



ORMET WET LINE

EXISTING ORMET WET EXTENSION

EPH STREAM
#100402-1620
(OPEN CUT)
ROAD
SLICK BORE

APPROX. BORE PIT
STA. 0+96.54
ELEV. 717.92

OHIO RIVER SCENIC BYWAY
(RT. 7)

PROPOSED TEMPORARY
12' ACCESS ROAD (TAR-3)

FOREIGN GAS
WATERLINE

FOREIGN GAS

APPROX. BORE PIT
STA. 2+209.71
ELEV. 700.02

PROPOSED TEMPORARY
12' ACCESS ROAD (TAR-4)

EHP418_000
(12" FORTRESS ML-216)

717°

760°

750°

740°

730°

720°

710°

700°

690°

680°

670°

660°

650°

640°

630°

620°

610°

600°

590°

580°

570°

560°

550°

540°

530°

520°

510°

500°

490°

480°

470°

460°

450°

440°

430°

420°

410°

400°

390°

380°

370°

360°

350°

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**PROPOSED TEMPORARY
12' ACCESS ROAD (TAR-4)**

**EHP418_000
(12" FORTRESS ML-216)**

**RAIL ROAD
SLICK BORE
(WORK AROUND REQUIRED)**

**POTENTIAL
DOMINION
GAS LINE**

**APPROX.
BORE PIT
STA: 6+73.30
ELEV: 665.92**

**APPROX.
BORE PIT
STA: 2+44.80
ELEV: 647.04**

**N/F
OHIO RIVER PARTNERS SHAREHOLDER LLC
JPMY 155520860000**

The diagram is a technical site plan. It features a dashed line representing a 'RAIL ROAD SLICK BORE' with a note '(WORK AROUND REQUIRED)'. A green arrow points from the top left towards the center. A red dashed line runs diagonally across the plan. A blue line with circular markers runs parallel to the slick bore. A cyan line with circular markers runs parallel to the slick bore. A red arrow points to a dashed line labeled 'POTENTIAL DOMINION GAS LINE'. Two 'APPROX. BORE PIT' locations are marked with their stationing and elevations. A north arrow is in the top right corner. The plan also shows various contour lines (e.g., 650, 660, 670, 680, 690, 700) and property boundaries. A building footprint is visible in the top right. A road labeled 'EHP418_000 (12" FORTRESS ML-216)' is shown. A note 'N/F OHIO RIVER PARTNERS SHAREHOLDER LLC JPMY 155520860000' is present. A green line segment is at the bottom right.



<div>GENERAL INFORMATION</div> <div>1. THIS SHEET IS INTENDED TO BE PRINTED OUT 22" X 34". 2. LEGEND IS TYPICAL, NOT ALL ITEMS IN LEGEND APPEAR IN DRAWING. ITEMS APPEARING IN DRAWING THAT DO NOT APPEAR IN LEGEND SHALL BE CLEARLY LABELED.</div> <div><div><div>HORIZONTAL SCALE: 1"=50'</div><div>VERTICAL SCALE: 1"=50'</div></div><div><div>50'</div><div>25'</div><div>0'</div></div></div> <div><div>Know what's at stake</div><div>Call 811</div><div>BEFORE YOU DIG</div></div> <div><div>IFB</div><div>ISSUED FOR BIDDING</div><div>DATE: 8/20/19</div></div>		<div>SUMMARY OF MATERIALS</div> <table><thead><tr><th>NO.</th><th>DESCRIPTION</th><th>QTY</th><th>NO.</th><th>DATE</th><th>DESCRIPTION</th><th>BY</th><th>CHK'D</th><th>PROJ. NO.</th><th>ENG. 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OVERHEAD CONVEYANCE-

- UTILIZE EXISTING

UTILITY POLE TO 6747

UTILITY POLES TO BE
RELOCATED AS NEEDED

MANHOLE —

SS GRADING NOTES

SOLS LARGER THAN 4 INCHES IN SIZE, AND MORE THAN TO BE REMOVED AND PROPERLY DISPOSED FROM THE BACKFILL MATERIAL. THE EXCAVATED AREA SHALL BE BACKFILLED WITH THE CLEANED EXCAVATED SOIL MATERIAL AND THE EXCAVATION SHALL BE PROPERLY REFORMED. WHEN SOIL IS SUITABLE FOR COMPACTION (I.E., NOT IMMEDIATELY FOLLOWING A LARGE RAIN, SNOW, OR ICE EVENT), FROZEN FILL SHALL BE USED. IF THE SOIL IS NOT SUITABLE FOR COMPACTION, DEPENDING ON THE RESULTS OF THE SUBGRADE EVALUATION AT THE TIME OF CONSTRUCTION, STABILIZATION OF UNSTABLE OR WET SUBGRADE SHALL BE REQUIRED. STABILIZING MATERIALS MAY BE REQUIRED DURING FILL PLACEMENT.

SUITABLE EXCAVATED MATERIALS TO BE REUSED AS COMPACTION FILLS SHALL BE LIMITED TO 15% OF THE EXCAVATED MATERIALS. THE OPTIMUM MOISTURE CONTENT BEFORE SOIL COMPACTION IS PERFORMED. PLACEMENT OF SOILS WITH MOISTURE CONTENTS GREATER THAN 15% SHALL BE LIMITED TO 10% OF THE EXCAVATED SOILS THAT CLASSIFY AS HIGHLY PLASTIC (I.E. ELASTIC SILL [MH] OR FAT CLAY [CH]) SHOULD BE VERIFIED AND REMOVED. MEASURES SHOULD BE TAKEN TO PREVENT THE POTENTIAL FOR INSTABILITY DURING EXCESSIVE SETTLEMENT.

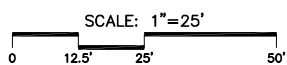
ENGINEERED FILL SHOULD BE BASED ON A STABLE, NEARLY LEVEL SUBGRADE. THE SURFACE OF THE SUBGRADE SHALL BE PREPARED PREVIOUSLY DESCRIBED. COMPACTION EQUIPMENT SHALL CONSIST OF LARGE, SELF-PROPELLED SHEEPSFOOT ROLLERS FOR COHESIVE SOILS, AND ROLLERS WITH TIRE OR GRID PATTERN SHALL BE USED FOR GRANULAR SOILS. ROLLERS ARE NOT PERMITTED FOR THE INITIAL COMPACTION OF SUBGRADE. THE SUBGRADE SHOULD BE COMPACTED TO THE MINIMUM SPECIFICATIONS PRESENTED IN THE TABLE BELOW.

COMPACTION SPECIFICATIONS:			
FILL TYPE	MAXIMUM LOOSE LIFT THICKNESS	COMPACTION REQUIREMENTS	MAXIMUM PARTICLE SIZE
SOIL FILL BELOW THE UPPER FOOT OF PAD/ROAD SUBGRADE	12 INCHES	95% OF ASTM D-698 MOISTURE: 3% ± OF OPTIMUM	6 INCHES
ROCK FILL BELOW THE UPPER FOOT OF THE PAD/ROAD	18 INCHES	NON-MOVEMENT	18 INCHES

5. THE EVALUATION OF COMPACTION SHOULD INCLUDE VISUAL OBSERVATIONS OF LIFT THICKNESS, GRADATION, AND MOISTURE OF THE MATERIAL. COMPACTION SHOULD BE VERIFIED UNDER COMPACTION EQUIPMENT AND PROOF-ROLLING. COMPACTION CAN BE CONTROLLED BY DETERMINING THE MAXIMUM ACHIEVABLE COMPACTION DENSITY AT EACH PASS OF THE ROLLER. TEST STRIPS AND TAKING DENSITY READINGS AFTER EACH PASS OF THE ROLLER, THE DENSITY AT WHICH THERE IS NO INCREASE IN DENSITY (IE. MAXIMUM ACHIEVABLE DENSITY) CAN BE USED FOR COMPACTION CONTROL.
6. DURING THIS HIGH DENSITY COMPACTION, ALL MATERIAL IN THE FILL AREAS, THEY SHOULD NOT BE PLACED ON EMBANKMENT SLOPES, WITHIN THE UPPER THREE FEET OF THE PAD SURFACE, OR UNDER THE PAD. PAD CONSTRUCTION SHOULD BE MONITORED EXTREMELY IMPORTANT FOR ON-SITE OBSERVATION AND TESTING DURING MASS GRADING TO MAKE SURE THAT THE CONTRACTOR IS NOT CONTAMINATING THE PAD MATERIAL. THE CONTRACTOR SHOULD BE EFFECTIVE MANNER, IF NECESSARY, WET SOILS SHALL BE MIXED WITH DRIER SOIL AND/OR LIME.
7. ALL MATERIAL INCLUDING BUT NOT LIMITED TO TOPSOIL, TREE LIMBS, COAL VEINS, SHALL BE COMPLETELY REMOVED FROM THE BACKFILL MATERIAL, PRIOR TO PLACEMENT.
8. THE GEOTECHNICAL/GRAD/DETAILS WILL BE SHOWN IN THE DETAIL DRAWINGS

GENERAL INFORMATION

1. THIS SHEET IS INTENDED TO BE PRINTED OUT 22" X 34".
2. LEGEND IS TYPICAL. NOT ALL ITEMS IN LEGEND APPEAR IN DRAWING. ITEMS APPEARING IN DRAWING THAT DO NOT APPEAR IN LEGEND SHALL BE CLEARLY LABELED.



ISSUED FOR BIDDING

DATE: 8/20/19

SUMMARY OF MATERIALS

[illegible]

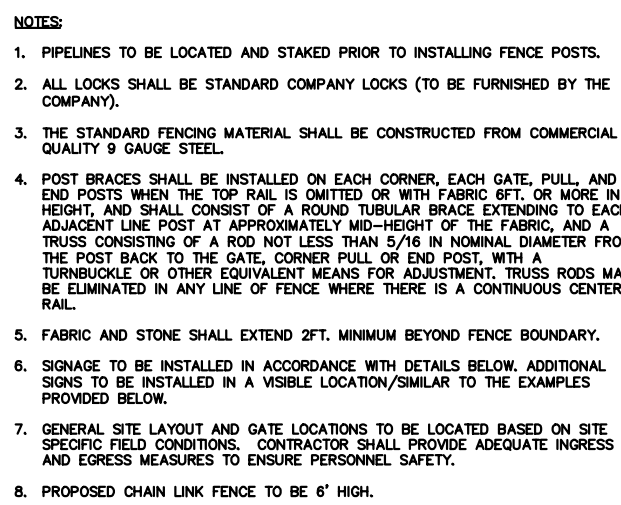
REVISION

[illegible]

EHP418_000
TRAP SITE DETAILS



12" MAINLINE
EQUITRANS MIDSTREAM
OHIO TOWNSHIP, MONROE COUNTY, OH

DATE:	8/20/19	A/E No.:	
SCALE:	AS NOTED	SEGMENT ID:	
DRAWN BY:	JME	SHEET 7 OF 16	
CHECKED BY:	NAK		
PROJECT ENGINEER:	NAK	PROJECT NUMBER:	102502114
PROJECT MANAGER:	NAK		REV. 0



CHAIN LINK FENCE DETAIL
NOT TO SCALE



GENERAL INFORMATION			SUMMARY OF MATERIALS						REVISION							 EHP418_000 FACILITY FENCE & SIGN DETAILS 12" MAINLINE EQUITRANS MIDSTREAM OHIO TOWNSHIP, MONROE COUNTY, OH	
1. THIS SHEET IS INTENDED TO BE PRINTED OUT 22" X 34". 2. LEGEND IS TYPICAL, NOT ALL ITEMS IN LEGEND APPEAR IN DRAWING. ITEMS APPEARING IN DRAWING THAT DO NOT APPEAR IN LEGEND SHALL BE CLEARLY LABELED. <div style="text-align: center;">  IFB ISSUED FOR BIDDING DATE: 8/20/19 </div>																<div style="text-align: right;"> SHEET 8 OF 16 REV. </div>	
			NO.						DATE								
			DESCRIPTION						BY CH'KD. PROJ. ENG. DESIGNED BY NAME PROJECT NUMBER								

This foregoing document was electronically filed with the Public Utilities

Commission of Ohio Docketing Information System on

11/19/2019 3:35:20 PM

in

Case No(s). 19-1742-GA-BLN

Summary: Letter of Notification Attachment J (Part 2b of 3) electronically filed by Mr. Michael J. Settineri on behalf of Long Ridge Energy Generation LLC