

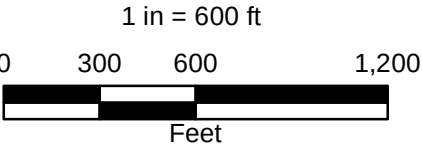


WINDLAB
SYSTEMS

GREENWICH WIND FARM
PRELIMINARY DELIVERY
ROUTE EVALUATION



- Assessment Point of Intrest
- Proposed Turbine
- Tertiary Delivery Route
- == Secondary Delivery Route
- Turbine Access Roads





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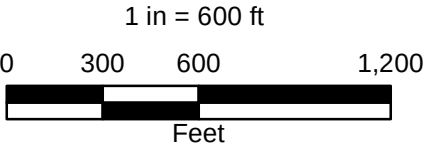


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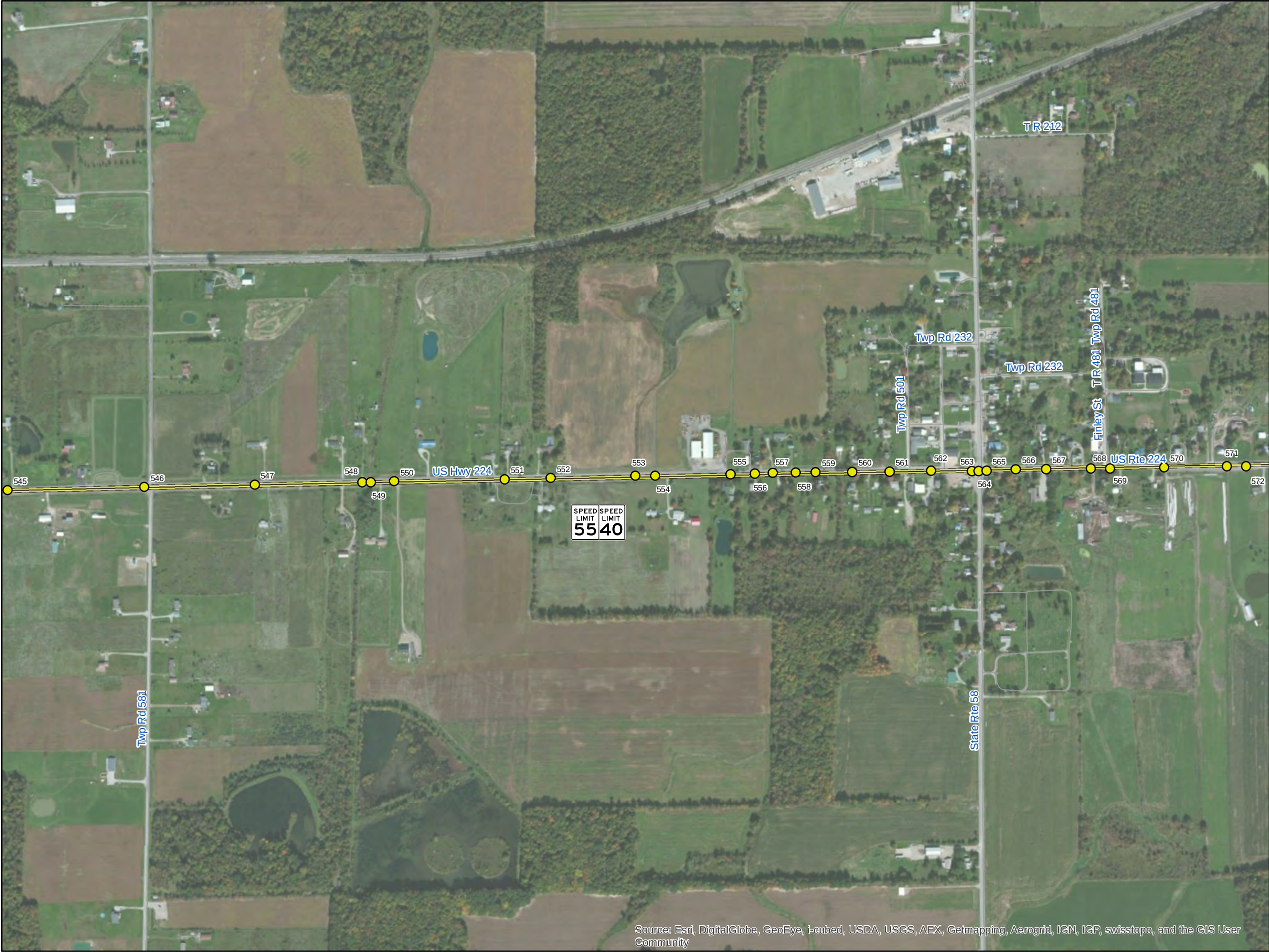


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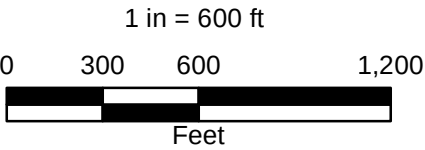


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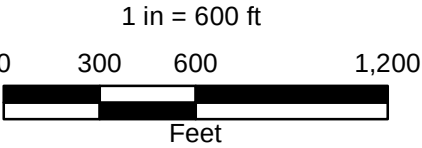


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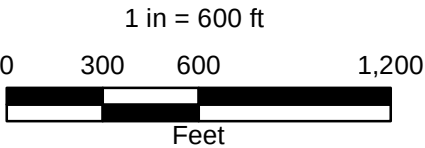


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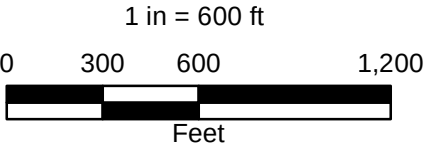


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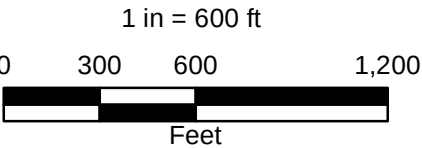


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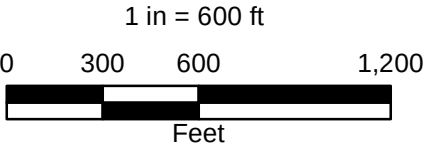


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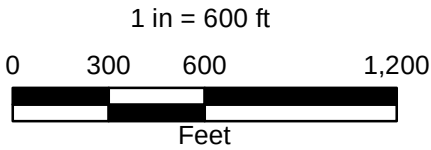


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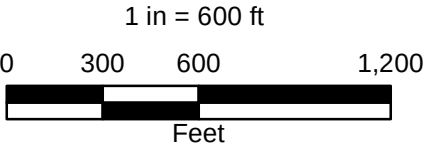


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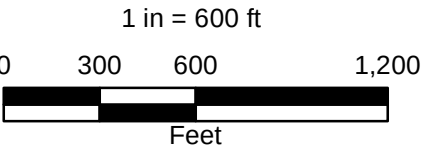


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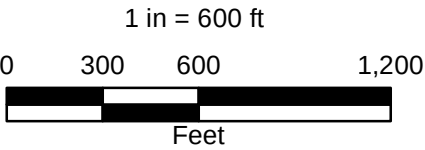


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1 in = 600 ft

03006001,200

Feet

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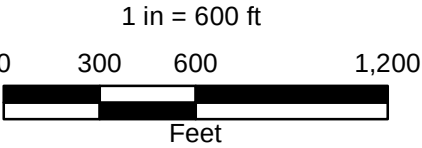


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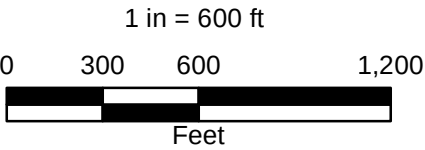


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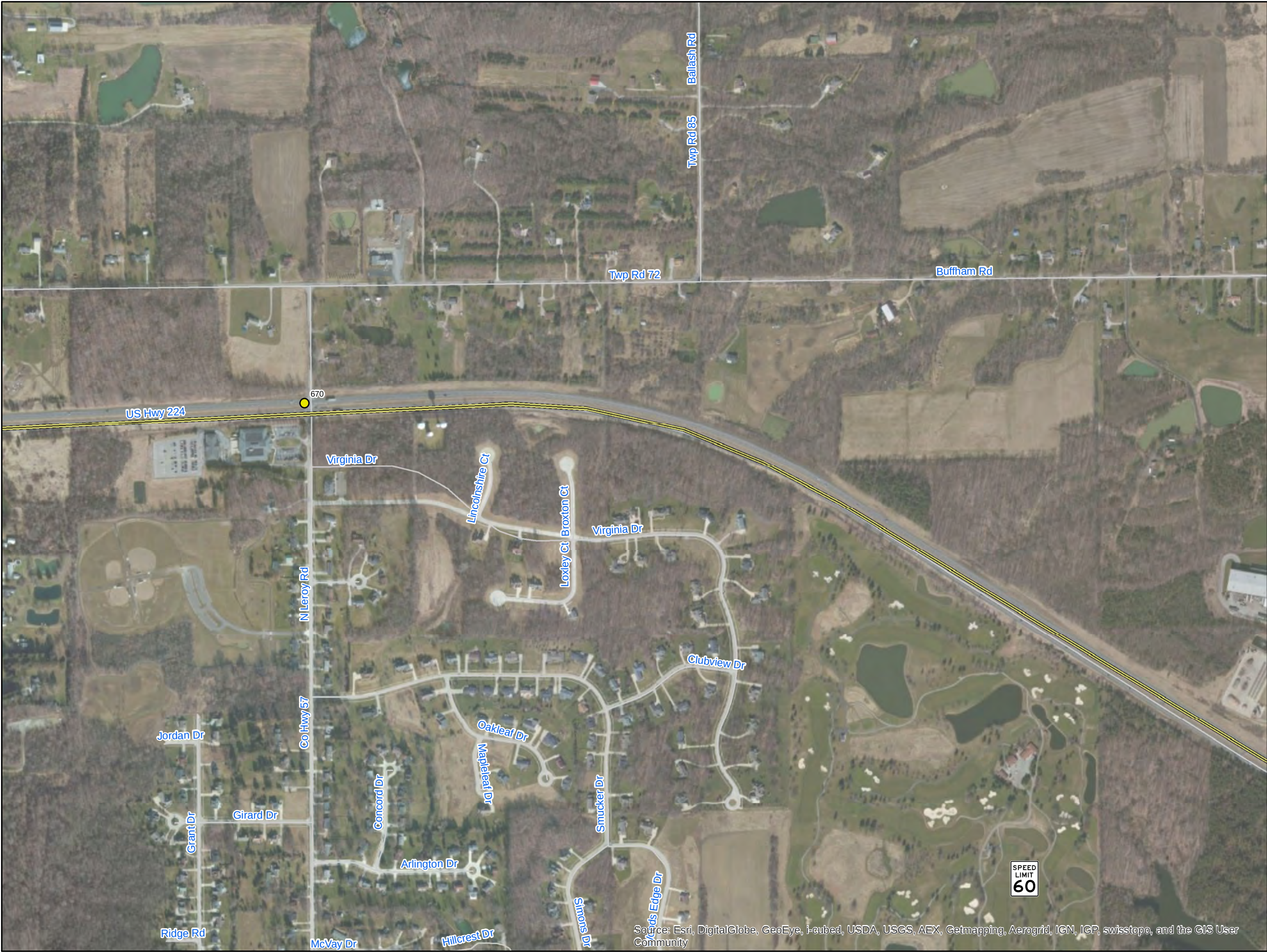
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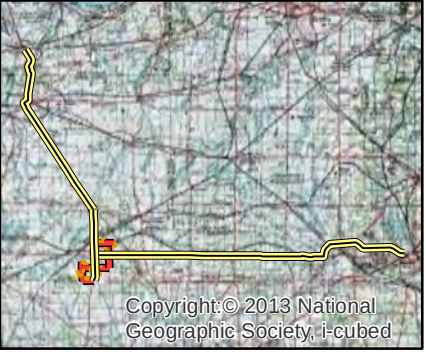


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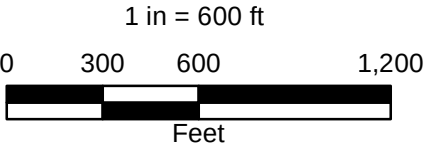


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Table 1: Roadway Inventory and Assessment Matrix

Road Name	Type	Section*	Lane Width	Load Limits	Surface Type	Road Condition	Notes
US Route 250	Secondary	I-71 to SR 13	11-12 feet	Non Found	Asphalt	GOOD	Minor longitudinal and transverse cracking internal to the City of Norwalk
US Route 224	Secondary	I-71 to SR 13	11-12 feet	Non Found	Asphalt	GOOD	Some areas of concrete pavement near Interstate 71
SR 13	Tertiary	01-03	11-12 feet	Non Found	Asphalt	GOOD	Minor longitudinal and transverse cracking
SR 13	Tertiary	03-09	11-12 feet	Non Found	Asphalt	GOOD	Evidence of newer overlay with minor transverse and longitudinal cracking showing through overlay
Alpha Road	Tertiary	01-02	11-12 feet	Non Found	Asphalt/Chip Seal	FAIR	Moderate fatigue cracking along edges. Localized areas of patchwork over potholes and block cracking
Alpha Road	Tertiary	East of 02	11-12 feet	Non Found	Asphalt	V.GOOD / FAIR	New pavement from 02 to railroad tracks. Moderate fatigue cracking along edges east of the railroad tracks.
Nineveh Road	Tertiary	02-04	11-12 feet	Non Found	Asphalt/Chip Seal	FAIR	Minor to moderate fatigue cracking along the edges. Localized area on moderate block cracking.
Nineveh Road	Tertiary	04-07	11-12 feet	Non Found	Asphalt/Chip Seal	FAIR	New chip seal over asphalt. Evidence of moderated block cracking showing through the seal.
Plymouth East Road	Tertiary	07-06	11-12 feet	Non Found	Asphalt/Chip Seal	POOR	Evidence of old chip seal. Areas of moderate to severe block cracking with minor fatigue cracking along edges.
Plymouth East Road	Tertiary	06-05	11-12 feet	Non Found	Asphalt/Chip Seal	FAIR / POOR	Evidence of old chip seal. Areas of marked with paint for proposed patchwork. Moderate to severe block cracking and fatigue cracking along edges.
Rome Greenwich	Tertiary	05-08	11-12 feet	Non Found	Asphalt/Chip Seal	FAIR	New chip seal over asphalt. Evidence of new fatigue cracking showing through the seal.
Baseline Road	Tertiary	08-09	11-12 feet	Non Found	Asphalt/Chip Seal	FAIR	Evidence of old chip seal. Moderate transverse, block, and fatigue cracking
SR 13	Tertiary	03-09	11-12 feet	Non Found	Asphalt	GOOD	Evidence of newer overlay with minor transverse and longitudinal cracking showing through overlay
US Route 224	Tertiary	03-04	11-12 feet	Non Found	Asphalt	GOOD	Newer pavement, Localized areas of longitudinal cracking

*Refer to Preliminary Internal Delivery Routing Map in Appendix D2 for section number references

Table 2: Overhead Obstruction Inventory and Assessment Matrix

ID_	Type	Height	Notes
1A	OVERPASS	15-20'	OHIO TURNPIKE OVERPASS, ±15.1' MEASURED CLEARANCE
1	OVERPASS	15-20'	OHIO TURNPIKE OVERPASS; ±16.5' MEASURED CLEARANCE
2	O.H. WIRE	15-20'	2 WIRES
3	O.H. WIRE	>25'	8 WIRES
4	O.H. WIRE	>25'	4 WIRES
5	O.H. WIRE	15-20'	1 WIRE
6	O.H. WIRE	15-20'	1 WIRE
7	O.H. WIRE	15-20'	1 WIRE
8	O.H. WIRE	20-25'	1 WIRE
9	O.H. WIRE	20-25'	4 WIRES; 1 LOW
10	O.H. WIRE	20-25'	6 WIRES; 2 LOW
11	O.H. WIRE	15-20'	2 WIRES; 1 LOW
12	O.H. WIRE	15-20'	1 WIRE
13	O.H. WIRE	20-25'	4 WIRES
14	O.H. WIRE	20-25'	2 WIRES
15	O.H. WIRE	>25'	5 WIRES
16	TR. SIGNAL	15-20'	1 SIGNAL CROSSING
17	O.H. WIRE	15-20'	3 WIRES
18	O.H. WIRE	>25'	3 WIRES
19	O.H. WIRE	20-25'	4 WIRES; 1 LOW
20	O.H. WIRE	20-25'	4 WIRES
21	O.H. WIRE	20-25'	4 WIRES
22	O.H. WIRE	15-20'	1 WIRE
23	O.H. WIRE	20-25'	2 WIRES; 1 LOW
24	O.H. WIRE	15-20'	3 WIRES
27	O.H. WIRE	20-25'	2 WIRES
28	TR. SIGNAL	15-20'	1 SIGNAL CROSSING
29	O.H. WIRE	20-25'	3 WIRES
30	O.H. WIRE	15-20'	2 WIRES
31	O.H. WIRE	20-25'	1 WIRE
32	O.H. WIRE	20-25'	2 WIRES
33	O.H. WIRE	20-25'	7 WIRES; 1 LOW
34	O.H. WIRE	>25'	1 WIRE
35	T-LINE	>25'	3 WIRES
37	O.H. WIRE	15-20'	4 WIRES; 1 LOW
38	O.H. WIRE	20-25'	1 WIRE
39	O.H. WIRE	15-20'	3 WIRES; ±15' MEASURED CLEARANCE; BETWEEN HOUSE #S 5184 & 5172
40	O.H. WIRE	15-20'	2 WIRES
41	O.H. WIRE	15-20'	2 WIRES
42	O.H. WIRE	15-20'	5 WIRES; 3 LOW
43	O.H. WIRE	15-20'	2 WIRES; 1 LOW
44	O.H. WIRE	15-20'	4 WIRES
45	O.H. WIRE	15-20'	3 WIRES
46	O.H. WIRE	15-20'	4 WIRES; 2 LOW
47	O.H. WIRE	15-20'	7 WIRES; 3 LOW
48	O.H. WIRE	15-20'	3 WIRES; 2 LOW
49	O.H. WIRE	15-20'	MULTIPLE WIRES; 2 LOW

Table 2: Overhead Obstruction Inventory and Assessment Matrix

ID_	Type	Height	Notes
50	O.H. WIRE	<15'	4 WIRES; 3 LOW; ±14.9' MEASURED CLEARANCE
51	O.H. WIRE	15-20'	1 WIRE
52	O.H. WIRE	20-25'	8 WIRES; 5 LOW
53	O.H. WIRE	15-20'	5 WIRES; 1 LOW
54	O.H. WIRE	20-25'	4 WIRES
55	O.H. WIRE	15-20'	2 WIRES
56	O.H. WIRE	15-20'	1 WIRE
57	O.H. WIRE	15-20'	1 WIRE
58	O.H. WIRE	20-25'	6 WIRES; 1 LOW
59	O.H. WIRE	20-25'	6 WIRES; 1 LOW
60	O.H. WIRE	20-25'	1 WIRE
61	TR. SIGNAL	15-20'	1 SIGNAL CROSSING
62	O.H. WIRE	15-20'	4 WIRES; 3 LOW
63	O.H. WIRE	20-25'	1 WIRE
64	O.H. WIRE	15-20'	MULTIPLE; 2 LOW
65	O.H. WIRE	20-25'	5 WIRES; 3 LOW
66	O.H. WIRE	15-20'	2 WIRES; 1 LOW
67	O.H. WIRE	15-20'	4 WIRES; 1 LOW
69	O.H. WIRE	15-20'	5 WIRES; 1 LOW
70	O.H. WIRE	15-20'	2 WIRES
71	O.H. WIRE	20-25'	1 WIRE
72	TR. SIGNAL	15-20'	2 SIGNAL CROSSINGS
73	O.H. WIRE	20-25'	2 WIRES; 1 LOW
74	O.H. WIRE	>25'	4 WIRES
75	O.H. WIRE	15-20'	2 WIRES; 1 LOW
76	TR. SIGNAL	15-20'	MULTIPLE WIRES; 2 SIGNAL CROSSINGS
77	O.H. WIRE	15-20'	4 WIRES; 1 LOW
78	O.H. WIRE	15-20'	5 WIRES; 1 LOW
79	O.H. WIRE	15-20'	2 WIRES; 1 LOW
80	TR. SIGNAL	<15'	1 SIGNAL; ±14.1' MEASURED CLEARANCE UNDER CL TURN SIGNAL
81	O.H. WIRE	15-20'	2 WIRES; 1 LOW
82	O.H. WIRE	15-20'	4 WIRES; 3 LOW
83	O.H. WIRE	15-20'	1 WIRE
84	O.H. WIRE	15-20'	6 WIRES; 1 LOW
85	O.H. WIRE	15-20'	7 WIRES; 1 LOW
86	O.H. WIRE	15-20'	2 WIRES; 1 LOW
87	O.H. WIRE	15-20'	7 WIRES; 3 LOW
88	O.H. WIRE	15-20'	6 WIRES; 4 LOW
89	O.H. WIRE	20-25'	3 WIRES; 2 LOW
90	O.H. WIRE	20-25'	1 WIRE; BUILDING LEAD
91	O.H. WIRE	>25'	1 WIRE
92	O.H. WIRE	>25'	4 WIRES
93	O.H. WIRE	15-20'	1 WIRE
94	O.H. WIRE	20-25'	2 WIRES; 1 LOW
95	O.H. WIRE	15-20'	7 WIRES; 2 LOW
96	O.H. WIRE	15-20'	3 WIRES; 1 LOW
97	O.H. WIRE	15-20'	4 WIRES; 1 LOW

Table 2: Overhead Obstruction Inventory and Assessment Matrix

ID_	Type	Height	Notes
98	TR. SIGNAL	15-20'	MULTIPLE WIRES; 2 LOW SIGNALS; TURNING INTERSECTION
99	O.H. WIRE	20-25'	1 WIRE
100	O.H. WIRE	15-20'	5 WIRES; 2 LOW
101	O.H. WIRE	15-20'	1 WIRE; HOUSE LEAD
102	O.H. WIRE	15-20'	3 WIRES; 1 LOW; $\pm 15.1'$ MEASURED CLEARANCE AT CL OF ROAD; $<15'$ NB LANE
103	O.H. WIRE	15-20'	4 WIRES; 1 LOW
104	O.H. WIRE	15-20'	3 WIRES; HOUSE LEADS
105	O.H. WIRE	15-20'	5 WIRES; 3 LOW
106	O.H. WIRE	20-25'	2 WIRES; HOUSE FEEDS
107	O.H. WIRE	15-20'	7 WIRES; 2 LOW
108	O.H. WIRE	15-20'	1 WIRE
109	O.H. WIRE	15-20'	4 WIRES; 2 LOW
110	O.H. WIRE	15-20'	2 WIRES; 1 LOW
111	O.H. WIRE	15-20'	2 WIRES; 1 LOW
112	O.H. WIRE	$<15'$	5 WIRES; 2 LOW; $\pm 15.2'$ MEASURED CLEARANCE AT CL; $14.7'$ ON NB LANE
113	O.H. WIRE	20-25'	1 WIRE
114	O.H. WIRE	15-20'	1 WIRE
115	O.H. WIRE	15-20'	3 WIRES; 1 LOW
116	O.H. WIRE	15-20'	1 WIRE
117	O.H. WIRE	15-20'	3 WIRES
118	O.H. WIRE	15-20'	2 WIRES
119	O.H. WIRE	15-20'	2 WIRES
120	TR. SIGNAL	15-20'	2 SIGNALS; $\pm 16'$ MEASURED CLEARANCE; TURNING INTERSECTION
121	O.H. WIRE	$>25'$	5 WIRES; 2 LOW
122	O.H. WIRE	15-20'	2 WIRES; 1 LOW
123	O.H. WIRE	15-20'	6 WIRES; 3 LOW
124	O.H. WIRE	$>25'$	4 WIRES
125	O.H. WIRE	20-25'	1 WIRE
126	O.H. WIRE	15-20'	1 WIRE
127	TR. SIGNAL	15-20'	MAST ARM SIGNAL; 1 WIRE; HIGH
128	O.H. WIRE	$>25'$	MULTIPLE WIRES
129	TR. SIGNAL	20-25'	2 FIRE STATION TRAFFIC SIGNALS
130	TR. SIGNAL	15-20'	TRAFFIC SIGNAL; 1 WIRE; LOW
131	TR. SIGNAL	15-20'	2 SIGNAL CROSSINGS
132	TR. SIGNAL	15-20'	1 SIGNAL CROSSING; 3 WIRES
134	O.H. WIRE	20-25'	1 WIRE
136	O.H. WIRE	15-20'	MULTIPLE WIRES; 2 LOW
137	O.H. WIRE	15-20'	4 WIRES; 2 LOW
138	O.H. WIRE	20-25'	5 WIRES; 2 LOW
139	TREE	15-20'	6 TREES OVER SB LANE; $\pm 15'$ MEASURED CLEARANCE
140	O.H. WIRE	$<15'$	4 WIRES; 2 LOW; HOUSE LEAD #96; $\pm 14.8'$ MEASURED CLEARANCE SB LANE
141	O.H. WIRE	$<15'$	5 WIRES; 5 LOW; HOUSE LEAD #92; $\pm 14.8'$ MEASURED CLEARANCE SB LANE
142	O.H. WIRE	$<15'$	2 WIRES; 1 LOW; HOUSE LEAD #102; $\pm 14.6'$ MEASURED CLEARANCE
143	O.H. WIRE	$<15'$	4 TREES OVER SB LANE; $\pm 15'$ MEASURED CLEARANCE
144	O.H. WIRE	15-20'	5 WIRES; 3 LOW
145	O.H. WIRE	15-20'	6 WIRES; 2 LOW
146	TR. SIGNAL	15-20'	1 SIGNAL CROSSING

Table 2: Overhead Obstruction Inventory and Assessment Matrix

ID_	Type	Height	Notes
147	O.H. WIRE	15-20'	3 WIRES; 1 LOW
148	TREE	<15'	3 TREES; SB LANE; ±15' MEASURED CLEARANCE
149	O.H. WIRE	15-20'	5 WIRES; LOW IN SB LANE
150	TREE	15-20'	1 TREE; SB LANE
151	O.H. WIRE	15-20'	2 WIRES; 1 LOW
152	O.H. WIRE	15-20'	4 WIRES; 2 LOW
153	O.H. WIRE	15-20'	3 WIRES; 2 LOW
154	TREE	15-20'	1 TREE; SB LANE
155	O.H. WIRE	15-20'	3 WIRES; 1 LOW
156	O.H. WIRE	15-20'	4 WIRES; 2 LOW
157	TREE	15-20'	1 TREE; SB LANE
158	O.H. WIRE	20-25'	3 WIRES
159	TREE	15-20'	2 TREES; SB LANE
160	O.H. WIRE	15-20'	3 WIRES; 1 LOW
161	O.H. WIRE	15-20'	4 WIRES; 1 LOW; BLIND TAPS
162	O.H. WIRE	15-20'	4 WIRES; 1 LOW
163	O.H. WIRE	15-20'	6 WIRES; 1 LOW
164	O.H. WIRE	15-20'	7 WIRES; 3 LOW
165	O.H. WIRE	15-20'	1 WIRE
166	O.H. WIRE	20-25'	1 WIRE
167	O.H. WIRE	20-25'	1 WIRE
168	O.H. WIRE	15-20'	7 WIRES; 3 LOW
169	TREE	15-20'	2 TREE; SB LANE
170	O.H. WIRE	15-20'	1 WIRE
171	O.H. WIRE	20-25'	3 WIRES; LOW
172	O.H. WIRE	15-20'	3 WIRES; 2 LOW
173	O.H. WIRE	15-20'	7 WIRES; 2 LOW
174	O.H. WIRE	20-25'	1 WIRE; HOUSE LEAD
175	O.H. WIRE	15-20'	MULTIPLE WIRES; 4 LOW
176	O.H. WIRE	15-20'	1 WIRE
177	TR. SIGNAL	15-20'	MAST ARM
178	O.H. WIRE	15-20'	7 WIRES; 3 LOW
179	O.H. WIRE	20-25'	1 WIRE
180	O.H. WIRE	15-20'	5 WIRES; 1 LOW
181	TR. SIGNAL	<15'	1 SIGNAL CROSSING; ±14.8' MEASURED CLEARANCE SB LANE
182	O.H. WIRE	15-20'	1 WIRE
183	O.H. WIRE	20-25'	4 WIRES
184	O.H. WIRE	15-20'	2 WIRES
185	O.H. WIRE	15-20'	5 WIRES; 1 LOW
186	O.H. WIRE	15-20'	MULTIPLE WIRES; 2 LOW
187	TR. SIGNAL	15-20'	1 SIGNAL CROSSING
189	O.H. WIRE	15-20'	1 WIRE
190	O.H. WIRE	20-25'	5 WIRES; 1 LOW
191	O.H. WIRE	20-25'	1 WIRE
194	O.H. WIRE	20-25'	5 WIRES; 1 LOW
195	O.H. WIRE	15-20'	1 WIRE
196	O.H. WIRE	20-25'	1 WIRE

Table 2: Overhead Obstruction Inventory and Assessment Matrix

ID_	Type	Height	Notes
197	TR. SIGNAL	15-20'	3 CROSSINGS
198	O.H. WIRE	15-20'	MULTIPLE WIRES
200	O.H. WIRE	15-20'	1 WIRE
201	O.H. WIRE	20-25'	2 WIRES
202	O.H. WIRE	15-20'	2 WIRES; 1 LOW
203	O.H. WIRE	15-20'	1 WIRE; SAGGING
204	O.H. WIRE	15-20'	6 WIRES; 3 LOW
206	TREE	15-20'	5 TREES; SB LANE
207	O.H. WIRE	20-25'	2 WIRES; 1 LOW
208	O.H. WIRE	20-25'	2 WIRES
210	O.H. WIRE	15-20'	4 WIRES; 2 LOW
211	O.H. WIRE	15-20'	1 WIRE
212	O.H. WIRE	20-25'	2 WIRES
213	O.H. WIRE	15-20'	1 WIRE
214	O.H. WIRE	20-25'	2 WIRES
217	O.H. WIRE	15-20'	2 WIRES; 1 LOW
218	O.H. WIRE	15-20'	2 WIRES; 2 LOW
220	O.H. WIRE	15-20'	1 WIRE
221	O.H. WIRE	15-20'	1 WIRE
222	O.H. WIRE	15-20'	1 WIRE
223	O.H. WIRE	15-20'	1 WIRE
234	O.H. WIRE	15-20'	1 WIRE
235	O.H. WIRE	20-25'	2 WIRES
236	O.H. WIRE	20-25'	1 WIRE
238	O.H. WIRE	15-20'	1 WIRE; LOW
239	O.H. WIRE	15-20'	1 WIRE
240	O.H. WIRE	15-20'	1 WIRE; LOW
241	O.H. WIRE	20-25'	1 WIRE
242	O.H. WIRE	20-25'	1 WIRE
243	O.H. WIRE	20-25'	1 WIRE
244	O.H. WIRE	15-20'	1 WIRE
245	O.H. WIRE	15-20'	1 WIRE
246	O.H. WIRE	20-25'	1 WIRE
247	O.H. WIRE	15-20'	2 WIRES
248	O.H. WIRE	15-20'	1 WIRE
249	O.H. WIRE	15-20'	5 WIRES; 2 LOW
250	O.H. WIRE	15-20'	2 WIRES
251	O.H. WIRE	15-20'	MULTIPLE WIRES; 3 LOW
252	O.H. WIRE	15-20'	3 WIRES; 2 LOW
253	O.H. WIRE	15-20'	1 WIRE
254	O.H. WIRE	15-20'	4 WIRES; 1 LOW
255	O.H. WIRE	15-20'	2 WIRES
256	O.H. WIRE	15-20'	2 WIRES
257	O.H. WIRE	20-25'	3 WIRES
258	O.H. WIRE	20-25'	1 WIRE
259	O.H. WIRE	15-20'	2 WIRES; 1 LOW
261	O.H. WIRE	15-20'	2 WIRES

Table 2: Overhead Obstruction Inventory and Assessment Matrix

ID_	Type	Height	Notes
262	O.H. WIRE	15-20'	1 WIRE
263	O.H. WIRE	>25'	1 WIRE
263B	O.H. WIRE	15-20'	1 WIRE
263C	O.H. WIRE	15-20'	1 WIRE
264	O.H. WIRE	20-25'	1 WIRE
266	O.H. WIRE	20-25'	1 WIRE
269	O.H. WIRE	15-20'	1 WIRE; LOW
270	O.H. WIRE	20-25'	1 WIRE
271	O.H. WIRE	20-25'	2 WIRES
274	O.H. WIRE	15-20'	1 WIRE; 1 WIRE
275	O.H. WIRE	15-20'	1 WIRE
276	O.H. WIRE	20-25'	2 WIRES
277	O.H. WIRE	20-25'	2 WIRES
278	O.H. WIRE	15-20'	2 WIRES
279	O.H. WIRE	20-25'	2 WIRES
280	O.H. WIRE	15-20'	2 WIRES
281	O.H. WIRE	20-25'	4 WIRES
283	O.H. WIRE	15-20'	1 WIRE
284	O.H. WIRE	20-25'	2 WIRES
285	O.H. WIRE	20-25'	1 WIRE
286	O.H. WIRE	>25'	2 WIRES
288	O.H. WIRE	15-20'	3 WIRES
289	O.H. WIRE	15-20'	6 WIRES; 2 LOW
290	O.H. WIRE	15-20'	1 WIRE
291	O.H. WIRE	15-20'	2 WIRES
292	O.H. WIRE	>25'	4 WIRES
293	O.H. WIRE	15-20'	3 WIRES; 1 LOW
294	O.H. WIRE	15-20'	1 WIRE; 2 WIRES; LOW
296	O.H. WIRE	15-20'	1 WIRE; LOW
297	O.H. WIRE	15-20'	1 WIRE; LOW
300	O.H. WIRE	20-25'	1 WIRE
301	O.H. WIRE	20-25'	2 WIRES
303	O.H. WIRE	20-25'	2 WIRES
305	O.H. WIRE	15-20'	2 WIRES; HOUSE LEADS
306	O.H. WIRE	15-20'	1 WIRE
308	O.H. WIRE	15-20'	1 WIRE; LOW
309	O.H. WIRE	15-20'	1 WIRE; LOW
311	O.H. WIRE	15-20'	1 WIRE
312	O.H. WIRE	15-20'	2 WIRES
315	O.H. WIRE	20-25'	1 WIRE; LOW
316	O.H. WIRE	15-20'	2 WIRES
316A	O.H. WIRE	15-20'	2 WIRES
318	O.H. WIRE	15-20'	1 WIRE
319	O.H. WIRE	15-20'	1 WIRE
321	O.H. WIRE	20-25'	2 WIRES
322	O.H. WIRE	>25'	5 WIRES
323	O.H. WIRE	15-20'	5 WIRES

Table 2: Overhead Obstruction Inventory and Assessment Matrix

ID_	Type	Height	Notes
324	O.H. WIRE	20-25'	4 WIRES
326	TR. SIGNAL	15-20'	1 SIGNAL
327	O.H. WIRE	20-25'	2 WIRES
329	O.H. WIRE	20-25'	4 WIRES
330	O.H. WIRE	15-20'	1 WIRE; LOW
330A	O.H. WIRE	15-20'	1 WIRE
332	O.H. WIRE	>25'	4 WIRES; HIGH
333	O.H. WIRE	15-20'	1 WIRE
334	TREE	15-20'	1 TREE; SB LANE
335	O.H. WIRE	20-25'	1 WIRE; LOW
335A	O.H. WIRE	15-20'	1 WIRE
339	O.H. WIRE	20-25'	4 WIRES
341	O.H. WIRE	>25'	2 WIRES; HIGH
341A	O.H. WIRE	15-20'	1 WIRE; PHONE
342	O.H. WIRE	20-25'	2 WIRES
343A	O.H. WIRE	20-25'	1 WIRES
344	O.H. WIRE	20-25'	1 WIRE
345	O.H. WIRE	20-25'	4 WIRES
346	O.H. WIRE	15-20'	1 WIRE; LOW
347A	O.H. WIRE	15-20'	1 WIRE
349	O.H. WIRE	15-20'	1 WIRE
350	O.H. WIRE	20-25'	1 WIRE; LOW
351	O.H. WIRE	>25'	4 WIRES
351A	O.H. WIRE	15-20'	1 WIRE
352	O.H. WIRE	15-20'	2 WIRES; LOW
353	O.H. WIRE	15-20'	1 WIRE; LOW
353A	O.H. WIRE	15-20'	1 WIRE
354	O.H. WIRE	15-20'	1 WIRE; LOW
354B	O.H. WIRE	15-20'	1 WIRE
354C	O.H. WIRE	15-20'	1 WIRE
356	O.H. WIRE	15-20'	1 WIRE; LOW
356B	O.H. WIRE	15-20'	1 WIRE; LOW
356C	O.H. WIRE	20-25'	1 WIRE; LOW
356D	O.H. WIRE	20-25'	1 WIRE; LOW
356F	O.H. WIRE	15-20'	1 WIRE; LOW
356G	O.H. WIRE	15-20'	1 WIRE; LOW
357	O.H. WIRE	15-20'	3 WIRES
359	O.H. WIRE	20-25'	1 WIRE
360	O.H. WIRE	20-25'	1 WIRE
361	O.H. WIRE	20-25'	1 WIRE
363	O.H. WIRE	20-25'	1 WIRE
364	O.H. WIRE	20-25'	1 WIRE
366	O.H. WIRE	20-25'	1 WIRE
368	O.H. WIRE	15-20'	1 WIRE
372	O.H. WIRE	>25'	1 WIRE
373	O.H. WIRE	20-25'	4 WIRES
377	O.H. WIRE	>25'	2 WIRES

Table 2: Overhead Obstruction Inventory and Assessment Matrix

ID_	Type	Height	Notes
379	O.H. WIRE	20-25'	2 WIRES
382	O.H. WIRE	20-25'	5 WIRES
383	O.H. WIRE	20-25'	1 WIRE
384	O.H. WIRE	20-25'	1WIRE
385	O.H. WIRE	15-20'	1 WIRE
388	O.H. WIRE	20-25'	2 WIRES; 1 LOW
390	O.H. WIRE	15-20'	2 WIRES
396	O.H. WIRE	<15'	2 WIRES
398	O.H. WIRE	15-20'	1 WIRE
399	O.H. WIRE	15-20'	1 WIRE
401	O.H. WIRE	15-20'	1 WIRE
401A	O.H. WIRE	15-20'	1 WIRE
401B	O.H. WIRE	15-20'	1 WIRE
402	O.H. WIRE	15-20'	2 WIRES
402A	O.H. WIRE	15-20'	1 WIRE
403	O.H. WIRE	15-20'	1 WIRE
405	O.H. WIRE	20-25'	1 WIRE
406	O.H. WIRE	20-25'	1 WIRE
407	O.H. WIRE	15-20'	1 WIRE
408	O.H. WIRE	20-25'	1 WIRE
409	O.H. WIRE	15-20'	1 WIRE
410A	O.H. WIRE	20-25'	1 WIRE
410B	O.H. WIRE	15-20'	1 WIRE
410C	O.H. WIRE	20-25'	1 WIRE
412	O.H. WIRE	20-25'	1 WIRE
413	O.H. WIRE	20-25'	2 WIRES
414	O.H. WIRE	20-25'	1 WIRE
417	O.H. WIRE	20-25'	1 WIRE
418	O.H. WIRE	20-25'	2 WIRES
421	O.H. WIRE	20-25'	1 WIRE
422	O.H. WIRE	20-25'	2 WIRES
424	O.H. WIRE	20-25'	1 WIRE
425	O.H. WIRE	20-25'	2 WIRES
427	O.H. WIRE	20-25'	2 WIRES
429	O.H. WIRE	20-25'	2 WIRES
430	O.H. WIRE	15-20'	1 WIRE
431	O.H. WIRE	>25'	2 WIRES; HIGH
432	O.H. WIRE	20-25'	1 WIRE; HIGH
434A	O.H. WIRE	15-20'	1 WIRE
436	O.H. WIRE	>25'	2 WIRES; HIGH
437	O.H. WIRE	15-20'	3 WIRES; 1 LOW
438	TR. SIGNAL	15-20'	1 SIGNAL CROSSING
439	O.H. WIRE	15-20'	1 WIRE; LOW
440	O.H. WIRE	15-20'	1 WIRE; LOW
442	O.H. WIRE	20-25'	1 WIRE; SAGGING
443	O.H. WIRE	>25'	3 WIRES; HIGH
443A	O.H. WIRE	15-20'	1 WIRE

Table 2: Overhead Obstruction Inventory and Assessment Matrix

ID_	Type	Height	Notes
446	O.H. WIRE	20-25'	2 WIRES
448	O.H. WIRE	15-20'	MULTIPLE; 3 LOW
449	TR. SIGNAL	15-20'	LOW HANGING
450	O.H. WIRE	15-20'	1 WIRE; LOW; $\pm 18'$ MEASURED CLEARANCE
451	O.H. WIRE	20-25'	2 WIRES; HIGH
452	O.H. WIRE	15-20'	1 WIRE
453	O.H. WIRE	20-25'	2 WIRES
454	O.H. WIRE	15-20'	1 WIRE
455	O.H. WIRE	15-20'	4 WIRES; HIGH
456	O.H. WIRE	20-25'	2 WIRES
457	TREE	>25'	1 TREE; WB LANE
458	O.H. WIRE	15-20'	1 WIRE; LOW
460	O.H. WIRE	15-20'	2 WIRES; HIGH
461	O.H. WIRE	20-25'	1 WIRE
462	O.H. WIRE	15-20'	2 WIRES
463	O.H. WIRE	20-25'	2 WIRES
465	O.H. WIRE	>25'	2 WIRES
466	O.H. WIRE	15-20'	1 WIRE
469	O.H. WIRE	15-20'	1 WIRE; LOW
471	O.H. WIRE	20-25'	2 WIRES
472	O.H. WIRE	20-25'	4 WIRES
473	O.H. WIRE	20-25'	1 WIRE
474	O.H. WIRE	15-20'	2 WIRES
475	O.H. WIRE	20-25'	2 WIRES; HIGH
477	O.H. WIRE	20-25'	1 WIRE
478	O.H. WIRE	15-20'	2 WIRES
479	O.H. WIRE	20-25'	1 WIRE; LOW
480	O.H. WIRE	>25'	2 WIRES; HIGH
481	O.H. WIRE	20-25'	2 WIRE; HIGH
482	O.H. WIRE	>25'	2 WIRES
484	O.H. WIRE	20-25'	2 WIRES
485	O.H. WIRE	15-20'	3 WIRES
487	O.H. WIRE	20-25'	1 WIRE
488	O.H. WIRE	20-25'	1 WIRE
489	O.H. WIRE	>25'	2 WIRES
490	O.H. WIRE	15-20'	1 WIRE; LOW
491	O.H. WIRE	20-25'	1 WIRE
493	O.H. WIRE	20-25'	2 WIRES; HIGH
495	O.H. WIRE	20-25'	2 WIRES; HIGH
496	O.H. WIRE	>25'	2 WIRES; HIGH
497	O.H. WIRE	>25'	1 WIRE; HIGH
498	O.H. WIRE	15-20'	2 WIRES; LOW
499	O.H. WIRE	15-20'	1 WIRE; LOW
500	O.H. WIRE	15-20'	1 WIRE; LOW
501	O.H. WIRE	15-20'	2 WIRES; LOW
502	O.H. WIRE	20-25'	2 WIRES; 1 LOW
504	O.H. WIRE	15-20'	1 WIRE; LOW

Table 2: Overhead Obstruction Inventory and Assessment Matrix

ID_	Type	Height	Notes
505	O.H. WIRE	15-20'	2 WIRES; 1 LOW
506	O.H. WIRE	20-25'	2 WIRES
507	O.H. WIRE	20-25'	1 WIRE
508	O.H. WIRE	20-25'	2 WIRES
509	O.H. WIRE	15-20'	2 WIRES
510	O.H. WIRE	15-20'	2 WIRES
511	O.H. WIRE	15-20'	2 WIRES; 1 LOW
512	O.H. WIRE	20-25'	2 WIRES
513	O.H. WIRE	<15'	3 WIRES; 1 LOW
514	O.H. WIRE	20-25'	2 WIRES
515	O.H. WIRE	15-20'	2 WIRES
516	O.H. WIRE	15-20'	1 WIRE; LOW
518	O.H. WIRE	15-20'	2 WIRES; LOW
520	O.H. WIRE	20-25'	2 WIRES; 1 LOW
522	O.H. WIRE	15-20'	2 WIRES; LOW
523	O.H. WIRE	15-20'	2 WIRES
525	O.H. WIRE	>25'	3 WIRES; HIGH
526	O.H. WIRE	15-20'	1 WIRE; LOW
527	O.H. WIRE	15-20'	1 WIRE
528	O.H. WIRE	15-20'	1 WIRE; LOW
529	O.H. WIRE	>25'	TRANSMISSION; HIGH
532	O.H. WIRE	>25'	2 WIRES; HIGH
533	O.H. WIRE	15-20'	2 WIRES; 1 LOW
534	O.H. WIRE	20-25'	4 WIRES; HIGH
535	O.H. WIRE	15-20'	2 WIRES; 1 LOW
536	O.H. WIRE	20-25'	2 WIRES; HIGH
537	O.H. WIRE	15-20'	1 WIRE; LOW
539	O.H. WIRE	15-20'	3 WIRES; 1 LOW
540	O.H. WIRE	20-25'	1 WIRE; 1 WIRE
544	O.H. WIRE	>25'	1 WIRE; HIGH
546	O.H. WIRE	20-25'	4 WIRES; 1 LOW
547	O.H. WIRE	15-20'	2 WIRES; 1 LOW
548	O.H. WIRE	15-20'	3 WIRES; 1 LOW
550	O.H. WIRE	15-20'	1 WIRE
550A	O.H. WIRE	15-20'	3 WIRES
551	O.H. WIRE	20-25'	2 WIRES
552	O.H. WIRE	15-20'	2 WIRES; 1 LOW
554	O.H. WIRE	15-20'	1 WIRE
555	O.H. WIRE	20-25'	6 WIRES; 2 LOW
556	O.H. WIRE	15-20'	2 WIRES; 1 LOW
557	O.H. WIRE	15-20'	2 WIRES; LOW
558	O.H. WIRE	20-25'	2 WIRES
559	O.H. WIRE	15-20'	2 WIRES; LOW
560	O.H. WIRE	20-25'	3 WIRES; 2 LOW
561	O.H. WIRE	15-20'	2 WIRES; 1 LOW
562	O.H. WIRE	15-20'	1 WIRE; LOW
563	O.H. WIRE	15-20'	3 WIRES; 1 LOW

Table 2: Overhead Obstruction Inventory and Assessment Matrix

ID_	Type	Height	Notes
564	TR. SIGNAL	<15'	1 SIGNAL CROSSING
565	O.H. WIRE	15-20'	2 WIRES; LOW
567	O.H. WIRE	20-25'	1 WIRE
568	O.H. WIRE	>25'	2 WIRES
569	O.H. WIRE	15-20'	2 WIRE; 1 LOW
570	O.H. WIRE	15-20'	3 WIRES; 1 LOW
571	O.H. WIRE	20-25'	2 WIRES
572	O.H. WIRE	15-20'	2 WIRES; LOW
573	O.H. WIRE	15-20'	2 WIRES; LOW
574	O.H. WIRE	15-20'	2 WIRES; LOW HANGING
575	O.H. WIRE	15-20'	1 WIRE; LOW HANGING
576	O.H. WIRE	15-20'	2 WIRES; LOW HANGING
577	O.H. WIRE	15-20'	2 WIRES; LOW HANGING
578	O.H. WIRE	15-20'	1 WIRE; LOW HANGING
579	O.H. WIRE	15-20'	1 WIRE; LOW HANGING
580	O.H. WIRE	15-20'	3 WIRES
582	O.H. WIRE	15-20'	2 WIRES
583	O.H. WIRE	15-20'	1 WIRE
584	O.H. WIRE	15-20'	5 WIRES
585	O.H. WIRE	15-20'	1 WIRE; LOW HANGING
587	O.H. WIRE	20-25'	2 WIRES
588	O.H. WIRE	20-25'	2 WIRES
589	O.H. WIRE	20-25'	3 WIRES
591	O.H. WIRE	15-20'	1 WIRE; LOW HANGING
592	O.H. WIRE	15-20'	1 WIRE; LOW HANGING
593	O.H. WIRE	15-20'	1 WIRE; LOW HANGING
594	O.H. WIRE	15-20'	2 WIRES; LOW HANGING
595	O.H. WIRE	15-20'	1 WIRE; LOW HANGING
596	O.H. WIRE	15-20'	1 WIRE; LOW HANGING
599	O.H. WIRE	15-20'	1 WIRE; LOW HANGING
602	O.H. WIRE	15-20'	1 WIRE; LOW HANGING
603	O.H. WIRE	15-20'	1 WIRE; LOW HANGING
605	O.H. WIRE	15-20'	1 WIRE; LOW HANGING
607	O.H. WIRE	15-20'	1 WIRE; LOW HANGING
608	O.H. WIRE	15-20'	2 WIRES
610	O.H. WIRE	20-25'	1 WIRE
611	O.H. WIRE	15-20'	4 WIRE; 1 LOW
612	O.H. WIRE	15-20'	1 WIRE; LOW HANGING
614	O.H. WIRE	15-20'	6 WIRES; 3 LOW
616	O.H. WIRE	15-20'	1 WIRE; LOW HANGING
618	O.H. WIRE	20-25'	2 WIRES
619	O.H. WIRE	20-25'	2 WIRES
621	O.H. WIRE	15-20'	1 WIRE; LOW HANGING
624	O.H. WIRE	15-20'	1 WIRE; 1 WIRE
625	O.H. WIRE	15-20'	5 WIRES; 2 LOW
626	O.H. WIRE	20-25'	1 WIRE
627	O.H. WIRE	15-20'	2 WIRES; LOW HANGING

Table 2: Overhead Obstruction Inventory and Assessment Matrix

ID_	Type	Height	Notes
628	O.H. WIRE	15-20'	1 WIRE; LOW HANGING
629	O.H. WIRE	15-20'	1 WIRE; LOW HANGING
630	O.H. WIRE	20-25'	2 WIRES; 1 LOW
633	O.H. WIRE	15-20'	MULTIPLE; LOW HANGING
635	O.H. WIRE	15-20'	1 WIRE; LOW HANGING
637	O.H. WIRE	15-20'	2 WIRES; LOW HANGING
639	O.H. WIRE	15-20'	1 WIRE; LOW HANGING
641	O.H. WIRE	15-20'	1 WIRE; LOW HANGING
642	O.H. WIRE	15-20'	1 WIRE; LOW HANGING
644	O.H. WIRE	15-20'	1 WIRE; LOW HANGING
646	OVERPASS	15-20'	RAILROAD OVERPASS; 2 TRACKS
647	NAV. SIGN	15-20'	
648	NAV. SIGN	15-20'	
650	OVERPASS	15-20'	RAILROAD BRIDGE OVERPASS
651	NAV. SIGN	15-20'	
653	O.H. WIRE	15-20'	1 WIRE; LOW HANGING
654	O.H. WIRE	15-20'	1 WIRE
658	OVERPASS	15-20'	AVON LAKE ROAD BRIDGE OVERPASS
660	O.H. WIRE	15-20'	2 WIRES
661	O.H. WIRE	15-20'	3 WIRES
663	OVERPASS	15-20'	EXIT RAMP BRIDGE OVERPASS
664	NAV. SIGN	15-20'	
665	O.H. WIRE	15-20'	1 WIRE; LOW HANGING
667	TR. SIGNAL	15-20'	1 SIGNAL CROSSING; 1 WIRE
669	O.H. WIRE	15-20'	5 WIRES
670	O.H. WIRE	20-25'	6 WIRES
671	TR. SIGNAL	15-20'	2 SIGNALS
672	NAV. SIGN	20-25'	
674	OVERPASS	15-20'	EXIT RAMP OVERPASS BRIDGE
675	NAV. SIGN	15-20'	
677	OVERPASS	15-20'	EXIT RAMP OVERPASS BRIDGE
678	O.H. WIRE	15-20'	10 WIRES; 4 LOW
679	O.H. WIRE	15-20'	9 WIRES; 3 LOW

RED indicates potential areas of concern

Table 3: Crossing Inventory and Assessment Matrix

ID_	Type	Cover	Condition	Notes
25	BRIDGE	N/A	V.GOOD	±30' OVERPASS; ±200' SPAN
26	CULVERT	>8'	V.GOOD	±14'X12' BOX CULVERT W/ WING WALLS
36	BRIDGE	N/A	V.GOOD	±50' OVERPASS; ±250' SPAN
68	CULVERT	5-8'	GOOD	±10'X15' BOX COLVERT
133	RAILROAD	N/A	N/A	1 TRACK; OWNER COMPANY UNKNOWN; 1 MAST ARM; 1 WIRE LOW
135	CULVERT	2-5'	N/A	±17'x12' BOX CULVERT W/ HEADWALL
188	BRIDGE	N/A	GOOD	20' OVERPASS; US 20; ±220'SPAN
192	BRIDGE	N/A	GOOD	8' OVERPASS; ±35' SPAN
193	BRIDGE	N/A	GOOD	5' OVERPASS; ±38' SPAN
199	CULVERT	5-8'	FAIR	36" RCP
199A	CULVERT	2-5'	FAIR	30" RCP; FULL OF DEBRIS
200A	CULVERT	N/A	N/A	UNABLE TO LOCATE
205	CULVERT	2-5'	FAIR	±8'X4' BOX CULVERT W/ HEADWALLS
209	CULVERT	2-5'	FAIR	24" RCP W/ HEADWALLS
213A	CULVERT	2-5'	FAIR	36" RCP EAST SIDE; 36" HDPE WEST SIDE
215	CULVERT	>8'	FAIR	5' DIA. RCP
216	BRIDGE	N/A	GOOD	8' OVERPASS; ±45' SPAN
219	CULVERT	2-5'	GOOD	3 SIDED BOX CULVERT
221A	CULVERT	2-5'	POOR	1 WIRE
237	CULVERT	0-2'	GOOD	BOX CULVERT
260	CULVERT	2-5'	GOOD	BOX CULVERT
263A	CULVERT	2-5'	GOOD	CMP
265	CULVERT	2-5'	FAIR	36" RCP; MINOR CRACKING AT ENDS
267	CULVERT	2-5'	GOOD	RCP
268	CULVERT	0-2'	V.GOOD	BOX CULVERT W/ WING WALLS
272	CULVERT	0-2'	FAIR	BOX CULVERT; CONCRETE
272A	CULVERT	2-5'	GOOD	CONCRETE
273	BRIDGE	N/A	GOOD	8' OVERPASS; 18' SPAN
282	CULVERT	2-5'	GOOD	BOX CULVERT W/ HEADWALLS
283A	CULVERT	2-5'	V.GOOD	HDPE
287	CULVERT	5-8'	GOOD	BOX CULVERT W/ HEADWALLS
295	CULVERT	>8'	GOOD	DOUBLE CULVERT; 12" HDPE
298	CULVERT	>8'	GOOD	12" HDPE
299	CULVERT	2-5'	FAIR	60" CMP; HALF FULL OF SEDIMENT
300A	CULVERT	2-5'	POOR	CONC. BOX CULVERT; OLD
302	BRIDGE	N/A	FAIR	±14' OVERPASS; ±110' SPAN
304	CULVERT	2-5'	GOOD	36" CMP
307	CULVERT	N/A	N/A	UNABLE TO LOCATE
310	CULVERT	0-2'	GOOD	48" CMP; MINOR SIGNS OF RUSTING
313	CULVERT	5-8'	GOOD	BOX CULVERT; CONCRETE
314	RAILROAD	N/A	N/A	2 TRACKS; CSX OWNER (1-800-232-0144); CROSSING ID#518485H; QI 52.70
317	CULVERT	0-2'	V.GOOD	±12'X6' BOX CULVERT
320	RAILROAD	N/A	N/A	2 TRACKS; CSX OWNER (1-800-232-0144); ID#142117A; BC191.23; BUMP
321	BRIDGE	N/A	GOOD	±5' OVERPASS; ±14' SPAN
325	CULVERT	2-5'	V.GOOD	±10'X6' ELIPSE & 24" CMP W/ HEADWALLS
328	CULVERT	2-5'	FAIR	2x ±8'X4' CMP-ARCH CULVERT
331	CULVERT	2-5'	FAIR	24" RCP W/ HEADWALLS
336	CULVERT	2-5'	FAIR	24" RCP
337	PIPELINE	N/A	N/A	MARKER #54; SUNOCO OWNER
338	CULVERT	2-5'	FAIR	±6'X4' ARCH CMP

Table 3: Crossing Inventory and Assessment Matrix

ID_	Type	Cover	Condition	Notes
340	CULVERT	2-5'	FAIR	18" RCP
343	CULVERT	2-5'	FAIR	8' CMP
347	CULVERT	2-5'	FAIR	12" HDPE; SLIGHT DEFLECTION
348	CULVERT	0-2'	FAIR	12" HDPE; CB ON SOUTH SIDE OF ROAD
354A	CULVERT	2-5'	GOOD	12" HDPE
355	BRIDGE	N/A	GOOD	±30' SPAN
356A	CULVERT	2-5'	GOOD	18" CMP W/ CATCH BASIN STR. ON SOUTH SIDE
356E	CULVERT	N/A	POOR	12" CONCRETE
358	BRIDGE	N/A	FAIR	±8' OVERPASS; ±15' SPAN
362	CULVERT	2-5'	V.GOOD	8'x4' BOX CULVERT
365	CULVERT	2-5'	GOOD	±12'x9' BOX CULVERT; OLD BUT IN GOOD SHAPE
367	CULVERT	0-2'	V.GOOD	±10'x4' BOX CULVERT
369	CULVERT	2-5'	GOOD	12" HDPE
370	CULVERT	2-5'	POOR	12" HDPE CB ON SOUTH SIDE
371	CULVERT	0-2'	GOOD	±12'x6' BOX CULVERT
374	CULVERT	0-2'	POOR	±4.5'x3' BOX CULVERT; PATCH ON ROAD
375	CULVERT	2-5'	FAIR	15" STEEL PIPE & 8" PVC
376	CULVERT	0-2'	V.GOOD	30" HDPE; NEW PATCH ON ROAD
378	CULVERT	0-2'	POOR	11'x6' BOX CULVERT
380	CULVERT	0-2'	V.GOOD	30" HDPE; NEW PIPE
381	PIPELINE	N/A	N/A	SUNOCO PETROLIUM PIPELINE
386	CULVERT	2-5'	GOOD	24" STEEL PIPE
387	BRIDGE	N/A	FAIR	±5' OVERPASS; ±13' SPAN
387A	CULVERT	2-5'	FAIR	15" STEEL
388A	CULVERT	2-5'	POOR	8" VCP
389	CULVERT	2-5'	GOOD	15" HDPE
391	RAILROAD	N/A	N/A	2 TRACKS; CSX OWNER; 2 CULVERTS ALONG TRACK 24"N / 36"S
392	CULVERT	2-5'	GOOD	12" HDPE
393	RAILROAD	N/A	N/A	2 TRACKS; CSX OWNER; SMALL GRADE DIP ON WEST SIDE
394	CULVERT	2-5'	POOR	±5'x3' CMP-ARCH PIPE; STARTING TO DEFLECT AND RUST OUT
395	CULVERT	2-5'	GOOD	15" HDPE
397	CULVERT	0-2'	POOR	6" DIA. STEEL ROUTED PIPE; PATCHES OF RUST
400	CULVERT	0-2'	GOOD	±8'x4' BOX CULVERT; SLIGHT DIMPLING IN PAVEMENT @ CULVERT
404	CULVERT	0-2'	POOR	24" STEEL PIPE; RUSTING AWAY
410	BRIDGE	N/A	GOOD	±10' OVERPASS; ±20' SPAN
411	CULVERT	2-5'	FAIR	4.5' DIA. RCP; TRANSVERSE CRACKING AT CULVERT
415	CULVERT	2-5'	FAIR	30" RCP
416	CULVERT	2-5'	GOOD	4.5' RCP
419	CULVERT	2-5'	FAIR	12" RCP
420	CULVERT	2-5'	FAIR	12" VCP W/ CATCH BASIN ON NORTH SIDE
423	BRIDGE	N/A	GOOD	±7' OVERPASS; ±30' SPAN
426	CULVERT	2-5'	FAIR	30" RCP; HALF FULL OF SEDIMENT
428	CULVERT	2-5'	FAIR	24" RCP; PIPE SEPERATED ON NORTH END
433	CULVERT	2-5'	GOOD	LARGE CMP
434	CULVERT	5-8'	GOOD	CONCRETE
435	BRIDGE	N/A	V.GOOD	±44' SPAN
441	BRIDGE	N/A	GOOD	125' WIDE
444	CULVERT	5-8'	V.GOOD	HDPE
445	CULVERT	5-8'	V.GOOD	HDPE
447	CULVERT	2-5'	GOOD	CONCRETE

Table 3: Crossing Inventory and Assessment Matrix

ID_	Type	Cover	Condition	Notes
459	CULVERT	N/A	N/A	UNABLE TO LOCATE
464	CULVERT	0-2'	FAIR	BOX CULVERT W/ WINGWALLS
467	CULVERT	0-2'	V.GOOD	BOX CULVERT
468	BRIDGE	N/A	V.GOOD	±8' OVERPASS; ±75' SPAN
470	BRIDGE	N/A	GOOD	±15' OVERPASS; ±100' SPAN
476	CULVERT	2-5'	GOOD	BOX CULVERT W/ HEADWALLS
483	CULVERT	2-5'	FAIR	CONCRETE
486	CULVERT	2-5'	GOOD	DOUBLE CULVERT; HDPE
492	CULVERT	2-5'	GOOD	DOUBLE HDPE; ON CONCRETE COLLAR
494	CULVERT	2-5'	GOOD	HDPE
503	CULVERT	2-5'	GOOD	CMP
517	CULVERT	2-5'	FAIR	LARGE; CONCRETE
519	CULVERT	2-5'	V.GOOD	NEW, CMP
521	CULVERT	2-5'	GOOD	CULVERT FOR CAUSEWAY, RCP
524	CULVERT	2-5'	V.GOOD	NEW; HDPE
530	CULVERT	2-5'	FAIR	CMP
531	CULVERT	2-5'	POOR	DOUBLE CMP; OLD; MODERATE RUST DAMAGE
538	CULVERT	2-5'	V.GOOD	DOUBLE HDPE; NEW
541	CULVERT	2-5'	FAIR	CMP
542	CULVERT	2-5'	FAIR	CMP NORTH SIDE; NEW HDPE ON SOUTH
543	CULVERT	0-2'	GOOD	DOUBLE HDPE; MINOR CRACKING IN CONC. HEADWALLS
545	CULVERT	2-5'	FAIR	CMP ON NORTH; NEW HDPE ON SOUTH
549	CULVERT	2-5'	V.GOOD	DOUBLE HDPE; NEW
553	CULVERT	2-5'	V.GOOD	NEW BOX CULVERT
566	CULVERT	2-5'	GOOD	DOUBLE RCP
578A	CULVERT	5-8'	GOOD	HDPE
581	CULVERT	5-8'	GOOD	BOX CULVERT W/ WINGWALL
586	CULVERT	2-5'	GOOD	HDPE
590	CULVERT	2-5'	FAIR	HDPE
597	CULVERT	2-5'	FAIR	HDPE W/ RIP-RAP
598	CULVERT	N/A	N/A	UNABLE TO LOCATE
600	CULVERT	2-5'	GOOD	HDPE W/ CONC. COLLAR
601	CULVERT	0-2'	GOOD	LARGE CULVERT
604	CULVERT	2-5'	POOR	CMP; CONCRETE COLLAR CRACKED; MODERATE SIGNS OF RUST
606	CULVERT	2-5'	GOOD	DOUBLE CULVERT; CONC. HEADWALLS; HDPE
609	CULVERT	5-8'	FAIR	24" RCP
613	CULVERT	2-5'	FAIR	CONCRETE
615	CULVERT	2-5'	FAIR	CONCRETE
617	CULVERT	2-5'	FAIR	CONCRETE
620	CULVERT	2-5'	GOOD	BOX CULVERT WITH HEAD WALLS
622	CULVERT	2-5'	GOOD	12" RCP
623	CULVERT	2-5'	GOOD	BOX CULVERT
631	CULVERT	2-5'	FAIR	72" CMP
632	CULVERT	2-5'	GOOD	CULVERT W/ CONCRETE HEADWALLS
634	CULVERT	2-5'	GOOD	HDPE
636	BRIDGE	N/A	GOOD	±18' OVERPASS; ±110' SPAN
638	CULVERT	>8'	V.GOOD	NEW; 36" RCP
639A	CULVERT	>8'	POOR	CONCRETE WITH CATCH BASIN ON NORTH SIDE OF ROAD
640	CULVERT	>8'	GOOD	CONCRETE
643	CULVERT	0-2'	GOOD	NEW BOX CULVERT W/ HEADWALLS

Table 3: Crossing Inventory and Assessment Matrix

ID_	Type	Cover	Condition	Notes
645	CULVERT	>8'	GOOD	24" RCP
649	CULVERT	5-8'	FAIR	CONCRETE
652	BRIDGE	N/A	GOOD	17' OVERPASS; 160' SPAN
655	CULVERT	2-5'	GOOD	12" CMP
656	CULVERT	>8'	GOOD	36" CMP
657	BRIDGE	N/A	GOOD	
657A	CULVERT	>8'	POOR	CMP
659	BRIDGE	N/A	GOOD	21' OVERPASS; 160' SPAN
662	CULVERT	>8'	FAIR	+10 FT COVER
666	CULVERT	>8'	FAIR	LARGE (+10 FT COVER)
668	BRIDGE	N/A	GOOD	23' OVERPASS; 170' SPAN
673	CULVERT	2-5'	GOOD	BOX CULVERT WITH HEADWALLS
676	CULVERT	0-2'	GOOD	BOX CULVERT W/ HEAD WALLS

RED indicates potential areas of concern

Selected Limitation Assessment Site Photos
Refers to Point of Interest ID# in C1-C4



POI ID#320: Looking North



POI ID#320: Looking South

Selected Limitation Assessment Site Photos
Refers to Point of Interest ID# in C1-C4



POI ID#391: Looking North



POI ID#391: Looking South

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in

Case No(s). 13-0990-EL-BGN

Summary: Application of 6011 Greenwich Windpark, LLC – Exhibit E (Part 3 of 5)
electronically filed by Teresa Orahod on behalf of Sally Bloomfield