

DESIGN DESIGNATION	
Current A.D.T. (1984)	= 1370
Design Year ADT (2004)	= 3232
D.H.V.	= 485
D.	= 60%
T.	= 5%
V.	= 30 M.P.H.

MICROFILMED
NOV 16 1990

MICROFILMED
NOV 16 1990

STATE OF OHIO
DEPARTMENT OF TRANSPORTATION

HAS-800-3.26
FREEPORT TOWNSHIP
HARRISON COUNTY

HAS-800-3.26

OHIO

FHWA
REGION 5

FEDERAL
PROJECT

1
27

BHZ 3402 (1)

BHZ 3402 (1)

CONVENTIONAL SIGNS

County Line	-----	Limited Access (only)	-----	LA
Township Line	-----	Right of Way (only)	-----	RW
Section Line	-----	Limited Access & Right of Way	-----	LA & RW
Corporation Line	----- or -----	Existing Right of Way	-----	
Fence Line (existing)	-x-x- (proposed) -x-x-	Property Line	----- (in existing fence) -x-x-	
Center Line	352 ----- 353	Railroad	----- or -----	
Trees, Stumps, (to be removed)	⊗ ⊗ ⊗	Guardrail (existing)	o-o-o (proposed) o-o-o	
Utility Poles: Telephone ⌀, Power ⌀, Light ⌀.				

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Structures Over 20' Span	-----	13-25
Right Of Way	-----	26 & 27

LINE DATA

Begin Project	-----	493+93.75
End Project	-----	495+75.89
Net Length Of Project	-----	182.14 L.F. or 0.034 mi.

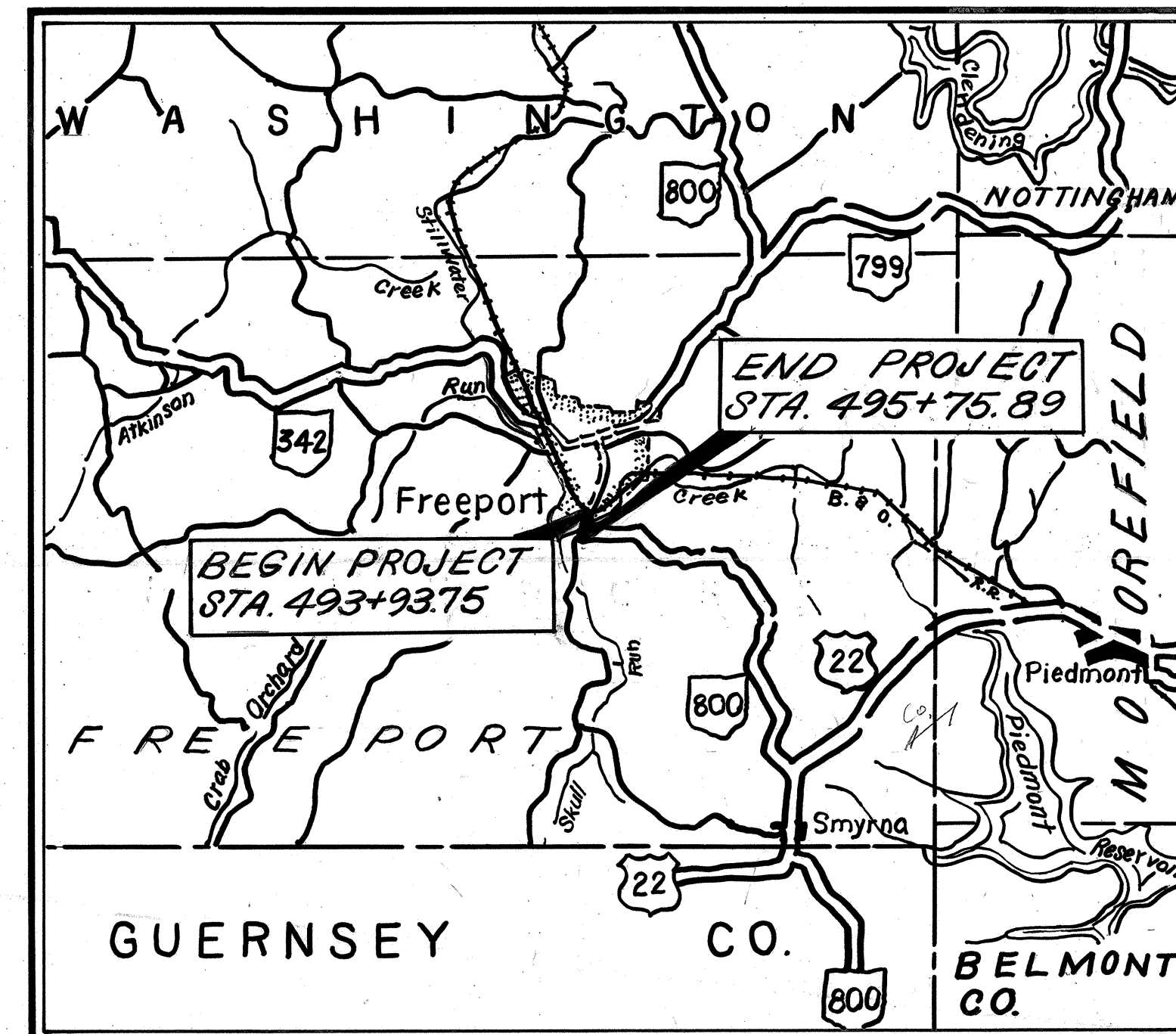
Begin Work	-----	492+45
End Work	-----	497+85
Net Length Of Work	-----	540.00 Lin. Ft. or 0.102 mi.

UNDERGROUND UTILITIES

48 HOURS
BEFORE YOU DIG

Call 800-362-2764 (Toll free)
OHIO UTILITIES PROTECTION SERVICE

NON-MEMBERS
MUST BE CALLED DIRECTLY



LOCATION MAP



Portion to be improved. _____
State & Federal Routes _____
Other Roads _____

SCALES

Plan _____ 0' 50' 100'
Profile: _____ Horizontal 0' 50' 100' Vertical 0' 10' 20'
Cross Section: Horizontal 0' 10' 20' Vertical 0' 10' 20'

SUPPLEMENTAL SPECIFICATIONS	
836	3-12-75
824	10-8-82
849	10-19-81
847	10-17-83
861	9-9-83
947	10-17-83
961	9-9-83

Approved _____
Date 3/14/85 District Deputy Director of Transportation

Approved _____
Date 3-29-85 Engineer, Bureau of Bridges and Structural Design

Approved _____
Date 6-24-85 Chief Engineer, Planning and Design

Approved _____
Date 6-24-85 Director, Department of Transportation

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED:

DIVISION ADMINISTRATOR

DATE

Plan Prepared By:

District No 11
OHIO DEPARTMENT
OF TRANSPORTATION

Project: HAS-800- 3.26

Date of Letting 19____, Contract No. _____

SEAL

SUPPLEMENTAL PRINTS OF STANDARD CONSTRUCTION DRAWINGS			
BP-5	1-11-85		
GR-1	1-11-85		
GR-2B	2-5-82		
GR-3	1-21-85		
GR-4	2-5-82		
GR-4A	1-30-84		
MC-9A	1-11-85		
AS-1-81	11-27-81		
DBR-2-73	4-10-73		
EXJ-2-81	4-2-84		
SD-1-69	6-12-69		

TYPICAL SECTION

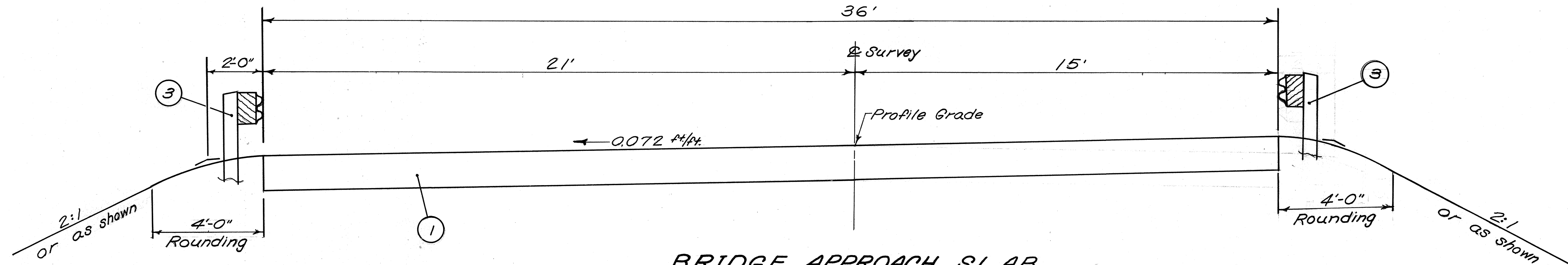
QUANTITIES	
Calc. Date	Chk'd. Date
A.L.F. 2/11/85	JNM 2/13/85

FHWA REGION	STATE	PROJECT
5	OHIO	

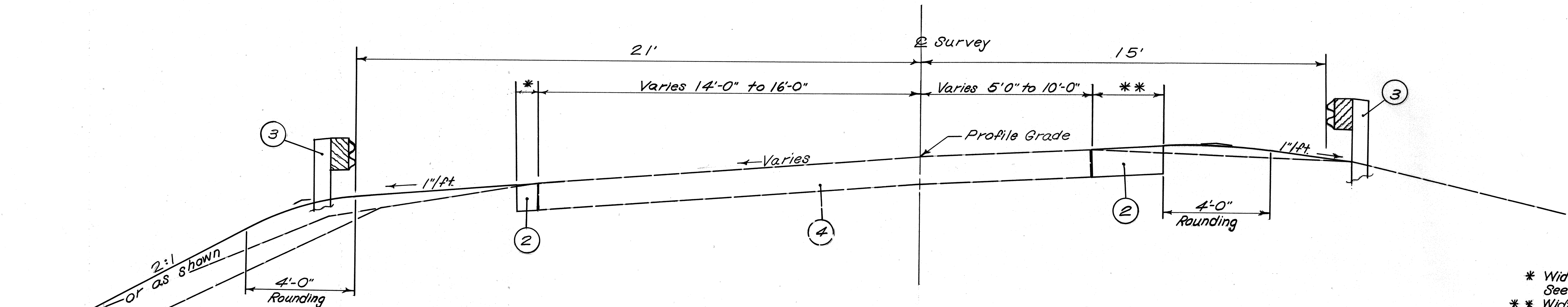
2
27

HAS-800-3.26

Scale In Feet: 0' 2' 4'



BRIDGE APPROACH SLAB
STA. 493+93.75 To STA. 494+18.75 = 25 Lin. Ft.
STA. 495+50.89 To STA. 495+75.89 = 25 Lin. Ft.
50 Lin. Ft.



NORMAL PAVEMENT SECTION
STA. 492+45 To STA. 493+93.75 Bridge Approach = 148.75 Lin. Ft.
STA. 495+75.89 Bridge Approach To STA. 497+75 = 199.11 Lin. Ft.
347.86 Lin. Ft.

* Width varies 0'-0" to 8'-0"
See Sheet N° 7 for location
** Width varies 0'-0" to 5'-0"
See Sheet N° 7 for location

- KEY**
- ① Item 611 Reinforced Concrete Approach Slab ($t = 15"$)
 - ② Item 615 Temporary Pavement, Class B, Flexible Alternate
 - ③ Item 606 Guardrail Type 5
 - ④ Existing Asphalt Concrete Pavement

For specific variations in pavement courses, slope and typical section, See Sheet N° 7.

GENERAL NOTES

QUANTITIES	
Calc. Date	Chkd. Date
JNM 2/15/85	ALF 2/19/85

FHWA REGION	STATE	PROJECT
5	OHIO	

HAS-800-3.26

FIELD OFFICE:

The Contractor shall provide a suitable field office having a minimum of 300 Sq. Ft. of floor space. Payment shall be at the lump sum price bid for Item 619, Field Office.

DATUM:

All elevations are based on U.S.G.S. Datums.

SEEDING:

Quantities for seeding are calculated for the soil areas between the work limits, as shown on the cross sections.

ROUNDING OF CORNERS SHOWN ON CROSS SECTIONS:

The rounded corners shown on the Typical Section apply to all cross sections even though otherwise shown on these plans.

CLEARING AND GRUBBING:

Although there are no trees and/or stumps specifically marked for removal within the limits of this project, a lump sum quantity has been included in the General Summary for Item 201 Clearing and Grubbing. All provisions as set forth in the specifications under this item shall be followed and all costs shall be included in the lump sum price bid for Item 201 Clearing and Grubbing.

LOCATIONS OF GUARDRAIL:

The locations of guardrail runs, as shown in these plans are subject to adjustment prior to final acceptance. The Engineer shall be satisfied that all installations will afford maximum protection for traffic.

CONTINGENCY QUANTITIES:

The Contractor shall not order materials or perform work for plan items set up to be used "as directed by the Engineer" unless authorized by the Engineer. The actual work locations and quantities used at the Engineer's discretion shall be made a matter of record by incorporation into the final change order governing completion of this project.

PERMANENT SIGNS AND PAVEMENT MARKING:

All necessary permanent signs and pavement marking will be furnished and installed by the Ohio Department of Transportation District II. The Contractor shall notify the District II Traffic Engineer 14 Calendar days prior to maintaining traffic on the completed mainline pavement.

WATERING PERMANENT SEEDED AREAS:

The following estimated quantity is to be used as directed by the Engineer to promote growth and to care for the permanent seeded areas as per 659.09
659 Water 5 M. Gal.

ITEM 407 TACK COAT:

The tack coat and cover aggregate operation shall be determined as per Spec. 407.05. Plan quantities indicate average application rates of 0.1 gallons per square yard of Tack Coat and 7 pounds per square yard of cover aggregate for estimating purposes only.

CONTINGENT NOTIFICATIONS:

In addition to the requirements of Specification 1014 the Contractor shall notify the District II Traffic Engineer 14 Calendar days prior to maintaining traffic on the completed mainline pavement. The Contractor shall notify the District II Traffic Engineer 14 Calendar days prior to maintaining traffic on the completed mainline pavement. The Contractor shall notify the District II Traffic Engineer 14 Calendar days prior to maintaining traffic on the completed mainline pavement.

LITILITY OWNERSHIP:

The following utilities and owners are located within the work limits of this project.

Kimble Clay & Limestone Co.
RD#1, P.O. Box 386
Dover, Ohio 44622
Phone 216-343-1226

Ohio Power Co.
301 Cleveland Ave. SW
P.O. Box 400
Canton, Ohio 44701
Phone 216-438-7040

General Telephone Co. of Ohio
715 Commercial Parkway
P.O. Box 399
Dover, Ohio 44622
Phone 216-364-0363

UNDERGROUND UTILITIES:

The locations of the underground utilities shown on the plans are as obtained from the owners of the utility as required by section 153.64 O.R.C.

ITEM 622 - TEMPORARY PRECAST CONCRETE BARRIER:

as per plan has been provided for Maintaining Traffic and is shown on Sheet N-6. The quantity shown is for one phase of Maintaining Traffic only. The Contractor shall utilize the same barrier in both phases of the reconstruction. Movement of the barrier between phases shall be accomplished in one (1) working day. Flagmen shall be utilized for protection of vehicular traffic until movement of the barrier is complete and traffic is maintained as per phase 2. All cost involved in moving and placing the barrier will be included in the unit price bid for Item 622 Temporary Precast Concrete Barrier, as per plan.

ITEM 614 - MAINTAINING TRAFFIC:

The Contractor shall maintain traffic at all times in accordance with the requirements of Item 614 by reconstructing the bridge in 2 stages as shown on sheet 6. One Way traffic shall be maintained by use of temporary signals as shown on sheet 5.

Shoulder areas used for maintaining traffic during Phase 1 and Phase 2 shall be surfaced with 615 Temporary Pavement, Class B, flexible alternate.

All signs, drums, barricades, flagmen, and lane closures shall be utilized in conformance with the Ohio Manual of Uniform Traffic Control Devices for Streets and Highways, current edition, latest revisions.

The following estimated quantities have been carried to the General Summary to be used as required for the purpose of maintaining traffic.

Item 615 Temporary Pavement, Class B, flexible 127 Sq. Yd.
Item 622 Temporary Precast Concrete Barrier, as per plan 310 Lin. Ft.

Payment for all of the above except Items 615 and 622 shall be included in the price bid for Item 614 Maintaining Traffic.

CONSTRUCTION SEQUENCE:

Phase 1:

Before starting any bridge reconstruction which requires closing existing pavement to traffic, all signs, signals, temporary concrete barrier, and Temporary Pavement shown for phase 1 shall be furnished and erected by the Contractor.

During Phase 1:

- 1) The existing superstructure and portions of the existing substructure as shown in the detail for Phase 1 are to be removed.
- 2) The exposed portion of the bridge piers and abutments are to be capped.
- 3) The portion of the proposed superstructure shown in the detail for Phase 1 is to be constructed.
- 4) The portions of the approach slabs outside the area used for maintaining traffic are to be constructed.

Prior to placing the temporary pavement for Phase 2, all earthwork on the side used in maintaining traffic for Phase 2 shall be completed. All permanent guardrail and all temporary concrete barrier shown for phase 2 shall be furnished and erected by the Contractor prior to maintaining traffic as per Phase 2.

During Phase 2:

- 1) The remaining existing superstructure and portions of the existing substructure as shown in the detail for Phase 2 are to be removed.
- 2) The remaining portions of the bridge piers and abutments are to be capped.
- 3) The remaining portion of the proposed superstructure is to be constructed.
- 4) The approach slabs are to be completed.

In addition all remaining earthwork is to be completed and all remaining permanent guardrail shall be furnished and erected by the Contractor prior to removing the temporary concrete barrier, signs and signals.

614 WORK ZONE PAVEMENT MARKINGS

HAS-800-3.26

GENERAL

THE CONTRACTOR SHALL FURNISH, INSTALL, MAINTAIN AND WHEN NECESSARY, REMOVE WORK ZONE RETROREFLECTIVE PAVEMENT MARKINGS ON EXISTING, RECONSTRUCTED, RESURFACED OR TEMPORARY ROADS WITHIN THE WORK LIMITS, IN ACCORDANCE WITH THE FOLLOWING REQUIREMENTS.

THE MARKINGS SHALL BE MAINTAINED IN GOOD CONDITION TO PROVIDE DAY AND NIGHT VISIBILITY. THE MARKINGS SHALL BE REPAIRED OR REPLACED AS DIRECTED BY THE ENGINEER TO MAINTAIN REQUIRED VISUAL EFFECTIVENESS AND NIGHT VISIBILITY AT NO ADDITIONAL COST TO THE STATE.

THE CONTRACTOR SHALL, IN ADVANCE OF ANY SECTION OF ROADWAY LACKING OMUTCD FULL PATTERN STANDARD DIMENSION EDGE LINE OR CENTER LINE MARKINGS, ERECT A "NO EDGE LINES" (OW-167) SIGN OR "UNMARKED NO PASSING ZONES" (OW-168) SIGN OR BOTH AS MAY BE APPROPRIATE. THESE SIGNS SHALL BE IN PLACE PRIOR TO EXPOSING THE ROADWAY TO TRAFFIC. THESE SIGNS SHALL BE REPEATED EVERY 1 TO 2 MILES AND AT OTHER LOCATIONS AS NECESSARY. THESE SIGNS SHALL BE REMOVED WHEN THEY NO LONGER APPLY. THE COST FOR FURNISHING AND ERECTING AND SUBSEQUENTLY REMOVING THESE SIGNS SHALL BE INCLUDED IN 614 MAINTAINING TRAFFIC, UNLESS SPECIFICALLY ITEMIZED.

TEMPORARY PAVEMENT MARKING MATERIALS

UNLESS OTHERWISE INDICATED ON THE PLANS, TEMPORARY PAVEMENT MARKINGS MAY BE EITHER 621.02 PAINT OR 947.03 TYPE B OR C PREFORMED MATERIAL. Where pavement marking are not liable to be tracked, either conventional or fast drying paint may be used for 621.02.

PAINT

PAINTED MARKINGS SHALL BE IN ACCORDANCE WITH 621 EXCEPT THAT THE INCREASE OF 25 PERCENT IN THE APPLICATION RATE FOR NEW BITUMINOUS PAVEMENT AND PARAGRAPH 621.14 SHALL NOT APPLY.

TYPE B AND TYPE C PREFORMED MATERIAL

PREFORMED MATERIAL SHALL COMPLY WITH 947.03 EXCEPT THAT NO PREFORMED MATERIAL CONTAINING METAL SHALL BE PLACED ON ANY SURFACE UNLESS IT WILL BE REMOVED LATER BY THE CONTRACTOR. TEMPORARY PAVEMENT MARKINGS OF 947.03 PREFORMED MATERIAL SHALL BE REMOVED PRIOR TO PLACEMENT OF 621 OR 847 SURFACE COURSE MARKINGS AT THAT LOCATION. PREFORMED MATERIAL SHALL BE APPLIED IN ACCORDANCE WITH 847 EXCEPT AS MODIFIED HEREIN.

PLACEMENT

TEMPORARY MARKINGS SHALL BE COMPLETE AND IN PLACE ON ALL PAVEMENT PRIOR TO EXPOSING IT TO TRAFFIC. WHEN TEMPORARY MARKINGS CONFLICT WITH THE TRAFFIC PATTERN, THEY SHALL BE REMOVED BY THE CONTRACTOR IN ACCORDANCE WITH 621.134.

TEMPORARY MARKING CLASSES

CLASS I MARKINGS

CLASS I MARKINGS SHALL BE APPLIED TO THE FULL DIMENSIONS AS DEFINED IN 621 WITH THE FOLLOWING ADDITIONS OR EXCEPTIONS:

- 1) LANE LINES SHALL BE 4-INCHES IN WIDTH.
- 2) TRANSVERSE LINES SHALL BE 8-INCHES IN WIDTH.
- 3) STOP LINES SHALL BE 12-INCHES IN WIDTH.
- 4) CROSS WALK LINES SHALL BE 8-INCHES IN WIDTH.

CLASS II MARKINGS

CLASS II MARKINGS (ABBREVIATED) SHALL BE DEFINED AS FOLLOWS:

CENTER LINES SHALL CONSIST OF SINGLE, YELLOW 4-INCH WIDE BY A MINIMUM OF 48-INCH LONG DASHES SPACED AT A MAXIMUM OF 40-FOOT INTERVALS.

LANE LINES SHALL CONSIST OF WHITE 4-INCH WIDE BY A MINIMUM OF 48-INCH LONG DASHES SPACED AT A MAXIMUM OF 40-FOOT INTERVALS.

GORE MARKINGS SHALL BE TWO CONTINUOUS, WHITE 4-INCH LINES PLACED AT THE THEORETICAL GORE OF AN EXIT RAMP OR DIVERGING ROADWAYS.

THE PAINT APPLICATION RATE SHALL BE NOT LESS THAN 1.6 GALLONS PER MILE FOR LANE LINE AND CENTER LINE AND 16 GALLONS PER MILE FOR GORE MARKINGS.

CONFLICTING EXISTING MARKINGS

THE CONTRACTOR SHALL, PRIOR TO PLACING TEMPORARY MARKINGS, REMOVE ALL CONFLICTING EXISTING MARKINGS VISIBLE TO THE TRAVELING PUBLIC DURING DAYLIGHT OR NIGHTTIME HOURS IN ACCORDANCE WITH 621.134. THE COST FOR REMOVAL OF CONFLICTING MARKINGS SHALL BE INCLUDED IN 614 MAINTAINING TRAFFIC UNLESS SPECIFICALLY ITEMIZED.

THE CONTRACTOR SHALL ALSO REMOVE THE PRISMATIC RETRO-REFLECTOR WITHIN ANY RAISED PAVEMENT MARKER (RPM) WHICH IS IN CONFLICT WITH THE TEMPORARY PAVEMENT MARKINGS. WHEN THE TEMPORARY PAVEMENT MARKINGS ARE REMOVED AND THE RPM IS NO LONGER IN CONFLICT, THE CONTRACTOR SHALL THOROUGHLY CLEAN THE RECESSED REFLECTOR ATTACHMENT AREA OF THE CASTING AND INSTALL A NEW PRISMATIC RETRO-REFLECTOR OF THE SAME KIND AND COLOR. THE COST FOR THIS WORK SHALL BE INCIDENTAL TO THE VARIOUS PAY ITEMS.

INTERIM MARKINGS

WITHIN 21 CALENDAR DAYS AFTER OPENING ANY LENGTH OF PAVEMENT TO TRAFFIC, THE 621 OR 847 PAVEMENT MARKINGS CALLED FOR IN THE PLANS OR EQUIVALENT 614 CLASS I, PAINT MARKINGS SHALL BE APPLIED. THE CONTRACTOR SHALL FURNISH ALL LABOR, EQUIPMENT, AND MATERIAL NECESSARY TO PLACE AND MAINTAIN 614 CLASS I PAINT MARKINGS AS PART OF THE LUMP SUM BID FOR 614 MAINTAINING TRAFFIC.

FOR EACH CALENDAR DAY BEYOND 21 DAYS THAT THIS WORK SHALL REMAIN UNCOMPLETED, THE PROVISIONS OF 108.07 WILL BE INVOKED, EXCEPT THAT BETWEEN NOVEMBER 15 AND APRIL 15 WEATHER CONDITIONS SHALL NOT BE AN ACCEPTABLE REASON FOR EXTENSION.

METHOD OF MEASUREMENT

TEMPORARY PAVEMENT MARKINGS WILL BE MEASURED COMPLETE IN PLACE, BY CLASS AND MATERIAL, IN THE UNITS DESIGNATED. LINE QUANTITIES WILL BE THE LENGTH OF THE COMPLETED STRIPE, INCLUDING GAPS, INTERSECTIONS, AND OTHER SECTIONS OF PAVEMENT NOT NORMALLY MARKED, IN ACCORDANCE WITH 621.15.

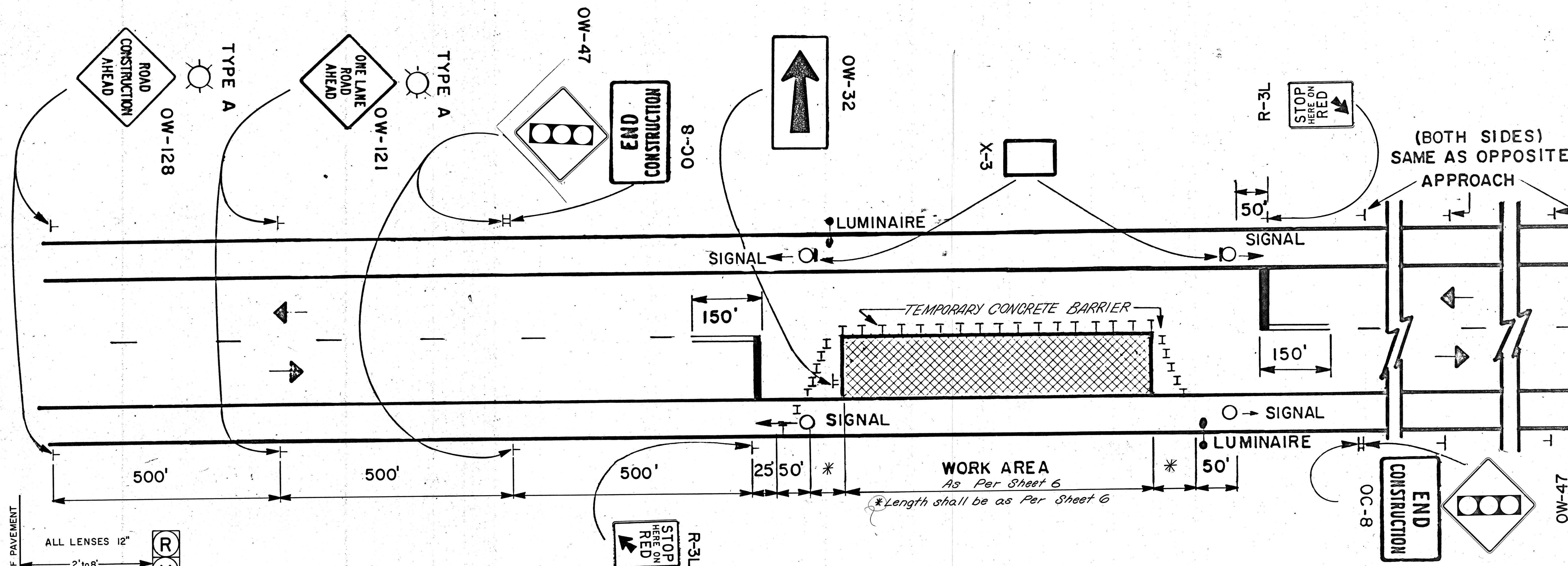
TEMPORARY PAVEMENT MARKINGS WILL INCLUDE THE LAYOUT, APPLICATION AND REMOVAL OF THE MARKINGS, WHEN REQUIRED.

BASIS OF PAYMENT

PAYMENT FOR ACCEPTED QUANTITIES COMPLETE IN PLACE WILL BE MADE AT THE CONTRACT UNIT PRICE. PAYMENT SHALL BE FULL COMPENSATION FOR ALL MATERIALS, LABOR, INCIDENTALS AND EQUIPMENT FOR PLACEMENT, MAINTENANCE AND NECESSARY REMOVAL OF THE MARKINGS.

ITEM	UNIT	DESCRIPTION
614	MILES	TEMPORARY LANE LINES, CLASS _____, * _____
614 <i>0.06</i>	MILES	TEMPORARY CENTER LINES, CLASS <u>II</u> , * _____
614 <i>0.06 MILES</i>		TEMPORARY <i>CENTER</i> LINES, CLASS I, <u>947.03</u> TYPE C
614	MILES	TEMPORARY EDGE LINES, CLASS I, * _____
614	LIN. FT.	TEMPORARY GORE MARKINGS, CLASS II, * _____
614 <i>24</i>	LIN. FT.	TEMPORARY STOP LINES, CLASS I, <u>947.03</u> TYPE C
614	LIN. FT.	TEMPORARY CROSSWALK LINES, CLASS I, * _____
614	EACH	TEMPORARY LANE ARROWS, CLASS I, * _____
614	EACH	TEMPORARY RAILROAD SYMBOL MARKINGS, CLASS I, * _____
614	EACH	TEMPORARY WORD "ONLY" ON PAVEMENT, 72-INCH, CLASS I, * _____
614	LIN. FT.	TEMPORARY TRANSVERSE LINES, CLASS I, * _____
614	LIN. FT.	TEMPORARY DOTTED LINES, CLASS I, * _____
*621 PAINT, 947.03 TYPE B OR 947.03 TYPE C		

fh4



GENERAL NOTES:

- The maximum length of work area for one way traffic signal control shall be as shown on Sheet N^o 6.
- Signals shall be installed and operated in accordance with the requirements of Part 6 of the Ohio Manual of Uniform Traffic Control Devices.
- Adequate area illumination to clearly identify both ends of the work area at night for long term operations shall be provided by using 150 watt minimum high pressure sodium luminaires

Signal timing shall be approved by the Engineer.

or 250 watt minimum mercury luminaires. Luminaires shall be located adjacent to one signal for each direction of traffic as shown above. The mounting height for temporary luminaires shall be a minimum of 27 feet above the pavement and the overhead conductor clearance shall be 20 feet above the pavement.

Twenty-four (24) inch stop lines shall be installed and where no passing lines are not already in place they shall be added. Removable pavement markings may be used. Existing conflicting pavement markings and raised pavement marker reflectors between the work area and the stop line shall be removed. After completion of the work the stop lines and added no passing lines shall be removed in accordance with 621.134 and the raised pavement marker reflectors shall be replaced in kind.

- The Type A flashing barricade warning lights shown on the "Road Construction Ahead" and the "One Lane Road Ahead" signs are required whenever a night lane closure is necessary.
- Type C steady burning barricade warning lights shall be erected on *Temp. Conc. Barrier* for night lane closures. The maximum spacing shall be 25'.
- The horizontal or vertical alignment of the roadway may require adjustments in the location of the advance warning signs (the distances shown for advance warning sign spacings are minimums). The vertical alignment of the roadway may require adjustments in the height of the signal heads within the range specified in the Typical Pole Supported Signal Detail.

- All traffic signals and equipment used in this traffic signal installation, such as a signal cable and signal heads, shall be in conformance with Specifications 632 and 732. However, the performance test provision noted in Specification 632.27, paragraph 6 and the working drawing requirements of 632.03 are waived. The controller, flashers, load switches, conflict monitor and other controller accessories shall comply with Supplemental Specifications 861 and 961, except that the requirements of 861.03 and 861.05 are waived, as well as the requirements of 961.01 for expandable three dial units and twelve circuits for pretimed controllers. Used equipment meeting current ODOT Specifications is acceptable.
- Conflict monitors shall be furnished at all locations unless an electromechanical pretimed controller with cam shaft is provided.

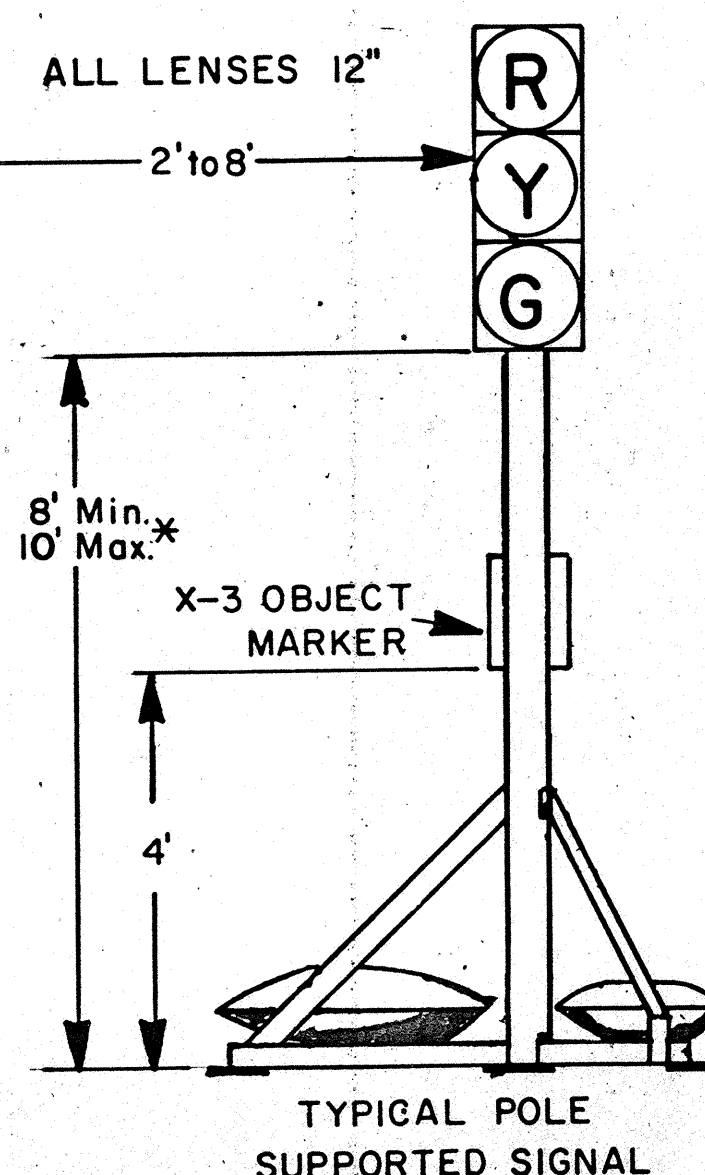
- When the signal is changed to a flash condition either manually or automatically, red shall be flashed to both approaches.

OHIO DEPARTMENT OF TRANSPORTATION

SIGNALIZED CLOSING
1 LANE OF A 2 LANE
HIGHWAY

DATE
12/82
3/84

EDGE OF PAVEMENT

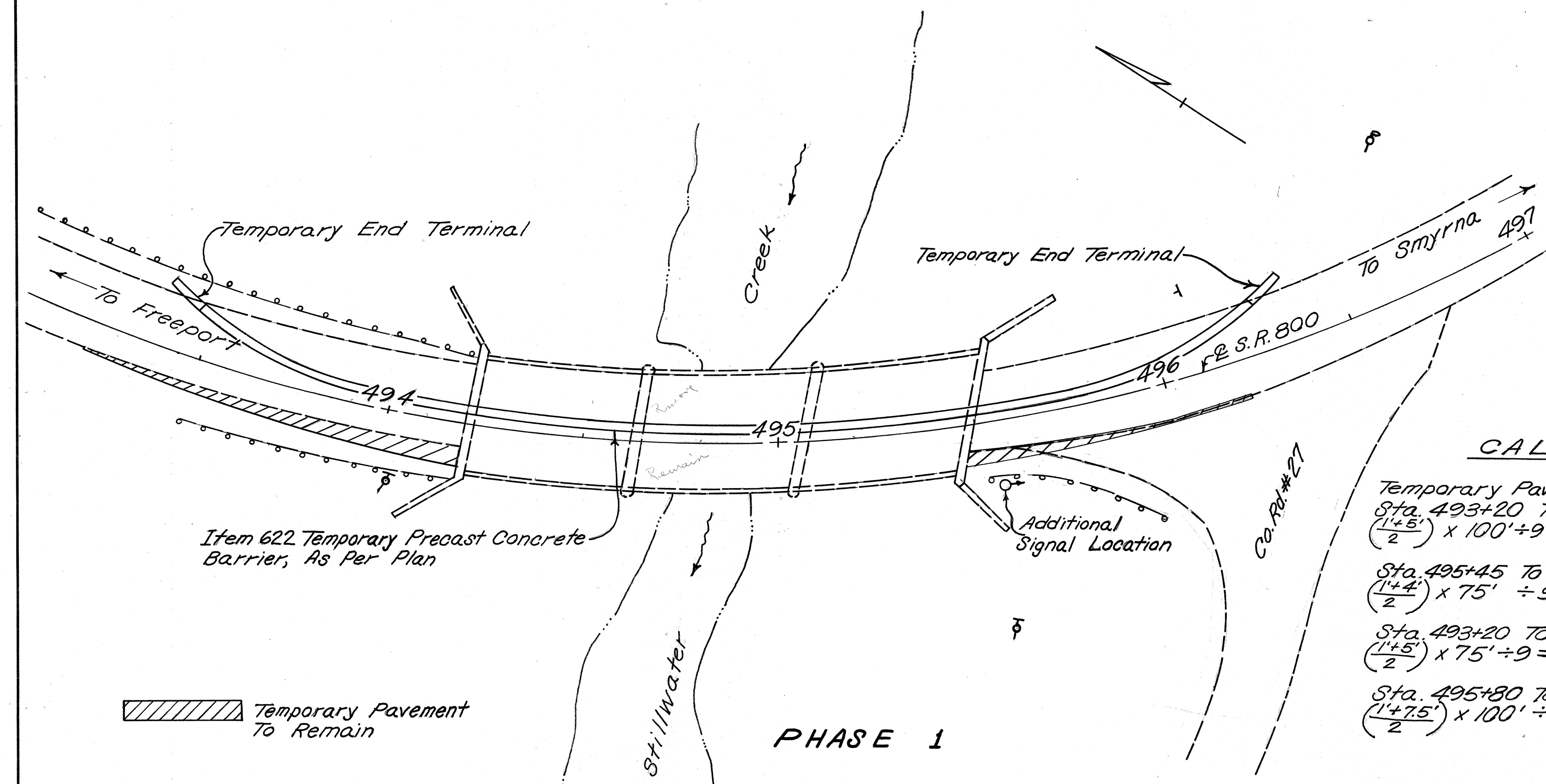


* Above pavement grade at center of roadway

QUANTITIES	
Calc. Date	Chkd. Date
A.L.F. 2/20/85	JNM 2/22/85

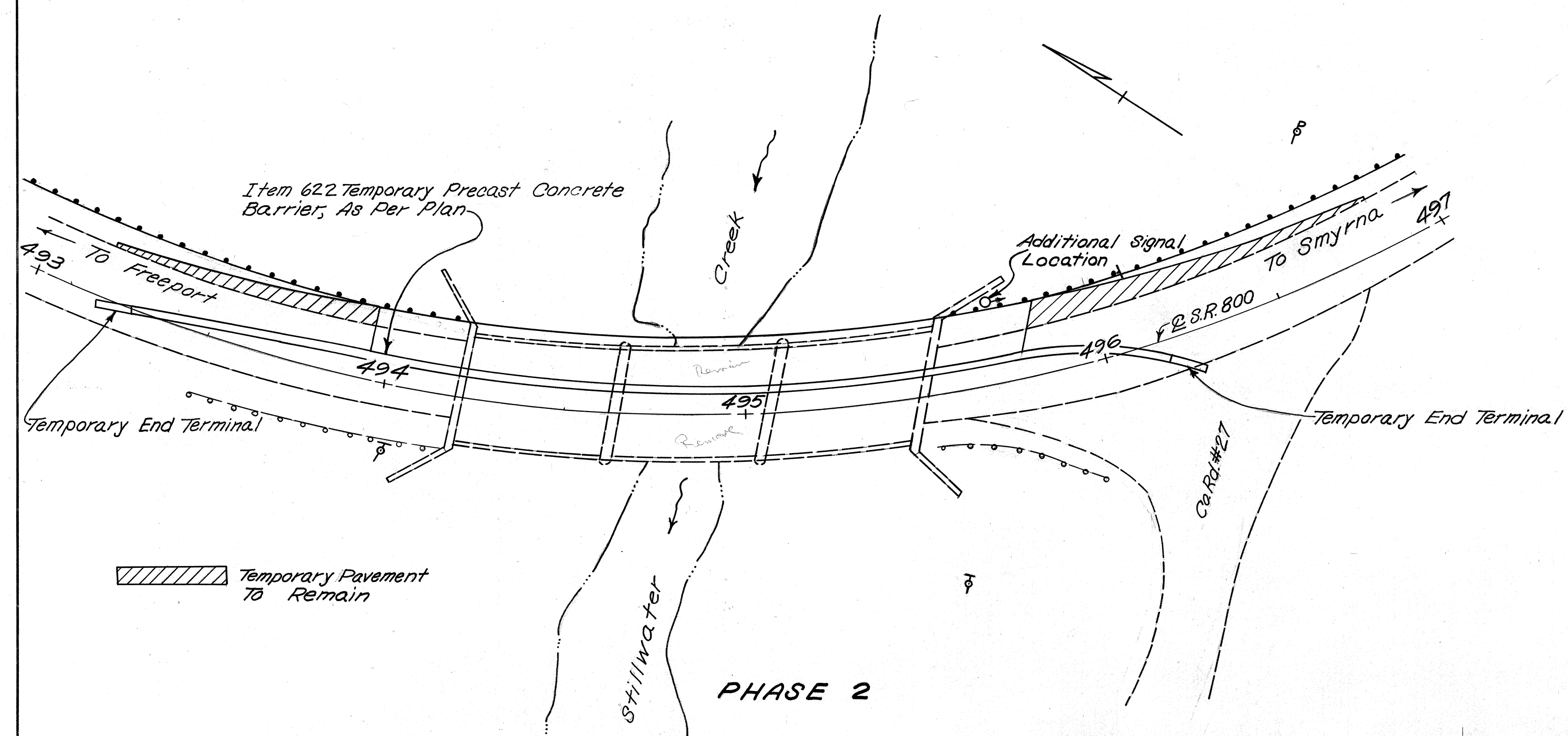
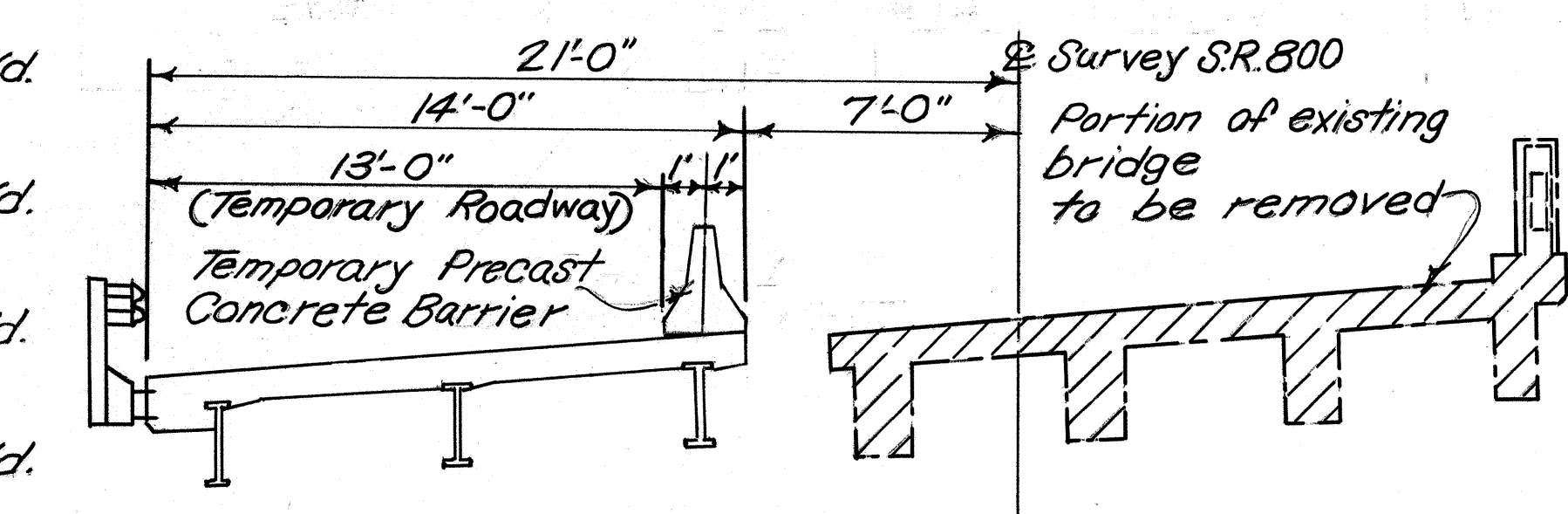
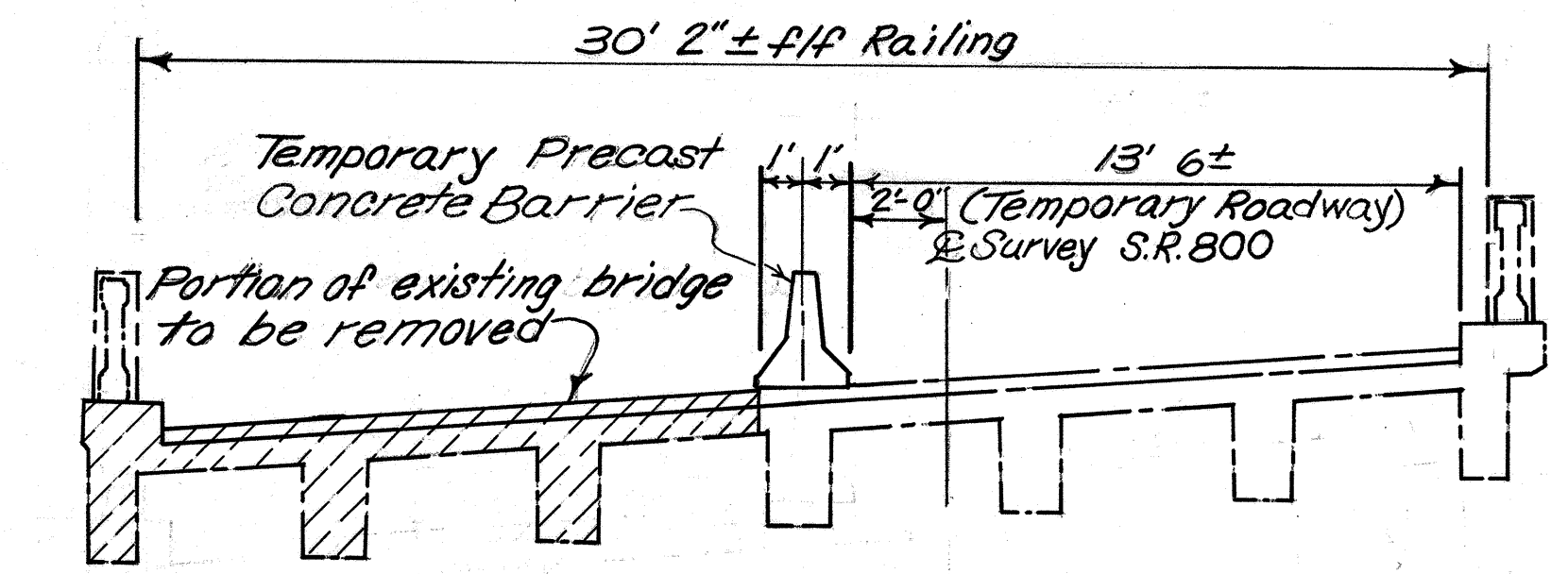
FHWA REGION	STATE	PROJECT
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CALCULATIONS

Temporary Pavement, Class B		
Sta. 493+20 To Sta. 494+20 Rt.	$\left(\frac{1'+4'}{2}\right) \times 100' \div 9 =$	33.3 Sq. Yd.
Sta. 495+45 To Sta. 496+20 Rt.	$\left(\frac{1'+4'}{2}\right) \times 75' \div 9 =$	20.8 Sq. Yd.
Sta. 493+20 To Sta. 493+95 Lt.	$\left(\frac{1'+5'}{2}\right) \times 75' \div 9 =$	25.0 Sq. Yd.
Sta. 495+80 To Sta. 496+80 Lt.	$\left(\frac{1'+7.5'}{2}\right) \times 100' \div 9 =$	47.2 Sq. Yd.
	USE	126.3 Sq. Yd.
		127 Sq. Yd.



MAINTAINING TRAFFIC

The Contractor shall use the southbound lane of bridge HAS-800-0326 for maintaining traffic during phase 1.

The following quantities have been carried to Sheet No. 3 for Maintaining Traffic.

Item 622 Temporary Precast Concrete Barrier, As Per Plan 310 Lin. Ft.

Item 615 Temporary Pavement, Class B Flexible 127 Sq. Yd.

For maintenance of Traffic details not shown, See Sheets 3 and 5.

MAINTAINING TRAFFIC - COUNTY ROAD #27

In addition to the details shown on sheet 5, one signal shall be installed as shown on this sheet to maintain traffic at the County Road #27 intersection with S.R. 800. The same signal shall be utilized at both locations and shall be moved between phases. The additional signal at station 495+60 shall be interconnected with the traffic signal installation shown on sheet 5 and shall display the same phase of the signal cycle as the signals on the forward approach.

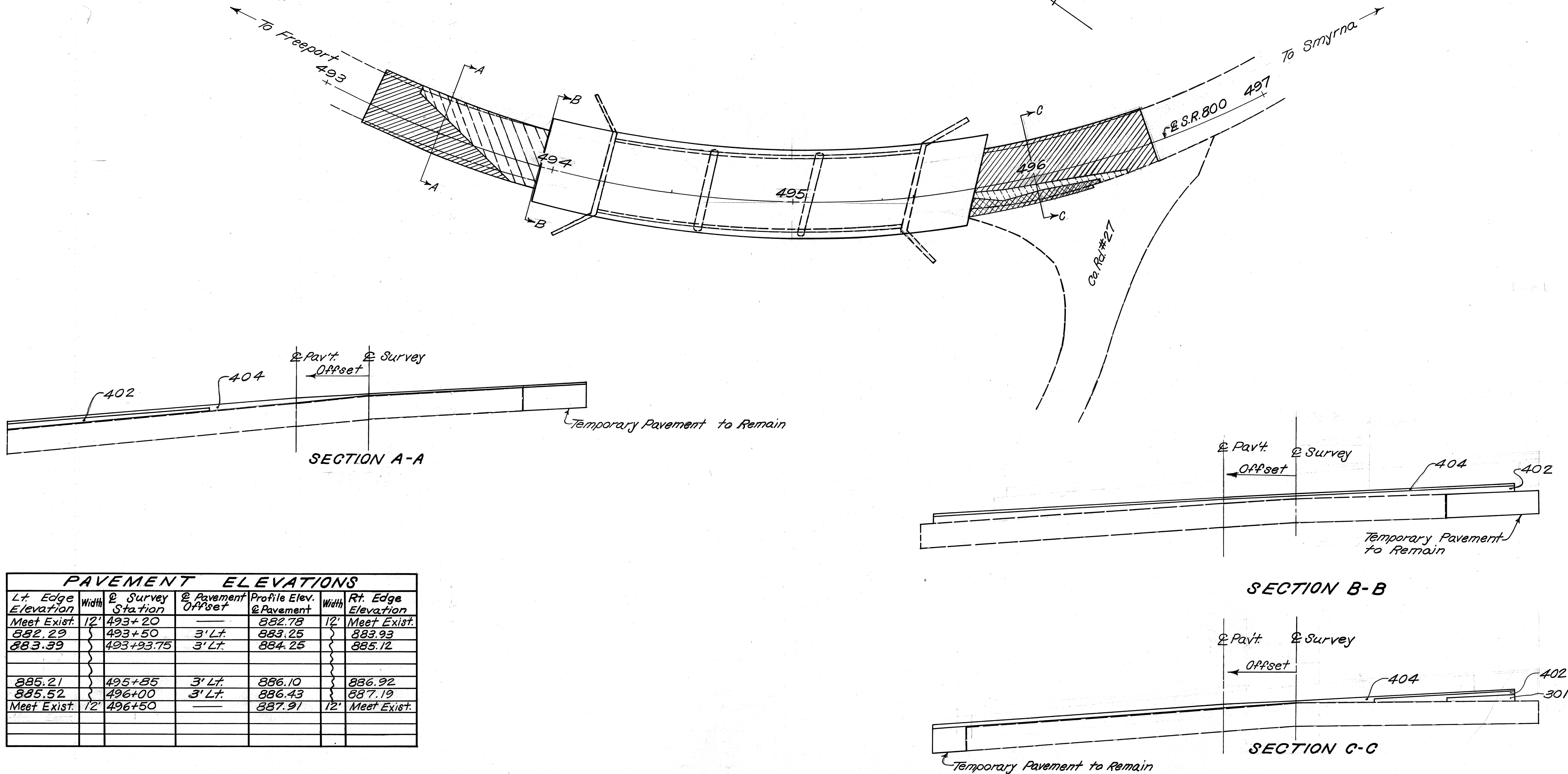
Payment for all of the above shall be included in the price bid for Item 614 - Maintaining Traffic.

PAVEMENT DETAILS

QUANTITIES
Calc. Date 2/25/85
JNM
Chkd. Date 2/27/85
A.L.F.

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PAVEMENT ELEVATIONS							
Lt. Edge Elevation	Width	Survey Station	Pavement Offset	Profile Elev. @ Pavement	Width	Rt. Edge Elevation	
Meet Exist.	12'	493+20		882.78	12'	Meet Exist.	
882.29		493+50	3' Lt.	883.25		883.93	
883.39		493+93.75	3' Lt.	884.25		885.12	
885.21		495+85	3' Lt.	886.10		886.92	
885.52		496+00	3' Lt.	886.43		887.19	
Meet Exist.	12'	496+50		887.91	12'	Meet Exist.	

Pavement edge elevations have been calculated using a 24' pavement width. Where the existing pavement width plus the width of temporary pavement exceeds 24', the pavement slope shall be projected to the edge of the existing pavement or temporary pavement, whichever distance is greater.

404 Surface Course
Crown correction using 402 surfaced with 404 See Sections A-A & B-B
Crown correction using 301 & 402 surfaced with 404 See Section C-C

HAS-800-326

Item 404 Asphalt Concrete
Sta. 493+20 to Sta. 493+93.75

$$73.75' \times \left(\frac{24' + 30'}{2} \right) \times \frac{1\frac{1}{2}''}{12} \text{ (Ave Thick)} \div 27 = 9.2 \text{ Cu.Yds.}$$

Sta. 495+75.89 to Sta. 496+50

$$74.11' \times \left(\frac{32' + 26'}{2} \right) \times \frac{1\frac{1}{2}''}{12} \text{ (Ave Thick)} \div 27 = \frac{10.0 \text{ Cu. Yds.}}{19.2 \text{ Cu. Yds.}}$$

Item 402 Asphalt Concrete
Sta. 493+36 to Sta. 493+93.75

$$\frac{2 \frac{3}{8}''}{12} (\text{Ave. Thick}) \times 1024'' \text{ Plan. Area} \div 27 = 7.5 \text{ Cu. Yds.}$$

Sta. 495+75.89 to Sta. 496+37

$\frac{2\frac{1}{2}''}{12}$ (Ave. Thick) x 432" Plan. Area ÷ 27 = $\frac{3.3 \text{ Cu.Yds.}}{10.8 \text{ Cu.Yds.}}$
TOTAL ITEM 402
USE 11 Cu.Yds.

Item 301 Bituminous Aggregate Base
Sta. 495+75.89 to Sta. 496+25

$$\frac{2\frac{1}{2}''}{12} (\text{Ave. Thick.}) \times 204'' \text{ Plan. Area} \div 27 =$$

USE

16 Cu. Yds.
2 Cu. Yds

Item 407 Tack Coat
Sta. 493+20 to Sta. 493+93.75

$$\left(\frac{24' + 30'}{2}\right) \times 73.75' \div 9 = 221.3 \text{ Sq. Yds.}$$

Sta. 495+75.89 to Sta. 496+50

$$\left(\frac{32' + 26'}{2}\right) \times 74.11' \div 9 =$$

Tack Coat
461 Sq. Yds. x 0.1 Gal. =

USE 46.1 Gal.
47 Gal.

Cover Aggregate
461 Sq. Yds. $\times 7 \div 2000 =$

USE 1.6 Ton
2 Ton

Item 611 Reinforced Concrete Approach Slabs

Sta. 493+93.75 to Sta. 494+18.75
 $25' \times 36' \div 9 =$ 100 sq yds.

$$\frac{25' \times 36' \div 9}{\text{Sta. 495+50.89 to Sta. 495+75.89}}$$

25' x 36' ÷ 9 = TOTAL ITEM 611

Item 202 Pavement Removed (Existing Approach Slabs)
Sta 494+00.25 to Sta. 494+20.25

$$\frac{29.25' + 25.25'}{2} \times 20 \div 9 = 60.6 \text{ Sq. Yds.}$$

Sta. 495+46.25 to Sta. 495+66.25

$$\frac{31.00' + 27.00'}{2} \times 20' \div 9 = \frac{64.4 \text{ Sq. Yds.}}{125.0}$$

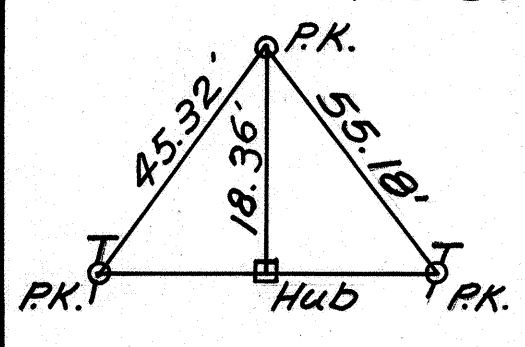
Item 203 Subgrade Compaction
From Approach Slabs

200 Sq. Yds.

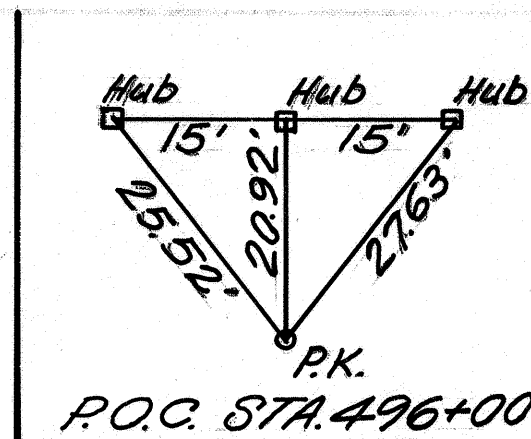
GENERAL SUMMARY									
Sheet Number						Item	Quantity	Unit	DESCRIPTION
3	4	8	9	12					
Lump						201	Lump		ROADWAY
		125				202	125	Sq. Yd.	Clearing and Grubbing
			346			202	346	Lin. Ft.	Pavement Removed
									Guardrail Removed
			159			203	159	Cu. Yds.	Excavation not including embankment construction
			366			203	366	Cu. Yd.	Embankment
		200		176		203	376	Sq. Yd.	Subgrade Compaction
			550			606	550	Lin. Ft.	Guardrail, Type 5
			4			606	4	Each	Anchor Assembly, Standard Type A
			1			606	1	Each	Anchor Assembly, Standard Type T
			4			606	4	Each	Bridge Terminal Assembly, Standard Type B
						615	127	Sq. Yd.	Temporary Pavement, Class B, Flexible
127									
	0.06					614	0.06	Miles	Temporary Center Lines, Class II
	0.06					614	0.06	Miles	Temporary Center Lines, Class I, 947.03 TYPE C
	24					614	24	Lin. Ft.	Temporary Stop Lines, Class I, 947.03 TYPE C
									PAVEMENT
		20		7		404	27	Cu. Yd.	Asphalt Concrete, AC-20
		11		9		402	20	Cu. Yd.	Asphalt Concrete, AC-20
		2		24		301	26	Cu. Yds.	Bituminous Aggregate Base, AC-20, RT-11 or RT-12
		47				407	47	Gals.	Tack Coat
		2				407	2	Tons	Cover Aggregate
		200				611	200	Sq. Yd.	Reinforced Concrete Approach Slab (T=15")
310						622	310	Lin. Ft.	Temporary Precast Concrete Barrier, As Per Plan
									EROSION CONTROL
			1556			659	1556	Sq. Yd.	Seeding and Mulching
5						659	5	M-Gals.	Water
		0.14				659	0.14	Ton	Commercial Fertilizer
		0.70				659	0.70	Ton	Agricultural Liming
		17				601	17	Cu. Yd.	Rock Channel Protection, Type C with Filter
									For Bridge Quantities, See Sheet No 15
Lump						614	Lump		Maintaining Traffic
Lump						619	Lump		Field Office
						623	Lump		Construction Layout Stakes
						624	Lump		Mobilization

MICROFILMED
NOV 16 1990

P.O.C. STA. 493+50



CURVE DATA
 $\Delta = 79^{\circ}00'00''$
 $D^{\circ} = 13^{\circ}10'00''$ Lt.
 $R = 435.16'$
 $L = 600.00'$
 $T = 358.72'$
 $O = 553.59'$
 $E = 128.79'$



P.O.C. STA. 496+00

QUANTITIES	
Calc. Date	Chkd. Date
JNM 2/26/85	A.L.F. 2/1/85

FHWA REGION	STATE	PROJECT	9
5	OHIO		27

HAS-800-3.26

EXISTING STRUCTURE

TYPE: Concrete Beam and Deck (Continued)
 SPANS: 40'-0", 40'-0", 40'-0"
 ROADWAY: 29'-3" F/F Curb (W/Conc. Railing)
 ALIGNMENT: 13°-10' Curve Lt.
 SKEW: 11°-12'-30" LT. FWD.
 ABUTMENTS: Conc. Gravity W/Timber Piling
 SURFACE COURSE: 4" Conc. & 2 1/2" Bituminous
 APPROACH SLABS: Concrete 20' Long
 TO BE REMOVED

PROPOSED STRUCTURE

TYPE: Continuous Composite Steel Beams
 with Reinforced Concrete Deck on
 Modified Existing Substructure Units.
 SPANS: 42.5'-43'-42' Measured Along E of Survey
 ROADWAY: 36'-0" F/F Guardrail
 LOADING: HS20-44 Case II and the
 Alternate Military Loading
 WEARING SURFACE: Monolithic Concrete
 SKEW: 11°-12'-30" L.F. To Reference Line
 ALIGNMENT: 13°-10' Curve Lt.
 SUPERELEVATION: 0.072 1/1
 APPROACH SLABS: AS-1-81, 25' Long

For details and quantities of County Road #27
 Approach, See Sheet No. 12.

Begin Work
Sta. 492+45

BHZ 3402 (1)

S.L.M. 3.26

Begin Project
Sta. 493+93.75

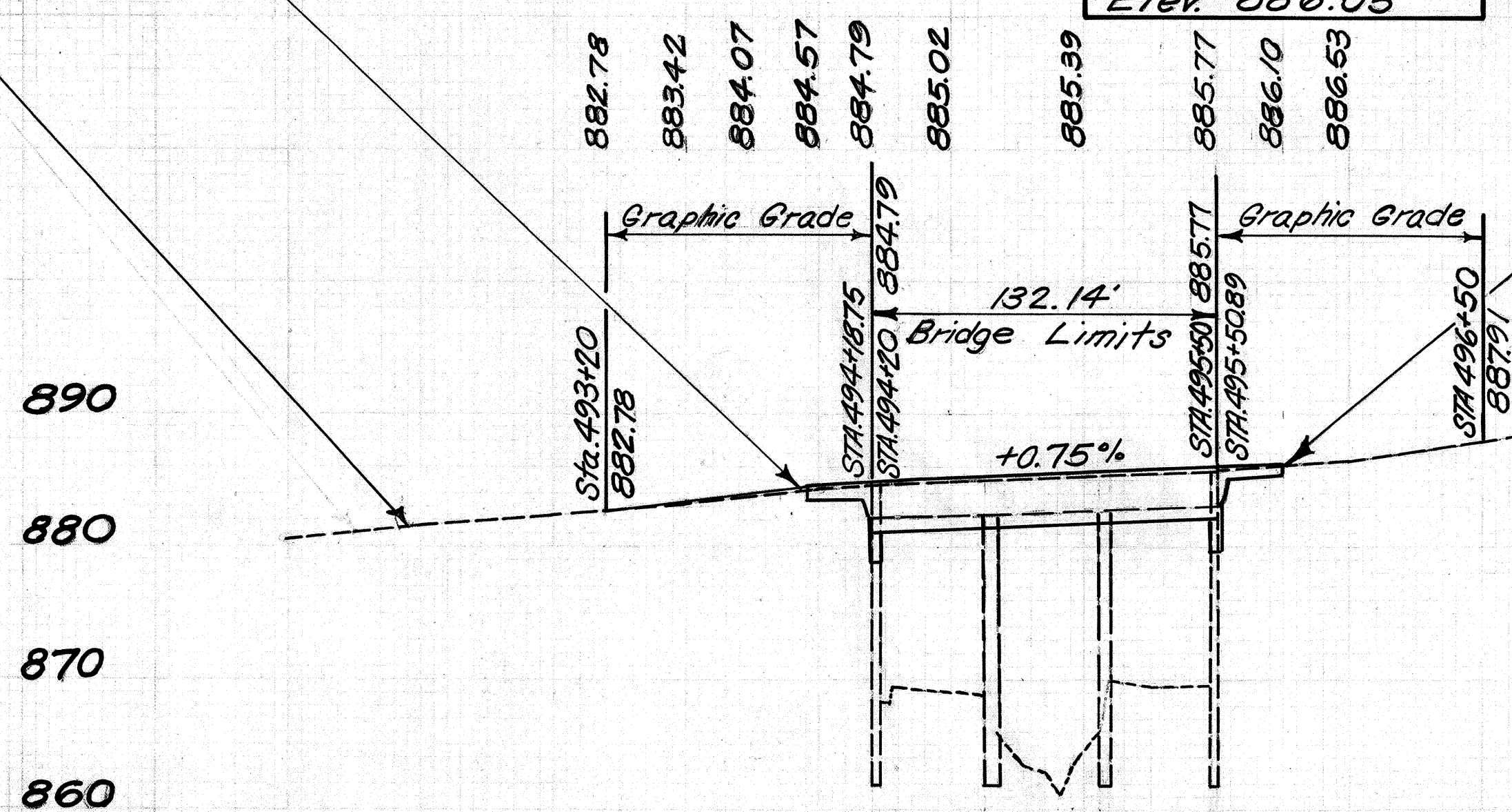
Rock Channel Protection, Type C, with Filter
 Sta. 495+18 to Sta. 495+60 Rt.
 $50' \times 6' \times \frac{18}{12} \div 27 = 16.7$ Cu. Yd.
 USE = 17 Cu. Yd.

B.M. STA. 496+31
 M.S. in 8" Co. Rd. 27
 97' Rt.
 Elev. 886.05

BHZ 3402 (1)

End Project
Sta. 495+75.89

End Work
Sta. 497+85



ITEM 606 GUARDRAIL							ITEM 202
Ref. No.	STATION	Side	TYPE 5	Bridge Terminal Assembly Type B	Anchor Assembly Type A	Anchor Assembly Type T	Guardrail Removed
	From	To	Lin. Ft.	Each	Each	Each	Lin. Ft.
1 GR	492+46.25	496+04.87	Rt.	362.50*	2	2	1
2 GR	492+46.34	497+84.82	Lt.	462.50**	2	2	
1 R	492+23	493+50	Rt.				127
2 R	492+56	494+20	Lt.				164
3 R	495+52	495+92	Rt.				55
Total			550	4	4	1	346

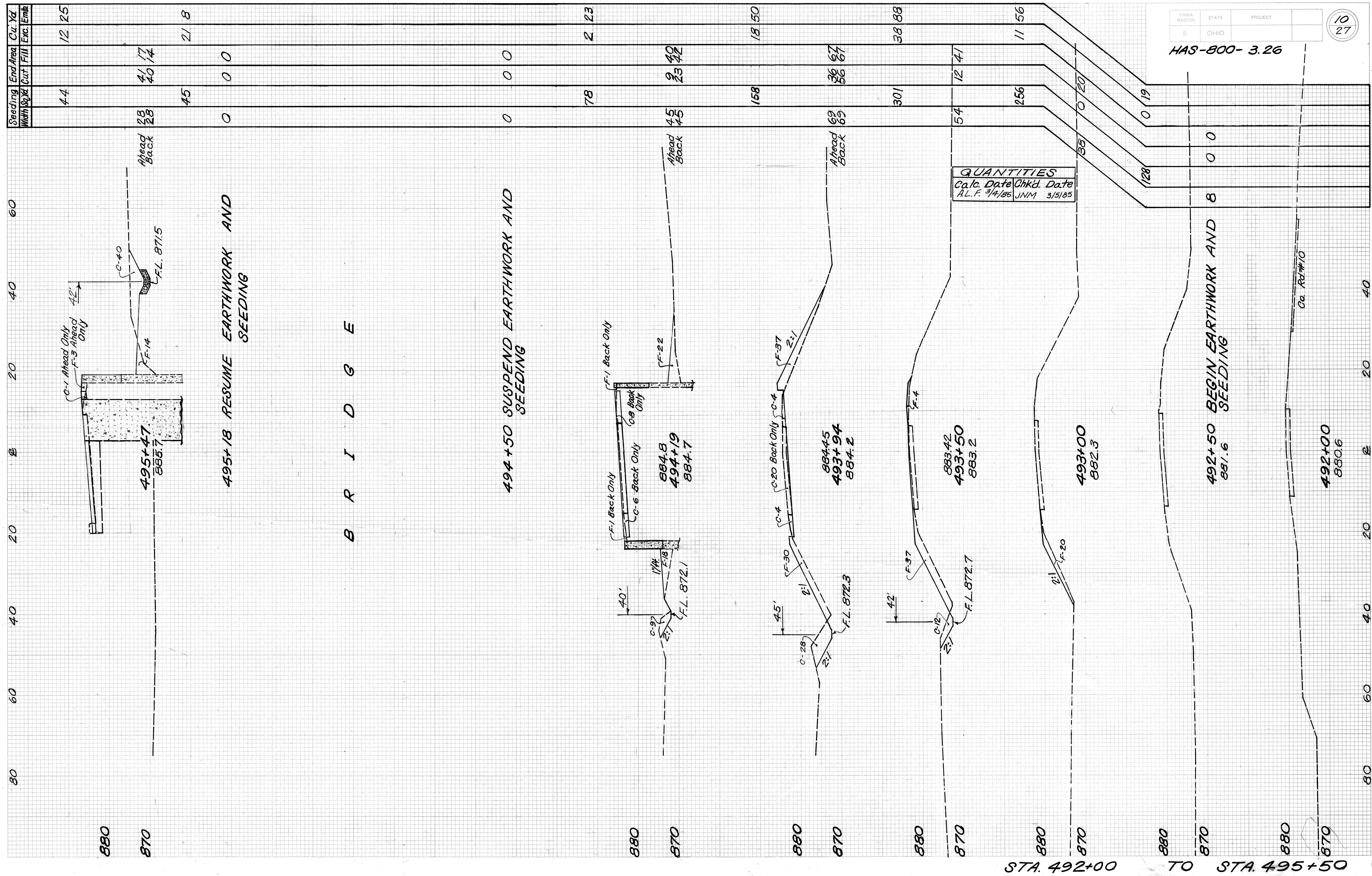
*Deduct for bridge rail = 137.50' Also requires 50 Lin. Ft. of 22' radius curved sections.
 **Deduct for bridge rail = 137.50'

ITEM 203 ~ EARTHWORK			
ITEM 659 ~ SEEDING			
Sheet No.	Station	Excavation Cu. Yds.	Embankment Cu. Yds.
10	492+00 to 495+47	102	269
11	495+60 to 498+00	15	97
12	Appr. Rt. 496+50	42	0
TOTAL		159	366

659 ~ Commercial Fertilizer
 From Seeding 1,556 S.Y. $\times 9 \div 1000 \times 20 \div 2000 = 0.14$ Tons

659 ~ Agricultural Liming
 From Seeding 1,556 S.Y. $\times 9 \div 1000 \times 100 \div 2000 = 0.70$ Tons

PLAN & PROFILE



QUANTITIES	
Calc. Date	Chkd. Date
JNM 2/28/85	A.L.F. 3/1/85

FHWA REGION	STATE	PROJECT
5	OHIO	

12
27

HAS-800- 3.26

CURVE DATA

R=25'
Δ=49° 48' 47"
DS=229° 10' 59"
T=11.61'
L=21.74'

PAVEMENT CALCULATIONS

Area by Plan. = $1576 \text{ sq. ft.} \div 9 = 175.1 \text{ Sq. Yd.}$
 Item 404 1 1/4" Asphalt Concrete
 $176 \times \left(\frac{1 1/4}{36}\right) = 6.1 \text{ Cu. Yd.}$
 USE 7.0 Cu. Yd.
 Item 402 1 3/4" Asphalt Concrete
 $176 \times \left(\frac{1 3/4}{36}\right) = 8.6 \text{ Cu. Yd.}$
 USE 9.0 Cu. Yd.
 Item 301 4 1/2" Bituminous Aggregate Base
 Area by Plan. $1684 \text{ sq. ft.} \times \left(\frac{4 1/2}{12}\right) \div 27 = 23.4 \text{ Cu. Yd.}$
 USE 24 Cu. Yd.
 Item 203 Subgrade Compaction
 Area from 404 176 Sq. Yd.

CURVE DATA

R=25'
Δ=119° 39' 01"
DS=229° 10' 59"
T=43.0'
L=52.21'

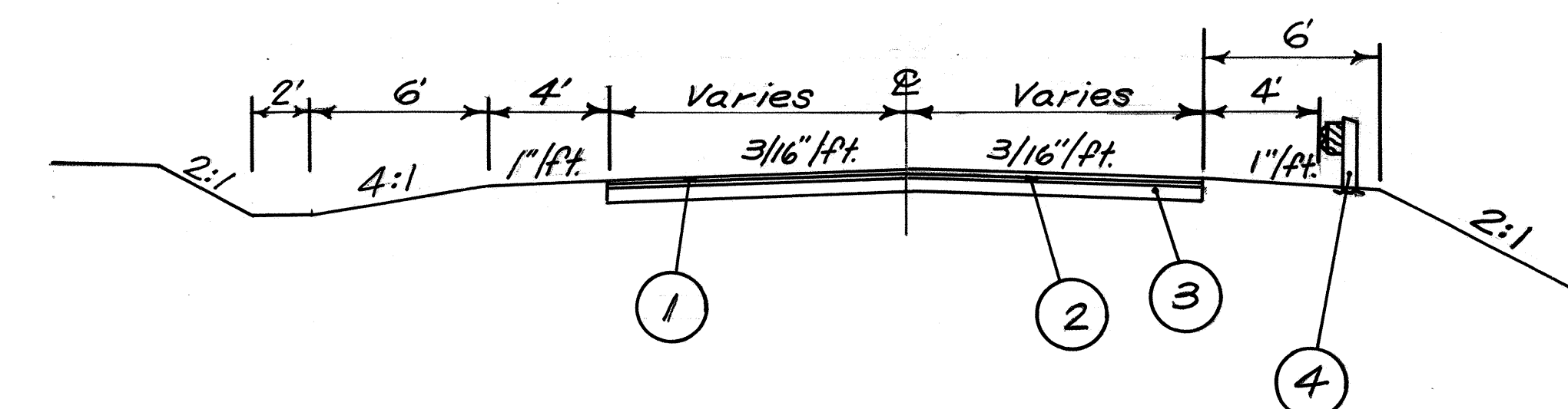
END APPROACH
STA. 0+67

PLAN

Scale In Feet
0' 20' 40'

TYPICAL SECTION

Scale In Feet: 0' 5' 10'



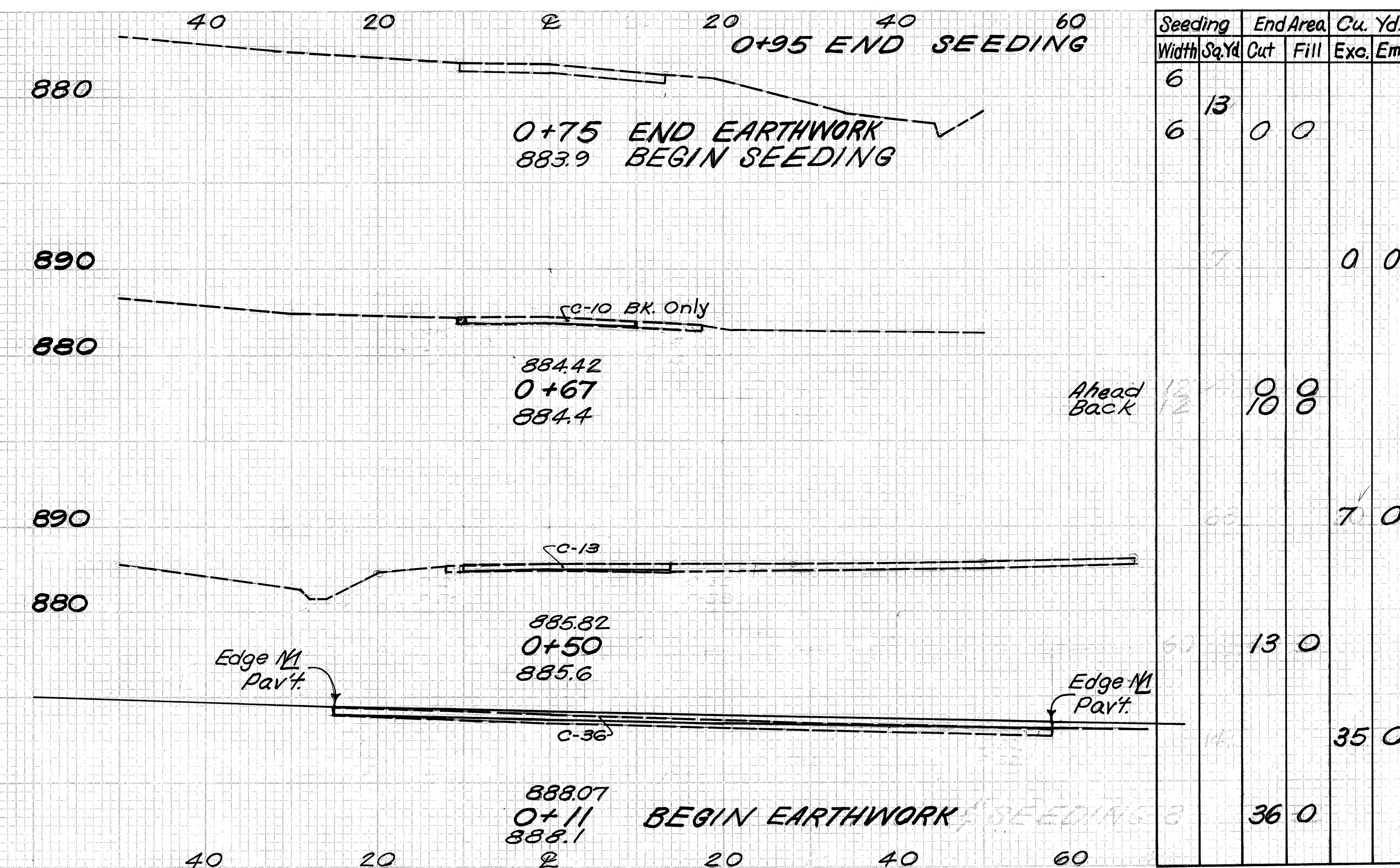
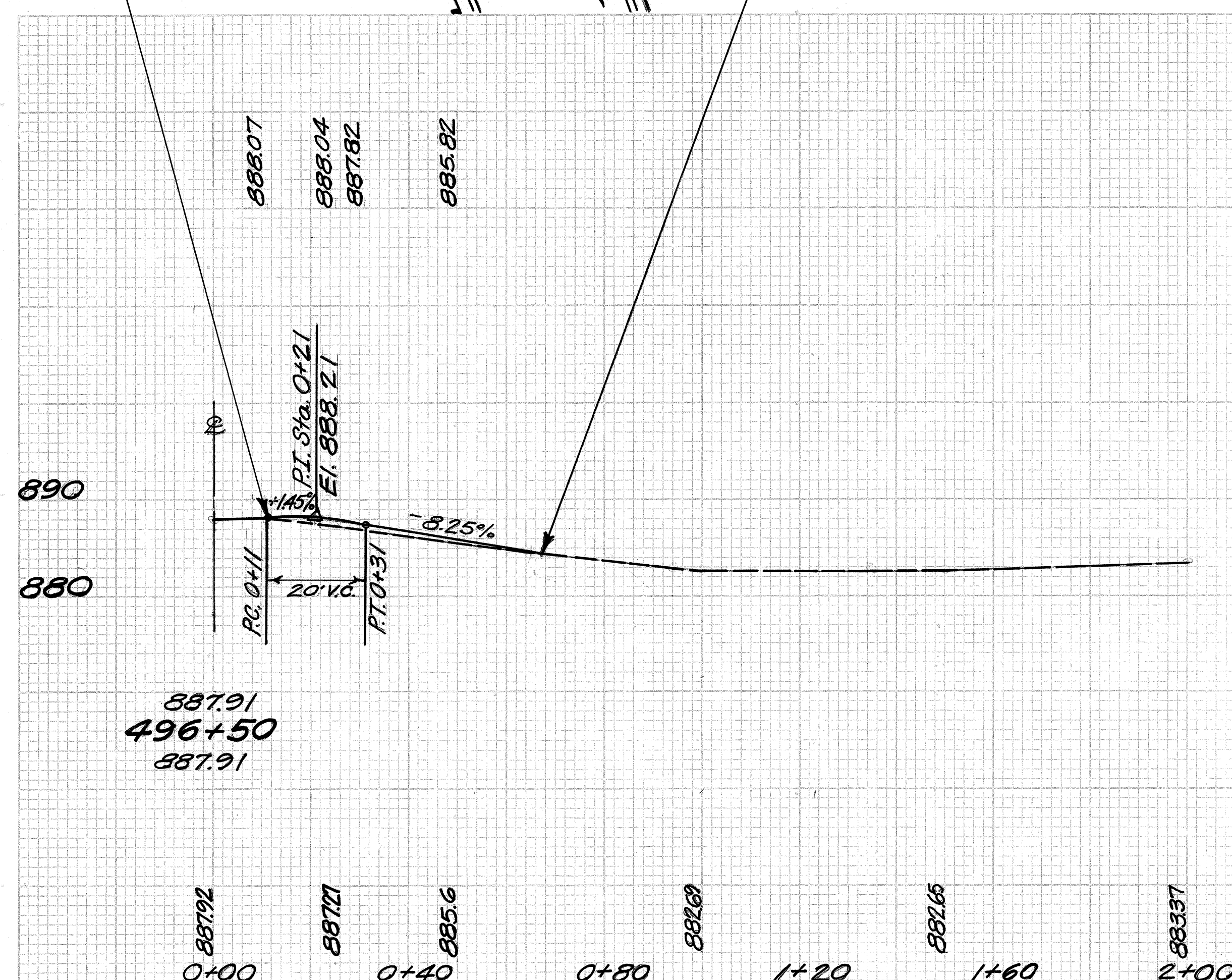
LEGEND

- ① Item 404 1 1/4" Asphalt Concrete
- ② Item 402 1 3/4" Asphalt Concrete
- ③ Item 301 4 1/2" Bituminous Aggregate Base
- ④ Item 606 Guardrail Type 5

CURVE DATA

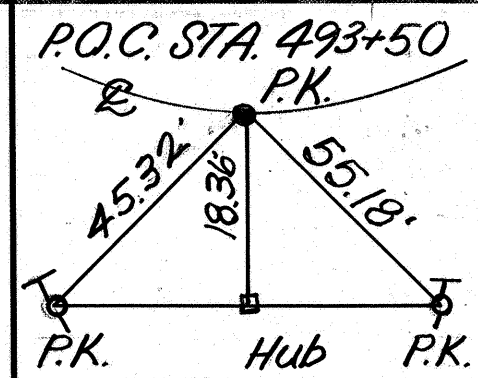
Δ 52° 40' 17"
DS 13° 10' 17"
R 435.16'
T 215.38'
L 400.00'
E 50.39'
Ch 336.07'

BEGIN APPROACH
STA. 0+11

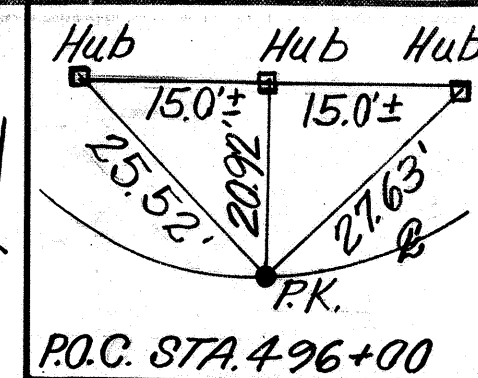


CO. RD. #27 APPR. RT. STA. 496+50

MICROFILMED
NOV 16 1990



B.M. STA. 496+31
M.S. in P
97' RT
Elev. 886.05



HAS-800-3.26

OHIO
FHWA
REGION 5

13
27

0.04 MILES SOUTH OF FREEPORT

DESIGN DESIGNATION

1983 ADT	1370
2003 ADT	3232
2003 ADTT	162

EARTHWORK LIMITS SHOWN ARE APPROXIMATE.
ACTUAL SLOPES SHALL CONFORM TO PLAN
CROSS-SECTIONS.

STREAM DATA

DRAINAGE AREA: 85.9 SQ. MI. REGULATED
BY PIEDMONT RESERVOIR. 43.57 SQ. MI.
UNCONTROLLED
Q100 = 2050 CFS V100 = 3.4 FT/SEC.

STRUCTURE CLEARS 100 YR. FLOOD
ELEVATION BY 7.8' (±)

EXISTING STRUCTURE DATA

SFN 3403270 (PORTIONS TO BE REMOVED) DATE BUILT 1927
TYPE: CONCRETE BEAM AND DECK (CONTINUOUS)
SPANS: 40'-0", 40'-0", 40'-0"
ROADWAY: 29'-3" F/F CURB (W/CONC. RAILING)
ABUTMENTS: CONC. (GRAVITY W/TIMBER PILING)
PIERS: CONCRETE (GRAVITY W/TIMBER PILING)
ALIGNMENT: 13°-10' CURVE LT.
SKEW: 11°-12'-30" LT. FWD.
APPROACH SLABS: CONCRETE 20' LONG
WEARING SURFACE: 4" CONCRETE & 2 1/2" BITUMINOUS SURFACE

PROPOSED STRUCTURE

TYPE: CONTINUOUS COMPOSITE STEEL BEAMS WITH
REINFORCED CONCRETE DECK ON MODIFIED
EXISTING SUBSTRUCTURE UNITS.
SPANS: 42.5'-43'-42' MEASURED ALONG
Q OF SURVEY
ROADWAY: 36'-0" F/F GUARDRAIL
SKEW: 11°-12'-30" L.F. TO REFERENCE
LINE
LOADING: HS20-44 CASE II AND THE
ALTERNATE MILITARY LOADING
APPROACH SLABS: AS-1-81, 25' LONG
ALIGNMENT: 13°-10' CURVE LT.
SUPERELEVATION: 0.072'/'

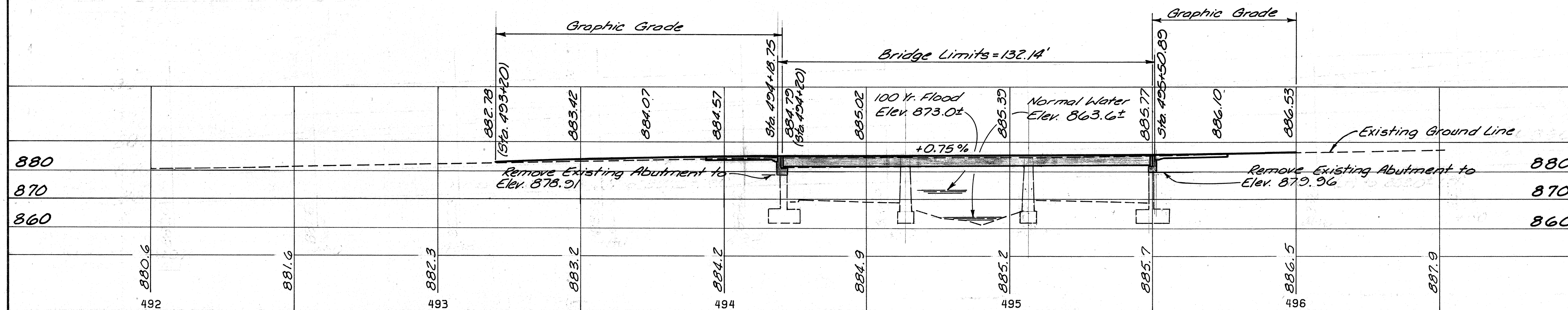
SHEET 1 / 13

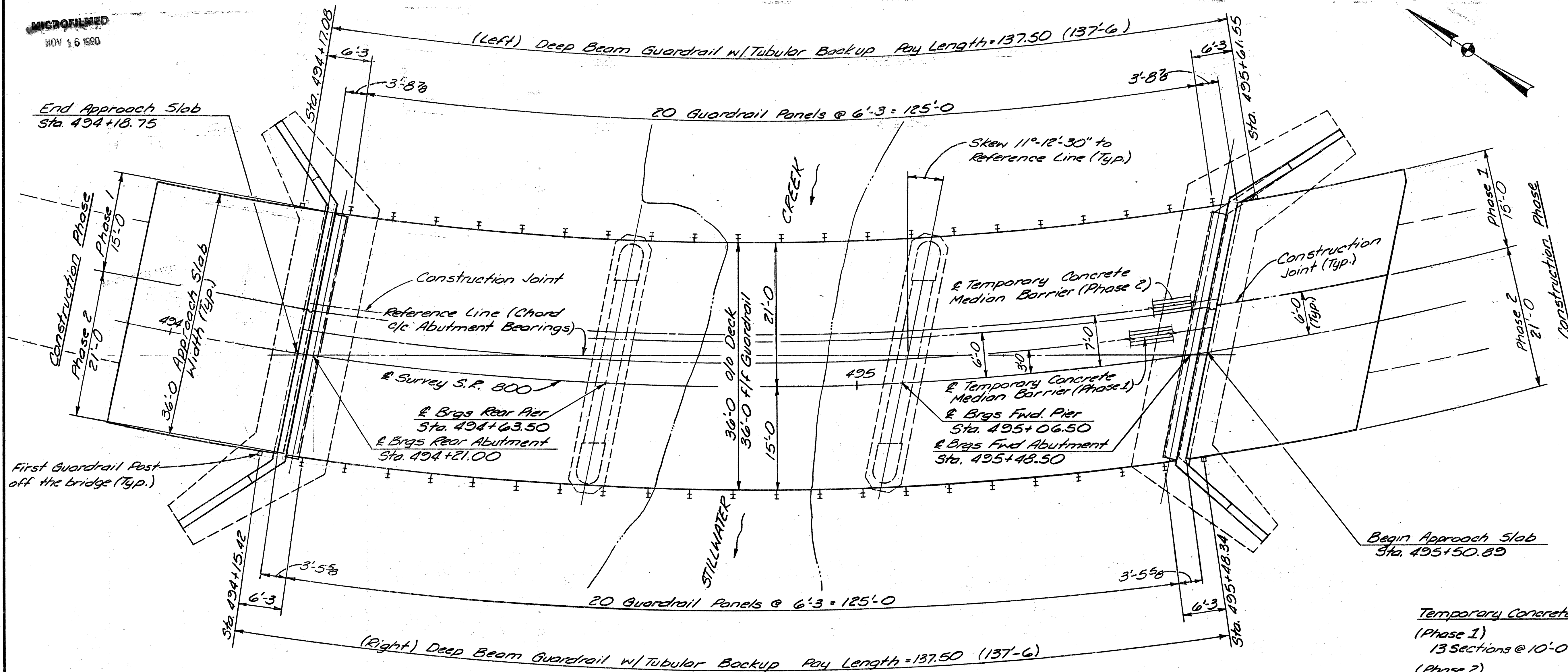
W.E. QUICKSALL AND ASSOCIATES, INC.
NEW PHILADELPHIA, OHIO

SFN 3403270
SITE PLAN
BRIDGE NO. HAS-800-0326
S.R. 800 OVER STILLWATER CREEK

HARRISON COUNTY
STA. 494+18.75
STA. 495+50.89

EXIST. TOPO	PROPOSED WORK
SURVEY DRAWN	DESIGN DRAWN
CHECKED	REVIEWED
0.D.O.T.	0.D.O.T.
FDH	FDH
JMS	WDA 1/84





PLAN

Temporary Concrete Barrier

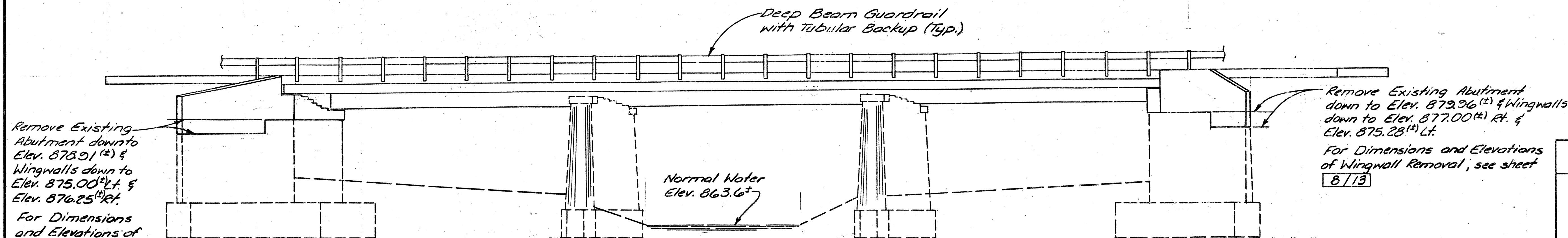
(Phase 1)

13 Sections @ 10'-0" = 130'-0" Sta. 494+20.38 to Sta. 495+50.38

(Phase 2)

13 Sections @ 10'-0" = 130'-0" Sta. 494+21.18 to Sta. 495+51.18

For location & details see sheet 13/13. Payment for Temporary Concrete Barrier shall be paid for under Item 622.



ELEVATION

Remove Existing Abutment down to Elev. 878.91^(±) & Wingwalls down to Elev. 875.00^(±) Lt. & Elev. 876.25^(±) Rt.
For Dimensions and Elevations of Wingwall Removal see sheet 8/13

Remove Existing Abutment down to Elev. 879.96^(±) & Wingwalls down to Elev. 877.00^(±) Rt. & Elev. 875.28^(±) Lt.
For Dimensions and Elevations of Wingwall Removal, see sheet 8/13

Sheet 2/13

W.E. QUICKSALL AND ASSOCIATES, INC.
NEW PHILADELPHIA, OHIO

GENERAL PLAN AND ELEVATION
BRIDGE NO. HAS-800-0326
S.R. 800 OVER STILLWATER CREEK

HARRISON COUNTY
STA. 494+18.75
STA. 495+50.89

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
FDH	FDH		WMS	WDA	5/84	

DESIGN NOTES

ESTIMATED QUANTITIES

ITEM	TOTAL	UNIT	DESCRIPTION	ABUTS	PIERS	SUPER	GEN'L.		
202	LUMP	SUM	PORTIONS OF STRUCTURES REMOVED				LUMP		
503	LUMP	SUM	COFFERDAMS, CRIBS AND SHEETING				LUMP		
503	49	CU.YD.	UNCLASSIFIED EXCAVATION	49					
509	22,480	LBS.	REINFORCING STEEL, GRADE 60	8136		14,344			
824	18,385	LBS.	EPOXY COATED REINFORCING STEEL, GRADE 60			18,385			
510	287	EACH	DOWEL HOLES	287					
511	129	CU.YD.	CLASS 'S' CONCRETE, SUPERSTRUCTURE (SEE PROPOSAL NOTE)			129			
511	60	CU.YD.	CLASS 'C' CONCRETE, ABUTMENTS	60					
511	2	CU.YD.	CLASS 'C' CONCRETE, PIERS		2				
512	4	SQ.YD.	TYPE 'B' WATERPROOFING	4					
513	74,300	LBS.	STRUCTURAL STEEL, ASTM A588 (AISC CATAGORY I)			74,300			
513	1692	EACH	WELDED STUD SHEAR CONNECTORS			1692			
516	74	LIN.FT.	ELASTOMERIC COMPRESSION SEALS, FOR STRUCTURAL STEEL JOINTS, 3" WIDTH			74			
516	12	EACH	LAMINATED ELASTOMERIC BEARINGS (1 3/4"X11 1/2"XD'-11 1/2"			12			
			ELASTOMERIC PAD WITH 3/4"X12 1/2"X1'-0 1/2"						
			STEEL LOAD PLATE)						
516	12	EACH	LAMINATED ELASTOMERIC BEARINGS (3 3/8"X8 1/2"XD'-8 1/2"			12			
			ELASTOMERIC PAD WITH 5/8"X10"XD'-10 STEEL LOAD						
			PLATE)						
517	275	LIN.FT.	RAILING (DEEP BEAM RAIL W/TUBULAR BACK-UP INCLUDING TYPE 2 STEEL POST, BOLTS & ACCESSORIES)			275			
518	35	CU.YD.	POROUS BACKFILL	35					
519	29	SQ.FT.	PATCHING CONCRETE STRUCTURES, AS PER PLAN	6	23				
SPECIAL	542	SQ.YD.	SEALING OF CONCRETE SURFACES (EPOXY) SEE PROPOSAL NOTE	155	296	91			

TOP OF SLAB ELEVATIONS (SCREED ELEV.)

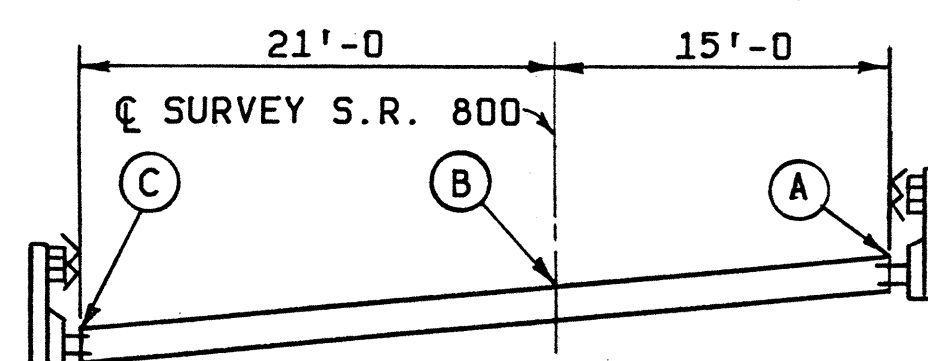
STATION	POINTS		
	A	B	C
494+20.29	885.87	-	-
494+21.00	-	884.80	-
494+22.09	-	-	883.29
494+30.56	885.98	-	-
494+31.63	-	884.91	-
494+33.25	-	-	883.41
494+40.83	886.07	-	-
494+42.25	-	885.00	-
494+44.42	-	-	883.50
494+53.15	886.14	-	-
494+55.00	-	885.07	-
494+57.82	-	-	883.58
494+61.36	886.18	-	-
494+63.50	-	885.12	-
494+66.76	-	-	883.63
494+70.05	886.25	-	-
494+72.50	-	885.18	-
494+76.23	-	-	883.70

TOP OF SLAB ELEVATIONS (SCREED ELEV.)

STATION	POINTS		
	A	B	C
494+82.12	886.34	-	-
494+85.00	-	885.28	-
494+89.39	-	-	883.80
494+92.50	886.41	-	-
494+95.75	-	885.36	-
495+00.71	-	-	883.88
495+02.87	886.49	-	-
495+06.50	-	885.44	-
495+12.04	-	-	883.97
495+10.10	886.56	-	-
495+14.00	-	885.51	-
495+19.95	-	-	884.04
495+23.12	886.68	-	-
495+27.50	-	885.63	-
495+34.19	-	-	884.17
495+33.24	886.75	-	-
495+38.00	-	885.71	-
495+45.28	-	-	884.25

TOP OF SLAB ELEVATIONS (SCREED ELEV.)

STATION	POINTS		
	A	B	C
495+43.35	886.80	-	-
495+48.50	-	885.75	-
495+56.38	-	-	884.30



NOTE: ELEVATIONS AT THE TOP OF CONCRETE SLAB ARE THOSE REQUIRED BEFORE DECK CONCRETE IS PLACED TO ALLOW FOR DEAD LOAD DEFLECTION CAUSED BY THE WEIGHT OF THE CONCRETE.

DESIGN SPECIFICATIONS

THIS STRUCTURE CONFORMS TO "STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES" ADOPTED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS, 1977, INCLUDING THE 1978 THRU 1982 AND 1983 INTERIM SPECIFICATIONS AND THE OHIO "SUPPLEMENT" TO THESE SPECIFICATIONS.

DESIGN DATA

DESIGN LOADING: HS20-44 CASE II AND THE ALTERNATE MILITARY LOADING
CONCRETE CLASS 'S': COMPRESSIVE STRENGTH 4500 P.S.I. (SUPER-STRUCTURE)
CONCRETE CLASS 'C': COMPRESSIVE STRENGTH 4000 P.S.I. (SUB-STRUCTURE)
REINFORCING STEEL: ASTM A615, A616, 617- GRADE 60 MINIMUM YIELD STRENGTH 60,000 P.S.I.
STRUCTURAL STEEL: ASTM A588-UNIT STRESS 27,000 P.S.I.
ASTM A36-UNIT STRESS 20,000 P.S.I.

REFERENCE SHALL BE MADE TO:

STANDARD DRAWINGS

AS-1-81 DATED 11-27-81
DBR-2-73 DATED 4-10-73
MC-9A DATED 5-1-81
EXJ-2-81 DATED 4-2-84
SD-1-69 DATED 6-12-69

SUPPLEMENTAL SPECIFICATIONS

836 DATED 3-12-75
824 DATED 10-8-82
849 DATED 10-19-81

DECK PROTECTION METHOD

EPOXY COATED REINFORCING STEEL, TOP MAT ONLY. MONOLITHIC WEARING SURFACE IS ASSUMED, FOR DESIGN PURPOSES, TO BE 1" THICK.

EXISTING STRUCTURE VERIFICATION

DETAILS AND DIMENSIONS SHOWN ON THESE PLANS PERTAINING TO THE EXISTING STRUCTURE HAVE BEEN OBTAINED FROM FIELD OBSERVATIONS AND MEASUREMENTS OF THE EXISTING STRUCTURE. CONSEQUENTLY THEY ARE INDICATIVE OF THE EXISTING STRUCTURE AND THE PROPOSED WORK BUT THEY SHALL BE CONSIDERED TENTATIVE AND APPROXIMATE. THE CONTRACTOR IS REFERED TO CMS SECTIONS 102.05, 105.02.

CONTRACT BID PRICES SHALL BE BASED UPON A RECOGNITION OF THE UNCERTAINTIES DESCRIBED ABOVE AND UPON A PRE-BID EXAMINATION OF THE EXISTING STRUCTURE BY THE CONTRACTOR. HOWEVER, ALL PROJECT WORK SHALL BE BASED UPON ACTUAL DETAILS AND DIMENSIONS WHICH HAVE BEEN VERIFIED BY THE CONTRACTOR IN THE FIELD.

PORTIONS OF STRUCTURES TO BE REMOVED: THE FOLLOWING PORTIONS OF THE EXISTING STRUCTURE SHALL BE REMOVED IN SEQUENCE, TO THE LIMITS SHOWN ON THE PLAN:

- COMPLETE SUPERSTRUCTURE, INCLUDING ASPHALT AND CONCRETE WEARING SURFACE, REINFORCED CONCRETE DECK, BEAMS AND RAILING.
- EXISTING ABUTMENTS (TO THE LIMITS SHOWN ON THE PLAN).

REINFORCING STEEL SPLICES: ALL REINFORCING STEEL SPLICES SHALL BE IN ACCORDANCE WITH ITEM 509.08. UNLESS SHOWN OTHERWISE, ALL SPLICES SHALL BE MADE BY OVERLAPPING THE ENDS OF THE BARS NOT LESS THAN SHOWN IN THE FOLLOWING TABLE:

BAR SIZE	LAP LENGTH
#4	1'-4
#5	1'-8
#6	2'-0

DECK EXPANSION JOINTS:

THE DECK EXPANSION JOINTS SHALL BE SEALED WITH ELASTOMERIC COMPRESSION SEALS, AS PER PLAN AND STANDARD DRAWINGS
EXJ-2-81, WITH ROADWAY GRADIENT OF 2% OR LESS.

ITEM 519 PATCHING CONCRETE STRUCTURES, AS PER PLAN:

AFTER SURFACE PREPARATION IS COMPLETED, ALL EXPOSED REINFORCING STEEL AND CONCRETE SHALL BE CLEANED BY SANDBLASTING. AT THE OPTION OF THE CONTRACTOR, ANY PATCHING UNDER THIS ITEM MAY BE PREFORMED ACCORDING TO ITEM 520, PNEUMATICALLY PLACED MORTAR.

SEALING OF CONCRETE SURFACES

AN EPOXY SEALER SHALL BE APPLIED TO THE FOLLOWING EXPOSED CONCRETE SURFACE AREAS: (AS PER PROPOSAL NOTE), AND AS FOLLOWS: COMPLETE AREA OF DECK EDGE AS SHOWN IN TRANSVERSE SECTION ON SHEET 12/13, COMPLETE AREA OF THE ABUTMENT BACKWALL, BEAM SEAT AND BREASTWALL BETWEEN DECK FASCIAS, AND ALL SURFACES OF THE PIERS ABOVE WATER LEVEL.

SPECIAL CARE AND APPROPRIATE MEASURES SHALL BE TAKEN TO PREVENT REMOVAL DEBRIS FROM FALLING INTO THE CREEK.

PHASE CONSTRUCTION:

THE CONTRACTOR SHALL TAKE ALL PRECAUTIONARY MEASURES NECESSARY, INCLUDING THE USE OF SHEETING AND BRACING AS REQUIRED, TO PROTECT AND STABILIZE THAT PORTION OF THE EXISTING STRUCTURE AND PAVEMENT THAT WILL BE USED TO MAINTAIN TRAFFIC DURING EXCAVATION FOR AND CONSTRUCTION OF THE PHASE 1 PORTION OF THE PROJECT. FOR CONSTRUCTION PHASE SEQUENCE SEE SHEET 13/13.

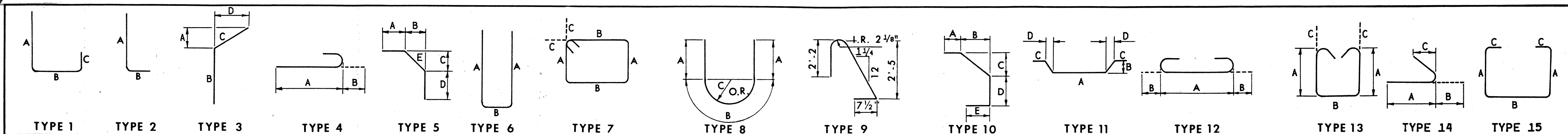
Sheet 3/13

W. E. QUICKSALL AND ASSOCIATES, INC.
CONSULTING ENGINEERS • NEW PHILADELPHIA, OHIO

DESIGN NOTES
AND ESTIMATED QUANTITIES

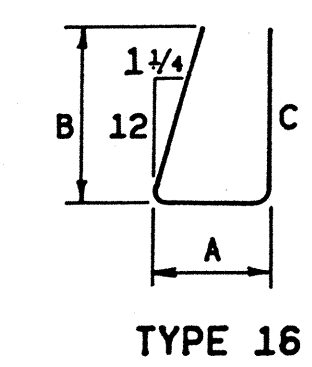
BRIDGE NO. HAS-800-0326
S.R. 800 OVER STILLWATER CREEK

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
FDH	FDH		JMS	Wdo	5/89	



REAR ABUTMENT													
MARK	TYPE	A	B	C	D	E	NUMBER				TOTAL	LENGTH	WEIGHT
A801	5	1'-5	1'-7½	1'-7½	1'-5	2'-3½					24	5'-0	320
A802	Str.										2	9'-7	51
A803	Str.										2	10'-10	58
A804	Str.										6	2'-8	43
A805	Str.										2	3'-11	21
A806	Str.										4	10'-5	108
A807	Str.										4	7'-5	79
A808	Str.										6	9'-1	146
A809	Str.										2	11'-0	59
A810	Str.										5	3'-0	40
A701	Str.										31	4'-0	253
A601	Str.										1	21'-0	32
A602	Str.										1	20'-9	31
A603	Str.										1	21'-9	33
A604	Str.										1	22'-5	34
A605	Str.										2	14'-4	43
A606	Str.										2	16'-3	49
A607	6	2'-9	1'-5								41	6'-7	405
A608	6	2'-9	11"								36	6'-1	329
A609	Str.										102	2'-0	306
A610	6	5'-4½	1'-5								1	11'-10	18
A501	Str.										5	21'-10	114
A502	Str.										5	16'-0	83
A503	Str.										1	21'-0	22
A504	7	1'-0	3'-5	5½"							4	9'-5	39
A505	7	1'-5	3'-5	5½"							4	10'-2	43
A506	7	1'-10	3'-5	5½"							5	11'-0	58
A507	7	2'-4	3'-5	5½"							4	12'-0	50
A508	6	2'-8	3'-5								16	8'-6	142
A509	Str.			Length Varies by 2¼"							2 Series of 5	5'-8 to 6'-5	63
A510	Str.	(Length Varies by 2⅜")									2 Series of 12	6'-0 to 8'-2	177
A511	6	10"	8"								17	2'-1	37
A512	Str.										1	22'-5	23
A513	3	1'-3¾	17'-3	1'-10	1'-3¾						3	19'-1	60
A514	3	1'-3¾	16'-8	1'-10	1'-3¾						3	18'-6	58
A515	6	2'10 to 3'-9	8"	Length Varies by 7¾" (1'-2)							1 Series of 4	6'-1 to 7'-11	29
A516	3	1'-9⅝	14'-11	1'-10	6¼"						1	16'-9	17
A517	3	1'-9⅝	14'-4	1'-10	6¼"						1	16'-2	17
A518	3	1'-3¾	4'-3	1'-10	1'-3¾						1	6'-1	6
A519	3	1'-3¾	3'-8	1'-10	1'-3¾						1	5'-6	6
A520	3	1'-3¾	8'-6	1'-10	1'-3¾						1	10'-4	11
A521	3	1'-3¾	7'-11	1'-10	1'-3¾						1	9'-9	10
A522	3	1'-3¾	7'-2	1'-10	1'-3¾						1	9'-0	9

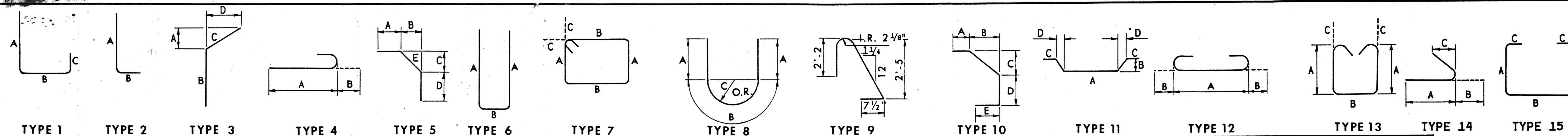
REAR ABUTMENT (CONT'D)											
MARK	TYPE	A	B	C	D	E	NUMBER	TOTAL	LENGTH	WEIGHT	
A523	3	1'-3 3/8	6'-7	1'-10	1'-3 3/8			1	8'-5	9	
A524	3	1'-3 3/8	13'-7	1'-10	1'-3 3/8			1	15'-5	16	
A525	3	1'-3 3/8	13'-0	1'-10	1'-3 3/8			1	14'-10	15	
A526	6	3'-10 to 6'-6	8"	Length Varies by 7 5/8" (1'-2)				1 Series of 10	8'-1 to 13'-5	112	
A527	Str.							6	9'-8	60	
A528	Str.							4	11'-8	49	
A529	3	1'-3 3/8	14'-4	1'-10	1'-3 3/8			1	16'-2	17	
A530	3	1'-3 3/8	13'-9	1'-10	1'-3 3/8			1	15'-7	16	
A531	3	1'-9 5/8	17'-8	1'-10	4 1/8"			1	19'-6	20	
A532	3	1'-9 5/8	17'-1	1'-10	4 1/8"			1	18'-11	20	



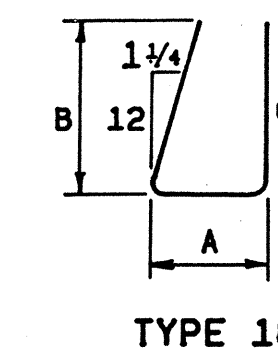
NOTES

REFER TO CMS SECTIONS 106.03, 700, 709.01 THROUGH 709.05 AND 709.08. SUFFICIENT ADDITIONAL REINFORCING STEEL SHALL BE PROVIDED FOR SAMPLING. RANDOM SAMPLES SHALL BE REPLACED IN THE STRUCTURES BY THE ADDITIONAL STEEL, SPLICED IN ACCORDANCE WITH 509.08.

ALL DIMENSIONS ARE OUT-TO-OUT.
STR. IN THE "TYPE" COLUMN INDICATES STRAIGHT BARS.



FORWARD ABUTMENT													
MARK	TYPE	A	B	C	D	E	NUMBER				TOTAL	LENGTH	WEIGHT
B801	5	1'-5	1'-7½	1'-7½	1'-5	2'-3½					25	5'-0	334
B802	Str.										4	9'-1	97
B803	Str.										2	3'-9	20
B804	Str.										4	8'-6	91
B805	Str.										6	2'-8	43
B806	Str.										2	7'-5	40
B807	Str.										2	7'-1	38
B808	Str.										4	10'-5	111
B809	Str.										2	10'-0	53
B810	Str.										2	11'-1	59
B811	Str.										6	3'-0	48
B701	Str.										36	4'-0	294
B601	Str.										1	21'-5	32
B602	Str.										1	22'-4	34
B603	Str.										1	21'-1	32
B604	Str.										2	14'-5	43
B605	Str.										1	22'-0	33
B606	Str.										2	16'-7	49
B607	6	2'-9	1'-5								40	6'-7	396
B608	6	2'-9	11"								38	6'-1	347
B609	6	3'-1	1'-5								2	7'-3	22
B610	Str.										107	2'-0	321
B501	Str.										6	22'-4	140
B502	Str.										1	21'-5	22
B503	Str.										5	16'-7	86
B504	7	1'-0	3'-5	5½"							4	9'-4	39
B505	7	1'-5	3'-5	5½"							4	10'-2	42
B506	7	1'-9½	3'-5	5½"							5	10'-11	57
B507	7	2'-3	3'-5	5½"							5	11'-10	62
B508	6	2'-6	3'-5								14	8'-2	119
B509	Str.										20	8'-9	183
B510	3	1'-3¼	10'-4	1'-10	1'-3¾						1	12'-2	13
B511	3	1'-3¼	9'-9	1'-10	1'-3¾						1	11'-7	12
B512	6	10"	8"								36	2'-1	78
B513	3	1'-9¾	8'-11	1'-10	3¾"						2	10'-9	22
B514	Str.	Length Varies by 1¾"									2 Series of 9	7'-6 to 8'-8	152
B515	3	1'-3¼	10'-2	1'-10	1'-3¾						3	21'-0	66
B516	3	1'-3¼	18'-7	1'-10	1'-3¾						3	20'-5	64
B517	Str.										6	19'-0	119
B518	Str.										20	6'-7	137
B519	3	11"	9'-11	1'-10	1'-7						1	11'-9	12
B520	3	11"	8'-11	1'-10	1'-7						1	10'-9	11

[illegible]

NOTES

REFER TO CMS SECTIONS 106.03, 700, 709.01 THROUGH 709.05 AND 709.08. SUFFICIENT ADDITIONAL REINFORCING STEEL SHALL BE PROVIDED FOR SAMPLING. RANDOM SAMPLES SHALL BE REPLACED IN THE STRUCTURES BY THE ADDITIONAL STEEL, SPLICED IN ACCORDANCE WITH 509.08.

ALL DIMENSIONS ARE OUT-TO-OUT.

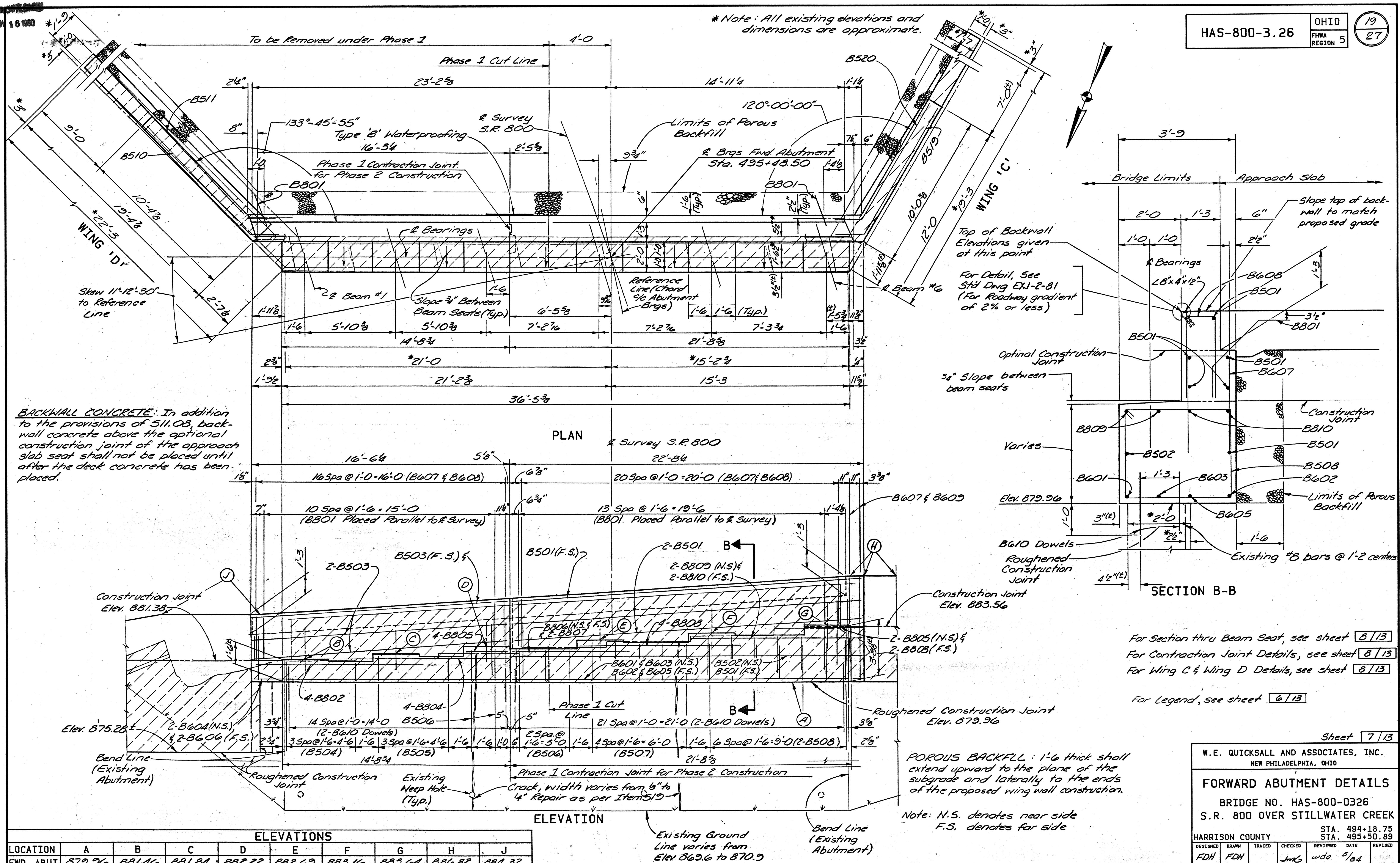
STR. IN THE "TYPE" COLUMN INDICATES STRAIGHT BARS.

AN 'E' DESIGNATION PRECEDING THE BAR SIZE DENOTES EPOXY COATED BARS.

Note: Bend A516, A517
A531 & A532 in field
to suit 45° Angle



* Note: All existing elevations and dimensions are approximate.



For Section thru Beam Seat, see sheet 8/13
For Construction Joint Details, see sheet 8/13
For Wing C & Wing D Details, see sheet 8/13
For Legend, see sheet 6/13

W.E. QUICKSALL AND ASSOCIATES, INC.
NEW PHILADELPHIA, OHIO

FORWARD ABUTMENT DETAILS

BRIDGE NO. HAS-800-0326
S.R. 800 OVER STILLWATER CREEK

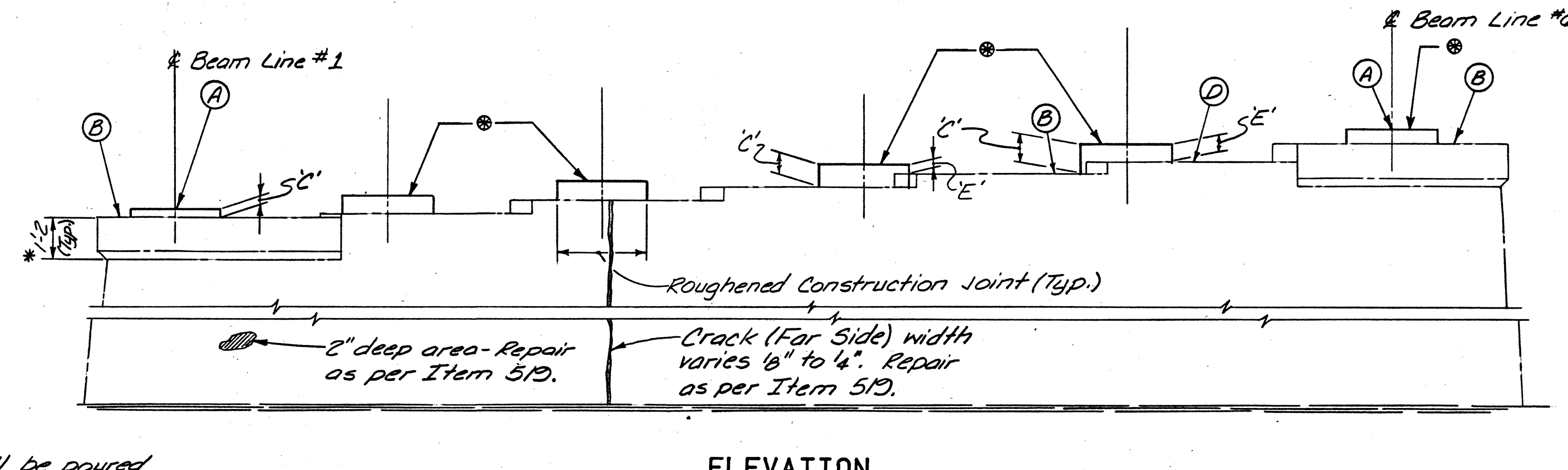
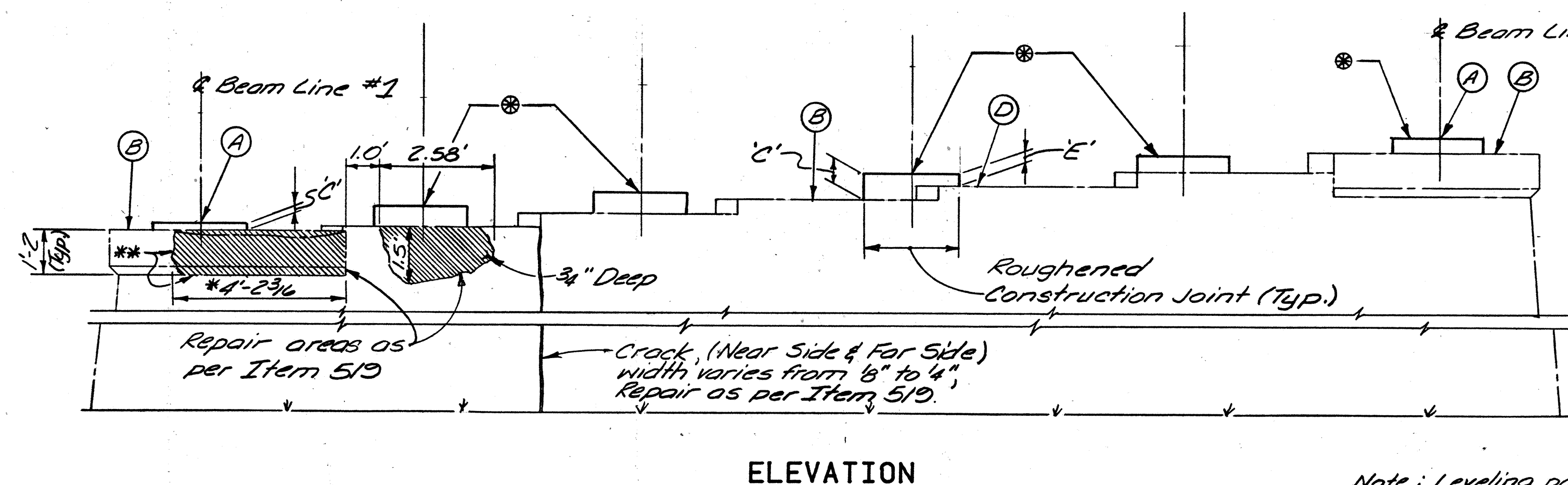
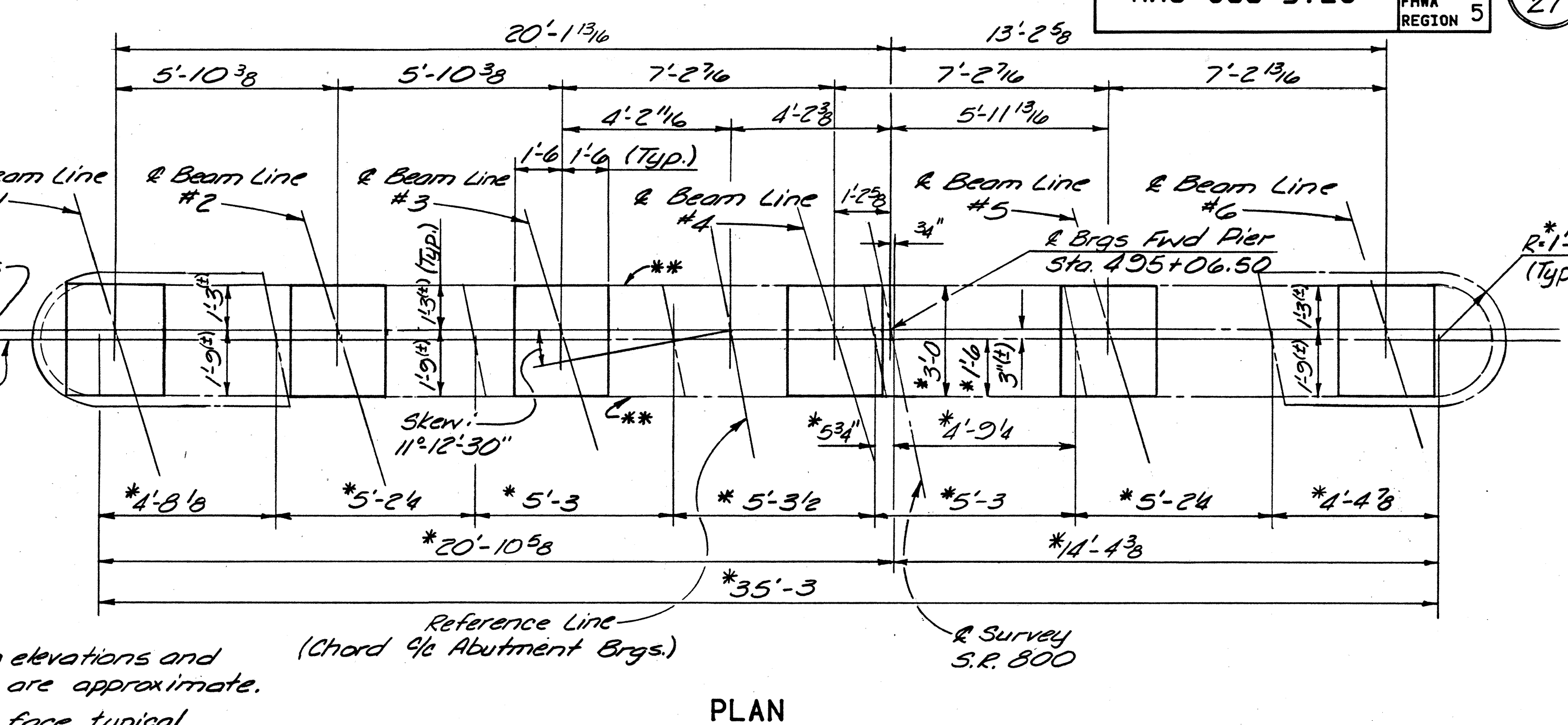
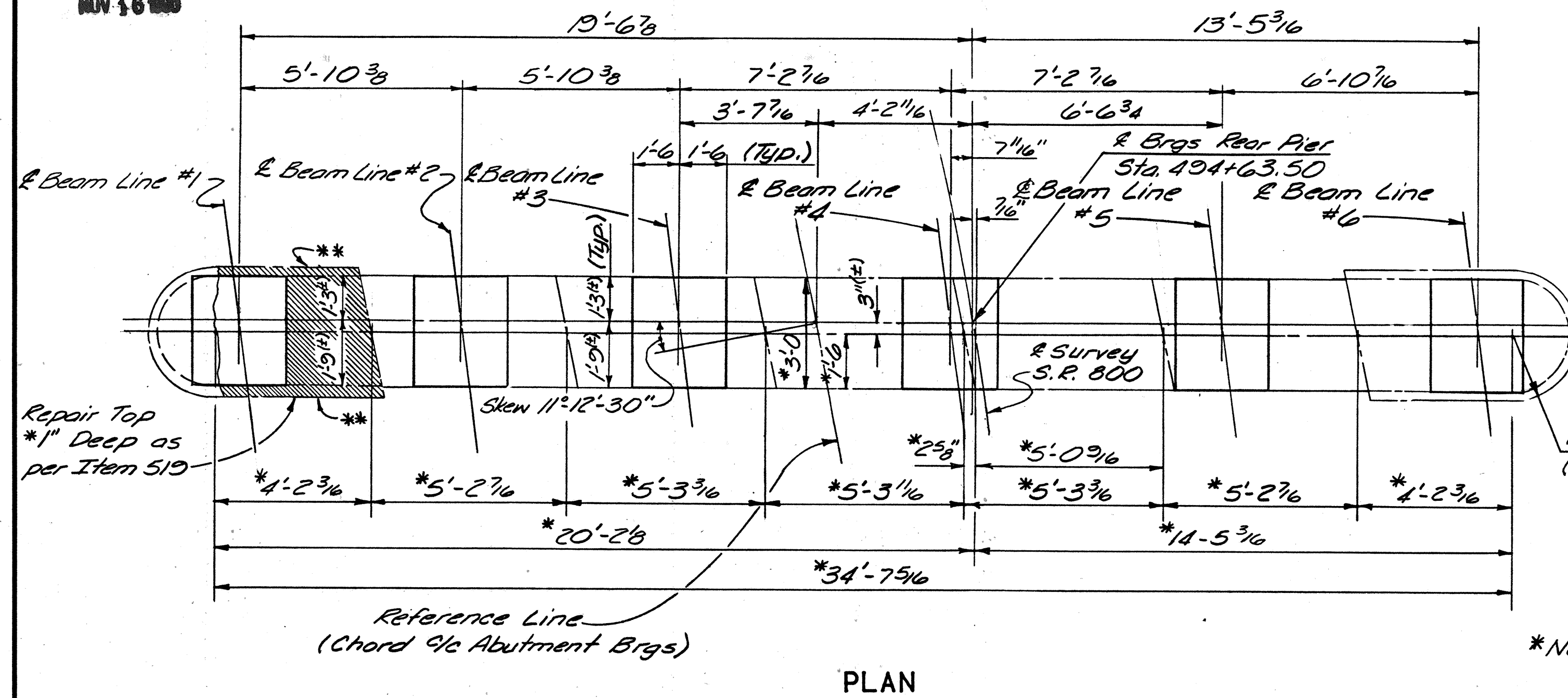
HARRISON COUNTY
DESIGNED: FDH
DRAWN: FDH
TRACED: JMG
CHECKED: JMG
REVIEWED: wda
DATE: 5/84
STA. 494+18.75
STA. 495+50.89

NOV 16 1980

HAS-800-3.26

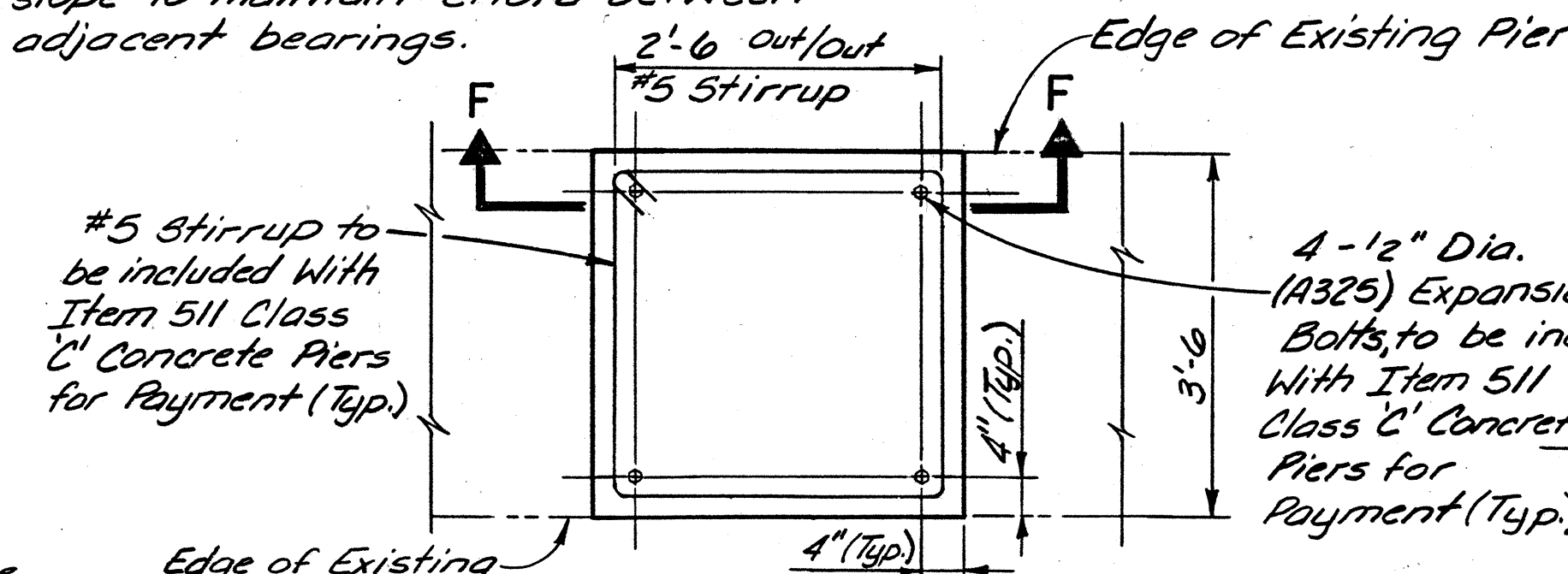
OHIO
FHWA
REGION 5

21
27

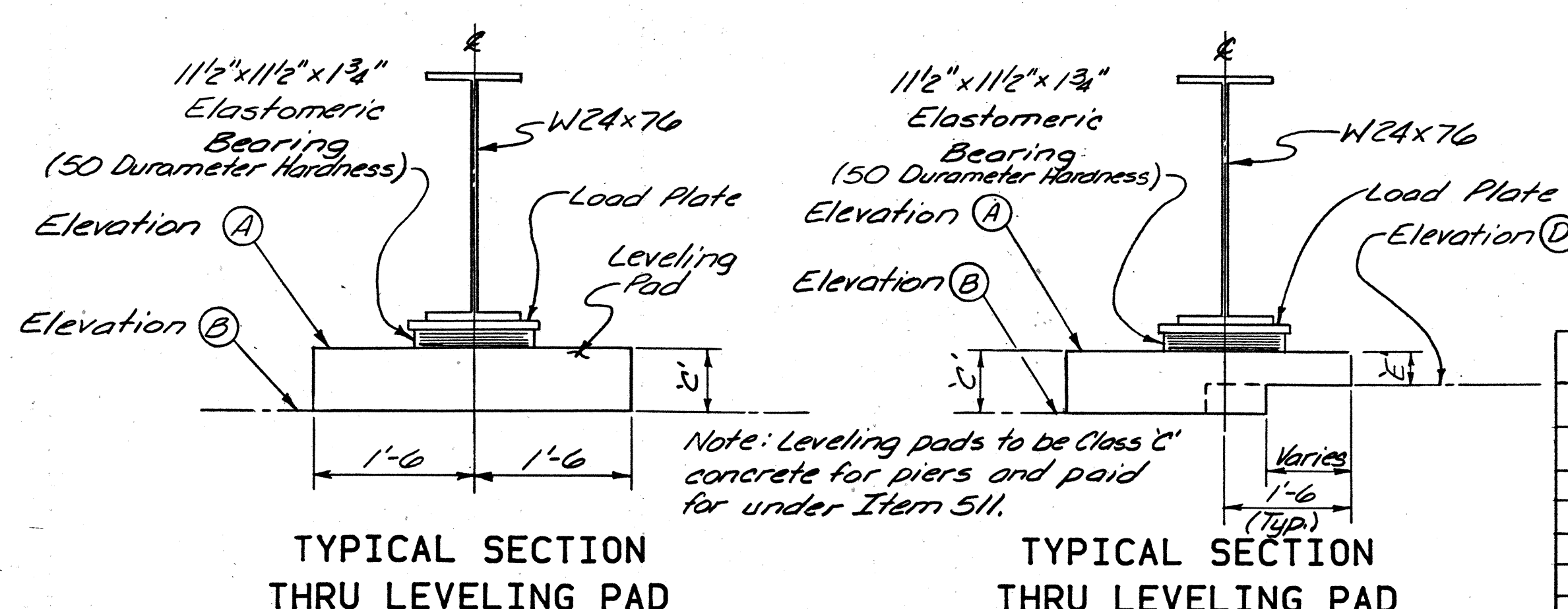


Note: Leveling pads shall be poured to elevation and necessary grade slope to maintain chord between adjacent bearings.

Pad to be reinforced with #5 stirrup and 4-1/2" Dia Expansion Bolts.



(A) - Proposed Elevations
(B), (D) - Existing Elevations



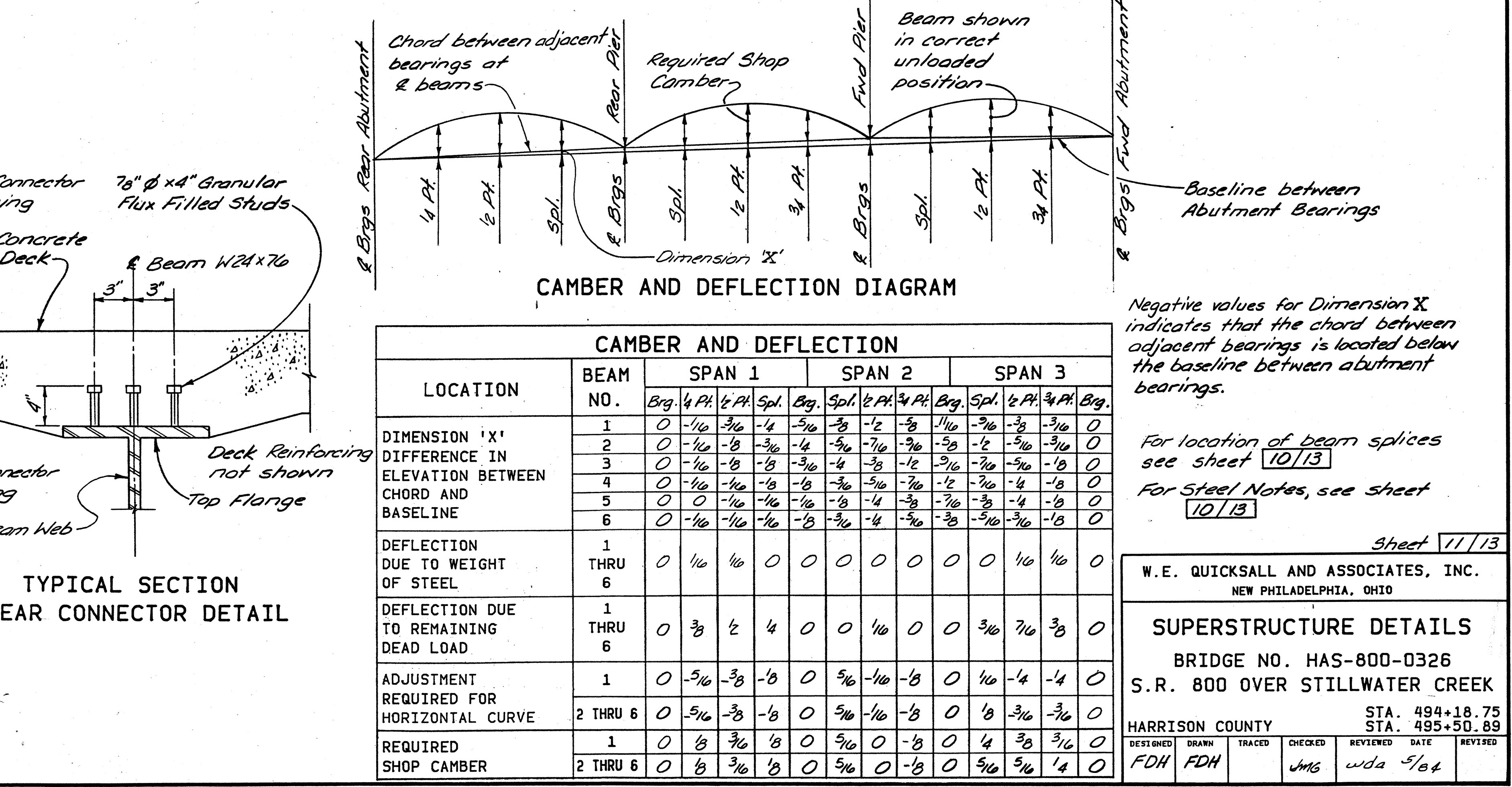
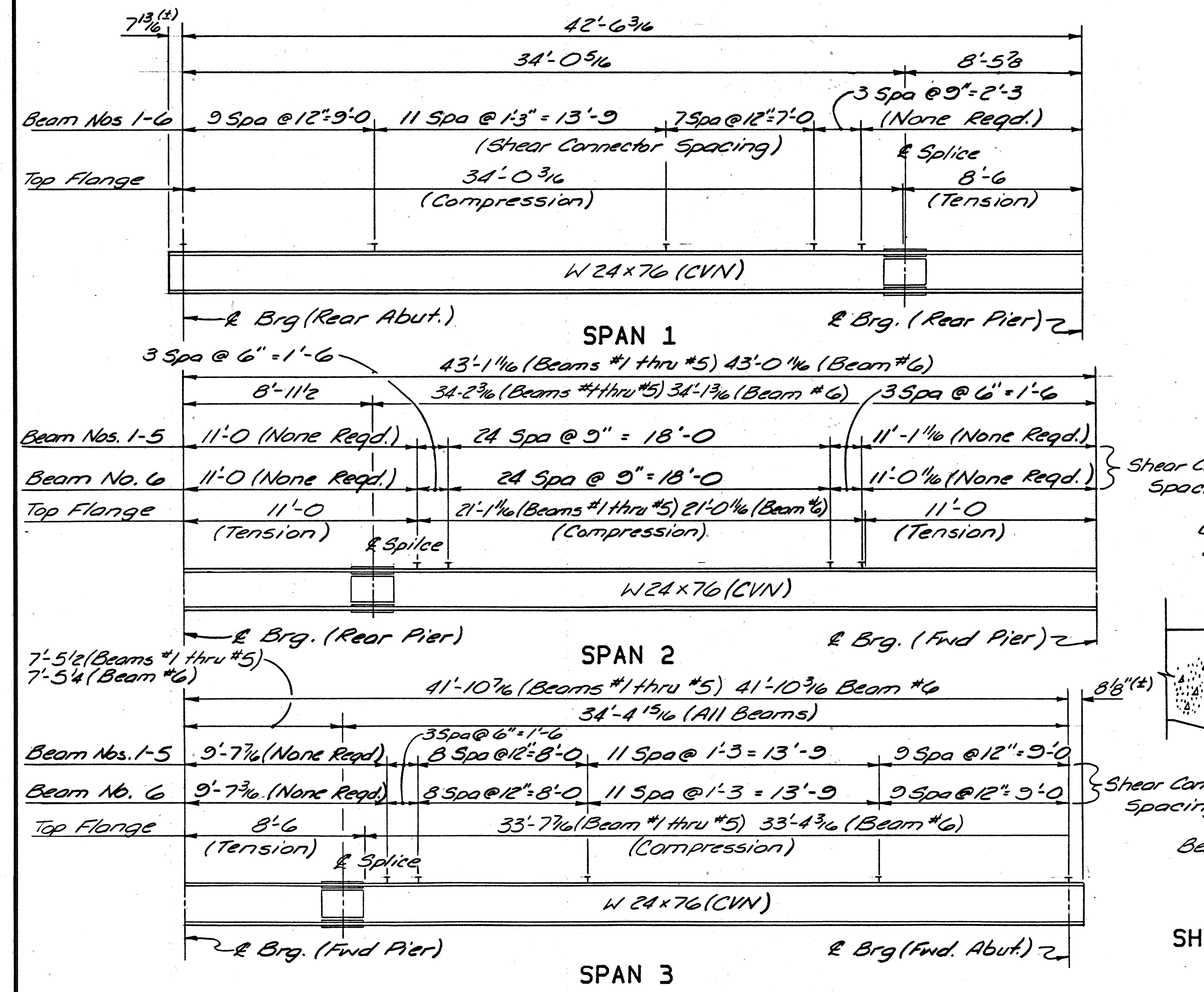
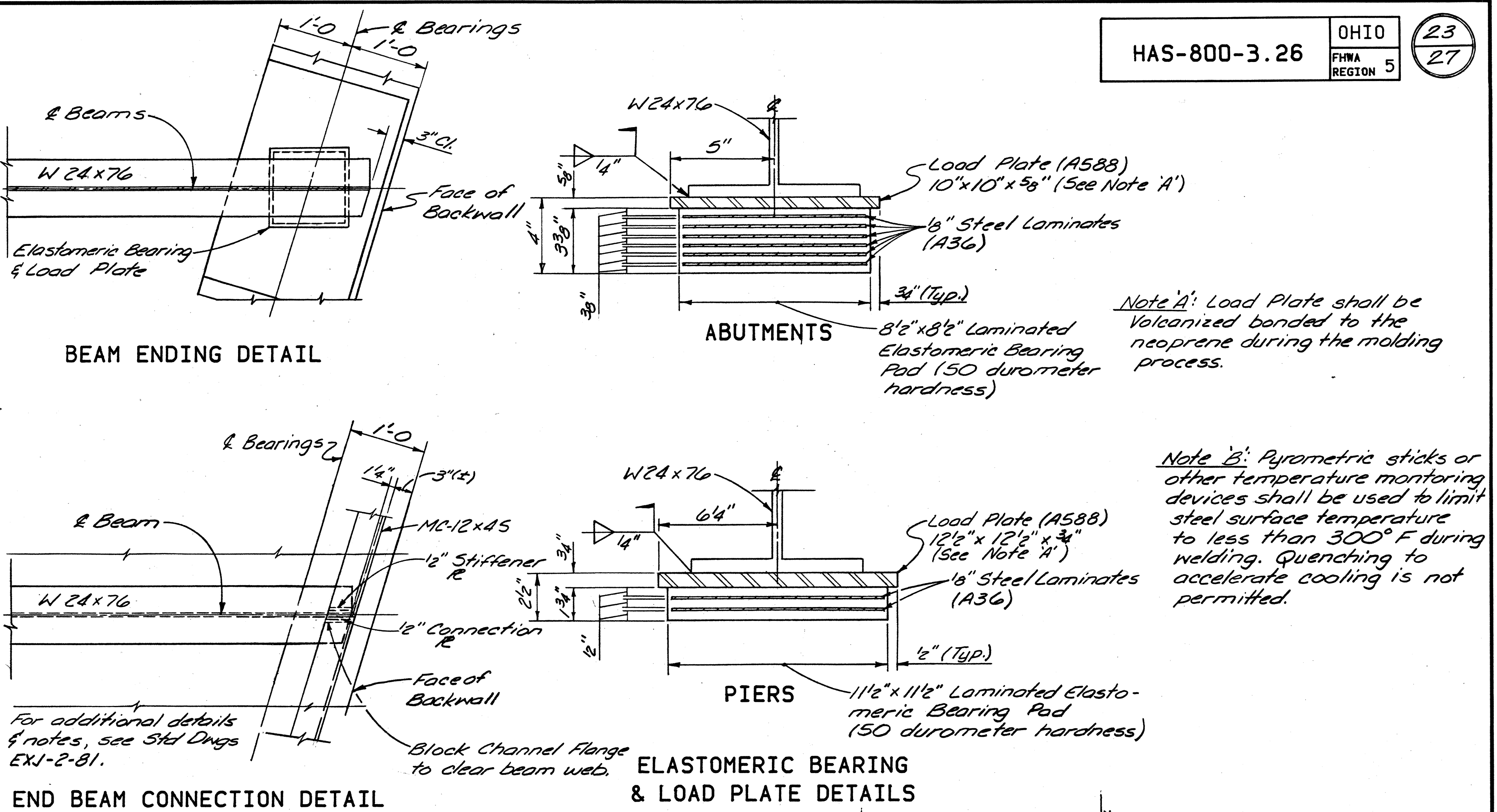
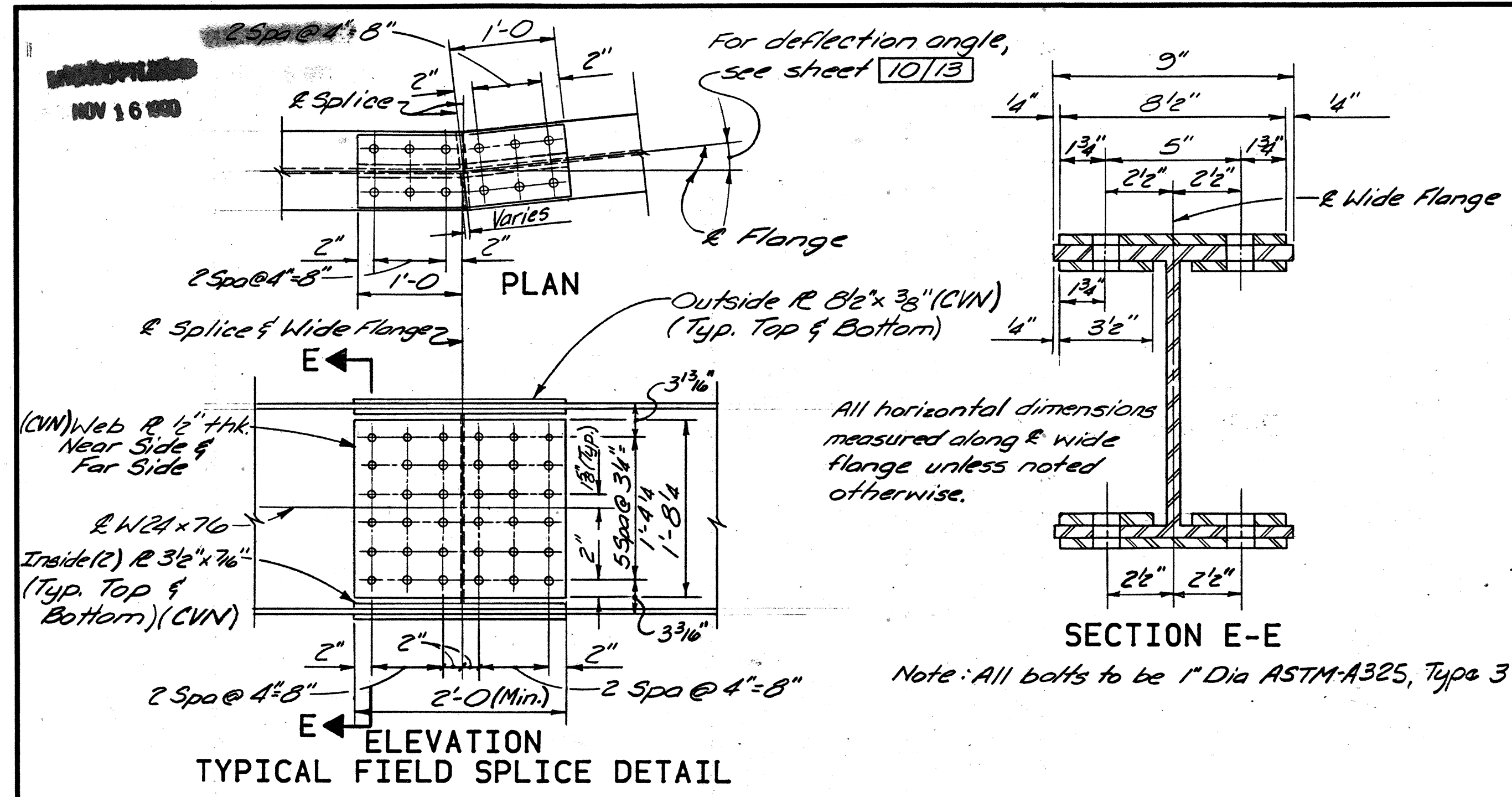
ELEVATIONS AND DIMENSIONS									
BEAM LINE	REAR PIER					FORWARD PIER			
	A	B	C*	D	E*	A	B	C*	D
#1	880.86	880.64	2'8"	-	-	881.19	880.98	2'2"	-
#2	881.27	880.74	6'8"	-	-	881.58	881.08	6"	-
#3	881.68	881.12	6'3"	-	-	881.98	881.44	6'2"	-
#4	882.19	881.50	3'4"	881.88	3'4"	882.47	881.80	8"	882.16
#5	882.60	882.26	5'8"	-	-	882.96	882.16	9'8"	882.52
#6	883.17	882.79	4'8"	-	-	883.45	883.05	4'8"	-

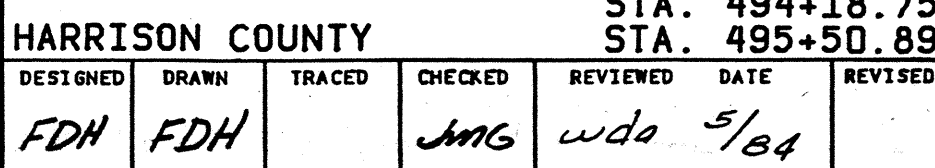
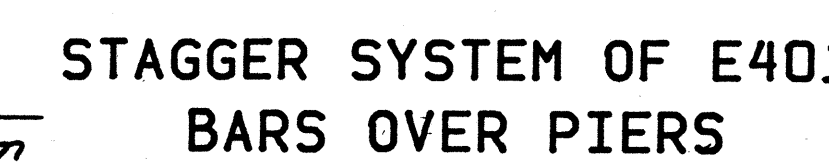
SECTION F-F

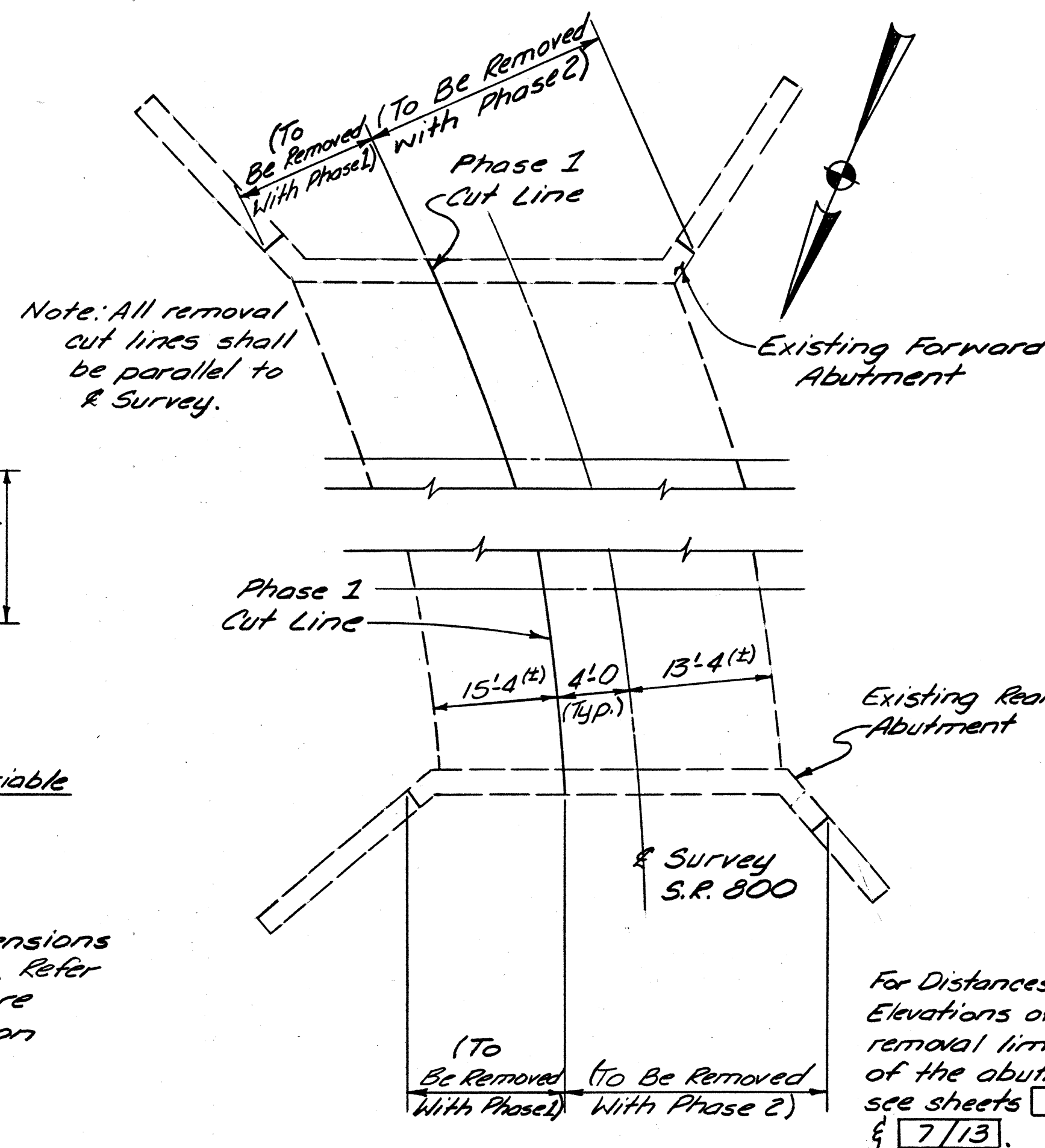
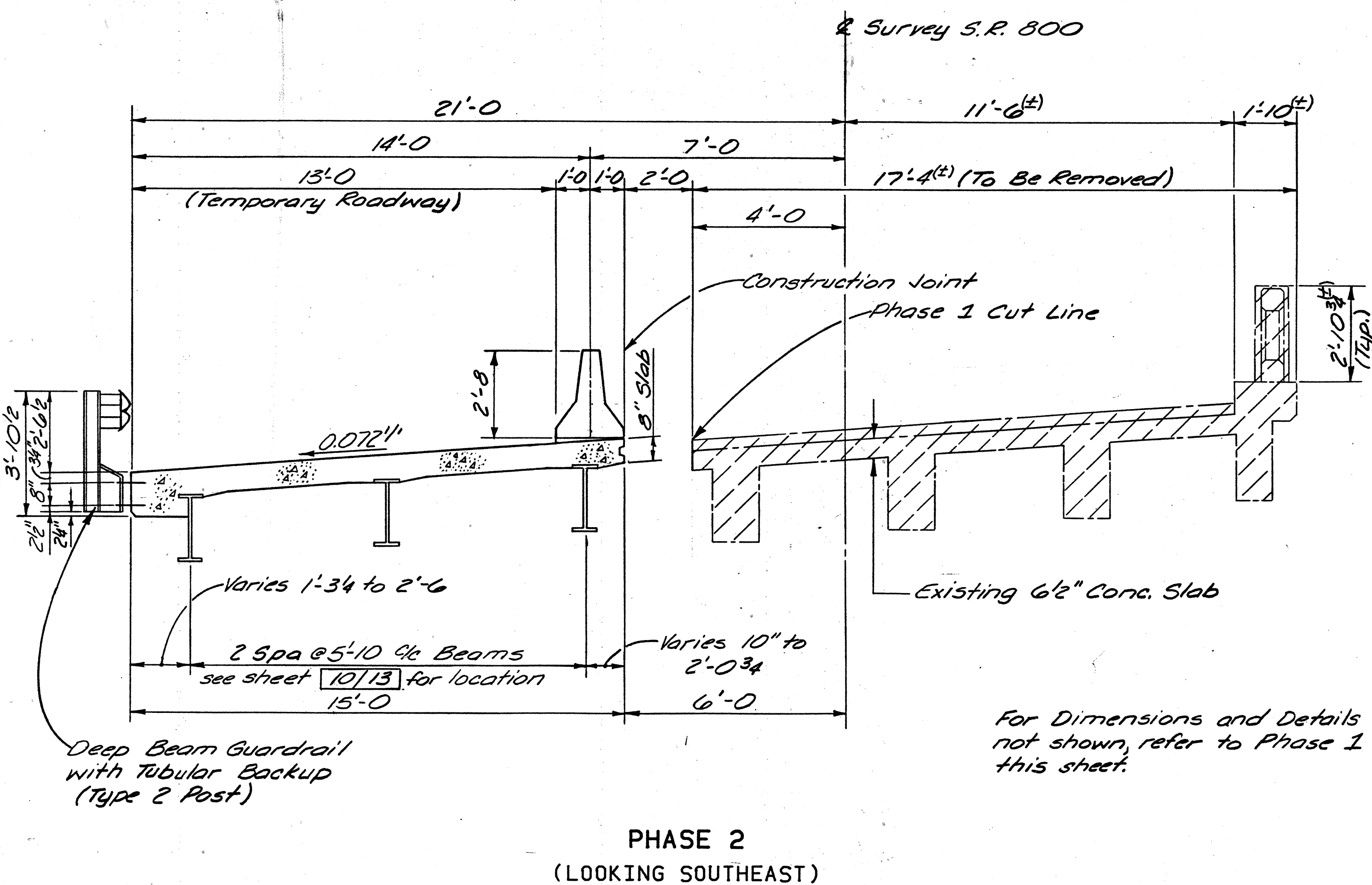
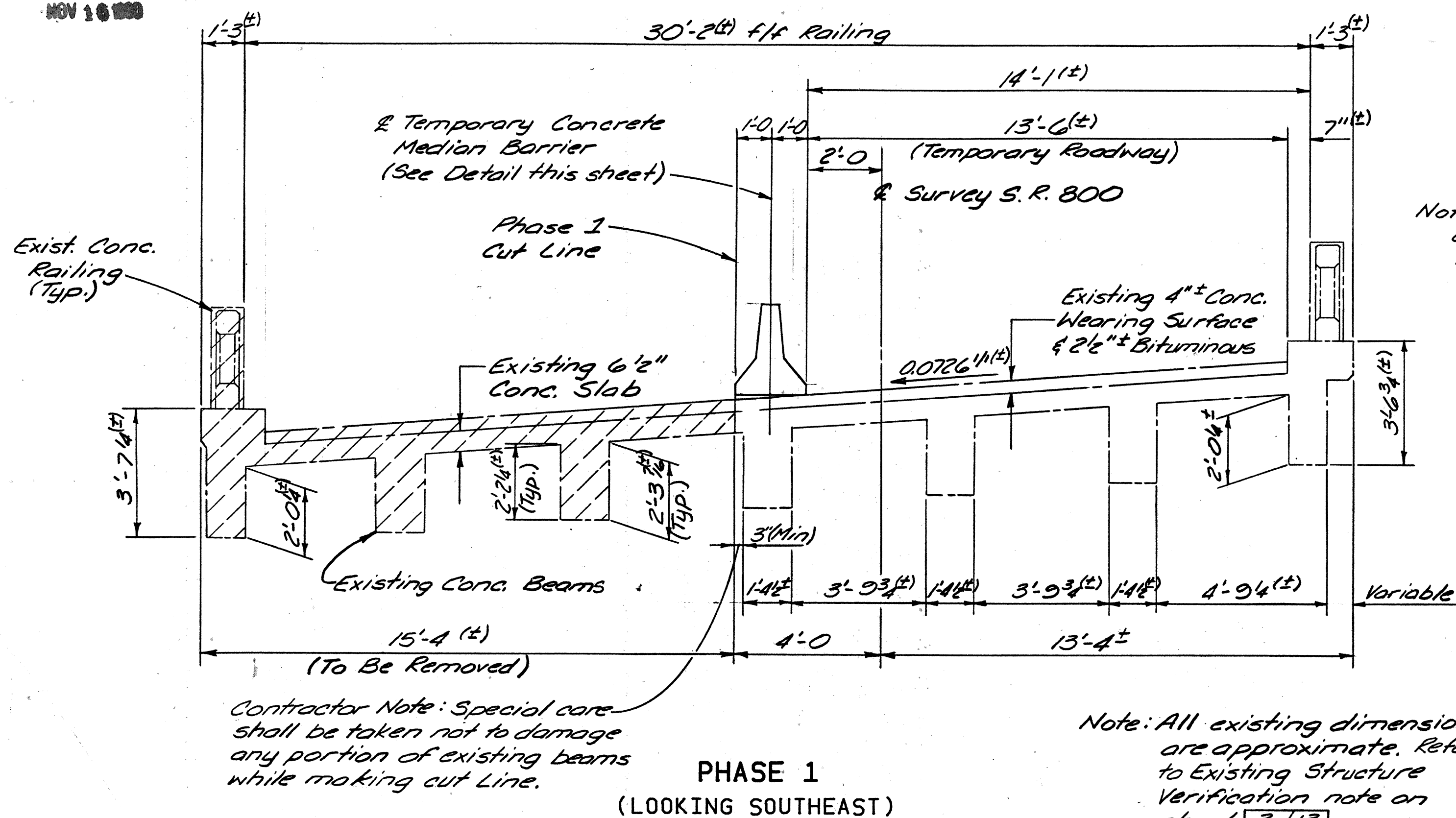
For Elastomeric Bearing at Piers see sheet 11/13

NOV 16 1961

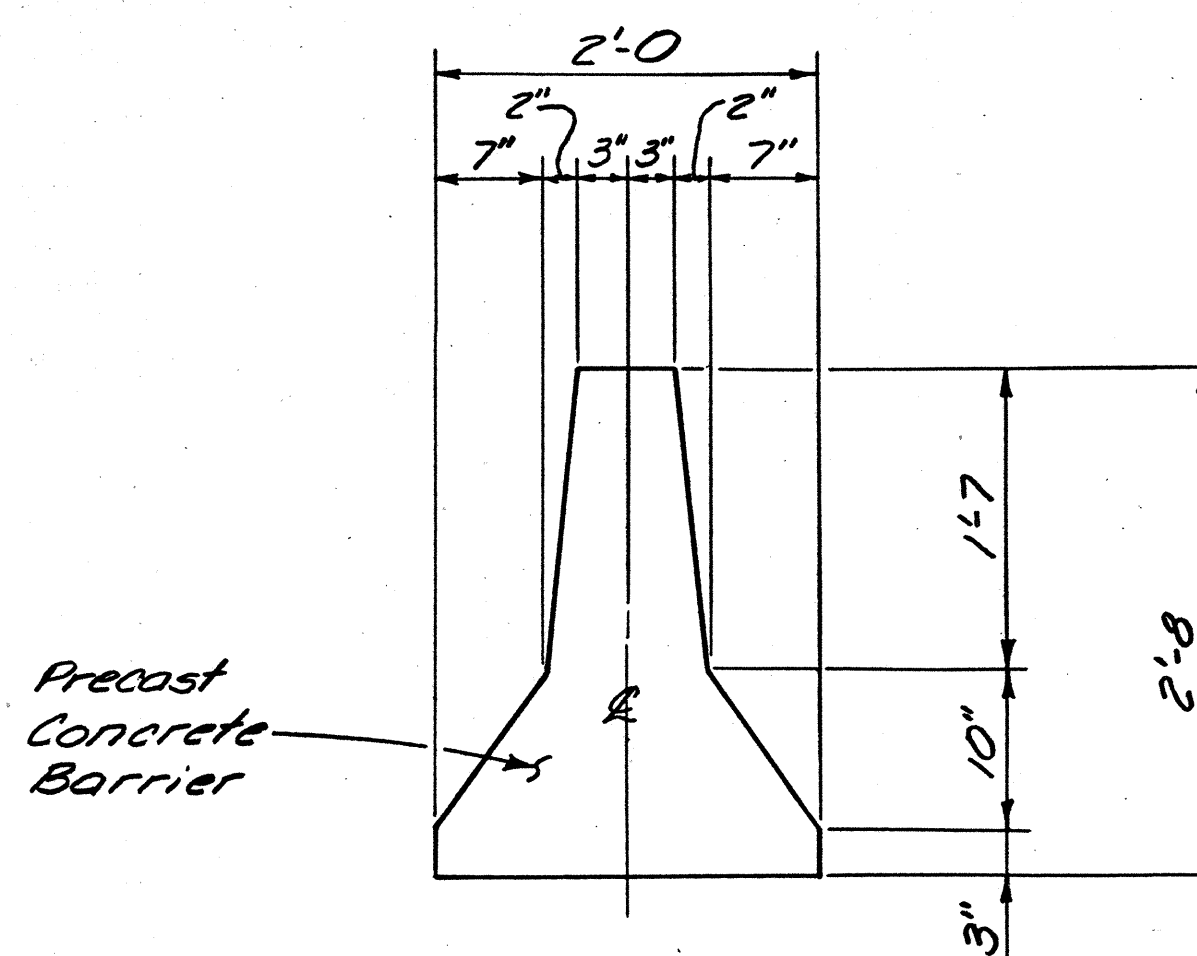








PLAN - PHASE REMOVAL OF EXISTING ABUTMENTS



For Additional Notes and Details, See Std Dwg MC-9A

CONSTRUCTION PHASE SEQUENCE

REFER TO PLAN DETAILS FOR LOCATION AND DIMENSIONS OF PHASE 1 AND PHASE 2 CONSTRUCTION. THE BRIDGE AND APPROACH SLABS SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE FOLLOWING SEQUENCE OF OPERATIONS:

- CUT DECK ALONG CUT LINE AND INSTALL PHASE 1 TEMPORARY CONCRETE MEDIAN BARRIER, ACCORDING TO STD. DWG. MC-9A.
- REMOVE PORTION OF EXISTING SUPERSTRUCTURE TO THE LIMITS SHOWN UNDER PHASE 1 ON THIS SHEET.
- REMOVE PORTION OF EXISTING ABUTMENTS TO THE LIMITS SHOWN UNDER PHASE 1 ON THE EXISTING ABUTMENT REMOVAL PLAN ON THIS SHEET. (FOR EXACT DISTANCES AND ELEVATIONS OF ABUTMENT REMOVAL, SEE SHEETS 6/13 AND 7/13.) SPECIAL CARE SHALL BE TAKEN TO PROTECT THE REMAINING PORTION OF EXISTING STRUCTURE TO BE USED AS TEMPORARY ROADWAY DURING PHASE 1 REMOVAL AND CONSTRUCTION. (SEE GENERAL NOTES.)
- CONSTRUCT THOSE PORTIONS OF THE NEW ABUTMENTS INCLUDING EXPANSION JOINT ARMOR TO THE LIMITS OF THE PROPOSED CONTRACTION JOINTS UNDER PHASE 1 CONSTRUCTION.
- CONSTRUCT THAT PORTION OF THE SUPERSTRUCTURE (INCLUDING EXPANSION JOINT ARMOR AND GUARDRAIL) TO THE LIMITS SHOWN UNDER PHASE 1 ON THESE PLANS.
- CONSTRUCT THAT PORTION OF THE APPROACH SLABS SHOWN UNDER PHASE 1 ON THE GENERAL PLAN.
- TRANSFER AND INSTALL THE TEMPORARY CONCRETE MEDIAN BARRIER FROM THE PHASE 1 LOCATION TO THE PHASE 2 LOCATION AS SHOWN ON THE GENERAL PLAN AND THIS SHEET.
- REMOVE REMAINING PORTIONS OF THE EXISTING SUPERSTRUCTURE AND ABUTMENTS TO THE LIMITS SHOWN UNDER PHASE 2 ON THESE PLANS. (FOR EXACT DISTANCES AND ELEVATIONS OF ABUTMENT REMOVAL, SEE SHEETS 6/13 AND 7/13.)
- CONSTRUCT THE PHASE 2 PORTION OF THE NEW ABUTMENTS (INCLUDING EXPANSION JOINT ARMOR).
- CONSTRUCT THAT PORTION OF THE SUPERSTRUCTURE (INCLUDING EXPANSION JOINT ARMOR AND PERMANENT GUARDRAIL) TO THE LIMITS SHOWN UNDER PHASE 2.
- CONSTRUCT THE PHASE 2 PORTION OF THE APPROACH SLABS.
- INSTALL EXPANSION JOINT COMPRESSION SEALS.

For General Plan Showing Location of Temporary Median Barrier, see sheet 2/13

W.E. QUICKSALL AND ASSOCIATES, INC.
NEW PHILADELPHIA, OHIO

PHASE CONSTRUCTION DETAILS
BRIDGE NO. HAS-800-0326
S.R. 800 OVER STILLWATER CREEK

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
FDH	FDH		JMC	WDA	5/84	

PROPERTY AND UTILITY PLAN

HAS - 800- 3.26

HARRISON COUNTY, OHIO

FREEPORT TOWNSHIP, SECTION 18 T-11-N, R-7-W

SCALE IN FEET
0' 100' 200' 300' 400'

BEGIN PROJECT
STA. 493+93.75

S.L.M. 3.26

BHZ 3401 (1)

BEGIN ACQUISITION
STA. 492+45

END PROJECT
STA. 495+75.89

BHZ 3401 (1)

END ACQUISITION
STA. 496+42.45

HAS-800- 3.26

RIGHT OF WAY PLAN

PARCEL NO. 1		
Course	Bearing	Distance
1-2	Arc Len. = 65.75' Chd. Len. = 65.67' Chd. Brg. = N 10° 20' 55" W Radius = 390.16'	
2-3	S 84° 28' 45" W	15.00'
3-4	Arc Len. = 27.93' Chd. Len. = 27.93' Chd. Brg. = N 3° 32' 45" W Radius = 405.16'	
4-5	S 67° 12' 27" E	11.01'
5-6	S 22° 58' 51" E	96.31'
6-1	N 84° 23' 10" W	19.39'

PARCEL NO. 2		
Course	Bearing	Distance
1-6	S 84° 23' 10" E	19.39'
6-7	S 22° 58' 51" E	22.01'
7-8	Arc Len. = 27.81' Chd. Len. = 27.79' Chd. Brg. = N 64° 10' 34" W Radius = 200.00'	
8-1	Arc Len. = 10.46' Chd. Len. = 10.46' Chd. Brg. = N 15° 56' 40" W Radius = 390.16'	

PARCEL NO. 2-1		
Course	Bearing	Distance
9-10	N 29° 31' 10" W	30.64'
10-11	Arc Len. = 54.10' Chd. Len. = 54.07' Chd. Brg. = S 50° 36' 19" E Radius = 470.16'	
11-12	S 72° 58' 05" W	62.23'
12-13	S 78° 48' 25" W	14.79'
13-14	N 11° 11' 35" W	18.72'
14-9	N 78° 28' 50" E	52.00'

PARCEL NO. 3		
Course	Bearing	Distance
9-14	S 78° 28' 50" W	52.00'
14-15	N 11° 11' 35" W	11.28'
15-16	N 32° 09' 21" E	20.44'
16-17	N 42° 49' 52" W	49.21'
17-18	N 71° 00' 00" E	26.88'
18-10	Arc Len. = 50.49' Chd. Len. = 50.47' Chd. Brg. = S 44° 13' 57" E Radius = 470.16'	
10-9	S 29° 31' 10" E	30.64'

PUBLIC UTILITIES

(B) General Telephone Co. of Ohio
715 Commercial Parkway
P.O. Box 399
Dover, Ohio 44622
Phone 216-364-0363

(C) Ohio Power Co.
301 Cleveland Ave S.W.
P.O. Box 400
Canton, Ohio 44701
Phone 216-438-7040

(A) Kimble Clay & Limestone Co.
RD #1, P.O. Box 386
Dover, Ohio 44622
Phone 216-343-1226

INDEX OF OWNERS

- (1) Herman Ripley and Frances Ripley
(2) Gary C. Jones
(3) Earl D. Mallernee and Cheryl E. Mallernee

PARCEL DESCRIPTIONS & PROPERTY AND UTILITY PLAN

HARRISON COUNTY, OHIO
FREEPORT TOWNSHIP, SECTION 18, T-11-N, R-7-W

Calculated By _____
Checked By _____

FHWA REGION	STATE	STATE PROJECT NO.
5	OHIO	11635(0)

HAS-800-3.26
RIGHT OF WAY PLAN

27
27

2
2

2. CURVE DATA
 $\Delta = 79^{\circ}00'00''$ Lt.
 $Dc = 13^{\circ}10'00''$
 $R = 435.16'$
 $L = 600.00'$
 $T = 358.72'$
 $C = 553.59'$
 $E = 128.79'$
 $PI = 495+58.72$
Herman & Frances Ripley

SCALE IN FEET
0' 20' 40'

END PROJECT
STA. 495+75.89

END ACQUISITION
STA. 496+42.45

BHZ 3402 (1)

Gary C. Jones

*Note: The metes and bounds description of Tract No. 2 contained in Vol. 181 Pg. 544 describes a tract of land containing 0.74 Ac. The deed acreage set forth for Tract No. 2 is 1.48 Ac. which is the balance of a 32.69 Ac. tract after an outconveyance of 31.21 Ac. This 31.21 Ac. tract is now owned by Gary C. Jones. (Vol. 175 pg. 562) see Par. No. 2 of this project.

NOTE: For Parcel Descriptions See Sheet No. 1.

NOTE: For Names, Addresses, Telephone Numbers and Locations of affected Utility Companies See Sheet No. 1.

BEGIN PROJECT
STA. 493+98.75

S.L.M 3.26

BHZ 3402 (1)

BEGIN ACQUISITION
STA. 492+45

Z.Z. Courtwrights Addition To Freeport
Recorded in Packet 4, Folder 1 of the Harrison County Plat Records (Formerly P.B. 4 Page 136)

Out Lot 9

East Line of Out Lot 9

I.P. (F&U)

TOTAL NUMBER OF _____
3 OWNERSHIPS
0 TOTAL TAKES
0 OWNERSHIPS WITH STRUCTURES INVOLVED
0 OWNERSHIPS WITH "P" ITEMS

SUMMARY OF ADDITIONAL RIGHT OF WAY

NOTE
Record Area after outsales minus Total PRO. Minus Net Take Equals Net Residue.

PLAN COMPLETED		
DATE	REMARKS	BY

PARCEL	OWNER	SHEET NO.	OWNERS RECORD		RECORD AREA	TOTAL PRO.	GROSS TAKE	PRO. IN TAKE	NET TAKE	STRUC- TURE	NET RESIDUE		TYPE FUND	REMARKS AND PERSONALTY	AS ACQUIRED	
			BOOK	PAGE							LEFT	RIGHT			BOOK	PAGE
1	Herman Ripley and Frances Ripley	2	177	145	5.61 Ac.	0.41 Ac.	0.026 Ac.	0	0.026 Ac.	—	4.884 Ac.	0.29 Ac.	State			
2	Gary C. Jones	2	175	562	31.21 Ac.	5.10 Ac.	0.007 Ac.	0	0.007 Ac.	—	12.74 Ac.	13.362 Ac.				
2-1		2					0.031 Ac.	0.030 Ac.	0.001 Ac.	—						
3	Earl D. Mallernee and Cheryl E. Mallernee	2	181	544	*0.74 Ac.	0.52 Ac.	0.055 Ac.	0.014 Ac.	0.041 Ac.	—	—	0.179 Ac.		Tract No. 2		
					1.42 Ac.	0.21 Ac.		0	0	—	—	1.21 Ac.		Tract No. 1 Not involved		
	Total - Parcel No. 3				2.16 Ac.	0.73 Ac.	0.055 Ac.	0.014 Ac.	0.041 Ac.	—	—	1.389 Ac.				