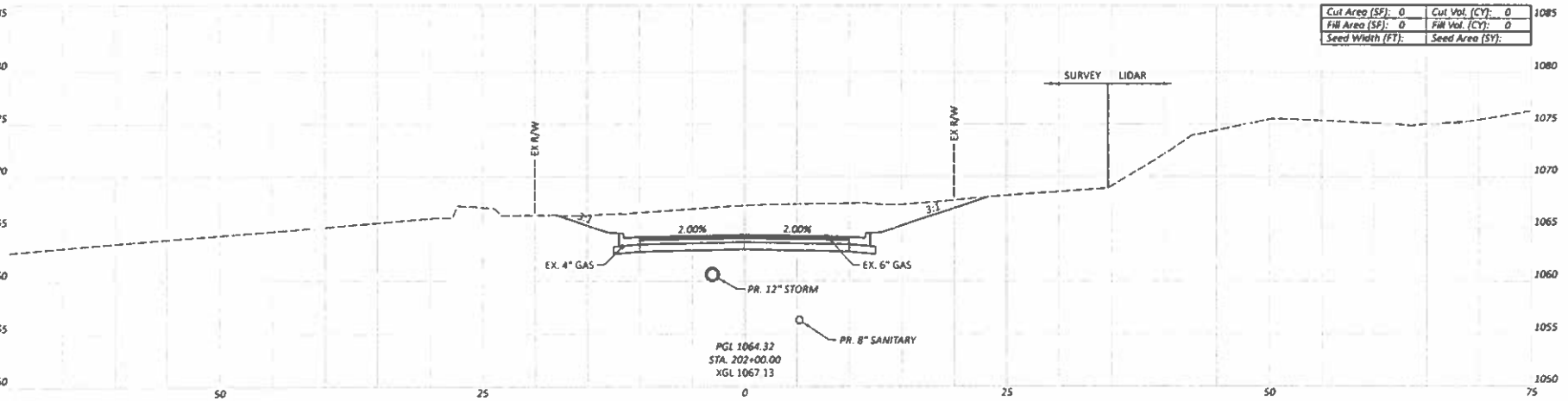
Cut Area (SF)	0	Cut Vol. (CY)	0
Fill Area (SF)	0	Fill Vol. (CY)	0
Seed Width (FT)		Seed Area (SY)	

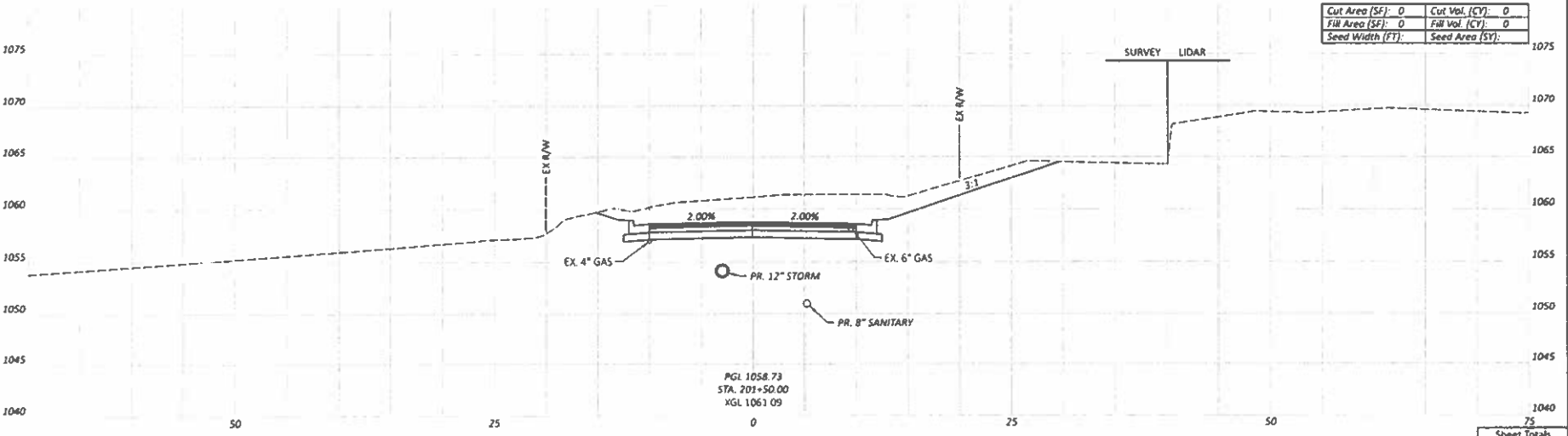
Sheet Totals	Cut	Fill
Seeding		

DESIGNER: CARPENTER MARTY
DESIGNED: CEF
DRAWN:
CHKD:
DMG 07/31/23
PROJECT ID: 0
SHEET 30 TOTAL 69

SURVEY LIDAR
EX R/W
EX. 8" GAS
PR. 8" SANITARY
PR. 12" STORM
EX. 4" GAS
2.00%
2.00%
PGL 1053.13
STA. 201+00.00
XGL 1055.07
SURVEY LIDAR
EX R/W
EX. 6" GAS
PR. 8" SANITARY
PR. 12" STORM
EX. 4" GAS
PGL 1047.54
STA. 200+50.00
XGL 1049.57

EDGEWOOD CORRIDOR



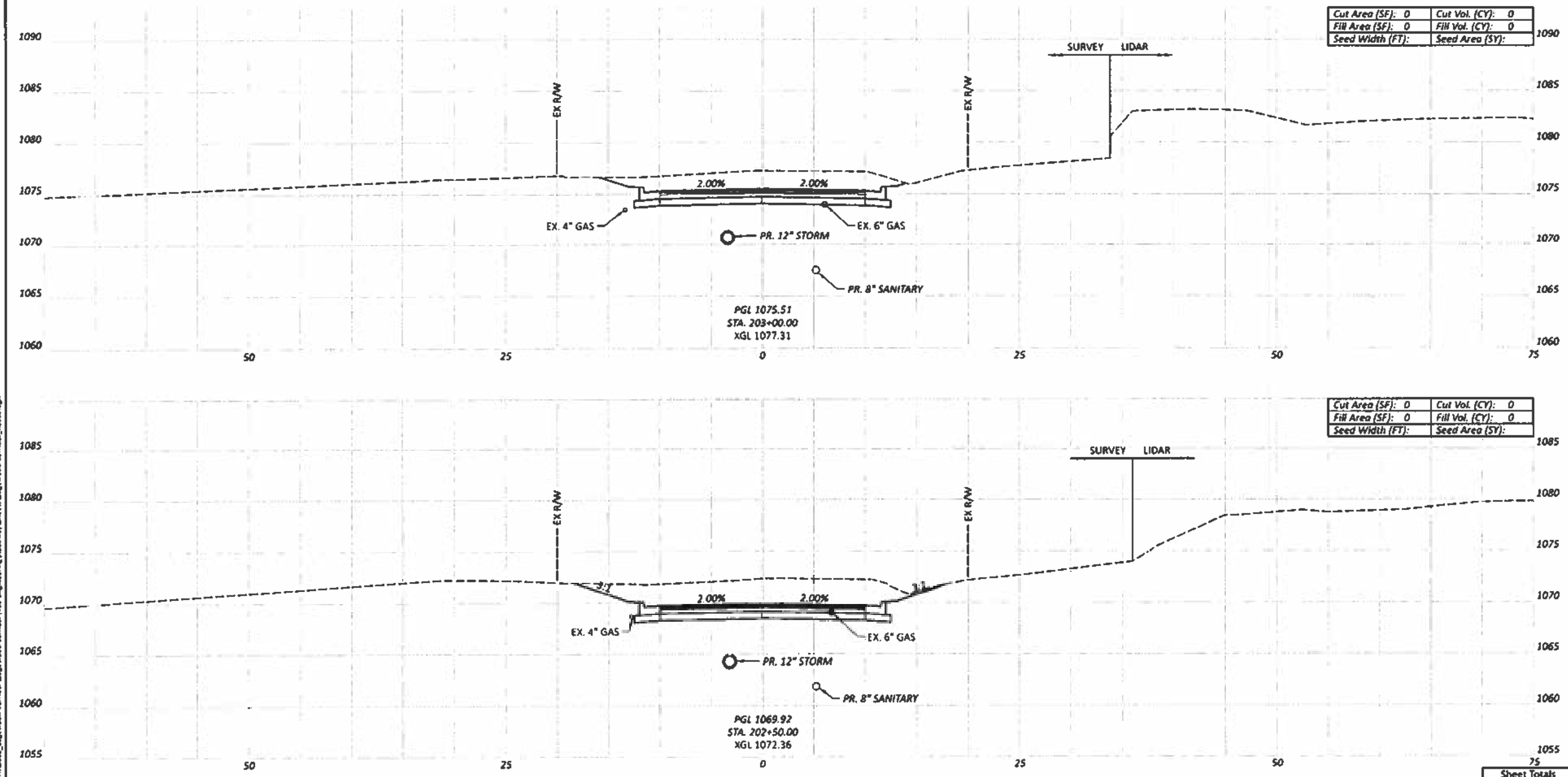


CROSS SECTIONS - NEW GAMBIER ROAD
STA. 201+50.00 TO STA. 202+00.00

Sheet Totals		
Seeding	Cut	Fill

DESIGN AGENCY: CARPENTER MARTY
DESIGNER: CEF
REVIEWER: DMG 07/31/23
PROJECT ID: 0
SHEET: 31
TOTAL: 69

CROSS SECTIONS - NEW GAMBIER ROAD
STA. 202+50.00 TO STA. 203+00.00



Cut Area (SF): 0
Fill Area (SF): 0
Seed Width (FT):
Cut Vol. (CY): 0
Fill Vol. (CY): 0
Seed Area (SY):
SURVEY
LIDAR
EX R/W
EX R/W
2.00%
2.00%
EX. 4" GAS
EX. 6" GAS
PR. 12" STORM
PR. 8" SANITARY
PGL 1075.51
STA. 203+00.00
XGL 1077.31
1090
1085
1080
1075
1070
1065
1060
50
25
0
25
50
75
Cut Area (SF): 0
Fill Area (SF): 0
Seed Width (FT):
Cut Vol. (CY): 0
Fill Vol. (CY): 0
Seed Area (SY):
SURVEY
LIDAR
EX R/W
EX R/W
3:1
3:1
2.00%
2.00%
EX. 4" GAS
EX. 6" GAS
PR. 12" STORM
PR. 8" SANITARY
PGL 1069.92
STA. 202+50.00
XGL 1072.36
1085
1080
1075
1070
1065
1060
1055
50
25
0
25
50
75

EDGEWOOD CORRIDOR

DESIGN AGENCY: CARPENTER MARTY

DESIGNER: CEF

REVIEWER: DMG 07/31/23

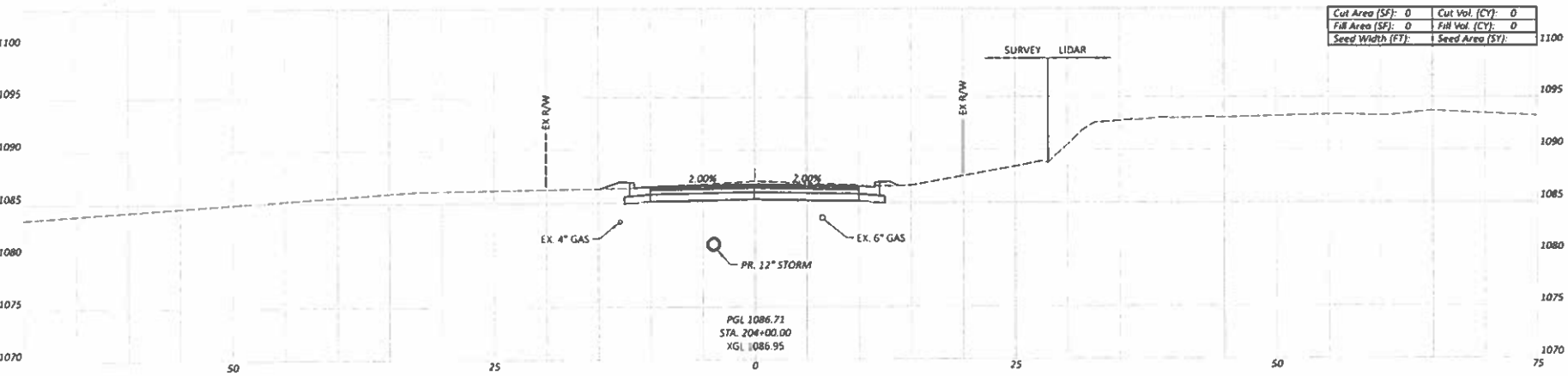
PROJECT ID: 0

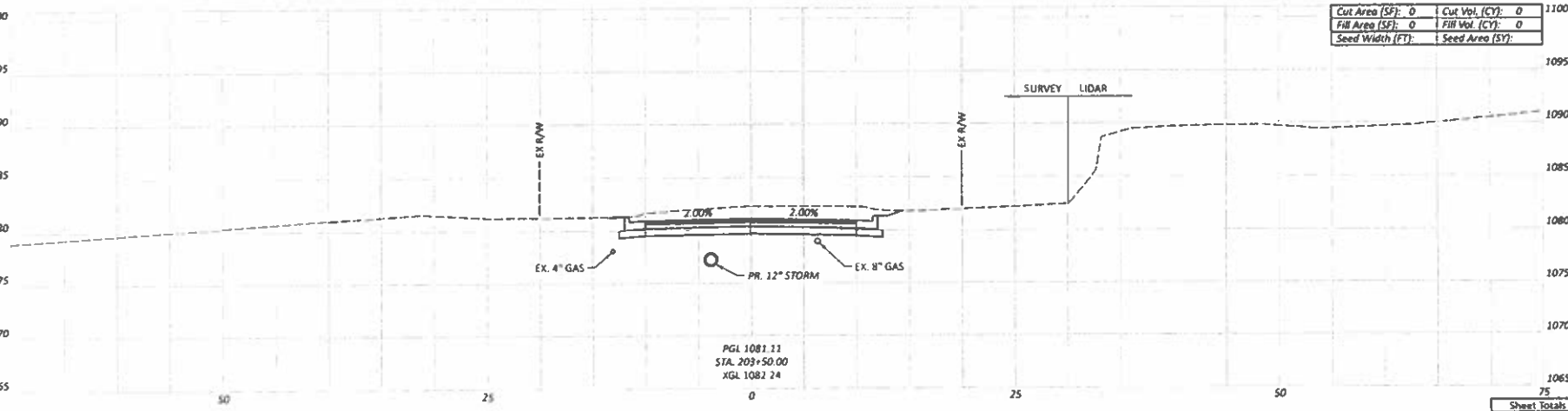
Sheet Totals		
Seeding	Cut	Fill

SHEET 32 | TOTAL 69

EDGEWOOD CORRIDOR

CROSS SECTIONS - NEW GAMBIER ROAD
STA. 203+50.00 TO STA. 204+00.00





Sheet Totals		
Seeding	Cut	Fill

DESIGN AGENCY: CARPENTER MARTY

DESIGNED: CEF

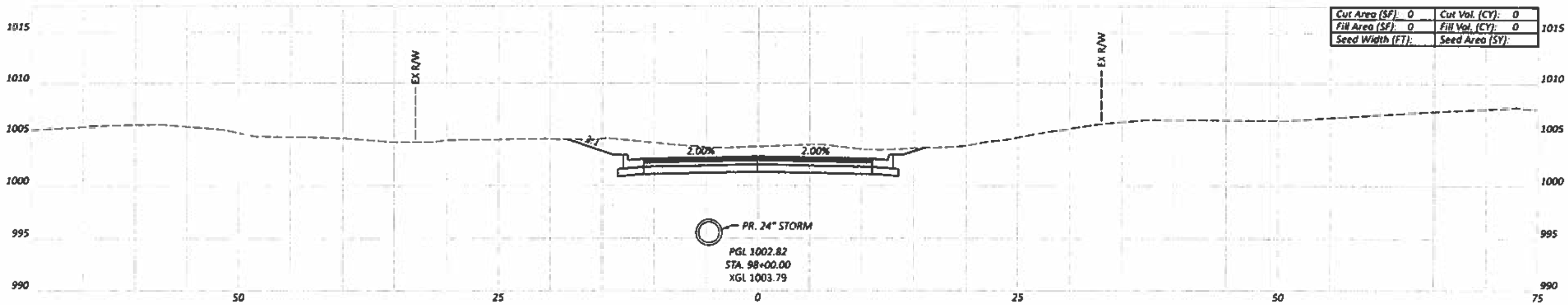
REVISED: DMG 07/31/23

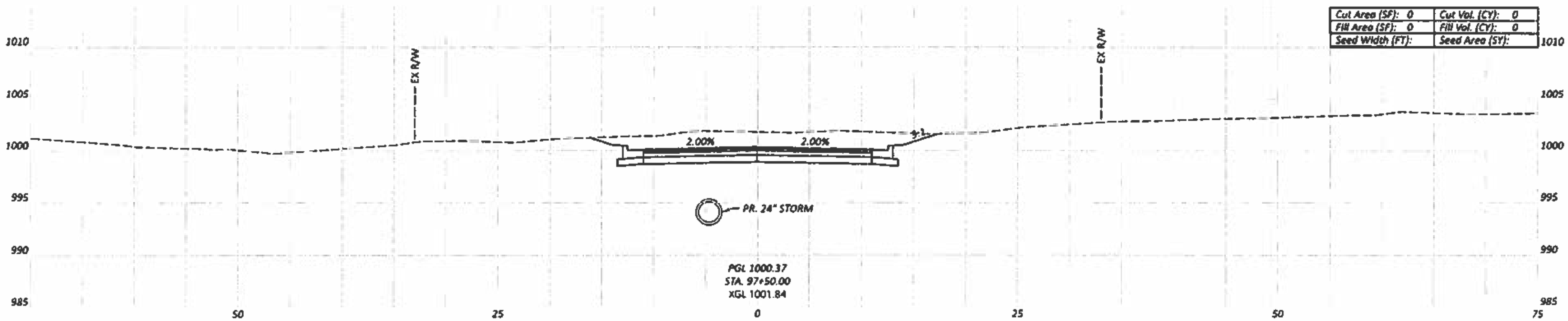
PROJECT ID: 0

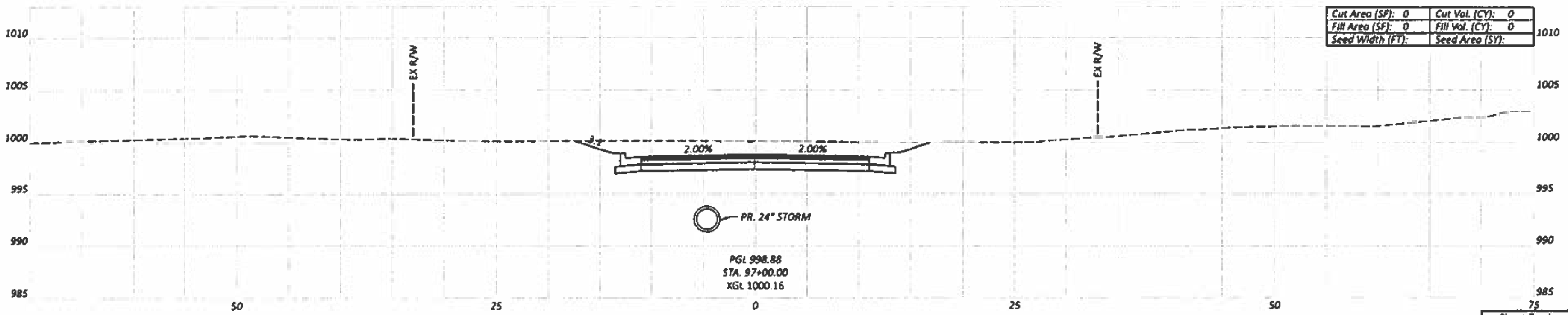
SHEET: 33

TOTAL: 69

CROSS SECTIONS - HIGH STREET
STA. 97+00.00 TO STA. 98+00.00







Sheet Totals		
Seeding	Cut	Fill

DESIGN AGENCY: CARPENTER MARTY

DESIGNER: CEF
REVIEWER: DMG 07/31/23
PROJECT ID: 0
SHEET 34 TOTAL 69

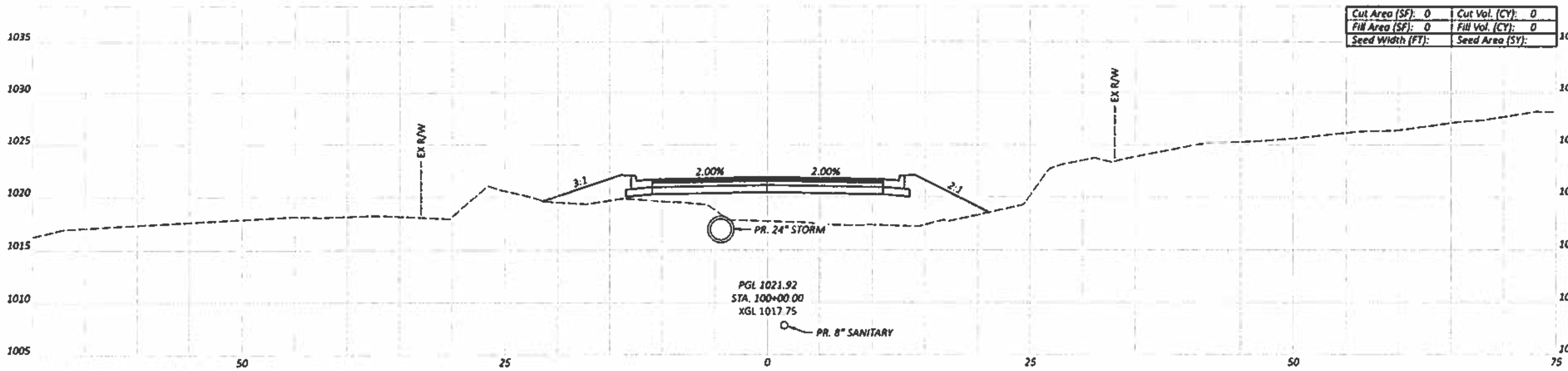
EDGEWOOD CORRIDOR

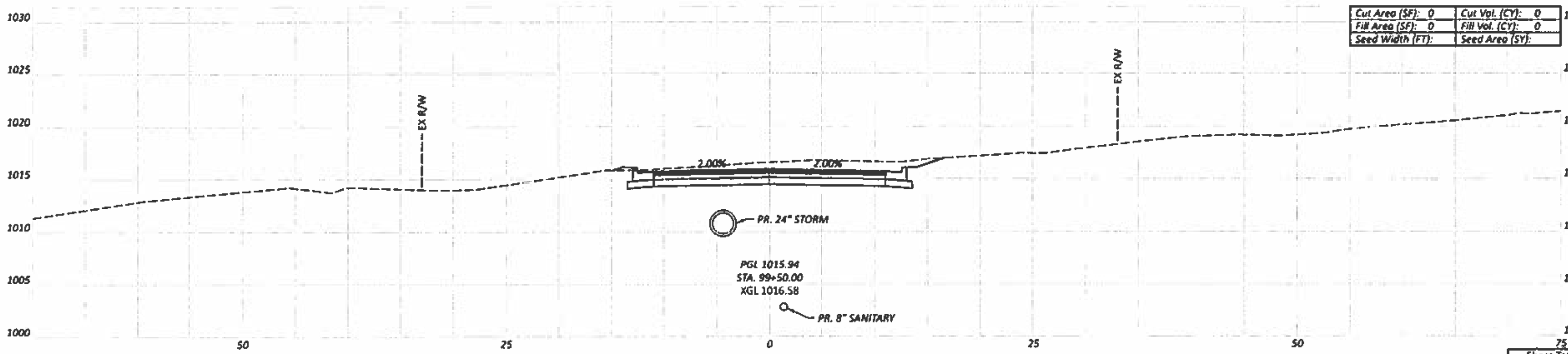
MODEL: CLP_HIGH STREET - 97+00.00 [Sheet] PAPERSIZE: 17x11 (in.) DATE: 8/1/2023 TIME: 4:17:48 PM USER: rflash
P:\CMX\TRU0003_Edgewood Corridor\Edgewood Corridor\400-Engineering\Roadway\Sheets\Edgewood Corridor_XS002.dgn

CROSS SECTIONS - HIGH STREET
STA. 98+50.00 TO STA. 99+00.00

EDGEWOOD CORRIDOR

CROSS SECTIONS - HIGH STREET
STA. 99+50.00 TO STA. 100+00.00





Sheet Totals		
Seeding	Cut	Fill

DESIGN AGENCY: CARPENTER MARTY

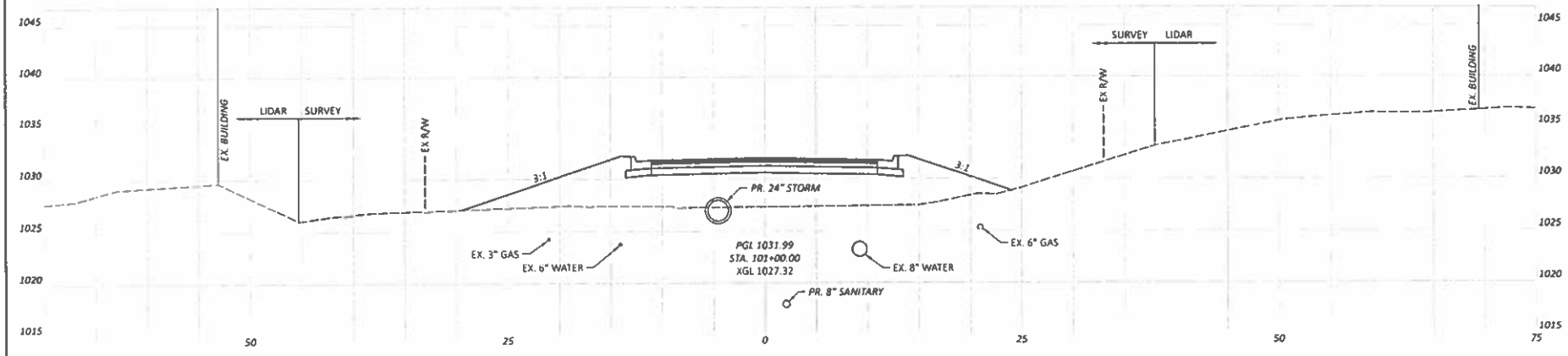
DESIGNER: CEF

REVIEWER: DMG 07/31/23

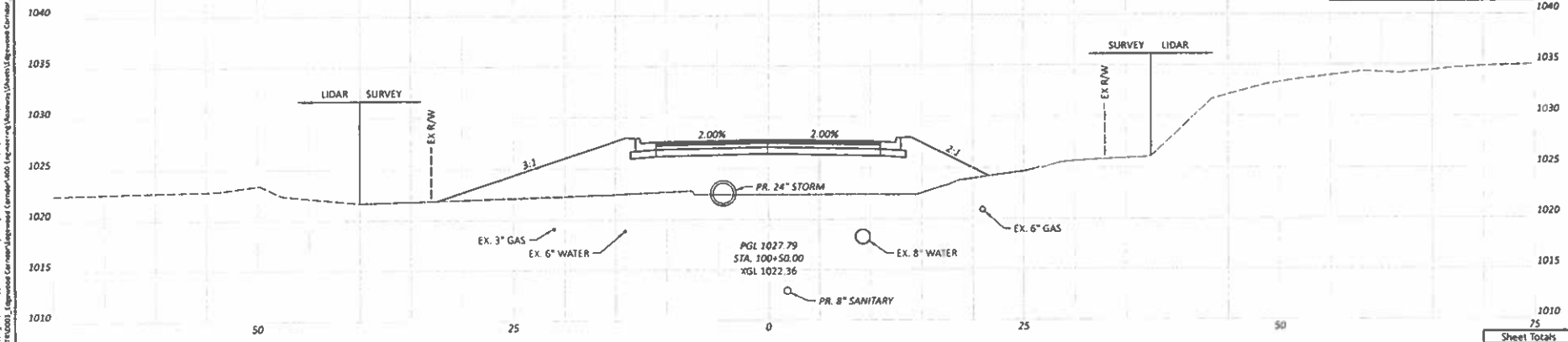
PROJECT ID: 0

SHEET 36 TOTAL 69

EDGEWOOD CORRIDOR



Cut Area (SF): 0	Cut Vol. (CY): 0
Fill Area (SF): 0	Fill Vol. (CY): 0
Seed Width (FT):	Seed Area (SY):



Sheet Totals		
Seeding	Cut	Fill

CROSS SECTIONS - HIGH STREET
STA. 100+50.00 TO STA. 102+00.00

DESIGN AGENCY
CARPENTER MARTY

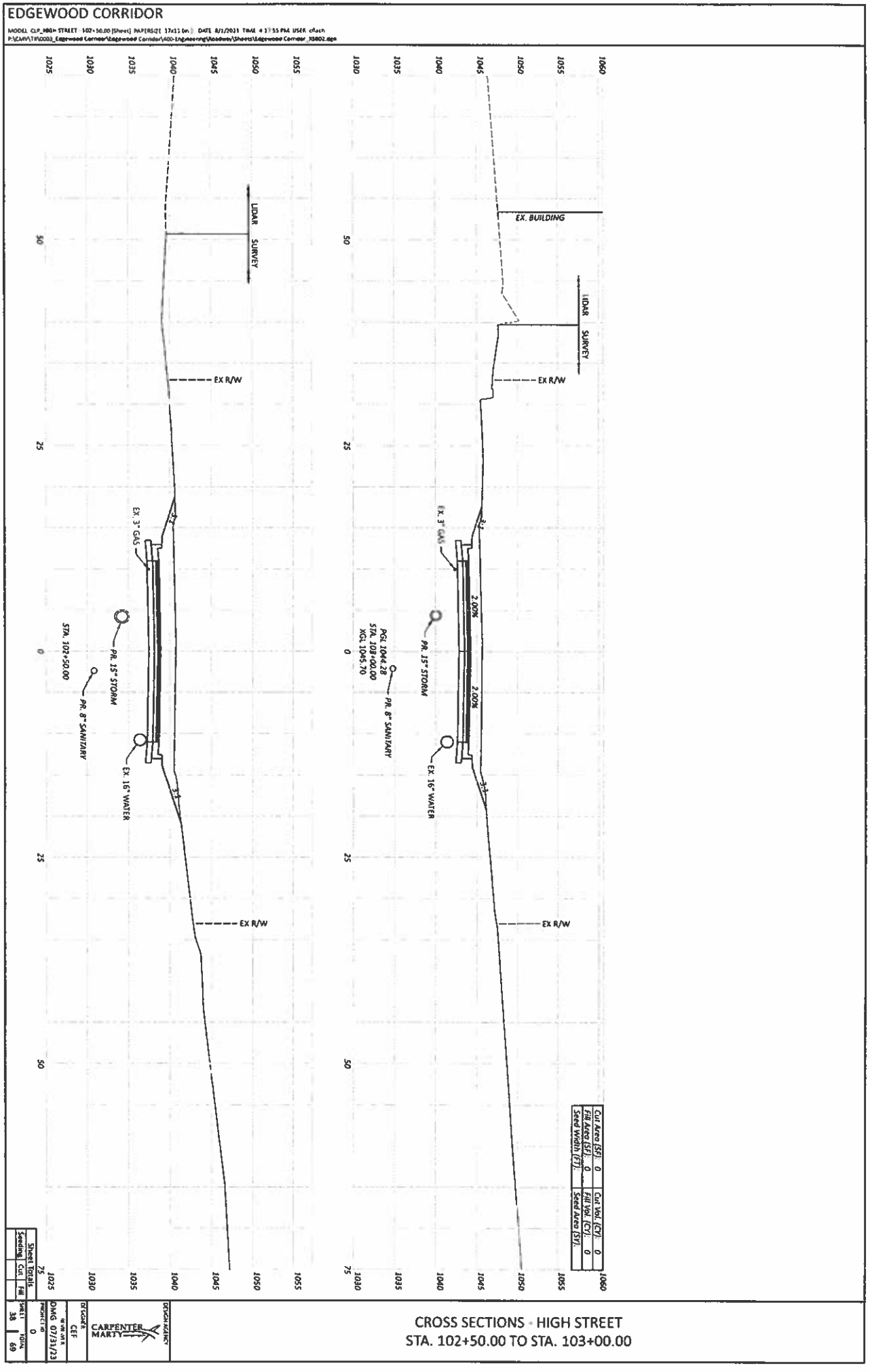
DESIGNER
CEF

REVISED BY
DMG 07/31/23

PHOTO CTRL ID
0

SHEET
37

TOTAL
69


EDGEWOOD CORRIDOR
LIDAR SURVEY
EX R/W
EX. 3" GAS
PR. 15" STORM
PR. 8" SANITARY
EX. 16" WATER
STA. 102+50.00
EX. BUILDING
2.00%
PGL 1044.28
STA. 103+00.00
XGL 1045.70
Cut Area (SF) 0
Fill Area (SF) 0
Seed Width (FT)
Cut Vol. (CY) 0
Fill Vol. (CY) 0
Seed Area (SY)
CROSS SECTIONS - HIGH STREET
STA. 102+50.00 TO STA. 103+00.00

CROSS SECTIONS - HIGH STREET
STA. 103+50.00 TO STA. 104+50.00

EDGEWOOD CORRIDOR

DESIGN AGENT	CARPENTER MARTY
DESIGNER	CEF
DRAWN BY	DMG 07/31/23
PROJECT ID	0
SHEET	39
TOTAL	69

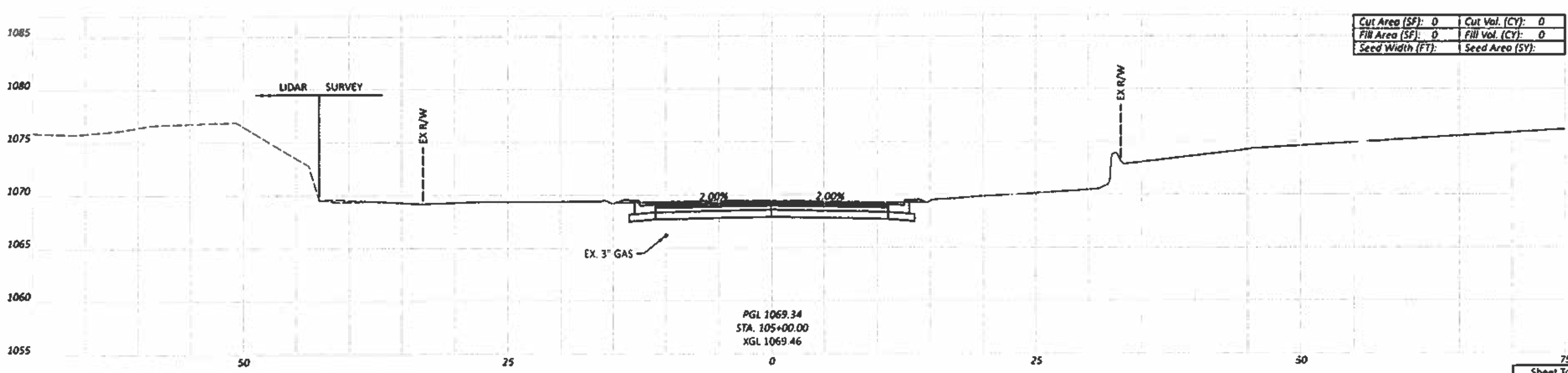
Sheet Totals	Cut	Fill
Seeding		

Cut Area (SF):	0	Cut Vol. (CY):	0
Fill Area (SF):	0	Fill Vol. (CY):	0
Seed Width (FT):		Seed Area (SY):	

Cut Area (SF):	0	Cut Vol. (CY):	0
Fill Area (SF):	0	Fill Vol. (CY):	0
Seed Width (FT):		Seed Area (SY):	

Cut Area (SF):	0	Cut Vol. (CY):	0
Fill Area (SF):	0	Fill Vol. (CY):	0
Seed Width (FT):		Seed Area (SY):	

CROSS SECTIONS - HIGH STREET
STA. 105+00.00

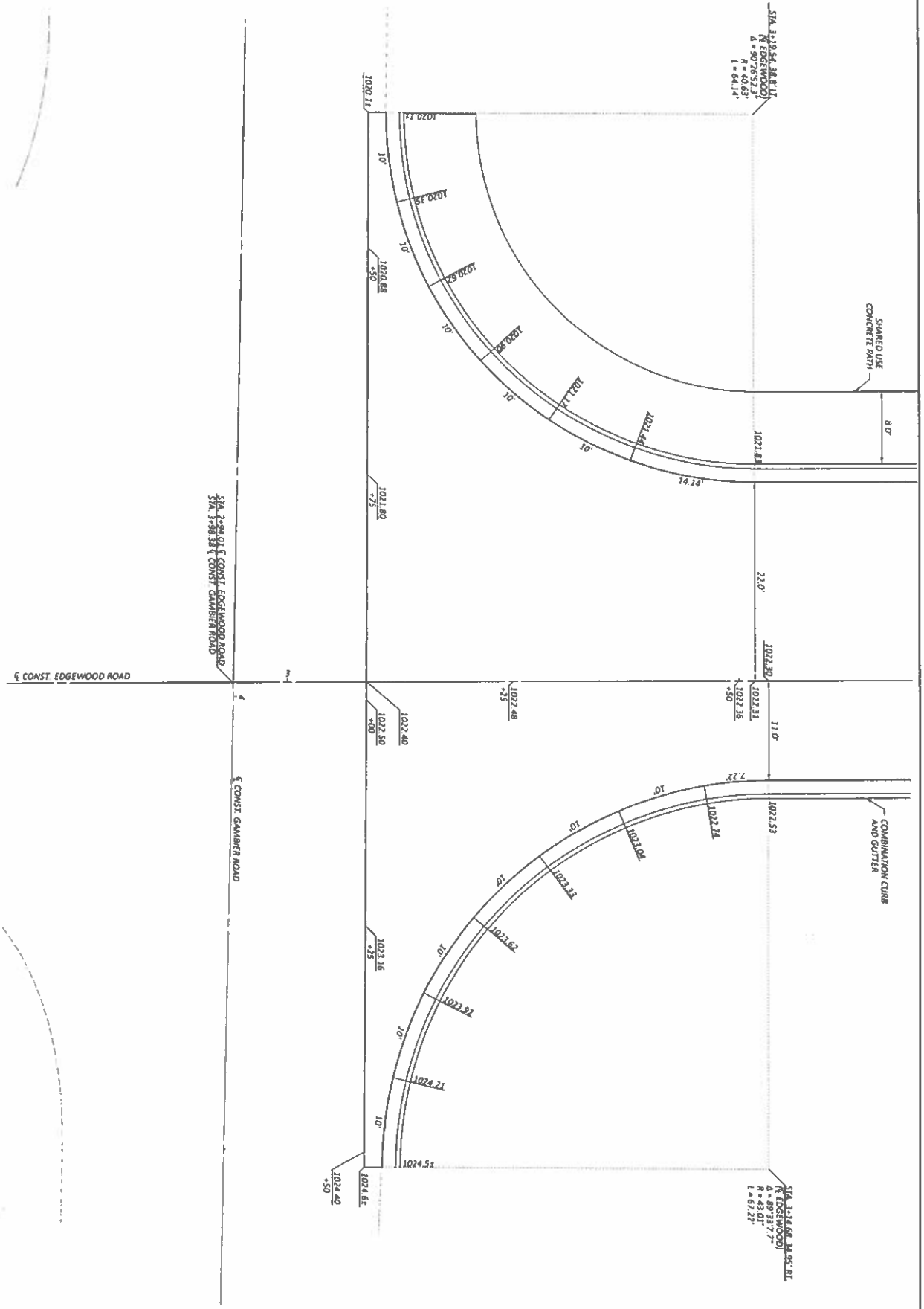


EDGEWOOD CORRIDOR

DESIGN AGENCY	CARPENTER MARTY
DESIGNER	CEF
REVIEWER	DMG 07/31/23
PROJECT ID	0
SHEET	40
TOTAL	69

Sheet Totals		
Seeding	Cut	Fill

EDGEWOOD CORRIDOR



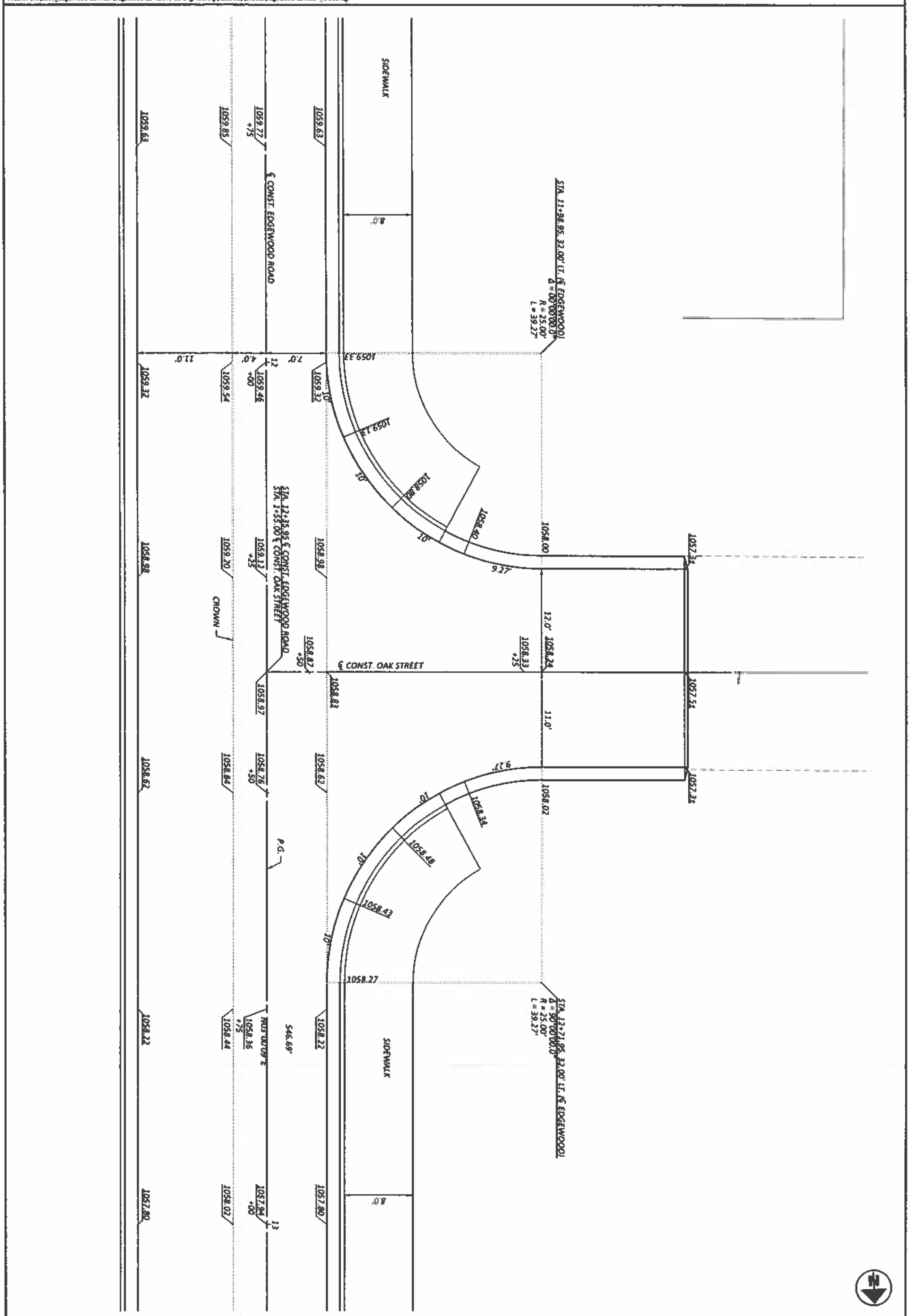
SHEET NO. 41 OF 69	DESIGNED CEF	CARPENTER MARTY	DESIGN ENGINEER
PROJECT ID 0	DRAWN CEF		
DWG. 01/31/23	REVIEWED		

INTERSECTION DETAIL
GAMBIER ROAD AND EDGEWOOD ROAD

HORIZONTAL SCALE IN FEET
0 5
2.5 10

EDGEWOOD CORRIDOR

MODEL: Oak and Edgewood PAPERSIZE: 17x11 (in.) DATE: 8/1/2023 TIME: 4:38:02 PM USER: cflach
P:\CMV\TR\0001_Edgewood Corridor\Edgewood Corridor\400-Engineering\Roadway\Sheets\Edgewood Corridor_G4002.dgn

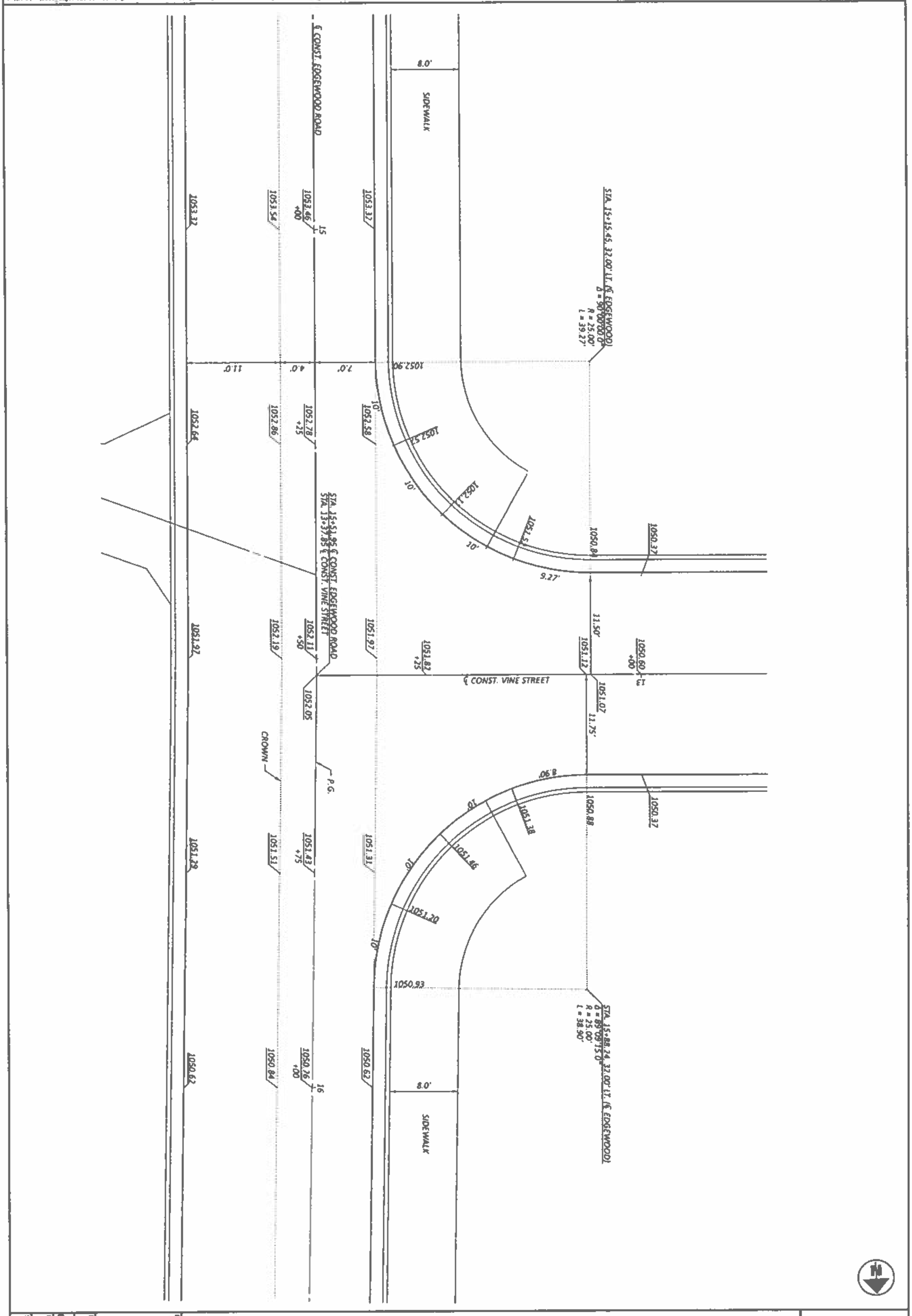


DESIGN AGENCY: CARPENTER MARTY	DESIGNER: CEF	REVIEWER: DMG 07/31/23
PROJECT ID: 0	SHEET: 42	TOTAL: 69

INTERSECTION DETAIL
OAK STREET AND EDGEWOOD ROAD

HORIZONTAL SCALE IN FEET
0 2.5 5 10

EDGEWOOD CORRIDOR



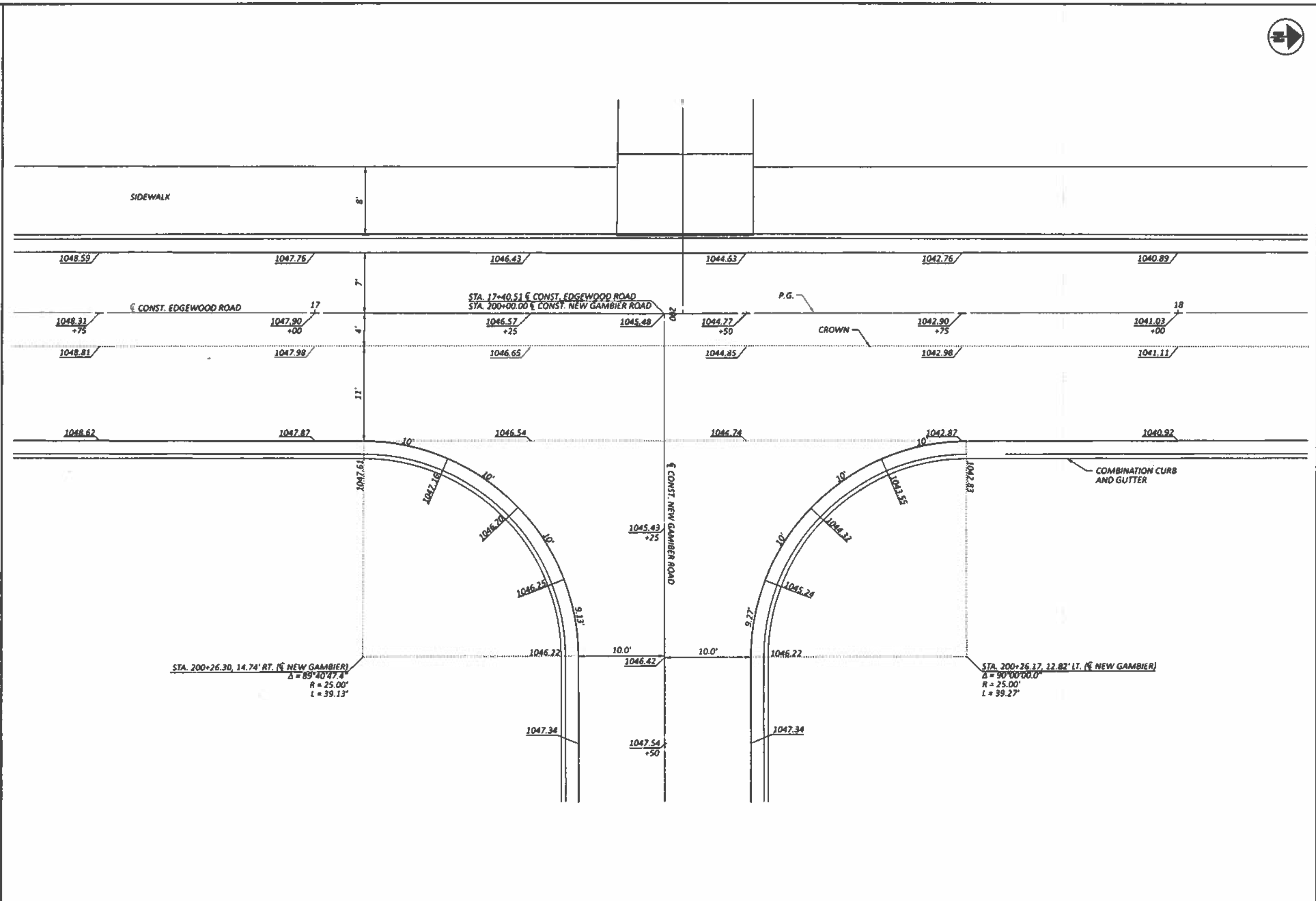
INTERSECTION DETAIL
VINE STREET AND EDGEWOOD ROAD

HORIZONTAL SCALE IN FEET
0 2.5 5 10

DESIGN AGENCY: CARPENTER MARTY
DESIGNER: CEF
REVIEWER
DWG 07/31/23
PROJECT ID: 0
SHEET 43 TOTAL 69

EDGEWOOD CORRIDOR

MODEL: New Gambier and Edgewood PAPERSIZE: 17x11 (in.) DATE: 8/1/2023 TIME: 4:18:05 PM USER: cfitch
P:\CHY\181003_Edgewood Corridor\Edgewood Corridor\400-Engineering\Roadway\Sheets\Edgewood Corridor_GI004.dgn



HORIZONTAL SCALE IN FEET

0 2.5 5 10

INTERSECTION DETAIL
NEW GAMBIER AND EDGEWOOD ROAD

DESIGN AGENCY: CARPENTER MARTY

DESIGNER: CEF

REVIEWER: DMG 07/31/23

PROJECT ID: 0

SHEET 44 TOTAL 69

EDGEWOOD CORRIDOR

INTERSECTION DETAIL
HIGH STREET AND EDGEWOOD ROAD

HORIZONTAL SCALE IN FEET
0 5 10 25

CARTWRIGHT MARTY

DESIGNED CEF
REVIEWED
DRAWN 07/31/23
PROJECT NO 0
SHEET 45 TOTAL 69

LEGEND

① ITEM 411 - 8" STABILIZED CRUSHED AGGREGATE

② ITEM 441 - 2" ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (449), PG64-22
ITEM 304 - 6" AGGREGATE BASE

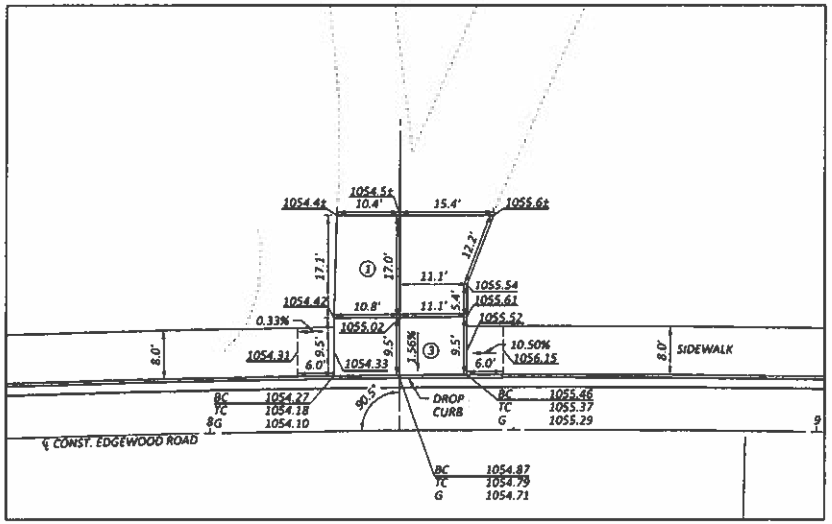
③ ITEM 452 - 6" NON-REINFORCED CONCRETE PAVEMENT
ITEM 304 - 6" AGGREGATE BASE

④ ITEM 452 - 4" NON-REINFORCED CONCRETE PAVEMENT
ITEM 304 - 6" AGGREGATE BASE

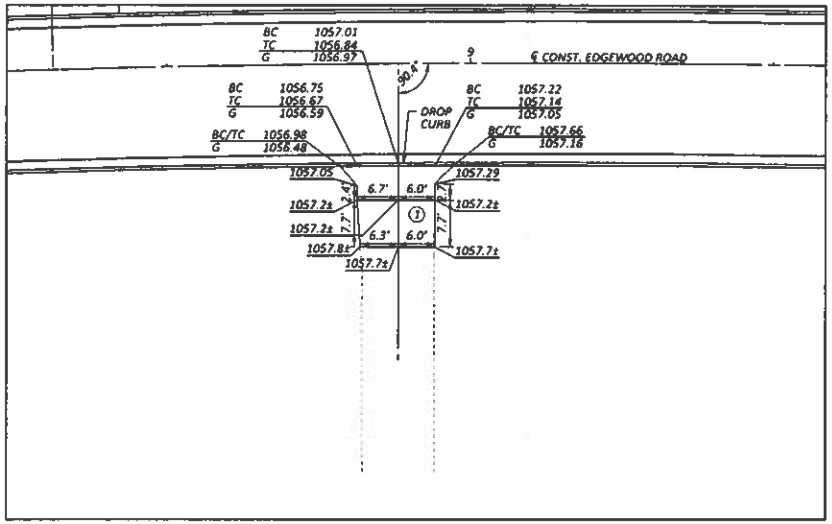
BC BACK OF CURB

TC TOP OF CURB

G GUTTER



RESIDENTIAL DRIVE - STA. 8+31.23, LT.



RESIDENTIAL DRIVE - STA. 8+88.19, RT.

HORIZONTAL SCALE IN FEET
0 2.5 5 10

DRIVE PLANS
EDGEWOOD ROAD

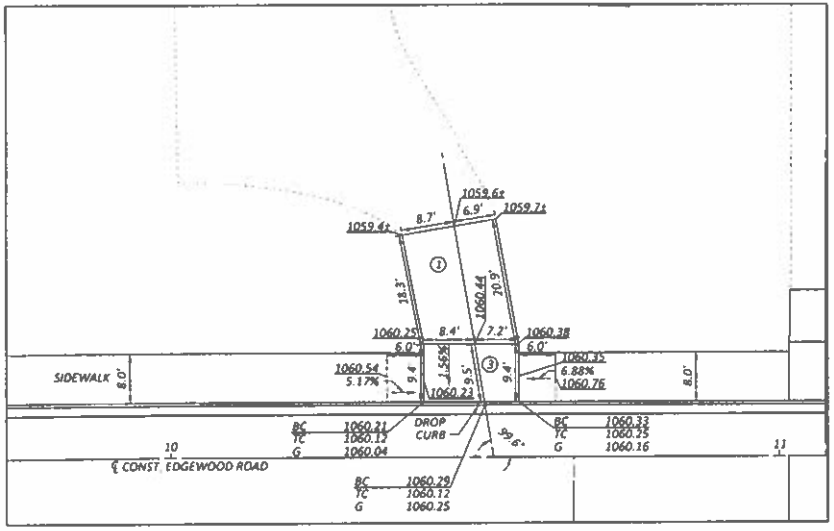
DESIGN AGENCY
CARPENTER MARTY

DESIGNER CEF
REVIEWER DMG 07/31/23
PROJECT ID 0
SHEET 46 TOTAL 69

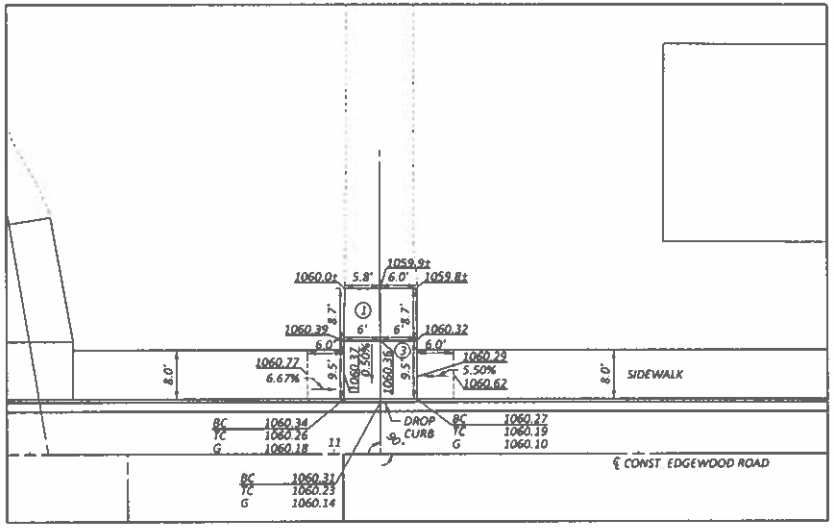
EDGEWOOD CORRIDOR

MODEL: Sheet PAPERSIZE: 17x11 (in.) DATE: 8/1/2023 TIME: 4:18:09 PM USER: cfuch

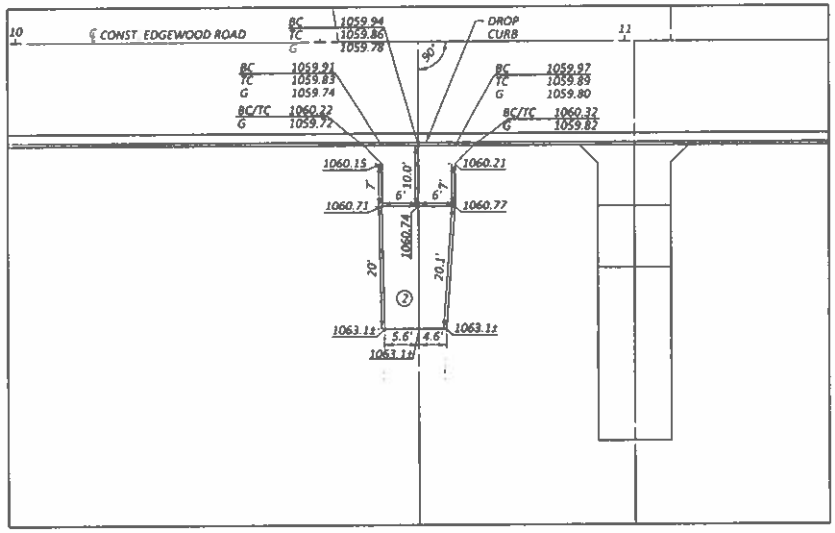
EDGEWOOD CORRIDOR



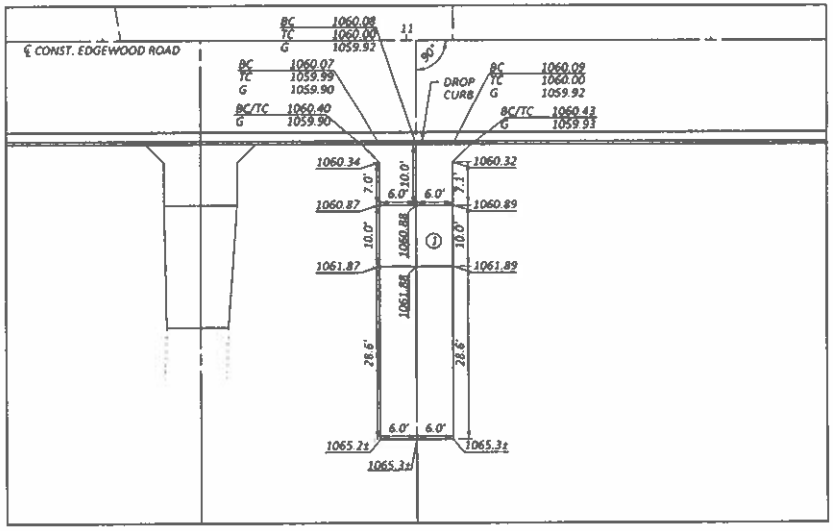
RESIDENTIAL DRIVE - STA. 10+53.02, LT.



RESIDENTIAL DRIVE - STA. 11+07.66, LT.



RESIDENTIAL DRIVE - STA. 10+66.12, RT.



RESIDENTIAL DRIVE - STA. 11+01.57, RT.

NOTES
1. SEE SHEET 46 FOR DRIVEWAY LEGEND

HORIZONTAL SCALE IN FEET
0 2.5 5 10

DRIVE PLANS
EDGEWOOD ROAD

DESIGN AGENCY
CARPENTER MARTY

DESIGNER
CEF

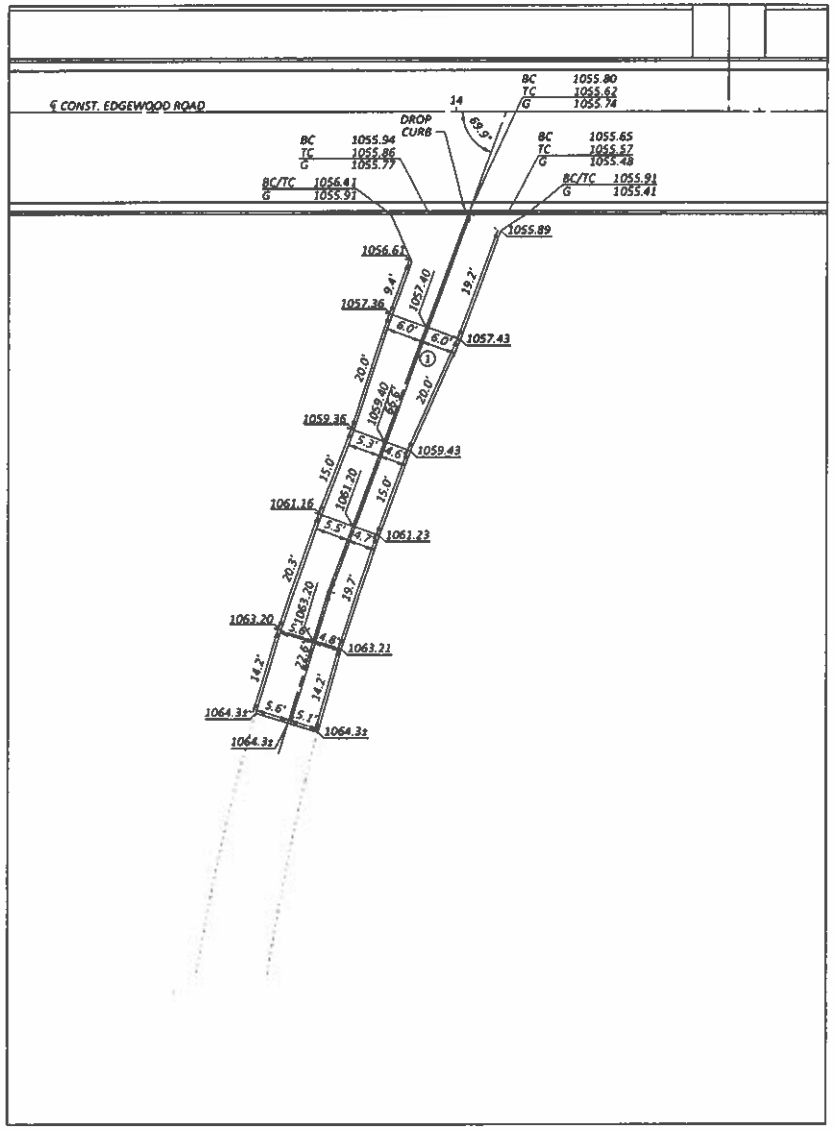
REVIEWER

DRAWING 07/31/23

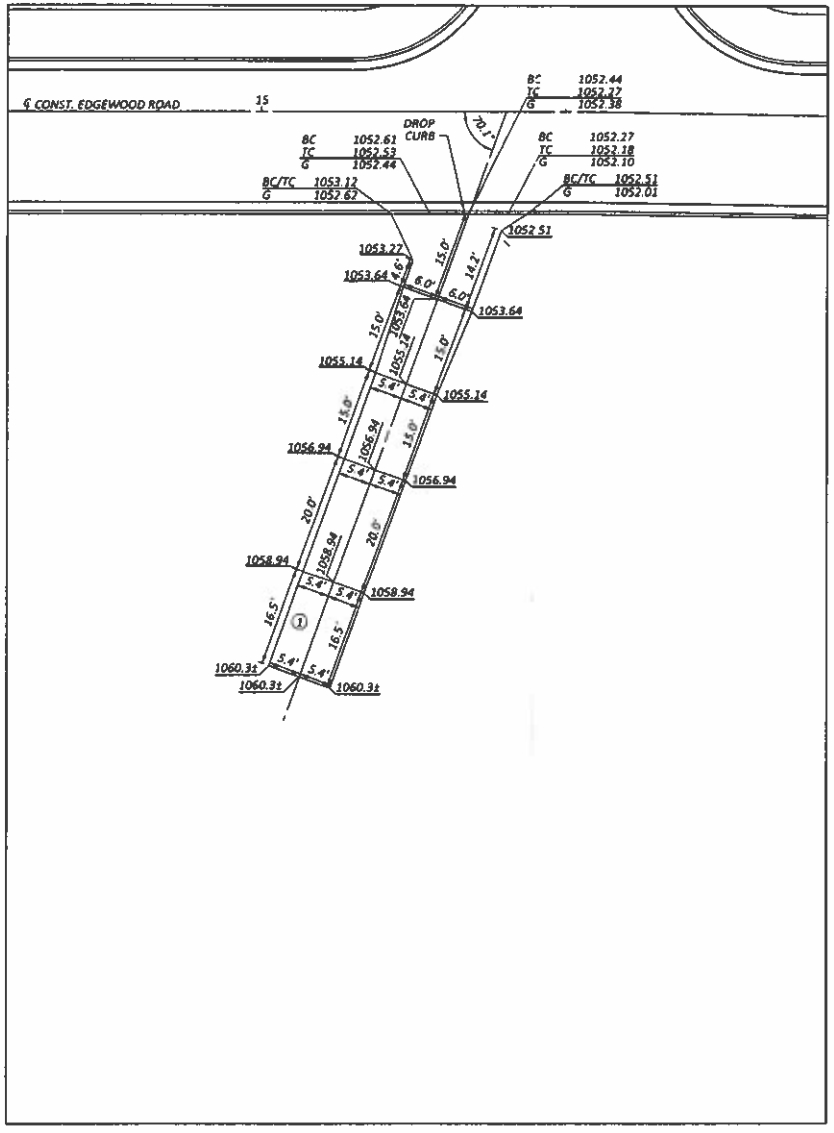
PROJECT ID
0

SHEET 47 TOTAL 69

EDGEWOOD CORRIDOR



RESIDENTIAL DRIVE - STA. 14+08.21, RT.



RESIDENTIAL DRIVE - STA. 15+40.21, RT.

NOTES
1. SEE SHEET 46 FOR DRIVEWAY LEGEND

HORIZONTAL SCALE IN FEET
0 2.5 5 10

DRIVE PLANS
EDGEWOOD ROAD

DESIGN AGENCY
CARPENTER MARTY

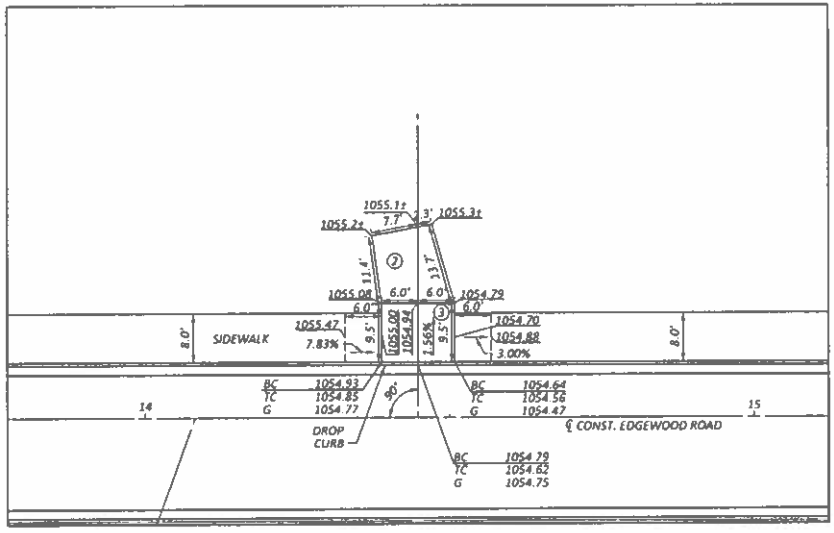
DESIGNER
CEF

REVIEWER
DMG 07/31/23

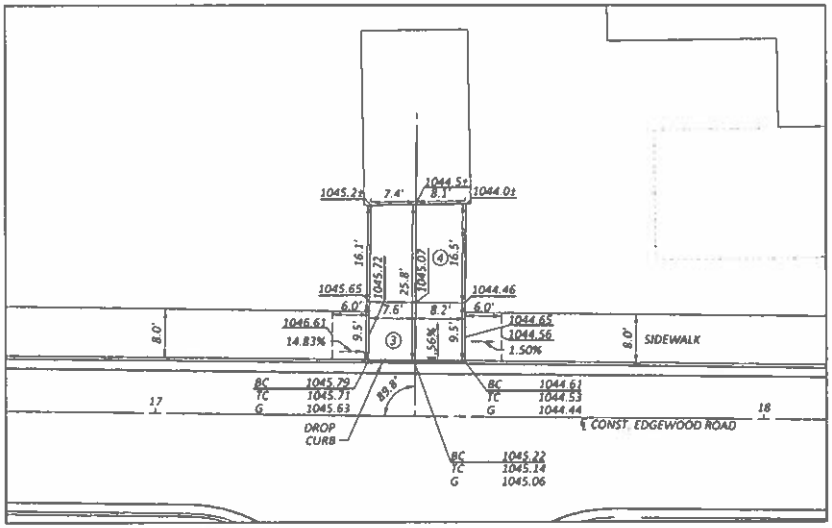
PROJECT ID
0

SHEET 48 TOTAL 69

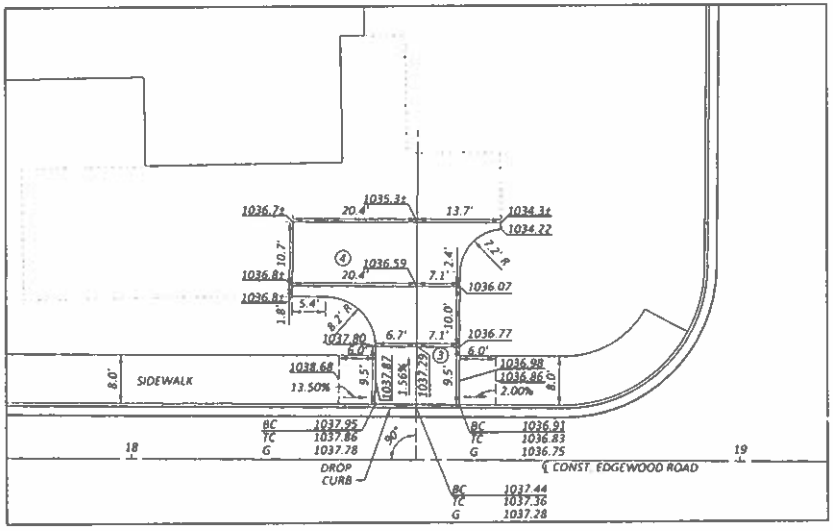
EDGEWOOD CORRIDOR



RESIDENTIAL DRIVE - STA. 14+44.84, LT.



RESIDENTIAL DRIVE - STA. 17+42.64, LT.



RESIDENTIAL DRIVE - STA. 18+46.75, LT.

NOTES
1. SEE SHEET 46 FOR DRIVEWAY LEGEND

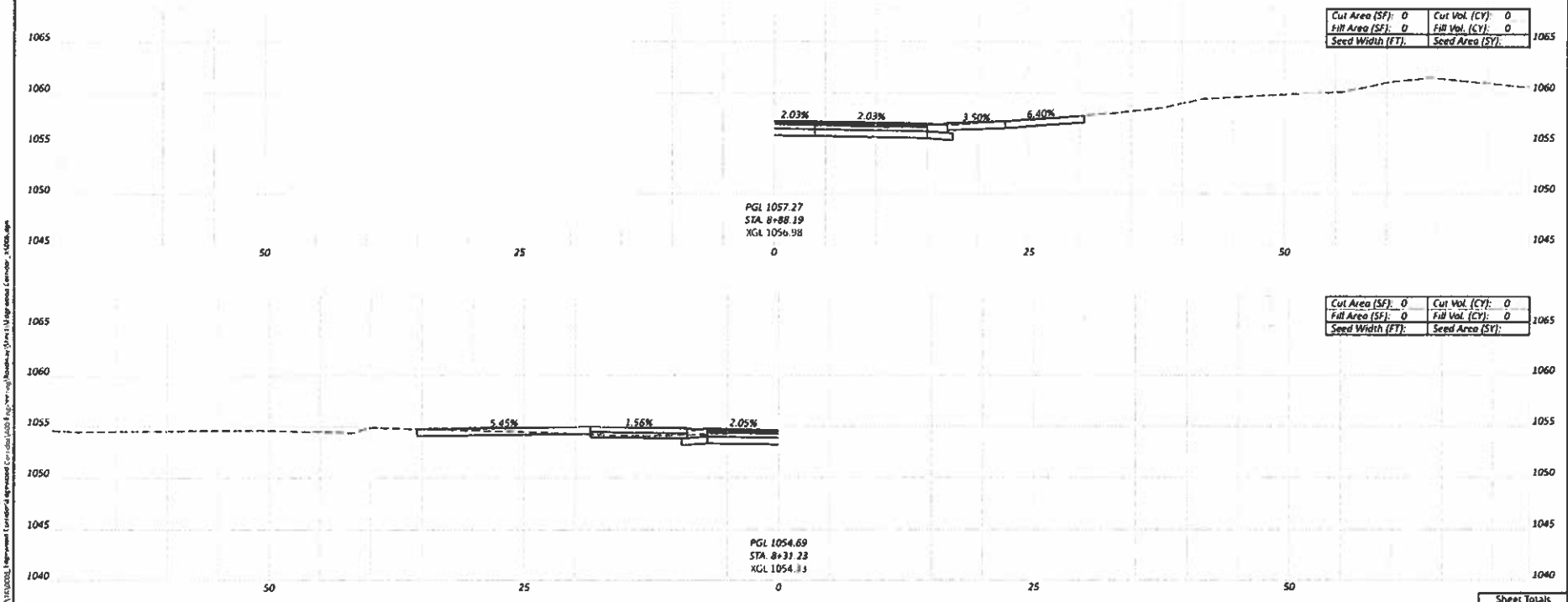
HORIZONTAL SCALE IN FEET
0 2.5 5 10

DRIVE PLANS
EDGEWOOD ROAD

DESIGN AGENCY
CARPENTER MARTY

DESIGNER CEF
REVIEWER
DMG 07/31/23
PROJECT NO 0
SHEET 49 TOTAL 69

EDGEWOOD CORRIDOR



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Fill Area (SF): 0	Fill Vol. (CY): 0
Seed Width (FT):	Seed Area (SY):

Cut Area (SF): 0	Cut Vol. (CY): 0
Fill Area (SF): 0	Fill Vol. (CY): 0
Seed Width (FT):	Seed Area (SY):

DRIVE PROFILE

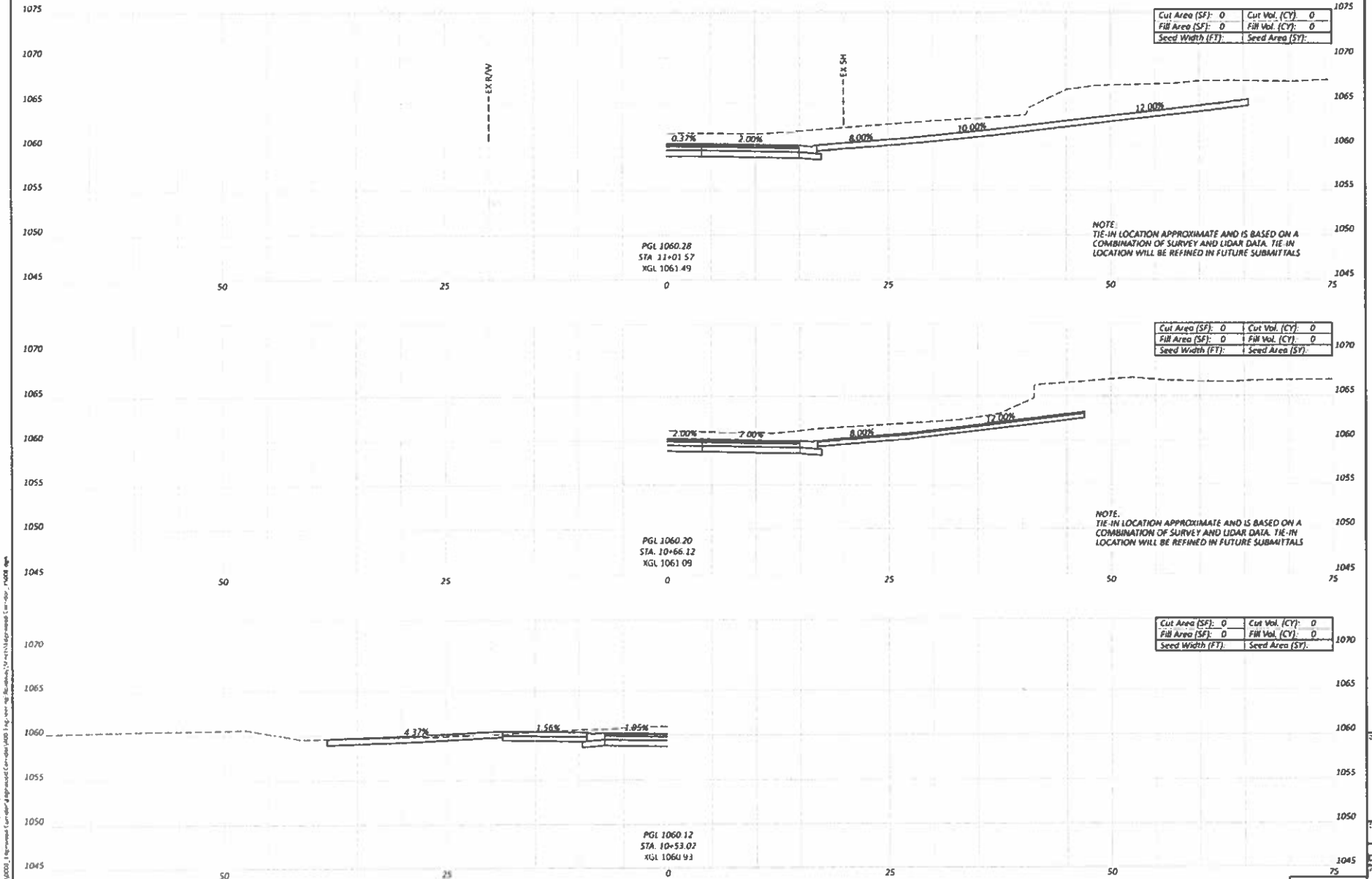
CARPENTER MARTY

DESIGNER	CEF
REVIEWER	DMG 07/31/23
PROJECT ID	0

Sheet Totals		
Seeding	Cut	Fill

SHEET	50
TOTAL	69

EDGEWOOD CORRIDOR



DRIVE PROFILE

CARPENTER MARTY

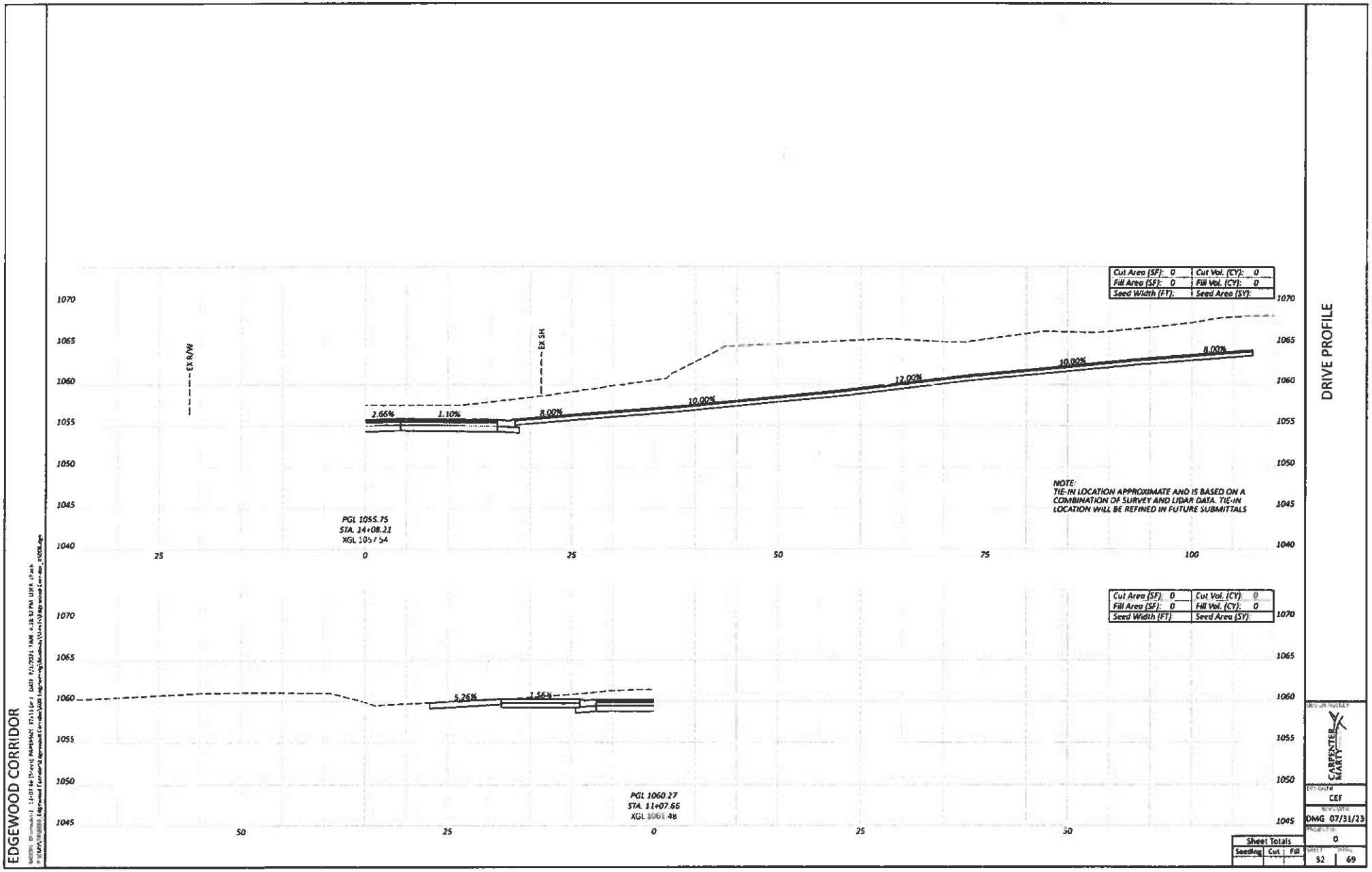
CEF

DMG 07/31/23

Sheet Totals

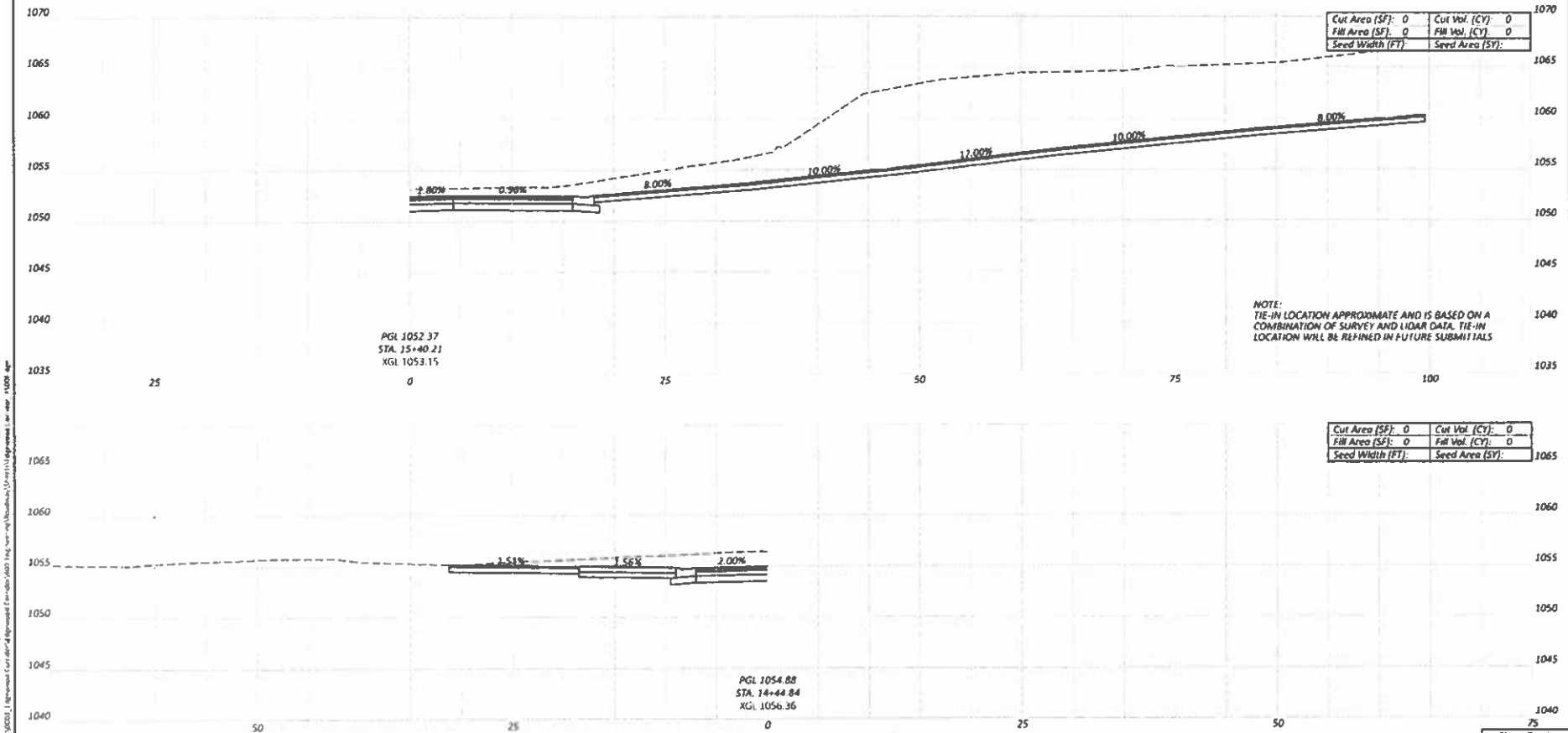
Seeding	Cut	Fill

51 | 69


EDGEWOOD CORRIDOR
DRIVE PROFILE
EX R/W
EX SH
2.66%
1.10%
8.00%
10.00%
12.00%
10.00%
8.00%
PGL 1055.75
STA. 14+08.21
XGL 1057.54
NOTE:
TIE-IN LOCATION APPROXIMATE AND IS BASED ON A COMBINATION OF SURVEY AND LIDAR DATA. TIE-IN LOCATION WILL BE REFINED IN FUTURE SUBMITTALS
Cut Area (SF): 0
Cut Vol. (CY): 0
Fill Area (SF): 0
Fill Vol. (CY): 0
Seed Width (FT):
Seed Area (SY):
5.26%
1.56%
PGL 1060.27
STA. 11+07.66
XGL 1061.48
Sheet Totals
Seeding
Cut
Fill
CEF
DMG 07/31/23
0
52
69

EDGEWOOD CORRIDOR

DRIVE PROFILE



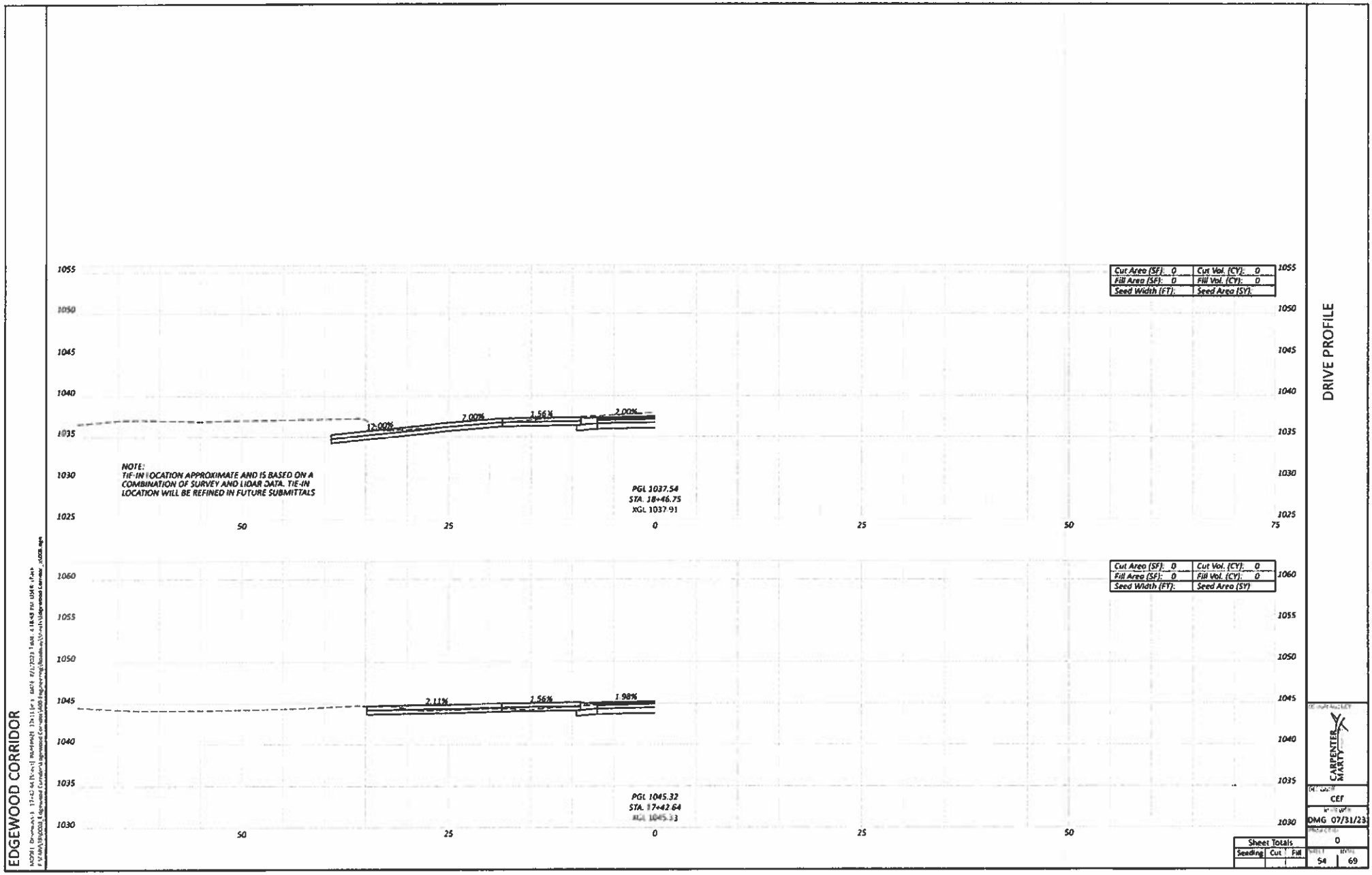
Sheet Totals		
Seeding	Cut	Fill

CARPENTER MARTY

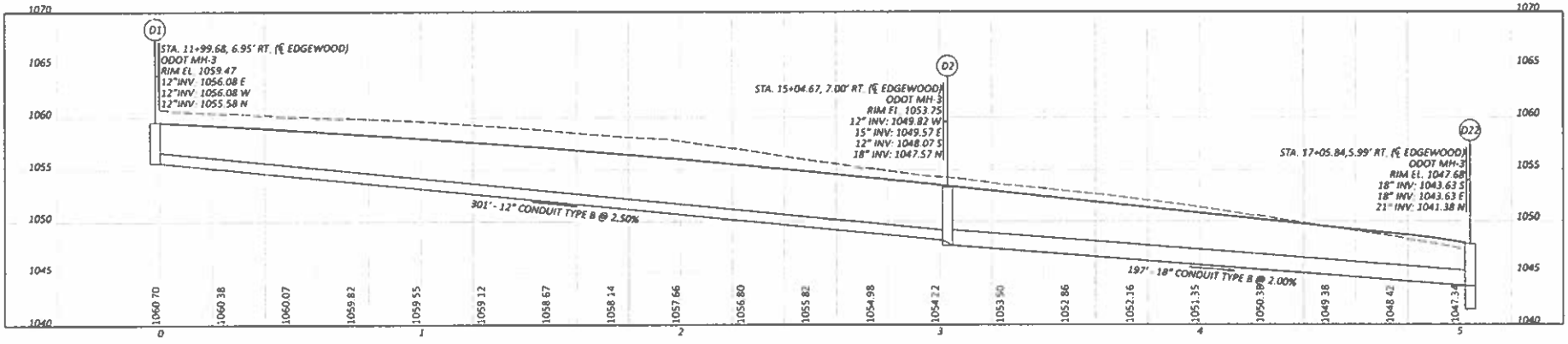
CEF

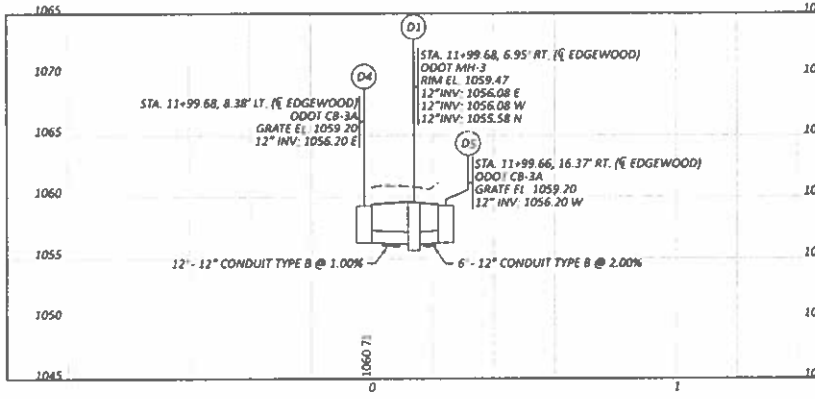
DMG 07/31/23

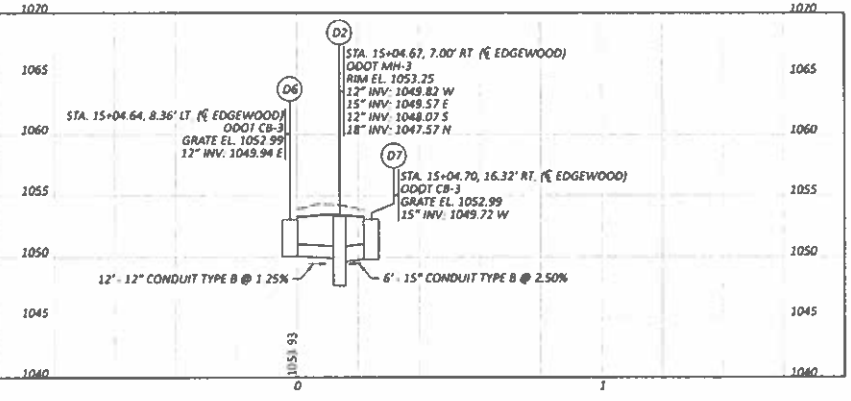
53 | 69


EDGEWOOD CORRIDOR
DRIVE PROFILE
Cut Area (SF): 0
Cut Vol. (CY): 0
Fill Area (SF): 0
Fill Vol. (CY): 0
Seed Width (FT):
Seed Area (SY):
12.00%
7.00%
1.56%
2.00%
NOTE:
TIE-IN LOCATION APPROXIMATE AND IS BASED ON A COMBINATION OF SURVEY AND LIDAR DATA. TIE-IN LOCATION WILL BE REFINED IN FUTURE SUBMITTALS
PGL 1037.54
STA. 18+46.75
XGL 1037.91
2.11%
1.56%
1.98%
PGL 1045.32
STA. 17+42.64
XGL 1045.33
Sheet Totals
Seeding
Cut
Fill
CARPENTER MARTY
CEF
DMG 07/31/23
0
54
69

EDGEWOOD CORRIDOR







STORM SEWER PROFILES

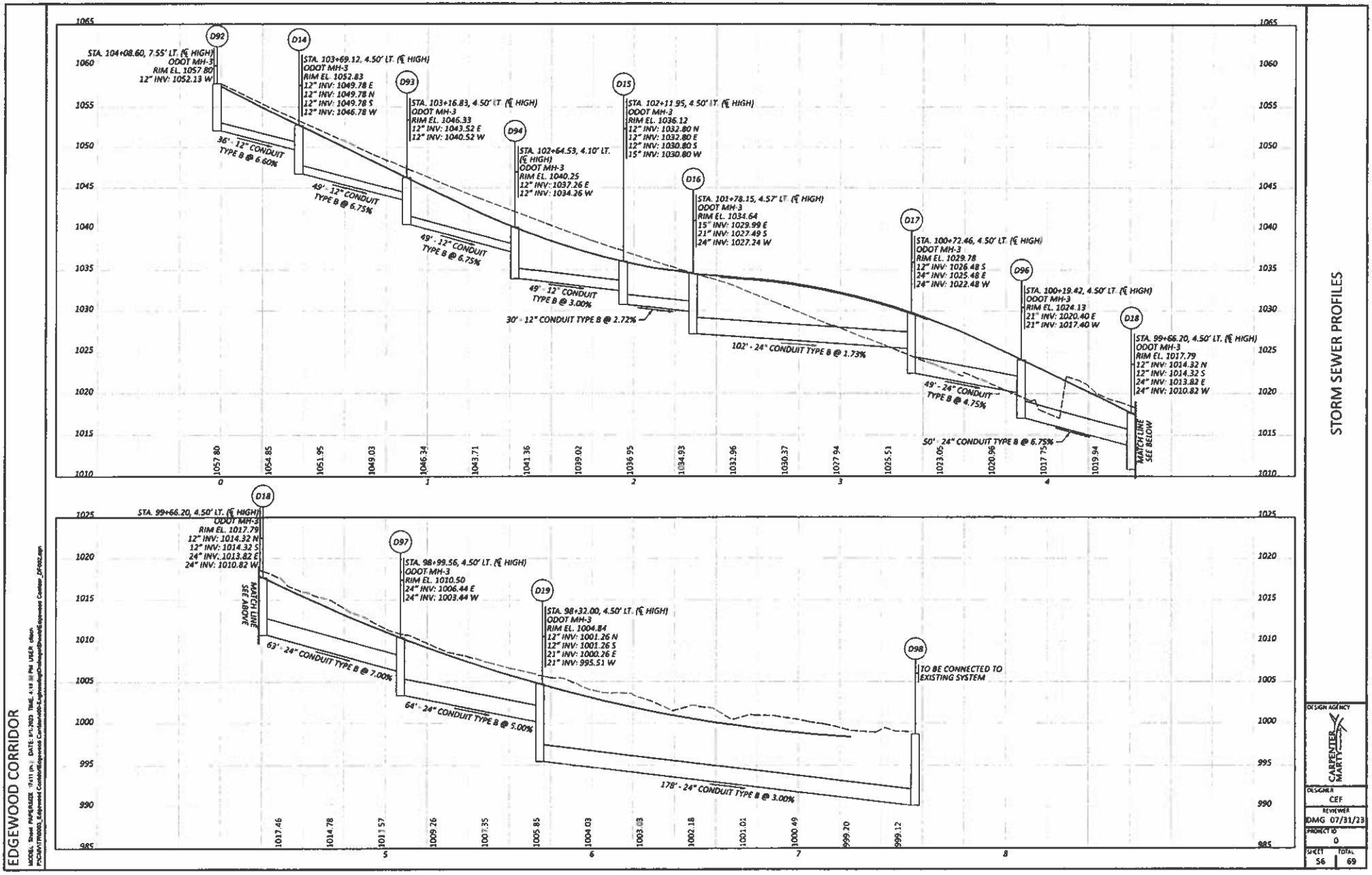
DESIGN AGENCY
CARPENTER MARTY

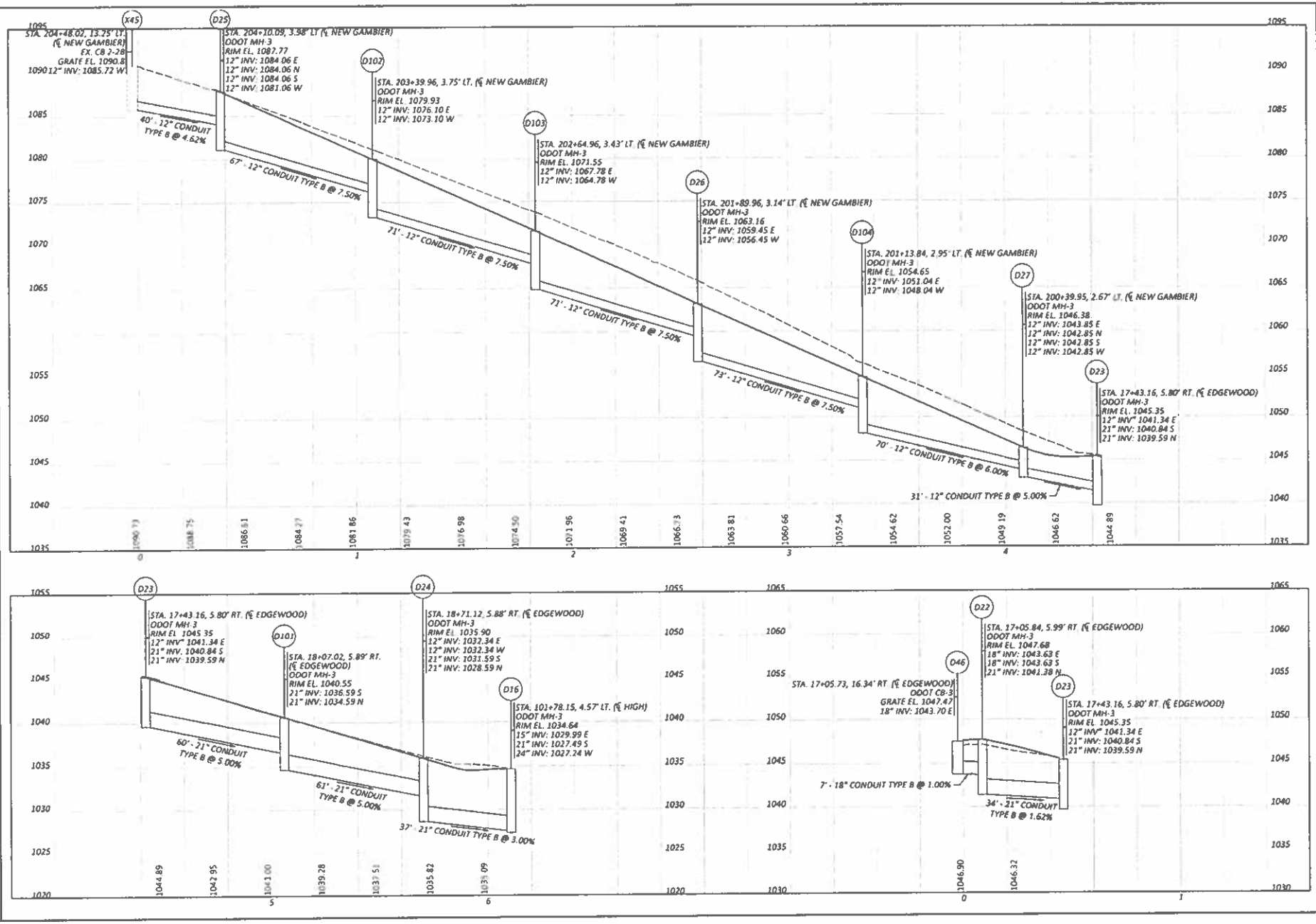
DESIGNER
CEF

REVIEWER
DAAG 07/31/23

PROJECT #
0

SHEET 55 TOTAL 69


EDGEWOOD CORRIDOR
STORM SEWER PROFILES
D92
STA. 104+08.60, 7.55' LT. (℄ HIGH)
ODOT MH-3
RIM EL. 1057.80
12" INV: 1052.13 W
D14
STA. 103+69.12, 4.50' LT. (℄ HIGH)
ODOT MH-3
RIM EL. 1052.83
12" INV: 1049.78 E
12" INV: 1049.78 N
12" INV: 1049.78 S
12" INV: 1046.78 W
D93
STA. 103+16.83, 4.50' LT. (℄ HIGH)
ODOT MH-3
RIM EL. 1046.33
12" INV: 1043.52 E
12" INV: 1040.52 W
D94
STA. 102+64.53, 4.10' LT. (℄ HIGH)
ODOT MH-3
RIM EL. 1040.25
12" INV: 1037.26 E
12" INV: 1034.26 W
D15
STA. 102+11.95, 4.50' LT. (℄ HIGH)
ODOT MH-3
RIM EL. 1036.12
12" INV: 1032.80 N
12" INV: 1032.80 E
12" INV: 1030.80 S
15" INV: 1030.80 W
D16
STA. 101+78.15, 4.57' LT. (℄ HIGH)
ODOT MH-3
RIM EL. 1034.64
15" INV: 1029.99 E
21" INV: 1027.49 S
24" INV: 1027.24 W
D17
STA. 100+72.46, 4.50' LT. (℄ HIGH)
ODOT MH-3
RIM EL. 1029.78
12" INV: 1026.48 S
24" INV: 1025.48 E
24" INV: 1022.48 W
D96
STA. 100+19.42, 4.50' LT. (℄ HIGH)
ODOT MH-3
RIM EL. 1024.13
21" INV: 1020.40 E
21" INV: 1017.40 W
D18
STA. 99+66.20, 4.50' LT. (℄ HIGH)
ODOT MH-3
RIM EL. 1017.79
12" INV: 1014.32 N
12" INV: 1014.32 S
24" INV: 1013.82 E
24" INV: 1010.82 W
36' - 12" CONDUIT TYPE B @ 6.60%
49' - 12" CONDUIT TYPE B @ 6.75%
49' - 12" CONDUIT TYPE B @ 6.75%
49' - 12" CONDUIT TYPE B @ 3.00%
30' - 12" CONDUIT TYPE B @ 2.72%
102' - 24" CONDUIT TYPE B @ 1.73%
49' - 24" CONDUIT TYPE B @ 4.75%
50' - 24" CONDUIT TYPE B @ 6.75%
MATCHLINE SEE BELOW
1057.80
1054.85
1051.95
1049.03
1046.34
1043.71
1041.36
1039.02
1036.95
1034.93
1032.96
1030.37
1027.94
1025.51
1023.05
1020.96
1017.75
1019.94
0
1
2
3
4
D18
STA. 99+66.20, 4.50' LT. (℄ HIGH)
ODOT MH-3
RIM EL. 1017.79
12" INV: 1014.32 N
12" INV: 1014.32 S
24" INV: 1013.82 E
24" INV: 1010.82 W
D97
STA. 98+99.56, 4.50' LT. (℄ HIGH)
ODOT MH-3
RIM EL. 1010.50
24" INV: 1006.44 E
24" INV: 1003.44 W
D19
STA. 98+32.00, 4.50' LT. (℄ HIGH)
ODOT MH-3
RIM EL. 1004.84
12" INV: 1001.26 N
12" INV: 1001.26 S
21" INV: 1000.26 E
21" INV: 995.51 W
D98
TO BE CONNECTED TO EXISTING SYSTEM
MATCHLINE SEE ABOVE
63' - 24" CONDUIT TYPE B @ 7.00%
64' - 24" CONDUIT TYPE B @ 5.00%
178' - 24" CONDUIT TYPE B @ 3.00%
1017.46
1014.78
1011.57
1009.26
1007.35
1005.85
1004.03
1003.03
1002.18
1001.01
1000.49
999.20
999.12
5
6
7
8
DESIGN AGENCY
CARPENTER MARTY
DESIGNER
CEF
REVIEWER
DMG 07/31/23
PROJECT ID
0
SHEET
56
TOTAL
69



EDGEWOOD CORRIDOR

STORM SEWER PROFILES

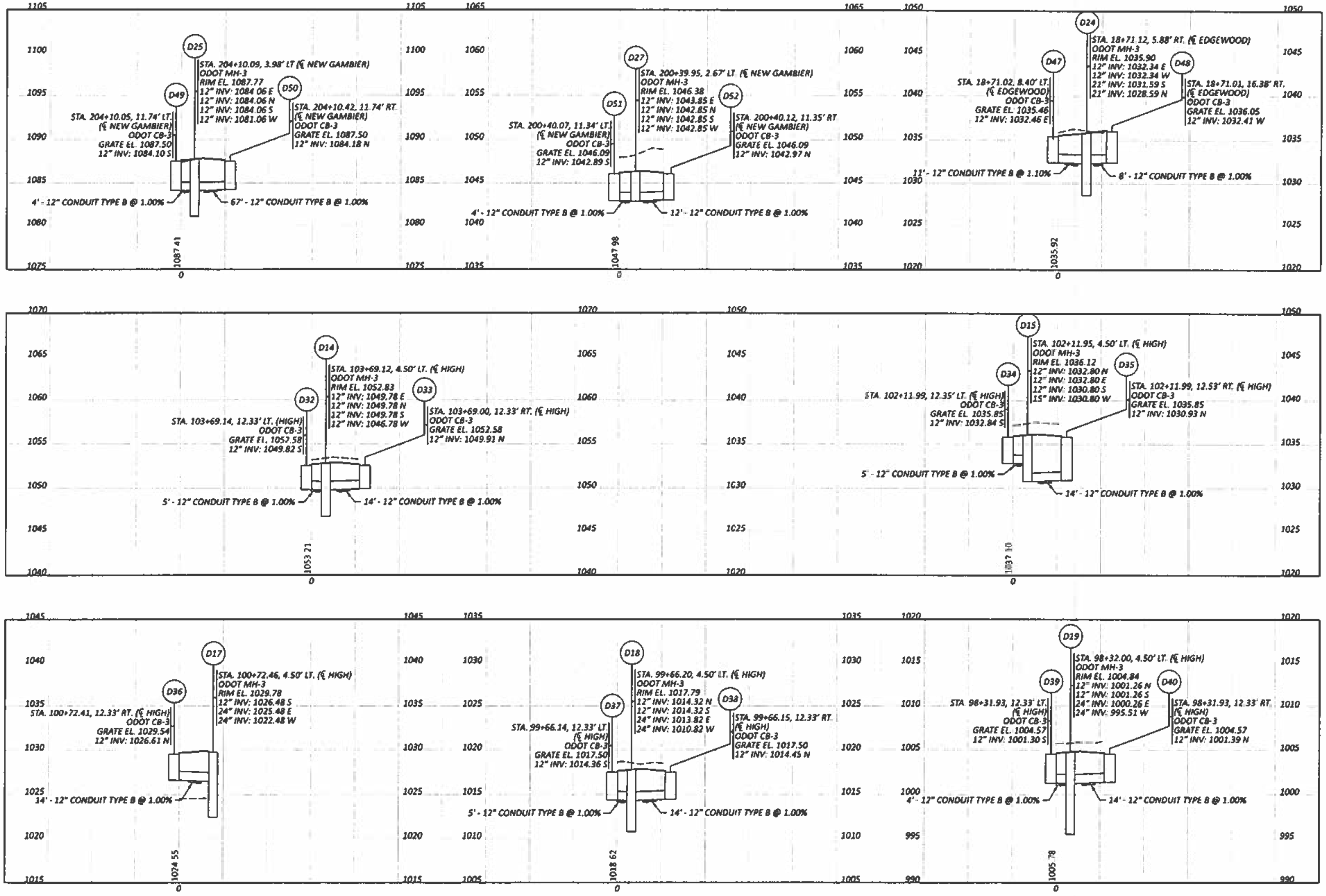
DESIGN AGENCY
CARPENTER MARTY

DESIGNED: CEF
REVIEWED: DMG 07/31/23
PROJECT ID: 0
SHEET: 57
TOTAL: 69

EDGEWOOD CORRIDOR

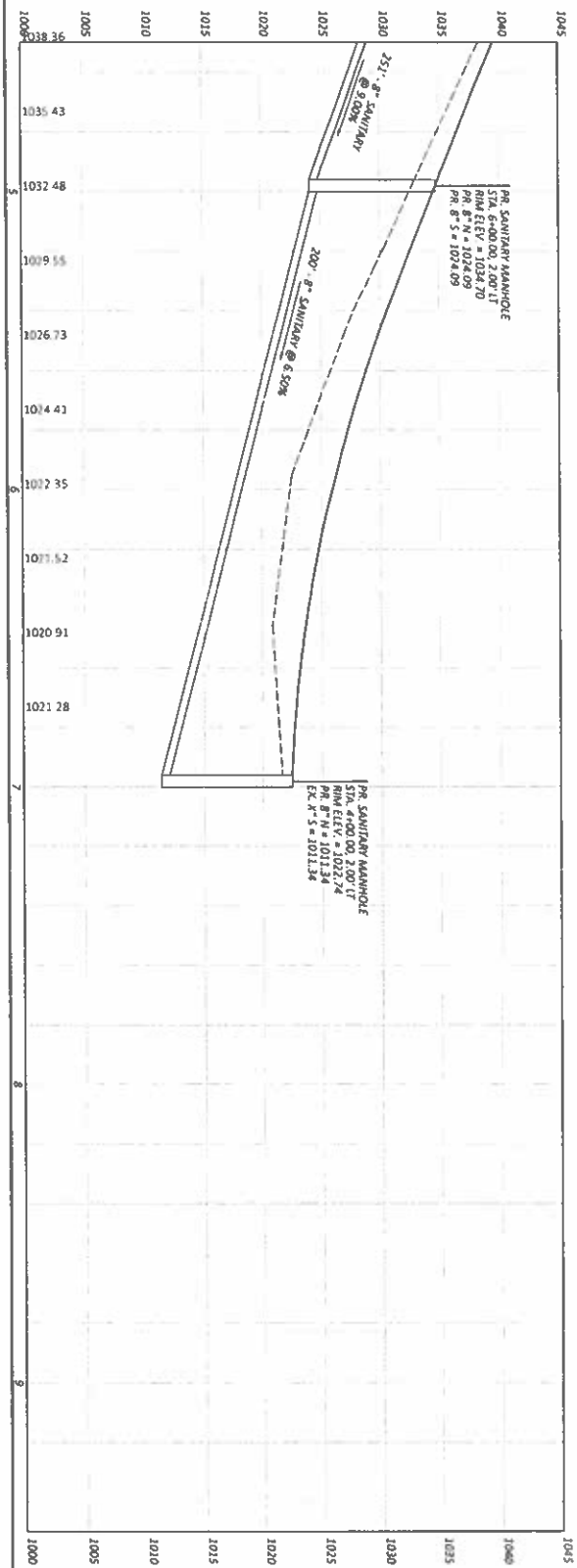
MODEL: Sheet PAPERSIZE: 17x11 (in.) DATE: 8/1/2023 TIME: 4:19:01 PM USER: cbush

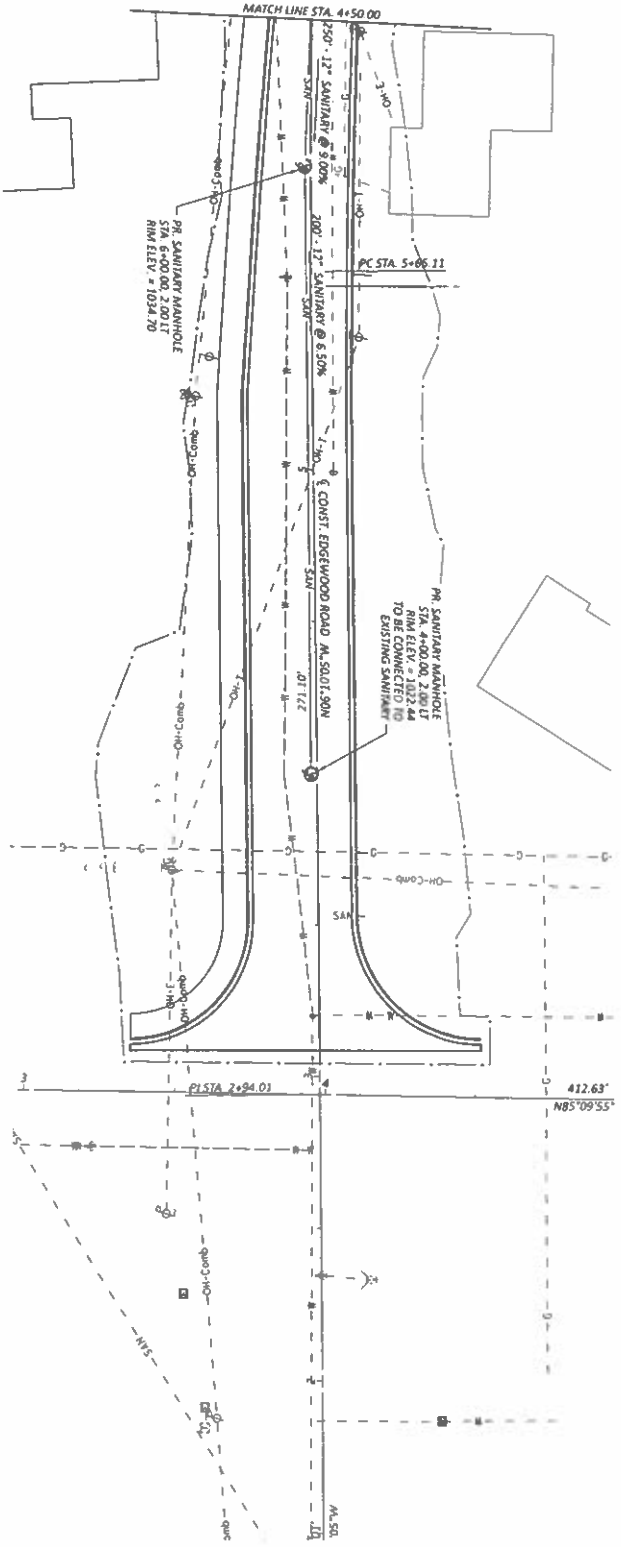
STORM SEWER PROFILES



DESIGN AGENCY	CARPENTER MARTY
DESIGNER	CEF
REVIEWER	DMG 07/31/23
PROJECT ID	0
SHEET	58
TOTAL	69

EDGEWOOD CORRIDOR

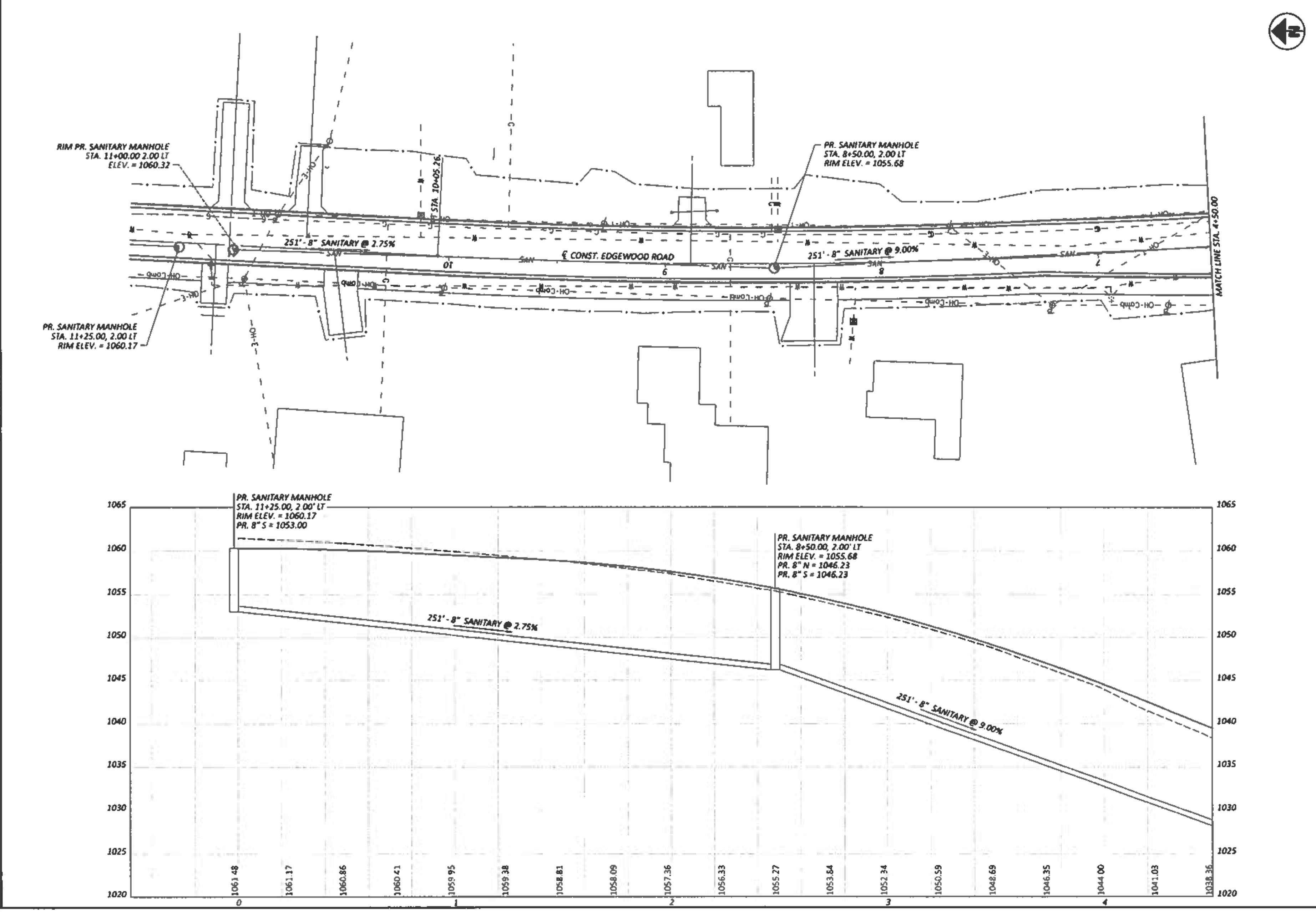




SHEET NO. 69 OF 69	PROJECT ID 0	DRAWING SUBMITTAL 07/31/23	DESIGNED CEF	CARPENTER MARTY	DESIGN ENGINEER

SANITARY PLAN & PROFILE
EDGEWOOD ROAD

HORIZONTAL SCALE IN FEET
0 20
10 40

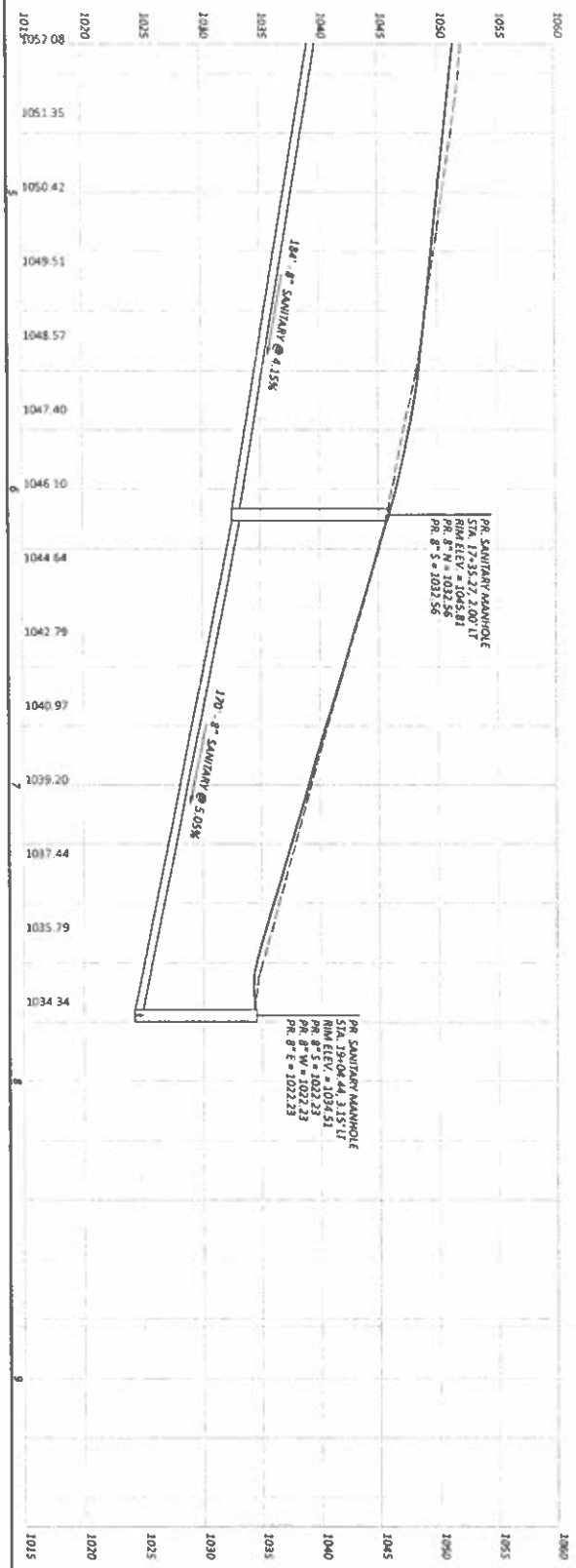


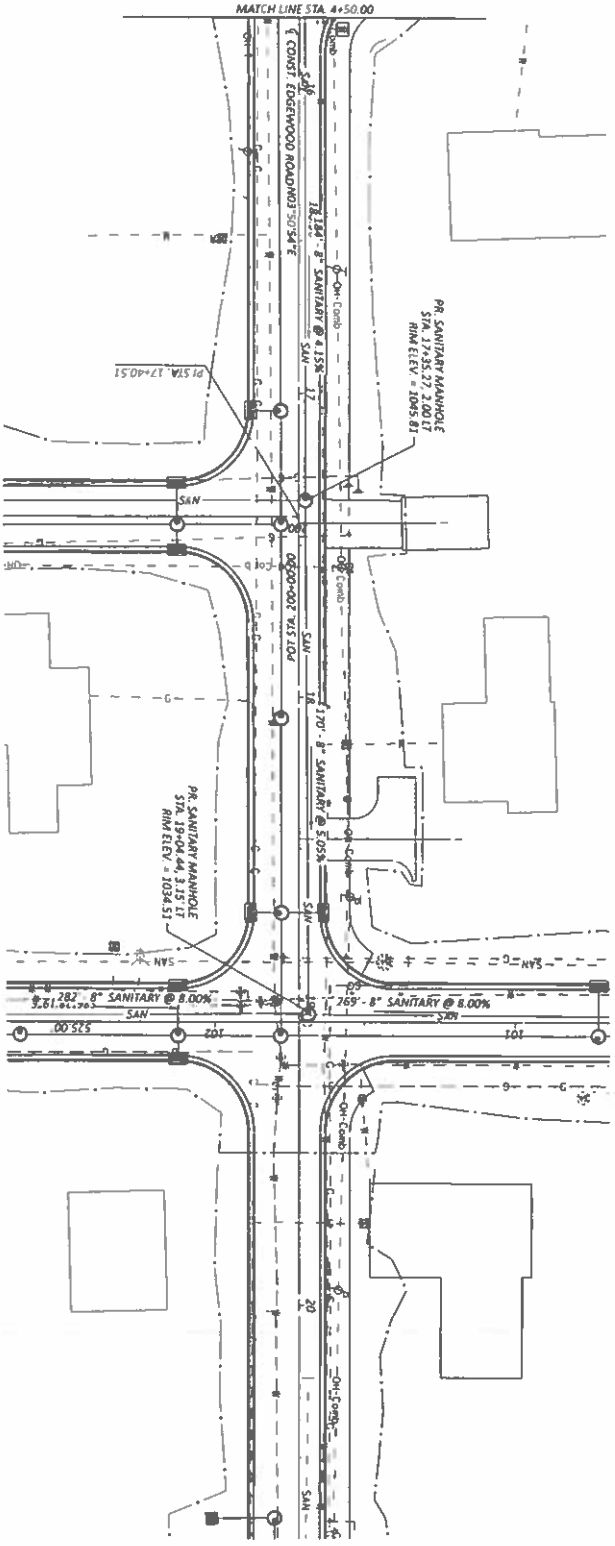
SANITARY PLAN & PROFILE
EDGEWOOD ROAD

DESIGN AGENCY: CARPENTER MARTY

DESIGNER	REVIEWER	PROJECT ID	SHEET	TOTAL
CEF	DMG 07/31/23	0	59	69

EDGEWOOD CORRIDOR



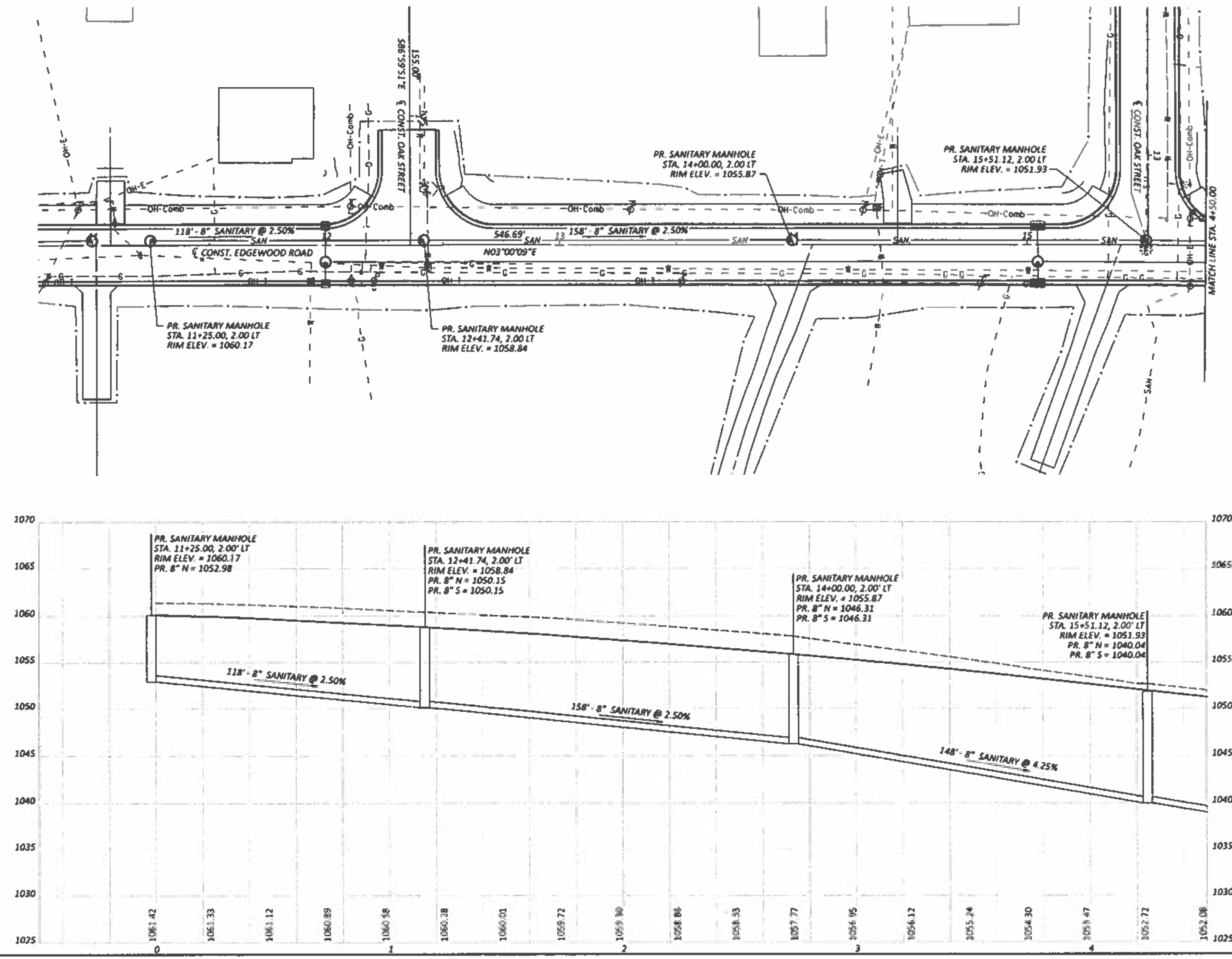


SANITARY PLAN & PROFILE
EDGEWOOD ROAD

HORIZONTAL SCALE IN FEET
0 20 10 40

SHEET 62 | TOTAL 69
PROJECT # 0
DWG 07/31/23
REVIEWER
DESIGNER CEF
CARPENTER MARTY
DESIGN AGENCY

SANITARY PLAN & PROFILE
EDGEWOOD ROAD



HORIZONTAL SCALE IN FEET
0 10 20 40

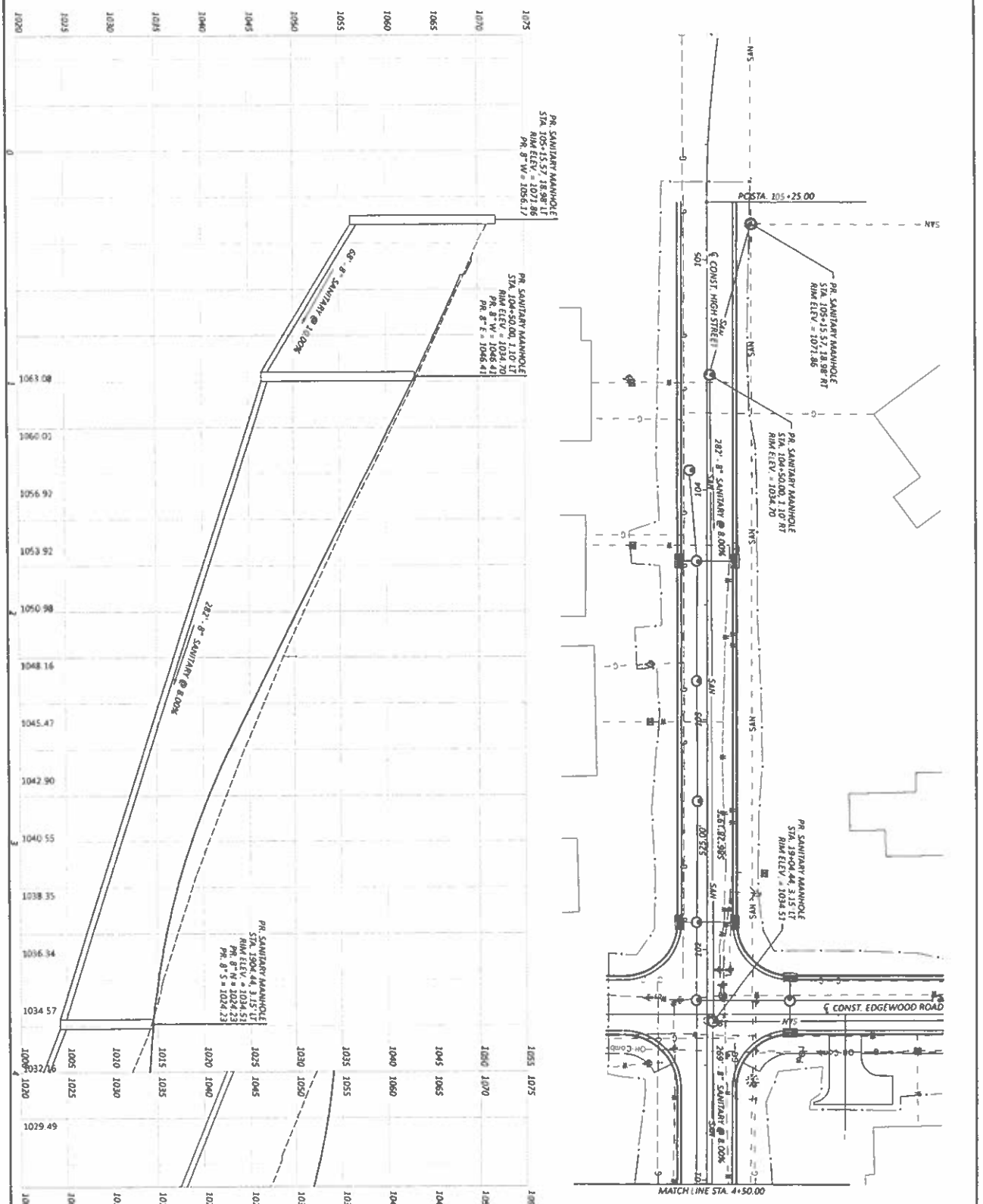
DESIGN AGENCY: CARPENTER MARTY

DESIGNER	CEF
REVIEWER	DMG 07/31/23
PROJECT ID	0
SHEET	61
TOTAL	69

EDGEWOOD CORRIDOR

MODEL: Edgewood Run 2 - Edgewood Run 2 PAPERSIZE: 17x11 (in.) DATE: 8/1/2023 TIME: 4:18:28 PM USER: cflash
P:\CMV\TR0003_Edgewood Corridor\Edgewood Corridor\400-Engineering\Utilities\Sheets\Edgewood Corridor_UP003.dgn

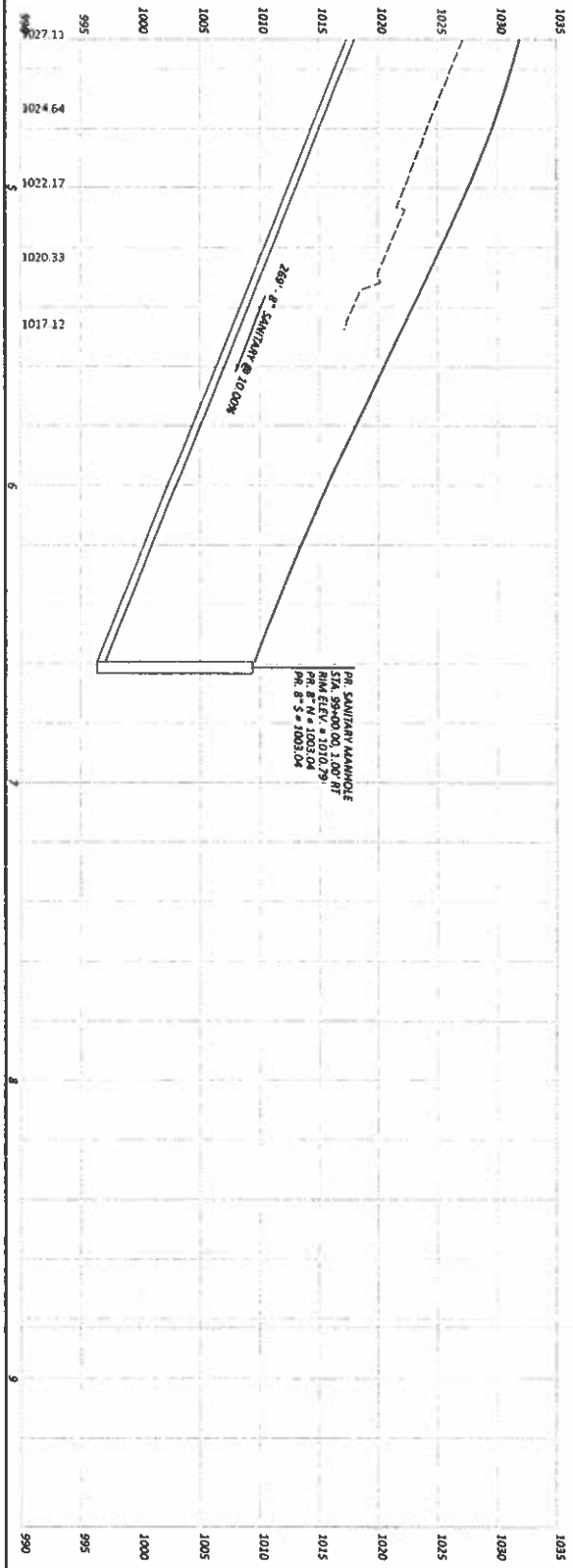
EDGEWOOD CORRIDOR

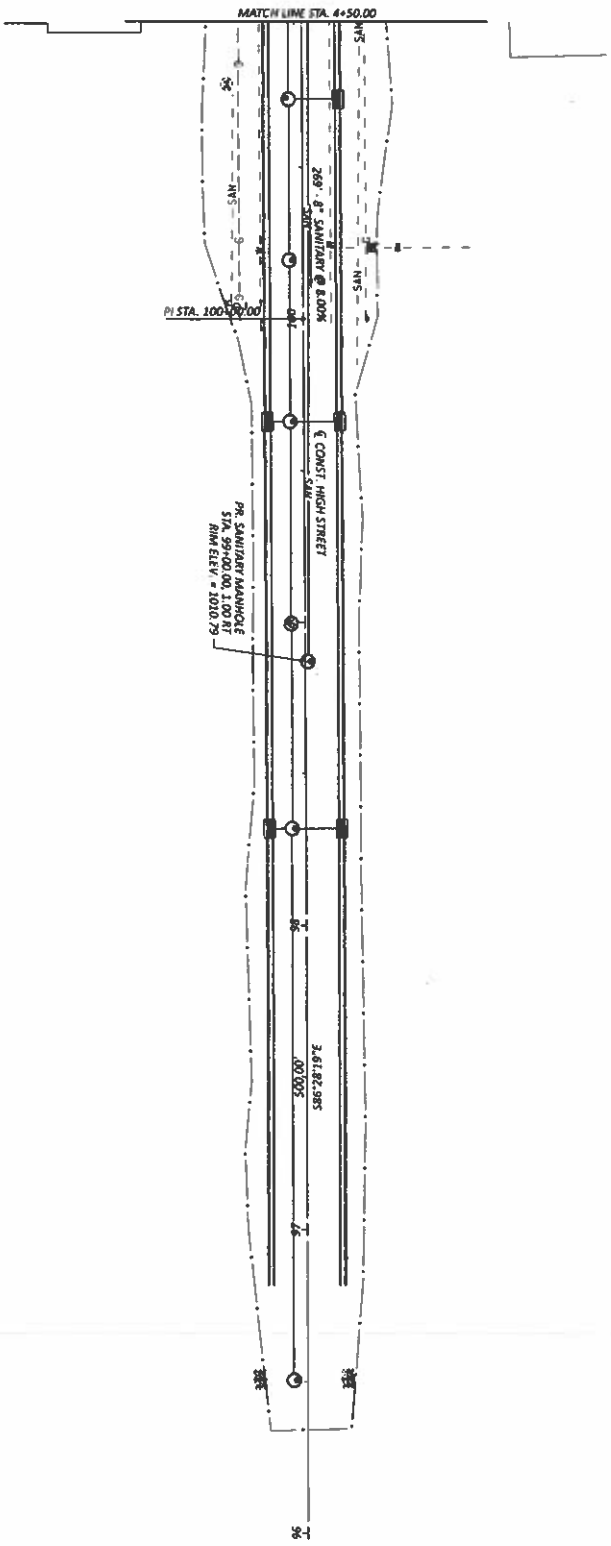


SANITARY PLAN & PROFILE
HIGH STREET

HORIZONTAL
SCALE IN FEET
0 20
10 40

EDGEWOOD CORRIDOR



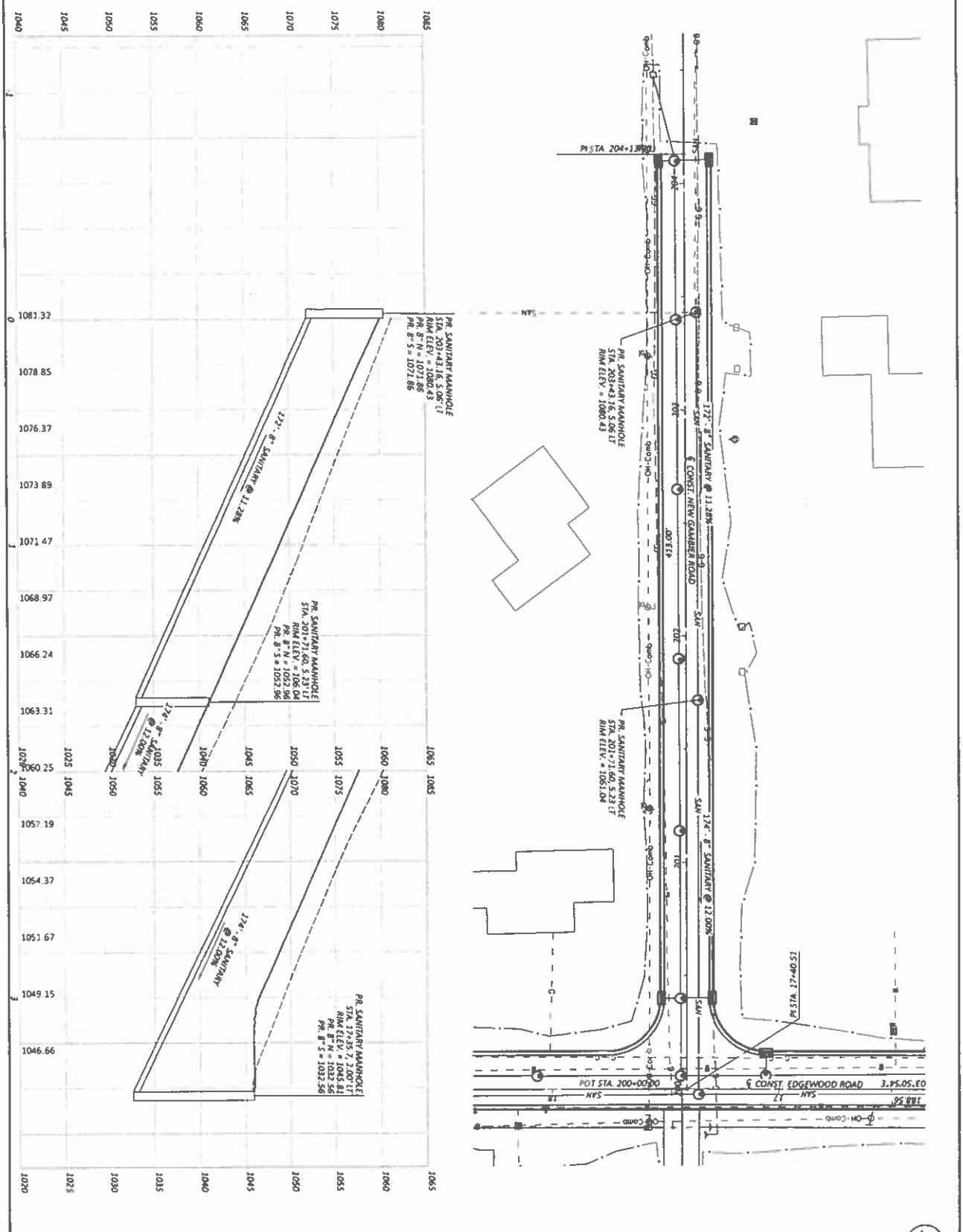


SHEET 64 TOTAL 69	PROJECT # 0	DESIGNER CEF	CARPENTER MARTY	DESIGN AGENCY
	DWG 07/31/23	REVIEWER		

SANITARY PLAN & PROFILE
HIGH STREET

HORIZONTAL SCALE IN FEET
0 20
10 40

EDGEWOOD CORRIDOR



SANITARY PLAN & PROFILE
HIGH STREET

HORIZONTAL SCALE IN FEET
0 20
10 40

SHEET NO. 65 OF 69
PROJECT NO. 0
DWG 07/13/23
CARPENTER MARTY
DESIGN AGENCY

EDGEWOOD CORRIDOR

MODEL: CLP_Edgewood - Plan 1 PAPERSIZE: 17x11 (in.) DATE: 8/1/2023 TIME: 4:19:37 PM USER: cRach
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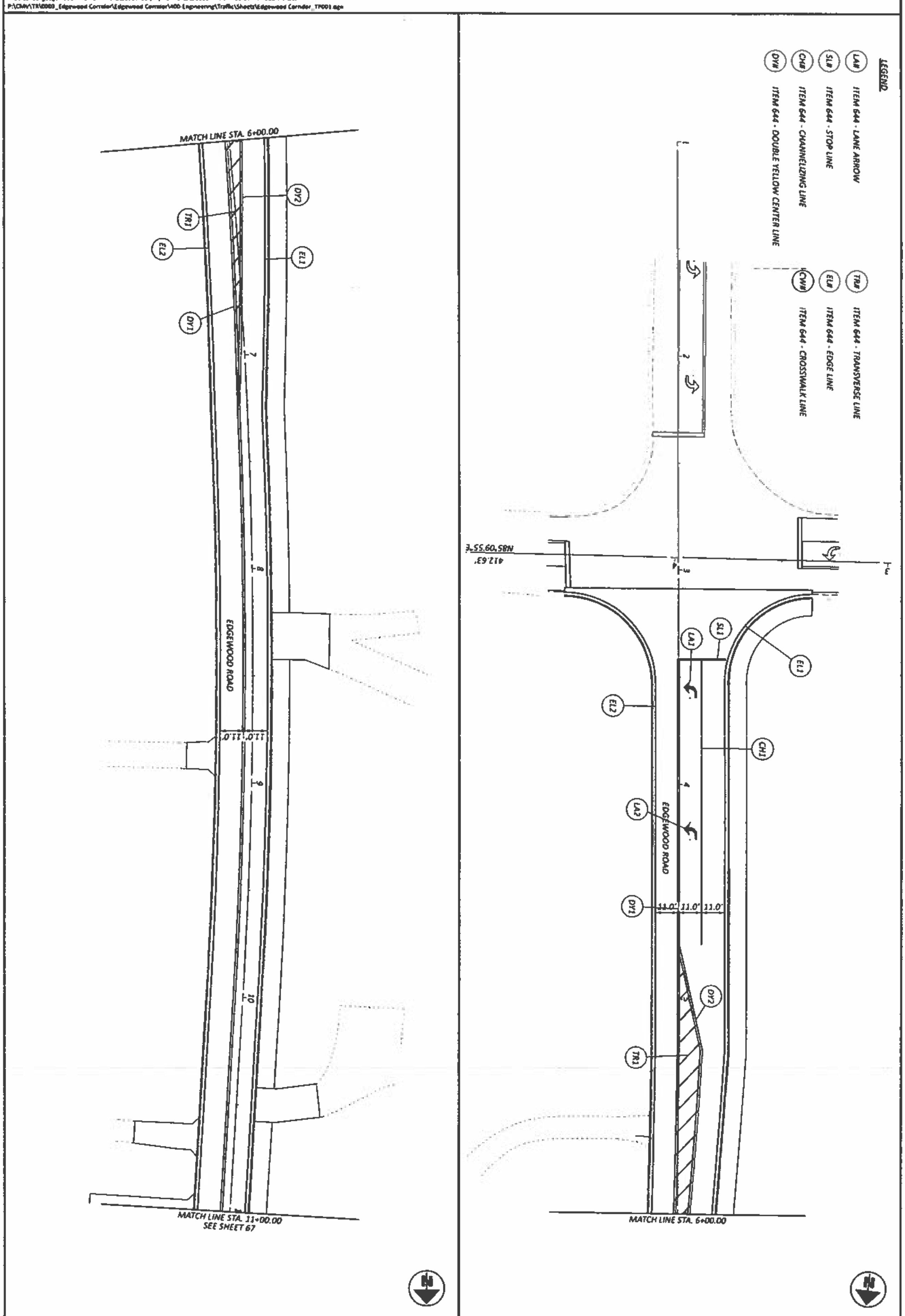
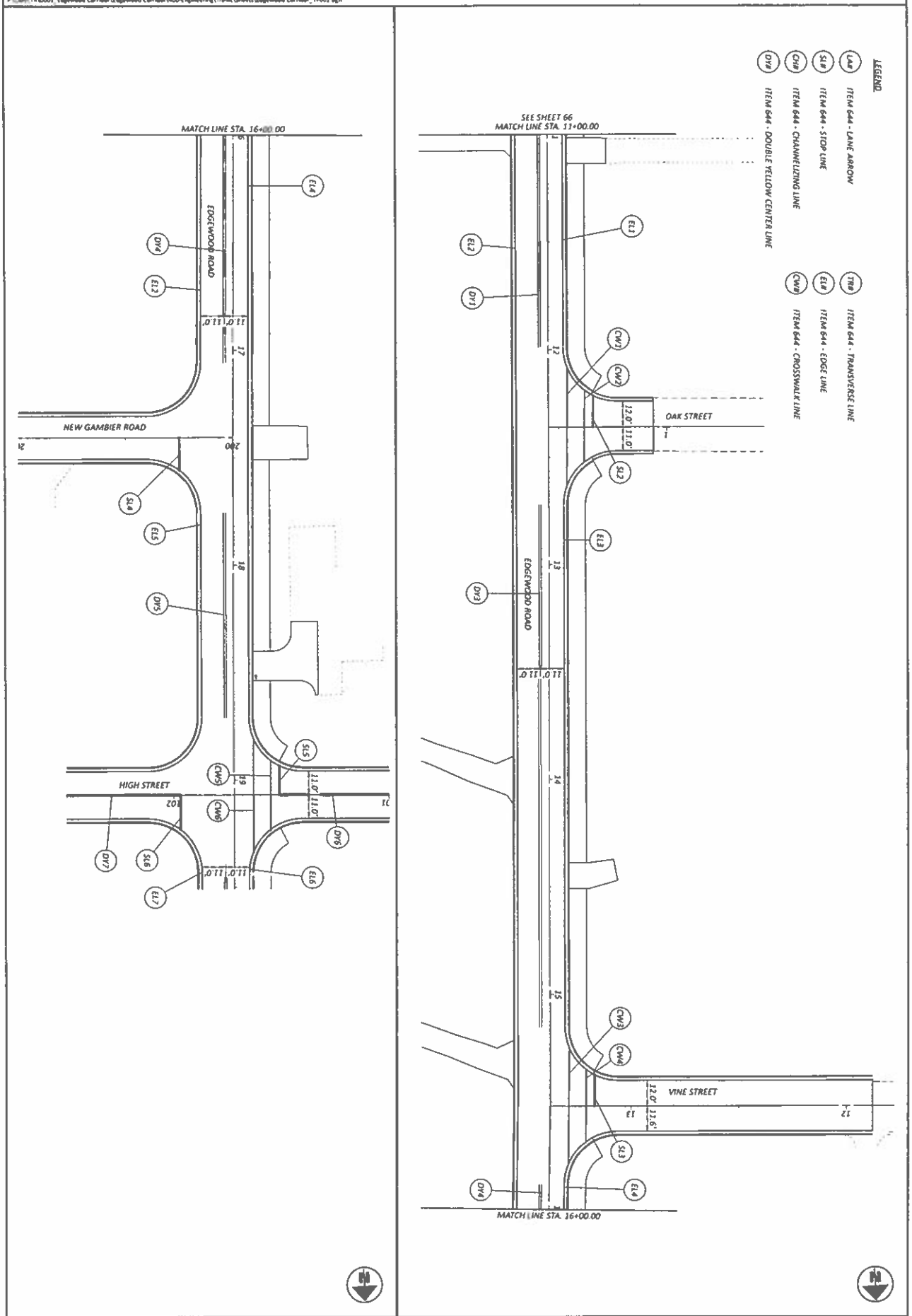


DESIGN AGENCY	DESIGNER	REVIEWER	SHEET	TOTAL
CARPENTER MARTY	CEF	DMG 07/31/23	66	69

PROJECT ID 0

PAVEMENT MARKING PLAN
EDGEWOOD ROAD - STA. 1+00.00 TO STA. 11+00.00

HORIZONTAL SCALE IN FEET
0 10 20 40



SHEET 67 OF 69	PROJECT NO. 0	DWG 07/31/23	DESIGNER CEF	CARPENTER MARTY	DESIGN AGENCY

PAVEMENT MARKING PLAN
EDGEWOOD ROAD - STA. 11+00.00 TO STA. 19+50.00

HORIZONTAL SCALE IN FEET
0 20 40
10

MODEL: CLP_HIGH STREET · PLAN 9 PAPERSIZE: 17x11 (in.) DATE: 8/1/2023 TIME: 4:19:40 PM
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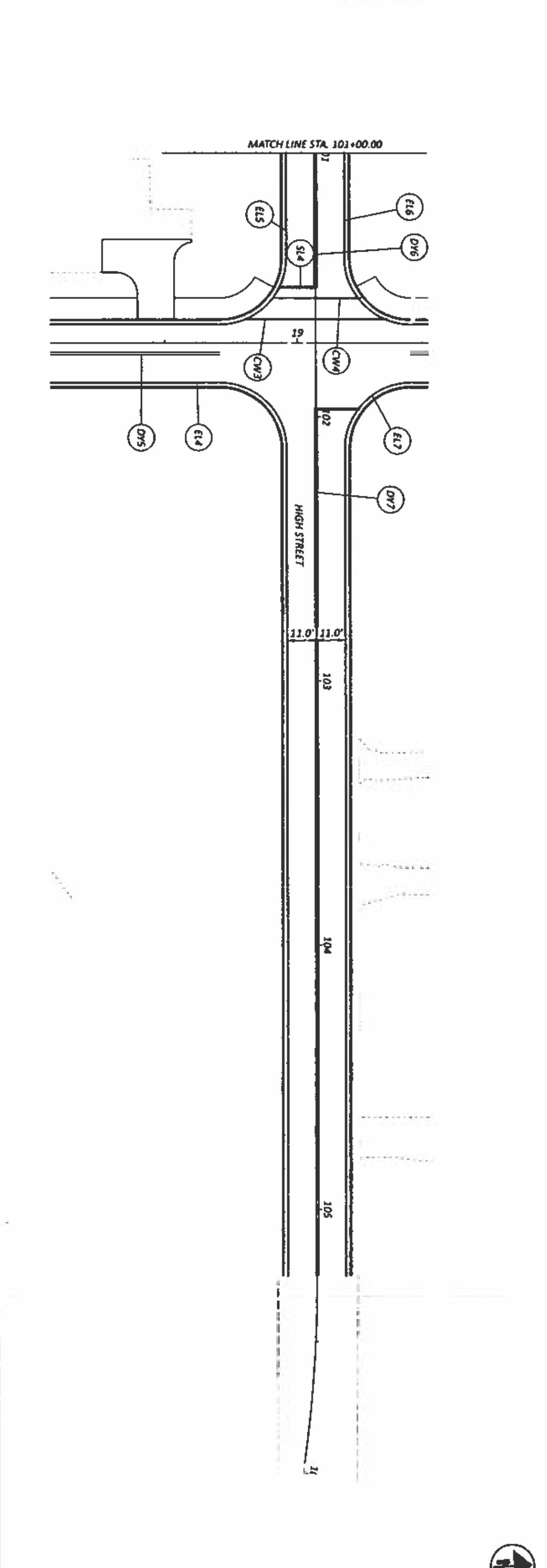
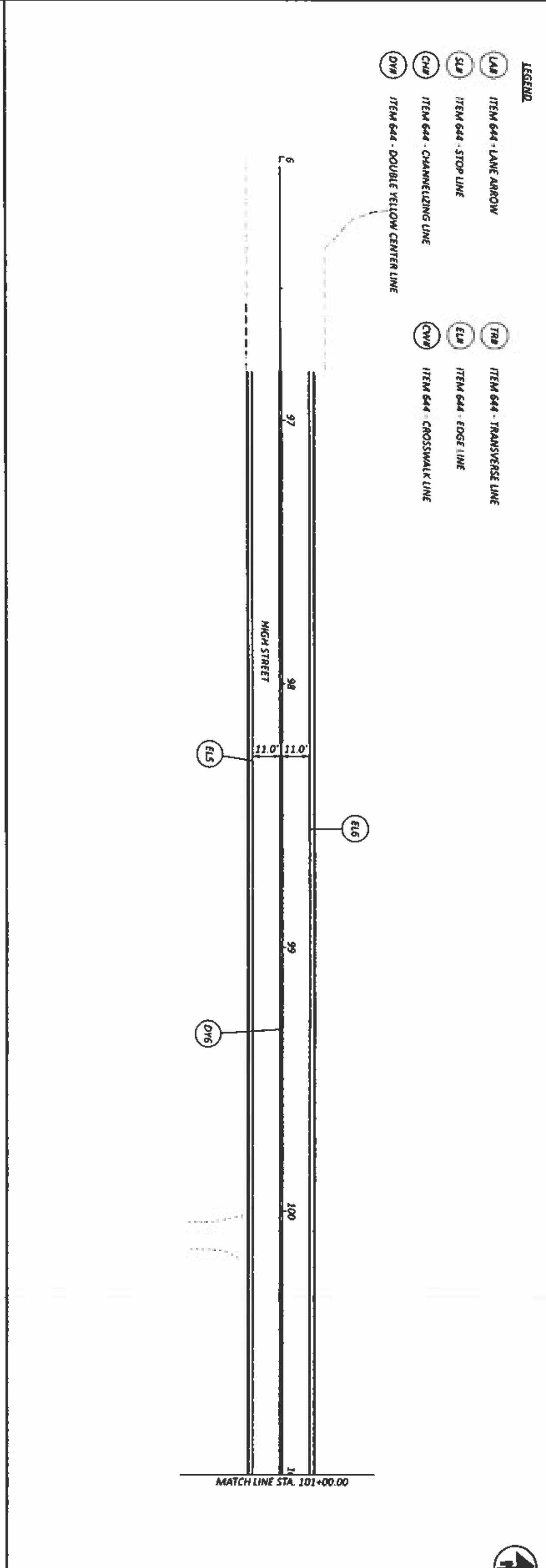




PAVEMENT MARKING PLAN

HIGH STREET - STA. 96+00.00 TO STA. 107+50.00

HORIZONTAL SCALE IN FEET: 0 10 20 40

DESIGN AGENCY: CARPENTER MARTY

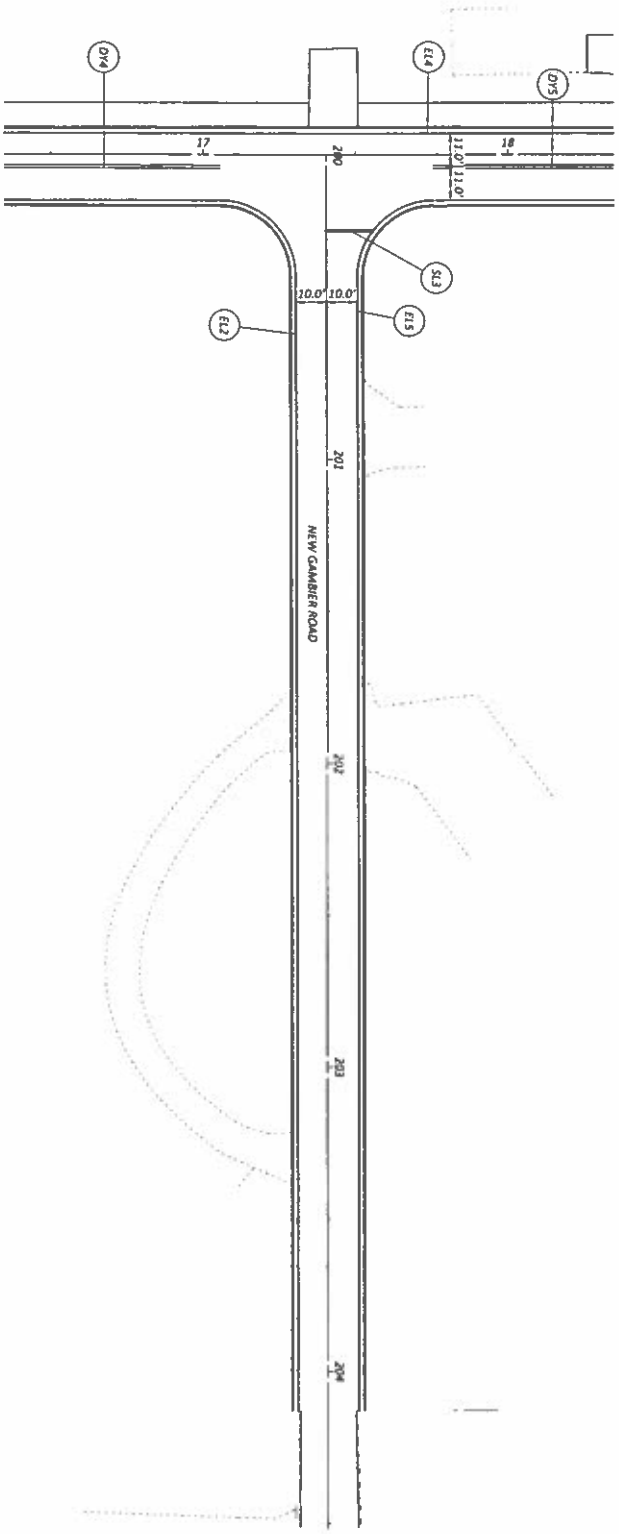
DESIGNER: TRS | REVIEWER: CEF | DMG 07/31/23 | PROJECT ID: 0

EDGEWOOD CORRIDOR

MODEL CLP_HIGH STREET-1 | Plan 13 PAPERSIZE 17x11 in | DATE 8/1/2023 TIME 4:19:41 PM USER cflach
P:\CMH\TR\0000_Edgewood Corridor\Edgewood Corridor\400-Engineering\Traffic\Sheets\Edgewood Corridor_TPOD1.dgn

LEGEND

- LAM — ITEM 644 - LANE ARROW
- STB — ITEM 644 - STOP LINE
- CHM — ITEM 644 - CHANNELIZING LINE
- DYM — ITEM 644 - DOUBLE YELLOW CENTER LINE
- TRM — ITEM 644 - TRANSVERSE LINE
- EDB — ITEM 644 - EDGE LINE
- CWM — ITEM 644 - CROSSWALK LINE



PAVEMENT MARKING PLAN
NEW GAMBIER ROAD - STA. 200+00.00 TO STA. 204+50.00

HORIZONTAL SCALE IN FEET
0 20
10 40

SHEET NO.	69
TOTAL SHEETS	69
PROJECT ID	0
DWG	07/31/23
REVISED	
DESIGNED	JEF
DESIGN AGENCY	CARPENTER MARTY

SCHEDULE	
ACTIVITY	**DUE DATE**
Stage 1 Review	**August 2023**
Stage 2 Review	**August 2024**
Stage 3 Review	**August 2025**
R/W Plans Approved	**February 2025**
Bid document & tracings to District	**March 2026**
R/W and Utility Clearance	**February 2026**
Environmental Clearance	**February 2025**
Plan Package to C. O.	**April 2026**
Award Date	**October 2026**
Construction Start	**January 2027**

CARPENTER MARTY

Edgewood Corridor Improvements
Phase 1 Cost Estimate

Roadway Improvements

Item	Description	Quantity	Units	Unit Cost	Total Cost	Small City	Local
201	Tree Removed	10	EACH	$ 1,100.00	$ 11,000.00	$ 8,800.00	$ 2,200.00
202	Pavement Removed	4127	SY	$ 12.50	$ 51,587.50	$ 41,270.00	$ 10,317.50
202	Curb Removed	203	FT	$ 20.00	$ 4,060.00	$ 3,248.00	$ 812.00
202	Steps Removed	16	FT	$ 40.00	$ 640.00	$ 512.00	$ 128.00
203	Earthwork	1	LUMP	$ 330,000.00	$ 330,000.00	$ 264,000.00	$ 66,000.00
441	1.5" Asphalt Concrete Surface Course, Type 1, (449), PG64-22	200.6	CY	$ 170.00	$ 34,102.00	$ 27,281.60	$ 6,820.40
441	2.5" Asphalt Concrete Intermediate Course, Type 2, (449)	334.4	CY	$ 132.00	$ 44,140.80	$ 35,312.64	$ 8,828.16
301	5" Asphalt Concrete Base, PG64-22, (449)	668.7	CY	$ 135.00	$ 90,274.50	$ 72,219.60	$ 18,054.90
304	6" Aggregate Base (Sidewalk)	201.8	CY	$ 50.00	$ 10,090.00	$ 8,072.00	$ 2,018.00
304	8" Aggregate Base	1282.1	CY	$ 50.00	$ 64,105.00	$ 51,284.00	$ 12,821.00
209	Subgrade Compaction	4525	SY	$ 1.75	$ 7,918.75	$ 6,335.00	$ 1,583.75
407	Tack Coat	674.1	GAL	$ 2.50	$ 1,685.25	$ 1,348.20	$ 337.05
608	Sidewalk	10896	SF	$ 12.00	$ 130,752.00	$ 104,601.60	$ 26,150.40
609	Curb and Gutter	2946	FT	$ 20.00	$ 58,920.00	$ 47,136.00	$ 11,784.00
	Drainage						
605	Underdrains	3000	FT	$ 12.00	$ 36,000.00	$ 28,800.00	$ 7,200.00
611	Catch Basins	9	EACH	$ 3,500.00	$ 31,500.00	$ 25,200.00	$ 6,300.00
611	Manholes	8	EACH	$ 4,500.00	$ 36,000.00	$ 28,800.00	$ 7,200.00
611	12" Conduit	880	FT	$ 85.00	$ 74,800.00	$ 59,840.00	$ 14,960.00
611	Storm Water BMP	1	LUMP	$ 15,000.00	$ 15,000.00	$ 12,000.00	$ 3,000.00
	Sanitary						
611	8" Sanitary Main	1080	FT	$ 100.00	$ 108,000.00	$ 86,400.00	$ 21,600.00
611	6" Sanitary Service Lateral	1848	FT	$ 75.00	$ 138,600.00	$ 110,880.00	$ 27,720.00
611	8" x 6" Sanitary Service Connections	18	EACH	$ 350.00	$ 6,300.00	$ 5,040.00	$ 1,260.00
611	Manhole	6	EACH	$ 5,000.00	$ 30,000.00	$ 24,000.00	$ 6,000.00
625	Lighting	1	LUMP	$ 50,000.00	$ 50,000.00	$ 40,000.00	$ 10,000.00
630	Signage	1	LUMP	$ 10,000.00	$ 10,000.00	$ 8,000.00	$ 2,000.00
638	Water Main Replacement	1	LUMP	$ 400,000.00	$ 400,000.00	$ 320,000.00	$ 80,000.00
644	Stop Line	53	FT	$ 11.00	$ 583.00	$ 466.40	$ 116.60
644	Center Line	0.21	MILE	$ 5,700.00	$ 1,197.00	$ 957.60	$ 239.40
644	Crosswalk Line	88	FT	$ 5.25	$ 462.00	$ 369.60	$ 92.40
644	Channelizing Line	113	FT	$ 2.75	$ 310.75	$ 248.60	$ 62.15
644	Lane Arrow	2	EACH	$ 120.00	$ 240.00	$ 192.00	$ 48.00
644	Transverse Line	176	FT	$ 6.00	$ 1,056.00	$ 844.80	$ 211.20
690	Mailbox Removed and Reset	8	EACH	$ 210.00	$ 1,680.00	$ 1,344.00	$ 336.00
			Itemized Subtotal		$ 1,782,765.00	$ 1,426,212.00	$ 356,553.00
	Incidentals						
614	Maintenance of Traffic	1	LUMP	$ 50,000.00	$ 50,000.00	$ 40,000.00	$ 10,000.00
619	Field Office	1	LUMP	$ 10,000.00	$ 10,000.00	$ 8,000.00	$ 2,000.00
623	Construction Layout Stakes	1	LUMP	$ 10,000.00	$ 10,000.00	$ 8,000.00	$ 2,000.00
624	Mobilization	1	LUMP	$ 100,000.00	$ 100,000.00	$ 80,000.00	$ 20,000.00
			Incidentals Subtotal		$ 170,000.00	$ 136,000.00	$ 34,000.00
					Contingency (30%)	—	$ 585,900.00
					Construction Subtotal	$ 1,562,220.00	$ 976,460.00
					Construction Inspection (10%)	$ 156,300.00	$ 97,700.00
					Engineering Design (15%)	----	$ 380,900.00
					Environmental, Geotechnical, Miscellaneous Federal Requirements (10%)	—	$ 253,900.00
					Right-of-Way	----	$ 1,283,500.00
					Subtotal	$ 1,718,600.00	$ 2,992,500.00
					Inflation* (16.3%)	$ 280,200.00	$ 487,800.00
					Funding Split Totals	$ 1,998,800.00	$ 3,480,300.00
					Project Total	$	5,479,100.00

Note: Cost estimate includes sanitary relocation and waterline costs but does NOT include other utility relocation costs.

*Inflation based on 2028 Construction

From: Cutler \ Benjamin
To: engineer
Cc: Crum \ Benjamin \ F; Gina Balsamo
Subject: RE: Edgewood Road
Date: Monday, June 5, 2023 4:06:49 PM

Hi Brian:
Only trick there is we can't really budget for and schedule the relocation work until we get your plans. We can give you a general statement that we are planning relocation/pipe replacement in conjunction with your work, but won't have many specifics beyond that without your plans (e.g. extent of city work may influence the extent of our work). Make sense? Again, happy to give you a general note if helpful.

Best,

Ben Cutler, MBA | Public Affairs Manager | Columbia Gas of Ohio
Cell: 216.215.4103 (call/text)
Bcutler@nisource.com
www.facebook.com/bencutler.coh
Natural Gas Emergency: 1-800-344-4077

From: Brian Ball <engineer@mountvernonohio.org>
Sent: Friday, June 2, 2023 7:58 PM
To: Cutler \ Benjamin <BCutler@nisource.com>
Cc: Crum \ Benjamin \ F <benjamincrum@nisource.com>; Gina Balsamo <gbalsamo@cmtran.com>
Subject: Re: Edgewood Road

Ben,

Different question.

Could we have a statement that Columbia Gas has the relocations work budget and scheduled?

This would be included in our application to ODOT for funding.

Thank you for looking into the other!!
Brian Ball PE

On Fri, Jun 2, 2023, 2:28 PM Cutler \ Benjamin <BCutler@nisource.com> wrote:

> Hello Brian and Gina,
> Apologies for my delay here. While we very much appreciate and value our relationship with the City of Mount Vernon, we are not able to publicly support municipal projects in the manner requested. Doing so would put us in a bit of an awkward situation as the Edgewood Road Project is neither a Columbia Project nor a project designed for the purpose of gas delivery. Our only involvement is pipeline replacement/relocation in conjunction with the city plans. If we can provide any support and or stats/figures on our work in a more behind the scenes manner, we'd

be happy to do so. Thanks, and again, do apologize we can't take a more public stance.

Best,

Ben Cutler, MBA | Public Affairs Manager | Columbia Gas of Ohio
Cell: 216.215.4103 (call/text)
Bcutler@nisource.com
www.facebook.com/bencutler.coh
Natural Gas Emergency: 1-800-344-4077

From: Brian Ball <engineer@mountvernonohio.org>
Sent: Friday, May 26, 2023 7:49 AM
To: Cutler \ Benjamin <BCutler@nisource.com>; Crum \ Benjamin \ F <benjamincrum@nisource.com>
Cc: Gina Balsamo <gbalsamo@cmtran.com>
Subject: Edgewood Road

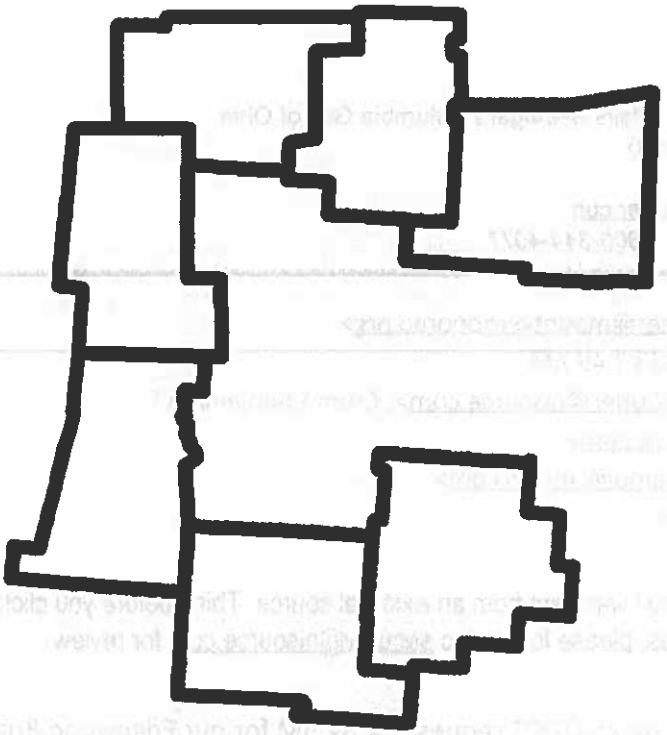
Ben and Ben,
Gina and I are working on an ODOT request for $2.5M for our Edgewood Road project (Due to ODOT June 15th, 2023).
Would your team be willing to provide a letter or email supporting this project?
We would like to show ODOT this is a public private partnership (P3)
Please include your schedule for the gas line replacement and the capital funding Columbia Gas is allocating.

We are working full steam on the plans!!

Please let me know if you have questions.
Thank you!!

Brian Ball, P.E.
City Engineer
40 Public Square, Mount Vernon, OH 43050
Phone: (740) 393-9528 Visit us at: www.mountvernonohio.org

Secured by Google.



Central Ohio Rural Planning Organization

Transportation Plan 2018-2040

Central Ohio Rural Planning Organization

corpo

morpc

Mid-Ohio Regional Planning Commission

CORPO

5 - Strategies, Projects and Implementation

5.0 Strategies, Projects and Implementation

Project List

One of the primary purposes of the CORPO Transportation Plan is for CORPO members to identify transportation projects of importance in their county. The selected projects include those that add roadway capacity, expand the transit system or provide bicycle and pedestrian facilities. Some of the identified projects encompass the ongoing operation, maintenance and preservation of the existing transportation system. This may include the study, operation and expansion of transit service. However, most of the items listed are projects to expand physical components of the transportation system.

Each project listing provides a brief project description and identifies cost estimates (if available) for each project. The associated cost estimates are in construction dollars. The list includes both short and long term projects that may occur between 2018 and 2040. Please see Appendix 6D for prioritized lists and corresponding project maps.

Arterial and Collector Roadway Projects - Continued

			Type	Cost (Millions)	Priority
Fairfield	FAI22	Long Rd - Add turn lanes and complete street facilities to 2-lane roadway from Columbus Street to Diley Road*	Minor Widening / Safety Improvement	$4 - $5	Medium
Fairfield	FAI63	Milnor Rd from Pickerington Road to Refugee Road Milnor Road; Minor widening*	Minor Widening / Safety Improvement	$2	Medium
Fairfield	FAI77	Lehman Rd extension from Bowen to Busey*	New Road	$4 - $8	Medium
Fairfield	FAI78	Commerce Dr realignment from Hill Rd to Diley Rd; New roadway*	New Road	$1 - $3	Medium
Fairfield	FAI21	Allen Rd Ext - New Roadway 1 lane(s) each direction with complete street facilities from Stemen Road to Ault Road	New Road	$109 - $140	Medium
Fairfield	FAI98	Anchor Ave / Dave Johns Ave roadways within Rockmill Industrial Park	New Road	TBD	Medium
Fairfield	FAI16	Courtright Dr Ext East - 1 lane(s) each direction with complete street facilities from Milnor Road to Pickerington Road*	New Road	$6 - $8	Medium
Fairfield	FAI15	Courtright Dr Ext West - New Roadway 1 lane in each direction with complete street facilities from SR 256*	New Road	$2	Medium
Fairfield	FAI100	Ety Road Extension from West Fair Ave to SR 188 (Roxton Ravine Area) and Intersection Geometrics	New Road	TBD	Medium
Fairfield	FAI97	Connector Road from Greencrest Way to S.R. 158	New Road	TBD	Medium
Knox	KNO3	Extend Beech Street from Sychar Road to Mansfield Avenue	New Road	$9 - $12	Medium
Knox	KNO4	Extend Upper Gilchrist Road from New Gambier Road to Eastern Star Road	New Road	TBD	Medium
Pickaway	PIC11	SR 762 from SR 104 to US 23; Major Widening	Major Widening	$16 - $22	Medium
Pickaway	PIC4	Richenbacker Parkway - New roadway 2 lanes in each direction from Ashville Pike to Pontius Road	New Road	$25 - $50	Medium
Union	UNI33	New roadway alignment for Home Road (Delaware Co)/Blaney Road (Union Co)*	New Road	$30	Medium
Union	UNI34	Ravenhill Parkway Ext. - From existing western terminus to Mitchell-Dewitt Rd., 1 lane each direction*	New Road	$25	Medium
Union	UNI35	Watkins - California Rd Realignment, from Watkins-California Rd. to US-42, 1 lane each direction*	New Road	$2	Medium
Fairfield	FAI71	Hill Rd Relocation from Busey Rd at Hill Rd (south leg) to Hill Rd north of Busey Rd*	Access Management	$2 - $4	Medium
Pickaway	PIC12	SR 104 from 762 to Franklin County line. Major widening of roadway	Major Widening	$25	Low
Knox	KNO1	Edgewood Rd. from SR 229 to US 36; Connection and Major Widening	Major Widening	$7 - $10	Low
Marion	MAR7	Full or partial limited access connection between US 23 and I-71 generally along SR 229 (MRW6 A priority MAR7 C priority)	Access Management	TBD	Low
Union	UNI10	SR 31 (US 33 to US 68) - Widening and safety improvements	Minor Widening / Safety Improvement	TBD	Low
Knox	KNO5	Blackjack Rd - Extend road to US 36/SR 3, create southern truck route, could utilize Henry Rd corridor	New Road	$31 - $40	Low
Union	UNI3	Construct new roadway to serve the 33 Innovation Park in southern Marysville	New Road	$3.50	Low
Pickaway	PIC20	Widen SR 762 from US 23 to Rickenbacker Prkwy from 3 to 5 lanes	Major Widening	$37	Low

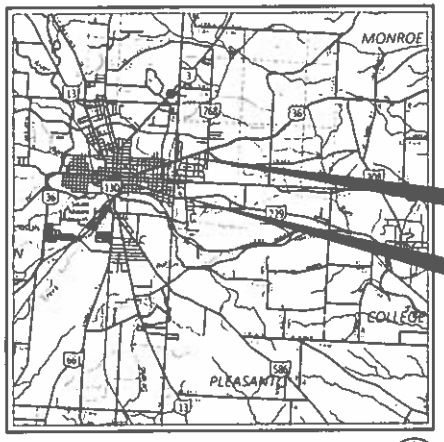
*These projects are also within or partially within the MORPC MPO boundary. Most are included in MORPC's 2016 - 2040 MTP. All will be evaluated for inclusion in MORPC's 2020 - 2050 MTP to be adopted in May of 2020.

STATE OF OHIO
DEPARTMENT OF TRANSPORTATION

EDGEWOOD CORRIDOR

CITY OF MOUNT VERNON

KNOX COUNTY



LOCATION MAP

LATITUDE: 40°23'34" N LONGITUDE: 82°27'50" W

PORTION TO BE IMPROVED
INTERSTATE HIGHWAY
FEDERAL ROUTES
STATE ROUTES
COUNTY & TOWNSHIP ROADS
OTHER ROADS

INDEX OF SHEETS:

FEDERAL PROJECT NUMBER

N/A

RAILROAD INVOLVEMENT

NONE

PROJECT DESCRIPTION

THIS PROJECT CONSISTS OF THE WIDENING OF EDGEWOOD ROAD WITH THE ADDITION OF A SHARED USE PATH. EDGEWOOD ROAD WILL BE EXTENDED NORTH OF MARITA DRIVE TO CONNECT TO COSHOCTON AVENUE. IMPROVEMENTS INCLUDE CURB AND GUTTER, STORM SEWER DESIGN, UTILITY RELOCATIONS, REALIGNMENT AND EXTENSION OF HIGH STREET, AND TERMINATION OF NEW GAMBIER ROAD.

EARTH DISTURBED AREAS

PROJECT EARTH DISTURBED AREA:	XXX ACRES
ESTIMATED CONTRACTOR EARTH DISTURBED AREA:	XXX ACRES
NOTICE OF INTENT EARTH DISTURBED AREA:	XXX ACRES

2023 SPECIFICATIONS

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

I HEREBY APPROVE THESE PLANS AND DECLARE THAT THE MAKING OF THIS IMPROVEMENT WILL REQUIRE THE CLOSING TO TRAFFIC OF THE ROAD AND THAT DETOURS WILL BE PROVIDED AS INDICATED ON SHEET XX.

DESIGN DESIGNATION

	EDGEWOOD ROAD	HIGH STREET	NEW GAMBIER ROAD
CURRENT ADT (2023)	XXX	XXX	XXX
DESIGN YEAR ADT (2043)	XXX	XXX	XXX
DESIGN HOURLY VOLUME (2043)	XXX	XXX	XXX
DIRECTIONAL DISTRIBUTION	XXX	XXX	XXX
TRUCKS (24 HOUR B&C)	X%	X%	X%
DESIGN SPEED	25 MPH	35 MPH	25 MPH
LEGAL SPEED	25 MPH	35 MPH	25 MPH
DESIGN FUNCTIONAL CLASSIFICATION: XXXX			
NHS PROJECT	NO		

DESIGN EXCEPTIONS

NONE REQUIRED

ADA DESIGN WAIVERS

NONE REQUIRED

UNDERGROUND UTILITIES
Contact Two Working Days Before You Dig
OHIO811.org Before You Dig
OHIO811, 8-1-1, or 1-800-362-2764
(Non members must be called directly)

PLAN PREPARED BY:
CARPENTER MARTY transportation

PART 2 SUBMISSION
2/10/2023

STANDARD CONSTRUCTION DRAWINGS					SUPPLEMENTAL SPECIFICATIONS	SPECIAL PROVISIONS

ENGINEER'S SEAL:

SIGNED: _____

APPROVED _____

DATE _____ MOUNT VERNON CITY ENGINEER

APPROVED _____

DATE _____ DIRECTOR, DEPARTMENT OF TRANSPORTATION

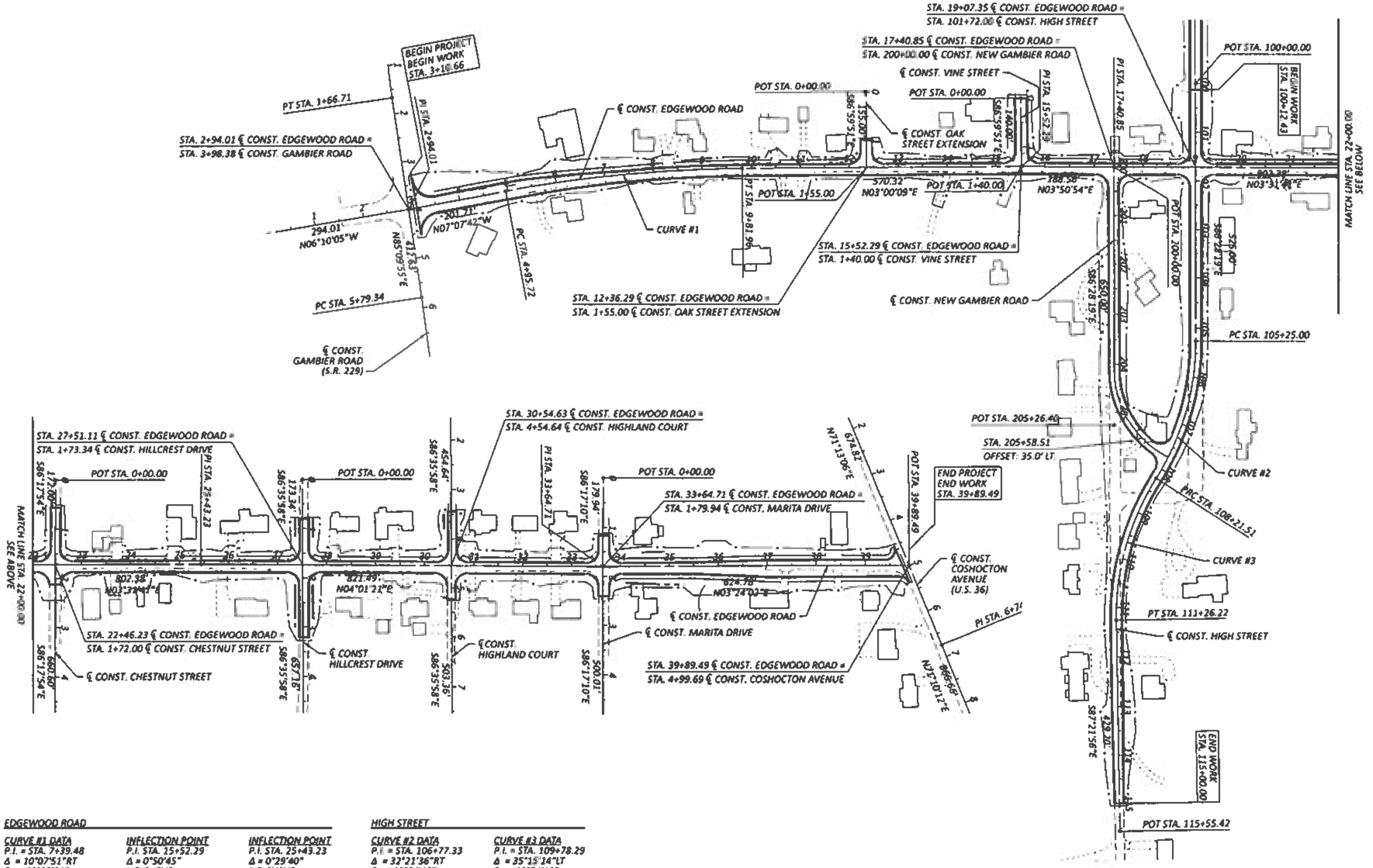
TITLE SHEET

DESIGN AGENCY: CARPENTER MARTY
DESIGNER: CEF
REVIEWER: DMG 02/10/23
PROJECT #: 0
SHEET 1 TOTAL 67

EDGEWOOD CORRIDOR

SCHEMATIC PLAN

HORIZONTAL SCALE IN FEET
0 50 100 200



EDGEWOOD ROAD

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Δ = 10°07'51"RT
Dc = 02°05'01"
R = 2,750.00'
T = 243.76'
L = 486.24'
E = 10.78'
e = NC

INFLECTION POINT
P.I. STA. 15+52.29
Δ = 0°50'45"
NO CURVE

INFLECTION POINT
P.I. STA. 17+40.85
Δ = 0°19'13"
NO CURVE

INFLECTION POINT
P.I. STA. 25+43.23
Δ = 0°29'40"
NO CURVE

INFLECTION POINT
P.I. STA. 33+64.71
Δ = 0°37'19"
NO CURVE

HIGH STREET

CURVE #2 DATA
P.I. = STA. 106+77.33
Δ = 32°21'36"RT
Dc = 10°54'49"
R = 525.00'
T = 152.33'
L = 296.51'
E = 21.65'
e = NC

CURVE #3 DATA
P.I. = STA. 109+78.29
Δ = 35°15'14"LT
Dc = 10°54'49"
R = 525.00'
T = 156.78'
L = 304.71'
E = 22.91'
e = NC

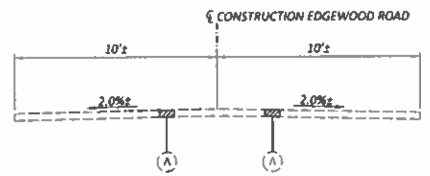
DESIGN AGENCY: CARPENTER MARTY
DESIGNER: CEF
REVIEWER: DMG 02/10/23
PROJECT ID: 0
SHEET 2 TOTAL 67

EDGEWOOD CORRIDOR

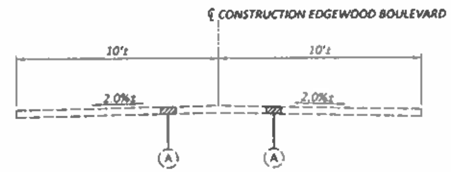
LEGEND

- (1) ITEM 441 — 1.5" ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (449), PG64-22
- (2) ITEM 441 — 2.5" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, (449)
- (3) ITEM 301 — 5" ASPHALT CONCRETE BASE, PG64-22, (449)
- (4) ITEM 304 — 8" AGGREGATE BASE
- (5) ITEM 204 — SUBGRADE COMPACTION
- (6) ITEM 407 — TACK COAT
- (7) ITEM 609 — COMBINATION CURB AND GUTTER, TYPE 2, AS PER PLAN
- (8) ITEM 608 — 6" CONCRETE WALK
- (9) ITEM 659 — SEEDING AND MULCHING
- (10) ITEM 605 — 4" UNDERDRAIN
- (11) ITEM 610 — RETAINING WALL

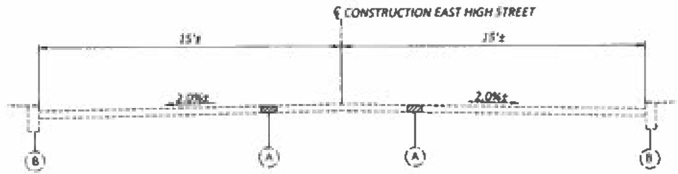
- (A) EXISTING ASPHALT
- (B) EXISTING CURB



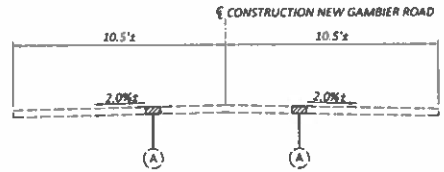
EXISTING SECTION - EDGEWOOD ROAD



EXISTING SECTION - EDGEWOOD BOULEVARD

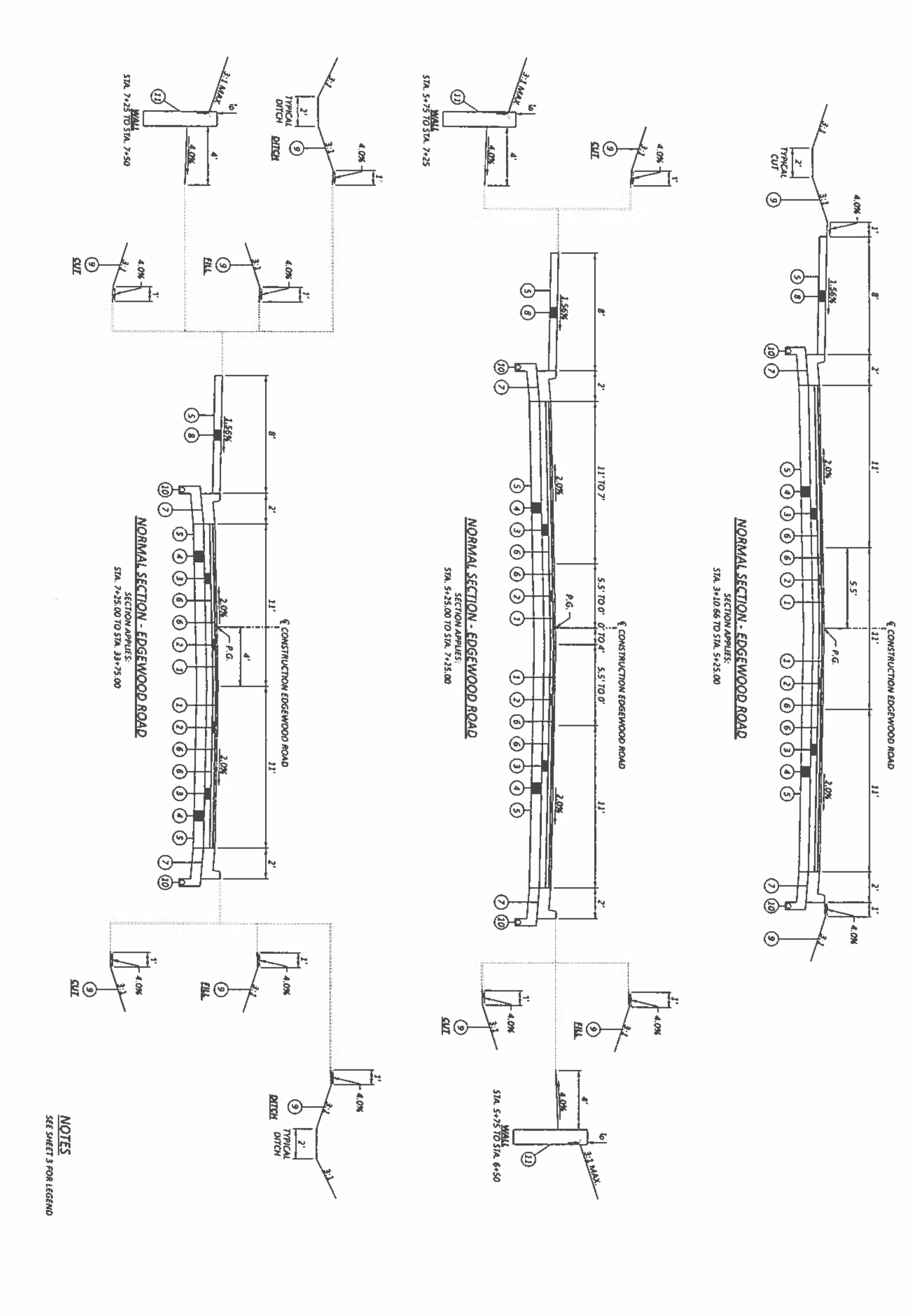


EXISITNG SECTION - EAST HIGH STREET



EXISTING SECTION - NEW GAMBIER ROAD

TYPICAL SECTIONS
EXISTING CONDITIONS

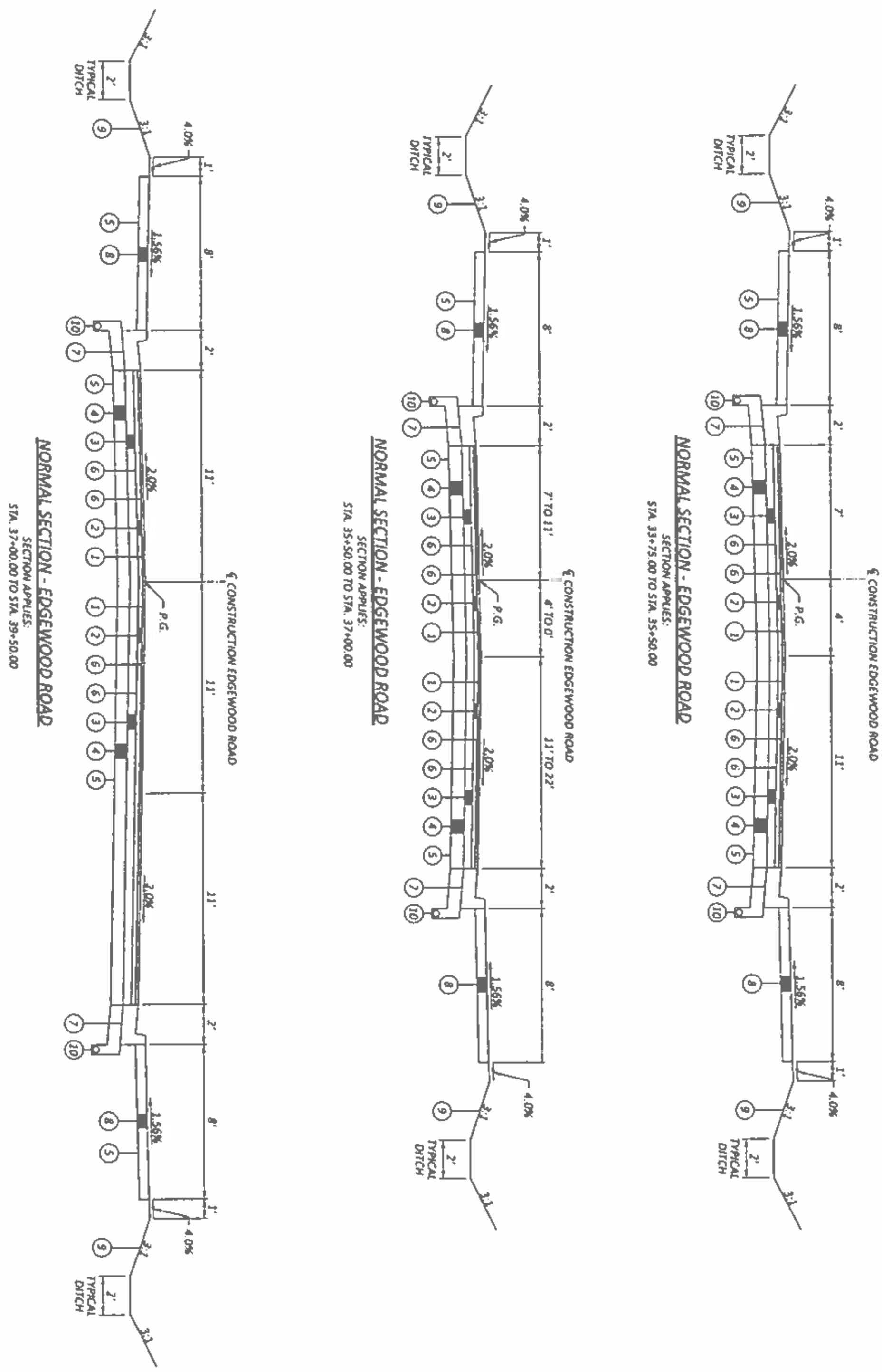

NORMAL SECTION - EDGEWOOD ROAD
SECTION APPLIES:
STA. 3+10.66 TO STA. 5+25.00
NORMAL SECTION - EDGEWOOD ROAD
SECTION APPLIES:
STA. 5+25.00 TO STA. 7+25.00
NORMAL SECTION - EDGEWOOD ROAD
SECTION APPLIES:
STA. 7+25.00 TO STA. 33+75.00
℄ CONSTRUCTION EDGEWOOD ROAD
P.G.
WALL
STA. 5+75 TO STA. 7+25
STA. 7+25 TO STA. 7+50
STA. 5+75 TO STA. 6+50
TYPICAL CUT
TYPICAL DITCH
DITCH
CUT
FILL
3:1 MAX.
NOTES
SEE SHEET 3 FOR LEGEND

DESIGN AGENCY: CARPENTER MARTY
DESIGNER: CEF
REVIEWER: DMG 02/10/23
PROJECT ID: 0
SHEET 4 TOTAL 67

TYPICAL SECTIONS
PROPOSED - EDGEWOOD ROAD

EDGEWOOD CORRIDOR

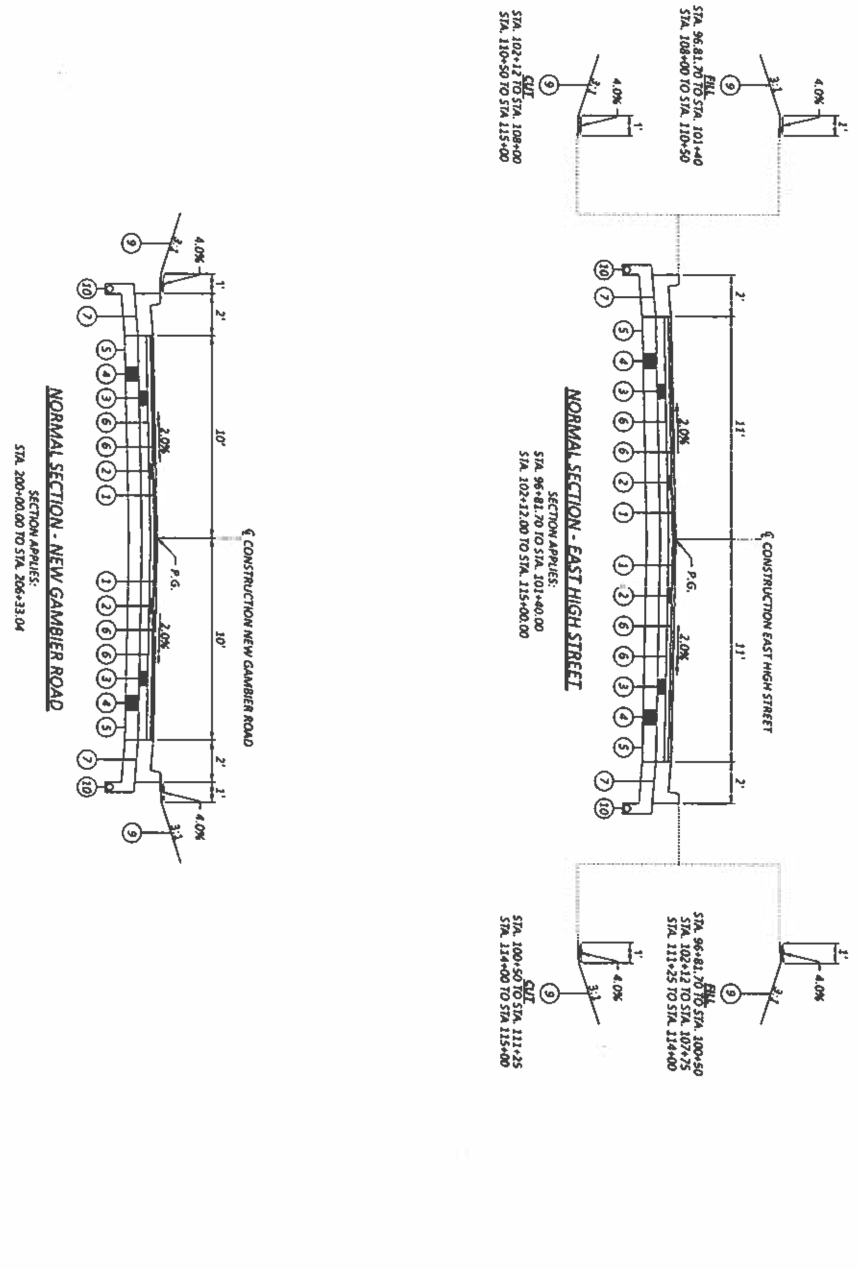
MODEL: Sheet PAPERSIZE: 17x11 (in.) DATE: 2/10/2023 TIME: 2:19:18 PM USER: ogoho
P:\CMV\TR\0003_Edgewood Corridor\Edgewood Corridor\400-Engineering\Roadway\Sheets\Edgewood Corridor_GY003.dgn



NOTES
SEE SHEET 3 FOR LEGEND

TYPICAL SECTIONS
PROPOSED - EDGEWOOD ROAD

DESIGN AGENCY	DESIGNER	REVIEWER	DWG	PROJECT ID	SHEET	TOTAL
CARPENTER MARTY	CEF		02/10/23	0	5	67



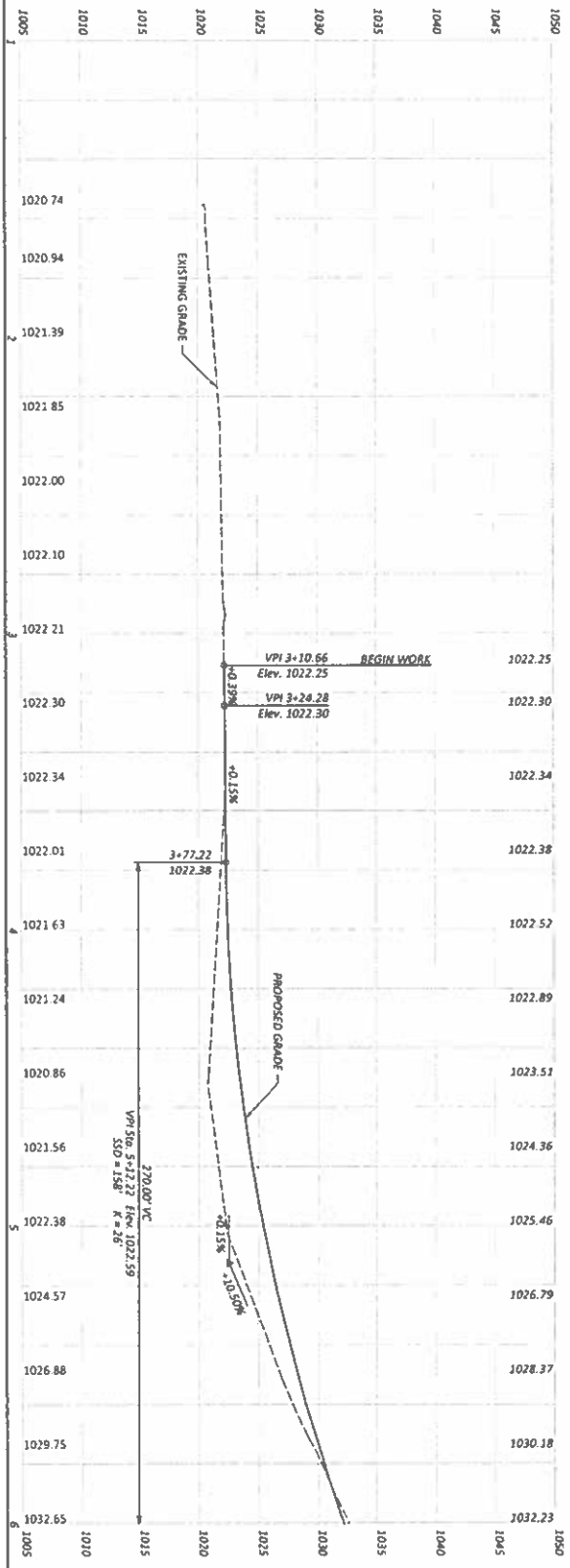
NOTES
SEE SHEET 3 FOR LEGEND

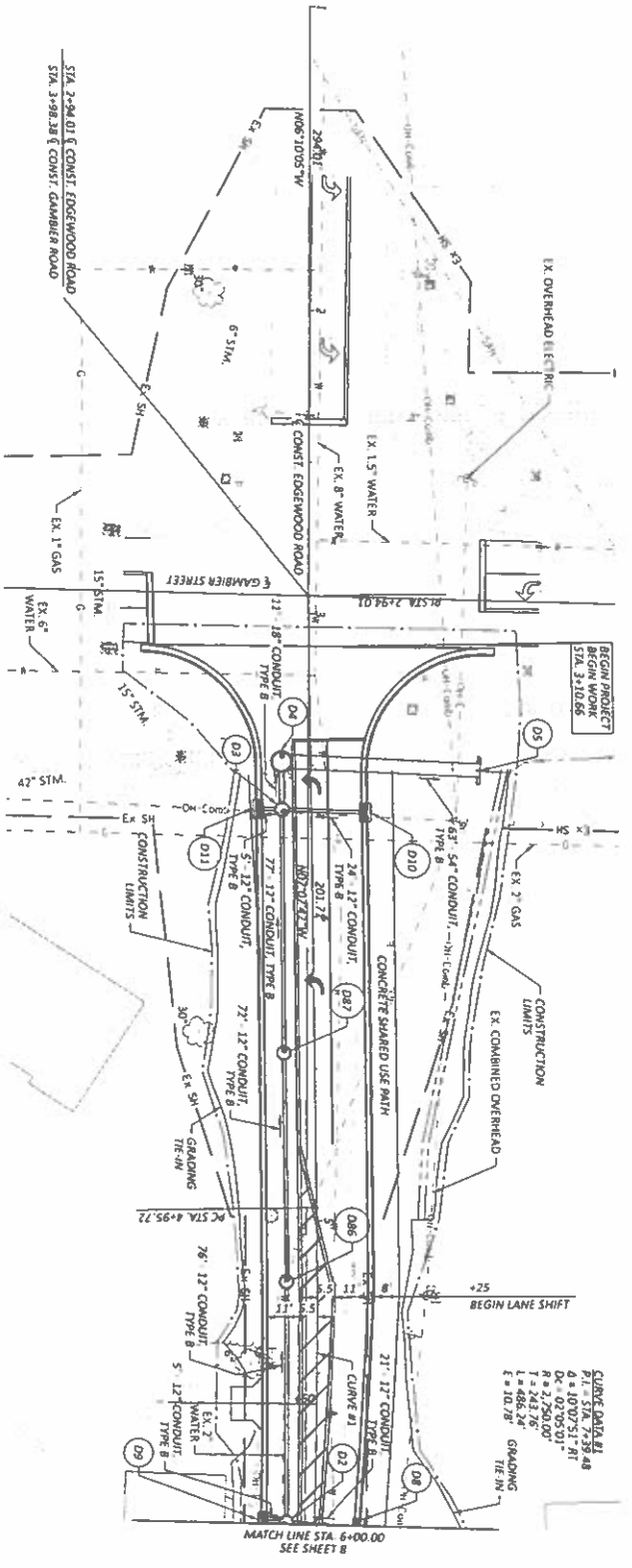
DESIGN AGENCY: CARPENTER MARTY
DESIGNER: CEF
REVIEWER: DMG 02/10/23
PROJECT ID: 0
SHEET 6 TOTAL 67

TYPICAL SECTIONS
PROPOSED - HIGH STREET AND NEW GAMBIER ROAD

EDGEWOOD CORRIDOR

MODEL CLP_Edgewood-1 Plan 9 PAPERSIZE 17x11 (in) DATE 2/10/2023 TIME 2:39:42 PM USER dgahs
P:\CAM\TR\0003_Edgewood Corridor\Edgewood Corridor\400-Engineering\Roadway\Sheets\Edgewood Corridor_GP001.dgn

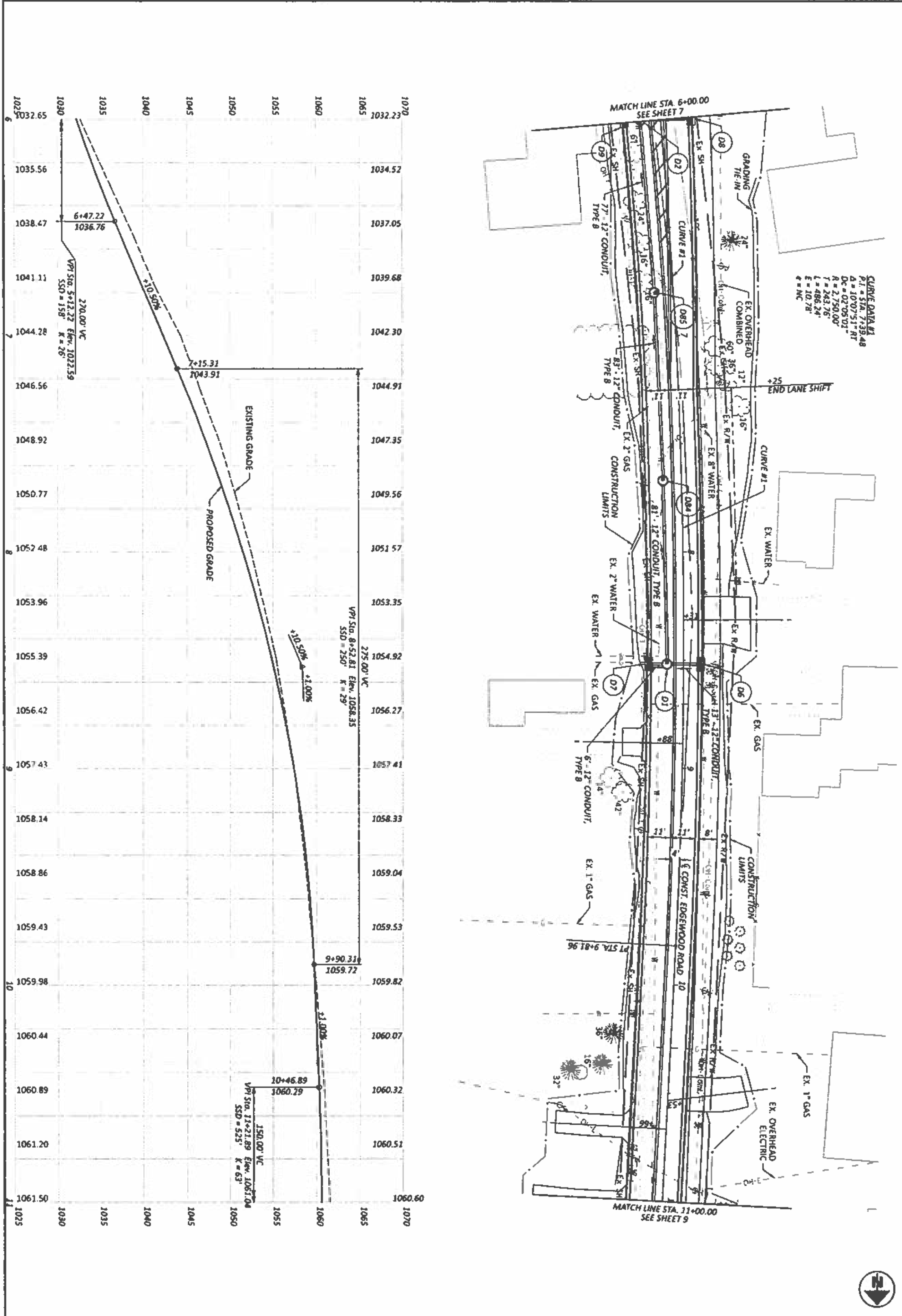




SHEET 7 TOTAL 67	CARPENTER MARTY DESIGN AGENCY	PLAN & PROFILE - EDGEWOOD ROAD STA. 1+00.00 TO STA. 6+00.00	HORIZONTAL SCALE IN FEET 0 20 10 40
PROJECT # 0			
DMG 02/10/23			
REVISIONS			
CEF			

EDGEWOOD CORRIDOR

MODEL: CLP_Edgewood-1 - Plan 10 PAPERSIZE: 17x11 (in.) DATE: 2/10/2023 TIME: 2:19:44 PM USER: dgohs
P:\CMV\TR\0003_Edgewood Corridor\Edgewood Corridor\400-Engineering\Roadway\Sheets\Edgewood Corridor_GP002.dgn



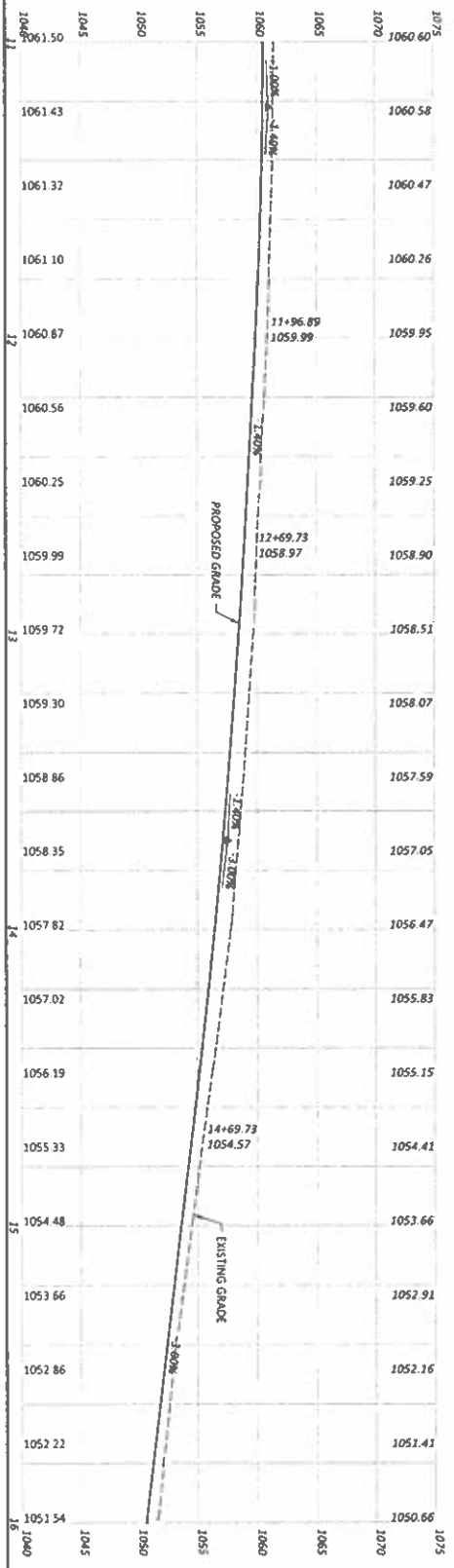
DESIGN AGENCY: CARPENTER MARTY

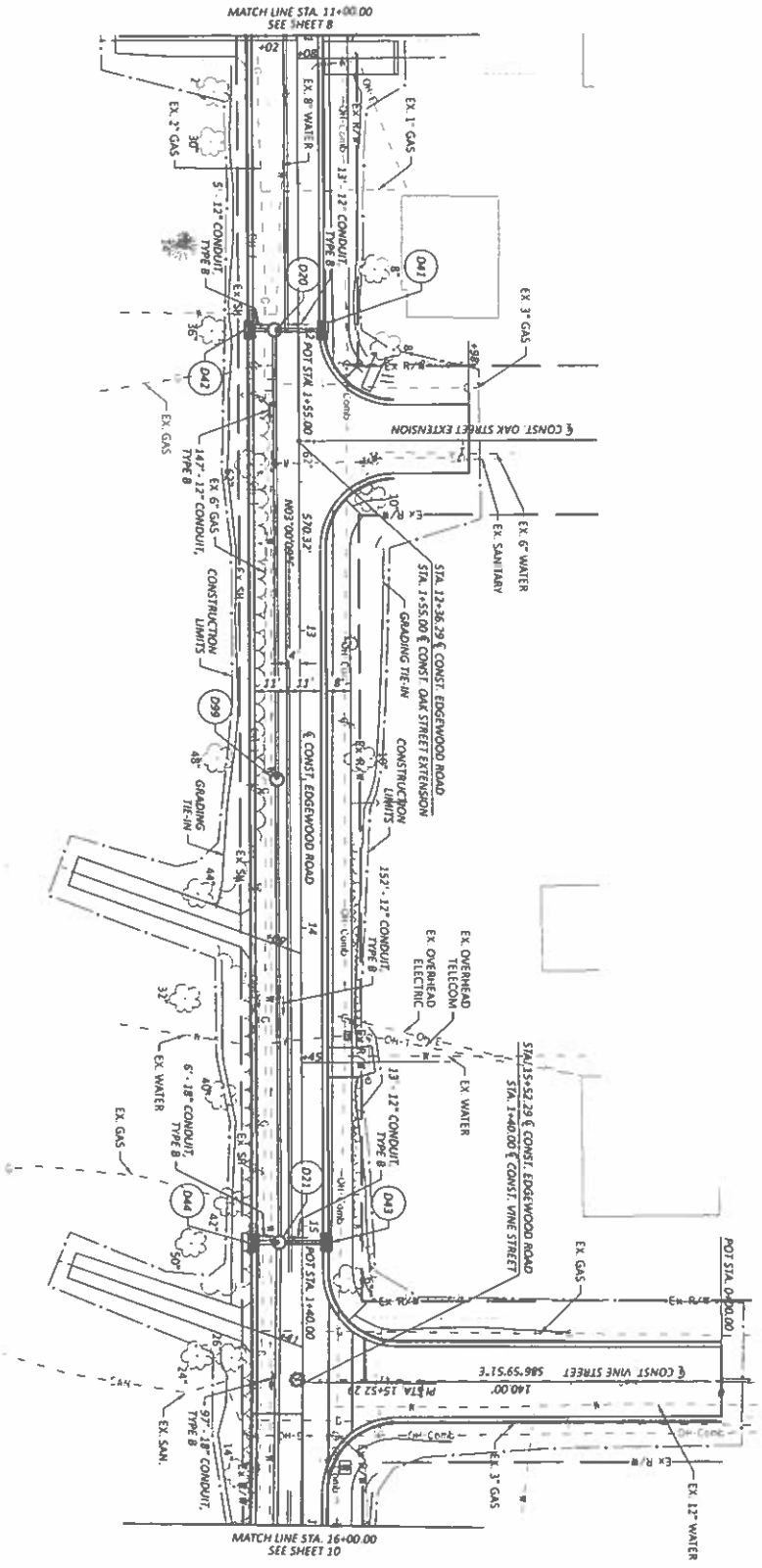
DESIGNER	REVIEWER	PROJECT ID	SHEET	TOTAL
CEF	DMG 02/10/23	0	8	67

PLAN & PROFILE - EDGEWOOD ROAD
STA. 6+00.00 TO STA. 11+00.00

HORIZONTAL SCALE IN FEET
0 10 20 40

MODEL: CLP_(Edgewood-) - Plan 1) PAPERSIZE (17x11 in) DATE: 2/10/2023 TIME: 2:19:45 PM USER: dgohs
P:\Civil\TR\0003_Edgewood Corridor\Edgewood Corridor\400 Engineering\Roadway\Sheets\Edgewood Corridor_GP003.dgn





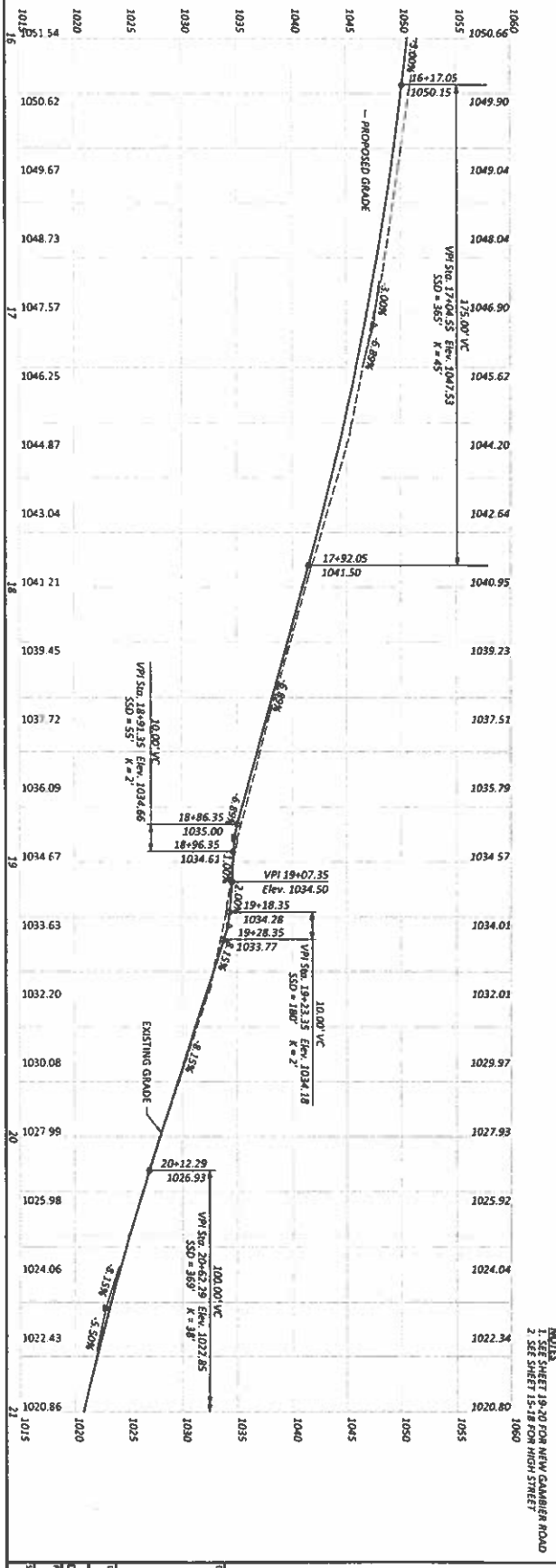
CARPENTER MARTY
DESIGNED CEF
DRAWN
CHECKED
PROJECT 0
DWG 02/10/23
SHEET 9 TOTAL 67

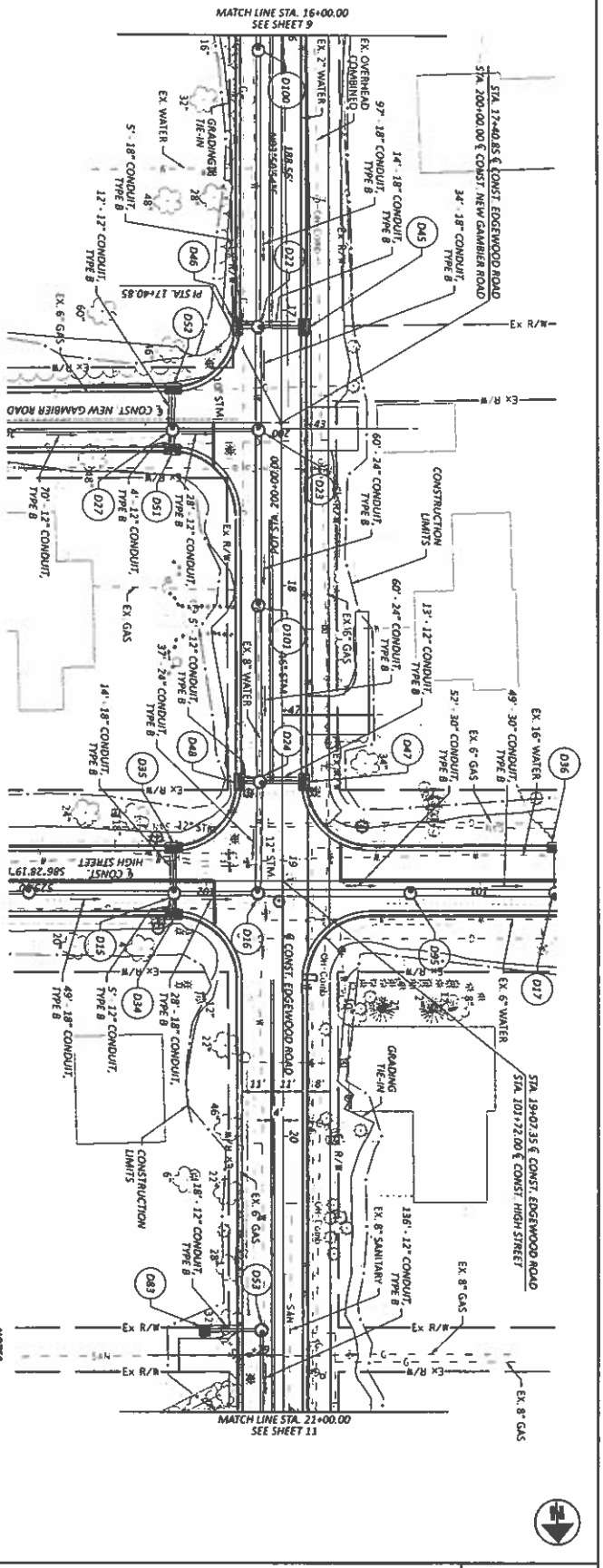
PLAN & PROFILE - EDGEWOOD ROAD
STA. 11+00.00 TO STA. 16+00.00

HORIZONTAL SCALE IN FEET
0 20
10 40

EDGEWOOD CORRIDOR

MODEL: CLP_Edgewood 1 Plan 12 PAPERSIZE: 17x11 (in.) DATE: 2/10/2023 TIME: 2:19:46 PM USER: dgohs
P:\CMV\TRU0003_Edgewood Corridor\Edgewood Corridor\400-Engineering\Roadway\Sheets\Edgewood Corridor_GP004.dgn





NOTES
1. SEE SHEET 19-20 FOR NEW GAMBIER ROAD
2. SEE SHEET 15-18 FOR HIGH STREET

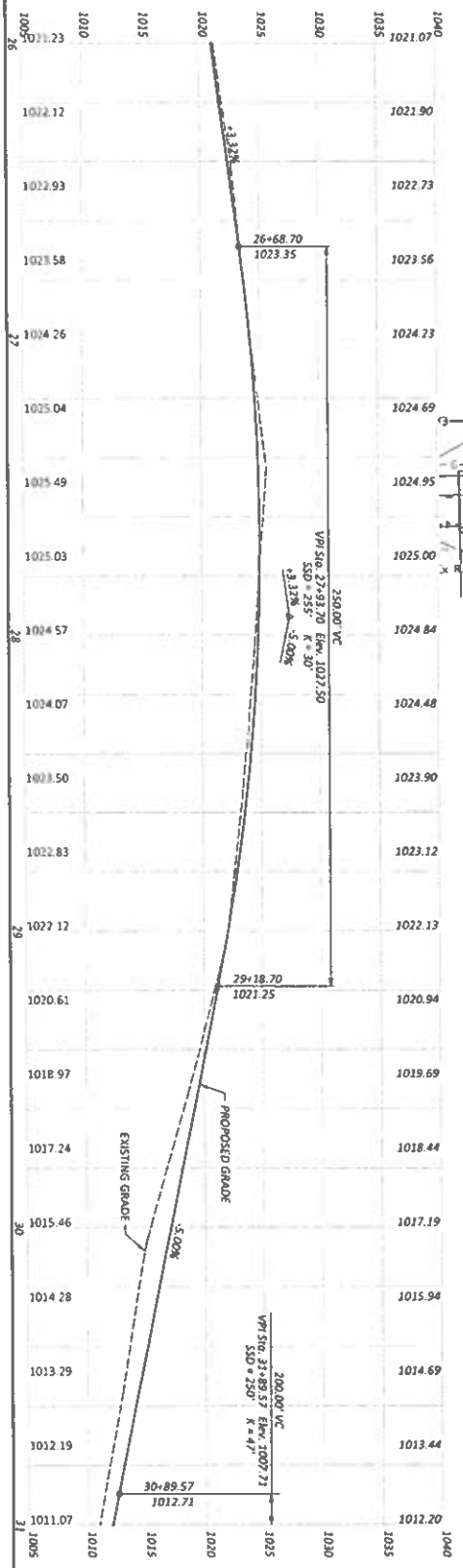
SHEET 10	TOTAL SHEETS 67	PROJECT ID 0	DRAWING 02/10/23	DESIGNER CEF	REVIEWER CARPENTER MARTY

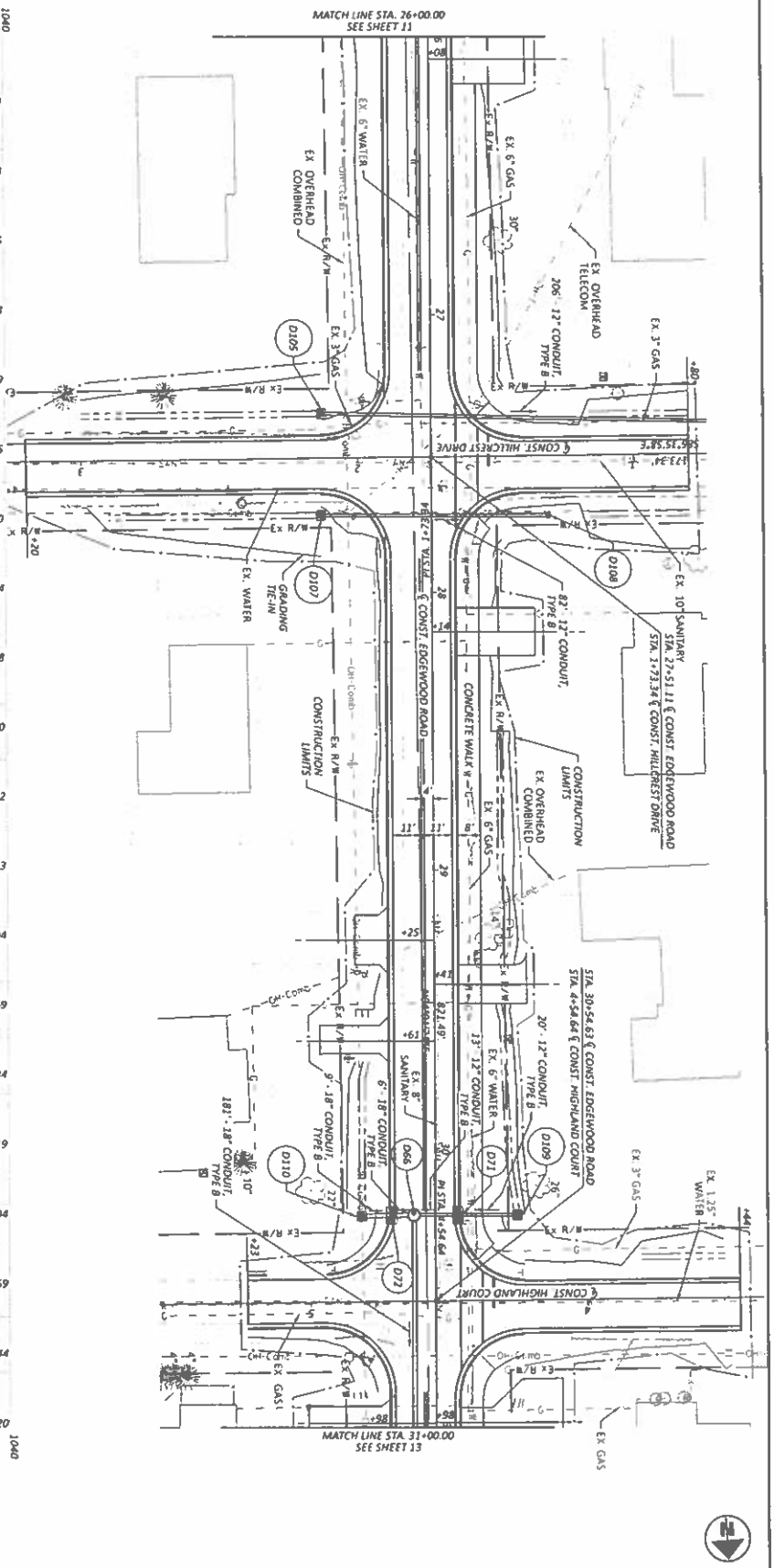
DESIGN AGENCY

PLAN & PROFILE - EDGEWOOD ROAD
STA. 16+00.00 TO STA. 21+00.00

HORIZONTAL SCALE IN FEET
0 20
10 40

MODEL: CLP_Edgewood 1 - Plan 14 PAPERSIZE: 17x11 (in.) DATE: 2/10/2023 TIME: 2:19:50 PM USER: dgoss
P:\CAMV1R\D009_Edgewood Corridor\Edgewood Corridor\ADD-Engineering\Roadway\Sheets\Edgewood Corridor_GP006.dgn

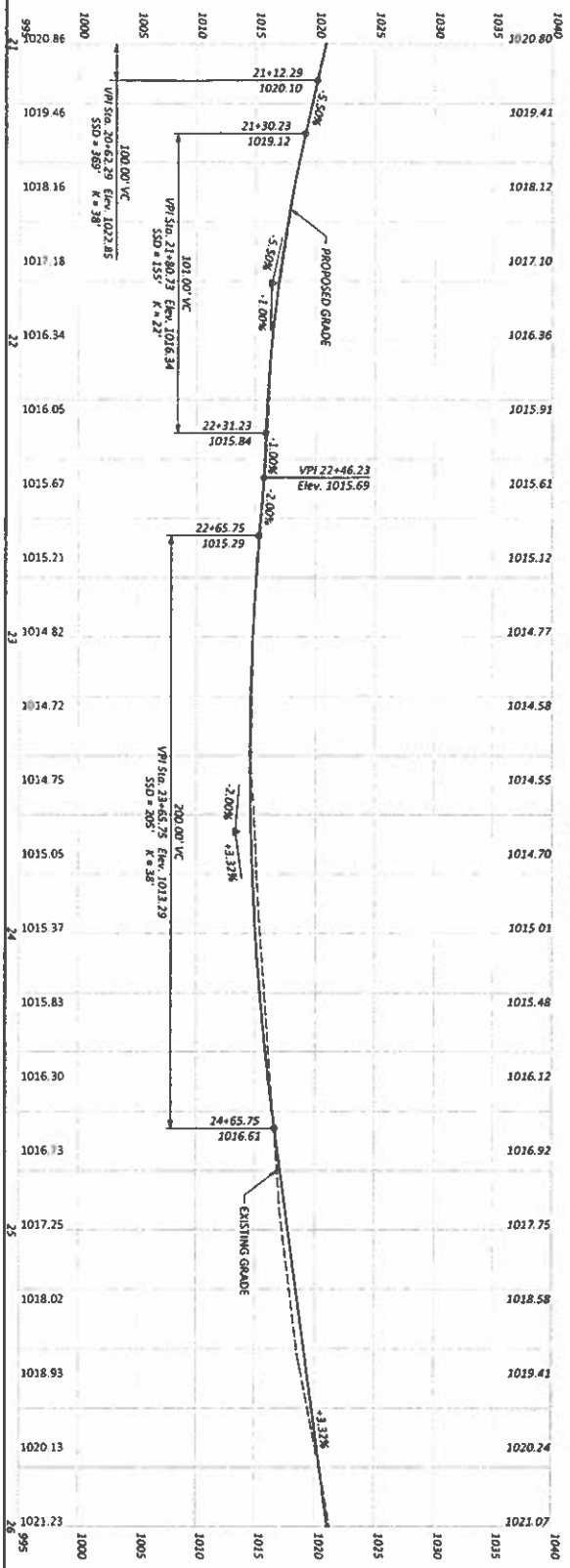


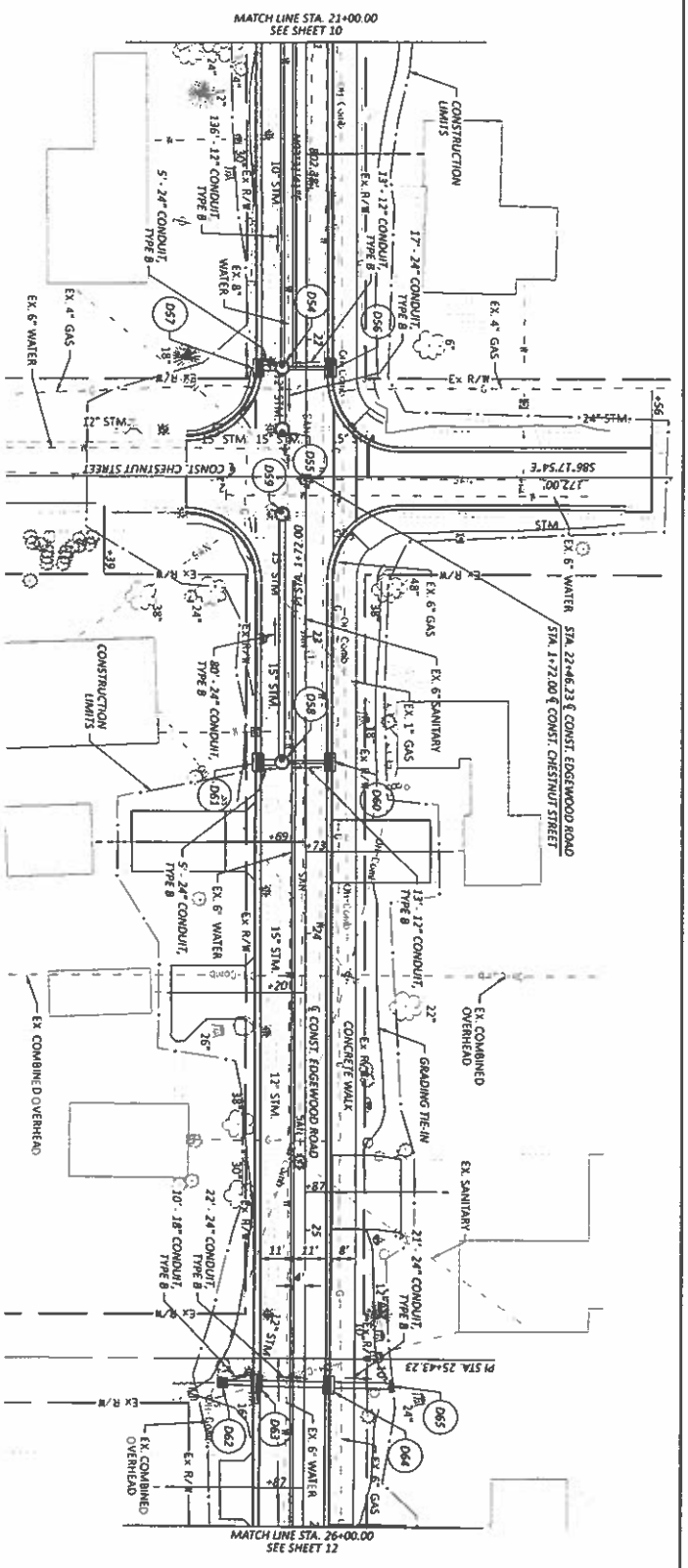


PLAN & PROFILE - EDGEWOOD ROAD
STA. 26+00.00 TO STA. 31+00.00

HORIZONTAL SCALE IN FEET
0 20
10 40

MODEL: CLP_Edgewood-1 Plan 13 PAPERSIZE: 17x11 (e) DATE: 2/10/2023 TIME: 2:19:48 PM USER: agohs
P:\CAP\TP\0003_Edgewood Corridor\Edgewood Corridor\400-Engineering\Roadway\Sheets\Edgewood Corridor_L400S.dgn



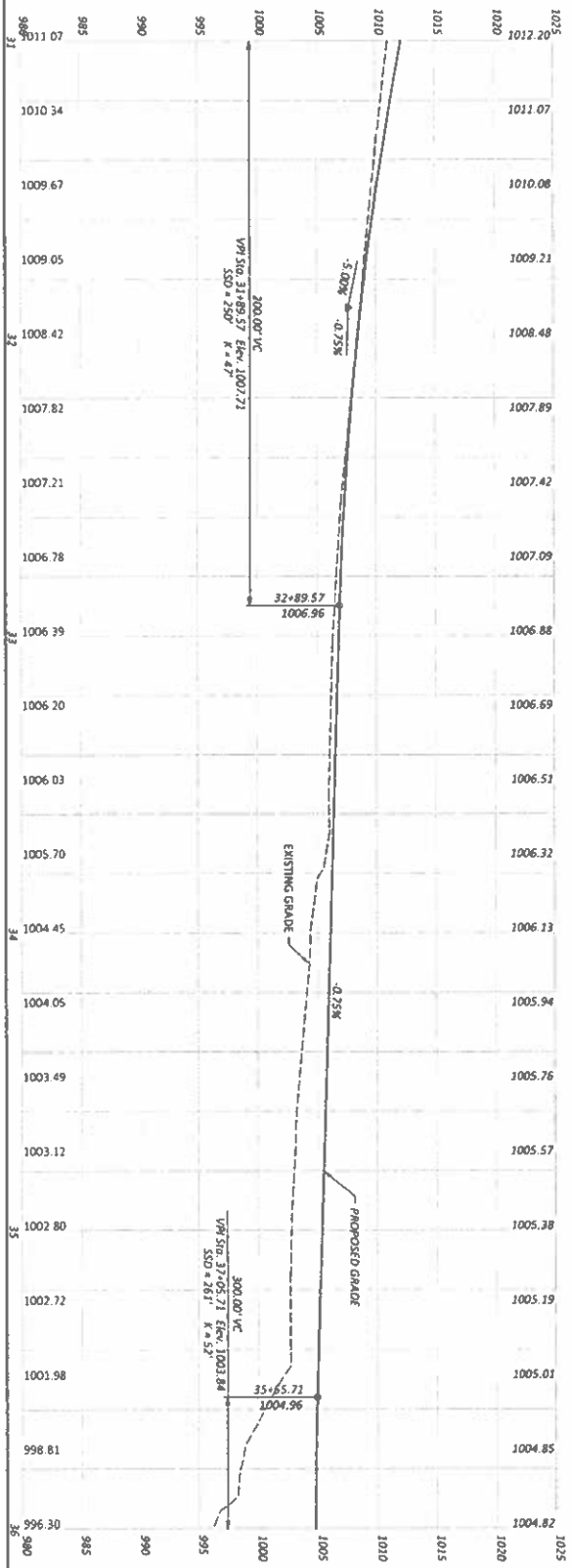


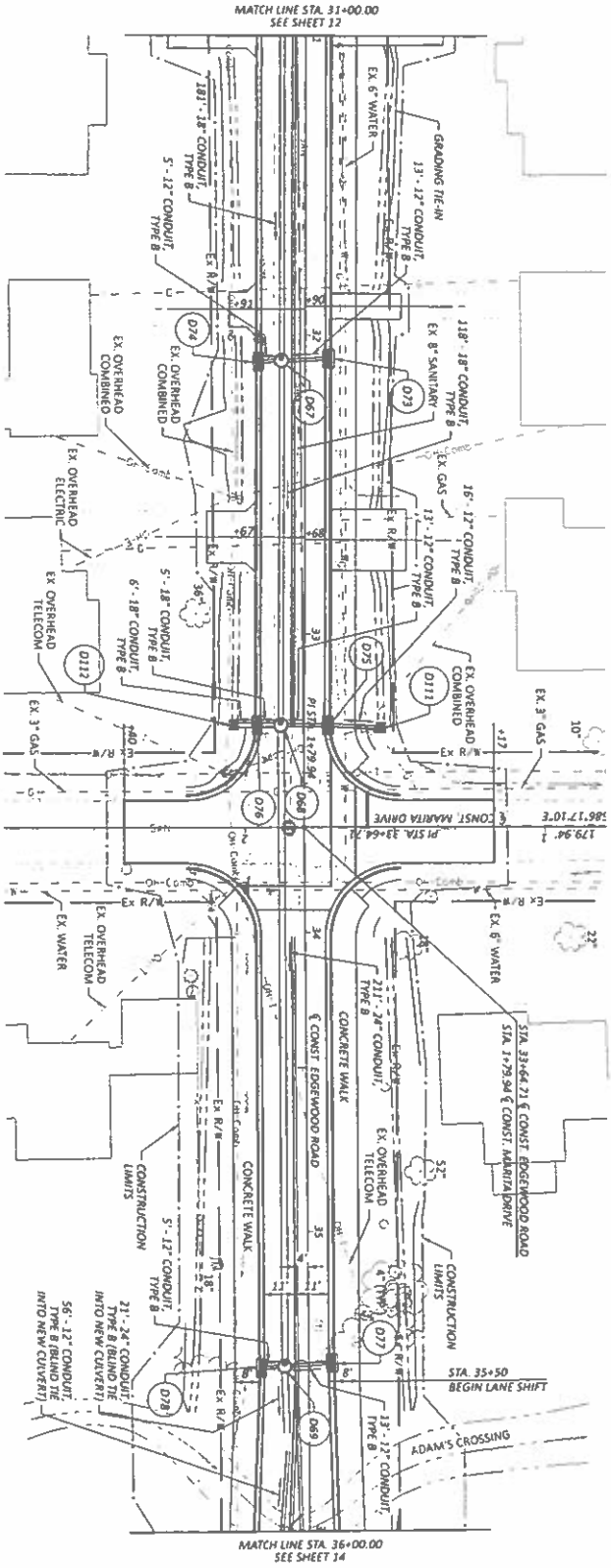
PLAN & PROFILE - EDGEWOOD ROAD
STA. 21+00.00 TO STA. 26+00.00

HORIZONTAL SCALE IN FEET
0 20
10 40

SHEET 11 TOTAL 67
PROJECT NO. 0
DRAWING 02/10/23
ENGINEER CEF
DESIGN AGENCY CARPENTER MARTY

MODEL: CLP_Edgewood 1 | Plan 15 | PAPERSIZE: 17x11 (in.) | DATE: 2/10/2023 | TIME: 2:39:51 PM | USER: dgohs
P:\CAM\TR\2009_Edgewood Corridor\Edgewood Corridor\400-Engineering\Roadway\Sheets\Edgewood Corridor_GP007.dgn



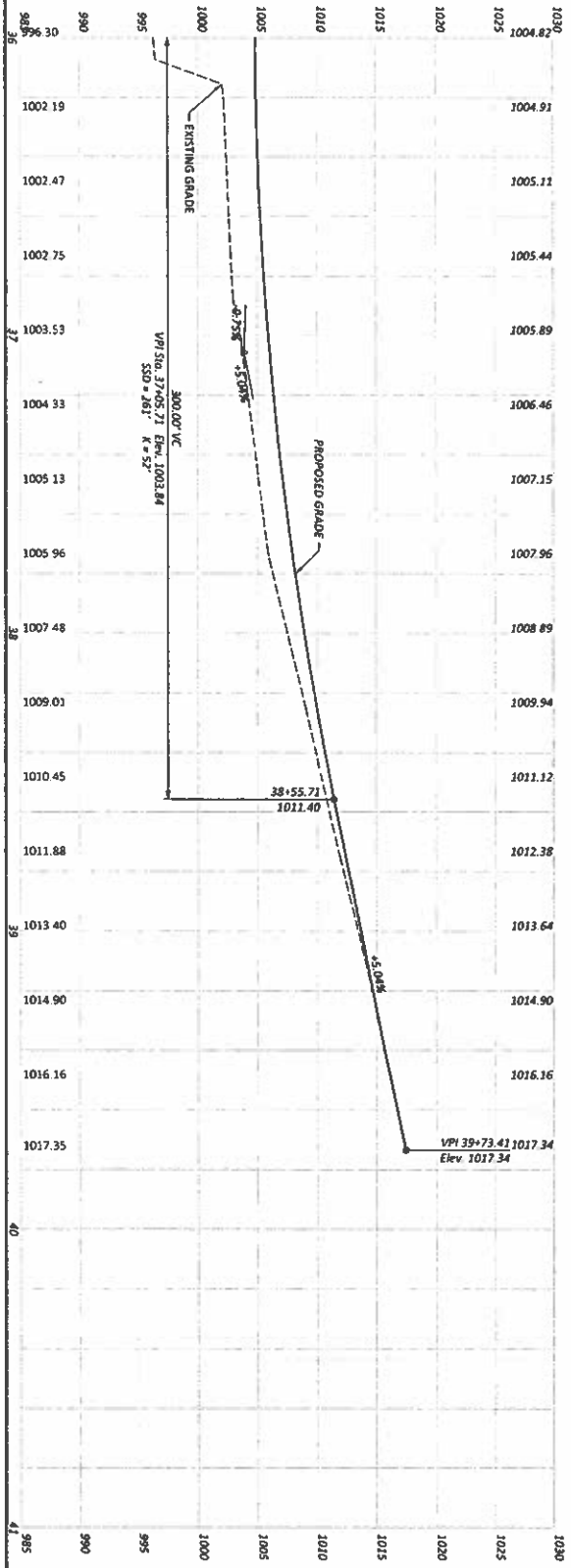


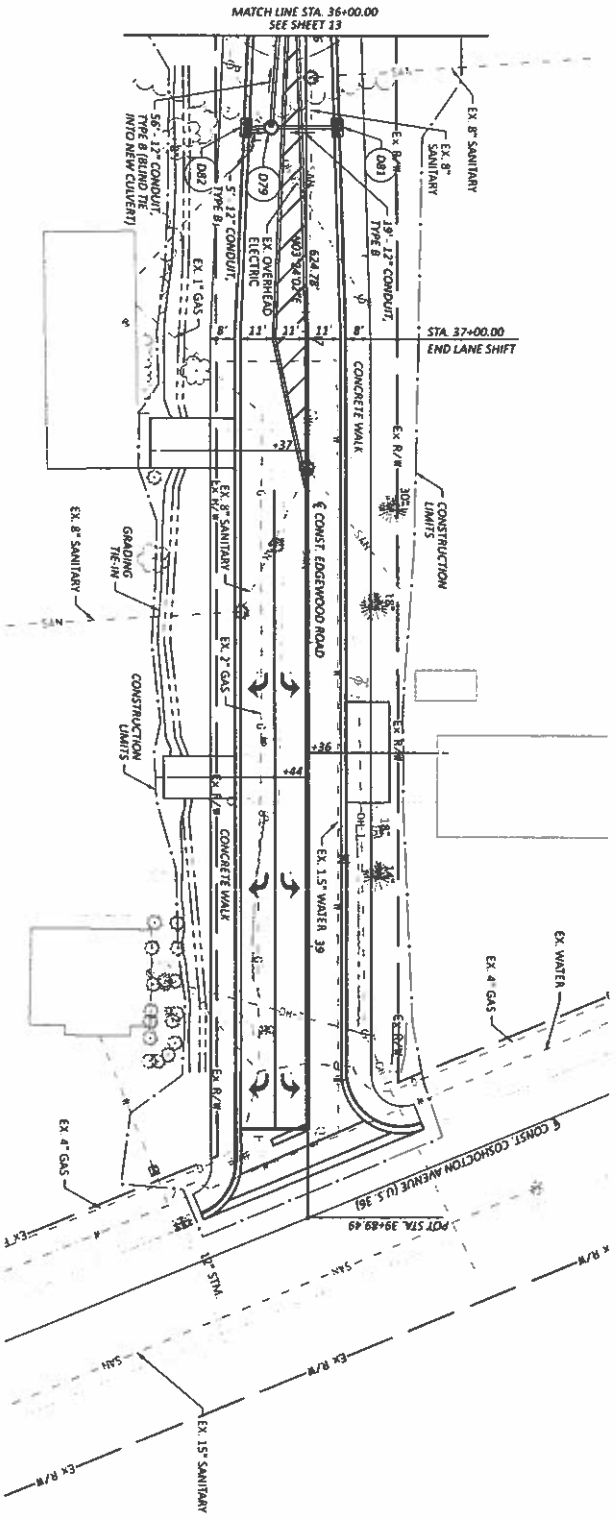
PLAN & PROFILE - EDGEWOOD ROAD
STA. 31+00.00 TO STA. 36+00.00

HORIZONTAL SCALE IN FEET
0 20
10 40

SHEET 13 TOTAL 67
PROJECT 0
DRAWING 02/10/23
DESIGNER CEF
REVIEWER
CARPENTER MARTY
DESIGN AGENCY

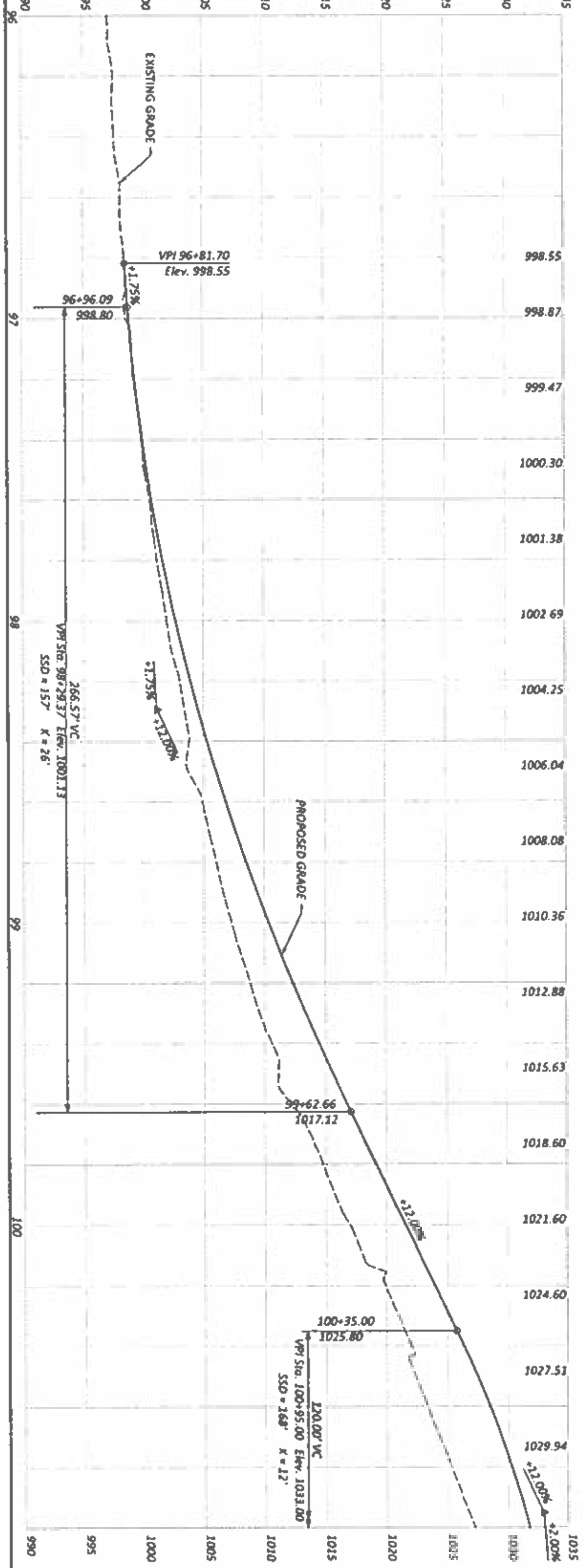
MODEL: CLP_Edgewood 1 - Plan 16 PAPERSIZE: 17x11 (in.) DATE: 2/10/2023 TIME: 2:19:52 PM USER: agahs
P:\CMP\191\0809_Edgewood Corridor\Edgewood Corridor\400-Engineering\Roadway\Sheets\Edgewood Corridor_GP008.dgn

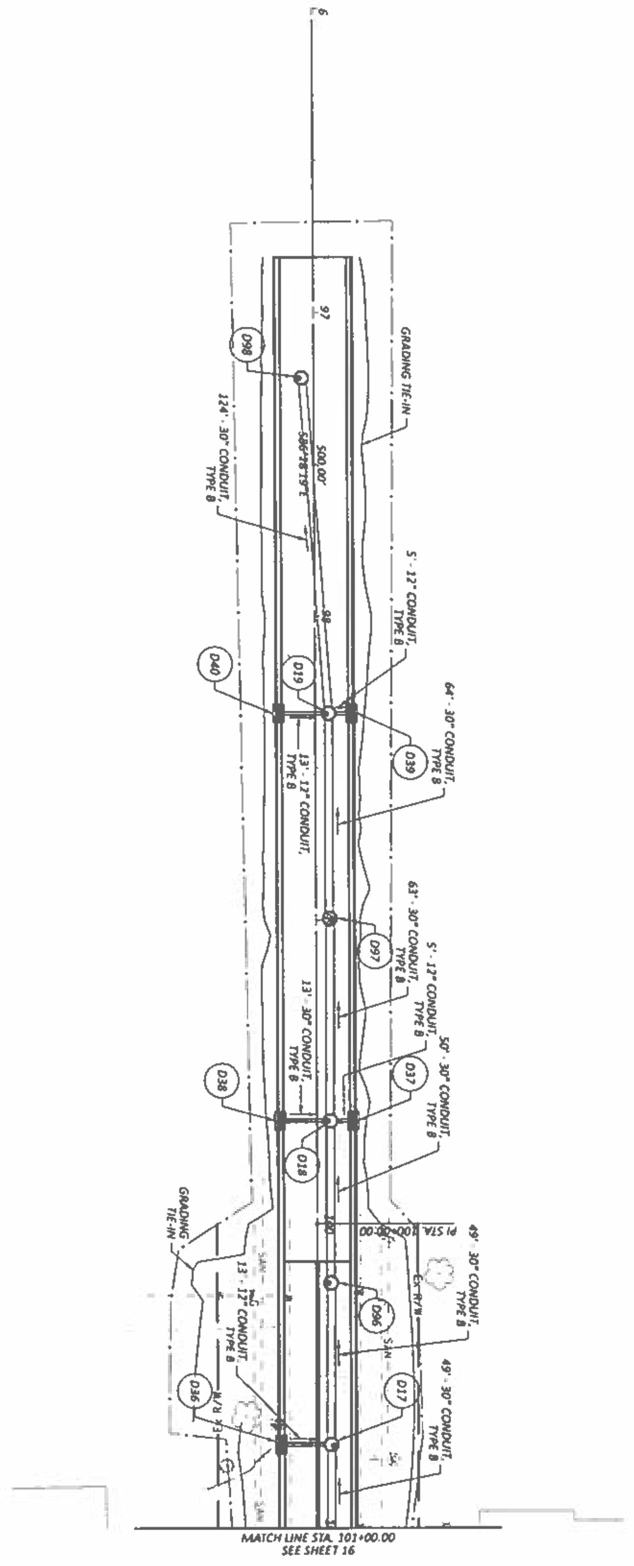




SHEET 14 TOTAL 67	DRWG 02/10/23 PROJECT 0	DESIGNER CEE	CARPENTER MARTY DESIGN AGENCY	PLAN & PROFILE - EDGEWOOD ROAD STA. 36+00.00 TO STA. 39+89.49

HORIZONTAL SCALE IN FEET
0 20
10 40

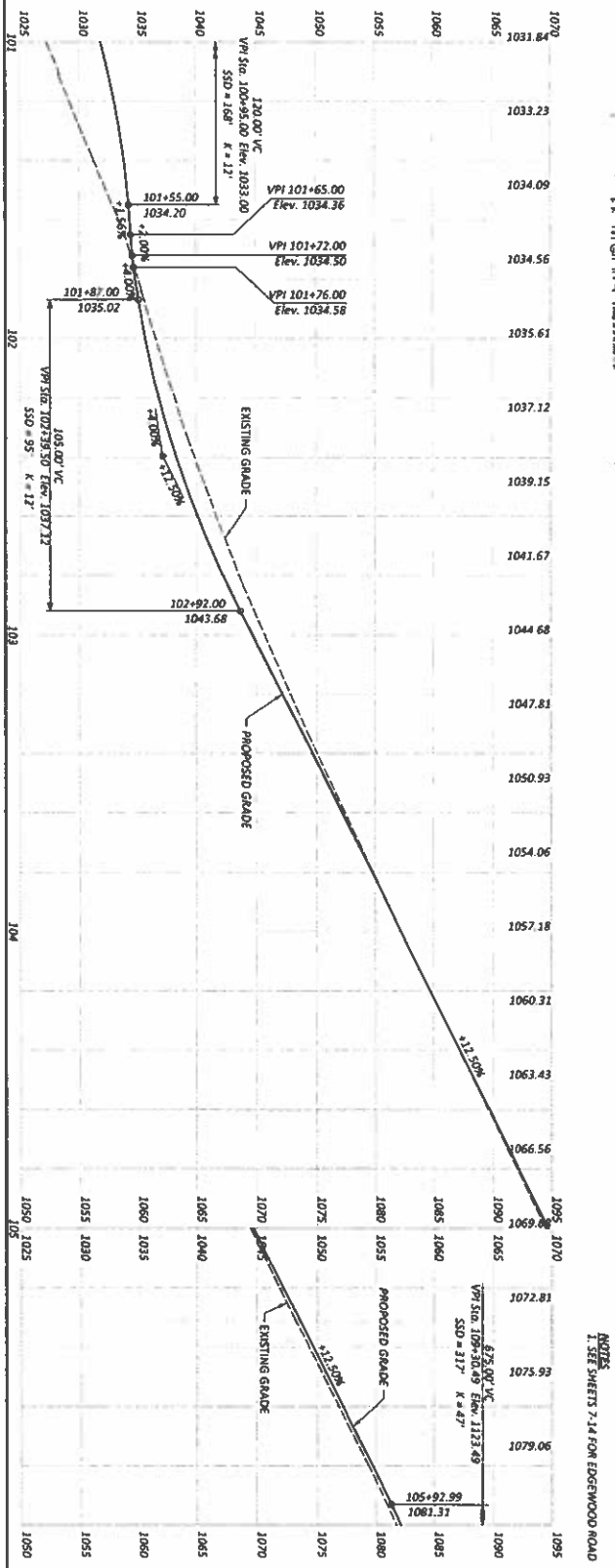


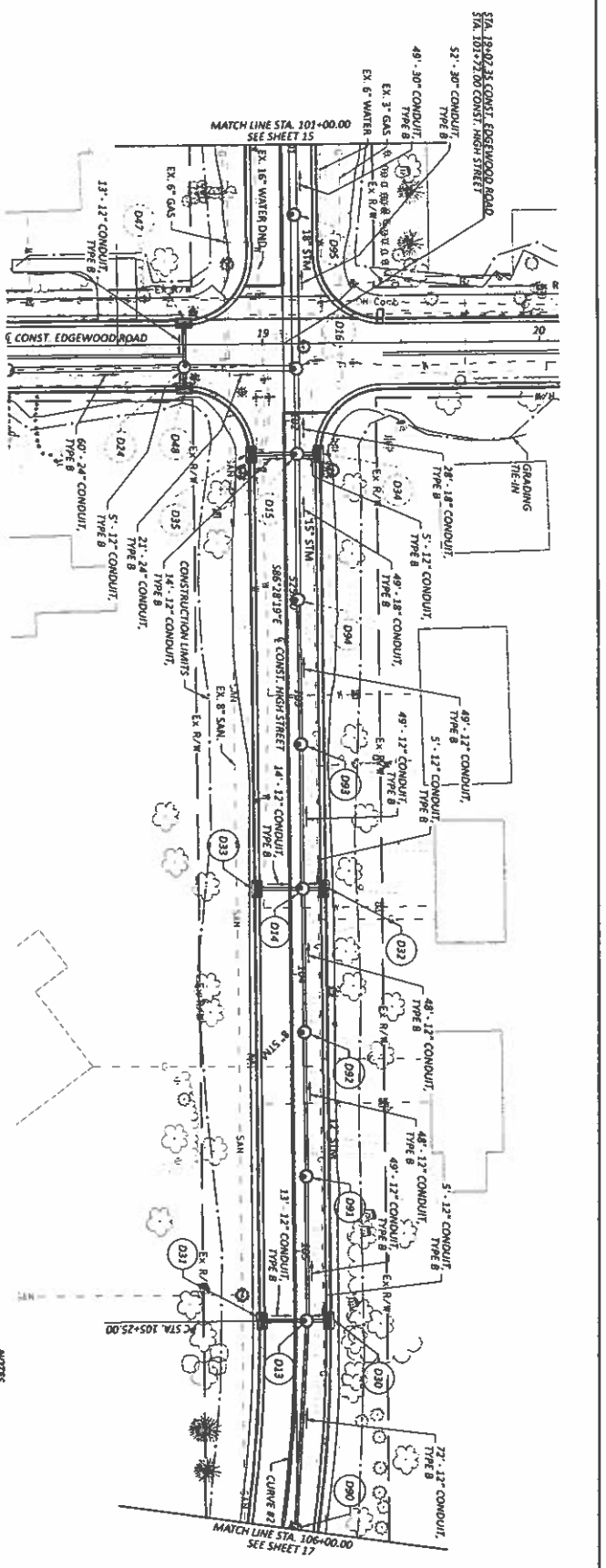


PLAN & PROFILE - HIGH STREET
STA. 96+00.00 TO 101+00.00

HORIZONTAL SCALE IN FEET

MODEL: CLP_HIGH STREET-3 Plan || PAPERSIZE: 17x11 (in) DATE: 2/20/2023 TIME: 2:19:54 PM USER: dgoins
P:\CMH\TR\0003_Edgewood Corridor\Edgewood Cornoor\400-Engineering\Roadway\Sheets\Edgewood Corridor_GP102.dgn





NOTES
1. SEE SHEETS 7-14 FOR EDGEWOOD ROAD

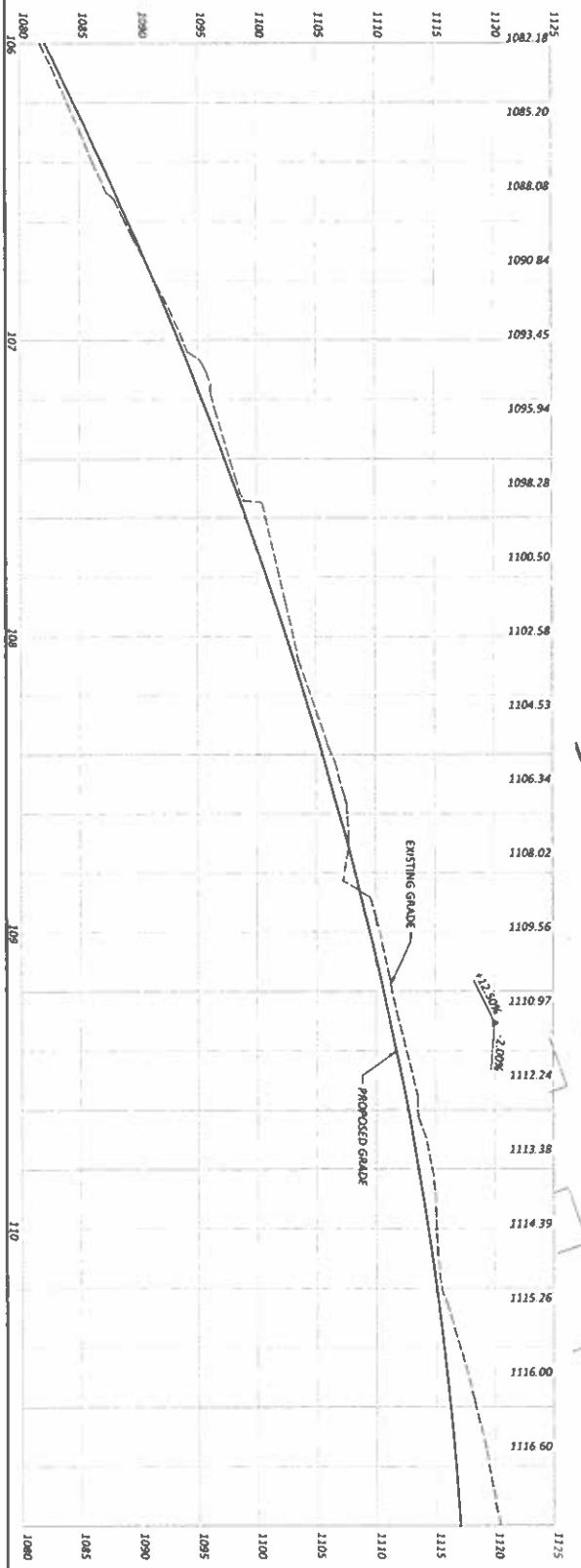
PLAN & PROFILE - HIGH STREET
STA. 101+00.00 TO STA. 106+00.00

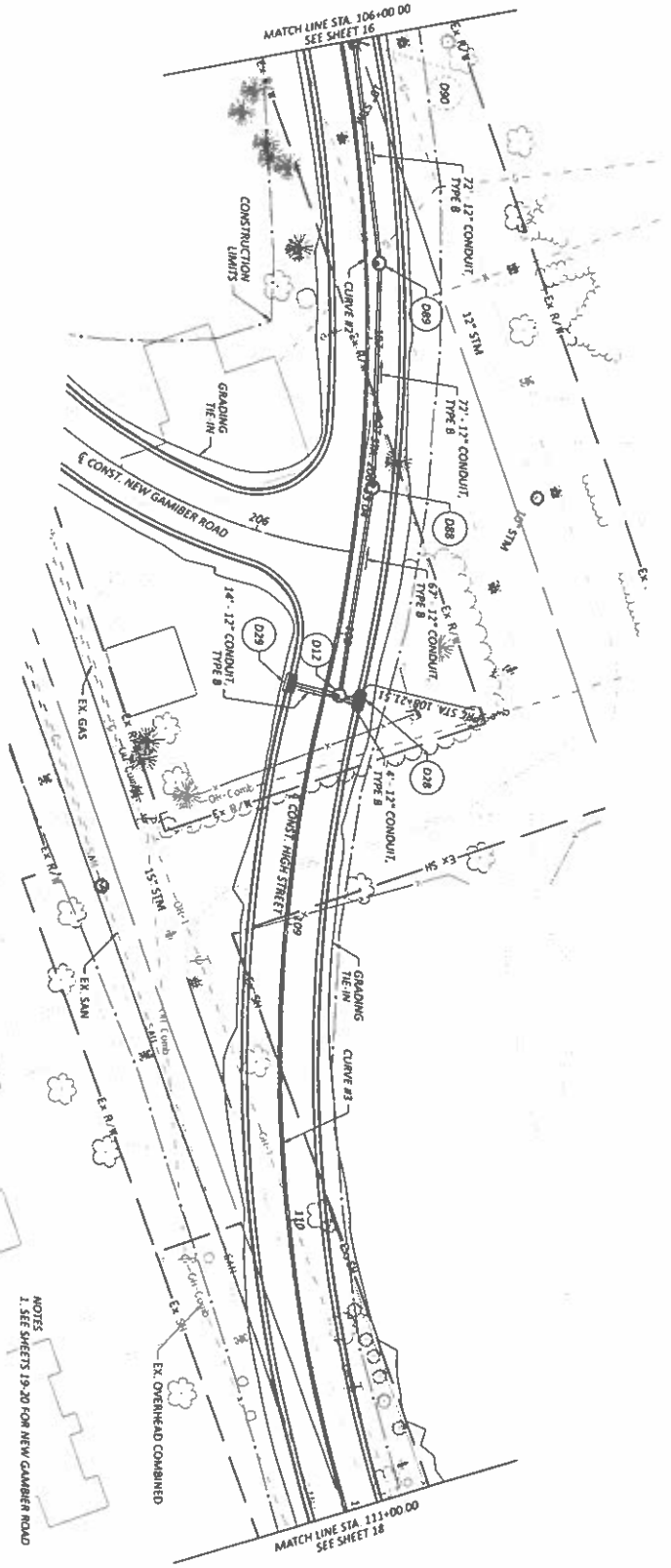
HORIZONTAL SCALE IN FEET
0 20 10 40

SHEET 16 TOTAL 67
PROJECT 0
DRAWN 02/10/23
DESIGNED CEF
CARPENTER MARTY
DESIGN AGENCY

EDGEWOOD CORRIDOR

MODEL: CLP_HIGH STREET) Plan 6 PAPERSIZE: 17x11 (in) DATE: 2/10/2023 TIME: 2:19:56 PM USER: dpohs
P:\Civil\TR\0003_Edgewood Corridor\Edgewood Corridor\400 Engineering\Roadway\Sheets\Edgewood Corridor_GP103.dgn





NOTES
1. SEE SHEETS 19-20 FOR NEW GAMBIER ROAD

SHEET	PROJECT #	DWG	DESIGNED	DRAWN	CHECKED
17 of 67	0	02/10/23	CEF		

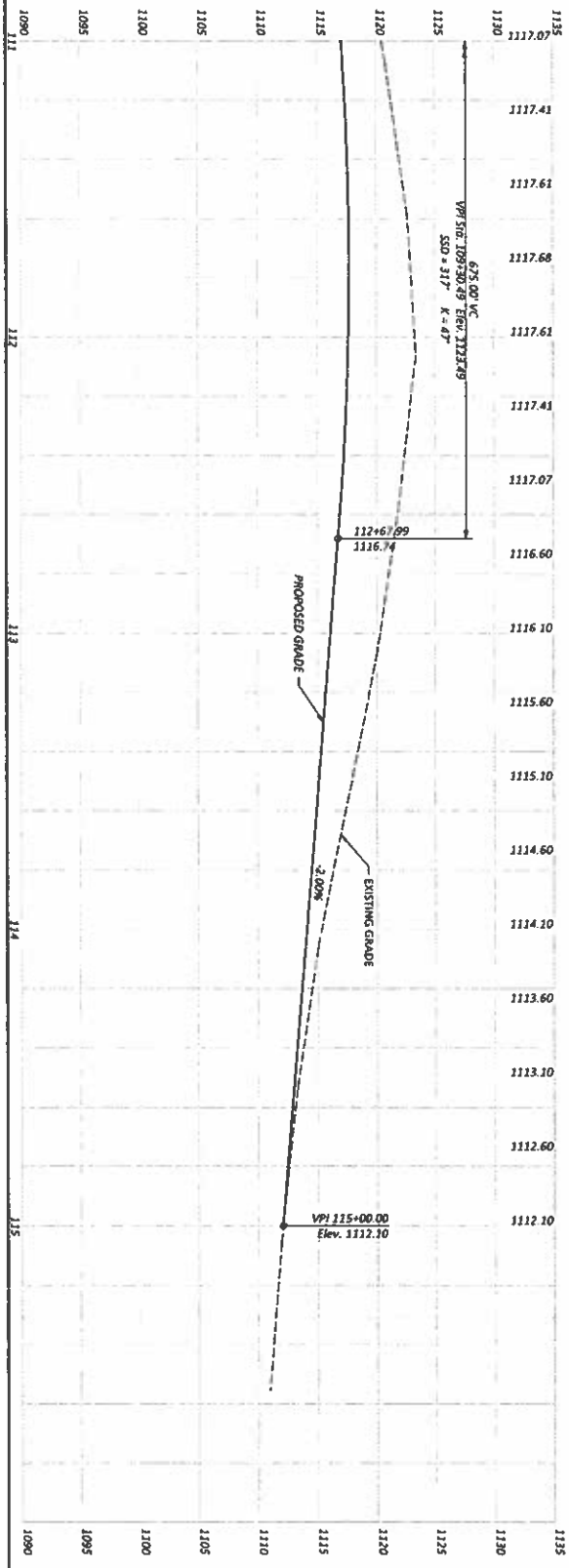
CARPENTER MARTY

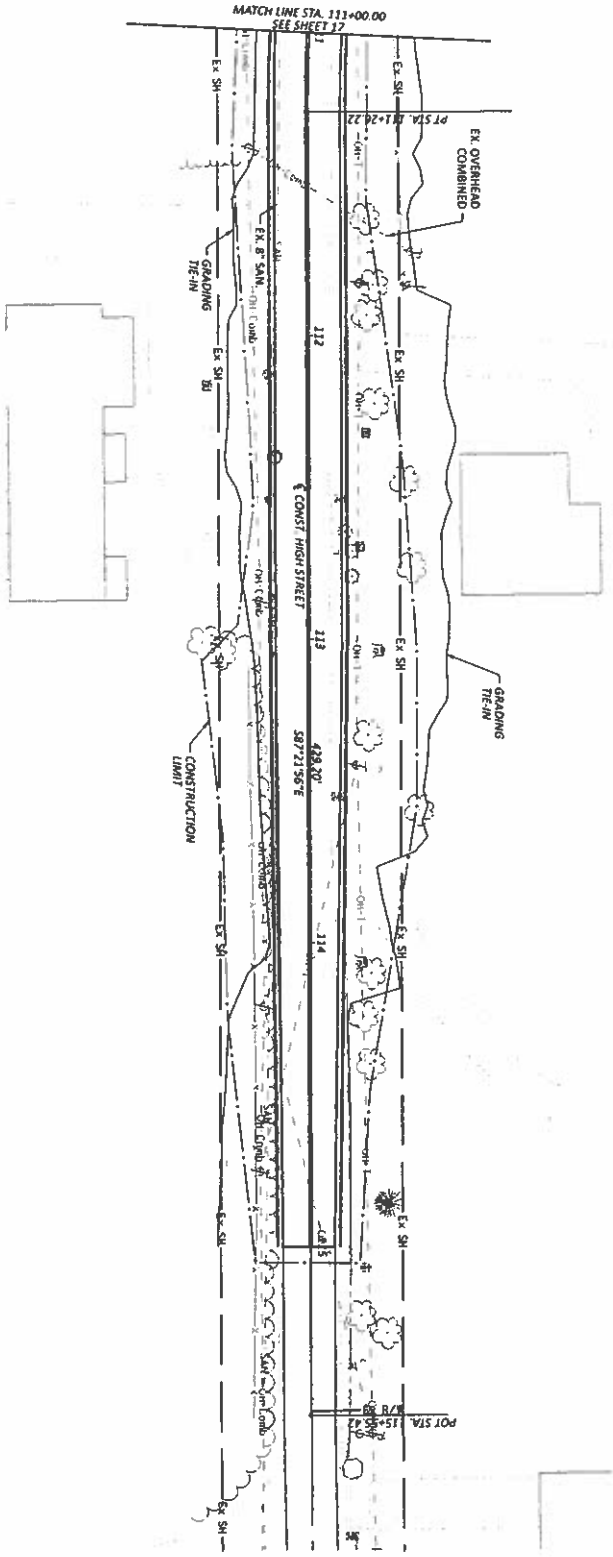
PLAN & PROFILE - HIGH STREET
STA. 106+00.00 TO STA. 111+00.00

HORIZONTAL SCALE IN FEET
0 20
10 40

EDGEWOOD CORRIDOR

MODEL: CLP_HIGH STREET-1 Plan 7 PAPERSIZE 17x11 in. DATE 2/10/2023 TIME 2:19:57 PM USER dgehs
P:\Civil\TR\0009_Edgewood Corridor\Edgewood Corridor\400-Engineering\Roadway\Sheets\Edgewood Corridor_GP104.dgn



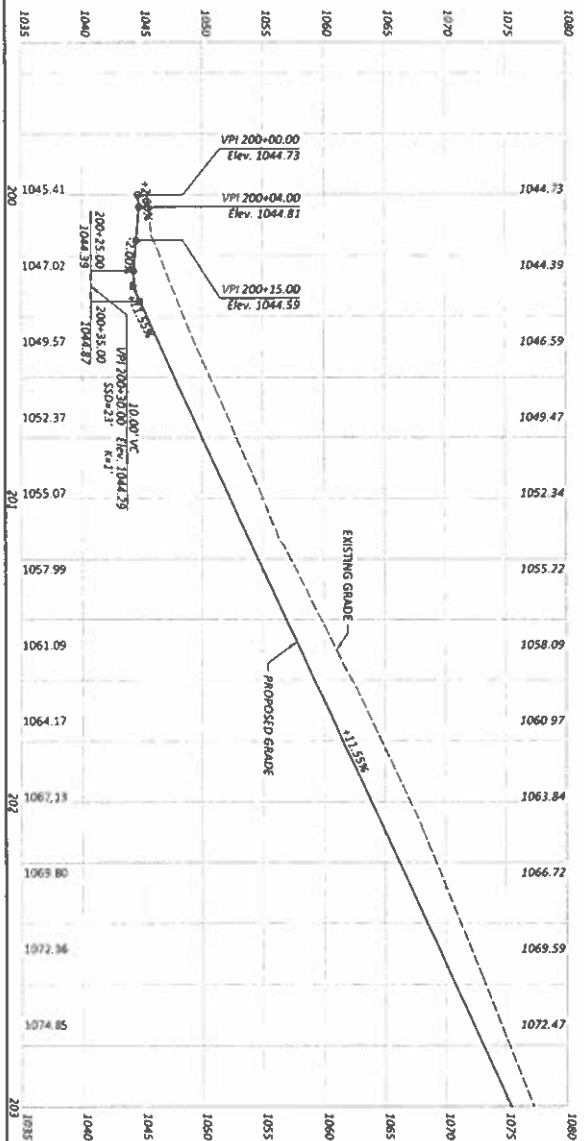


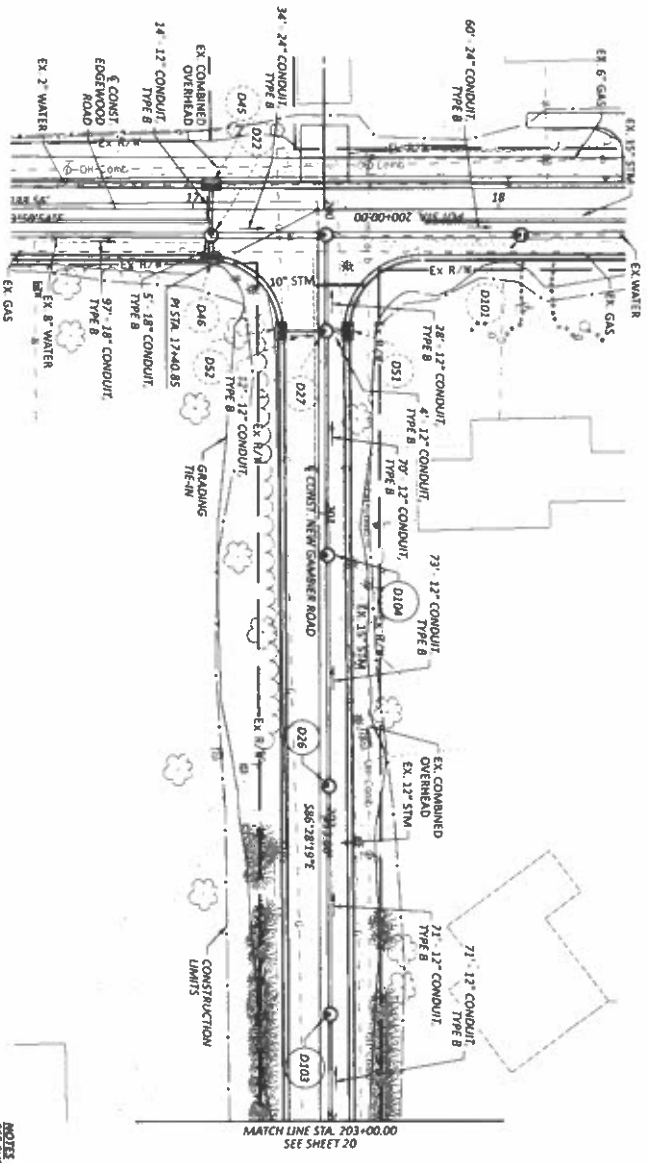
PLAN & PROFILE - HIGH STREET
STA. 111+00.00 TO STA. 116+00.00

HORIZONTAL SCALE IN FEET
0 20
10 40

SHEET 18 TOTAL 67
PROJECT ID 0
DWG 02/10/23
REVIEWED
DESIGNED CEF
CARPENTER MARTY
DESIGN AGENCY

MODEL: CLP_New Gambier - Plan B PAPERSIZE: 17x11 (in.) DATE: 2/10/2023 TIME: 2:19:58 PM USER: dgohs
P:\CMH\TR\2003_Edgewood Corridor\Edgewood Corridor\400-Engineering\Roadway\Sheets\Edgewood Corridor_GP201.dgn





NOTE:
SEE SHEETS 7-14 FOR EDGEWOOD ROAD

SHEET 19 TOTAL 67

PROJECT # 0

DWG 02/10/23

DESIGNED CEF

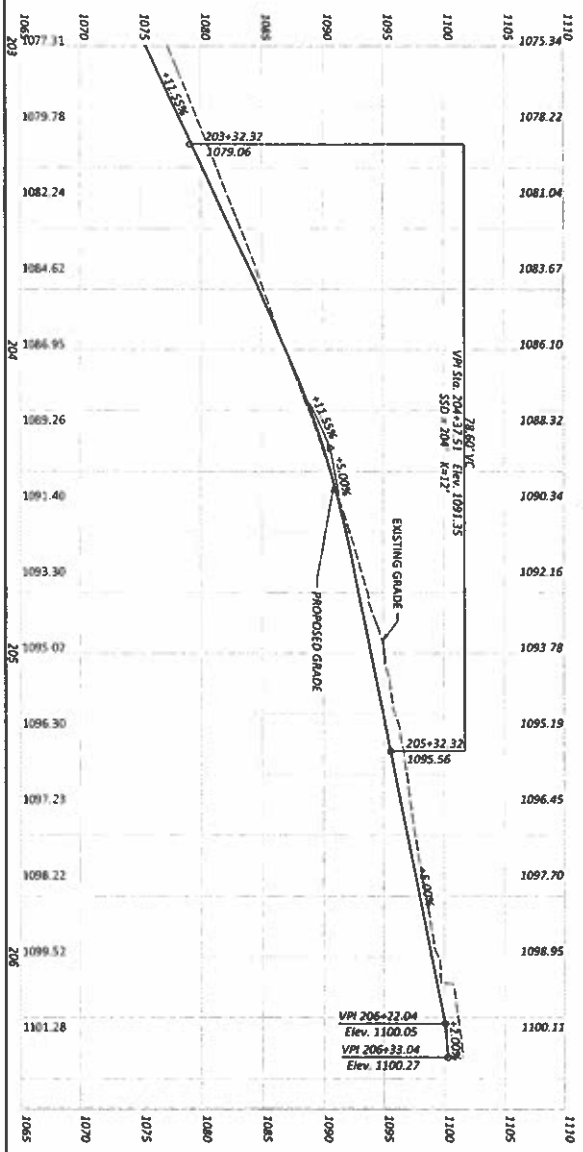
CARPENTER MARTY

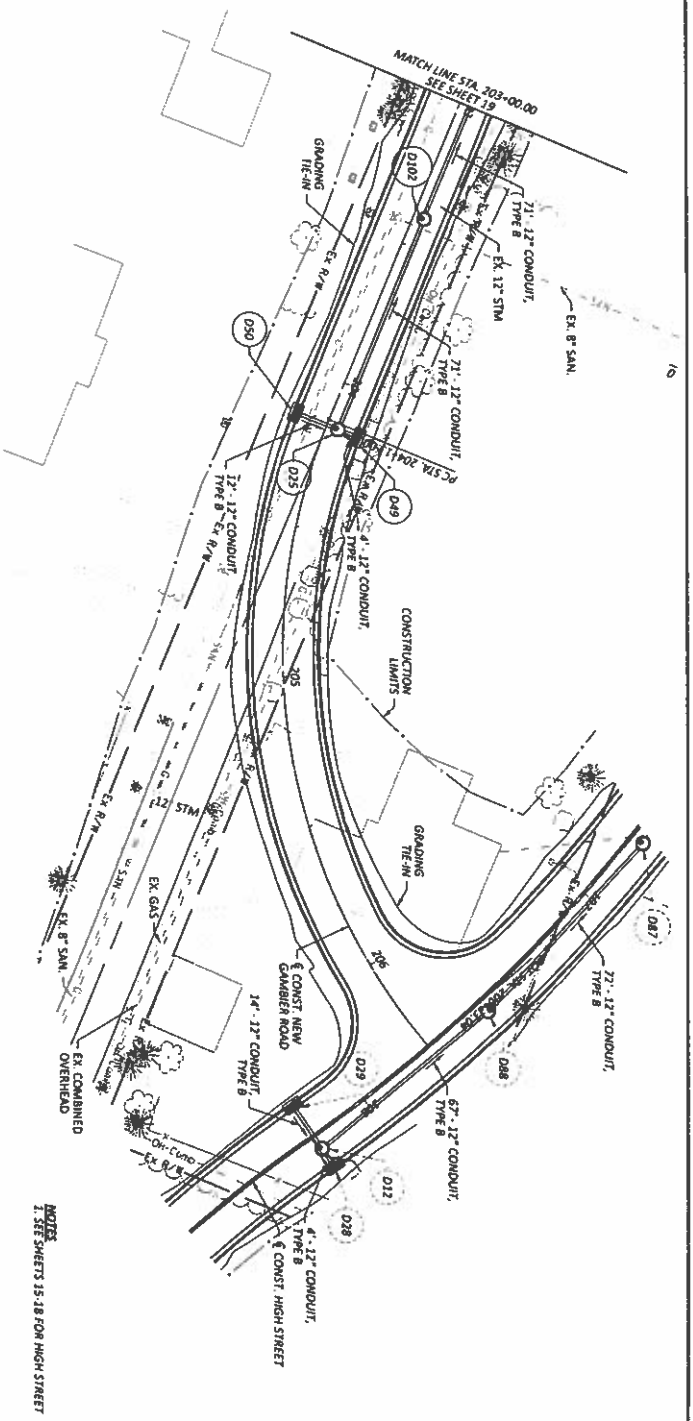
DESIGN AGENCY

PLAN & PROFILE - NEW GAMBIER ROAD
STA. 200+00.00 TO STA. 203+00.00

HORIZONTAL SCALE IN FEET
0 20 40

MODEL: CLP_New Gambier - Plan B PAPERSIZE: 17x11 (in.) DATE: 2/10/2023 7:46E 2:19:58 PM USER: dgohn
P:\Civil\TRU0008_Edgewood Corridor\Edgewood Corridor\400-Engineering\Roadway\Sheets\Edgewood Corridor_GP202.dgn





NOTES
1. SEE SHEETS 15-18 FOR HIGH STREET

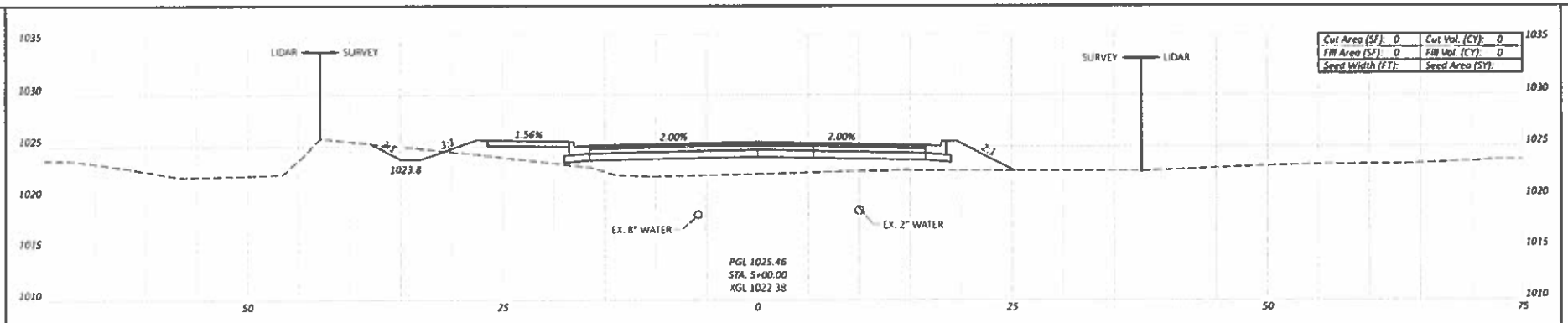
PLAN & PROFILE - NEW GAMBIER ROAD
STA. 203+00.00 TO STA. 206+33.04

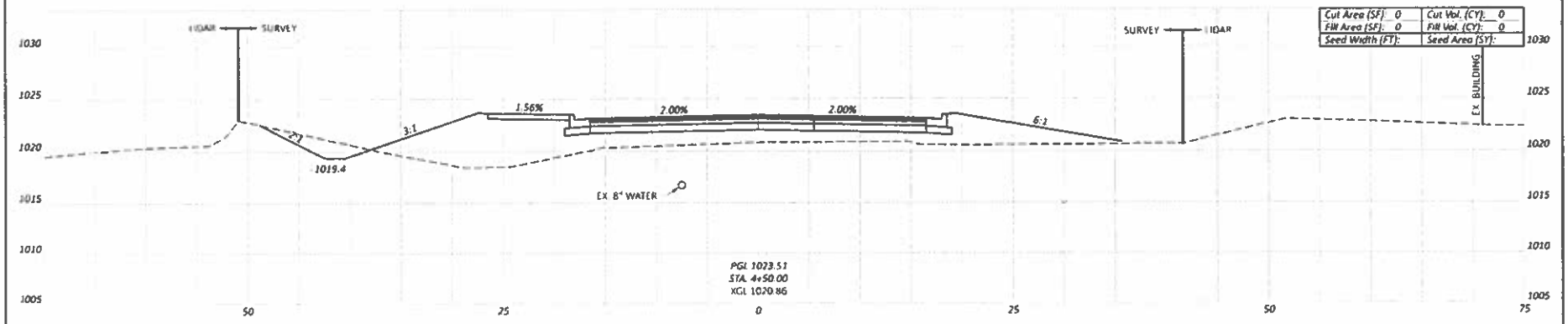
HORIZONTAL SCALE IN FEET
0 20
10 40

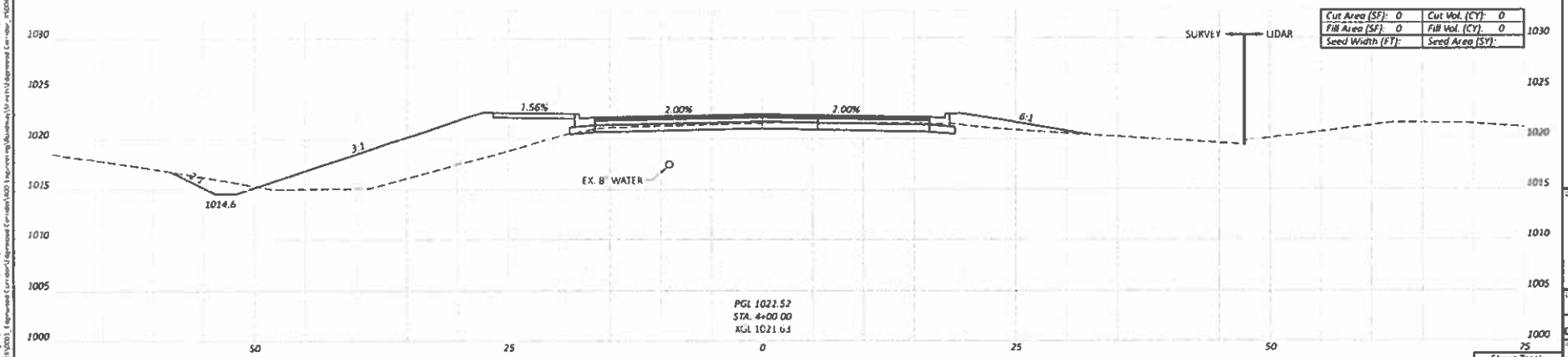
CARPENTER MARTY
DESIGN AGENCY

PROJECT NO. 20 | 67
DRAWING NO. 0
DATE 02/10/23
REVIEWED
ENGINEER CEF

EDGEWOOD CORRIDOR





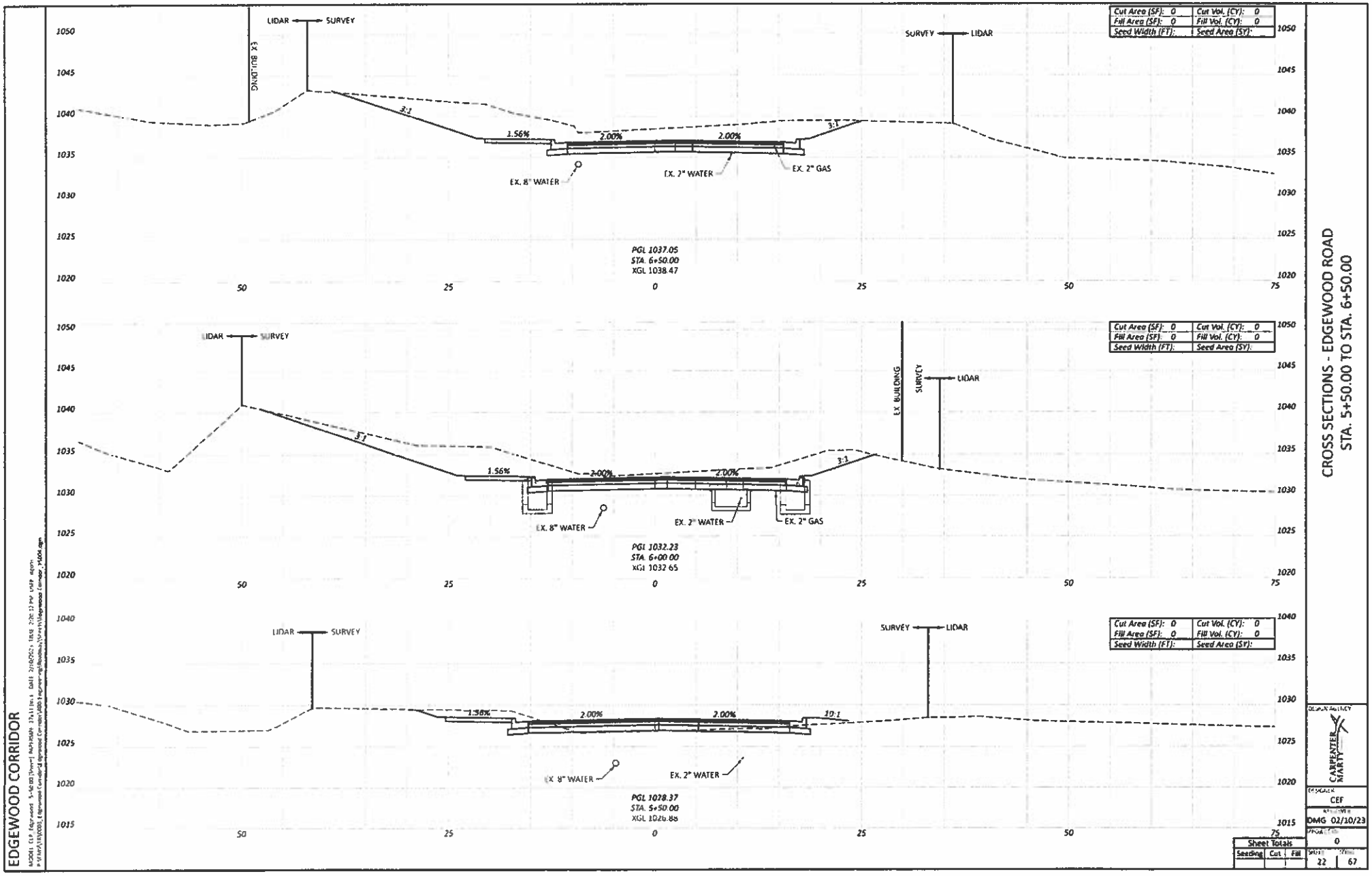


CROSS SECTIONS - EDGEWOOD ROAD
STA. 4+00.00 TO STA. 5+00.00

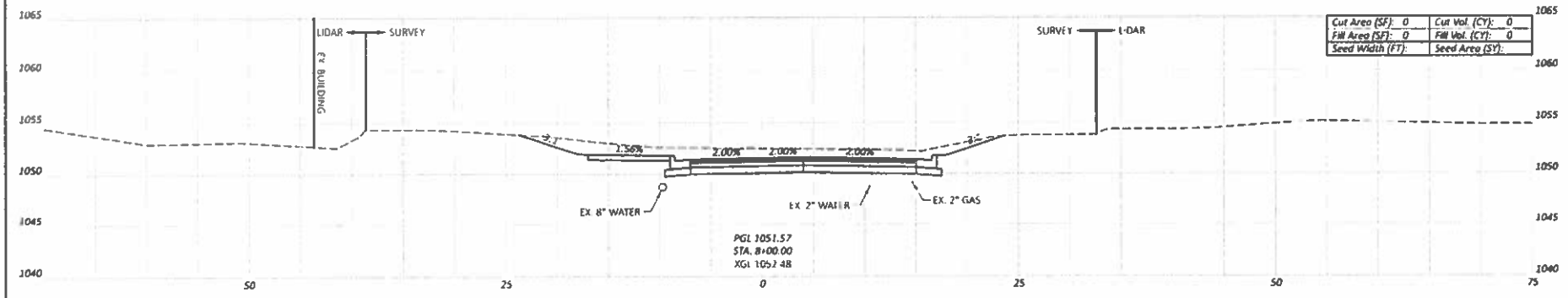
Sheet Totals		
Seeding	Cut	Fill

CARPENTER MARTY

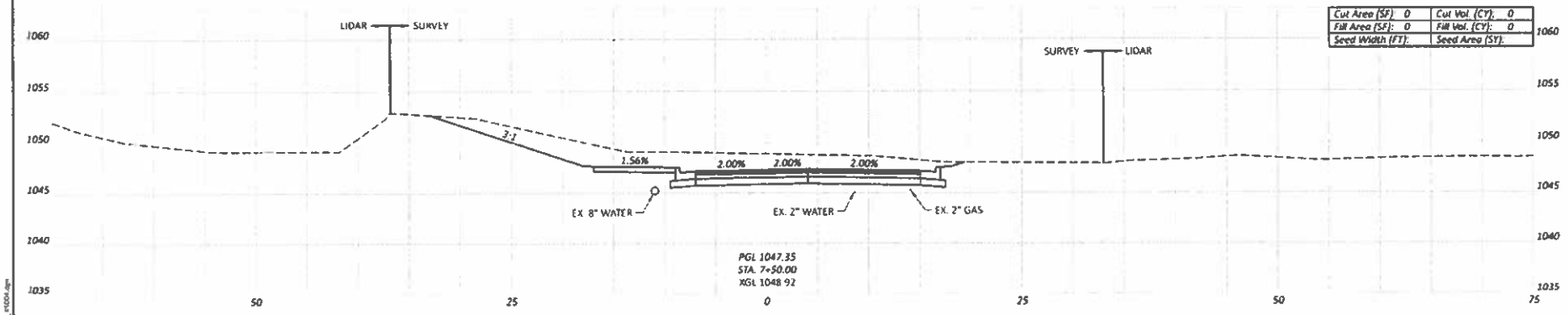
DESIGNER: CEF
DRAWN BY: DMG 02/10/23
PROJECT NO: 0
SHEET: 21
TOTAL: 67


EDGEWOOD CORRIDOR
CROSS SECTIONS - EDGEWOOD ROAD
STA. 5+50.00 TO STA. 6+50.00
LIDAR
SURVEY
EX BUILDING
3:1
1.56%
2.00%
EX. 8" WATER
EX. 2" WATER
EX. 2" GAS
PGL 1037.05
STA. 6+50.00
XGL 1038.47
PGL 1032.23
STA. 6+00.00
XGL 1032.65
PGL 1028.37
STA. 5+50.00
XGL 1026.88
Cut Area (SF): 0
Cut Vol. (CY): 0
Fill Area (SF): 0
Fill Vol. (CY): 0
Seed Width (FT):
Seed Area (SY):
CARPENTER MARTY
CEF
DMG 02/10/23
Sheet Totals
Seeding
Cut
Fill
22
67

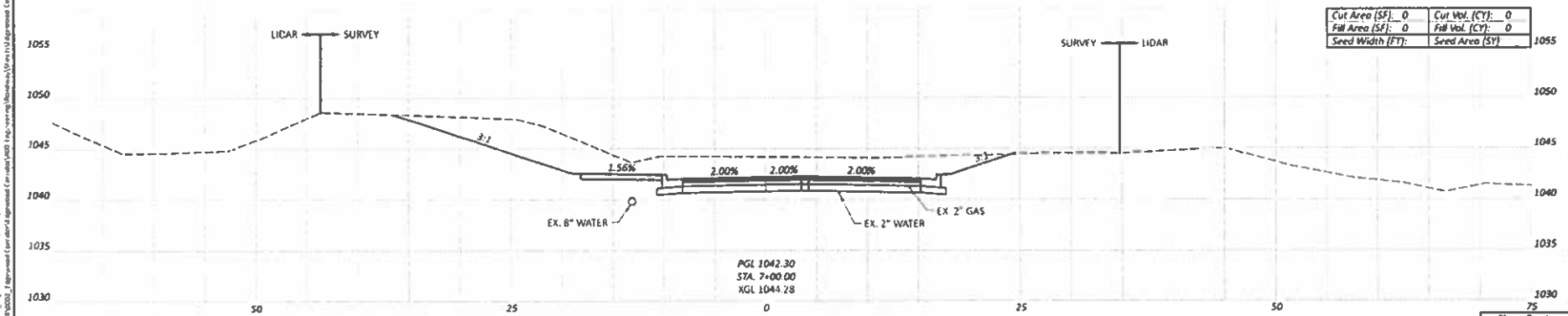
EDGEWOOD CORRIDOR



Cut Area (SF): 0	Cut Vol. (CY): 0
Fill Area (SF): 0	Fill Vol. (CY): 0
Seed Width (FT):	Seed Area (SY):



Cut Area (SF): 0	Cut Vol. (CY): 0
Fill Area (SF): 0	Fill Vol. (CY): 0
Seed Width (FT):	Seed Area (SY):



Cut Area (SF): 0	Cut Vol. (CY): 0
Fill Area (SF): 0	Fill Vol. (CY): 0
Seed Width (FT):	Seed Area (SY):

CROSS SECTIONS - EDGEWOOD ROAD
STA. 7+00.00 TO STA. 8+00.00

CARPENTER MARTY

CEF

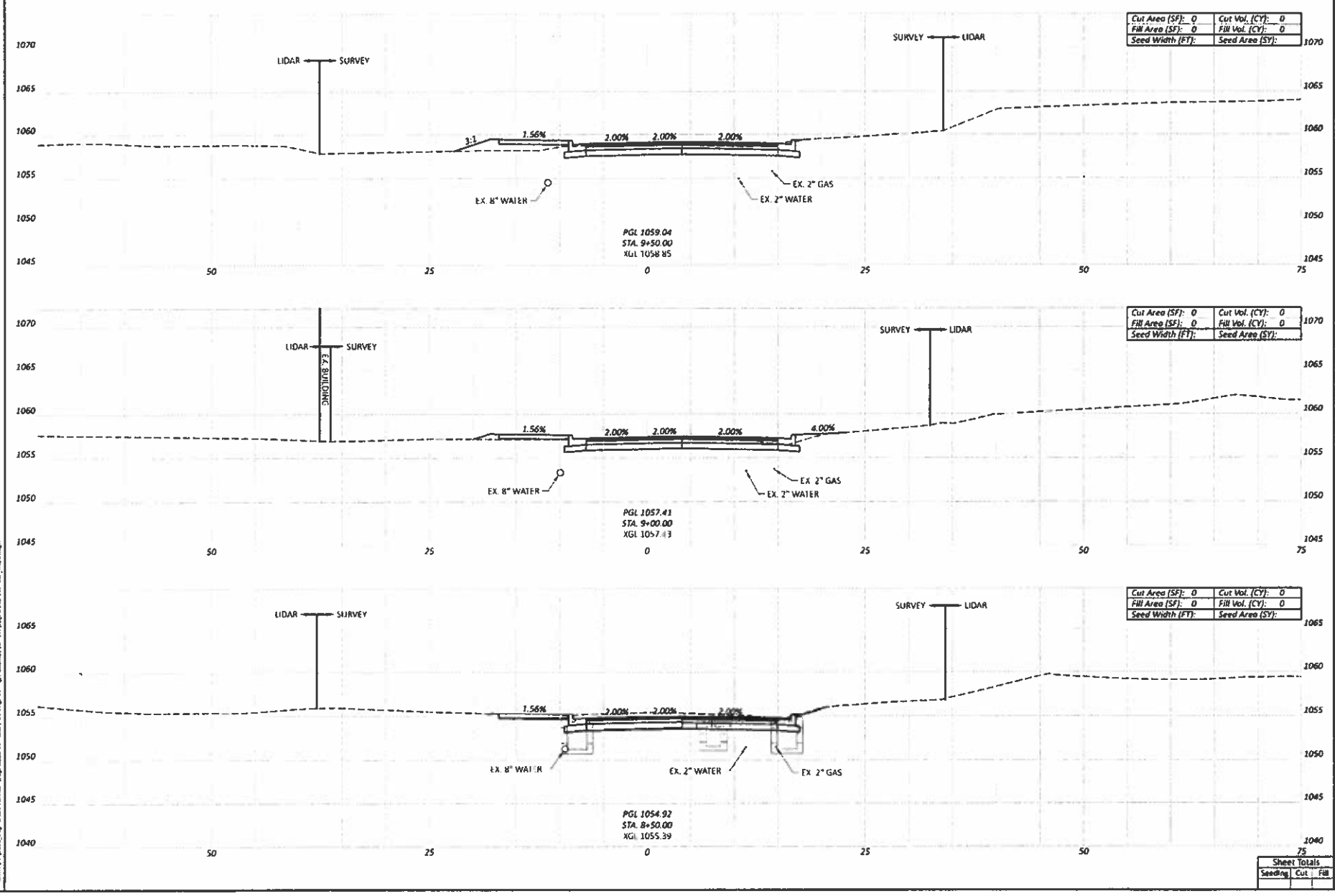
DMG 02/10/23

0

Sheet Totals		
Seeding	Cut	Fill

SHEET 23 TOTAL 67

EDGEWOOD CORRIDOR



CROSS SECTIONS - EDGEWOOD ROAD
STA. 8+50.00 TO STA. 9+50.00

CARPENTER MARTY

CEF

DMG 02/10/23

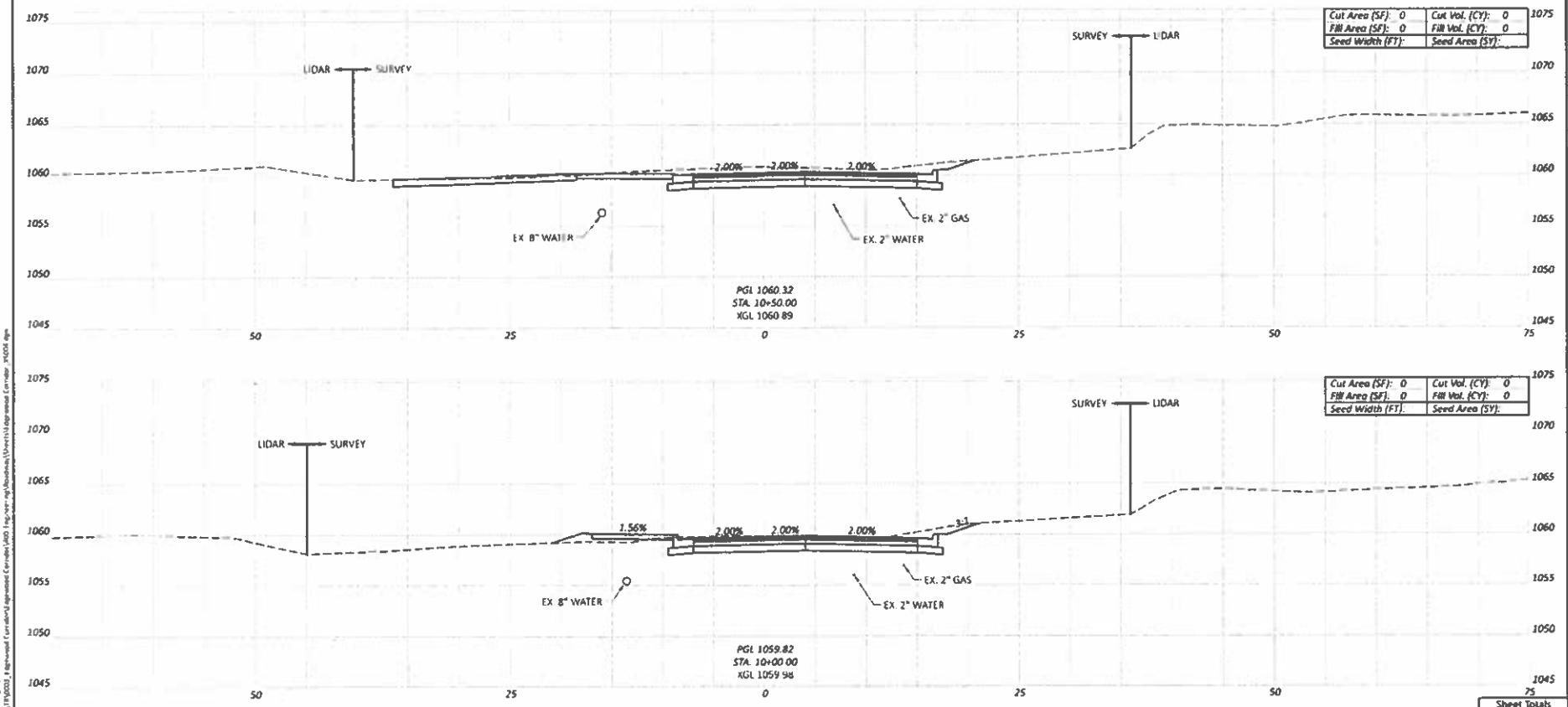
0

Sheet Totals

Seeding	Cut	Fill

24 | 67

EDGEWOOD CORRIDOR



CROSS SECTIONS - EDGEWOOD ROAD
STA. 10+00.00 TO STA. 10+50.00

CARPENTER MARTY

CEF

DMG 02/10/23

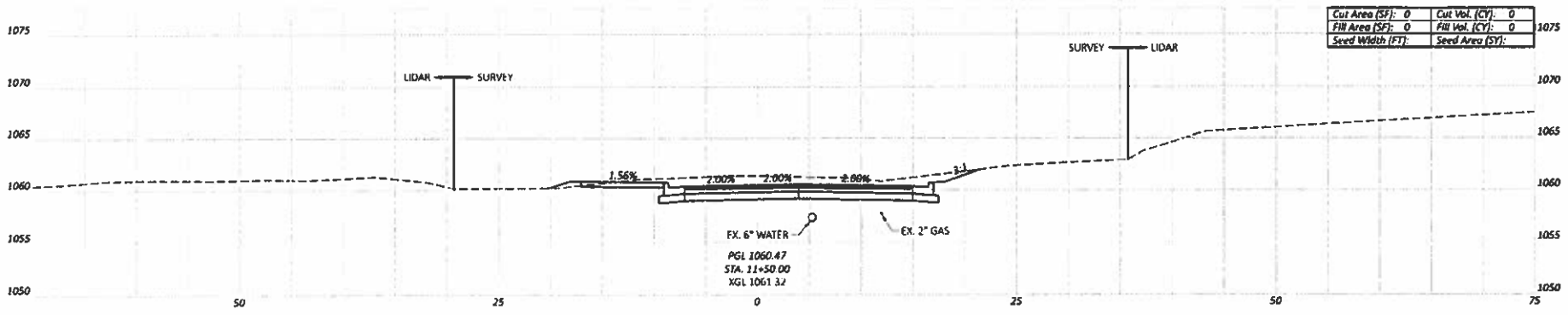
0

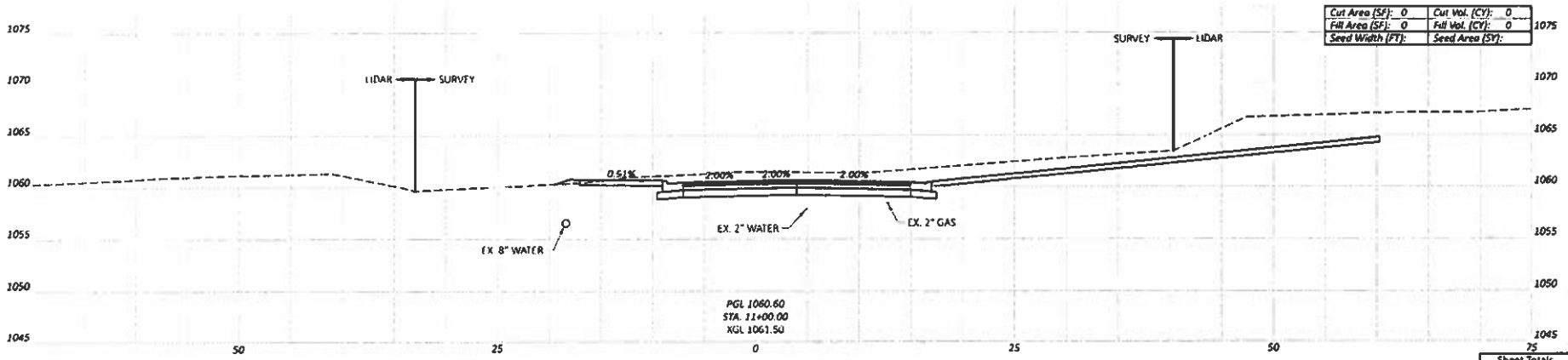
Sheet Totals		
Seeding	Cut	Fill

SHEET 25 TOTAL 67

EDGEWOOD CORRIDOR

CROSS SECTIONS - EDGEWOOD ROAD
STA. 11+00.00 TO STA. 11+50.00





Sheet Totals

Seeding	Cut	Fill

DESIGNED BY: CARPENTER MARTY

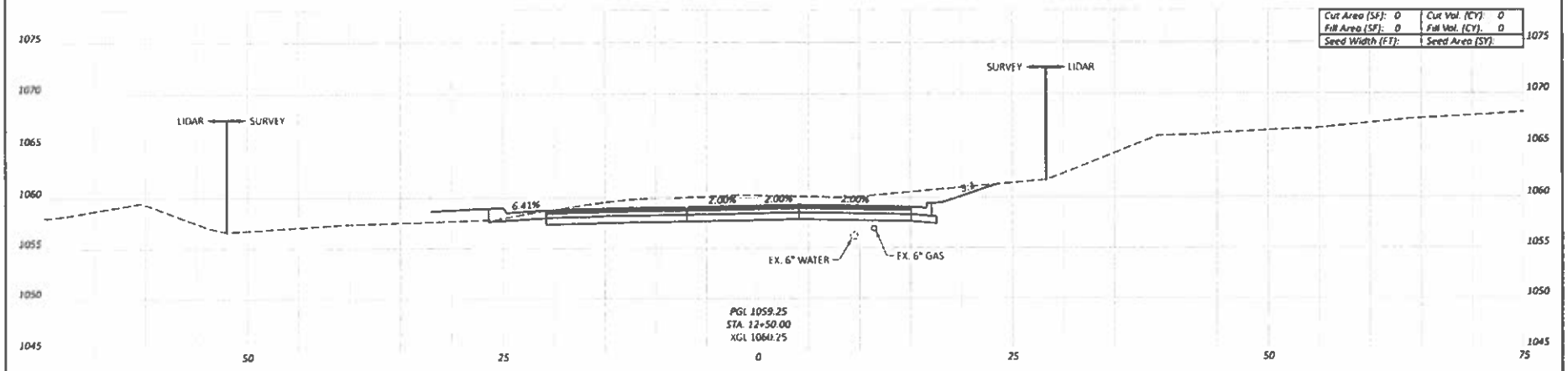
CEF

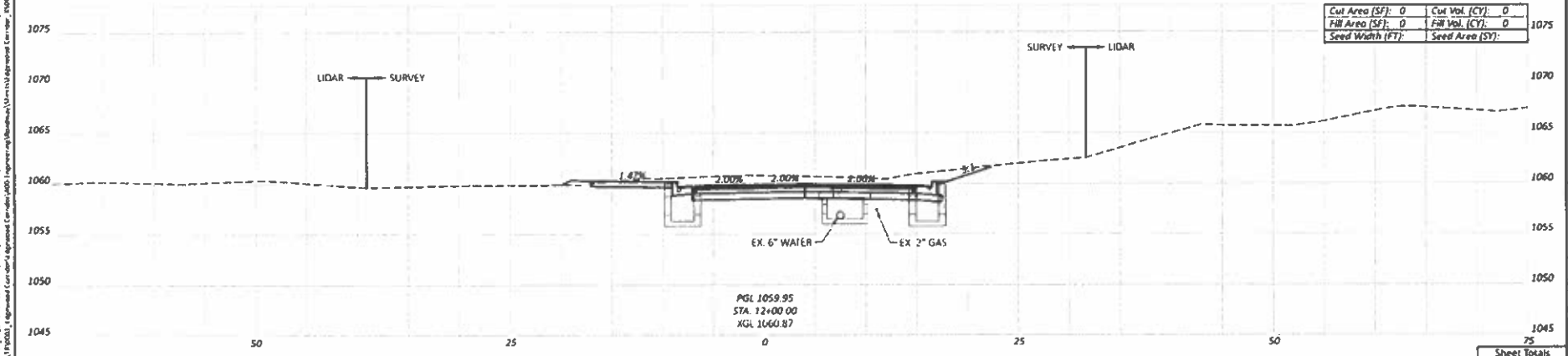
DMG 02/10/23

0

SHEET: 26 OF: 67

EDGEWOOD CORRIDOR





CROSS SECTIONS - EDGEWOOD ROAD
STA. 12+00.00 TO STA. 12+50.00

Sheet Totals		
Seeding	Cut	Fill

CARPENTER MARTY

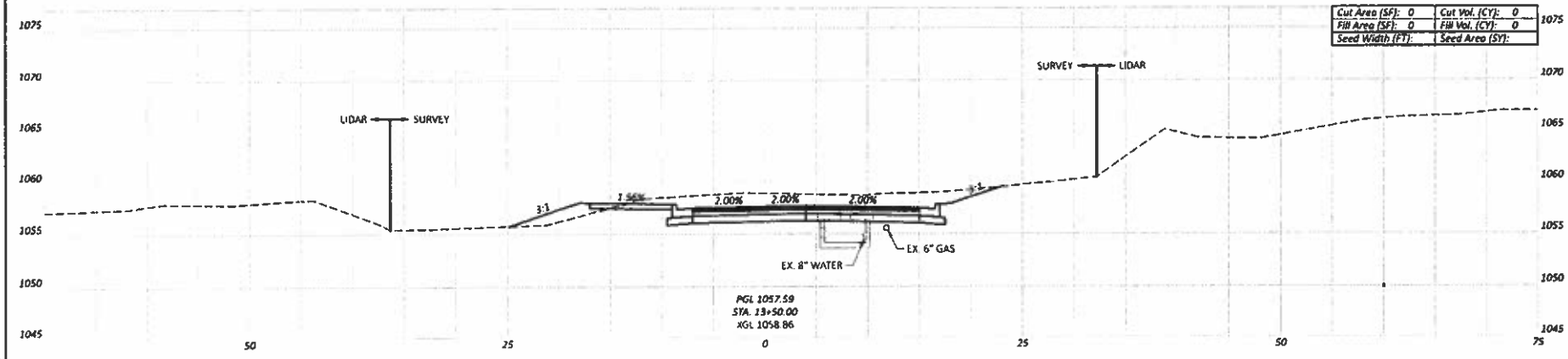
CEF

DMG 02/10/23

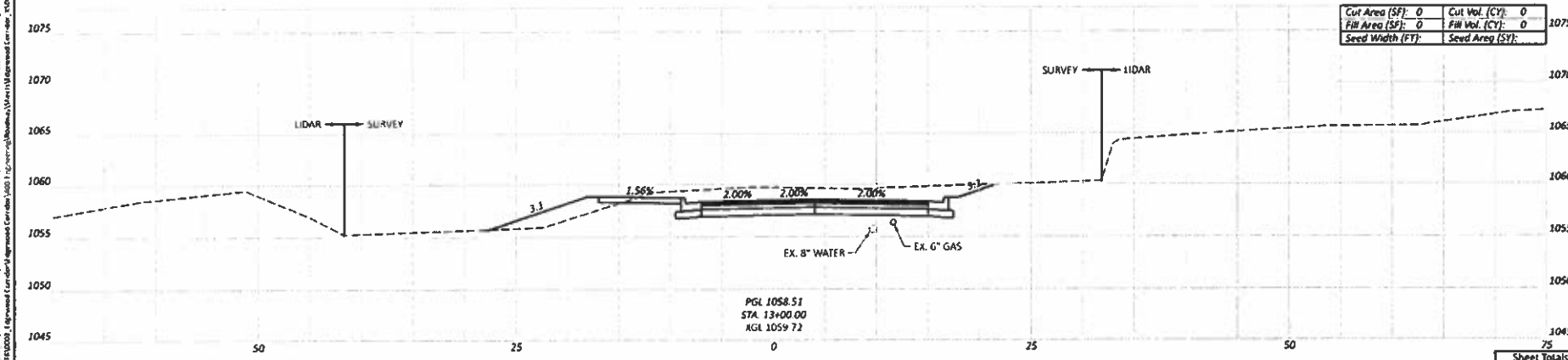
0

SHEET 27 TOTAL 67

EDGEWOOD CORRIDOR



Cut Area (SF): 0	Cut Vol. (CY): 0
Fill Area (SF): 0	Fill Vol. (CY): 0
Seed Width (FT):	Seed Area (SY):



Cut Area (SF): 0	Cut Vol. (CY): 0
Fill Area (SF): 0	Fill Vol. (CY): 0
Seed Width (FT):	Seed Area (SY):

Sheet Totals		
Seeding	Cut	Fill

CROSS SECTIONS - EDGEWOOD ROAD
STA. 13+00.00 TO STA. 13+50.00

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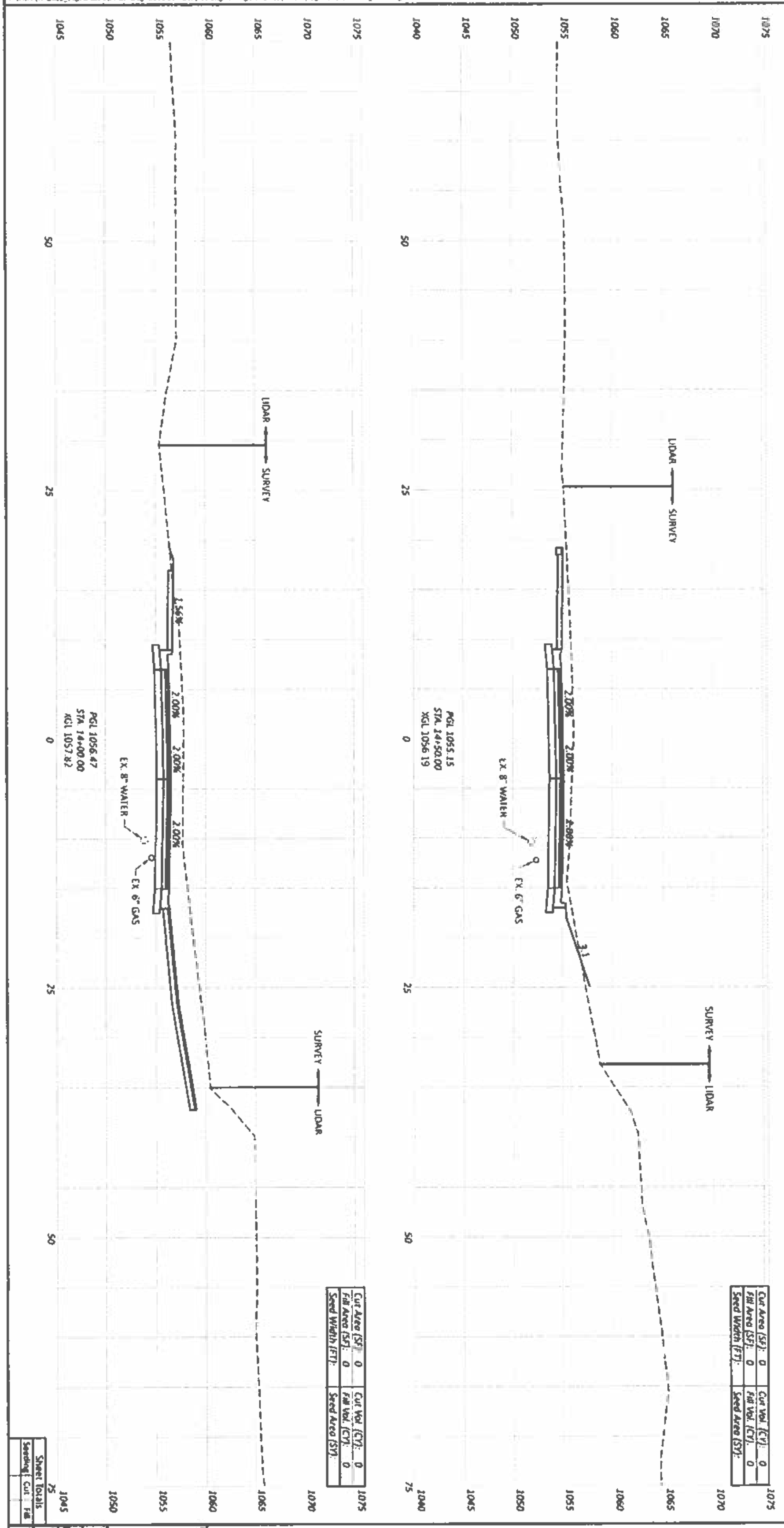
0

SHEET 28 | TOTAL 67

EDGEWOOD CORRIDOR



CARPENTER MARTY

CEF

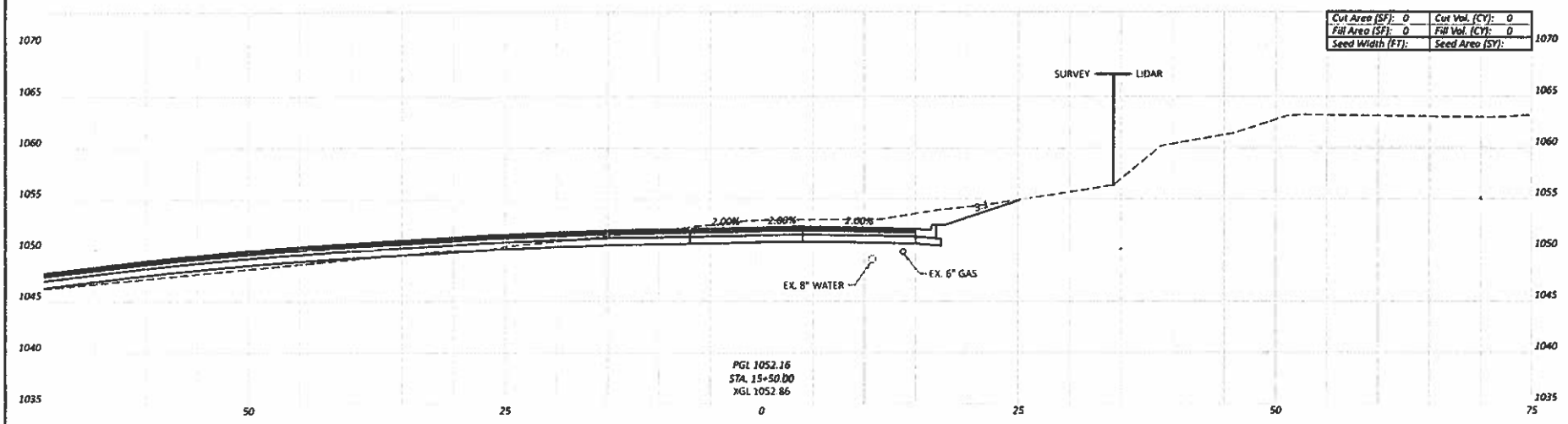
DWG 02/10/23

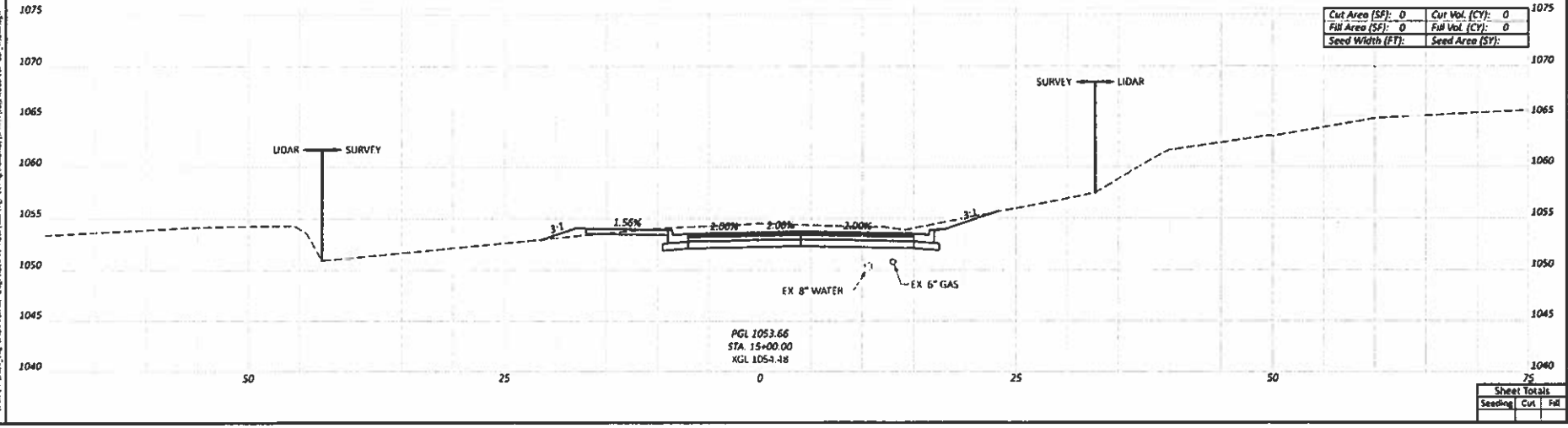
0

29 | 67

CROSS SECTIONS - EDGEWOOD ROAD
STA. 14+00.00 TO STA. 14+50.00

EDGEWOOD CORRIDOR





CROSS SECTIONS - EDGEWOOD ROAD
STA. 15+00.00 TO STA. 15+50.00

Sheet Totals		
Seeding	Cut	Fill

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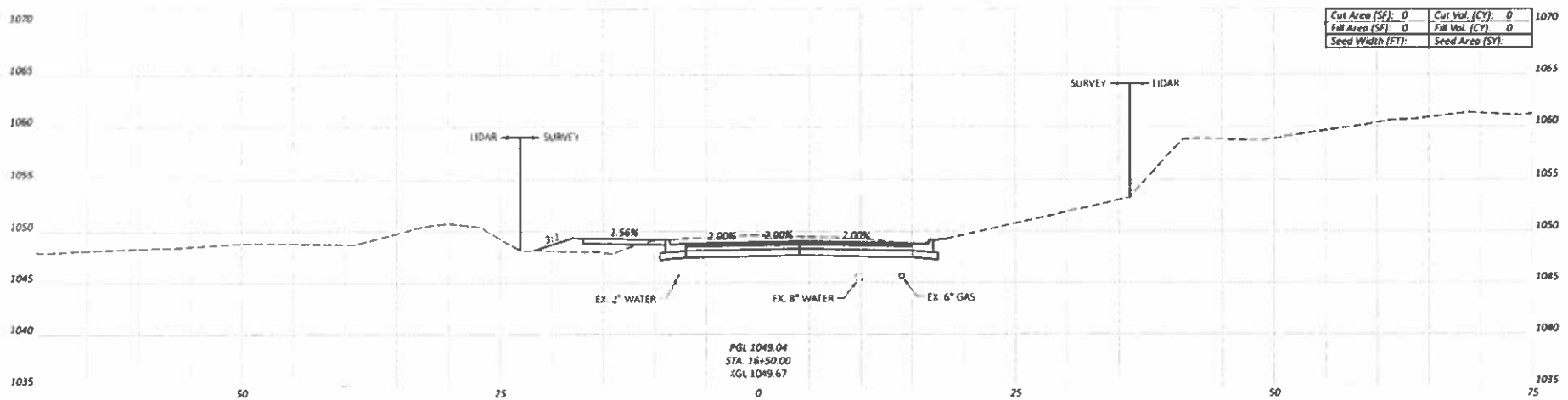
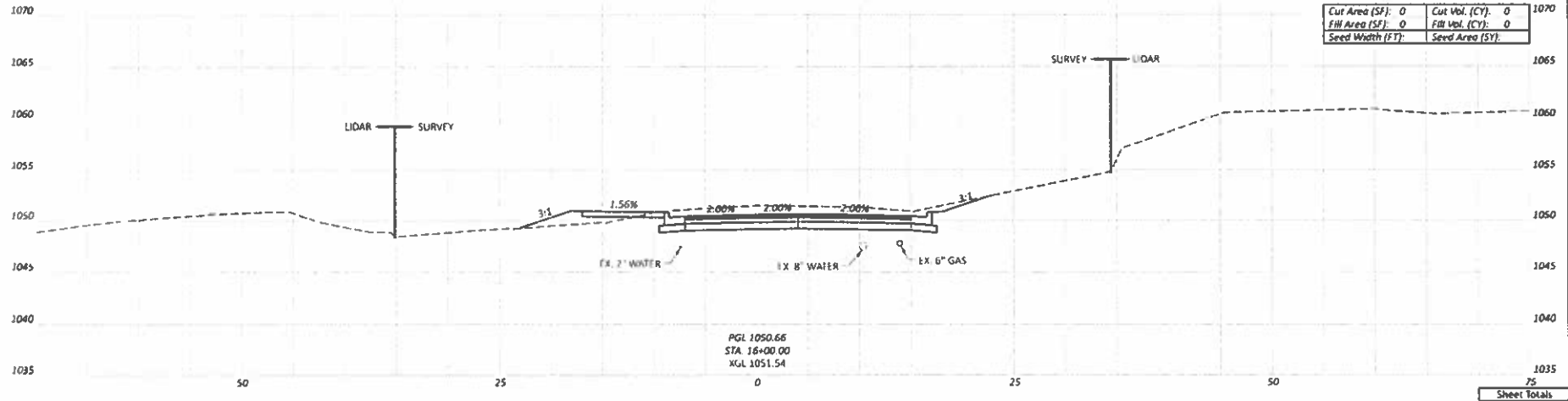
DMG 02/10/23

PROJECT ID
0

SHEET 30 TOTAL 67

EDGEWOOD CORRIDOR





CROSS SECTIONS - EDGEWOOD ROAD
STA. 16+00.00 TO STA. 16+50.00

Sheet Totals		
Seeding	Cut	Fill

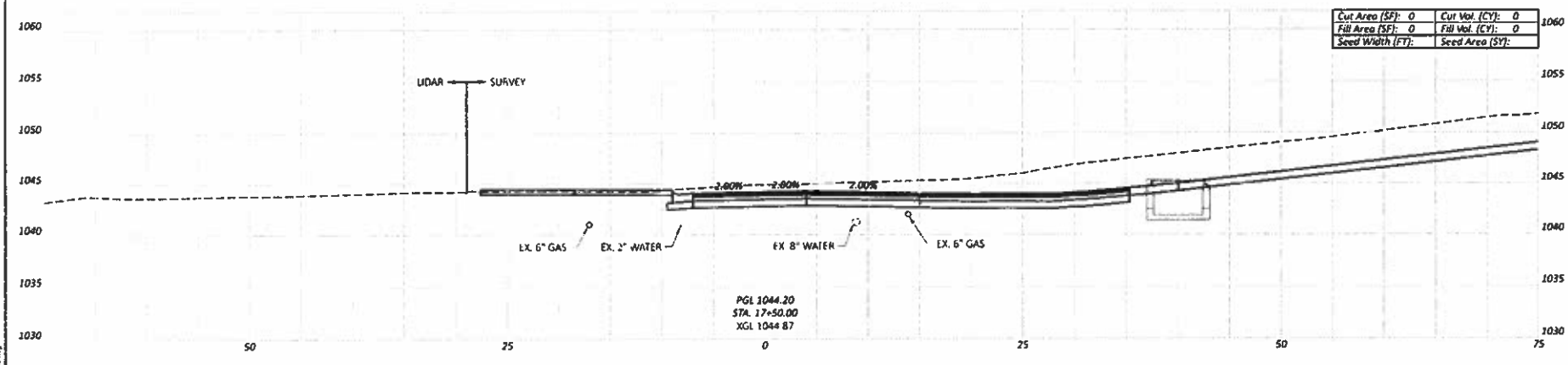
CEF

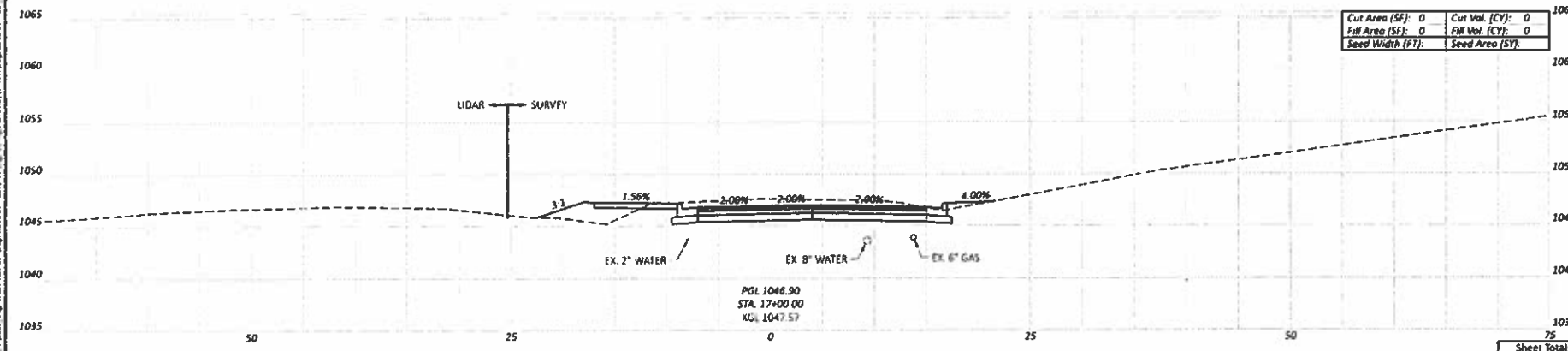
DWG 02/10/23

0

SHEET 31 TOTAL 67

EDGEWOOD CORRIDOR





CROSS SECTIONS - EDGEWOOD ROAD
STA. 17+00.00 TO STA. 17+50.00

Sheet Totals		
Seeding	Cut	Fill

CARPENTER MARTY

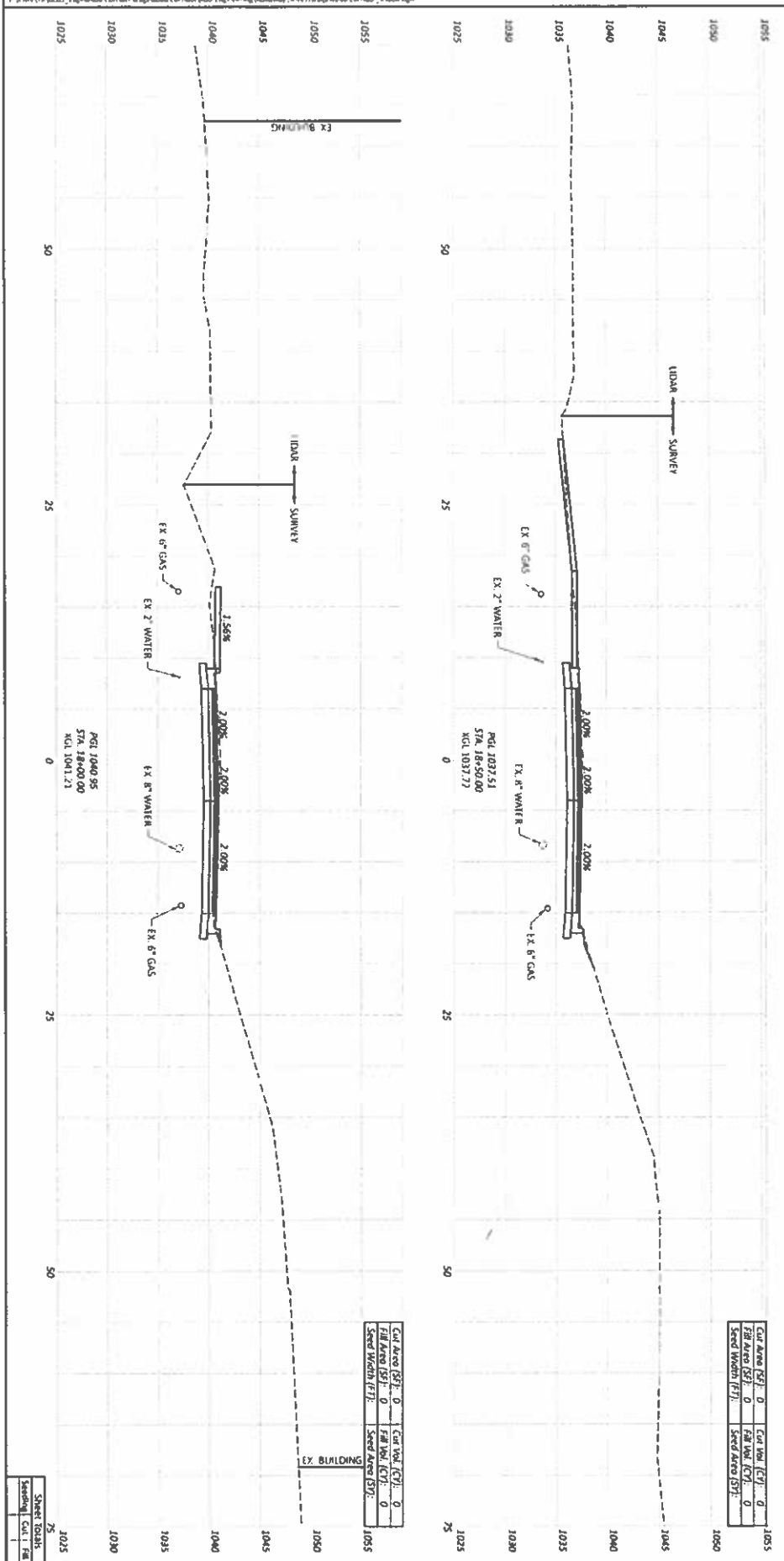
CEF

DMG 02/10/23

0

32 | 67

EDGEWOOD CORRIDOR



CROSS SECTIONS - EDGEWOOD ROAD
STA. 18+00.00 TO STA. 18+50.00

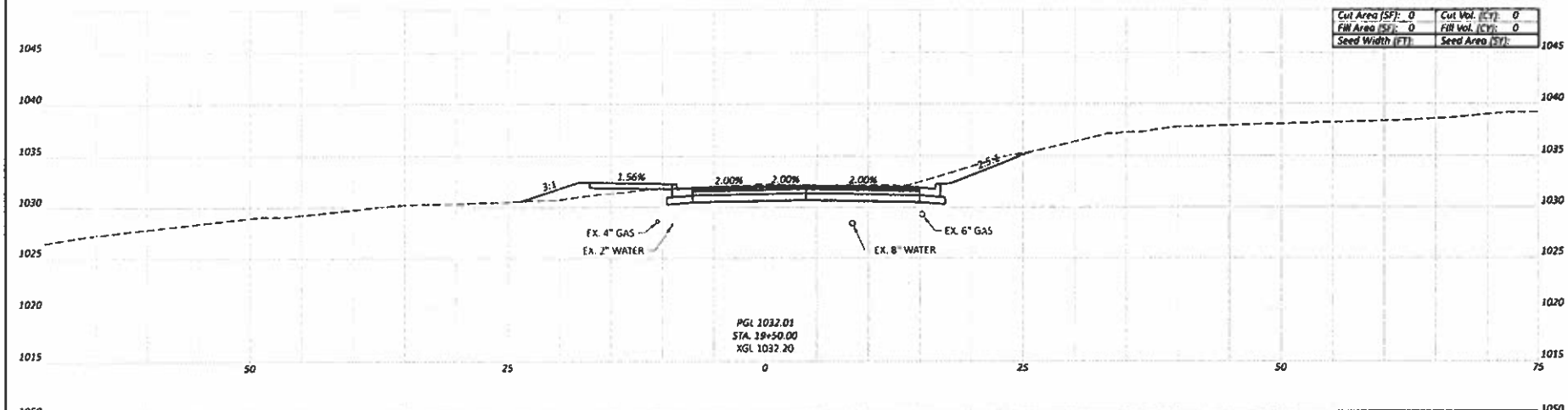
CARPENTER MARTY

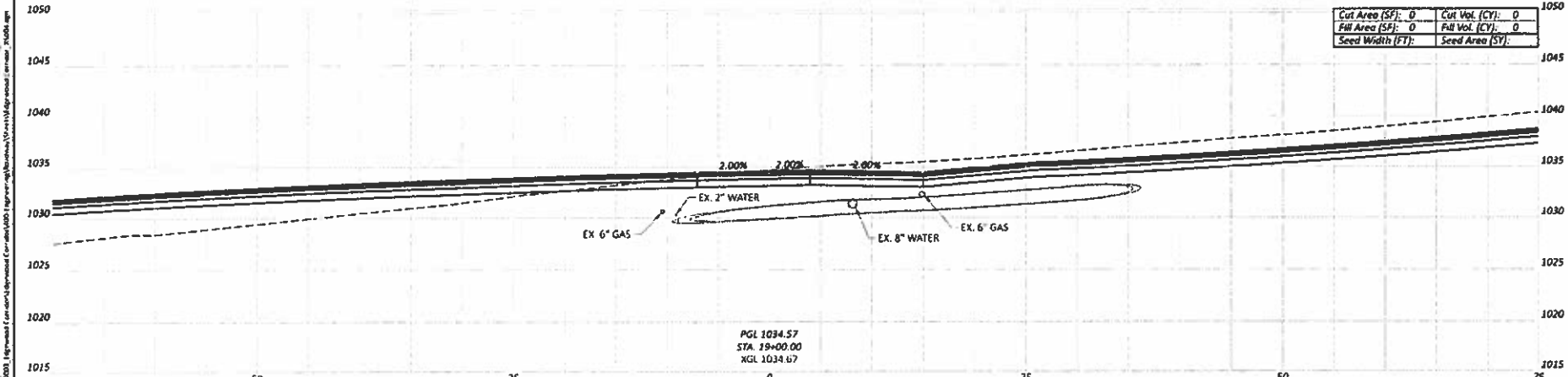
CEF

DWG 02/10/23

SHEET 33 | TOTAL 67

EDGEWOOD CORRIDOR





CROSS SECTIONS - EDGEWOOD ROAD
STA. 19+00.00 TO STA. 19+50.00

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PROJECT #
0

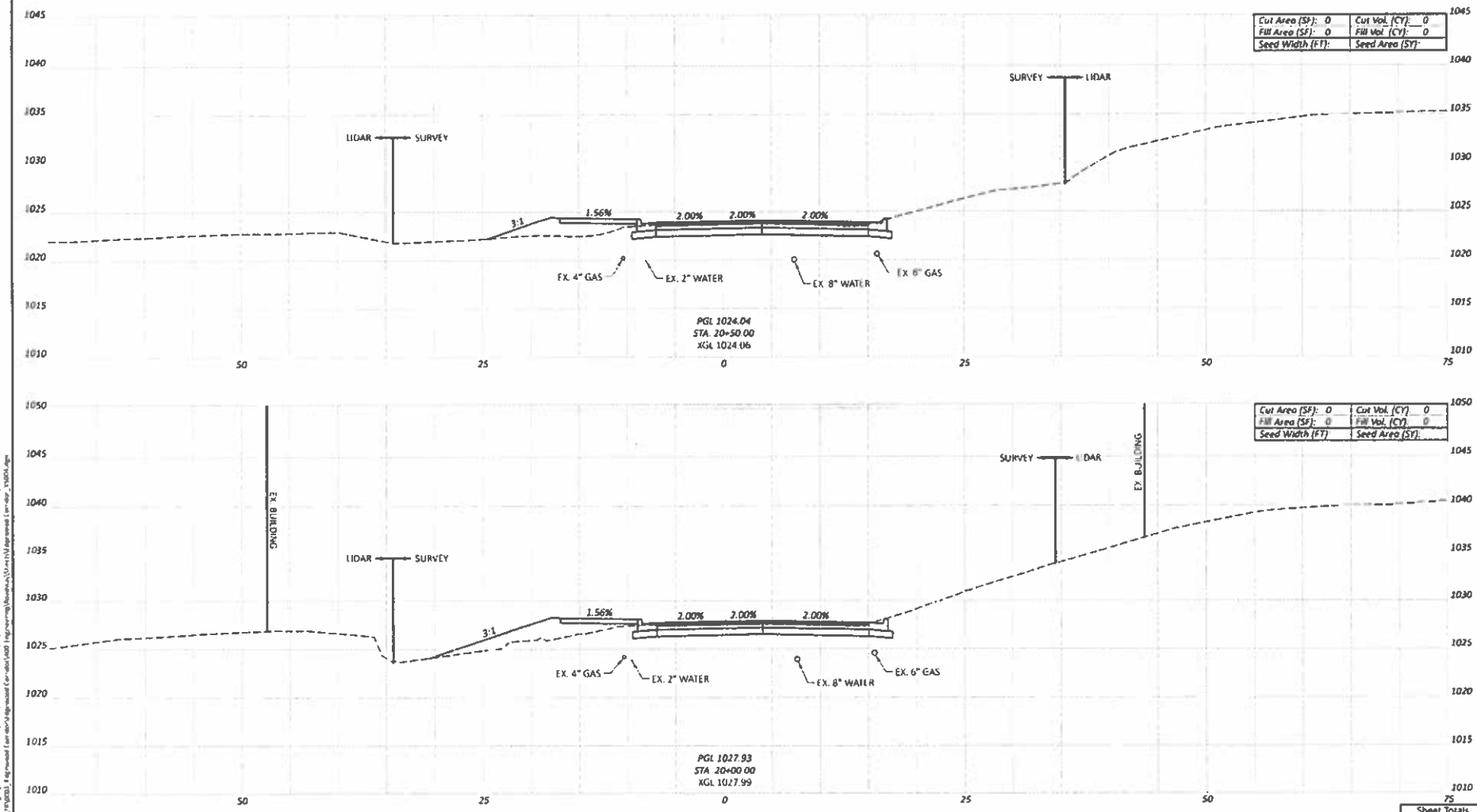
SHEET # | TOTAL
34 | 67

Sheet Totals

Seeding	Cut	Fill

EDGEWOOD CORRIDOR

CROSS SECTIONS - EDGEWOOD ROAD
STA. 20+00.00 TO STA. 20+50.00



Sheet Totals

SeedArea	Cut	Fill

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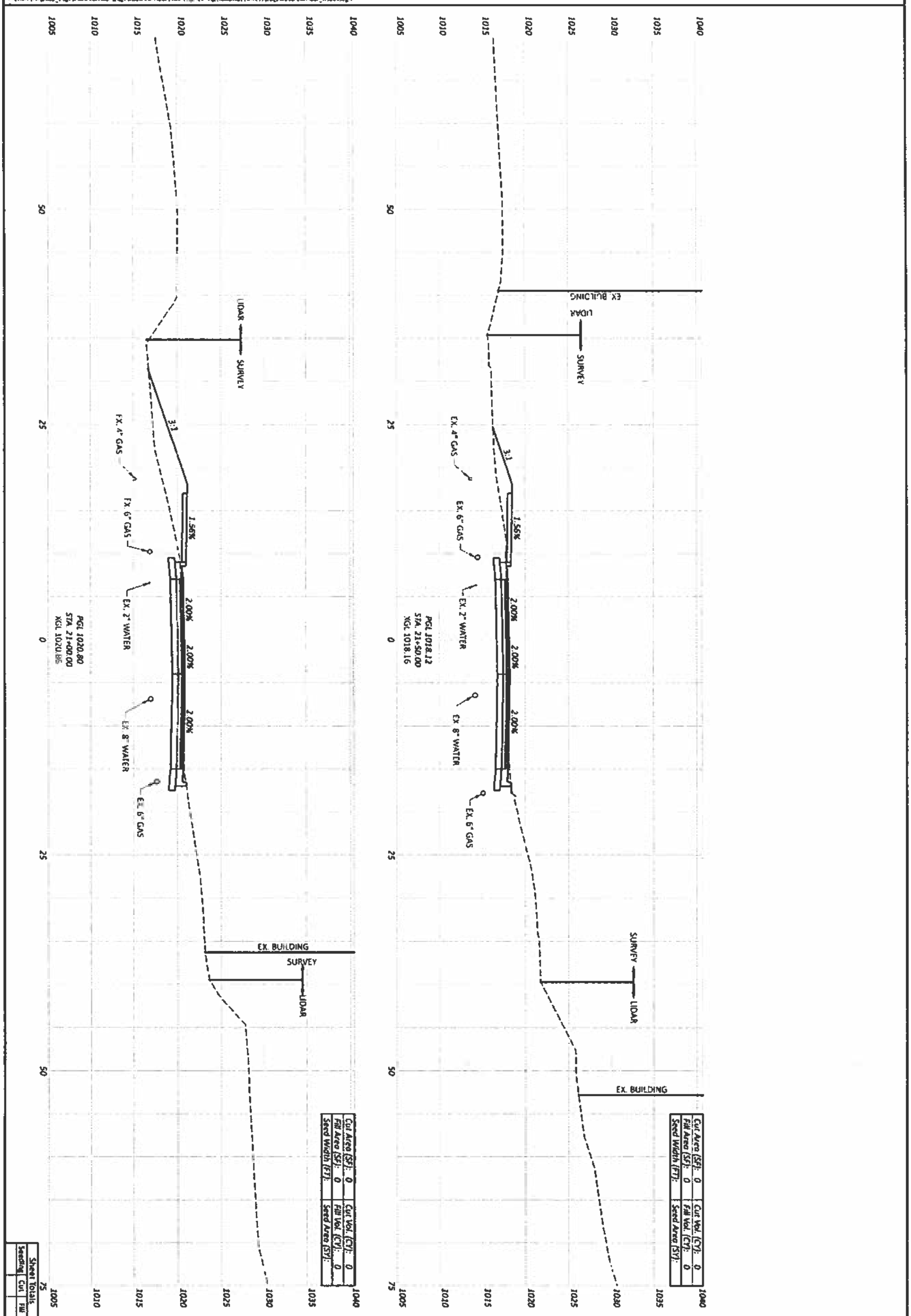
REVIEWER: DMG 02/10/23

PROJECT #: 0

SHEET 35 TOTAL 67

EDGEWOOD CORRIDOR



CROSS SECTIONS - EDGEWOOD ROAD
STA. 21+00.00 TO STA. 21+50.00

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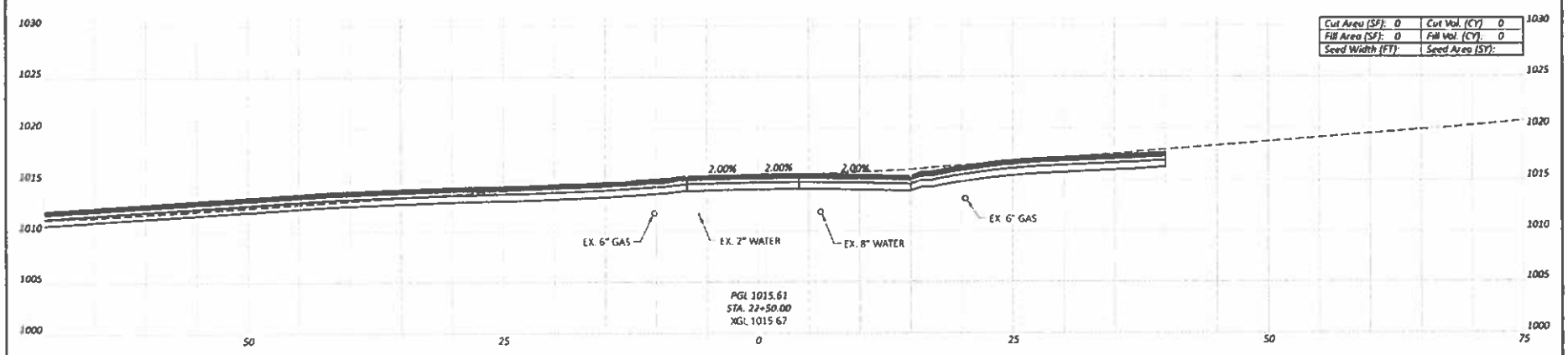
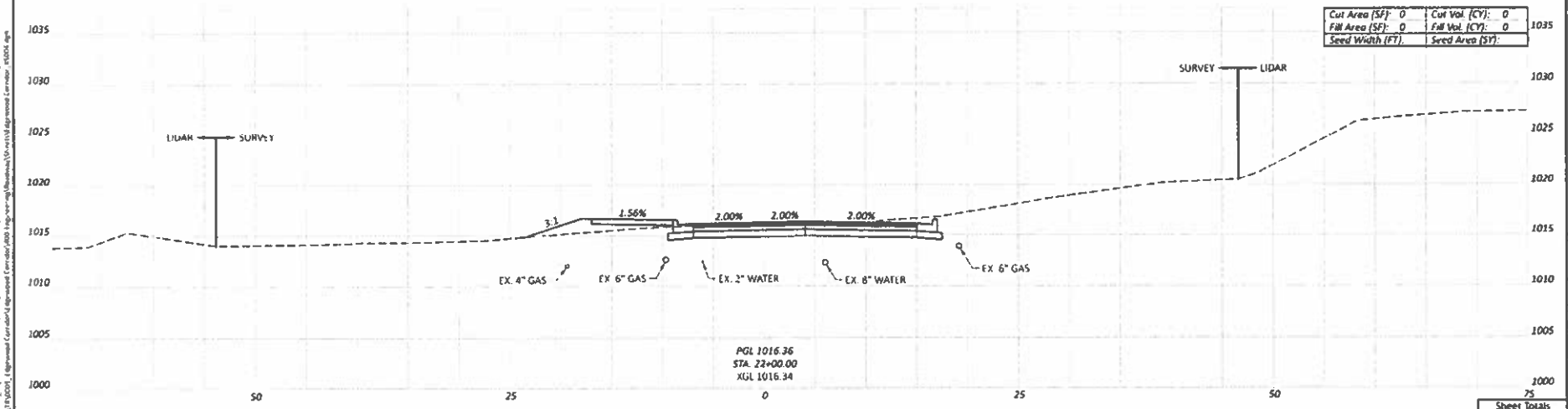
Sheet 36 of 67

EDGEWOOD CORRIDOR





CROSS SECTIONS - EDGEWOOD ROAD
STA. 22+00.00 TO STA. 22+50.00

DESIGN AGENCY
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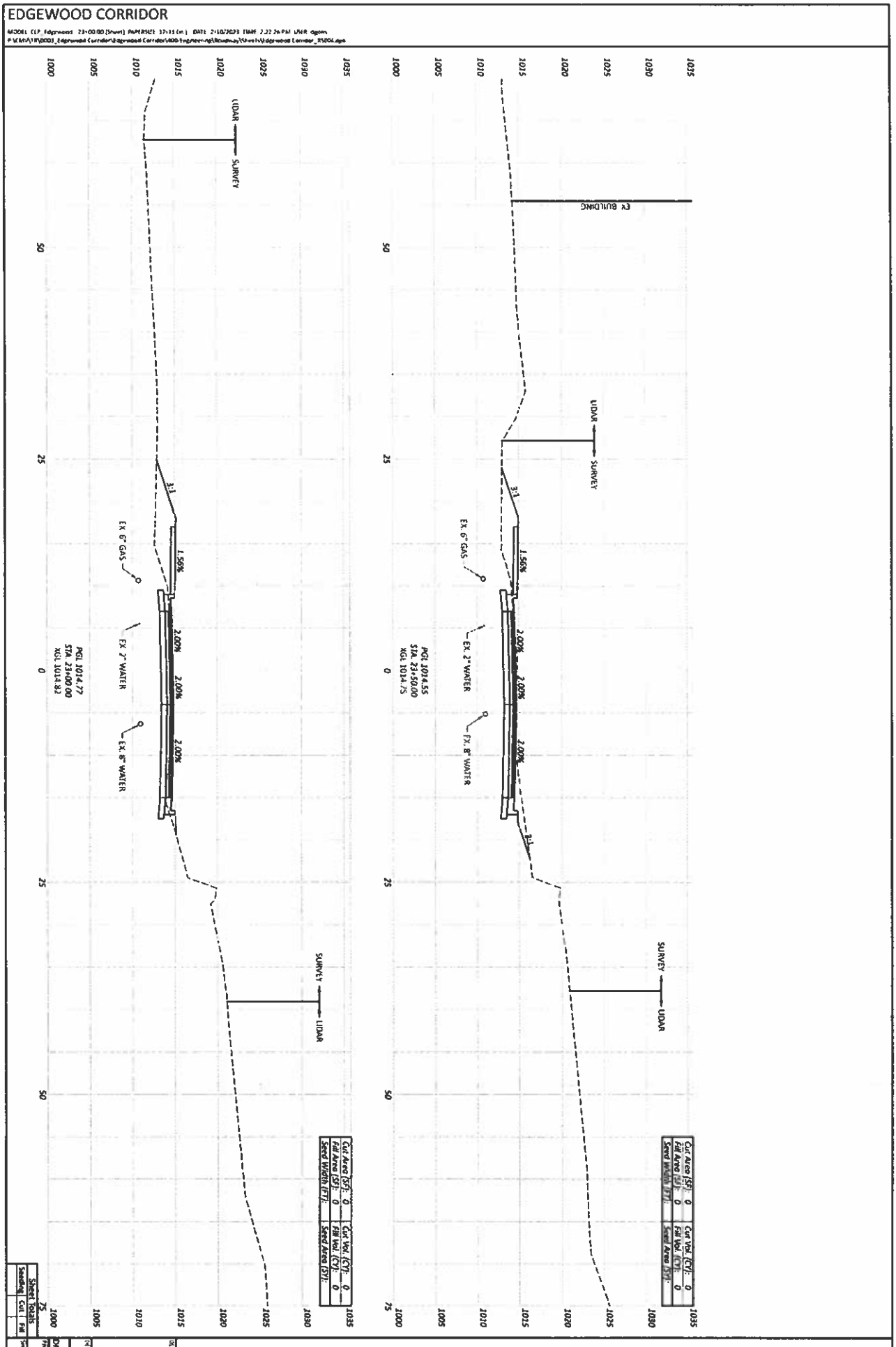
DESIGNER
CEF

REVIEWER
DMG 02/10/23

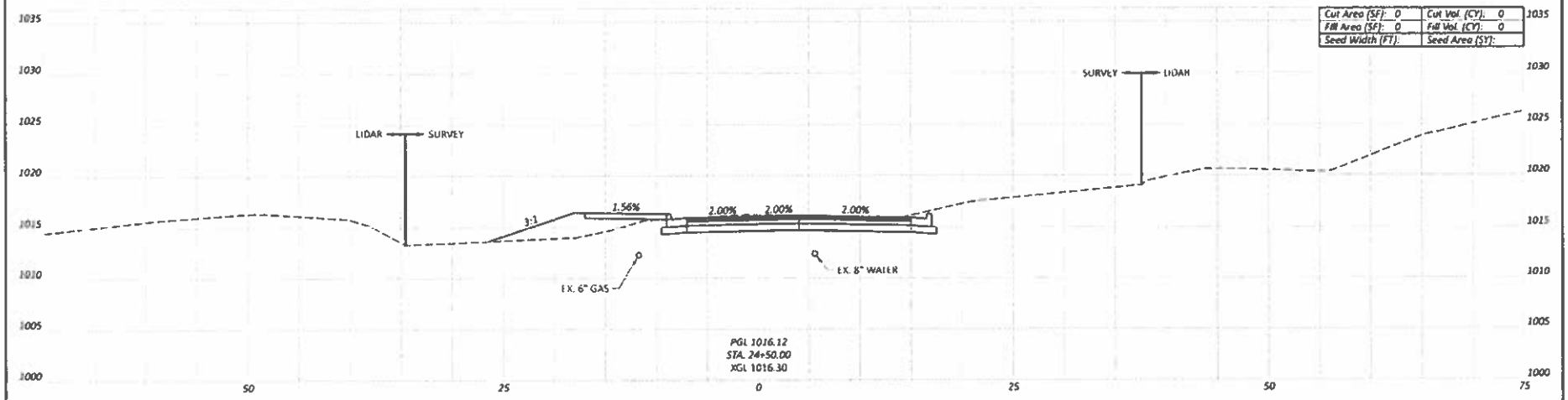
PROJECT ID
0

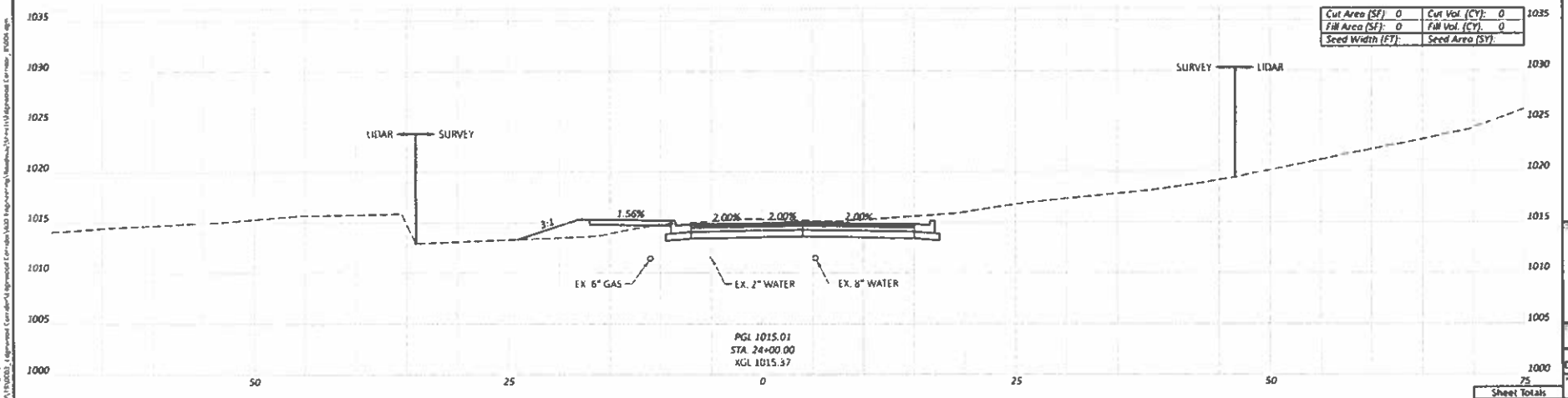
Sheet Totals		
Seeding	Cut	Fill

SHEET 37 TOTAL 67


EDGEWOOD CORRIDOR
LIDAR
SURVEY
EX. BUILDING
EX. 6" GAS
EX. 2" WATER
EX. 8" WATER
1.56%
2.00%
3:1
PGL 1014.77
STA 23+00.00
VGL 1014.92
PGL 1014.55
STA 23+50.00
VGL 1014.75
Cut Area (SF): 0
Fill Area (SF): 0
Seed Width (FT):
Cut Vol. (CY): 0
Fill Vol. (CY): 0
Seed Area (SY):
Sheet Totals
Seeding
Cut
Fill
CROSS SECTIONS - EDGEWOOD ROAD
STA. 23+00.00 TO STA. 23+50.00
CARPENTER MARTY
DESIGNED
CEF
DRAWN
DWG 02/10/23
PROJECT ID
0
SHEET
36
TOTAL
67

EDGEWOOD CORRIDOR





CROSS SECTIONS - EDGEWOOD ROAD
STA. 24+00.00 TO STA. 24+50.00

CARPENTER MARTY

CEF

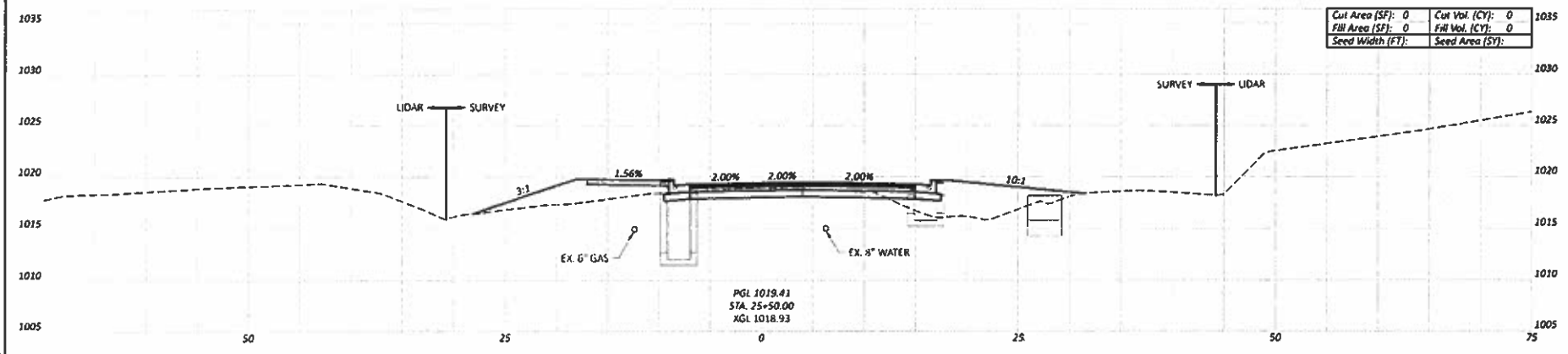
DWG 02/10/23

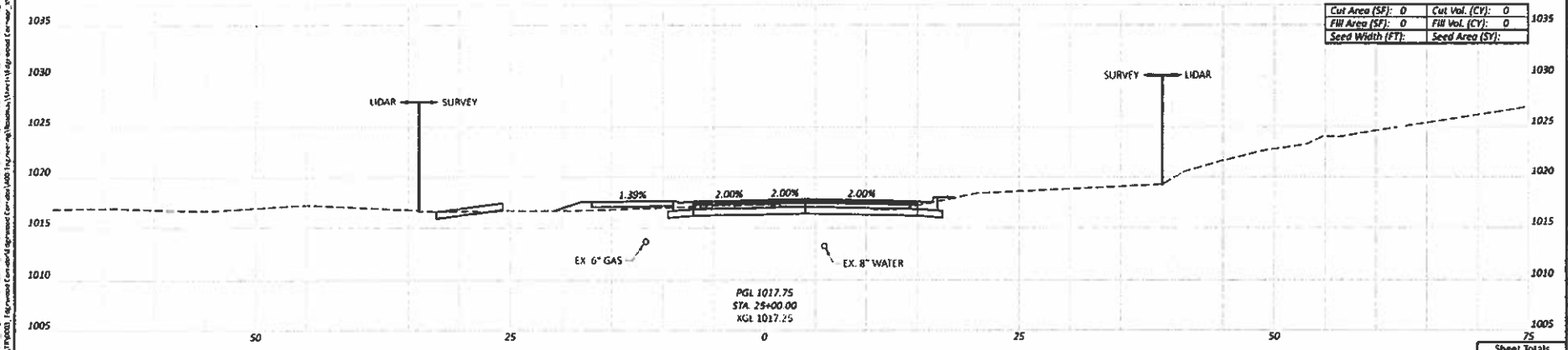
0

Sheet Totals		
Seeding	Cut	Fill

39 | 67

EDGEWOOD CORRIDOR





Sheet Totals

Seeding	Cut	Fill

CROSS SECTIONS - EDGEWOOD ROAD
STA. 25+00.00 TO STA. 25+50.00

DESIGNED BY: CARPENTER MARTY

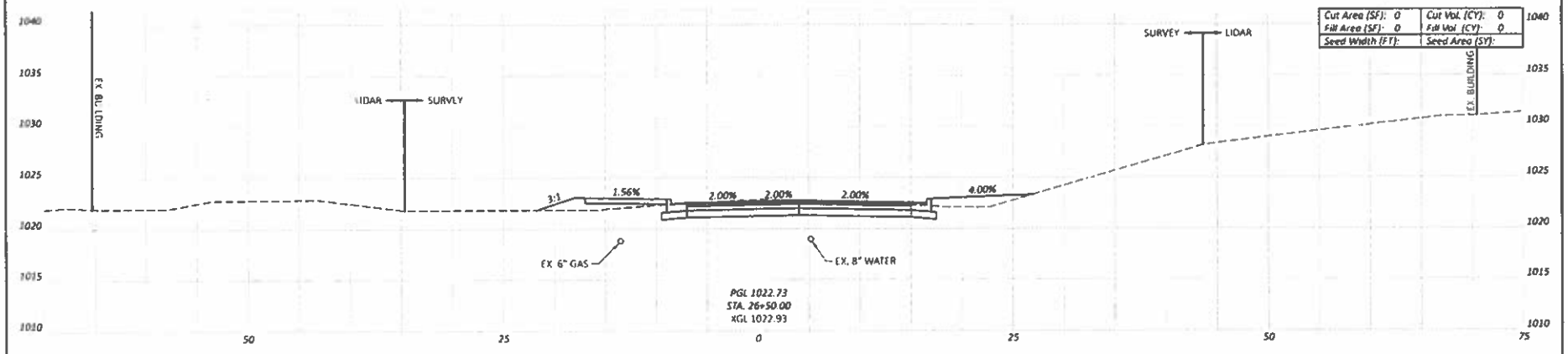
DESIGNER: CEF

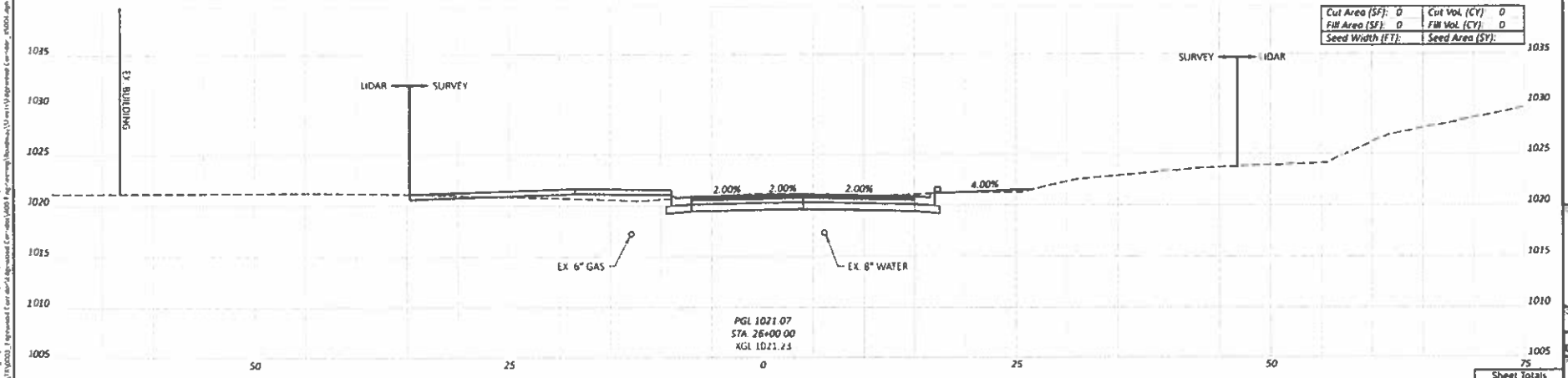
REVISED: DMG 02/10/23

PROJECT: 0

SHEET 40 TOTAL 67

EDGEWOOD CORRIDOR





CROSS SECTIONS - EDGEWOOD ROAD
STA. 26+00.00 TO STA. 26+50.00

CARPENTER MARTY

Sheet Totals		
Seeding	Cut	Fill

CEF

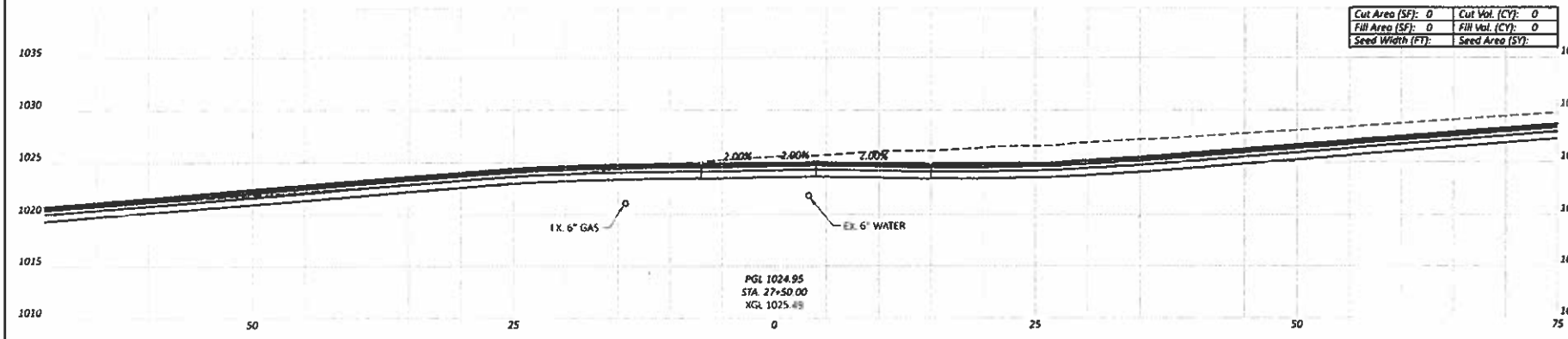
DMG 02/10/23

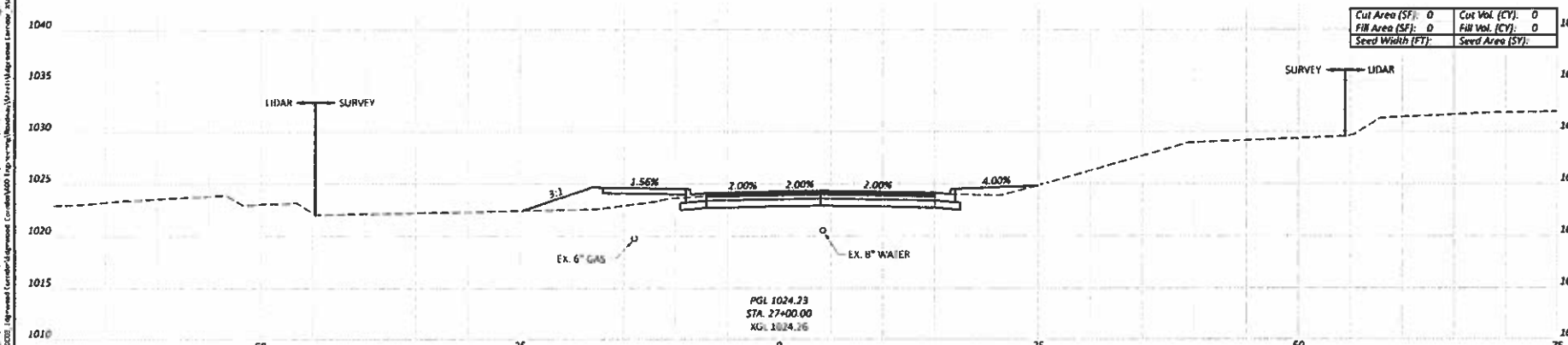
0

41 | 67

EDGEWOOD CORRIDOR

CROSS SECTIONS - EDGEWOOD ROAD
STA. 27+00.00 TO STA. 27+50.00





Sheet Totals		
Seeding	Cut	Fill

CARPENTER MARTY

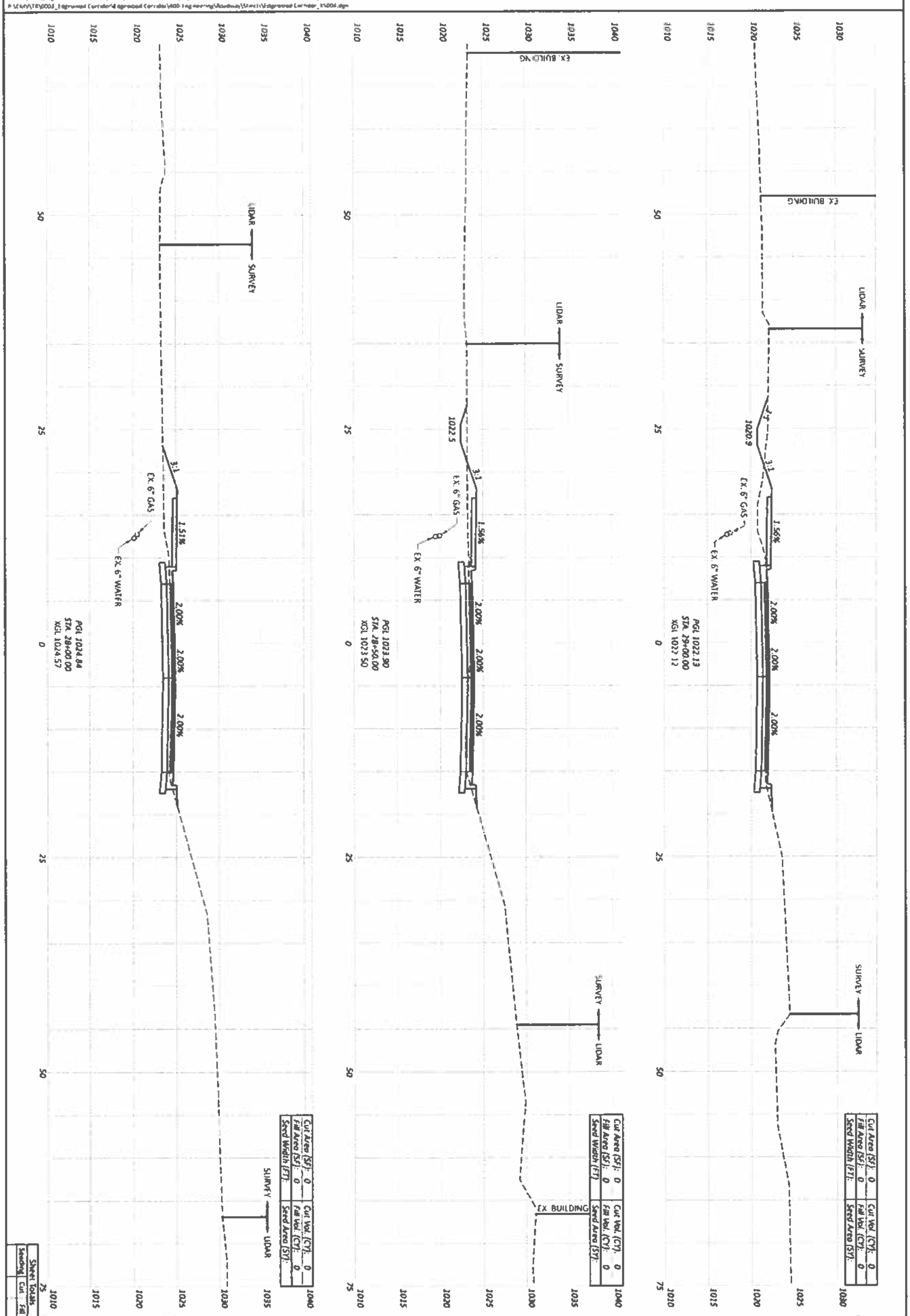
CEF

DMG 02/10/23

0

SHEET 42 TOTAL 67

EDGEWOOD CORRIDOR



CARPENTER MARTY

CEF

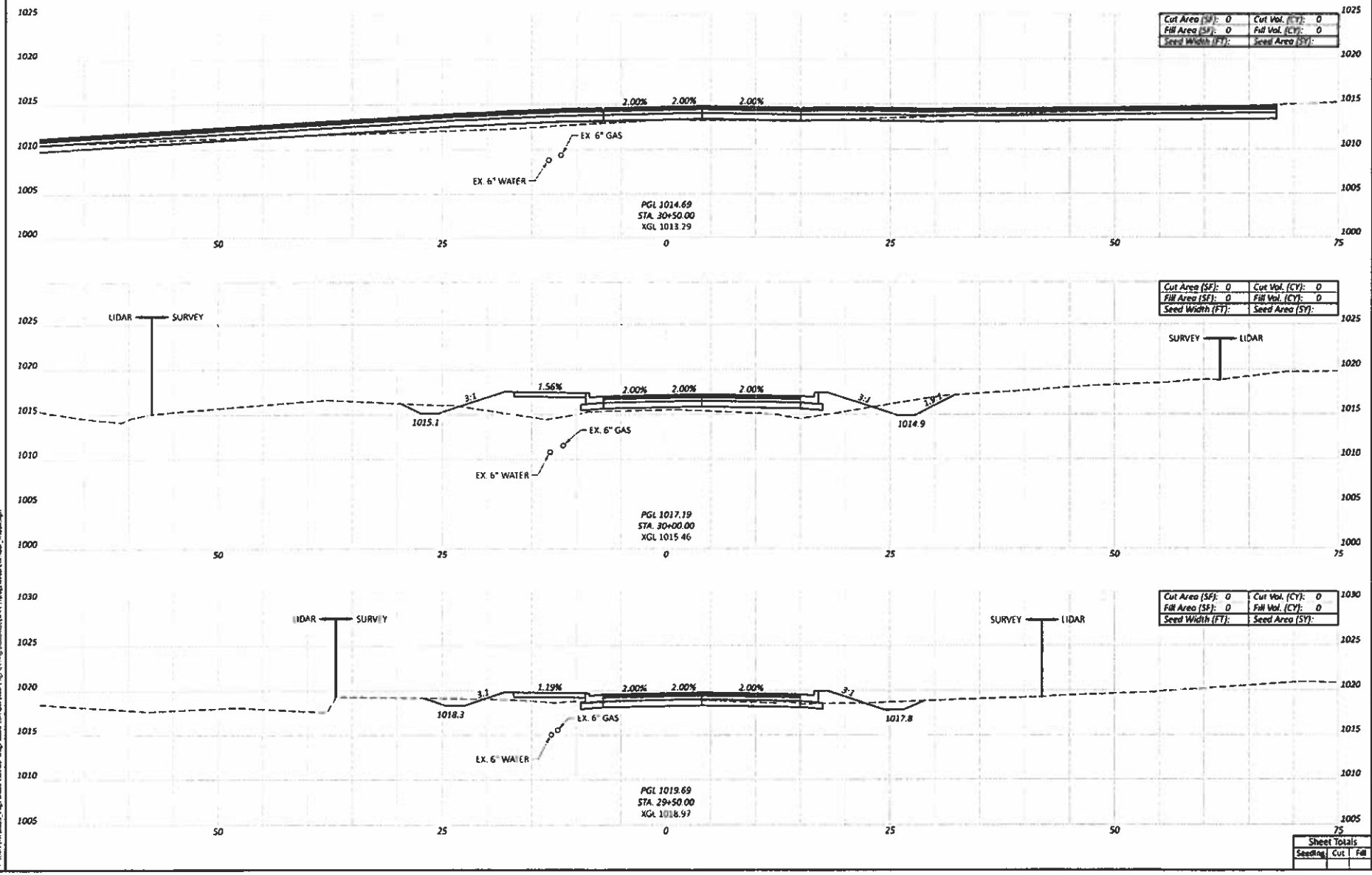
DMG 02/10/23

0

43 | 67

CROSS SECTIONS - EDGEWOOD ROAD
STA. 28+00.00 TO STA. 29+00.00

EDGEWOOD CORRIDOR



CROSS SECTIONS - EDGEWOOD ROAD
STA. 29+50.00 TO STA. 30+50.00

Sheet Totals

Seeding	Cut	Fill

CARPENTER MARTY

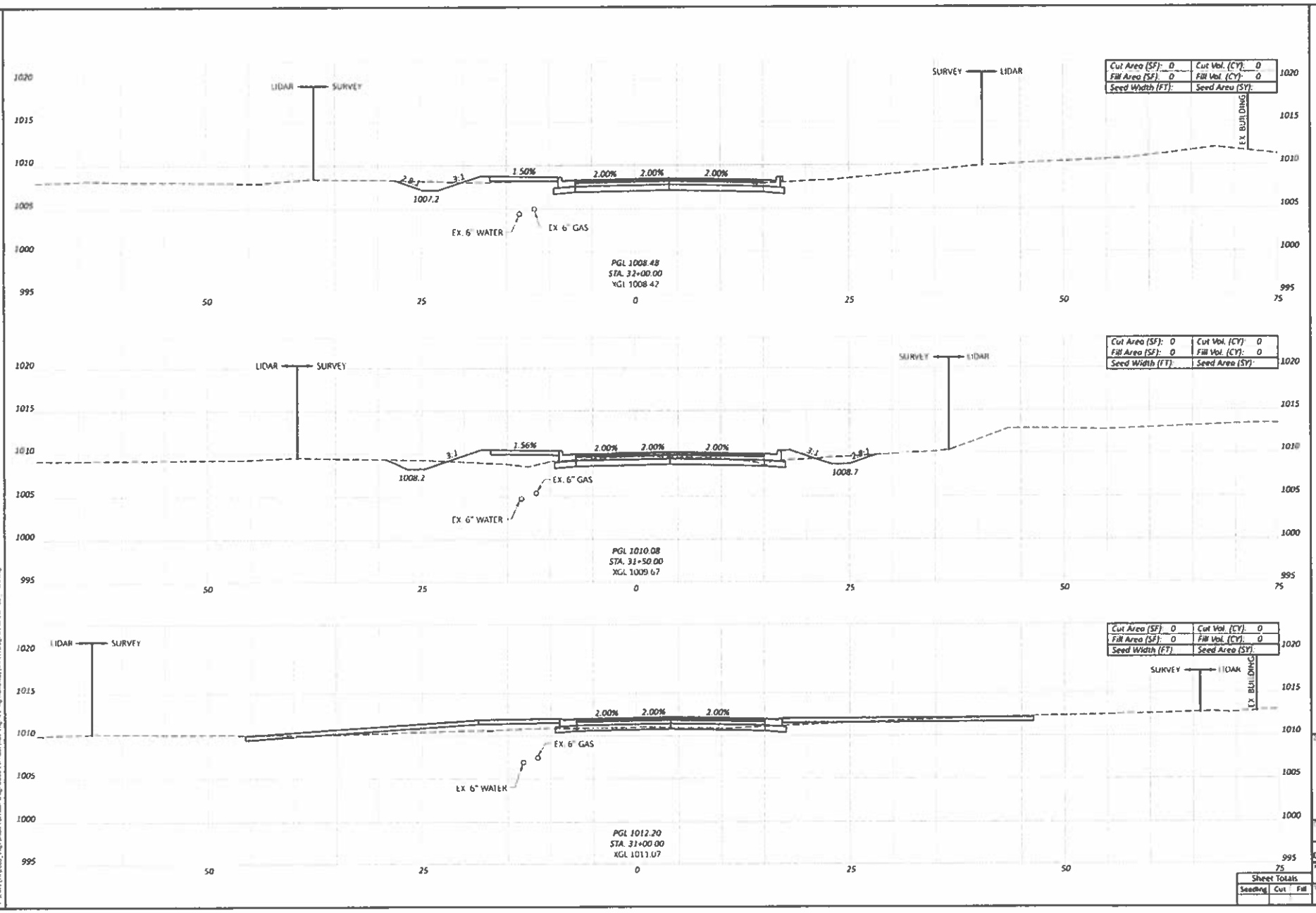
CEF

DMG 02/10/23

0

44 | 67

EDGEWOOD CORRIDOR



CROSS SECTIONS - EDGEWOOD ROAD
STA. 31+00.00 TO STA. 32+00.00

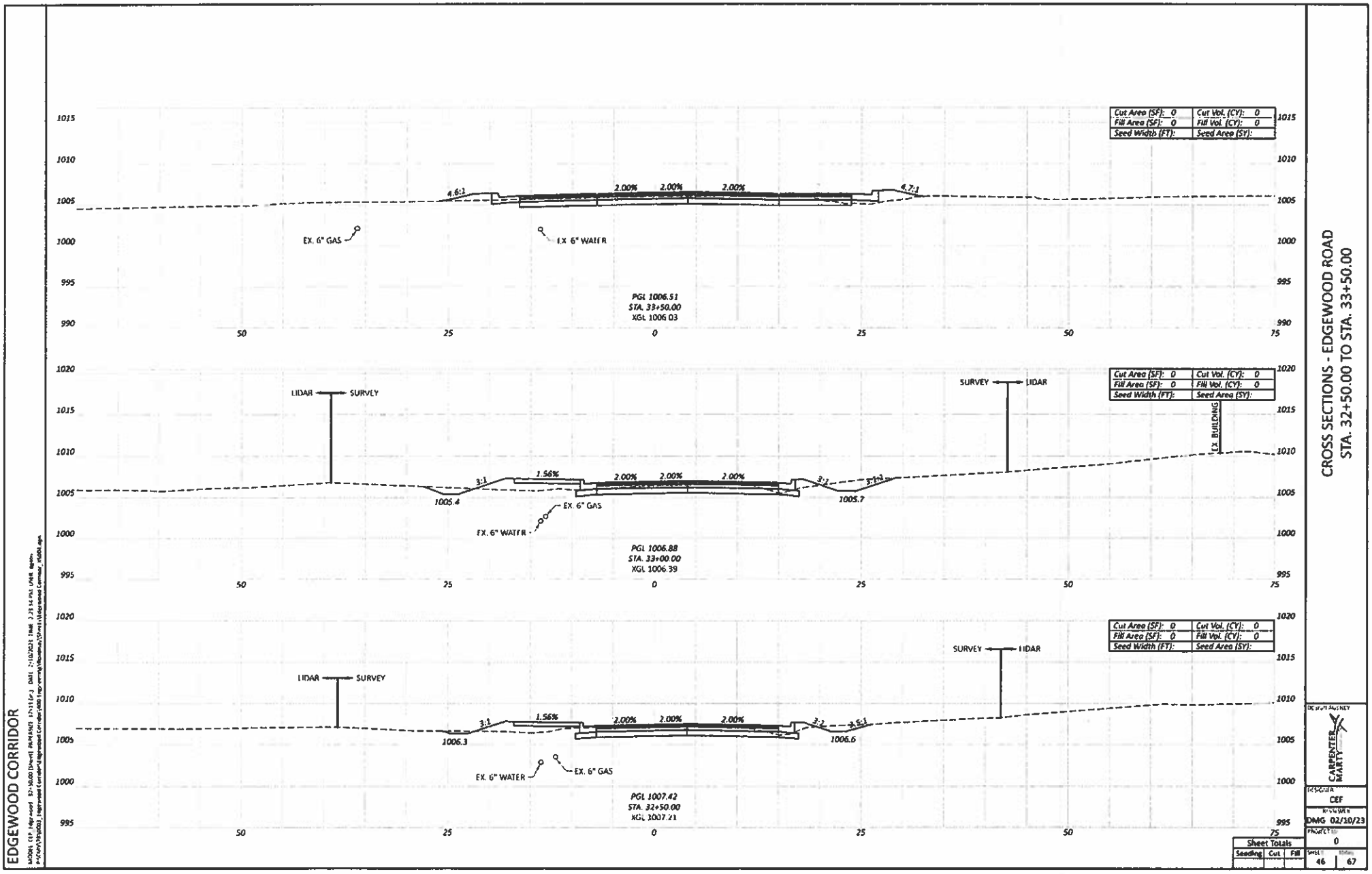
CARPENTER MARTY

CEF

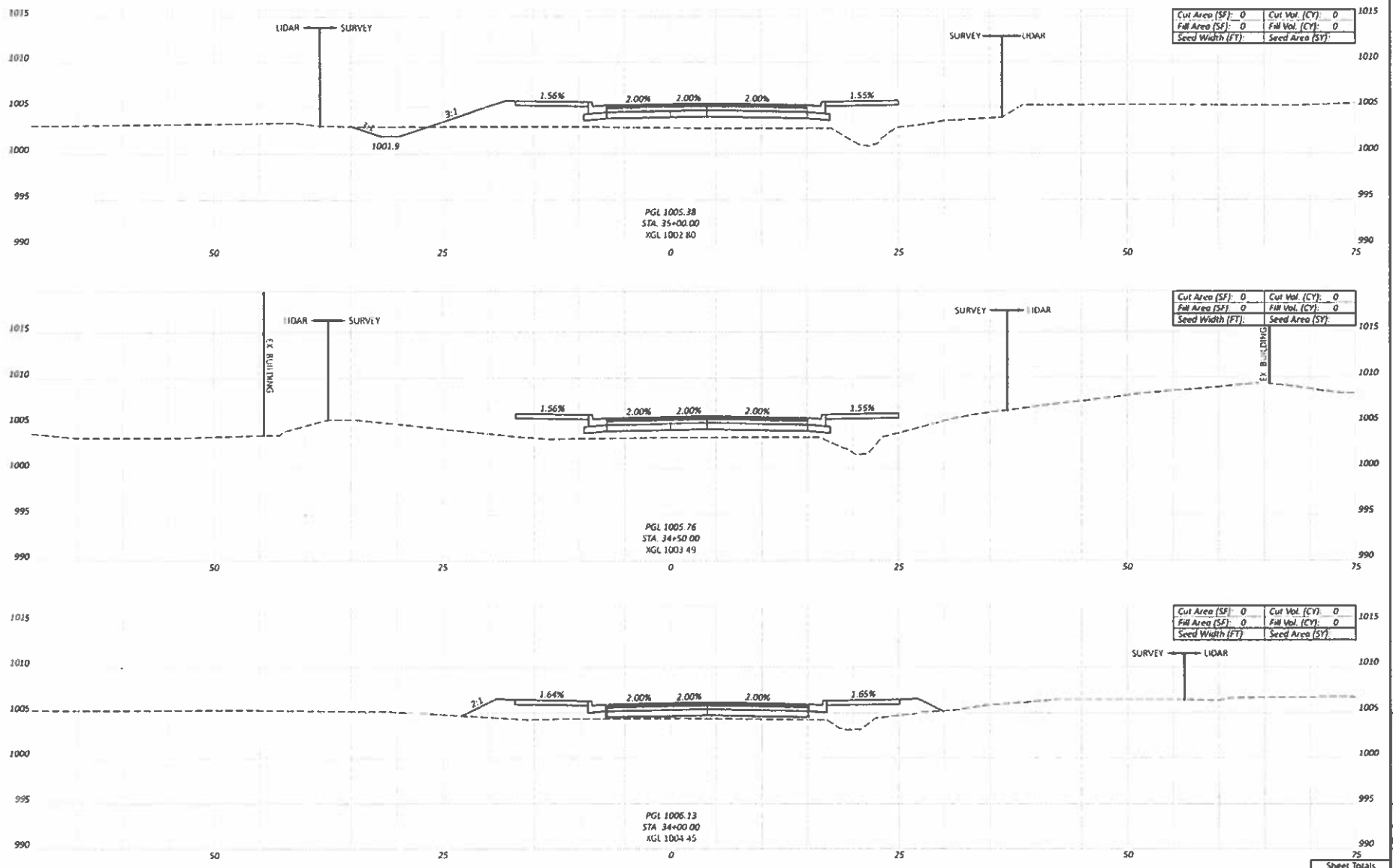
DMG 02/10/23

0

Sheet Totals		
Seeding	Cut	Fill
	45	67


EDGEWOOD CORRIDOR
CROSS SECTIONS - EDGEWOOD ROAD
STA. 32+50.00 TO STA. 33+50.00
Cut Area (SF): 0
Cut Vol. (CY): 0
Fill Area (SF): 0
Fill Vol. (CY): 0
Seed Width (FT):
Seed Area (SY):
4.6:1
2.00%
2.00%
2.00%
4.7:1
EX. 6" GAS
EX. 6" WATER
PGL 1006.51
STA. 33+50.00
XGL 1006.03
LIDAR
SURVEY
3:1
1.56%
1005.4
EX. 6" GAS
EX. 6" WATER
PGL 1006.88
STA. 33+00.00
XGL 1006.39
SURVEY
LIDAR
EX. BUILDING
3:2
3.5:1
1005.7
1006.3
1006.6
PGL 1007.42
STA. 32+50.00
XGL 1007.21
Sheet Totals
Seeding
Cut
Fill
CARPENTER MARTY
CEF
DMG 02/10/23
0
46
67

EDGEWOOD CORRIDOR



CROSS SECTIONS - EDGEWOOD ROAD
STA. 34+00.00 TO STA. 35+00.00

Sheet Totals

Seeding	Cut	Fill

CARPENTER MARTY

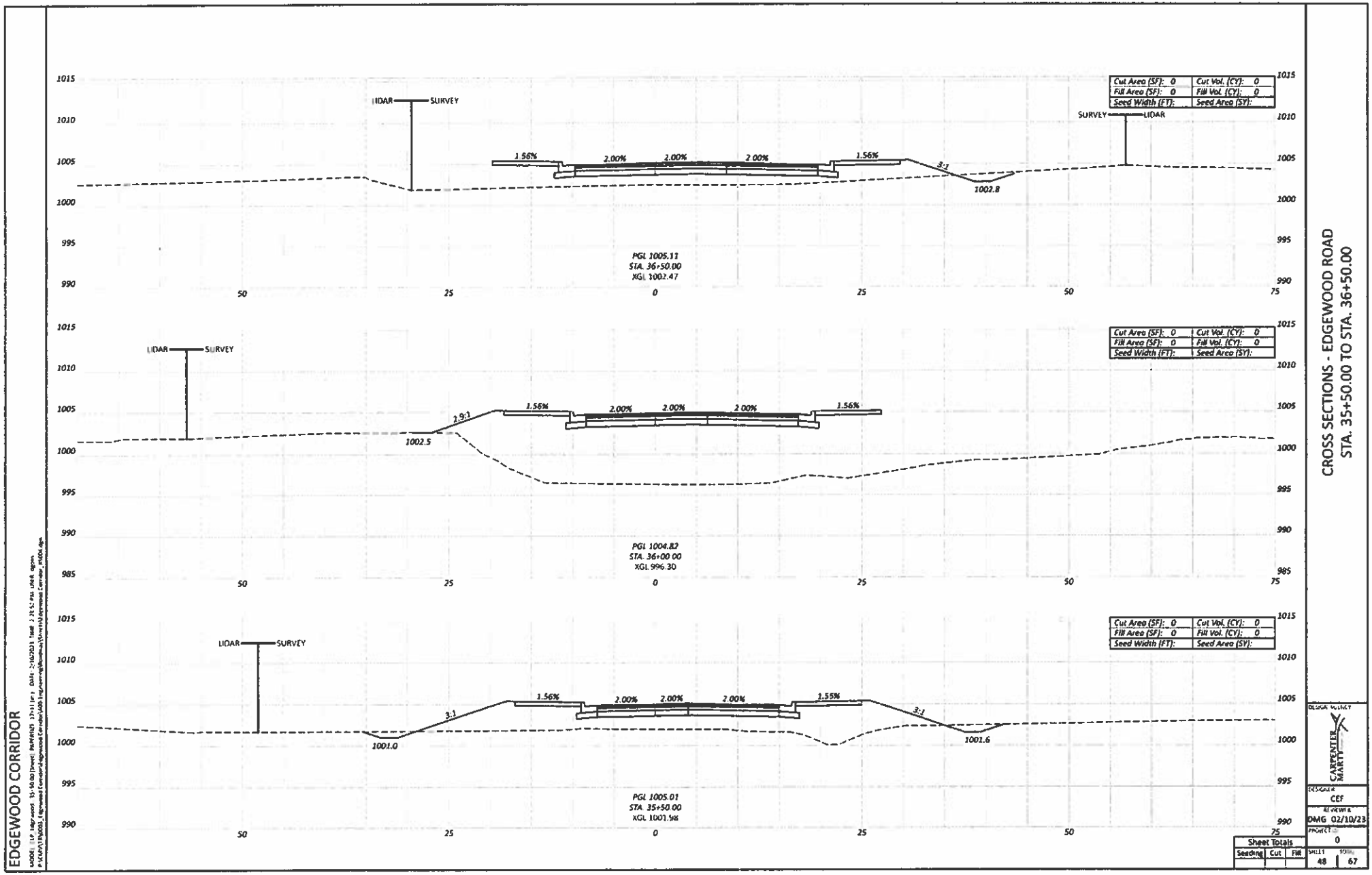
CEF

DMG 02/10/23

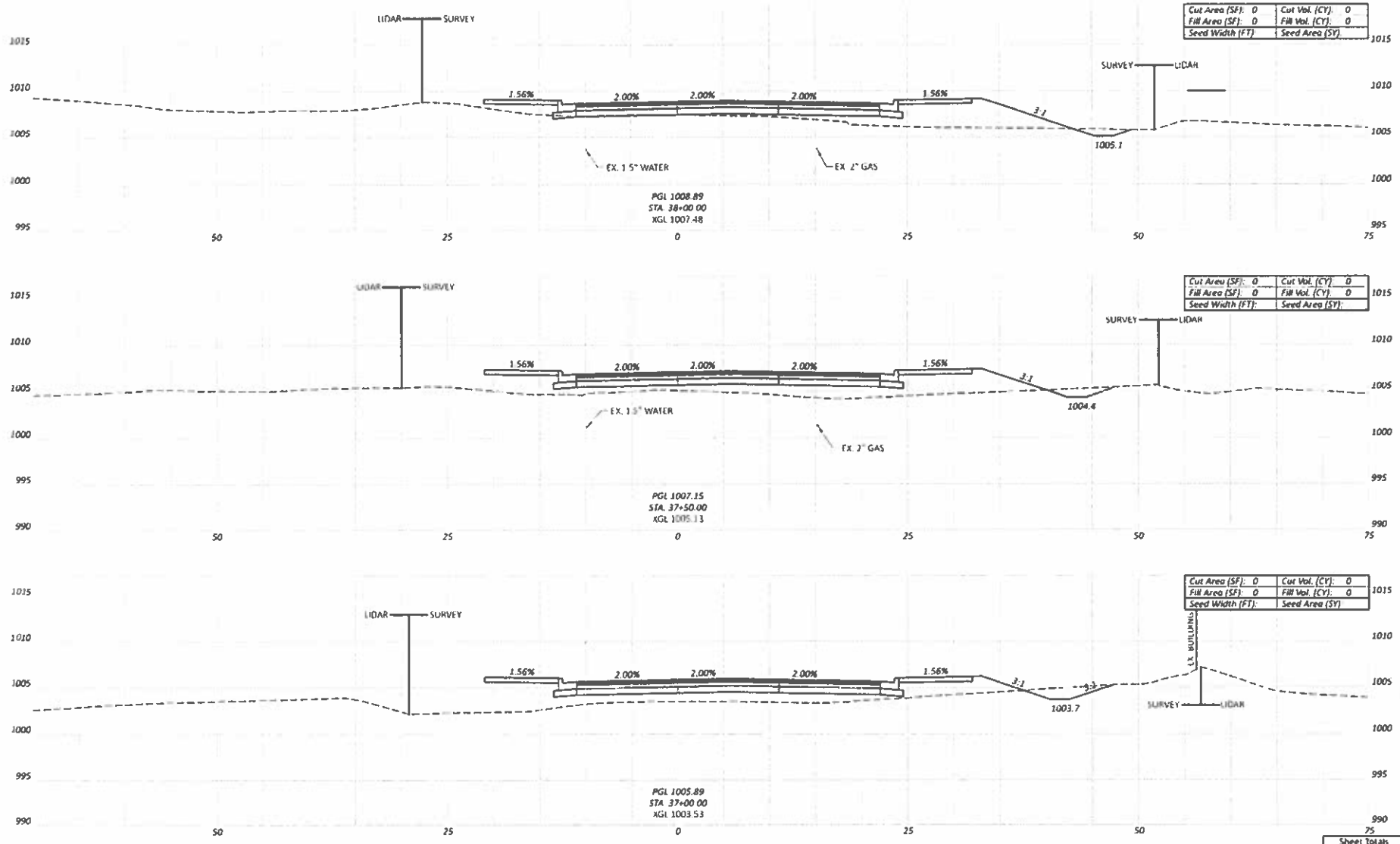
0

SHEET 47

TOTAL 67


EDGEWOOD CORRIDOR
CROSS SECTIONS - EDGEWOOD ROAD
STA. 35+50.00 TO STA. 36+50.00
LIDAR
SURVEY
Cut Area (SF): 0
Cut Vol. (CY): 0
Fill Area (SF): 0
Fill Vol. (CY): 0
Seed Width (FT):
Seed Area (SY):
1.56%
2.00%
2.00%
2.00%
1.56%
3:1
1002.8
PGL 1005.11
STA. 36+50.00
XGL 1002.47
2.9:1
1002.5
PGL 1004.82
STA. 36+00.00
XGL 996.30
1.55%
1001.0
1001.6
PGL 1005.01
STA. 35+50.00
XGL 1001.98
Sheet Totals
Seeding
Cut
Fill
CEF
DMG 02/10/23
0
48
67

EDGEWOOD CORRIDOR



CROSS SECTIONS - EDGEWOOD ROAD
STA. 37+00.00 TO STA. 38+00.00

CARPENTER MARTY

CEF

DMG 02/10/23

0

Sheet Totals	
Seeding	Cut | Fill
	49 | 67

EDGEWOOD CORRIDOR

CROSS SECTIONS - EDGEWOOD ROAD
STA. 38+50.00 TO STA. 39+00.00

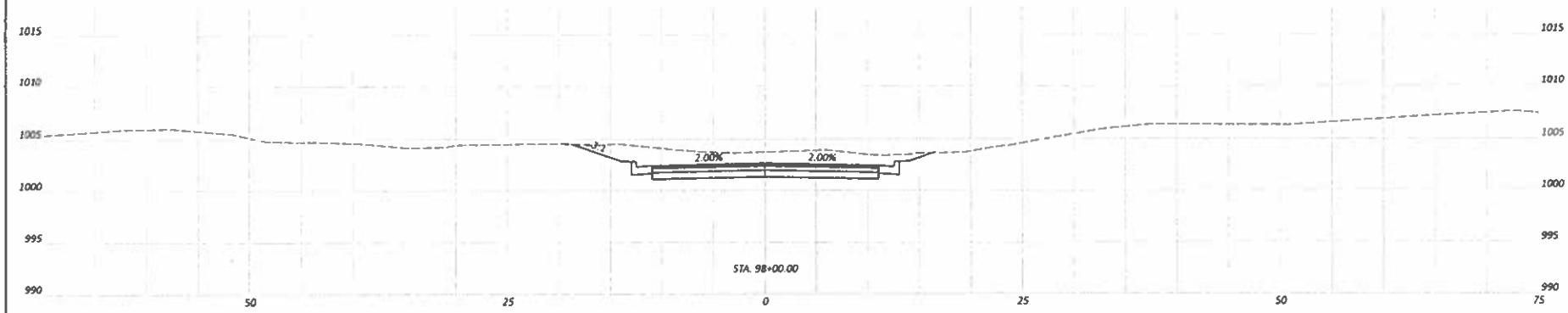
Sheet Totals
Seeding | Cut | Fill

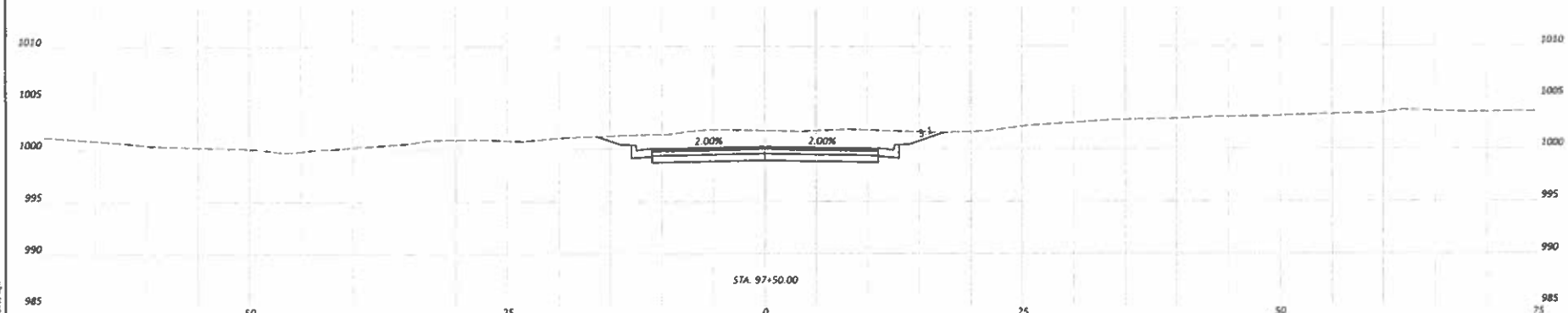
CARPENTER MARTY

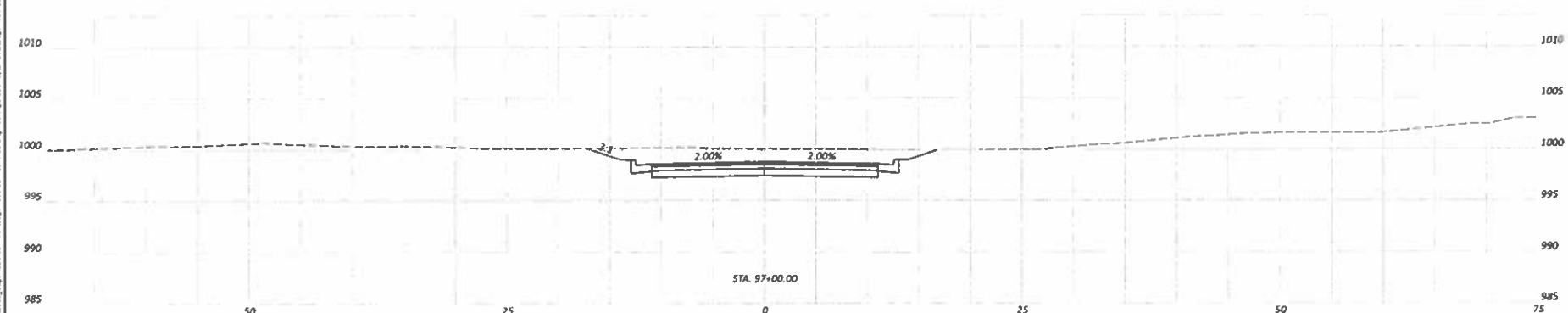
DWG 02/10/23

SHEET 50 | TOTAL 67

EDGEWOOD CORRIDOR







Sheet Totals		
Seeding	Cut	Fill

CROSS SECTIONS - HIGH STREET
STA. 97+00.00 TO STA. 98+00.00

DESIGN AGENCY
CARPENTER MARTY

DESIGNER
CEF

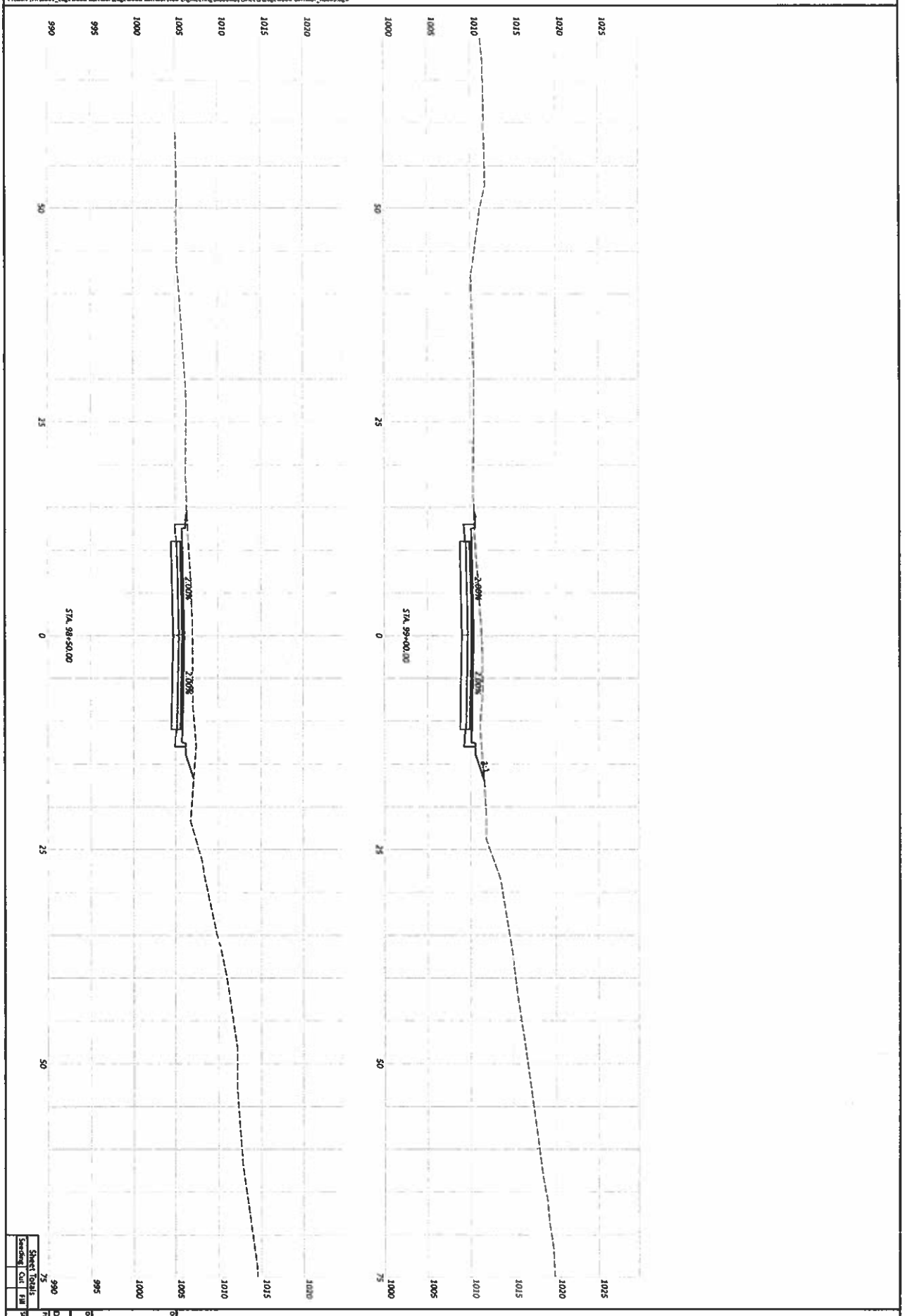
REVIEWER
DMG 02/10/23

PROJECT ID
0

SHEET 51 | TOTAL 67

EDGEWOOD CORRIDOR

MODEL: CLP_HIGH STREET - 98+50 00 (Sheet) PAPERSIZE: 17x11 (in.) DATE: 2/10/2023 TIME: 2:24:2 PM USER: dgons
P:\Civil\19\0003_Edgewood Corridor\Edgewood Corridor\400-Engineering\Roadway\Sheets\Edgewood Corridor_XS005.dgn



Sheet Totals		
Seeding	Cut	Fill
75		

SHEET	TOTAL
52	67

DWG: 02/10/23
PROJECT ID: 0

REVISIONS

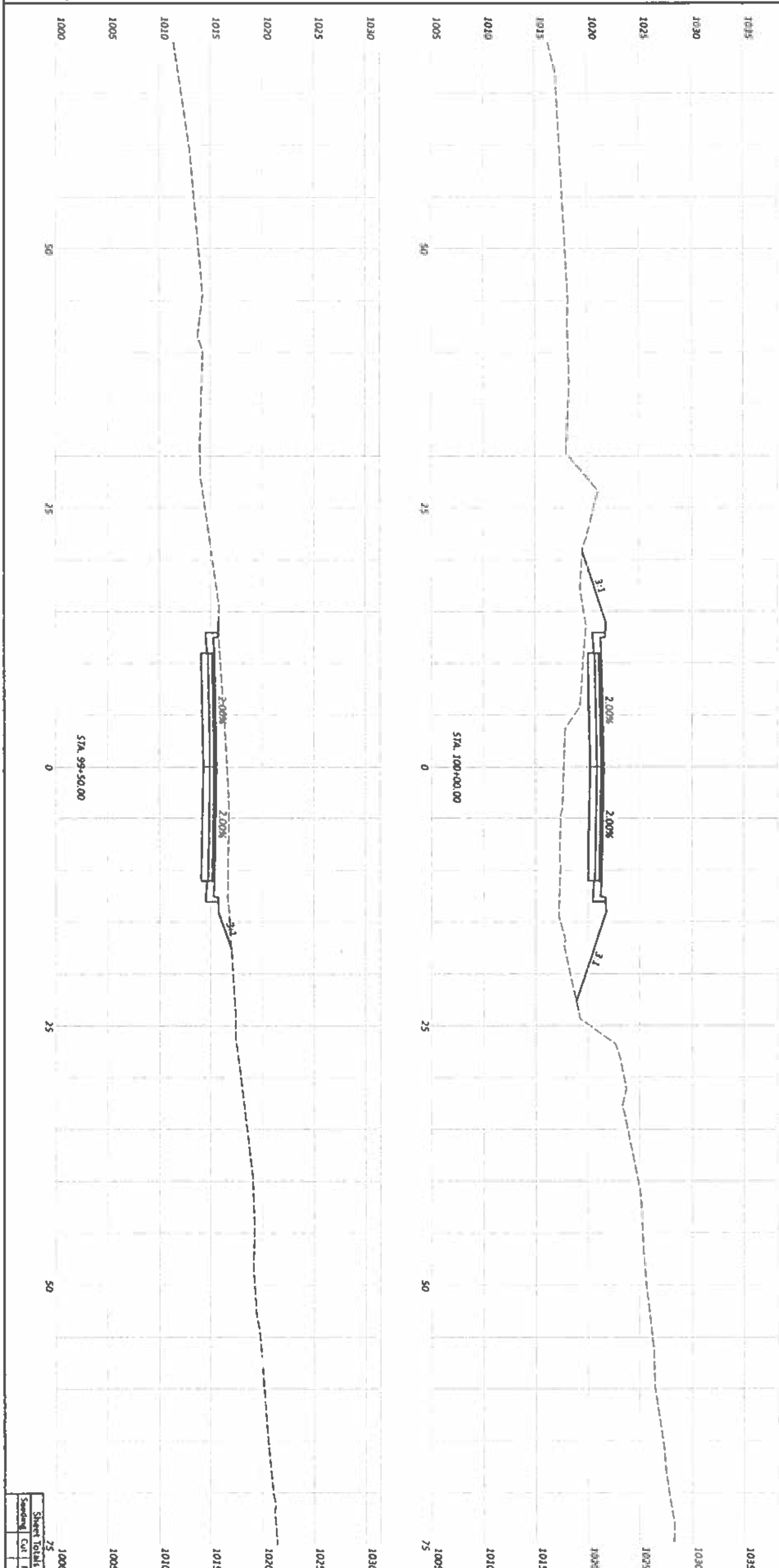
DESIGNED: CEE

CARPENTER MARTY

DESIGN AGENCY

CROSS SECTIONS - HIGH STREET
STA. 98+50.00 TO STA. 99+00.00

EDGEWOOD CORRIDOR



CARPENTER MARTY

CEF

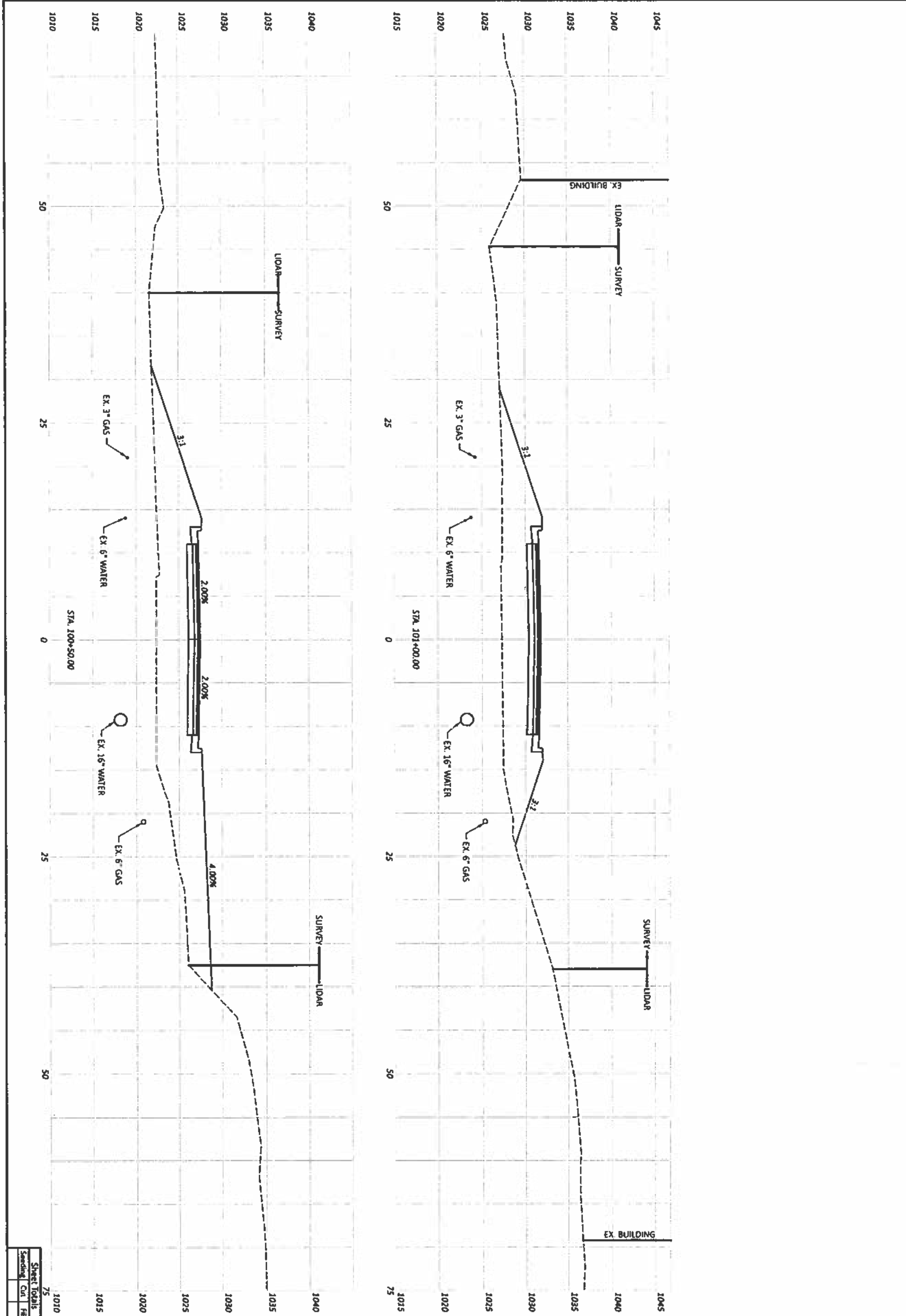
DMG 02/10/23

Sheet 53 Total 67

CROSS SECTIONS - HIGH STREET
STA. 99+50.00 TO STA. 100+00.00

EDGEWOOD CORRIDOR

MODEL: CLP_HIGH STREET - 100+50.00 [Sheet] PAPERSIZE: 17x11 (in.) DATE: 2/10/2023 TIME: 2:24:24 PM USER: dgoho
P:\CMV\TR\0008_Edgewood Corridor\Edgewood Corridor\400-Engineering\Roadway\Sheets\Edgewood Corridor_XS005.dgn



Sheet Totals		
Seeding	Cut	Fill

CARPENTER MARTY

DESIGN AGENCY

DESIGNER

CEF

REVIEWER

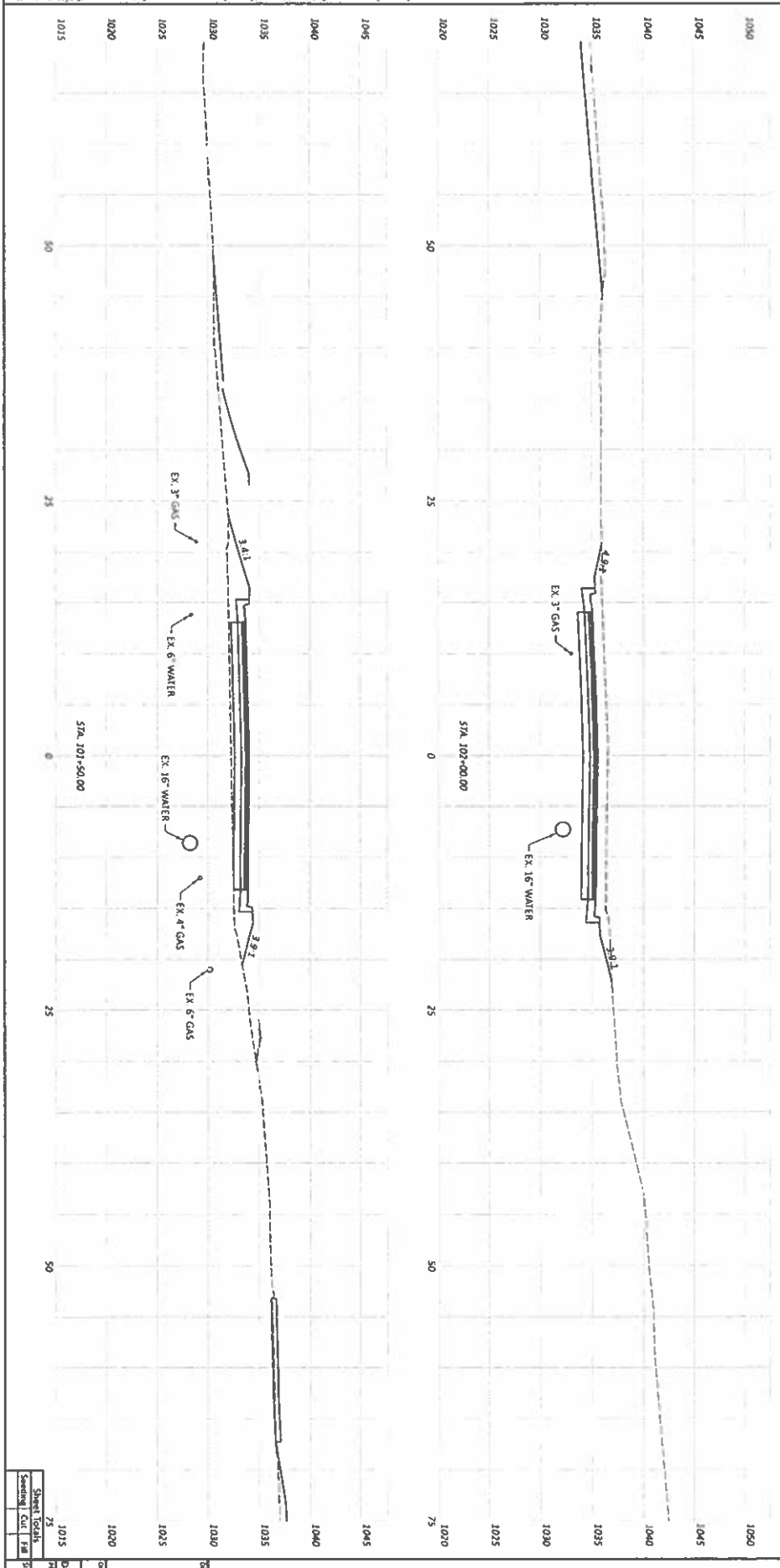
DWG 02/10/23

PROJECT ID 0

SHEET 54 TOTAL 67

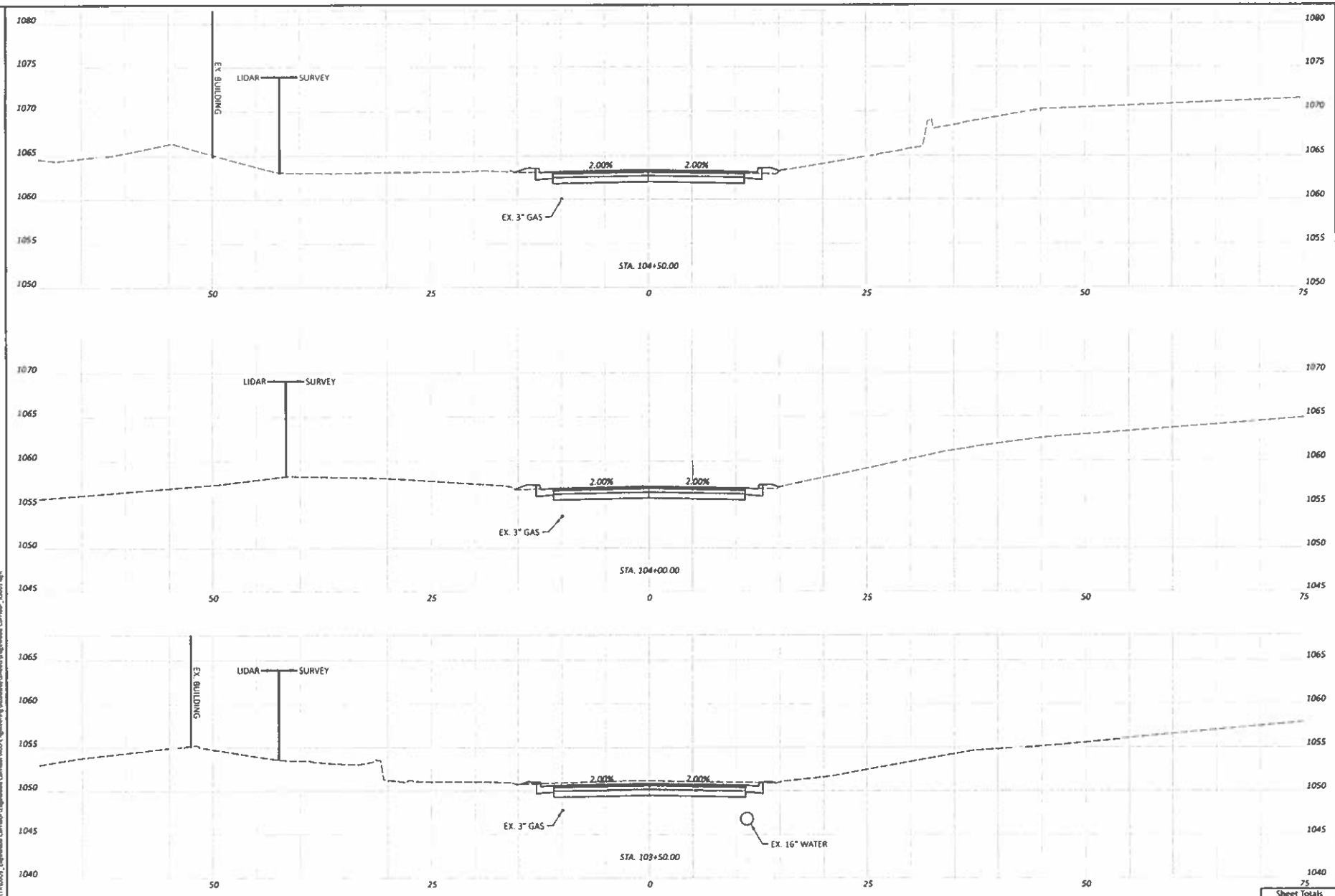
CROSS SECTIONS - HIGH STREET
STA. 100+50.00 TO STA. 101+00.00

EDGEWOOD CORRIDOR



CROSS SECTIONS - HIGH STREET
STA. 101+50.00 TO STA. 102+00.00

EDGEWOOD CORRIDOR
LIDAR
SURVEY
EX. 3" GAS
EX. 16" WATER
STA. 102+50.00
STA. 103+00.00
EX. BUILDING
2.00%
CROSS SECTIONS - HIGH STREET
STA. 102+50.00 TO STA. 103+00.00



EDGEWOOD CORRIDOR

CROSS SECTIONS - HIGH STREET
STA. 103+50.00 TO STA. 104+50.00

DESIGN AGENCY
CARPENTER MARTY

DESIGNER CEF
REVIEWER DMG 02/10/23
PROJECT ID 0

Sheet Totals			
Seeding	Cut	Fill	

SHEET 57 TOTAL 67

EDGEWOOD CORRIDOR

MODEL: CLP_HIGH STREET - 105-00 00 [Sheet] PAPERSIZE 17x11 (in) DATE: 2/10/2023 TIME 2:24 30 PM USER dgore
P:\CAM\TRI\0000_Edgewood Corridor\Edgewood Corridor\400-Engineering\Roadway\Sheets\Edgewood Corridor_105805.dgn

Sheet Totals	Seeding	Cut	Fill
	75		

SHEET	TOTAL
58	67

PROJECT # 0

DWG 02/10/23

DESIGNED CEF

REVIEWED

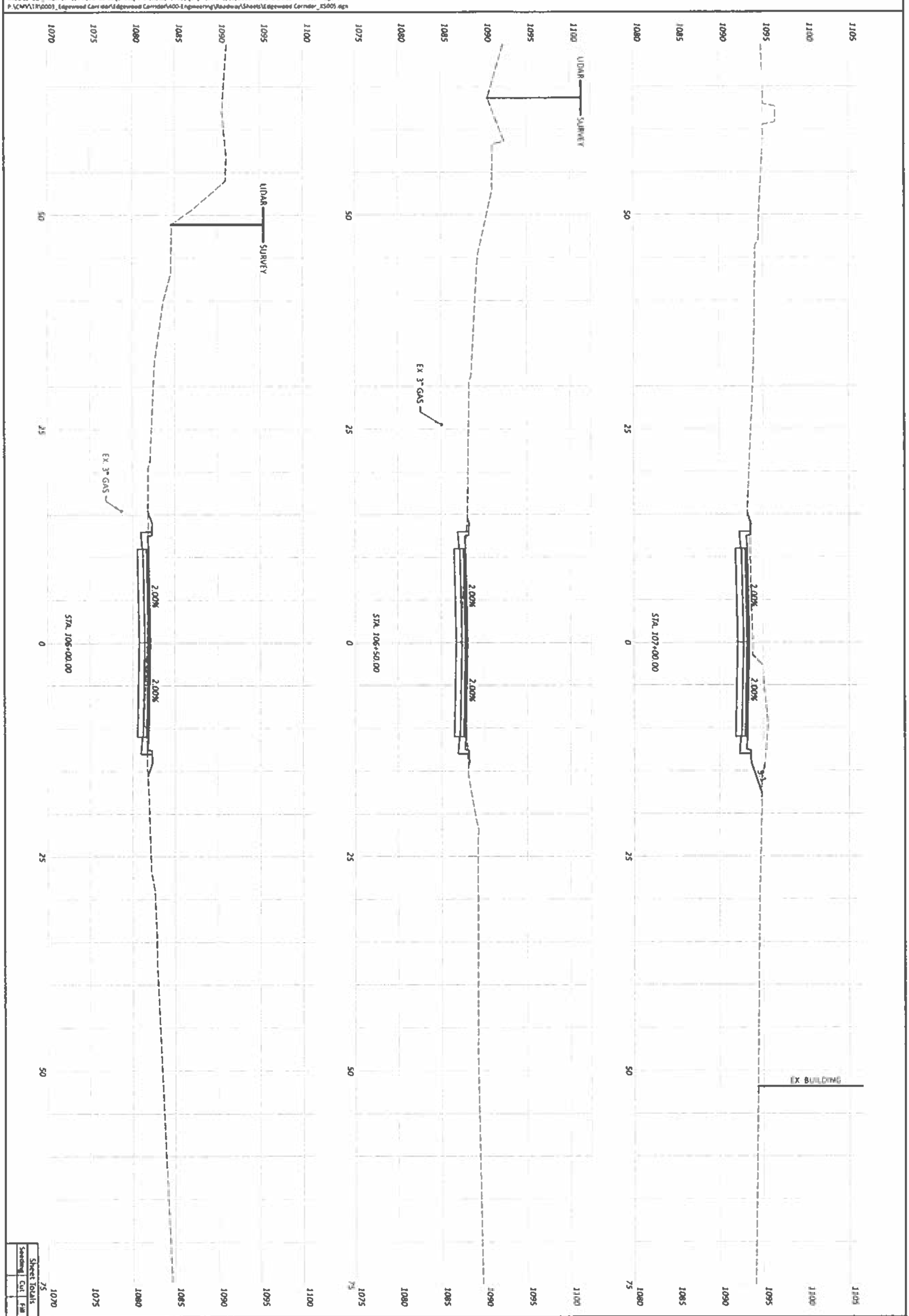
CARPENTER MARTY

DESIGN AGENCY

CROSS SECTIONS - HIGH STREET
STA. 105+00.00 TO STA. 105+50.00

EDGEWOOD CORRIDOR

MODEL CLP_HIGH STREET : 106+00.00 [Sheet] PAPERSIZE 17x11 (in.) DATE 2/10/2023 TIME 2:24:12 PM USER dgent
P:\CMY\1TR\0003_Edgewood Corridor\Edgewood Corridor\400-Engineering\Roadway\Sheets\Edgewood Corridor_XS005.dgn



Sheet Totals		
Seeding	Cut	Fill

DESIGN AGENCY: CARPENTER MARTY

DESIGNER: CEF

REVIEWER: DMG 02/10/23

PROJECT ID: 0

SHEET: 59 TOTAL: 67

CROSS SECTIONS - HIGH STREET
STA. 106+00.00 TO STA. 107+00.00

EDGEWOOD CORRIDOR

MODEL: CLP_HIGH STREET - 107+50.00 (Sheet) PAPERSIZE: 17x11 (in) DATE: 2/10/2023 TIME: 2:24:33 PM USER: dgohs
P:\CIVIL\TR\0009_Edgewood Corridor\Edgewood Corridor\400-Engineering\Roadway\Sheets\Edgewood Corridor_XS005.dgn

Sheet Totals	
Seeding	75
Cut	
Fill	

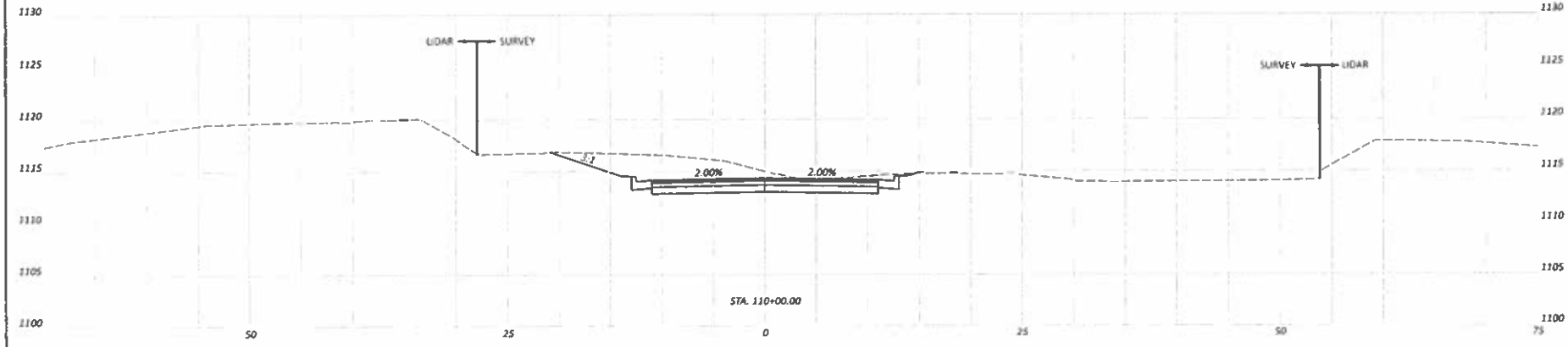
DESIGNER	CEF
REVIEWER	
DWG	02/10/23
PROJECT #	0
SHEET	60
OF	67

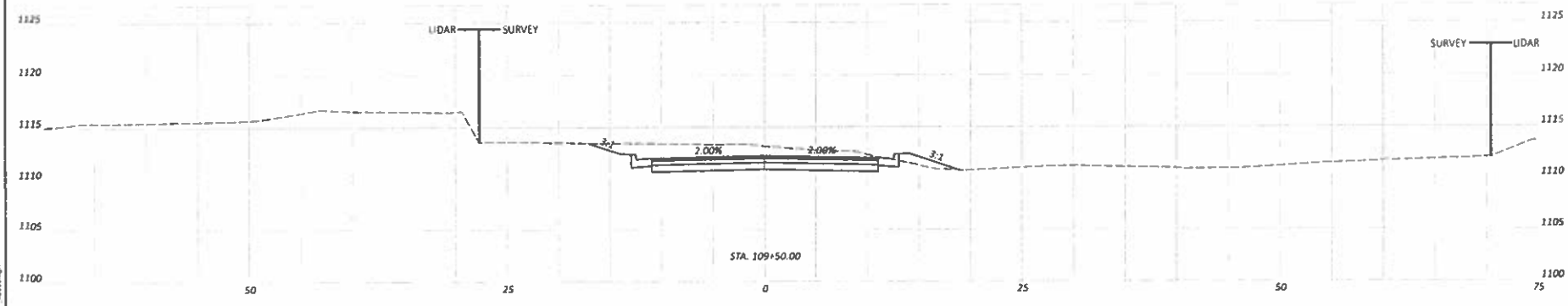
CARPENTER MARTY

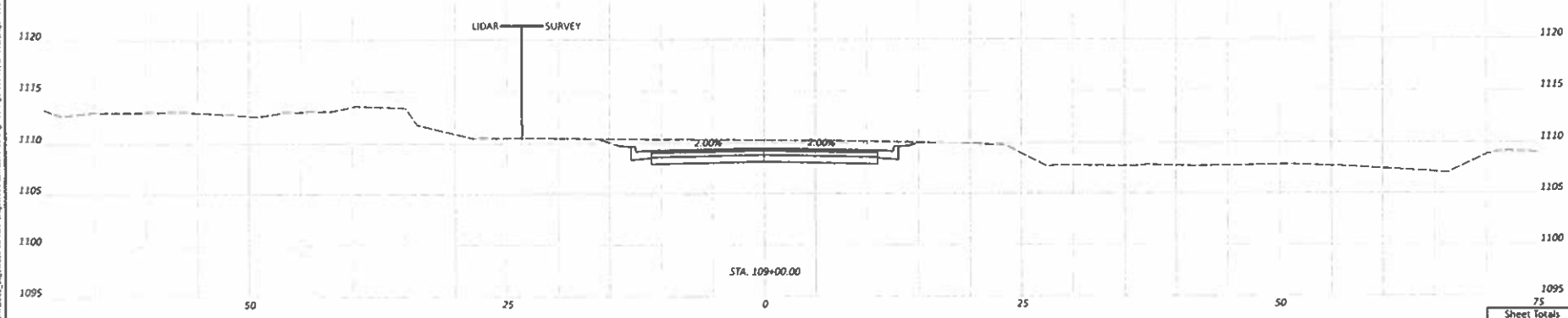
DESIGN AGENCY

CROSS SECTIONS - HIGH STREET
STA. 107+50.00 TO STA. 108+50.00

EDGEWOOD CORRIDOR







CROSS SECTIONS - HIGH STREET
STA. 109+00.00 TO STA. 110+00.00

Sheet Totals		
Seeding	Cut	Fill

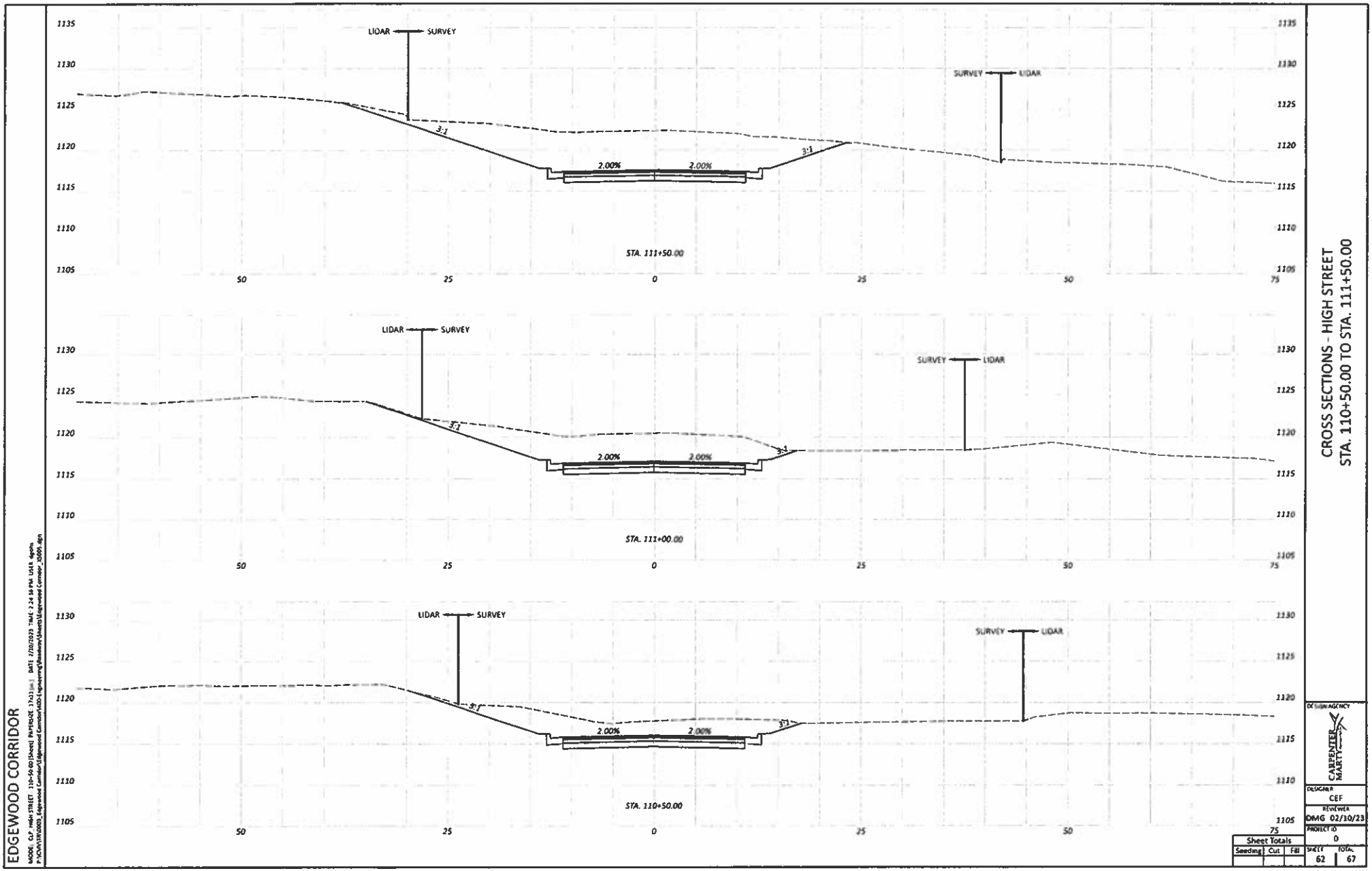
DESIGN AGENCY
CARPENTER MARTY

DESIGNER
CEF

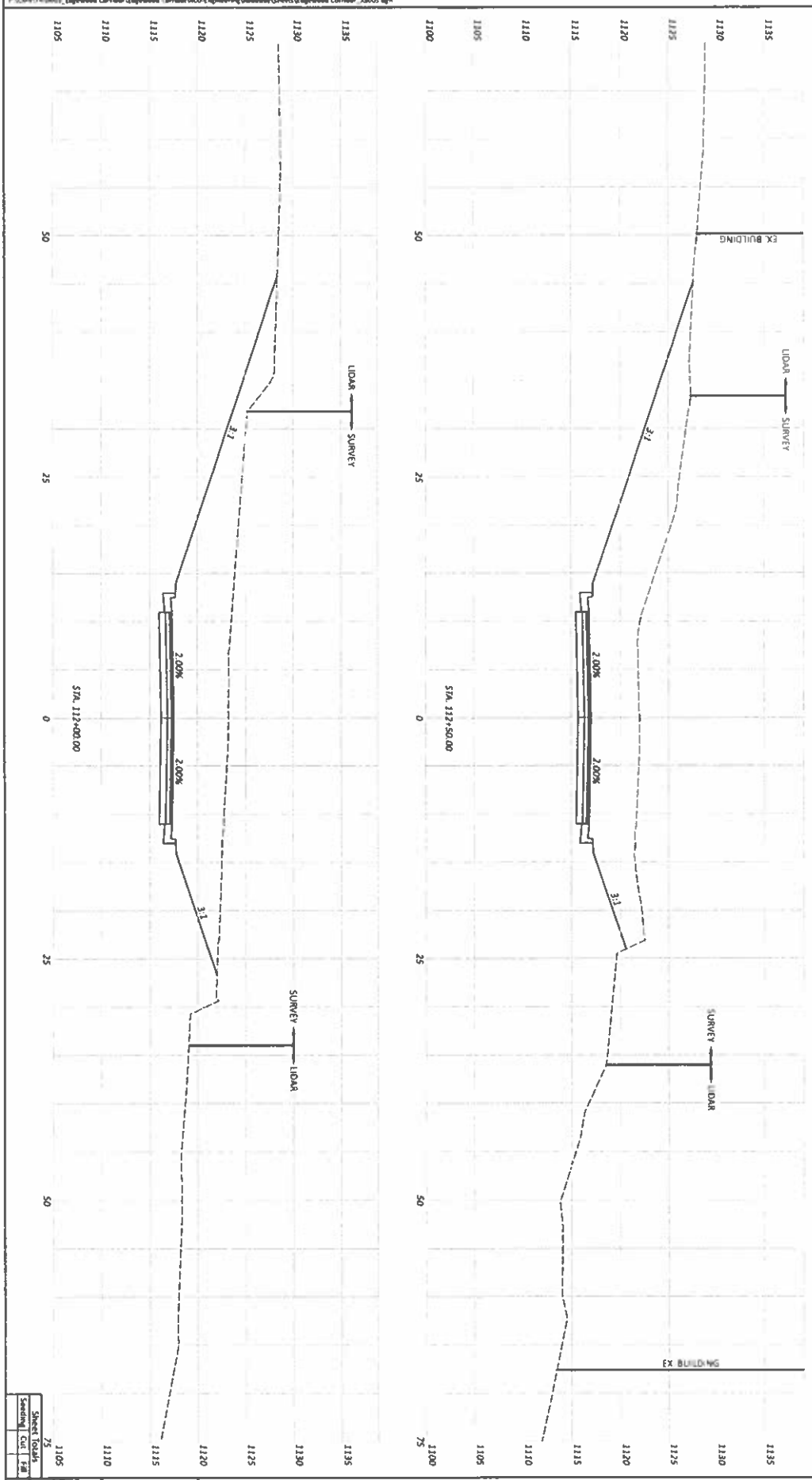
REVIEWER
DMG 02/10/23

PROJECT ID
0

SHEET 61 TOTAL 67


EDGEWOOD CORRIDOR
LIDAR
SURVEY
3:1
2.00%
STA. 111+50.00
STA. 111+00.00
STA. 110+50.00
1135
1130
1125
1120
1115
1110
1105
50
25
0
25
50
75
CROSS SECTIONS - HIGH STREET
STA. 110+50.00 TO STA. 111+50.00
CARPENTER MARTY
DESIGNER
CEF
REVIEWER
DMG 02/10/23
PROJECT ID
0
SHEET
62
TOTAL
67
Sheet Totals
Seeding
Cut
Fill

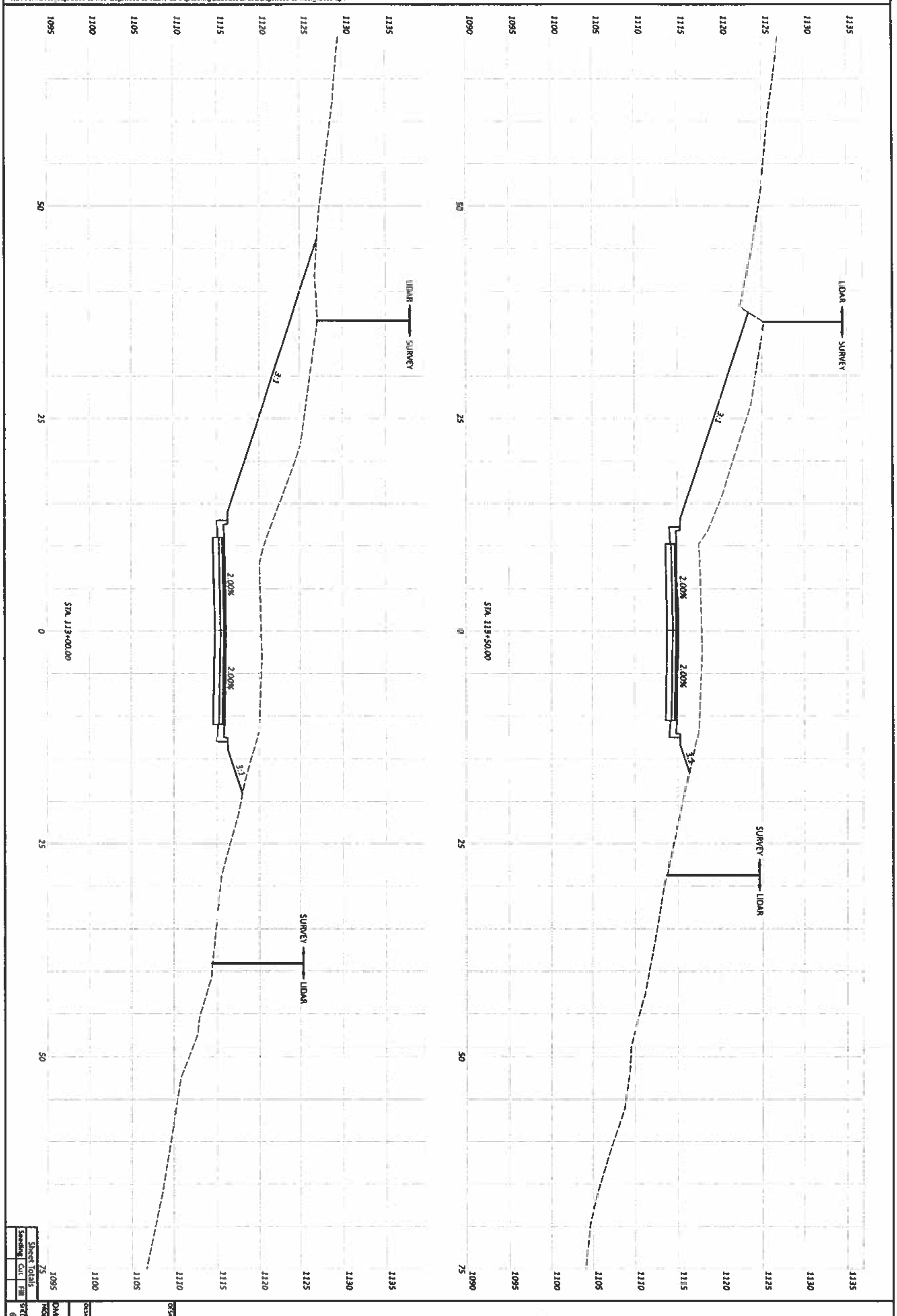
EDGEWOOD CORRIDOR



CROSS SECTIONS - HIGH STREET
STA. 112+00.00 TO STA. 112+50.00

EDGEWOOD CORRIDOR

MODEL: CLP_HIGH STREET - 113+00.00 [Sheet] PAPERSIZE: 17x11 (in.) DATE 2/10/2023 TIME 2:24:38 PM USER dgohs
P:\CMV\TR\0803_Edgewood Corridor\Edgewood Corridor\400-Engineering\Roadway\Sheets\Edgewood Corridor_XS005.dgn

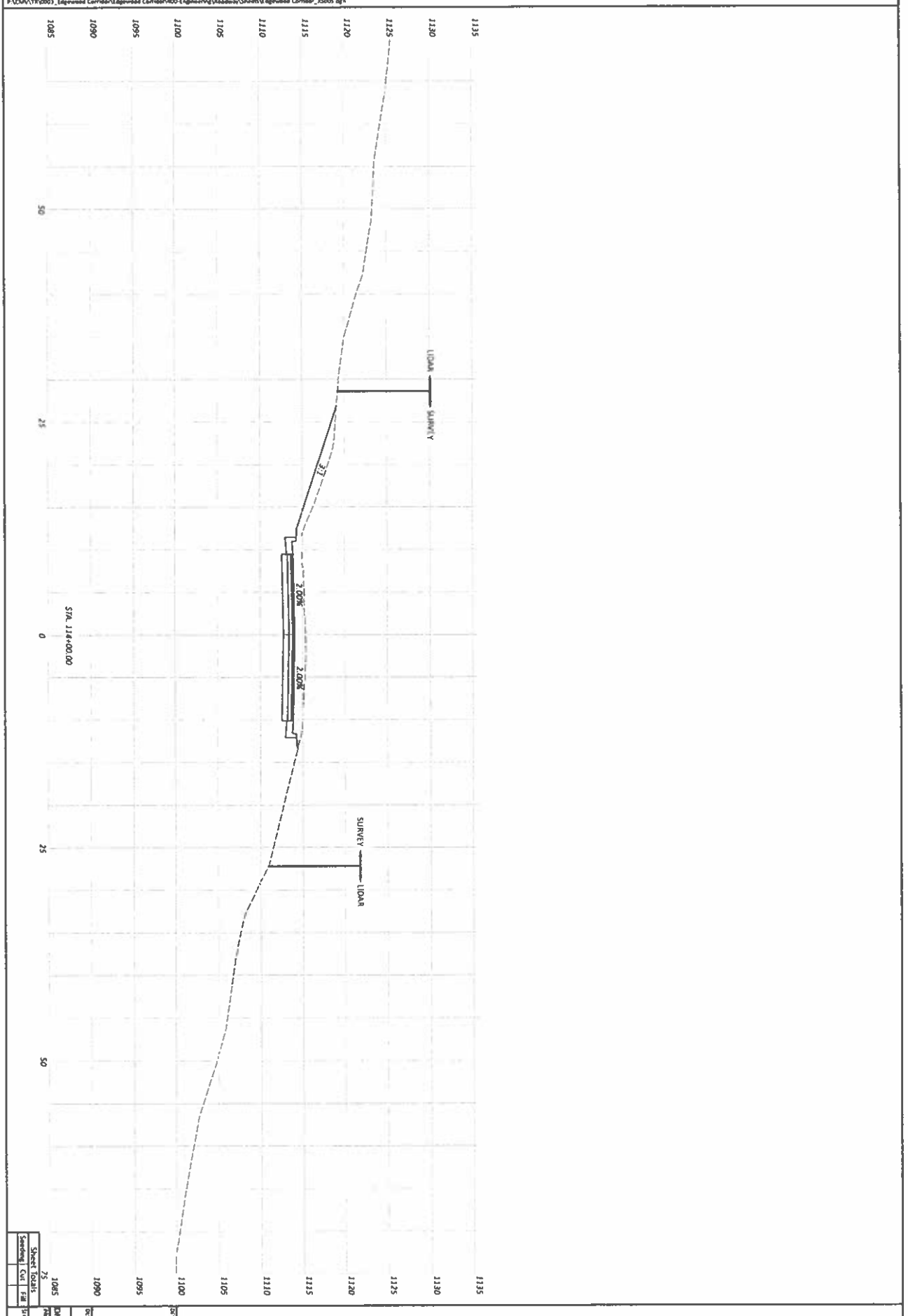


Sheet Totals		
Seeding	Cut	Fill

DESIGN AGENCY: CARPENTER MARTY
DESIGNER: CEF
REVIEWER:
DWG 02/10/23
PROJECT ID: 0
SHEET 64 TOTAL 67

CROSS SECTIONS - HIGH STREET
STA. 113+00.00 TO STA. 113+50.00

EDGEWOOD CORRIDOR



Sheet Totals	Seeding	Cut	Fill
		75	

SHEET	PROJECT #	DWG
65	0	02/10/23
TOTAL		
67		

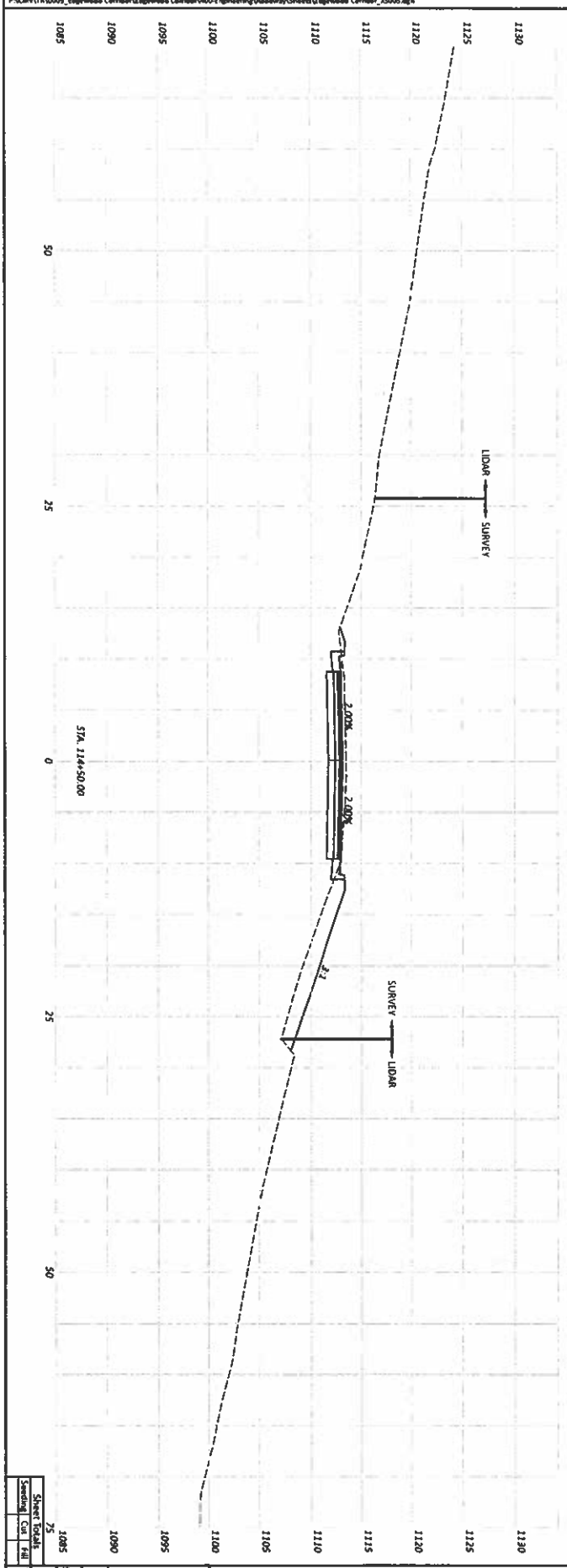
DESIGNED: CEF

CARPENTER MARTY

DESIGN AGENCY

CROSS SECTIONS - HIGH STREET
STA. 114+00.00

EDGEWOOD CORRIDOR



Sheet Totals	Seeding	Cuts	Fills

SHEET 66	TOTAL 67	PROJECT ID 0	DWG 02/10/23

DESIGNER CEF

REVIEWER

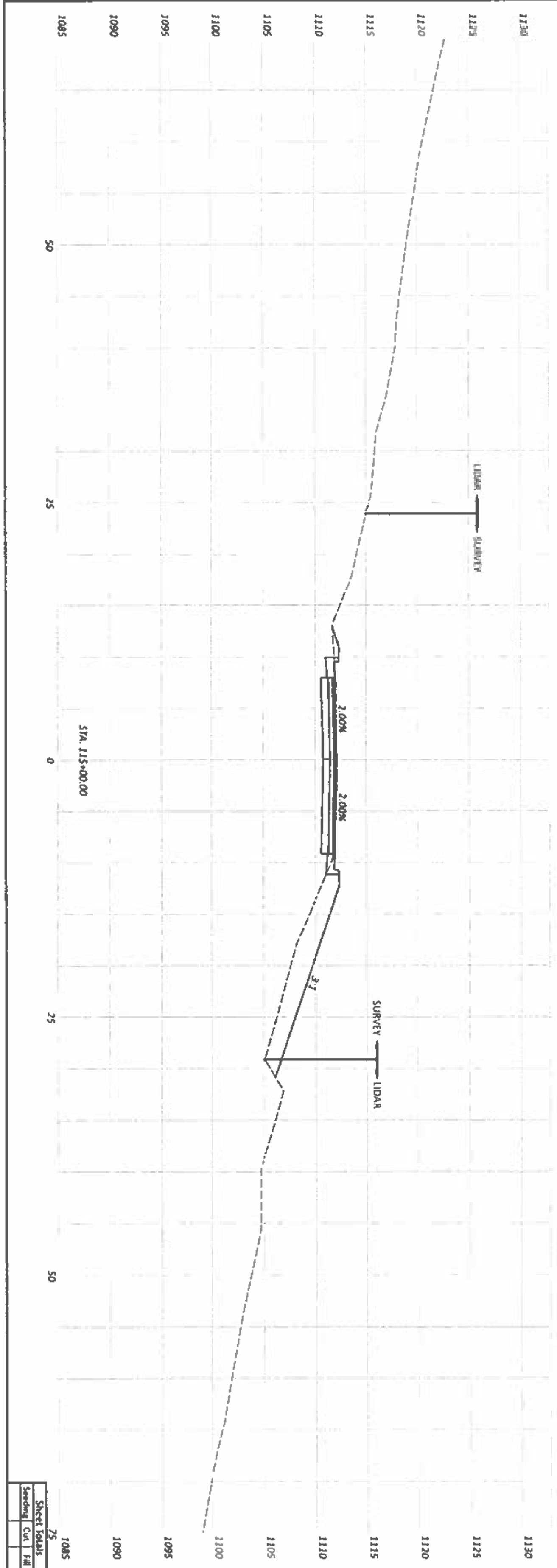
CARPENTER MARTY

DESIGN AGENCY

CROSS SECTIONS - HIGH STREET
STA. 114+50.00

EDGEWOOD CORRIDOR

MODEL: CLP_HIGH STREET - 115+00.00 [Sheet] PAPERSIZE 17x11 (in.) DATE 2/10/2023 TIME 2:24:41 PM USER dgore
P:\CMV\TR\0003_Edgewood Corridor\Edgewood Corridor\400-Engineering\Roadway\Sheets\Edgewood Corridor_XS005.dgn



Sheet Totals		
Seeding	Cut	Fill

DESIGNER CEF
REVIEWER
DWG 02/10/23
PROJECT ID 0
SHEET 67 TOTAL 67
CARPENTER MARTY
DESIGN AGENCY

CROSS SECTIONS - HIGH STREET
STA. 115+00.00